

List of pages in this Trip Kit

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General Information

Location: NUERNBERG DEU
ICAO/IATA: EDDN / NUE
Lat/Long: N49° 29.92', E011° 04.68'
Elevation: 1044 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0441 Z
Sunset: 1746 Z

Runway Information

Runway: 10
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1020 ft
Lighting: Edge, ALS, REIL

Runway: 28
Length x Width: 8858 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1044 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 123.080
Nuernberg Tower: 118.305
Nuernberg Ground: 121.760
Nuernberg Handling Operations: 131.655
Nuernberg Rescue Emergency: 121.555
Nuernberg De-Icing Operations: 121.805
Nuernberg Handling Operations: 131.430
Munich Radar Radar: 129.525 RCO

EDDN/NUE
NUERNBERG

JEPPESEN

12 NOV 21

10-1P

NUERNBERG, GERMANY
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

*D-ATIS 123.080

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. LOCAL FLYING RESTRICTIONS****Take-offs and landings are not permitted for**

- Jet ACFT 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 ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3 and prop ACFT 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;
- Between 2200-0600LT Nuernberg APT may not be used for unplanned take-offs/landings due to night flying restrictions applying at other APTs or because of flight restrictions in specific airspace.

EXCEPTIONS:

- ACFT on missions in disasters or rendering medical assistance.
- Jet ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, included in the applicable valid Bonus List published by the "Bundesministerium fuer Verkehr und digitale Infrastruktur (BMVI)" for departing as well as for landing aeroplanes.
- Prop ACFT with noise certification according to ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10.
- Landing of ACFT approaching Nuernberg APT as alternate APT for meteorological, technical or other safety reasons.

Deviating from the above regulations, the "Bayerische Staatsministerium fuer Wohnen, Bau und Verkehr" 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.

1.2.2. RUN-UP TESTS

Engine test runs are only permitted in the sequence determined by the supervisor on duty of the 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 acting supervisor of the FNG in justified cases.

1.3. LOW VISIBILITY PROCEDURES DURING CAT II/III OPERATIONS

As soon as CAT II/III all-weather operations have been declared via ATIS, the centerline lighting will be switched on for all TWYs. From this point on, all ACFT may only taxi on TWYs with centerline lighting switched on and in accordance with separate instructions from DFS (German Air Navigation Services) aerodrome control.

All TWY centerline lights leading away from the RWY are color-coded (yellow/green) between the RWY centerline and the section where the ACFT leaves the ILS-sensitive area. ACFT which have landed shall immediately report when leaving the color-coded section of the TWY without being requested to do so.

The CAT II/III taxi holding position on TWYs A, B, C/F and J are equipped with lighted stop bars.

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NUERNBERG, GERMANY
AIRPORT BRIEFING

1. GENERAL

If these are switched on, they may not be crossed under any circumstances.

Clearances of any kind do not permit taxiing across 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.

1.4. TAXI PROCEDURES

Depending on the active RWY direction, code D, E and F ACFT shall be guided by a Follow-me vehicle between the hand-over point of TWY F (eastern end of TWY F), or the hand-over point of TWY A (abeam position 27), and the ACFT stands. ACFT must strictly follow the Follow-me vehicle and if necessary, use oversteering of the Follow-me vehicle indicates to do so by leaving the centerline marking.

If possible, taxiing in TWY curves shall be performed with minimum thrust.

On aprons, ACFT are permitted to taxi at the required minimum RPM only. If more thrust is required, ground control shall be informed in advance and the permission of the aerodrome operator shall be requested.

In curved areas on the apron in particular, code D, E and F ACFT may not increase engine power significantly beyond idle motion speed in order to avoid damage.

ACFT up to code C may taxi on TWY J between TWY F and M4. This does not apply to taxiing by code D and E ACFT to cross TWY J between TWY M3 and M4, or M3 and N4.

ACFT up to code B between the junction of TWY M4 and entry GAT are permitted.

Code D, E and F ACFT shall strictly follow marshaller and if necessary use oversteering maneuver in TWY curves.

1.5. OTHER INFORMATION

1.5.1. USE OF TWY F FOR TAKE-OFF AND LANDING

After prior clearance from DFS aerodrome control, local based rescue helicopters may use TWY F for take-offs and landings in directions 10 and 28.

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NUERNBERG, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

When landing, reverse thrust other than idle thrust shall not be used between 2200-0600LT except for safety reasons.

2.2. CAT II/III OPERATIONS

RWY 28 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

All taxiing maneuvers will, without exception, be guided by Follow-me car. If no Follow-me car is available, ACFT shall wait for one to arrive at entry GAT.

2.4. PARKING INFORMATION

Code A and B ACFT to stands 81 thru 86 and parking area U1/U2 use TWY J and S4. From entry GAT, they will be guided by a Follow-me vehicle.

Code C ACFT with wingspan of up to 95'/29m to stands 82, 84 and 86 use TWY J and M4.

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10-1P3

NUERNBERG, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing is possible on all ACFT stands of the main aprons as well as on parts of the GA apron.

The duty officer of FNG shall be informed of the request for de-icing via phone +49 911 - 937 1583 not later than 25 minutes prior to the requested start of the de-icing procedure.

3.1.2. REGISTRATION FOR DE-ICING

Crew shall register for de-icing as early as possible to the

- Head loader/ramp agent;
- Operations department of the handling agent via his company frequency.

The de-icing request will be passed on by the above units to the duty officer airport operation. He will determine the de-icing sequence, taking into account known priorities such as: STS (e. g. STS/HOSP), Slot, EOBT, etc.

3.1.3. REPORTING: "READY FOR DE-ICING"

As a rule the head loader/ramp agent will report to the duty officer APT operation as soon as the termination of the handling process is imminent, but at least when all the servicing equipment has been removed. The ACFT will be notified by the head loader/ramp agent and will be requested to change to the frequency of NUERNBERG De-icing 121.805 and to wait to be contacted by the operator in the basket of the respective de-icing vehicle.

Queries regarding the sequence or estimated de-icing time cannot be answered on this frequency since the operator in the basket will not have this information. If necessary, the crew can obtain this information from the company frequency of the handling agent concerned.

AirPart: 131.655
GA: 131.430

3.1.4. DE-ICING PROCEDURE

After receiving the de-icing instructions, the de-icing vehicle will drive to the ACFT.

The operator in the basket will report to crew on the de-icing frequency NUERNBERG De-icing 121.805 giving the ACFT registration mark and the number of the de-icing vehicle.

At this point, the details required for de-icing can be discussed directly between crew and the operator in the basket.

De-icing procedures will not begin until crew has given the permission to do so.

When the de-icing process has been completed, the operator in the basket will report again to crew and will inform them of the de-icing code. This concludes the de-icing procedure.

3.2. PUSH-BACK AND TAXI PROCEDURES

Stands 1 thru 16 are push-back.

Use of reverse thrust is prohibited.

Push-back procedures require prior clearance from NUERNBERG Ground.

Code A and B ACFT facing North shall taxi off from stands 81 thru 86 to North to TWY M4.

Code C ACFT facing South shall taxi off from stands 81 thru 86 by push-back to TWY M4.

Aerodrome control will clear for take-off all ACFT up to a MTOW of 2 tons at the intersection of TWY B for RWY direction 28 or at the intersection of TWY E for RWY direction 10. If this is not possible, aerodrome control shall be informed.

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14 SEP 18



NUERNBERG, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

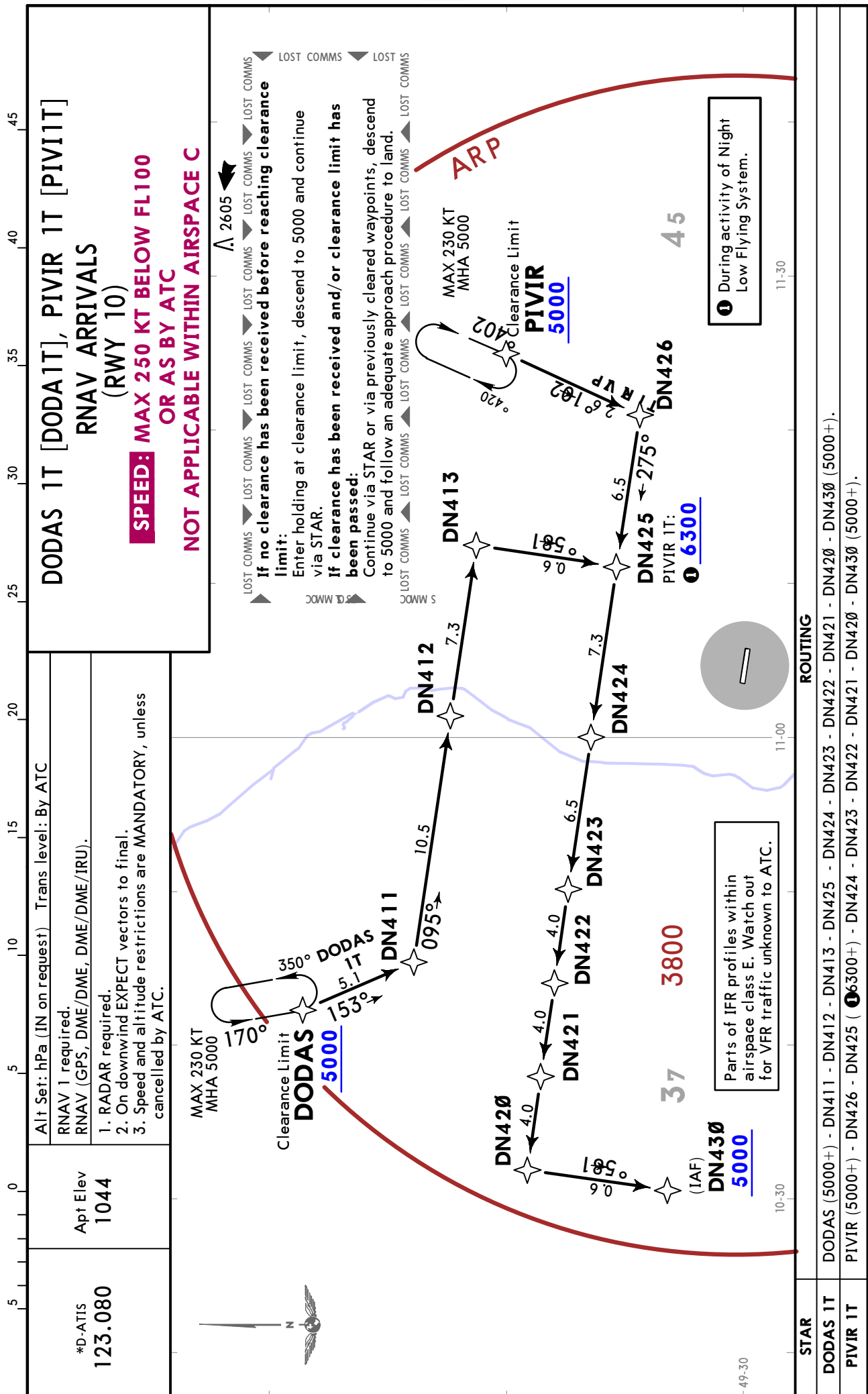
3.3. OTHER INFORMATION

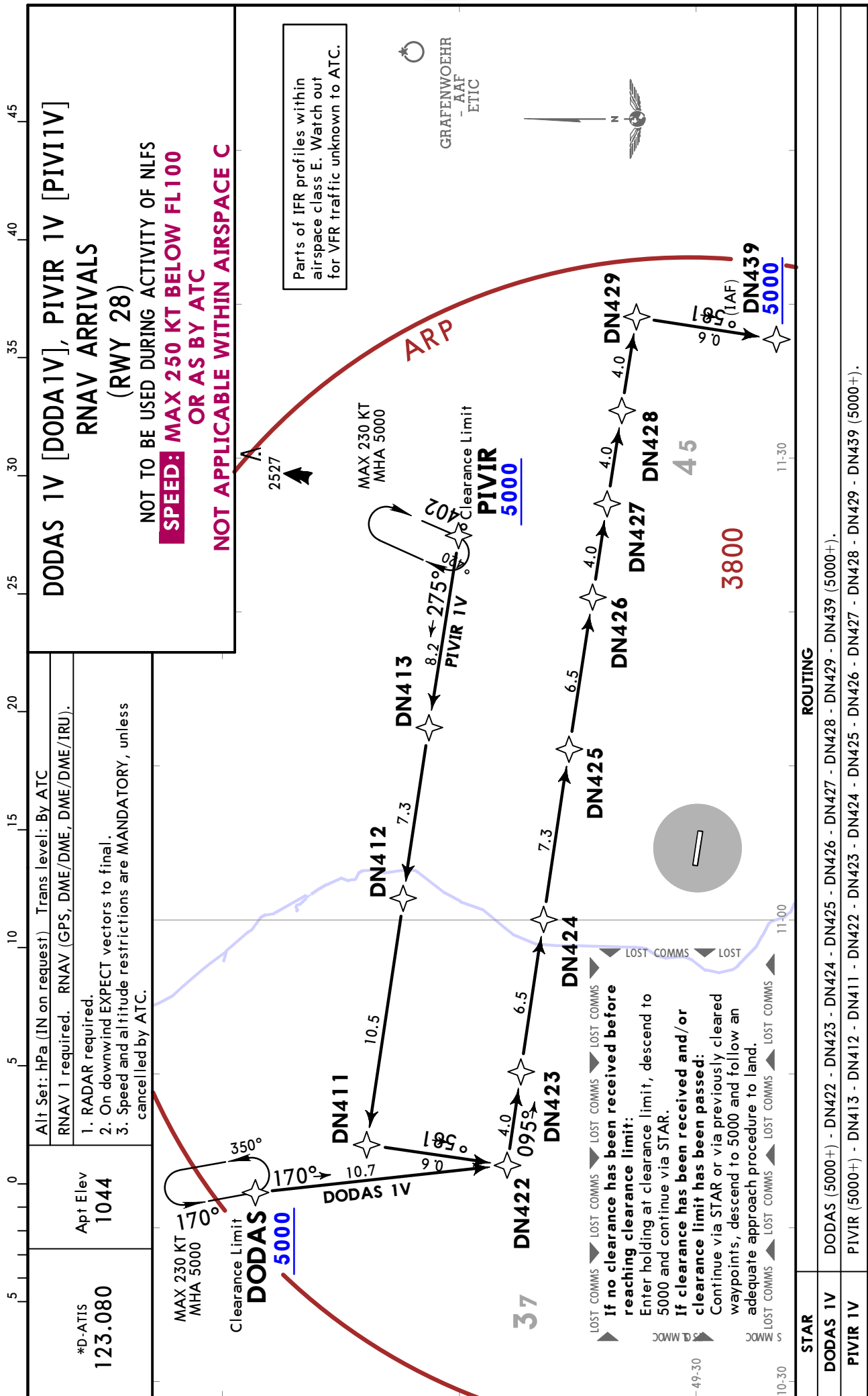
3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink.

The following temporal parameters apply:

- t_i 25 minutes prior to EOBT for unregulated flights.
30 minutes prior to CTOT for ATFM regulated flights.
- t_f 11 minutes prior to EOBT for unregulated flights.
16 minutes prior to CTOT for ATFM regulated flights.
- t₁ 5 minutes.

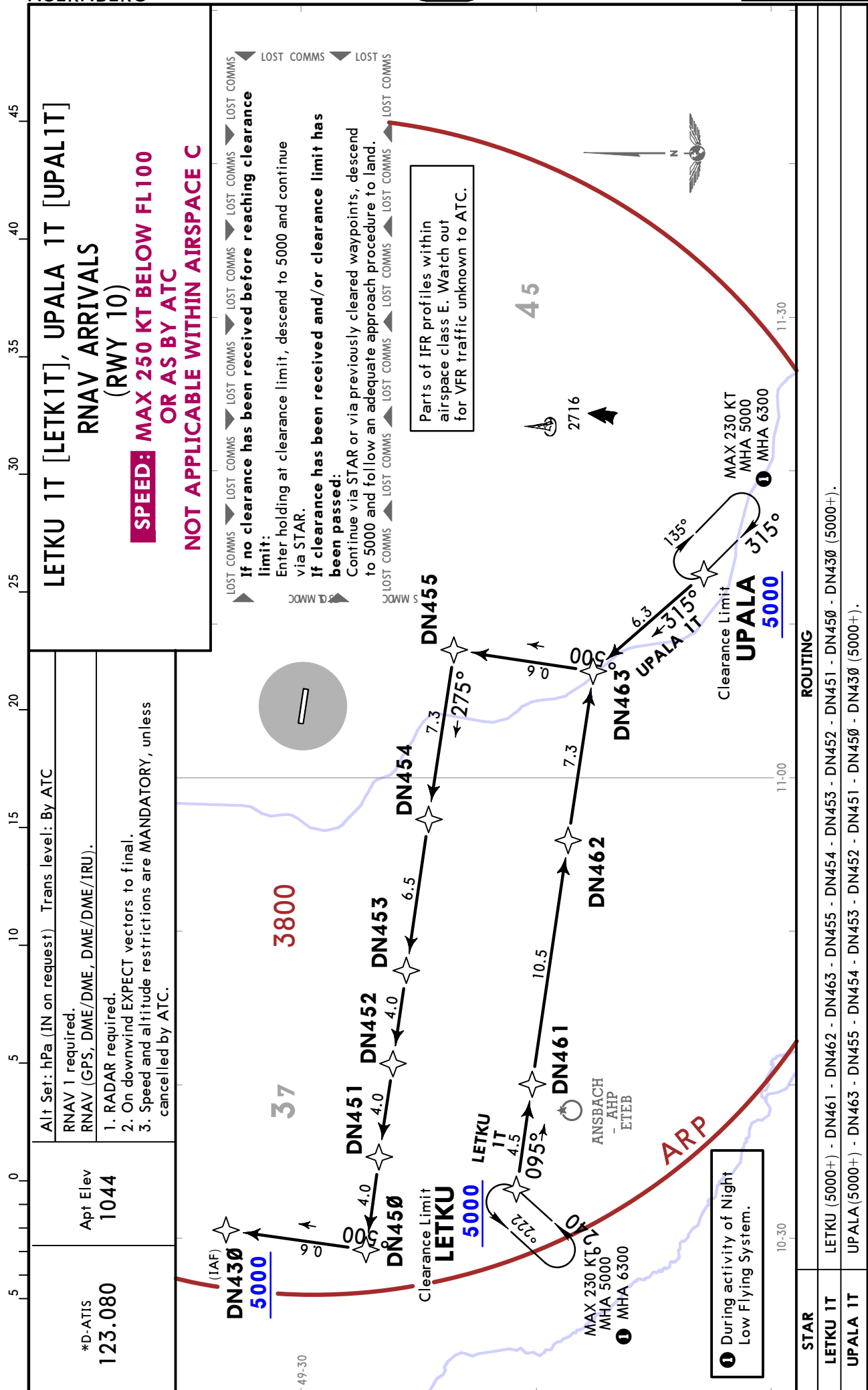


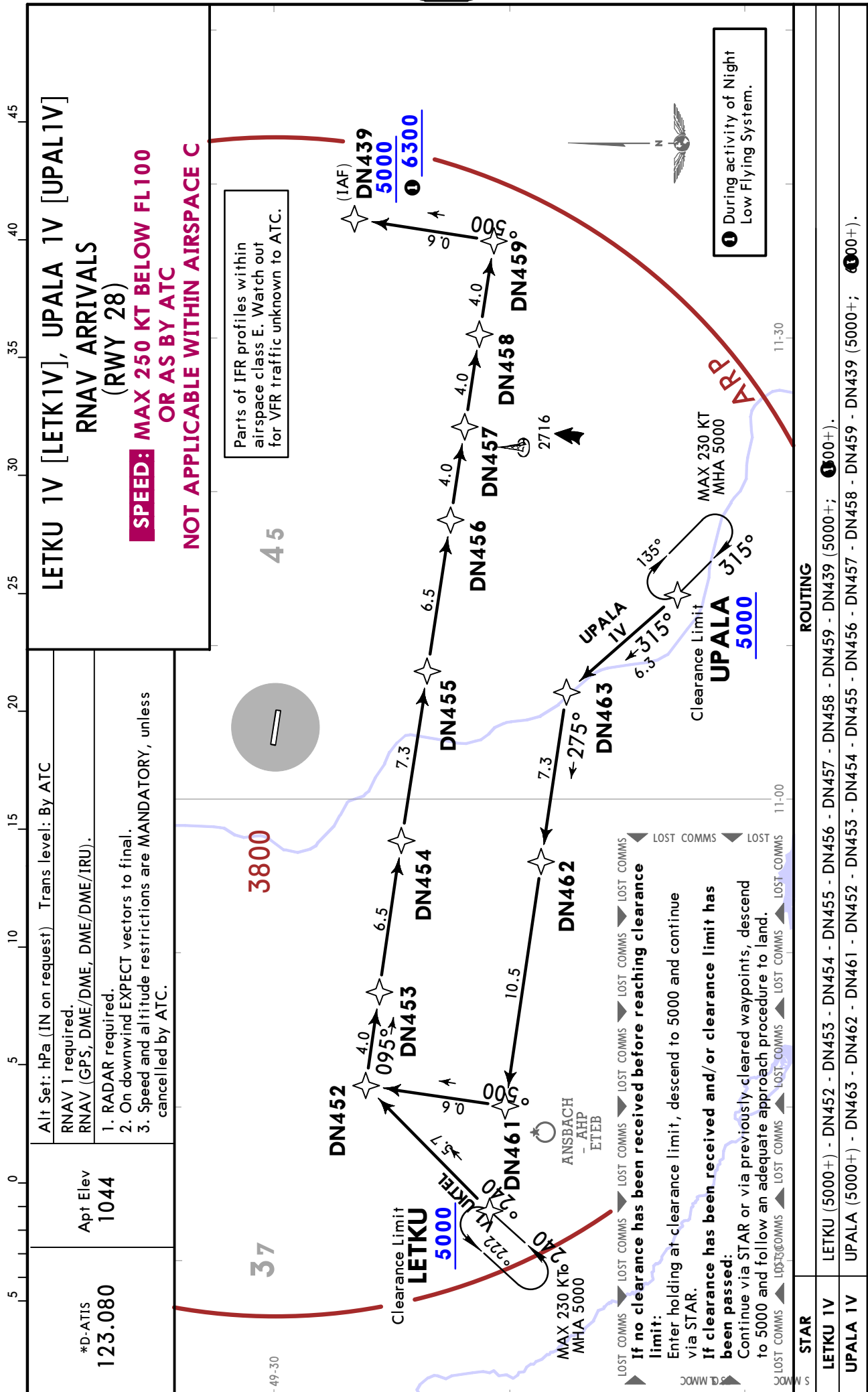


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25 NOV 22 **10-2B** Eff 1 Dec

NUERNBERG, GERMANY
RNAV STAR

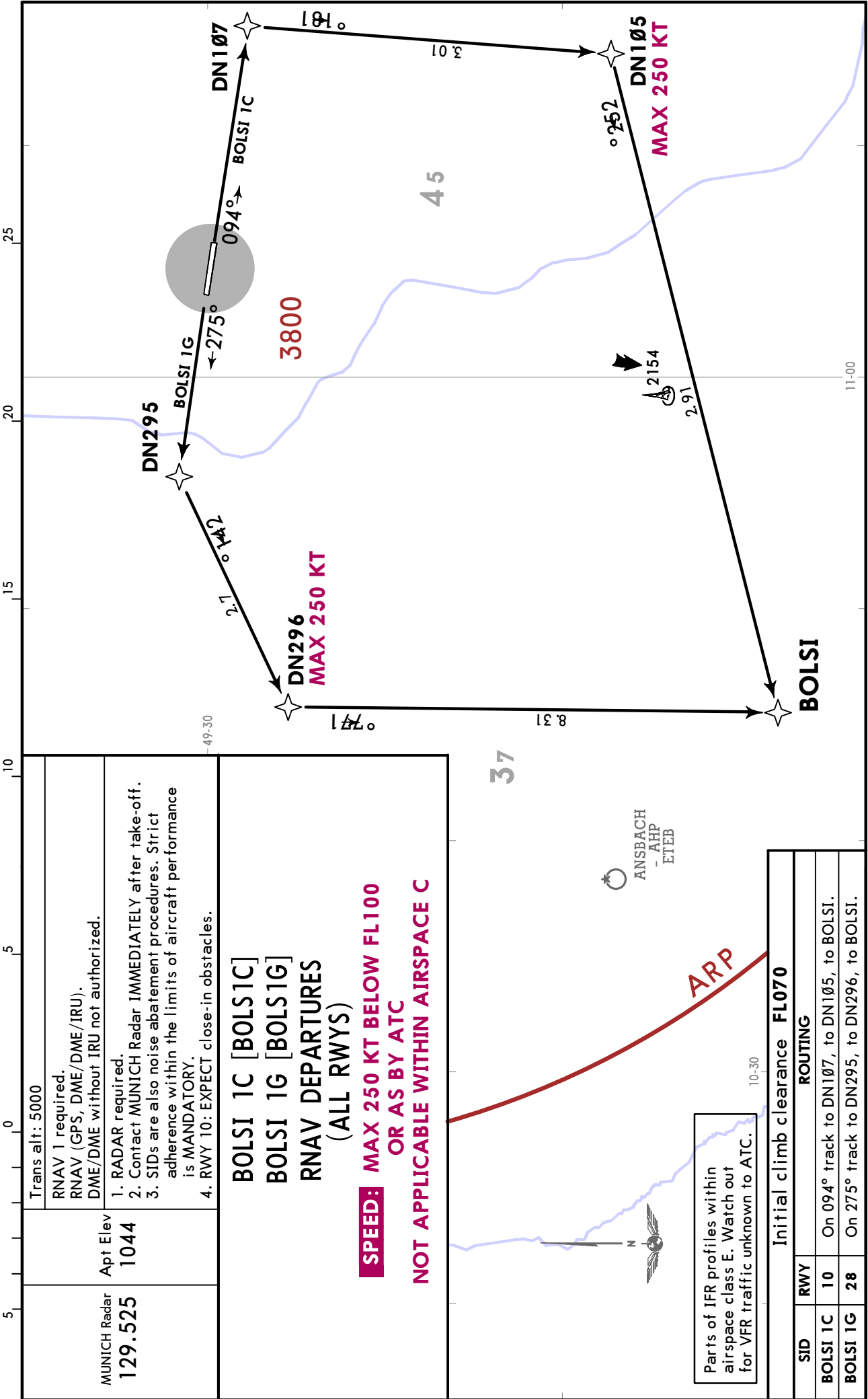




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NUERNBERG

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25 NOV 22 10-3 Eff 1 Dec

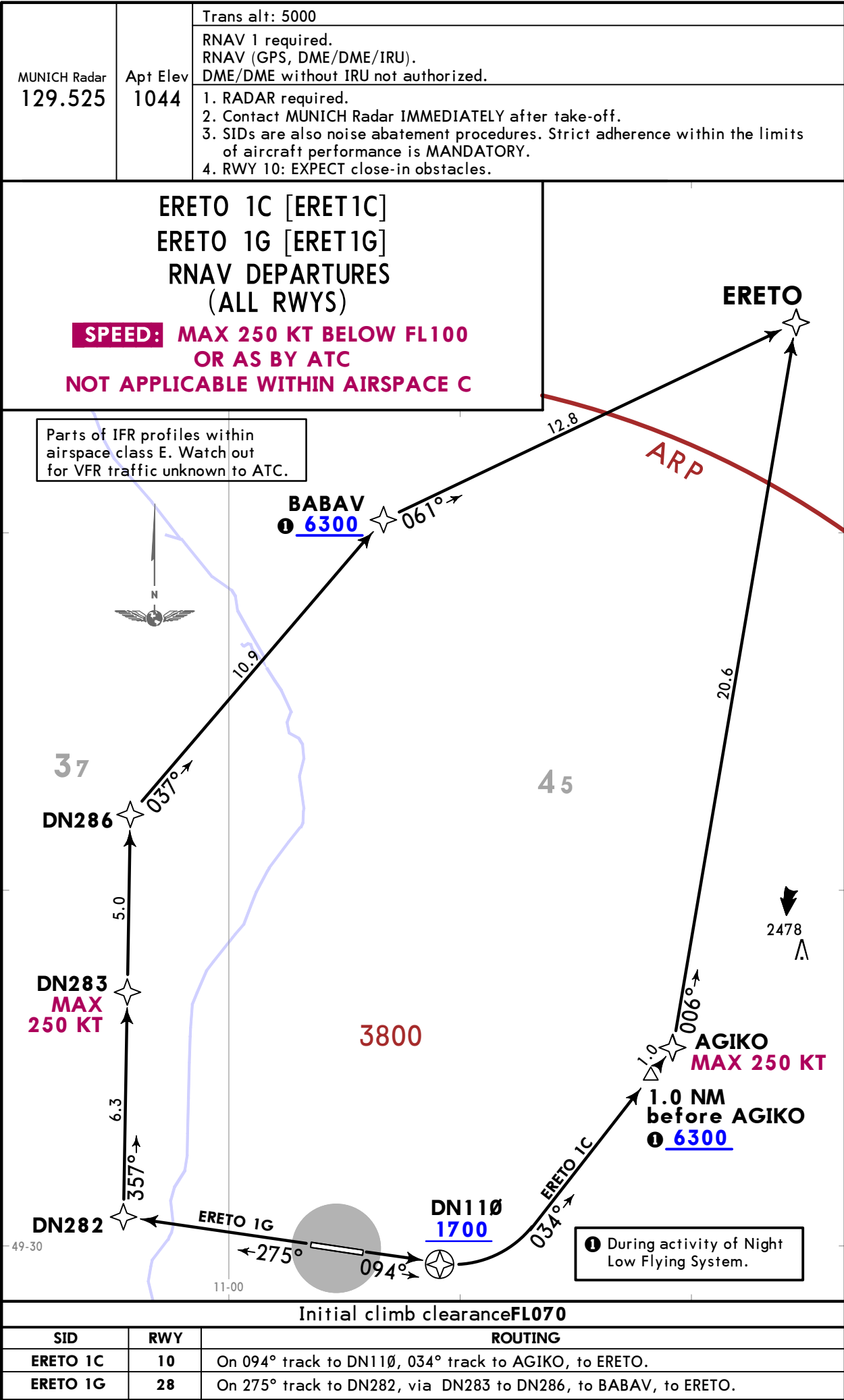
NUERNBERG, GERMANY
RNAV SID



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NUERNBERG

JEPPESEN
25 NOV 22 10-3A Eff 1 Dec

NUERNBERG, GERMANY
RNAV SID



EDDN/NUE
NUERNBERG

JEPPESSEN
16 DEC 22 10-3B

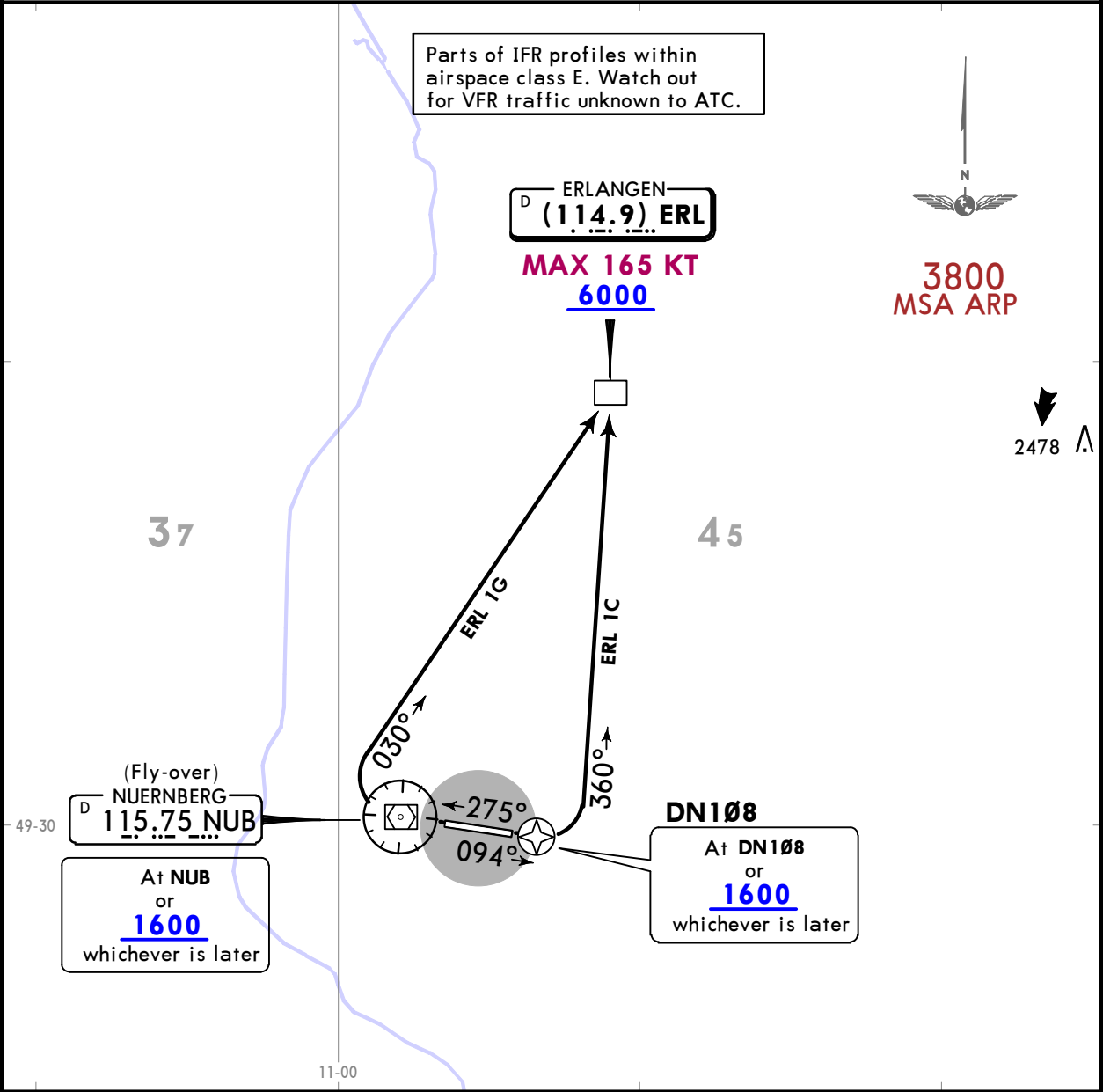
NUERNBERG, GERMANY
RNAV SID

NUERNBERG Tower 118.305	Apt Elev 1044	Trans alt: 5000
		RNAV 1 required. RNAV (GPS, DME/DME/IRU). DME/DME without IRU not authorized.
		1. RADAR required. 2. Contact NUERNBERG Tower, remain with NUERNBERG Tower after take-off. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. RWY 10: EXPECT close-in obstacles.

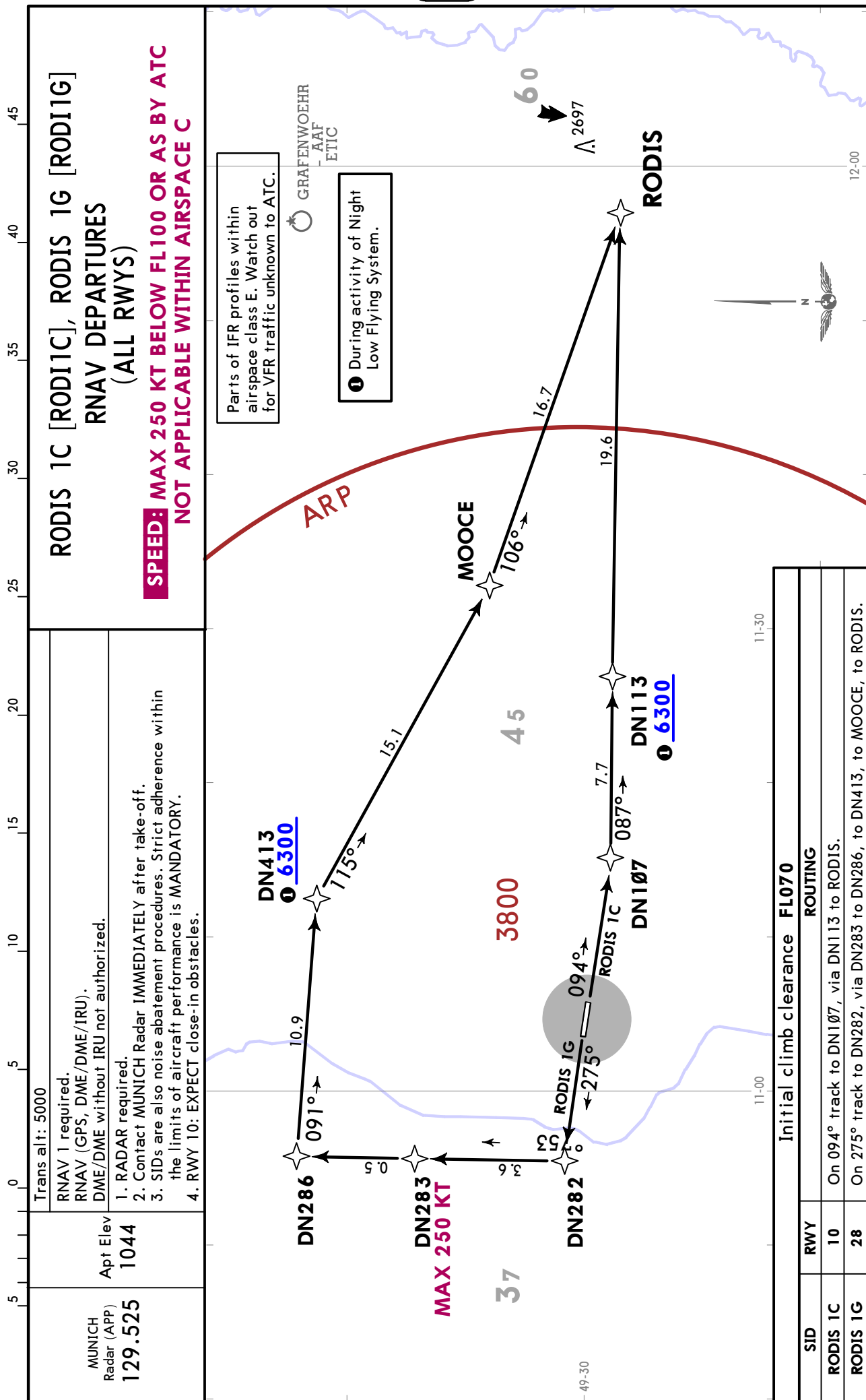
ERLANGEN 1C (ERL 1C)
ERLANGEN 1G (ERL 1G)
RNAV DEPARTURES
(ALL RWYS)

FOR LOCAL IFR TRAINING FLIGHTS AT EDDN
PROP ACFT UP TO 5.7T MTOW ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance FL070		
SID	RWY	ROUTING
ERL 1C	10	Climb on 094° track to DN108 or 1600, whichever is later, turn LEFT, 360° track to ERL.
ERL 1G	28	On 275° track to NUB or 1600, whichever is later, turn RIGHT, 030° track to ERL.



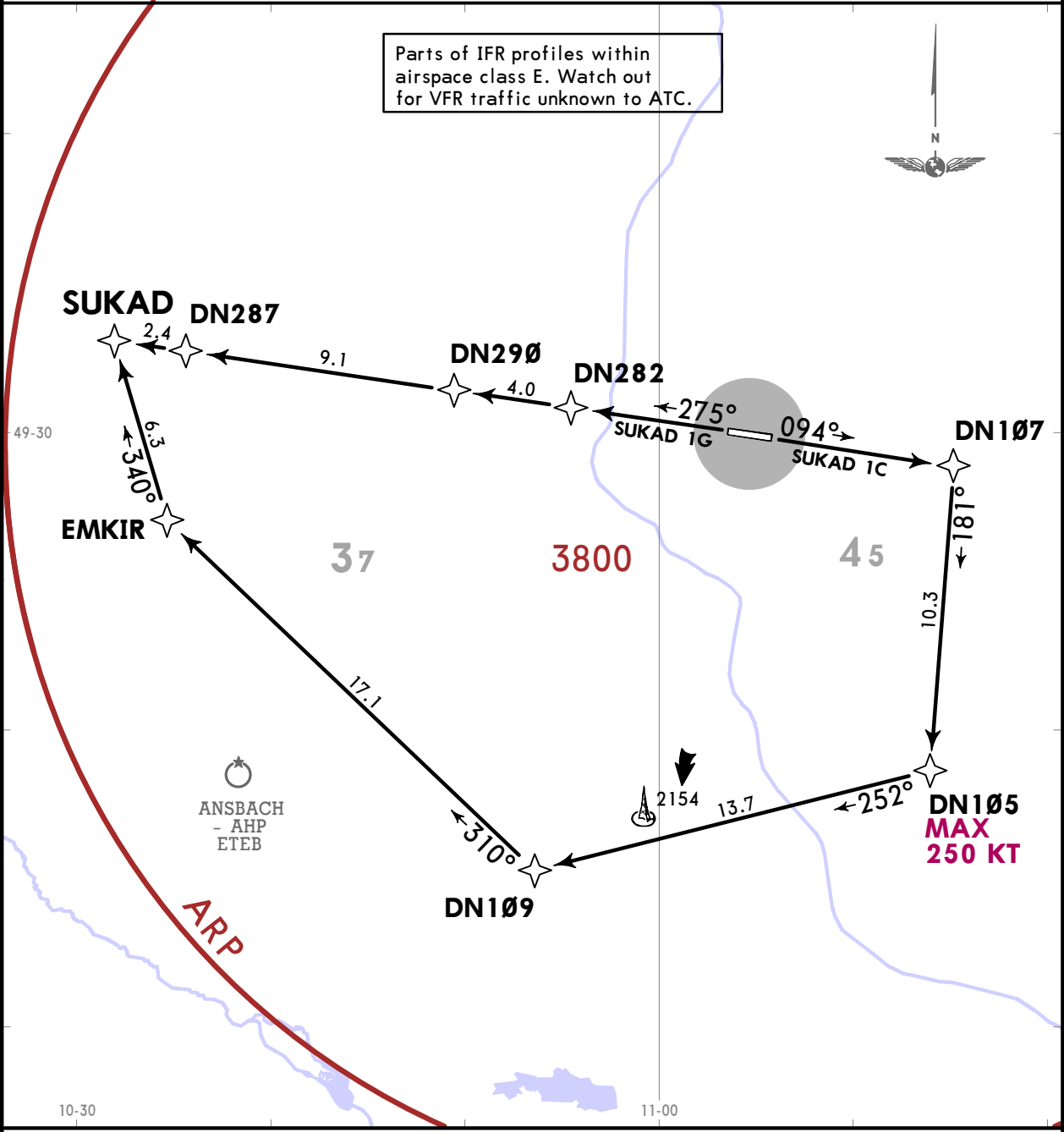
EDDN/NUE
NUERNBERG

JEPPESEN
25 NOV 22 10-3D Eff 1 Dec

NUERNBERG, GERMANY
RNAV SID

MUNICH Radar 129.525	Apt Elev 1044	Trans alt: 5000
		RNAV 1 required.
		RNAV (GPS, DME/DME/IRU).
		DME/DME without IRU not authorized.
		1. RADAR required. 2. Contact MUNICH Radar IMMEDIATELY after take-off. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. RWY 10: EXPECT close-in obstacles.

SUKAD 1C [SUKA1C]
SUKAD 1G [SUKA1G]
RNAV DEPARTURES
(ALL RWYS)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

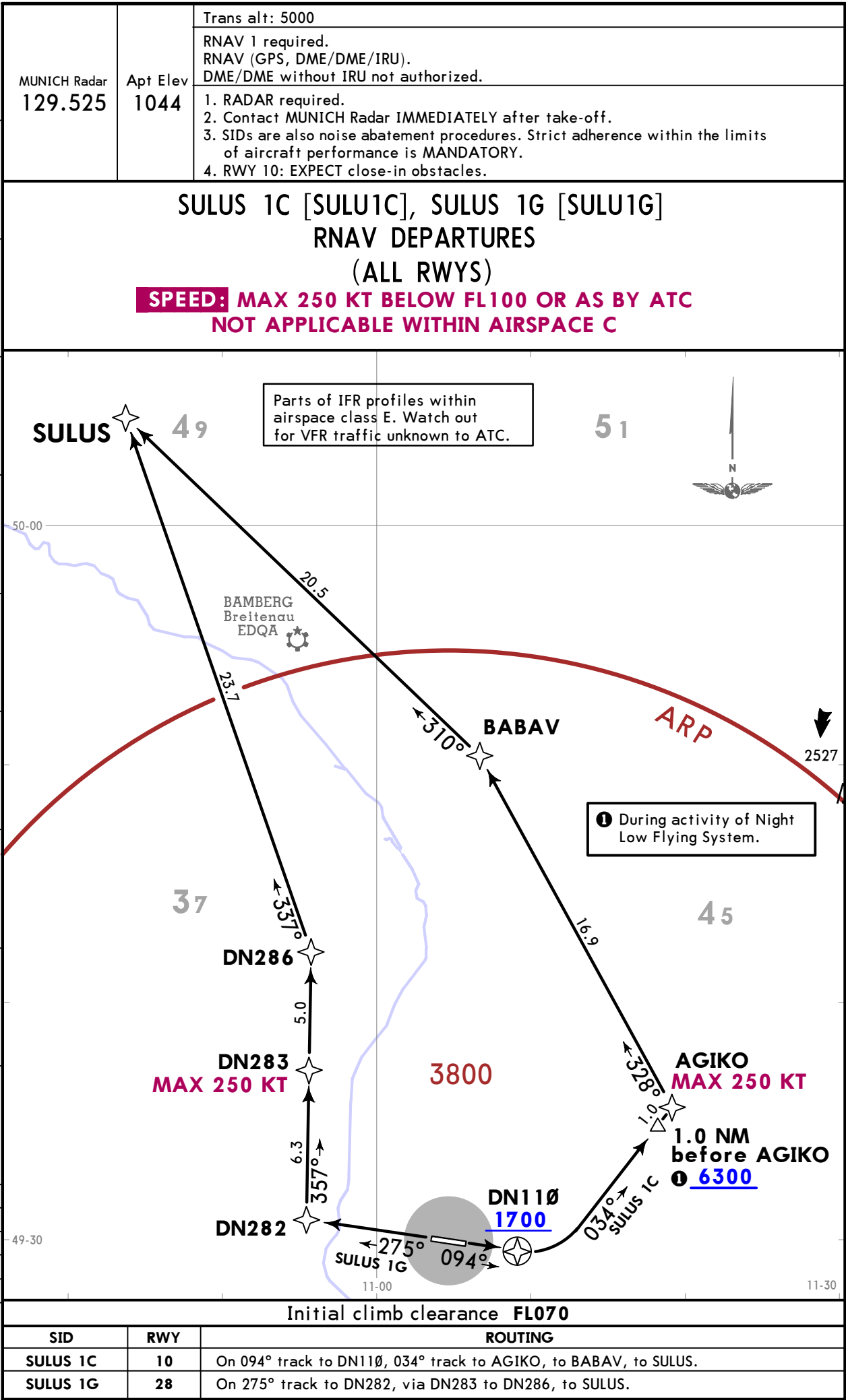


Initial climb clearance FL070		
SID	RWY	ROUTING
SUKAD 1C	10	On 094° track to DN107, to DN105, to DN109, to EMKIR, to SUKAD.
SUKAD 1G	28	On 275° track via DN282 and DN290 and DN287 to SUKAD.

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25 NOV 22 (10-3E) Eff 1 Dec

NUERNBERG, GERMANY
RNAV SID



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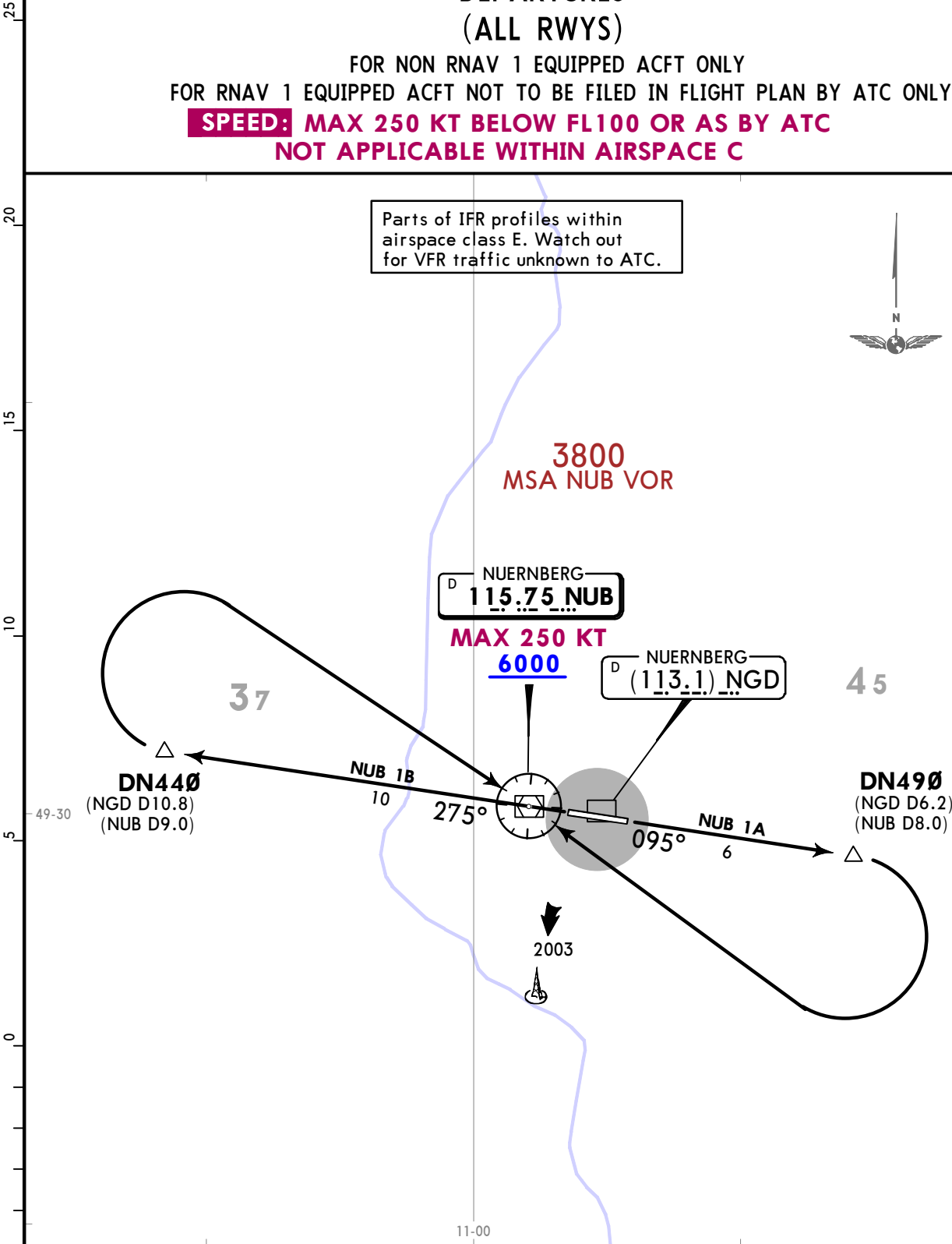
JEPPESSEN
25 NOV 22 10-3F Eff 1 Dec

NUERNBERG, GERMANY
SID

NUERNBERG Tower 118.305	Apt Elev 1044	Trans alt: 5000 1. Contact MUNICH Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWY 10: EXPECT close-in obstacles.
MUNICH Radar 129.525		

NUERNBERG 1A (NUB 1A)
NUERNBERG 1B (NUB 1B)
DEPARTURES
(ALL RWYS)

FOR NON RNAV 1 EQUIPPED ACFT ONLY
FOR RNAV 1 EQUIPPED ACFT NOT TO BE FILED IN FLIGHT PLAN BY ATC ONLY
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

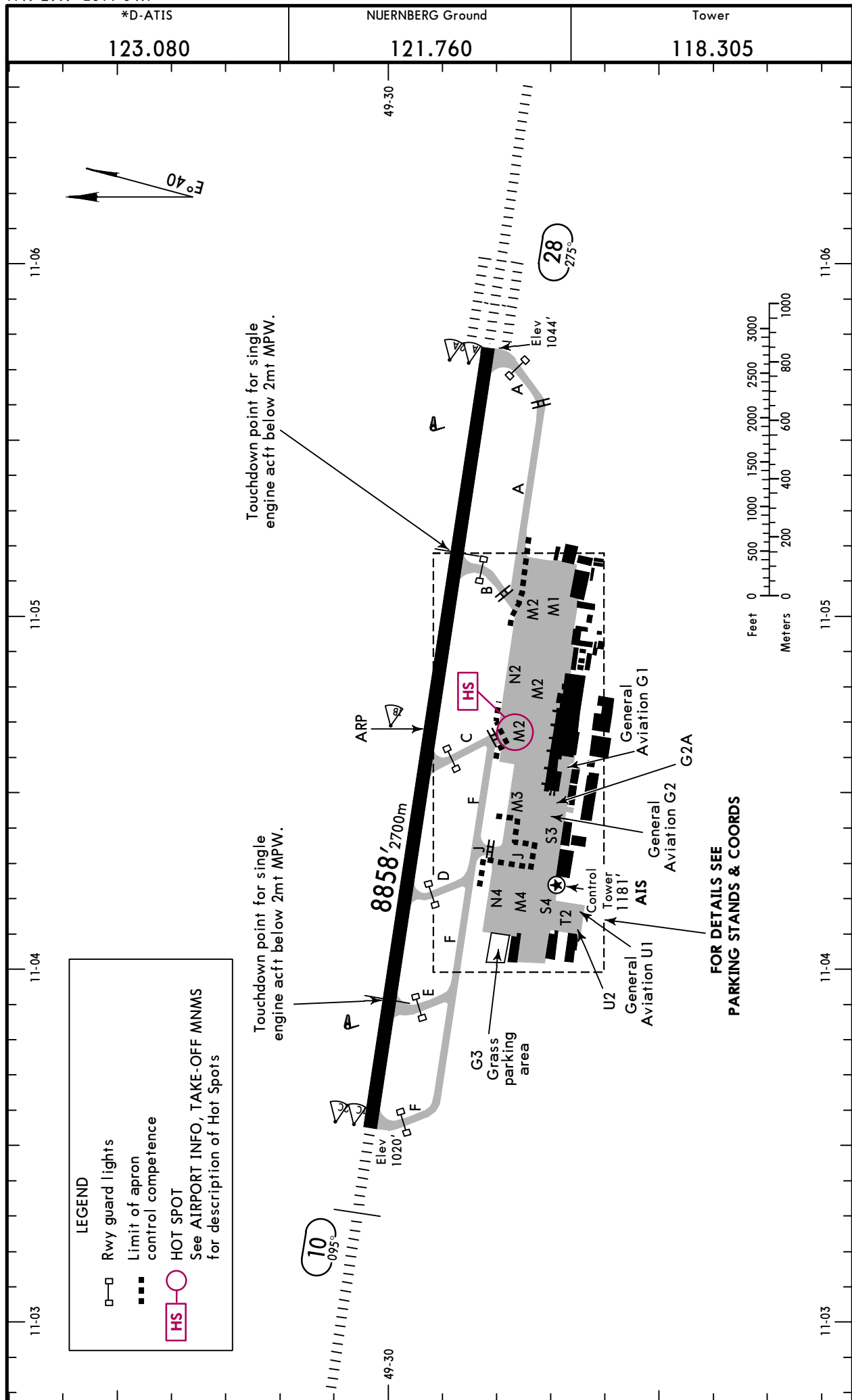


Initial climb clearance 6000		
SID	RWY	ROUTING
NUB 1A	10	Intercept NUB R095 to DN490, turn RIGHT direct to NUB.
NUB 1B	28	Intercept NUB R275 to DN440, turn RIGHT direct to NUB.

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Apt Elev **1044'**
N49 29.9 E011 04.7

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25 NOV 22 **10-9** **Eff 1 Dec**

NUERNBERG, GERMANY
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25 NOV 22 **10-9A** Eff 1 Dec

NUERNBERG, GERMANY
NUERNBERG

ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
10	HIRL HIALS SFL REIL PAPI-L (3.0°)	RVR			7644' 2330m	1	148'
28	HIRL CL (15m)ALSF-II TDZ REIL PAPI-L (3.0°)	RVR			7643' 2330m		45m

1 TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head 8858' (2700m)

twy E int 7546' (2300m)

twy D int 6234' (1900m)

twy C int 4793' (1461m)

RWY 28:

From rwy head 8858' (2700m)

twy B int 6437' (1962m)

twy C int 4229' (1289m)

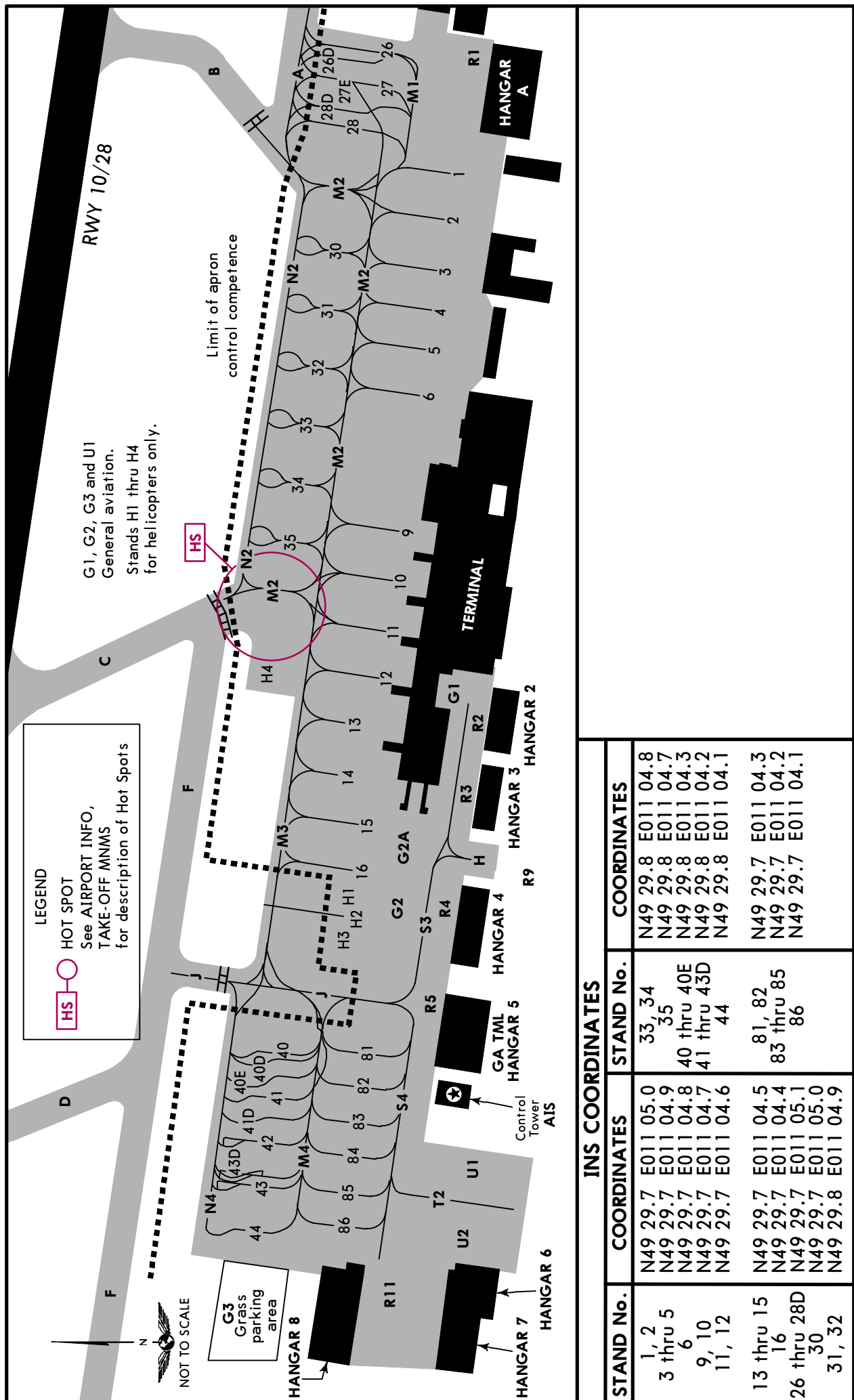
HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS

CAUTION: Complex taxiway layout, especially where Twy M3 joins M2. Check taxi clearance.

Std/State		TAKE-OFF							
Low Visibility Take-off						RL or RCLM	RL or CL	Adequate Vis Ref	
1	HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA	
1 RWY 28: RVR 75m with approved lateral guidance system or HUD/HUDLS.									

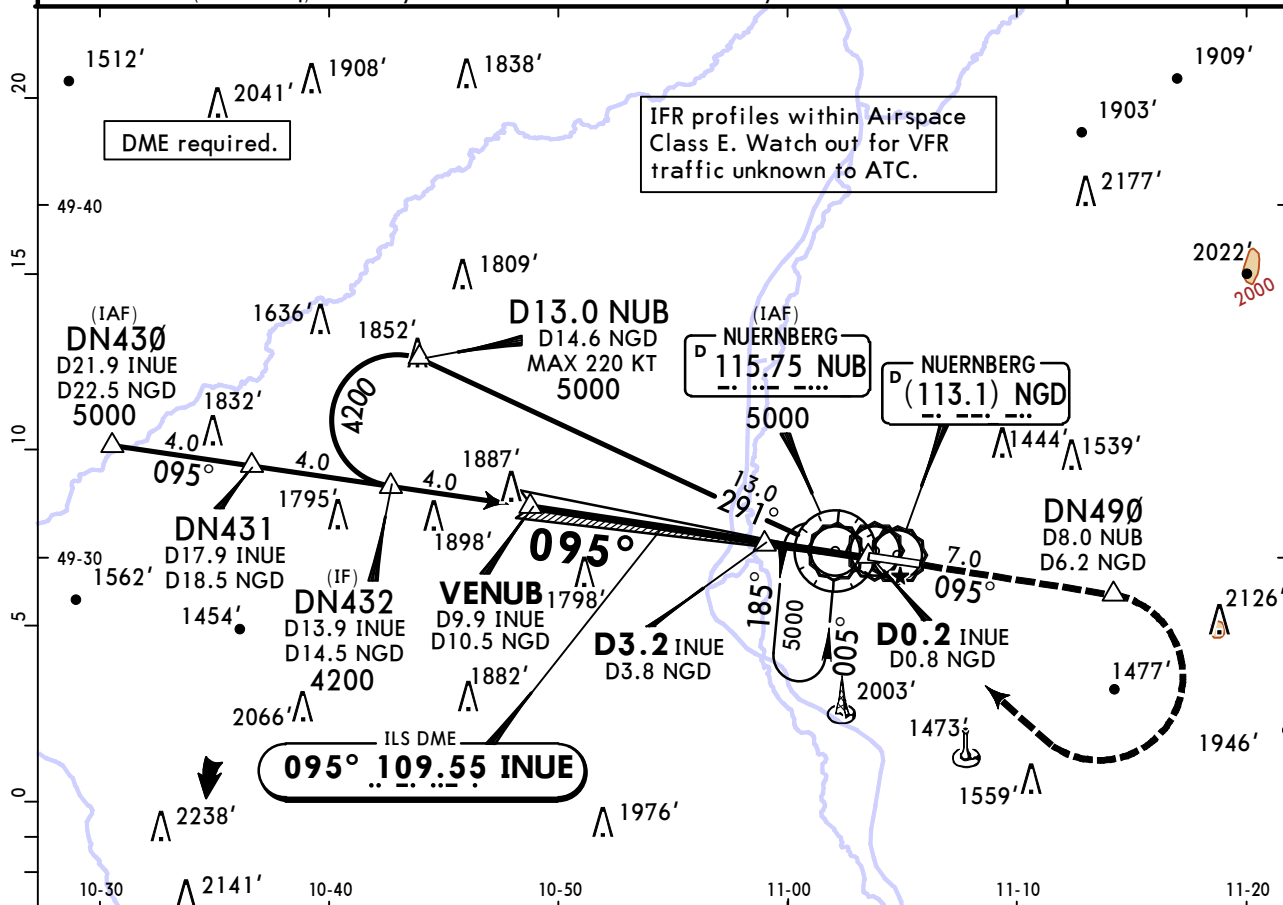


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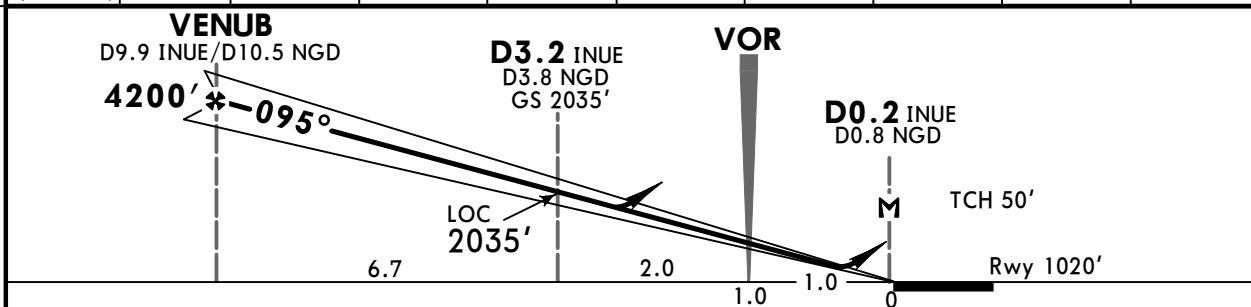
JEPPESSEN
25 NOV 22 11-1 Eff 1 Dec

NUERNBERG, GERMANY
ILS or LOC Rwy 10

*D-ATIS 123.080	MUNICH Radar (APP) 129.525	NUERNBERG Tower 118.305	Ground 121.760
LOC INUE 109.55	Final Apch Crs 095°	VENUB 4200' (3180')	ILS DA(H) Refer to Minimums
Apt Elev 1044' Rwy 1020'			3800
MISSED APCH: Climb on R-095 to DN490, then turn RIGHT direct to VOR, cross VOR at 5000'. MAX 250 KT until VOR.			
Alt Set: hPa (IN on req)	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 5000'
MSA NUB VOR			



LOC (GS out)	INUE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		3880'	3560'	3240'	2920'	2600'	2280'	1970'	1650'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	250 KT	DN490
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	MAX	↑
MAP at D0.2 INUE/D0.8 NGD									

Std/State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized South of airport	
C: 1225' (205')				CDFA			
DA(H) AB: 1220' (200') D: 1236' (216')				DA/MDA(H) 1430' (410')			
FULL				ALS out		Max Kts	
ALS out				ALS out		MDA(H)	
A	R550m	R1200m	R1200m	R1500m		100	1670' (626') V1500m
B						135	1710' (666') V1600m
C						180	1840' (796') V2400m
D						205	1940' (896') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure revised, missed approach, new AOM format.

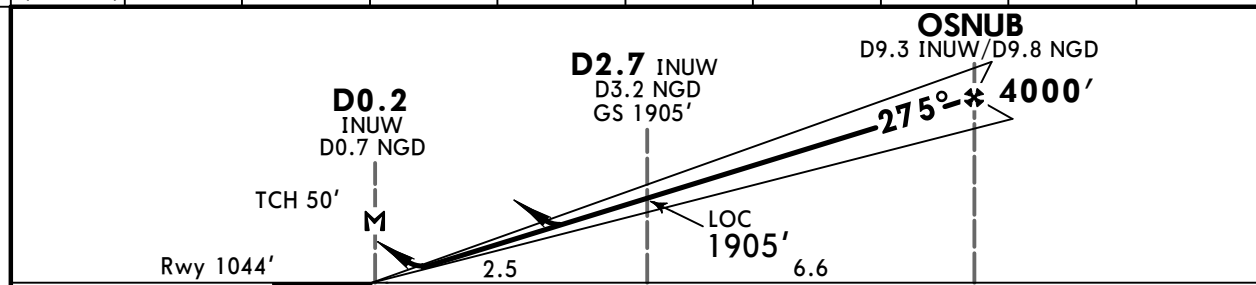
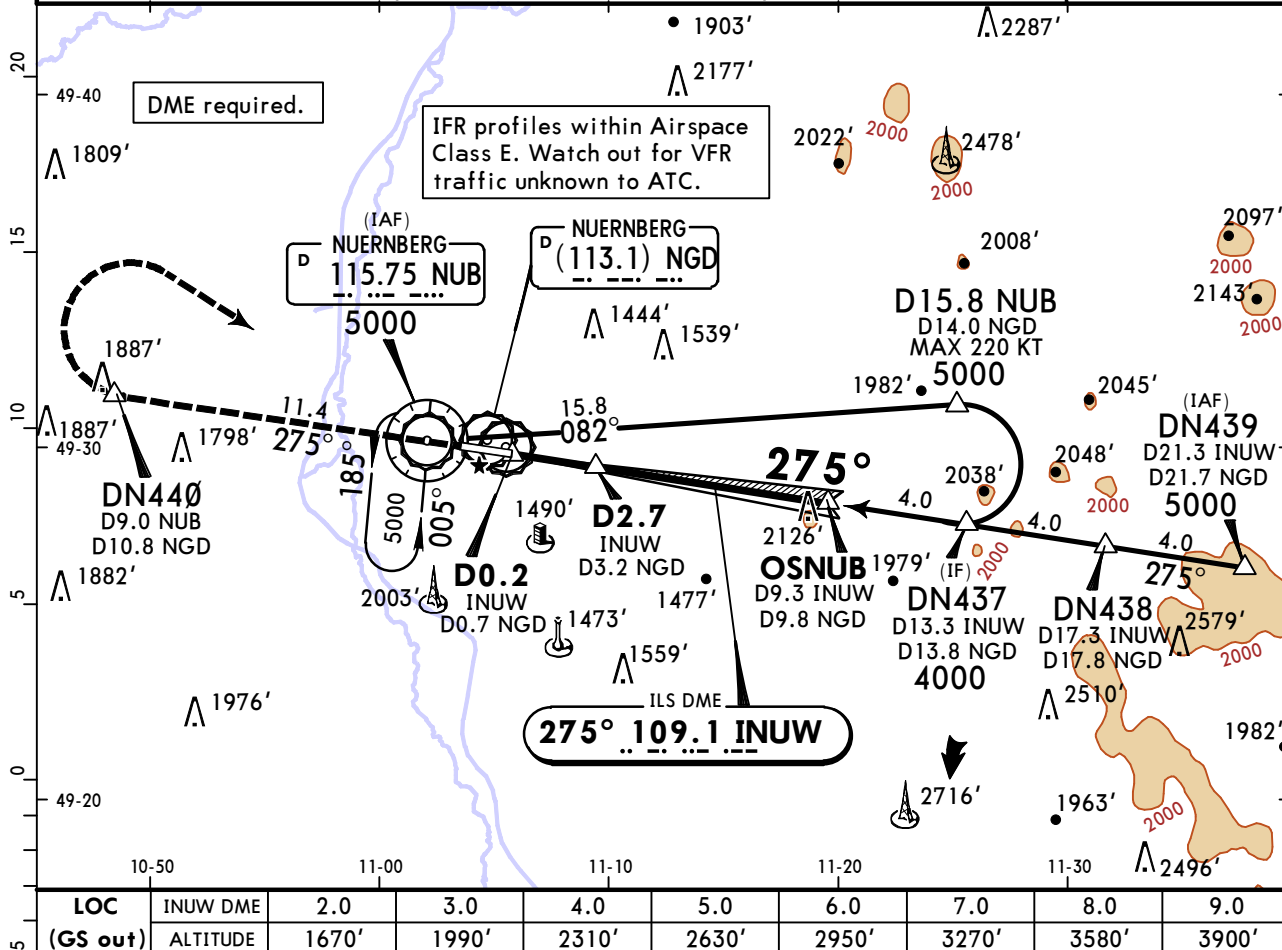
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25 NOV 22
Eff 1 Dec (11-2)

NUERNBERG, GERMANY
ILS Z or LOC Z Rwy 28

*D-ATIS	MUNICH Radar (APP)	NUERNBERG Tower	Ground
123.080	129.525	118.305	121.760
LOC INUW 109.1	Final Apch Crs 275°	OSNUB 4000' (2956')	ILS DA(H) Refer to Minimums
Apt Elev 1044'			Rwy 1044'
MISSED APCH: Climb on R-275 to DN440, then turn RIGHT direct to VOR, cross VOR at 5000'. MAX 250 KT until VOR.			3800
Alt Set: hPa (IN on req)	Rwy Elev: 38 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA NUB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	250 KT	DN440
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849	REIL PAPI	MAX	↑
MAP at D0.2 INUW/D0.7 NGD									

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ILS		LOC (GS out)		Not authorized South of airport	
		DA(H) C: 1273' (229')		CDFA DA/MDA(H) 1450' (406')			
		AB: 1244' (200') D: 1283' (239')					
		FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A					R1500m	100	1670' (626') V1500m
B	R550m	R550m				135	1710' (666') V1600m
C			R1200m	R1200m		180	1840' (796') V2400m
D					R1900m	205	1940' (896') V3600m

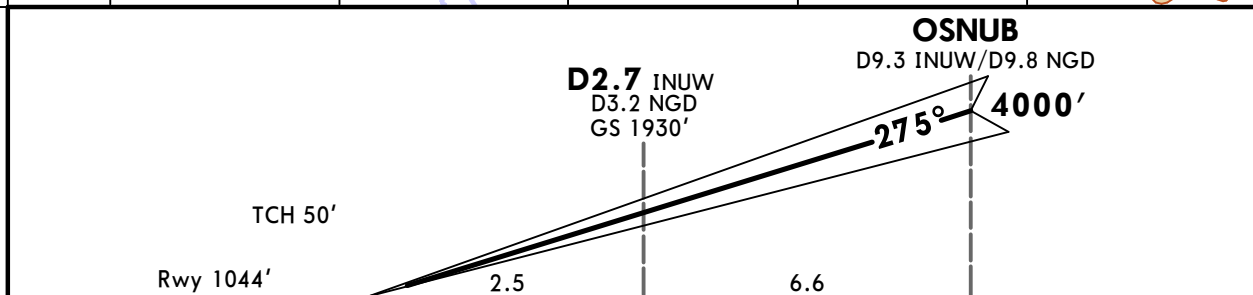
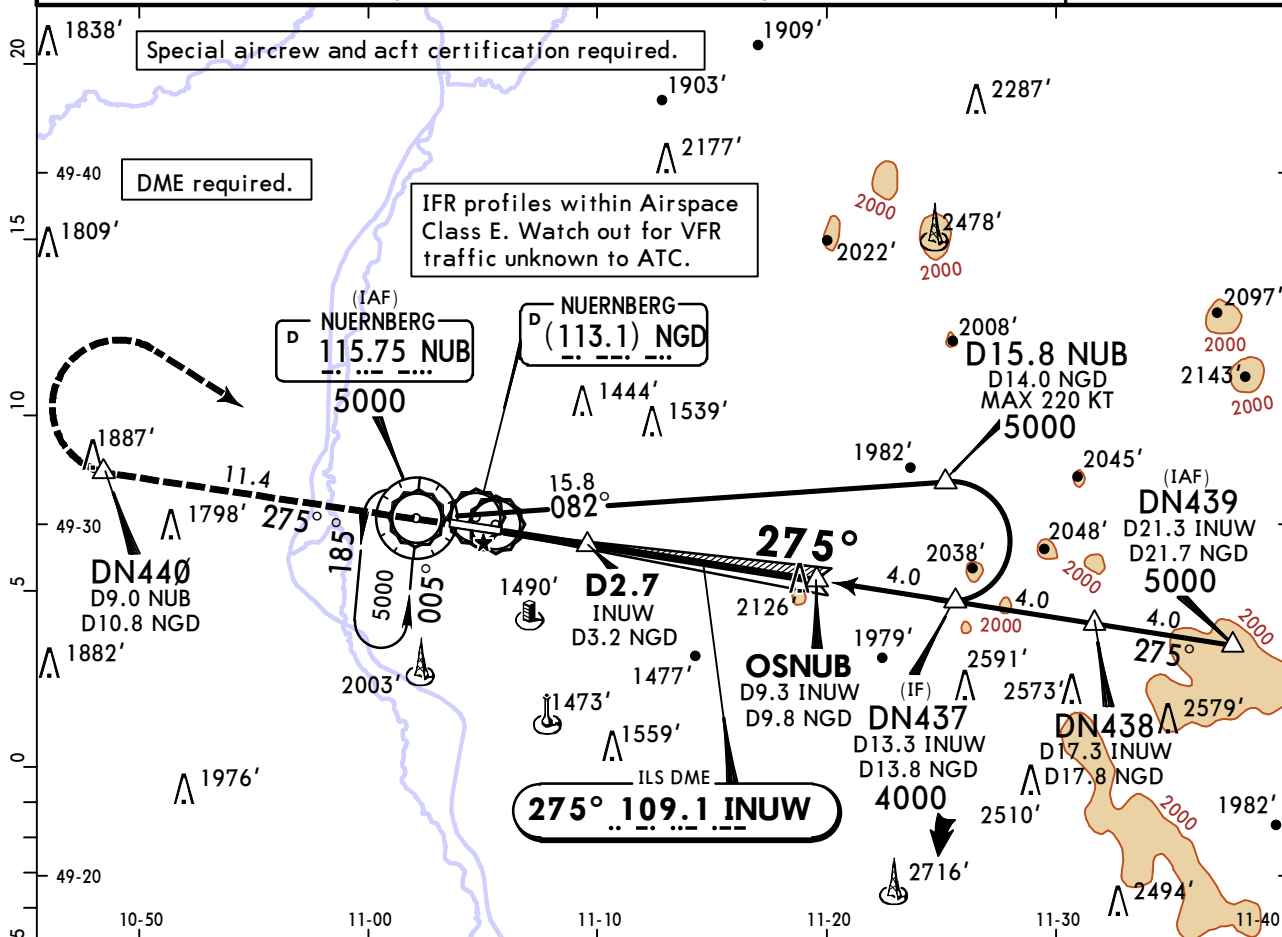
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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25 NOV 22
Eff 1 Dec **(11-2A)**

NUERNBERG, GERMANY
CAT II/III ILS Z Rwy 28

*D-ATIS 123.080	MUNICH Radar (APP) 129.525	NUERNBERG Tower 118.305	Ground 121.760
LOC INUW 109.1	Final Apch Crs 275°	OSNUB 4000' (2956')	CAT IIIB, IIIA & II ILS Refer to Minimums Apt Elev 1044' Rwy 1044'
MISSED APCH: Climb on R-275 to DN440, then turn RIGHT direct to VOR, cross VOR at 5000'. MAX 250 KT until VOR.			
Alt Set: hPa (IN on req)	Rwy Elev: 38 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA NUB VOR



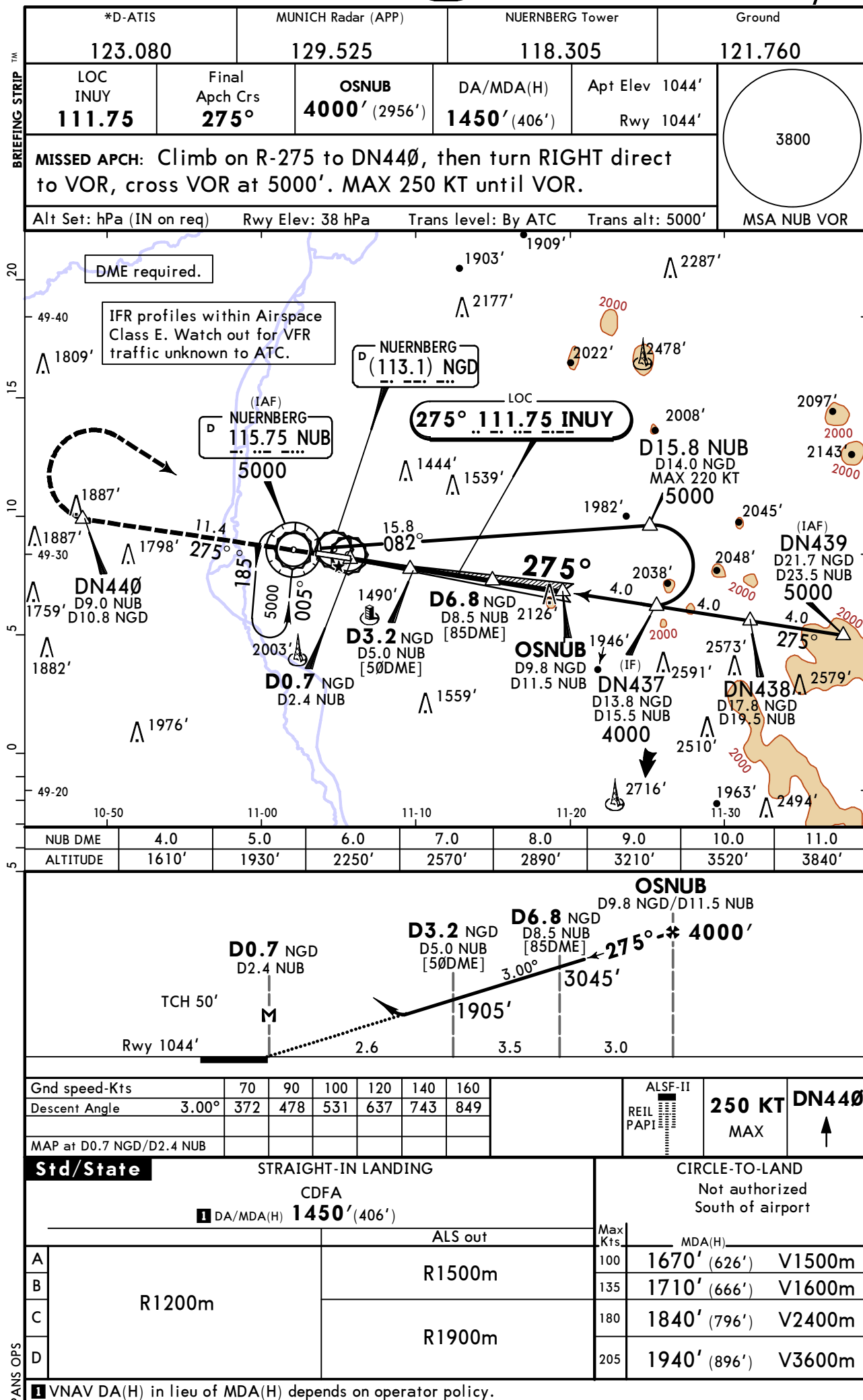
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	250 KT	DN440
GS	3.00°	372	478	531	637	743	REIL PAPI	MAX	↑

Std/State			STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	RA 98'	DA(H) 1144' (100')	
R75m	R200m	R300m			
CAT D without autoland: R350m.					

EDDN/NUE
NUERNBERG

JEPPESSEN
25 NOV 22 **(11-3) Eff 1 Dec**

NUERNBERG, GERMANY
LOC Y Rwy 28

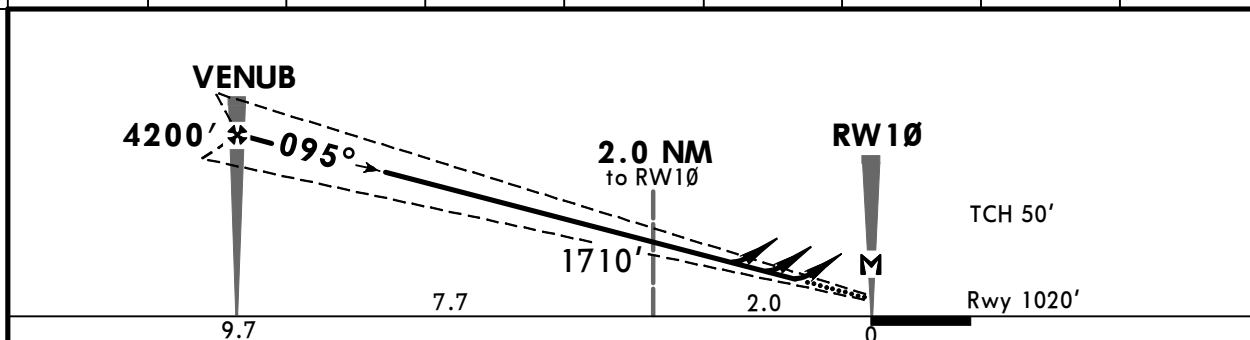
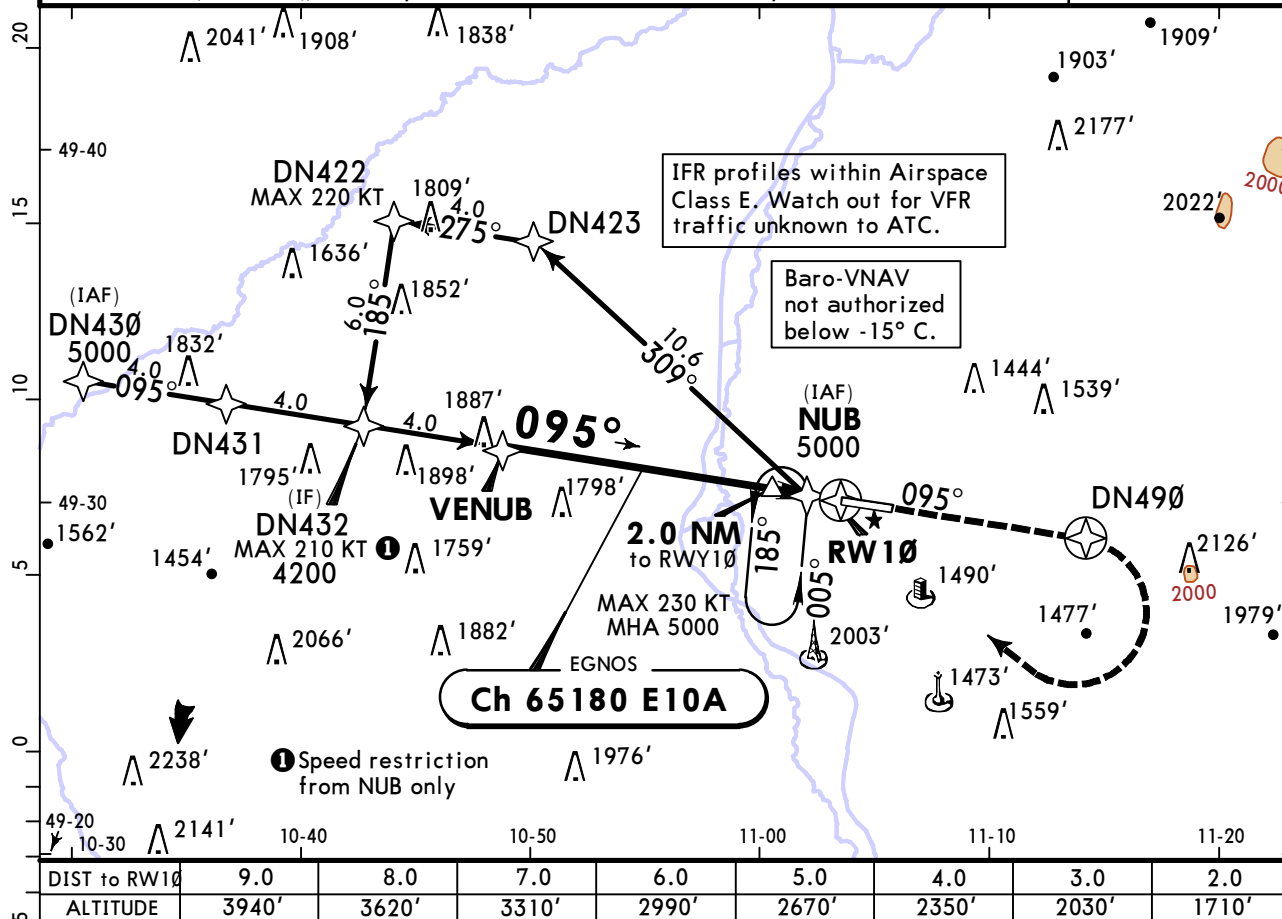


EDDN/NUE
NUERNBERG

JEPPESEN
25 NOV 22 (12-1) Eff 1 Dec

NUERNBERG, GERMANY
RNP Rwy 10

*D-ATIS	MUNICH Radar (APP)	NUERNBERG Tower	Ground
123.080	129.525	118.305	121.760
EGNOS Ch 65180 E10A	Final Apch Crs 095°	VENUB 4200' (3180')	LPV CAT I DA(H) Refer to Minimums
Apt Elev 1044' Rwy 1020'			
MISSED APCH: Climb on course 095° to DN490, then turn RIGHT direct to NUB. Cross NUB at 5000'. MAX 250 KT until NUB.			
Alt Set: hPa (IN on req)	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 5000'
			MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		250 KT MAX	DN490 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW10									

Std/State		STRAIGHT-IN LANDING				
LPV CAT I		LNAV/VNAV			LNAV	
DA(H)	AB: 1220' (200')	DA(H)	A: 1303' (283')	C: 1330' (310')	CDFA	
	C: 1225' (205')		D: 1236' (216')	B: 1315' (295')		
		ALS out	ALS out		ALS out	
A	1 R550m	R1200m	R750m	R1400m	R1200m	R1500m
B						
C						R1900m
D						

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure revised, missed approach, new AOM format.

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EDDN/NUE
NUERNBERG

JEPPESSEN
16 DEC 22 (13-1)

NUERNBERG, GERMANY
VOR Rwy 10

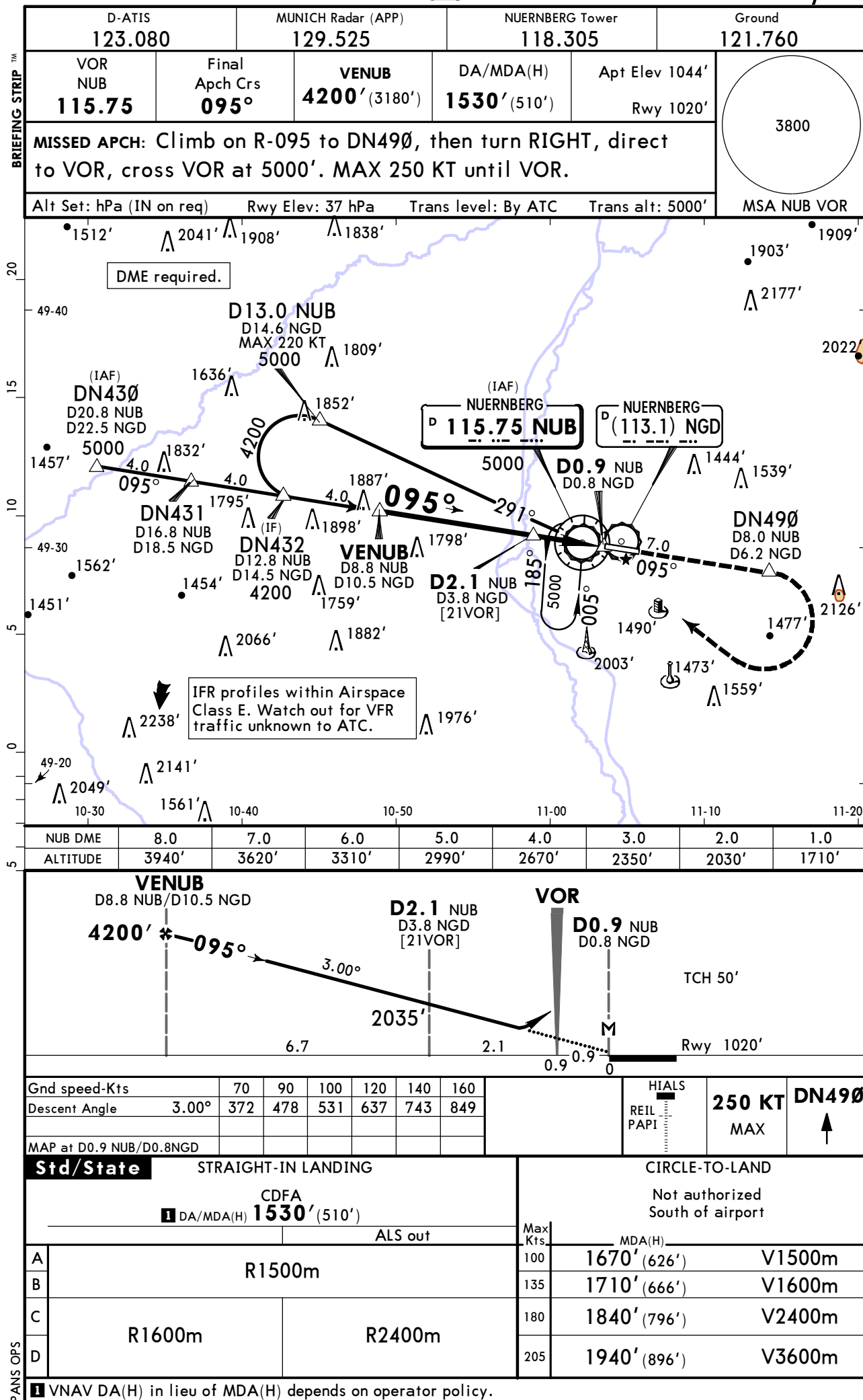


Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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NUERNBERG, (NUERNBERG - EDDN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDN

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeberg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.