

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Flight Restrictions**

TKOF/LDG of jet ACFT without noise certification according to ICAO Annex 16 and Chapter 2 ACFT are not permitted from 2100± (off-block time 2050±) to 0500±.

TKOF/LDG of Chapter 3 ACFT not included in bonus list are not permitted from 2300± (off-block time 2250±) to 0500±.

Delayed LDGs are considered granted until 0000± if unavoidable, PPR. Other exceptions are EMERG or ALTN LDGs.

Airport Information**RFF:** CAT 9**PCN:** RWY 07L/25R: 109/F/B/W/T**Operation****Transponder Mode S**

Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL;

- from push-back or taxi whichever comes earlier
- after LDG, continuously until fully parked on stand.
- when fully parked on stand, select STBY.

Select ACFT identification feature if AVBL, before activating transponder.

TWY Restriction

TWY Y1, K5 (between K4 - CAT II/III) width 15m / 49ft.

TWY C CLSD.

TWY L6 south of TWY D, TWY K5 MAX wingspan below 36m / 118ft.

TWY J MAX wheel base less than 18m / 59ft only.

TWY F MAX wingspan below 65m / 213ft.

TWY Y AVBL for ACFT with wingspan up to 28.5m / 94ft and wheel base less than 18m / 59ft only.

TWY F MAX Code E ACFT.

TWY K5 and L6 south of TWY D, MAX Code C ACFT.

RWY 07 exit via TWY K5 prohibited.

Taxi/Parking

Taxi with MNM PWR on APN.

TWY H usable only between APN 3 and TWY G.

TWY K usable only between TWY K3 and TWY J.

Taxiing of Code F ACFT on TWY T with follow-me only.

Taxiing on TWY F and APN A, APN 4, APN 4A with follow-me only.

Taxiing of Code E ACFT equipped with 4 ENG may run the outer ENG at idle PWR when taxiing on the TWYs north of RWY 07L/25R

Marshaller mandatory for PRKG.

GENERAL**Engine Run-up Areas**

ENG run-ups permitted on designated areas only. ENG run-ups may be conducted for safety reasons between 2100-0500 \pm , PPR. Idle thrust run-ups excluded.

Warnings

BBI VOR/DME unusable in sector R342-R204:

0-10NM below 1300ft.

10-20NM below 2500ft.

R204-R342 unusable for RNAV.

FWE VOR/DME unusable:

DME from station:

0-10NM below 1300ft.

10-20NM below 2600ft.

VOR: For RNAV

KLF VOR/DME unusable:

from station:

0-10NM below 1300ft.

10-20NM below 2600ft.

TGL VOR/DME unusable:

from station:

0-10NM below 2000ft.

10-20NM below 3600ft.

20-30NM below 8300ft.

Close in obstacles.

Birds in vicinity of AD and on movement area.

ARRIVAL**Communication**

COM Failure: See CRAR.

Arrival Procedure**FMS RNAV Transitions**

For FMS RNAV transitions leading to all instrument APCH refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

Visual APCH

VIS APCH to RWY 07L/25R shall be conducted in such way that final APCH is not less than 6NM (D6.8 SDD VOR/DME respectively) and descent below 2000ft AMSL will not performend prior reaching final APCH.

Reverse: Between 2100-0500 \pm do not use more than idle reverse except for safety reasons.

DEPARTURE**Take-off Minima**

RWY		07L/25R	
All ACFT	ft - m/km	0 - 75R	-

Communication

COM Failure: See CRAR.

Departure Procedure**Departure Notes****KLF 6S/ 2X**

Only for DEST EDDT or EDDB.

TUVAK 4S/4X

No access to UL980.

Datalink Departure Clearance (DCL)

See CRAR Germany and in addition:

ti: 30min prior to TOBT (earliest point in time for cockpit RCD message)

tt: TSAT (latest point in time for cockpit RCD message)

t0: 1min

t1: 5min

t2: 1min

ATC Slot, Clearance

Pilots are obliged to state during their initial call whether only an en-route CLR (Request En-route Clearance) or a combined enroute and start-up approval (Request Start-up and En-route Clearance) is requested.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and CRAR.

De-Icing

Notification mandatory before publication of TSAT (TOBT -40min), at least 20min prior to completion of ground handling. Notification after start-up results in withdrawal of start-up clearance.

Marshaller guidance mandatory to taxi to de-icing pads.

PROP ACFT de-icing only with propeller brakes set (Hotel Mode).

SXF-EDDB

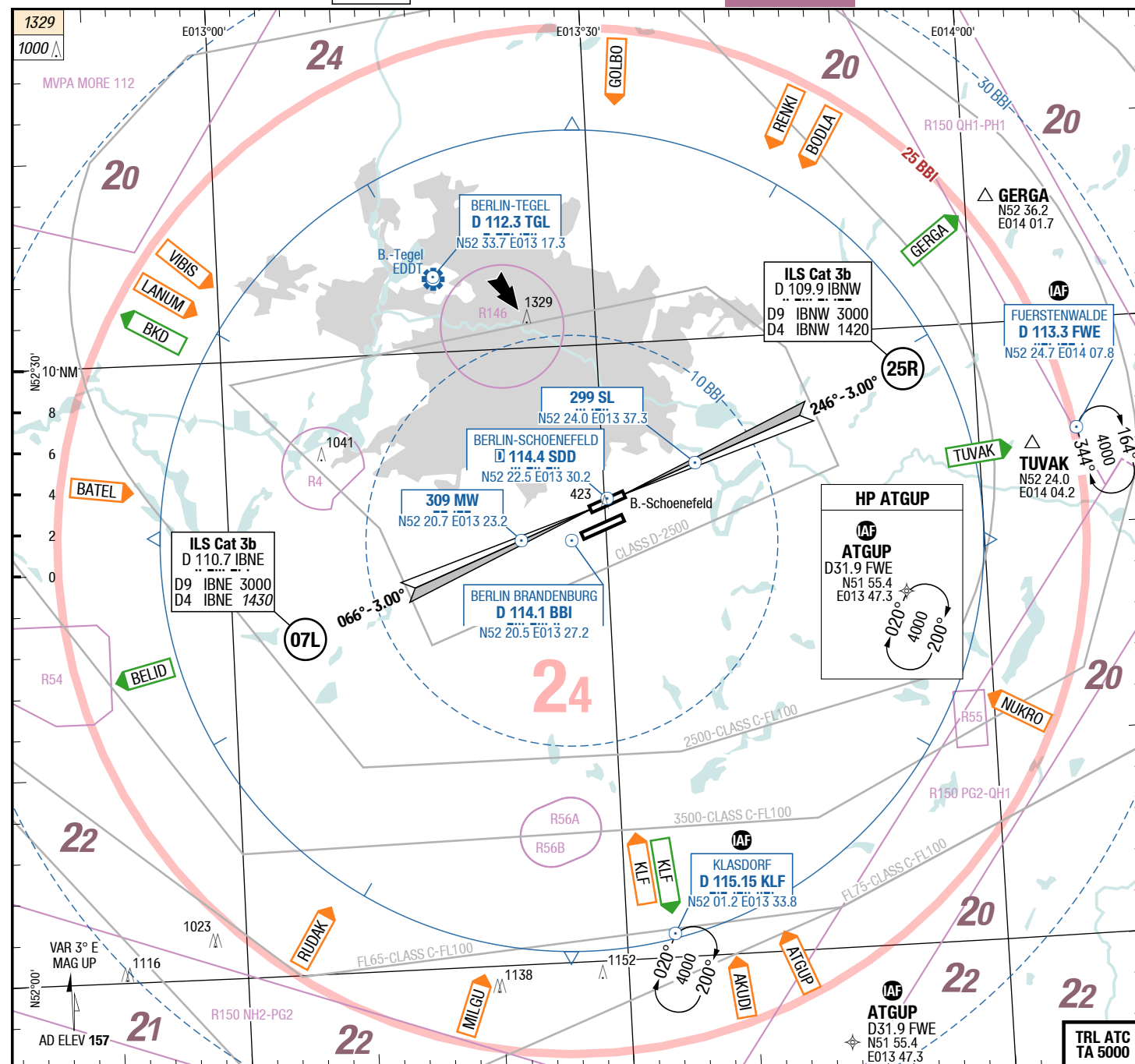
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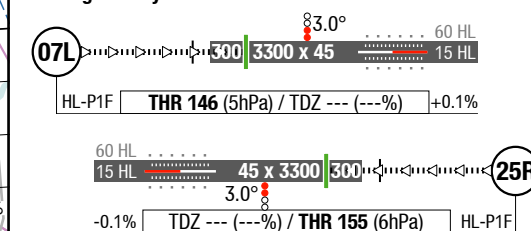
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2-10

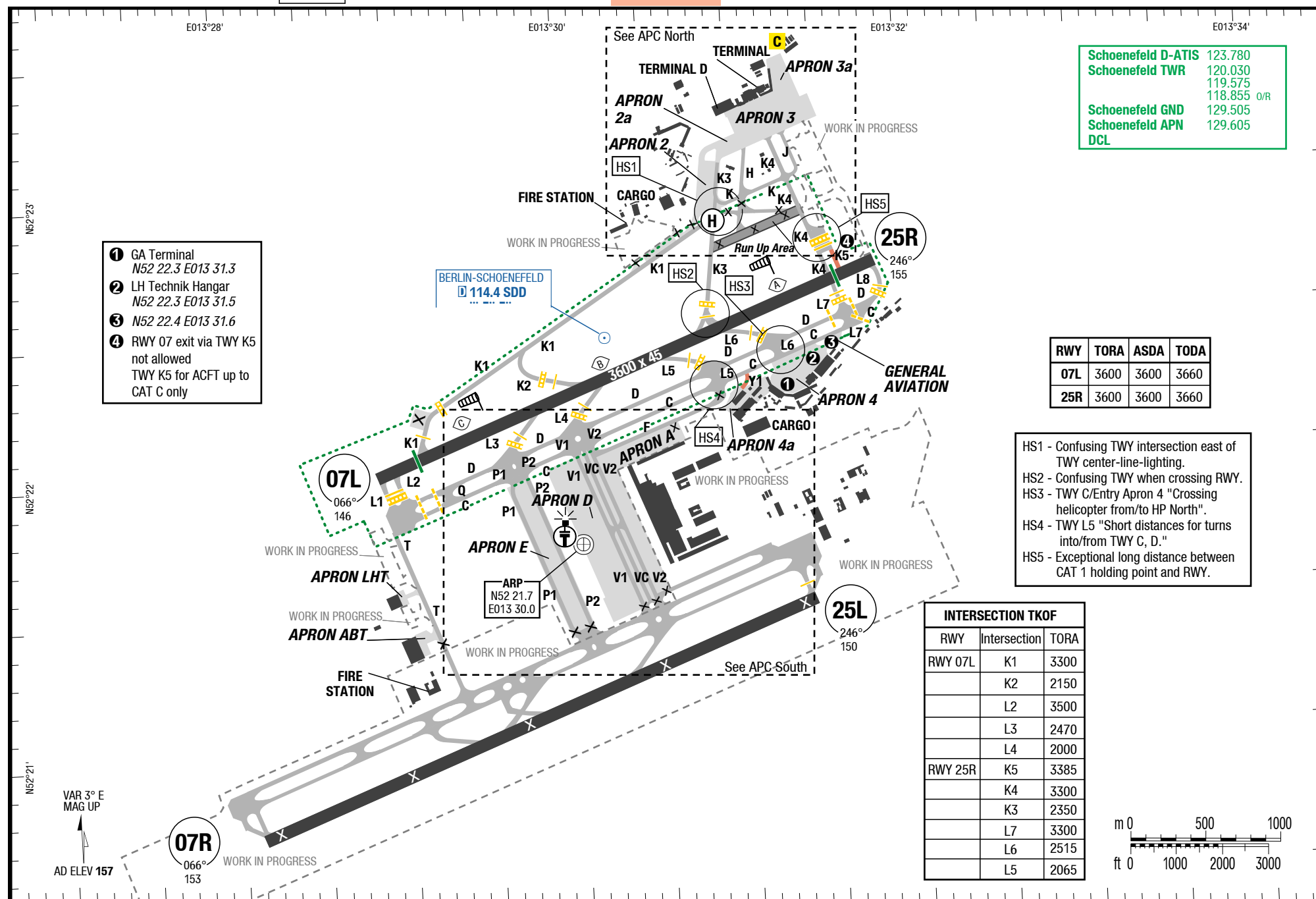


Schoenefeld D-ATIS	123.780	
Bremen RAD	119.630	N
	126.425	S
	120.630	DEP only
	119.505	O/R
DIR	121.130	
Schoenefeld TWR	120.030	
	119.575	
	118.855	O/R
Schoenefeld GND	129.505	
Schoenefeld APN	129.605	
DCL		

Landing RWY system:



Changes: FREQ



17-MAY-2018
SXF-EDDB

Germany **Berlin** Schoenefeld

APC South

APC North

3-30

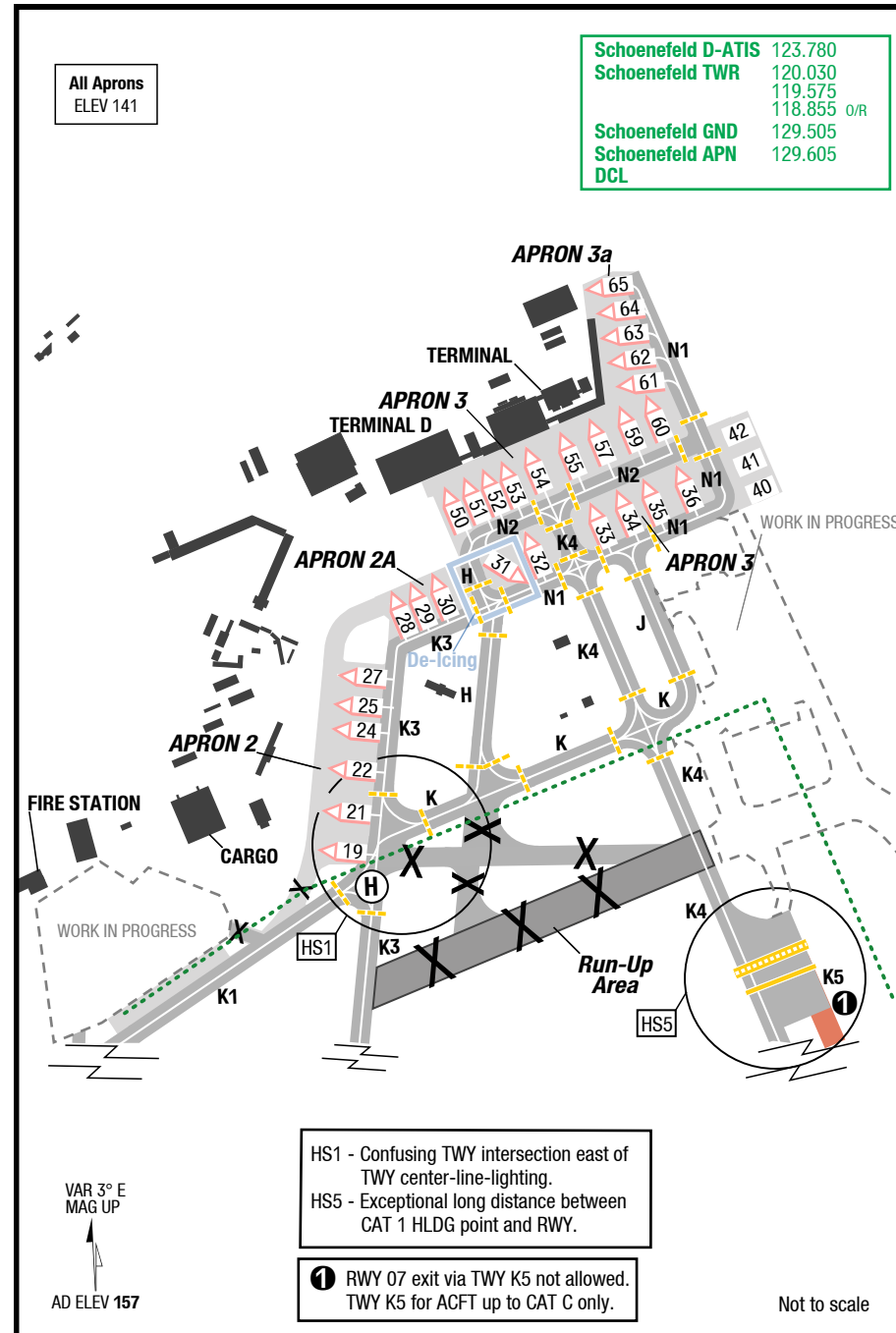
APC

APC

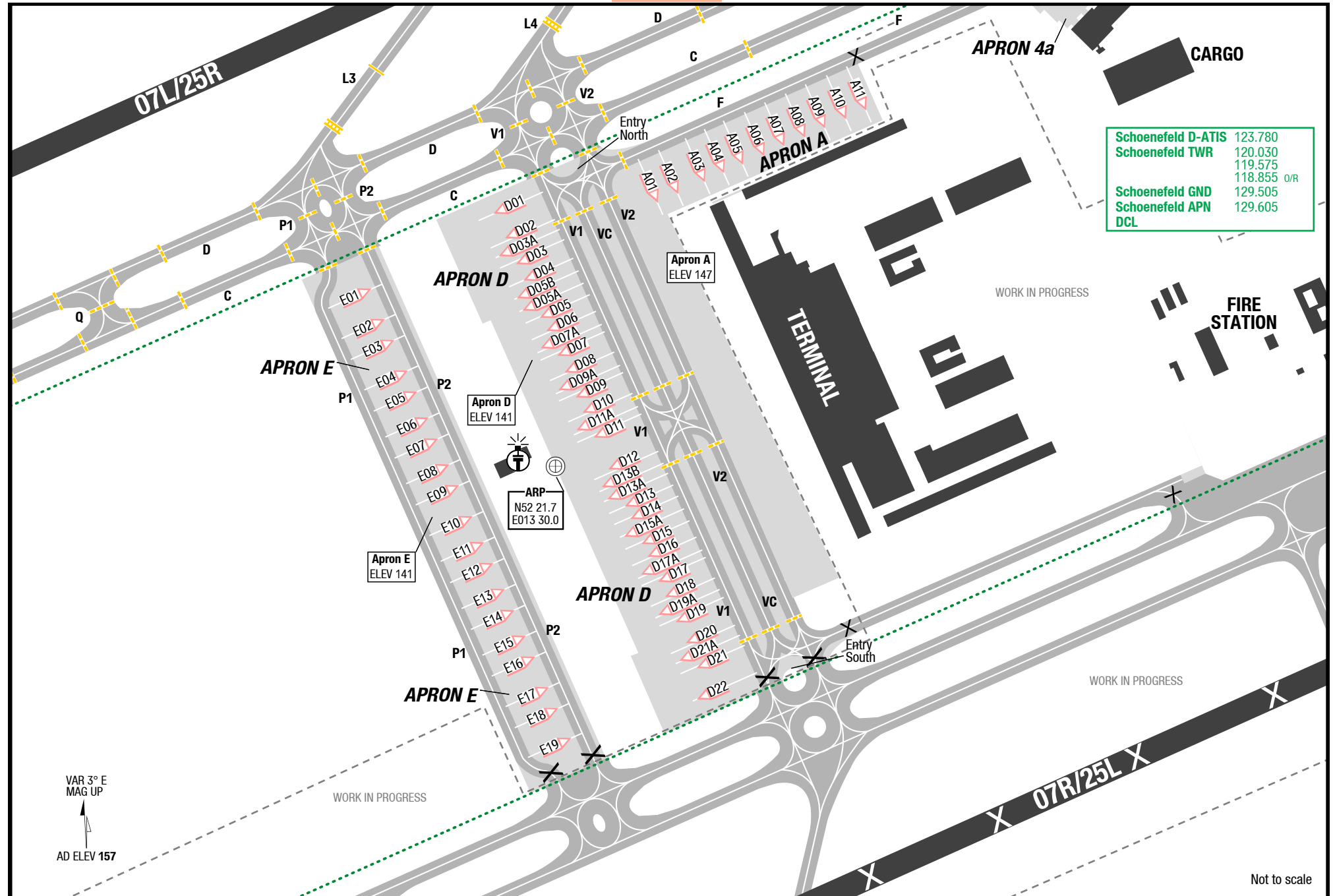
Schoenefeld **Berlin** Germany

APC South

APC North



Changes: Parking Stands



Stand Coordinates**Apron 2, 2a, 3, 3a**

19	N52 22.9 E013 30.8
21	N52 22.9 E013 30.8
22, 24, 25	N52 23.0 E013 30.8
27	N52 23.1 E013 30.8
28	N52 23.1 E013 30.9
29	N52 23.1 E013 31.0
30	N52 23.2 E013 31.0
31	N52 23.2 E013 31.1
32	N52 23.2 E013 31.2
33-35	N52 23.2 E013 31.3
36	N52 23.3 E013 31.4
40	N52 23.2 E013 31.5
41, 42	N52 23.3 E013 31.5
50	N52 23.2 E013 31.0
51	N52 23.2 E013 31.1
52, 53	N52 23.3 E013 31.1
54, 55	N52 23.3 E013 31.2
57, 59, 61	N52 23.3 E013 31.3
60	N52 23.3 E013 31.4
62-65	N52 23.4 E013 31.3

E01-E03	N52 21.9 E013 29.7
E04-E07	N52 21.8 E013 29.8
E08, E09	N52 21.7 E013 29.8
E10, E11	N52 21.7 E013 29.9
E12-E15	N52 21.6 E013 29.9

E16-E18	N52 21.5 E013 30.0
E19	N52 21.4 E013 30.0

Apron A, D, E

A01	N52 22.0 E013 30.2
A02-A04	N52 22.0 E013 30.3
A05	N52 22.0 E013 30.4
A06, A07	N52 22.1 E013 30.4
A08, A09	N52 22.1 E013 30.5
A10, A11	N52 22.1 E013 30.6
D01	N52 22.0 E013 29.9
D02-D03A	N52 22.0 E013 30.0
D04-D07A	N52 21.9 E013 30.0
D08-D11A	N52 21.8 E013 30.1
D12-D13B	N52 21.7 E013 30.1
D14-D15A	N52 21.7 E013 30.2
D16-D19A	N52 21.6 E013 30.2
D20, D21A	N52 21.5 E013 30.2
D21, D22	N52 21.5 E013 30.3

25-JAN-2018

SXF-EDDB

Germany **Berlin** Schoenefeld

SIDs RWY 25R (RNAV Overlay)

4-10

SIDs RWY 07L (RNAV Overlay)

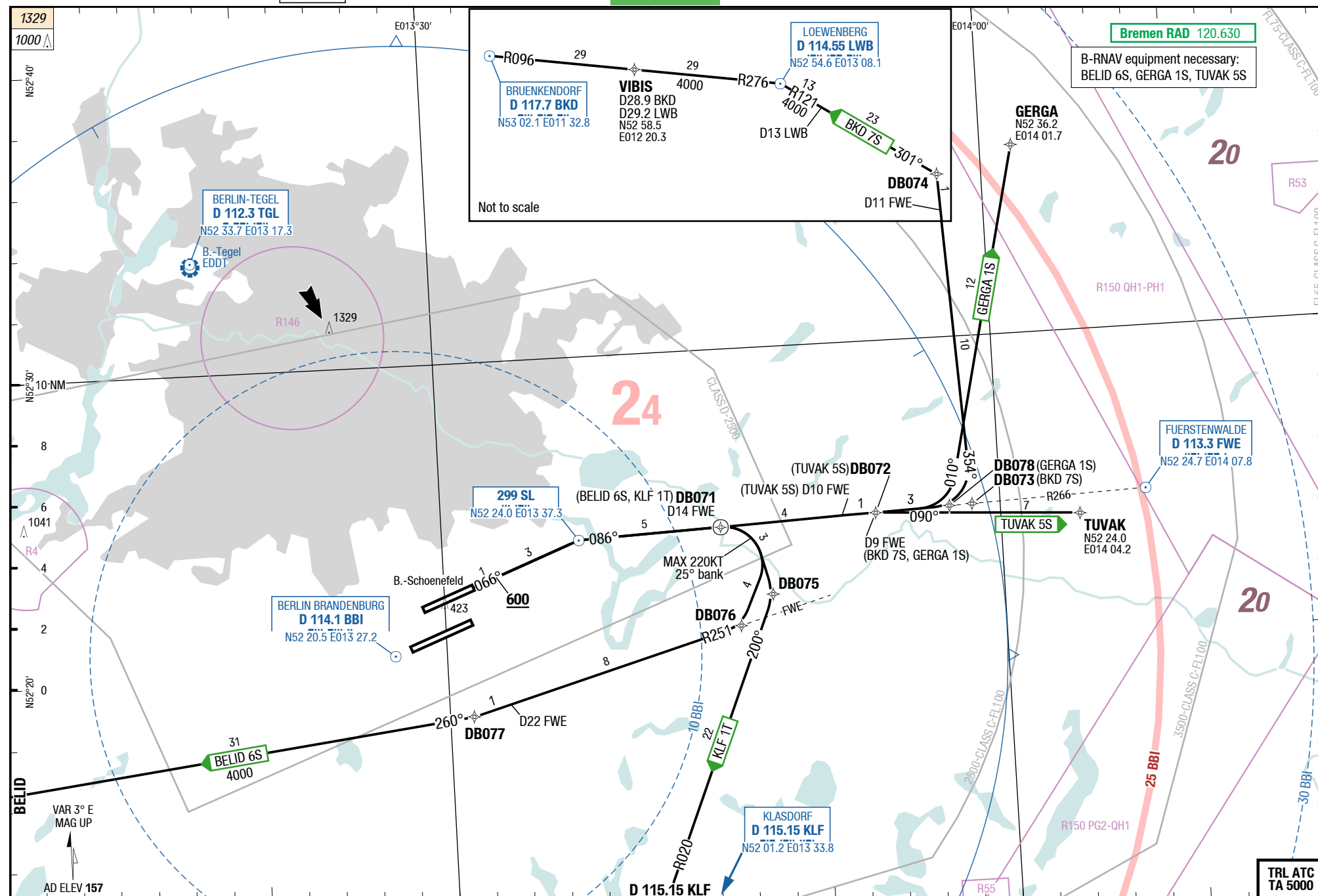
SID

SID

Schoenefeld **Berlin** Germany

SIDs RWY 25R (RNAV Overlay)

SIDs RWY 07L (RNAV Overlay)



Changes: FREQ

TRL ATC
TA 5000

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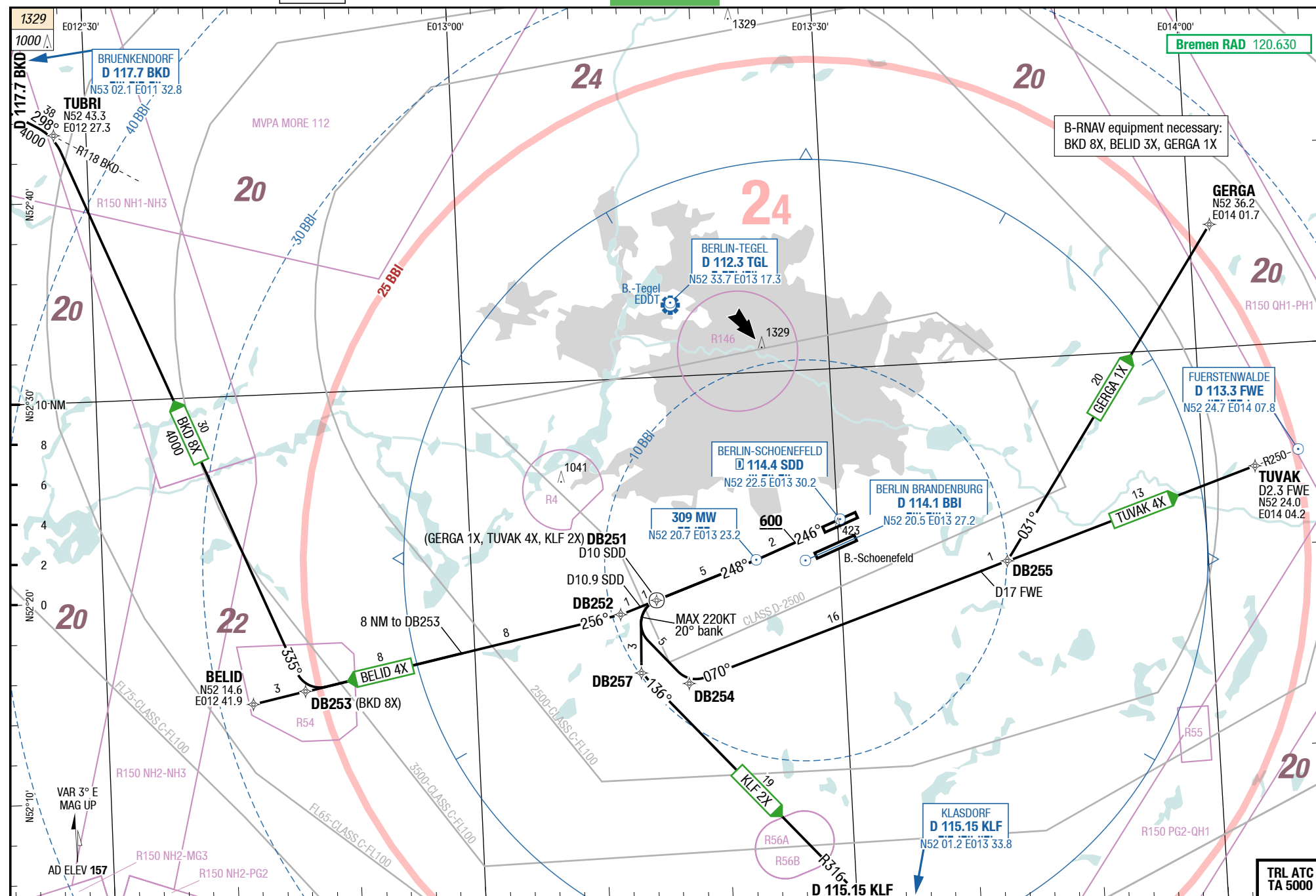
SXF-EDDB

4-20 **SIDs RWY 25R (RNAV Overlay)**

SID

SID

SIDs RWY 25R (RNAV Overlay)



Changes: FREQ

TRL ATC
TA 5000

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5-10

SIDs RWY 07L (RNAV Overlay)**BELID 6S / BRUENKENDORF 7S / GERGA 1S / KLASDORF 1T / TUVAK 5S**

RWY 07L (066°)

When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07L	
BELID 6S 120.630 ①②③	at MNM 600 direct SL - RT intercept R266 FWE inbound - at D14 FWE RT (MAX 220KT, 25° bank) intercept R251 FWE - at D22 FWE RT 260° to BELID FMS [A600+] - SL [R] - <u>DB071</u> [R] - DB076 [K220-] - DB077 [R] - BELID	initial climb 4000
BRUENKENDORF 7S BKD 7S 120.630 ③	at MNM 600 direct SL - RT intercept R266 FWE inbound - at D9 FWE LT 354° - at D11 FWE LT intercept R121 LWB to LWB - R276 LWB to VIBIS - BKD FMS [A600+] - SL [R] - DB073 [L] - DB074 [L] - LWB [L] - VIBIS - BKD	initial climb 4000
GERGA 1S 120.630 ②③	at MNM 600 direct SL - RT intercept R266 FWE inbound - at D9 FWE LT 010° to GERGA FMS [A600+] - SL [R] - DB078 [L] - GERGA	initial climb 4000
KLASDORF 1T KLF 1T 120.630 ③	at MNM 600 direct SL - RT intercept R266 FWE inbound - at D14 FWE RT (MAX 220KT, 25° bank) intercept R020 KLF to KLF FMS [A600+] - SL [R] - <u>DB071</u> [R] - DB075 [K220-] - KLF	initial climb 4000
TUVAK 5S 120.630 ③④	at MNM 600 direct SL - RT intercept R266 FWE inbound - at D10 FWE RT 090° to TUVAK FMS [A600+] - SL [R] - DB072 [R] - TUVAK	initial climb 4000

① After D22 FWE B-RNAV equipment necessary.

② After D9 FWE B-RNAV equipment necessary.

③ Close-in obstacles exist.

④ After D10 FWE B-RNAV equipment necessary.

SXF-EDDB

5-20

SIDs RWY 25R (RNAV Overlay)

BELID 4X / BRUENKENDORF 8X / GERGA 1X / KLASDORF 2X / TUVAK 4X
RWY 25R (246°)

When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25R	
BELID 4X 120.630 ②③	at MNM 600 direct MW - QDR 248 MW - at D10.9 SDD RT 256° to BELID FMS [A600+] - MW [R] - DB252 [R] - BELID	initial climb 4000
BRUENKENDORF 8X BKD 8X 120.630 ②③	at MNM 600 direct MW - QDR 248 MW - at D10.9 SDD RT 256° to DB253 - RT 335° to TUBRI - LT 298° to BKD FMS [A600+] - MW [R] - DB252 [R] - DB253 [R] - TUBRI [L] - BKD	initial climb 5000
GERGA 1X 120.630 ①②	at MNM 600 direct MW - QDR 248 MW - at D10 SDD LT (MAX 220KT, 20° bank) intercept R250 FWE inbound - at D17 FWE LT 031° to GERGA FMS [A600+] - MW [R] - <u>DB251</u> [L] - DB254 [K220-] - DB255 [L] - GERGA	initial climb 4000
KLASDORF 2X KLF 2X 120.630 ②	at MNM 600 direct MW - QDR 248 MW - at D10 SDD LT (MAX 220KT, 20° bank) intercept R316 KLF to KLF FMS [A600+] - MW [R] - <u>DB251</u> [L] - DB257 [K220-] - KLF	initial climb 4000
TUVAK 4X 120.630 ②	at MNM 600 direct MW - QDR 248 MW - at D10 SDD LT (MAX 220KT, 20° bank) intercept R250 FWE inbound to TUVAK FMS [A600+] - MW [R] - <u>DB251</u> [L] - DB254 [K220-] - TUVAK	initial climb 4000

① After D17 FWE BRNAV equipment necessary.

② Close-in obstacles exist.

③ After passing 2000 ft BRNAV equipment necessary.

SXF-EDDB

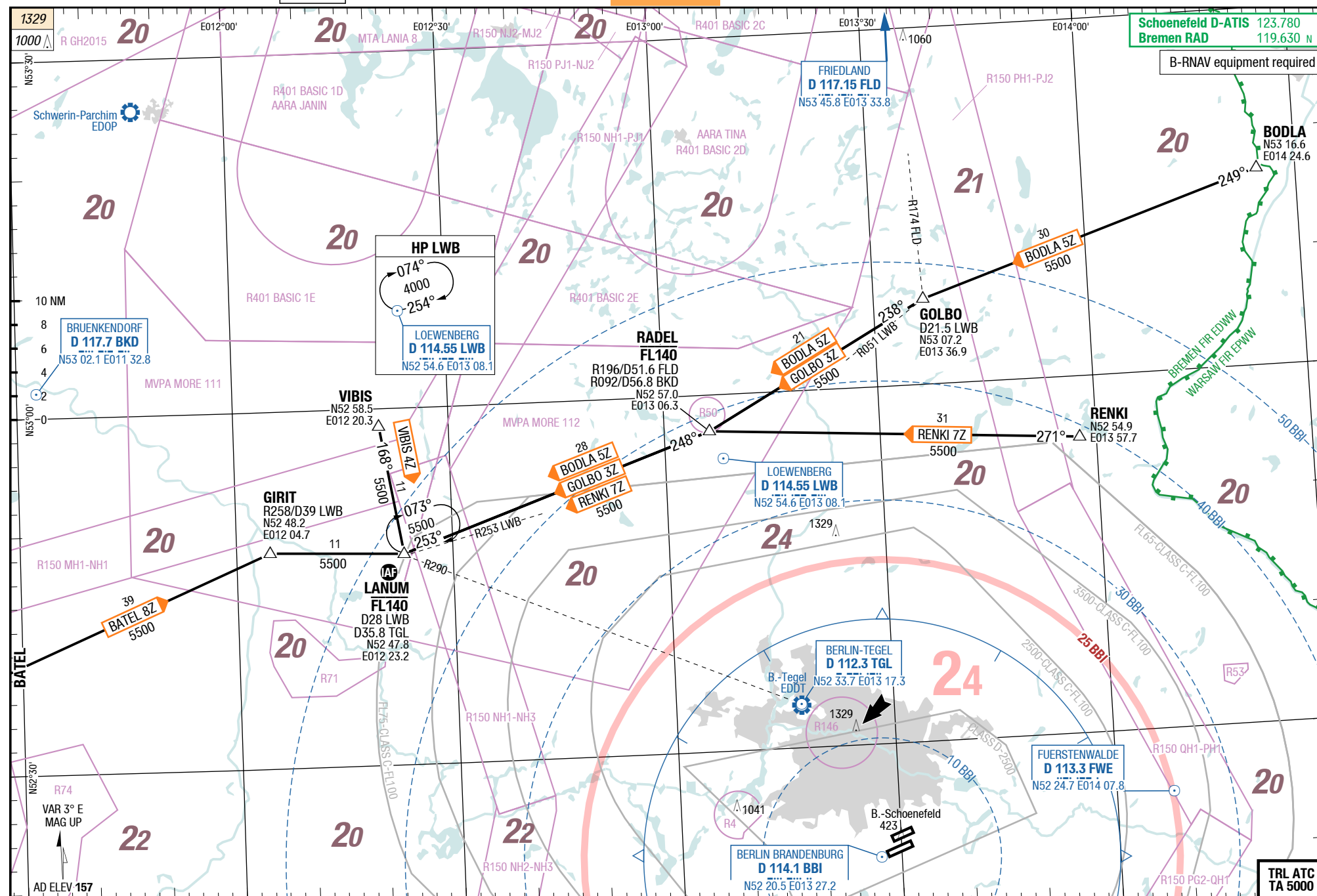
STARs RWY 07L North

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STARs RWY 07L North

6-10



Changes: FREQ

TRL ATC
TA 5000

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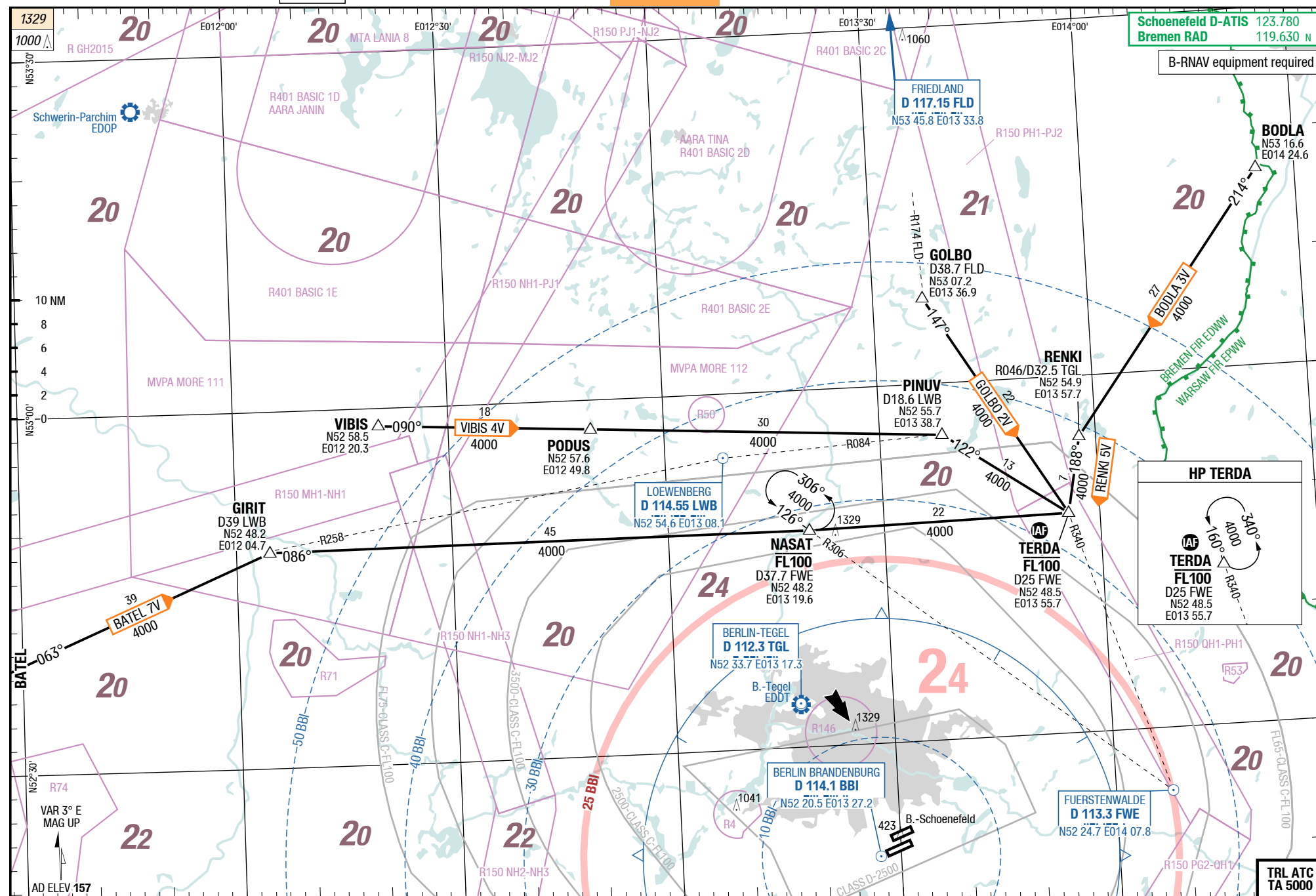
6-20

STARs RWY 25R North

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STARs RWY 25R North



Changes: FREQ

TRL ATC
TA 5000

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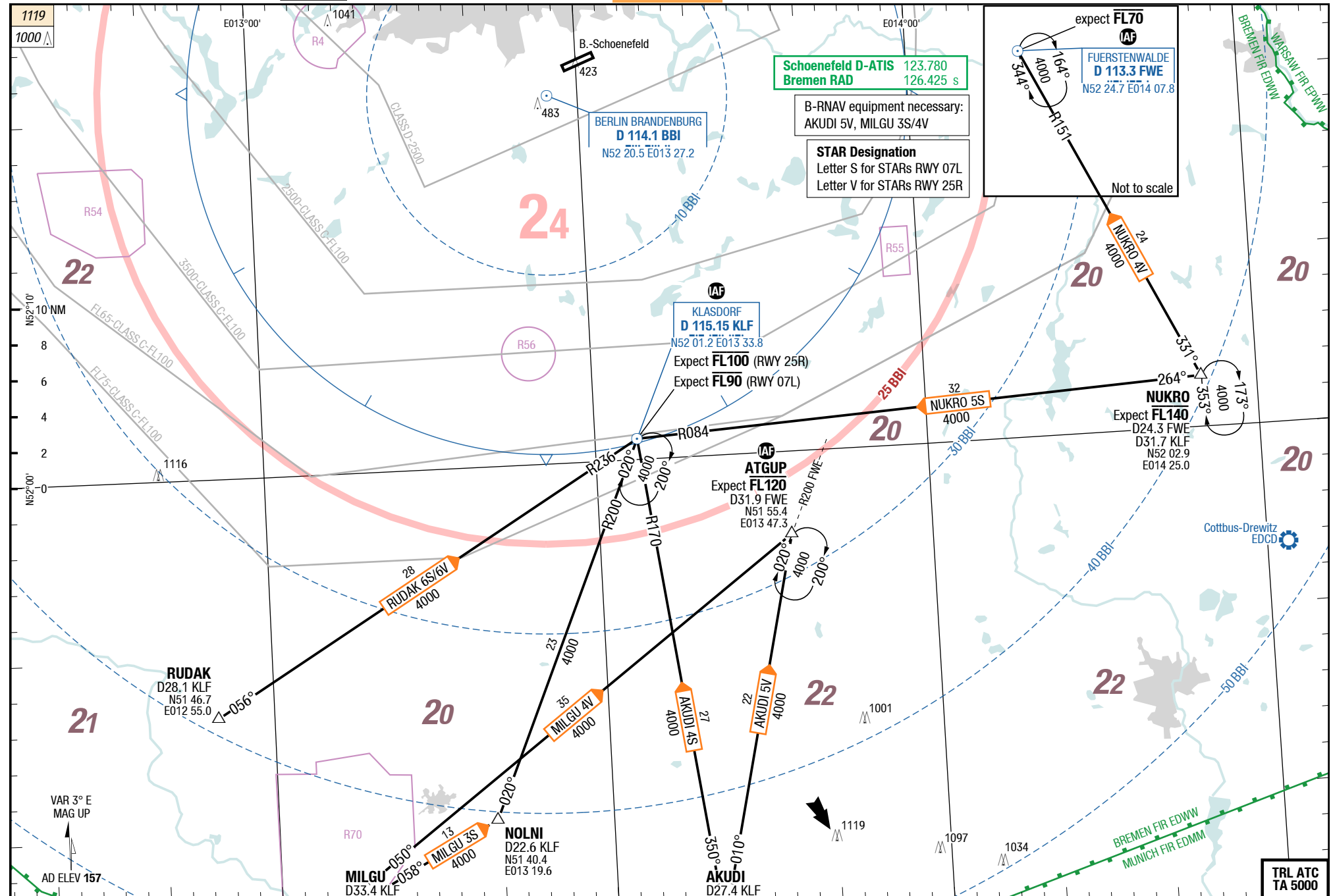
STARs South

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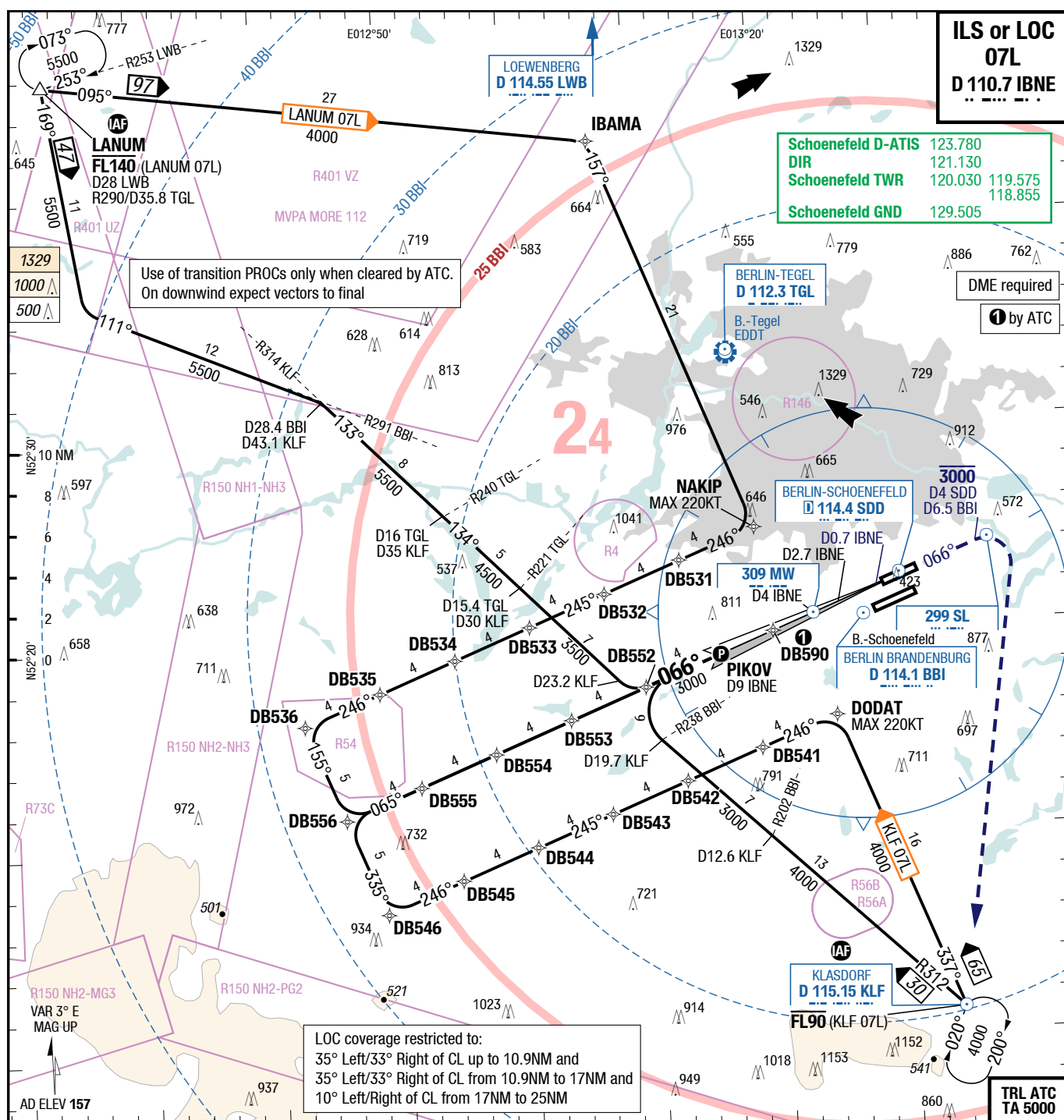
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NIL

STARS South



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LOC 3.00°
D IBNE

9	7	6	5	3	2
3000	2380	2060	1740	1100	790

HL-P1F **THR 146 (5hPa) / TDZ --- (---%)** **+0.1%**

D9 IBNE PIKOV **D4 MW** **D2.7** **D0.7 IBNE**

066° climb MAX 3000
at D4 SDD east of SDD
(D6.5 BB) RT direct KLF
climb 4000

GS	120	140	160
D4 IBNE	640	740	850
-MAPT	NA	NA	NA

07L **Cat 3b DME** **Cat 2 DME** **Cat 1 DME** **Cat 1 DME** **LOC DME** **Circling**

C	ft - m/km ft	0 - 75R Company	100 - 300R 105 RA	200 - 400 350	200 - 550 350	390 - 1.1 530	Not published
D	ft - m/km ft	0 - 75R Company	100 - 300R 105 RA 2)	200 - 400 350	200 - 550 350	390 - 1.1 530	Not published

1) With EVS 350m
2) If not conducting autoland RVR 350m required

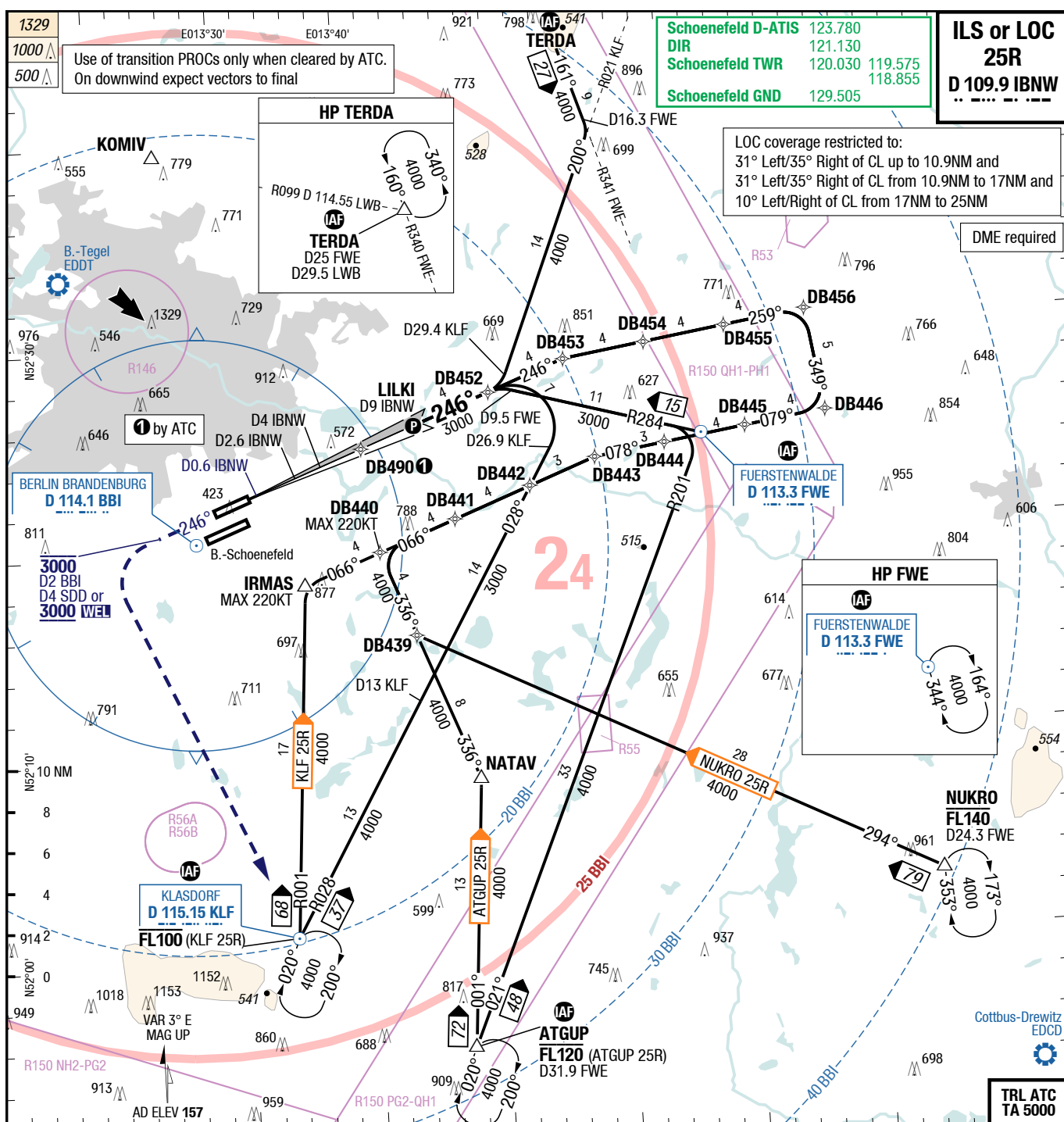
17-MAY-2018
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Germany Berlin Schoenefeld

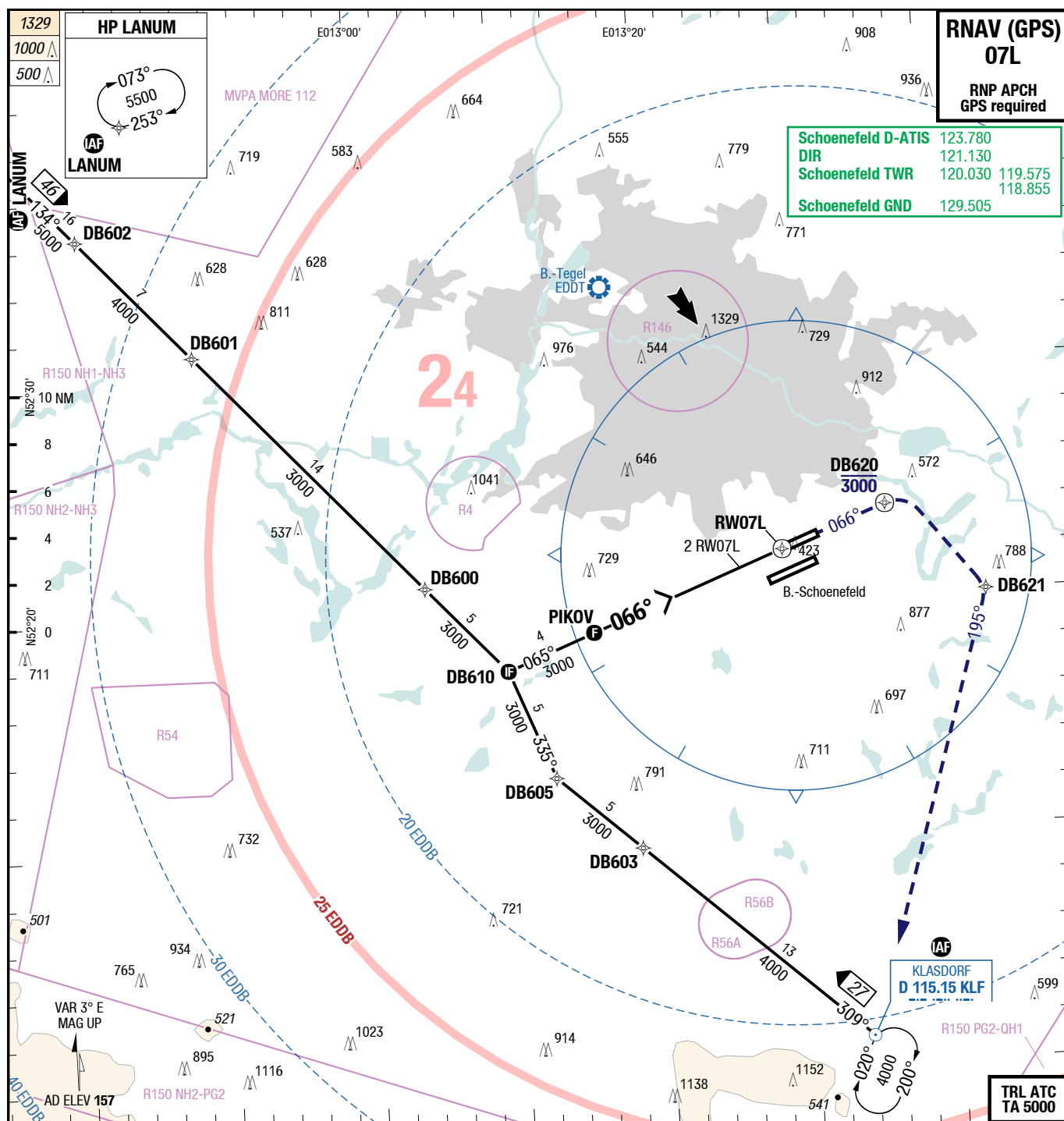
ILS or LOC 25R

IAC
IAC

Schoenefeld Berlin Germany
ILS or LOC 25R

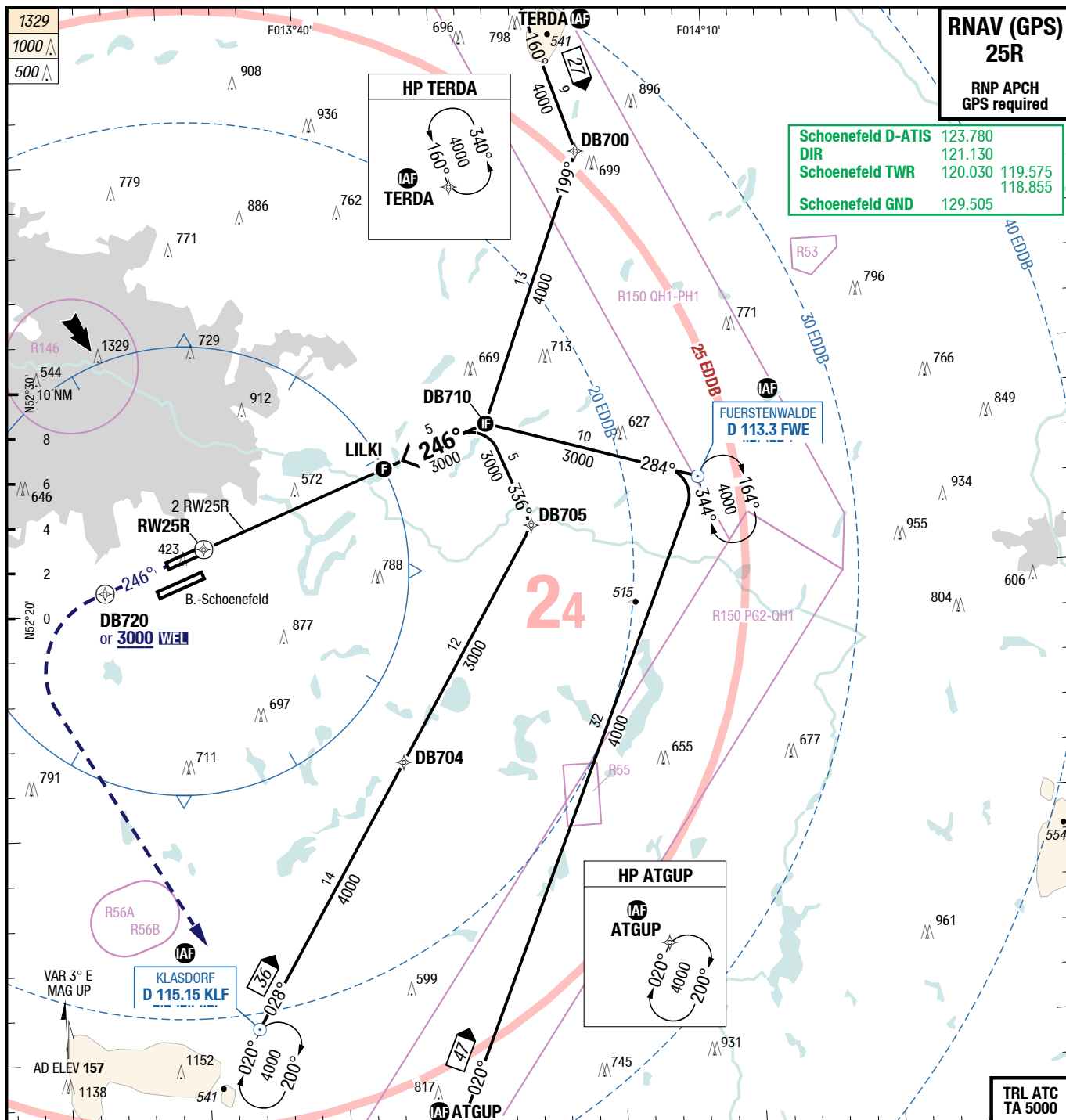


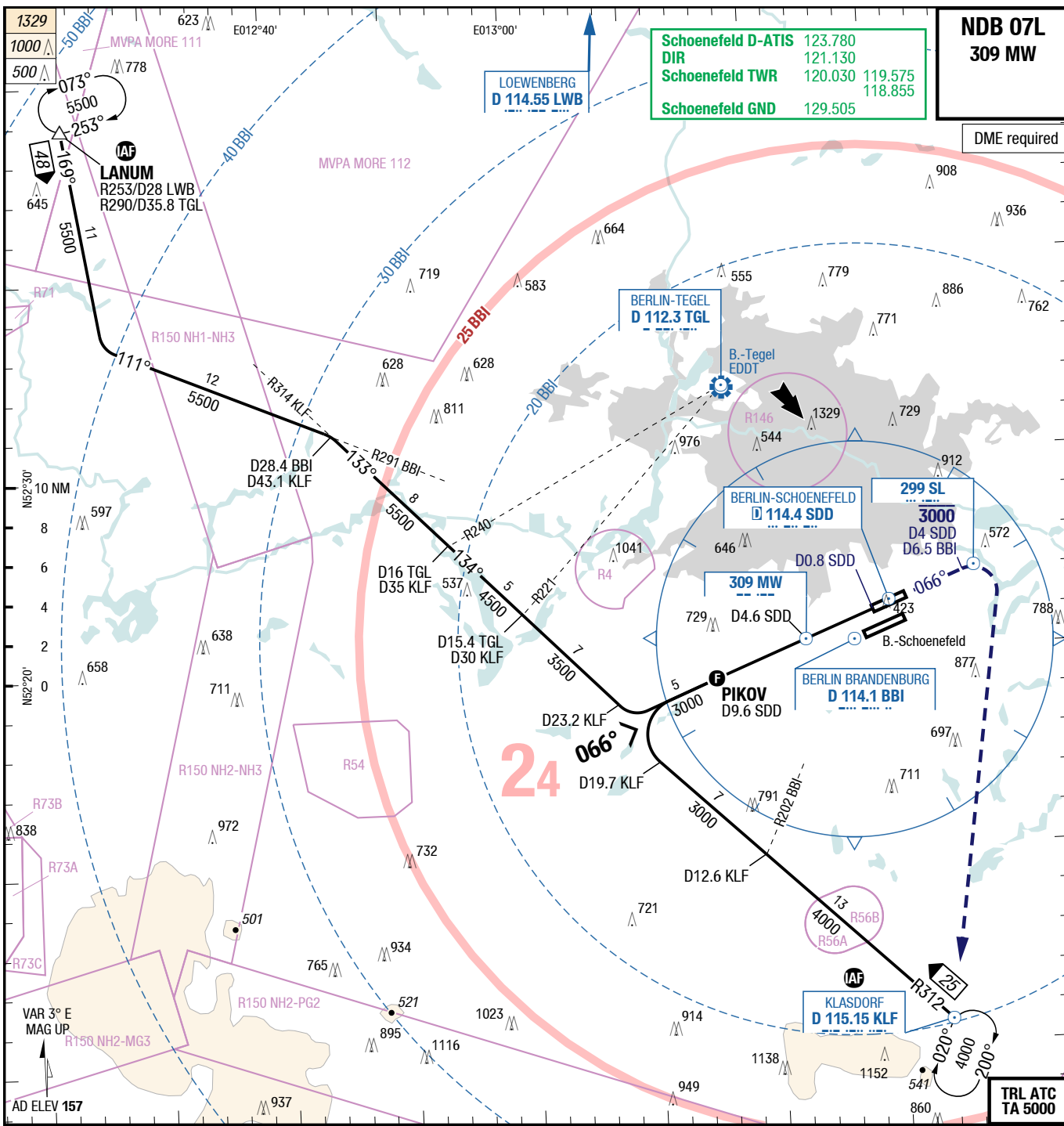
<p>60 HL 45 x 3300 300</p> <p>15 HL 3.0°</p> <p>-0.1% TDZ --- (---%) / THR 155 (6hPa) HL-P1F</p>		2	3	5	6	7	8.8	LOC 3.06° D IBNW
<p>246° -climb MAX 3000 at D4 SDD west of SDD (D2 BBI west of BBI) or MNM 3000, whichever is later, LT direct KLF climb 4000</p>		800	1130	1780	2100	2430	3000	
<p>GS 120 140 160 D4 IBNW 650 760 870 -MAPt NA NA NA</p>		<p>IBNW D0.6 D2.6 D4 D8.8 D9 IBNW LILKI</p>						
<p>25R Cat 3b DME Cat 2 DME Cat 1 DME Cat 1 DME LOC DME Circling</p>		<p>C ft - m/km ft 0 - 75R Company 100 - 300R 101 RA 200 - 400 360 200 - 550 360 390 - 1.1 540 Not published</p>						
<p>D ft - m/km ft 0 - 75R Company 100 - 300R 101 RA 200 - 400 360 200 - 550 360 390 - 1.1 540 Not published</p>		<p>1) With EVS 350m 2) If not conducting autoland RVR 350m required</p>						



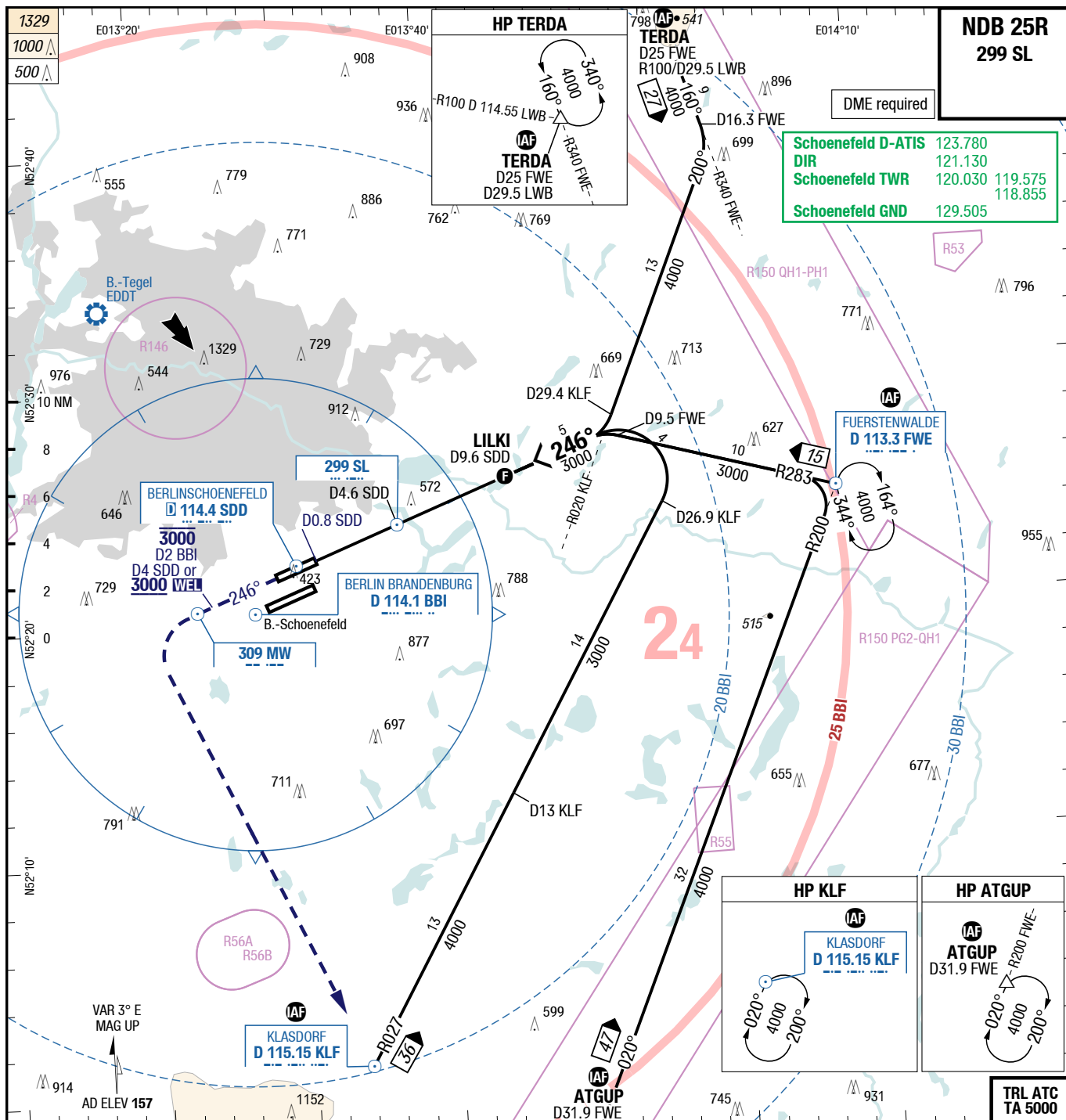
3.00° RW07L	8.8	8	6	5	4	3	<div><div><div>07L</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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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Changes: FREQ





3.00° D SDD		9.6	8	7	6	5	3	07L HL-P1F		83.0° 600 3300 x 45 15 HL													
		3000	2490	2180	1860	1540	900	THR 146 (5hPa) / TDZ --- (---%)		+0.1%													
		D9.6 SDD PIKOV			D4.6 MW			D0.8 SDD		066° climb MAX 3000 at D4 SDD east of SDD (D6.5 BBI) RT direct KLF climb 4000													
3000		F 066°		1410		MDA		M		<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4.6 SDD</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>		GS	120	140	160	D4.6 SDD	640	740	850	-MAPt	NA	NA	NA
GS	120	140	160																				
D4.6 SDD	640	740	850																				
-MAPt	NA	NA	NA																				
DIST to displaced THR		10		5		3.8		0															
07L		NDB DME SDD								Circling													
C	ft - m/km ft	540 - 1.7 680								Not published													
D	ft - m/km ft	540 - 1.7 680								Not published													



17-MAY-2018

SXF-EDDB

7-70

WxMinima Overflow

07L		SRA					
C	ft - m/km ft	590 - 2.0 730					
D	ft - m/km ft	590 - 2.0 730					
25R		SRA					
C	ft - m/km ft	580 - 1.9 730					
D	ft - m/km ft	580 - 1.9 730					

03-MAY-2018
SXF-EDDB

Germany Berlin Schoenefeld

NIL
MRC

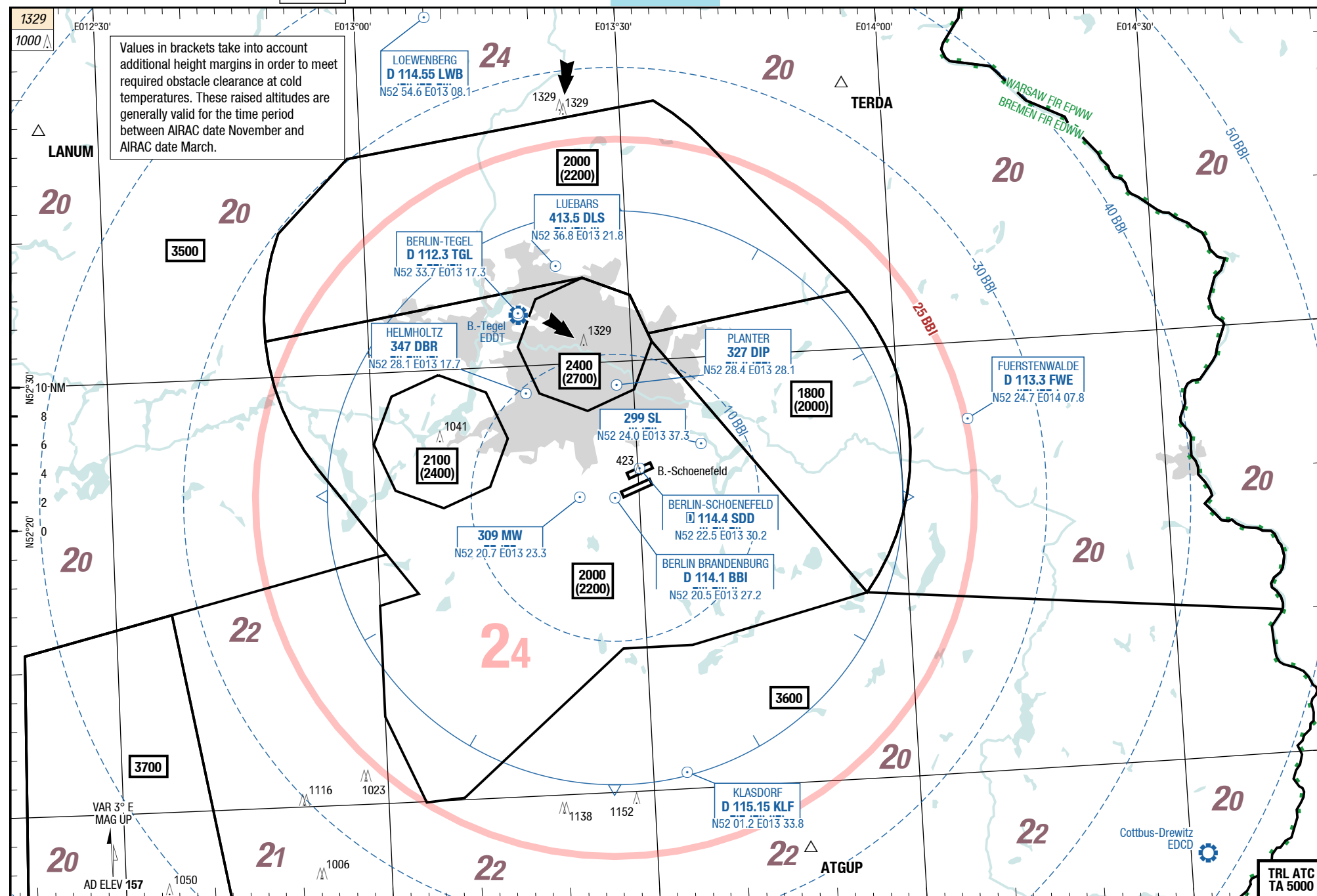
MRC

MRC

Schoenefeld Berlin Germany

NIL
MRC

8-10



Changes: RADAR SECT