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Terminal Charts For EDDB
Revision Letter For Cycle 16-2023
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General Information

Location: BERLIN BRANDENBURG DEU
ICAO/IATA: EDDB / BER
Lat/Long: N52° 21.73', E013° 30.04'
Elevation: 156 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° 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: 0428 Z
Sunset: 1740 Z

Runway Information

Runway: 07L
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 144 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 07R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 152 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 149 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11811 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 154 ft

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Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 123.780
Berlin Tower: 118.805
Berlin Tower: 118.855 Secondary
Berlin Tower: 120.030
Berlin Ground: 121.705
Berlin Ground: 121.905 Secondary
Berlin Ground: 129.505
Berlin Apron Ramp/Taxi: 121.855
Berlin Apron Ramp/Taxi: 129.605
Berlin Clearance Delivery: 121.605
Bremen Radar Approach: 120.630 RCO
Bremen Radar Approach: 134.430 RCO
Bremen Radar Approach: 126.425 RCO
Bremen Radar Approach: 119.505 RCO
Bremen Radar Approach: 119.630 RCO
Berlin De-Icing Operations: 121.730
Berlin De-Icing Operations: 121.685
Berlin De-Icing Operations: 121.780
Berlin Fire Department Emergency: 121.555
Berlin Direct (Approach Control Radar): 136.105
Berlin Direct (Approach Control Radar): 121.130
Berlin De-Icing Operations: 121.815
Berlin De-Icing Operations: 121.665
Berlin De-Icing Operations: 121.835
Berlin De-Icing Operations: 121.865
Berlin De-Icing Operations: 121.980
Berlin De-Icing Operations: 121.635

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1. GENERAL

1.1. ATIS

D-ATIS 123.780

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

a. Between 2330-0530LT ACFT are not permitted to take off or land.

b. Between 2200-0600LT jet ACFT with a maximum certificated take-off mass of more than 20000kg may only take off or land if they provide evidence that the sum of their measured noise certification levels is at least 10 EPNdB below the sum of the maximum permitted noise levels applicable to them in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3. As a rule, evidence shall be provided by submitting an official noise certificate in English containing the measured noise certification levels.

Exemptions from a. and b. above:

- Landing ACFT when using the APT as an emergency or alternate APT for meteorological, technical or other safety reasons.
- Take-offs and landings of ACFT on disaster relief missions, rendering medical assistance or conducting calibration flights for organisations in charge of air navigation services or on their behalf.
- Take-offs and landings of ACFT used for state visits, government, military or police flights.

Exemptions from a. above:

- Take-offs and landings of ACFT transporting air mail during the 5 nights from the night from Monday to Tuesday to the night from Friday to Saturday.
- Delayed take-offs until 0000LT of ACFT of scheduled air services and regular inclusive tour flights to destinations outside of Europe as well as to destinations outside of non-European States bordering the Mediterranean Sea whose scheduled time of departure is before 2330LT.
- Delayed landings until 0000LT of ACFT of scheduled air services and regular inclusive tour flights whose scheduled time of arrival is before 2330LT, and early landings from 0500LT of ACFT whose scheduled time of arrival is after 0530LT.
- Take-offs and landings of positioning flights and maintenance-related ferry flights up until 0000LT and from 0500LT on.
- Between 2200-2300LT delayed landings of ACFT of scheduled air services and regular inclusive tour flights are also permitted if they have a noise certificate in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3 and if their scheduled time of arrival is before 2200LT.

If appropriate, applications shall be directed to:

Aviation Supervision Office of the APT Berlin-Brandenburg
Flughafen
12521 Berlin
Tel.: +49 30 6091-54840
Fax: +49 331 275482482

The application must include:

- Name and address of the airline or ACFT operator;
- Aerodrome of departure or destination;
- Radio call sign;
- Type, year of construction, and noise certificate of the ACFT in accordance with Section 11c of the German Aviation Regulation (LuftVO);
- Time of take-off or landing for which the exemption is requested.

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1. GENERAL

Clearances issued by ATC during curfews do not include the required exemption from the approving authority. ATC will not issue exceptional permission for night landings during curfews via radiotelephony. Accordingly, clearances issued by the ATC unit for safety reasons do not include the decision of the approving authority about the admissibility of a night landing. In the case of a delayed or an early landing not approved by the approving authority, the pilot shall appear at the aviation supervision office (Luftaufsicht) immediately after landing to defend the admissibility of the night landing.

1.2.2. REVERSE THRUST

The use of engine reverse thrust is only permitted if required for flight safety. This does not apply to idle reverse thrust.

1.2.3. JET ENGINE RUN-UP TESTS

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

Between 2200-0600LT engine run-ups are permitted 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.

These provisions do not apply to the idle engine run-ups and pre-flight engine run-ups required by manufacturers immediately prior to take-off.

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 Ground or BERLIN Apron 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.

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1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

Taxiing on apron 4 and TWY Y1 and South of TWY C, TWY L6 with Follow-me car only.

Taxiing of CAT F ACFT on TWY T is permitted with Follow-me car only.

On all aprons and taxilanes, ACFT are permitted to taxi only at the required 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 guidelines; however, Apron Control/Ground Control may issue deviating instructions.

For safety reasons, ACFT of CAT E/F equipped with 4 engines may run the outer engines only at idle power at a maximum when taxiing on the TWYs North of RWY 07L/25R. Only immediately prior to take-off is it permitted to raise the thrust of the outer engines.

TWY V1, V2 and taxilane VC:
Simultaneous parallel taxiing is only permitted for ACFT up to code C. A swing over procedure to the adjacent taxilane may be instructed by Apron Control.

TWY V3 and taxilane VC:
Simultaneous parallel taxiing is only permitted for ACFT up to code C.

Taxilane VC:
No use possible, if ACFT of code D or larger are taxiing on V1 and V2 in parallel.

A Follow-me vehicle is mandatory on all TWYs North of TWY G for ACFT of code D or larger.

1.4.2. GROUND HANDLING POSITIONS

Pilots shall park their ACFT at the stands following the signals given by the marshaller or by using the docking guidance system.

If the crew discovers that the docking guidance system is not switched on or not in operation, they shall stop the ACFT immediately and report this to Apron Control. They shall then wait for further instructions.

Parking stands without a docking guidance system is only permitted with the aid of the marshaller's signals.

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

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 vehicle.

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

Towing instructions will be issued via radio by Apron Control or Ground Control.

1.5. PARKING INFORMATION

On stands A13 thru A18, B01 thru B16, C03 thru C12 and E21 thru E35 Visual Docking Guidance System (A-VDGS) available.

1.6. OTHER INFORMATION

Caution: Birds in vicinity of APT.

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

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2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. RWY OPERATIONS

2.2.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

While being transferred from BREMEN Radar to BERLIN Director, initial call shall be restricted to CALL SIGN only, in order to avoid frequency congestion.

In order to enable the greatest possible throughput of approaches and departures per hour, RWY occupancy times shall be reduced to a minimum.

If RWY conditions permit, the following rapid exit TWYs shall be used:

Type Class	RWY 25R	RWY 25L	RWY 07R	RWY 07L
HEAVY LDA to turn-off	L3 6430′ (1960m)	M3 7398′ (2255m)	M6 6709′ (2045m)	L6 6578′ (2005m)
MEDIUM JET LDA to turn-off	L4 4888′ (1490m)	M5-R 5856′ (1785m)	M4 5167′ (1575m)	L5 5102′ (1555m)

If it is already clear to the pilot on approach that the above TWYs cannot be used, he shall inform aerodrome control of this.

After leaving the RWY, the pilot shall immediately change to the frequency of Ground Control of his own accord and make an initial call. Unless the pilot has received a further taxi clearance, the pilot shall hold in front of TWY D when taxiing off the northern RWY to the South, and in front of TWY A when taxiing off the southern RWY (if leaving via TWY M5, TWY R may also be used to hold in front of TWY A).

ACFT which have been allocated a parking position in the areas B, C and D, will, as a rule, be cleared by Ground Control as far as "ENTRY SOUTH", or as far as the commencement of TWY E.

Unless they have received a further taxi clearance from Apron Control, they shall hold at the "ENTRY SOUTH" and/or in front of TWY E.

To relieve congestion on the main apron (apron B, D), taxiing traffic will be guided via TWYs P1, P2 and T, as necessary.

2.3. TAXI CLEARANCES

Taxi instructions to the parking position may be issued for segments. The frequency may only be changed from BERLIN Ground to BERLIN Apron when pilots have been so instructed.

2.4. OTHER INFORMATION

Parallel independent operation may be in force.

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3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

If there are no restrictions on the SID regarding a climb gradient, the take-off procedure NADP1 is recommended for take-offs with jet ACFT.

Climb with a maximum gradient up to 3000':

- Configure ACFT for high lift;
- Change take-off thrust to climb thrust at 1500'.

3.2. DE-ICING

3.2.1. GENERAL

As a rule, ACFT up to and including code letter D will be de-iced at the central de-icing area (Pad North) on apron 3b. On stands 72 to 74 (apron 3b), pre-de-icing at NIGHT is possible. Guidance and marshalling to the pad will exclusively be performed by a Follow-me vehicle from aprons 2, 2a to Pad North counter-clockwise via TWY K on a straight line to apron 3b (between stands 73 and 74). Taxi guidance from intersection K, N3 to Pad North is marked by a blue dotted taxi guideline. ACFT will be positioned on the pad facing North.

Communication between the de-icing team and the cockpit crew will be conducted via VHF (FREQ 121.685).

3.2.2. DE-ICING ON APRONS SOUTH OF RWY 07L/25R

3.2.2.1. STAND DE-ICING

Stand de-icing for all ACFT larger than code letter C will take place at the ACFT stands of aprons B, C, D. De-icing will take place when the handling of the ACFT, passengers and cargo is completed.

In addition, it is possible to carry out pre-de-icing at night on the stands of aprons A, B, C, D, E before the handling process commences.

3.2.2.2. CENTRAL DE-ICING (REMOTE DE-ICING)

At stands E03/E05/E07/E09/E11/E13/E15/E17, central de-icing will take place exclusively for ACFT up to code letter C so that stands E02 thru E18 will no longer be available as handling positions.

ACFT will be guided in the North and South to the active de-icing pads via TWYP2, opposite the stand's taxi procedure.

Accordingly, ACFT will be positioned facing West. The de-icing pads are marked by alphanumerical ground markings (e.g. PAD07) and a de-icing hold bar. ACFT shall be stopped if the pilot's seat is abeam the de-icing hold bar.

The central de-icing pads are located within the area of responsibility of apron control. Apron control will transmit the relevant pad frequency to the crew.

3.2.3. DE-ICING: GENERAL AVIATION

General aviation ACFT will be guided by a Follow-me car to the assigned de-icing pad on apron E and de-iced there. Communication between the de-icing team and the cockpit crew will be conducted via VHF in line with the assigned de-icing pad.

3.2.4. COMMUNICATIONS

Location	Call-sign	FREQ (MHz)
Pad 03/E03	BERLIN DE-ICING ECHO 03	121.835
Pad 05/E05	BERLIN DE-ICING ECHO 05	121.635
Pad 07/E07	BERLIN DE-ICING ECHO 07	121.730
Pad 09/E09	BERLIN DE-ICING ECHO 09	121.980

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3. DEPARTURE

Location	Call-sign	FREQ (MHz)
Pad 11/E11	BERLIN DE-ICING ECHO 11	121.815
Pad 13/E13	BERLIN DE-ICING ECHO 13	121.665
Pad 15/E15	BERLIN DE-ICING ECHO 15	121.780
Pad 17/E17	BERLIN DE-ICING ECHO 17	121.865
EDDB Pad North 1	BERLIN DE-ICING CENTRAL 1	121.685

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

3.3.1. START-UP APPROVAL AND EN-ROUTE CLEARANCES

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

3.3.2. PUSH-BACK AND TAXI INSTRUCTIONS

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

3.4 RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

When the pilot is passed from apron control to aerodrome control, he will be instructed to "stand by for Tower on (frequency)". Pilots shall monitor the aerodrome frequency without making an initial call.

The frequency will be changed after take-off on the express instruction of aerodrome control only.

Pilots shall ensure that they carry out these instructions without delay after receiving clearance up to the point of departure or take-off clearance in order to keep the RWY occupancy times to an absolute minimum.

As a rule, pilots shall first taxi up to the CAT I RWY holding position. They shall hold at the CAT II/III taxi holding position only during CAT II/III/LVTO all-weather operations or on the instruction of aerodrome control.

Cockpit checks should be concluded prior to taxiing onto the RWYs. Checks which still have to be carried out on the RWY shall be kept to a minimum.

Directions from ATC to be ready for immediate take-off ("be ready for/expect immediate departure") will be issued if immediate compliance with the ensuing take-off clearance is ensured with as little RWY occupancy time as possible. Pilots unable to comply with this shall inform ATC without delay.

Pilots shall be prepared for the following Take-Off Runs Available (TORA). If they require longer take-off runs or accept shorter ones, they shall communicate this when obtaining start-up approval:

Type Class	RWY 25R	RWY 25L	RWY 07R	RWY 07L
HEAVY TORA	L8 11811' (3600m)	M8 13123' (4000m)	M2 13123' (4000m)	L1 11811' (3600m)
MEDIUM JET TORA	L7 10827' (3300m)	M7 8907' (2715m)	M3 8120' (2475m)	L2 11483' (3500m)
LIGHT JET, TURBOPROP TORA	L6 8251' (2515m)	M6 7431' (2265m)	M3 8120' (2475m)	L3 8104' (2470m)

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3. DEPARTURE

Type Class	RWY 25R	RWY 07L
HEAVY, MEDIUM JET TORA	K6 11811′ (3600m)	K1 10827′ (3300m)
LIGHT JET, TURBOPROP TORA	K5 11106′ (3385m)	K2 7054′ (2150m)

ACFT taxiing off from the parking positions in the areas B, C and D, will, as a rule, be cleared by Apron control as far as "ENTRY SOUTH", or as far as the commencement of TWY B.

Unless they have received further taxi clearance from Apron control, they shall hold at the "ENTRY SOUTH" and/or in front of TWY B.

To relieve congestion on the main apron (apron B, D), taxiing traffic will be guided via TWYs P1, P2 and T, as necessary.

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BERLIN BRANDENBURG, GERMANY

JEPPESEN **RNAV TRANSITION**

30 OCT 20
Eff 4 Nov
20-2

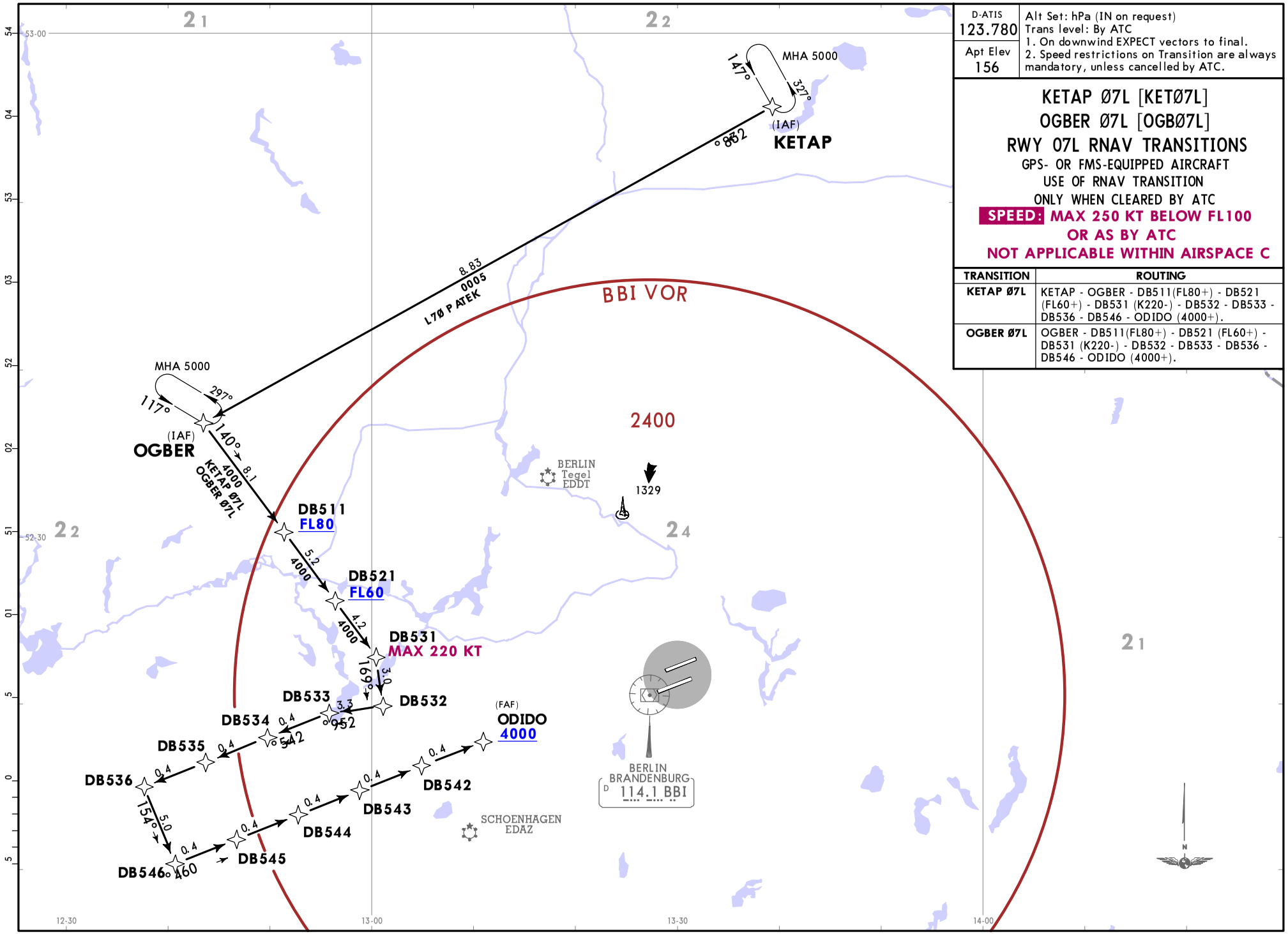
D-ATIS 123.780	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
Apt Elev 156	

KETAP Ø7L [KETØ7L]
OGBER Ø7L [OGBØ7L]
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
KETAP Ø7L	KETAP - OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - ODIDO (4000+).
OGBER Ø7L	OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - ODIDO (4000+).



CHANGES: New airport.

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D-ATIS	Alt Set: hPa (IN on request)
123.780	Trans level: By ATC
Apt Elev 156	1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

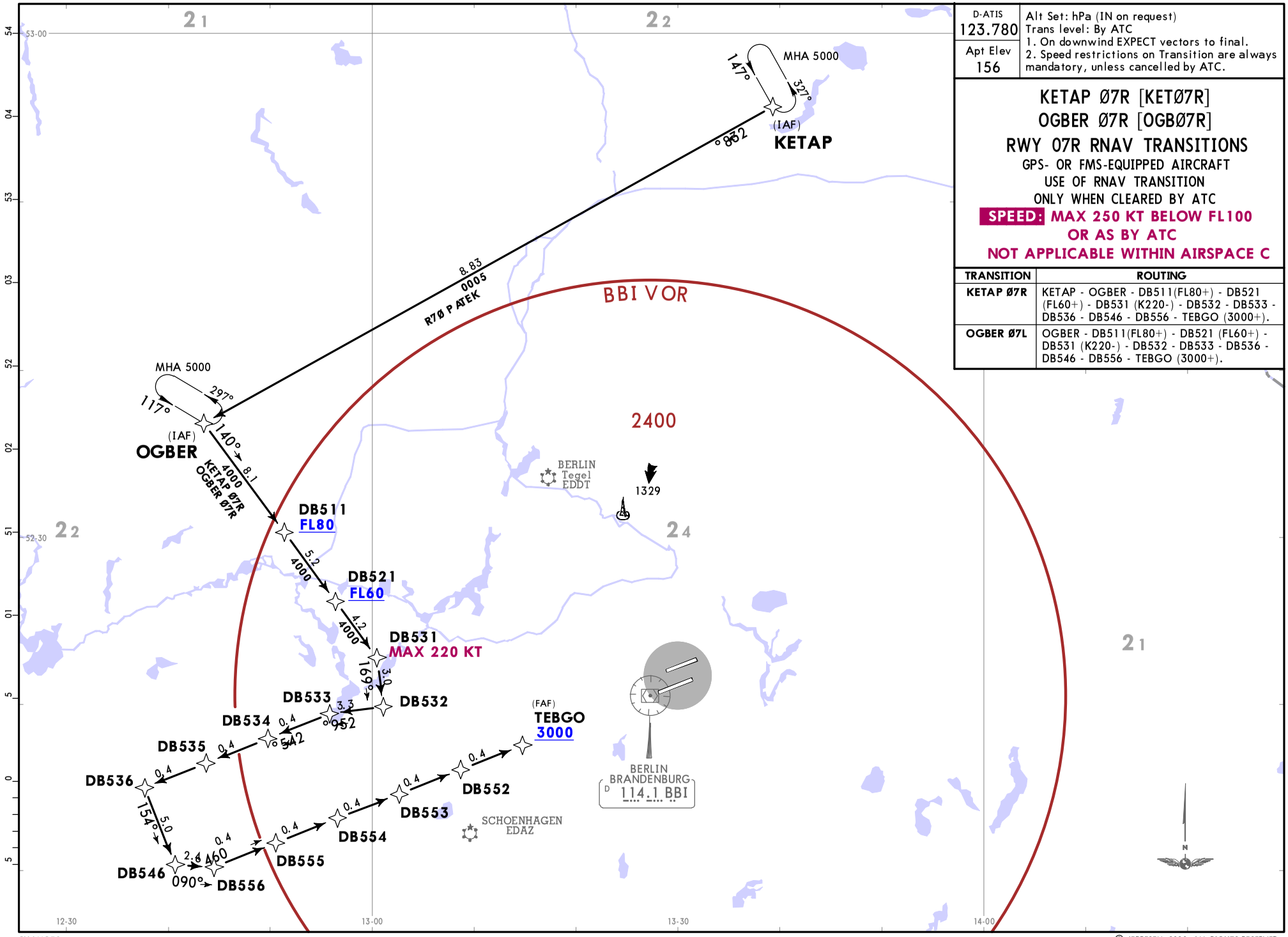
KETAP Ø7R [KETØ7R]
OGBER Ø7R [OGBØ7R]
RWY 07R RNAV TRANSITIONS

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
KETAP Ø7R	KETAP - OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - DB556 - TEBGO (3000+).
OGBER Ø7L	OGBER - DB511(FL80+) - DB521 (FL60+) - DB531 (K220-) - DB532 - DB533 - DB536 - DB546 - DB556 - TEBGO (3000+).



CHANGES: New airport.

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BERLIN BRANDENBURG, GERMANY

JEPPESEN **RNAV TRANSITION**

30 OCT 20
Eff 4 Nov
(20-2B)

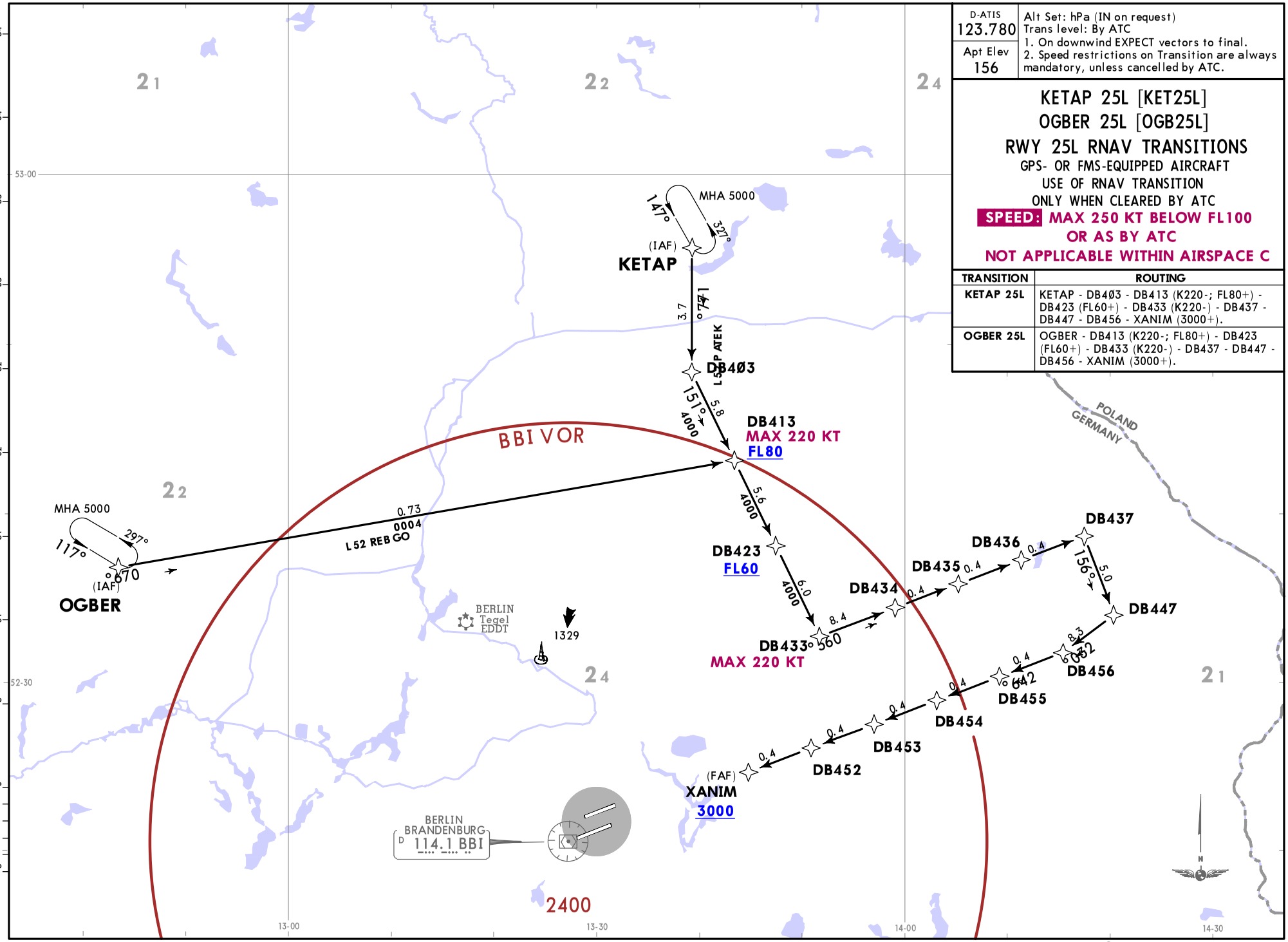
D-ATIS	
123.780	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
Apt Elev 156	

KETAP 25L [KET25L]
OGBER 25L [OGB25L]
RWY 25L 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
KETAP 25L	KETAP - DB4Ø3 - DB413 (K220-; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - DB456 - XANIM (3000+).
OGBER 25L	OGBER - DB413 (K220-; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - DB456 - XANIM (3000+).



CHANGES: New airport.

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JEPPESEN
30 OCT 20 (20-2C) Eff 4 Nov

BERLIN BRANDENBURG, GERMANY

RNAV TRANSITION

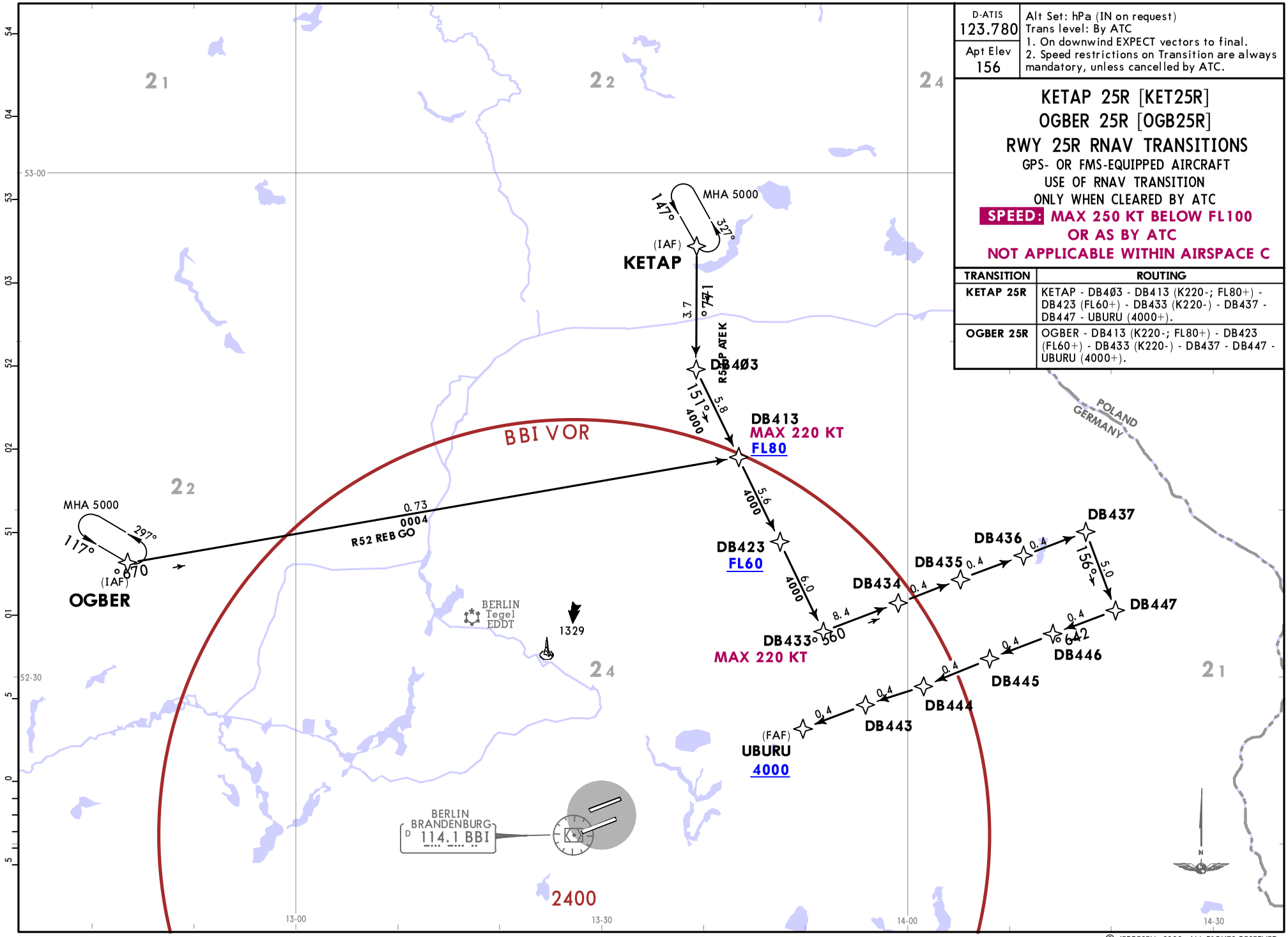
D-ATIS	
123.780	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
Apt Elev 156	

KETAP 25R [KET25R]
OGBER 25R [OGB25R]
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
KETAP 25R	KETAP - DB4Ø3 - DB413 (K220-; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - UBURU (4000+).
OGBER 25R	OGBER - DB413 (K220-; FL80+) - DB423 (FL60+) - DB433 (K220-) - DB437 - DB447 - UBURU (4000+).



CHANGES: New airport.

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BERLIN BRANDENBURG, GERMANY

JEPPESEN **RNAV TRANSITION**

30 OCT 20
Eff 4 Nov
20-2D

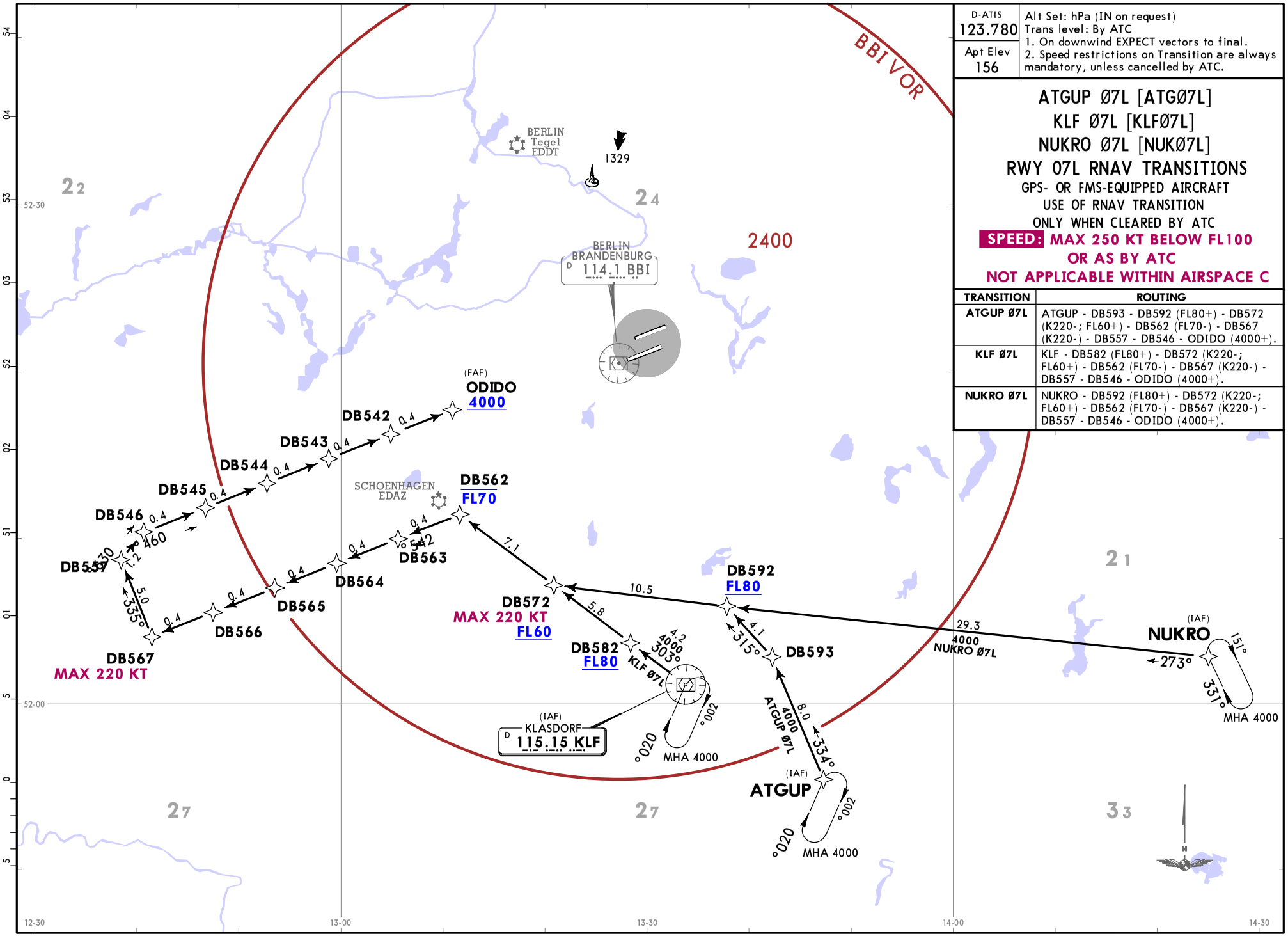
D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
123.780	
Apt Elev 156	

ATGUP Ø7L [ATGØ7L]
KLF Ø7L [KLFØ7L]
NUKRO Ø7L [NUKØ7L]
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
ATGUP Ø7L	ATGUP - DB593 - DB592 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - DB546 - ODIDO (4000+).
KLF Ø7L	KLF - DB582 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - DB546 - ODIDO (4000+).
NUKRO Ø7L	NUKRO - DB592 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - DB546 - ODIDO (4000+).



CHANGES: New airport.

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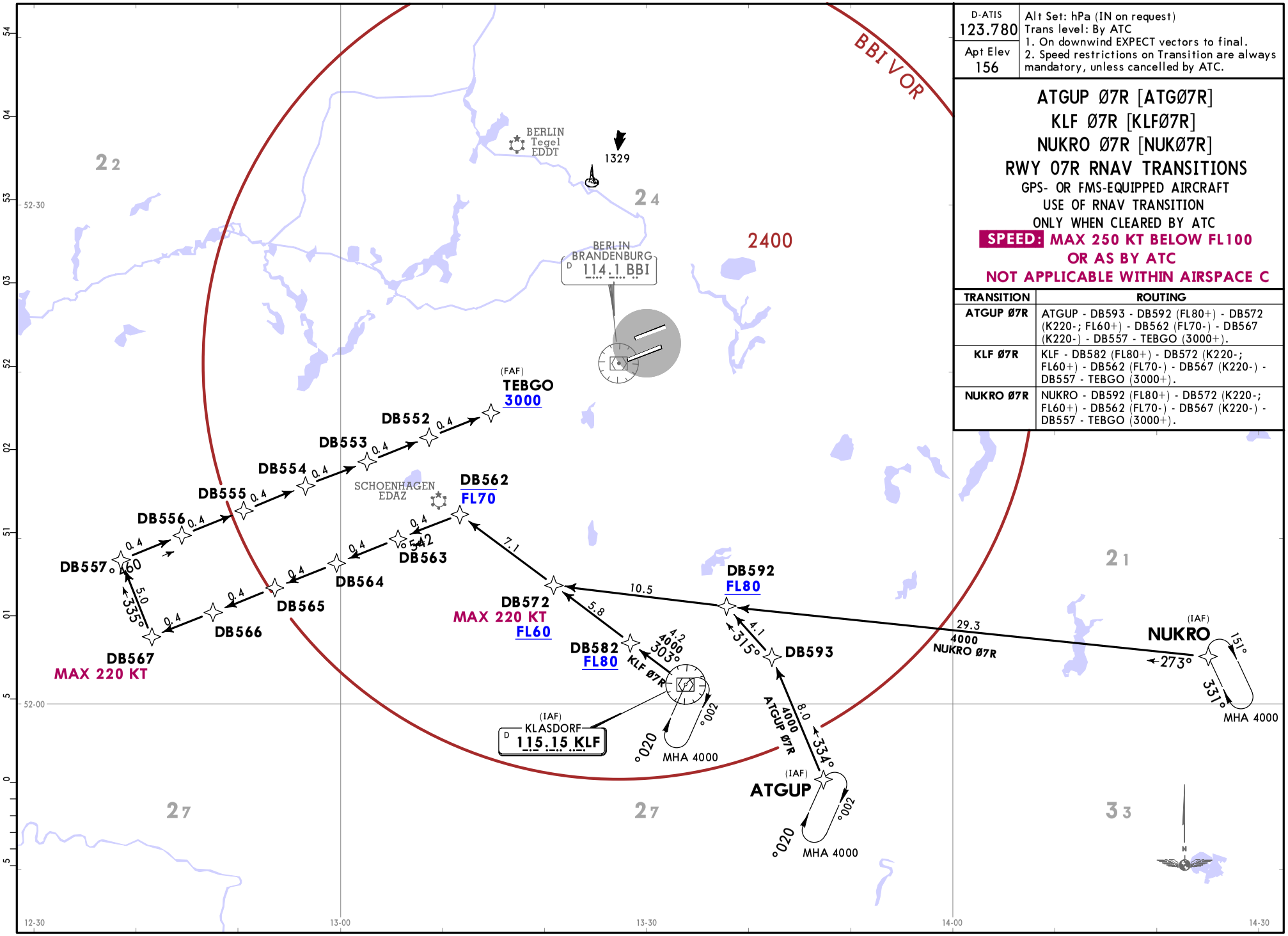

D-ATIS	Alt Set: hPa (IN on request)
123.780	Trans level: By ATC
Apt Elev 156	1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.

ATGUP Ø7R [ATGØ7R]
KLF Ø7R [KLFØ7R]
NUKRO Ø7R [NUKØ7R]
RWY 07R 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 Ø7R	ATGUP - DB593 - DB592 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).
KLF Ø7R	KLF - DB582 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).
NUKRO Ø7R	NUKRO - DB592 (FL80+) - DB572 (K220-; FL60+) - DB562 (FL70-) - DB567 (K220-) - DB557 - TEBGO (3000+).

CHANGES: New airport.

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BERLIN BRANDENBURG, GERMANY

JEPPESEN **RNAV TRANSITION**

16 DEC 22 (20-2F)

D-ATIS	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.
123.780	
Apt Elev 156	

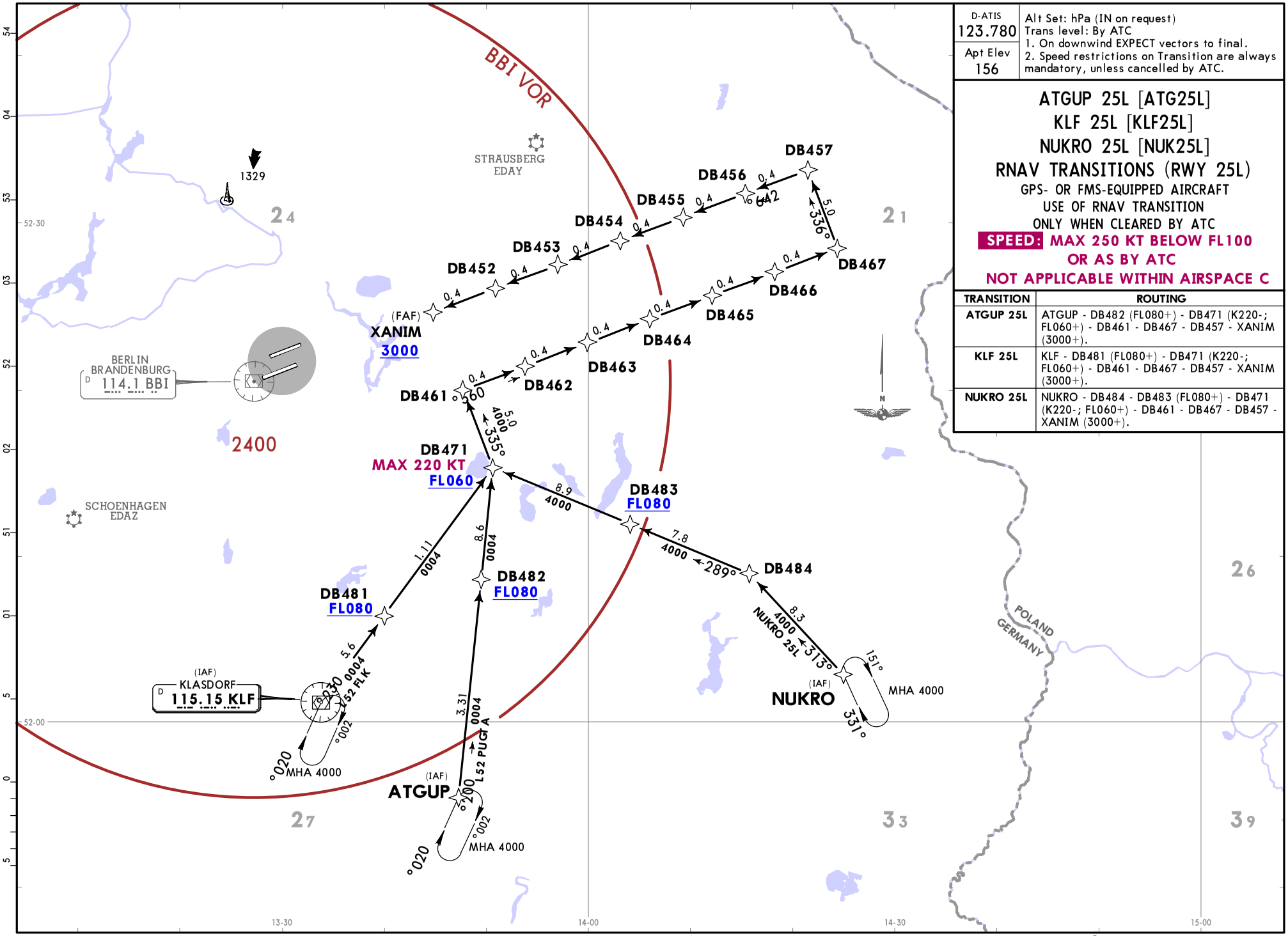
ATGUP 25L [ATG25L]
KLF 25L [KLF25L]
NUKRO 25L [NUK25L]
RNAV TRANSITIONS (RWY 25L)

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 25L	ATGUP - DB482 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - XANIM (3000+).
KLF 25L	KLF - DB481 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - XANIM (3000+).
NUKRO 25L	NUKRO - DB484 - DB483 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - XANIM (3000+).



CHANGES: Distance between DB484 & DB483.

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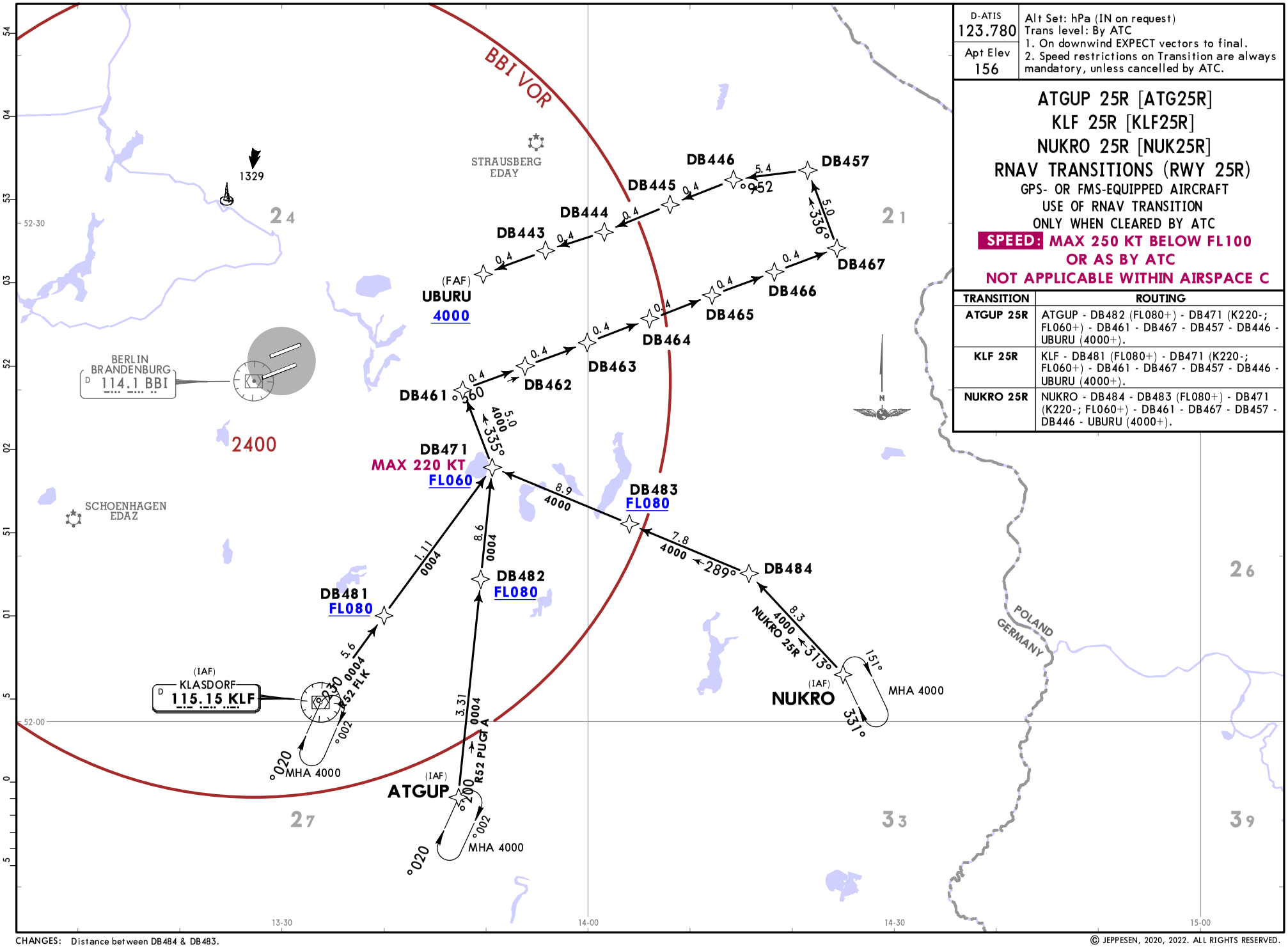

D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC 1. On downwind EXPECT vectors to final. 2. Speed restrictions on Transition are always mandatory, unless cancelled by ATC.
123.780	
Apt Elev 156	

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

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 - DB482 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).
KLF 25R	KLF - DB481 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).
NUKRO 25R	NUKRO - DB484 - DB483 (FL080+) - DB471 (K220-; FL060+) - DB461 - DB467 - DB457 - DB446 - UBURU (4000+).

CHANGES: Distance between DB484 & DB483.

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SID DESIGNATION	REFER TO CHART
ARSAP 2B	20-3B
ARSAP 1Q, 1Z	20-3C
ARSAP 1N	20-3D
ARSAP 1A, 1M	20-3E
GERGA 2B	20-3F
GERGA 1Q, 1Z	20-3G
GERGA 1N	20-3H
GERGA 1A, 1M	20-3J
LOGDO 1B, 1K	20-3K
LOGDO 1Q, 1Z	20-3L
LOGDO 1N	20-3L1
LOGDO 1A	20-3L2
LUROS 2B	20-3L3
LUROS 1Q, 1Z	20-3L4
LUROS 1N	20-3L5
LUROS 1A, 1M	20-3L6
SUKIP 1B, 1K	20-3L7
SUKIP 1Q, 1Z	20-3L8
SUKIP 1N	20-3M
SUKIP 1A	20-3N
ROKMU 1P	20-3P

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 20-3A

CHANGES: SIDs renumbered, withdrawn & established.

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RNAV SID (OVERLAY) DESIGNATION	REFER TO CHART
ARSAP 2B	20-3Q
ARSAP 1Q, 1Z	20-3S
ARSAP 1N	20-3T
ARSAP 1A, 1M	20-3U
GERGA 2B	20-3V
GERGA 1Q, 1Z	20-3V1
GERGA 1N	20-3V2
GERGA 1A, 1M	20-3V3
LOGDO 1B, 1K	20-3V4
LOGDO 1Q, 1Z	20-3V5
LOGDO 1N	20-3V6
LOGDO 1A	20-3V7
LUROS 2B	20-3V8
LUROS 1Q, 1Z	20-3W
LUROS 1N	20-3X
LUROS 1A, 1M	20-3X1
SUKIP 1B, 1K	20-3X2
SUKIP 1Q, 1Z	20-3X3
SUKIP 1N	20-3X4
SUKIP 1A	20-3X5

CHANGES: RNAV SID renumbered, withdrawn & established.

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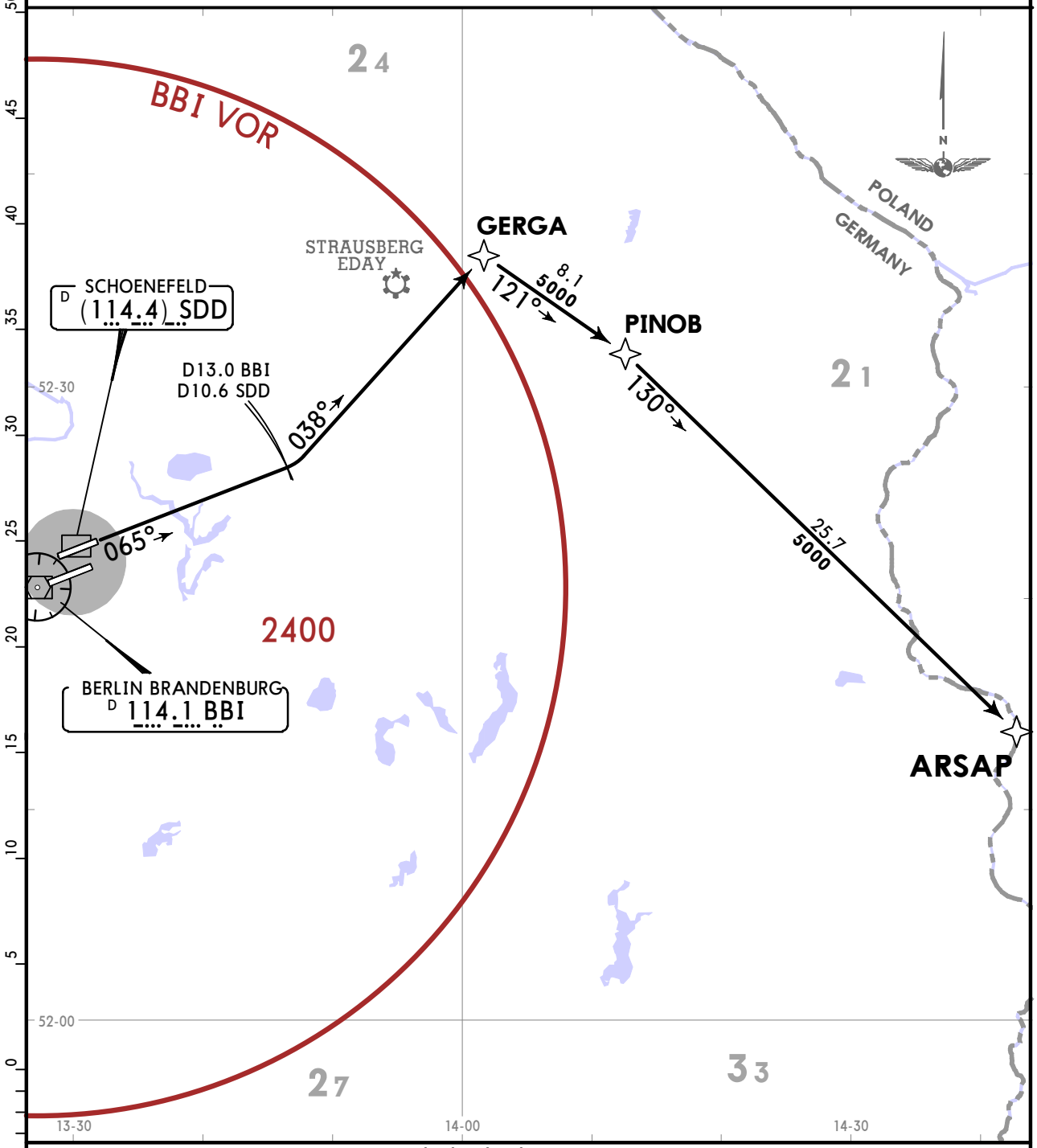
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

ARSAP 2B DEPARTURE (RWY 07L)

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



Initial climb clearance **5000**

ROUTING

Climb straight ahead to D10.6 SDD (D13.0 BBI) ❶ , turn LEFT, 038° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.

❶ After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

CHANGES: SID ARSAB 1B renumbered 2B & revised; SID ARSAB 1D withdrawn.

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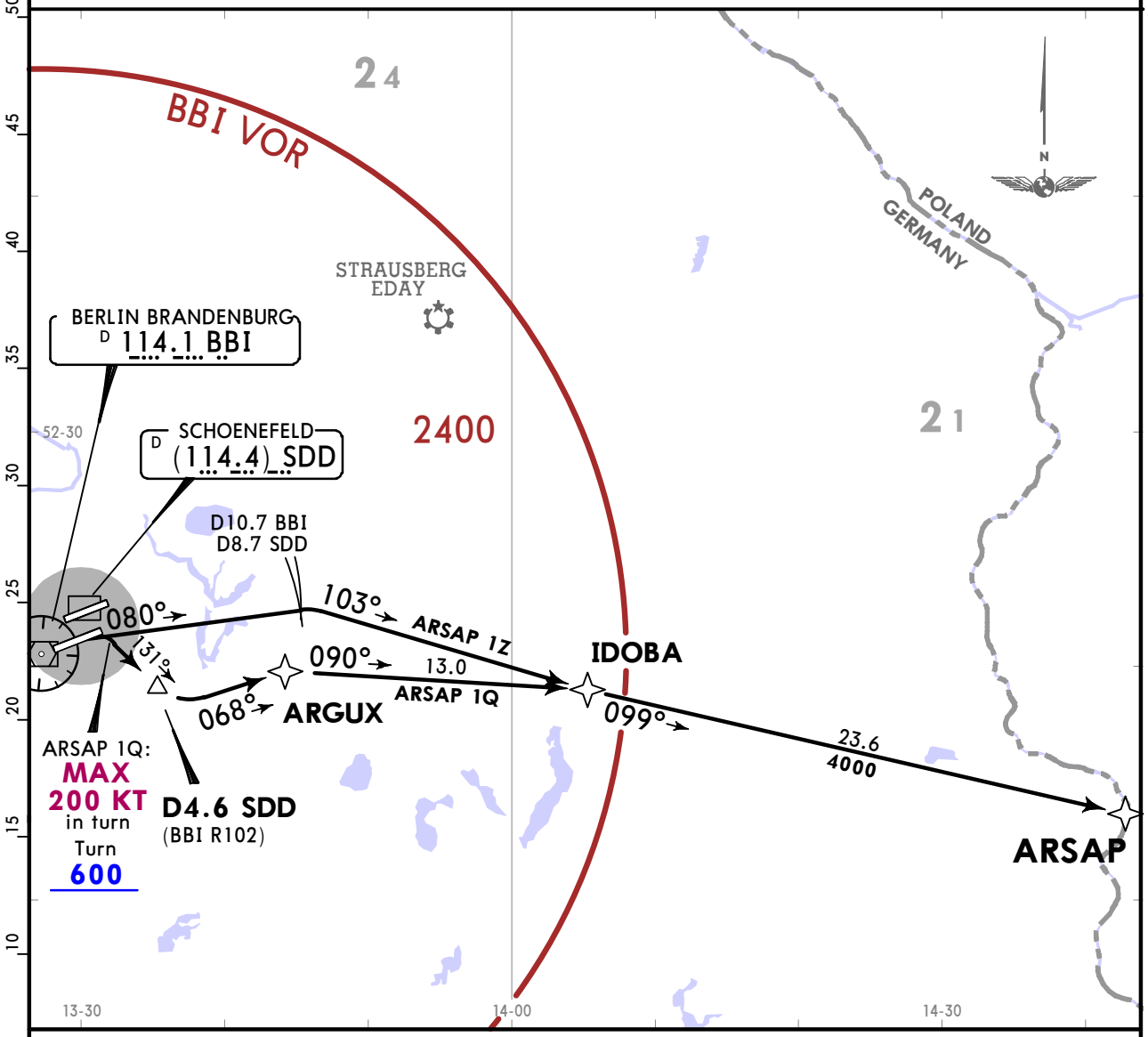
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

ARSAP 1Q, ARSAP 1Z
DEPARTURES
(RWY 07R)

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



ARSAP 1Q
This SID requires a minimum climb gradient of
490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

ARSAP 1Q: Initial climb clearance **5000**
ARSAP 1Z: Initial climb clearance **4000**

SID	ROUTING
ARSAP 1Q ❶	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ❷, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn RIGHT, 099° track to ARSAP.
ARSAP 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ❸, turn RIGHT, 103° track to IDOBA, 099° track to ARSAP.

❶ Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ❷ D4.6 SDD/ ❸ D8.7 SDD (D10.7 BBI).

CHANGES: None.

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BREMEN Radar (APP) 120.630

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

ARSAP 1N DEPARTURE (RWY 25L)

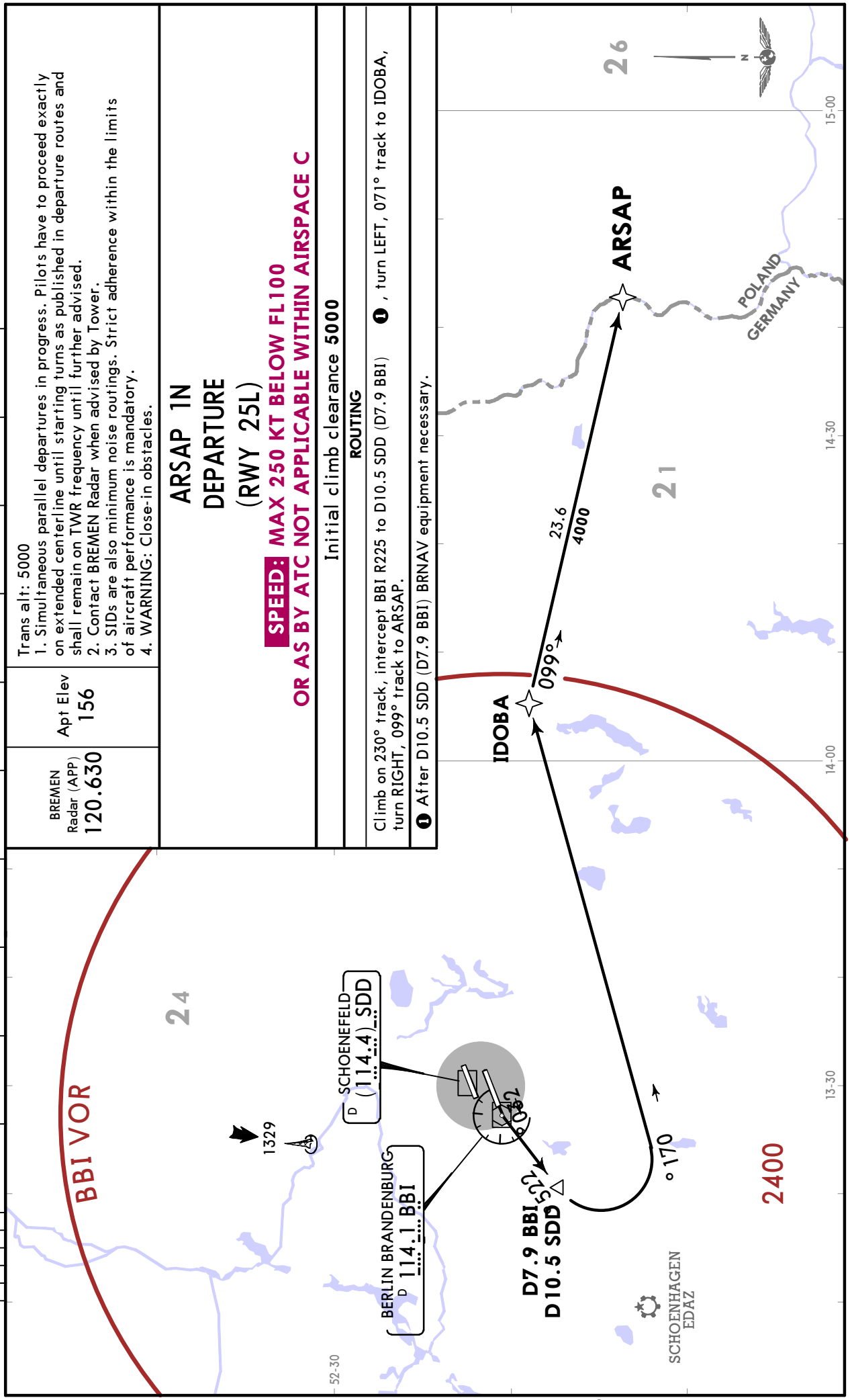
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

ROUTING

Climb on 230° track, intercept BBI R225 to D10.5 SDD (D7.9 BBI) ❶, turn LEFT, 071° track to IDOBA, turn RIGHT, 099° track to ARSAP.

❶ After D10.5 SDD (D7.9 BBI) BRNAV equipment necessary.



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BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

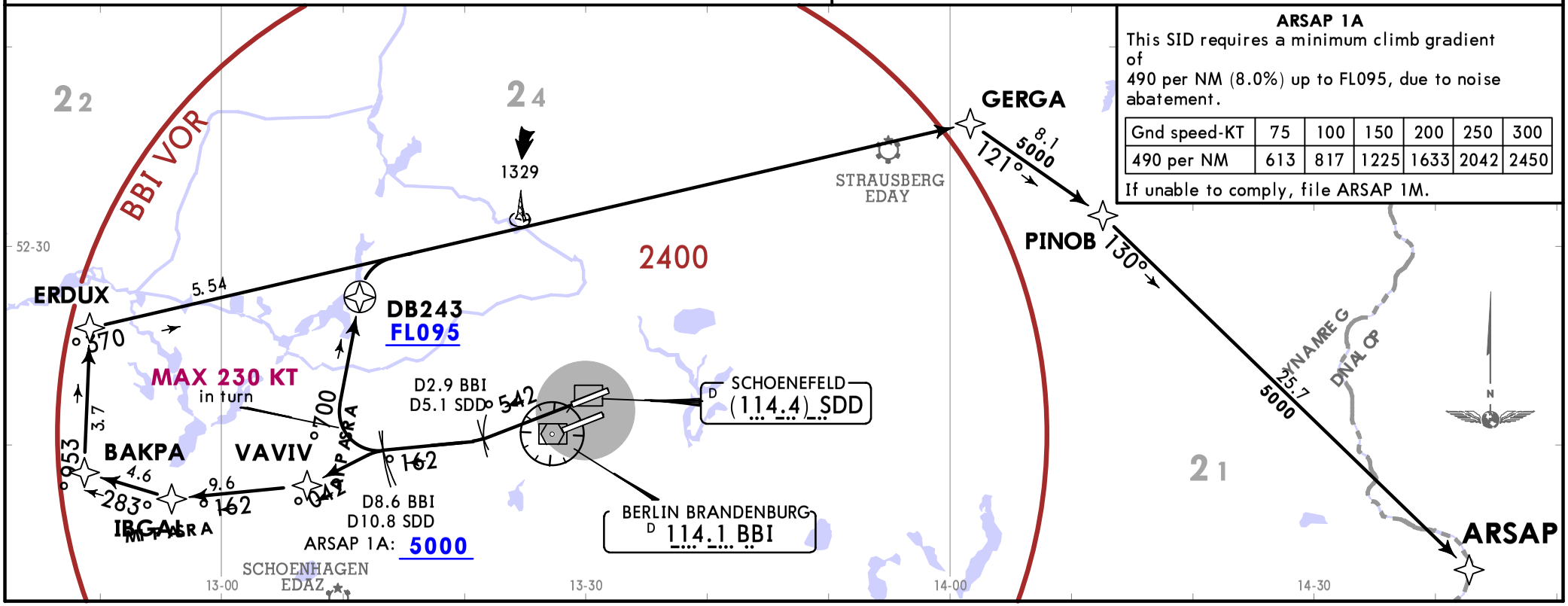
ARSAP 1A, ARSAP 1M DEPARTURES (RWY 25R)

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

ARSAP 1A: Initial climb clearance **5000**
ARSAP 1M: Initial climb clearance **4000**

SID	ROUTING
ARSAP 1A	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn RIGHT, 007° track to DB243, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.
ARSAP 1M	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track to IBGAL, turn RIGHT, 283° track to BAKPA, turn RIGHT, 359° track to ERDUX, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 130° track to ARSAP.

❶ After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.



ARSAP 1A
This SID requires a minimum climb gradient of
490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file ARSAP 1M.

CHANGES: Availability; SID ARSAP 1C withdrawn.
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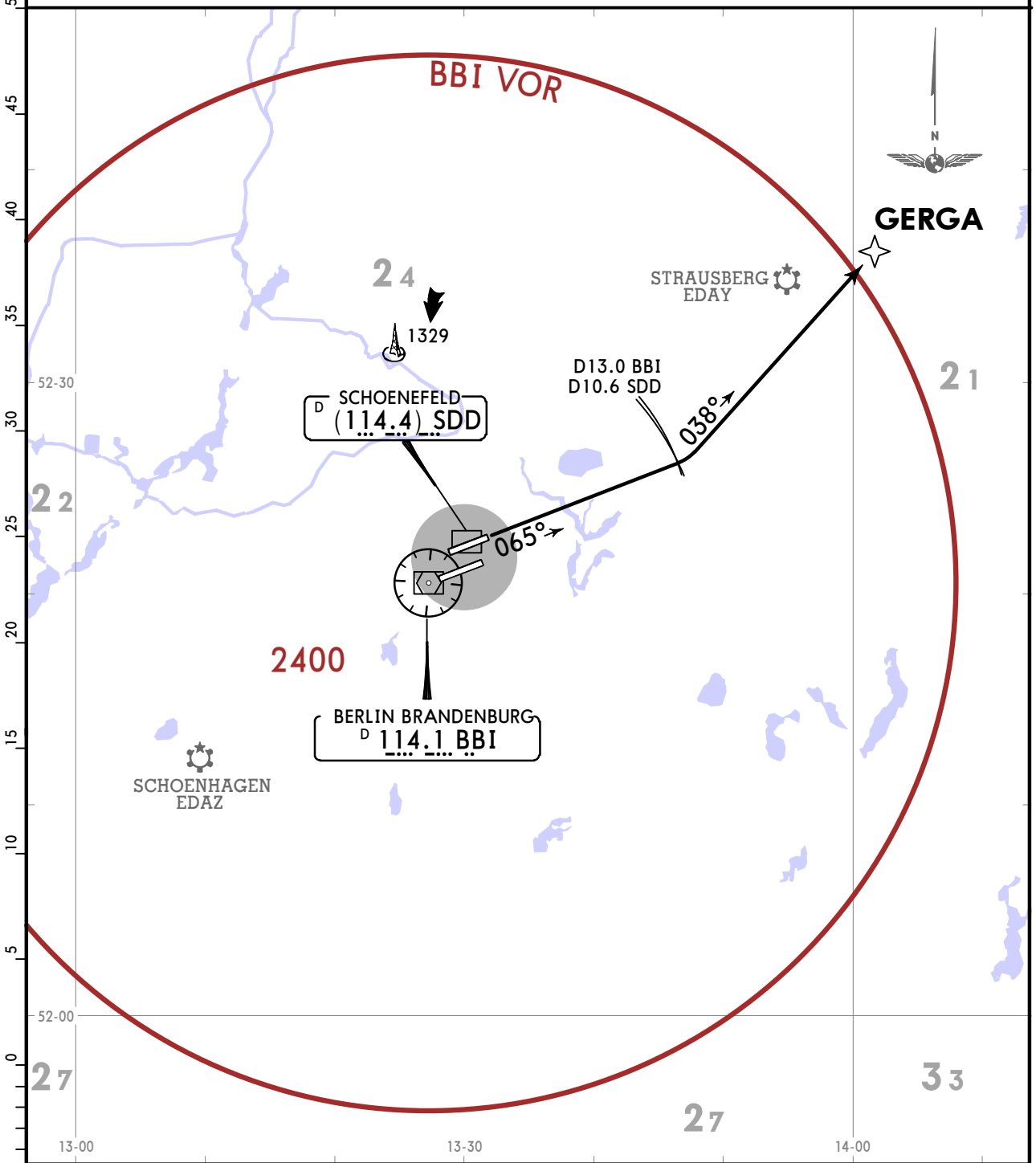
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

GERGA 2B DEPARTURE (RWY 07L)

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



Initial climb clearance **5000**

ROUTING

Climb straight ahead to D10.6 SDD (D13.0 BBI) ❶ , turn LEFT, 038° track to GERGA.

❶ After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

CHANGES: SID GERGA 1B renumbered 2B & revised; SID GERGA 1D withdrawn.

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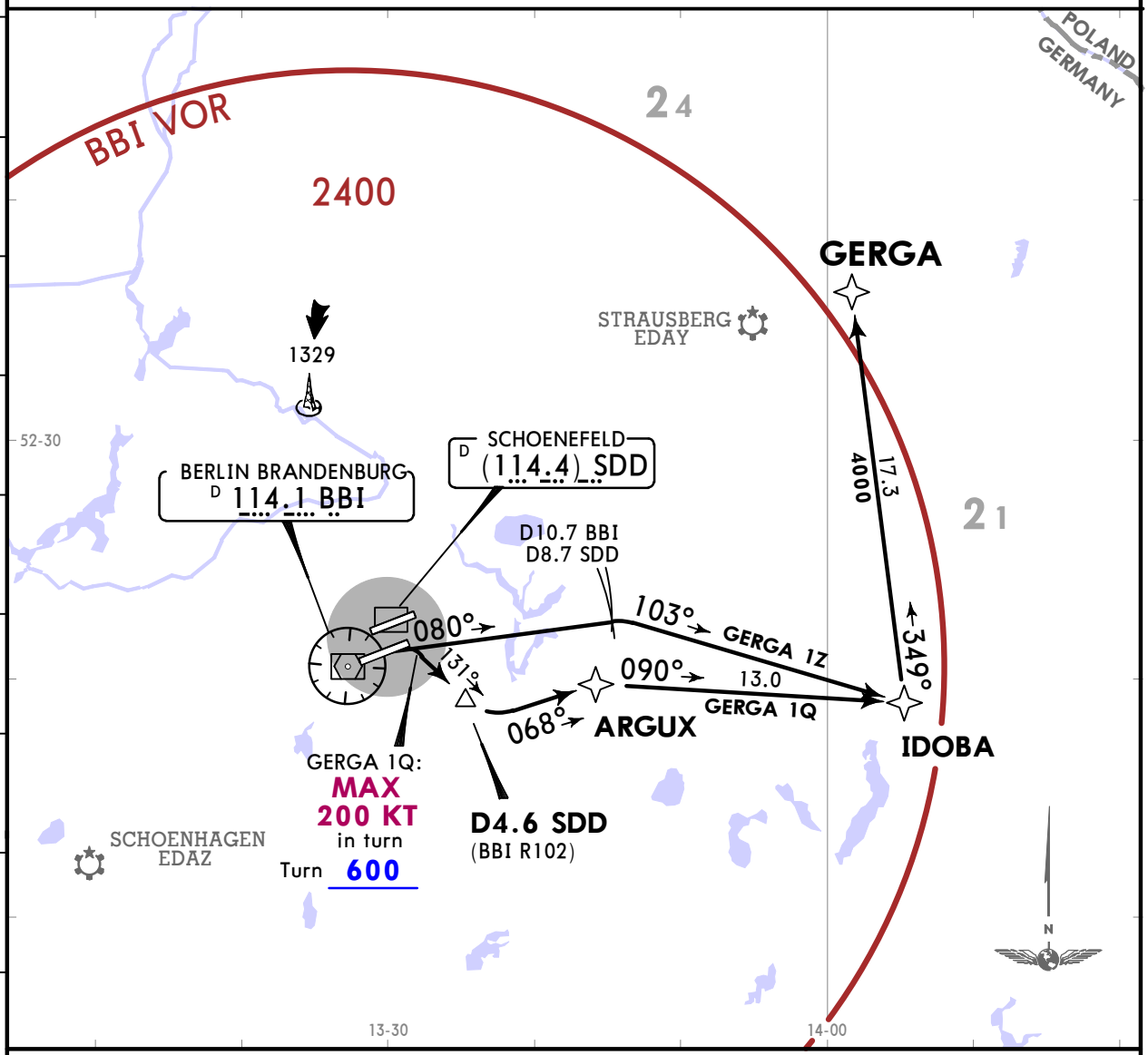
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

GERGA 1Q, GERGA 1Z DEPARTURES (RWY 07R)

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



GERGA 1Q

This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

GERGA 1Q: Initial climb clearance **5000**
GERGA 1Z: Initial climb clearance **4000**

SID	ROUTING
GERGA 1Q ❶	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ❷, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn LEFT, 349° track to GERGA.
GERGA 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ❸, turn RIGHT, 103° track to IDOBA, turn LEFT, 349° track to GERGA.

❶ Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ❷ D4.6 SDD/ ❸ D8.7 SDD (D10.7 BBI).

CHANGES: None.

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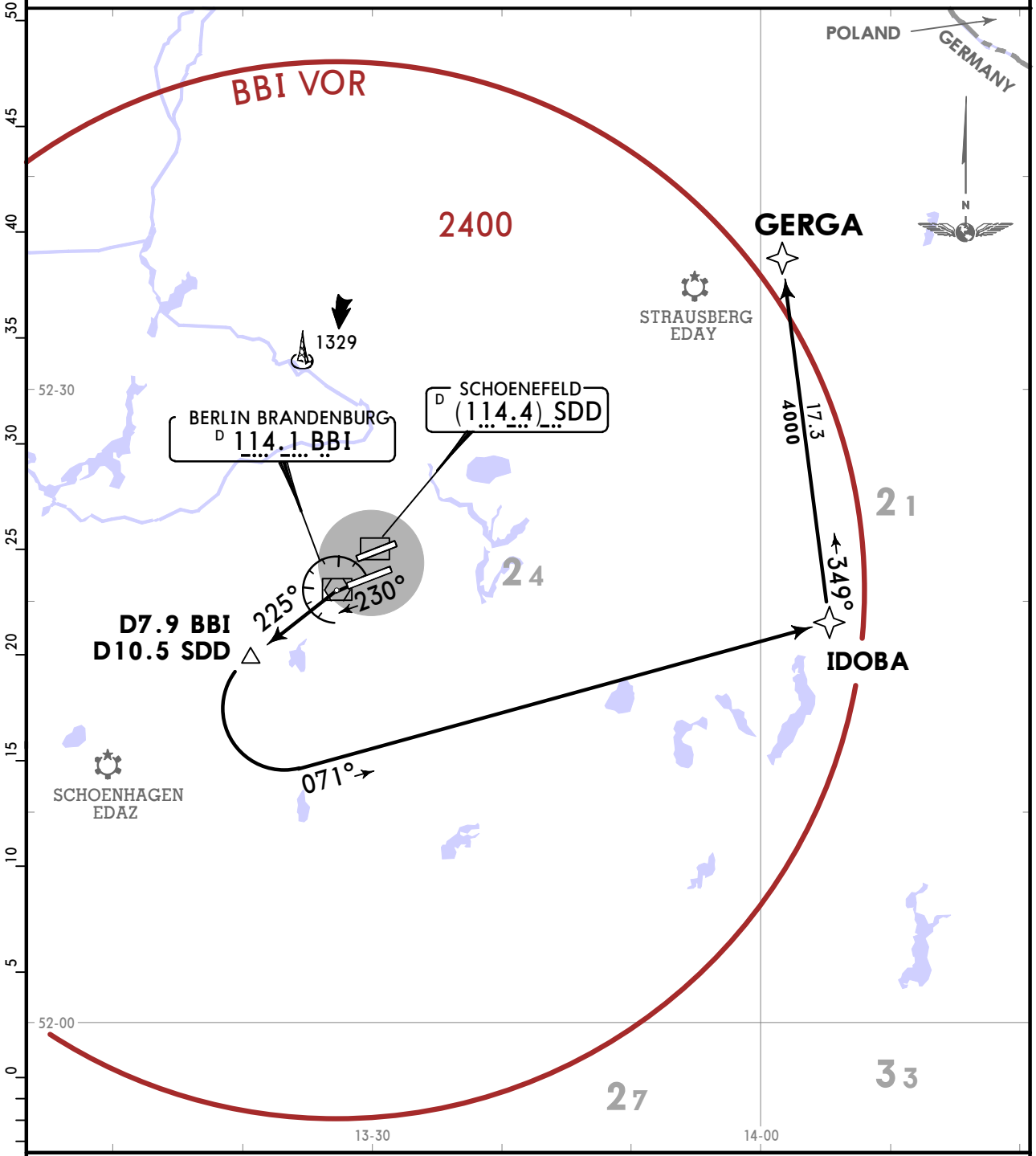
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

GERGA 1N DEPARTURE (RWY 25L)

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



Initial climb clearance **5000**

ROUTING

Climb on 230° track, intercept BBI R225 to D10.5 SDD (D7.9 BBI) ❶ , turn LEFT, 071° track to IDOBA, turn LEFT, 349° track to GERGA.

❶ After D10.5 SDD (D7.9 BBI) BRNAV equipment necessary.

CHANGES: None.

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BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

GERGA 1A: Initial climb clearance **5000**
GERGA 1M: Initial climb clearance **4000**

SID	ROUTING
GERGA 1A	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn RIGHT, 007° track to DB243, turn RIGHT, 073° track to GERGA.
GERGA 1M	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track to IBGAL, turn RIGHT, 283° track to BAKPA, turn RIGHT, 359° track to ERDUX, turn RIGHT, 073° track to GERGA.

❶ After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

GERGA 1A, GERGA 1M DEPARTURES (RWY 25R)

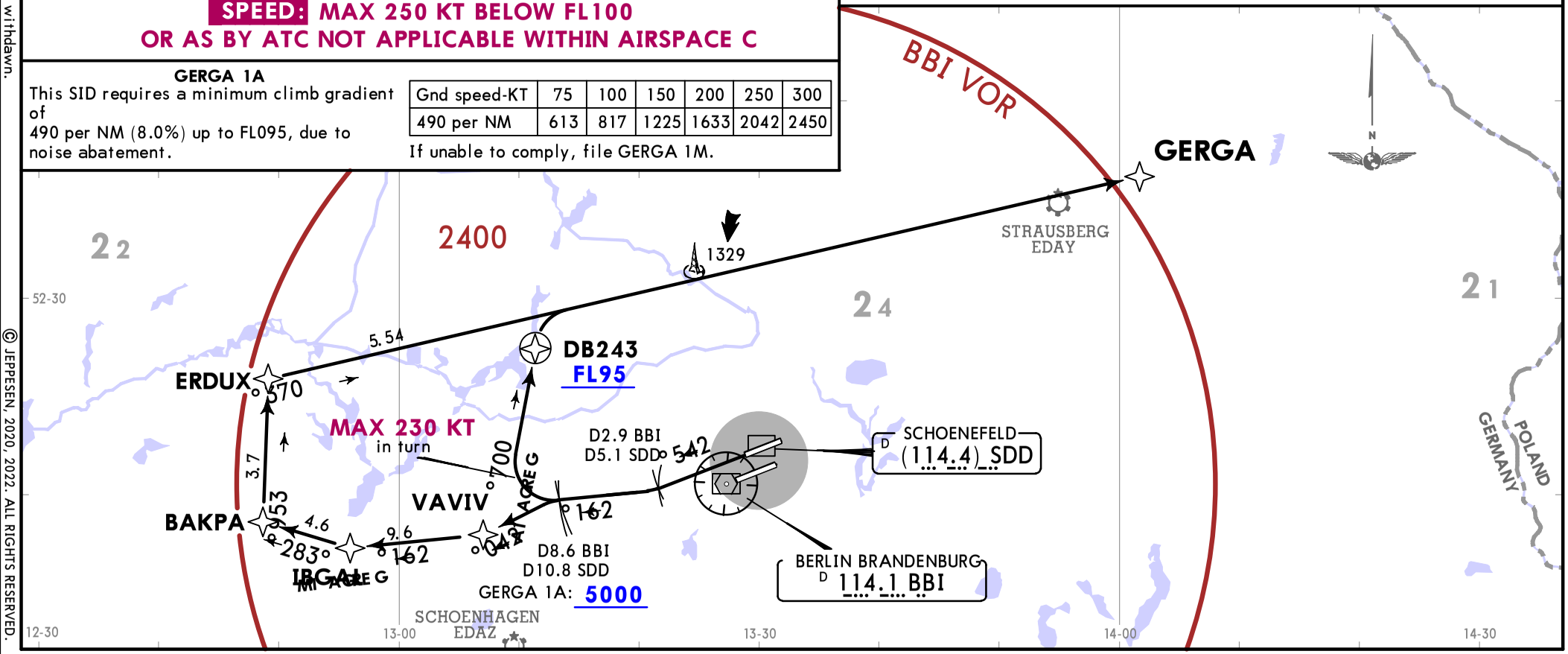
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

GERGA 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file GERGA 1M.



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BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

LOGDO 1B, LOGDO 1K DEPARTURES (RWY 07L)

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

LOGDO 1B

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

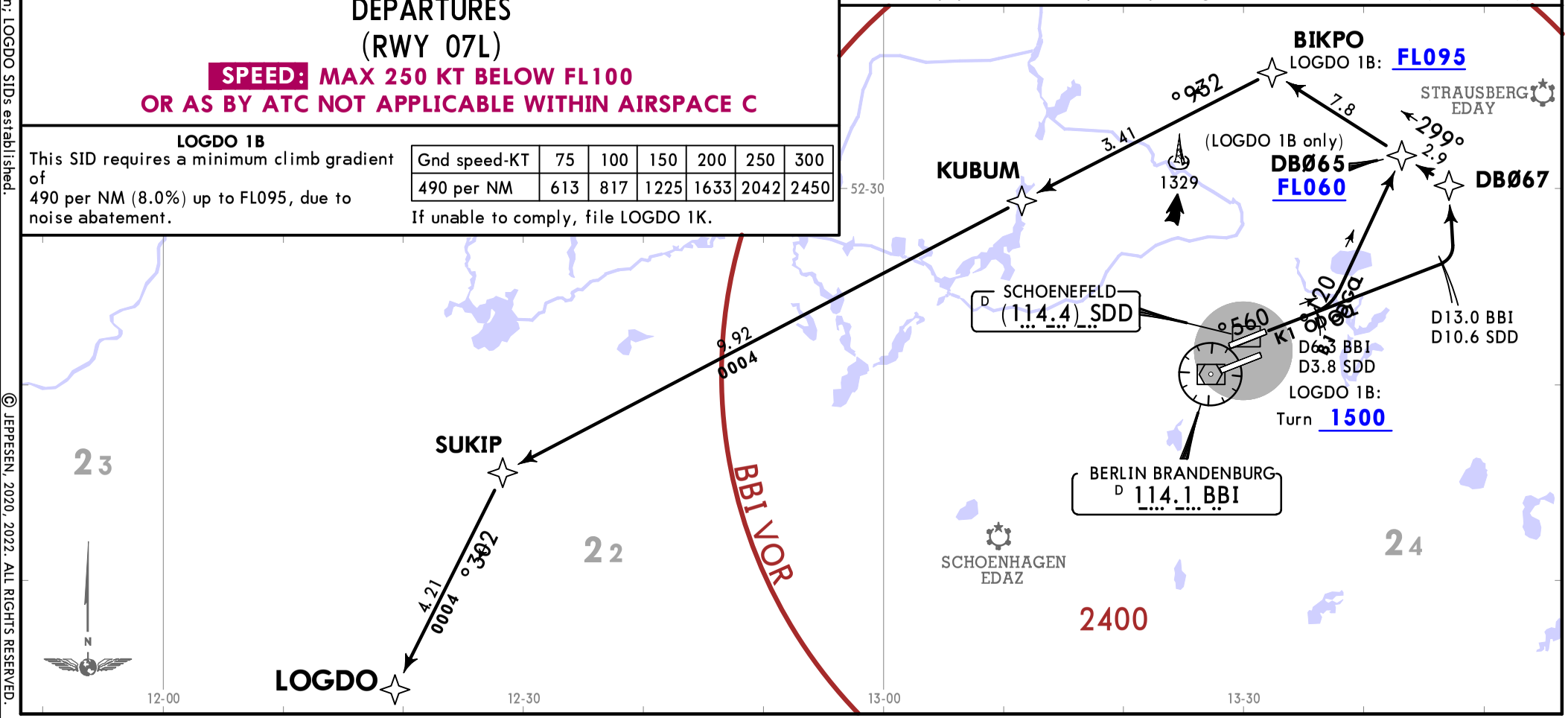
Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file LOGDO 1K.

Initial climb clearance **5000**

SID	ROUTING
LOGDO 1B ❶	Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DBØ65, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn LEFT, 203° track to LOGDO.
LOGDO 1K	Climb straight ahead to D10.6 SDD (D13.0 BBI) ❷, turn LEFT, to DBØ67, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP, turn LEFT, 203° track to LOGDO.

BRNAV equipment necessary after passing ❶ 2200/ ❷ D10.6 SDD (D13.0 BBI).



CHANGES: HLZ SIDs withdrawn; LOGDO SIDs established.
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EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

18 MAR 22 (20-3L) Eff 24 Mar

SID

SID	ROUTING
LOGDO 1Q RFL MNM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track to ESIKA, 253° track to LOGDO.
LOGDO 1Z	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track to ESIKA, 253° track to LOGDO.

Initial climb clearance **FL080**

BREMEN Radar (APP) 120.630

Apt Elev 156

Trans alt: 5000

1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

LOGDO 1Q, LOGDO 1Z DEPARTURES (RWY 07R)

BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200

SPEED: MAX 250 KT BELOW FL100

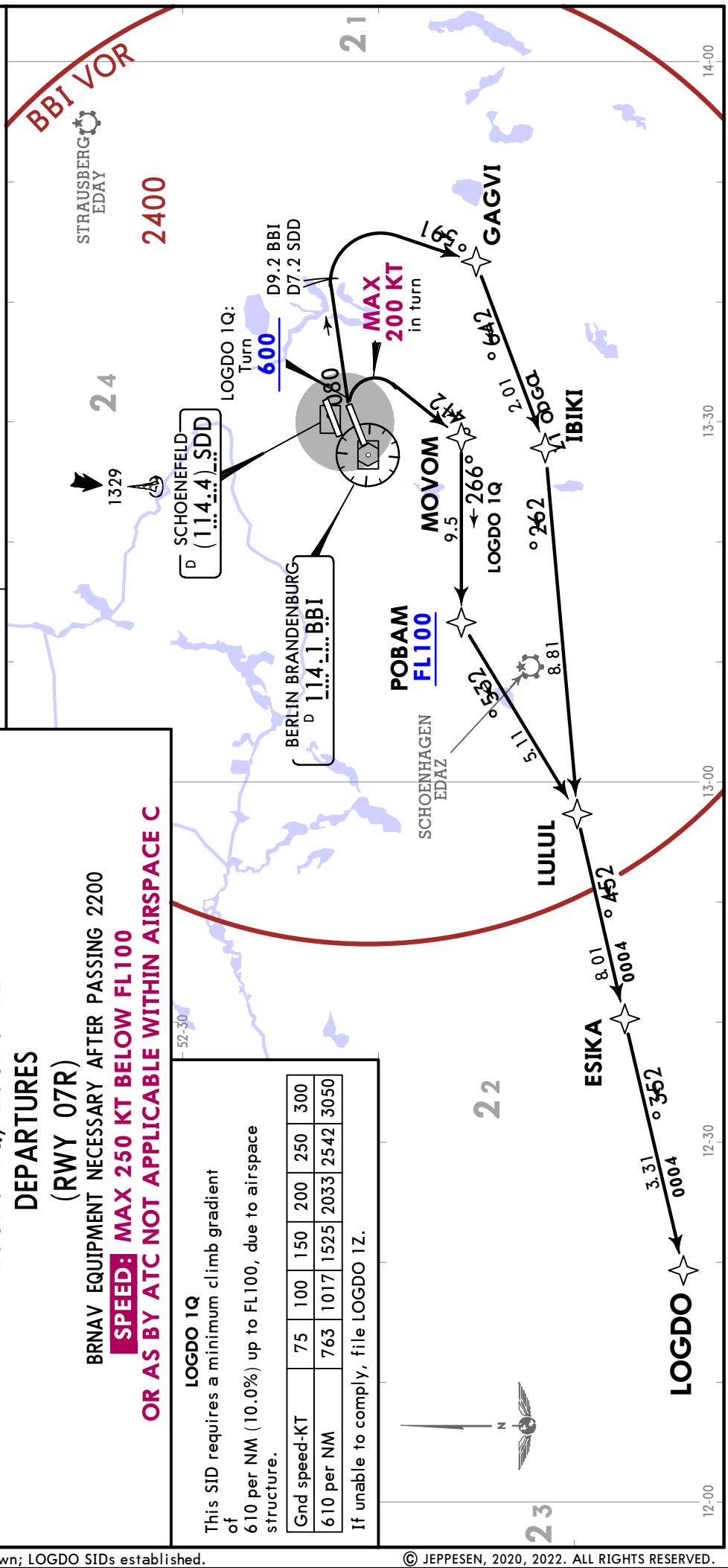
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

LOGDO 1Q

This SID requires a minimum climb gradient of 610 per NM (10.0%) up to FL100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

If unable to comply, file LOGDO 1Z.



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Initial climb clearance 5000

ROUTING

Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ❶, turn RIGHT, 244° track to LULUL, turn RIGHT, 254° track to ESIKA, 253° track to LOGDO.

❶ After D7.9 BBI (D10.5 SDD) BRNAV equipment necessary.

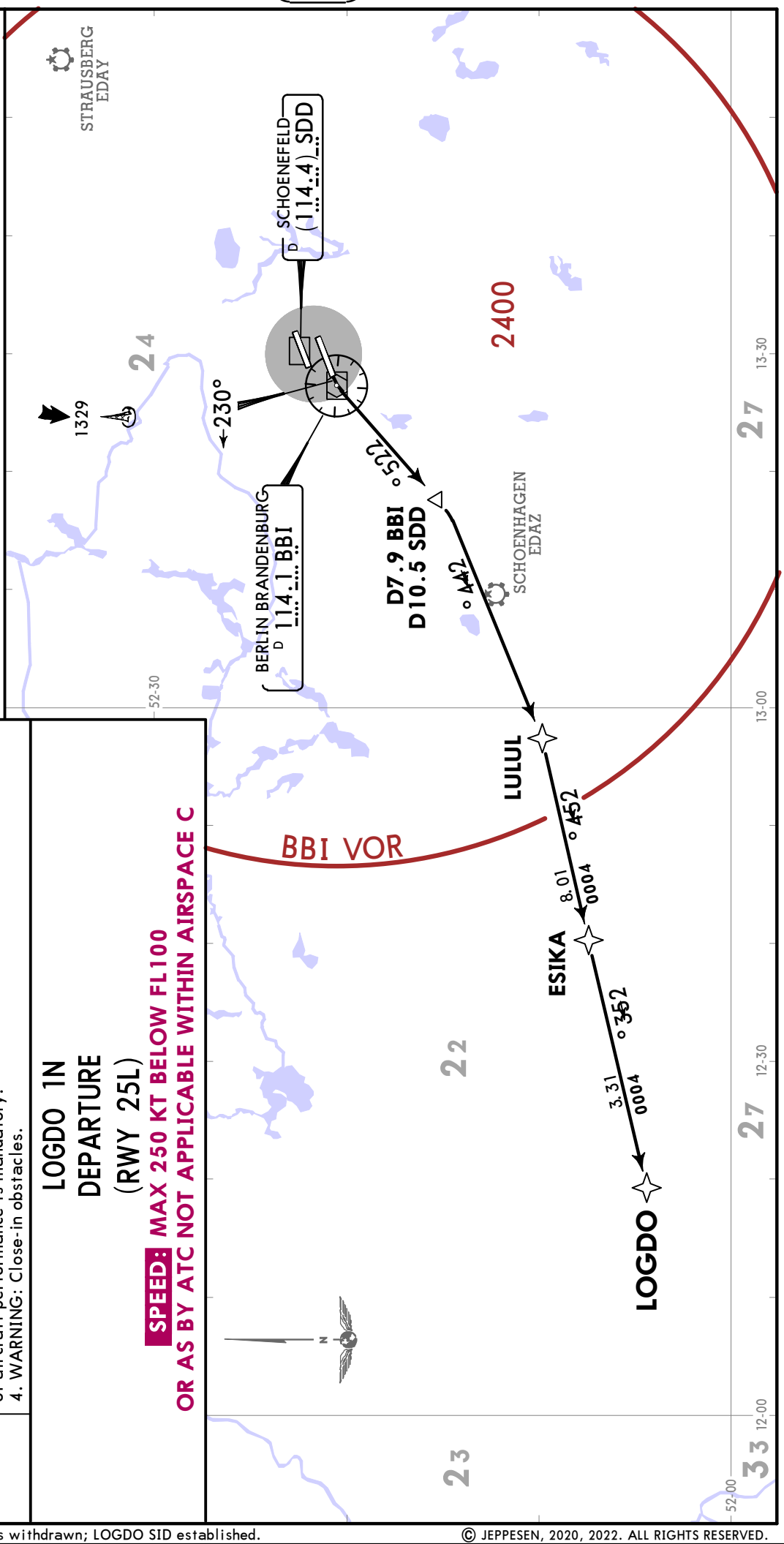
BREMEN Radar (APP) 120.630

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

LOGDO 1N DEPARTURE (RWY 25L)

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



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Initial climb clearance 5000

ROUTING

Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP, turn LEFT, 203° track to LOGDO.

❶ After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

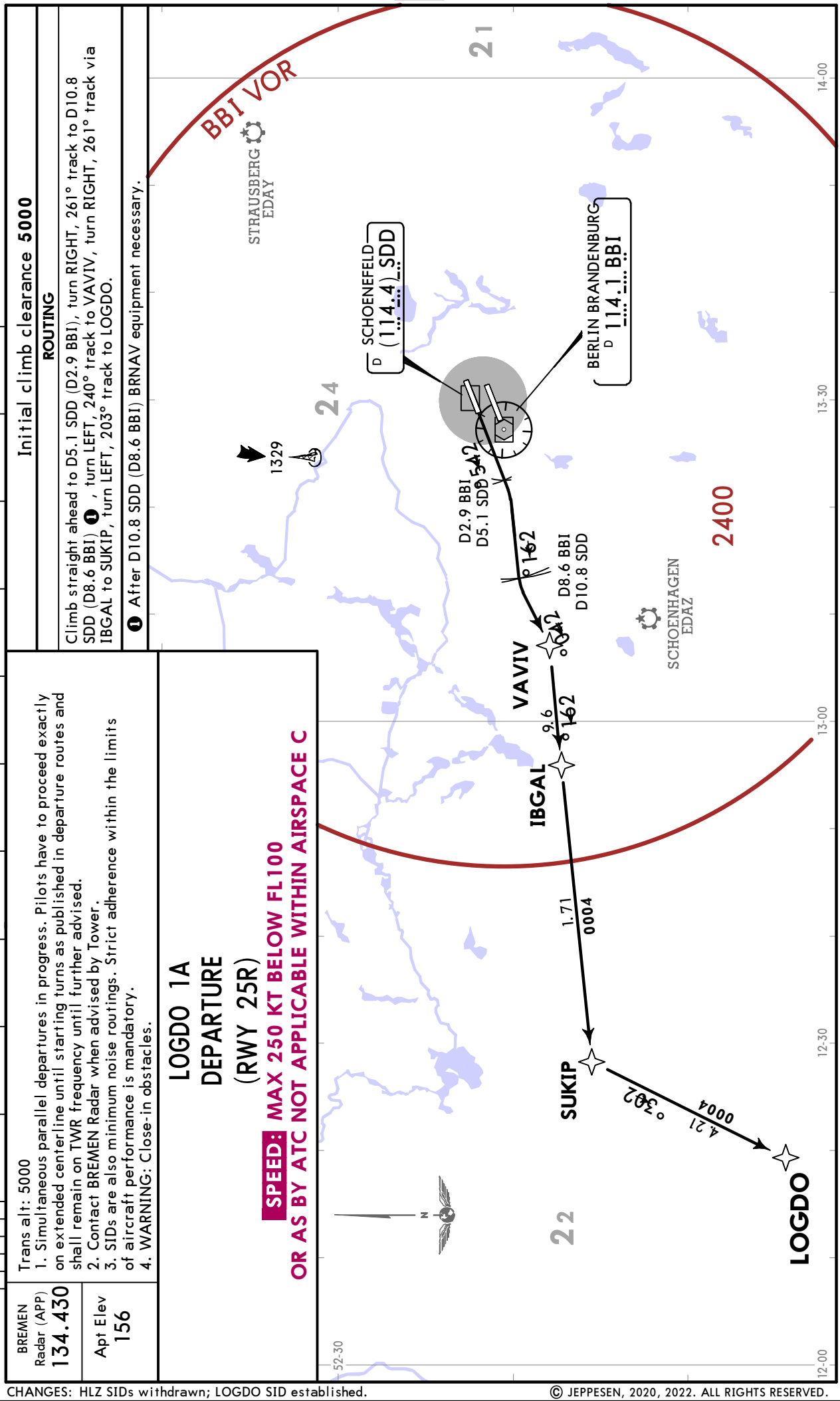
BREMEN Radar (APP) 134.430

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

LOGDO 1A DEPARTURE (RWY 25R)

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



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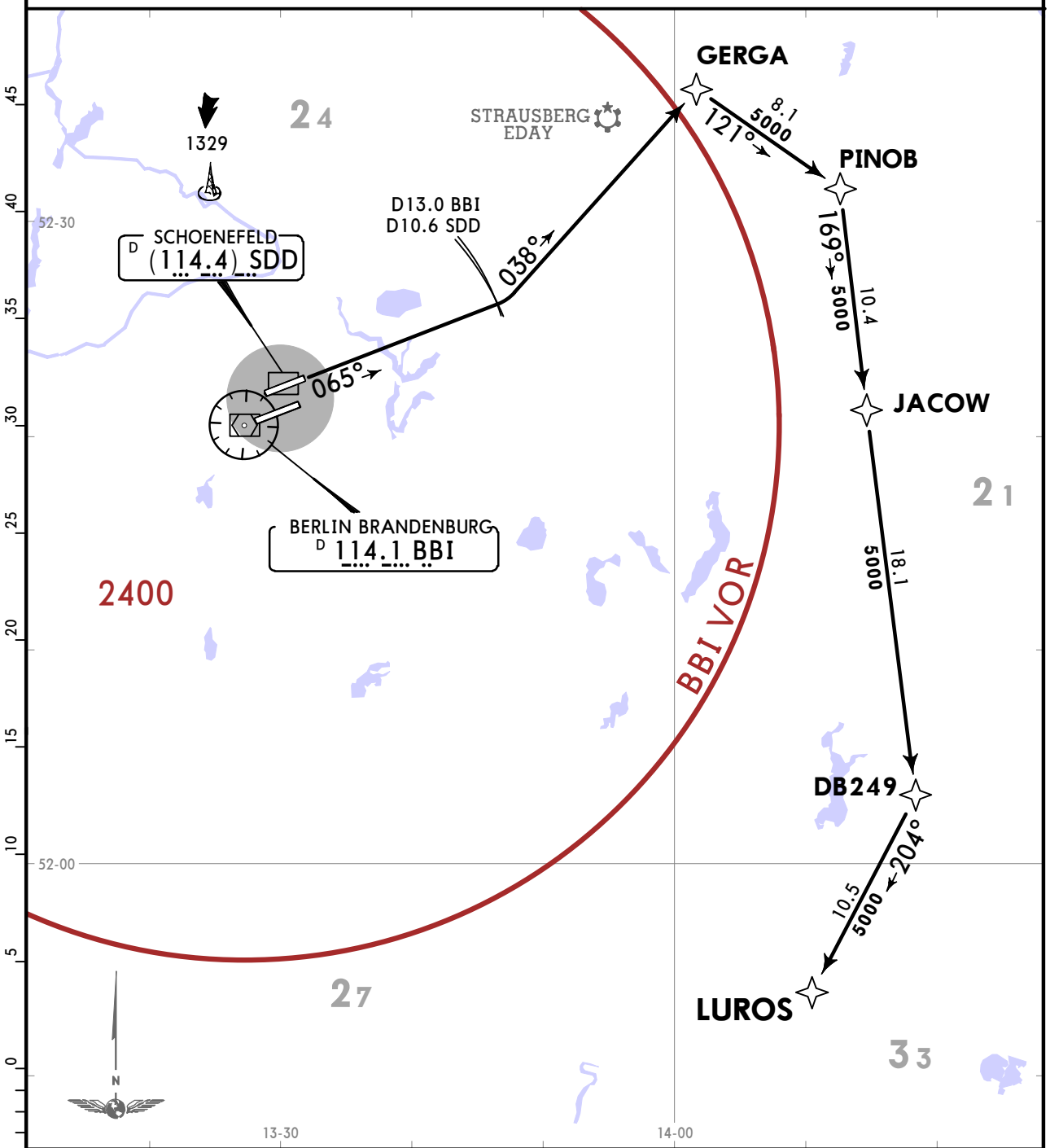
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

LUROS 2B DEPARTURE (RWY 07L)

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



Initial climb clearance **5000**

ROUTING

Climb straight ahead to D10.6 SDD (D13.0 BBI) ❶ , turn LEFT, 038° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 169° track via JACOW to DB249, turn RIGHT, 204° track to LUROS.

❶ After D10.6 SDD (D13.0 BBI) BRNAV equipment necessary.

CHANGES: SID LUROS 1B renumbered 2B & revised; SID LUROS 1D withdrawn.

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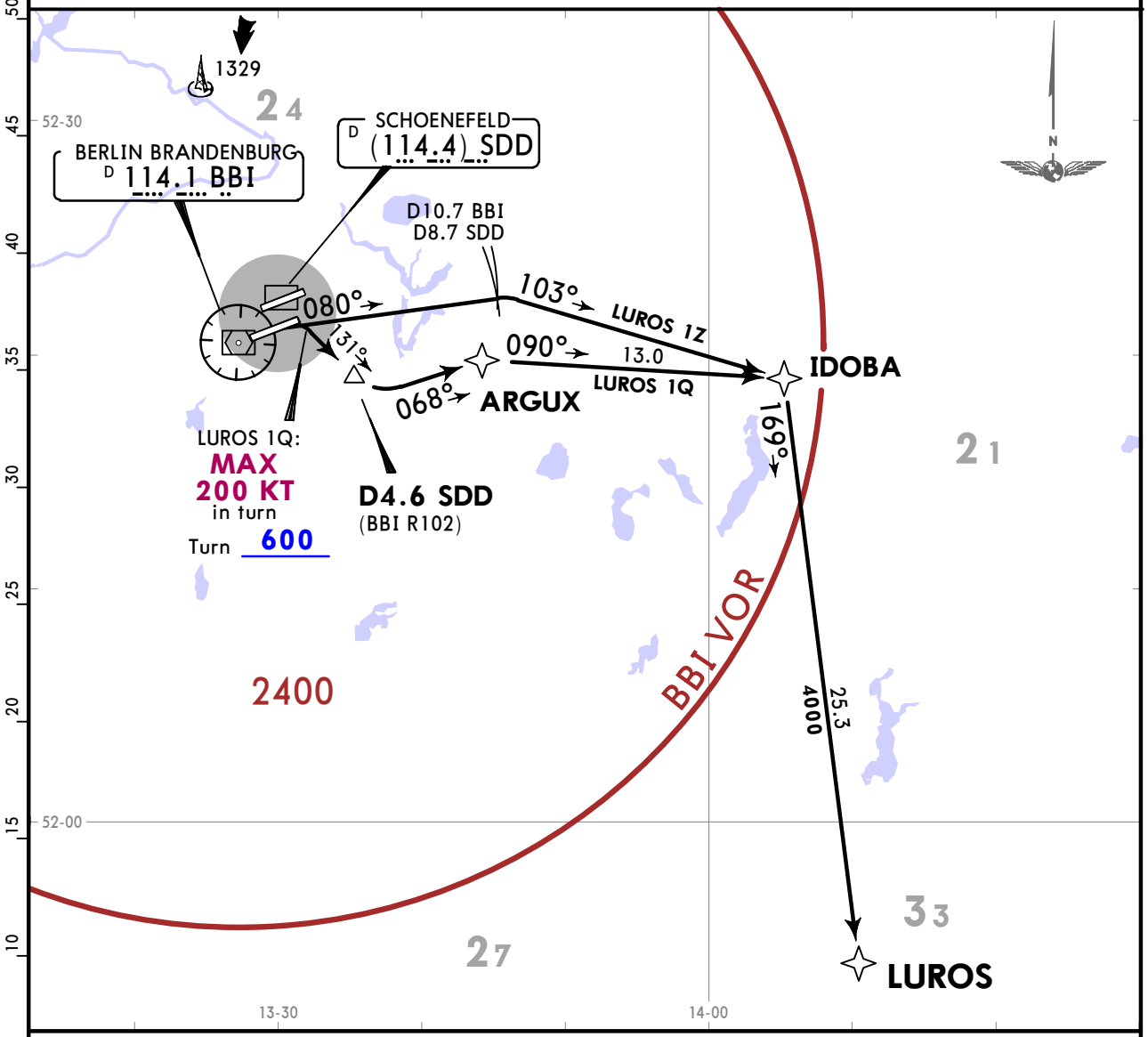
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

LUROS 1Q, LUROS 1Z DEPARTURES (RWY 07R)

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



LUROS 1Q

This SID requires a minimum climb gradient of 490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

LUROS 1Q: Initial climb clearance **5000**
LUROS 1Z: Initial climb clearance **4000**

SID	ROUTING
LUROS 1Q ❶	Climb to 600, turn RIGHT, 131° track to D4.6 SDD ❷, turn LEFT, 068° track to ARGUX, turn RIGHT, 090° track to IDOBA, turn RIGHT, 169° track to LUROS.
LUROS 1Z By ATC	On 080° track to D8.7 SDD (D10.7 BBI) ❸, turn RIGHT, 103° track to IDOBA, turn RIGHT, 169° track to LUROS.

❶ Noise preferential SID to IDOBA.
BRNAV equipment necessary after: ❷ D4.6 SDD/ ❸ D8.7 SDD (D10.7 BBI).

CHANGES: None.

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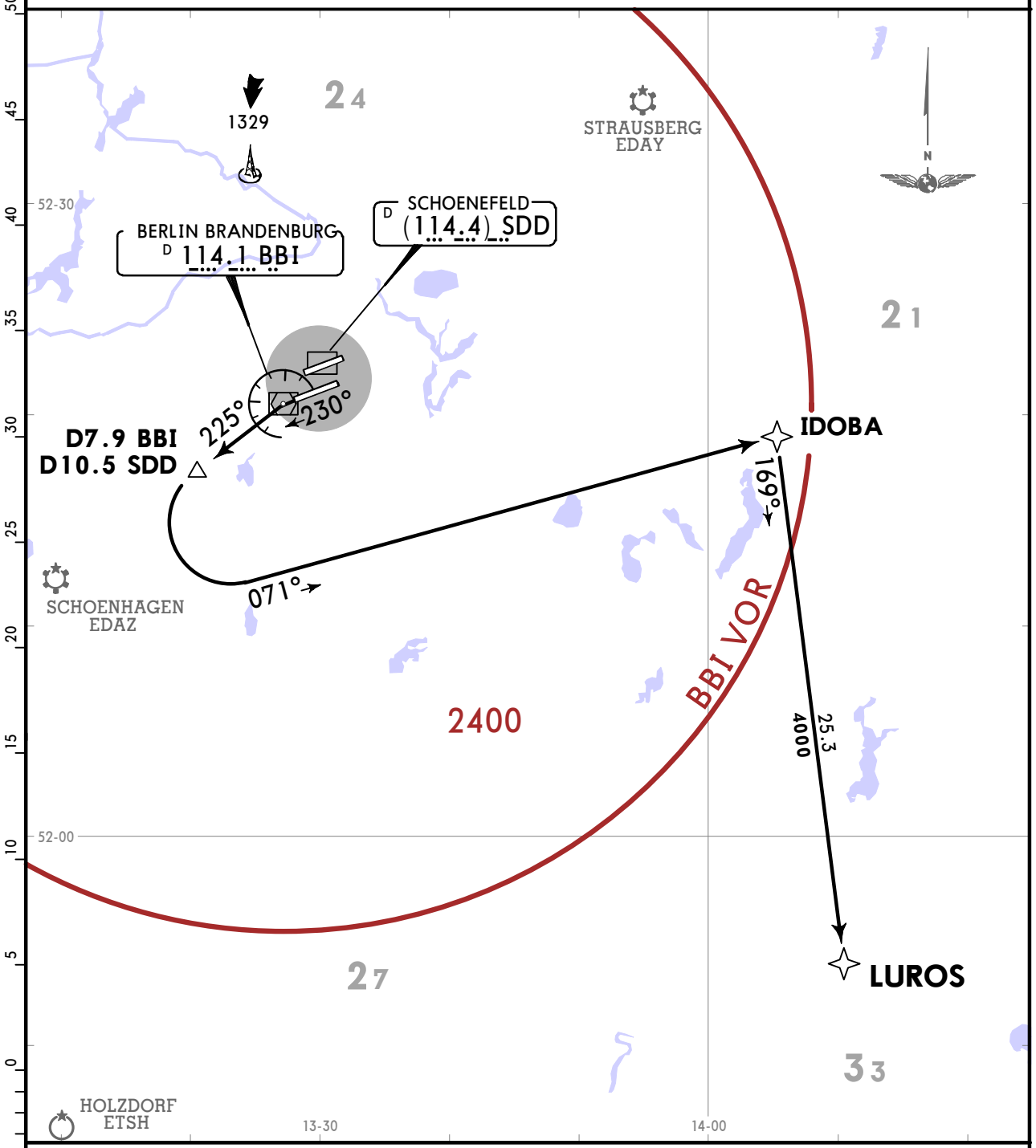
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

LUROS 1N DEPARTURE (RWY 25L)

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



Initial climb clearance **5000**

ROUTING

Climb on 230° track, intercept BBI R225 to D10.5 SDD (D7.9 BBI) ❶, turn LEFT, 071° track to IDOBA, turn RIGHT, 169° track to LUROS.

❶ After D10.5 SDD (D7.9 BBI) BRNAV equipment necessary.

CHANGES: None.

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LUROS 1A: Initial climb clearance **5000**
LUROS 1M: Initial climb clearance **4000**

SID	ROUTING
LUROS 1A	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn RIGHT, 007° track to DB243, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 169° track via JACOW to DB249, turn RIGHT, 204° track to LUROS.
LUROS 1M	Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track to IBGAL, turn RIGHT, 283° track to BAKPA, turn RIGHT, 359° track to ERDUX, turn RIGHT, 073° track to GERGA, turn RIGHT, 121° track to PINOB, turn RIGHT, 169° track via JACOW to DB249, turn RIGHT, 204° track to LUROS.

❶ After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

BREMEN Radar (APP) 134.430

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

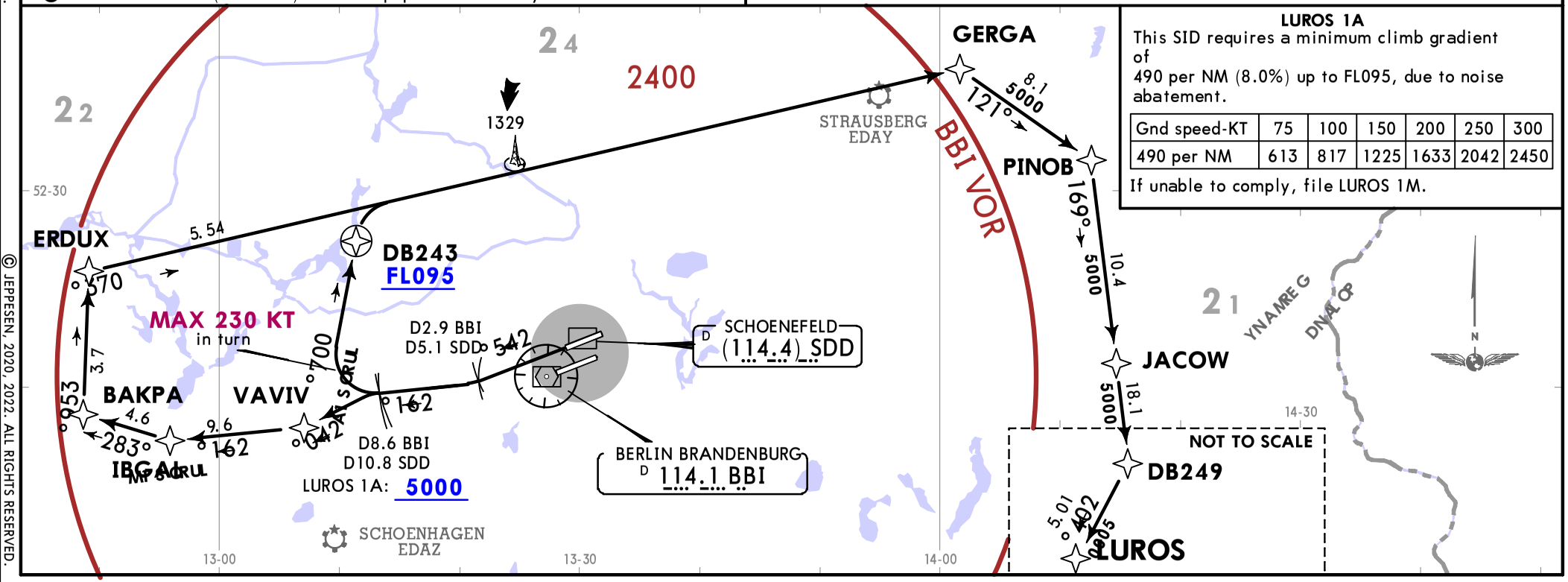
LUROS 1A, LUROS 1M DEPARTURES (RWY 25R)

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

LUROS 1A
This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file LUROS 1M.



CHANGES: Availability; SID LUROS 1C withdrawn.
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EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

18 MAR 22 (20-3L7) Eff 24 Mar

SID

BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

SUKIP 1B, SUKIP 1K DEPARTURES (RWY 07L)

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

SUKIP 1B

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

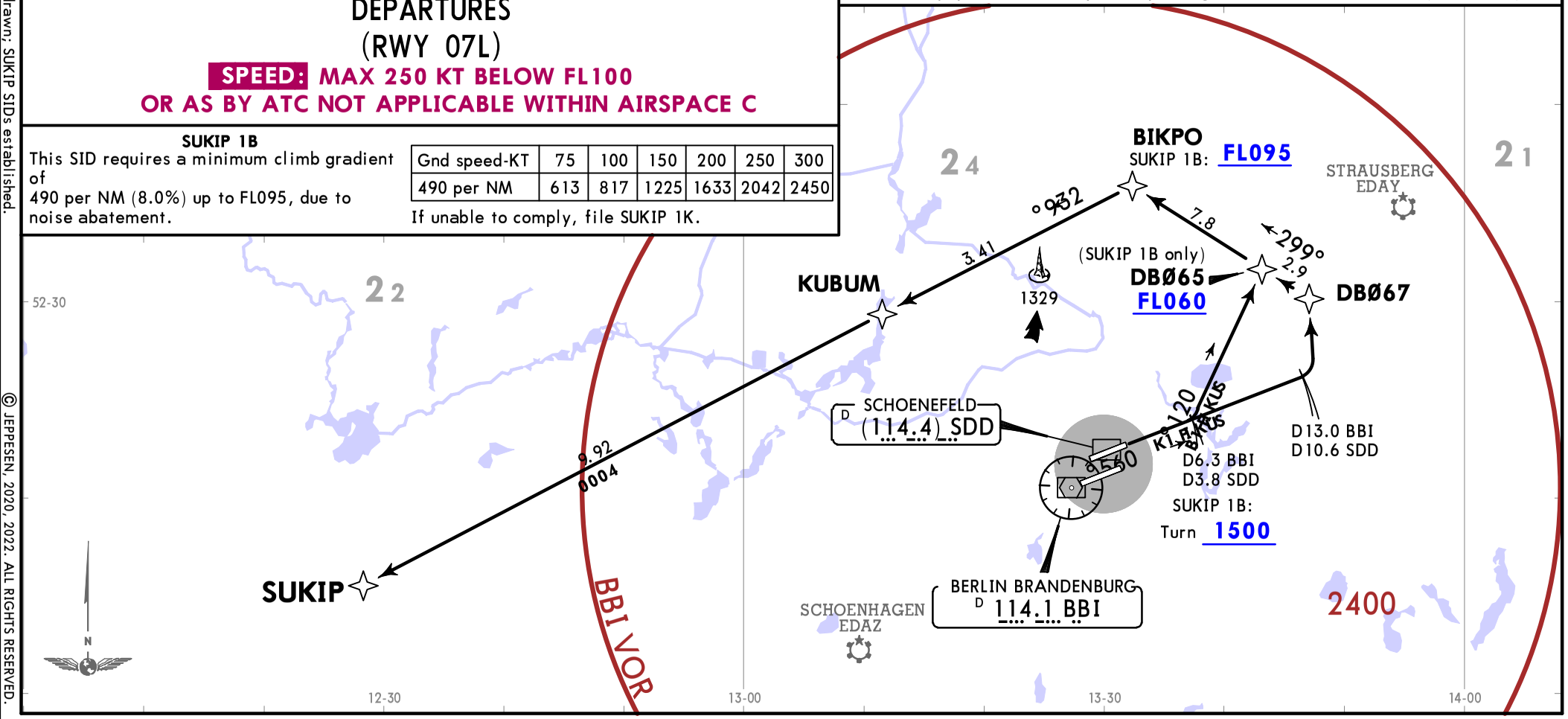
Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file SUKIP 1K.

Initial climb clearance **5000**

SID	ROUTING
SUKIP 1B ❶	Climb straight ahead to D3.8 SDD (D6.3 BBI), turn LEFT, 021° track to DBØ65, turn LEFT, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP.
SUKIP 1K	Climb straight ahead to D10.6 SDD (D13.0 BBI) ❷, turn LEFT, to DBØ67, 299° track to BIKPO, turn LEFT, 239° track via KUBUM to SUKIP.

BRNAV equipment necessary after passing ❶ 2200/ ❷ D10.6 SDD (D13.0 BBI).



CHANGES: MAXAN SIDs withdrawn; SUKIP SIDs established.

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Apt Elev 156	

Initial climb clearance **FL080**

SID	ROUTING
SUKIP 1Q RFL MNM FL120	Climb to 600, turn RIGHT, 214° track to MOVOM, turn RIGHT, 266° track to POBAM, turn LEFT, 235° track to LULUL, turn RIGHT, 254° track to ESIKA, turn RIGHT, 314° track to SUKIP.
SUKIP 1Z	On 080° track to D7.2 SDD (D9.2 BBI), turn RIGHT, 195° track to GAGVI, turn RIGHT, 246° track to IBIKI, turn RIGHT, 262° track to LULUL, turn LEFT, 254° track to ESIKA, turn RIGHT, 314° track to SUKIP.

SUKIP 1Q, SUKIP 1Z DEPARTURES (RWY 07R)

BRNAV EQUIPMENT NECESSARY AFTER PASSING 2200

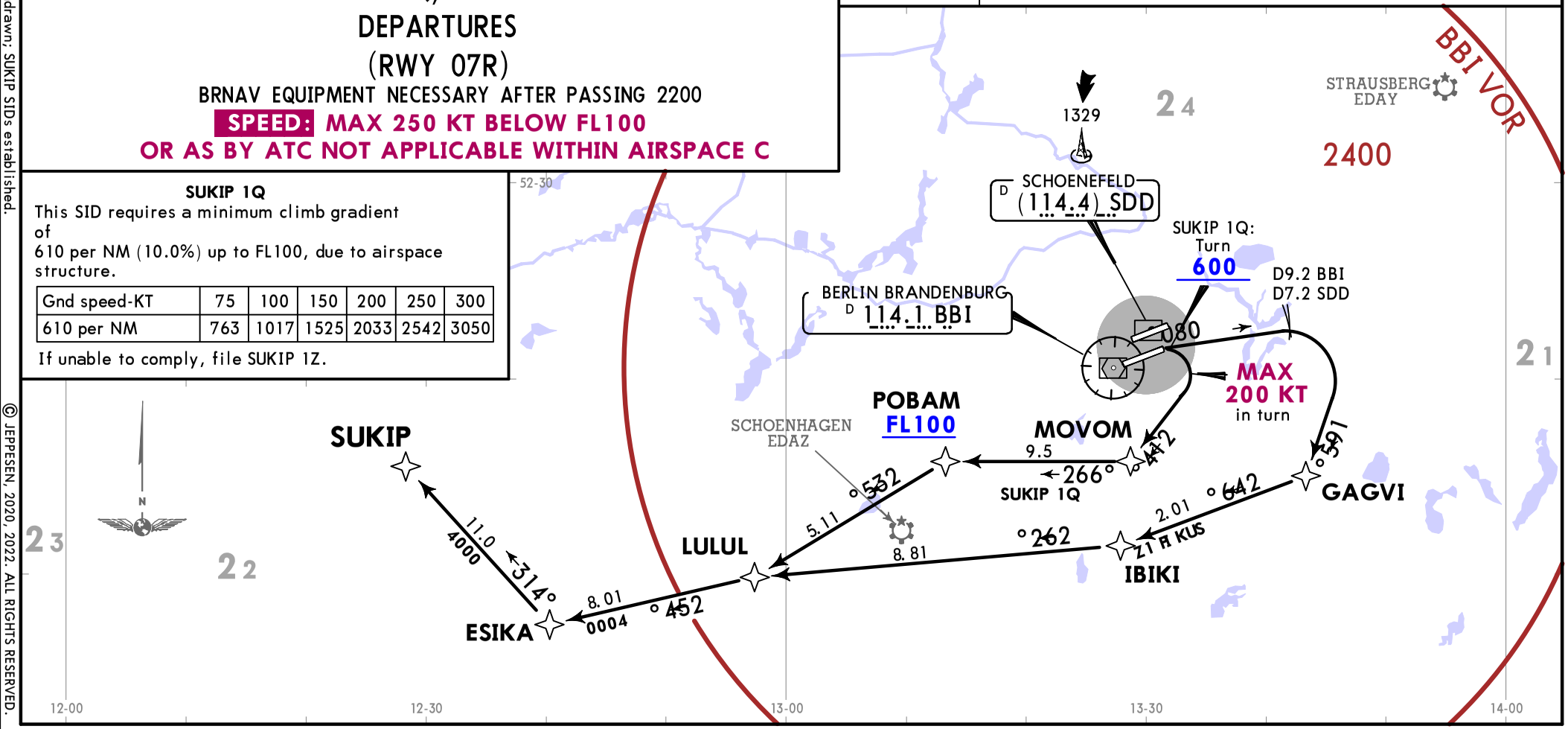
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

SUKIP 1Q

This SID requires a minimum climb gradient of 610 per NM (10.0%) up to FL100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

If unable to comply, file SUKIP 1Z.



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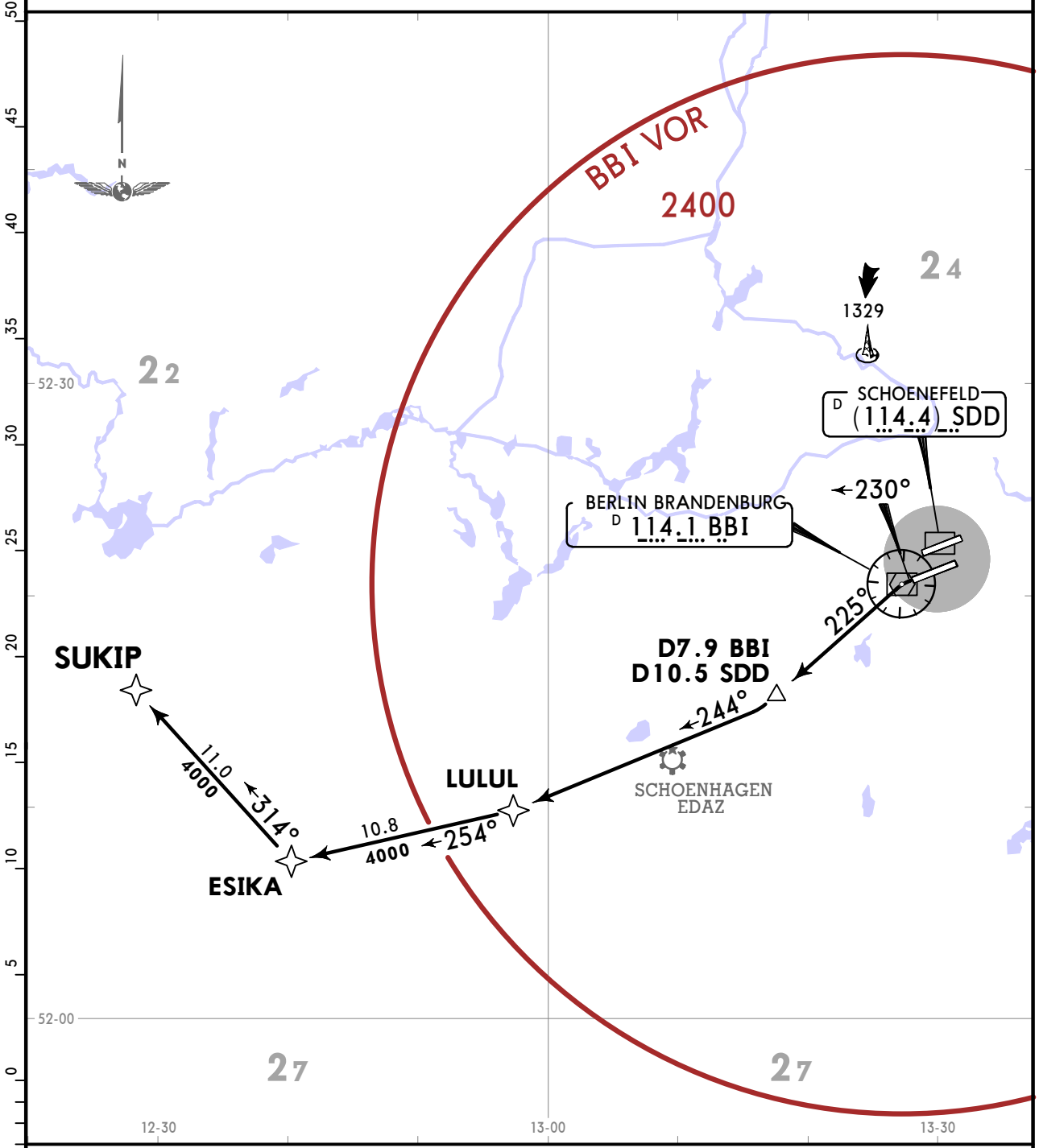
Apt Elev 156	

SUKIP 1N DEPARTURE (RWY 25L)

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



Initial climb clearance **5000**

ROUTING

Climb on 230° track, intercept BBI R225 to D7.9 BBI (D10.5 SDD) ❶, turn RIGHT, 244° track to LULUL, turn RIGHT, 254° track to ESIKA, turn RIGHT, 314° track to SUKIP.

❶ After D7.9 BBI (D10.5 SDD) BRNAV equipment necessary.

CHANGES: MAXAN SIDs withdrawn; SUKIP SID established.

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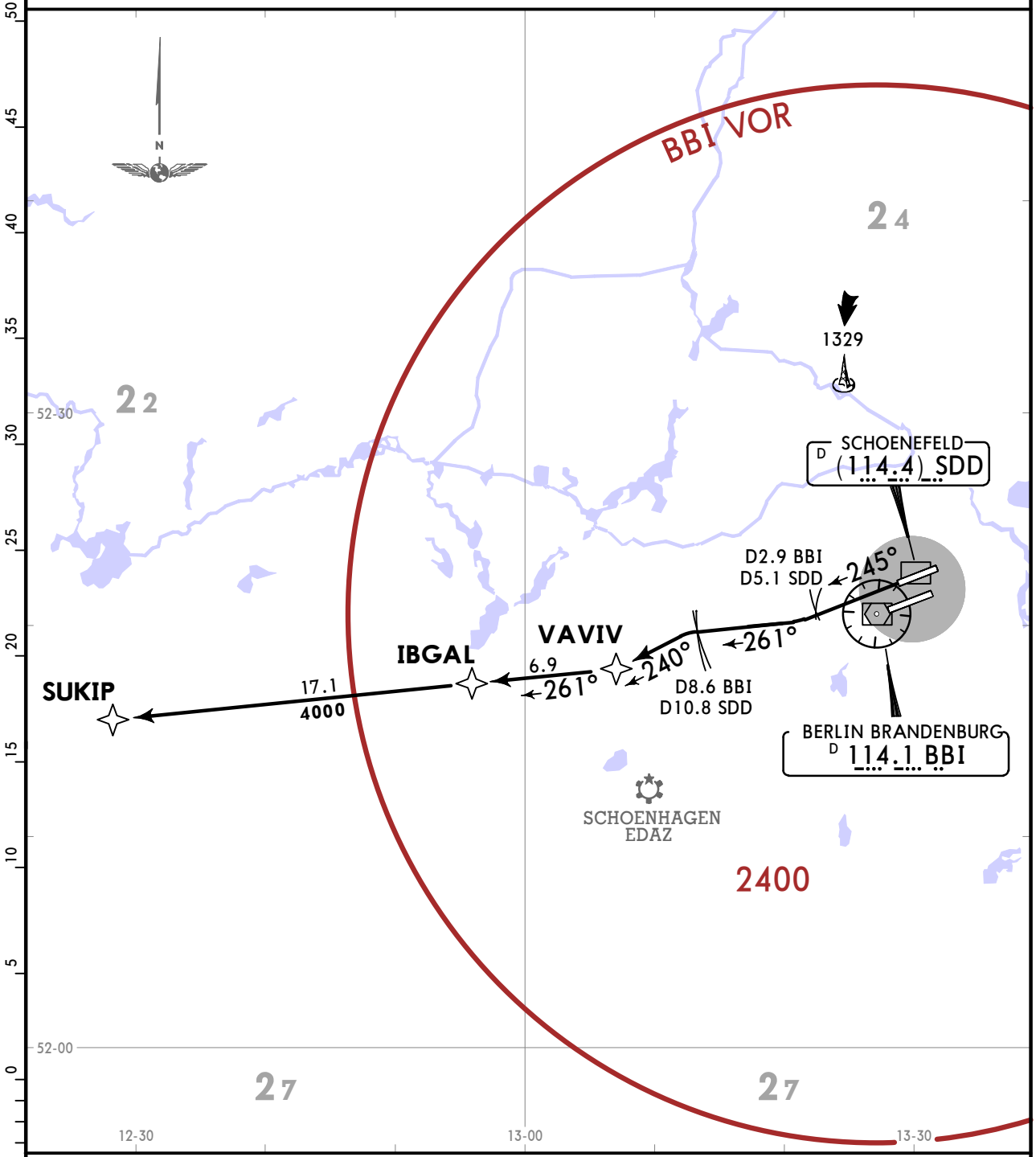
BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

SUKIP 1A DEPARTURE (RWY 25R)

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



Initial climb clearance **5000**

ROUTING

Climb straight ahead to D5.1 SDD (D2.9 BBI), turn RIGHT, 261° track to D10.8 SDD (D8.6 BBI) ❶ , turn LEFT, 240° track to VAVIV, turn RIGHT, 261° track via IBGAL to SUKIP.

❶ After D10.8 SDD (D8.6 BBI) BRNAV equipment necessary.

CHANGES: MAXAN SIDs withdrawn; SUKIP SID established.

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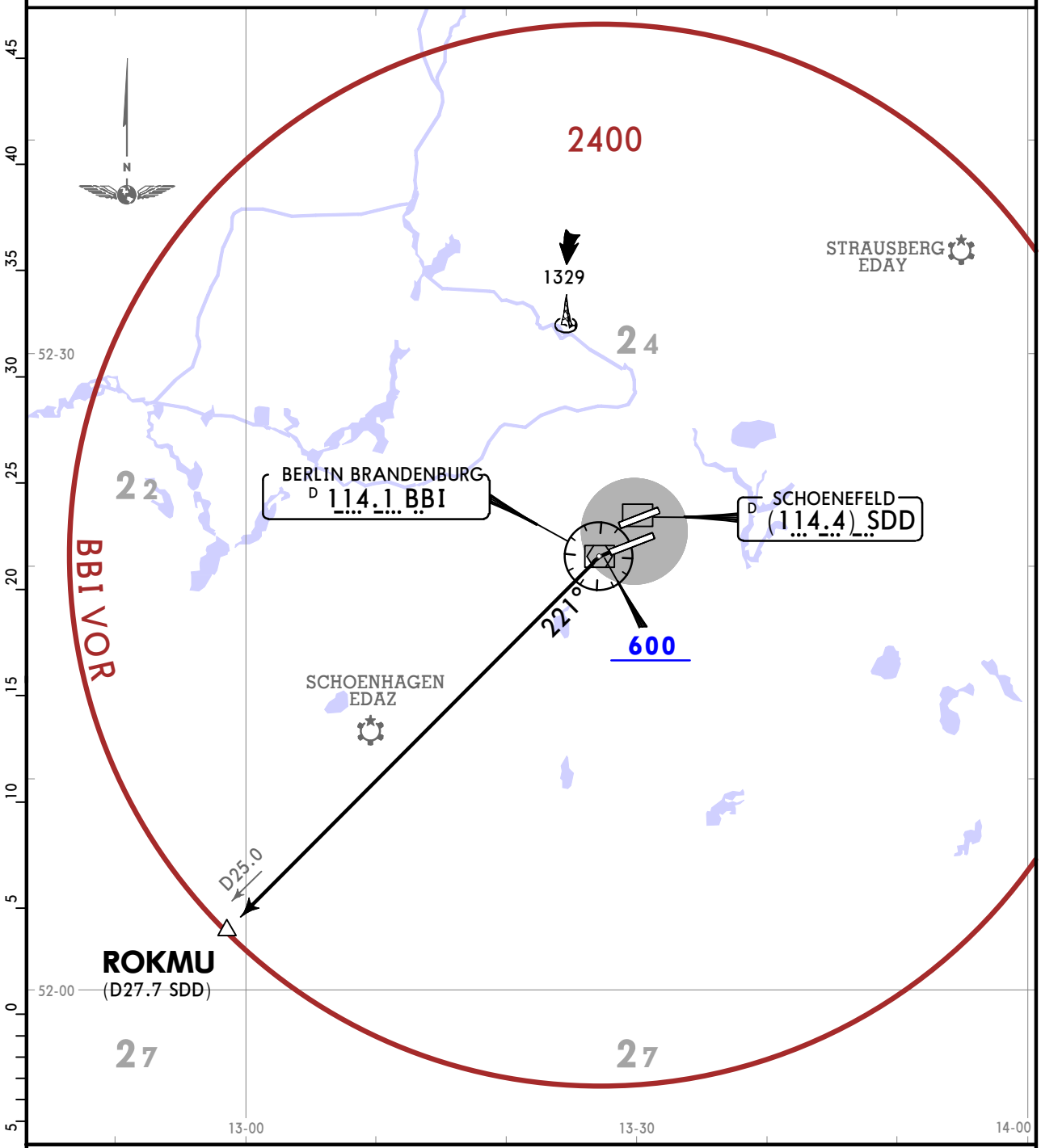
ROKMU 1P [ROKM1P]
DEPARTURE
(RWY 25L)

ONLY FOR NON BRNAV EQUIPPED ACFT

ONLY AVAILABLE IF VORDME BBI OR VOR BBI/DME SDD ARE OPERATIONAL

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



Initial climb clearance **4000**

ROUTING

Climb on runway track to 600, turn LEFT, intercept BBI R221 to ROKMU.

CHANGES: None.

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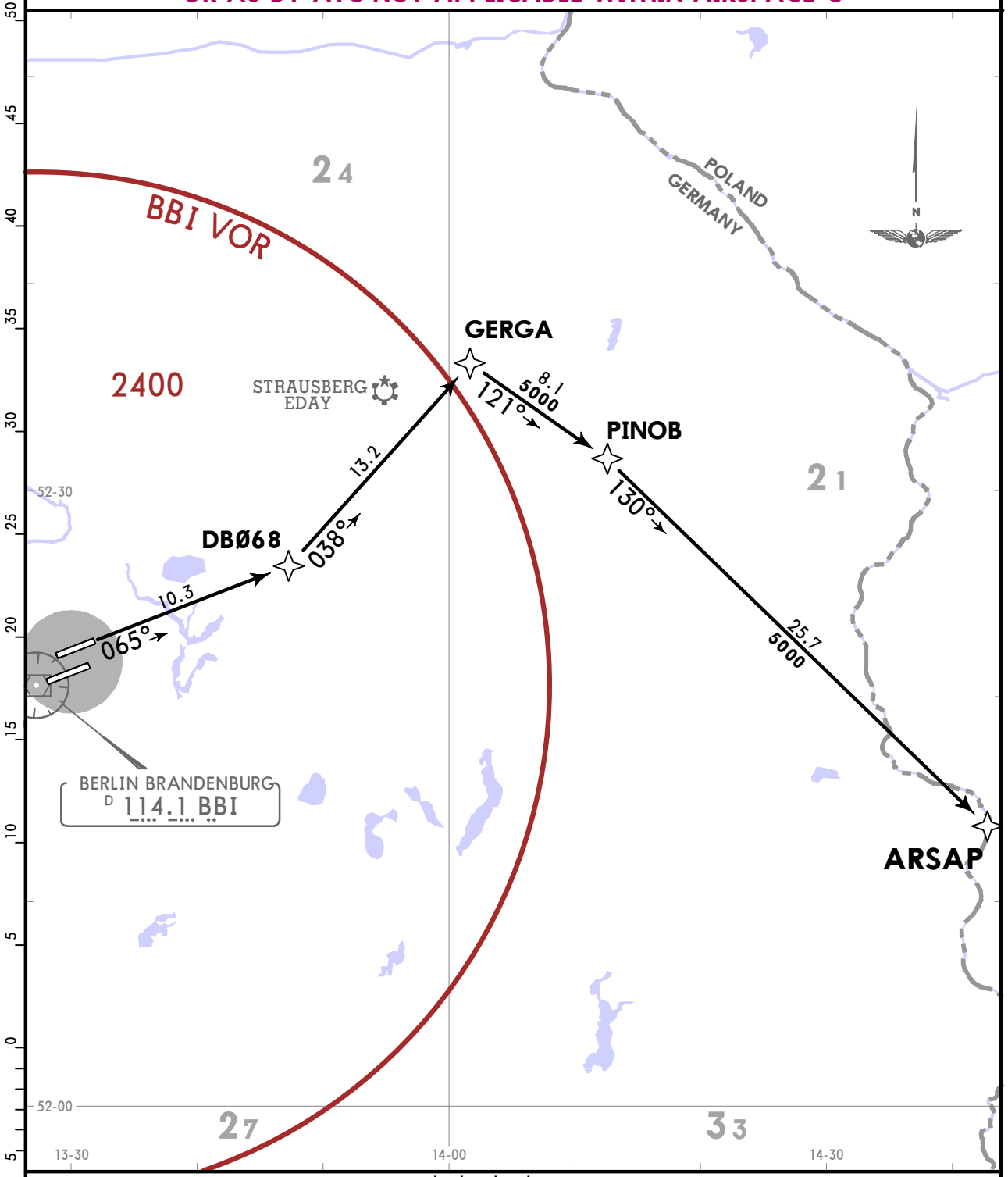
ARSAP 2B [ARSA2B]
RNAV DEPARTURE (OVERLAY 20-3B)
(RWY 07L)

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



Initial climb clearance **5000**

ROUTING

(600+) - DBØ68 - GERGA - PINOB - ARSAP.

CHANGES: Chart reindexed (RNAV SIDs renumbered & withdrawn).

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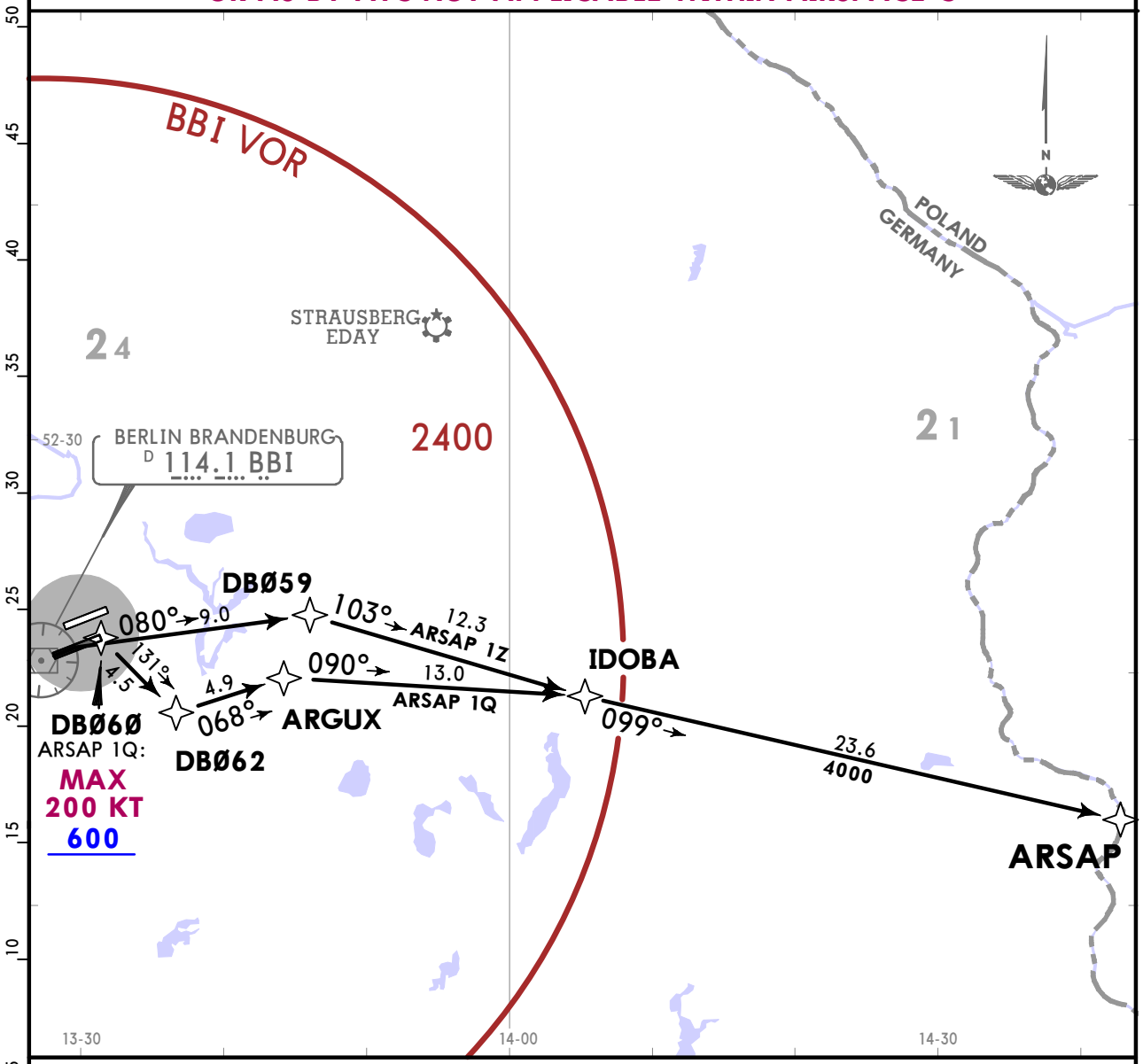
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

ARSAP 1Q [ARSA1Q], ARSAP 1Z [ARSA1Z]
RNAV DEPARTURES (OVERLAY 20-3C)
(RWY 07R)

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



ARSAP 1Q

This SID requires a minimum climb gradient of
490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

ARSAP 1Q: Initial climb clearance **5000**
ARSAP 1Z: Initial climb clearance **4000**

SID	ROUTING
ARSAP 1Q ❶	DBØ6Ø (K200-; 600+) - DBØ62 - ARGUX - IDOBA - ARSAP.
ARSAP 1Z By ATC	(600+) - DBØ59 - IDOBA - ARSAP.

❶ Noise preferential SID to IDOBA.

CHANGES: Chart reindexed.

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BREMEN Radar (APP) 120.630

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

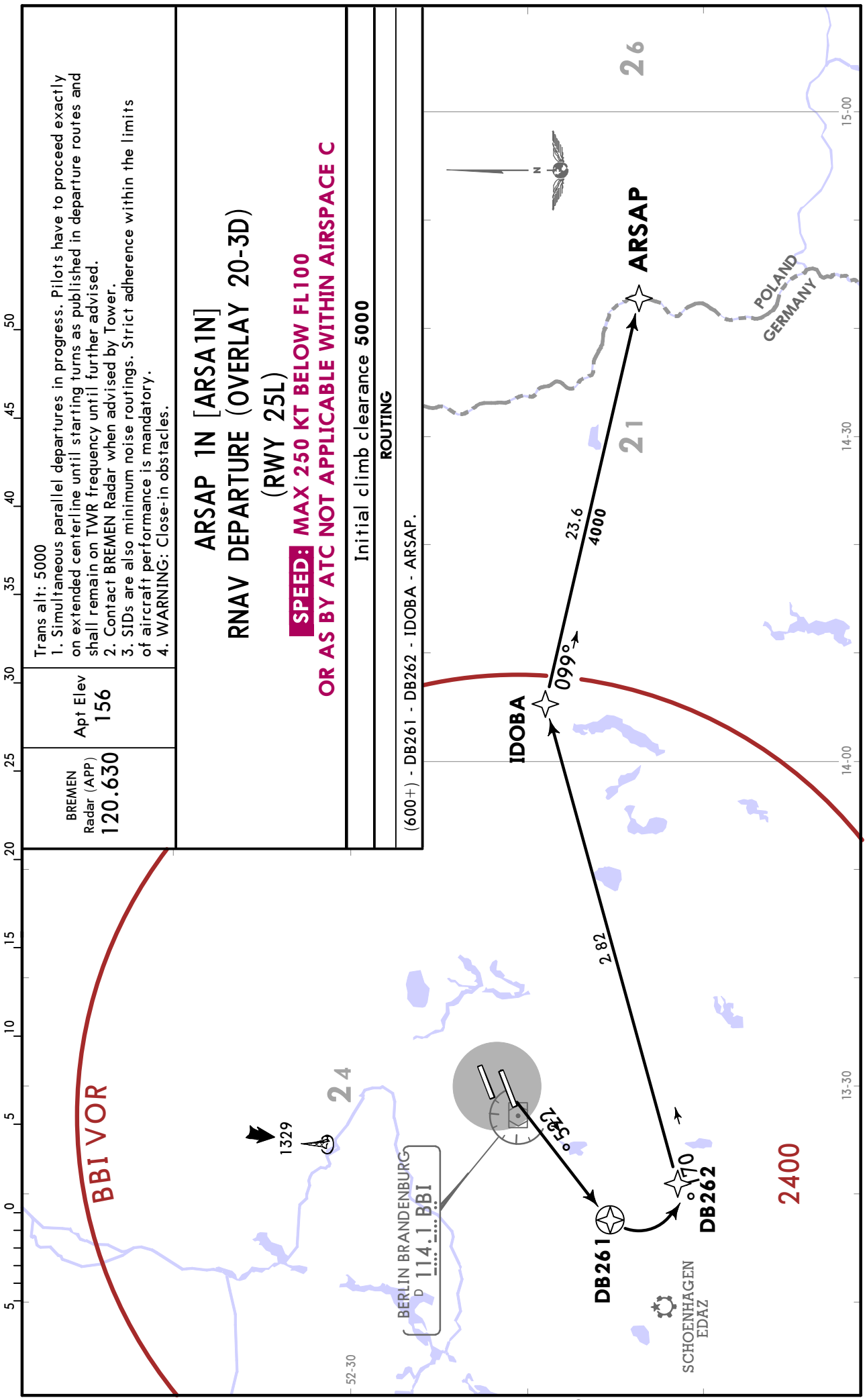
ARSAP 1N [ARSA1N]
RNAV DEPARTURE (OVERLAY 20-3D)
(RWY 25L)

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

Initial climb clearance **5000**

ROUTING

(600+) - DB261 - DB262 - IDOBA - ARSAP.



CHANGES: Chart reindexed.

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BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

ARSAP 1A: Initial climb clearance **5000**
ARSAP 1M: Initial climb clearance **4000**

SID	ROUTING
ARSAP 1A	(600+) - DB24Ø - DB241 (5000+) - DB242 (K230-) - DB243 (FL095+) - DB244 - GERGA - PINOB - ARSAP.
ARSAP 1M	(600+) - DB24Ø - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA - PINOB - ARSAP.

ARSAP 1A [ARSA1A]
ARSAP 1M [ARSA1M]
RNAV DEPARTURES (OVERLAY 20-3E)
(RWY 25R)

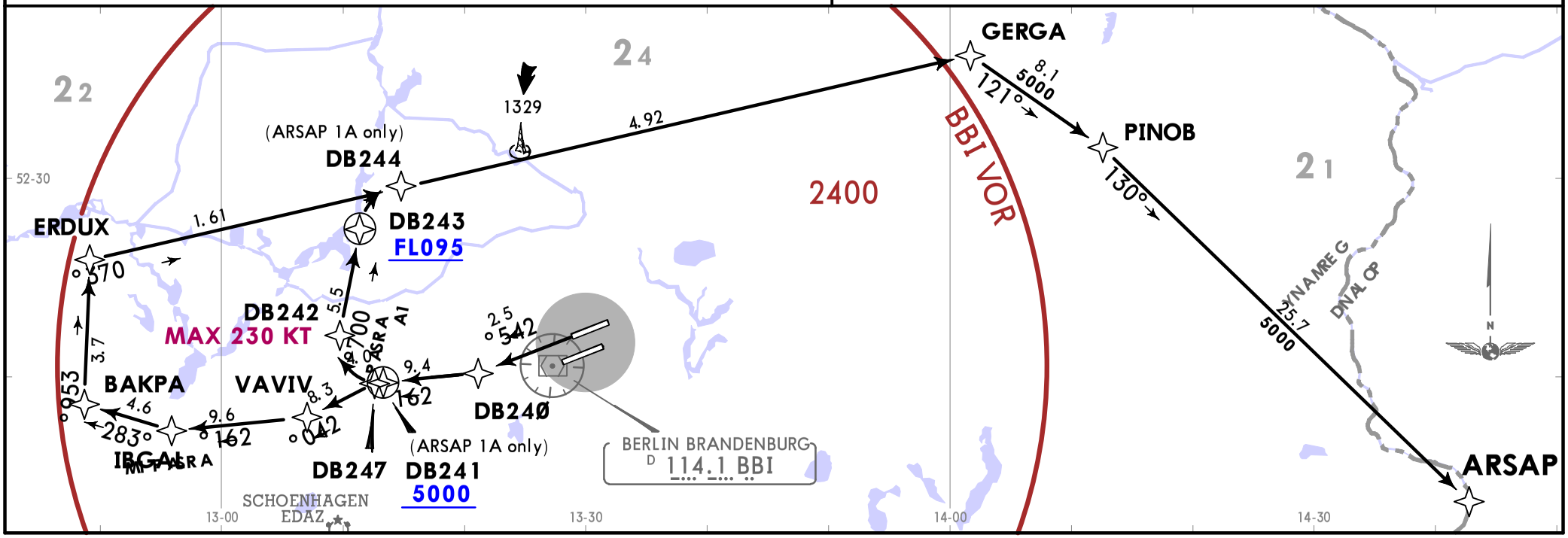
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

ARSAP 1A

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file ARSAP 1M.



CHANGES: Chart reindexed (availability; RNAV SID ARSAP 1C withdrawn).
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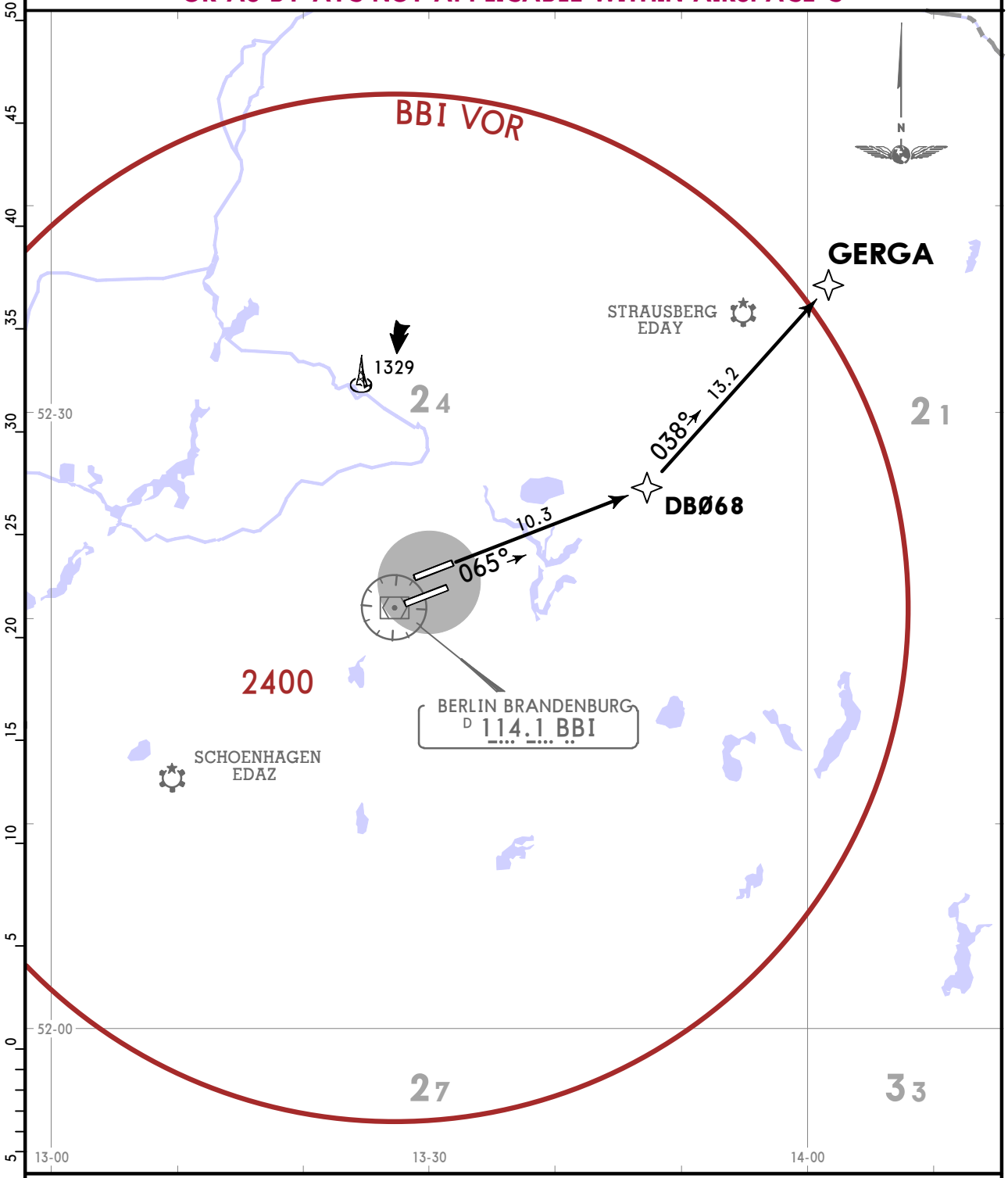
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

GERGA 2B [GERG2B]
RNAV DEPARTURE (OVERLAY 20-3F)
(RWY 07L)

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



Initial climb clearance **5000**

ROUTING

(600+) - DBØ68 - GERGA.

CHANGES: Chart reindexed (RNAV SIDs renumb, revised & withdrawn).

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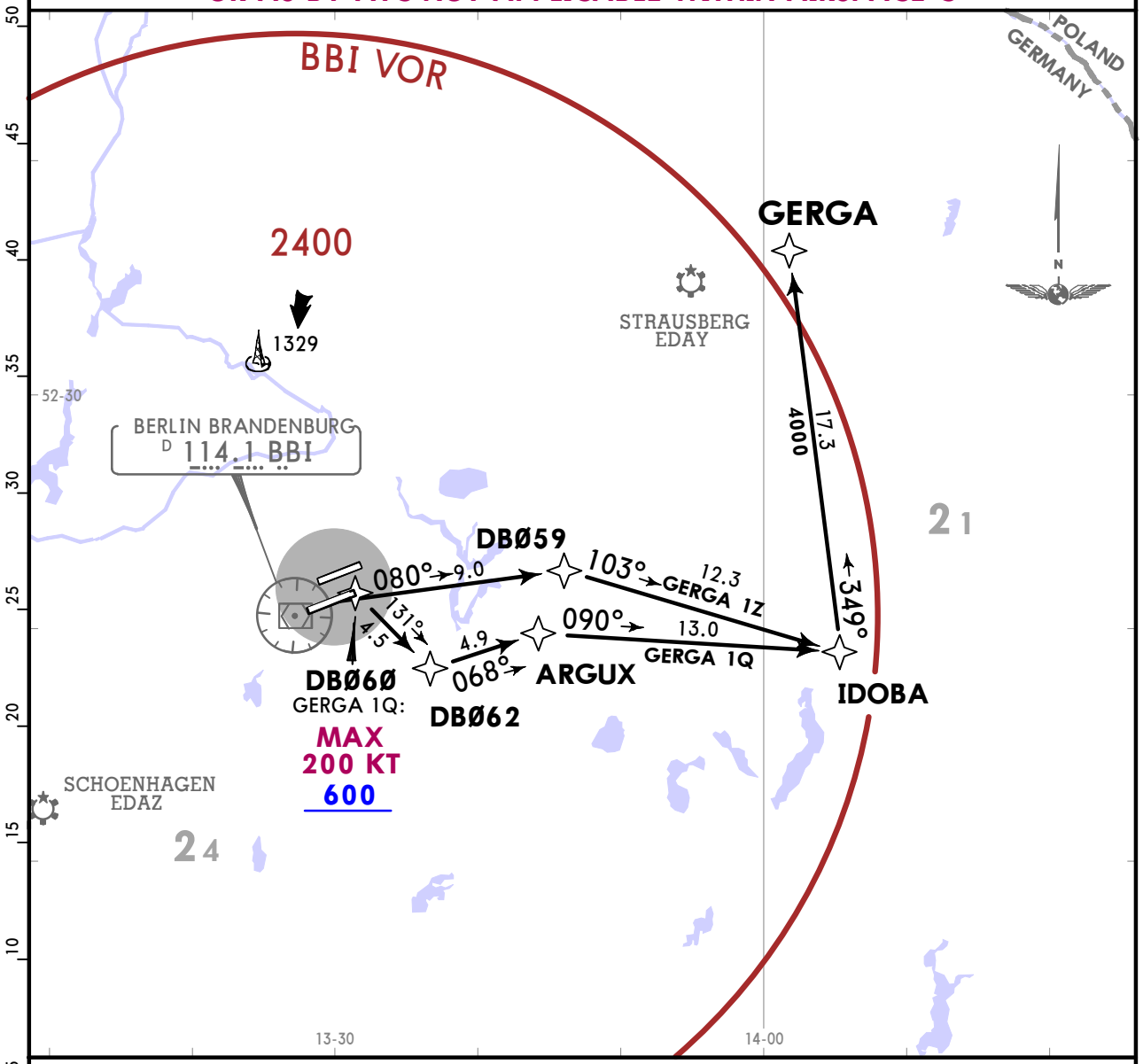
BREMEN Radar (APP) 120.630	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

GERGA 1Q [GERG1Q], GERGA 1Z [GERG1Z]
RNAV DEPARTURES (OVERLAY 20-3G)
(RWY 07R)

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



GERGA 1Q
This SID requires a minimum climb gradient of
490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

GERGA 1Q: Initial climb clearance **5000**
GERGA 1Z: Initial climb clearance **4000**

SID	ROUTING
GERGA 1Q ❶	DBØ6Ø (K200-; 600+) - DBØ62 - ARGUX - IDOBA - GERGA.
GERGA 1Z By ATC	(600+) - DBØ59 - IDOBA - GERGA.

❶ Noise preferential SID to IDOBA.

CHANGES: Chart reindexed.

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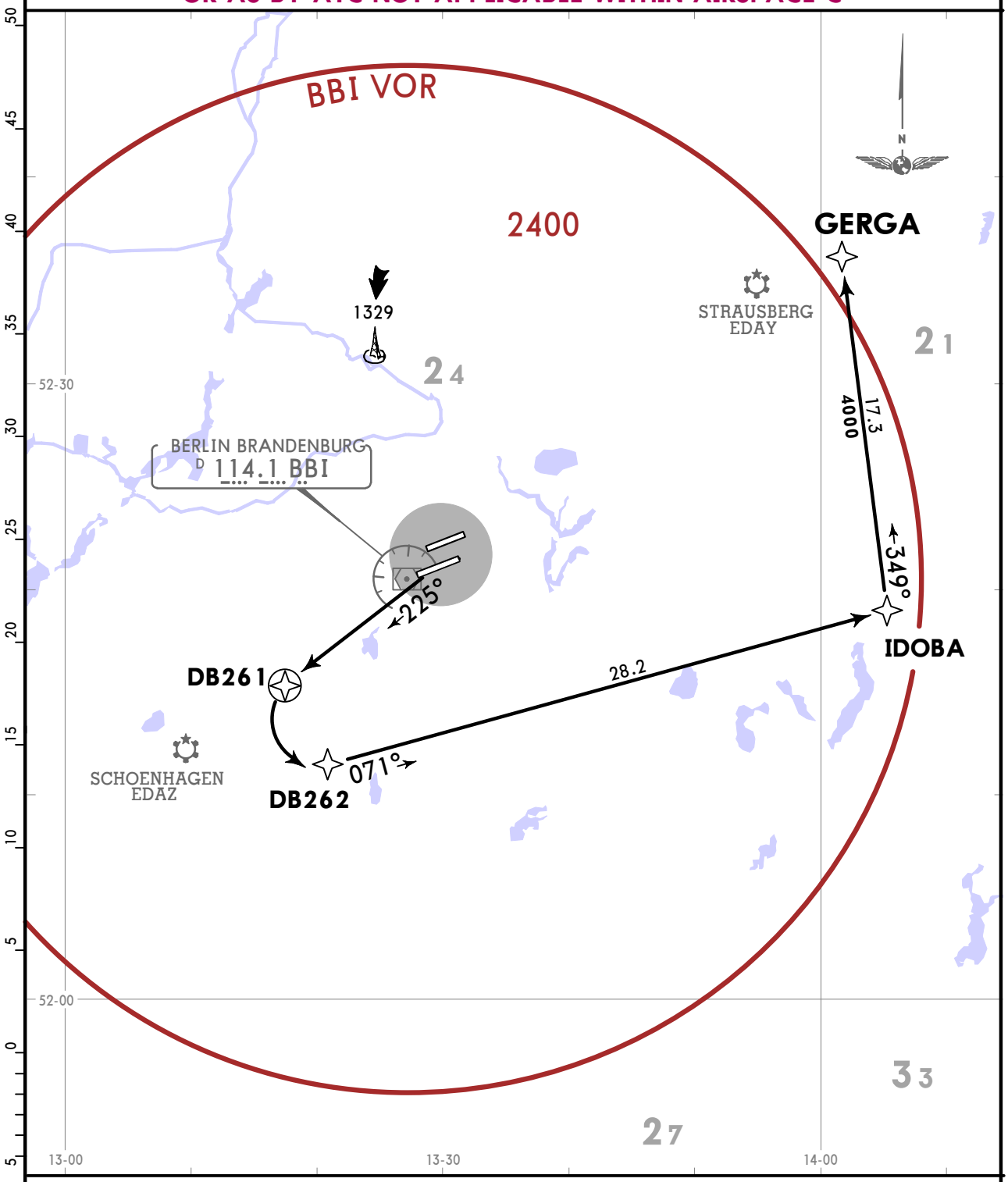
GERGA 1N [GERG1N]
RNAV DEPARTURE (OVERLAY 20-3H)
(RWY 25L)

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



Initial climb clearance **5000**

ROUTING

(600+) - DB261 - DB262 - IDOBA - GERGA.

CHANGES: Chart reindexed.

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Apt Elev 156	

GERGA 1A: Initial climb clearance **5000**
GERGA 1M: Initial climb clearance **4000**

SID	ROUTING
GERGA 1A	(600+) - DB24Ø - DB241 (5000+) - DB242 (K230-) - DB243 (FL095+) - DB244 - GERGA.
GERGA 1M	(600+) - DB24Ø - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA.

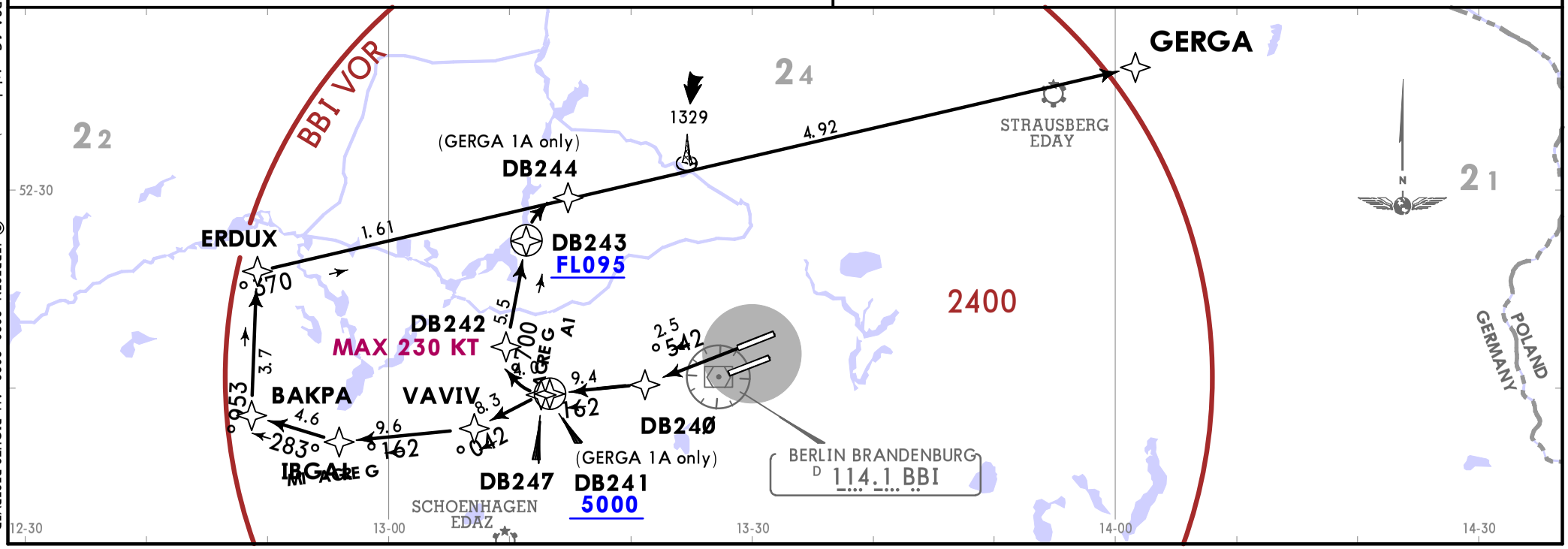
GERGA 1A [GERG1A]
GERGA 1M [GERG1M]
RNAV DEPARTURES (OVERLAY 20-3J)
(RWY 25R)

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

GERGA 1A
This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file GERGA 1M.



CHANGES: Chart reindexed (availability; RNAV SID GERSA 1C withdrawn).
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EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

18 MAR 22 (20-3V4) Eff 24 Mar

RNAV SID (OVERLAY)

BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

Initial climb clearance **5000**

SID	ROUTING
LOGDO 1B	(600+) - DBØ58 (2000+) - DBØ65 (FL060+) - BIKPO (FL095+) - KUBUM - SUKIP - LOGDO.
LOGDO 1K	(600+) - DBØ66 - DBØ67 - BIKPO - KUBUM - SUKIP - LOGDO.

LOGDO 1B [LOGD1B], LOGDO 1K [LOGD1K] RNAV DEPARTURES (OVERLAY 20-3K) (RWY 07L)

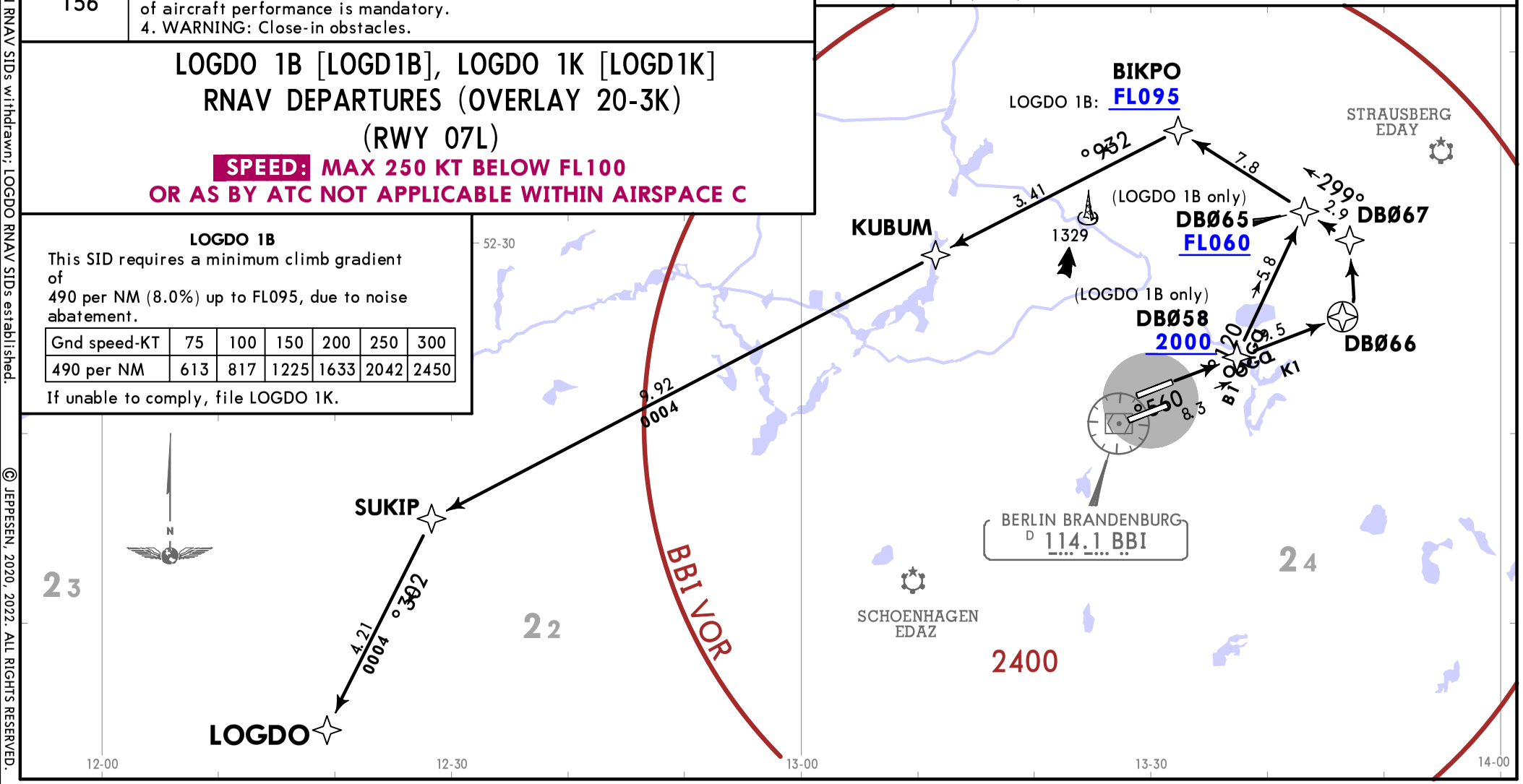
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

LOGDO 1B

This SID requires a minimum climb gradient of 490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file LOGDO 1K.



CHANGES: ODLUN RNAV SIDs withdrawn; LOGDO RNAV SIDs established.

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EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

18 MAR 22 (20-3V5) Eff 24 Mar

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

LOGDO 1Q [LOGD1Q], LOGDO 1Z [LOGD1Z] RNAV DEPARTURES (OVERLAY 20-3L) (RWY 07R)

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

Initial climb clearance **FL080**

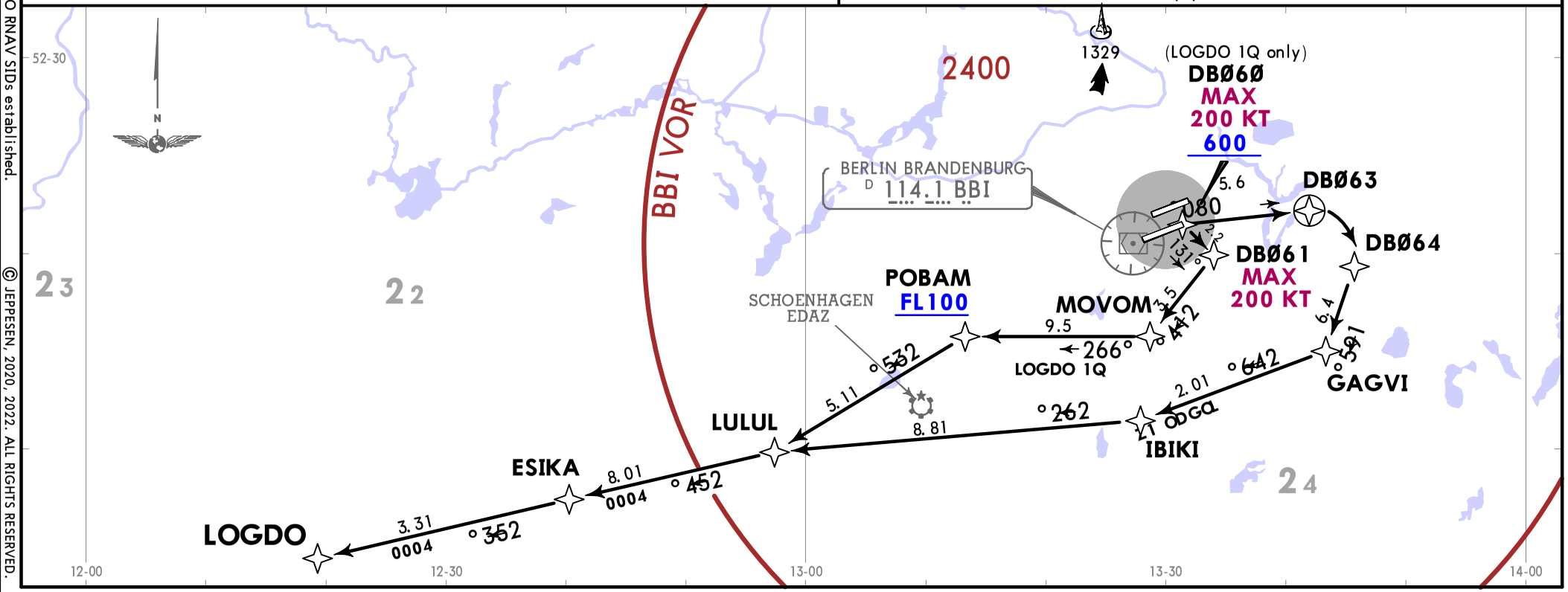
SID	ROUTING
LOGDO 1Q RFL MNM FL120	DBØ6Ø (K200-; 600+) - DBØ61 (K200-) - MOVOM - POBAM (FL100+) - LULUL - ESIKA - LOGDO.
LOGDO 1Z	(600+) - DBØ63 - DBØ64 - GAGVI - IBIKI - LULUL - ESIKA - LOGDO.

LOGDO 1Q

This SID requires a minimum climb gradient of 610 per NM (10.0%) up to FL100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

If unable to comply, file LOGDO 1Z.



CHANGES: ODLUN RNAV SIDs withdrawn; LOGDO RNAV SIDs established.

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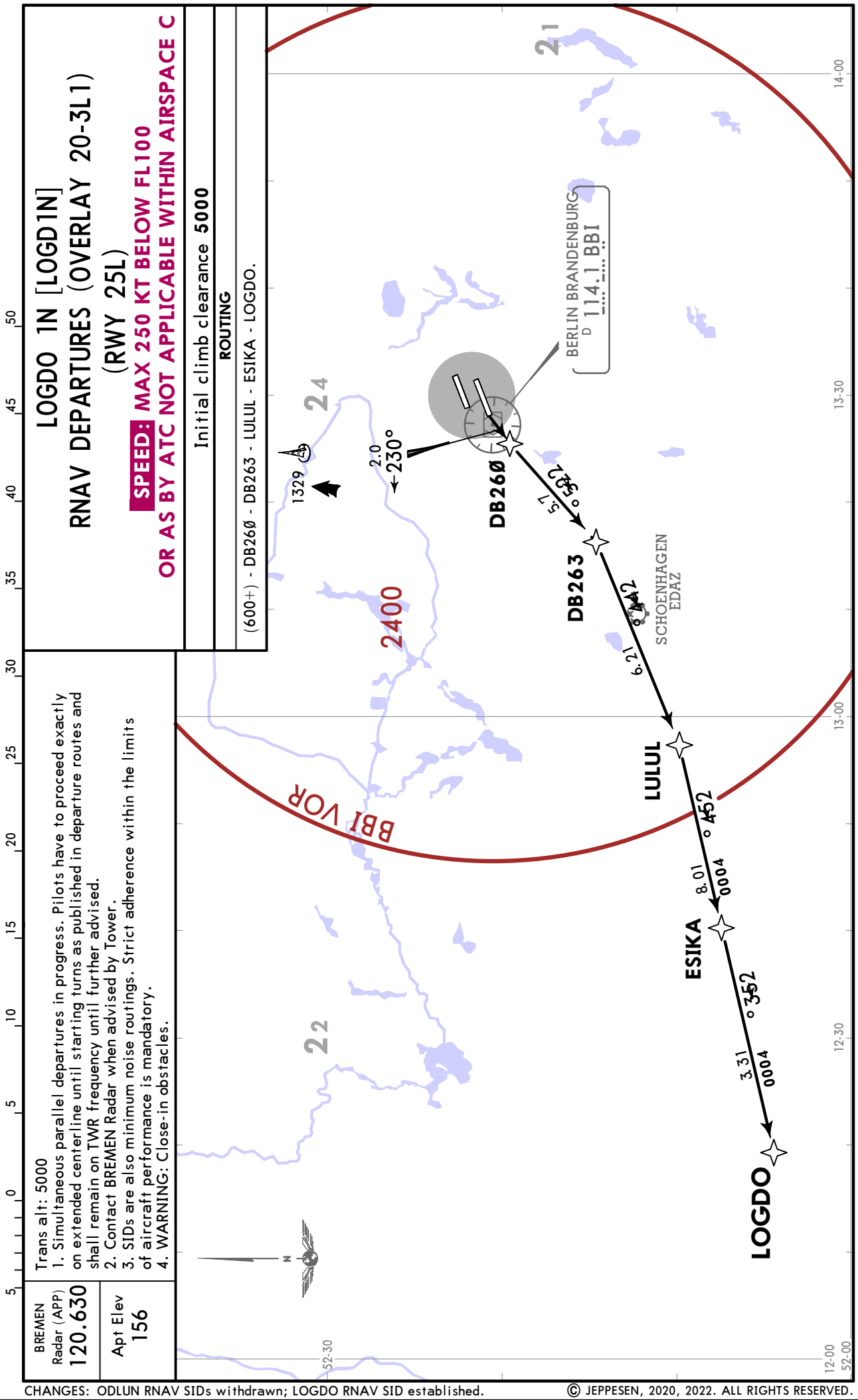
LOGDO 1N [LOGD1N]
RNAV DEPARTURES (OVERLAY 20-3L1)
(RWY 25L)

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

Initial climb clearance **5000**

ROUTING

(600+) - DB26Ø - DB263 - LULUL - ESIKA - LOGDO.



BREMEN Radar (APP)	Apt Elev
120.630	156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

CHANGES: ODLUN RNAV SIDs withdrawn; LOGDO RNAV SID established.

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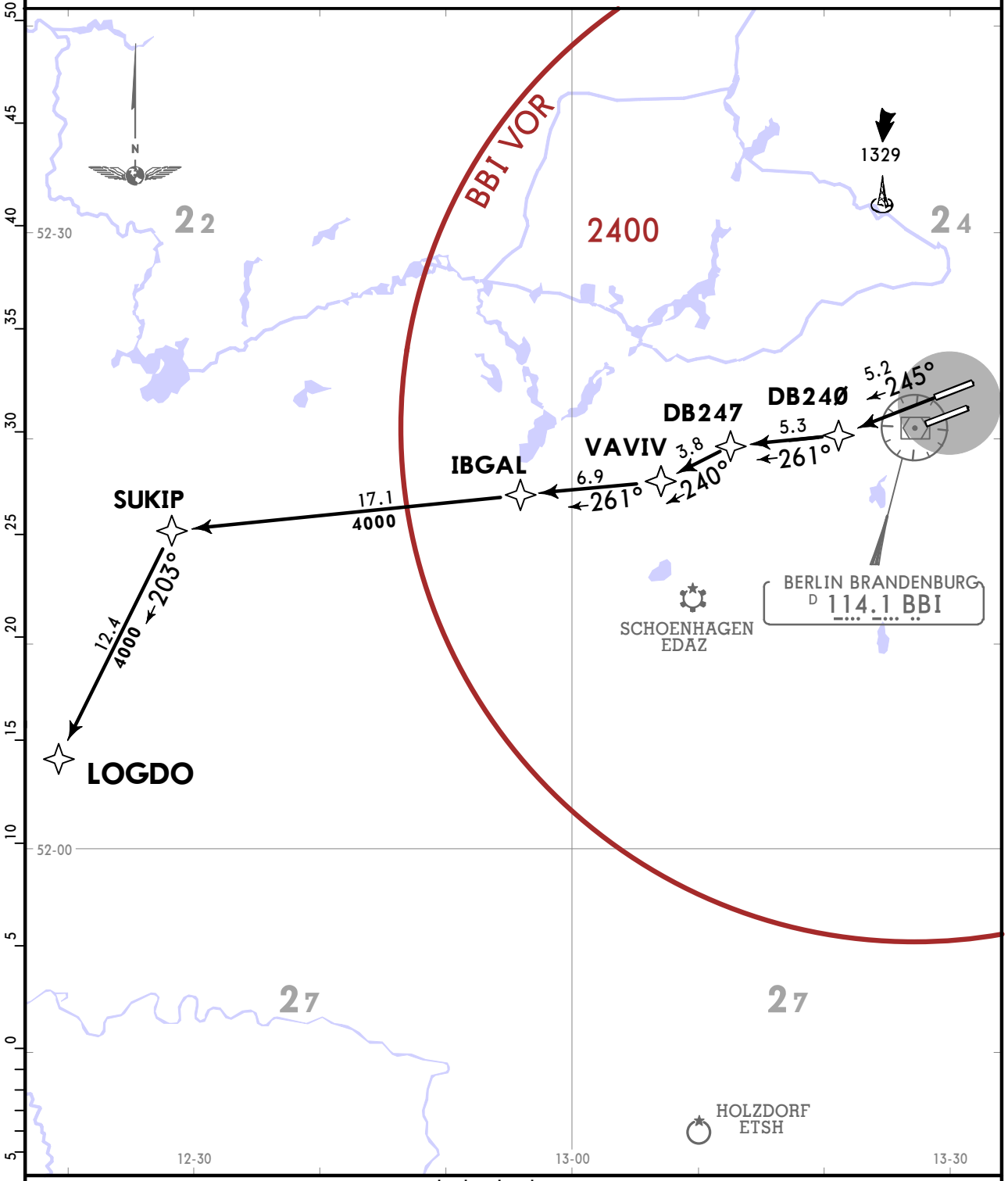
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

LOGDO 1A [LOGD1A]
RNAV DEPARTURES (OVERLAY 20-3L2)
(RWY 25R)

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



Initial climb clearance **5000**

ROUTING

(600+) - DB24Ø - DB247 - VAVIV - IBGAL - SUKIP - LOGDO.

CHANGES: ODLUN RNAV SIDs withdrawn; LOGDO RNAV SID established.

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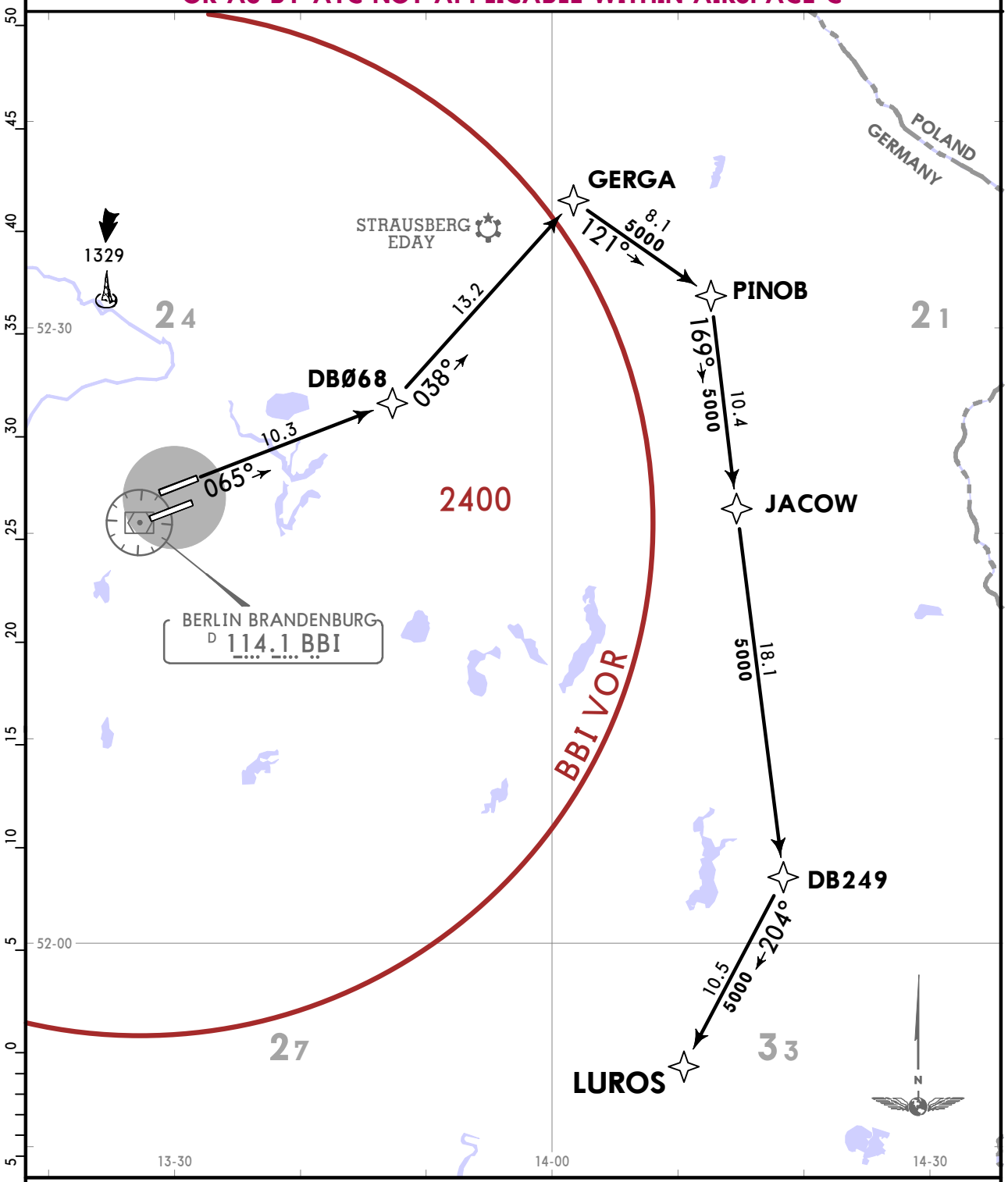
LUROS 2B [LURO2B]
RNAV DEPARTURES (OVERLAY 20-3L3)
(RWY 07L)

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



Initial climb clearance **5000**

ROUTING

(600+) - DBØ68 - GERGA - PINOB - JACOW - DB249 - LUROS.

CHANGES: Chart reindexed (RNAV SIDs withdrawn, renumbered & revised).

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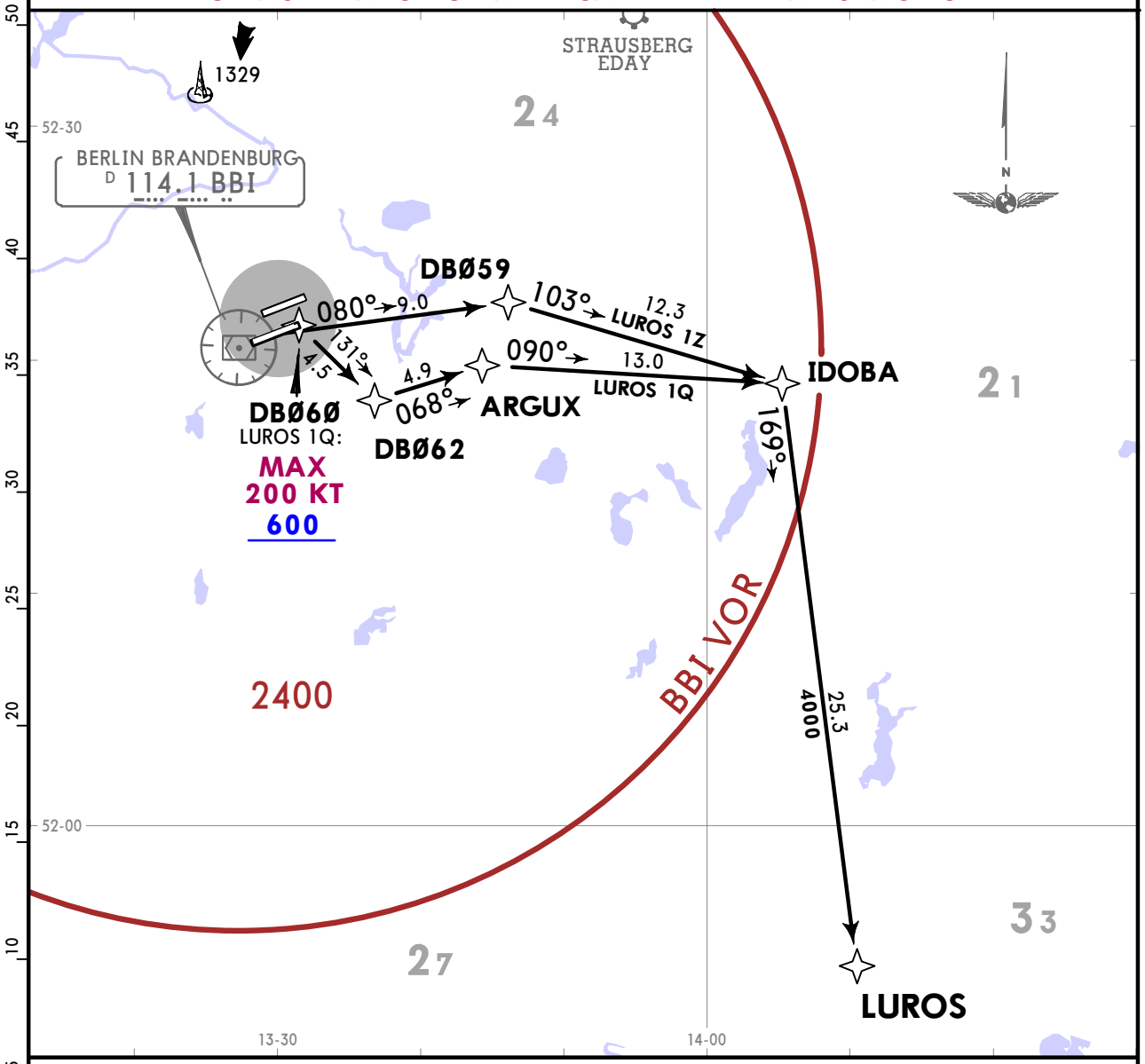
LUROS 1Q [LURO1Q], LUROS 1Z [LURO1Z]
RNAV DEPARTURES (OVERLAY 20-3L4)
(RWY 07R)

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



LUROS 1Q
This SID requires a minimum climb gradient of
490 per NM (8.0%) until passing 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

LUROS 1Q: Initial climb clearance **5000**
LUROS 1Z: Initial climb clearance **4000**

SID	ROUTING
LUROS 1Q ❶	DBØ6Ø (K200-; 600+) - DBØ62 - ARGUX - IDOBA - LUROS.
LUROS 1Z By ATC	(600+) - DBØ59 - IDOBA - LUROS.

❶ Noise preferential SID to IDOBA.

CHANGES: Chart reindexed.

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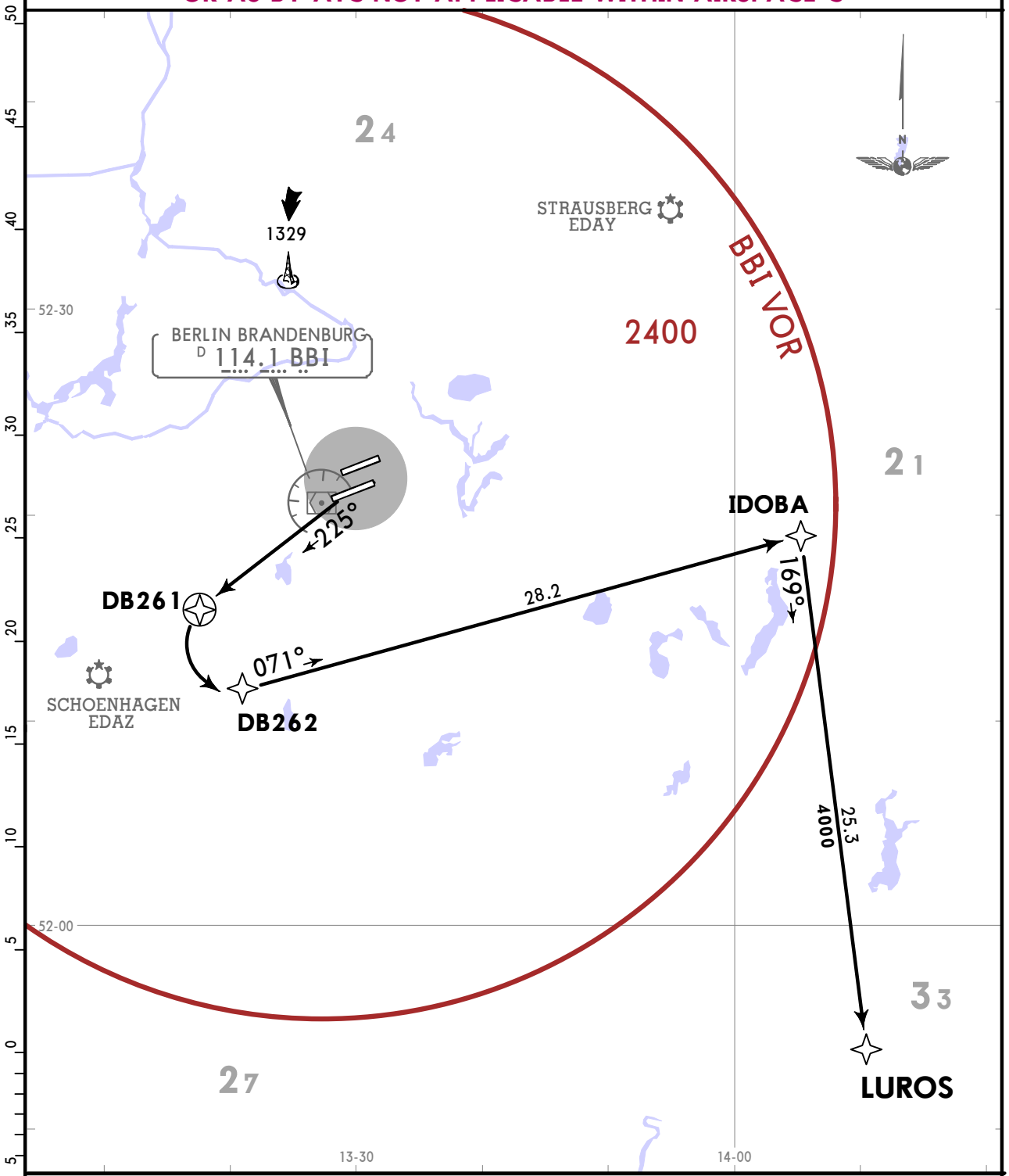
LUROS 1N [LURO1N]
RNAV DEPARTURE (OVERLAY 20-3L5)
(RWY 25L)

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



Initial climb clearance **5000**

ROUTING

(600+) - DB261 - DB262 - IDOBA - LUROS.

CHANGES: Chart reindexed.

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LUROS 1A: Initial climb clearance **5000**
LUROS 1M: Initial climb clearance **4000**

SID	ROUTING
LUROS 1A	(600+) - DB24Ø - DB241 (5000+) - DB242 (K230-) - DB243 (FL095+) - DB244 - GERGA - PINOB - JACOW - DB249 - LUROS.
LUROS 1M	(600+) - DB24Ø - DB247 - VAVIV - IBGAL - BAKPA - ERDUX - GERGA - PINOB - JACOW - DB249 - LUROS.

LUROS 1A
This SID requires a minimum climb gradient of
490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file LUROS 1M.

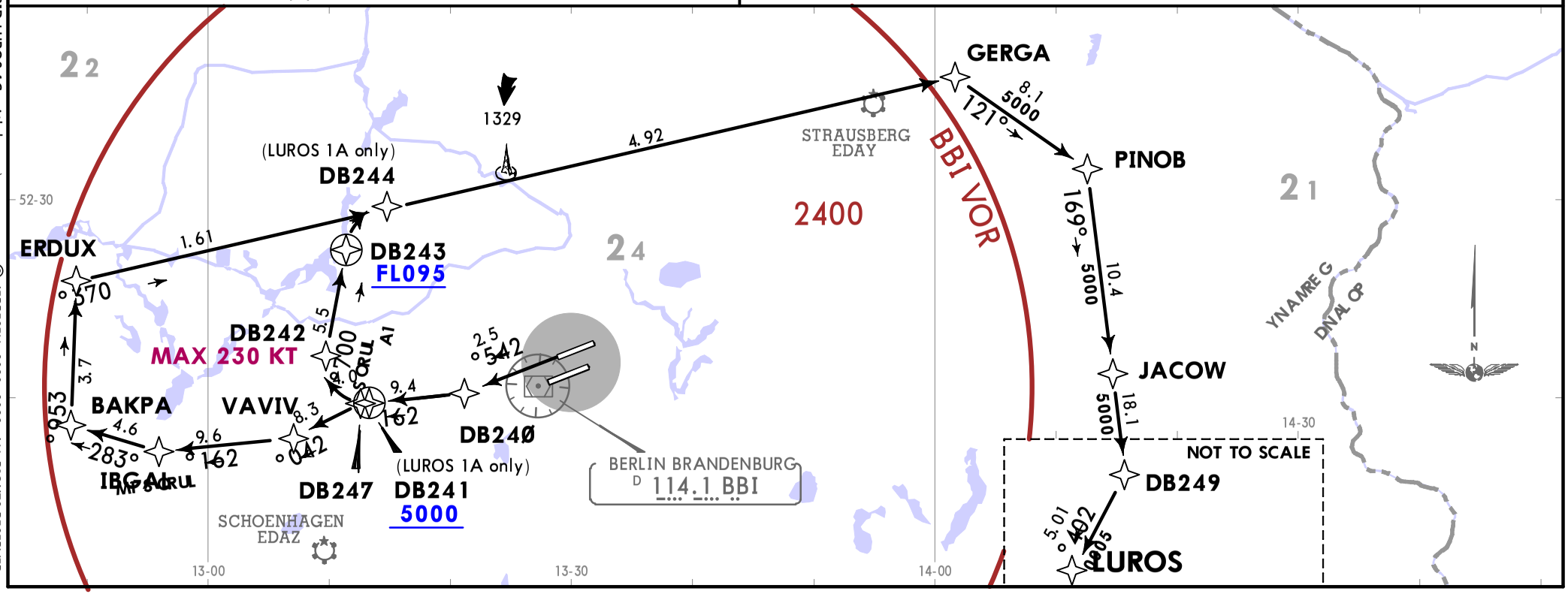
BREMEN Radar (APP) 134.430

Apt Elev 156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

LUROS 1A [LURO1A], LUROS 1M [LURO1M] RNAV DEPARTURES (OVERLAY 20-3L6) (RWY 25R)

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



CHANGES: Chart reindexed (availability; RNAV SID LUROS 1C withdrawn).
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BREMEN Radar (APP) 134.430	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

SUKIP 1B [SUKI1B], SUKIP 1K [SUKI1K] RNAV DEPARTURES (OVERLAY 20-3L7) (RWY 07L)

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

Initial climb clearance **5000**

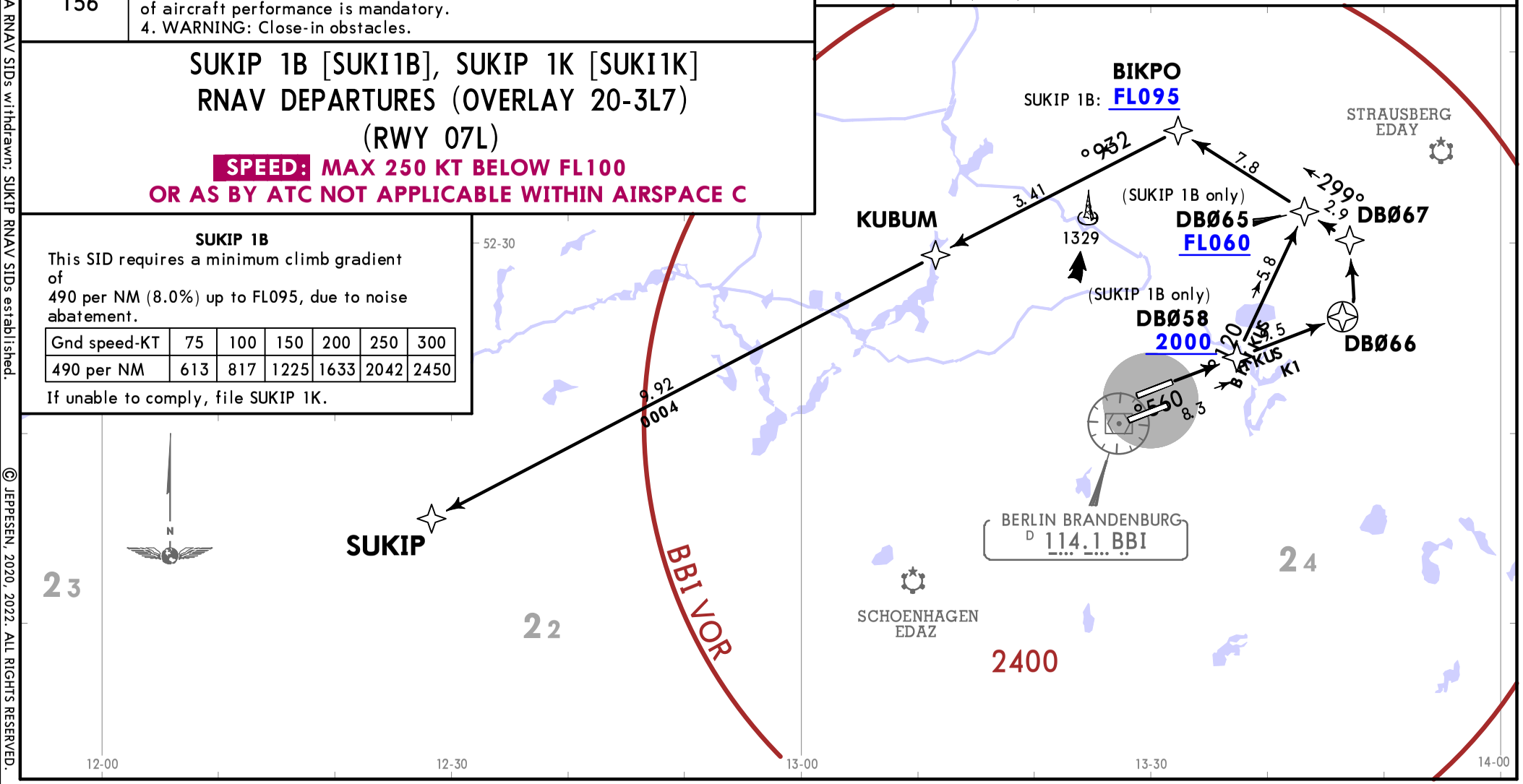
SID	ROUTING
SUKIP 1B	(600+) - DBØ58 (2000+) - DBØ65 (FL060+) - BIKPO (FL095+) - KUBUM - SUKIP.
SUKIP 1K	(600+) - DBØ66 - DBØ67 - BIKPO - KUBUM - SUKIP.

SUKIP 1B

This SID requires a minimum climb gradient of
490 per NM (8.0%) up to FL095, due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
490 per NM	613	817	1225	1633	2042	2450

If unable to comply, file SUKIP 1K.



CHANGES: SOGMA RNAV SIDs withdrawn; SUKIP RNAV SIDs established.
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EDDB/BER
BERLIN BRANDENBURG

JEPPESEN BERLIN BRANDENBURG, GERMANY

18 MAR 22 (20-3X3) Eff 24 Mar

RNAV SID (OVERLAY)

BREMEN Radar (APP) 120.630	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.
Apt Elev 156	

SUKIP 1Q [SUKI1Q], SUKIP 1Z [SUKI1Z] RNAV DEPARTURES (OVERLAY 20-3L8) (RWY 07R)

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

Initial climb clearance **FL080**

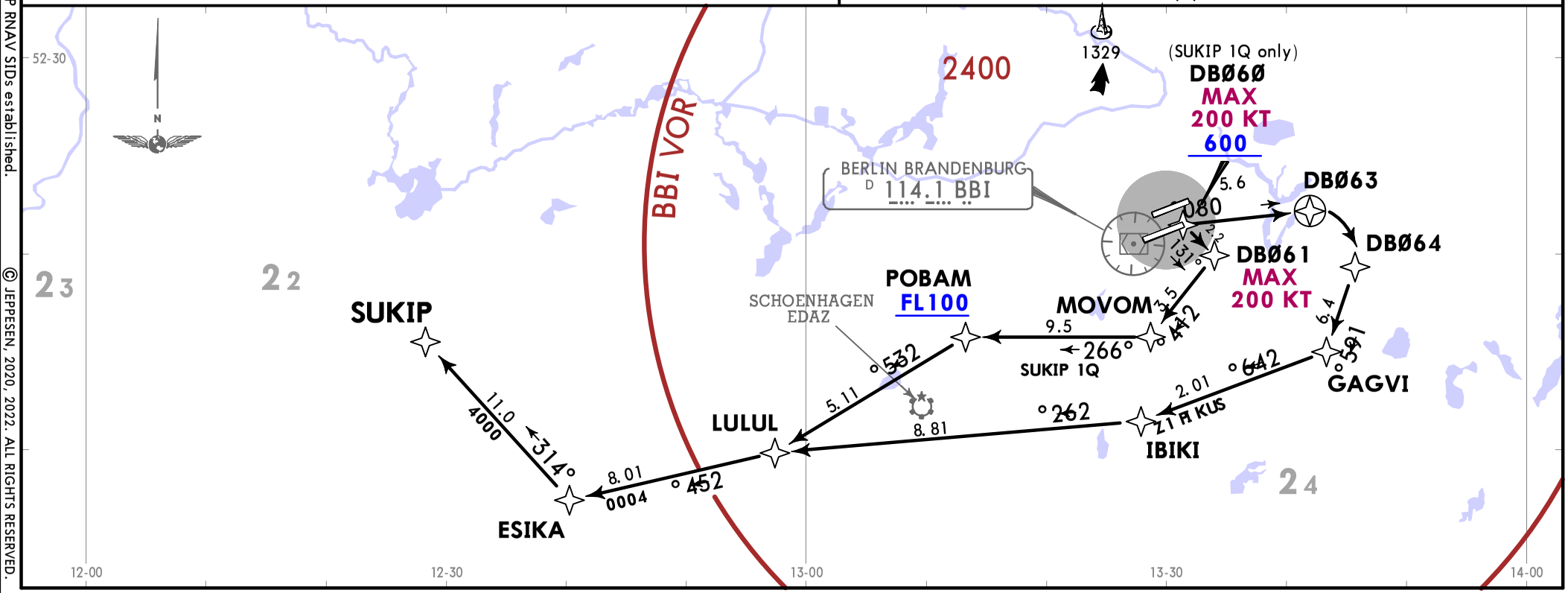
SID	ROUTING
SUKIP 1Q RFL MNM FL120	DBØ6Ø (K200-; 600+) - DBØ61 (K200-) - MOVOM - POBAM (FL100+) - LULUL - ESIKA - SUKIP.
SUKIP 1Z	(600+) - DBØ63 - DBØ64 - GAGVI - IBIKI - LULUL - ESIKA - SUKIP.

SUKIP 1Q

This SID requires a minimum climb gradient of 610 per NM (10.0%) up to FL100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050

If unable to comply, file SUKIP 1Z.



CHANGES: SOGMA RNAV SIDs withdrawn; SUKIP RNAV SIDs established.

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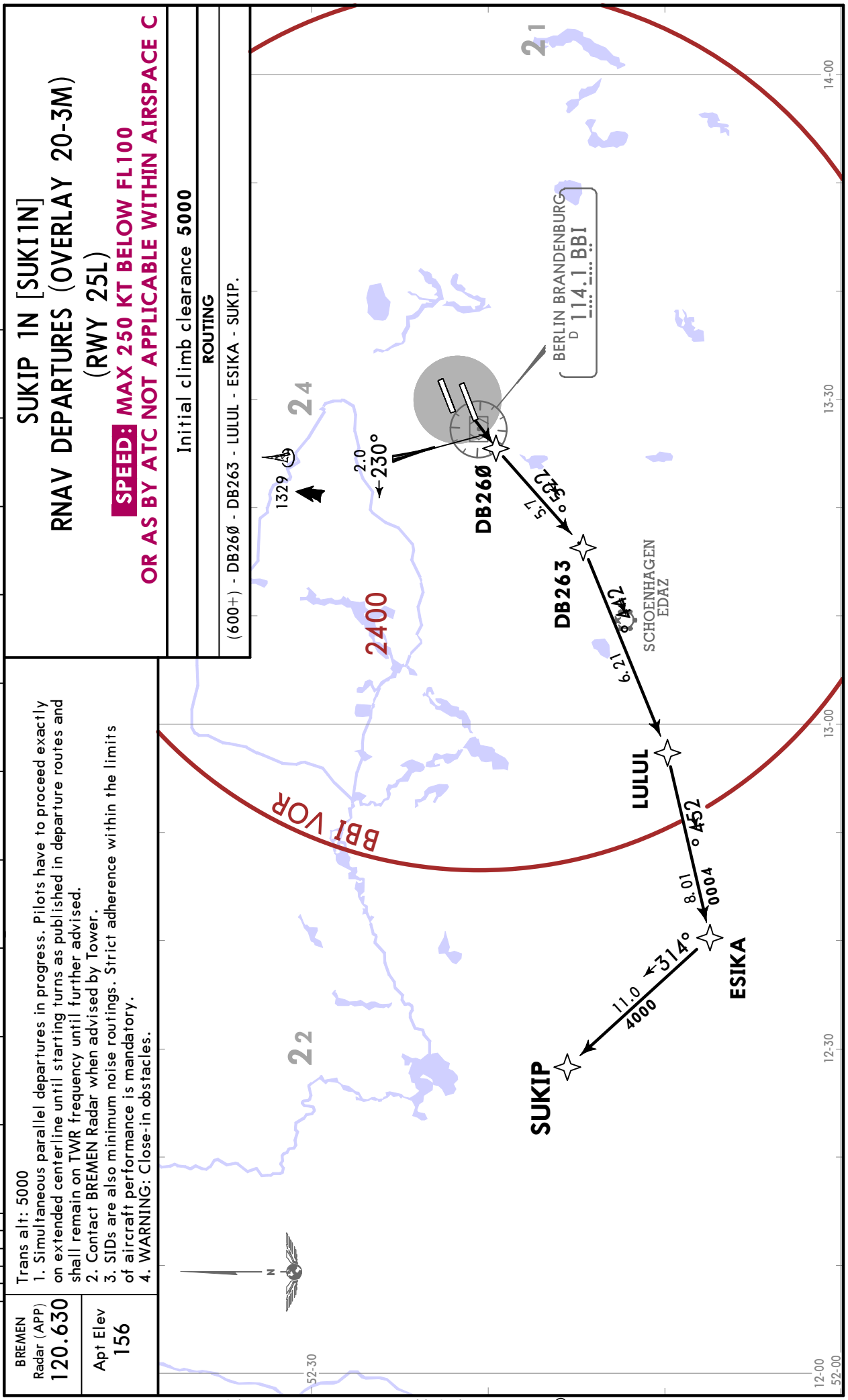
SUKIP 1N [SUKI1N]
RNAV DEPARTURES (OVERLAY 20-3M)
(RWY 25L)

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

Initial climb clearance **5000**

ROUTING

(600+) - DB26Ø - DB263 - LULUL - ESIKA - SUKIP.



BREMEN
Radar (APP)
120.630

Apt Elev
156

Trans alt: 5000
1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.
2. Contact BREMEN Radar when advised by Tower.
3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
4. WARNING: Close-in obstacles.

CHANGES: SOGMA RNAV SIDs withdrawn; SUKIP RNAV SID established.

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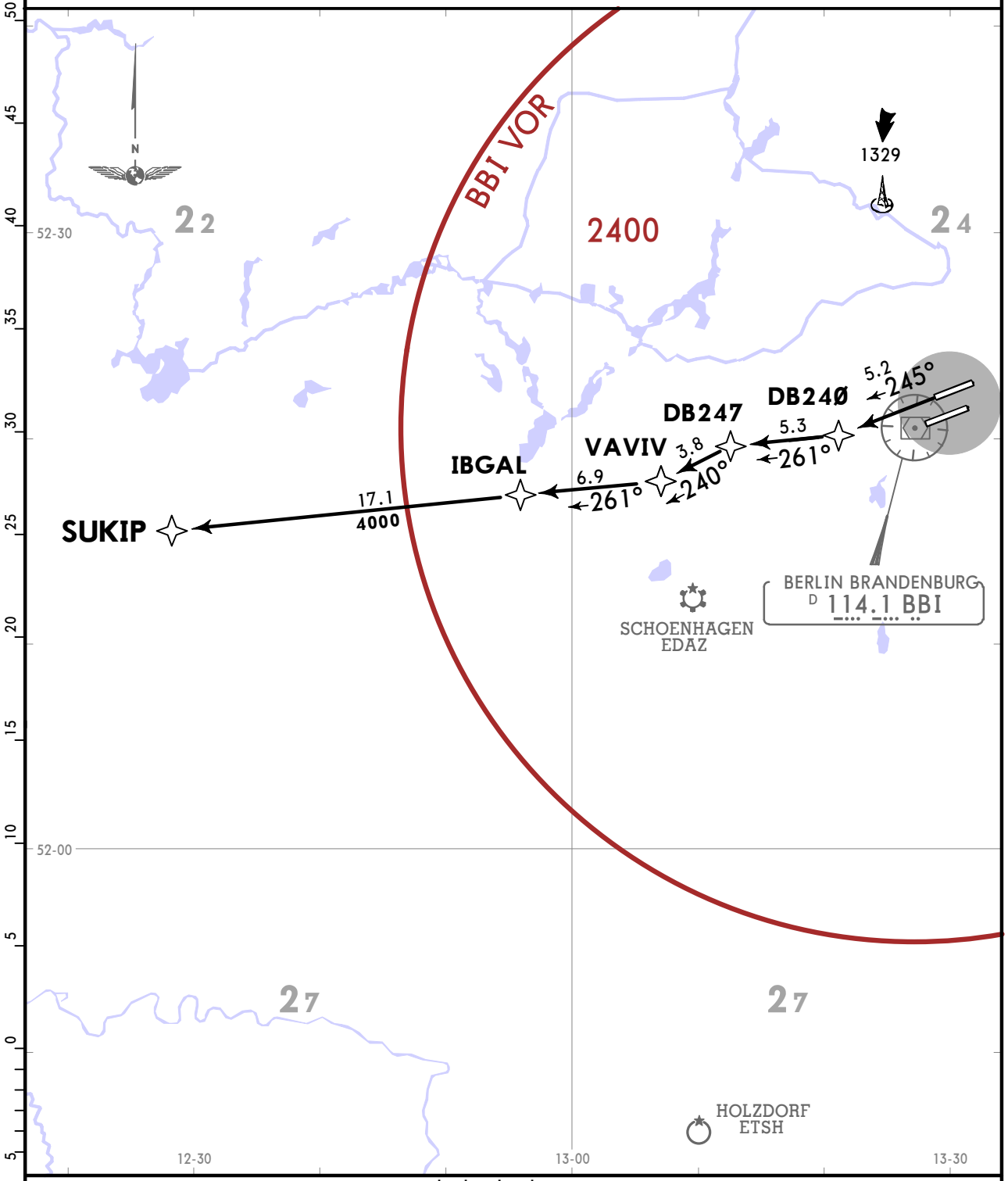
BREMEN Radar (APP) 134.430	Apt Elev 156	Trans alt: 5000 1. Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised. 2. Contact BREMEN Radar when advised by Tower. 3. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 4. WARNING: Close-in obstacles.

SUKIP 1A [SUKI1A]
RNAV DEPARTURES (OVERLAY 20-3N)
(RWY 25R)

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



Initial climb clearance **5000**

ROUTING

(600+) - DB24Ø - DB247 - VAVIV - IBGAL - SUKIP.

CHANGES: SOGMA RNAV SIDs withdrawn; SUKIP RNAV SID established.

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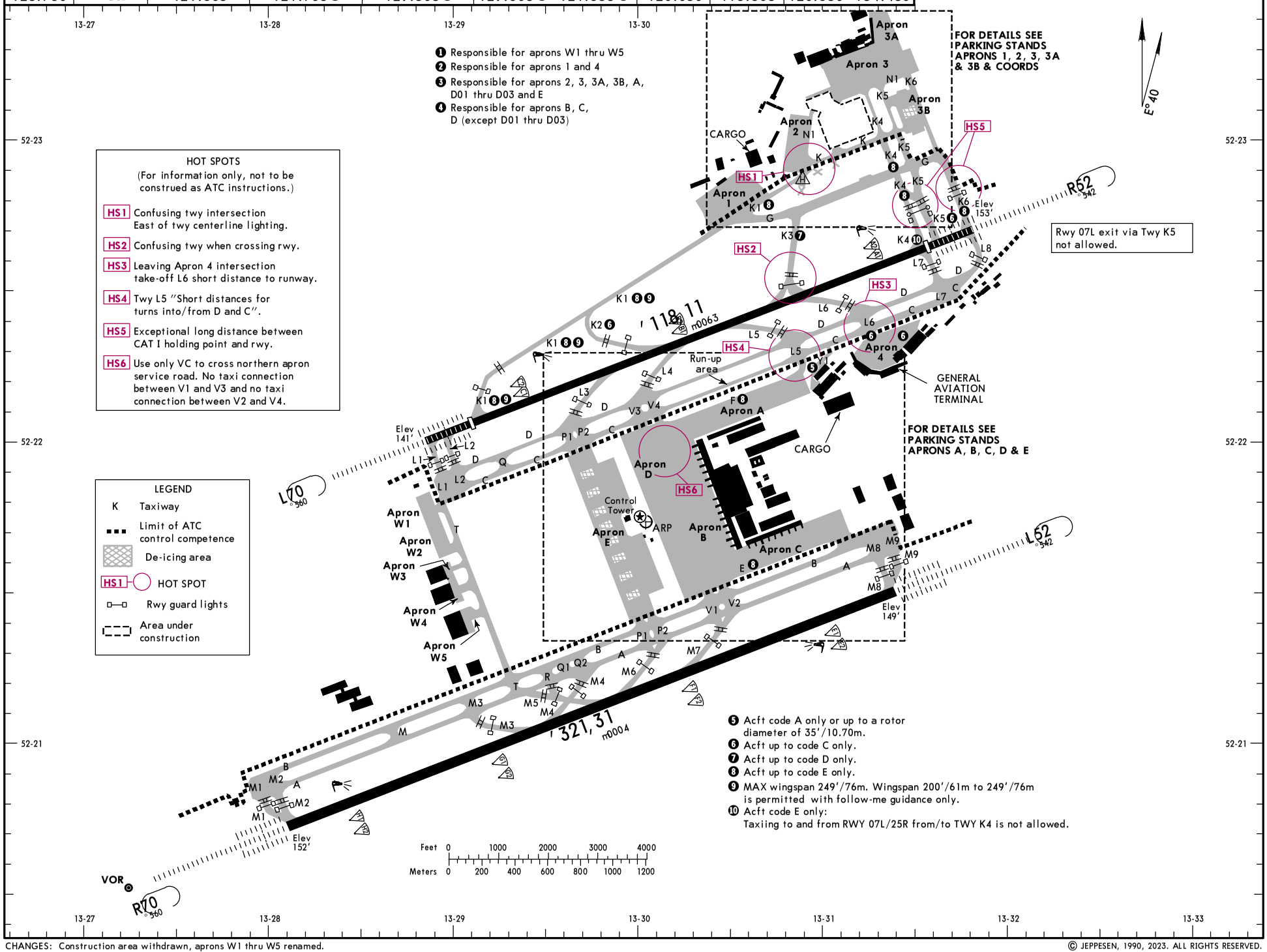
D-ATIS	ACARS: D-ATIS DCL	BERLIN Delivery (Start-up request)	Ground		Apron		Tower Rwy 07L/25R	Tower Rwy 07R/25L	BREMEN Radar (DEP)	
123.780		121.605	121.705❶	129.505❷	129.605❸	121.855❹	120.030	118.805	120.630	134.430



CHANGES: Construction area withdrawn, aprons W1 thru W5 renamed.

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ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07L ❶ 25R	HIRL ❷	CL ❸	ALSF-II	TDZ	PAPI-L(3.0°)	❹ RVR	10,827′ 3300m	9856′ 3004m	❻	148′ 45m
	HIRL ❷	CL ❸	ALSF-II	TDZ	PAPI-L(3.0°)	❺ RVR		9733′ 2967m		

❶ Porous friction coating
❷ spacing 60m ❸ spacing 15m
❹ HST - L5, L6
❺ HST - L3, L4
❻ TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,811′ (3600m)
twy L2 int	11,483′ (3500m)
twy K1 int	10,827′ (3300m)
twy L3 int	8104′ (2470m)
twy K2 int	7054′ (2150m)
twy L4 int	6561′ (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)
twy L7 int	10,827′ (3300m)
twy L6 int	8251′ (2515m)
twy K3 int	7710′ (2350m)
twy L5 int	6775′ (2065m)

07R ❼ 25L	HIRL ❽	CL ❾	ALSF-II	TDZ	PAPI-L(3.0°)	❿ RVR		12,029′ 3666m	⓬	197′ 60m
	HIRL ❽	CL ❾	ALSF-II	TDZ	PAPI-L(3.0°)	⓫ RVR		12,090′ 3685m		

❼ Rwy grooved
❽ spacing 60m ❾ spacing 15m
❿ HST - M4, M6
⓫ HST - M3, M5-R
⓬ TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	13,123′ (4000m)
twy M3 int	8120′ (2475m)
twy M5 int	6594′ (2010m)

RWY 25L:

From rwy head	13,123′ (4000m)
twy M7 int	8907′ (2715m)
twy M6 int	7431′ (2265m)
twy M4 int	5889′ (1795m)

Standard TAKE-OFF

	Low Visibility Take-off					
	[1] 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 C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

[1] RWY 07L, 07R, 25L, 25R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Int TORAs Rwy 07L.

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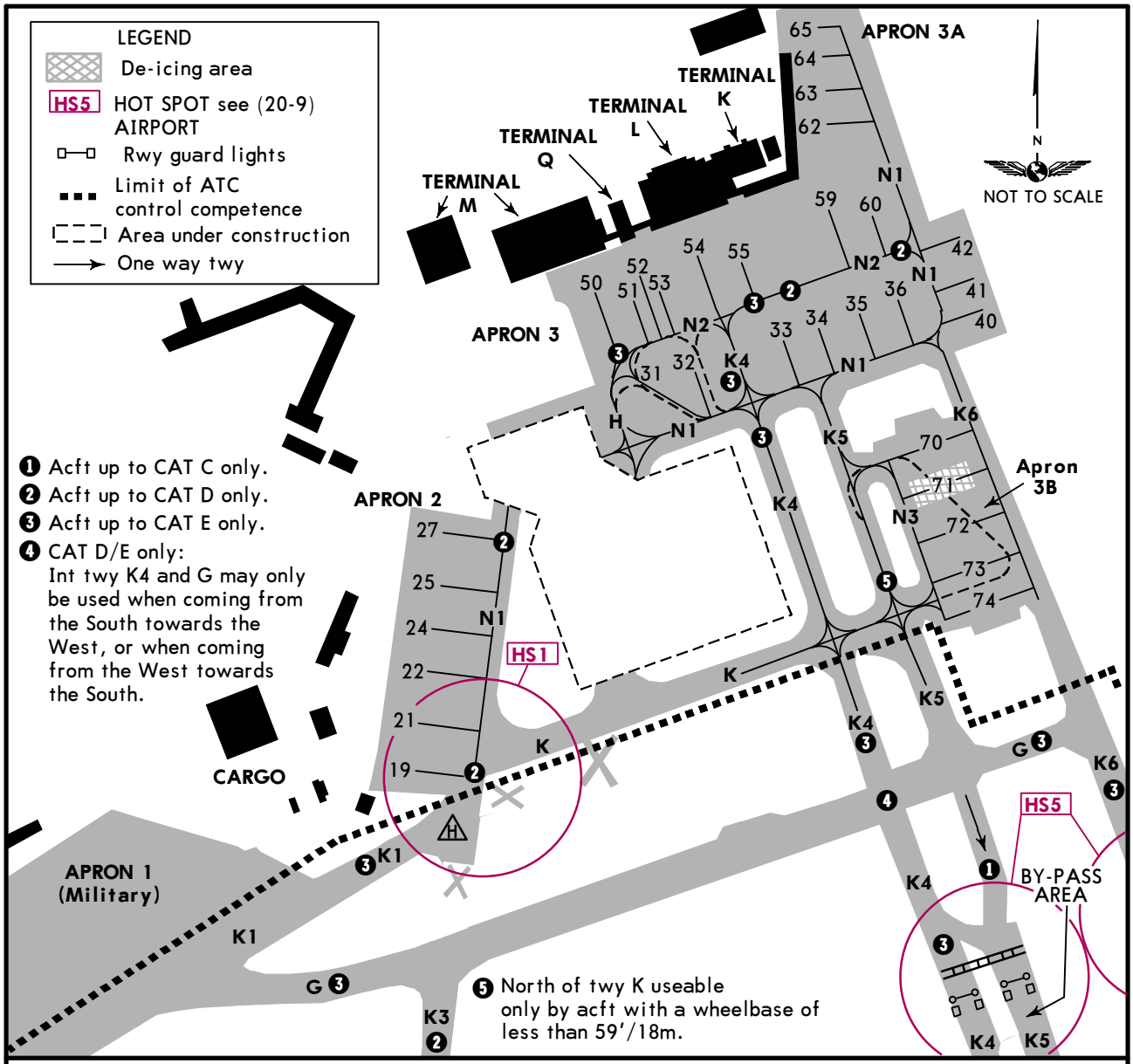

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
19, 21	N52 22.9 E013 30.8	51	N52 23.2 E013 31.1
22 thru 25	N52 23.0 E013 30.8	52, 53	N52 23.3 E013 31.1
27	N52 23.1 E013 30.8	54, 55	N52 23.3 E013 31.2
31	N52 23.2 E013 31.1	59, 60	N52 23.3 E013 31.3
32	N52 23.2 E013 31.2	62 thru 65	N52 23.4 E013 31.3
33 thru 35	N52 23.2 E013 31.3	70, 71	N52 23.1 E013 31.4
36	N52 23.3 E013 31.4	72, 73	N52 23.1 E013 31.5
40	N52 23.2 E013 31.5	74	N52 23.0 E013 31.5
41, 42	N52 23.3 E013 31.5		
50	N52 23.2 E013 31.0		

CHANGES: None.

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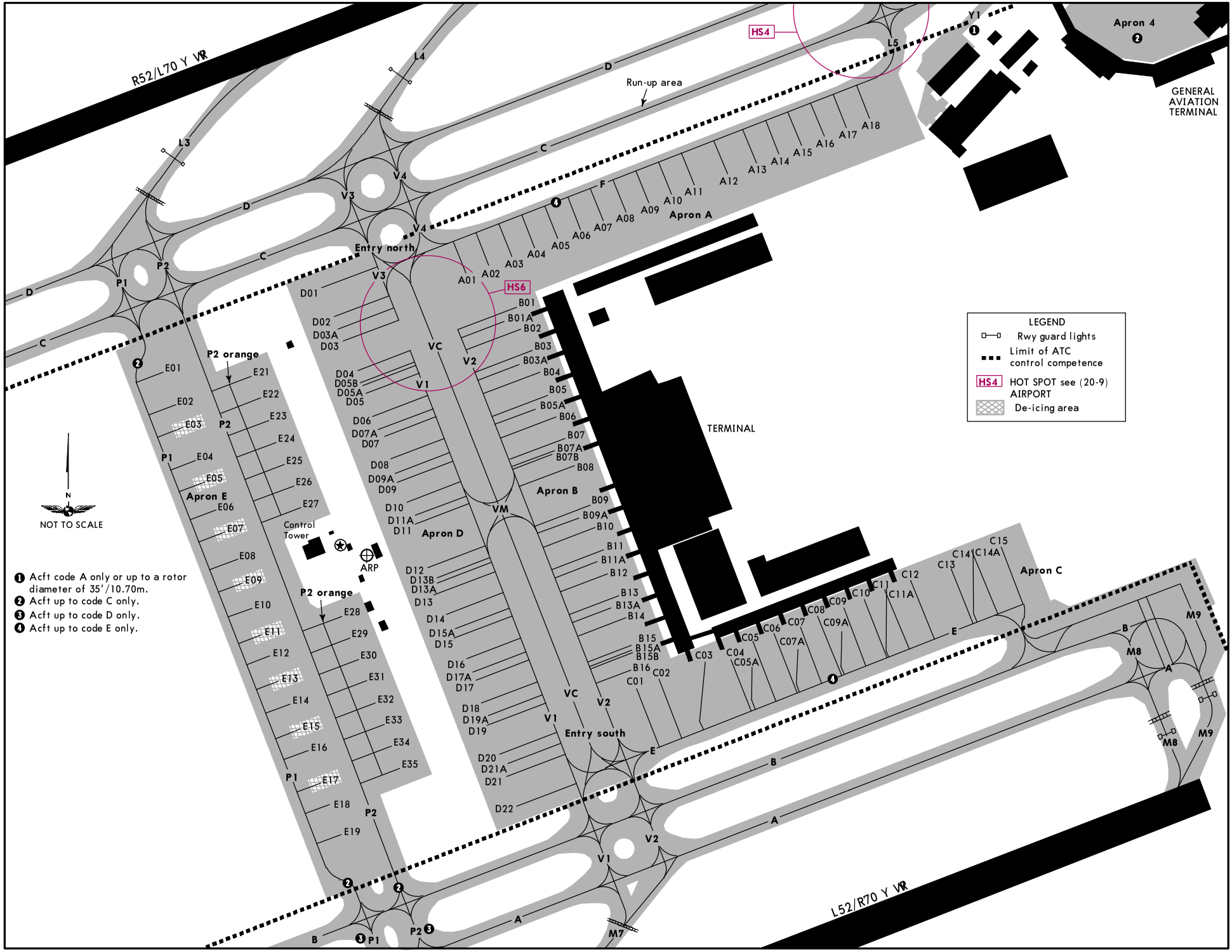

CHANGES: De-ice areas, new stands A13 thru A18.

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INS COORDINATES

STAND No.	COORDINATES
A01	N52 22.0 E013 30.2
A02 thru A04	N52 22.0 E013 30.3
A05 thru A07	N52 22.1 E013 30.4
A08, A09	N52 22.1 E013 30.5
A10 thru A12	N52 22.1 E013 30.6
A13 thru A15	N52 22.1 E013 30.7
A16	N52 22.1 E013 30.8
A17	N52 22.2 E013 30.8
A18	N52 22.2 E013 30.9
B01 thru B02	N52 22.0 E013 30.3
B03 thru B07	N52 21.9 E013 30.3
B07A, B07B	N52 21.9 E013 30.4
B08 thru B11	N52 21.8 E013 30.4
B11A thru B13	N52 21.7 E013 30.4
B13A thru B15B	N52 21.7 E013 30.5
B16 thru C02	N52 21.6 E013 30.5
C03, C04	N52 21.6 E013 30.6
C05 thru C07A	N52 21.7 E013 30.7
C08 thru C10	N52 21.7 E013 30.8
C11 thru C12	N52 21.7 E013 30.9
C13 thru C14A	N52 21.7 E013 31.0
C15	N52 21.8 E013 31.1
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
E21 thru E24	N52 21.9 E013 29.9
E25 thru E27	N52 21.8 E013 29.9
E28, E29	N52 21.7 E013 30.0
E30	N52 21.6 E013 30.0
E31 thru E33	N52 21.6 E013 30.1
E34, E35	N52 21.5 E013 30.1

CHANGES: Stands A13 thru A18 established.

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BERLIN BRANDENBURG, GERMANY
ILS or LOC Rwy 07L

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

LOC IBNE	Final Apch Crs	ODIDO	ILS DA(H)	Apt Elev 156′
110.7	065°	4000′(3856′)	344′(200′)	Rwy 144′

MISSED APCH: Climb on rwy track to MAX 4000′. At D0.8 East of SDD DME (D3.4 BBI) turn LEFT on track 339° climbing to MAX 5000′ and intercept R-280 FWE to OGBER. After passing D39.0 FWE (crossing R-180 LWB) continue climbing to FL080.

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

2400
MSA BBI VOR

LOC (GS out)	IBNE DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3960′	3640′	3320′	3000′	2680′	2370′	2050′	1730′	1410′	1090′	770′

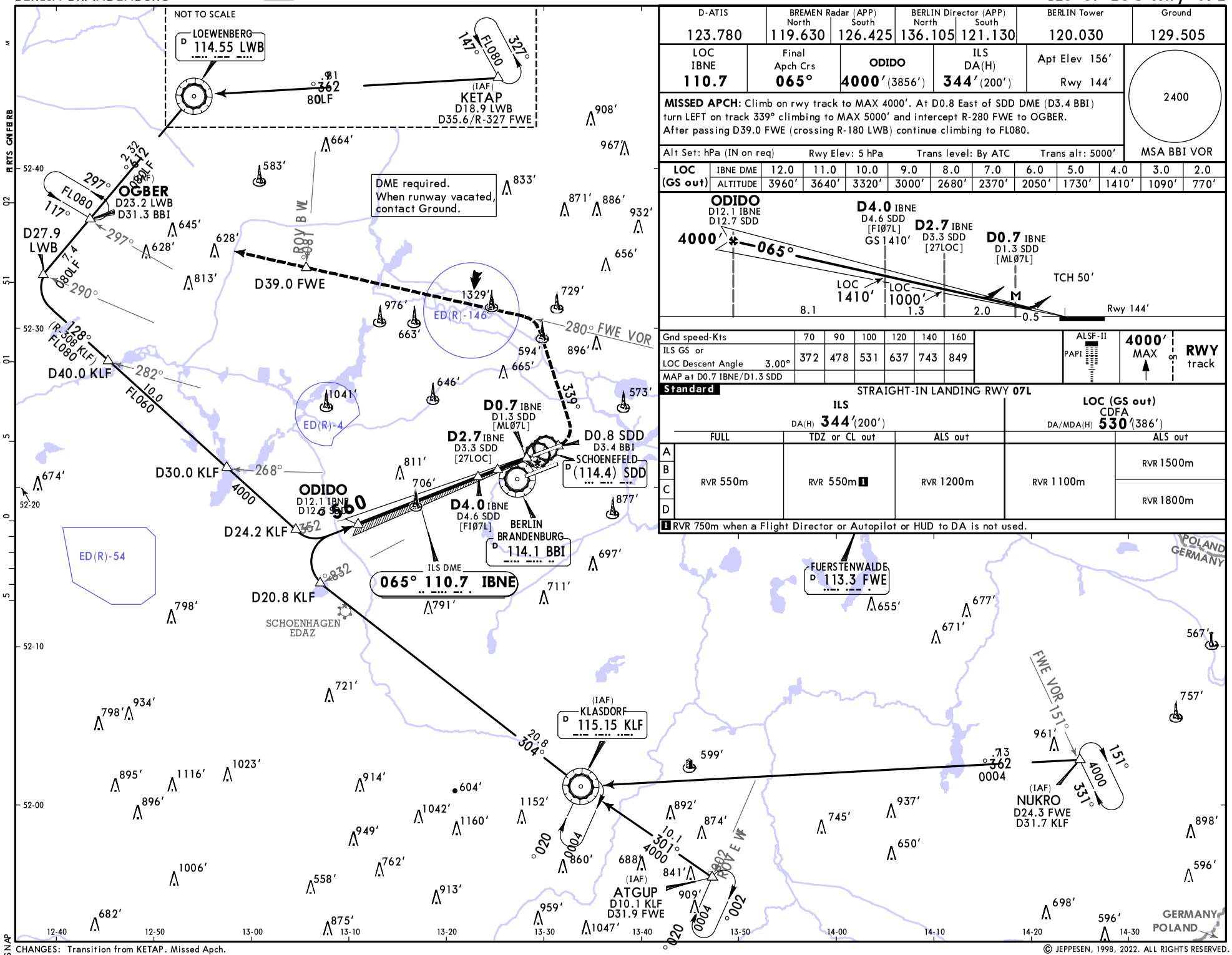
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.7 IBNE/D1.3 SDD						

ALSF-II PAPI 4000′ MAX RWY track

Standard STRAIGHT-IN LANDING RWY 07L

	ILS DA(H) 344′(200′)			LOC (GS out) CDFA DA/MDA(H) 530′(386′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.



CHANGES: Transition from KETAP. Missed Apch.

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JEPPESEN BERLIN BRANDENBURG, GERMANY
CAT II/III ILS Rwy 07L

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

LOC IBNE	Final Apch Crs	ODIDO	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 156′ Rwy 144′
110.7	065°	4000′ (3856′)		

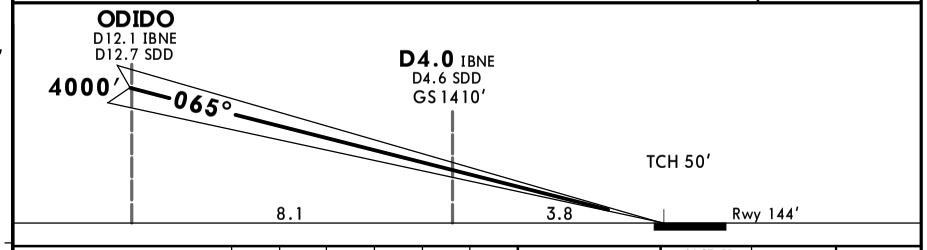
MISSED APCH: Climb on rwy track to MAX 4000′. At D0.8 East of SDD DME (D3.4 BBI) turn LEFT on track 339° climbing to MAX 5000′ and intercept R-280 FWE to OGBER. After passing D39.0 FWE (crossing R-180 LWB) continue climbing to FL080.

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.

2400

MSA BBI VOR



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

ALSF-II PAPI 4000′ MAX on RWY track

Standard STRAIGHT-IN LANDING RWY 07L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 103′ DA(H) 244′ (100′)
RVR 75m	RVR 200m	RVR 300m

NOT TO SCALE

LOEWENBERG D 114.55 LWB

(IAF) KETAP D18.9 LWB D35.6/R-327 FWE

When runway vacated, contact Ground.

OGBER D23.2 LWB D31.3 BBI

D27.9 LWB

D39.0 FWE

D40.0 KLF

D30.0 KLF

D24.2 KLF

D20.8 KLF

ODIDO D12.1 IBNE D12.7 SDD

D4.0 IBNE D4.6 SDD

D0.8 SDD D3.4 BBI

SCHOENEFELD D (114.4) SDD

BERLIN BRANDENBURG D 114.1 BBI

ILS DME 065° 110.7 IBNE

FUERSTENWALDE D 113.3 FWE

(IAF) KLASDORF D 115.15 KLF

(IAF) NUKRO D24.3 FWE D31.7 KLF

(IAF) ATGUP D10.1 KLF D31.9 FWE

ED(R)-146

ED(R)-4

ED(R)-54

SCHOENHAGEN EDAZ

POLAND GERMANY

CHANGES: Transition from KETAP. Missed Apch.

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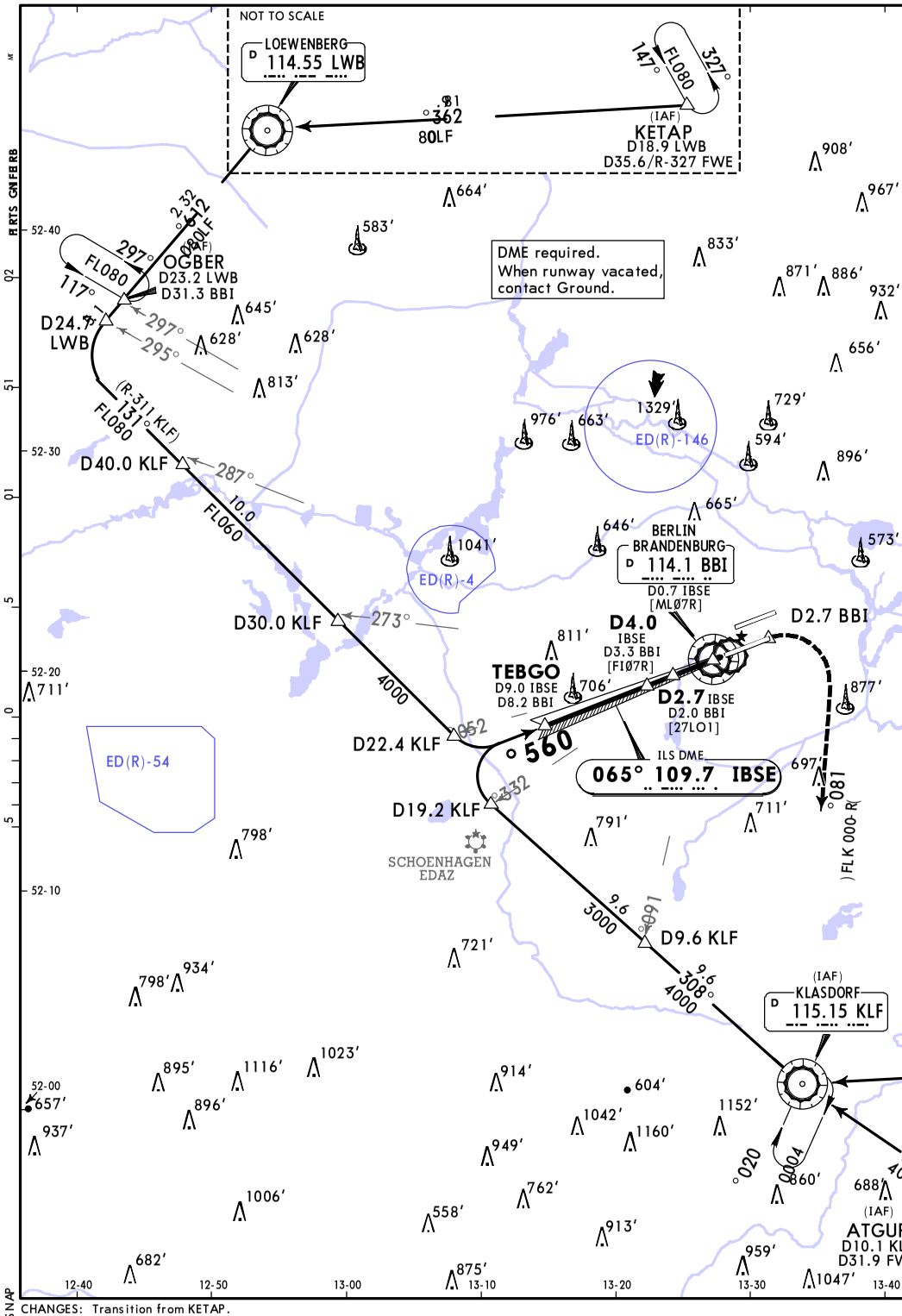


D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

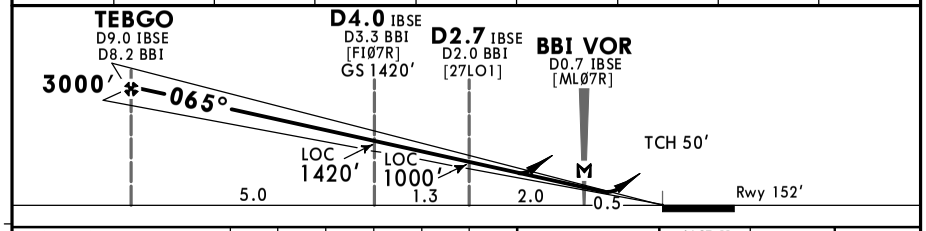
LOC IBSE	Final Apch Crs	TEBGO	ILS DA(H)	Apt Elev 156′
109.7	065°	3000′ (2848′)	352′ (200′)	Rwy 152′

MISSED APCH: Climb on rwy track to MAX 3000′. At D2.7 BBI turn RIGHT on R-000 KLF inbound to KLF VOR, climbing to 4000′.

2400
MSA BBI VOR

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

LOC (GS out)								
IBSE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2690′	2370′	2060′	1740′	1420′	1100′	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 BBI VOR/D0.7 IBSE						

ALSF-II PAPI 3000′ MAX on RWY track

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

	ILS DA(H) 352′ (200′)			LOC (GS out) CDFA DA/MDA(H) 550′ (398′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Transition from KETAP.

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JEPPESEN BERLIN BRANDENBURG, GERMANY
CAT II/III ILS Rwy 07R

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

LOC IBSE	Final Apch Crs	TEBGO	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 156′ Rwy 152′
109.7	065°	3000′(2848′)		

MISSED APCH: Climb on rwy track to MAX 3000′. At D2.7 BBI turn RIGHT on R-000 KLF inbound to KLF VOR, climbing to 4000′.

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

2400
MSA BBI VOR

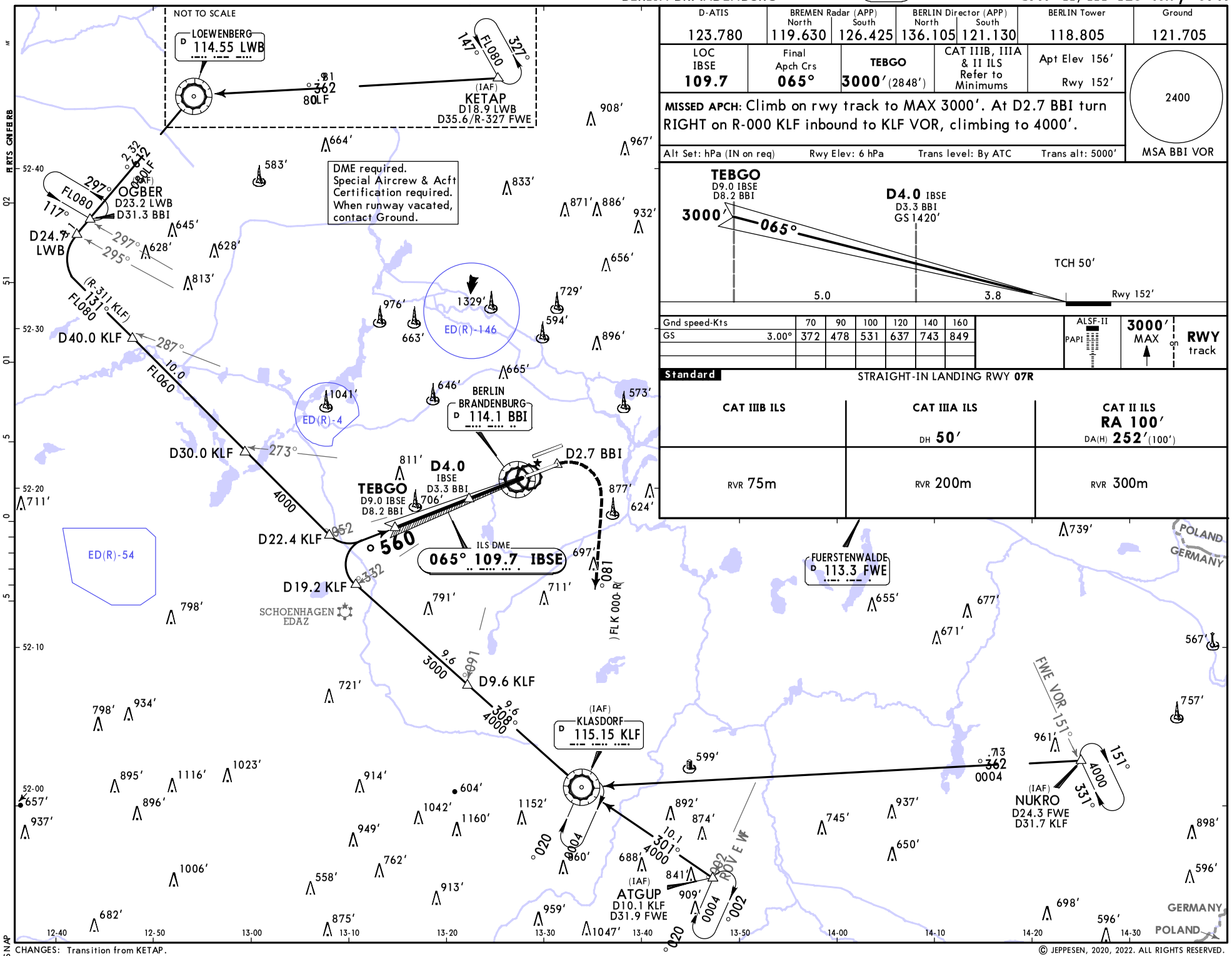
TEBGO
D9.0 IBSE
D8.2 BBI
3000′
065°
D4.0 IBSE
D3.3 BBI
GS 1420′
TCH 50′
5.0
3.8
Rwy 152′

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

ALSF-II
PAPI
3000′ MAX
RWY track

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

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 252′(100′)
RVR 75m	RVR 200m	RVR 300m



CHANGES: Transition from KETAP.

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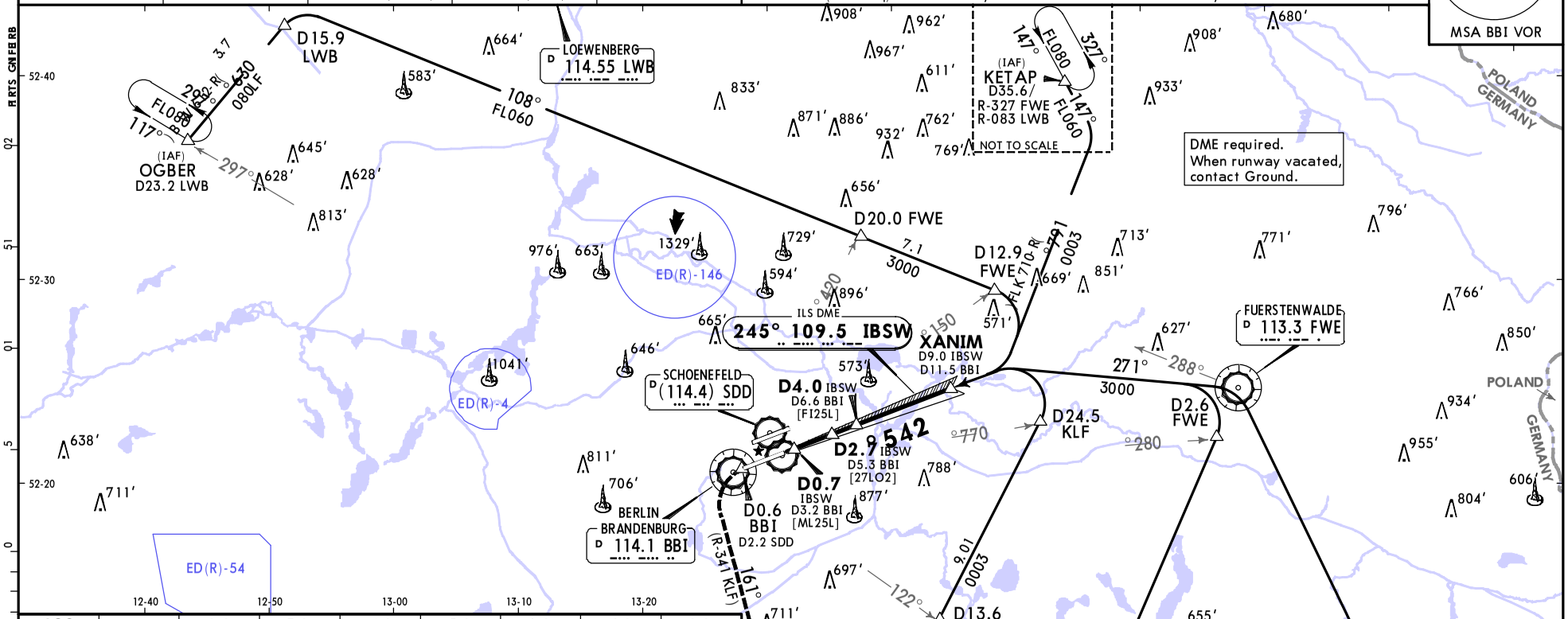
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

LOC IBSW	Final Apch Crs	XANIM	ILS DA(H)	Apt Elev 156′
109.5	245°	3000′ (2851′)	349′ (200′)	Rwy 149′

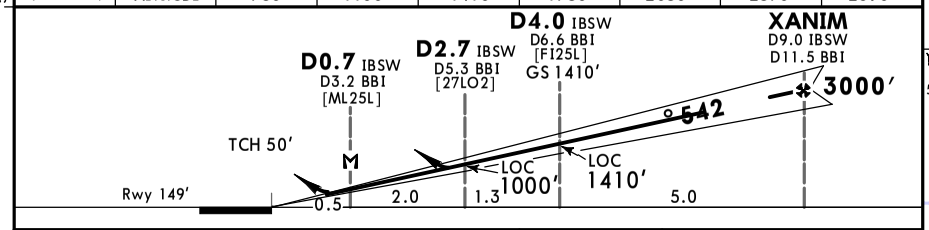
MISSED APCH: Climb on rwy track to MAX 3000′. At D0.6 East of BBI (D2.2 SDD) turn LEFT (MAX 190 KT) on R-341 inbound to KLF VOR, climbing to 4000′.

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

2400
MSA BBI VOR



LOC (GS out)	IBSW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	780′	1100′	1410′	1730′	2050′	2370′	2690′



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 D0.7 IBSW/D3.2 BBI						

ALSF-II
PAPI
3000′ MAX
RWY track

Standard STRAIGHT-IN LANDING RWY 25L

	ILS DA(H) 349′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H) 550′ (401′)	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Transitions from KETAP and OGBER.

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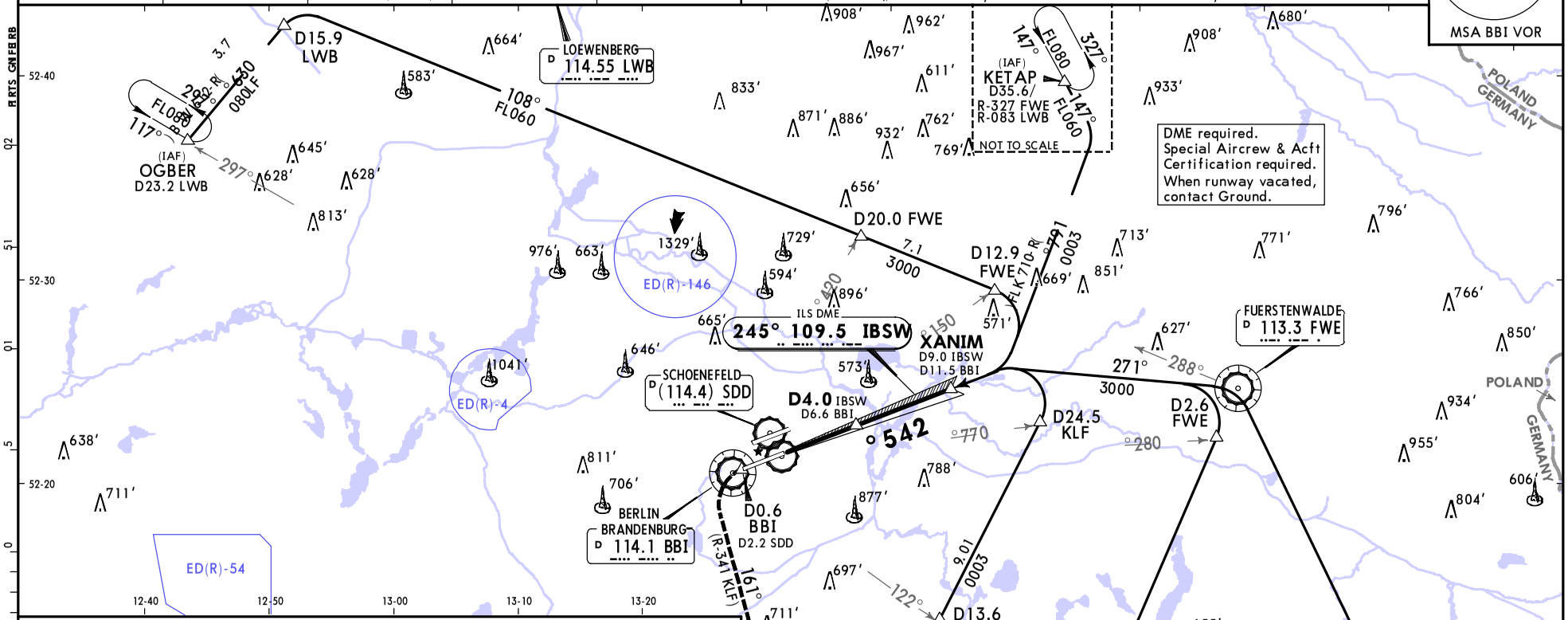
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

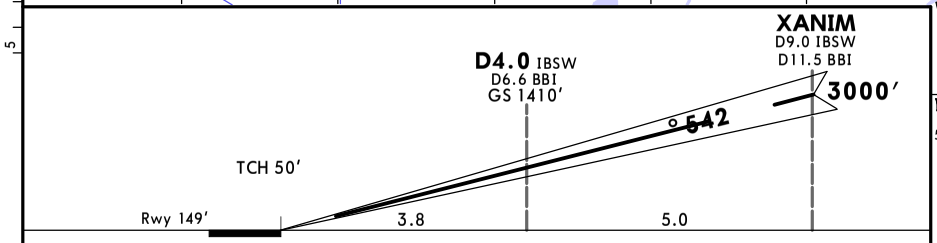
LOC IBSW	Final Apch Crs	XANIM	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 156′
109.5	245°	3000′ (2851′)		Rwy 149′

MISSED APCH: Climb on rwy track to MAX 3000′. At D0.6 East of BBI (D2.2 SDD) turn LEFT (MAX 190 KT) on R-341 inbound to KLF VOR, climbing to 4000′.

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

2400
MSA BBI VOR





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

ALSF-II
PAPI
3000′ MAX
RWY track

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

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 98′ DA(H) 249′ (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Transitions from KETAP and OGBER.

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D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

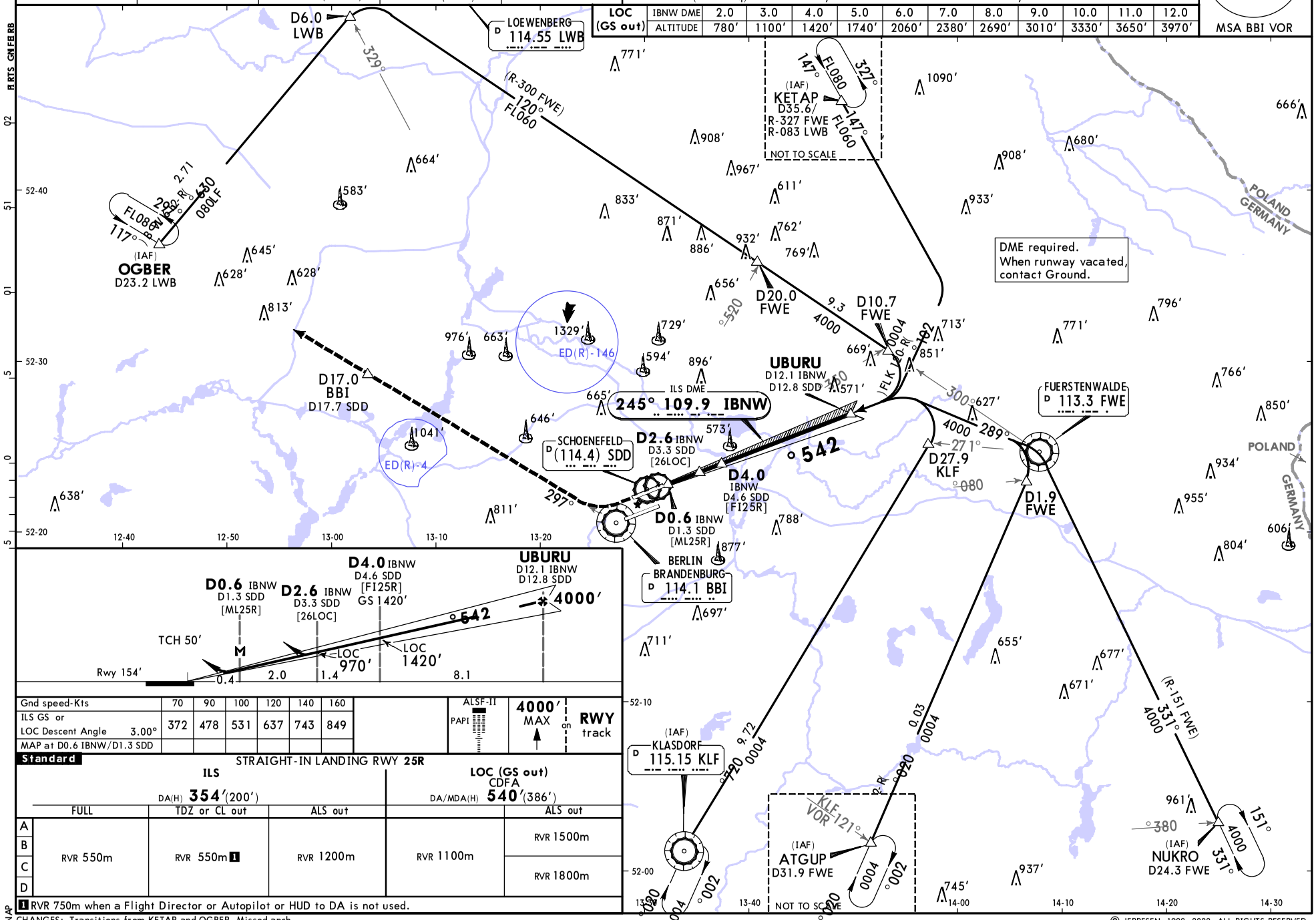
LOC IBNW	Final Apch Crs	UBURU	ILS DA(H)	Apt Elev 156'
109.9	245°	4000' (3846')	354' (200')	Rwy 154'

MISSED APCH: Climb on rwy track to D0.6 IBNW (D1.3 SDD), MAX 4000', intercept and follow R-297 BBI to OGBER. Continue climbing on R-297 BBI MAX 5000'. After passing D17.0 BBI (D17.7 SDD) continue climbing to FL080.

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	9.0	10.0	11.0	12.0
	ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2690'	3010'	3330'	3650'	3970'

2400
MSA BBI VOR



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/D1.3 SDD						

ALSF-II PAPI 4000' MAX RWY track

Standard STRAIGHT-IN LANDING RWY 25R

	ILS DA(H) 354'(200') FULL	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H) 540'(386')	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Transitions from KETAP and OGBER. Missed apch.

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D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

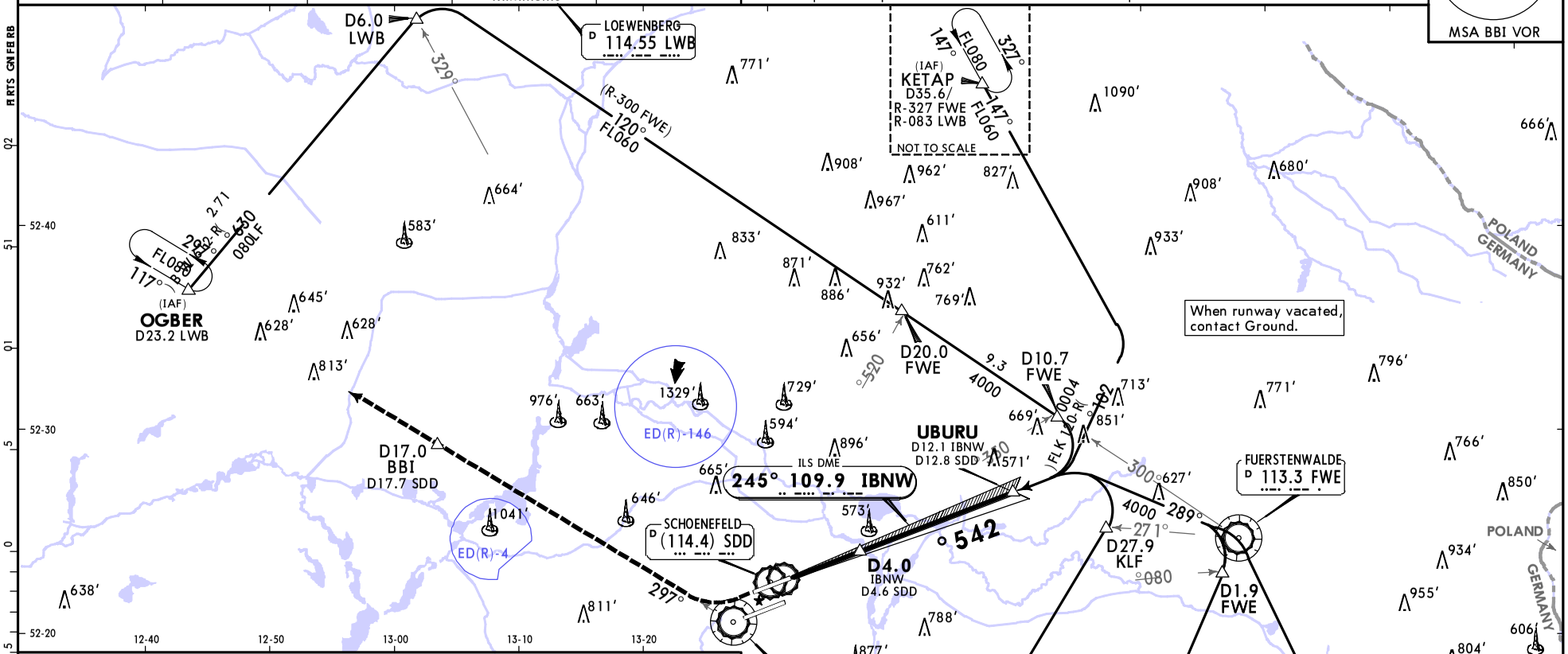
LOC IBNW 109.9	Final Apch Crs 245°	UBURU 4000′ (3846′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 156′ Rwy 154′

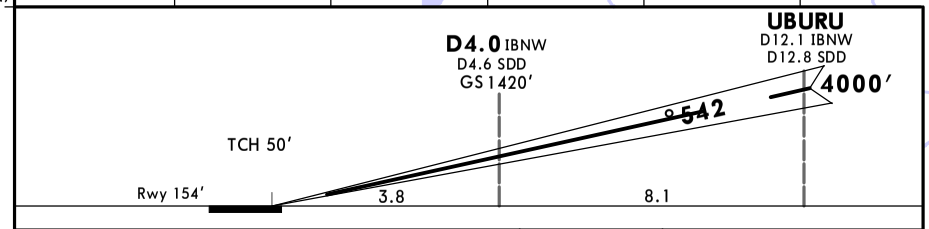
MISSED APCH: Climb on rwy track to D0.6 IBNW (D1.3 SDD), MAX 4000′, intercept and follow R-297 BBI to OGBER. Continue climbing on R-297 BBI MAX 5000′. After passing D17.0 BBI (D17.7 SDD) continue climbing to FL080.

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.

2400
MSA BBI VOR





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

ALSF-II PAPI 4000′ MAX RWY track

Standard STRAIGHT-IN LANDING RWY 25R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 254′(100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Transitions from KETAP and OGBER. Missed apch.

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BERLIN BRANDENBURG, GERMANY
RNP Rwy 07L

D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

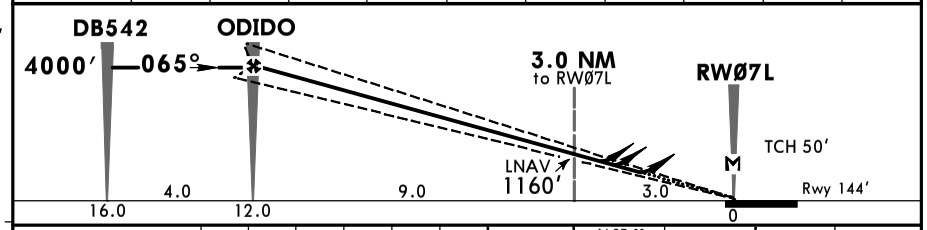
EGNOS	Final Apch Crs	ODIDO	LPV CAT I DA(H)	Apt Elev 156′
Ch 85779 E07A	065°	4000′(3856′)	344′(200′)	Rwy 144′

MISSED APCH: Climb on 065° to DB91Ø and MAX 4000′, then turn LEFT direct to DB915, then turn LEFT on 280° to OGBER, climbing to 5000′.

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

2400
MSA ARP

DIST to RWØ7L	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3700′	3380′	3070′	2750′	2430′	2110′	1790′	1470′	1160′	840′



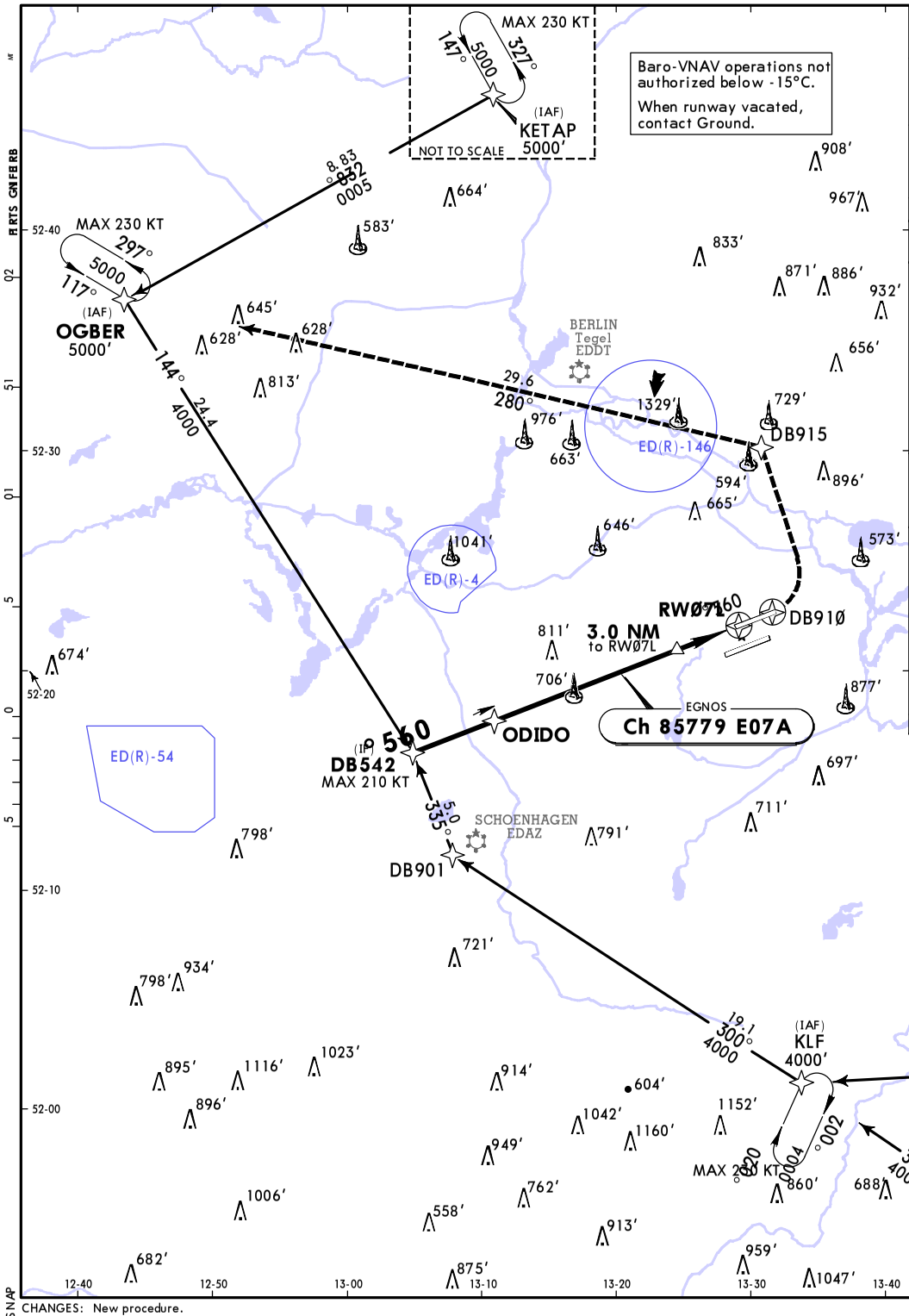
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ7L						

ALSF-II
PAPI
DB91Ø
065°
4000′ MAX

Standard STRAIGHT-IN LANDING RWY 07L

	LPV CAT I			LNAV/VNAV		LNAV CDFA	
	DA(H) 344′(200′)			DA(H) A: 513′(369′) C: 533′(389′) B: 523′(379′) D: 542′(398′)		DA/MDA(H) 630′(486′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A B	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	
C D				RVR 1100m	RVR 1800m	RVR 1500m	RVR 2300m

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.



CHANGES: New procedure.

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D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

EGNOS	Final Apch Crs	TEBGO	LPV CAT I DA(H)	Apt Elev 156′
Ch 96449 E07B	065°	3000′(2848′)	352′(200′)	Rwy 152′

MISSED APCH: Climb on 065° to DB96Ø and MAX 3000′, then turn RIGHT direct to KLF, climbing to 4000′.

2400 — MSA ARP

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

DIST to RWØ7R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2760′	2440′	2120′	1800′	1480′	1160′	850′

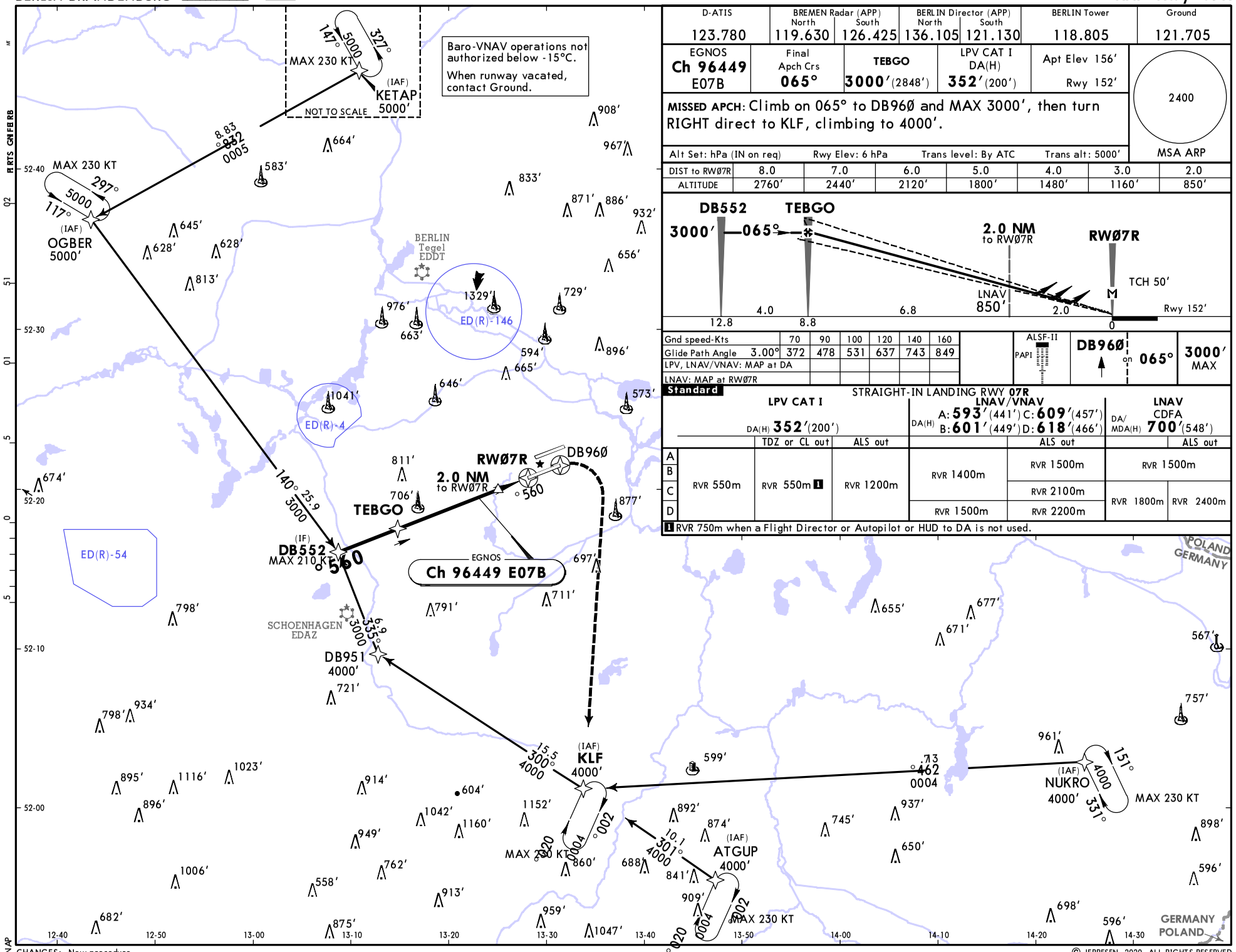
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ7R						

ALSF-II PAPI — DB96Ø — 065° — 3000′ MAX

Standard STRAIGHT-IN LANDING RWY 07R

	LPV CAT I			LNAV/VNAV		LNAV CDFA	
	DA(H) 352′(200′)			DA(H) A: 593′(441′) B: 601′(449′) C: 609′(457′) D: 618′(466′)		DA/MDA(H) 700′(548′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	
B							
C					RVR 2100m	RVR 1800m	RVR 2400m
D				RVR 1500m	RVR 2200m		

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.



CHANGES: New procedure.

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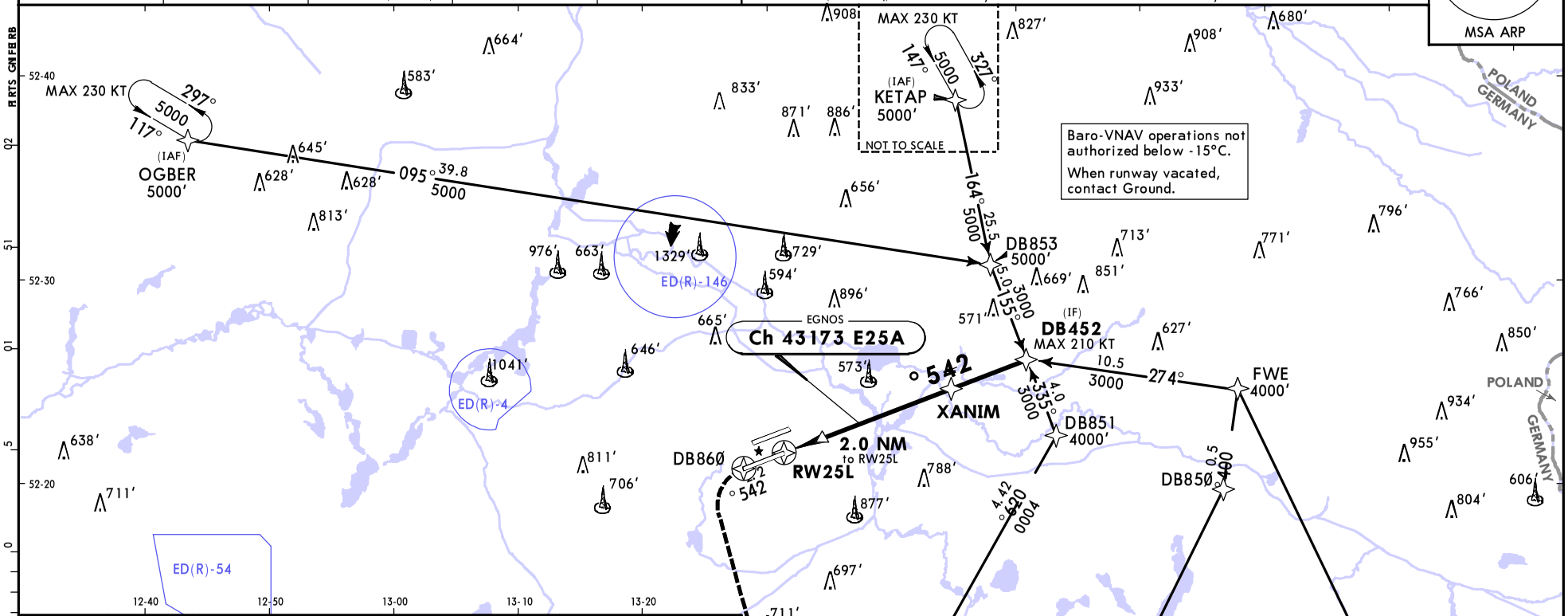
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

EGNOS	Final Apch Crs	XANIM	LPV CAT I DA(H)	Apt Elev 156′
Ch 43173 E25A	245°	3000′(2851′)	349′(200′)	Rwy 149′

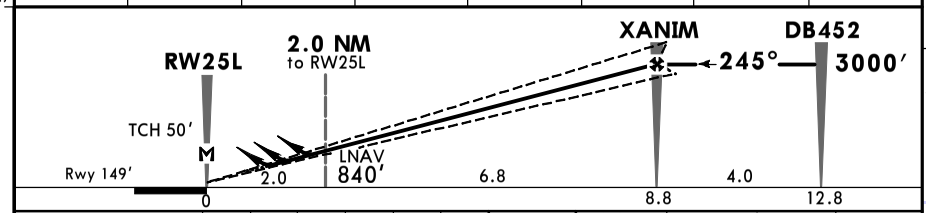
MISSED APCH: Climb on 245° to DB86Ø and MAX 3000′, then turn LEFT (MAX 190 KT) direct to KLF, climbing to 4000′.

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

2400
MSA ARP



DIST to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840′	1160′	1480′	1800′	2120′	2430′	2750′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25L							

ALSF-II
PAPI
DB86Ø on 245° 3000′ MAX

Standard STRAIGHT-IN LANDING RWY 25L

	LPV CAT I DA(H) 349′(200′)			LNAV/VNAV DA(H) A: 414′(265′) B: 424′(275′) C: 445′(296′) D: 531′(382′)		LNAV CDFA DA/MDA(H) 630′(481′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m [2]	RVR 1300m	RVR 1500m	
B							
C				RVR 750m [3]	RVR 1400m	RVR 1500m	RVR 2300m
D				RVR 1100m	RVR 1800m		

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
[2] With TDZ & CL & HUD: RVR 600m. [3] With TDZ & CL & HUD: RVR 650m.

CHANGES: Minimums.

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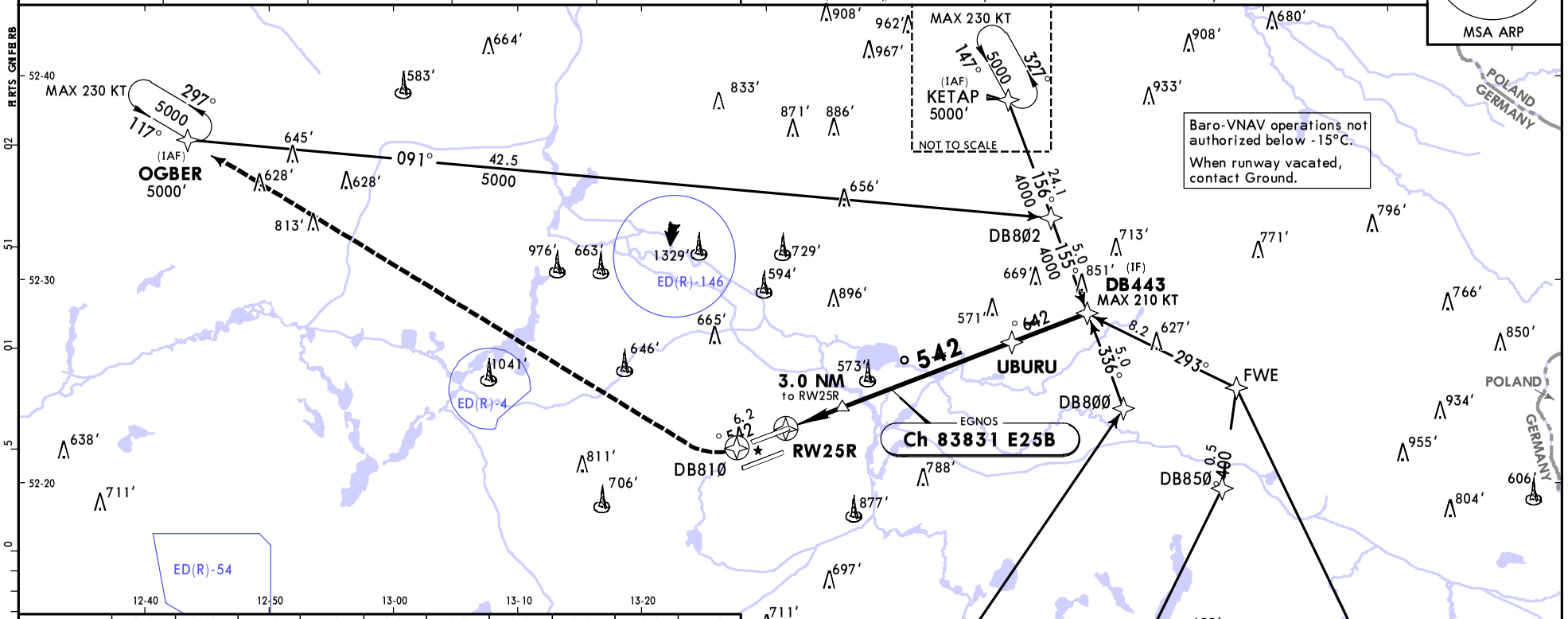
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	120.030	129.505

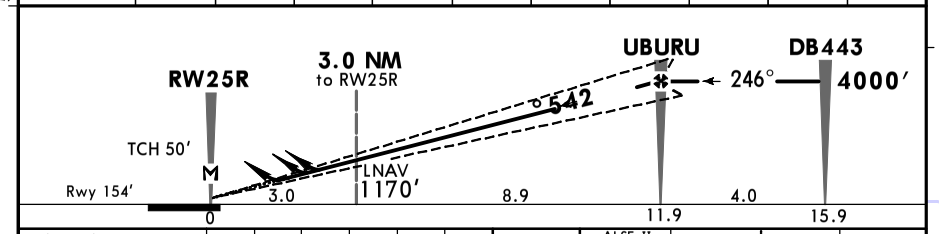
EGNOS	Final Apch Crs	UBURU	LPV CAT I DA(H)	Apt Elev 156′
Ch 83831 E25B	245°	4000′ (3846′)	354′ (200′)	Rwy 154′

MISSED APCH: Climb on 245° to DB81Ø and MAX 4000′, then turn RIGHT direct to OGBER, climbing to 5000′.

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	9.0	10.0	11.0
ALTITUDE	850′	1170′	1480′	1800′	2120′	2440′	2760′	3080′	3390′	3710′



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

ALSF-II | PAPI | DB81Ø | on | 245° | 4000′ MAX

Standard STRAIGHT-IN LANDING RWY 25R

	LPV CAT I			LNAV/VNAV		LNAV CDFA	
	DA(H) 354′(200′)			DA(H) A: 587′(433′) B: 595′(441′) C: 603′(449′) D: 611′(457′)		DA/MDA(H) 690′(536′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m	
B							
C				RVR 1400m	RVR 2100m	RVR 1700m	RVR 2400m
D							

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

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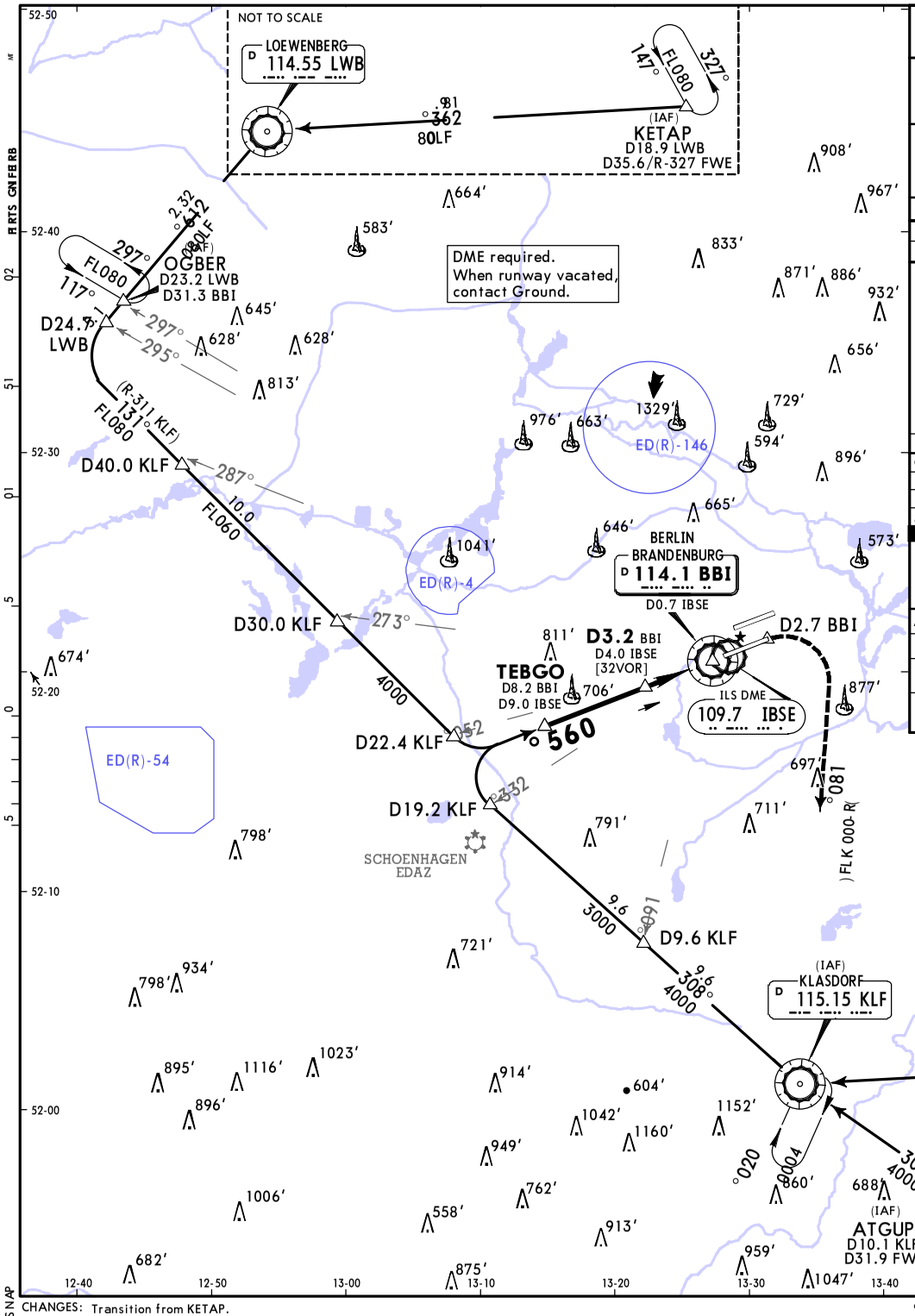


D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

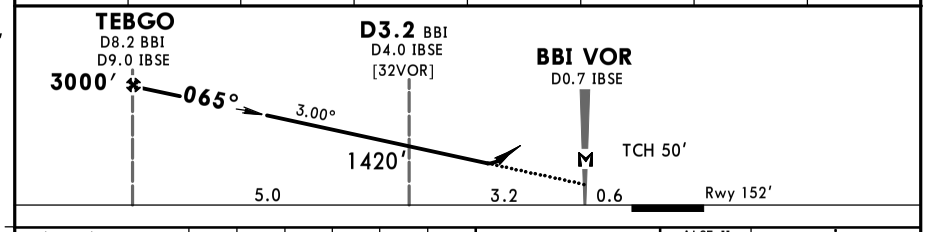
VOR BBI	Final Apch Crs	TEBGO	DA/MDA(H)	Apt Elev 156′ / Rwy 152′
114.1	065°	3000′(2848′)	730′(578′)	

MISSED APCH: Climb on rwy track to MAX 3000′. At D2.7 BBI turn RIGHT on R-000 KLF inbound to KLF VOR, climbing to 4000′.

2400
MSA BBI VOR

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

BBI DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2950′	2630′	2310′	1990′	1670′	1360′	1040′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at BBI VOR/D0.7 IBSE						

ALSF-II PAPI 3000′ MAX on RWY track

Standard STRAIGHT-IN LANDING RWY 07R
CDFA
DA/MDA(H) 730′(578′)
ALS out

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

CHANGES: Transition from KETAP.

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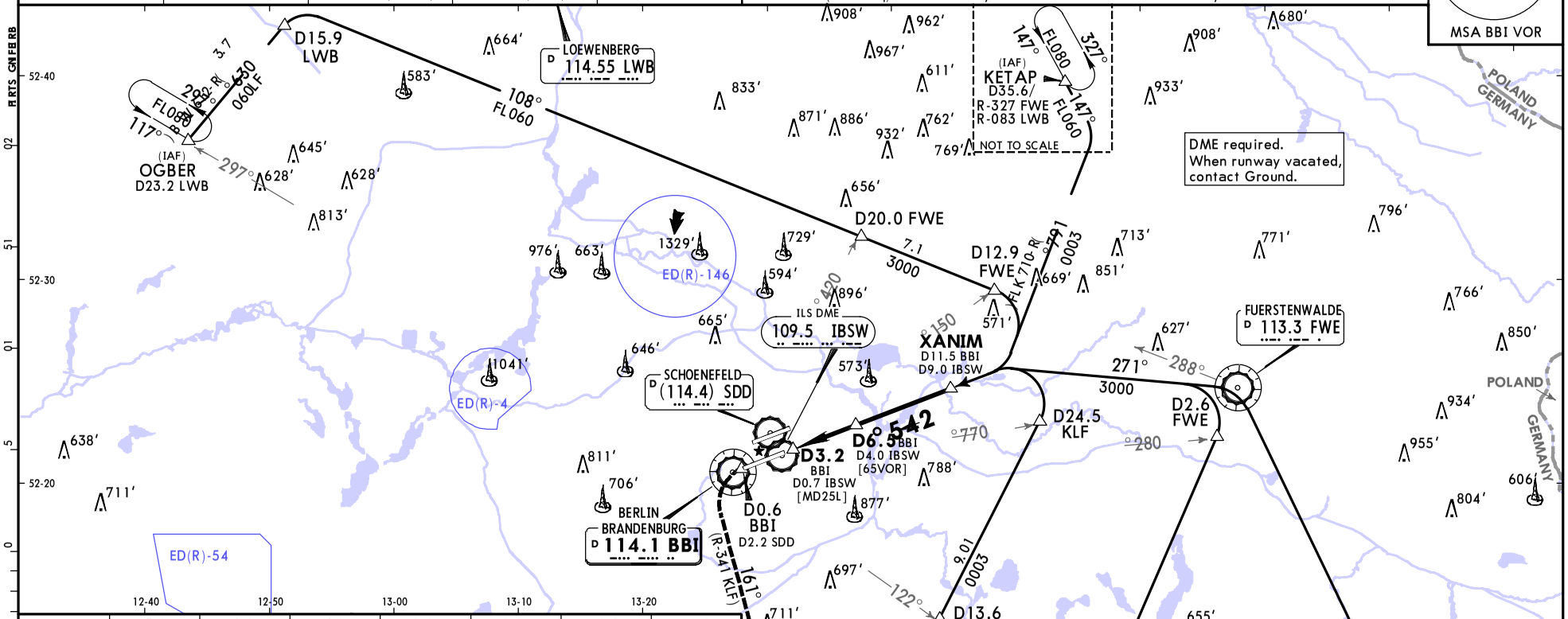
D-ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP) North	BERLIN Director (APP) South	BERLIN Tower	Ground
123.780	119.630	126.425	136.105	121.130	118.805	121.705

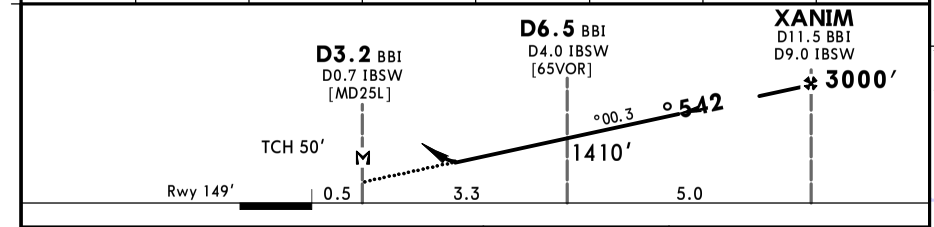
VOR BBI 114.1	Final Apch Crs 245°	XANIM 3000′ (2851′)	DA/MDA(H) 730′ (581′)	Apt Elev 156′ Rwy 149′

MISSED APCH: Climb on rwy track to MAX 3000′. At D0.6 East of BBI (D2.2 SDD) turn LEFT (MAX 190 KT) on R-341 inbound to KLF VOR, climbing to 4000′.

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



BBI DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	940′	1260′	1570′	1890′	2210′	2530′	2850′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.2 BBI/D0.7 IBSW						

ALSF-II
PAPI

3000′ MAX on RWY track

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

CDFA

DA/MDA(H) **730′** (581′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CHANGES: Transitions from KETAP and OGBER.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BERLIN BRANDENBURG, (BERLIN BRANDENBURG - EDDB)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDB

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.