## GENERAL

### Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

**Night Flight Restrictions**
No TKOF/LDG 2100-0500‡.

Exceptions:
- Delayed TFC until 2200‡
- ACFT types included in the Bonus List published by the Ministry of Transport

AD not AVBL for unplanned TKOF/LDG between 2100-0500‡ due to night flying restrictions that are in place at other APTs or flight restrictions in specific airspaces.

AD may be used as ALTN AD, for meteorological, technical or other safety reasons.

### Airport Information

**RFF:** CAT 9, no foaming of RWY.
**PCN:** RWY 10: 65/R/B/W/T (932m / 3058ft), 65/F/A/X/T (1768m / 5800ft)
RWY 28: 65/F/A/X/T (1768m / 5800ft), 65/R/B/W/T (932m / 3058ft)

### Operation

**Low Visibility Procedures**
**ARR**
- Vacate RWY via TWY E and/or F.
- Report when color coded section of TWY vacated.
- ARR for area N1 will generally be met by follow-me in junction area TWY F/APN and led to parking PSN.
- ARR for area S1 and S2 will be met by follow-me at HLDG PSN on TWY J and led to parking PSN.

**DEP**
- If necessary (O/R by pilot or AD Control) DEP ACFT will be generally led as far as TWY CL on TWY A abeam parking PSN 26.

**TWY Restrictions**
Taxilane N3 MAX wingspan 12m / 39ft.

TWY J MAX wingspan 36m / 118ft between GA Parking and TWY N1.

Follow-me is mandatory for ACFT with wingspan above 48m / 157ft on taxilanes N1 and N2. If no follow-me is AVBL, ACFT must wait for it in the junction area of the relevant TWY/TL.

ACFT with MAX wingspan 24m / 78ft may taxi on taxilanes S1 and S2 under own ENG PWR. Follow-me is mandatory for arriving ACFT.

TWY J between taxilanes S2 and N2 may be used for independent taxiing by ACFT with MAX wingspan 29m / 95ft, and between N2 and TWY F by ACFT with MAX wingspan 48m / 157ft. Follow-me is mandatory for larger ACFT.

ACFT with MAX wingspan 20m / 66ft may taxi on taxilane H under own ENG PWR.

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**GENERAL**

**Taxi/Parking**

Taxi on APNs with MNM PWR only.

For PSN 30-36 use the taxi guide line "green one". Taxi via TWY N1 to the "entry green one" and from there by follow-me. If no follow-me is AVBL, ACFT shall wait for one to arrive at "entry green one".

ACFT with MAX wingspan below 29m / 95ft which are to be parked on stands 40-45 will be cleared via taxilane "green two" up to their stand. ACFT with wingspan above 29m / 95ft will only be cleared up to "entry green two" where they will be taken over by follow-me and guided to their stand. If no follow-me is AVBL, ACFT shall wait for it to arrive at "entry green two".

Arriving ACFT up to code letter B, which are to be parked on stands 81-86 and parking area U1 shall use TWY J and taxilane S2. From "entry GAT", follow-me is mandatory.

Arriving ACFT with MAX wingspan between 24-29m / 78-95ft which are to be parked on stands 81-86 shall use TWY J and taxilane N2.

In case of standard parking (facing north), taxiing off from stands 81-86 shall be carried out under own ENG PWR to the north to taxilane N2.

Markings for parking facing south have been applied between parking PSN 81/82, 83/84 and 85/86. Parking with follow-me via taxilane N2.

Assigned PSNs may also be unmarked parking areas.

New Docking Guidance System PSN 12 on test. Marshaller on standby.

**Warnings**

**BAY VOR** unusable for RNAV.

**ERL VOR** unusable for RNAV.

**ERL DME** unusable: in sector 0°-360°
- 0-10NM below 2900ft.
- 10-20NM below 4100ft.
- 20-30NM below 5500ft.

**NGD DME** unusable:
- 295° - 080° beyond 25NM.
- 080°- 295°: 0-10NM below 2300ft.
  10-20NM below 4000ft.
  20-25NM below 4800ft.

**NUB VOR/DME** unusable for RNAV (DME not affected) and in addition unusable:
- 0-10NM below 2100ft.
- 10-20NM below 3400ft.
- 20-30NM below 4700ft.

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## ARRIVAL

### Communication

**COM Failure:** See CRAR and in addition;
Maintain last cleared FL to IAF. Descent in HLDG to 5000ft for standard APCH.

In case of COM failure APCH from UPALA IAF: proceed to ERL VOR/DME at FL80, over ERL turn left and follow ILS APCH to RWY.

### Arrival Procedure

**FMS RNAV Transitions**
For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

**Visual APCH**
RWY 28: From the north MNM 2.5NM (D5 NUB) final and from the south MNM 5.5NM (D8 NUB) final.
RWY 10: MNM 5NM (D4 NUB) final.

**Arrival Note**
**AKINI:** During times of activity of ED-R138, ED-R144 or ED-R210B (TRA) expect rerouting by ATC.

**Reverse:** Do not use more than idle reverse between 2100-0500‡ if possible.

### Warnings

**ILS GP RWY 28** only usable between 008° and 003° N of CL.

## DEPARTURE

**Take-off Minima**

| RWY | | 28 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 75R | - |
| | | | |
| RWY | | 10 | |
| All ACFT | ft - m/km | 0 - 300R/300V | - |

### Communication

**COM Failure:** See CRAR.

### Departure Procedure

**Start-up/Push-back**
Push-back compulsory on all nose-in stands, reverse thrust prohibited.

Use of PWR-back subject to prior permission.

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**DEPARTURE**

**Datalink Departure Clearance (DCL):** See CRAR and in addition;

ti: 25min prior to EOBT for unregulated flights
30min prior to CTOT for ATFM regulated flights.

tt: 1min prior to EOBT for unregulated flights.
16min prior to CTOT for ATFM regulated flights.

t0: 1min

t1: 5min

t2: 1min

**Departure Notes**

When using GPS/FMS RNAV PROC, check and ensure that the underlying conventional FLT PROCs are adhered to by monitoring the INFO on the ground-based navigation aids.

**AKANU 6M**

Transition to (U)L605 not possible, file RODIS (U)L604.

**DKB 4K/4M**

Not AVBL for flights via T104 or Y161.

**IBAGA 2M/2K**

Not AVBL for flights intending to proceed via OSBIT P605.
Not AVBL for flights with DEST EDDF, EDFE or ETOU. Those flights shall file SID SUKAD.

**RODIS 3K/4M**

Only AVBL for flights with DEST EDMM, LKPR and for flights to continue via (U)L604.

**SUKAD 2M/2K**

Only for DEST EDDF, EDFE or ETOU and flights with Y FPL.

**SULUS 3K/3M**

Only AVBL for flights intending to proceed SULUS L604.

DEP planning to proceed west or northwestbound (direction ROBON, DIK, BATTY) are REQ to file following routing, depending on REQ LVL and/or DEST:

- Flights with requested FL120-200 should be filed via SID IBAGA - L610 - KOMIB - L984 - BOMBI- Z75- NODKI - Z104...
- Flights with requested FL220-245 should file their FPL via SID IBAGA - Z104...
- Flights with requested FL250 and above should be planned via SID IBAGA - Y101 - OSBIT/Y101 or UL984...
- Flights with DEST EDDK and requested FL120-245 should file their FPL via SID IBAGA - L610 - KOMIB - L984 - ASKIK - T840 - GULKO STAR.

**De-Icing**

REQ de-icing not later than 25min prior requested start of de-icing via the handling agent responsible. De-icing crew will contact ACFT on FREQ of Nurnberg De-Icing (121.800) prior de-icing.

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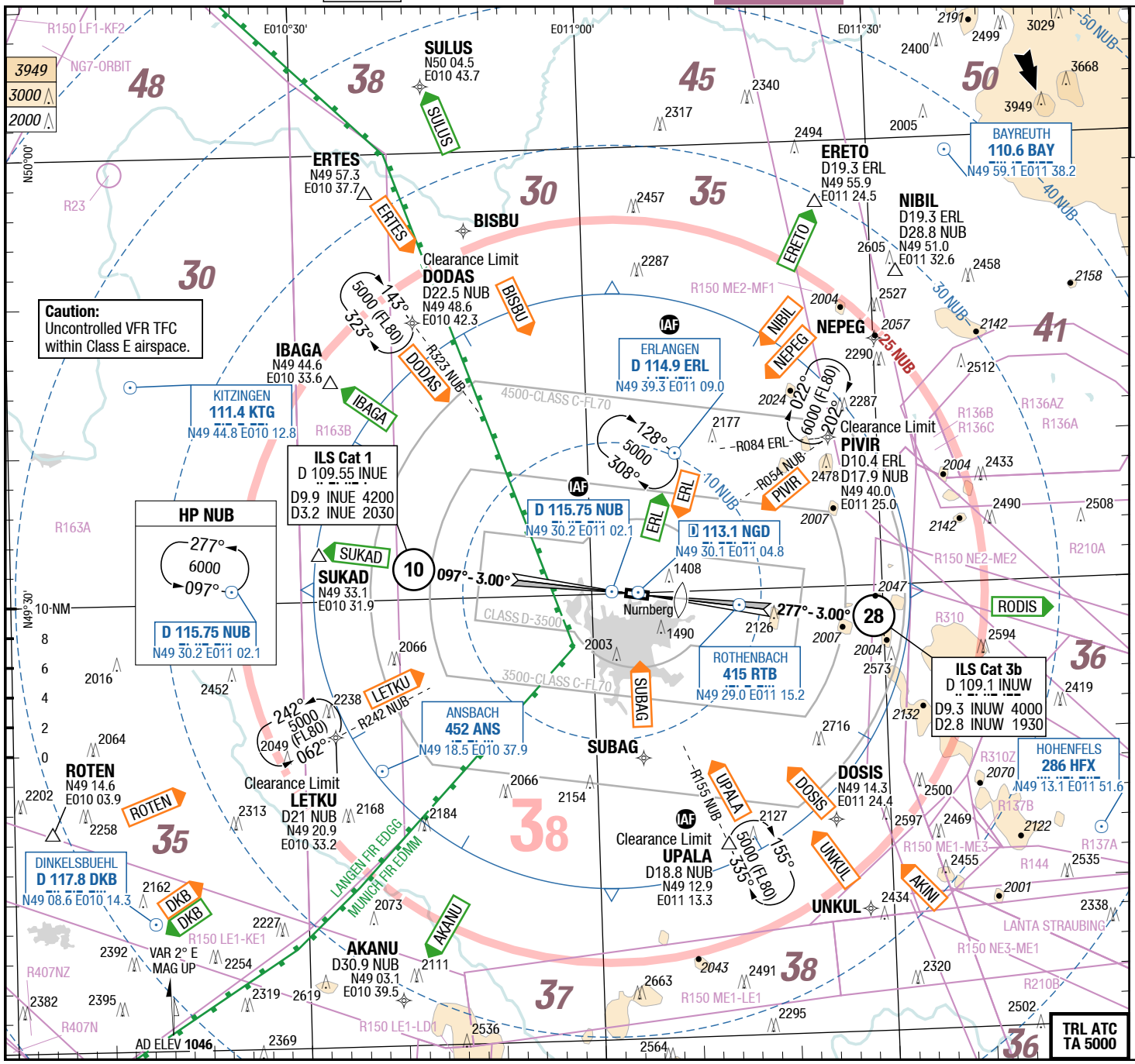
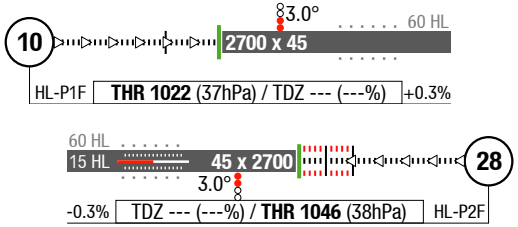



| | | |
|---|---|---|
| D-ATIS | 123.080 | 0420-2250 ‡ |
| Munich RAD | 129.525 | |
| TWR | 118.300 | |
| GND | 118.100 | |
| APN | 121.800 | |
| DCL | | |

**Landing RWY system:**

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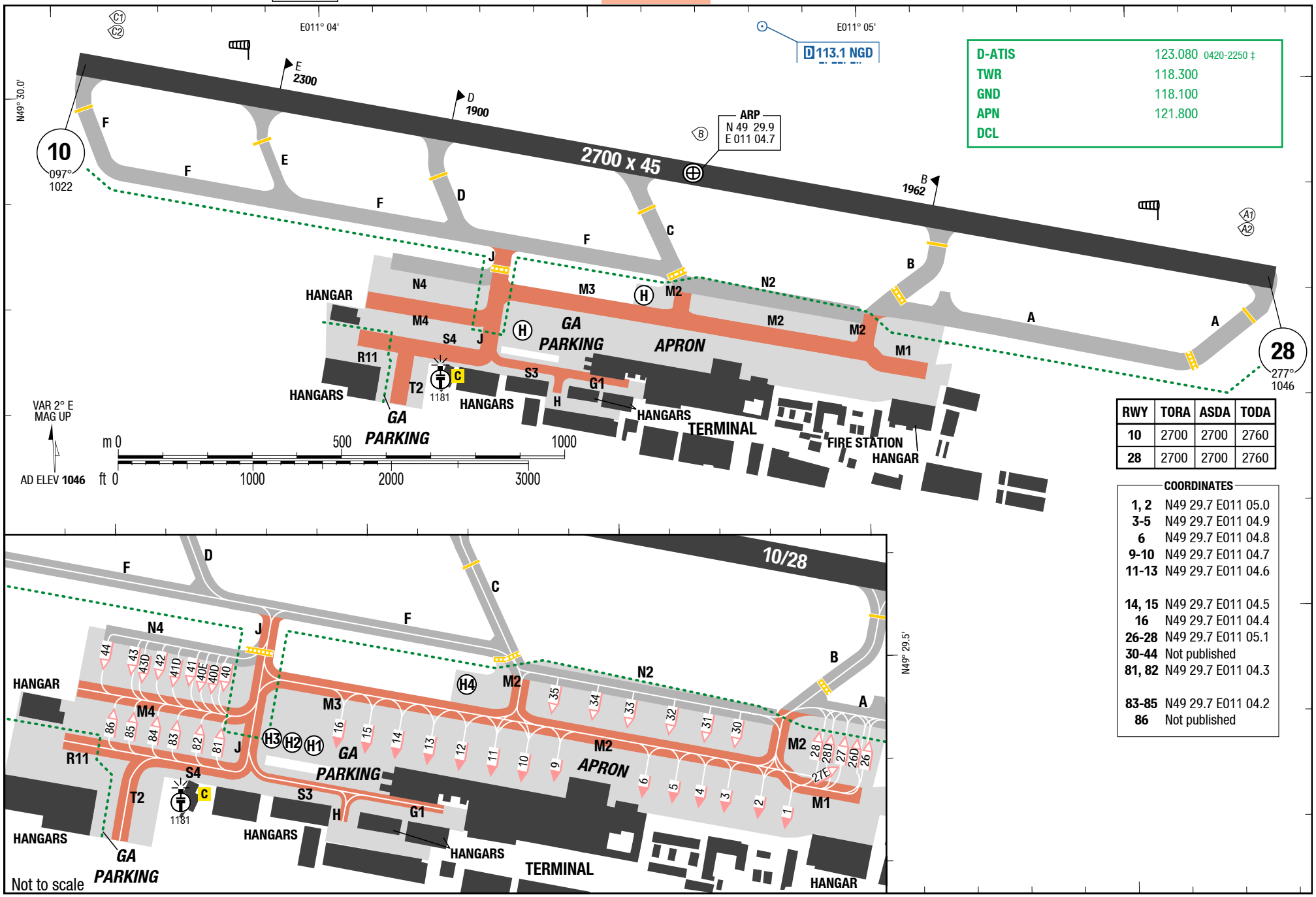
Changes: Nil




| RWY | TORA | ASDA | TODA |
|---|---|---|---|
| 10 | 2700 | 2700 | 2760 |
| 28 | 2700 | 2700 | 2760 |

**COORDINATES**

| | |
|---|---|
| **1, 2** | N49 29.7 E011 05.0 |
| **3-5** | N49 29.7 E011 04.9 |
| **6** | N49 29.7 E011 04.8 |
| **9-10** | N49 29.7 E011 04.7 |
| **11-13** | N49 29.7 E011 04.6 |
| **14, 15** | N49 29.7 E011 04.5 |
| **16** | N49 29.7 E011 04.4 |
| **26-28** | N49 29.7 E011 05.1 |
| **30-44** | Not published |
| **81, 82** | N49 29.7 E011 04.3 |
| **83-85** | N49 29.7 E011 04.2 |
| **86** | Not published |

Changes: TWY , Parking Stands

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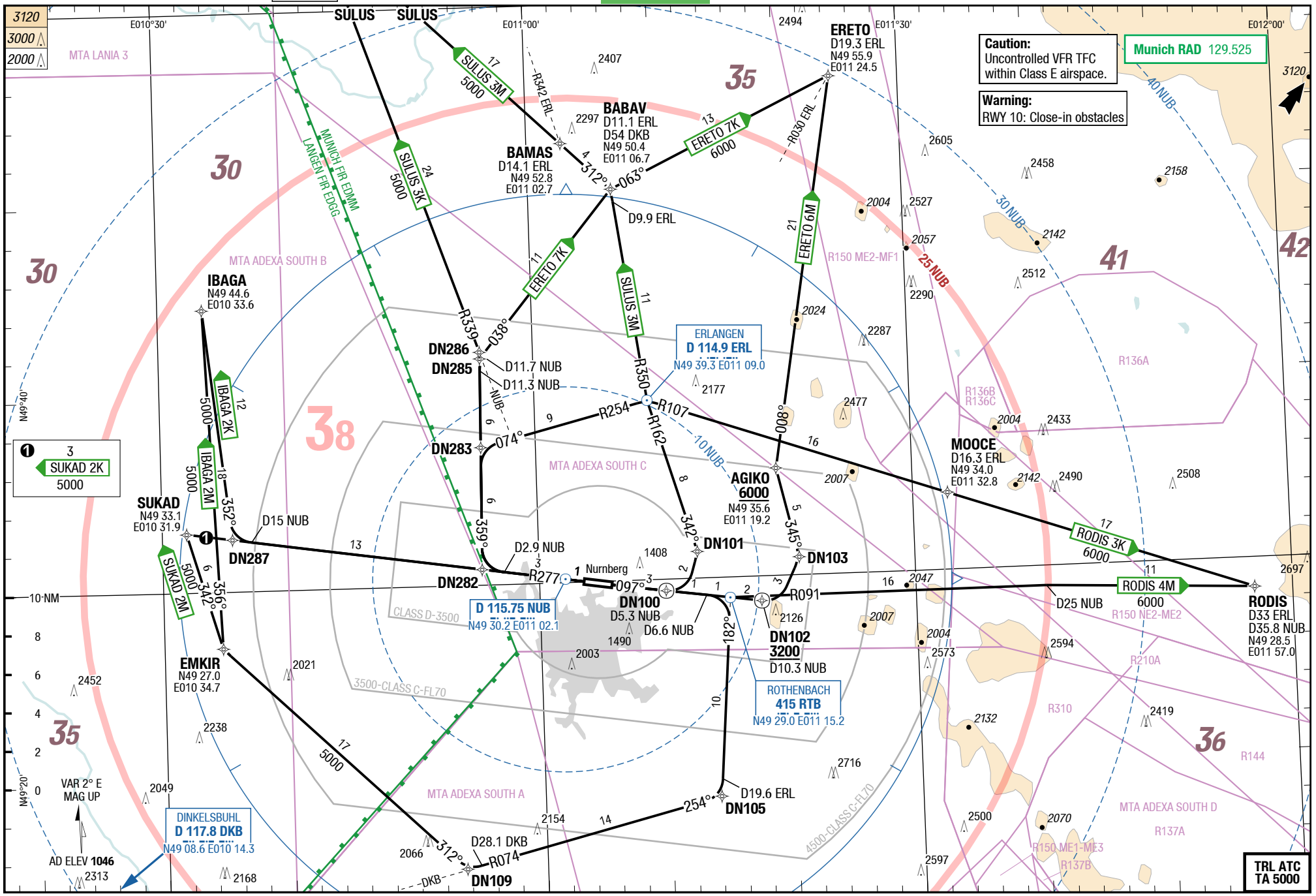


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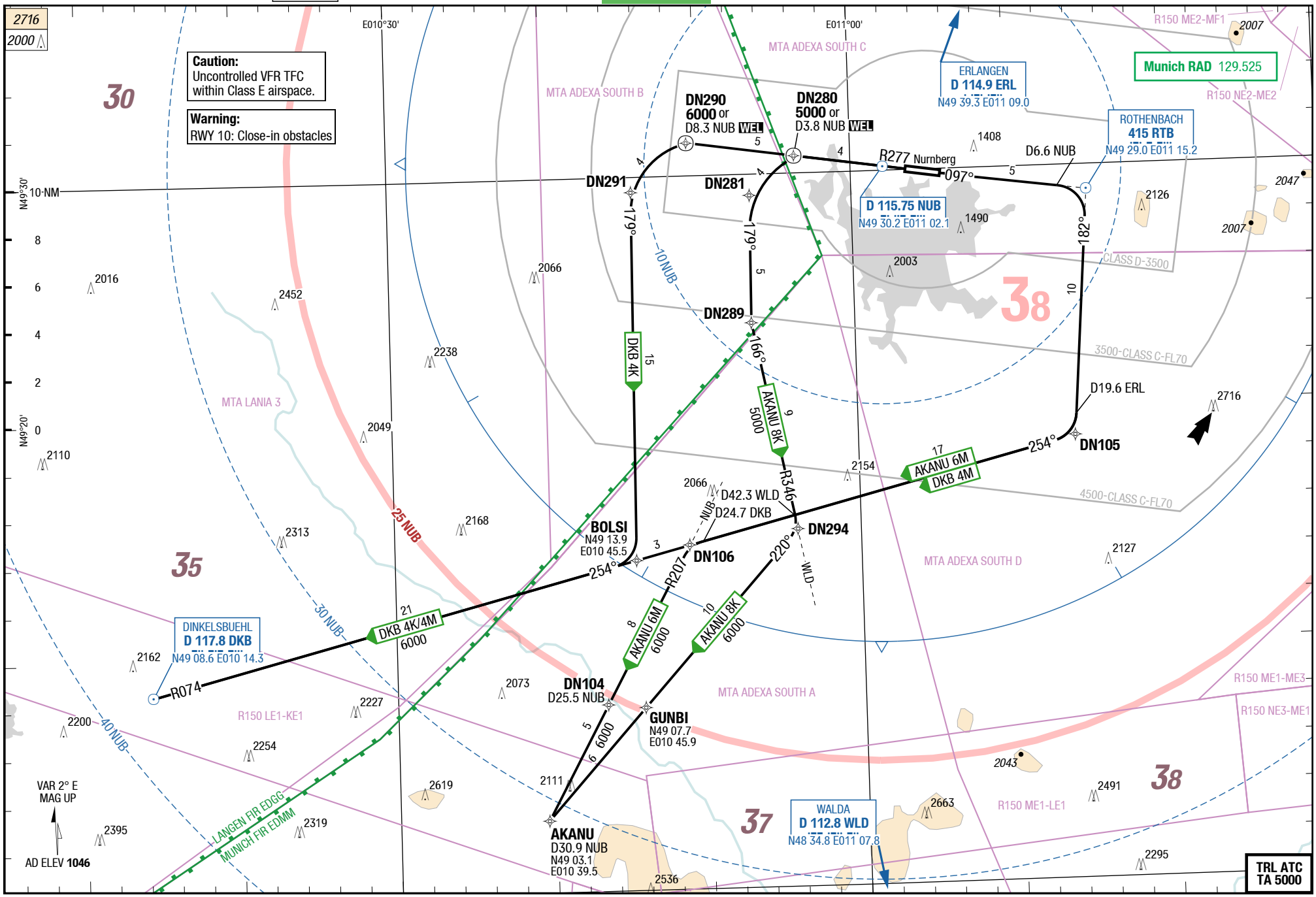
Changes: Nil




Changes: Track, Navaid DKB, OBST, PROC renumbered

**ERETO 6M / IBAGA 2M / RODIS 4M / SUKAD 2M / SULUS 3M**

RWY 10 (097°)

**After take-off, contact Munich RAD.**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 10** | |
| **ERETO 6M**<br>5.0% to 6000<br>**129.525**<br>①② | QDM 097 **RTB** - at D10.3 **NUB LT** 345° to AGIKO - ERETO<br><br>**FMS**<br>[A1500+] - RTB - DN102 [L] - DN103 - AGIKO [R] - ERETO | D10.3 **NUB** MNM **3200**<br>AGIKO MNM **6000**<br><br>DN102 MNM **3200**<br>AGIKO MNM **6000**<br><br>initial climb **FL70** |
| **IBAGA 2M**<br>**129.525**<br>③ | QDM 097 **RTB** - at D6.6 **NUB RT** intercept QDR 182 **RTB** - at D19.6 **ERL RT** intercept R074 **DKB** inbound - at D28.1 **DKB RT** 312° to EMKIR - IBAGA<br><br>**FMS**<br>[A1500+] - RTB [R] - DN105 [R] - DN109 [R] - EMKIR [R] - IBAGA | initial climb **FL70** |
| **RODIS 4M**<br>**129.525** | direct **RTB** - **LT** intercept R091 **NUB** to RODIS<br><br>**FMS**<br>[A1500+] - RTB [L] - RODIS | initial climb **FL70** |
| **SUKAD 2M**<br>**129.525**<br>③ | QDM 097 **RTB** - at D6.6 **NUB RT** intercept QDR 182 **RTB** - at D19.6 **ERL RT** intercept R074 **DKB** inbound - at D28.1 **DKB RT** 312° to EMKIR - SUKAD<br><br>**FMS**<br>[A1500+] - RTB [R] - DN105 [R] - DN109 [R] - EMKIR [R] - SUKAD | initial climb **FL70** |
| **SULUS 3M**<br>**129.525**<br>④ | QDM 097 **RTB** - at D5.3 **NUB LT** intercept R162 **ERL** to **ERL** - R350 **ERL** - at D9.9 **ERL LT** 312° to BAMAS - SULUS<br><br>**FMS**<br>[A1500+] - DN100 [L] - DN101 - ERL [R] - BABAV [L] - BAMAS - SULUS | initial climb **FL70** |

① Climb gradient due to airspace structure and glider activity. Inform ATC if unable to comply.
② After D10.3 NUB BRNAV equipment neccessary.
③ After D28.1 DKB BRNAV equipment necessary.
④ After D9.9 ERL BRNAV equipment necessary.

Changes: Track, PROC renumbered, Editorial

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**ERETO 7K / IBAGA 2K / RODIS 3K / SUKAD 2K / SULUS 3K**

RWY 28 (277°)

**After take-off, contact Munich RAD.**

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 28** | |
| **ERETO 7K**<br>**129.525**<br>① | R277 **NUB** - at D2.9 **NUB RT** 359° - at D11.3 **NUB RT** 038° to BABAV - ERETO<br><br>**FMS**<br>[A1500+] - DN282 [R] - DN285 [R] - BABAV [R] - ERETO | Initial climb **FL70** |
| **IBAGA 2K**<br>**129.525**<br>② | R277 **NUB** - at D15 **NUB RT** 352° to IBAGA<br><br>**FMS**<br>[A1500+] - DN287 [R] - IBAGA | Initial climb **FL70** |
| **RODIS 3K**<br>**129.525** | R277 **NUB** - at D2.9 **NUB RT** 359° intercept R254 **ERL** to **ERL** - R107 **ERL** to MOOCE - RODIS<br><br>**FMS**<br>[A1500+] - DN282 [R] - DN283 [R] - ERL [R] - MOOCE - RODIS | Initial climb **FL70** |
| **SUKAD 2K**<br>**129.525** | R277 **NUB** to SUKAD<br><br>**FMS**<br>[A1500+] - SUKAD | Initial climb **FL70** |
| **SULUS 3K**<br>**129.525** | R277 **NUB** - at D2.9 **NUB RT** 359° - at D11.7 **NUB LT** intercept R339 **NUB** to SULUS<br><br>**FMS**<br>[A1500+] - DN282 [R] - DN286 [L] - SULUS | Initial climb **FL70** |

① After D11.3 NUB BRNAV equipment necessary.
② After D15 NUB BRNAV equipment necessary.

Changes: Editorial

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**AKANU 6M / DINKELSBUEHL 4M / AKANU 8K / DINKELSBUEHL 4K**

RWYs 10 (097°) / 28 (277°)

**After take-off, contact Munich RAD.**

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 10** | |
| **AKANU 6M**<br>**129.525**<br>① | QDM 097 **RTB** - at D6.6 **NUB RT** intercept QDR 182 **RTB** - at D19.6 **ERL RT** intercept R074 **DKB** inbound - at D24.7 **DKB LT** intercept R207 **NUB** to AKANU<br><br>**FMS**<br>[A1500+] - RTB [R] - DN105 [R] - DN106 [L] - DN104 - AKANU [L] | Initial climb **FL70** |
| **DINKELSBUEHL 4M**<br>**DKB 4M**<br>**129.525** | QDM 097 **RTB** - at D6.6 **NUB RT** intercept QDR 182 **RTB** - at D19.6 **ERL RT** intercept R074 **DKB** to **DKB**<br><br>**FMS**<br>[A1500+] - RTB [R] - DN105 [R] - DKB | Initial climb **FL70** |
| | **Runway 28** | |
| **AKANU 8K**<br>**129.525**<br>②③ | R277 **NUB** - at D3.8 **NUB** or **5000**, whichever is later, **LT** 179° - intercept R346 **WLD** inbound - at D42.3 **WLD RT** 220° to AKANU via GUNBI<br><br>**FMS**<br>[A1500+] - DN280 - [L] - DN281 - DN289 [L] - DN294 [R] - GUNBI - AKANU [L] | DN280 MNM **5000**<br><br>Initial climb **FL70** |
| **DINKELSBUEHL 4K**<br>**DKB 4K**<br>**129.525**<br>④ | R277 **NUB** - at D8.3 **NUB** or **6000**, whichever is later, **LT** 179° - at BOLSI **RT** 254° to **DKB**<br><br>**FMS**<br>[A1500+] - DN290 - [L] - DN291 - BOLSI [R] - DKB | DN290 MNM **6000**<br><br>Initial climb **FL70** |

① Flights continuing on L603 commence left turn when crossing D25.5 NUB.

② Flights continuing on L603 commence left turn when crossing GUNBI.

③ After D42.3 WLD BRNAV equipment necessary.

④ After D8.3 NUB BRNAV equipment necessary.

Changes: Track, ALT, PROC renumbered, Note

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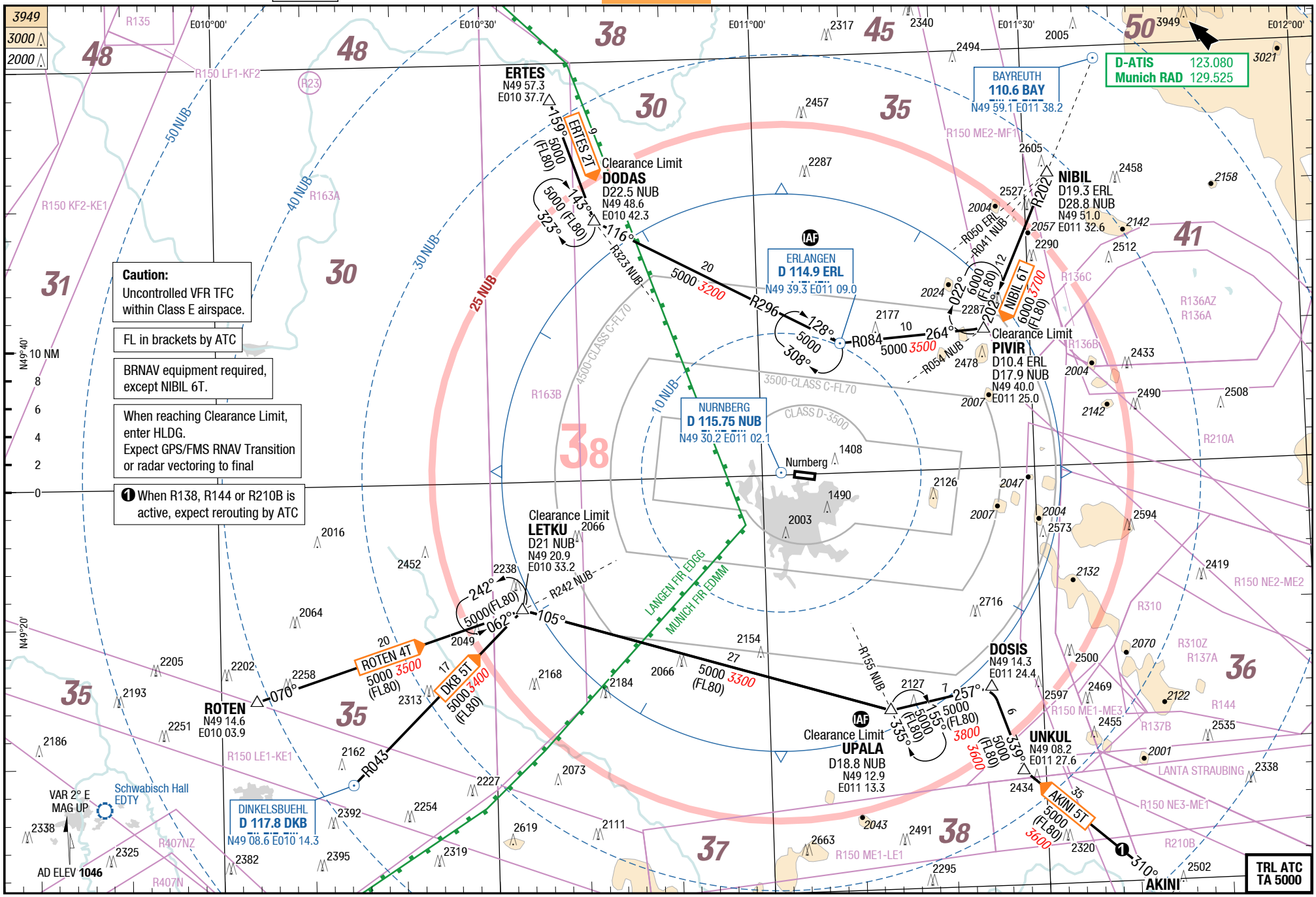
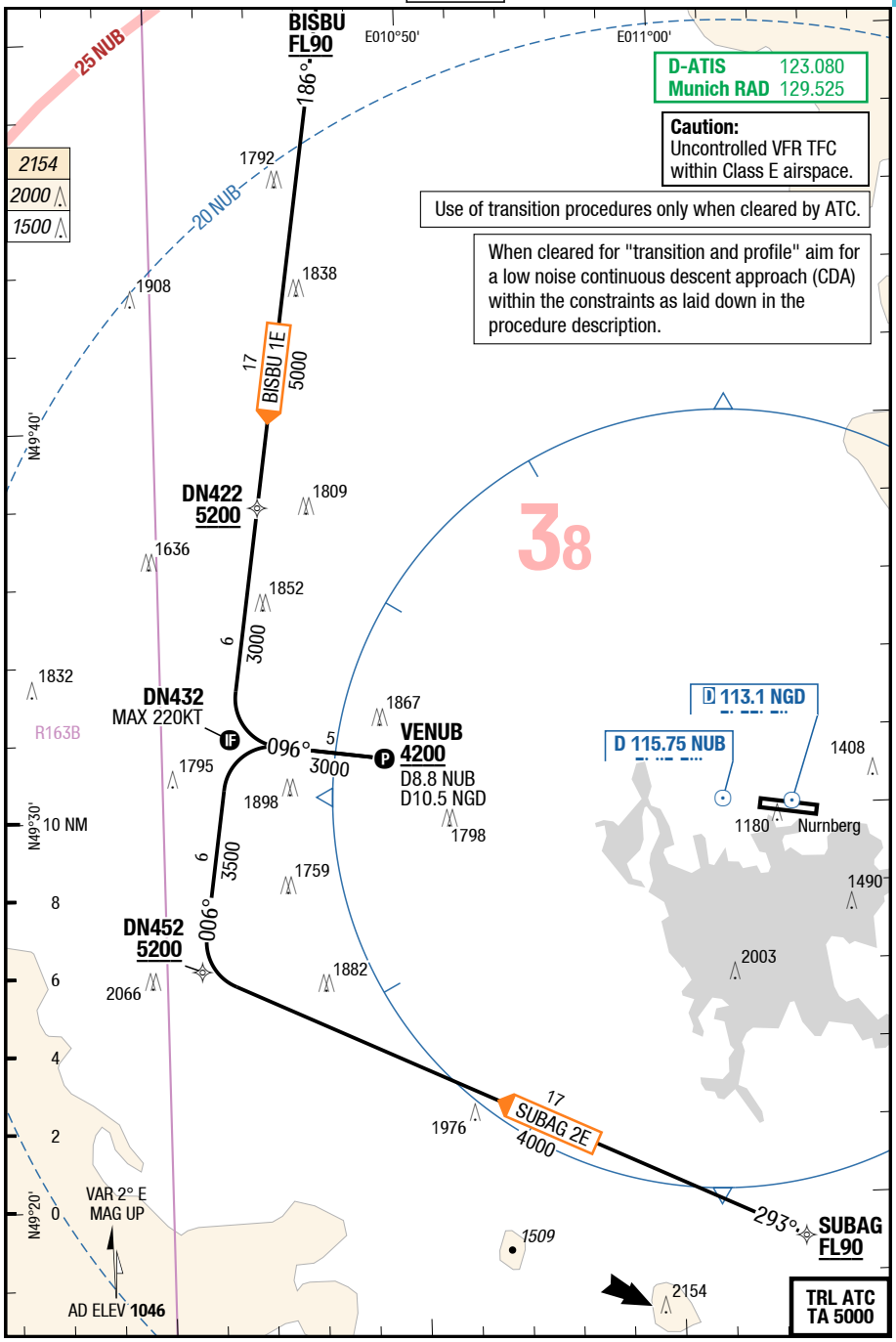



Changes: FREQ, SUAs, OBST

# NUE-EDDN

7-10

## CDA Transitions 10




Changes: FREQ, OBST, SUAs

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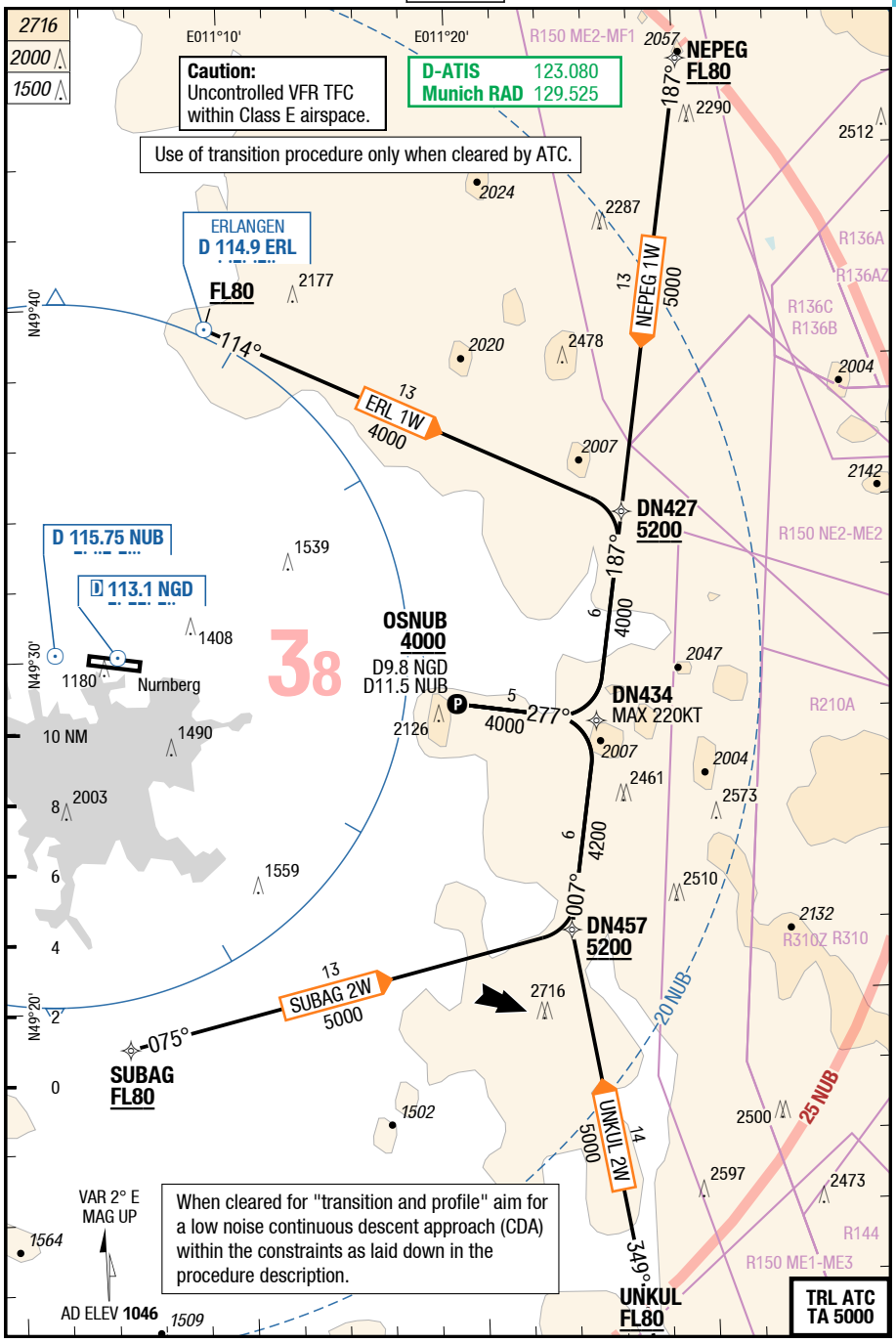
# NUE-EDDN

7-20

## CDA Transitions 28




Changes: FREQ, SUAs, OBST

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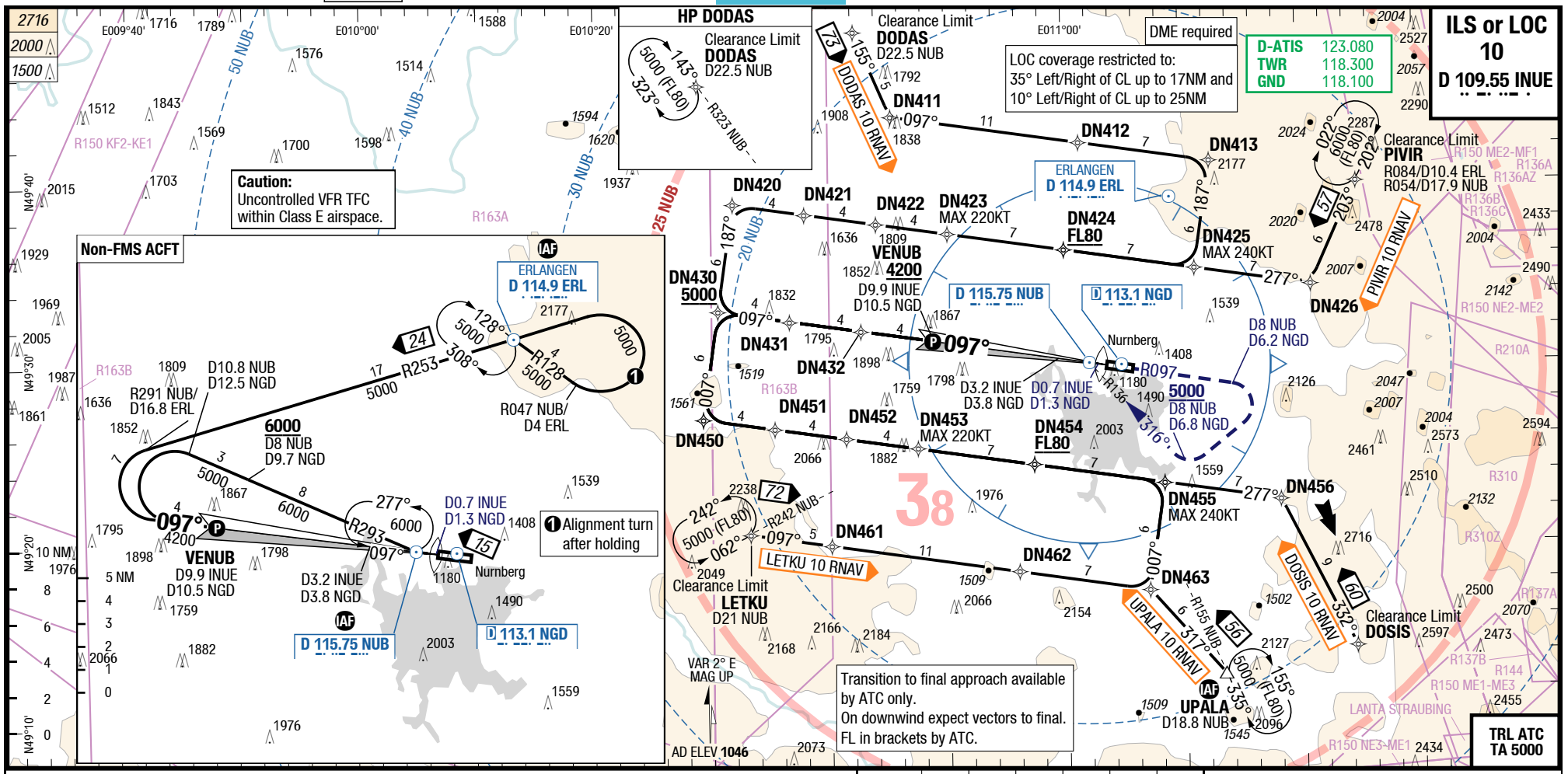
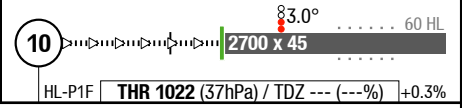
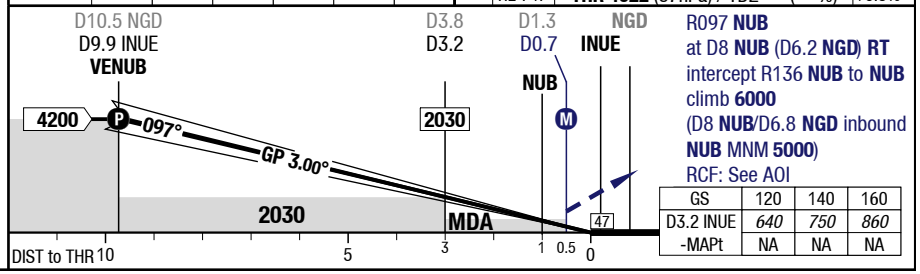



| LOC 3.03° D INUE | 9.9 | 8 | 7 | 6 | 5 | 3 |
|---|---|---|---|---|---|---|
| | 4200 | 3580 | 3260 | 2940 | 2620 | 1970 |




| 10 | | Cat 1 DME GA 3.5% 1) 2) | LOC DME GA 3.5% 2) | | | | Circling N of AD only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 240 - 550 **1260** | 410 - 1.2 **1430** | | | | 800 - 2.4V **1840** |
| D | ft - m/km ft | 250 - 550 **1270** | 410 - 1.2 **1430** | | | | 900 - 3.6V **1940** |

1) FD, AP or HGS required, else RVR 750m
2) Up to 5000ft for airspace reasons




R097 **NUB**
at D8 **NUB** (D6.2 **NGD**) **RT**
intercept R136 **NUB** to **NUB**
climb **6000**
(D8 **NUB**/D6.8 **NGD** inbound
**NUB** MNM **5000**)
RCF: See AOI

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D3.2 INUE | *640* | *750* | *860* |
| -MAPt | NA | NA | NA |

Changes: FREQ, APL, SUAs, OBST

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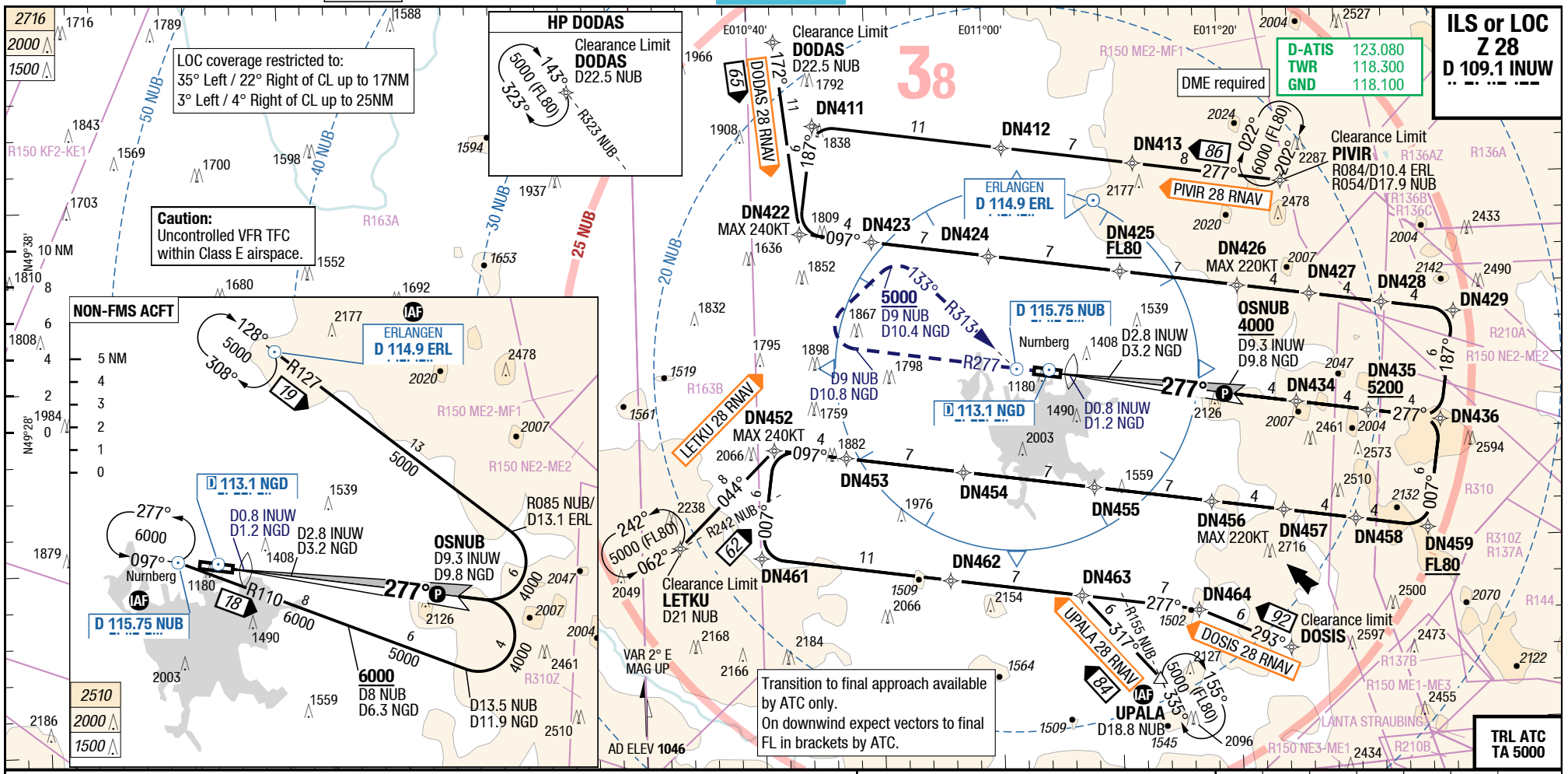



| 28 | | Cat 3b DME | Cat 2 DME | Cat 1 DME LTS 1) | Cat 1 DME 1) | LOC DME | Circling N of AD only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 0 - 75R **Company** | 100 - 300R **98** RA | 240 - 500 **1280** | 240 - 550 **1280** | 410 - 1.2 **1450** | 800 - 2.4V **1840** |
| D | ft - m/km ft | 0 - 75R **Company** | 100 - 300R **98** RA 2) | 250 - 550 **1290** | 250 - 550 **1290** | 410 - 1.2 **1450** | 900 - 3.6V **1940** |

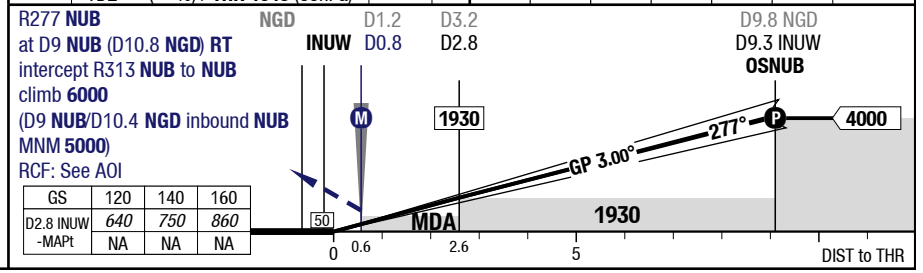
1) With EVS 350m
2) If not conducting autoland RVR 350m required

60 HL
15 HL
45 x 2700
3.0°
28
-0.3%
TDZ --- (---%) / **THR 1046** (38hPa)
HL-P2F

| 3 | 5 | 6 | 7 | 9 | 9.3 | LOC 3.04° D INUW |
|---|---|---|---|---|---|---|
| 2000 | 2650 | 2970 | 3290 | 3940 | 4000 | |

R277 **NUB**
at D9 **NUB** (D10.8 **NGD**) **RT**
intercept R313 **NUB** to **NUB**
climb **6000**
(D9 **NUB**/D10.4 **NGD** inbound **NUB**
MNM **5000**)
RCF: See AOI

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D2.8 INUW -MAPt | *640* | *750* | *860* |
| | NA | NA | NA |




Changes: FREQ, APL, OBST, SUAs, Note

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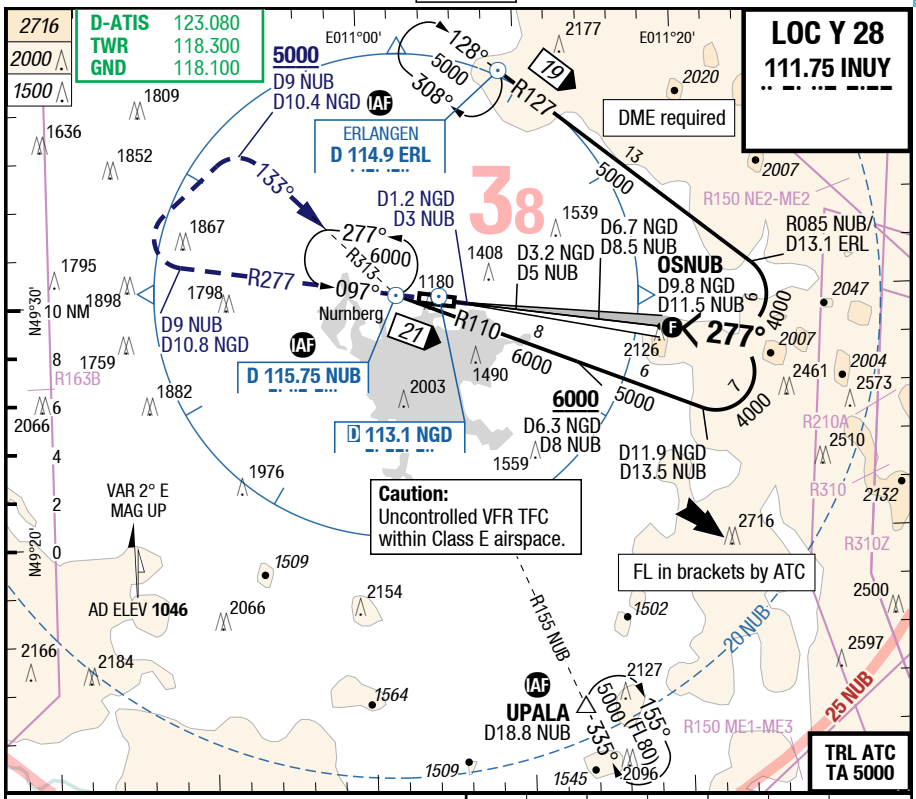
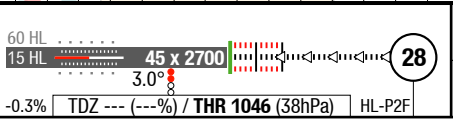
# NUE-EDDN

7-50

## LOC Y 28

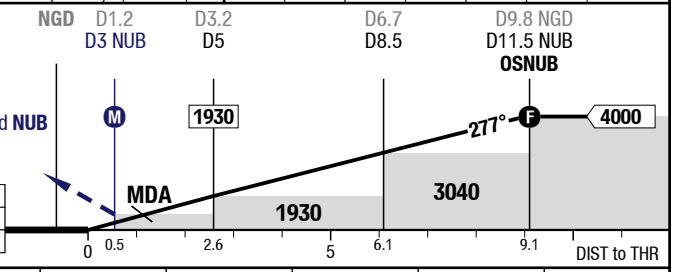



| 4 | 6 | 7 | 8 | 10 | 11.5 | 3.04° |
|---|---|---|---|---|---|---|
| 1610 | 2250 | 2580 | 2900 | 3540 | 4000 | D NUB |

R277 **NUB**
at D9 **NUB** (D10.8 **NGD**) **RT**
intercept R313 **NUB** to **NUB**
climb **6000**
(D9 **NUB**/D10.4 **NGD** inbound **NUB**
MNM **5000**)
RCF: See AOI

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5 NUB | *640* | *750* | *860* |
| -MAPt | NA | NA | NA |




| 28 | | LOC DME | | | | | Circling 1) |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 410 - 1.2<br>**1450** | | | | | 800 - 2.4V<br>**1840** |
| D | ft - m/km<br>ft | 410 - 1.2<br>**1450** | | | | | 900 - 3.6V<br>**1940** |

1) N of AD only

Changes: FREQ, APL, SUAs, OBST

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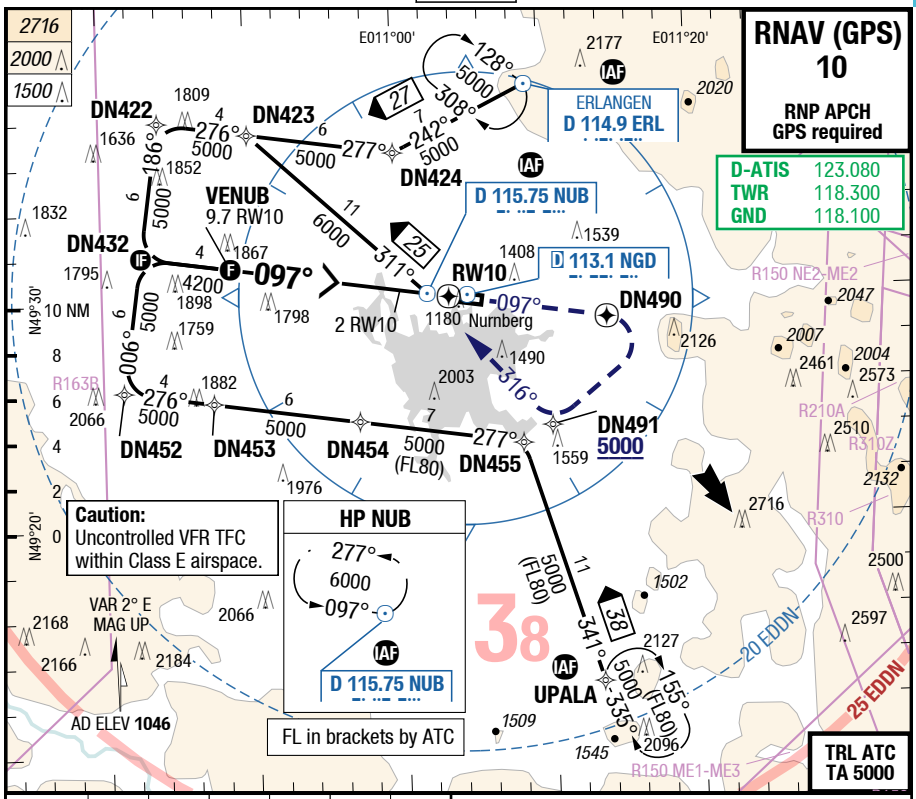
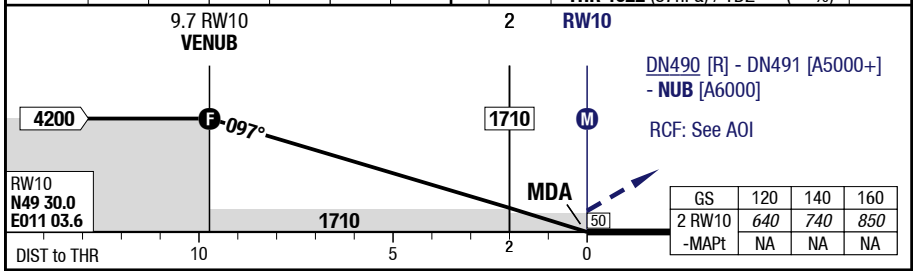



| 3.00° RW10 | 9.7 | 8 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|
| | 4200 | 3650 | 3000 | 2680 | 2360 | 2040 |

10 — 3.0° — 60 HL — 2700 x 45

HL-P1F — **THR 1022** (37hPa) / TDZ --- (---%) — +0.3%




| GS | 120 | 140 | 160 |
|---|---|---|---|
| 2 RW10 -MAPt | *640* NA | *740* NA | *850* NA |

| 10 | | RNAV GPS VNAV GA 3.5% 1) 2) 3) | RNAV GPS LNAV GA 3.5% 2) | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 310 - 750 **1340** | 410 - 1.2 **1430** | | | | Not published |
| D | ft - m/km ft | 320 - 750 **1350** | 410 - 1.2 **1430** | | | | Not published |

1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) Up to 5000ft for airspace reasons
3) With EVS 550m

Changes: FREQ, APL, SUAs, OBST

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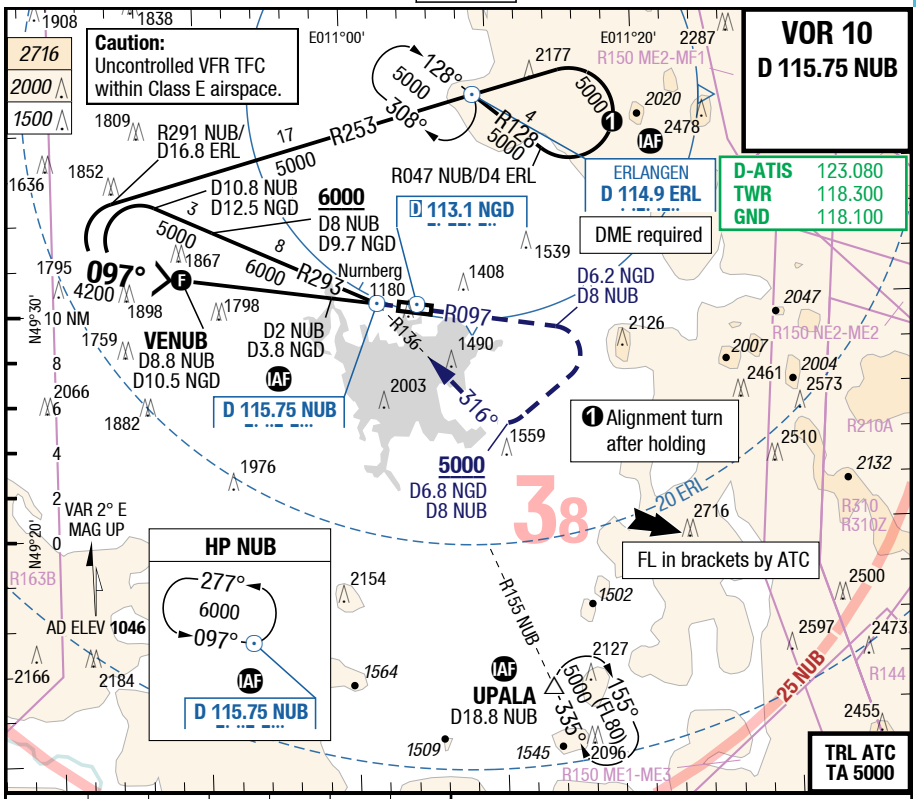
# NUE-EDDN

7-90

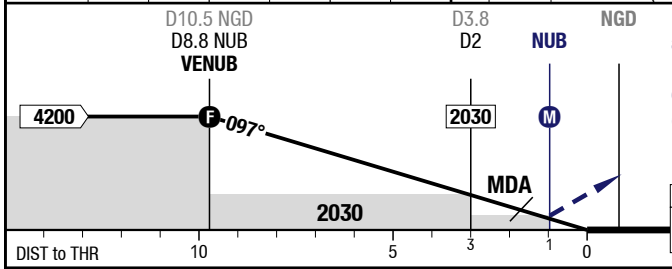
# VOR 10




| 3.00° D NUB | 8.8 | 6 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 4200 | 3310 | 2670 | 2350 | 2030 | 1710 |

10 — 3.0° — 60 HL — 2700 x 45

HL-P1F — **THR 1022** (37hPa) / TDZ --- (---%) — +0.3%




R097 **NUB** at D8 **NUB** (D6.2 **NGD**) **RT** intercept R136 **NUB** to **NUB** climb **6000** (D8 **NUB** / D6.8 **NGD** inbound **NUB** MNM **5000**)
RCF: See AOI

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D2 NUB | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

| 10 | | VOR DME GA 3.5% 1) | | | | | Circling N of AD only |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 510 - 1.6 **1530** | | | | | 800 - 2.4V **1840** |
| D | ft - m/km ft | 510 - 1.6 **1530** | | | | | 900 - 3.6V **1940** |

1) Up to 5000ft for airspace reasons

Changes: FREQ, APL, SUAs, OBST

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