

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 08-2013

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: 3.1°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: 0410 Z
Sunset: 1803 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 123.775
- 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 123.77

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:

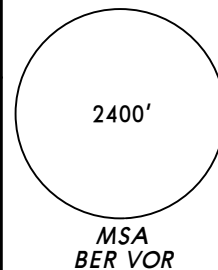
t_i 25 min prior to EOBT for unregulated flights.

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

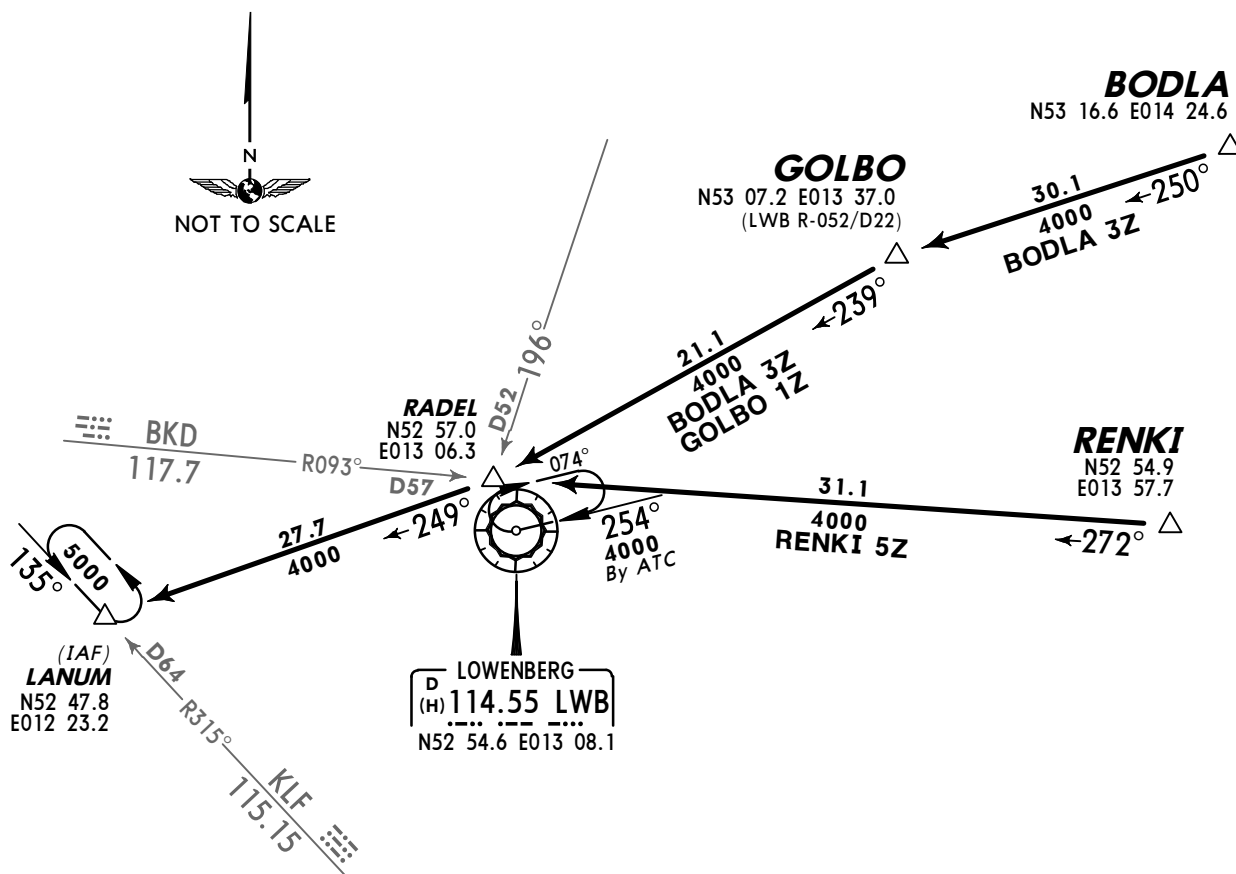
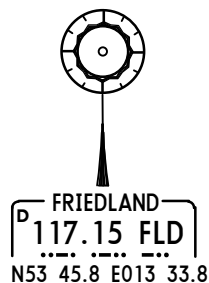
D-ATIS
123.77Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

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

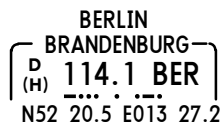
RWY 07L ARRIVALS
BRNAV EQUIPMENT NECESSARY

**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.



D-ATIS
123.77Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

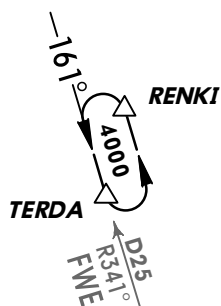
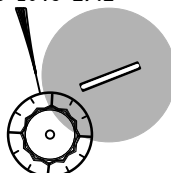
2400'

MSA
BER VORBODLA TWO VICTOR (BODLA 2V) [BODL2V]
GOLBO ONE VICTOR (GOLBO 1V) [GOLB1V]
RENKI FOUR VICTOR (RENKI 4V) [RENK4V]RWY 25R ARRIVALS
BRNAV EQUIPMENT NECESSARYFRIEDLAND
D 117.15 FLD
N53 45.8 E013 33.8

SPEED RESTRICTION

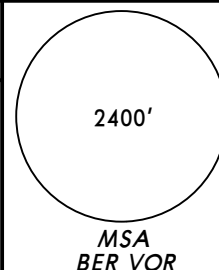
MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

HOLDING
OVER TERDAGOLBO
N53 07.2 E013 37.0BODLA
N53 16.6 E014 24.6VERTICAL PLANNING
INFORMATIONPilots should plan for possible
descent clearance of at or below
FL100 by TERDA.ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.TEGEL
D 112.3 TGL
N52 33.7 E013 17.3BERLIN
BRANDENBURG
D (H) 114.1 BER
N52 20.5 E013 27.2RENKI
N52 54.9
E013 57.7(IAF)
TERDA
N52 48.5
E013 55.7

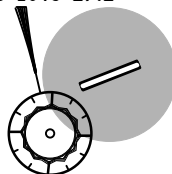
NOT TO SCALE

FURSTENWALDE
D (H) 113.3 FWE
N52 24.7 E014 07.8Direct distance from TERDA to:
Schonefeld Apt 31 NM

D-ATIS
123.77Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

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

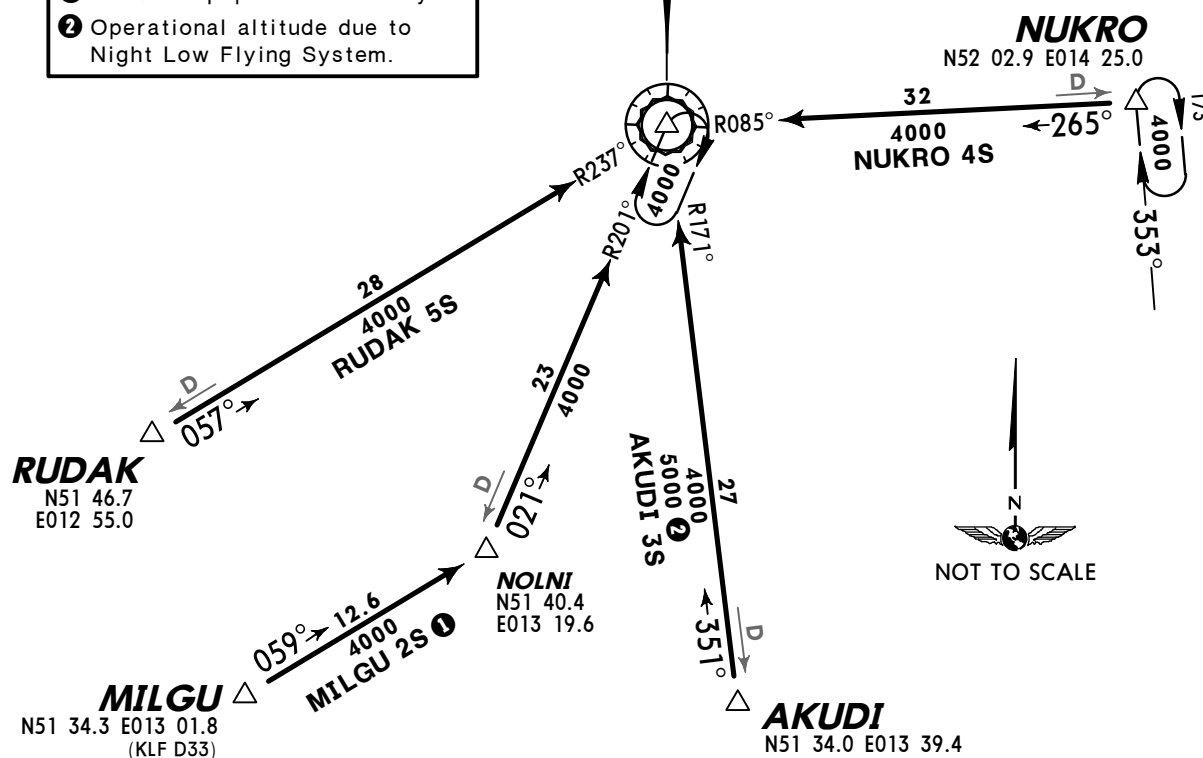
**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Direct distance from KLF to:
Schonefeld Apt 21 NM

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

(IAF)
KLASDORF
D 115.15 KLF
(H)
N52 01.2 E013 33.8

**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
123.77Apt Elev
157'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

2400'

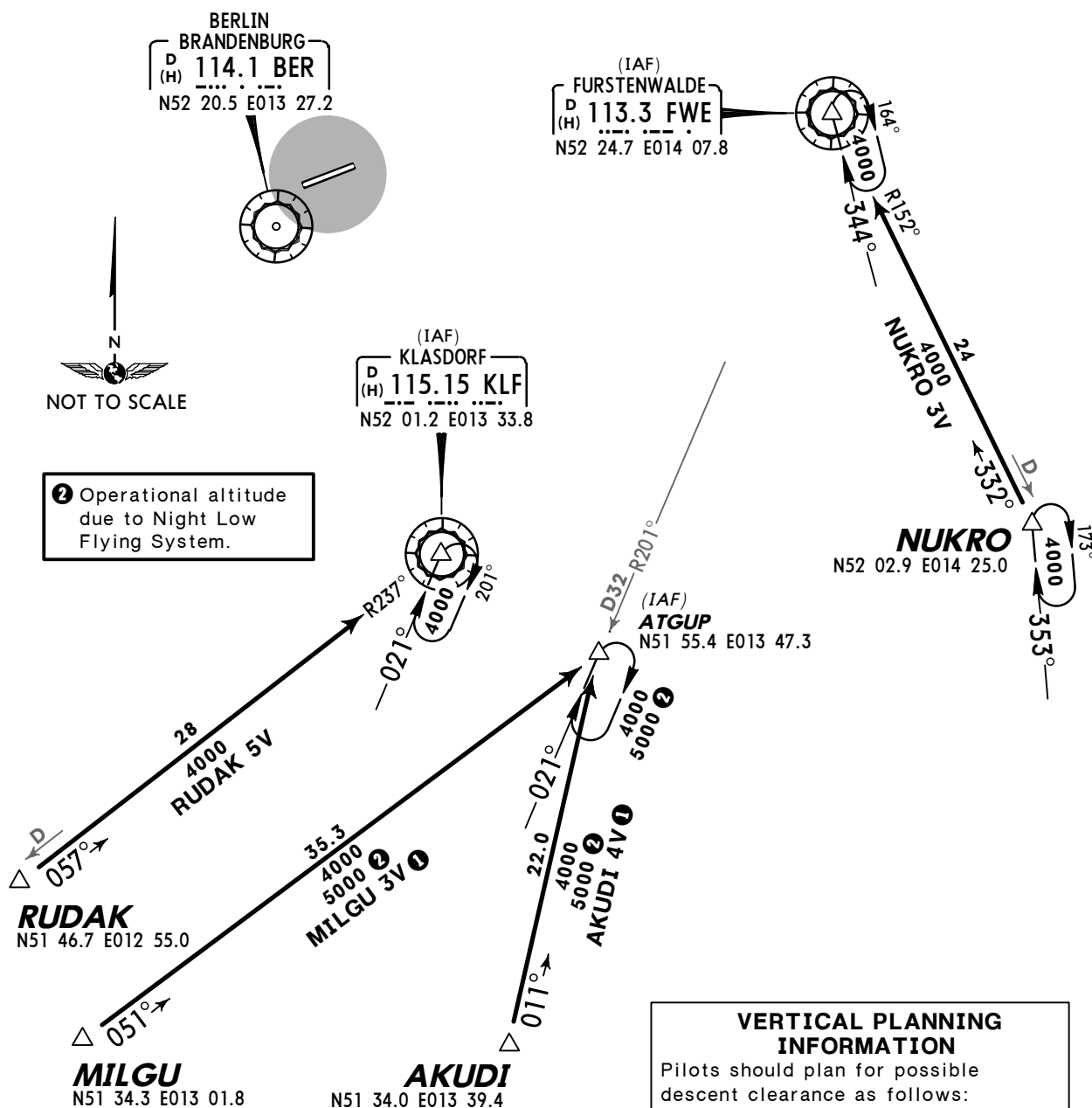
MSA
BER VOR

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

Direct distance to Schonefeld Apt from:

ATGUP 28 NM
FWE 23 NM
KLF 21 NM

① BRNAV equipment necessary.



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

D-ATIS
123.77

Apt 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
N52 54.6 E013 08.1

VIBIS
N52 58.5 E012 20.3

169° 10.9
4000
VIBIS
135°
5000
090° 11.3
4000
LANUM (IAF)
N52 47.8 E012 23.2

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

BATEL
N52 32.8 E011 06.0

Direct distance from LANUM to:
Schonefeld Apt 48 NM

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

**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.**

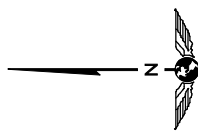
SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

2400'

MSA
BER VOR

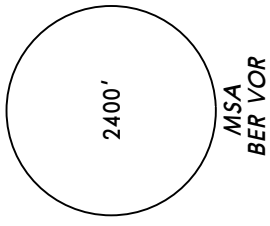


NOT TO SCALE

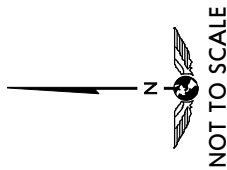
D-ATIS
123.77

Apt Elev
157'

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



**BATEL SIX VICTOR (BATEL 6V) [BATE6V]
VIBIS THREE VICTOR (VIBIS 3V) [VIBI3V]
RWY 25R ARRIVALS
BRNAV EQUIPMENT NECESSARY**



NOT TO SCALE

LOWENBERG
D 114.55 LWB
(H) N52 54.6 E013 08.1

VIBIS Δ 091° 17.9
N52 58.5 E012 20.3
VIBIS 3V
4000

PODUS
N52 57.6
E012 49.8



PINUV
N52 55.7 E013 38.7

TERDA
(IAF)
N52 48.5 E013 55.7

NASAT
N52 48.2 E013 19.6

GIRIT
N52 48.2 E012 04.7

BATEL 6V
N52 32.8 E011 06.0

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

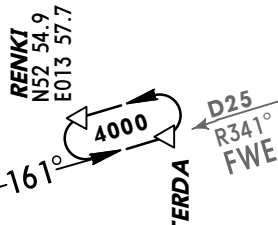
FURSTENWALDE
D 113.3 FWE
(H) N52 24.7 E014 07.8

BATEL
N52 32.8 E011 06.0

Direct distance from TERDA to:
Schonefeld Apt 31 NM

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

HOLDING OVER TERDA

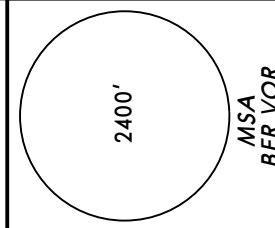


BREMEN Radar
120.62Apt E/lev
157'

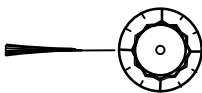
Trans level: By ATC Trans alt: 5000'

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°

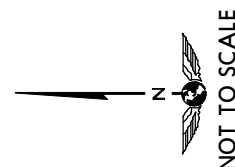
SCHONEFELD
DME (L) (114.4) SDD
N52 22.5 E013 30.2
SCHONEFELD
299 SL
N52 24.0 E013 37.3

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



NOT TO SCALE

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

Initial climb clearance 4000'

ROUTING

BELID 5S RWY 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 RWY 25R
Climb on runway track to 600', to MW, 248° bearing to D10.9 SDD, turn RIGHT, intercept FWE R-256 to BELID.

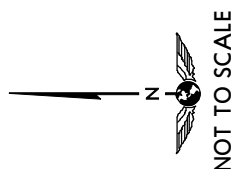
① After D22 FWE BRNAV equipment necessary.

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 DEPARTURES



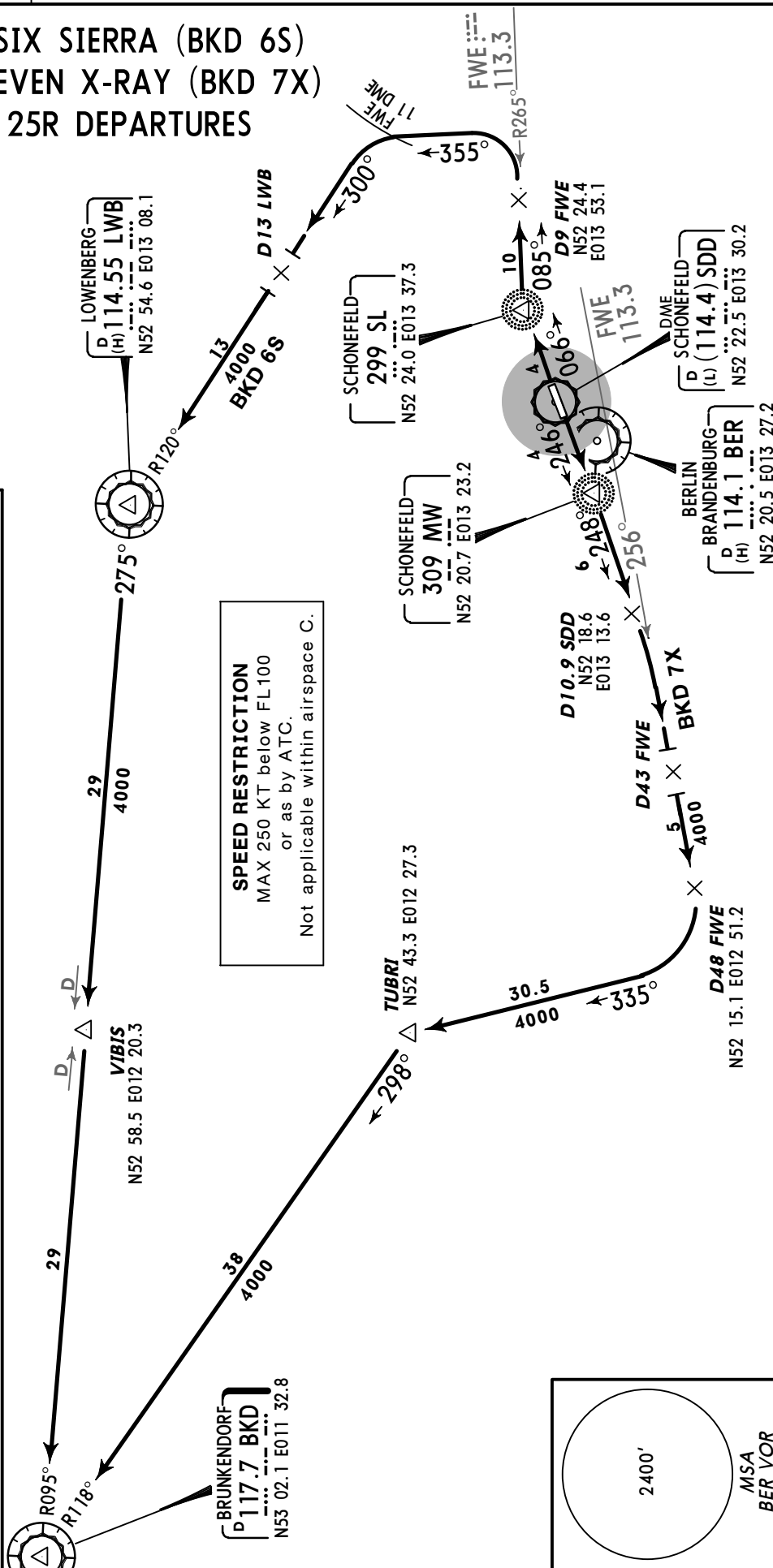
BKD 6S: Initial climb clearance 4000'
BKD 7X: Initial climb clearance 5000'

ROUTING

BKD 6S RWY 07L
Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D9 FWE, turn LEFT, 355° track to FWE 11 DME, turn LEFT, intercept LWB R-120 inbound to LWB, turn LEFT, LWB R-275 via VIBIS to BKD.

BKD 7X RWY 25R
Climb on runway track to 600', to MW, 248° bearing to D10.9 SDD, turn RIGHT, intercept FWE R-256 to D48 FWE ①, turn RIGHT, 335° track to TUBRI, turn LEFT, 298° track to BKD.

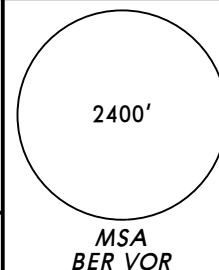
① After D48 FWE BRNAV equipment necessary.



BREMEN
Radar
120.62Apt Elev
157'

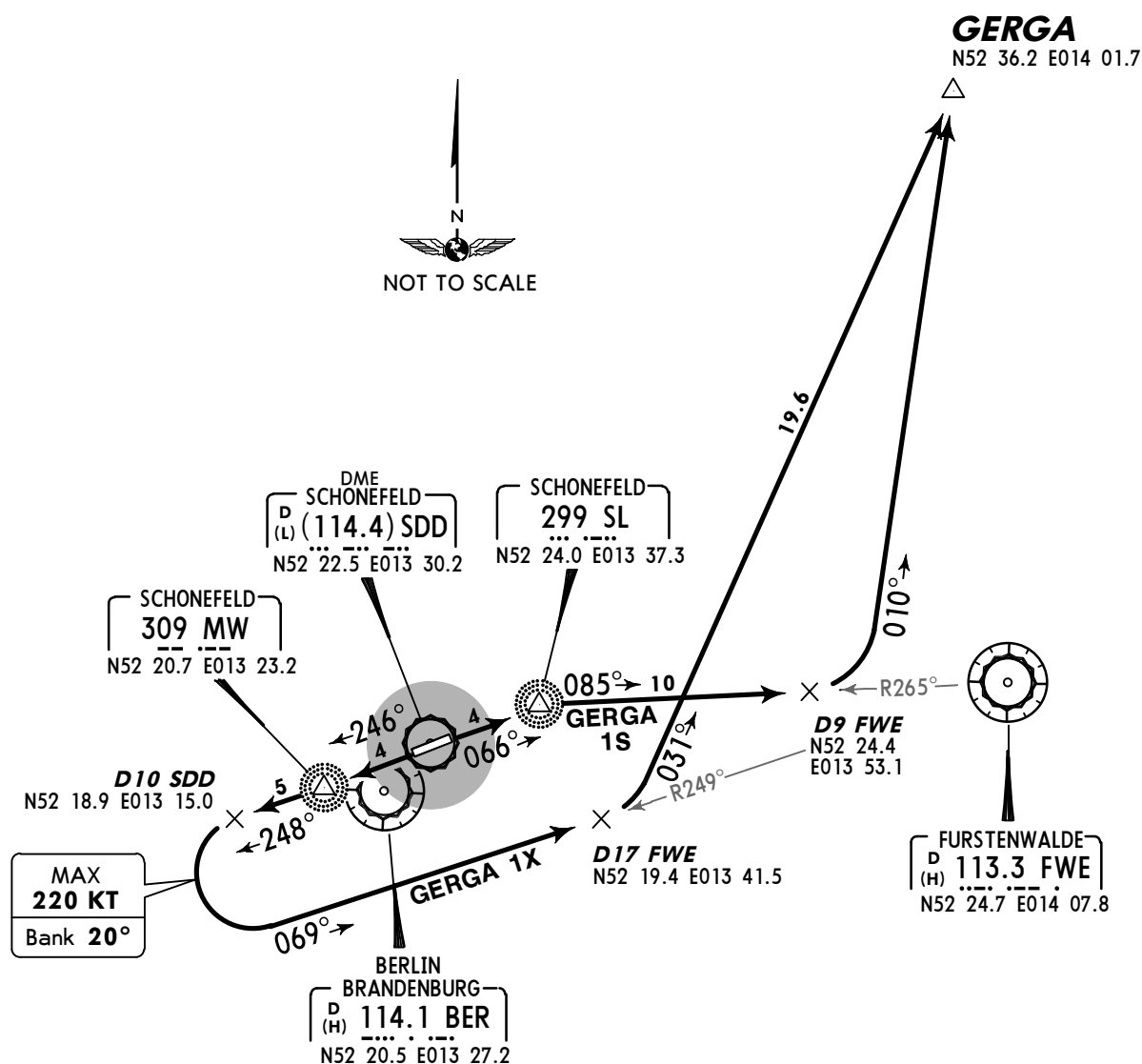
Trans level: By ATC Trans alt: 5000'

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.

BRNAV equipment necessary after: ① D9 FWE/ ② D17 FWE.

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'

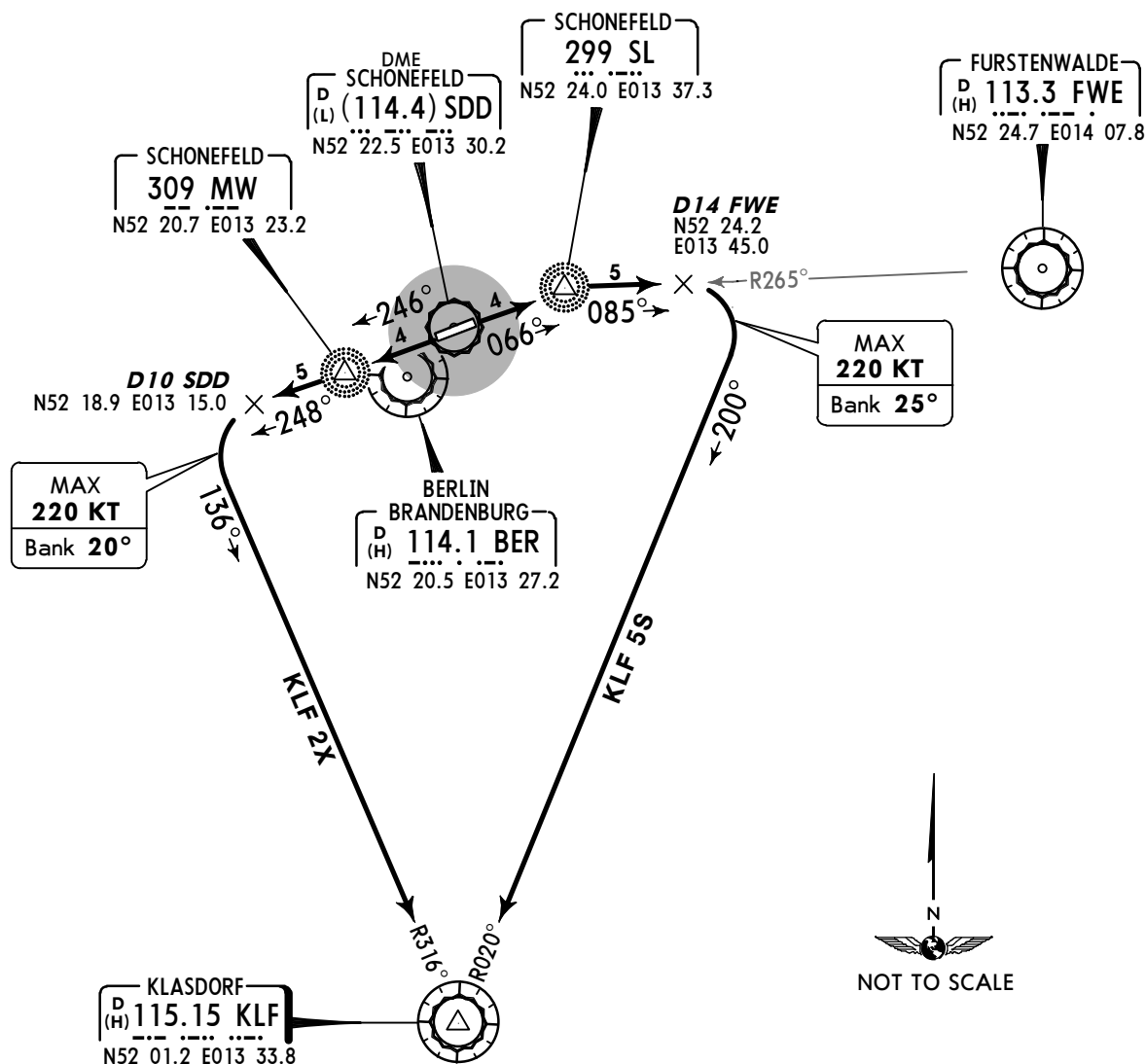
MSA
BER VOR

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.

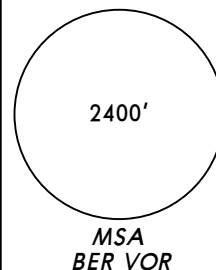
Initial climb clearance **4000'**

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 LEFT, intercept KLF R-316 inbound to KLF.

BREMEN
Radar
120.62Apt Elev
157'

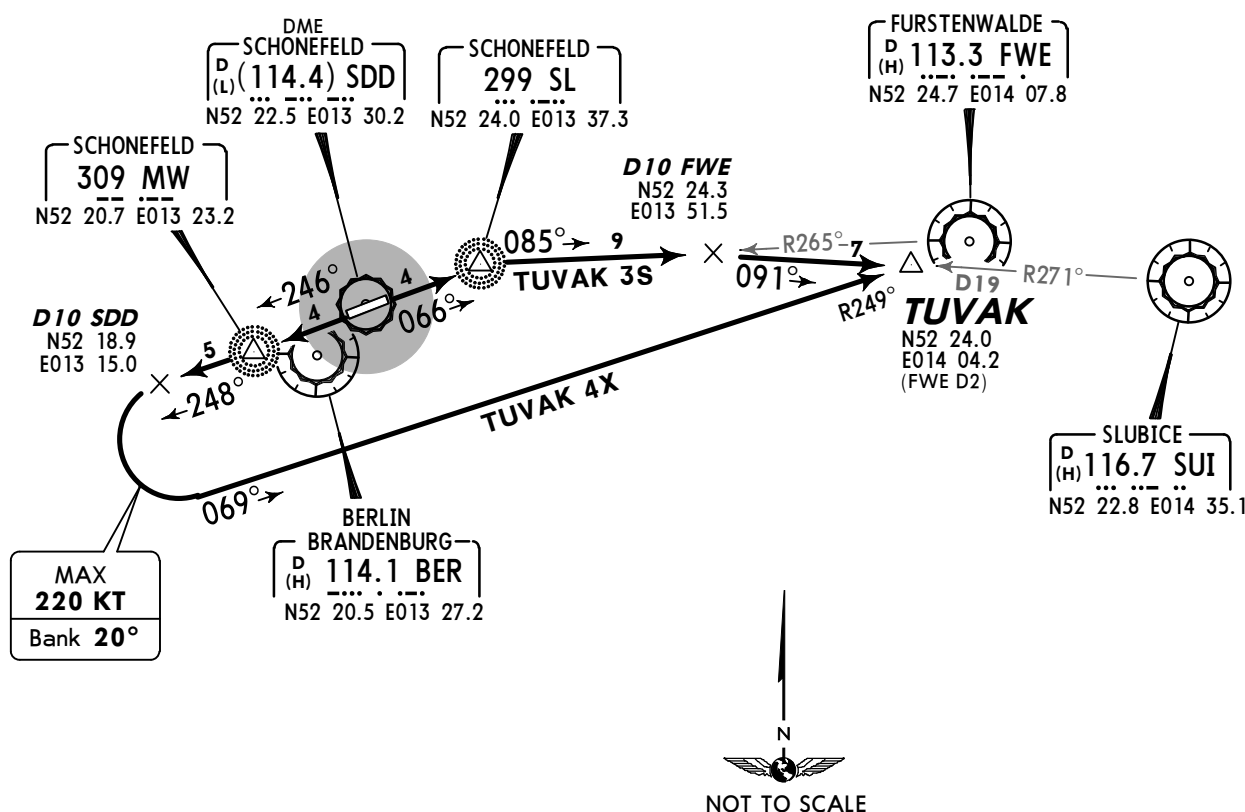
Trans level: By ATC Trans alt: 5000'

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.



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 LEFT, intercept FWE R-249 inbound to TUVAK.

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BREMEN Radar
120.62Apt Elev
157'

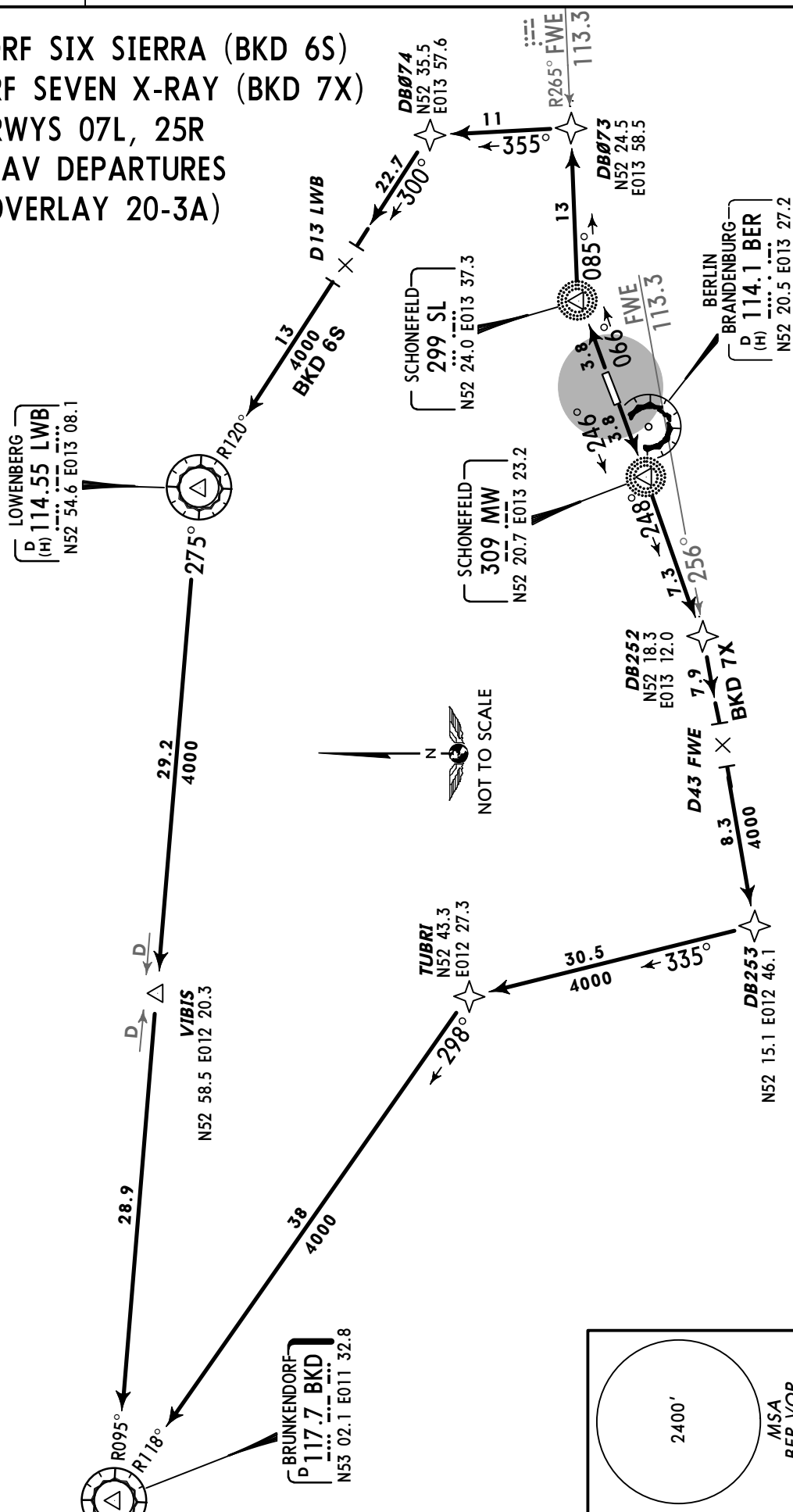
Trans level: By ATC Trans alt: 5000'

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.

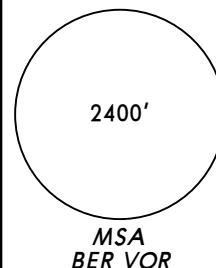
Not applicable within airspace C.

BKD 6S: Initial climb clearance 4000'
BKD 7X: Initial climb clearance 5000'**ROUTING****SID****RWY****BKD 6S** (600' +) - SL - DB073 - DB074 - LWB - VIBIS - BKD.**BKD 7X** (600' +) - MW - DB252 - DB253 - TUBRI - BKD.

BREMEN
Radar
120.62Apt Elev
157'

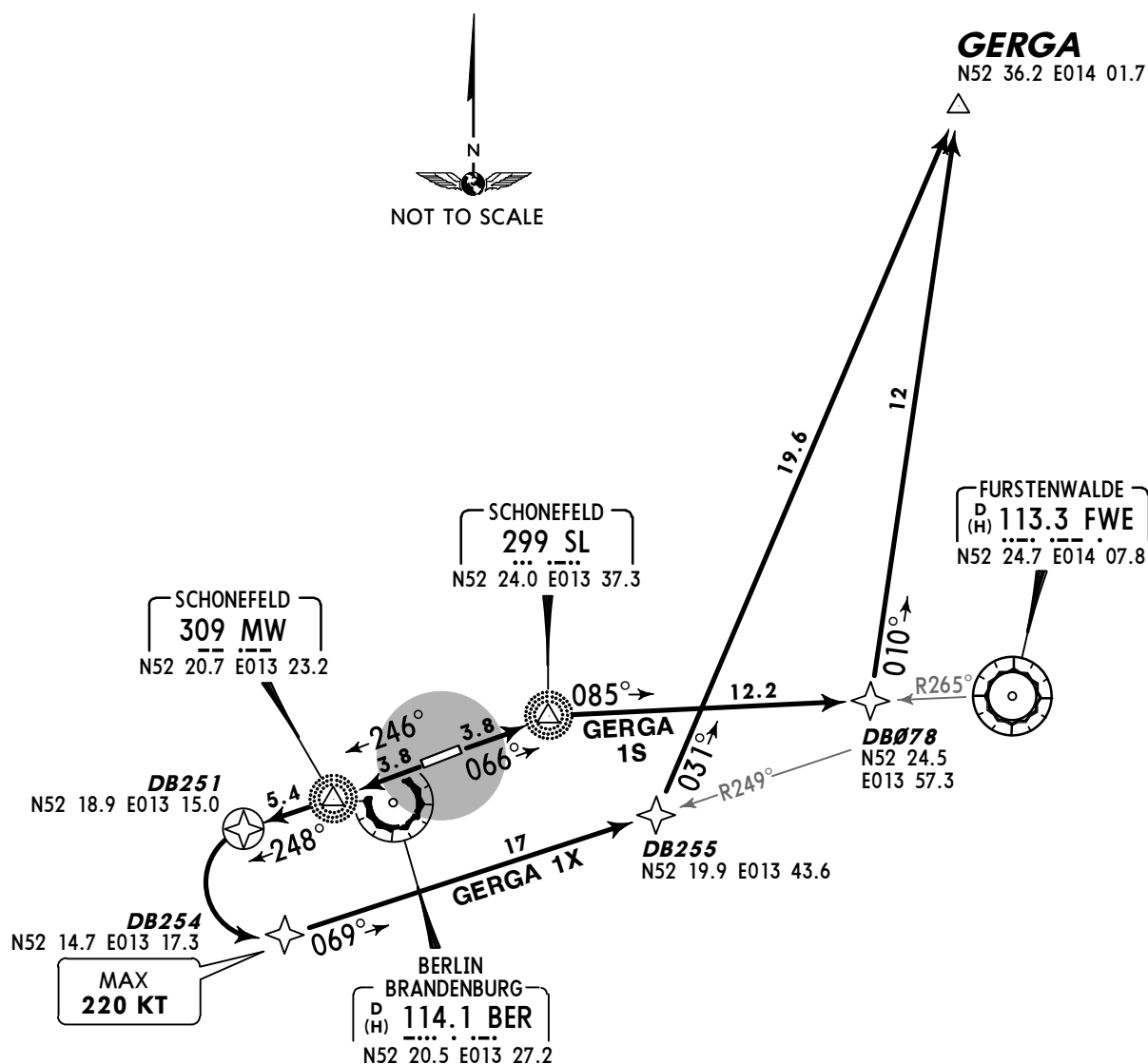
Trans level: By ATC Trans alt: 5000'

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.

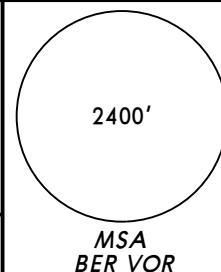
Initial climb clearance **4000'**

SID	RWY	ROUTING
GERGA 1S	07L	(600'+) - SL - DB078 - GERGA.
GERGA 1X	25R	(600'+) - MW - DB251 - DB254 (K220-) - DB255 - GERGA.

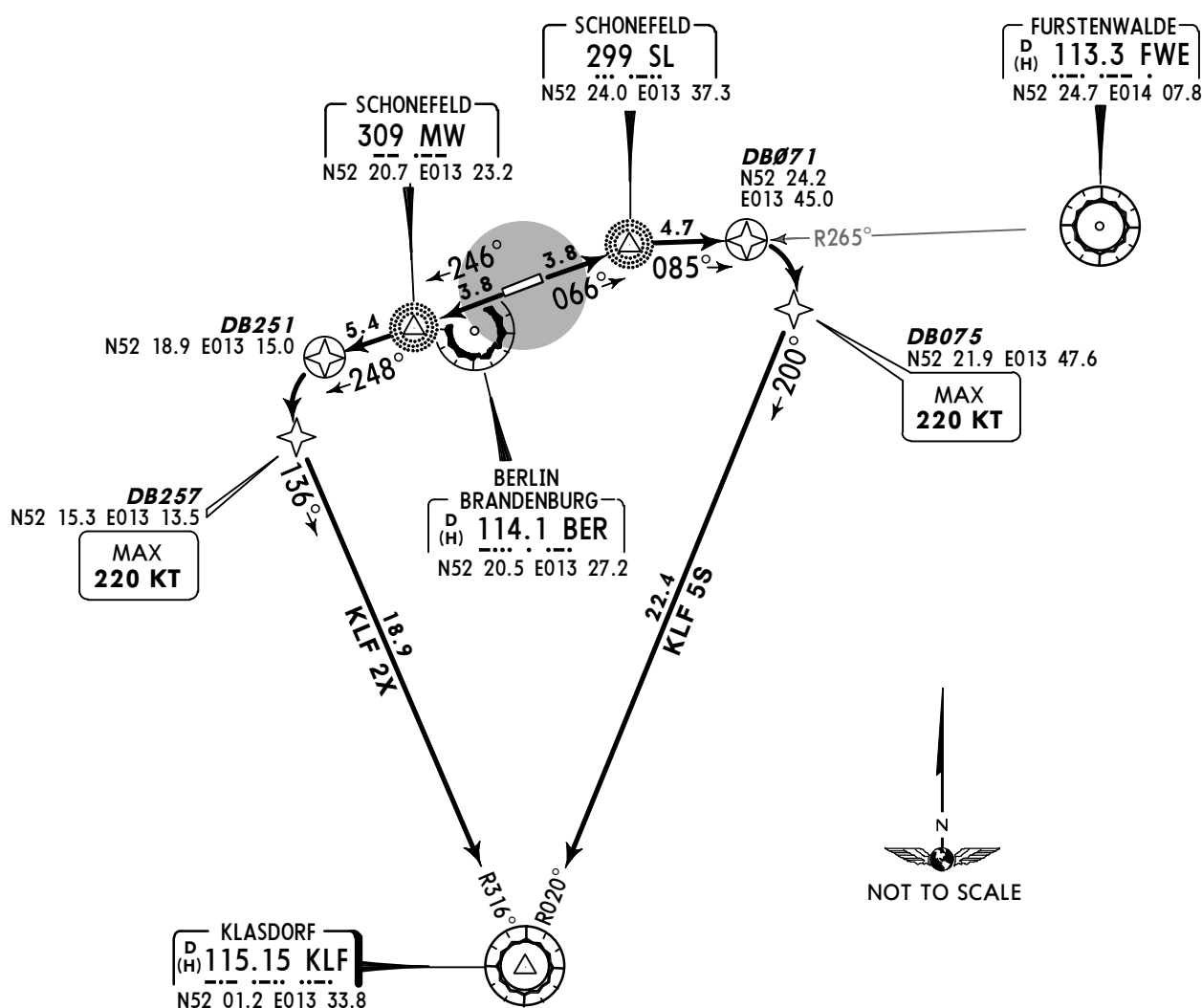
BREMEN
Radar
120.62

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.

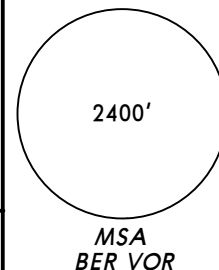
Initial climb clearance **4000'**

SID	RWY	ROUTING
KLF 5S	07L	(600'+) - SL - DB071 - DB075 (K220-) - KLF.
KLF 2X	25R	(600'+) - MW - DB251 - DB257 (K220-) - KLF.

BREMEN
Radar
120.62Apt Elev
157'

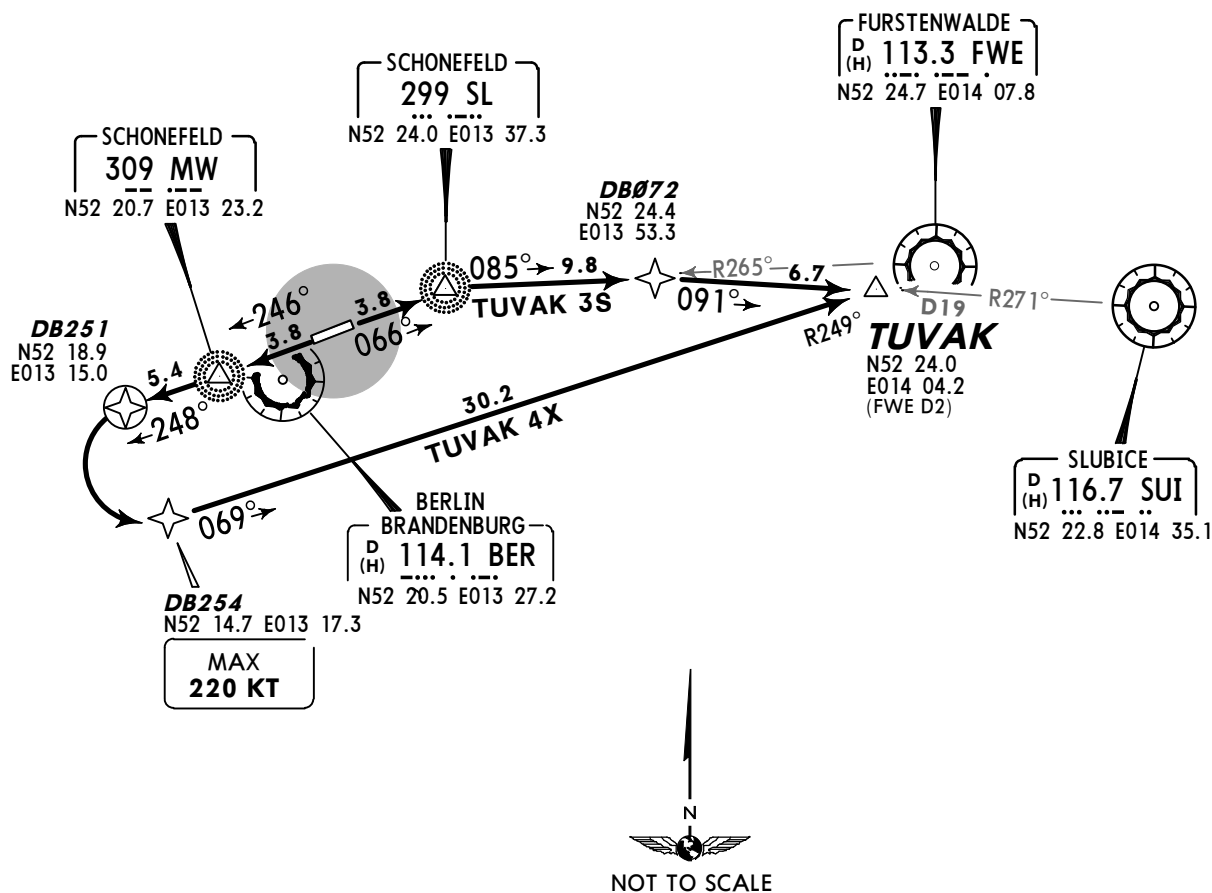
Trans level: By ATC Trans alt: 5000'

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.

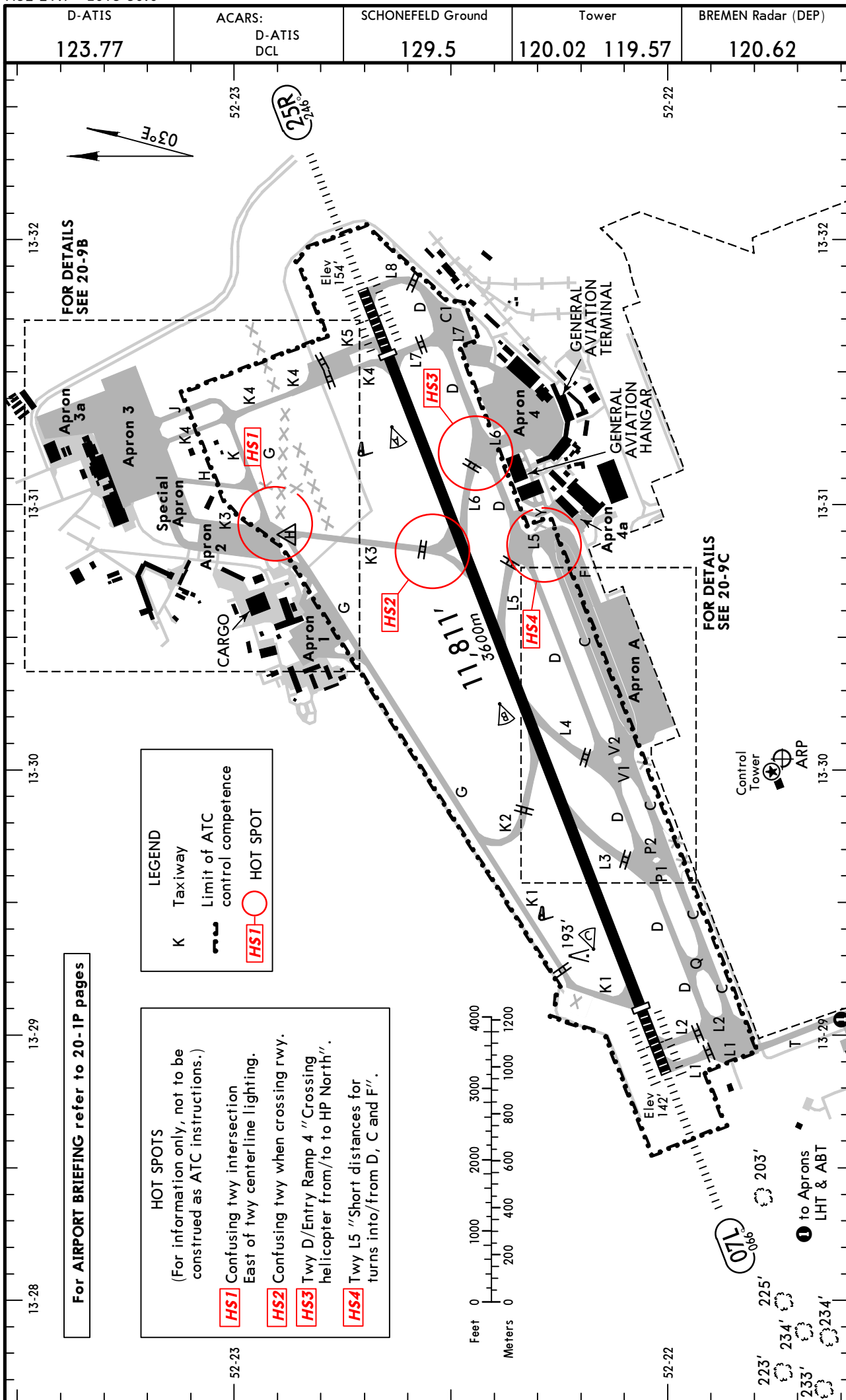


TUVAK THREE SIERRA (TUVAK 3S) [TUVAK3S]
TUVAK FOUR X-RAY (TUVAK 4X) [TUVAK4X]
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3D)
NO ACCESS TO AIRWAY UL 980

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.
TUVAK 4X	25R	(600'+) - MW - DB251 - DB254 (K220-) - TUVAK.



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
					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:

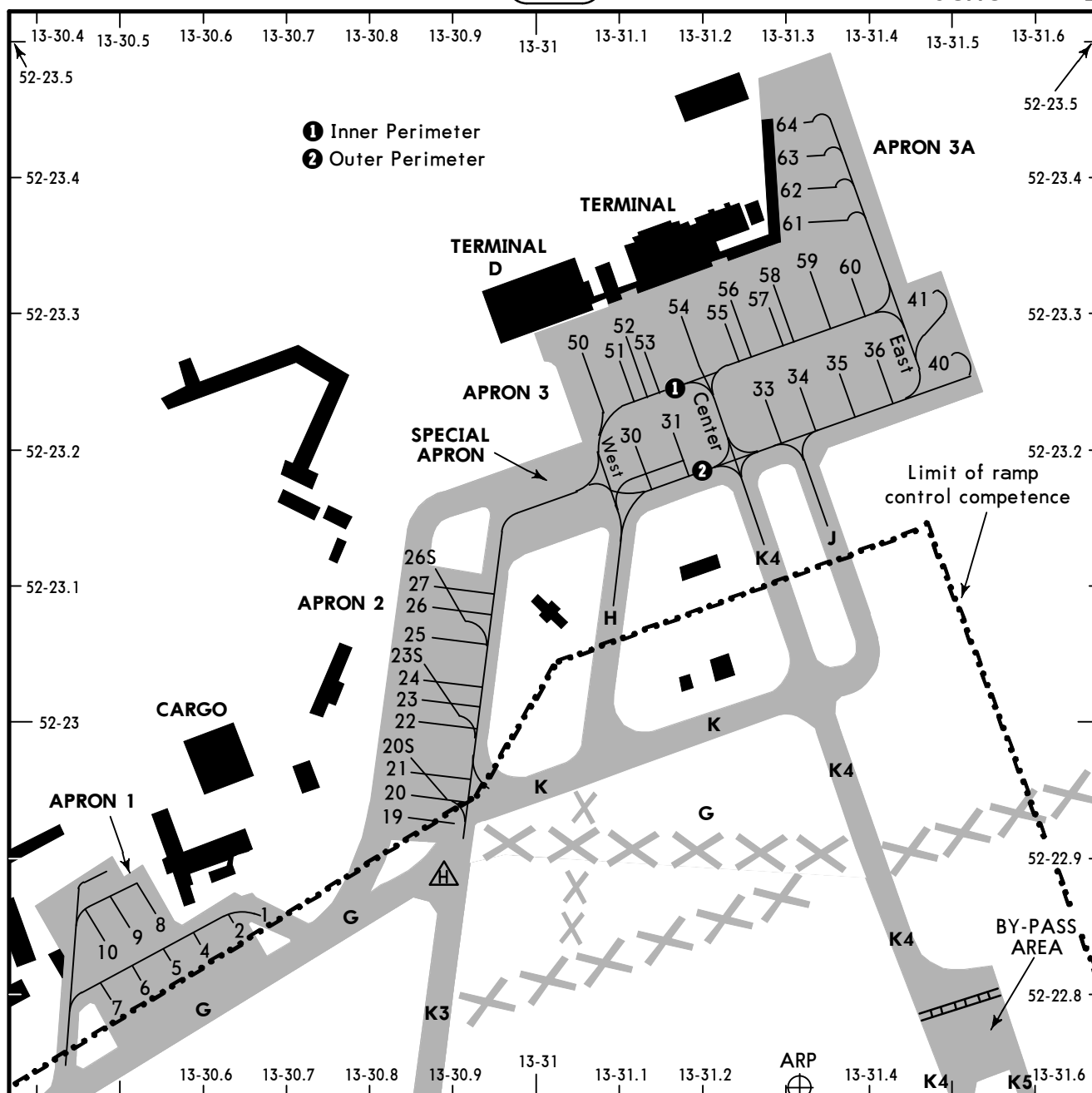
From rwy head	11,811' (3600m)
twy K5 int	11,106' (3385m)
twy K4, L7 int	10,827' (3300m)
twy L6 int	8251' (2515m)
twy K3 int	7710' (2350m)
twy L5 int	6775' (2065m)

Standard

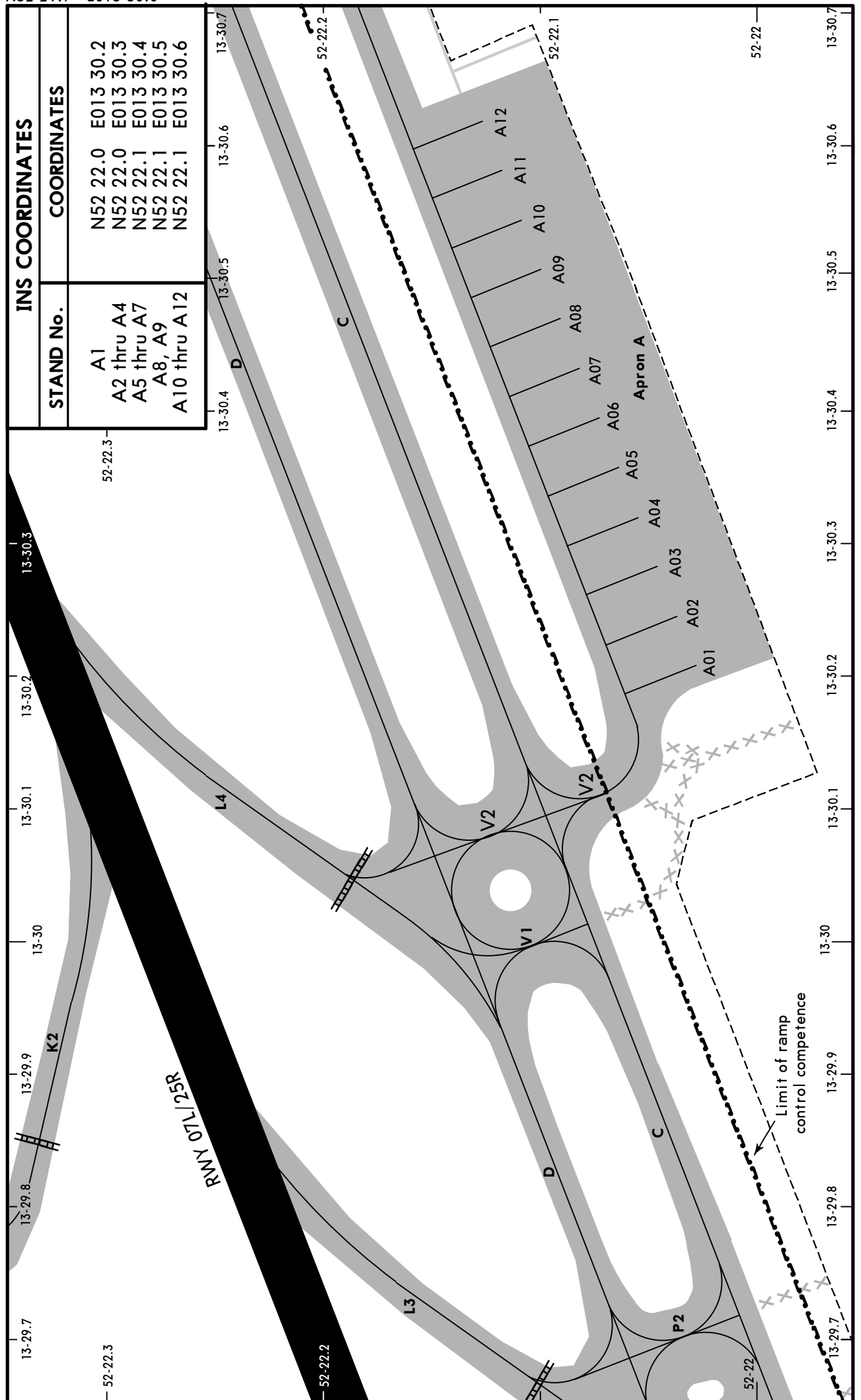
TAKE-OFF 1

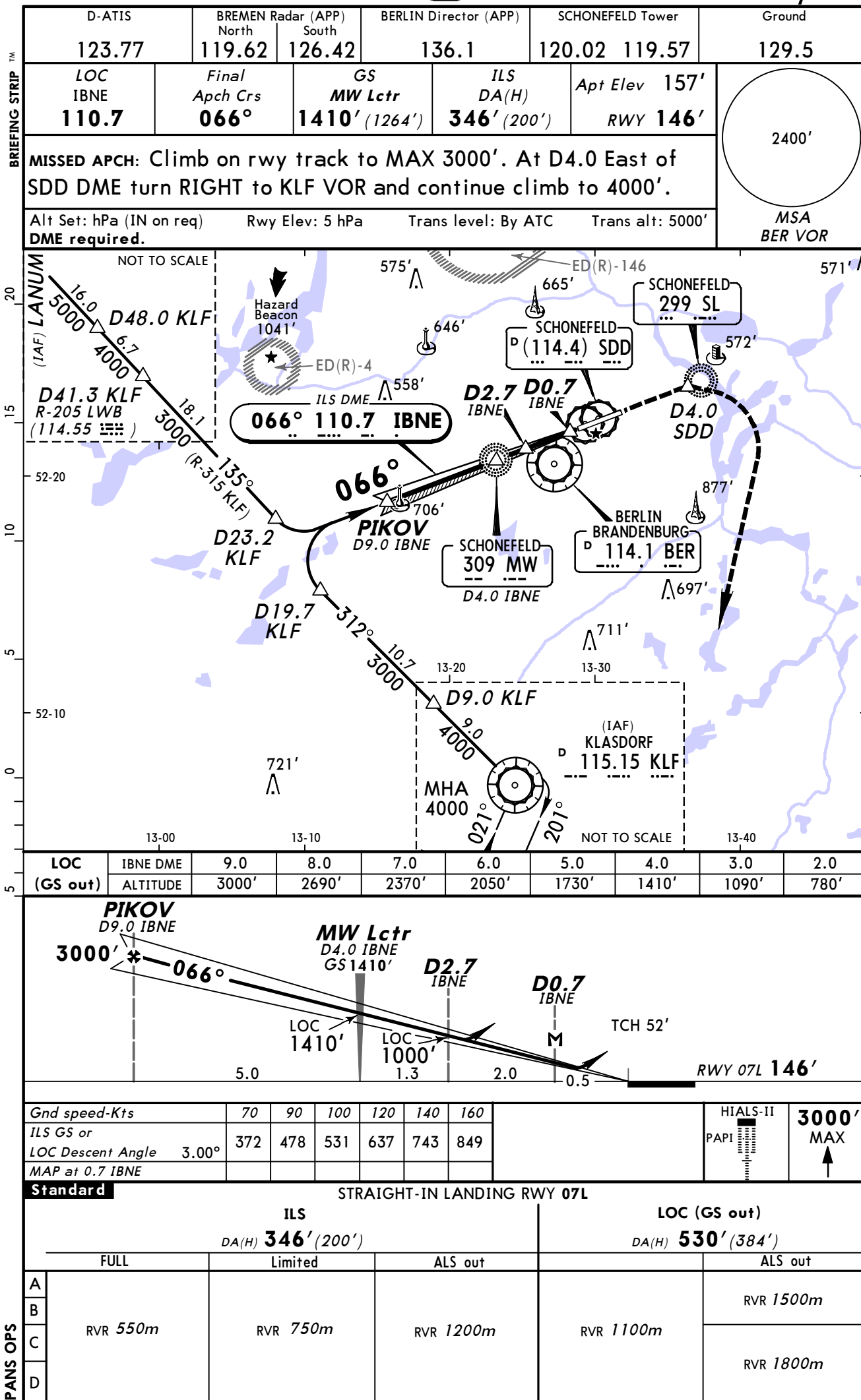
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 22.8 E013 30.7	36	N52 23.3 E013 31.4
2, 4, 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		



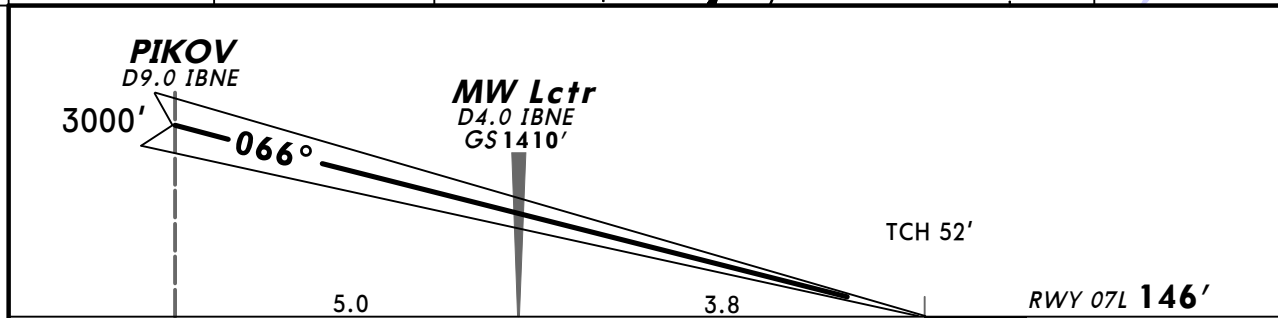
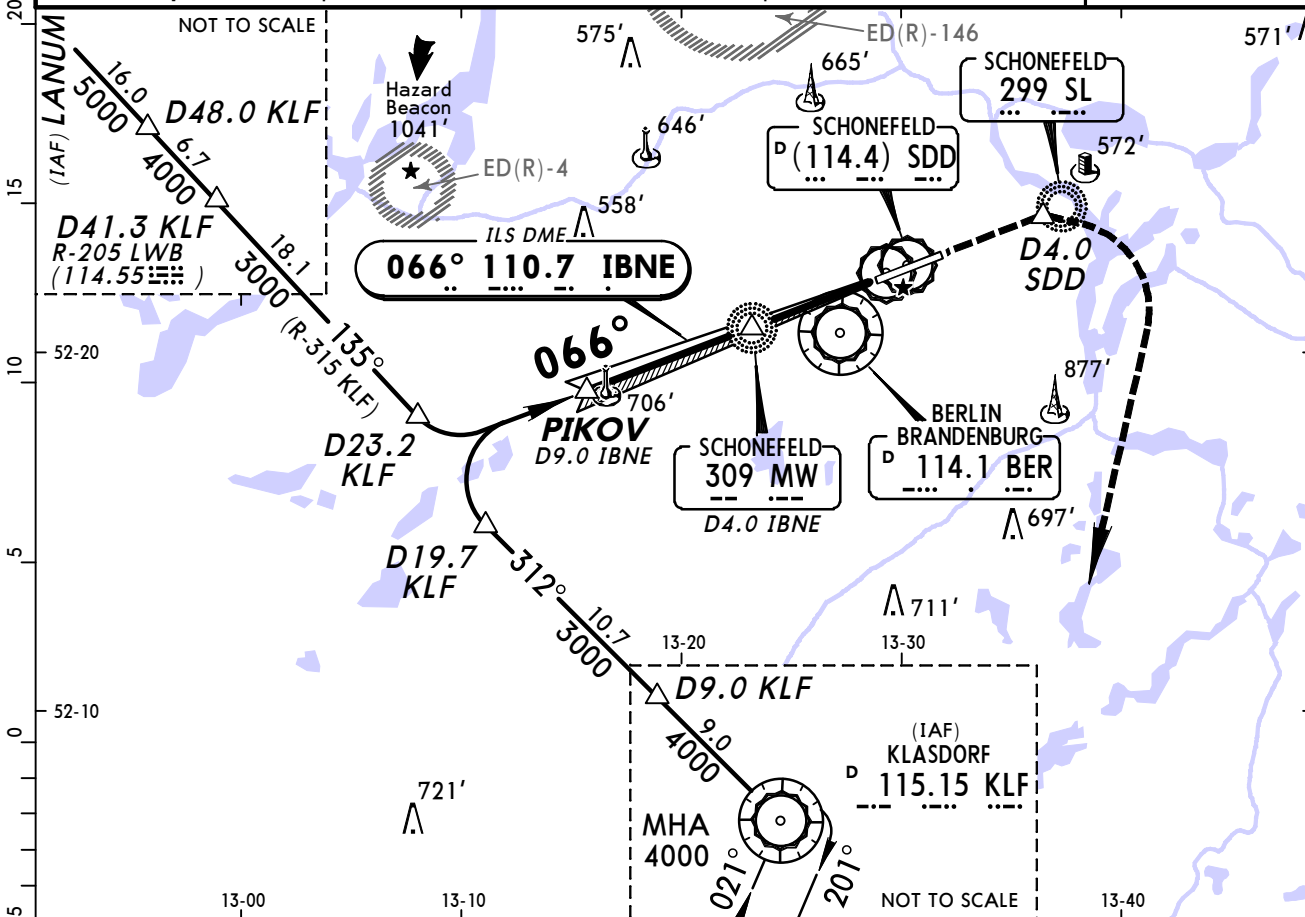


EDDB/SXF
SCHONEFELD

JEPPesen
15 FEB 13 (21-1A)

BERLIN, GERMANY
CAT II/III ILS Y Rwy 07L

D-ATIS 123.77	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')	CAT II & IIIA ILS Refer to Minimums	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) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification required.				2400' MSA BER VOR



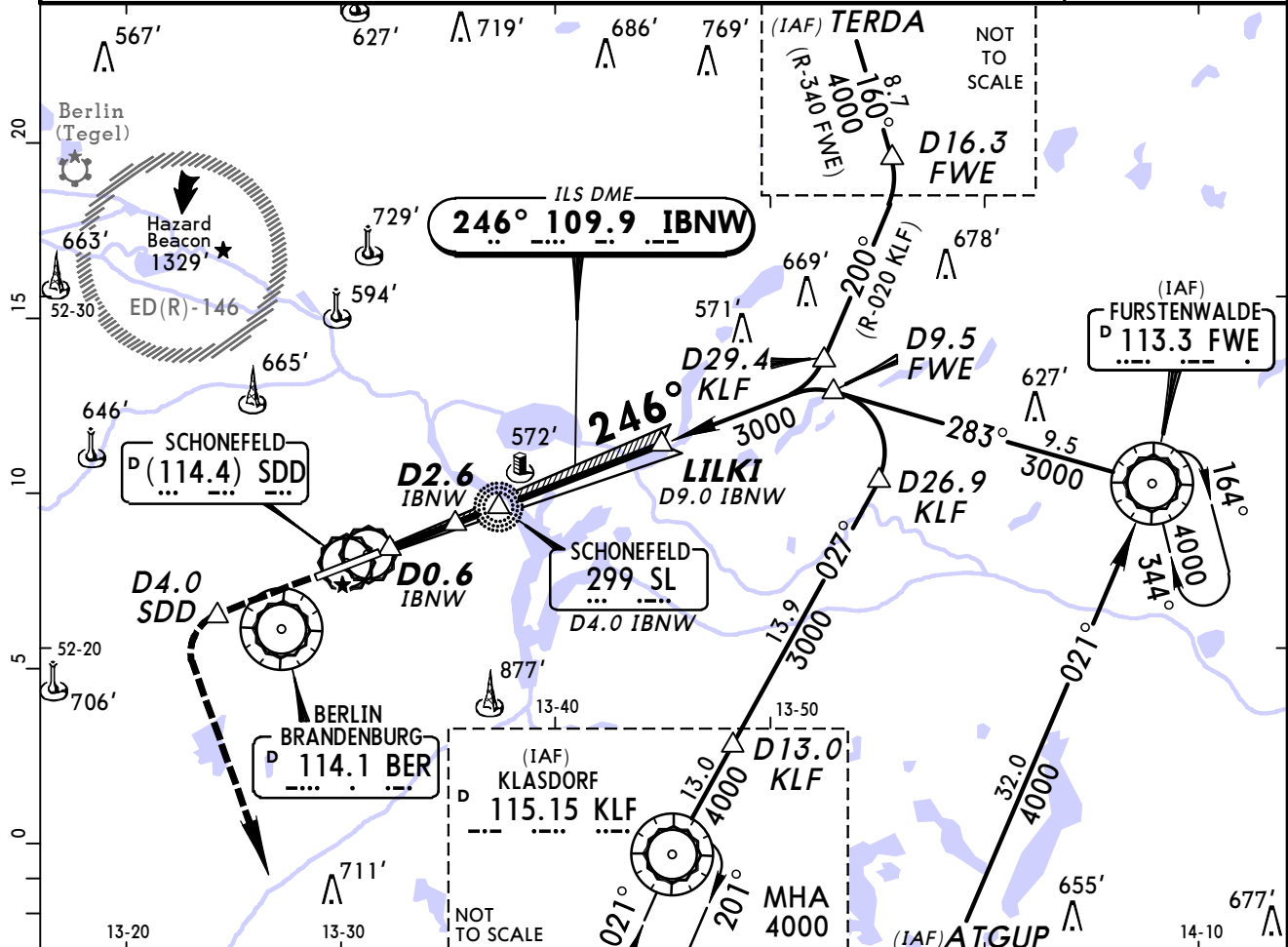
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX ↑
GS	3.00°	372	478	531	637	743	

Standard CAT IIIA ILS DH 50' RVR 200m		STRAIGHT-IN LANDING RWY 07L CAT II ILS ABCD RA 105' DA(H) 246' (100') RVR 300m	
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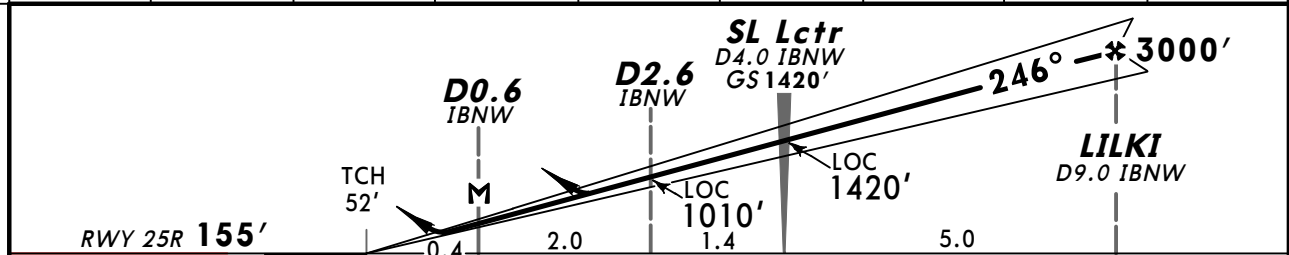
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

BRIEFING STRIP

D-ATIS 123.77	BREMEN Radar (APP) North 119.62 South 126.42		BERLIN Director (APP) 136.1	SCHONEFELD Tower 120.02 119.57	Ground 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.					



LOC (GS out)	IBNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	790'	1100'	1420'	1740'	2060'	2380'	2700'



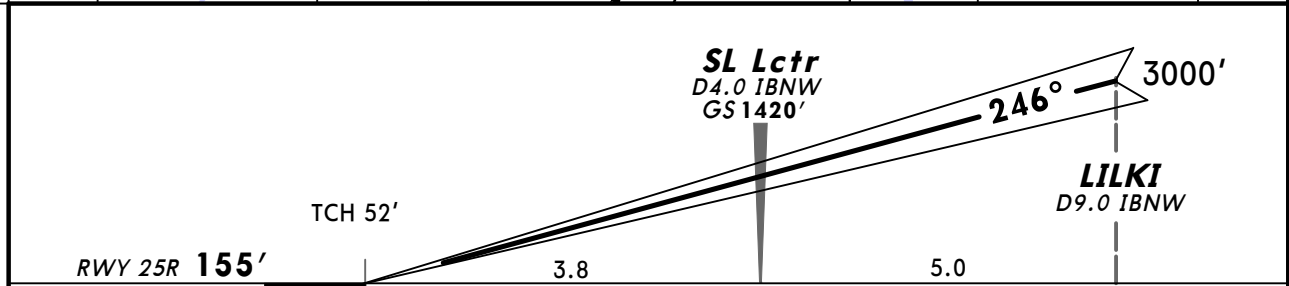
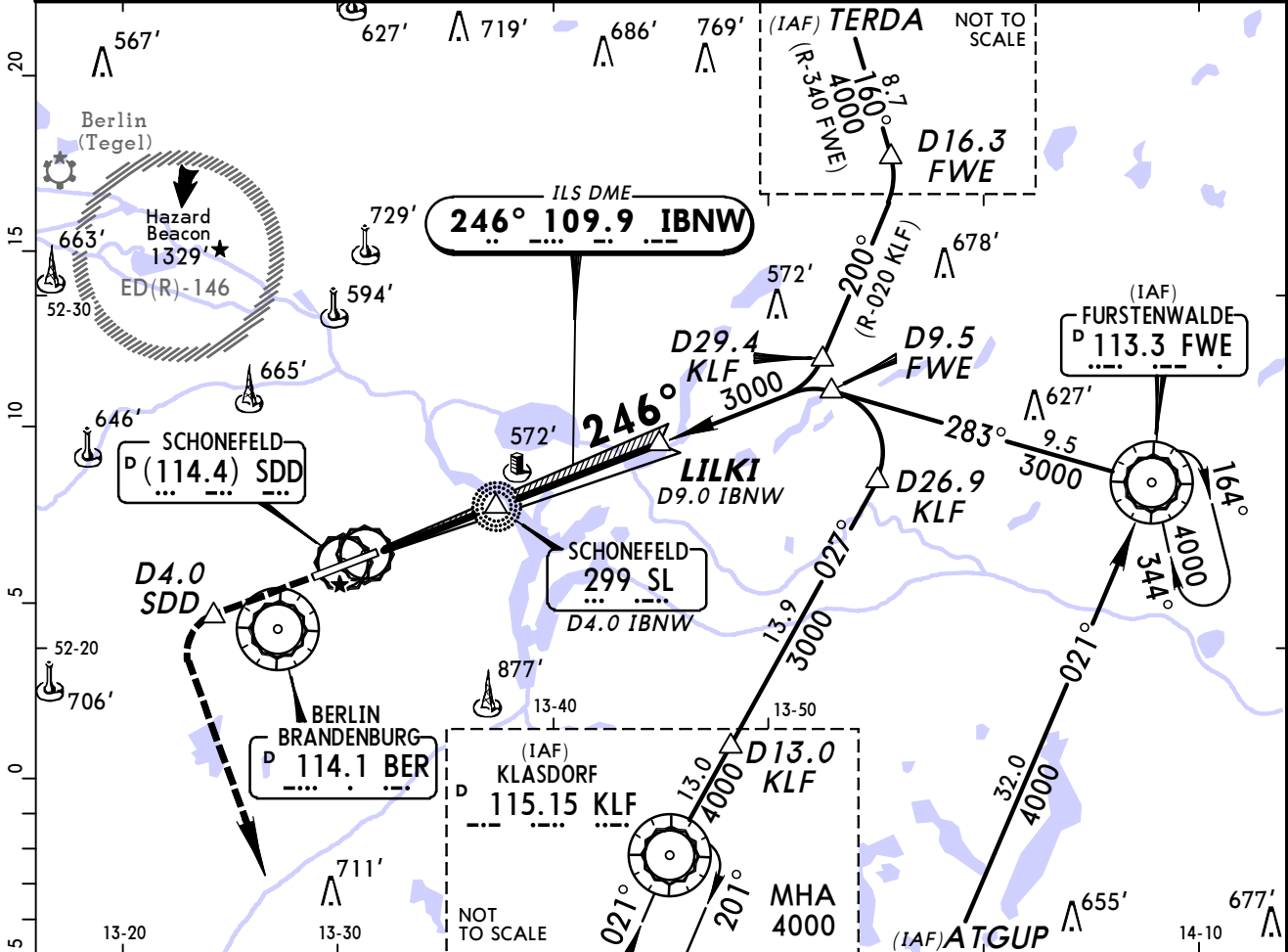
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.6 IBNW							

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 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1800m
D				

PANS OPS

BRIEFING STRIP™

D-ATIS 123.77	BREMEN Radar (APP) North 119.62 South 126.42		BERLIN Director (APP) 136.1	SCHONEFELD Tower 120.02 119.57	Ground 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.					

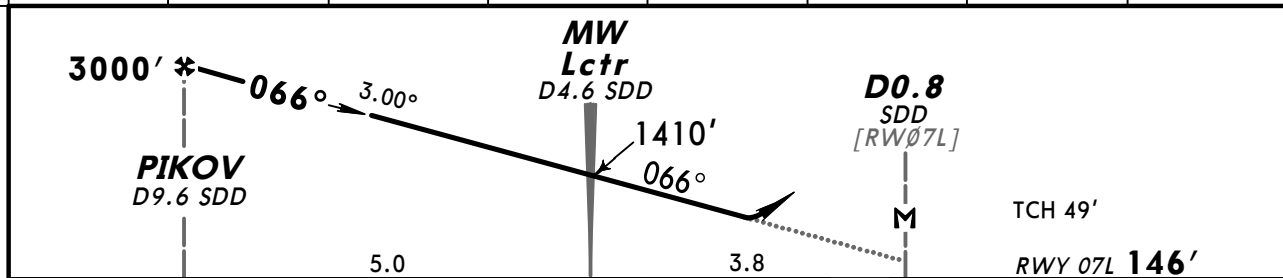
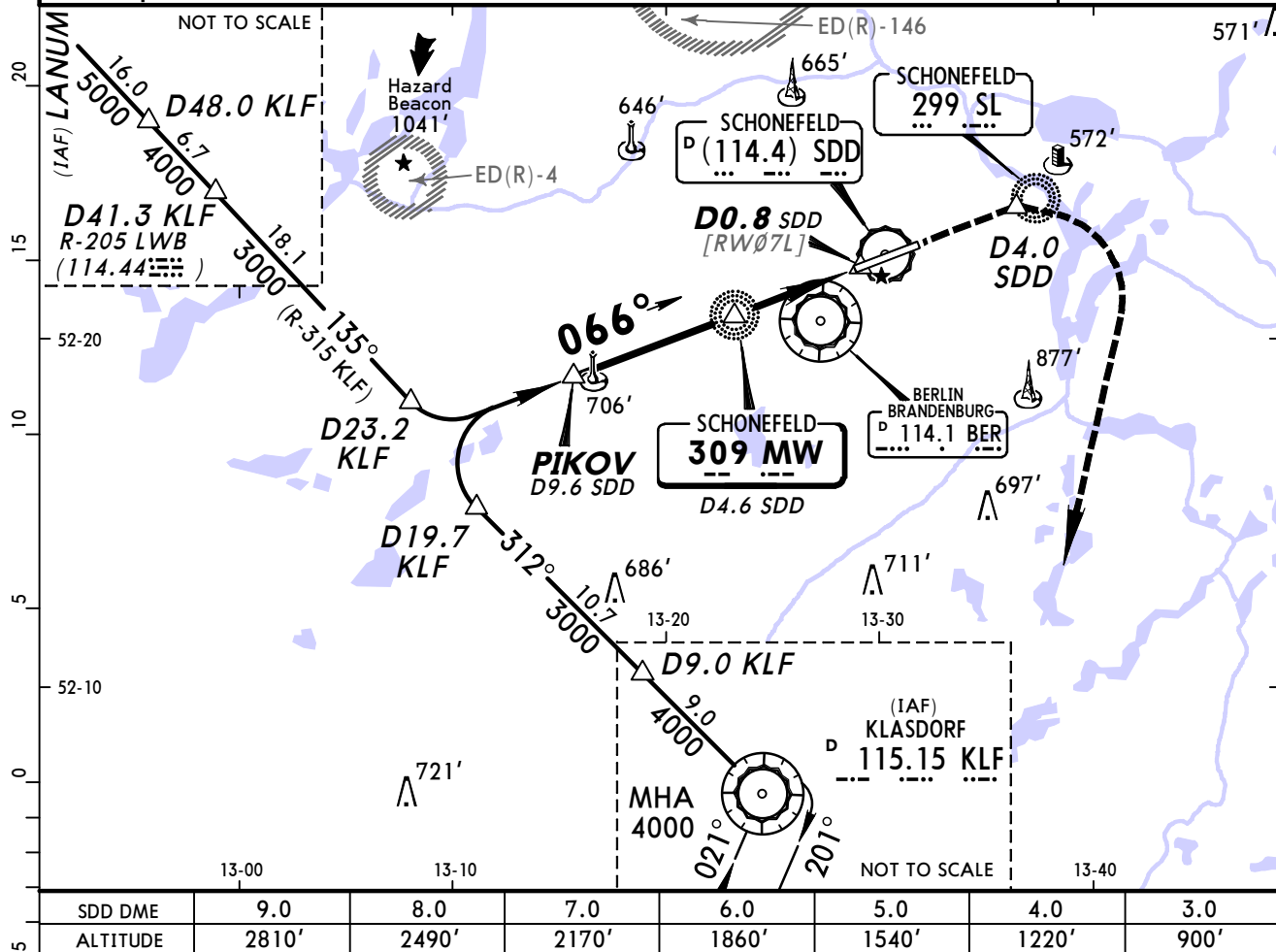


							HIALS-II		3000' MAX ↑
Gnd speed-Kts	70	90	100	120	140	160	PAPI		
GS	3.00°	372	478	531	637	743	849		

Standard CAT IIIA ILS DH 50' RVR 200m		STRAIGHT-IN LANDING RWY 25R CAT II ILS ABCD RA 101' DA(H) 255' (100') RVR 300m	
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Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

D-ATIS 123.77	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)		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'
DME required.				MSA SL Lctr

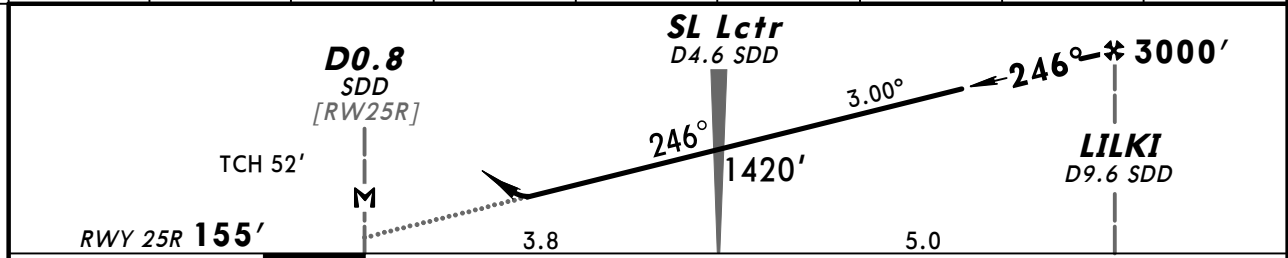
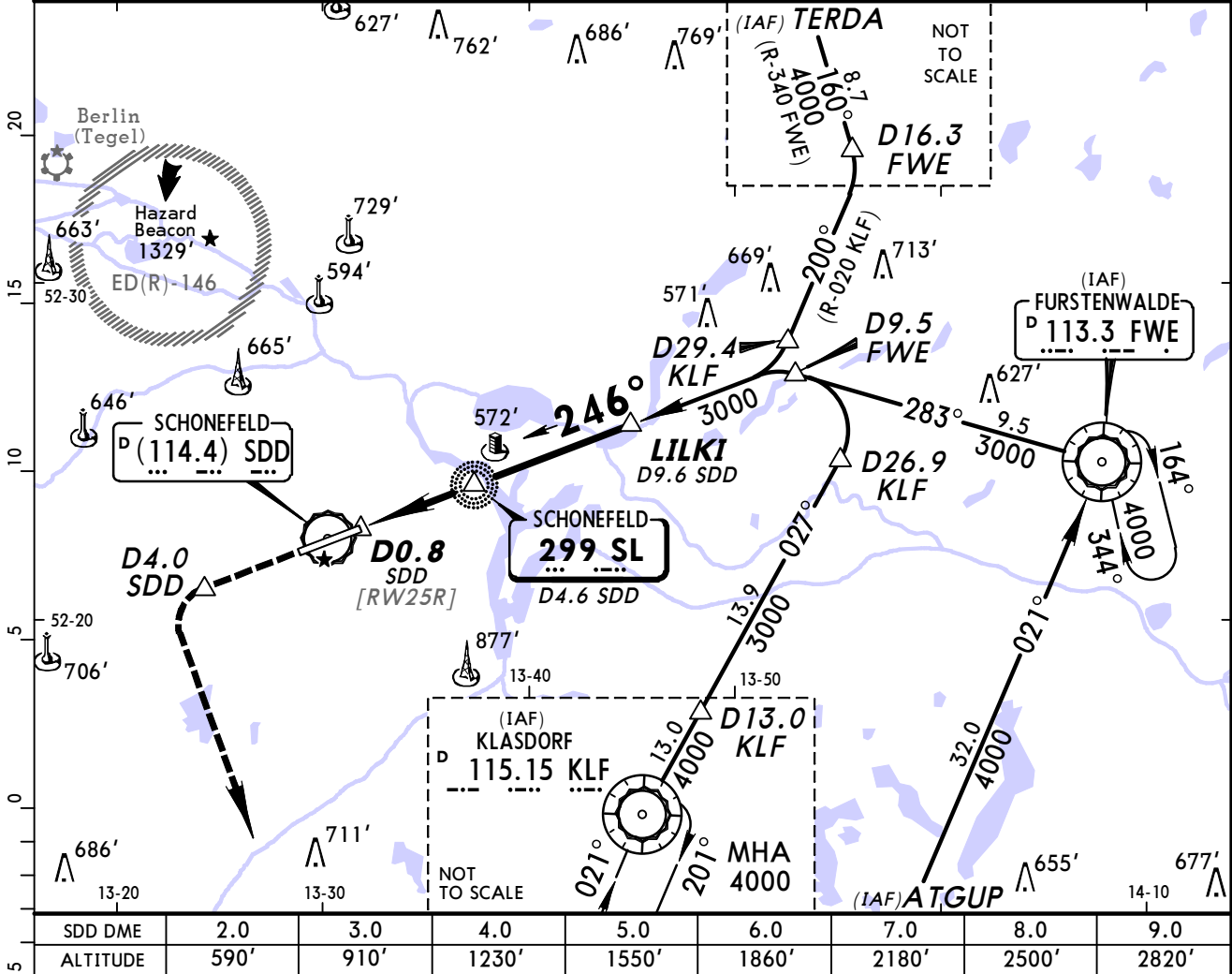


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.8 SDD							

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

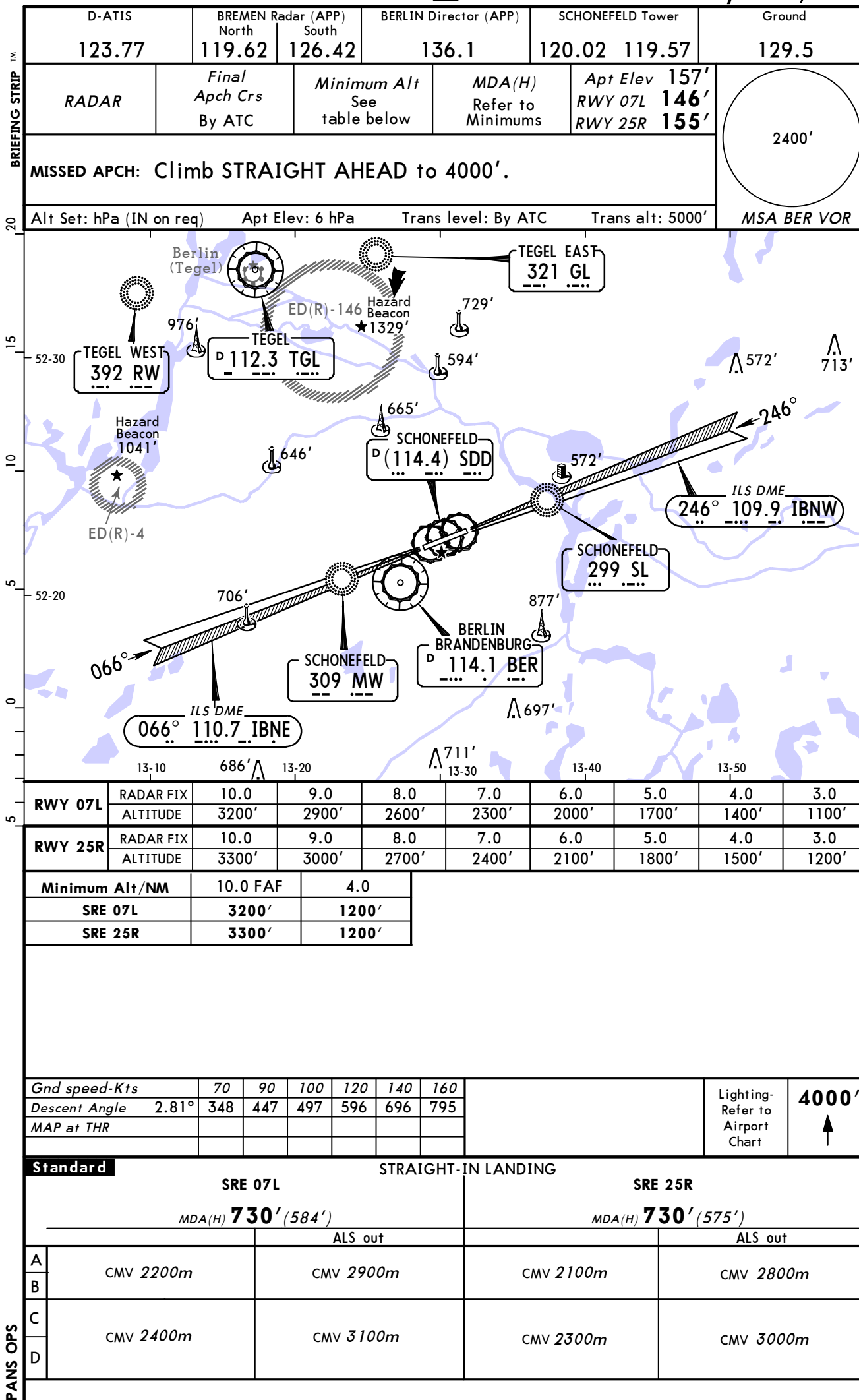
BRIEFING STRIP™

D-ATIS	BREMEN Radar (APP)		BERLIN Director (APP)	SCHONEFELD Tower		Ground
123.77	North	South	136.1	120.02	119.57	129.5
Lctr SL 299	Final Apch 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) 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
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			



BERLIN, (SCHONEFELD - EDDB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDB