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JEPPESEN
JeppView for Windows

General Information

Location: NUERNBERG 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: 0656 Z
Sunset: 1517 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 At or below 33574432 ft Out to 60 mi.
Nuernberg Tower: 118.300
Nuernberg Tower: 37.835 Military
Nuernberg Ground: 118.100
Munich Radar Radar: 129.525
Nuernberg Direct (Approach Control Radar): 119.475

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1. GENERAL

1.1. ATIS

*D-ATIS 123.075

1.2. NOISE ABATEMENT PROCEDURES

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 "Bundesministerium fuer Verkehr und digitale Infrastruktur (BMVI)" 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 APT as alternate APT for meteorological, technical or other safety reasons.

Deviating from the above regulations, the "Bayerische Staatsministerium des Innern, fuer Bau und Verkehr" 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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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

As soon as CAT II/III all-weather operations have been declared via ATIS, the centerline lighting will be switched on for all TWYs. From this time on, all ACFT are only permitted to taxi on TWYs with centerline lighting switched on or following separate instructions issued by DFS (German Air Navigation Services) aerodrome control.

The TWY centerline lighting is color-coded (yellow/green) on TWY C, D, E and F between the RWY centerline and the section where the ACFT leaves the ILS-sensitive area. ACFT which have landed shall report leaving the color-coded section of the TWY without being requested to do so.

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, they 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 79'/24m under own power; arriving ACFT will be guided.

Taxilane H MAX wingspan 66'/20m under own power.

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 MAX wingspan 95'/29m under own power; larger ACFT will be guided.

Taxilane N3 MAX wingspan 39'/12m. Arriving ACFT shall wait for Follow-me car.

1.5. PARKING INFORMATION

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

Arriving ACFT with MAX wingspan 79'/24m (ICAO code letter B) which are to be parked on ACFT stands 81-86 and parking area U1 shall use TWY J and taxilane S2. From "entry GAT (General Aviation Terminal)", they will be escorted by Follow-me car.

Arriving ACFT with MAX wingspan between 79'/24m and 95'/29m which are to be parked on ACFT stands 81-86 shall use TWY J and taxilane N2.

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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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

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

2.2. CAT II/III OPERATIONS

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

2.3. TAXI PROCEDURES

On all GAT apron areas (N3, G3, S1, S2, T2), all taxiing maneuvers by arriving ACFT will, without exception, be conducted with a Follow-me car. If no Follow - me car is available, arriving ACFT shall wait for it to arrive at "entry GAT".

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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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 APT 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**
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. 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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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_t 11 min prior to EOBT for unregulated flights
16 min prior to CTOT for ATFM regulated flights.

t_l 5 min

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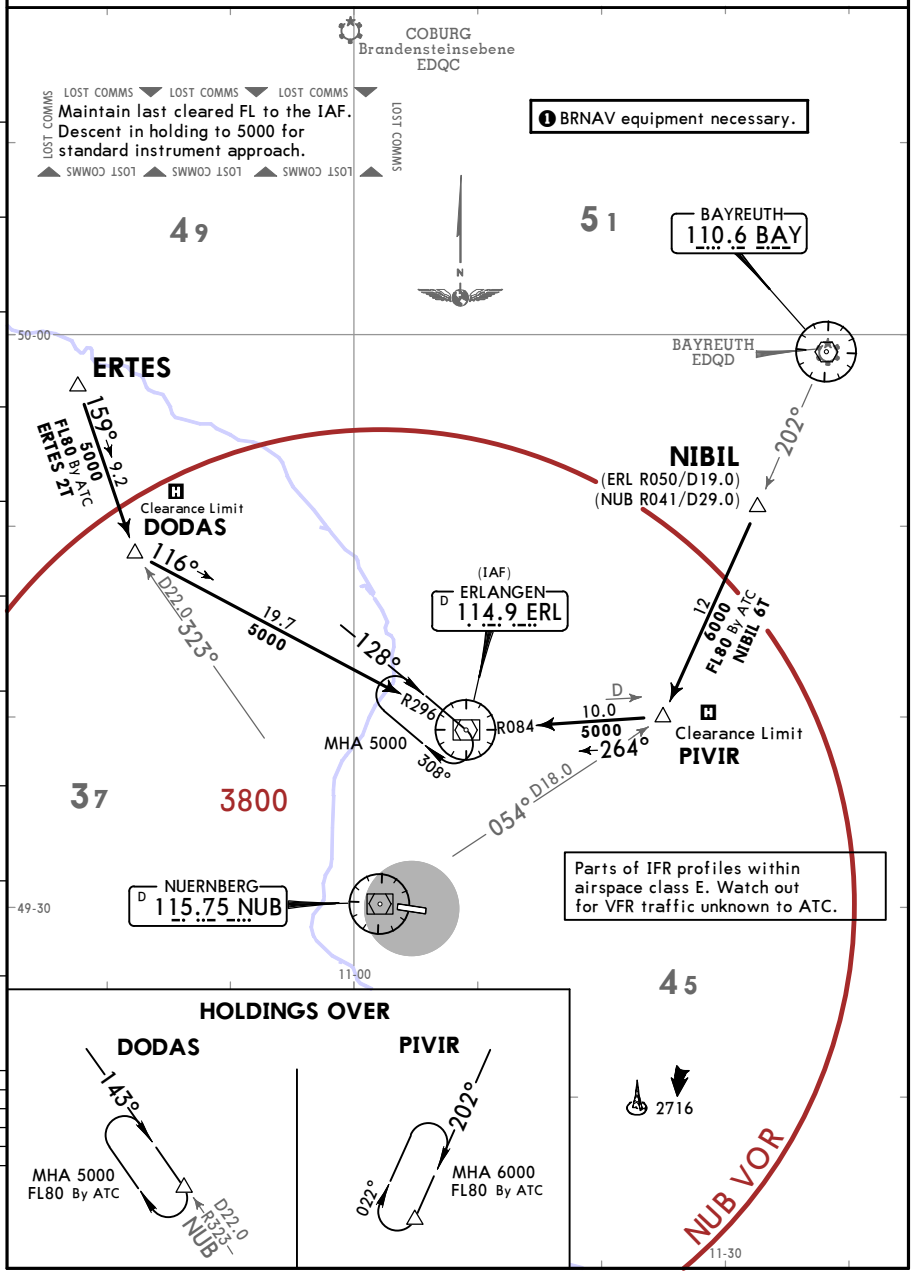
*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC
123.075	1046	

ERTES 2T [ERTE2T] ❶
NIBIL 6T [NIBI6T]
ALL RWYS ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: New format.

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*D-ATIS
123.075

Apt Elev
1046

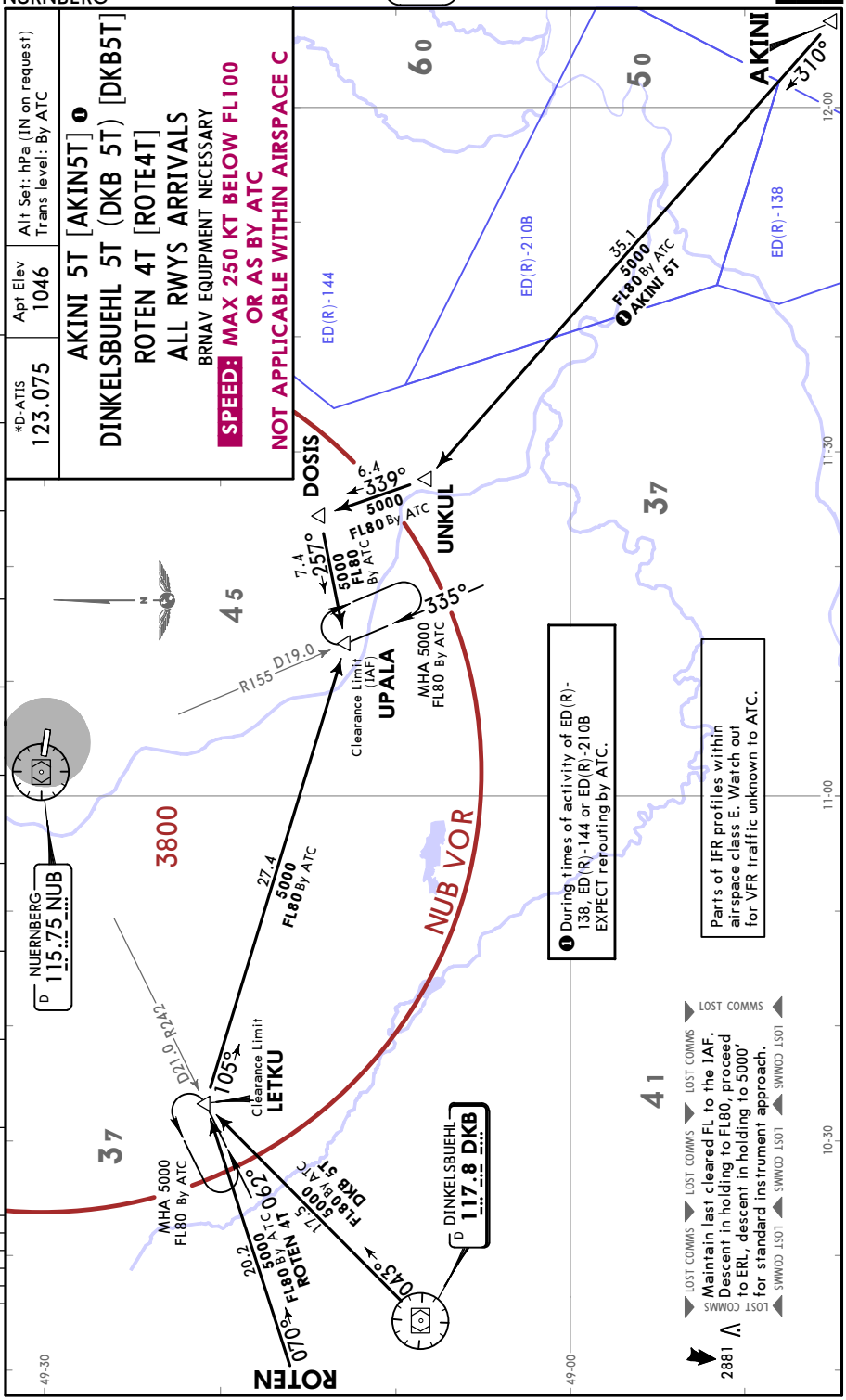
Alt Set: hPa (IN on request)
Trans level: By ATC

AKINI 5T [AKIN5T] ❶
DINKELSBUEHL 5T (DKB 5T) [DKB5T]
ROTEN 4T [ROTE4T]
ALL RWYS ARRIVALS

BRNAV EQUIPMENT NECESSARY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: New format.

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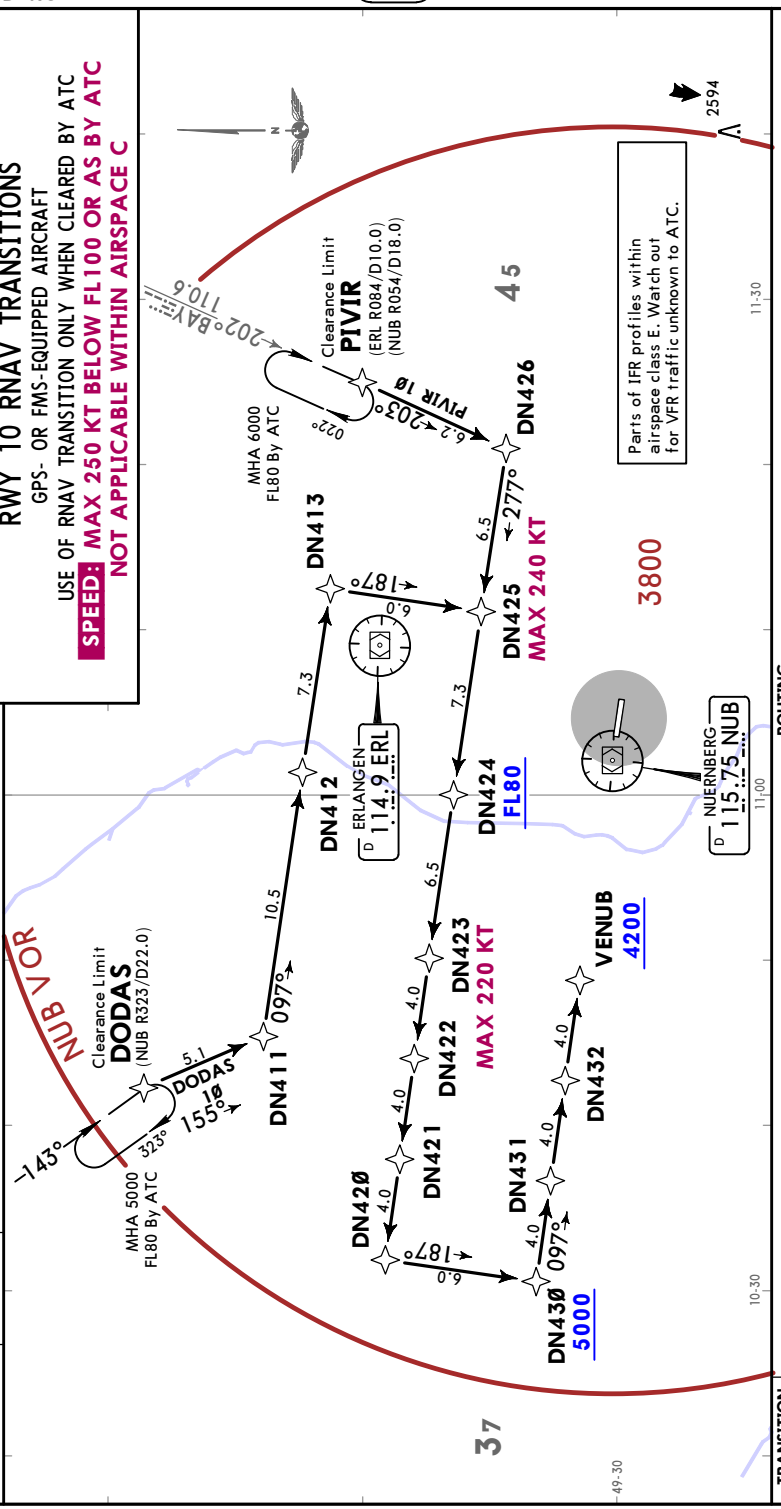
DODAS 10 [DOD10], PIVIR 10 [PIV10]
RWY 10 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS 123.075 | Apt Elev 1046 | Alt Set: hPa (IN on request) Trans level: By ATC
On downwind transition expect vectors to final.



TRANSITION	ROUTING
DODAS 10	DODAS - DN411 - DN413 - DN425 (K240-) - DN424 (FL80+) - DN423 (K220-) - DN420 - DN430 (5000+) - DN431 - DN432 - VENUB (4200+).
PIVIR 10	PIVIR - DN426 - DN425 (K240-) - DN424 (FL80+) - DN423 (K220-) - DN420 - DN430 (5000+) - DN431 - DN432 - VENUB (4200).

CHANGES: New format.

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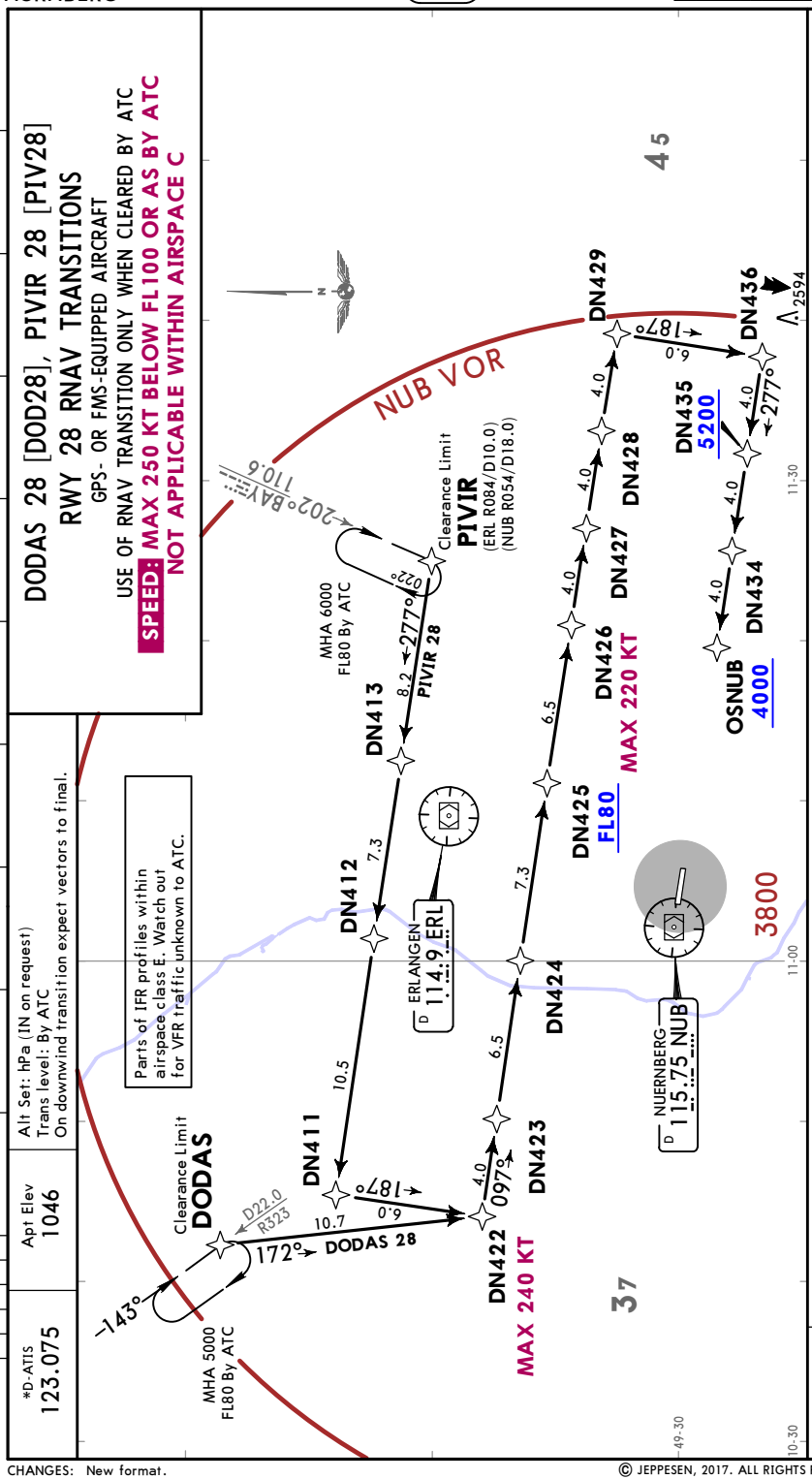
DODAS 28 [DOD28], PIVIR 28 [PIV28]
RWY 28 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

*D-ATIS 123.075
Apt Elev 1046
Alt Set: hPa (IN on request)
Trans level: By ATC
On downwind transition expect vectors to final.

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



TRANSITION	ROUTING
DODAS 28	DODAS - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200+) - DN434 - OSNUB (4000+).
PIVIR 28	PIVIR - DN411 - DN422 (K240-) - DN425 (FL80+) - DN426 (K220-) - DN429 - DN436 - DN435 (5200+) - DN434 - OSNUB (4000+).

CHANGES: New format.

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*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
123.075	1046	Trans level: By ATC On downwind transition expect vectors to final.

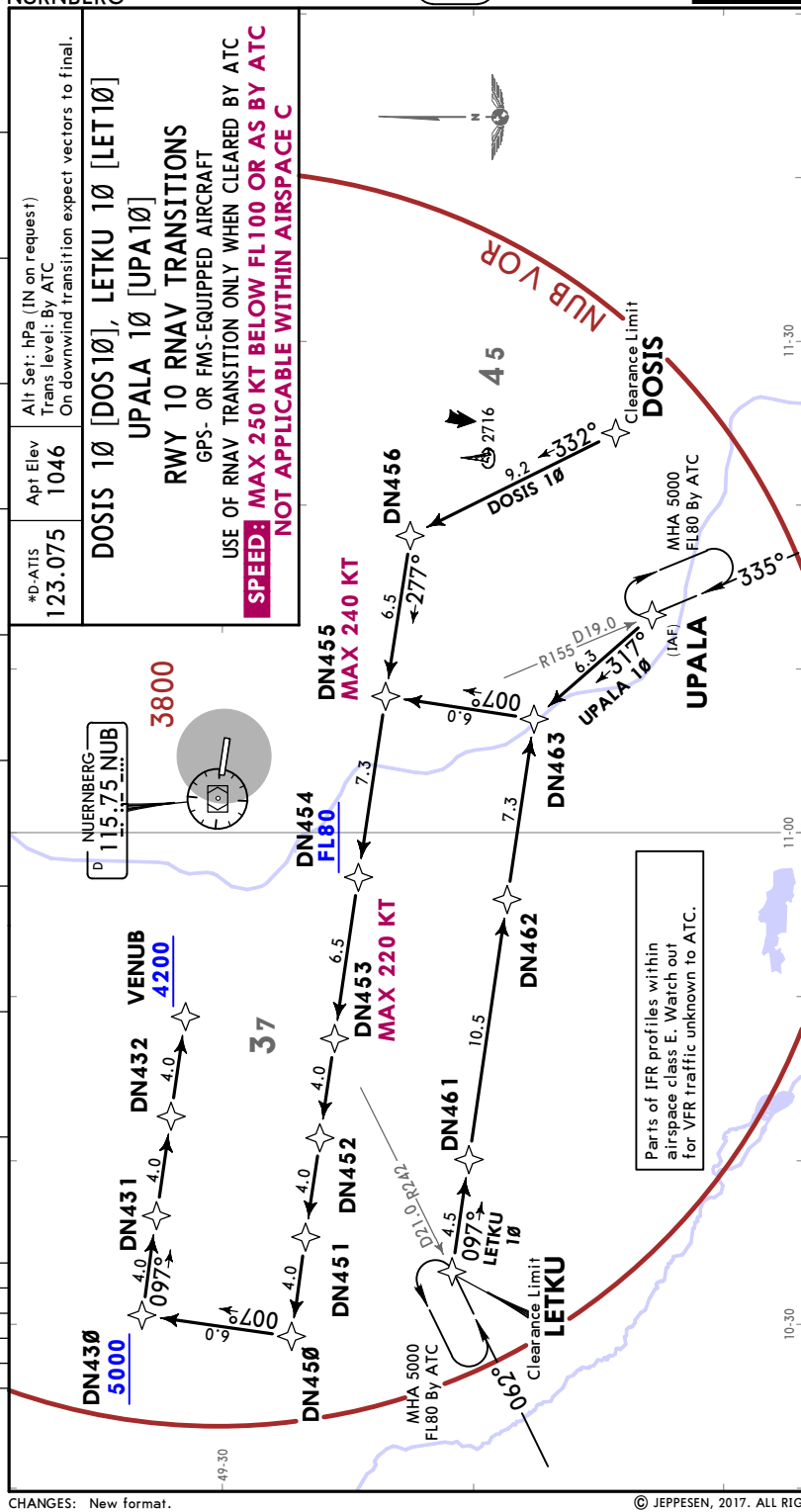
DOSIS 1Ø [DOS1Ø], LETKU 1Ø [LET1Ø]
UPALA 1Ø [UPA1Ø]
RWY 10 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
DOSIS 10	DOSIS - DN456 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000+) - DN431 - DN432 - VENUB (4200+).
LETKU 10	LETKU - DN463 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000+) - DN431 - DN432 - VENUB (4200+).
UPALA 10	UPALA - DN463 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000+) - DN431 - DN432 - VENUB (4200+).

CHANGES: New format.

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*D-ATIS 123.075

Apt Elev 1046

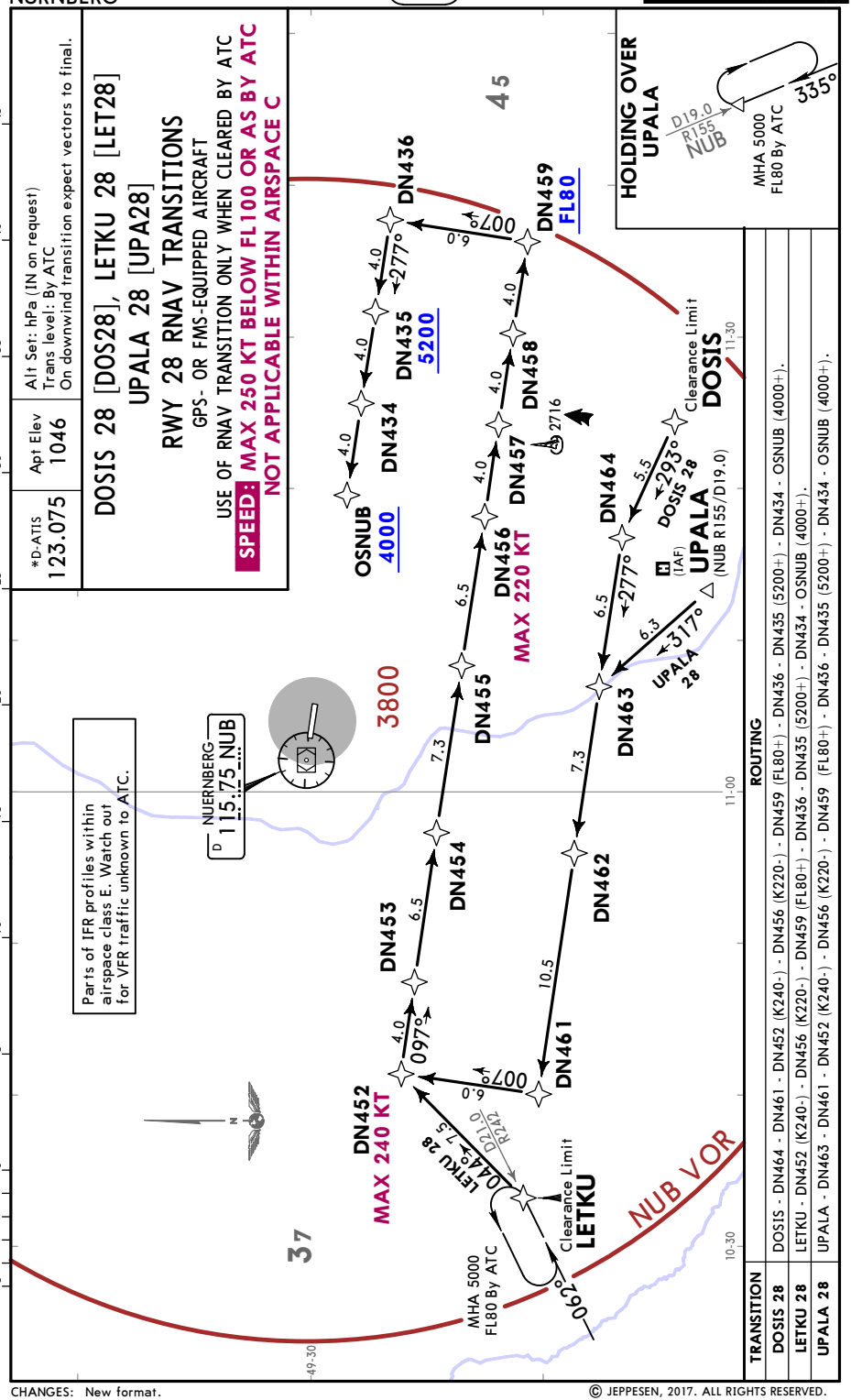
Alt Set: hPa (IN on request)
Trans level: By ATC
On downwind transition expect vectors to final.

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



ROUTING	
DOSIS 28	DOSIS - DN464 - DN461 - DN452 (K240-) - DN456 (K220-) - DN459 (FL80+) - DN436 - DN435 (5200+) - DN434 - OSNUB (4000+).
LETKU 28	LETKU - DN452 (K240-) - DN456 (K220-) - DN459 (FL80+) - DN436 - DN435 (5200+) - DN434 - OSNUB (4000+).
UPALA 28	UPALA - DN463 - DN461 - DN452 (K240-) - DN456 (K220-) - DN459 (FL80+) - DN436 - DN435 (5200+) - DN434 - OSNUB (4000+).

CHANGES: New format.

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*D-ATIS	Apt Elev	
123.075	1046	Alt Set: hPa (IN on request) Trans level: By ATC 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.

ERL 1W [ERL1W], NEPEG 1W [NEPE1W] SUBAG 2W [SUBA2W], UNKUL 2W [UNKU2W] RWY 28 RNAV TRANSITIONS

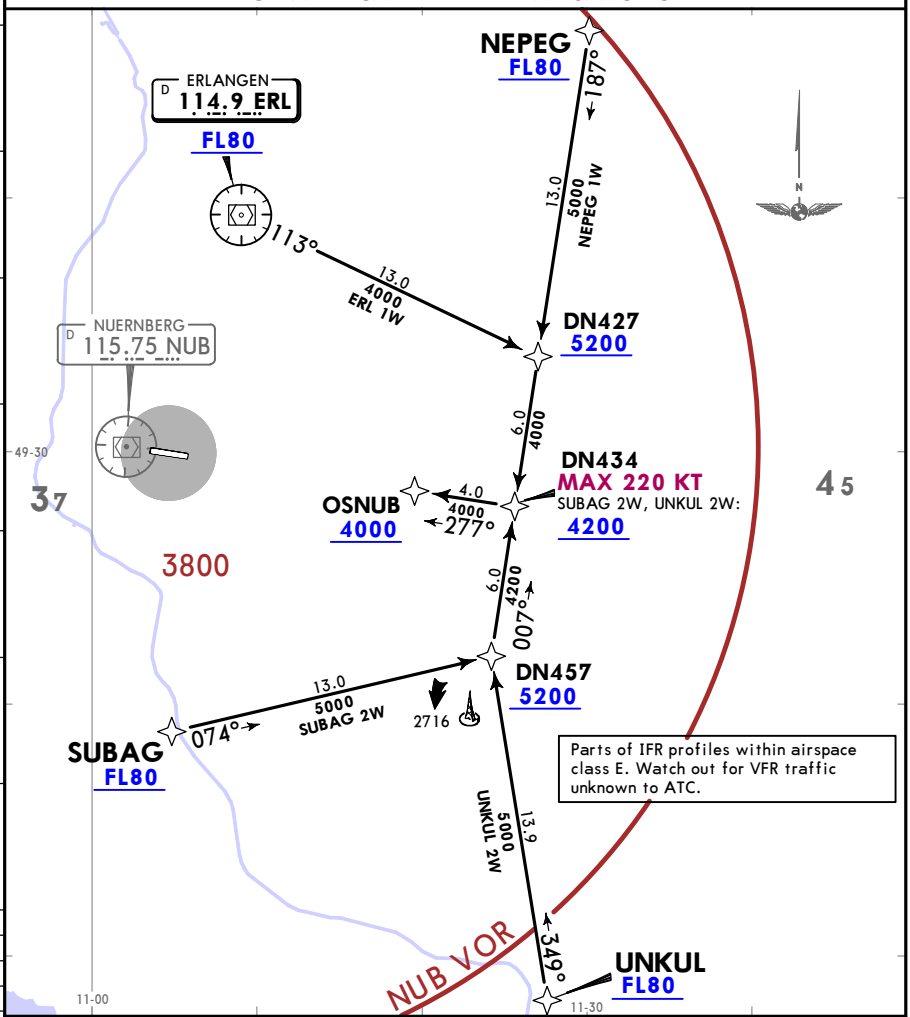
GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
ERL 1W	ERL (FL80+) - DN427 (5200+) - DN434 (K220-) - OSNUB (4000+).
NEPEG 1W	NEPEG (FL80+) - DN427 (5200+) - DN434 (K220-) - OSNUB (4000+).
SUBAG 2W	SUBAG (FL80+) - DN457 (5200+) - DN434 (K220-; 4200+) - OSNUB (4000+).
UNKUL 2W	UNKUL (FL80+) - DN457 (5200+) - DN434 (K220-; 4200+) - OSNUB (4000+).

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*D-ATIS	Apt Elev	
123.075	1046	Alt Set: hPa (IN on request) Trans level: By ATC 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.

BISBU 1E [BISB1E], SUBAG 2E [SUBA2E]
RWY 10 RNAV TRANSITIONS

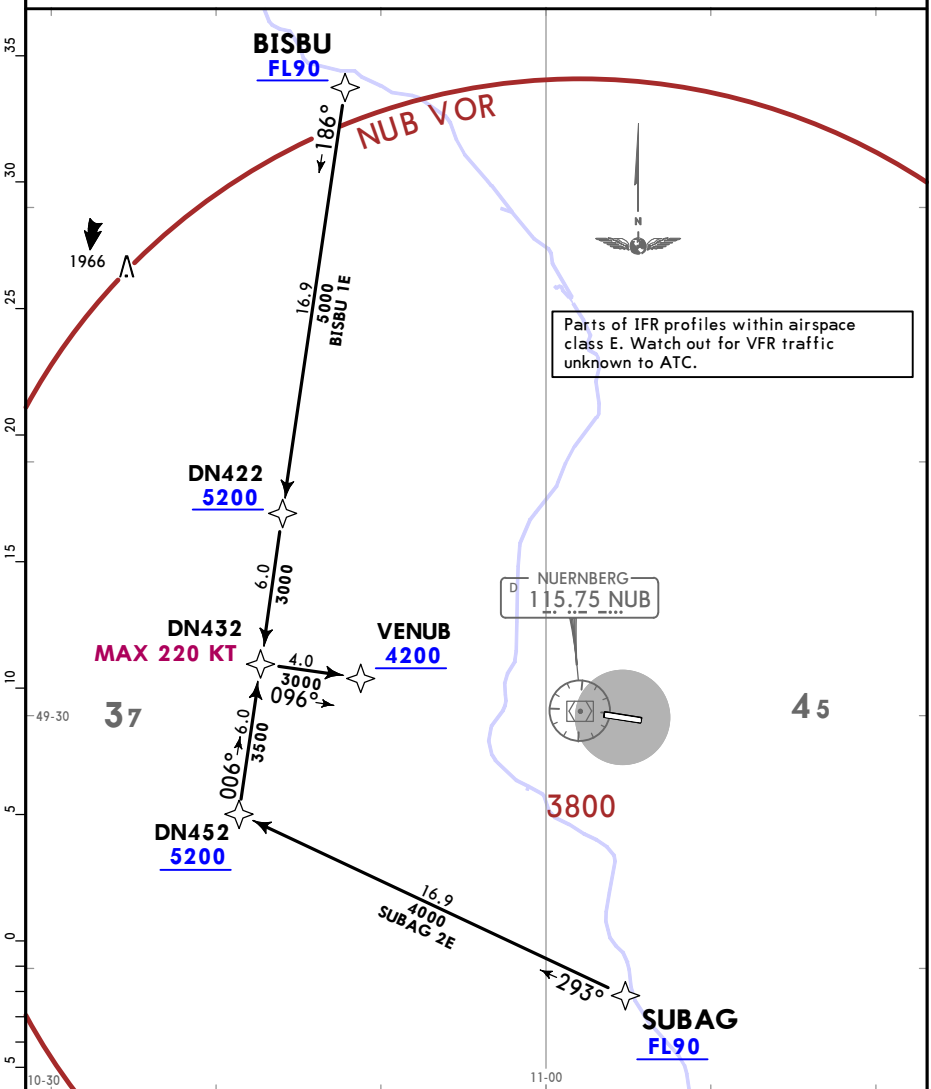
GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	ROUTING
BISBU 1E	BISBU (FL90+) - DN422 (5200+) - DN432 (K220-) - VENUB (4200+).
SUBAG 2E	SUBAG (FL90+) - DN452 (5200+) - DN432 (K220-) - VENUB (4200+).

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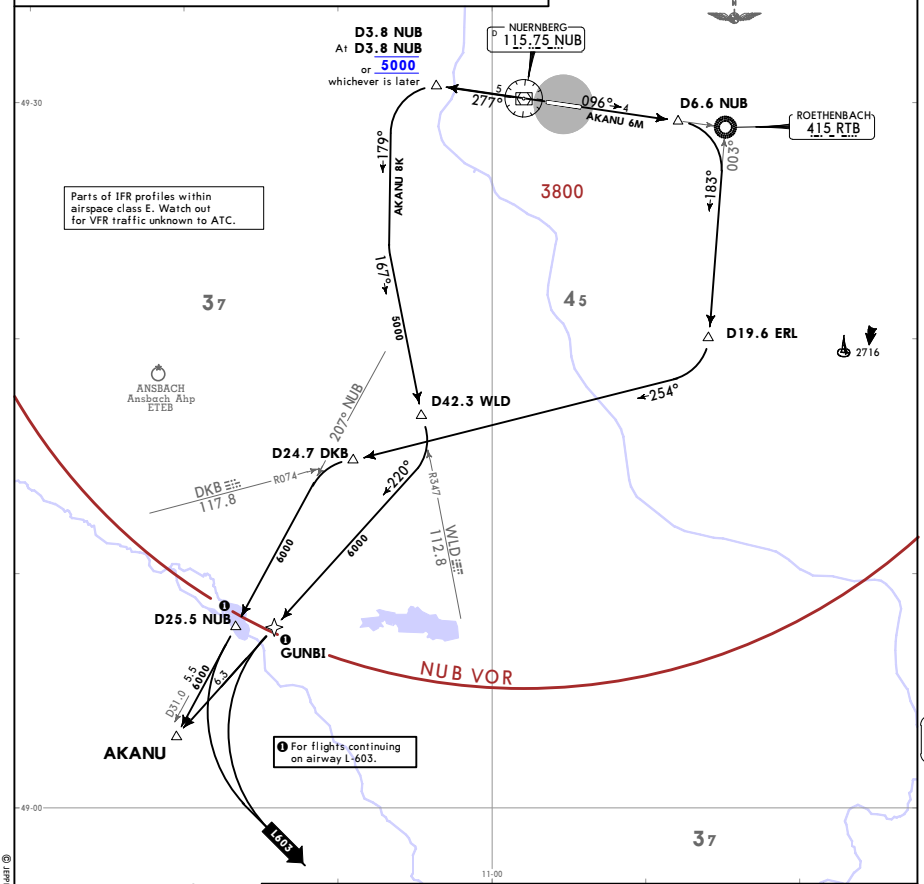
MUNICH Radar 129.525	Apt Elev 1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

AKANU 8K, AKANU 6M
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL70		
SID	RWY	ROUTING
AKANU 8K	28	Intercept NUB R277, at D3.8 NUB or 5000, whichever is later, turn LEFT, 179° track, intercept WLD R347 inbound to D42.3 WLD , turn❸ RIGHT, 220° track to AKANU.
AKANU 6M ❷	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 R074 inbound to D24.7 DKB, turn LEFT, intercept NUB R207 to AKANU.

❷ Transition to airways (U)L-605 not possible. These flights shall file RODIS SID - airways (U)L-604.
❸ After D42.3 WLD BRNAV equipment necessary. If unable to comply advise ATC.

AKANU 8K
AKANU 6M
DEPARTURES

CHANGES: New format

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MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

DINKELSBUEHL 4K (DKB 4K)
DINKELSBUEHL 4M (DKB 4M)
DEPARTURES

NOT AVAILABLE FOR FLIGHTS TO CONTINUE VIA AIRWAYS T-104 OR Y-161

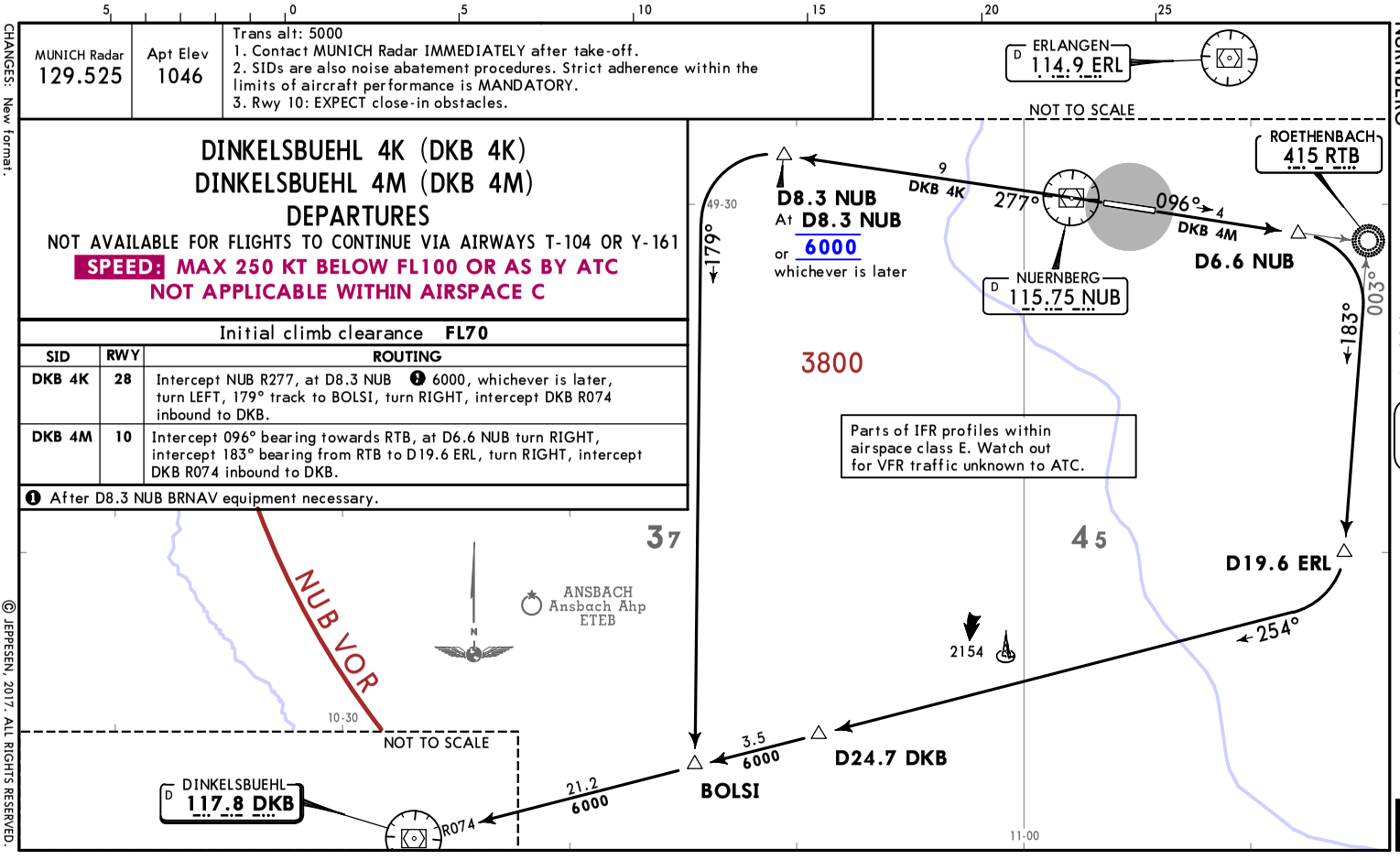
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **FL70**

SID	RWY	ROUTING
DKB 4K	28	Intercept NUB R277, at D8.3 NUB ❶ 6000, whichever is later, turn LEFT, 179° track to BOLSI, turn RIGHT, intercept DKB R074 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 R074 inbound to DKB.

❶ After D8.3 NUB BRNAV equipment necessary.



CHANGES: New format.
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EDDN/NUE
NURNBERG

JEPPESEN

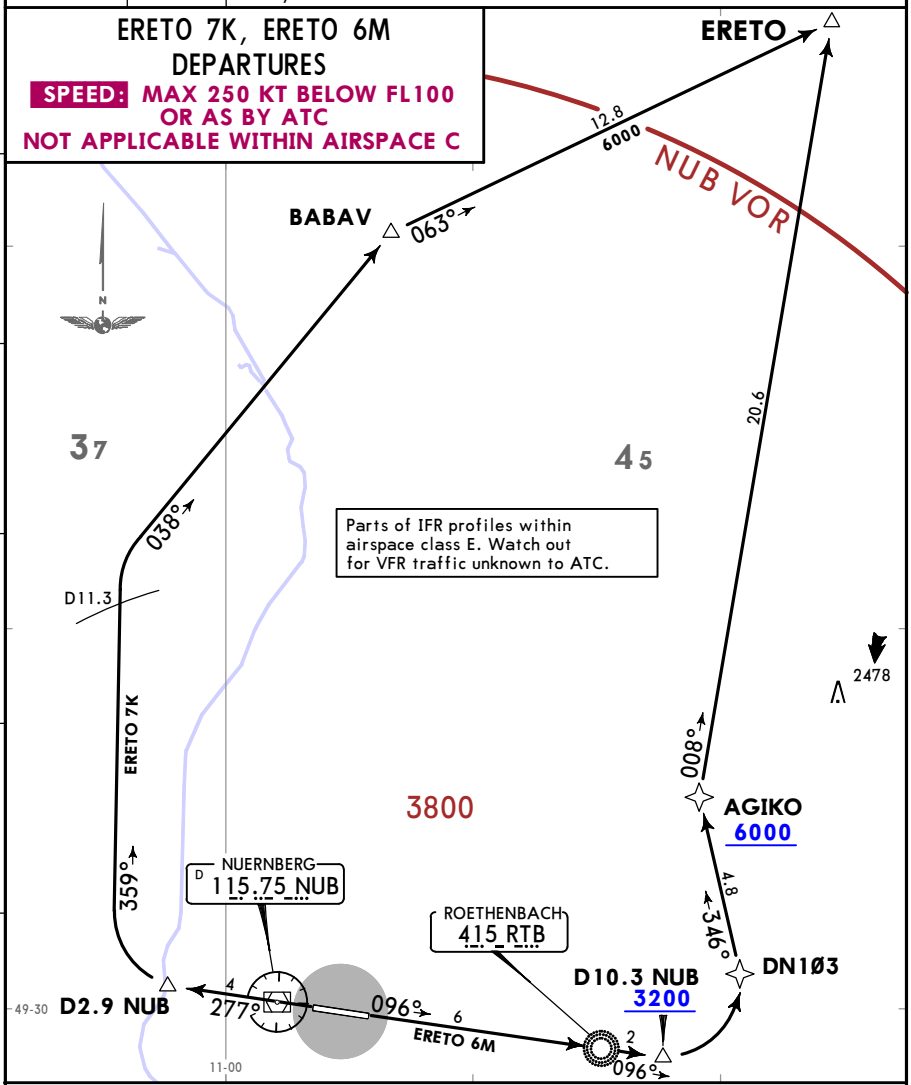
6 OCT 17 (10-3B)

NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

ERETO 7K, ERETO 6M DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ERETO 6M
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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ERETO 7K	**28**	Intercept NUB R277, at D2.9 NUB turn RIGHT, 359° track to D11.3 NUB ❶ turn RIGHT, 038° track to BABAV, 063° track to ERETO.
ERETO 6M	**10**	Intercept 096° bearing via RTB, at D10.3 NUB ❷ turn LEFT, 346° track via DN103 to AGIKO, turn RIGHT, 008° track to ERETO.

❶ After D11.3 NUB BRNAV equipment necessary. If unable to comply advise ATC.
❷ After D10.3 NUB BRNAV equipment necessary.

CHANGES: New format.

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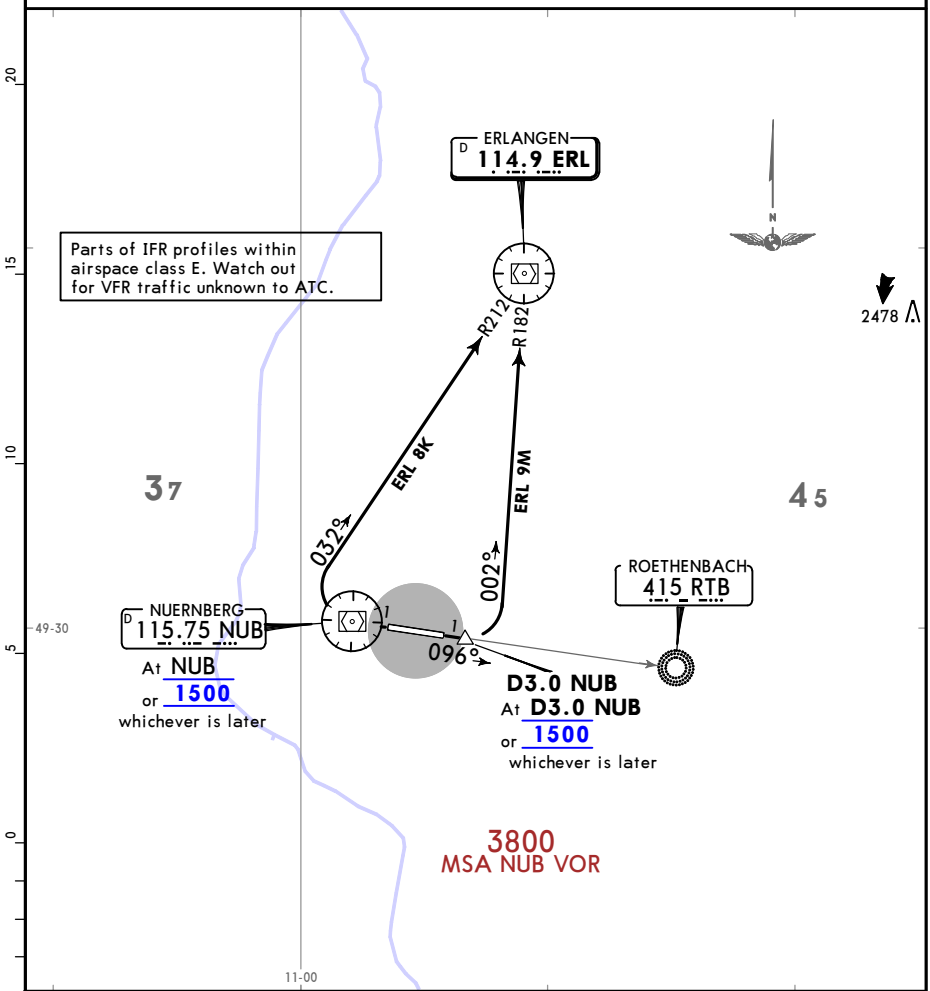
NUERNBERG Tower 118.3	Apt Elev 1046	Trans alt: 5000 1. Remain with NUERNBERG Tower, contact MUNICH Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

ERLANGEN 8K (ERL 8K)
ERLANGEN 9M (ERL 9M)
DEPARTURES

FOR LOCAL IFR TRAINING FLIGHTS AT EDDN
PROP ACFT UP TO 5.7T MTOW ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
ERL 8K	**28**	To NUB or 1500, whichever is later, turn RIGHT, intercept ERL R212 inbound to ERL.
ERL 9M	**10**	Intercept 096° bearing towards RTB, at D3.0 NUB or 1500, whichever is later, turn LEFT, intercept ERL R182 inbound to ERL.

CHANGES: New format.

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EDDN/NUE
NURNBERG

JEPPESEN

6 OCT 17 (10-3D)

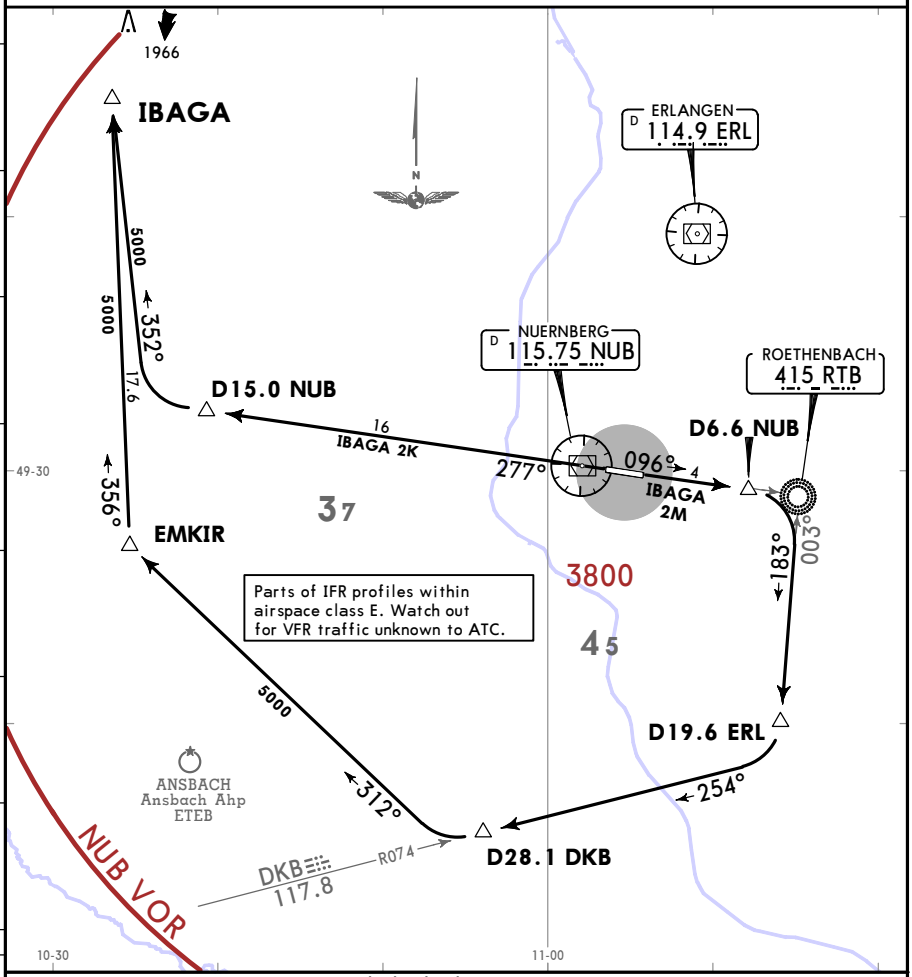
NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

IBAGA 2K, IBAGA 2M DEPARTURES

NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA OSBIT - AIRWAY P-605
NOT AVAILABLE FOR FLIGHTS TO EDDF, EDFE OR ETOU
THOSE FLIGHTS SHALL FILE SID SUKAD

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
IBAGA 2K	**28**	Intercept NUB R277, at D15.0 NUB ❶ turn RIGHT, 352° track to IBAGA.
IBAGA 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 R074 inbound to D28.1 DKB ❷ turn RIGHT, 312° track to EMKIR, turn RIGHT, 356° track to IBAGA.

After D15.0 NUB ❶ /D28.1 DKB ❷ BRNAV equipment necessary.

CHANGES: New format.

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RODIS 3K, RODIS 4M DEPARTURES

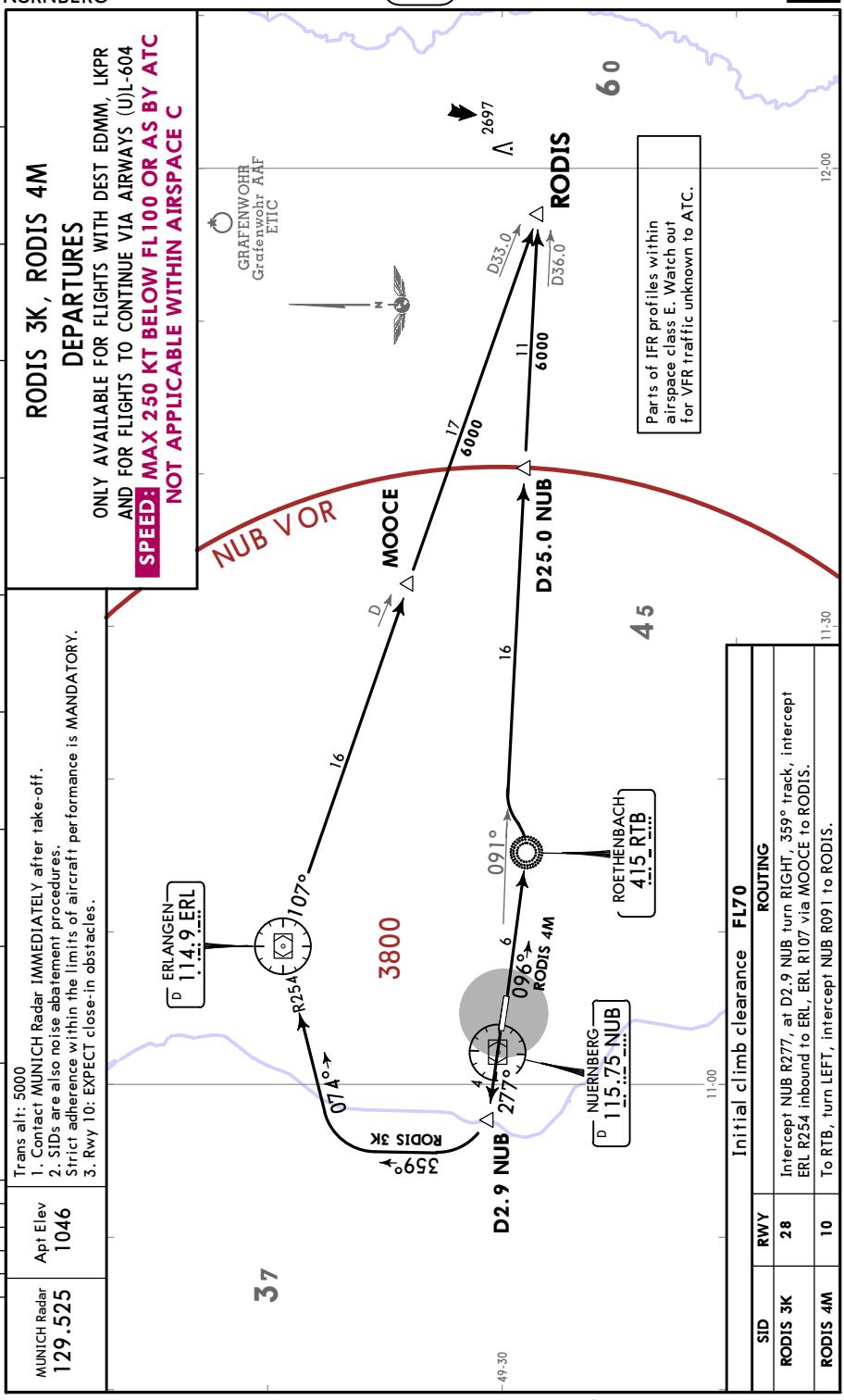
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM, LKPR AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L-604

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
129.525	1046

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures.
Strict adherence within the limits of aircraft performance is MANDATORY.
3. Rwy 10: EXPECT close-in obstacles.



Initial climb clearance FL70

SID	RWY	ROUTING
RODIS 3K	28	Intercept NUB R277, at D2.9 NUB turn RIGHT, 359° track, intercept ERL R254 inbound to ERL, ERL R107 via MOOCE to RODIS.
RODIS 4M	10	To RTB, turn LEFT, intercept NUB R091 to RODIS.

CHANGES: New format.

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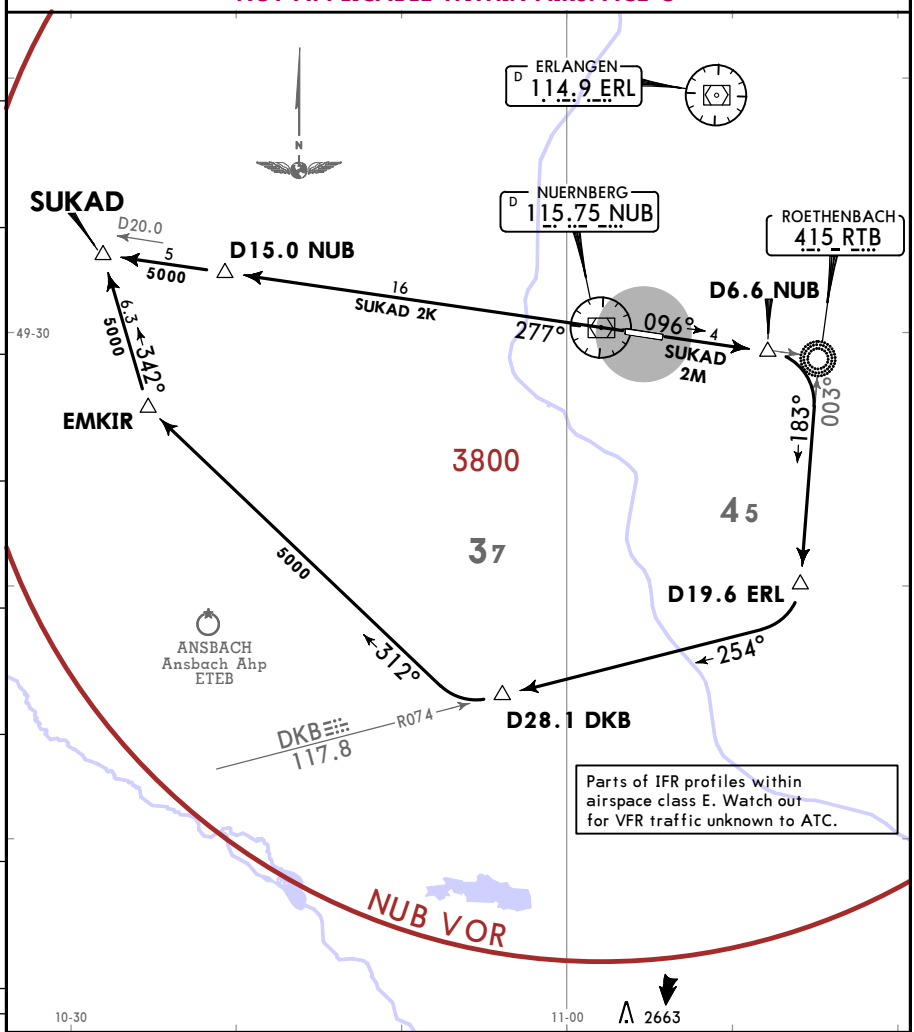
MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

SUKAD 2K, SUKAD 2M DEPARTURES

ONLY FOR FLIGHTS WITH DEST EDDF, EDFE OR ETOU AND FLIGHTS WITH Y FPL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
SUKAD 2K	**28**	Intercept NUB R277 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 R074 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.

CHANGES: New format.

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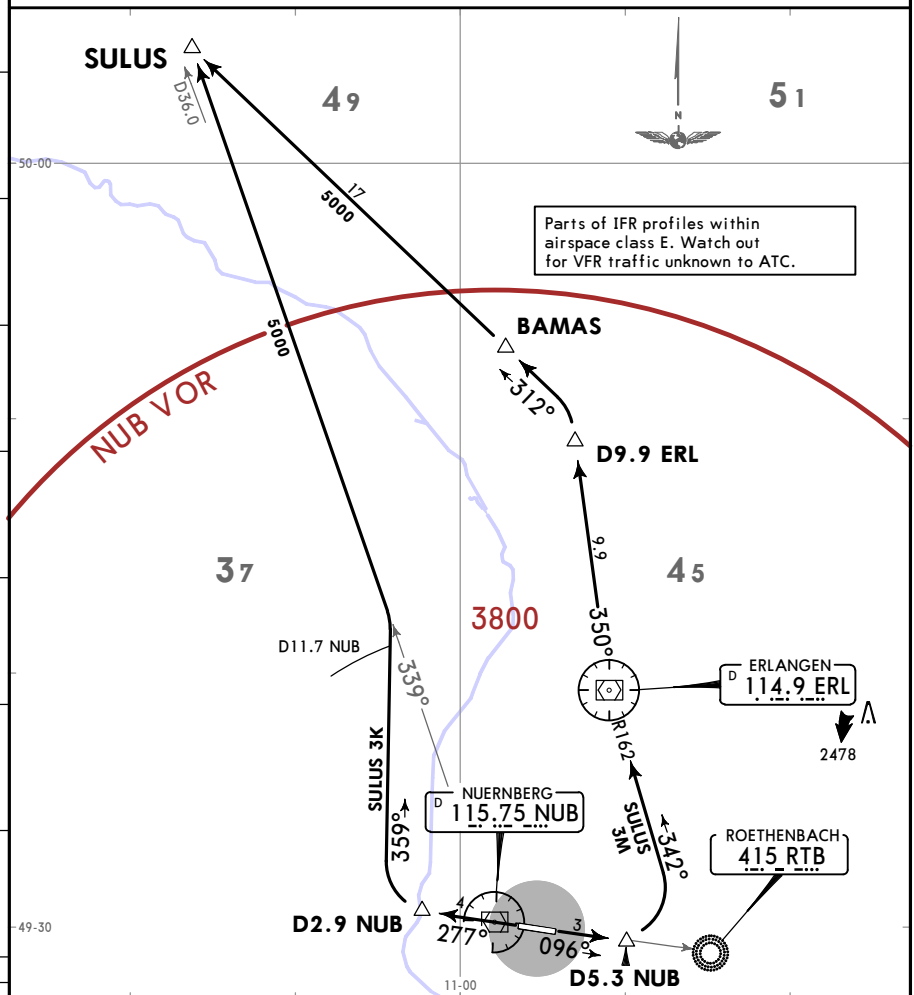
MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

SULUS 3K, SULUS 3M DEPARTURES

ONLY AVAILABLE FOR FLIGHTS INTENDING TO PROCEED SULUS - AIRWAY L-604

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
SULUS 3K	**28**	Intercept NUB R277, at D2.9 NUB turn RIGHT, 359° track to D11.7 NUB, turn LEFT, intercept NUB R339 to SULUS.
SULUS 3M	**10**	Intercept 096° bearing towards RTB, at D5.3 NUB turn LEFT, intercept ERL R162 inbound to ERL, ERL R350 to D9.9 ERL , ❶ turn LEFT, 312° track via BAMAS to SULUS.

❶ After D9.9 ERL BRNAV equipment necessary.

CHANGES: New format.

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JEPPESEN
6 OCT 17 (10-3H)

NURNBERG, GERMANY

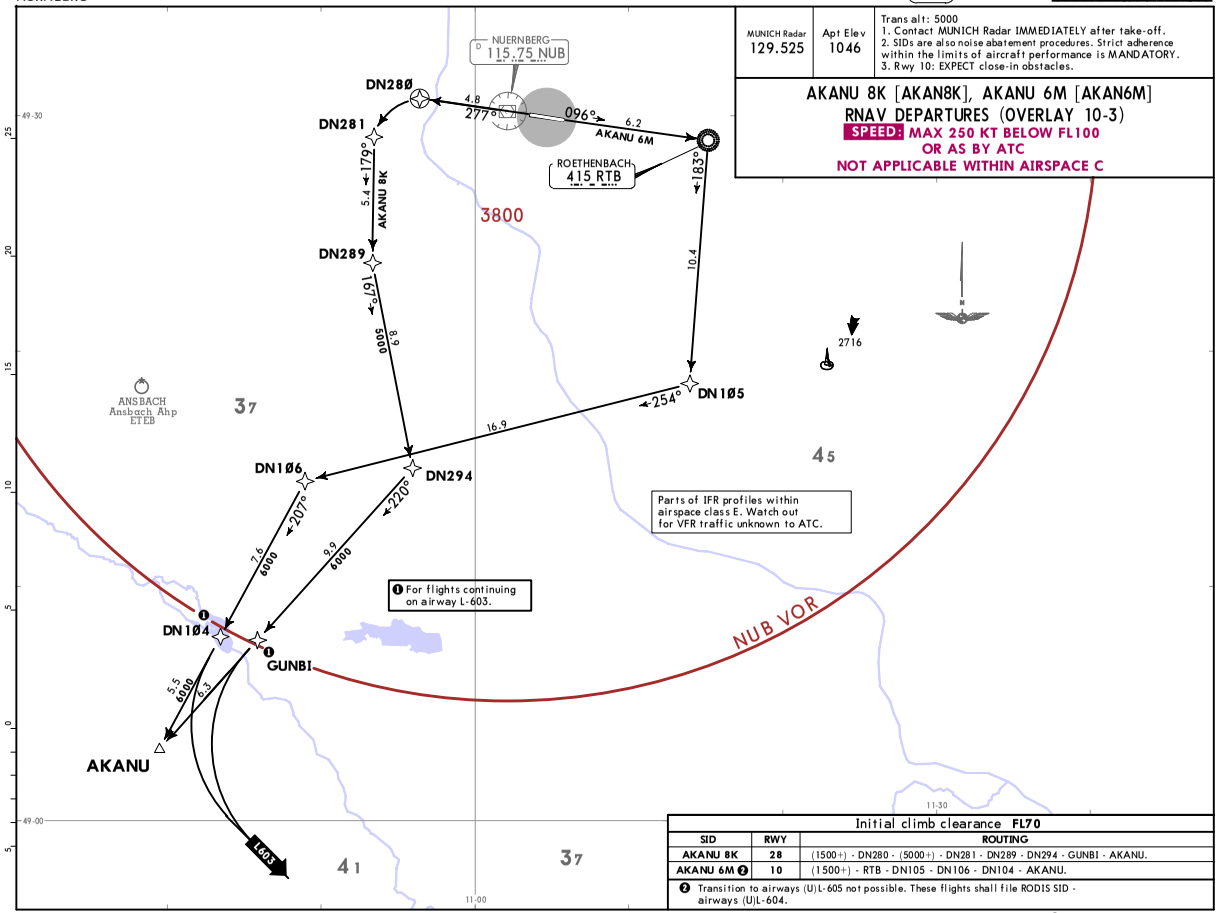
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

AKANU 8K [AKAN8K], AKANU 6M [AKAN6M]
RNAV DEPARTURES (OVERLAY 10-3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
AKANU 8K	**28**	(1500+) - DN280 - (5000+) - DN281 - DN289 - DN294 - GUNBI - AKANU.
AKANU 6M ❷	**10**	(1500+) - RTB - DN105 - DN106 - DN104 - AKANU.

❷ Transition to airways (U)L-605 not possible. These flights shall file RODIS SID - airways (U)L-604.

CHANGES: New format.

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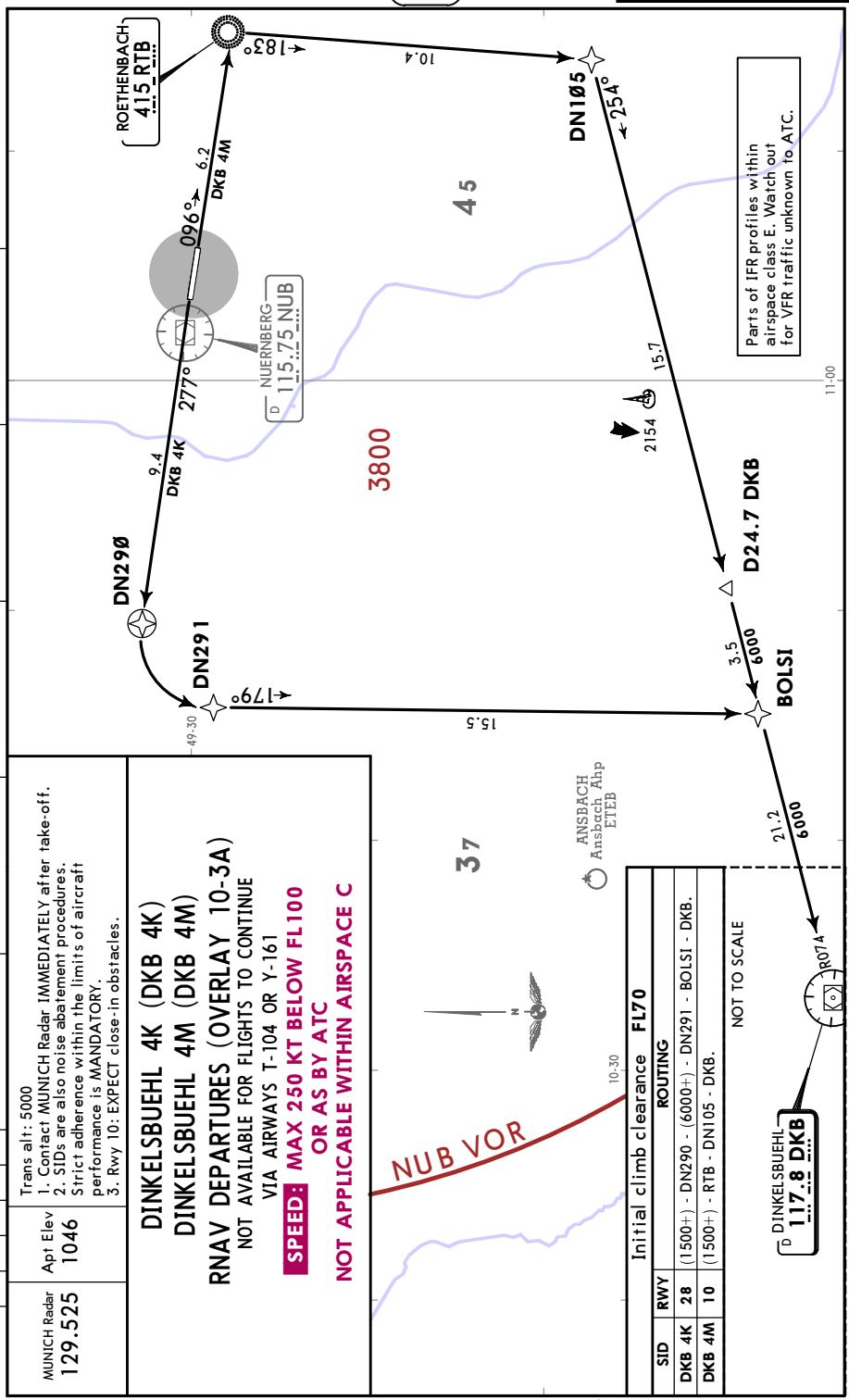

CHANGES: New format.

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EDDN/NUE
NURNBERG

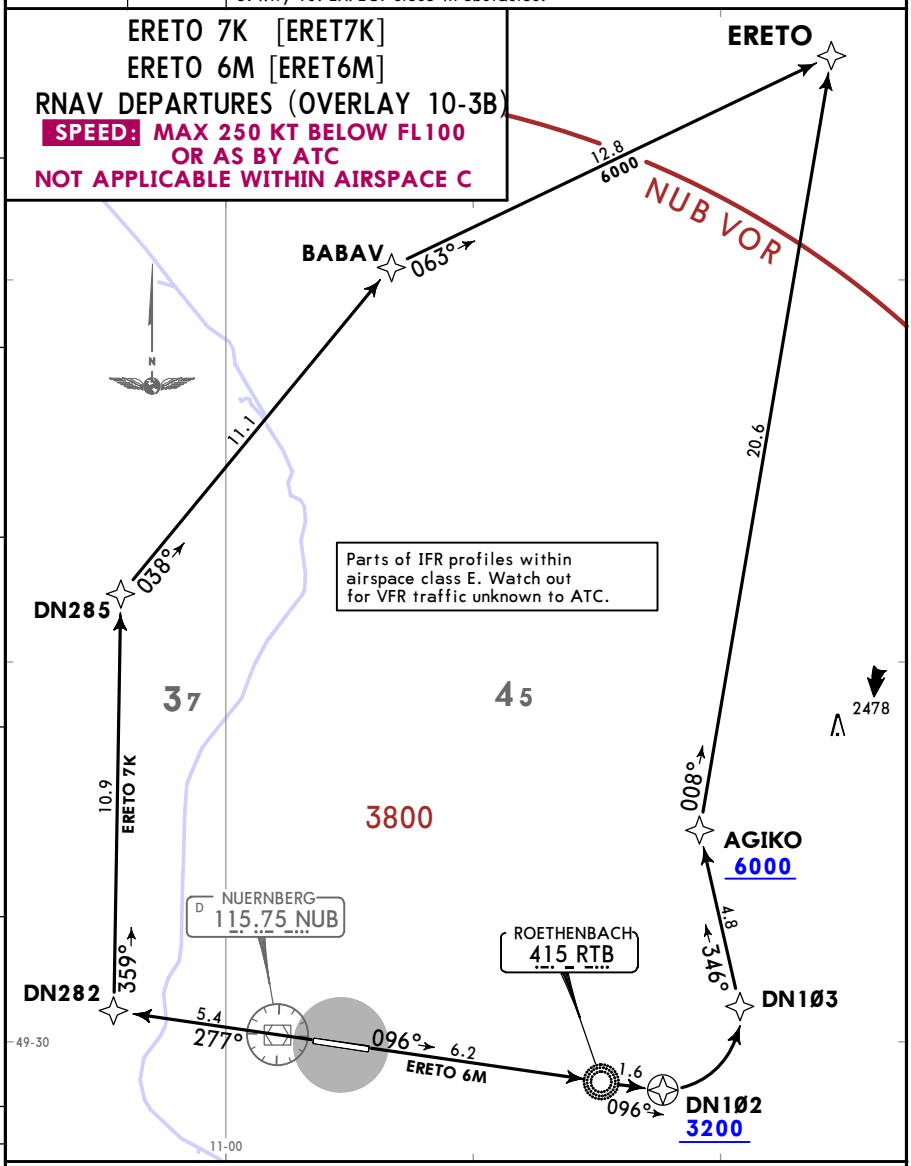
JEPPESEN
6 OCT 17 (10-3K)

NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

ERETO 7K [ERET7K]
ERETO 6M [ERET6M]
RNAV DEPARTURES (OVERLAY 10-3B)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ERETO 6M
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

Initial climb clearance **FL70**

SID	RWY	ROUTING
ERETO 7K	**28**	(1500+) - DN282 - DN285 - BABAV - ERETO.
ERETO 6M	**10**	(1500+) - RTB - DN102 (3200+) - DN103 - AGIKO (6000+) - ERETO.

CHANGES: New format.

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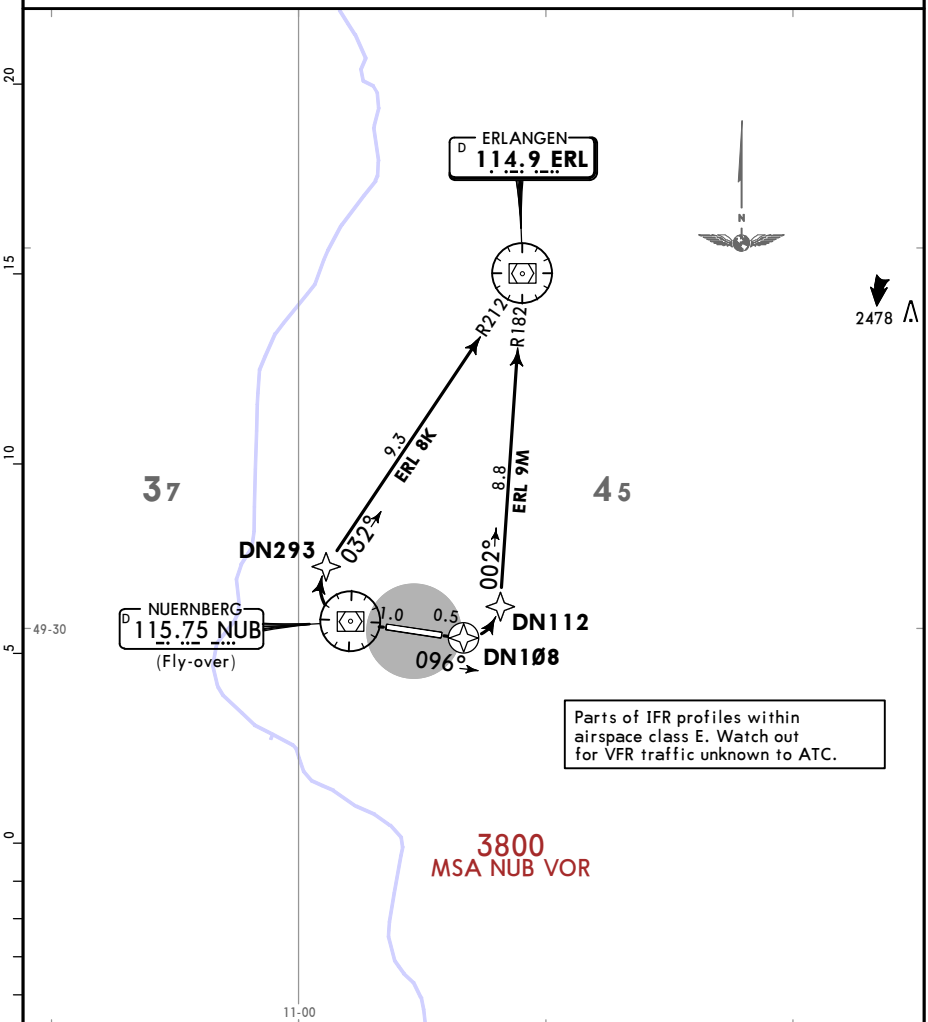
NUERNBERG Tower 118.3	Apt Elev 1046	Trans alt: 5000 1. Remain with NUERNBERG Tower, contact MUNICH Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

ERLANGEN 8K (ERL 8K)
ERLANGEN 9M (ERL 9M)
RNAV DEPARTURES (OVERLAY 10-3C)

FOR LOCAL IFR TRAINING FLIGHTS AT EDDN
PROP ACFT UP TO 5.7T MTOW ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

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

CHANGES: New format.

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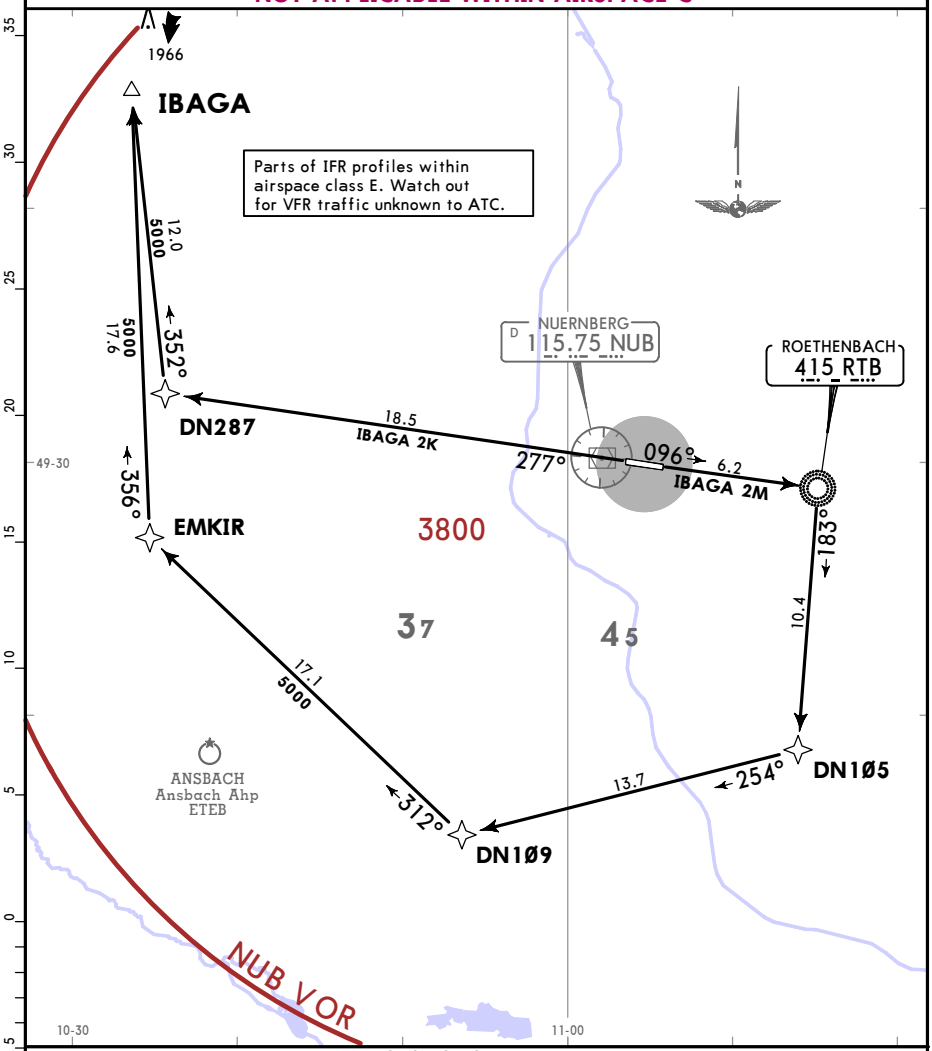
MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

IBAGA 2K [IBAG2K], IBAGA 2M [IBAG2M] RNAV DEPARTURES (OVERLAY 10-3D)

NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA OSBIT - AIRWAY P-605
NOT AVAILABLE FOR FLIGHTS TO EDDF, EDFE OR ETOU
THOSE FLIGHTS SHALL FILE SID SUKAD

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

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

CHANGES: New format.

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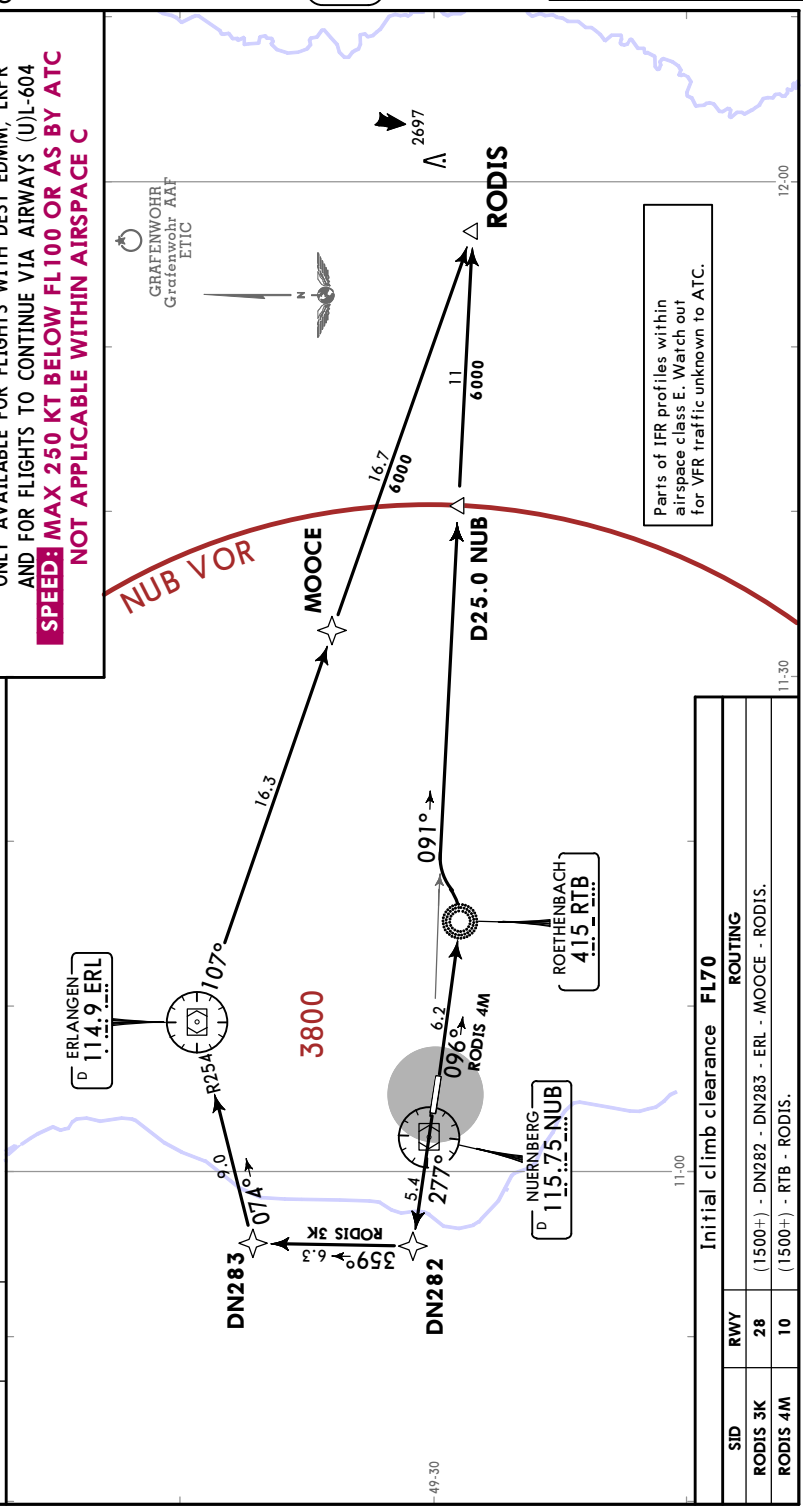
RODIS 3K [RODI3K], RODIS 4M [RODI4M] RNAV DEPARTURES (OVERLAY 10-3E)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

MUNICH Radar	Apt Elev
129.525	1046

Trans alt: 5000
1. Contact MUNICH Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. Rwy 10: EXPECT close-in obstacles.



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

CHANGES: New format.

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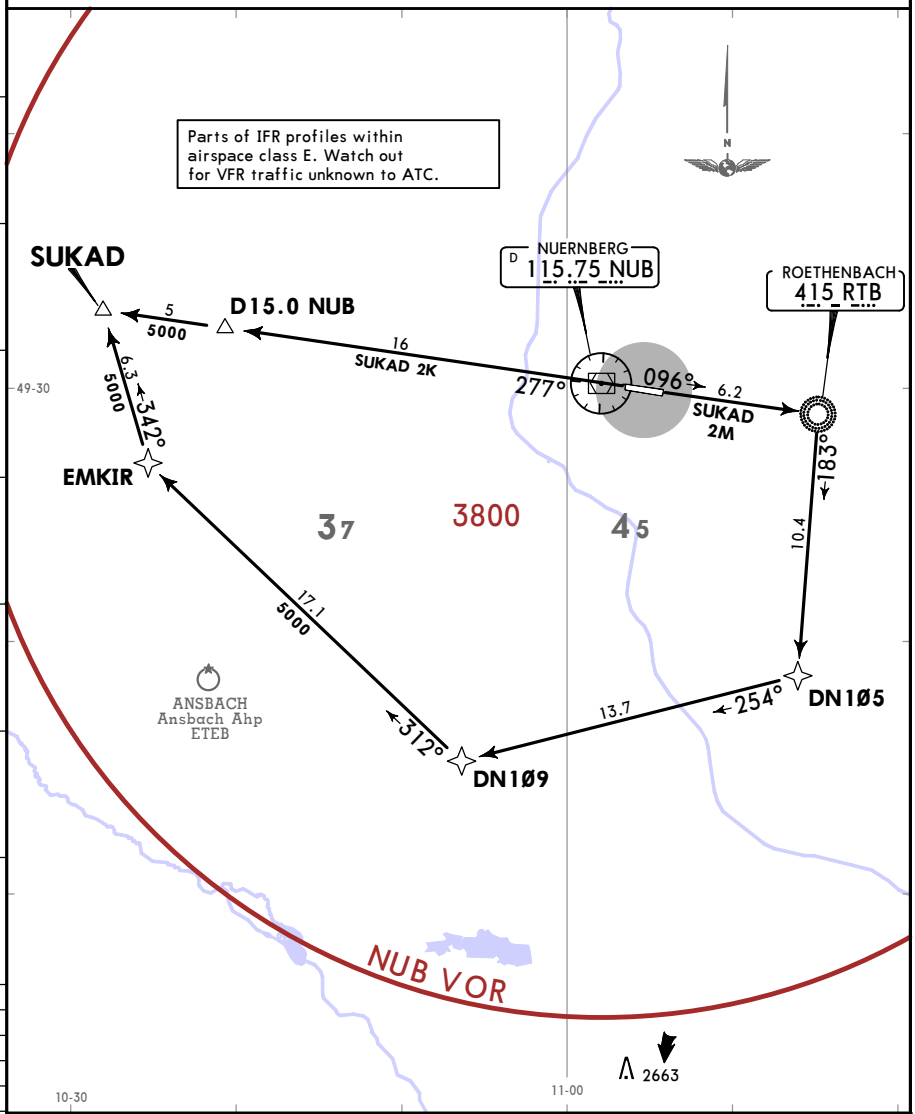
MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

SUKAD 2K [SUKA2K], SUKAD 2M [SUKA2M] RNAV DEPARTURES (OVERLAY 10-3F)

ONLY FOR FLIGHTS WITH DEST EDDF, EDFE OR ETOU AND FLIGHTS WITH Y FPL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

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

CHANGES: New format.

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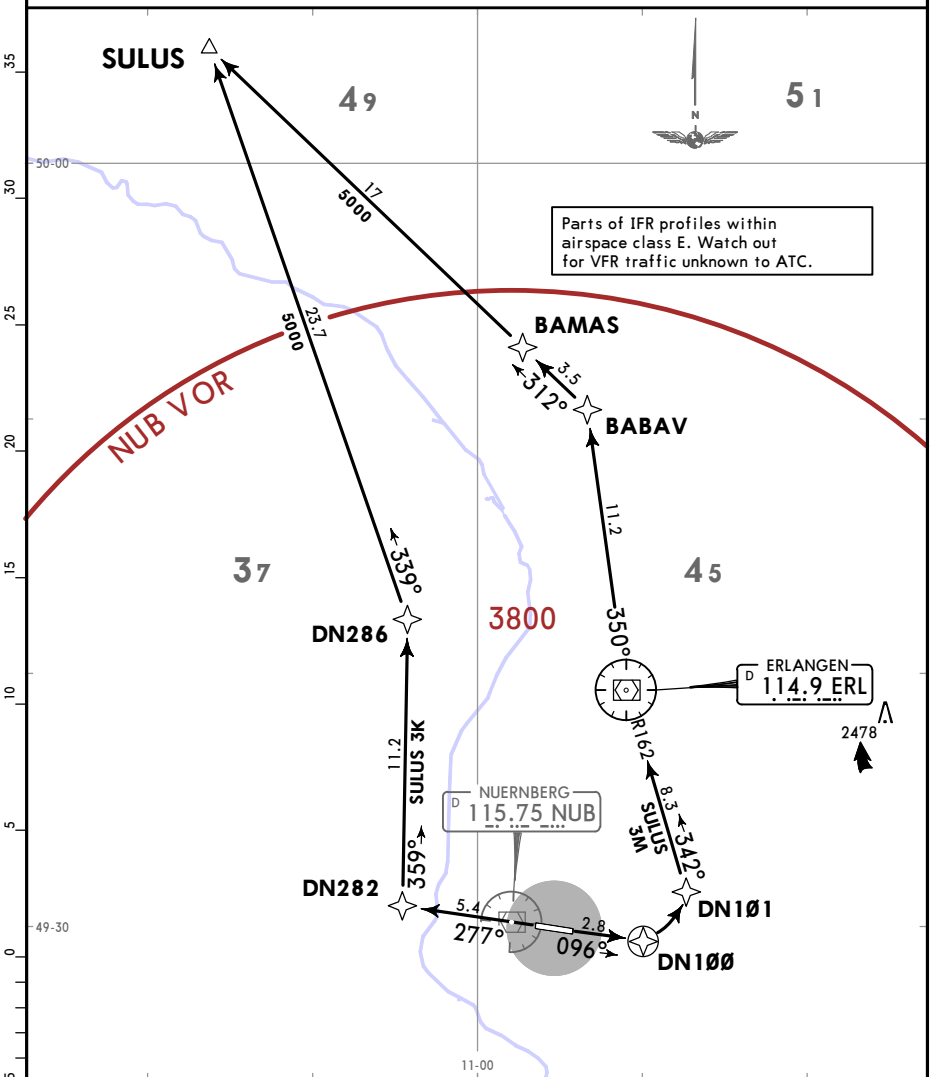
MUNICH Radar	Apt Elev	
129.525	1046	Trans alt: 5000 1. Contact MUNICH Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Rwy 10: EXPECT close-in obstacles.

SULUS 3K [SULU3K], SULUS 3M [SULU3M] RNAV DEPARTURES (OVERLAY 10-3G)

ONLY AVAILABLE FOR FLIGHTS INTENDING TO PROCEED SULUS - AIRWAY L-604

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL70**

SID	RWY	ROUTING
SULUS 3K	**28**	(1500+) - DN282 - DN286 - SULUS.
SULUS 3M	**10**	(1500+) - DN100 - DN101 - ERL - BABAV - BAMAS - SULUS.

CHANGES: New format.

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EDDN/NUE

Apt Elev **1046′**

N49 29.9 E011 04.7

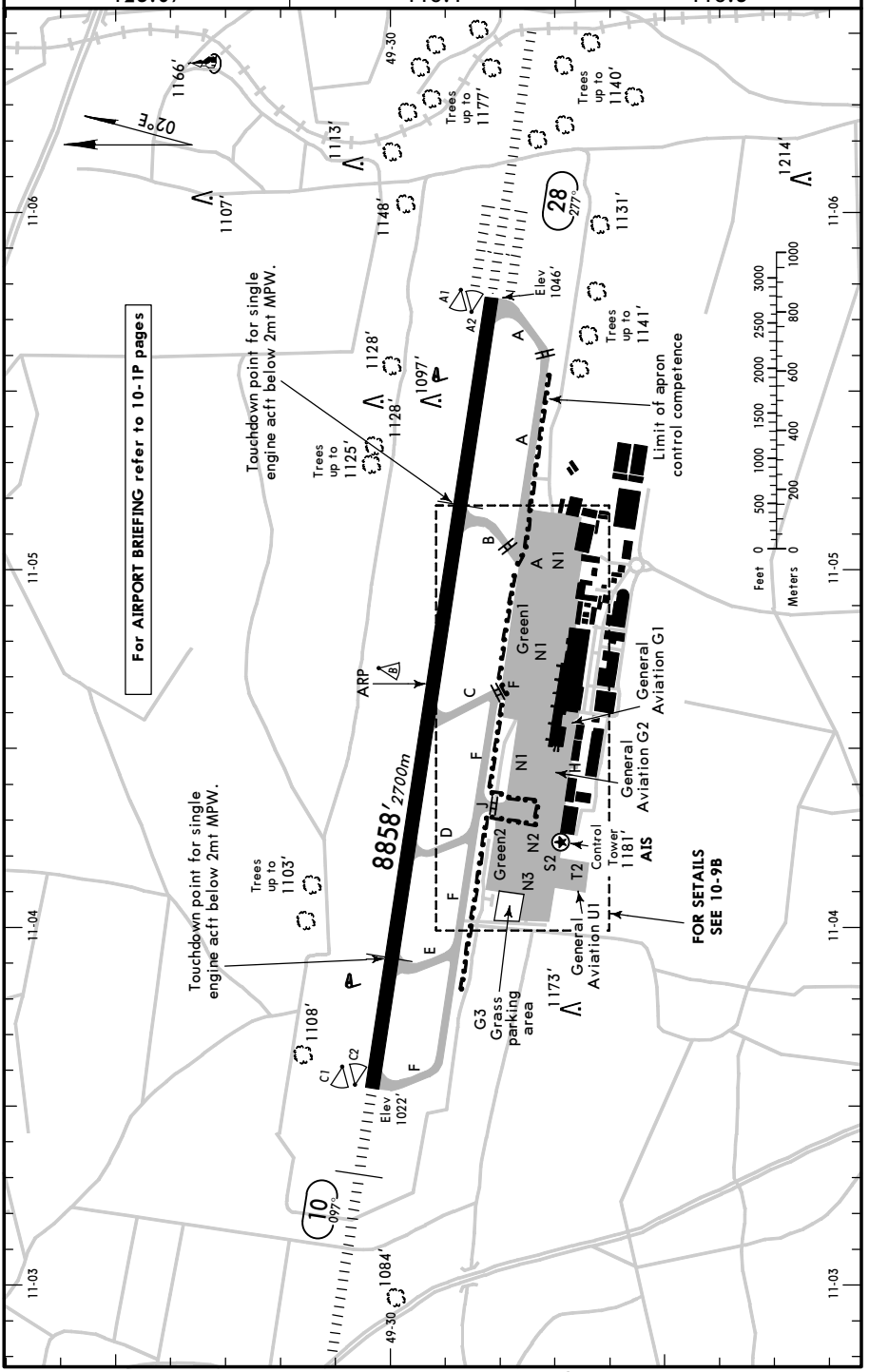
JEPPESEN

18 JUL 14 (10-9)

NURNBERG, GERMANY

NURNBERG

*D-ATIS	NURNBERG Ground	Tower
123.07	118.1	118.3



CHANGES: Enhanced accuracy.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL HIALS SFL REIL PAPI-L (3.0°)	RVR		7764′ *2366m*	❶	148′ *45m*
28	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°)	RVR		7643′ *2330m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 10: From rwy head 8858′ (2700m)
twy E int 7546′ (2300m)
twy D int 6234′ (1900m)
twy C int 4757′ (1450m)

RWY 28: From rwy head 8858′ (2700m)
twy B int 6437′ (1962m)
twy C int 4101′ (1250m)

Standard TAKE-OFF [1]

	All Rwys LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: None.

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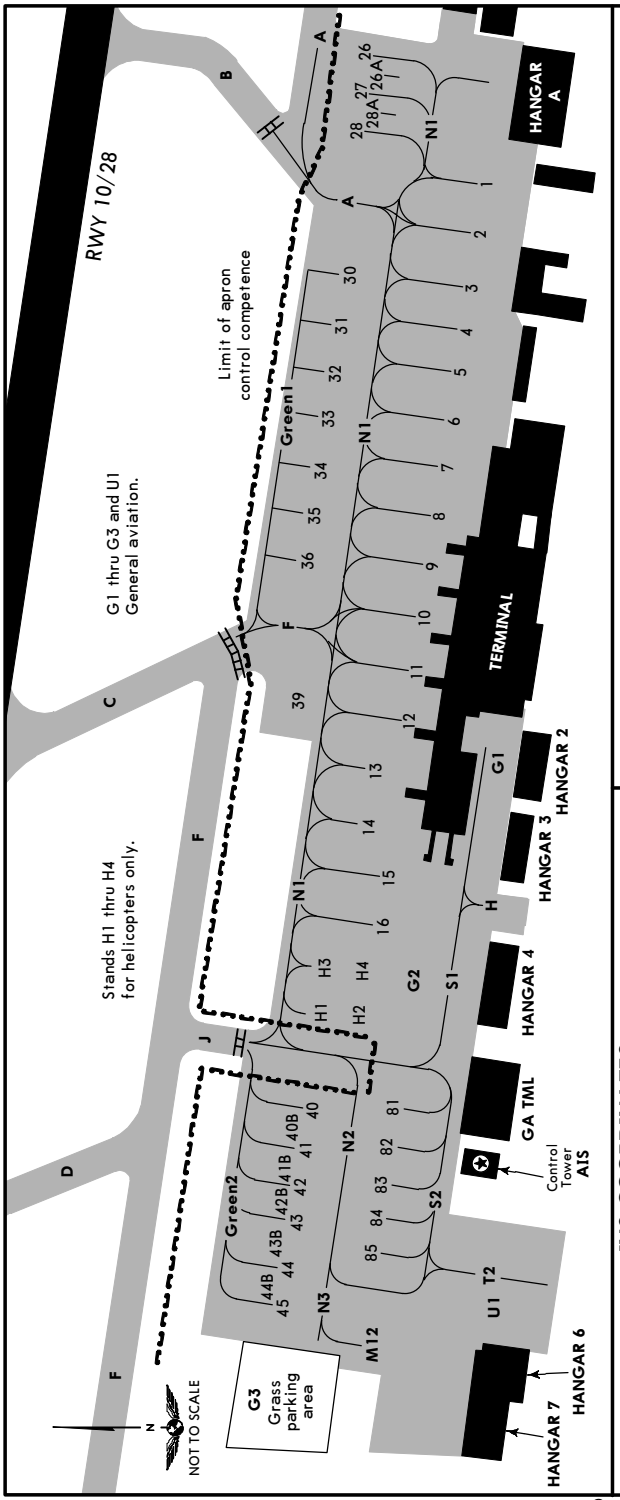

INS COORDINATES

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

JEPPESEN

17 MAR 17 (11-1) Eff 30 Mar

NURNBERG, GERMANY
❶ ILS or LOC Rwy 10

BRIEFING STRIP ™

*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

LOC INUE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1046′
109.55	097°	D3.2 INUE 2030′(1008′)	1222′(200′)	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′

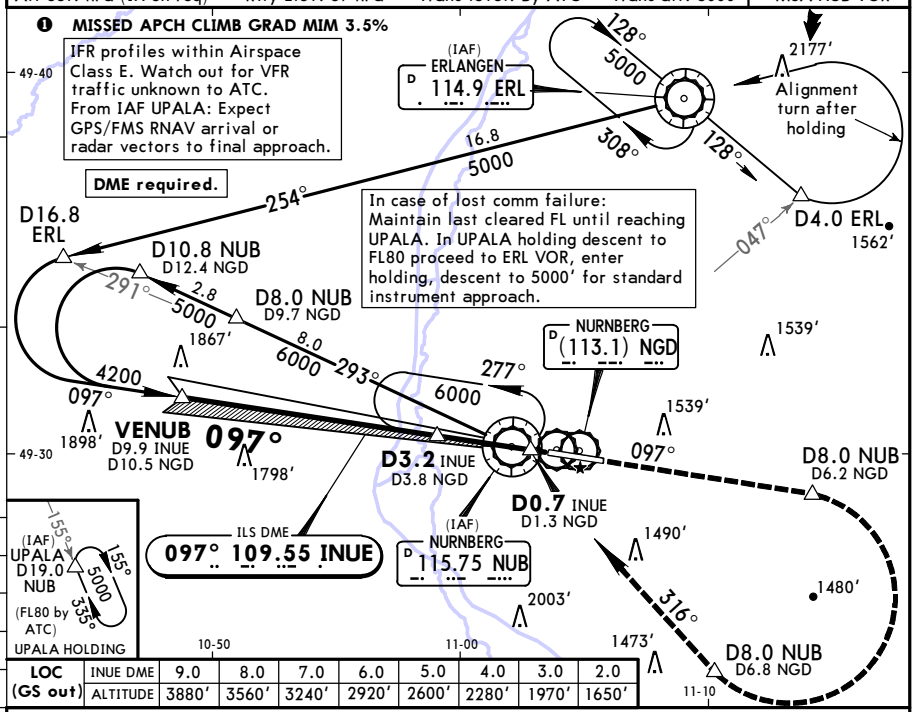
3800′ MSA NUB VOR

❶ **MISSED APCH CLIMB GRAD MIM 3.5%**

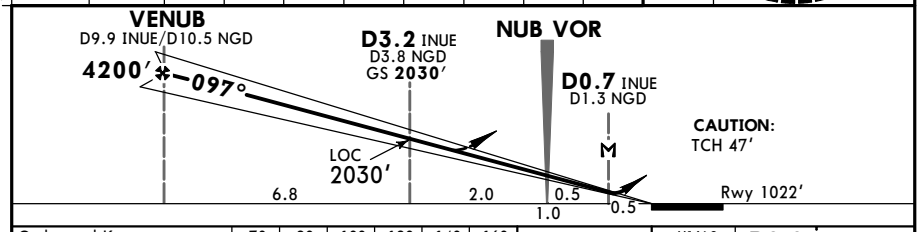
IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC. From IAF UPALA: Expect GPS/FMS RNAV arrival or radar vectors to final approach.

DME required.

In case of lost comm failure: Maintain last cleared FL until reaching UPALA. In UPALA holding descent to FL80 proceed to ERL VOR, enter holding, descent to 5000′ for standard instrument approach.



LOC (GS out)	INUE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3880′	3560′	3240′	2920′	2600′	2280′	1970′	1650′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 INUE/D1.3 NGD							

HIALS REIL PAPI

D8.0 NUB on NUB 115.75 R-097

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

Missed apch climb gradient mim 3.5% until passing 5000′.

	ILS DA(H) 1222′(200′) FULL	ILS DA(H) 1222′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1430′(408′)	LOC (GS out) CDFA DA/MDA(H) 1430′(408′) ALS out
A	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B				
C				RVR 1900m
D				

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1670′(624′)	1500m
135	1720′(674′)	1600m
180	1840′(794′)	2400m
205	1940′(894′)	3600m

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: DME readings. MM withdrawn. Recommended altitudes.

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EDDN/NUE
NURNBERG

JEPPESEN
17 JUN 16
Eff 23 Jun
(11-2)

NURNBERG, GERMANY
ILS Z or LOC Z Rwy 28

BRIEFING STRIP ™

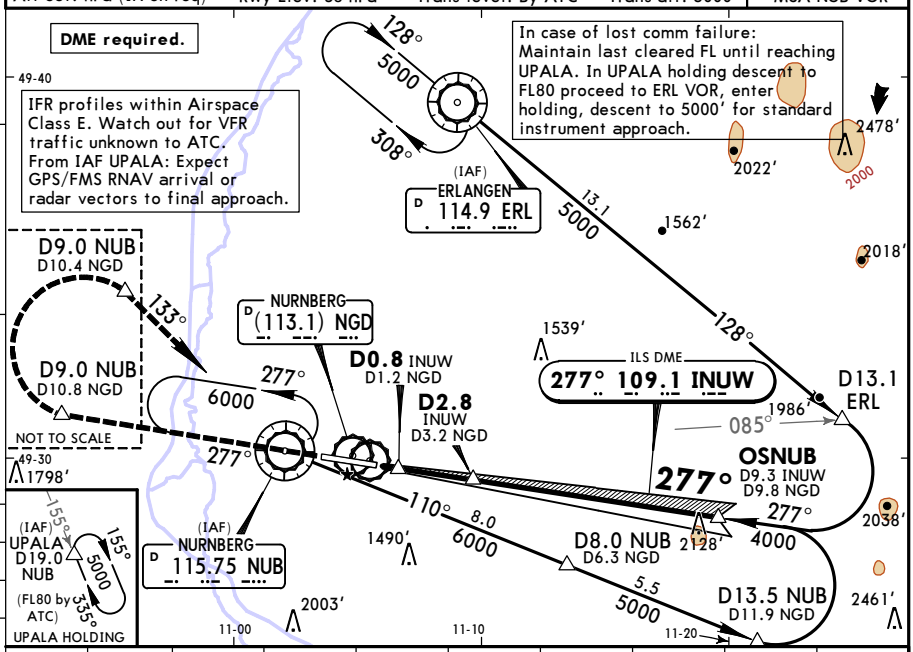
*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

LOC INUW	Final Apch Crs	GS D2.8 INUW	ILS DA(H)	Apt Elev 1046′
109.1	277°	1930′ (884′)	1246′ (200′)	Rwy 1046′

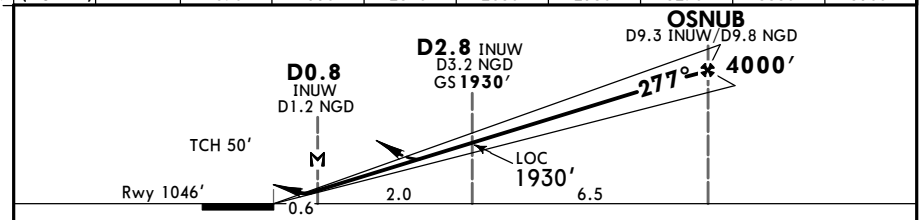
MISSED APCH: Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000′.
Cross D9.0/R-313 NUB at 5000′ or above.

3800′
MSA NUB VOR

Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000′



LOC (GS out)	INUW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1670′	1990′	2310′	2630′	2950′	3270′	3580′	3900′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849

MAP at D0.8 INUW/D1.2 NGD

ALSF-II
REIL
PAPI

D9.0 NUB on NUB 115.75 R-277

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 1246′ (200′) FULL	Limited	ALS out	LOC (GS out) DA(H) 1450′ (404′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1670′ (624′)	1500m
135	1720′ (674′)	1600m
180	1840′ (794′)	2400m
205	1940′ (894′)	3600m

CHANGES: INUW DME established. MM withdrawn. Lost comm. Notes.

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EDDN/NUE
NURNBERG

JEPPESEN
17 JUN 16
Eff 23 Jun
(11-2A)

NURNBERG, GERMANY
CAT II/III ILS Z Rwy 28

BRIEFING STRIP

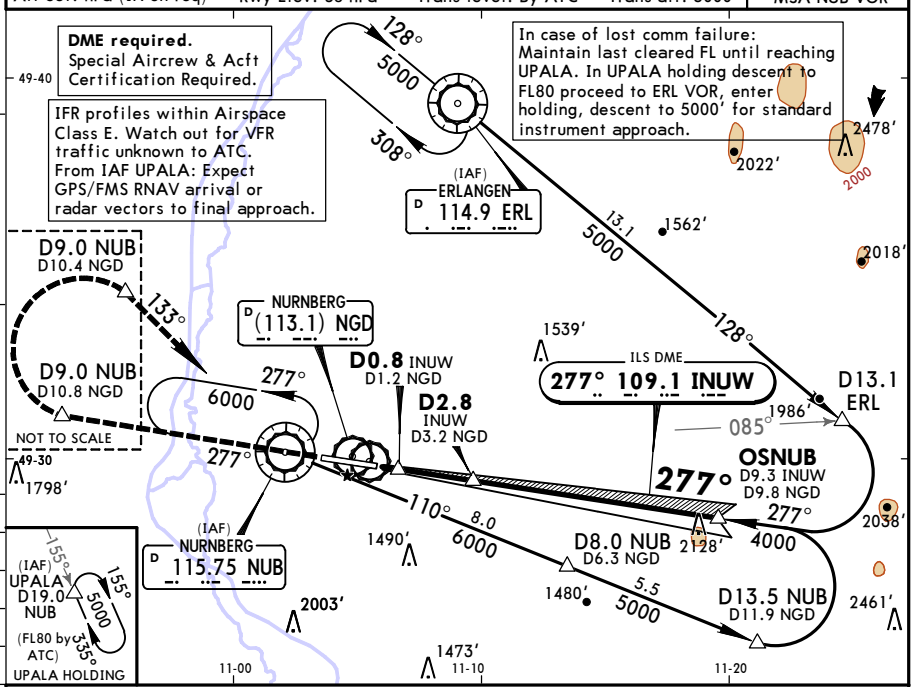
*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

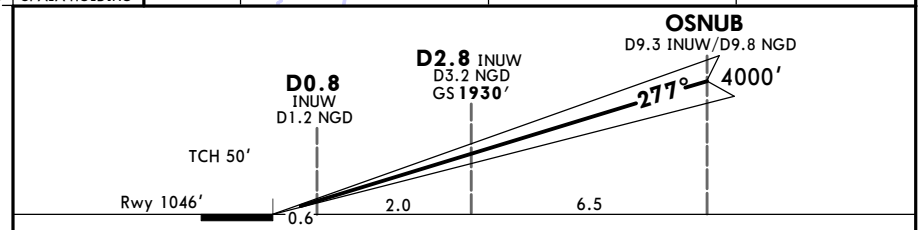
LOC INUW	Final Apch Crs	GS	CAT II&IIIA ILS	Apt Elev 1046′
109.1	**277°**	**D2.8 INUW** **1930′**(884′)	Refer to Minimums	Rwy 1046′

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
GS 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D9.0 NUB on NUB 115.75 R-277

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 98′** DA(H) **1146′**(100′)
RVR 200m	RVR 300m [1]

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

CHANGES: INUW DME established. MM withdrawn. Lost comm. Notes.

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EDDN/NUE
NURNBERG

JEPPESEN

17 JUN 16 (11-3) Eff 23 Jun

NURNBERG, GERMANY
LOC Y Rwy 28

BRIEFING STRIP ™

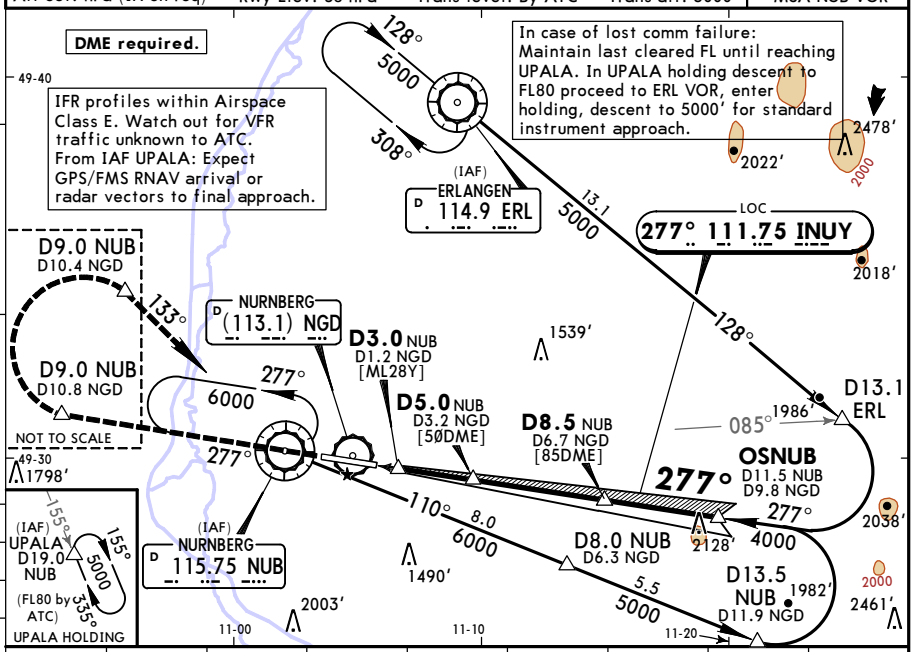
*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

LOC INUY	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1046′
111.75	277°	OSNUB 4000′ (2954′)	1450′ (404′)	Rwy 1046′

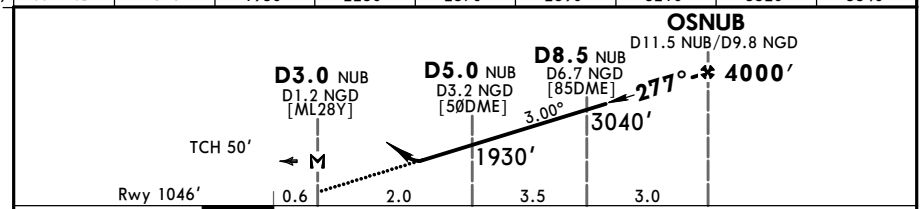
MISSED APCH: Climb on R-277 NUB to D9.0 NUB, then turn RIGHT onto R-313 inbound to NUB VOR climbing to 6000′.
Cross D9.0/R-313 NUB at 5000′ or above.

3800′ MSA NUB VOR

Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000′



NUB DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1610′	1930′	2250′	2570′	2890′	3210′	3520′	3840′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0 NUB/D1.2 NGD							

ALSF-II
REIL
PAPI

D9.0 NUB on NUB 115.75 R-277

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1450′ (404′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	1670′ (624′)	1500m
135	1720′ (674′)	1600m
180	1840′ (794′)	2400m
205	1940′ (894′)	3600m

CHANGES: Notes. Lost comm. Radial added.

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EDDN/NUE
NURNBERG

JEPPESEN

17 JUN 16 (12-1) Eff 23 Jun

NURNBERG, GERMANY
RNAV (GPS) Rwy 10

BRIEFING STRIP

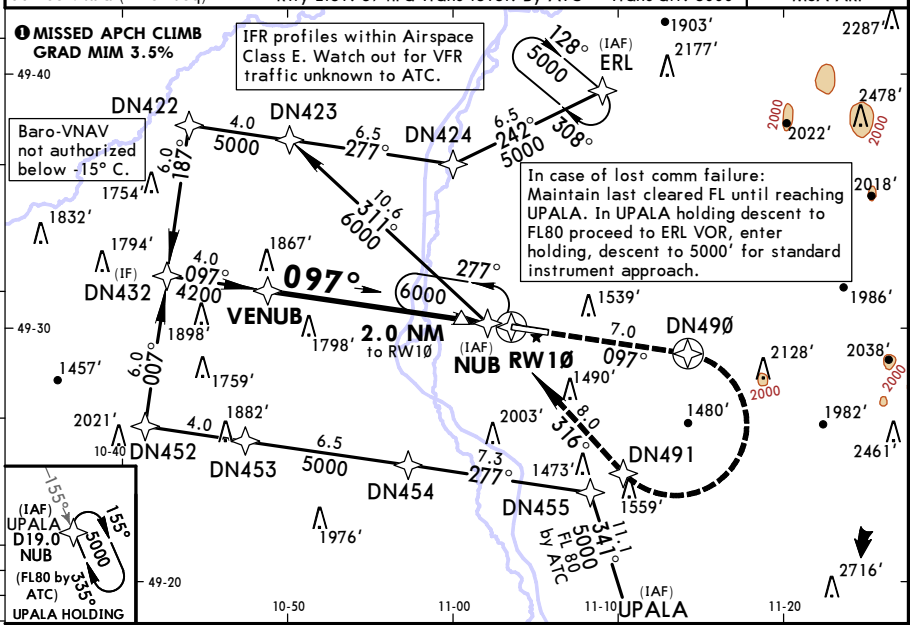
*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV	Apt Elev 1046′
	097°	VENUB 4200′(3178′)	Refer to Minimums	Rwy 1022′

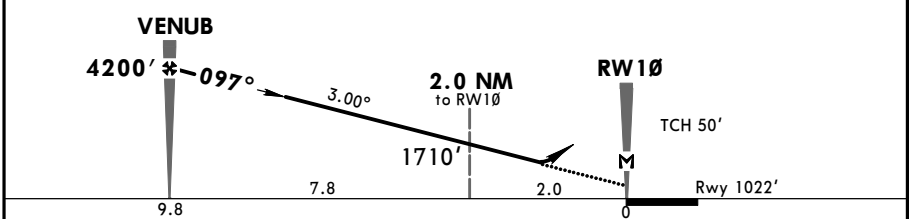
MISSED APCH: Climb on 097° to DN49Ø, then turn RIGHT via DN491 onto 316° to NUB climbing to 6000′.
Cross DN491 at 5000′ or above.

3800′ MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 5000′



DIST to RW1Ø	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3940′	3620′	3310′	2990′	2670′	2350′	2030′	1710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW1Ø							

HIALS REIL PAPI

DN49Ø 097°

Standard 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				

PANS OPS

CHANGES: Lost comm. Alignment turn withdrawn.

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EDDN/NUE
NURNBERG

JEPPESEN

17 JUN 16
Eff 23 Jun
(13-1)

MISSED APCH CLIMB GRAD MIM 3.5%

NURNBERG, GERMANY
VOR Rwy 10

BRIEFING STRIP™

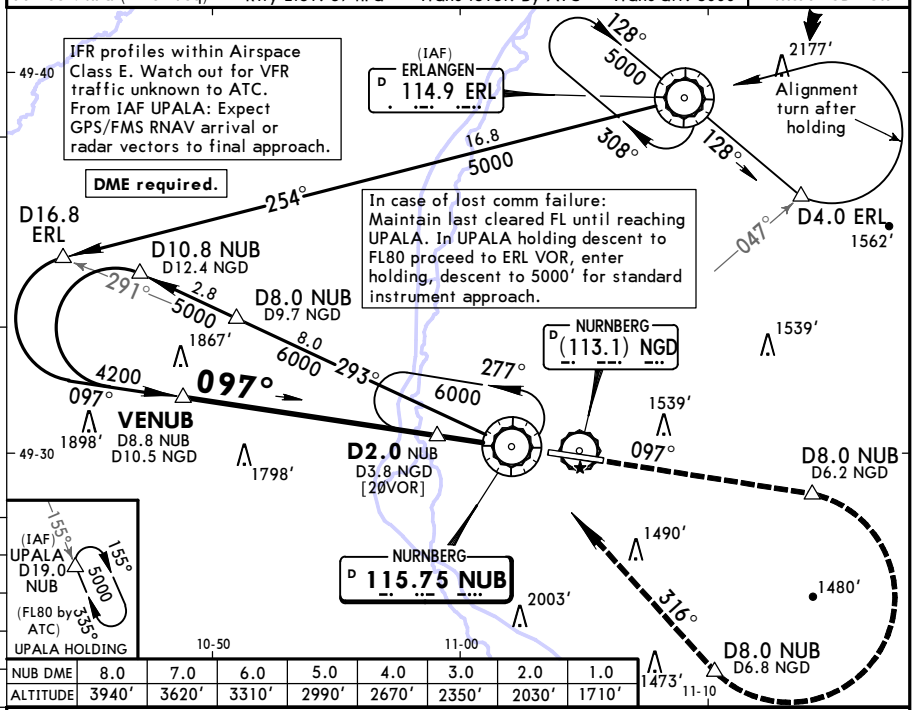
*D-ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.075	129.525	119.475	118.3	118.1

VOR NUB	Final Apch Crs	Minimum Alt VENUB	DA(H)	Apt Elev 1046′
115.75	097°	4200′ (3178′)	1530′ (508′)	Rwy 1022′

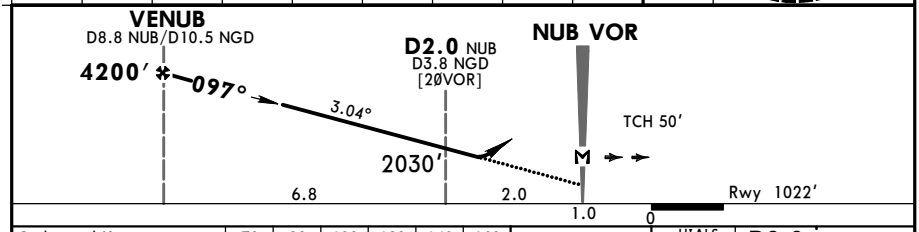
MISSED APCH: Climb on R-097 NUB to D8.0 NUB, then turn RIGHT onto R-136 inbound to NUB VOR climbing to 6000′. Cross D8.0/R-136 NUB at or above 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 5000′

3800′
MSA NUB VOR



NUB DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3940′	3620′	3310′	2990′	2670′	2350′	2030′	1710′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at VOR							

HIALS
REIL
PAPI

D8.0 NUB on NUB 115.75 R-097

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

Missed apch climb gradient mim 3.5% until passing 5000′.

DA(H) **1530′** (508′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	1670′ (624′)	1500m
135	1720′ (674′)	1600m
180	1840′ (794′)	2400m
205	1940′ (894′)	3600m

CHANGES: Radials added. Lost comm. Notes.

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