JEPPESEN
JeppView for Windows

General Information

Location: BERLIN DEU
ICAO/IATA: EDDB / SXF
Lat/Long: N52° 21.73', E013° 30.04'
Elevation: 157 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0700 Z
Sunset: 1454 Z

Runway Information

Runway: 07L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 146 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 25R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 155 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 123.775 At or below 33574432 ft Out to 60 mi.
Schoenefeld Tower: 120.025
Schoenefeld Tower: 118.850
Schoenefeld Tower: 39.685 Military
Schoenefeld Tower: 119.575
Schoenefeld Ground: 129.500
Schoenefeld Apron Ramp/Taxi: 129.600
Bremen Radar Approach: 31.350 Military
Bremen Radar Approach: 126.425
Bremen Radar Approach: 120.625 Departure Service
Bremen Radar Approach: 119.625
Bremen Radar Approach: 119.500
Bremen Radar Approach: 39.857 Military
Berlin Direct (Approach Control Radar): 121.125 At or below 33564432 ft Out to 40 mi.

1. GENERAL

1.1. ATIS

D-ATIS 123.775

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Jet ACFT not licensed in accordance with ICAO Annex 16 and licensed in accordance with ICAO Annex 16, Volume 1, Chapter 2

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

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

- Take-offs and landings of jet ACFT not included in the BMVBS Bonus list (NfL I-83/03) are not permitted between 2400 (2350 off blocks)-0600LT.
- For delayed landings in scheduled air services and scheduled charter services permission for exemption from flying restrictions 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 APT in each individual case and proved.

Exceptions:

- Landings of ACFT provably approaching the APT as alternate aerodrome for meteorological, technical and other safety reasons.
- Take-offs and landings of ACFT rendering medical assistance or on disaster missions 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
Flughafen
12521 Berlin - Germany
Tel.: (030) 6091 - 54842
Fax: (0331) 275482

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.

1. GENERAL

1.2.2. REVERSE THRUST

Between 2200-0600LT reverse thrust other than idle thrust may only be used to the extent required for safety reasons.

1.2.3. RUN-UP TESTS

Engine test-runs are permitted only on test run areas.

Between 2200-0600LT engine test runs may be conducted with permission from the aviation supervision office (Luftaufsicht) if they are necessary for safety-related repair work on ACFT prior to take-off in the early morning and cannot be postponed.

Idle thrust test runs are excluded from these regulations.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

1.3.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode-S multilateration, is in operation.

1.3.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code (e.g. Mode A code = 1000 using callsign in flight).

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), ACFT ident shall also be entered from request for push-back or taxi, whichever is earlier (through FMS or transponder control panel). Aircrew must use ICAO defined format for entry of ACFT ident (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before approaching holding point. After landing, it shall be deselected after vacating RWY.

For ACFT taxiing without a flight plan, the crew shall contact BERLIN TOWER to receive a selective Mode 3A code. The transponder shall remain activated during ground movements.

For the purpose of transponder maintenance in and around maintenance hangars, transponder Mode 3A Code 7776 or 7777 shall be selected.

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWY L6 South of TWY C up to CAT C ACFT only.
Taxiing on apron 4 and 4A with Follow-me car only.
TWY Y1 for ACFT with wheel base of less than 59'/18m and MAX wingspan 94'/28.5m only.
TWY J for ACFT with wheel base of less than 59'/18m.
TWYs F and K5 for ACFT up to CAT C only.
Taxiing onto apron 4a to Beechcraft hangar only for ACFT up to CAT B with a restricted wingspan of MAX 62'/19m.
Taxiing of CAT F ACFT on TWY T is permitted with Follow-me car only.

On aprons A, D, E, 2, 2A, 3, 3A, 4 and 4A, ACFT are permitted to taxi only at the absolute minimum revolutions per minute.

During the entire taxiing phase, ACFT shall maintain continuous radio contact with apron control/ground control and follow their instructions. Any instructions to change frequency shall be complied with without delay. If a Follow-me car is used to guide a taxiing ACFT, the pilot shall comply with its signals.

Pilots may request a Follow-me car from apron control/ground control for guidance.

As a rule, ACFT are permitted to taxi along the guide lines; however, apron control/ground control may issue deviating instructions.

For safety reasons, ACFT of CAT E equipped with four engines may run the outer engines only at idle power when taxiing on the TWYs North of RWY 07L/25R.

1.4.2. GROUND HANDLING POSITIONS

Pilots shall park their ACFT at the stands following the signals given by the marshaller as shown in the German Aviation Regulation (LuftVO).

Parking is only permitted with the aid of the marshaller's signals. If the crew discovers that there is no marshaller present or that the stand cannot be reached due to obstacles, they shall stop the ACFT immediately and report this to apron control. They shall then wait for further instructions.

Nose-in handling positions may only be left with the aid of tow tractors.

This does not apply to special parking positions.

Reverse thrust shall not be used to leave ACFT stands. ACFT operators shall make appropriate arrangements.

1.4.3. ACFT TOWING OPERATIONS

As a rule, towing operations will be conducted without a Follow-me car.

However, pilots may request a Follow-me car from the APT operator.

Clearances for towing and towing instructions will be issued via radio by apron control or ground control.

1.5. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 07L/25R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI CLEARANCES

Taxi clearances may be issued for segments. The frequency may only be changed from SCHOENEFELD GROUND to SCHOENEFELD APRON when pilots have been so instructed.

3. DEPARTURE

3.1. DE-ICING

ACFT de-icing takes place on the central de-icing area on apron 3 (PAD1, PAD2,PAD3). Taxiing onto the central de-icing area (PAD1, PAD2, and PAD3) is only permitted under the guidance of a marshaller.

For safety reasons, propeller ACFT may only be de-iced on the de-icing pads (DPs) when their propeller brakes are applied (referred to as Hotel Mode). De-icing of the undercarriage may only be carried out under the supervision of a mechanic or the pilot. As a rule, special checks of individual ACFT parts (e.g. hands-on checks) cannot be carried out on the pads.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. GENERAL

Taxiing of ACFT from aprons 2 and 3 is only approved with minimum thrust.

After completion of de-icing process, ACFT have to taxi immediately to intermediate holding position on TWY H or TWY K4.

3.2.2. START-UP APPROVAL AND EN-ROUTE CLEARANCES

Start-up approvals and en-route clearances will always be issued during the initial contact on SCHOENEFELD GROUND.

3.2.3. PUSH-BACK AND TAXI CLEARANCES

Push-back and taxi clearances will be issued either on the frequency SCHOENEFELD GROUND or SCHOENEFELD APRON. When an ACFT is within the area of SCHOENEFELD APRON, it shall only change frequency to SCHOENEFELD APRON after start-up when instructed by SCHOENEFELD GROUND (or when included in the data link clearance).

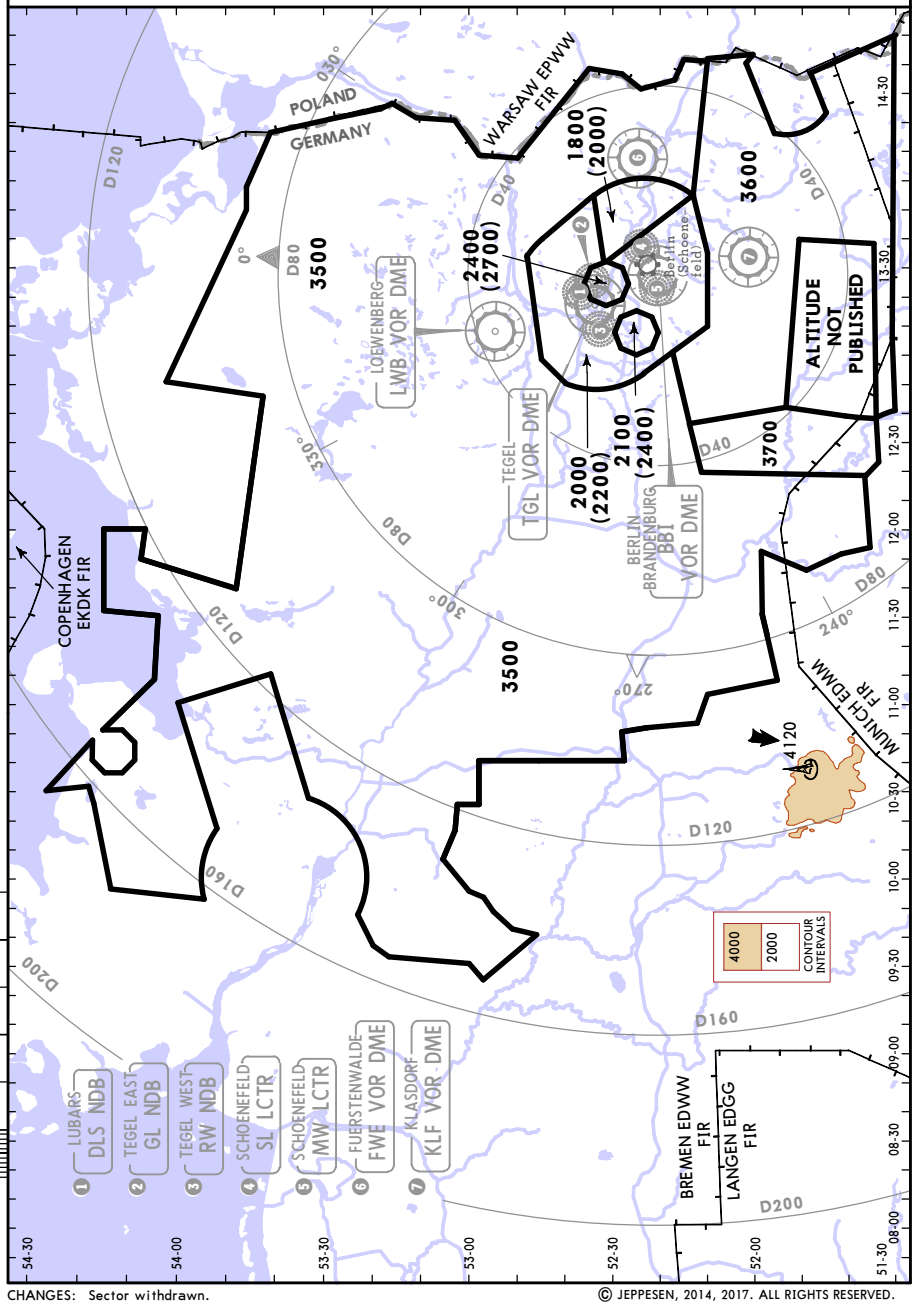
EDDB/SXF
SCHOENEFELD

JEPPESEN
15 SEP 17 (20-1R)

BERLIN, GERMANY
RADAR MINIMUM ALTITUDES

BREMEN Radar (APP)	Apt Elev	Alt Set: hPa (IN on request)
119.625 126.425 120.625 119.5X	157	Trans level: By ATC Trans alt: 5000'

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for RADAR vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



CHANGES: Sector withdrawn.

EDDB/SXF
SCHOENEFELD

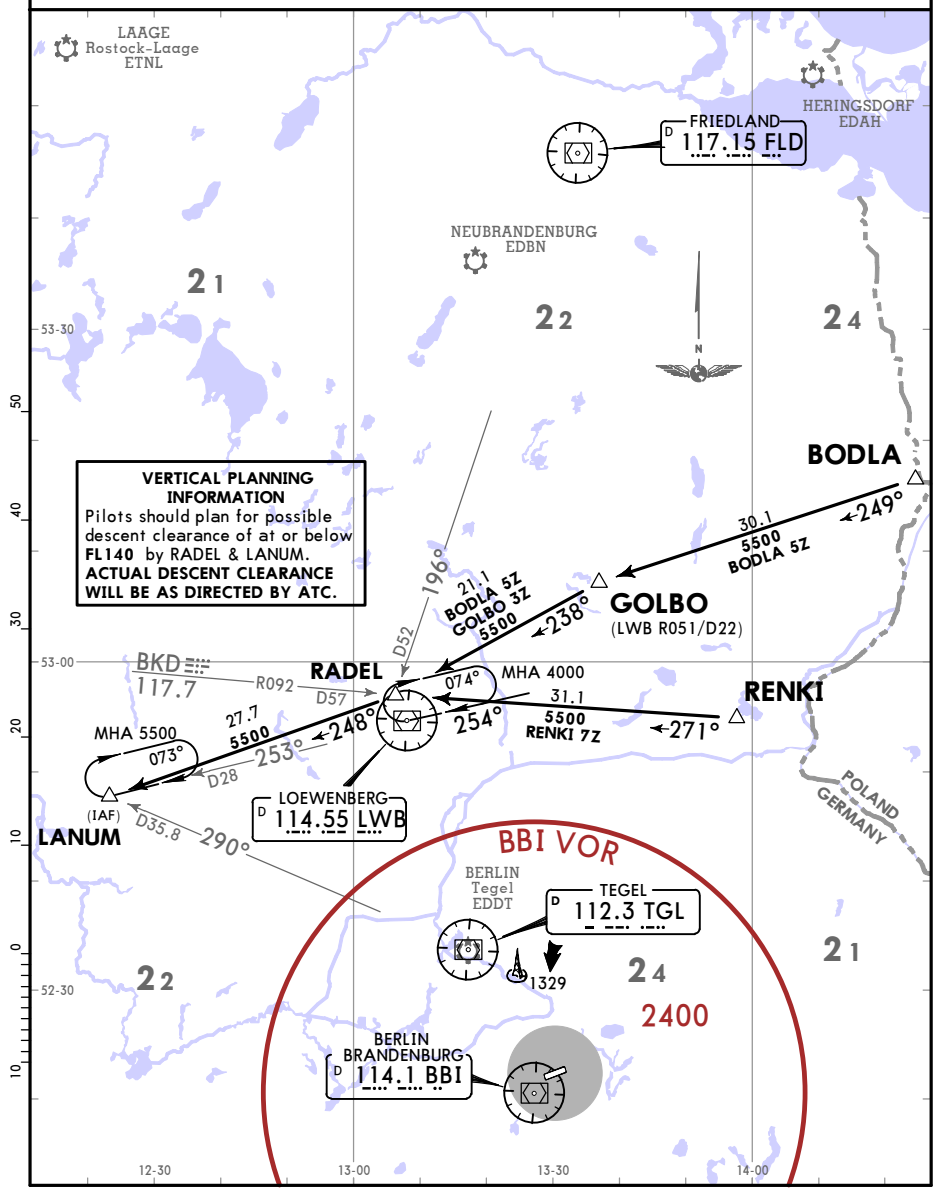
JEPPESEN
19 MAY 17 (20-2) Eff 25 May

BERLIN, GERMANY
STAR

D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC **BRNAV equipment necessary.**
123.775	157	

BODLA 5Z [BODL5Z]
GOLBO 3Z [GOLB3Z]
RENKI 7Z [RENK7Z]
RWY 07L ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: STARs renumbered & revised.

EDDB/SXF
SCHOENEFELD

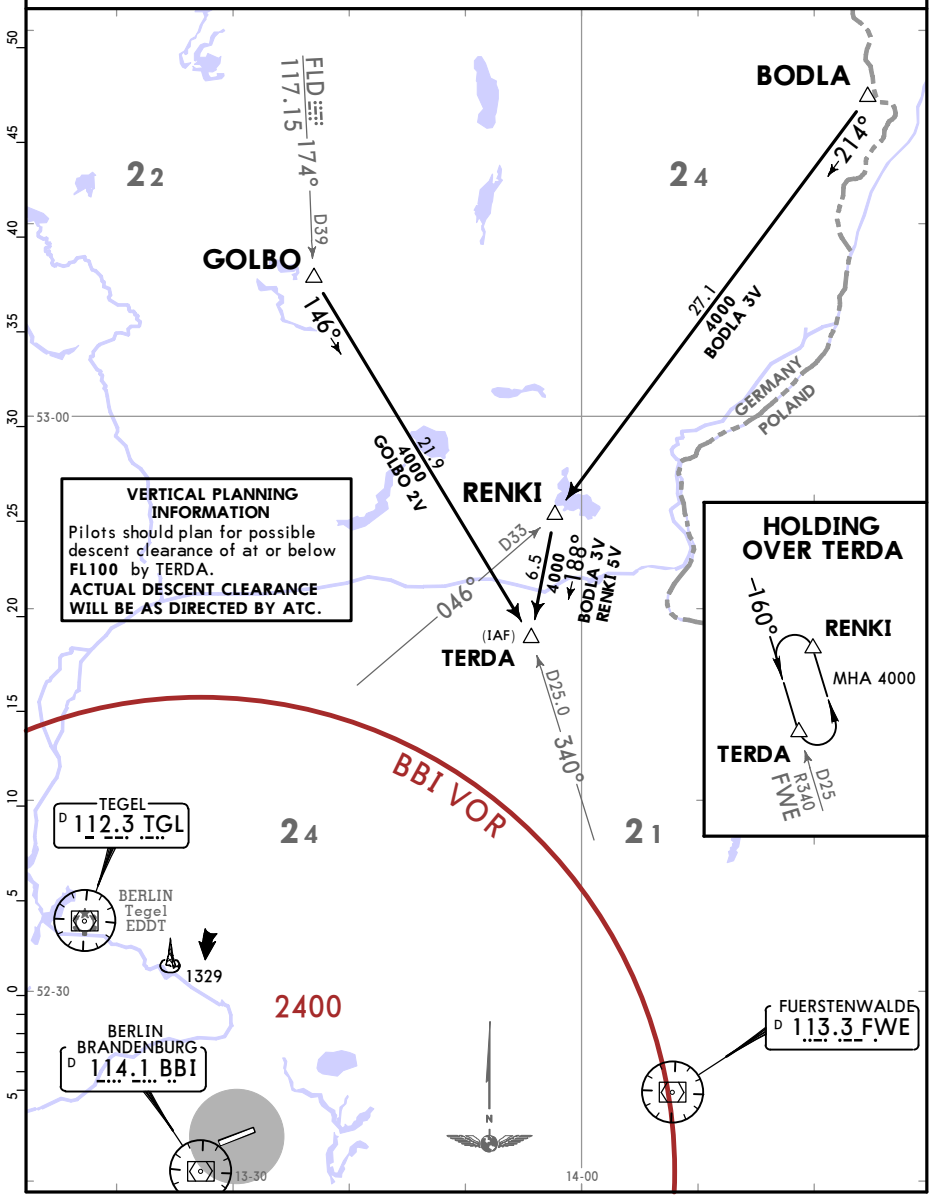
JEPPESEN
19 MAY 17 (20-2A) Eff 25 May

BERLIN, GERMANY
STAR

D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC **BRNAV equipment necessary.**
123.775	157	

BODLA 3V [BODL3V]
GOLBO 2V [GOLB2V]
RENKI 5V [RENK5V]
RWY 25R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: None.

EDDB/SXF
SCHONEFELD

JEPPESEN
31 MAR 17 (20-2B)

BERLIN, GERMANY
STAR

D-ATIS 123.775 | Apt Elev 157 | Alt Set: hPa (IN on request) Trans level: By ATC

AKUDI 4S [AKUD4S]
MILGU 3S [MILG3S]
NUKRO 5S [NUKR5S]
RUDAK 6S [RUDA6S]
RWY 07L ARRIVALS

SPEED: 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 4S, MILGU 3S, RUDAK 6S: at or below **FL190** by KLF.
NUKRO 5S: at or below **FL140** by NUKRO, at or below **FL190** by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

FURSTENWALDE D 113.3 FWE
BERLIN BRANDENBURG D 114.1 BBI
(IAF) KLASDORF D 115.15 KLF
BBI VOR
2400
MHA 4000
COTTBUS-DREWITZ EDCD
GERMANY POLAND
HOLZDORF ETSH
NUKRO
AKUDI
NOLNI
RUDAK
MILGU (KLF D33.0)
173°
353°
151°
264°
32
4000 NUKRO 5S
27
4000 AKUDI 4S
R084
R170
R200
R320
350°
020°
4000
23
4000 RUDAK 6S
28
056°
4000 MILGU 3S
12
058°
1163
21
22
24
26
27
33
39
50
40
30
20
10
0
10
52-00
13-00
13-30
14-00
14-30
15-00
51-30

❶ Between MILGU and NOLNI BRNAV equipment necessary.

CHANGES: New format.

EDDB/SXF
SCHONEFELD

JEPPESEN
31 MAR 17 (20-2C)

BERLIN, GERMANY
STAR

D-ATIS 123.775

Apt Elev 157

Alt Set: hPa (IN on request)
Trans level: By ATC
❶ BRNAV equipment necessary.

AKUDI 5V [AKUD5V] ❶
MILGU 4V [MILG4V] ❶
NUKRO 4V [NUKR4V]
RUDAK 6V [RUDA6V]
RWY 25R ARRIVALS

SPEED: 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 5V, MILGU 4V:
at or below FL120 by ATGUP.
NUKRO 4V:
at or below FL140 by NUKRO,
at or below FL70 by FWE.
RUDAK 6V:
at or below FL100 by KLF.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

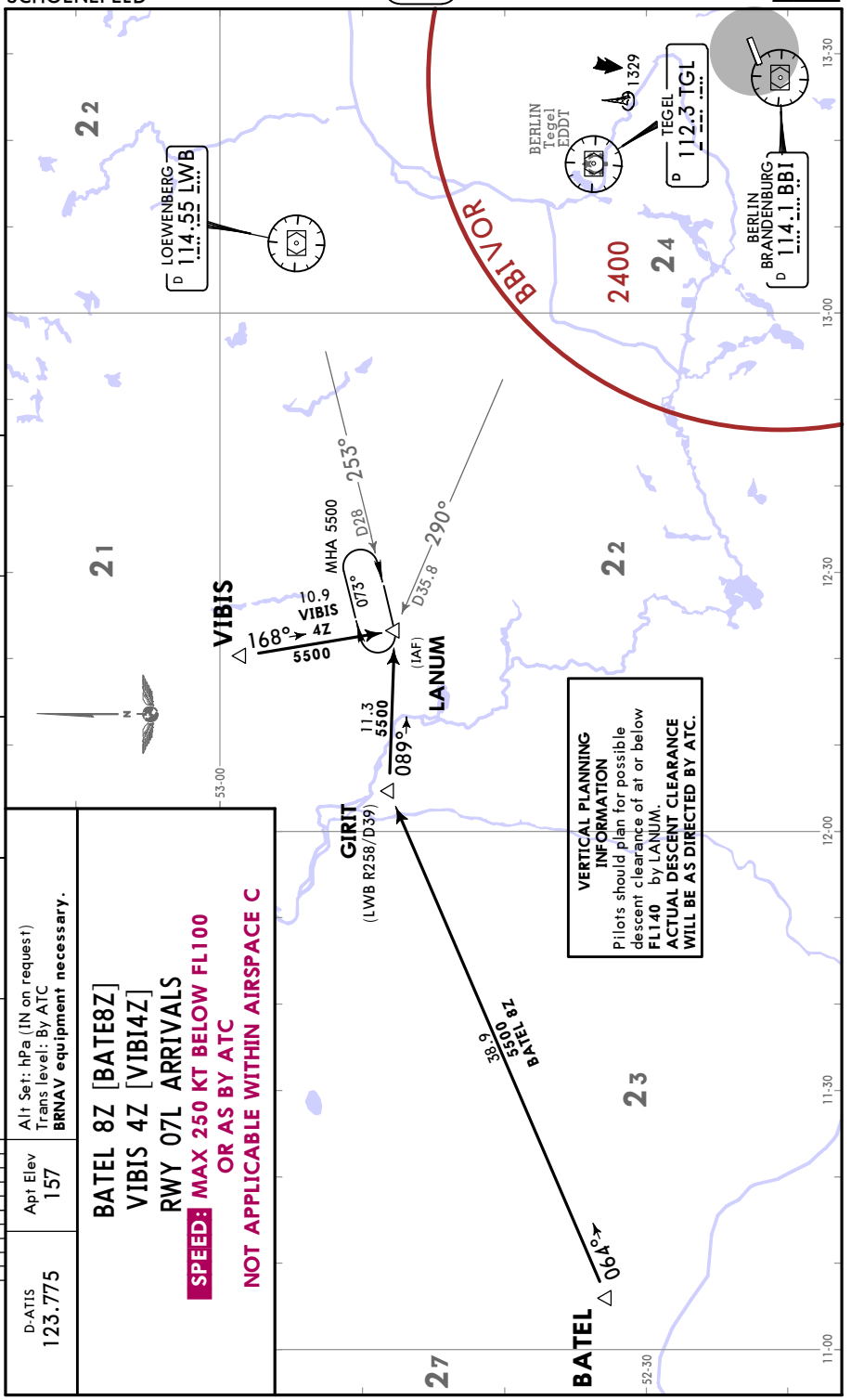
BERLIN BRANDENBURG D 114.1 BBI
FURSTENWALDE (IAF) D 113.3 FWE
KLASDORF (IAF) D 115.15 KLF
ATGUP (IAF)
NUKRO
COTTBUS-DREWITZ EDCD
HOLZDORF ETSH
BBI VOR
2400
MHA 4000
164°
344°
NUKRO 4V
4000
24
331°
173°
353°
200°
020°
010°
AKUDI 5V
4000
22.0
050°
MILGU 4V
4000
35.3
056°
RUDAK 6V
4000
28
R200
D32.0
R236
D
GERMANY
POLAND
AKUDI
MILGU
RUDAK
1163
22
24
27
21
26
33
39
10
0
10
20
30
40
50
52-30
52-00
13-00
13-30
14-00
14-30
15-00

CHANGES: New format.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (20-2D) Eff 25 May

BERLIN, GERMANY
STAR



D-ATIS
123.775

Apt Elev
157

Alt Set: hPa (IN on request)
Trans level: By ATC
BRNAV equipment necessary.

BATEL 8Z [BATE8Z]
VIBIS 4Z [VIBI4Z]
RWY 07L ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

CHANGES: STARs renumbered & revised.

D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC **BRNAV equipment necessary.**
123.775	157	

BATEL 7V [BATE7V]
VIBIS 4V [VIBI4V]
RWY 25R ARRIVALS

SPEED: 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:
BATEL 7V:
at or below **FL100** by NASAT & TERDA.
VIBIS 4V:
at or below **FL100** by TERDA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

VIBIS
090° 17.9 4000 VIBIS 4V
PODUS
29.6 4000
PINUV
084° D19
122° 4000 12.5
RENKI
160°
MHA 4000
126°
GIRIT
D39 258°
087° 45.4 4000
NASAT
086° 21.9 4000
TERDA (IAF)
MHA 4000
D38
D25
R340
R306
064° 38.9 4000 BATEL 7V
BATEL

LOEWENBERG
D 114.55 LWB

BBI VOR
BERLIN Tegel EDDT
1329
2400
FUERSTENWALDE
D 113.3 FWE
BERLIN BRANDENBURG
D 114.1 BBI

GERMANY
POLAND

2 1 2 2 2 4 2 5 2 3 2 2 2 4 2 1

53-00 52-30 10 0 10 20 30 40 50 11-30 12-00 12-30 13-00 13-30 14-00

CHANGES: None.

JEPPESEN
19 MAY 17
20-2E
Eff 25 May
BERLIN, GERMANY
STAR

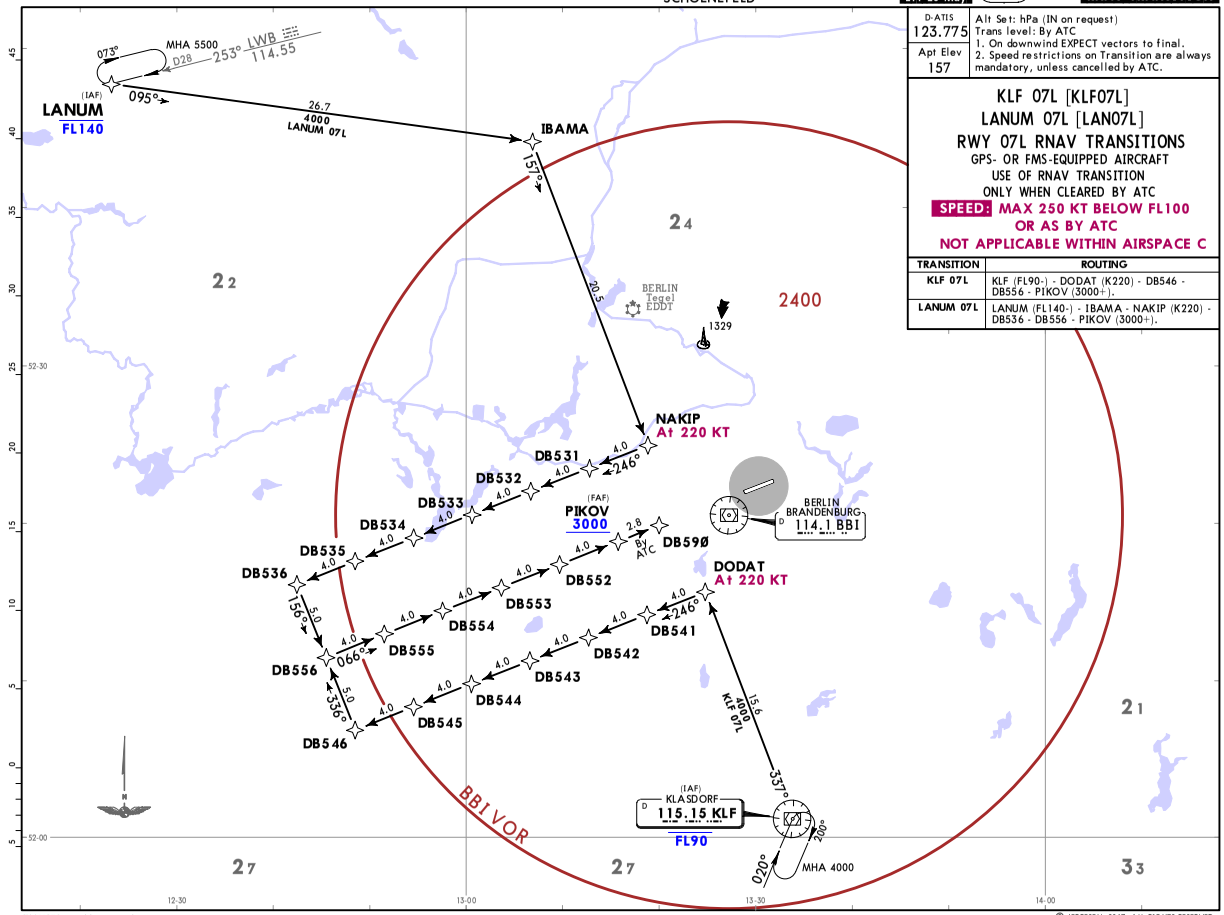
EDDB/SXF
SCHOENEFELD

JEPPESEN BERLIN, GERMANY
19 MAY 17
Eff 25 May
20-2F
RNAV TRANSITION

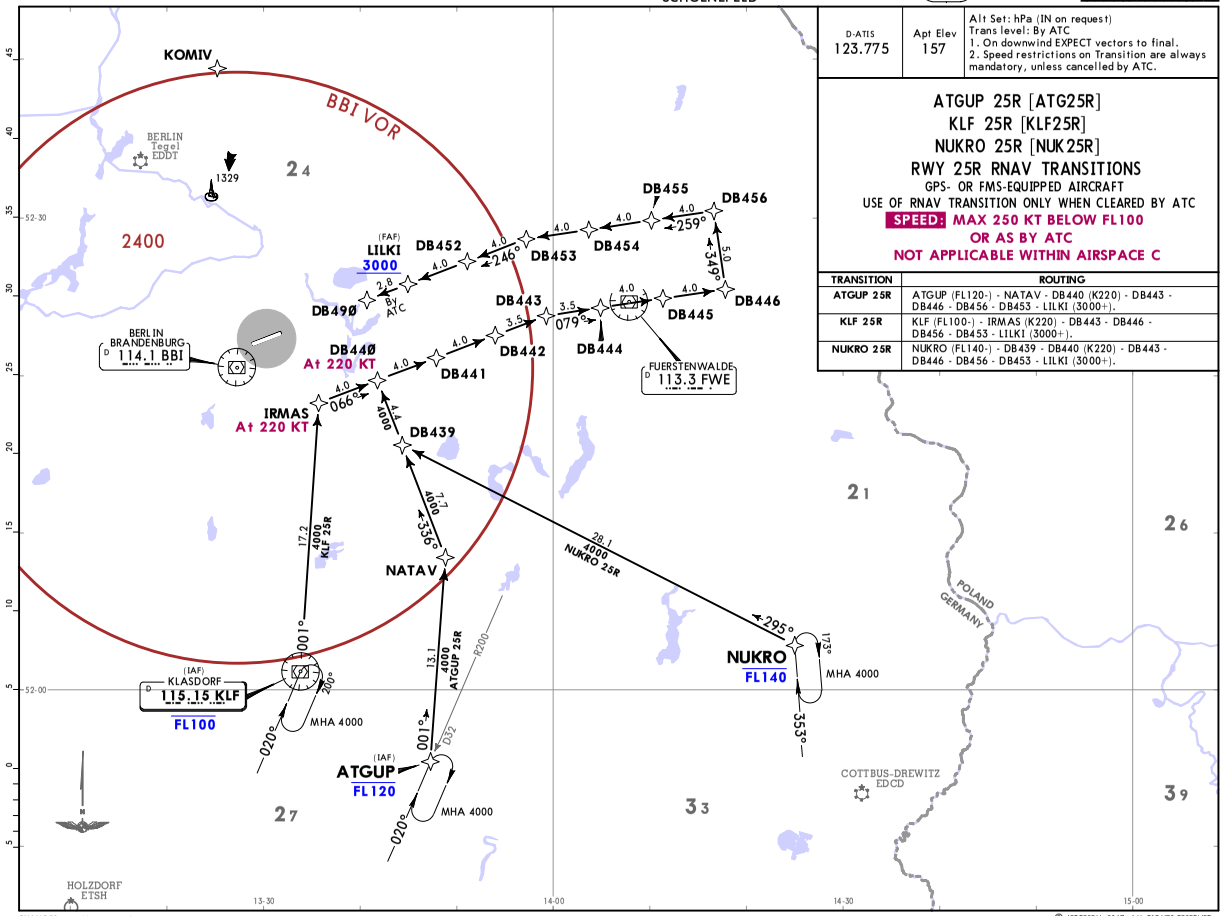
D-ATIS 123.775	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
Apt Elev 157	

KLF 07L [KLF07L]
LANUM 07L [LAN07L]
RWY 07L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
KLF 07L	KLF (FL90-) - DODAT (K220) - DB546 - DB556 - PIKOV (3000+).
LANUM 07L	LANUM (FL140-) - IBAMA - NAKIP (K220) - DB536 - DB556 - PIKOV (3000+).



CHANGES: Holding procedures.



D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
123.775	157	

ATGUP 25R [ATG25R]
KLF 25R [KLF25R]
NUKRO 25R [NUK25R]
RWY 25R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
ATGUP 25R	ATGUP (FL120-) - NATAV - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000+).
KLF 25R	KLF (FL100-) - IRMAS (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000+).
NUKRO 25R	NUKRO (FL140-) - DB439 - DB440 (K220) - DB443 - DB446 - DB456 - DB453 - LILKI (3000+).

CHANGES: Holding procedures.

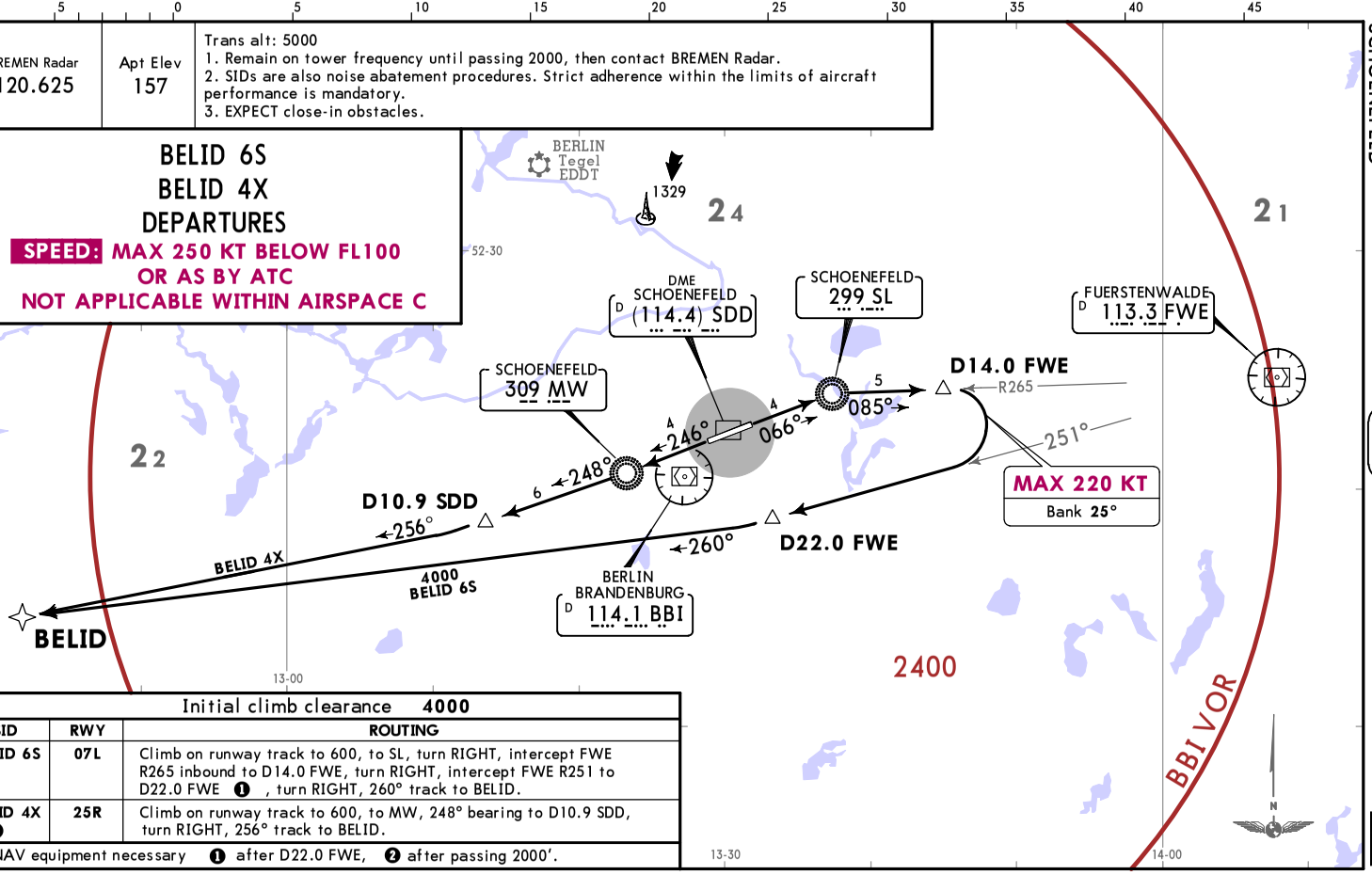
JEPPESEN
19 MAY 17
20-3
Eff 25 May

CHANGES: SID BELIX 3X renumbered 4X & revised.

BREMEN Radar	Apt Elev	
120.625	157	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.

BELID 6S
BELID 4X
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



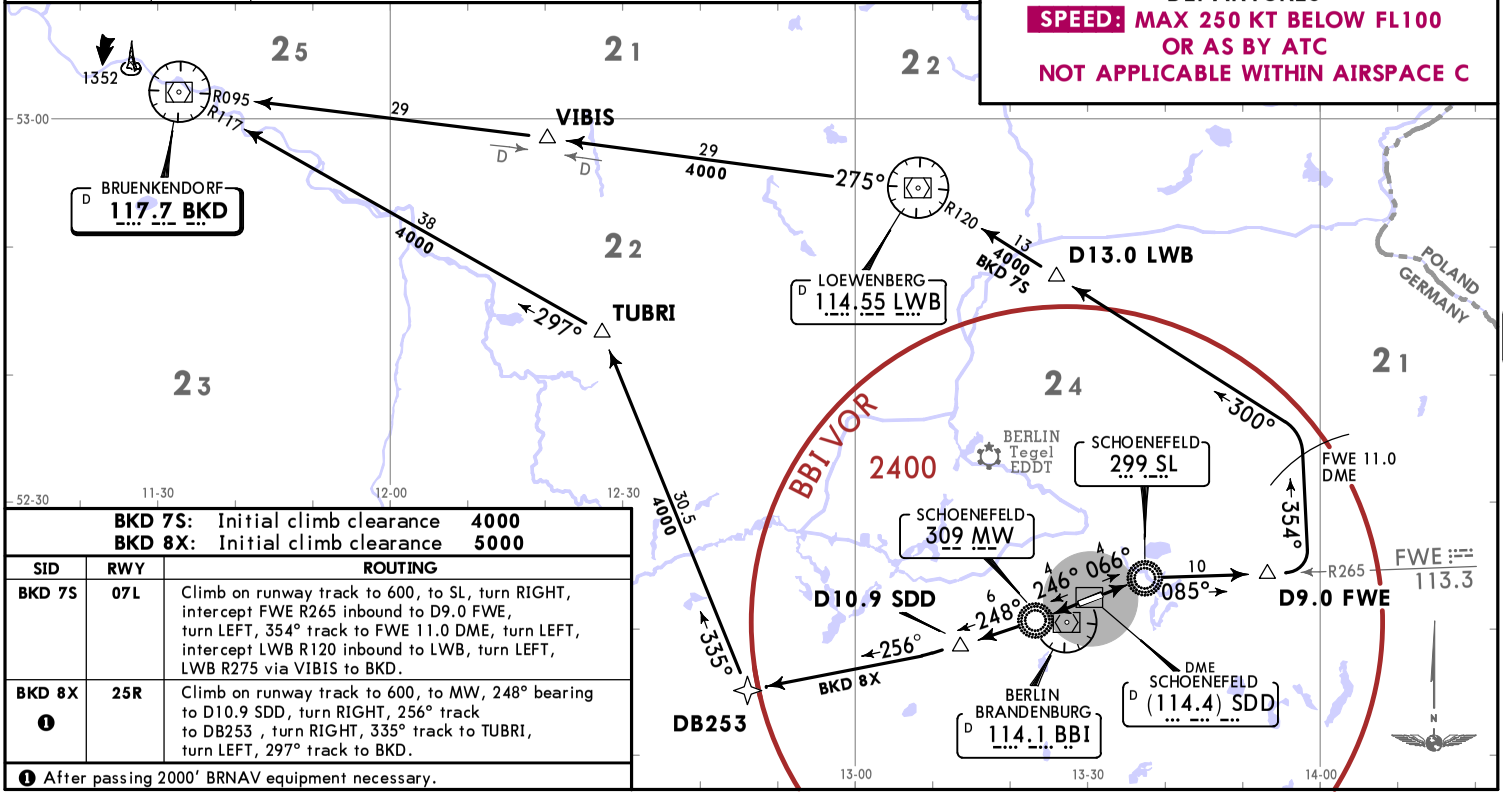
Initial climb clearance 4000		
SID	**RWY**	**ROUTING**
BELID 6S	07L	Climb on runway track to 600, to SL, turn RIGHT, intercept FWE R265 inbound to D14.0 FWE, turn RIGHT, intercept FWE R251 to D22.0 FWE ❶ , turn RIGHT, 260° track to BELID.
BELID 4X ❷	25R	Climb on runway track to 600, to MW, 248° bearing to D10.9 SDD, turn RIGHT, 256° track to BELID.
BRNAV equipment necessary ❶ after D22.0 FWE, ❷ after passing 2000'.		

BRUENKENDORF 7S (BKD 7S)
BRUENKENDORF 8X (BKD 8X)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar	Apt Elev
120.625	157

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.



BKD 7S:	Initial climb clearance	**4000**
BKD 8X:	Initial climb clearance	**5000**

SID	RWY	ROUTING
BKD 7S	07L	Climb on runway track to 600, to SL, turn RIGHT, intercept FWE R265 inbound to D9.0 FWE, turn LEFT, 354° track to FWE 11.0 DME, turn LEFT, intercept LWB R120 inbound to LWB, turn LEFT, LWB R275 via VIBIS to BKD.
BKD 8X ❶	25R	Climb on runway track to 600, to MW, 248° bearing to D10.9 SDD, turn RIGHT, 256° track to DB253 , turn RIGHT, 335° track to TUBRI, turn LEFT, 297° track to BKD.

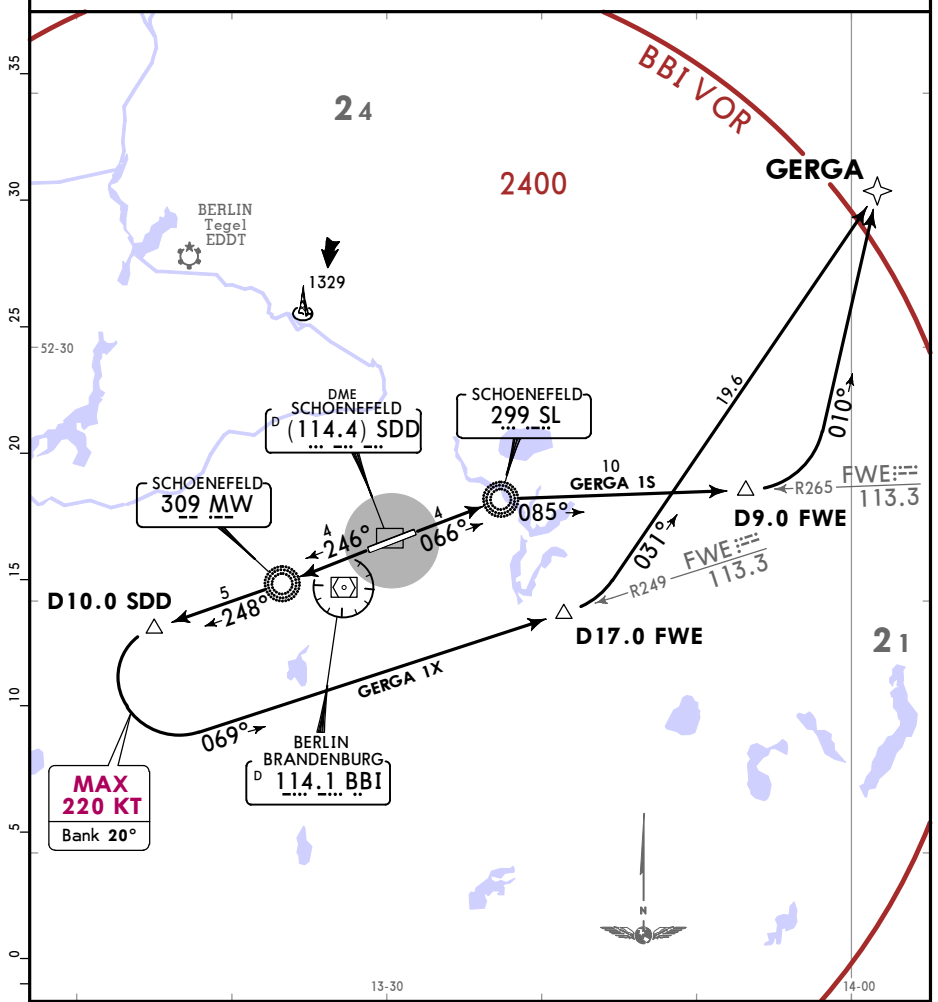
❶ After passing 2000' BRNAV equipment necessary.

CHANGES: SID BKD 7X renumbered 8X & revised.

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

GERGA 1S
GERGA 1X
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	RWY	ROUTING
GERGA 1S	**07L**	Climb on runway track to 600, to SL, turn RIGHT, intercept FWE R265 inbound to D9.0 FWE ❶, turn LEFT, 010° track to GERGA.
GERGA 1X	**25R**	Climb on runway track to 600, to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept FWE R249 inbound to D17.0 FWE ❷, turn LEFT, 031° track to GERGA.

BRNAV equipment necessary after: ❶ D9.0 FWE/ ❷ D17.0 FWE.

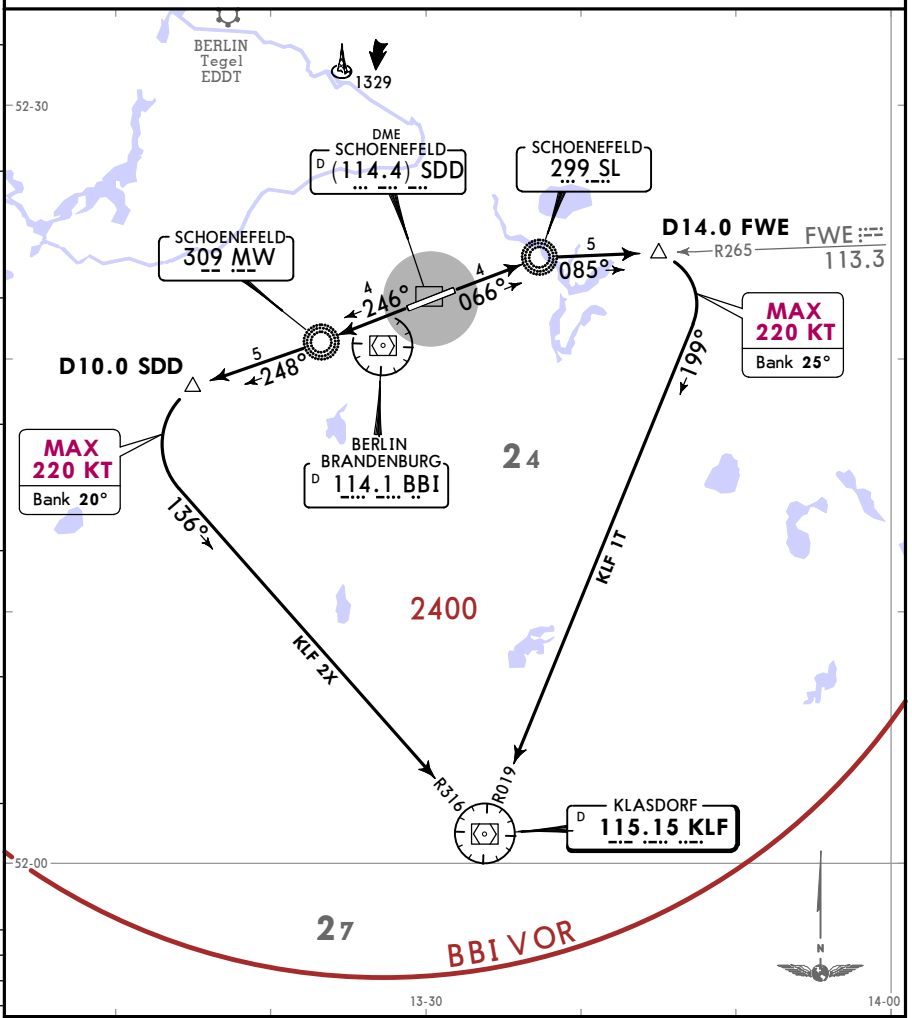
CHANGES: None.

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

KLASDORF 1T (KLF 1T)
KLASDORF 2X (KLF 2X)
DEPARTURES

ONLY FOR DESTINATION EDDB OR EDDT

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	RWY	ROUTING
KLF 1T	07L	Climb on runway track to 600, to SL, turn RIGHT, intercept FWE R265 inbound to D14.0 FWE, turn RIGHT, intercept KLF R019 inbound to KLF.
KLF 2X	25R	Climb on runway track to 600, to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept KLF R316 inbound to KLF.

CHANGES: SID KLF 6S renamed 1T.

CHANGES: SID TUVAK 4S renumbered 5S & revised.

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

TUVAK 5S
TUVAK 4X
DEPARTURES

NO ACCESS TO AIRWAY UL-980

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

5 0 5 10 15 20 25 30 35 40 45

52-30

1329

2 4

2 1

POLAND
GERMANY

BBI VOR

DME
SCHOENEFELD
D (114.4) SDD

SCHOENEFELD
299 SL

SCHOENEFELD
309 MW

D10.0 FWE

FUERSTENWALDE
D 113.3 FWE

9
TUVAK 5S

R265—7

090°

085°

A
246°

A
066°

R249

TUVAK
(FWE D2)

D10.0 SDD

5
248°

TUVAK 4X

2400

14-00

14-30

069°

BERLIN
BRANDENBURG
D 114.1 BBI

MAX 220 KT
Bank 20°

13-30

Initial climb clearance **4000**

SID	RWY	ROUTING
TUVAK 5S	07L	Climb on runway track to 600, to SL, turn RIGHT, intercept FWE R265 inbound to D10.0 FWE ❶ turn RIGHT, 090° track to TUVAK.
TUVAK 4X	25R	Climb on runway track to 600, to MW, 248° bearing to D10.0 SDD, turn LEFT, intercept FWE R249 inbound to TUVAK.

❶ After D10.0 FWE BRNAV equipment necessary.

JEPPESEN
19 MAY 17
20-3E
Eff 25 May

BERLIN, GERMANY

RNAV SID (OVERLAY)

CHANGES: RNAV SID BELID 3X renumbered 4X & revised.

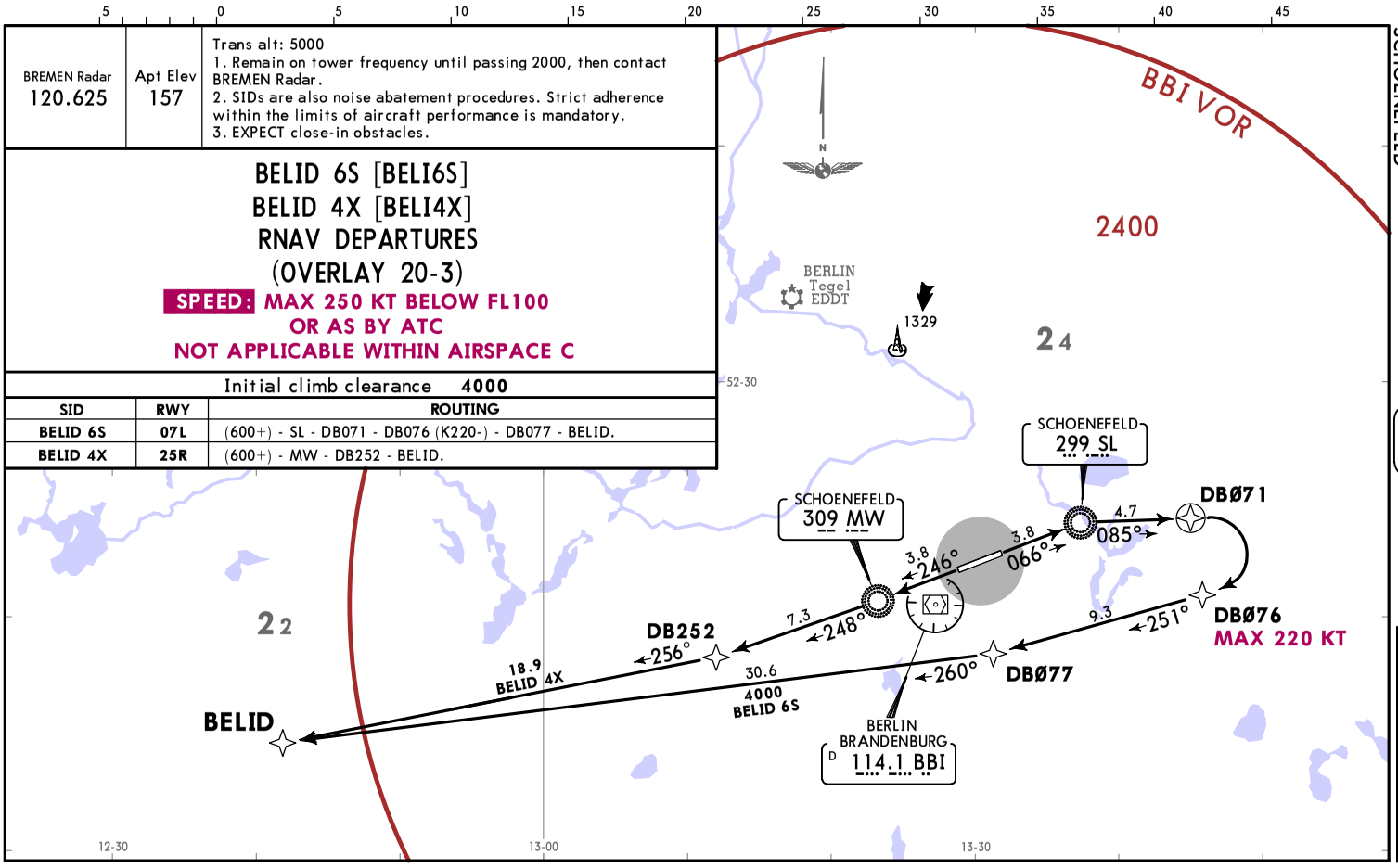
BREMEN Radar	Apt Elev	
120.625	157	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.

BELID 6S [BELI6S]
BELID 4X [BELI4X]
RNAV DEPARTURES
(OVERLAY 20-3)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **4000**

SID	RWY	ROUTING
BELID 6S	07L	(600+) - SL - DB071 - DB076 (K220-) - DB077 - BELID.
BELID 4X	25R	(600+) - MW - DB252 - BELID.

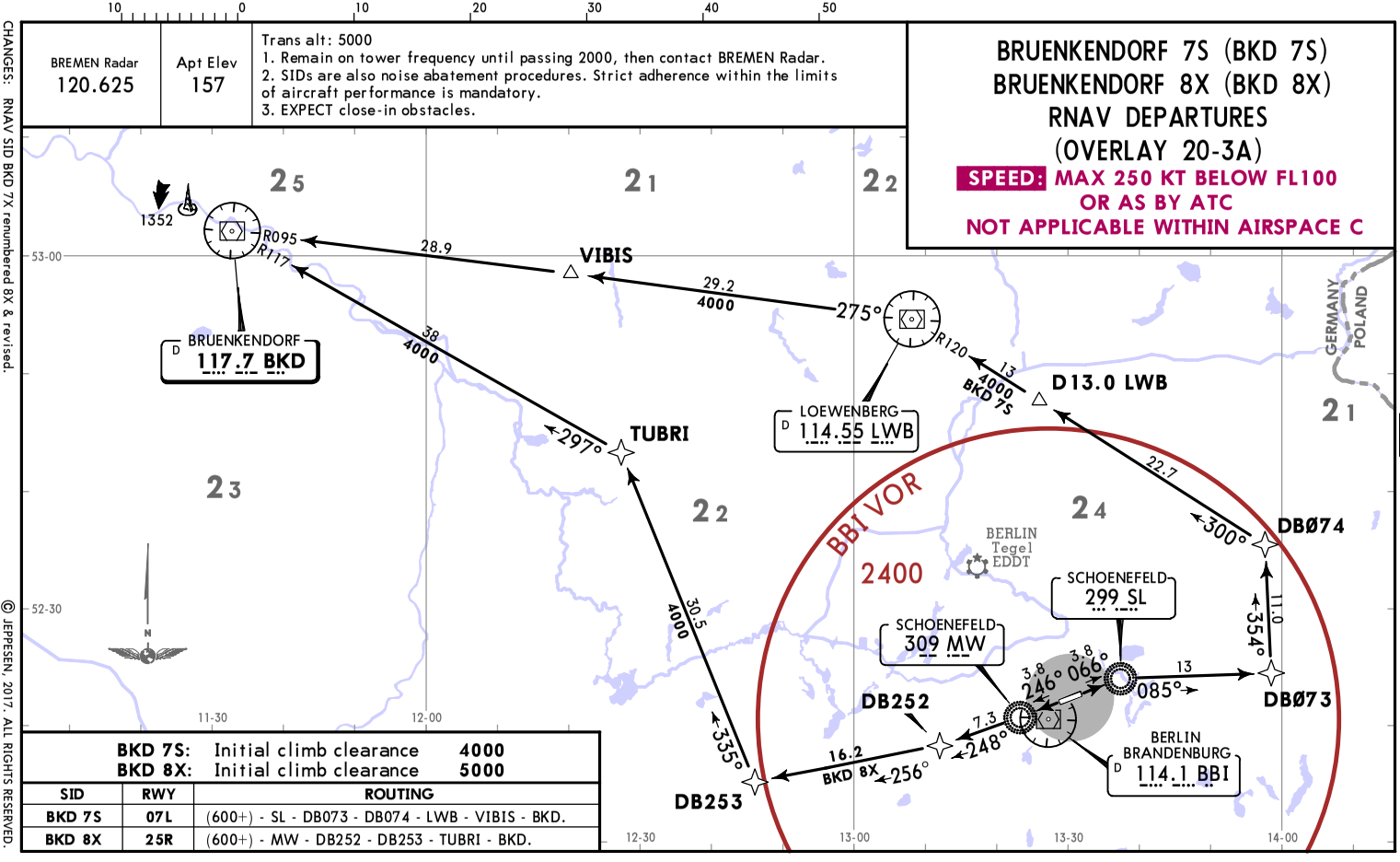


BRUENKENDORF 7S (BKD 7S)
BRUENKENDORF 8X (BKD 8X)
RNAV DEPARTURES
(OVERLAY 20-3A)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar	Apt Elev
120.625	157

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.



BKD 7S: Initial climb clearance **4000**
BKD 8X: Initial climb clearance **5000**

SID	RWY	ROUTING
BKD 7S	07L	(600+) - SL - DB073 - DB074 - LWB - VIBIS - BKD.
BKD 8X	25R	(600+) - MW - DB252 - DB253 - TUBRI - BKD.

JEPPESEN
19 MAY 17
20-3F
Eff 25 May
BERLIN, GERMANY
RNAV SID (OVERLAY)

EDDB/SXF
SCHOENEFELD

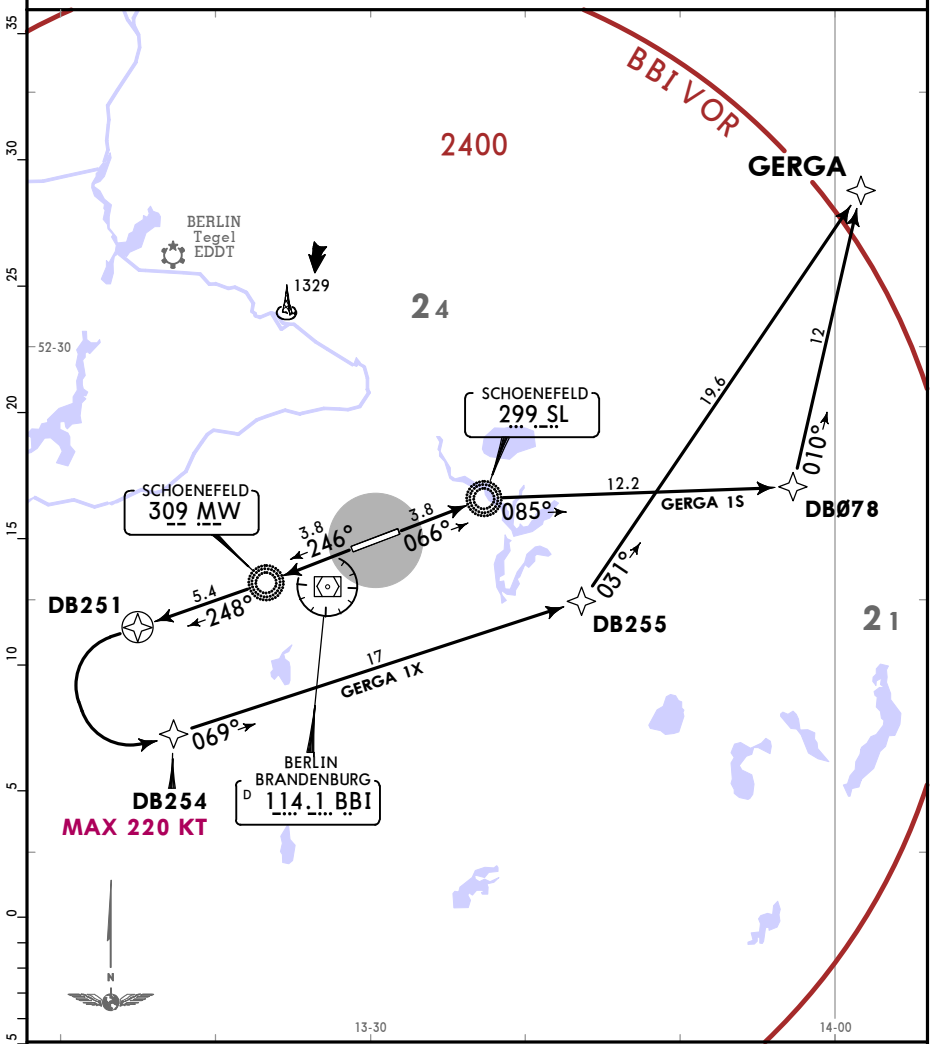
JEPPESEN
19 MAY 17 (20-3G) Eff 25 May

BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

GERGA 1S [GERG1S]
GERGA 1X [GERG1X]
RNAV DEPARTURES
(OVERLAY 20-3B)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	RWY	ROUTING
GERGA 1S	07L	(600+) - SL - DB078 - GERGA.
GERGA 1X	25R	(600+) - MW - DB251 - DB254 (K220-) - DB255 - GERGA.

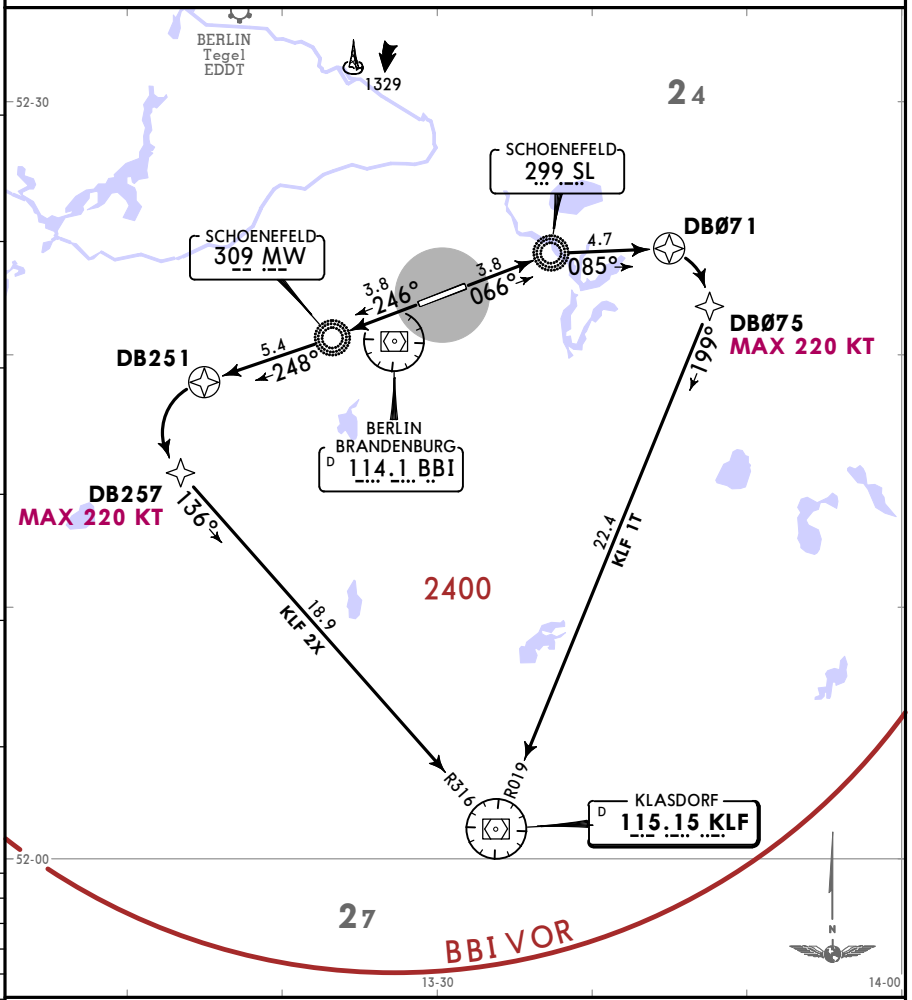
CHANGES: None.

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

KLASDORF 1T (KLF 1T)
KLASDORF 2X (KLF 2X)
RNAV DEPARTURES
(OVERLAY 20-3C)

ONLY FOR DESTINATION EDDB OR EDDT

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	RWY	ROUTING
KLF 1T	07L	(600+) - SL - DB071 - DB075 (K220-) - KLF.
KLF 2X	25R	(600+) - MW - DB251 - DB257 (K220-) - KLF.

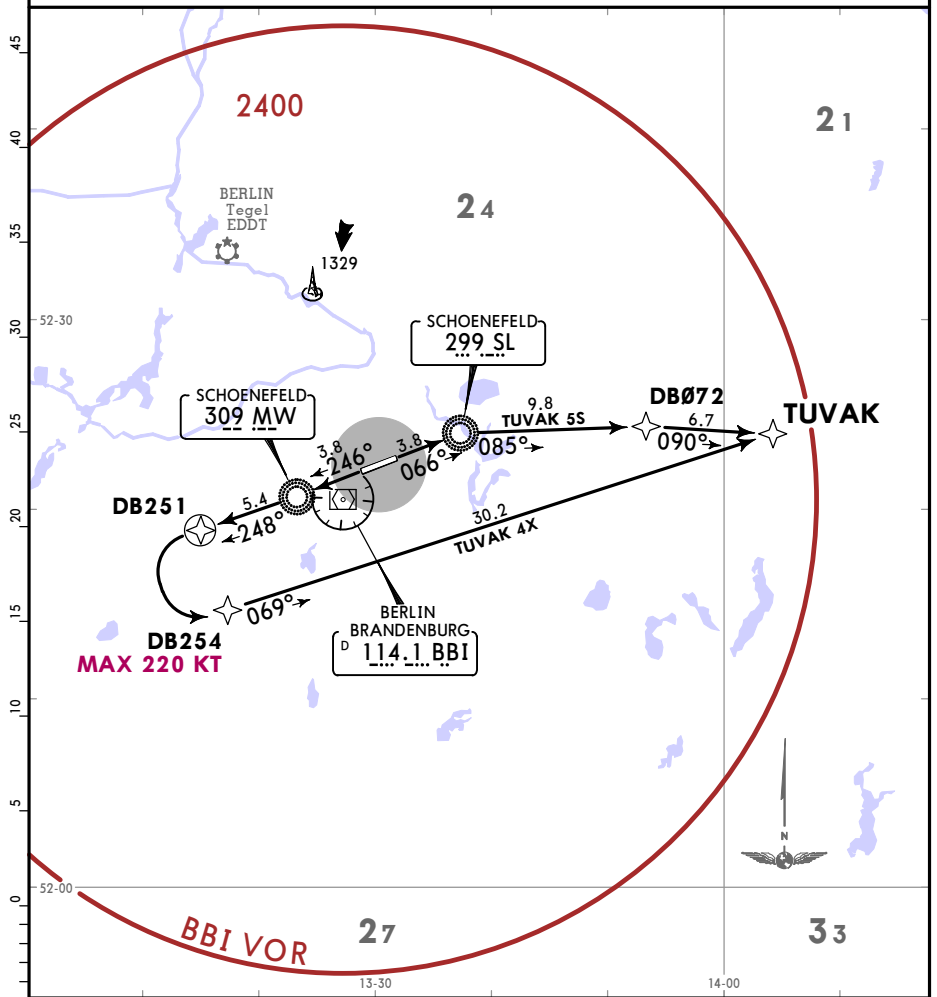
CHANGES: RNAV SID KLF 6S renamed1T.

BREMEN Radar 120.625	Apt Elev 157	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. EXPECT close-in obstacles.

TUVAK 5S [TUVA5S]
TUVAK 4X [TUVA4X]
RNAV DEPARTURES
(OVERLAY 20-3D)

NO ACCESS TO AIRWAY UL-980

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	RWY	ROUTING
TUVAK 5S	07L	(600+) - SL - DB072 - TUVAK.
TUVAK 4X	25R	(600+) - MW - DB251 - DB254 (K220-) - TUVAK.

CHANGES: RNAV SID TUVAK 4S runumbered 5S & revised.

EDDB/SXF

Apt Elev 157′
N52 21.7 E013 30.0

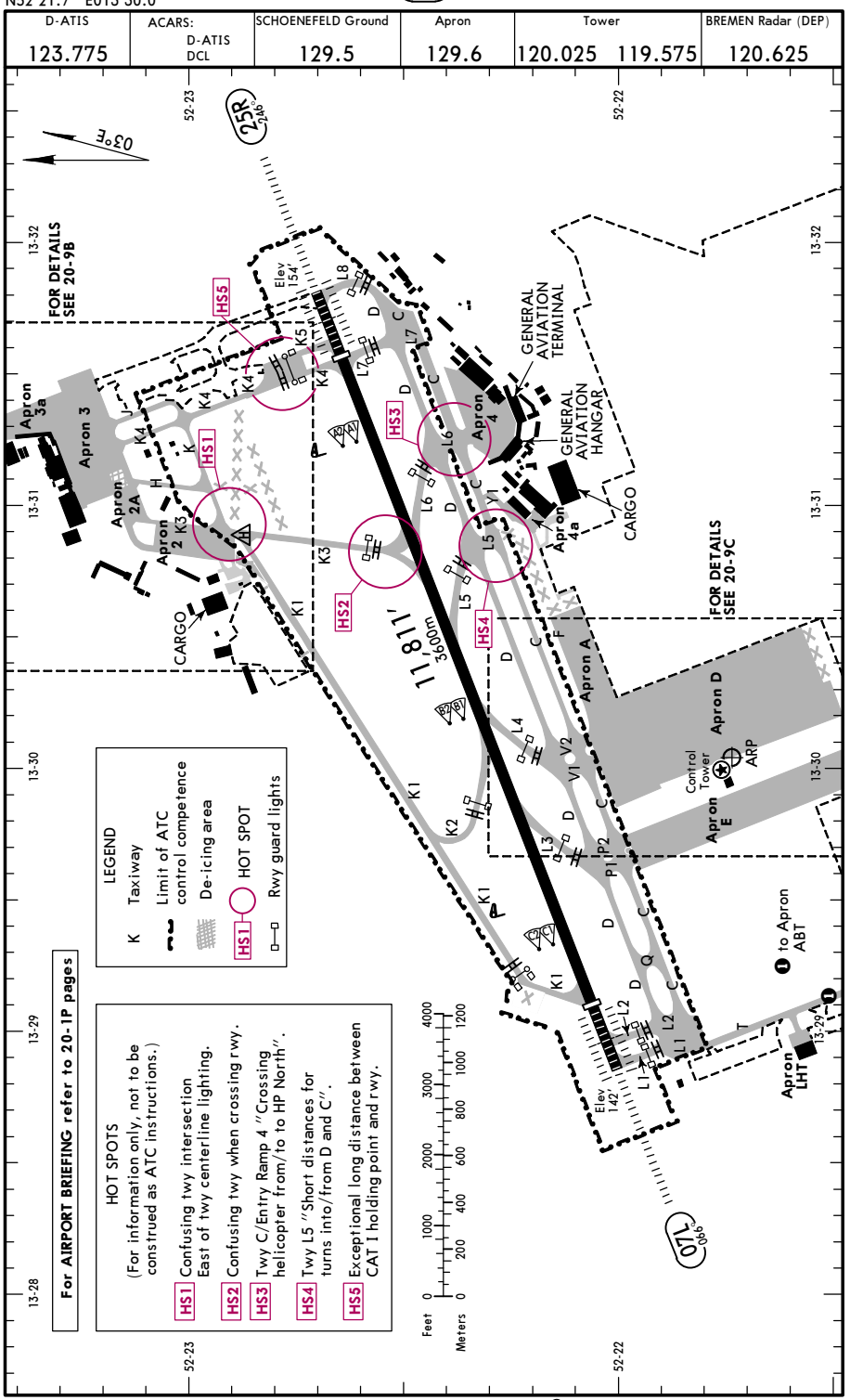
JEPPESEN

24 NOV 17 (20-9)

BERLIN, GERMANY

SCHOENEFELD

D-ATIS	ACARS: D-ATIS DCL	SCHOENEFELD Ground	Apron	Tower	BREMEN Radar (DEP)
123.775		129.5	129.6	120.025 119.575	120.625



CHANGES: Twy C renamed.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
07L 25R	HIRL CL (15m) HIALS SFL TDZ PAPI-L(3.0°) RVR	10,827′ 3300m	9855′ 3004m 9733′ 2967m	❶	148′ 45m

❶ TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,811′ (3600m)
twy L2 int	11,483′ (3500m)
twy K1 int	10,827′ (3300m) ❷
twy L3 int	8104′ (2470m)
twy K2 int	7054′ (2150m)
twy L4 int	6562′ (2000m)
twy L6 int	3904′ (1190m)
twy K3 int	3675′ (1120m)

RWY 25R:

From rwy head	11,811′ (3600m)
twy K5 int	11,106′ (3385m)
twy K4 int	10,827′ (3300m) ❷
twy L7 int	10,827′ (3300m)
twy L6 int	8251′ (2515m)
twy K3 int	7710′ (2350m)
twy L5 int	6775′ (2065m)

❷ Pilots shall prepare for the following TORAs. If pilots require a longer take-off run or accept a shorter one, they shall mention this when obtaining start-up approval.

Standard TAKE-OFF

	Low Visibility Take-off: ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m
C						
D						

❶ RWY 07L/25R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Lights. Usable lengths.

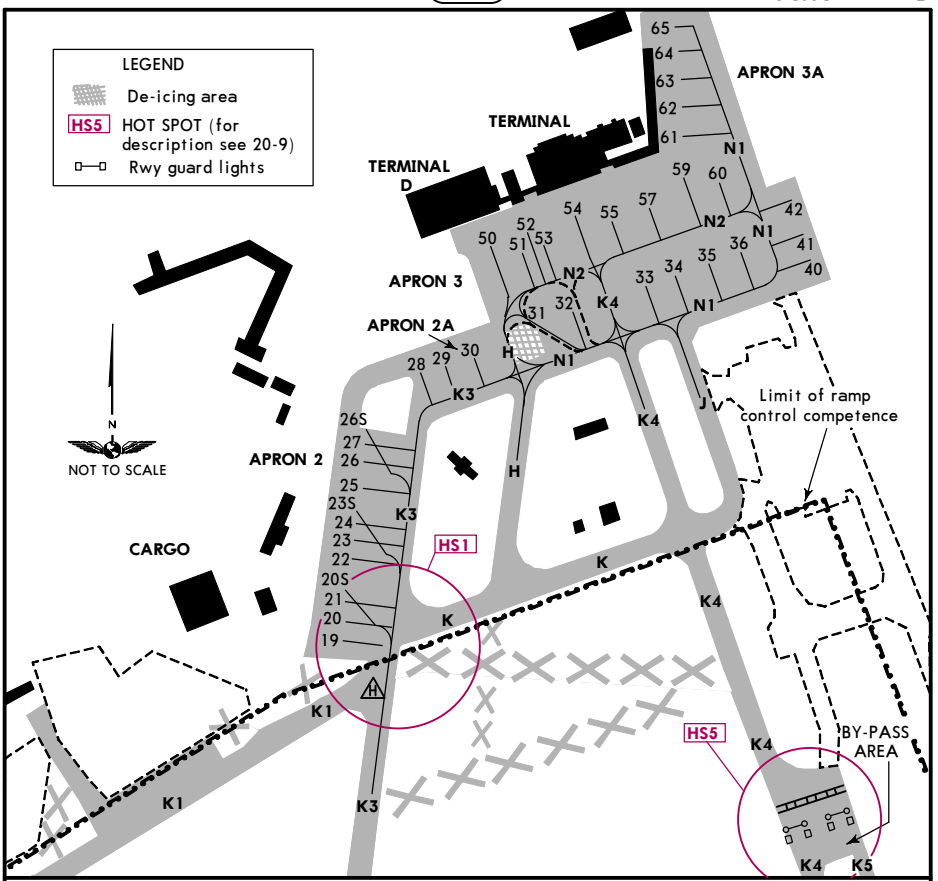
EDDB/SXF

JEPPESEN

27 OCT 17 (20-9B)

BERLIN, GERMANY

SCHOENEFELD



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
19, 20	N52 22.9 E013 30.8	51	N52 23.2 E013 31.1
20S	N52 23.0 E013 30.8	52, 53	N52 23.3 E013 31.1
21	N52 22.9 E013 30.8	54, 55	N52 23.3 E013 31.2
22 thru 25	N52 23.0 E013 30.8	57, 59	N52 23.3 E013 31.3
26 thru 27	N52 23.1 E013 30.8	60	N52 23.3 E013 31.4
28	N52 23.1 E013 30.9	61	N52 23.3 E013 31.3
29	N52 23.1 E013 31.0	62 thru 65	N52 23.4 E013 31.3
30	N52 23.2 E013 31.0		
31	N52 23.2 E013 31.1		
32	N52 23.2 E013 31.2		
33 thru 35	N52 23.2 E013 31.3		
36	N52 23.3 E013 31.4		
40,	N52 23.2 E013 31.5		
41, 42	N52 23.3 E013 31.5		
50	N52 23.2 E013 31.0		

CHANGES: Hot spot. Construction areas. Twy K1.

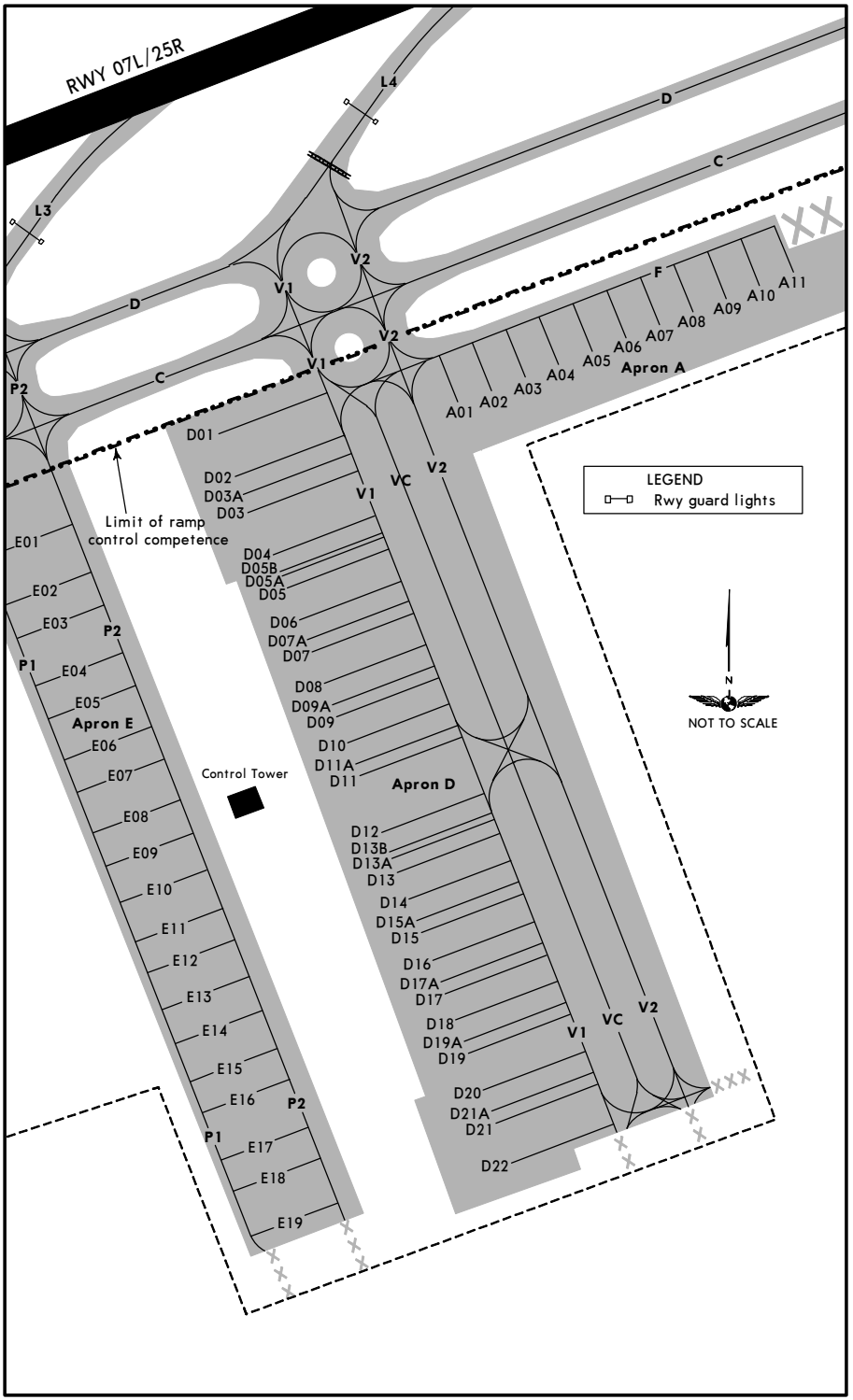
EDDB/SXF

JEPPESEN

27 OCT 17 (20-9C)

BERLIN, GERMANY

SCHOENEFELD



CHANGES: Apron D & E extended.

INS COORDINATES

STAND No.	COORDINATES
A01	N52 22.0 E013 30.2
A02 thru A04	N52 22.0 E013 30.3
A05	N52 22.0 E013 30.4
A06, A07	N52 22.1 E013 30.4
A08, A09	N52 22.1 E013 30.5
A10, A11	N52 22.1 E013 30.6
D01	N52 22.0 E013 29.9
D02 thru D03A	N52 22.0 E013 30.0
D04 thru D07A	N52 21.9 E013 30.0
D08 thru D11A	N52 21.8 E013 30.1
D12 thru D13B	N52 21.7 E013 30.1
D14 thru D15A	N52 21.7 E013 30.2
D16 thru D19A	N52 21.6 E013 30.2
D20, D21	N52 21.5 E013 30.3
D21A	N52 21.5 E013 30.2
D22	N52 21.5 E013 30.3
E01 thru E03	N52 21.9 E013 29.7
E04 thru E07	N52 21.8 E013 29.8
E08, E09	N52 21.7 E013 29.8
E10, E11	N52 21.7 E013 29.9
E12 thru E15	N52 21.6 E013 29.9
E16 thru E18	N52 21.5 E013 30.0
E19	N52 21.4 E013 30.0

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (21-1) Eff 25 May

BERLIN, GERMANY
ILS or LOC Rwy 07L

BRIEFING STRIP

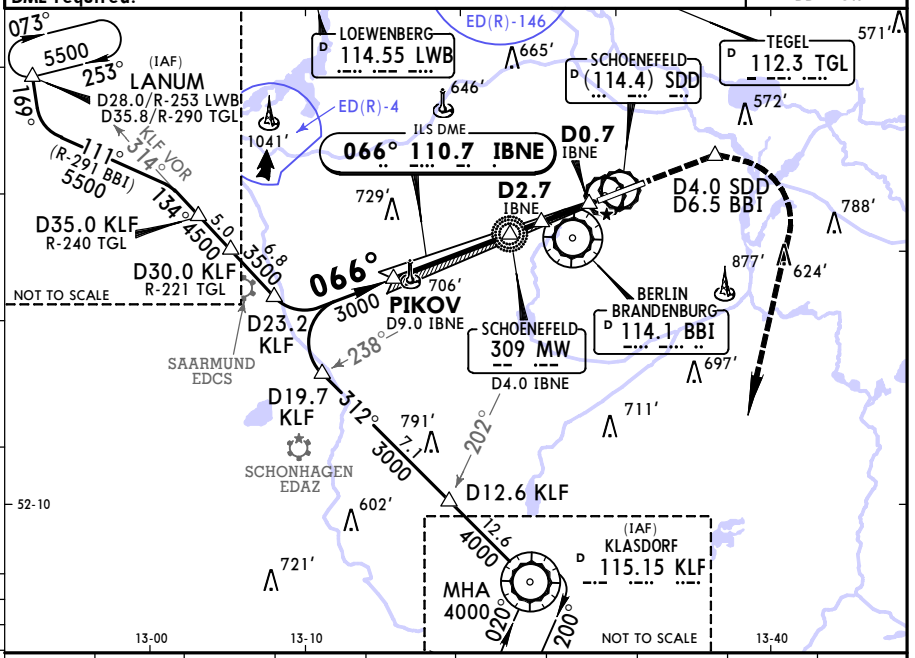
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

LOC IBNE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 157′
110.7	066°	MW Lctr 1410′ (1264′)	346′ (200′)	Rwy 146′

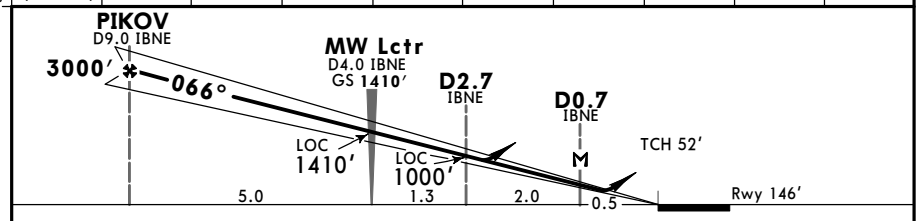
MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 East of SDD DME (D6.5 BBI) turn RIGHT to KLF VOR and continue climb to 4000′.

2400
MSA
BBI VOR

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
DME required.



LOC (GS out)	IBNE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3000′	2690′	2370′	2050′	1730′	1410′	1090′	780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at 0.7 IBNE							

HIALS-II
PAPI
3000′ MAX on RWY track

Standard STRAIGHT-IN LANDING RWY **07L**

	ILS DA(H) 346′ (200′)			LOC (GS out) DA(H) 530′ (384′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

CHANGES: Airport name. Procedure.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17
Eff 25 May
21-1A

BERLIN, GERMANY
CAT II/III ILS Rwy 07L

BRIEFING STRIP

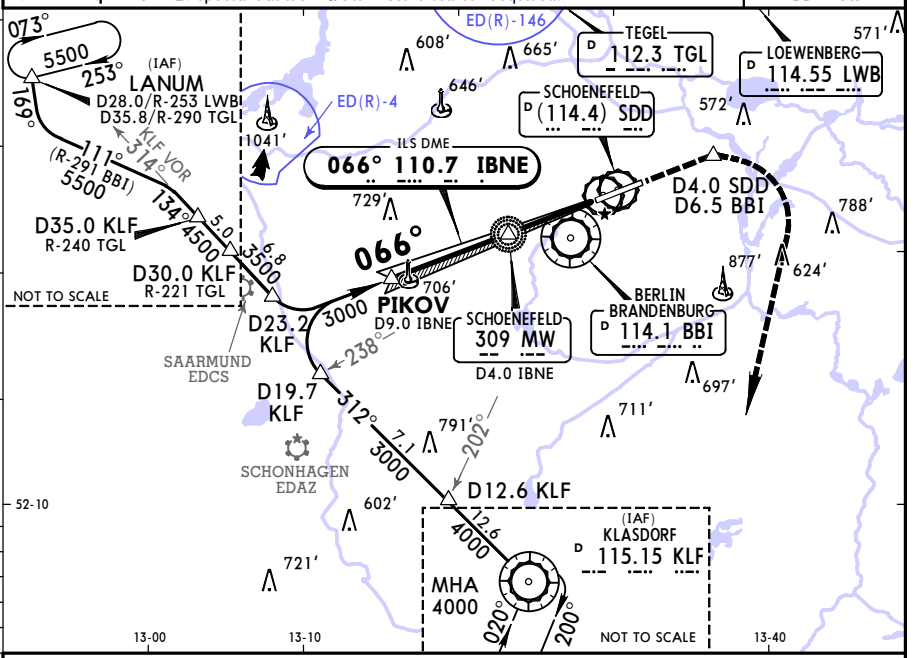
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

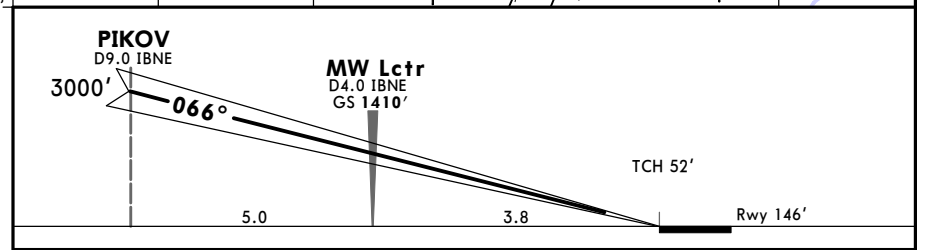
LOC IBNE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 157′
110.7	066°	MW Lctr 1410′ (1264′)		Rwy 146′

MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 East of SDD DME (D6.5 BBI) turn RIGHT to KLF VOR and continue climb to 4000′.

2400
MSA
BBI VOR

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Special Aircrew & Acft Certification required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
3000′ MAX on RWY track

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 105′** DA(H) **246′** (100′)
RVR 200m	RVR 300m 1

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

CHANGES: Airport name. Procedure.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (21-2) Eff 25 May

BERLIN, GERMANY
ILS or LOC Rwy 25R

BRIEFING STRIP

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

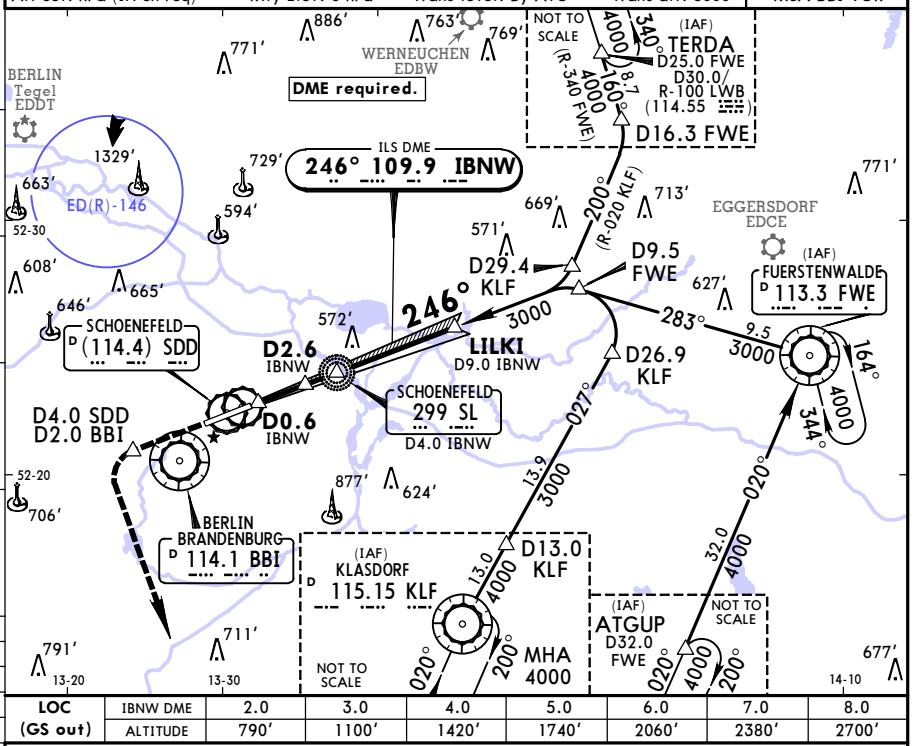
LOC IBNW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 157′
109.9	246°	SL Lctr 1420′ (1265′)	355′ (200′)	Rwy 155′

2400

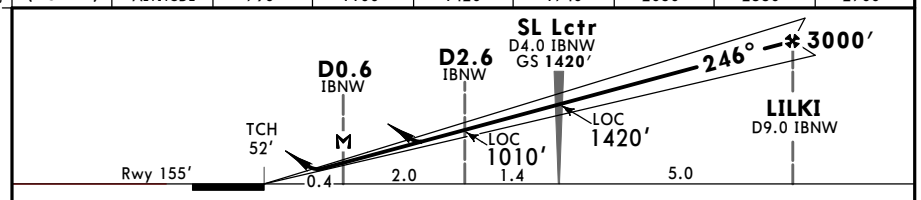
MSA BBI VOR

MISSED APCH: Climb on rwy track to MAX 3000′. After D4.0 West of SDD DME (D2.0 West of BBI VOR) or 3000′, whichever is later, turn LEFT to KLF VOR and continue climb to 4000′.

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



LOC (GS out)	IBNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	790′	1100′	1420′	1740′	2060′	2380′	2700′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.6 IBNW							

HIALS-II
PAPI
3000′ MAX
on RWY track

Standard STRAIGHT-IN LANDING RWY **25R**

PANS OPS

	ILS DA(H) 355′ (200′) FULL	ILS DA(H) 355′ (200′) Limited	ILS DA(H) 355′ (200′) ALS out	LOC (GS out) DA(H) 540′ (385′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: Airport name. Bearings. Missed approach.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17
Eff 25 May
21-2A

BERLIN, GERMANY
CAT II/III ILS Rwy 25R

BRIEFING STRIP™

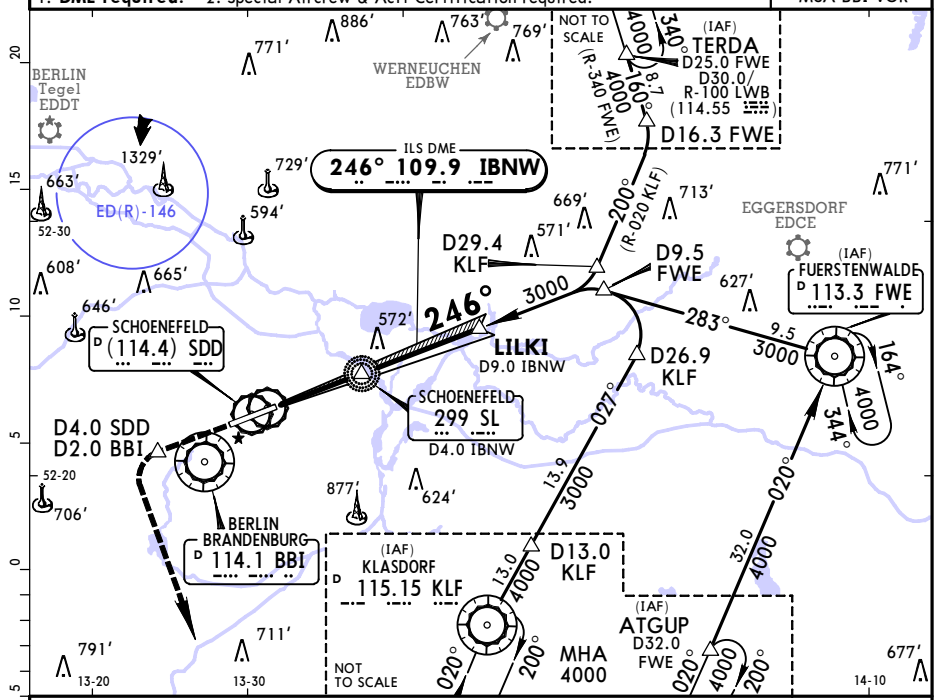
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

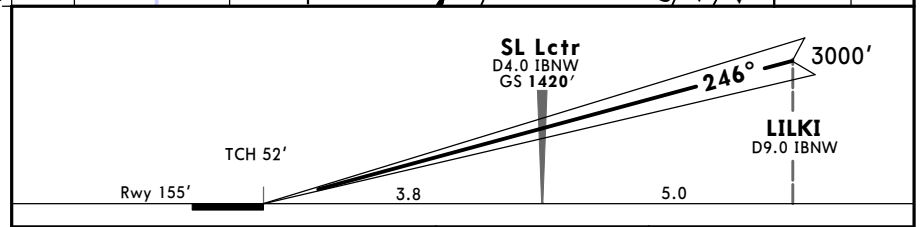
LOC IBNW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 157′
109.9	246°	SL Lctr 1420′ (1265′)	Refer to Minimums	Rwy 155′

MISSED APCH: Climb on rwy track to MAX 3000′. After D4.0 West of SDD DME (D2.0 West of BBI VOR) or 3000′, whichever is later, turn LEFT to KLF VOR and continue climb to 4000′.

2400
MSA BBI VOR

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Special Aircrew & Acft Certification required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
3000′ MAX
on RWY track

Standard STRAIGHT-IN LANDING RWY **25R**

CAT IIIA ILS	CAT II ILS
DH 50′	RA 101′ DA(H) 255′ (100′)
RVR 200m	RVR 300m 1

PANS OPS

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

CHANGES: Airport name. Bearings. Missed approach.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (22-1) Eff 25 May

BERLIN, GERMANY
RNAV (GPS) Rwy 07L

BRIEFING STRIP™

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	066°	**PIKOV** **3000′**(2854′)	**496′**(350′)	Apt Elev 157′ Rwy 146′

MISSED APCH: Climb on track 066° to DB62Ø to MAX 3000′. Then turn RIGHT via DB621 on track 194° to KLF climbing to 4000′.

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

2400
MSA ARP

BARO-VNAV not authorized below -15°C.

NOT TO SCALE

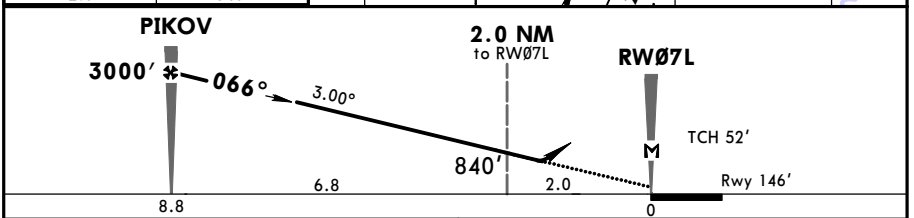
(IAF) LANUM
073° 5500 253° 15.6 134° 5000
DB6Ø2 7.0 134° 4000
DB6Ø1 14.0 134° 3000
DB6ØØ 5.0 134° 3000
PIKOV 4.0 066° 3000
(IF) DB61Ø 5.0 335° 3000
DB6Ø5 4.7 309° 3000
DB6Ø3 12.7 309° 4000
(IAF) KLF 020° 4000 200°

DB62Ø 4.8 066° RWØ7L
2.0 NM to RWØ7L
DB621 19.7 194°

ED(R)-146
ED(R)-4
ED(R)-54

SCHONHAGEN EDAZ

RECOMMENDED ALTITUDES	
DIST to RWØ7L	ALTITUDE
8.0	2750′
7.0	2430′
6.0	2110′
5.0	1790′
4.0	1480′
3.0	1160′
2.0	840′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7L						

HIALS-II
PAPI
3000′ MAX
DB62Ø to
066° on

Standard STRAIGHT-IN LANDING RWY **07L**

	LNAV/VNAV		LNAV	
	DA(H) **496′** (350′)		DA(H) **630′** (484′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 1600m		CMV 2300m
D				

PANS OPS

CHANGES: Airport name. Procedure.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (22-2) Eff 25 May

BERLIN, GERMANY
RNAV (GPS) Rwy 25R

BRIEFING STRIP™

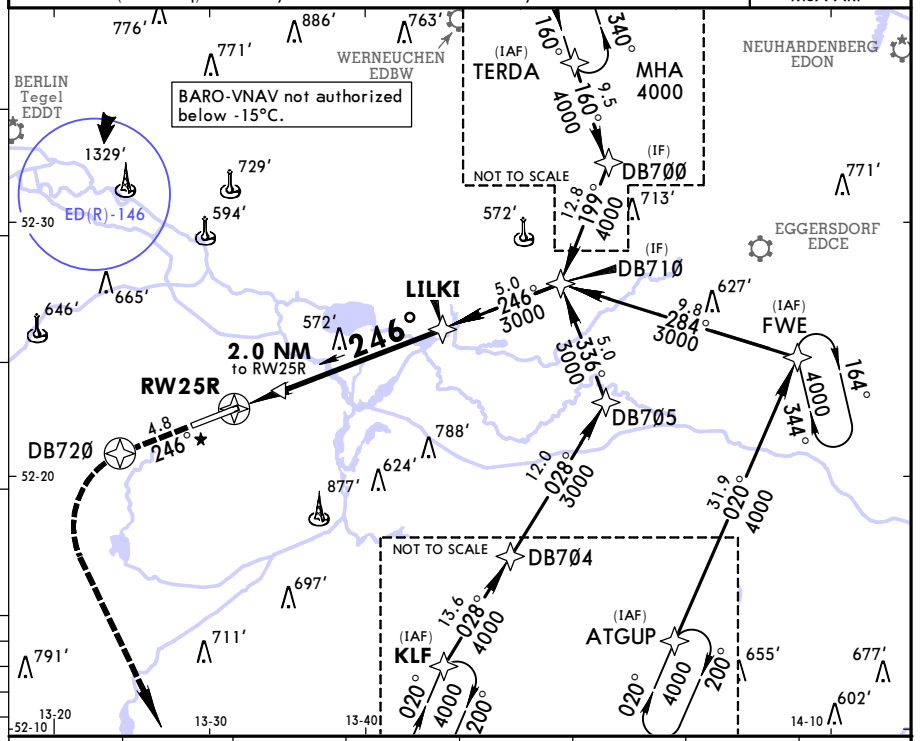
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	246°	LILKI 3000′(2845′)	690′(535′)	Apt Elev 157′ / Rwy 155′

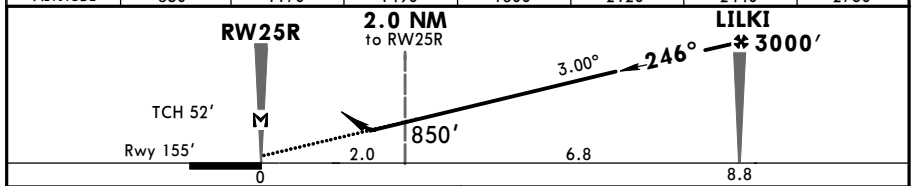
MISSED APCH: Climb on track 246° to MAX 3000′. At DB72Ø or 3000′, whichever is later, turn LEFT to KLF VOR and continue climb to 4000′.

2400
MSA ARP

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



DIST to RW25R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	850′	1170′	1490′	1800′	2120′	2440′	2760′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25R						

HIALS-II PAPI | 3000′ MAX on 246° | DB72Ø whichever is later 3000′

Standard STRAIGHT-IN LANDING RWY **25R**

	LNAV/VNAV		LNAV	
	DA(H) 690′ (535′)		DA(H) 690′ (535′)	
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1700m	CMV 2400m	RVR 1700m	CMV 2400m
D				

PANS OPS

CHANGES: Airport name. Missed approach.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (26-1) Eff 25 May

BERLIN, GERMANY
NDB Rwy 07L

BRIEFING STRIP

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

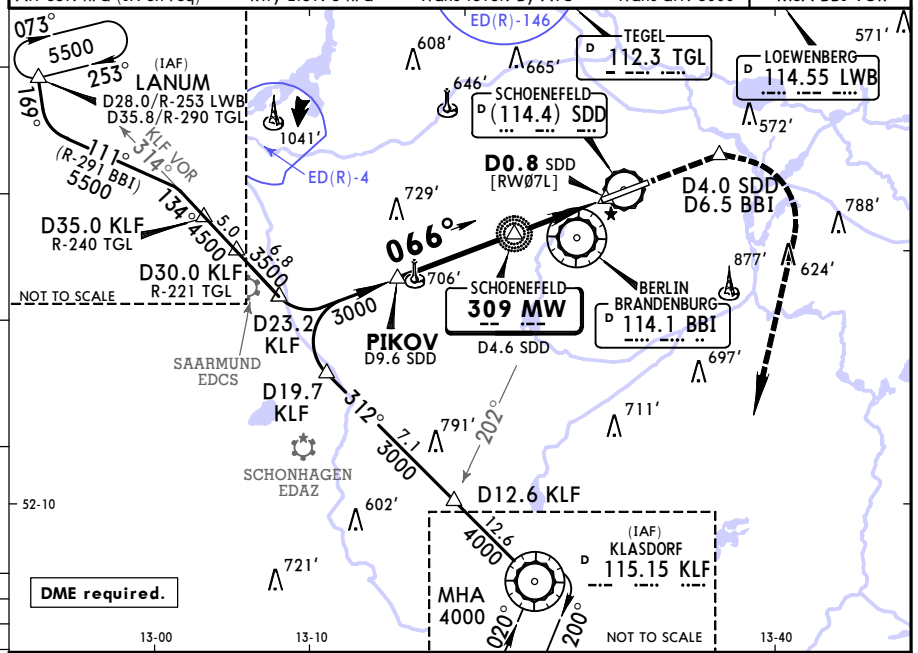
Lctr	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 157′
MW		PIKOV		
309	066°	3000′ (2854′)	680′ (534′)	Rwy 146′

MISSED APCH: Climb on rwy track to MAX 3000′. At D4.0 East of SDD DME (D6.5 BBI) turn RIGHT to KLF VOR and continue climb to 4000′.

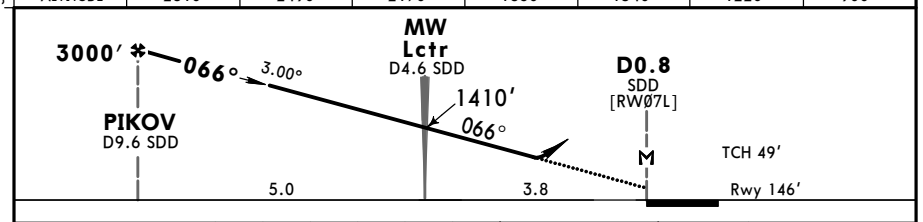
2400

MSA BBI VOR

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



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 SDD							

HIALS-II
PAPI
3000′ MAX on RWY track

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07L**

DA(H) **680′** (534′)

ALS out

A	RVR 1500m	
B		
C	RVR 1700m	CMV 2400m
D		

CHANGES: Airport name. Procedure.

EDDB/SXF
SCHOENEFELD

JEPPESEN
19 MAY 17 (26-2) Eff 25 May

BERLIN, GERMANY
NDB Rwy 25R

BRIEFING STRIP

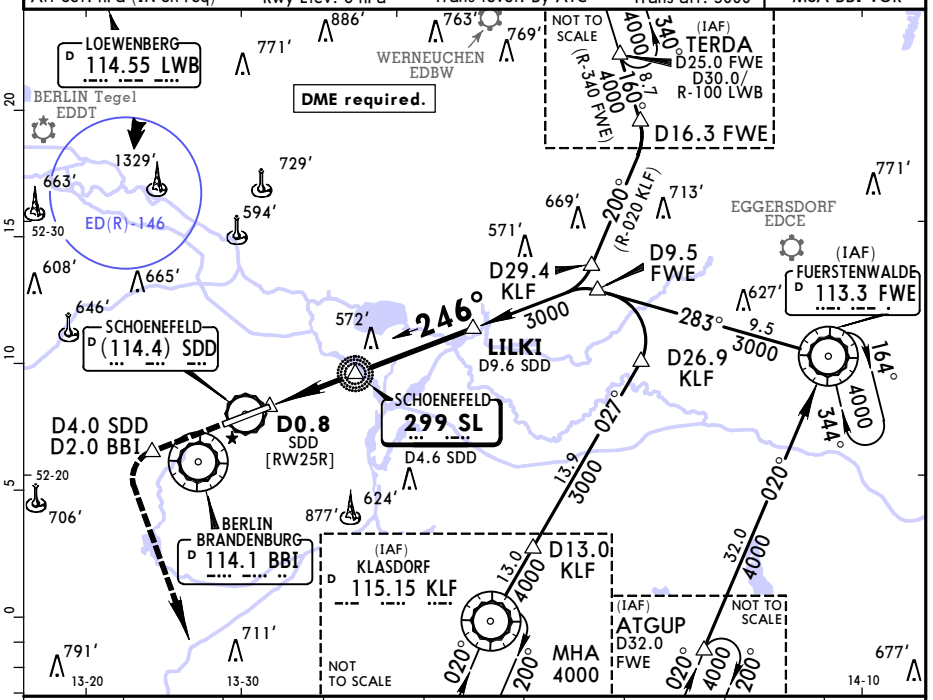
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHOENEFELD Tower	Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

Lctr SL	Final Apch Crs	Minimum Alt LILKI	DA(H)	Apt Elev 157′ Rwy 155′
299	246°	3000′ (2845′)	730′ (575′)	

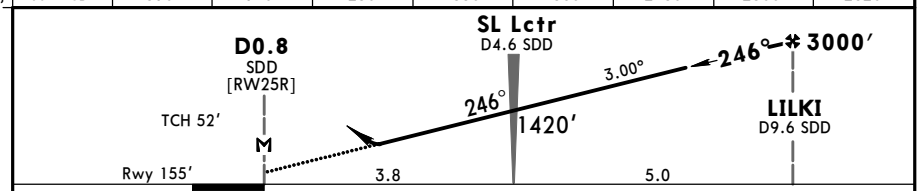
MISSED APCH: Climb on rwy track to MAX 3000′. After D4.0 West of SDD DME (D2.0 West of BBI VOR) or 3000′, whichever is later, turn LEFT to KLF VOR and continue climb to 4000′.

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

2400
MSA BBI VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 SDD							

HIALS-II
PAPI
3000′ MAX on RWY track

Standard STRAIGHT-IN LANDING RWY **25R**

DA(H) **730′** (575′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CHANGES: Airport name. Missed approach. Bearings.

EDDB/SXF
SCHONEFELD

JEPPESEN
18 NOV 16 (28-1)

BERLIN, GERMANY
SRE Rwy 07L, 25R

BRIEFING STRIP™

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	SCHONEFELD Tower		Ground
123.775	119.625	126.425	121.125	120.025	119.575	129.5

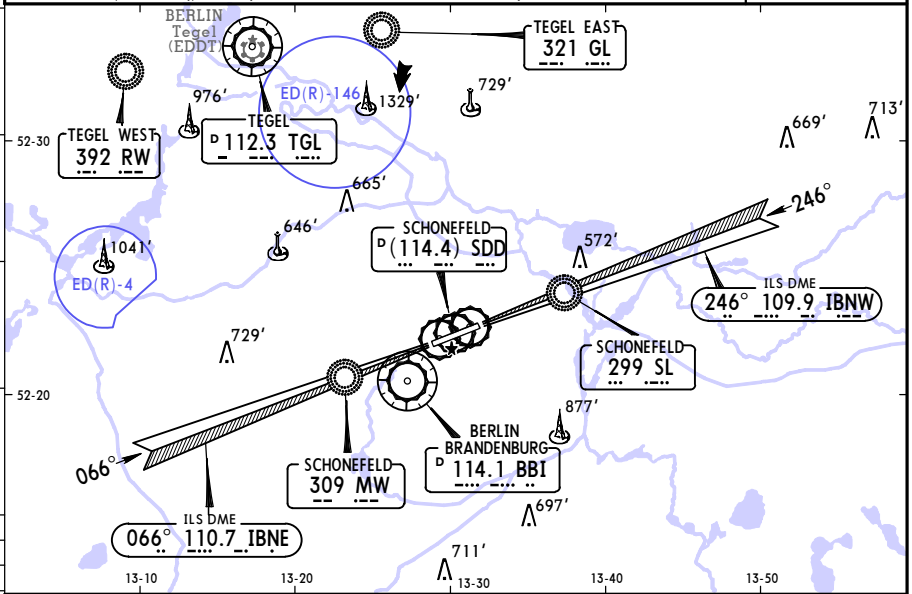
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 157′ RWY 07L 146′ RWY 25R 155′

MISSED APCH: Climb STRAIGHT AHEAD to 4000′.

2400′

MSA BBI VOR

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



RWY 07L	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3200′	2900′	2600′	2300′	2000′	1700′	1400′	1100′
RWY 25R	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3300′	3000′	2700′	2400′	2100′	1800′	1500′	1200′

Minimum Alt/NM	10.0 FAF	4.0
SRE 07L	**3200′**	**1200′**
SRE 25R	**3300′**	**1200′**

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.81°	348	447	497	596	696	795
MAP at THR							

Lighting-Refer to Airport Chart

4000′

PANS OPS

Standard STRAIGHT-IN LANDING

	SRE 07L MDA(H) 730′(584′)		SRE 25R MDA(H) 730′(575′)	
		ALS out		ALS out
A	CMV 2200m	CMV 2900m	CMV 2100m	CMV 2800m
B				
C	CMV 2400m	CMV 3100m	CMV 2300m	CMV 3000m
D				

CHANGES: Director frequency.