

GENERAL**Operational Hours****ATS Hours / AD Operator Hours**

MON-FRI 0500-2100‡

SAT, SUN, HOL 0800‡ - SS+30 but not longer than 1800‡

O/T PPR on preceding workday 1100‡

Night Restriction: Provable ALTN LDG for technical, meteorological or safety reasons.**Airport Information****RFF:** CAT 6, when required for scheduled TFC CAT 7**PCN:** RWY 06/24: 100/F/A/W/T**Operation****Low Visibility Procedure**

When visual conditions are less than 600m RVR CAT II/III OPS will be in force and announced by ATIS with the phrase "Low Visibility CAT II/III procedures in operation".

If CAT II/III all-weather operations are announced, taxiing outside the apron is permitted for all ACFT on TWYs with operating CLL only. TWY CLL between RWY and CAT II/III taxi holding positions within the sensitive area are color-coded (yellow/green). LDG ACFT are requested to report leaving the sections with color-coded TWY CLL to indicate that the ACFT has vacated the safety area of the RWY.

Stop bars are installed at the CAT II/III holding positions and TWY junctions and which when switched on (red), may in no circumstances be crossed. No kind of CLR includes permission to taxi across a stop bar in operation.

Preferential RWY

LDG RWY 24.

TWY Restriction

TWY B, E, F width 18m / 58ft.

TWY C width 15m / 49ft.

TWY D width 12m / 39ft.

TWY N width 18m / 58ft (between A and B 22.5m / 74ft).

Taxi

Pilot-in-command can request a follow-me from TWR. Use MNM ENG power for taxiing.

APU

The use of the APU is not allowed during the times of night flight restriction. Between 0500-2100‡ it is only allowed if absolutely necessary and if supply with the ground installation is not realizable.

Warnings

Expect uncontrolled VFR traffic in airspace class E up to FL100.

FHD DME unusable:

R120-R190

0-6 NM below 2400ft

6-12NM below 3400ft

12-18NM below 4400ft

18-25NM below 5400ft

Glider activity on weekends and holidays.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;

In case of COM failure maintain last cleared FL to IAF MOKOP descent in HP to 5000ft for INST APCH.

Arrival Procedure**GARMO 2P**

- RNAV equipment necessary.
- RNAV and NON-RNAV ACFT expect radar vector to final.

KPT 7P

- RNAV and NON-RNAV ACFT expect radar vector to final.

ROLSA 4P

- RNAV equipment necessary.
- RNAV and NON-RNAV ACFT expect radar vector to final.

ZUE 5P

- RNAV and NON-RNAV ACFT expect radar vector to final.

Reverse

Do not use more than idle reverse.

Visual APCH

Fly on or above ILS GP and final APCH to RWY 06 with MMN 3NM (D3 FHD) and to RWY 24 MMN 4.5 NM (D4.5 FHD).

Non-standard GP intercept position on RWY 24

GP intercepts RWY 24 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 1824m / 5985ft.

Warnings

ILS FREQ for RWY 06 and 24 is identical.

ILS ident differs only by suffix E for ILS 06 (IFHE) and W for ILS 24 (IFHW).

DEPARTURE**Take-off Minima**

| RWY | | 24 | |
|----------|-----------|----------|---|
| All ACFT | ft - m/km | 0 - 75R | - |
| RWY | | 06 | |
| All ACFT | ft - m/km | 0 - 125R | - |

Communication**COM Failure:** See CRAR.

DEPARTURE

Departure Procedure

Noise Abatement Procedure

ACFT over 70t / 154320lbs MTOW

With wind velocities of less than 3KT, taking the 10min average combined with wind parallel ($\pm 30^\circ$) to the RWY, ACFT over 70t / 154320lbs MTOW shall TKOF with tail wind as far as this does not conflict with the safety of air traffic; however, not more than one TKOF with an ACFT over 70t / 154320lbs MTOW is permitted within 20min. When ACFT over 70t / 154320lbs MTOW TKOF, a "Rolling TKOF" should be conducted as far as this does not conflict with the safety of air traffic.

De-Icing

AVBL

13-SEP-2018

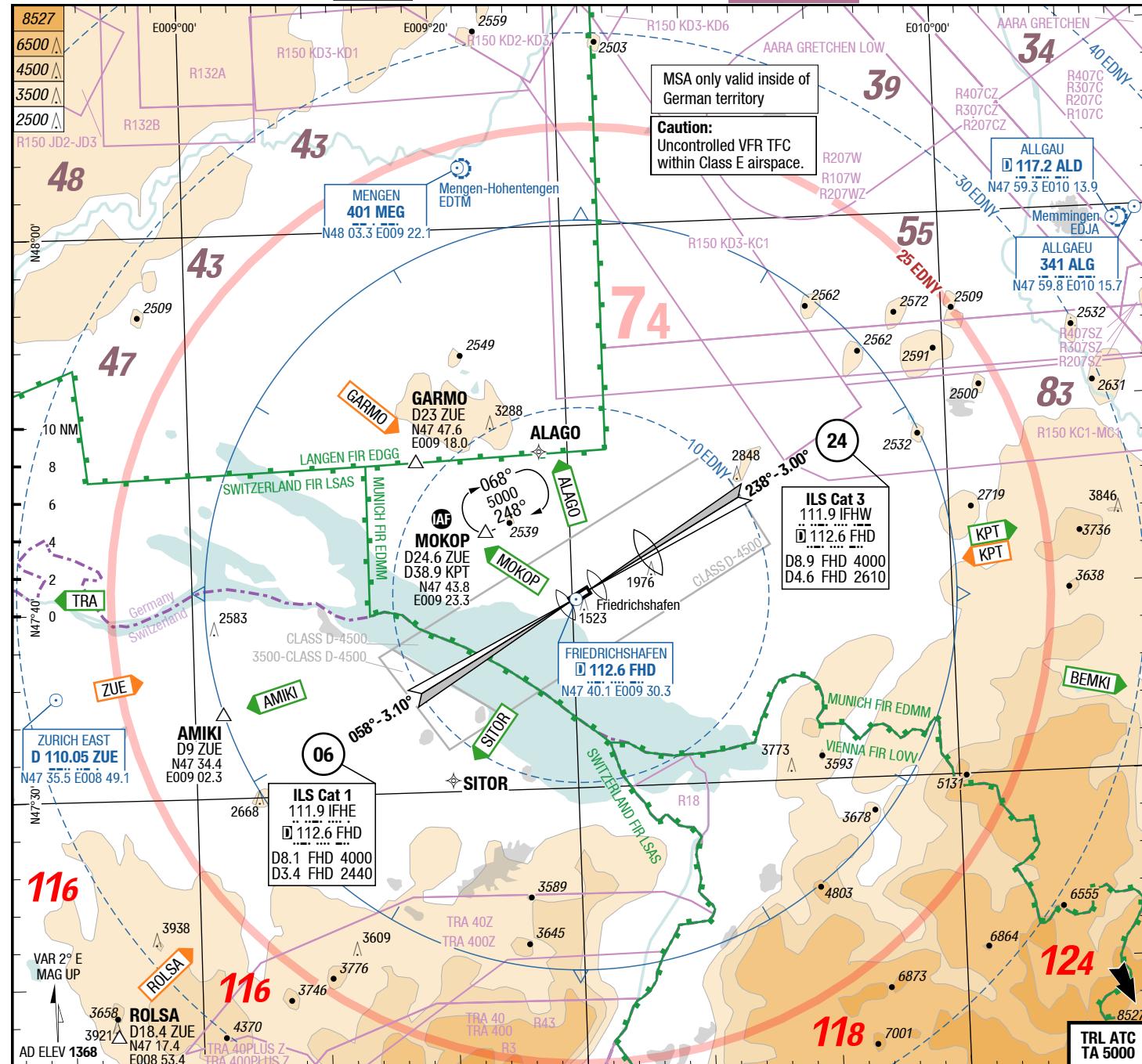
Germany Friedrichshafen

AGC
AFC

Friedrichshafen Germany

A

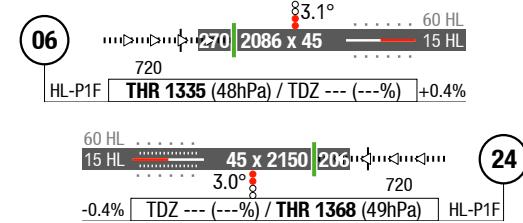
2-10



ATIS
Zurich ARR
TWR

129.600 0500-2200 ‡
119.925
120.075 0500-2200 ‡
134.300 HX

Landing RWY system:



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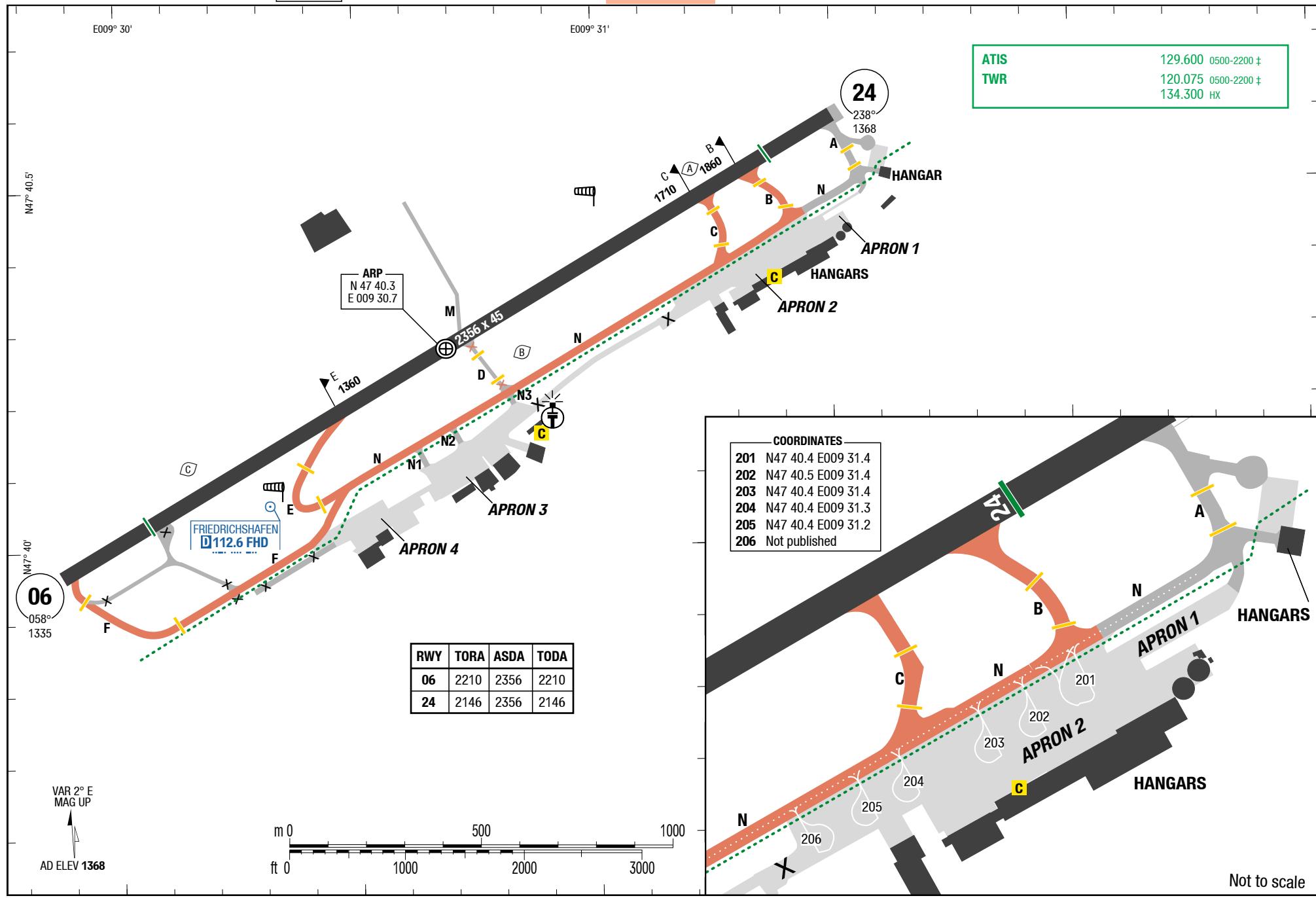
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AGC

AGC

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AGC



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12-JUL-2018

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[RNAV SIDs RWY 24]

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RNAV SIDs RWY 06

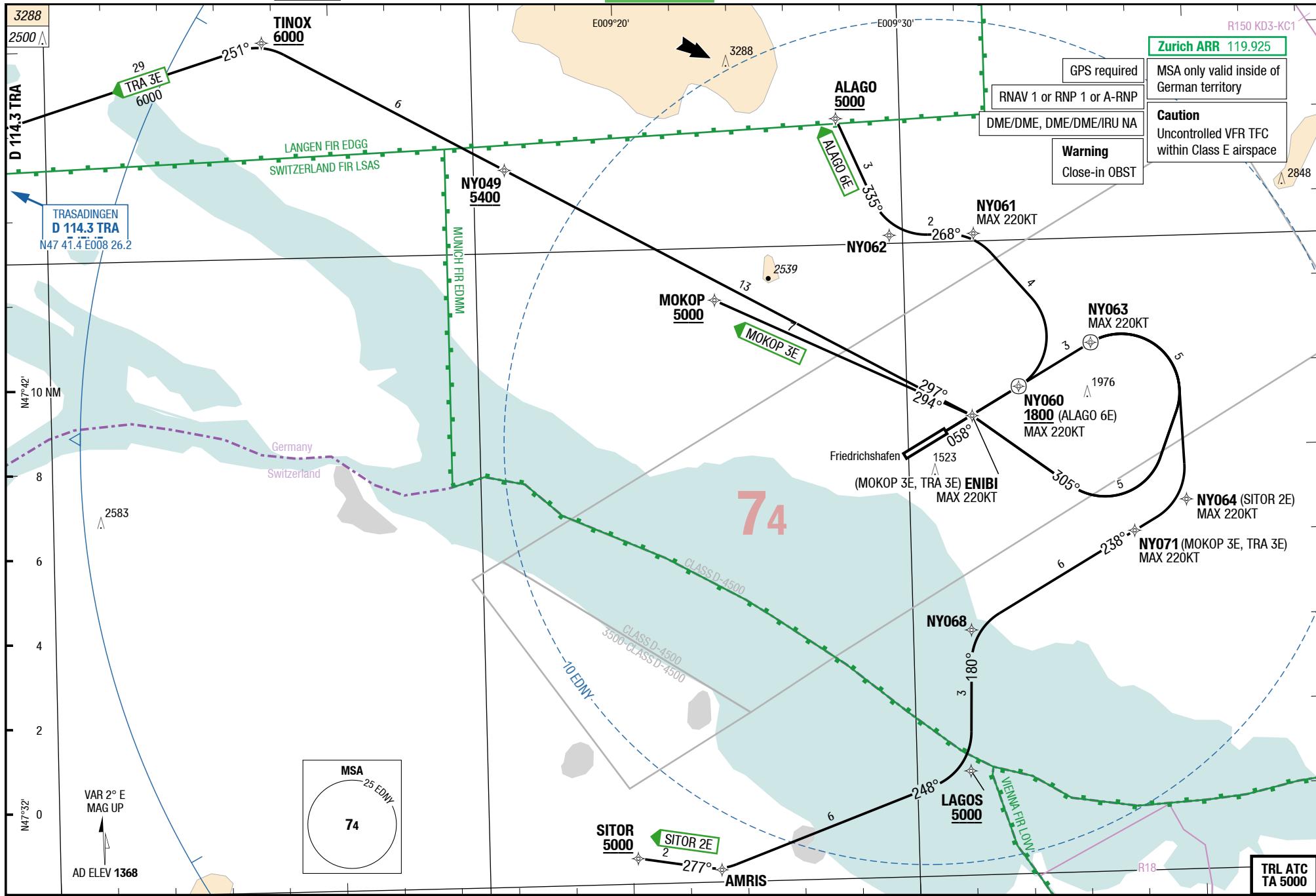
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[RNAV SIDs RWY 24]

RNAV SIDs RWY 06



Changes: PROC, Track, Speed RESTR, PROC renumbered

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-20

RNAV SIDs RWY 24

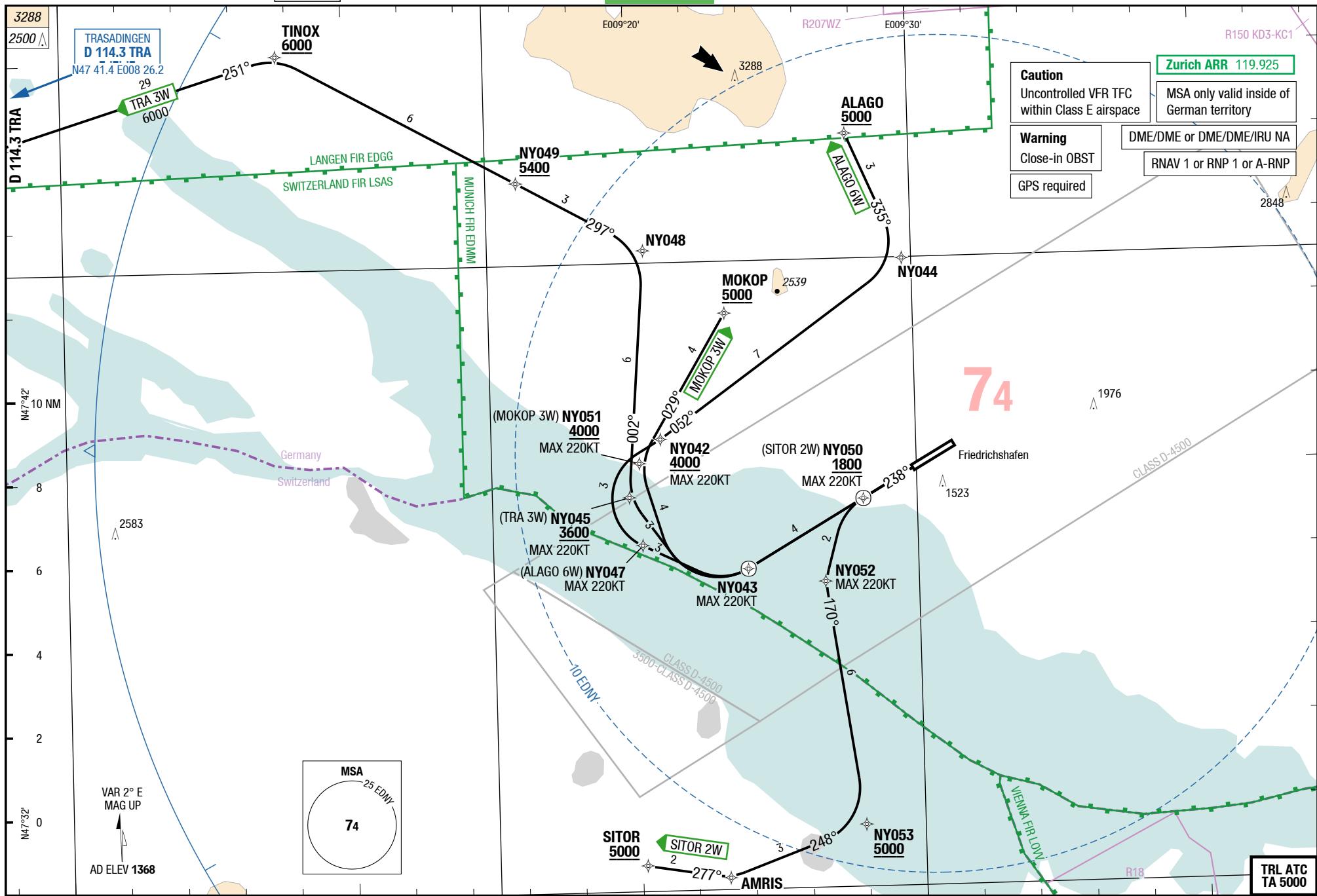
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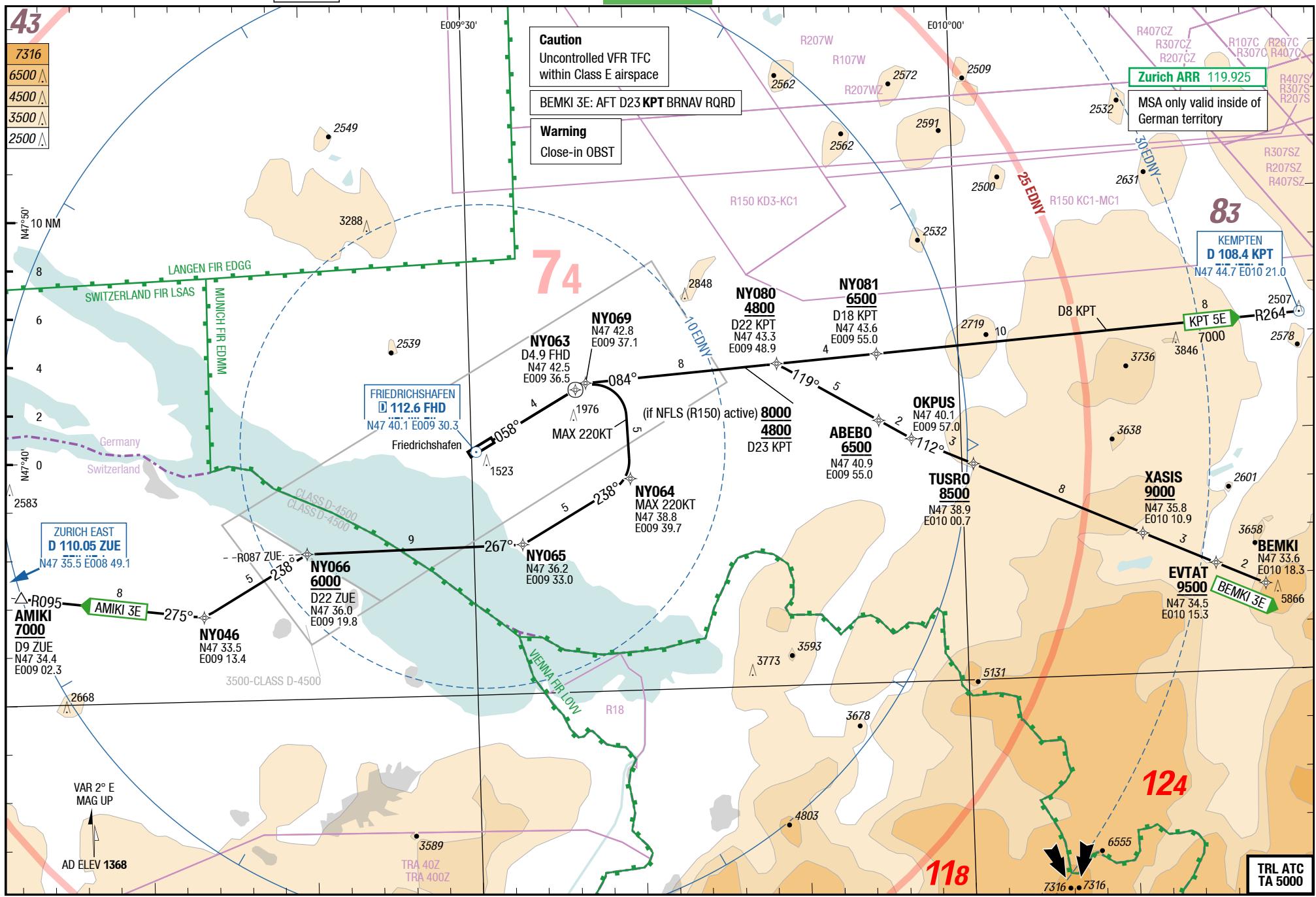
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RNAV SIDs RWY 24





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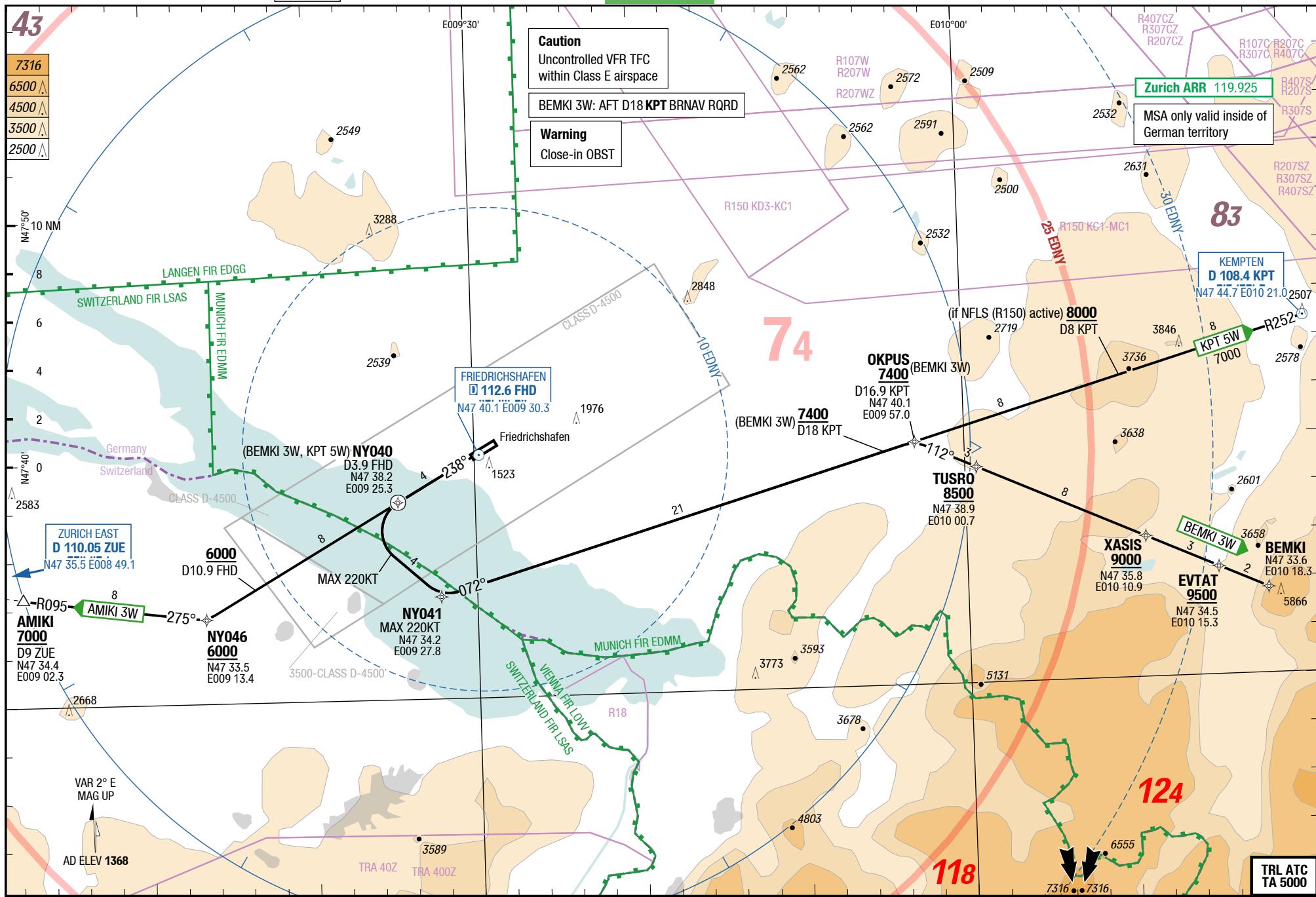
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SIDs RWY 24 (RNAV Overlay)

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SIDs RWY 24 (RNAV Overlay)



ALAGO 6E / MOKOP 3E / SITOR 2E / TRASADINGEN 3E

RWY 06 (058°)

When instructed, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 4.3% | ft/MIN | 600 | 700 | 800 | 1000 | 1100 | 1200 |
| 5.5% | ft/MIN | 700 | 900 | 1100 | 1200 | 1400 | 1600 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 06 | |
| ALAGO 6E 5.5% 119.925 ①③④ | NY060 - LT direct NY061 (MAX 220KT) - LT 268° to NY062 - RT 335° to ALAGO FMS DCT <u>NY060</u> [K220- ;L] - DCT NY061 [K220-] - NY062 - ALAGO | NY060 MNM 1800 ALAGO MNM 5000 NY060 MNM 1800 ALAGO MNM 5000 Initial climb 5000 |
| MOKOP 3E 119.925 ③ | NY063 - RT direct NY071 - RT 305° to ENIBI (MAX 220KT) - LT 294° to MOKOP FMS 058° [A1800+ ;K220-] - DCT <u>NY063</u> [K220- ;R] - DCT NY071 [K220-] - ENIBI [K220-] - MOKOP | MOKOP MNM 5000 MOKOP MNM 5000 Initial climb 5000 |
| SITOR 2E 4.3% 119.925 ①②③④ | NY063 - RT direct NY064 (MAX 220KT) - RT 238° to NY068 - LT 180° to LAGOS - RT 248° to AMRIS - RT 277° to SITOR FMS 058° [A1800+ ;K220-] - DCT <u>NY063</u> [K220- ;R] - DCT NY064 [K220-] - NY068 - LAGOS - AMRIS - SITOR | LAGOS MNM 5000 SITOR MNM 5000 LAGOS MNM 5000 SITOR MNM 5000 Initial climb 5000 |
| TRASADINGEN 3E TRA 3E 119.925 ③ | NY063 - RT direct NY071 - RT 305° to ENIBI (MAX 220KT) - LT 297° to NY049 - TINOX - LT 251° to TRA FMS 058° [A1800+ ;K220-] - DCT <u>NY063</u> [K220- ;R] - DCT NY071 [K220-] - ENIBI [K220-] - NY049 - TINOX - TRA | NY049 MNM 5400 TINOX MNM 6000 NY049 MNM 5400 TINOX MNM 6000 Initial climb 5000 |

① Climb gradient due to airspace.

② Only for flights to LSZR.

③ Close-in obstacles

④ If unable to comply advice ATC prior start-up.

ALAGO 6W / MOKOP 3W / SITOR 2W

RWY 24 (238°)

When instructed, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.4% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |
| 5.2% | ft/MIN | 700 | 800 | 1000 | 1200 | 1300 | 1500 |
| 6.2% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1700 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 24 | |
| ALAGO 6W 4.4% 119.925 ①③④ | NY043 - RT direct NY047 - RT direct NY042 (MAX 220KT) - RT 052° to NY044 - LT 335° to ALAGO FMS 238° [A1800+ ;K220-] - DCT <u>NY043</u> [K220-] - DCT NY047 [K220-] - DCT NY042 [K220-] - NY044 - ALAGO | NY042 MNM 4000 ALAGO MNM 5000 NY042 MNM 4000 ALAGO MNM 5000 Initial climb 5000 |
| MOKOP 3W 5.2% 119.925 ①③④ | NY043 - RT direct NY051 (MAX 220KT) - RT 029° to MOKOP FMS 238° [A1800+ ;K220-] - DCT <u>NY043</u> [K220- ;R] - DCT NY051 [K220-] - MOKOP | NY051 MNM 4000 MOKOP MNM 5000 NY051 MNM 4000 MOKOP MNM 5000 Initial climb 5000 |
| SITOR 2W 6.2% 119.925 ①②③④ | NY050 - LT direct NY052 (MAX 220KT) - LT 170° to NY053 - RT 248° to AMRIS - RT 277° to SITOR FMS DCT <u>NY050</u> [K220- ;L] - DCT NY052 [K220-] - NY053 - AMRIS - SITOR | NY050 MNM 1800 NY053 MNM 5000 SITOR MNM 5000 NY050 MNM 1800 NY053 MNM 5000 SITOR MNM 5000 Initial climb 5000 |

① Climb gradient due to airspace.

② Only for flights to LSZR.

③ Close-in obstacles

④ If unable to comply advice ATC prior start-up.

TRASADINGEN 3W

RWY 24 (238°)

When instructed, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|------|------|------|
| 4.6% | ft/MIN | 600 | 700 | 900 | 1000 | 1200 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 24 | |
| TRASADINGEN 3W TRA 3W 4.6% 119.925 ①②③ | NY043 - RT direct NY045 (MAX 220KT) - RT 002° to NY048 - LT 297° to NY049 - TINOX - LT 251° to TRA FMS 238° [A1800+ ;K220-] - DCT NY043 [K220- ;R] - DCT NY045 [K220-] - NY048 - NY049 - TINOX - TRA | NY045 MNM 3600 NY049 MNM 5400 TINOX MNM 6000 NY045 MNM 3600 NY049 MNM 5400 TINOX MNM 6000 Initial climb 5000 |

- ① Climb gradient due to airspace.
- ② Close-in obstacles
- ③ If unable to comply advise ATC prior start-up.

AMIKI 3E / BEMKI 3E

RWY 06 (058°)

After take-off, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.6% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 8.9% | ft/MIN | 1100 | 1400 | 1700 | 1900 | 2200 | 2500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 06 | |
| AMIKI 3E 3.6% 119.925 ⑤⑥ | at D4.9 FHD RT (MAX 220KT) 238° - RT intercept R087 ZUE inbound - at D22 ZUE LT 238° - RT intercept R095 ZUE to AMIKI FMS 058° [A1800+] - DCT <u>NY063 [R]</u> - DCT NY064 [K220-] - NY065 - NY066 - NY046 - AMIKI | R087/D22 ZUE MNM 6000 AMIKI MNM 7000 NY066 MNM 6000 AMIKI MNM 7000 Initial climb 5000 |
| BEMKI 3E 6.6% to 5400 5.0% to 8500 119.925 ①②③④⑤⑦ | at D4.9 FHD RT 084° - intercept R264 KPT inbound - at D23 KPT RT 119° to ABEBO - OKPUS LT 112° to TUSRO - XASIS - EVTAT - BEMKI FMS [A1800+] - NY069 [R] - NY080 [R] - ABEBO - OKPUS [L] - TUSRO - XASIS - EVTAT - BEMKI | D23 KPT MNM 4800 ABEBO MNM 6500 TUSRO MNM 8500 XASIS MNM 9000 EVTAT MNM 9500 NY080 MNM 4800 ABEBO MNM 6500 TUSRO MNM 8500 XASIS MNM 9000 EVTAT MNM 9500 Initial climb 5000 |

- ① After D23 KPT RNAV equipment necessary.
- ② Climb gradient 6.6% due to NAVAID coverage.
- ③ Climb gradient 5.0% due to airspace.
- ④ If NLFS (R150) is active, cross D23 KPT MNM 8000; MNM climb gradient is 8.9% to 8000.
- ⑤ Close-in obstacles
- ⑥ Climb gradient due to airspace.
- ⑦ If unable to comply advice ATC prior start-up.

KEMPTEN 5E

RWY 06 (058°)

After take-off, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 4.2% | ft/MIN | 600 | 700 | 800 | 900 | 1100 | 1200 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.4% | ft/MIN | 900 | 1200 | 1400 | 1600 | 1800 | 2100 |
| 8.9% | ft/MIN | 1100 | 1400 | 1700 | 1900 | 2200 | 2500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 06 | |
| KEMPTEN 5E KPT 5E 7.4% to 3600 6.6% to 5400 4.2% 119.925 ①②③④⑤ | at D4.9 FHD RT 084° - intercept R264 KPT to KPT FMS 058° [A1800+] - DCT NY069 - NY080 - NY081 - KPT08 - KPT | D22 KPT MNM 4800 D18 KPT MNM 6500 NY080 MNM 4800 NY081 MNM 6500 Initial climb 5000 |

- ① Climb gradient 6.6% due to NAVAID coverage.
- ② Climb gradient 4.2% due to airspace.
- ③ If NLFS (R150) is active, cross D23 KPT MNM 8000; MNM climb gradient is 8.9% to 8000.
- ④ Close-in obstacles
- ⑤ If unable to comply advice ATC prior start-up.

5-60

SIDs RWY 24 (RNAV Overlay)

AMIKI 3W / BEMKI 3W / KEMPTEN 5W

RWY 24 (238°)

After take-off, contact Zurich ARR.

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 4.6% | ft/MIN | 600 | 700 | 900 | 1000 | 1200 | 1300 |
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |
| 7.1% | ft/MIN | 900 | 1100 | 1300 | 1600 | 1800 | 2000 |

- ① Climb gradient due to airspace.
 - ② After D18 KPT BRNAV equipment necessary.
 - ③ Climb gradient 5.7% due to NAVAID coverage.
 - ④ Close-in obstacles.
 - ⑤ If unable to comply advice ATC prior start-up.
 - ⑥ Climb gradient 4.6% due to airspace.
 - ⑦ If NFI S (R150) is active, cross D8 KPT MNM 8000

Effective 19-JUL-2018

12-JUL-2018

FDH-EDNY

Germany Friedrichshafen

The logo consists of the word "NIL" in a bold, black, sans-serif font, enclosed within a white rectangular box that has a black border and a triangular point on the right side.

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STARs

5-10

Changes: Completely revised

FDH-EDNY

Germany Friedrichshafen

Tempo ILS or LOC 24

Friedrichshafen Germany

Tempo ILS or LOC 06

7-08

13-SEP-2018/UFN

13-SEP-2018

FDH-EDNY

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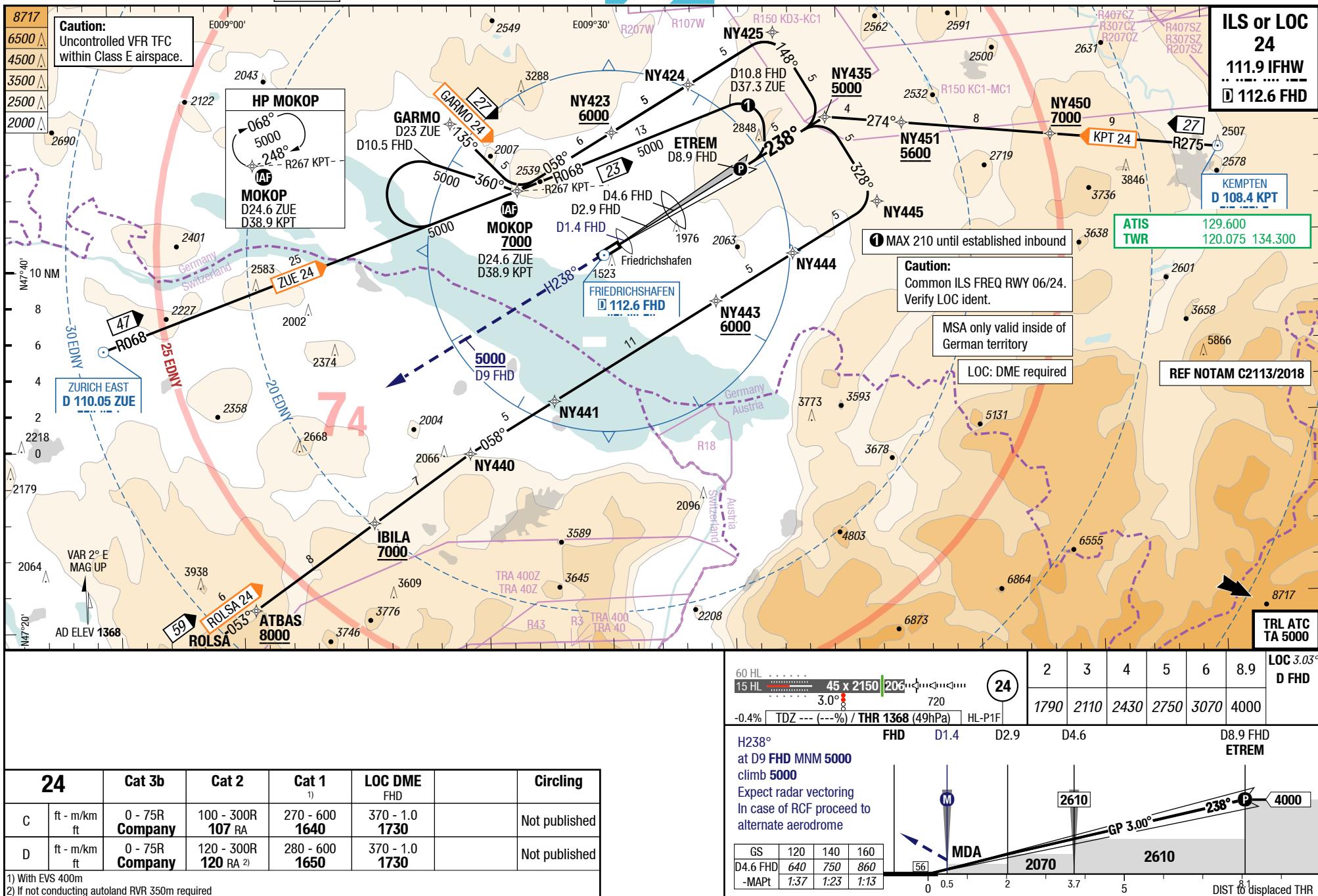
7-09

IAC

IAC

Tempo ILS or LOC 24

Tempo ILS or LOC 24



Changes: new

13-SEP-2018

FDH-EDNY

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[ILS or LOC 24]

7-10

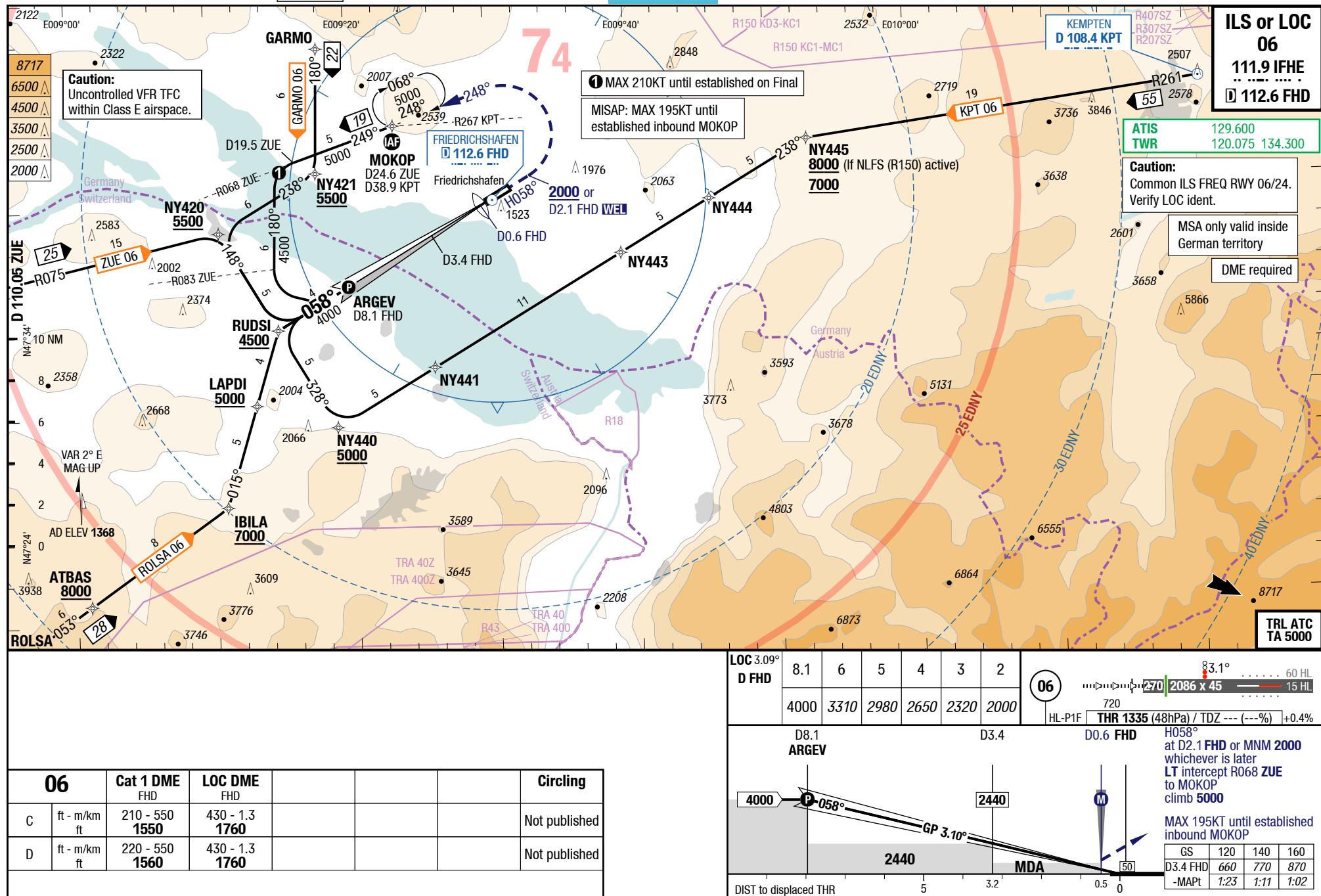
ILS or LOC 06

IAC

Friedrichshafen Germany

[ILS or LOC 24]

ILS or LOC 06



Changes: ALT

13-SEP-2018

FDH-EDNY

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Friedrichshafen Germany

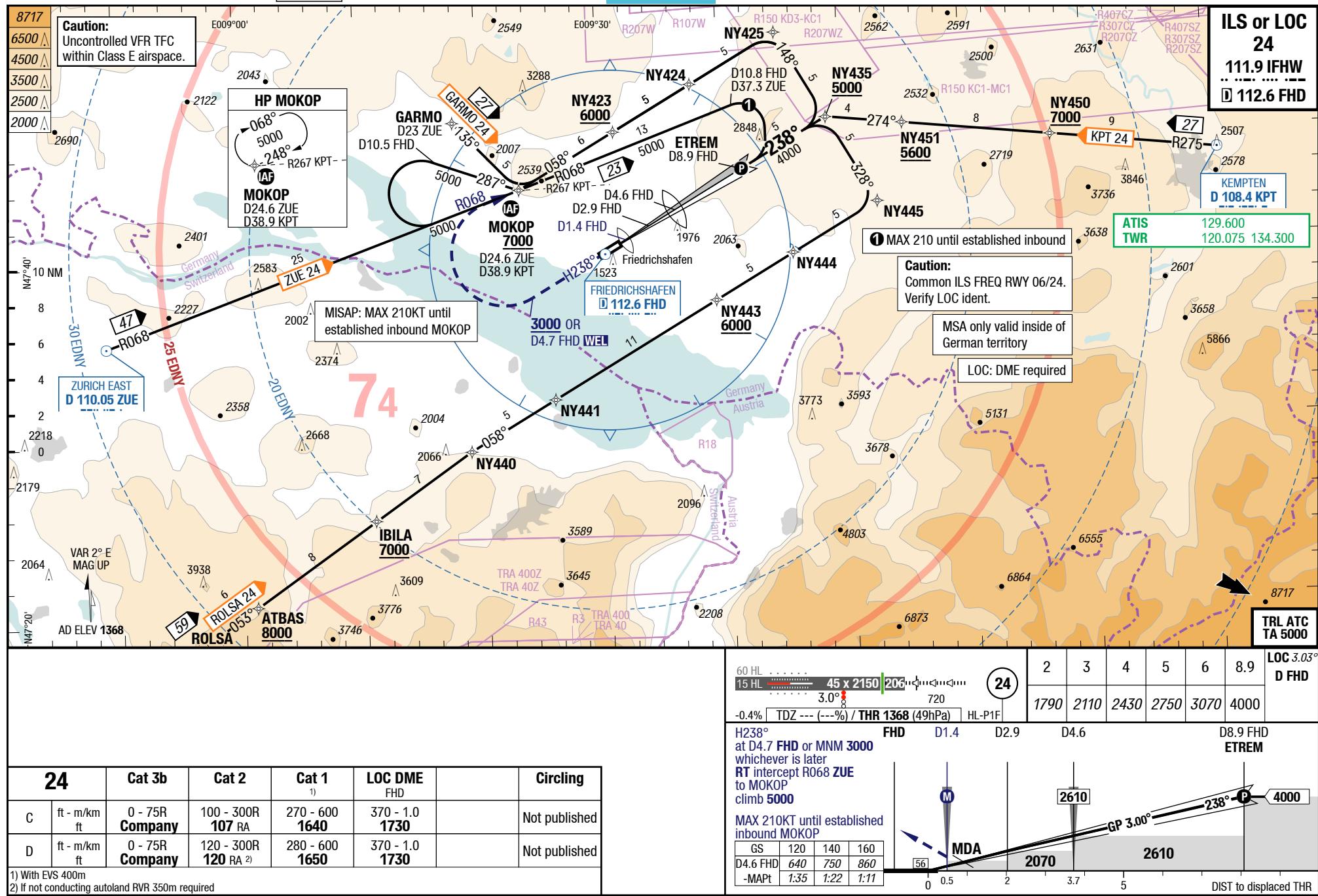
7-20

ILS or LOC 24

IAC

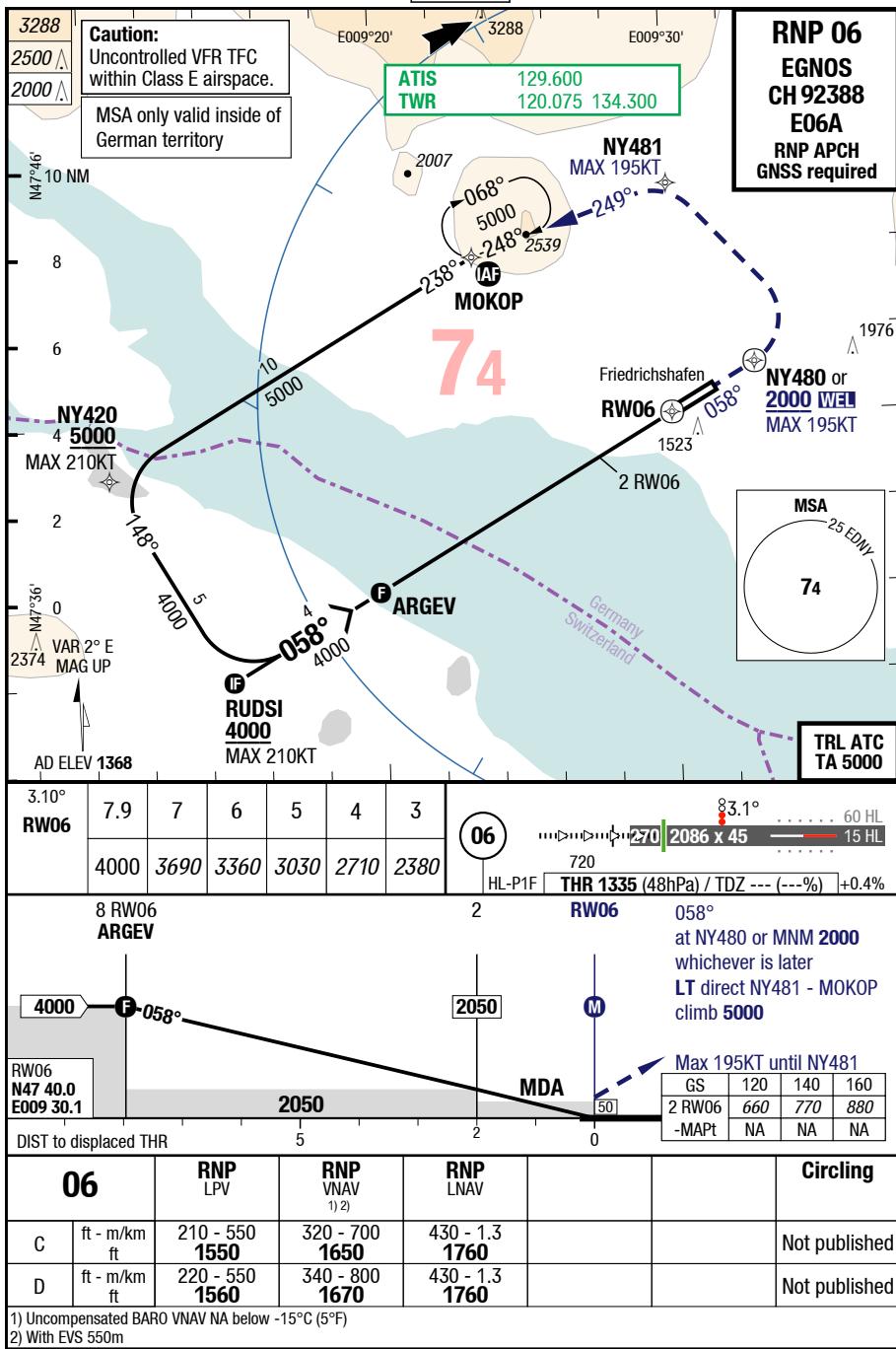
IAC

ILS or LOC 24



7-30

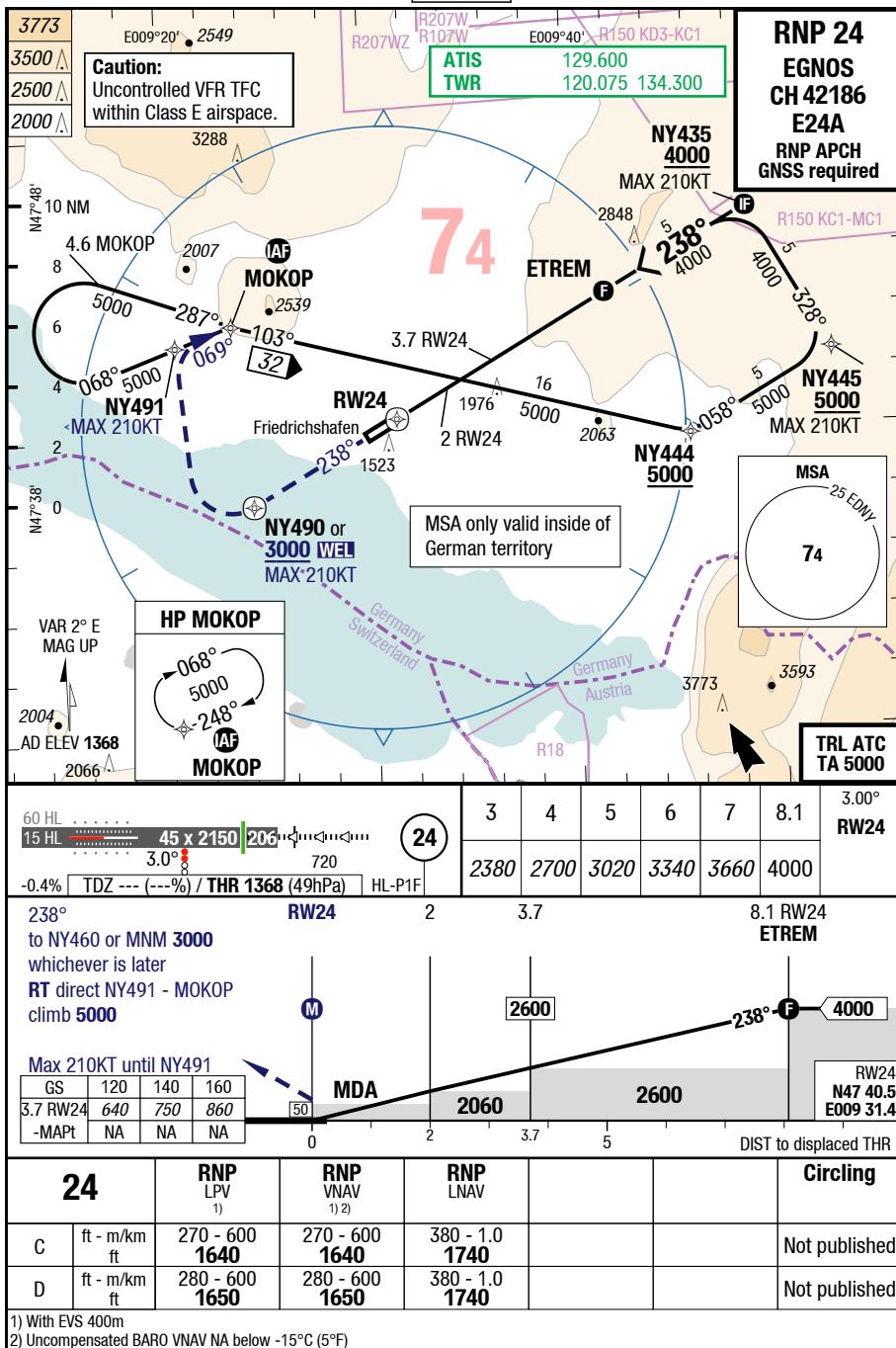
RNP 06



Changes: Completely revised

7-40

RNP 24



Changes: Completely revised