JEPPESEN BERLIN, GERMANY EDDB/SXF 26 JAN 07 (20-1R) RADAR MINIMUM ALTITUDES **SCHONEFELD** BREMEN Information Apt Elev Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 157' 132.65 SCHONEFELL SCHONEFELL 500 DME 2400 0 0 0 - PLANTER-DIP NDB 3600 0 TGL VOR DIME 2100 2400) LÜBARS DLS NDB 3700 TOF VOR D TEGEL GL N 0 3500 3500 BREMEN ED WW FIR(C/E/G) D200

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

CHANGES: New chart.

JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY MJEPPESEN EDDB/SXF 9 NOV 07 (20-2) Eff 22 Nov **SCHONEFELD** D-ATIS Apt Elev Alt Set: hPa (IN on request) 124.95 157' Trans level: By ATC Trans alt: 5000 2400' BODLA THREE ZULU (BODLA 3Z) [BODL3Z] GOLBO ONE ZULU (GOLBO 1Z) [GOLB1Z] RENKI FIVE ZULU (RENKI 5Z) [RENK5Z] MSA SL NDB RWYS 07L/R ARRIVALS FROM NORTHEAST BRNAV EQUIPMENT NECESSARY **VERTICAL PLANNING** INFORMATION Pilots should plan for possible descent clearance of at or below FL140 by RADEL. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. - FRIEDLAND-117.15 FLD N53 45.8 E013 33.8 **BODLA** N53 16.6 E014 24.6 **GOLBO** N53 07.2 E013 37.0 (LWB R-052/D22) NOT TO SCALE **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. - 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

JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY MJEPPESEN EDDB/SXF 9 NOV 07 (20-2A) Eff 22 Nov SCHONEFELD Apt Elev Alt Set: hPa (IN on request) 124.95 157' Trans level: By ATC Trans alt: 5000' BODLA TWO VICTOR (BODLA 2V) [BODL2V] 2400' GOLBO ONE VICTOR (GOLBO 1V) [GOLB1V] RENKI FOUR VICTOR (RENKI 4V) [RENK4V] MSA SL NDB RWYS 25L/R ARRIVALS FROM NORTHEAST BRNAV EQUIPMENT NECESSARY - FRIEDLAND-SPEED RESTRICTION 117.15 FLD MAX 250 KT below FL100 or as by ATC. N53 45.8 E013 33.8 Not applicable within airspace C. HOLDING **OVER TERDA BODLA** N53 16.6 E014 24.6 RENKI TERDA **GOLBO RENKI** VERTICAL PLANNING INFORMATION Pilots should plan for possible descent clearance of at or below FL100 by TERDA ACTUAL DESCENT CLEARANCE (IAF) WILL BE AS DIRECTED BY ATC. TERDA N52 48.5 E013 55.7 NOT TO SCALE [□] 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

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

CHANGES: STAR RODEP 3V withdrawn; STAR GOLBO 1V estbld.

Licensed to Elefant air. Printed on 30 Jan 2008.

JEPPESEN JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY 1 JEPPESEN EDDB/SXF 1 JUN 07 (20-2B) Eff 7 Jun **SCHONEFELD** Apt Elev Alt Set: hPa (IN on request) 157' 124.95 Trans level: By ATC Trans alt: 5000 2400' AKUDI THREE SIERRA (AKUDI 3S) [AKUD3S] MILGU TWO SIERRA (MILGU 2S)/MILG2S/0 NUKRO FOUR SIERRA (NUKRO 4S) [NUKR4S] MSA SL NDB RUDAK FIVE SIERRA (RUDAK 5S) [RUDA5S] RWYS 07L/R ARRIVALS FROM SOUTH - SCHONEFELD -299 SL N52 24.0 E013 37.3 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. - KLASDORF -Not applicable within airspace C 115.15 KLF N52 01.2 E013 33.8 BRNAV equipment necessary. 2 Operational altitude due to **NUKRO** Night Low Flying System. N52 02.9 E014 25.0 4000 **NUKRO 4S** RUDAK NOT TO SCALE **AKUDI** (KLF D33 **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 CLEARANCÉ WILL BE AS DIRECTED**

BERLIN, GERMANY M JEPPESEN EDDB/SXF 1 JUN 07 (20-2C) Eff 7 Jun SCHOŃEFELD Apt Elev Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000' 124.95 2400' AKUDI THREE VICTOR (AKUDI 3V) [AKUD3V] • MILGU TWO VICTOR (MILGU 2V) [MILG2V] • NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V] MSA SL NDB RUDAK FIVE VICTOR (RUDAK 5V) [RUDA5V] RWYS 25L/R ARRIVALS FROM SOUTH SCHONEFELD -BRNAV equipment necessary 299 SL N52 24.0 E013 37.3 (IAF) FURSTENWALDE ^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 **AKUDI** N51 34.0 E013 39.4 Pilots should plan for possible MILGU descent clearance as follows: N51 34.3 E013 01.8 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.

Licensed to Elefant air. Printed on 30 Jan 2008. Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY MJEPPESEN EDDB/SXF 21 SEP 07 (20-2D) Eff 27 Sep SCHONEFELD Apt Elev Alt Set: hPa (IN on request) 124.95 157' 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 **GIRIT**N52 48.2 E012 04.7 (LWB R-259/D39) O KT below FL100 as by ATC. ble within airspace

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

CHANGES: BATEL 5Z renumbered 6Z & revised; DLE 5Z withdrawn.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPIS EN

Jepp View 3.5.2.0

BERLIN, GERMANY **MJEPPESEN** EDDB/SXF 21 SEP 07 (20-2E) Eff 27 Sep SCHONEFELD D-ATIS Apt Elev Alt Set: hPa (IN on request) 124.95 157' Trans level: By ATC Trans alt: 5000 BATEL SIX VICTOR (BATEL 6V) [BATE6V] VIBIS THREE VICTOR (VIBIS 3V) [VIBI3V] 2400, **RWYS 25L/R ARRIVALS** FROM WEST BRNAV EQUIPMENT NECESSARY 085° D19 PINUV N52 55.7 E013 38.7 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
ot applicable within airspace 085 24.0 E013 37 or as k applicable 0 114.55 LWB N52 54.6 E013 08.1 INFORMATION Ible descent VIBIS 91%₁ 039 259 **VIBIS**N52 58.5 E012 20.3 NOT **GIRIT** N52 48.2 E012 04.7 HOLDING OVER TERDA

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

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

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY M JEPPESEN EDDB/SXF 1 JUN 07 (20-2F) Eff 7 Jun RNAV TRANSITION SCHOŃEFELD Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 *ATIS Apt Elev 1. On downwind expect vectors to final 124.95 157' 2. Speed restrictions on Transition (even 2400' without profile) are always mandatory, unless cancelled by ATC **IBAMA** N52 44.1 E013 06.9 ⁴⁰⁰⁰ LANUM Ø7L, Ø7R KLF Ø7L [KLØ7L] KLF Ø7R [KLØ7R] **LANUM** N52 47.8 E012 23.2 LANUM Ø7L [LAØ7L] At or below LANUM Ø7R [LAØ7R] FL140 RWYS 07L/R SPEED RESTRICTION RNAV TRANSITIONS MAX 250 KT below FL100 GPS- OR FMS-EQUIPPED AIRCRAFT or as by ATC. USE OF RNAV TRANSITION ONLY Not applicable within airspace C. WHEN CLEARED BY ATC (FAF) (FAF) *LOMTO* N52 19.6 E013 17.6 PIKOV N52 18.9 E013 15.7 N52 25.0 E013 18.8 At or above At or above 3000 SCHONEFELD -220 KT 299 SL N52 24.0 E013 37.3 **DB531** N52 23.5 E013 12.8 N52 22.0 NOT TO SCALE **DB591** N52 21.1 E013 23.7 DB533 E013 06.7 N52 20.6 E013 00.6 **DB534** N52 19.1 DB535 **DB590** N52 20.3 E013 21.7 N52 17.6 **DODAT** N52 15.7 E013 24.8 E012 48.5 **DB553** N52 15.9 E013 03.6 **DB554** N52 14.5 DB552 220 KT Ø **DB536** N52 16.1 E012 42.4 N52 17.4 E013 09.7 E012 57.6 **DB541** N52 14.2 E013 18.7 **DB555** N52 13.0 **DB542** N52 12.7 E013 12.7 E012 51.5 **DB556** N52 11.5 E012 45.5 **DB543** N52 11.3 E013 06.6 **DB544** N52 09.8 E013 00.6 · KLASDORF -**DB545** N52 08.3 E012 54.5 115.15 KLF N52 01.2 E013 33.8 **DB546** N52 06.9 At or below E012 48.5 FL90 TRANSITION ROUTING (3000'+). KLF Ø7L KLF (FL90-) - DODAT (K220) - DB546 - DB556 - DB552 - LOMTO KLF Ø7R KLF (FL90-) - DODAT (K220) - DB546 - DB556 - PIKOV (3000'+).LANUM Ø7L LANUM (FL140-) - IBAMA - NAKIP (K220) - DB536 - DB556 - DB552 - LOMTO (3000'+).LANUM (FL140-) - IBAMA - NAKIP (K220) - DB536 - DB556 - PIKOV LANUM Ø7R

BERLIN, GERMANY M JEPPESEN EDDB/SXF 1 JUN 07 (20-2G) Eff 7 Jun RNAV TRANSITION SCHOŃEFELD Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 Apt Elev *ATIS 1. On downwind expect vectors to final. 124.95 157' 2. Speed restrictions on Transition (even 2400' without profile) are always mandatory, unless cancelled by ATC. O (FAF) LILKI **AMEPA** N52 26.2 E013 45.4 MSA SL NDB N52 25.8 E013 45.0 KOMIV At or above At or above E013 25.2 3000' 3000' °♦ DB456 SCHONEFELD 299 SL DB455 E014 16.6 N52 29.8 N52 24.0 E013 37.3 DB453 N52 29.3 E014 10.1 N52 28.7 E014 03.7 N52 27.2 E013 57.2 E013 51.1 DB452 DB446 N52 25.5 0 DB490 N52 24.9 E014 17.8 DB443 N52 24.4 E014 11.3 N52 23.8 E014 04.9 DB442 E013 59.3 N52 22.6 DB441 E013 54.0 **FURSTENWALDE**> N52 21.1 E013 47.9 [□] 113.3 FWE N52 18.3 E013 35.7 DB440 N52 24.7 E014 07.8 N52 19.7 E013 41.8 220 KT **ATGUP** 25L, 25R ATGUP 25L [AT25L] 220 KT DB439 ATGUP 25R [AT25R] N52 15.6 E013 44.4 KLF 25L [KL25L] KLF 25R [KL25R] RWYS 25L/R 400 25L, NATAV N52 08.5 RNAV TRANSITIONS E013 48.8 GPS- OR FMS-EQUIPPED AIRCRAFT KLASDORF -USE OF RNAV TRANSITION ONLY 115.15 KLF WHEN CLEARED BY ATC N52 01.2 E013 33.8 25R At or below FL100 ATGUP NOT TO SCALE SPEED RESTRICTION ATGUP MAX 250 KT below FL100 N51 48.9 E013 45.1 or as by ATC. Not applicable within airspace C. At or below FL120 2 Operational altitude due to Night Low Flying System. TRANSITION ROUTING ATGUP (FL120-) - NATAV - DB440 (K220) - DB443 - DB446 - DB456 - DB453 -ATGUP 25L LILKI (3000'+). ATGUP 25R ATGUP (FL120-) - NATAV - DB440 (K220) - DB443 - DB446 - DB456 - DB453 -DB452 - AMEPA (3000'+). KLF 25L KLF (FL100-) - IRMAS (K220) - DB443 - DB446 - DB456 - DB453 - LILKI KLF 25R KLF (FL100-) - IRMAS (K220) - DB443 - DB446 - DB456 - DB453 - DB452 -AMEPA (3000'+).

CHANGES: ATGUP transitions revised.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 30 Jan 2008

JEPPESEN JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY M JEPPESEN EDDB/SXF 10 NOV 06 (20-2H) Eff 23 Nov RNAV TRANSITION SCHOŃEFELD Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000 *ATIS Apt Elev 1. On downwind expect vectors to final. 124.95 157' 2. Speed restrictions on Transition (even 2400' without profile) are always mandatory, unless cancelled by ATC. MSA SL NDB NUKRO 25L [NU25L], NUKRO 25R [NU25R] RWYS 25L/R RNAV TRANSITIONS GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC (FAF) N52 25.8 E013 45.0 At or above 3000' $\diamondsuit_{\textit{KOMIV}}$ **AMEPA** N52 26.2 E013 45.4 N52 39.4 E013 25.2 At or above \Leftrightarrow_{DB456} 3000 — SCHONEFELD -299 SL DB455 E014 16.6 DB454 N52 29.8 N52 24.0 E013 37.3 DB453 N52 29.3 E014 10.1 DB452 N52 28.7 E014 03.7 N52 27.2 E013 57.2 E013 51.1 DB446 DB445 N52 25.5 DB490 N52 24.9 E014 17.8 N52 24.4 DB443 N52 24.3 E014 11.3 N52 23.8 E014 04.9 **DB442** E013 59.3 067° DB441 DB440 E013 54.0 N52 19.7 E013 41.8 220 KT DB439 N52 15.6 E013 44.4 NOT TO SCALE **NUKRO** 14000 353° N52 02.9 E014 25.0 At or below SPEED RESTRICTION FL140 MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. TRANSITION ROUTING NUKRO (FL140-) - DB439 - DB440 (K220) - DB443 - DB446 - DB456 - DB453 -**NUKRO 25L**

BERLIN, GERMANY **MALEPPESEN** EDDB/SXF SCHONEFELD 8 DEC 06 (20-3) Eff 21 Dec SID Trans level: By ATC Trans alt: 5000 BREMEN Radar Apt Elev 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. 157' 120.62 Strict adherence within the limits of aircraft performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles BELID FOUR SIERRA (BELID 4S) BELID TWO X-RAY (BELID 2X) RWYS 07L/R, 25L/R DEPARTURES NOT TO 249° bearing to D10.9 SDD, vay track to **600**°, to SL, turn RIGHT, intercept FWE d to D14 FWE, turn RIGHT, intercept FWE R-252 to turn RIGHT, 261° track to BELID. **D22 FWE** N52 18.5 E013 33.4 E013 37. SCHONFFELD 309 MW S2 20.7 E013 23.2 **D 10.9 SDD** N52 18.6 E013 13.6 BELID 2X 07L/R 25L/R SID BELID 4S BELID 2X • Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY MJEPPESEN EDDB/SXF SCHONEFELD 8 DEC 06 (20-3A) Eff 21 Dec

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. 157 120.62 Strict adherence within the limits of aircraft performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles. BRUNKENDORF FIVE SIERRA (BKD 5S) 2400, BRUNKENDORF SIX X-RAY (BKD 6X) RWYS 07L/R, 25L/R DEPARTURES D13 LWE × to 600°, to SL, turn RIGHT, intercept FWE R-266 I LEFT, 355° track to FWE 11 DME, turn LEFT, internd to LWB, turn LEFT, LWB R-276 via VIBIS to BKD.

to 600°, to MW. 249° bearing to D10.9 SDD, turn R-257 to D48 FWE turn RIGHT, 336° track to 9° track to BKD. **TUBRI** N52 43.3 E012 27.3 **D48 FWE** E012 51.0 climb o ◁ < 1 N52 5S: Initial of 6X: Initial of Climb on runway track to bound to D9 FWE, turn L cept LWB R-121 inbound Climb on runway track to RIGHT, intercept FWE R TUBRI, turn LEFT, 299° N52 SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
t applicable within airspace BKD 07L/R BKD 5S BKD 6X

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

CHANGES: Initial contact.

CHANGES: Initial contact; D48 FWE INS coordinates.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPES EN

JeppView 3.5.2.0

EDDB/SXF
SCHONEFELD

SCHONEFELD

SID

SETT 15 Feb

SERLIN, GERMANY

(20-3B)

Eff 15 Feb

SID

BREMEN Apt Elev 120.62 157'

Trans level: By ATC Trans alt: 5000′

1. Remain on tower frequency until passing 2000′, then contact BREMEN Radar.

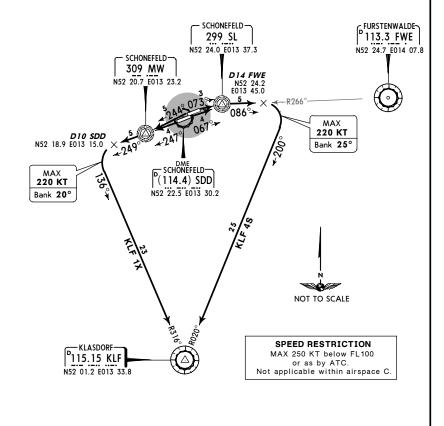
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

3. Rwys 07L/R, 25R: EXPECT close-in obstacles.

2400'

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.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY 1 JEPPESEN EDDB/SXF 2 FEB 07 (20-3C) Eff 15 Feb SCHONEFELD Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then BREMEN contact BREMEN Radar. 2. SIDs are also minimum noise Radar 157' routings. Strict adherence within the limits of aircraft 2400' 120.62 performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles **RAKIT** RAKIT TWO SIERRA (RAKIT 2S) SL NDB △ N53 10.7 E013 54.7 **RAKIT FIVE X-RAY (RAKIT 5X)** RWYS 07L/R, 25L/R DEPARTURES LOWENBERG-114.55 LWB N52 54.6 E013 08.1 NOT TO SCALE D48.7 KLF E013 59.9 D22 FWE X SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. SCHONEFELD SDD FURSTENWALDE SCHONEFELD -D 113.3 FWE 299 SL N52 24.7 E014 07.8 N52 24.0 E013 37.3 N52 22.5 E013 30.2 - SCHONEFELD -309 MW N52 20.7 E013 23.2 **D10 SDD** N52 18.9 E013 15.0 MAX 220 KT Bank 20° - KLASDORF-115.15 KLF N52 01.2 E013 33.8 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 1, 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. After D9 FWE BRNAV equipment necessary

JEPPESEN JeppView 3.5.2.0

EDDB/SXF SCHONEFELD

Apt Elev

157'

BREMEN

Radar

120.62

MJEPPESEN

BERLIN, GERMANY

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

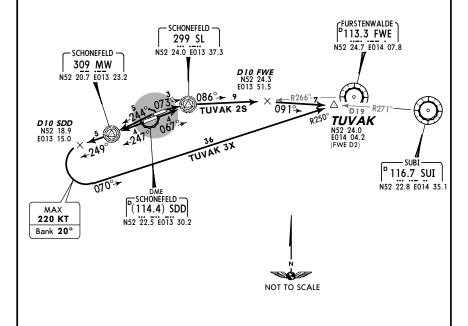
Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles.

2400' MSA SL NDB

TUVAK TWO SIERRA (TUVAK 2S) TUVAK THREE X-RAY (TUVAK 3X) RWYS 07L/R, 25L/R DEPARTURES NO ACCESS TO AIRWAY UL 980

SPEED RESTRICTION

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



Initial climb clearance 4000'					
SID	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.			

CHANGES: Initial contact.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

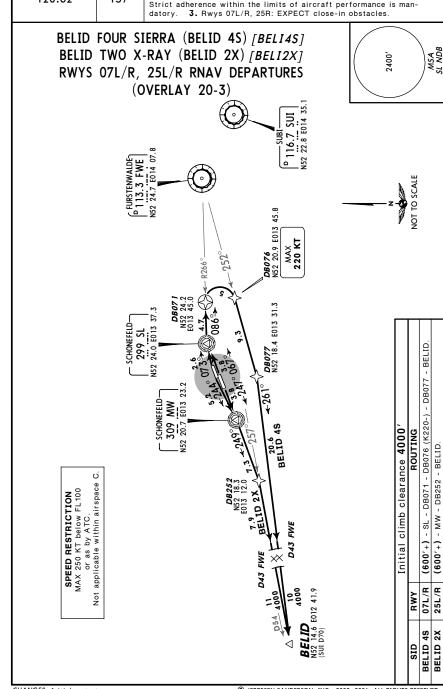
EDDB/SXF **SCHONEFELD** MJEPPESEN!

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

BERLIN, GERMANY RNAV SID (OVERLAY)

BREMEN Radar 120.62 157'

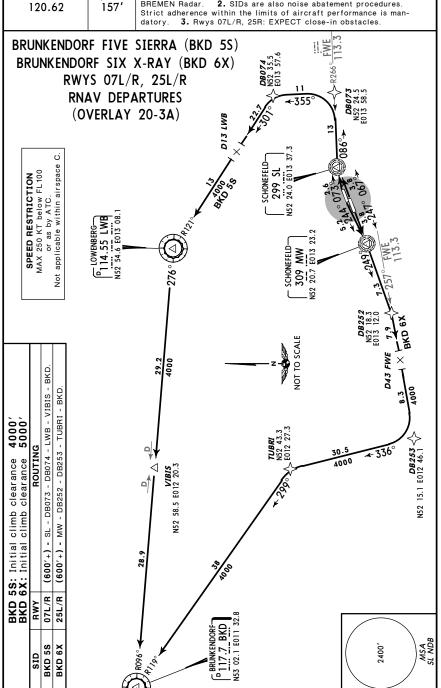
Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is man-



BERLIN, GERMANY **MJEPPESEN** EDDB/SXF 2 FEB 07 (20-3F) Eff 15 Feb RNAV SID (OVERLAY) SCHONEFELD

Trans level: By ATC Trans alt: 5000 Apt Elev 1. Remain on tower frequency until passing 2000', then contact **BREMEN Radar**

BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles



© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

CHANGES: None.

Licensed to Elefant air. Printed on 30 Jan 2008. Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

EDDB/SXF SCHONEFELD **MJEPPESEN**

BERLIN, GERMANY 2 FEB 07 (20-3G) Eff 15 Feb RNAV SID (OVERLAY)

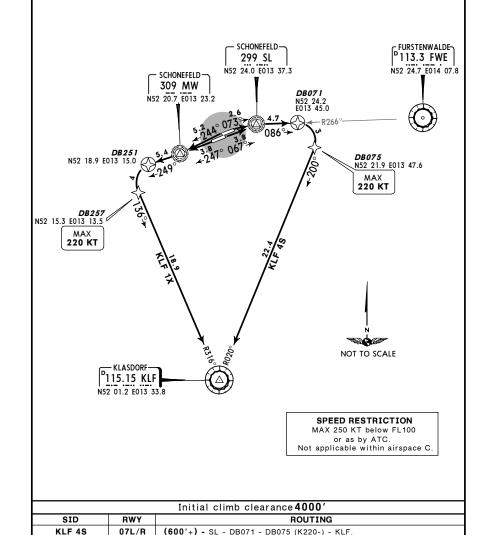
Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then BREMEN contact BREMEN Radar. 2. SIDs are also minimum noise Radar 157' routings. Strict adherence within the limits of aircraft 120.62 performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles.

2400' MSA

SL NDB

KLASDORF FOUR SIERRA (KLF 4S) KLASDORF ONE X-RAY (KLF 1X) RWYS 07L/R, 25L/R RNAV DEPARTURES (OVERLAY 20-3B)

ONLY FOR DESTINATION EDDB, EDDI OR EDDT



(600'+) - MW - DB251 - DB257 (K220-) - KLF

KLF 1X

JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008.

JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY MJEPPESEN EDDB/SXF 8 DEC 06 (20-3H) Eff 21 Dec RNAV SID (OVERLAY) SCHONEFELD Trans level: By ATC Trans alt: 5000' 1. Remain on tower frequency until passing 2000', then **BREMEN** Apt Elev contact BREMEN Radar. 2. SIDs are also minimum noise Radar 157' routings. Strict adherence within the limits of aircraft 120.62 2400' performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles RAKIT TWO SIERRA (RAKIT 2S) [RAKI2S] MSA SL NDB RAKIT FIVE X-RAY (RAKIT 5X) [RAKI5X] RWYS 07L/R, 25L/R RNAV DEPARTURES (OVERLAY 20-3C) △ RAKIT LOWENBERG -114.55 LWB N52 54.6 E013 08.1 NOT TO SCALE DB256 N52 48.9 E014 01.0 D22 FWE X SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C. FURSTENWALDE ' SCHONEFELD -D113.3 FWE 299 SL N52 24.7 E014 07.8 N52 24.0 E013 37.3 SCHONEFELD -309 MW N52 20.7 E013 23.2 DB073 N52 24.5 E013 58.5 **DB251** N52 18.9 E013 15.0 DB255 N52 20.1 E013 44.5 DB254 N52 14.7 E013 17.3 -KLASDORF -115.15 KLF 220 KT N52 01.2 E013 33.8

Initial climb clearance 4000 RWY SID **RAKIT 2S** 07L/R (600'+) - SL - DB073 - RAKIT. **RAKIT 5X** (600'+) - MW - DB251 - DB254 (K220-) - DB255 - DB256 - RAKIT

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED. CHANGES: Initial contact; RNAV SID RAKIT 4X renumbered 5X.

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0

EDDB/SXF SCHONEFELD **MJEPPESEN**

BERLIN, GERMANY 8 DEC 06 (20-3J) Eff 21 Dec RNAV SID (OVERLAY)

BREMEN Apt Elev Radar 157' 120.62

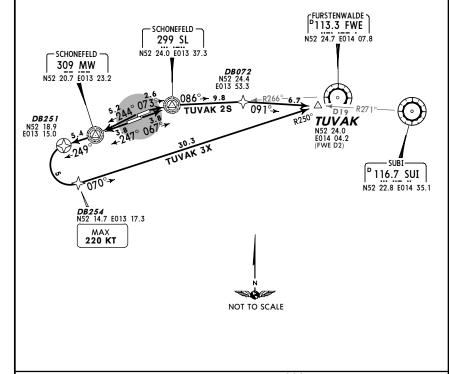
Trans level: By ATC Trans alt: 5000 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwys 07L/R, 25R: EXPECT close-in obstacles.



TUVAK TWO SIERRA (TUVAK 2S) [TUVA2S] TUVAK THREE X-RAY (TUVAK 3X) [TUVA3X] RWYS 07L/R, 25L/R RNAV DEPARTURES (OVERLAY 20-3D) NO ACCESS TO AIRWAY UL 980

SPEED RESTRICTION

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



Initial climb clearance 4000 SID RWY **TUVAK 2S** 07L/R (600'+) - SL - DB072 - TUVAK. (600'+) - MW - DB251 - DB254 (K220-) - TUVAK. **TUVAK 3X** 25L/R

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JeppView 3.5.2.0

EDDB/SXF
SCHONEFELD

SCHONEFEL

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
- 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.

CHANGES: Text revised. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPES E N

Jepp View 3.5.2.0

EDDB/SXF
SCHONEFELD

SCHONEFEL

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.

CHANGES: New page. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 EDDB/SXF Apt Elev 157' N52 22.7 E013 31.2 BERLIN, GERMANY **MJEPPESEN** 1 JUN 07 (20-9) **SCHONEFELD** ACARS: SCHONEFELD Ground Tower BREMEN Radar (DEP) 124.95 121.6 120.02 120.62 LEGEND Taxiway Apron

© JEPPESEN SANDERSON, INC., 1999, 2007, ALL RIGHTS RESERVED.

CHANGES: Communications.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPES EN

JeppView 3.5.2.0

EDDB/SXF

3 JEPPESEN1 JUN 07 (20-9A)

BERLIN, GERMANY SCHONEFELD

GENERAL

Rwy 07R/25L approved for CAT II/III operations, special aircrew & acft certification required. Vertical windshear warning provided. CAUTION: Birds in vicinity of airport.

		ADDITIONAL RUNWAY IN	IFORMATION			
			LANDING	SABLE LENGTHS	5	
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH
7L	HIRL PAPI-R (3.0°)				•	148'
25R	HIRL HIALS		1	7940' 2420m	0	45m

 TAKE-OFF RUN AVAILABLE RWY 07L:

From rwy head 8891' (2710m) twy G int 7743' (2360m) twy E int 7448' (2270m)

twy J int 6135' (1870m)

HIRL CL HIALS SFL TDZ PAPI-L(3.0°)

From rwy head 8891'(2710m) twy J int 3215' (980m)

RVR 8870' 2704m 8748' 2666m 148' 45m

- 2 Rwy with antiskid layer.
- **1** TAKE-OFF RUN AVAILABLE

RWY 07R:		RWY 25L:	
From rwy head	9842' (3000m)	From rwy head	9842' (3000m)
twy B int	6070' (1850m)	twy L int	6890' (2100m)
twy L int	3232' (985m)	twy D int	6726' (2050m)
twy D int	2690' (820m)	twy B int	4347' (1325m)

LOW VISIBILITY PROCEDURES

All weather operations category IIIB are permitted, for the time being, up to RVR 125m on rwys 07R/25L. The twys to be used are provided with twy centerline lighting from the taxi holding positions to the rwy centerline.

Aircraft having landed shall taxi to the end of the runway. If required, a "FOLLOW-ME" car may be requested from ATC.

DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

- ti 25 min prior to EOBT for unregulated flights. 30 min prior to CTOT for ATFM regulated flights.
- t₁ 11 min prior to EOBT for unregulated flights.
- 16 min prior to CTOT for ATFM regulated flights.
- t₁ 5 min

JAR-OPS TAKE-OFF I						
		Rwy 07R/25L		All Rwys		
П	LVP must be in Force			LVP must be	1	
П	Approved		i	in Force		i
П	Operators					
П	HIRL, CL	RL, CL		RCLM (DAY only)	RCLM (DAY only)	NIL
Ш	& mult. RVR req	& mult. RVR req	RL & CL	or RL	or RL	(DAY only)
Α						
В	125m	150m	200m	250m	100	500
С					400m	500m
D	150m	200m	250m	300m]	

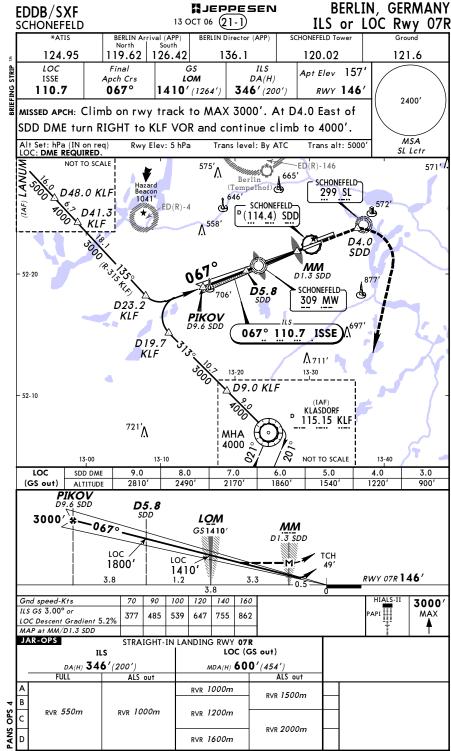
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

BERLIN, GERMANY I JEPPESEN EDDB/SXF 24 AUG 07 (20-9B) **SCHONEFELD** __ 13-30.4 _{13-30.5} 13-30.6 13-30.7 13-30.8 13-30.9 13-31.1 13-31.2 13-31.3 13-31.4 _{13-31.5} 13-31.6 52-23.5 $\ensuremath{\bullet}$ TWY $^{\prime\prime}\text{K}^{\prime\prime}$ closed between twy $^{\prime\prime}\text{J}^{\prime\prime}$ and thresh 52-23.5 rwy 25R for acft with wing span exceeding 164'/50m except acft with wing span up to APRON 3A 197'/60m (wing-tip clearance 7.5m) taxiing - 52-23.4 during day in VMC under strict observance 52-23.4 of twy centerline marking. **TERMINAL** TERMINAL - 52-23.3 52-23.3 APRON 3 SPECIAL - 52-23.2 52-23.2 **APRON** Taxiing of acft from Limit of ramp apron 1, 2 & 3 is control competence only approved with minimum thrust. - 52-23.1 APRON 2 K O CARGO **—** 52-23 APRON 1 52-22.9 BY-PASS AREA 52-22.8 13-31.1 13-31.2 13-30.6 13-30.7 13-30.8 13-30.9 13-31.4 INS COORDINATES STAND No. **COORDINATES** STAND No. **COORDINATES** 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 N52 22.8 E013 30.5 6 thru 10 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 N52 23.2 E013 31.2 31 62 thru 64 N52 23.4 E013 31.3 33 thru 35 N52 23.2 E013 31.3

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED

CHANGES: Parking stands. Coordinates.

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0



CHANGES: LANUM arrival

BERLIN, GERMANY MJEPPESEN. EDDB/SXF 13 OCT 06 (21-1A) CAT II ILS Rwy 07R **SCHONEFELD** BERLIN Director (APP) BERLIN Arrival (APP) SCHONEFELD Tower 124.95 119.62 126.42 136.1 120.02 121.6 CAT II ILS LOC Final GS Apt Elev 157 RA 105' ISSE Apch Crs LOM DA(H) 246'(100' 067° 110.7 1410′ (1264′) RWY 146 2400' 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 MSA Special Aircrew & Acft Certification required. SL Lctr NOT TO SCALE -ED(R)-146 571 Berlin SCHONEFELD-(Tempelhof) 299 SL D48.0 KLF SCHONEFELD— D41.3 '(114.4) SDD ED(R)-4 SDD ΜМ 52-20 D1.3 SDD SCHONEFELD-⋬ 309 MW D23.2 KLF PIKOV 067° 110.7 ISSE D19.7 KLF **1** 711′ 13-30 D9.0 KLF 52-10 KLASDORF 721 115.15 KLF Λ MHA 4000 NOT TO SCALE 13-00 13-10 13-40 **PIKOV** 3000 LOM ММ GS 1410' D1:3 SDD TCH 49' RWY 07R 146' 5.0 3.3 Gnd speed-Kts 70 90 100 120 140 160 HI<u>ALS</u>-I 3000 3.00° 377 485 539 647 755 862 MAX 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.

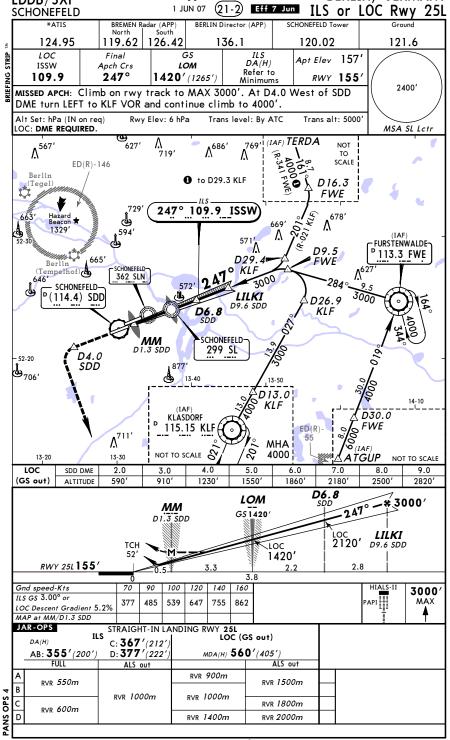
© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

EDDB/SXF

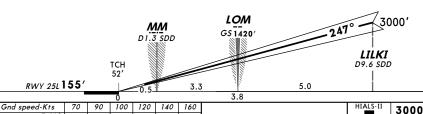
JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY



MILEPPESEN

JEPPESEN Licensed to Elefant air. Printed on 30 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 BERLIN, GERMANY **JEPPESEN** EDDB/SXF (21-2A) CAT II ILS Rwy 25L **SCHONEFELD** SCHONEFELD Tower *ATIS BREMEN Radar (APP) BERLIN Director (APP) 124.95 119.62 | 126.42 136.1 120.02 121.6 CAT II ILS RA 101' LOC Final GS Apt Elev 157 ISSW Apch Crs LOM DA(H) 247° 109.9 1420' (1265') RWY 155 255'(100 2400' 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 Special Aircrew & Acft Certification required. Trans level: By ATC Trans alt: 5000 MSA SL Lctr (IAF) TERDA NOT 627' 686 567 769 TΩ Λ` SCALE 1 to D29.3 KLF D16.3 (Tegel) **FWE** 729 247° 109.9 ISSW 1329' رمان ED(R)-146 . 594' FURSTENWALDE D9.5 D29. ^D 113.3 FWE 665' **FWE** KLF (Tempelhof) 362 SLN SCHONEFELD-^D(114.4) SDD LILKI D26.9 KLF -SCHONEFELD-**MM** D1.3 \$DD 299 SL D4.0 52-20 SDD 877 ७_{706′} ٨ 13-40 [™]D13.0 14-10 KLF D30.0 KLASDORF » FWE 115.15 KLF ۸⁷¹¹′ ED(R)-MHA (IAF) S 4000 NOT TO SCALE 13-20 13-30 ATGUP NOT TO SCALE LOM 3000 ММ GS 1420' D1.3 SDD **LILKI** D9.6 SDD



MAX

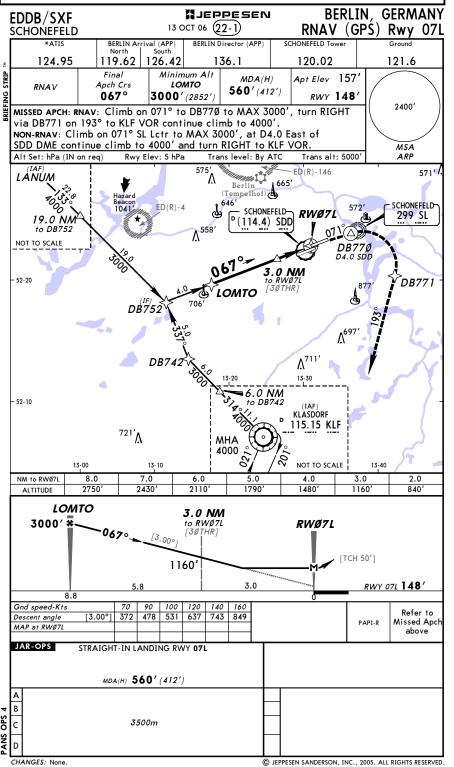
JAR-OPS STRAIGHT-IN LANDING RWY25L CAT II ILS ABCD RA 101' DA(H) 255'(100'

485 539 647 755 862

3.00° 377

RVR 300m ■

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. Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 JEPPESEN JeppView 3.5.2.0



BERLIN, GERMANY MJEPPESEN. EDDB/SXF 13 OCT 06 (22-2) RNAV (GPS) Rwy 25R **SCHONEFELD** SCHONEFELD Tower *ATIS BERLIN Arrival (APP BERLIN Director (APP) Ground 124.95 119.62 126.42 136.1 120.02 121.6 Final Minimum Alt Apt Elev 157 MDA(H)Apch Crs **AMEPA** RNAV 560' (415') 247° 3000' (2855') RWY 145 2400' 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. MSA Alt Set: hPa (IN on reg) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' ARP (IAF) TERDA 567′<u>/</u>\ 686' ∖\ 16.0 -185° 4000 NOT Tegel TO SCALE **●** 028°13.1 4000 5.0 NM Hazard Beacon 1329' 790′Λ to DB652 663 ₆₇₈, Λ ED(R)-146 -FURSTENWALDE-113.3 FWE 665 DB652 Berlin 575' (Tempelhof) 646' SCHONEFELD-^D(114.4) SDD RW25R 3.0 NM DB642 DB67Ø D4.0 SDD 13-40 52-20 12.2 NM (b)_{706′} to DB642 DB67 KLASDORF 115.15 KLF Λ^{711′} ED(R)-55 ATGUP 655 677 13-20 13-30 NOT TO SCALE 14-10 NM to RW25R 2.0 3.0 4.0 5.0 6.0 7.0 8.0 900 1250 1950 2650' 3000 ALTITUDE 1600' **AMEPA** 3.0 NM RW25R to RW25R [3ØTH2] 1250' [TCH 50'] RWY 25R 145 5.0 8.0 70 90 100 120 140 160 Gnd Speed-Kts Refer to 409 526 584 701 817 934 Descent angle Missed Apcl MAP at RW25R above JAR-OPS STRAIGHT-IN LANDING RWY 25R MDA(H) 560'(415') ALS out RVR 900m RVR 1500m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

© JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

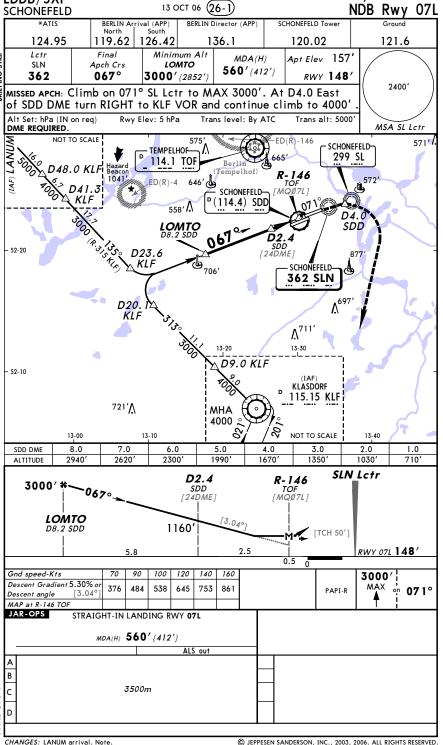
CHANGES: KLF VOR arrival

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007

EDDB/SXF

JEPPESEN JeppView 3.5.2.0

BERLIN, GERMANY



MILEPPESEN

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JeppView 3.5.2.0

BERLIN, GERMANY MJEPPESEN. EDDB/SXF 1 JUN 07 (26-2) Eff 7 Jun NDB Rwy 07R **SCHONEFELD** BERLIN Director (APP) SCHONEFELD Tower *ATIS BREMEN Radar (APP) Ground 124.95 119.62 | 126.42 136.1 120.02 121.6 Lctr Final Minimum Alt Apt Elev 157 MDA(H)MW Apch Crs **PIKOV** 600' (454') 067° 309 3000' (2854') RWY 146 2400' 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'. Rwy Elev: 5 hPa Trans level: By ATC Alt Set: hPa (IN on reg) MSA SL Lctr DME REQUIRED. ED(R)-146 NOT TO SCALE 571 Berlin SCHONEFELD-Hazard (Tempelhof) D48.0 KLF 299 SL ED(R)-4 — SCHONEFELD— (114.4) SDD D4.0 SDD 52-20 SDD [RWØ7R] 706 D23.2 **309 MW D5.8**SDD KLF PIKOV D19.7 KLF 13-30 D9.0 KLF 52-10 KLASDORF 115.15 KLF ^{721′}Λ MHA 4000 NOT TO SCALE 13-00 13-10 13-40 9.0 8.0 7.0 4.0 3.0 SDD DME 5.0 2810' 2490' 2170' 1860 1540' 1220' 900' ALTITUDE MW D5.8 Lctr 3000' ** -067°__[3.02°] SDD D0.8 1410 [RWØ7R] **PIKOV** 1800 0670 D9.6 SDD [TCH 49'] 3.8 RWY 07R 146' 70 90 100 120 140 160 Gnd speed-Kts 3000 Descent Gradient 5.28% or MAX 374 534 481 641 748 855 Descent angle [3.02° MAP at D0.8 SDD STRAIGHT-IN LANDING RWY 07R MDA(H) 600' (454') ALS out RVR 1000m RVR 1500m RVR 1200m RVR 2000m RVR 1600m

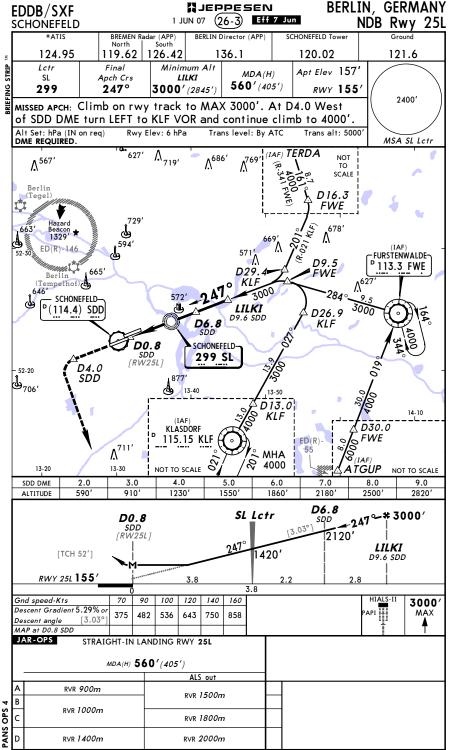
© JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

CHANGES: Communications.

Licensed to Elefant air. Printed on 30 Jan 2008.

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

JEPPESEN JeppView 3.5.2.0

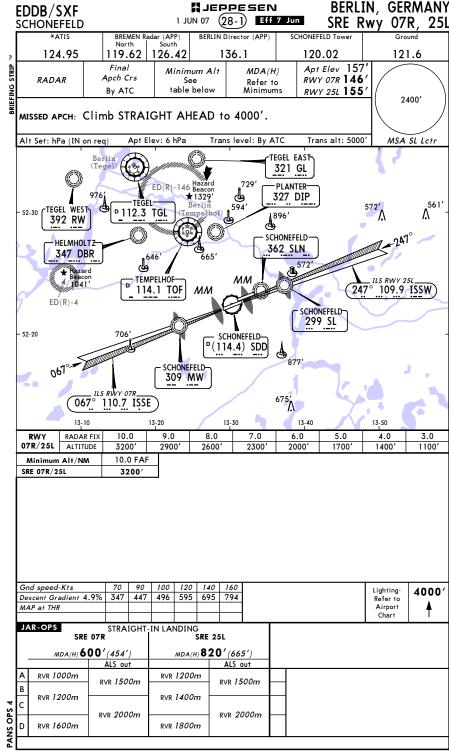


BERLIN, GERMANY EDDB/SXF MILEPPESEN 1 JUN 07 (26-4) Eff 7 Jun NDB Rwy 25R **SCHONEFELD** BERLIN Director (APP) SCHONEFELD Tower BREMEN Radar (APP) 124.95 119.62 | 126.42 136.1 120.02 121.6 Lctr Final Minimum Alt Apt Elev 157 MDA(H)SLN Apch Crs **AMEPA** 560' (415') 247° 362 3000' (2855') RWY 145 2400' 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 reg) Rwy Elev: 5 hPa Trans level: By ATC DME REQUIRED MSA SL Lctr 1769' (IAF) TERDA ٧₆₈₆, NOT TO SCALE 1 to D29.7 KLF D16.3 (Tegel) **FWE** Hazard 663 Beacon 1329′ ★ ED(R)-146 _FURSTENWALDE D9.9 ^D 113.3 FWE D29.7 665' SCHONEFELD-**EWE 362 SLN ∆**627′ SCHONEFELD-P(114.4) SDD D26.9 D10.0 SDD D5.0 KLF D2.0 CHONEFELD-[RW25R] 299 SL 52-20 SDD (b) 706' 13-40 D13.0 KLF D30.0 KLASDORF % FWE 115.15 KLF Λ⁷¹¹′ MHA 20 4000 NOT TO SCALE 13-20 13-30 **ATGUP** NOT TO SCALE SDD DME 3.0 4.0 5.0 6.0 7.0 8.0 9.0 10.0 550' 900' 1250 1600' 1950' 2650' 3000' ALTITUDE D5.0 A7°~* 3000′ SLN Lctr SDD D2.0 **AMEPA** 250' [TCH 50'] D10.0 SDD 247 RWY 25R 145' 5.0 70 90 100 120 140 160 Gnd Speed-Kts 3000 Descent Gradient 5.88% or 417 537 596 716 835 954 MAX [3.37° Descent angle MAP at D2.0 SDD JAR-OPS STRAIGHT-IN LANDING RWY 25R MDA(H) 560'(415') ALS out RVR 900m RVR 1500m RVR 1000m RVR 1800m RVR 1400m RVR 2000m

© JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

CHANGES: Communications. ATGUP arrival

Licensed to Elefant air. Printed on 30 Jan 2008 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 **JEPPESEN** JeppView 3.5.2.0



#JEPPESEN