Revision: 2012-04-04 - Change: New Chart

Do not use for real life navigation!

Nürnberg, GERMANY
NÜRNBERG

EDDN / NUE
(FSX-Freeware) TAXI & PARKING

Eff: 30 JUL 09

VATSIM Germany

TRANS LEVEL: BY ATC
TRANS ALT: 5000'

NÜRNBERG ATIS
123.07

NÜRNBERG Ground
118.10

NÜRNBERG Tower
118.30

MÜNCHEN Radar
129.52

10 (097°)

Touch down point for single engine a/c up to 2000 kg MPW.

2700 x 45 m

Touch down point for single engine a/c up to 2000 kg MPW.

28 (277°)

1022 ft.

Intersection Take-Off:
C: TORA 1450 m
D: TORA 1900 m
E: TORA 2300 m

Intersection Take-Off:
B: TORA 1962 m
C: TORA 1250 m

1046 ft.

G3 / gras parking area for a/c up to MPW 2000kg

Legend
- 10 Parking stand (available)
- 5 Parking stand (blocked in GAP2004)
- 5* Parking stand (blocked in GAP2002)
- F Taxiway (TWY)

After prior clearance from DFS aerodrome control, TWY F may be used by helicopters up to a max. rotor diameter of 20 m for take-offs and landings in direction „10“ and „28“.

Green1 Green2 N1 N2 S1 S2 T2 H J F A B C D E

G3 / gras parking area for a/c up to MPW 2000kg

39 36 35 34 33 32 31 30 28 27 26 45 44 43 42 41 40 44B 43B 42B 41B 40B H1 H2 H3 H4 16 15 14 13 12 11 10 09 08 07 06 05 04 03 02 01 M1 89 88 87 86 85 84 83 82 81 G2 G1 M2 M3 M4 M9 U1 N3

Terminal
Hangar A
Fire station
Hangar 2
Hangar 3
Hangar 4
Aero-Dienst
Hangar 3a
Eurowings
Twr

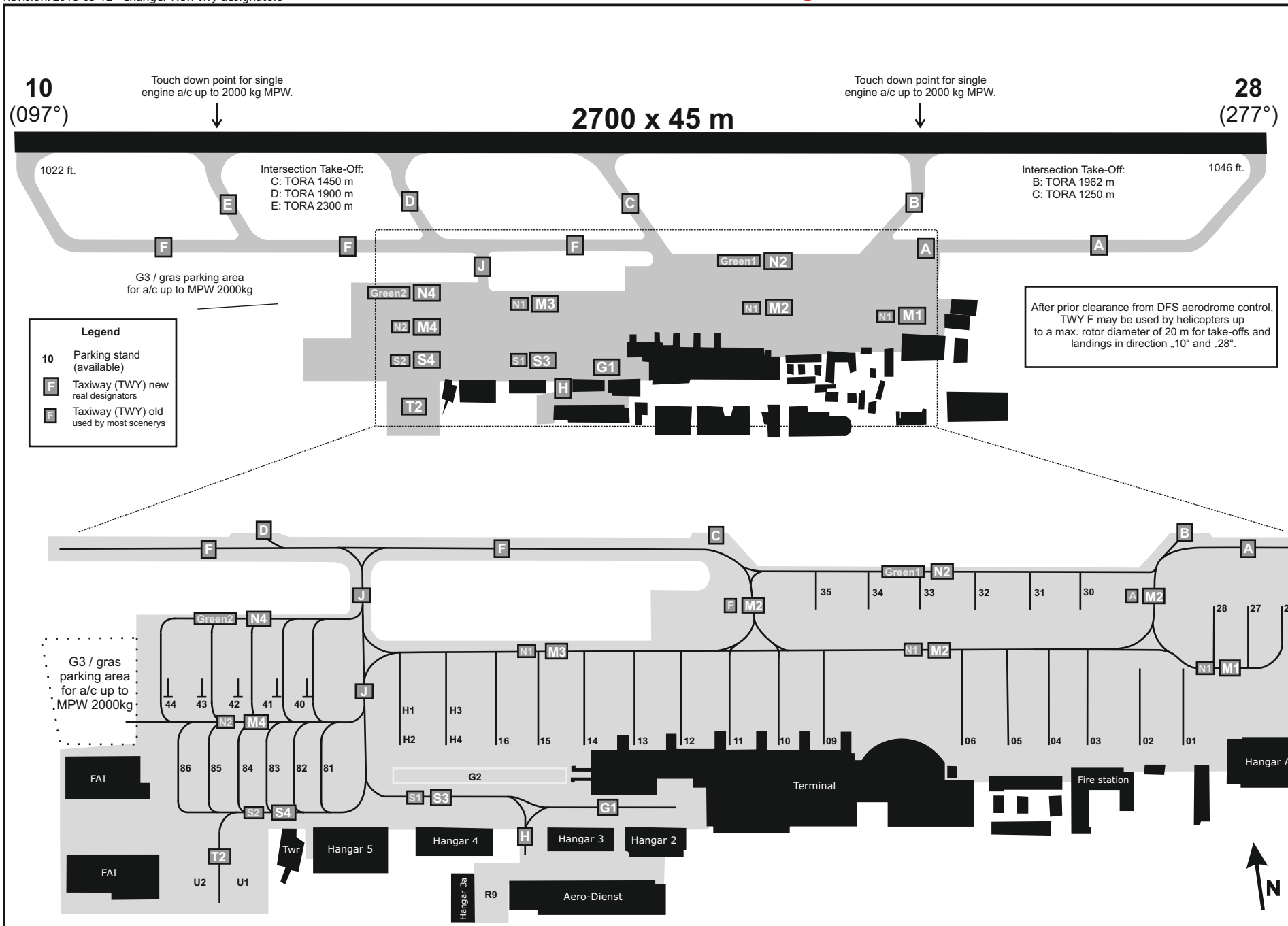
N

Do not use for real life navigation!

Nürnberg, GERMANY
NÜRNBERG

EDDN / NUE
TAXI & PARKING

Eff: 26 APR 18



TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

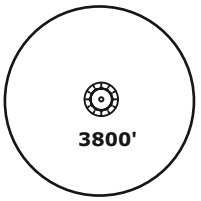
TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

AKANU 8K - AKANU EIGHT KILO *[AKAN8K]* (34.9 NM)
AKANU 6M - AKANU SIX MIKE *[AKAN6M]* (40.9 NM)

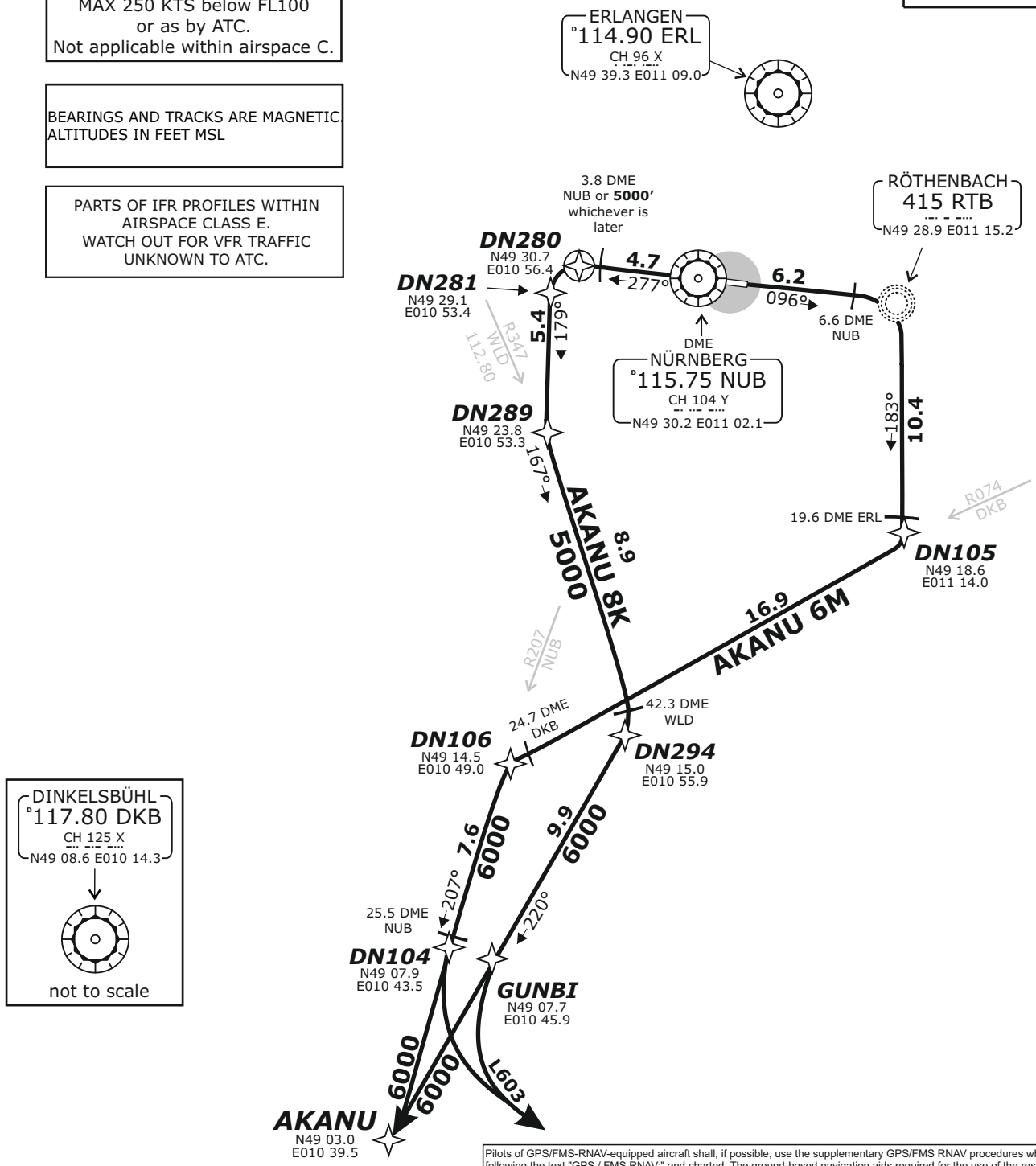
SPEED RESTRICTION
MAX 250 KTS below FL100
or as by ATC.
Not applicable within airspace C.

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.



MSA 25 NM from NUB VOR



Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off! **Initial climb clearance FL70.**

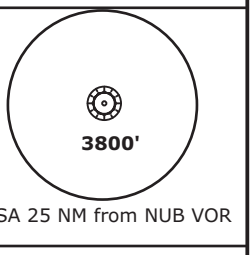
SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
AKANU 8K	**28**	On R277 NUB to 3.8 DME NUB or 5000, whichever is later; LT on track 179° to intercept R347 WLD, on R347 WLD to 42.3 DME WLD, RT, on track 220° to AKANU.	[A1500+] - DN280[A5000+;L] - DN281 - DN289[L] - DN294[R] - AKANU[L].	1. Flights continuing on L603 commence LT when crossing GUNBI. 2. After 42.3 DME WLD BRNAV equipement necessary.
AKANU 6M	**10**	On track 096° inbound RTB; at 6.6 DME NUB RT, on track 183° RTB to 19.6 DME ERL, RT, on R074 DKB to 24.7 DME DKB, LT, on R 207 NUB to AKANU.	[A1500+] - RTB[R] - DN105[R] - DN106[L] - DN104 - AKANU.	1. Flights continuing on L603 commence LT when crossing 25.5 DME NUB. 2. Transition to (U)L605 not possible. These flights shall file SID RODIS - (U)L604

Do not use for real life navigation!

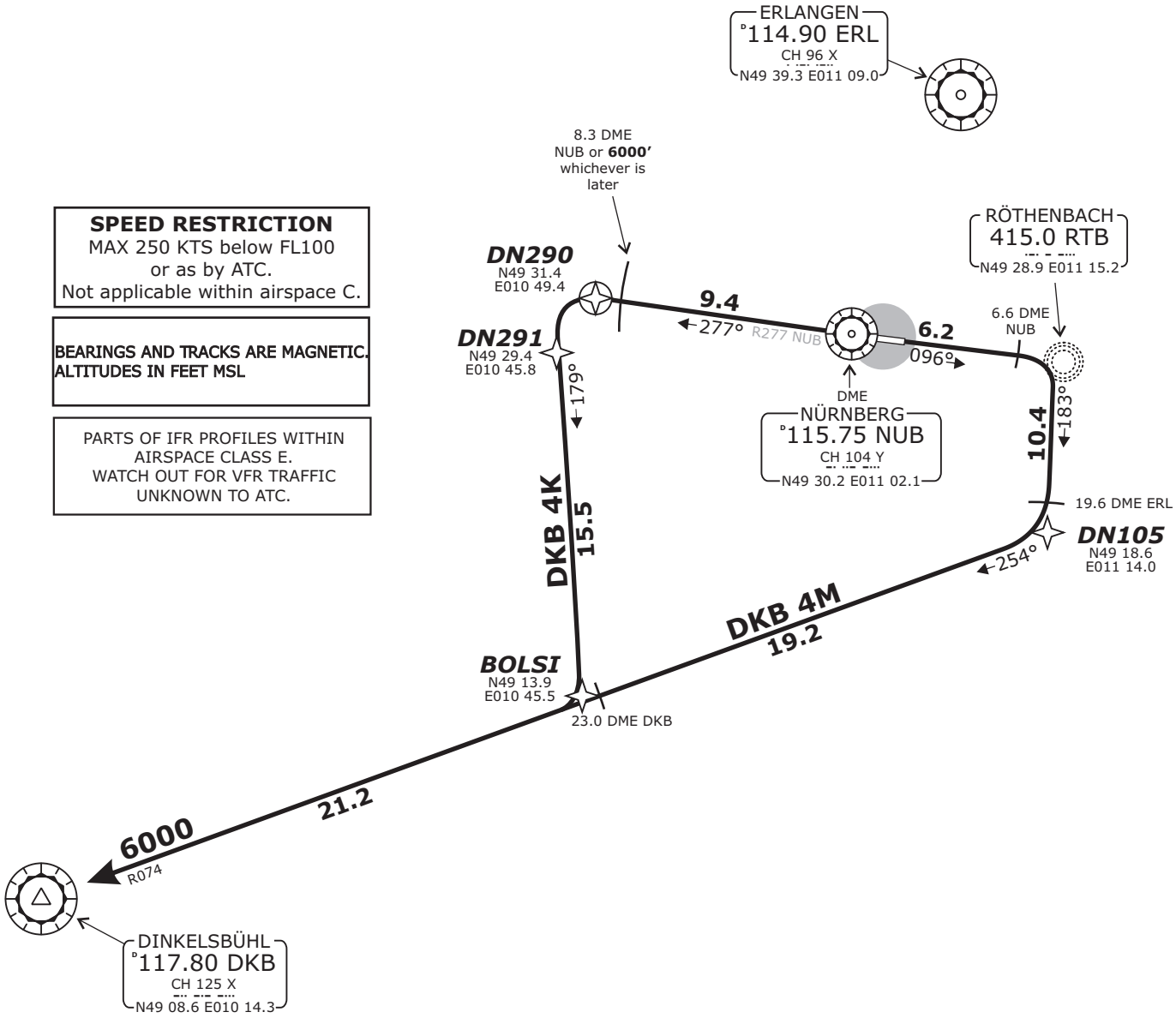
Revision: 2017-03-30- Change: AKANU8K

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

DKB 4K - DINKELSBÜHL FOUR KILO (40.4 NM)
DKB 4M - DINKELSBÜHL FOUR MIKE (57.0 NM)



MSA 25 NM from NUB VOR



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

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

Do not use for real life navigation!

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off! **Initial climb clearance FL70.**

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
DKB 4K	**28**	On R277 NUB to 8.3 DME NUB or 6000, whichever is later; LT, on on track 179° to BOLSI, RT, on track 254° to DKB.	[A1500+] - DN290 - [A6000+;L] - DN291 - BOLSI[R] - DKB.	1. Not available for flights to continue via T104 or Y161 2. After 8.3 DME NUB BRNAV equipment necessary
DKB 4M	**10**	On track 096° inbound RTB; at 6.6 DME NUB RT, on track 183° RTB to 19.6 DME ERL; RT, on R074 DKB to DKB.	[A1500+] - RTB[R] - DN105[R] - DKB.	Not available for flights to continue via T104 or Y161.

Revision: 2016-06-23- Change: minor

Nürnberg, GERMANY
NÜRNBERG

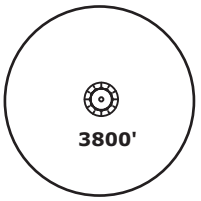
VATSIM Germany

Eff: 23 JUN 16

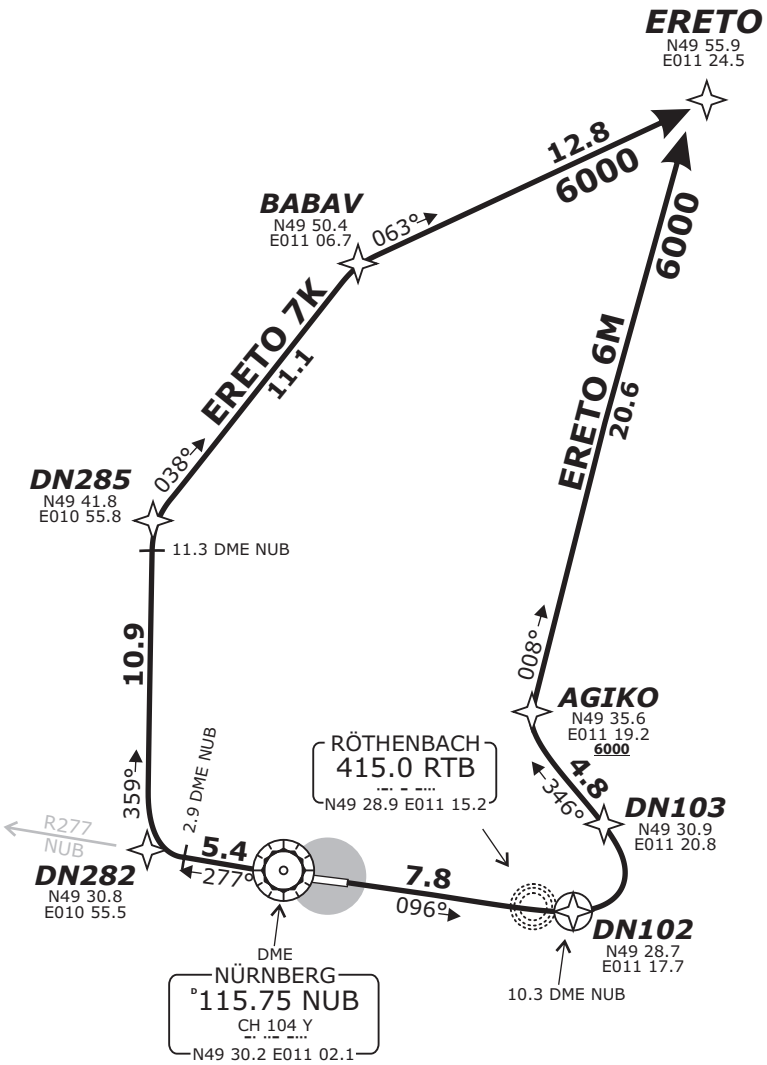
EDDN / NUE
ERETO DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

ERETO 7K - ERETO SEVEN KILO *[ERET7K]* (40.2 NM)
ERETO 6M - ERETO SIX MIKE *[ERET6M]* (33.2 NM)



MSA 25 NM from NUB VOR



BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

SPEED RESTRICTION
MAX 250 KTS 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.

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
ERETO 7K	**28**	On R277 NUB to 2.9 DME NUB, RT, on track 359° to 11.3 DME NUB, RT, on track 038° to BABAV, on track 063° to ERETO.	[A1500+] - DN282[R] - DN285[R] - BABAV[R] - ERETO.	After BABAV BRNAV equipment necessary.
ERETO 6M	**10**	On track 096° via RTB to 10.3 DME NUB, LT, via DN103 on track 346° to AGIKO, RT, on track 008° to ERETO. Cross 10.3 DME NUB at 3200 or above and AGIKO at 6000 or above.	[A1500+] - RTB - DN102[L] -DN103 - AGIKO[R] - ERETO.	1. PDG 5.0% (304 ft/NM) or more until passing 6000 due to airspace structure and glider activity. If unable to comply, inform ATC. 2. After 10.3 DME NUB BRNAV equipment necessary.

Do not use for real life navigation!

Revision: 2016-06-23- Change: designator

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN

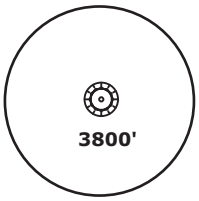
www.vatsim-germany.org

Nürnberg, GERMANY
NÜRNBERG

VATSIM Germany
Eff: 23 JUN 16

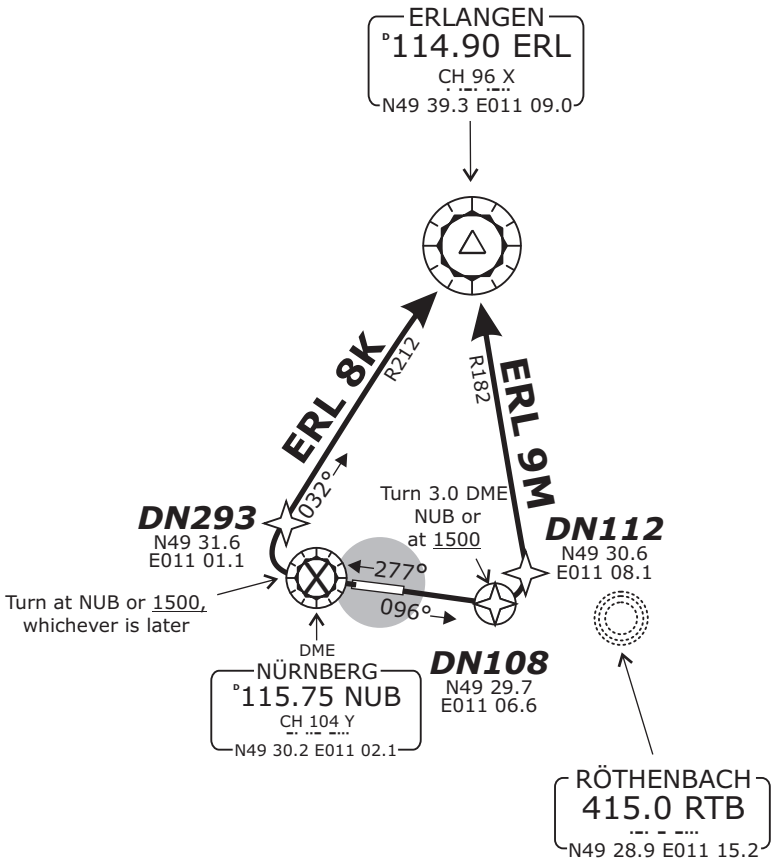
EDDN / NUE
ERL DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52



MSA 25 NM from NUB VOR

ERL 8K - ERLANGEN EIGHT KILO *[ERL8K]* (10.3 NM)
ERL 9M - ERLANGEN NINER MIKE *[ERL9M]* (9.3 NM)



BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

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

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Remain with Nürnberg Tower 118.300!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
ERL 8K	**28**	Direct to NUB or 1500, whichever is later; RT, on R212 ERL to ERL.	NUB - [A1500+;R] - DN293 - ERL.	1. For local IFR training flights at EDDN, prop-type aircraft up to 5.7 t MTOW only. 2. Contact München Radar when advised by Tower.
ERL 9M	**10**	On track 096° RTB to 3.0 DME NUB or 1500, whichever is later, LT, on R182 ERL to ERL.	DN108[A1500+;L] - DN112 - ERL.	1. For local IFR training flights at EDDN, prop-type aircraft up to 5.7 t MTOW only. 2. Contact München Radar when advised by Tower.

Do not use for real life navigation!

Revision: 2016-06-23- Change: minor

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN
www.vatsim-germany.org

Nürnberg, GERMANY
NÜRNBERG

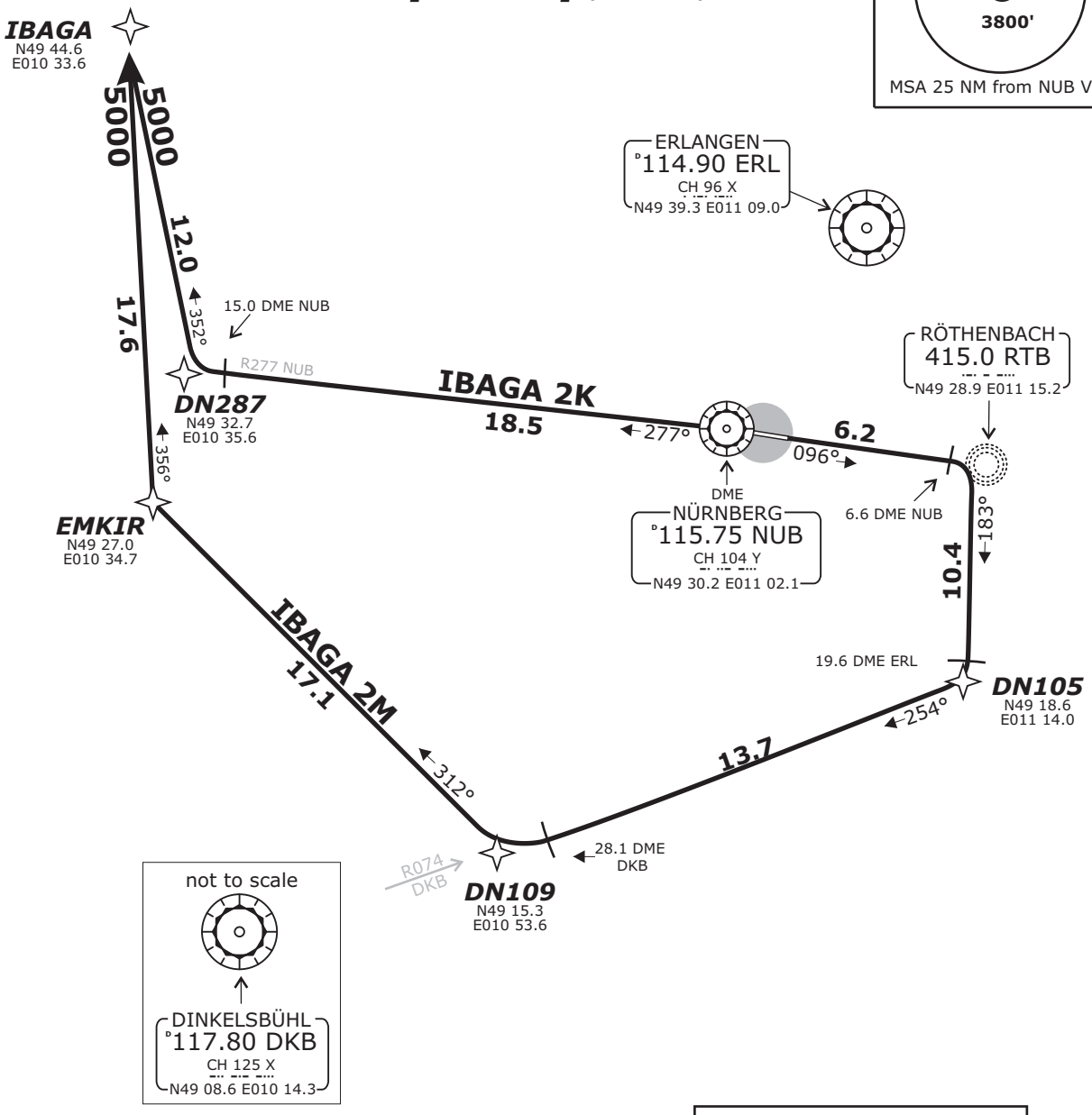
VATSIM Germany

Eff: 23 JUN 16

EDDN / NUE
IBAGA DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

IBAGA 2K - IBAGA TWO KILO *[IBAG2K]* (30.5 NM)
IBAGA 2M - IBAGA TWO MIKE *[IBAG2M]* (65.0 NM)



Do not use for real life navigation!

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

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

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
IBAGA 2K	**28**	On R277 NUB to 15.0 DME NUB;RT, on track 352° to IBAGA.	[A1500+] - DN287[R] - IBAGA.	1. Not available for flights intending to proceed via OSBIT P605. 2. Aft er 15.0 DME NUB BRNAV equipment necessary. 3. Not available for flights with DEST EDDF, EDFE or ETOU. Those flights shall file SID SUKAD.
IBAGA 2M	**10**	On track 096° inbound RTB; at 6.6 DME NUB RT, on track 183° RTB to 19.6 DME ERL, RT, on R074 DKB to 28.1 DME DKB, RT, on track 312° to EMKIR, RT, on track 356° to IBAGA.	[A1500+] - RTB[R] - DN105[R] - DN109[R] - EMKIR[R] - IBAGA.	1. Not available for flights intending to proceed via OSBIT P605. 2. After 28.1 DME DKB BRNAV equipment necessary. 3. Not available for flights with DEST EDDF, EDFE or ETOU. Those flights shall file SID SUKAD

Revision: 2016-06-23- Change: minor

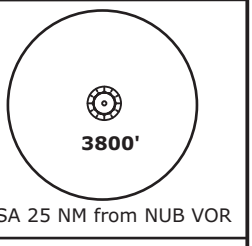
Nürnberg, GERMANY
NÜRNBERG

VATSIM Germany
Eff: 23 JUN 16

EDDN / NUE
RODIS DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

RODIS 3K - RODIS THREE KILO *[RODI3K]* (53.7 NM)
RODIS 4M - RODIS FOUR MIKE *[RODI4M]* (33.5 NM)

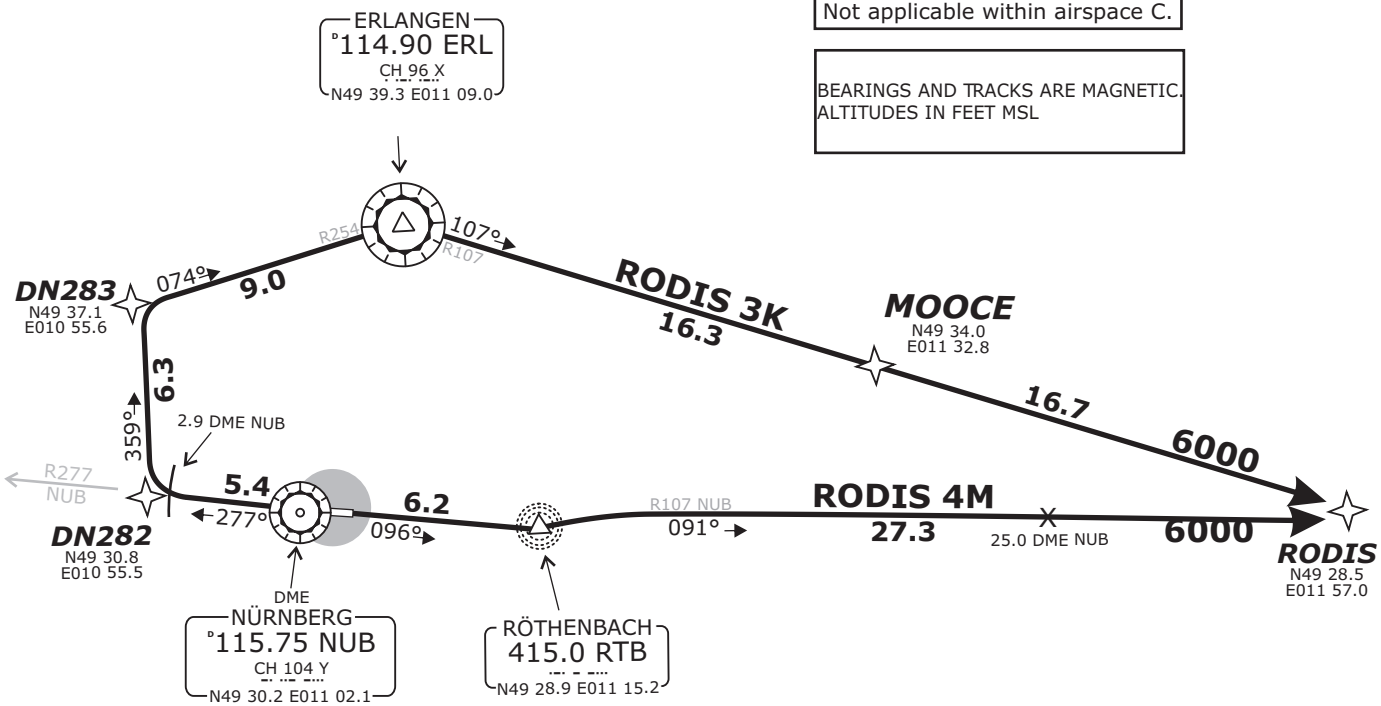


MSA 25 NM from NUB VOR

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

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

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL



Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
RODIS 3K	**28**	On R277° NUB to 2.9 DME NUB; RT, on track 359° to intercept R254 ERL, on R254 ERL to ERL; on R107 ERL via MOOCE to RODIS	[A1500+] - DN282[R] - DN283[R] - ERL[R] - MOOCE - RODIS	Only available for flights with DEST EDMM, LKPR and for flights continue via (U)L604.
RODIS 4M	**10**	Direct to RTB; LT, to intercept R091 NUB to RODIS.	[A1500+] - RTB[L] - RODIS.	Only available for flights with DEST EDMM, LKPR and for flights continue via (U)L604.

Do not use for real life navigation!

Revision: 2016-06-23- Change: minor

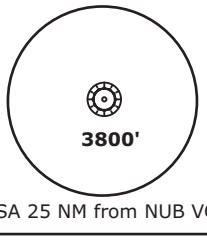
Nürnberg, GERMANY
NÜRNBERG

VATSIM Germany
Eff: 23 JUN 16

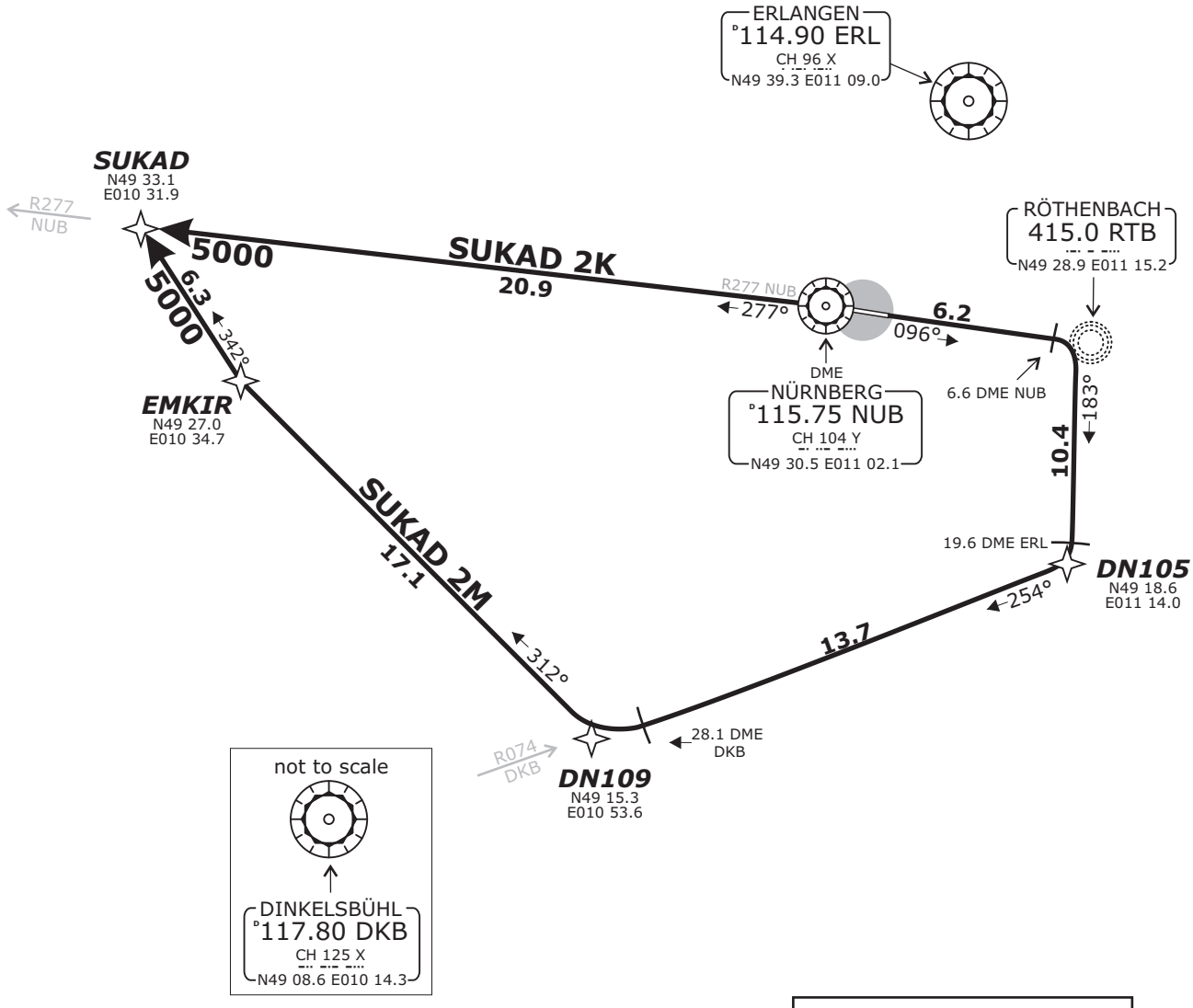
EDDN / NUE
SUKAD DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

SUKAD 2K - SUKAD TWO KILO *[SUKA2K]* (20.9 NM)
SUKAD 2M - SUKAD TWO MIKE *[SUKA2M]* (53.7 NM)



MSA 25 NM from NUB VOR



Do not use for real life navigation!

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

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

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
SUKAD 2K	**28**	On R277 NUB to SUKAD.	[A1500+] - SUKAD.	Only for DEST EDDF, EDFE or ETOU and flights with Y FPL
SUKAD 2M	**10**	On track 096° inbound RTB; at 5.3 DME NUB RT, on track 183° RTB to 19.6 DME ERL, RT, on R074 DKB to 28.1 DME DKB, RT, on track 312° to EMKIR, RT, on track 342° to SUKAD.	[A1500+] - RTB[R] - DN105[R] - - DN109[R] - EMKIR[R] - SUKAD.	1. Only for DEST EDDF, EDFE or ETOU and flights with Y FPL 2. After 28.1 DME DKB BRNAV equipment necessary.

Revision: 2016-06-23- Change: minor

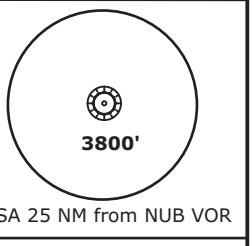
AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN
www.vatsim-germany.org

Nürnberg, GERMANY
NÜRNBERG

VATSIM Germany
Eff: 23 JUN 16

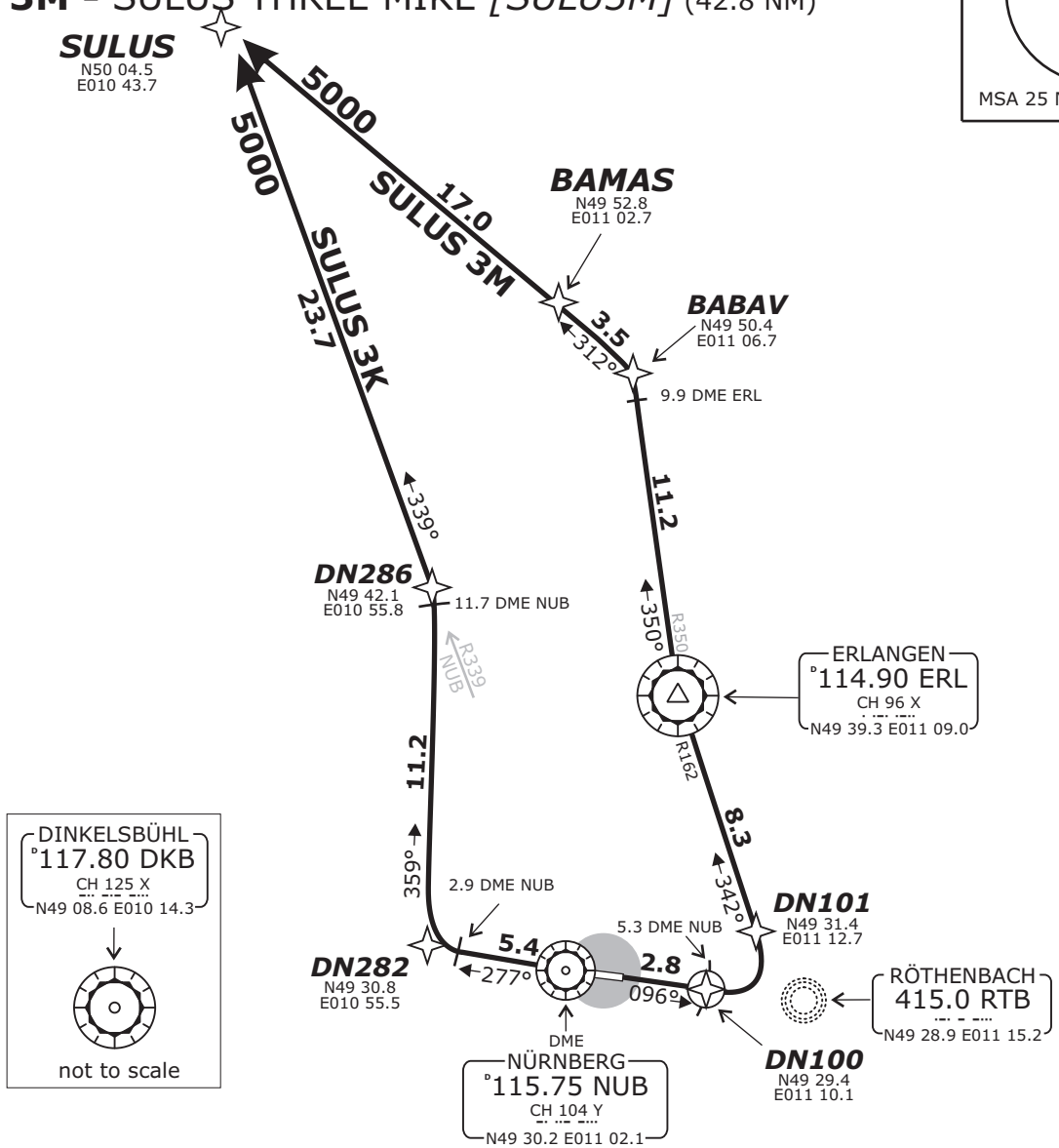
EDDN / NUE
SULUS DEPARTURES

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52



MSA 25 NM from NUB VOR

SULUS 3K - SULUS THREE KILO *[SULU3K]* (40.3 NM)
SULUS 3M - SULUS THREE MIKE *[SULU3M]* (42.8 NM)



BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

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

Do not use for real life navigation!

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times

Contact München Radar immediately after take-off!

Initial climb clearance FL70.

SID	RWY	ROUTING	GPS/FMS RNAV	REMARKS
SULUS 3K	**28**	On R277 NUB to 2.9 DME NUB, RT, on track 359° to 11.7 DME NUB, LT, on R339 NUB to SULUS.	[A1500+] - DN282[R] - DN286[L] - SULUS.	Only available for flights intending to proceed SULUS L604
SULUS 3M	**10**	On track 096° inbound RTB; at 5.3 DME NUB LT, on R162 ERL to ERL; on R350 ERL to 9.9 DME ERL, LT on track 312° via BAMAS to SULUS.	[A1500+] - DN100[L] - DN101 - ERL[R] - BABAV[L] - BAMAS - SULUS.	1. Only available for flights intending to proceed SULUS L604 2. After 9.9 DME ERL BRNAV equipment necessary.

Revision: 2016-06-23- Change: minor

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN
www.vatsim-germany.org

Nürnberg, GERMANY
NÜRNBERG

VATSIM Germany

Eff: 23 JUN 16

EDDN / NUE
ARRIVALS

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

ERTES 2T - ERTES TWO TANGO *[ERTE2T]*
NIBIL 6T - NIBIL SIX TANGO *[NIBI6T]*
AKINI 5T - AKINI FIVE TANGO *[AKIN5T]*
DKB 5T - DINKELSBÜHL FIVE TANGO *[DKB5T]*
ROTEN 4T - ROTEN FOUR TANGO *[ROTE4T]*

3800'
MSA 25 NM from NUB VOR

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

VERTICAL PLANNING INFORMATION

RWY 28		RWY 10	
PLAN YOUR DESCENT SO AS TO CROSS			
ROTEN	FL130	ROTEN	FL110
DKB	FL130	DKB	FL110
UNKUL	FL110	UNKUL	FL130
ERTES	FL150	ERTES	FL120
NIBIL	FL110	NIBIL	FL150

*OPERATIONAL FL

BAYREUTH
110.60 BAY
N49 59.1 E011 38.2

ERTES
N49 57.3
E010 37.6

9.2
③ 5000 (FL80*)
159°

CLEARANCE LIMIT
DODAS
N49 48.6
E010 42.3
22 DME NUB

ERTES 2T
19.7
5000 116°

IAF
ERLANGEN
114.90 ERL
CH 96 X
N49 39.3 E011 09.0

NIBIL
N49 51.4
E011 33.9
19 DME ERL
29 DME NUB

12
NIBIL 6T
6000 (FL80*)

10.0
④ 5000
264°

CLEARANCE LIMIT
PIVIR
N49 40.0
E011 25.0
10 DME ERL
18 DME NUB

ED-R 136B
10000 MSL
GND

ED-R 136C
30000 MSL
10000 MSL

ED-R 136A
30000 MSL
GND

ED-R 210A
FL245
FL100

ED-R 310
UNLTD
FL245

ED-R 137A/B
FL75(18000)
GND

ED-R 144
FL100
FL75

ED-R 210B
FL155
FL100

DME
NÜRNBERG
115.75 NUB
CH 104 Y
N49 30.2 E011 02.1

Nürnberg
1017'

RÖTHENBACH
415 RTB
N49 28.9 E011 15.2

ROTEN 4T
20.2
5000 (FL80*)

ROTEN
N49 14.7
E010 03.9

DKB 5T
17.5
5000 (FL80*)

DINKELSBÜHL
117.80 DKB
CH 125 X
N49 08.6 E010 14.3

CLEARANCE LIMIT
LETKU
N49 20.9
E010 33.2
21 DME NUB

27.4
5000 (FL80*)

CLEARANCE LIMIT/
IAF
UPALA
N49 12.9
E011 13.3
19 DME NUB

DOSIS
N49 14.3
E011 24.4

UNKUL
N49 08.2
E011 27.6

6.4
① 5000 (FL80*)
339°

7.4
② 5000 (FL80*)
257°

AKINI 5T
35.1
5000 (FL80*)

AKINI
N48 45.0
E012 07.5

RADIO COMMUNICATION FAILURE
IN CASE OF RADIO COMMUNICATION FAILURE MAINTAIN LAST CLEARED FL TO THE IAF.
-IN ERL HLD DECENT IN HP TO 5000 FOR STANDARD INSTUMENT APPROACH.
- IN UPALA HLD DECENT TO FL80; PROCEED TO ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000 FOR STANDARD INSTRUMENT APPROACH.

CLEARANCE LIMIT
WHEN REACHING CLEARANCE LIMIT ENTER HP AND HOLD:
EXPECT GPS/FMS RNAV TRANSITION OR RADAR VECTORING TO FINAL.

Do not use for real life navigation!

Revision: 2016-06-23 Change: clearance limits, ED-R added, notes

Revision: 2013-05-30 - Change: MSA, note added

Do not use for real life navigation!

TRANS LEVEL: BY ATC TRANS ALT: 5000’	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

Nürnberg, GERMANY

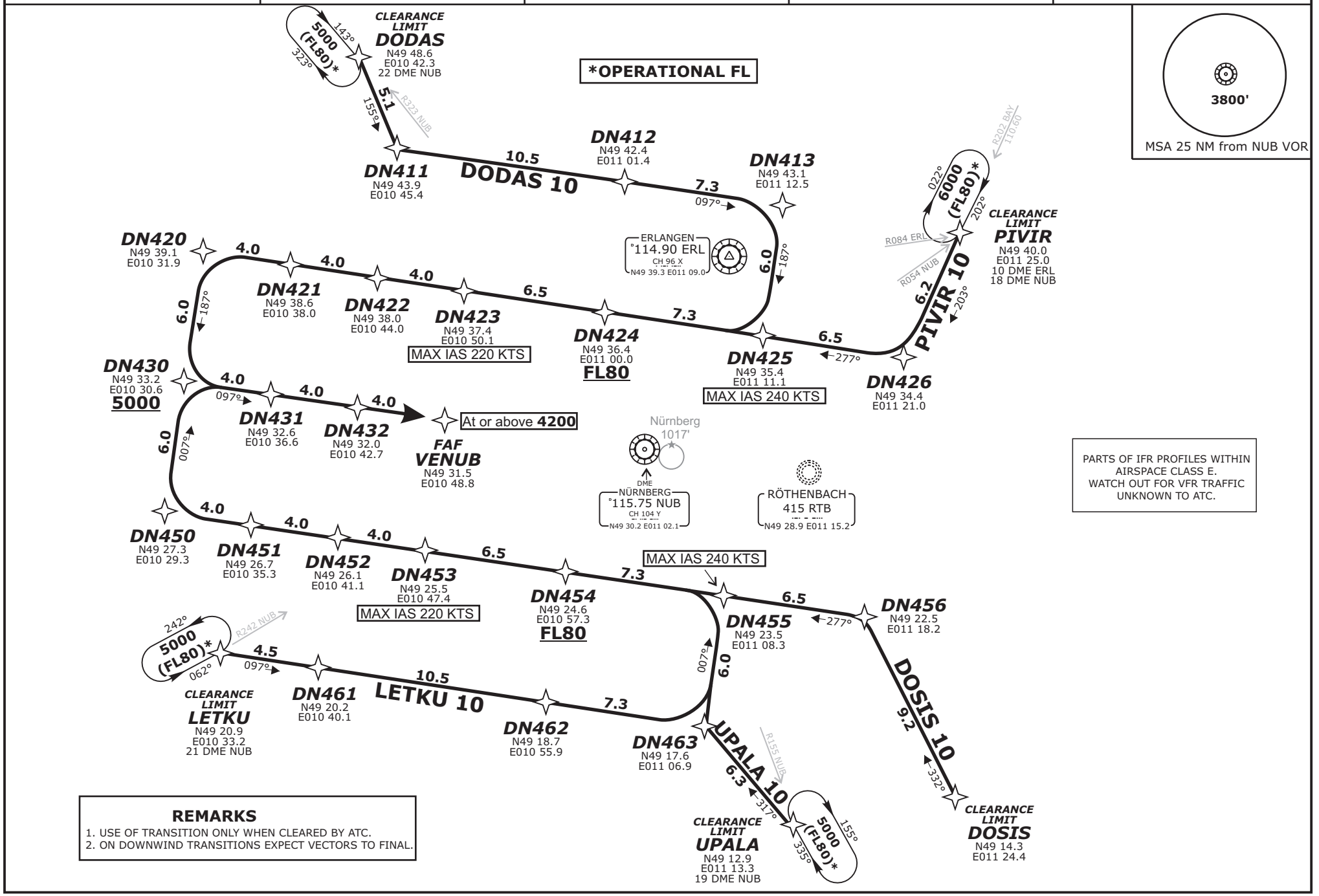
NÜRNBERG

Eff: 30 MAY 13

RNAV TRANSITIONS RWY 10

EDDN / NUE

VATSIM Germany



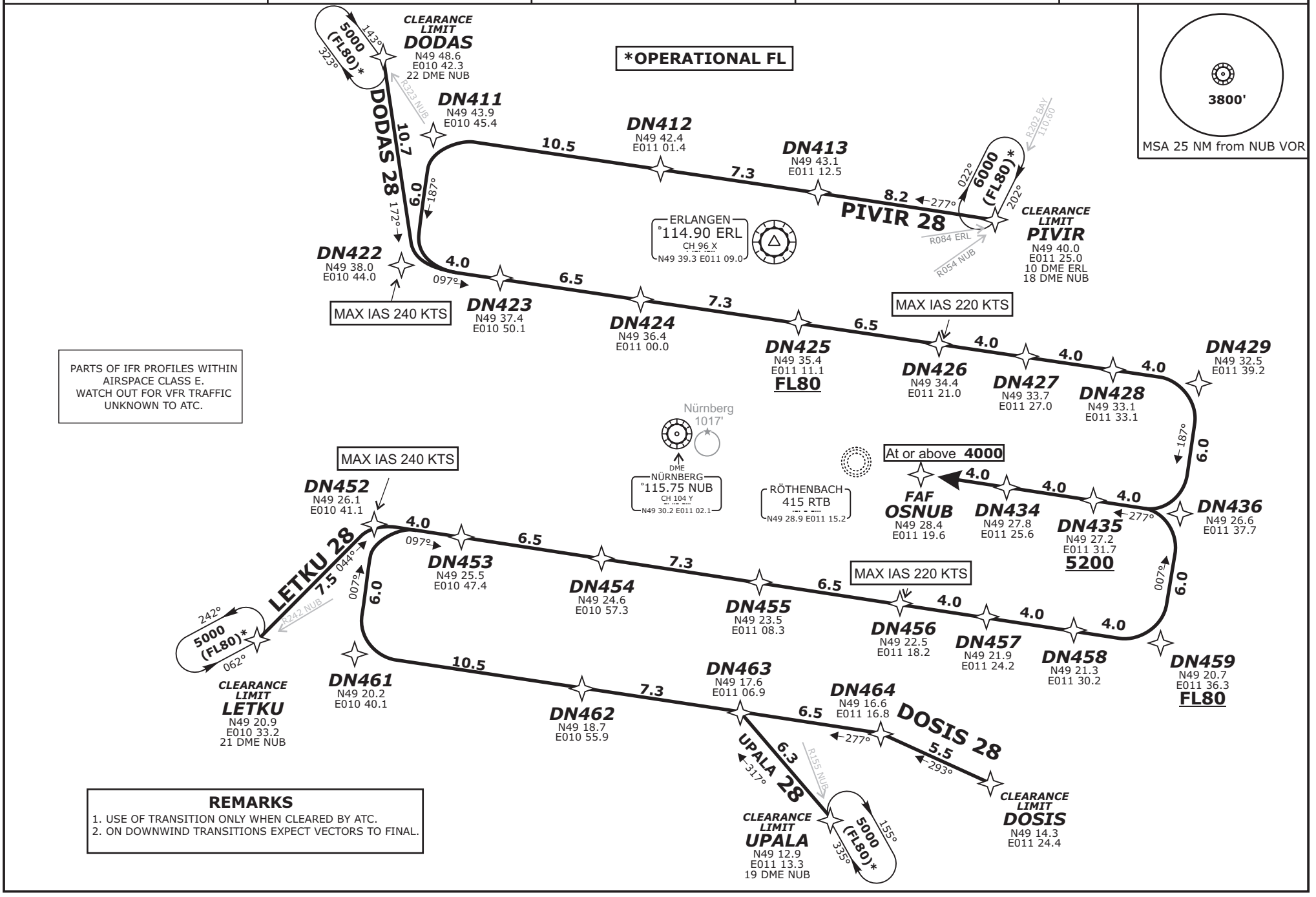
Revision: 2013-05-30 - Change: MSA, note added

Do not use for real life navigation!

Nürnberg, GERMANY

NÜRNBERG

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52



REMARKS

1. USE OF TRANSITION ONLY WHEN CLEARED BY ATC.
2. ON DOWNWIND TRANSITIONS EXPECT VECTORS TO FINAL.

Eff: 30 MAY 13

EDDN / NUE

RNAV TRANSITIONS RWY 28

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

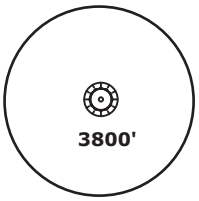
Eff: 23 JUN 16

EDDN / NUE

CDO TRANSITION Rwy 10

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

FLY THE TRANSITION AS
CONTIUOUS DESCENT OPERATION (CDO)



MSA 25 NM from NUB VOR

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.

2. WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DECENT OPERATION (CD0) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION.

FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

Do not use for real life navigation!

Revision: 2016-06-23 - Change: New Procedure

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 23 JUN 16

EDDN / NUE

CDO TRANSITION Rwy 28

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

FLY THE TRANSITION AS
CONTIUOUS DESCENT OPERATION (CDO)

REMARK

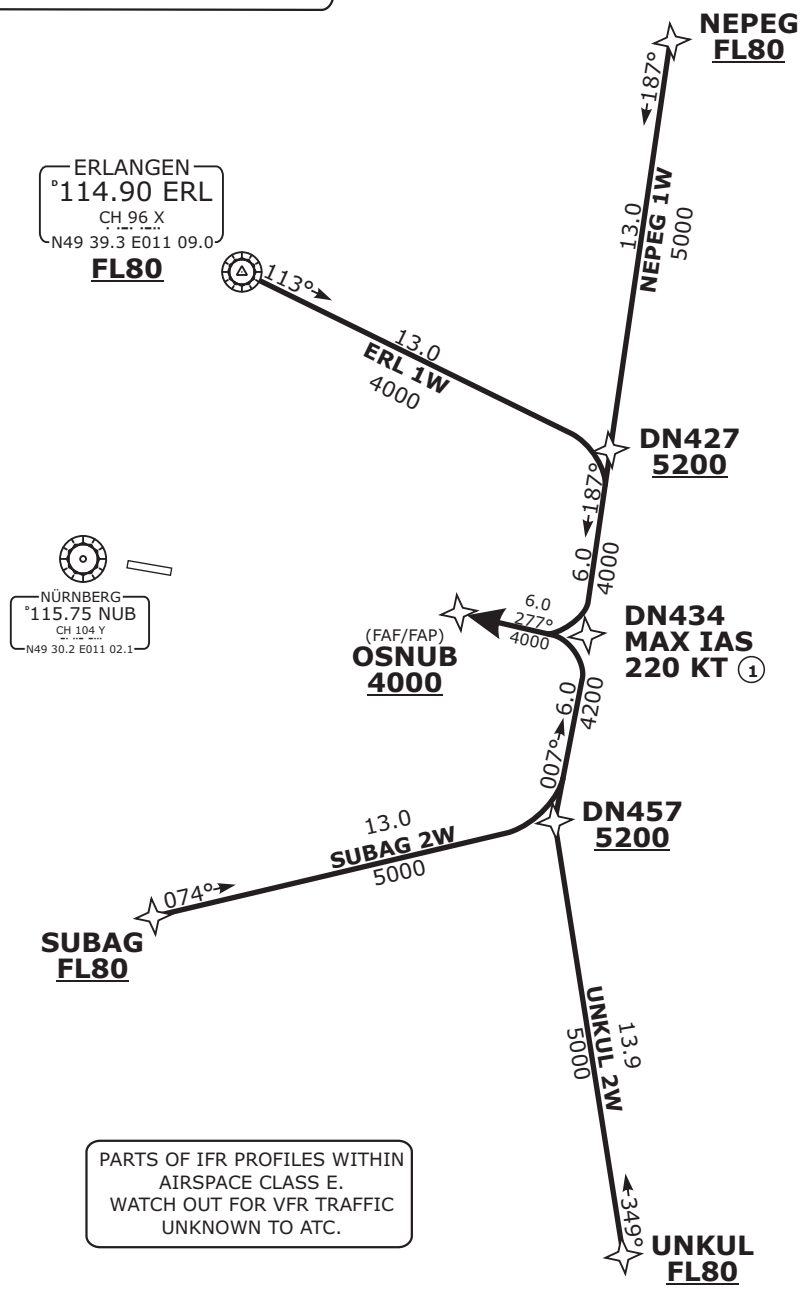
1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.

2. WHEN CLEARED FOR "TRANSITION AND PROFILE" AIM FOR A LOW NOISE CONTINUOUS DECENT OPERATION (CD0) WITHIN THE CONSTRAINTS AS LAID DOWN IN THE PROCEDURE DESCRIPTION.

FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5

3800'

MSA 25 NM from NUB VOR



(1) Arrivals from SUBAG, UNKUL:
DN434 4200

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

Do not use for real life navigation!

Revision: 2016-06-23 - Change: Altitude

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN

www.vatsim-germany.org

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 24 MAY 18

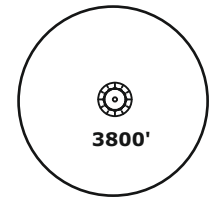
EDDN / NUE

ILS CAT II&III or LOC Z Rwy 28

TRANS LEVEL: BY ATC TRANS ALT: 5000’	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

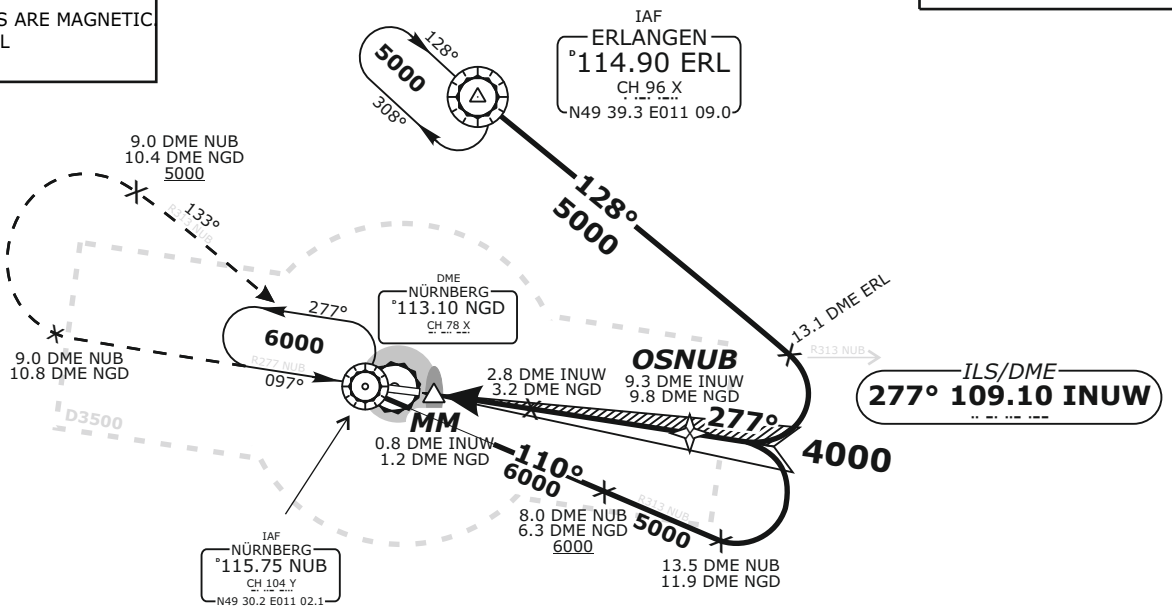
ILS INUW 109.10	DME NUB 115.75	Final Apch Course 277°	*FAF* OSNUB 4000’	MDA(H) *Refer to Minimums*	Apt.Elev. 1046’ Rwy Elev. 1046’

MISSED APCH: Climb on R277 NUB to 9.0 DME NUB (10.8 DME NGD), RT on R313 NUB to NUB VOR/DME, climbing to 6000’. Cross 9.0 DME NUB (10.4 DME NGD) at 5000 or above.



MSA 25 NM from NUB VOR

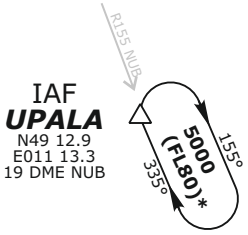
BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET MSL

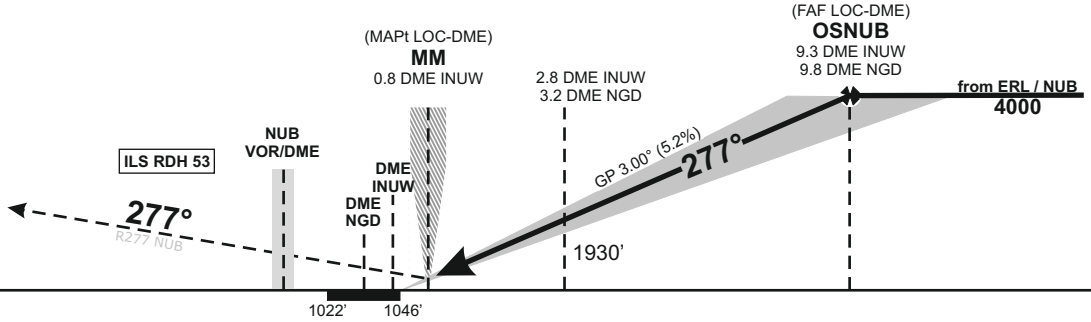


PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

FROM IAF UPALA
EXPECT GPS/FMS RNAV ARRIVAL OR RADAR VECTORS TO FINAL APPROACH.

IN CASE OF RADIO COMMUNICATION FAILURE:
MAINTAIN LAST CLEARED FL UNTIL REACHING UPALA,
IN UPALA HLD DECENT TO FL80, PROCEED TO ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000, FOR STANDARD ILS APPROACH





OCA (OCH)	A	B	C	D	DME INUW	2	3	4	5	6	7	8	9
ILS-DME CAT I	1246 (200)	1256 (210)	1280 (234)	1290 (244)	DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
ILS-DME CAT II	1102 (56)	1118 (72)	1131 (85)	1145 (99)	ALTITUDE	1670	1990	2310	2630	2950	3270	3580	3900
LOC-DME	1450 (410)	1450 (410)	1450 (410)	1450 (410)	GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
CIRCLING*	1670 (620)	1710 (660)	1840 (800)	1940 (890)	OSNUB - THR (9.1 NM)	MIN:SEC		6:50	5:28	4:33	3:54	3:25	3:02
*North of aerodrome only					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

CAT IIIa and CAT IIIb (minimum RVR 75m) approved.

Do not use for real life navigation!

Revision: 2018-05-24 - Change: OCA(H)

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 24 MAY 18

EDDN / NUE

LOC Y Rwy 28

TRANS LEVEL: BY ATC TRANS ALT: 5000’	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

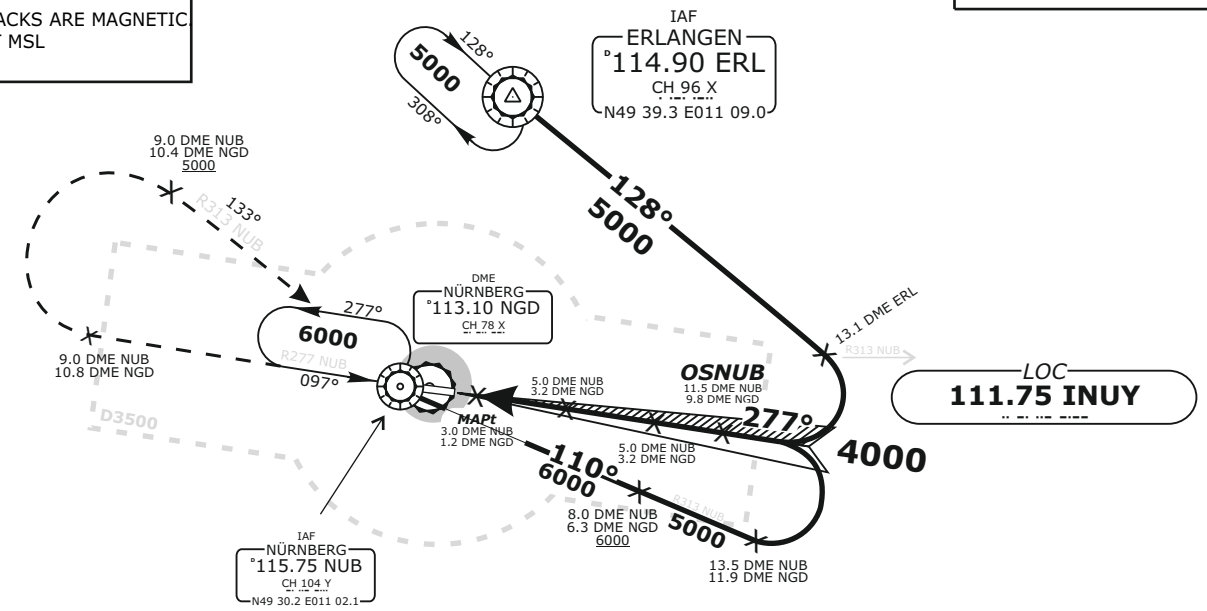
LOC INUY 111.75	DME NUB 115.75	DME NGD 113.10	Final Apch Course 277°	*FAF* OSNUB 4000’	MDA(H) *Refer to Minimums*	Apt.Elev. 1046’ Rwy Elev. 1046’

MISSED APCH: Climb on R277 NUB to 9.0 DME NUB (10.8 DME NGD), RT on R313 NUB to NUB VOR/DME, climbing to 6000’. Cross 9.0 DME NUB (10.4 DME NGD) at 5000 or above.

3800'

MSA 25 NM from NUB VOR

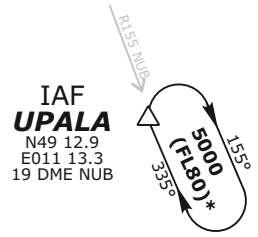
BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET MSL

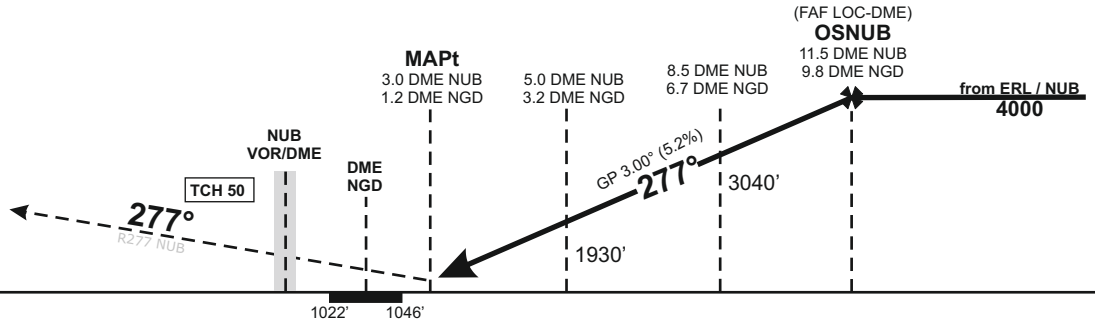


PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

FROM IAF UPALA
EXPECT GPS/FMS RNAV ARRIVAL OR RADAR VECTORS TO FINAL APPROACH.

IN CASE OF RADIO COMMUNICATION FAILURE:
MAINTAIN LAST CLEARED FL UNTIL REACHING UPALA, IN UPALA HLD DECENT TO FI80, PROCEED TO ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000, FOR STANDARD ILS APPROACH





OCA (OCH)	A	B	C	D	DME NUB	4	5	6	7	8	9	10	11
LOC-DME	1450 (410)	1450 (410)	1450 (410)	1450 (410)	DIST THR	1.6	2.6	3.6	4.6	5.6	6.6	7.6	8.6
CIRCLING*	1670 (620)	1710 (660)	1840 (800)	1940 (890)	ALTITUDE	1610	1930	2250	2570	2880	3200	3520	3840
					GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
					8.5 DME NUB - MAPt (5.5 NM)	MIN:SEC		4:08	3:18	2:45	2:21	2:04	1:50
*North of aerodrome only					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

Do not use for real life navigation!

Revision: 2018-05-24 - Change: OCA(H)

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN

www.vatsim-germany.org

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 30 MAY 13

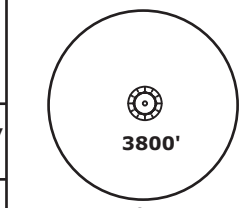
EDDN / NUE

VOR / DME Rwy 28

TRANS LEVEL: BY ATC TRANS ALT: 5000’	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

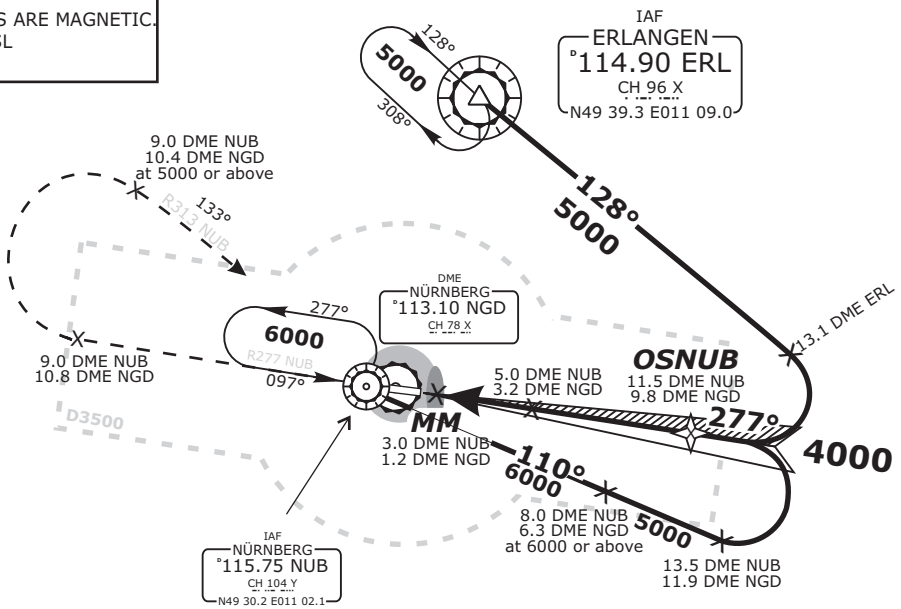
DME NGD	DME NUB	Final Apch Course	*FAF* OSNUB	MDA(H)	Apt.Elev. 1046’ Rwy Elev. 1046’
113.10	**115.75**	**277°**	**4000’**	*Refer to Minimums*	

MISSED APCH: Climb on R277° NUB to 9.0 DME NUB, RT, on R313 NUB to NUB VOR/DME, climbing to 6000’. Cross 9.0 DME inbound NUB at 5000 or above.



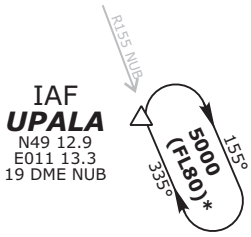
MSA 25 NM from NUB VOR

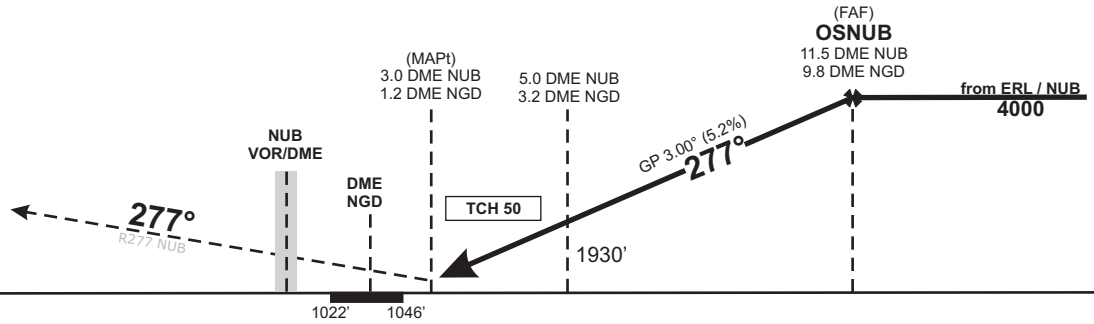
BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL



IN CASE OF RADIO COMMUNICATION FAILURE
APPROACH FROM IAF UPALA:
PROCEED TO ERL VOR/DME AT FL80, OVER ERL LT
AND FOLLOW VOR APPROACH TO RWY 28

PARTS OF IFR PROFILES WITHIN
AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC
UNKNOWN TO ATC.





OCA (OCH)	A	B	C	D
VOR/DME	1670 (620)	1670 (620)	1670 (620)	1670 (620)
CIRCLING*	1670 (620)	1720 (670)	1840 (800)	1940 (890)

*North of aerodrome only

DME NUB	4	5	6	7	8	9	10	11
DIST THR	1.6	2.6	3.6	4.6	5.6	6.6	7.6	8.6
ALTITUDE	1610	1930	2250	2570	2880	3200	3520	3840
GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
5.0 DME NUB - 3.0 DME NUB (2.0 NM)	MIN:SEC		1:30	1:12	1:00	0:51	0:45	0:40
Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

Timing not authorized for defining the MAPt.

Do not use for real life navigation!

Revision: 2013-05-30 - Change: MSA, note added

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN

www.vatsim-germany.org

Nürnberg, GERMANY
Nürnberg

VATSIM Germany
Eff: 24 MAY 18

EDDN / NUE
ILS & LOC/DME Rwy 10

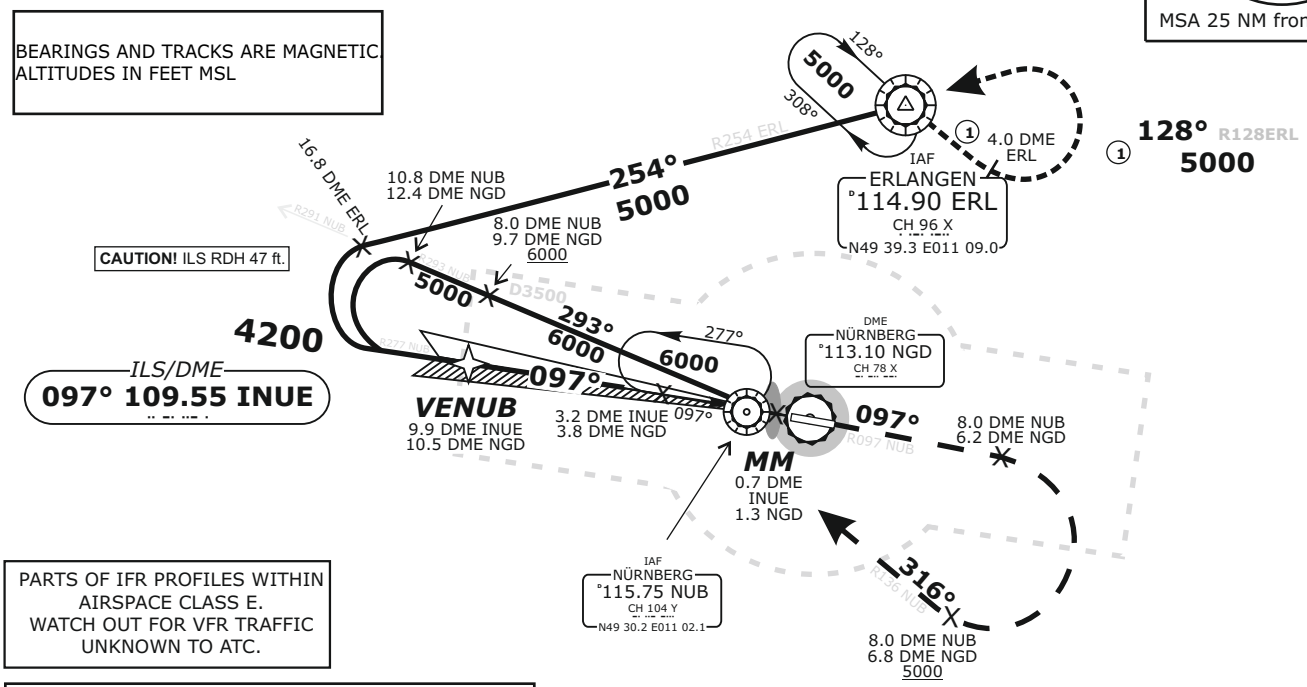
TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

ILS/DME INUE **109.55**	DME NUB **115.75**	Final Apch Course **097°**	*FAF* VENUB **4200'**	MDA(H) *Refer to Minimums*	Apt.Elev. 1046' Rwy Elev. 1022'

MISSED APCH: Climb on R097 NUB to 8.0 DME NUB (6.2 DME NGD), RT, on R136 NUB to NUB VOR/DME, climbing to 6000'.

3800'
MSA 25 NM from NUB VOR

BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET MSL

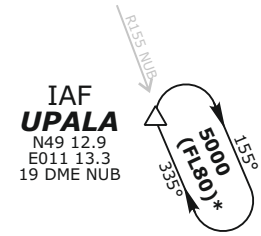


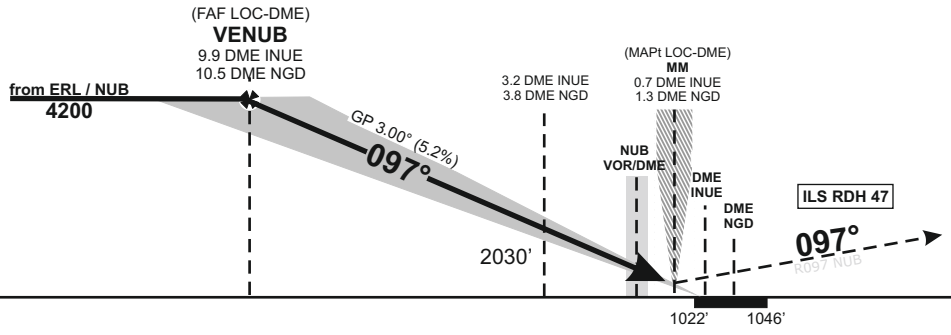
PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

FROM IAF UPALA
EXPECT GPS/FMS RNAV ARRIVAL OR RADAR VECTORS TO FINAL APPROACH.

IN CASE OF RADIO COMMUNICATION FAILURE:
MAINTAIN LAST CLEARED FL UNTIL REACHING UPALA,
IN UPALA HLD DECENT TO FL80, PROCEED TO ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000, FOR STANDARD ILS APPROACH

REMARKS:
NAVAID addition for real frequencies available on http://www.vacc-sag.org/airport/EDDN if not installed use old frequencies:
ILS10 - 111.3





OCA (OCH)	A	B	C	D	DME INUE	8	7	6	5	4	3	2	1
ILS-DME CAT I	1207 (185)	1217 (195)	1255 (233)	1265 (243)	DIST THR	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
LOC-DME	1430 (410)	1430 (410)	1430 (410)	1430 (410)	ALTITUDE	3560	3240	2920	2600	2280	1970	1650	1330
CIRCLING*	1670 (620)	1710 (660)	1840 (800)	1940 (890)	GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
					VENUB - THR (9.8 NM)	MIN:SEC		7:21	5:53	4:54	4:12	3:41	3:16
*North of aerodrome only					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

Do not use for real life navigation!

Revision: 2018-05-24 - Change: OCA(H), procedure

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN
www.vatsim-germany.org

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 24 MAY 18

EDDN / NUE

VOR / DME Rwy 10

TRANS LEVEL: BY ATC TRANS ALT: 5000'	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

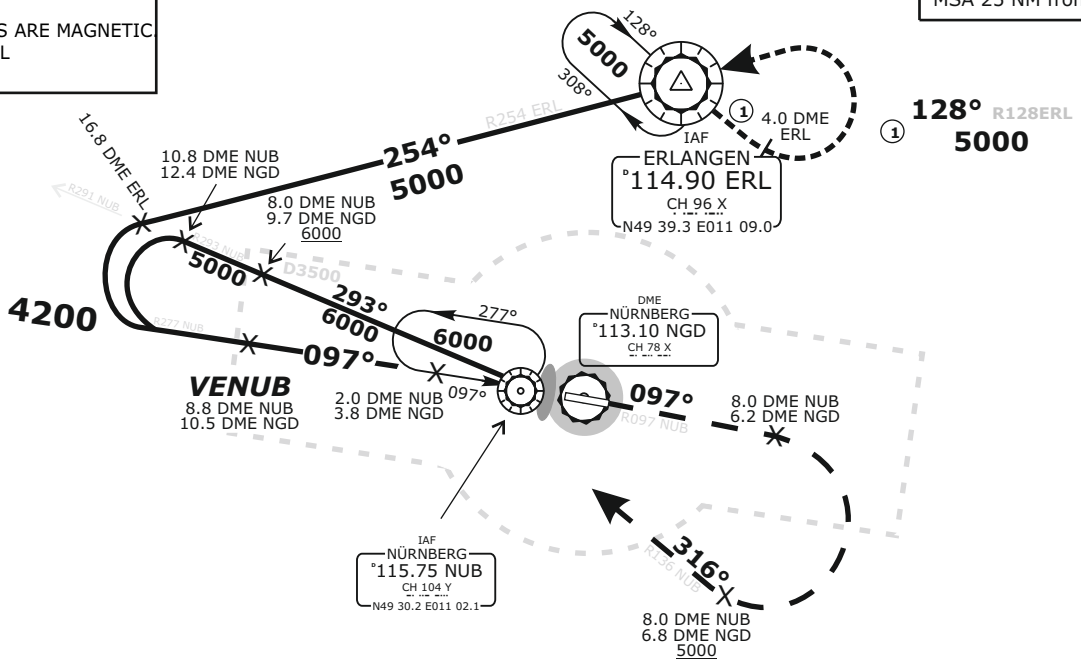
DME NGD	DME NUB	Final Apch Course	FAF VENUB	MDA(H)	Apt.Elev. 1046' Rwy Elev. 1022'
113.10	**115.75**	**097°**	**4200'**	*Refer to Minimums*	

MISSED APCH: Climb on R097 NUB to 8.0 DME NUB (6.2 DME NGD), RT, on R136 NUB to NUB VOR/DME, climbing to 6000'. Cross inbound 8.0 DME NUB at 5000' or above.

3800'

MSA 25 NM from NUB VOR

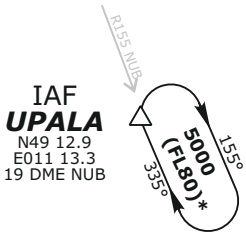
BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET MSL

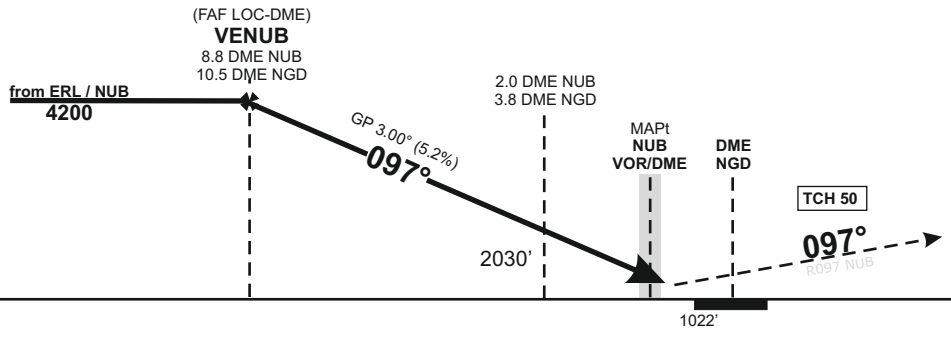


PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

FROM IAF UPALA
EXPECT GPS/FMS RNAV ARRIVAL OR RADAR VECTORS TO FINAL APPROACH.

IN CASE OF RADIO COMMUNICATION FAILURE:
MAINTAIN LAST CLEARED FL UNTIL REACHING UPALA,
IN UPALA HLD DECENT TO FI80, PROCEED TO
ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000,
FOR STANDARD ILS APPROACH





OCA (OCH)	A	B	C	D	DME NUB	8	7	6	5	4	3	2	1
VOR/DME	1530 (510)	1530 (510)	1530 (510)	1530 (510)	DIST THR	9	8	7	6	5	4	3	2
CIRCLING*	1670 (620)	1710 (660)	1840 (800)	1940 (890)	ALTITUDE	3940	3620	3310	2990	2670	2350	2030	1710
					GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
					2.0 DME NUB - NUB	MIN:SEC		1:30	1:12	1:00	0:51	0:45	0:40
*North of aerodrome only					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

Timing not authorized for defining the MAPt.

Do not use for real life navigation!

Revision: 2018-05-24 - Change: OCA(H)

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN

www.vatsim-germany.org

Nürnberg, GERMANY
Nürnberg

VATSIM Germany
Eff: 24 MAY 18

EDDN / NUE
RNAV (GPS) Rwy 10

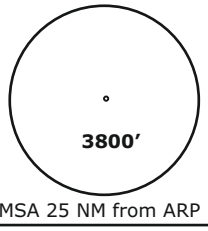
TRANS LEVEL: BY ATC TRANS ALT: 5000’	NÜRNBERG ATIS 123.07	NÜRNBERG Ground 118.10	NÜRNBERG Tower 118.30	MÜNCHEN Radar 129.52

DME NGD 113.10	DME NUB 115.75	Final Apch Course 097°	*FAF* VENUB 4200’	MDA(H) *Refer to Minimums*	Apt.Elev. 1046’ Rwy Elev. 1022’

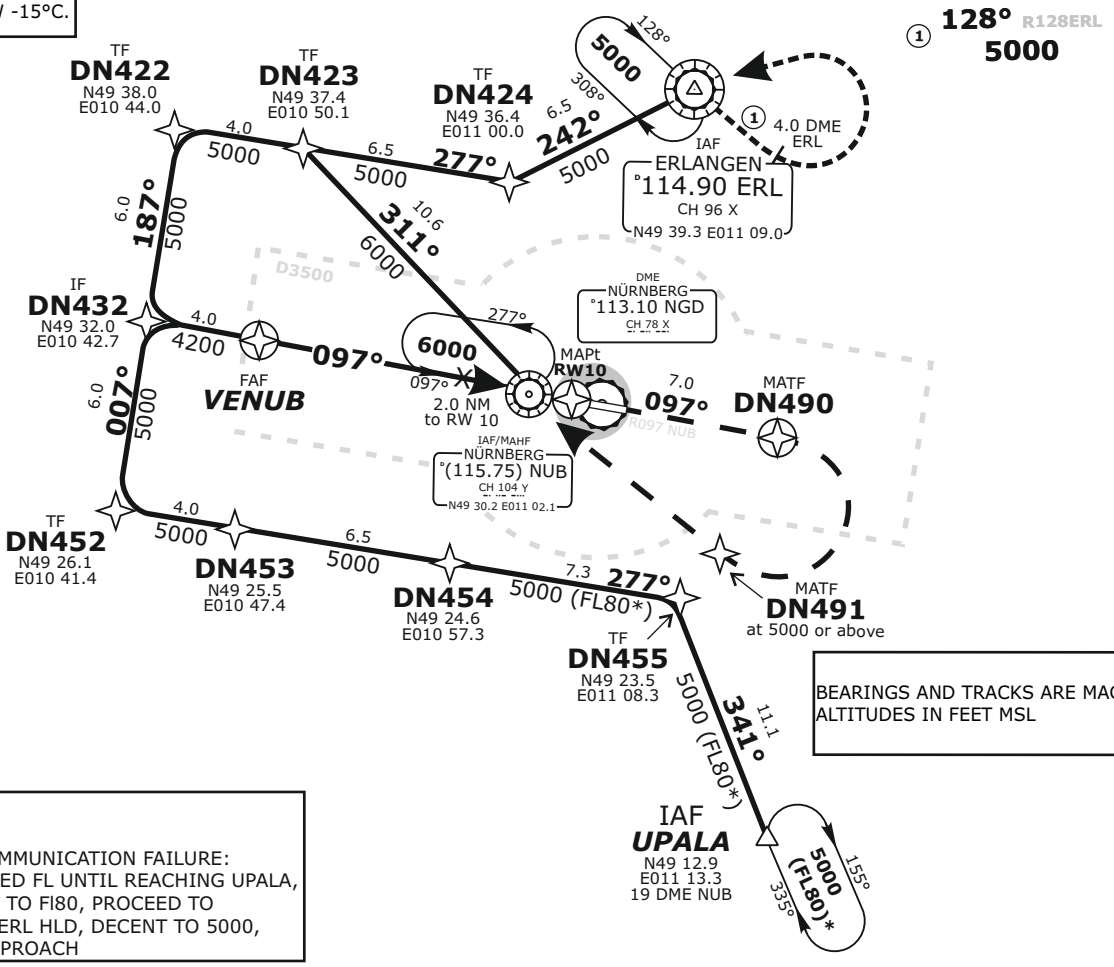
MISSED APCH: RNAV (GPS)

On track 097° to DN490, RT, via DN491 on track 316° to NUB, climbing to 6000’. Cross DN491 at 5000’ or above.

DN490[R] - DN491[A5000+] - NUB[A6000]



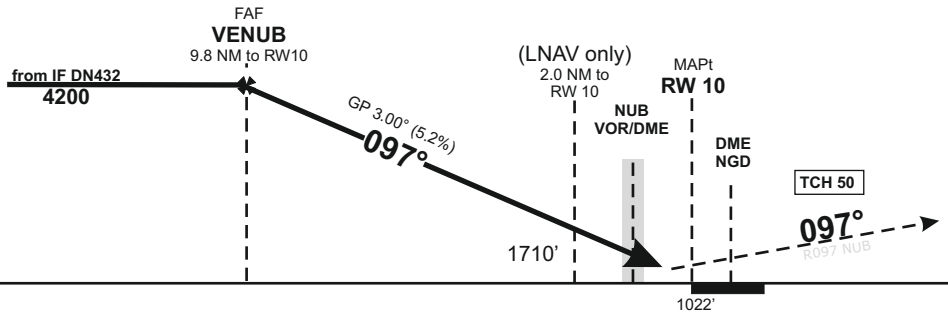
BARO-VNAV OPERATIONS
NOT AUTHORIZED BELOW -15°C.



BEARINGS AND TRACKS ARE MAGNETIC
ALTITUDES IN FEET MSL

FROM IAF UPALA:

IN CASE OF RADIO COMMUNICATION FAILURE:
MAINTAIN LAST CLEARED FL UNTIL REACHING UPALA,
IN UPALA HLD DECENT TO FI80, PROCEED TO
ERL VOR/DME, ENTER ERL HLD, DECENT TO 5000,
FOR STANDARD ILS APPROACH



OCA (OCH)	A	B	C	D	DIST THR	9	8	7	6	5	4	3	2
LNAV	1430 (410)	1430 (410)	1430 (410)	1430 (410)	ALTITUDE	3940	3620	3310	2990	2670	2350	2030	1710
LNAV/VNAV	1272 (250)	1280 (258)	1332 (310)	1320 (320)									
					GS	kts		**80**	**100**	**120**	**140**	**160**	**180**
					VENUB - RW10 (9.8 NM)	MIN:SEC		7:21	5:53	4:54	4:12	3:41	3:16
					Rate of descent (5.2%)	ft/MIN		420	530	640	740	850	960

Timing not authorized for defining the MAPt.

Do not use for real life navigation!

Revision: 2018-06-24 - Change: OCA(H)

AFCAD-File unter http://www.vatsim-germany.org/airport/EDDN
www.vatsim-germany.org

Nürnberg, GERMANY

Nürnberg

VATSIM Germany

Eff: 30 MAY 13

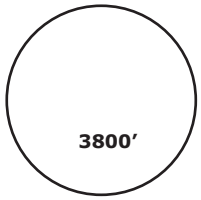
EDDN / NUE
SRE ALL RWYs

NÜRNBERG ATIS	MÜNCHEN Radar	NÜRNBERG Director	NÜRNBERG Tower	NÜRNBERG Ground
123.07	129.52	119.47	118.30	118.10

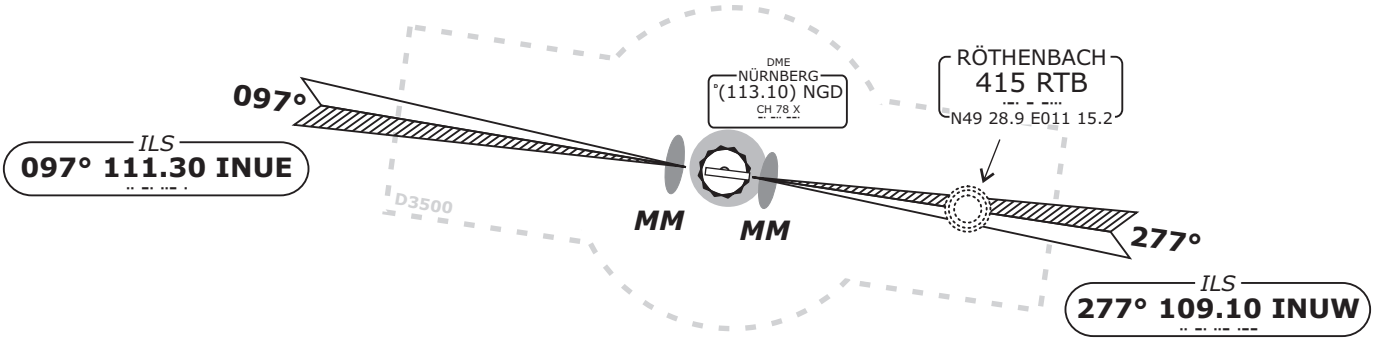
Apt.Elev. 1046' Rwy 10 Elev. 1022' Rwy 28 Elev. 1046'	*RADAR*	Final Apch Course By ATC	*Minimum Alt See table below*	DA(H) *Refer to Minimums*

MISSED APCH: Climb straight ahead to 5000'.

Apt Elev: 38hPa | Trans level: By ATC | Trans alt: 5000'



MSA 25 NM from ARP



BEARINGS AND TRACKS ARE MAGNETIC.
ALTITUDES IN FEET MSL

RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4100'	3800'	3500'	3200'	2900'	2600'	2300'	2000'	1700' (28) 1680' (10)

Minimum Alt/NM	10.0 FAF	5.0
SRE 10, SRE 28	**4100'**	2400'

MAPt: 0nm THR (28/10)

GS kts	70	90	100	120	140	160
Rate of descent (2.80°) ft/MIN	347	447	496	595	695	794

STRAIGHT-IN LANDING

	SRE 10 *DA(H)* **1580'** *(558')*		**SRE 28** *DA(H)* **1670'** *(624')*	
		ALS out		ALS out
A B C D	CMV 2100 m	CMV 2500 m	CMV 2200 m	CMV 2900 m

Do not use for real life navigation!

Revision: 2013-05-30 - Change: MSA