

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDT

Terminal Charts For EDDT

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: BERLIN DEU
ICAO/IATA: EDDT / TXL
Lat/Long: N52° 33.6', E013° 17.3'
Elevation: 122 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0246 Z
Sunset: 1925 Z

Runway Information

Runway: 08L
Length x Width: 9918 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 226 ft

Runway: 08R
Length x Width: 7966 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 109 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 341 ft
Stopway: 207 ft

Runway: 26L
Length x Width: 7966 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 122 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 722 ft
Stopway: 157 ft

Runway: 26R
Length x Width: 9918 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 117 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 223 ft

Communication Information

ATIS: 125.900
ATIS: 112.300
Tegel Tower: 118.850
Tegel Tower: 124.525
Tegel Ground: 136.000 Secondary Military
Tegel Ground: 121.750
Tegel Clearance Delivery: 121.925
Bremen Radar Approach: 119.630 RCO
Bremen Radar Approach: 126.425 RCO
Bremen Radar Approach: 120.630 RCO
Bremen Radar Approach: 119.505 RCO
Berlin Direct (Approach Control Radar): 136.105

EDDT/TXL
TEGELJEPPESSEN
10 MAY 19 10-1PBERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 112.3 125.9

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. LOCAL FLYING RESTRICTIONS

Operation of code letter F ACFT is not permitted at Berlin-Tegel APT. Operation of code letter F ACFT requires a separate permission from Senatsverwaltung for Umwelt, Verkehr und Klimaschutz, Referat IV E, as well as special procedures by the aerodrome operator.

Only jet ACFT licensed in accordance with ICAO Annex 16, Volume 1, Part II, Chapter 3 are permitted to take off and land at the APT.

Exceptions:

- ACFT provably approaching the APT as alternate aerodrome for meteorological, technical or other safety reasons, **and if** Berlin Schoenefeld cannot be approached.
- Take-offs and landings on a mission in disaster or rendering medical aid as well as in other emergency cases.

1.2.2. NIGHT FLYING RESTRICTIONS

Take-offs and landings not permitted between 2300-0600LT.

For delayed take-offs and landings in scheduled air services and scheduled charter services with scheduled times of departure or arrival before 2300LT, an exception to the flying restrictions can be considered granted in cases of provably unavoidable delays until 2400LT.

The unavoidability of the delay must be reported and proven in writing in each individual case to the local Aviation Supervision Authority.

Exceptions:

- Landings of ACFT approaching the APT as alternate aerodrome for provable meteorological, technical or other safety reasons.
- Take-offs and landings on a mission in disaster or rendering medical assistance as well as in other emergency cases.
- ACFT operated in the night airmail service of the "Deutsche Post AG".
- Flight checks conducted by the DFS Deutsche Flugsicherung GmbH as far as required to maintain safety of flight operations.

Exceptions from the above mentioned regulations may be granted in individual cases, especially if required to avoid serious disturbances of air traffic or in cases of special public interest. If appropriate, requests shall be submitted to

Senatsverwaltung fuer Umwelt, Verkehr und Klimaschutz
Oberste Luftfahrt- und Sicherheitsbehoerde des Landes Berlin
Am Koellnischen Park 3
10179 Berlin

Tel.: +49 (0)151 730 32 785

E-Mail: nachtflug-txl@senuvk.berlin.de

EDDT/TXL
TEGELJEPPesen
10 MAY 19 (10-1P1)BERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

Clearances for take-offs during closing times issued by ATC do not include the necessary exceptional permission. As a rule, exceptional permission for night landings during the closing times will not be issued by ATC via radio telephony. Thus, a landing clearance issued by ATC for safety reasons will not include a decision as to the admissibility of a night landing. In case of a landing that is too late or too early (prior to 0600LT) that was not approved by the Aviation Supervision Office, the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify his night landing.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

1.2.4. RUN-UP TESTS OF TURBOJET ENGINES

Between 0600-2200LT run-ups are generally permitted only with the noise suppressor device specified in the APT manual.

Between 2200-2300LT run-ups are permitted with consent of the Aviation Supervision Office if necessary for safety reasons shortly prior to take-off until 2300LT of the same day.

Between 2200-0600LT run-ups are permitted with consent of the Aviation Supervision Office if necessary for safety reasons shortly prior to a take-off early in the morning for urgent maintenance purposes.

1.3. TAXI PROCEDURES

TWY PE/PW gradient 2%. Use extreme CAUTION when taxiing over bridge.

Use CAUTION after landing short distance between RWYs, expect to stop before parallel RWY.

CAT E ACFT, equipped with four engines, may run the outer engines for taxi operations at most in the IDLE position.

CAT D and E ACFT are only permitted to taxi on the apron with Follow-me car.

Taxiing of CAT E ACFT and B767 to stand 66 is permitted via TWY PE southbound only.

ACFT entering stand 10 must follow yellow line accurately to preserve clearance to adjacent apron road.

1.4. PARKING INFORMATION

Stand 40 available for General Aviation.

Docking guidance system available on stands 3 thru 12.

At the pier positions 3 to 12 a stand entry guidance system is provided consisting of the AGNIS (Azimuth Guidance for Nose-In Stands) and the Side Marker Board. The system is designed for interpretation by the pilot in the left-hand seat in neutral seat position.

AGNIS is a two-light-system to guide along the stand centerline showing the correct alignment with two green lights. It does not provide a stopping signal.

The Side Marker Board is located next to the passenger boarding bridge. ACFT specific slats are mounted on a white base board. Upon entering the stand, the green front of the slat is visible. The ACFT reaches the correct stopping position when only the black edge of the slat is visible. When the red back of the slat appears, the ACFT passed the correct stopping position and an immediate stop is mandatory.

EDDT/TXL
TEGEL

5 APR 19

JEPPESEN
10-1P2

BERLIN, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 08L/26R approved for CAT II/III, RWY 26L for CAT II operations, special
aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

From RWY 08L/R:	
Stands 1 thru 6:	RE or SE to SM
Stands 7 thru 9:	RE or SE to SM to PM
Stands 10 thru 12:	RE or SE to SM to PM to PW
Stands 13 thru 19:	RE to SE to PE to PW SE to PE to PW
Stands 20 thru 24:	RE or SE to SM to PM to PW
Stands 25 and 26:	RE or SE to SM to PW
Stands 27 thru 35 and 51 thru 60:	RE or SE to SM
Stands 61 thru 65:	RE to SE to PE SE to PE
From RWY 26L/R:	
Stands 1 thru 6:	RW or SW to SM
Stands 7 thru 9:	RW or SW to SM to PM
Stands 10 thru 26:	RW or SW to SM to PW
Stands 27 thru 35 and 51 thru 60:	RW or SW to SM
Stands 61 thru 65:	RW or SW to SM to PE

ACFT entering stand 10 must follow yellow line accurately to preserve clearance
to adjacent apron road.

EDDT/TXL
TEGEL

5 APR 19

JEPPESEN
10-1P3

BERLIN, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. TAXI PROCEDURES

To RWY 08L/R:	
Stands 1 thru 6:	SM to RW or SW
Stands 7 thru 9:	PM to SM to RW or SW
Stands 10 thru 26:	PW to SM to RW or SW
Stands 27 thru 35 and 51 thru 60:	SM to RW or SW
Stands 61 thru 65:	PE to SM to RW or SW
To RWY 26L/R:	
Stands 1 thru 6:	SM to SE
Stands 7 thru 9:	PM to SM to SE
Stands 10 thru 12:	PW to PM to SM to SE
Stands 13 thru 19:	PW to PE to SE
Stands 20 thru 24:	PW to PM to SM to SE
Stands 25 and 26:	PW to SM to SE
Stands 27 thru 35 and 51 thru 60:	SM to SE
Stands 61 thru 65:	PE to SE

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

- t_i 15 minutes prior to EOBT for unregulated flights.
30 minutes prior to CTOT for ATFM regulated flights.
- t_f 11 minutes prior to EOBT for unregulated flights.
16 minutes prior to CTOT for ATFM regulated flights.
- t₁ 5 minutes

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

Berlin-Tegel ELEV 122' /37m TEGEL TOWER/TURM 124.525* (ge, en) ATIS 125.900 112.300	*VDF
--	------



AREA

BERLIN

GERMANY

10-1VA

09 MAR 18

JEPPESEN

VFR Reporting Points / VFR Meldepunkte

NOVEMBER (Entry/Exit Berlin-Tegel)

Crossing railroad Berliner Ring/Havel-Kanal - Kreuzung Eisenbahn Berliner Ring/Havel-Kanal
N52 36.6 - E013 04.7

PAPA (Entry/Exit Berlin-Tegel)

Highway interchange Pankow (A10/A114) - Autobahndreieck Pankow (A10/A114)
N52 38.7 - E013 25.6

TANGO (Entry/Exit Berlin-Tegel)

NE of Nieder-Neuendorf lake - Nord-Östlich des Nieder-Neuendorfer Sees
N52 38.0 - E013 14.1

SIERRA (Entry/Exit Berlin-Schoenefeld)

Highway crossing Schönefelder Kreuz (A10/A113) - Autobahnkreuz Schönefelder Kreuz (A10/A113)
N52 19.3 - E013 33.4

ECHO 1 (Entry/Exit Berlin-Schoenefeld)

Crossing of highway A10/railroad Berlin-Strausberg - Kreuzung A10/Eisenbahn Berlin-Strausberg
N52 31.4 - E013 43.2

ECHO 2 (Entry/Exit Berlin-Schoenefeld)

N of Rummelsburg lake/railroad station Ostkreuz - Nordspitze des Rummelsburger Sees/Bahnhof Ostkreuz
N52 30.2 - E013 28.3

WHISKEY 1 (Entry/Exit Berlin-Schoenefeld)

Highway exit Potsdam Babelsberg - Autobahnabfahrt Potsdam Babelsberg
N52 22.9 - E013 09.0

WHISKEY 2 (Entry/Exit Berlin-Schoenefeld)

Power plant Lichterfelde - Kraftwerk Lichterfelde
N52 24.8 - E013 18.7

BRAVO (Entry/Exit Berlin-Schoenefeld)

N52 25.9 - E013 25.2

ALEX (Berlin-Schoenefeld)

N52 31.3 - E013 25.1

OSKAR (Berlin-Schoenefeld)

N52 30.4 - E013 15.6

HEL: HOTEL (Entry/Exit Heliport Ahrensfelde)

N52 33.0 - E013 40.5

HEL: ZULU (Entry/Exit Heliport Ahrensfelde)

N52 38.9 - E013 34.1

10-2



EDDT/TXL
TEGEL

JEPPESSEN
7 JUL 17 10-2B

BERLIN, GERMANY

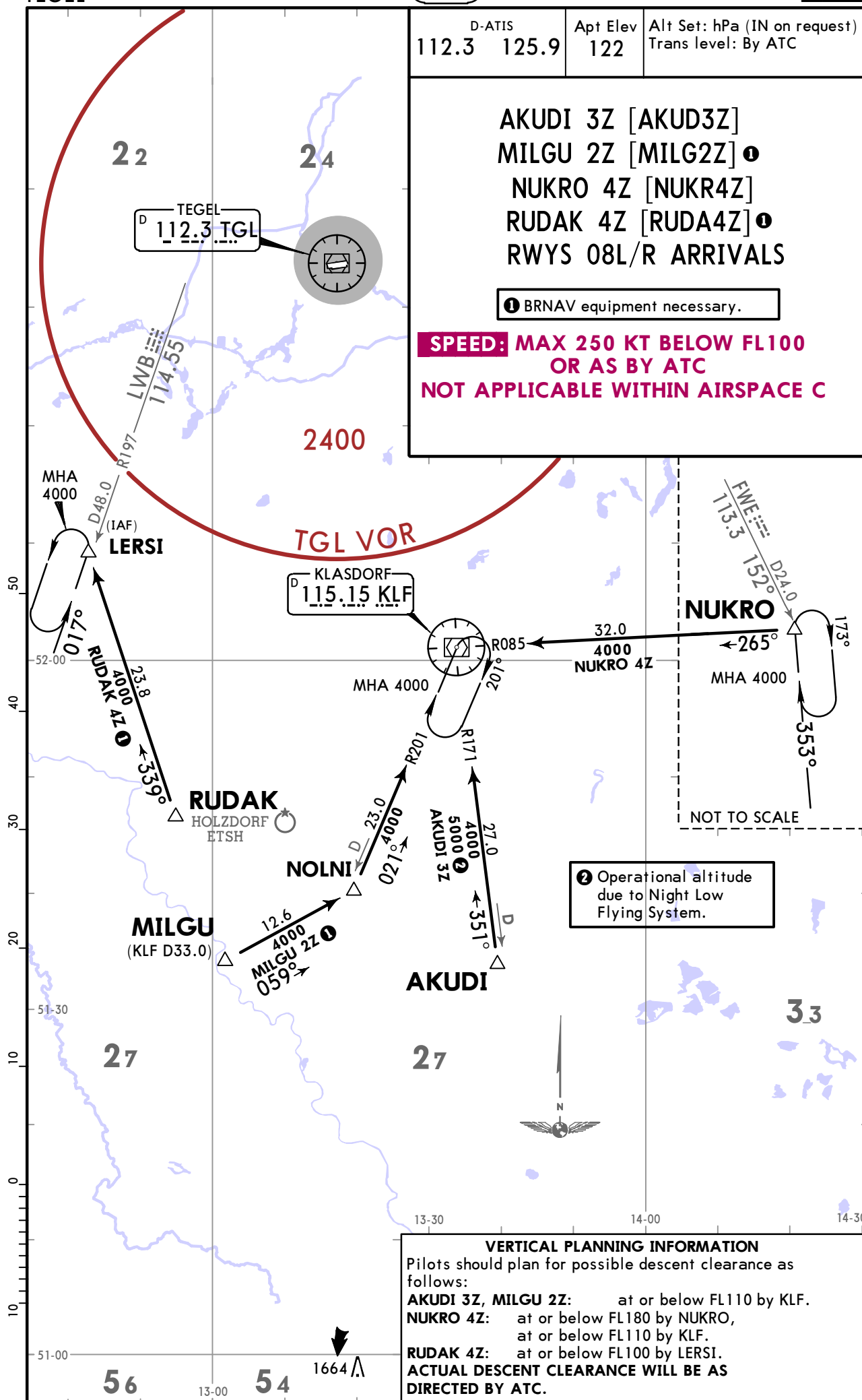
STAR

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

AKUDI 3Z [AKUD3Z]
MILGU 2Z [MILG2Z] ①
NUKRO 4Z [NUKR4Z]
RUDAK 4Z [RUDA4Z] ①
RWYS 08L/R ARRIVALS

① BRNAV equipment necessary.

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



EDDT/TXL
TEGEL

JEPPESSEN
7 JUL 17 10-2C

BERLIN, GERMANY

STAR

D-ATIS
112.3 125.9

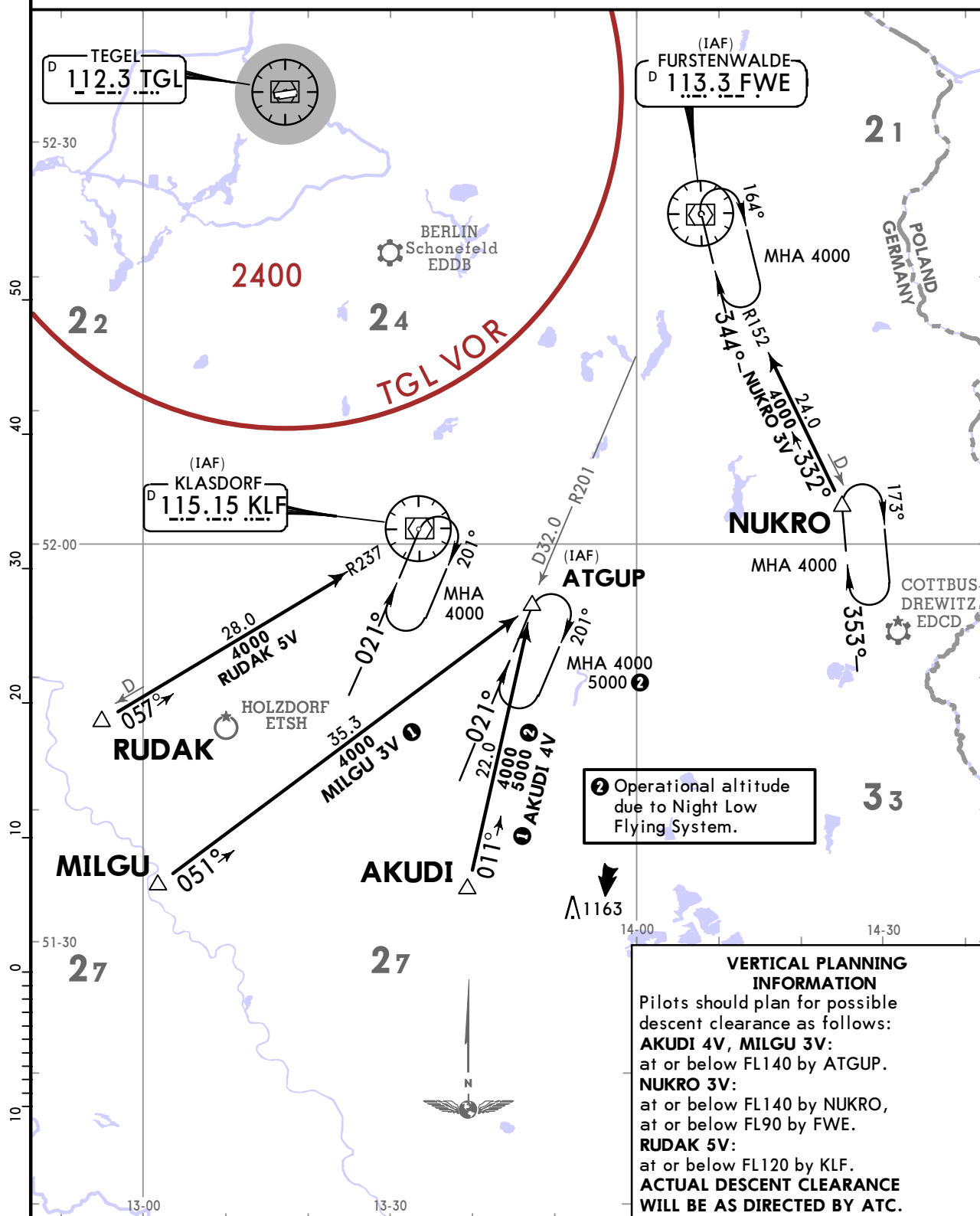
Apt Elev
122

Alt Set: hPa (IN on request)
Trans level: By ATC

AKUDI 4V [AKUD4V] ①, MILGU 3V [MILG3V] ①
NUKRO 3V [NUKR3V], RUDAK 5V [RUDA5V]
RWYS 26L/R ARRIVALS

① BRNAV equipment necessary.

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

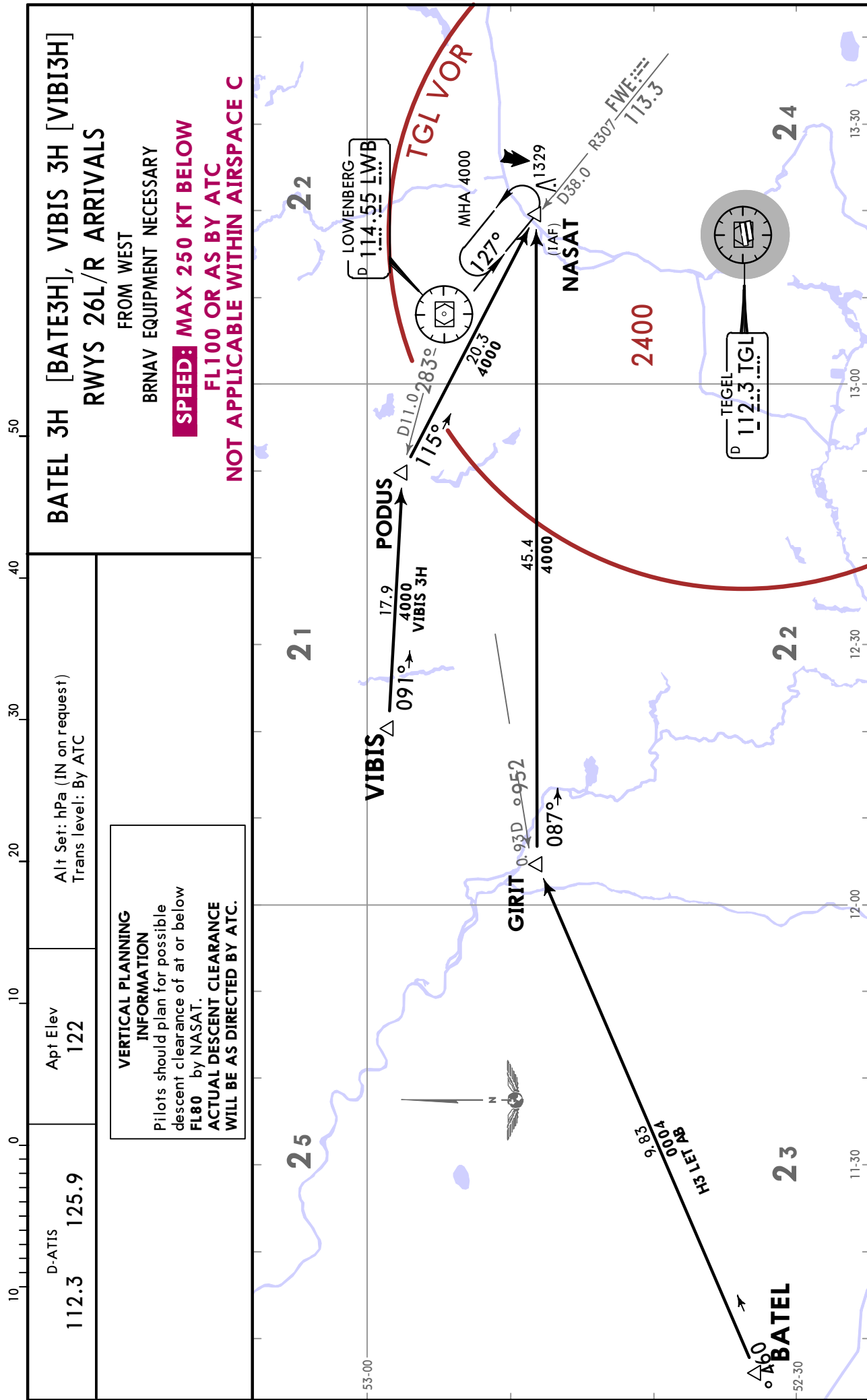




EDDT/TXL
TEGEL

JEPPESSEN
7 JUL 17 10-2E

BERLIN, GERMANY
STAR

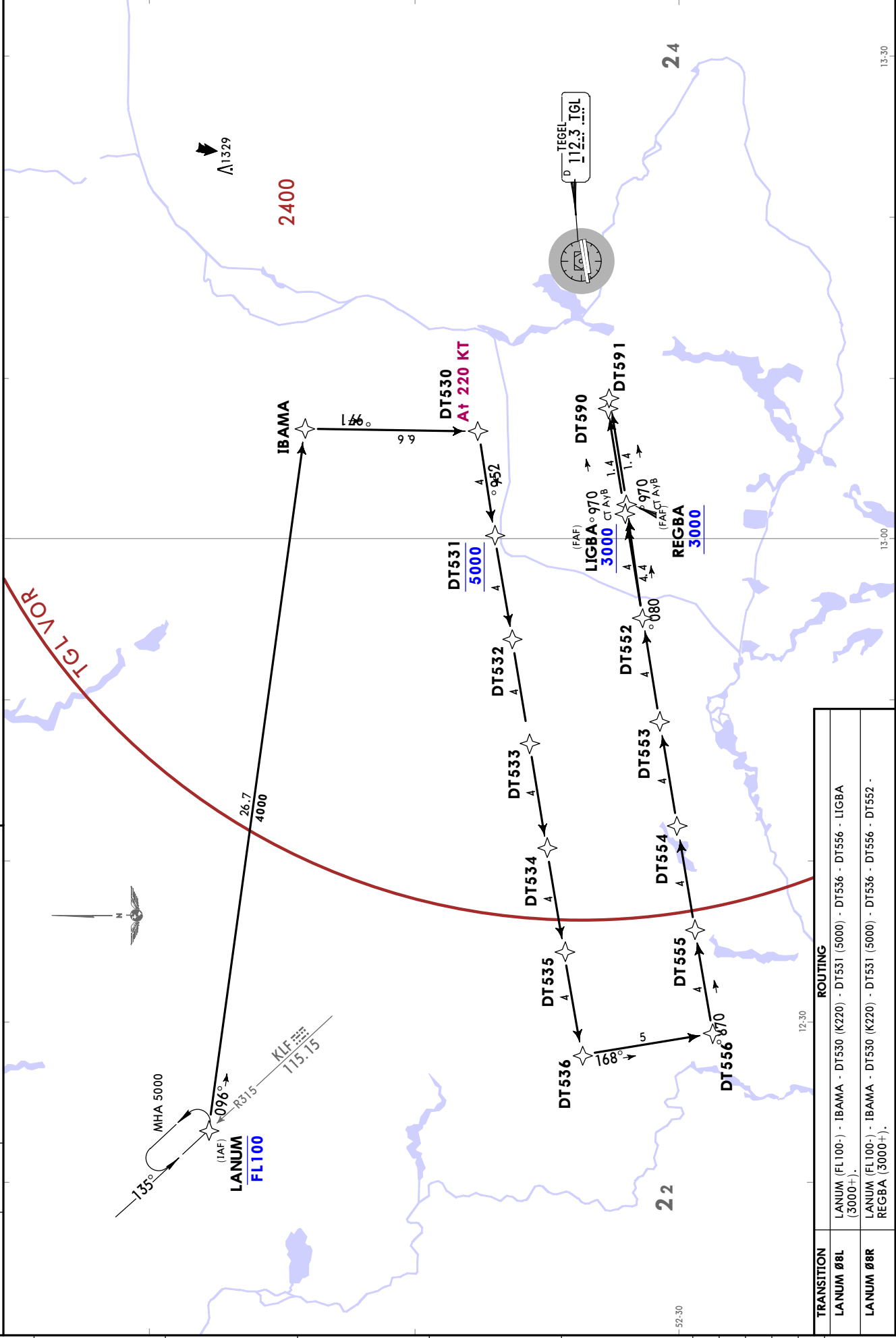


LANUM 08L [LA08L], LANUM 08R [LA08R]
RWYS 08L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC FROM NORTH
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

Apt Elev
122

D-ATIS
112.3
125.9



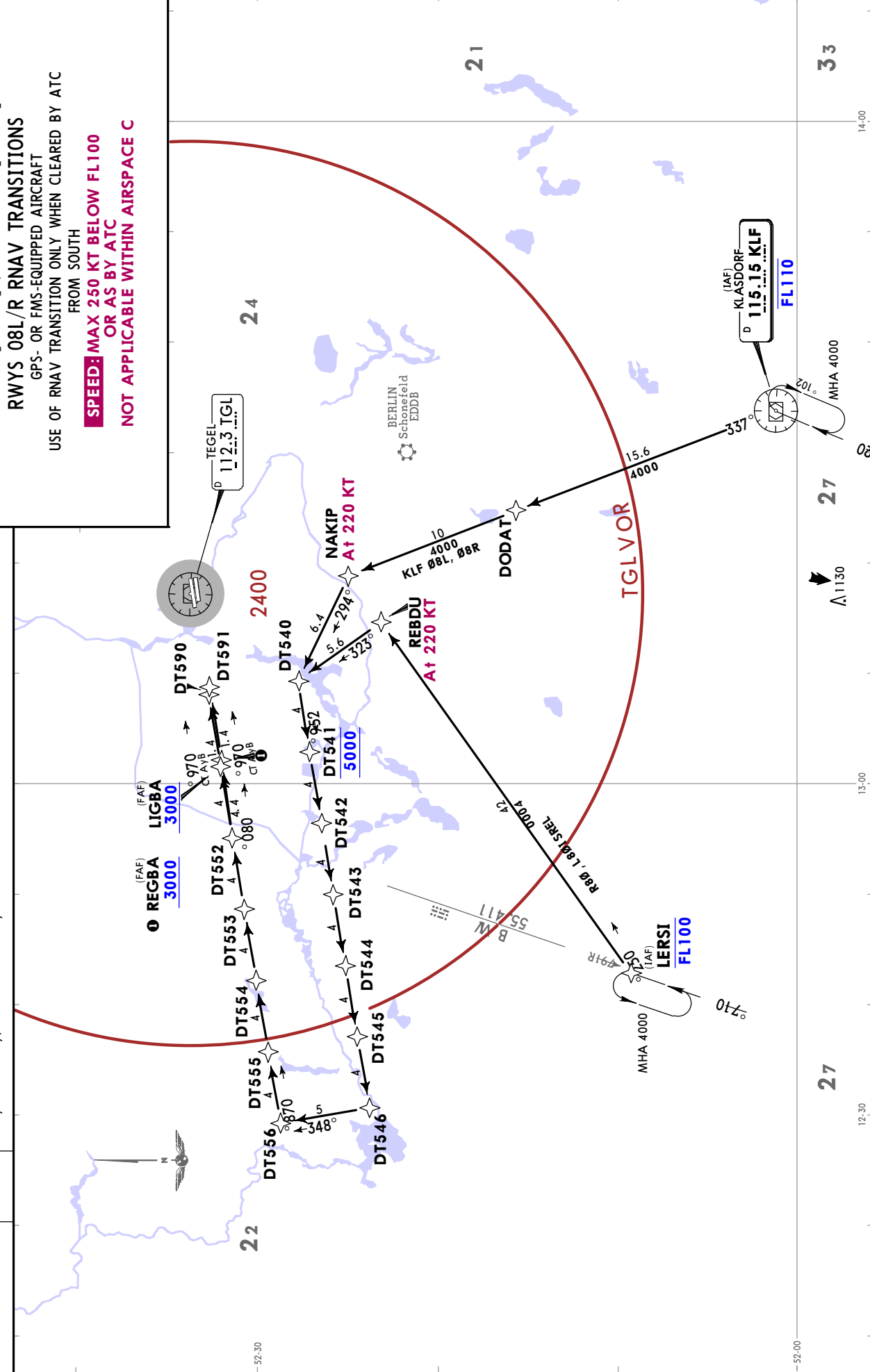
TRANSITION	ROUTING
LANUM 08L	LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000) - DT536 - DT556 - LIGBA (3000+).
LANUM 08R	LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000) - DT536 - DT556 - DT552 - REGBA (3000+).

KLF 08L [KL08L], KLF 08R [KL08R]
LERSI 08L [LE08L], LERSI 08R [LE08R]
RWYS 08L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind expects to final.
2. Speed restrictions on Transition (even without profile) are
always mandatory, unless cancelled by ATC.

Apt Elev
122

D-ATIS
112.3
125.9



TRANSITION	ROUTING
KLF 08L	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541(5000) - DT546 - DT556 - LIGBA (3000+).
KLF 08R	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541 (5000) - DT546 - DT556 - REGBA (3000+).
LERSI 08L	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000) - DT546 - DT556 - LIGBA (3000+).
LERSI 08R	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000) - DT546 - DT556 - REGBA (3000+).

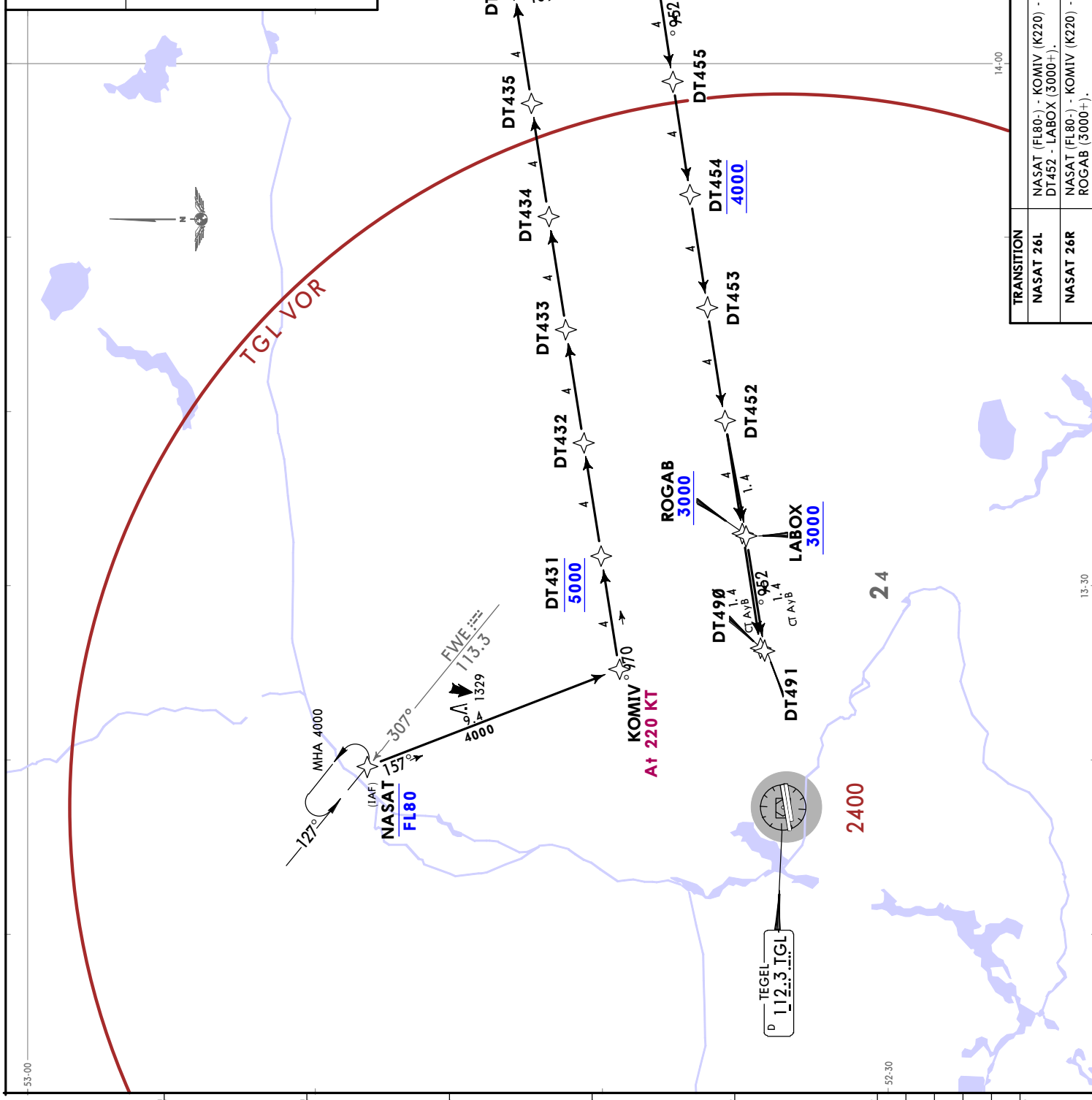
D-ATIS
112.3
125.9

Apt Elev
122

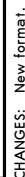
Alt Set: hPa (IN on request)
Trans level: By ATC
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

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

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



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



EDDT/TXL
TEGEL
JEPPESSEN
 7 JUL 17 **(10-2K)**
BERLIN, GERMANY
RNAV TRANSITION

 D-ATIS
 112.3
 125.9

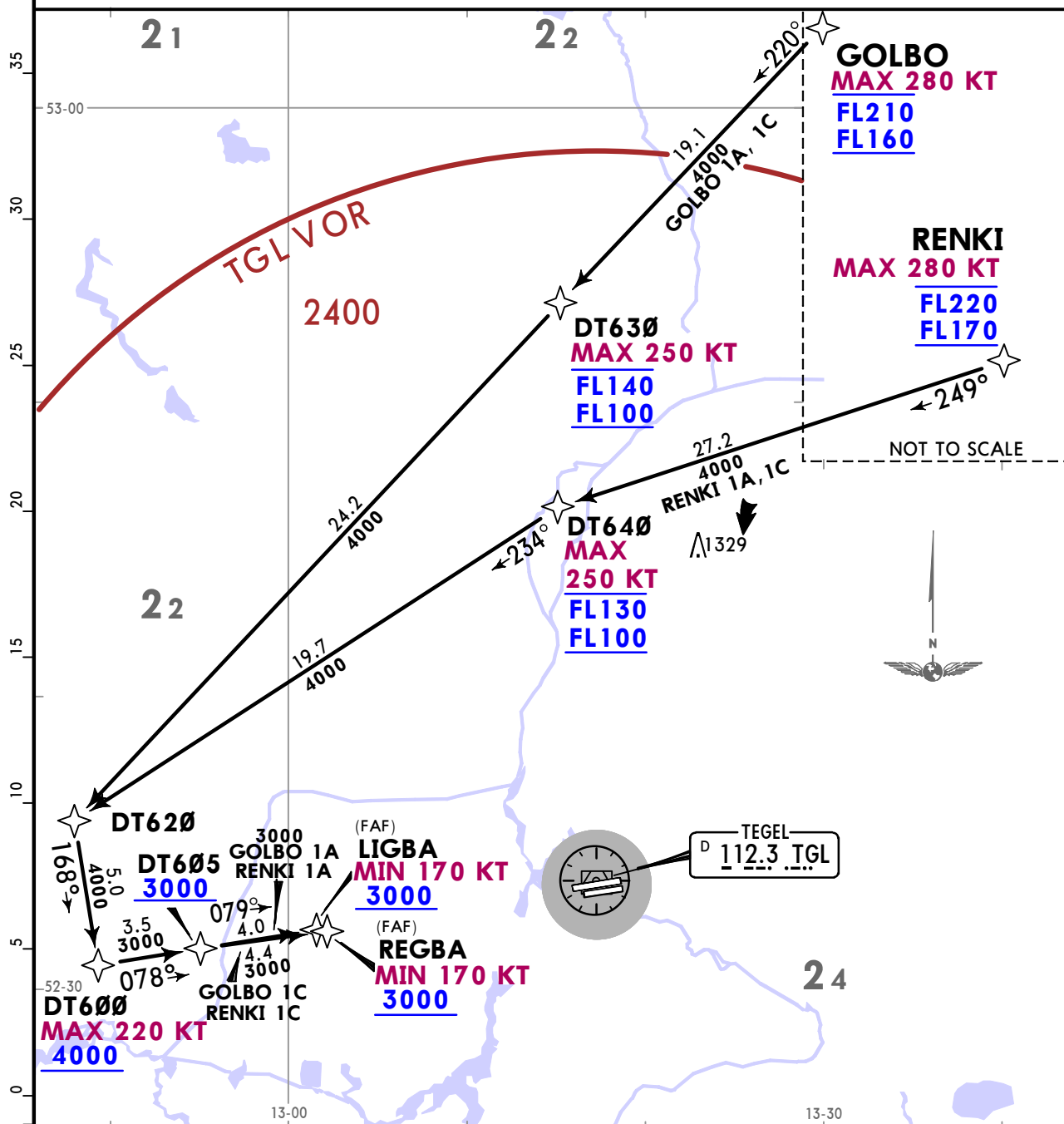
 Apt Elev
 122

 Alt Set: hPa (IN on request)
 Trans level: By ATC
 1. **GPS- or FMS equipped** 2. When cleared for "transition and profile"
 aim for a low noise Continuous Descent Approach (CDA)
 within the constraints as laid down in the procedure description.

GOLBO 1A [GOLB1A], GOLBO 1C [GOLB1C]
RENKI 1A [RENK1A], RENKI 1C [RENK1C]
RNAV TRANSITIONS

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

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	RWY	ROUTING
GOLBO 1A	08L	GOLBO (FL210-, FL160+; K280-) - DT630 (FL140-, FL100+; K250-) - DT620 - DT600 (4000+; K220-) - DT605 (3000+) - LIGBA (3000+; K170+).
GOLBO 1C	08R	GOLBO (FL210-, FL160+; K280-) - DT630 (FL140-, FL100+; K250-) - DT620 - DT600 (4000+; K220-) - DT605 (3000+) - REGBA (3000+; K170+).
RENKI 1A	08L	RENKI (FL220-, FL170+; K280-) - DT640 (FL130-, FL100+; K250-) - DT620 - DT600 (4000+; K220-) - DT605 (3000+) - LIGBA (3000+; K170+).
RENKI 1C	08R	RENKI (FL220-, FL170+; K280-) - DT640 (FL130-, FL100+; K250-) - DT620 - DT600 (4000+; K220-) - DT605 (3000+) - REGBA (3000+; K170+).

CHANGES: New format.

© JEPPESSEN, 2017. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL

JEPPESEN
7 JUL 17 10-2L

BERLIN, GERMANY
RNAV TRANSITION

D-ATIS 112.3 125.9	Apt Elev 122	Alt Set: hPa (IN on request) Trans level: By ATC 1. GPS- or FMS equipped. 2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
--------------------------	-----------------	---

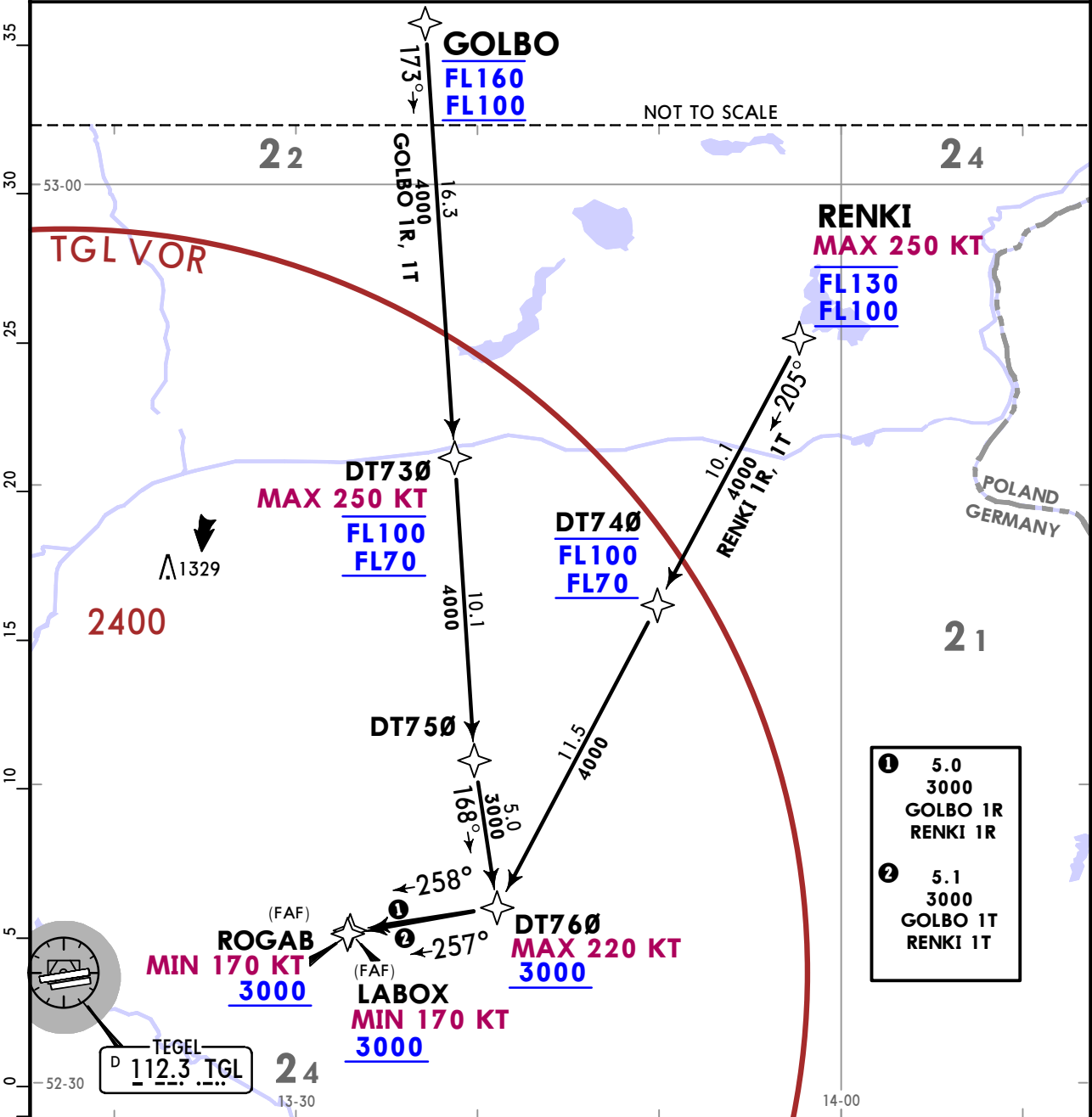
GOLBO 1R [GOLB1R], GOLBO 1T [GOLB1T]
RENKI 1R [RENK1R], RENKI 1T [RENK1T]

RNAV TRANSITIONS

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

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	RWY	ROUTING
GOLBO 1R	26R	GOLBO (FL160-, FL100+) - DT730 (FL100-, FL70+; K250-) - DT750 - DT760 (3000+; K220-) - ROGAB (3000+; K170+).
GOLBO 1T	26L	GOLBO (FL160-, FL100+) - DT730 (FL100-, FL70+; K250-) - DT750 - DT760 (3000+; K220-) - LABOX (3000+; K170+).
RENKI 1R	26R	RENKI (FL130-, FL100+; K250-) - DT740 (FL100-, FL70+) - DT760 (3000+; K220-) - ROGAB (3000+; K170+).
RENKI 1T	26L	RENKI (FL130-, FL100+; K250-) - DT740 (FL100-, FL70+) - DT760 (3000+; K220-) - LABOX (3000+; K170+).

D-ATIS
112.3
125.9

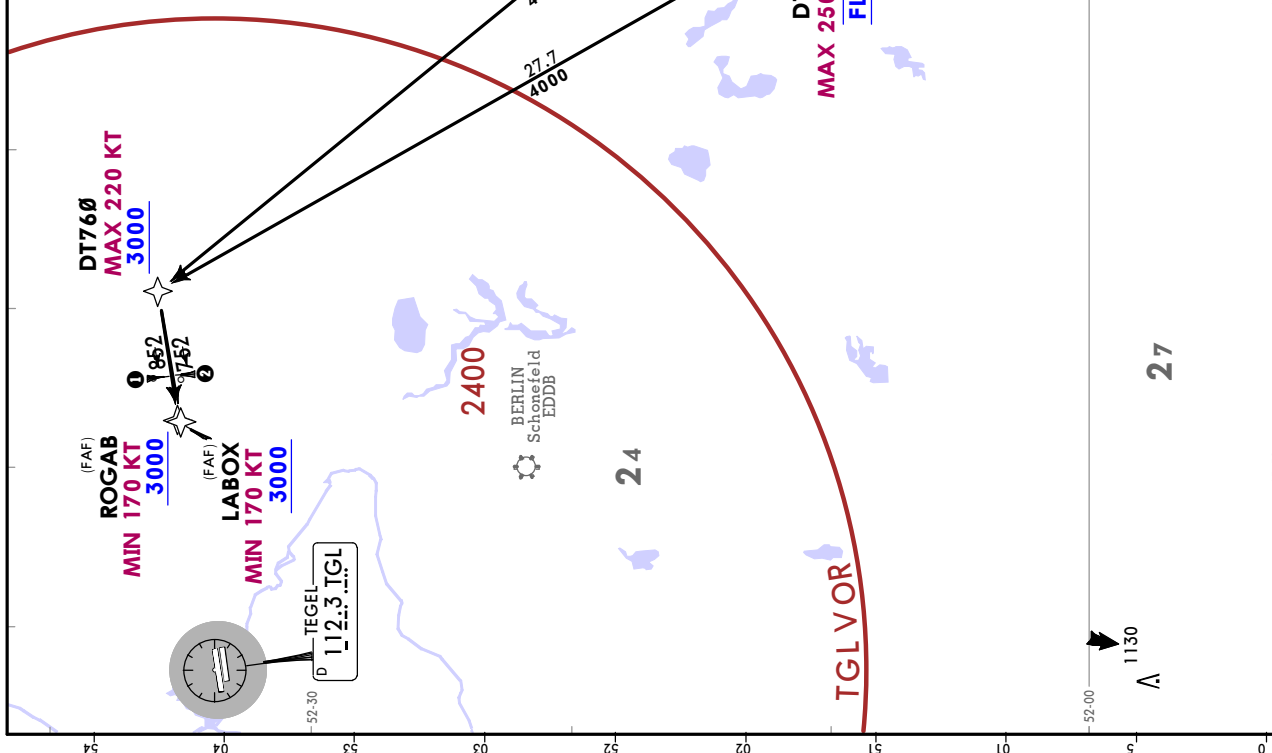
Apt Elev
122

Alt Set: hPa (IN on request)
Trans level: By ATC
1. GPS- or FMS equipped.
2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.

BUKIG 1R [BUK11R], BUKIG 1T [BUK11T]
NUKRO 1R [NUK11R], NUKRO 1T [NUK11T]
RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

5.0
3000
BUKIG 1R, NUKRO 1R

5.1
3000
BUKIG 1T, NUKRO 1T



TRANSITION	RWY	ROUTING
BUKIG 1R	26R	BUKIG (FL230-, FL180+; K280-) - DT790 (FL100; K250-) - DT760 (3000+; K220-) - ROGAB (3000+; K170+).
BUKIG 1T	26L	BUKIG (FL230-, FL180+; K280-) - DT790 (FL100; K250-) - DT760 (3000+; K220-) - LABOX (3000+; K170+).
NUKRO 1R	26R	NUKRO (FL160-, FL120+; K280-) - DT795 (FL100; K250-) - DT760 (3000+; K220-) - ROGAB (3000+; K170+).
NUKRO 1T	26L	NUKRO (FL160-, FL120+; K280-) - DT795 (FL100; K250-) - DT760 (3000+; K220-) - LABOX (3000+; K170+).

EDDT/TXL
TEGEL
JEPPESSEN
 7 JUL 17 **(10-2P)**
BERLIN, GERMANY
RNAV TRANSITION

 D-ATIS
112.3
125.9

 Apt Elev
122

Alt Set: hPa (IN on request)

Trans level: By ATC

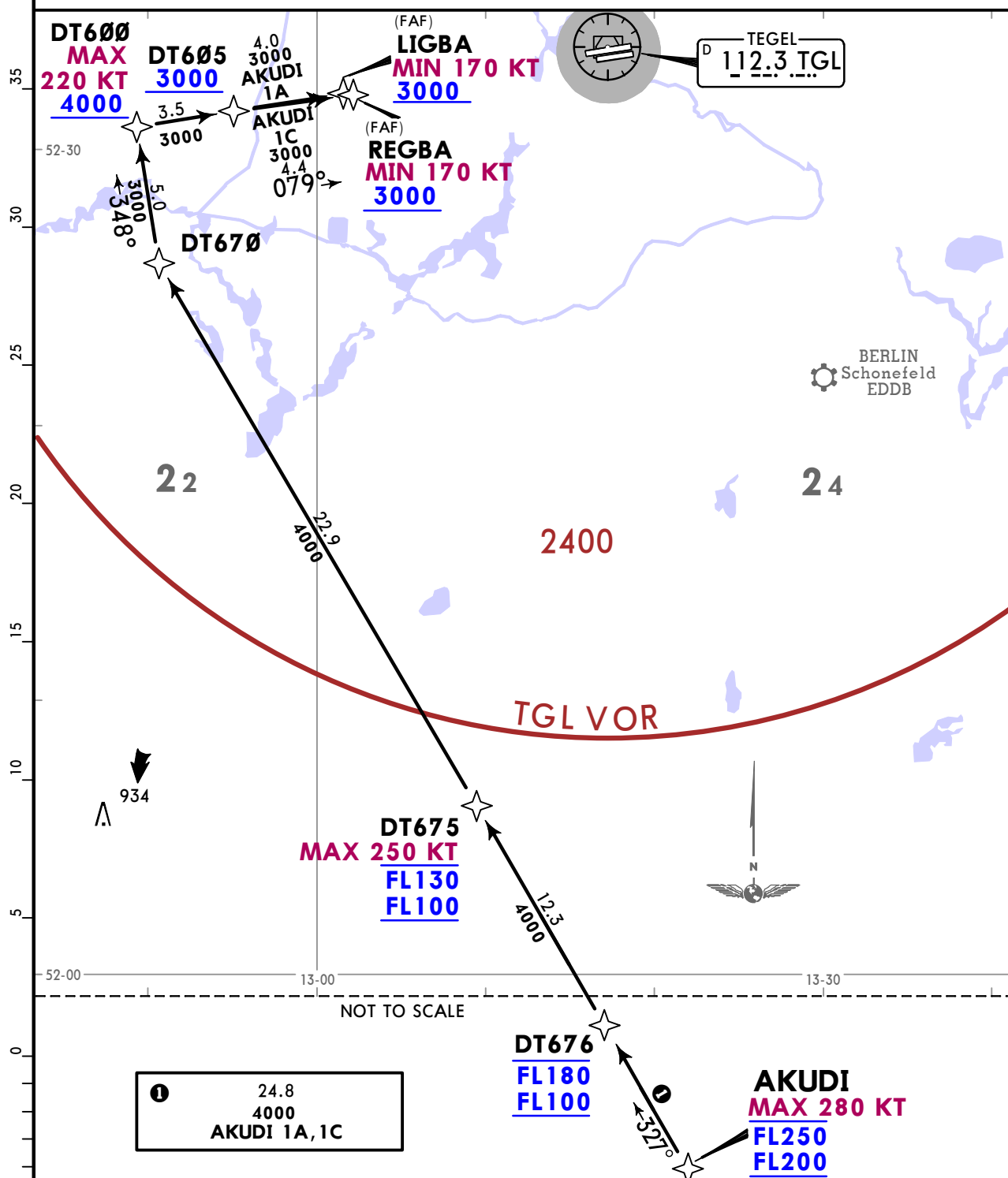
 1. **GPS- or FMS equipped.**

2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description

AKUDI 1A [AKUD1A], AKUDI 1C [AKUD1C] **RNAV TRANSITIONS**

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

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	RWY	ROUTING
AKUDI 1A	08L	AKUDI (FL250-, FL200+; K280-) - DT676 (FL180-, FL100+) - DT675 (FL130-, FL100+; K250-) - DT670 - DT600 (4000+; K220-) - DT605 (3000+) - LIGBA (3000+; K170+).
AKUDI 1C	08R	AKUDI (FL250-, FL200+; K280-) - DT676 (FL180-, FL100+) - DT675 (FL130-, FL100+; K250-) - DT670 - DT600 (4000+; K220-) - DT605 (3000+) - REGBA (3000+; K170+).

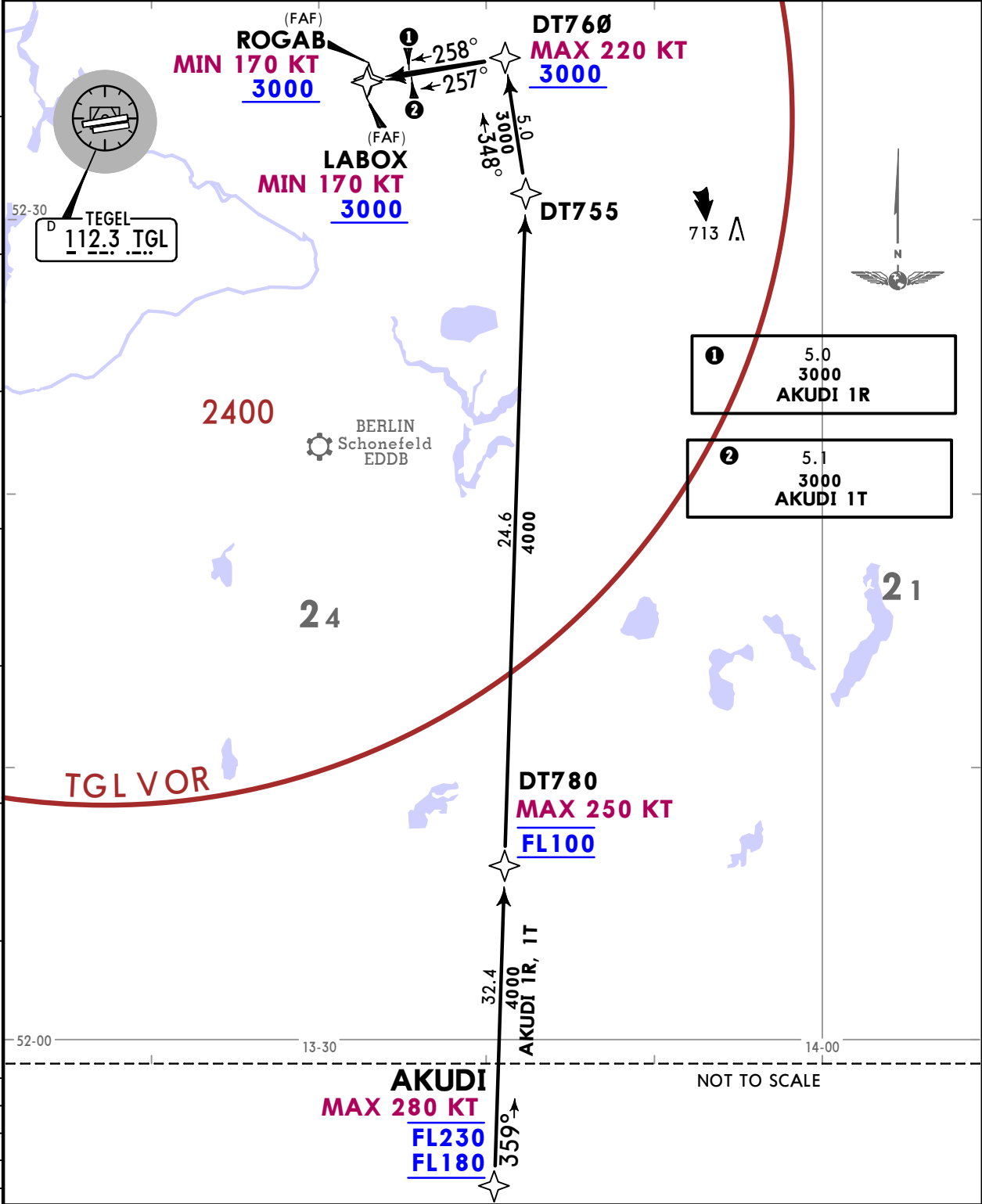
EDDT/TXL
TEGEL

JEPPESEN
7 JUL 17 10-2Q

BERLIN, GERMANY
RNAV TRANSITION

D-ATIS 112.3 125.9	Apt Elev 122	Alt Set: hPa (IN on request) Trans level: By ATC 1. GPS- or FMS equipped. 2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
--------------------------	-----------------	---

AKUDI 1R [AKUD1R], AKUDI 1T [AKUD1T]
RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
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	RWY	ROUTING
AKUDI 1R	26R	AKUDI (FL230-, FL180+; K280-) - DT780 (FL100; K250-) - DT755 - DT760 (3000+; K220-) - ROGAB (3000+; K170+).
AKUDI 1T	26L	AKUDI (FL230-, FL180+; K280-) - DT780 (FL100; K250-) - DT755 - DT760 (3000+; K220-) - LABOX (3000+; K170+).

EDDT/TXL
TEGEL
JEPPESSEN
 7 JUL 17 **(10-2S)**
BERLIN, GERMANY
RNAV TRANSITION

 D-ATIS
 112.3
 125.9

 Apt Elev
 122

Alt Set: hPa (IN on request)

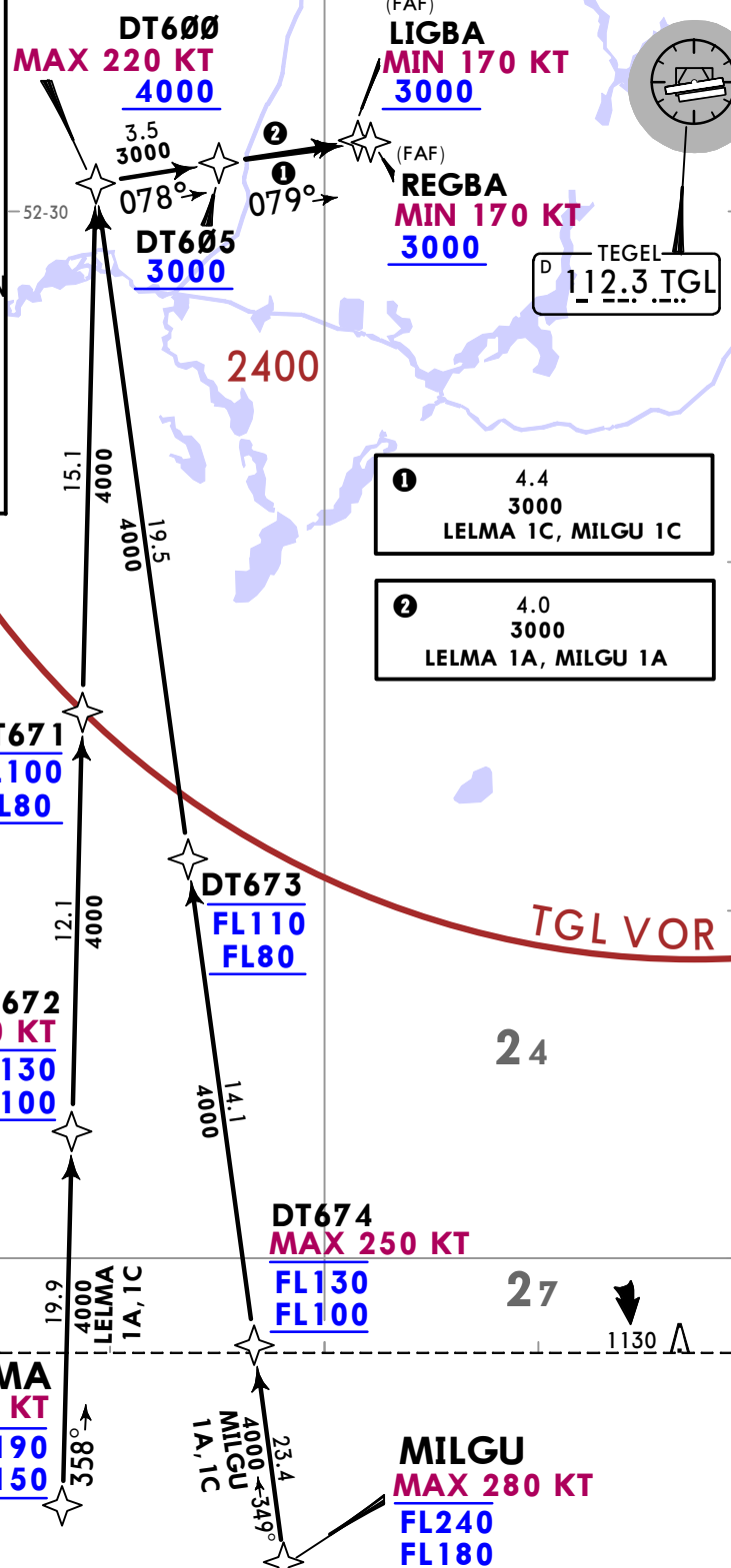
Trans level: By ATC

1. GPS- or FMS equipped

2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.

LELMA 1A [LELM1A]
LELMA 1C [LELM1C]
MILGU 1A [MILG1A]
MILGU 1C [MILG1C]
RNAV TRANSITIONS

 FLY THE TRANSITION AS CONTINUOUS
 DESCENT APPROACH (CDA)
 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	RWY	ROUTING
LELMA 1A	08L	LELMA (FL190-, FL150+; K280-) - DT672 (FL130-, FL100+; K250-) - DT671 (FL100-, FL80+) - DT600 (4000+; K220-) - DT605 (3000+) - LIGBA (3000+; K170+).
LELMA 1C	08R	LELMA (FL190-, FL150+; K280-) - DT672 (FL130-, FL100+; K250-) - DT671 (FL100-, FL80+) - DT600 (4000+; K220-) - DT605 (3000+) - REGBA (3000+; K170+).
MILGU 1A	08L	MILGU (FL240-, FL180+; K280-) - DT674 (FL130-, FL110+; K250-) - DT673 (FL110-, FL80+) - DT600 (4000+; K220-) - DT605 (3000+) - LIGBA (3000+; K170+).
MILGU 1C	08R	MILGU (FL240-, FL180+; K280-) - DT674 (FL130-, FL110+; K250-) - DT673 (FL110-, FL80+) - DT600 (4000+; K220-) - DT605 (3000+) - REGBA (3000+; K170+).

2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.

① MILGU
MAX 280 KT
FL230
FL180

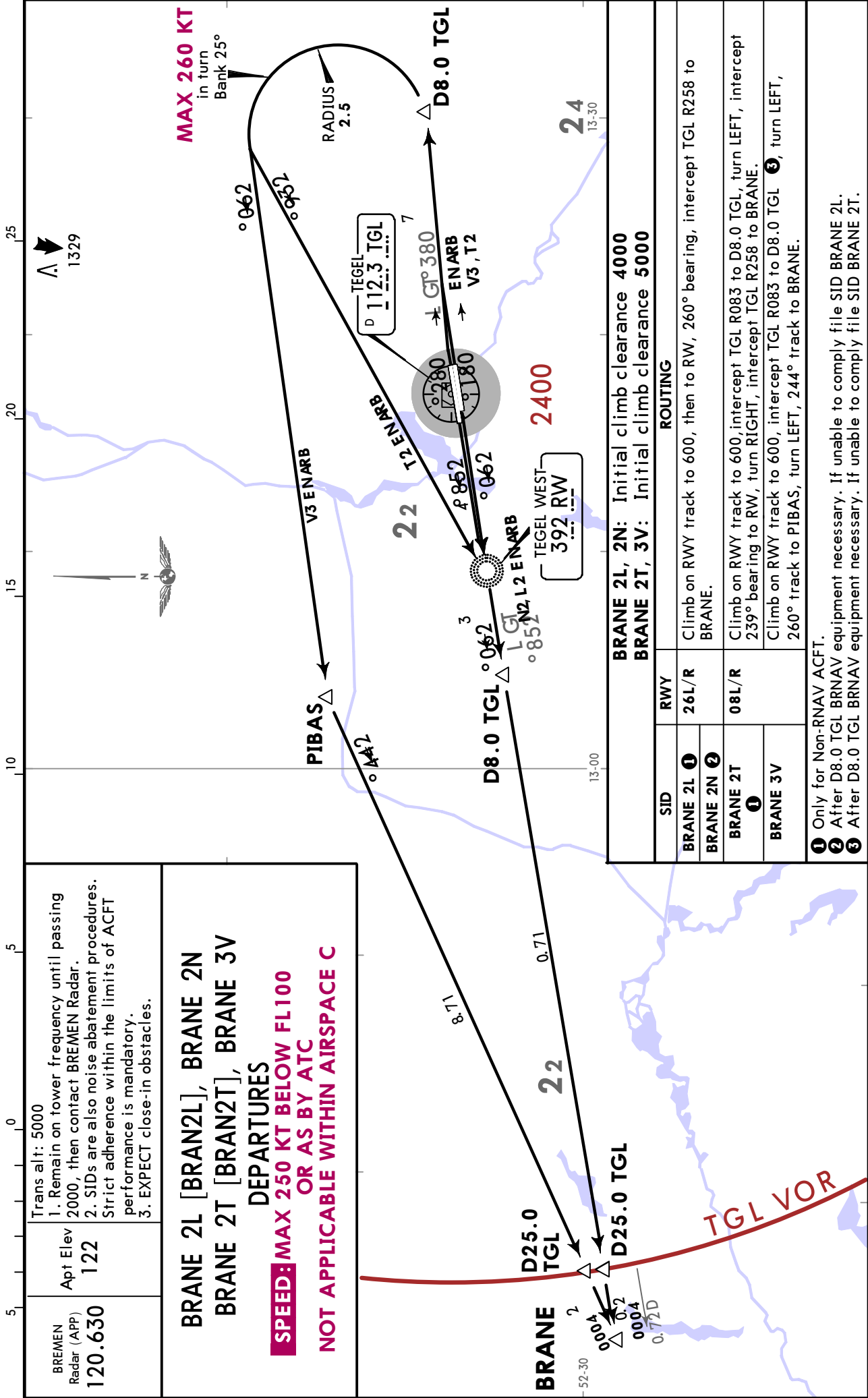


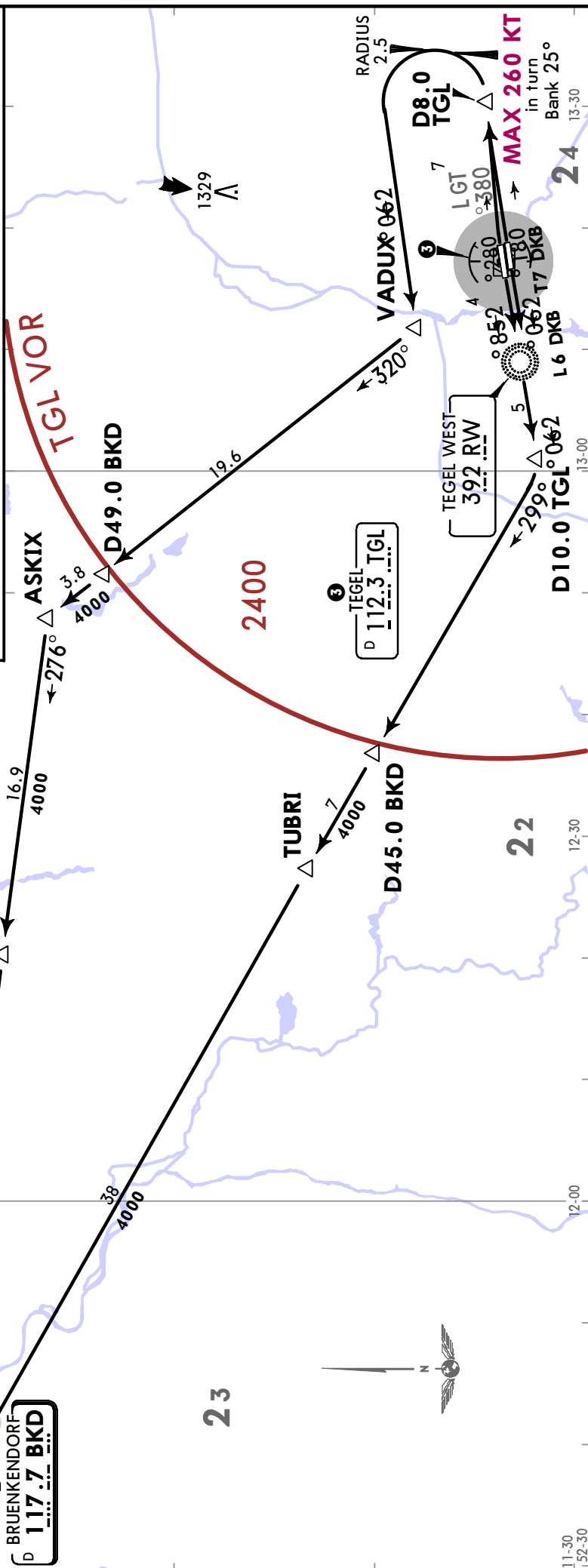


EDDT/TXL
TEGEL

JEPPESSEN
5 APR 19 10-3

BERLIN, GERMANY
SID

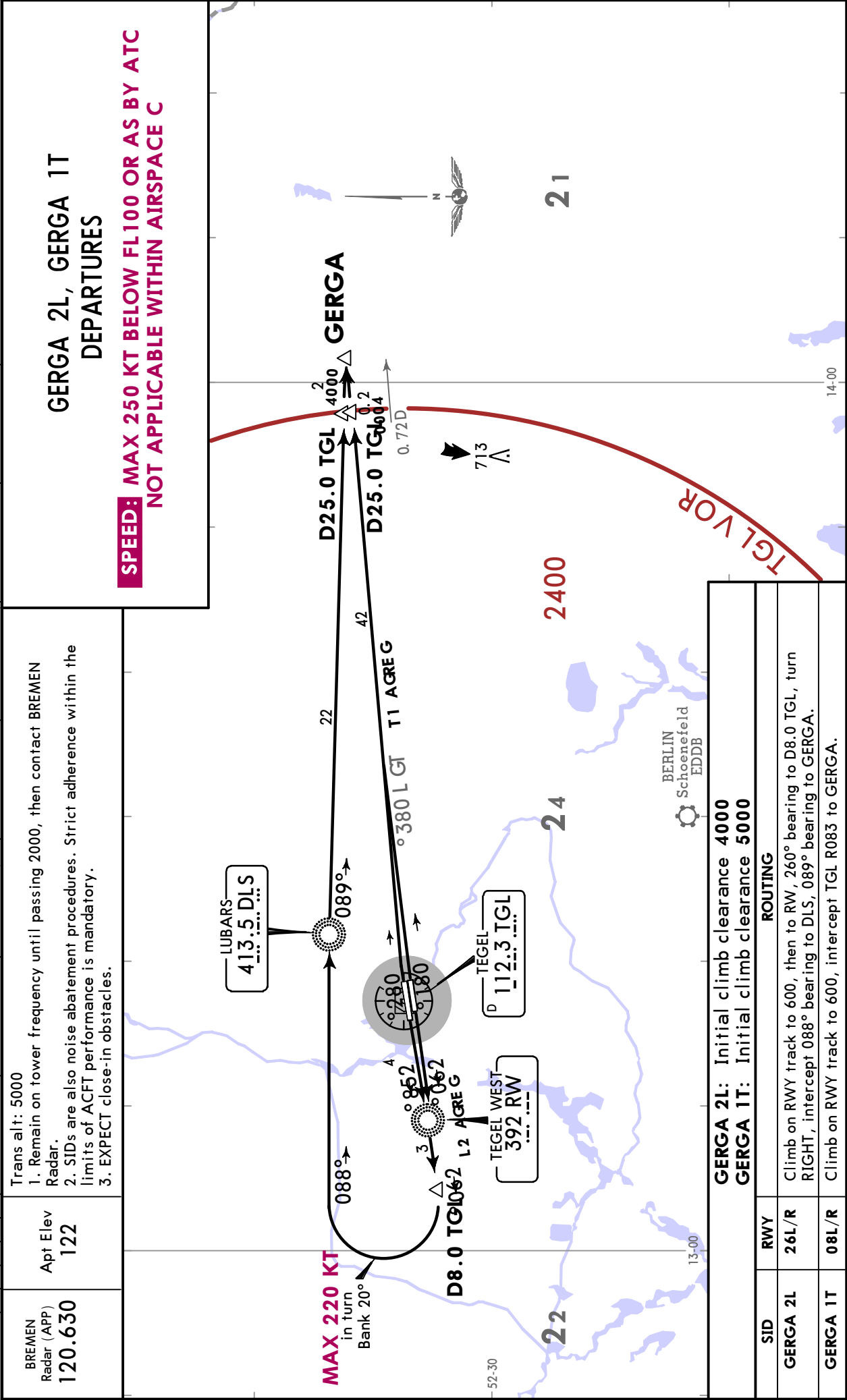


SID

EDDT/TXL
TEGEL

JEPPESSEN
5 APR 19 10-3B

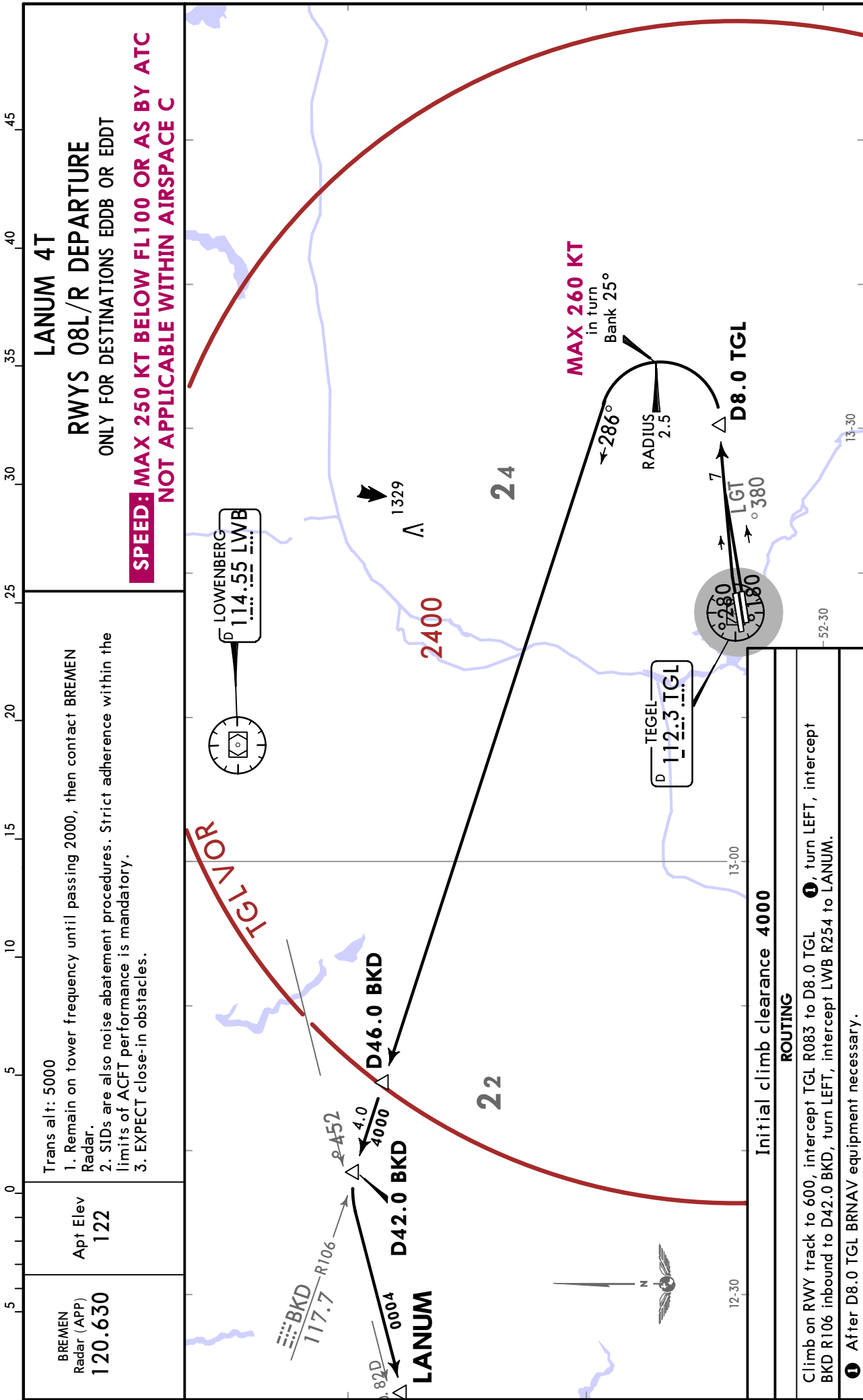
BERLIN, GERMANY
SID



EDDT/TXL
TEGEL

JEPPESSEN
5 APR 19 10-3C

BERLIN, GERMANY
SID



CHANGES: None.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL

JEPPESEN
19 JAN 18 10-3D Eff 1 Feb

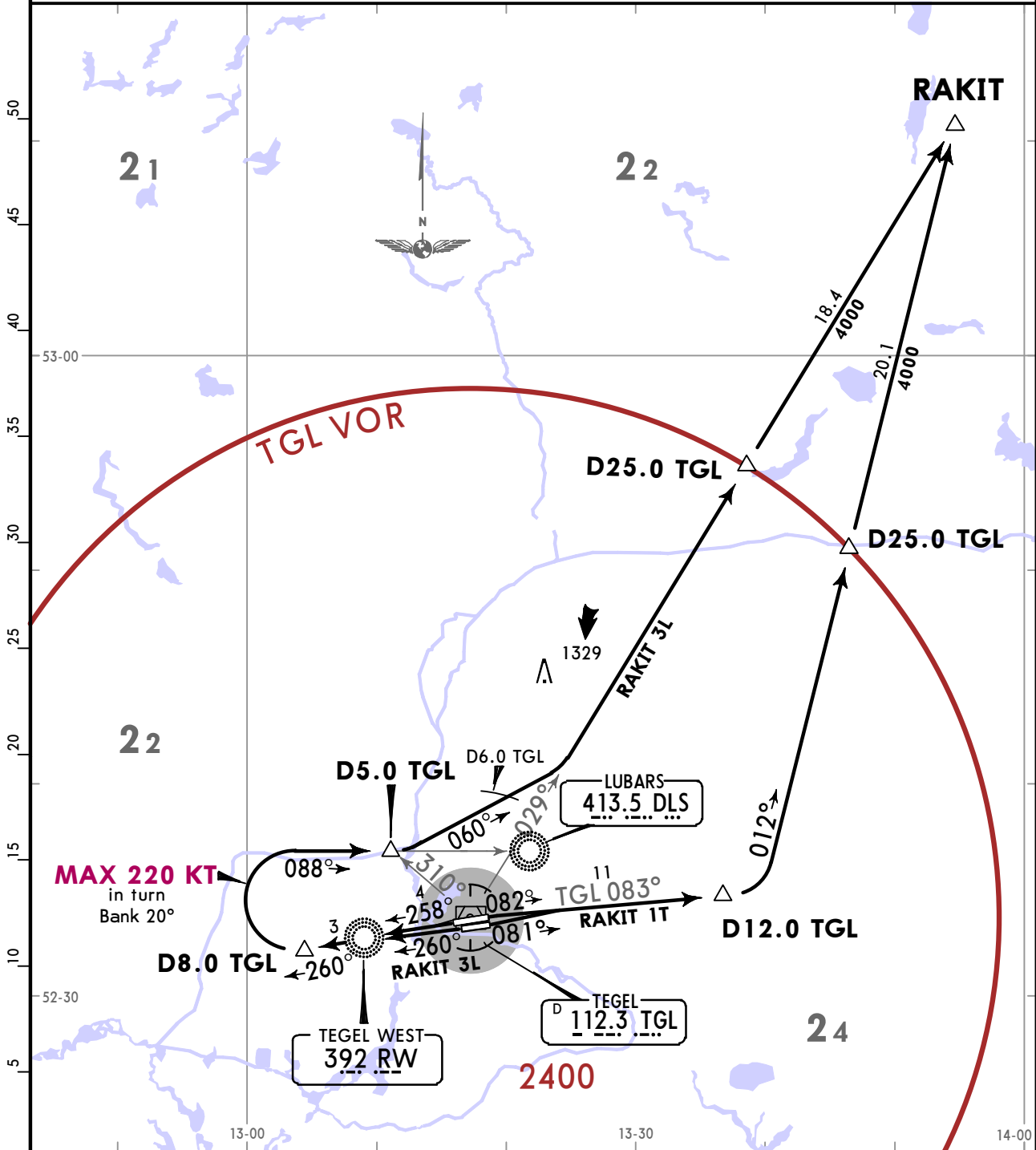
BERLIN, GERMANY

SID

BREMEN Radar (APP) 120.630	Apt Elev 122	Trans alt: 5000 1. Remain on tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of ACFT performance is mandatory. 3. EXPECT close-in obstacles.
----------------------------------	-----------------	--

RAKIT 3L, RAKIT 1T
DEPARTURES

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



RAKIT 3L: Initial climb clearance 4000
RAKIT 1T: Initial climb clearance 5000

SID	RWY	ROUTING
RAKIT 3L ①	26L/R	Climb on RWY track to 600, then to RW, 260° bearing to D8.0 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D5.0 TGL (passing TGL R310) turn LEFT, 060° track, intercept TGL R029 to RAKIT.
RAKIT 1T	08L/R	Climb on RWY track to 600, intercept TGL R083 to D12.0 TGL ②, turn LEFT, 012° track to RAKIT.

After D25.0 TGL ① / D12.0 TGL ② BRNAV equipment necessary.

EDDT/TXL
TEGEL

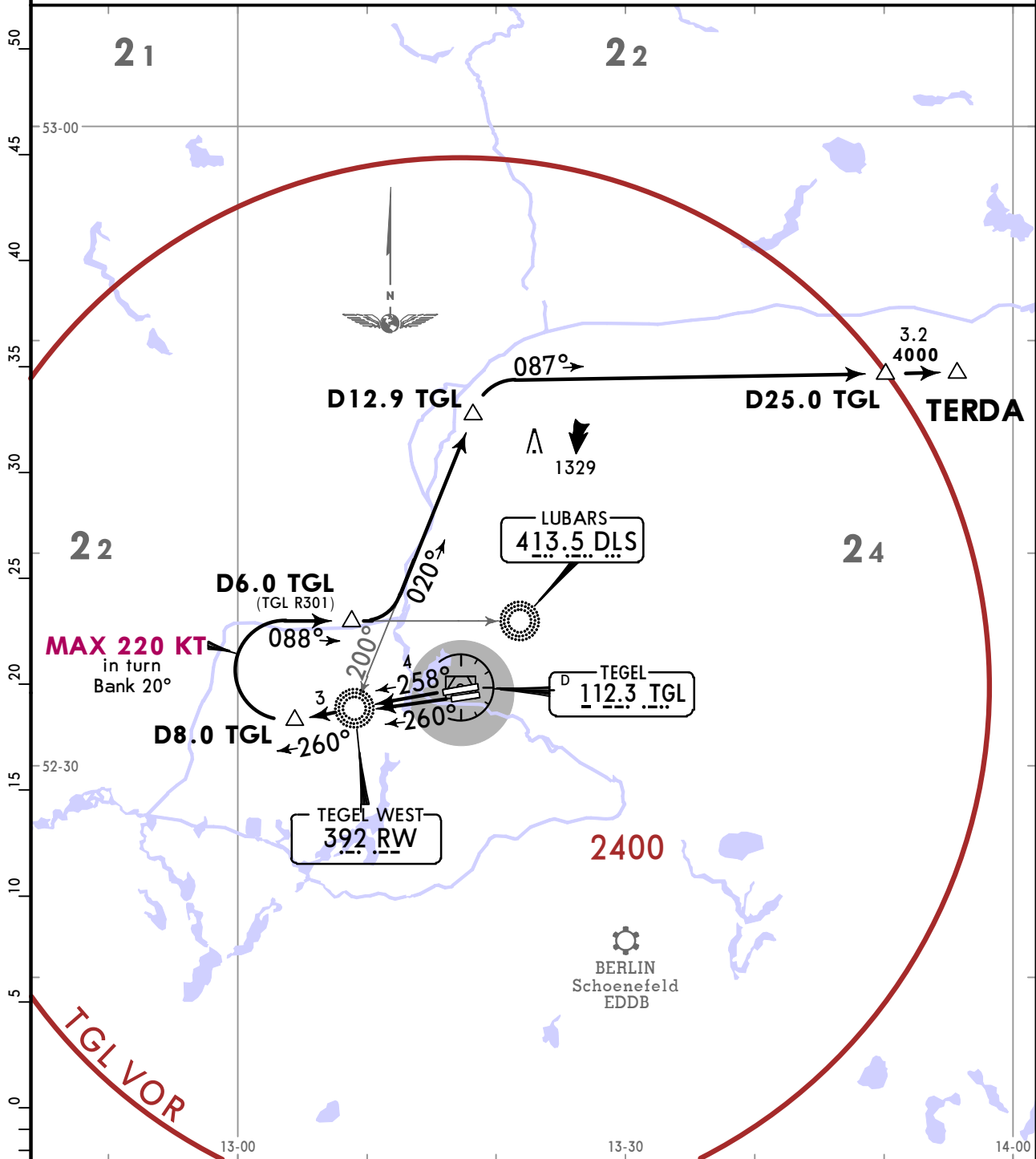
JEPPESSEN
19 JAN 18 10-3E Eff 1 Feb

BERLIN, GERMANY
SID

BREMEN Radar (APP) 120.630	Apt Elev 122	Trans alt: 5000
		1. Remain on tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of ACFT performance is mandatory. 3. EXPECT close-in obstacles.

TERDA 1L
RWYS 26 L/R DEPARTURE
ONLY FOR DESTINATIONS
EDDB OR EDDT

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

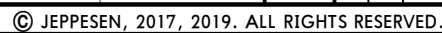


Initial climb clearance 4000

ROUTING

Climb on RWY track to 600, then to RW, 260° bearing to D8.0 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D6.0 TGL (passing TGL R301) turn LEFT, intercept 020° bearing from RW to D12.9 TGL ①, turn RIGHT, 087° track to TERDA.

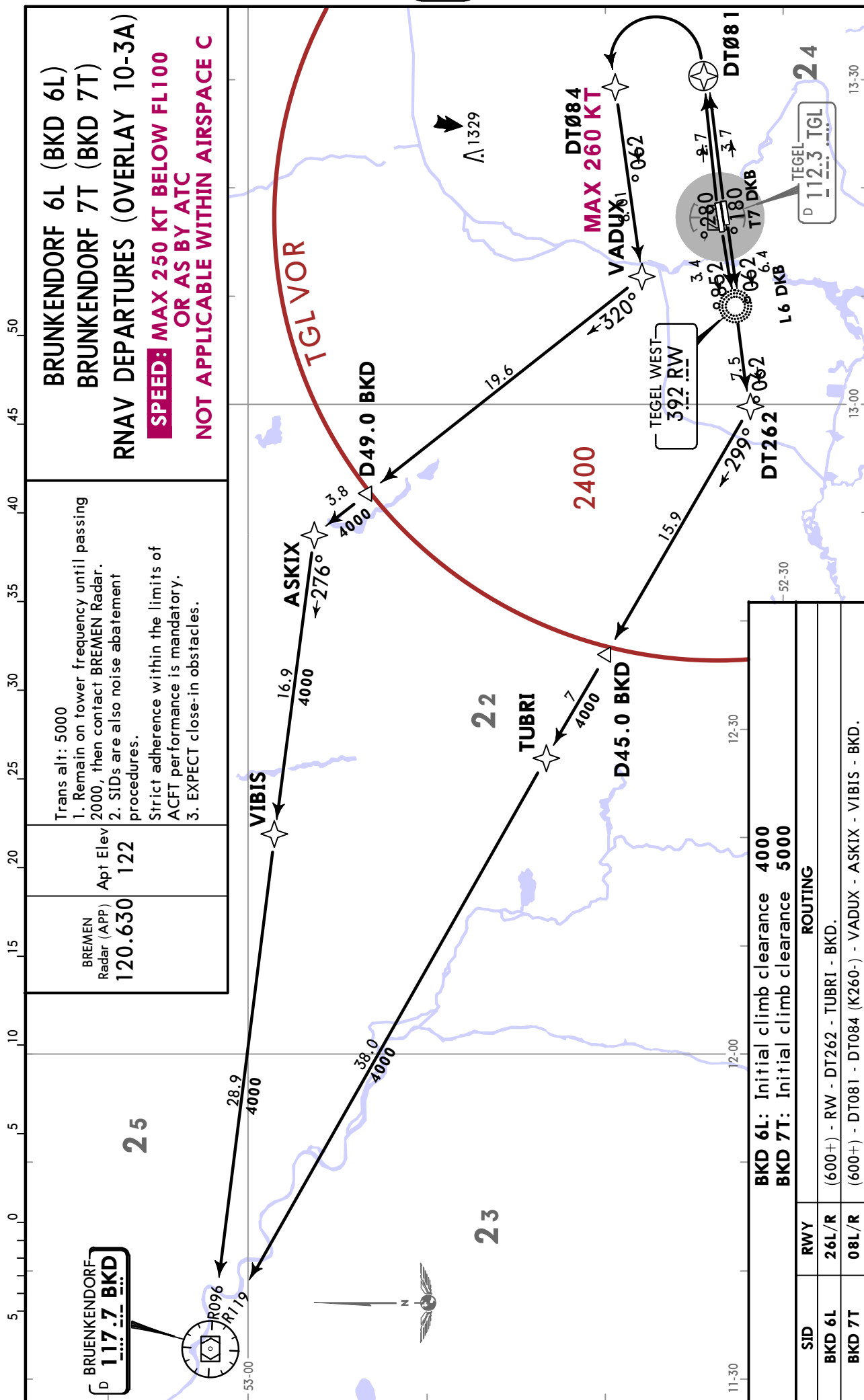
① After D12.9 TGL BRNAV equipment necessary.



EDDT/TXL
TEGEL

JEPPESSEN
5 APR 19 10-3G

BERLIN, GERMANY
RNAV SID (OVERLAY)

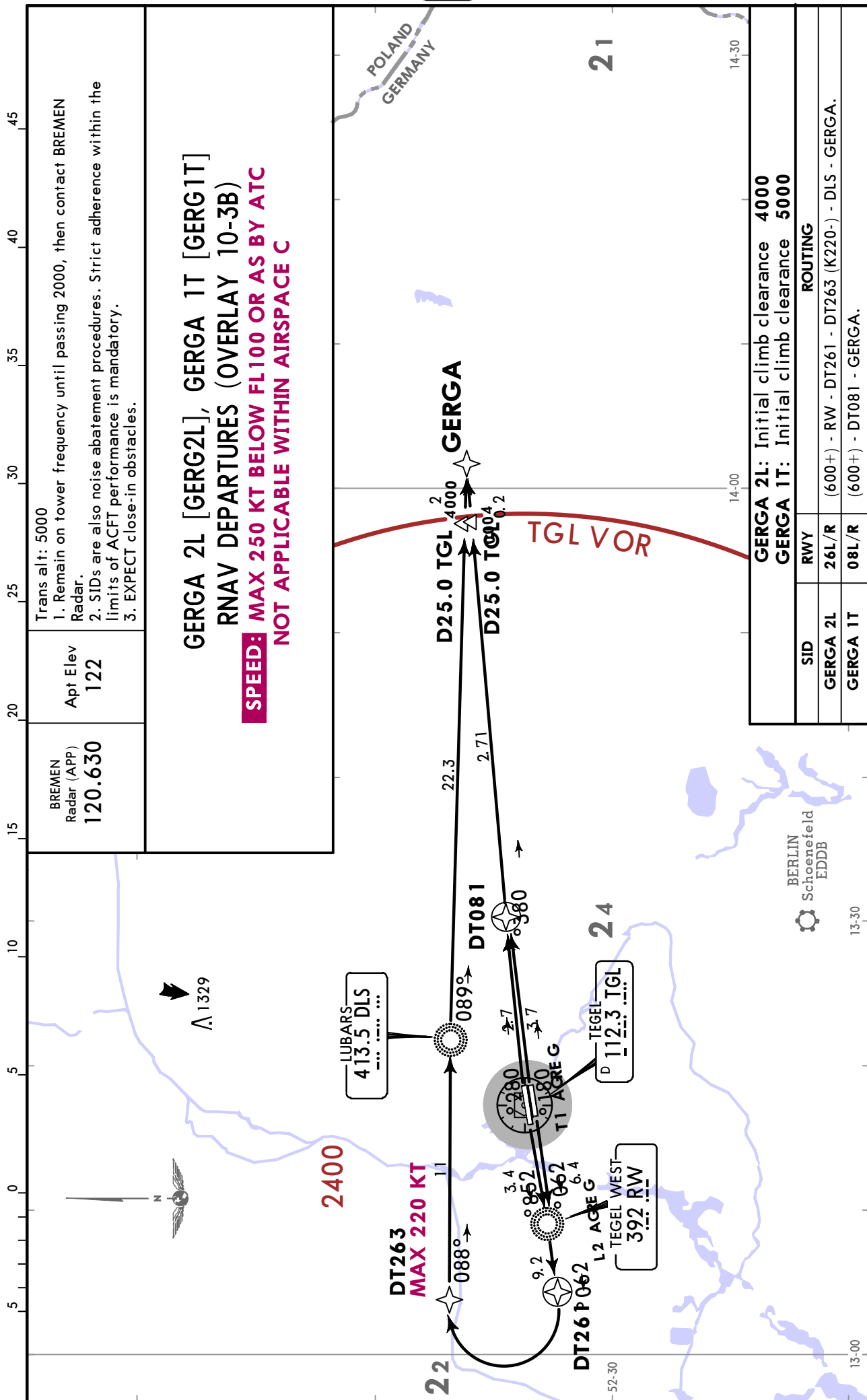


CHANGES: None.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.

BERLIN, GERMANY

RNAV SID (OVERLAY)



EDDT / TXL
TEGEL

JEPPESSEN
5 APR 19 10-3J

BERLIN, GERMANY
RNAV SID (OVERLAY)

LANUM 4T [LANU4T]

RWYS 08L/R

RNAV DEPARTURE (OVERLAY 10-3C)

ONLY FOR DESTINATIONS EDDB OR EDDT

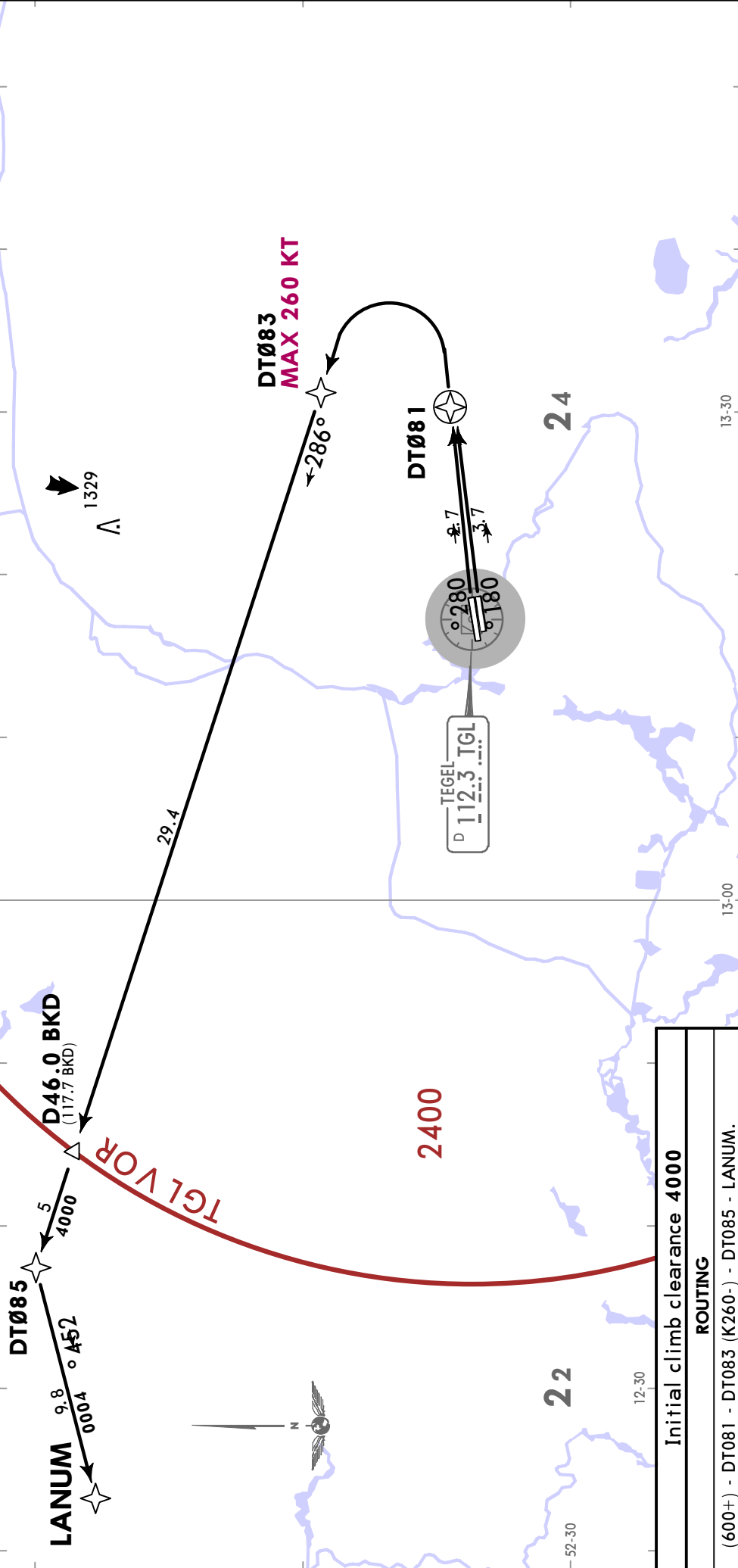
**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

Trans alt: 5000

1. Remain on tower frequency until passing 2000, then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of ACFT performance is mandatory.
3. EXPECT close-in obstacles.

Apt Elev
122

BREMEN
Radar (APP)
120.630



Initial climb clearance 4000

ROUTING

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

EDDT/TXL
TEGEL

JEPPESEN
19 JAN 18 10-3K Eff 1 Feb

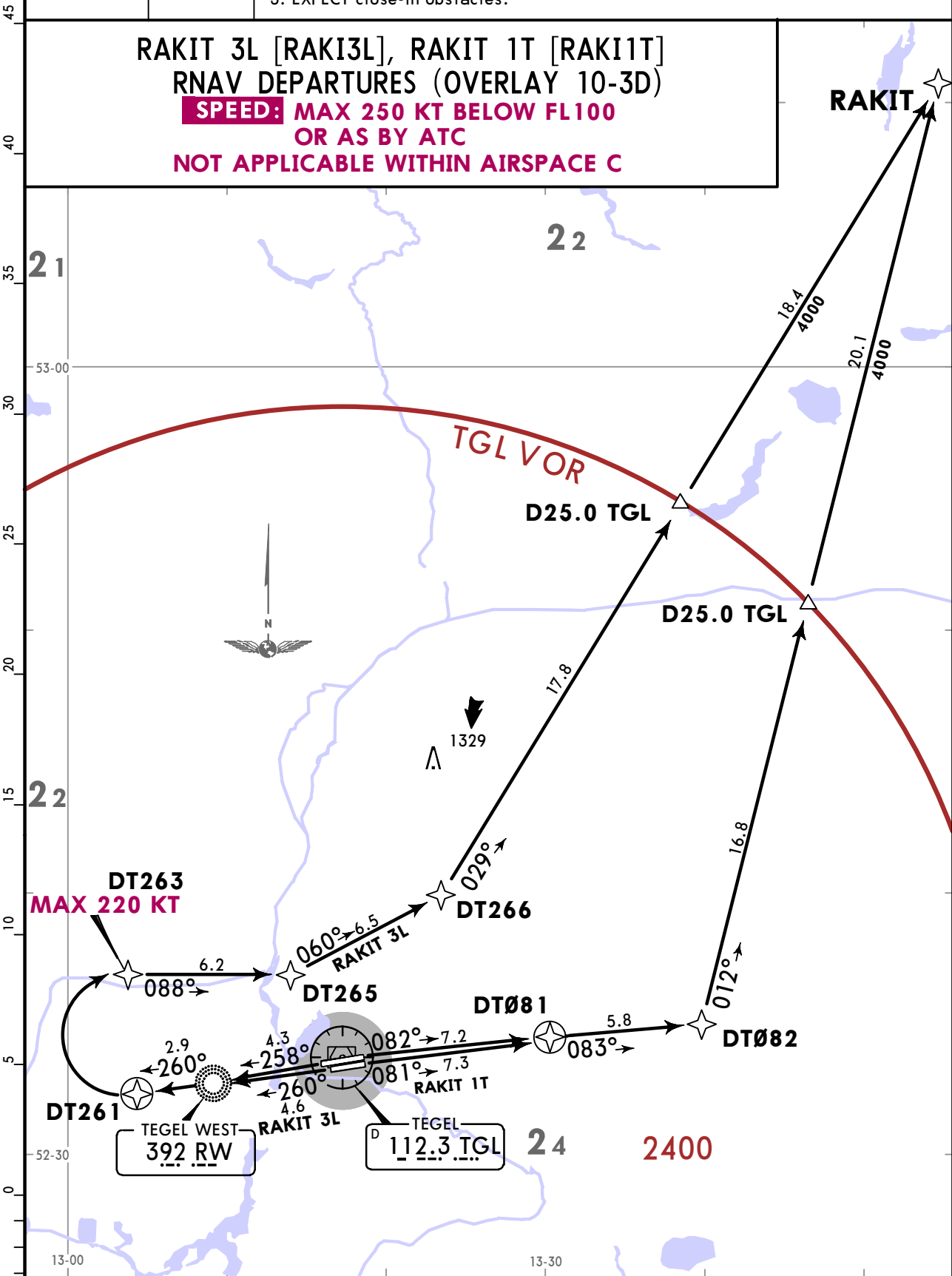
BERLIN, GERMANY
RNAV SID (OVERLAY)

BREMEN
Radar (APP)
120.630

Apt Elev
122

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

RAKIT 3L [RAKI3L], RAKIT 1T [RAKI1T]
RNAV DEPARTURES (OVERLAY 10-3D)
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



RAKIT 3L: Initial climb clearance 4000
RAKIT 1T: Initial climb clearance 5000

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

2 FEB 18 (10-9)

EDDT/TXL

 **JEPPESSEN**
2 FEB 18 **(10-9A)**

BERLIN, GERMANY
TEGEL

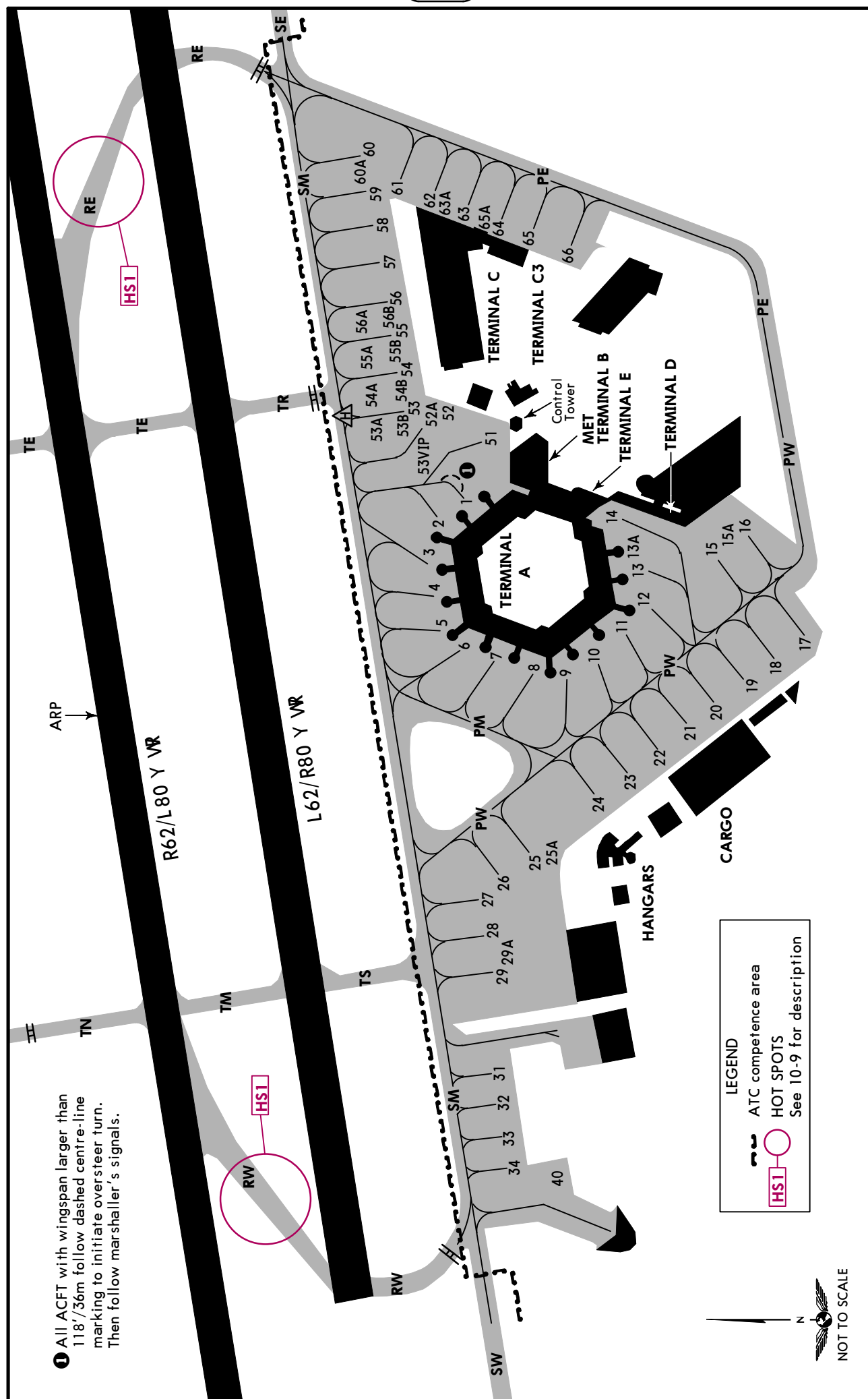
ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
08L	HIRL CL (15m)	ALSF-II TDZ REIL PAPI-L (3.0°)		① RVR	8885' 2708m	③	151'
26R	HIRL CL (15m)	ALSF-II TDZ REIL PAPI-L (3.0°)		② RVR	8946' 2727m		46m
① HST-RE							
② HST-RW							
③ TAKE-OFF RUN AVAILABLE							
RWY 08L:				RWY 26R:			
From Rwy head		9918' (3023m)		From Rwy head		9918' (3023m)	
Twy RW int		6473' (1973m)		Twy RE int		6447' (1965m)	
Twy TM/TN int		6365' (1940m)					
08R	HIRL CL (15m)	HIALS SFL PAPI-L (3.0°)		RVR	7625' 2324m	6693' 2040m	④
26L	HIRL CL (15m)	HIALS-II SFL TDZ PAPI-L (3.0°)		RVR	7244' 2208m	6068' 1850m	
④ TAKE-OFF RUN AVAILABLE							
RWY 08R:				RWY 26L:			
From Rwy head		7966' (2428m)		From Rwy head		7966' (2428m)	
Twy TS int		6220' (1896m)		Twy RE int		5551' (1692m)	

EDDT/TXL

JEPPESSEN
13 APR 18 10-9B

BERLIN, GERMANY

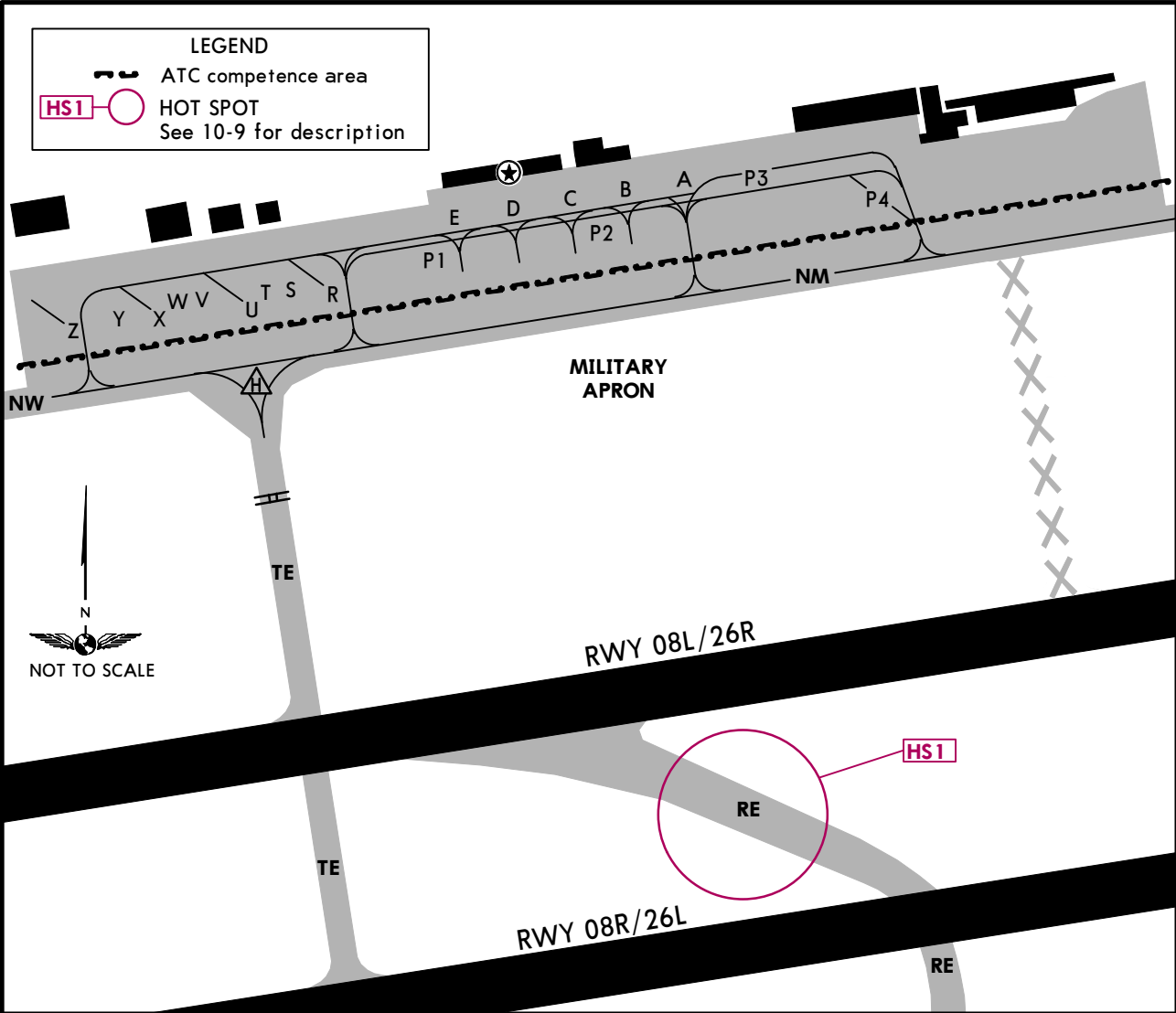
TEGEL



EDDT/TXL

13 APR 18 10-9C

BERLIN, GERMANY
TEGEL



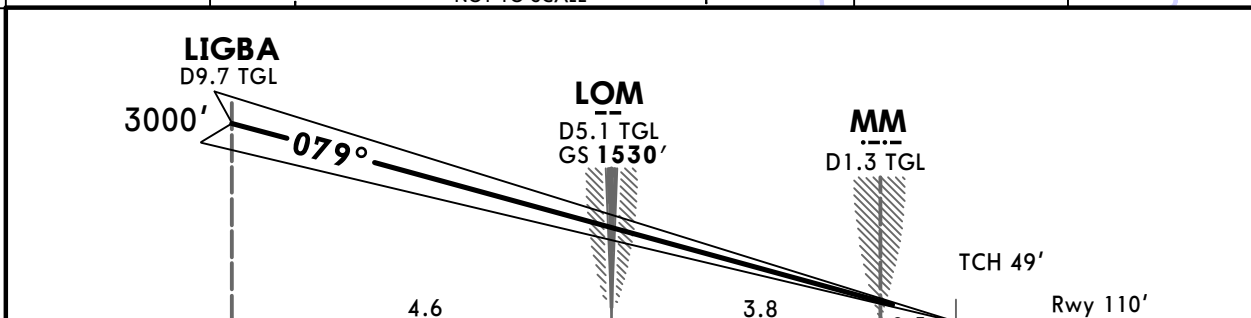
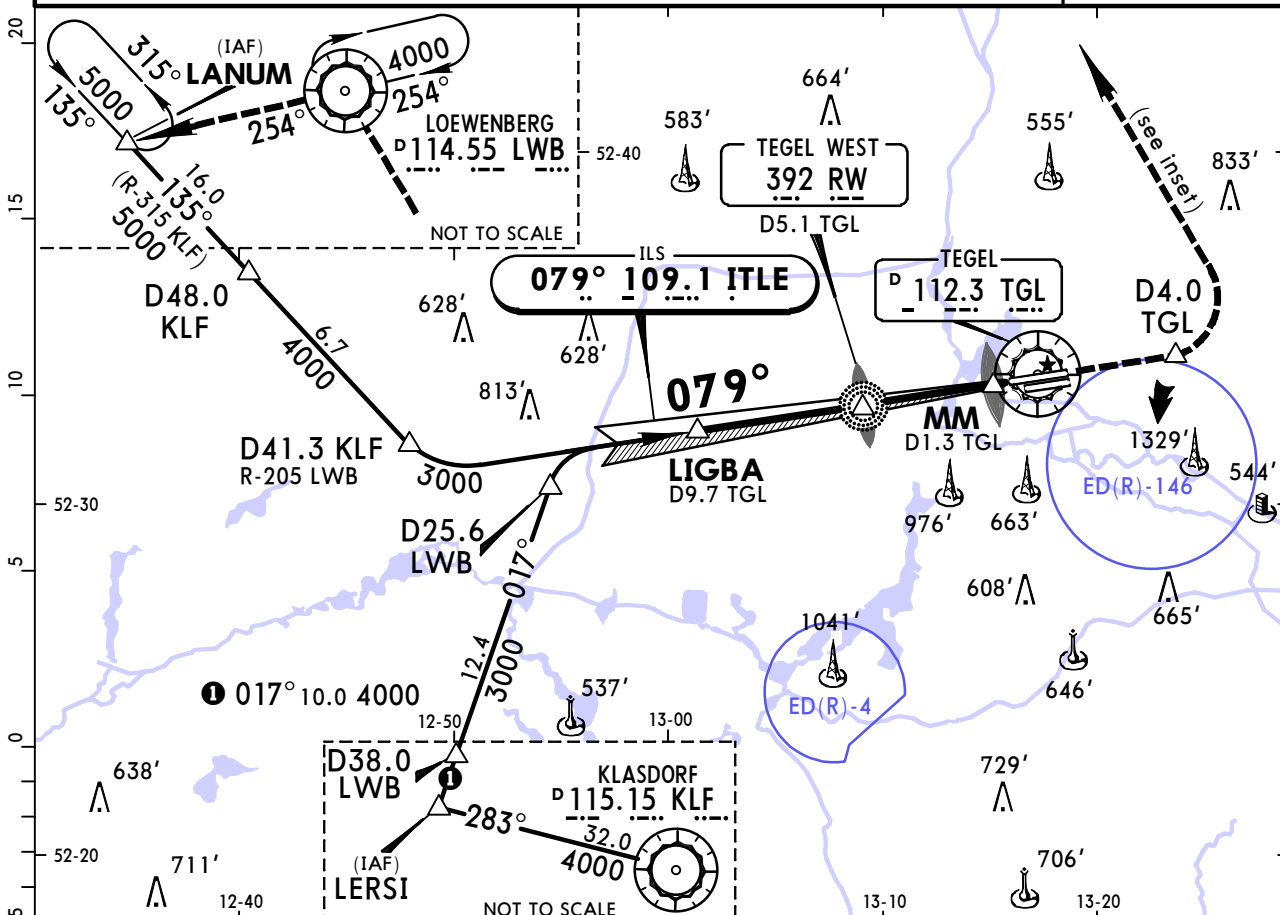
INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
A, B	N52 33.9	E013 17.9	P3, P4	N52 33.9	E013 18.0
C, D	N52 33.9	E013 17.8	R	N52 33.8	E013 17.7
E	N52 33.9	E013 17.7	S thru V	N52 33.8	E013 17.6
P1	N52 33.8	E013 17.7	W thru Z	N52 33.8	E013 17.5
P2	N52 33.8	E013 17.9			

--	--	--	--

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL
JEPPESSEN
 2 FEB 18 **(11-1A)**
BERLIN, GERMANY
CAT II/III ILS Rwy 08L

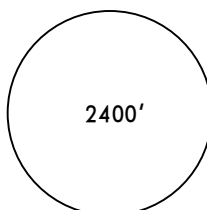
D-ATIS	BREMEN Radar (APP) North	South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.630	126.425	136.105	124.525	121.750
LOC ITLE 109.1	Final Apch Crs 079°	GS LOM 1530' (1420')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 122' Rwy 110'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					
Special Aircrew & Acft Certification Required.					

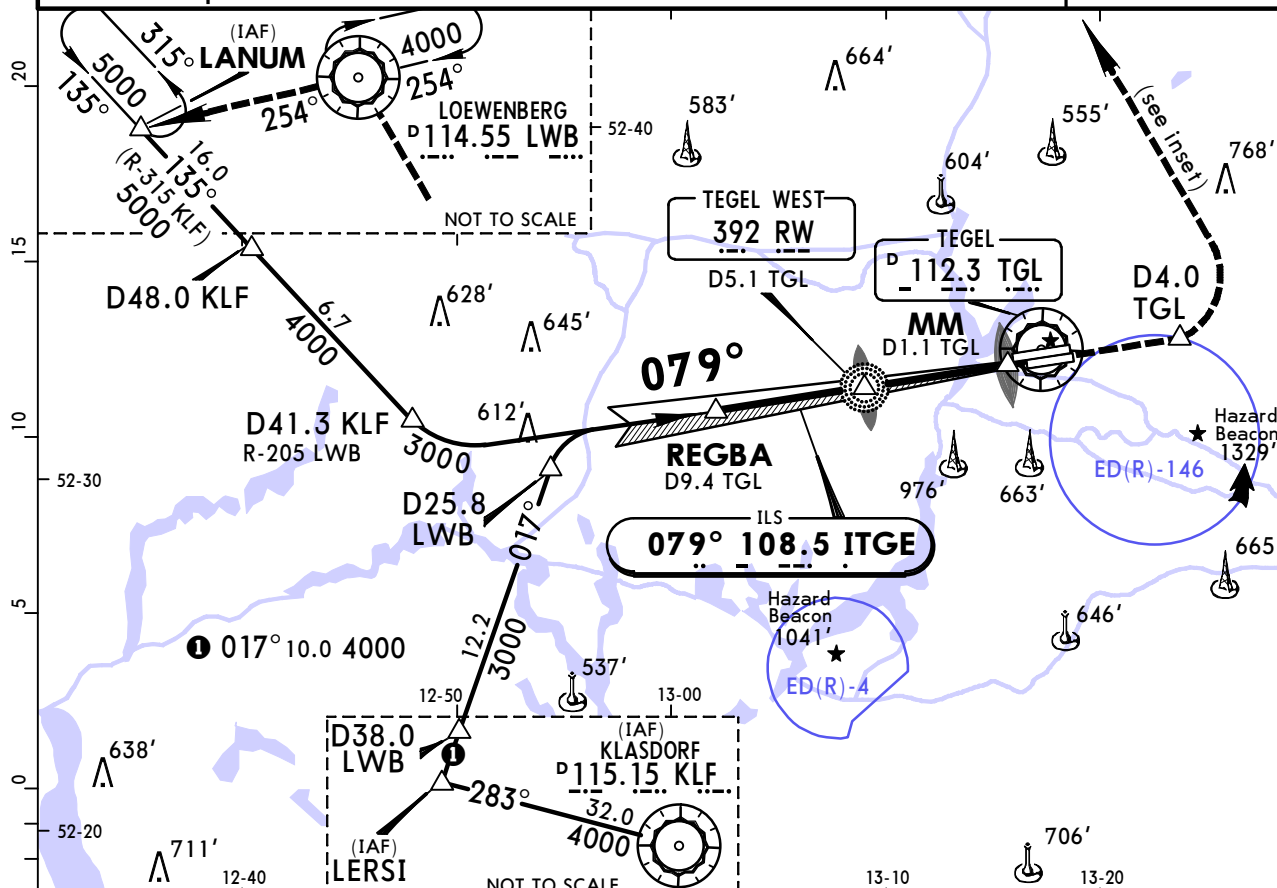


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'
GS	3.00°	372	478	531	637	743	REIL PAPI	MAX

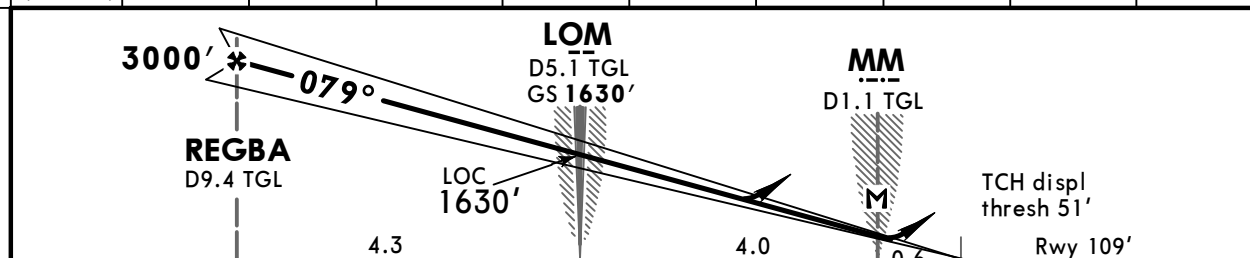
Standard		STRAIGHT-IN LANDING RWY 08L					
CAT IIIA ILS		CAT II ILS					
I		AB		C		D	
RA 102'		RA 107'		RA 120'		RA 120'	
DH 50'		DA(H) 210'(100')		DA(H) 214'(104')		DA(H) 227'(117')	
RVR 200m		RVR 300m					
I CAT IIIB: Mim RVR 75m.							

BERLIN, GERMANY
ILS or LOC Rwy 08R

D-ATIS	BREMEN Radar (APP)		BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	North 119.630	South 126.425	136.105	124.525	121.750
LOC ITGE 108.5	Final Apch Crs 079°	GS LOM 1630' (1521')	ILS DA(H) Refer to Minimums	Apt Elev 122' Rwy 109'	
MISSED APCH: Climb on rwy track to MAX 3000' . At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.					
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'	
LOC: DME required.					MSA TGL VOR



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



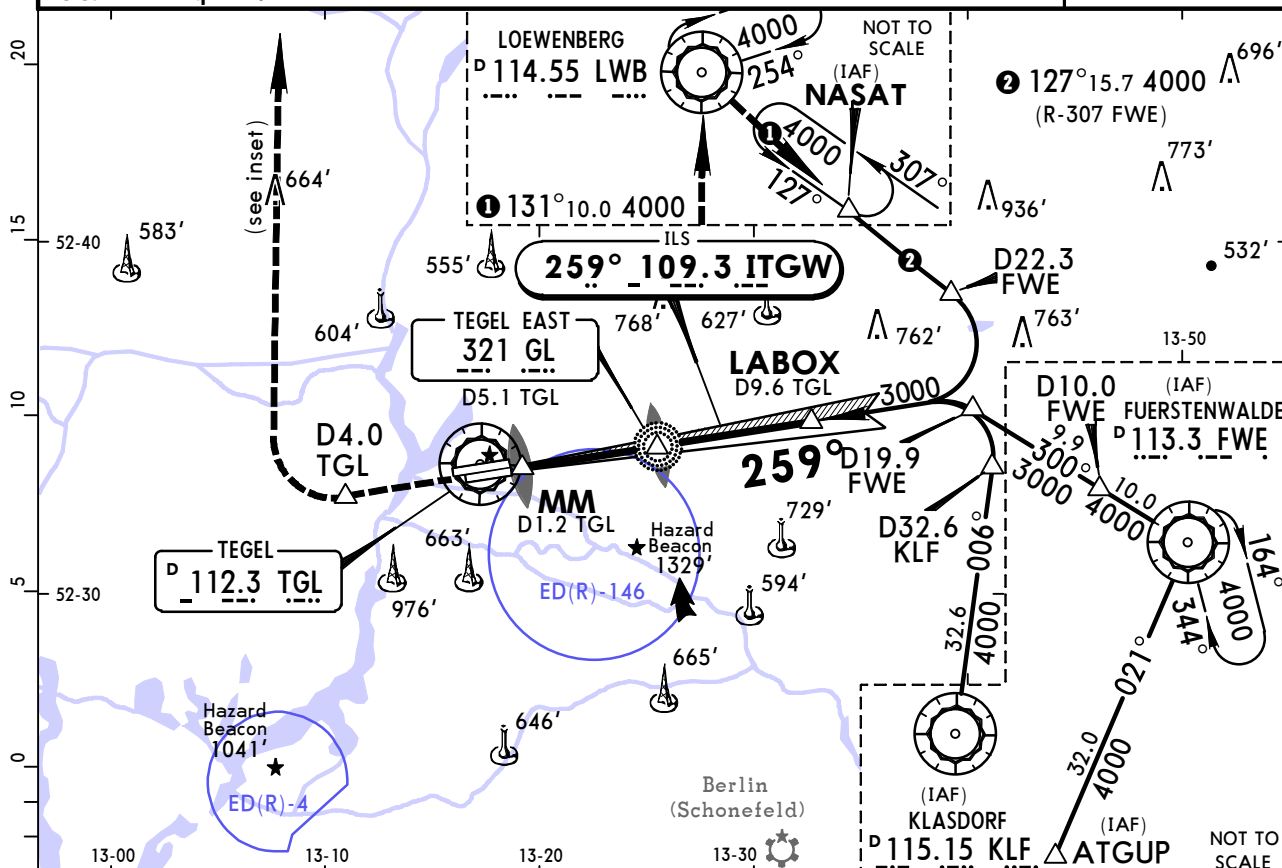
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at MM/D1.1 TGL							

Standard		STRAIGHT-IN LANDING RWY 08R			
		ILS		LOC (GS out)	
DA(H)		A: 354' (245') C: 374' (265') B: 364' (255') D: 384' (275')		DA(H) 590' (481')	
FULL		Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1500m	
B	RVR 600m				
C				RVR 1500m	CMV 2300m
D					

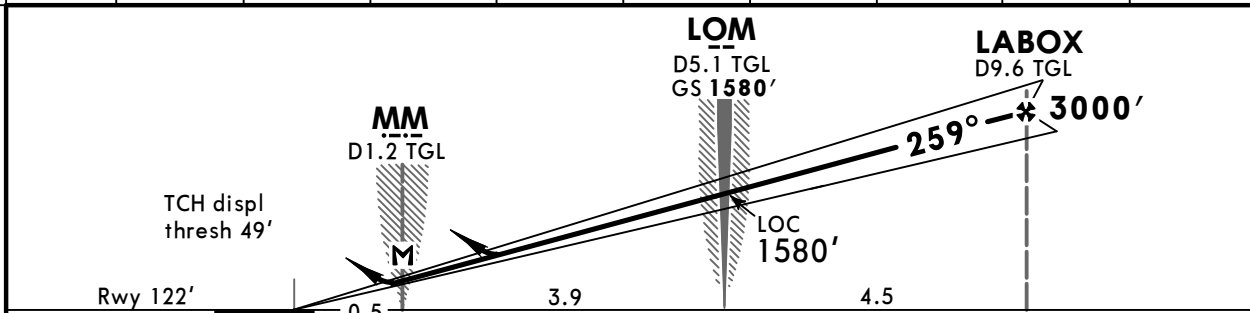
EDDT/TXL
TEGEL
JEPPesen
 2 FEB 18 **(11-3)**
BERLIN, GERMANY
ILS or LOC Rwy 26L

BRIEFING STRIP™

D-ATIS	112.3 125.9		BREMEN Radar (APP) North 119.630 South 126.425		BERLIN Director (APP) 136.105	TEGEL Tower 124.525	Ground 121.750
LOC ITGW 109.3	Final Apch Crs 259°		GS LOM 1580' (1458')		ILS DA(H) Refer to Minimums	Apt Elev 122' Rwy 122'	2400' MSA TGL VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' LOC: DME required.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	
MAP at MM/D1.2 TGL							

STRAIGHT-IN LANDING RWY 26L						LOC (GS out)	
ILS DA(H) A: 363'(241') C: 383'(261') B: 373'(251') D: 392'(270')						DA(H) 600'(478')	
FULL		Limited		ALS out		ALS out	
A	RVR 550m					RVR 1500m	
B							
C	RVR 600m	RVR 750m		RVR 1300m		RVR 1500m	CMV 2200m
D							

CHANGES: Communications.

© JEPPesen, 1999, 2018. ALL RIGHTS RESERVED.

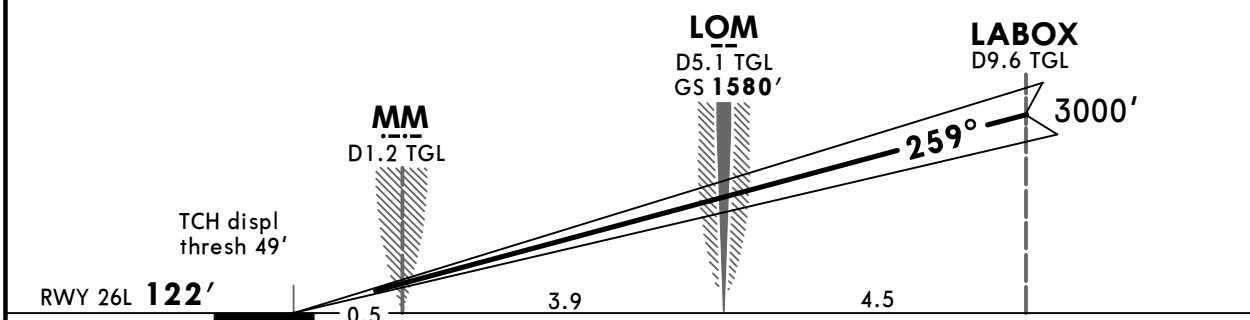
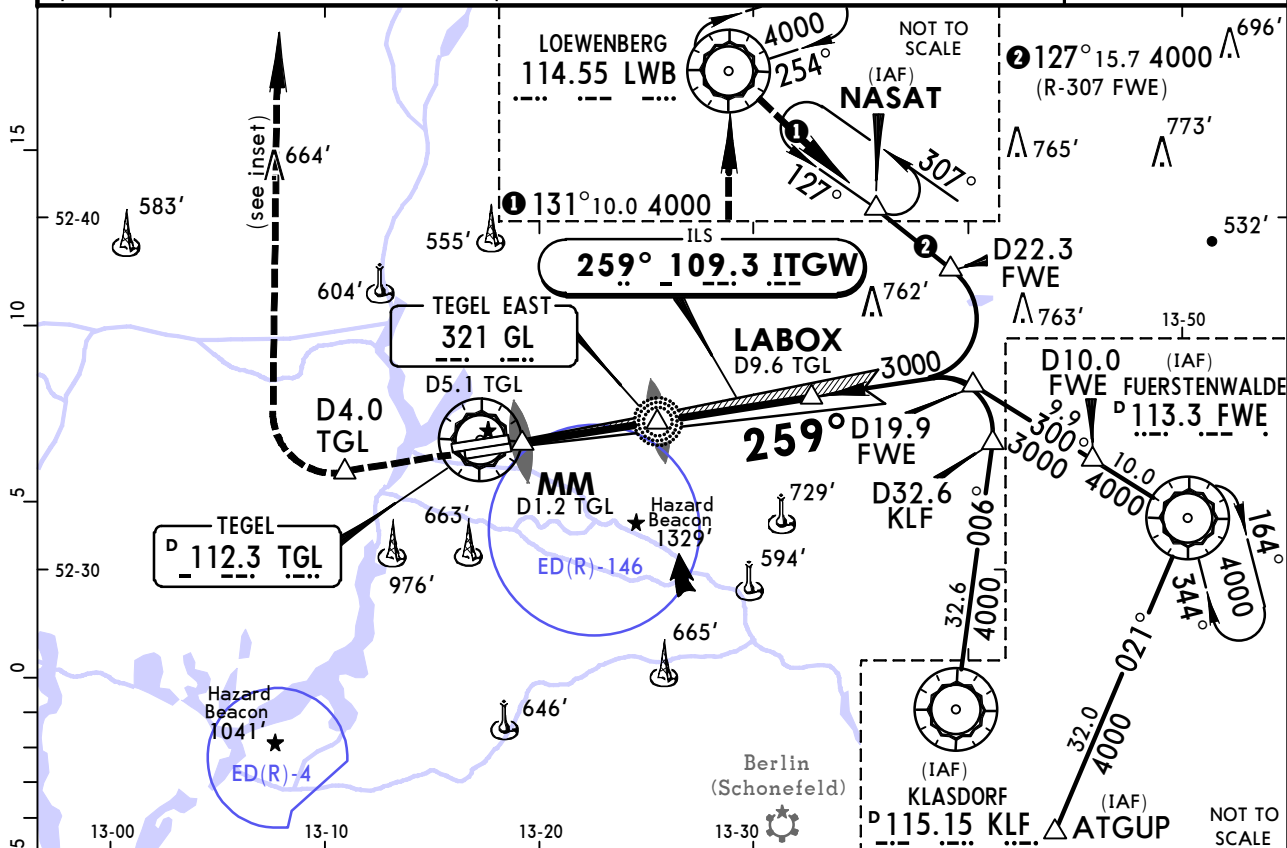
EDDT/TXL
TEGEL

JEPPESSEN
2 FEB 18 (11-3A)

BERLIN, GERMANY
CAT II ILS Rwy 26L

BRIEFING STRIP

D-ATIS	BREMEN Radar (APP) North South		BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.630	126.425	136.105	124.525	121.750
LOC ITGW 109.3	Final Apch Crs 259°	GS LOM 1580' (1458')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 122' RWY 122'	2400' MSA TGL VOR
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' MAX ↑
GS	3.00°	377	485	539	647	755	

Standard STRAIGHT-IN LANDING RWY 26L

CAT II ILS

AB RA 99' DA(H) 222' (100')	C RA 108' DA(H) 231' (109')	D RA 121' DA(H) 244' (122')
-----------------------------------	-----------------------------------	-----------------------------------

RVR 300m 1

RVR 400m

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

CHANGES: Communications.

© JEPPESSEN, 1999, 2018. ALL RIGHTS RESERVED.

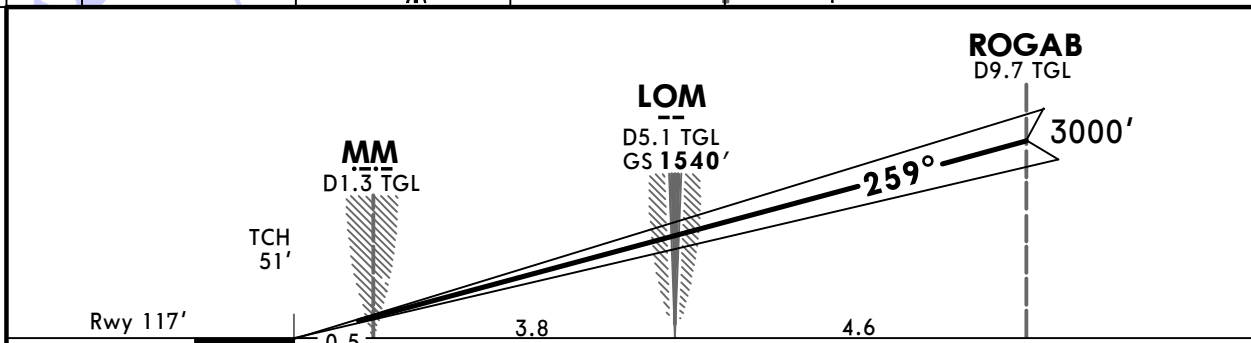
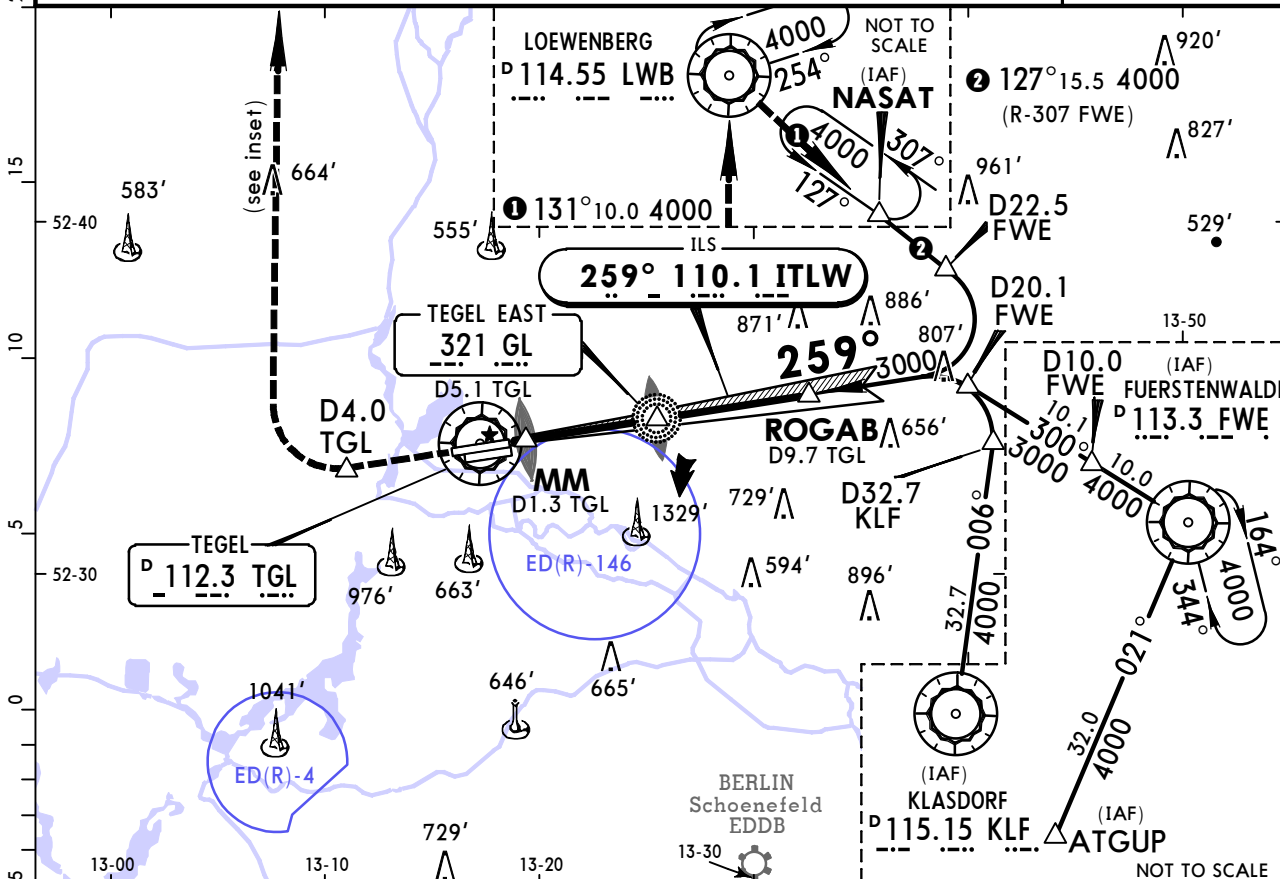
© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL

JEPPESSEN
2 FEB 18 11-4A

BERLIN, GERMANY
CAT II/III ILS Rwy 26R

D-ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.630 126.425	136.105	124.525	121.750
LOC ITLW 110.1	Final Apch Crs 259°	GS LOM 1540' (1423')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 122' Rwy 117'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 West of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.				MSA TGL VOR



0.5							ALSF-II REIL PAPI 3000' MAX ↑	
Gnd speed-Kts	70	90	100	120	140	160		
GS	3.00°	372	478	531	637	743		849

Standard		STRAIGHT-IN LANDING RWY 26R	
CAT IIIA ILS 1		CAT II ILS	
DH 50'		RA 95' DA(H) 217'(100')	
RVR 200m		RVR 300m	
1 CAT IIIB: Min RVR 75m			

EDDT/TXL

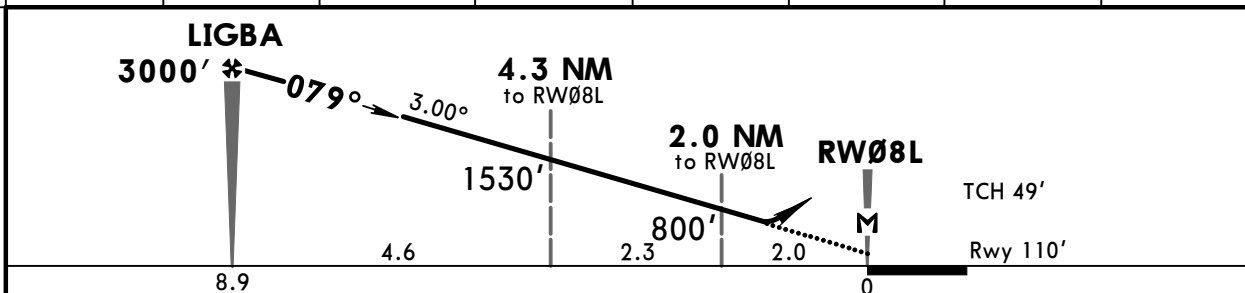
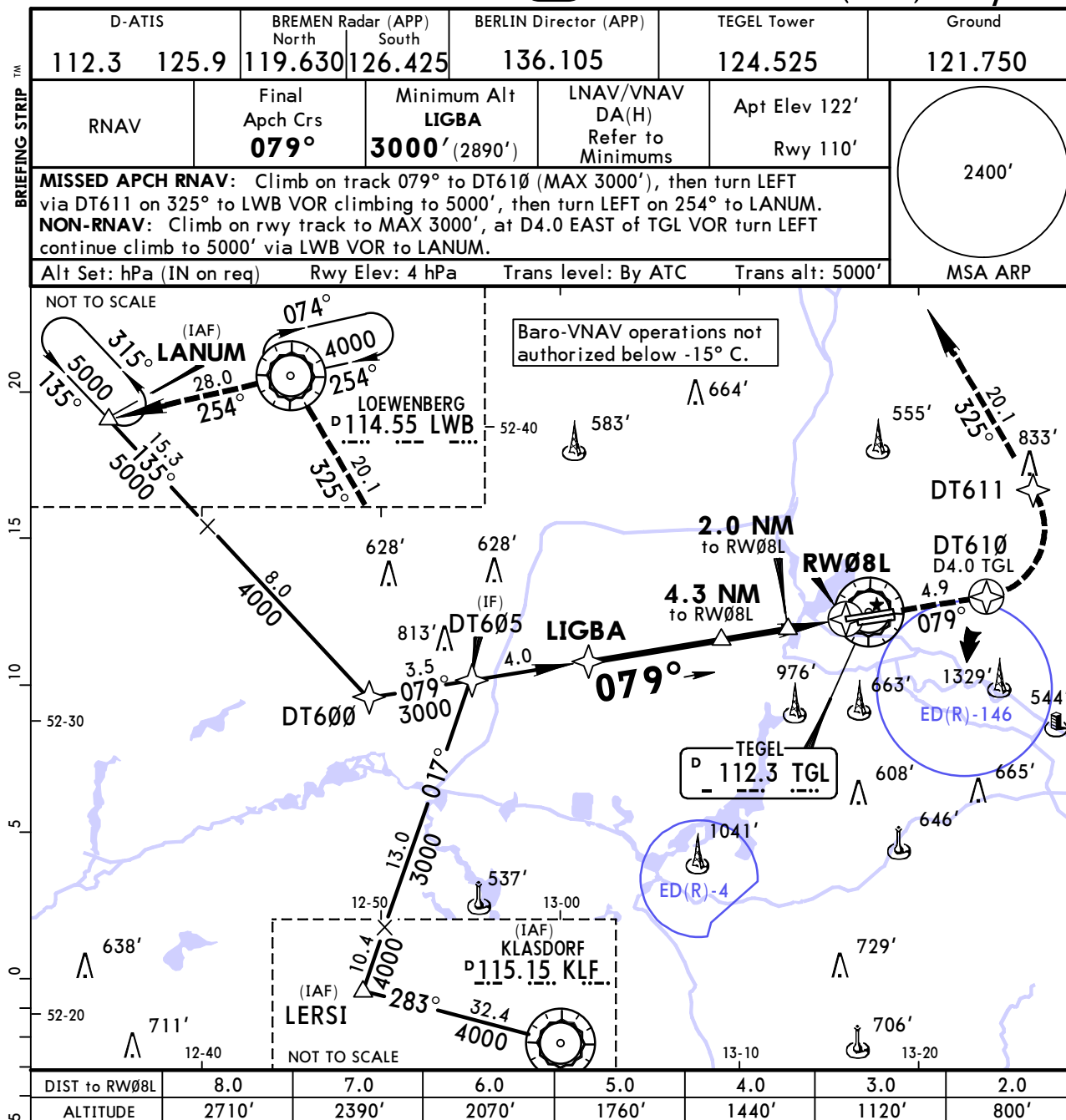
TEGEL

JEPPESSEN

2 FEB 18 (12-1)

BERLIN, GERMANY

RNAV (GPS) Rwy 08L



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 3000' MAX
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW08L							

STRAIGHT-IN LANDING RWY 08L			
Standard LNAV/VNAV DA(H) A: 417' (307') C: 436' (326') B: 427' (317') D: 446' (336')		LNAV CDFA DA/MDA(H) 560' (450')	
ALS out		ALS out	
A	RVR 750m I	RVR 1400m	RVR 1500m
B			
C	RVR 800m	RVR 1500m	RVR 2100m
D			

I With TDZ & CL & HUD: RVR 700m

CHANGES: Communications.

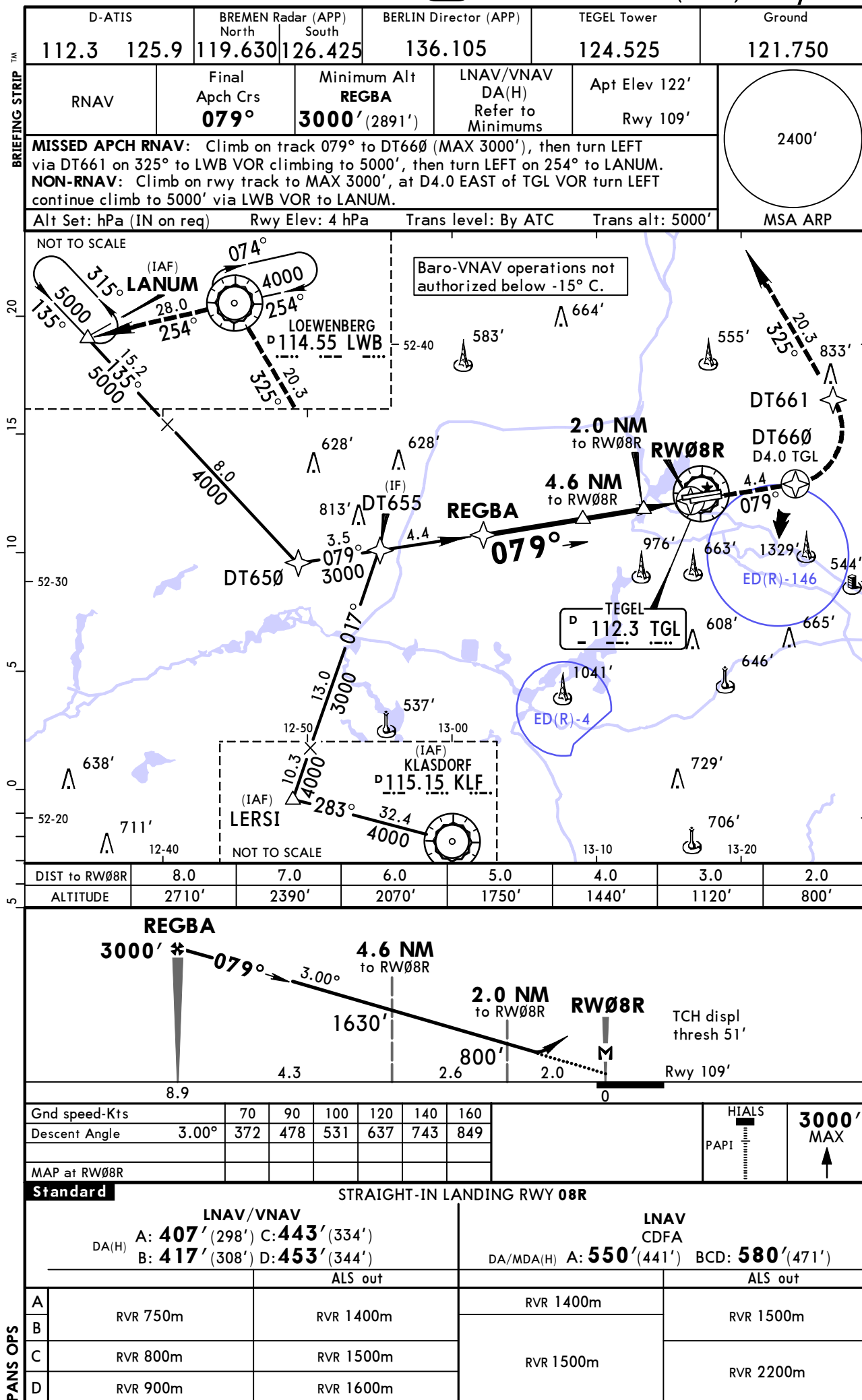
© JEPPESSEN, 2009, 2018. ALL RIGHTS RESERVED.

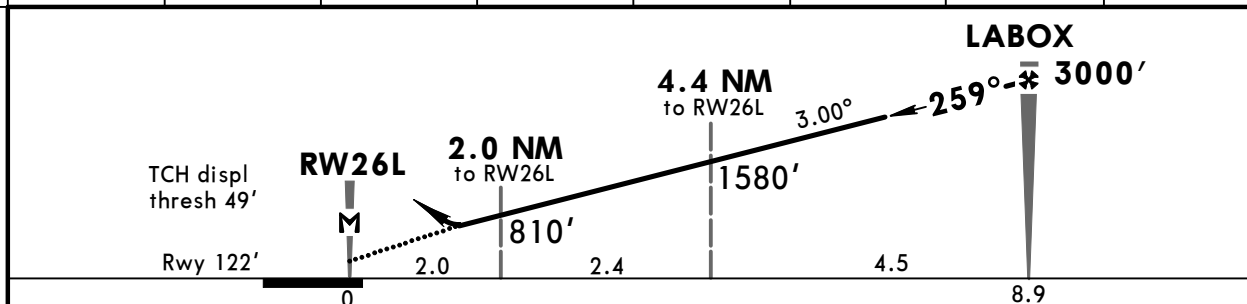
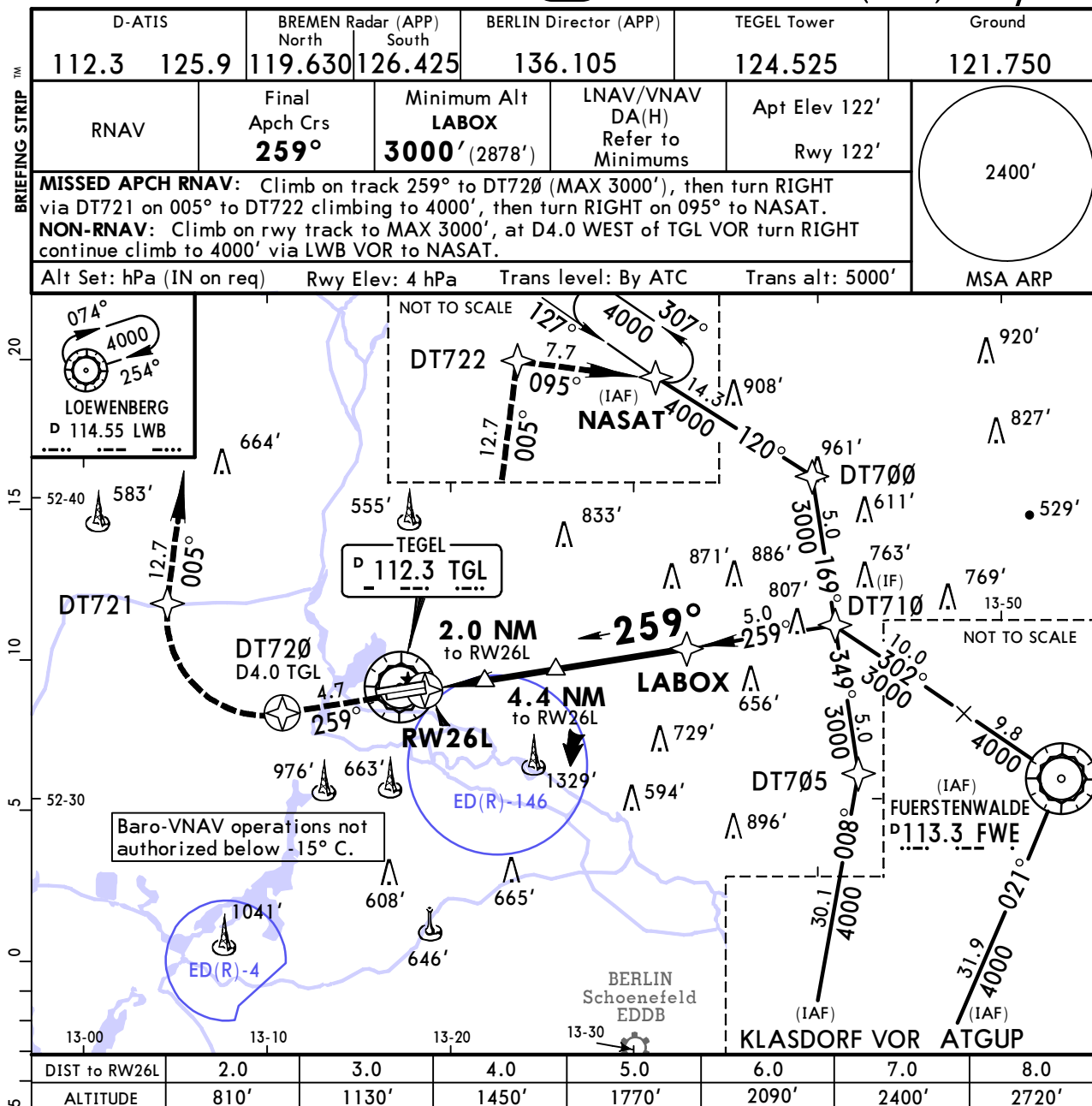
EDDT/TXL
TEGEL

JEPPESEN

2 FEB 18 (12-2)

BERLIN, GERMANY
RNAV (GPS) Rwy 08R



EDDT/TXL
TEGEL
JEPPESSEN
 2 FEB 18 **(12-3)**
BERLIN, GERMANY
RNAV (GPS) Rwy 26L


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 3000' MAX ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW26L							

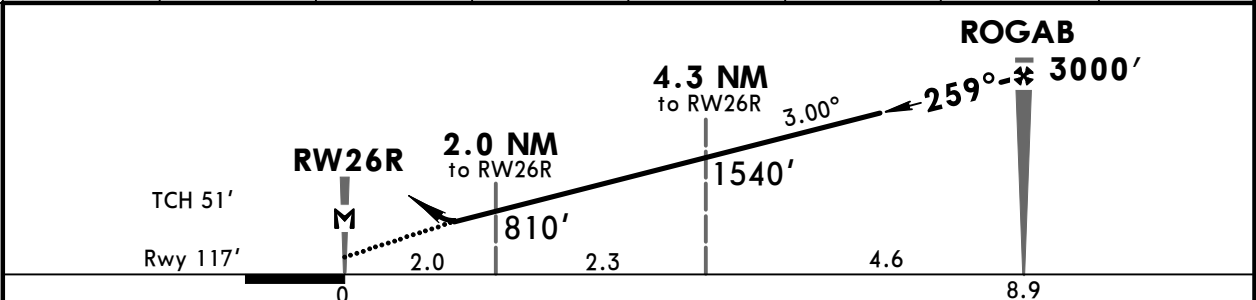
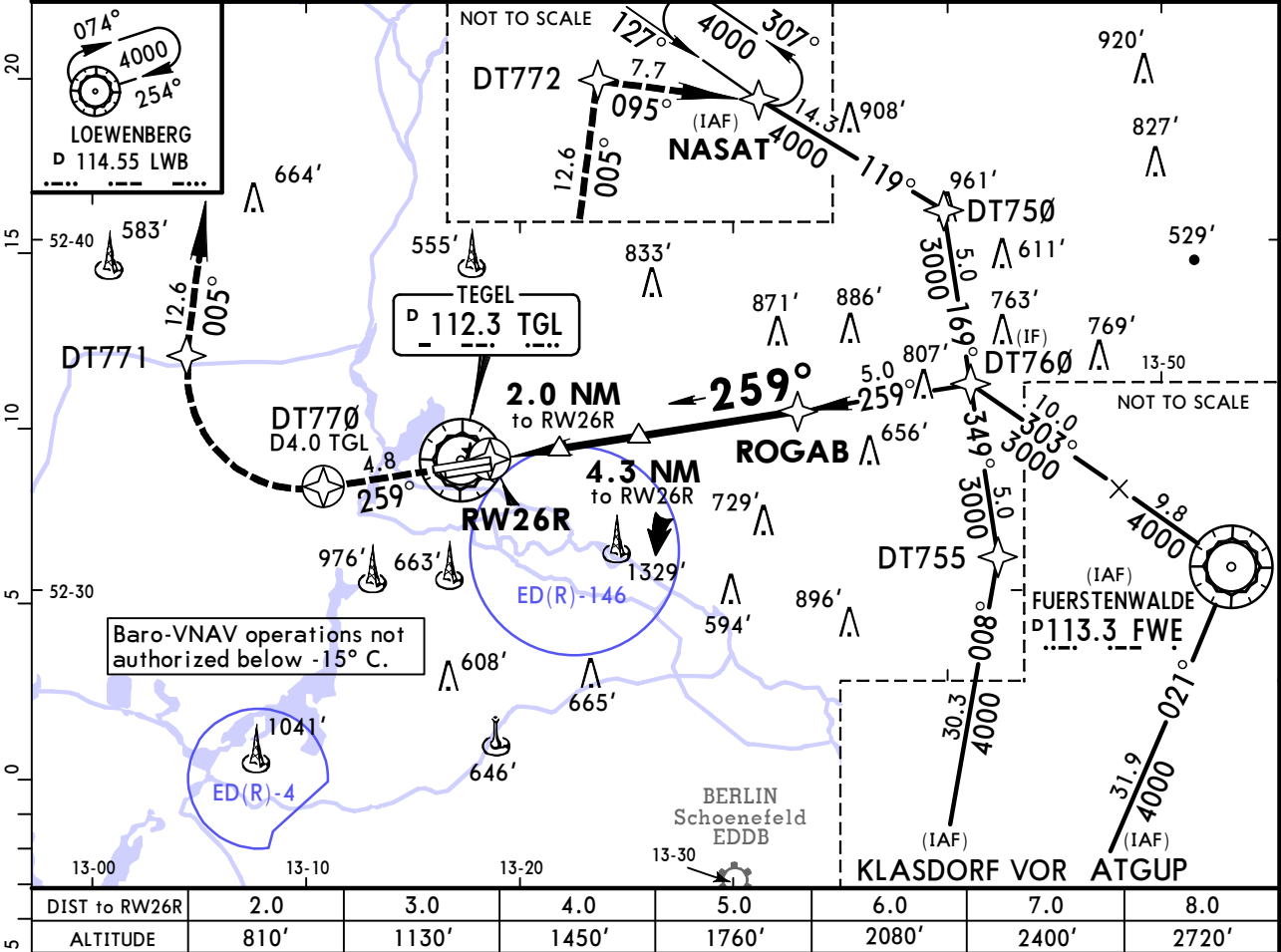
STRAIGHT-IN LANDING RWY 26L			
Standard LNAV/VNAV DA(H) A: 464' (342') C: 483' (361') B: 473' (351') D: 493' (371')		LNAV CDFA DA/MDA(H) 580' (458')	
ALS out		ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m
B			
C	RVR 1000m	RVR 1700m	RVR 2100m
D			

EDDT/TXL
TEGEL

JEPPESSEN
2 FEB 18 (12-4)

BERLIN, GERMANY
RNAV (GPS) Rwy 26R

D-ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.630 126.425	136.105	124.525	121.750
RNAV	Final Apch Crs 259°	Minimum Alt ROGAB 3000' (2883')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 122' Rwy 117'
MISSED APCH RNAV: Climb on track 259° to DT770 (MAX 3000'), then turn RIGHT via DT771 on 005° to DT772 climbing to 4000', then turn RIGHT on 095° to NASAT. NON-RNAV: Climb on rwy track to MAX 3000', at D4.0 WEST of TGL VOR turn RIGHT continue climb to 4000' via LWB VOR to NASAT.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'				MSA ARP



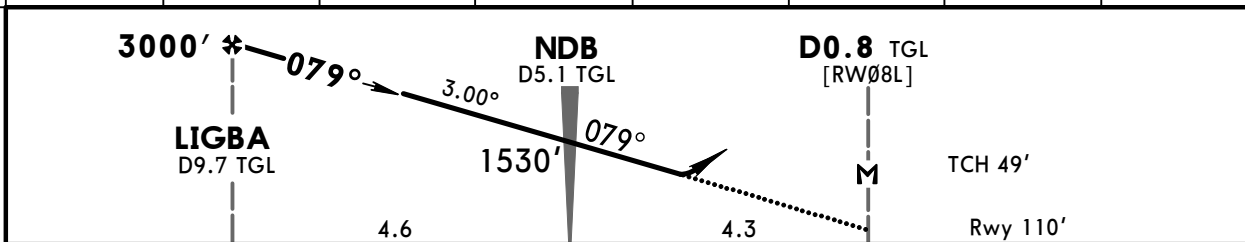
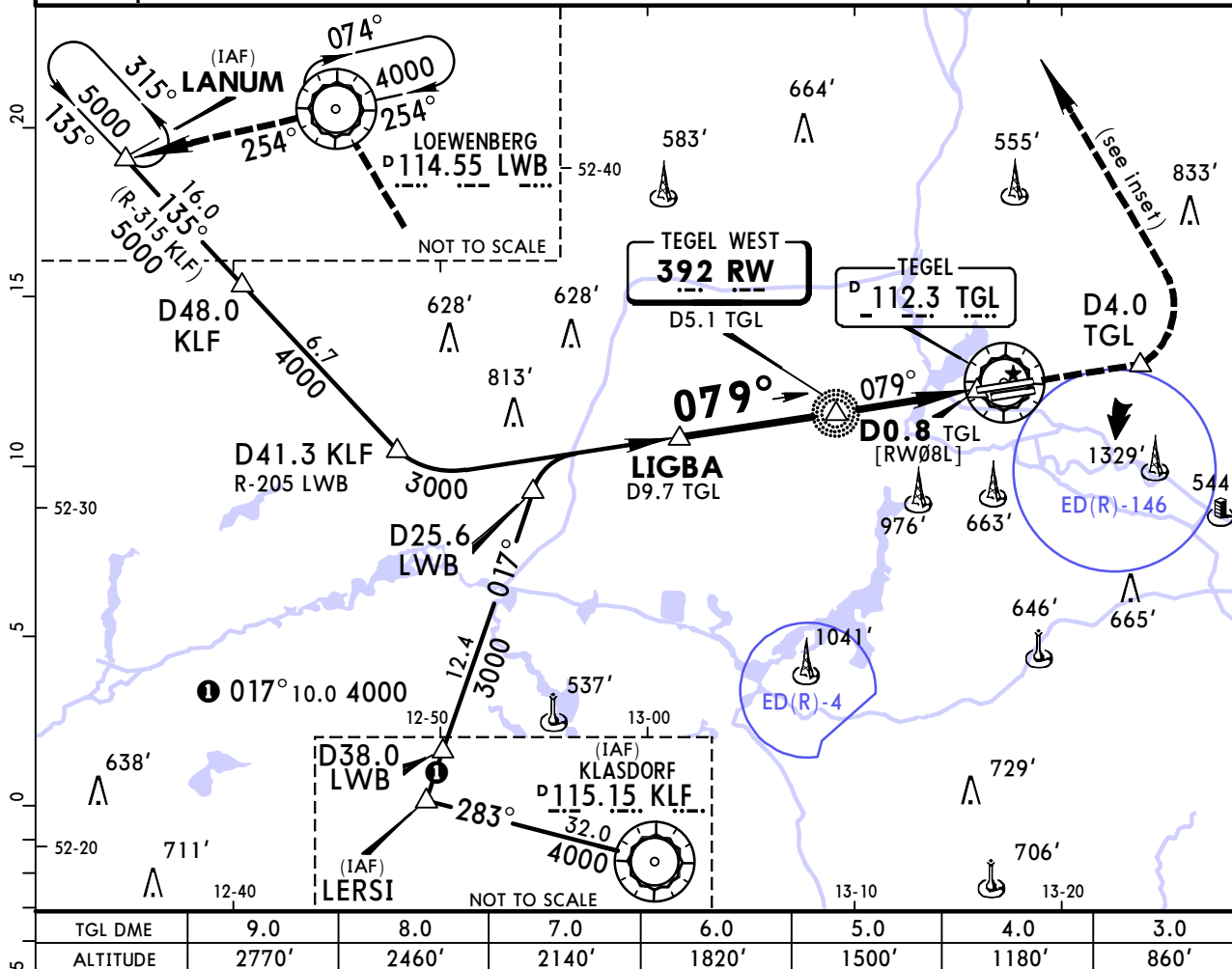
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	3000' MAX ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW26R								

Standard		STRAIGHT-IN LANDING RWY 26R					
		LNAV/VNAV		LNAV CDFA			
DA(H)		A: 450' (333') C: 468' (351') B: 459' (342') D: 477' (360')		DA/MDA(H) 560' (443')			
		ALS out		ALS out			
A	RVR 800m	RVR 1500m		RVR 1400m		RVR 1500m	
B	RVR 900m					RVR 2100m	
C			RVR 1600m				
D							

EDDT/TXL
TEGEL
JEPPESSEN
 2 FEB 18 **(16-1)**
BERLIN, GERMANY
NDB Rwy 08L

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)		TEGEL Tower		Ground	
112.3 125.9		North 119.630 South 126.425		136.105		124.525		121.750	
NDB RW 392		Final Apch Crs 079°		Minimum Alt LIGBA 3000' (2890')		DA/MDA(H) 700' (590')		Apt Elev 122' Rwy 110'	
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.									2400' MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'									
DME required.									



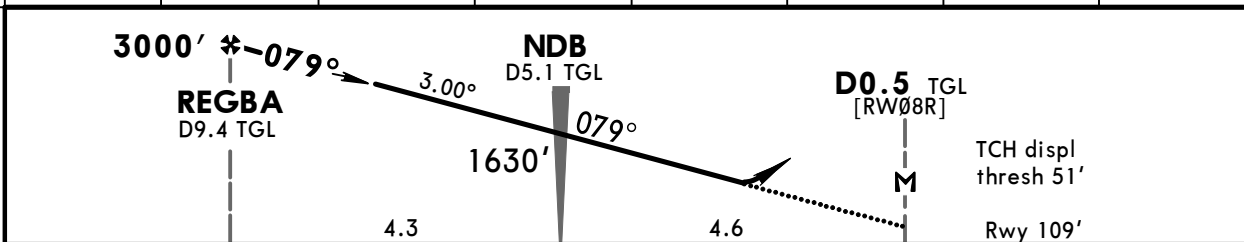
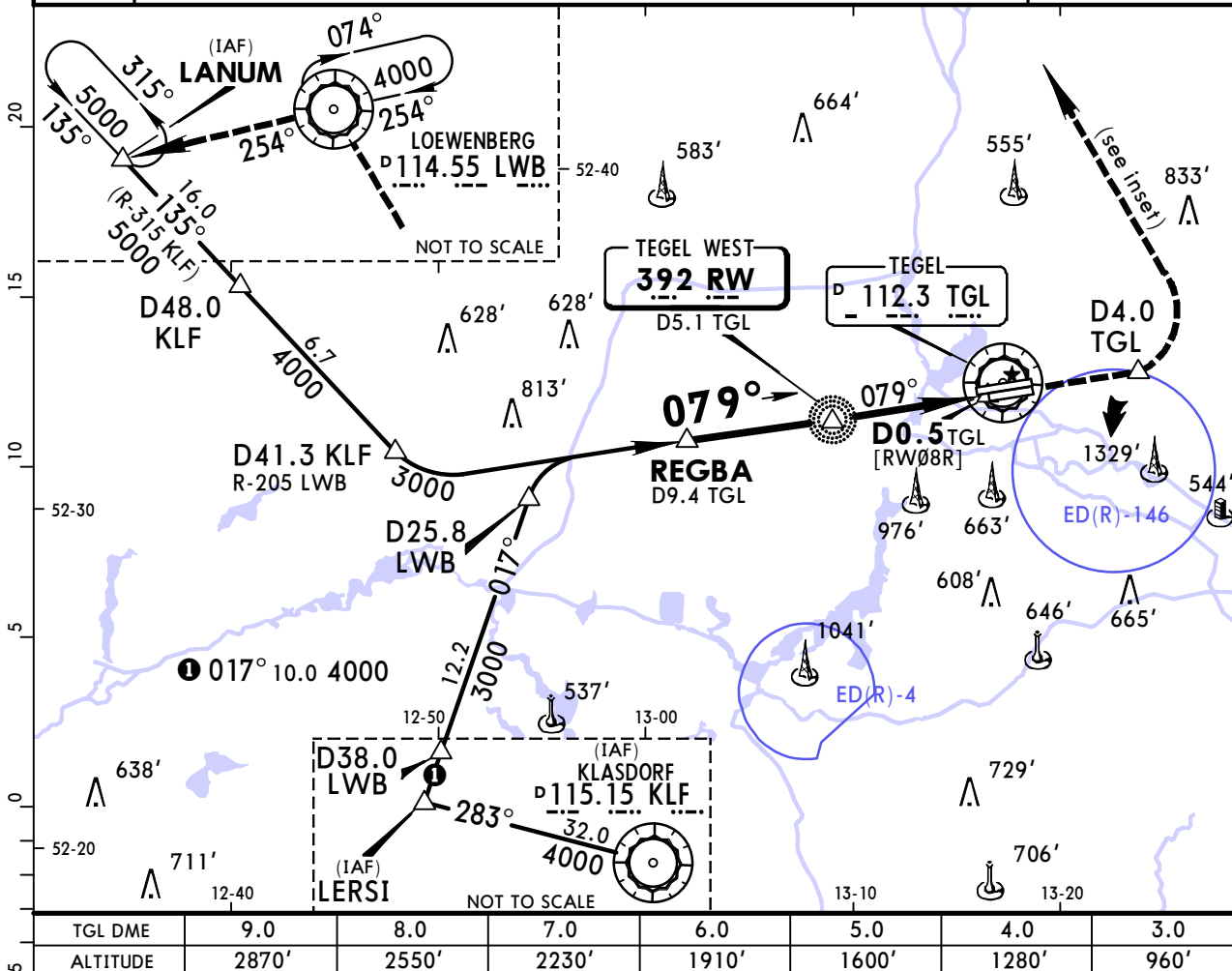
Gnd speed-Kts	70	90	100	120	140	160	3000' MAX
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 TGL							

Standard		STRAIGHT-IN LANDING RWY 08L	
		CDFA	
DA/MDA(H)		700' (590')	
		ALS out	

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

EDDT/TXL
TEGEL
JEPPESSEN
 2 FEB 18 **(16-2)**
BERLIN, GERMANY
NDB Rwy 08R

D-ATIS	BREMEN Radar (APP) North	South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.630	126.425	136.105	124.525	121.750
NDB RW 392	Final Apch Crs 079°	Minimum Alt REGBA 3000' (2891')	DA/MDA(H) 690' (581')	Apt Elev 122' Rwy 109'	2400'
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 TGL turn LEFT continue climb to 5000' via LWB VOR to LANUM.					MSA TGL VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	MAX
MAP at D0.5 TGL									

Standard **STRAIGHT-IN LANDING RWY 08R**

CDFA
DA/MDA(H) **690'** (581')

ALS out

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

EDDT/TXL

TEGEL

JEPPESSEN

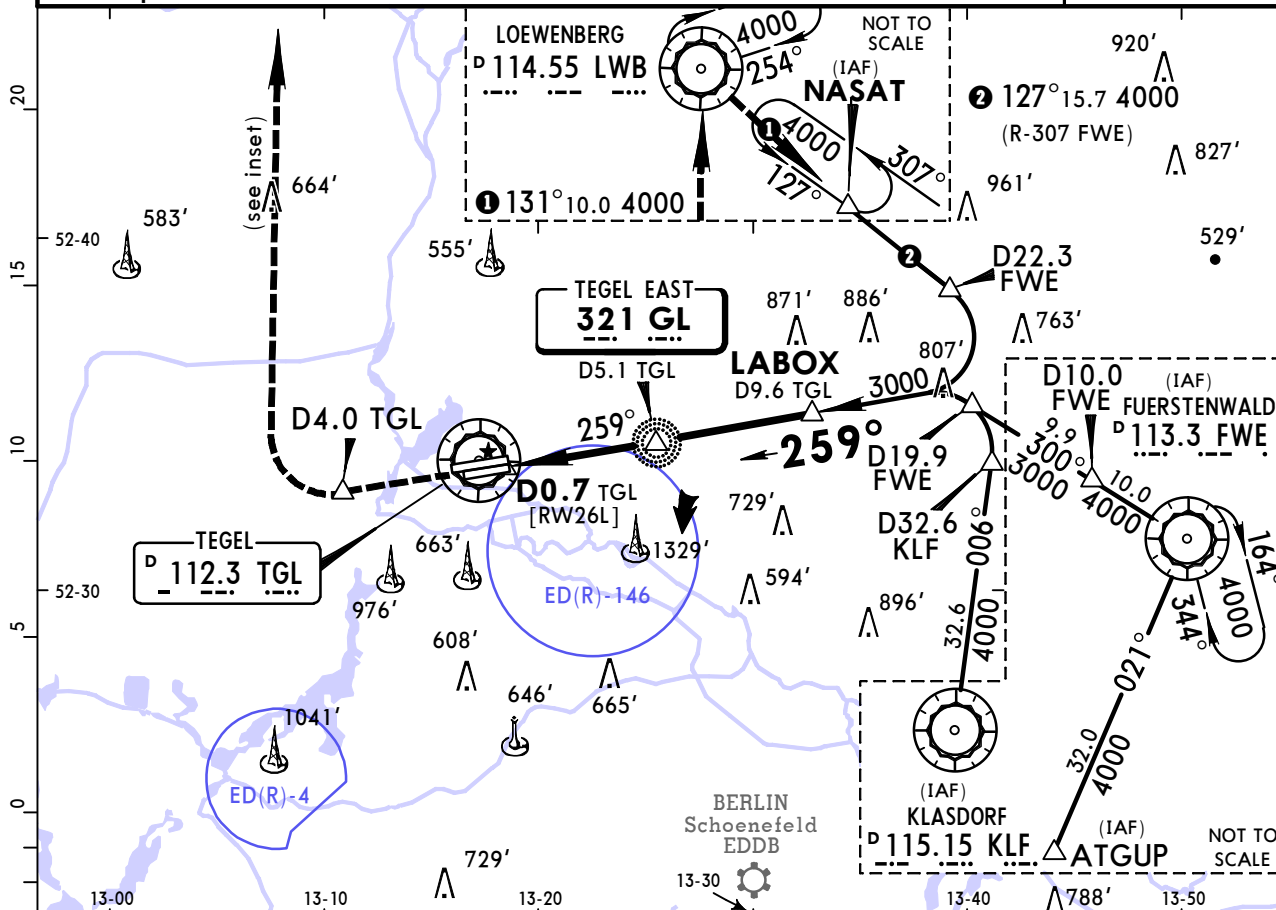
2 FEB 18 **(16-3)**

BERLIN, GERMANY

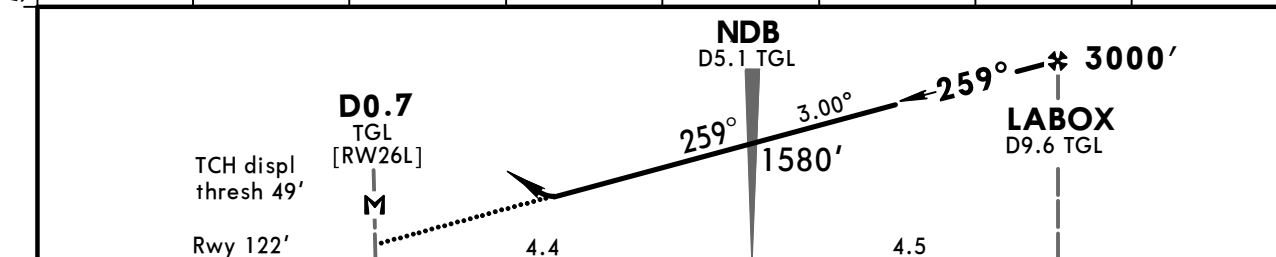
NDB Rwy 26L

BRIEFING STRIP

D-ATIS		BREMEN Radar (APP)		BERLIN Director (APP)		TEGEL Tower		Ground	
112.3 125.9		119.630	126.425	136.105		124.525		121.750	
NDB GL 321		Final Apch Crs 259°		Minimum Alt LABOX 3000' (2878')		DA/MDA(H) 700' (578')		Apt Elev 122' Rwy 122'	
MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 WEST of TGL VOR climb to 4000' and turn RIGHT via LWB VOR to NASAT.									2400' <



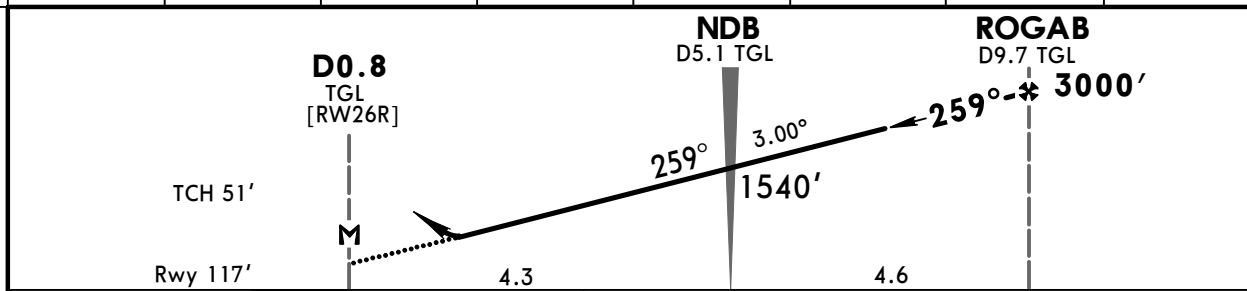
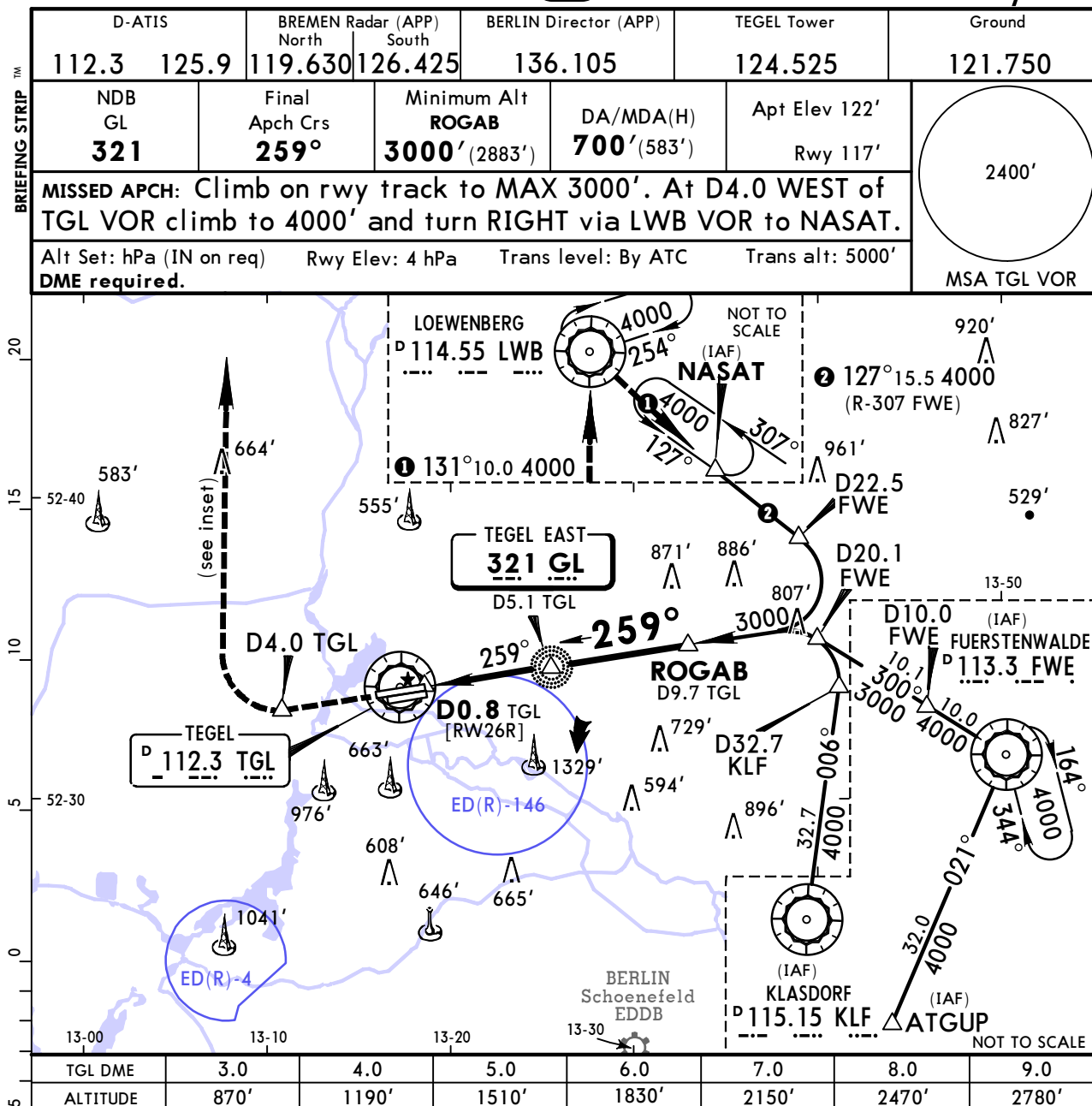
TGL DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	910'	1230'	1550'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
---------------	----	----	-----	-----	-----	-----	--

Standard		STRAIGHT-IN LANDING RWY 26L	
		CDFA	
		DA/MDA(H) 700' (578')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1900m	RVR 2400m	
D			

EDDT/TXL
TEGEL
JEPPESSEN

2 FEB 18 **(16-4)**
BERLIN, GERMANY
NDB Rwy 26R


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 3000' MAX
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 TGL							

Standard **STRAIGHT-IN LANDING RWY 26R**
CDFA

DA/MDA(H) **700'** (583')

ALS out

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

CHANGES: Communications.

© JEPPESSEN, 1999, 2018. ALL RIGHTS RESERVED.

EDDT

TEGEL

31 MAY 19

19-1

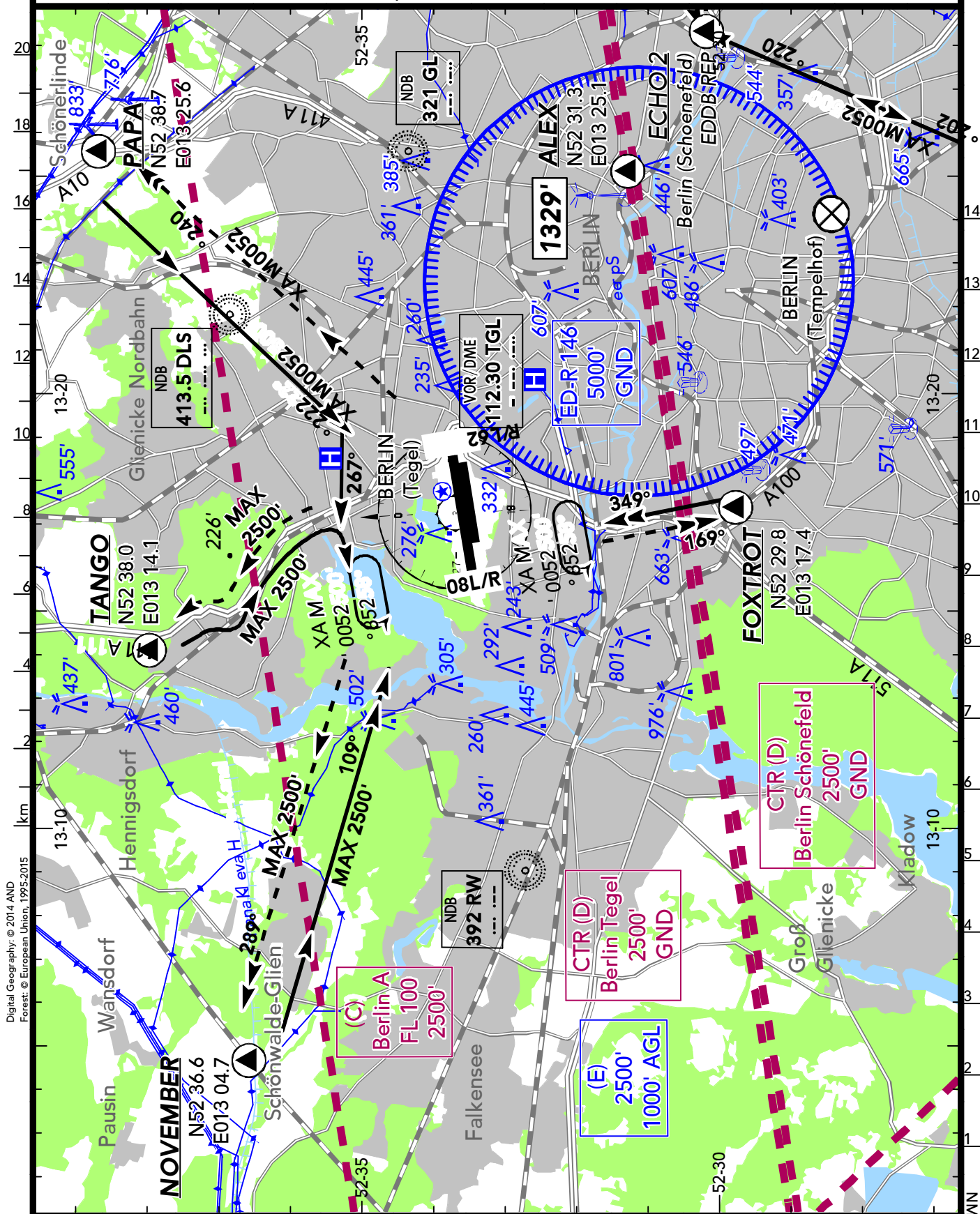
BERLIN

GERMANY

BRIEFING STRIP™

LOCATION Elev 122' /37m N52 33.6 E013 17.3	FIS LANGEN INFORMATION 132.650 ⁽²⁾	ATIS ATIS 125.900 112.300 ⁽³⁾
TOWER TEGEL TOWER 124.525 ⁽¹⁾ (ge, en) TEGEL GROUND 121.750 ⁽¹⁾ (ge, en)		

(1) VDF (2) also Berlin C Airspace (3) TGL



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EDDT

TEGEL

31 MAY 19

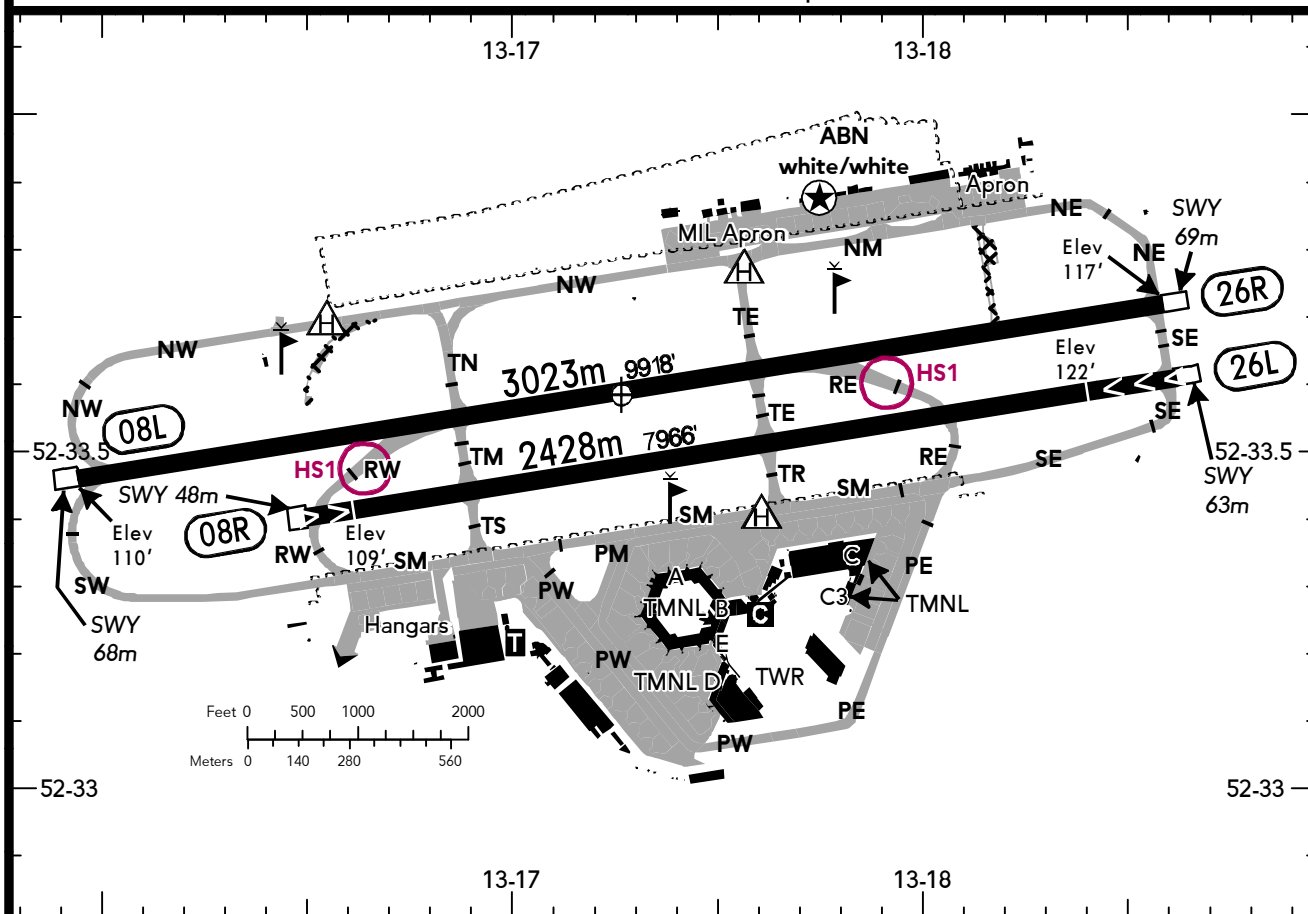
(19-2)

BERLIN
GERMANY

BRIEFING STRIP™

LOCATION Elev 122' /37m N52 33.6 E013 17.3	ATIS ATIS 125.900 112.300 ⁽²⁾	TOWER TEGEL DELIVERY 121.925 ⁽³⁾ TEGEL GROUND 121.750 ⁽¹⁾ (ge, en) TEGEL TOWER 124.525 ⁽¹⁾ (ge, en)
---	--	--

ADMITTED AIRCRAFT


⁽¹⁾ VDF ⁽²⁾ TGL ⁽³⁾ Initial call & start-up


ABN - ALS - PAPI 08L (3.0°), 26R (3.0°), 08R (3.0°), 26L (3.0°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08L (078°) 26R (258°)	3023 x 46 Asphalt	3023	3023	PCN 120/F/A/X/T	
08R (078°) 26L (258°)	2428 x 46 Asphalt	2428	2324 2208	PCN 120/F/A/W/T	

NOTE: Refer to Berlin (EDDB) Area Information.

CAUTION: Possible wake turbulence.
Short distance between RWYs. Expect to stop before parallel RWY after LDG.

Contact TEGEL TOWER at least 5 MIN prior to reaching first REP.

RWY Incursion Hot Spots

HS1 - Attention holding points! Do not cross without clearance!

Intersection TKOF

RWY	TWY	TORA (m)
08L	RW	1973
	TM	1940
	TN	1940
26R	RE	1965
	TE	1855
08R	TS	1896
26L	RE	1692

Chart changes since cycle 10-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERLIN, (TEGEL - EDDT)				
REV	VFR APPROACH CHART	19-1	31 May 2019	
REV	VFR AERODROME CHART	19-2	31 May 2019	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDT

Chart Change Notices for Country DEU

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

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: 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 only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Berlin (C) ASP sector names added: A (2500'/FL 100), B (3500'/FL 100), C (FL 65/FL 100), D (FL 75/FL 100).

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

FIS for BREMEN INFORMATION 132.650, BREMEN INFORMATION 119.825 and BREMEN INFORMATION 125.100 callsigns chgd to LANGEN INFORMATION, freq unchgd.