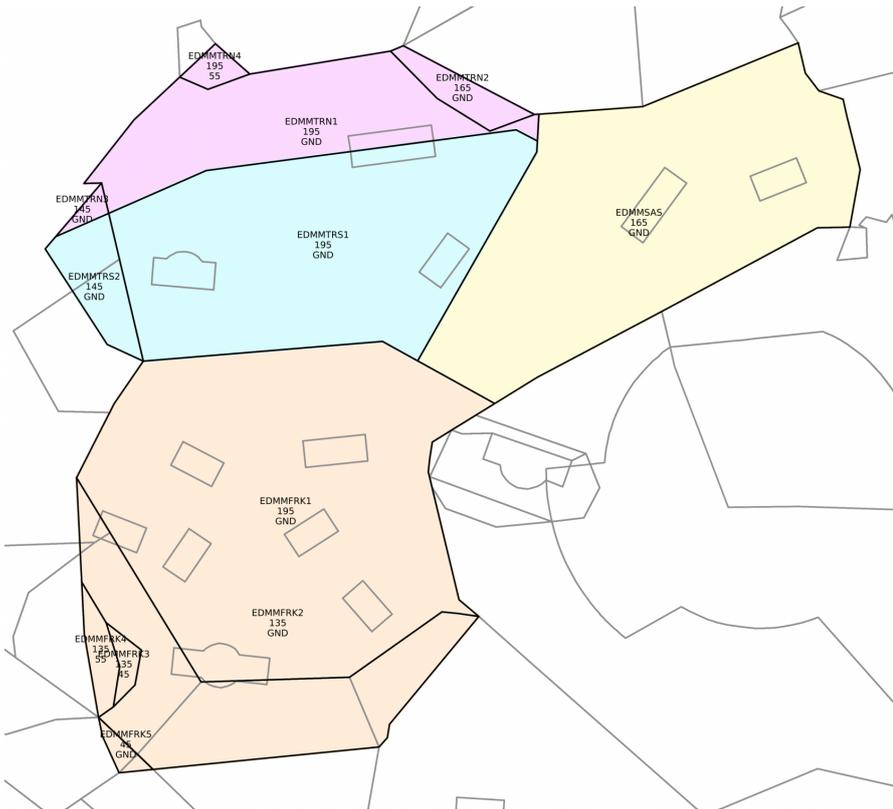


Arrival - Franken Low

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 points with 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 RNAV-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°	not to be used during activity of NLFS
	1V	28		
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 SID's, 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	
		ODOM O		
		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	

Revision #6

Created 10 September 2022 18:29:55

Updated 8 March 2024 14:07:56 by 1593864