EDDN - Nürnberg Airport

Overview

Nürnberg ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	NX	EDDN_ATIS	123.080	
Ground	NG	EDDN_GND	121.760	
Tower	NT	EDDN_TWR	118.305	
Radar	FRK	EDDN_FRK_APP	129.525	München Radar Sector Franken Low
Arrival	DND	EDDN_D_APP	119.475	Relief Station

Local agreements

The following agreement always applies:

- If FRK or a radar station covering it are online, publish the departure frequency using the `&depfreq=XXX.XXX` ATIS parameter.

Quickview

Ground

Nürnberg Ground is responsible for IFR and start-up clearance as well as all taxiing traffic at the airport.

Departures

Endpoint	SID	RWY	Initial Climb	After Take-Off	Remark
BOLSI	1C	10	FL70	contact München Radar 129.525	RNAV1 required.
	1G	28			
ERETO	1C	10			
	1G	28			
RODIS	1C	10			
	1G	28			
SUKAD	1C	10			RNAV1 required.
	1G	28			
SULUS	1C	10			RNAV1 required. Only available for flights intending to proceed SULUS L604.
	1G	28			

Endpoint	SID	RWY	InitialClimb	After Take-Off	Remark
ERL *Erlangen*	1C	*10*	*remain with Nürnberg Tower 118.305*	RNAV1 required. *For local IFR training flights at EDDN, prop-type aicraft up to 5.7 t MTOW only. Contact München Radar when advised by Tower.*	
	1G	*28*			
NUB *Nürnberg*	1A	10	6000 ft	*contact München Radar 129.525*	For non-RNAV1 equipped aircraft only. For RNAV1-equipped aircraft by ATC only.
	1B	28			

Departures on SIDs are generally released in Nürnberg, i.e. route clearance can be given without further request. Departures via vectors must be coordinated with the APP controller.

Datalink Clearance (PDC/DCL)

Datalink clearances are offered in Nürnberg. The station code is **EDDN**.

Transponder codes

The transponder codes for departures from Nürnberg are to be assigned automatically from the range 2340-2353. If this range is not sufficient, the codes 2401-2477 can also be assigned manually.

Helicopter

The helipads are within the area of responsibility of the ground. Helicopters are to be handled like normal fixed-wing aircraft, with the exception that the terms hover instead of taxi or air-taxi instead of taxi are to be used for them.

Air-taxi of helicopters are generally prohibited on all apron areas and taxiways with the following exceptions:

- Local rescue helicopters are allowed to use taxiway F for take-offs and landings in operating direction 10 and 28
  It can be used for helicopters with a rotor blade of up to 20 m in both directions (usable length 1000 m)

- Air-taxi from/to the helicopter parking areas H1 - H3 can be authorised via taxiway J or taxiway J and M3
- Air-taxi from/to the helicopter parking area H4 can only be performed via taxiway F and taxiway M2.
- on taxiways A, B, C, D, E, F and J

Limited taxiways

- Taxiways **M1, M2, M3, M4, J, N2 and N4** are available for aircraft up to ICAO Code **Letter C** (wingspan under 36 metres, e.g. B737/A320), up to Code Letter F with Follow-Me (not simulated on Vatsim)
- Taxiway **N2** is to be used exclusively for **incoming traffic for parking positions 30 - 35**
- Taxiway **N4** is to be used exclusively for **incoming traffic for parking positions 40 - 44**
- Aircraft up to ICAO Code **Letter B** (wingspan less than 24 metres) can taxi on all taxiways in the general aviation apron areas (**S3, S4 and T2**)
- Incoming traffic taxiing on taxiway C CANNOT be sent to the right onto taxiway F

Parking positions

The parking position is normally assigned by the GroundRadarPlugin.

- Positions 01 - 16 and 30 - 35 and 40 - 44 -> facing south
- Positions 26 - 28 and 81 - 86 -> facing north
- Positions 01 - 04 Cargo
- Positions 26 - 28 Heavy
- Callsign ADN (Aerodienst Nürnberg) - The hangar of Aerodienst Nürnberg is located in the southern part of the airport (behind hangars 3 + 4) at apron R9 and can be reached via S3, H
- Callsign IFA (FAI Aviation Group) - The FAI hangar and apron R11 are located east of S4

De-icing

Aircraft de-icing is always carried out at all parking positions on the main aprons at Nürnberg Airport.

Tower

Operating direction

The operating direction is coordinated between TWR and APP. Runway 28 is to be used in preference. The operating direction should only be changed during continuous traffic if a tailwind component of more than 5 KT is otherwise to be expected.

Please note that only runway 28 can be used for low visibility operations.

Change of operating direction

- TWR decides on a change of operating direction in consultation with APP and arranges a specific time for this
- Traffic is planned and cleared accordingly on the ground and in the air
- TWR report the last start in the old operating direction to Director and APP
- APP reports the callsigns of the last planned approaches in the old operating direction to the tower
- Director gives a 15NM check to the tower for the first approach in the new operating direction of a runway

Approaches

Approaches are to be staggered by APP and handed over on the approach base line at 8 NM at the latest

Non-precision approaches, aerodrome circuit approaches or approaches that do not wish to perform a final landing must be coordinated between the APP and TWR.

Visual approaches must be coordinated between TWR and APP. The requirements stipulated in the AIP must be observed; in exceptional cases (e.g. weather, emergencies, ambulance flights, etc.) this may be deviated from.

Required separation

APP is responsible for creating and maintaining the separation between approaches.

Speed instructions from TWR for approaches must be coordinated in advance. TWR is then responsible for maintaining the separation.

Missed approaches

A missed approach must be coordinated between the APP and TWR. Pilots should primarily follow the published missed approach procedure. In exceptional cases, a "fly runway track, climb to FL70" can also be instructed, which may be appropriate in Nuremberg if there is a lot of traffic.

Practice approaches

The published missed approach procedure must not be used for practice approaches with a new take-off/take-off, but a SID must always be assigned.

Departures

Separation obligation

TWR is responsible for establishing and maintaining the separation between two take-offs. The following aircraft may only be released for take-off if the radar separation minimum or the required wake turbulence separation to the preceding aircraft is given at the time of take-off and the separation remains or increases.

Intersection Departures

Airliners are always sent to the beginning of the runway. Deviations are possible with the pilot's consent. Pilots of small (VFR) aircraft must expect an intersection departure.

Intersection C should NOT be used due to inbound traffic. If you using them, advise the arriving traffic to vacate later than C!

VFR traffic

VFR arrivals and departures may enter or leave the control zone at a maximum of 3,000 ft AMSL. Circuits to the south should be avoided for noise protection reasons.

Helicopter take-offs and landings

Taxiway F can be used for take-offs and landings. The decision lies with the tower, the pilot must report if he cannot accept this. In most cases, however, these departures are carried out as intersection takeoffs from taxiway J.

Take-offs and landings of DRF rescue helicopters

The following procedures are to be observed when carrying out operational flights by the local DRF rescue helicopters (CHX27 and CHX88).

CHX27 must be assigned the discrete transponder code 7027.
CHX88 must be assigned the group code 0020 for rescue flights.

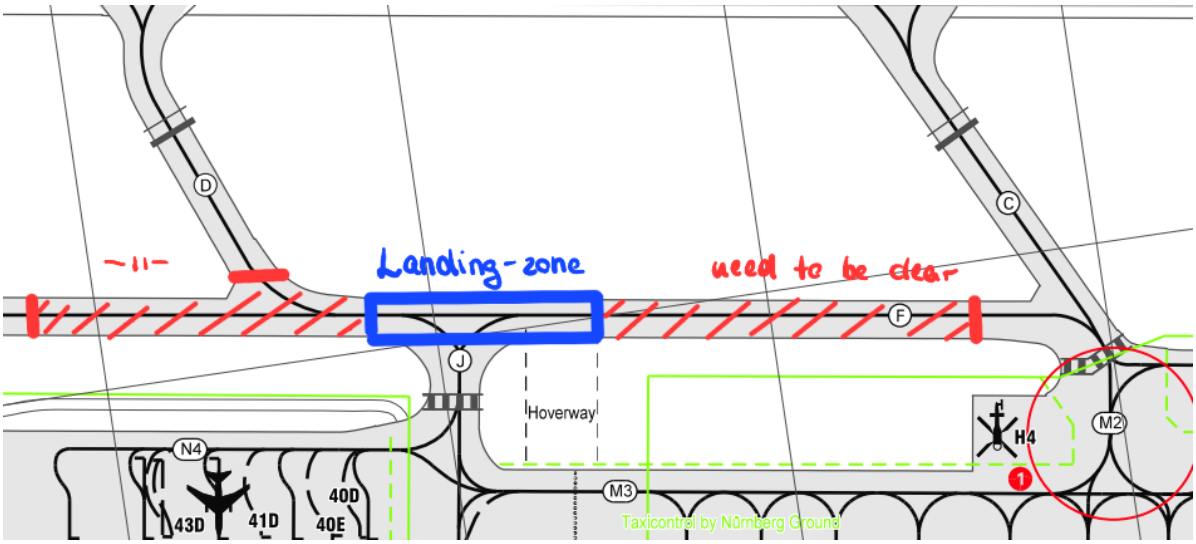
In order to avoid having to keep the entire TWY free when using the above procedure for departures from TWY F, the following procedure was agreed with the DRF (only for CHX27 and CHX88):

An artificial landing zone will be set up, which must be kept clear during take-offs and landings of the two rescue helicopters, extending westwards to the junction of TWY J and eastwards to the eastern boundary of the hoverway.

TWY C can therefore be used freely without further restrictions, provided that traffic information is provided on all aircraft involved.

Aircraft on TWY D must be clear of TWY F for the application of the procedure.

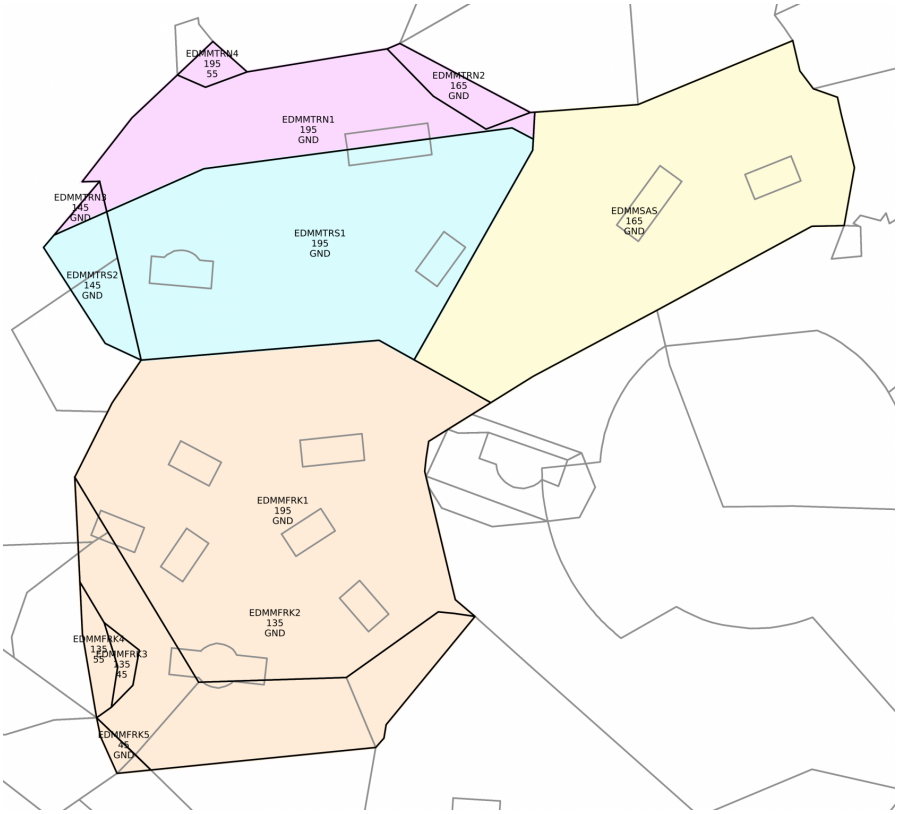
TWY F can only be used to the east as far as apron G3.



AD2 EDDN 2-7 - With the kind permission of DFS Deutsche Flugsicherung GmbH. Not suitable for navigational purposes.

Arrival - Franken Low

The Nürnberg arrival does not cover a pure arrival sector, but the fully-fledged lower sector Franken Low (FRKL) in the GND - FL195 level band. In addition to arrivals and departures to/from Nuremberg, a few transits cross the sector. Franken Low is also home to the controlled aerodrome Hof-Plauen (EDQM), as well as numerous info airports with a RMZ and IFR procedures. The exact structure of the sector can be seen in the following sector chart.



Arrivals

RNAV Arrivals

The arrivals in Nürnberg have their clearance limit at the corresponding transition fix (see table) and must already be filed by the pilot in the flight plan, but explicitly cleared. Pilots must at least be BRNAV-equipped, for NON-RNAV a route must be filed according to ERL or NUB.

Waypoint Designator		RWY	CL Holding (MHA 5000ft)	Remarks
DODAS	1T	10	left, 170°	

1V	28	not to be used during activity of NLFS		
PIVIR	1T	10	right, 204°	
	1V	28		not to be used during activity of NLFS
LETKU	1T	10	left, 042°	
	1V	28		
UPALA	1T	10	right, 315°	
	1V	28		

Approach procedure

In operating direction 28, Nürnberg has a CAT IIIb-certified ILS, as well as one RNAV and two published LOC approaches (LOC Z and LOC Y) and thus logically another localiser antenna in addition to the LOC antenna belonging to the full ILS. In operating direction 10, Nürnberg has a CAT I-certified ILS, as well as an RNAV and VOR approach.

Visual approaches may be cleared after coordination with the tower, but must be conducted in such a way that the final approach for RWY 28 approaches from the north is at least 2.5 NM (5 DME NUB), for approaches from the south the final approach is at least 5.5 NM (8 DME NUB) and for RWY 10 the final approach is at least 5 NM (4 DME NUB).

Working with the feeder position

In reality, there is no longer a feeder in Nuremberg, but due to the unrealistically high flight movements on Nuremberg Monday, this station has been retained on VATSIM.

The handover between FRKL and feeder takes place at 28 operation downwind sinking to 6000ft, at 10 operation sinking to 5000ft.

Target separation on final

There is no target separation per se and all pilots are requested to separate according to the traffic conditions on the final. Requests for separation from TWR must be implemented within 10 minutes, speed requests from TWR immediately.
With a balanced traffic flow, a separation of approx. 6 NM is usually suitable to utilise the runway as efficiently as possible. Higher separation minima due to wake vortices or similar must of course be given priority!

Departures

Handoffs

With the exception of ERL departures, departures in Nuremberg are obliged to make an initiation call on the corresponding departure frequency immediately after take-off.

Local IFR via ERL

For local IFR flights, the tower must always plan via ERL; unlike all other SIDs, the tower keeps departures via the ERL departure on frequency until they have left its AoR or there is a separation to traffic in the control zone.

Agreements

Outbound Traffic - FRKL transferring

Receiving SCT	ADES / ADEP	COPX	XFL	RMK
EDMM **BBG**	↑EDDN	SULUS	FL190	--
EDMM **HOF**	↑EDDN	ERETO	FL190	
EDMM **RDG**	↑EDDN	RODIS	FL160	
EDMM **TRLS**	↓EDDE	NARUS	FL110	Clear STAR
EDMM **WLD**	↑EDDN	AKANU	FL130	--
EDGG **DKB**	↑EDDN	DKB	FL130	
EDGG **GED**	↑EDQ*	VAGAB	FL180	
EDGG **HAB**	↑EDDN ↑EDQ*	SULUS	FL180	
EDGG **KTG**	↑EDDN	IBAGA	FL130	
		SUKAD		

Receiving SCT	ADES / ADEP	COPX	XFL	RMK
LKKV_APP	↓LKKV	OKG	FL120	
LKAA-W	↑EDQM	OKG	FL170	
		ODOMO		
		VEMUT		

Inbound Traffic FRKL receiving

Transferring SCT	ADES/ADEP	COPX	PEL	RMK
EDMM **ALB**	↓EDDN	DOSIS	FL140	--
		UPALA		
EDMM **BBG**	↓EDDN	ALL	FL200	Vertical entries
EDMM **GER**	↓EDDN	TABAT	FL200	--
EDMM **HOF**	↓EDDN	ALL	FL200	Vertical entries
EDMM **RDG**	↓EDDN	RODIS	FL140	--
EDMM **TRLS**	↑EDDE	BAMKI	FL160	
		TABAT	FL160	
EDGG **DKB**	↓EDDN	LETKU	FL110	
EDGG **HAB**	↓EDDN	ERTES	FL130	
	↓EDQ*	SULUS	FL170	
EDGG **HEF**	↓EDDN	VELIS	FL170	
	↓EDQ*	BOKNI	FL170	
LKKV_APP	↑LKKV	OKG	FL110	

Transferring SCT	ADES/ADEP	COPX	PEL	RMK
RAPET				
VARIK				
LKAA-W	↓EDDN ETHN ↓ETIN EDQ*	OKG	FL180	
	↓EDDE	VARIK	FL190	