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EDDT/TXL
TEGEL

AIRPORT BRIEFING

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 G (Luftfahrt)

Am Koellnischen Park 3

10173 Berlin

Tel: (030) 9025-0

Tel. (000) 7025-0

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: 4101 2364). Clearances for take-offs during closing times issued by ATC do not include the necessary exceptional permission. Generally, exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision about the admissibility of a night landing. In case of a landing or premature landing (before 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 admissibility of the night landing.

1.2.3. REVERSE THRUST

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

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EDDT/TXL

S JEPPESEN

BERLIN, GERMANY

TEGEL

27 JUL 07

10-1P1

AIRPORT BRIEFING

1. GENERAL

1.2.4. RUN-UP TESTS OF TURBO JET ENGINES

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

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

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

1.3. TAXI PROCEDURES

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

On Military Apron, safety distance to TWY centerline must be 131'/40m, otherwise inform traffic control.

MAX wingspan 223'/68m.

For Taxi Routings refer to 10-9 charts.

1.4. PARKING INFORMATION

Stands 1 thru 14 equipped with Visual Docking Guidance System AGNIS. Stand 40 available for General Aviation.

1.5. OTHER INFORMATION

CAUTION: Birds on APT.

RWY 08L/26R with antiskid layer.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

Clearances to perform visual approaches will not be granted, except for propeller ACFT up to 5700 kg MPW.

2.3. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. SPEED RESTRICTIONS

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

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

25 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.

t₁ 5 min

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JeppView 3.5.2.0

JEPPESEN EDDT/TXL BERLIN, GERMANY 26 JAN 07 (10-1R) TEGEL RADAR MINIMUM ALTITUDES **BREMEN Information** Apt Elev Alt Set: hPa (IN on request) 132.65 122' Trans level: By ATC Trans alt: 5000 200 3600 DME 2400 (2700) 0 PLANTER-DIP NDB 6 € 8 0 0 LUBARS DLS NDB TGL VOR DIME 2100 2400) 3700 TOF VOR D ર્સ્ટ 3500 .047 3500 BREMEN EDWW FIR (C/E/G)

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JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY JEPPESEN EDDT/TXL 9 NOV 07 (10-2) Eff 22 Nov TEGEL D-ATIS Apt Elev Alt Set: hPa (IN on request) 112.3 125.9 122' Trans level: By ATC 2400' BODLA THREE ZULU (BODLA 3Z) [BODL3Z] GOLBO ONE ZULU (GOLBO 1Z) [GOLB1Z] RENKI FIVE ZULU (RENKI 5Z) [RENK5Z] MSA TGL VOR 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 - FRIEDLAND-WILL BE AS DIRECTED BY ATC. 117.15 FLD N53 45.8 E013 33.8 **BODLA** N53 16.6 E014 24.6 **GOLBO** N53 07.2 E013 37.0 NOT TO SCALE (LWB R-052/D22) **RADEL** N52 57.0 E013 06.3 ≕∺ BKD **RENKI**N52 54.9
E013 57.7 4000 RENKI 5Z <-272° △ (IAF) LOWENBERG 114.55 LWB LANUM N52 47.8 E012 23.2 N52 54.6 E013 08. – TEGEL — 112.3 TGL N52 33.7 E013 17.3

MJEPPESEN BERLIN, GERMANY EDDT/TXL 9 NOV 07 (10-2A) Eff 22 Nov TEGEL D-ATIS Apt Elev Alt Set: hPa (IN on request) 112.3 122' 125.9 Trans level: By ATC Trans alt: 5000 BODLA THREE HOTEL (BODLA 3H) [BODL3H] 2400' GOLBO ONE HOTEL (GOLBO 1H) [GOLB1H] RENKI THREE HOTEL (RENKI 3H) [RENK3H] MSA TGL VOR RWYS 26L/R ARRIVALS FROM NORTHEAST BRNAV EQUIPMENT NECESSARY - FRIEDLAND-117.15 FLD N53 45.8 E013 33.8 NOT TO SCALE **BODLA** GOLBO 114.55 LWB N52 54.6 E013 08.1 **PINUV** N52 55.7 E013 38.7 (LWB R-085/D19) **RENKI** N52 54.9 E013 57.7 RENKI 3H NÀSAT N52 48.2 E013 19.6 VERTICAL PLANNING INFORMATION Pilots should plan for possible descent clearance of at or below ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. FURSTENWALDE> 112.3 TGL 113.3 FWE N52 24.7 E014 07.8

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BERLIN, GERMANY M JEPPESEN EDDT/TXL 1 JUN 07 (10-2B) Eff 7 Jun TEGEL *D-ATIS Apt Elev Alt Set: hPa (IN on request) 125.9 112.3 Trans level: By ATC Trans alt: 5000 2400' AKUDI THREE ZULU (AKUDI 3Z) [AKUD3Z] MILGU TWO ZULU (MILGU 2Z) [MILG2Z] • NUKRO FOUR ZULU (NUKRO 4Z) [NUKR4Z] MSA TGL VOR RUDAK FOUR ZULU (RUDAK 4Z) [RUDA4Z] • RWYS 08L/R ARRIVALS FROM SOUTH BRNAV equipment necessary. SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. 112.3 TGL N52 33.7 E013 17.3 - FURSTENWALDES ^D 113.3 FWE N52 24.7 E014 07.8 KLASDORF-115.15 KLF LERSI N52 01.2 E013 33.8 N52 09.2 E012 42.9 **NUKRO** 4000 NUKRO 4Z N52 02.9 E014 25.0 NOT TO SCALE AKUDI 2 Operational altitude 13Z **RUDAK** due to Night Low N51 46.7 E012 55.0 Flying System. **AKUDI** N51 34.3 E013 01.8 N51 34.0 E013 39.4 **VERTICAL PLANNING INFORMATION** Pilots should plan for possible descent clearance as AKUDI 3Z, MILGU 2Z: at or below FL90 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.

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JEPPES EN

JeppView 3.5.2.0

BERLIN, GERMANY M JEPPESEN EDDT/TXL (10-2C) Eff 7 Jun 1 JUN 07 TEGEL *D-ATIS Apt Elev Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000' 112.3 122' 125.9 2400' AKUDI THREE VICTOR (AKUDI 3V) [AKUD3V] • MILGU TWO VICTOR (MILGU 2V) [MILG2V] • NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V] MSA TGL VOR RUDAK FIVE VICTOR (RUDAK 5V) [RUDA5V] RWYS 26L/R ARRIVALS FROM SOUTH BRNAV equipment necessary 112.3 TGL (IAF) - FURSTENWALDE N52 33.7 E013 17.3 ^D 113.3 FWE N52 24.7 E014 07.8 (IAF) - KLASDORF -NOT TO SCALE 115.15 KLF N52 01.2 E013 33.8 2 Operational altitude due to Night Low **NUKRO** N52 02.9 E014 25.0 Flying System. ATGUP N51 48.9 E013 45.1 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. **RUDAK** N51 46.7 E012 55.0 **VERTICAL PLANNING** INFORMATION Pilots should plan for possible MILGU **AKUDI** N51 34.0 E013 39.4 descent clearance as follows: N51 34.3 E013 01.8 AKUDI 3V, MILGU 2V: at or below FL140 by ATGUP NUKRO 3V: at or below FL140 by NUKRO at or below FL90 by FWE. **RUDAK 5V: ACTUAL DESCENT CLEARANCE** WILL BE AS DIRECTED BY ATC.

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BERLIN, GERMANY MJEPPESEN EDDT/TXL TEGEL 21 SEP 07 (10-2D) Eff 27 Sep Apt Elev Alt Set: hPa (IN on request) 112.3 125.9 122' Trans level: By ATC Trans alt: 5000 BATEL SIX ZULU (BATEL 6Z) [BATE6Z] VIBIS TWO ZULU (VIBIS 2Z) [VIBI2Z] RWYS 08L/R ARRIVALS FROM WEST BRNAV EQUIPMENT NECESSARY **GIRIT**N52 48.2 E012 04.7 (LWB R-259/D39)

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JEPPIES EN

JeppView 3.5.2.0

BERLIN, GERMANY **MJEPPESEN** EDDT/TXL 21 SEP 07 (10-2E) Eff 27 Sep TEGEL D-ATIS Apt Elev Alt Set: hPa (IN on request) 112.3 125.9 Trans level: By ATC Trans alt: 5000 BATEL THREE HOTEL (BATEL 3H) [BATE3H] VIBIS THREE HOTEL (VIBIS 3H) [VIBI3H] RWYS 26L/R ARRIVALS FROM WEST **BRNAV EQUIPMENT NECESSARY NASAT NASAT** 48.2 E013 19.6 _ 16[VERTICAL PLANNING
INFORMATION
Pilots should plan for possible
descent clearance of at or below
FLB0 by MSAT.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC. 091% 17. ◁ D39 **GIRIT** 48.2 E012 04.7

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JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY M JEPPESEN EDDT/TXL 10 NOV 06 (10-2F) Eff 23 Nov RNAV TRANSITION TEGEL Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' *D-ATIS Apt Elev 1. On downwind expect vectors to final. 112.3 2. Speed restrictions on Transition (even 2400' 125.9 without profile) are always mandatory, unless cancelled by ATC. LANUM Ø8L [LAØ8L], LANUM Ø8R [LAØ8R] MSA TGL VOR RWYS 08L/R RNAV TRANSITIONS GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC FROM NORTH SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. NOT TO SCALE 26.7 4000 **IBAMA** N52 44.1 E013 06.9 LANUM N52 47.8 **DT531** N52 37.0 E013 00.2 At or below At 5000' FL100 **DT530** N52 37.6 E013 06.7 **DT532** N52 36.3 E012 53.8 220 KT **DT533** N52 35.6 E012 47.3 **DT534** N52 35.0 E012 40.8 **DT535** N52 34.3 (FAF) LIGBA N52 32.0 E013 01.6 DT536 E012 34.3 N52 33.6 **DT590** N52 32.7 E013 08.1 E012 27.9 At or above 3000' **DT553** N52 30.7 E012 48.6 **DT591** N52 32.6 **DT552** N52 31.4 E012 55.1 E013 08.8 **DT554** N52 30.1 112.3 TGL DT555 E012 42.2 DT556 N52 29.4 REGBA N52 32.0 E013 02.2 N52 33.7 E013 17.3 N52 28.7 E012 29.3 At or above 3000' TRANSITION ROUTING LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 -LANUM Ø8L LIGBA (3000'+). LANUM Ø8R LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 -DT552 - REGBA (3000'+).

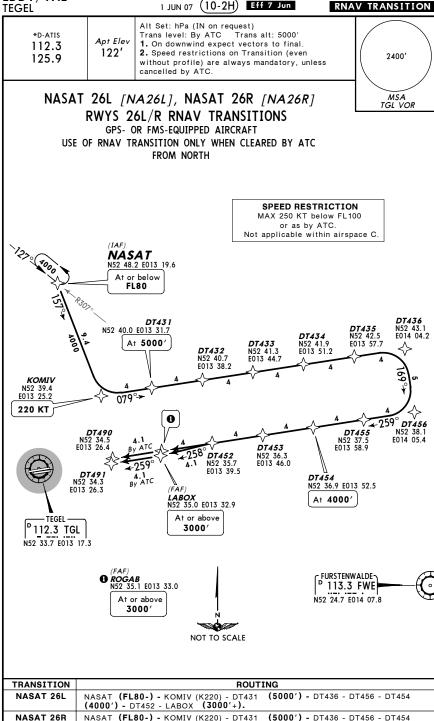
BERLIN, GERMANY **MALEPPESEN** EDDT/TXL TEGEL (10-2G) Eff 23 Nov RNAV TRANSITION 10 NOV 06 Alt Set: hPa (IN on request) *D-ATIS Trans level: By ATC Trans alt: 5000 Apt Elev 112.3 1. On downwind expect vectors to final. 125.9 2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC. KLF Ø8L [KLØ8L], KLF Ø8R [KLØ8R] LERSI Ø8L [LEØ8L], LERSI Ø8R [LEØ8R] RWYS 08L/R RNAV TRANSITIONS GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC FROM SOUTH SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace 0 NAKTP NS2 25.0 E013 1 220 KT ' Ø8R At or below FL110 02.9 E013 2000 At or above 3000' (FAF 11GB/ 32.0 E013 01.6 **D7553** N52 30.7 E012 48.6 (FAF) **REGBA** N52 32.0 E013 02.2 7**554** 30.1 42.2 At or above 3000' N52 E0 12

CHANGES: Crossings at LIGBA & REGBA

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BERLIN, GERMANY M JEPPESEN EDDT/TXL 1 JUN 07 (10-2H) Eff 7 Jun RNAV TRANSITION



(4000') - ROGAB (3000'+).

BERLIN, GERMANY I JEPPESEN EDDT/TXL 1 JUN 07 (10-2J) Eff 7 Jun RNAV TRANSITION TEGEL Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 *D-ATIS Apt Elev 1. On downwind expect vectors to final. 112.3 2. Speed restrictions on Transition (even 2400' 125.9 without profile) are always mandatory, unless cancelled by ATC ATGUP 26L [AT26L], ATGUP 26R [AT26R], KLF 26L [KL26L] MSA TGL VOR KLF 26R [KL26R], NUKRO 26L [NU26L], NUKRO 26R [NU26R] RWYS 26L/R RNAV TRANSITIONS GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC **DT454** N52 36.9 E013 52.5 FROM SOUTH DT456 At 4000 N52 38.1 -TEGEL -N52 35.1 E013 33.0 E014 05.4 ^D 112.3 TGL ≠259° At or above N52 33.7 E013 17.3 3000' **DT455** N52 37.5 **DT453** N52 36.3 E013 46.0 E013 58.9 DT452 N52 35.7 E013 39.5 0 **DT446** N52 33.7 DT445 E014 06.5 DT444 N52 33.1 **DT443** N52 31.9 E013 47.1 N52 32.5 E013 53.6 **DT440** N52 30.2 E013 28.9 E014 00.1 DT442 N52 31.3 220 KT **DT441** N52 30.7 • LABOX N52 35.0 E013 32.9 E013 34.1 At 5000' At or above 3000' 2 Operational altitude due to Night Low SPEED RESTRICTION Flying System. MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. IRMAS N52 18.3 E013 35.7 **NUKRO** N52 02.9 E014 25.0 NATAV NOT TO SCALE At or below FL140 (IAF) - KLASDORF ATGUP 115.15 KLF N51 48.9 E013 45.1 N52 01.2 E013 (113.3 FWE R-199) At or below At or below FL120 FL140 TRANSITION ROUTING (FL140-) - NATAV - IRMAS - DT439 - DT440 (K220) - DT441 ATGUP 26L (5000') DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+). ATGUP 26R ATGUP **(FL140-) -** NATAV - IRMAS - DT439 - DT440 (K220) - DT441 DT446 - DT456 - DT454 **(4000') -** ROGAB **(3000'+).** (5000') KLF (FL120-) - IRMAS - DT439 - DT440 (K220) - DT441 KLF 26L (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 (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 DT456 - DT454 (4000') - DT452 - LABOX (3000'+). **NUKRO 26L** (5000') - DT446 NUKRO (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 DT456 - DT454 (4000') - ROGAB (3000'+).

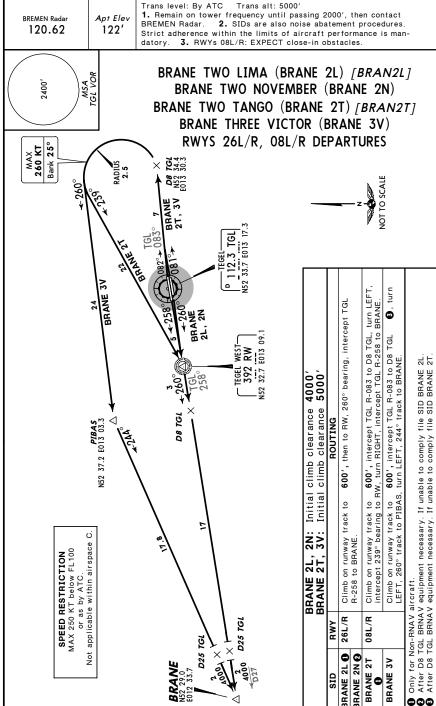
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CHANGES: Initial contact; SIDs BRANE 1L & 1N renumb 2L & 2N.

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BERLIN, GERMANY MJEPPESEN! EDDT/TXL (10-3) Eff 21 Dec TEGEL 8 DEC 06 Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar Apt Elev BREMEN Radar. 2. SIDs are also noise abatement procedures 120.62 122'



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BERLIN, GERMANY **MALEPPESEN** EDDT/TXL TEGEL (10-3A) Eff 21 Dec 8 DEC 06 Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar Apt Elev BREMEN Radar. 2. SIDs are also noise abatement procedures. 120.62 122' Strict adherence within the limits of aircraft performance is mandatory. 3. RWYs 08L/R: EXPECT close-in obstacles. BRUNKENDORF SIX LIMA (BKD 6L) BRUNKENDORF SEVEN TANGO (BKD 7T) RWYS 26L/R, 08L/R DEPARTURES 고 ţ SID BRANE clearance 4000 clearance 5000 climb o Initial Initial **VIBIS** N52 58.5 E012 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
ot applicable within airspace BKD 6L: BKD 7T: D10 TGL BRNA' D8 TGL BRNAV 08L/R BKD 7T

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CHANGES: Initial contact; SID BKD 5L renumbered 6L & revised.

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CHANGES: None.

SPEED RESTRICTION
MAX 250 KT below FL 100
or as by ATC.
Not applicable within airspace

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BERLIN, GERMANY **MALEPPESEN** EDDT/TXL TEGEL (10-3C)Eff 15 Feb 2 FEB 07 Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact Apt Elev BREMEN Radar BREMEN Radar. 2. SIDs are also noise abatement procedures. 120.62 122' Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. LANUM FOUR TANGO (LANUM 4T) RWYS 08L/R DEPARTURE 2400, ONLY FOR DESTINATIONS EDDB, EDDI OR EDDT **D8 TGL** N52 34.4 E013 30.3 RADIUS 2.5 0 4000 intercept TGL R-083 to D8 BKD, turn LEFT, intercept SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace 400 4000 NOT TO SCALE D42 BKD 49.4 E012 38.9 o **600**′, ii and to D42 E 0

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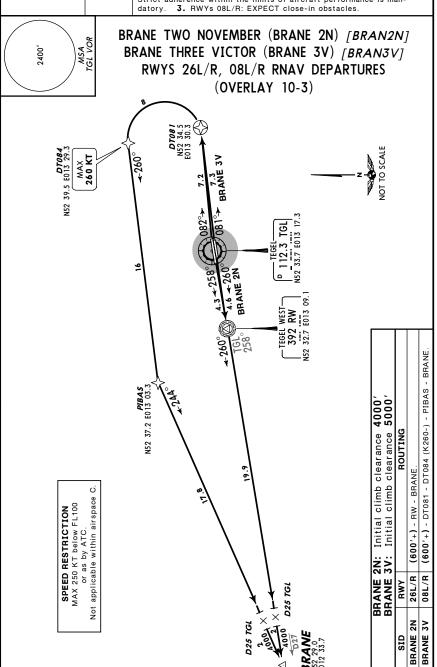
CHANGES: SID NASAT 3L withdrawn.

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BERLIN, GERMANY **MJEPPESEN** EDDT/TXL TEGEL (10-3D) Eff 15 Feb 2 FEB 07 Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar Apt Elev BREMEN Radar. 2. SIDs are also noise abatement procedures. 120.62 122' Strict adherence within the limits of aircraft performance is man-3. RWYs 08L/R: EXPECT close-in obstacles. RAKIT THREE LIMA (RAKIT 3L) **RAKIT ONE TANGO (RAKIT 1T)** 2400, TERDA ONE LIMA (TERDA 1L) RWYS 26L/R, 08L/R DEPARTURES NOT TO on runway track to 600', then to RW 260° bearing to D8 TGL, GHT, intercept 088° bearing towards DLS, at D6 TGL (passing .301) turn LEFT, intercept 020° bearing from RW to D12.9 , turn RIGHT, 087° track to TERDA. way track to **600'**, then to RW, 260° bearing to D8 TGL, intercept 088° bearing towards DLS, at D5 TGL (passing turn LEFT, 060° track, intercept TGL R-029 to RAKIT. Climb on runway track to 600', intercept TGL R-083 to D12 TGL turn LEFT, 012' track to RAKIT. P 112.3 TGL N52 33.7 E013 17.3 D12.9 TGL N52 46.6 E013 18.3 O BRNAV WEST | RW | E013 09.1 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC. Climb on runv turn RIGHT, i TGL R-310) t Climb on run turn RIGHT, TGL R-301) TGL ♠, turn X RAKIT R/ RWY 26L/R 08L/R 26L/R N52 MAX 220 KT Bank 20° 0 RAKIT ₹**©**

BERLIN, GERMANY **MALEPPESEN** EDDT/TXL TEGEL 2 FEB 07 (10-3E) Eff 15 Feb RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then contact Apt Elev BREMEN Radar BREMEN Radar. 2. SIDs are also noise abatement procedures. 120.62 122' Strict adherence within the limits of aircraft performance is mandatory. 3. RWYs 08L/R: EXPECT close-in obstacles. BRANE TWO NOVEMBER (BRANE 2N) [BRAN2N]



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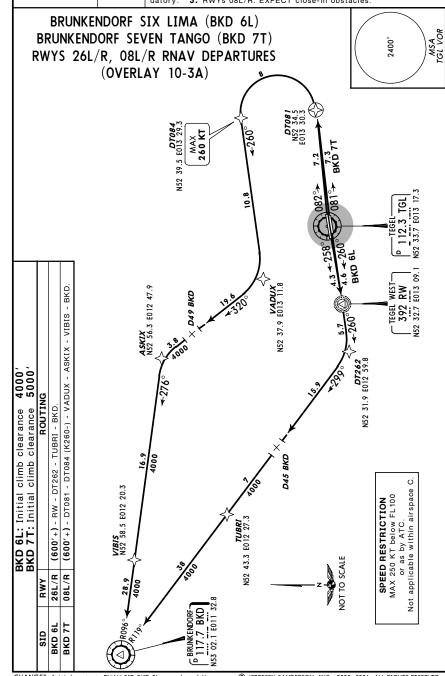
EDDT/TXL TEGEL

MJEPPESEN! (10-3F)Eff 21 Dec 8 DEC 06

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



JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY **MAJEPPESEN** EDDT/TXL TEGEL

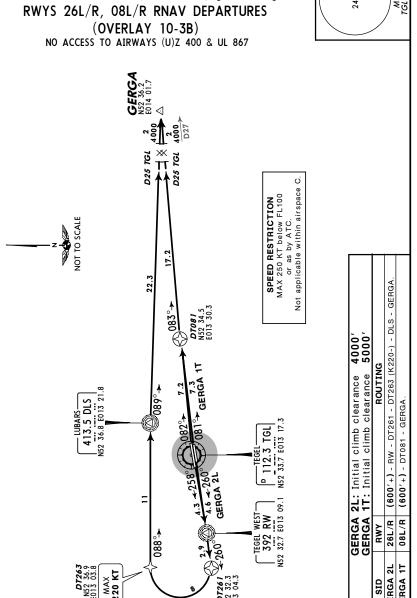
BREMEN Radar Apt Elev 120.62 122'

(10-3G) Eff 21 Dec RNAV SID (OVERLAY) 8 DEC 06

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.

GERGA TWO LIMA (GERGA 2L) [GERG2L] GERGA ONE TANGO (GERGA 1T) [GERG1T] RWYS 26L/R, 08L/R RNAV DEPARTURES (OVERLAY 10-3B)





CHANGES: Initial contact.

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EDDT/TXL TEGEL

MJEPPESEN! (10-3H) Eff 15 Feb 2 FEB 07

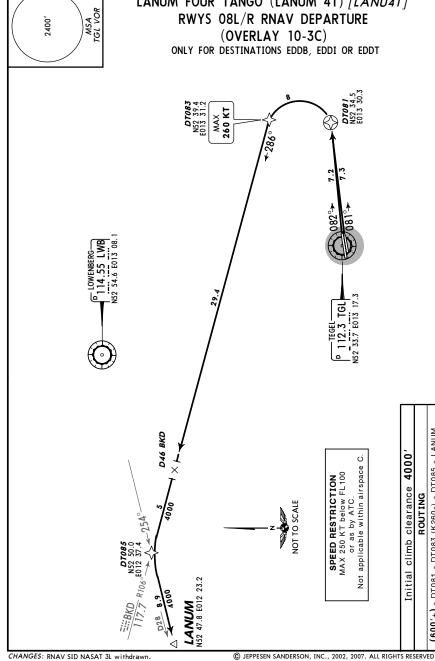
datory. 3. EXPECT close-in obstacles.

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 man-

LANUM FOUR TANGO (LANUM 4T) [LANU4T] RWYS 08L/R RNAV DEPARTURE 2400, (OVERLAY 10-3C) ONLY FOR DESTINATIONS EDDB, EDDI OR EDDT



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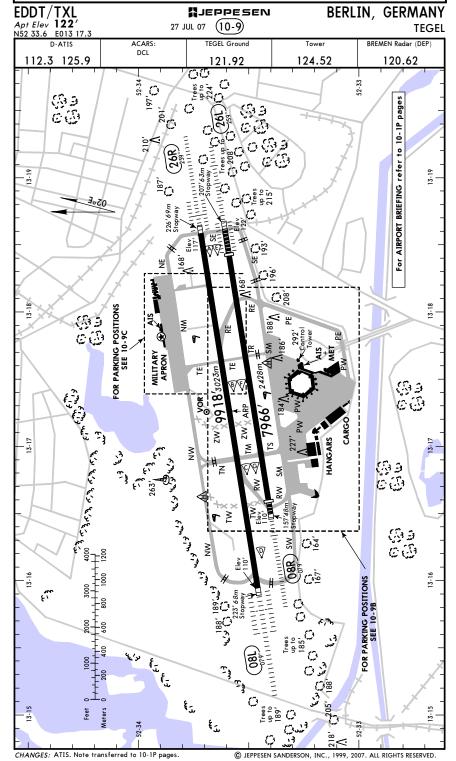
JeppView 3.5.2.0

BERLIN, GERMANY EDDT/TXL TEGEL **MALEPPESEN** (10-3J) Eff 15 Feb 2 FEB 07 RNAV SID (OVERLAY) Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar Apt Elev BREMEN Radar. 2. SIDs are also noise abatement procedures. 120.62 122' 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] 2400, TERDA ONE LIMA (TERDA 1L) [TERD1L] RWYS 26L/R, 08L/R RNAV DEPARTURES (OVERLAY 10-3D) 413.5 DLS N52 36.8 E013 21.8 Initial colimb **D7263** E013 03.8 SID RAKIT TERDA

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CHANGES: RNAV SID TERDA 1L established

↓ JEPPESEN BERLIN, GERMANY EDDT/TXL 27 JUL 07 (10-9A)

	21 862 87 (10 7/19)												
ADDITIONAL RUNWAY INFORMATION													
USABLE LENGTHS — LANDING BEYOND —													
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH							
08L	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RE	RVR		8885' 2708m		151'							
26R	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RW	RVR		8946' 2727m		46m							

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

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

J/	AR-OPS	TAKE-OFF											
	Rwy 08L/26R LVP must be in Force	L	VP must be in For	All Rwys	1								
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)							
A B C	125m	150m 200m		250m	400m	500m							
D	150m	200m	250m	300m	1								

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

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EDDT/TXL	∏JEPPESEN 27 JUL 07 (10-9B)	BERLIN	I, GER	MAN'
52.33.6 -	52-33.4 – 52-33.3 –	52-33.2 –	52-33.1 –	13-18.2
#	S8 59 60			13-18
	SB 55 8 56 57		PE	
TE 13-17.7	534 534 54 55 534 55 534 55 55 55 55 55 55 55 55 55 55 55 55 55	AIS AIS AET	Ma	<
κ <u>ί</u>	WS 33	13A 14	15A 16	7.5 13.17.6
4 13.17.5		12 13 11	X	13.175
13-17.3 13-17.4 ARP RWY 08L/26R	RWY 08R/26L	01 Mg	91	11
13-17.3 ARP RWY 0	and Ma	27 27 28 28 28 28 28 28 28 28 28 28 28 28 28		
Zw X	Md	23,	8	
zw z	25	HANGARS	CARGO	:
—-£1 ———————————————————————————————————	28 27	HANG	- 52-33.1	52-33
8.6.1 F	2 31	DEP ARTURES	SM SW SW	PW→PE→SE
13.16.7 13-16.7	35 34 33 37	13-16.7 TAXI ROUTES ARRIVALS	SW or RW — SM RE or SE — SM	RWorSW→SM→PW
++*××	ML MARKET	ay ay		_ ~ _
13-16.5	SW	- 52-33.2 13-16.5 Parking Runy position in	1 to 7, 23 to 35 and 51 to 56 08	8 to 22

CHANGES: Notes transferred to 10-1P pages.

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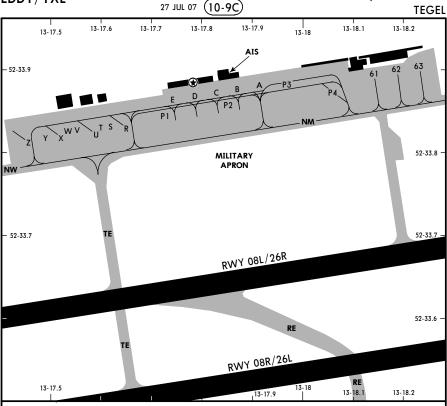
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JEPPES EN

JeppView 3.5.2.0

EDDT/TXL SJEPPESEN BERLIN, GERMANY
27 JUL 07 (10-9C)

TEGEL



INS COORDINATES													
STAND No.	COORDINATES	STAND No.	COORDINATES										
61 62, 63 A, B C, D E	N52 33.9 E013 18.1 N52 33.9 E013 18.2 N52 33.9 E013 17.9 N52 33.9 E013 17.8 N52 33.9 E013 17.7	P2 P3, P4 R S thru V W thru Z	N52 33.8 E013 17.9 N52 33.9 E013 18.0 N52 33.8 E013 17.7 N52 33.8 E013 17.6 N52 33.8 E013 17.5										
P1	N52 33.8 E013 17.7												

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JEPPESEN JeppView 3.5.2.0

EDDT/TXL

☐ JEPPESEN27 JUL 07 (10-9D)

BERLIN, GERMANY

STAND ENTRY GUIDANCE SYSTEM

A. GENERAL

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

- a) the centerline guidance system
- b) the stopping guidance system

B. CENTERLINE GUIDANCE SYSTEMS

AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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

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

RED GREEN



Left of centerline. Turn towards GREEN.



GREEN GREEN

Aircraft on centerline.



RED

GREEN

Right of centerline. Turn towards GREEN.

C.STOPPING GUIDANCE SYSTEMS

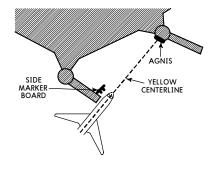
1.SMB-SIDE MARKER BOARD

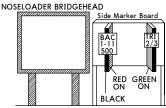
A white base board with vertical slats extending the full height of the base board. The edge of each slat is painted black, the side towards the taxiway is green, and the side towards the pier is red. Each slat bears the name tag to indicate the aircraft type(s) to which it amplies.

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

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

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





Stands 3, 4, 5 & 6 (marking for BAC 1-11 500-TRI 2/3-B737 & B727) Stands 7, 8, 9, 10, 11 & 12 (marking for B727-B737-BAC 1-11-A300 & A320)

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EDDT/TXL

CHANGES: None.

 ↓ JEPPESEN 27 JUL 07 (10-9E)

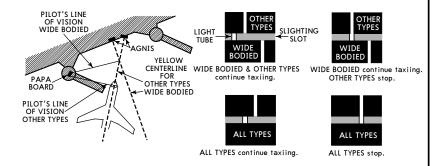
BERLIN, GERMANY **TEGEL**

2. PARALLAX AIRCRAFT PARKING AID (PAPA)

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

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

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



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	EDDT/TXL TEGEL							∏ JE JN 07	(11-	ESI	ΞN	BERLIN, GERA ILS or LOC Rwy						NY 180		
1	Ë		TIS	BE	REMEN R	adar ((APP)	BERLI	N Dire	ctor (A	PP)	TEC	GEL Tower	<u> </u>		Grou				
TM	1	112.3	125	N	orth 9.62	S	6.42		136		.,		24.52			121				
STRIP		LOC ITLE		Fin Apch			G 10				LS A(H)	A	pt Elev	122	' /					
BRIEFING		109	. 1	07	9°	1	530′	(1420	′)	310′	(200')		RWY	110	<u> </u>	24	00'			
BRIE				limb or climb									GL turr	1		27		\int		
		t Set: h			Rwy	Elev	v: 4 hPa	ı T	rans	level:	Ву АТС	7	Trans alt	: 500	0'	MSA TGL VOI				
D48.0 D41.3 KLF D41.3 KLF D25.6 D25.6											Į.	D4 TG (R)-1	.0 L 46 Hai	zard acon 329'						
	D25.66 8 476 663											100	71'	tr.///	665′					
	- 52	\(\int_{2-20}^{638'}\)	^674 ^12	-40	LWB (IAF LERS		-283°_ NOT TO	P <u>11</u> 5 32. 400 SCALI	<u>ه</u> ((13	-10	<u>.</u> <u>آ</u> لي	706′ 13 ₋ 2	06' 13 <u>-</u> 20				
		LOC S out)	TGL DA		9.0 2770'	+	8.0 2460'	+	7.0 2140	,	6.0 1820'		5.0 1500'	+	4.0 1180'		3.0 860			
		3	000′	*-0	790.	_		D.	LON 5.1 T \$1 53	GL			MM			•				
			L .	IGBA 0.7 TGL				OC /		· 	_	יט	1.3 TGL							
				İ		4.0	1	530'	1111111		3.8	\	-M-	TCH	1 49' RW	/Y 081	110 ل) /		
	Gı	nd speed	l-Kts	-	70	90		120	140	160	0.0		0.5	_	ALSF-	·II	300	0′		
		S GS 3.00 OC Descer		ent 5.2%	377	484	538	646	753	861					REIL PAPI		MA>			
		AP at MN AR-OPS			GHT-IN	I LAI	NDING	RWY n	8L								<u> </u>			
	ILS LOC (GS out)																			
			DA(H) 3 JLL	310'(20	O') LS out	\perp	М	DA(H)	620 	' (510 ALS										
S 4	A B						RVR 1000m			RVR 1500m										
80 C C D RVR 550m RVR 1000m							RVR 1200m			RVR 2000m										

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BERLIN, GERMANY **MALEPPESEN** EDDT/TXL 29 JUN 07 (11-1A) CAT II ILS Rwy 08L **TEGEL** BERLIN Director (APP) BREMEN Radar (APP) North South TEGEL Tower *ATIS 112.3 125.9 119.62 126.42 136.1 124.52 121.92 LOC Final GS Apt Elev 122' RA 102' DA(H) 210' (100') ITLE Apch Crs LOM 109.1 079° 1530' (1420') 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. Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000 MSA Special Aircrew & Acft Certification Required. TGL VOR ゙S∘ LÀNÚM , 650 1342' P114.55 LWB - 52-40 TEGEL WEST 4 392 RW 604' D5. 1_TGL NOT TO SCALE 625, ^ 109.1 ITLE 079° [□] 112.3 TGL D4.0 D48.0 TGL 625' 079° 632 'A MM D1.3 TGL ED(R)-146 Hazard ★ Beacon 1329' D41.3 KLF X R-205 LWB 3000 LIGBA D9.7 TGL ٩ Berlin (Tempelhof) 52-30 D25.6 665 وال 646′ 🀱 **1** 017° 10.0 4000 D38.0 **√** Λ^{638′} ED(R)-4 674 - 52-20 706' LER\$1 واق 12-40 13-10 13-20 NOT TO SCALE **LIGBA** LOM 3000' ΜМ D5.1 TGL GS 1530 D1.3 TGL TCH 49' RWY 08L 110' Gnd speed-Kts 70 90 100 120 140 160 3000 3.00° 377 484 538 646 753 861 MAX JAR-OPS STRAIGHT-IN LANDING RWY 08L CAT II ILS ABCD RA 102' DA(H) 210'(100') RVR 300m ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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FDDT/TXI

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BERLIN, GERMANY

Ī	EGEL		2	9 JUN 07	(11	-2)		ILS or LOC Rwy 08						
Γ	*ATIS	North	N Radar (APP South	·		ector (AF	PP)	TEGEL Towe			round			
<u>.</u> -	112.3 125	5.9 119.6	2 126.4	2 GS	136	1. 1 IL	<u> </u>	124.52			1.92	2		
	ITGE	Apch Crs		LOM		DA		Apt Elev		1 /				
ᇍ	108.5	079°		0 ′(1521	_	Minir	mums		109	<u>'</u>	2400′	\		
	MISSED APCH: (LEFT continue							TGL tur	'n		2400			
L	Alt Set: hPa (IN		y Elev: 4 h			level: B		Trans al	+- 5000	, \	_			
	LOC: DME REQU	IIRED.	·	r a	11 0115	ievei. b	y Aic	II alis al	1. 5000		TGL	VOR		
	50 375. 14	ANUM ANUM	4000	į					٧,					
254° LOWENBERG 560'												650'		
D114 FF LWD = 52-40														
	\$005 tra		NOT TO	SCALE	1		L WEST-	لي ا	,		100			
Ī	<i></i>	625	Λ .	5	7		RW 1 TGL		GEL — 3 TGI	, i	04.0	1		
	D48.0 KI	LF Z	′ `` / \ 625′	Λ	Y	DS.	1161	MM			GL ;	į		
		30		628	<u>'</u> '	79°		D1.1 T	GL A					
		D41.3 KLF	632'/.	\ <u> </u>	Sala	antiisuu	mannan.	7	1	ED(R	-146	Hazard		
	52-30	R-205 LWB	3000			REGB D9.4 TG		· A	, 🛦	Be	rlin	Beacon 1329'		
	32 00		D25.8	2			ILS	976	663	1111111111	pelho	1		
	079° 108.5 ITGE													
			γ			-	Hazard Beacon	7		£646'		9		
	0	017°10.0 400	/vɔ̃	. 53			1041			യ				
k		__\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	$\frac{12-50}{0}$	<u>@</u>	(IAF)	3-00		O(R)-4						
	Λ ⁶³⁸		B^{r}	P11:	(LASD) 5.15	ORF I	EL)(K)-4						
	Λ ⁰³⁶ ₅₂₋₂₀ Λ ⁶⁷⁴	· .	283	400	2.0	F				706'		_		
١		2-40 LERS	5 <i>I</i> NO	T TO SCA	~ / /	<i>-</i>		13-10						
Ī	LOC TGL D (GS out) ALTITU		8.0 2550'	7.0)	6.0 1920'	160		1.0 280'	3.0 960'		2.0 540'		
r	(O3 OUT) ALTITU	DDE 2070	2550		M	1920	100	10 12	200	900	'	940		
1	3000	*-079		D5.	1 TGL 630'			MM						
l	_				830 			D1.1 TGL						
l		P EGBA 9.4 TGL	roc				_		тс	H displ				
l			163	0.	<i>!!!</i>		4.0	M	thr	esh 49' <i>RWY 08</i>	. 10	9′		
þ	Cod and Kin		90 10	0 100	140	1/0	4.0			HIALS				
Г	Gnd speed-Kts ILS GS 3.00° or	70			753	160 861				PAPI		000' NAX		
-	LOC Descent Grad MAP at MM/D1.1	ilent 5.2%	10.		, 00							†		
F	JAR-OPS		GHT-IN LA	NDING R		8R LOC (G	S out)							
	DA(H) B: 354 B: 364	' (245')C: 37 ' (255')D: 38	4 ' (265') 4' (275')				50' (521	')						
-	FULL A RVR 600m	out 000m	D\ /D	1000			Sout							
⊢	B RVR 600m	JUUIII	KVK	1000	111	RVR	1500m	Н						
Н	C _{RVR} 650m	200m	RVR 1200m											
\$1,	D RVK 850III	KVK /		₽\/D	1600	m	RVR	2000m	H					
<u> </u>	<u> </u>			KVK	1000									
_ 1														

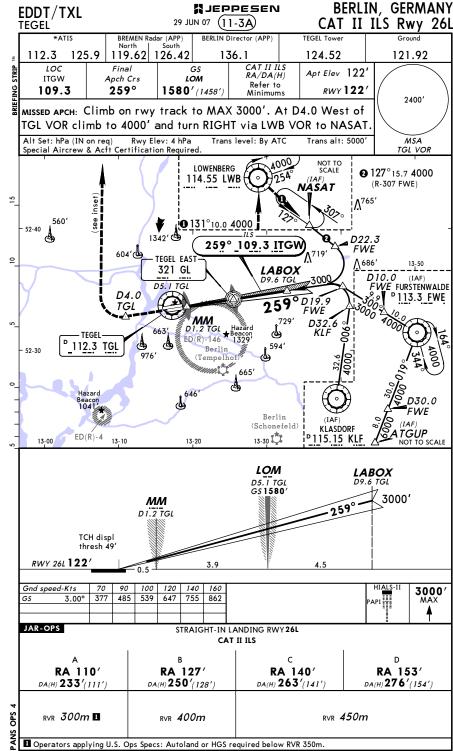
JEPPESEN

BERLIN, GERMANY **¼JEPPESEN** EDDT/TXL 29 JUN 07 (11-3) ILS or LOC Rwy 26L TEGEL BERLIN Director (APP) *ATIS BREMEN Radar (APP) 112.3 125.9 119.62 126.42 136.1 124.52 121.92 LOC Final GS Apt Elev 122' DA(H) ITGW Apch Crs LOM Refer to 259° 109.3 1580' (1458') RWY 122' Minimums 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 Rwy Elev: 4 hPa Trans level: By ATC Alt Set: hPa (IN on reg) LOC: DME REQUIRED. MSA TGL VOR NOT TO LOWENBERG P114.55 LWB 2 127° 15.7 4000 NASAT (R-307 FWE) Λ⁷⁶⁵ **131**°10.0 **4000** 52-40 259° 109.3 ITGW 1342' 🕒 ຝ 604, 6 TEGEL EAST 321 GL LABOX D10.0 (IAF) D9.6 TGL D5.1 TGL FWE FURSTENWALDE 259°D19.9 D 113.3 FWE TGL ,729' D1.2 TGL Hazard ★ Beacon 1329' 663 TEGEL 112.3 TGL **4** 976' 594 52-30 (Tempelhof 665 Hazard D30.0 1041 FWE Berlin (IAF) (Schonefeld) KLASDORF ATGUP ED(R)-4 13-30 115.15 KLF 13-00 13-10 13-20 NOT TO SCALE 3.0 LOC TGL DME 2.0 4.0 5.0 7.0 8.0 9.0 (GS out) ALTITUDE 590' 910' 1230' 1550' 1860' 2180' 2500' 2820' LOM LABOX D5.1 TGL D9.6 TGL GS 1580 259° - # 3000' мм D1.2 TGL TCH displ `LOC 1580' thresh 49' RWY 26L 122' Gnd speed-Kts 90 | 100 | 120 | 140 | 160 3000 ILS GS 3.00° or MAX 647 377 485 539 755 862 LOC Descent Gradient 5.2% MAP at MM/D1.2 TGL STRAIGHT-IN LANDING RWY 26L A: 363'(241') C: 383'(261') LOC (GS out) B: 373'(251') D:393'(271 MDA(H) 620' (498' ALS out ALS out RVR 600m RVR 1000m RVR 1000m RVR 1500m RVR 1200m RVR 650m RVR 1200m RVR 2000m RVR 1600m

CHANGES: Minimums.

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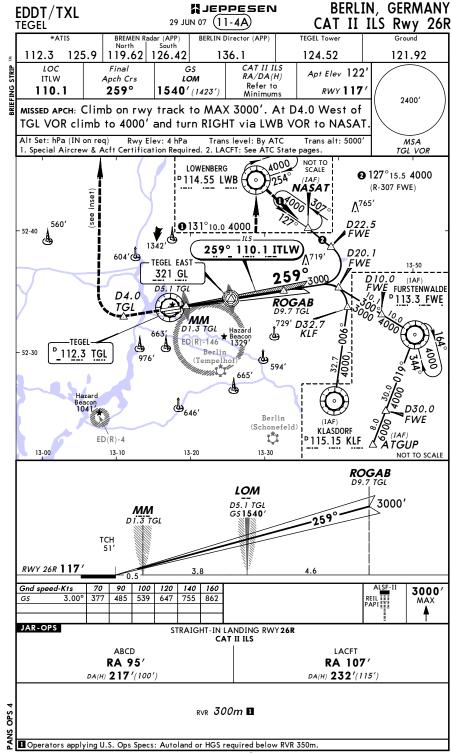


BERLIN, GERMANY MJEPPESEN EDDT/TXL 29 JUN 07 (11-4) ILS or LOC Rwy 26R TEGEL BERLIN Director (APP) *ATIS BREMEN Radar (APP) 112.3 125.9 119.62 126.42 136.1 124.52 121.92 LOC Final ILS DA(H) Apt Elev 122 ITLW Apch Crs LOM Refer to 110.1 259° 1540' (1423') RWY 117 2400' MISSED APCH: Climb on rwy track 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 le 1. LOC: **DME REQUIRED**. 2. LACFT: See ATC state pages Trans level: By ATC MSA TGL VOR NOT TO SCALE LOWENBERG D 114.55 LWB 2 127° 15.5 4000 NASAT (R-307 FWE) ^^{765′} **131°**10.0 4000 D22.5 52-40 259° 110.1 ITLW 1342' TEGEL EAST **FWE** 604' 321 GL 259°-D10.0 (IAF) FWE_FURSTENWALDE D5.1 TGI ^D 113.3 FWE ROGAB TGL 729' D1.3 TGL D1.3 TGL Hazard ED(R)-146 ★ Beacon 1329' D32.7 KLF 594' 52-30 112.3 TGL (Tempelhof 665 D30.0 Berlin FWE SO TEWN SO (IAF) ATGUP (Schonefeld) KLASDORF Ü ED(R)-4 P115.15 KLF 13-10 13-20 13-30 13-00 NOT TO SCALE 9.0 2.0 3.0 4.0 5.0 LOC TGL DME 7.0 2150' 2470' 2780' (GS out) ALTITUDE 560' 870' 1190' 1510' 1830' LOM D5.1 TGL GS **1540**' .* 3000′ ММ D1.3 TGL ROGAB D9.7 TGL LOC 1540 RWY 26R 117' 70 90 100 120 140 160 Gnd speed-Kts 3000 ILS GS 3.00° or 485 539 647 755 377 862 LOC Descent Gradient 5.29 MAP at MM/D1.3 TGL STRAIGHT-IN LANDING RWY 26R ILS 🛚 LOC (GS out) A: **317**′(200′) C: **330**′(213′ B: 320'(203') D: 340'(223 MDA(H) 620'(503') ALS out ALS out RVR 550m RVR 1000m RVR 1500m RVR 1200m RVR 1000m RVR 600m RVR 2000m RVR 1600m 1 LACFT: DA(H) 354' (237')

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CHANGES: Minimums

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BERLIN, GERMANY MJEPPESEN EDDT/TXL 29 JUN 07 (16-1) NDB Rwy 08L TEGEL BREMEN Radar (APP) North | South BERLIN Director (APP) TEGEL Tower Ground *ATIS 136.1 112.3 125.9 119.62 126.42 124.52 121.92 NDB Final Minimum Alt Apt Elev 122 MDA(H)RW Apch Crs **LIGBA** 680'(570') 079° 3000' (2890') 392 **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. Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000 DME REQUIRED. MSA TGL VOR 074° LANUM 1342′ 650 LOWENBERG P114.55 LWB - 52-40 TEGEL WEST NOT TO SCALE 392 RW ⁶²⁵′Λ TEGEL 625' ^D 112.3 TGL D4.0 D48.0 D5.1 TGL **TGL** KLF Λ 079° ⁶³²′∆ DO. 8 TGL ED(R)-146 Hazard D41.3 KLF R-205 LWB LIGBA D9.7 TGL 3000 ٨ 4 Berlin 52-30 (Tempelhof) D25.6 LWB 665 # 646' **●** 017° 10.0 4000 **√** Λ^{638′} ED(R)-4 674 52-20 706' وال 12-40 LERŚI 13-10 13-20 NOT TO SCALE 9.0 7.0 5.0 3.0 TGL DME 8.0 4.0 2140' 1820' 1500' 1180' 860' ALTITUDE 2770' 2460' NDB 3000' *~ **D0.8** TGL D5.1 TGL **LIGBA** 1530 [TCH 49'] D9.7 TGL RWY 08L 110' 4.3 70 90 100 120 140 160 Gnd speed-Kts 3000 MAX REIL PAPI Descent Gradient 5.24% or 376 484 538 645 753 Descent angle [3.00° MAP at D0.8 TGL JAR-OPS STRAIGHT-IN LANDING RWY 08L MDA(H) 680'(570') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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RERLIN GERMANY

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١		300	0′ *-	-079°				DB .									
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١			- 1		4.3			1		4.6	************	·····	RWY (08R 10	9′		
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BERLIN, GERMANY MJEPPESEN. EDDT/TXL 29 JUN 07 (16-3) NDB Rwy 26L **TEGEL** BERLIN Director (APP) *ATIS BREMEN Radar (APP) TEGEL Tower Ground 112.3 125.9 119.62 126.42 136.1 124.52 121.92 NDB Final Minimum Alt Apt Elev 122 MDA(H) GL Apch Crs LABOX 590'(468') 321 259° 3000' (2878') **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 DME REQUIRED. MSA TGL VOR NOT TO LOWENBERG SCALE D114.55 LWB 2 127° 15.7 4000 NASAT (R-307 FWE) Λ⁷⁶⁵′ **131°**10.0 4000 52-40 1342' 🖎 627 TEGEL EAST-LABOX A719 321 GL 686 D9.6 TGL D5.1 TGL D10.0 (IAF) FWE FURSTENWALDE D4.0 TGL 259 259°D19.9 ^D 113.3 FWE FWE **D0.7** TGL 729' -TFGFI ED(R)-146 ★ Beacon 1329' A 976' 112.3 TGL 594' 52-30 Berlin (Tempelhof 665' D30.0 FWE Berlin (IAF) (Schonefeld) ATGUP KLASDORF ED(R)-4 ¹ 115.15 KLF NOT TO SCALE 13-10 13-20 13-30 13-40 13-50 6.0 TGL DME 3.0 4.0 5.0 7.0 8.0 9.0 1230 1550 1860 2180 2500 2820' ALTITUDE NDB 259°-* 3000' D5.1 TGL D0.7 LABOX TGL D9.6 TGL [RW26L 1580 [TCH 49'] RWY 26L 122' 70 90 100 120 140 160 Gnd speed-Kts 3000 Descent Gradient 5.24% or MAX 372 478 531 637 743 849 Descent angle [3.00°] MAP at D0.7 TGL JAR-OPS STRAIGHT-IN LANDING RWY26L MDA(H) 590'(468') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

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