

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**

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

KPT 7P

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

ROLSA 4P

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

ZUE 5P

- BRNAV 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 MNM 3NM (D3 FHD) and to RWY 24 MNM 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
FDH-EDNY

Germany Friedrichshafen

AGC

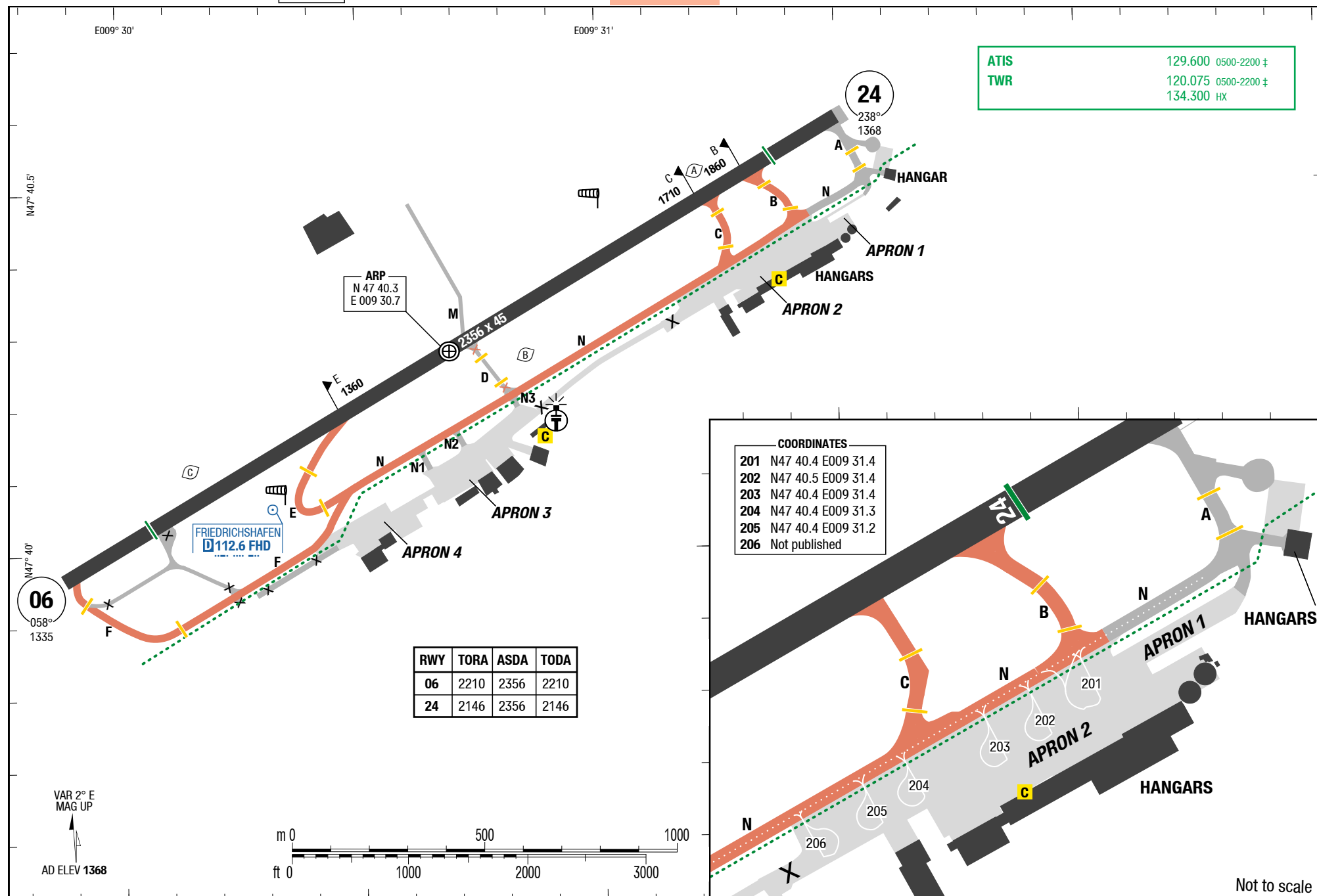
AGC

AGC

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AGC

3-20



Changes: NAVAI

Effective 19-JUL-2018

12-JUL-2018

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RNAV SIDs RWY 24

4-10

RNAV SIDs RWY 06

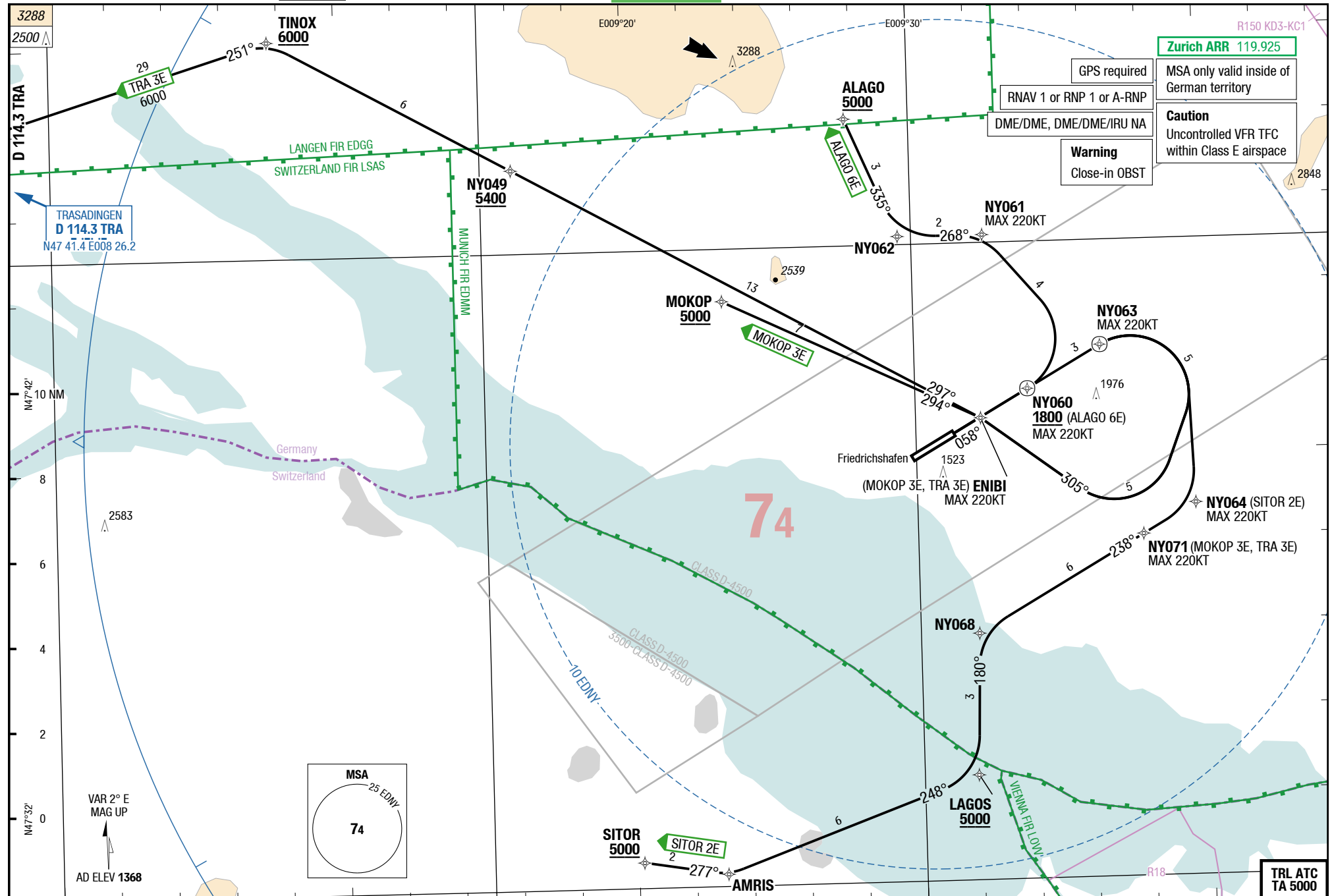
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RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: PROC, Track, Speed RESTR, PROC renumbered

Effective 19-JUL-2018

12-JUL-2018

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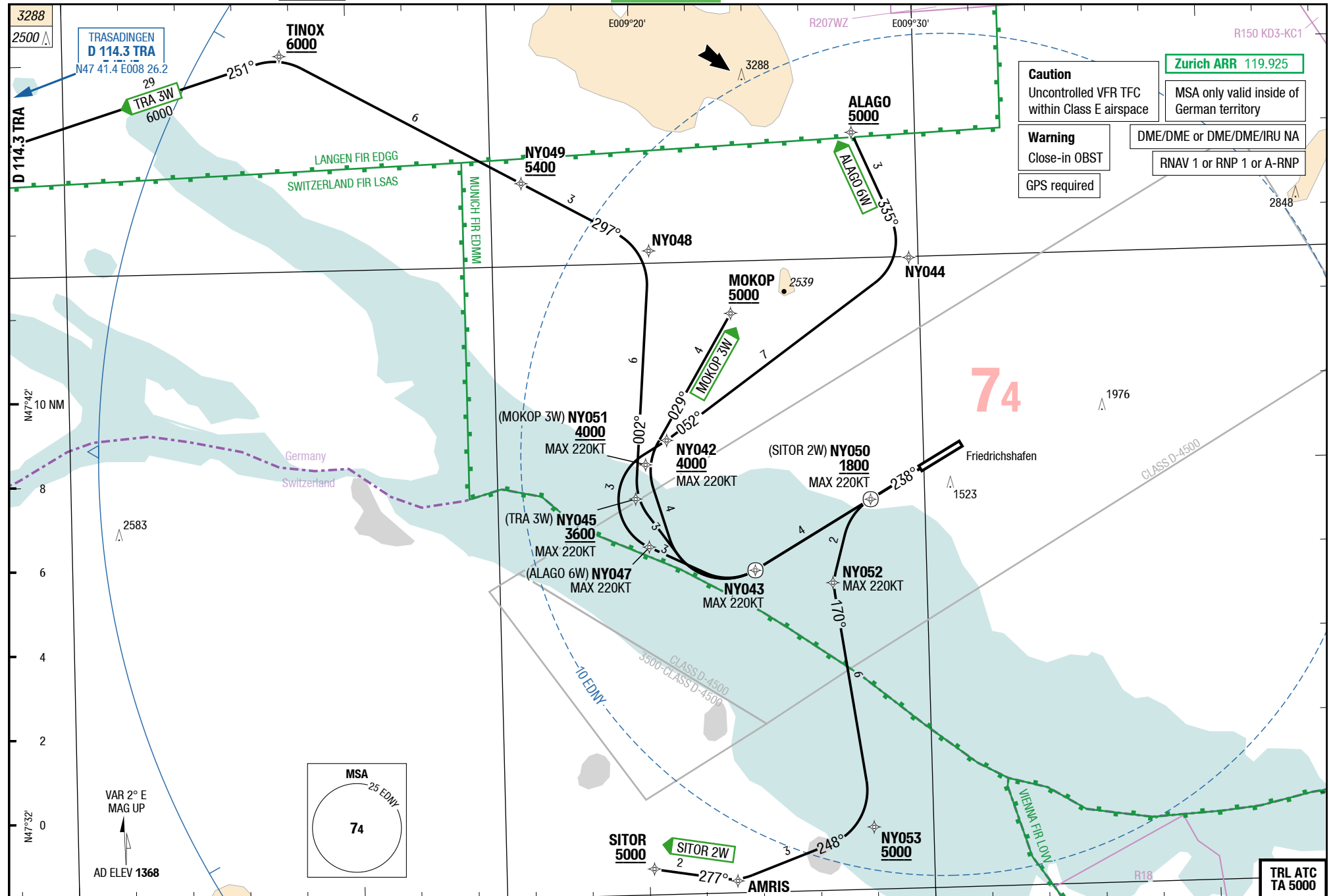
RNAV SIDs RWY 24

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RNAV SIDs RWY 24



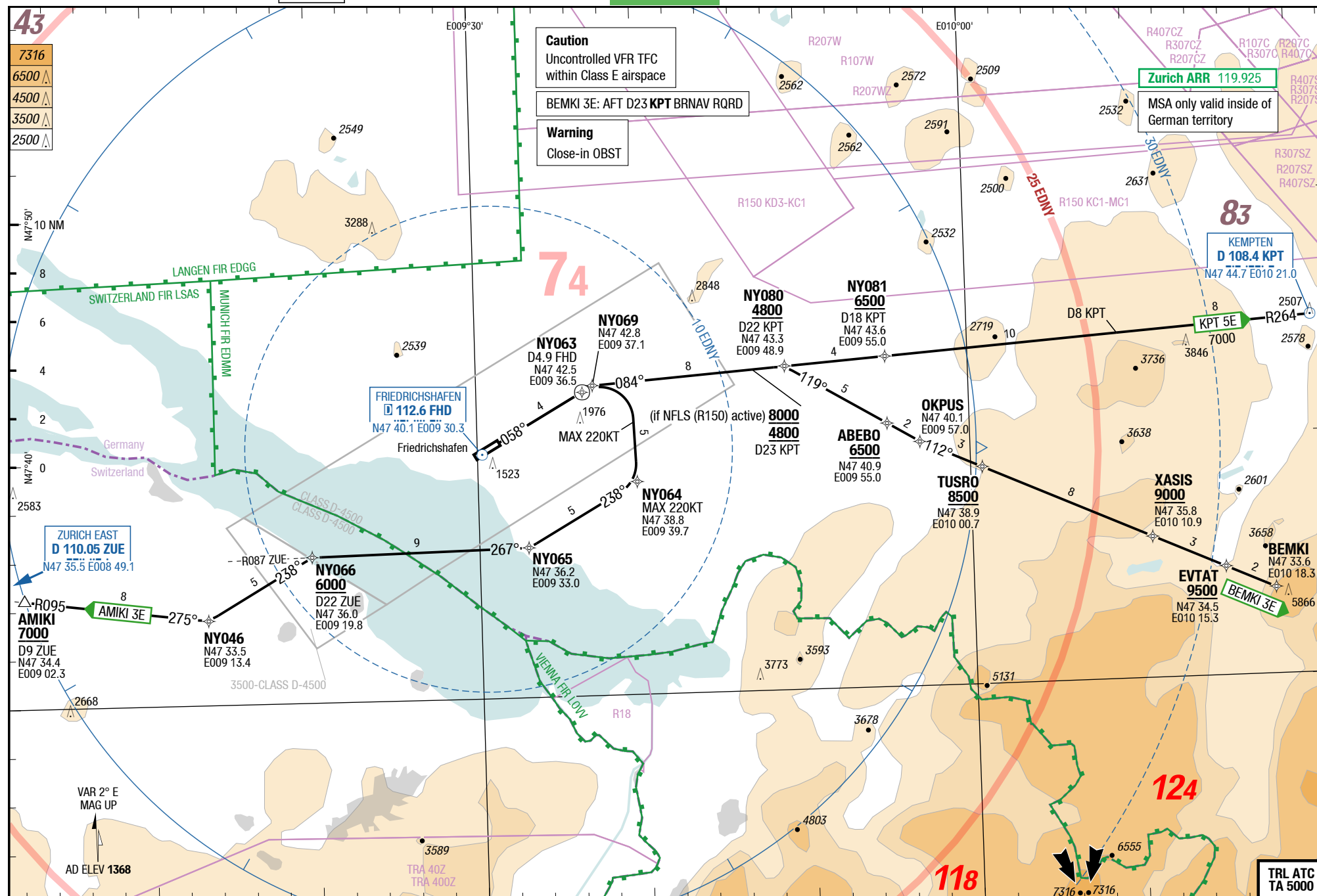
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SIDs RWY 06 (RNAV Overlay)

SID

SID

SIDs RWY 06 (RNAV Overlay)



Changes: Completely revised

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12-JUL-2018

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4-40

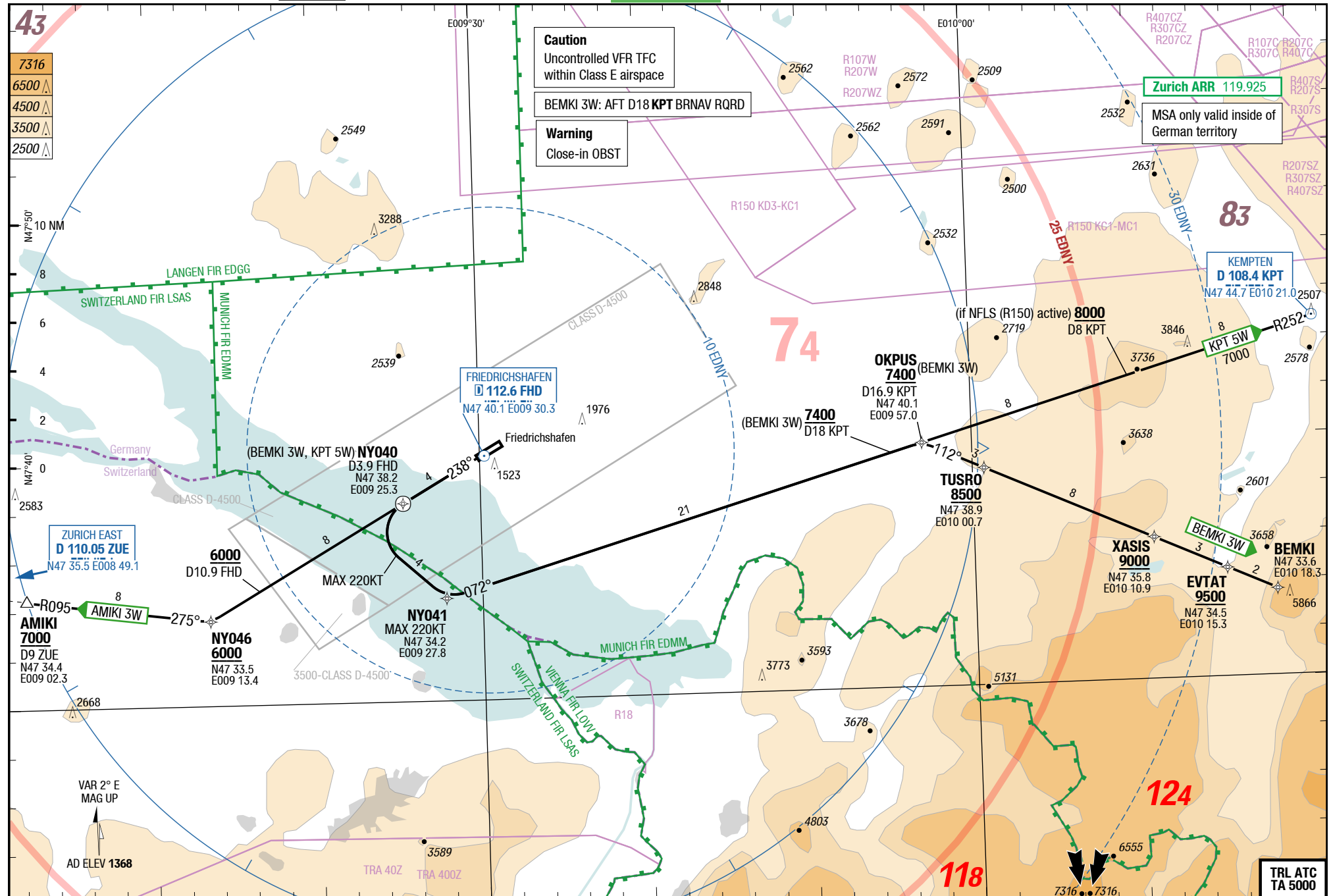
SIDs RWY 24 (RNAV Overlay)

SID

SID

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SIDs RWY 24 (RNAV Overlay)



Changes: Completely revised

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5-10

RNAV SIDs RWY 06

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.

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5-20

RNAV SIDs RWY 24

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.

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5-30

RNAV SIDs RWY 24

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 advice ATC prior start-up.

Changes: Completely revised

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5-40

SIDs RWY 06 (RNAV Overlay)

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</u> [R] - 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 BRNAV 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.

Changes: Completely revised

FDH-EDNY

5-50

SIDs RWY 06 (RNAV Overlay)

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.

Changes: Completely revised

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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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
AMIKI 3W 7.1% 119.925 ①④⑤	at D10.9 FHD RT intercept R095 ZUE inbound to AMIKI FMS 238° [A1800+] - DCT NY046 - AMIKI	D10.9 FHD MNM 6000 AMIKI MNM 7000 NY046 MNM 6000 AMIKI MNM 7000 initial climb 5000
BEMKI 3W 4.6% 5.7% 119.925 ②③④⑤⑥	at D3.9 FHD LT (MAX 220KT) 072° - intercept R252 KPT inbound - at D18 KPT RT 112° to TUSRO - XASIS - EVTAT - BEMKI FMS 238° [A1800+] - NY040 [L] - NY041 [K220-] - OKPUS [R] - TUSRO - XASIS - EVTAT - BEMKI	D18 KPT MNM 7400 TUSRO MNM 8500 XASIS MNM 9000 EVTAT MNM 9500 OKPUS MNM 7400 TUSRO MNM 8500 XASIS MNM 9000 EVTAT MNM 9500 initial climb 5000
KEMPTEN 5W KPT 5W 4.6% to 3300 5.7% 119.925 ①③④⑤⑦	at D3.9 FHD LT (MAX 220KT) 072° - intercept R252 KPT to KPT FMS 238° [A1800+] - DCT NY040 [L] - DCT NY041 [K220-] - KPT80 - KPT	initial climb 5000

- 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 NFLS (R150) is active, cross D8 KPT MNM 8000

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STARS

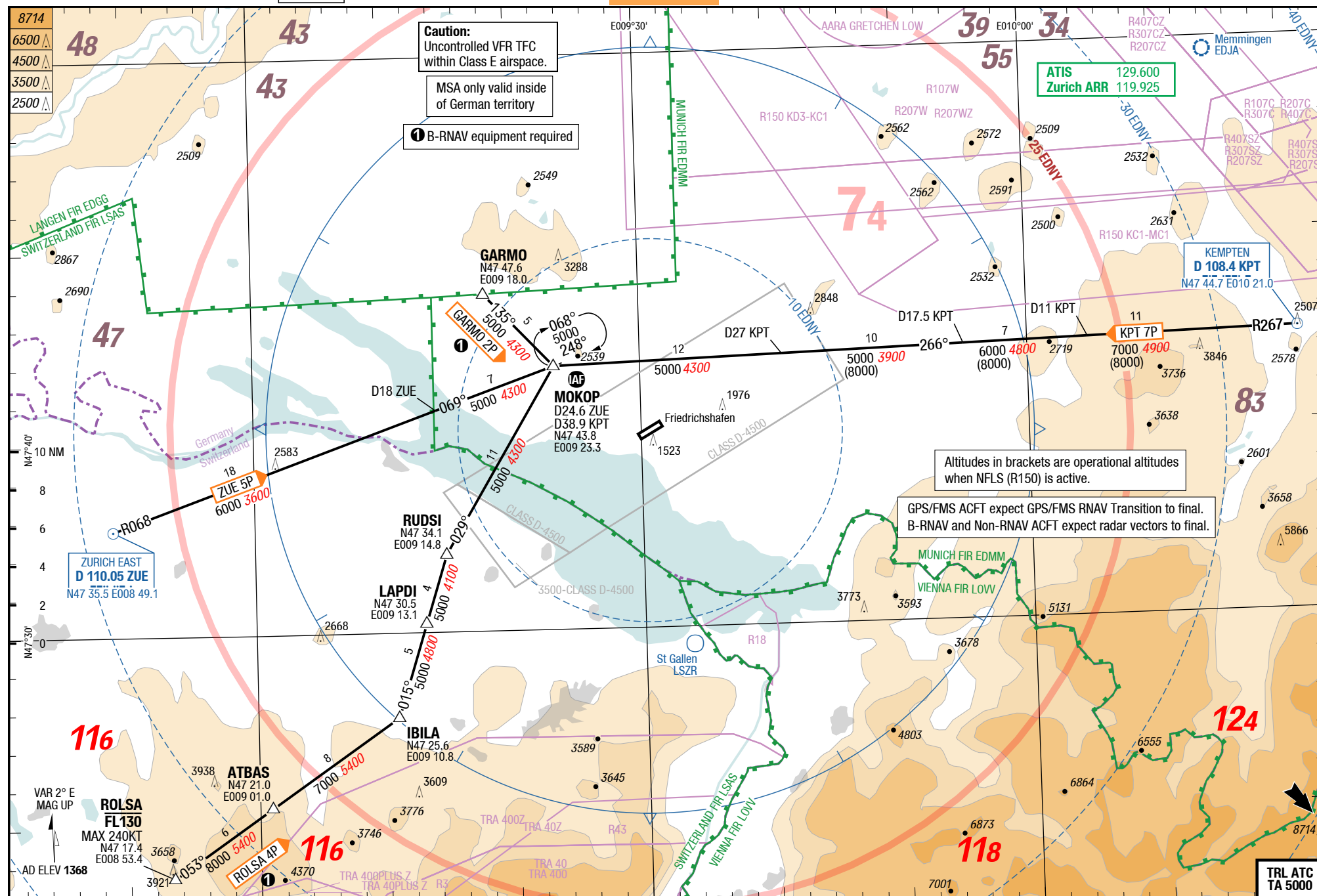
STAR

STAR

NIL

STARS

6-10



Changes: Completely revised

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Tempo ILS or LOC 24

7-08

Tempo ILS or LOC 06

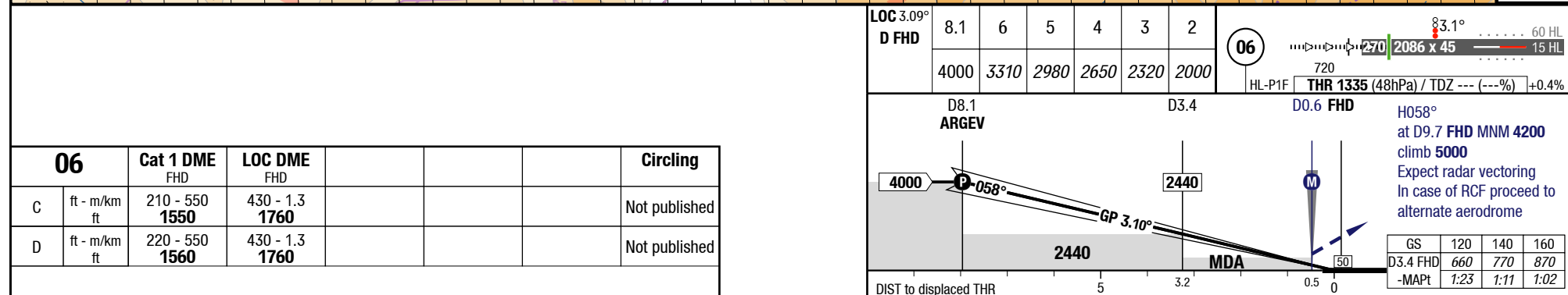
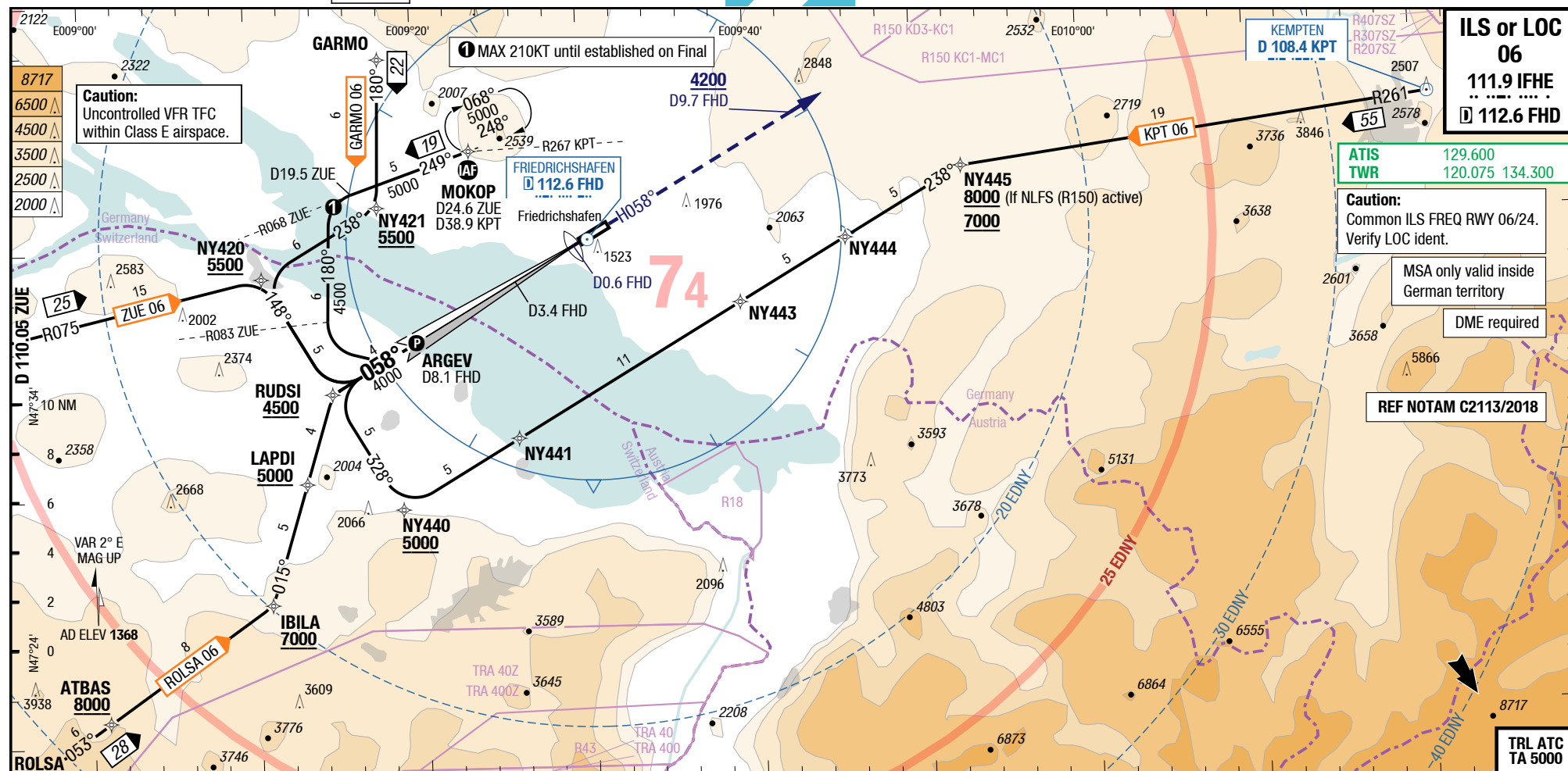
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Tempo ILS or LOC 24

Tempo ILS or LOC 06



Changes: new

13-SEP-2018/UFN

13-SEP-2018

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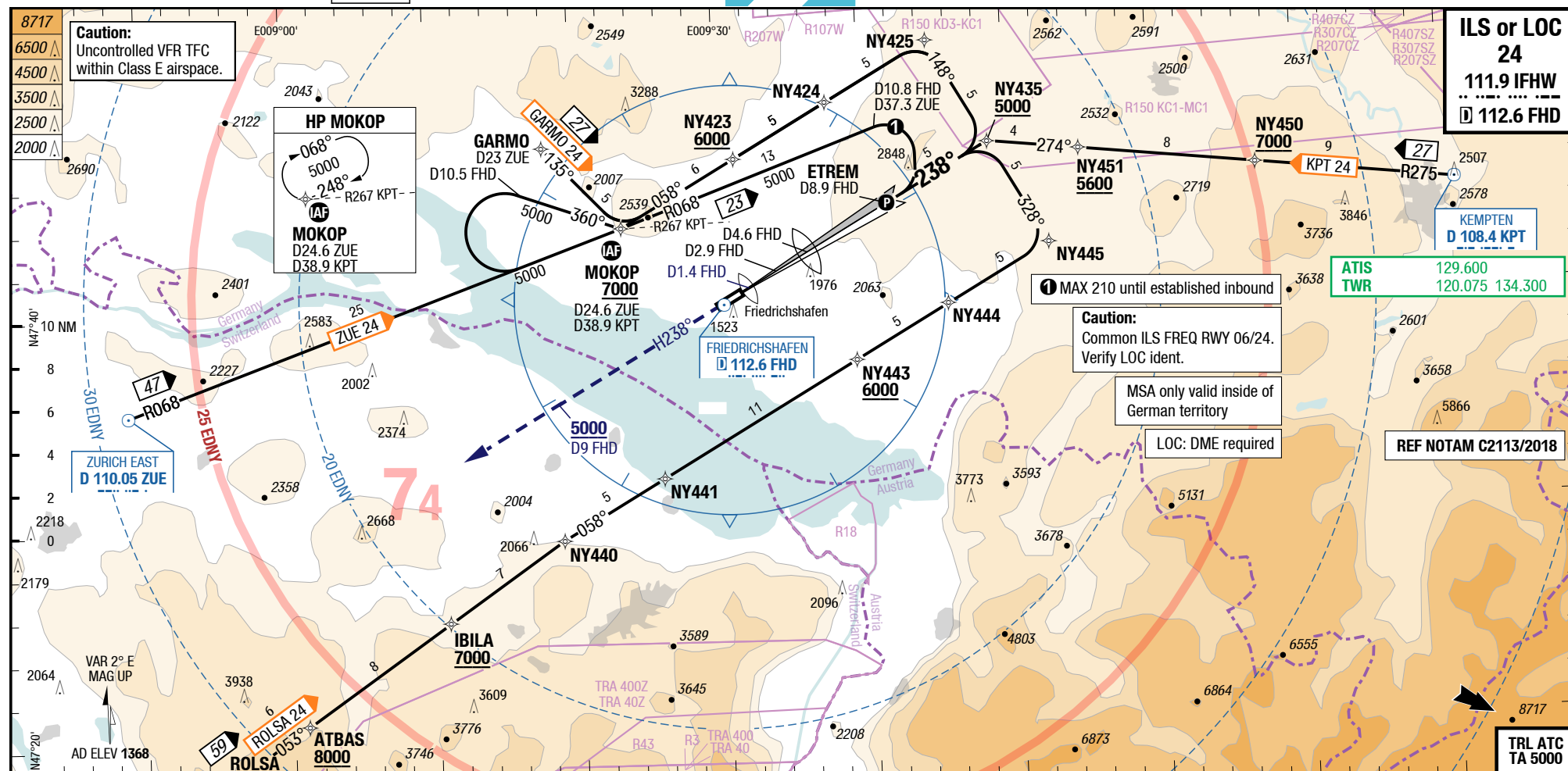
Tempo ILS or LOC 24

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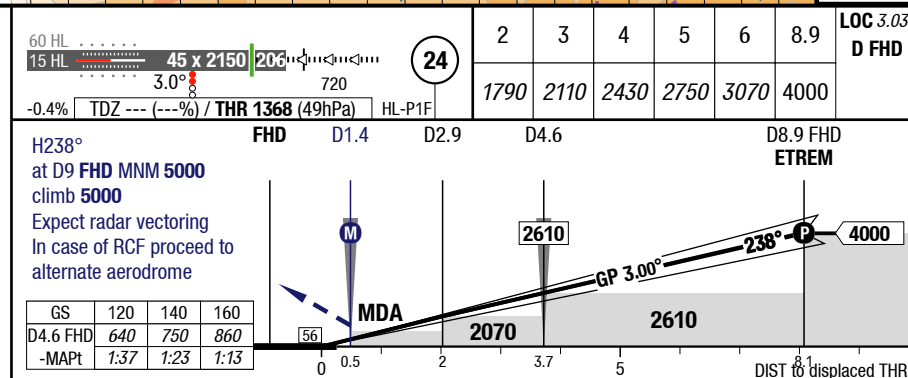
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Tempo ILS or LOC 24



24	Cat 3b	Cat 2	Cat 1 ¹⁾	LOC DME FHD	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 107 RA	270 - 600 1640	370 - 1.0 1730	Not published
D	ft - m/km ft 0 - 75R Company	120 - 300R 120 RA 2)	280 - 600 1650	370 - 1.0 1730	Not published

1) With EVS 400m
2) If not conducting autoland RVR 350m required



Changes: new

13-SEP-2018
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ILS or LOC 24

IAC

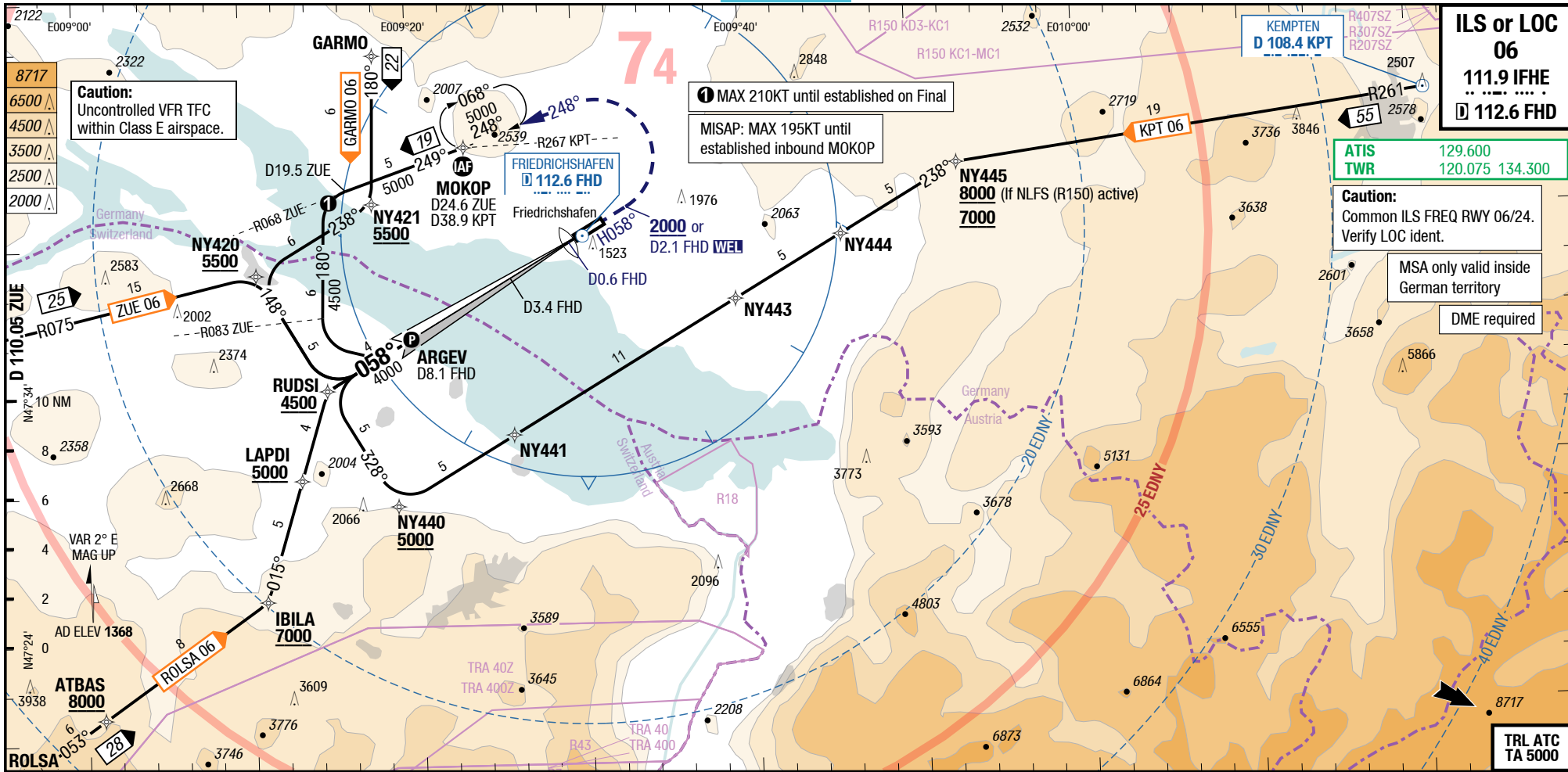
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ILS or LOC 24

ILS or LOC 06

7-10

ILS or LOC 06



06		Cat 1 DME FHD	LOC DME FHD				Circling
C	ft - m/km ft	210 - 550 1550	430 - 1.3 1760				Not published
D	ft - m/km ft	220 - 550 1560	430 - 1.3 1760				Not published

LOC 3.09° D FHD

8.1	6	5	4	3	2
4000	3310	2980	2650	2320	2000

06

HL-P1F **THR 1335** (48hPa) / TDZ --- (---%) +0.4%

D8.1 ARGEV

D3.4

D0.6 FHD

H058° at D2.1 FHD or MNM 2000 whichever is later
LT intercept R068 ZUE to MOKOP
 climb **5000**

MAX 195KT until established inbound MOKOP

GS	120	140	160
D3.4 FHD	660	770	870
-MAPt	1:23	1:11	1:02

DIST to displaced THR

5 3.2 0.5 0

Changes: ALT

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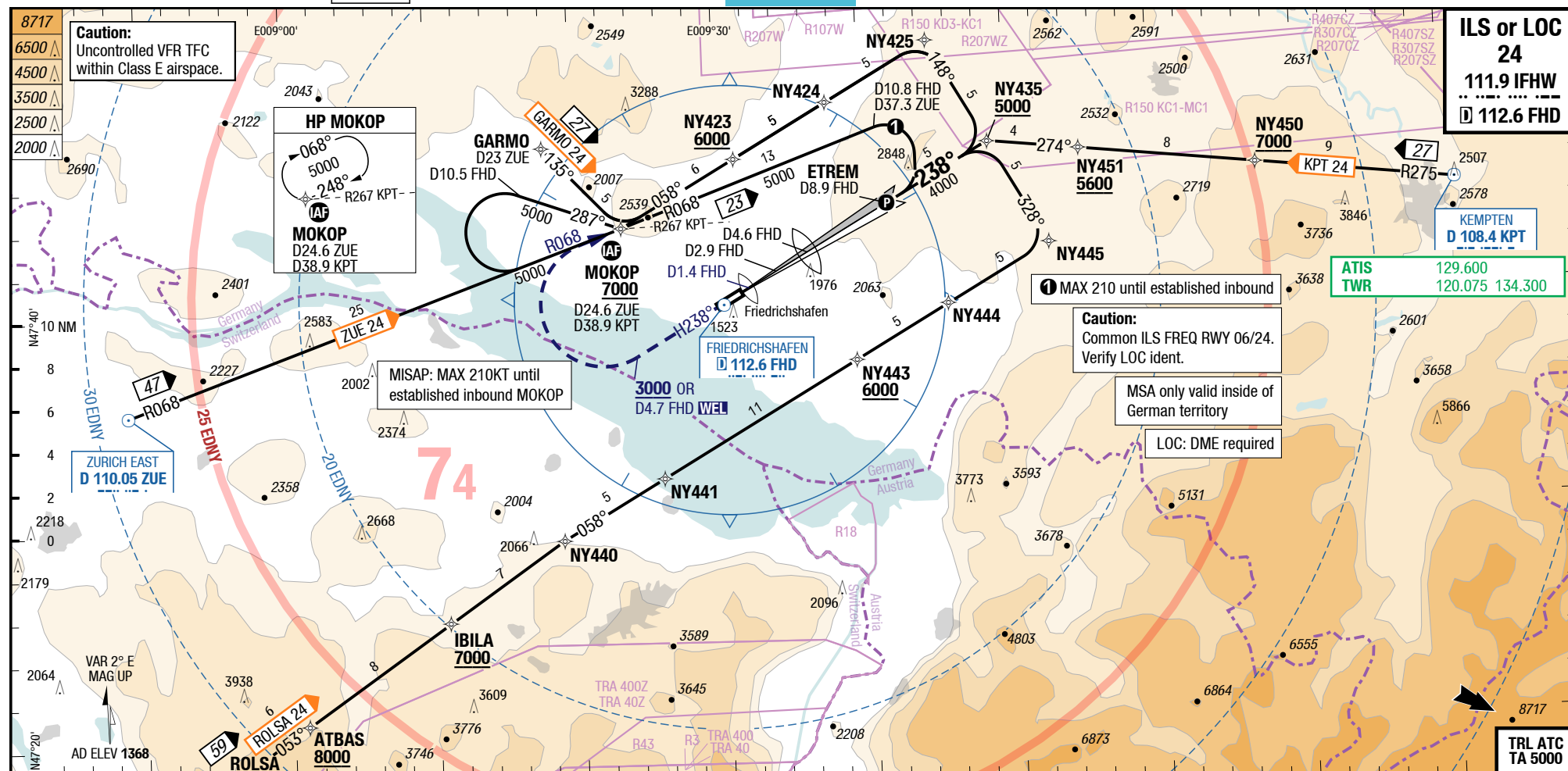
ILS or LOC 24

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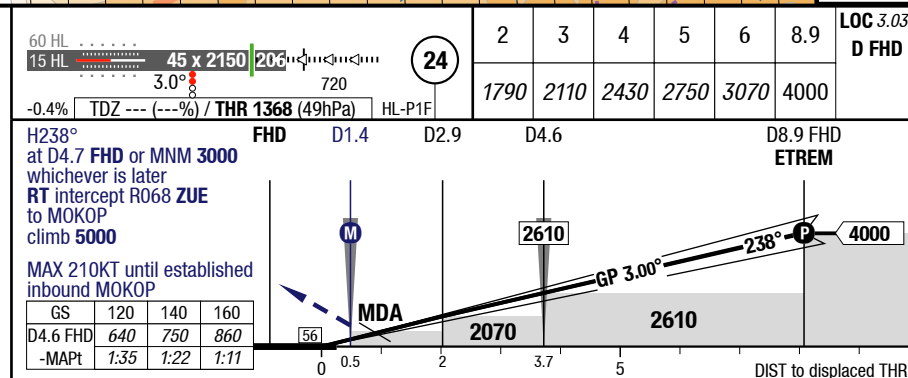
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ILS or LOC 24



24	Cat 3b	Cat 2	Cat 1 ¹⁾	LOC DME FHD	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 107 RA	270 - 600 1640	370 - 1.0 1730	Not published
D	ft - m/km ft 0 - 75R Company	120 - 300R 120 RA 2)	280 - 600 1650	370 - 1.0 1730	Not published

1) With EVS 400m
2) If not conducting autoland RVR 350m required

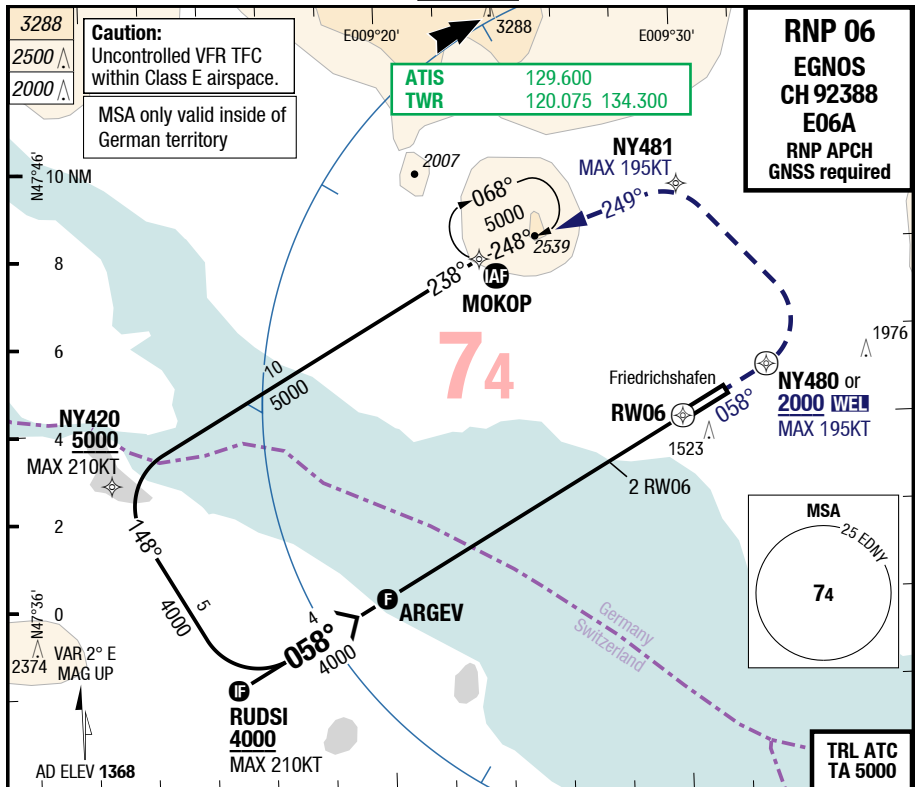


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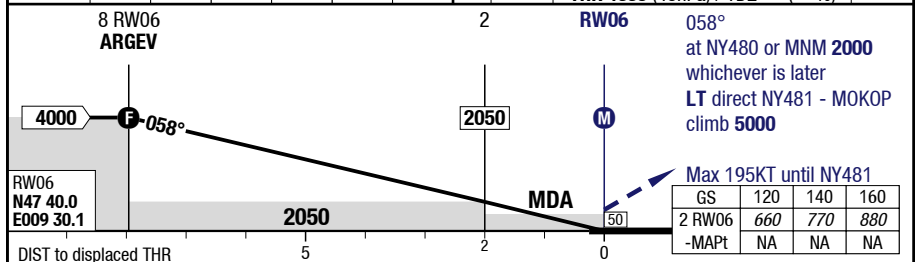
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7-30

RNP 06



3.10°	7.9	7	6	5	4	3	06	720	83.1°	60 HL	15 HL
RW06	4000	3690	3360	3030	2710	2380	HL-P1F	THR 1335 (48hPa) / TDZ --- (---%)	+0.4%		



06		RNP LPV	RNP VNAV 1) 2)	RNP LNAV		Circling
C	ft - m/km ft	210 - 550 1550	320 - 700 1650	430 - 1.3 1760		Not published
D	ft - m/km ft	220 - 550 1560	340 - 800 1670	430 - 1.3 1760		Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

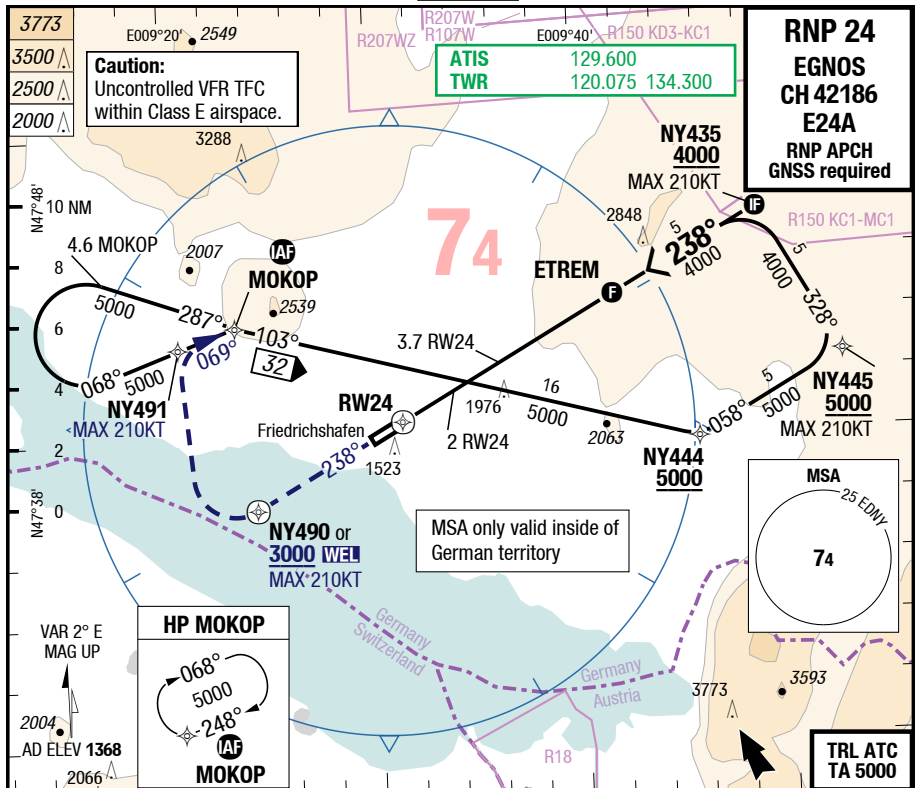
2) With EVS 550m

Changes: Completely revised

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7-40

RNP 24



60 HL
15 HL
45 x 2150 206
3.0°
-0.4% TDZ --- (---%) / THR 1368 (49hPa) HL-P1F

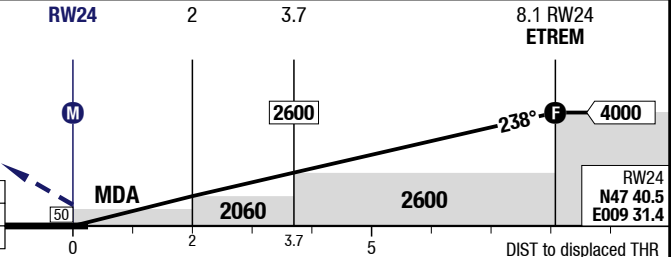
24

3	4	5	6	7	8.1	3.00° RW24
2380	2700	3020	3340	3660	4000	

238°
to NY460 or MNM 3000
whichever is later
RT direct NY491 - MOKOP
climb 5000

Max 210KT until NY491

GS	120	140	160
3.7 RW24	640	750	860
-MAPt	NA	NA	NA



24		RNP LPV 1)	RNP VNAV 1) 2)	RNP LNAV	Circling	
C	ft - m/km ft	270 - 600 1640	270 - 600 1640	380 - 1.0 1740		Not published
D	ft - m/km ft	280 - 600 1650	280 - 600 1650	380 - 1.0 1740		Not published

1) With EVS 400m

2) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: Completely revised