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Trip Kit Index

Airport Information For EDDB

Terminal Charts For EDDB

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: BERLIN DEU
ICAO/IATA: EDDB / SXF
Lat/Long: N52° 21.73', E013° 30.04'
Elevation: 157 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° 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: 0243 Z
Sunset: 1931 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 Tower: 120.025
Schonefeld Tower: 39.685 Military
Schonefeld Tower: 118.850
Schonefeld Tower: 119.575
Schonefeld Ground: 129.500
Schonefeld Apron Ramp/Taxi: 129.600
Bremen Radar Approach: 126.425
Bremen Radar Approach: 31.350 Military
Bremen Radar Approach: 39.857 Military

Bremen Radar Approach: 119.500

Bremen Radar Approach: 120.625 Departure Service

Bremen Radar Approach: 119.625

Berlin Direct (Approach Control Radar): 121.125

Berlin Direct (Approach Control Radar): 136.100

EDDB/SXF
SCHONEFELD

20 NOV 15

JEPPESEN

20-1P

BERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 123.775

1.2. NOISE ABATEMENT PROCEDURES

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 APT 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: (0331) 275482482

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

Between 2200-0600LT reverse thrust other than idle thrust may only be used to the extent required for safety reasons.

1.2.3. RUN-UP TESTS

Engine test-runs are permitted only on test run areas.

Between 2200-0600LT engine test runs may be conducted with permission from the aviation supervision office (Luftaufsicht) if they are necessary for safety-related repair work on ACFT prior to take-off in the early morning and cannot be postponed.

Idle thrust test runs are excluded from these regulations.

EDDB/SXF
SCHONEFELD

20 NOV 15

JEPPesen
20-1P1BERLIN, GERMANY
AIRPORT BRIEFING**1. GENERAL****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 ACFT 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**1.4.1. GENERAL**

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 of CAT F ACFT on TWY T is permitted with Follow-me car only.

On aprons A, D, 2, 2A, 3, 3A, 4 and 4A, ACFT are permitted to taxi only at the absolute minimum revolutions per minute.

During the entire taxiing phase, ACFT shall maintain continuous radio contact with apron control/ground control and follow their instructions. Any instructions to change frequency shall be complied with without delay. If a follow-me car is used to guide a taxiing ACFT, the pilot shall comply with its signals.

Pilots may request a follow-me car from apron control/ground control for guidance.

As a rule, ACFT are permitted to taxi along the guide lines; however, apron control/ground control may issue deviating instructions.

EDDB/SXF
SCHONEFELD

JEPPESEN
20 NOV 15 **(20-1P2)**

BERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.4.2. GROUND HANDLING POSITIONS

Pilots shall park their ACFT at the stands following the signals given by the marshaller as shown in the German Aviation Regulation (LuftVO).

Parking is only permitted with the aid of the marshaller's signals. If the crew discovers that there is no marshaller present or that the stand cannot be reached due to obstacles, they shall stop the ACFT immediately and report this to apron control. They shall then wait for further instructions.

Nose-in handling positions may only be left with the aid of push-out tractors.

This does not apply to special parking positions.

Reverse thrust shall not be used to leave ACFT stands. ACFT operators shall make appropriate arrangements.

1.4.3. ACFT TOWING OPERATIONS

As a rule, towing operations will be conducted without a follow-me car.

However, pilots may request a follow-me car from the APT operator.

Clearances for towing and towing instructions will be issued via radiotelephony by apron control or ground control.

1.5. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 07L/25R approved for CAT II/III operations, special aircrew and ACFT certification required.

CAT II/III operations South of RWY 07L/25R permitted with follow-me guidance only.

2.2. RWY OPERATIONS

Exit RWY 07L via TWY K5 not allowed.

3. DEPARTURE

3.1. DATA LINK DEPARTURE CLEARANCE

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

EDDB/SXF
SCHONEFELDJEPPesen
20 NOV 15 (20-1P3)BERLIN, GERMANY
AIRPORT BRIEFING**3. DEPARTURE****3.2. APT COLLABORATIVE DECISION MAKING (A-CDM)****3.2.1. GENERAL**

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 be generated once and automatically; either at the estimated landing time (ELDT) minus 30 MIN or at EOBT minus 90 MIN, whichever is later. The TOBT will only be generated automatically for flights that have not yet had a TOBT 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 or, on its behalf, the handling agent, or the pilot-in-command shall be responsible for maintaining the TOBT (entry, update and deletion). The ACFT operator 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.

3.2.3.2. 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). The TOBT may be updated as often as required up until the time the TSAT is issued (TOBT minus 40 MIN). When the TSAT has been generated, the TOBT may be corrected three times. Entries are no longer possible after the CDM status has been changed to "start-up given" (SUG).

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.

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SCHONEFELDJEPPesen
20 NOV 15 (20-1P4)BERLIN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

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 (airport operational database).

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) the person responsible for the TOBT may swap the TSAT of two non-regulated flights of the same airline after the TSAT has been calculated.

3.2.7. START-UP AND PUSH-BACK

Start-up and push-back clearances shall only be issued when the TOBT and TSAT have been taken into account. The sequence of the start-up request is irrelevant. The pre-departure sequence will be determined in accordance with TSAT. At TOBT, the ACFT must be ready for start-up and/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 dependent 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 data link departure clearances (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 ["start-up approved at TSAT(hh:mm)"]).

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SCHONEFELDJEPPesen
20 NOV 15JEPPesen
(20-1P5)BERLIN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

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

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

3.2.9. REMOTE HOLDING

Remote holding means the procedure for a departing ACFT which due a large gap between TOBT and TSAT is parked at an ACFT stand which is urgently required by an arriving ACFT. Responsibility for the conduct of the remote holding procedure is based on the coordination 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 are not equivalent to start-up and en-route clearance. The latter must be obtained from the control tower at 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. EOBT Discrepancy
- CDM03 - ACFT Type Discrepancy
- CDM04 - ACFT Registration Discrepancy
- CDM05 - First Destination Discrepancy
- CDM07 - EIBT + MTTT Discrepancy With EOBT
- CDM07a - EIBT + MTTT Discrepancy With TOBT
- CDM08 - EOBT 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

To receive the above 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 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 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/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)

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

EDDB/SXF
SCHONEFELDJEPPesen
11 MAR 16 (20-1P6)BERLIN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

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 A-CDM procedure, we request all those involved to inform us about their experiences and to make comments and suggestions.

A detailed description of the procedure can be found at:

<http://www.cdm.berlin-airport.de>

and may be requested at: A-CDM@berlin-airport.de.

3.3. DE-ICING

If possible, the de-icing notification shall be made before the publication of the TSAT (TOBT - 40 MIN), at the latest 20 MIN prior to the completion of ground handling. A notification made after start-up given will lead to the withdrawal of the start-up clearance.

ACFT de-icing takes place on the central de-icing area on apron 3 (PAD1 and PAD2) or on the stands 40/41 (PAD3 and PAD4). Taxiing onto the central de-icing area (PAD1 and PAD2) is only permitted under the guidance of a marshaller. Taxiing onto stands 40/41 (PAD3 and PAD4) for ACFT de-icing without guidance is not permitted.

For safety reasons, propeller ACFT may only be de-iced on the de-icing pads (DPs) when their propeller brakes are applied (referred to as Hotel Mode). Deicing of the undercarriage may only be carried out under the supervision of a mechanic or the pilot. As a rule, special checks of individual ACFT parts (e.g. hands-on checks) cannot be carried out on the pads.

3.4. START-UP, PUSH-BACK & TAXI PROCEDURES

3.4.1. GENERAL

Taxiing of ACFT from Aprons 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.

3.4.2. START-UP APPROVAL AND EN-ROUTE CLEARANCES

Start-up approvals and en-route clearances will always be issued during the initial contact on SCHOENEFELD GROUND.

3.4.3. PUSH-BACK AND TAXI CLEARANCES

Push-back and taxi clearances will be issued either on the frequency SCHOENEFELD GROUND or SCHOENEFELD APRON. When an ACFT is within the area of SCHOENEFELD APRON, it shall only change frequency to SCHOENEFELD APRON after start-up when instructed by SCHOENEFELD GROUND (or when included in the data link clearance).

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EDDB/SXF
SCHONEFELD

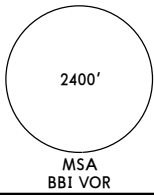
JEPPesen
11 DEC 15 (20-2)

BERLIN, GERMANY
STAR

D-ATIS
123.775

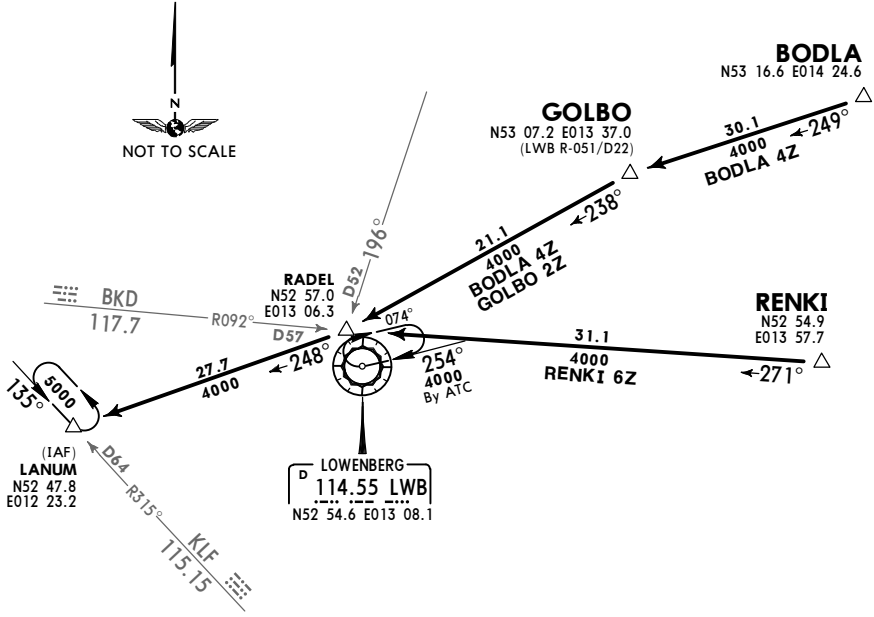
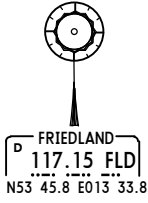
Apt Elev
157'

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



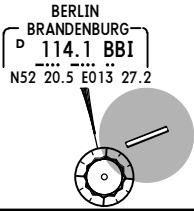
BODLA FOUR ZULU (BODLA 4Z) [BODL4Z]
GOLBO TWO ZULU (GOLBO 2Z) [GOLB2Z]
RENKI SIX ZULU (RENKI 6Z) [RENK6Z]
RWY 07L ARRIVALS
BRNAV EQUIPMENT NECESSARY

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.



Direct distance from LANUM to:
Schönefeld Apt 48 NM

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



EDDB/SXF
SCHONEFELD

JEPPesen

11 DEC 15

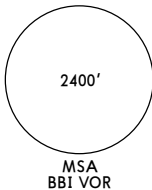
(20-2A)

BERLIN, GERMANY

STAR

D-ATIS 123.775
Apt Elev 157'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

BODLA THREE VICTOR (BODLA 3V) [BODL3V]
GOLBO TWO VICTOR (GOLBO 2V) [GOLB2V]
RENKI FIVE VICTOR (RENKI 5V) [RENK5V]
RWY 25R ARRIVALS
BRNAV EQUIPMENT NECESSARY

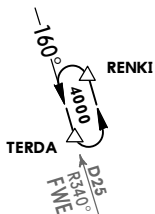


FRIEDLAND
D 117.15 FLD
N53 45.8 E013 33.8



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

**HOLDING
OVER TERDA**



GOLBO
N53 07.2 E013 37.0

BODLA
N53 16.6 E014 24.6

**VERTICAL PLANNING
INFORMATION**
Pilots 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 17.3



BERLIN
BRANDENBURG
D 114.1 BBI
N52 20.5 E013 27.2



RENKI
N52 54.9
E013 57.7

BODLA 3V
RENKI 5V



FURSTENWALDE
D 113.3 FWE
N52 24.7 E014 07.8

Direct distance from TERDA to:
Schönefeld Apt 31 NM

EDDB/SXF
SCHONEFELD

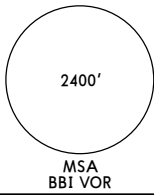
JEPPesen
15 JAN 16 (20-2B)

BERLIN, GERMANY
STAR

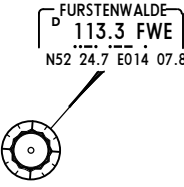
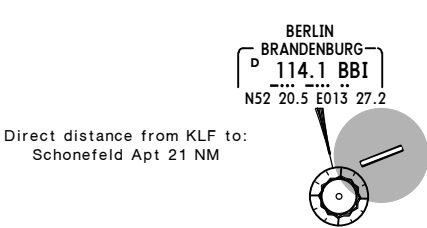
D-ATIS
123.775

Apt Elev
157'

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

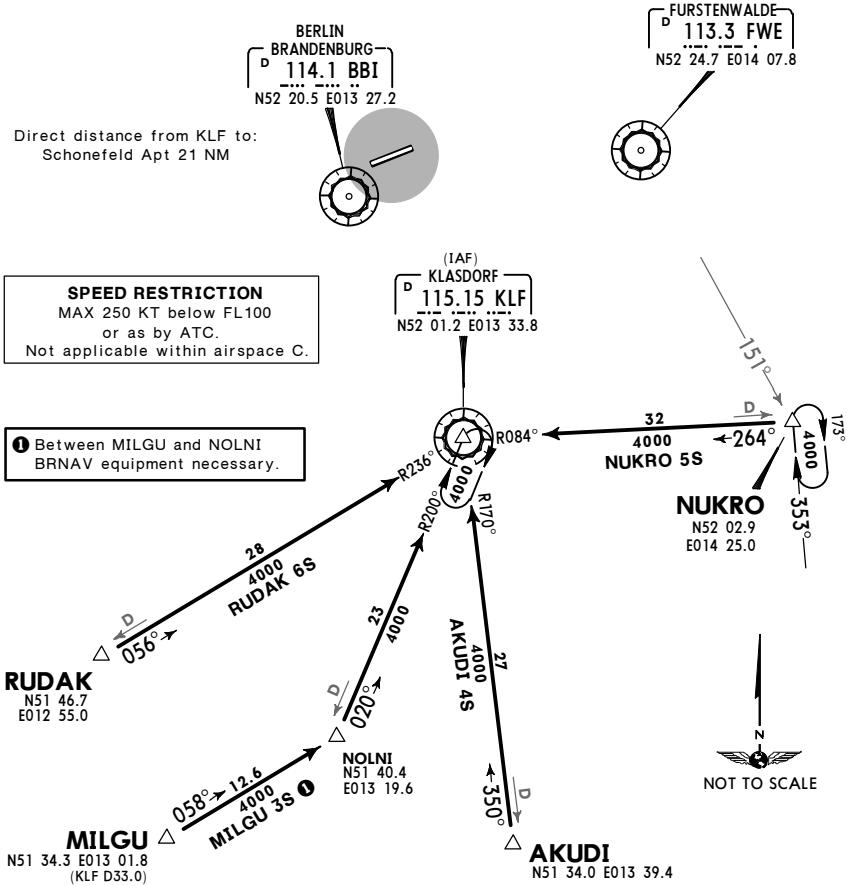


AKUDI 4S [AKUD4S]
MILGU 3S [MILG3S]
NUKRO 5S [NUKR5S]
RUDAK 6S [RUDA6S]
RWY 07L ARRIVALS



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

① Between MILGU and NOLNI
BRNAV equipment necessary.



VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
AKUDI 4S, MILGU 3S, RUDAK 6S: at or below **FL90** by KLF.
NUKRO 5S: at or below **FL140** by NUKRO,
at or below **FL90** by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

EDDB/SXF
SCHONEFELD

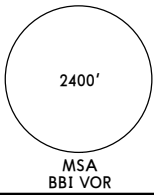
15 JAN 16 **20-2C**

BERLIN, GERMANY
STAR

D-ATIS
123.775

Apt Elev
157'

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

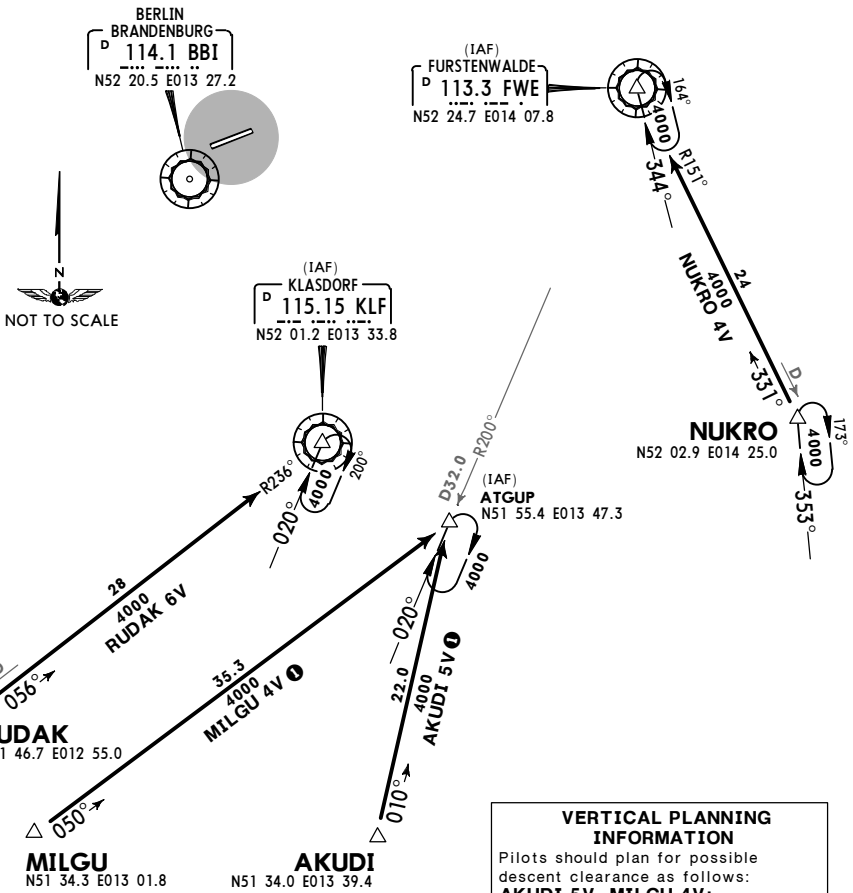


AKUDI 5V [AKUD5V] ①
MILGU 4V [MILG4V] ①
NUKRO 4V [NUKR4V]
RUDAK 6V [RUDA6V]
RWY 25R ARRIVALS

Direct distance to Schonefeld Apt from:

ATGUP 28 NM
FWE 23 NM
KLF 21 NM

① BRNAV equipment necessary.

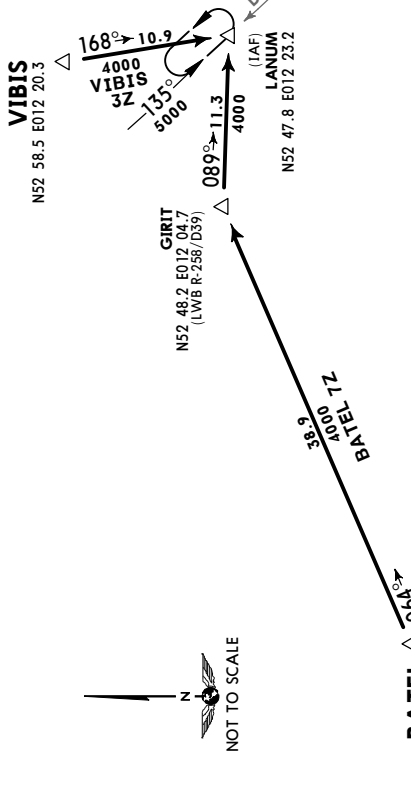


SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
AKUDI 5V, MILGU 4V:
at or below **FL120** by ATGUP.
NUKRO 4V:
at or below **FL140** by NUKRO,
at or below **FL70** by FWE.
RUDAK 6V:
at or below **FL100** by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

LOWENBERG
D 114.55 LWB
N52 54.6 E013 08.1



Direct distance from LANUM to:
Schonefeld Apt 48 NM

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance of at or below **FL140** by LANUM.

**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

24

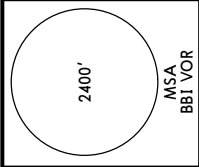
MSA
BBI VOR

EDDB/SXF
SCHONEFELD

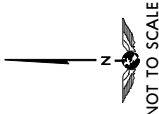
JEPPesen
11 DEC 15 (20-2E)

BERLIN, GERMANY
STAR

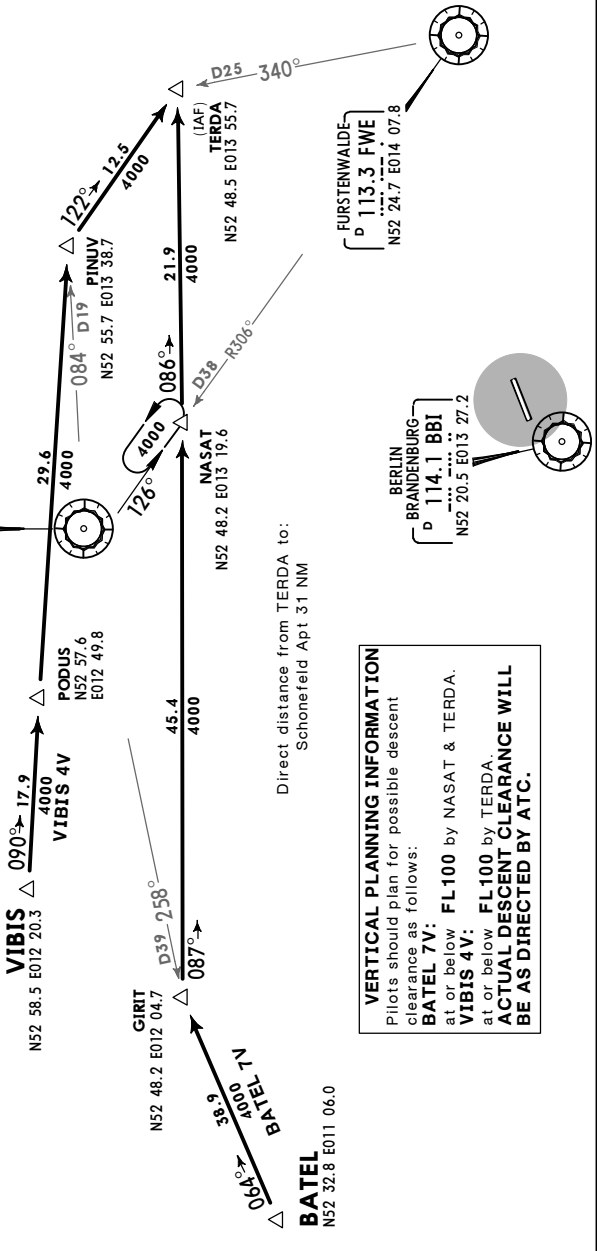
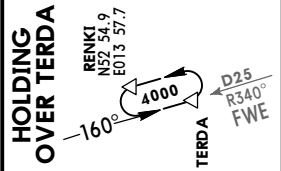
D-ATIS 123.775	Apt Elev 157'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
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BATEL SEVEN VICTOR (BATEL 7V) [BATE7V]
VIBIS FOUR VICTOR (VIBIS 4V) [VIB14V]
RWY 25R ARRIVALS
BRNAV EQUIPMENT NECESSARY



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



VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
BATEL 7V: FL100 by NASAT & TERDA.
VIBIS 4V: FL100 by TERDA.
at or below
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

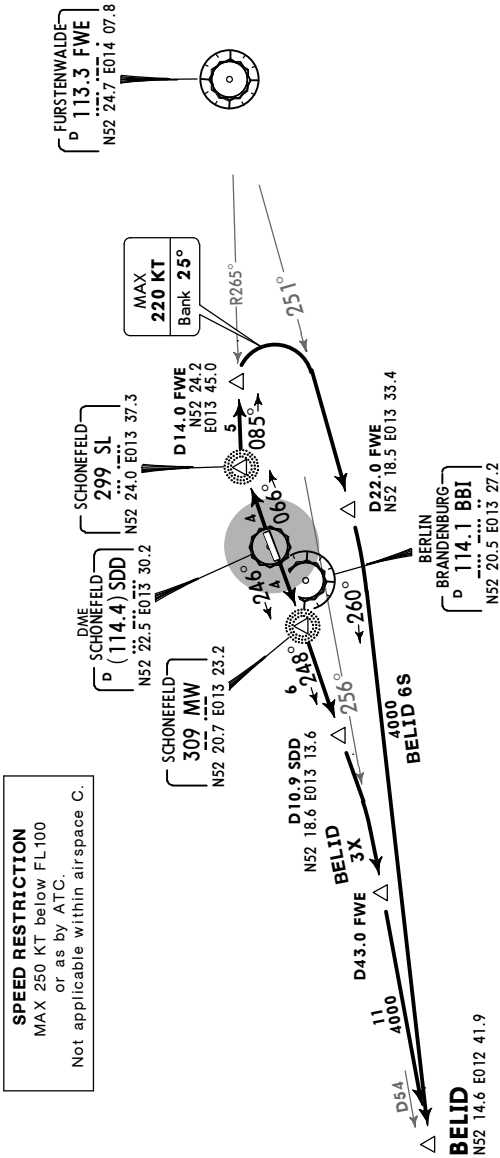
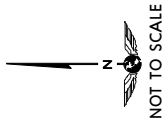
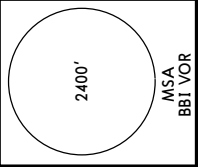
EDDB/SXF
SCHONEFELD

JEPPesen
11 DEC 15 (20-3)

BERLIN, GERMANY
SID

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
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BELID SIX SIERRA (BELID 6S)
BELID THREE X-RAY (BELID 3X)
RWYS 07L, 25R DEPARTURES

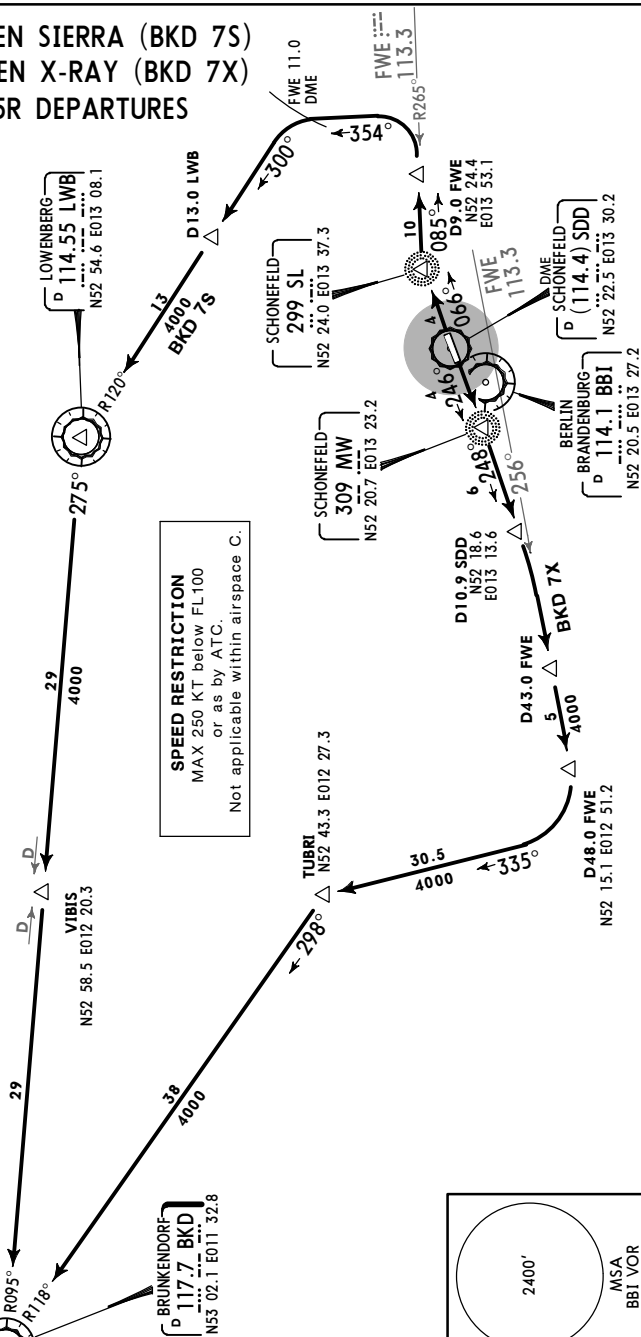


SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 4000'		
SID	RWY	ROUTING
BELID 6S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D14.0 FWE, turn RIGHT, intercept FWE R-251 to D22.0 FWE, turn RIGHT, 260° 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 D22.0 FWE BRNAV equipment necessary.		

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. EXPECT close-in obstacles.



BBKD 7S: Initial climb clearance **4000'**
BBKD 7X: Initial climb clearance **5000'**

ROUTING

Climb on runway track to 600'. to SL, turn RIGHT, intercept FWE R-285 inbound to D9.0 FWE, turn LEFT, 354° track to FWE 11.0 DME, turn LEFT, intercept FWE R-120 inbound to LWB, turn LEFT, LWB R-275 via VIBITS to BKD.

Climb on runway track to 600'. to MW, 248° bearing to D10.9 SDD, turn RIGHT, intercept FWE R-256 to D48.0 FWE **1**, turn RIGHT, 335° track to TUBRI, turn LEFT, 298° track to BKD.

① After D48.0 FWE BRNAV equipment necessary.

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

BRINKENDORF
D 117.7 BKD
N53 02.1 E011 32.8

2400'

MSA
BBI VOR

EDDB/SXF
SCHONEFELD

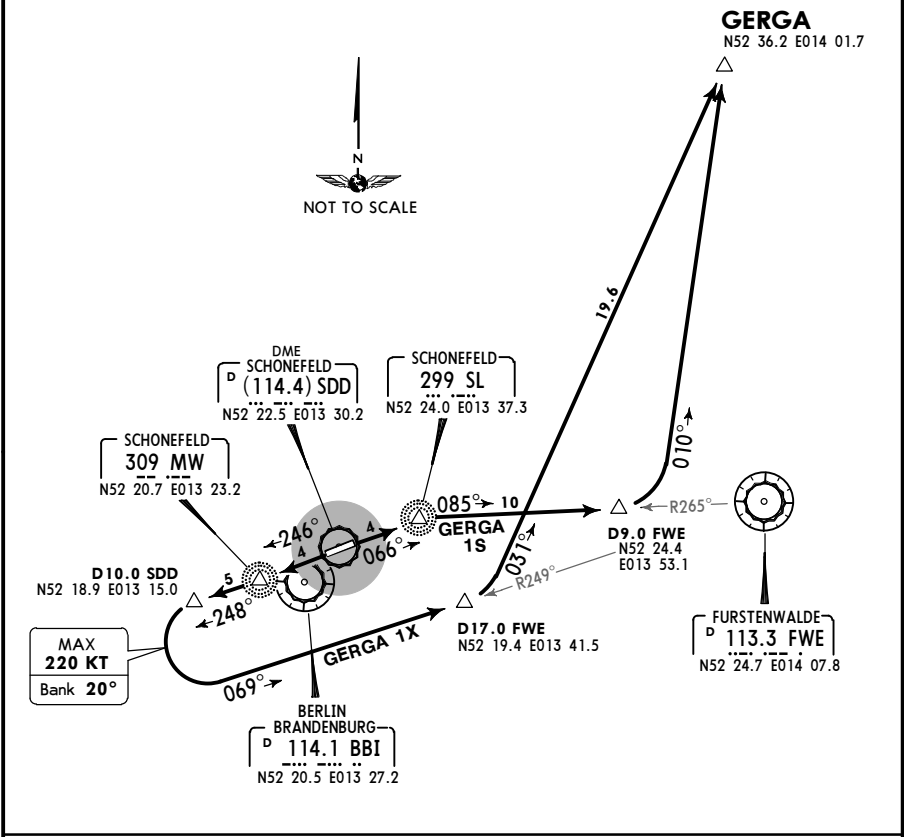
JEPPesen
11 DEC 15 (20-3B)

BERLIN, GERMANY
SID

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.	2400' MSA BBI VOR
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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 D9.0 FWE ①, turn LEFT, 010° track to GERGA.
GERGA 1X	25R	Climb on runway track to 600', to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept FWE R-249 inbound to D17.0 FWE ②, turn LEFT, 031° track to GERGA.
BRNAV equipment necessary after: ① D9.0 FWE/ ② D17.0 FWE.		

EDDB/SXF
SCHONEFELD

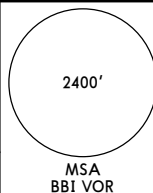
11 DEC 15 **20-3C**

BERLIN, GERMANY
SID

BREMEN
Radar
120.625

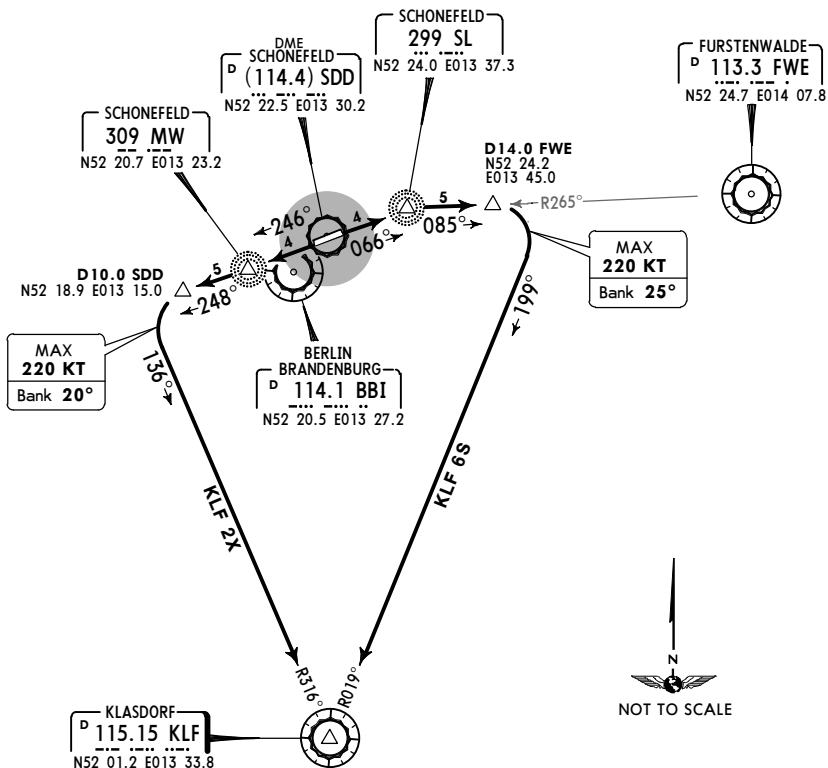
Apt Elev
157'

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. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



KLASDORF SIX SIERRA (KLF 6S)
KLASDORF TWO X-RAY (KLF 2X)
RWYS 07L, 25R DEPARTURES
ONLY FOR DESTINATION EDDB OR EDDT

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



Initial climb clearance **4000'**

SID	RWY	ROUTING
KLF 6S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D14.0 FWE, turn RIGHT, intercept KLF R-019 inbound to KLF.
KLF 2X	25R	Climb on runway track to 600', to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept KLF R-316 inbound to KLF.

EDDB/SXF
SCHONEFELD

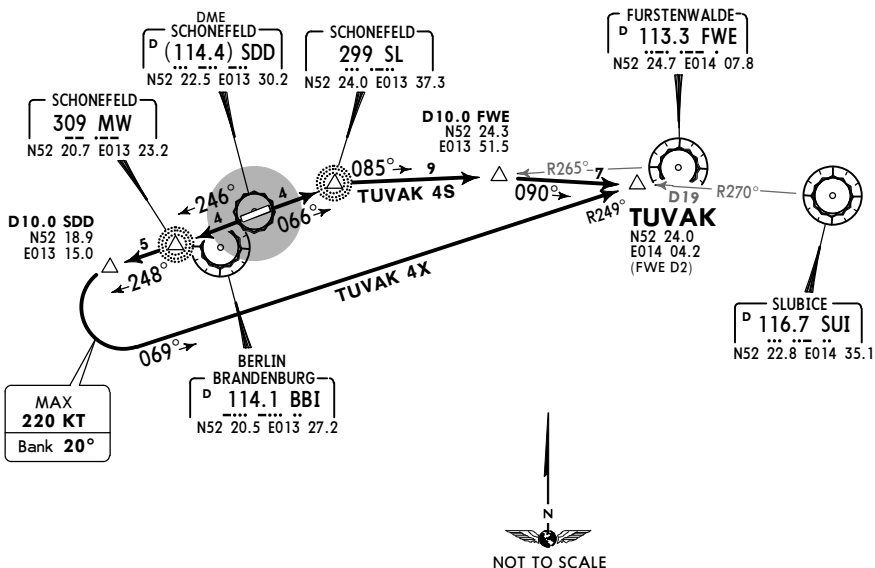
JEPPesen
11 DEC 15 (20-3D)

BERLIN, GERMANY
SID

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.	2400' MSA BBI VOR
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TUVAK FOUR SIERRA (TUVAK 4S)
TUVAK FOUR X-RAY (TUVAK 4X)
RWYS 07L, 25R DEPARTURES
NO ACCESS TO AIRWAY UL-980

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



Initial climb clearance 4000'		
SID	RWY	ROUTING
TUVAK 4S	07L	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-265 inbound to D10.0 FWE, turn RIGHT, intercept SUI R-270 inbound to TUVAK.
TUVAK 4X	25R	Climb on runway track to 600', to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept FWE R-249 inbound to TUVAK.

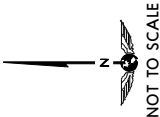
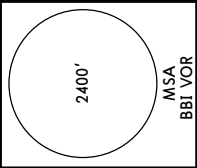
EDDB/SXF
SCHONEFELD

JEPPesen
11 DEC 15 (20-3E)

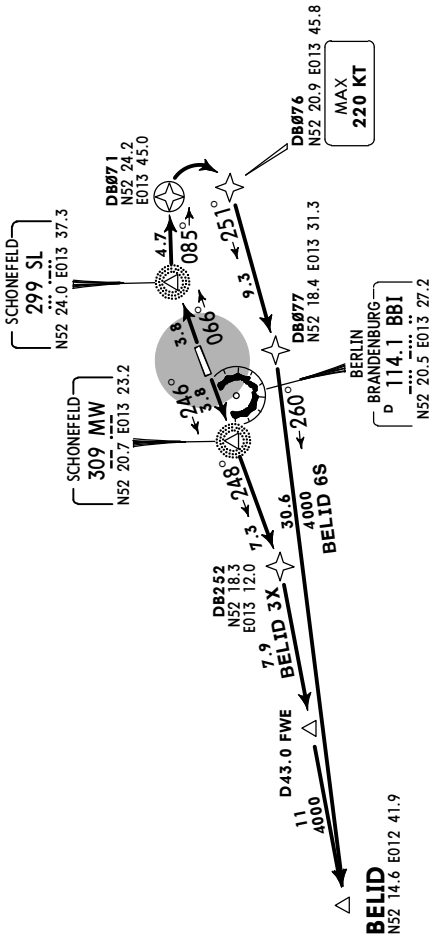
BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
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BELID SIX SIERRA (BELID 6S) [BELI6S]
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.



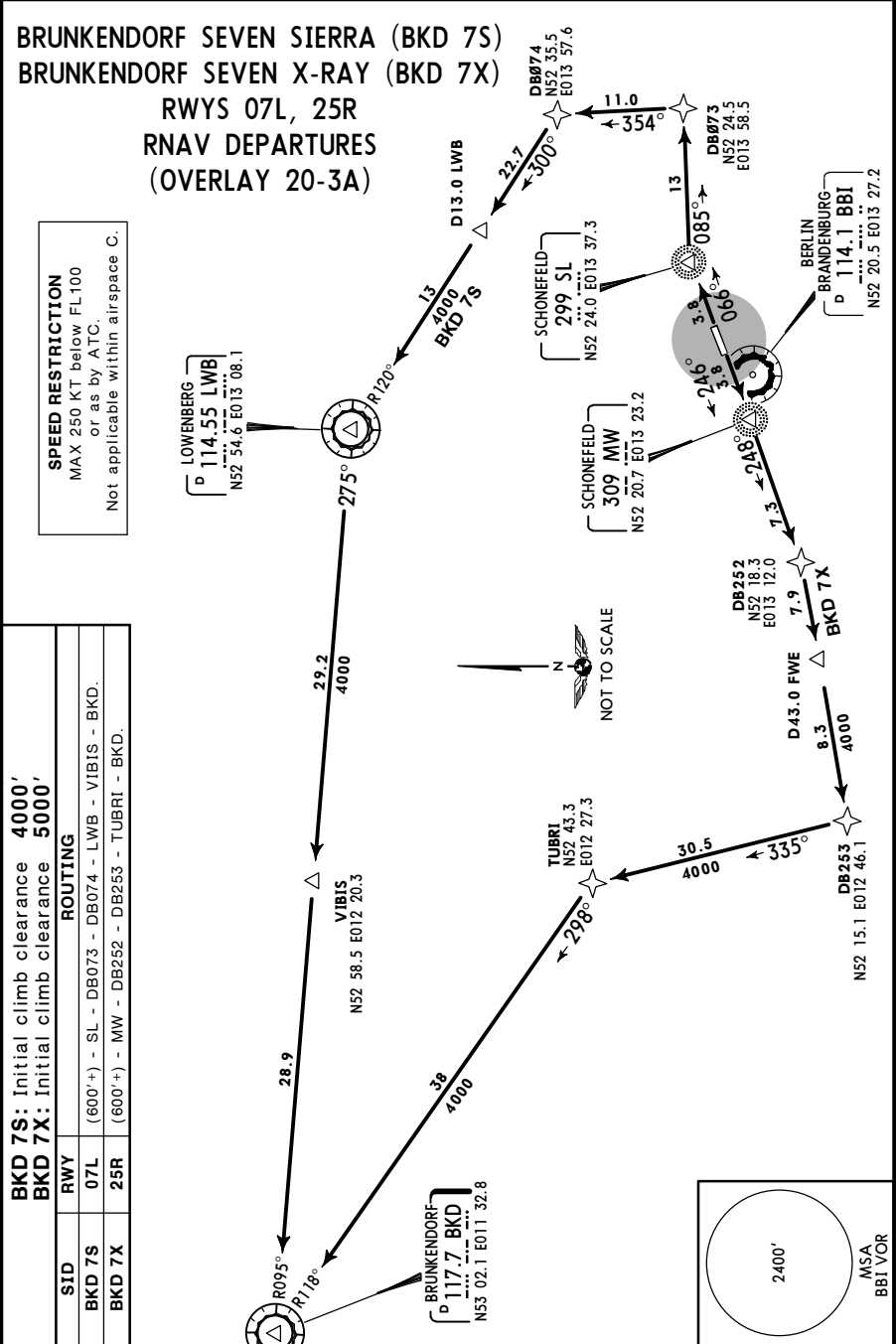
Initial climb clearance 4000'		
SID	RWY	ROUTING
BELID 6S	07L	(600'+) - SL - DB071 - DB076 (K220-) - DB077 - BELID.
BELID 3X	25R	(600'+) - MW - DB252 - BELID.

EDEB/SXF
SCHONEFELD

JEPPesen
11 DEC 15 **(20-3F)**

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
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EDDB/SXF
SCHONEFELD

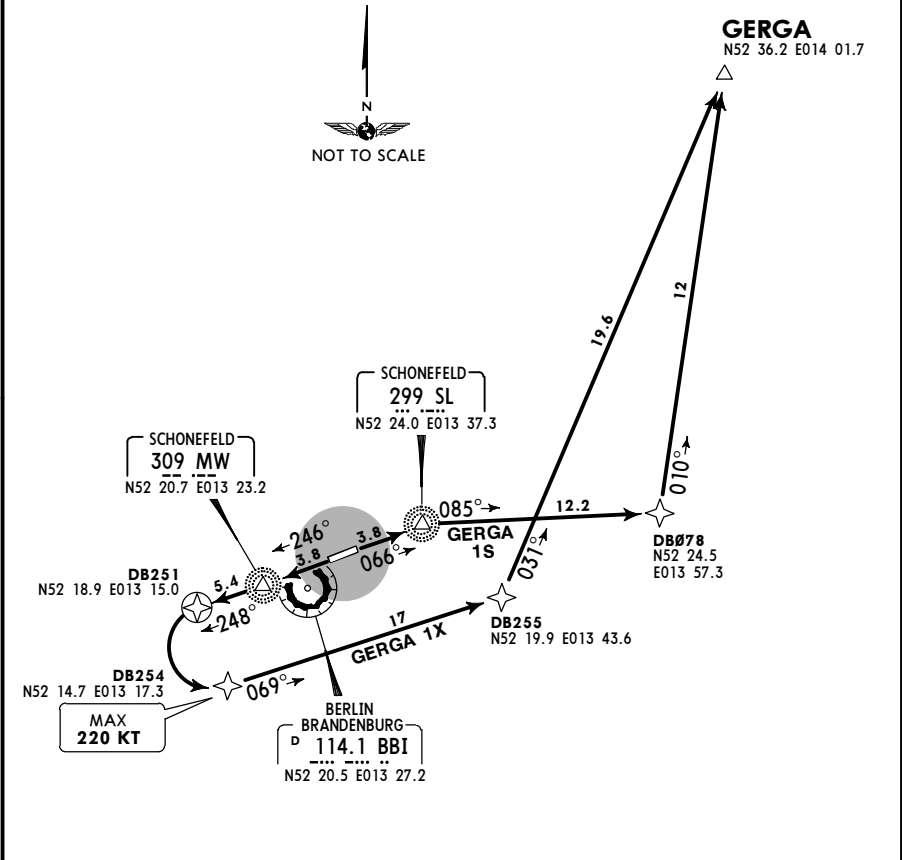
JEPPesen
11 DEC 15 (20-3G)

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.	2400' MSA BBI VOR
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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.

EDDB/SXF
SCHONEFELD

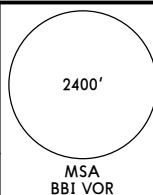
JEPPesen
11 DEC 15 (20-3H)

BERLIN, GERMANY
RNAV SID (OVERLAY)

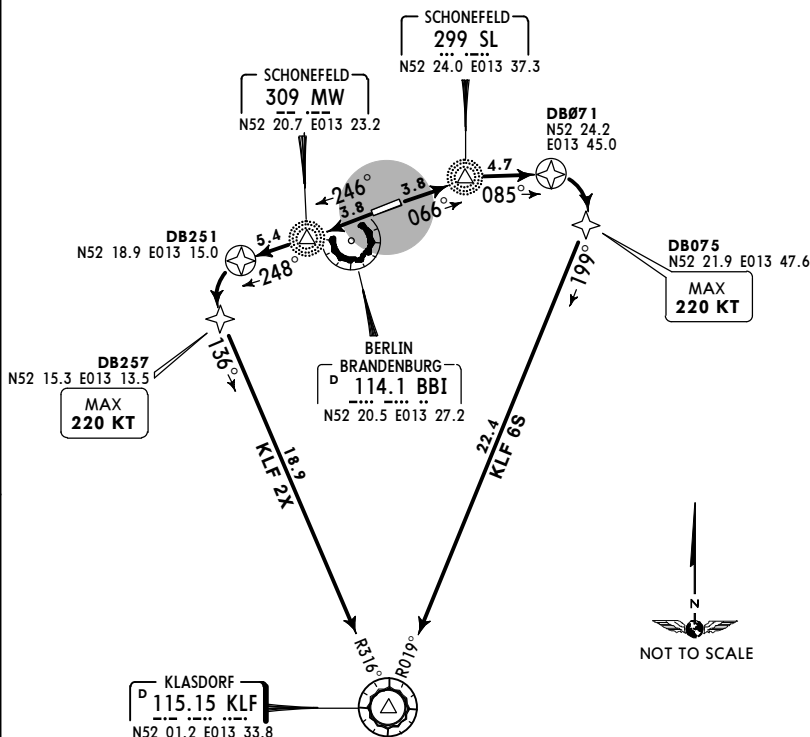
BREMEN
Radar
120.625

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. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



KLASDORF SIX SIERRA (KLF 6S)
KLASDORF TWO X-RAY (KLF 2X)
RWYS 07L, 25R RNAV DEPARTURES
(OVERLAY 20-3C)
ONLY FOR DESTINATION EDDB OR EDDT



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

Initial climb clearance **4000'**

SID	RWY	ROUTING
KLF 6S	07L	(600'+) - SL - DB071 - DB075 (K220-) - KLF.
KLF 2X	25R	(600'+) - MW - DB251 - DB257 (K220-) - KLF.

EDDB/SXF
SCHONEFELD

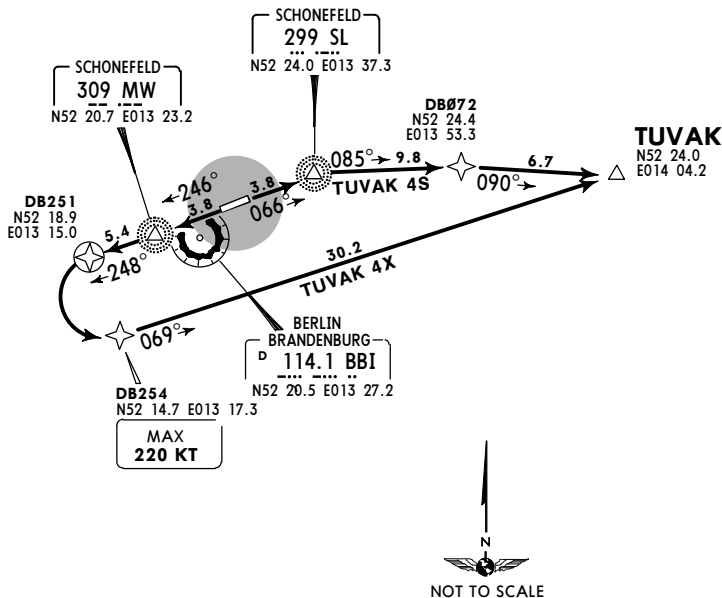
JEPPesen
11 DEC 15 (20-3J)

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 120.625	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. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.	2400' MSA BBI VOR
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TUVAK FOUR SIERRA (TUVAK 4S) [TUVA4S]
TUVAK FOUR X-RAY (TUVAK 4X) [TUVA4X]
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 4S	07L	(600'+) - SL - DB072 - TUVAK.
TUVAK 4X	25R	(600'+) - MW - DB254 (K220-) - TUVAK.

EDDB/SXF

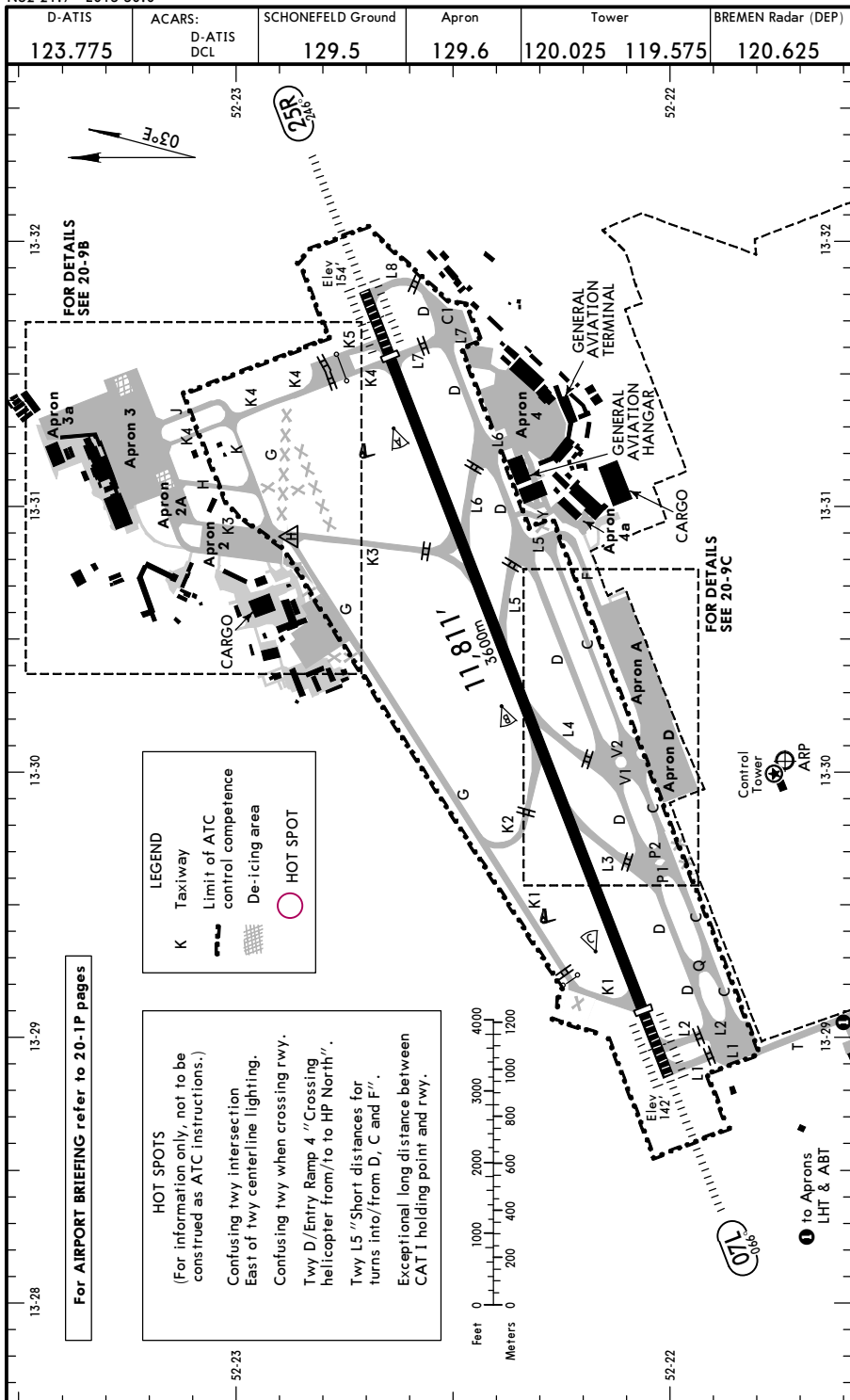
Apt Elev 157'
N52 21.7 E013 30.0

JEPPesen

19 FEB 16 20-9

BERLIN, GERMANY

SCHONEFELD



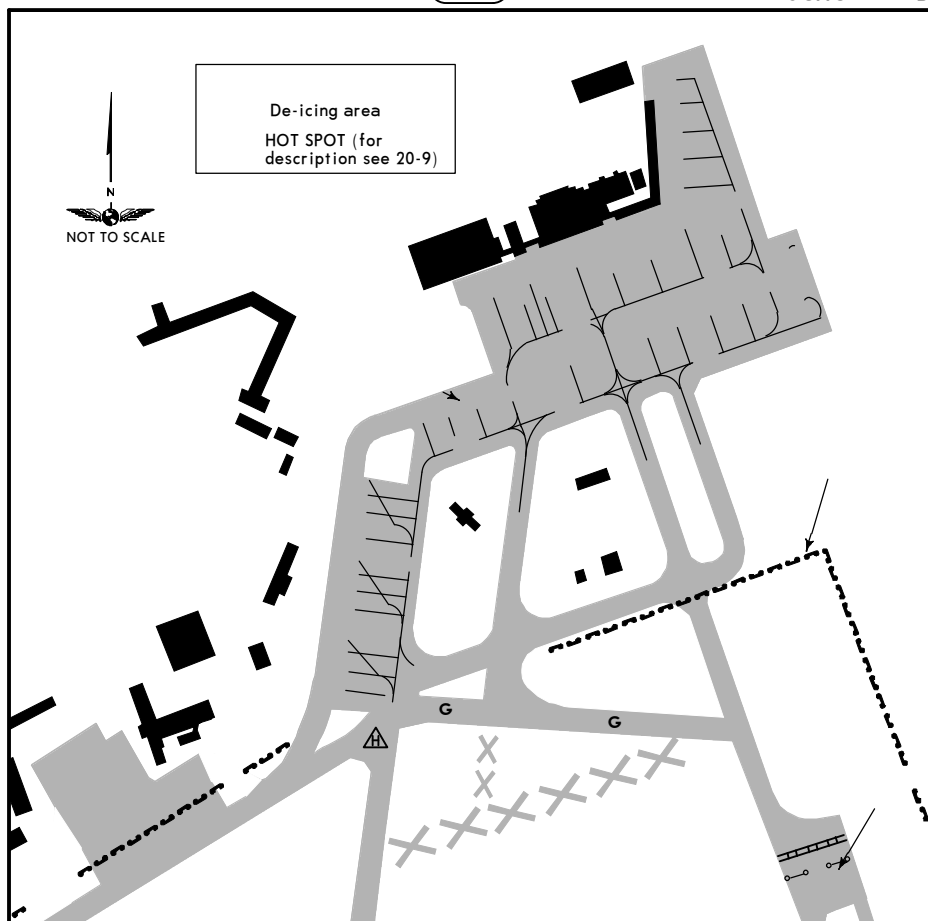
EDDB/SXF



BERLIN, GERMANY
SCHONEFELD

ADDITIONAL RUNWAY INFORMATION								
RWY				LANDING BEYOND		TAKE-OFF	WIDTH	
				Threshold	Glide Slope			
07L	HIRL CL (15m)HIALS TDZ PAPI-L(3.0°) RVR				10,827' 3300m	9855' 3004m	1	148' 45m
25R					9733' 2967m			
1 TAKE-OFF RUN AVAILABLE								
RWY 07L:				RWY 25R:				
From rwy head				From rwy head				
twy L2 int				twy K5 int				
twy K1 int				twy K4, L7 int				
twy L3 int				twy L6 int				
twy K2 int				twy K3 int				
twy L4 int				twy L5 int				
twy L6 int								
twy K3 int								

Standard TAKE-OFF 1						
A B C D	Approved Operators	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
					400m	500m
	125m	150m	200m	250m		
	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

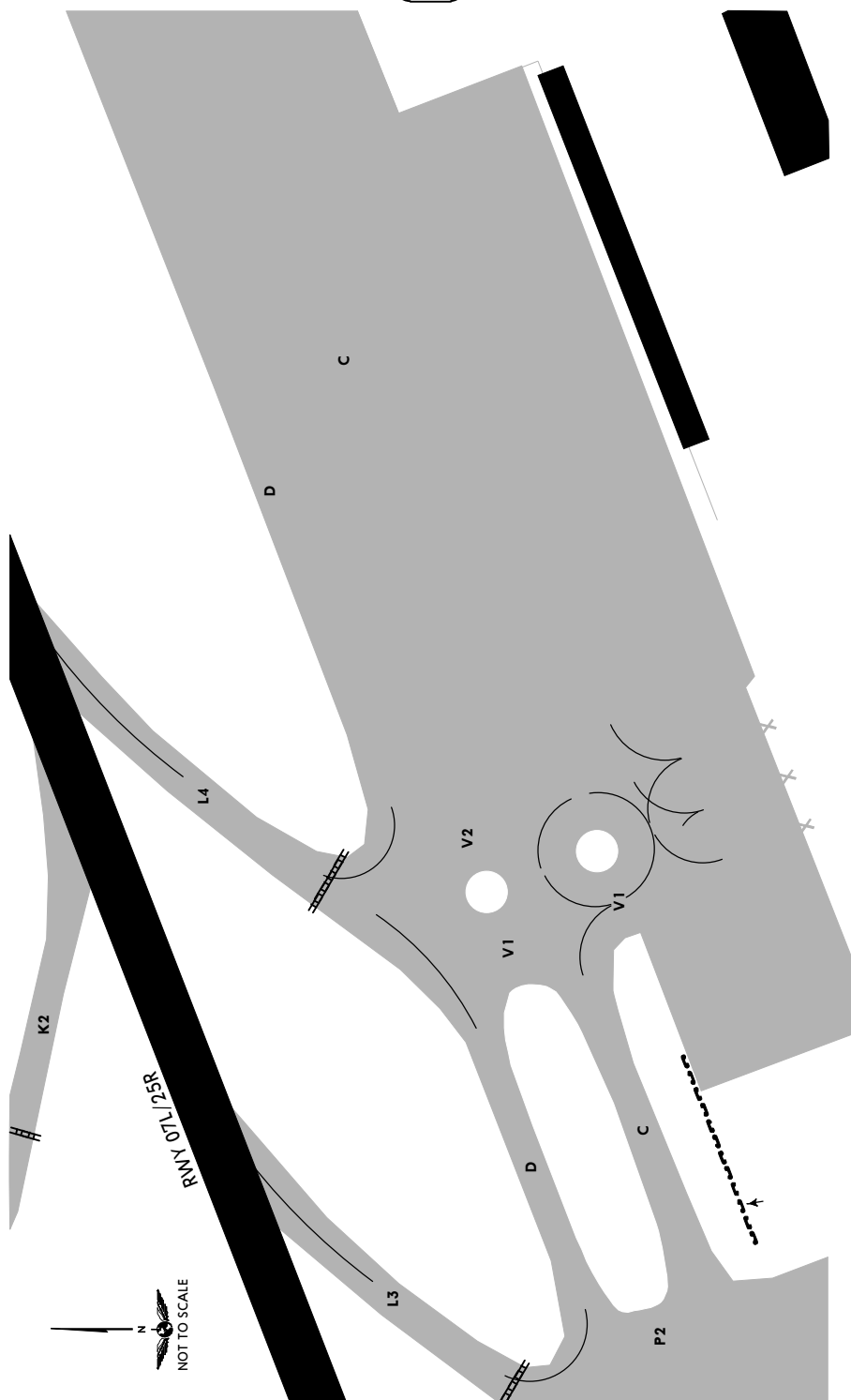


	N52 22.9 E013 30.8 N52 23.0 E013 30.8 N52 22.9 E013 30.8 N52 23.0 E013 30.8 N52 23.1 E013 30.8		

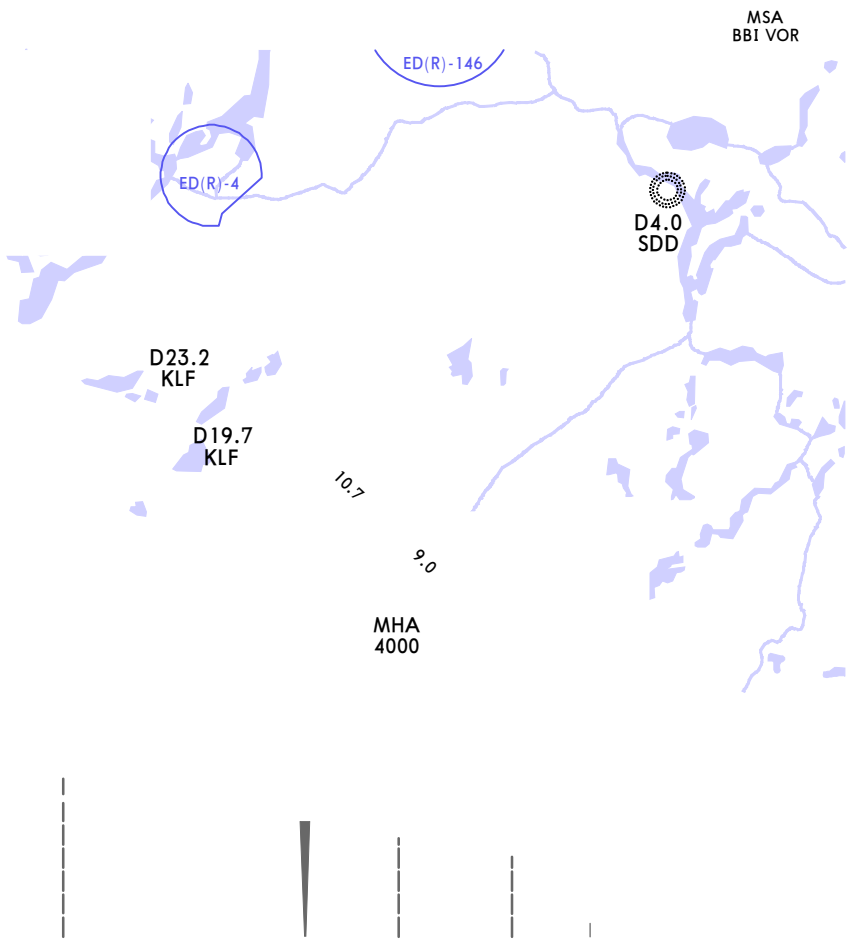
EDDB/SXF

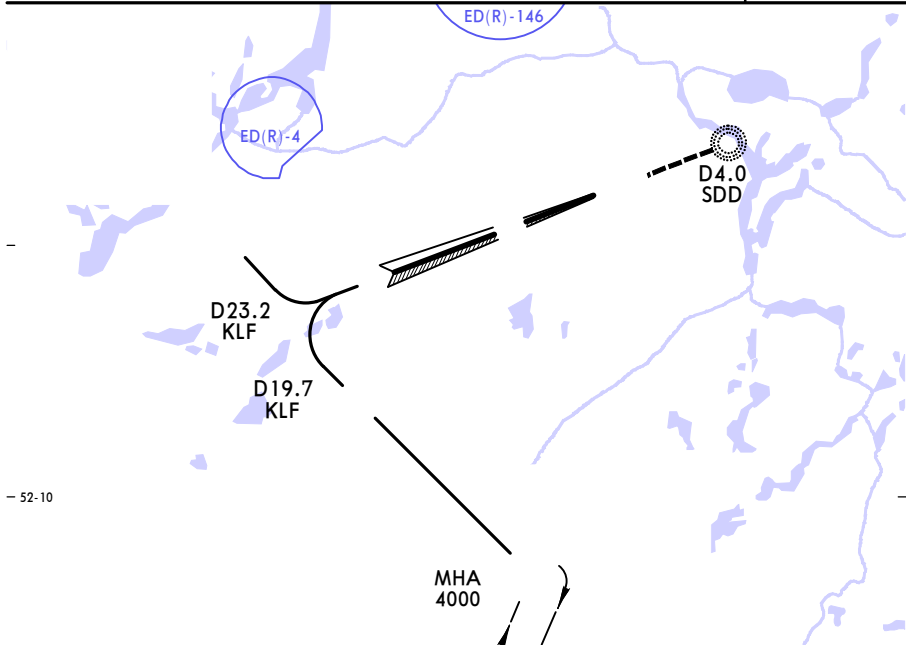
JEPPesen
11 MAR 16 (20-9C)

BERLIN, GERMANY
SCHONEFELD



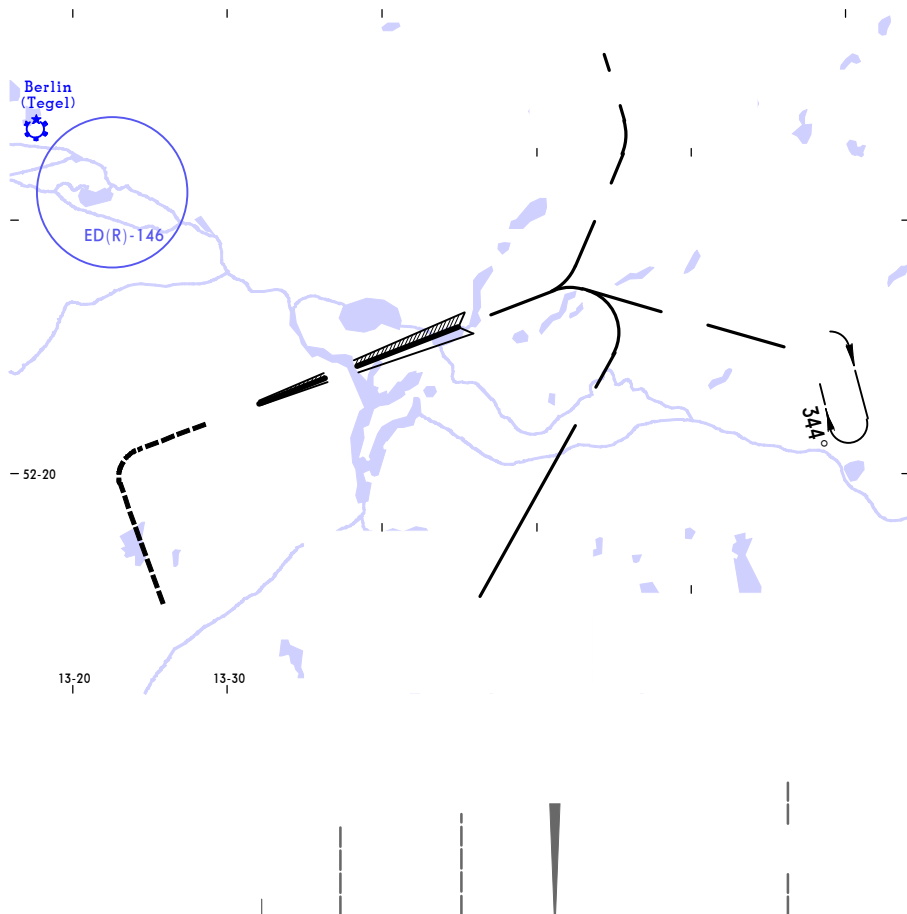
21-1

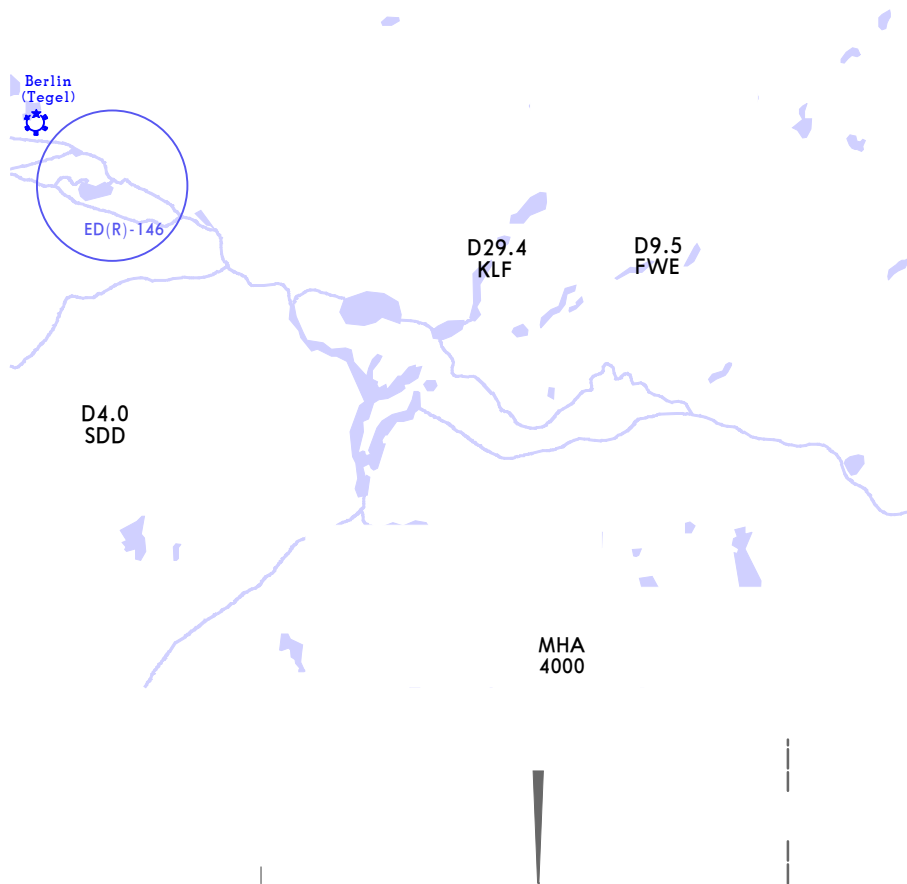




- 52-10

[illegible]



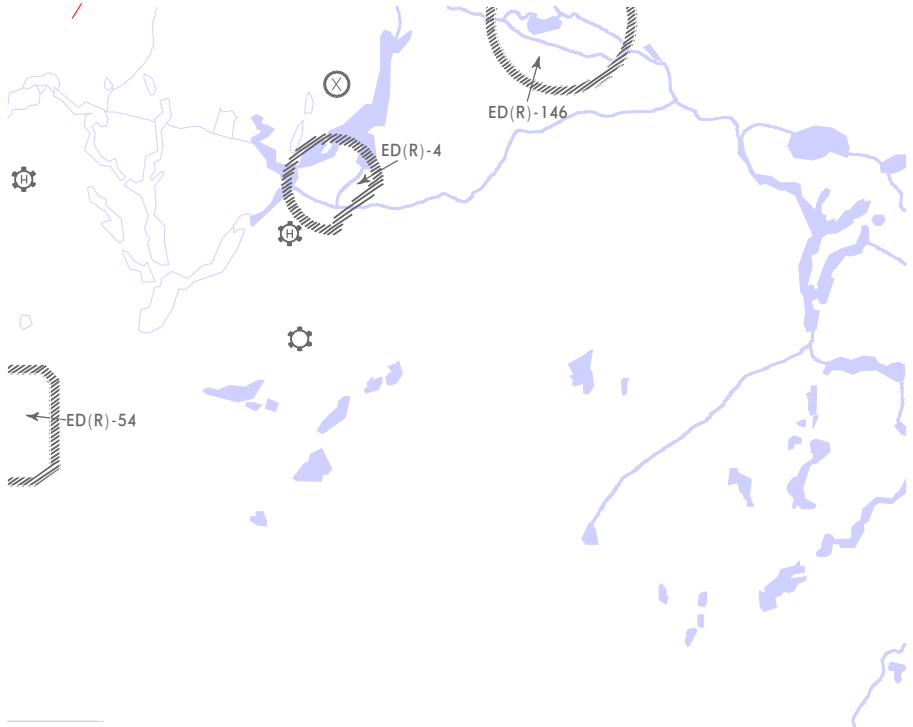


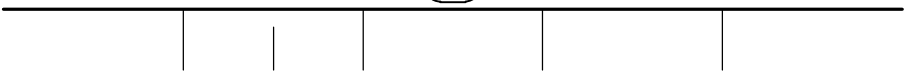
066°

 $DA(H)$

157'

146'



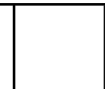


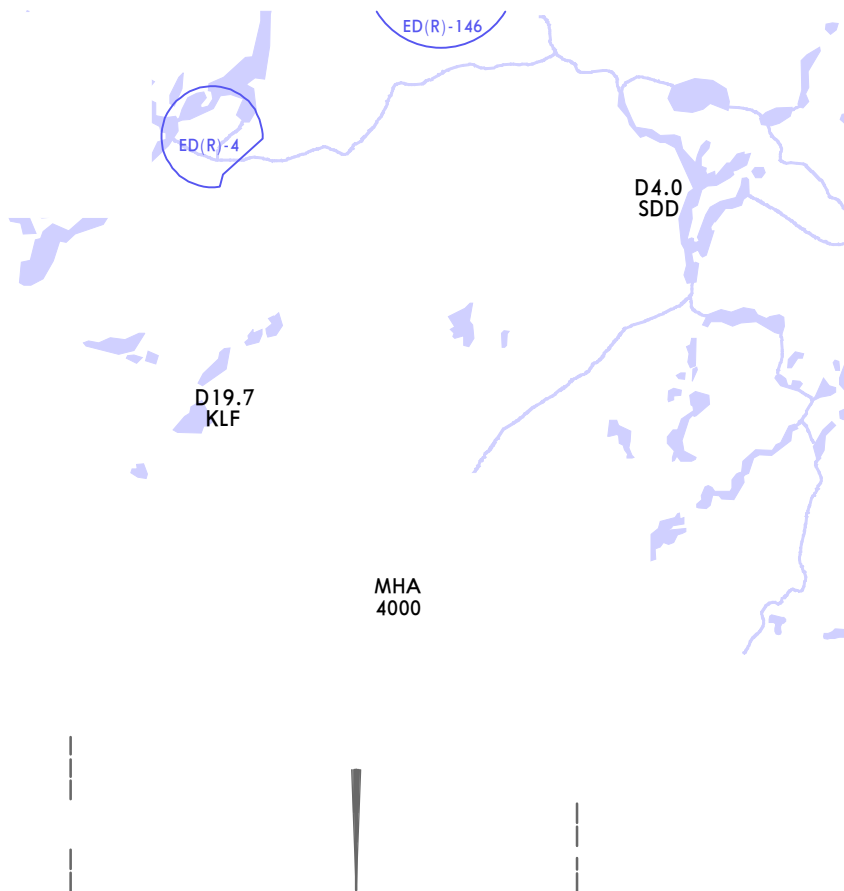
Berlin (Tegel)

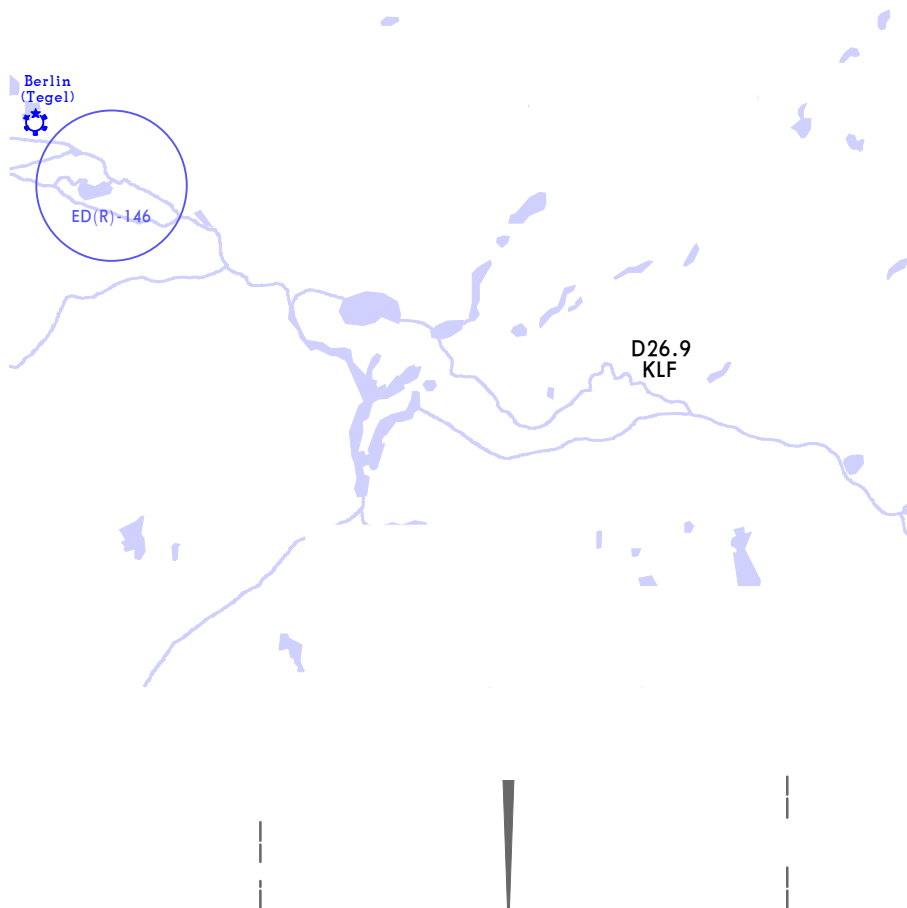


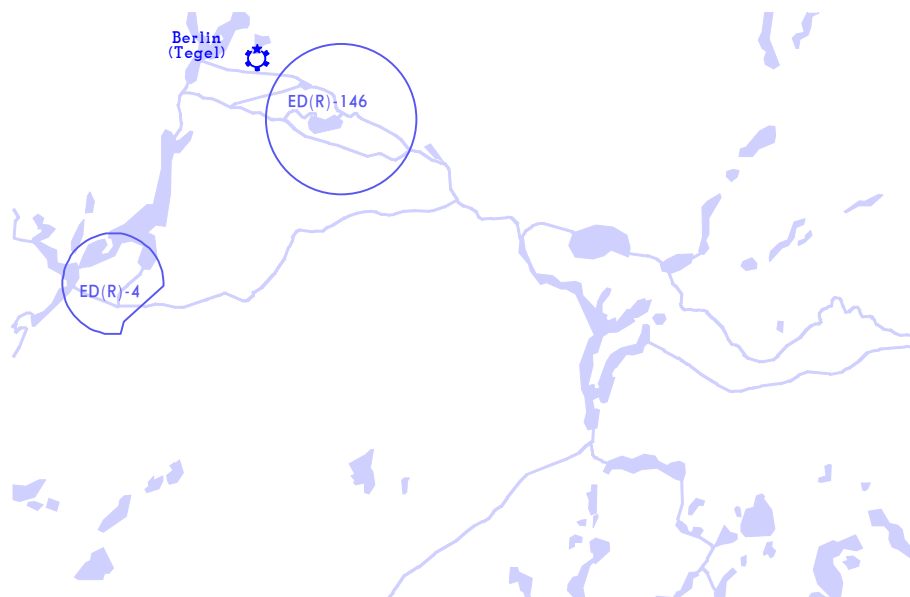
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5









Lighting-
Refer to

BERLIN, (SCHONEFELD - EDDB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDB