

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 13-2014

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: 3.2°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: 0244 Z  
Sunset: 1932 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 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. DEPARTURE

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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. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

A-CDM will lead to the target start-up approval time (TSAT) which is determined on the basis of the target off-block time (TOBT) and in consideration of local capacities as well as the capacity of the European network. TSAT is the time at which an ACFT is issued the start-up clearance at the latest. To this end, the airline operator or his designated ground-handling agent must imperatively report the TOBT.

The A-CDM procedure applies to all IFR flights. Disruptions in the A-CDM process will be communicated by means of automatically transmitted alerts. These alerts require a response from the recipient.

#### 3.2.2. FLIGHT PLAN VALIDATION

The estimated off-block time (EOBT) must correspond to the scheduled off-block time (SOBT). The A-CDM process cannot start without a valid ATC flight plan and/or without an APT slot. In case of deviations between EOBT and SOBT, an alert will be sent to the flight plan originator.

#### 3.2.3. AUTOMATIC TARGET OFF-BLOCK TIME (TOBT)

The TOBT will automatically be generated once, at the time of ELDT minus 30 MIN or EOBT minus 90 MIN, whichever is later. The TOBT will only be generated automatically for those flights for which the TOBT has not yet been entered manually. The TOBT will be calculated in the APT Operational Database (AODB).

- Automatic TOBT = EOBT if EIBT + MTTT smaller than or equal to EOBT;
- Automatic TOBT = EIBT + MTTT if EIBT + MTTT greater than EOBT.

In case of an ACFT change, the TOBT will remain unchanged. If the TOBT is not automatically generated, it shall be entered by the person responsible for the TOBT.

##### 3.2.3.1. PERSON RESPONSIBLE FOR THE TOBT

The airline operator (A/O) shall be responsible for maintaining the TOBT (entry, update and deletion). The A/O shall designate a unit that is responsible for maintaining the TOBT (e.g. ground handling, G/H). The A/O shall clearly define the responsibility for the A-CDM process. The respective person responsible for the TOBT will be recorded in the master data of the APT Operational Database (AODB). If no responsible person is appointed, the designated ground handling agent shall be considered as the person responsible for the TOBT.

### 3. DEPARTURE

#### 3.2.3.2. TOBT CORRECTION/DELETION

If the TOBT cannot be adhered to, it shall be corrected or re-entered via the reporting mechanisms. For deviations from the EOBT of 15 MIN or more, an update of the EOBT shall be initiated (DLA message to NMOC). Until the time when the TSAT is issued (TOBT minus 40 MIN), the TOBT may be updated as often as required. When the TSAT has been generated, the TOBT may be corrected three times. Following the CDM status "start-up given" (SUG), entries by the A/O or G/H will no longer be possible.

If the TOBT cannot be adhered to and an updated TOBT is not known, or the maximum number of entries has been reached, the TOBT shall be deleted by the person responsible for the TOBT. If a TSAT has already been generated, it will also be automatically deleted when the TOBT is deleted.

The A-CDM process will be interrupted for a flight with a deleted TOBT until a new TOBT is entered.

#### 3.2.3.3. TOBT REPORTING MECHANISMS

The TOBT can be entered and displayed in the following systems:

- AOE (APT Operational Extranet);
- AODB (APT Operational Database = database of the APT operator);
- Interface with AODB.

In addition, TOBT input can be requested by telephone at the APT Control Center (ACC), telephone number: +49 (0)30 6091 5106.

For general aviation flights, please contact the operator of the General Aviation Terminal (GAT).

#### 3.2.4. TARGET START-UP APPROVAL TIME (TSAT)

The target start-up approval time (TSAT) is the target time which is the basis for issuing start-up clearance according to the A-CDM procedure. It results from the calculation of the pre-departure sequence which takes into account local as well as ATFM network influences. It will be calculated 40 MIN prior to TOBT.

##### 3.2.4.1. TSAT TRANSMISSION

The TSAT is provided in one of the following ways:

- AOE (APT Operational Extranet);
- Interface with AODB (APT Operational Database);
- Data link clearance.

As a rule, the TSAT and/or its updates will be transmitted to the flight crew/pilot via the ground handling agent (G/H).

#### 3.2.5. DE-ICING

The estimated duration of the de-icing procedure shall not be taken into consideration when the TOBT is defined. It will be automatically considered when the TSAT is calculated (both in case of apron and remote de-icing). Due to the influence of de-icing on the sequencing, it is highly recommended to request de-icing before the TSAT is issued (TOBT minus 40 MIN). In cases of extreme weather conditions, limited de-icing capacities may lead to a re-calculation of the TSAT.

#### 3.2.6. SEQUENCE SWAP

After the TSAT has been calculated, it is possible - in case of local capacity bottlenecks (TSAT greater than TOBT) - to swap the TSAT of two non-regulated flights of the same airline within the area of responsibility of a person responsible for the TOBT.

### 3. DEPARTURE

#### 3.2.7. START-UP AND PUSH-BACK

Start-up and push-back clearances shall only be issued under consideration of TOBT and TSAT. The sequence of the start-up requests is irrelevant. The pre-departure sequence will be determined in accordance with TSAT. Upon reaching TOBT, the ACFT must be ready for start-up or de-icing. The pilot may request start-up and en-route clearance no earlier than 5 MIN before and no later than 5 MIN after TSAT. The clearance will be issued depending on the TSAT and the current traffic situation. If the request is made more than 5 MIN earlier, it shall be entered by the person responsible for the TOBT. The request for push-back/taxi clearance shall be made no later than 5 MIN after start-up clearance has been obtained. Otherwise, the TOBT will be deleted and must be entered again. For departure clearances via data link (DCL), the published procedures and published time parameters shall remain valid. When participating in the DCL procedure, TSAT will be transmitted via CLD (departure clearance uplink message, clearance by delivery) ["start-up approved at TSAT(hh:mm)"].

#### 3.2.8. COORDINATION WITH THE NETWORK MANAGEMENT OPERATION CENTER (NMOC)

The general NMOC procedures will remain the same. In some cases, DFS (ground control) will offer to coordinate a new CTOT after consultation with the pilot. Direct coordination of the airline operator and/or flight plan originator with the NMOC will no longer be required.

#### 3.2.9. REMOTE HOLDING

Remote holding describes the procedure for a departing ACFT which due a large gap between TOBT and TSAT has parked at an ACFT stand which is urgently required by an arriving ACFT. Responsibility for conducting the remote holding procedure results from the cooperation between the APT Control Centre (ACC) and air traffic control. The pilot will request start-up/push-back for remote holding from ground control. This request and the clearance do not refer to start-up and en-route clearance. The latter must be obtained from the tower upon reaching TSAT.

#### 3.2.10. ALERTS

During the entire A-CDM procedure, alerts may be generated.

Alerts will either be triggered by local occurrences and coherency checks within the process or when exchanging data with the NMOC as a reaction to error/warning messages.

Customers will be informed of the following occurrences via e-mail:

- CDM01 - No APT Slot Available, or Slot Already Correlated
- CDM02 - SOBT vs. EOB T Discrepancy
- CDM03 - ACFT Type Discrepancy
- CDM04 - ACFT Registration Discrepancy
- CDM05 - First Destination Discrepancy
- CDM07 - EIBT + MTTT Discrepancy With EOB T
- CDM07a - EIBT + MTTT Discrepancy With TOBT
- CDM08 - EOB T Compliance Alert
- CDM09 - Boarding Not Started
- CDM10 - TOBT Rejected or Deleted
- CDM11 - Flight Not Compliant With TOBT / TSAT
- CDM13 - No ATC Flight Plan Available
- CDM14 - Automatic TOBT Generation Not Possible

### 3. DEPARTURE

In order to receive aforementioned messages, all airlines/handling agents are required to leave their respective contact address (e-mail) with the APT operator. This is not necessary for general aviation flights without a handling agent because the messages will be transmitted to the General Aviation Terminal (GAT). Alerts require a response from the recipient. If there is no response, the A-CDM process will be interrupted and the start-up clearance will not be issued.

#### 3.2.11. TERMS AND ACRONYMS

##### 3.2.11.1. TOBT (TARGET OFF-BLOCK TIME)

The system-generated point of time monitored and confirmed by the airline company/handling agent at which ground handling will be completed, ACFT doors closed and boarding bridges removed from the ACFT, the crew is ready for start-up clearance and push-back/taxi clearance may be issued. TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is used for coordination since it is the best available time for that purpose.

##### 3.2.11.2. TSAT (TARGET START-UP APPROVAL TIME)

Calculated time at which start-up clearance can be expected at the latest. The TSAT includes all relevant parameters such as CTOT, variable taxi time, etc.

##### 3.2.11.3. MTTT (MINIMUM TURN-ROUND TIME)

The minimum time expected to be required between arrival at and departure from the ACFT stand.

##### 3.2.11.4. EIBT (ESTIMATED IN-BLOCK TIME)

The estimated time when an ACFT will arrive at the ACFT stand (in-block); it takes into account delays during the flight progress.

##### 3.2.11.5. SOBT (SCHEDULED OFF-BLOCK TIME)

Coordinated time required for leaving the ACFT stand (APT slot).

#### 3.2.12. CONTACT PERSONS

To help improve the APT CDM procedure in view of the overall process, all partners involved are requested to inform about their experiences and to make comments and suggestions.

A detailed description of the procedure can be found at:

[www.cdm.berlin-airport.de](http://www.cdm.berlin-airport.de) and may be requested at: [A-CDM@berlin-airport.de](mailto:A-CDM@berlin-airport.de).

#### 3.2.13. START-UP AND EN-ROUTE CLEARANCE VIA DATA LINK

DFS is offering start-up and en-route clearance using data link at Berlin/Schonefeld APT.

The following time parameters apply:

- $t_i$  15 MIN before EOBT for non-regulated flights  
25 MIN before CTOT for ATFM-regulated flights
- $t_f$  6 MIN before for non-regulated flights  
16 MIN before CTOT for ATFM-regulated flights
- $t_0$  1 MIN
- $t_1$  5 MIN
- $t_2$  1 MIN

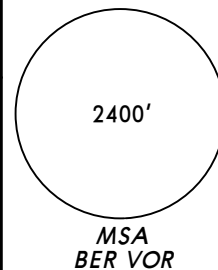
Start-up and en-route clearance via data link can only be issued until TSAT.

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

The map displays the following features:

- FIRs and Communication Facilities:**
  - COPENHAGEN EKDK
  - LUBARS DLS NDB
  - TEGEL EAST GL NDB
  - TEGEL WEST RW NDB
  - LOWENBERG LWB VOR DME
  - BERLIN BRANDENBURG BER VOR DME
  - TEGEL TGL VOR DME
  - WARSAW EPWW
  - FURSTENWALDE FWE VOR DME
  - KLASDORF KLF VOR DME
  - BREMEN EDWW
  - LANGEN EDGG
  - MUNICH EDMM
- Navigation Aids:**
  - SCHONEFELD SL LCTR
  - SCHONEFELD MW LCTR
- Elevation Data:**
  - ALTITUDE NOT PUBLISHED
  - 4118'
- Legend:**
  - CONTOUR INTERVALS: 4000, 2000
- Geographical Labels:** POLAND, GERMANY.
- Grid Lines:** Latitude from 51-30 to 54-30; Longitude from 09-30 to 14-30.

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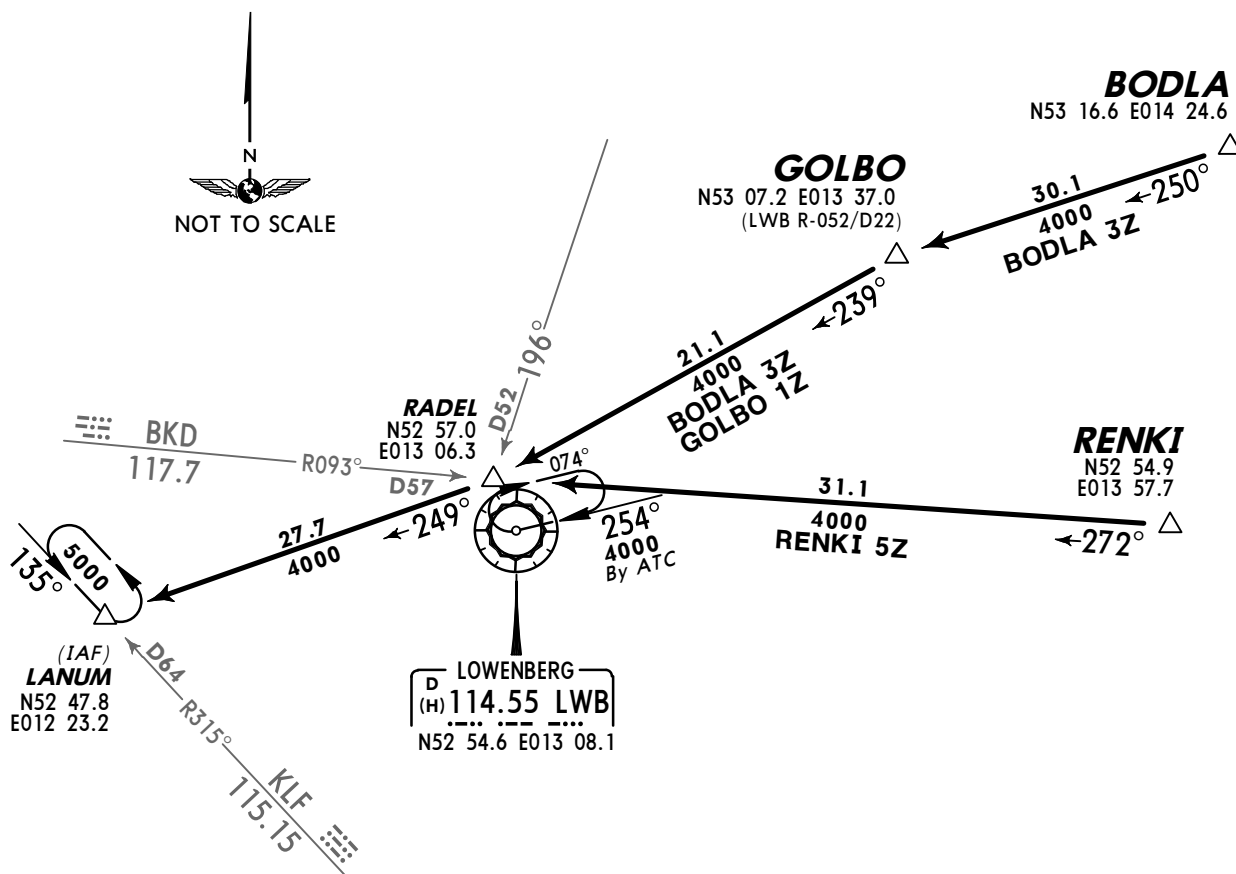
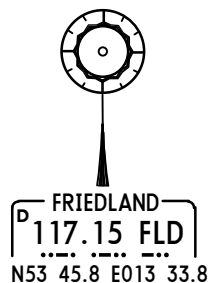
D-ATIS  
123.77Apt Elev  
157'Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'

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

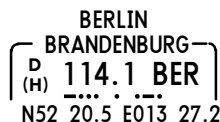
RWY 07L ARRIVALS  
BRNAV EQUIPMENT NECESSARY

**VERTICAL PLANNING  
INFORMATION**

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

**SPEED RESTRICTION**

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



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

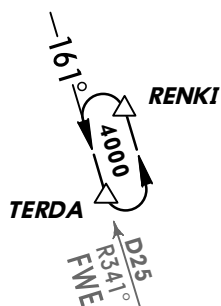
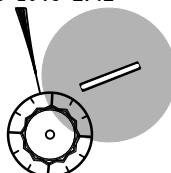
2400'

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

## SPEED RESTRICTION

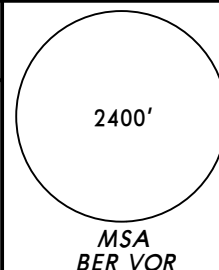
MAX 250 KT below FL100  
or as by ATC.

Not applicable within airspace C.

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

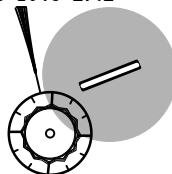
NOT TO SCALE

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

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

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

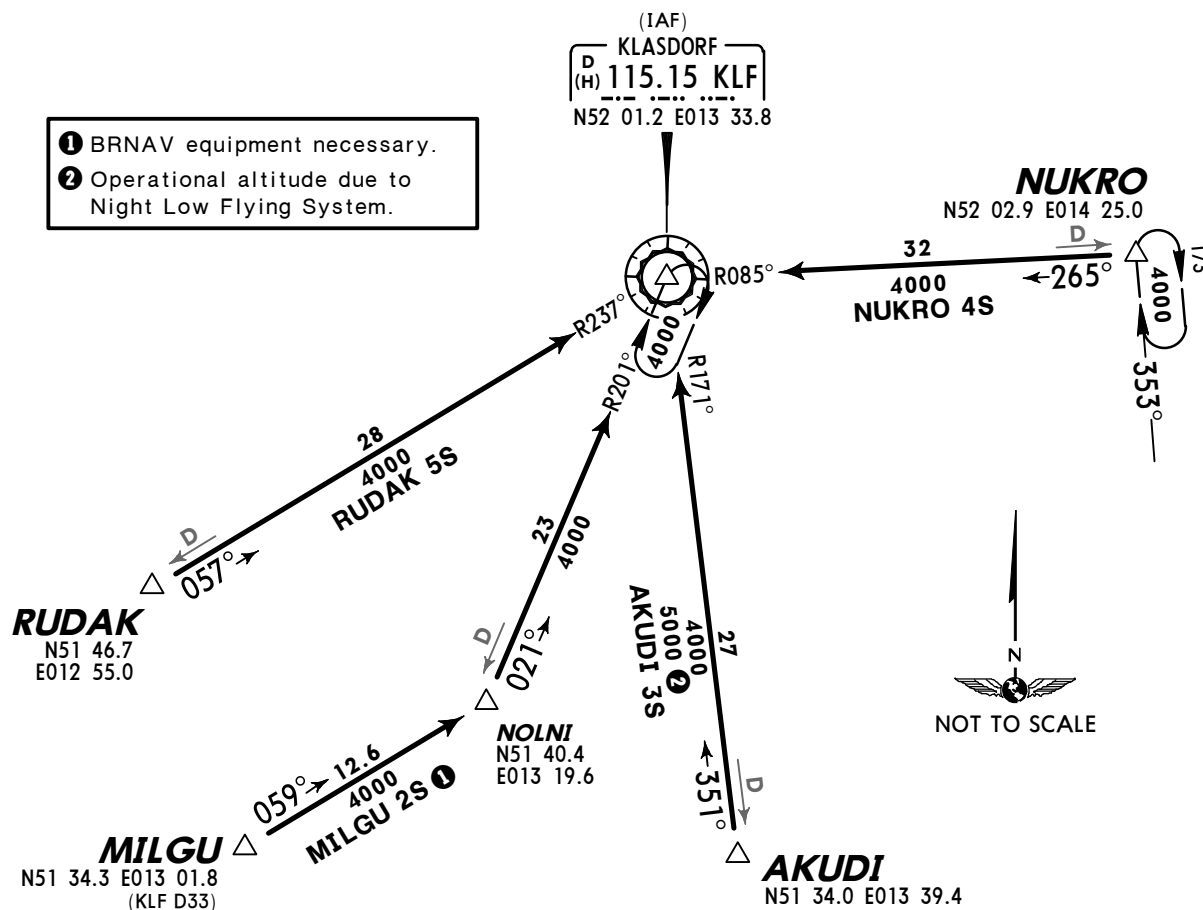
BERLIN  
BRANDENBURG  
D 114.1 BER  
(H) .....  
N52 20.5 E013 27.2



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

Direct distance from KLF to:  
Schonefeld Apt **21 NM**

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

**VERTICAL PLANNING INFORMATION**

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

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

2400'

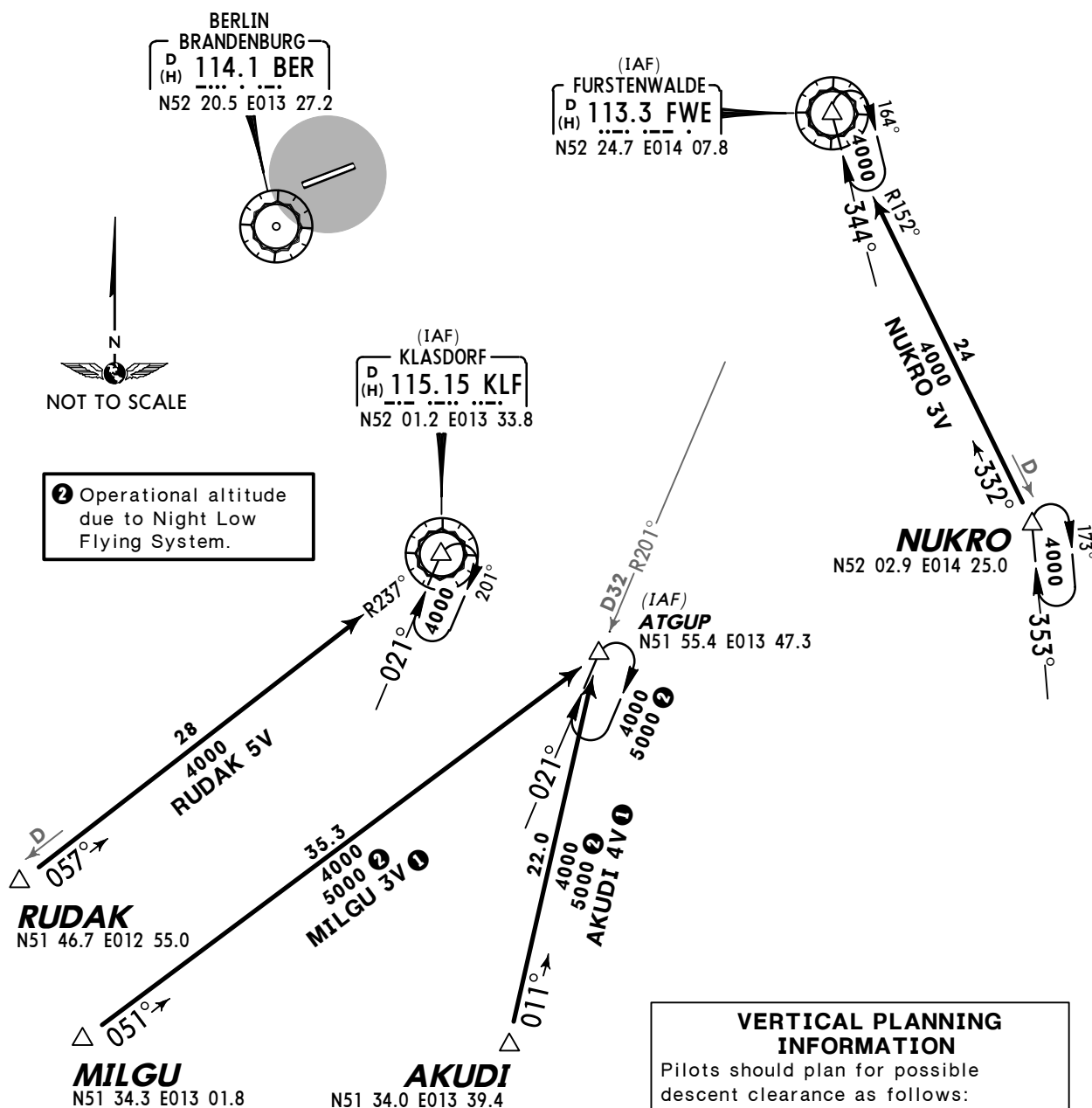
MSA  
BER VOR

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

Direct distance to Schonefeld Apt from:

ATGUP 28 NM  
FWE 23 NM  
KLF 21 NM

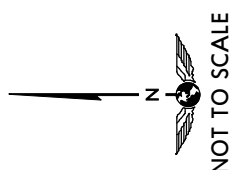
① BRNAV equipment necessary.



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

D-ATIS  
123.77Apt 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****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.

LOWENBERG  
D 114.55 LWB  
(H) .....  
N52 54.6 E013 08.1VIBIS  
N52 58.5 E012 20.3169° 10.9  
4000  
VIBIS  
135°  
5000  
090° 11.3  
4000  
LANUM (IAF)  
N52 47.8 E012 23.2GIRIT  
N52 48.2 E012 04.7  
(LWB R-259/D39)BATEL  
N52 32.8 E011 06.0Direct distance from LANUM to:  
Schonefeld Apt **48 NM**BERLIN  
BRANDENBURG  
D 114.1 BER  
(H) .....  
N52 20.5 E013 27.2

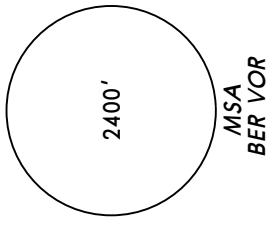
2400'

MSA  
BER VOR

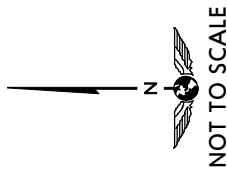
D-ATIS  
123.77

Apt Elev  
157'

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



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



NOT TO SCALE

LOWENBERG  
D 114.55 LWB  
(H) N52 54.6 E013 08.1

**VIBIS** Δ 091° 17.9  
N52 58.5 E012 20.3  
VIBIS 3V  
PODUS  
N52 57.6  
E012 49.8

**BATEL** Δ 064° 38.9  
N52 48.2 E012 04.7  
GIRIT  
N52 48.2 E012 04.7  
D39 259°  
087°  
45.4  
4000  
NASAT  
N52 48.2 E013 19.6  
D38 R307°  
21.9  
4000  
TERDA (IAF)  
N52 48.5 E013 55.7  
D25 341°  
12.5  
4000

Direct distance from TERDA to:  
Schonefeld Apt 31 NM

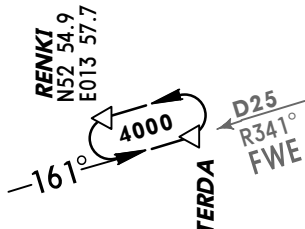
FURSTENWALDE  
D 113.3 FWE  
(H) N52 24.7 E014 07.8

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

**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:  
**BATEL 6V:** FL100 by NASAT & TERDA.  
at or below  
**VIBIS 3V:** FL100 by TERDA.  
at or below  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**HOLDING  
OVER TERDA**



D-ATIS  
123.77Apt 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.

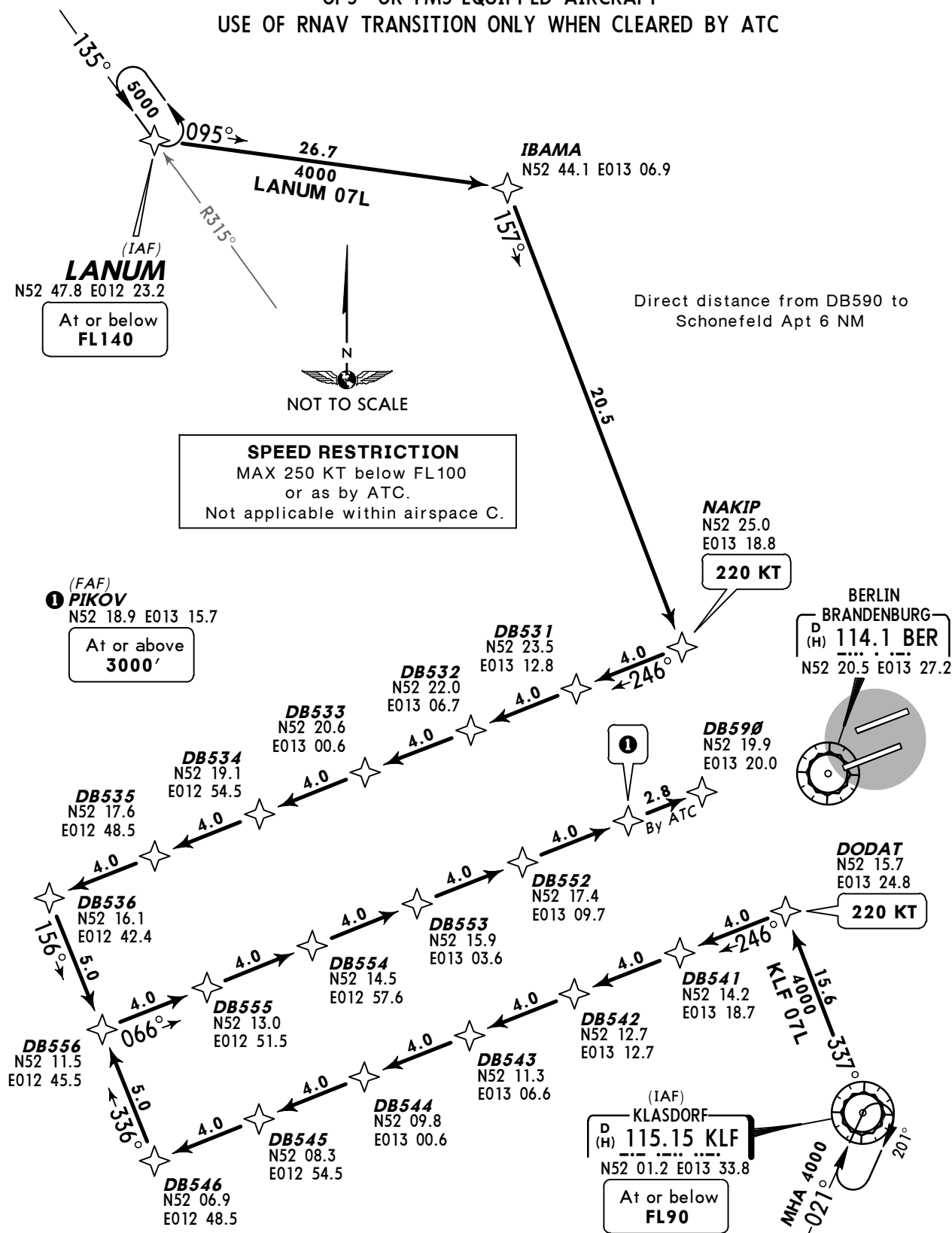
2400'

MSA  
BER VOR

KLF 07L  
LANUM 07L [LAN07L]  
RWY 07L RNAV TRANSITIONS

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  
123.77Apt Elev  
157'

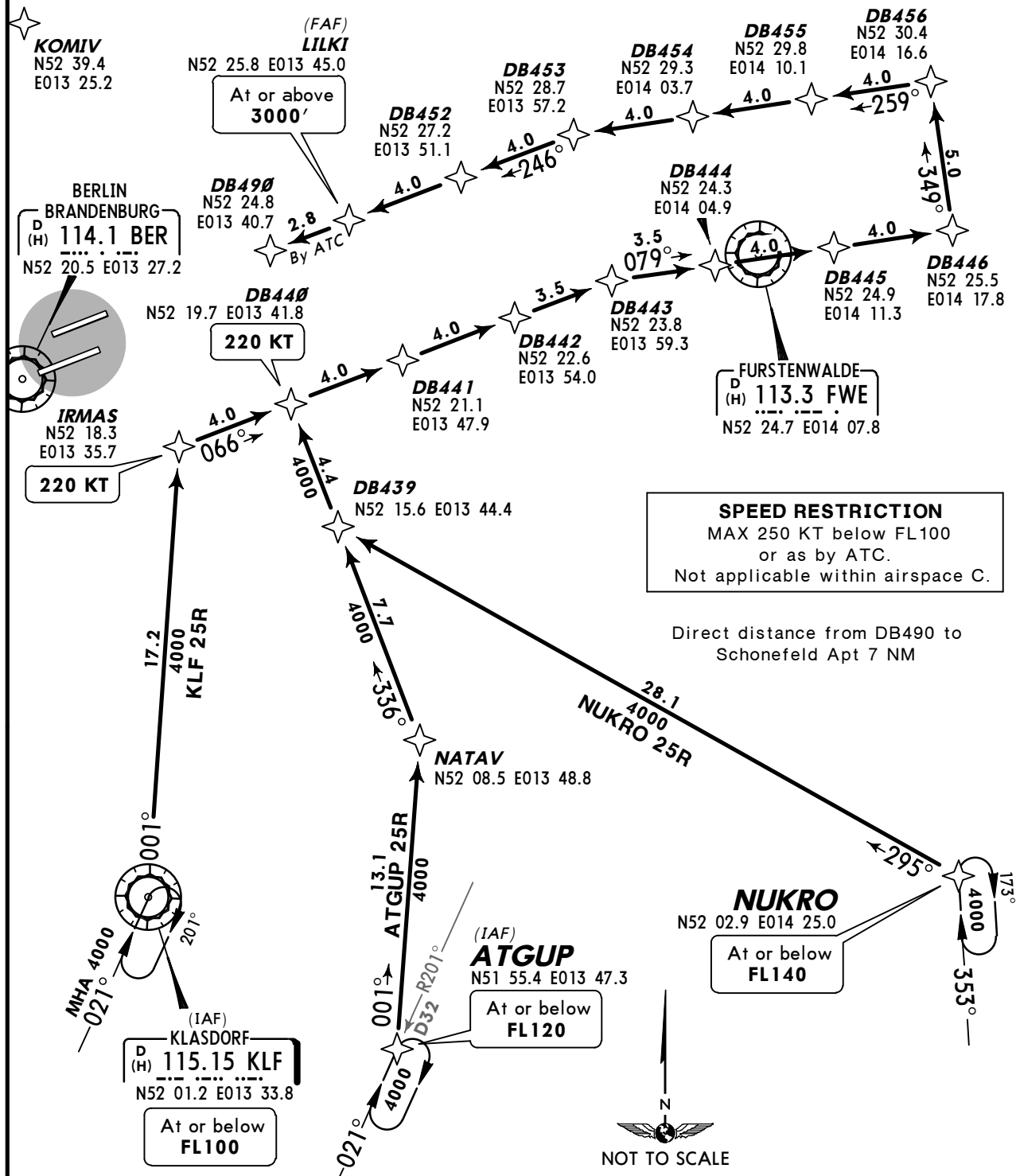
Alt Set: hPa (IN on request)  
Trans level: By ATC Trans alt: 5000'  
1. On downwind EXPECT vectors to final.  
2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

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**

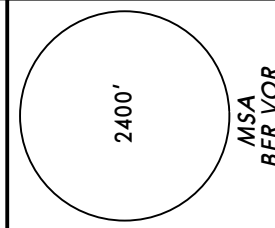
|                  |                                                                                         |
|------------------|-----------------------------------------------------------------------------------------|
| <b>ATGUP 25R</b> | ATGUP (FL120-) - NATAV - DB440 (K220) - DB443 - DB446 - DB456 - 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'

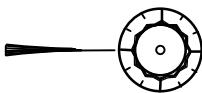
Trans level: By ATC Trans alt: 5000'

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°

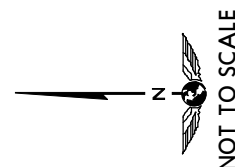
SCHONEFELD  
DME (L) (114.4) SDD  
N52 22.5 E013 30.2  
SCHONEFELD  
299 SL  
N52 24.0 E013 37.3

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

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

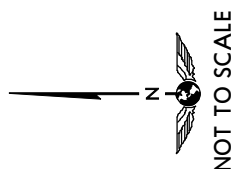
① After D22 FWE BRNAV equipment necessary.

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



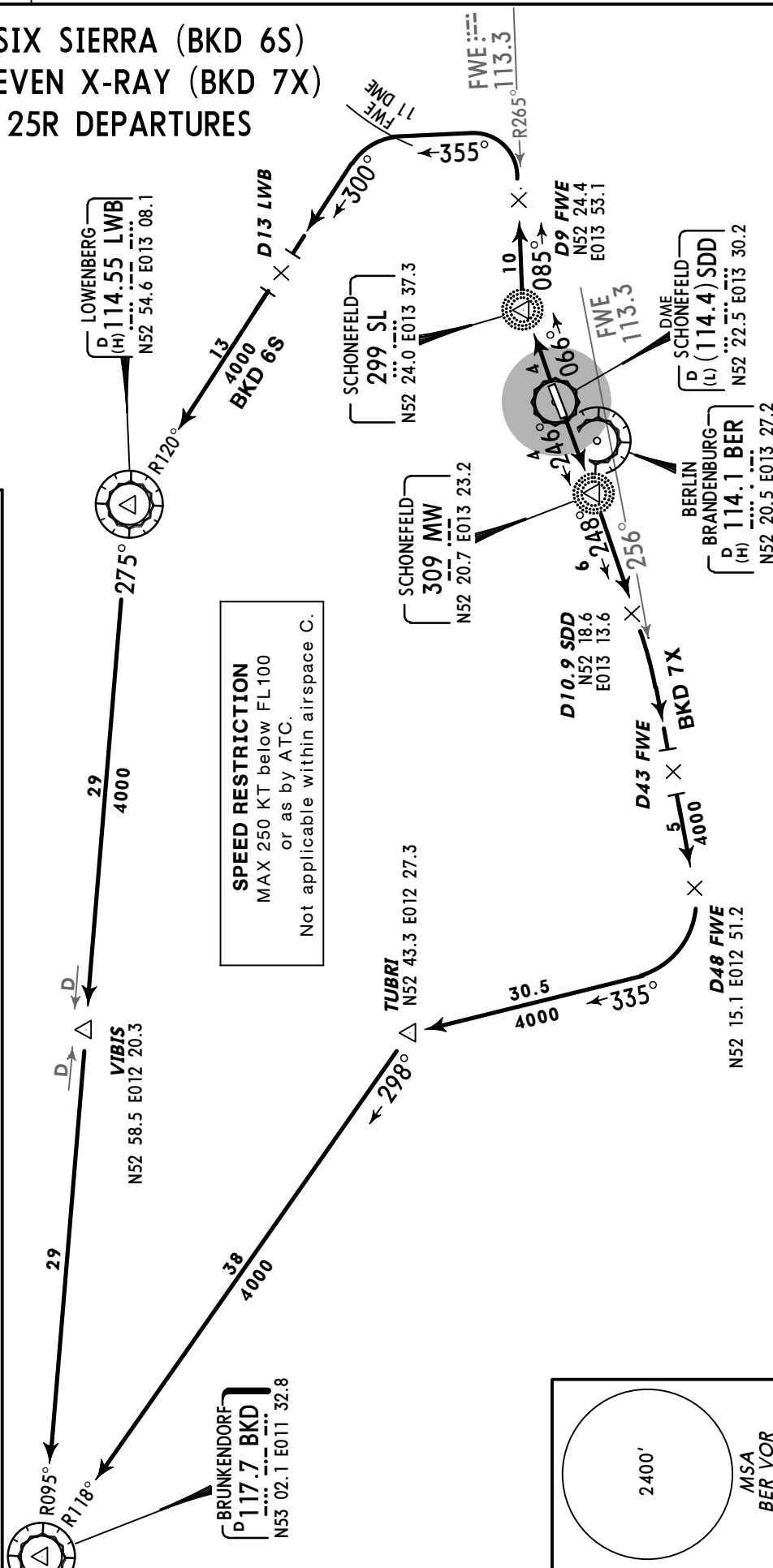
BKD 6S: Initial climb clearance 4000'  
BKD 7X: Initial climb clearance 5000'

## 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'

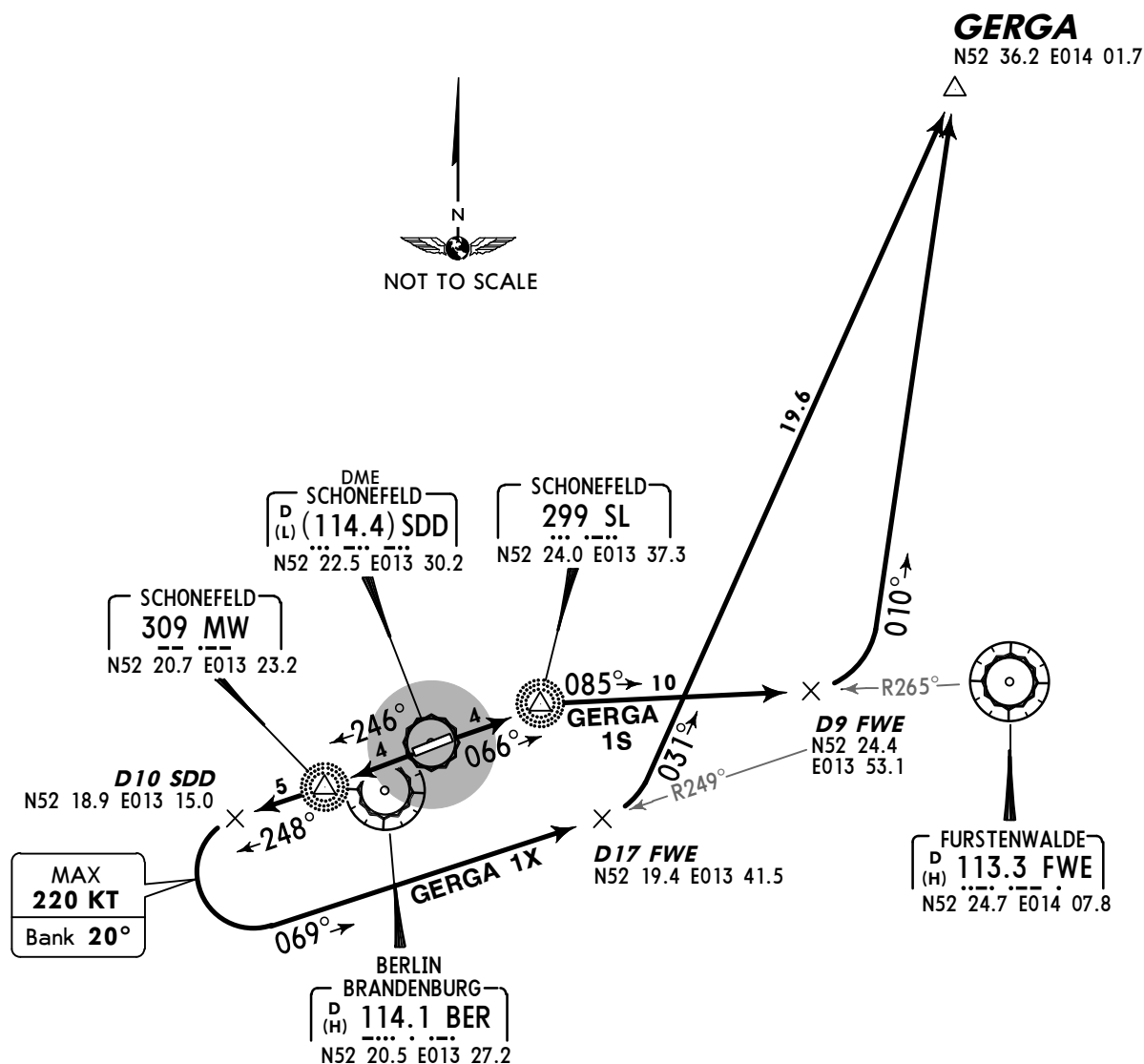
MSA  
BER VOR

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'**

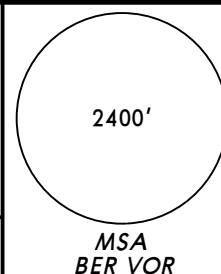
| SID      | RWY | ROUTING                                                                                                                                             |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------|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

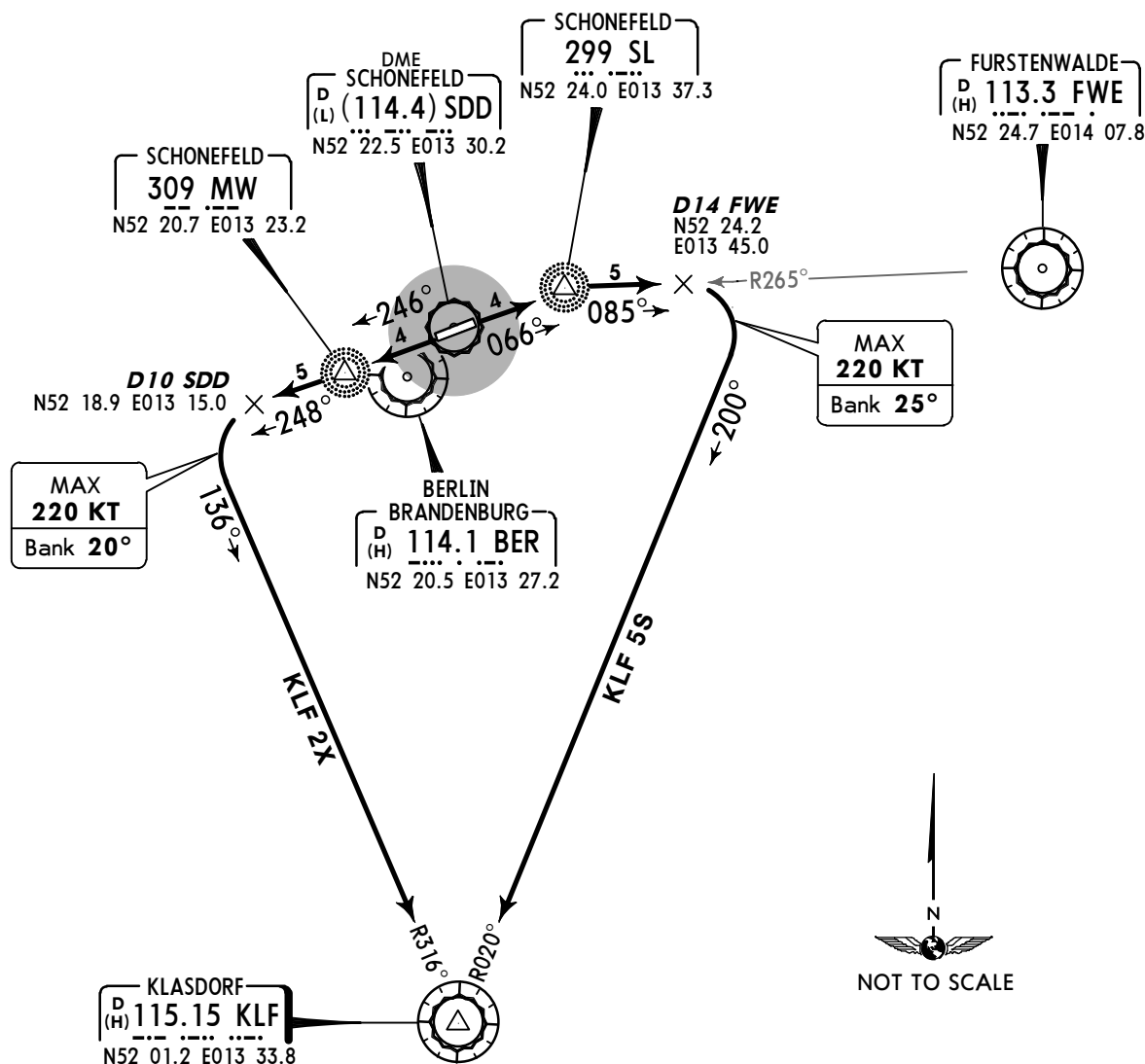
Apt Elev  
157'

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.



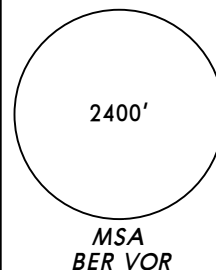
Initial climb clearance **4000'**

| 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'

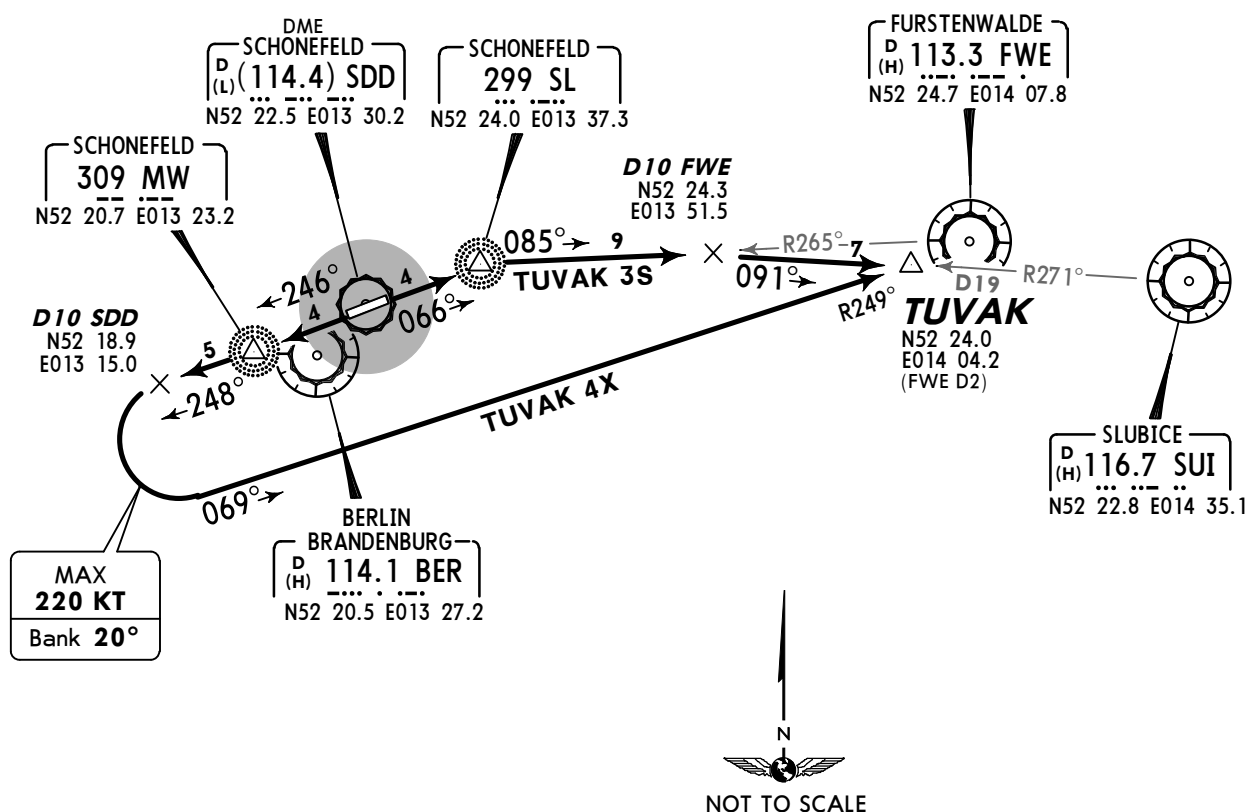
Trans level: By ATC Trans alt: 5000'

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'**

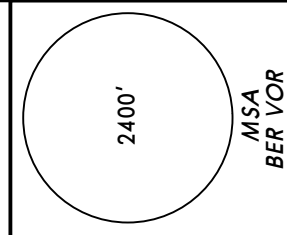
| SID             | RWY        | ROUTING                                                                                                                                     |
|-----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <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

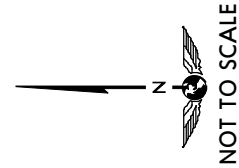
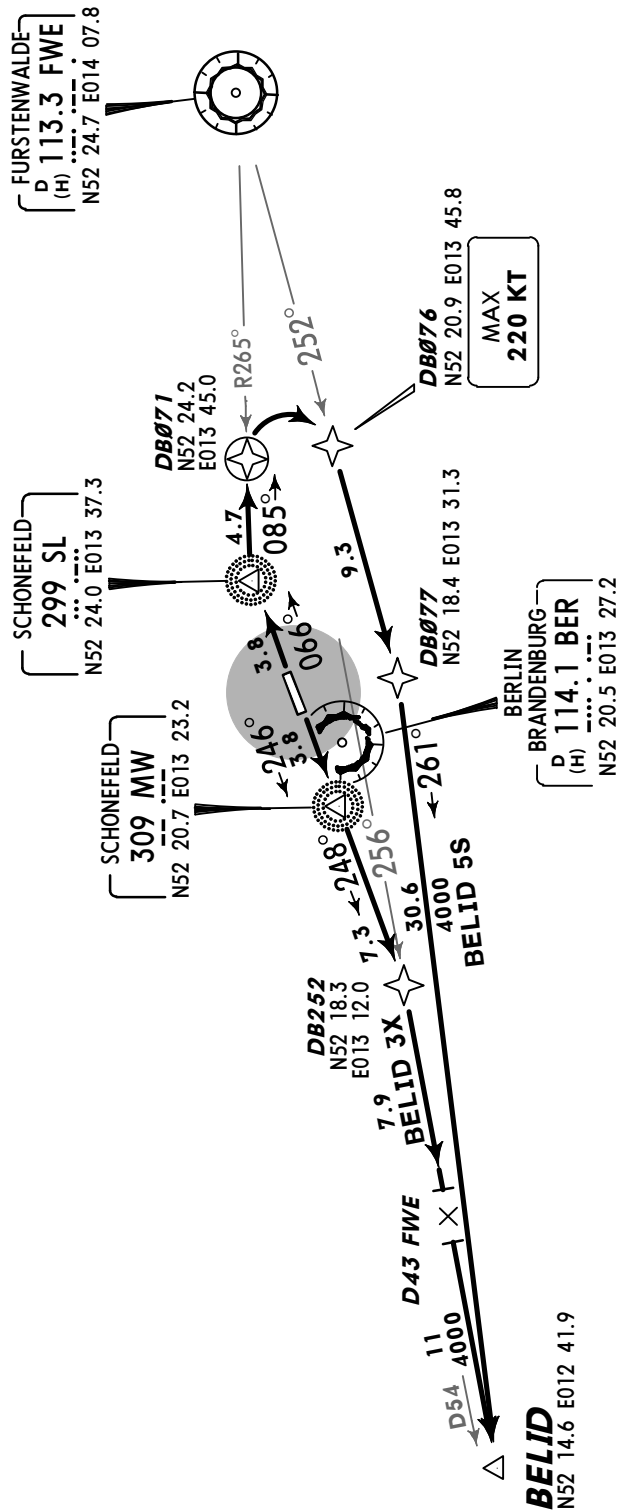
Apt Elev  
157'

- 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**

| SID      | RWY | ROUTING                                               |
|----------|-----|-------------------------------------------------------|
| BELID 5S | 07L | (600'+) - SL - DB071 - DB076 (K220-) - DB077 - BELID. |
| BELID 3X | 25R | (600'+) - MW - DB252 - BELID.                         |

*Apt Elev*  
157'

Trans level: By ATC    Trans alt: 5000'

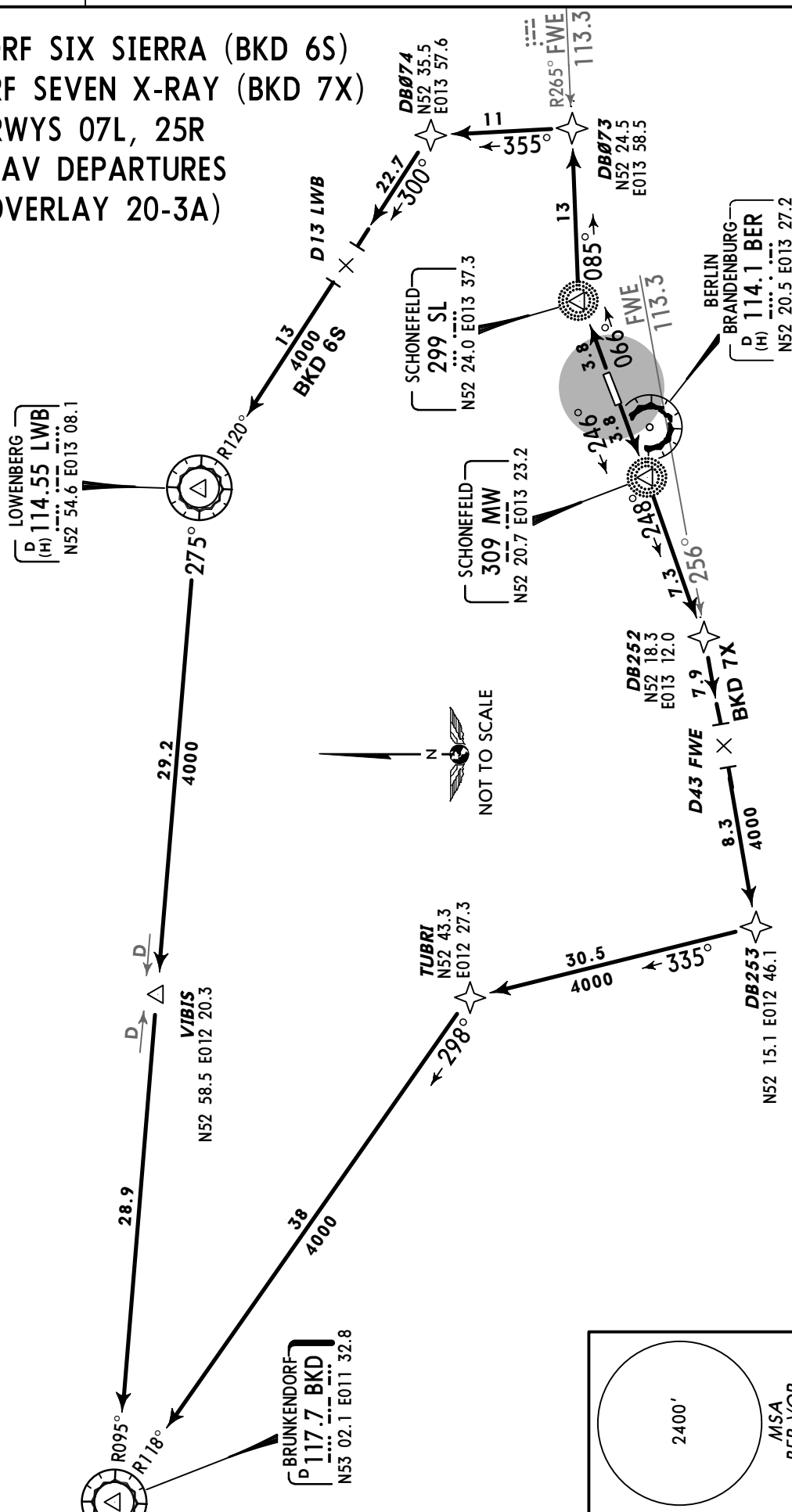
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures (refer to 20-4). Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.

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

**BKD 6S:** Initial climb clearance 4000'

**BKD 7X:** Initial climb clearance 5000'

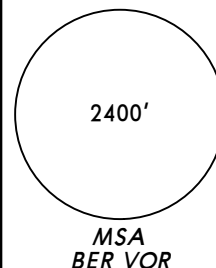
| SID    | RWY | ROUTING                                            |
|--------|-----|----------------------------------------------------|
| BKD 6S | 07L | (600' +) - SL - DB073 - DB074 - LWB - VIBIS - BKD. |
| BKD 7X | 25R | (600' +) - MW - DB252 - DB253 - TUBRI - BKD.       |



BREMEN  
Radar  
120.62Apt Elev  
157'

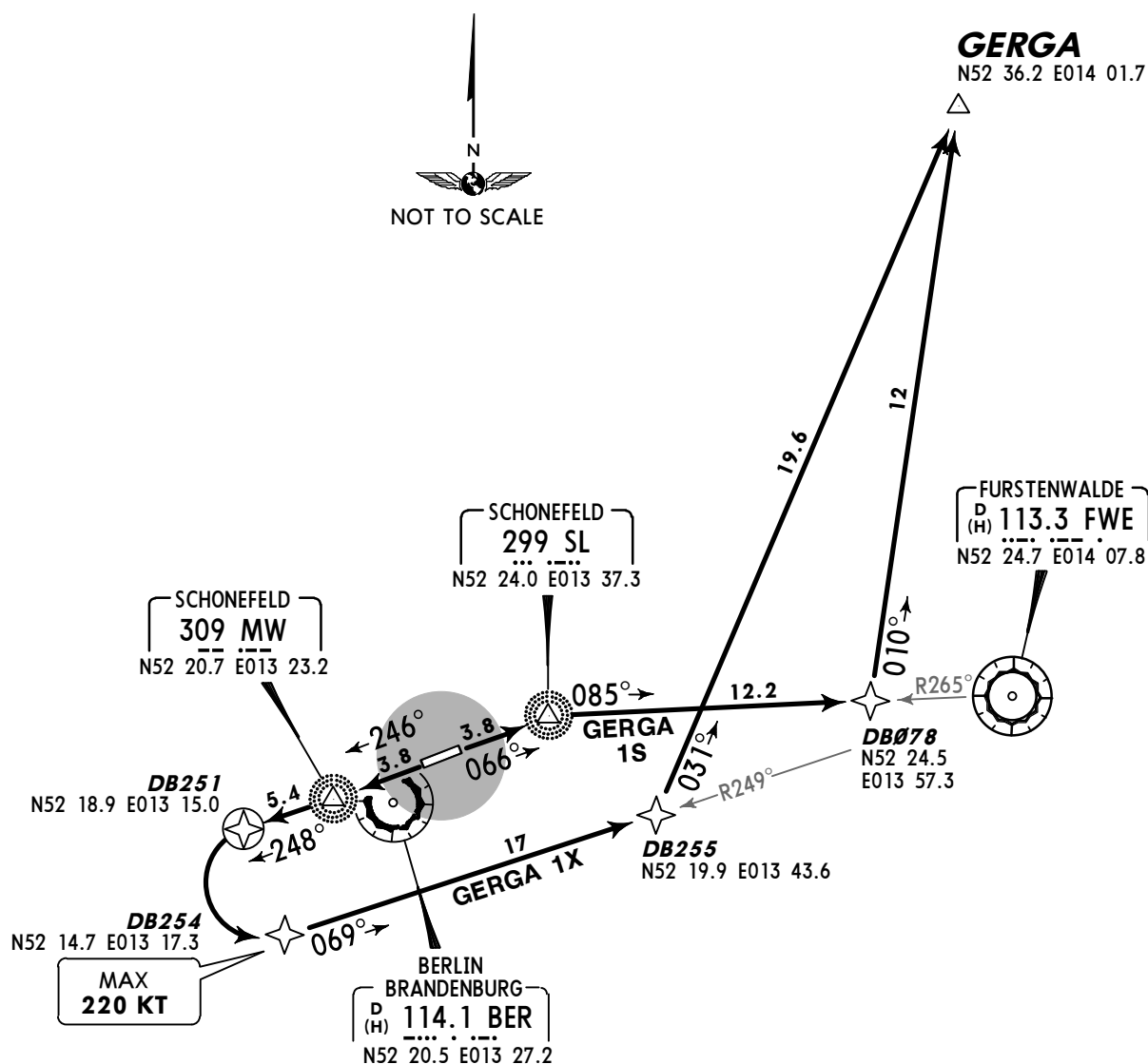
Trans level: By ATC Trans alt: 5000'

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



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

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

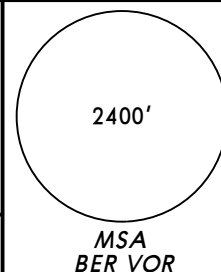
Initial climb clearance **4000'**

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

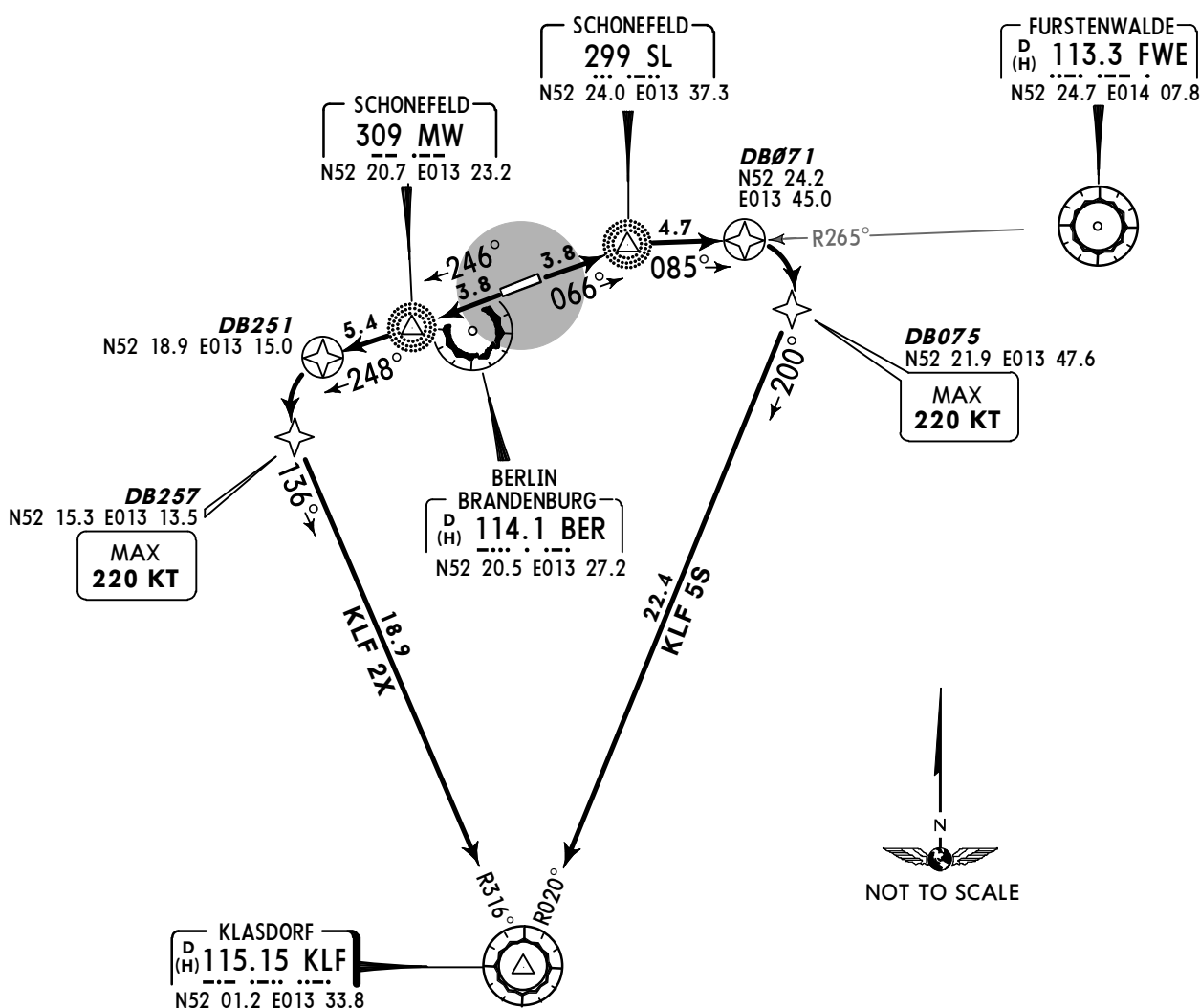
BREMEN  
Radar  
120.62

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**



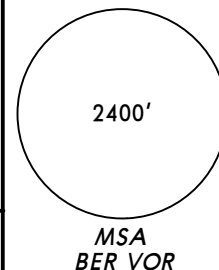
Initial climb clearance **4000'**

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

BREMEN  
Radar  
120.62Apt Elev  
157'

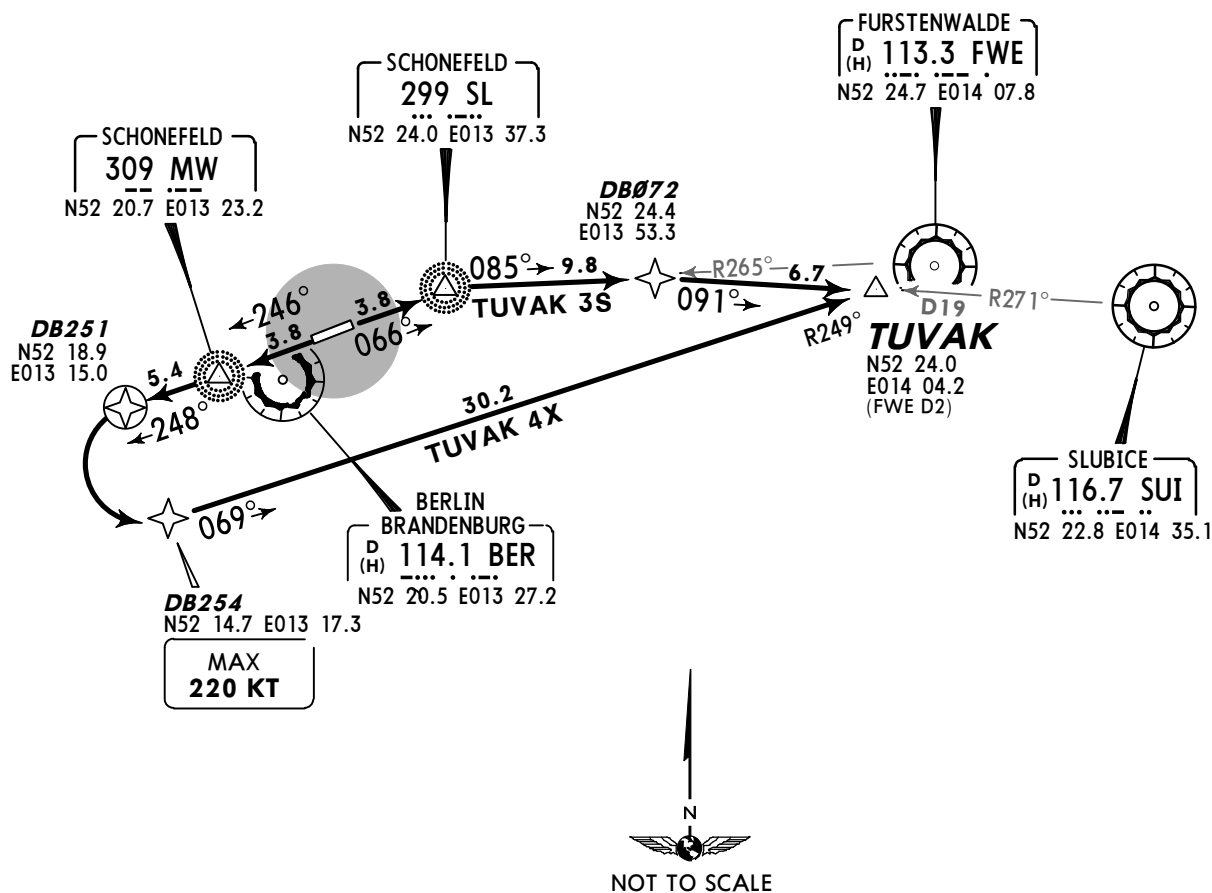
Trans level: By ATC Trans alt: 5000'

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.

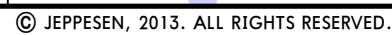


**TUVAK THREE SIERRA (TUVAK 3S) [TUVAK3S]  
TUVAK FOUR X-RAY (TUVAK 4X) [TUVAK4X]  
RWYS 07L, 25R RNAV DEPARTURES  
(OVERLAY 20-3D)  
NO ACCESS TO AIRWAY UL 980**

**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. |



**CONSTRUCTION WORKS**

REFER ALSO TO LATEST NOTAMS

## ADDITIONAL RUNWAY INFORMATION

| RWY |               |       |     |              |     | USABLE LENGTHS |                            | TAKE-OFF  | WIDTH       |
|-----|---------------|-------|-----|--------------|-----|----------------|----------------------------|-----------|-------------|
|     |               |       |     |              |     | LANDING        | BEYOND                     |           |             |
|     |               |       |     |              |     | Threshold      | Glide Slope                |           |             |
| 07L |               |       |     |              |     |                |                            |           |             |
| 25R | HIRL CL (15m) | HIALS | TDZ | PAPI-L(3.0°) | RVR | 10,827' 3300m  | 9855' 3004m<br>9733' 2967m | <b>12</b> | 148'<br>45m |

**1 TAKE-OFF RUN AVAILABLE**RWY 07L:

From twy L2 int 10,827' (3300m)  
 twy K1 int 10,171' (3100m)  
 twy L3 int 7448' (2270m)  
 twy K2 int 6398' (1950m)  
 twy L4 int 5906' (1800m)  
 twy L6 int 3248' (990m)

RWY 25R:

From twy K5 int 10,449' (3185m)  
 twy K4/L7 int 10,171' (3100m)  
 twy L6 int 7595' (2315m)  
 twy K3 int 7054' (2150m)

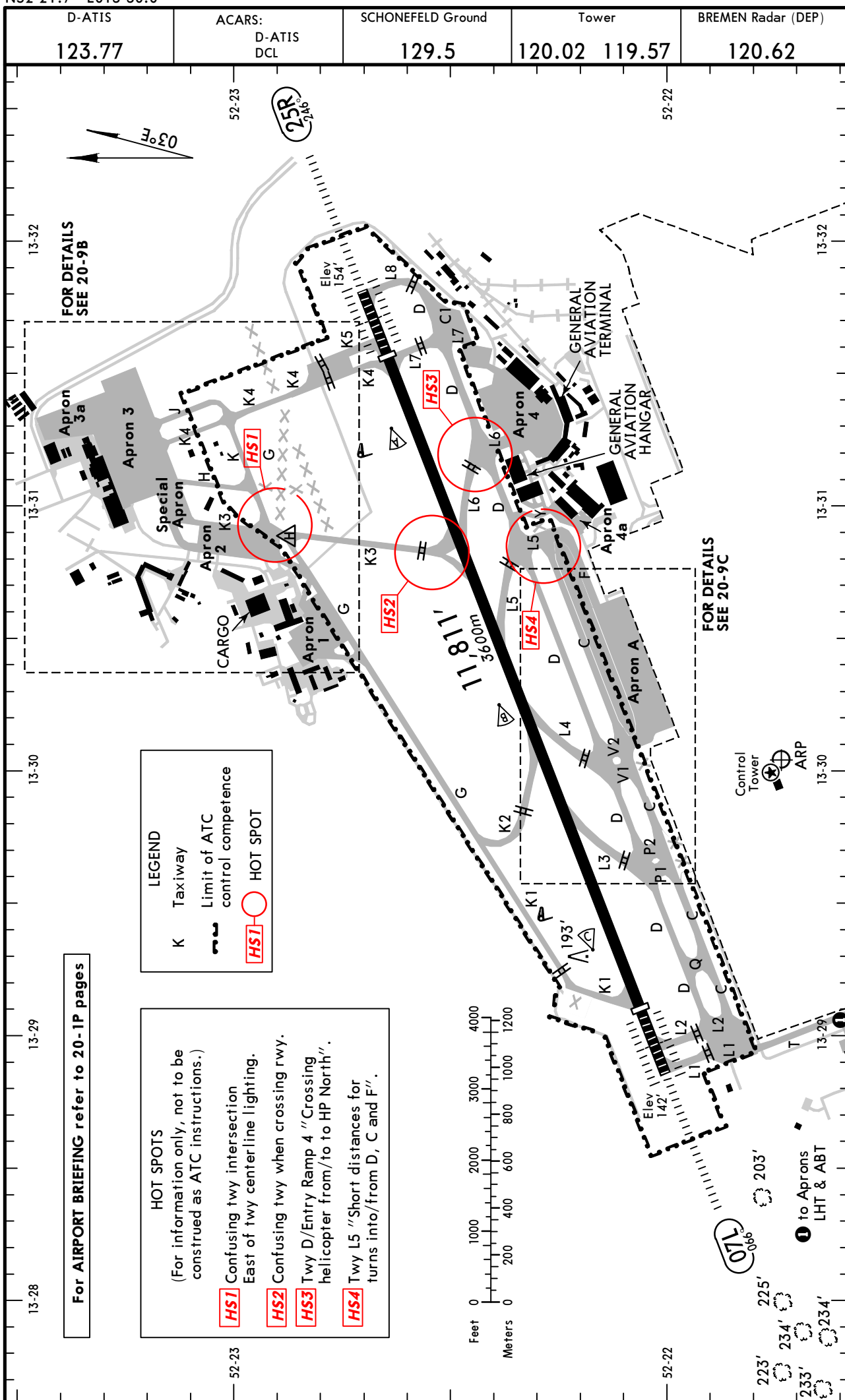
**2 Additional 656'/200m available as stopway**

Use of taxiways during construction works:

-Twys L1 and L8 will not be available for entering rwy 07L/25R.

-It will still be permitted to vacate rwy 07L/25R via Twys L1 and L8.

-Take-off from intersections L5 (rwy 25R) and K3 (rwy 07L) will not be available.



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

1 TAKE-OFF RUN AVAILABLE

RWY 07L:

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

RWY 25R:

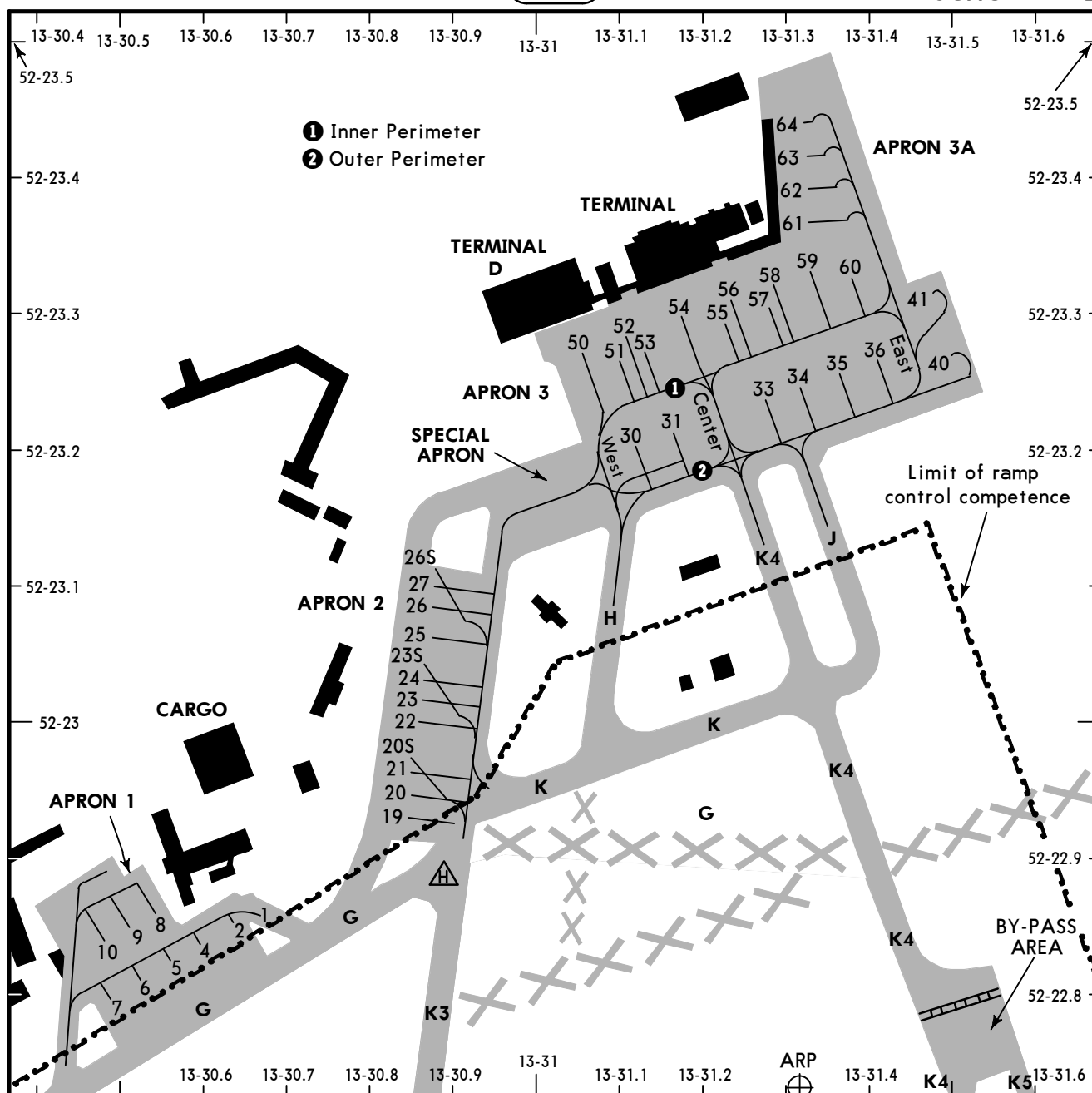
|                |         |         |
|----------------|---------|---------|
| From rwy head  | 11,811' | (3600m) |
| twy K5 int     | 11,106' | (3385m) |
| twy K4, L7 int | 10,827' | (3300m) |
| twy L6 int     | 8251'   | (2515m) |
| twy K3 int     | 7710'   | (2350m) |
| twy L5 int     | 6775'   |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

Standard

TAKE-OFF 1

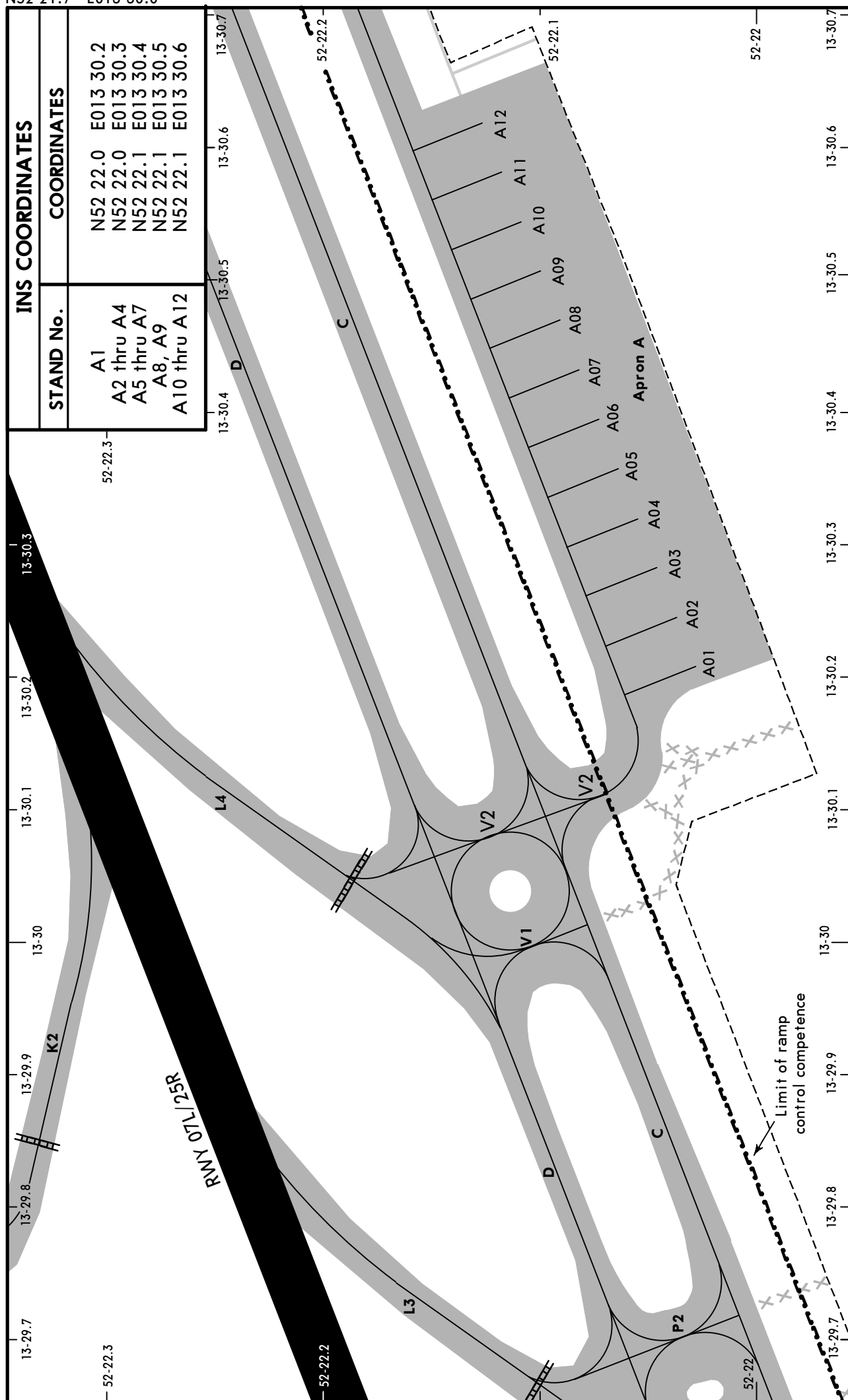
|   | LVP must be in force                              |                           |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|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

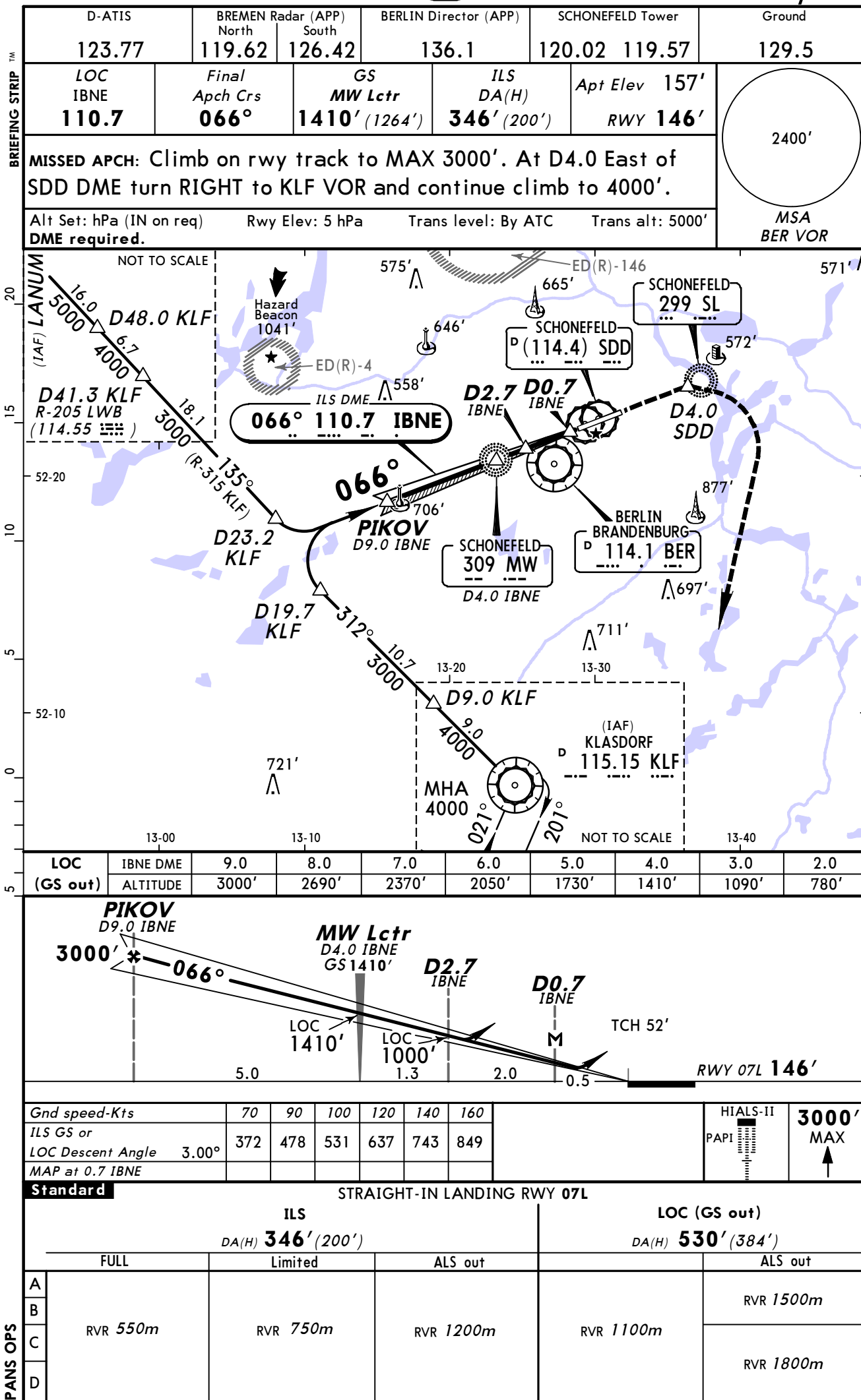
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



## 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 |            |                    |





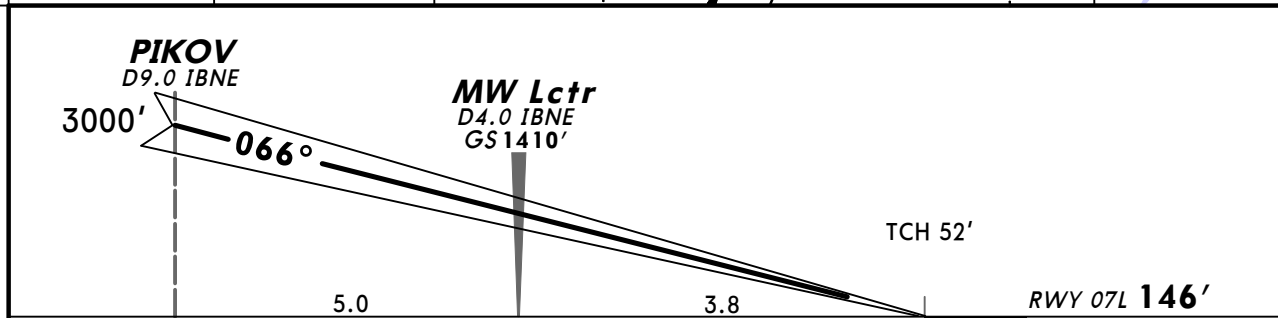
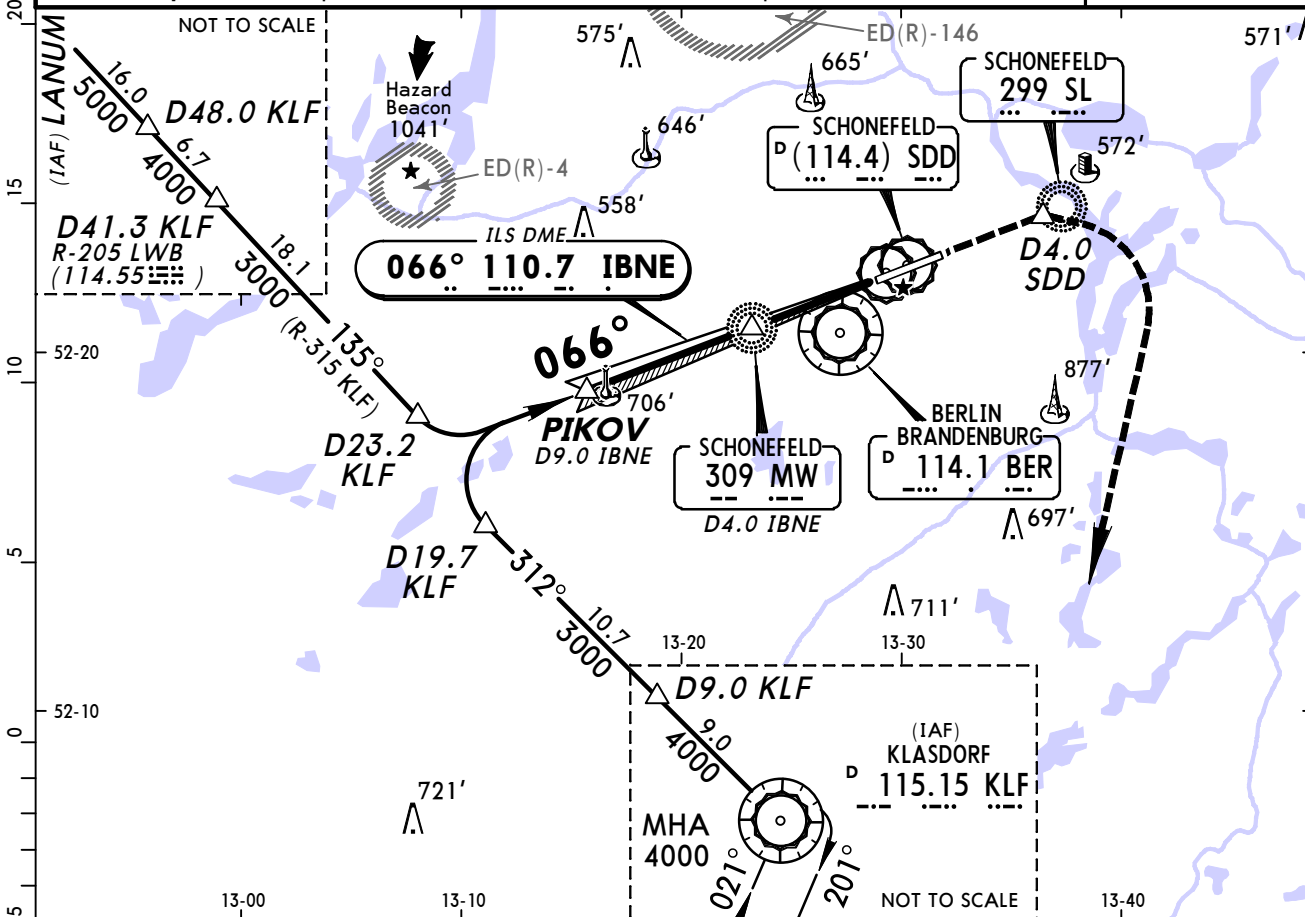
EDDB/SXF  
SCHONEFELD

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>Aptch 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            |



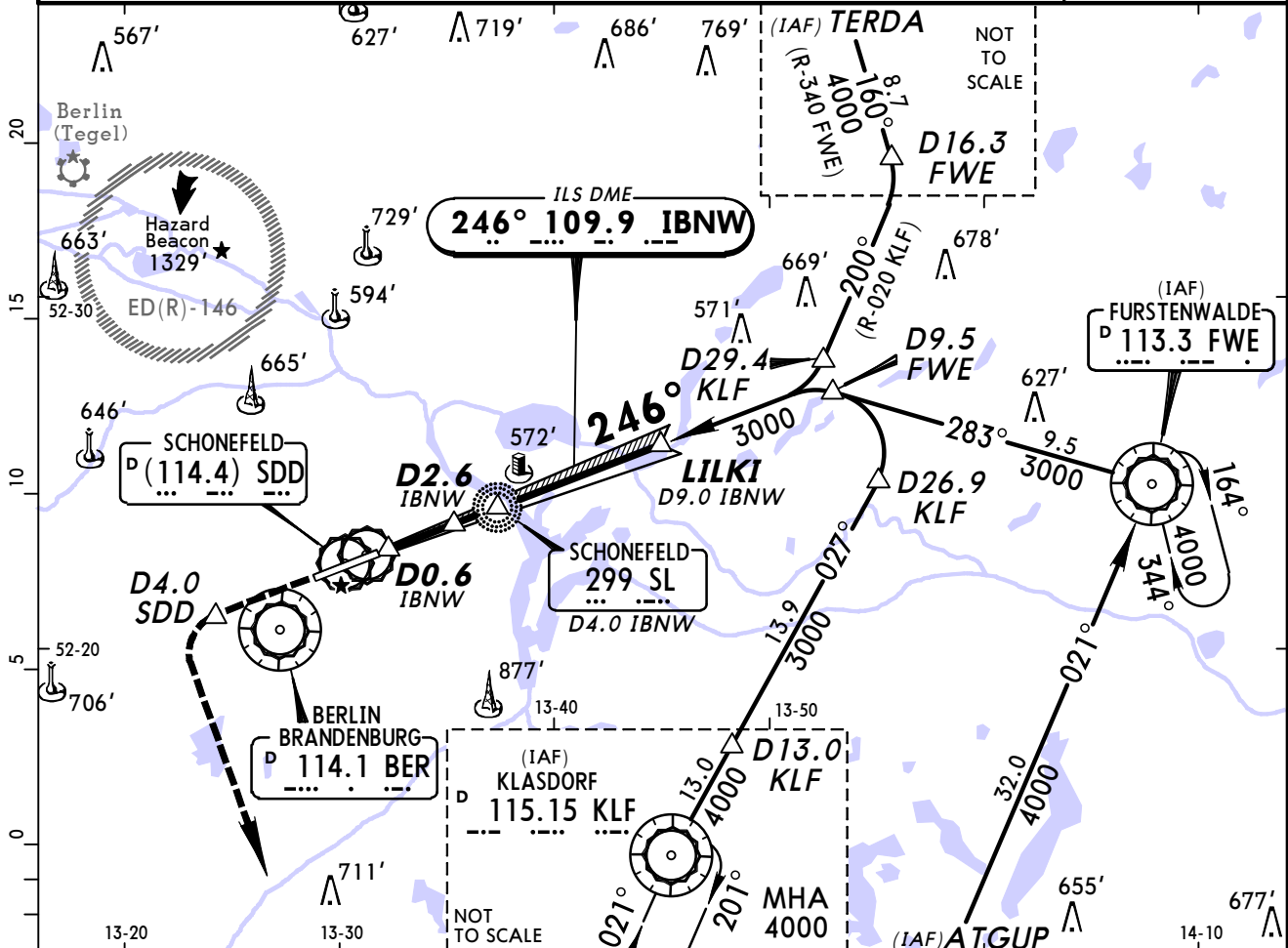
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| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div></div><div>HIALS-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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|-----------------|--|--------------------------------------|--|
| <b>Standard</b> |  | STRAIGHT-IN LANDING RWY 07L          |  |
| CAT IIIA ILS    |  | CAT II ILS                           |  |
| DH 50'          |  | ABCD<br>RA 105'<br>DA(H) 246' (100') |  |
| RVR 200m        |  | RVR 300m                             |  |

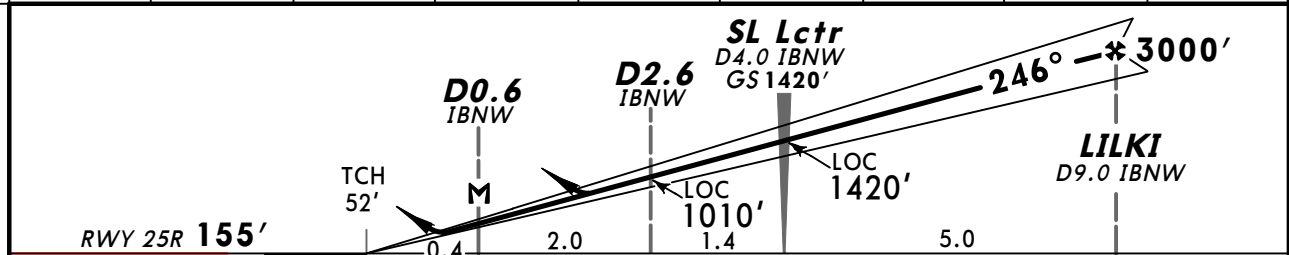
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

BRIEFING STRIP

|                                                                                                                         |                                                    |                                |                                |                                   |                                         |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------|--------------------------------|-----------------------------------|-----------------------------------------|
| 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>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' |



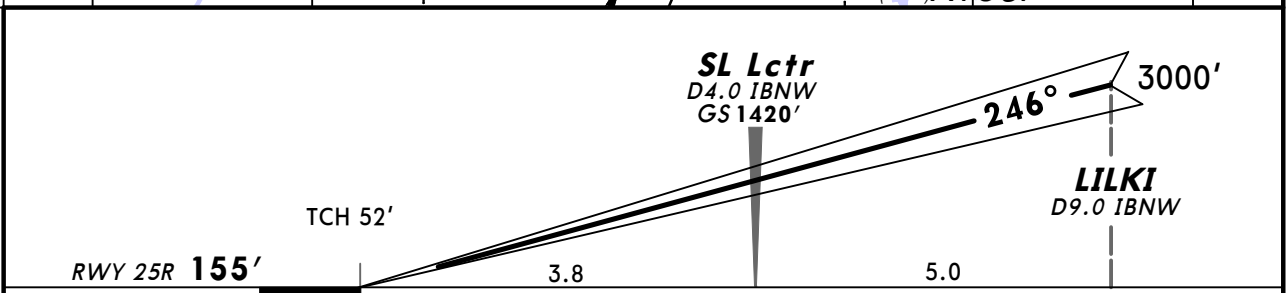
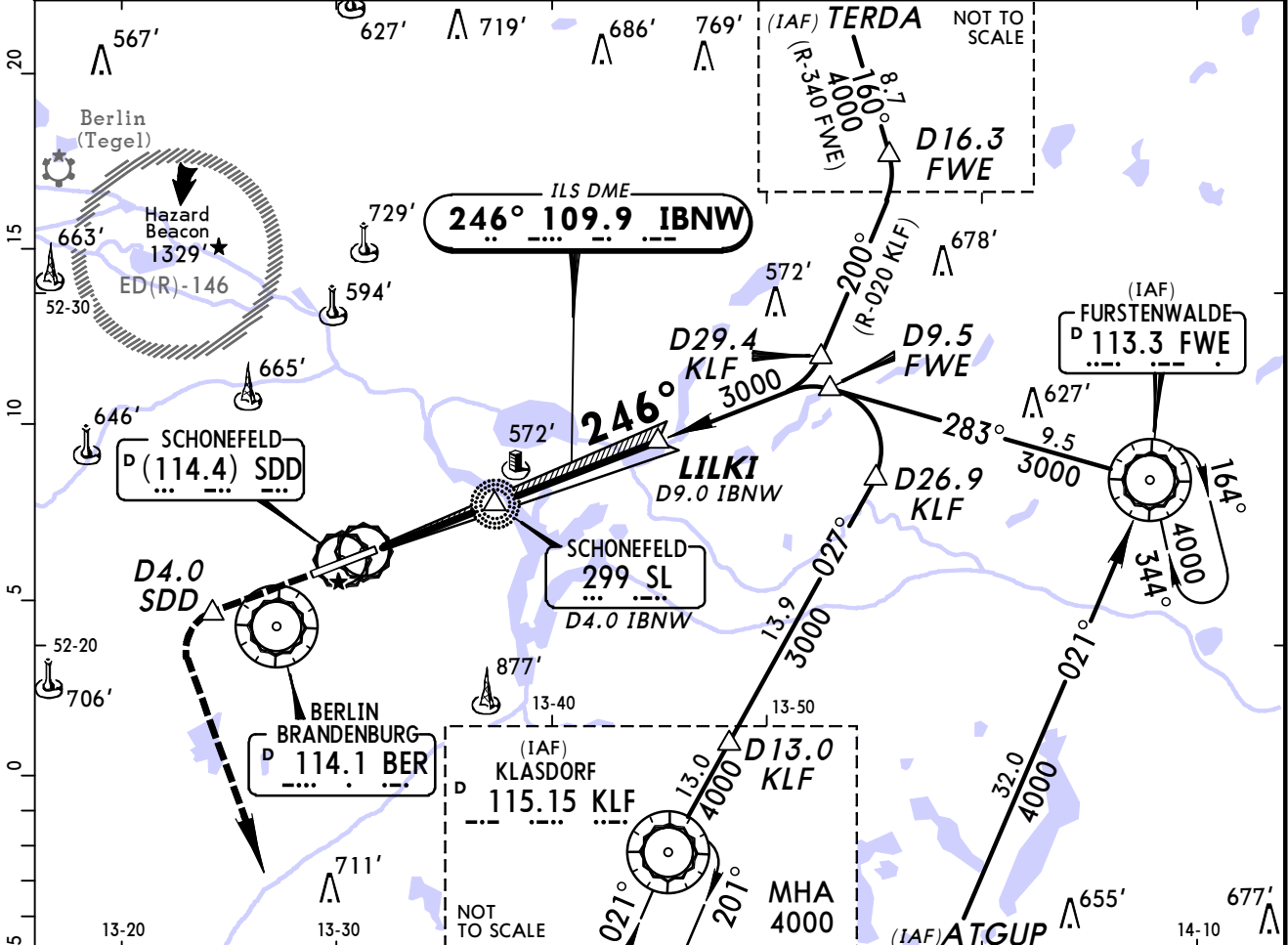
|                                      |     |     |     |     |     |     |
|--------------------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 |
| ILS GS or<br>LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| 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 1800m                                |           |
| C                               | RVR 550m | RVR 750m | RVR 1200m                                | RVR 1100m |
| D                               |          |          |                                          |           |

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<br>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. <b>DME required.</b> 2. Special Aircrew & Acft Certification required. |                                                          |                                |                                              |                                   |                                         |

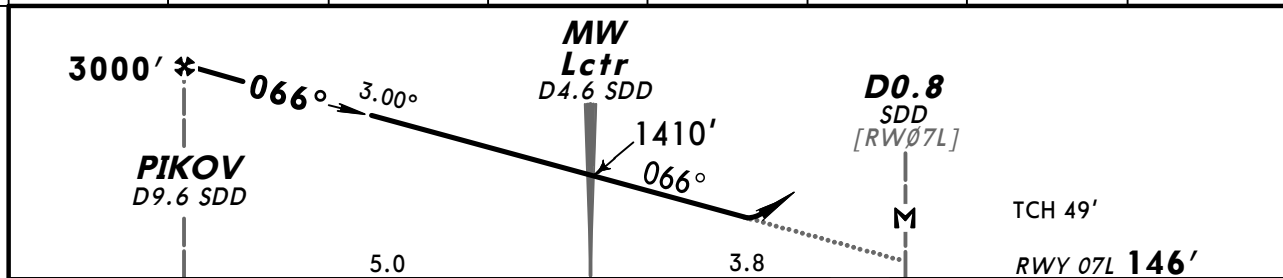
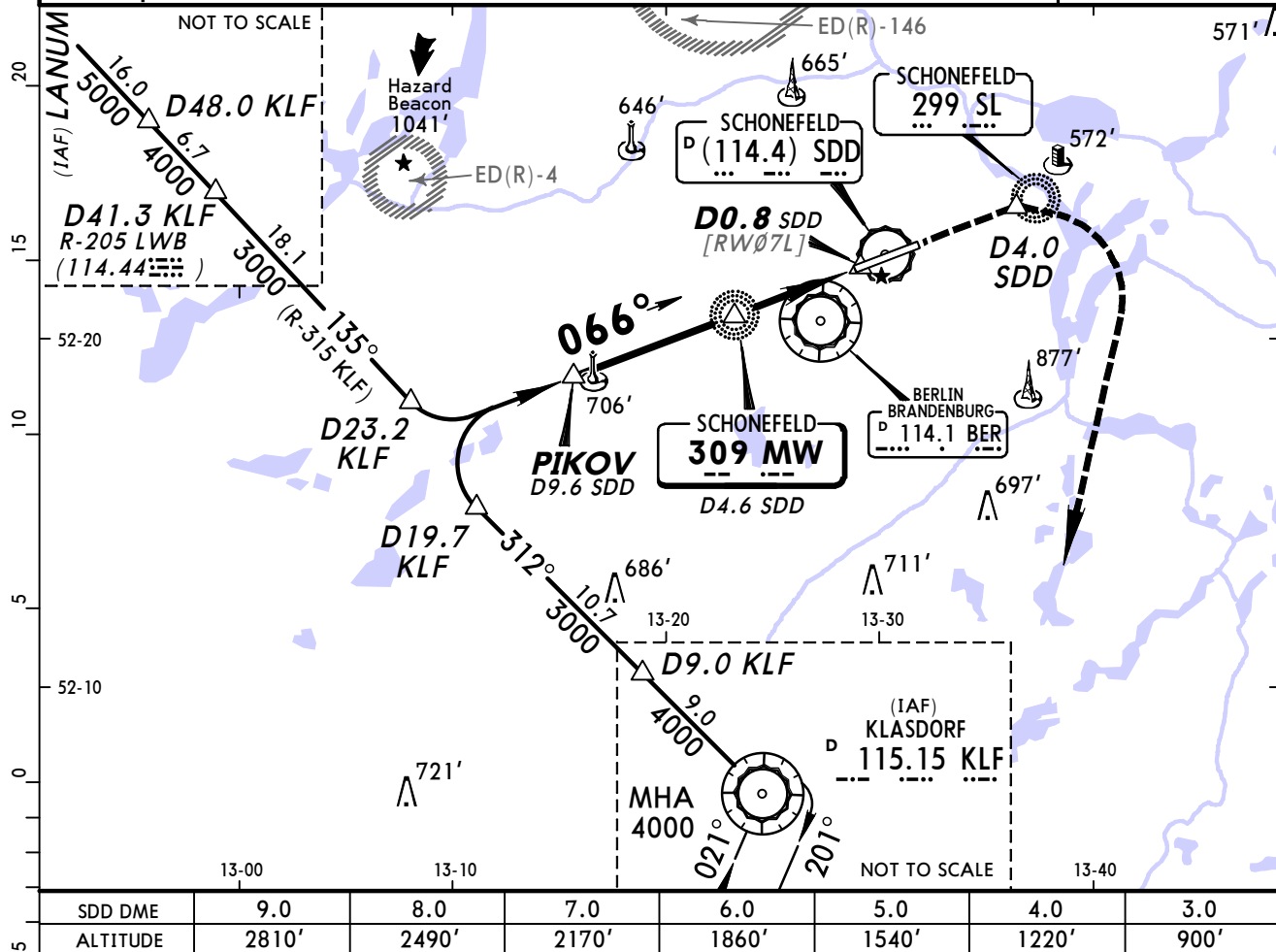


|               |       |     |     |     |     |     |                               |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI<br>3000' MAX |
| GS            | 3.00° | 372 | 478 |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

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

BRIEFING STRIP

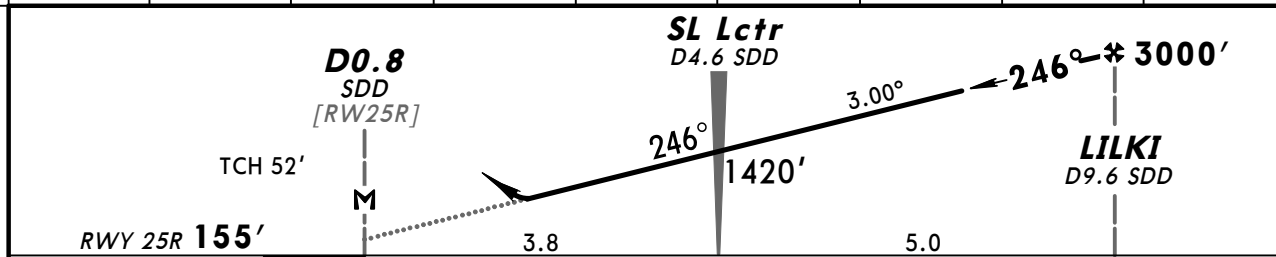
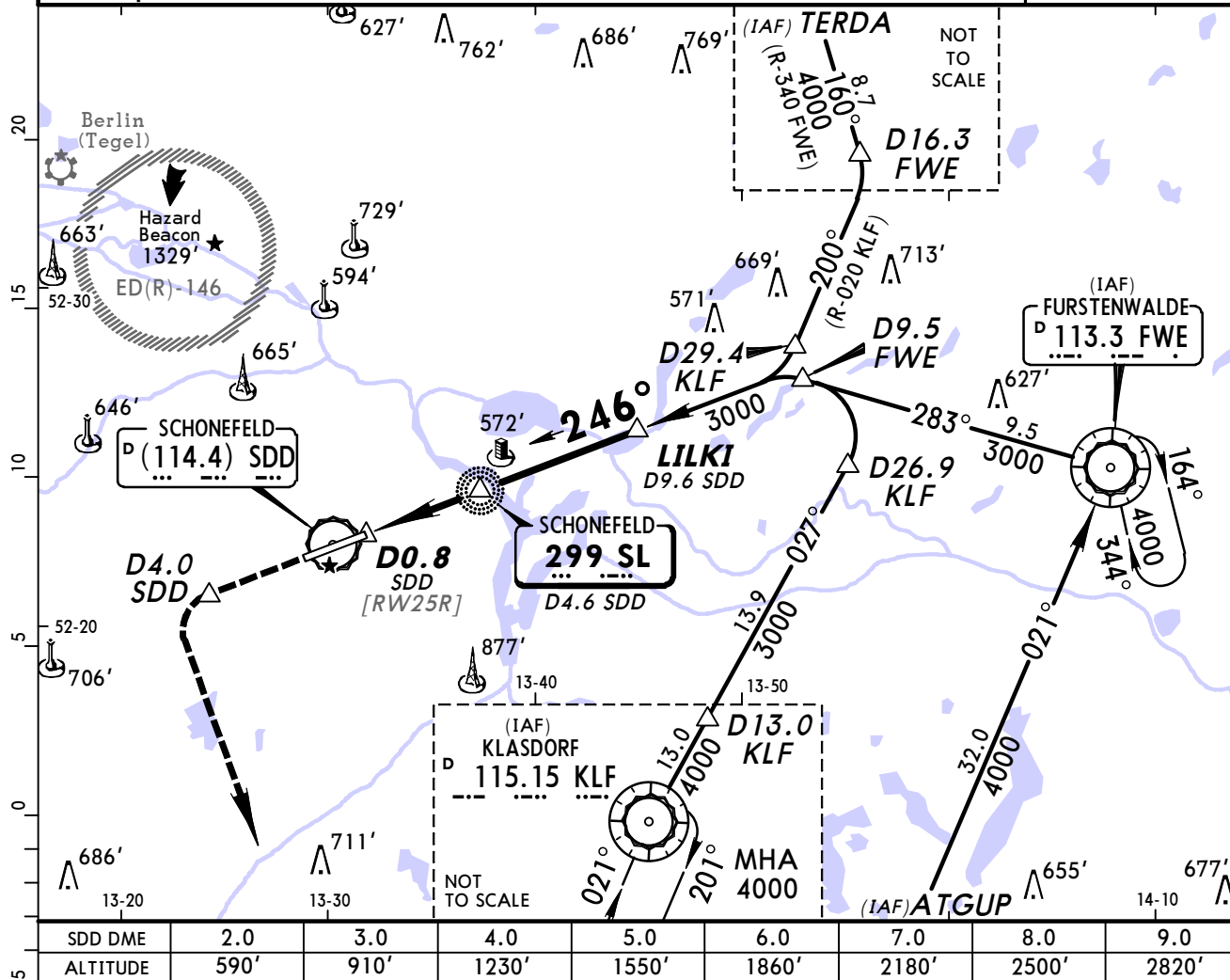
|                                                                                                                          |                                                          |                                       |                                |                                   |                                         |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------|--------------------------------|-----------------------------------|-----------------------------------------|
| 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                         |
| 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'         | <div>2400'</div> <div>MSA SL Lctr</div> |
| MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'. |                                                          |                                       |                                |                                   |                                         |
| Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'<br>DME required.                           |                                                          |                                       |                                |                                   |                                         |



|                     |     |     |     |     |     |     |                                    |
|---------------------|-----|-----|-----|-----|-----|-----|------------------------------------|
| 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        |           |                             |  |

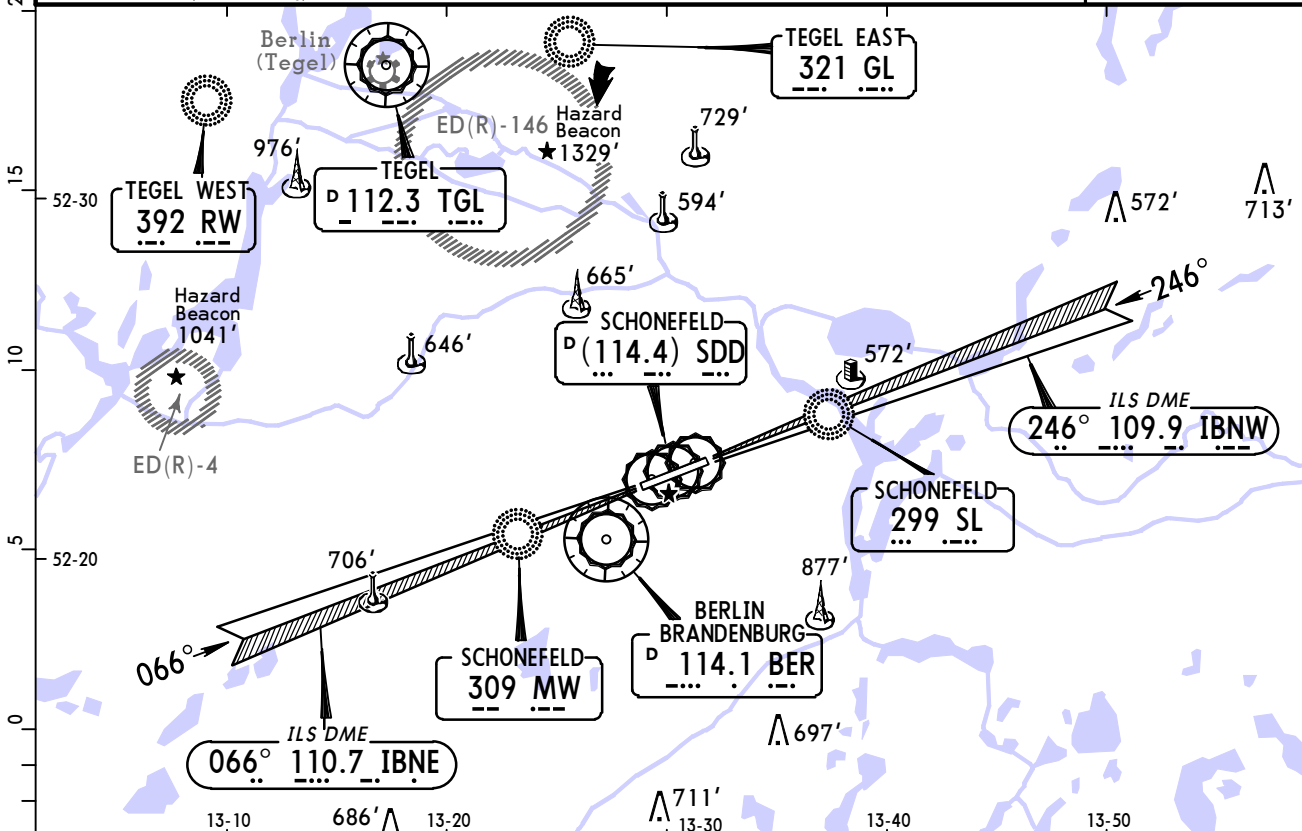
|                                                                                                                                                                                                                                         |                                                    |                                                     |                                   |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|-----------------------------------|-----------------------------------------|
| 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>3000'<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        |           |                             |           |

|                                             |                                       |                                   |                                |                                               |                 |
|---------------------------------------------|---------------------------------------|-----------------------------------|--------------------------------|-----------------------------------------------|-----------------|
| D-ATIS<br>123.77                            | BREMEN Radar (APP)<br>North<br>119.62 | 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' | 2400'           |
| MISSED APCH: Climb STRAIGHT AHEAD to 4000'. |                                       |                                   |                                |                                               |                 |
| 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'**  
↑

| Standard |           | STRAIGHT-IN LANDING       |  |                           |           |
|----------|-----------|---------------------------|--|---------------------------|-----------|
|          |           | SRE 07L                   |  | SRE 25R                   |           |
|          |           | MDA(H) <b>730'</b> (584') |  | MDA(H) <b>730'</b> (575') |           |
|          |           | ALS out                   |  | ALS out                   |           |
| A        | CMV 2200m | CMV 2900m                 |  | CMV 2100m                 | CMV 2800m |
| B        |           |                           |  |                           |           |
| C        | CMV 2400m | CMV 3100m                 |  | CMV 2300m                 | CMV 3000m |
| D        |           |                           |  |                           |           |

**Chart changes since cycle 12-2014**

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

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

**BERLIN, (SCHONEFELD - EDDB)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EDDB

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** 20131212

**End Date:** No end date

(21-1, 21-1A) Procedure title changed to: ILS or LOC Rwy 07L / CAT II/III ILS Rwy 07L.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Construction works in progress. For details refer to temp page 20-8 and latest NOTAMs.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** 20131212

**End Date:** No end date

(21-2, 21-2A) Procedure title changed to: ILS or LOC Rwy 25R / CAT II/III ILS Rwy 25R.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** 20131114

**End Date:** No end date

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