

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Berlin Deu
IATA Code: SXF
Lat/Long: N52° 21.7' E013° 30.0'
Elevation: 157 ft

Airport Use: Public
Magnetic Variation: 3.0°E

Fuel Types: 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: No

Sunrise: 0714 Z
Sunset: 1511 Z,

Runway Information

Runway: 07L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 146 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 07R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 154 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 150 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 155 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS 126.025 Departure Service

ATIS 124.95

Berlin Ground Tower 129.5

Berlin Ground Tower 121.9

Berlin Ground Tower 121.7

Berlin Delivery Tower 121.6

Berlin Tower 120.025

Berlin Tower 119.575

Berlin Tower 118.85

Berlin Tower 118.8

Berlin Tower 39.685 Military

Berlin Apron Ramp/Taxi Control 129.6

Berlin Apron Ramp/Taxi Control 121.85

Bremen Radar Approach Control 126.425

Bremen Radar Approach Control 120.625

Bremen Radar Approach Control 119.625

Bremen Radar Approach Control 119.5

Bremen Radar Approach Control 119.375

Bremen Radar Approach Control 39.857 Military

Bremen Radar Approach Control 31.35 Military

Berlin Director Approach Control 136.1

Berlin Director Approach Control 121.125

1. GENERAL

1.1. ATIS

D-ATIS 124.95

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 20-4.

1.2.1. NIGHT FLYING RESTRICTIONS

Jet ACFT not licensed in accordance with ICAO Annex 16 and licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2

- Take-offs and landings are not permitted between 2200 (2150 off blocks)-0600LT.

Jet ACFT licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3

- Take-offs and landings of jet ACFT not included in the BMVBS Bonus list

(Nfl 1-83/03) are not permitted between 2400 (2350 off blocks)-0600LT.

- For delayed landings in scheduled air services and scheduled charter services permission for exemption from flying restrictions until 0100LT is considered granted in connection with provably unavoidable delays.

The unavoidability of the delays shall be explained to the Aviation Supervision Office of the airport in each individual case and proved.

Exceptions:

- Landings of ACFT provably approaching the APT as alternate aerodrome for meteorological, technical and other safety reasons.

- Take-offs and landings of ACFT rendering medical assistance or on disaster missions or operated for flight checks and control flights.

Deviating from the above regulations, the approving authority may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest.

If appropriate, applications shall be directed to:

Oertliche Luftaufsichtsstelle des
Flughafens Berlin - Schoenefeld
Flughafen
12521 Berlin - Germany
Tel.: (030) 6091 - 3288 or 3290
Fax: (030) 6091 - 3287

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the Approving Authority. Generally, exceptional permission for night landings during closing times will not be granted by ATC via radio telephony. Accordingly clearances issued by ATC for safety reasons will not necessarily include the decision of the Approving Authority about the admissibility of a night landing. In case of a delayed or premature landing not approved by the Approving Authority, the pilot shall appear at the Aviation Supervision Office immediately after landing in order to justify admissibility of the night landing.

1.2.2. REVERSE THRUST

Reverse thrust other than idle thrust shall only be used between 2200-0600LT as far as necessary for safety reasons.

1.2.3. RUN-UP TESTS

Engine test-runs are permitted only on test run areas provided in the APT regulations.

Between 2200-0600LT engine test runs are permitted with permission by the Aviation Supervision Office prior to take-off in the early morning if they are necessary due to repair work on aircraft for safety reasons which cannot be postponed.

Idle thrust test runs are excluded from these regulations.

1. GENERAL

1.3. TAXI PROCEDURES

Taxiing South of RWY with Follow-me and CAT I operations only.

TWY J up to CAT D ACFT only

TWY K5 and TWY L6 South of TWY D up to CAT C ACFT only.

TWYs L6 and L7 South of RWY 07L/25R usable for taxiing to apron 4 and 4A with follow-me car only.

TWY Y for ACFT up to CAT C and wheel base of less than 59'/18m only, MAX wingspan 94'/28.5m.

Taxiing onto apron 4a to Beechcraft hangar only for ACFT up to CAT B with a restricted wing span of MAX 62'/19m.

Taxiing onto TWY L6 coming from TWY D permitted to CAT E ACFT only.

Taxiing of CAT F ACFT on TWY T is permitted with Follow-me car only.

1.4. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 07L/25R approved for CAT II/III operations, special aircrew and ACFT certification required.

CAT II/III operations South of RWY 07L/25R permitted with follow-me guidance only.

2.2. RWY OPERATIONS

Exit RWY 07L via TWY K5 not allowed.

3. DEPARTURE

3.1. START-UP, PUSH-BACK& TAXI PROCEDURES

Taxiing of ACFT from Aprons 1, 2 and 3 is only approved with minimum thrust.

After completion of de-icing process, ACFT have to taxi immediately to intermediate holding position on TWY H or TWY K4.

3.2. OTHER INFORMATION

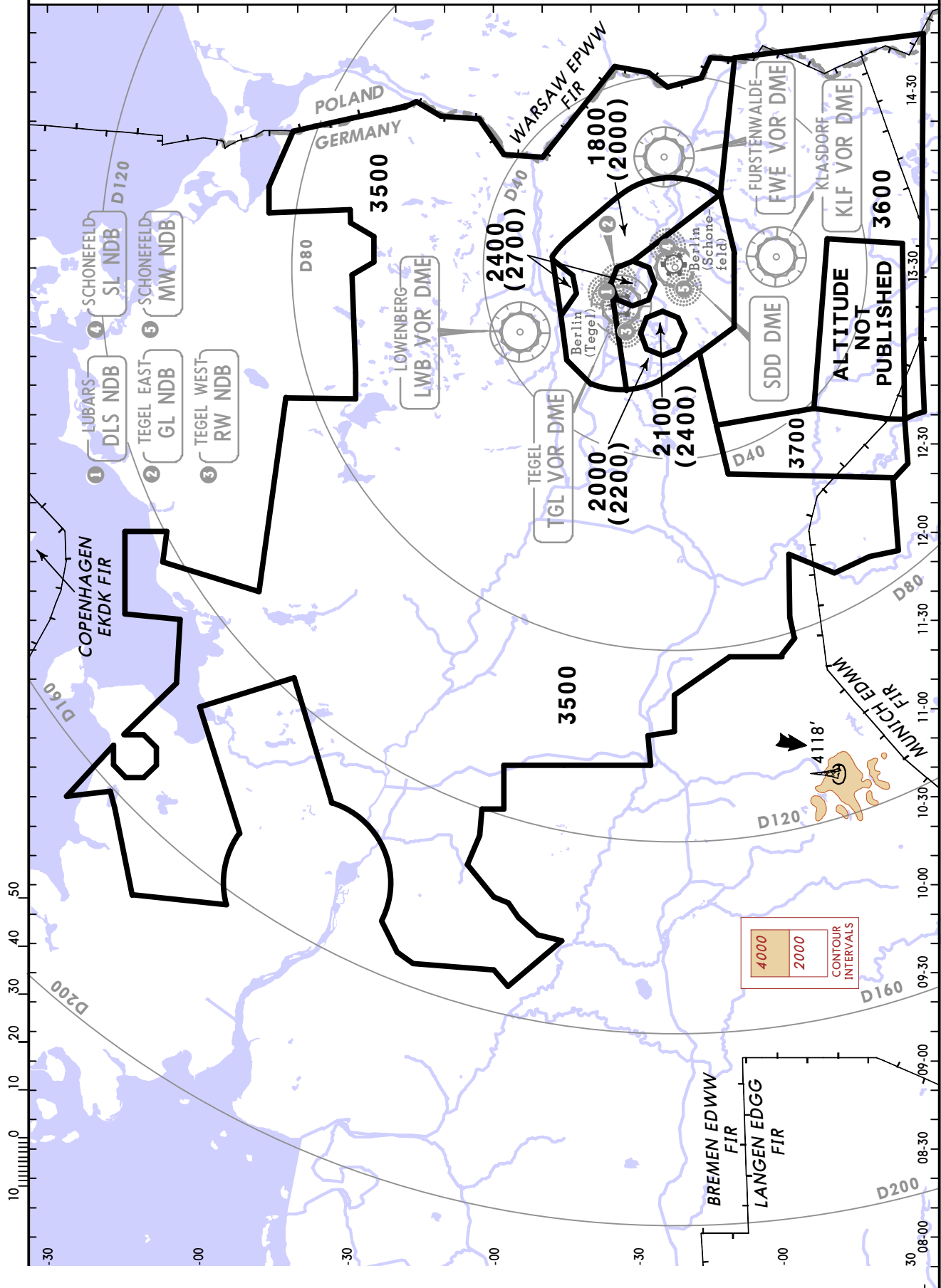
3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

- t_i 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.
- t_f 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- t_1 5 min

BREMEN Radar (APP)
119.62 126.42 120.62 119.5Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for radar vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



D-ATIS
124.95Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

2400'

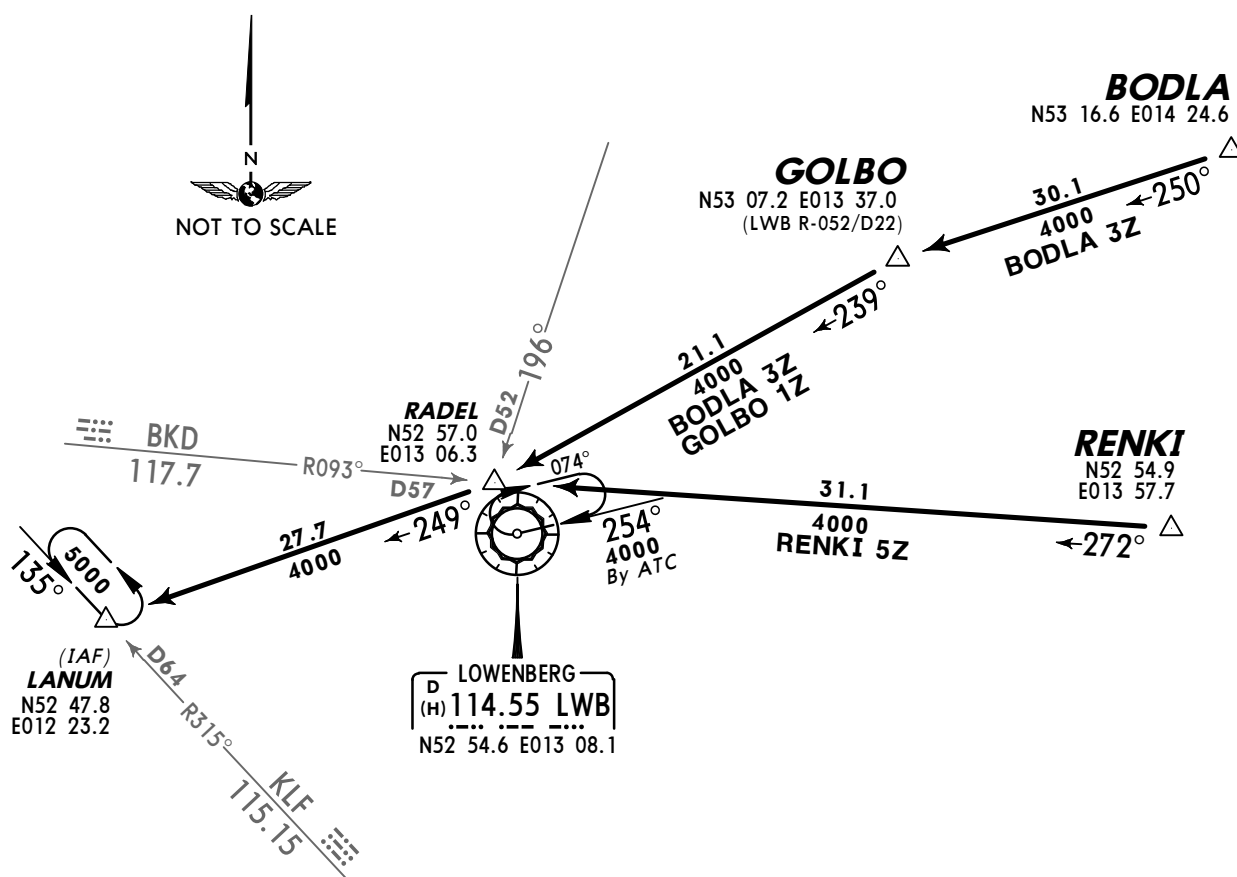
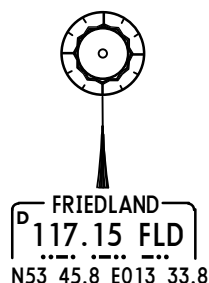
MSA
BER VOR

BODLA THREE ZULU (BODLA 3Z) [BODL3Z]
GOLBO ONE ZULU (GOLBO 1Z) [GOLB1Z]
RENKI FIVE ZULU (RENKI 5Z) [RENK5Z]

RWY 07L ARRIVALS
BRNAV EQUIPMENT NECESSARY

**VERTICAL PLANNING
INFORMATION**

Pilots should plan for possible
descent clearance of at or below
FL140 by RADEL & LANUM.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

**SPEED RESTRICTION**

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

BERLIN
BRANDENBURG
D (H) 114.1 BER
N52 20.5 E013 27.2

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

RWY 25R ARRIVALS

2400'

MSA
BER VOR

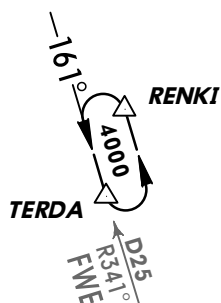
FRIEDLAND
D 117.15 FLD
.... ...
N53 45.8 E013 33.8



MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

HOLDING OVER TERDA



GOLBO
N53 07.2 E013 37.0

BODLA
N53 16.6 E014 24.6

27.1
4000
BODLA 2V

21.9
4000
GOLBO 1V

RENKI
N52 54.9
E013 57.7

←189°
BODLA 2V
RENKI 4V

VERTICAL PLANNING INFORMATION

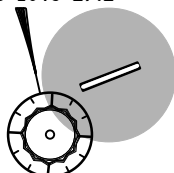
Pilots should plan for possible descent clearance of at or below **FL100** by TERDA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

(IAF)
TERDA
N52 48.5
E013 55.7

TEGEL
D 112.3 TGL
N52 33.7 E013 17.3



BERLIN
BRANDENBURG
D 114.1 BER
(H)
N52 20.5 E013 27.2



NOT TO SCALE

FURSTENWALDE
(^D_H) 113.3 FWE
N52 24.7 E014 07.8

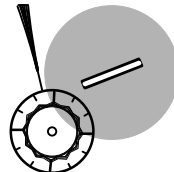
D-ATIS
124.95Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

2400'

MSA
BER VOR

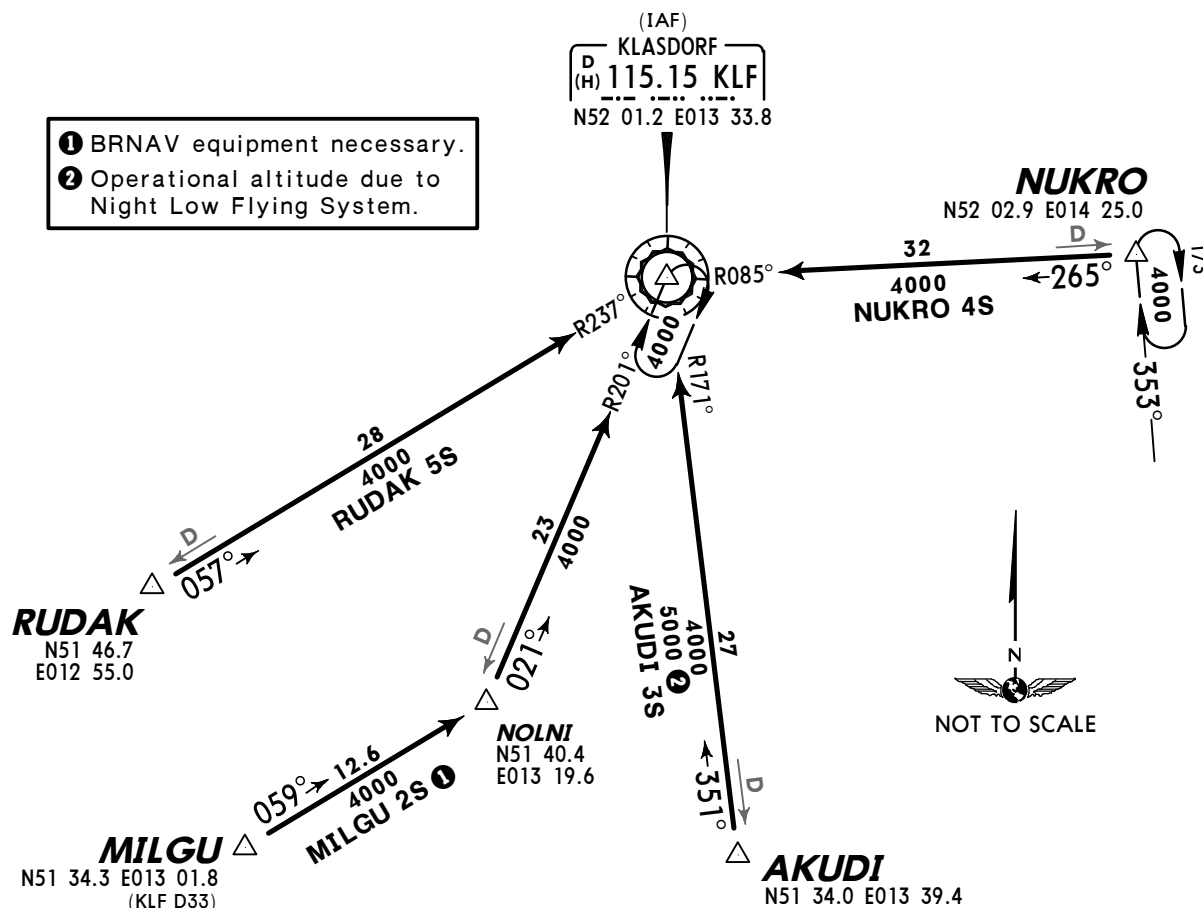
AKUDI THREE SIERRA (AKUDI 3S) [AKUD3S]
MILGU TWO SIERRA (MILGU 2S) [MILG2S]①
NUKRO FOUR SIERRA (NUKRO 4S) [NUKR4S]
RUDAK FIVE SIERRA (RUDAK 5S) [RUDA5S]
RWY 07L ARRIVALS

BERLIN
BRANDENBURG
D 114.1 BER
(H)
N52 20.5 E013 27.2



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

- ① BRNAV equipment necessary.
② Operational altitude due to Night Low Flying System.

**VERTICAL PLANNING INFORMATION**

Pilots should plan for possible descent clearance as follows:
AKUDI 3S, MILGU 2S, RUDAK 5S: at or below **FL90** by KLF.
NUKRO 4S: at or below **FL140** by NUKRO,
at or below **FL90** by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

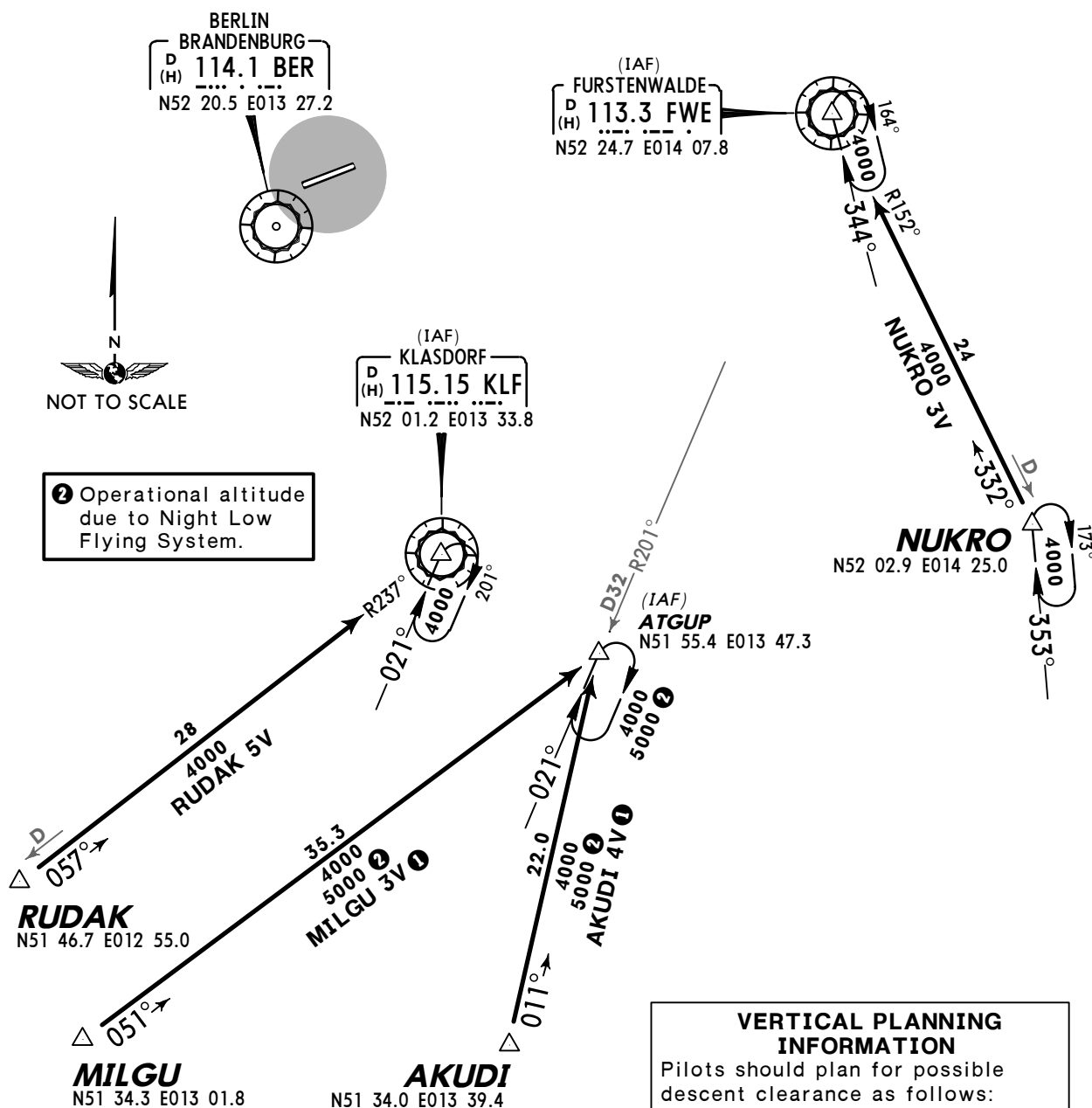
D-ATIS
124.95Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

2400'

MSA
BER VOR

AKUDI FOUR VICTOR (AKUDI 4V) [AKUD4V] ①
MILGU THREE VICTOR (MILGU 3V) [MILG3V] ①
NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V]
RUDAK FIVE VICTOR (RUDAK 5V) [RUDA5V]
RWY 25R ARRIVALS

① BRNAV equipment necessary.



D-ATIS
124.95Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

**BATEL SIX ZULU (BATEL 6Z) [BATE6Z]
VIBIS TWO ZULU (VIBIS 2Z) [VIBI2Z]
RWY 07L ARRIVALS
BRNAV EQUIPMENT NECESSARY**

LOWENBERG
D 114.55 LWB
(H) 114.55 LWB
N52 54.6 E013 08.1

BERLIN
BRANDENBURG
D 114.1 BER
(H) 114.1 BER
N52 20.5 E013 27.2

VIBIS
N52 58.5 E012 20.3

169° 10.9
4000
VIBIS
2Z
135°
5000

GIRIT
N52 48.2 E012 04.7
(LWB R-259/D39)

LANUM
(IAF)
N52 47.8 E012 23.2

BATEL
N52 32.8 E011 06.0

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

**VERTICAL PLANNING
INFORMATION**

Pilots should plan for possible
descent clearance of at or below
FL140 by LANUM.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

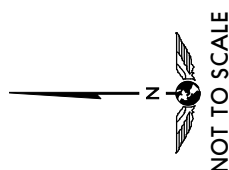
2400'

MSA

BER VOR

NOT TO SCALE

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
BATEL 6V: at or below **FL100** by NASAT & TERDA.
VIBIS 3V: at or below **FL100** by TERDA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

HOLDING OVER TERDA

RENKI
N52 54.9
E013 57.7

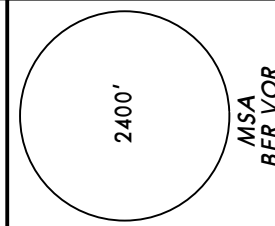
RD A

BATEL
N52 32 8 E0

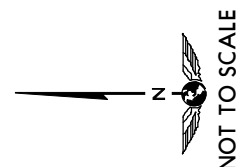
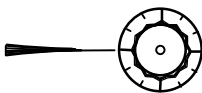
BREMEN Radar
120.62Apt E/lev
157'

- Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
 2. SIDs are also noise abatement procedures (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT close-in obstacles.

BELID FIVE SIERRA (BELID 5S)
BELID THREE X-RAY (BELID 3X)
RWYS 07L, 25R DEPARTURES



FURSTENWALDE
D (H) 113.3 FWE
N52 24.7 E014 07.8



MAX
220 KT
Bank 25°

SCHONEFELD
DME (114.4) SDD
N52 22.5 E013 30.2
SCHONEFELD
299 SL
N52 24.0 E013 37.3

D14 FWE
N52 24.2
E013 45.0

SCHONEFELD
309 MW
N52 20.7 E013 23.2

D10.9 SDD
N52 18.6 E013 13.6
D43 FWE
D43 FWE
D22 FWE
N52 18.5 E013 33.4
BERLIN
D (H) 114.1 BER
N52 20.5 E013 27.2

BELID
N52 14.6 E012 41.9

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

Initial climb clearance 4000'

ROUTING

SID	RWY	ROUTING
BELID 5S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D14 FWE, turn RIGHT, intercept FWE R-252 to D22 FWE ①, turn RIGHT, 261° track to BELID.
BELID 3X	25R	Climb on runway track to 600', to MW, 248° bearing to D10.9 SDD, turn RIGHT, intercept FWE R-256 to BELID.

① After D22 FWE BRNAV equipment necessary.

BRUNKENDORF SIX SIERRA (BKD 6S)
BRUNKENDORF SEVEN X-RAY (BKD 7X)
RWYS 07L, 25R DEPARTURES

NOT TO SCALE

N

LOWENBERG
 D 114.55 LWB
 N52 54.6 E013 08.1

D13 LWB
 13
 4000
 BKD 6S

SCHÖNEFELD
 299 SL
 N52 24.0 E013 37.3

FWE 113.3
 R265°
 355°
 300°
 85°
 D9 FWE
 N52 24.4
 E013 53.1

BERLIN
 SCHÖNEFELD
 DME
 D (H) 114.4 SDD
 N52 22.5 E013 30.2

1 BER
 N52 22.5 E013 30.2

INBURG

BRUNKENDORF
D 117.7 BKD
N53 02.1 E011 32.8

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

SCHÖNEFELD
309 MW
N52 20.7 E013 20.5

VIBIS
N52 58.5 E012 20.3

TUBRI
N52 43.3 E012 27.3

D10.9 SDD
N52 18.6 E013 13.6

D43 FWE
N52 15.1 E012 51.2

D48 FWE
N52 15.1 E012 51.2

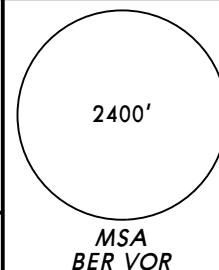
BKD 7X
N52 20.5 E013 20.5

MSA
BER VOR
2400'

BREMEN
Radar
120.62Apt Elev
157'

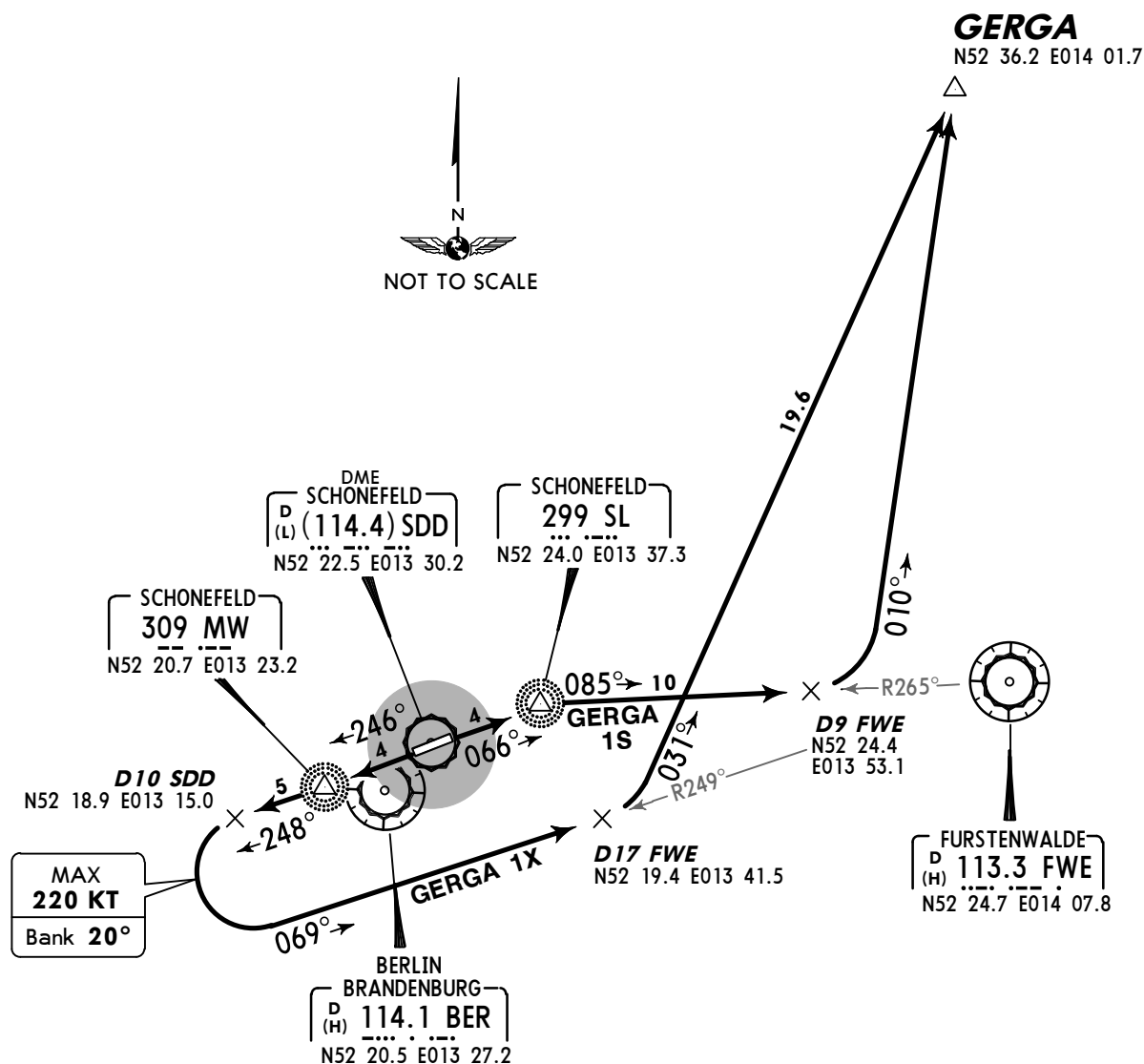
Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



GERGA ONE SIERRA (GERGA 1S)
GERGA ONE X-RAY (GERGA 1X)
RWYS 07L, 25R DEPARTURES

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

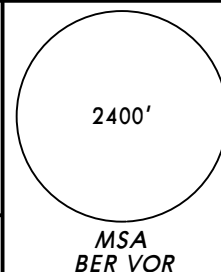
Initial climb clearance **4000'**

SID	RWY	ROUTING
GERGA 1S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D9 FWE ①, turn LEFT, 010° track to Gerga.
GERGA 1X	25R	Climb on runway track to 600', to MW, 248° bearing to D10 SDD, turn LEFT, intercept FWE R-249 inbound to D17 FWE ②, turn LEFT, 031° track to Gerga.

BREMEN
Radar
120.62

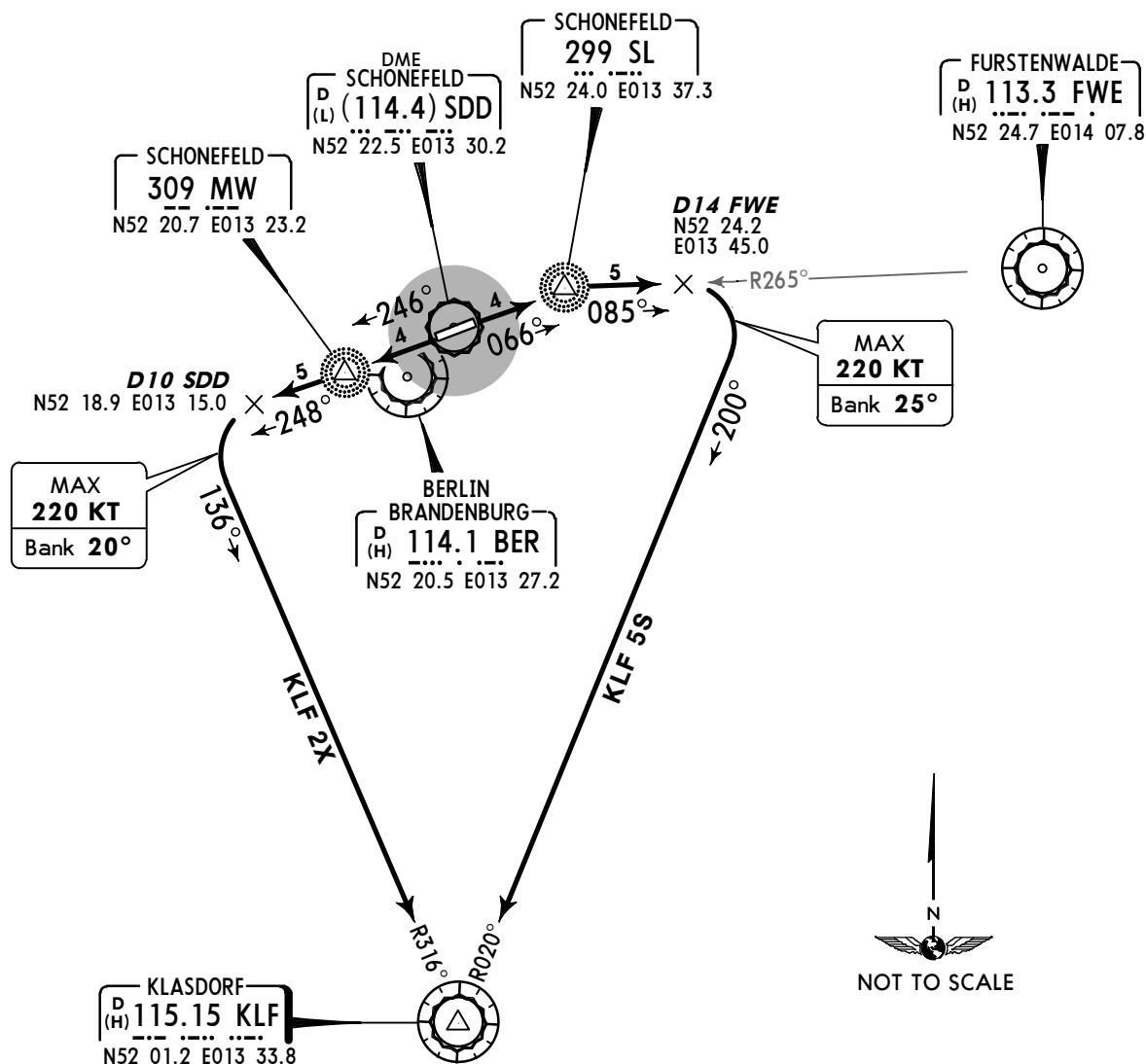
Apt Elev
157'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



**KLASDORF FIVE SIERRA (KLF 5S)
KLASDORF TWO X-RAY (KLF 2X)
RWYS 07L, 25R DEPARTURES
ONLY FOR DESTINATION EDDB OR EDDT**

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



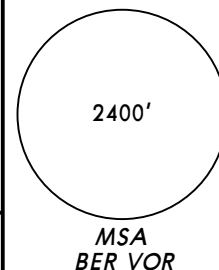
Initial climb clearance **4000'**

SID	RWY	ROUTING
KLF 5S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D14 FWE, turn RIGHT, intercept KLF R-020 inbound to KLF.
KLF 2X	25R	Climb on runway track to 600', to MW, 248° bearing to D10 SDD, turn

BREMEN
Radar
120.62

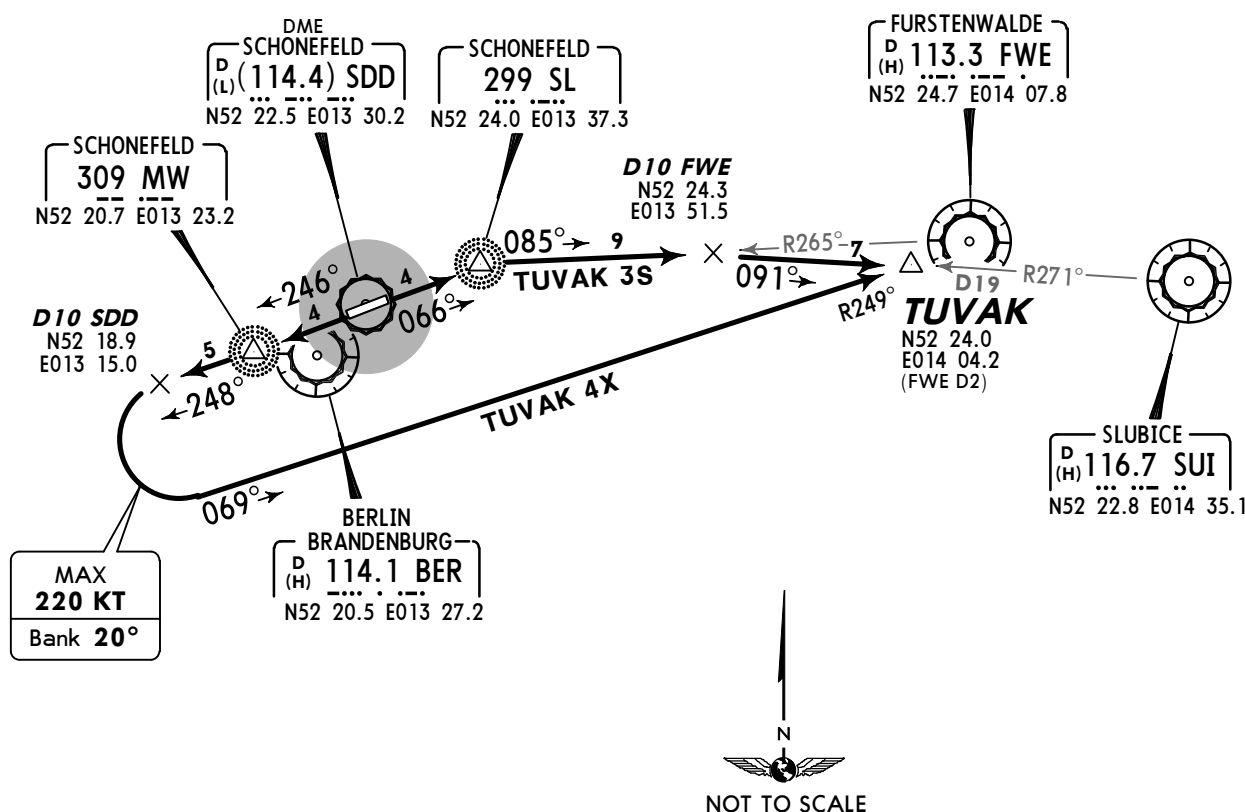
Apt Elev
157'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



TUVAK THREE SIERRA (TUVAK 3S)
TUVAK FOUR X-RAY (TUVAK 4X)
RWYS 07L, 25R DEPARTURES
NO ACCESS TO AIRWAY UL 980

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



Initial climb clearance **4000'**

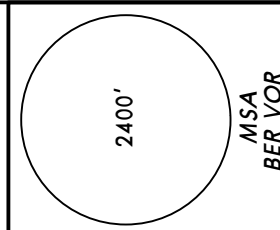
SID	RWY	ROUTING
TUVAK 3S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D10 FWE, turn RIGHT, intercept SUI R-271 inbound to TUVAK.
TUVAK 4X	25R	Climb on runway track to 600', to MW, 248° bearing to D10 SDD, turn

BREMEN Radar
120.62Apt Elev
157'

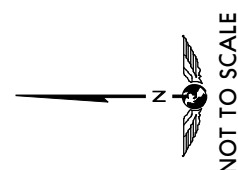
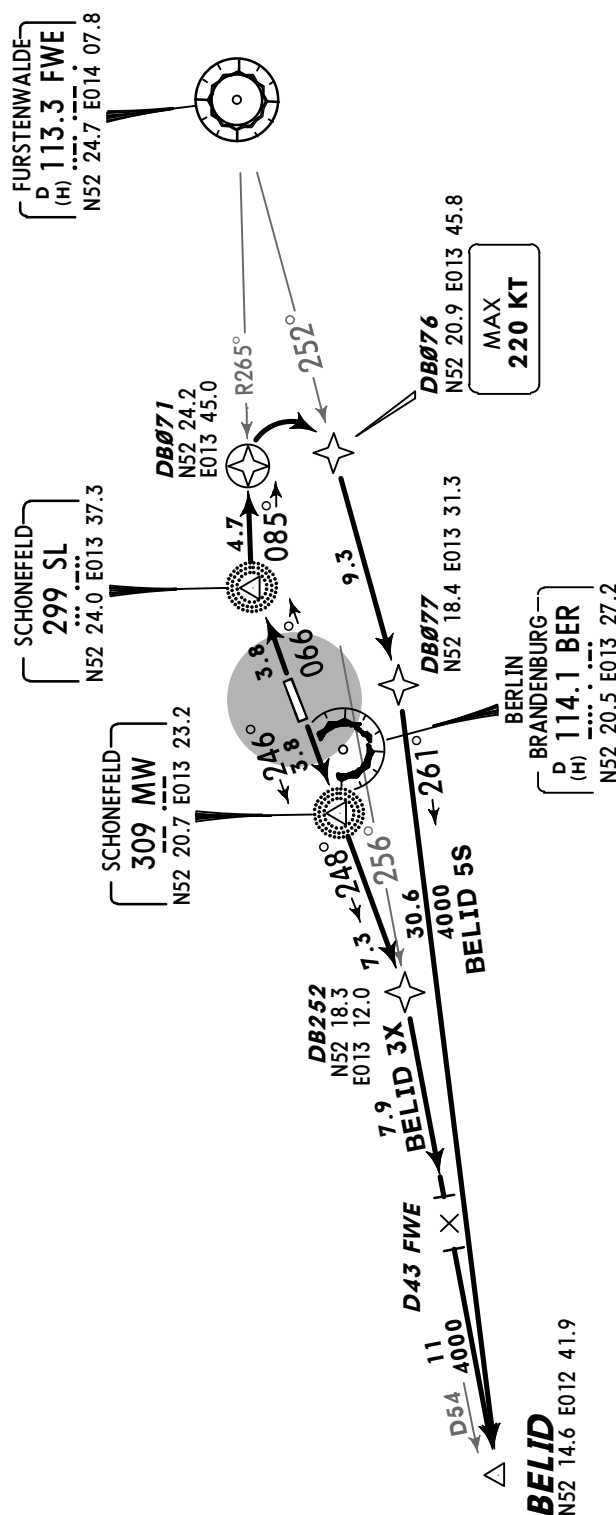
Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.

**BELID FIVE SIERRA (BELID 5S) [BELI5S]
BELID THREE X-RAY (BELID 3X) [BELI3X]
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3)**

**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C

**Initial climb clearance 4000'****ROUTING****SID****RWY****ROUTING**

BELID 5S (600'+) - SL - DB071 - DB076 (K220-) - DB077 - BELID.

BELID 3X (600'+) - MW - DB252 - BELID.

BREMEN Radar
120.62Apt Elev
157'

Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.

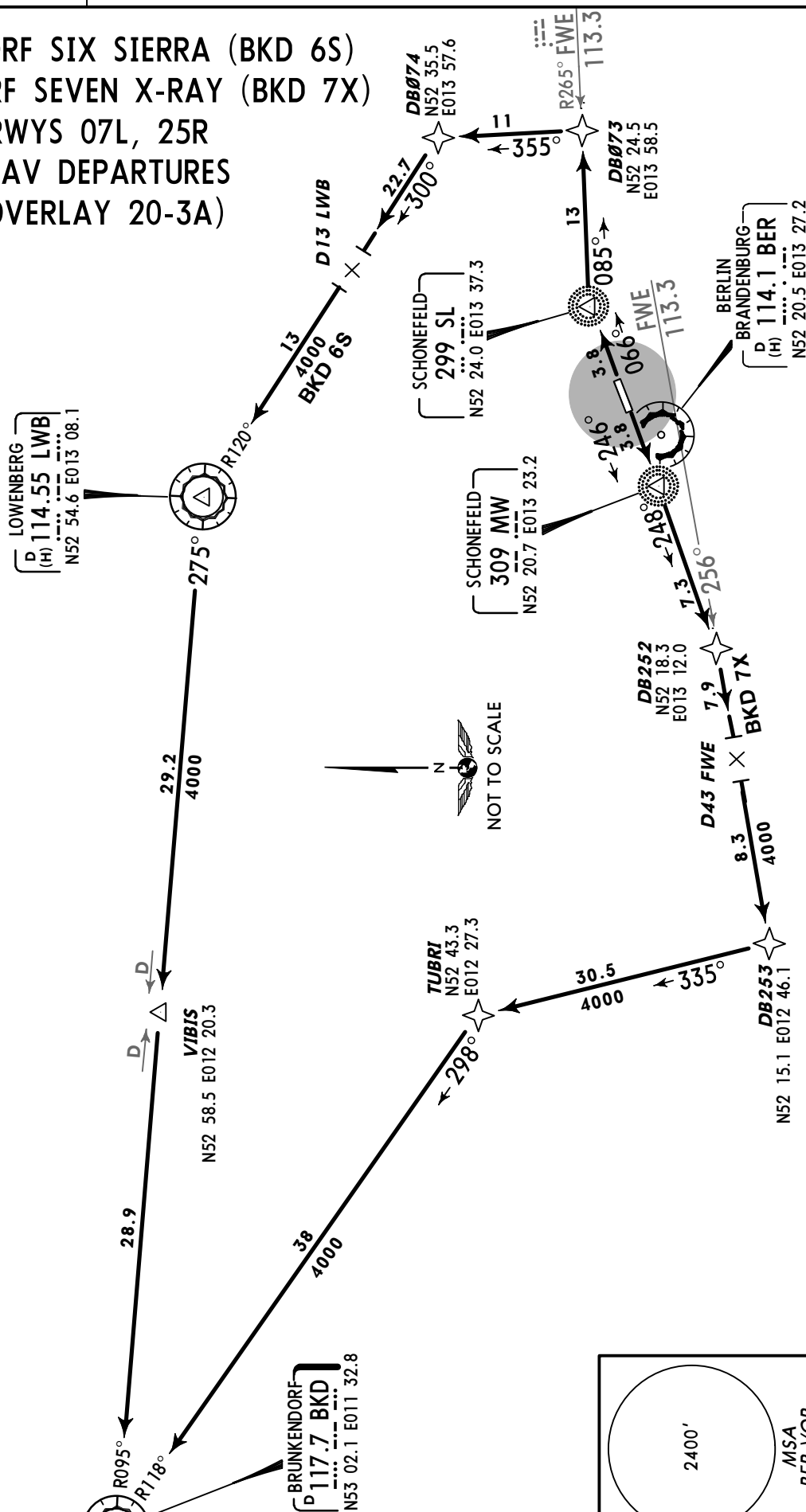
BRUNKENDORF SIX SIERRA (BKD 6S)
BRUNKENDORF SEVEN X-RAY (BKD 7X)
RWYS 07L, 25R
RNAV DEPARTURES
(OVERLAY 20-3A)

SPEED RESTRICTIONMAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

BKD 6S: Initial climb clearance 4000'
BKD 7X: Initial climb clearance 5000'**ROUTING**

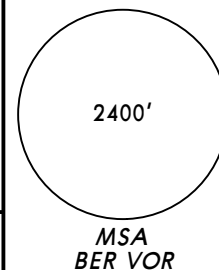
SID	RWY	ROUTING
BKD 6S	07L	(600'+) - SL - DB073 - DB074 - LWB - VIBIS - BKD.
BKD 7X	25R	(600'+) - MW - DB252 - DB253 - TUBRI - BKD.



BREMEN
Radar
120.62Apt Elev
157'

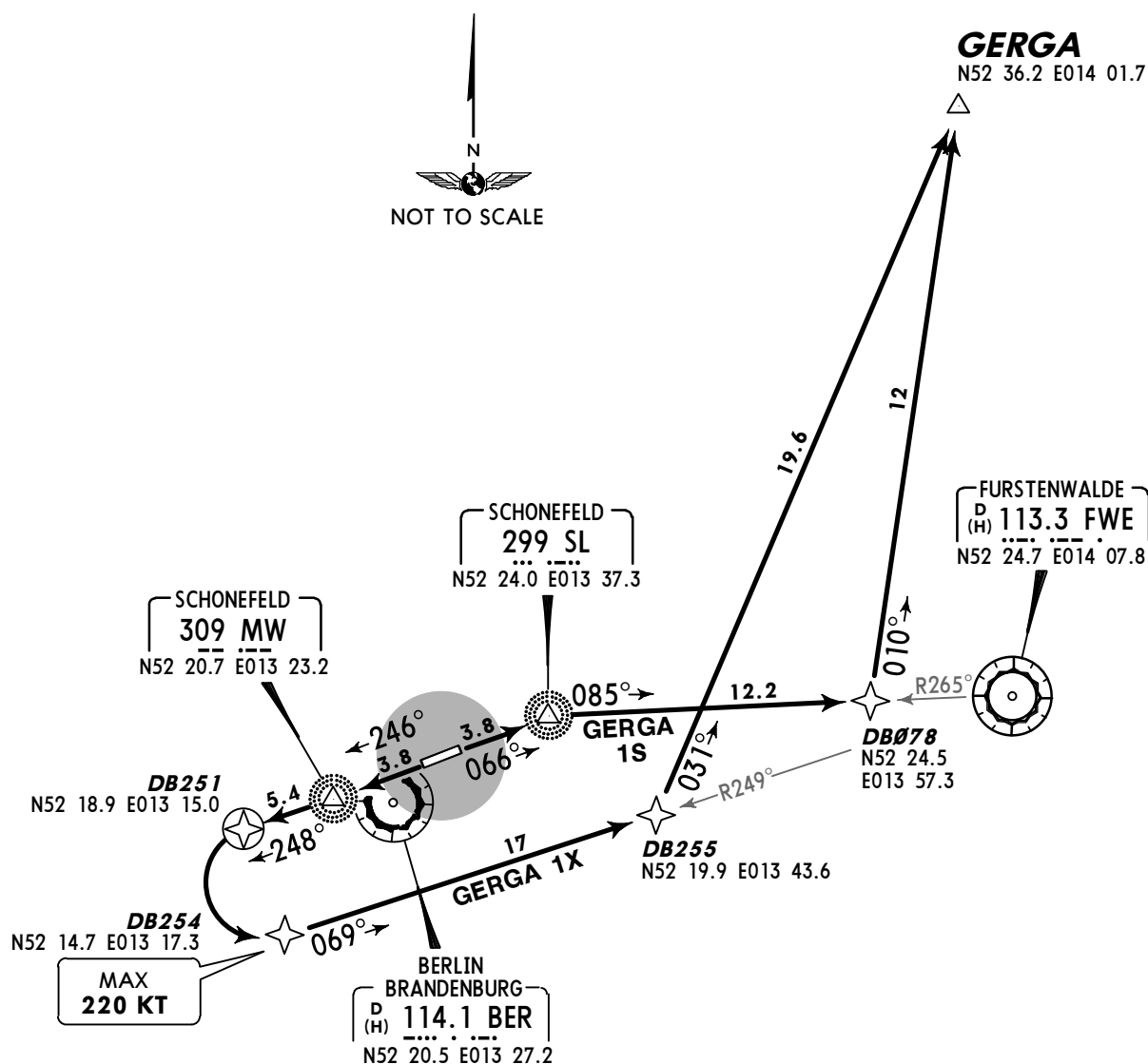
Trans level: By ATC Trans alt: 5000'

1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



GERGA ONE SIERRA (GERGA 1S) [GERG1S]
GERGA ONE X-RAY (GERGA 1X) [GERG1X]
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3B)

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



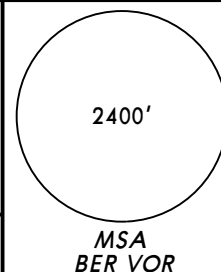
Initial climb clearance 4000'

SID	RWY	ROUTING
GERGA 1S	07L	(600'+) - SL - DB078 - Gerga.

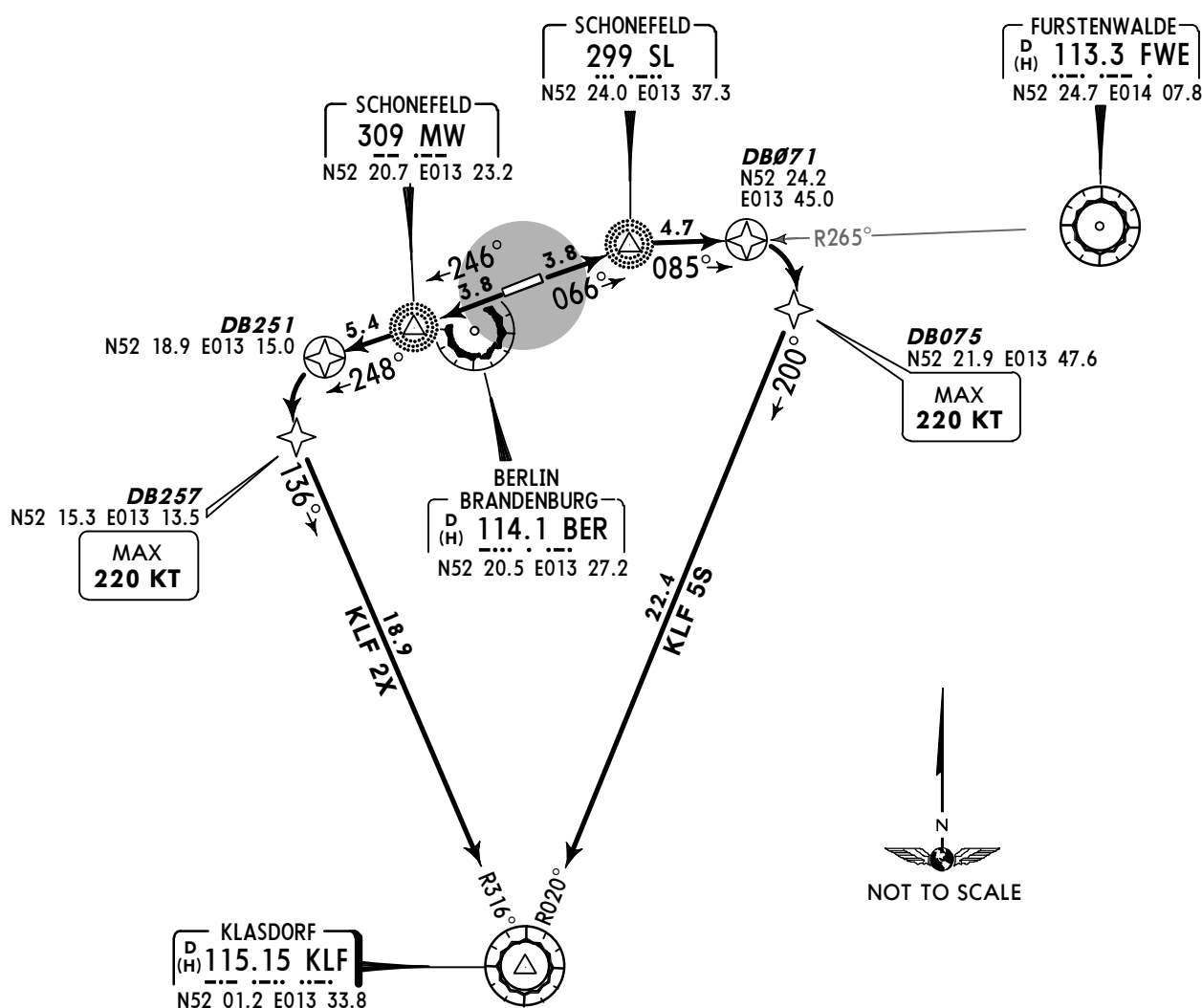
BREMEN
Radar
120.62

Apt E/lev
157'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



**KLASDORF FIVE SIERRA (KLF 5S)
KLASDORF TWO X-RAY (KLF 2X)
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3C)
ONLY FOR DESTINATION EDDB OR EDDT**



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

Initial climb clearance 4000'

SID	RWY	ROUTING
KLF 5S	07L	(600'+) - SL - DB071 - DB075 (K220-) - KLF.

BREMEN
Radar
120.62Apt Elev
157'

Trans level: By ATC Trans alt: 5000'

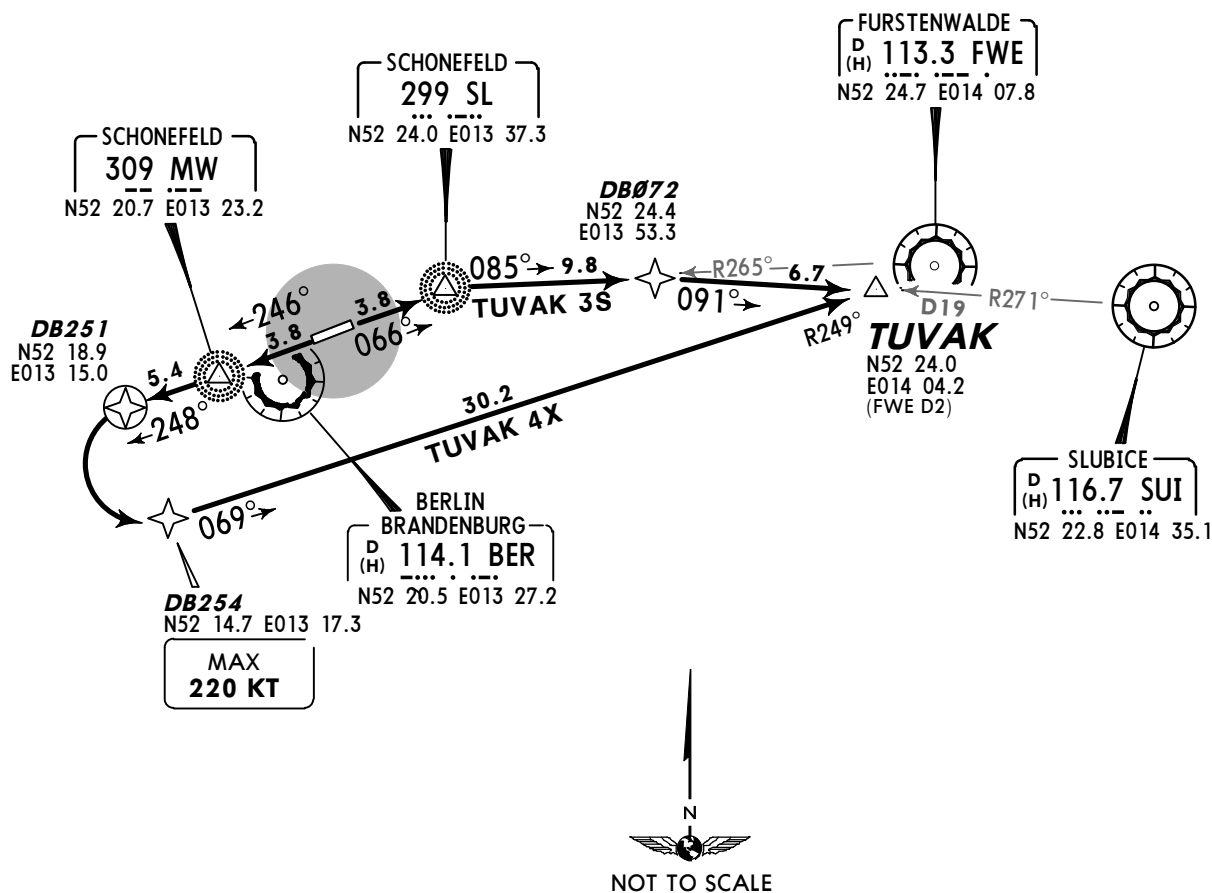
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also minimum noise routings (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.

2400'

MSA
BER VOR

**TUVAK THREE SIERRA (TUVAK 3S) [TUVAK3S]
TUVAK FOUR X-RAY (TUVAK 4X) [TUVAK4X]
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3D)
NO ACCESS TO AIRWAY UL 980**

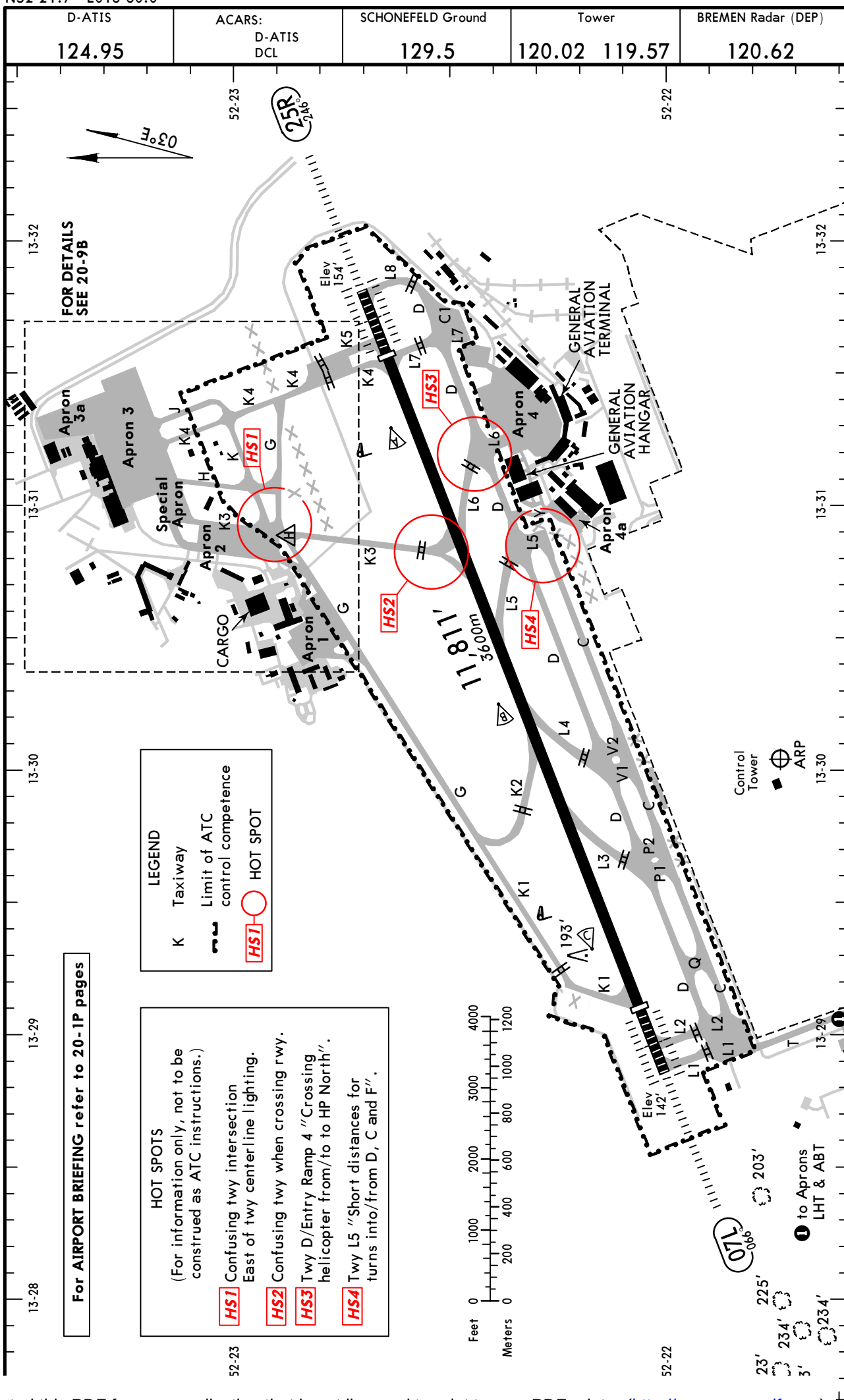
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance 4000'

SID	RWY	ROUTING
TUVAK 3S	07L	(600'+) - SL - DB072 - TUVAK.





ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
RWY						Threshold	Glide Slope		
07L	25R	HIRL CL (15m)HIALS	TDZ	PAPI-L(3.0°)	RVR	10,827' 3300m	9855' 3004m	①	148' 45m
							9733' 2967m		

① TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,811' (3600m)
twy L2 int	11,483' (3500m)
twy K1 int	10,827' (3300m)
twy L3 int	8104' (2470m)
twy K2 int	7054' (2150m)
twy L4 int	6562' (2000m)
twy L6 int	3904' (1190m)
twy K3 int	3675' (1120m)

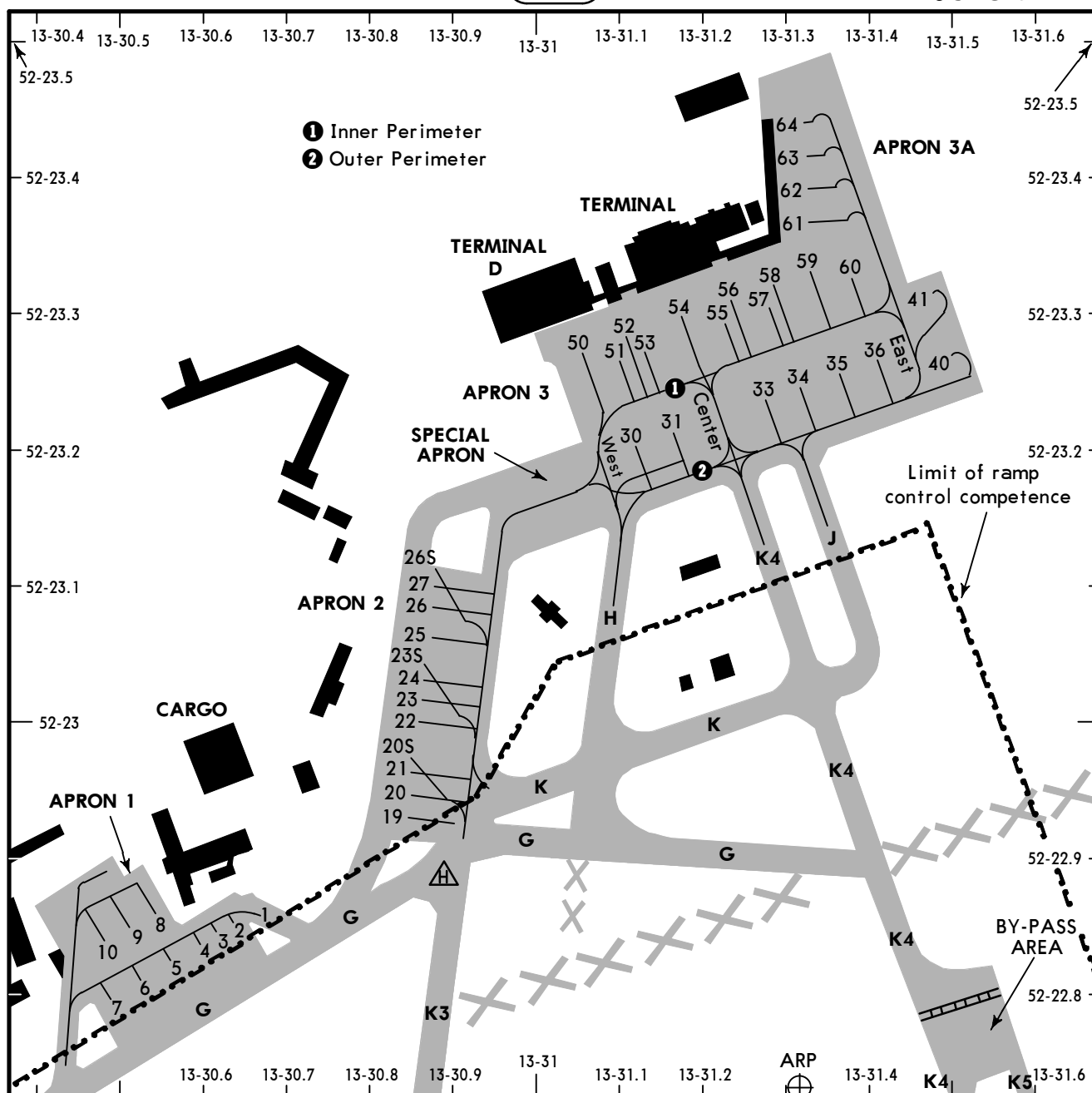
RWY 25R:

From rwy head	11,811' (3600m)
twy K5 int	11,106' (3385m)
twy K4, L7 int	10,827' (3300m)
twy L6 int	8251' (2515m)
twy K3 int	7710' (2350m)
twy L5 int	6775' (2065m)

Standard

TAKE-OFF ①

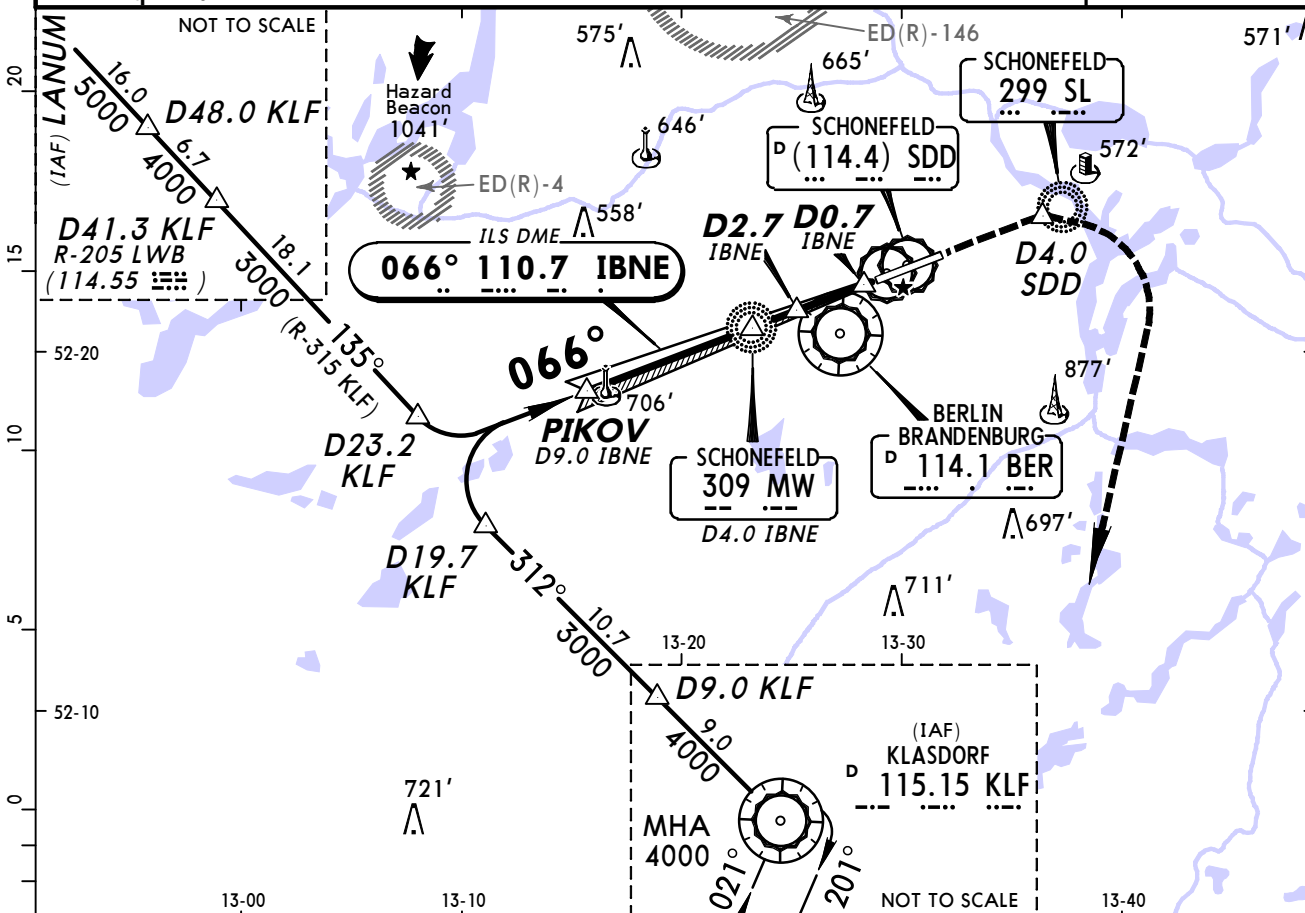
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		



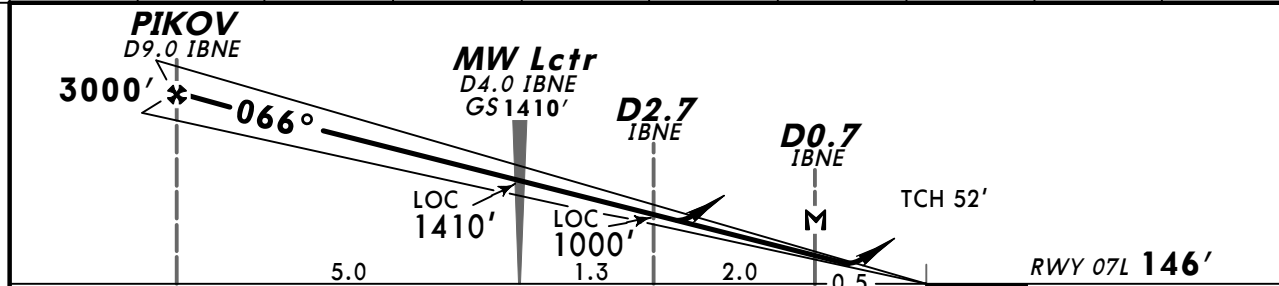
STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N52 22.8	E013 30.7	36	N52 23.3	E013 31.4
2 thru 5	N52 22.8	E013 30.6	40, 41	N52 23.3	E013 31.5
6 thru 10	N52 22.8	E013 30.5	50	N52 23.3	E013 31.0
19, 20	N52 22.9	E013 30.8	51 thru 53	N52 23.3	E013 31.1
20S thru 24	N52 23.0	E013 30.8	54 thru 56	N52 23.3	E013 31.2
25	N52 23.1	E013 30.8	57 thru 59	N52 23.3	E013 31.3
26, 26S, 27	N52 23.1	E013 30.9	60	N52 23.3	E013 31.4
30	N52 23.2	E013 31.1	61	N52 23.3	E013 31.3
31	N52 23.2	E013 31.2	62 thru 64	N52 23.4	E013 31.3
33 thru 35	N52 23.2	E013 31.3			

BRIEFING STRIP

D-ATIS 124.95	BREMEN Radar (APP) North 119.62 South 126.42		BERLIN Director (APP) 136.1	SCHONEFELD Tower 120.02 119.57	Ground 129.5
LOC IBNE 110.7	Final Apch Crs 066°	GS MW Lctr 1410' (1264')	ILS DA(H) 346' (200')	Apt Elev 157' RWY 146'	2400' MSA BER VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



LOC (GS out)	IBNE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3000'	2690'	2370'	2050'	1730'	1410'	1090'	780'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX ↑
ILS GS or	377	485	539	647	755	862	
LOC Descent Angle	3.00°						
MAP at 0.7 IBNE							

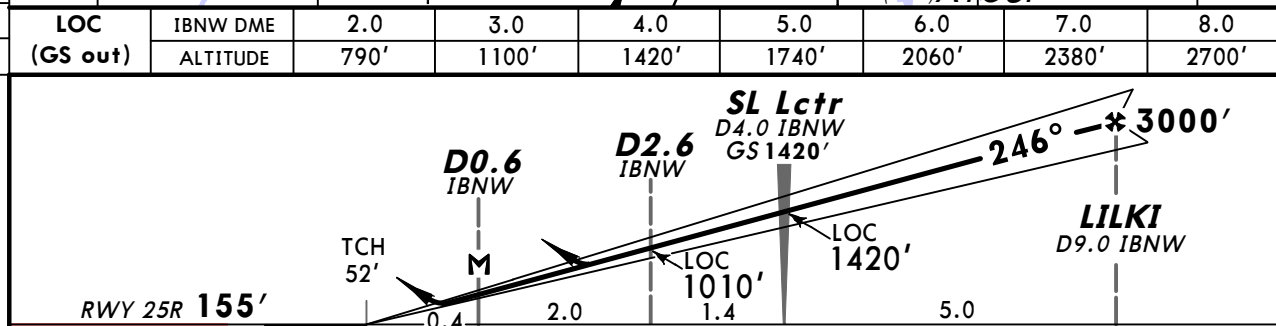
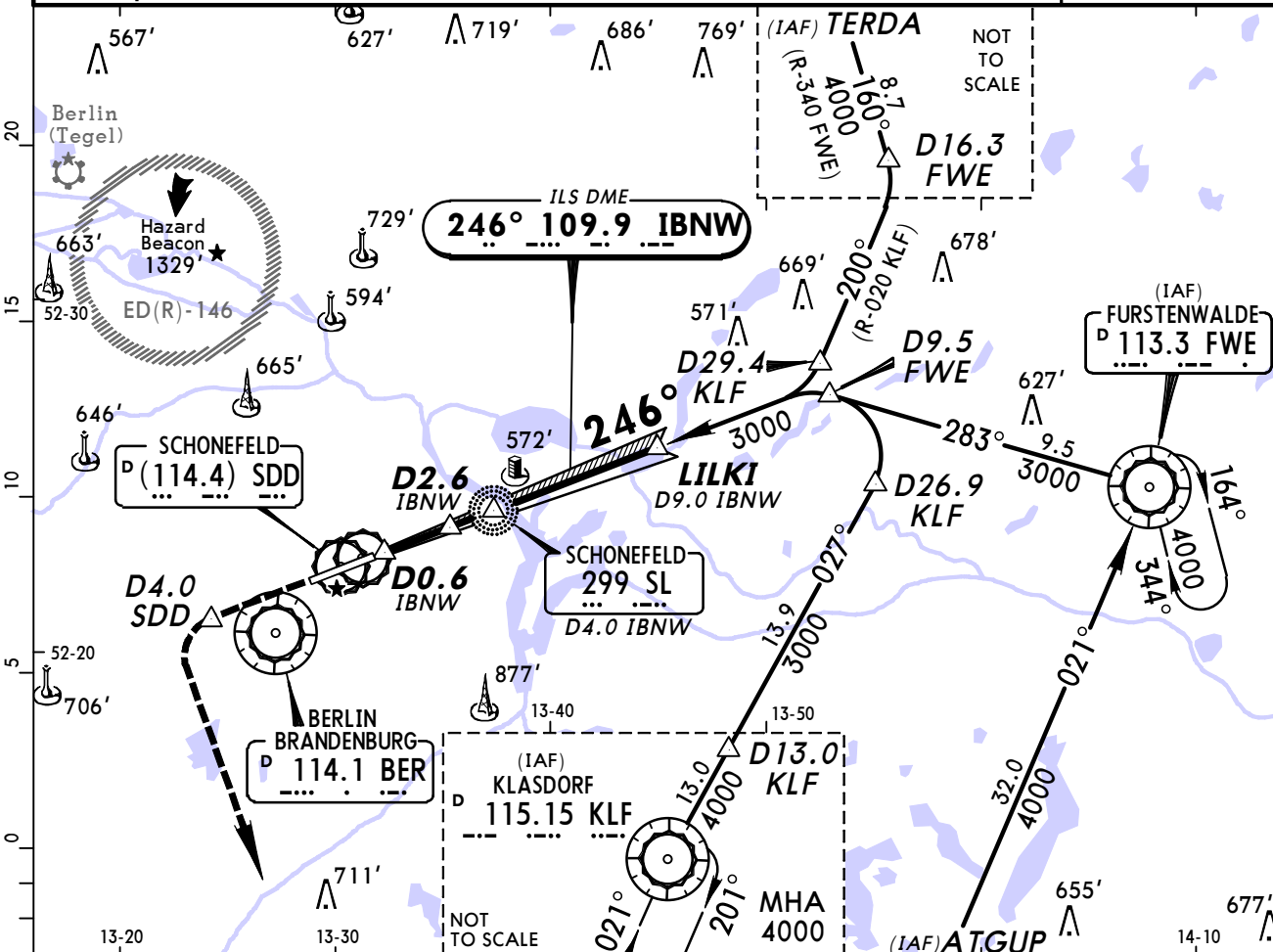
STRAIGHT-IN LANDING RWY 07L				
ILS			LOC (GS out)	
DA(H) 346' (200')			DA(H) 530' (384')	
FULL	Limited	ALS out	ALS out	
A				
B			RVR 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m
D			RVR 1800m	

BRIEFING STRIP TM

NS OPS

BRIEFING STRIP

D-ATIS	BREMEN Radar (APP)		BERLIN Director (APP)	SCHONEFELD Tower		Ground
124.95	North 119.62	South 126.42	136.1	120.02	119.57	129.5
LOC IBNW 109.9	Final Apch Crs 246°	GS SL Lctr 1420' (1265')	ILS DA(H) 355' (200')	Apt Elev 157' RWY 155'	2400' MSA BER VOR	
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' DME required.						

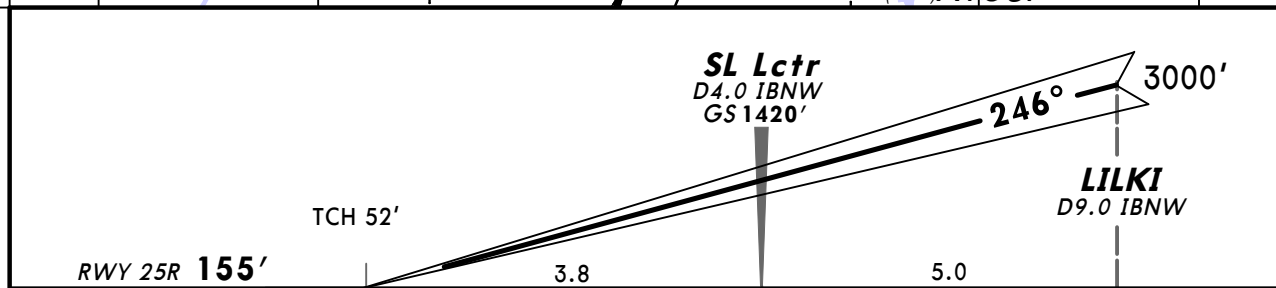
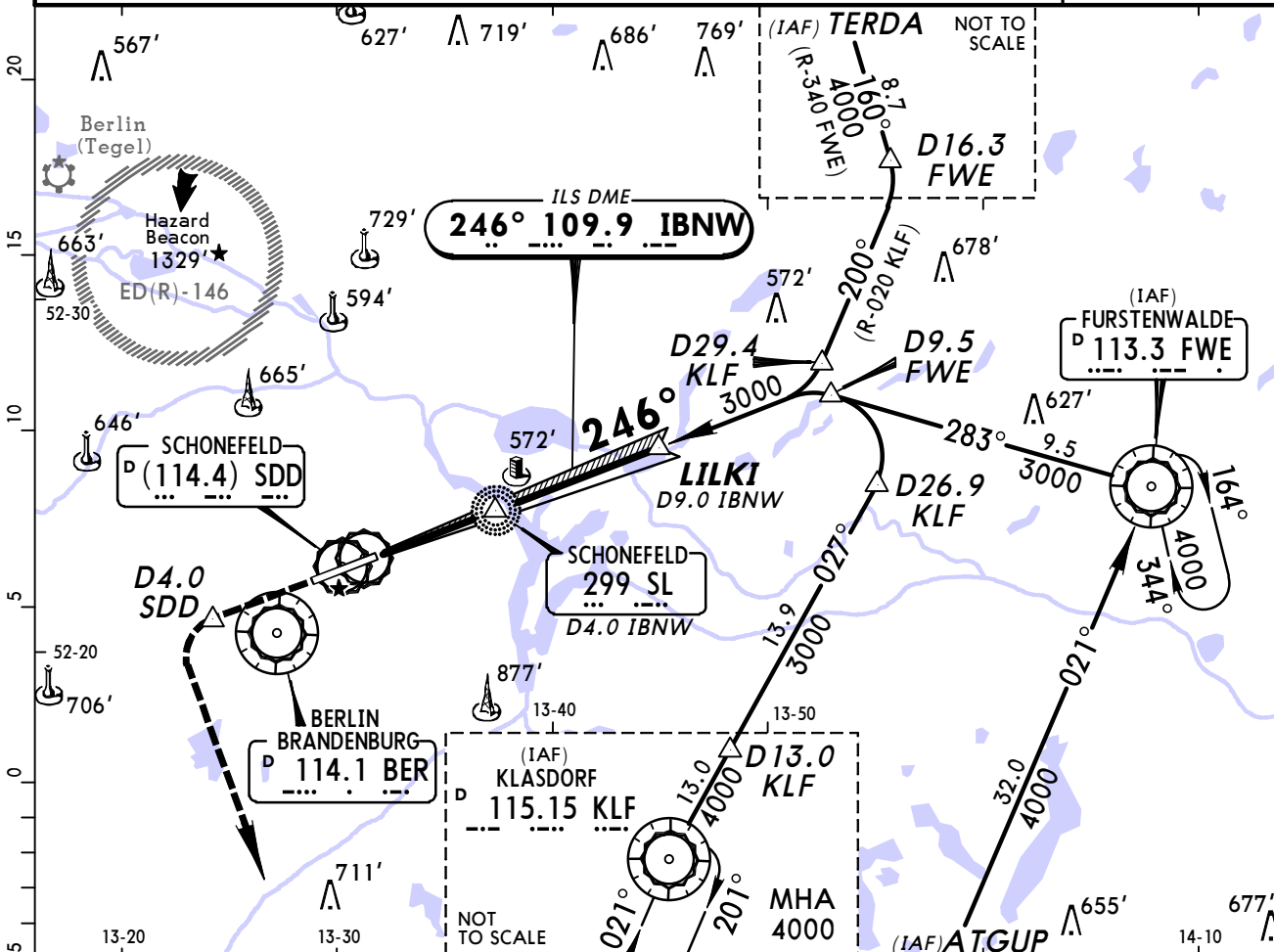


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at D0.6 IBNW							

STRAIGHT-IN LANDING RWY 25R				
ILS DA(H) 355' (200')			LOC (GS out) DA(H) 540' (385')	
FULL	Limited	ALS out	ALS out	
A			RVR 1500m	
B			RVR 1100m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1800m

BRIEFING STRIP

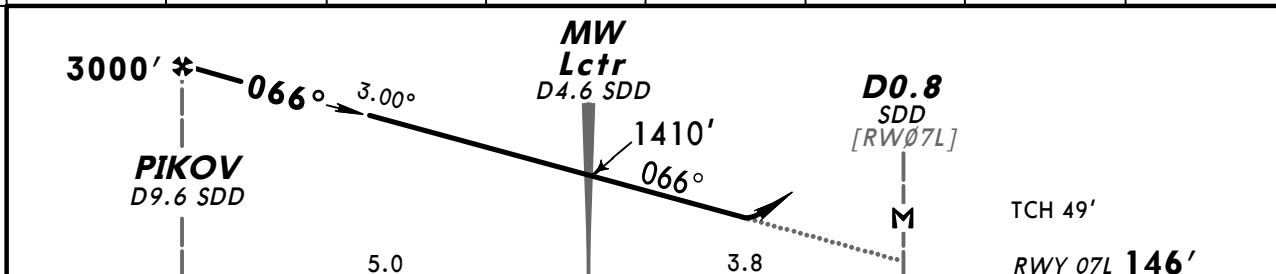
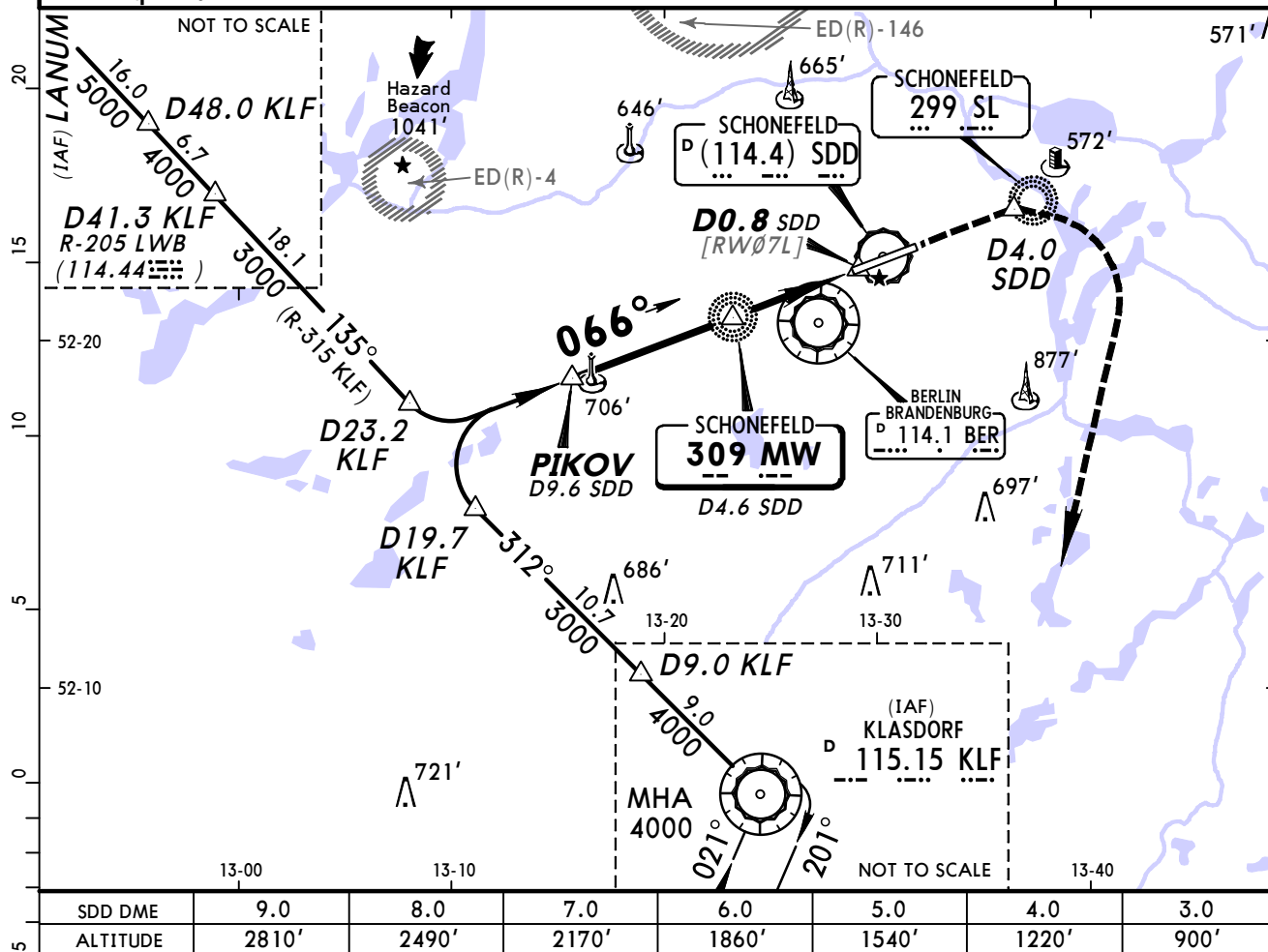
D-ATIS	BREMEN Radar (APP)		BERLIN Director (APP)	SCHONEFELD Tower		Ground
124.95	119.62	126.42	136.1	120.02	119.57	129.5
LOC IBNW 109.9	Final Apch Crs 246°	GS SL Lctr 1420'(1265')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 157' RWY 155'	2400' MSA BER VOR	
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
Gs 3.00°	377	485	539	647	755	862	

Standard		STRAIGHT-IN LANDING RWY 25R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 101' DA(H) 255' (100')	
RVR 200m		RVR 300m	

D-ATIS 124.95	BREMEN Radar (APP) North 119.62 South 126.42	BERLIN Director (APP) 136.1	SCHONEFELD Tower 120.02 119.57	Ground 129.5
Lctr MW 309	Final Apch Crs 066°	Minimum Alt PIKOV 3000' (2854')	DA(H) 680' (534')	Apt Elev 157' RWY 146'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.				
Alt Set: hPa (IN on req) DME required.		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'
				MSA SL Lctr

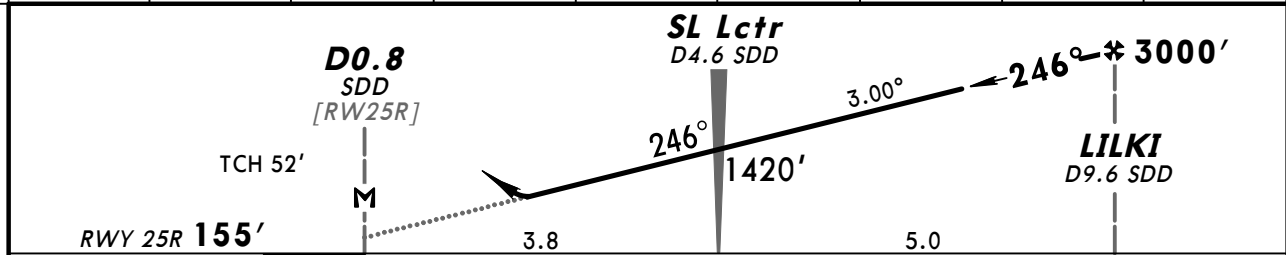
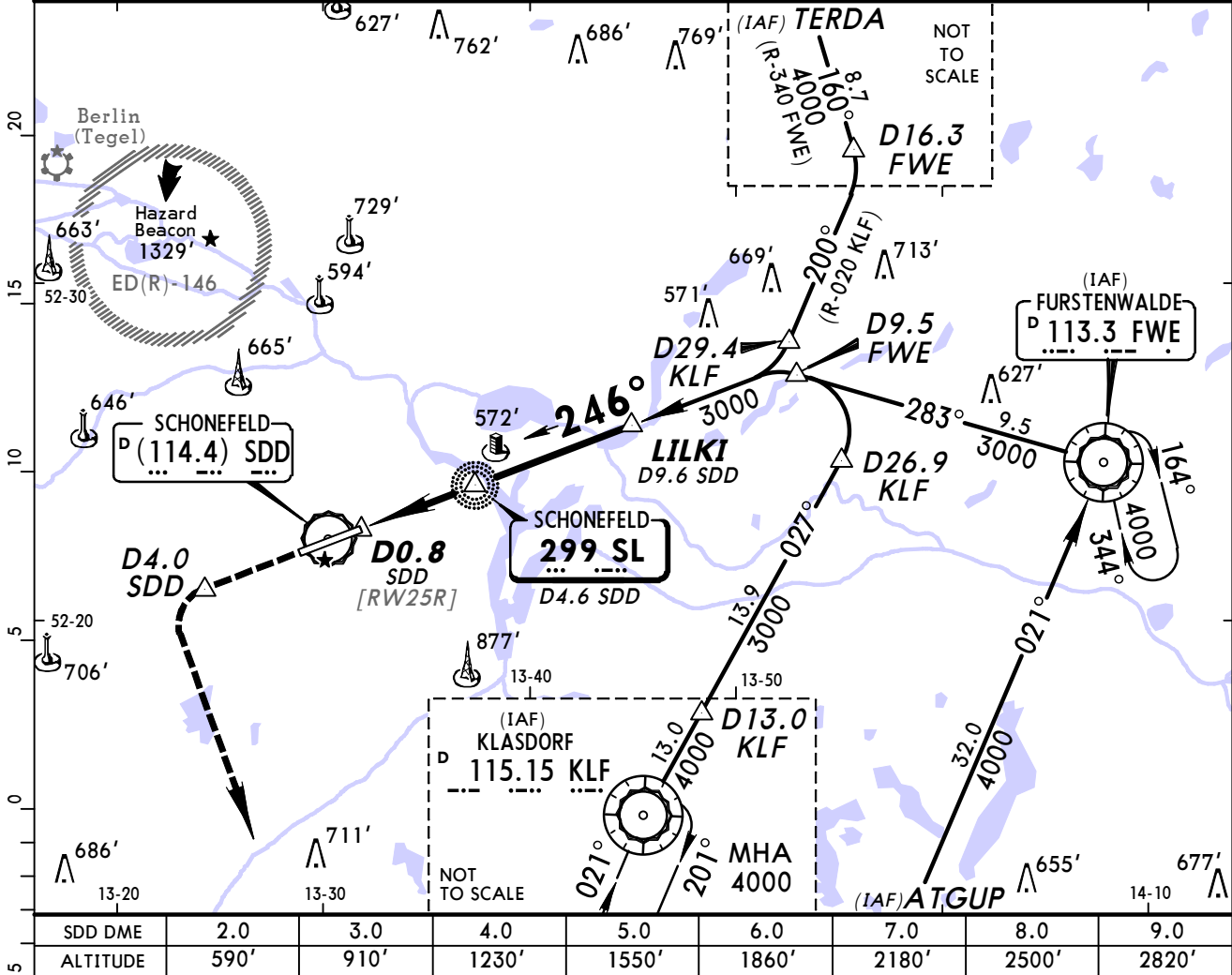


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3000' MAX ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.8 SDD								

Standard		STRAIGHT-IN LANDING RWY 07L	
		DA(H) 680' (534')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1700m	CMV 2400m	
D			

BRIEFING STRIP™

D-ATIS 124.95		BREMEN Radar (APP) North 119.62		South 126.42	BERLIN Director (APP) 136.1	SCHONEFELD Tower 120.02 119.57		Ground 129.5	
Lctr SL 299		Final Aptch Crs 246°		Minimum Alt LILKI 3000' (2845')		DA(H) 730' (575')		Apt Elev 157' RWY 155'	2400' MSA SL Lctr
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.									
Alt Set: hPa (IN on req) DME required.		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 SDD							

Standard		STRAIGHT-IN LANDING RWY 25R	
		DA(H) 730' (575')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1900m	CMV 2400m	
D			

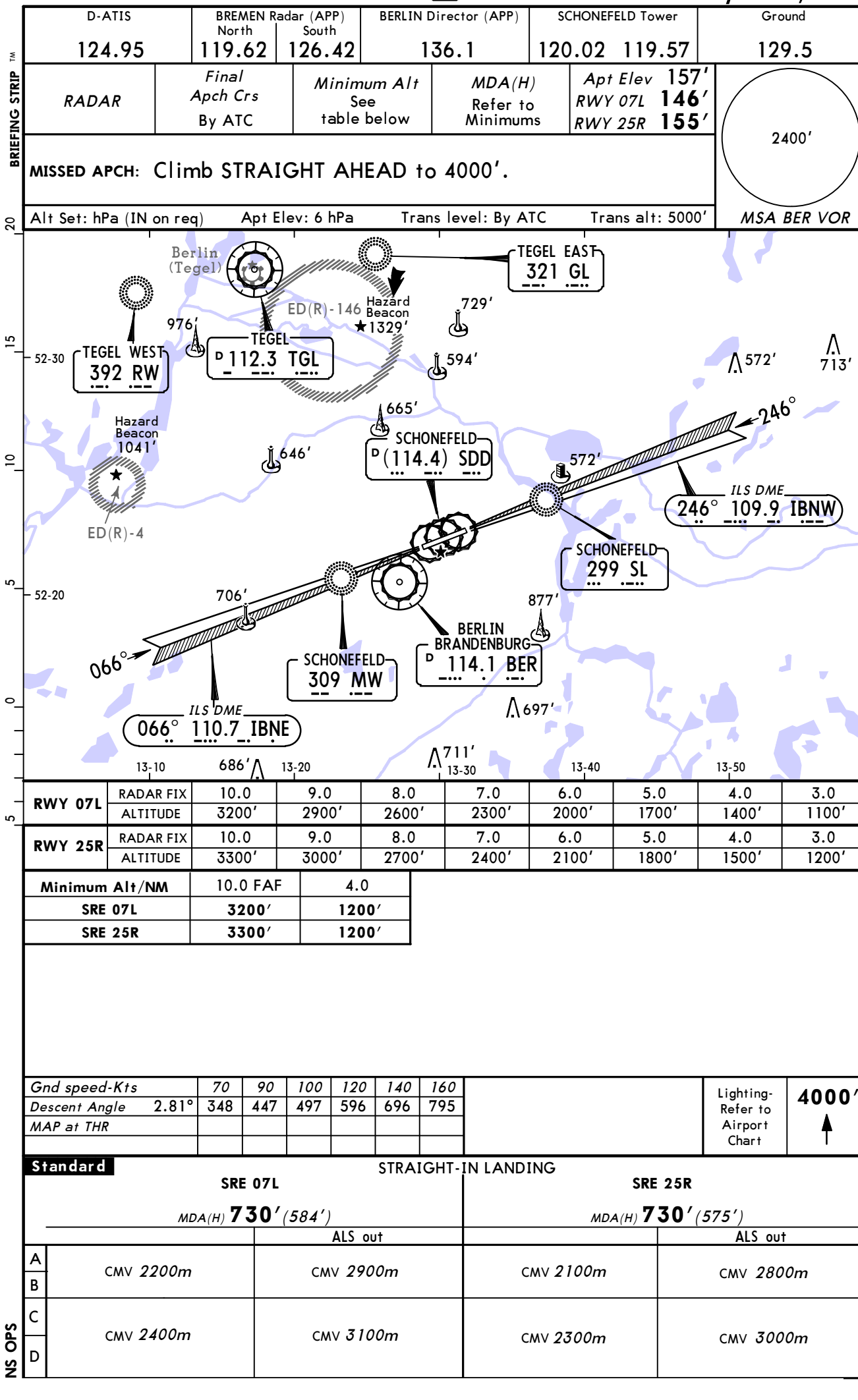


Chart changes since cycle 25-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

BERLIN, (SCHONEFELD - EDDB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDB