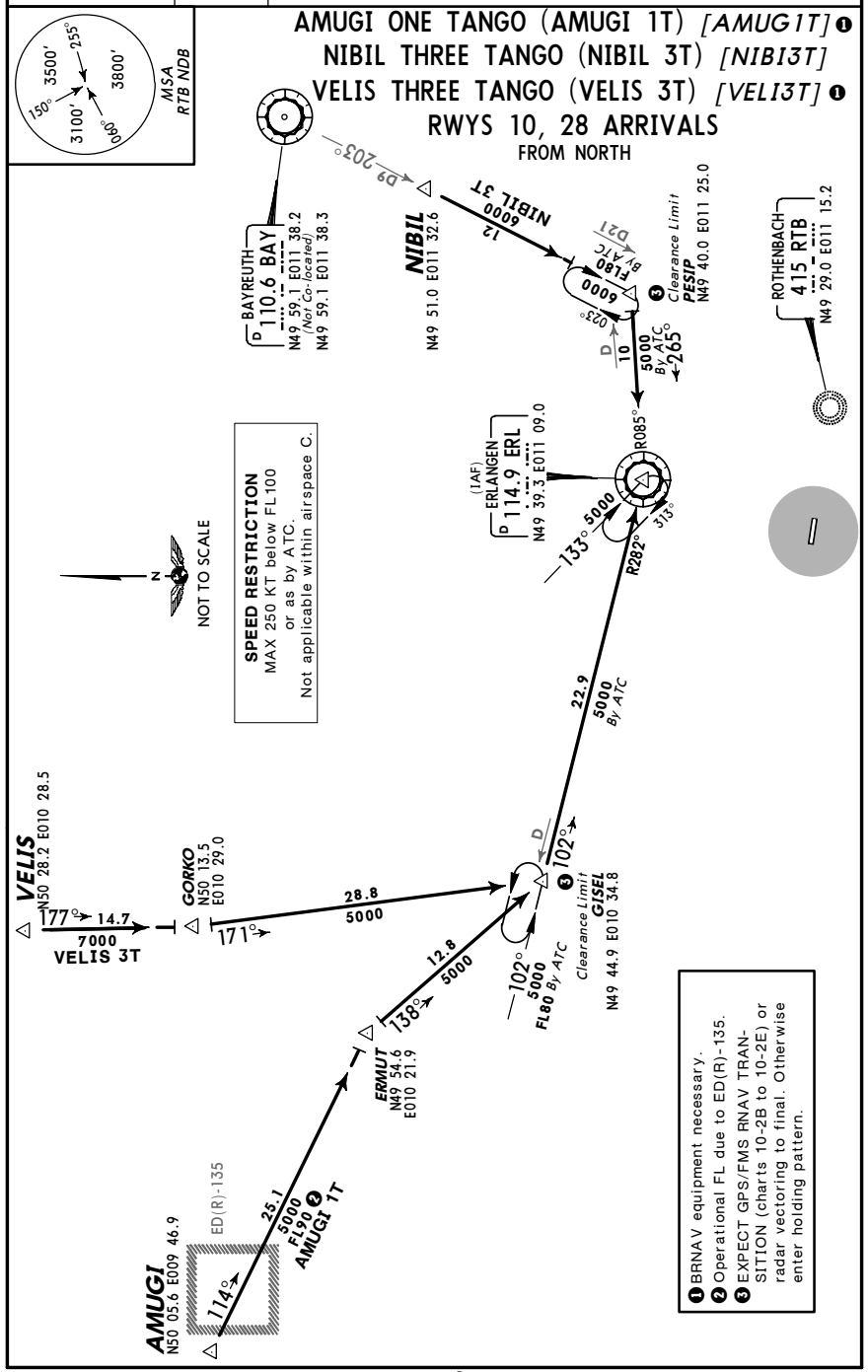
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-2)

NURNBERG, GERMANY
STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
123.07	1046′	Trans level: By ATC Trans alt: 5000′

AMUGI ONE TANGO (AMUGI 1T) *[AMUG1T]* ❶
NIBIL THREE TANGO (NIBIL 3T) *[NIBI3T]*
VELIS THREE TANGO (VELIS 3T) *[VELI3T]* ❶
RWYS 10, 28 ARRIVALS
FROM NORTH



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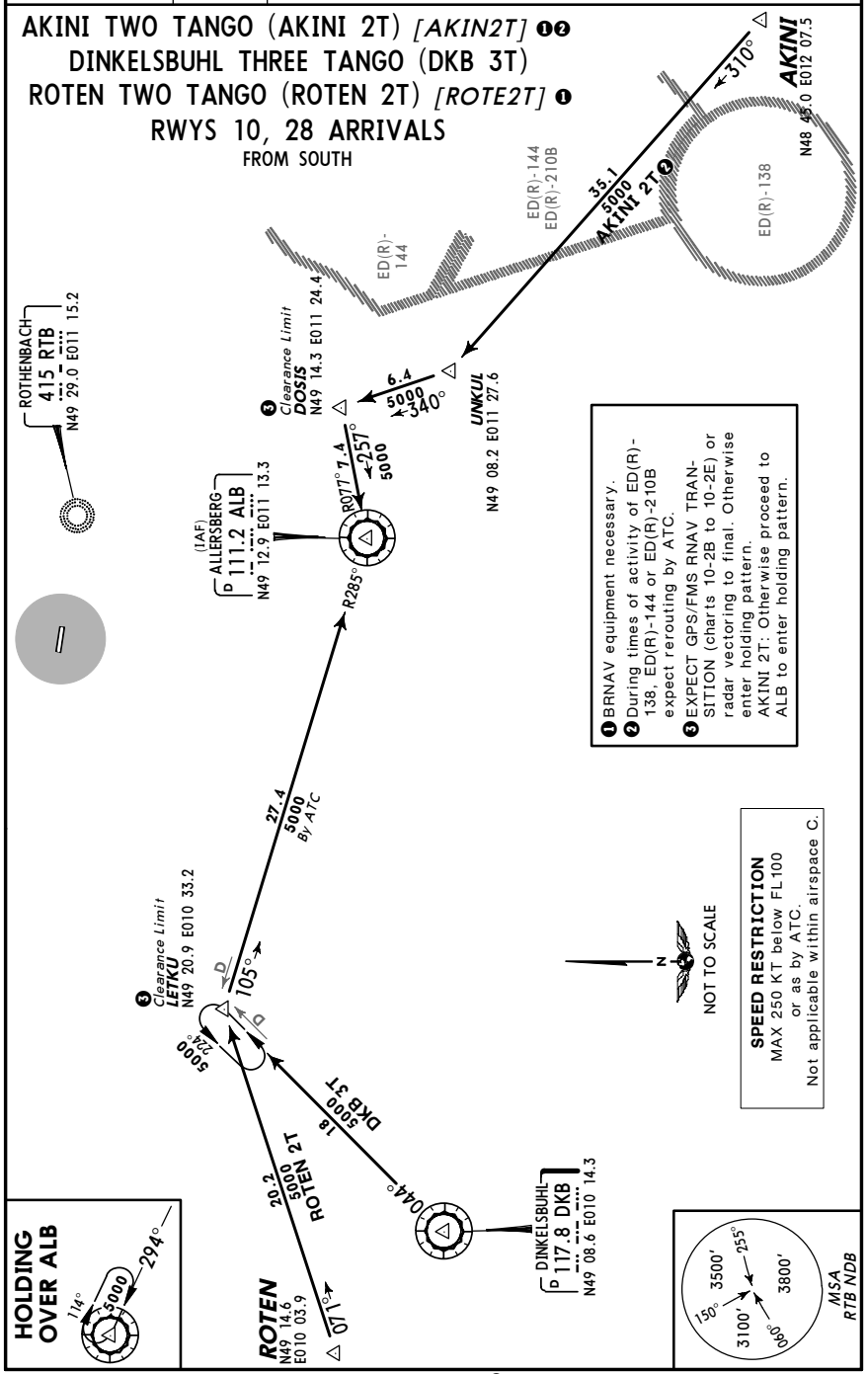
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-2A)

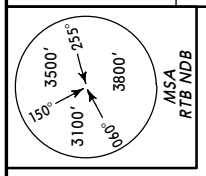
NURNBERG, GERMANY
STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
123.07	1046′	Trans level: By ATC Trans alt: 5000′

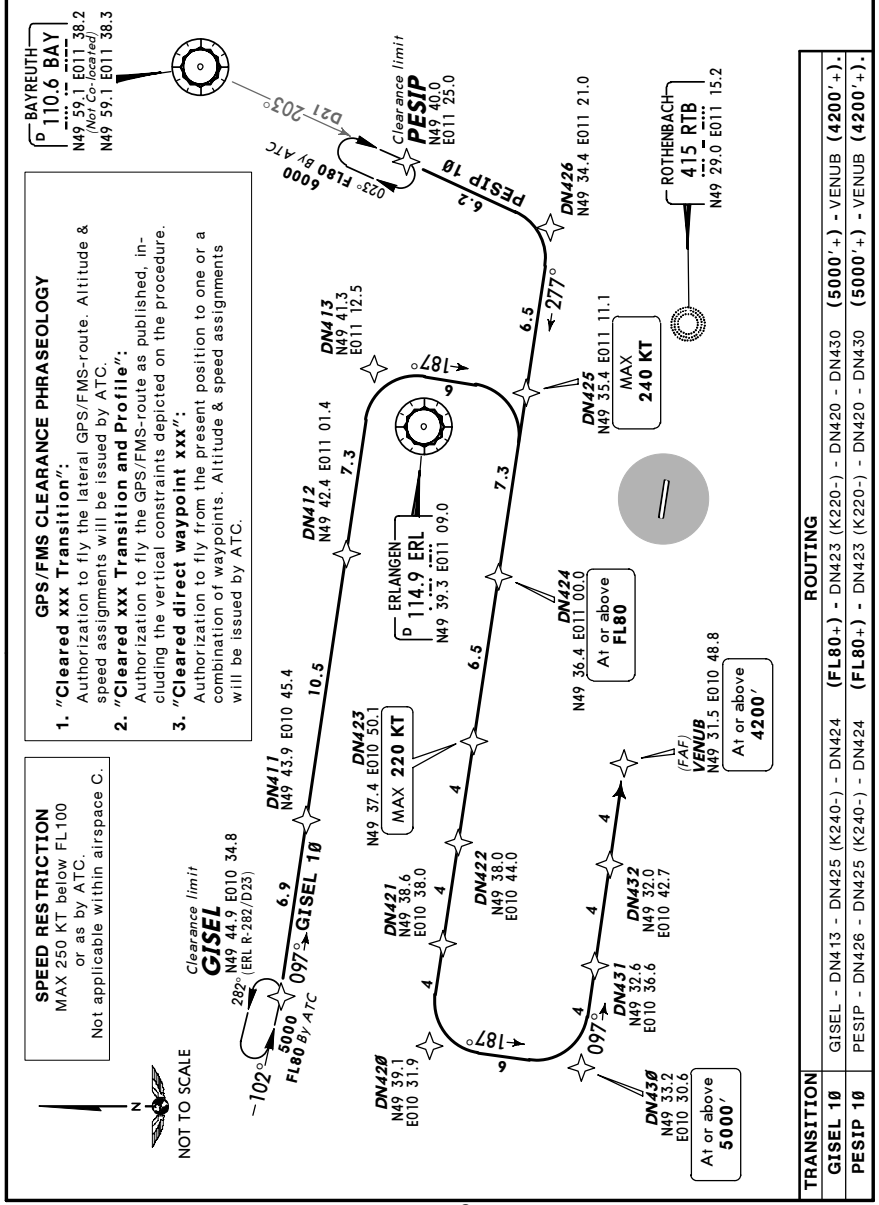
AKINI TWO TANGO (AKINI 2T) *[AKIN2T]* ❶❷
DINKELSBUHL THREE TANGO (DKB 3T)
ROTEN TWO TANGO (ROTEN 2T) *[ROTE2T]* ❶
RWYS 10, 28 ARRIVALS
FROM SOUTH



*D-ATIS	Apt Elev	
123.07	1046′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ On downwind transition expect vectors to final.



GISEL 10 *[GIS10]*, PESIP 10 *[PES10]*
RWY 10 RNAV TRANSITIONS
FROM NORTH
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct waypoint xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

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

TRANSITION	ROUTING
GISEL 10	GISEL - DN413 - DN425 (K240-) - DN424 **(FL80+)** - DN423 (K220-) - DN420 - DN430 **(5000′+)** - VENUB **(4200′+).**
PESIP 10	PESIP - DN426 - DN425 (K240-) - DN424 **(FL80+)** - DN423 (K220-) - DN420 - DN430 **(5000′+)** - VENUB **(4200′+).**

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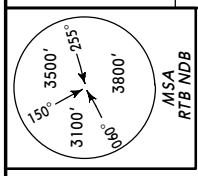
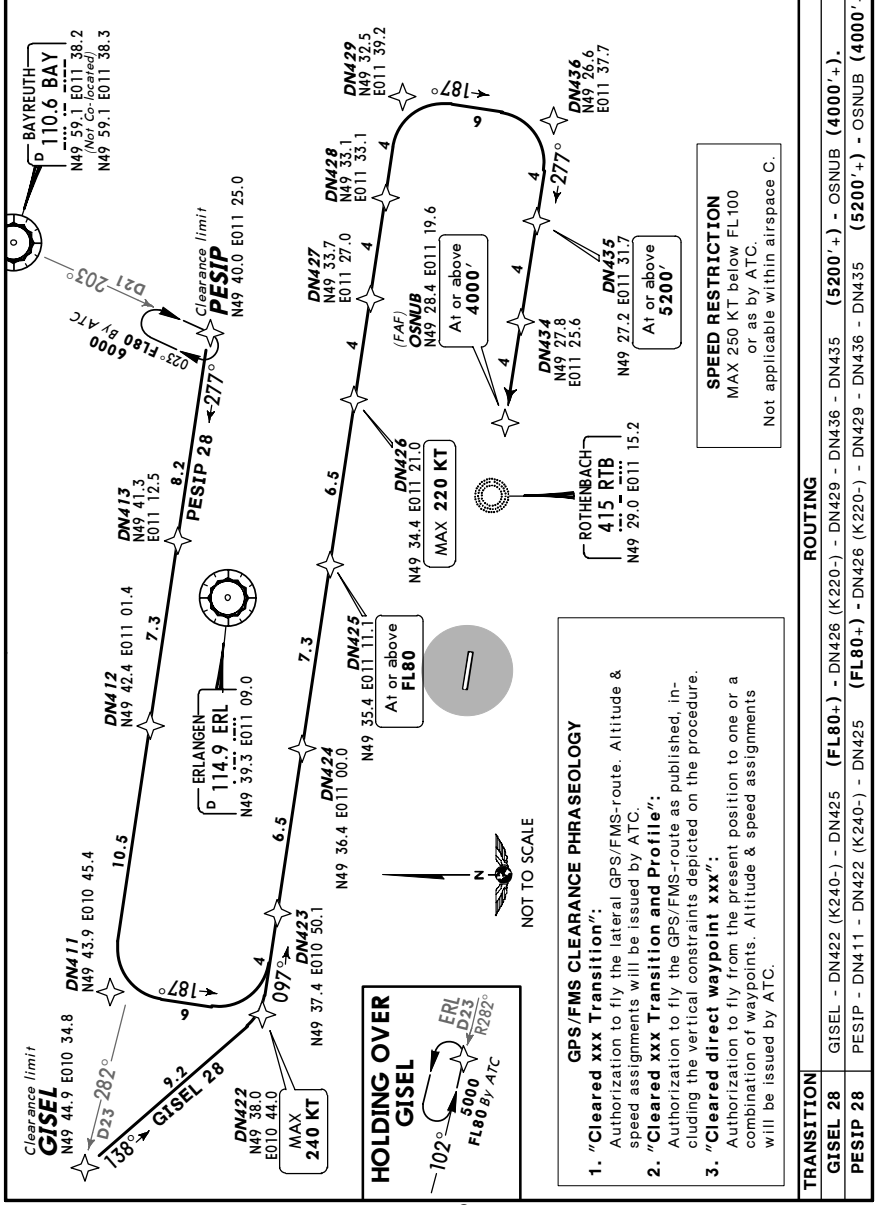
*D-ATIS	Apt Elev	
123.07	1046′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ On downwind transition expect vectors to final.



GISEL 28 *[GIS28]*, PESIP 28 *[PES28]*
RWY 28 RNAV TRANSITIONS
FROM NORTH
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



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

GPS/FMS CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct waypoint xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION	ROUTING
GISEL 28	GISEL - DN422 (K240-) - DN425 **(FL80+)** - DN426 (K220-) - DN429 - DN436 - DN435 **(5200′+)** - OSNUB **(4000′+).**
PESIP 28	PESIP - DN411 - DN422 (K240-) - DN425 **(FL80+)** - DN426 (K220-) - DN429 - DN436 - DN435 **(5200′+)** - OSNUB **(4000′+).**

EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-2D)

NURNBERG, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.07	1046′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ On downwind transition expect vectors to final.

MSA
RTB NDB

ALB 1Ø, DOSIS 1Ø *[DOS1Ø]*, LETKU 1Ø *[LET1Ø]*
RWY 10 RNAV TRANSITIONS
FROM SOUTH
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct waypoint xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

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

NOT TO SCALE

TRANSITION	ROUTING
ALB 1Ø	ALB - DN463 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000′+) - VENUB (4200′+).
DOSIS 1Ø	DOSIS - DN456 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000′+) - VENUB (4200′+).
LETKU 1Ø	LETKU - DN463 - DN455 (K240-) - DN454 (FL80+) - DN453 (K220-) - DN450 - DN430 (5000′+) - VENUB (4200′+).

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EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-2E)

NURNBERG, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
123.07	1046′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ On downwind transition expect vectors to final.

MSA
RTB NDB

ALB 28, DOSIS 28 *[DOS28]*, LETKU 28 *[LET28]*
RWY 28 RNAV TRANSITIONS
FROM SOUTH
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

GPS/FMS CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct waypoint xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

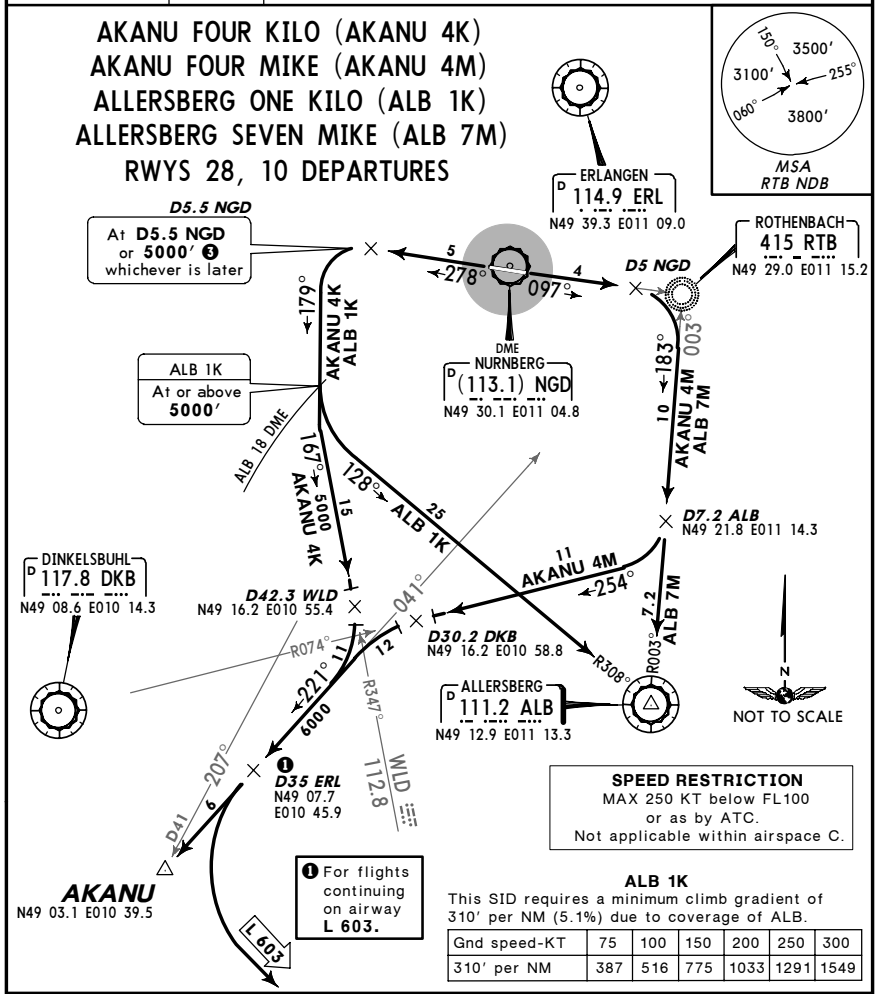
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

NOT TO SCALE

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

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

AKANU FOUR KILO (AKANU 4K)
AKANU FOUR MIKE (AKANU 4M)
ALLERSBERG ONE KILO (ALB 1K)
ALLERSBERG SEVEN MIKE (ALB 7M)
RWYS 28, 10 DEPARTURES



ALB 1K
This SID requires a minimum climb gradient of 310′ per NM (5.1%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549

Initial climb clearance **FL70**

SID	RWY	ROUTING
AKANU 4K	**28**	Intercept 278° bearing from RTB to D5.5 NGD or **5000′** ❸, whichever is later, turn LEFT, 179° track, intercept WLD R-347 inbound to D42.3 WLD, turn RIGHT, intercept 221° bearing from RTB to AKANU.
AKANU 4M ❷	**10**	Intercept 097° bearing towards RTB, at D5 NGD turn RIGHT, intercept 183° bearing from RTB to D7.2 ALB, turn RIGHT, intercept DKB R-074 inbound to D30.2 DKB, turn LEFT, intercept 221° bearing from RTB to AKANU.
ALB 1K ❹	**28**	Intercept 278° bearing from RTB to D5.5 NGD or **5000′** ❸, whichever is later, turn LEFT, 179° track, intercept ALB R-308 inbound to ALB.
ALB 7M ❹	**10**	Intercept 097° bearing towards RTB, at D5 NGD turn RIGHT, intercept 183° bearing from RTB (ALB R-003 inbound) to ALB.

❷ Transition to airways **(U)L 605** not possible. These flights shall file RODIS SID - airways **(U)L 604.**
❸ Altitude restriction applies during glider activity.
❹ Only for flights terminating within EDMM FIR and flights with destination LOWS.

CHANGES: MSA raised.

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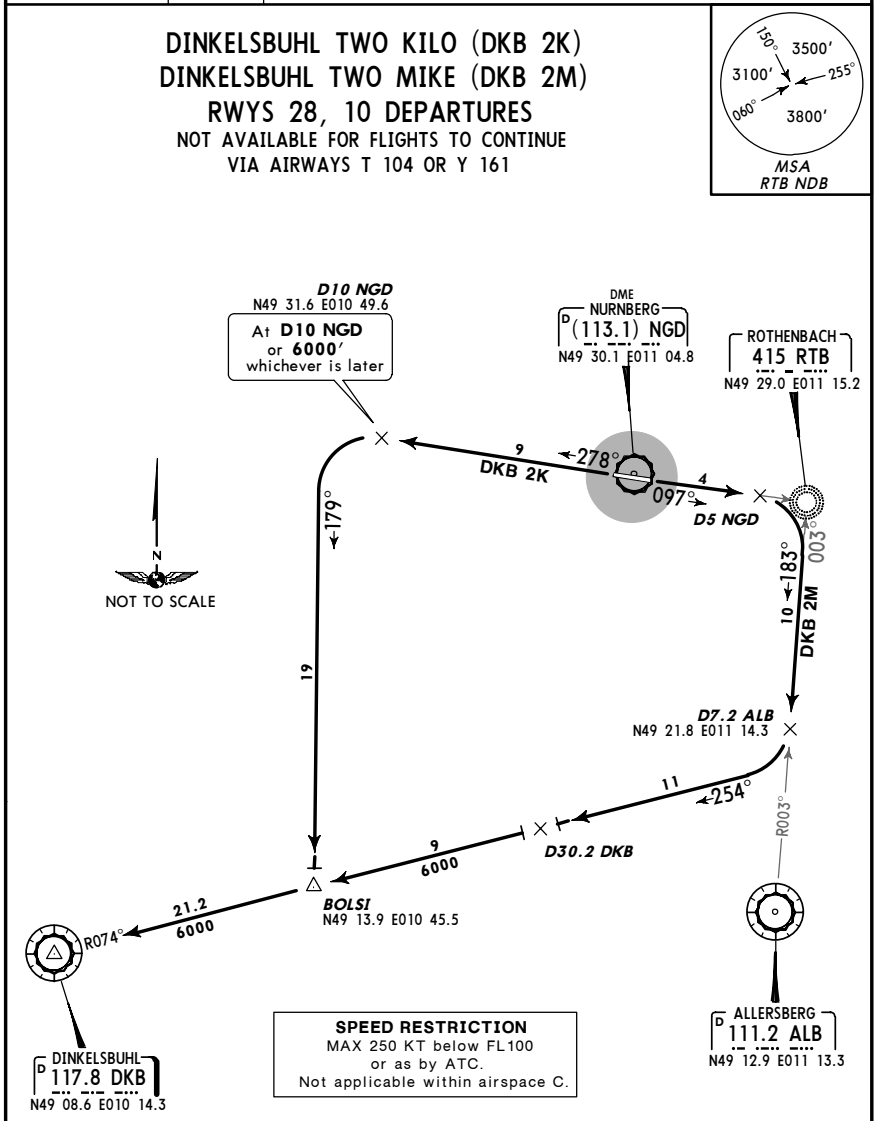
MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

DINKELSBUHL TWO KILO (DKB 2K)
DINKELSBUHL TWO MIKE (DKB 2M)
RWYS 28, 10 DEPARTURES
NOT AVAILABLE FOR FLIGHTS TO CONTINUE
VIA AIRWAYS T 104 OR Y 161



Initial climb clearance **FL70**

SID	RWY	ROUTING
DKB 2K	**28**	Intercept 278° bearing from RTB to D10 NGD ❶ or **6000′**, whichever is later, turn LEFT, 179° track to BOLSI, turn RIGHT, intercept DKB R-074 inbound to DKB.
DKB 2M	**10**	Intercept 097° bearing towards RTB, at D5 NGD turn RIGHT, intercept 183° bearing from RTB to D7.2 ALB, turn RIGHT, intercept DKB R-074 inbound to DKB.

❶ After D10 NGD BRNAV equipment necessary.

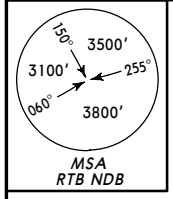
CHANGES: MSA raised.

EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3B)

NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.



ERETO FOUR KILO (ERETO 4K)
ERETO THREE MIKE (ERETO 3M)
ERLANGEN SIX KILO (ERL 6K)
ERLANGEN SEVEN MIKE (ERL 7M)
RWYS 28, 10 DEPARTURES

ERETO 3M
This SID requires a minimum climb gradient of 304′ per NM (5.0%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **FL70**

SID	RWY	ROUTING
ERETO 4K	**28**	Intercept 278° bearing from RTB to D4.9 NGD, turn RIGHT, 360° track to NGD 12.2 DME, turn RIGHT, intercept DKB R-038 to BABAV ❶, 063° track to ERETO.
ERETO 3M	**10**	Intercept 097° bearing via RTB to D8.5 NGD, turn LEFT, 346° track, intercept ALB R-008 to ERETO.
ERL 6K ❷	**28**	Intercept 278° bearing from RTB to D1.7 NGD or **1500′,** whichever is later, turn RIGHT, intercept ERL R-211 inbound to ERL.
ERL 7M ❷	**10**	Intercept 097° bearing towards RTB to D1.2 NGD or **1500′,** whichever is later, turn LEFT, intercept ERL R-182 inbound to ERL.

❶ Between BABAV and ERETO BRNAV equipment necessary.
❷ For local IFR training flights, prop acft up to 5700kg MTOW only.

CHANGES: MSA raised.

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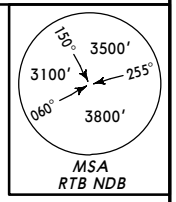
EDDN/NUE
NURNBERG

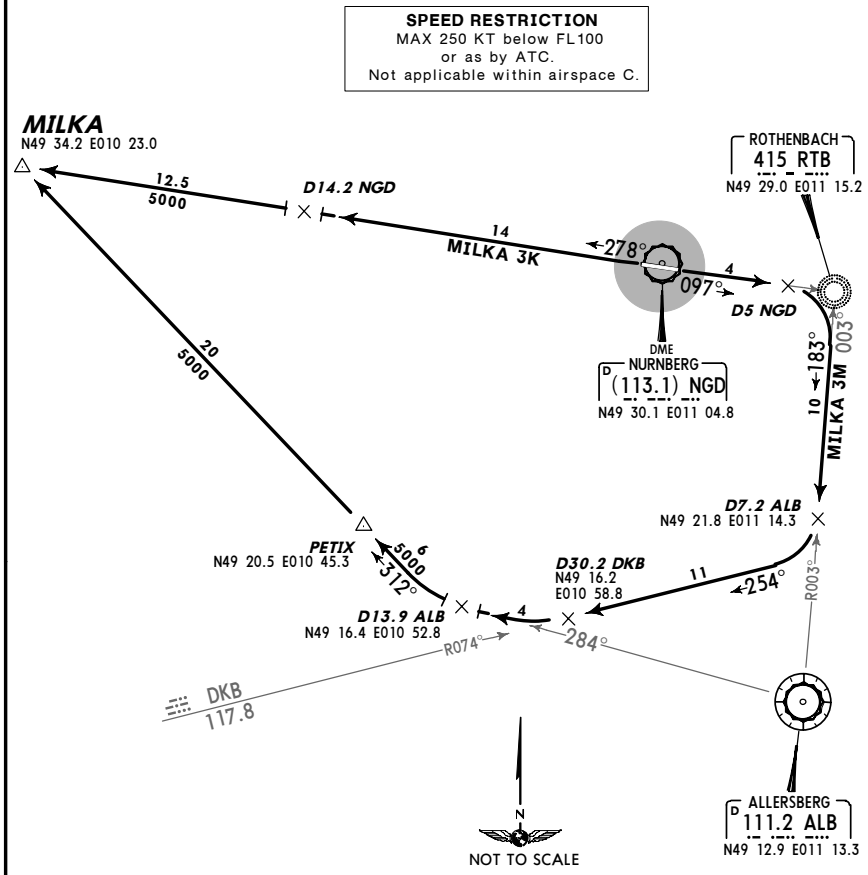
JEPPESEN
6 JUL 07 (10-3C)

NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.



MILKA THREE KILO (MILKA 3K)
MILKA THREE MIKE (MILKA 3M)
RWYS 28, 10 DEPARTURES
ONLY FOR FLIGHTS WITH DEST EDDF, ETID OR ETOU
AND FLIGHTS WITH Y FPL



Initial climb clearance **FL70**

SID	RWY	ROUTING
MILKA 3K	**28**	Intercept 278° bearing from RTB via D14.2 NGD ❶ to MILKA.
MILKA 3M	**10**	Intercept 097° bearing towards RTB, at D5 NGD turn RIGHT, intercept 183° bearing from RTB to D7.2 ALB, turn RIGHT, intercept DKB R-074 inbound to D30.2 DKB, turn RIGHT, intercept ALB R-284 to D13.9 ALB ❷, turn RIGHT, 312° track via PETIX to MILKA.

After D14.2 NGD ❶/D13.9 ALB ❷ BRNAV equipment necessary.

CHANGES: MSA raised.

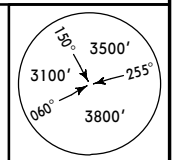
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3D)

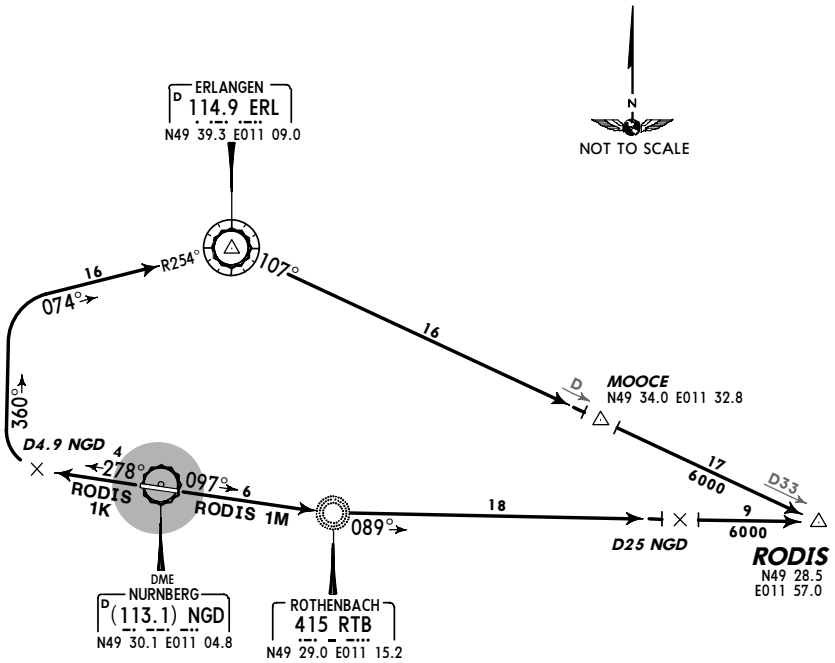
NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

RODIS ONE KILO (RODIS 1K)
RODIS ONE MIKE (RODIS 1M)
RWYS 28, 10 DEPARTURES
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM FIR
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L 604



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



Initial climb clearance **FL70**

SID	RWY	ROUTING
RODIS 1K	28	Intercept 278° bearing from RTB to D4.9 NGD, turn RIGHT, 360° track, intercept ERL R-254 inbound to ERL, ERL R-107 via MOOCE to RODIS.
RODIS 1M	10	To RTB, turn LEFT, 089° bearing to RODIS.

CHANGES: MSA raised.

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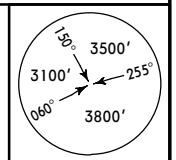
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3E)

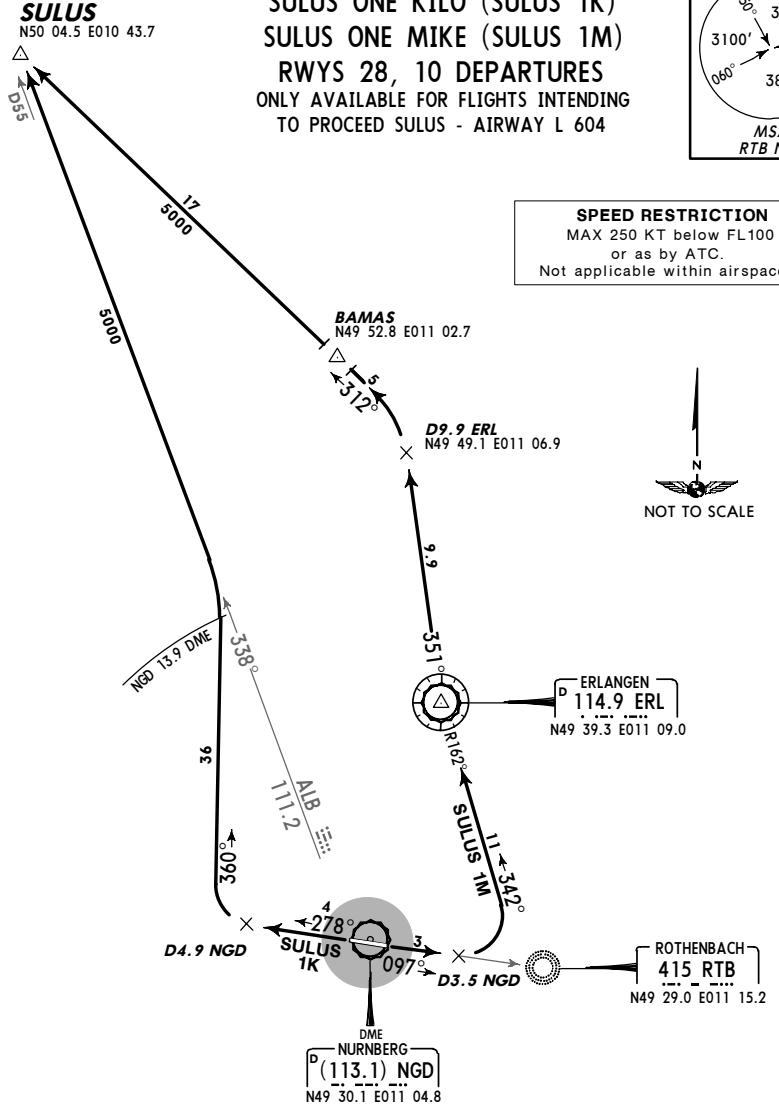
NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

SULUS ONE KILO (SULUS 1K)
SULUS ONE MIKE (SULUS 1M)
RWYS 28, 10 DEPARTURES
ONLY AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED SULUS - AIRWAY L 604



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



Initial climb clearance **FL70**

SID	RWY	ROUTING
SULUS 1K	28	Intercept 278° bearing from RTB to D4.9 NGD, turn RIGHT, 360° track to NGD 13.9 DME, turn LEFT, intercept ALB R-338 to SULUS.
SULUS 1M	10	Intercept 097° bearing towards RTB, at D3.5 NGD turn LEFT, intercept ERL R-162 inbound to ERL, ERL R-351 to D9.9 ERL ❶, turn LEFT, 312° track via BAMAS to SULUS.

❶ After D9.9 ERL BRNAV equipment necessary.

CHANGES: MSA raised.

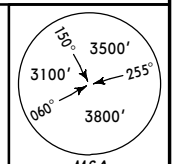
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3F)

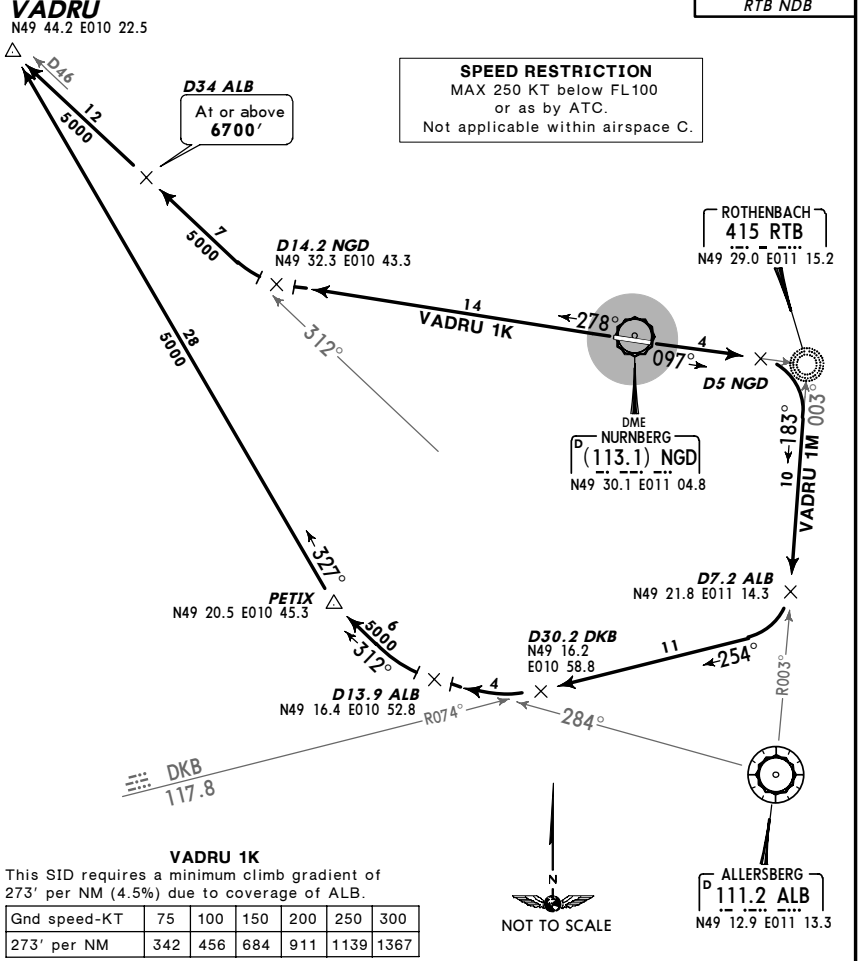
NURNBERG, GERMANY
SID

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

VADRU ONE KILO (VADRU 1K)
VADRU ONE MIKE (VADRU 1M)
RWYS 28, 10 DEPARTURES
NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA AMUGI - AIRWAY G 5



MSA
RTB NDB



VADRU 1K
This SID requires a minimum climb gradient of 273′ per NM (4.5%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

Initial climb clearance **FL70**

SID	RWY	ROUTING
VADRU 1K	**28**	Intercept 278° bearing from RTB to D14.2 NGD, turn RIGHT, intercept ALB R-312 to VADRU.
VADRU 1M	**10**	Intercept 097° bearing towards RTB, at D5 NGD turn RIGHT, intercept 183° bearing from RTB to D7.2 ALB, turn RIGHT, intercept DKB R-074 inbound to D30.2 DKB, turn RIGHT, intercept ALB R-284 to D13.9 ALB turn RIGHT, 312° track to PETIX, turn RIGHT, 327° track to VADRU. ❶,

❶ After D13.9 ALB BRNAV equipment necessary.

CHANGES: MSA raised.

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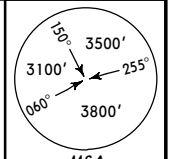
NURNBERG

JEPPESEN
6 JUL 07 (10-3G)

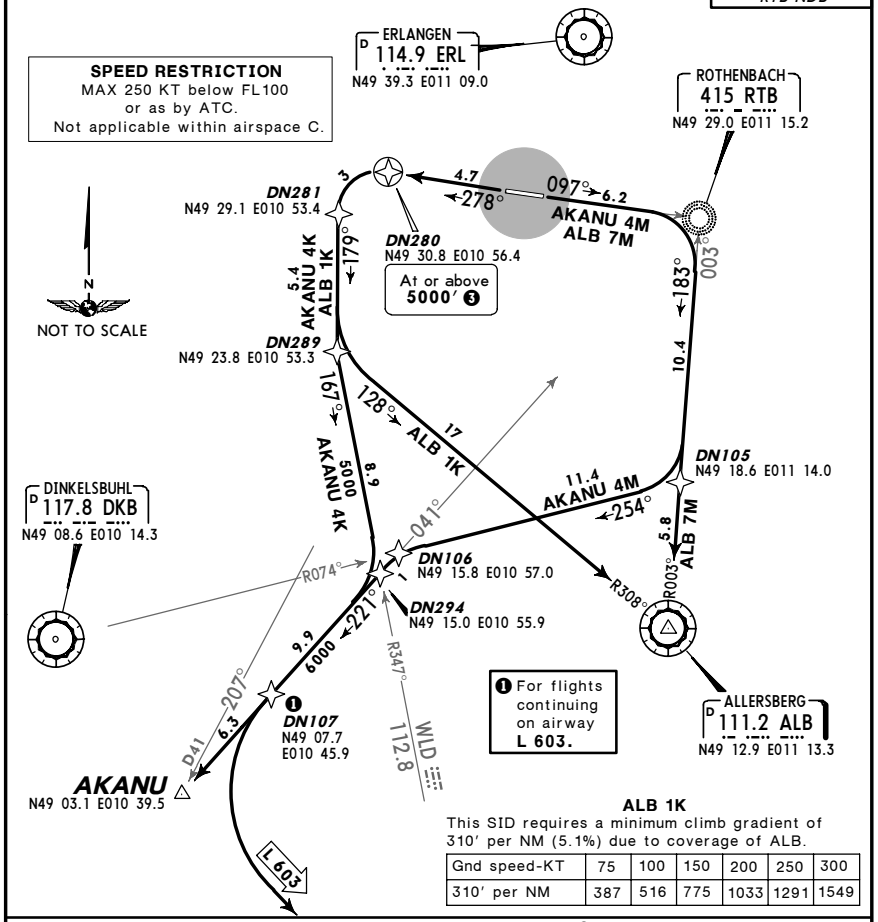
NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

AKANU FOUR KILO (AKANU 4K) *[AKAN4K]*
AKANU FOUR MIKE (AKANU 4M) *[AKAN4M]*
ALLERSBERG ONE KILO (ALB 1K)
ALLERSBERG SEVEN MIKE (ALB 7M)
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3)



MSA
RTB NDB



ALB 1K
This SID requires a minimum climb gradient of 310′ per NM (5.1%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549

Initial climb clearance **FL70**

SID	RWY	ROUTING
AKANU 4K	**28**	**(1500+) -** DN280 **(5000′+ ❸) -** DN281 - DN289 - DN294 - DN107 - AKANU.
AKANU 4M ❷	**10**	**(1500+) -** RTB - DN105 - DN106 - DN107 - AKANU.
ALB 1K ❹	**28**	**(1500+) -** DN280 **(5000′+ ❸) -** DN281 - DN289 - ALB.
ALB 7M ❹	**10**	**(1500+) -** RTB - ALB.

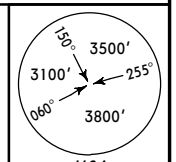
❷ Transition to airways **(U)L 605** not possible. These flights shall file RODIS RNAV SID - airways **(U)L 604.**
❸ Altitude restriction applies during glider activity.
❹ Only for flights terminating within EDMM FIR and flights with destination LOWS.

CHANGES: MSA raised.

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

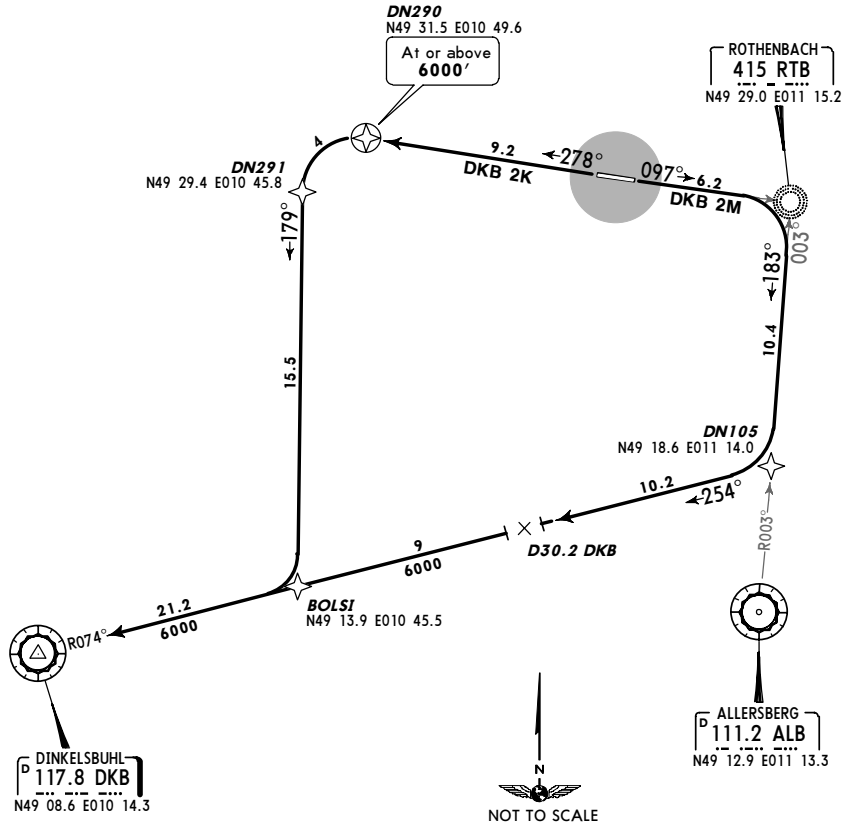
DINKELSBUHL TWO KILO (DKB 2K)
DINKELSBUHL TWO MIKE (DKB 2M)
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3A)

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



MSA
RTB NDB

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



Initial climb clearance **FL70**		
SID	**RWY**	**ROUTING**
DKB 2K	**28**	**(1500+) -** DN290 **(6000′+) -** DN291 - BOLSI - DKB.
DKB 2M	**10**	**(1500+) -** RTB - DN105 - DKB.

CHANGES: MSA raised.

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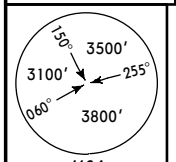
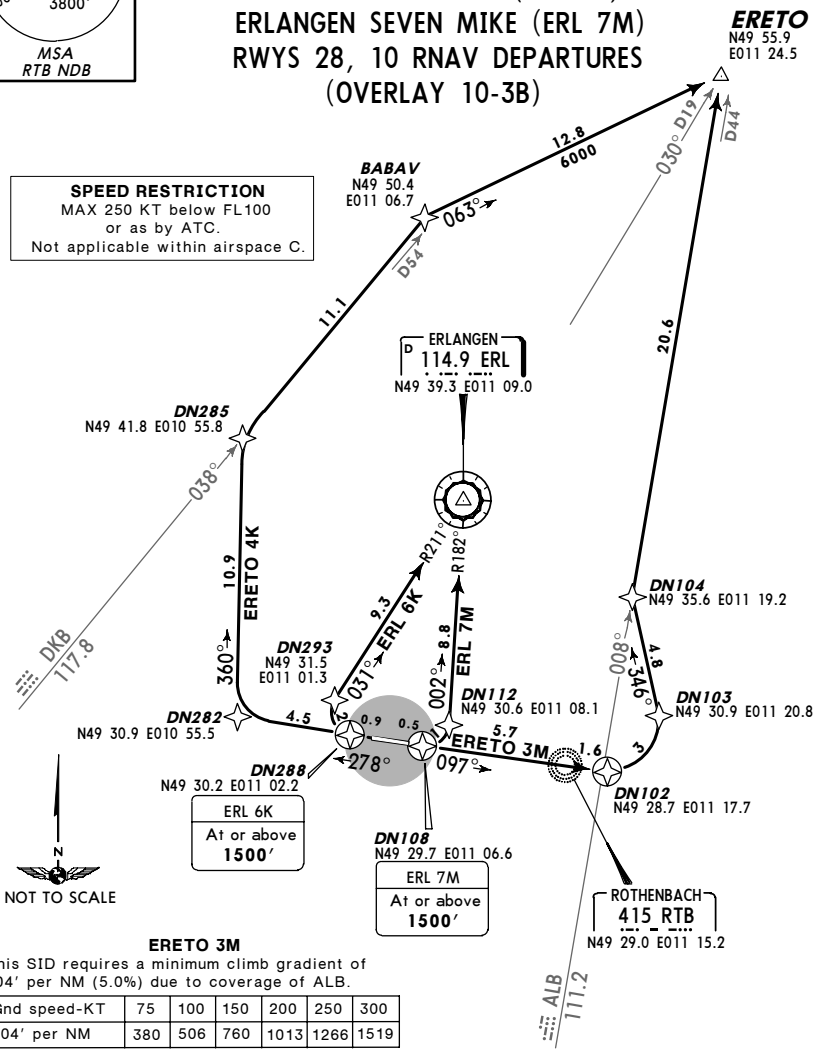
MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

ERETO FOUR KILO (ERETO 4K) *[ERET4K]*
ERETO THREE MIKE (ERETO 3M)*[ERET3M]*
ERLANGEN SIX KILO (ERL 6K)
ERLANGEN SEVEN MIKE (ERL 7M)
RWYS 28, 10 RNAV DEPARTURES
(OVERLAY 10-3B)



MSA
RTB NDB

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



ERETO 3M
This SID requires a minimum climb gradient of 304′ per NM (5.0%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **FL70**		
SID	**RWY**	**ROUTING**
ERETO 4K	**28**	**(1500+) -** DN282 - DN285 - BABAV - ERETO.
ERETO 3M	**10**	**(1500+) -** RTB - DN102 - DN103 - DN104 - ERETO.
ERL 6K ❶	**28**	DN288 **(1500+) -** DN293 - ERL.
ERL 7M ❶	**10**	DN108 **(1500+) -** DN112 - ERL.

❶ For local IFR training flights, prop aircraft up to 5700kg MTOW only.

CHANGES: MSA raised.

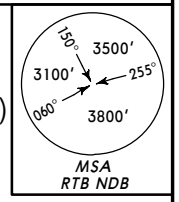
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3K)

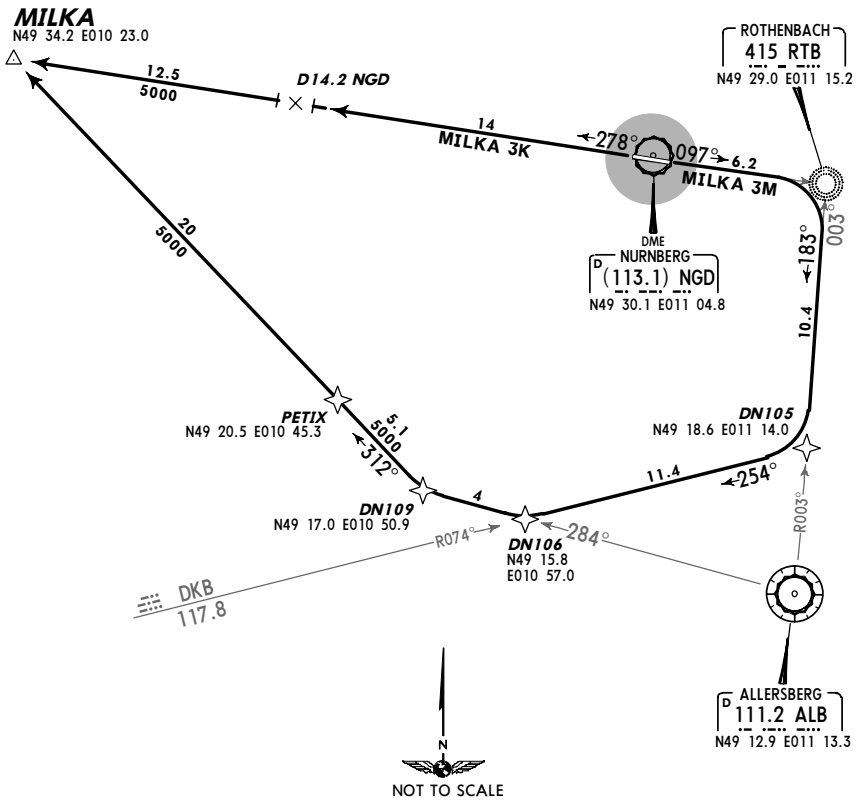
NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

MILKA THREE KILO (MILKA 3K) *[MILK3K]*
MILKA THREE MIKE (MILKA 3M) *[MILK3M]*
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3C)
ONLY FOR FLIGHTS WITH DEST EDDF, ETID OR ETOU
AND FLIGHTS WITH Y FPL



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



Initial climb clearance **FL70**

SID	RWY	ROUTING
MILKA 3K	28	**(1500+) -** MILKA.
MILKA 3M	10	**(1500+) -** RTB - DN105 - DN106 - DN109 - PETIX - MILKA.

CHANGES: MSA raised.

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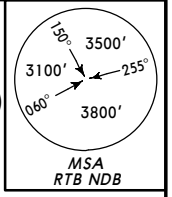
EDDN/NUE
NURNBERG

JEPPESEN
6 JUL 07 (10-3L)

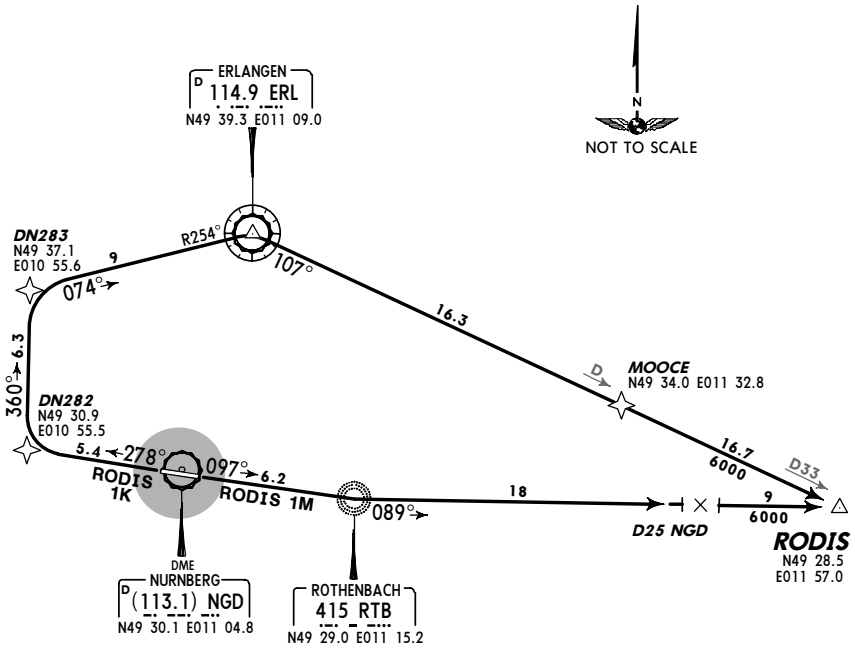
NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

RODIS ONE KILO (RODIS 1K) *[RODI1K]*
RODIS ONE MIKE (RODIS 1M) *[RODI1M]*
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3D)
ONLY AVAILABLE FOR FLIGHTS WITH DEST EDMM FIR
AND FOR FLIGHTS TO CONTINUE VIA AIRWAYS (U)L 604



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



Initial climb clearance **FL70**

SID	RWY	ROUTING
RODIS 1K	28	**(1500+) -** DN282 - DN283 - ERL - MOOCE - RODIS.
RODIS 1M	10	**(1500+) -** RTB - RODIS.

CHANGES: MSA raised.

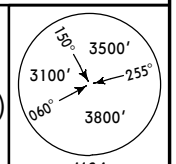
EDDN/NUE
NURNBERG

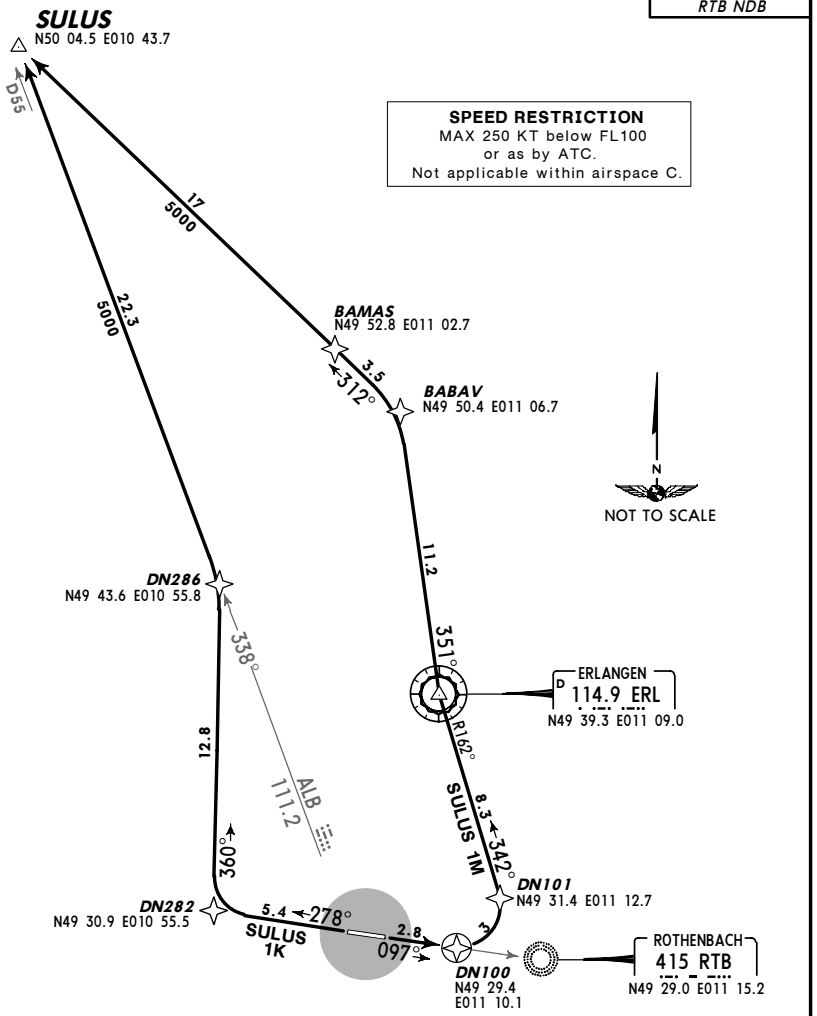
JEPPESEN
6 JUL 07 (10-3M)

NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

SULUS ONE KILO (SULUS 1K) *[SULU1K]*
SULUS ONE MIKE (SULUS 1M) *[SULU1M]*
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3E)
ONLY AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED SULUS - AIRWAY L 604





Initial climb clearance **FL70**		
SID	**RWY**	**ROUTING**
SULUS 1K	**28**	**(1500+) -** DN282 - DN286 - SULUS.
SULUS 1M	**10**	**(1500+) -** DN100 - DN101 - ERL - BABAV - BAMAS - SULUS.

CHANGES: MSA raised.

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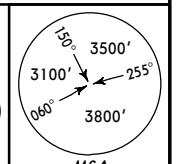
EDDN/NUE
NURNBERG

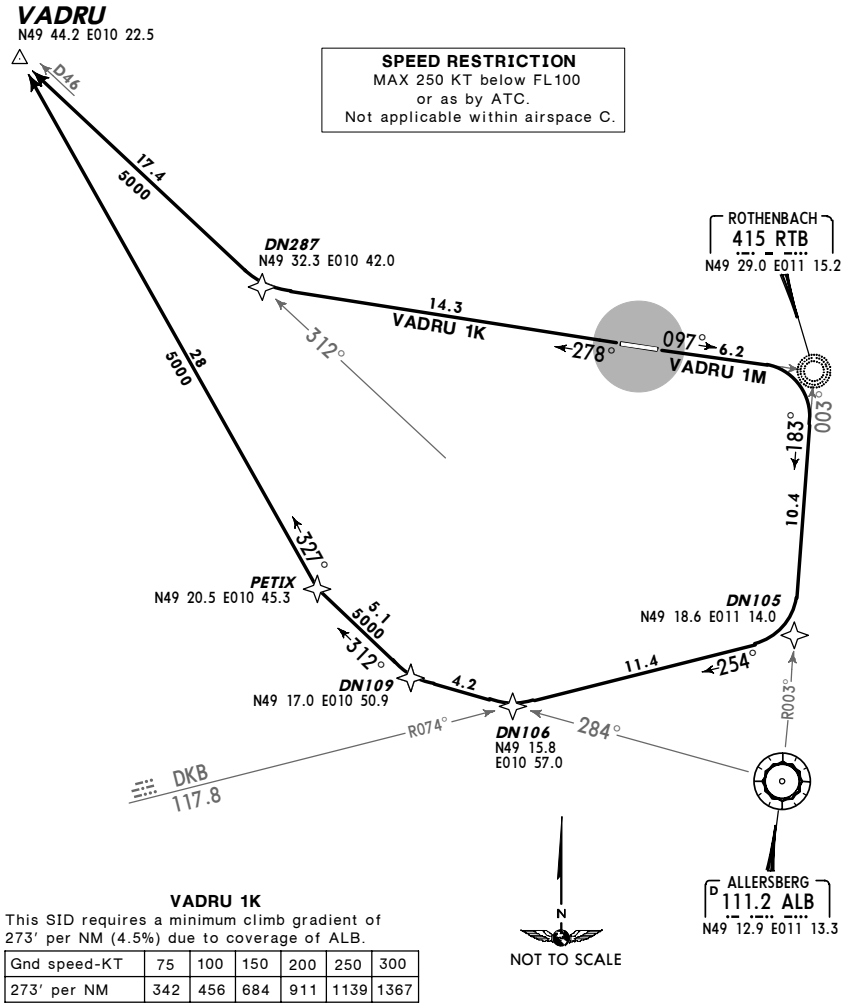
JEPPESEN
6 JUL 07 (10-3N)

NURNBERG, GERMANY
RNAV SID (OVERLAY)

MUNICH Radar	Apt Elev	
129.52	1046′	Trans level: By ATC Trans alt: 5000′ **1.** Contact MUNICH Radar immediately after take-off. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** Rwy 10: EXPECT close-in obstacles.

VADRU ONE KILO (VADRU 1K) *[VADR1K]*
VADRU ONE MIKE (VADRU 1M) *[VADR1M]*
RWYS 28, 10 RNAV DEPARTURES (OVERLAY 10-3F)
NOT AVAILABLE FOR FLIGHTS INTENDING
TO PROCEED VIA AMUGI- AIRWAY G 5





VADRU 1K
This SID requires a minimum climb gradient of 273′ per NM (4.5%) due to coverage of ALB.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

Initial climb clearance **FL70**		
SID	**RWY**	**ROUTING**
VADRU 1K	**28**	**(1500+) -** DN287 - VADRU.
VADRU 1M	**10**	**(1500+) -** RTB - DN105 - DN106 - DN109 - PETIX - VADRU.

CHANGES: MSA raised.

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

ARRIVALS

Visual approaches are restricted for aircraft with a MTOW of more than 5700 kg due to reasons of noise protection as follows:
RWY 28: from North intercept final approach track not before NGD 3 DME;
from South intercept final approach track not before NGD 6 DME;
RWY 10: intercept final approach track not before NGD 6 DME.

LOCAL FLYING RESTRICTIONS

Take-offs and landings are not permitted for

- jet aircraft without noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 between 2100-0700LT except in case of delays in scheduled or non-scheduled air services up to 2200LT.
- jet aircraft with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 and prop aircraft between 2200-0600LT except in case of delays in scheduled or non-scheduled air services, training and exercise flights in accordance with valid air-transport regulations, necessary to obtain, prolong or renew an airman's licence for night flying up to 2300LT.
- alternate flights between 2200-0600LT, not planned to and/or from Nurnberg, to be performed at Nurnberg airport only because of night flying restrictions applying at other airports or because of flight restrictions in specific airspace.

EXCEPTIONS:

- Aircraft on missions in disasters or rendering medical assistance.
- Jet aircraft with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, included in the respective valid Bonus List published by the Ministry of Transport, Building and Urban Development for departing as well as for landing aeroplanes.
- Prop aircraft with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10.
- Landing of aircraft approaching Nurnberg airport as alternate airport for meteorological, technical or other safety reasons.

Deviating from the above regulations, the 'Bayerische Staatsministerium fuer Wirtschaft, Infrastruktur, Verkehr und Technologie' or upon its instruction the 'Luftaufsicht' may grant exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest.

REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2200-0600LT except for safety reasons.

RUN-UP TESTS

Engine test runs are only permitted in the sequence determined by the coordinating officer at FNG (0911/937 1220) and/or DFS Aerodrome Control. Engine tests are generally not permitted H24 on Sundays, legal holidays nor on workdays between 2200-0600LT.
Exceptions may be granted by the coordinating officer of the FNG in justified cases.

FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINUOUS DESCENT APPROACH - CDA)

1. General

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2. Procedure

2.1. Aircraft will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.
Intermediate approach altitude: 4000'.
It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be initially assigned, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

2.2. In case of traffic situations allowing no CDA (e.g. approaches of aircraft with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to the previous procedures.

3. Noise Abatement

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

EDDN/NUE

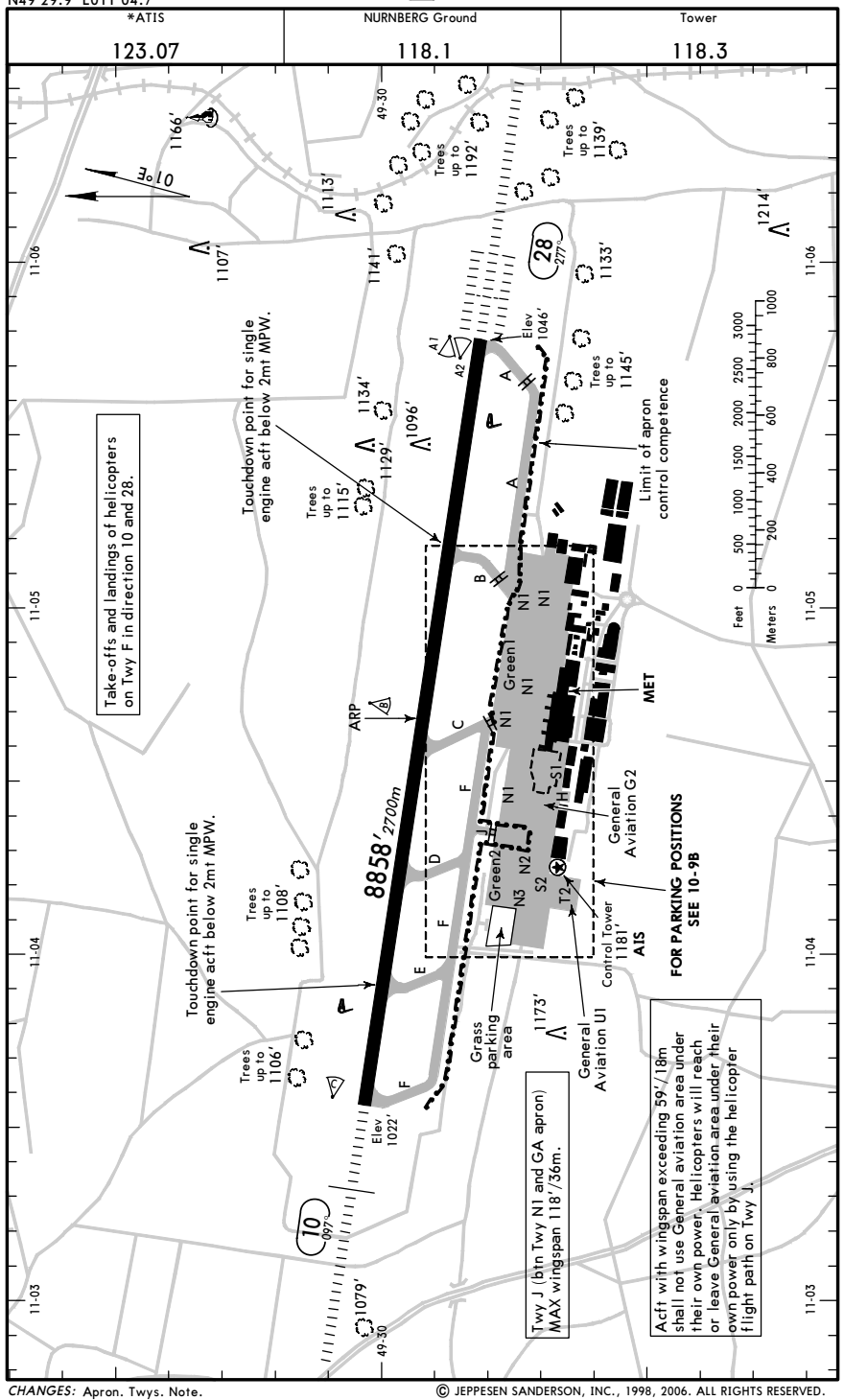
Apt Elev **1046'**
N49 29.9 E011 04.7

JEPPESEN
7 JUL 06 (10-9)

NURNBERG, GERMANY

NURNBERG

*ATIS	NURNBERG Ground	Tower
123.07	118.1	118.3



CHANGES: Apron. Twys. Note.

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JEPPESEN
7 JUL 06 (10-9A)

NURNBERG, GERMANY
NURNBERG

GENERAL
Rwy 28 approved for CAT II/III operations, special aircrew & acft certification required.
For Radar Minimums see Terminal page E-51 etc.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL HIALS SFL REIL PAPI-L (3.0°) RVR		7657' *2334m*	❶	148' *45m*
28	HIRL CL HIALS SFL TDZ REIL PAPI-L (3.0°) RVR		7696' *2346m*		

❶ TAKE-OFF RUN AVAILABLE

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

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

LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

As soon as the use of CAT II/III all-weather operations has been disseminated via ATIS, rwys which are equipped with centerline lighting will have it switched on.
From this time on, taxiing for all aircraft is permitted only on taxiways with centerline lighting switched on or according to separate instructions from ATC.
Taxiway centerline lighting is colour-coded (yellow/green) on taxiways E and F between the rwy centerline and leaving the ILS protection area.
Aircraft which have landed shall leave the rwy via taxiway E and/or F and, unrequested, shall report leaving the colour-coded section of the taxiway in order to make known that the aircraft has left the ILS protection area.

The CAT II/III taxi holding position on taxiways A and B, as well as additional taxiway sections are equipped with stop bars.
Insofar as these are switched on, under no condition may they be taxied over.
Clearances of any kind do not permit taxiing over a stop bar which is switched on.

Exception: If stop bars can no longer be operated, guidance to the rwy will be ensured by a FOLLOW ME car.

JAR-OPS TAKE-OFF ❶

	Rwy 28 LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	Rwy 28 LVP must be in Force: RL, CL & mult. RVR req	Rwy 28 LVP must be in Force: RL & CL	All Rwys LVP must be in Force: RCLM (DAY only) or RL	All Rwys LVP must be in Force: RCLM (DAY only) or RL	All Rwys LVP must be in Force: NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: None.

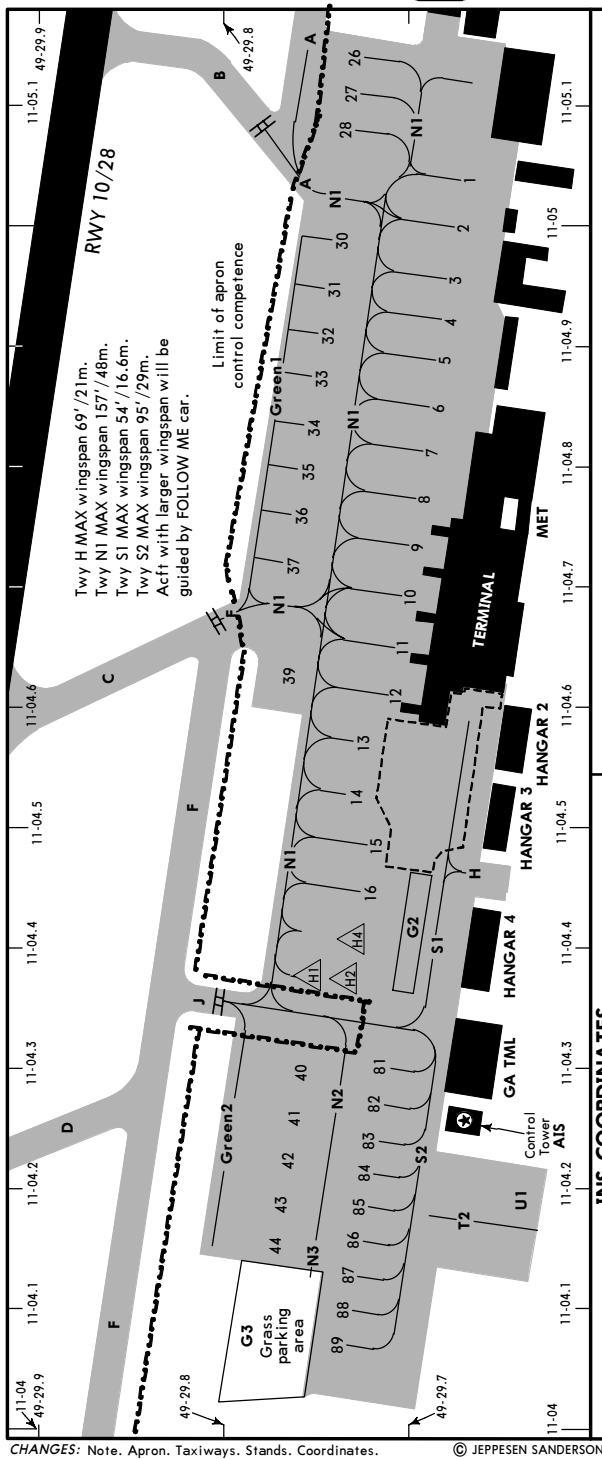
EDDN/NUE

JEPPESEN

7 JUL 06 (10-9B)

NURNBERG, GERMANY

NURNBERG



PUSH-BACK PROCEDURE

Acft may leave "Nose-In" parking positions by using the push-back procedure, only.
Use of reverse thrust is prohibited.
Push-back procedures require prior clearance from NURNBERG Ground.

DE-ICING

De-icing will take place on the main apron and on parts of the GA apron.
The supervisor shall be informed by Tel (0911) 9371583 at least 25 minutes prior to the desired start of the de-icing procedure.

INS COORDINATES

STAND No.	COORDINATES
1, 2	N49 29.7 E011 05.0
3 thru 5	N49 29.7 E011 04.9
6, 7	N49 29.7 E011 04.8
8 thru 10	N49 29.7 E011 04.7
11 thru 13	N49 29.7 E011 04.6
14, 15	N49 29.7 E011 04.5
16	N49 29.7 E011 04.4
26 thru 28	N49 29.7 E011 05.1
30	N49 29.7 E011 05.0
31	N49 29.8 E011 05.0

STAND No.	COORDINATES
32	N49 29.8 E011 04.9
33 thru 35	N49 29.8 E011 04.8
36, 37	N49 29.8 E011 04.7
39	N49 29.8 E011 04.6
40, 41	N49 29.8 E011 04.3
42 thru 44	N49 29.8 E011 04.2
81, 82	N49 29.7 E011 04.3
83 thru 88	N49 29.7 E011 04.2
89	N49 29.7 E011 04.0

CHANGES: Note. Apron. Taxiways. Stands. Coordinates.

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JeppView 3.5.2.0

EDDN/NUE

NURNBERG

JEPPESEN

6 JUL 07 (11-1)

NURNBERG, GERMANY

ILS or LOC Rwy 10

BRIEFING STRIP

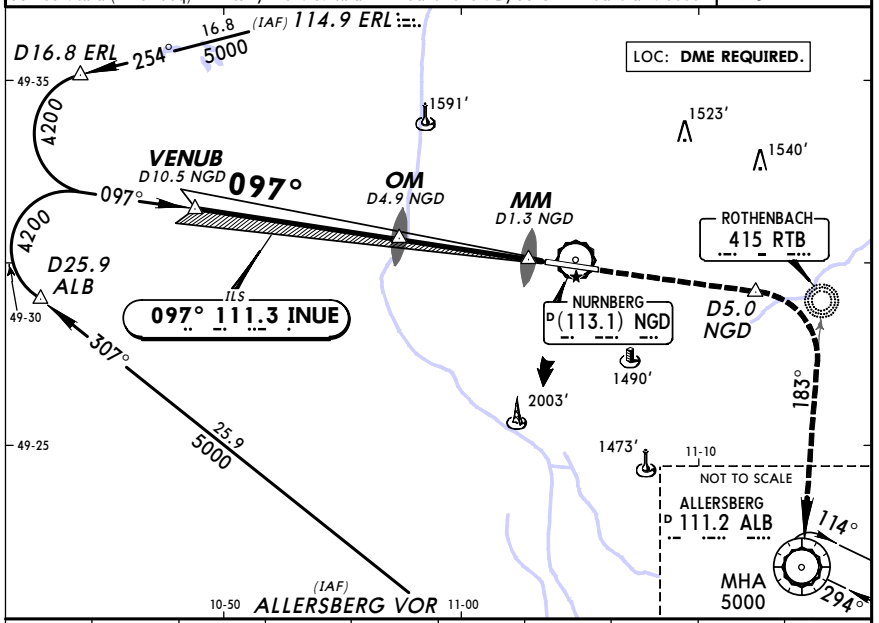
*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1046'
INUE 111.3	097°	LOM 2370' (1348')	Refer to Minimums	RWY 1022'

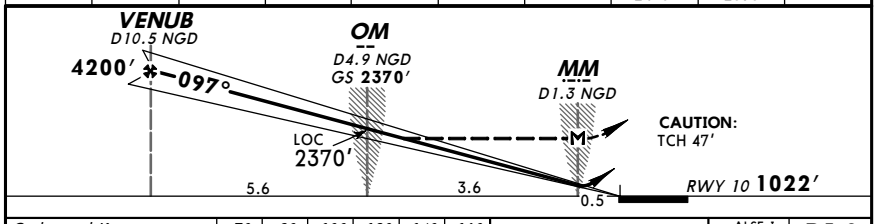
MISSED APCH: Climb STRAIGHT AHEAD inbound NDB to D5.0 NGD, then turn RIGHT onto 183° from NDB to ALB VOR climbing to 5000'.

MSA RTB NDB: 150° 3500' / 255° 3800' / 060° 3100'

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



LOC (GS out)	NGD DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	4000'	3680'	3370'	3050'	2730'	2410'	2090'	1770'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM/D1.3 NGD						

ALSF-I, REIL, PAPI

D5.0 NGD

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 10

	ILS DA(H)		LOC (GS out) MDA(H)	
	A: 1240' (218') C: 1260' (238')		1480' (458')	
	B: 1250' (228') D: 1270' (248')			
	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts.	MDA(H)	VIS
100	1720' (674')	1500m
135	1720' (674')	1600m
180	1920' (874')	2400m
205	1940' (894')	3600m

CHANGES: MSA.

EDDN/NUE NURNBERG

JEPPESEN 6 JUL 07 (11-2)

NURNBERG, GERMANY ILS or LOC Rwy 28

BRIEFING STRIP

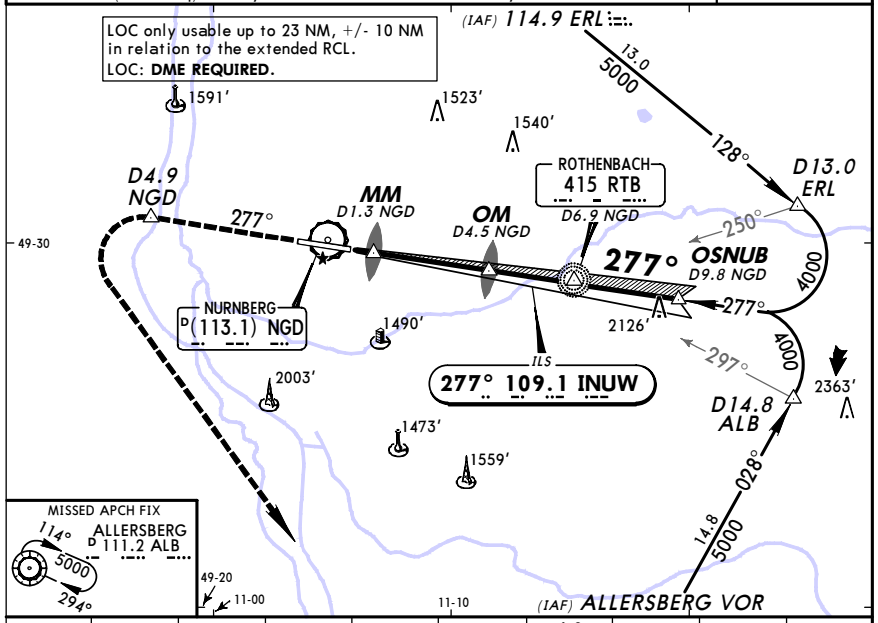
*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1046′
INUW 109.1	277°	OM 2300′ (1254′)	Refer to Minimums	RWY 1046′

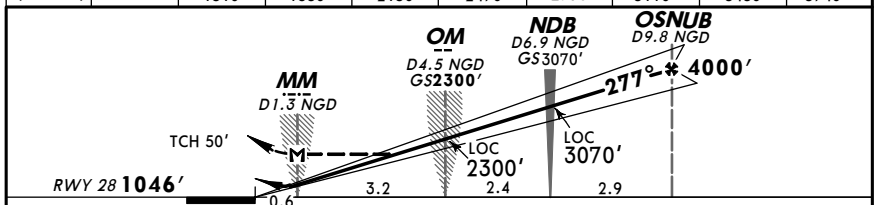
MISSED APCH: Climb on 277° to D4.9 NGD or 5000′, whichever is later, then turn LEFT to ALB VOR.

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

MSA RTB NDB



LOC (GS out)	NGD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1510′	1830′	2150′	2470′	2790′	3110′	3430′	3740′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at MM/D1.3 NGD						

ALSF-II REIL PAPI

277°

D4.9 NGD whichever later 5000′

JAR-OPS STRAIGHT-IN LANDING RWY **28**

ILS

DA(H) A: **1272′** (226′) C: **1292′** (246′)
B: **1282′** (236′) D: **1302′** (256′)

LOC (GS out)

MDA(H) **1460′** (414′)

	FULL	ALS out	LOC (GS out)	ALS out
A	RVR 600m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D	RVR 650m	RVR 1200m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	1720′ (674′)	1500m
135	1720′ (674′)	1600m
180	1920′ (874′)	2400m
205	1940′ (894′)	3600m

PANS OPS 4

CHANGES: MSA.

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EDDN/NUE NURNBERG

JEPPESEN 6 JUL 07 (11-2A)

NURNBERG, GERMANY CAT II ILS Rwy 28

BRIEFING STRIP

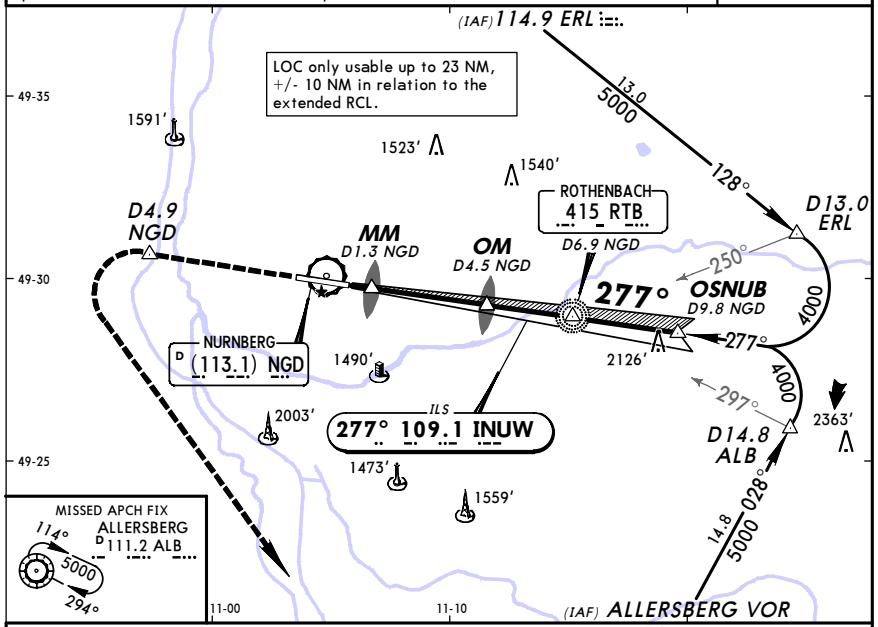
*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

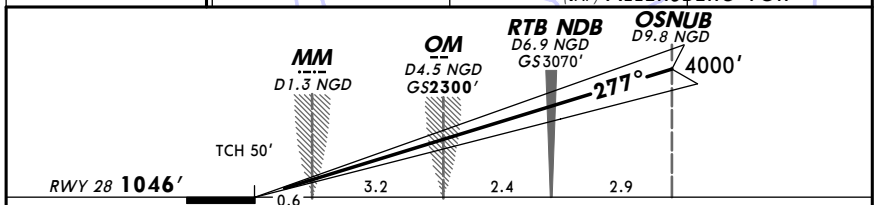
LOC	Final Apch Crs	GS	CAT II ILS DA(H)	Apt Elev 1046′
INUW 109.1	277°	OM 2300′ (1254′)	RA 98′ 1146′ (100′)	RWY 1046′

MISSED APCH: Climb on 277° to D4.9 NGD or 5000′, whichever is later, then turn LEFT to ALB VOR.

Alt Set: hPa (IN on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 5000′
Special Aircrew & Acft Certification Required.

MSA RTB NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II REIL PAPI

277°

D4.9 NGD whichever later 5000′

JAR-OPS STRAIGHT-IN LANDING RWY **28**

CAT II ILS

ABCD

RA 98′

DA(H) **1146′** (100′)

RVR **300m** [1]

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

PANS OPS 4

CHANGES: MSA.

EDDN/NUE NURNBERG

JEPPESEN 6 JUL 07 (16-1)

NURNBERG, GERMANY (GPS)NDB Rwy 10

*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

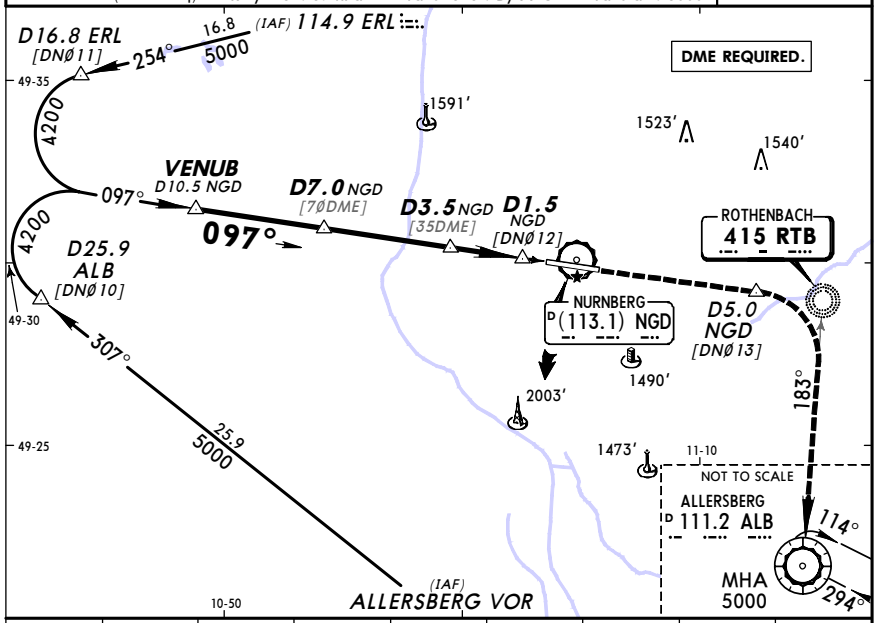
BRIEFING STRIP™

Lctr RTB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1046′
415	097°	VENUB 4200′ (3178′)	1420′ (398′)	RWY 1022′

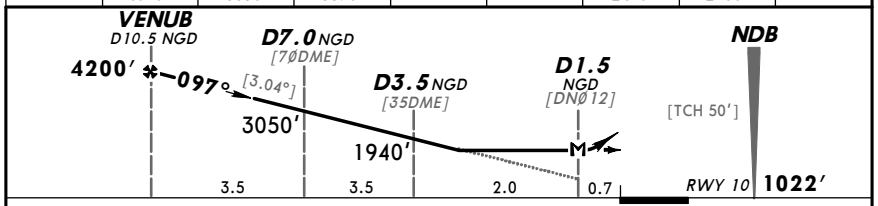
MISSED APCH: Climb STRAIGHT AHEAD inbound NDB to D5.0 NGD, then turn RIGHT onto 183° from NDB to ALB VOR climbing to 5000′.

MSA RTB NDB: 150°–3500′, 255°–3800′, 060°–3100′

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



NGD DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4010′	3690′	3370′	3050′	2730′	2410′	2100′	1780′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861
MAP at D1.5 NGD						

ALSF-I, REIL, PAPI

D5.0 NGD

JAR-OPS STRAIGHT-IN LANDING RWY 10

MDA(H) 1420′ (398′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	100	1720′ (674′)	1500m
B	RVR 1000m		135	1720′ (674′)	1600m
C		RVR 1800m	180	1920′ (874′)	2400m
D	RVR 1400m	RVR 2000m	205	1940′ (894′)	3600m

CIRCLE-TO-LAND
Not authorized South of airport

PANS OPS 4

CHANGES: MSA.

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EDDN/NUE NURNBERG

JEPPESEN 6 JUL 07 (16-2)

NURNBERG, GERMANY (GPS)NDB Rwy 28

*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

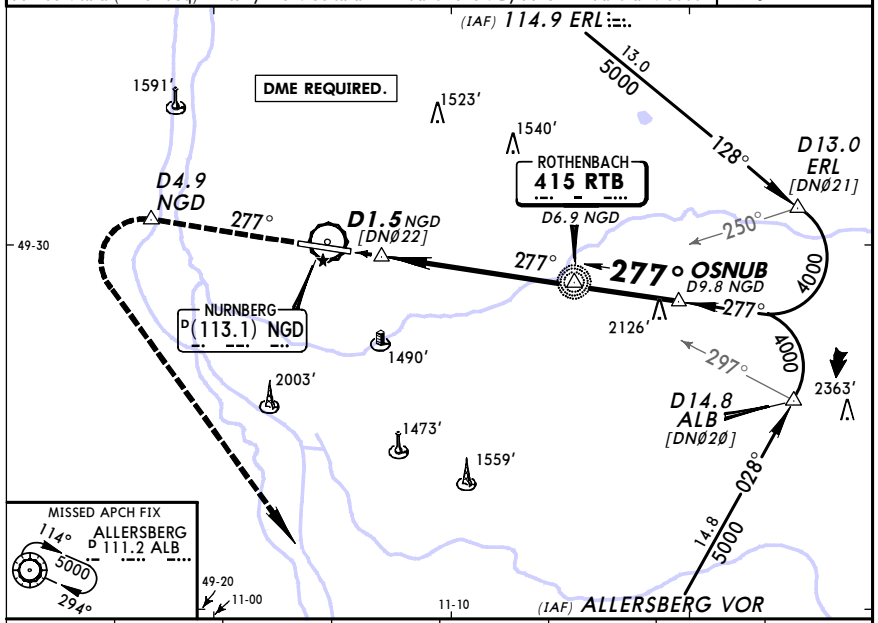
BRIEFING STRIP™

NDB RTB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1046′
415	277°	OSNUB 4000′ (2954′)	1670′ (624′)	RWY 1046′

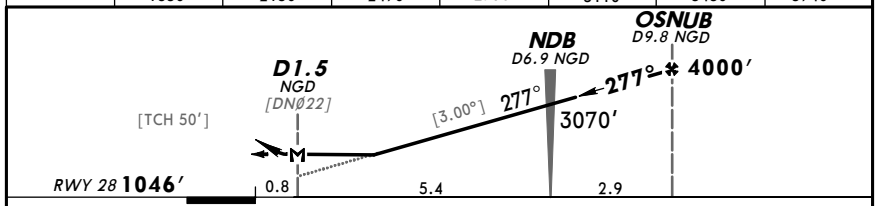
MISSED APCH: Climb on 277° to D4.9 NGD or 5000′, whichever is later, then turn LEFT to ALB VOR.

MSA RTB NDB: 150°–3500′, 255°–3800′, 060°–3100′

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



NGD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1830′	2150′	2470′	2790′	3110′	3430′	3740′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5 NGD						

ALSF-II, REIL, PAPI

277° D4.9 NGD 5000′ whichever later

JAR-OPS STRAIGHT-IN LANDING RWY 28

MDA(H) 1670′ (624′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	1720′ (674′)	1500m
B	RVR 1200m		135	1720′ (674′)	1600m
C		RVR 2000m	180	1920′ (874′)	2400m
D	RVR 1600m		205	1940′ (894′)	3600m

CIRCLE-TO-LAND
Not authorized South of airport

PANS OPS 4

CHANGES: MSA.

EDDN/NUE NURNBERG

JEPPESEN 5 OCT 07 (18-1)

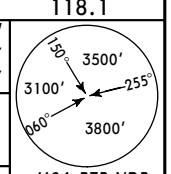
NURNBERG, GERMANY SRE All Rwys

BRIEFING STRIP TM

*ATIS	MUNICH Radar (APP)	NURNBERG Director	NURNBERG Tower	Ground
123.07	129.52	119.47	118.3	118.1

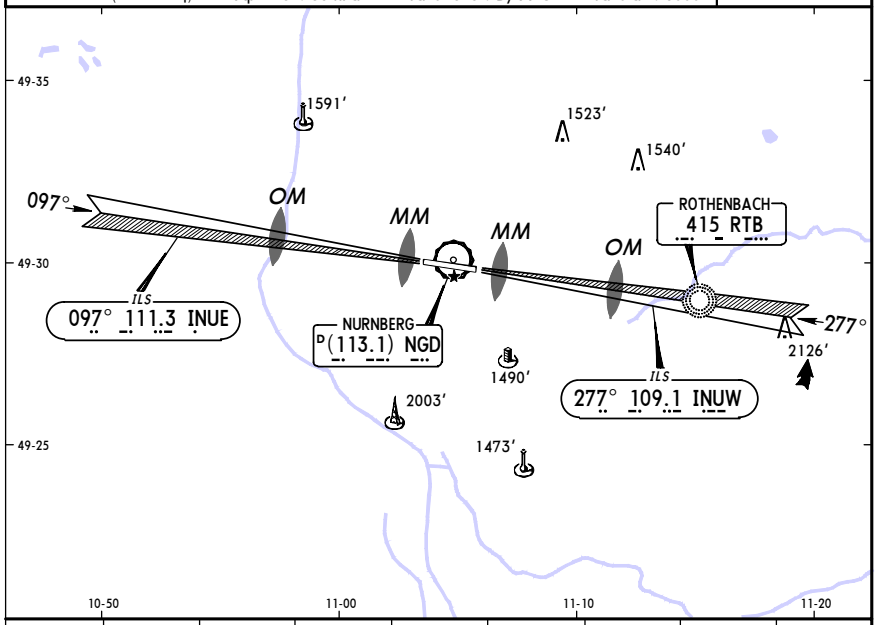
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 1046′ RWY 10 **1022′** RWY 28 **1046′**

MISSED APCH: Climb STRAIGHT AHEAD to 5000′.



MSA RTB NDB

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



RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4100′	3800′	3500′	3200′	2900′	2600′	2300′	2000′

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

Gnd speed-Kts		*70*	*90*	*100*	*120*	*140*	*160*
Descent Gradient	4.9%	347	447	496	595	695	794
MAP at THR							

Lighting-Refer to Airport Chart

5000′

JAR-OPS STRAIGHT-IN LANDING

	SRE 10 MDA(H) **1580′** (558′)		**SRE 28** MDA(H) **1670′** (624′)	
		ALS out		ALS out
A	RVR *1000m*	RVR *1500m*	RVR *1000m*	RVR *1500m*
B	RVR *1200m*		RVR *1200m*	
C		RVR *2000m*		RVR *2000m*
D	RVR *1600m*		RVR *1600m*	

PANS OPS 4

CHANGES: New chart.