

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDT

Terminal Charts For EDDT

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Berlin Deu
IATA Code: TXL
Lat/Long: N52° 33.6' E013° 17.3'
Elevation: 122 ft

Airport Use: Public
Magnetic Variation: 3.1°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0717 Z
Sunset: 1508 Z,

Runway Information

Runway: 08L
Length x Width: 9918 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 226 ft

Runway: 08R
Length x Width: 7966 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 109 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 341 ft
Stopway: 207 ft

Runway: 26L
Length x Width: 7966 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 122 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 722 ft
Stopway: 157 ft

Runway: 26R
Length x Width: 9918 ft x 151 ft

Surface Type: asphalt
TDZ-Elev: 117 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 223 ft

Communication Information

ATIS 125.9
ATIS 112.3
Tegel Ground Tower 121.75
Tegel Delivery Tower 121.925
Tegel Tower 124.525
Tegel Tower 118.85
Tegel Tower 27.892 Military
Berlin Military Ground Control 136.0 Military
Berlin Military Ground Control 36.925 Military
Bremen Radar Approach Control 126.425
Bremen Radar Approach Control 120.625 Departure Service
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

1. GENERAL

1.1. ATIS

D-ATIS 112.3 125.9

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. LOCAL FLYING RESTRICTIONS

Only jet ACFT licensed in accordance with ICAO Annex 16, Volume 1, Part II, Chapter 3 are permitted to take-off and land at the APT.

Exceptions:

- ACFT provably approaching the APT as alternate aerodrome for meteorological, technical or other safety reasons, **and if** Berlin Schonefeld cannot be approached.
- Take-offs and landings on a mission in disaster or rendering medical aid as well as in other emergency cases.

1.2.2. NIGHT FLYING RESTRICTIONS

Take-offs are not permitted between 2300 (2250 off blocks)-0600LT.

Landings are not permitted between 2300-0600LT.

For delayed take-offs and landings in scheduled air services and scheduled charter services with scheduled times of departure or arrival before 2300LT, an exception to the flying restrictions may be taken for granted in cases of provably unavoidable delays until 2400LT.

If the delay is unavoidable, this shall be reported in each individual case to the Aviation Supervision Office at the APT and also proved.

Delayed landings during closing time between 2400-0600LT are only possible in accordance with instructions below.

Exceptions:

- Landings of ACFT provably approaching the APT as alternate aerodrome for meteorological, technical or other safety reasons.
- Take-offs and landings on a mission in disaster or rendering medical assistance as well as in other emergency cases.
- ACFT operated in the night airmail service of the "Deutsche Post AG".
- Flight checks conducted by the DFS Deutsche Flugsicherung GmbH as far as required to maintain safety of flight operations.

Exceptions from the above mentioned regulations may be granted in individual cases, especially if required to avoid serious disturbances of air traffic or in cases of special public interest. If appropriate, requests shall be submitted to

Senatsverwaltung fuer Stadtentwicklung

Referat VII E

Am Koellnischen Park 3

10179 Berlin

Tel: (030) 9025-0

Fax: (030) 9025-1679

In urgent cases outside regular operating hours applications shall be submitted to the Aviation Supervision Office (Tel: [030] 4101 2300, Fax: [030] 4101 2364).

Clearances for take-offs during closing times issued by ATC do not include the necessary exceptional permission. As a rule, exceptional permission for night landings during the closing times will not be issued by ATC via radio telephony.

Thus, a landing clearance issued by ATC for safety reasons will not include a decision as the admissibility of a night landing. In case of a landing or premature landing (prior to 0600LT) not approved by the Aviation Supervision Office, the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify his night landing.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

1. GENERAL

1.2.4. RUN-UP TESTS OF TURBO JET ENGINES

Between 0600-2200LT run-ups are generally permitted only with the noise suppressor device specified in the APT regulations.

Between 2200-2300LT run-ups are permitted with consent of the Aviation Supervision Office if necessary for safety reasons shortly prior to take-off until 2300LT of the same day.

Between 2200-0600LT run-ups are permitted with consent of the Aviation Supervision Office if necessary for safety reasons shortly prior to a take-off early in the morning for urgent maintenance purposes.

1.3. TAXI PROCEDURES

TWY PE/PW gradient 2%. Use extreme CAUTION when taxiing over bridge.

Use CAUTION after landing short distance between RWYs, expect to stop before parallel RWY.

Taxilanes PE, PM, PW and SM with reduced minimum separation distance between centerlines and obstacles (MIM 131'/40m).

Due to reduced wing-tip clearance, the yellow taxiguide lines shall be strictly adhered to. The taxi speed shall be adjusted accordingly.

ACFT with wingspan of 171'/52m or more, equipped with four engines, may run the outer engines for taxi operations at most in the IDLE position.

ACFT with wingspan of 171'/52m or more are only permitted to taxi on the apron with Follow-me car.

1.4. PARKING INFORMATION

Stands 1 thru 14 equipped with Visual Docking Guidance System AGNIS.

Stand 40 available for General Aviation.

1.5. OTHER INFORMATION

CAUTION: Birds on APT.

RWY 08L/26R with antiskid layer.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. CAT II/III OPERATIONS

RWY 08L/26R approved for CAT II/III, RWY 26L for CAT II operations, special
aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

From RWY 08L/R:	
Stands 1 thru 6:	RE or SE to SM
Stands 7 thru 9:	RE or SE to SM to PM
Stands 10 thru 12:	RE or SE to SM to PM to PW
Stands 13 thru 19:	RE to SE to PE to PW SE to PE to PW
Stands 20 thru 24:	RE or SE to SM to PM to PW
Stands 25 and 26:	RE or SE to SM to PW
Stands 27 thru 35 and 51 thru 60:	RE or SE to SM
Stands 61 thru 65:	RE to SE to PE SE to PE
From RWY 26L/R:	
Stands 1 thru 6:	RW or SW to SM
Stands 7 thru 9:	RW or SW to SM to PM
Stands 10 thru 26:	RW or SW to SM to PW
Stands 27 thru 35 and 51 thru 60:	RW or SW to SM
Stands 61 thru 65:	RW or SW to SM to PE

3. DEPARTURE**3.1. TAXI PROCEDURES**

To RWY 08L/R:	
Stands 1 thru 6:	SM to RW or SW
Stands 7 thru 9:	PM to SM to RW or SW
Stands 10 thru 26:	PW to SM to RW or SW
Stands 27 thru 35 and 51 thru 60:	SM to RW or SW
Stands 61 thru 65:	PE to SM to RW or SW
To RWY 26L/R:	
Stands 1 thru 6:	SM to SE
Stands 7 thru 9:	PM to SM to SE
Stands 10 thru 12:	PW to PM to SM to SE
Stands 13 thru 19:	PW to PE to SE
Stands 20 thru 24:	PW to PM to SM to SE
Stands 25 and 26:	PW to SM to SE
Stands 27 thru 35 and 51 thru 60:	SM to SE
Stands 61 thru 65:	PE to SE

3.2. OTHER INFORMATION**3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)**

Temporal parameters:

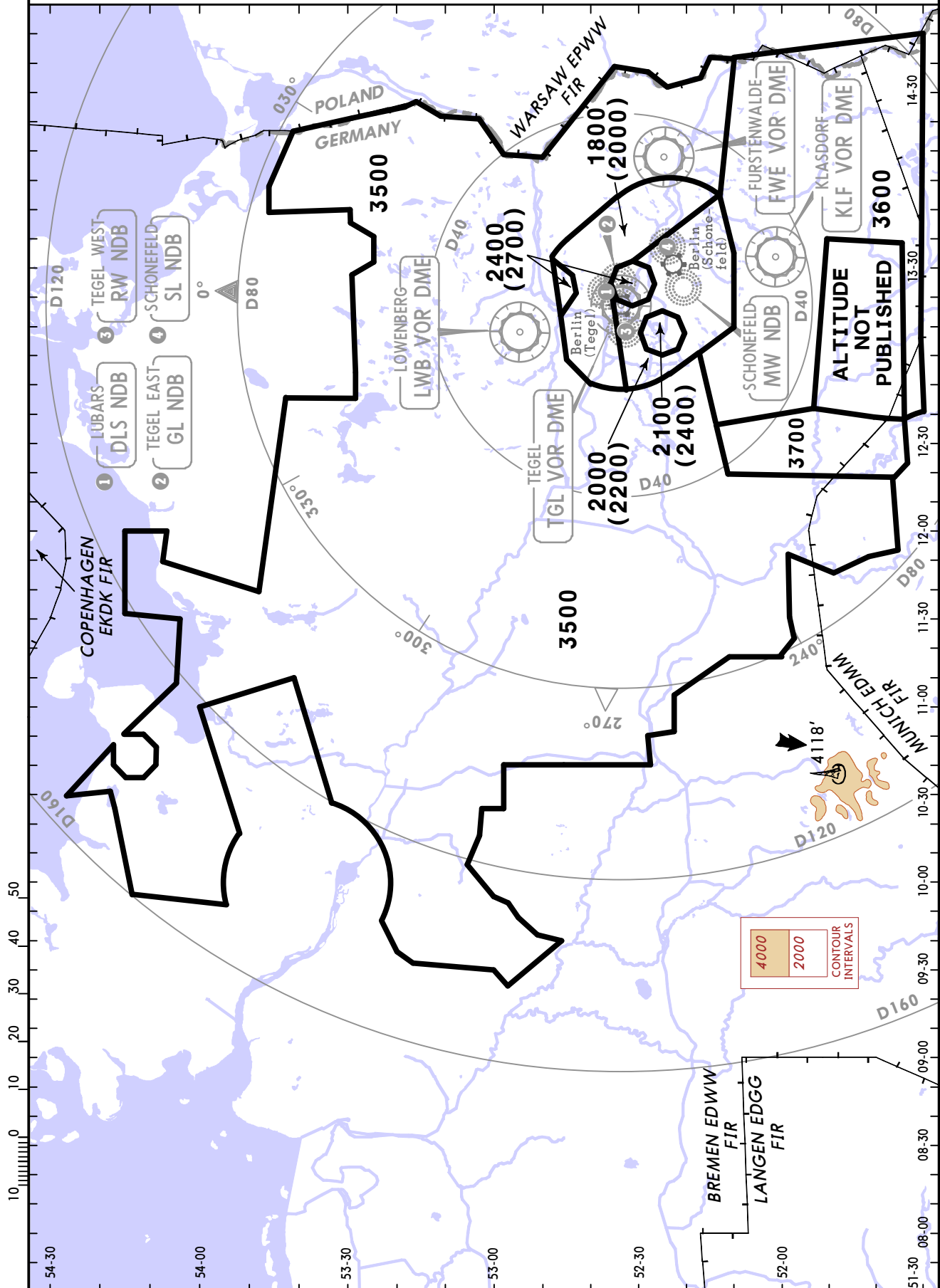
t_i	15 min prior to EOBT for unregulated flights. 30 min prior to CTOT for ATFM regulated flights.
t_f	11 min prior to EOBT for unregulated flights. 16 min prior to CTOT for ATFM regulated flights.
t_l	5 min

BREMEN Radar (APP)
119.62 126.42 120.62 119.5

Apt Elev
122'

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
112.3 125.9Apt Elev
122'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

2400'

MSA
TGL VOR

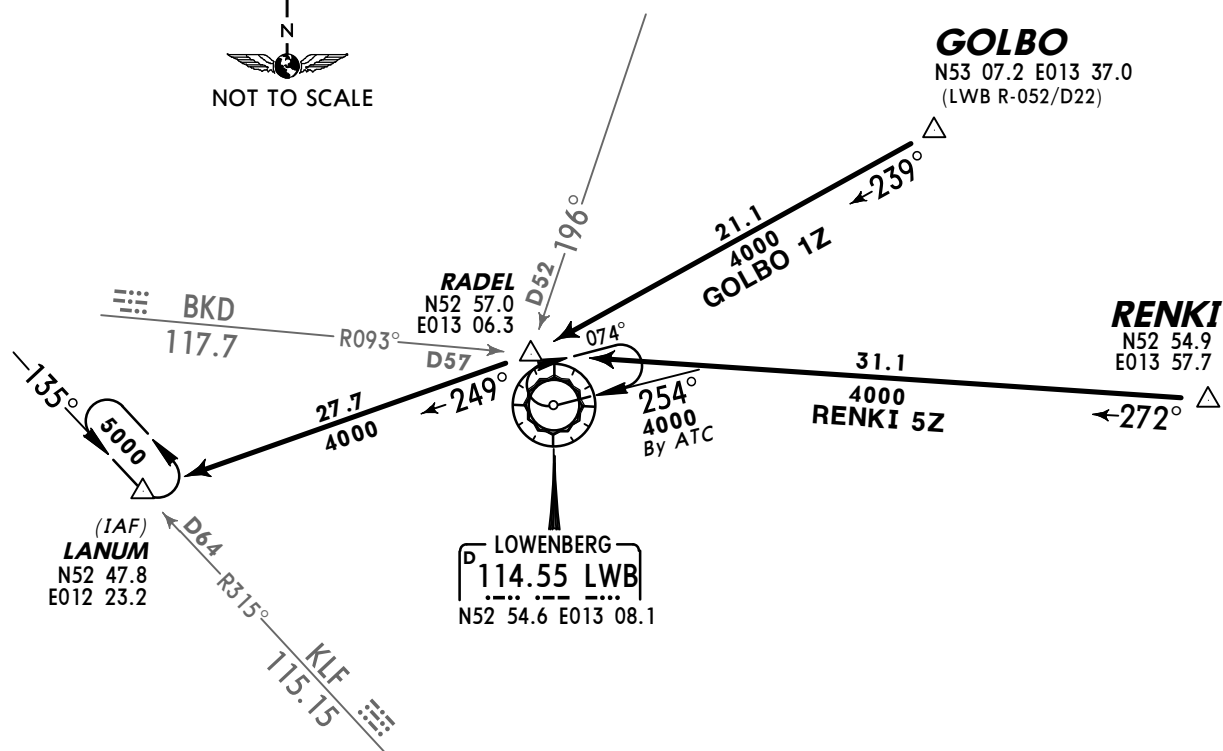
GOLBO ONE ZULU (GOLBO 1Z) [GOLB1Z]
RENKI FIVE ZULU (RENKI 5Z) [RENK5Z]
RWYS 08L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY

**VERTICAL PLANNING
INFORMATION**

Pilots should plan for possible
descent clearance of at or below
FL 100 by RADEL.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**



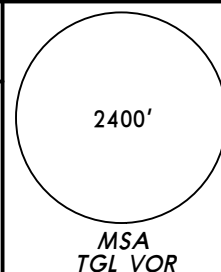
FRIEDLAND
D 117.15 FLD
N53 45.8 E013 33.8



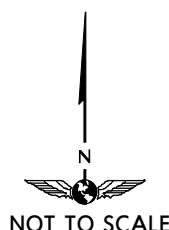
D-ATIS
112.3 125.9

Apt Elev
122'

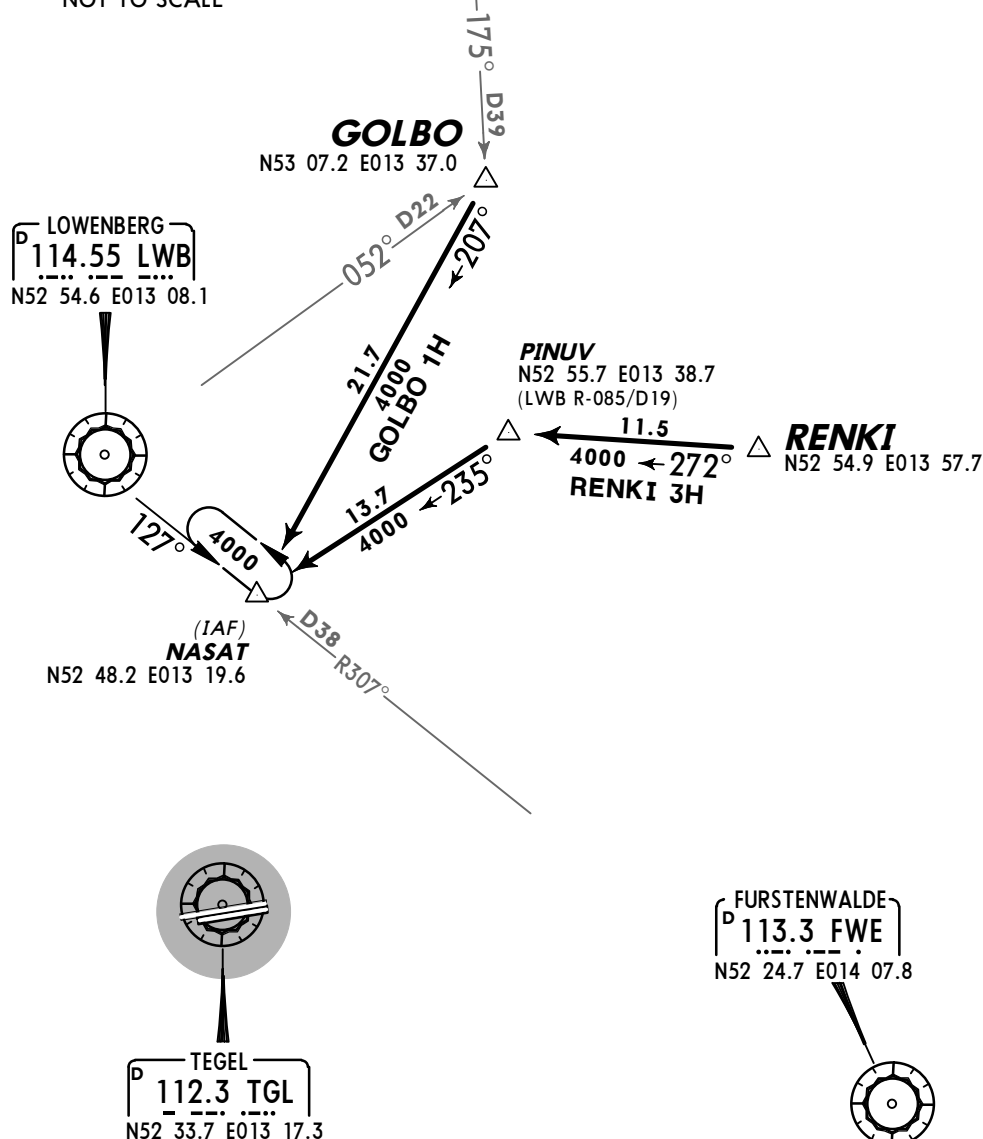
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



GOLBO ONE HOTEL (GOLBO 1H) [GOLB1H]
RENKI THREE HOTEL (RENKI 3H) [RENK3H]
RWYS 26L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY



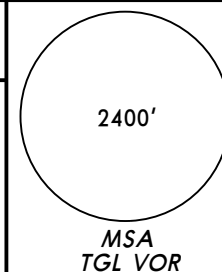
**VERTICAL PLANNING
INFORMATION**
Pilots should plan for possible
descent clearance of at or below
FL80 by NASAT.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**



D-ATIS
112.3 125.9

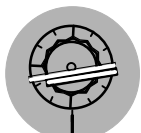
Apt Elev
122'

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



AKUDI THREE ZULU (AKUDI 3Z) [AKUD3Z]
MILGU TWO ZULU (MILGU 2Z) [MILG2Z] ①
NUKRO FOUR ZULU (NUKRO 4Z) [NUKR4Z]
RUDAK FOUR ZULU (RUDAK 4Z) [RUDA4Z] ①

RWYS 08L/R ARRIVALS
FROM SOUTH



TEGEL
P 112.3 TGL
N52 33.7 E013 17.3

① BRNAV equipment necessary.

FURSTENWALDE
P 113.3 FWE
N52 24.7 E014 07.8



(IAF)
LERSI
N52 09.2 E012 42.9
D48 R197° LWB 114.55
4000
017°

RUDAK
N51 46.7 E012 55.0
RUDAK 4Z ①
23.8
4000
339°



NOT TO SCALE

(IAF)
KLASDORF
P 115.15 KLF
N52 01.2 E013 33.8

4000
R085°
R171°
R201°
4000
021°
D

32
4000
NUKRO 4Z
N52 02.9 E014 25.0
265°
152° D24
4000
173°
353°

MILGU
N51 34.3 E013 01.8
(KLF D33)
059° 12.6
4000
MILGU 2Z ①

NOLNI
N51 40.4 E013 19.6

AKUDI 3Z
5000
4000
27
351°
D

AKUDI
N51 34.0 E013 39.4

② Operational altitude
due to Night Low
Flying System.

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:

AKUDI 3Z, MILGU 2Z: at or below **FL110** by KLF.

NUKRO 4Z: at or below **FL140** by NUKRO,

at or below **FL110** by KLF.

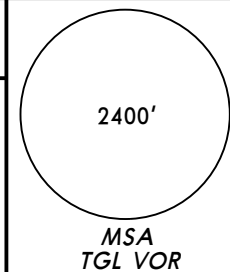
RUDAK 4Z: at or below **FL100** by LERSI.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

D-ATIS
112.3 125.9

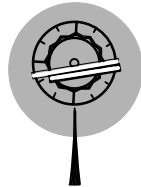
Apt Elev
122'

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



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]

RWYS 26L/R ARRIVALS
FROM SOUTH



TEGEL
P 112.3 TGL
N52 33.7 E013 17.3

① BRNAV equipment necessary.

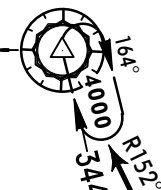


② Operational altitude
due to Night Low
Flying System.

(IAF)
KLASDORF
P 115.15 KLF
N52 01.2 E013 33.8

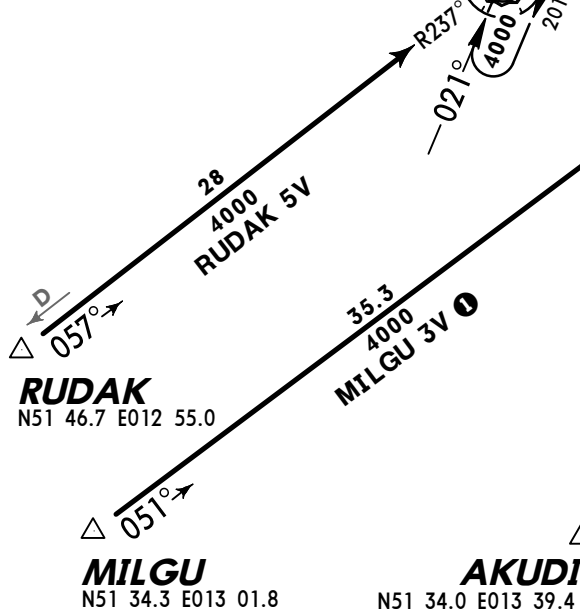


(IAF)
FURSTENWALDE
P 113.3 FWE
N52 24.7 E014 07.8



(IAF)
ATGUP
N51 55.4 E013 47.3

NUKRO
N52 02.9 E014 25.0



VERTICAL PLANNING INFORMATION

Pilots should plan for possible
descent clearance as follows:

AKUDI 4V, MILGU 3V:
at or below **FL140** by ATGUP.

NUKRO 3V:
at or below **FL140** by NUKRO,
at or below **FL90** by FWE.

RUDAK 5V:
at or below **FL120** by KLF.

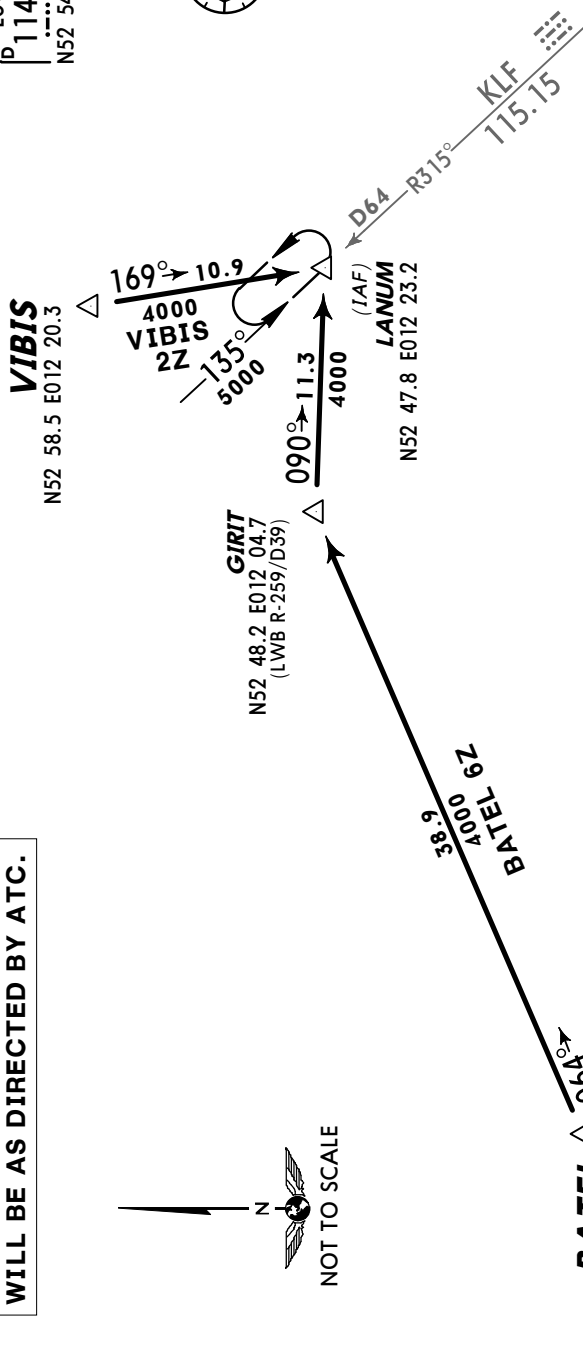
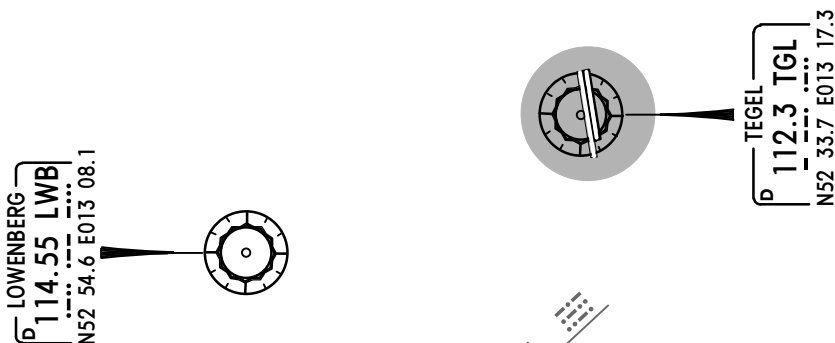
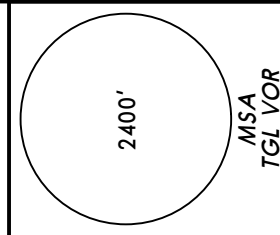
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

D-ATIS
112.3 125.9

Apt Elev
122'

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

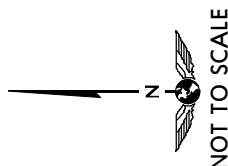
BATEL SIX ZULU (BATEL 6Z) [BATE6Z]
VIBIS TWO ZULU (VIBIS 2Z) [VIBI2Z]
RWYS 08L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY



**VERTICAL PLANNING
INFORMATION**

Pilots should plan for possible
descent clearance of at or below
FL100 by LANUM.

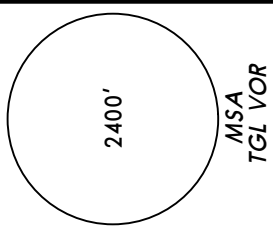
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**



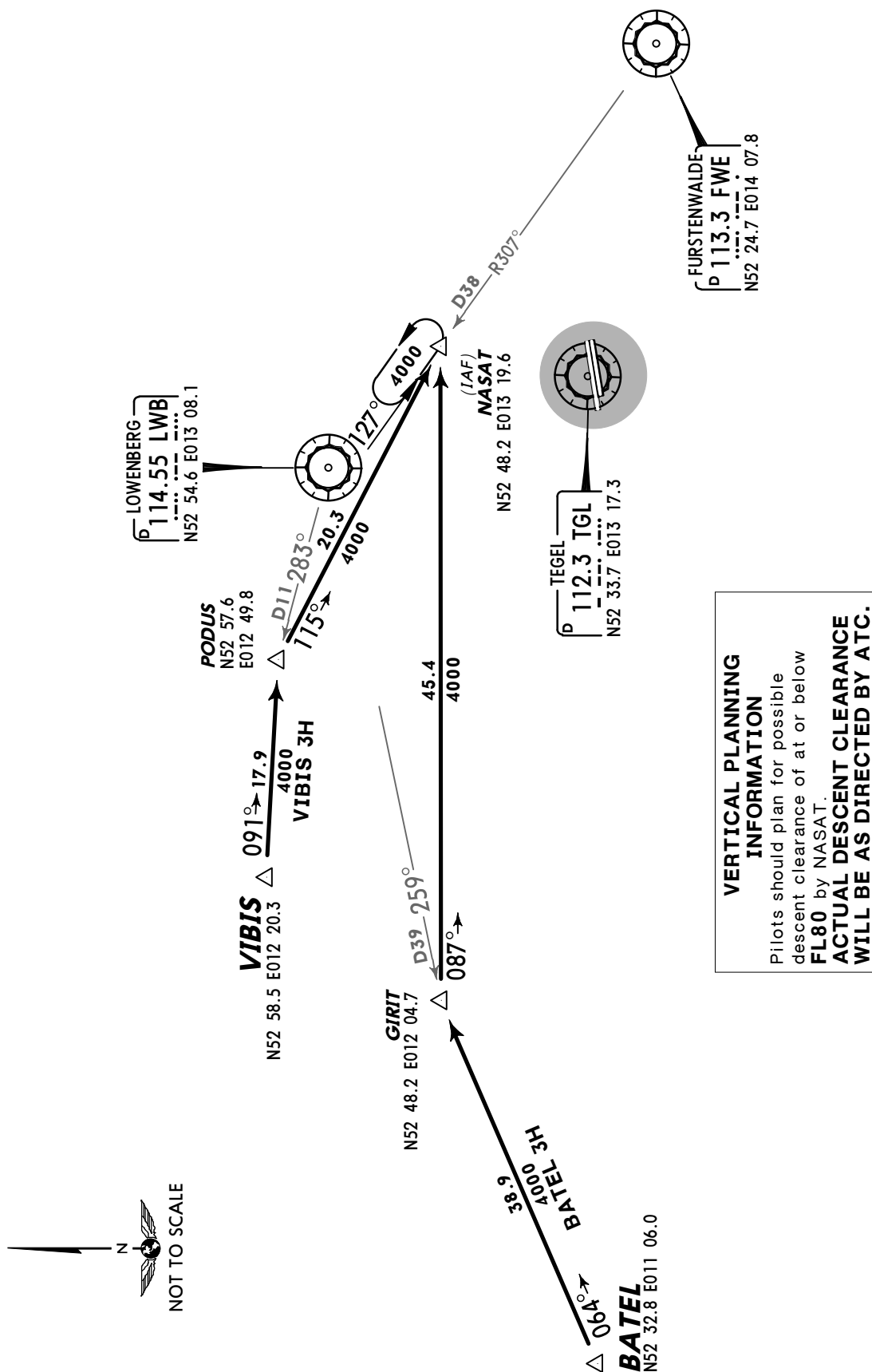
D-ATIS
112.3 125.9

Apt Elev
122'

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



**BATEL THREE HOTEL (BATEL 3H) [BATE3H]
VIBIS THREE HOTEL (VIBIS 3H) [VIBI3H]
RWYS 26L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY**



*D-ATIS
112.3
125.9Apt Elev
122'

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 (even without profile) are always mandatory, unless cancelled by ATC.

2400'

MSA
TGL VOR

LANUM 08L [LA08L], LANUM 08R [LA08R]

RWYS 08L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

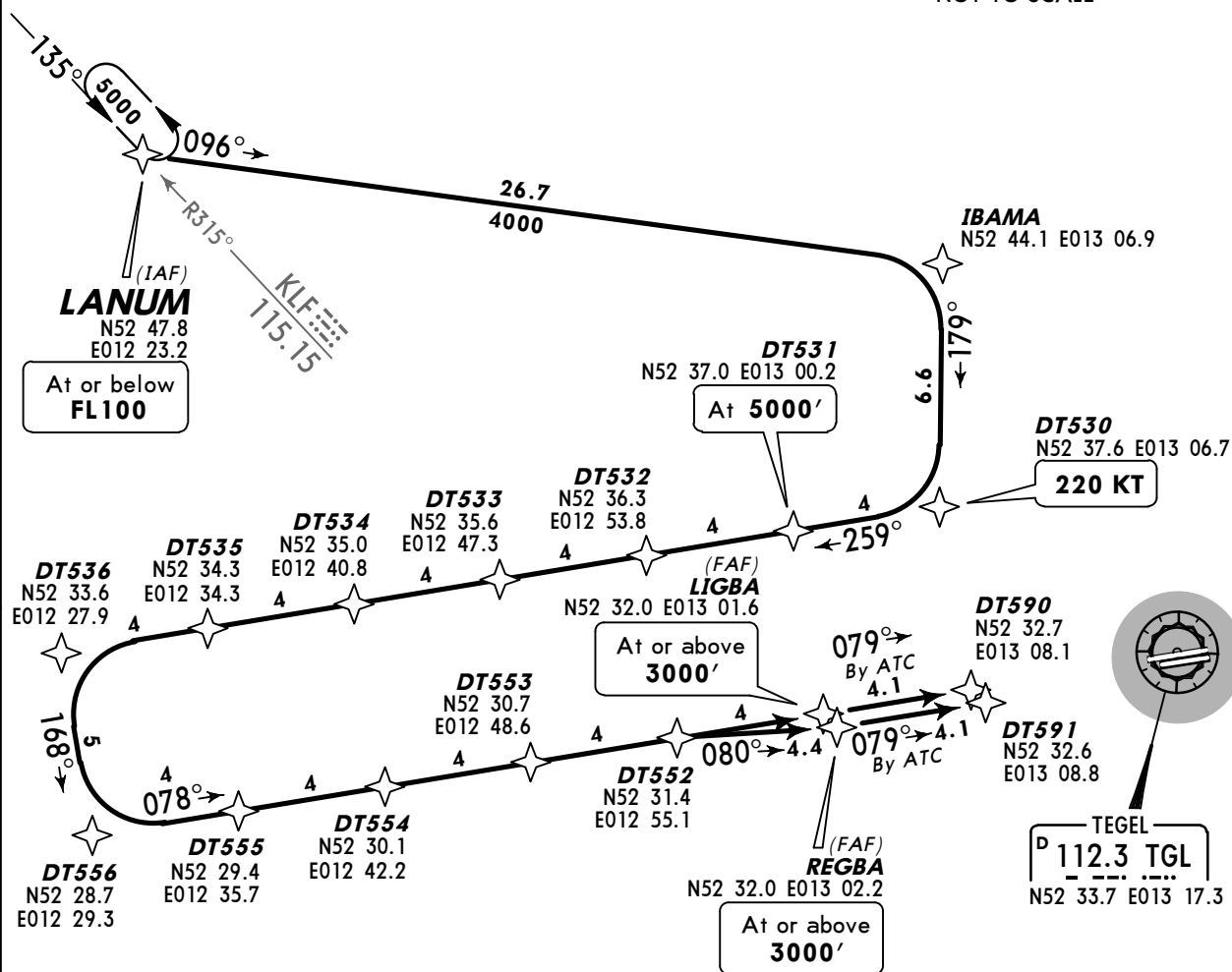
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTH

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

NOT TO SCALE



TRANSITION

ROUTING

LANUM 08L

LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 - LIGBA (3000'+).

LANUM 08R

LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 - DT552 - REGBA (3000'+).

*D-ATIS
112.3
125.9Apt Elev
122'

Alt Set: hPa (IN on request)

Trans level: By ATC Trans alt: 5000'

1. On downwind expect vectors to final.

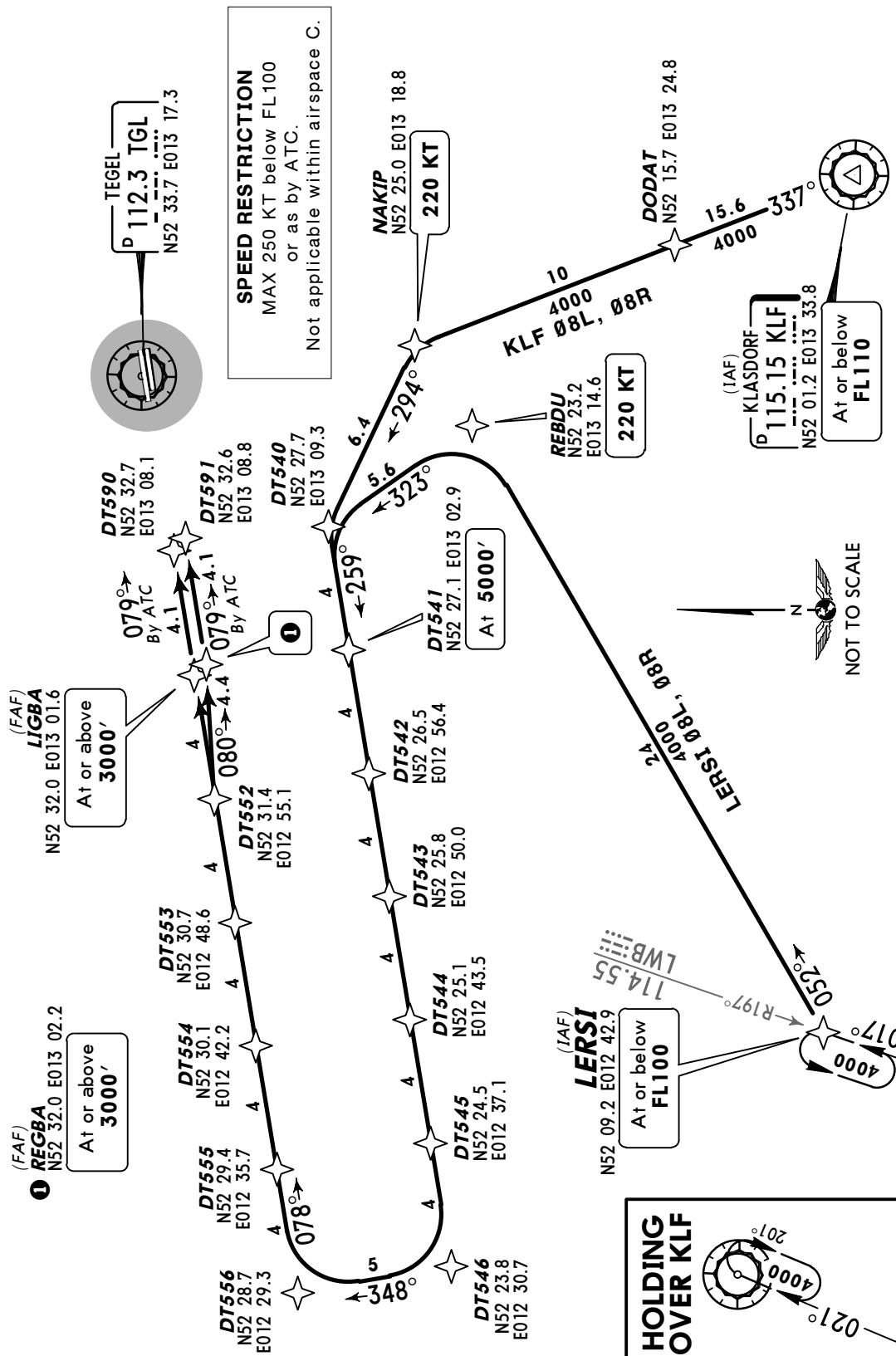
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

KLF Ø8L [KLØ8L], KLF Ø8R [KLØ8R]
LERSI Ø8L [LEØ8L], LERSI Ø8R [LEØ8R]
RWYS 08L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

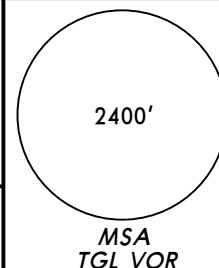
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH

2400'

MSA
TGL VOR

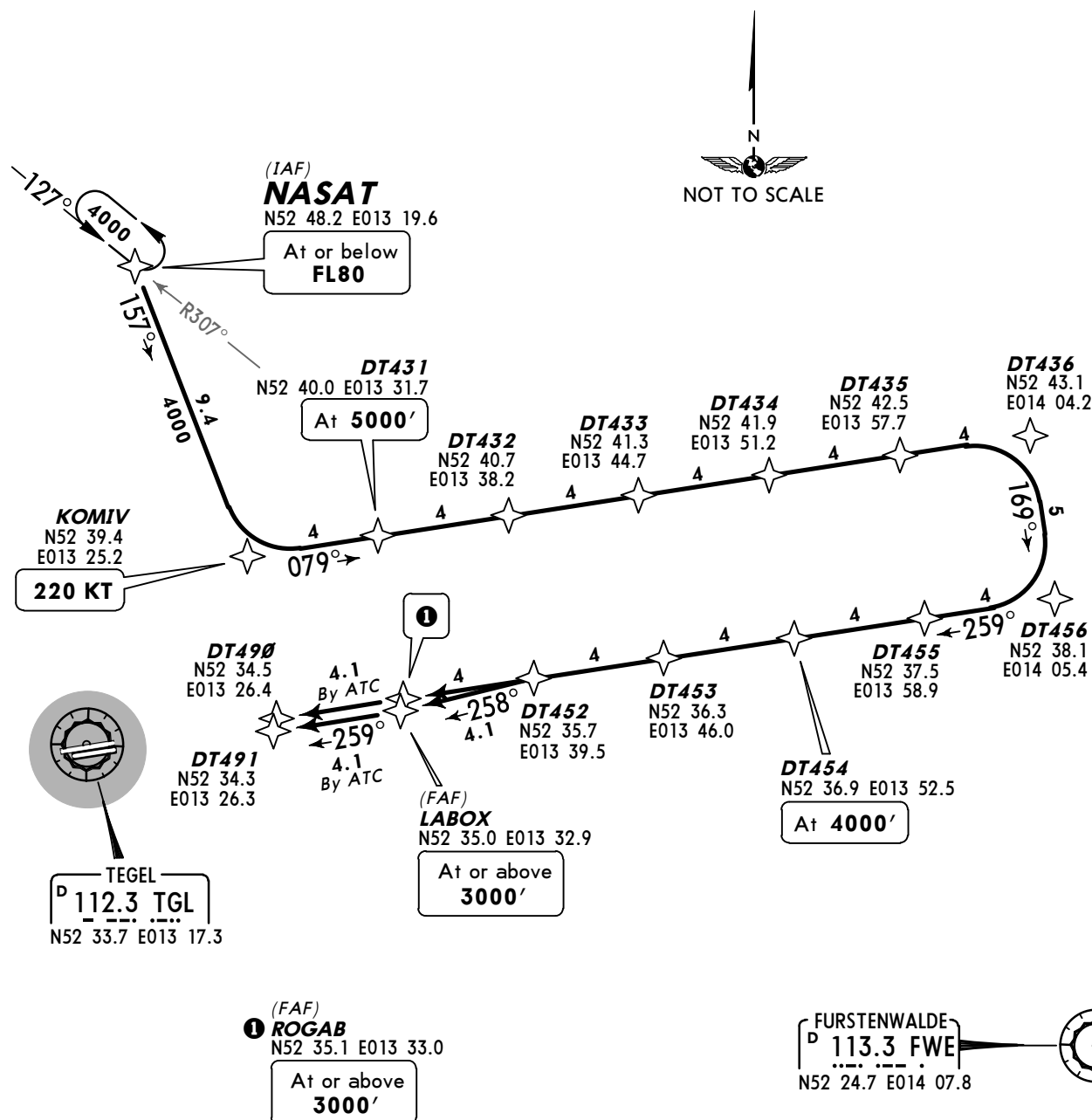
D-ATIS
112.3
125.9Apt Elev
122'

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 (even without profile) are always mandatory, unless cancelled by ATC.



NASAT 26L [NA26L], NASAT 26R [NA26R] RWYS 26L/R RNAV TRANSITIONS

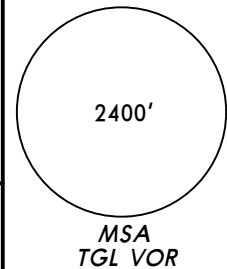
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTH

TRANSITION	ROUTING
NASAT 26L	NASAT (FL80-) - KOMIV (K220) - DT431 (5000') - DT436 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
NASAT 26R	NASAT (FL80-) - KOMIV (K220) - DT431 (5000') - DT436 - DT456 - DT454 (4000') - ROGAB (3000'+).

D-ATIS
112.3
125.9Apt Elev
122'

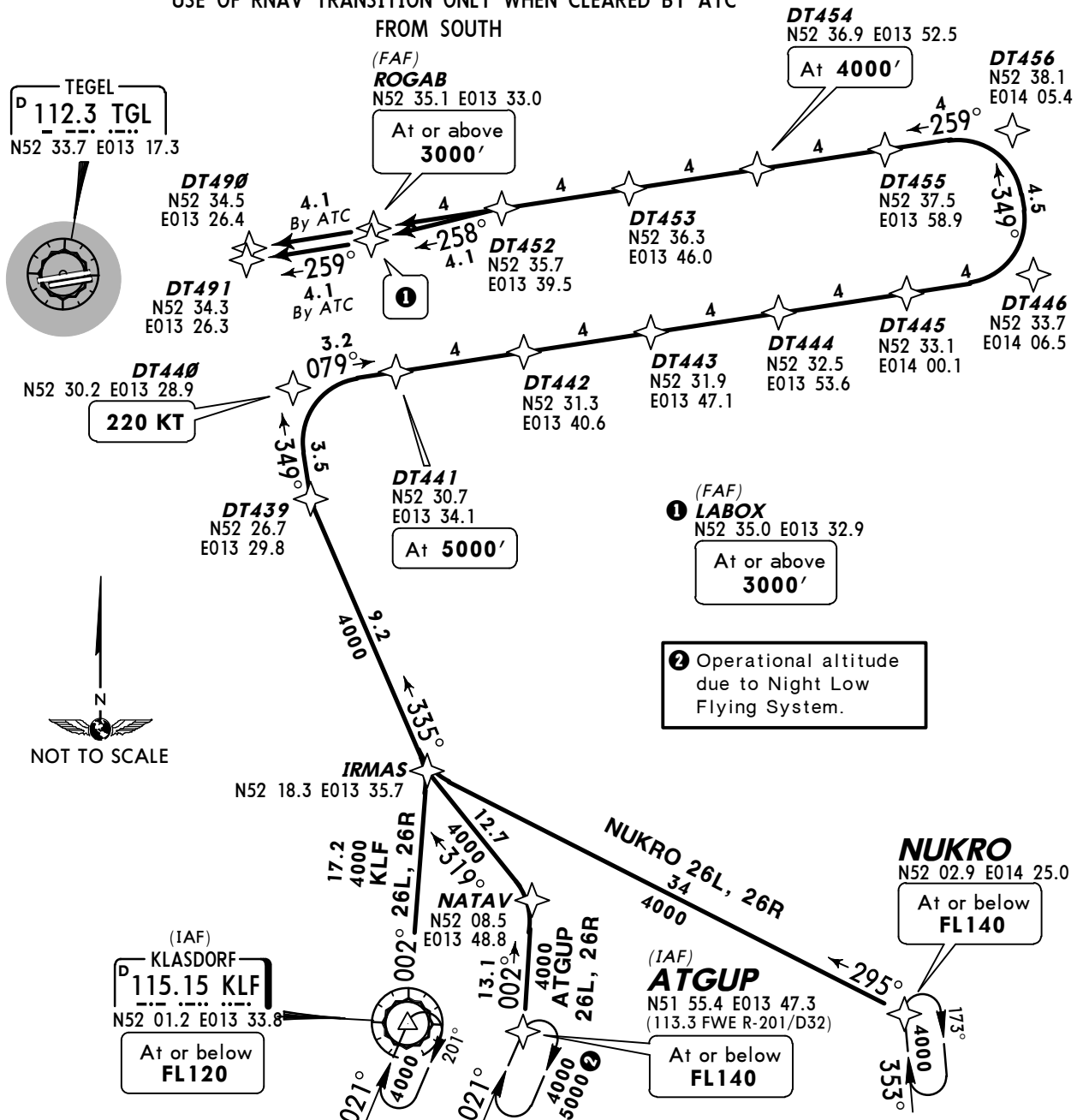
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



ATGUP 26L [AT26L], ATGUP 26R [AT26R], KLF 26L [KL26L]
KLF 26R [KL26R], NUKRO 26L [NU26L], NUKRO 26R [NU26R]

RWYS 26L/R RNAV TRANSITIONS

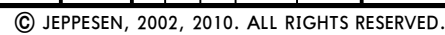
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH

TRANSITION

ROUTING

ATGUP 26L	ATGUP (FL140-) - NATAV - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
ATGUP 26R	ATGUP (FL140-) - NATAV - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).
KLF 26L	KLF (FL120-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
KLF 26R	KLF (FL120-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).
NUKRO 26L	NUKRO (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
NUKRO 26R	NUKRO (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).



BREMEN Radar
120.62

Apt Elev
122'

- 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 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 3. RWYs 08L/R: EXPECT close-in obstacles.

BRUNKENDORF SIX LIMA (BKD 6L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R DEPARTURES

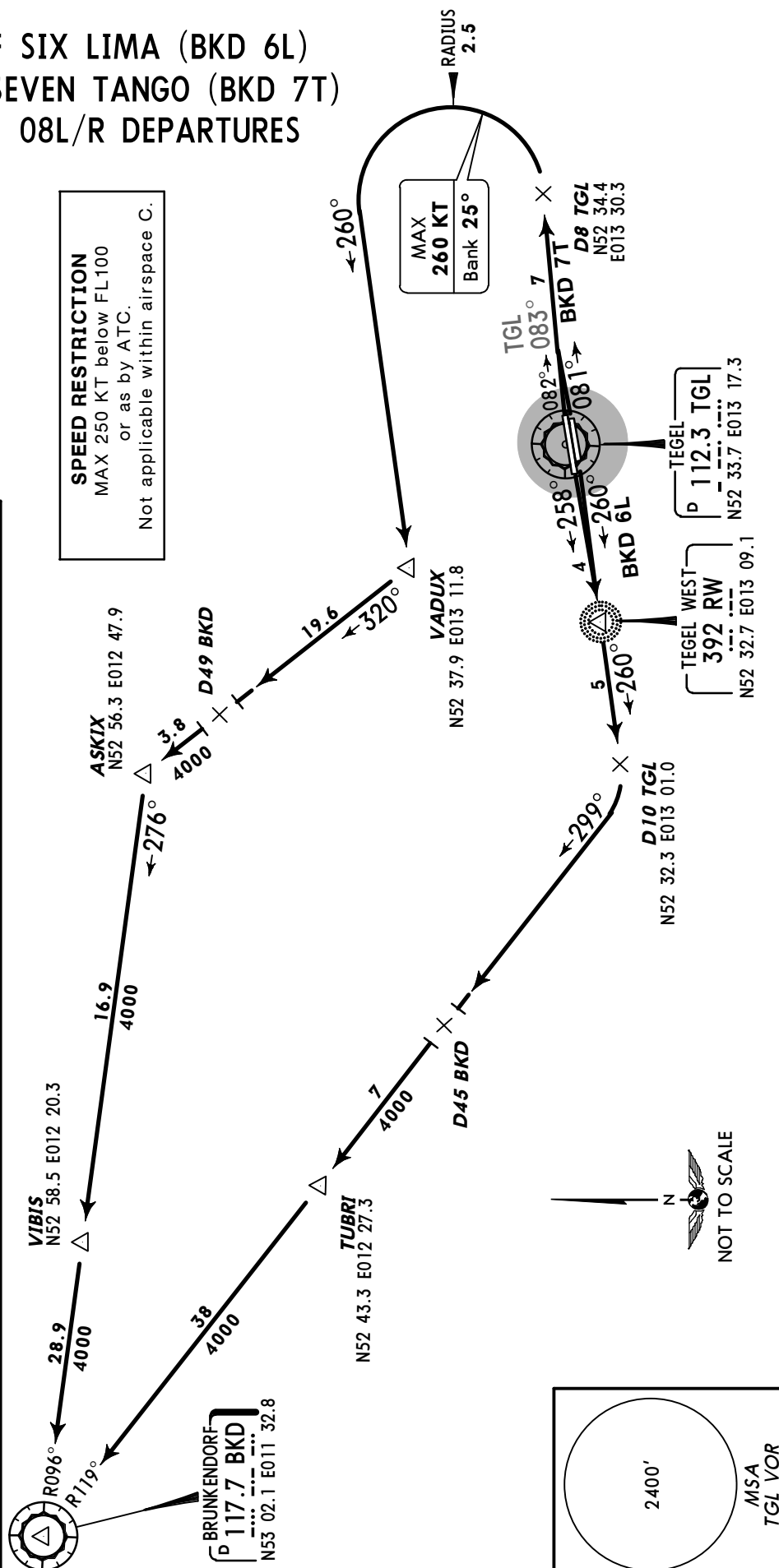
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

BKD 6L: Initial climb clearance **4000'**
BKD 7T: Initial climb clearance **5000'**

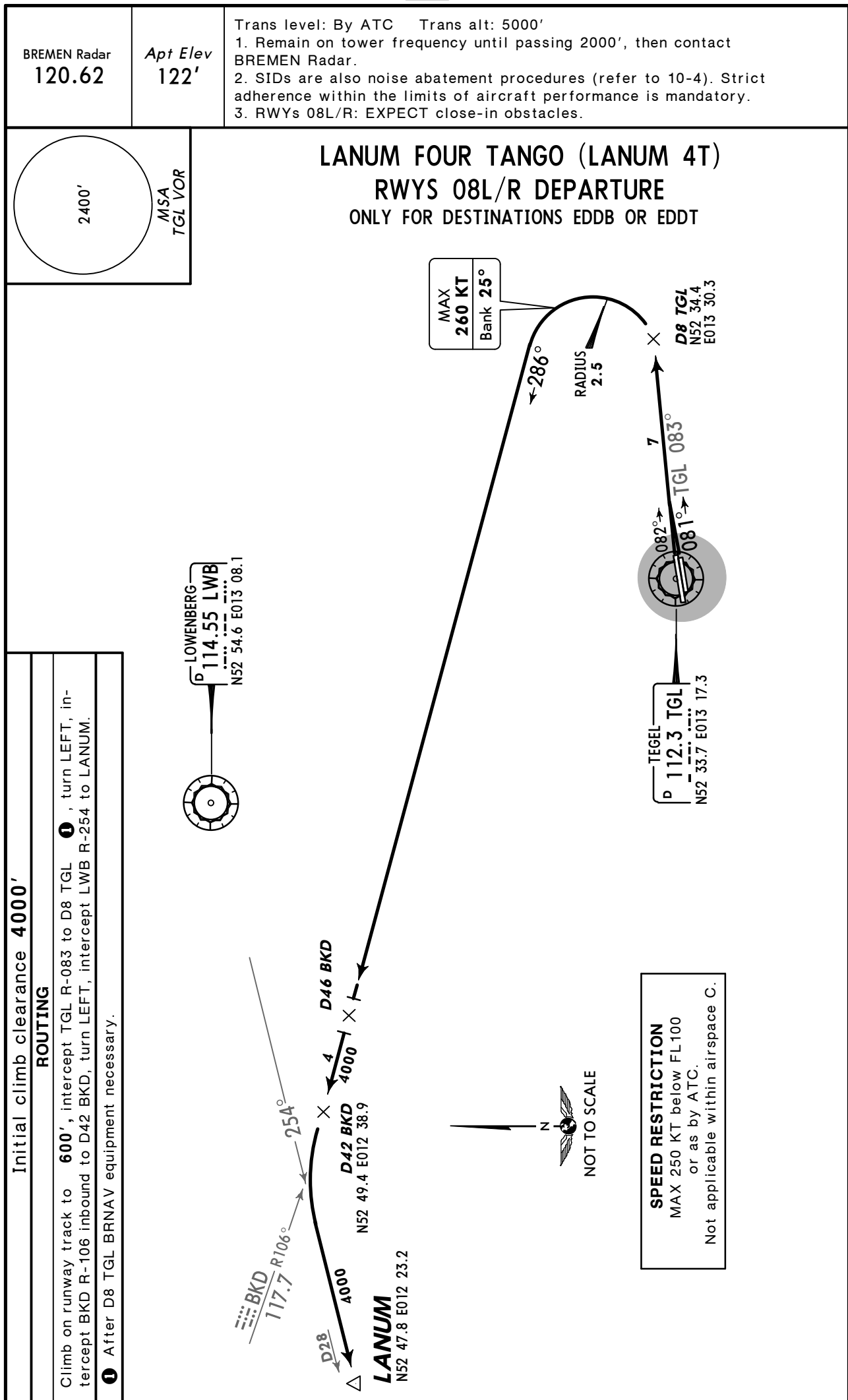
ROUTING

- | SID | RWY | ROUTING |
|--------|-------|--|
| BKD 6L | 26L/R | Climb on runway track to 600' , then to RW, 260° bearing to D10 TGL 1 , turn RIGHT, 299° track via TUBRI to BKD. |
| BKD 7T | 08L/R | Climb on runway track to 600' , intercept TGL R-083 to D8 TGL 2 , turn LEFT, 260° track to VADUX, turn RIGHT, 320° track to ASKIX, turn LEFT, 276° track via VIBIS to BKD. |

- 1 After D10 TGL BRNAV equipment necessary.
- 2 After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2T.



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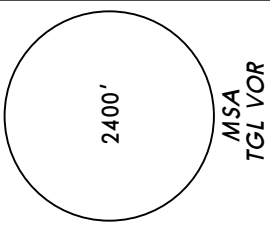


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BREMEN Radar
120.62

Apt Elev
122'

- 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 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 3. RWYs 08L/R: EXPECT close-in obstacles.

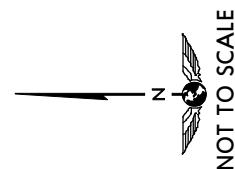
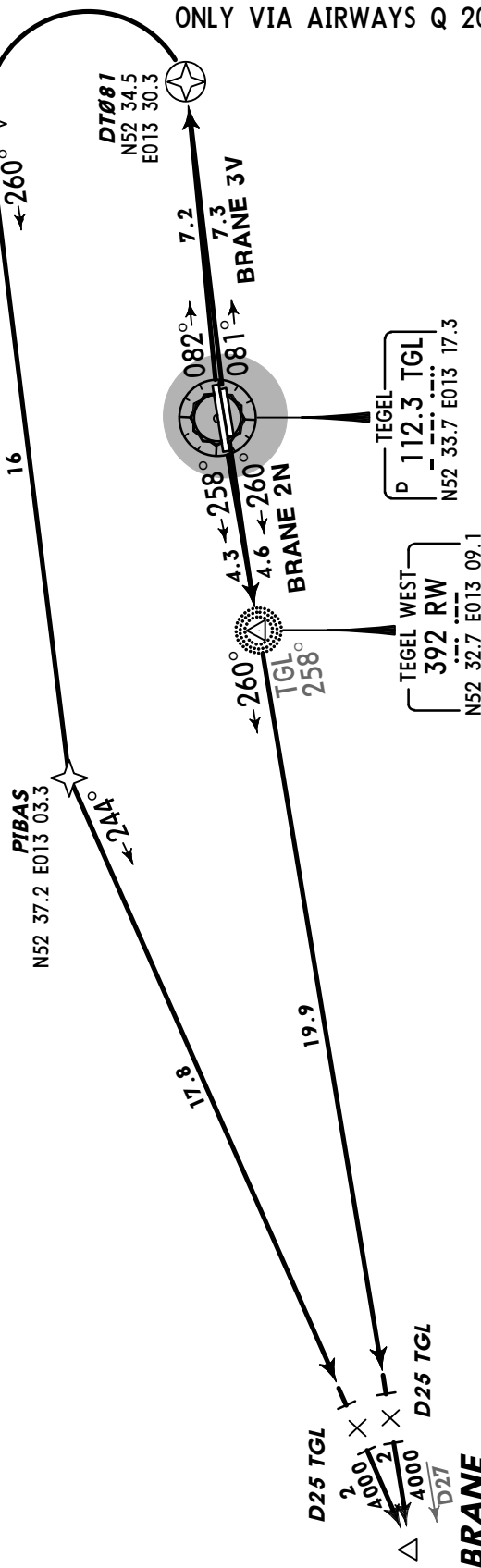


**BRANE TWO NOVEMBER (BRANE 2N) [BRAN2N]
BRANE THREE VICTOR (BRANE 3V) [BRAN3V]
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3)**

ONLY VIA AIRWAYS Q 201 OR Y 200

DT084
N52 39.5 E013 29.3

MAX
260 KT



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

BRANE 2N: Initial climb clearance 4000'
BRANE 3V: Initial climb clearance 5000'

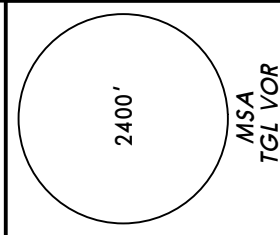
SID	ROUTING	
	RWY	
BRANE 2N	26L/R	(600' +) - RW - BRANE.
BRANE 3V	08L/R	(600' +) - DT081 - DT084 (K260-) - PIBAS - BRANE.

BREMEN Radar
120.62

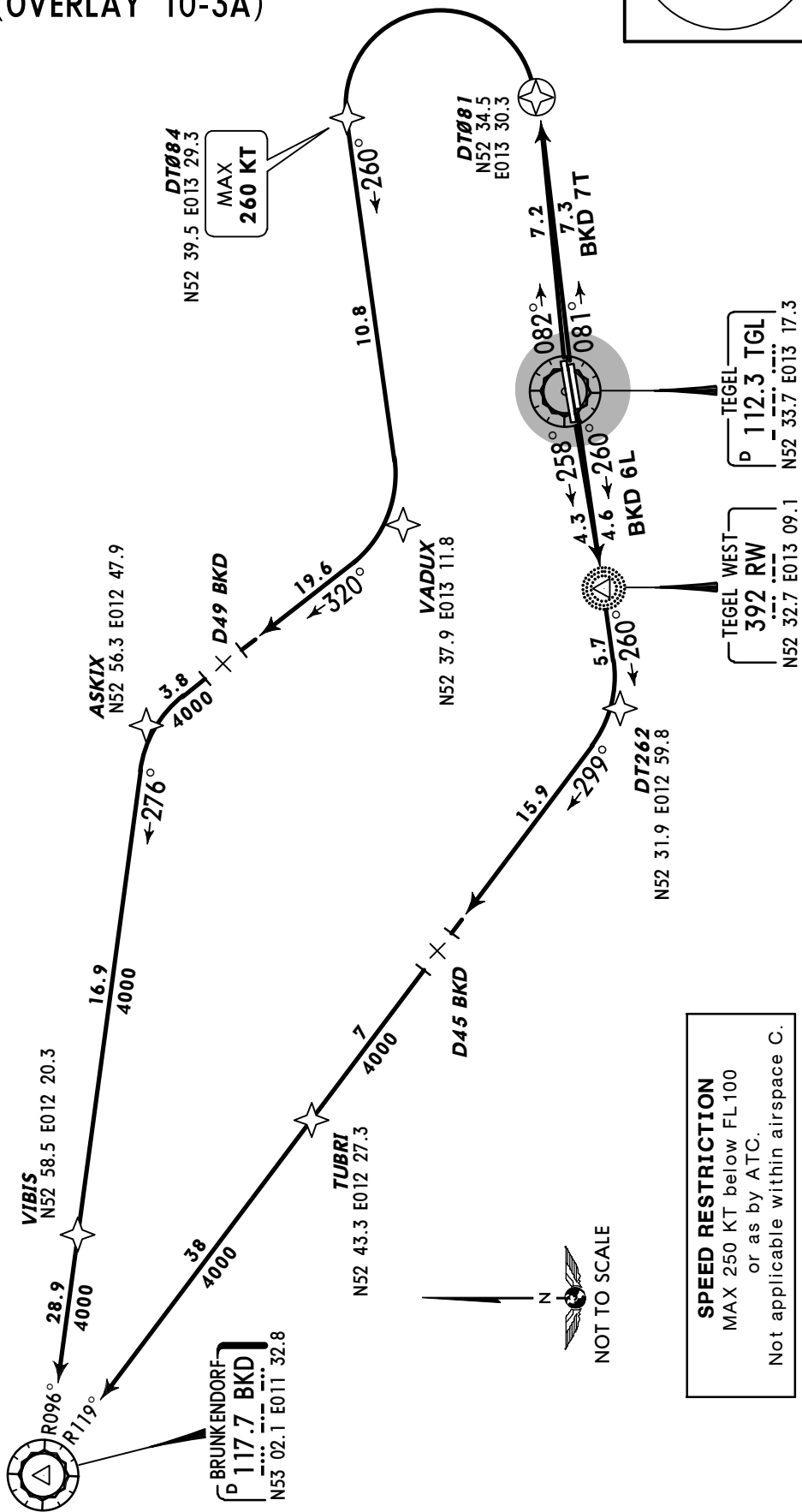
Apt Elev
122'

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. Strict adherence within the limits of aircraft performance is mandatory. 3. RWYs 08L/R: EXPECT close-in obstacles.

BRUNKENDORF SIX LIMA (BKD 6L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3A)



BKD 6L: Initial climb clearance 4000' BKD 7T: Initial climb clearance 5000'		
SID	RWY	ROUTING
BKD 6L	26L/R	(600' +) - RW - DT262 - TUBRI - BKD.
BKD 7T	08L/R	(600' +) - DT081 - DT084 (K260-) - VADUX - ASKIX - VIBIS - BKD.

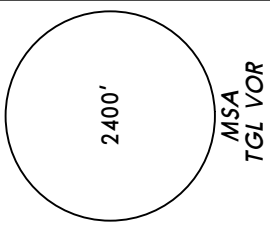


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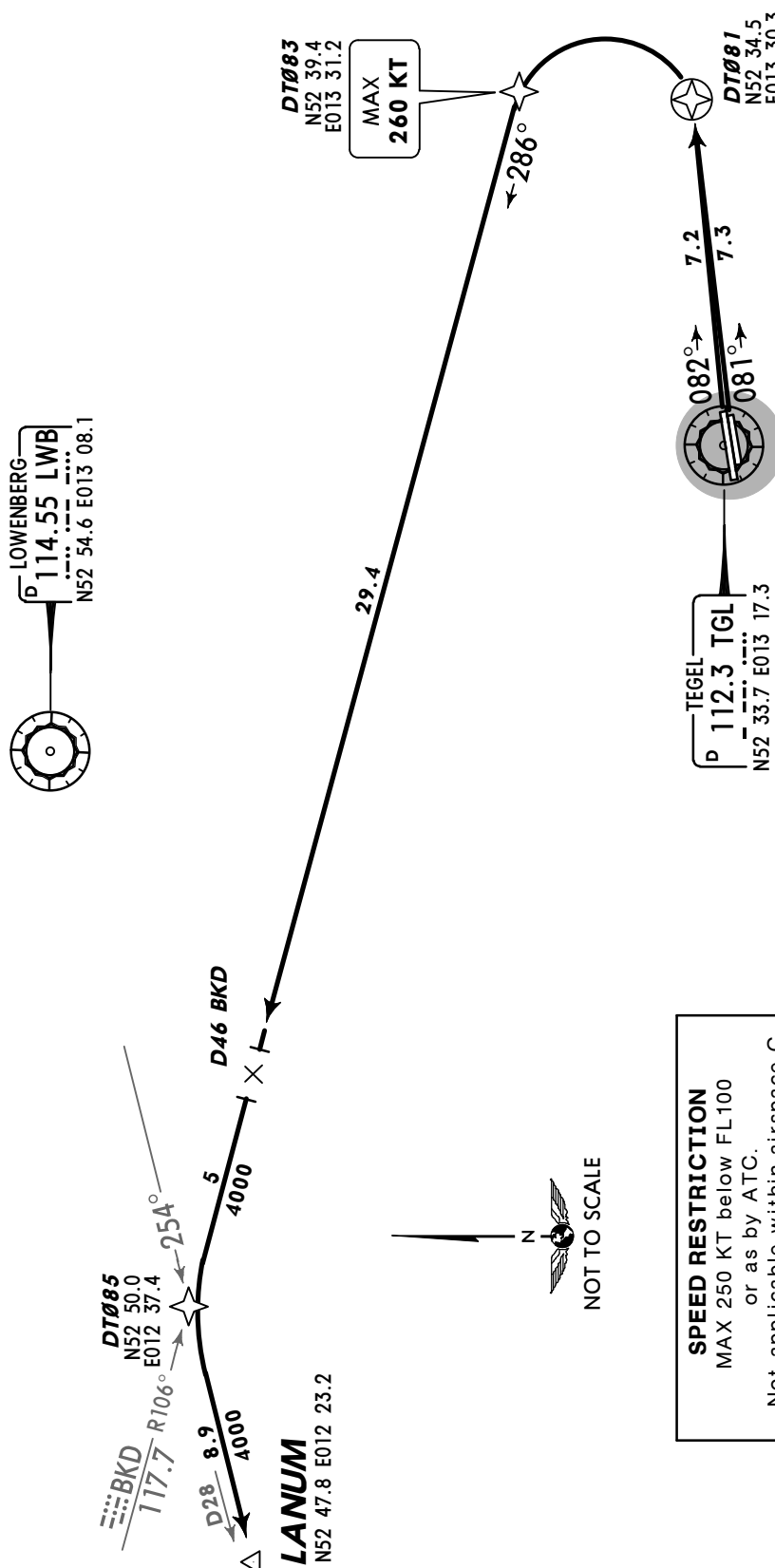
BREMEN Radar
120.62

Apt Elev
122'

- 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 10-4). Strict adherence within the limits of aircraft performance is mandatory.
 3. RWYs 08L/R: EXPECT close-in obstacles.



LANUM FOUR TANGO (LANUM 4T) [LANU4T]
RWYS 08L/R RNAV DEPARTURE
(OVERLAY 10-3C)
ONLY FOR DESTINATIONS EDDB OR EDDT



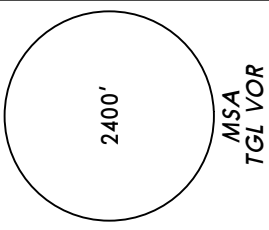
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 4000'
ROUTING
(600'+) - DT081 - DT083 (K260-) - DT085 - LANUM.

BREMEN Radar
120.62

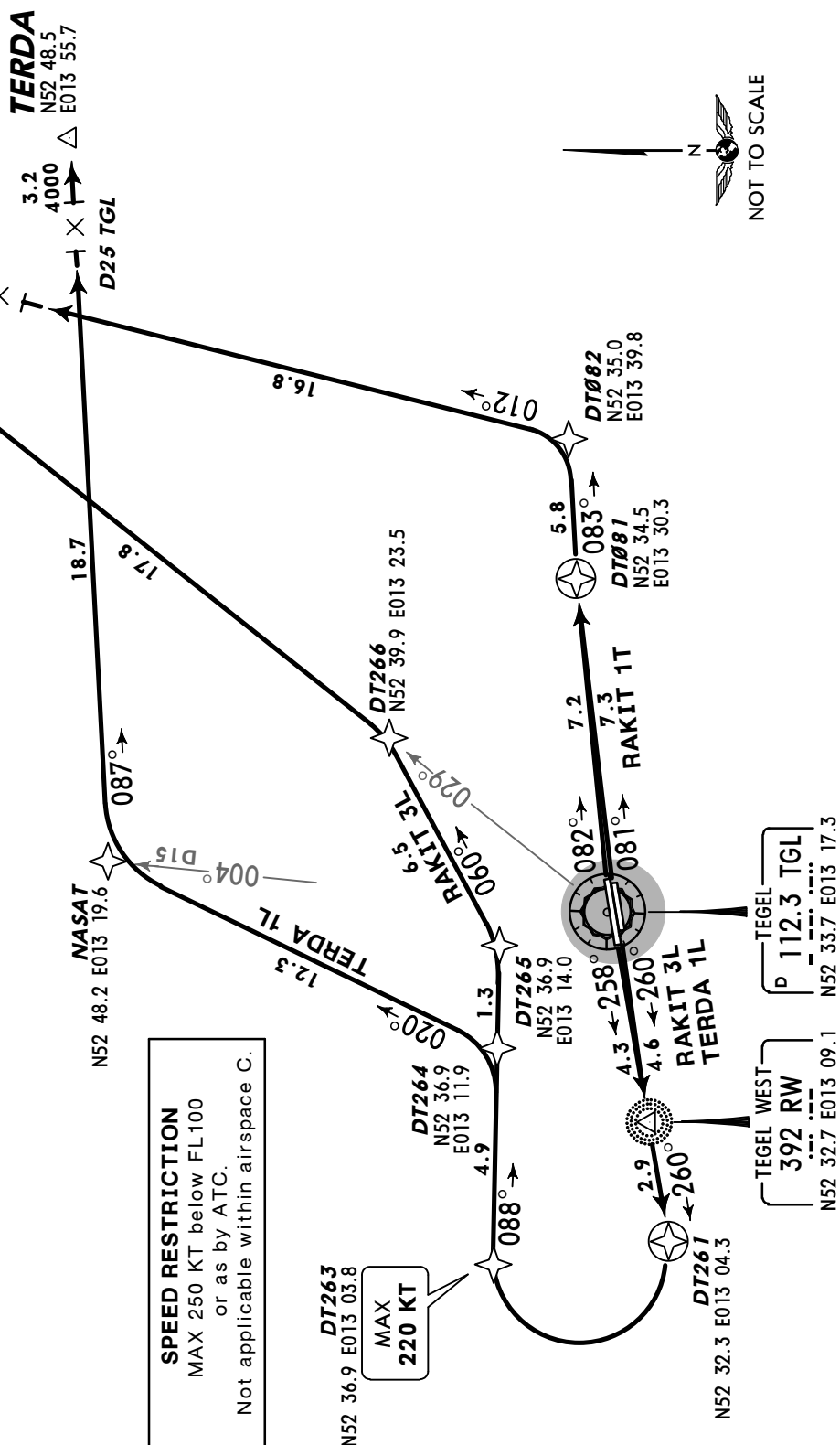
Apt Elev
122'

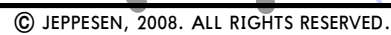
Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. RWYs 08L/R: EXPECT close-in obstacles.



RAKIT THREE LIMA (RAKIT 3L) [RAKI3L]
RAKIT ONE TANGO (RAKIT 1T) [RAKI1T]
TERDA ONE LIMA (TERDA 1L) [TERD1L]
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3D)

RAKIT 3L, TERDA 1L: Initial climb clearance 4000' RAKIT 1T: Initial climb clearance 5000'	
SID	ROUTING
RAKIT 3L	(600'+) - RW - DT261 - DT263 (K220-) - DT265 - DT266 - RAKIT.
RAKIT 1T	(600'+) - DT081 - DT082 - RAKIT.
TERDA 1L	(600'+) - RW - DT261 - DT263 (K220-) - DT264 - NASAT - TERDA.
① Only for destinations EDDB or EDDT.	





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ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
08L	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RE	RVR			8885' 2708m	1	151' 46m
26R	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RW	RVR			8946' 2727m		

1 TAKE-OFF RUN AVAILABLERWY 08L:

From rwy head 9918' (3023m)
 twy RW int 6473' (1973m)
 twy TM/TN int 6365' (1940m)

RWY 26R:

From rwy head 9918' (3023m)
 twy RE int 6447' (1965m)

08R	HIRL CL HIALS SFL PAPI-L (3.0°)	RVR	7625' 2324m	6693' 2040m	2	151' 46m
26L	HIRL CL HIALS-II SFL TDZ PAPI-L (3.0°)	RVR	7244' 2208m	6068' 1850m		

2 TAKE-OFF RUN AVAILABLERWY 08R:

From rwy head 7966' (2428m)
 twy TS int 6220' (1896m)

RWY 26L:

From rwy head 7966' (2428m)
 twy RE int 5551' (1692m)

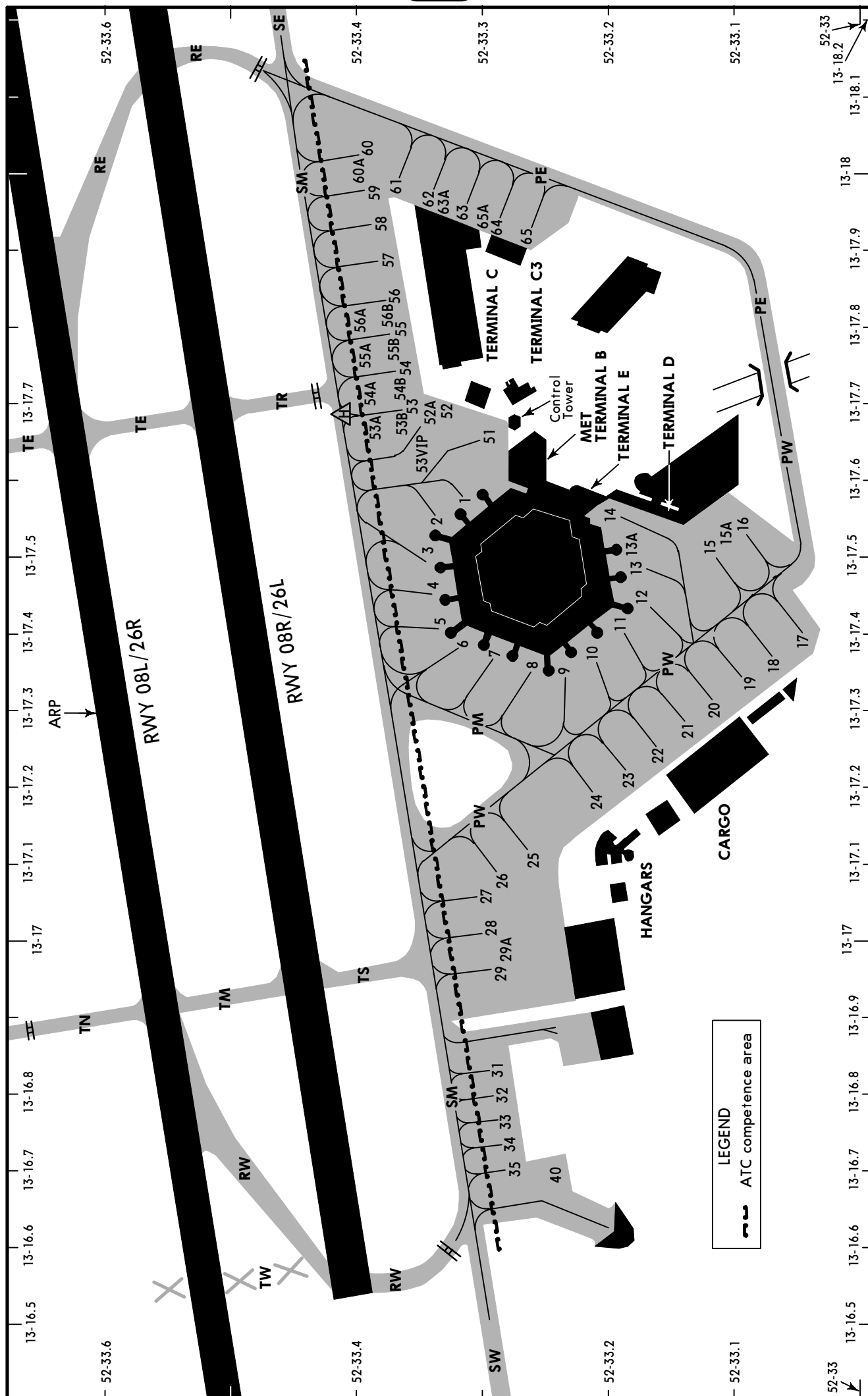
INS COORDINATES

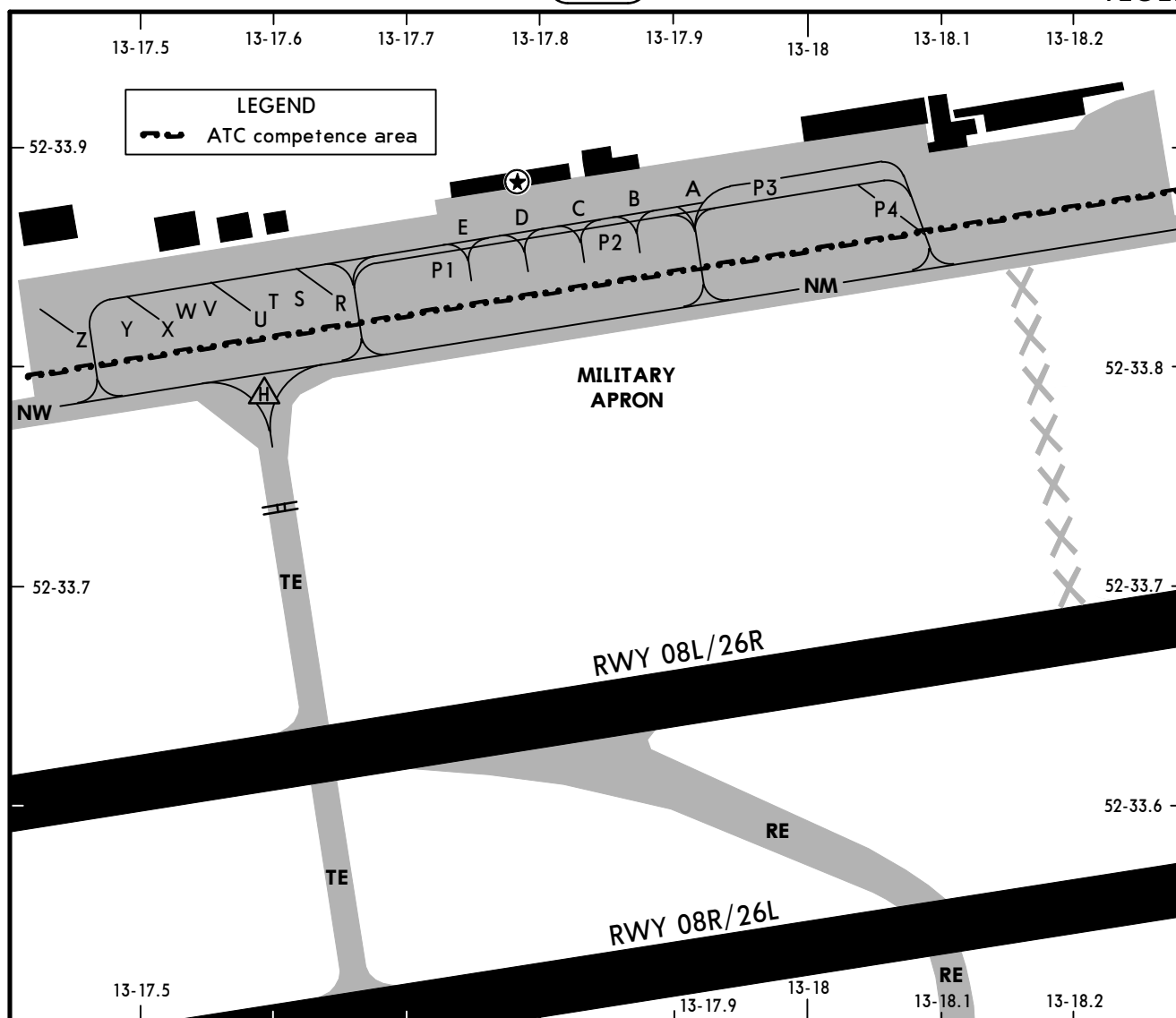
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N52 33.3 E013 17.5	31, 32	N52 33.3 E013 16.8
3 thru 5	N52 33.3 E013 17.4	33 thru 35	N52 33.3 E013 16.7
6 thru 9	N52 33.3 E013 17.3	51	N52 33.3 E013 17.6
10	N52 33.2 E013 17.3	52	N52 33.4 E013 17.6
11 thru 13A	N52 33.2 E013 17.4	52A	N52 33.3 E013 17.6
14	N52 33.2 E013 17.5	53 thru 53VIP	N52 33.4 E013 17.6
15 thru 16	N52 33.1 E013 17.5	54 thru 55B	N52 33.4 E013 17.7
17	N52 33.1 E013 17.4	56 thru 57	N52 33.4 E013 17.8
18 thru 20	N52 33.1 E013 17.3	58, 59	N52 33.4 E013 17.9
21	N52 33.1 E013 17.2	60	N52 33.4 E013 18.0
22, 23	N52 33.2 E013 17.2	60A thru 62	N52 33.4 E013 17.9
24	N52 33.2 E013 17.1	63 thru 65A	N52 33.3 E013 17.9
25	N52 33.3 E013 17.1		
26 thru 28	N52 33.3 E013 17.0		
29, 29A	N52 33.3 E013 16.9		

StandardTAKE-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					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

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





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A, B	N52 33.9 E013 17.9	P3, P4	N52 33.9 E013 18.0
C, D	N52 33.9 E013 17.8	R	N52 33.8 E013 17.7
E	N52 33.9 E013 17.7	S thru V	N52 33.8 E013 17.6
P1	N52 33.8 E013 17.7	W thru Z	N52 33.8 E013 17.5
P2	N52 33.8 E013 17.9		

STAND ENTRY GUIDANCE SYSTEM

A. GENERAL

Pilot interpreted guidance systems for aircraft parking consists of two separate elements:

- the centerline guidance system
- the stopping guidance system

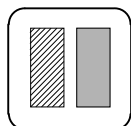
B. CENTERLINE GUIDANCE SYSTEMS

AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.

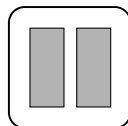
It consists of a unit emitting red and/or green light signals-mounted on the front of the piers at pilot eye level-aligned for interpretation by the pilot in the Left hand seat. The signals are to be interpreted as follows:

RED GREEN



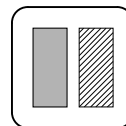
Left of centerline.
Turn towards GREEN.

GREEN GREEN



Aircraft on
centerline.

GREEN RED



Right of centerline.
Turn towards GREEN.

C. STOPPING GUIDANCE SYSTEMS

1. SMB-SIDE MARKER BOARD

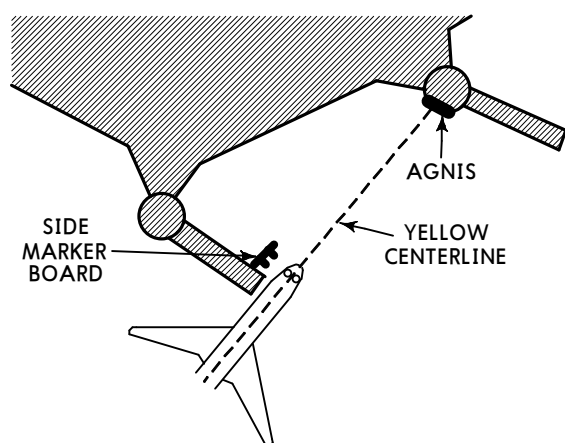
A white base board with vertical slats extending the full height of the base board.

The edge of each slat is painted black, the side towards the taxiway is green, and the side towards the pier is red. Each slat bears the name tag to indicate the aircraft type(s) to which it applies.

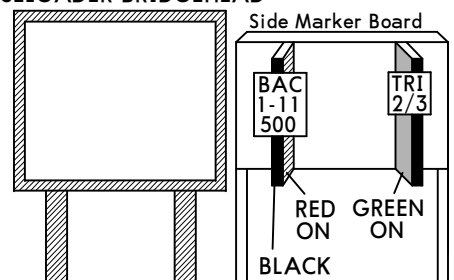
The pilot entering the stand must use extreme care as the side marker board will be hidden by the jetway and will only be visible at the last minute as the aircraft should just about be stopped (refer drawing below).

The pilot entering the stand will see the green side, in correct STOP position the black edge only, passing the STOP position the red side of the slat will begin to appear.

Side marker boards are available at stands 3 through 12 for B727.



NOSELOADER BRIDGEHEAD



Stands 3, 4, 5 & 6

(marking for BAC 1-11 500-TRI 2/3-B737 & B727)

Stands 7, 8, 9, 10, 11 & 12

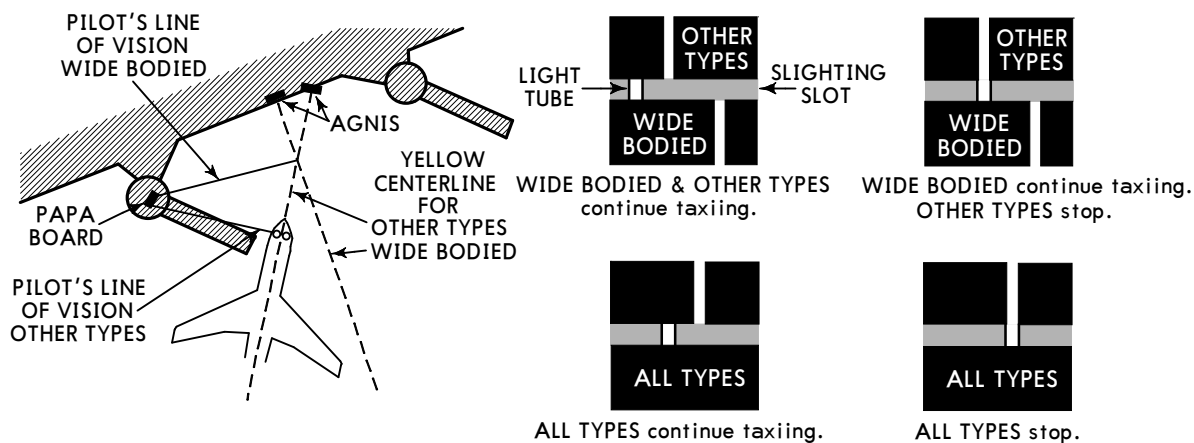
(marking for B727-B737-BAC 1-11-A300 & A320)

2. PARALLAX AIRCRAFT PARKING AID (PAPA)

As shown in the diagram below, the Parallax Aircraft Parking Aid (PAPA) board is located on top of the jetway close to the terminal building.

Taxiing into a stand for which PAPA is provided, the pilot in the left hand seat will see the fluorescent tube appear to move along the slot towards the reference marks. Correct stopping position is reached, when the tubular light registers in line with the appropriate vertical reference mark.

The PAPA is either provided for "ALL TYPES" or for "WIDE BODIED" & "OTHER TYPES".

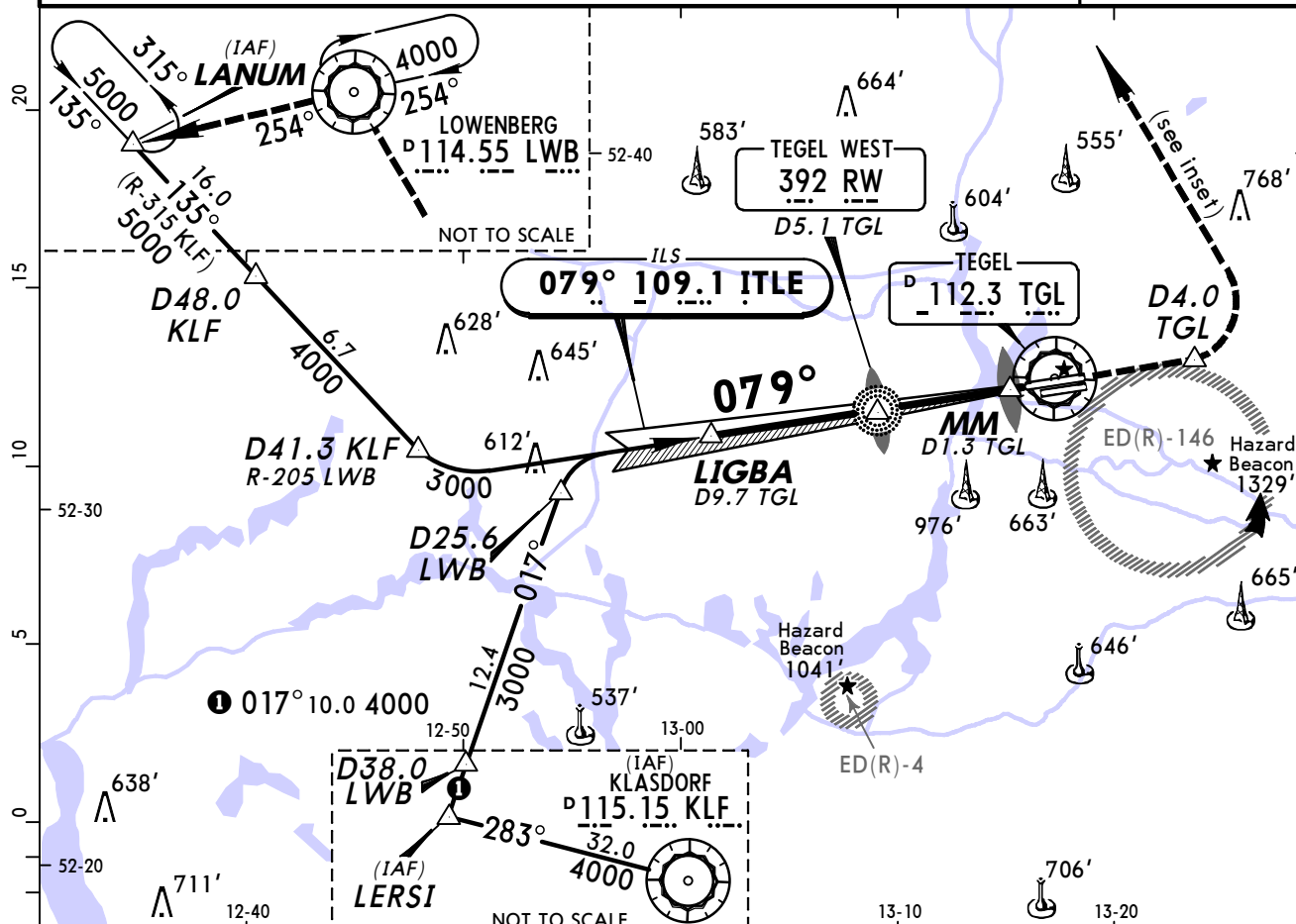


EDDT/TXL
TEGEL

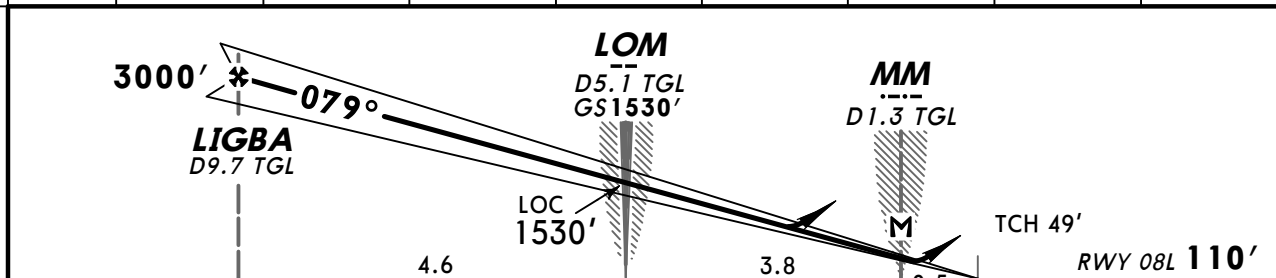
JEPPESSEN
27 MAY 11 (11-1)

BERLIN, GERMANY
ILS or LOC Rwy 08L

D-ATIS	BREMEN Radar (APP) North	South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.75
LOC ITLE 109.1	Final Apch Crs 079°	GS LOM 1530' (1420')	ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 110'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					
LOC: DME required.					



LOC (GS out)	TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2770'	2460'	2140'	1820'	1500'	1180'	860'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	REIL PAPI	
MAP at MM/D1.3 TGL								

Standard STRAIGHT-IN LANDING RWY 08L					LOC (GS out)	
ILS I DA(H) 310' (200')			DA(H) 610' (500')			
FULL	Limited	ALS out	ALS out			
A	RVR 550m		RVR 1500m			
B						
C						
D	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	CMV 2300m	

LACFT: DA(H) 348' (238').

CHANGES: Minimums.

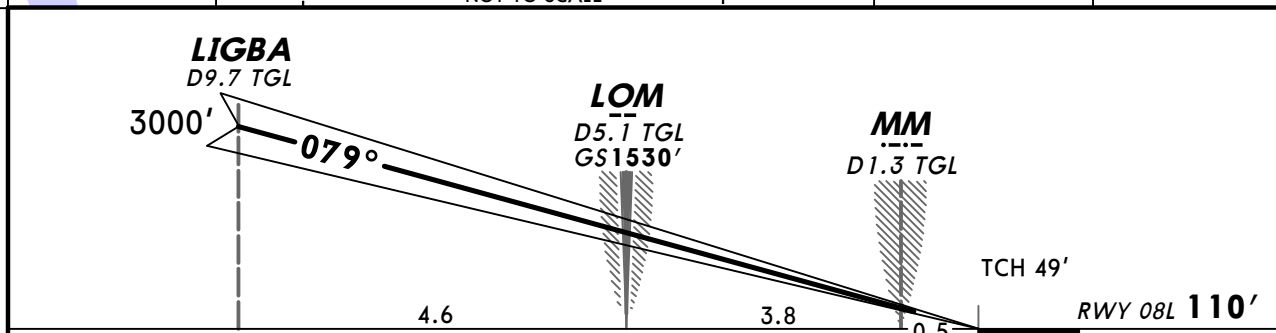
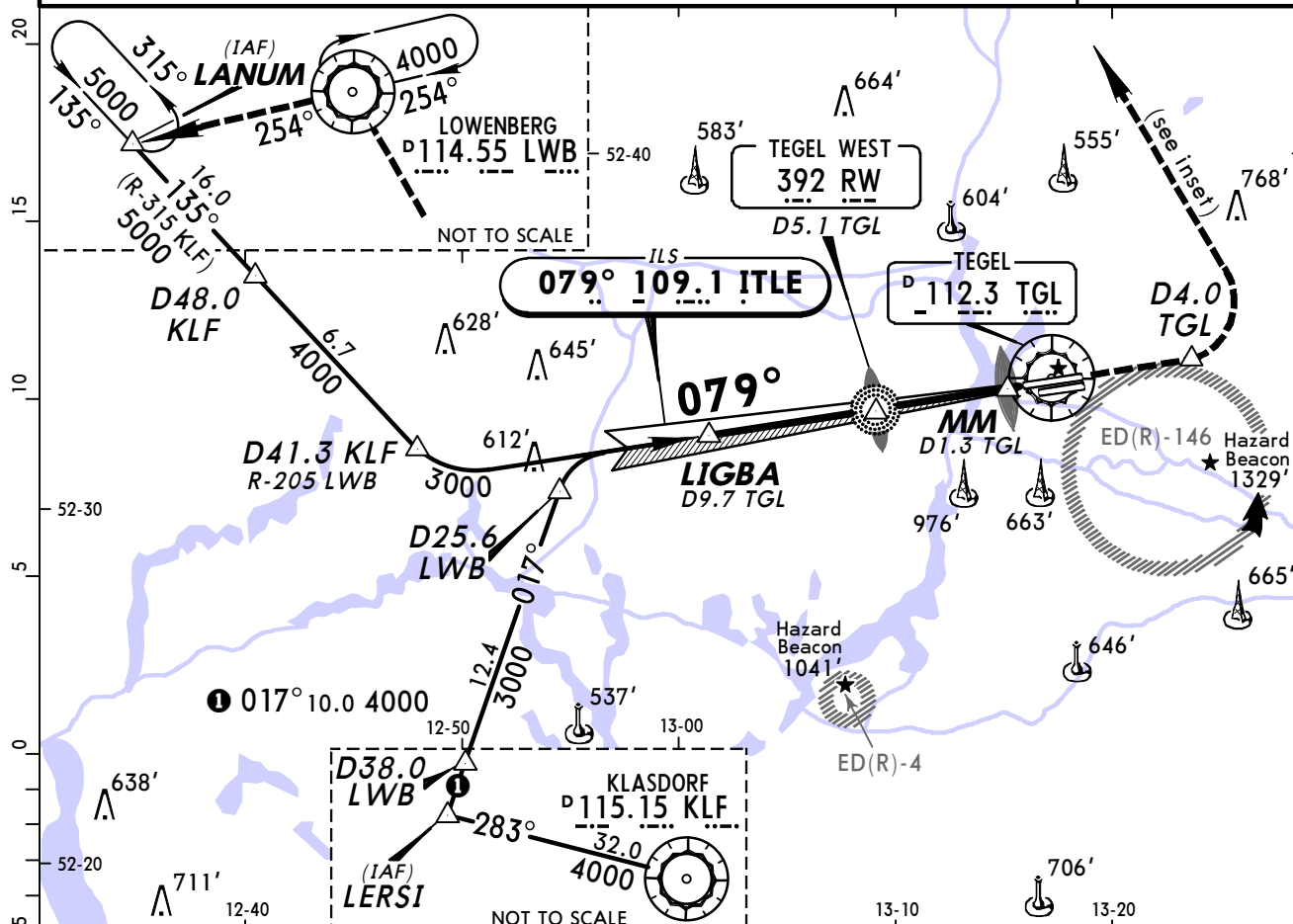
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EDDT/TXL
TEGEL

JEPPesen
27 MAY 11 (11-1A)

BERLIN, GERMANY
CAT II/III ILS Rwy 08L

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.75
LOC ITLE 109.1	Final Apch Crs 079°	GS LOM 1530' (1420')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 122' RWY 110'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	3000' MAX
GS	3.00°	377	484	538	646	753	REIL PAPI	↑

STRAIGHT-IN LANDING RWY 08L			
CAT IIIA ILS	AB RA 102' DA(H) 210' (100')	C RA 107' DA(H) 214' (104')	D RA 120' DA(H) 227' (117')
DH 50'			
RVR 200m	RVR 300m		

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

CHANGES: Minimums.

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EDDT/TXL
TEGEL

JEPPESSEN
27 MAY 11 (11-2)

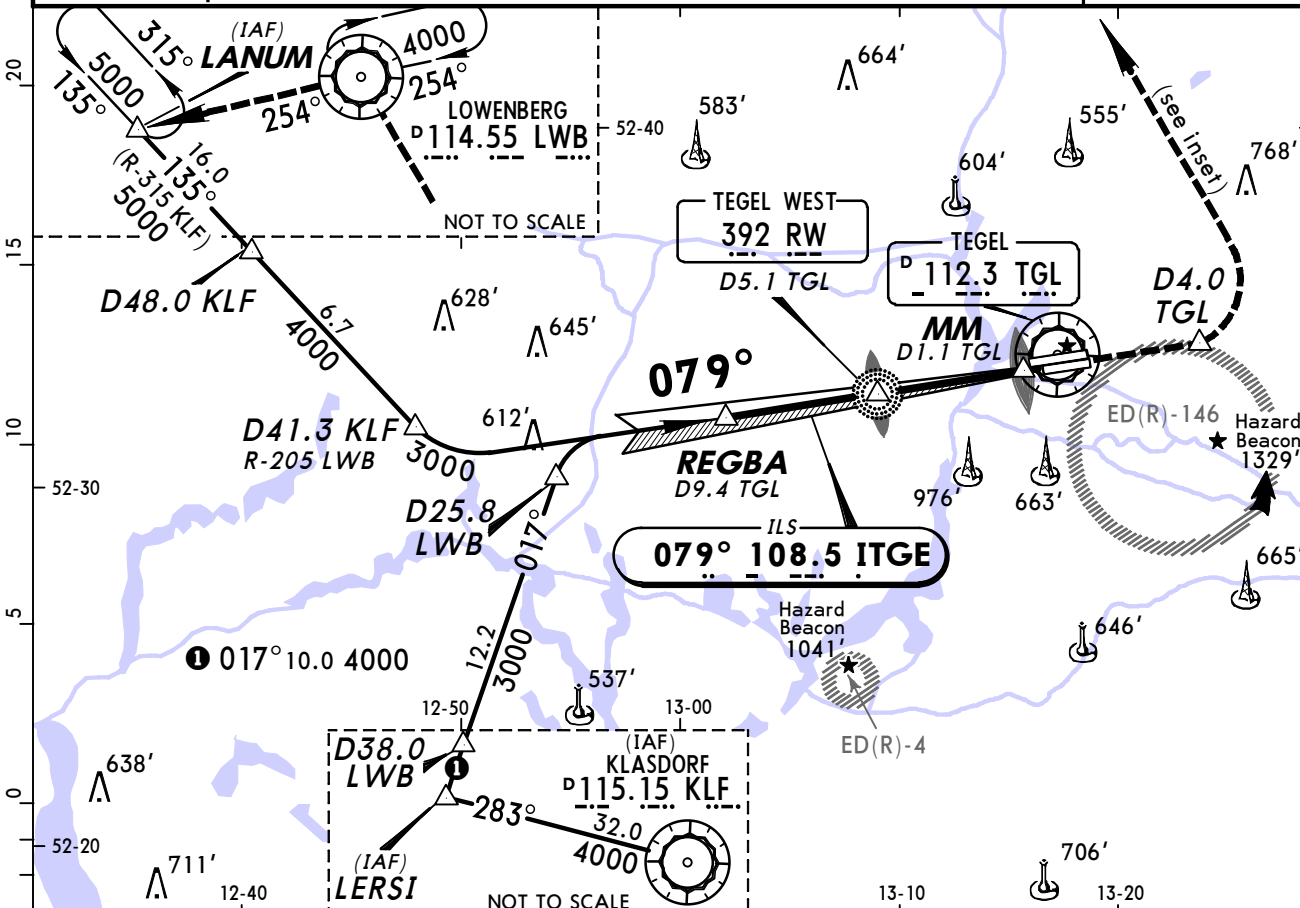
BERLIN, GERMANY
ILS or LOC Rwy 08R

BRIEFING STRIP TM

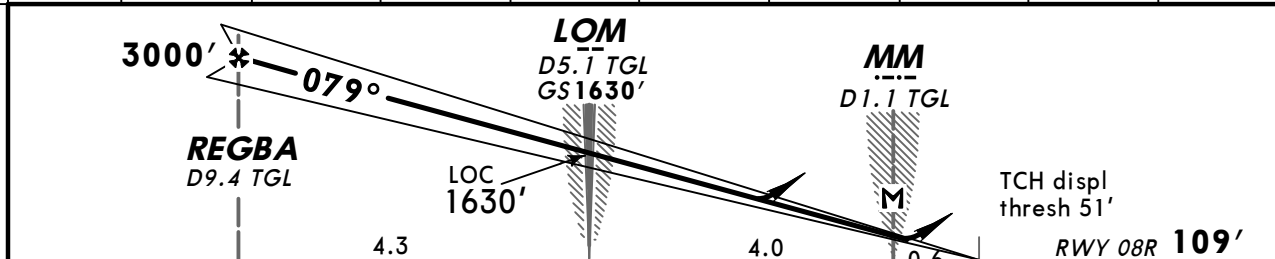
D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	North 119.62	South 126.42	136.1	124.52	121.75
LOC ITGE 108.5	Final Apch Crs 079°		GS LOM 1630' (1521')		ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 109'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.						
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' LOC: DME required.						

2400'

MSA TGL VOR



LOC (GS out)	TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2870'	2550'	2230'	1920'	1600'	1280'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at MM/D1.1 TGL							

Standard					STRAIGHT-IN LANDING RWY 08R	
DA(H) A: 354' (245') C: 374' (265') B: 364' (255') D: 384' (275')					LOC (GS out) DA(H) 590' (481')	
FULL		Limited	ALS out		ALS out	
A	RVR 550m				RVR 1500m	
B						
C	RVR 600m	RVR 750m	RVR 1300m		RVR 1500m	CMV 2300m
D						

CHANGES: Minimums.

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EDDT/TXL
TEGEL

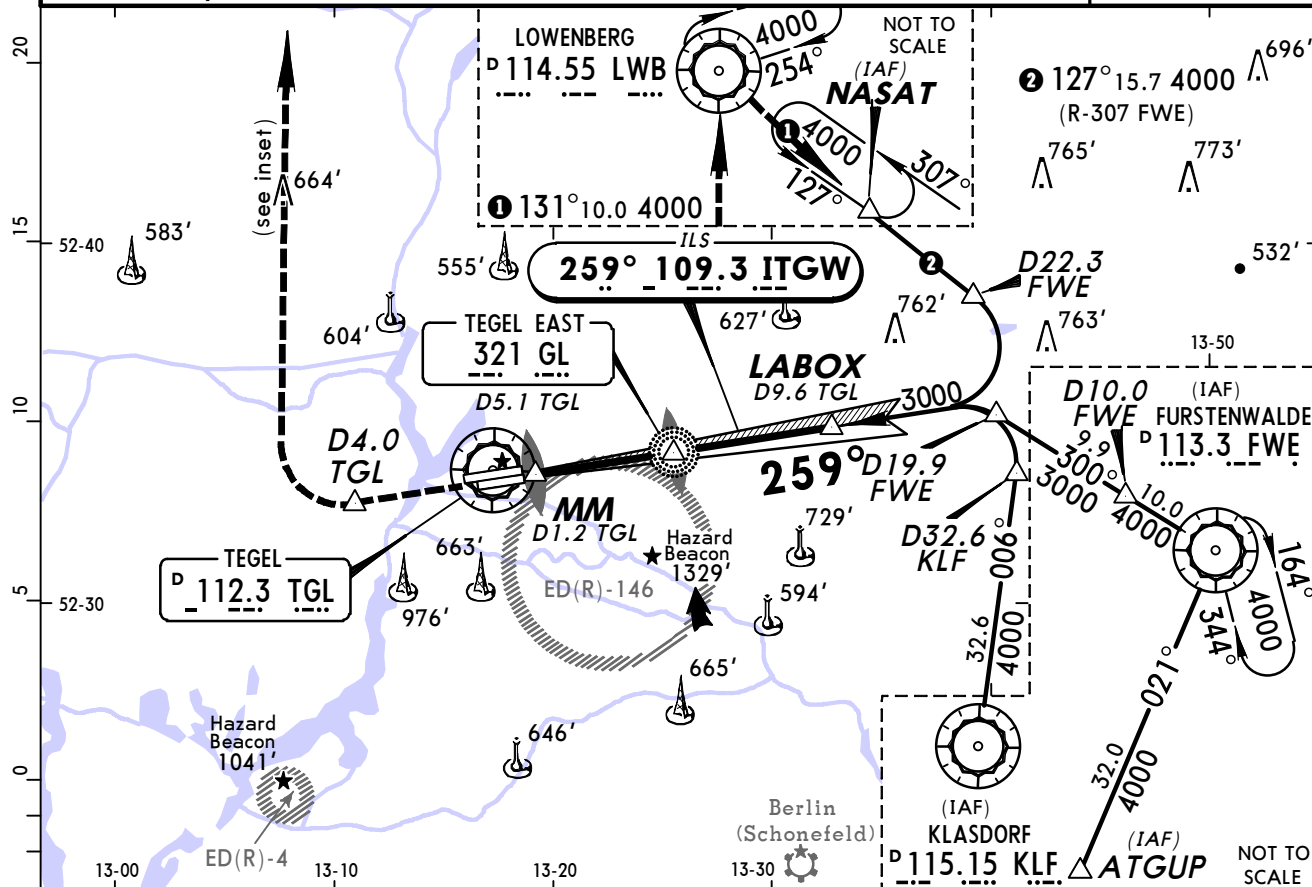
27 MAY 11

(11-3)

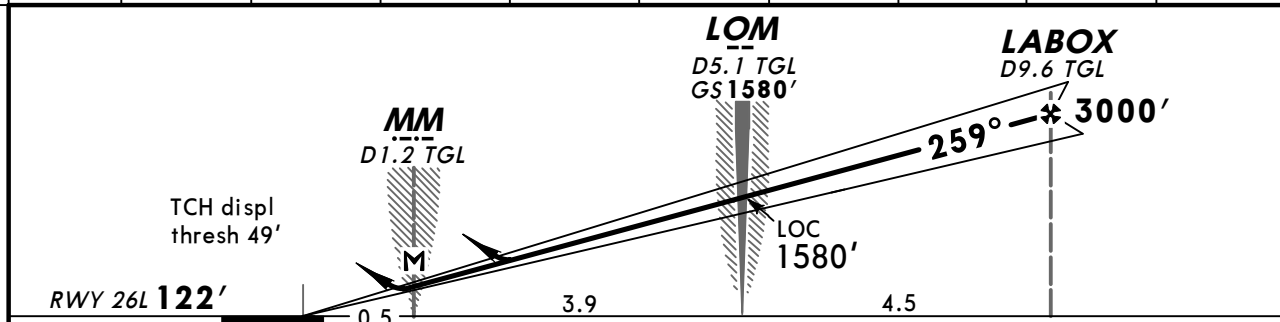
BERLIN, GERMANY
ILS or LOC Rwy 26L

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1	124.52	121.75
LOC ITGW 109.3	Final Apch Crs 259°		GS LOM 1580' (1458')	ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 122'	2400' MSA TGL VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.						
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' LOC: DME required.						



LOC (GS out)	TGL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	590'	910'	1230'	1550'	1860'	2180'	2500'	2820'



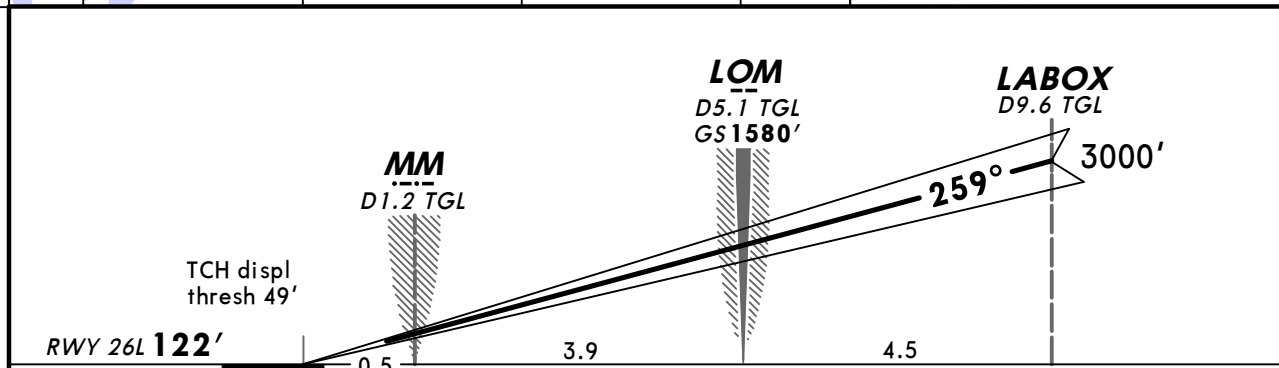
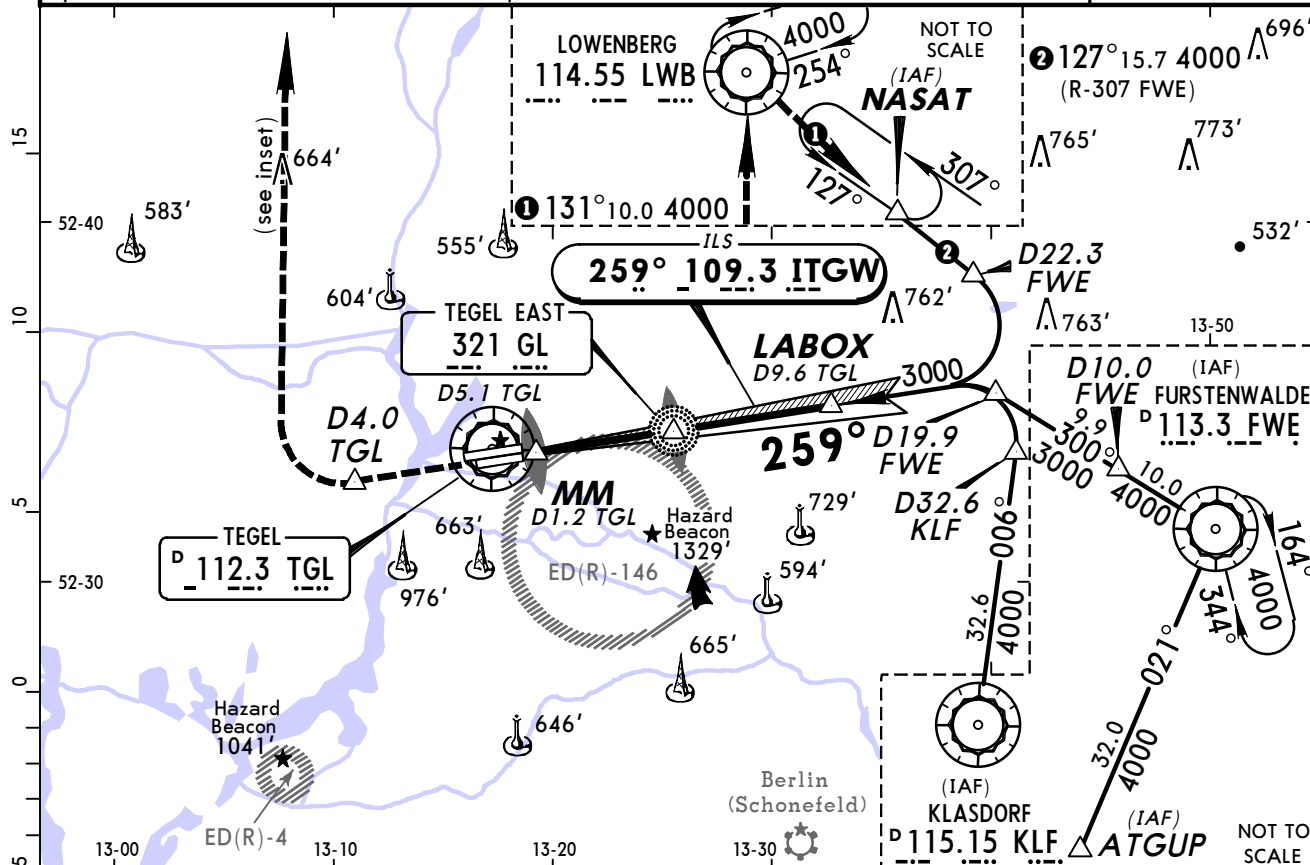
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at MM/D1.2 TGL							

STRAIGHT-IN LANDING RWY 26L						LOC (GS out)	
ILS A: 363' (241') C: 383' (261') B: 373' (251') D: 392' (270')						DA(H) 600' (478')	
FULL		Limited		ALS out		ALS out	
A	RVR 550m	RVR 750m		RVR 1300m		RVR 1500m	
B							
C	RVR 600m					RVR 1500m	CMV 2200m
D							

CHANGES: Minimums.

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D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.75
LOC ITGW 109.3	Final Apch Crs 259°	GS LOM 1580' (1458')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 122' RWY 122'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' 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	

Standard STRAIGHT-IN LANDING RWY 26L CAT II ILS		
AB RA 99' DA(H) 222' (100')	C RA 137' DA(H) 260' (138')	D RA 151' DA(H) 273' (151')
RVR 300m I	RVR 400m	RVR 450m

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

EDDT/TXL TEGEL

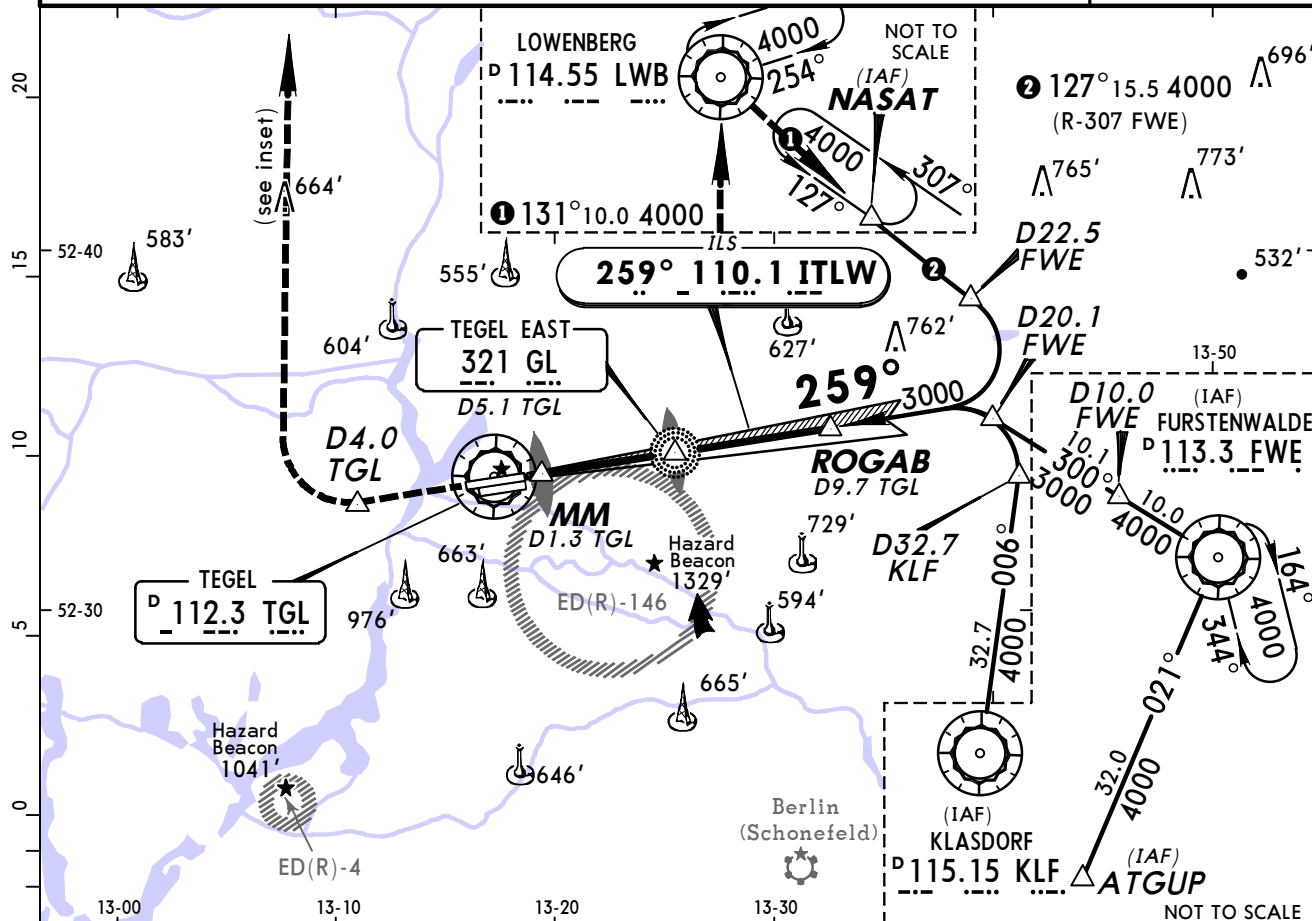
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BERLIN, GERMANY ILS or LOC Rwy 26R

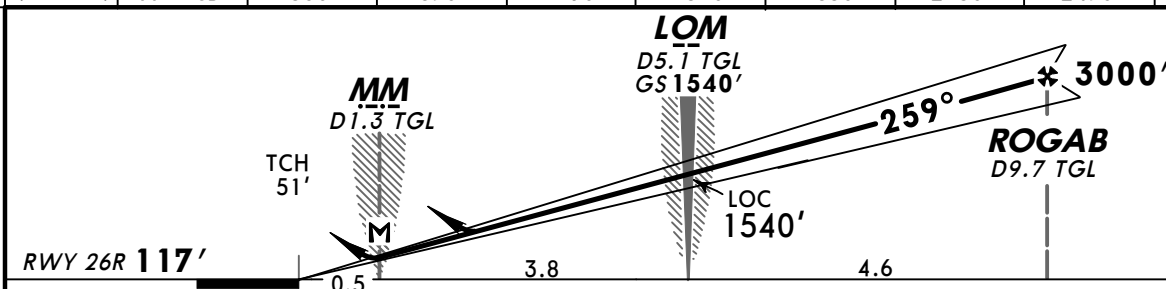
27 MAY 11 (11-4)

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	North 119.62	South 126.42	136.1	124.52	121.75
LOC ITLW 110.1	Final Apch Crs 259°		GS LOM 1540' (1423')	ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 117'	2400' MSA TGL VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.						
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' 1. LOC: DME required. 2. LACFT: See ATC state pages.						



LOC (GS out)	TGL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		560'	870'	1190'	1510'	1830'	2150'	2470'	2780'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	
MAP at MM/D1.3 TGL							

STRAIGHT-IN LANDING RWY 26R				LOC (GS out)	
DA(H) ILS A: 337' (220') C: 356' (239') B: 347' (230') D: 366' (249')				DA(H) 610' (493')	
FULL		Limited	ALS out	ALS out	
A	RVR 550m		RVR 1200m	RVR 1500m	
B				RVR 1500m	
C	RVR 750m		RVR 1300m	CMV 2300m	
D					

CHANGES: Minimums.

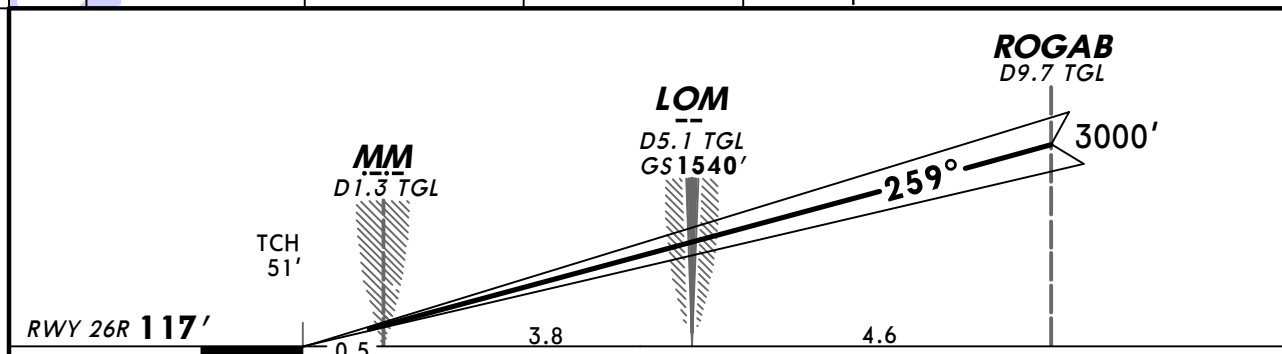
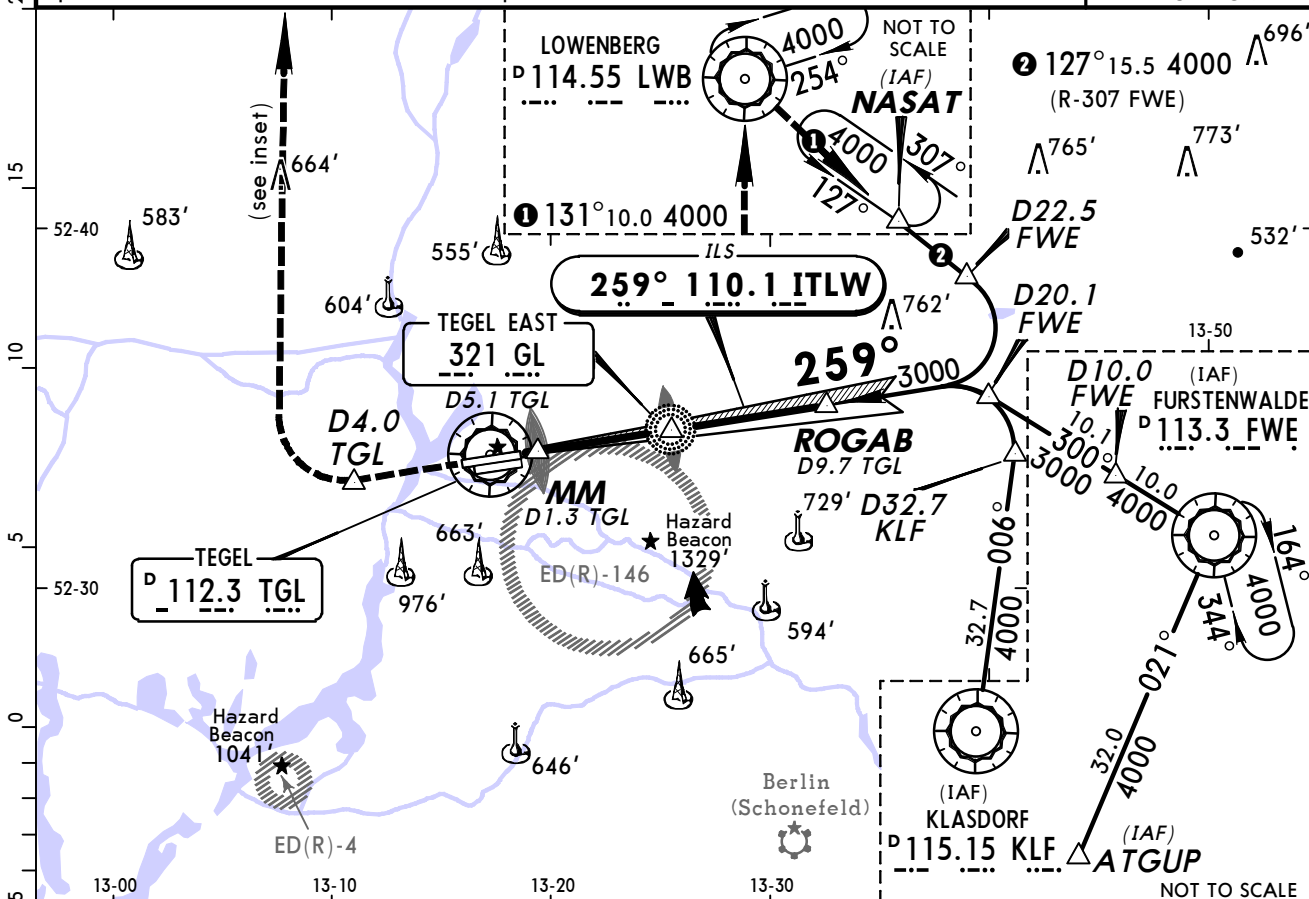
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JEPPESEN
27 MAY 11 (11-4A)

BERLIN, GERMANY
CAT II/III ILS Rwy 26R

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.75
LOC ITLW 110.1	Final Apch Crs 259°	GS LOM 1540' (1423')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 122' RWY 117'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.					

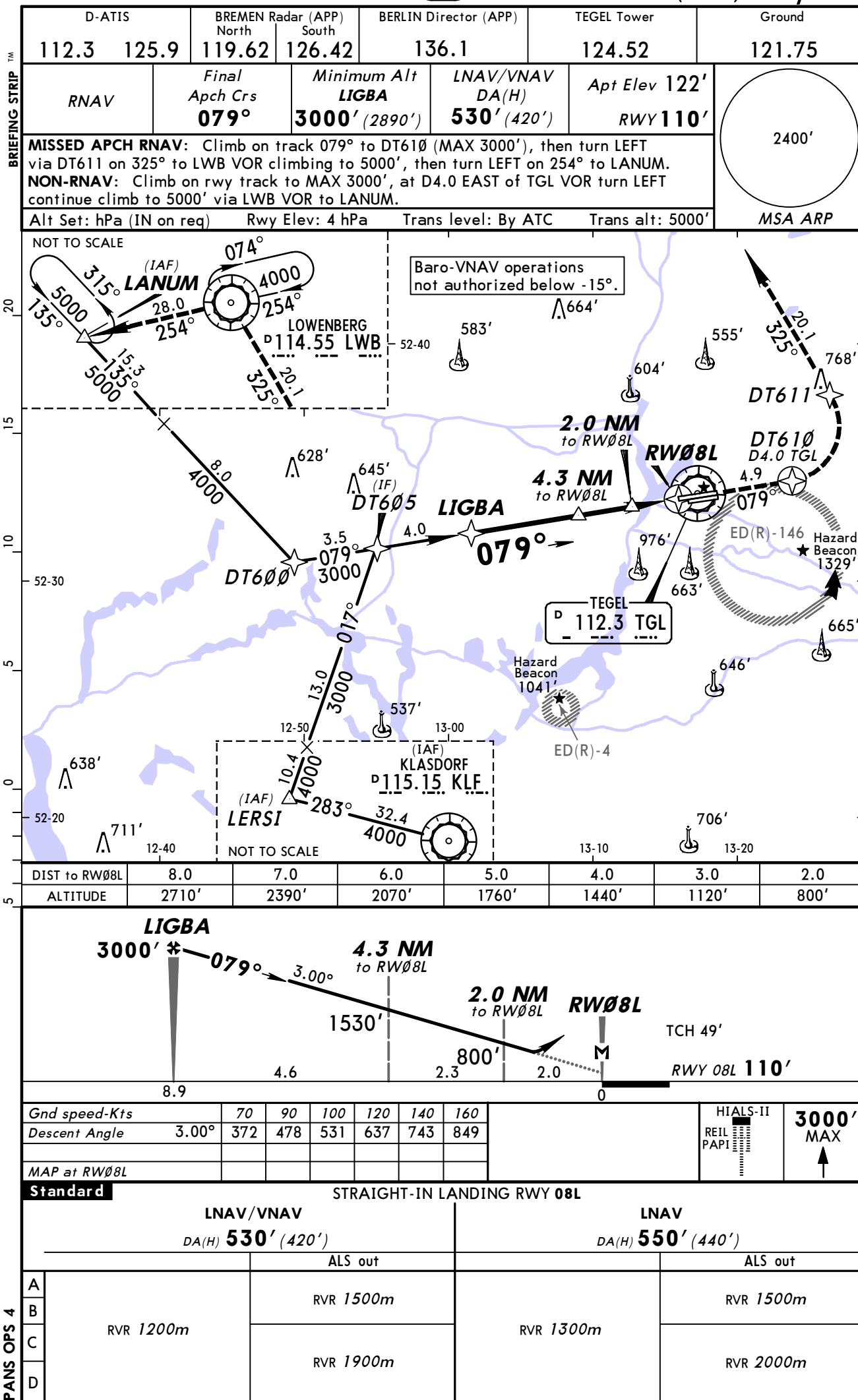


Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	3000'
GS	3.00°	377	485	539	647	755	862	REIL PAPI	MAX

Standard		STRAIGHT-IN LANDING RWY 26R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 95' DA(H) 217' (100')	
RVR 200m		RVR 300m	

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

CHANGES: Minimums. © JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

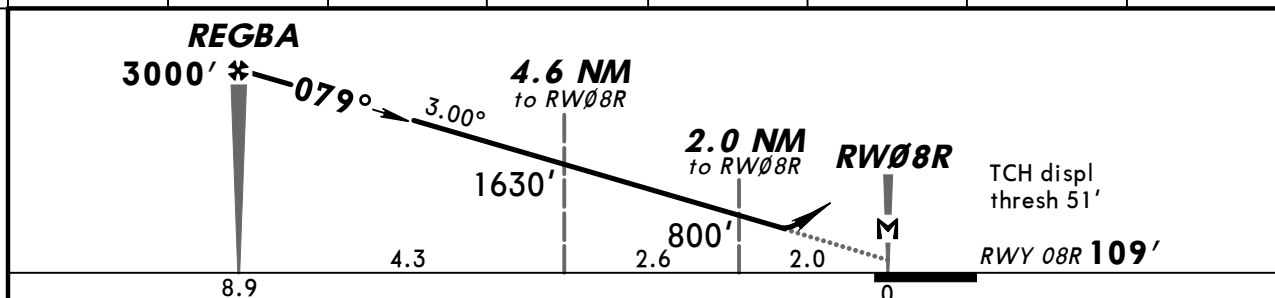
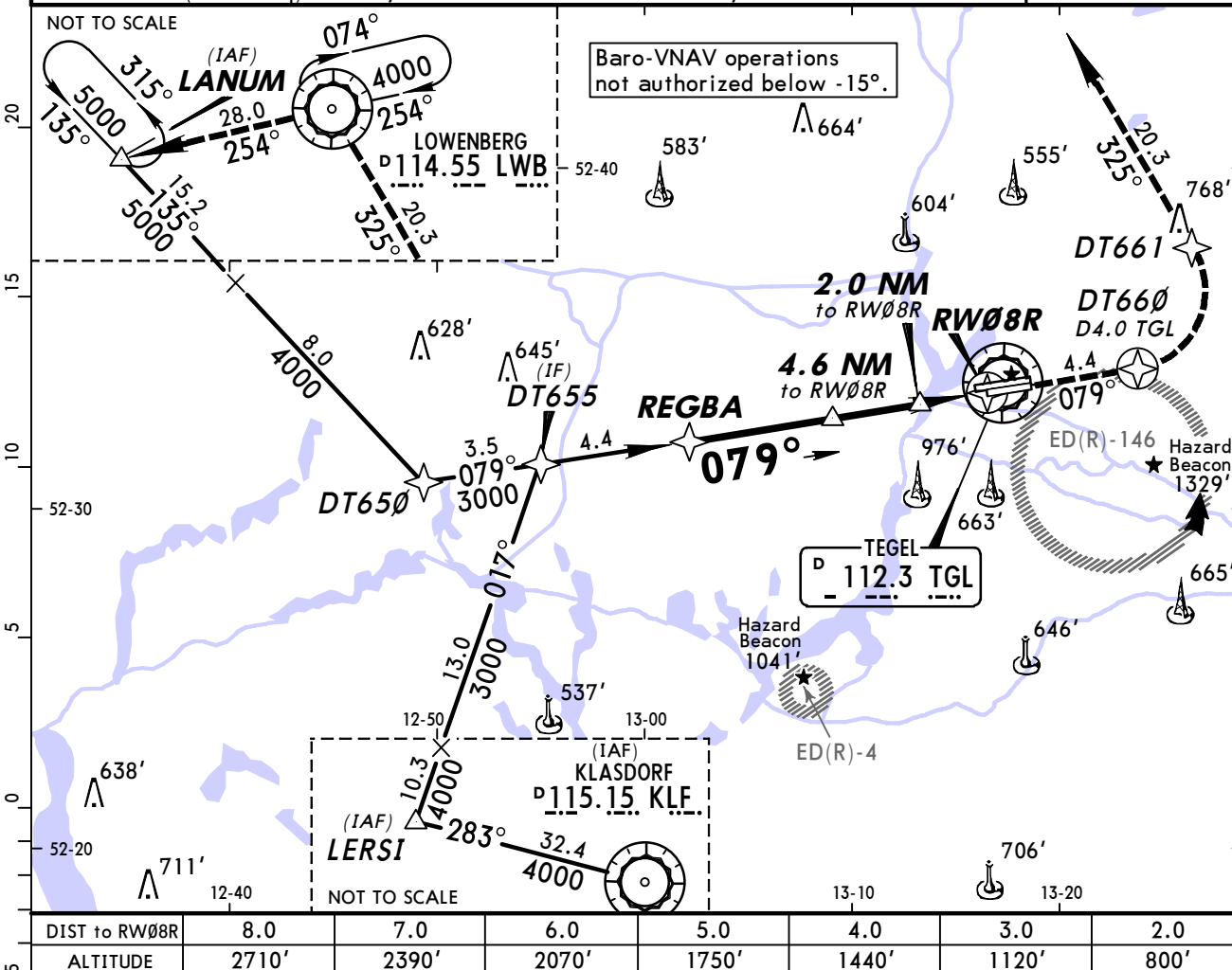


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TEGEL

JEPPesen
27 MAY 11 (12-2)

BERLIN, GERMANY
RNAV (GPS) Rwy 08R

BRIEFING STRIP TM	D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
	112.3	125.9	North 119.62	South 126.42	136.1	124.52	121.75
	RNAV	Final Apch Crs 079°		Minimum Alt REGBA 3000' (2891')		LNAV/VNAV DA(H) 480' (371')	Apt Elev 122' RWY 109'
	MISSED APCH RNAV: Climb on track 079° to DT660 (MAX 3000'), then turn LEFT via DT661 on 325° to LWB VOR climbing to 5000', then turn LEFT on 254° to LANUM. NON-RNAV: Climb on rwy track to MAX 3000', at D4.0 EAST of TGL VOR turn LEFT continue climb to 5000' via LWB VOR to LANUM.						2400'
	Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 5000'	
							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' MAX ↑
Descent Angle	3.00°	372	478	531	637	743	
MAP at RWY 08R							

STRAIGHT-IN LANDING RWY 08R			
LNAV/VNAV		LNAV	
DA(H) 480' (371')		DA(H) A: 540' (431') BCD: 580' (471')	
ALS out		ALS out	
PANS OPS 4	A	RVR 1500m	
	B	RVR 1500m	
	C	RVR 1500m	
	D	CMV 2200m	

CHANGES: Minimums.

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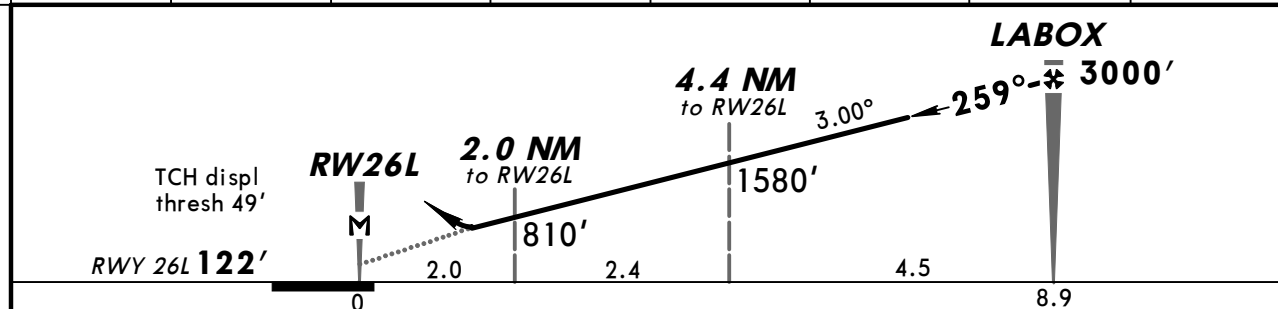
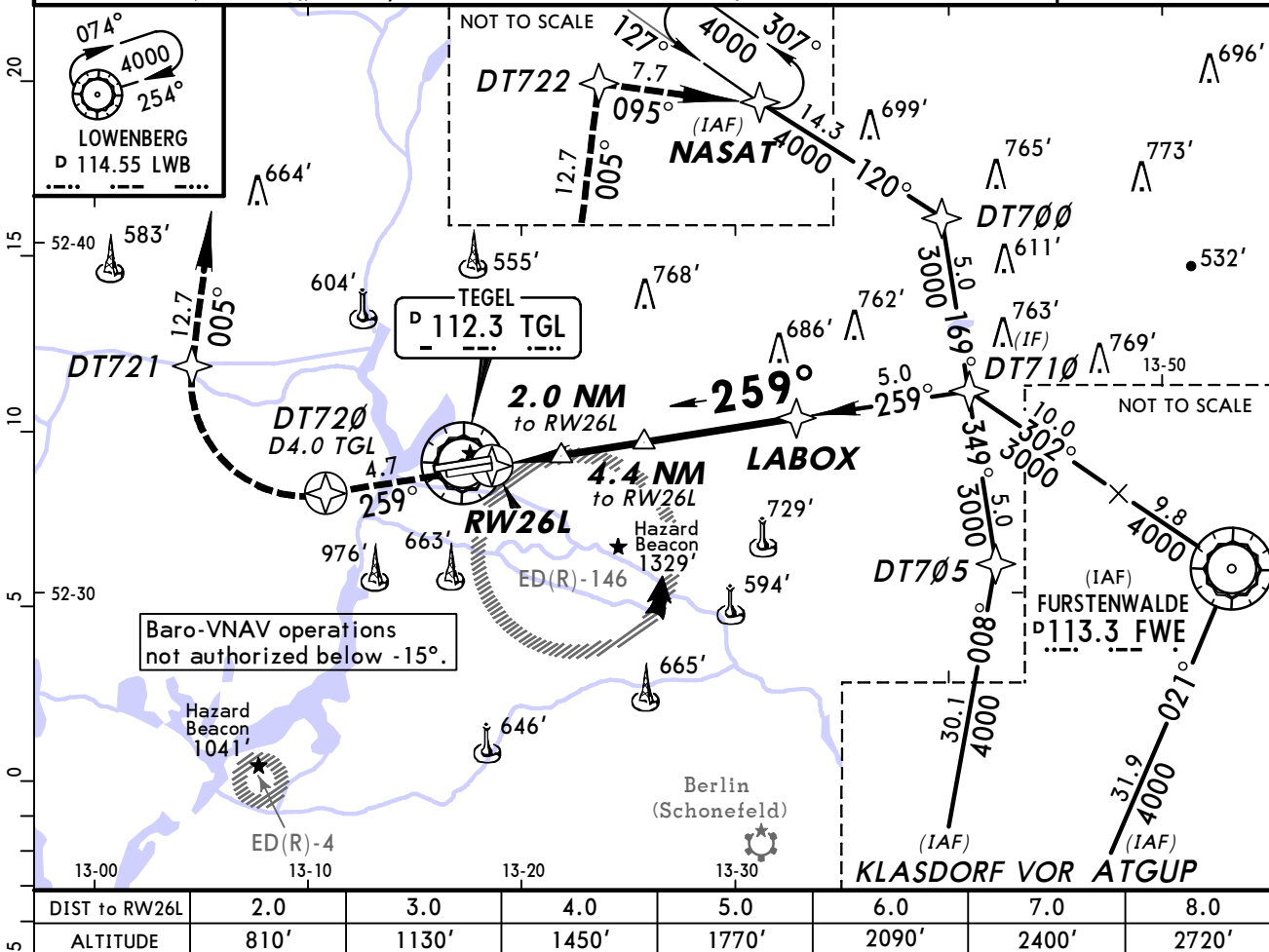
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TEGEL

JEPPESEN
27 MAY 11 (12-3)

BERLIN, GERMANY
RNAV (GPS) Rwy 26L

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9		119.62	126.42	136.1	124.52	121.75
RNAV	Final Apch Crs 259°	Minimum Alt LABOX 3000' (2878')		LNAV/VNAV DA(H) 500' (378')	Apt Elev 122' RWY 122'	2400'
MISSED APCH RNAV: Climb on track 259° to DT720 (MAX 3000'), then turn RIGHT via DT721 on 005° to DT722 climbing to 4000', then turn RIGHT on 095° to NASAT. NON-RNAV: Climb on rwy track to MAX 3000', at D4.0 WEST of TGL VOR turn RIGHT continue climb to 4000' via LWB VOR to NASAT.						
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 5000'	



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II REIL PAPI  3000' MAX 
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849	
<i>MAP at RW26L</i>							

Standard		STRAIGHT-IN LANDING RWY 26L			
LNAV/VNAV			LNAV		
DA(H) 500' (378')			DA(H) 580' (458')		
		ALS out			ALS out
A	RVR 1000m	RVR 1500m	RVR 1400m	RVR 1500m	
B					
C		RVR 1700m		CMV 2100m	
D					

CHANGES: None.

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BERLIN, GERMANY
RNAV (GPS) Rwy 26R

BRIEFING STRIP TM

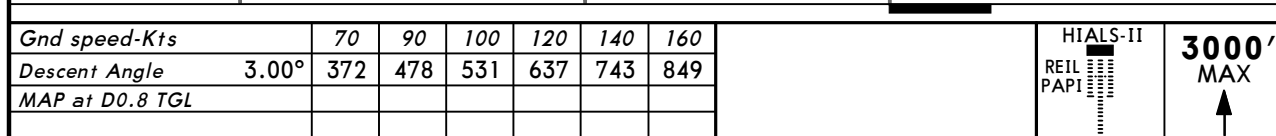


Standard	STRAIGHT-IN LANDING RWY 26R
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BERLIN, GERMANY
NDB Rwy 08L

BRIEFING STRIP TM



Standard	STRAIGHT-IN LANDING RWY 08L
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$DA(H)$ **670'** (560')

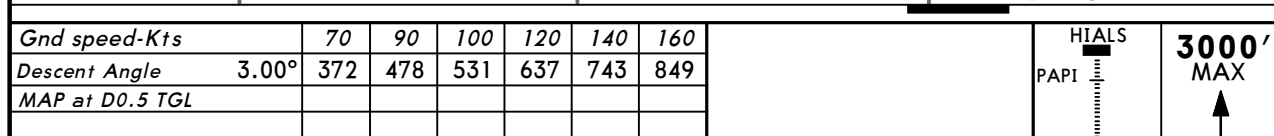
	ALS out
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PANS OPS 4

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BERLIN, GERMANY
NDB Rwy 08R

BRIEFING STRIP TM



Standard

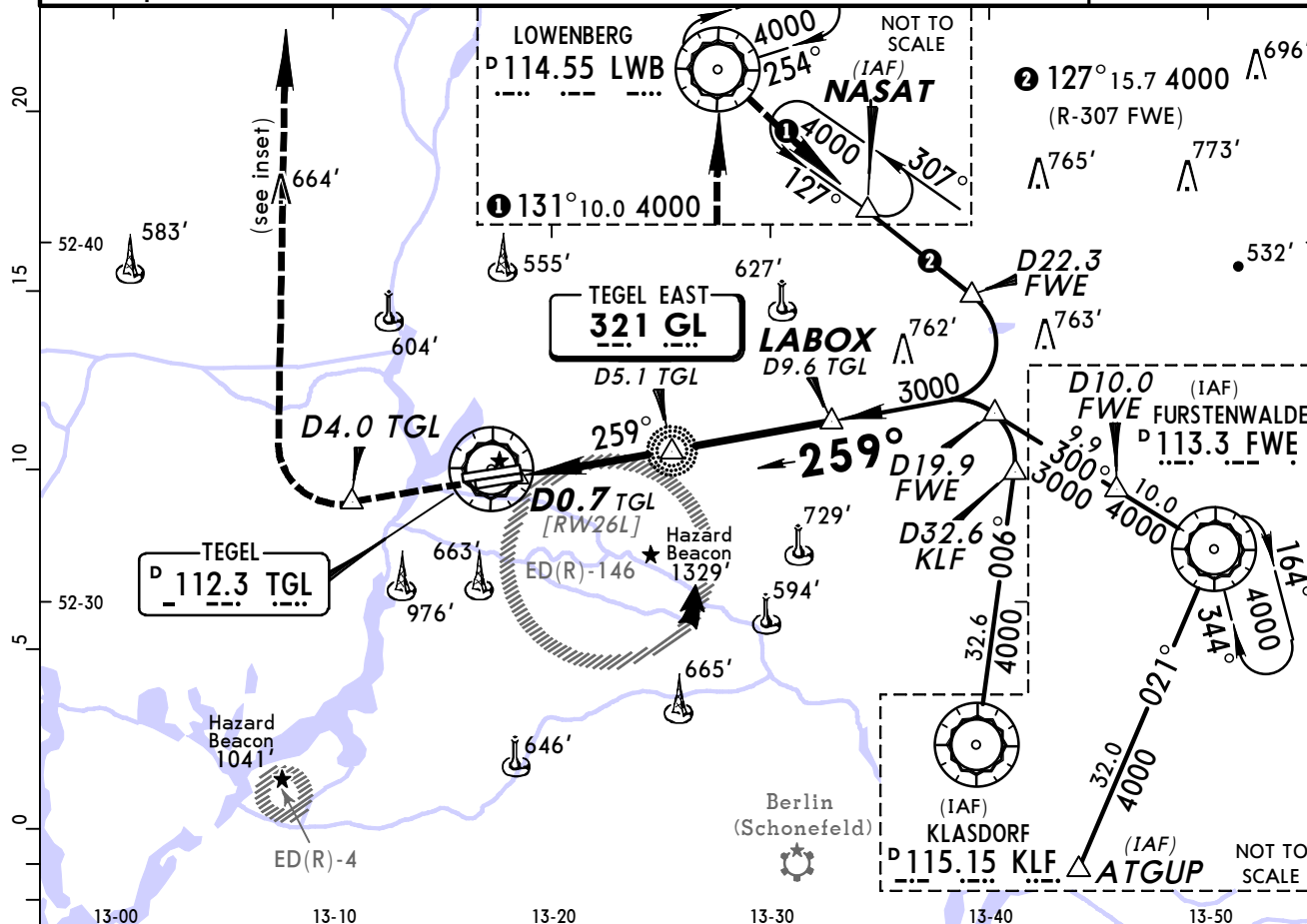
ALS out

PANS OPS 4

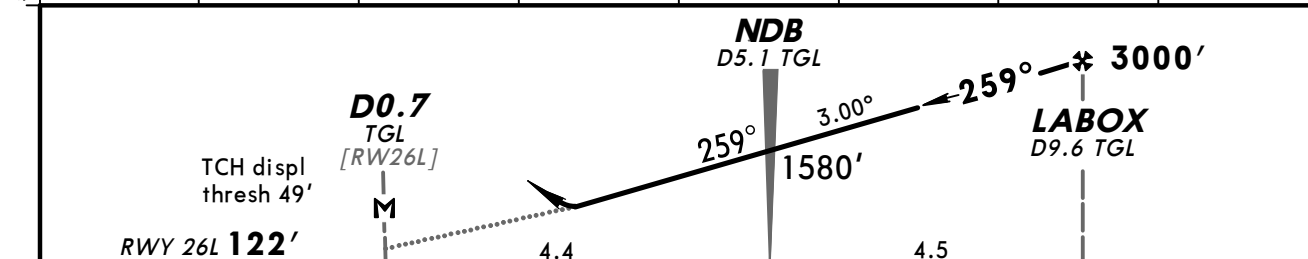
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BRIEFING STRIP™

D-ATIS		BREMEN Radar (APP) North South		BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1	124.52	121.75
NDB GL 321	Final Apch Crs 259°	Minimum Alt LABOX 3000' (2878')		DA(H) 680' (558')	Apt Elev 122' RWY 122'	2400' MSA TGL VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 WEST of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.						
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'						
DME required.						



TGL DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	910'	1230'	1550'	1860'	2180'	2500'	2820'



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 D0.7 TGL							

Standard STRAIGHT-IN LANDING RWY 26L

DA(H) 680' (558')	ALS out
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A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

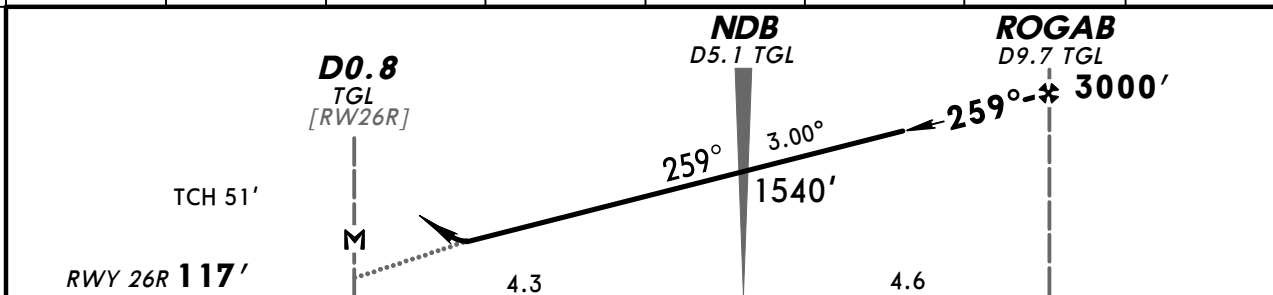
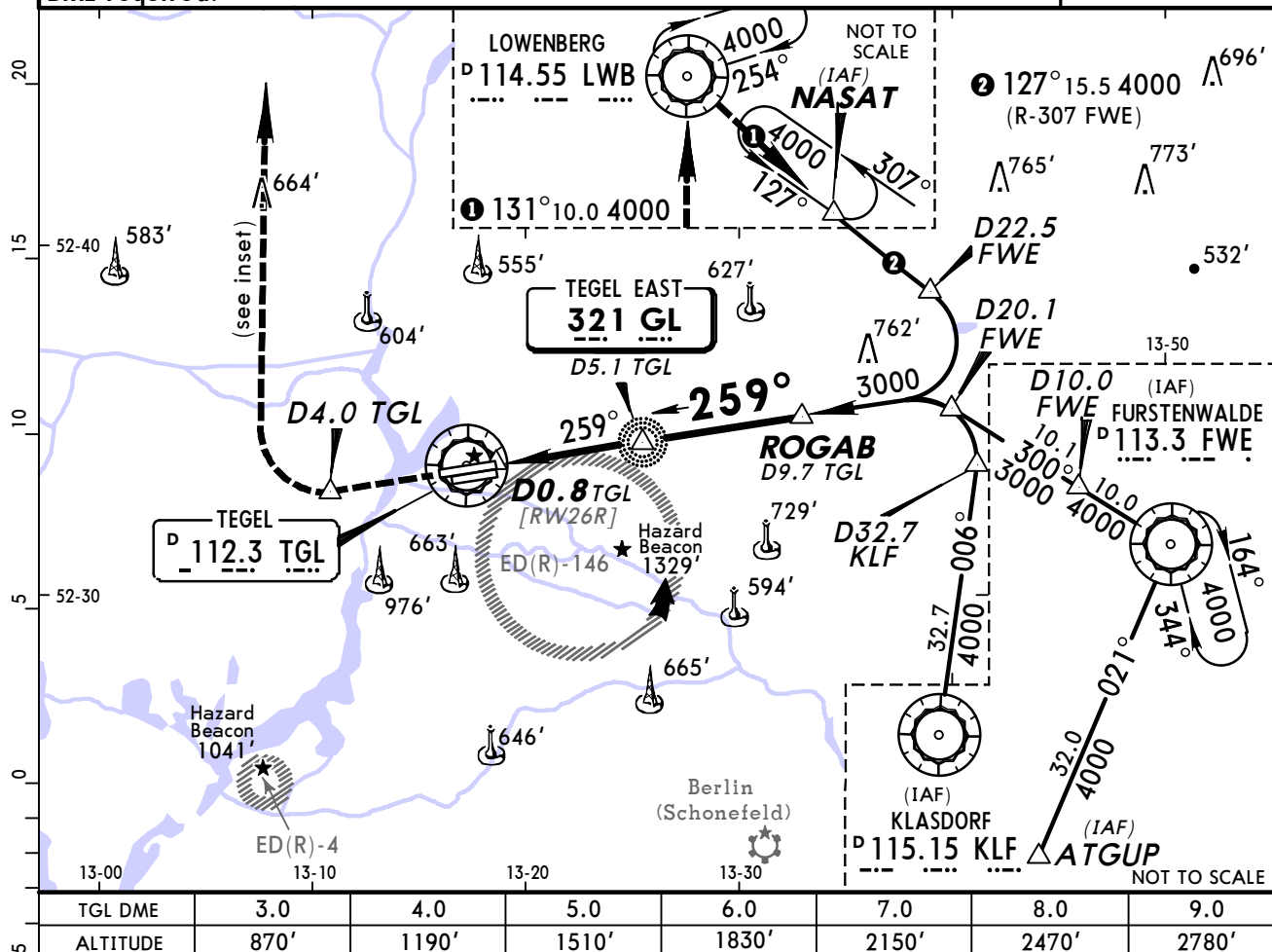
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JEPPESEN
27 MAY 11 (16-4)

BERLIN, GERMANY
NDB Rwy 26R

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1	124.52	121.75
NDB GL 321	Final Apch Crs 259°	Minimum Alt ROGAB 3000' (2883')	DA(H) 670' (553')	Apt Elev 122' RWY 117'	2400' MSA TGL VOR	
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 WEST of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.						
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'						
DME required.						



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 TGL						

Standard	STRAIGHT-IN LANDING RWY 26R				
DA(H) 670' (553')					ALS out

A	RVR 1500m				
B					
C					
D	RVR 1800m				
	CMV 2400m				

CHANGES: Minimums.

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BERLIN, (TEGEL - EDDT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3F/G) note 2 in chart heading should read: SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.