

Nurnberg Airport

IATA/ICAO CODE: NUE/EDDN
 CITY: Nurnberg
 STATE: Bavaria
 COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: www.airport-nuernberg.de

ELEVATION: 1046 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
10/28	2700	-	3° (RWY 10/28)	45

NOISE ABATEMENT PROCEDURES

Also see information under Continuous Descent Arrival (CDA) below.

Visual approaches in accordance with AIP ENR 1-5 to Nurnberg airport are restricted for aircraft with a MTOW of more than 5.7 t due to reasons of noise protection in the following way:

- Runway 28: from the north shall intercept the final approach track not closer than 5 DMR NUB and from the south not closer than 8 DME NUB

- RWY 10: shall intercept the final approach track not closer than 4 DME NUB.

7. For landings between 2100-0500 reverse thrust shall only be used to an extent necessary for safety reasons. The position of the power plant handle in the aircraft on neutral reverse thrust will not be included in this regulation.

CONTINUOUS DESCENT ARRIVAL (CDA)

Fuel -Saving and Noise-Reducing ILS Approach Procedures (based on Nfl 1-78/96)

1. General

For the purpose of fuel-saving and noise abatement during approach, the following 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 Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach level in such a way that after reaching this intermediate approach level on the localizer course, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed. 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 level.

If for specific reasons (e.g. separation, airspace structure, obstacles), levels above the intermediate approach level have to be assigned first, 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 previous procedures.

3. Noise Abatement

On approaches in accordance with the CDA, pilots are expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports.

4. The CDA Procedure may be used at the following airports:

Stuttgart - RWY 25 (Zwischenanflughöhe/intermediate approach altitude 3500)

Nürnberg - RWY 10 (Zwischenanflughöhe/intermediate approach altitude 4000)

RWY 28 (Zwischenanflughöhe/intermediate approach altitude 4000)

Hamburg - RWY 23 (Zwischenanflughöhe/intermediate approach altitude 3000)

RWY 05 (Zwischenanflughöhe/intermediate approach altitude 3000)

RWY 15 (Zwischenanflughöhe/intermediate approach altitude 3000)

Hannover - RWY 27L (Zwischenanflughöhe/intermediate approach altitude 2000)

RWY 27R (Zwischenanflughöhe/intermediate approach altitude 2000)

RWY 09L (Zwischenanflughöhe/intermediate approach altitude 2000)

Munich - RWY 26L/R (Zwischenanflughöhe/intermediate approach altitude 5000)

RWY 08L/R (Zwischenanflughöhe/intermediate approach altitude 5000)

AIRPORT CURFEWS

Local Flying Restrictions

During legal summer time deduct 1 hour from the times below:

1. Jet-Propelled Aircraft Without Noise Certification According to ICAO Annex 16, Volume 1, Part II, Chapter 3 Relating to the ICAO Agreement

1.1 Take-offs and landings are not permitted between 2000 and 0600.

1.2 Excepted from these restrictions according to No. 1.1 are take-offs and landings in case of delays in scheduled and non-scheduled air services up to

2100.

2. Jet-Propelled Aircraft With Noise Certification According to ICAO Annex 16, Volume 1, Part II, Chapter 3 Relating to the ICAO Agreement

2.1 Take-offs and landings are not permitted between 2100 and 0500

2.2 Excepted from these restrictions according to No. 2.1 are:

- Take-offs and landings in case of delays in scheduled and non-scheduled air services up to 2200.
- Take-offs and landings of aircraft types included in the respectively valid Bonus List published by the Ministry of Transport, Building and Urban Development (BMVBS) for departing as well as landing aeroplanes. If during the time of validity of these operating restrictions certain aircraft types are to be taken out of the Bonus List by the Ministry of Transport, Building and Urban Development (BMVBS), these aircraft types may operate up to March 31, 2007 between 2100 and 0500 by the aircraft operating agencies already operating at Nurnberg Airport at the time this regulation becomes effective.

3. Propeller Driven Aeroplanes

3.1 Take-offs and landings are not permitted between 2100 and 0500.

3.2 Excepted from these restrictions according to No. 3.1 are take-offs and landings

- in case of delays in scheduled and non-scheduled air services up to 2200.
- of propeller-driven aeroplanes with a noise certificate according to Annex 16, Volume 1, Part II, Chapters 3,5,6 or 10 relating to the ICAO agreements

4. Training and Exercise Flights

Take-offs and landings of jet-propelled aircraft with noise certification according to Annex 16, Volume 1, Part II, Chapter 3 relating to the ICAO agreement, as well as propeller-driven aeroplanes are permitted up to 2200 as far as the flights, in accordance with valid air transport regulations, are necessary to obtain, prolong or renew an airman's license for night flying. Subject to permission for all training and exercise flights (IFR and VFR at night) by the DFS watch supervisor: (089) 9780230 and the aviation supervision office: (0911) 9 37 12 20. Remark: in case of VFR flights at night within the traffic circuit, PPR shall be obtained from the DFS tower watch supervisor (0911) 36059-145 not by the DFS ACC watch supervisor.

5. Alternate Flights

Take-offs and landings of aircraft between 2100 and 0500, 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, are not permitted.

6. Exceptions

Excepted from these restrictions in accordance with items 1 to 5 are:

6.1 Landings of aircraft provably approaching Nurnberg Airport as alternate airport for meteorological, technical or other safety reasons.

6.2 Take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases.

7. Reverse Thrust

For landings between 2100 and 0500 reverse thrust shall only be used to an extent necessary for safety reasons. The position of the power plant handle in the aircraft on "neutral reverse thrust" will not be included in this regulation.

PREFERENTIAL RUNWAYS

Rwy 28

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs are only permitted in the sequence determined by the coordinating officer of the FNG on duty (0911 937 1220) and DFS Aerodrome Control.

Engine ground run-ups are generally not permitted on Sundays, holidays as well as on workdays between 2100 and 0500. Exceptional permission may be granted by the coordinating officer of the FNG in justified cases.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Airport Charges Manual for Nurnberg Airport from January 2, 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1997	5800 homes (6x75 Lmax and above)
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	2003	No new housing in the 65 and above LDN contour, only businesses that are airport compatible are allowed. New buildings/housing within the 58 LDN contours have

		specific building codes. No requirements in <58 LDN contour zone.
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	1997	About 18000 (6x75 Lmax and above)
Airport Noise Contour Overlay Maps	-	
Total Cost of Noise Mitigation Programs to Date	1997-2009	€4.98 Million from 1997 to 2009 for insulation program
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The noise monitoring system was completely upgraded in 2010 by Topsonic. There are 8 stationary noise monitoring terminals installed.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Nighttime Restrictions - See Airport Curfew