

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 01-2014

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: 0715 Z  
Sunset: 1508 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: 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 123.775  
Schonefeld Ground Tower 129.5  
Schonefeld Ground Tower 121.8  
Schonefeld Tower 120.025  
Schonefeld Tower 119.575  
Schonefeld Tower 118.85  
Schonefeld Tower 39.685 Military  
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 39.857 Military  
Bremen Radar Approach Control 31.35 Military  
Berlin Director Approach Control 136.1  
Berlin Director Approach Control 121.125

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## 1. GENERAL

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### 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.

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## 1. GENERAL

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### 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 ACFT for safety reasons which cannot be postponed.

Idle thrust test runs are excluded from these regulations.

### 1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.3.1. OPERATION OF MODE S TRANSPONDERS

##### 1.3.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode-S multilateration, is in operation.

##### 1.3.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code (e.g. Mode A code = 1000 using callsign in flight).

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), ACFT ident shall also be entered from request for push-back or taxi, whichever is earlier (through FMS or transponder control panel). Aircrew must use ICAO defined format for entry of ACFT ident (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before approaching holding point. After landing, it shall be deselected after vacating RWY.

For aircraft taxiing without a flight plan, the crew shall contact BERLIN TOWER to receive a selective Mode 3A code. The transponder shall remain activated during ground movements.

For the purpose of transponder maintenance in and around maintenance hangars, transponder Mode 3A Code 7776 or 7777 shall be selected.

### 1.4. TAXI PROCEDURES

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

TWY J for ACFT with wheel base of less than 59'/18m 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 wingspan 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.

### 1.5. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

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## 2. ARRIVAL

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### 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.

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## 3. DEPARTURES

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### 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.

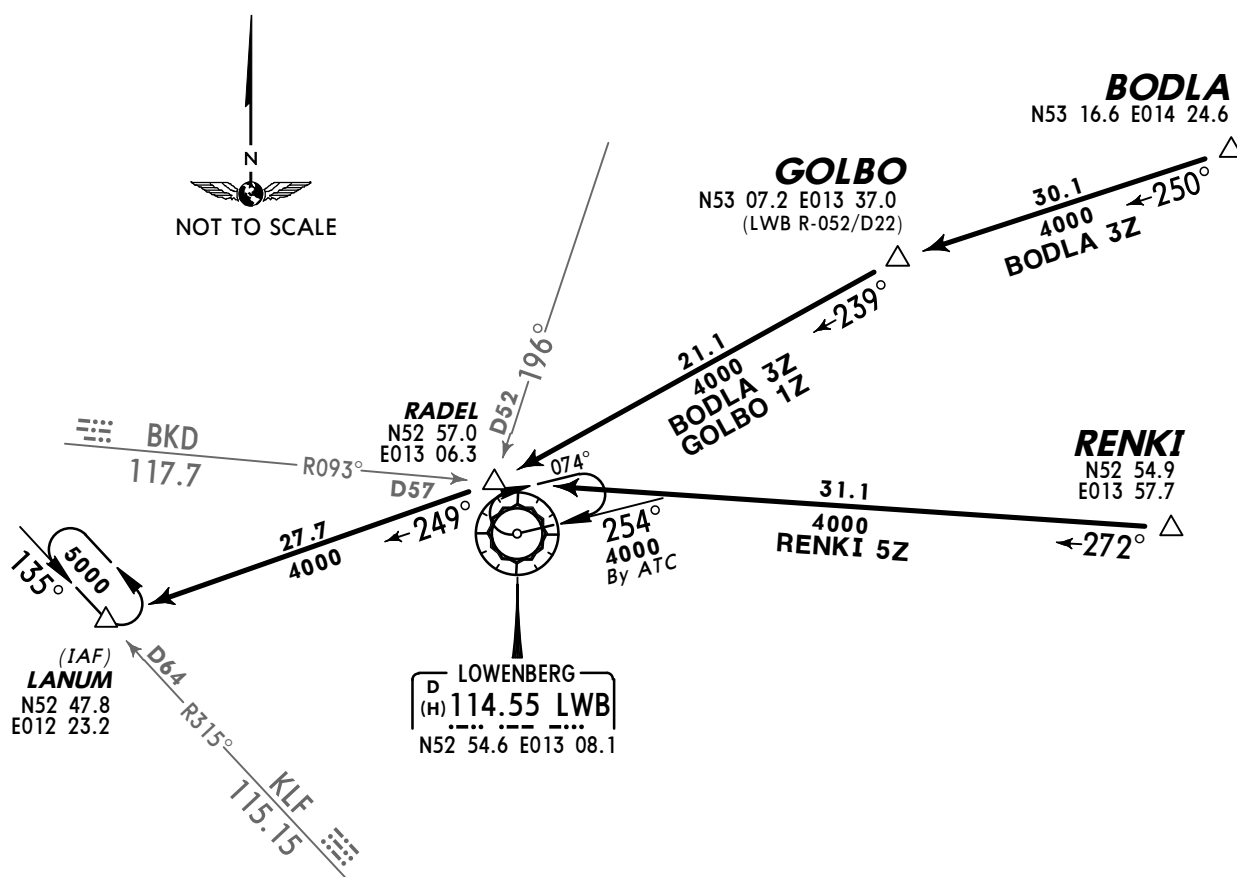
Alt Set: hPa (IN on request)  
Trans level: By ATC    Trans alt: 5000'

**RWY 07L ARRIVALS**  
**BRNAV EQUIPMENT NECESSARY**

MSA  
BER VOR

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

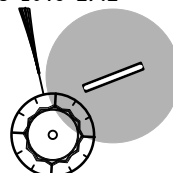
  
FRIEDLAND  
D 117.15 FLD  
N53 45.8 E013 33.8



Direct distance from LANUM to:  
Schonefeld Apt **48 NM**

Not applicable within airspace C.

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



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

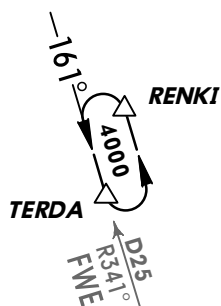
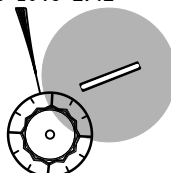
2400'

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

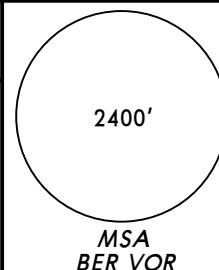
MAX 250 KT below FL100  
or as by ATC.

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

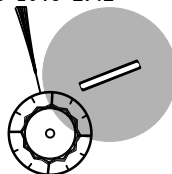
NOT TO SCALE

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

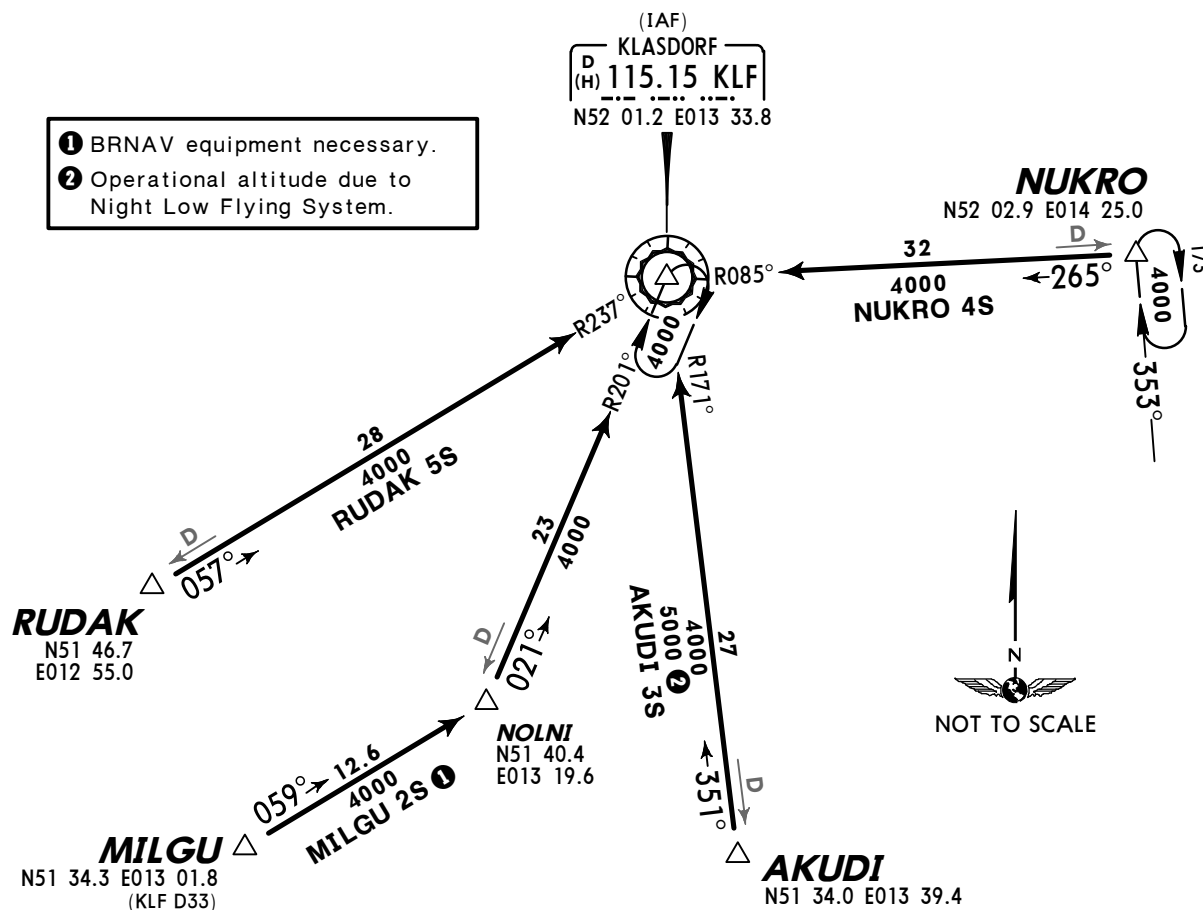
BERLIN  
BRANDENBURG  
D 114.1 BER  
(H) .....  
N52 20.5 E013 27.2



**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.

**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'

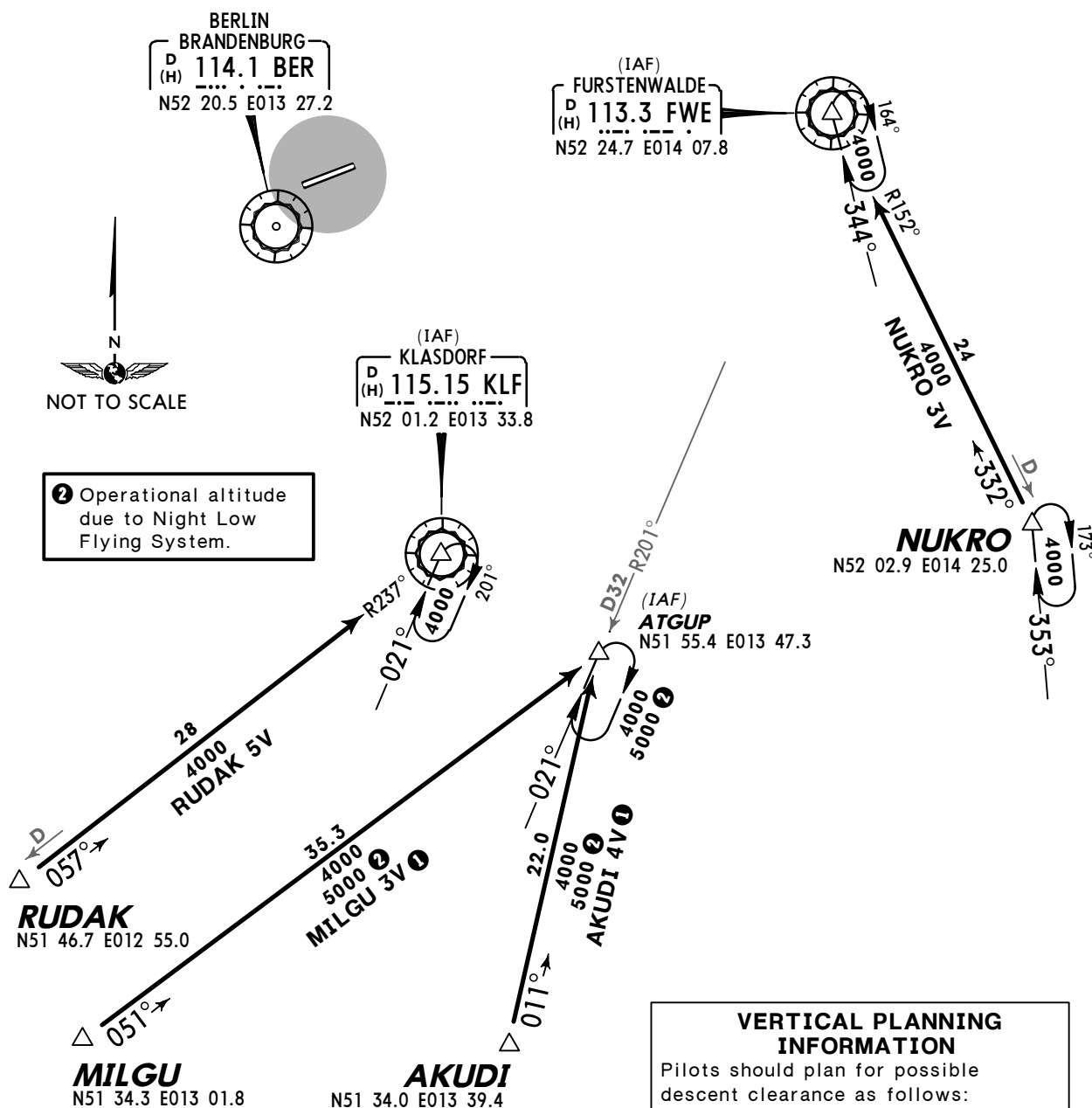
MSA  
BER VOR

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.

**VERTICAL PLANNING INFORMATION**

Pilots should plan for possible descent clearance as follows:

**AKUDI 4V, MILGU 3V:**

at or below **FL120** by ATGUP.

**NUKRO 3V:**

at or below **FL140** by NUKRO,

at or below **FL70** by FWE.

**RUDAK 5V:**

at or below **FL100** by KLF.

**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

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.**

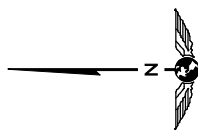
**SPEED RESTRICTION**

MAX 250 KT below FL100  
or as by ATC.

Not applicable within airspace C.

2400'

MSA  
BER VOR

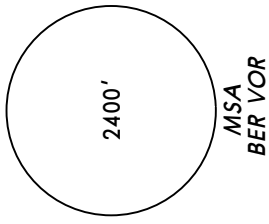


NOT TO SCALE

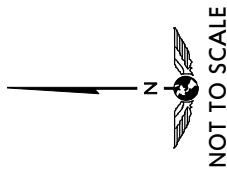
D-ATIS  
123.77

Apt Elev  
157'

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



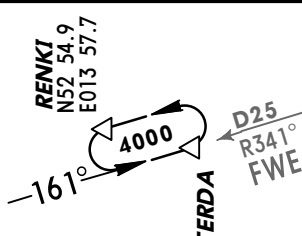
**BATEL SIX VICTOR (BATEL 6V) [BATE6V]  
VIBIS THREE VICTOR (VIBIS 3V) [VIBI3V]  
RWY 25R ARRIVALS  
BRNAV EQUIPMENT NECESSARY**



NOT TO SCALE

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

**HOLDING  
OVER TERDA**



**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

Direct distance from TERDA to:  
Schonefeld Apt 31 NM

**FURSTENWALDE**  
D 113.3 FWE  
(H) N52 24.7 E014 07.8

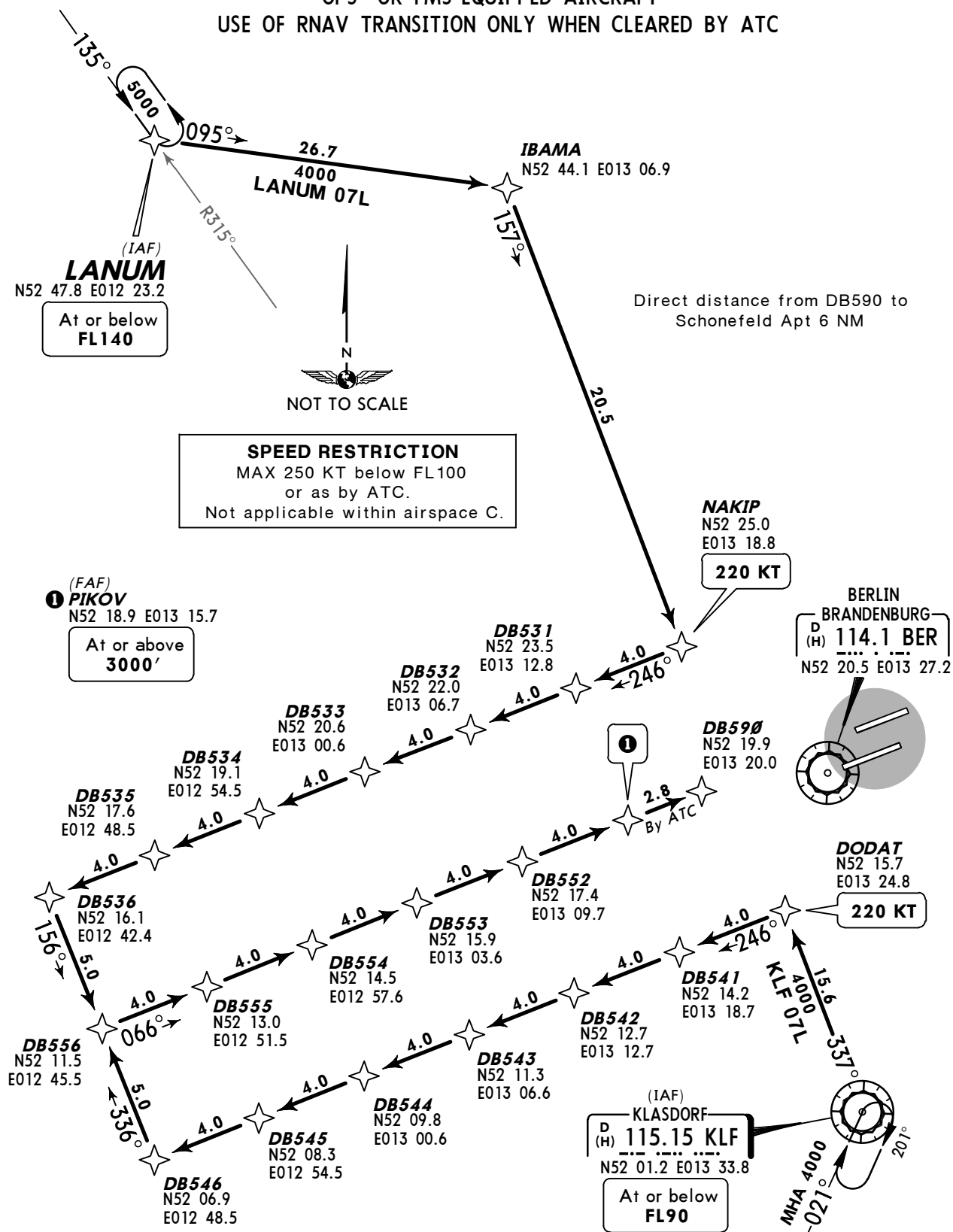
**BERLIN  
BRANDENBURG**  
D 114.1 BER  
(H) N52 20.5 E013 27.2

**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.**

Alt Set: hPa (IN on request)  
Trans level: By ATC      Trans alt: 5000'  
1. On downwind EXPECT vectors to final.  
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

MSA  
BER VOR

GPS- OR FMS-EQUIPPED AIRCRAFT  
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



| TRANSITION | ROUTING                                                                 |
|------------|-------------------------------------------------------------------------|
| KLF 07L    | KLF (FL90-) - DODAT (K220) - DB546 - DB556 - PIKOV (3000'+).            |
| LANUM 07L  | LANUM (FL140-) - IBAMA - NAKIP (K220) - DB536 - DB556 - PIKOV (3000'+). |

D-ATIS  
124.95Apt Elev  
157'

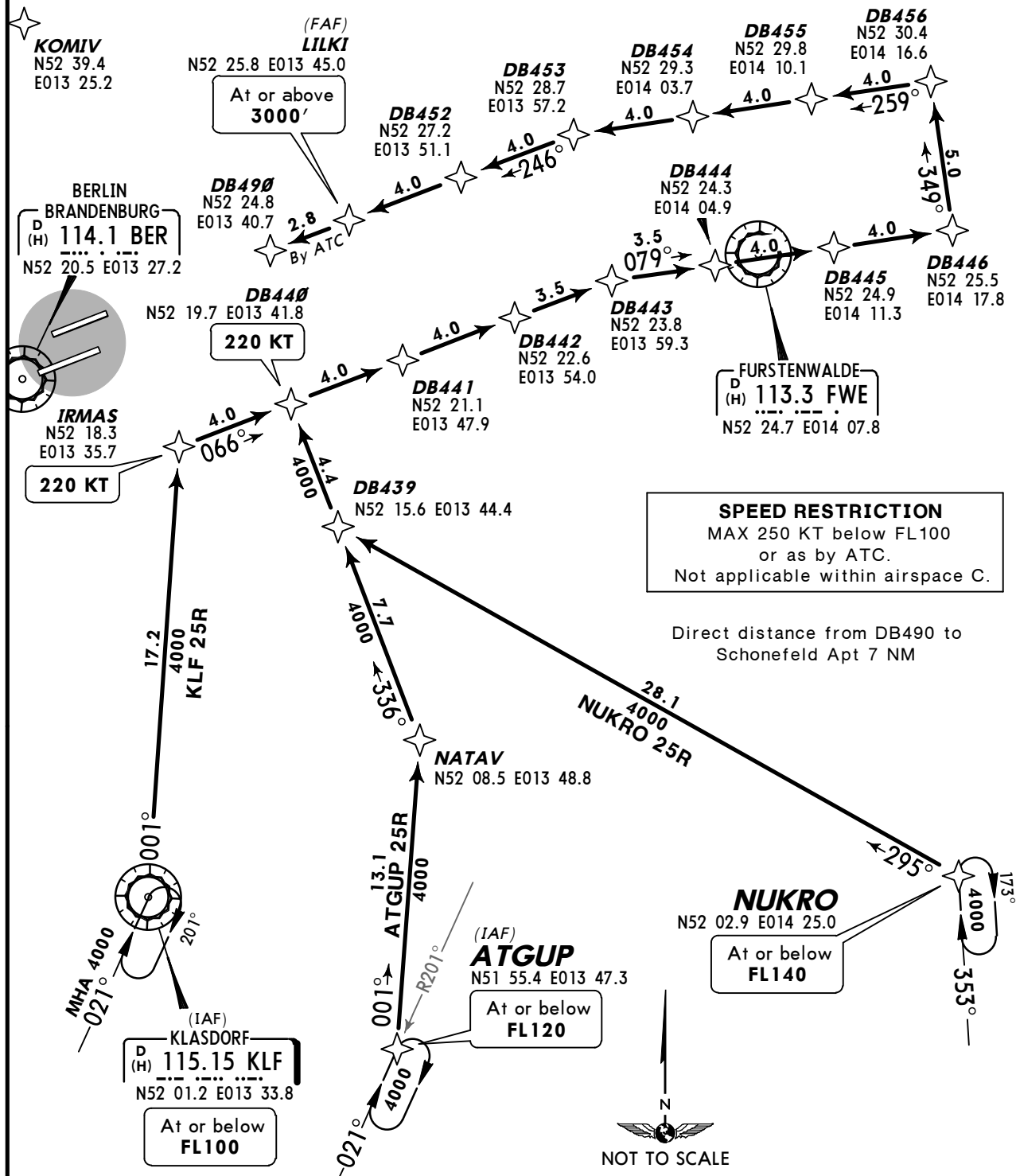
Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
1. On downwind EXPECT vectors to final.  
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

2400'

MSA  
BER VOR**ATGUP 25R [ATG25R], KLF 25R, NUKRO 25R [NUK25R]  
RWY 25R RNAV TRANSITIONS**

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

**TRANSITION****ROUTING**

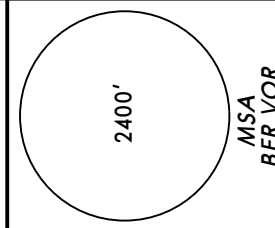
|                  |                                                                                         |
|------------------|-----------------------------------------------------------------------------------------|
| <b>ATGUP 25R</b> | ATGUP (FL120-) - NATAV - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000'+). |
| <b>KLF 25R</b>   | KLF (FL100-) - IRMAS (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000'+).           |
| <b>NUKRO 25R</b> | NUKRO (FL140-) - DB439 - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000'+). |

BREMEN Radar  
120.62Apt E/lev  
157'

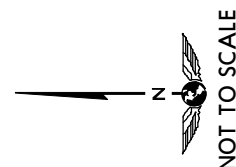
Trans level: By ATC Trans alt: 5000'

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

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

Initial climb clearance 4000'

#### ROUTING

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.

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

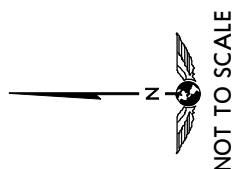
① After D22 FWE BRNAV equipment necessary.

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



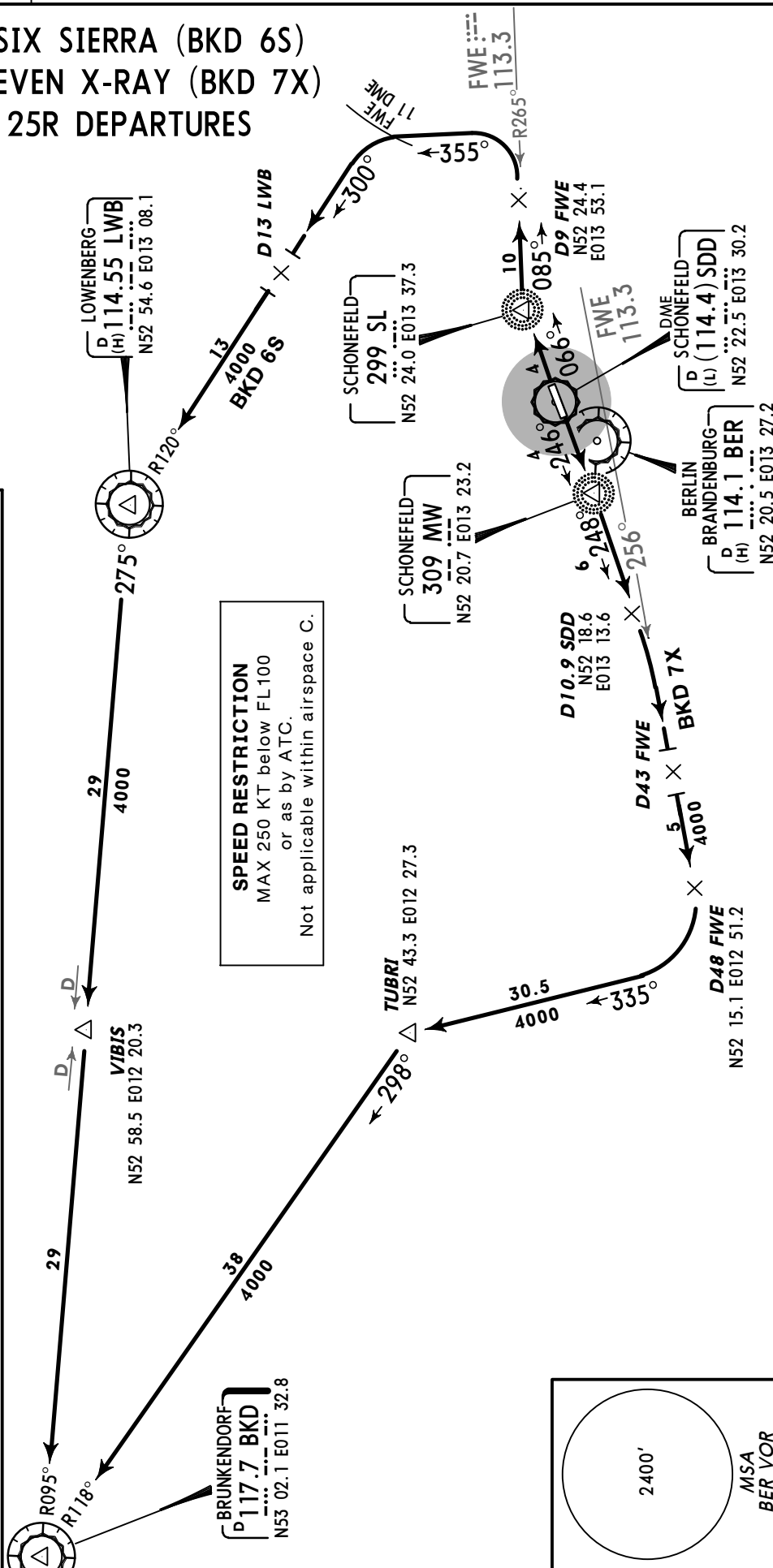
BKD 6S: Initial climb clearance 4000'  
BKD 7X: Initial climb clearance 5000'

## 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.

2400'

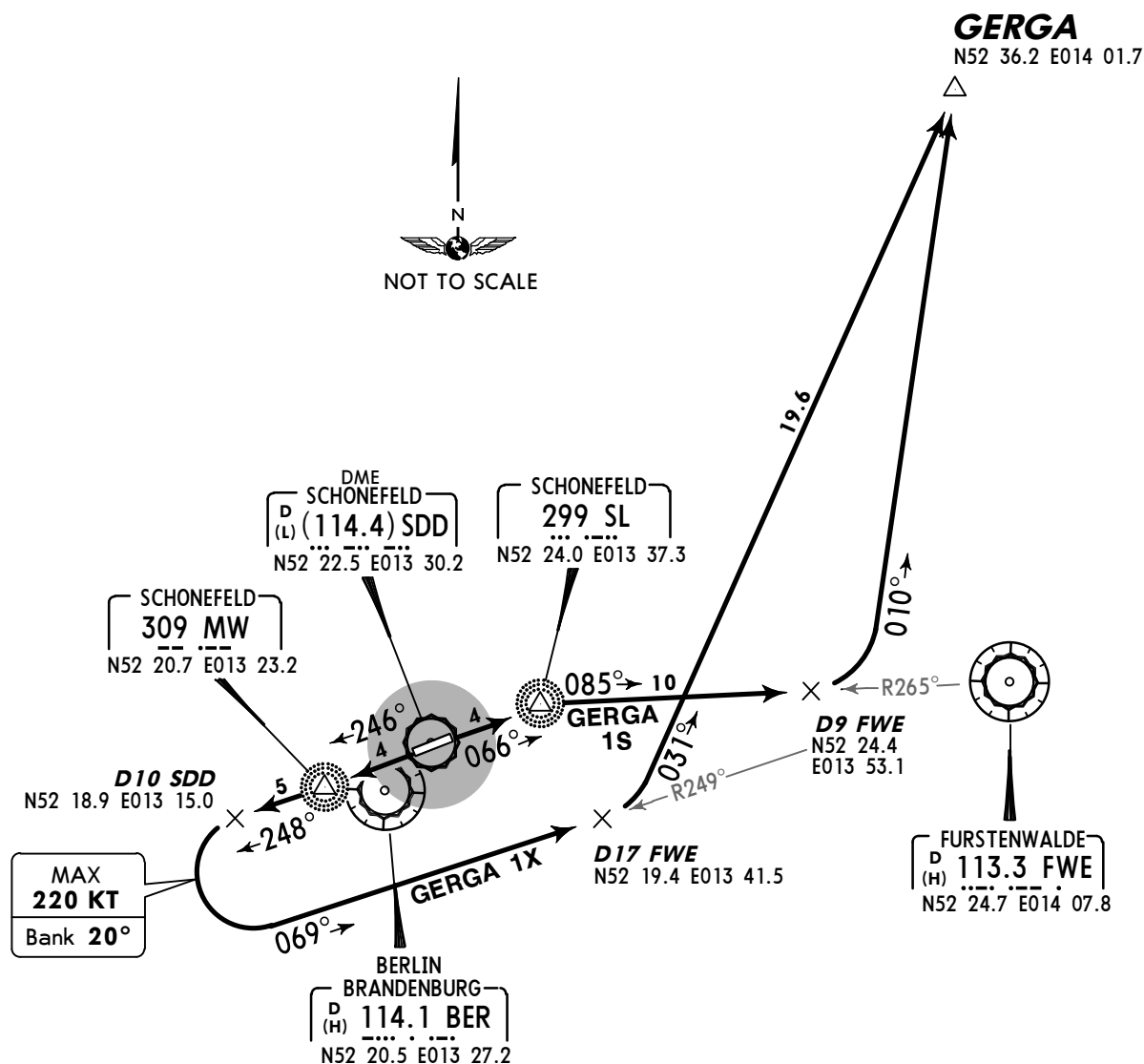
MSA  
BER VOR

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'**

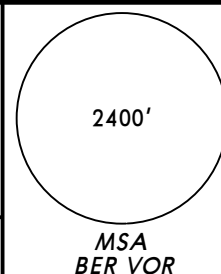
| SID      | RWY | ROUTING                                                                                                                                             |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 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  
120.62

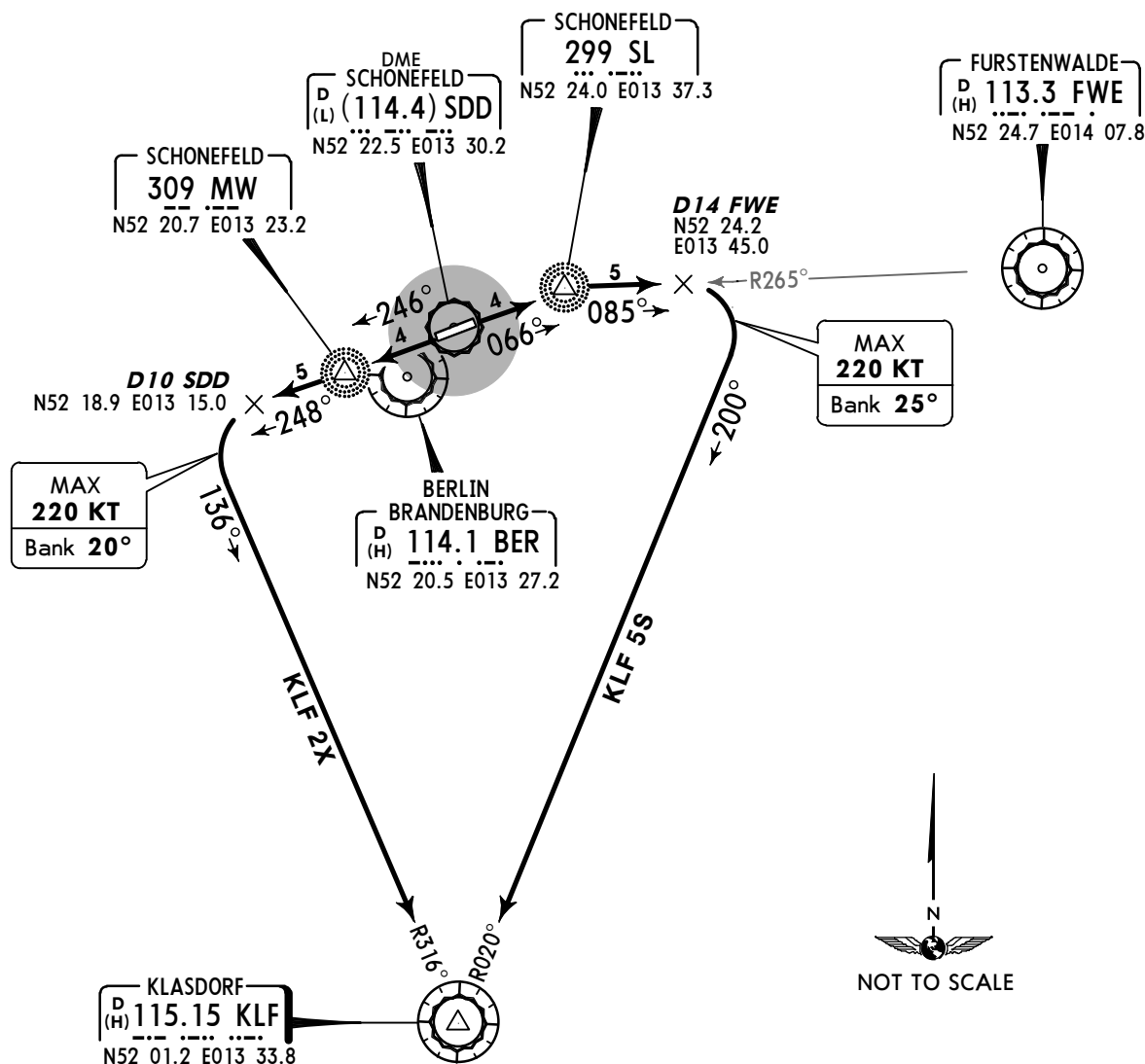
Apt Elev  
157'

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.



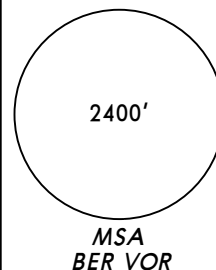
Initial climb clearance **4000'**

| SID           | RWY        | ROUTING                                                                                                                                   |
|---------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>KLF 5S</b> | <b>07L</b> | 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. |
| <b>KLF 2X</b> | <b>25R</b> | 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'

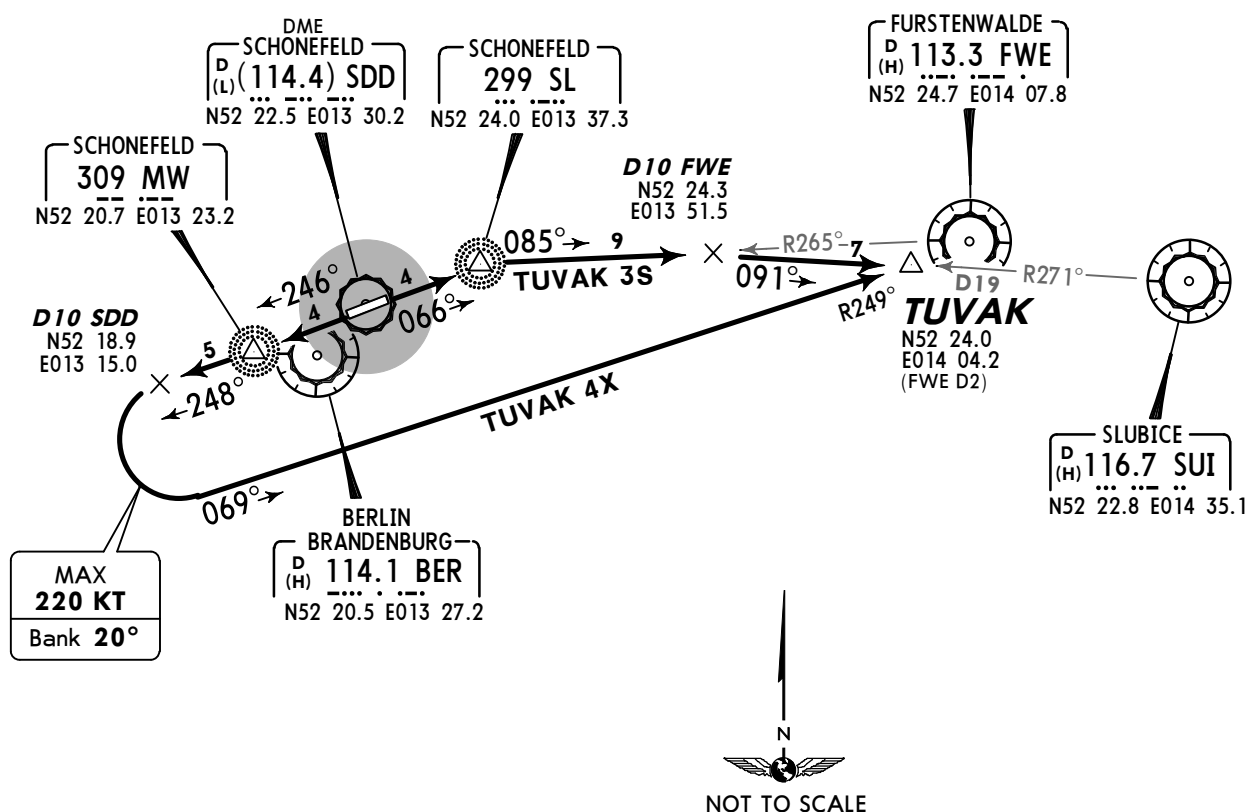
Trans level: By ATC Trans alt: 5000'

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'**

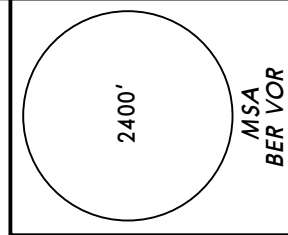
| SID             | RWY        | ROUTING                                                                                                                                     |
|-----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TUVAK 3S</b> | <b>07L</b> | 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. |
| <b>TUVAK 4X</b> | <b>25R</b> | Climb on runway track to 600', to MW, 248° bearing to D10 SDD, turn LEFT, intercept FWE R-249 inbound to TUVAK.                             |

BREMEN Radar  
120.62

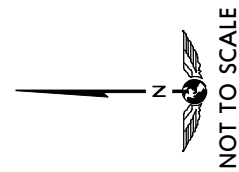
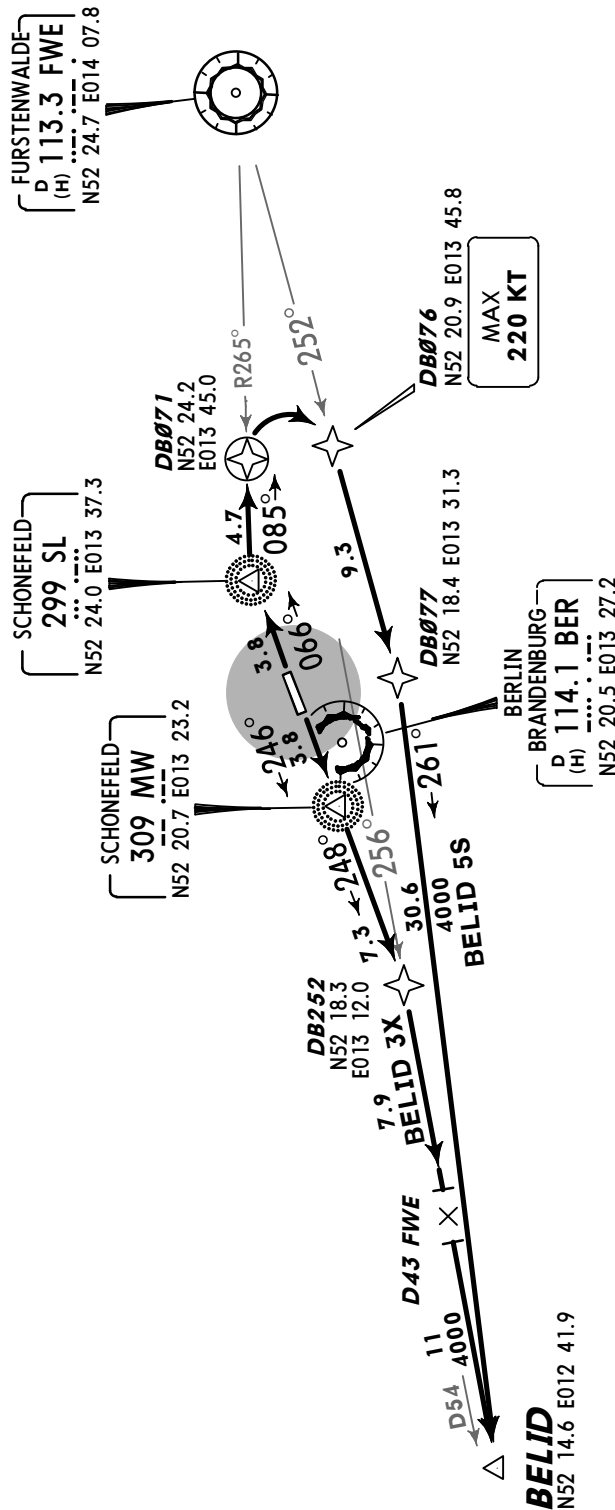
Apt Elev  
157'

- Trans level: By ATC    Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
  2. SIDs are also 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**

**RWY**

**SID**

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

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

BREMEN Radar  
120.62Apt Elev  
157'

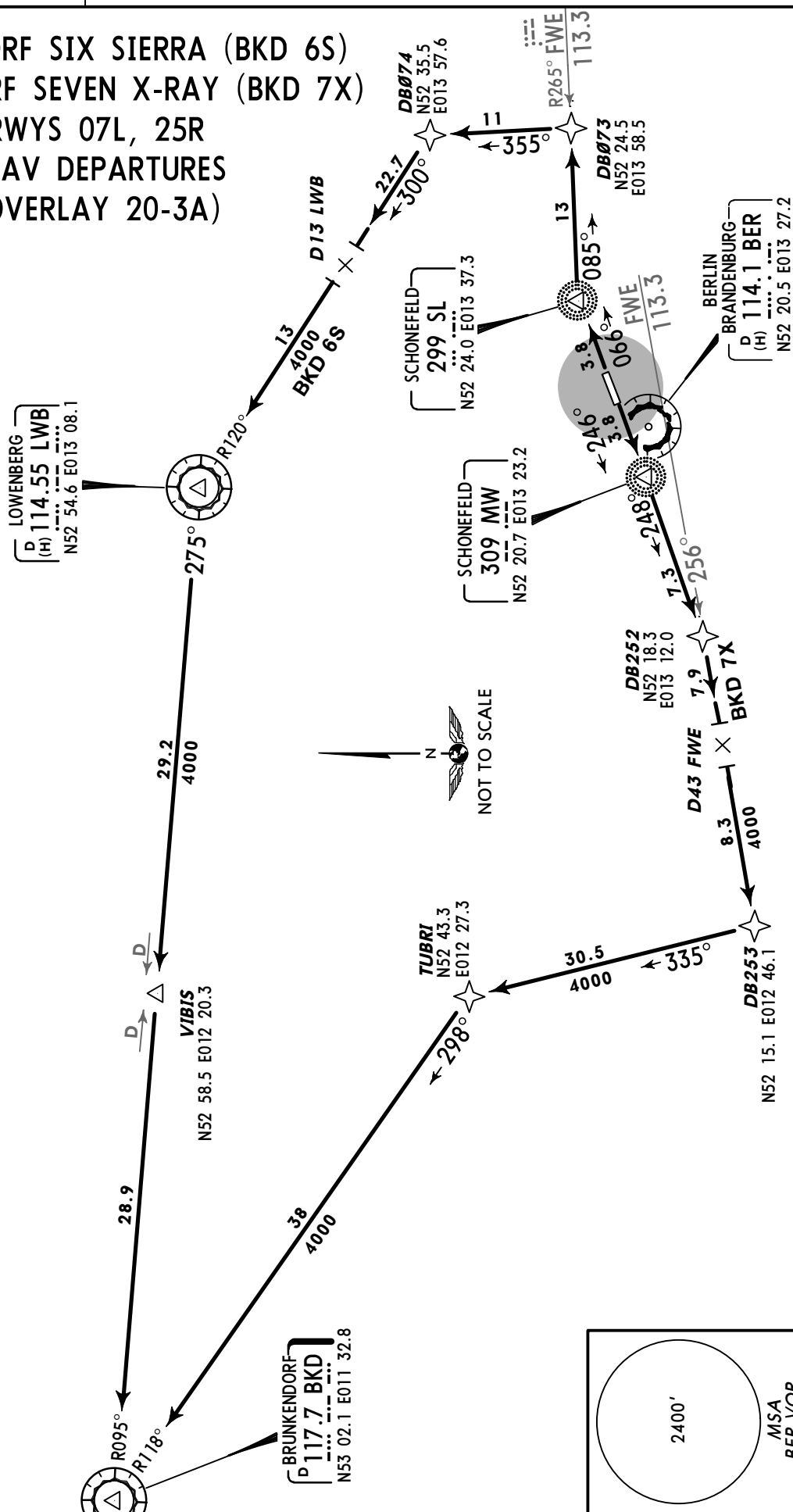
Trans level: By ATC Trans alt: 5000'

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

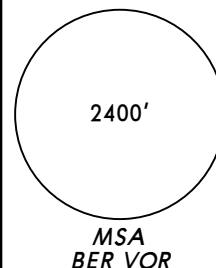
Not applicable within airspace C.

**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'

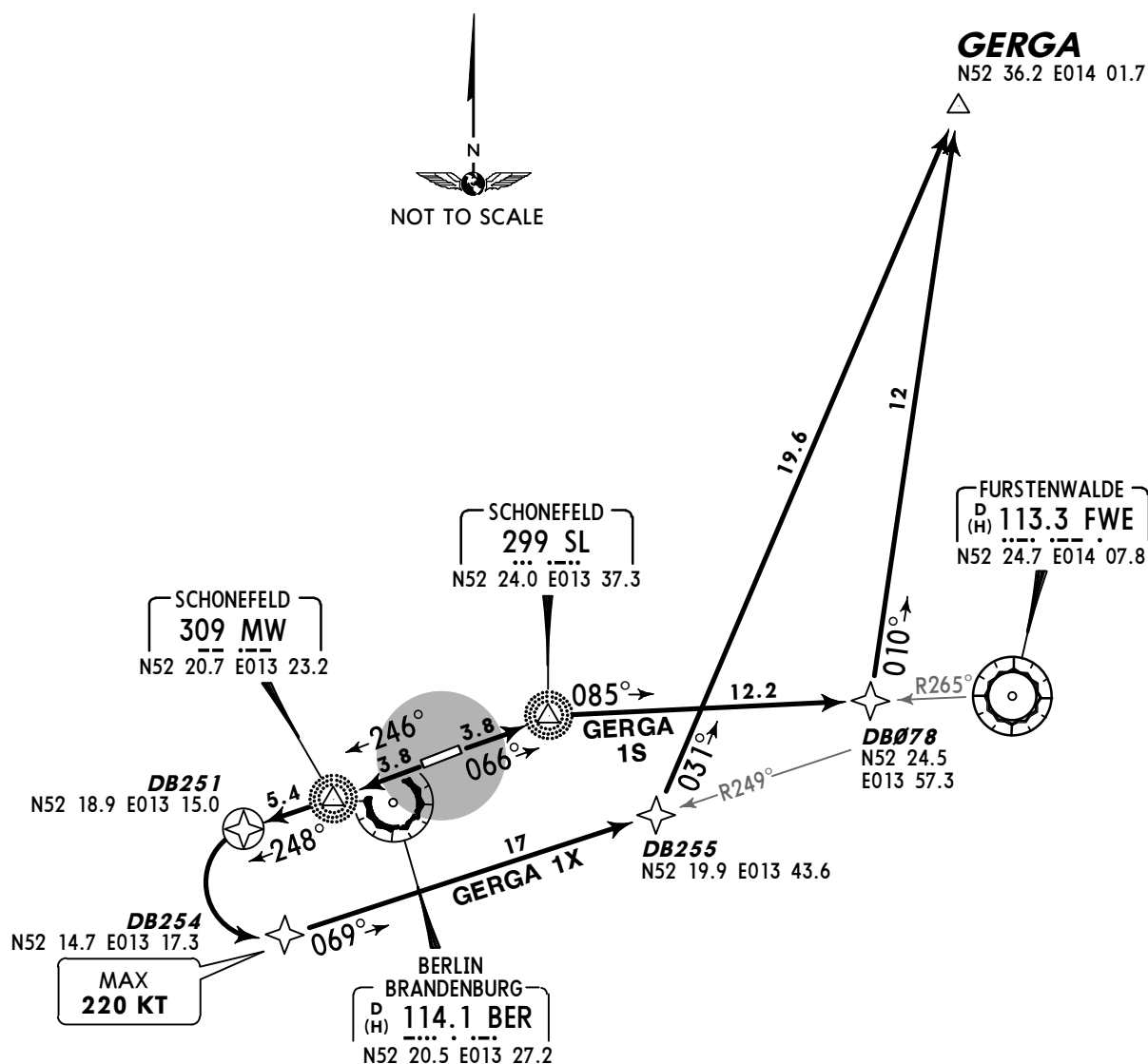
Trans level: By ATC Trans alt: 5000'

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.

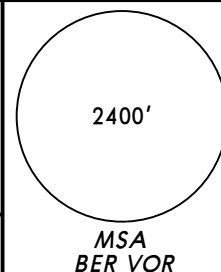
Initial climb clearance **4000'**

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

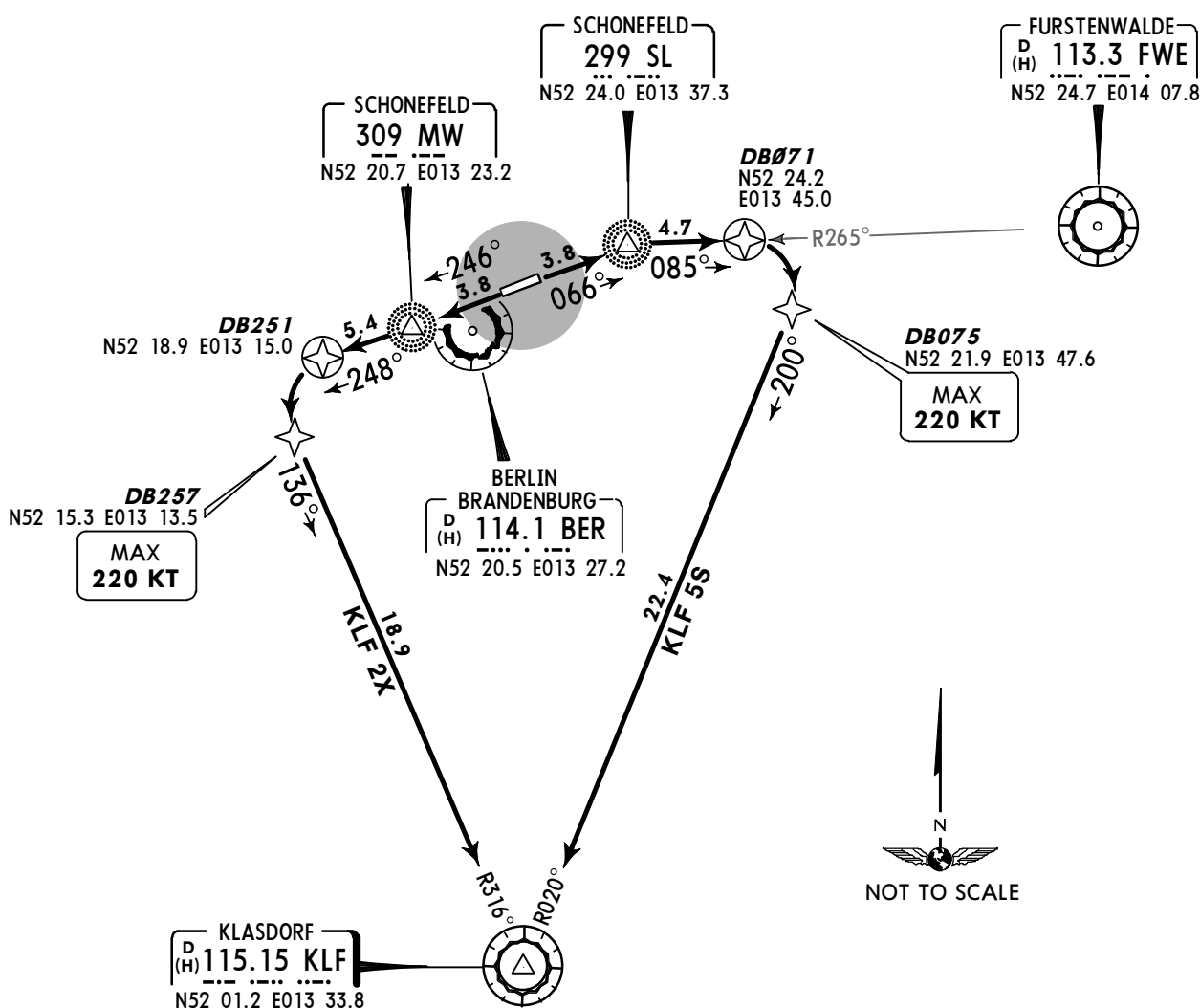
BREMEN  
Radar  
120.62

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.

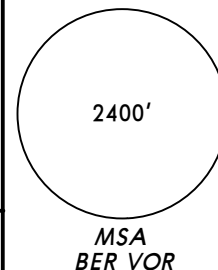
Initial climb clearance **4000'**

| 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'

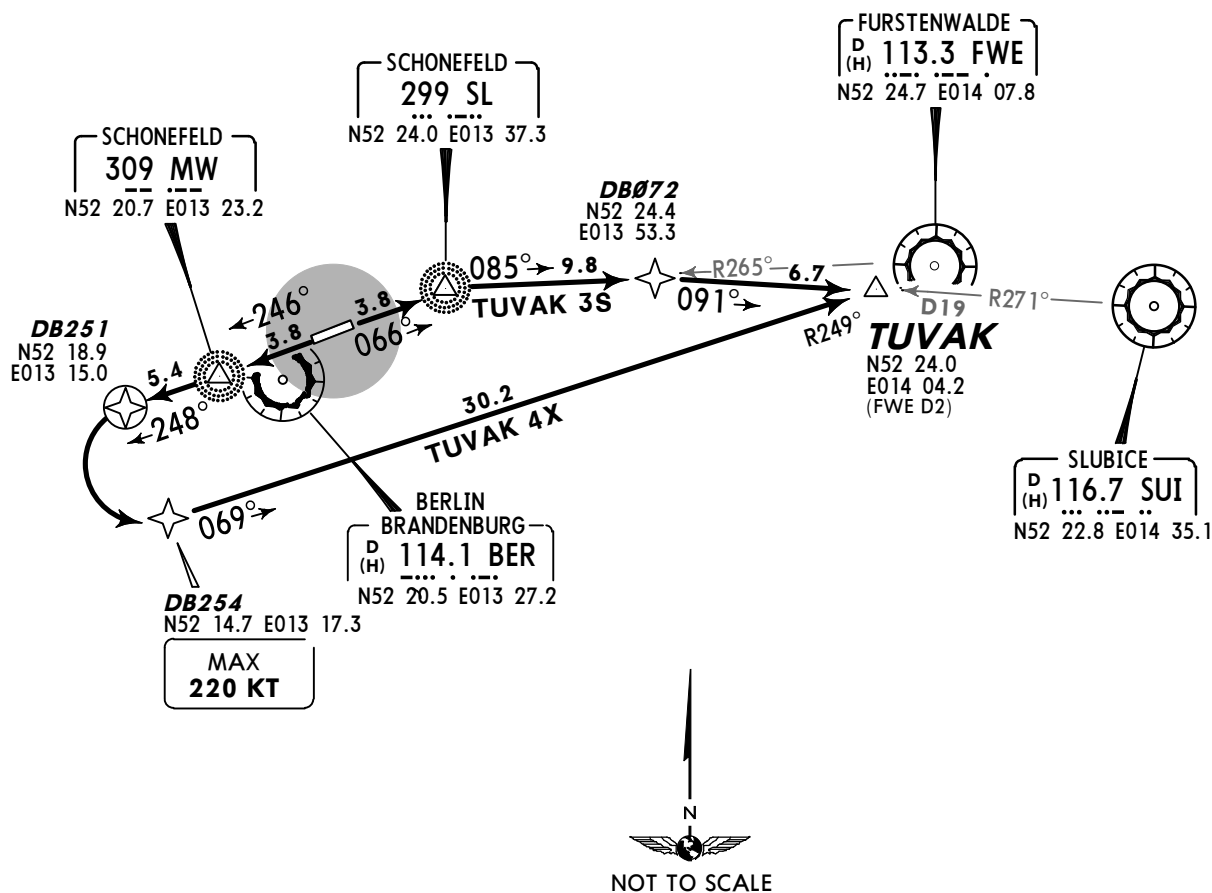
Trans level: By ATC Trans alt: 5000'

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.

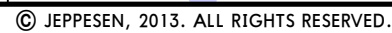


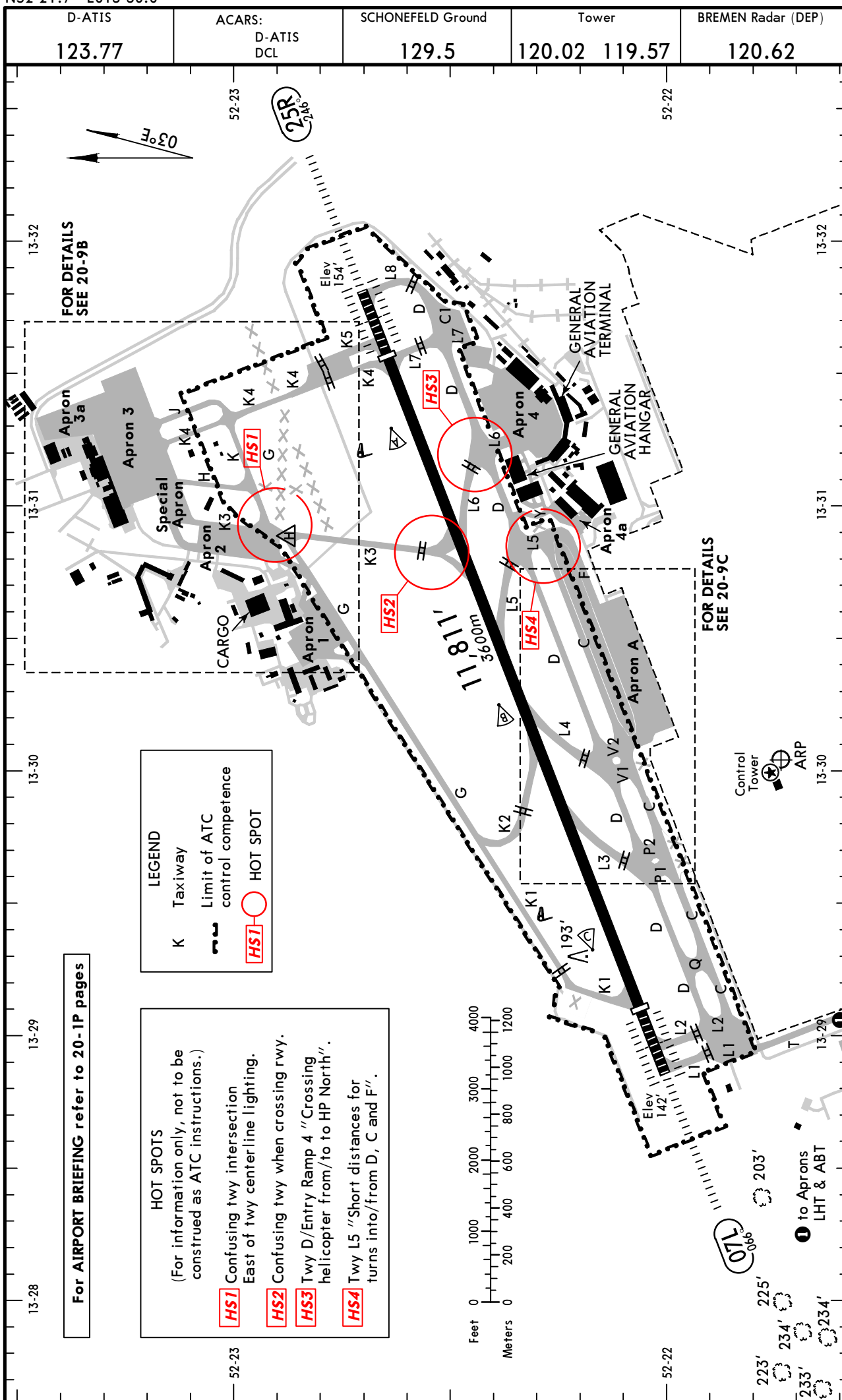
**TUVAK THREE SIERRA (TUVAK 3S) [TUVAK3S]**  
**TUVAK FOUR X-RAY (TUVAK 4X) [TUVAK4X]**  
**RWYS 07L, 25R RNAV DEPARTURES**  
**(OVERLAY 20-3D)**  
**NO ACCESS TO AIRWAY UL 980**

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

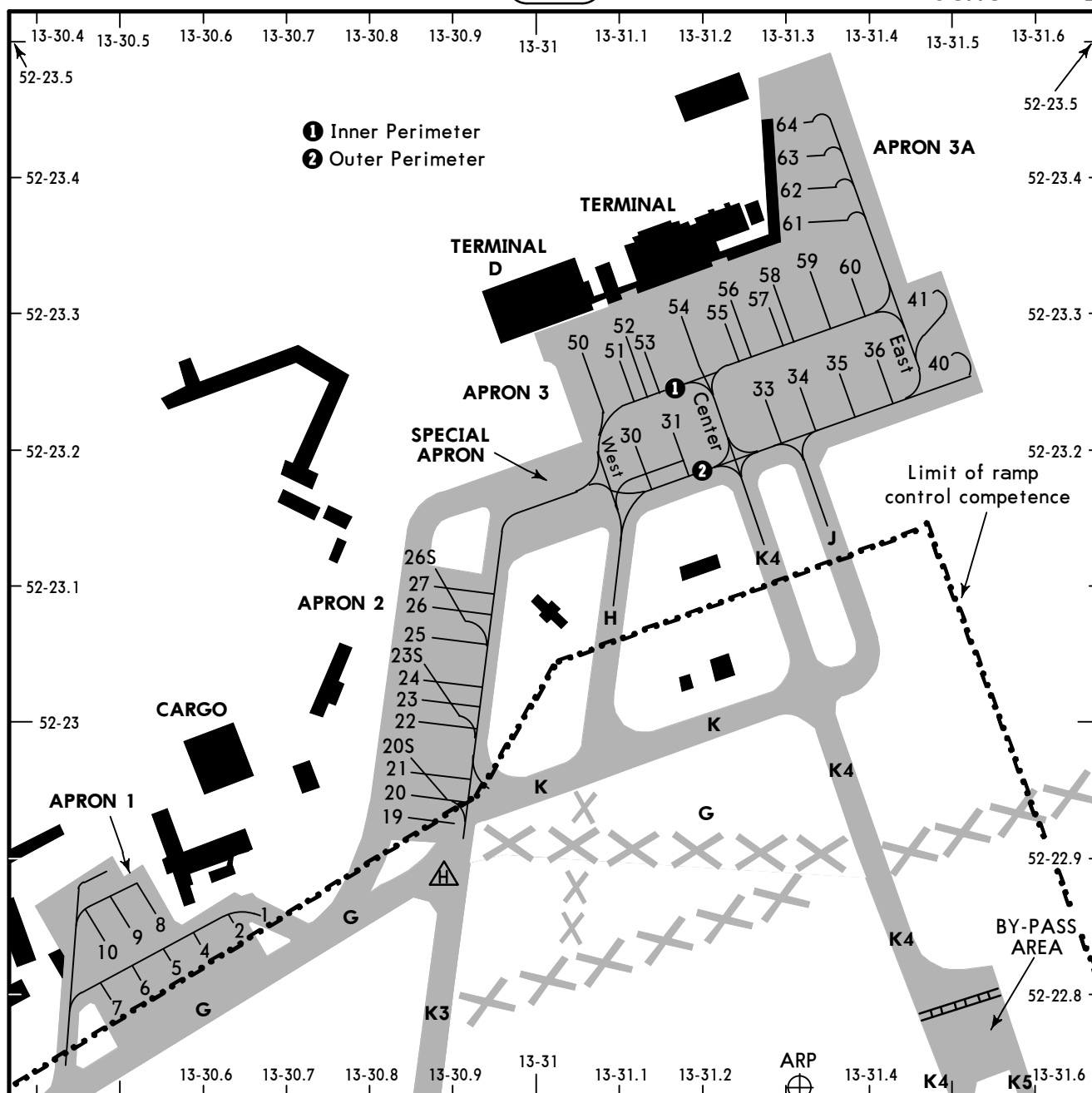
Initial climb clearance **4000'**

| SID      | RWY | ROUTING                                       |
|----------|-----|-----------------------------------------------|
| TUVAK 3S | 07L | (600'+) - SL - DB072 - TUVAK.                 |
| TUVAK 4X | 25R | (600'+) - MW - DB251 - DB254 (K220-) - TUVAK. |



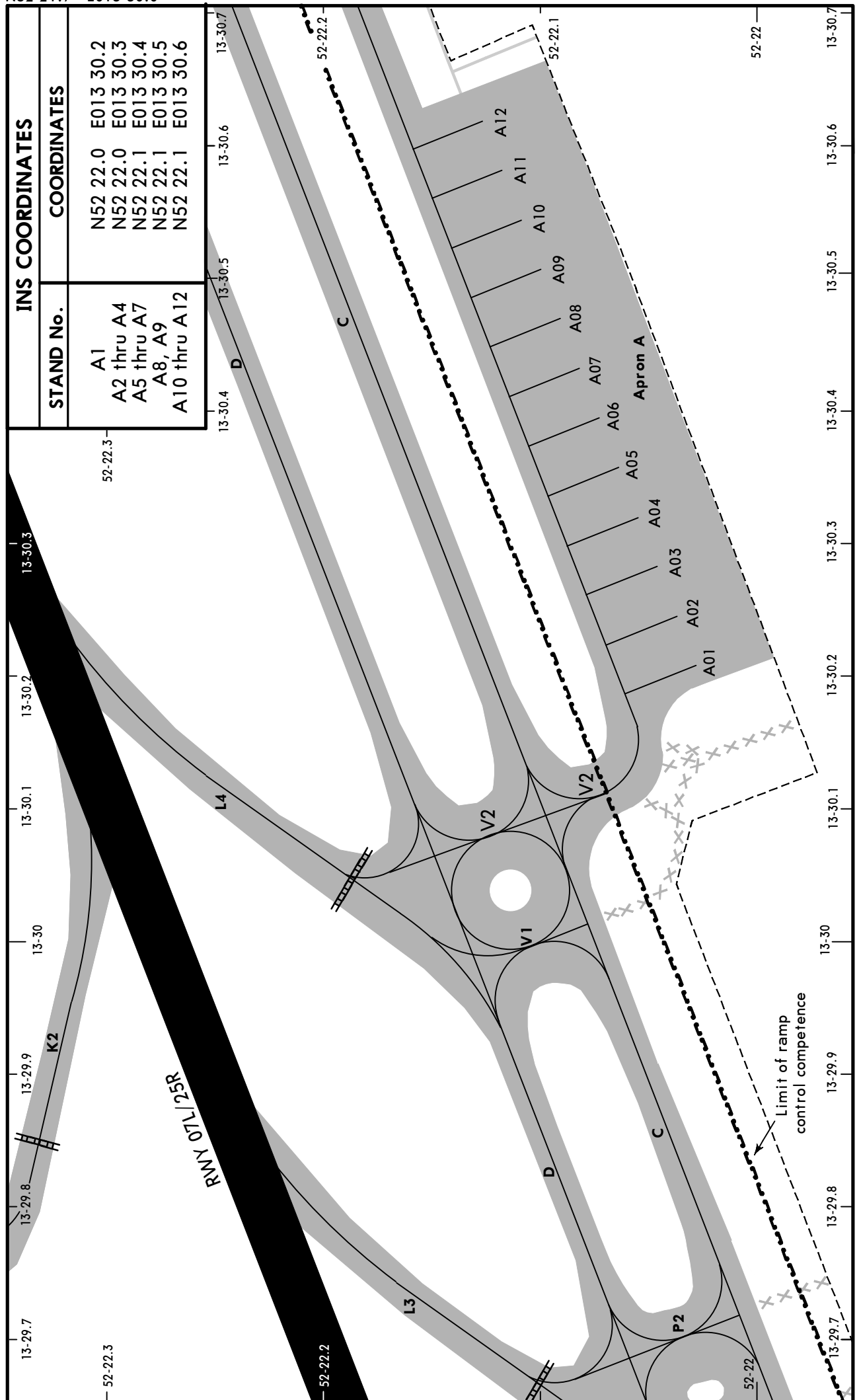


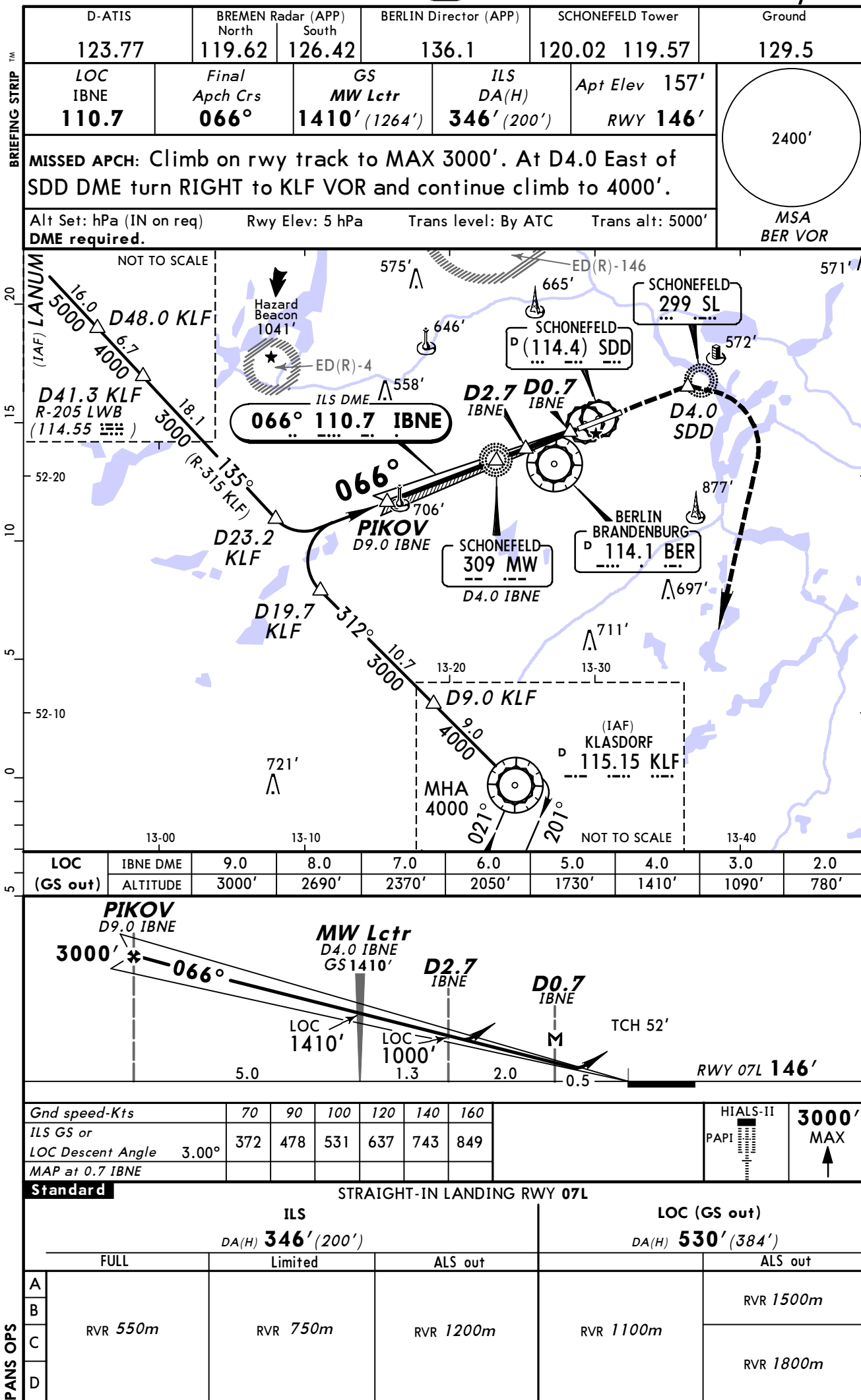
| ADDITIONAL RUNWAY INFORMATION |                                     |     |                                |             |          |       |
|-------------------------------|-------------------------------------|-----|--------------------------------|-------------|----------|-------|
| RWY                           |                                     |     | USABLE LENGTHS                 |             | TAKE-OFF | WIDTH |
|                               |                                     |     | LANDING                        | BEYOND      |          |       |
| Threshold                     | Glide Slope                         |     |                                |             |          |       |
| 07L                           | HIRL CL (15m)HIALS TDZ PAPI-L(3.0°) | RVR | 10,827' 3300m                  | 9855' 3004m | 1        | 148'  |
| 25R                           |                                     |     |                                | 9733' 2967m |          | 45m   |
| 1 TAKE-OFF RUN AVAILABLE      |                                     |     |                                |             |          |       |
| RWY 07L:                      |                                     |     | RWY 25R:                       |             |          |       |
| From rwy head 11,811' (3600m) |                                     |     | From rwy head 11,811' (3600m)  |             |          |       |
| twy L2 int 11,483' (3500m)    |                                     |     | twy K5 int 11,106' (3385m)     |             |          |       |
| twy K1 int 10,827' (3300m)    |                                     |     | twy K4, L7 int 10,827' (3300m) |             |          |       |
| twy L3 int 8104' (2470m)      |                                     |     | twy L6 int 8251' (2515m)       |             |          |       |
| twy K2 int 7054' (2150m)      |                                     |     | twy K3 int 7710' (2350m)       |             |          |       |
| twy L4 int 6562' (2000m)      |                                     |     | twy L5 int 6775' (2065m)       |             |          |       |
| twy L6 int 3904' (1190m)      |                                     |     |                                |             |          |       |
| twy K3 int 3675' (1120m)      |                                     |     |                                |             |          |       |
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## INS COORDINATES

| 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 |            |                    |



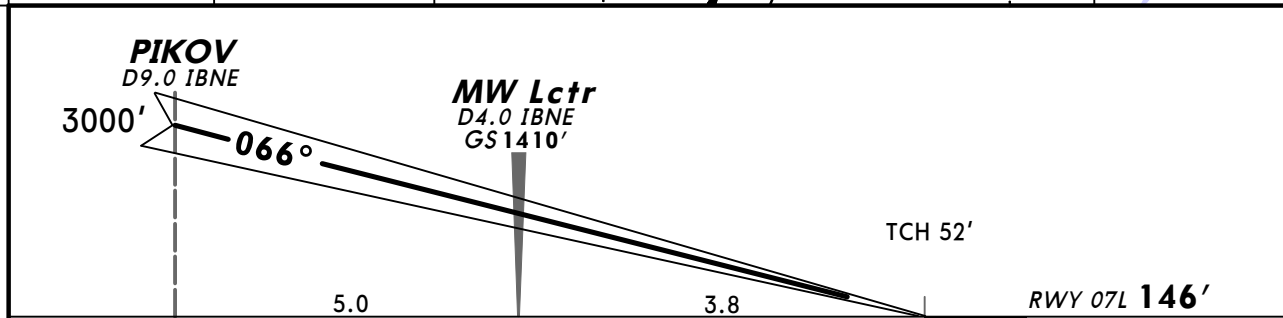
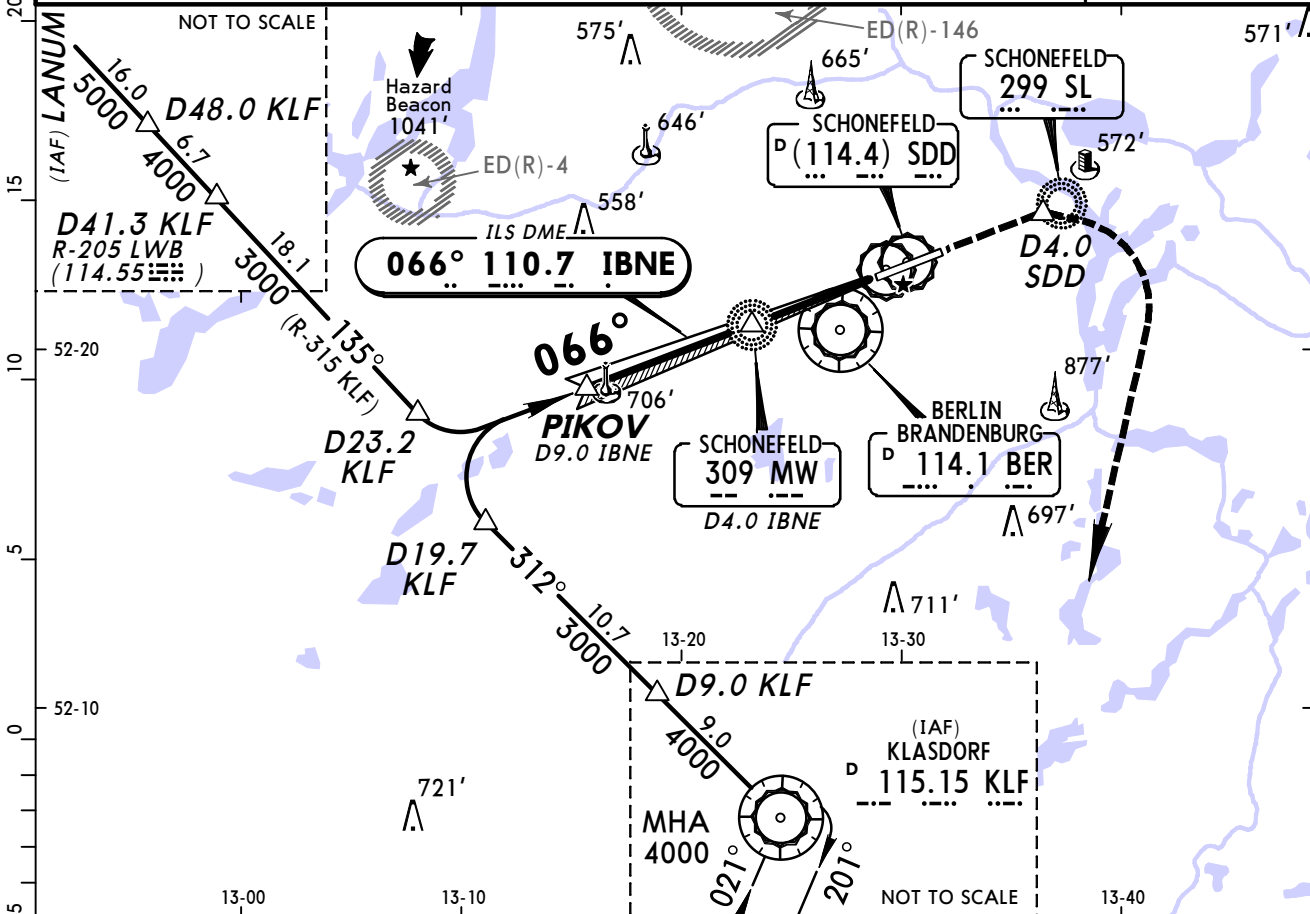


EDDB/SXF  
SCHONEFELD

JEPPesen  
15 FEB 13 (21-1A)

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

|                                                                                                                                                     |                                                    |                                |                                              |                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------|----------------------------------------------|---------------------------|
| D-ATIS<br>123.77                                                                                                                                    | BREMEN Radar (APP)<br>North 119.62<br>South 126.42 | BERLIN Director (APP)<br>136.1 | SCHONEFELD Tower<br>120.02 119.57            | Ground<br>129.5           |
| LOC<br>IBNE<br>110.7                                                                                                                                | Final<br>Apch Crs<br>066°                          | GS<br>MW Lctr<br>1410' (1264') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 157'<br>RWY 146' |
| <b>MISSED APCH:</b> Climb on rwy track to MAX 3000'. At D4.0 East of<br>SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.                  |                                                    |                                |                                              | 2400'                     |
| Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'<br>1. DME required. 2. Special Aircrew & Acft Certification required. |                                                    |                                |                                              | MSA<br>BER VOR            |



|               |       |     |     |     |     |     |                               |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>3000' MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                               |
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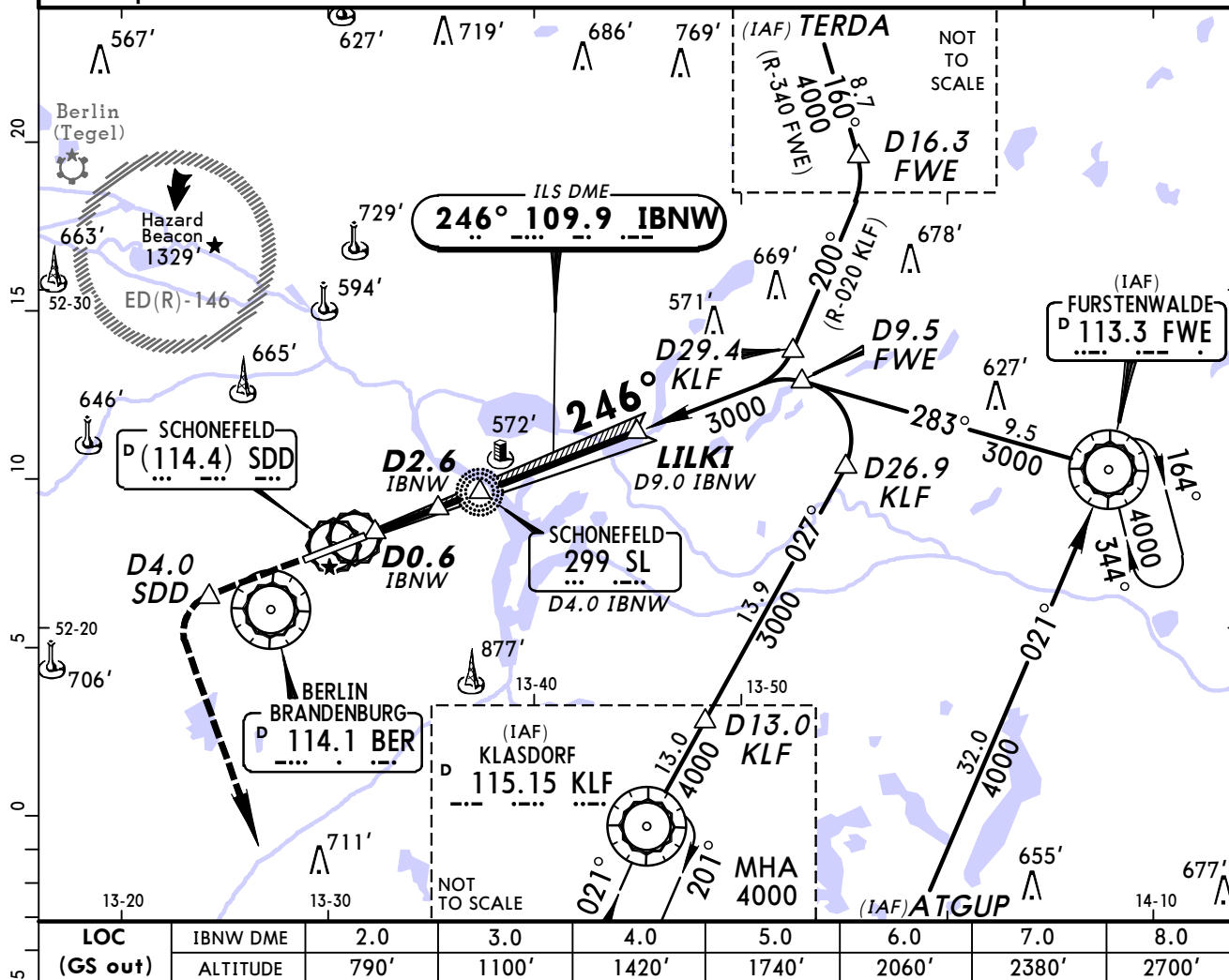
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| <b>Standard</b><br>CAT IIIA ILS<br>DH 50'<br>RVR 200m |  | STRAIGHT-IN LANDING RWY 07L<br>CAT II ILS<br>ABCD<br>RA 105'<br>DA(H) 246' (100')<br>RVR 300m |  |
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Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

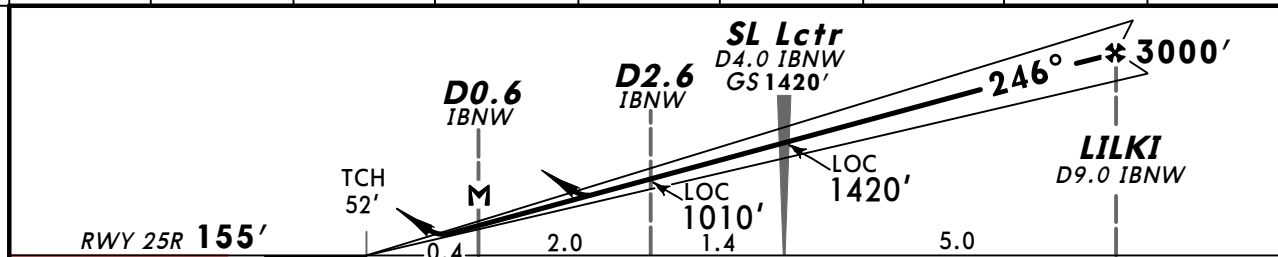
15 FEB 13 (21-2)

BRIEFING STRIP

|                                                                                                                         |  |                                       |  |                                |  |                                    |  |                                       |  |                                         |  |
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| D-ATIS<br><br>123.77                                                                                                    |  | BREMEN Radar (APP)<br>North<br>119.62 |  | South<br>126.42                |  | BERLIN Director (APP)<br><br>136.1 |  | SCHONEFELD Tower<br><br>120.02 119.57 |  | Ground<br><br>129.5                     |  |
| LOC<br>IBNW<br>109.9                                                                                                    |  | Final<br>Apch Crs<br>246°             |  | GS<br>SL Lctr<br>1420' (1265') |  | ILS<br>DA(H)<br>355' (200')        |  | Apt Elev 157'<br>RWY 155'             |  | <div>2400'</div> <div>MSA BER VOR</div> |  |
| 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' |



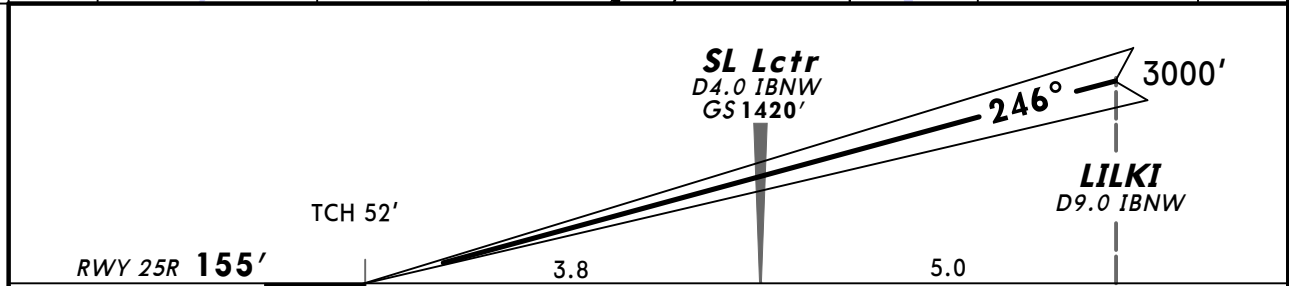
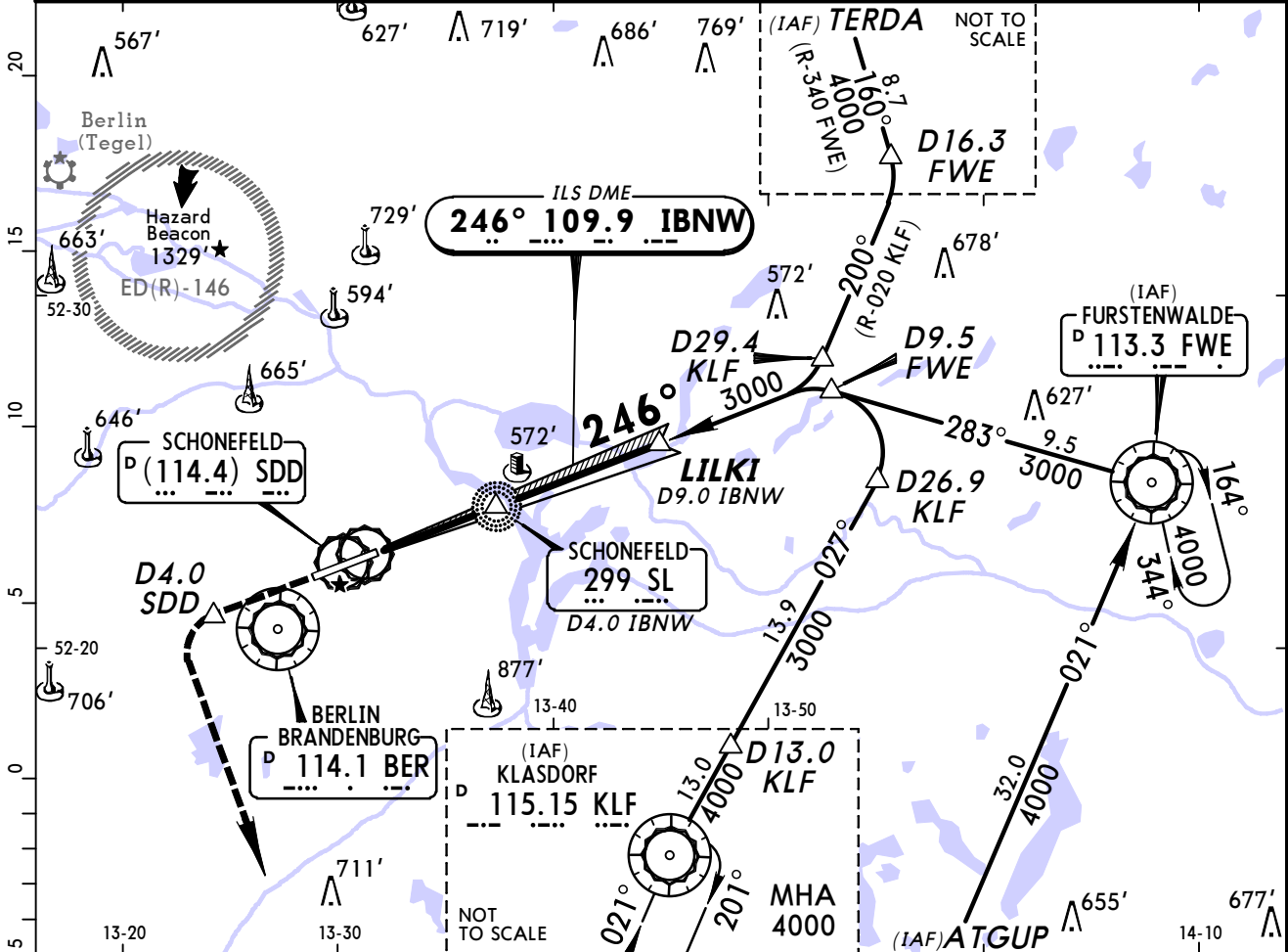
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| Gnd speed-Kts           | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>3000' MAX |
| ILS GS or               | 372 | 478 | 531 | 637 | 743 | 849 |                               |
| LOC Descent Angle 3.00° |     |     |     |     |    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

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

PANS OPS

BRIEFING STRIP

|                                                                                                                                                     |                                                          |                                |                                              |                                   |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|--------------------------------|----------------------------------------------|-----------------------------------|-----------------------------------------|
| D-ATIS<br>123.77                                                                                                                                    | BREMEN Radar (APP)<br>North<br>119.62<br>South<br>126.42 |                                | BERLIN Director (APP)<br>136.1               | SCHONEFELD Tower<br>120.02 119.57 | Ground<br>129.5                         |
| LOC<br>IBNW<br>109.9                                                                                                                                | Final<br>Apch Crs<br>246°                                | GS<br>SL Lctr<br>1420' (1265') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 157'<br>RWY 155'         | <div>2400'</div> <div>MSA BER VOR</div> |
| 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'<br>1. DME required. 2. Special Aircrew & Acft Certification required. |                                                          |                                |                                              |                                   |                                         |

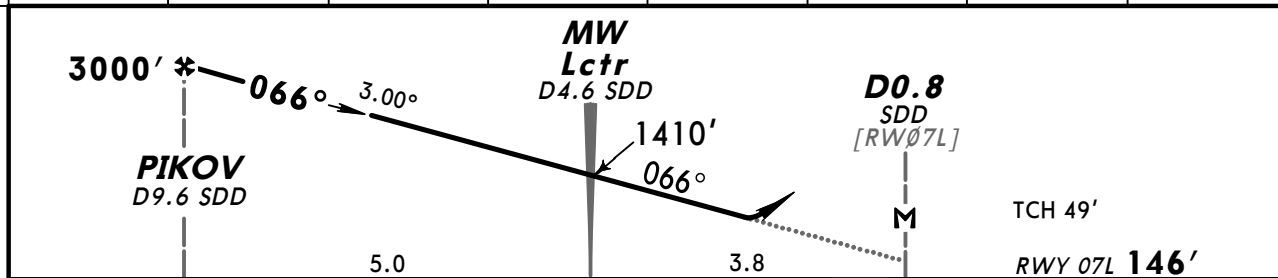
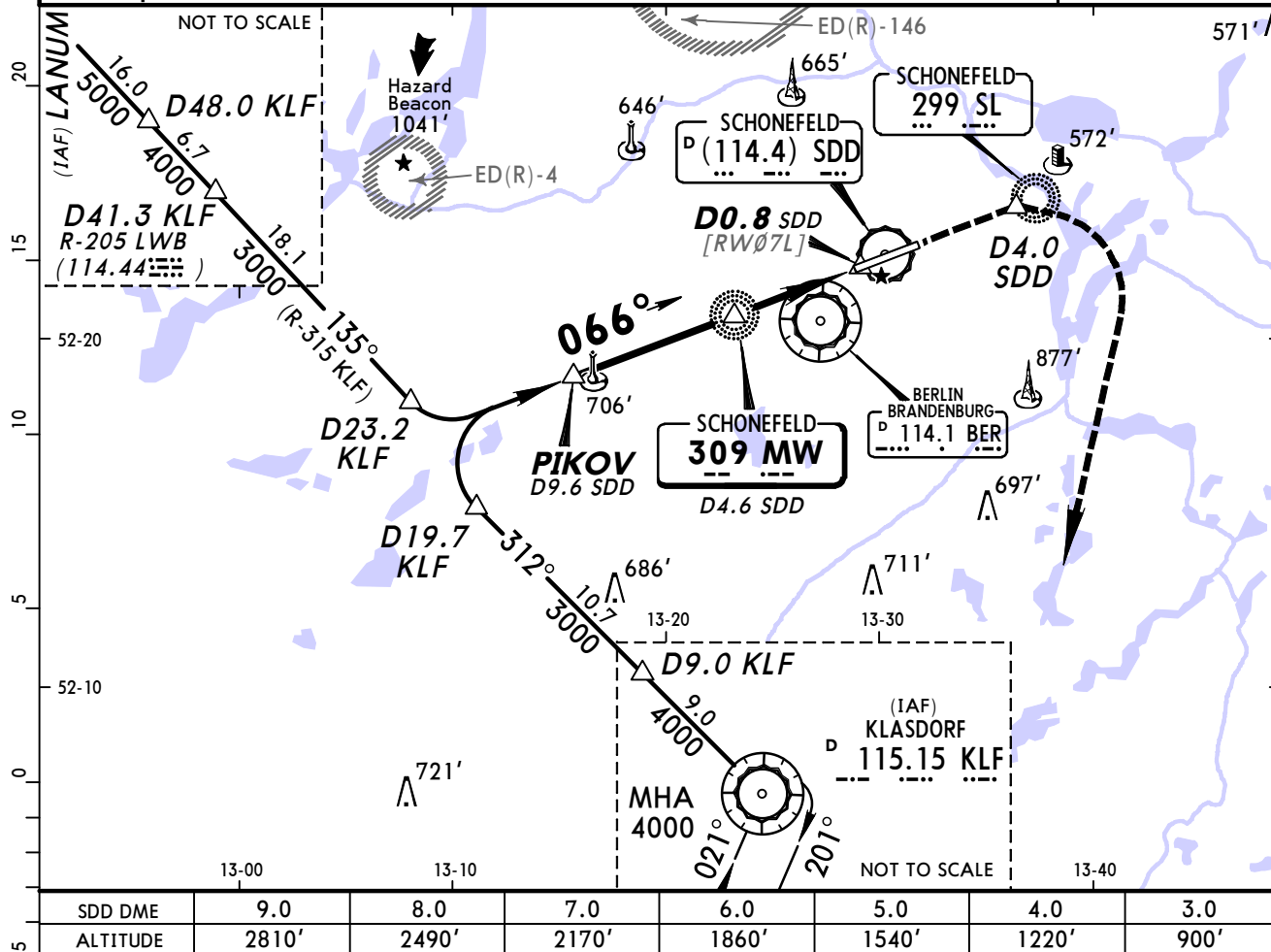


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|---------------|-------|-----|-----|-----|-----|-----|-------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>3000' MAX |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                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

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

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

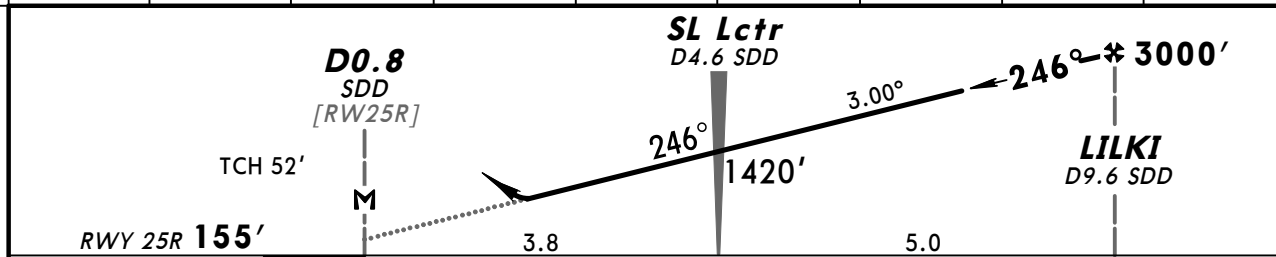
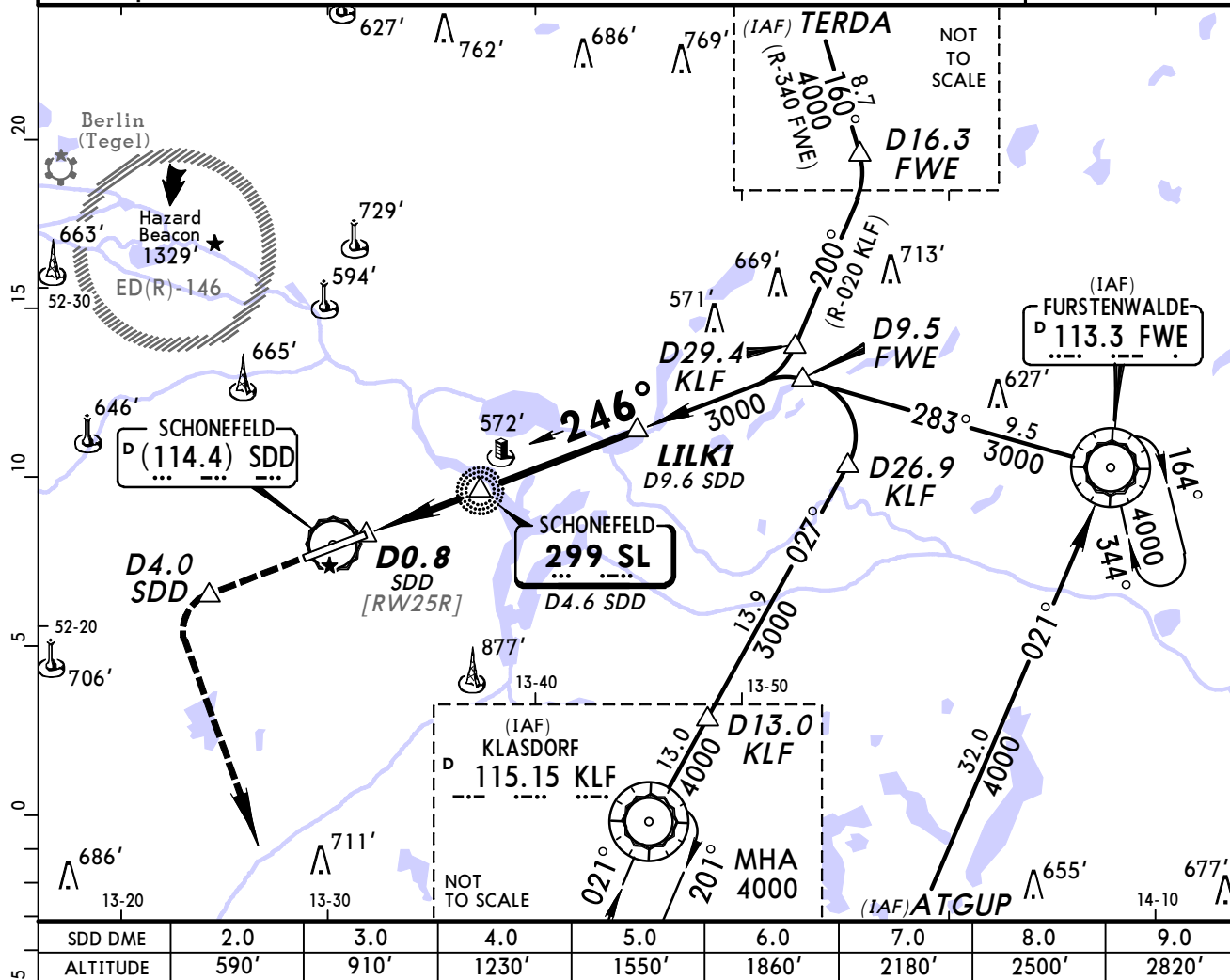
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|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------|-----------------------------------|---------------------------|
| D-ATIS<br>123.77                                                                                                                | BREMEN Radar (APP)<br>North 119.62<br>South 126.42 | BERLIN Director (APP)<br>136.1        | SCHONEFELD Tower<br>120.02 119.57 | Ground<br>129.5           |
| Lctr<br>MW<br>309                                                                                                               | Final<br>Apch Crs<br>066°                          | Minimum Alt<br>PIKOV<br>3000' (2854') | DA(H)<br>680' (534')              | Apt Elev 157'<br>RWY 146' |
| <b>MISSED APCH:</b> 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'          |
| <b>DME required.</b>                                                                                                            |                                                    |                                       |                                   | MSA SL Lctr               |



|                     |     |     |     |     |     |     |                                    |
|---------------------|-----|-----|-----|-----|-----|-----|------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>3000' MAX<br>↑ |
| 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        |           |                             |  |

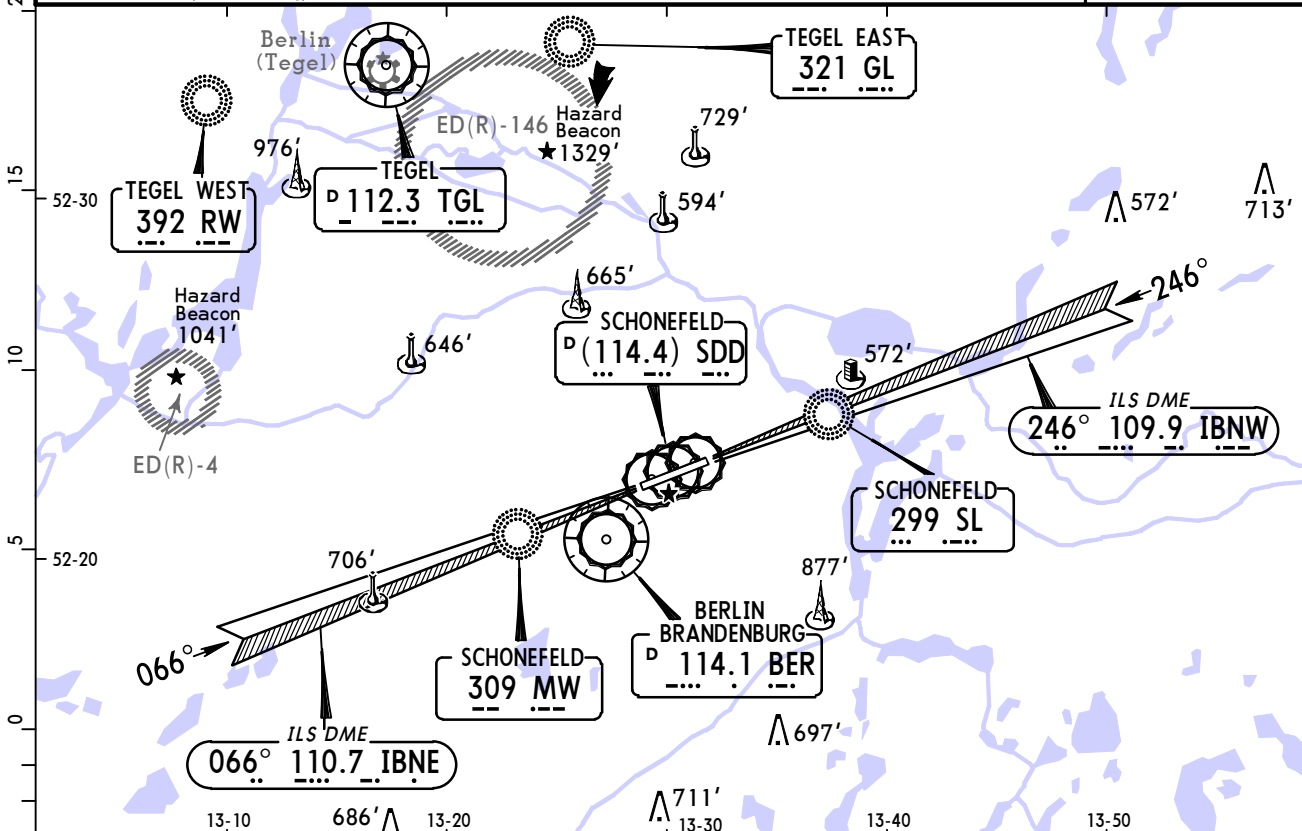
|                                                                                                                                                                                                                                         |                                                    |                                                     |                                   |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|-----------------------------------|-----------------------------------------|
| D-ATIS<br>123.77                                                                                                                                                                                                                        | BREMEN Radar (APP)<br>North 119.62<br>South 126.42 | BERLIN Director (APP)<br>136.1                      | SCHONEFELD Tower<br>120.02 119.57 | Ground<br>129.5                         |
| Lctr<br>SL<br><b>299</b>                                                                                                                                                                                                                | Final<br>Apch Crs<br><b>246°</b>                   | Minimum Alt<br><b>LILKI</b><br><b>3000'</b> (2845') | DA(H)<br><b>730'</b> (575')       | Apt Elev <b>157'</b><br>RWY <b>155'</b> |
| <b>MISSED APCH:</b> Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.<br>Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'<br><b>DME required.</b> |                                                    |                                                     |                                   |                                         |
|                                                                                                                                                                                                                                         |                                                    |                                                     |                                   | 2400'<br>MSA SL Lctr                    |



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

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

|                 |                                             |                                                          |                                   |                                   |                                               |
|-----------------|---------------------------------------------|----------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------------------|
| BRIEFING STRIP™ | D-ATIS<br>123.77                            | BREMEN Radar (APP)<br>North<br>119.62<br>South<br>126.42 | BERLIN Director (APP)<br>136.1    | SCHONEFELD Tower<br>120.02 119.57 | Ground<br>129.5                               |
|                 | RADAR                                       | Final<br>Apch Crs<br>By ATC                              | Minimum Alt<br>See<br>table below | MDA(H)<br>Refer to<br>Minimums    | Apt Elev 157'<br>RWY 07L 146'<br>RWY 25R 155' |
|                 | MISSED APCH: Climb STRAIGHT AHEAD to 4000'. |                                                          |                                   |                                   | 2400'                                         |
| 20              | Alt Set: hPa (IN on req)                    | Apt Elev: 6 hPa                                          | Trans level: By ATC               | Trans alt: 5000'                  | MSA BER VOR                                   |



|                |           |          |       |       |       |       |       |       |       |
|----------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|
| RWY 07L        | RADAR FIX | 10.0     | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   |
|                | ALTITUDE  | 3200'    | 2900' | 2600' | 2300' | 2000' | 1700' | 1400' | 1100' |
| RWY 25R        | RADAR FIX | 10.0     | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   |
|                | ALTITUDE  | 3300'    | 3000' | 2700' | 2400' | 2100' | 1800' | 1500' | 1200' |
| Minimum Alt/NM |           | 10.0 FAF | 4.0   |       |       |       |       |       |       |
| SRE 07L        |           | 3200'    | 1200' |       |       |       |       |       |       |
| SRE 25R        |           | 3300'    | 1200' |       |       |       |       |       |       |

|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 2.81° | 348 | 447 | 497 | 596 | 696 | 795 |
| MAP at THR          |     |     |     |     |     |     |

|                                 |       |
|---------------------------------|-------|
| Lighting-Refer to Airport Chart | 4000' |
|---------------------------------|-------|

|          |                     |           |                    |           |
|----------|---------------------|-----------|--------------------|-----------|
| PANS OPS | STRAIGHT-IN LANDING |           |                    |           |
|          | SRE 07L             |           | SRE 25R            |           |
|          | MDA(H) 730' (584')  |           | MDA(H) 730' (575') |           |
|          | ALS out             |           | ALS out            |           |
|          | A                   | CMV 2200m | CMV 2900m          | CMV 2100m |
| PANS OPS | B                   | CMV 2400m | CMV 3100m          | CMV 2300m |
|          | C                   | CMV 2400m | CMV 3100m          | CMV 2300m |
|          | D                   | CMV 2400m | CMV 3100m          | CMV 2300m |

**Chart changes since cycle 26-2013**

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

| ACT                                | PROCEDURE IDENT              | INDEX | REV DATE    | EFF DATE    |
|------------------------------------|------------------------------|-------|-------------|-------------|
| <b>BERLIN, (SCHONEFELD - EDDB)</b> |                              |       |             |             |
| ADD                                | KLF & LANUM 07L RNAV TRAN... | 20-2F | 06 Dec 2013 | 12 Dec 2013 |
| ADD                                | ATGUP, KLF 25 & NUKRO 25R... | 20-2G | 06 Dec 2013 | 12 Dec 2013 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EDDB

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(20-9B) Parking stand 3 reopened between stand 2 and 4, position: N52 22.8 E013 30.6.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(26-1) NDB Rwy 07L minima raised to DA(H) 730'(584') CAT C,D RVR 2000m.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** 20131114

**End Date:** No end date

(20-9, 20-9B) Apron 1 closed.