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Airport Information For EDDT

Terminal Charts For EDDT

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BERLIN DEU
ICAO/IATA: EDDT / TXL
Lat/Long: N52° 33.58', E013° 17.26'
Elevation: 122 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0715 Z
Sunset: 1514 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: 112.300
ATIS: 125.900
Tegel Tower: 27.892 Military
Tegel Tower: 124.525
Tegel Tower: 118.850
Tegel Ground Tower: 121.750
Tegel Delivery Tower: 121.925
Berlin Military Ground: 136.000 Military
Berlin Military Ground: 36.925 Military
Bremen Radar Approach: 39.857 Military
Bremen Radar Approach: 119.625
Bremen Radar Approach: 126.425
Bremen Radar Approach: 119.500
Berlin Director Approach: 136.100
Bremen Radar Approach: 120.625 Departure Service
Berlin Director Approach: 121.125
Bremen Radar Approach: 31.350 Military

EDDT/TXL
TEGEL

JEPPesen

30 MAY 14

10-1P

BERLIN, GERMANY
AIRPORT BRIEFING

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 to 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.

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30 MAY 14 (10-1P1)

BERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS OF TURBOJET 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 taxi guidelines shall be strictly adhered to. The taxispeed 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.

| Taxiing of CAT D and E ACFT to stand 66 is permitted via TWY PE only.

1.4. PARKING INFORMATION

Stand 40 available for General Aviation.

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21 SEP 12
10-1P3

BERLIN, GERMANY
AIRPORT BRIEFING

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_↑ 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- t_↓ 5 min

EDDT/TXL

TEGEL

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2 JAN 15 **10-1R**

BERLIN, GERMANY

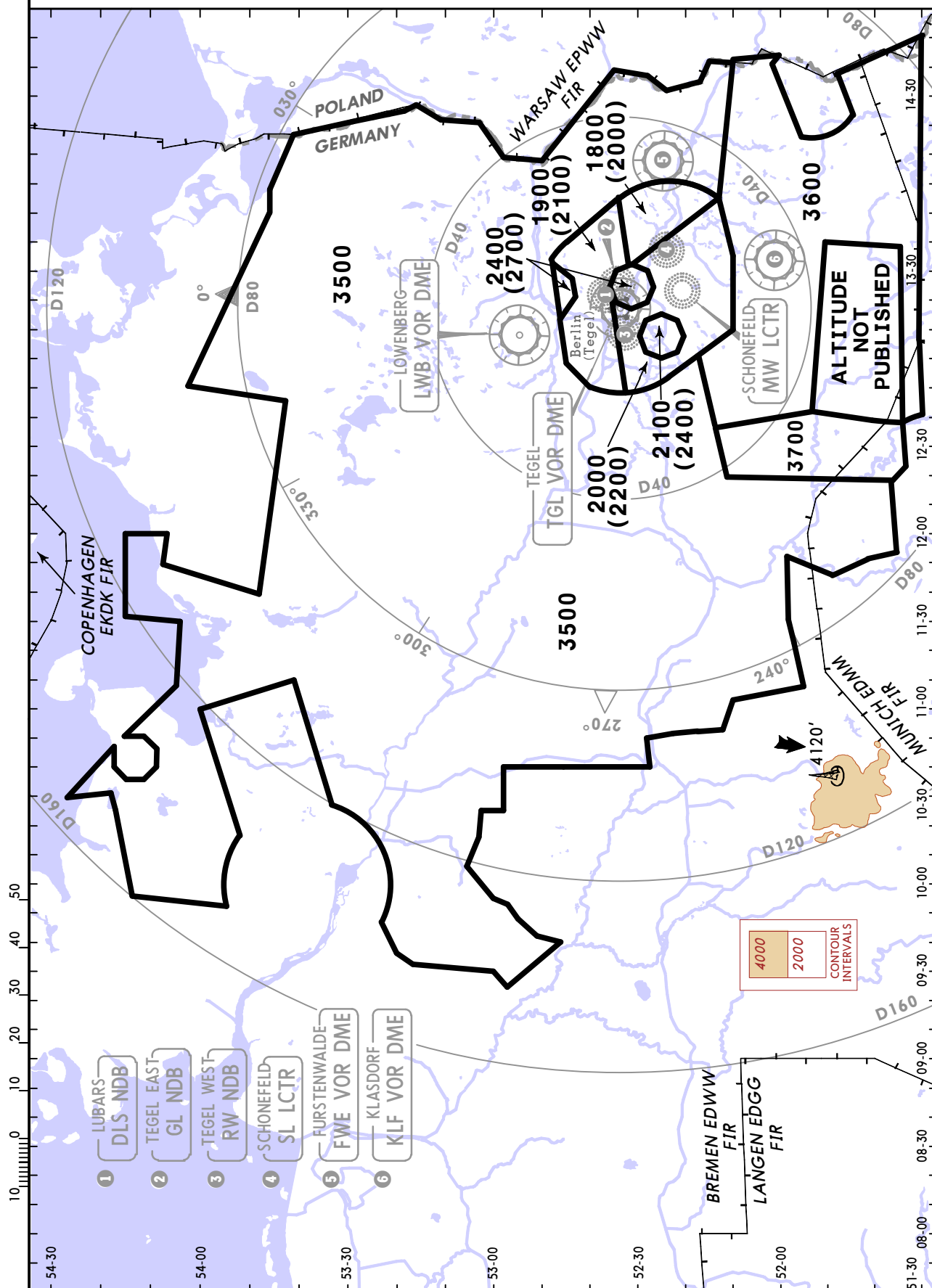
RADAR MINIMUM ALTITUDES

BREMEN Radar (APP)
119.625 126.425 120.625 *119.50

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.



CHANGES: Sectors revised.

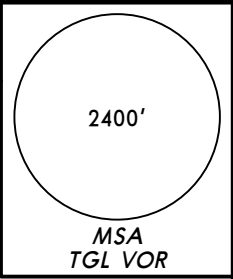
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27 JUN 08 10-2 Eff 3 Jul

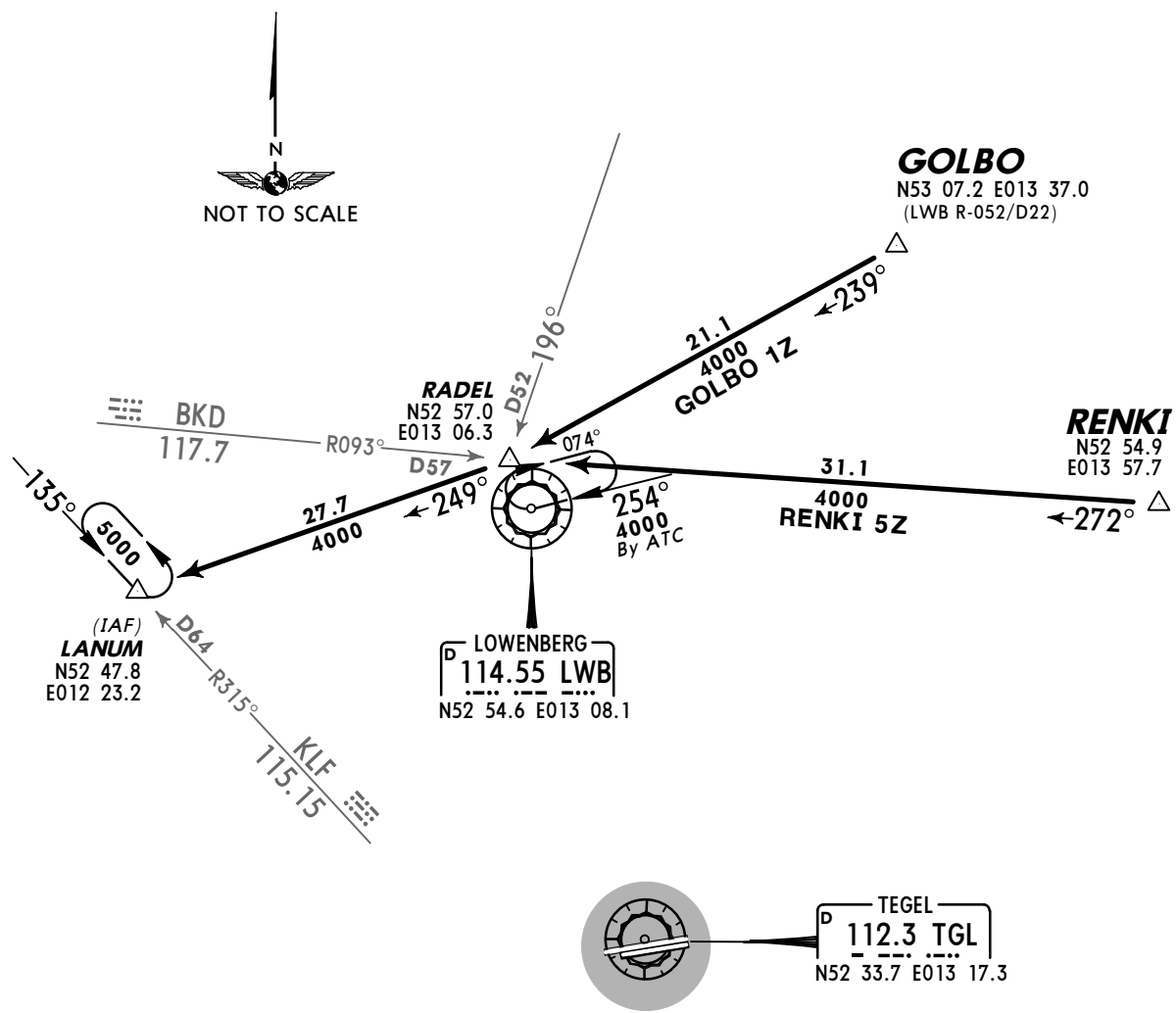
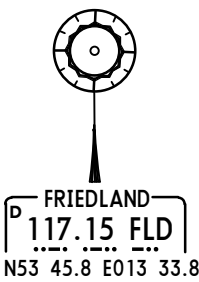
BERLIN, GERMANY
STAR

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



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 **FL100** by RADEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

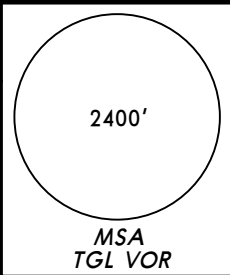


EDDT/TXL
TEGEL

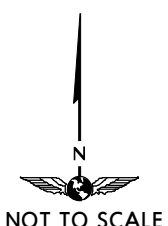
JEPPESEN
27 JUN 08 10-2A Eff 3 Jul

BERLIN, GERMANY
STAR

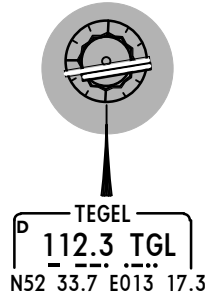
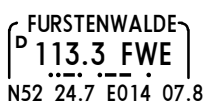
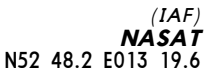
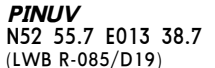
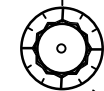
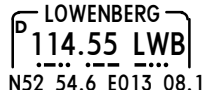
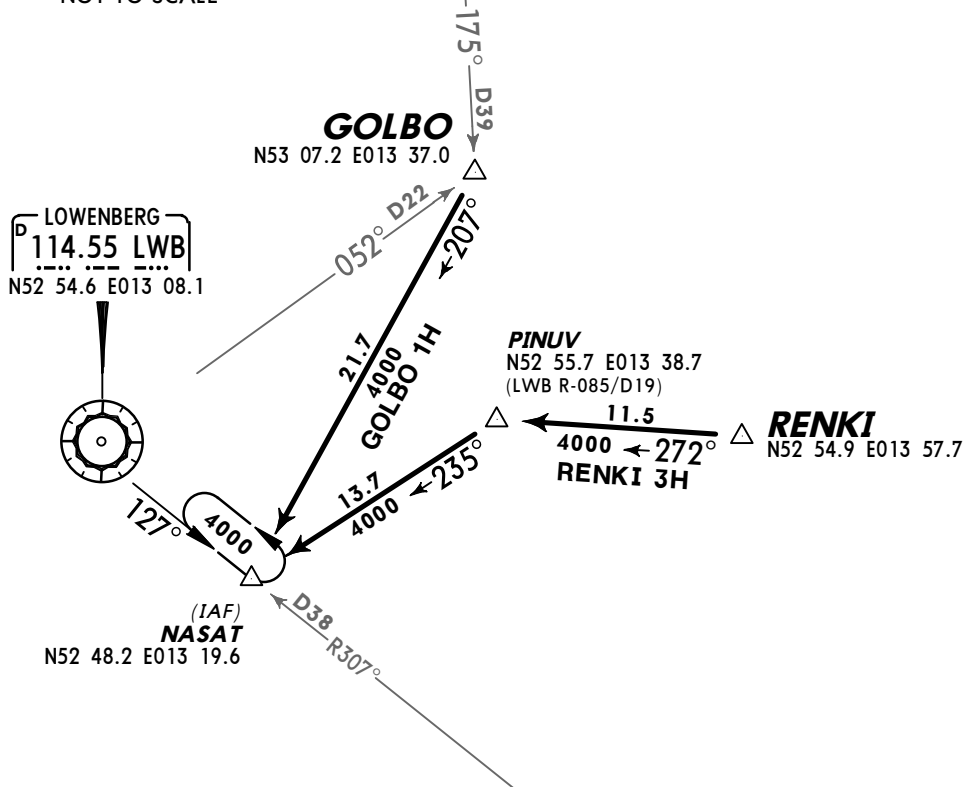
D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
112.3 125.9	122'	Trans level: By ATC Trans alt: 5000'



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.



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TEGEL

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8 FEB 08

10-2B

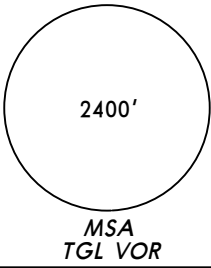
Eff 14 Feb

STAR

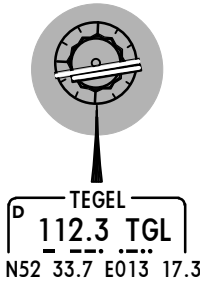
D-ATIS
112.3 125.9

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



① BRNAV equipment necessary.

FURSTENWALDE
D 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 4Z ①
N51 46.7 E012 55.0
23.8
339°

(IAF)
KLASDORF
D 115.15 KLF
N52 01.2 E013 33.8

NUKRO 4Z
N52 02.9 E014 25.0
32
265°
173°
4000
353°
R085°
R171°

MILGU 2Z ①
N51 34.3 E013 01.8 (KLF D33)
059° 12.6
4000
021°
NOLNI
N51 40.4 E013 19.6

AKUDI 3Z
N51 34.0 E013 39.4
27
351°
4000
5000 ②

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.

EDDT/TXL
TEGEL

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BERLIN, GERMANY

8 FEB 08

10-2C

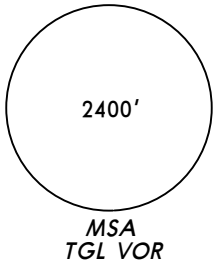
Eff 14 Feb

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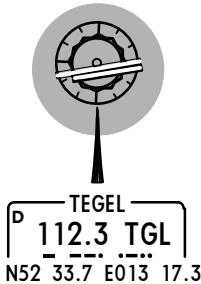
D-ATIS
112.3 125.9

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



① BRNAV equipment necessary.



② Operational altitude
due to Night Low
Flying System.

(IAF)
KLASDORF
115.15 KLF
N52 01.2 E013 33.8

(IAF)
FURSTENWALDE
113.3 FWE
N52 24.7 E014 07.8

(IAF)
ATGUP
N51 55.4 E013 47.3

RUDAK
N51 46.7 E012 55.0

MILGU
N51 34.3 E013 01.8

AKUDI
N51 34.0 E013 39.4

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.

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BERLIN, GERMANY

21 SEP 07

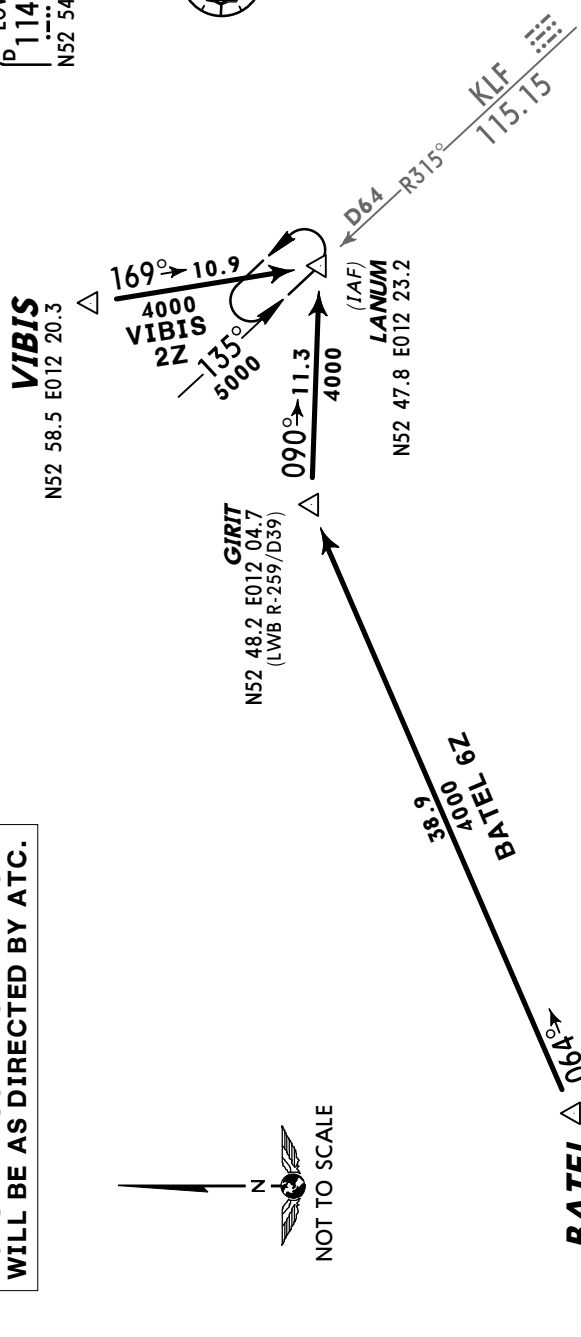
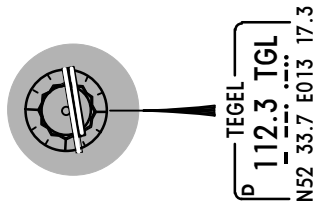
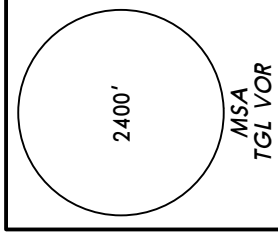
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Eff 27 Sep

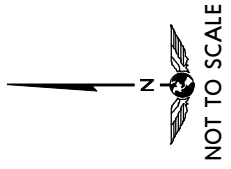
STAR

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



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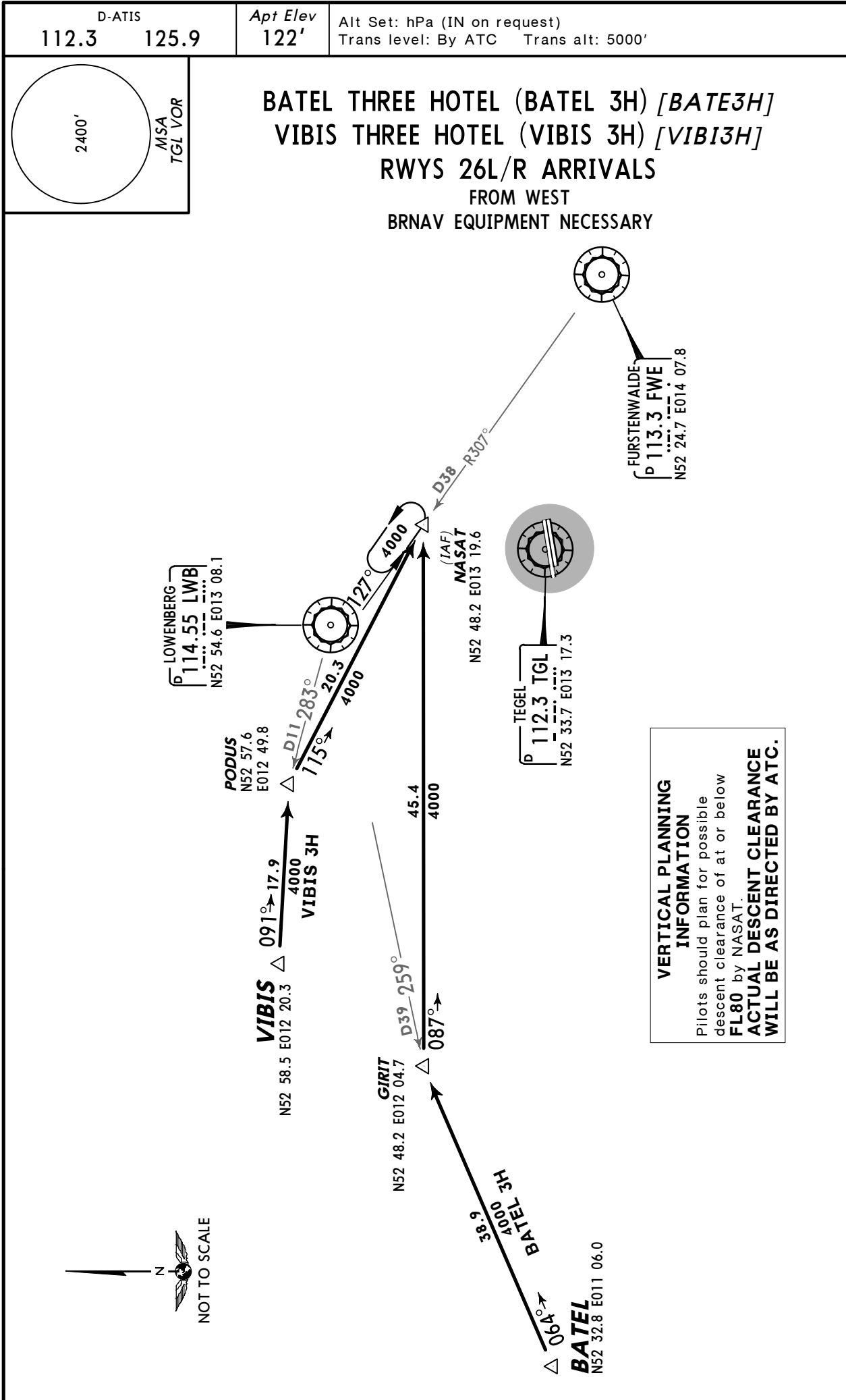
BERLIN, GERMANY

21 SEP 07

10-2E

Eff 27 Sep

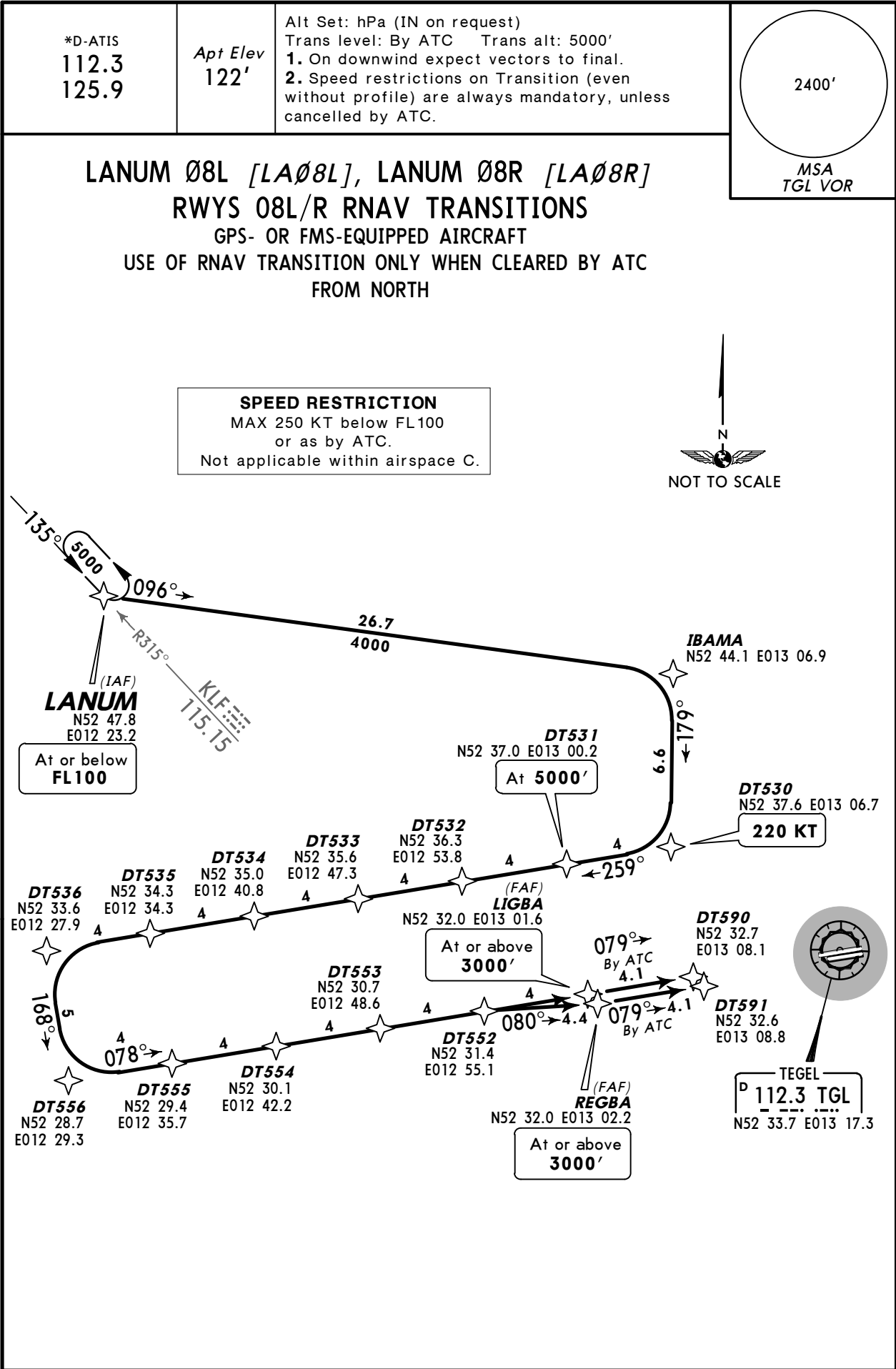
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TEGEL

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10 NOV 06 10-2F Eff 23 Nov

BERLIN, GERMANY
RNAV TRANSITION



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.

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH



TRANSITION	ROUTING
KLF Ø8L	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541 (5000') - DT546 - DT556 - LIGBA (3000' +).
KLF Ø8R	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541 (5000') - DT546 - DT556 - REGBA (3000' +).
LERSI Ø8L	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000') - DT546 - DT556 - LIGBA (3000' +).
LERSI Ø8R	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000') - DT546 - DT556 - REGBA (3000' +).

EDDT/TXL
TEGEL

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BERLIN, GERMANY

8 FEB 08

10-2H

Eff 14 Feb

RNAV TRANSITION

D-ATIS
112.3
125.9

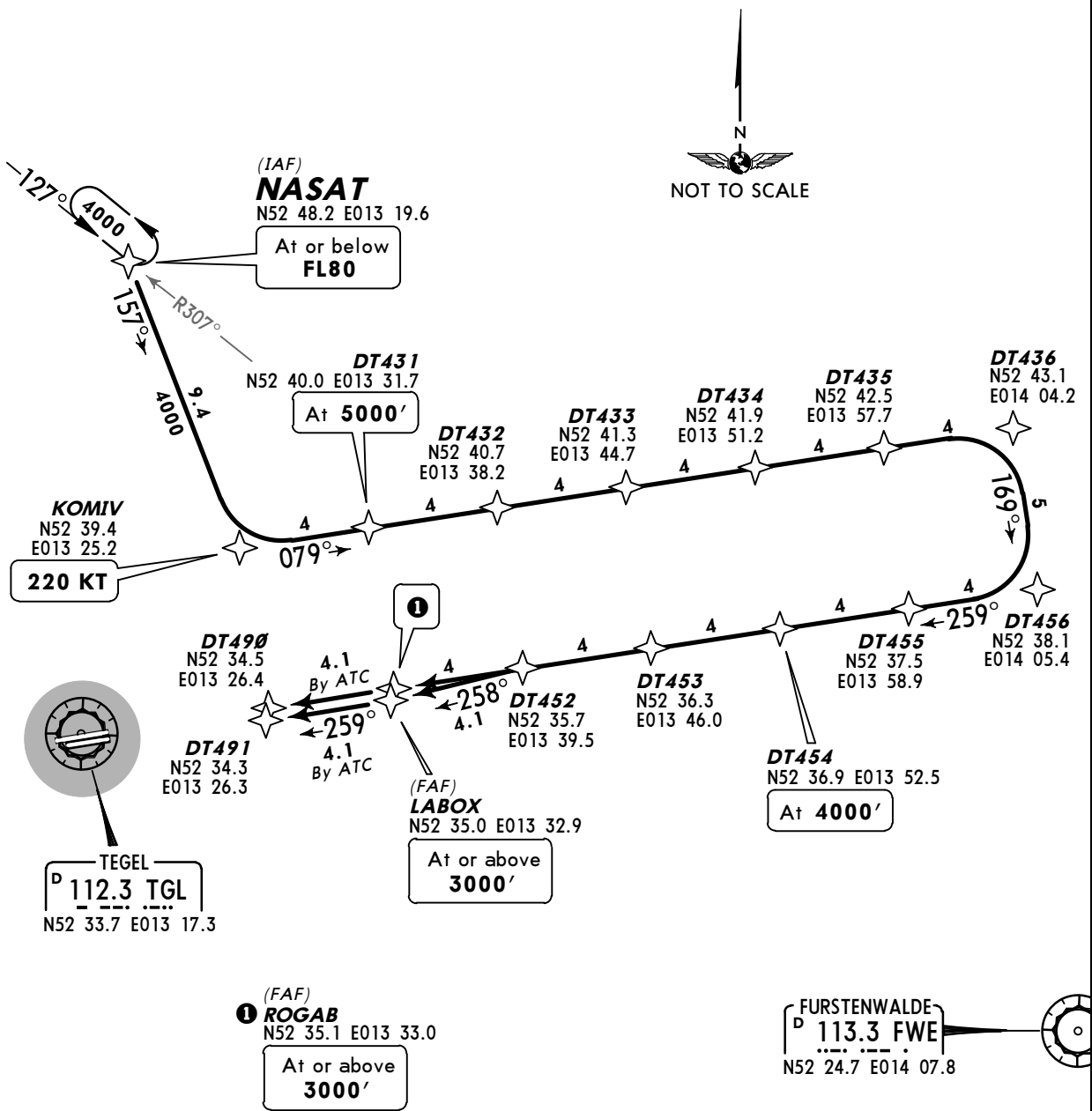
Apt Elev
122'

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

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'+).

EDDT/TXL
TEGEL

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BERLIN, GERMANY

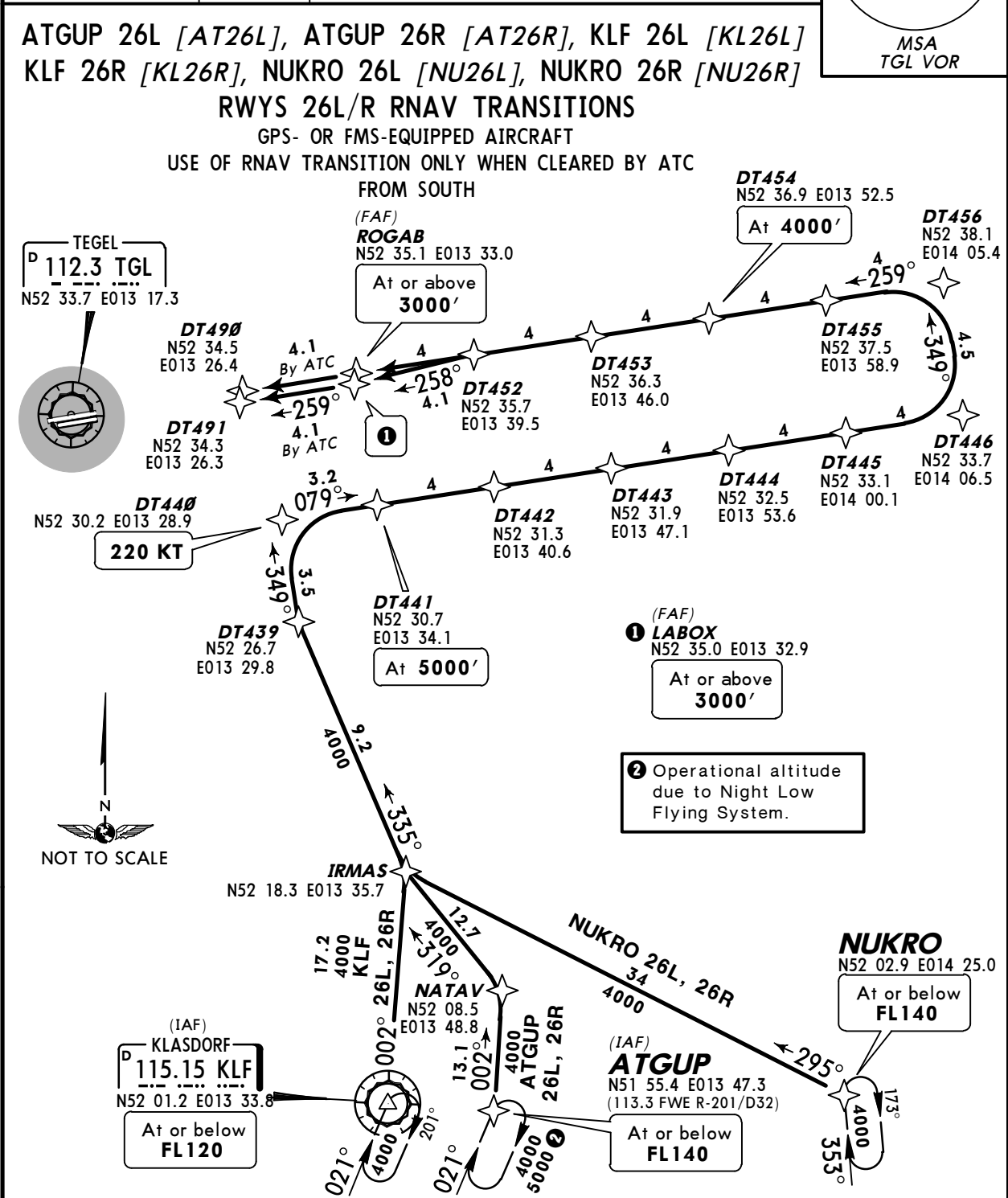
8 FEB 08

10-2J

Eff 14 Feb

RNAV TRANSITION

D-ATIS 112.3 125.9	Apt 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
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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'+).

CHANGES: ATGUP transitions revised.

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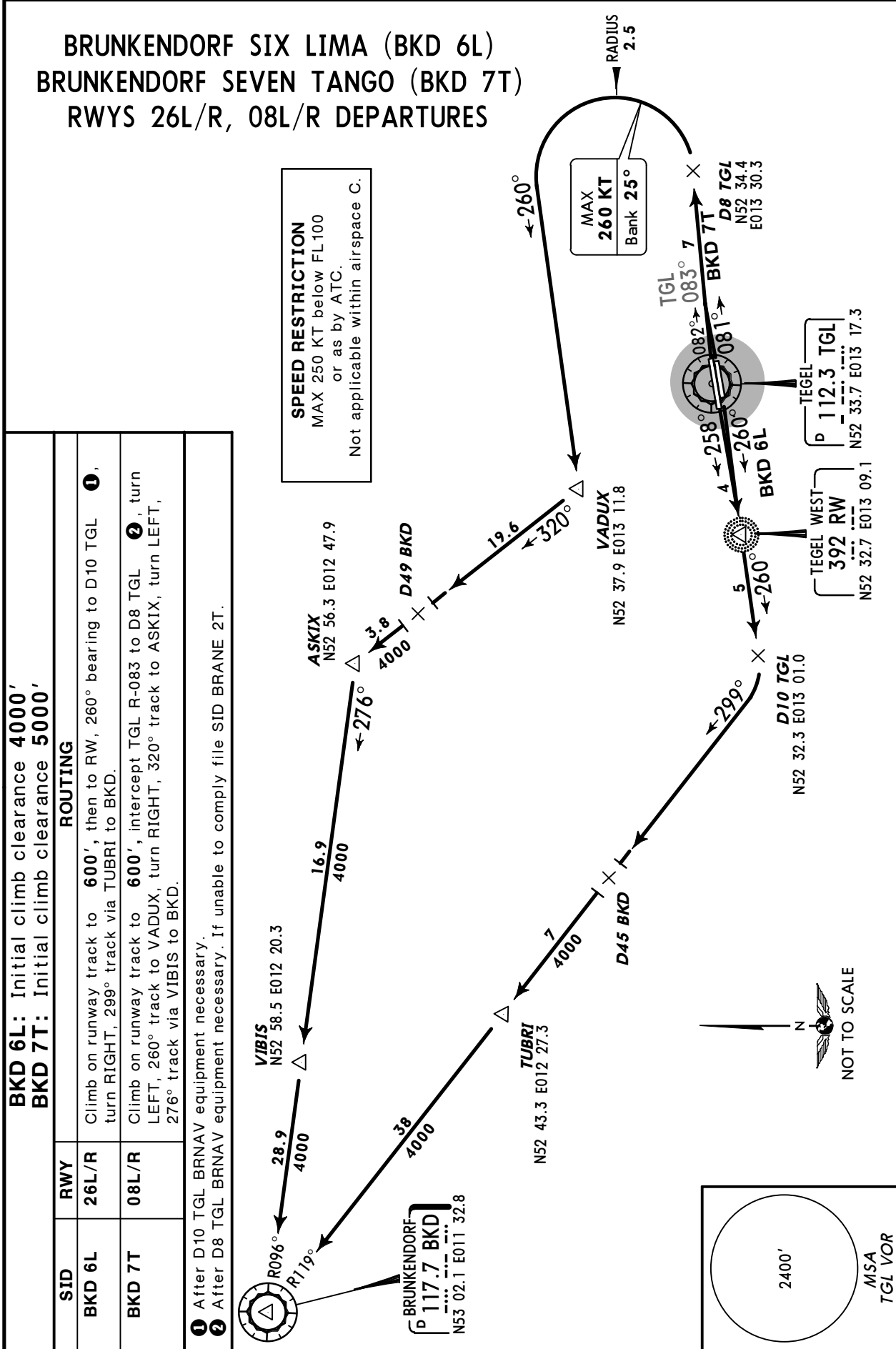
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EDDT/TXL
TEGEL

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21 MAY 10 10-3A Eff 3 Jun

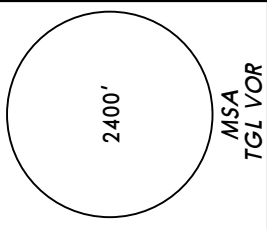
BERLIN, GERMANY
SID

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.
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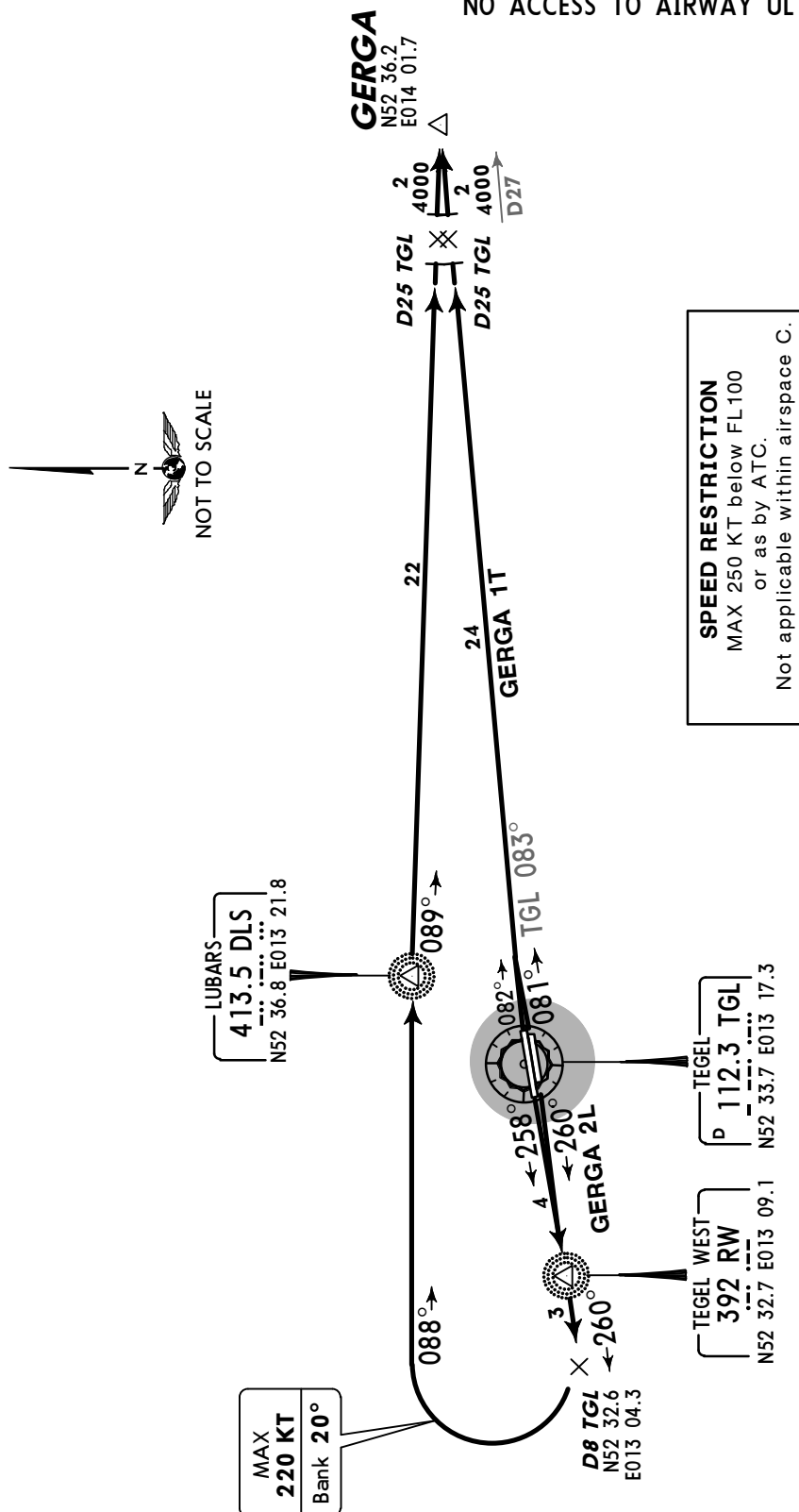


Trans level: By ATC Trans alt: 5000'

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.



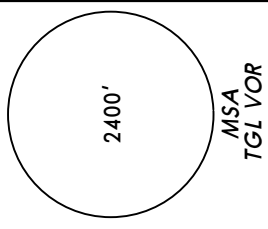
GERGA TWO LIMA (GERGA 2L)
GERGA ONE TANGO (GERGA 1T)
RWYS 26L/R, 08L/R DEPARTURES
FLIGHTS VIA AIRWAY (U)M 725
ONLY SOUTHBOUND POSSIBLE: GERGA - TUVAN
NO ACCESS TO AIRWAY UL 867



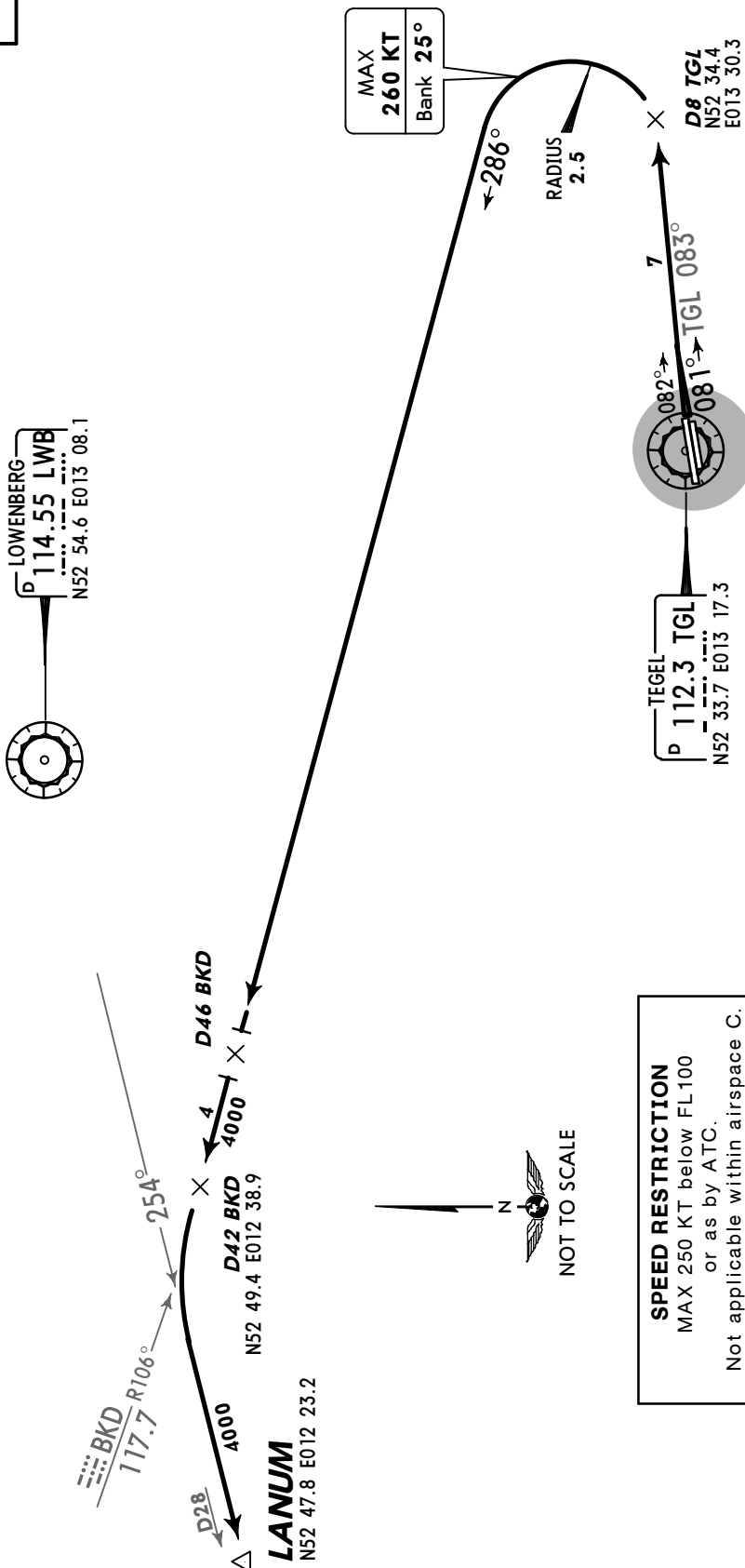
SID		RWY	ROUTING
GERGA 2L		26L/R	Climb on runway track to 600' , then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing to DLS, 089° bearing to GERGA.
GERGA 1T		08L/R	Climb on runway track to 600' , intercept TGL R-083 to GERGA.

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.



ONLY FOR DESTINATIONS EDDB OR EDDT



1 After D8 TGL BRNAV equipment necessary.

Not applicable within airspace C.

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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.

2400'
MSA
TGL VOR

RAKIT THREE LIMA (RAKIT 3L)
RAKIT ONE TANGO (RAKIT 1T)
TERDA ONE LIMA (TERDA 1L)
RWYS 26L/R, 08L/R DEPARTURES

RAKIT 3L, TERDA 1L: Initial climb clearance 4000'
RAKIT 1T: Initial climb clearance 5000'

SID	RWY	ROUTING
RAKIT 3L ①	26L/R	Climb on runway track to 600' , then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D5 TGL (passing TGL R-310) turn LEFT, 060° track, intercept TGL R-029 to RAKIT.
RAKIT 1T	08L/R	Climb on runway track to 600' , intercept TGL R-083 to D12 TGL ② , turn LEFT, 012° track to RAKIT.
TERDA 1L ③	26L/R	Climb on runway track to 600' , then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D6 TGL (passing TGL R-301) turn LEFT, intercept 020° bearing from RW to D12.9 TGL ④ , turn RIGHT, 087° track to TERDA.

After D25 TGL **①** / D12 TGL **②** / D12.9 TGL **④** BRNAV equipment necessary.
③ Only for destinations EDDB or EDDT.

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

MAX
220 KT
 Bank **20°**

TEGEL WEST
392 RW
 N52 32.7 E013 09.1

TEGEL
112.3 TGL
 N52 33.7 E013 17.3

RNAV SID (OVERLAY)

BRANE 3V	08L/R	(600' +) - DT081 - DT084 (K260-) - PIBAS - BRANE.
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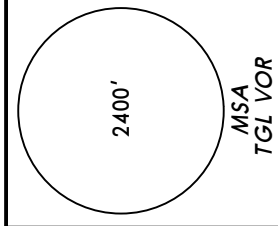
EDDT/TXL
TEGEL

JEPPESSEN
14 DEC 07 10-3F

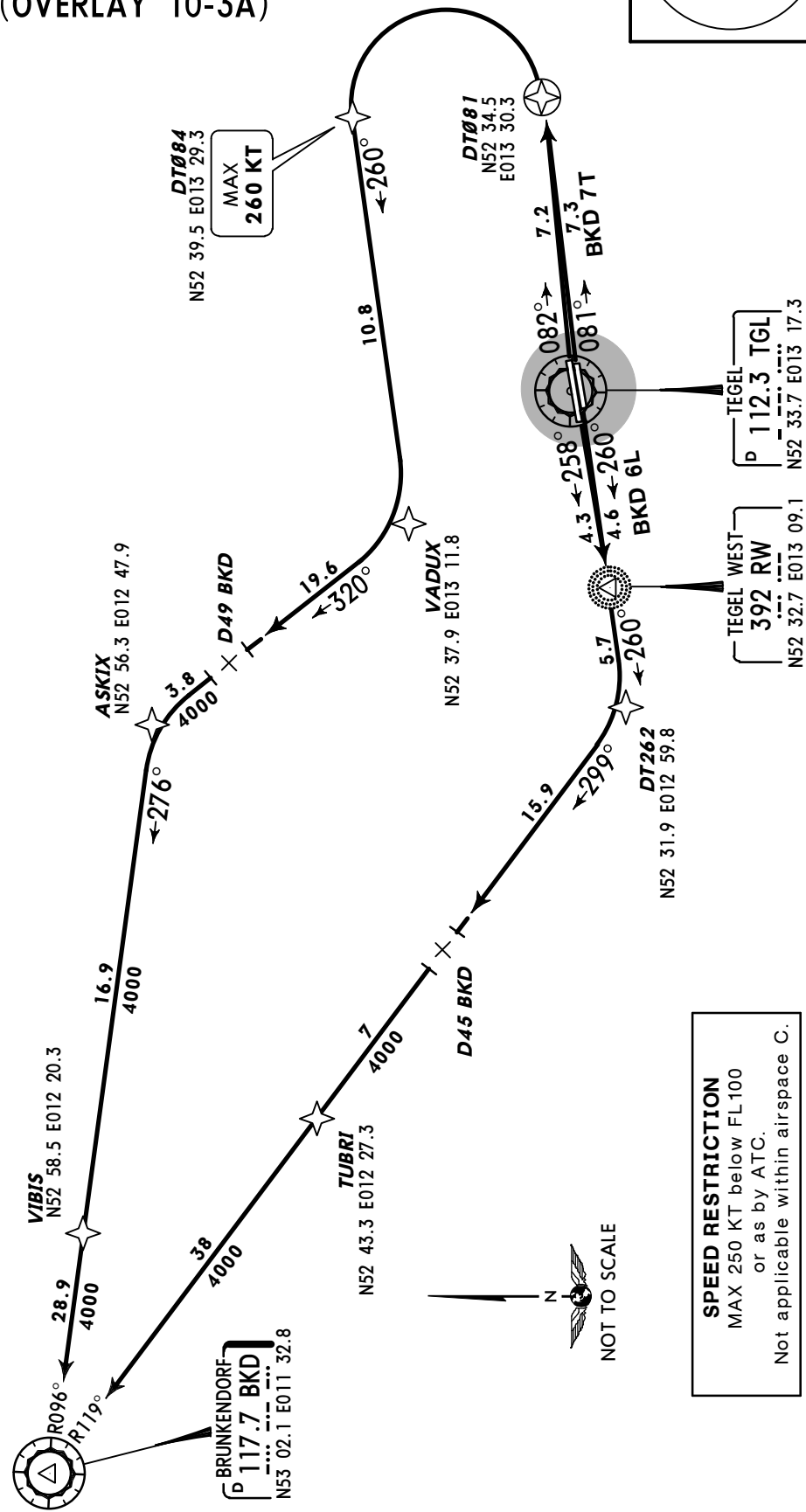
BERLIN, GERMANY
RNAV SID (OVERLAY)

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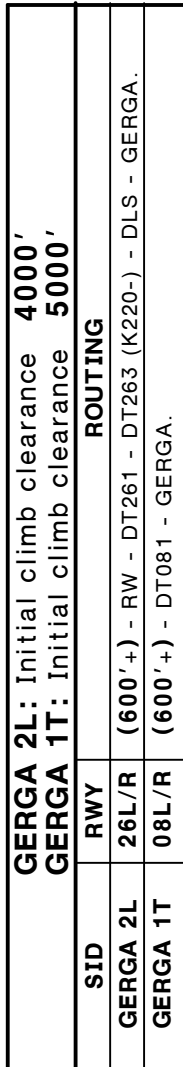
BRUNKENDORF SIX LIMA (BKD 6L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3A)



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.



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.



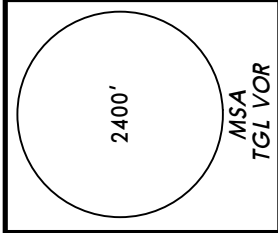
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EDDT/TXL
TEGEL

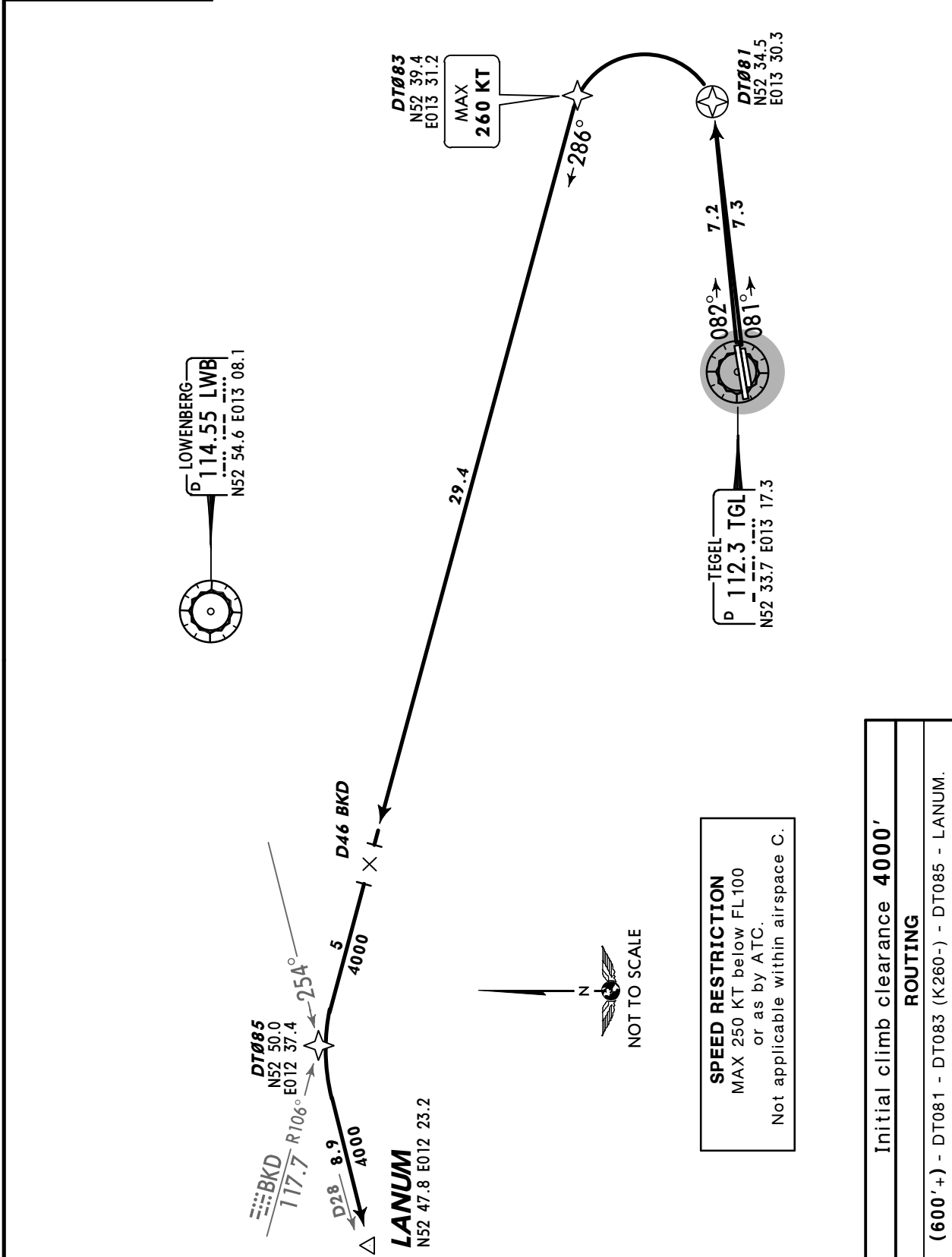
JEPPESSEN
21 MAY 10 **10-3H** **Eff 3 Jun**

BERLIN, GERMANY
RNAV SID (OVERLAY)

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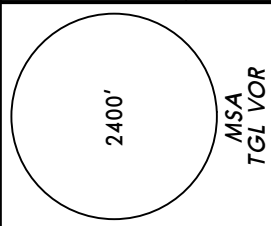
LANUM FOUR TANGO (LANUM 4T) [LANU4T]
RWYS 08L/R RNAV DEPARTURE
(OVERLAY 10-3C)
ONLY FOR DESTINATIONS EDDB OR EDDT



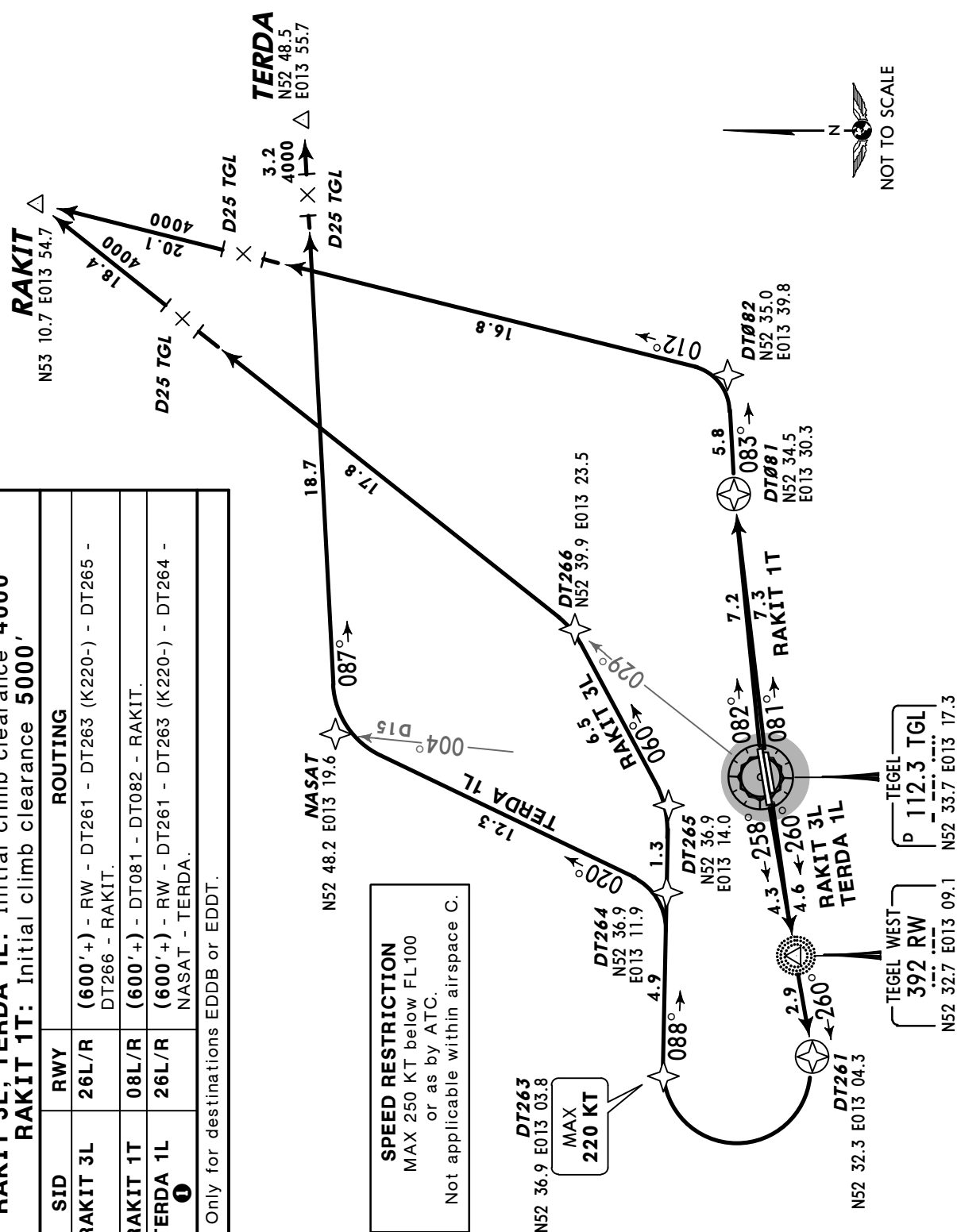
CHANGES: Restriction in chart heading revised.

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)



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EDDT/TXL

Apt Elev 122'

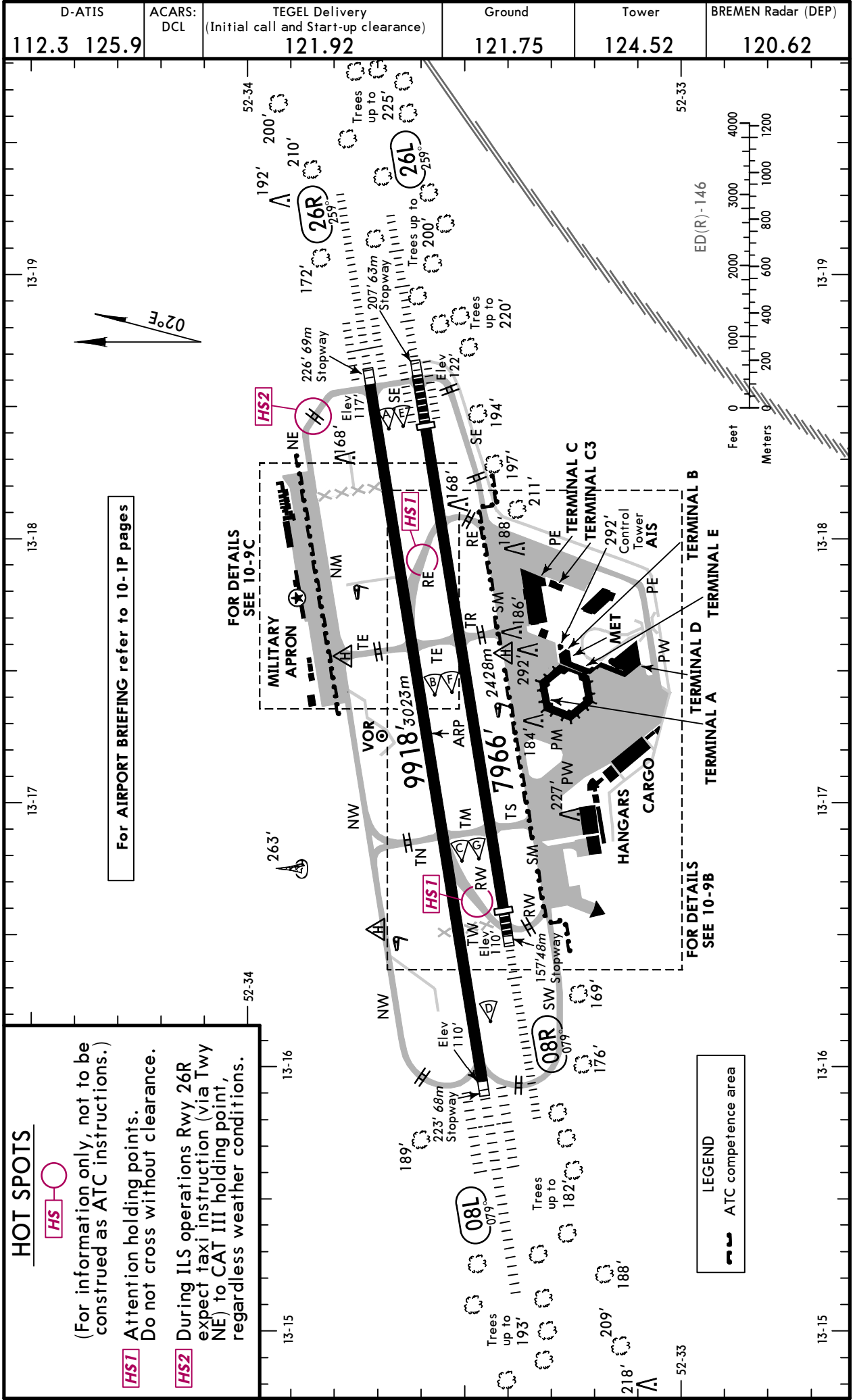
N52 33.6 E013 17.3

JEPPESSEN

30 MAY 14 10-9

BERLIN, GERMANY

TEGEL



EDDT/TXL

 **JEPPESSEN**
30 MAY 14 **(10-9A)**

BERLIN, GERMANY
TEGEL

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	❶	151' 46m
26R	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°)	HST-RW	RVR			8946' 2727m		
❶ TAKE-OFF RUN AVAILABLE								
<u>RWY 08L:</u>				<u>RWY 26R:</u>				
From rwy head		9918' (3023m)	From rwy head		9918' (3023m)			
twy RW int		6473' (1973m)	twy RE int		6447' (1965m)			
twy TM/TN int		6365' (1940m)						
08R	HIRL CL HIALS SFL PAPI-L (3.0°)		RVR	7625' 2324m	6693' 2040m		❷	151' 46m
26L	HIRL CL HIALS-II SFL TDZ PAPI-L (3.0°)		RVR	7244' 2208m	6068' 1850m			
❷ TAKE-OFF RUN AVAILABLE								
<u>RWY 08R:</u>				<u>RWY 26L:</u>				
From rwy head		7966' (2428m)	From rwy head		7966' (2428m)			
twy TS int		6220' (1896m)	twy RE int		5551' (1692m)			

EDDT/TXL

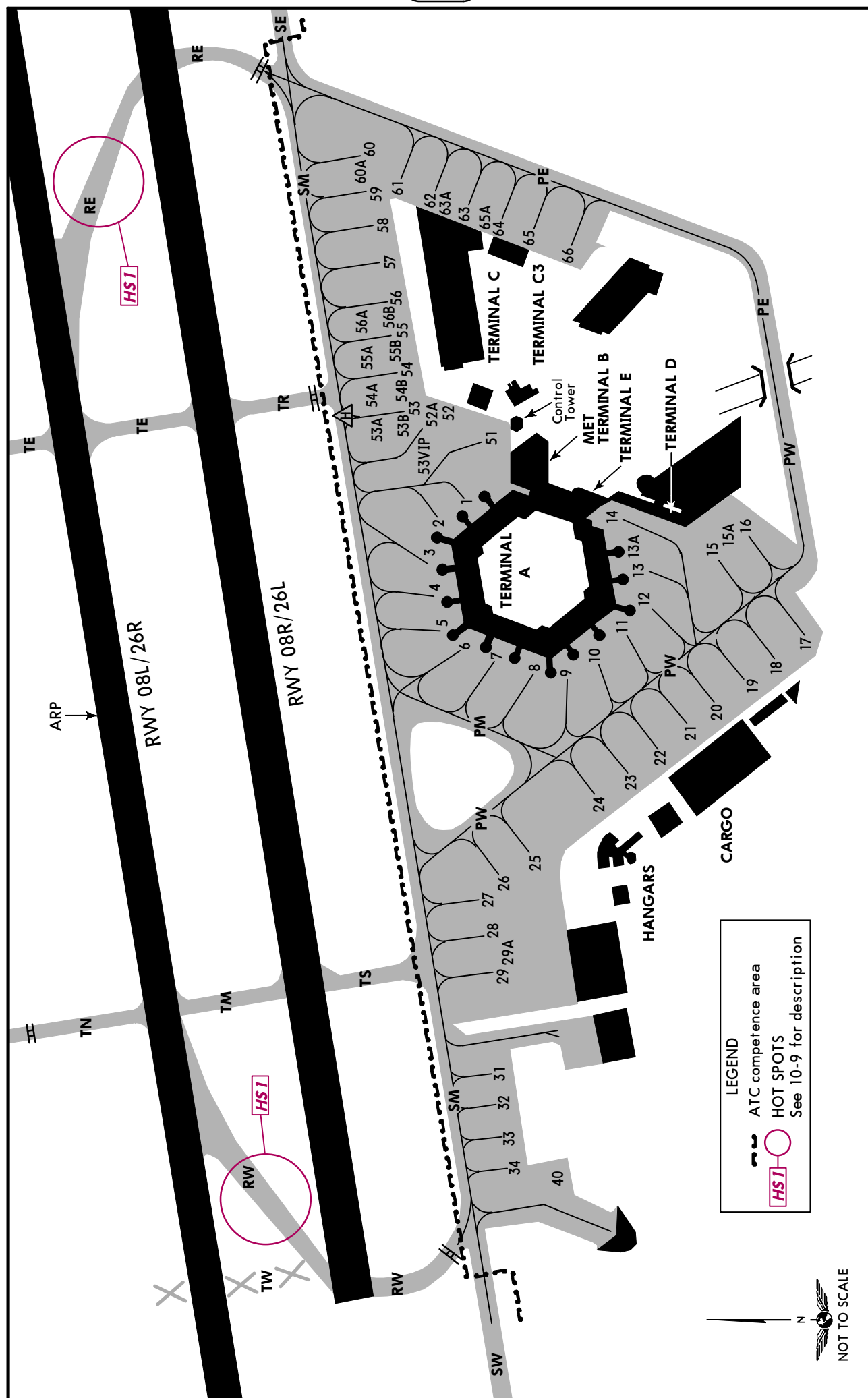
JEPPESSEN

BERLIN, GERMANY

30 MAY 14

10-9B

TEGEL



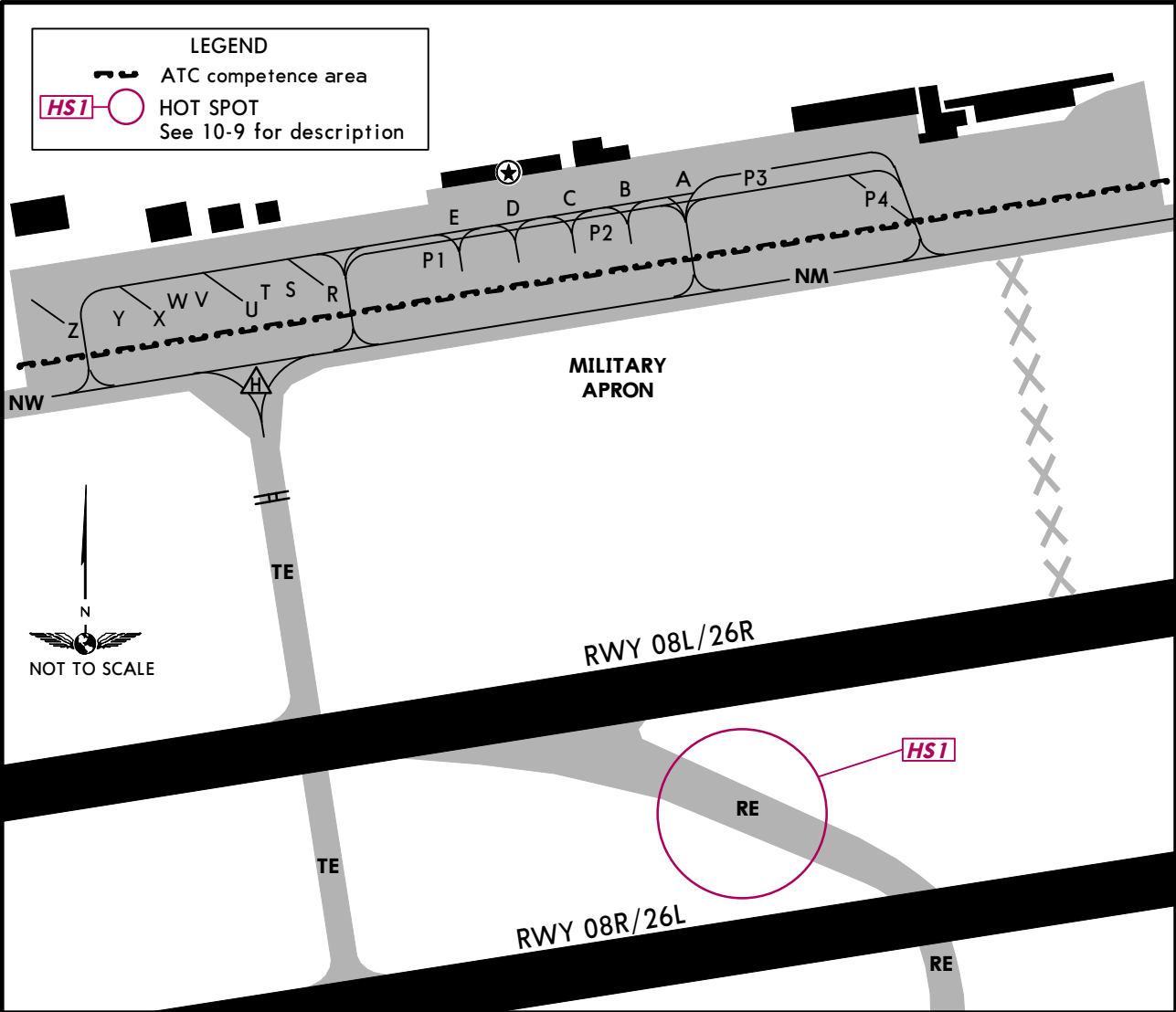
CHANGES: Hot spots established. Stands. ATC competence area.

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EDDT/TXL

JEPPESSEN
30 MAY 14 10-9C

BERLIN, GERMANY
TEGEL

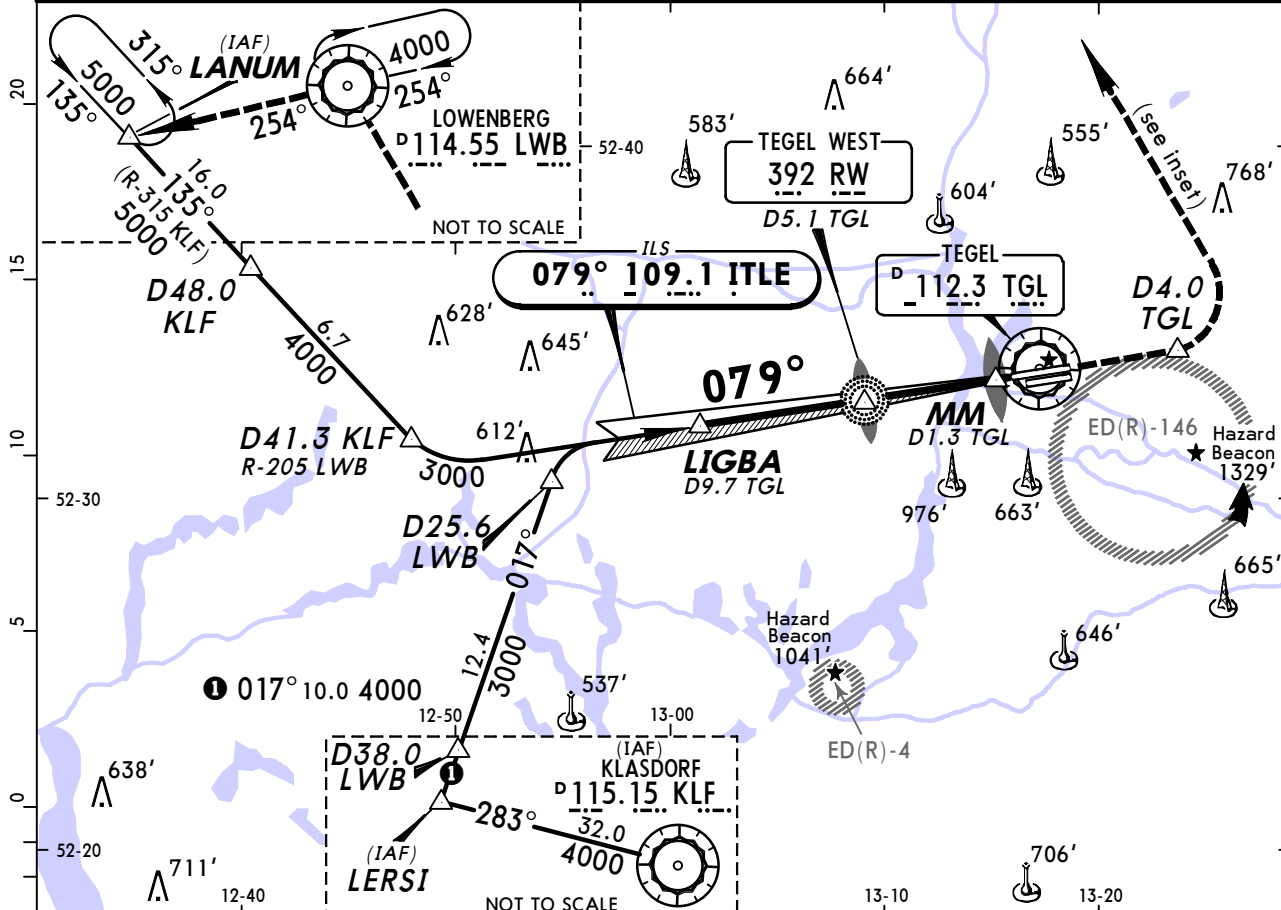


INS COORDINATES

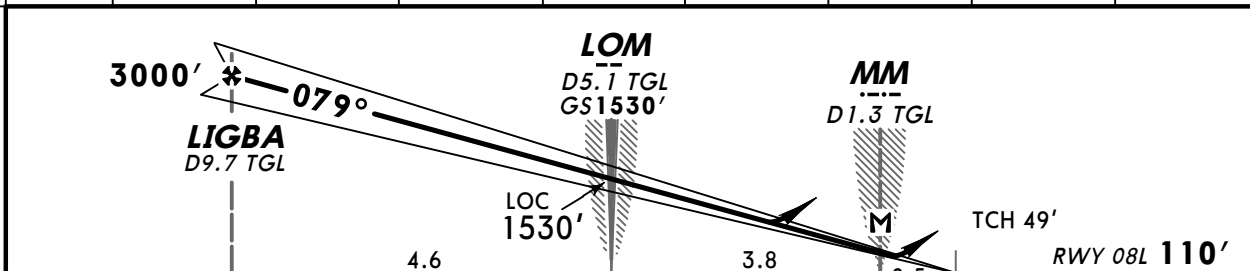
STAND No.	COORDINATES	STAND No.	COORDINATES
A, B	N52 33.9 E013 17.9	P3, P4	N52 33.9 E013 18.0
C, D	N52 33.9 E013 17.8	R	N52 33.8 E013 17.7
E	N52 33.9 E013 17.7	S thru V	N52 33.8 E013 17.6
P1	N52 33.8 E013 17.7	W thru Z	N52 33.8 E013 17.5
P2	N52 33.8 E013 17.9		

EDDT/TXL
TEGEL
JEPPESSEN
 27 MAY 11 **(11-1)**
BERLIN, GERMANY
ILS or LOC Rwy 08L

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 ITLE 109.1	Final Apch Crs 079°	GS LOM 1530' (1420')	ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 110'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL 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' LOC: DME required.				MSA TGL VOR



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	ALSF-II REIL PAPI 3000' MAX
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at MM/D1.3 TGL							

STRAIGHT-IN LANDING RWY 08L					LOC (GS out)	
ILS I					DA(H) 610' (500')	
DA(H) 310' (200')						
FULL			Limited		ALS out	
A					RVR 1500m	
B						
C	RVR 550m		RVR 750m		RVR 1500m	CMV 2300m
D						
LACFT: DA(H) 348' (238').						

CHANGES: Minimums.

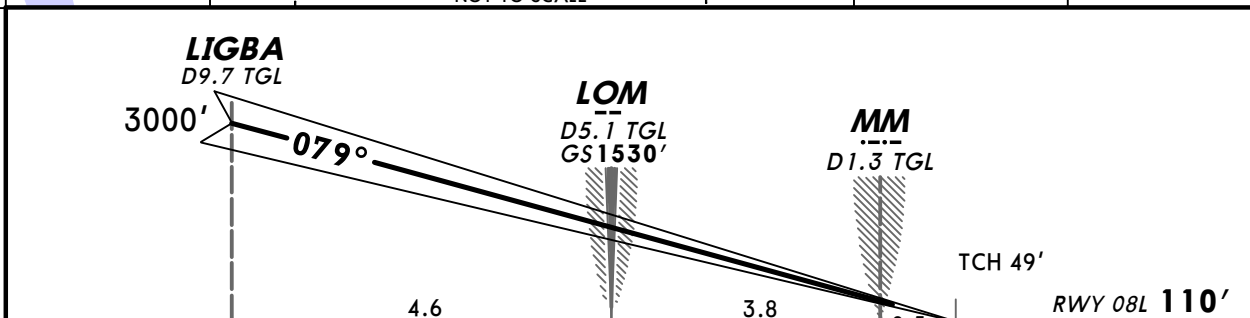
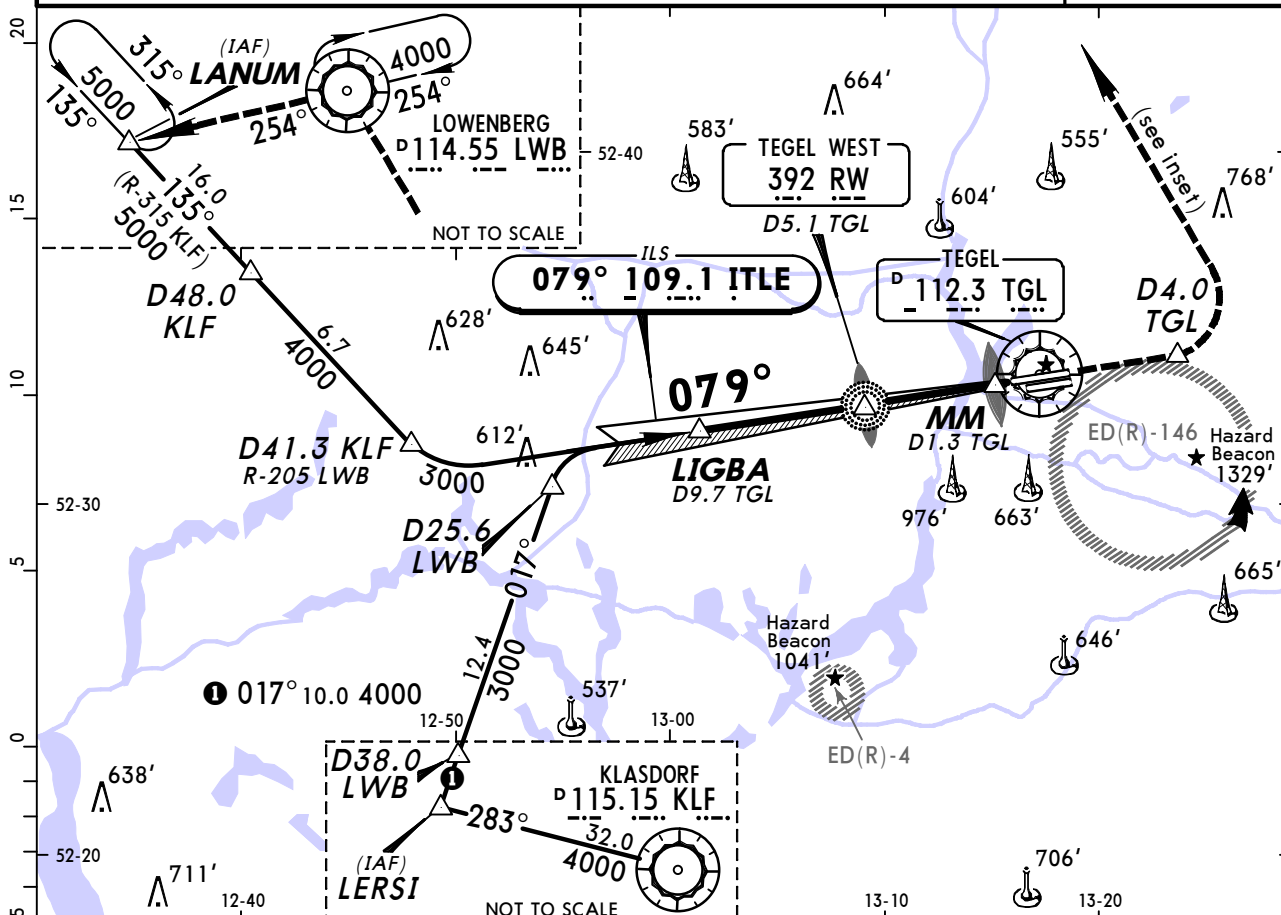
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EDDT/TXL
TEGEL

JEPPESSEN
27 MAY 11 **(11-1A)**

BERLIN, GERMANY
CAT II/III ILS 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')	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	ALSF-II REIL PAPI 3000' MAX ↑
GS	3.00°	377	484	538	646	753	

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

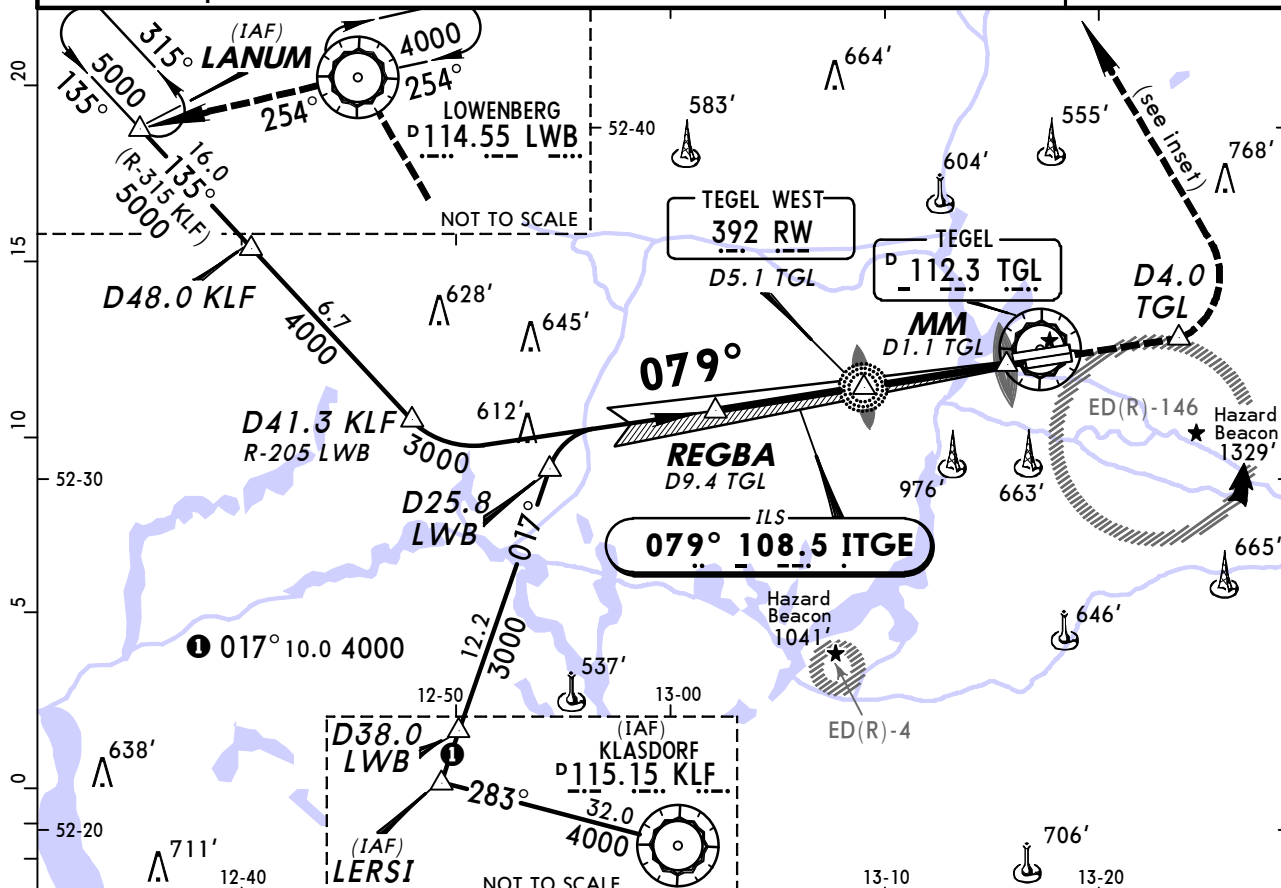
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

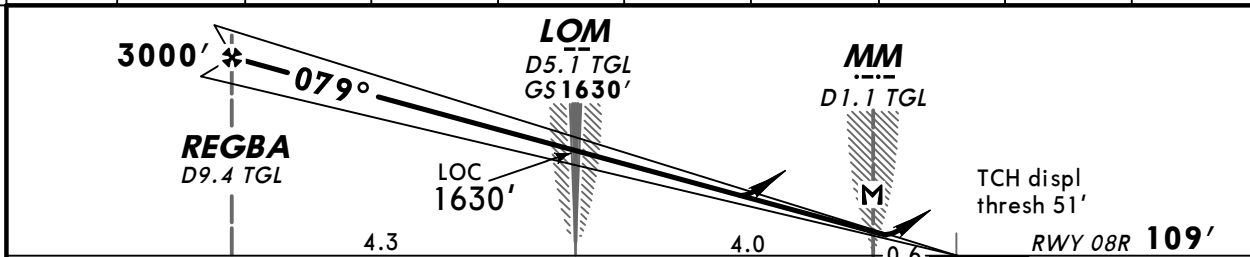
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EDDT/TXL
TEGEL
JEPPESSEN
 27 MAY 11 **(11-2)**
BERLIN, GERMANY
ILS or LOC Rwy 08R

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 ITGE 108.5	Final Apch Crs 079°	GS LOM 1630' (1521')	ILS DA(H) Refer to Minimums	Apt Elev 122' RWY 109'	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	2.0
	ALTITUDE	2870'	2550'	2230'	1920'	1600'	1280'	960'	640'



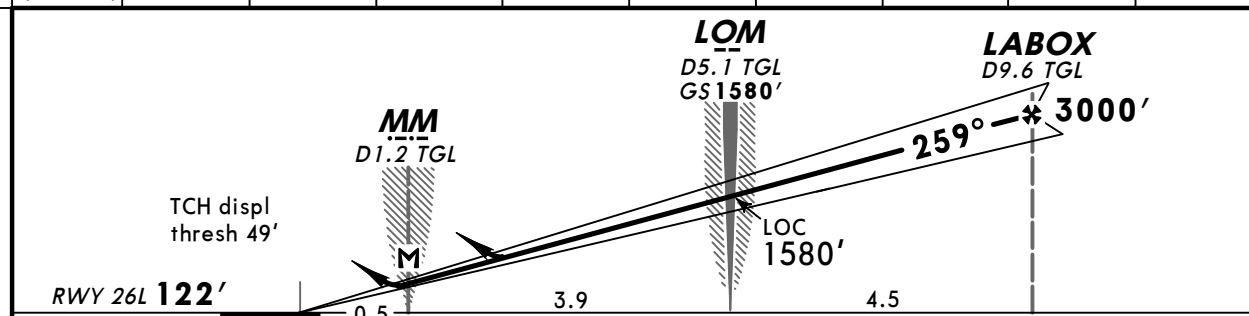
Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		PAPI	MAX
MAP at MM/D1.1 TGL									

Standard					STRAIGHT-IN LANDING RWY 08R		LOC (GS out)	
DA(H) A: 354' (245') C: 374' (265') B: 364' (255') D: 384' (275')							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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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'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS or</i>							
<i>LOC Descent Angle</i> 3.00°	377	485	539	647	755	862	
<i>MAP at MM/DI.2 TGL</i>							

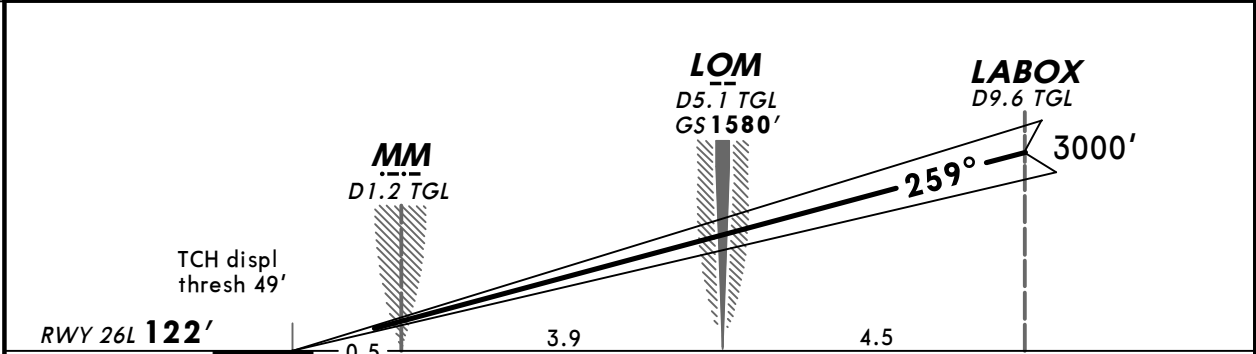
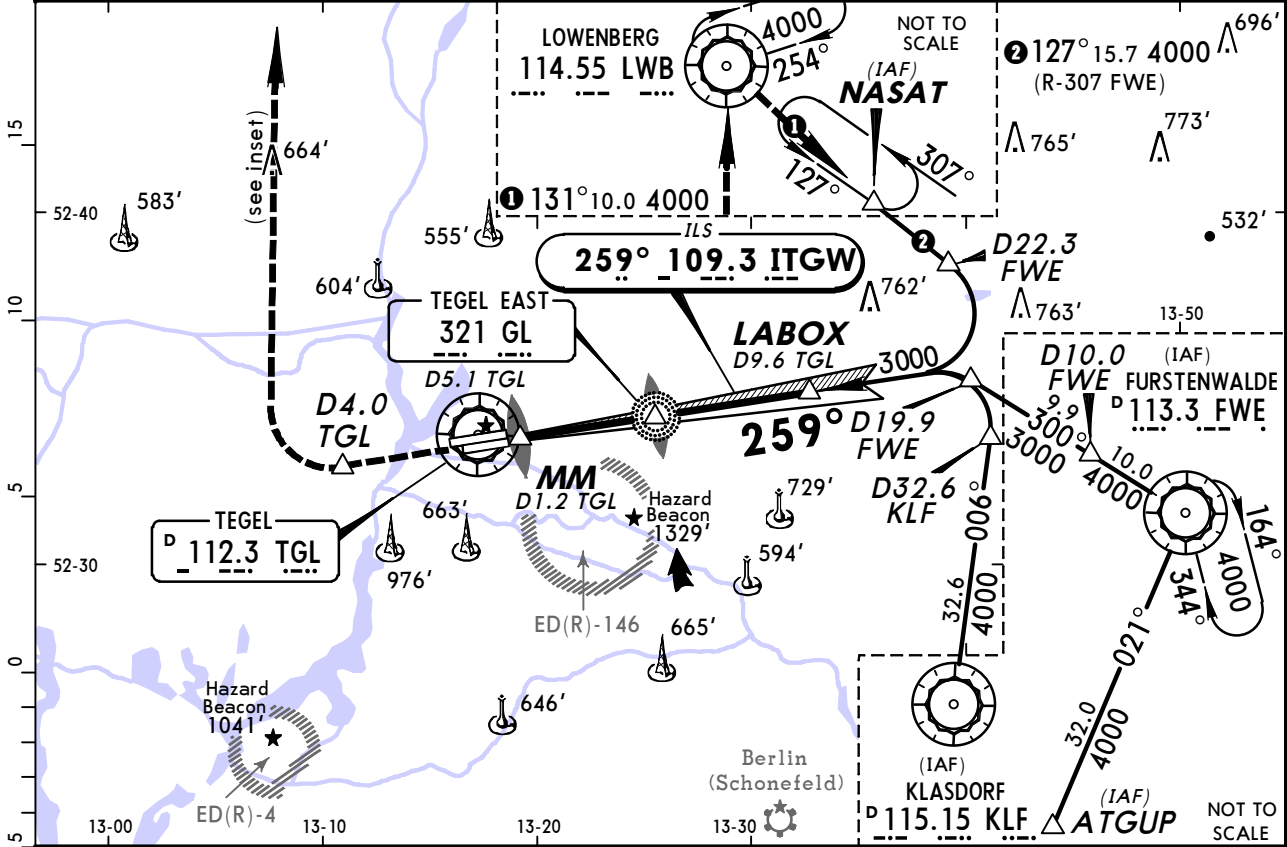
Standard		STRAIGHT-IN LANDING RWY 26L				
		ILS A: 363' (241') C: 383' (261') DA(H) B: 373' (251') D: 392' (270')			LOC (GS out) DA(H) 600' (478')	
FULL		Limited	ALS out			ALS out
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1500m		
B	RVR 600m					
C						
D				RVR 1500m	CMV 2200m	

EDDT/TXL
TEGEL

JEPPESSEN
2 MAY 14 **(11-3A)**

BERLIN, GERMANY
CAT II ILS Rwy 26L

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')		CAT II ILS RA/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'			
Special Aircrew & Acft Certification Required.									



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

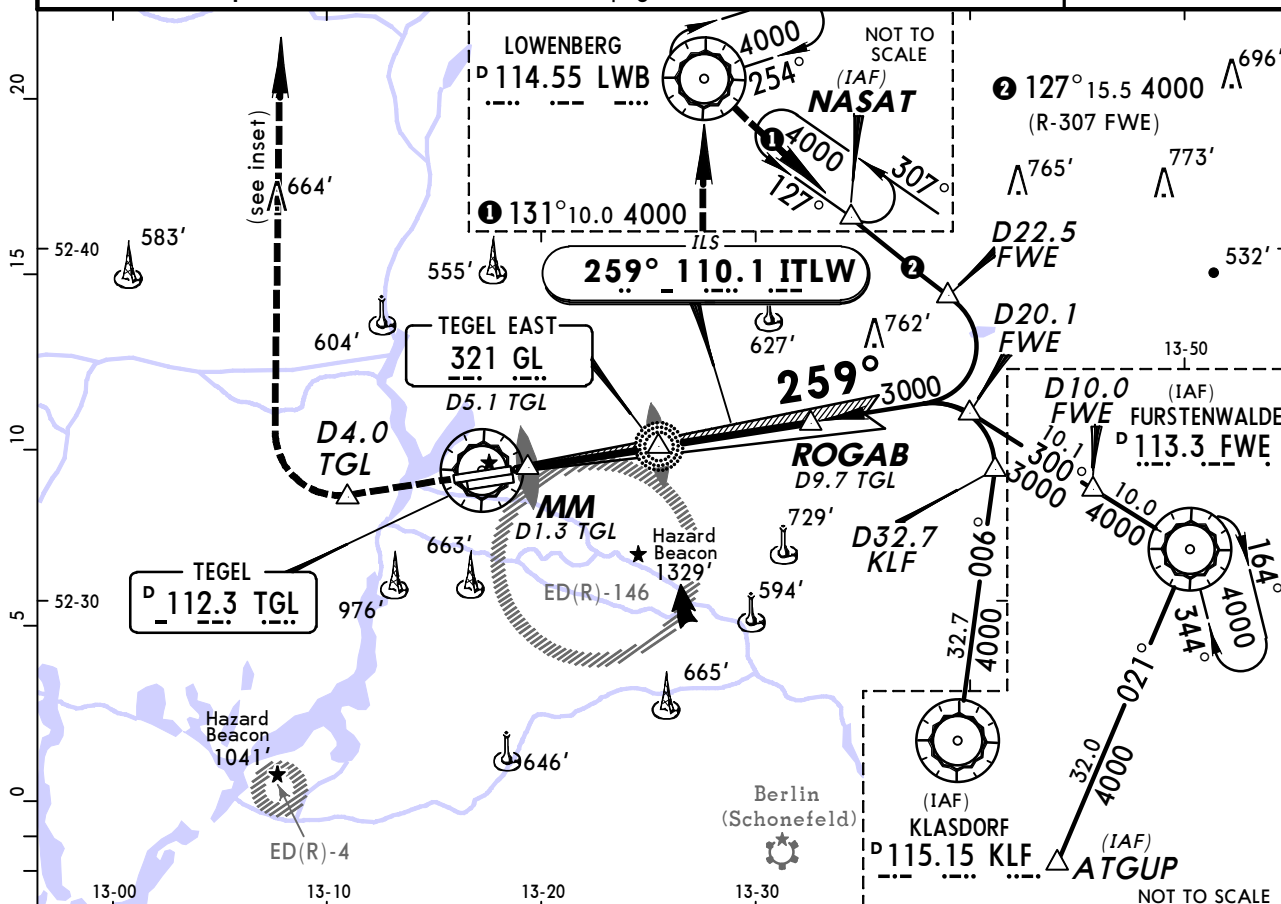
Standard			STRAIGHT-IN LANDING RWY 26L		
			CAT II ILS		
AB		C		D	
RA 99'		RA 109'		RA 122'	
DA(H) 222'(100')		DA(H) 231'(109')		DA(H) 244'(122')	
RVR 300m I				RVR 400m	

EDDT/TXL
TEGEL

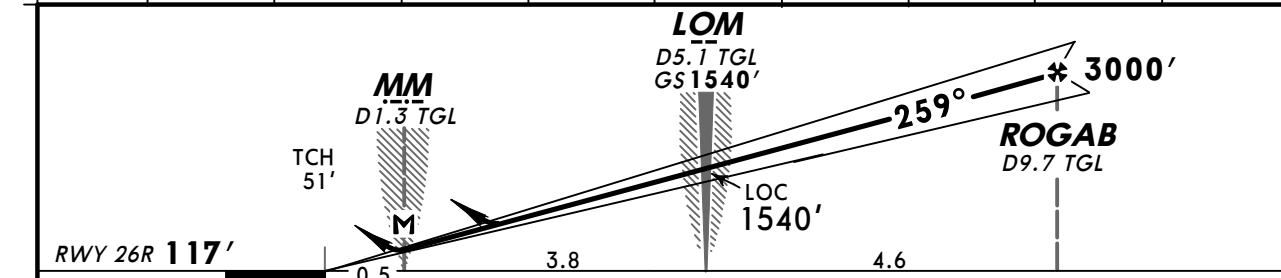
JEPPESSEN
27 MAY 11 **(11-4)**

BERLIN, GERMANY
ILS or LOC Rwy 26R

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 ITLW 110.1	Final Apch Crs 259°	GS LOM 1540' (1423')	ILS DA(H) 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' 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	ALSIF-II	3000'
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	REIL PAPI	MAX
MAP at MM/D1.3 TGL								

Standard		STRAIGHT-IN LANDING RWY 26R			
		DA(H) ILS		LOC (GS out)	
		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 750m	RVR 1200m	RVR 1500m	
B					
C			RVR 1500m	CMV 2300m	
D					RVR 1300m

CHANGES: Minimums.

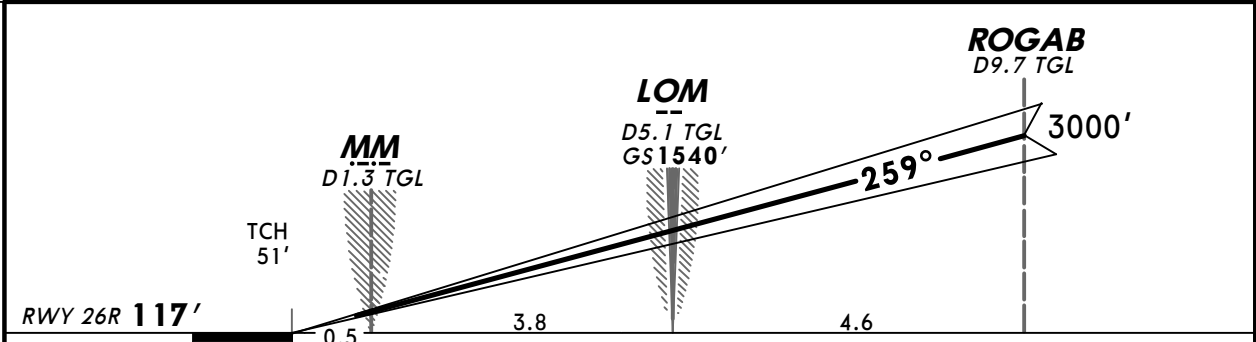
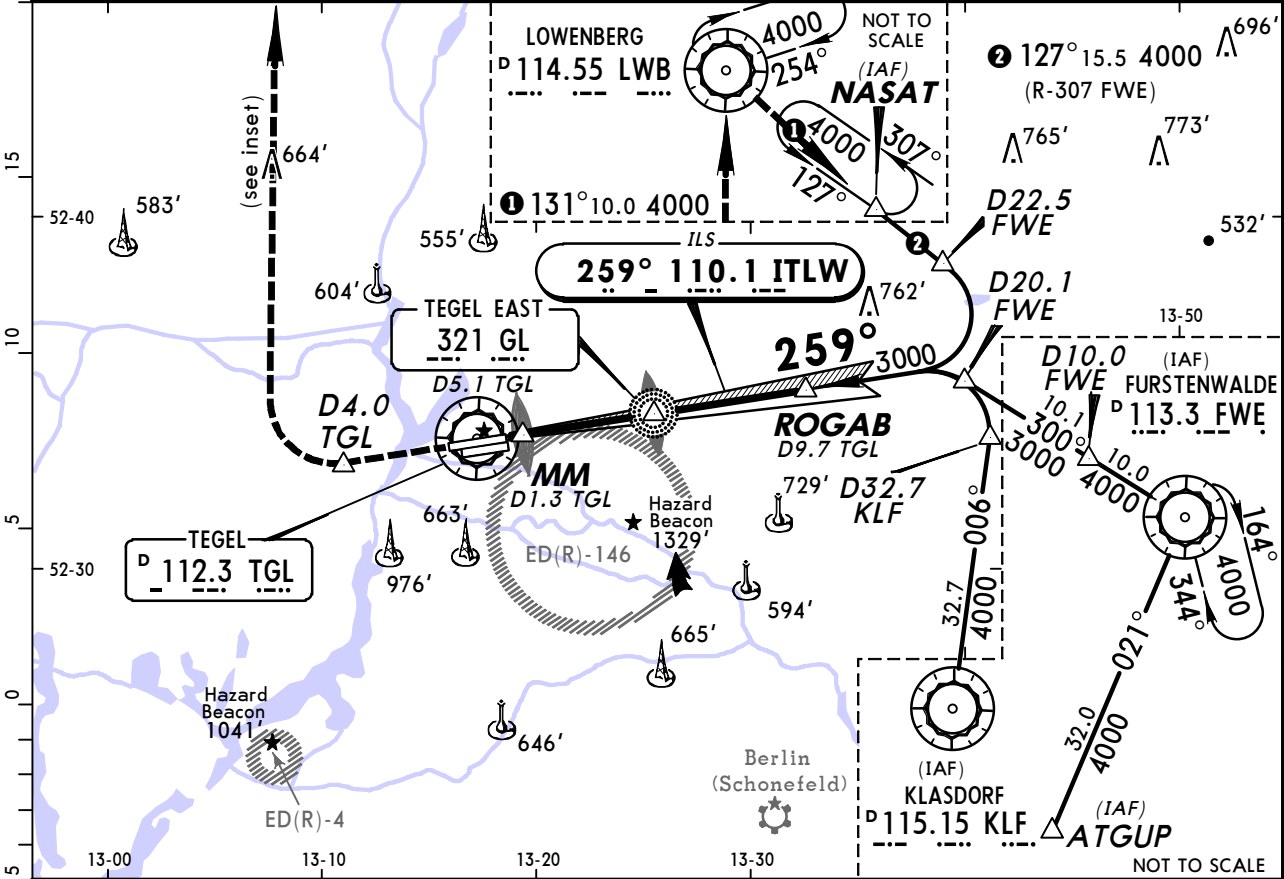
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EDDT/TXL
TEGEL

JEPPESSEN
27 MAY 11 11-4A

BERLIN, GERMANY
CAT II/III ILS Rwy 26R

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 ITLW 110.1	Final Apch Crs 259°	GS LOM 1540' (1423')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 122' RWY 117'
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.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.				MSA TGL VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	485	539	647	755	862

ALSF-II

REIL
PAPI

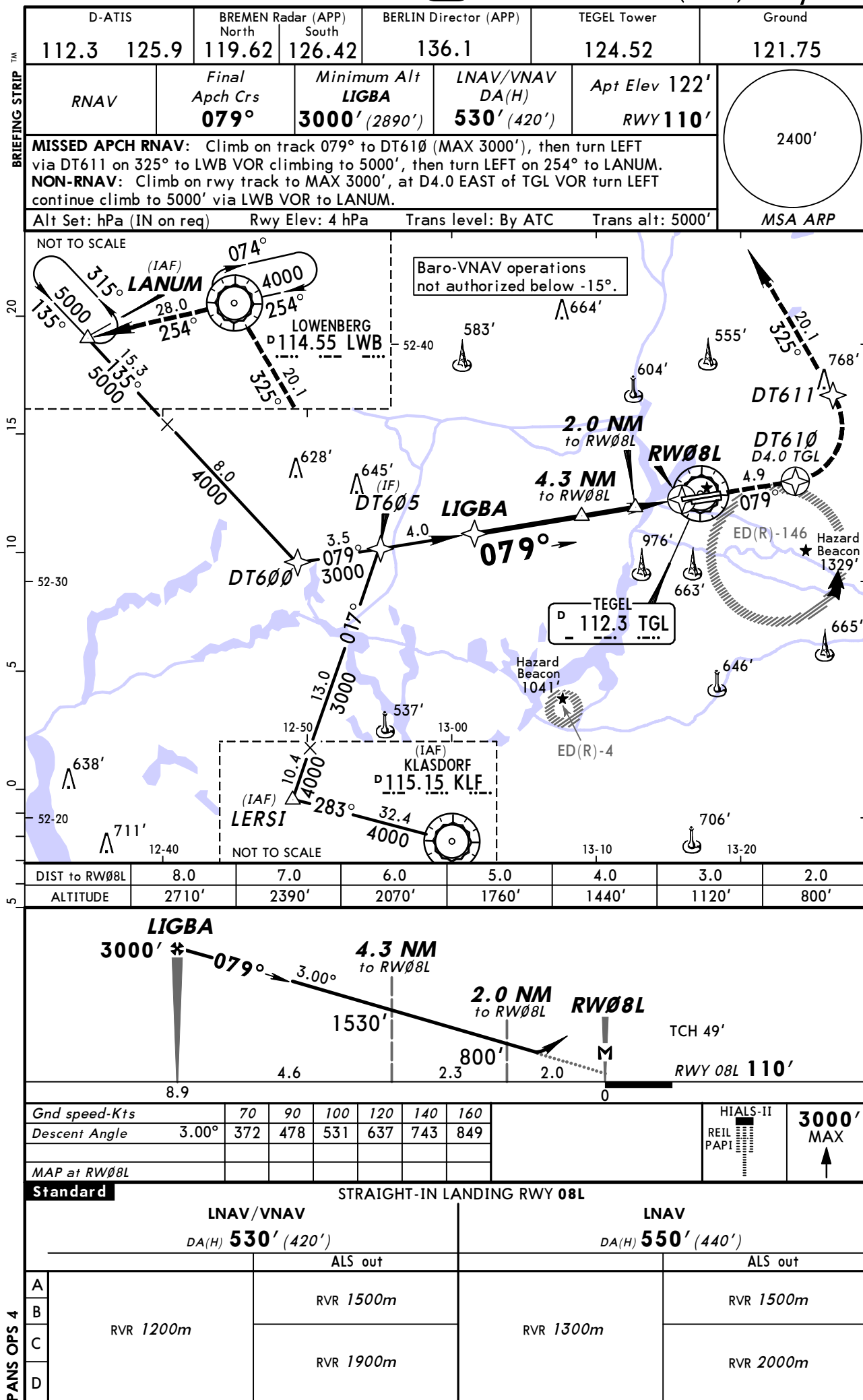


3000'
MAX


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

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

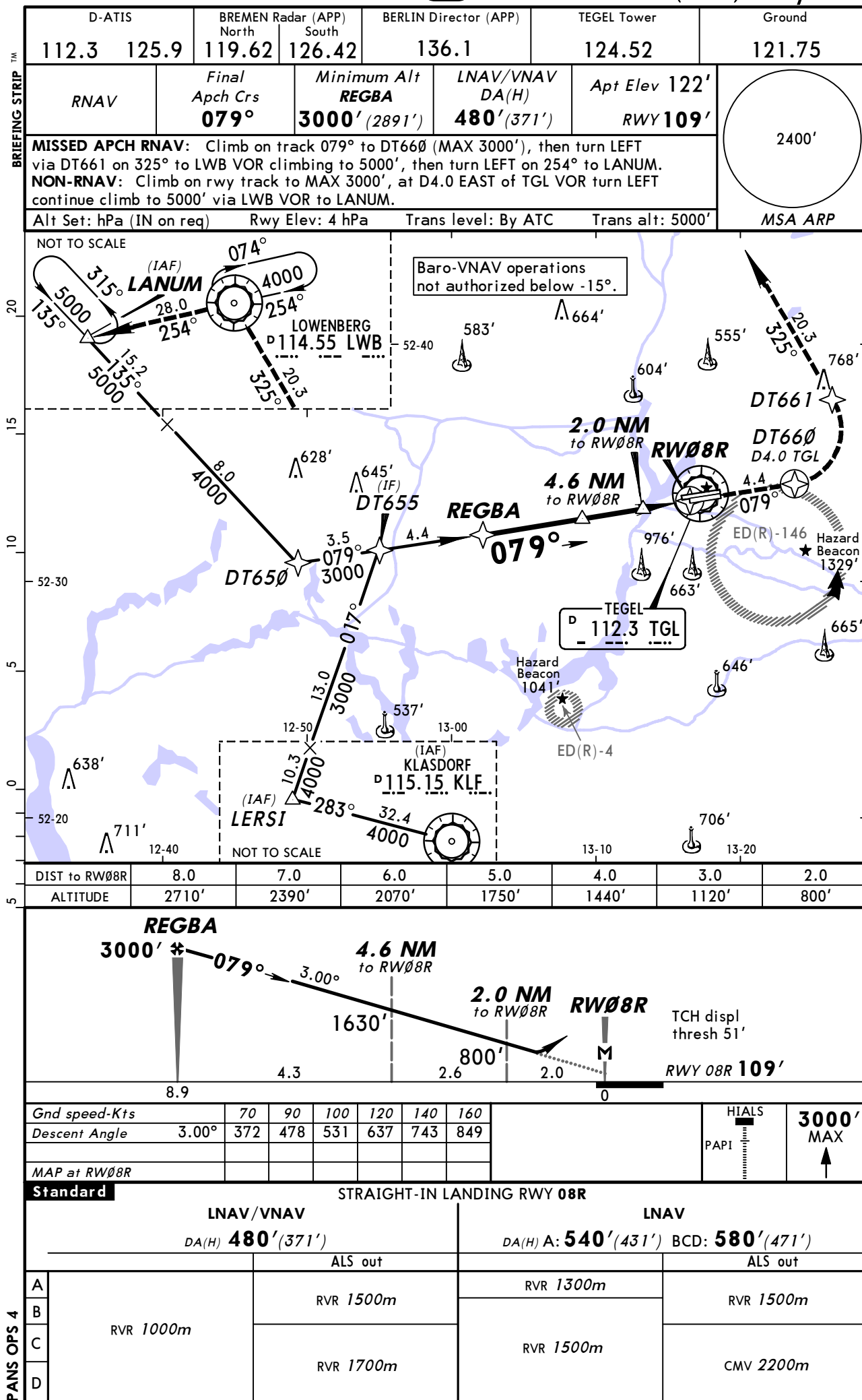
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TEGEL
JEPPESSEN
 27 MAY 11 (12-1)

BERLIN, GERMANY
RNAV (GPS) Rwy 08L


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TEGEL

JEPPESSEN
27 MAY 11 (12-2)

BERLIN, GERMANY
RNAV (GPS) Rwy 08R



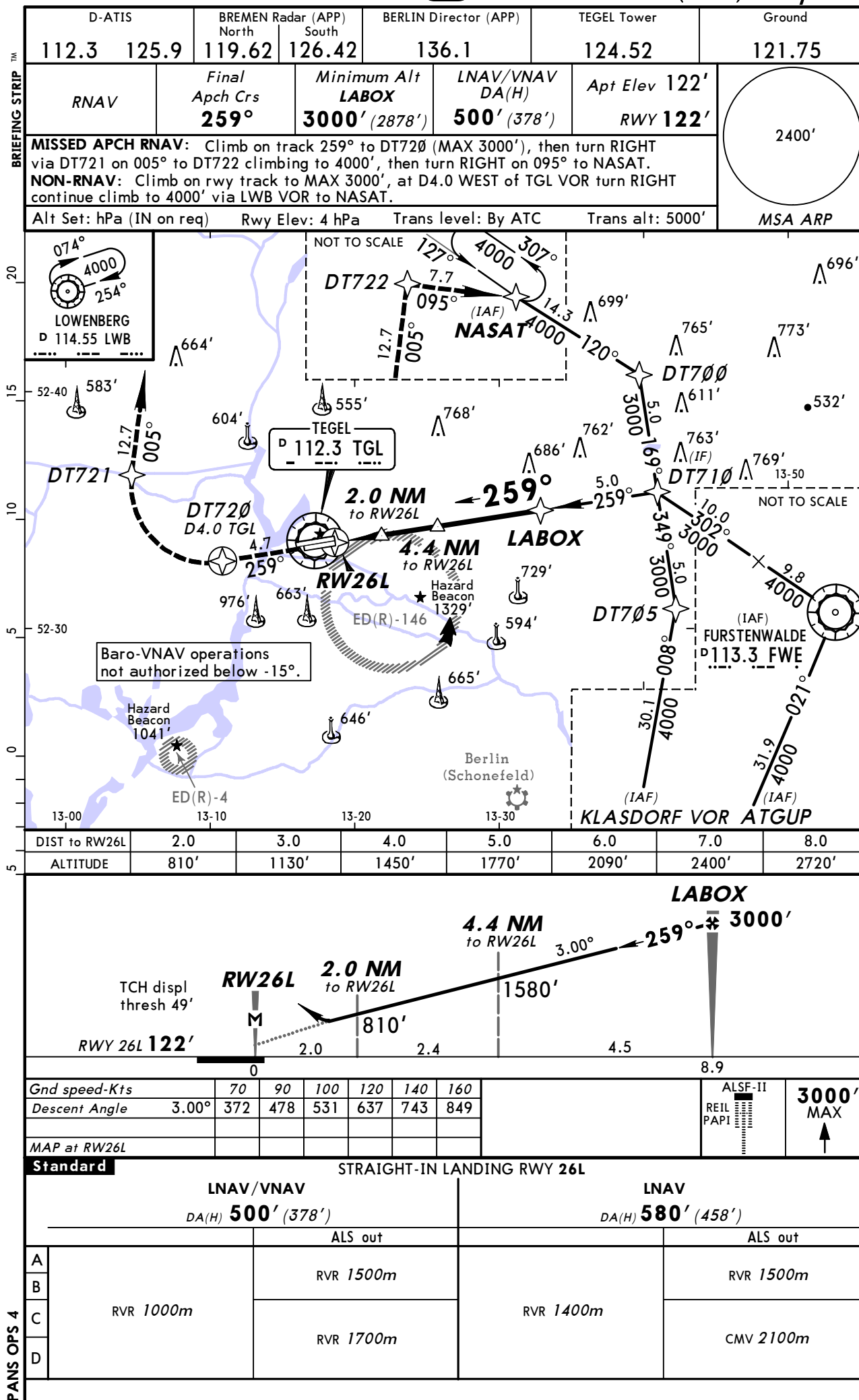
CHANGES: Minimums.

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27 MAY 11 **(12-3)**

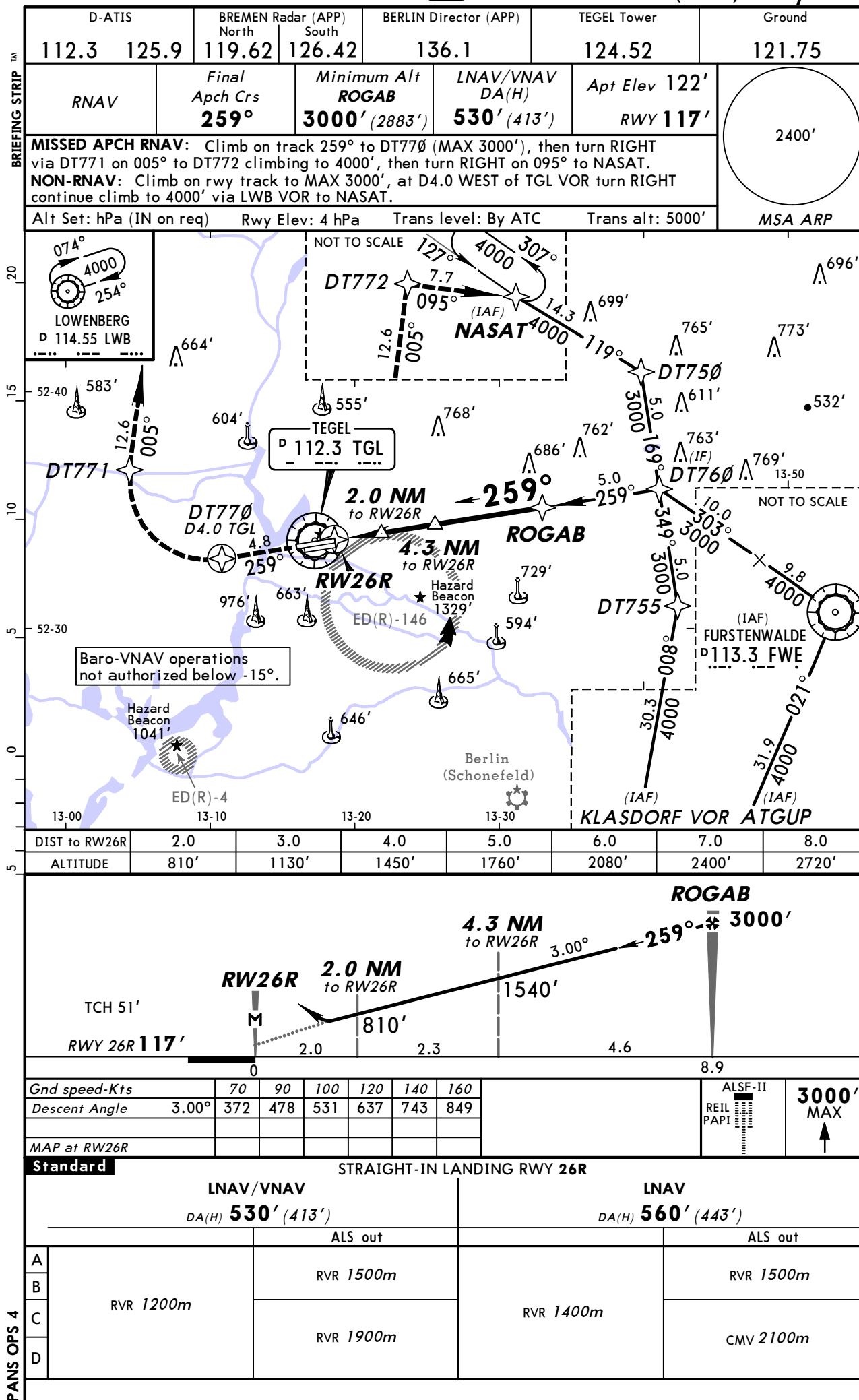
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RNAV (GPS) Rwy 26L



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JEPPESSEN
27 MAY 11 **(12-4)**

BERLIN, GERMANY
RNAV (GPS) Rwy 26R



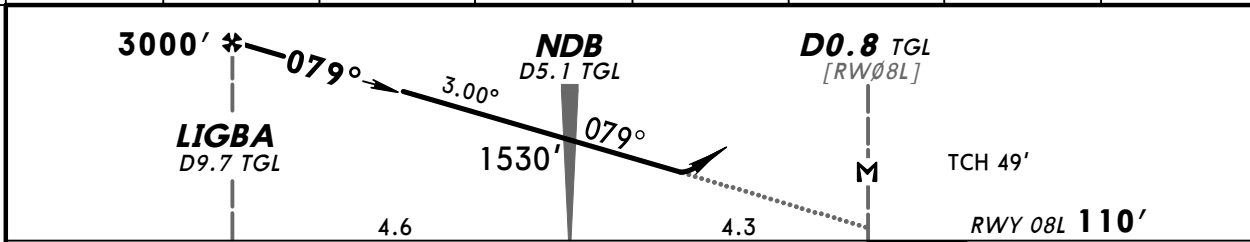
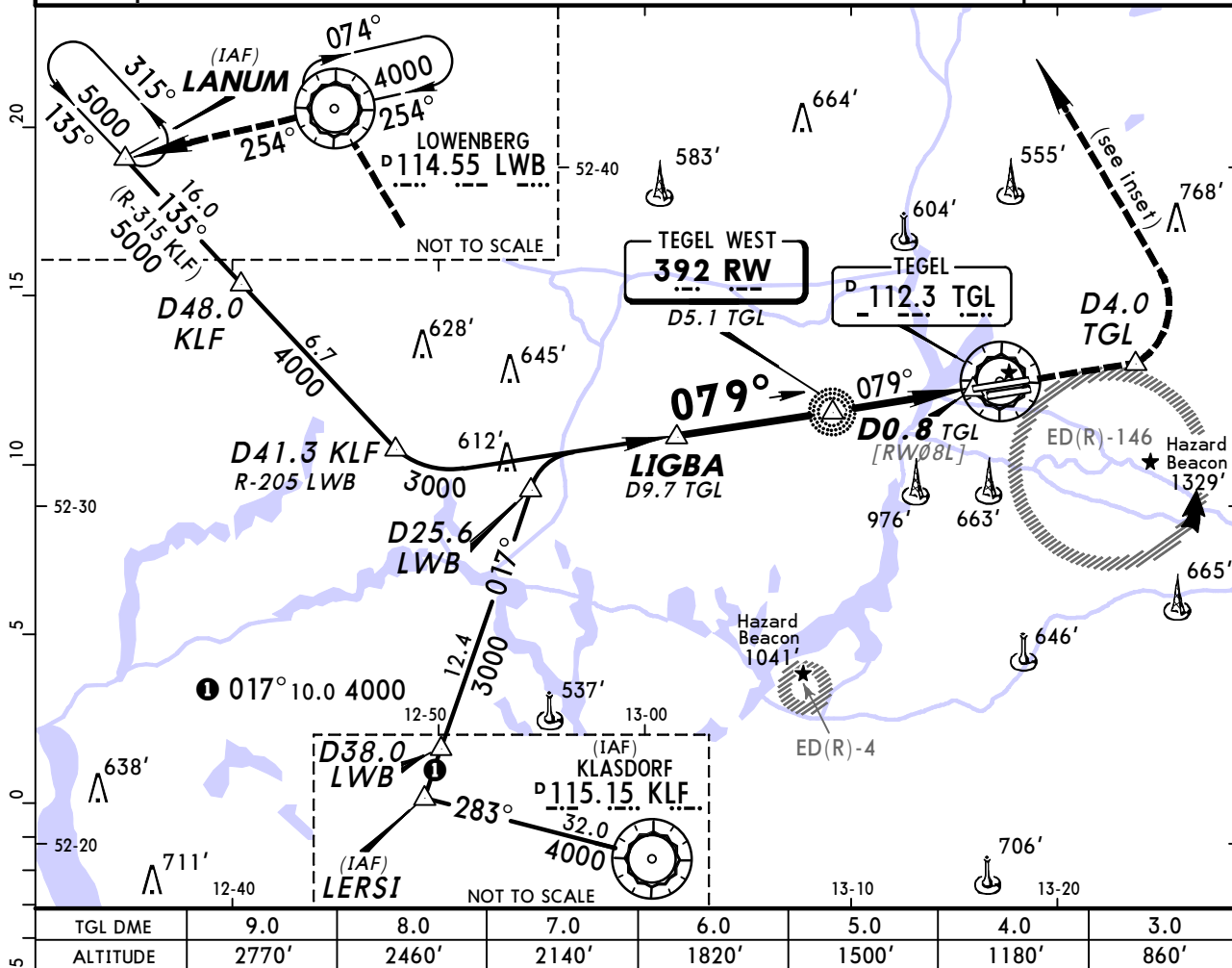
CHANGES: Minimums.

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 27 MAY 11 **(16-1)**
BERLIN, GERMANY
NDB Rwy 08L

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 RW 392	Final Apch Crs 079°	Minimum Alt LIGBA 3000' (2890')		DA(H) 670' (560')	Apt Elev 122' RWY 110'	2400' MSA TGL VOR
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'	
DME required.						



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

Standard		STRAIGHT-IN LANDING Rwy 08L	
		DA(H) 670' (560')	
		ALS out	

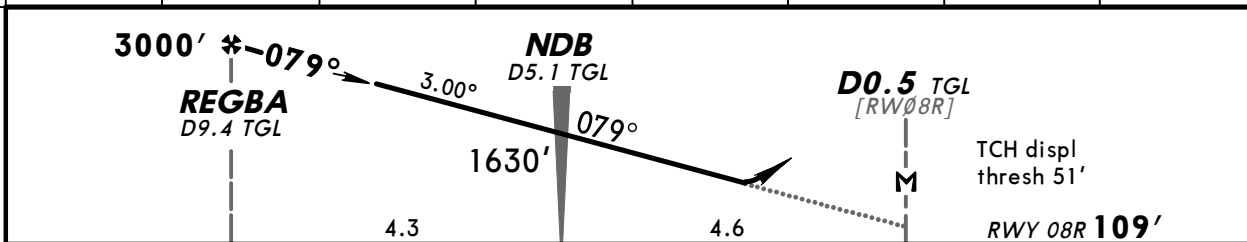
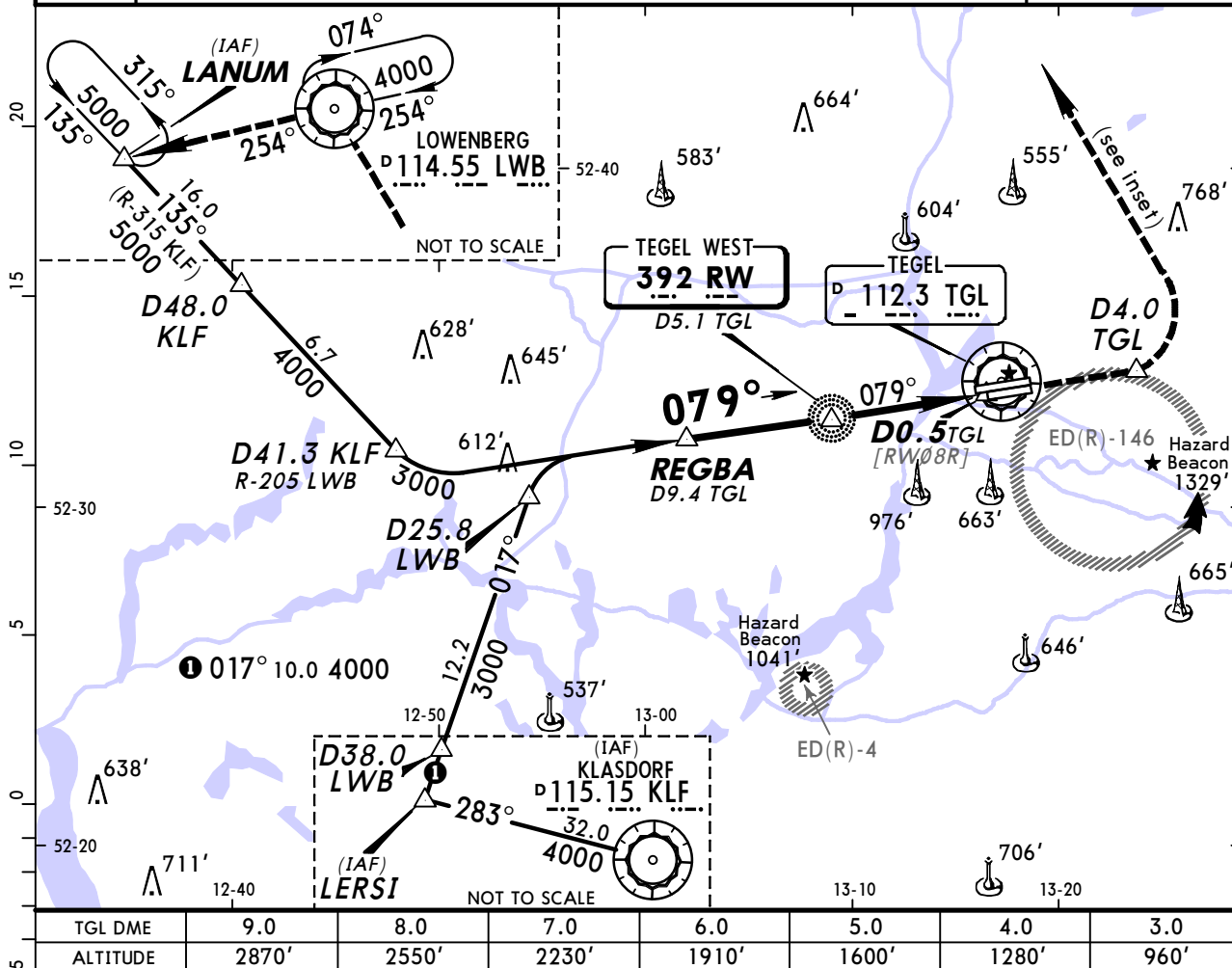
PANS OPS 4	A	RVR 1500m	
	B		
	C	RVR 1800m	CMV 2400m
	D		

CHANGES: Minimums.

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 27 MAY 11 **(16-2)**
BERLIN, GERMANY
NDB Rwy 08R

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 RW 392	Final Apch Crs 079°	Minimum Alt REGBA 3000' (2891')	DA(H) 660' (551')	Apt Elev 122' RWY 109'	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. Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' DME required.					MSA TGL VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D0.5 TGL						

Standard	STRAIGHT-IN LANDING RWY 08R					
	DA(H) 660' (551')					
	ALS out					

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

CHANGES: Minimums.

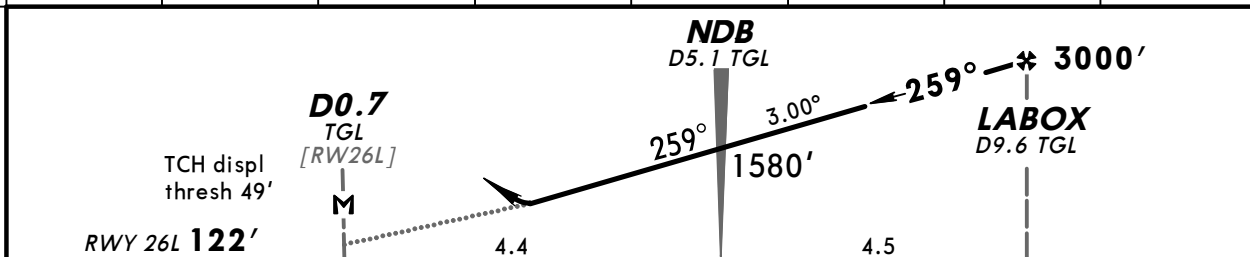
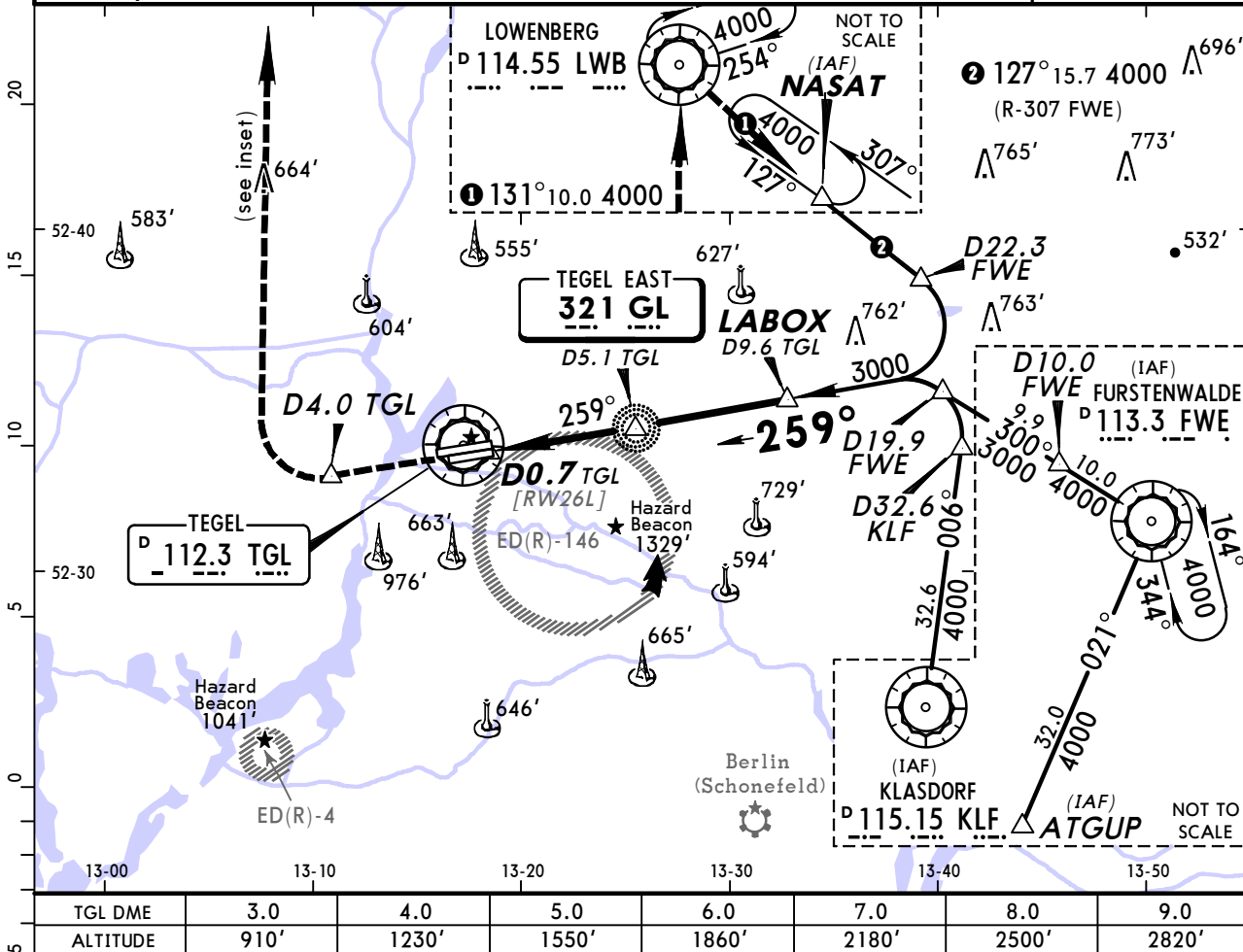
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JEPPESSEN
27 MAY 11 **(16-3)**

BERLIN, GERMANY
NDB Rwy 26L

D-ATIS	112.3 125.9	BREMEN Radar (APP) North 119.62 South 126.42	BERLIN Director (APP) 136.1	TEGEL Tower 124.52	Ground 121.75
NDB GL 321	Final Apch Crs 259°	Minimum Alt LABOX 3000' (2878')	DA(H) 680' (558')	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.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					MSA TGL VOR
DME required.					



Gnd speed-Kts	70	90	100	120	140	160
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

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

CHANGES: Minimums.

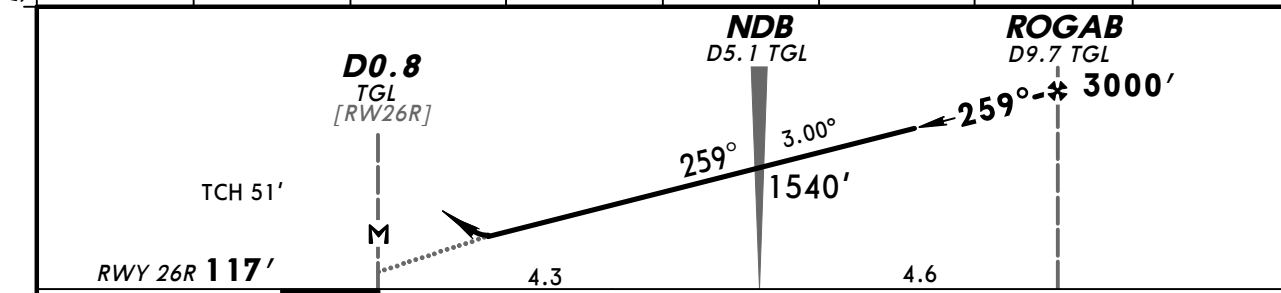
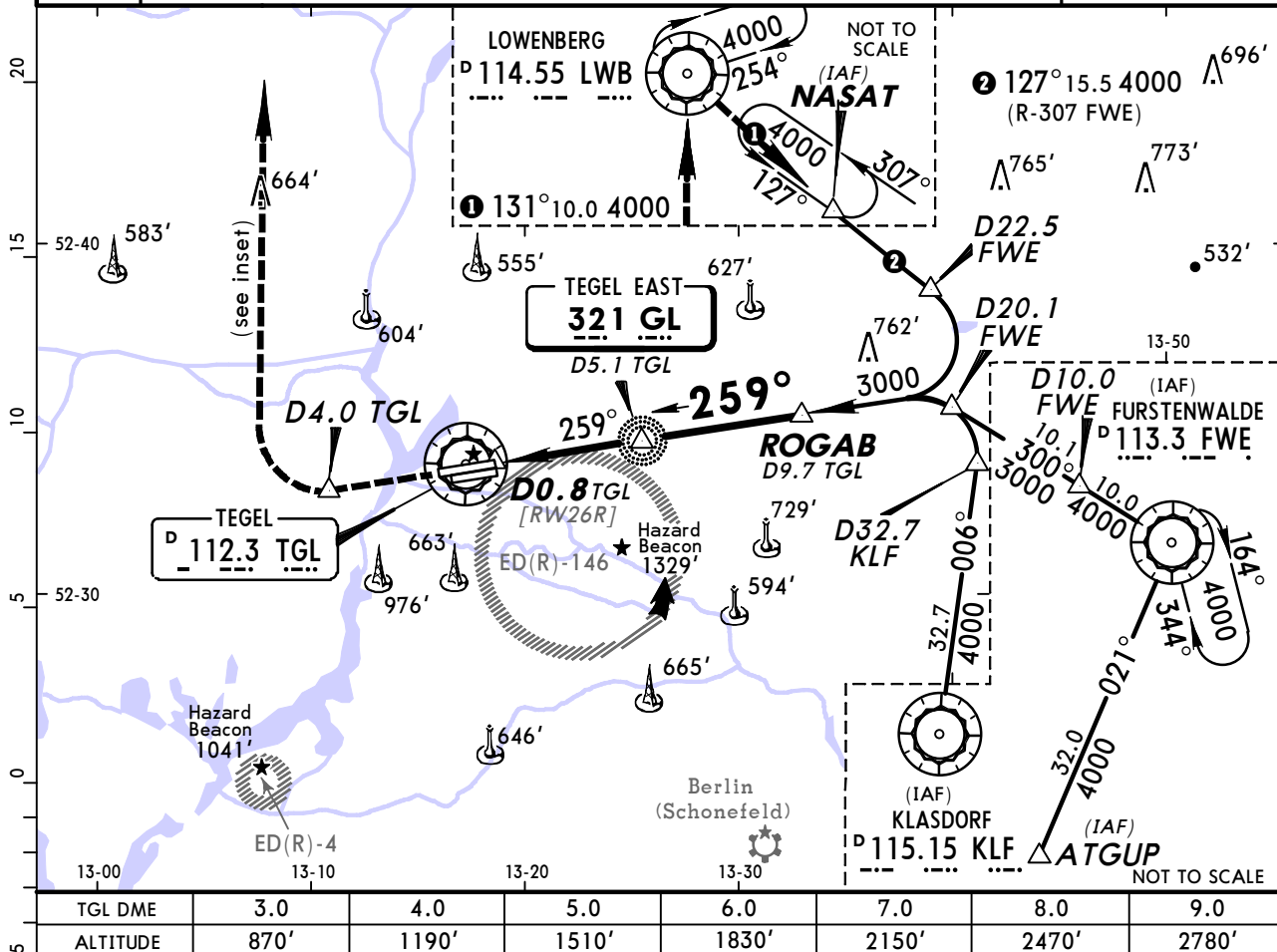
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JEPPESSEN
27 MAY 11 (16-4)

BERLIN, GERMANY
NDB Rwy 26R

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 ROGAB 3000' (2883')	DA(H) 670' (553')	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.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					MSA TGL VOR
DME required.					



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II REIL PAPI
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Standard	STRAIGHT-IN LANDING RWY 26R					
	DA(H) 670' (553')					
	ALS out					

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

BERLIN, (TEGEL - EDDT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDT

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(SIDs) General notes, paragraph 2. reference to 10-4 to be ignored.