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Trip Kit Index

Airport Information For EDDN

Terminal Charts For EDDN

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: NURNBERG DEU
ICAO/IATA: EDDN / NUE
Lat/Long: N49° 29.92', E011° 04.68'
Elevation: 1046 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0710 Z
Sunset: 1536 Z

Runway Information

Runway: 10
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1022 ft
Lighting: Edge, ALS, REIL

Runway: 28
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1046 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 123.075
Nurnberg Tower: 37.835 Military
Nurnberg Tower: 118.300
Nurnberg Ground: 118.100
Munich Radar Approach: 129.525
Nurnberg Direct (Approach Control Radar): 119.475

EDDN/NUE
NURNBERG

JEPPESEN

21 FEB 14

10-1P

NURNBERG, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 123.07

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4 chart.

1.2.1. LOCAL FLYING RESTRICTIONS

Take-offs and landings are not permitted for

- jet ACFT without noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 between 2100-0700LT except in case of delays in scheduled or non-scheduled air services up to 2200LT;
- jet ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 and prop ACFT between 2200-0600LT except in case of delays in scheduled or non-scheduled air services, training and exercise flights in accordance with valid air-transport regulations, necessary to obtain, prolong or renew an airman's licence for night flying up to 2300LT;
- between 2200-0600LT Nurnberg APT may not be used for unplanned take-offs/landings due to night flying restrictions applying at other APTs or because of flight restrictions in specific airspace.

EXCEPTIONS:

- ACFT on missions in disasters or rendering medical assistance.
- Jet ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, included in the applicable valid Bonus List published by the Ministry of Transport, Building and Urban Development (BMVBS) for departing as well as for landing aeroplanes.
- Prop ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10.
- Landing of ACFT approaching Nurnberg AIRPORT as alternate APT for meteorological, technical or other safety reasons.

Deviating from the above regulations, the "Bayerische Staatsministerium fuer Wirtschaft, Infrastruktur, Verkehr und Technologie" or upon its instruction the "Luftaufsicht" may grant exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest.

1.2.2. RUN-UP TESTS

Engine test runs are only permitted in the sequence determined by the supervisor on duty of the FNG (0911/937 1220) and/or DFS Aerodrome Control. Engine tests are generally not permitted H24 on Sundays, legal holidays nor on workdays between 2200-0600LT.

Exceptions may be granted by the acting supervisor of the FNG in justified cases.

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10-1P1

NURNBERG, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

As soon as the application of CAT II/III all-weather operations has been disseminated via ATIS, TWYs which are equipped with centerline lighting will have it switched on. From this time on, taxiing for all ACFT is permitted only on TWYs with centerline lighting switched on or according to separate instructions from ATC.

TWY centerline lighting is colour-coded (yellow/green) on TWYs E and F between the RWY centerline and the part where the ACFT leaves the ILS sensitive area.

ACFT which have landed shall leave the RWY via TWY E and/or F and shall report leaving the colour-coded section of the TWY without further request in order to report that the ACFT has left the ILS sensitive area.

The CAT II/III taxi holding position on TWYs A, B, F and J are equipped with lighted stop bars.

If these are switched on, it may not be crossed under any circumstances.

Clearances of any kind do not permit taxiing across a stop bar which is switched on.

Exception: If stop bars can no longer be operated, guidance to the RWY will be ensured by a Follow-me car.

1.4. TAXI PROCEDURES

On the aprons, ACFT may taxi only at the absolute minimum speed.

Taxilane S1 and S2 MAX wingspan 69'/21m under own power; larger ACFT will be guided.

TWY J between Taxilane N2 and TWY F, Taxilanes N1 and N2 MAX wingspan 157'/48m under own power; larger ACFT will be guided. If no Follow-me car is available, the ACFT must wait for it in the junction area of the relevant TWY/Taxilane.

TWY J between Taxilanes S2 and N2 and Taxilane S2 and T3 MAX wingspan 95'/29m under own power; larger ACFT will be guided.

Taxilane N3 MAX wingspan 39'/12m.

1.5. PARKING INFORMATION

On stands 1 thru 16, 88 and 89 push-back required. The use of reverse thrust is prohibited.

Markings for special parking (facing South) have been applied between stands 81/82 and 83/84. When these parking positions are used, they will be entered via taxilane N2, guided by a Follow-me car. Taxiing off from these special positions will be done using push-back procedure.

1.6. OTHER INFORMATION

1.6.1. USE OF TWY F FOR TAKE-OFF AND LANDING

After prior clearance from DFS aerodrome control, helicopters up to a maximum rotor diameter of 66'/20m may use twy F for take-offs and landings in directions 10 and 28.

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10-1P2

NURNBERG, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 or as by ATC.
Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

When landing, reverse thrust other than idle thrust shall not be used between 2200-0600LT except for safety reasons.

2.3. CAT II/III OPERATIONS

RWY 28 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. OTHER INFORMATION

FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINUOUS DESCENT OPERATIONS - CDO)

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

It is assumed that the continuous descent will be performed at a rate of 300ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300ft/NM.

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10-1P3

NURNBERG, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing is possible on all ACFT stands of the main aprons as well as on parts of the GA Apron.

An exception to this is ACFT de-icing on ACFT stands which are used by passengers (walk positions). De-icing on these positions is generally prohibited. The duty officer of FNG shall be informed of the request for de-icing via phone 0911 - 937 1583 not later than 25 min prior to the requested start of the de-icing procedure.

3.1.2. REGISTRATION FOR DE-ICING

Crew shall register for de-icing as early as possible to the

- Head loader/ramp agent;
- Operations department of the handling agent via his company frequency.

The de-icing request will be passed on by the above units to the duty officer airport operation. He will determine the de-icing sequence, taking into account known priorities such as: STS (e. g. STS/HOSP), Slot, EOBT, etc.

3.1.3. REPORTING: "READY FOR DE-ICING"

As a rule the head loader/ramp agent will report to the duty officer airport operation as soon as the termination of the handling process is imminent, but at least when all the servicing equipment has been removed. The ACFT will be notified by the head loader/ramp agent and will be requested to change to the frequency of NURNBERG De-icing 121.8 and to wait to be contacted by the operator in the basket of the respective de-icing vehicle.

Queries regarding the sequence or estimated de-icing time cannot be answered on this frequency since the operator in the basket will not have this information. If necessary, the crew can obtain this information from the company frequency of the handling agent concerned.

AirPart: 130.85
DLH: 131.92
GA: 131.42

3.1.4. DE-ICING PROCEEDINGS

After receiving the de-icing instructions, the de-icing vehicle will drive to the ACFT.

The operator in the basket will report to crew on the de-icing frequency NURNBERG De-icing 121.8 giving the ACFT registration mark and the number of the de-icing vehicle.

At this point, the details required for de-icing can be discussed directly between crew and the operator in the basket.

De-icing procedures will not begin until crew has given the permission to do so.

When the de-icing process has been completed, the operator in the basket will report again to crew and will inform them of the de-icing code. This concludes the de-icing procedure.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 or as by ATC.
Not applicable within airspace C.

3.3. PUSH-BACK PROCEDURES

ACFT may leave nose-in stands by using the push-back procedure.

Use of reverse thrust is prohibited.

Push-back procedures require prior clearance from NURNBERG Ground.

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10 DEC 10 10-1P4

NURNBERG, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink.

The following temporal parameters apply:

- t_i 25 min prior to EOBT for unregulated flights.
 30 min prior to CTOT for ATFM regulated flights.
- t_f 11 min prior to EOBT for unregulated flights
 16 min prior to CTOT for ATFM regulated flights.
- t₁ 5 min

EDDN/NUE
NURNBERG

JEPPESEN
8 FEB 13 10-2

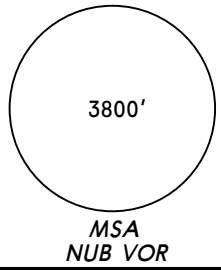
NURNBERG, GERMANY

STAR

*D-ATIS
123.07

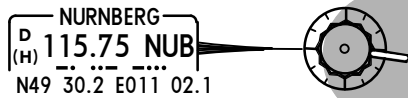
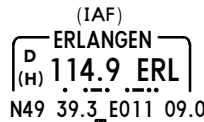
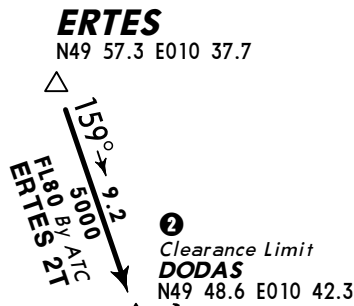
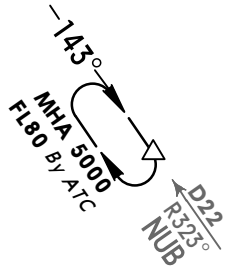
Apt Elev
1046'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



ERTES TWO TANGO (ERTES 2T) [ERTE2T] ①
NIBIL SIX TANGO (NIBIL 6T) [NIBI6T]
RWYS 10, 28 ARRIVALS

HOLDING
OVER DODAS



Direct distance from ERL to:
Nurnberg Apt 10 NM

- ① BRNAV equipment necessary.
- ② When reaching clearance limit enter holding.
EXPECT GPS/FMS RNAV TRANSITION (charts 10-2B to 10-2E) or radar vectoring to final.

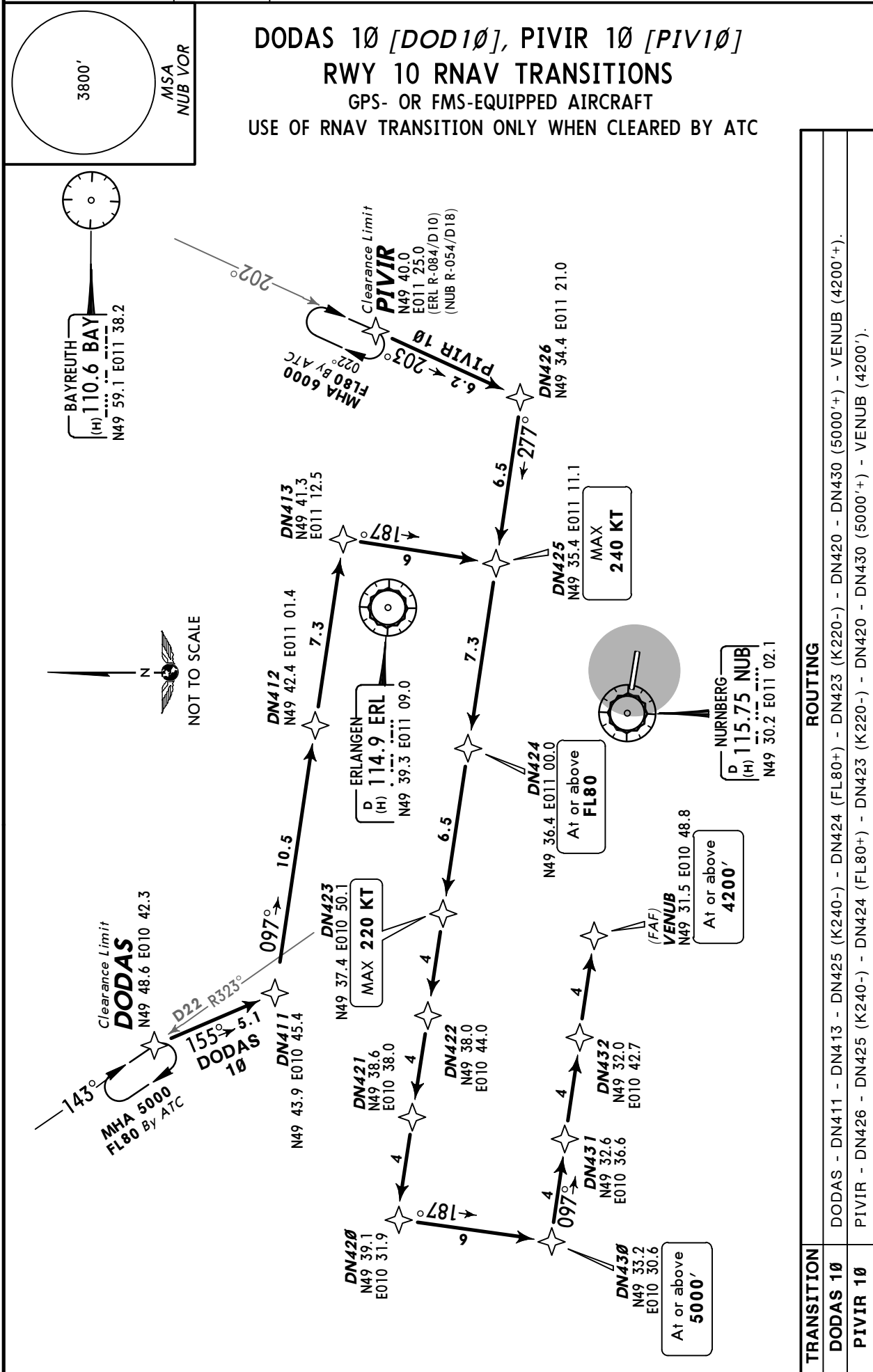
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared FL to the IAF.
Descent in holding to 5000' for standard instrument approach.
▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲

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8 FEB 13 10-2B

NURNBERG, GERMANY
RNAV TRANSITION

*D-ATIS 123.07	Apt Elev 1046'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' On downwind transition expect vectors to final.
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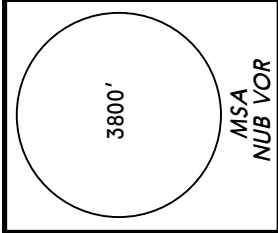


EDDN/NUE
NURNBERG

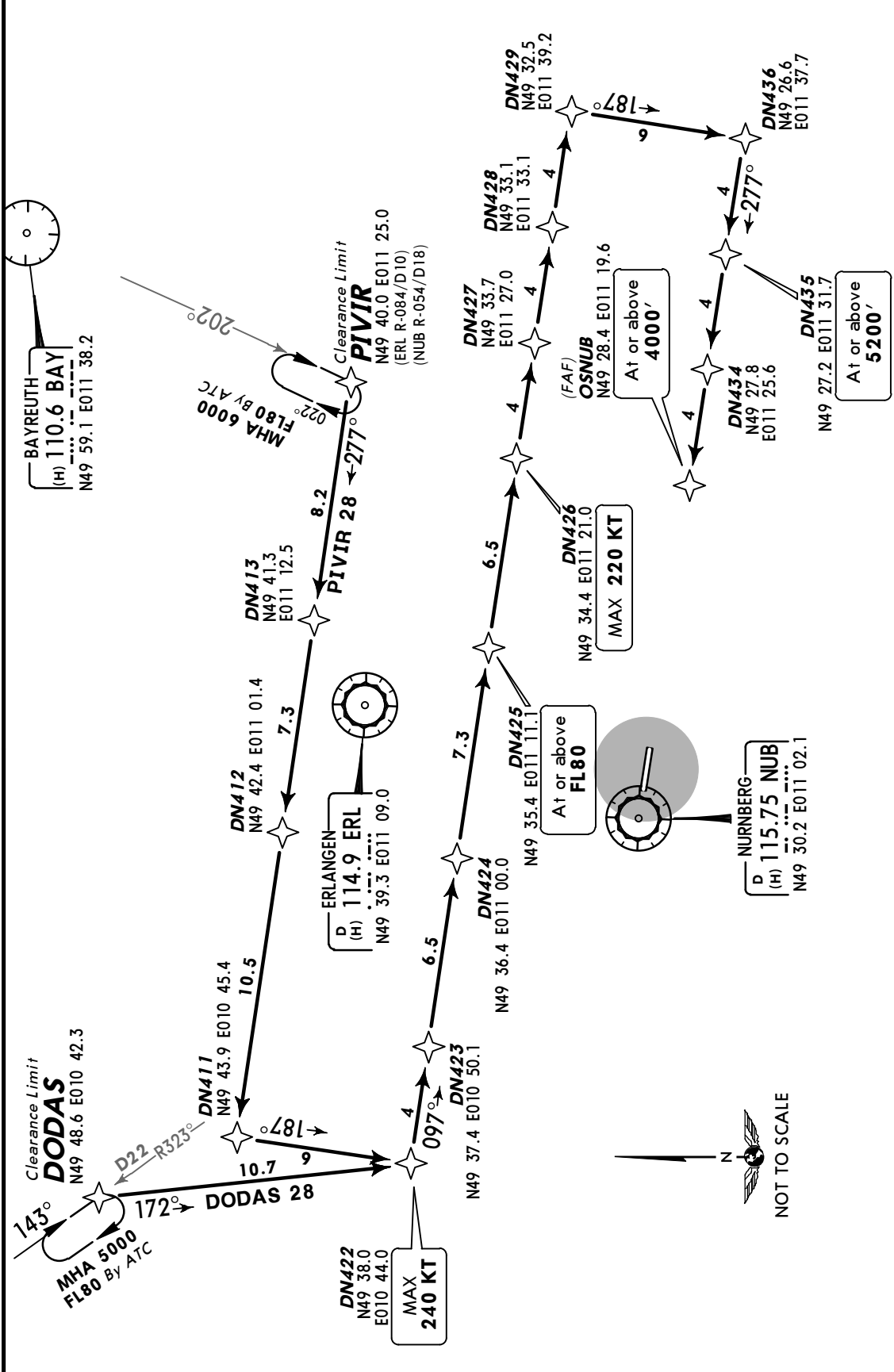
JEPPESSEN
8 FEB 13 10-2C

NURNBERG, GERMANY
RNAV TRANSITION

*D-ATIS 123.07	Apt Elev 1046'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' On downwind transition expect vectors to final.
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DODAS 28 [DOD28], PIVIR 28 [PIV28]
RWY 28 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
DODAS 28	DODAS - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200'+) - OSNUB (4000'+).
PIVIR 28	PIVIR - DN411 - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200'+) - OSNUB (4000'+).

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EDDN/NUE
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8 FEB 13 10-2E

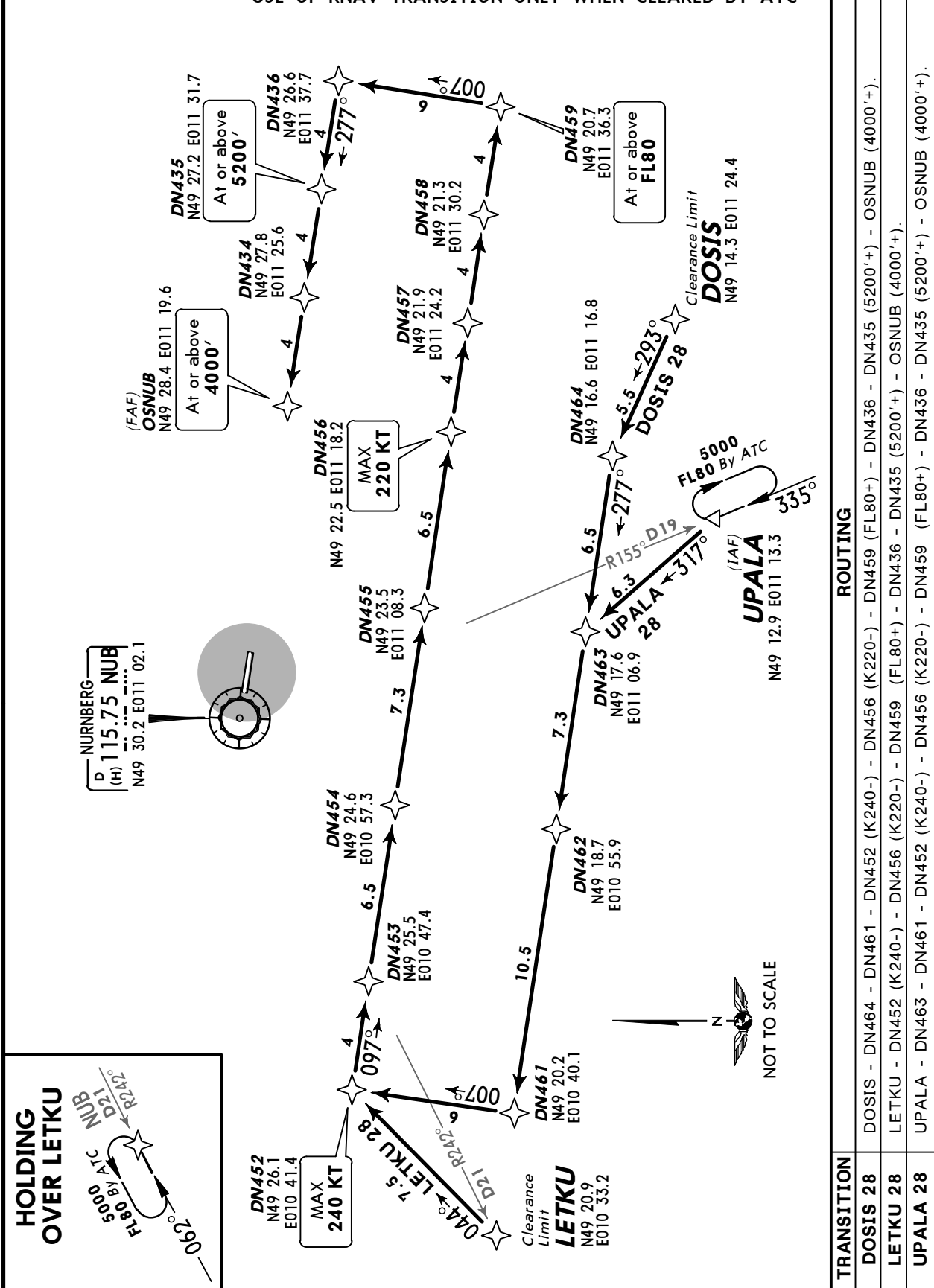
NURNBERG, GERMANY
RNAV TRANSITION

*D-ATIS 123.07	Apt Elev 1046'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' On downwind transition expect vectors to final.
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3800'

MSA
NUB VOR

DOSIS 28 [DOS28], LETKU 28 [LET28]
UPALA 28 [UPA28]
RWY 28 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



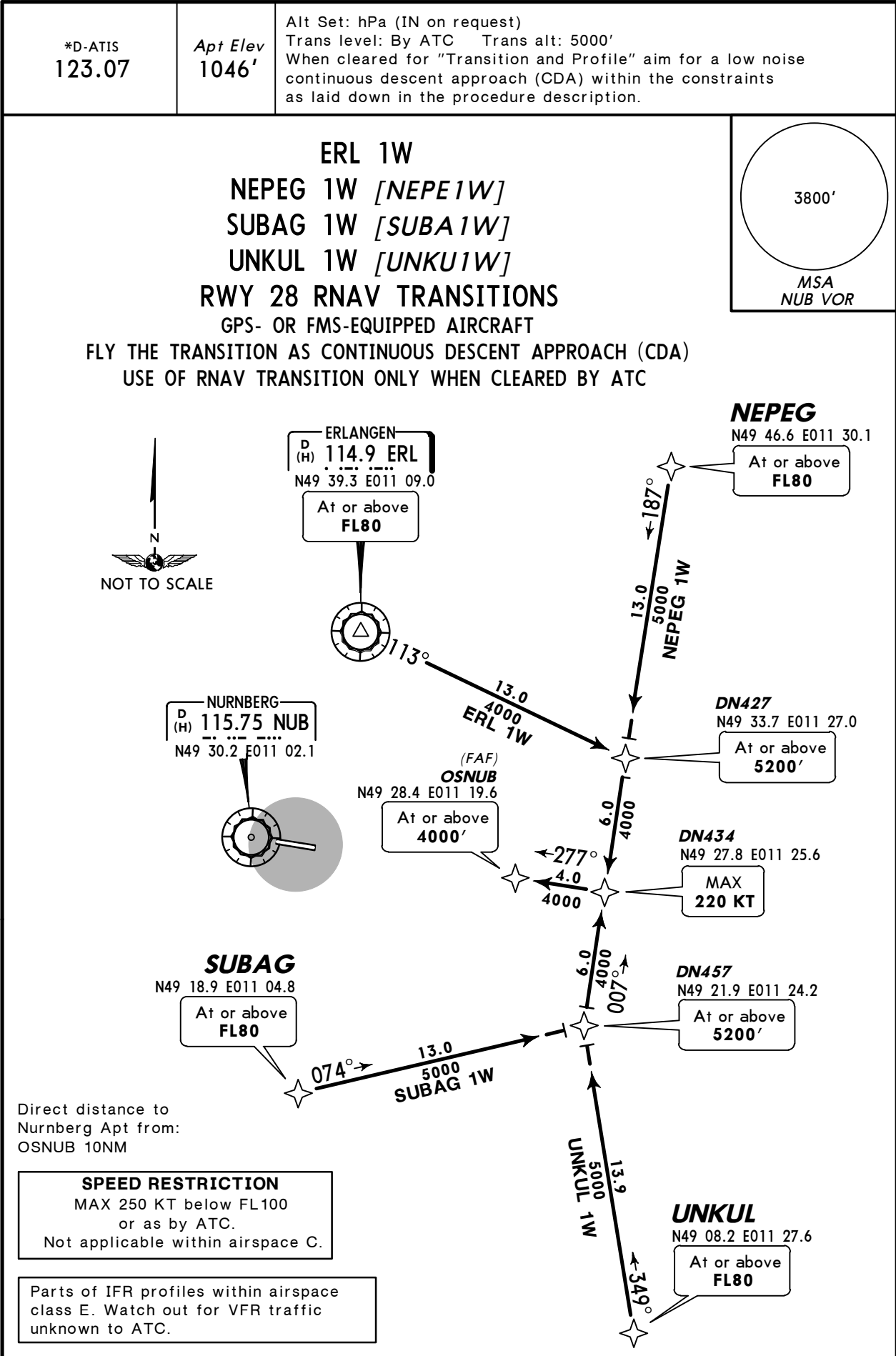
CHANGES: MSA.

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EDDN/NUE
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18 APR 14 10-2F Eff 1 May

NURNBERG, GERMANY
RNAV TRANSITION



Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "Transition and Profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.



3800'

MSA
NUB VOR

16.9
4000
SUBAG 1E

EDDN/NUE
NURNBERG

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NURNBERG, GERMANY

6 DEC 13

10-3

Eff 12 Dec

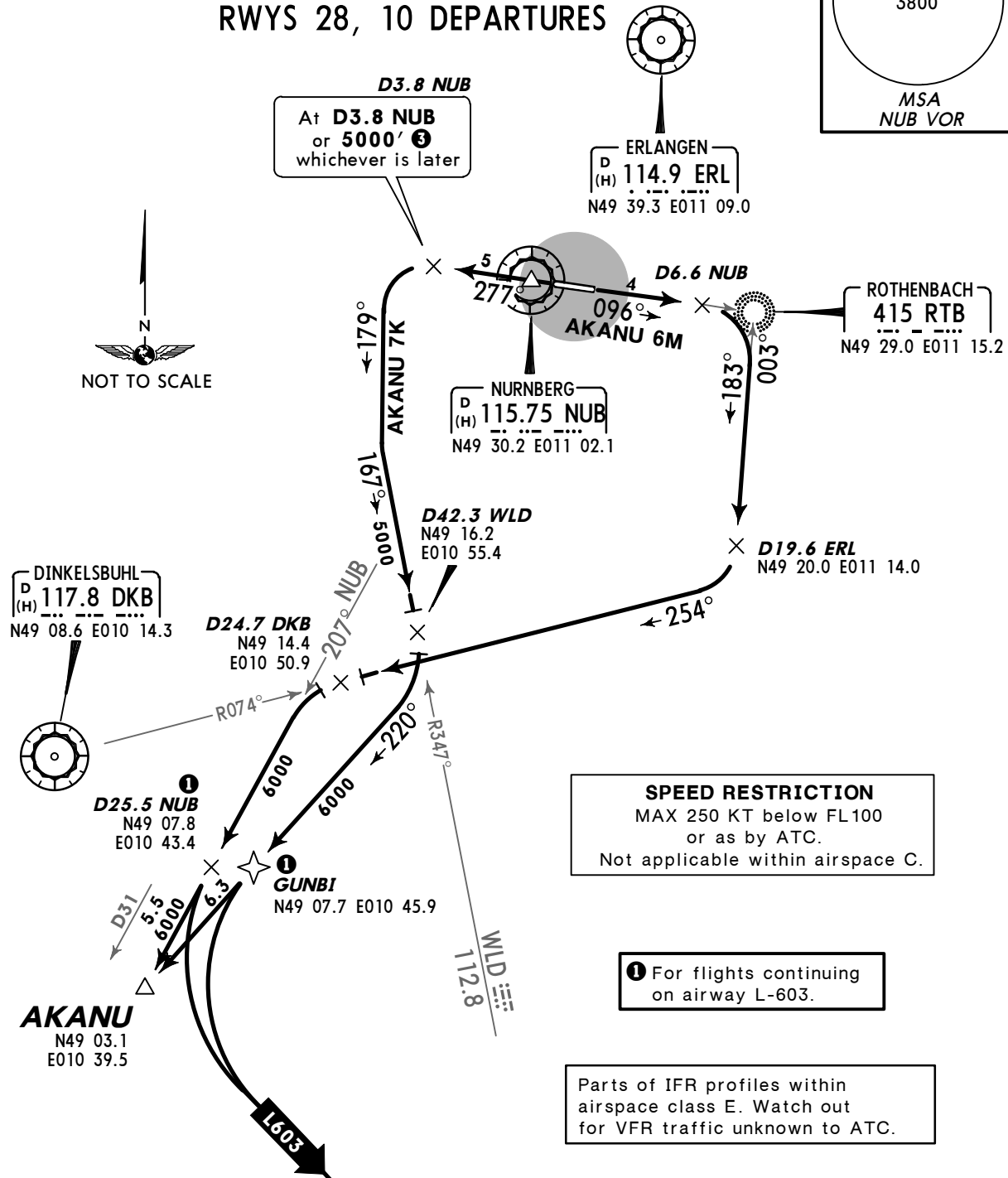
SID

MUNICH Radar
129.52

Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4).
3. Rwy 10: EXPECT close-in obstacles.

AKANU SEVEN KILO (AKANU 7K)
AKANU SIX MIKE (AKANU 6M)
RWYS 28, 10 DEPARTURES



Initial climb clearance **FL70**

SID	RWY	ROUTING
AKANU 7K	28	Intercept NUB R-277, at D3.8 NUB or 5000' ③, whichever is later, turn LEFT, 179° track, intercept WLD R-347 inbound to D42.3 WLD, ④ turn RIGHT, 220° track to AKANU.
AKANU 6M ②	10	Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to D24.7 DKB, turn LEFT, intercept NUB R-207 to AKANU.

② Transition to airways (U)L-605 not possible. These flights shall file RODIS SID - airways (U)L-604.
③ Altitude restriction applies during glider activity.
④ After D42.3 WLD BRNAV equipment necessary. If unable to comply advise ATC.

CHANGES: SID AKANU 6K renumbered 7K and revised.

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NURNBERG, GERMANY

6 DEC 13

10-3A

Eff 12 Dec

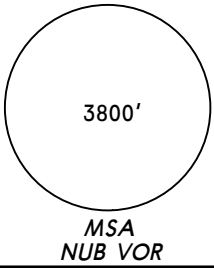
SID

MUNICH Radar
129.52

Apt Elev
1046'

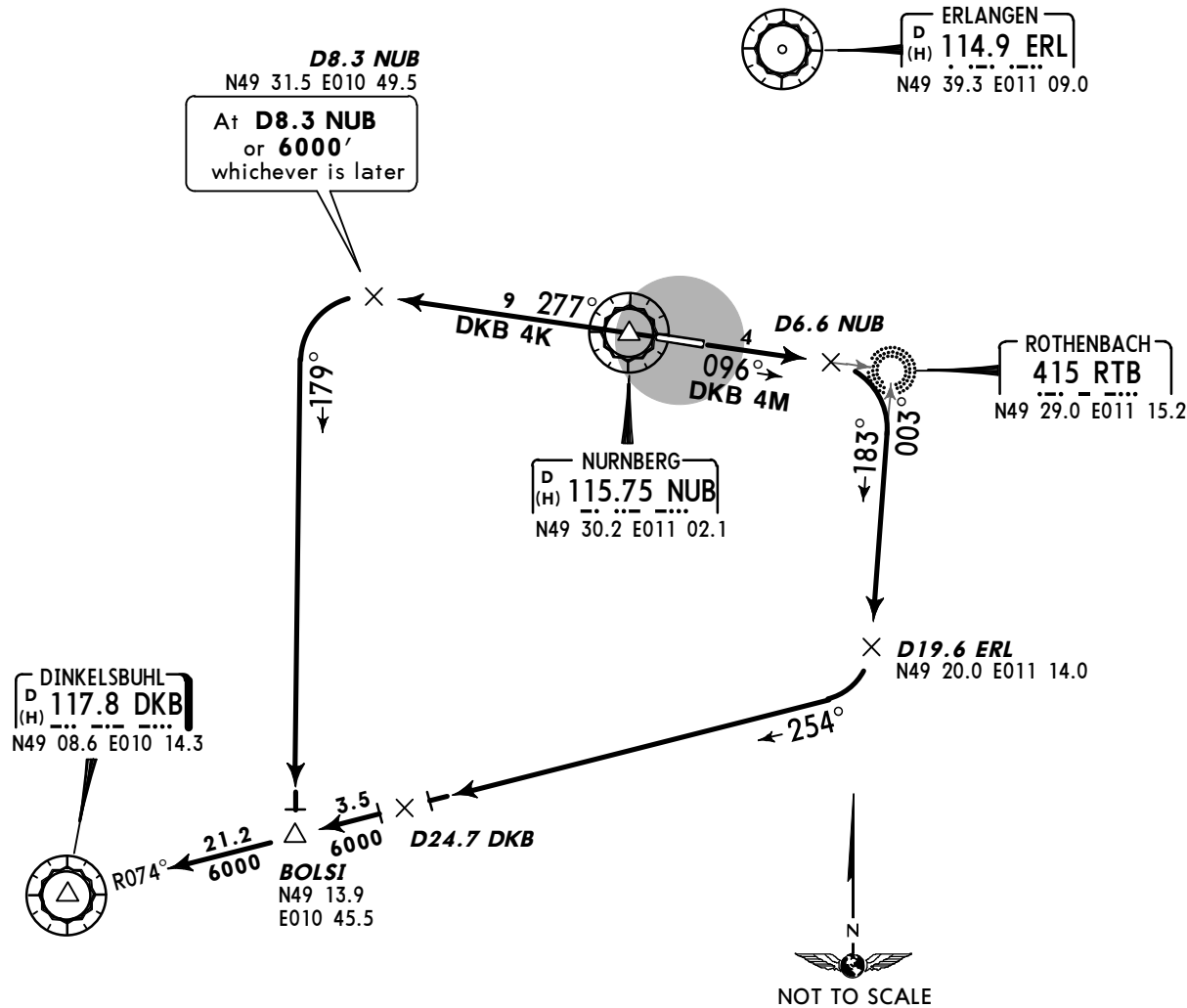
- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4).
Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 10: EXPECT close-in obstacles.

DINKELSBUHL FOUR KILO (DKB 4K)
DINKELSBUHL FOUR MIKE (DKB 4M)
RWYS 28, 10 DEPARTURES
NOT AVAILABLE FOR FLIGHTS TO CONTINUE
VIA AIRWAYS T-104 OR Y-161



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
DKB 4K	28	Intercept NUB R-277, at D8.3 NUB ❶ or 6000', whichever is later, turn LEFT, 179° track to BOLSI, turn RIGHT, intercept DKB R-074 inbound to DKB.
DKB 4M	10	Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to DKB.

❶ After D8.3 NUB BRNAV equipment necessary.

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JEPPESSEN
6 DEC 13 10-3B

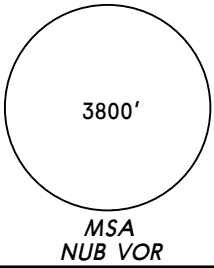
Eff 12 Dec

NURNBERG, GERMANY

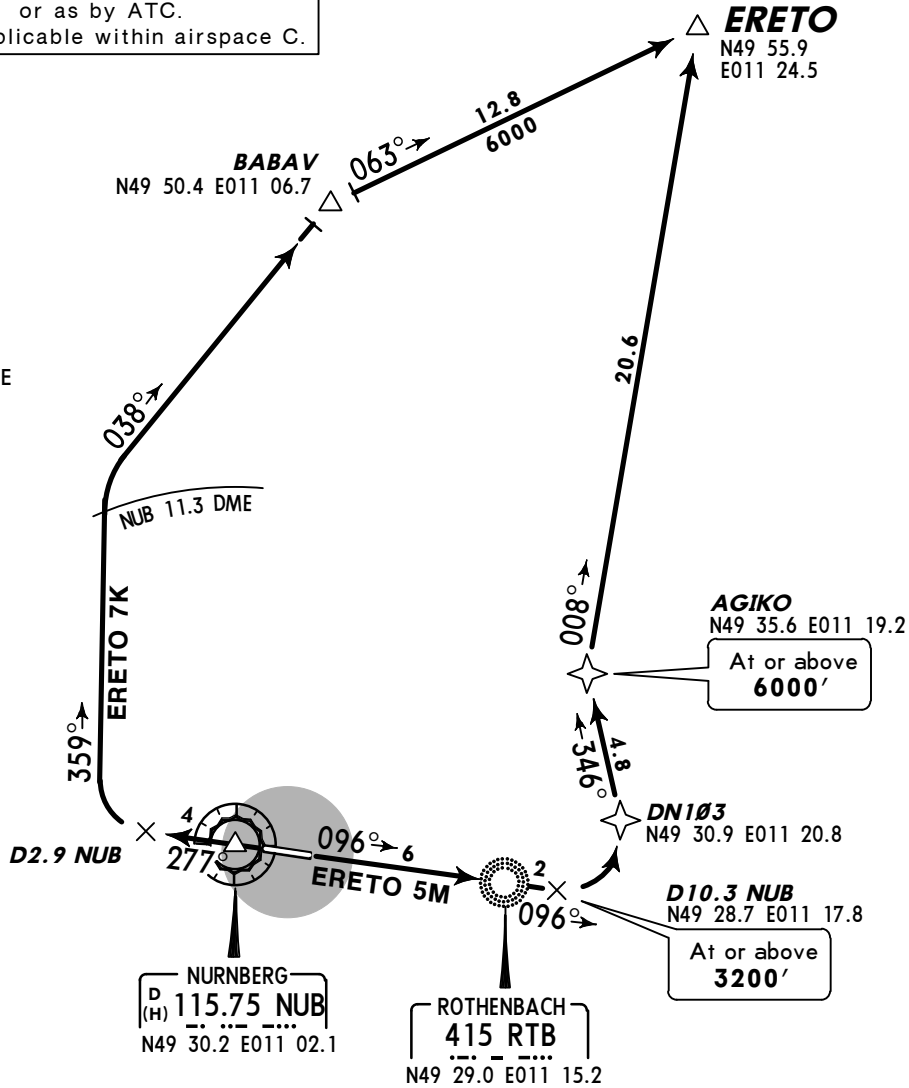
SID

MUNICH Radar 129.52	Apt Elev 1046'	Trans level: By ATC Trans alt: 5000' 1. Contact MUNICH Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 10: EXPECT close-in obstacles.
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ERETO SEVEN KILO (ERETO 7K)
ERETO FIVE MIKE (ERETO 5M)
RWYS 28, 10 DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



ERETO 5M

This SID requires a minimum climb gradient of 304' per NM (5%) until passing 6000' due to airspace structure and glider activity. If unable to comply inform ATC.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

Initial climb clearance FL70		
SID	RWY	ROUTING
ERETO 7K	28	Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track to NUB 11.3 DME ① turn RIGHT, 038° track to BABAV, 063° track to ERETO.
ERETO 5M	10	Intercept 096° bearing via RTB, at D10.3 NUB ② turn LEFT, 346° track via DN103 to AGIKO, turn RIGHT, 008° track to ERETO.
① After NUB 11.3 DME BRNAV equipment necessary. If unable to comply advise ATC. ② After D10.3 NUB BRNAV equipment necessary.		

CHANGES: SID ERETO 6K renumbered 7K.

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EDDN/NUE
NURNBERG

JEPPESSEN
6 DEC 13 10-3C

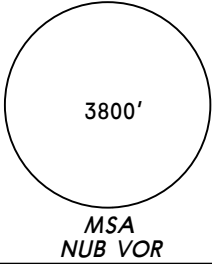
Eff 12 Dec

NURNBERG, GERMANY

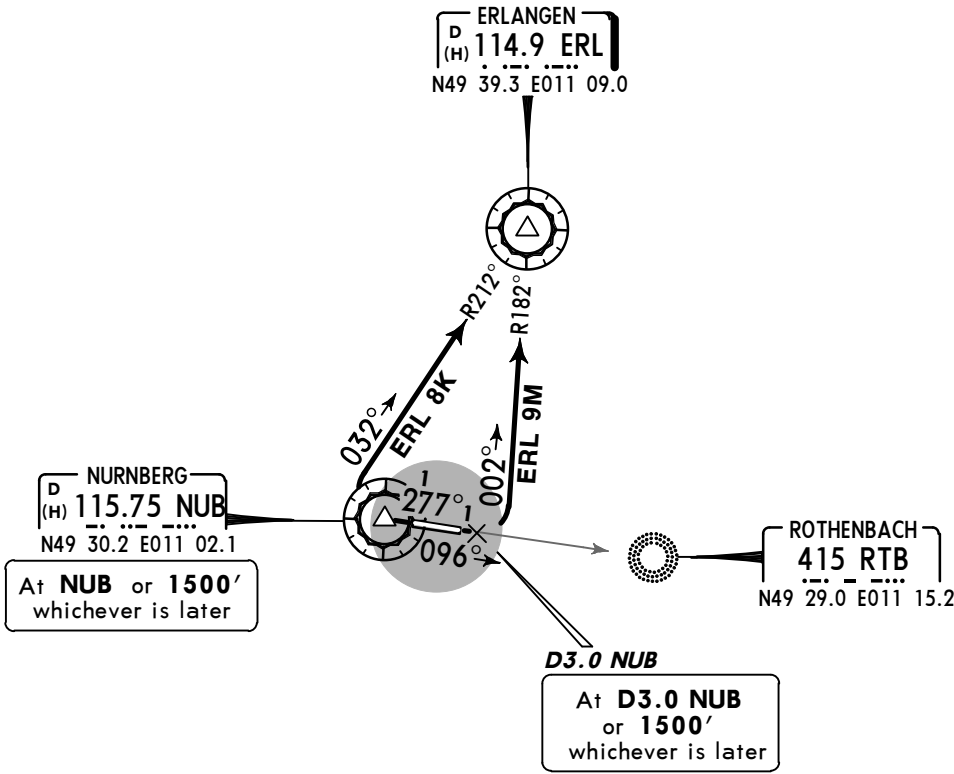
SID

NURNBERG Tower 118.3	Apt Elev 1046'	Trans level: By ATC Trans alt: 5000' 1. Remain with NURNBERG Tower, contact MUNICH Radar when advised by Tower. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 10: EXPECT close-in obstacles.
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ERLANGEN EIGHT KILO (ERL 8K)
ERLANGEN NINE MIKE (ERL 9M)
RWYS 28, 10 DEPARTURES
FOR LOCAL IFR TRAINING FLIGHTS AT EDDN
PROP ACFT UP TO 5.7T MTOW ONLY



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

Initial climb clearance FL70		
SID	RWY	ROUTING
ERL 8K	28	To NUB or 1500', whichever is later, turn RIGHT, intercept ERL R-212 inbound to ERL.
ERL 9M	10	Intercept 096° bearing towards RTB, at D3.0 NUB or 1500', whichever is later, turn LEFT, intercept ERL R-182 inbound to ERL.

EDDN/NUE
NURNBERG

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NURNBERG, GERMANY

6 DEC 13

10-3E

Eff 12 Dec

SID

MUNICH Radar
129.52

Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

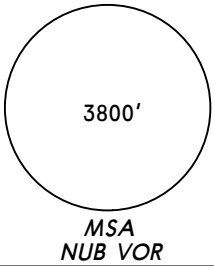
1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

RODIS THREE KILO (RODIS 3K)

RODIS FOUR MIKE (RODIS 4M)

RWYS 28, 10 DEPARTURES

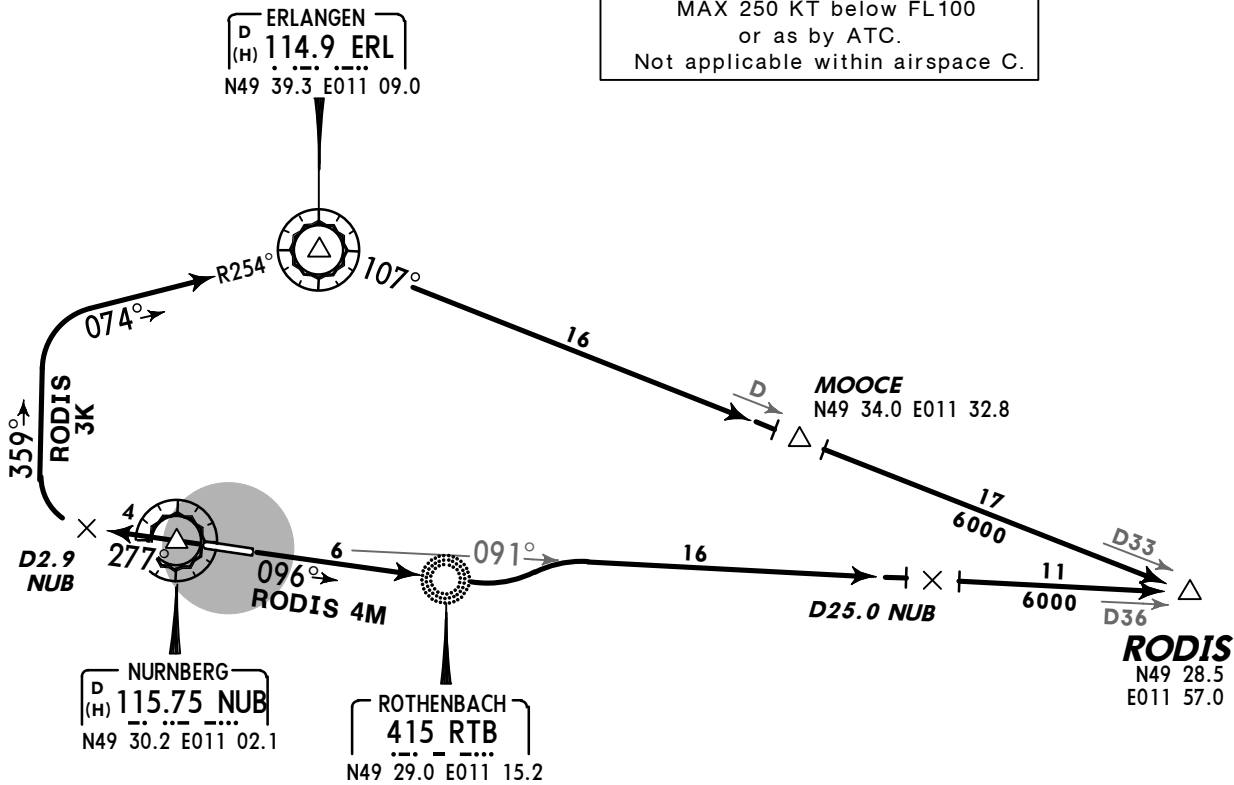
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM, LKPR
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L-604



SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
RODIS 3K	28	Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track, intercept ERL R-254 inbound to ERL, ERL R-107 via MOOCE to RODIS.
RODIS 4M	10	To RTB, turn LEFT, intercept NUB R-091 to RODIS.

EDDN/NUE
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JEPPESEN
6 DEC 13 10-3F

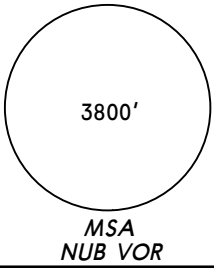
Eff 12 Dec

NURNBERG, GERMANY

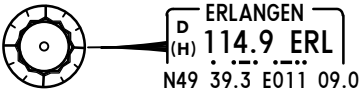
SID

MUNICH Radar 129.52	Apt Elev 1046'	Trans level: By ATC Trans alt: 5000' 1. Contact MUNICH Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 10: EXPECT close-in obstacles.
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SUKAD TWO KILO (SUKAD 2K)
SUKAD TWO MIKE (SUKAD 2M)
RWYS 28, 10 DEPARTURES
ONLY FOR FLIGHTS WITH DEST EDDF, EDFF OR ETOU
AND FLIGHTS WITH Y FPL

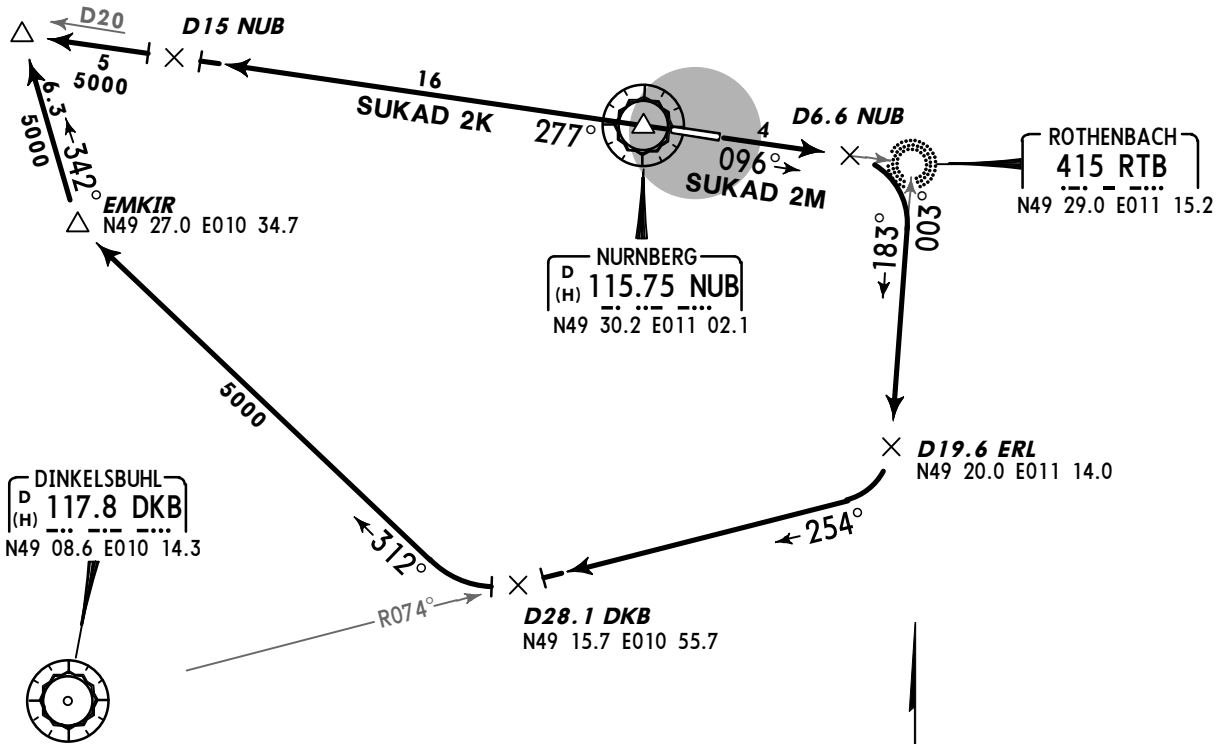


SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SUKAD

N49 33.1
E010 31.9



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance FL70		
SID	RWY	ROUTING
SUKAD 2K	28	Intercept NUB R-277 to SUKAD.
SUKAD 2M	10	Intercept 096° bearing towards RTB, at D6.6 NUB turn RIGHT, intercept 183° bearing from RTB to D19.6 ERL, turn RIGHT, intercept DKB R-074 inbound to D28.1 DKB ❶, turn RIGHT, 312° track to EMKIR, turn RIGHT, 342° track to SUKAD.
❶ After D28.1 DKB BRNAV equipment necessary.		

EDDN/NUE
NURNBERG

JEPPESSEN
6 DEC 13 10-3G

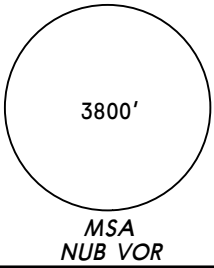
Eff 12 Dec

NURNBERG, GERMANY

SID

MUNICH Radar 129.52	Apt Elev 1046'	Trans level: By ATC Trans alt: 5000' 1. Contact MUNICH Radar immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 10: EXPECT close-in obstacles.
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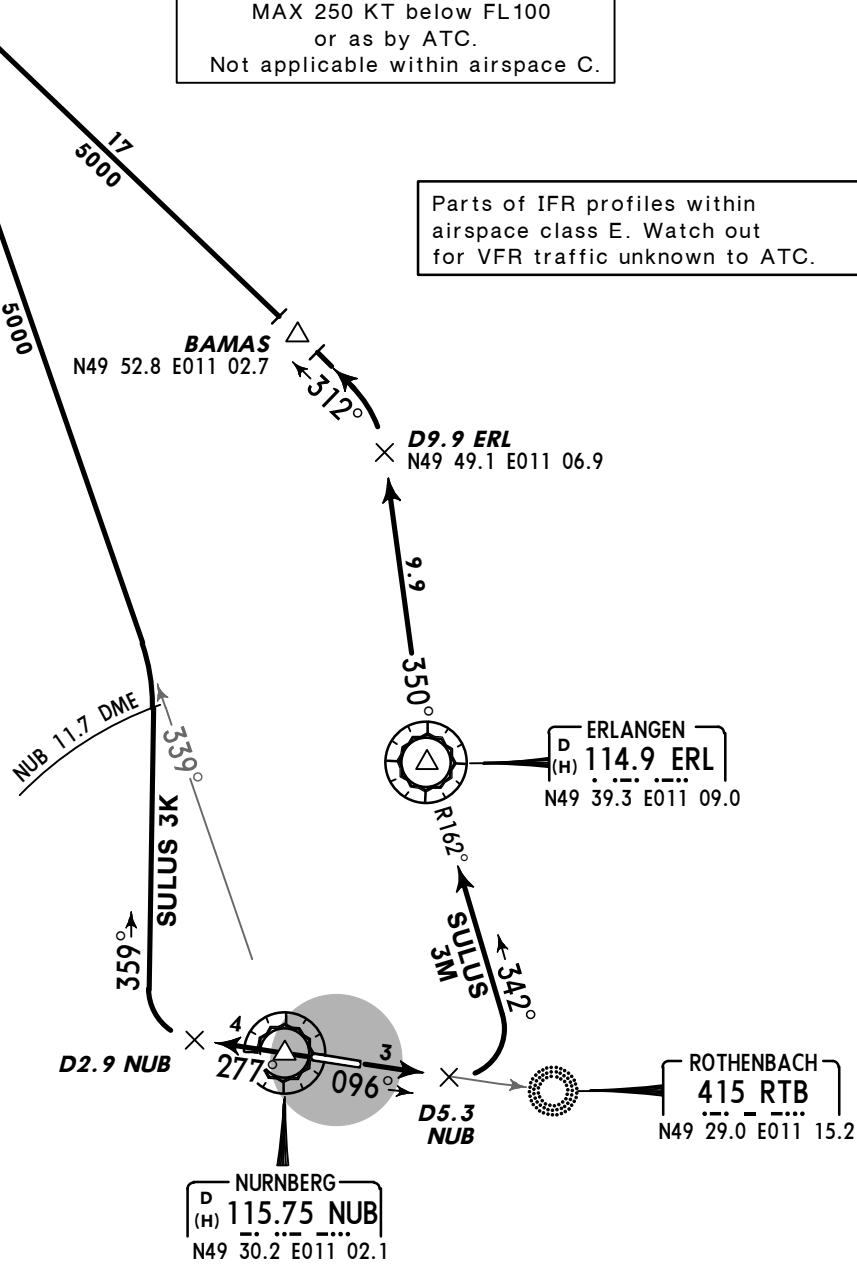
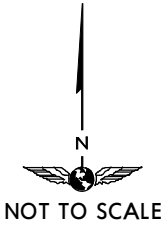
SULUS THREE KILO (SULUS 3K)
SULUS THREE MIKE (SULUS 3M)
RWYS 28, 10 DEPARTURES
ONLY AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED SULUS - AIRWAY L-604



SULUS
N50 04.5 E010 43.7

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance FL70		
SID	RWY	ROUTING
SULUS 3K	28	Intercept NUB R-277, at D2.9 NUB turn RIGHT, 359° track to NUB 11.7 DME, turn LEFT, intercept NUB R-339 to SULUS.
SULUS 3M	10	Intercept 096° bearing towards RTB, at D5.3 NUB turn LEFT, intercept ERL R-162 inbound to ERL, ERL R-350 to D9.9 ERL ①, turn LEFT, 312° track via BAMAS to SULUS.
① After D9.9 ERL BRNAV equipment necessary.		

EDDN/NUE
NURNBERG

JEPPESEN
6 DEC 13 10-3J

Eff 12 Dec

NURNBERG, GERMANY

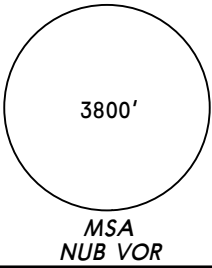
RNAV SID (OVERLAY)

MUNICH Radar
129.52

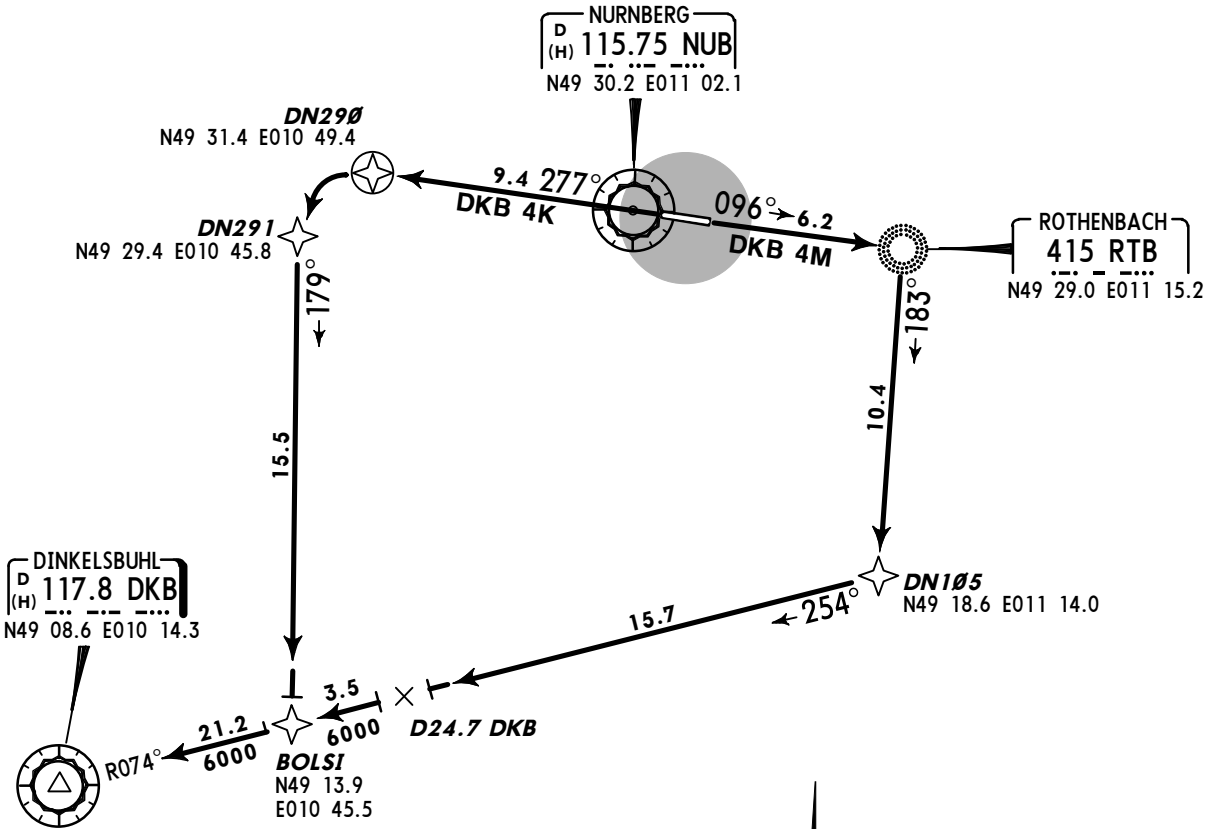
Apt Elev
1046'

- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4).
Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 10: EXPECT close-in obstacles.

DINKELSBUHL FOUR KILO (DKB 4K)
DINKELSBUHL FOUR MIKE (DKB 4M)
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3A)
NOT AVAILABLE FOR FLIGHTS TO CONTINUE
VIA AIRWAYS T-104 OR Y-161



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance FL70		
SID	RWY	ROUTING
DKB 4K	28	(1500'+) - DN290 - (6000'+) - DN291 - BOLSI - DKB.
DKB 4M	10	(1500'+) - RTB - DN105 - DKB.

EDDN/NUE
NURNBERG

JEPPESSEN
6 DEC 13 10-3K

Eff 12 Dec

NURNBERG, GERMANY

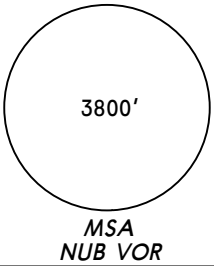
RNAV SID (OVERLAY)

MUNICH Radar
129.52

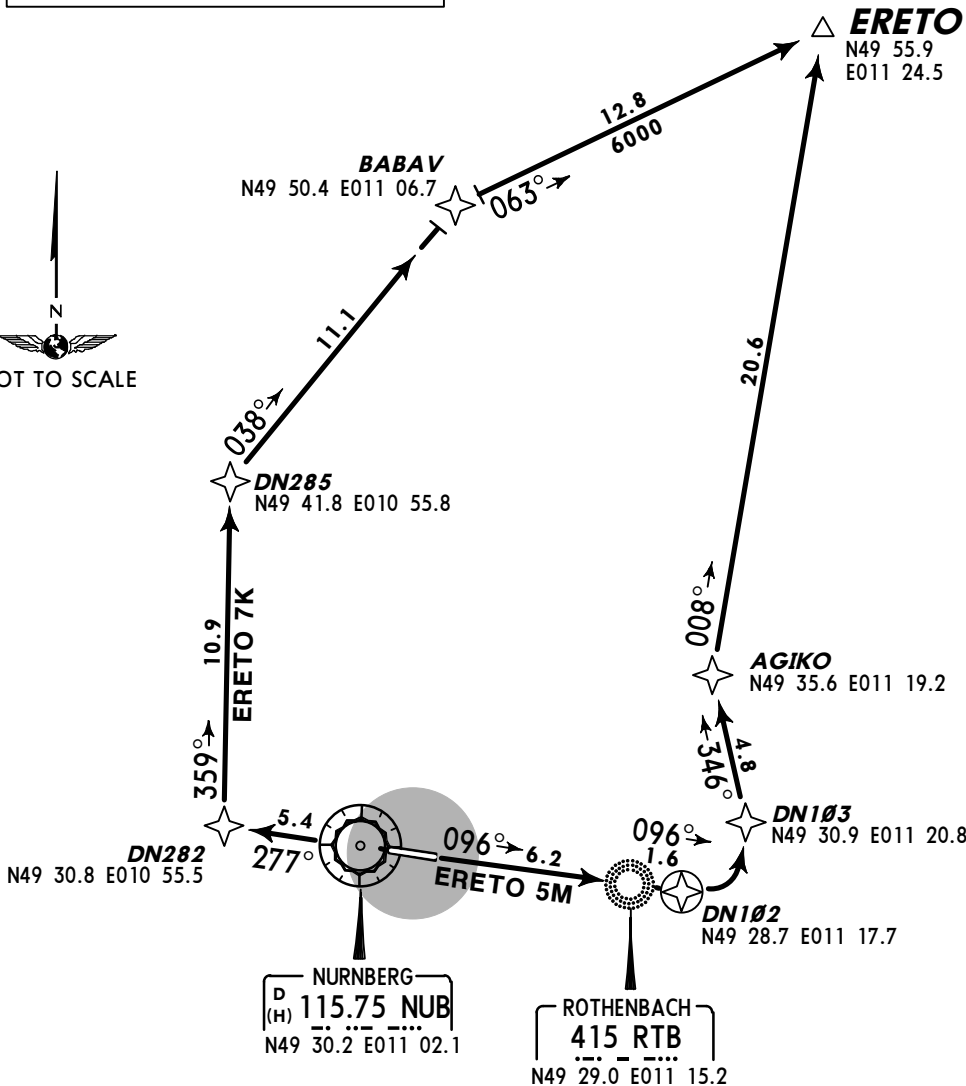
Apt Elev
1046'

- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4).
Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 10: EXPECT close-in obstacles.

ERETO SEVEN KILO (ERETO 7K) [ERET7K]
ERETO FIVE MIKE (ERETO 5M) [ERET5M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3B)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



ERETO 5M

This SID requires a minimum climb gradient of 304' per NM (5%) until passing 6000' due to airspace structure and glider activity.
If unable to comply inform ATC.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.

Initial climb clearance **FL70**

SID	RWY	ROUTING
ERETO 7K	28	(1500'+) - DN282 - DN285 - BABAV - ERETO.
ERETO 5M	10	(1500'+) - RTB - DN102 - DN103 - AGIKO - ERETO.

EDDN/NUE
NURNBERG

JEPPESSEN

NURNBERG, GERMANY

6 DEC 13

10-3L

Eff 12 Dec

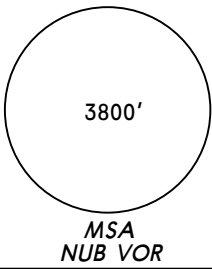
RNAV SID (OVERLAY)

NURNBERG
Tower
118.3

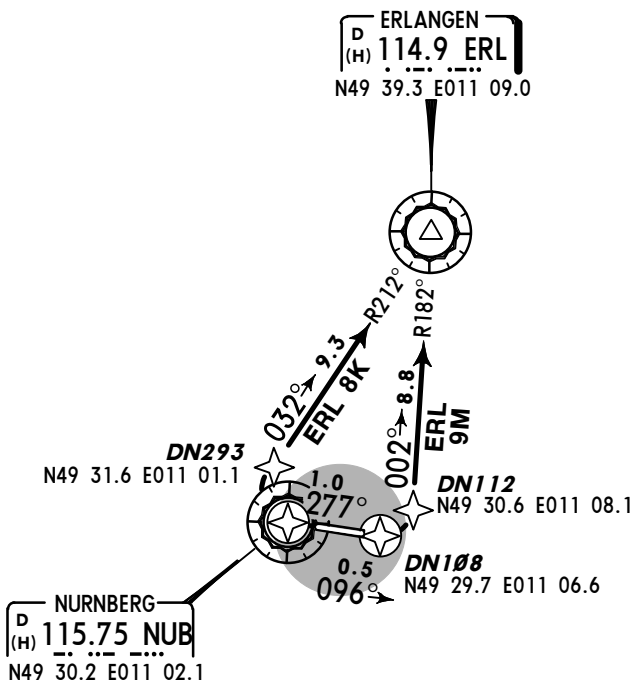
Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'
1. Remain with NURNBERG Tower, contact MUNICH Radar when advised by Tower.
2. SIDs are also noise abatement procedures (refer to 10-4).
Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

ERLANGEN EIGHT KILO (ERL 8K)
ERLANGEN NINE MIKE (ERL 9M)
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3C)
FOR LOCAL IFR TRAINING FLIGHTS AT EDDN
PROP ACFT UP TO 5.7T MTOW ONLY



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
ERL 8K	28	NUB - (1500'+) - DN293 - ERL.
ERL 9M	10	DN108 - (1500'+) - DN112 - ERL.

EDDN/NUE
NURNBERG

JEPPESEN
8 AUG 14

10-3M

Eff 21 Aug

NURNBERG, GERMANY

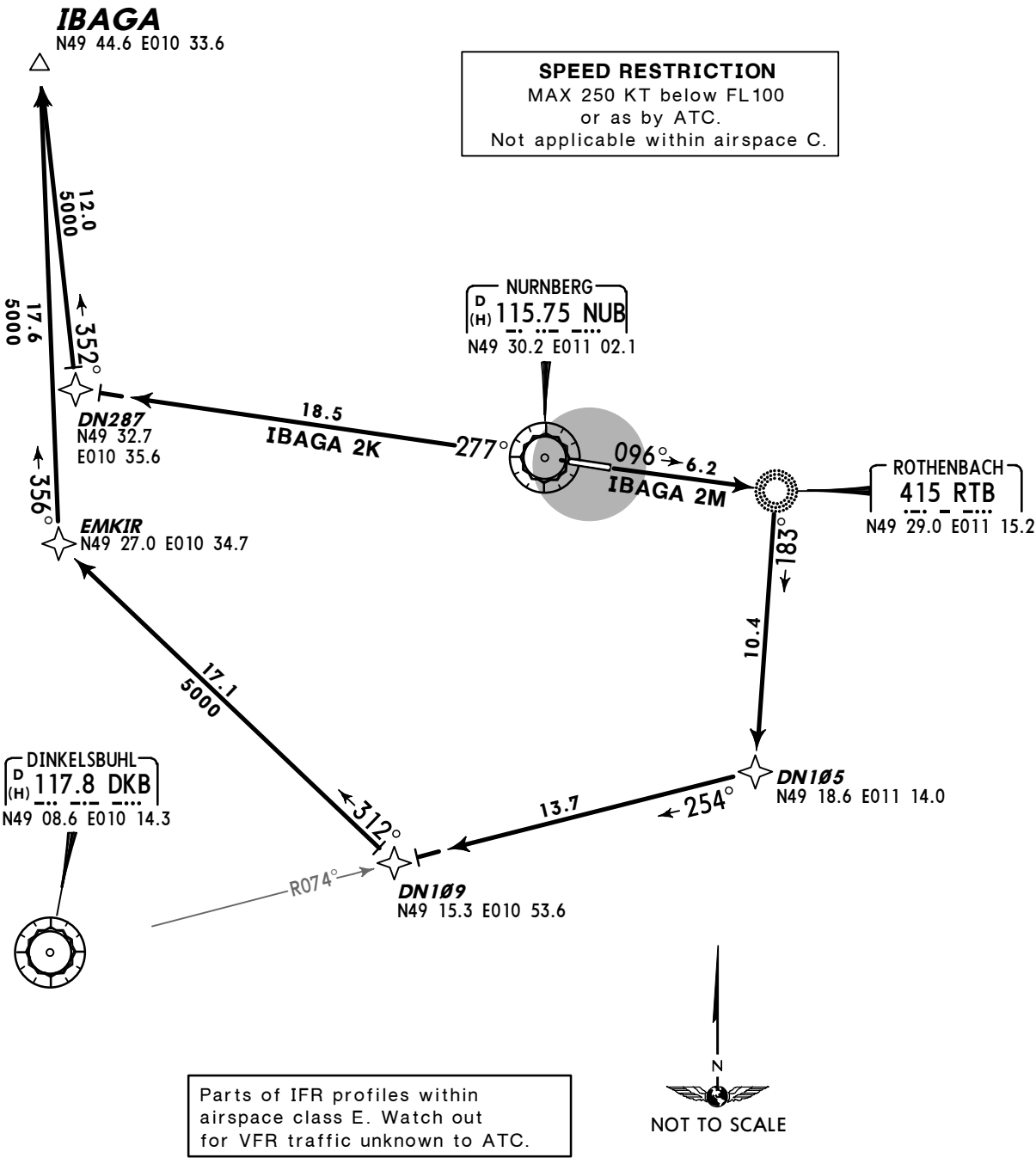
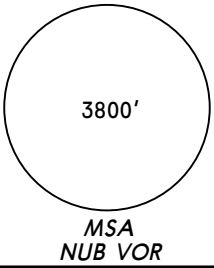
RNAV SID (OVERLAY)

MUNICH Radar
129.525

Apt Elev
1046'

- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 10: EXPECT close-in obstacles.

IBAGA TWO KILO (IBAGA 2K) [IBAG2K]
IBAGA TWO MIKE (IBAGA 2M) [IBAG2M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3D)
NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA OSBIT - AIRWAY P-605
NOT AVAILABLE FOR FLIGHTS TO EDDF, EDDE OR ETOU
THOSE FLIGHTS SHALL FILE SID SUKAD



Initial climb clearance **FL70**

SID	RWY	ROUTING
IBAGA 2K	28	(1500'+) - DN287 - IBAGA.
IBAGA 2M	10	(1500'+) - RTB - DN105 - DN109 - EMKIR - IBAGA.

EDDN/NUE
NURNBERG

JEPPESEN
8 AUG 14

10-3N

Eff 21 Aug

NURNBERG, GERMANY

RNAV SID (OVERLAY)

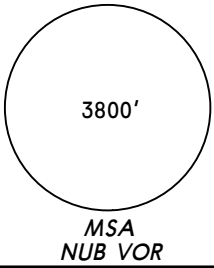
MUNICH Radar
129.525

Apt Elev
1046'

Trans level: By ATC Trans alt: 5000'

1. Contact MUNICH Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 10: EXPECT close-in obstacles.

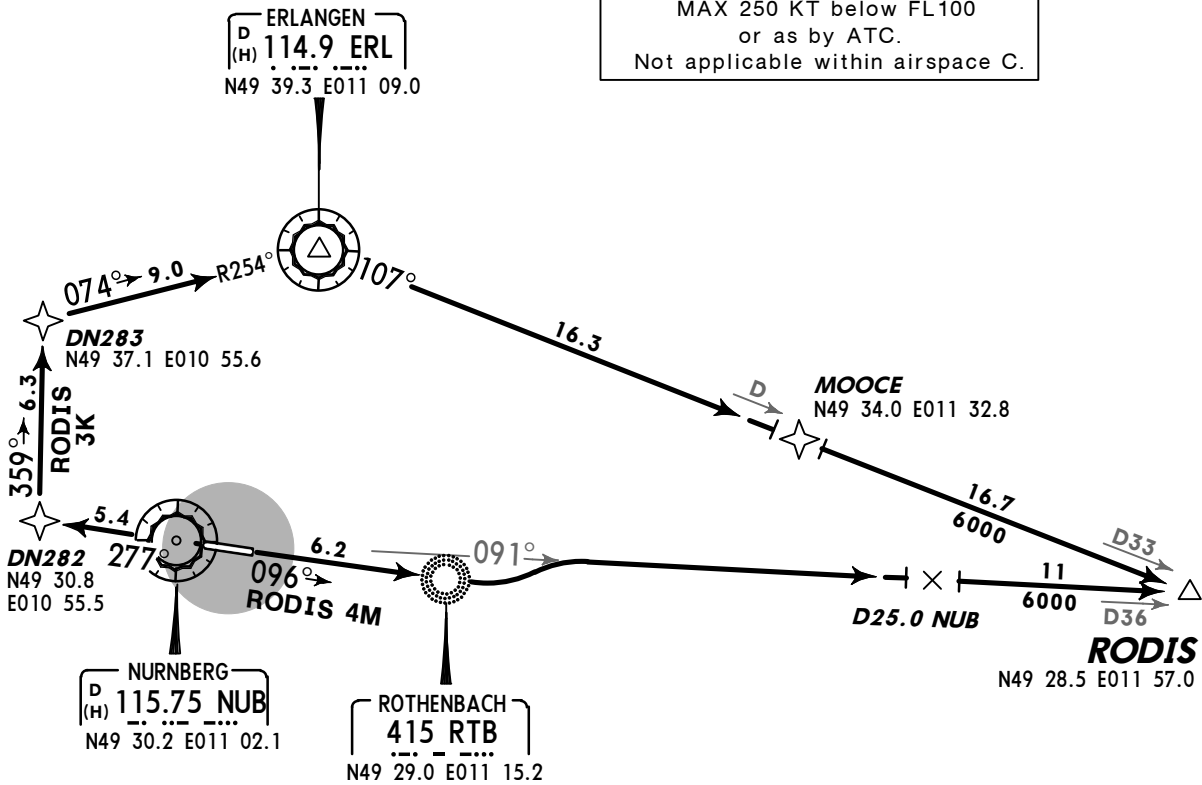
RODIS THREE KILO (RODIS 3K) [RODI3K]
RODIS FOUR MIKE (RODIS 4M) [RODI4M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3E)
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM, LKPR
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L-604



SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance **FL70**

SID	RWY	ROUTING
RODIS 3K	28	(1500'+) - DN282 - DN283 - ERL - MOOCE - RODIS.
RODIS 4M	10	(1500'+) - RTB - RODIS.

CHANGES: SID RODIS 4M revised.

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EDDN/NUE
NURNBERG

JEPPESEN
6 DEC 13 (10-3P)

Eff 12 Dec

NURNBERG, GERMANY

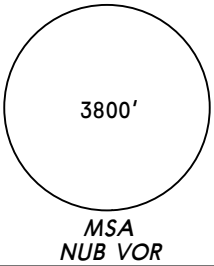
RNAV SID (OVERLAY)

MUNICH Radar
129.52

Apt Elev
1046'

- Trans level: By ATC Trans alt: 5000'
1. Contact MUNICH Radar immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4).
Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 10: EXPECT close-in obstacles.

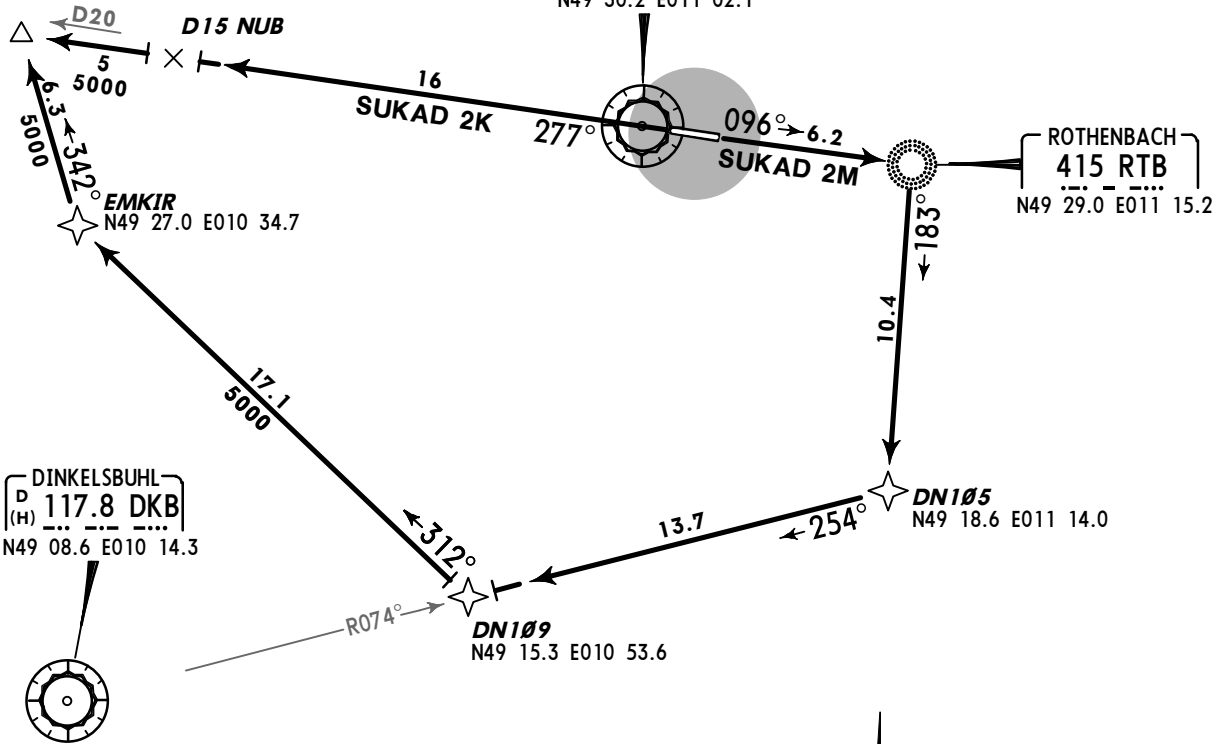
SUKAD TWO KILO (SUKAD 2K) [SUKA2K]
SUKAD TWO MIKE (SUKAD 2M) [SUKA2M]
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3F)
ONLY FOR FLIGHTS WITH DEST EDDF, EDFE OR ETOU
AND FLIGHTS WITH Y FPL



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SUKAD

N49 33.1
E010 31.9



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to ATC.



Initial climb clearance FL70		
SID	RWY	ROUTING
SUKAD 2K	28	(1500'+) - SUKAD.
SUKAD 2M	10	(1500'+) - RTB - DN105 - DN109 - EMKIR - SUKAD.

EDDN/NUE
NURNBERG

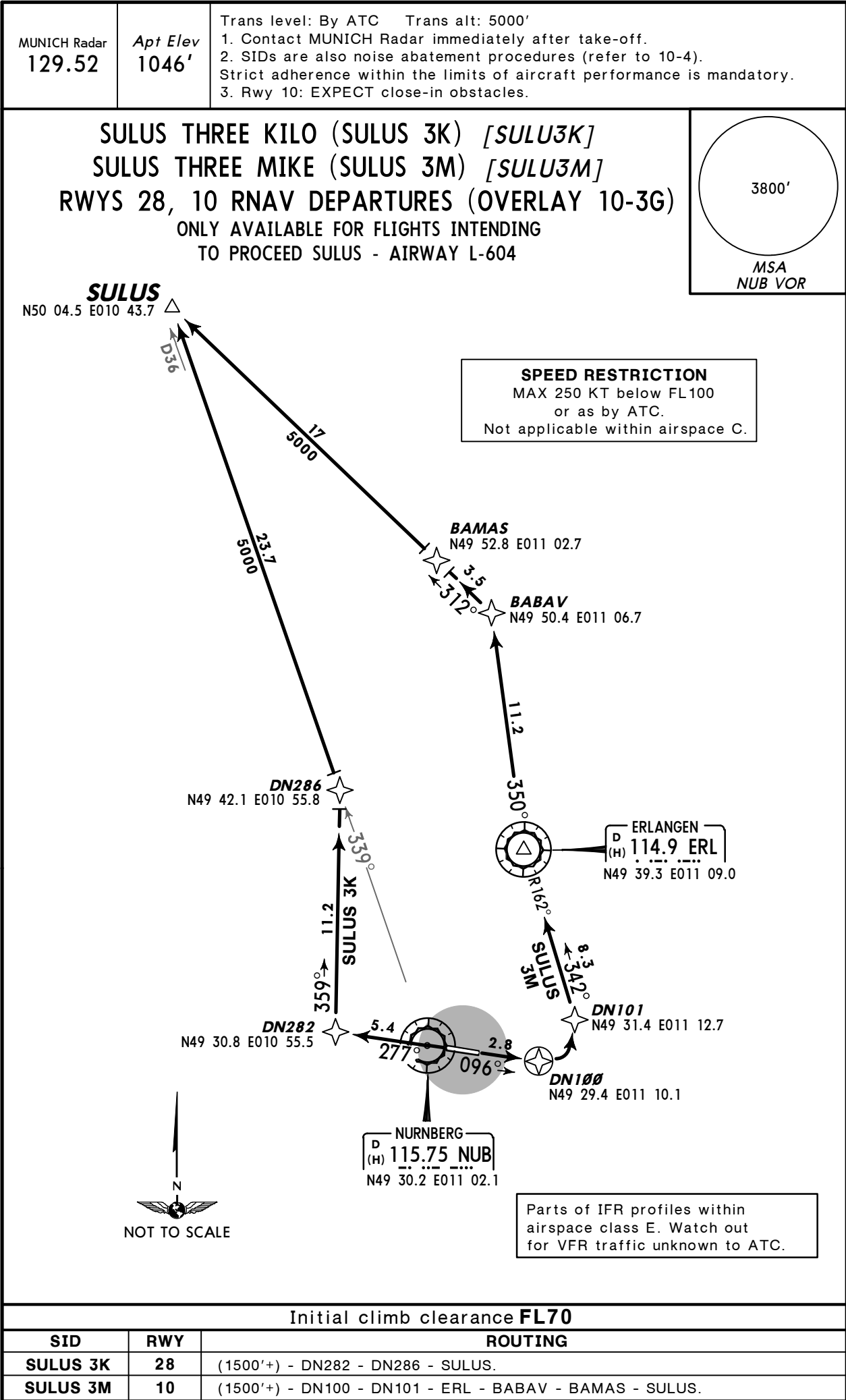
JEPPESSEN
6 DEC 13

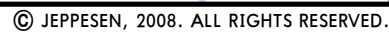
10-3Q

Eff 12 Dec

NURNBERG, GERMANY

RNAV SID (OVERLAY)



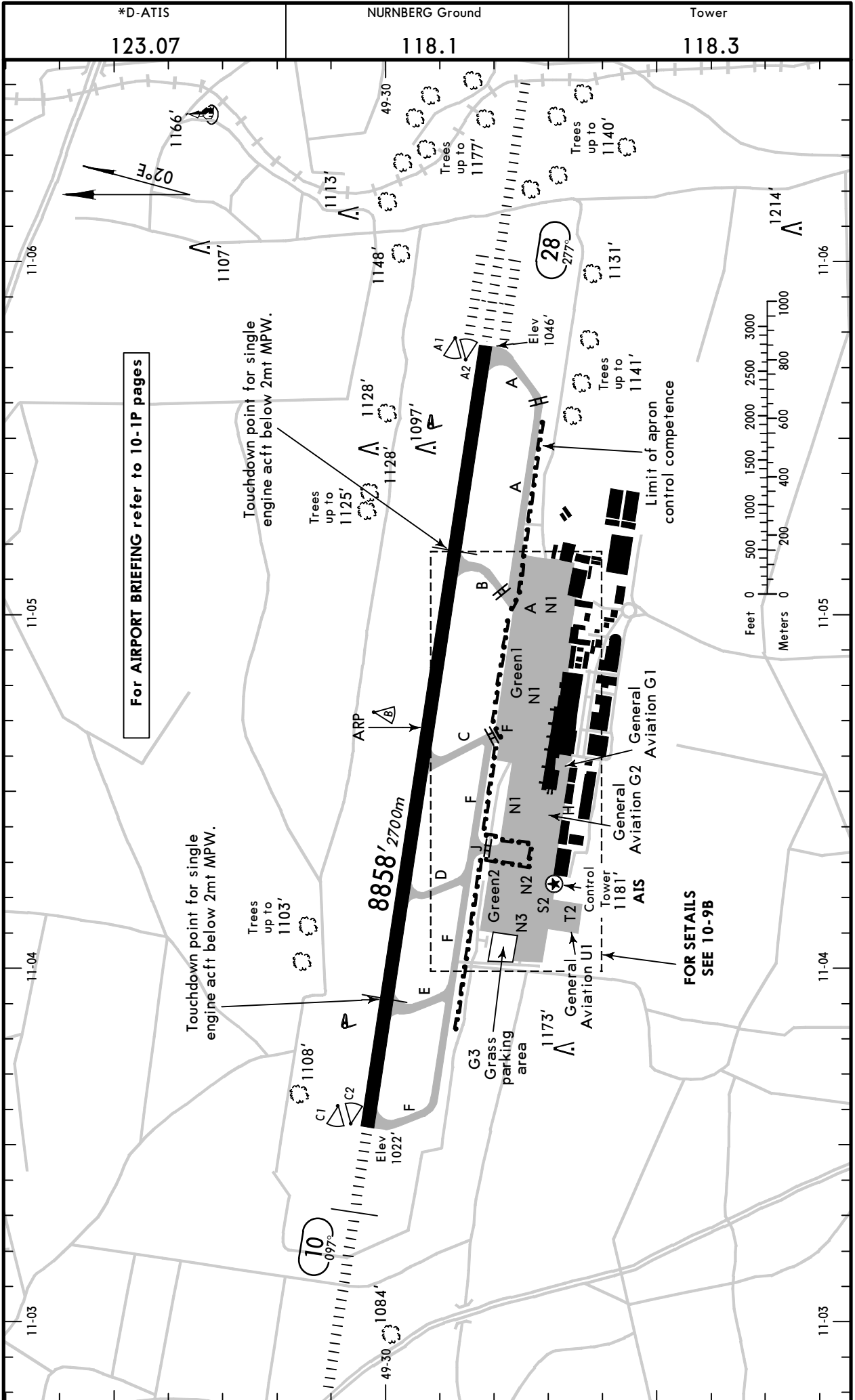


EDDN/NUE

Apt Elev 1046'
N49 29.9 E011 04.7

JEPPesen
18 JUL 14 (10-9)

NURNBERG, GERMANY
NURNBERG



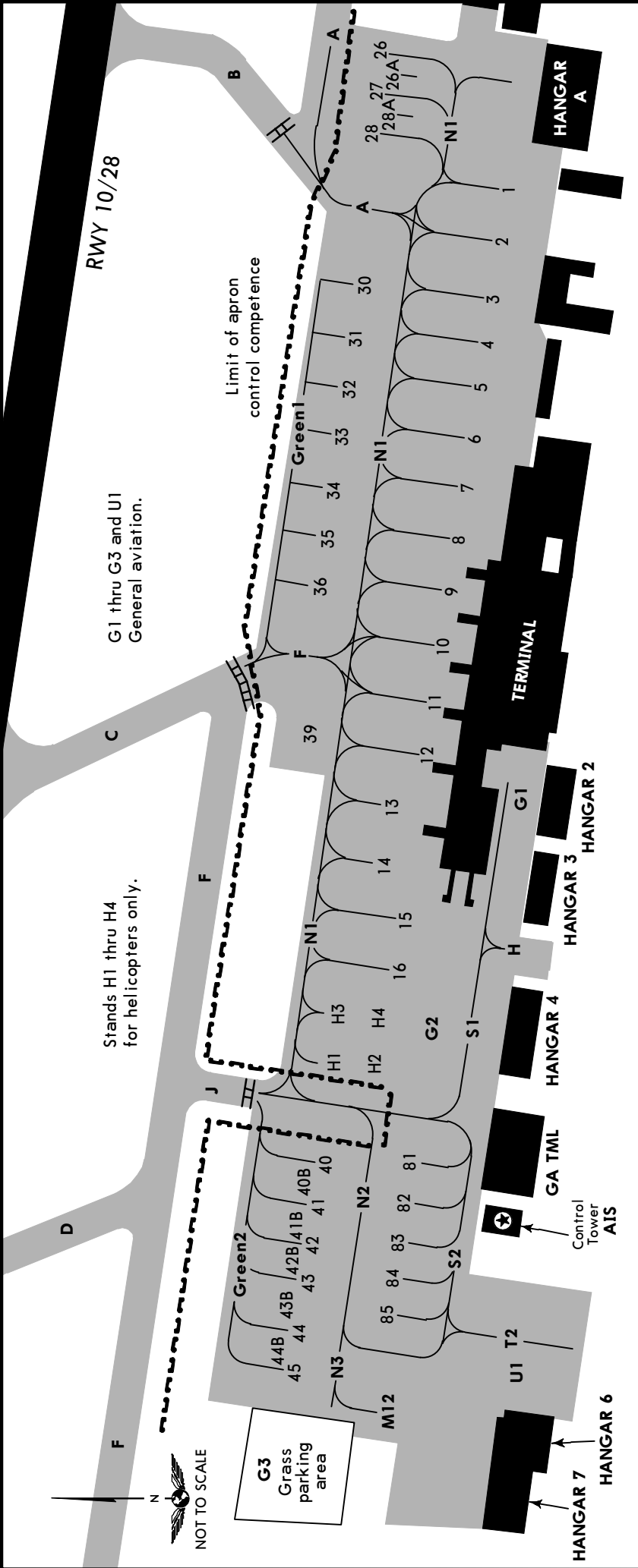
EDDN/NUE

JEPPesen

NURNBERG, GERMANY

NURNBERG

16 MAY 14 10-9B



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N49 29.7 E011 05.0	32	N49 29.8 E011 04.9
3 thru 5	N49 29.7 E011 04.9	33 thru 35	N49 29.8 E011 04.8
6, 7	N49 29.7 E011 04.8	36	N49 29.8 E011 04.7
8 thru 10	N49 29.7 E011 04.7	39	N49 29.8 E011 04.6
11 thru 13	N49 29.7 E011 04.6	40 thru 41B	N49 29.8 E011 04.3
14, 15	N49 29.7 E011 04.5	42 thru 44B	N49 29.8 E011 04.2
16	N49 29.7 E011 04.4	45	N49 29.8 E011 04.1
26 thru 28	N49 29.7 E011 05.1	81, 82	N49 29.7 E011 04.3
30	N49 29.7 E011 05.0	83 thru 85	N49 29.7 E011 04.2
31	N49 29.8 E011 05.0		

CHANGES: Stands 86 thru 89 removed. Stands 26A & 28A added.

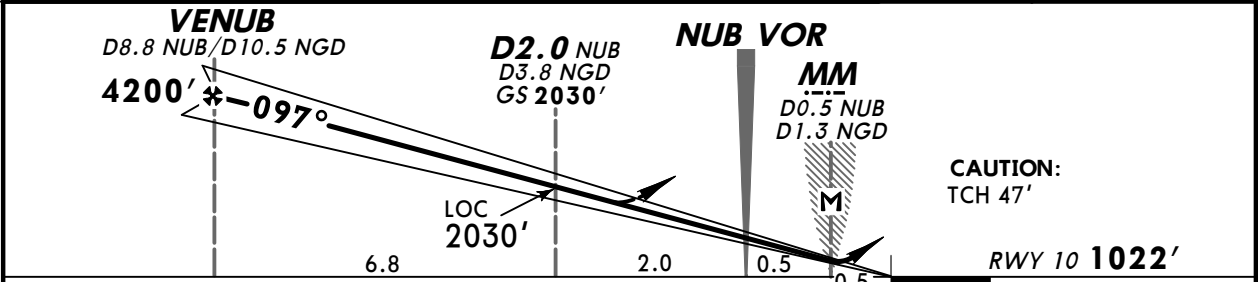
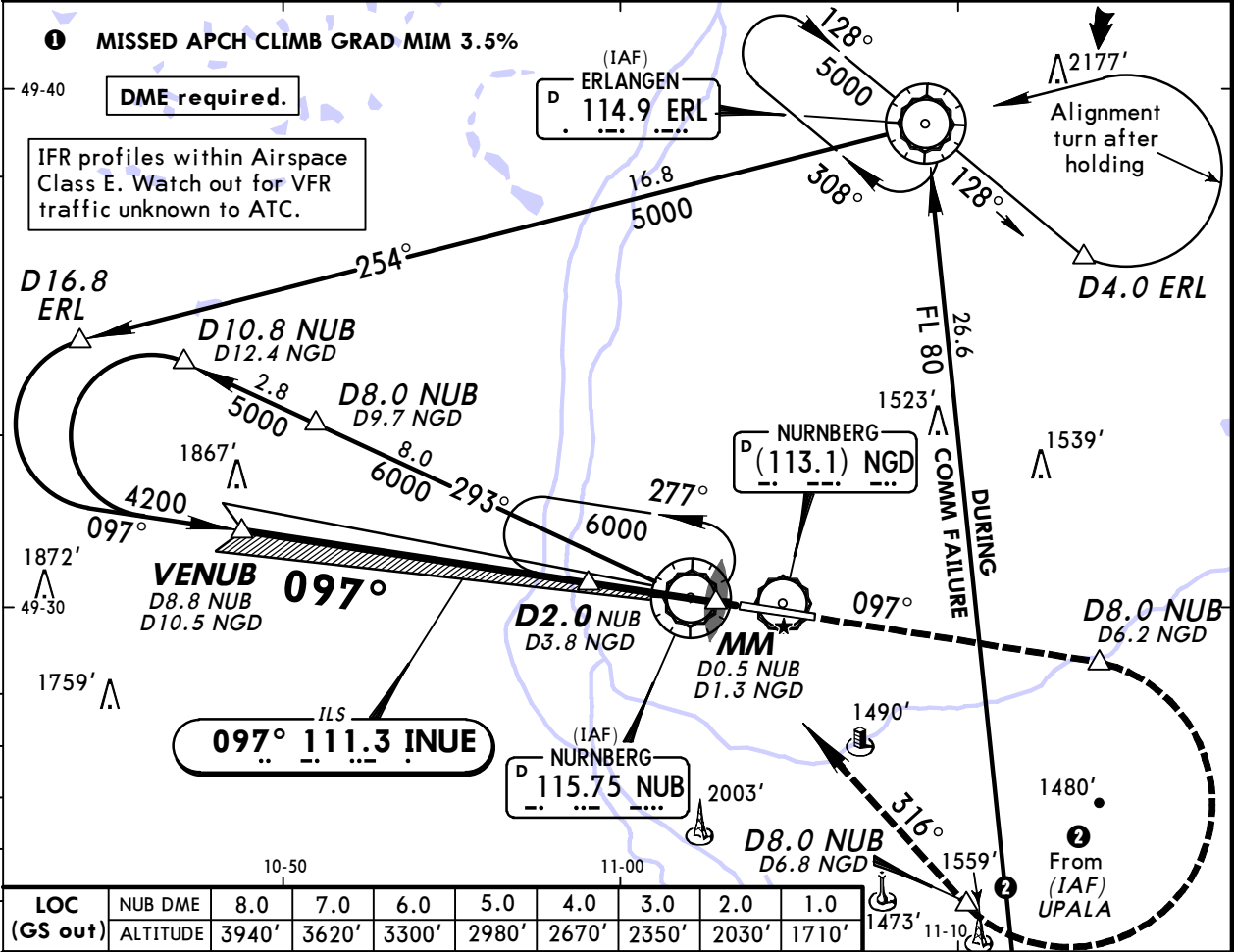
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EDDN/NUE
NURNBERG

JEPPESSEN
15 NOV 13 (11-1)

NURNBERG, GERMANY
• ILS or LOC Rwy 10

*D-ATIS 123.07	MUNICH Radar (APP) 129.52	NURNBERG Director 119.47	NURNBERG Tower 118.3	Ground 118.1
LOC INUE 111.3	Final Apch Crs 097°	GS D2.0 NUB 2030' (1008')	ILS DA(H) 1222' (200')	Apt Elev 1046' RWY 1022'
MISSED APCH: Climb on R-097 NUB to D8.0 NUB, then turn RIGHT onto R-136 inbound to NUB VOR climbing to 6000'. Cross D8.0/R-136 NUB at or above 5000'.				
Alt Set: hPa (IN on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 5000'				



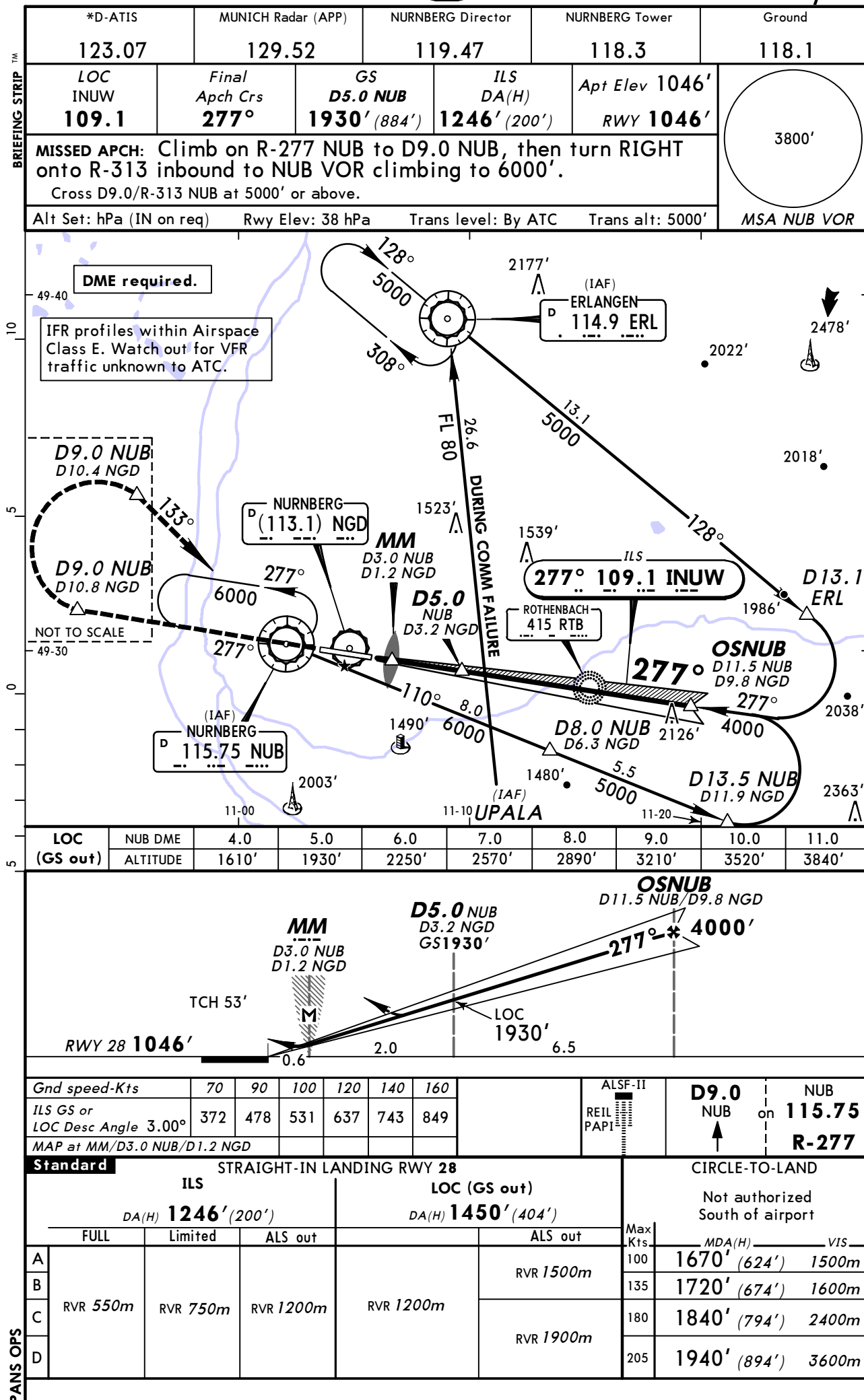
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D8.0 NUB on R-097	NUB 115.75
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at MM/D0.5 NUB/D1.3 NGD									

Standard STRAIGHT-IN LANDING RWY 10					CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.5% until passing 5000'.					Not authorized South of airport		
ILS DA(H) 1222' (200')		LOC (GS out) DA(H) 1430' (408')					
FULL		Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS
A					100	1670' (624')	1500m
B				RVR 1500m	135	1720' (674')	1600m
C		RVR 550m	RVR 750m	RVR 1200m	180	1840' (794')	2400m
D				RVR 1900m	205	1940' (894')	3600m

EDDN/NUE
NURNBERG

JEPPESSEN
15 NOV 13 **(11-2)**

NURNBERG, GERMANY
ILS Z or LOC Z Rwy 28

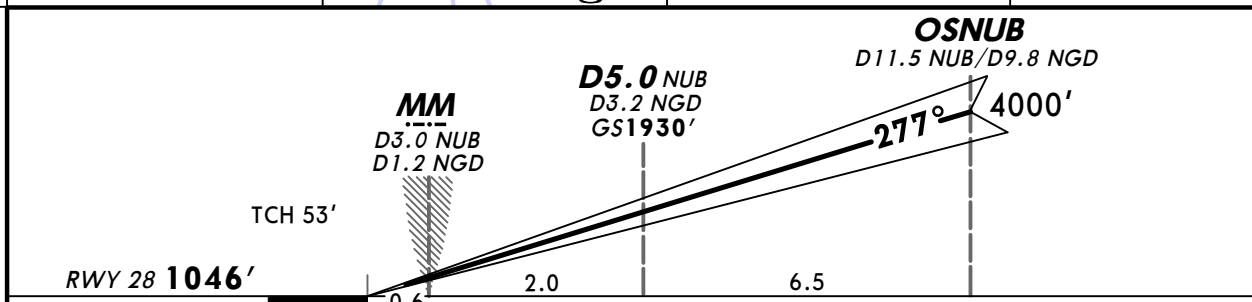
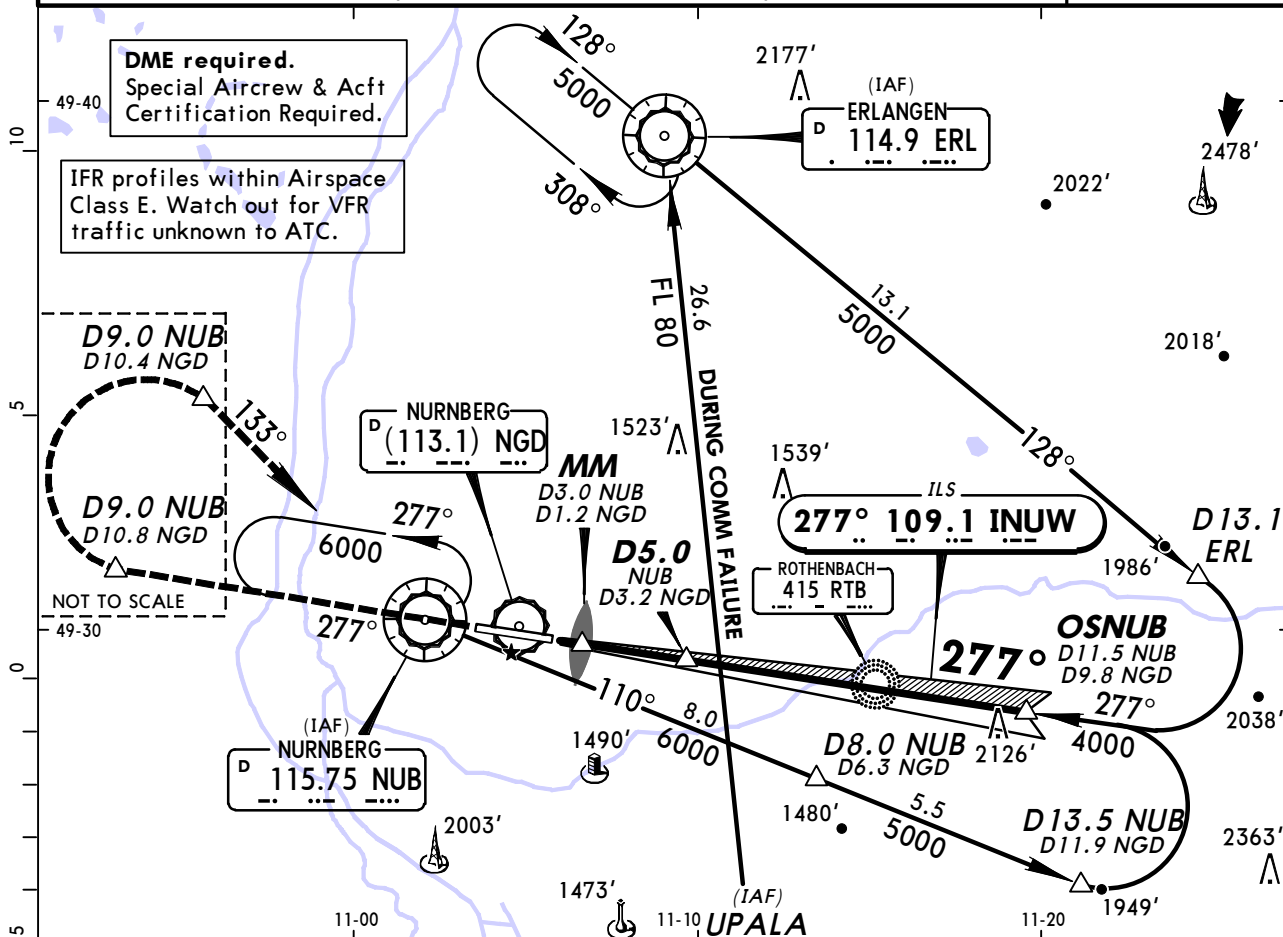


EDDN/NUE
NURNBERG

JEPPESSEN
15 NOV 13 (11-2A)

NURNBERG, GERMANY
CAT II/III ILS Z Rwy 28

*D-ATIS 123.07	MUNICH Radar (APP) 129.52	NURNBERG Director 119.47	NURNBERG Tower 118.3	Ground 118.1
LOC INUW 109.1	Final Apch Crs 277°	GS D5.0 NUB 1930' (884')	CAT II&IIIA ILS Refer to Minimums	Apt Elev 1046' RWY 1046'
MISSED APCH: Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000'. Cross D9.0/R-313 NUB at 5000' or above.				
Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000'				
				3800'
				MSA NUB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	D9.0 NUB	NUB on 115.75
GS	3.00°	372	478	531	637	743	REIL PAPI	↑	R-277

Standard		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 98' DA(H) 1146' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Note added.

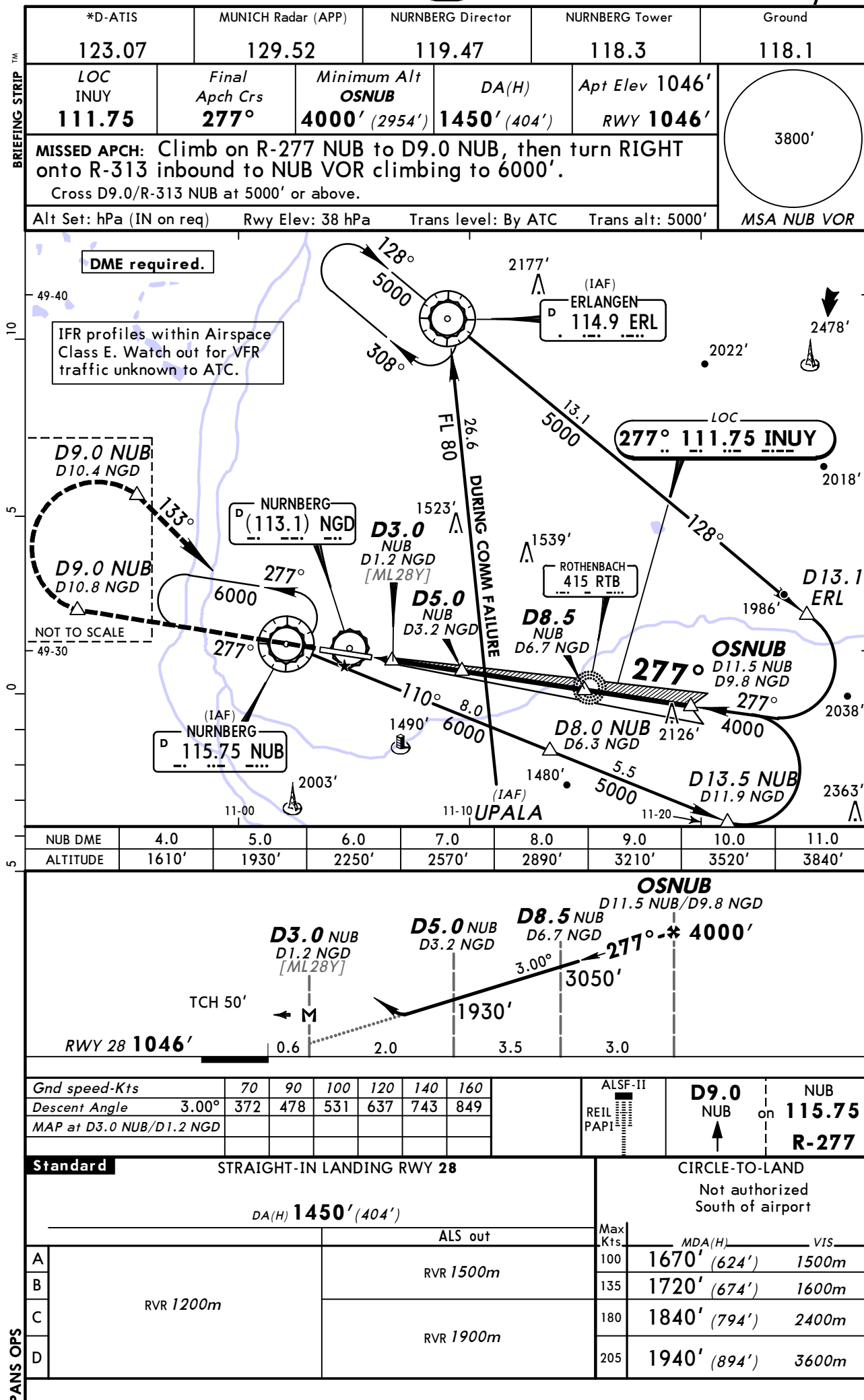
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EDDN/NUE
NURNBERG

15 NOV 13

(11-3)

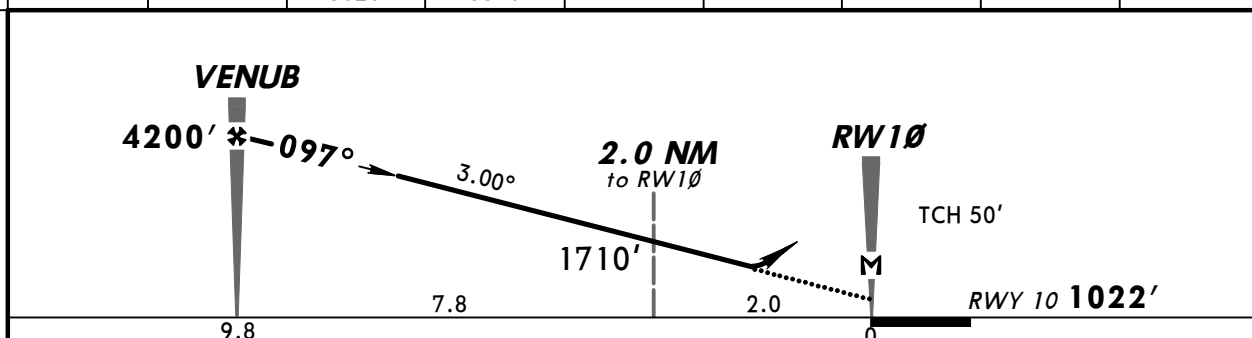
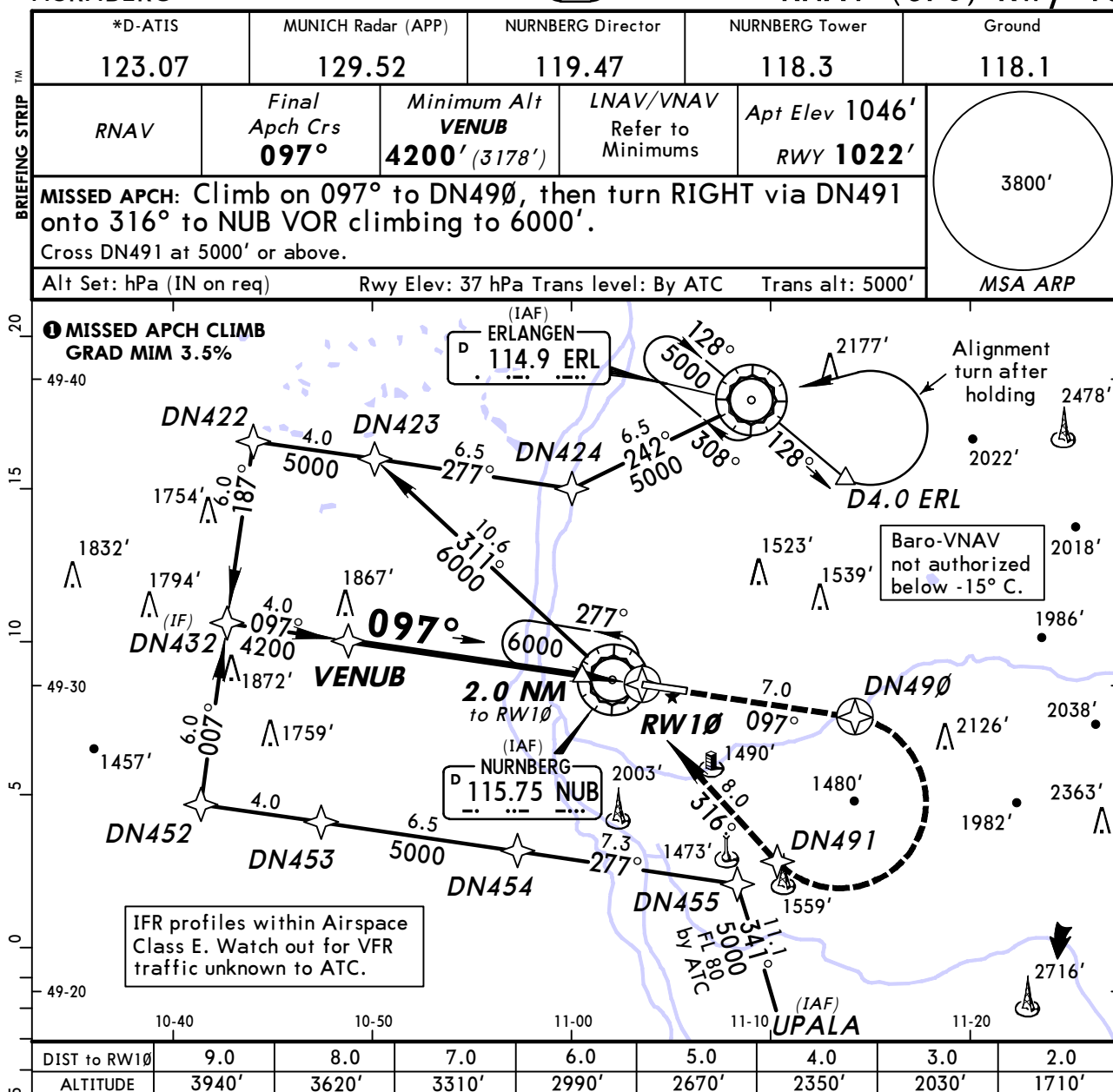
NURNBERG, GERMANY
LOC Y Rwy 28



EDDN/NUE
NURNBERG

JEPPESSEN
15 NOV 13 (12-1)

NURNBERG, GERMANY
• RNAV (GPS) Rwy 10



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	DN490 ↑	097°
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW10									

STRAIGHT-IN LANDING RWY 10				
Missed apch climb gradient mim 3.5% until passing 5000'.				
LNAV/VNAV			LNAV	
DA(H) B: 1360' (338') A: 1350' (328') CD: 1420' (398')			DA(H) 1440' (418')	
ALS out			ALS out	
A	RVR 800m	RVR 1500m	RVR 1200m	RVR 1500m
B				
C	RVR 1100m	RVR 1800m		RVR 1900m
D				

CHANGES: Note.

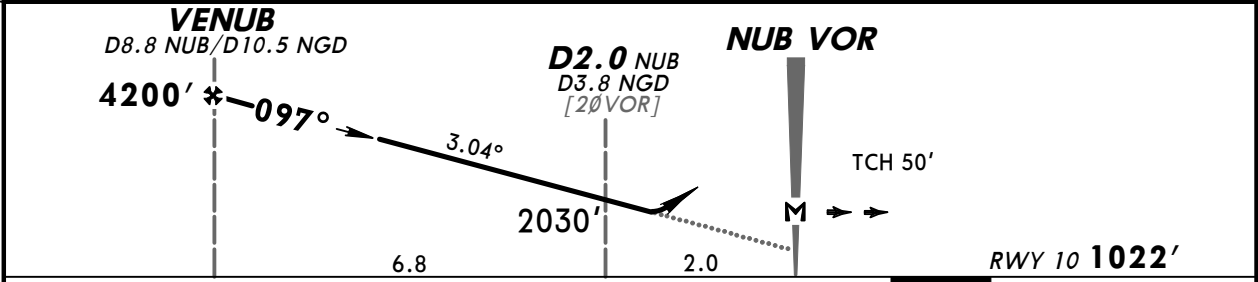
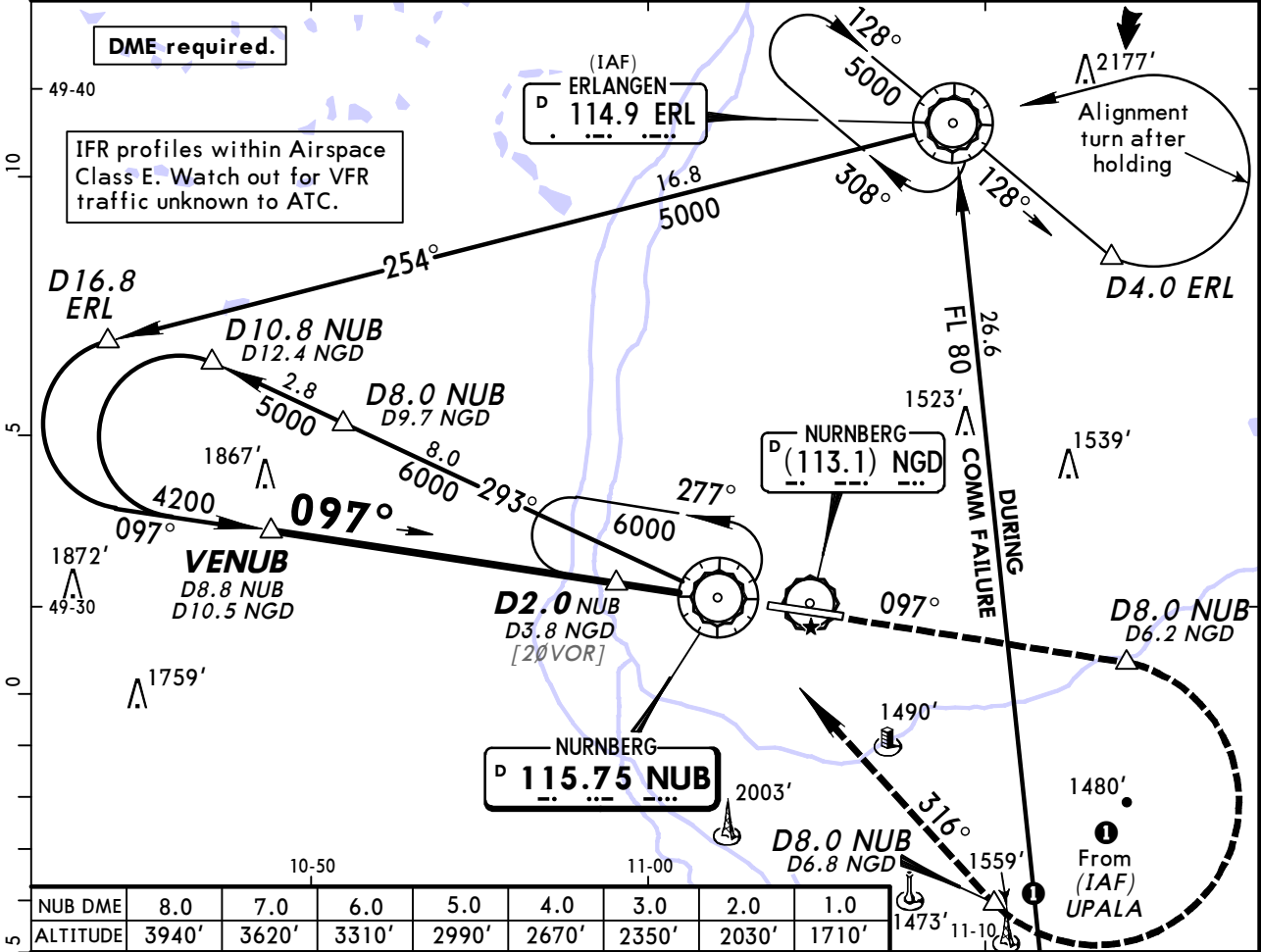
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EDDN/NUE
NURNBERG

JEPPESSEN
6 FEB 15 (13-1)

NURNBERG, GERMANY
MISSED APCH CLIMB
GRAD MIM 3.5%
VOR Rwy 10

*D-ATIS 123.07	MUNICH Radar (APP) 129.52	NURNBERG Director 119.47	NURNBERG Tower 118.3	Ground 118.1
VOR NUB 115.75	Final Apch Crs 097°	Minimum Alt VENUB 4200' (3178')	DA(H) 1530' (508')	Apt Elev 1046' RWY 1022'
MISSED APCH: Climb on R-097 NUB to D8.0 NUB, then turn RIGHT onto R-136 inbound to NUB VOR climbing to 6000'. Cross D8.0/R-136 NUB at or above 5000'.				
Alt Set: hPa (IN on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 5000' MSA NUB VOR				



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	D8.0 NUB on R-097
Descent Angle	3.04°	376	484	538	645	753		
MAP at VOR								

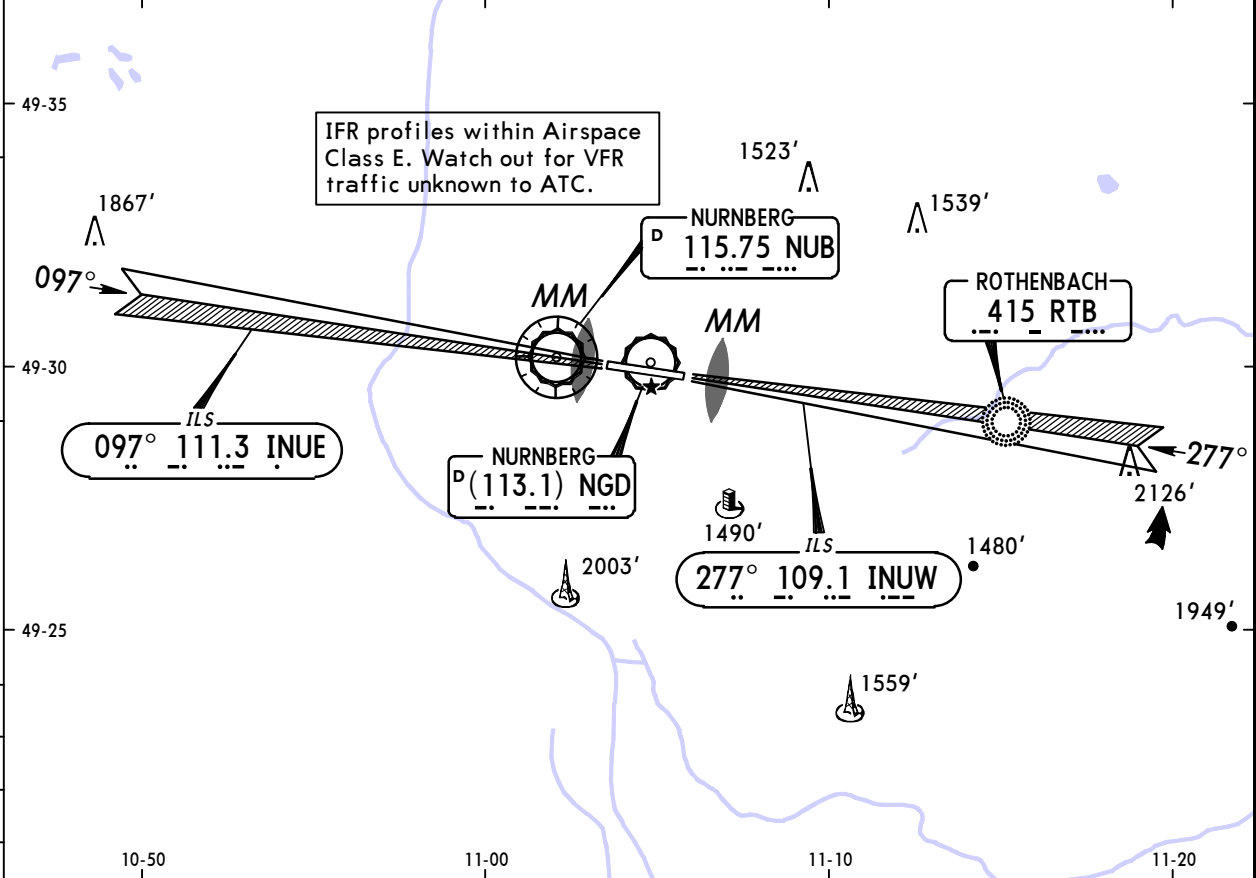
Standard		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
		Missed apch climb gradient mim 3.5% until passing 5000'.		Not authorized South of airport	
		DA(H) 1530' (508')			
		ALS out			
A	RVR 1500m		Max Kts	MDA(H)	VIS
B			100	1670' (624')	1500m
C			135	1720' (674')	1600m
D	RVR 1600m	CMV 2400m	180	1840' (794')	2400m
			205	1940' (894')	3600m

EDDN/NUE
NURNBERG

JEPPESSEN
6 FEB 15 (18-1)

NURNBERG, GERMANY
SRA Rwy 10

*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) 1600' (578')	Apt Elev 1046' RWY 10 1022'
MISSED APCH: Climb STRAIGHT AHEAD to 5000'.				3800'
Alt Set: hPa (IN on req)	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 5000'	MSA NUB VOR



RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4100'	3800'	3500'	3200'	2900'	2600'	2300'	2000'
Minimum Alt/NM	10.0 FAF	5.0						
SRE 10	4100'	2400'						

Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' ↑
Descent Angle	2.83°	350	451	501	601	701		
MAP at THR								

Standard		STRAIGHT-IN LANDING	
		SRA 10	
		MDA(H) 1600' (578')	
		ALS out	
A	CMV 2100m		CMV 2800m
B			
C	CMV 2300m		CMV 3000m
D			

NURNBERG, (NURNBERG - EDDN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDN

Type: Terminal

Effectivity: Permanent

Begin Date: 20140206

End Date: No end date

(11-3) Altitude at Step down fix D8.5 NUB / D6.7 NGD lowered to 3040'.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.