Arrival

Sectorization and Airspace

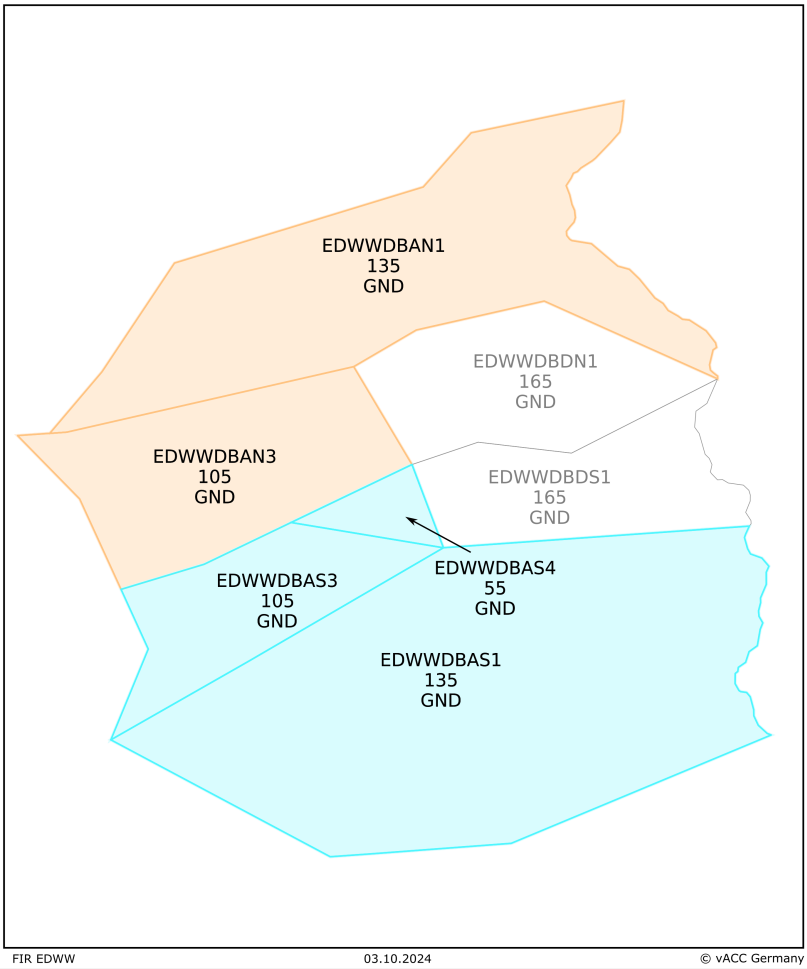
Sector Berlin Arrival

For flight simulator use only. Not to be used for real world flight.

VATSIM Germany

Sector DBAN/DBAS (EDDB_N_APP/EDDB_S_APP)

EDDB RWYs 06



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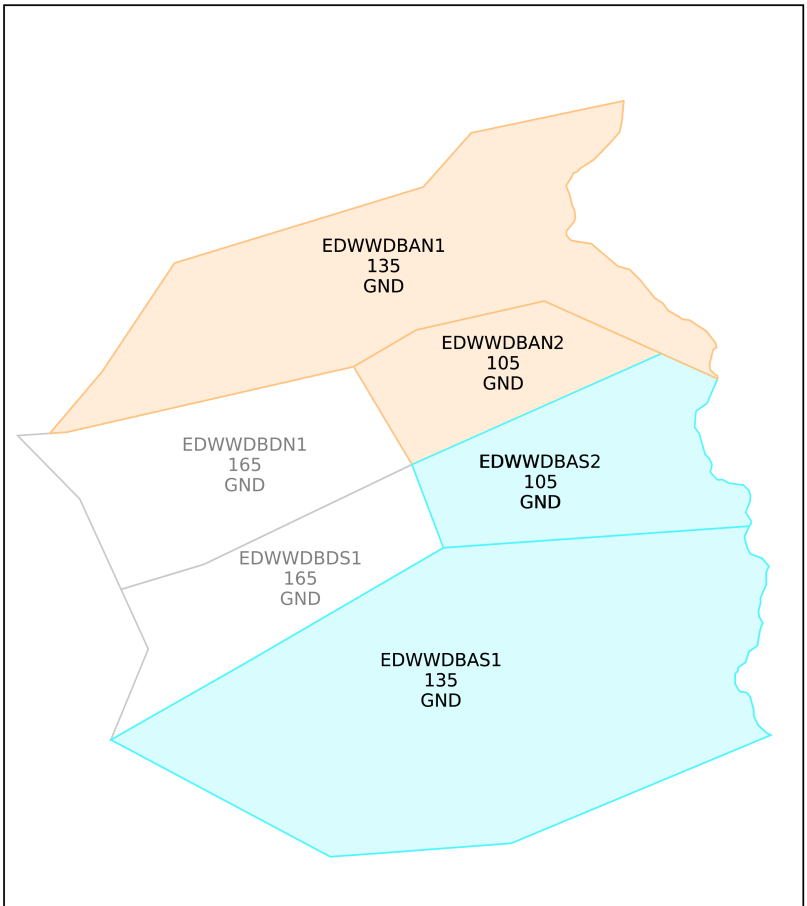
VATSIM Germany

Sector DBAN/DBAS (EDDB_N_APP/EDDB_S_APP)

EDDB RWYs 24



Station	Station ID	Frequency	Login
Pickup			
Bremen Radar (Pickup Nord)	DBAN	119.630	EDDB_N_APP
Bremen Radar (Pickup Süd)	DBAS	126.425	EDDB_S_APP
Feeder			
Berlin Arrival (Feeder Nord)	DBANT	136.105	EDDB_AN_APP
Berlin Arrival (Feeder Süd)	DBAST	121.130	EDDB_AS_APP
Coordinator			
Berlin Coordinator	---	---	Any middle locator which has higher priority than DBAN or DBAS

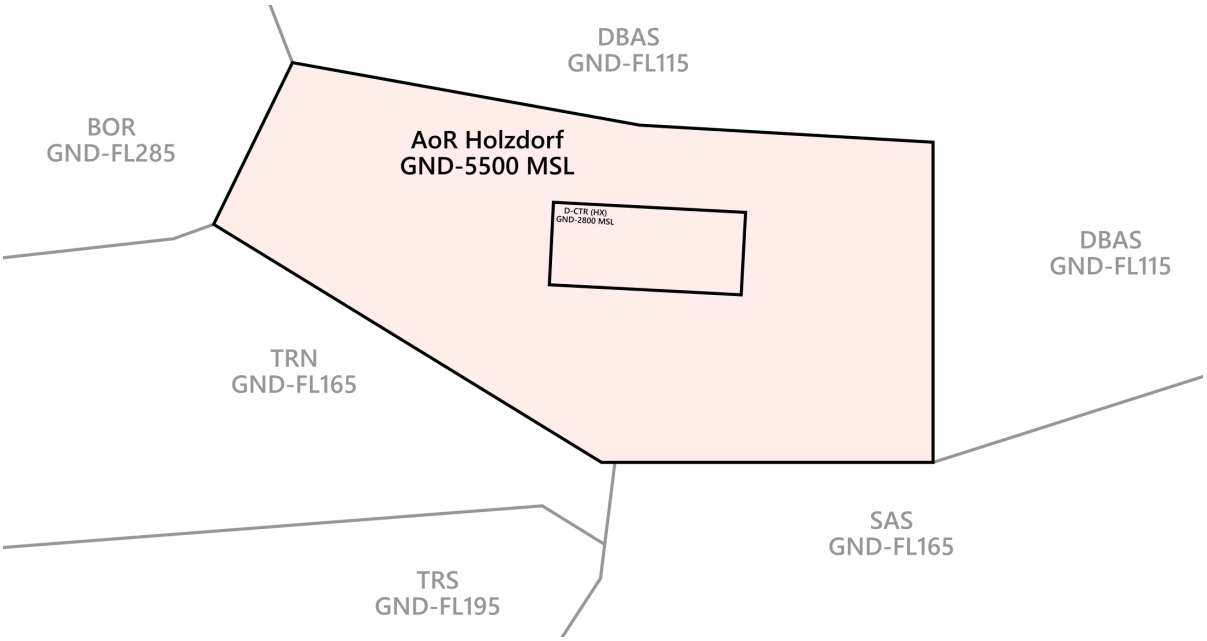
All frequencies (incl. Berlin Departure) shall be cross-coupled by the responsible controller.

A second Feeder will only be staffed when Independent Parallel Approach operations are required.

The Coordinator position will take over all pre-planning responsibilities for the Pickup station. The main task is to coordinate all arrivals so that an initial sequence is created for the Pickup. The coordinator works on all coordination duties. Tags from the CTR station will always be transferred to the executive controller immediately. The Berlin Coordinator shall log in with a callsign having a higher priority than DBAN/DBAS (e.g. EDDB_C_APP) and the correct primary frequency selected.

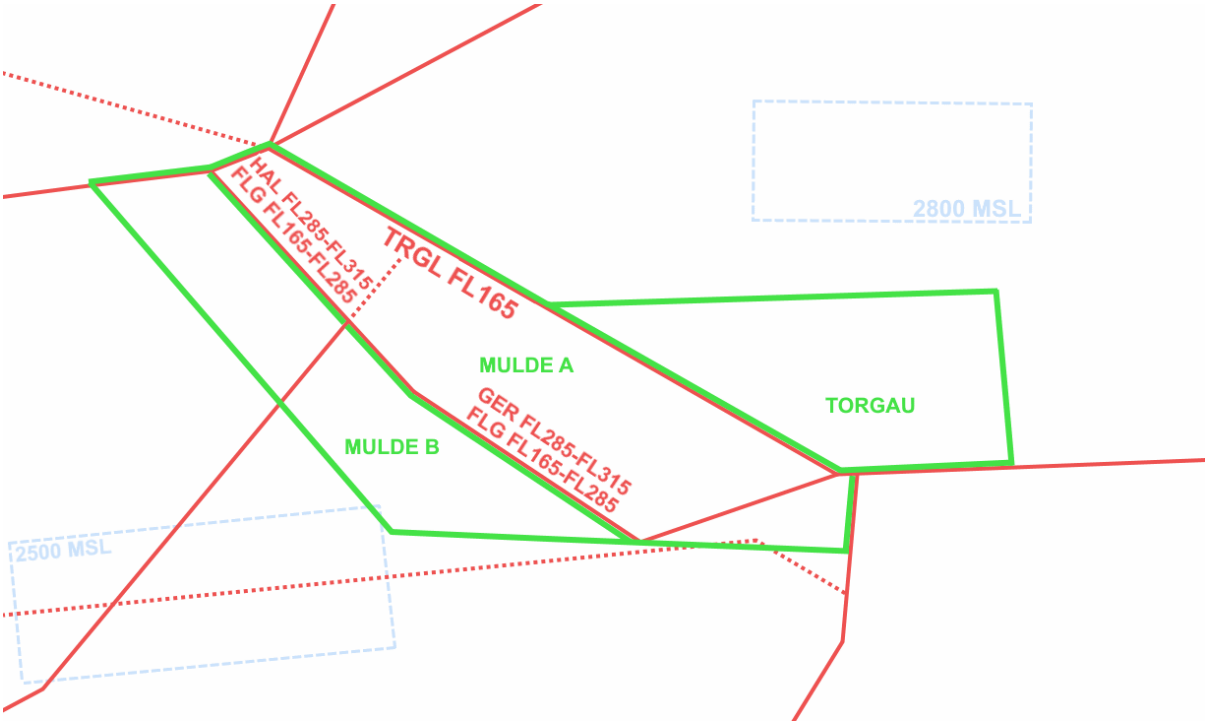
Holzdorf AoR

Holzdorf AoR (ETSH_APP) may be staffed. This will delegate the airspace described below from GND to 5500 ft. Every movement between ETSH_APP and Bremen Radar requires prior coordination. Bremen Radar sector DBAS will perform top-down service when ETSH is offline (Bremen Radar will not provide SRA and PAR approaches).



TORGAU Area

EDMM sector TRN may request the activation of TORGAU Area during RWYs 26 at EDDP. See LoA EDWW-EDMM para 2.4.2.



Airspace

All active ED-Rs displayed on the radar screen shall be simulated. ED-R4 and ED-R146 will be active 24/7. Inbound traffic to EDDB shall always stay inside airspace class C. Level-offs might be necessary during descent to keep traffic inside protected airspace.

Arriving traffic to EDDB

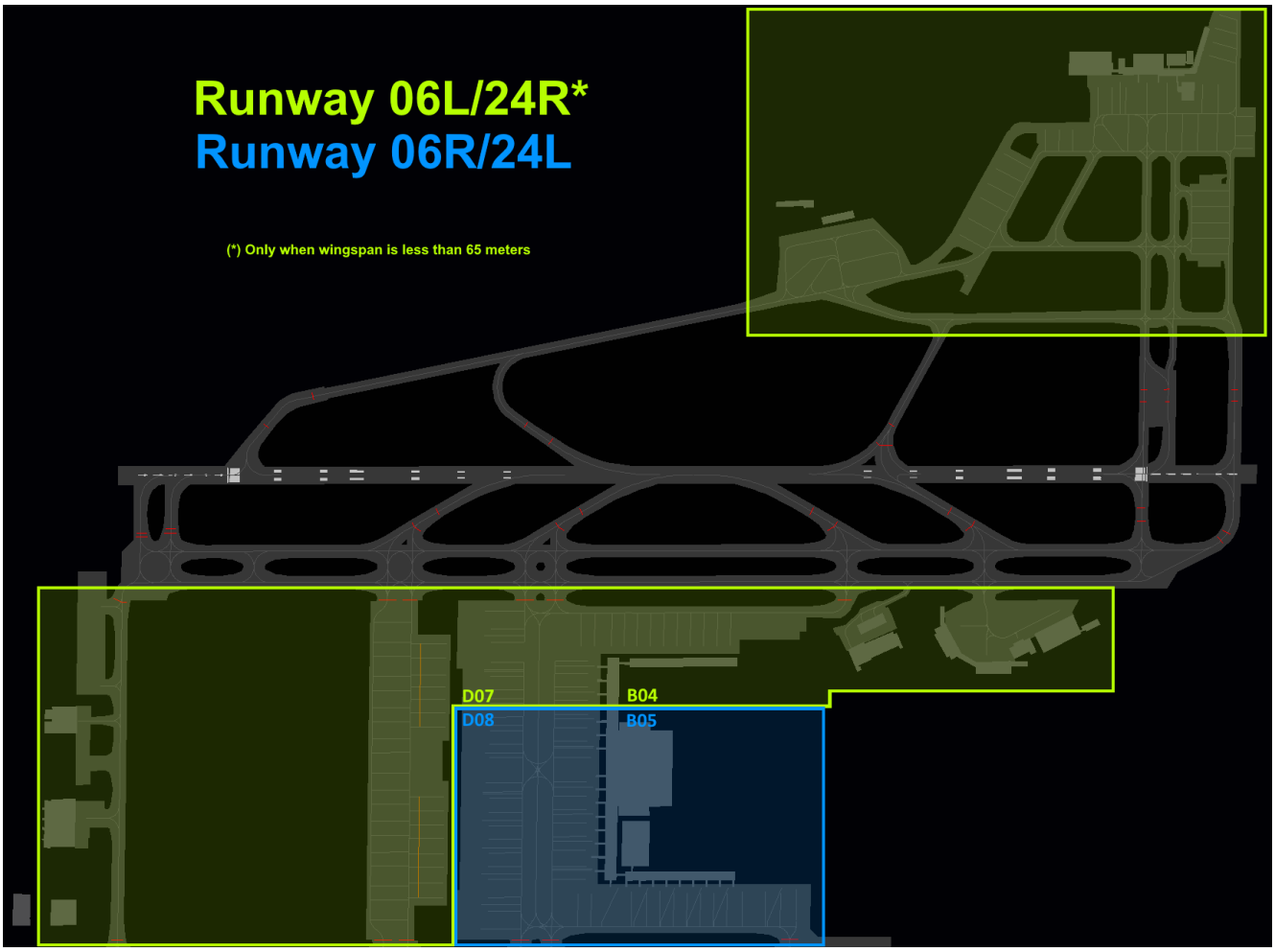
Runway Allocation

The pilot shall be informed about the expected runway on initial contact with DBAN/DBAS.

In almost all circumstances, runways are assigned depending on the planned parking position to reduce taxi times:

Groups	Runway Allocation
SHALL	Aircraft with a wingspan of 65 meters or more (e.g. B748, A388) have to use runway 06R/24L.
SHOULD	Aircraft with parking positions on aprons 1, 2, 3, 4, A and E will be guided to runway 06L/24R whenever possible.
MAY	Aircraft parking on parking positions B01-B04, D01-D07 and on apron E will be guided to runway 06L/24R. Aircraft parking on parking positions B05-B16, D08-D22 and on apron C will be guided to runway 06R/24L. Especially during peak times (independent parallel approaches) a shift to the other runway may be necessary (so-called Lastausgleich/load balancing).

DBAN/DBAS or the respective coordinator shall shift the default runway allocation for flights applying to the MAY category when performing independent parallel approaches depending on the traffic situation. DBAN/DBAS are responsible for generating a balanced load on both runways during this mode of operation. Coordination might be necessary.



Managing inbound traffic

There are no STARs available at EDDB. Traffic will mostly be vectored to the final. Often an initial direct to a transition fix can guide the traffic efficiently. Transitions are rarely used and are only designed as frequency relief procedures for Pickup.

> Pickup shall make use of early coordination with ACC sectors MAR and FLG as well as with EPWW, in order to sequence traffic from the various clearance limits. Early coordinated headings, speeds and holdings will ensure a good traffic flow. Mostly, ACC sectors MAR and FLG explicitly wait for coordination with DBAN/DBAS before the transfer of communications is executed.

> As traffic often is shortly prior to reaching the IAF/clearance limit (KETAP, OGBER, NUKRO, ATGUP, KLF), a further clearance on the initial call is recommended in order to avoid unwanted holdings.

> Any approved/requested DCT for arrivals **EDDB**, given by DBAN/DBAS to MAR/FLG, shall include the approval to cross the airspace of sectors DBDN/DBDS!

Holdings

Published holdings are available at the IAFs/clearance limits. Holdings at KETAP and OGBER shall always be coordinated with ACC sector MAR. Holdings at NUKRO and ATGUP/KLF shall always be coordinated with ACC sector FLG.

- The Holdings at KLF and ATGUP are dependent. The traffic of both clearance limits will usually be managed inside one holding.
- Further information about holding procedures shall be found in the EDWW LoA para 4.1.4

Approach Types

There are 4 published approach types available at EDDB. By default, the ILS approach will be used.

Runway	Available Approach Types	Intercept Altitude
06L/24R	ILS, LOC, RNP	4000 ft
06R/24L	ILS, LOC, RNP, VOR	3000 ft

When accepted by the pilots, Berlin Arrival may use short approaches out of 3000 ft via a 10 NM final on runway 06L/24R. For short approaches out of 2000 ft via a 6 NM final, prior coordination with Berlin Tower is necessary.

Modes of Operation

Berlin Airport is authorized for the following modes of operations:

Mode	Spacing between 06L/24R and 06R/24L
Alternating Approaches	2,5 NM (*)
Dependent Parallel Approaches	1,5 NM
Independent Parallel Approaches	---
Dedicated Runway Operations (DROps)	---

(*) Alternating approaches will be used whenever dependent parallel approaches cannot be used (e.g. non-precision approaches).

Dependent Parallel Approaches

Dependent Parallel Approaches may be used whenever possible.

REQUIREMENTS AND PROCEDURES FOR DEPENDENT PARALLEL APPROACHES

1. the final approach course or track is intercepted by use of:
   1. vectoring; or
   2. a published arrival and approach procedure that intercepts with the IAF or the IF.
2. **the instrument flight procedure that aligns the aircraft with the extended runway centre line is a precision approach**
3. aircraft are advised that approaches are in use to both runways;
4. a minimum of nominal 1000 ft vertical separation or a minimum of 3.0 NM horizontal separation is provided between aircraft until established on the final approach courses or tracks of parallel approaches
5. the minimum horizontal separation to be provided between aircraft established on the same final approach course or track is 3.0 NM unless increased longitudinal separation is required due to wake turbulence;
6. the minimum horizontal separation to be provided diagonally between successive aircraft on adjacent final approach courses or tracks is:

(2) 2.8 km (1.5 NM) between successive aircraft on adjacent final approach courses or tracks more than 1 097 m (3 600 ft) but not more than 2 529 m (8 300 ft) apart (see Figure 54); or

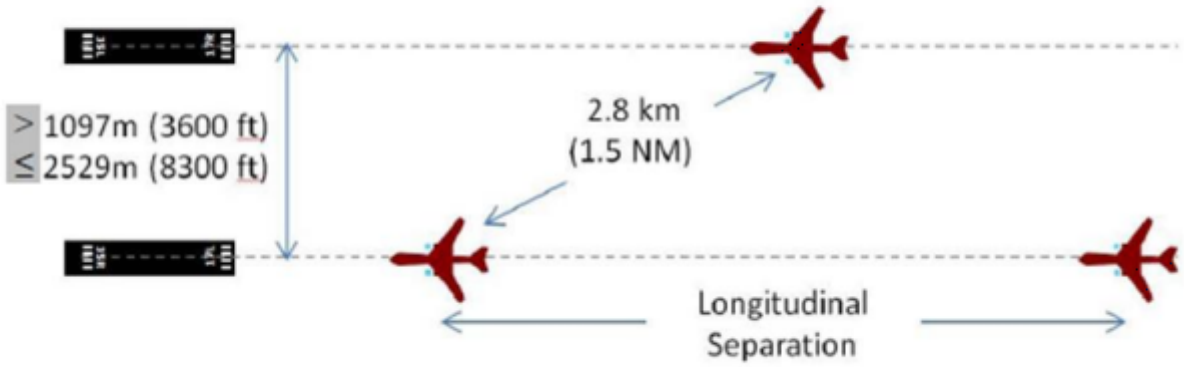


Figure 54: Diagonal separation for distance between centre lines greater than 1 097 m (3 600 ft) but less than or equal to 2 529 m (8 300 ft)

Source: Regulation (EU) 2017/373, ANNEX IV — Part-ATS

Independent Parallel Approaches

During periods of high traffic, independent parallel approaches may be used.

REQUIREMENTS AND PROCEDURES FOR INDEPENDENT PARALLEL APPROACHES

Procedures and requirements can be viewed in this document: https://dms.vatsim-germany.org/s/LniBnXJsWbtEnos

In order to perform independent parallel approaches, both DBANT/DBAST and tower positions have to be staffed.

SUSPENSION OF INDEPENDENT PARALLEL OPERATIONS DUE TO METEOROLOGICAL CONDITIONS:

The meteorological conditions to be considered include, but are not limited to, the following:

1. wind shear;
2. turbulence;
3. downdrafts; and
4. crosswind and significant meteorological conditions such as thunderstorms, which might otherwise increase deviations from the final approach course or track to the extent that safety may be impaired.

Dedicated Runway Operations (DROps)

In Berlin, dedicated runway operations will be used during the following conditions:

- Low Visibility Procedures
- Suspension of Independent Parallel Departures (e.g. due to CB, wind shear, turbulence, downdrafts, strong crosswind)
- Special regulation of traffic flows (e.g. shuttle event)

For Berlin, the following runway configurations are preferred for dedicated runway operations:

- 06-Operations: 06L departures, 06R approaches
- 24-Operations: 24L departures, 24R approaches

Target Spacing

The following target spacings shall be used between aircraft on the same final, except if wake turbulence separation is higher:

Conditions	Target Spacing

Departures expected	6 NM
No departures expected	3 NM
Low Visibility Operations	5 NM

The approach shall assess the situation on the ground regarding departing traffic and shall adjust the target spacing accordingly. No coordination is required in order to reduce to 3 NM in case no departing traffic is expected between approaching aircraft.

Note: Berlin Tower may reduce aircraft on final inside the EDDB D(CTR) without any prior notification.

Handoff Pickup to Feeder

DBAN/DBAS shall guide arrivals to EDDB in such a way that an interim arrival sequence is reached prior to transferring the aircraft.

TO	ALTITUDE	CONDITIONS
DBANT/DBAST	5000 ft	Dependent Parallel Ops
DBANT	6000 ft	Independent Parallel Ops
DBAST	4000 ft	Independent Parallel Ops

Noise Abatement

Procedure	Description
FL70 between OGBER/KETAP	Arrivals to EDDB shall not be cleared to descend below FL70 before passing a position abeam EDDB if guided north of the aerodrome but south of the direct line between OGBER and KETAP
13 NM final runways 06L/R from 22:00 lcl - 06:00 lcl	Vectored approaches to RWYs 06L/R shall be guided in a way that the aircraft is established on the final approach track 13 NM from the touchdown between 22:00 local time and 06:00 local time. Aircraft in an emergency or distress situation or an urgent exceptional situation (e.g. meteorological reasons) as well as visual approaches shall be exempted from this provision.

Visual Approach RWYs 06/24	Whenever issuing a clearance for a visual approach the pilot shall be instructed to conduct the approach in such a way that the final approach is not less than 6 NM and descent below 2000 ft MSL will not be performed prior to reaching final approach.

Strausberg (EDAY)

Strausberg (EDAY) is an uncontrolled aerodrome located about 20 NM northeast of EDDB. Due to published IFR procedures limited service has to be provided for IFR traffic:

- Approach clearance and approach monitoring
- IFR clearance

Responsible stations

Conditions	EDDB RWYs 06	EDDB RWYs 24
IFR clearance	DBDN	DBAN
Approach clearance	DBAN	DBAN
Approach monitoring	DBDN	DBAN

Approach Types

There is one published approach type available at EDAY:

Runway	Available Approach Types	IAF	Altitude at IAF
05/23	RNP	RENKI	4000 ft

> Coordination is required with the station responsible for the approach monitoring prior to the approach clearance from DBAN. Airacft will be transferred to this monitoring station when on

the published procedure.

Schönhagen (EDAZ)

Schönhagen (EDAZ) is an uncontrolled aerodrome located about 15 NM southwest of EDDB. Due to published IFR procedures limited service has to be provided for IFR traffic:

- Approach clearance and approach monitoring
- IFR clearance

Responsible stations

Conditions	EDDB RWYs 06	EDDB RWYs 24
IFR clearance	DBAST	DBDS
Approach clearance	DBAS	DBAS
Approach monitoring	DBAST	DBDS

Approach Types

There is one published approach type available at EDAY:

Runway	Available Approach Types	IAF	Altitude at IAF
25	RNP	MOSEX	3000 ft or 4000 ft, depending on MVA
07	Only RNP 25 followed by circling runway 07 is available.		

Due to the crossing of EDDB D(CTR), Berlin Tower shall be informed about every approach on runway 25 at EDAZ.

Coordination is required with the station responsible for the approach monitoring prior to the approach clearance from DBAS. Airacft will be transferred to this monitoring station when on the published procedure.

The station responsible for the approach monitoring shall inform Berlin Tower about the IFR arrival at EDAZ once this traffic joins the approach procedure and once this traffic has landed.

Approaches EDDB runway 24L and IFR approaches EDAZ will be generally considered independent.

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