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
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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JEPPESEN
JeppView 3.5.2.0

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:

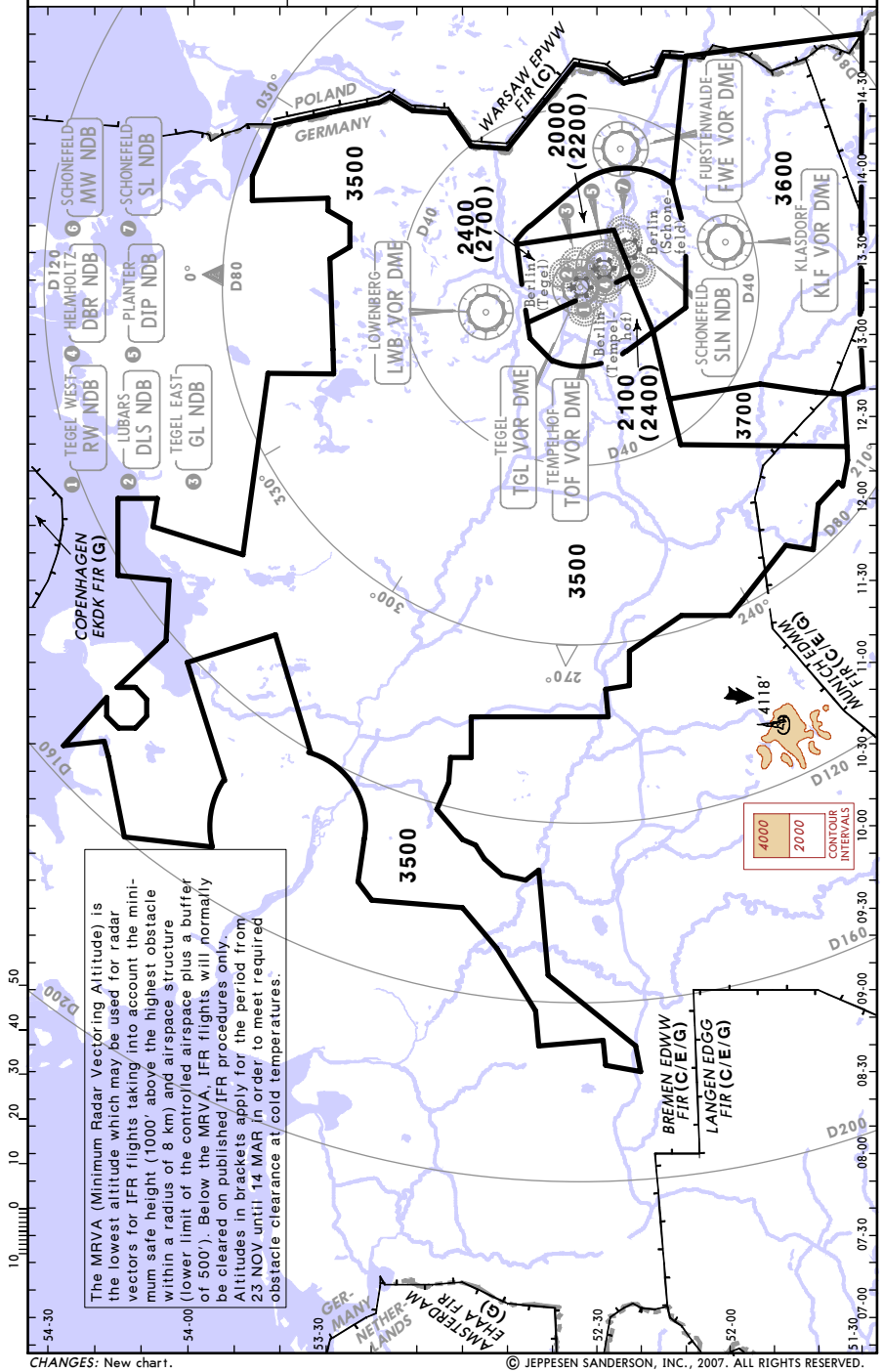
t_i	25 min prior to EOBT for unregulated flights.
	30 min prior to CTOT for ATFM regulated flights.
t_t	11 min prior to EOBT for unregulated flights.
	16 min prior to CTOT for ATFM regulated flights.
t_l	5 min

EDDT/TXL
TEGEL

JEPPESEN
26 JAN 07 (10-1R)

BERLIN, GERMANY
RADAR MINIMUM ALTITUDES

BREMEN Information	Apt Elev	Alt Set: hPa (IN on request)
132.65	122′	Trans level: By ATC Trans alt: 5000′



CHANGES: New chart.

EDDT/TXL
TEGEL

JEPPESEN
9 NOV 07 (10-2) Eff 22 Nov

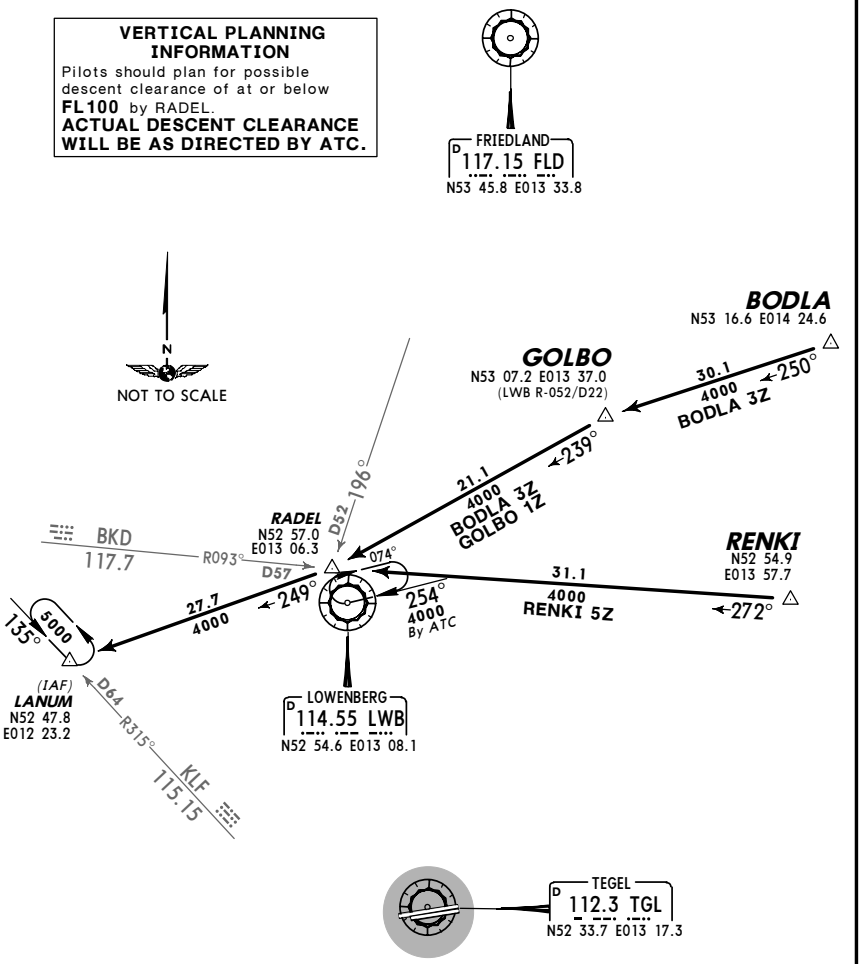
BERLIN, GERMANY
STAR

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

2400′
MSA
TGL VOR

BODLA THREE ZULU (BODLA 3Z) *[BODL3Z]*
GOLBO ONE ZULU (GOLBO 1Z) *[GOLB1Z]*
RENKI FIVE ZULU (RENKI 5Z) *[RENK5Z]*
RWYS 08L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance of at or below **FL100** by RADEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CHANGES: STAR RODEP 3Z withdrawn; STAR GOLBO 1Z estbld.

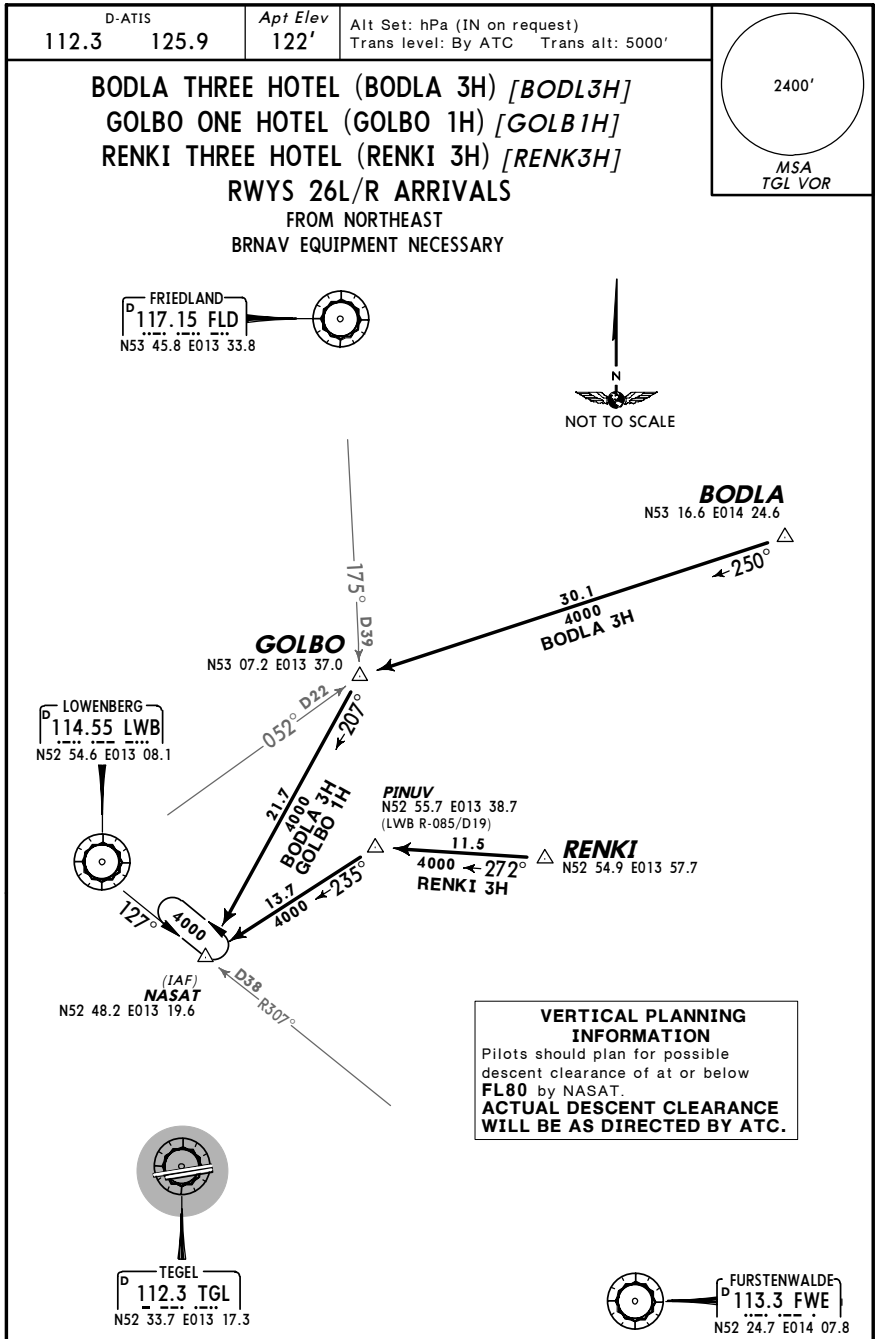
EDDT/TXL
TEGEL

JEPPESEN
9 NOV 07 (10-2A) Eff 22 Nov

BERLIN, GERMANY
STAR

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

BODLA THREE HOTEL (BODLA 3H) *[BODL3H]*
GOLBO ONE HOTEL (GOLBO 1H) *[GOLB1H]*
RENKI THREE HOTEL (RENKI 3H) *[RENK3H]*
RWYS 26L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY



CHANGES: STAR RODEP 3H withdrawn; STAR GOLBO 1H estbld.

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JeppView 3.5.2.0

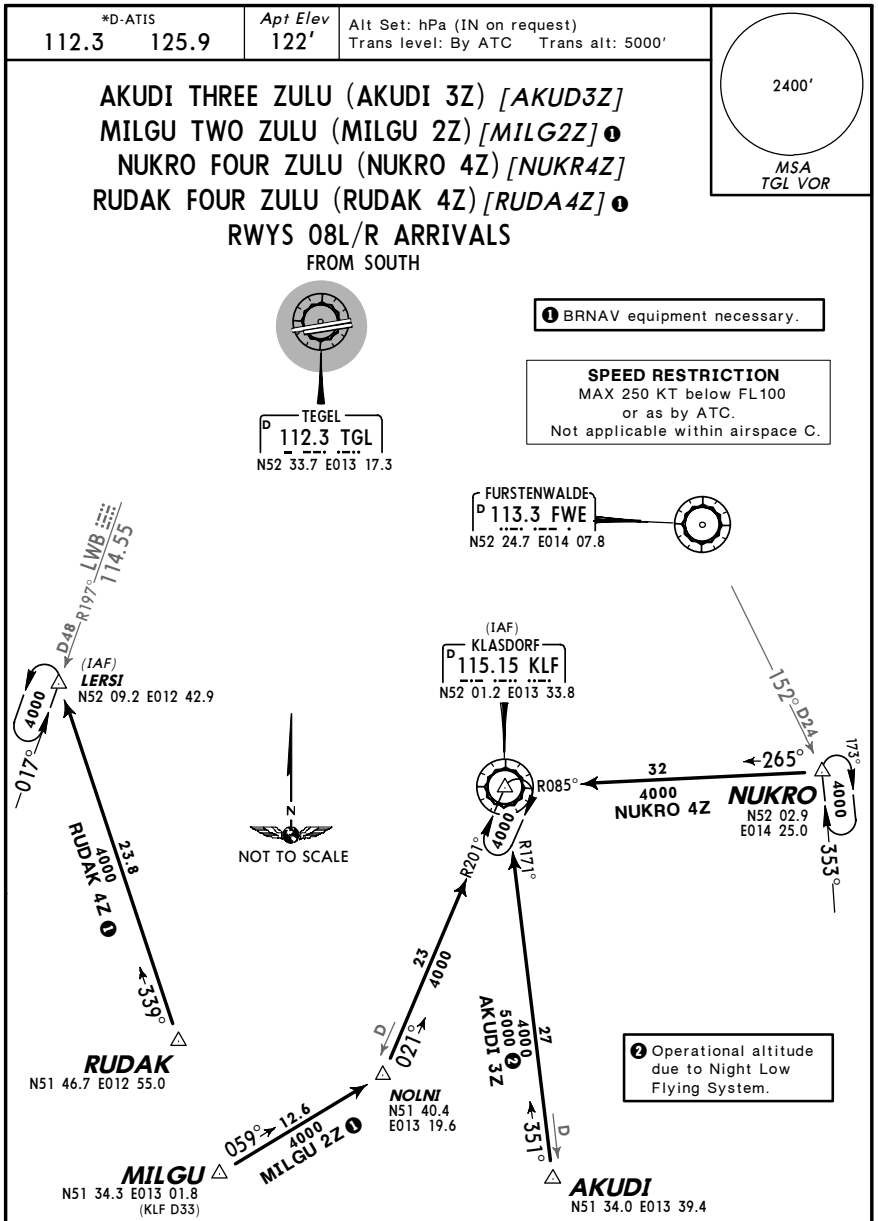
EDDT/TXL
TEGEL

JEPPESEN
1 JUN 07 (10-2B) Eff 7 Jun

BERLIN, GERMANY
STAR

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

AKUDI THREE ZULU (AKUDI 3Z) *[AKUD3Z]*
MILGU TWO ZULU (MILGU 2Z) *[MILG2Z]* ❶
NUKRO FOUR ZULU (NUKRO 4Z) *[NUKR4Z]*
RUDAK FOUR ZULU (RUDAK 4Z) *[RUDA4Z]* ❶
RWYS 08L/R ARRIVALS
FROM SOUTH



CHANGES: STARs MILGU 1Z, RUDAK 3Z renumb 2Z, 4Z & revised.

EDDT/TXL
TEGEL

JEPPESEN
1 JUN 07 (10-2C) Eff 7 Jun

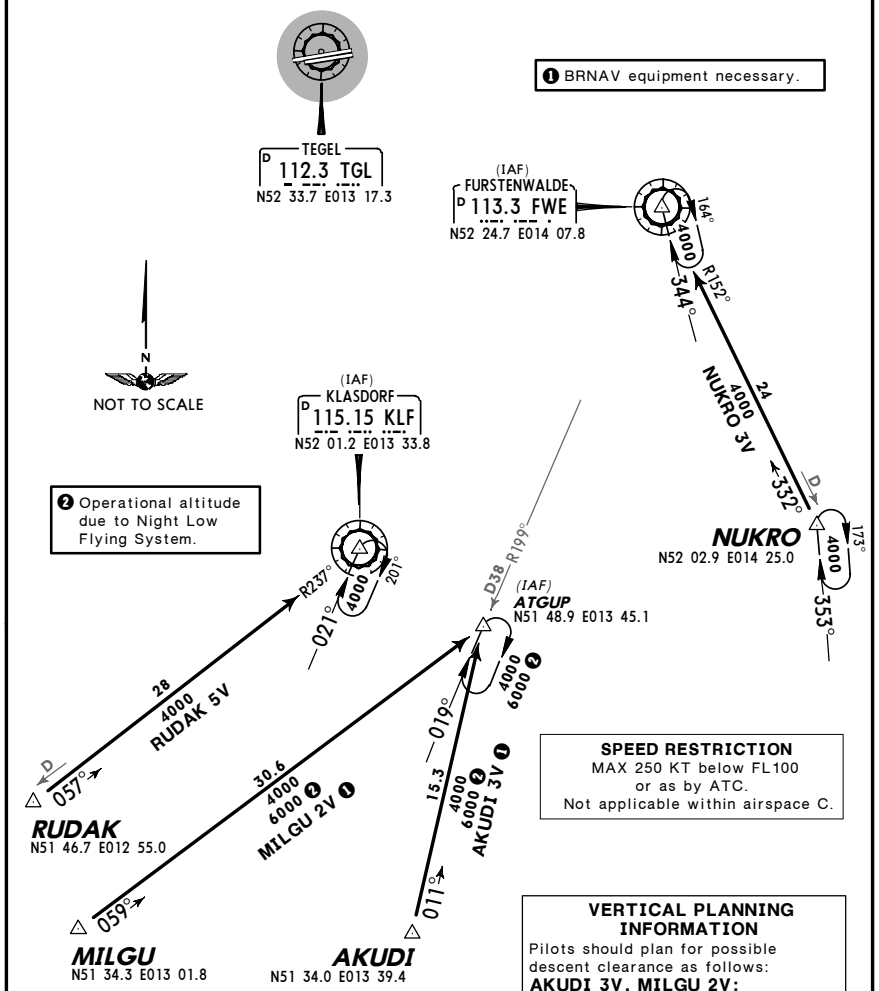
BERLIN, GERMANY
STAR

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

2400′
MSA
TGL VOR

AKUDI THREE VICTOR (AKUDI 3V) *[AKUD3V]* ❶
MILGU TWO VICTOR (MILGU 2V) *[MILG2V]* ❶
NUKRO THREE VICTOR (NUKRO 3V) *[NUKR3V]*
RUDAK FIVE VICTOR (RUDAK 5V) *[RUDA5V]*
RWYS 26L/R ARRIVALS
FROM SOUTH

❶ BRNAV equipment necessary.



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

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
AKUDI 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:
at or below **FL120** by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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EDDT/TXL
TEGEL

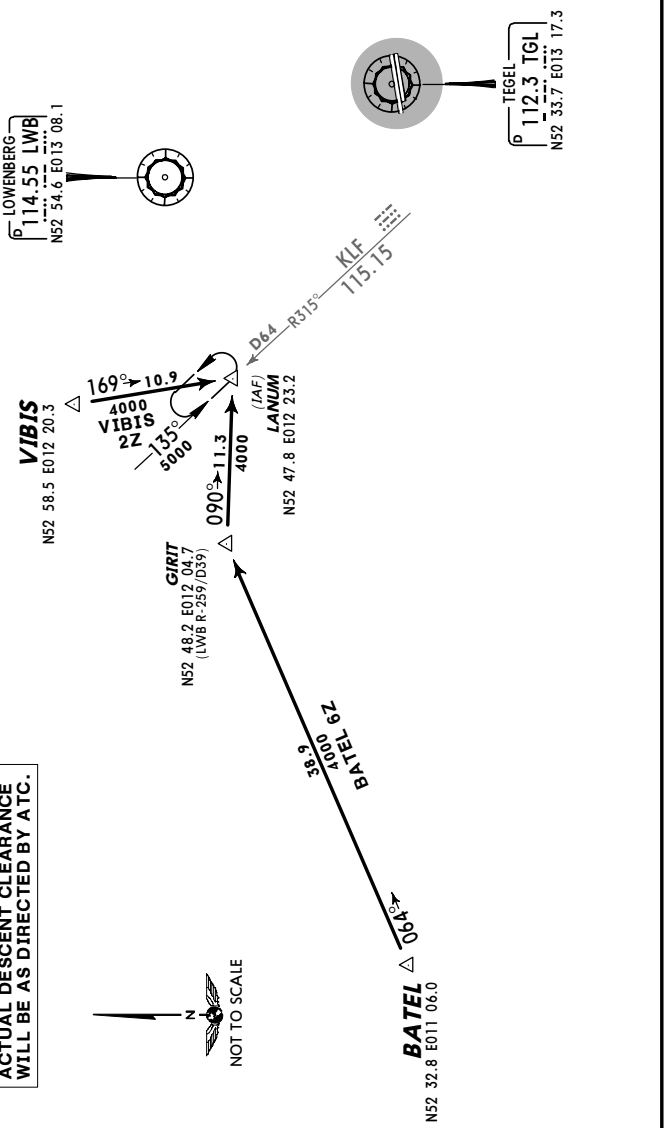
JEPPESEN
21 SEP 07 (10-2D) Eff 27 Sep

BERLIN, GERMANY
STAR

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

2400′
MSA
TGL VOR

BATEL SIX ZULU (BATEL 6Z) *[BATE6Z]*
VIBIS TWO ZULU (VIBIS 2Z) *[VIBI2Z]*
RWYS 08L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY



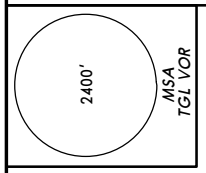
VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance of at or below **FL100** by LANUM.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

EDDT/TXL
TEGEL

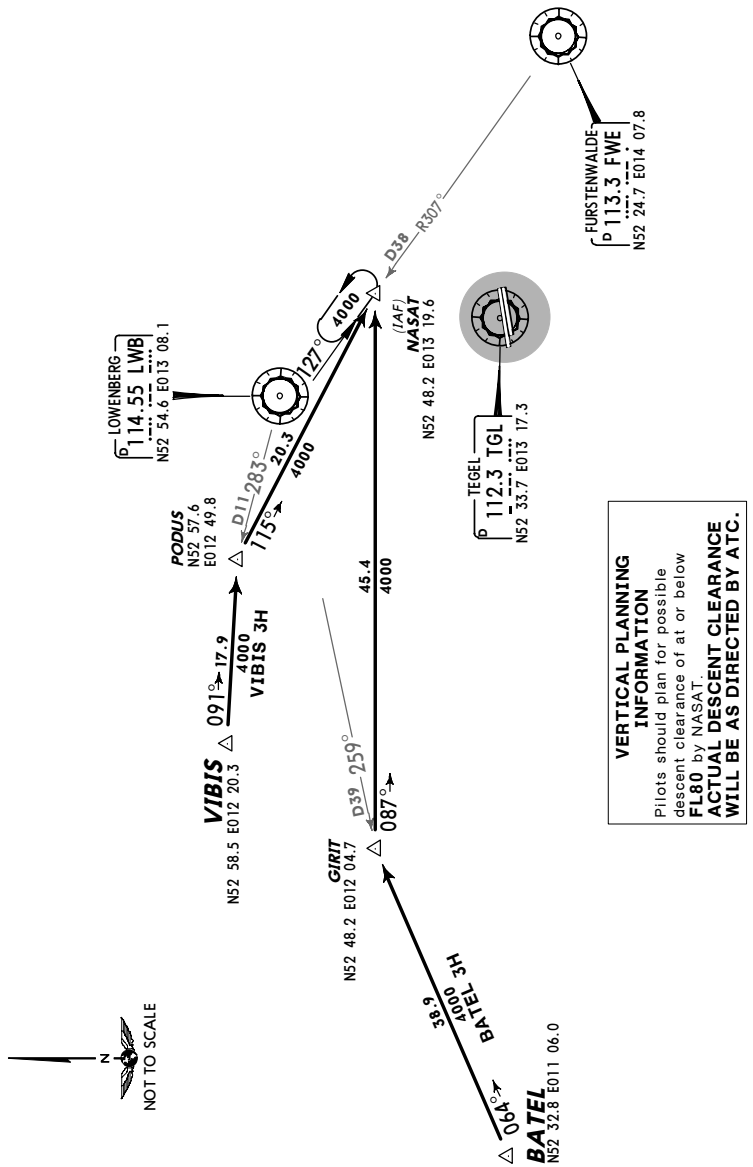
JEPPESEN
21 SEP 07 (10-2E) Eff 27 Sep

BERLIN, GERMANY
STAR

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



BATEL THREE HOTEL (BATEL 3H) *[BATE3H]*
VIBIS THREE HOTEL (VIBIS 3H) *[VIBI3H]*
RWYS 26L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY



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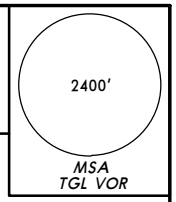
JeppView 3.5.2.0

EDDT/TXL
TEGEL

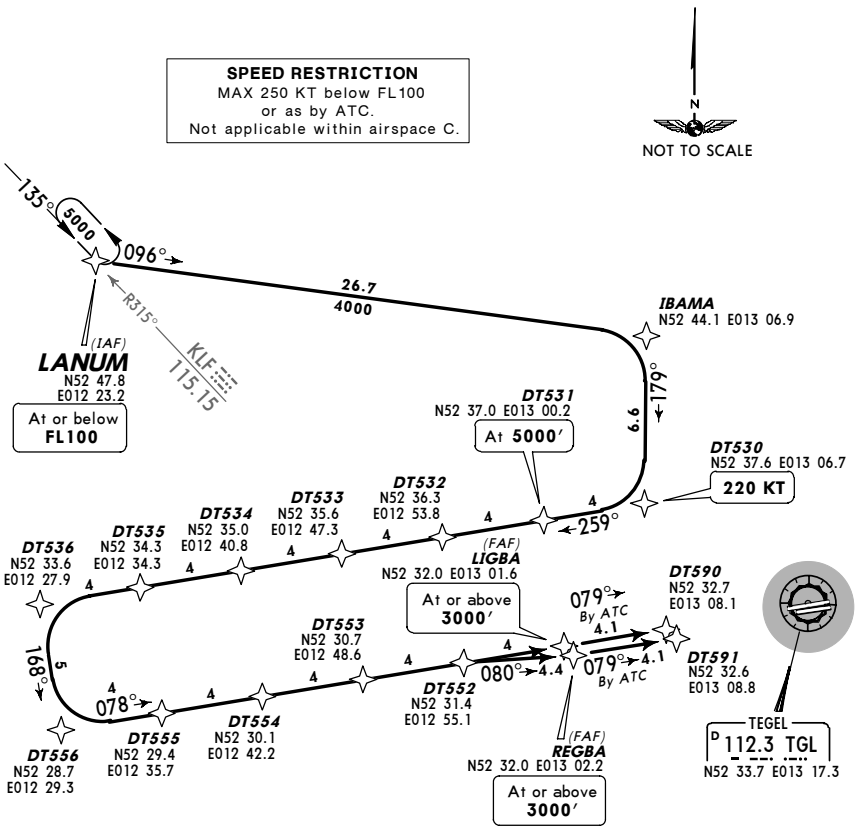
JEPPESEN
10 NOV 06 (10-2F) Eff 23 Nov

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
112.3 125.9	122′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ **1.** On downwind expect vectors to final. **2.** Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



LANUM Ø8L *[LAØ8L]*, LANUM Ø8R *[LAØ8R]*
RWYS 08L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTH



TRANSITION	ROUTING
LANUM Ø8L	LANUM **(FL100-) -** IBAMA - DT530 (K220) - DT531 **(5000′) -** DT536 - DT556 - LIGBA **(3000′+).**
LANUM Ø8R	LANUM **(FL100-) -** IBAMA - DT530 (K220) - DT531 **(5000′) -** DT536 - DT556 - DT552 - REGBA **(3000′+).**

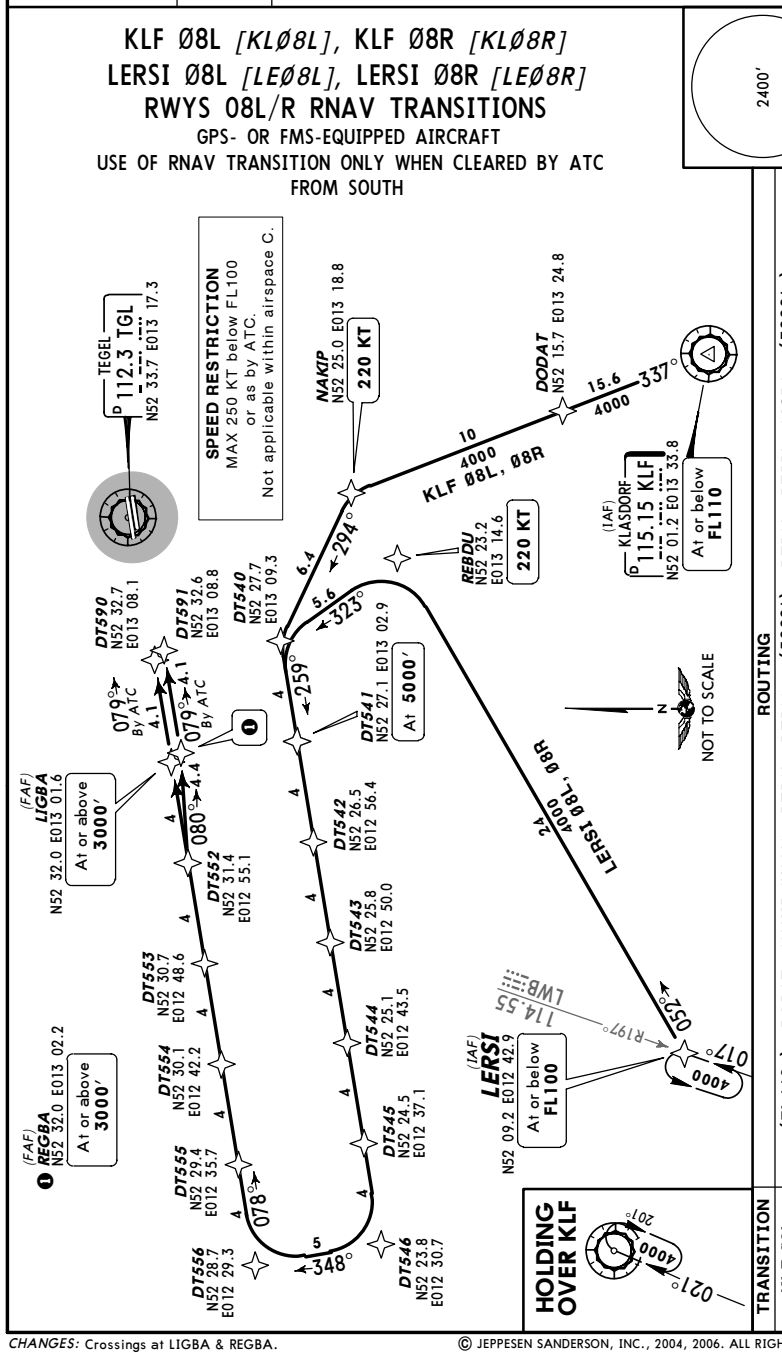
EDDT/TXL
TEGEL

JEPPESEN
10 NOV 06 (10-2G) Eff 23 Nov

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
112.3 125.9	122′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ **1.** On downwind expect vectors to final. **2.** Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

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



TRANSITION	ROUTING
KLF Ø8L	KLF **(FL110-)** - DODAT - NAKIP (K220) - DT540 - DT541 **(5000′)** - DT546 - DT556 - LIGBA **(3000′+).**
KLF Ø8R	KLF **(FL110-)** - DODAT - NAKIP (K220) - DT540 - DT541 **(5000′)** - DT546 - DT556 - DT552 - REGBA **(3000′+).**
LERSI Ø8L	LERSI **(FL100-)** - REBDU (K220) - DT540 - DT541 **(5000′)** - DT546 - DT556 - LIGBA **(3000′+).**
LERSI Ø8R	LERSI **(FL100-)** - REBDU (K220) - DT540 - DT541 **(5000′)** - DT546 - DT556 - DT552 - REGBA **(3000′+).**

CHANGES: Crossings at LIGBA & REGBA.

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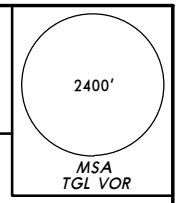
JeppView 3.5.2.0

EDDT/TXL
TEGEL

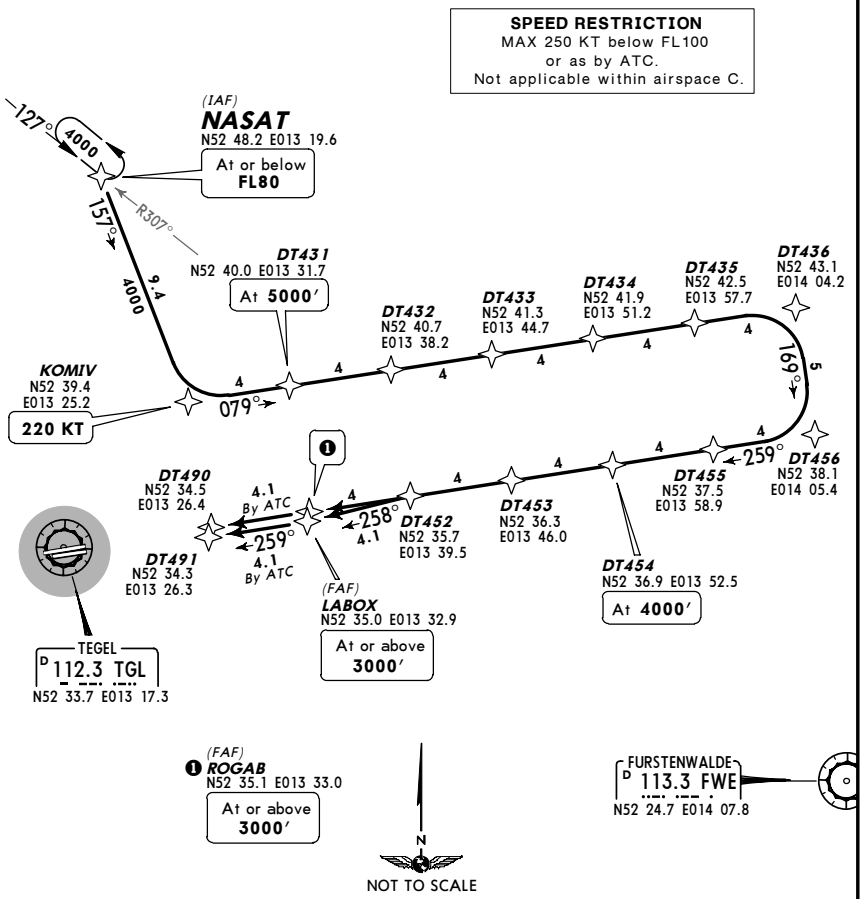
JEPPESEN
1 JUN 07 (10-2H) Eff 7 Jun

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
112.3 125.9	122′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ **1.** On downwind expect vectors to final. **2.** Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



NASAT 26L *[NA26L]*, NASAT 26R *[NA26R]*
RWYS 26L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTH



TRANSITION	ROUTING
NASAT 26L	NASAT **(FL80-)** - KOMIV (K220) - DT431 **(5000′)** - DT436 - DT456 - DT454 **(4000′)** - DT452 - LABOX **(3000′+).**
NASAT 26R	NASAT **(FL80-)** - KOMIV (K220) - DT431 **(5000′)** - DT436 - DT456 - DT454 **(4000′)** - ROGAB **(3000′+).**

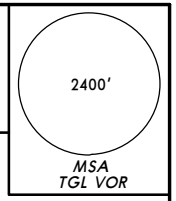
CHANGES: None.

EDDT/TXL
TEGEL

JEPPESEN
1 JUN 07 (10-2J) Eff 7 Jun

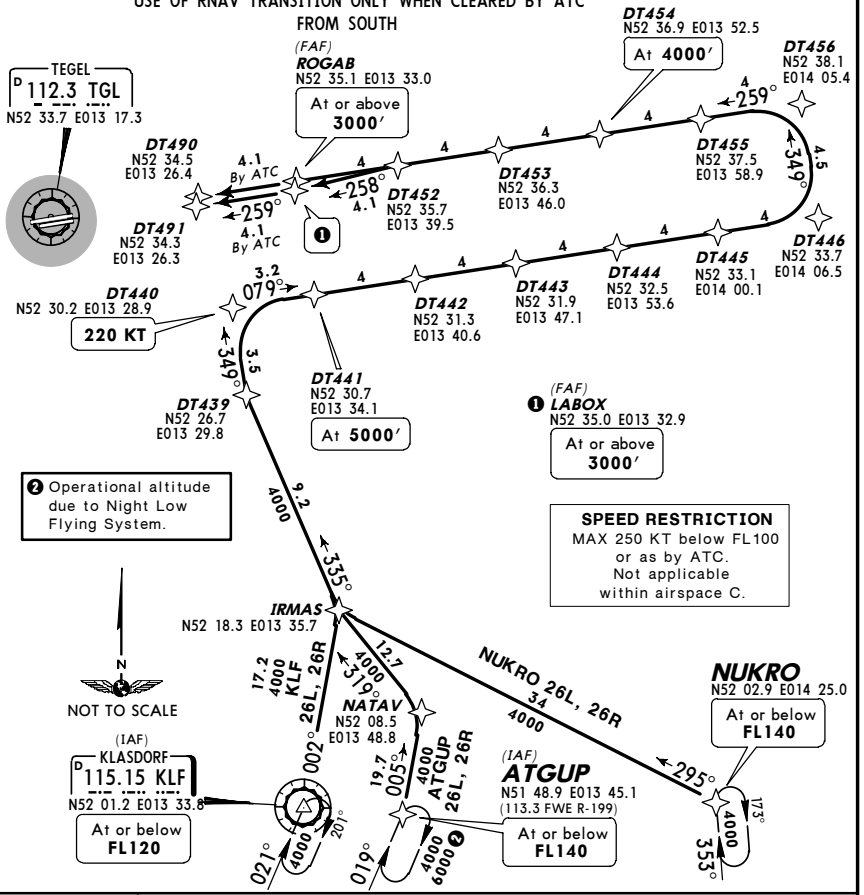
BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev	
112.3 125.9	122′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000′ **1.** On downwind expect vectors to final. **2.** Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



ATGUP 26L *[AT26L]*, ATGUP 26R *[AT26R]*, KLF 26L *[KL26L]* 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



TRANSITION	ROUTING
ATGUP 26L	ATGUP **(FL140-) -** NATAV - IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** DT452 - LABOX **(3000′+).**
ATGUP 26R	ATGUP **(FL140-) -** NATAV - IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** ROGAB **(3000′+).**
KLF 26L	KLF **(FL120-) -** IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** DT452 - LABOX **(3000′+).**
KLF 26R	KLF **(FL120-) -** IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** ROGAB **(3000′+).**
NUKRO 26L	NUKRO **(FL140-) -** IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** DT452 - LABOX **(3000′+).**
NUKRO 26R	NUKRO **(FL140-) -** IRMAS - DT439 - DT440 (K220) - DT441 **(5000′) -** DT446 - DT456 - DT454 **(4000′) -** ROGAB **(3000′+).**

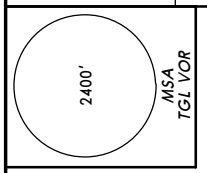
CHANGES: ATGUP transitions revised.

EDDT/TXL
TEGEL

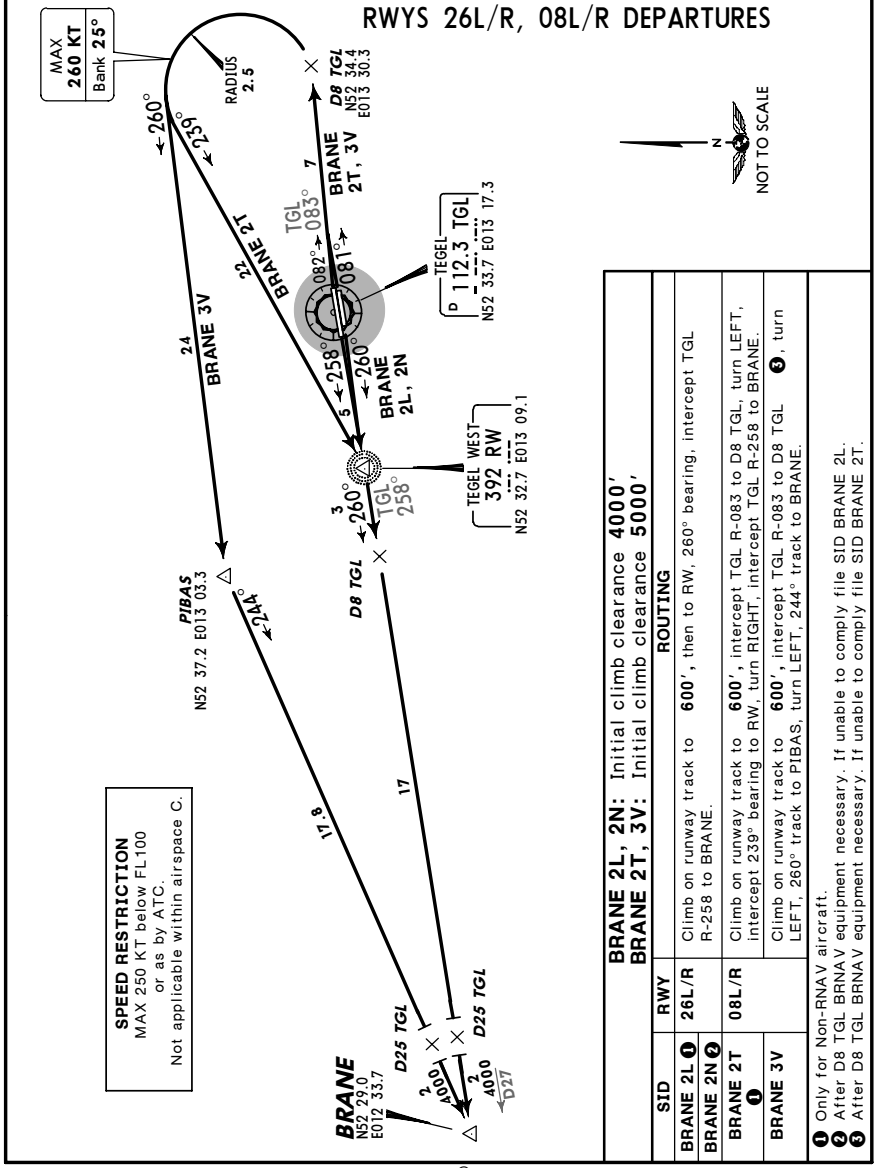
JEPPESEN
8 DEC 06 (10-3) Eff 21 Dec

BERLIN, GERMANY
SID

BREMEN Radar	Apt Elev	
120.62	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.



BRANE TWO LIMA (BRANE 2L) *[BRAN2L]* BRANE TWO NOVEMBER (BRANE 2N) BRANE TWO TANGO (BRANE 2T) *[BRAN2T]* BRANE THREE VICTOR (BRANE 3V) RWYS 26L/R, 08L/R DEPARTURES



BRANE 2L, 2N: Initial climb clearance **4000′**
BRANE 2T, 3V: Initial climb clearance **5000′**

SID	RWY	ROUTING
BRANE 2L ❶	26L/R	Climb on runway track to **600′**, then to RW, 260° bearing, intercept TGL R-258 to BRANE.
BRANE 2N ❷		
BRANE 2T ❶	08L/R	Climb on runway track to **600′**, intercept TGL R-083 to D8 TGL, turn LEFT, intercept 239° bearing to RW, turn RIGHT, intercept TGL R-258 to BRANE.
BRANE 3V		Climb on runway track to **600′**, intercept TGL R-083 to D8 TGL ❸, turn LEFT, 260° track to PIBAS, turn LEFT, 244° track to BRANE.

❶ Only for Non-RNAV aircraft.
❷ After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2L.
❸ After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2T.

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

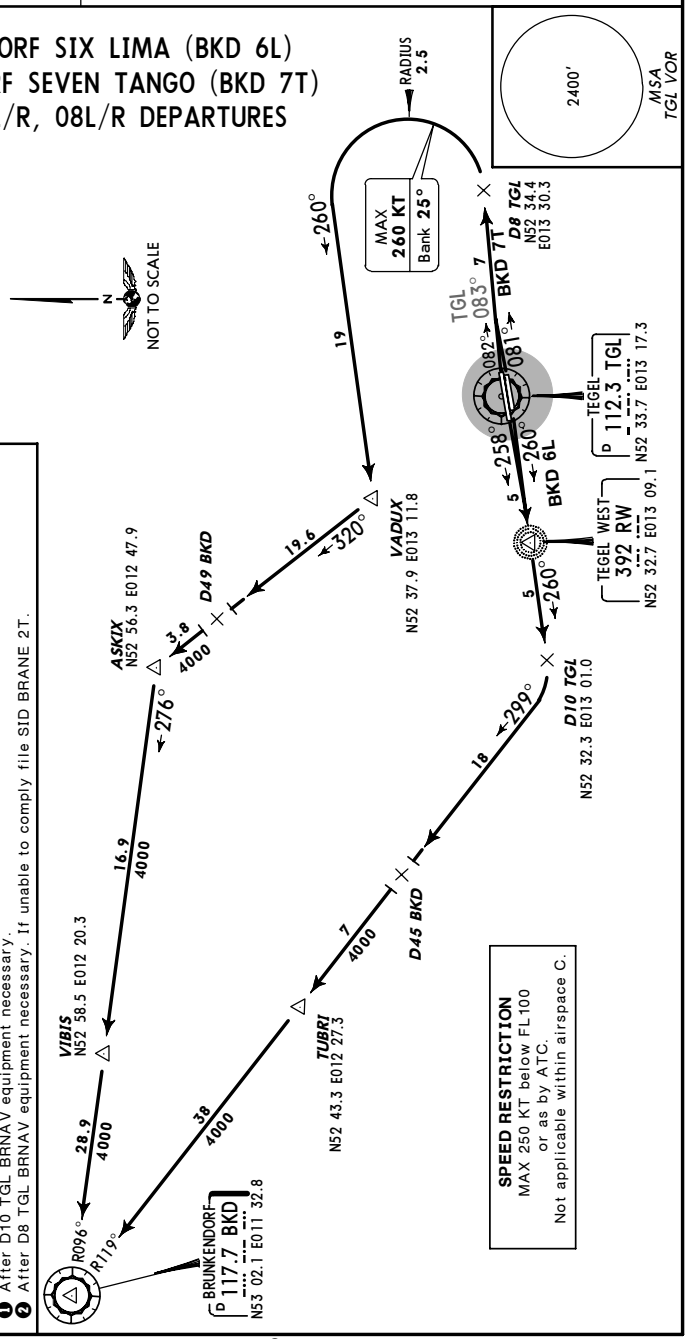
EDDT/TXL
TEGEL

JEPPESEN
8 DEC 06 (10-3A) Eff 21 Dec

BERLIN, GERMANY
SID

BREMEN Radar	Apt Elev	
120.62	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.

BRUNKENDORF SIX LIMA (BKD 6L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R DEPARTURES



BKD 6L: Initial climb clearance **4000′**
BKD 7T: Initial climb clearance **5000′**

SID	RWY	ROUTING
BKD 6L	26L/R	Climb on runway track to **600′**, then to RW, 260° bearing to D10 TGL ❶, turn RIGHT, 299° track via TUBRI to BKD.
BKD 7T	08L/R	Climb on runway track to **600′**, intercept TGL R-083 to D8 TGL ❷, turn LEFT, 260° track to VADUX, turn RIGHT, 320° track to ASKIX, turn LEFT, 276° track via VIBIS to BKD.

❶ After D10 TGL BRNAV equipment necessary.
❷ After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2T.

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

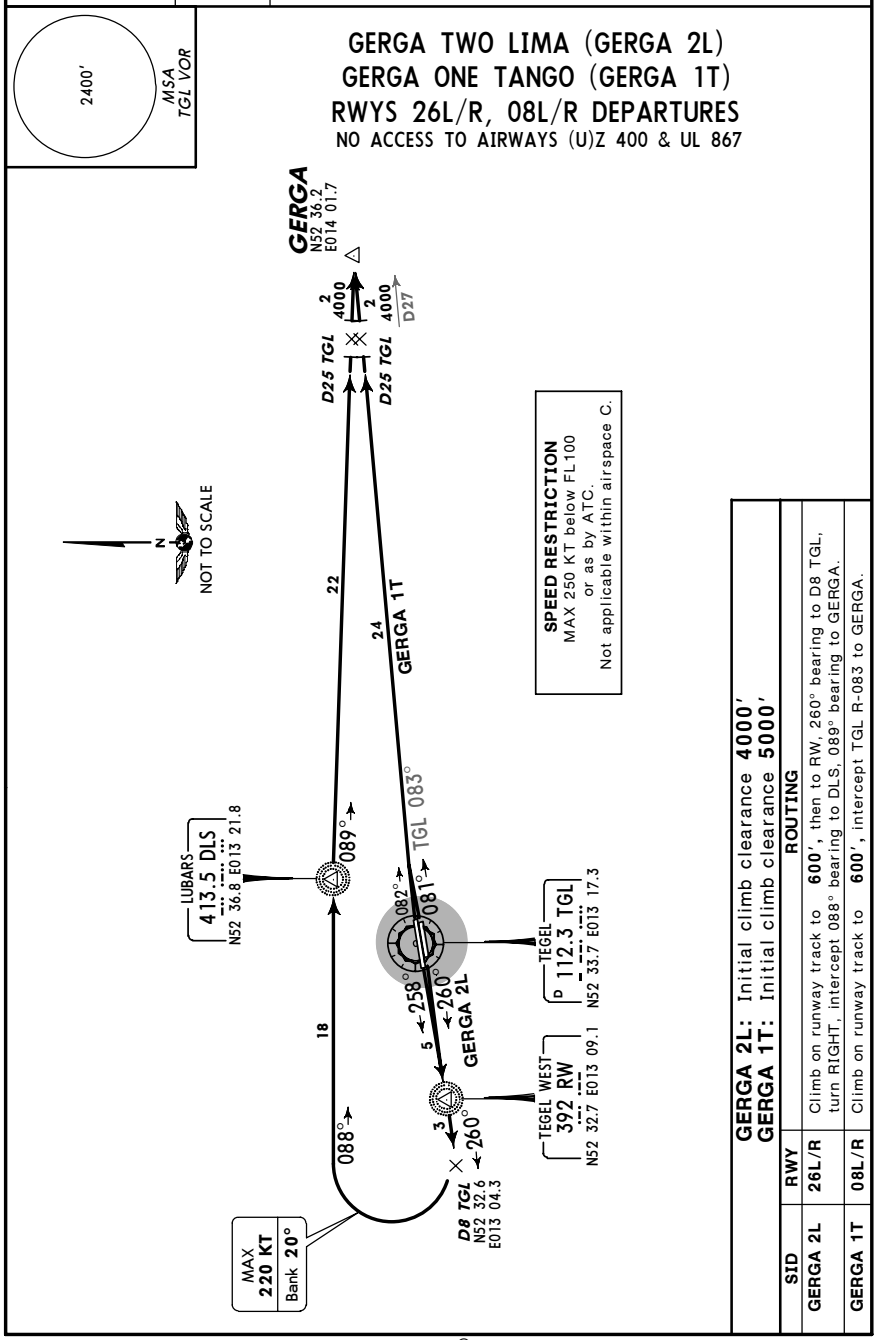
EDDT/TXL
TEGEL

JEPPESEN
2 FEB 07 (10-3B) Eff 15 Feb

BERLIN, GERMANY
SID

BREMEN Radar	Apt Elev	
120.62	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.

GERGA TWO LIMA (GERGA 2L)
GERGA ONE TANGO (GERGA 1T)
RWYS 26L/R, 08L/R DEPARTURES
NO ACCESS TO AIRWAYS (U)Z 400 & UL 867



GERGA 2L: Initial climb clearance **4000′**
GERGA 1T: Initial climb clearance **5000′**

SID	RWY	ROUTING
GERGA 2L	26L/R	Climb on runway track to **600′**, then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing to DLS, 089° bearing to GERGA.
GERGA 1T	08L/R	Climb on runway track to **600′**, intercept TGL R-083 to GERGA.

CHANGES: None.

EDDT/TXL
TEGEL

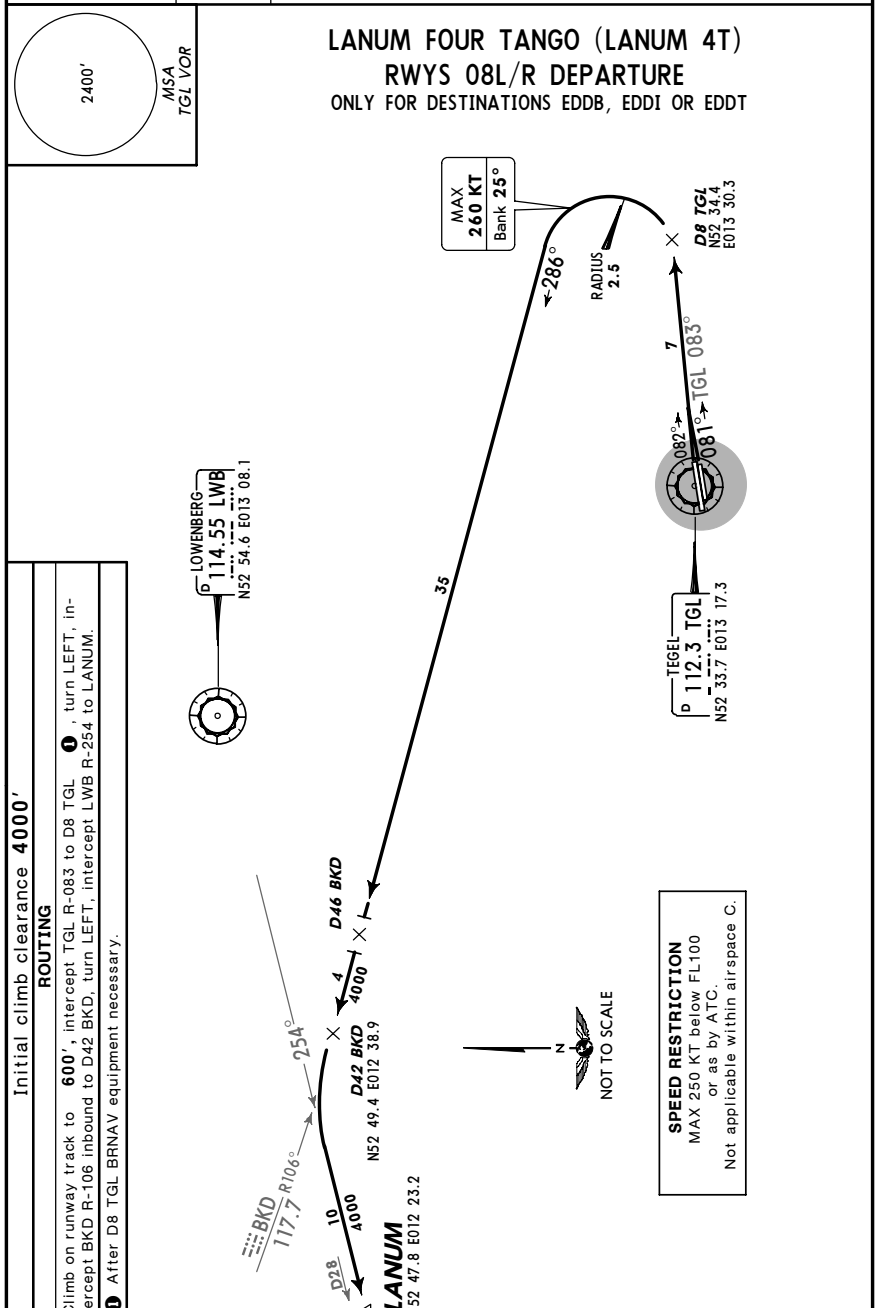
JEPPESEN
2 FEB 07 (10-3C) Eff 15 Feb

BERLIN, GERMANY
SID

BREMEN Radar	Apt Elev
120.62	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.** EXPECT close-in obstacles.

LANUM FOUR TANGO (LANUM 4T)
RWYS 08L/R DEPARTURE
ONLY FOR DESTINATIONS EDDB, EDDI OR EDDT



Initial climb clearance 4000′

ROUTING

Climb on runway track to **600′**, intercept TGL R-083 to D8 TGL ❶, turn LEFT, intercept BKD R-106 inbound to D42 BKD, turn LEFT, intercept LWB R-254 to LANUM.

❶ After D8 TGL BRNAV equipment necessary.

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EDDT/TXL
TEGEL

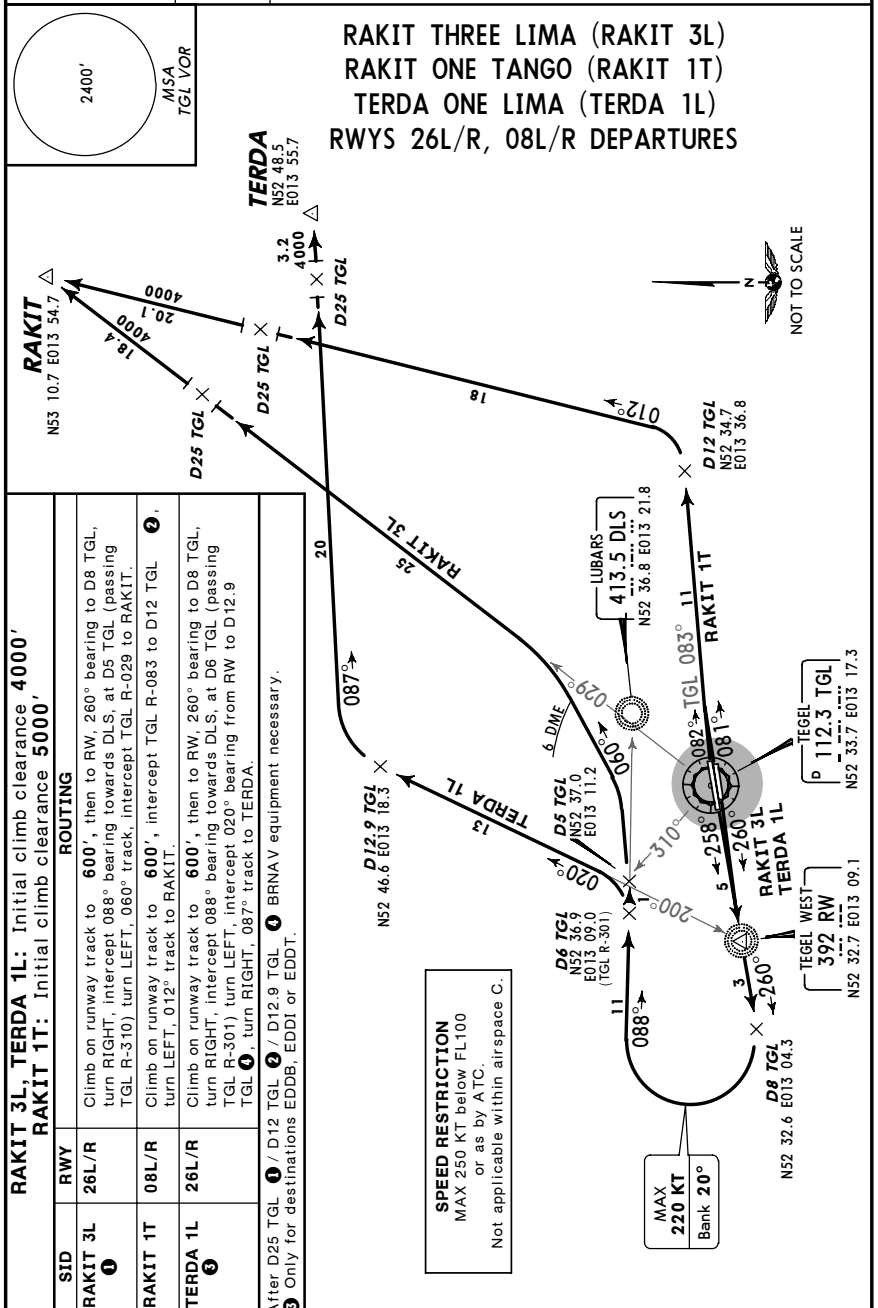
JEPPESEN
2 FEB 07 (10-3D) Eff 15 Feb

BERLIN, GERMANY
SID

BREMEN Radar	Apt Elev
120.62	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.

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



SID	RWY	ROUTING
RAKIT 3L ❶	26L/R	Climb on runway track to **600′**, then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D5 TGL (passing TGL R-310) turn LEFT, 060° track, intercept TGL R-029 to RAKIT.
RAKIT 1T	08L/R	Climb on runway track to **600′**, intercept TGL R-083 to D12 TGL ❷, turn LEFT, 012° track to RAKIT.
TERDA 1L ❸	26L/R	Climb on runway track to **600′**, then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D6 TGL (passing TGL R-301) turn LEFT, intercept 020° bearing from RW to D12.9 TGL ❷, turn RIGHT, 087° track to TERDA.

RAKIT 3L, TERDA 1L: Initial climb clearance 4000′
RAKIT 1T: Initial climb clearance 5000′

After D25 TGL ❶ / D12 TGL ❷ / D12.9 TGL ❹ BRNAV equipment necessary.
❸ Only for destinations EDDB, EDDI or EDDT.

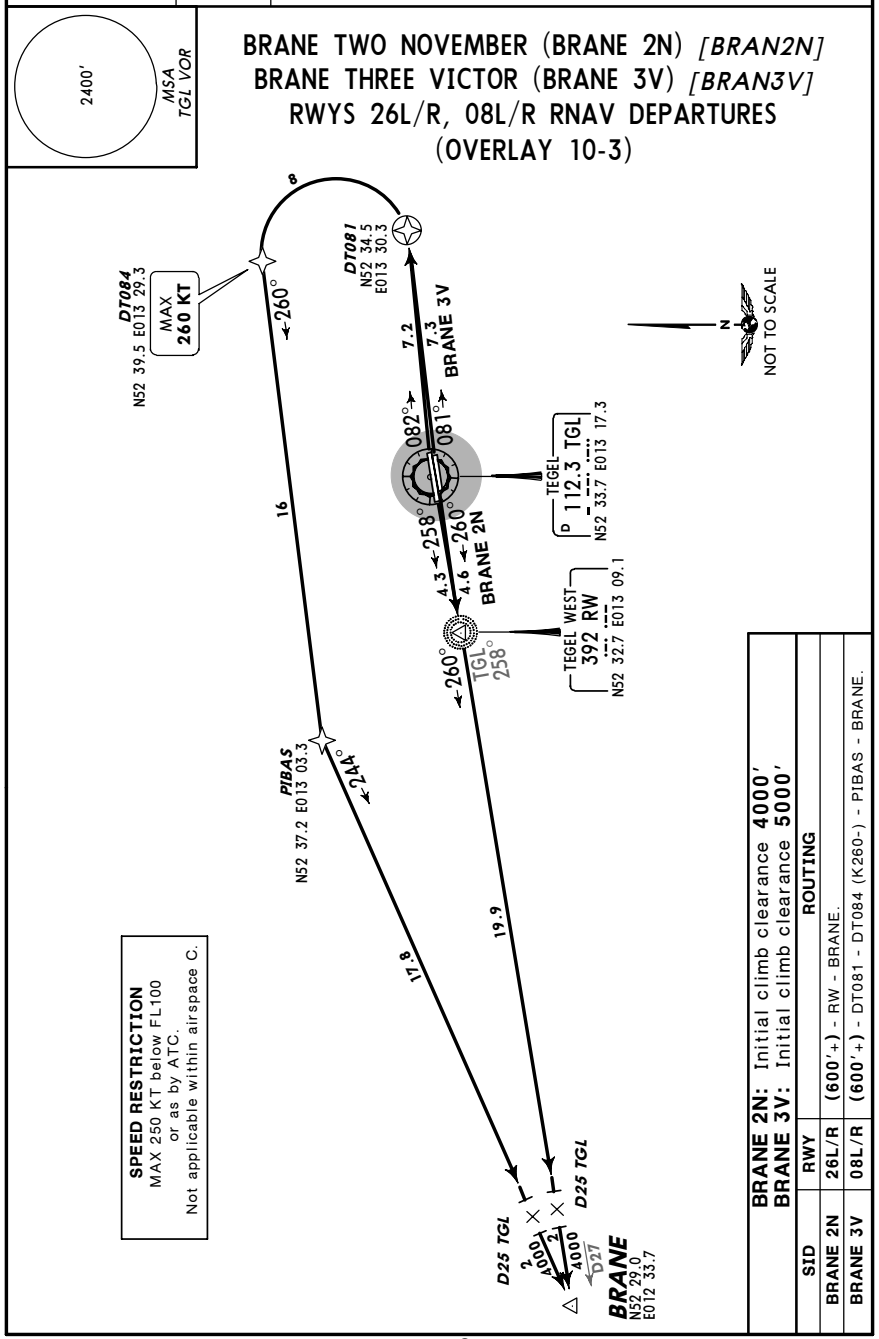
EDDT/TXL
TEGEL

JEPPESEN
2 FEB 07 (10-3E) Eff 15 Feb

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev	
120.62	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.

BRANE TWO NOVEMBER (BRANE 2N) *[BRAN2N]*
BRANE THREE VICTOR (BRANE 3V) *[BRAN3V]*
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3)



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

BRANE 2N: Initial climb clearance **4000′**
BRANE 3V: Initial climb clearance **5000′**

SID	RWY	ROUTING
BRANE 2N	26L/R	(600′+) - RW - BRANE.
BRANE 3V	08L/R	(600′+) - DT081 - DT084 (K260-) - PIBAS - BRANE.

CHANGES: None.

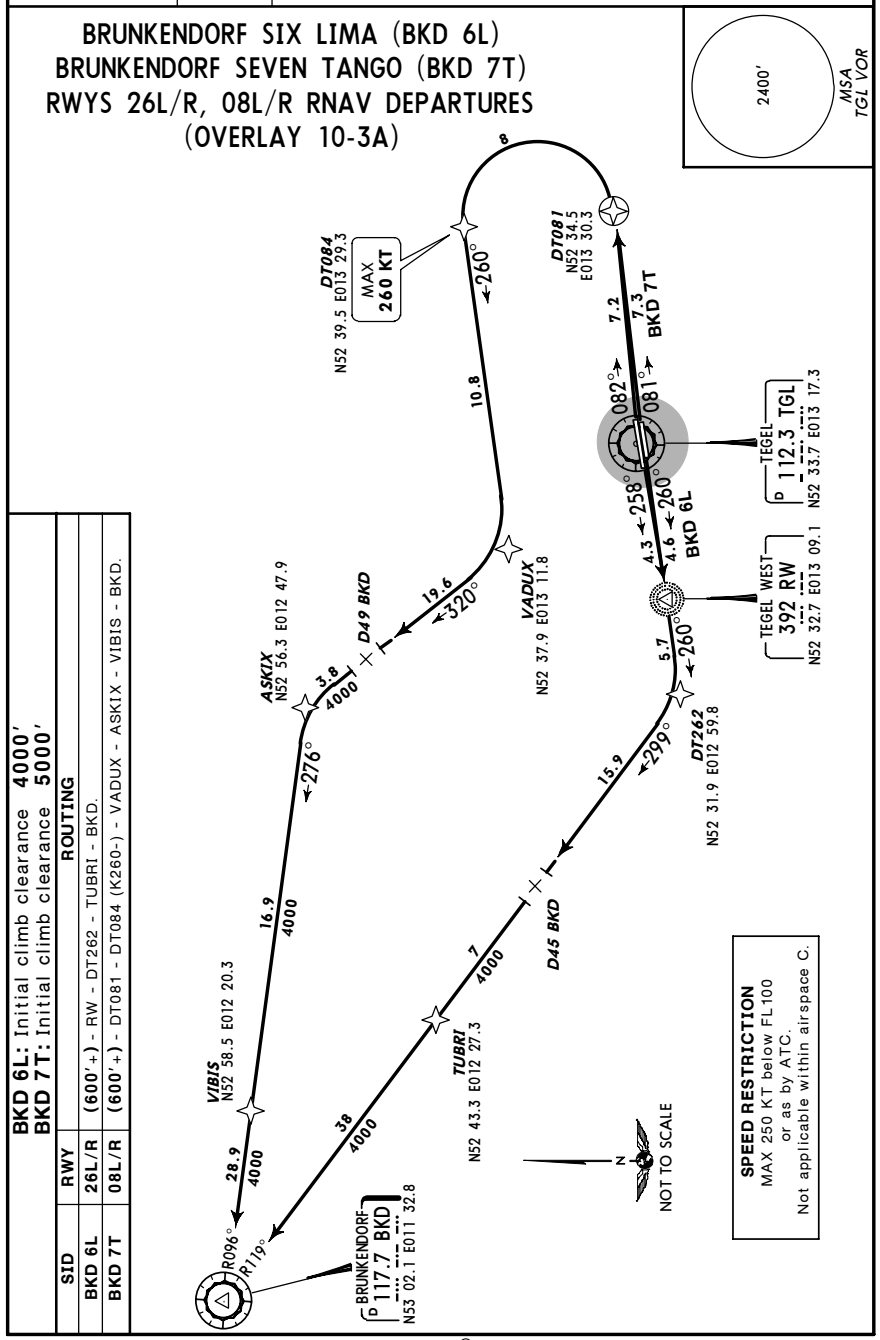
EDDT/TXL
TEGEL

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

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev	
120.62	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.

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



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

BKD 6L: Initial climb clearance **4000′**
BKD 7T: Initial climb clearance **5000′**

SID	RWY	ROUTING
BKD 6L	26L/R	(600′+) - RW - DT262 - TUBRI - BKD.
BKD 7T	08L/R	(600′+) - DT081 - DT084 (K260-) - VADUX - ASKIX - VIBIS - BKD.

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

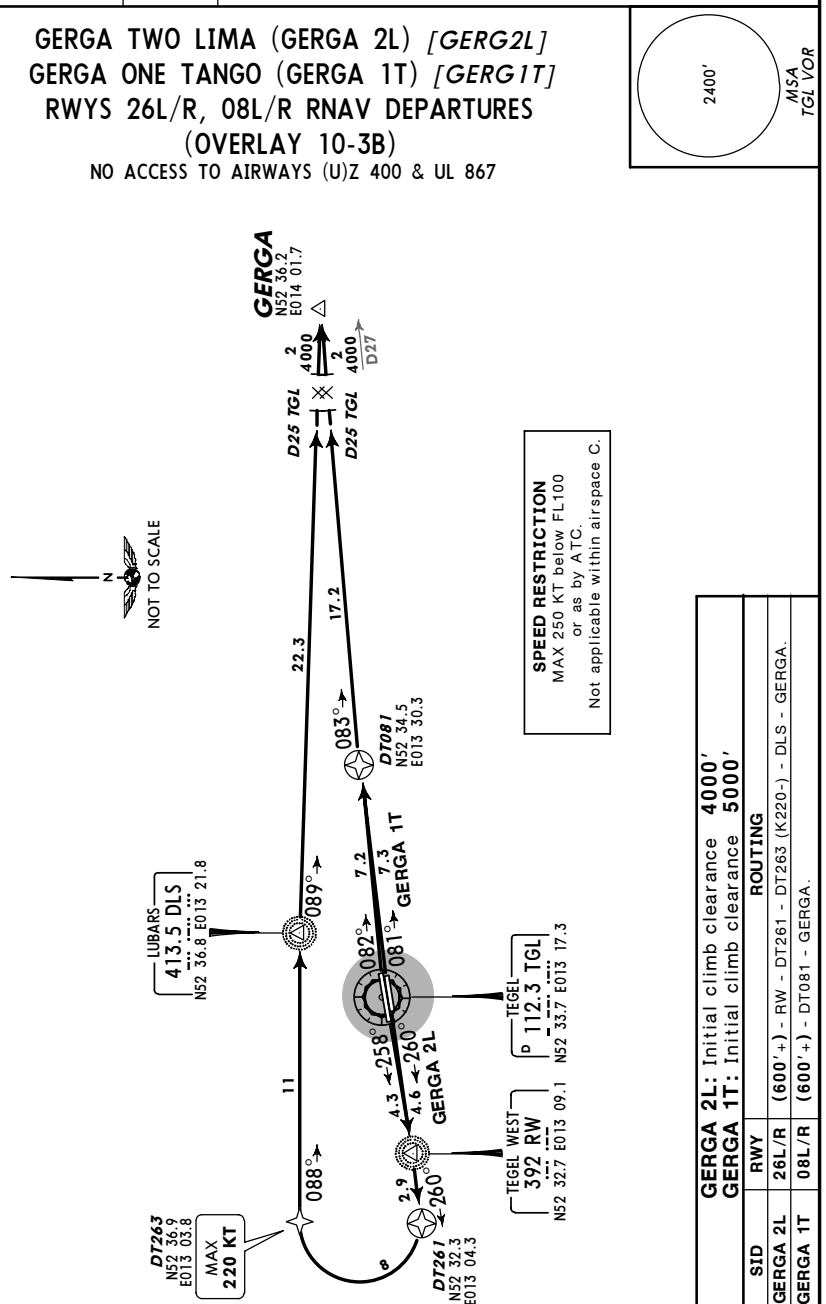
EDDT/TXL
TEGEL

JEPPESEN
8 DEC 06 (10-3G) Eff 21 Dec

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev	
120.62	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.

GERGA TWO LIMA (GERGA 2L) *[GERG2L]*
GERGA ONE TANGO (GERGA 1T) *[GERG1T]*
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3B)
NO ACCESS TO AIRWAYS (U)Z 400 & UL 867



GERGA 2L: Initial climb clearance **4000′**
GERGA 1T: Initial climb clearance **5000′**

SID	RWY	ROUTING
GERGA 2L	26L/R	(600′+) - RW - DT261 - DT263 (K220-) - DLS - GERGA.
GERGA 1T	08L/R	(600′+) - DT081 - GERGA.

CHANGES: Initial contact.

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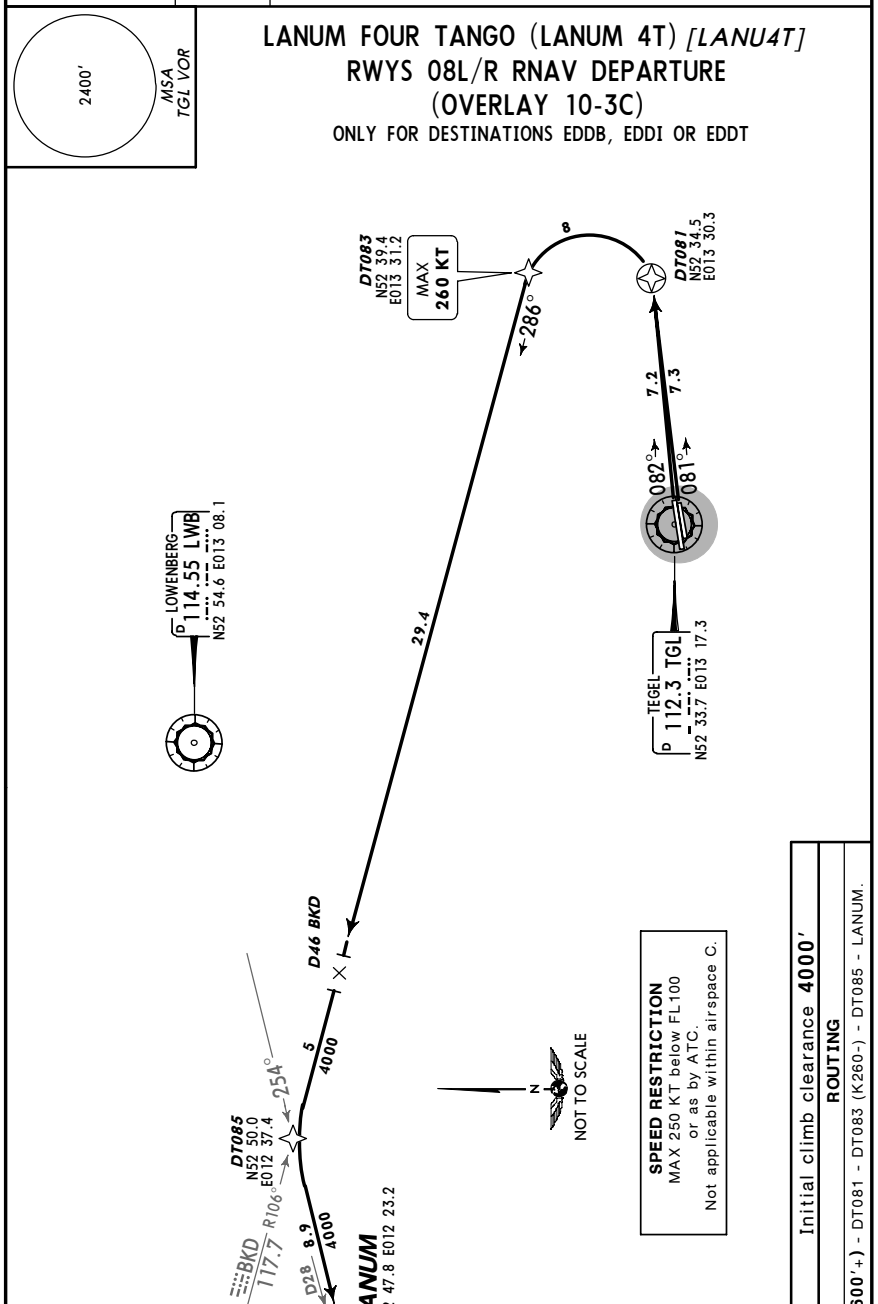
TEGEL

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

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev	
120.62	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.** EXPECT close-in obstacles.

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



Initial climb clearance **4000′**

ROUTING
(600′+) - DT081 - DT083 (K260-) - DT085 - LANUM.

CHANGES: RNAV SID NASAT 3L withdrawn.

EDDT/TXL
TEGEL

JEPPESEN
2 FEB 07 (10-3J) Eff 15 Feb

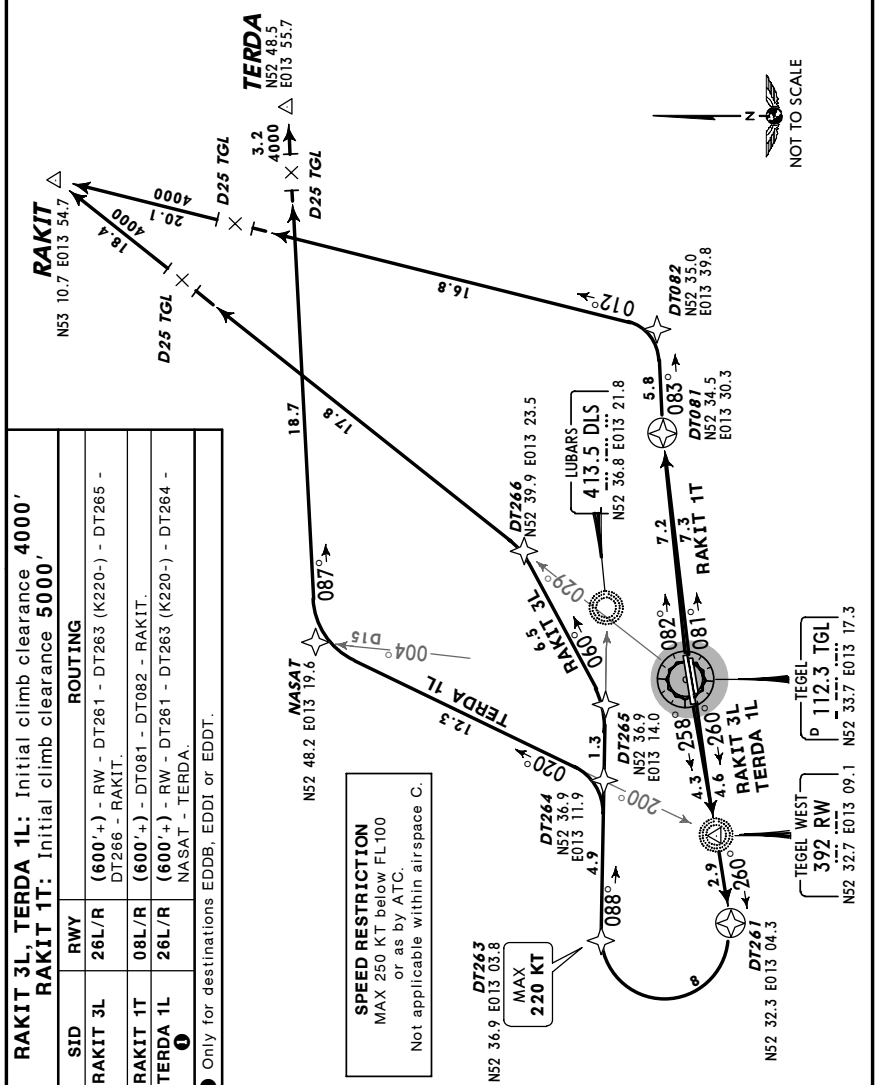
BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev
120.62	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.

MSA TGL VOR
2400′

RAKIT THREE LIMA (RAKIT 3L) *[RAKI3L]*
RAKIT ONE TANGO (RAKIT 1T) *[RAKI1T]*
TERDA ONE LIMA (TERDA 1L) *[TERD1L]*
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3D)



RAKIT 3L, TERDA 1L: Initial climb clearance **4000′**
RAKIT 1T: Initial climb clearance **5000′**

SID	RWY	ROUTING
RAKIT 3L	26L/R	(600′+) - RW - DT261 - DT263 (K220-) - DT265 - DT266 - RAKIT.
RAKIT 1T	08L/R	(600′+) - DT081 - DT082 - RAKIT.
TERDA 1L ❶	26L/R	(600′+) - RW - DT261 - DT263 (K220-) - DT264 - NASAT - TERDA.

❶ Only for destinations EDDB, EDDI or EDDT.

CHANGES: RNAV SID TERDA 1L established.

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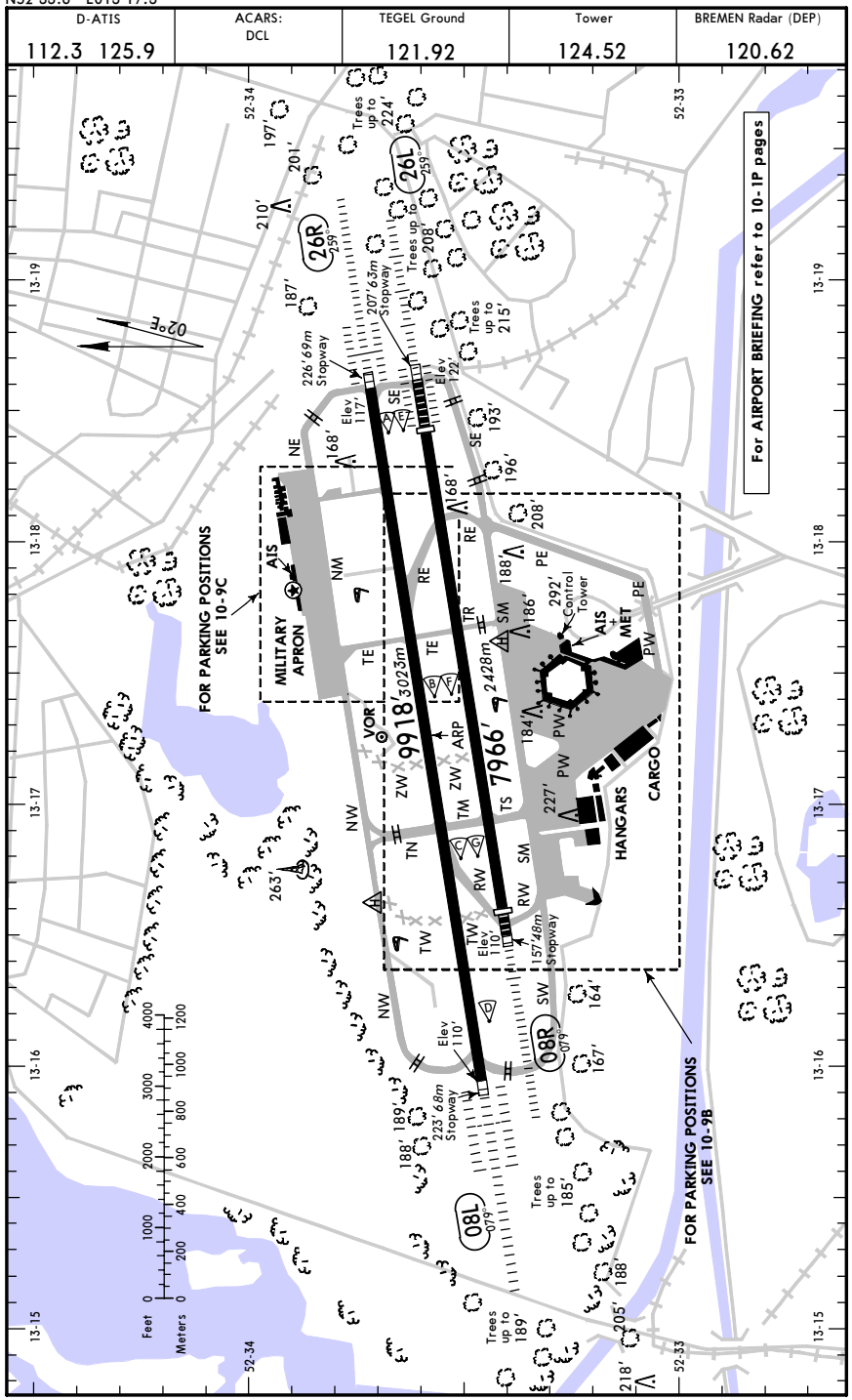
EDDT/TXL
Apt Elev 122′
N52 33.6 E013 17.3

JEPPESEN
27 JUL 07 (10-9)

BERLIN, GERMANY
TEGEL

D-ATIS	ACARS: DCL	TEGEL Ground	Tower	BREMEN Radar (DEP)
112.3 125.9		121.92	124.52	120.62



CHANGES: ATIS. Note transferred to 10-1P pages.

EDDT/TXL

JEPPESEN
27 JUL 07 (10-9A)

BERLIN, GERMANY
TEGEL

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RE	RVR		8885′ *2708m*		151′ *46m*
26R	HIRL CL ALSF-II TDZ REIL PAPI-L (3.0°) HST-RW	RVR		8946′ *2727m*		
08R	HIRL CL HIALS SFL PAPI-L (3.0°)	RVR	7625′ *2324m*	6693′ *2040m*		151′ *46m*
26L	HIRL CL HIALS-II SFL TDZ PAPI-L (3.0°)	RVR	7244′ *2208m*	6068′ *1850m*		

INS COORDINATES

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

JAR-OPS

TAKE-OFF [1]

	Rwy 08L/26R LVP must be in Force — Approved Operators: HIRL, CL & mult. RVR req	All Rwys LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: Notes transferred to 10-1P pages.

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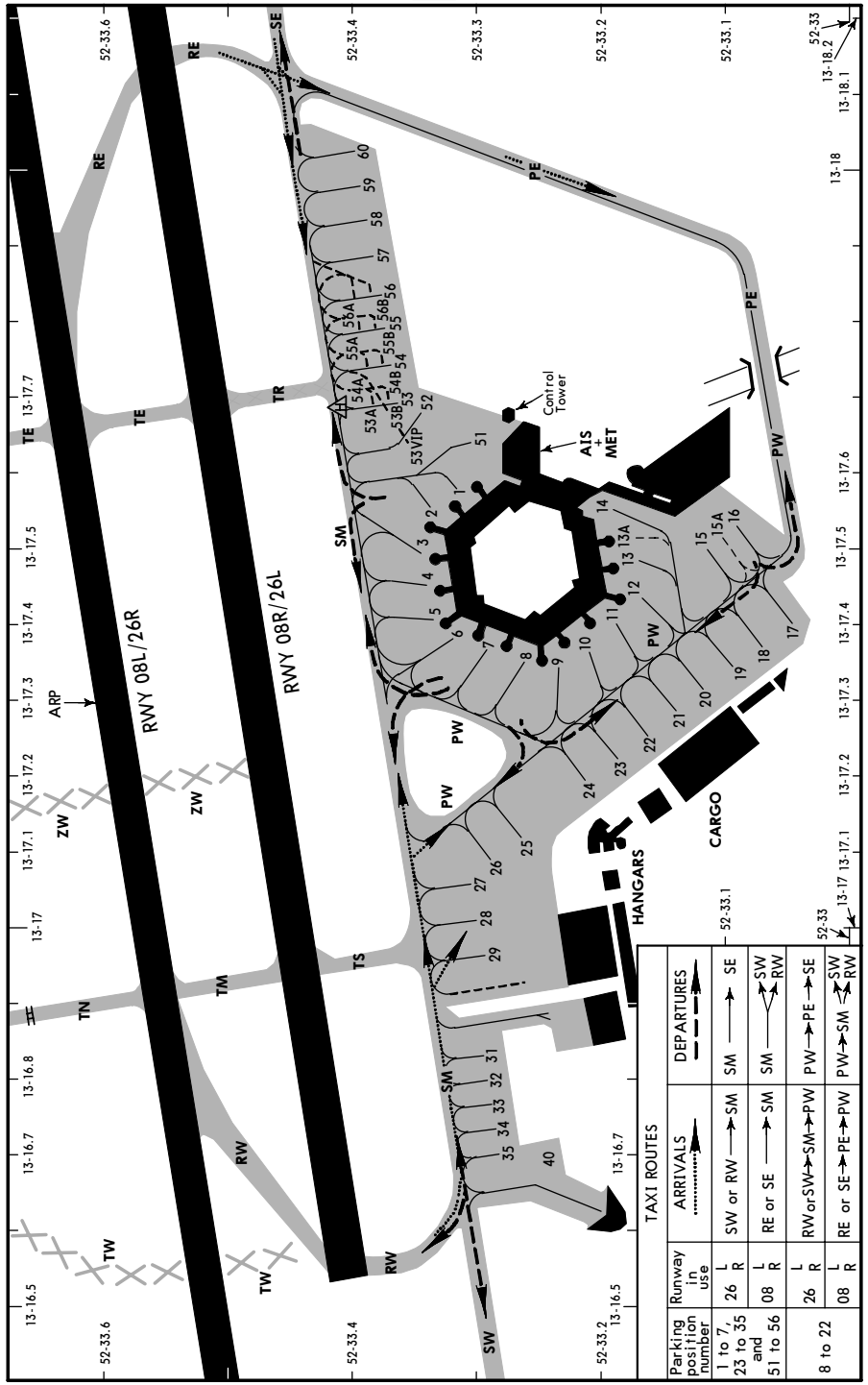
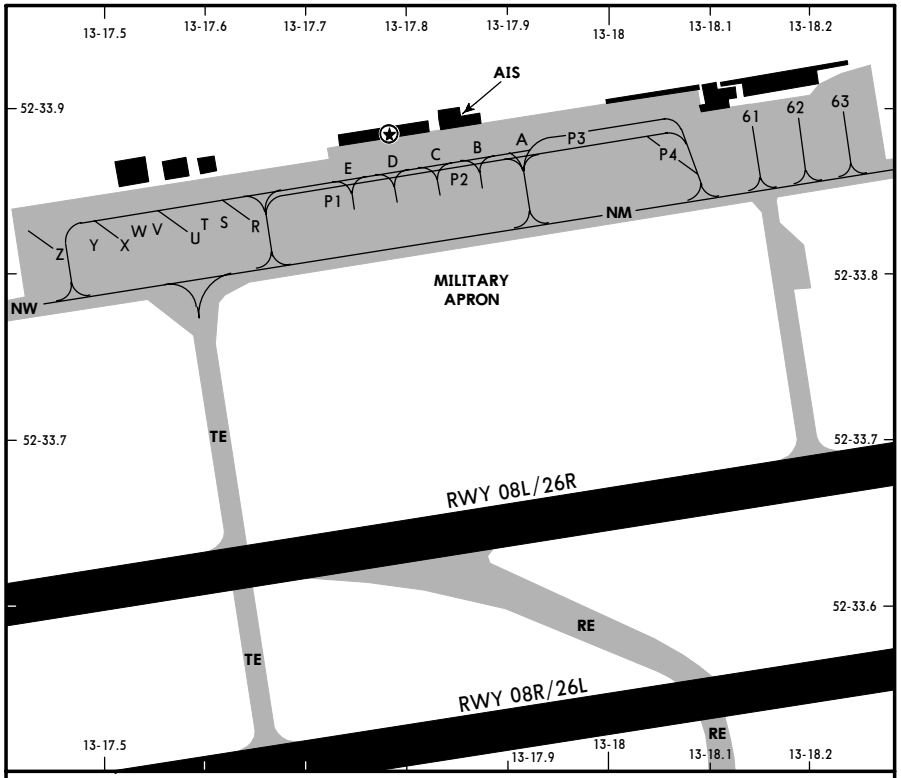
JEPPESEN
27 JUL 07 (10-9B)

BERLIN, GERMANY
TEGEL



CHANGES: Notes transferred to 10-1P pages.



INS COORDINATES

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

CHANGES: Note transferred to 10-1P pages.

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STAND ENTRY GUIDANCE SYSTEM

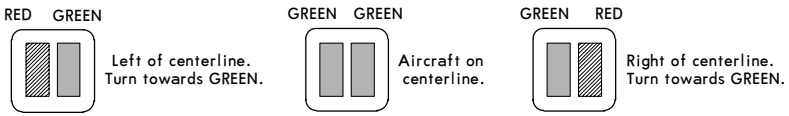
A. GENERAL

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

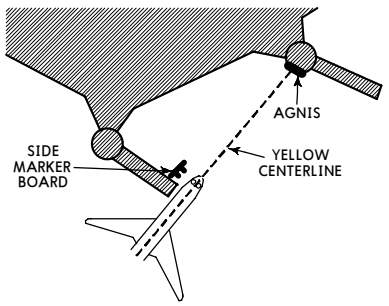
A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.
It consists of a unit emitting red and/or green light signals-mounted on the front of the piers at pilot eye level-aligned for interpretation by the pilot in the Left hand seat. The signals are to be interpreted as follows:

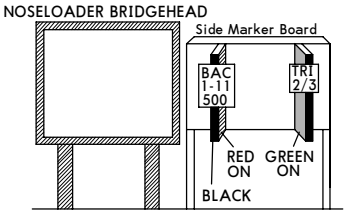


C. STOPPING GUIDANCE SYSTEMS

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 applies.
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)

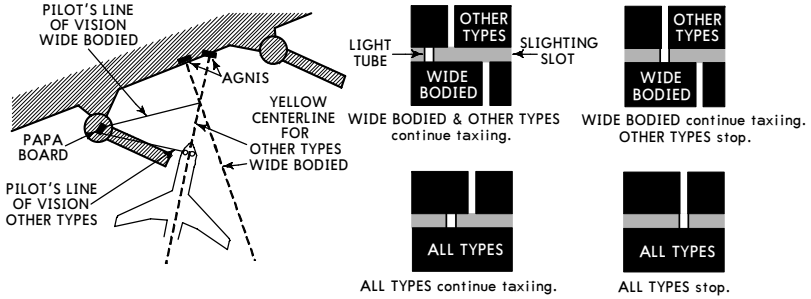
CHANGES: Note transferred to 10-1P pages.

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".



BRIEFING STRIP TM

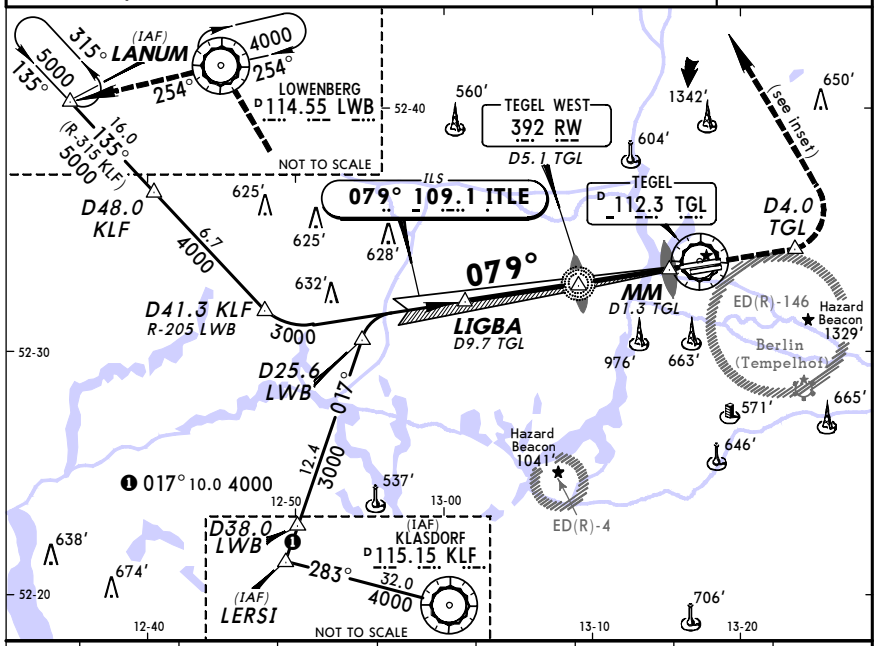
*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

LOC ITLE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.1	079°	1530′ (1420′)	310′ (200′)	Apt Elev 122′ / RWY 110′

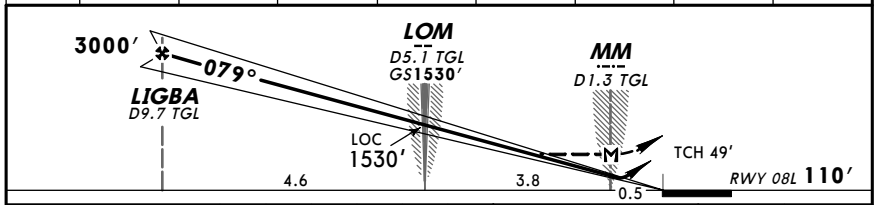
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 TGL turn LEFT continue climb to 5000′ via LWB VOR to LANUM.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
LOC: **DME REQUIRED.**

2400′
MSA
TGL VOR



LOC (GS out)	TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2770′	2460′	2140′	1820′	1500′	1180′	860′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM/D1.3 TGL						

ALSF-II
REIL
PAPI
3000′ MAX

JAR-OPS STRAIGHT-IN LANDING RWY **08L**

	ILS DA(H) 310′(200′) FULL	ILS DA(H) 310′(200′) ALS out	LOC (GS out) MDA(H) 620′(510′)	LOC (GS out) MDA(H) 620′(510′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

PANS OPS 4

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-1A)

BERLIN, GERMANY
CAT II ILS Rwy 08L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

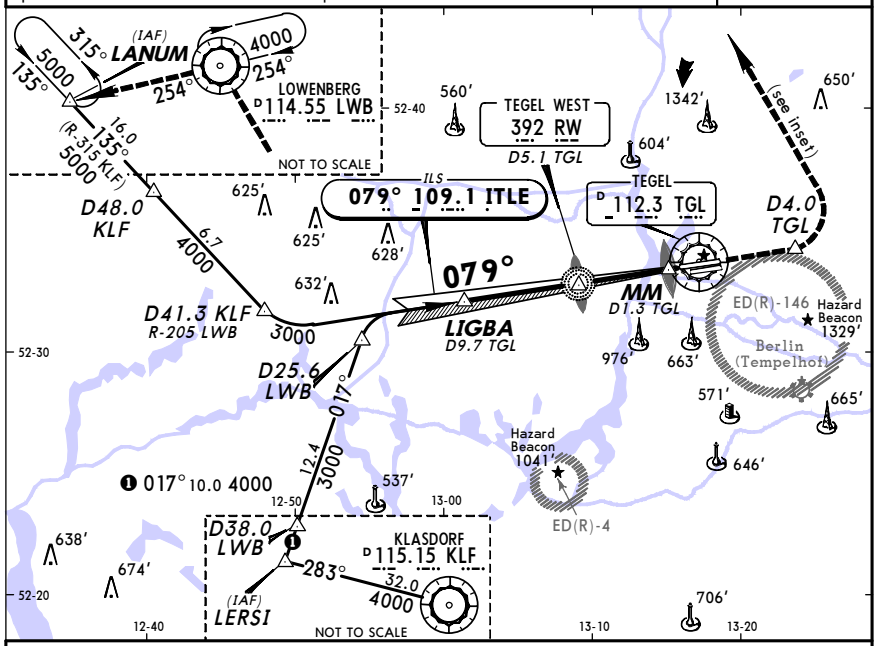
BRIEFING STRIP

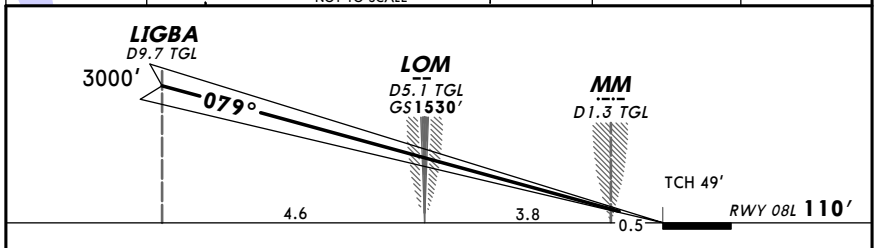
LOC	Final	GS	CAT II ILS	Apt Elev 122′
ITLE	Apch Crs	LOM	RA 102′	RWY 110′
109.1	079°	1530′ (1420′)	DA(H) 210′ (100′)	

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′
Special Aircrew & Acft Certification Required.

2400′
MSA
TGL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
REIL
PAPI

3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **08L**
CAT II ILS

ABCD
RA 102′
DA(H) **210′** (100′)

RVR 300m[1]

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

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-2)

BERLIN, GERMANY
ILS or LOC Rwy 08R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

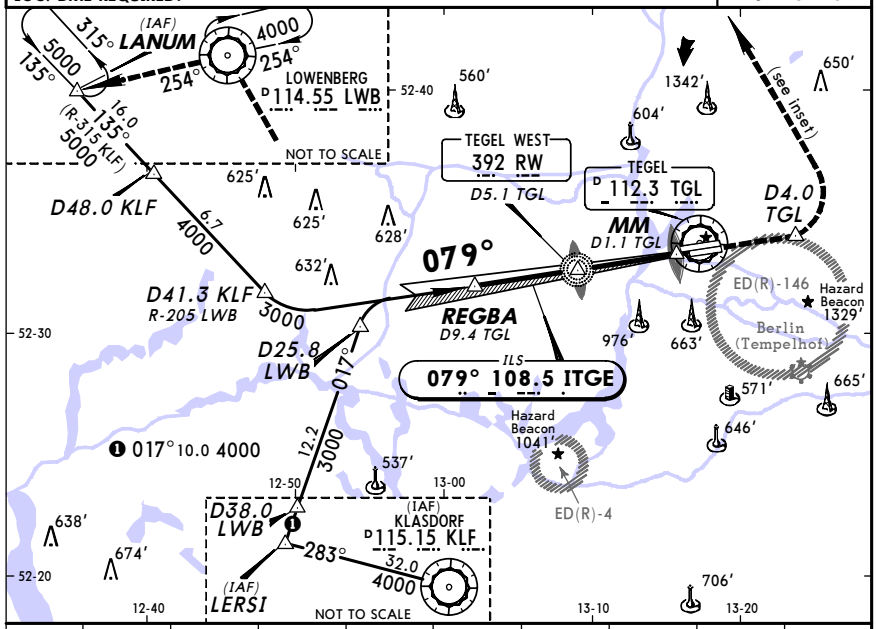
BRIEFING STRIP

LOC	Final	GS	ILS	Apt Elev 122′
ITGE	Apch Crs	LOM	DA(H) Refer to Minimums	RWY 109′
108.5	079°	1630′ (1521′)		

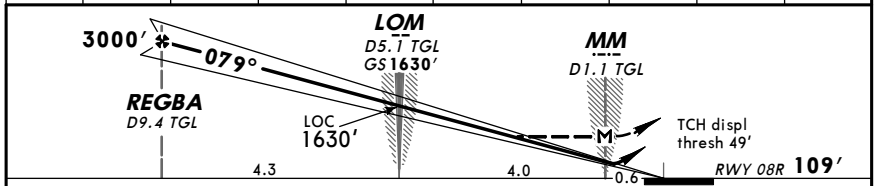
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 TGL turn LEFT continue climb to 5000′ via LWB VOR to LANUM.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
LOC: **DME REQUIRED.**

2400′
MSA TGL VOR



LOC (GS out)	TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2870′	2550′	2230′	1920′	1600′	1280′	960′	640′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM/D1.1 TGL						

HIALS
PAPI

3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

DA(H) A: **354′** (245′) C: **374′** (265′)
B: **364′** (255′) D: **384′** (275′)

LOC (GS out)
MDA(H) **630′** (521′)

	FULL	ALS out		ALS out
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B	RVR 650m	RVR 1200m	RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-3)

BERLIN, GERMANY
ILS or LOC Rwy 26L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

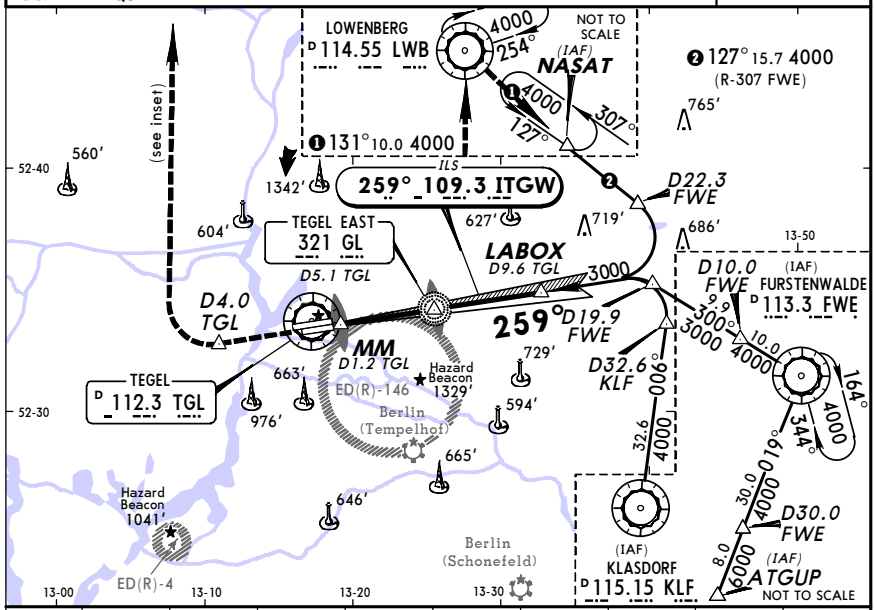
BRIEFING STRIP

LOC ITGW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.3	259°	1580′ (1458′)	Refer to Minimums	122′ / RWY 122′

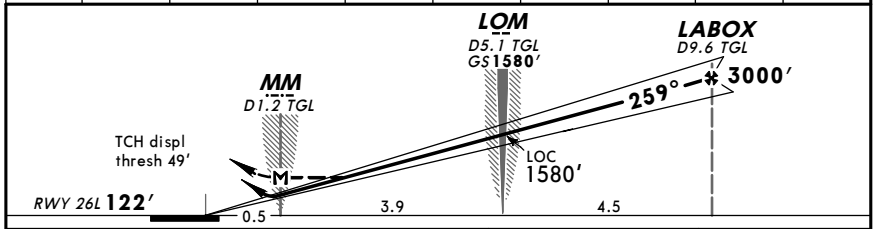
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 West of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
LOC: DME REQUIRED.

MSA TGL VOR
2400′



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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM/D1.2 TGL						

HIALS-II
PAPI
3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 26L

	ILS FULL	ILS ALS out	LOC (GS out) FULL	LOC (GS out) ALS out
DA(H)	A: 363′ (241′) C: 383′ (261′) B: 373′ (251′) D: 393′ (271′)		MDA(H) 620′ (498′)	
A	RVR 600m	RVR 1000m	RVR 1000m	RVR 1500m
B				
C	RVR 650m	RVR 1200m	RVR 1200m	RVR 2000m
D			RVR 1600m	

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Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007
JEPPESEN
JeppView 3.5.2.0

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-3A)

BERLIN, GERMANY
CAT II ILS Rwy 26L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

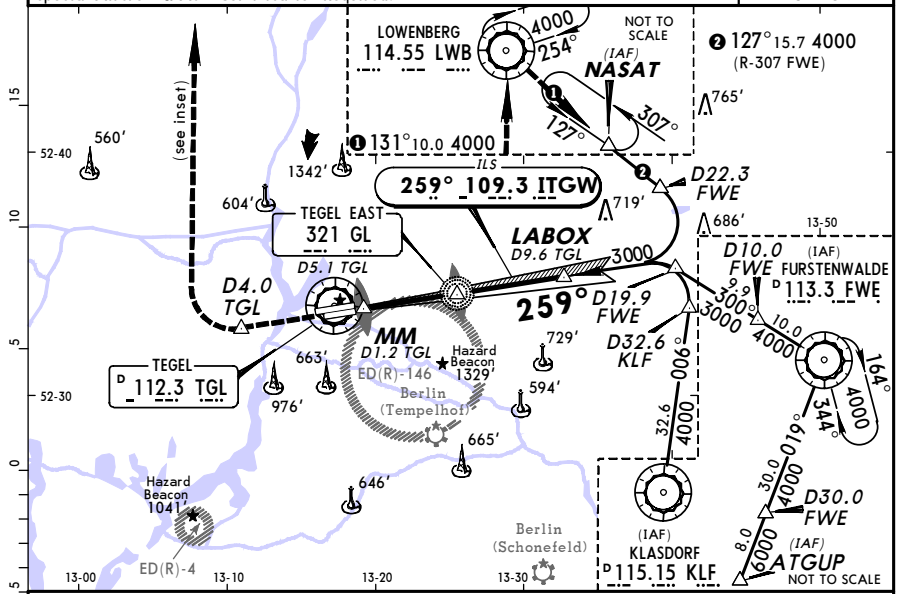
BRIEFING STRIP

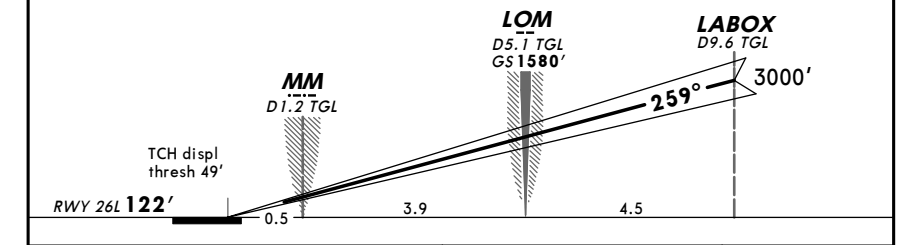
LOC ITGW	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H)	Apt Elev / RWY
109.3	259°	1580′ (1458′)	Refer to Minimums	122′ / RWY 122′

MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 West of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
Special Aircrew & Acft Certification Required.

MSA TGL VOR
2400′





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

HIALS-II
PAPI
3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 26L
CAT II ILS

A	B	C	D
RA 110′ DA(H) 233′ (111′)	RA 127′ DA(H) 250′ (128′)	RA 140′ DA(H) 263′ (141′)	RA 153′ DA(H) 276′ (154′)
RVR 300m [1]	RVR 400m	RVR 450m	

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

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-4)

BERLIN, GERMANY
ILS or LOC Rwy 26R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

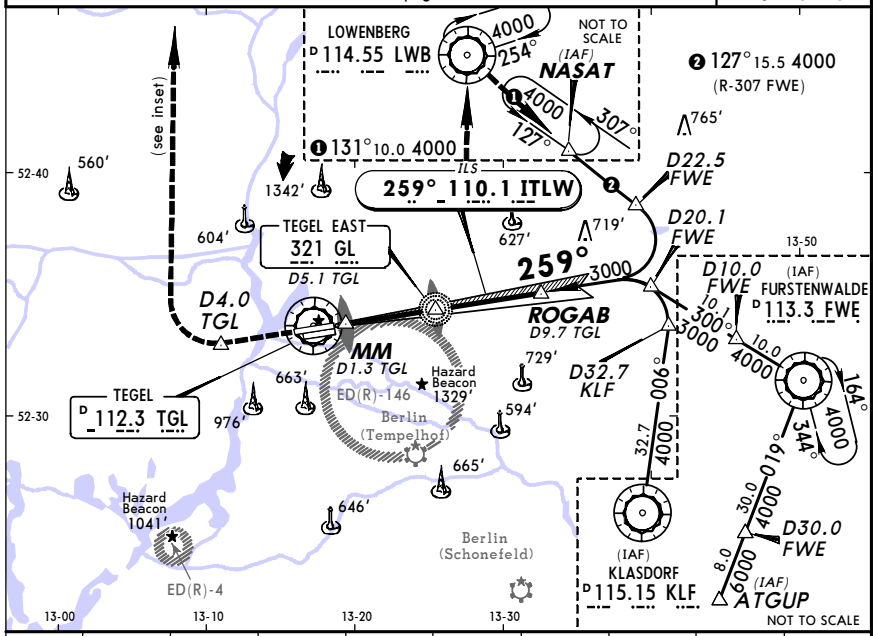
BRIEFING STRIP

LOC ITLW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.1	259°	1540′ (1423′)	Refer to Minimums	122′ / RWY 117′

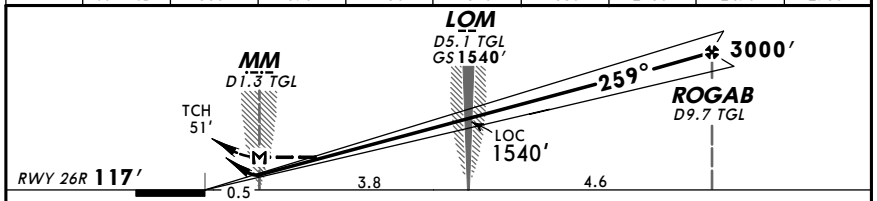
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 West of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
1. LOC: **DME REQUIRED**. 2. LACFT: See ATC state pages.

2400′ MSA TGL VOR



LOC (GS out)	TGL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	560′	870′	1190′	1510′	1830′	2150′	2470′	2780′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM/D1.3 TGL						

ALSF-II REIL PAPI

3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 26R

DA(H) ILS 1	LOC (GS out)
A: 317′ (200′) C: 330′ (213′)	MDA(H) 620′ (503′)
B: 320′ (203′) D: 340′ (223′)	

	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B	RVR 600m		RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

1 LACFT: DA(H) 354′ (237′).

CHANGES: Minimums.

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (11-4A)

BERLIN, GERMANY
CAT II ILS Rwy 26R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

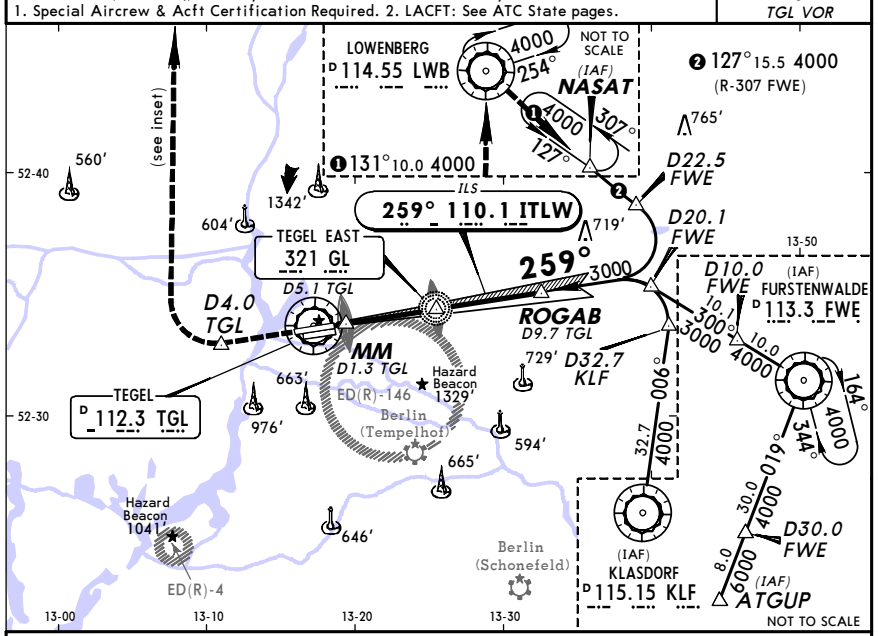
BRIEFING STRIP

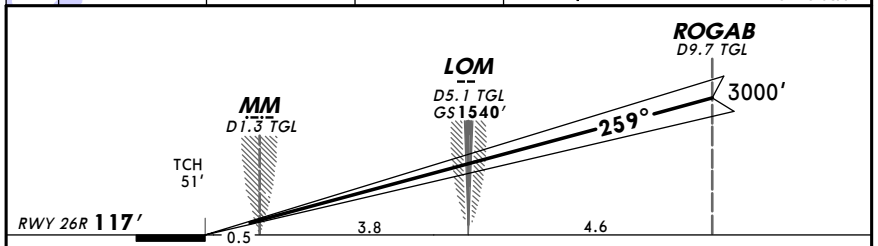
LOC ITLW	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H)	Apt Elev / RWY
110.1	259°	1540′ (1423′)	Refer to Minimums	122′ / RWY 117′

MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 West of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required. 2. LACFT: See ATC State pages.

2400′ MSA TGL VOR





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

ALSF-II REIL PAPI

3000′ MAX

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 26R
CAT II ILS

ABCD	LACFT
RA 95′	RA 107′
DA(H) 217′ (100′)	DA(H) 232′ (115′)

RVR 300m 1

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

CHANGES: None.

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (16-1)

BERLIN, GERMANY
NDB Rwy 08L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

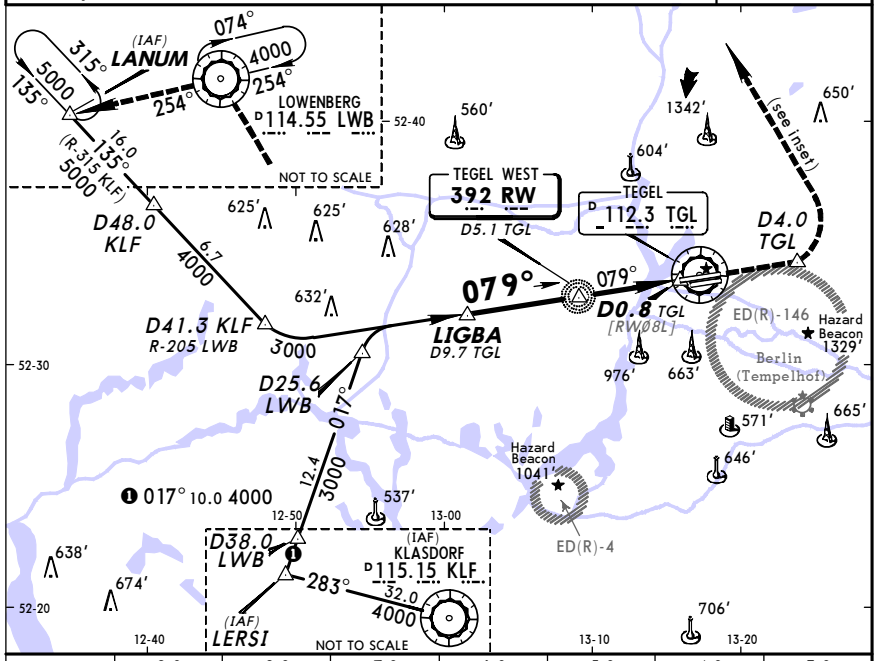
BRIEFING STRIP

NDB RW 392	Final Apch Crs 079°	Minimum Alt LIGBA 3000′ (2890′)	MDA(H) 680′ (570′)	Apt Elev 122′ RWY 110′

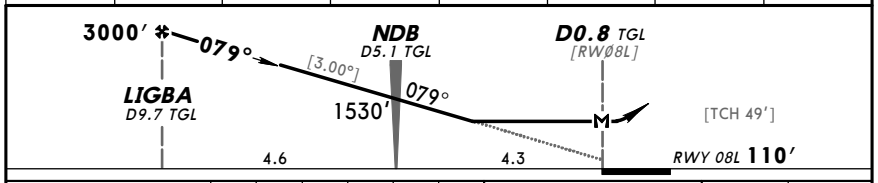
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 TGL turn LEFT continue climb to 5000′ via LWB VOR to LANUM.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.

2400′
MSA TGL VOR



TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2770′	2460′	2140′	1820′	1500′	1180′	860′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	376	484	538	645	753	861
MAP at D0.8 TGL						

HIALS-II
REIL
PAPI

3000′ MAX

JAR-OPS STRAIGHT-IN LANDING RWY **08L**

MDA(H) **680′ (570′)**

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

PANS OPS 4

CHANGES: Communications. Minimums.

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Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007
JEPPESEN
JeppView 3.5.2.0

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (16-2)

BERLIN, GERMANY
NDB Rwy 08R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

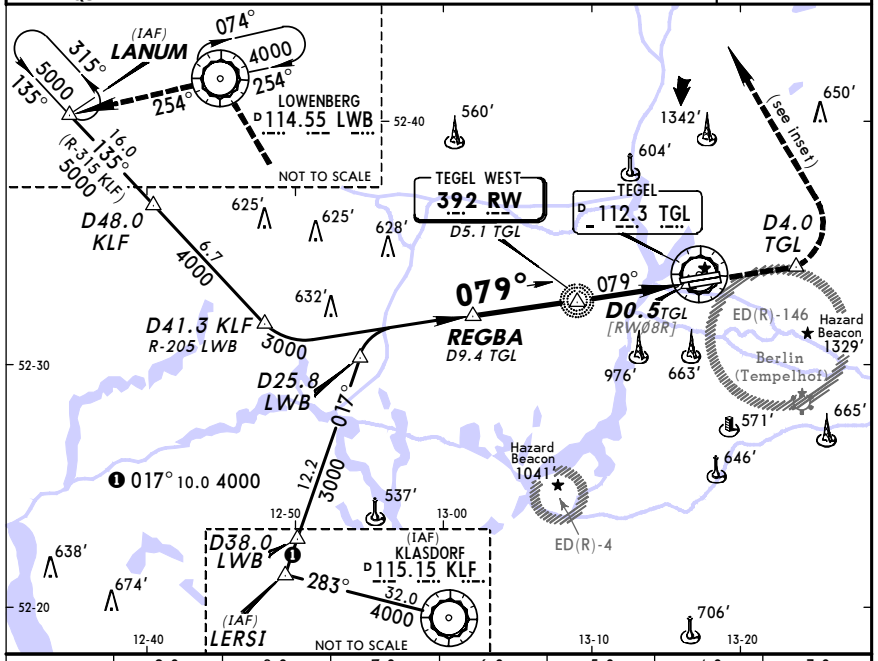
BRIEFING STRIP

NDB RW 392	Final Apch Crs 079°	Minimum Alt REGBA 3000′ (2891′)	MDA(H) 710′ (601′)	Apt Elev 122′ RWY 109′

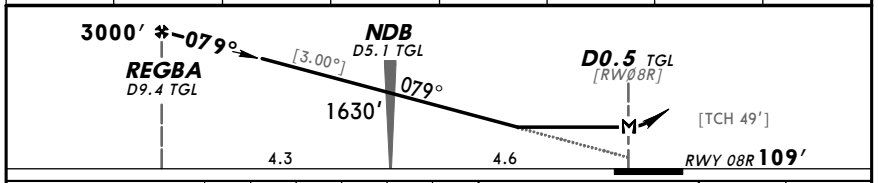
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 TGL turn LEFT continue climb to 5000′ via LWB VOR to LANUM.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.

2400′
MSA TGL VOR



TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2870′	2550′	2230′	1910′	1600′	1280′	960′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D0.5 TGL						

HIALS
PAPI

3000′ MAX

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

MDA(H) **710′ (601′)**

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

PANS OPS 4

CHANGES: Communications. Minimums.

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (16-3)

BERLIN, GERMANY
NDB Rwy 26L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

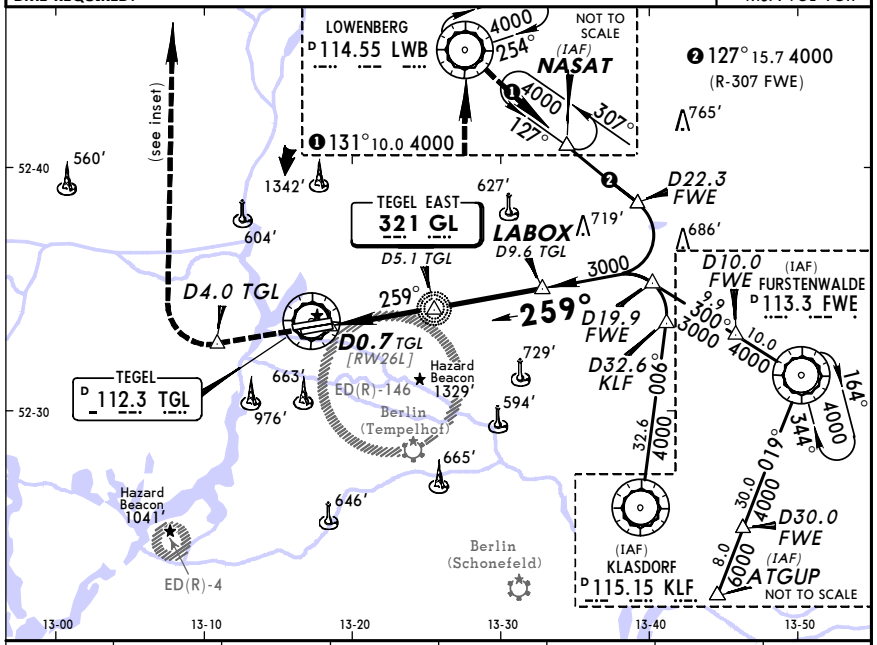
BRIEFING STRIP

NDB GL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
321	259°	LABOX 3000′ (2878′)	590′ (468′)	Apt Elev 122′ / RWY 122′

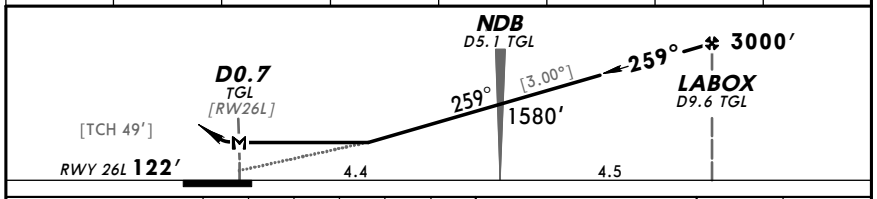
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 WEST of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.

2400′
MSA TGL VOR



TGL DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	910′	1230′	1550′	1860′	2180′	2500′	2820′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D0.7 TGL						

HIALS-II
PAPI
3000′ MAX

JAR-OPS
STRAIGHT-IN LANDING RWY 26L

MDA(H) 590′ (468′)

	ALS out	
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

PANS OPS 4

CHANGES: Minimums.

EDDT/TXL
TEGEL

JEPPESEN
29 JUN 07 (16-4)

BERLIN, GERMANY
NDB Rwy 26R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92

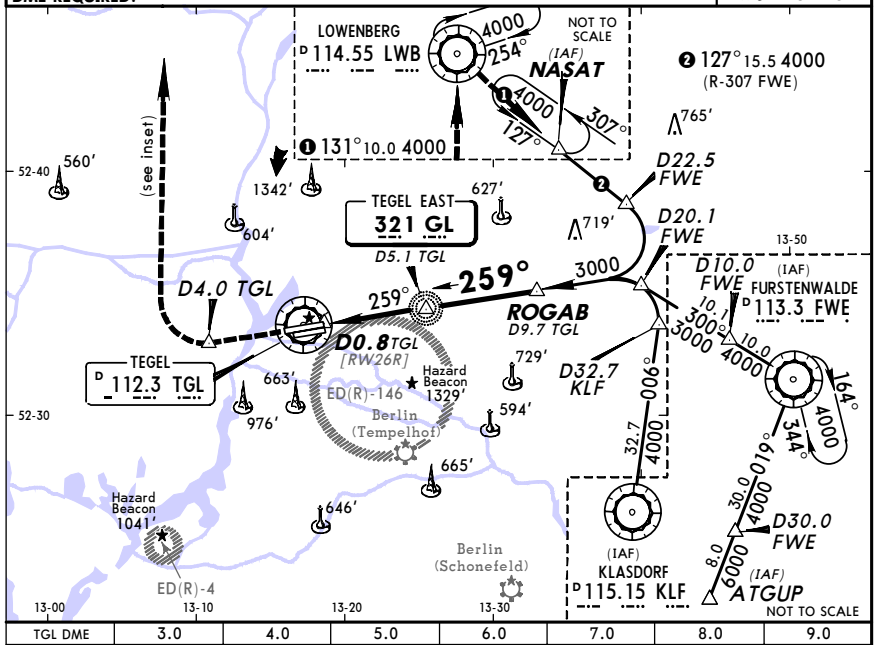
BRIEFING STRIP

NDB GL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
321	259°	ROGAB 3000′ (2883′)	600′ (483′)	Apt Elev 122′ / RWY 117′

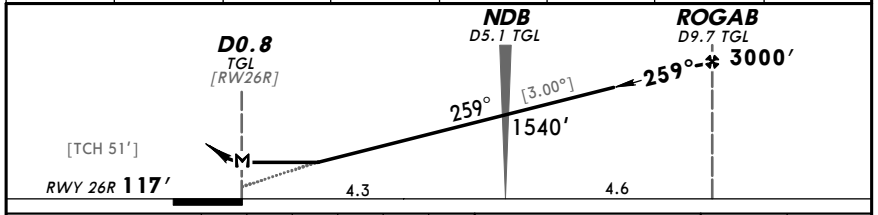
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 WEST of TGL VOR climb to 4000′ and turn RIGHT via LWB VOR to NASAT.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.

2400′
MSA TGL VOR



TGL DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	870′	1190′	1510′	1830′	2150′	2470′	2780′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D0.8 TGL						

ALSF-II
REIL
PAPI
3000′ MAX

JAR-OPS
STRAIGHT-IN LANDING RWY 26R

MDA(H) 600′ (483′)

	ALS out	
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

PANS OPS 4

CHANGES: Minimums.