

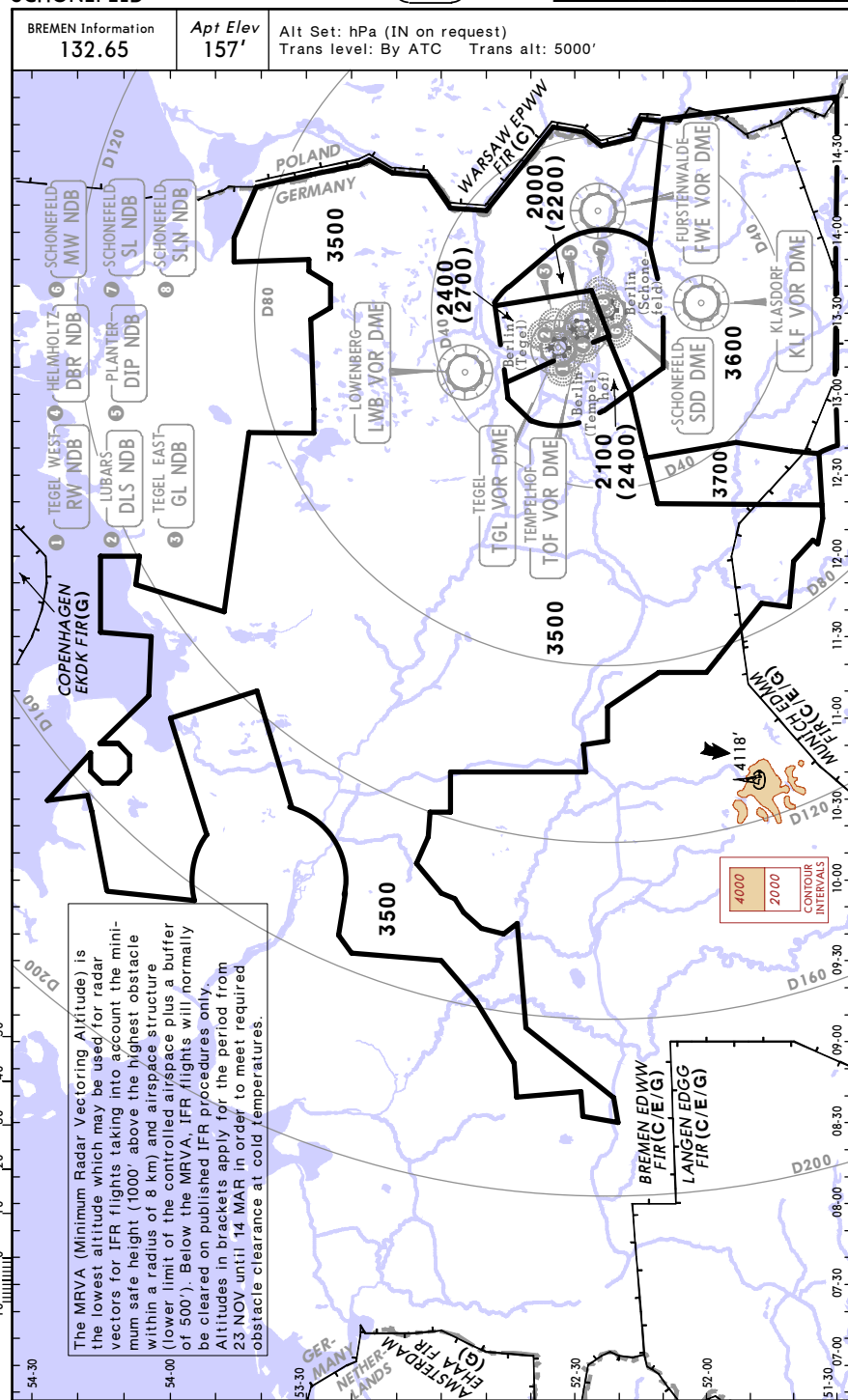
EDDB/SXF
SCHONEFELD

JEPPesen

BERLIN, GERMANY

26 JAN 07 (20-1R)

RADAR MINIMUM ALTITUDES



EDDB/SXF
SCHONEFELD

JEPPesen

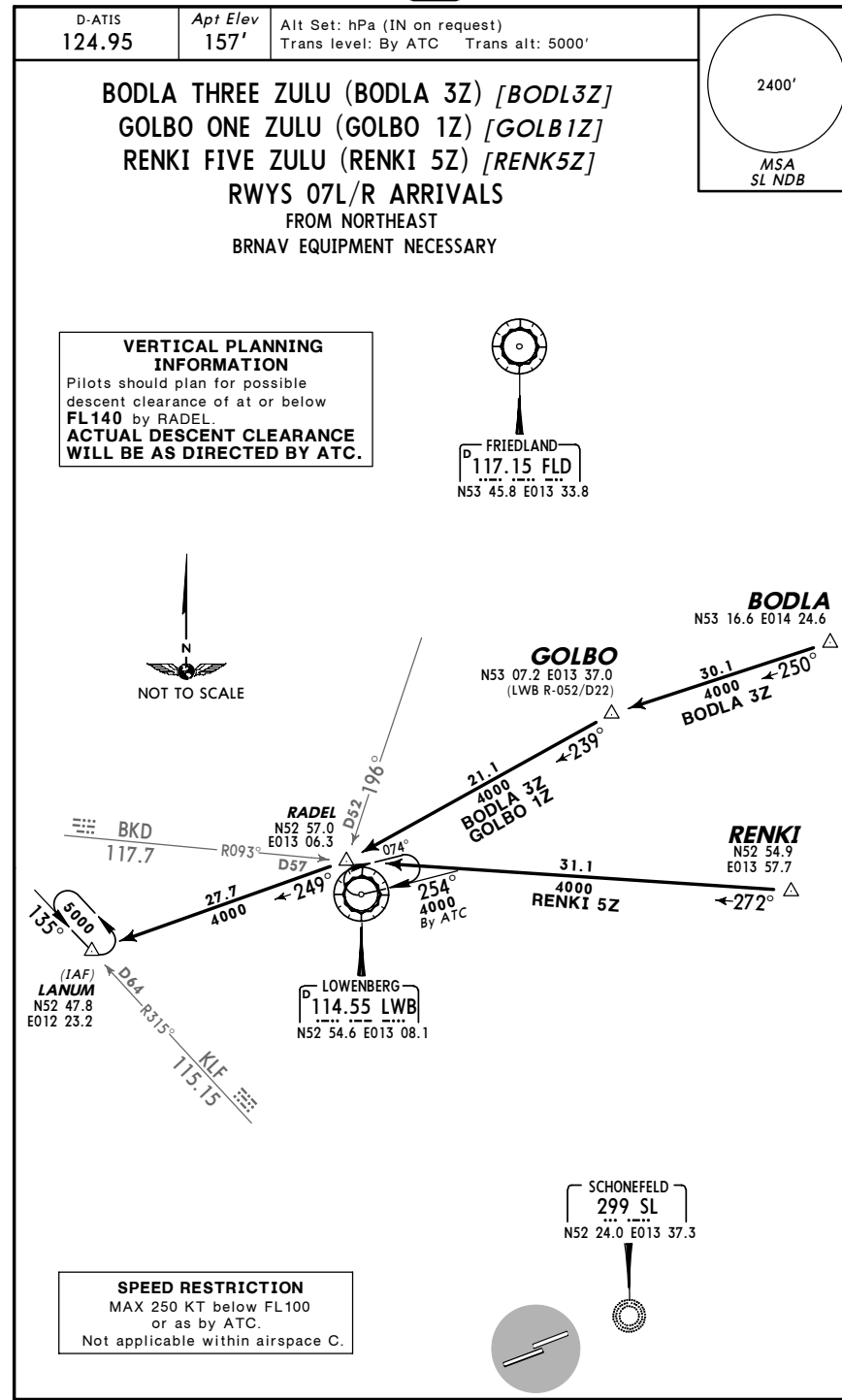
BERLIN, GERMANY

9 NOV 07

(20-2)

Eff 22 Nov

STAR



EDDB/SXF
SCHONEFELD

JEPPESEN
9 NOV 07 (20-2A) Eff 22 Nov

BERLIN, GERMANY
STAR

D-ATIS
124.95
Apt Elev
157'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

BODLA TWO VICTOR (BODLA 2V) [BODL2V]
GOLBO ONE VICTOR (GOLBO 1V) [GOLB1V]
RENKI FOUR VICTOR (RENKI 4V) [RENK4V]
RWYS 25L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY

2400'

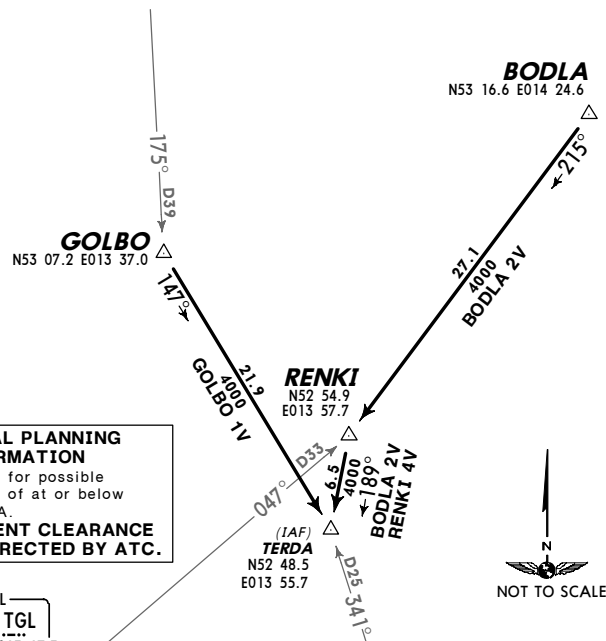
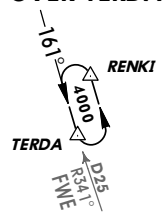
MSA
SL NDB

FRIEDLAND
117.15 FLD
N53 45.8 E013 33.8



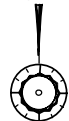
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

**HOLDING
OVER TERDA**



**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
112.3 TGL
N52 33.7 E013 17.3



SCHONEFELD
299 SL
N52 24.0 E013 37.3



FURSTENWALDE
113.3 FWE
N52 24.7 E014 07.8



EDDB/SXF
SCHONEFELD

JEPPESEN
1 JUN 07 (20-2B) Eff 7 Jun

BERLIN, GERMANY
STAR

*D-ATIS
124.95
Apt Elev
157'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

AKUDI THREE SIERRA (AKUDI 3S) [AKUD3S]
MILGU TWO SIERRA (MILGU 2S) [MILG2S]●
NUKRO FOUR SIERRA (NUKRO 4S) [NUKR4S]
RUDAK FIVE SIERRA (RUDAK 5S) [RUDA5S]
RWYS 07L/R ARRIVALS
FROM SOUTH

2400'

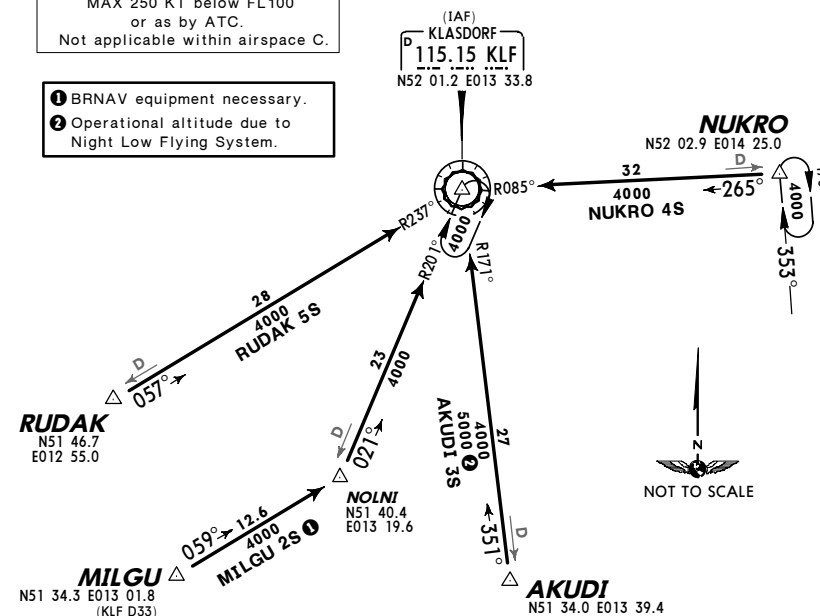
MSA
SL NDB

SCHONEFELD
299 SL
N52 24.0 E013 37.3



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

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



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

EDDB/SXF
SCHONEFELD

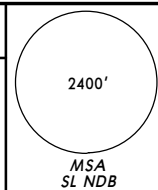
JEPPESEN

1 JUN 07 (20-2C) Eff 7 Jun

BERLIN, GERMANY

STAR

*D-ATIS 124.95
Apt Elev 157'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



AKUDI THREE VICTOR (AKUDI 3V) [AKUD3V] ①
MILGU TWO VICTOR (MILGU 2V) [MILG2V] ①
NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V]
RUDAK FIVE VICTOR (RUDAK 5V) [RUDA5V]
RWYS 25L/R ARRIVALS
FROM SOUTH

① BRNAV equipment necessary.

SCHONEFELD
299 SL
N52 24.0 E013 37.3

(IAF)
FURSTENWALDE
P 113.3 FWE
N52 24.7 E014 07.8

(IAF)
KLASDORF
P 115.15 KLF
N52 01.2 E013 33.8

② Operational altitude
due to Night Low
Flying System.

(IAF)
ATGUP
N51 48.9 E013 45.1

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 3V, MILGU 2V:
at or below **FL120** by ATGUP.
NUKRO 3V:
at or below **FL140** by NUKRO,
at or below **FL70** by FWE.
RUDAK 5V:
at or below **FL100** by KLF.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

EDDB/SXF
SCHONEFELD

JEPPESEN

21 SEP 07 (20-2D) Eff 27 Sep

BERLIN, GERMANY

STAR

D-ATIS 124.95
Apt Elev 157'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

BATEL SIX ZULU (BATEL 6Z) [BATE6Z]
VIBIS TWO ZULU (VIBIS 2Z) [VIBI2Z]
RWYS 07L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY

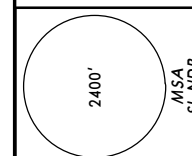
SCHONEFELD
299 SL
N52 24.0 E013 37.3

LOWENBERG
P 114.55 LWB
N52 54.6 E013 08.1

(IAF)
LANUM
N52 47.8 E012 23.2

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

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



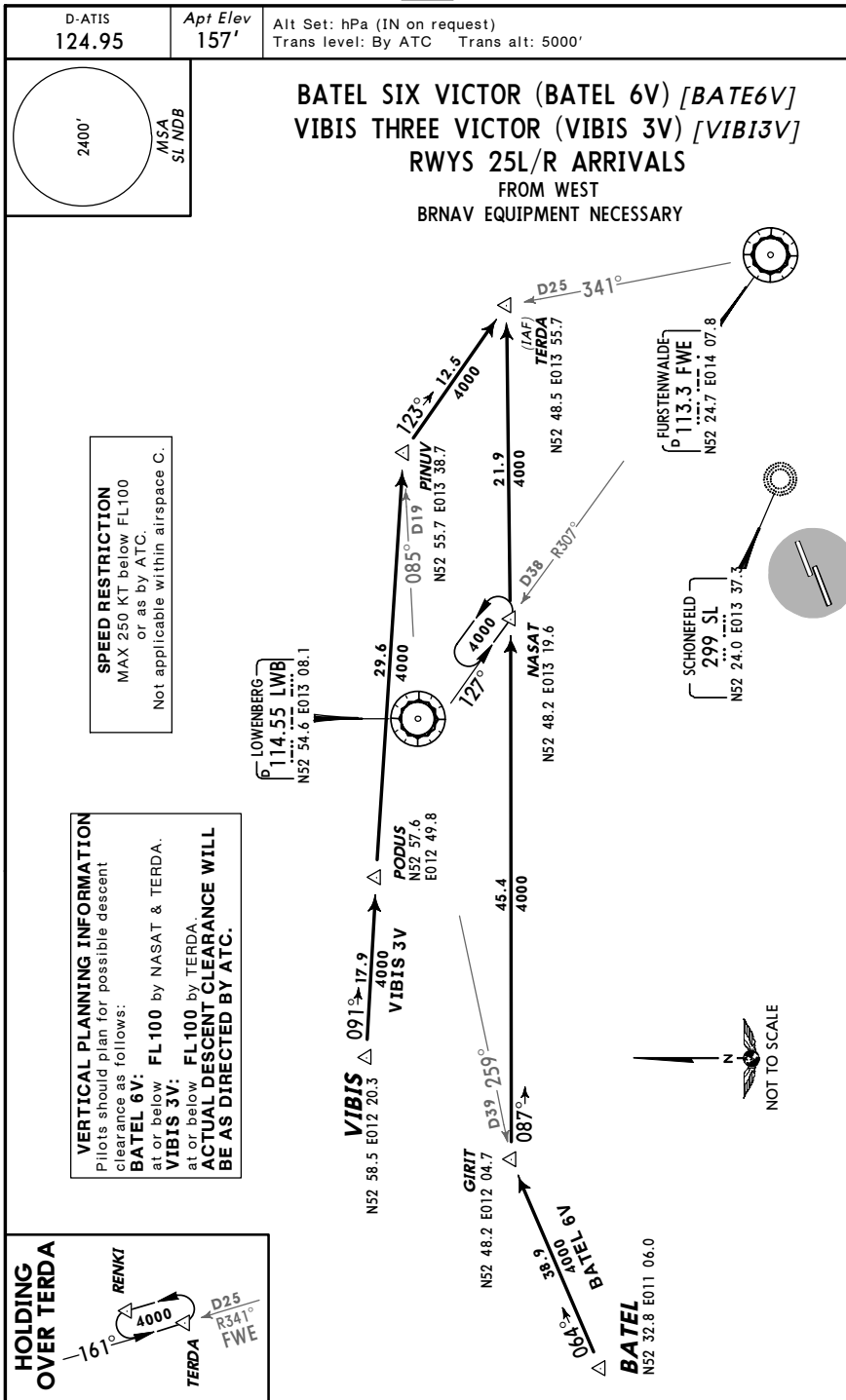
EDDB/SXF
SCHONEFELD

JEPPESEN

21 SEP 07 20-2E Eff 27 Sep

BERLIN, GERMANY

STAR



CHANGES: BATEL 5V renumb 6V & revised; DLE 5V withdrawn.

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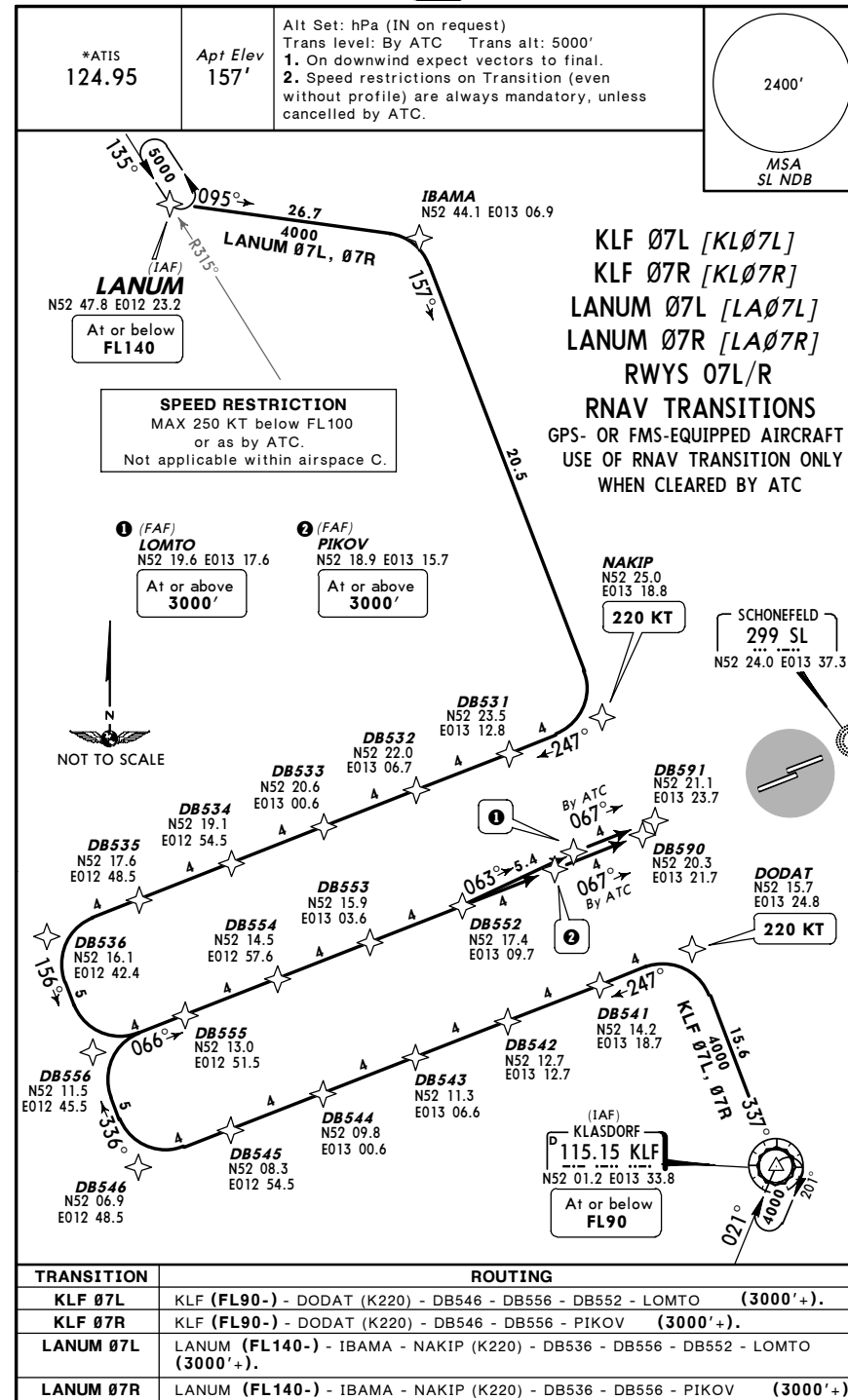
EDDB/SXF
SCHONEFELD

JEPPESEN

1 JUN 07 20-2F Eff 7 Jun

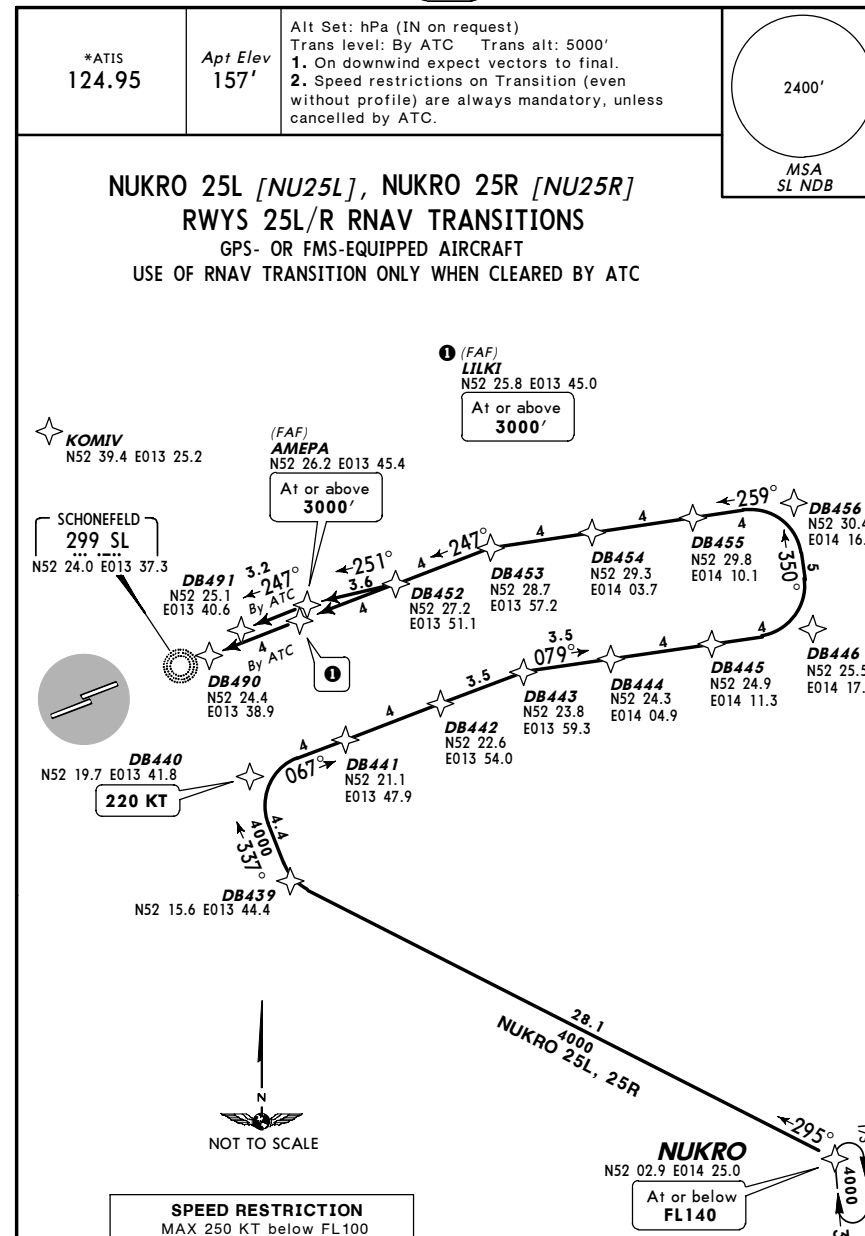
BERLIN, GERMANY

RNAV TRANSITION



1 JUN 07 (20-2G) Eff 7 Jun

10 NOV 06 (20-2H) Eff 23 Nov

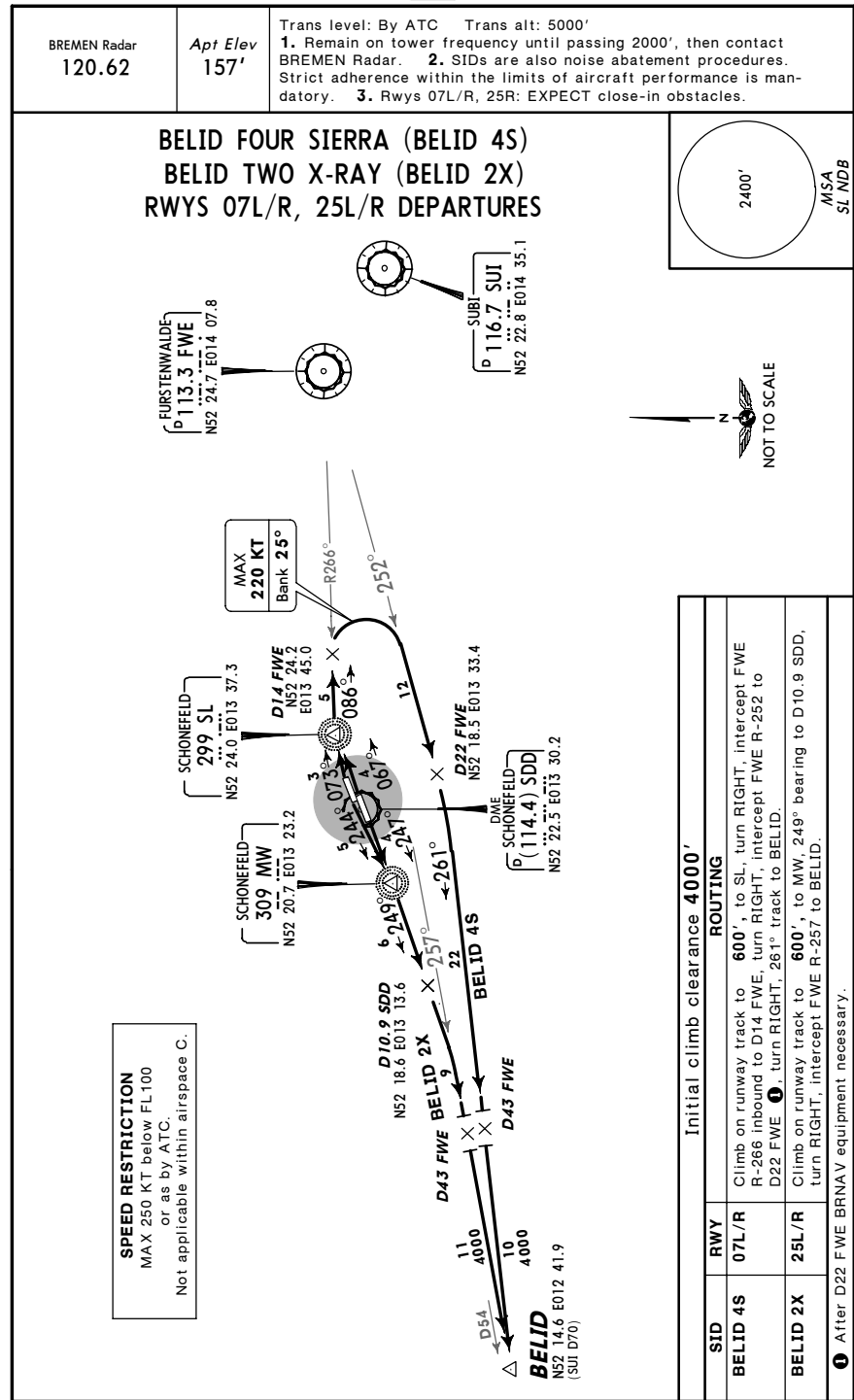


TRANSITION	ROUTING
NUKRO 25L	NUKRO (FL140-) - DB439 - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000'+).
NUKRO 25R	NUKRO (FL140-) - DB439 - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - DB452 - AMEPA (3000'+).

EDDB/SXF
SCHONEFELD

JEPPESEN
8 DEC 06 (20-3) Eff 21 Dec

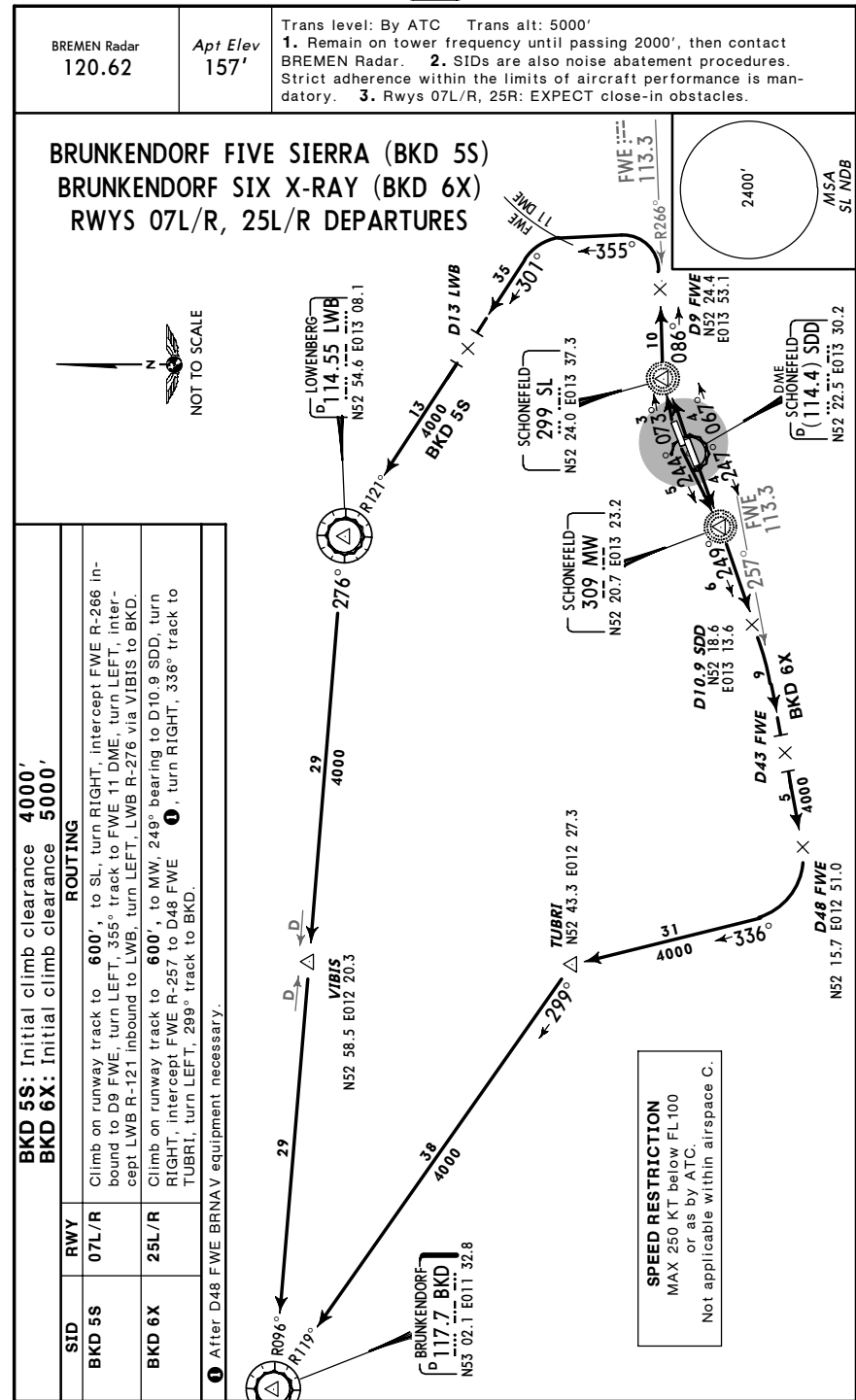
BERLIN, GERMANY
SID



EDDB/SXF
SCHONEFELD

JEPPESEN
8 DEC 06 (20-3A) Eff 21 Dec

BERLIN, GERMANY
SID



EDDB/SXF
SCHONEFELD

JEPPESEN

2 FEB 07 (20-3B) Eff 15 Feb

BERLIN, GERMANY

SID

BREMEN
Radar
120.62

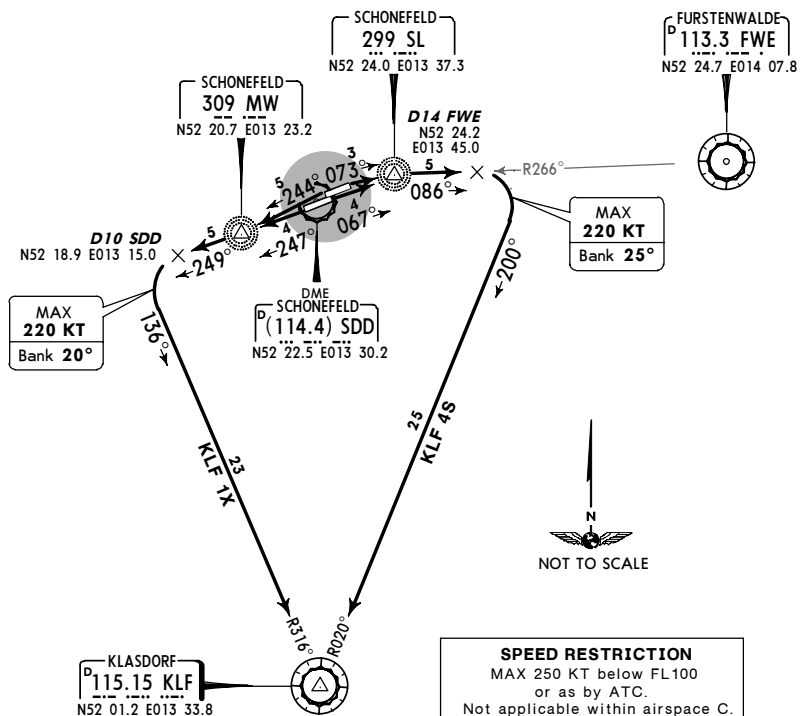
Apt Elev
157'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L/R, 25R: EXPECT close-in obstacles.

2400'

MSA
SL NDB

KLASDORF FOUR SIERRA (KLF 4S)
KLASDORF ONE X-RAY (KLF 1X)
RWYS 07L/R, 25L/R DEPARTURES
ONLY FOR DESTINATION EDDB, EDDI OR EDDT



Initial climb clearance 4000'

SID	RWY	ROUTING
KLF 4S	07L/R	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-266 inbound to D14 FWE, turn RIGHT, intercept KLF R-020 inbound to KLF.
KLF 1X	25L/R	Climb on runway track to 600', to MW, 249° bearing to D10 SDD, turn LEFT, intercept KLF R-316 inbound to KLF.

CHANGES: SID FWE 3X withdrawn; SID KLF 1X established. © JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

EDDB/SXF
SCHONEFELD

JEPPESEN

2 FEB 07 (20-3C) Eff 15 Feb

BERLIN, GERMANY

SID

BREMEN
Radar
120.62

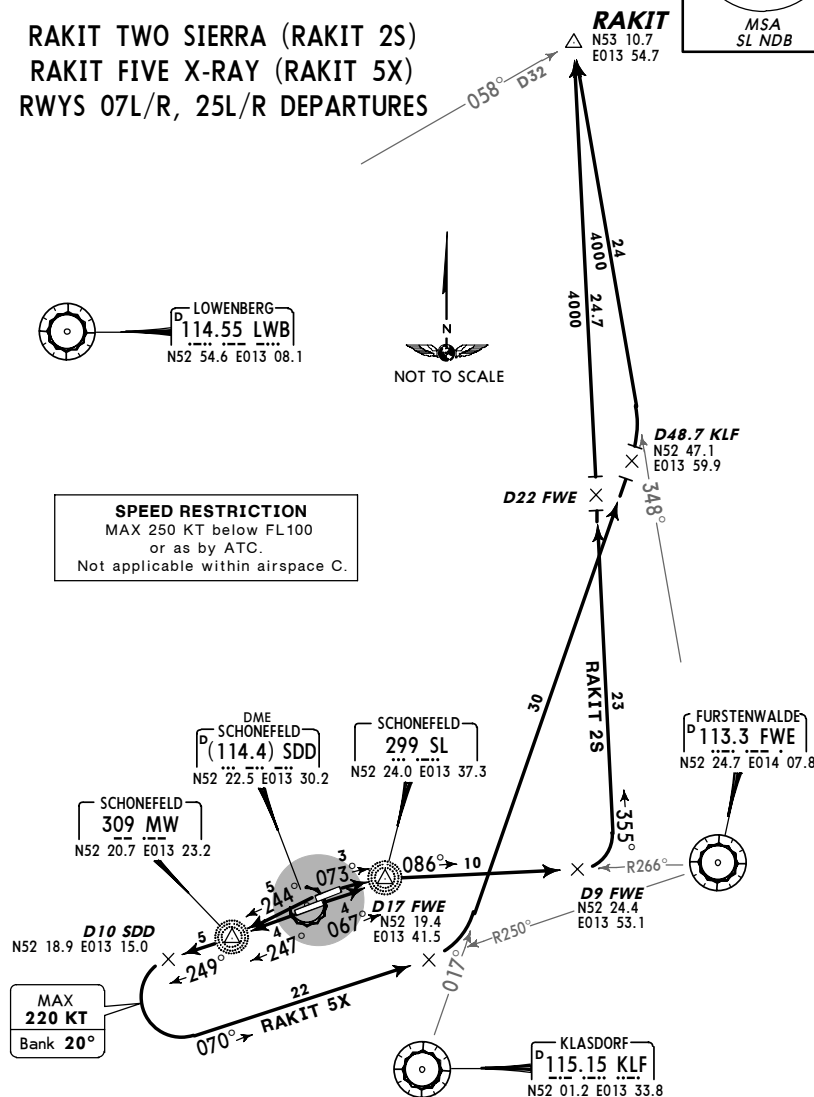
Apt Elev
157'

Trans level: By ATC Trans alt: 5000'
1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L/R, 25R: EXPECT close-in obstacles.

2400'

MSA
SL NDB

RAKIT TWO SIERRA (RAKIT 2S)
RAKIT FIVE X-RAY (RAKIT 5X)
RWYS 07L/R, 25L/R DEPARTURES



Initial climb clearance 4000'

SID	RWY	ROUTING
RAKIT 2S	07L/R	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-266 inbound to D9 FWE, turn LEFT, 355° track to RAKIT.
RAKIT 5X	25L/R	Climb on runway track to 600', to MW, 249° bearing to D10 SDD, turn LEFT, intercept FWE R-250 inbound to D17 FWE, turn LEFT, intercept KLF R-017 to D48.7 KLF, turn LEFT, intercept FWE R-348 to RAKIT.

1 After D9 FWE RNAV equipment necessary.

CHANGES: None.

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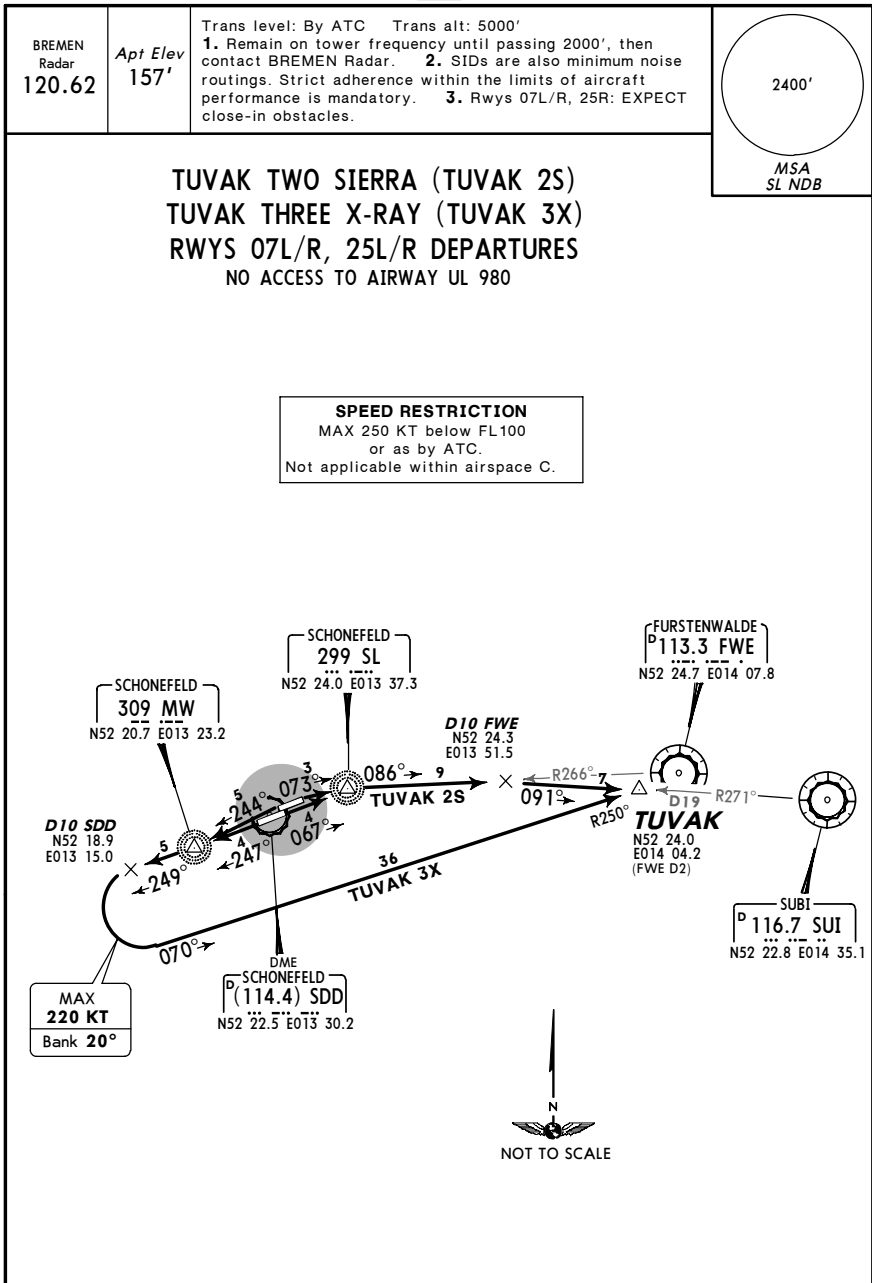
EDDB/SXF
SCHONEFELD

JEPPESEN

8 DEC 06 (20-3D) Eff 21 Dec

BERLIN, GERMANY

SID



Initial climb clearance 4000'		
SID	RWY	ROUTING
TUVAK 2S	07L/R	Climb on runway track to 600', to SL, turn RIGHT, intercept FWE R-266 inbound to D10 FWE, turn RIGHT, intercept SUI R-271 inbound to TUVAK.
TUVAK 3X	25L/R	Climb on runway track to 600', to MW, 249° bearing to D10 SDD, turn LEFT, intercept FWE R-250 inbound to TUVAK.

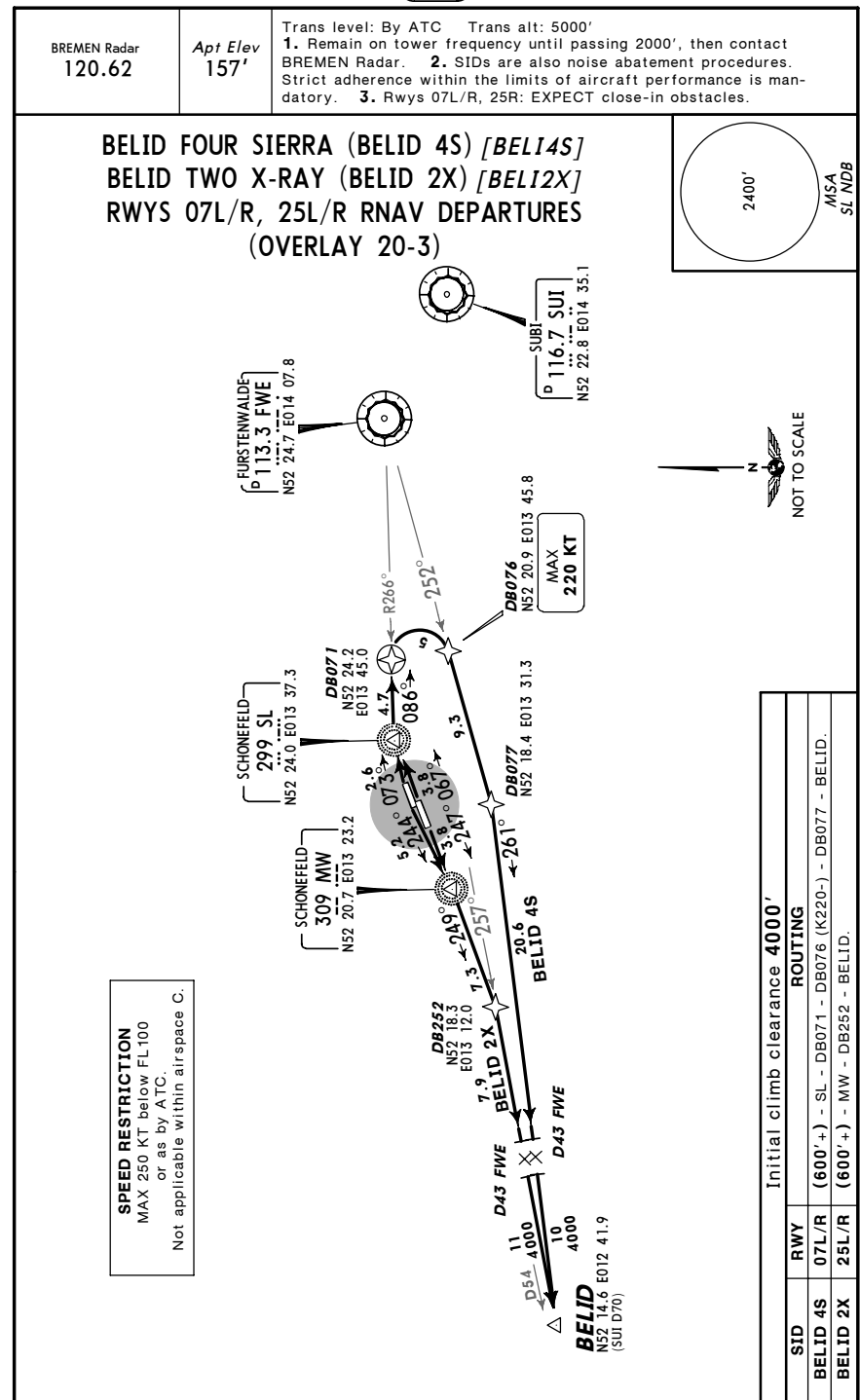
EDDB/SXF
SCHONEFELD

JEPPESEN

8 DEC 06 (20-3E) Eff 21 Dec

BERLIN, GERMANY

RNAV SID (OVERLAY)



EDDB/SXF
SCHONEFELD

JEPPESEN

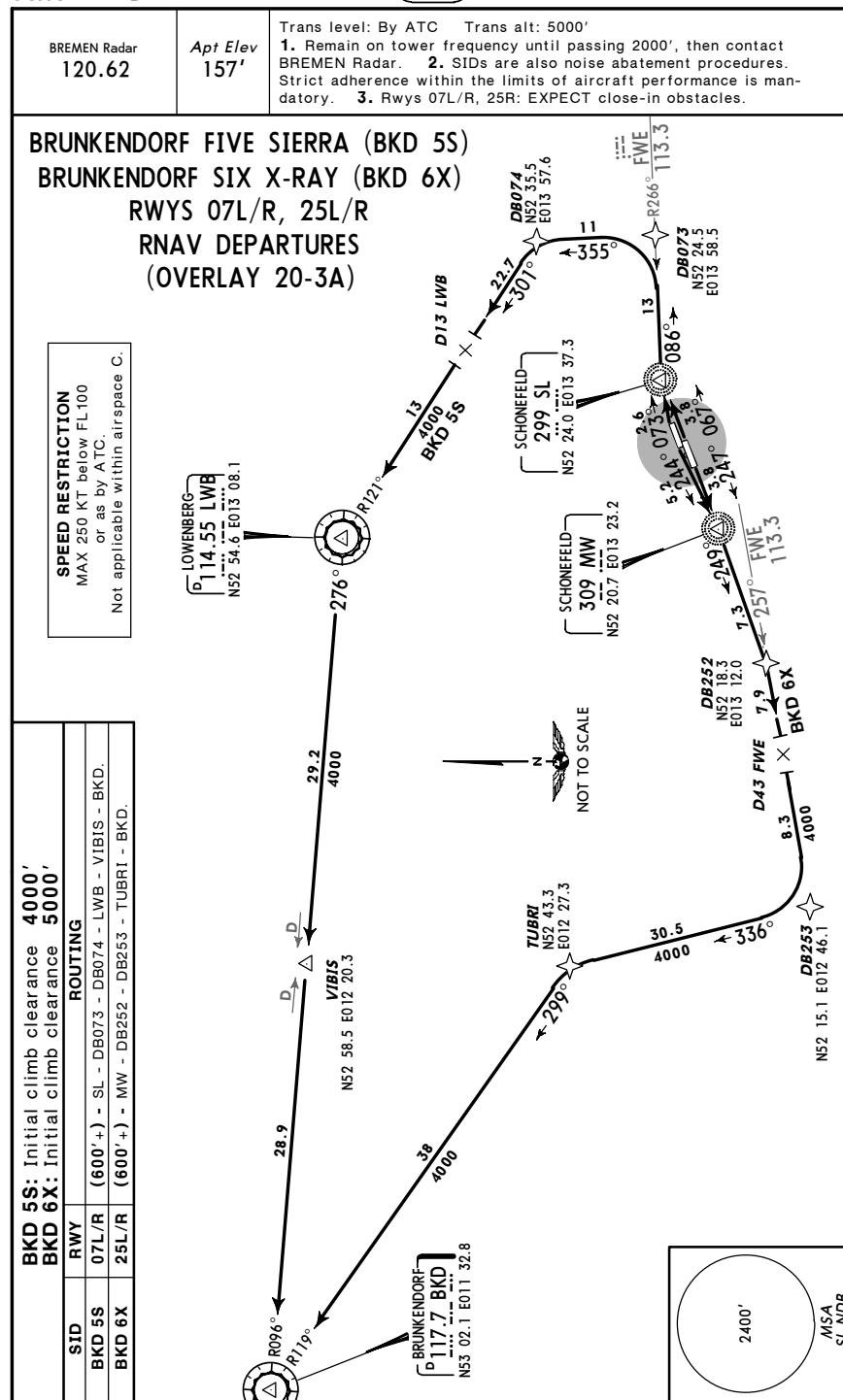
2 FEB 07

(20-3F)

Eff 15 Feb

BERLIN, GERMANY

RNAV SID (OVERLAY)



EDDB/SXF
SCHONEFELD

JEPPESEN

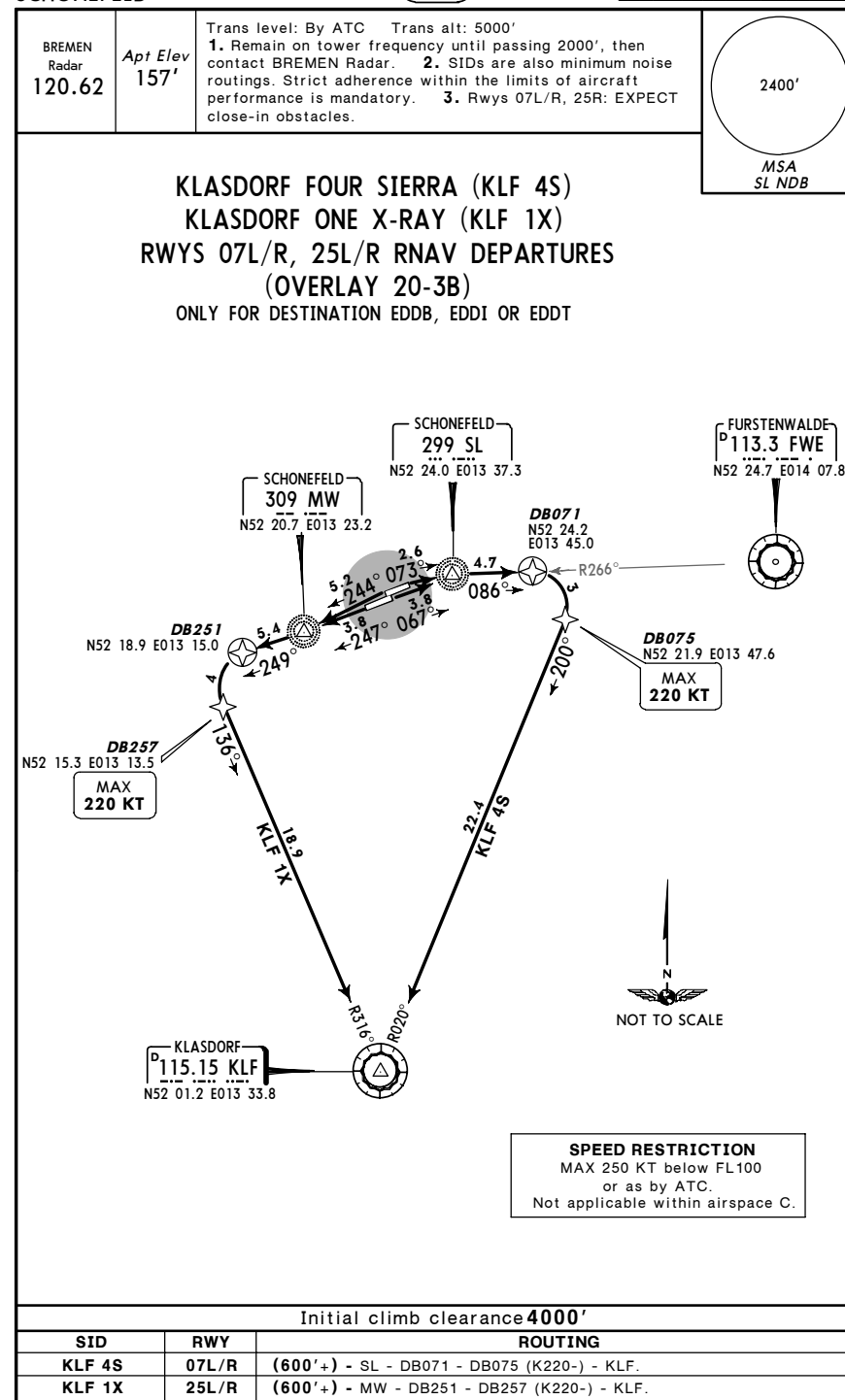
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(20-3G)

Eff 15 Feb

BERLIN, GERMANY

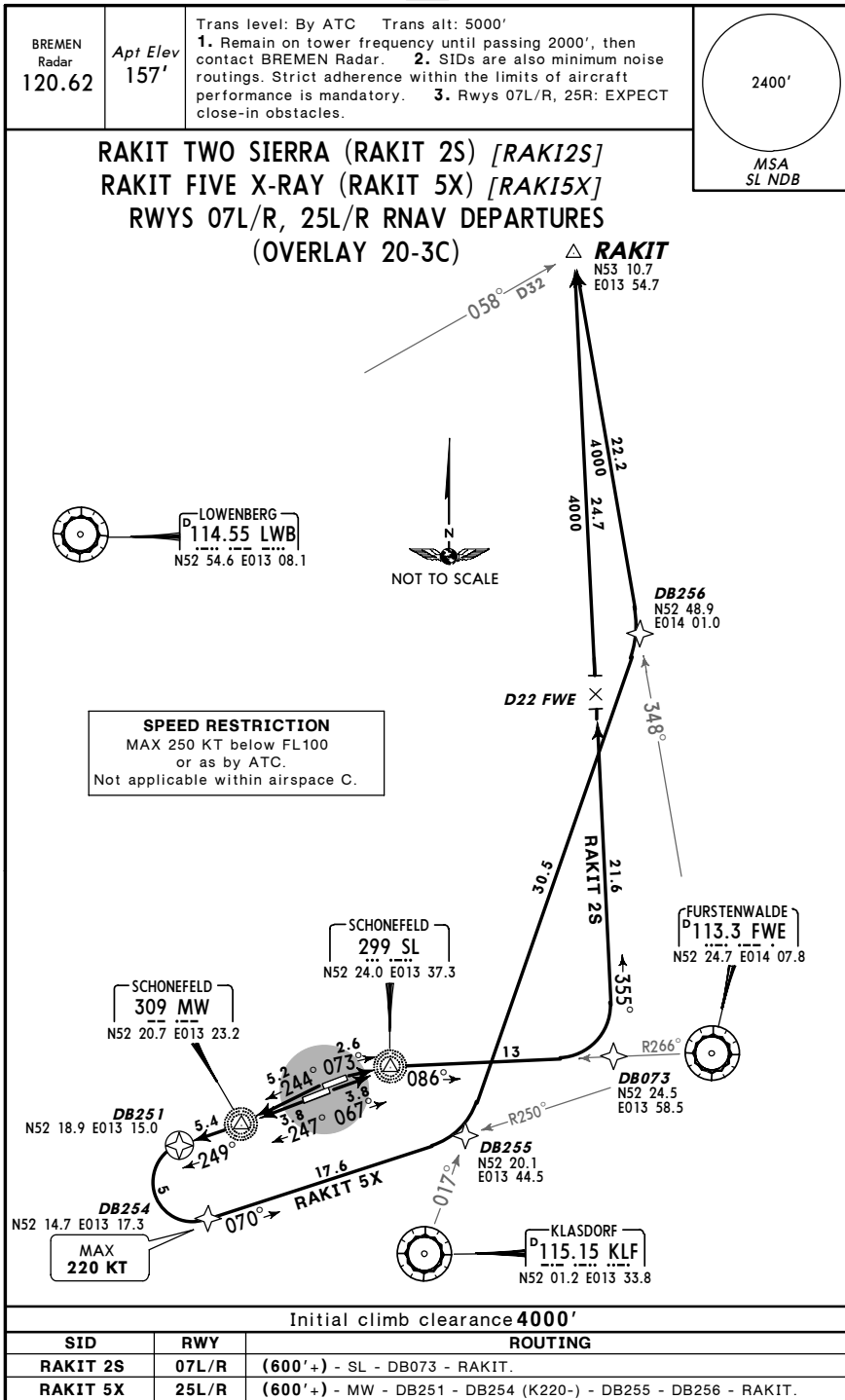
RNAV SID (OVERLAY)



EDDB/SXF
SCHONEFELD

JEPPESEN
8 DEC 06 (20-3H) Eff 21 Dec

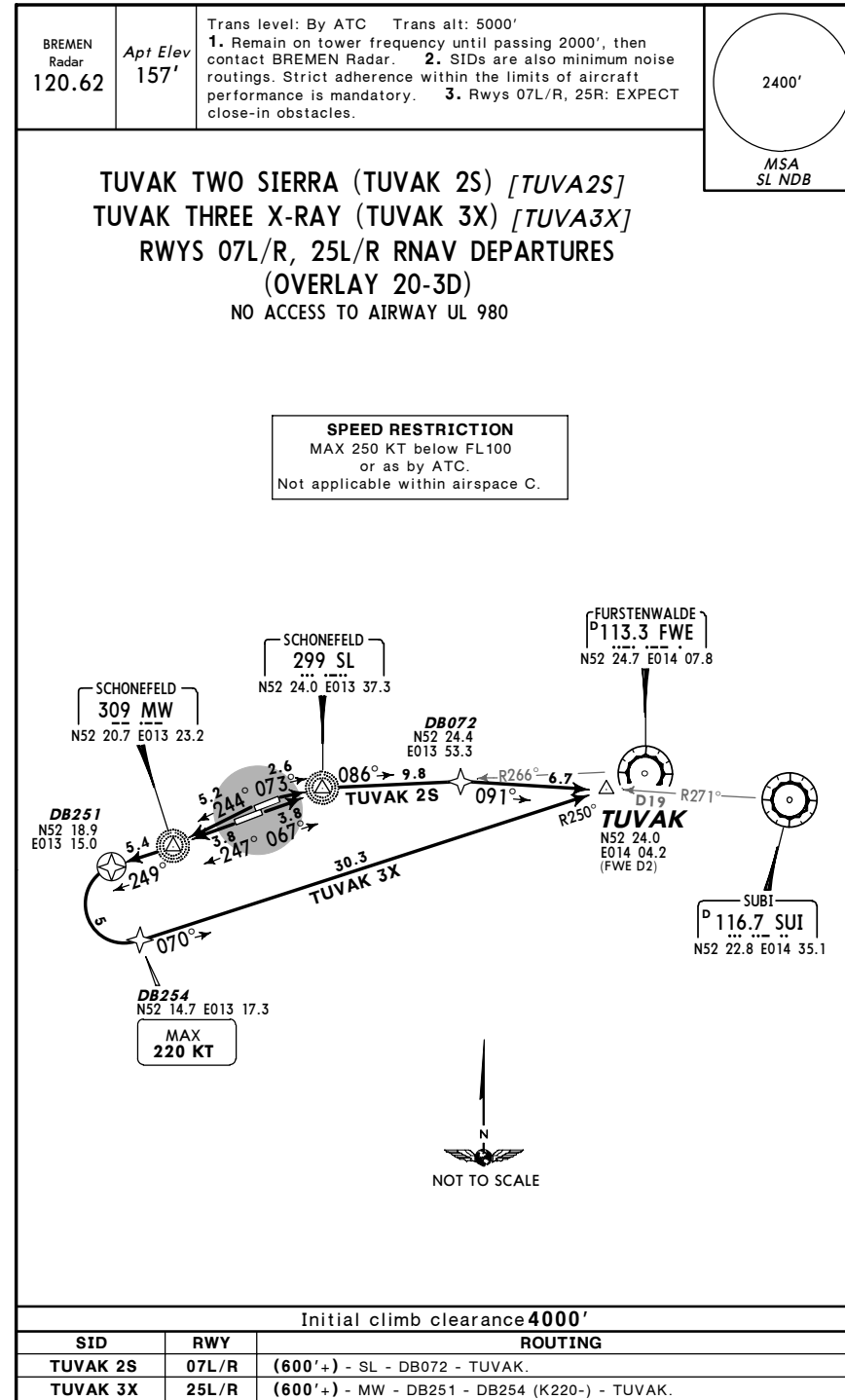
BERLIN, GERMANY
RNAV SID (OVERLAY)



EDDB/SXF
SCHONEFELD

JEPPESEN
8 DEC 06 (20-3J) Eff 21 Dec

BERLIN, GERMANY
RNAV SID (OVERLAY)



EDDB/SXF JEPPESEN BERLIN, GERMANY
SCHONEFELD 29 JUL 05 20-4 NOISE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)
WINTER : LT minus 1 HOUR = UTC (Z)

NIGHT FLYING RESTRICTIONS

Jet aircraft not licensed in accordance with ICAO Annex 16

- Take-offs and landings are not permitted on any runways between 2200 (2150 off blocks)-0600LT.

Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2

- Take-offs and landings are not permitted on runways 07L/25R between 2200 (2150 off blocks)-0600LT and on runways 07R/25L between 2400 (2350 off blocks)-0600LT.
- For delayed take-offs and landings in scheduled air services and scheduled charter services permission for exemption from flying restrictions according runways 07R/25L until 0100LT is considered granted in connection with provably unavoidable delays. The unavoidability of the delays shall be explained to the Aviation Supervision Office of the airport in each individual case and proved.

Jet aircraft licensed in accordance with ICAO Annex 16, Volume 1, Chapter 3

- Take-offs and landings are not permitted on runways 07L/25R between 2200 (2150 off blocks)-0600LT.
- Excluded are take-offs and landings if closure of runway 07R/25L and its taxiways is required in case of:
 1. damage and emergency,
 2. snow removal work,
 3. repair work and
 4. work on technical facilities of the runway, including maintenance of the ILS facility.

Exceptions:

- Landings of aircraft provably approaching the airport as alternate aerodrome for meteorological, technical and other safety reasons.
- Take-offs and landings of aircraft rendering medical assistance or on disasters mission 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
Postfach 20
12508 Berlin - Germany
Tel.: (030) 6091 - 3288 or 3290
Fax: (030) 6091 - 3287

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the Approving Authority. Generally, exceptional permission for night landings during closing times will not be granted by ATC via radio telephony. Accordingly clearances issued by ATC for safety reasons will not necessarily include the decision of the Approving Authority about the admissibility of a night landing. In case of a delayed or premature landing not approved by the Approving Authority, the pilot shall appear at the Aviation Supervision Office immediately after landing in order to justify admissibility of the night landing.

REVERSE THRUST

Reverse thrust other than idle thrust shall only be used between 2200-0600LT as far as necessary for safety reasons.

EDDB/SXF JEPPESEN BERLIN, GERMANY
SCHONEFELD 29 JUL 05 20-4A NOISE

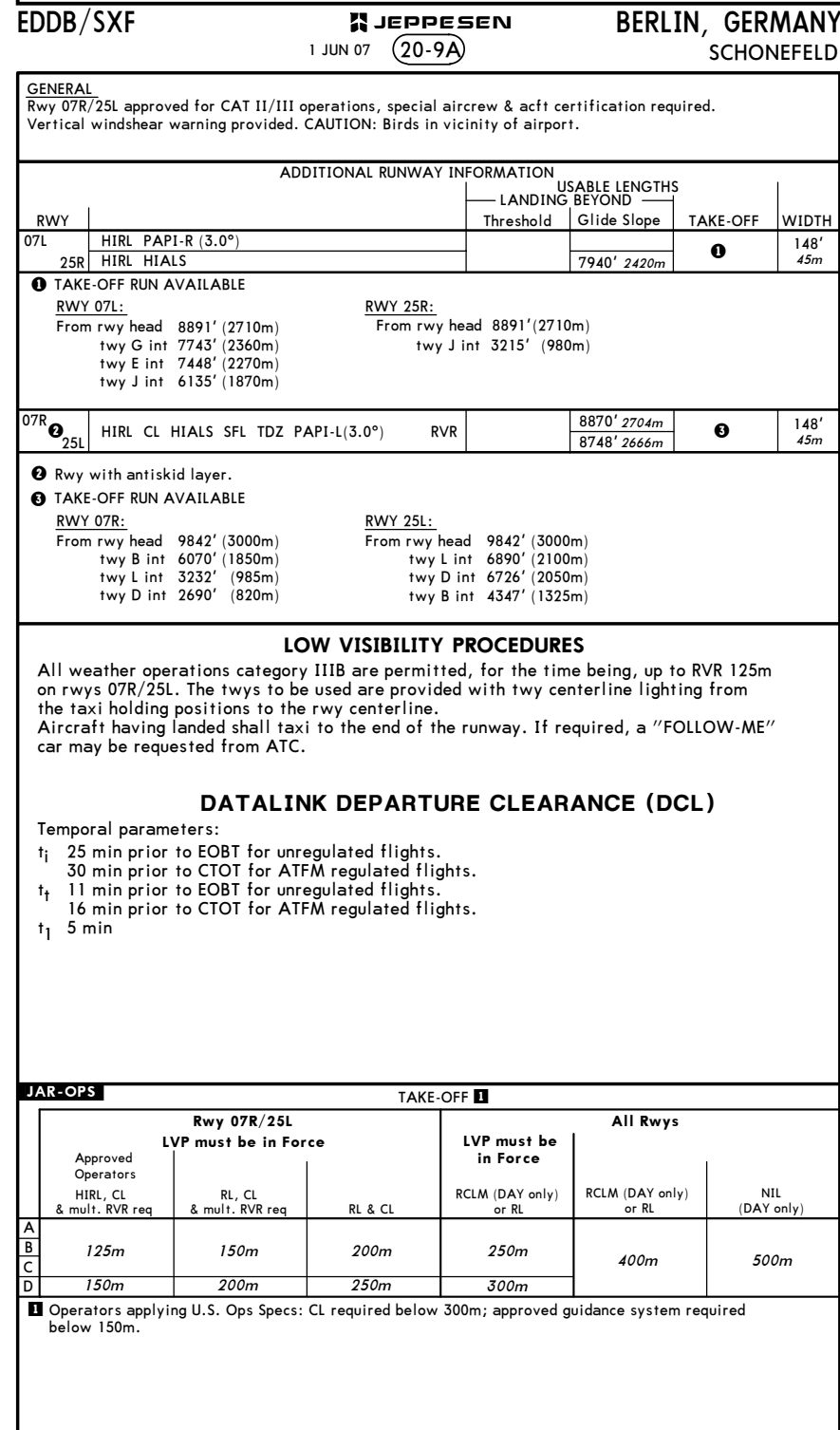
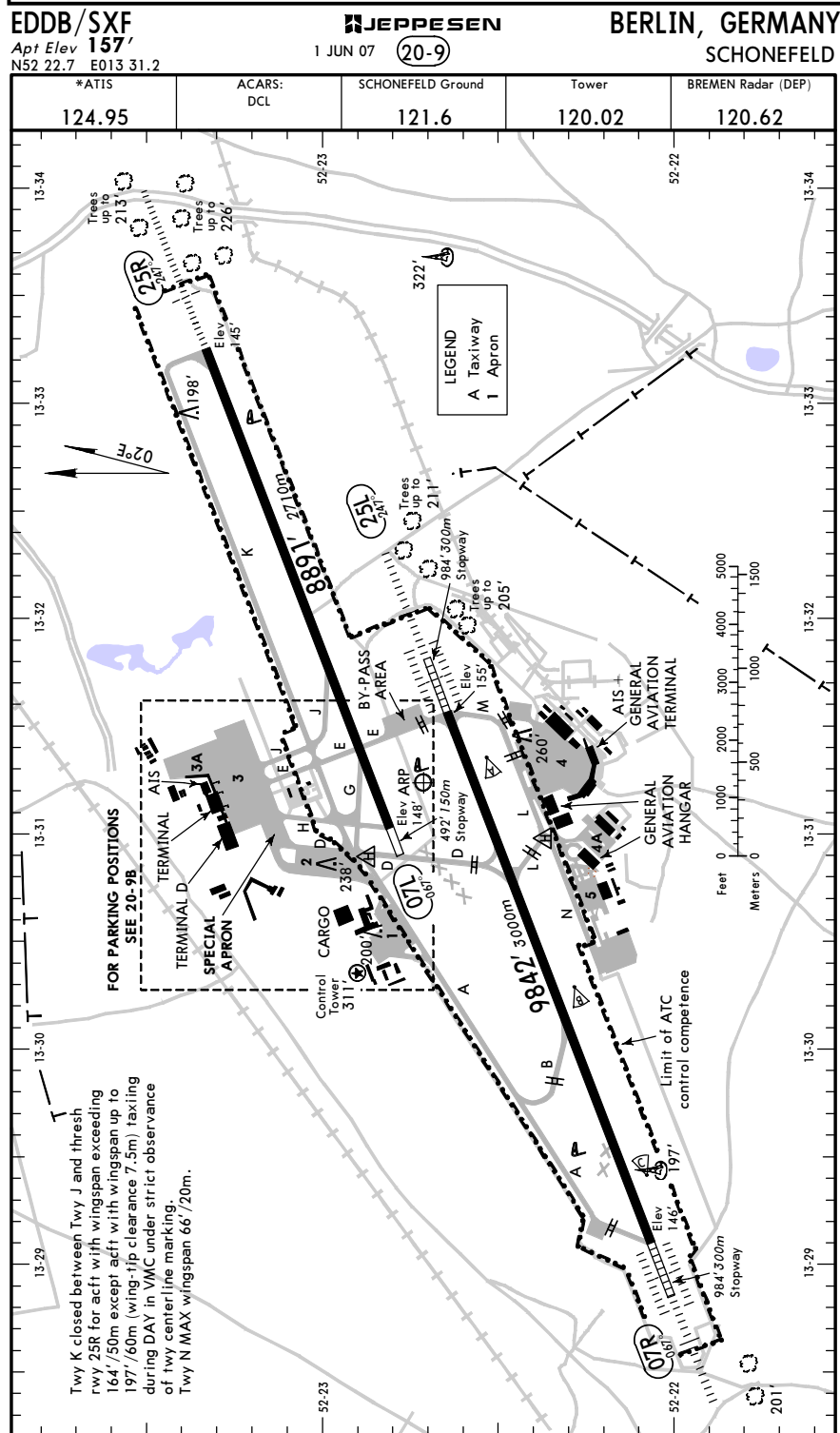
NOISE ABATEMENT

RUN-UP TESTS

Engine test-runs are permitted only on test run areas provided in the airport regulations.

Between 2200-0600LT engine test runs are permitted with permission by the Aviation Supervision Office prior to take-off in the early morning if they are necessary due to repair work on aircraft for safety reasons which can not be postponed.

Idle thrust test runs are excluded from these regulations.



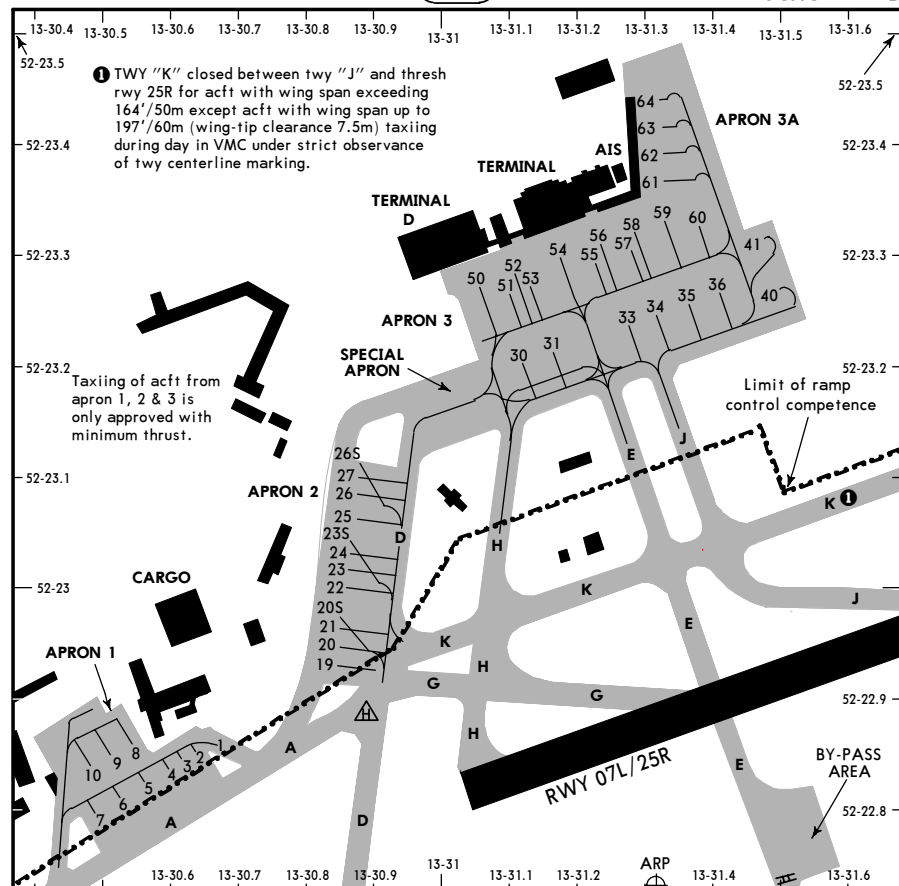
EDDB/SXF

JEPPESEN

24 AUG 07 (20-9B)

BERLIN, GERMANY

SCHONEFELD



INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N52 22.8	E013 30.7	36	N52 23.3	E013 31.4
2 thru 5	N52 22.8	E013 30.6	40, 41	N52 23.3	E013 31.5
6 thru 10	N52 22.8	E013 30.5	50	N52 23.3	E013 31.0
19, 20	N52 22.9	E013 30.8	51 thru 53	N52 23.3	E013 31.1
20S thru 24	N52 23.0	E013 30.8	54 thru 56	N52 23.3	E013 31.2
25	N52 23.1	E013 30.8	57 thru 59	N52 23.3	E013 31.3
26, 26S, 27	N52 23.1	E013 30.9	60	N52 23.3	E013 31.4
30	N52 23.2	E013 31.1	61	N52 23.3	E013 31.3
31	N52 23.2	E013 31.2	62 thru 64	N52 23.4	E013 31.3
33 thru 35	N52 23.2	E013 31.3			

CHANGES: Parking stands. Coordinates.

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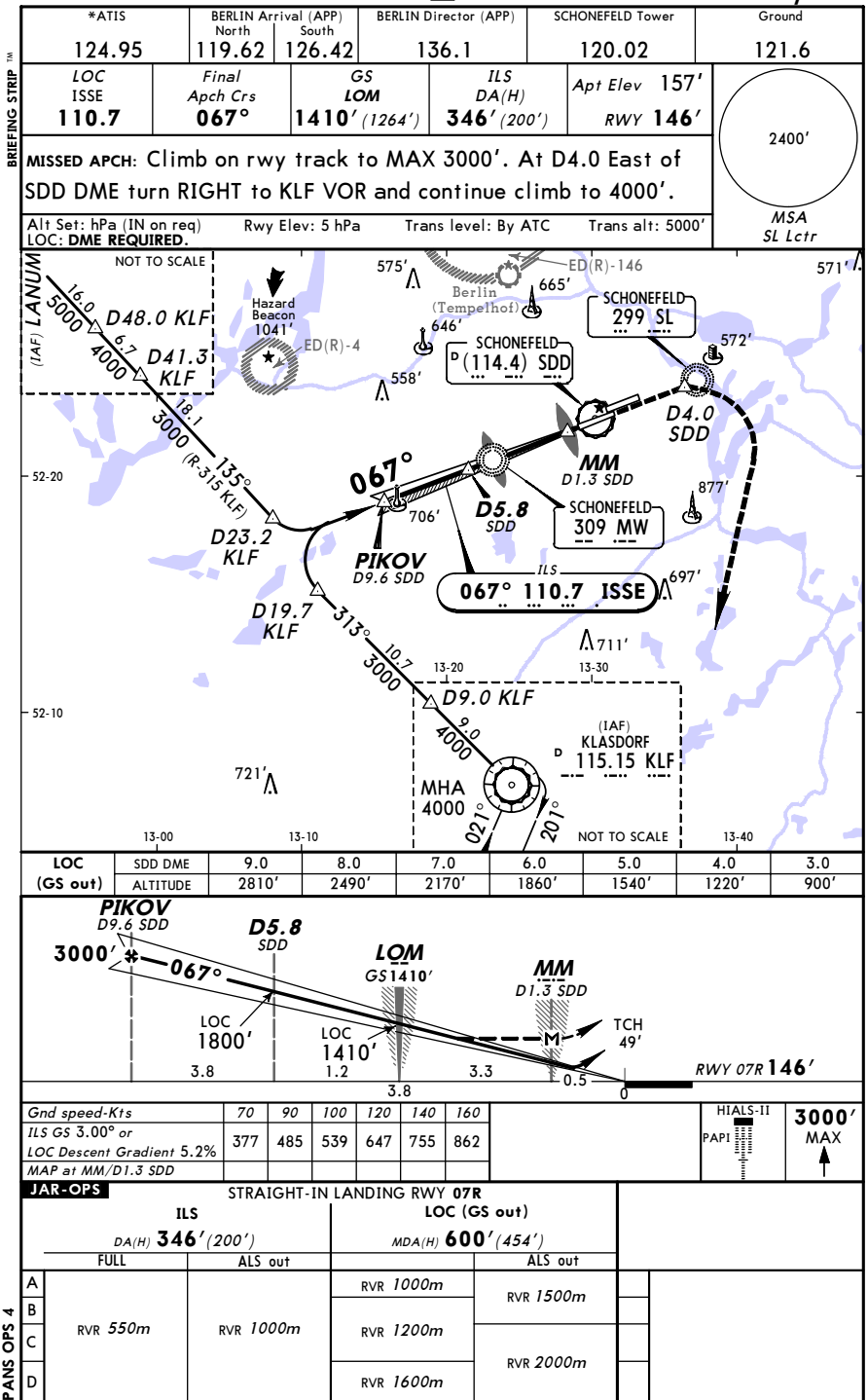
EDDB/SXF
SCHONEFELD

JEPPESEN

13 OCT 06 (21-1)

BERLIN, GERMANY

ILS or LOC Rwy 07R



CHANGES: LANUM arrival.

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EDDB/SXF
SCHONEFELD

JEPPESEN
13 OCT 06 (21-1A)

BERLIN, GERMANY
CAT II ILS Rwy 07R

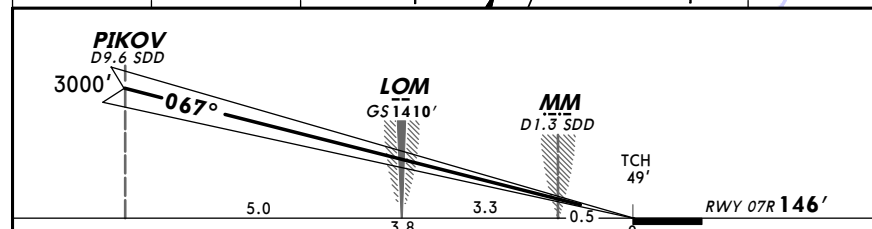
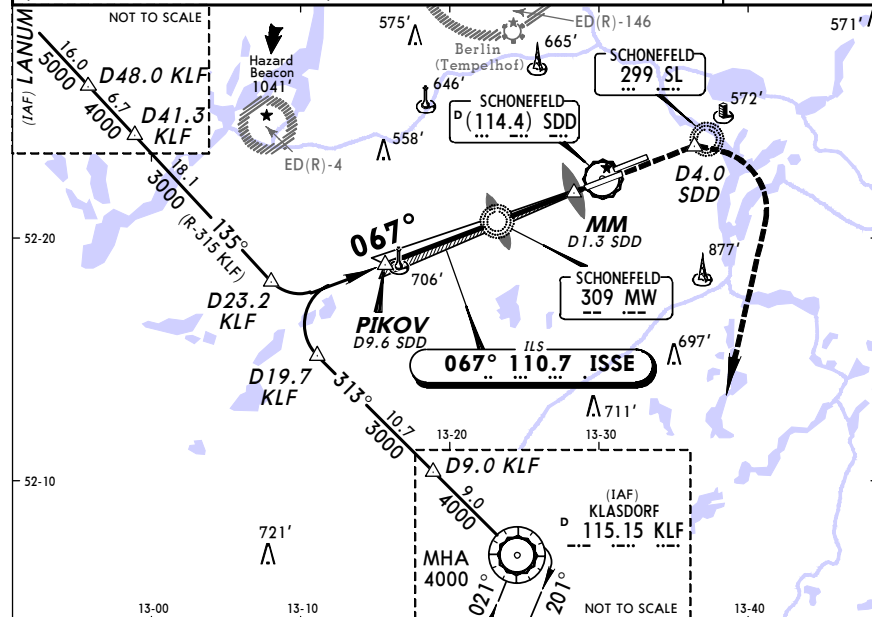
*ATIS	BERLIN Arrival (APP) North	BERLIN Arrival (APP) South	BERLIN Director (APP)	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02	121.6
LOC	Final Aptch Crs	GS LOM	CAT II ILS RA 105' DA(H) 246'(100')	Apt Elev 157' RWY 146'	
ISSE 110.7	067°	1410'(1264')			

MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

Special Aircrew & Acft Certification required.

MSA SL Lctr



Gnd speed-Kts	70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</
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JAR-OPS STRAIGHT-IN LANDING RWY 07R
CAT II ILS
ABCD
RA 105'
DA(H) 246'(100')

RVR 300m

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

CHANGES: LANUM arrival.

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EDDB/SXF
SCHONEFELD

JEPPESEN
1 JUN 07 (21-2) Eff 7 Jun

BERLIN, GERMANY
ILS or LOC Rwy 25L

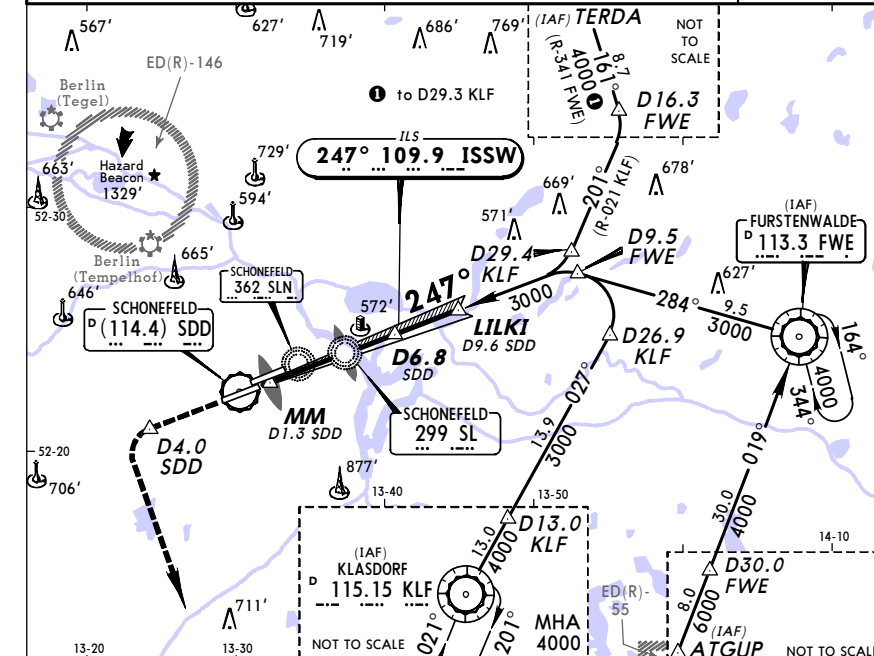
*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02	121.6
LOC	Final Aptch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 157' RWY 155'	
ISSW 109.9	247°	1420'(1265')			

MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.

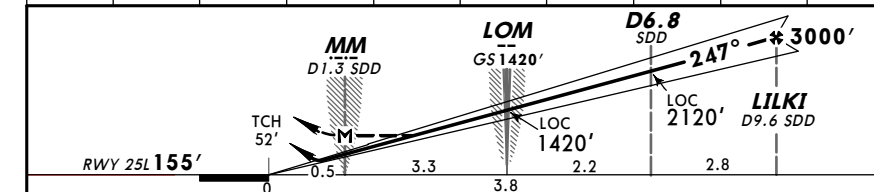
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

LOC: DME REQUIRED.

MSA SL Lctr



LOC (GS out)	SDD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		590'	910'	1230'	1550'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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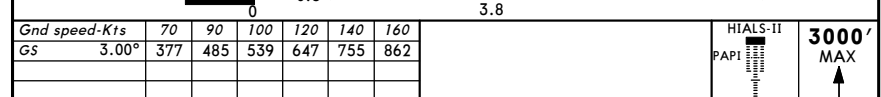
JAR-OPS STRAIGHT-IN LANDING RWY 25L
ILS C: 367'(212')
AB: 355'(200')
DA(H) 246'(100')

A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B	RVR 600m	RVR 1000m	RVR 1000m	RVR 1800m
C	RVR 600m	RVR 1000m	RVR 1000m	RVR 2000m
D	RVR 600m	RVR 1000m	RVR 1000m	RVR 2000m

CHANGES: Communications. ATGUP arrival.

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BERLIN, GERMANY
CAT II ILS Rwy 25L

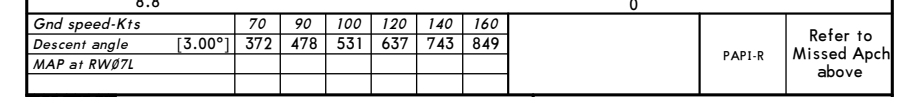


RVR **300m 1**

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

CHANGES: Communications. ATGUP arrival. © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

BERLIN, GERMANY
RNAV (GPS) Rwy 07L



S OPS 4	A	3500m	
	B		
	C		

PAN	D			
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CHANGES: None. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

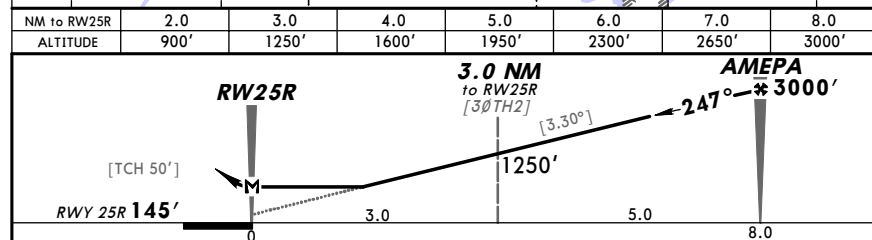
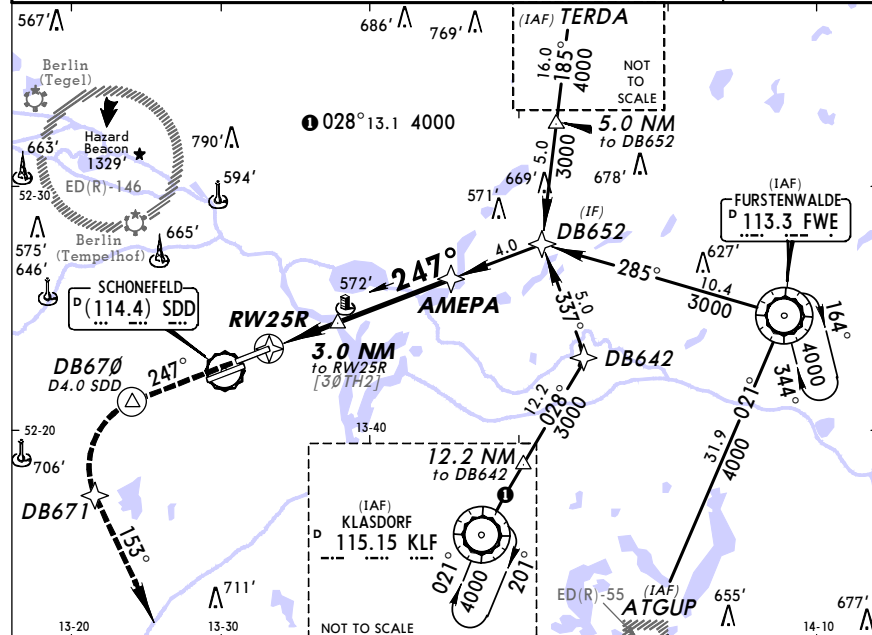
PANS OPS 4

EDDB/SXF
SCHONEFELD

JEPPESSEN
13 OCT 06 (22-2)

BERLIN, GERMANY
RNAV (GPS) Rwy 25R

*ATIS	BERLIN Arrival (APP) North	BERLIN Arrival (APP) South	BERLIN Director (APP)	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02	121.6
RNAV	Final Apc Crs	Minimum Alt AMEPA	MDA(H)	Apt Elev 157'	
	247°	3000' (2855')	560' (415')	RWY 145'	
MISSED APCH: RNAV: Climb on 247° to DB670 to MAX 3000', turn LEFT via DB671 on 153° to KLF VOR continue climb to 4000'. NON-RNAV: Climb on rwy track to MAX 3000', at D4.0 West of SDD DME continue climb to 4000' and turn LEFT to KLF VOR.					2400'
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'					MSA ARP



JAR-OPS	STRAIGHT-IN LANDING RWY 25R
MDA(H) 560' (415')	
ALS out	
A	RVR 900m
B	RVR 1000m
C	RVR 1400m
D	RVR 1800m

JAR-OPS	STRAIGHT-IN LANDING RWY 25R
MDA(H) 560' (415')	
ALS out	
A	RVR 900m
B	RVR 1000m
C	RVR 1400m
D	RVR 1800m

CHANGES: KLF VOR arrival.

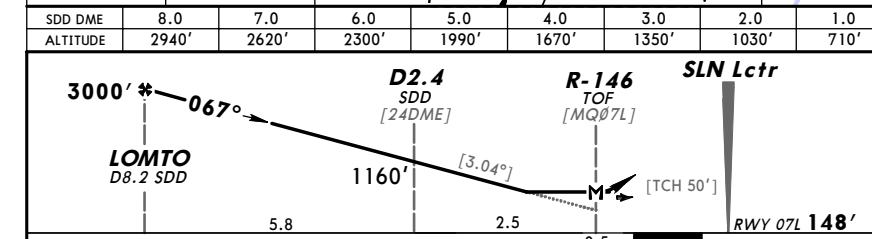
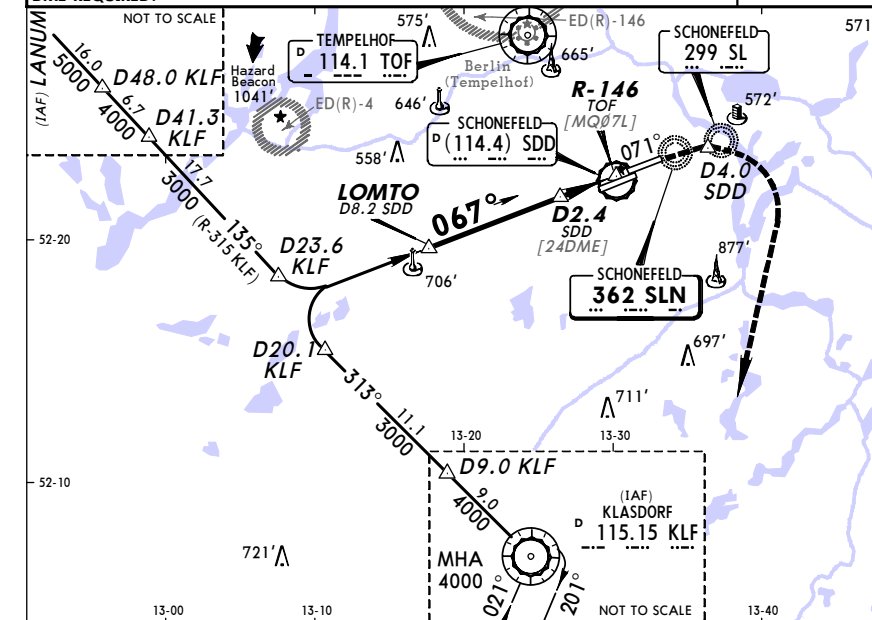
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EDDB/SXF
SCHONEFELD

JEPPESSEN
13 OCT 06 (26-1)

BERLIN, GERMANY
NDB Rwy 07L

*ATIS	BERLIN Arrival (APP) North	BERLIN Arrival (APP) South	BERLIN Director (APP)	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02	121.6
Lctr SLN	Final Apc Crs	Minimum Alt LOMTO	MDA(H)	Apt Elev 157'	
362	067°	3000' (2852')	560' (412')	RWY 148'	
MISSED APCH: Climb on 071° SL Lctr to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.					2400'
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'					MSA SL Lctr



JAR-OPS	STRAIGHT-IN LANDING RWY 07L
MDA(H) 560' (412')	
ALS out	
A	RVR 900m
B	RVR 1000m
C	RVR 1400m
D	RVR 1800m

JAR-OPS	STRAIGHT-IN LANDING RWY 07L
MDA(H) 560' (412')	
ALS out	
A	RVR 900m
B	RVR 1000m
C	RVR 1400m
D	RVR 1800m

CHANGES: LANUM arrival. Note.

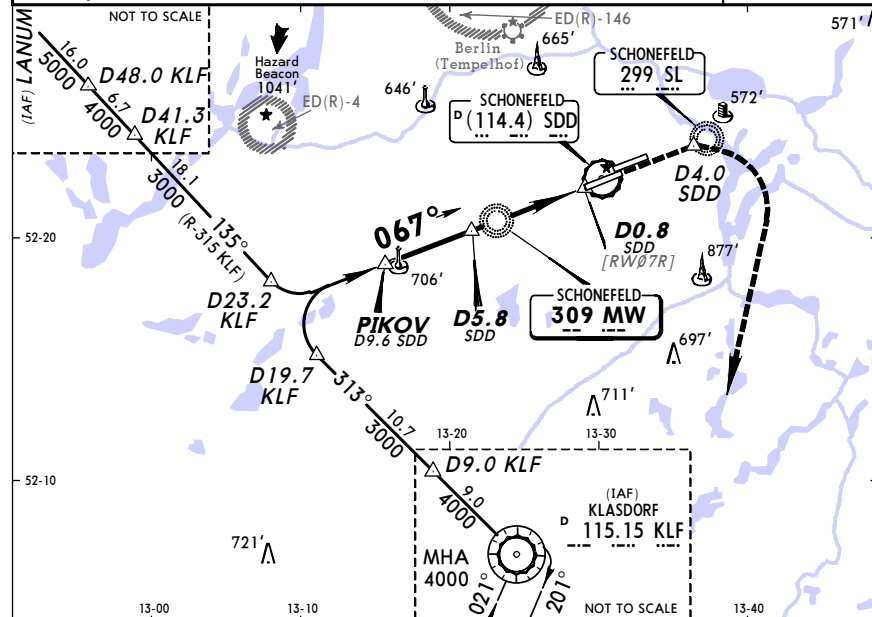
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EDDB/SXF
SCHONEFELD

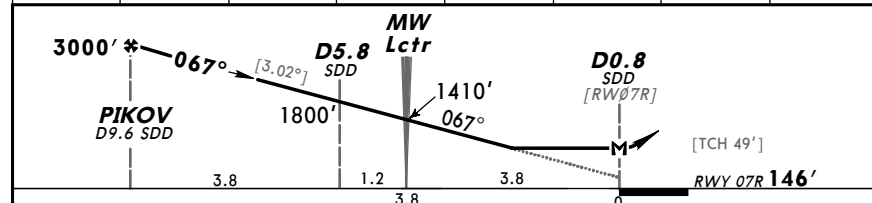
JEPPESEN
1 JUN 07 (26-2) Eff 7 Jun

BERLIN, GERMANY
NDB Rwy 07R

*ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP) North South	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02
121.6				
Lctr MW 309	Final Apch Crs 067°	Minimum Alt PIKOV 3000' (2854')	MDA(H) 600' (454')	Apt Elev 157' RWY 146'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of SDD DME turn RIGHT to KLF VOR and continue climb to 4000'.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				MSA SL Lctr
DME REQUIRED.				



SDD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2810'	2490'	2170'	1860'	1540'	1220'	900'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.28% or	374	481	534	641	748	855
Descent angle [3.02°]						
MAP at D0.8 SDD						

JAR-OPS STRAIGHT-IN LANDING RWY 07R

MDA(H)	600' (454')
ALS out	

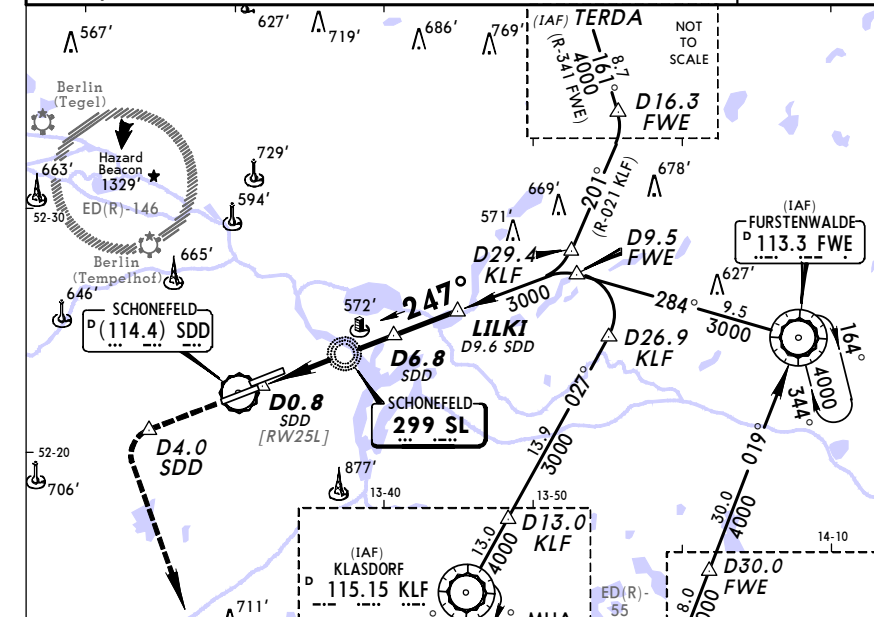
A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1400m	RVR 2000m
D	RVR 1600m	RVR 2000m

EDDB/SXF
SCHONEFELD

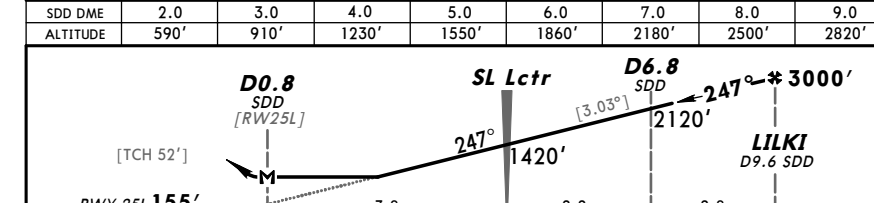
JEPPESEN
1 JUN 07 (26-3) Eff 7 Jun

BERLIN, GERMANY
NDB Rwy 25L

*ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP) North South	SCHONEFELD Tower	Ground
124.95	119.62	126.42	136.1	120.02
121.6				
Lctr SL 299	Final Apch Crs 247°	Minimum Alt LILKI 3000' (2845')	MDA(H) 560' (405')	Apt Elev 157' RWY 155'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of SDD DME turn LEFT to KLF VOR and continue climb to 4000'.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				MSA SL Lctr
DME REQUIRED.				



SDD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	590'	910'	1230'	1550'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.29% or	375	482	536	643	750	858
Descent angle [3.03°]						
MAP at D0.8 SDD						



JAR-OPS STRAIGHT-IN LANDING RWY 25L

MDA(H)	560' (405')
ALS out	

A	RVR 900m	RVR 1500m
B	RVR 1000m	RVR 1800m
C	RVR 1200m	RVR 2000m
D	RVR 1400m	RVR 2000m

BERLIN, GERMANY
NDB Rwy 25R

[illegible]

	0	0.5							HIALS 	3000 MAX 	
Gnd Speed-Kts	70	90	100	120	140	160					
Descent Gradient 5.88% or											
Descent angle 3.37°	417	537	596	716	835	954					
MAP at D2.0 SDD											

PANS OPS 4

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BERLIN, GERMANY
SRE Rwy 07R, 25L

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Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	4000 ↑
Descent Gradient 4.9%	347	447	496	595	695	794		
MAP at THR								

PANS OPS 4

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