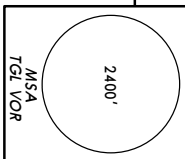


EDDT/TXL
TEGEL
 1 APR 05 **(10-2A)** **EFF 14 APR**
JEPPESSEN
BERLIN, GERMANY
STAR

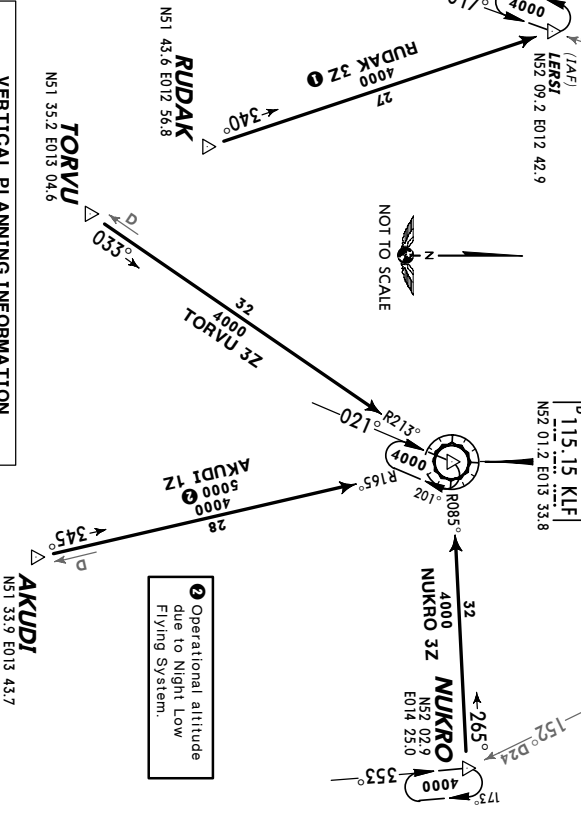
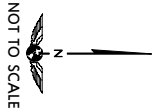
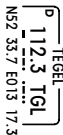
*D-ATIS 112.3 125.9
 Apt Elev 122'
 Alt Set: nPa (IN on request)
 Trans level: By ATC
 Trans alt: 5000'

AKUDI ONE ZULU (AKUDI 1Z) [AKUD1Z]
 NUKRO THREE ZULU (NUKRO 3Z) [NUKR3Z]
 RUDAK THREE ZULU (RUDAK 3Z) [RUDA3Z] ①
 TORVU THREE ZULU (TORVU 3Z) [TORV3Z]
 RWYS 08L/R ARRIVALS
 FROM SOUTH



① BRNAV equipment necessary.

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



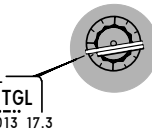
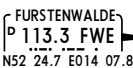
VERTICAL PLANNING INFORMATION
 Pilots should plan for possible descent clearance as follows:
 AKUDI 1Z, TORVU 3Z: at or below FL140 by NUKRO,
 NUKRO 3Z: at or below FL110 by KLF,
 RUDAK 3Z: at or below FL100 by LERSI,
 TORVU 3Z: at or below FL100 by LERSI.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

EDDT/TXL
TEGEL
 11 FEB 05 **(10-2B)** **EFF 17 FEB**
JEPPESSEN
BERLIN, GERMANY
STAR

*D-ATIS 112.3 125.9
 Apt Elev 122'
 Alt Set: nPa (IN on request)
 Trans level: By ATC
 Trans alt: 5000'

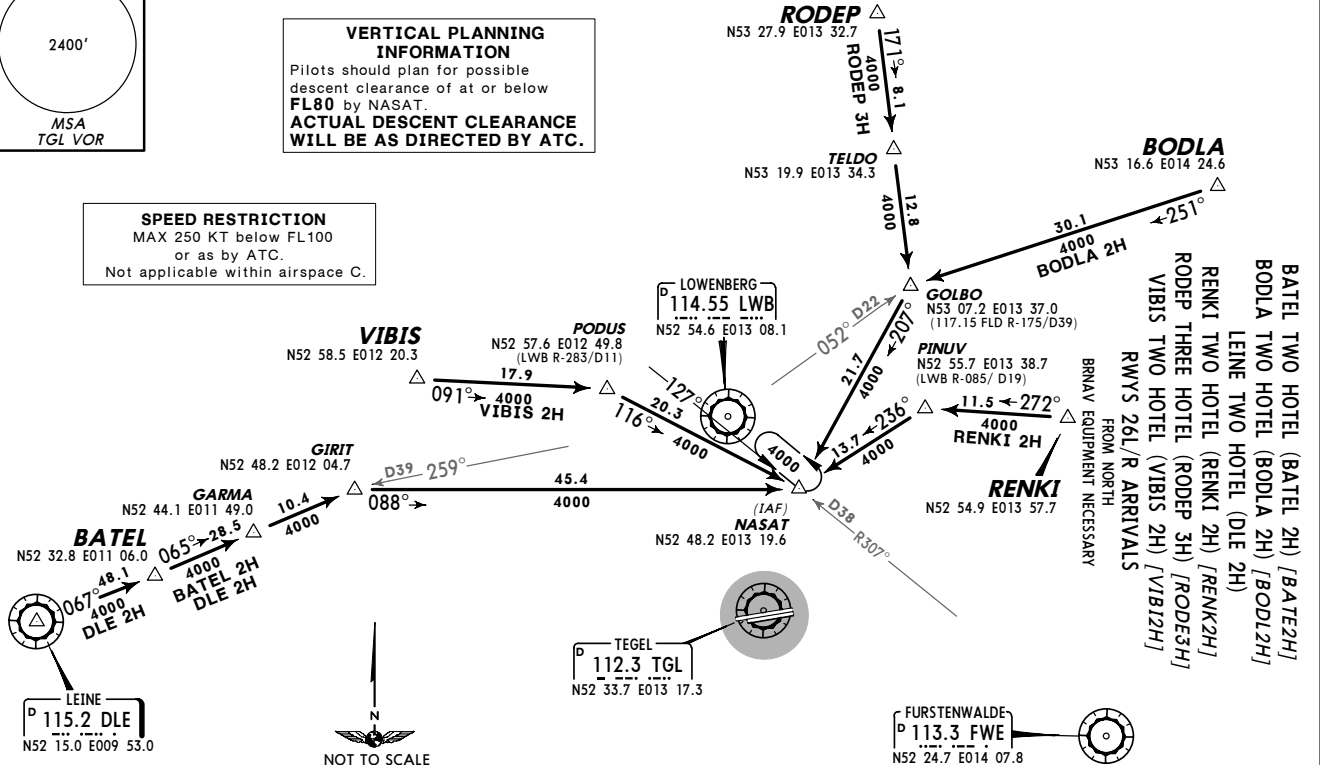
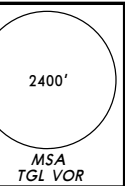
BATEL TWO HOTEL (BATEL 2H) [BATE2H]
 BODLA TWO HOTEL (BODLA 2H) [BODL2H]
 LEINE TWO HOTEL (DLE 2H)
 RENKI TWO HOTEL (RENKI 2H) [RENK2H]
 RODEP THREE HOTEL (RODEP 3H) [RODE3H]
 VIBIS TWO HOTEL (VIBIS 2H) [VIBI2H]
 RWYS 26L/R ARRIVALS
 FROM NORTH
 BRNAV EQUIPMENT NECESSARY

BRNAV EQUIPMENT NECESSARY



VERTICAL PLANNING INFORMATION
 Pilots should plan for possible descent clearance of at or below **FL80** by NASAT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

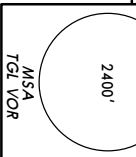
SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



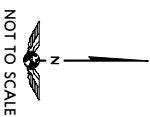
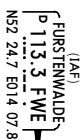
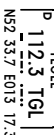
EDDT/TLX **JEPPESSEN** **BERLIN, GERMANY**
 TEGEL **STAR**

1 FEB 05 **(10-20)** **EFF 17 Feb**
 *D-ATIS 112.3 125.9
 Apt Elev 122' Alt Set: nPa (IN on request)
 Trans level: By ATC Trans alt: 5000'

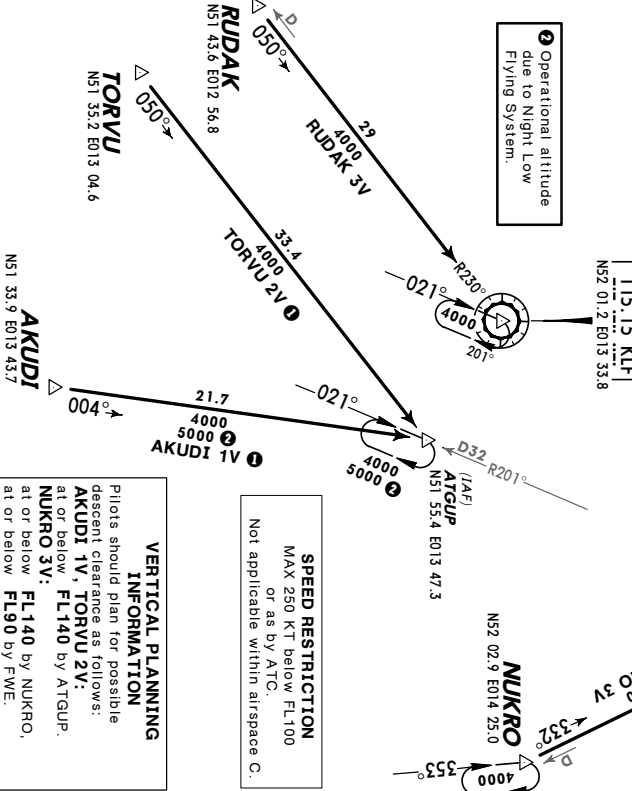
AKUDI ONE VICTOR (AKUDI 1V) [AKUD1V] ●
NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V]
RUDAK THREE VICTOR (RUDAK 3V) [RUDA3V]
TORVU TWO VICTOR (TORVU 2V) [TORV2V] ●
RWYS 26L/R ARRIVALS
 FROM SOUTH



BRNAV equipment necessary.



Operational altitude due to Night Low Flying System.



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

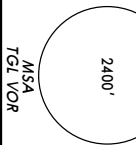
VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:
AKUDI 1V, TORVU 2V:
 at or below FL140 by ATGUP.
NUKRO 3V:
 at or below FL140 by NUKRO,
 at or below FL90 by FWE.
RUDAK 3V:
 at or below FL120 by KLF,
 at or below FL100 by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

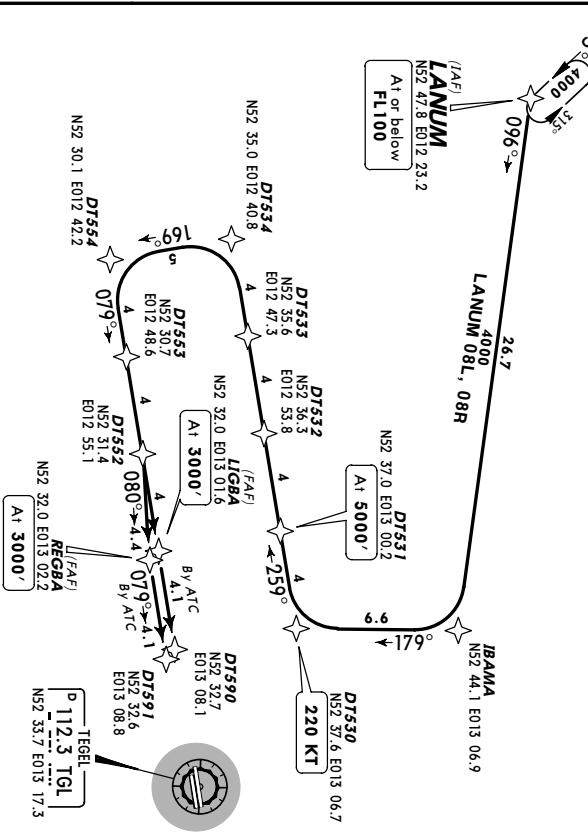
EDDT/TLX **JEPPESSEN** **BERLIN, GERMANY**
 TEGEL **RNAV TRANSITION**

9 JAN 04 **(10-20)** **EFF 22 Jan**
 *D-ATIS 112.3 125.9
 Apt Elev 122' Alt Set: nPa (IN on request)
 Trans level: By ATC Trans alt: 5000'

LANUM 08L, LANUM 08R
RWYS 08L/R RNAV APPROACH TRANSITIONS
 GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
 FROM NORTH



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



GPS/FMS CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

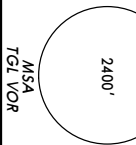
TRANSITION

TRANSITION	ROUTING
LANUM 08L	LANUM (FL100-) - IBAMA - DT530 (R220) - DT531 (5000') - DT534 - DT554 - LIGBA (3000').
LANUM 08R	LANUM (FL100-) - IBAMA - DT530 (R220) - DT531 (5000') - DT534 - DT554 - DT552 - REGBA (3000').

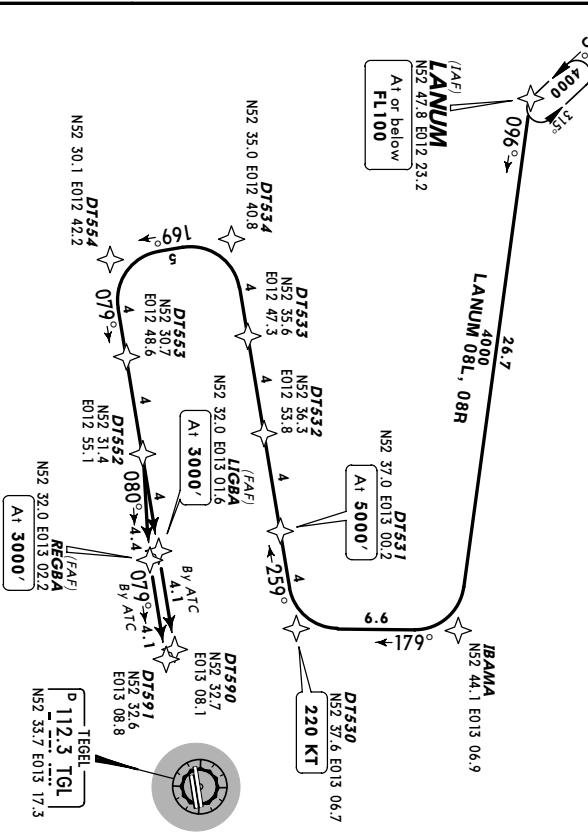
EDDT/TLX **JEPPESSEN** **BERLIN, GERMANY**
 TEGEL **RNAV TRANSITION**

9 JAN 04 **(10-20)** **EFF 22 Jan**
 *D-ATIS 112.3 125.9
 Apt Elev 122' Alt Set: nPa (IN on request)
 Trans level: By ATC Trans alt: 5000'

LANUM 08L, LANUM 08R
RWYS 08L/R RNAV APPROACH TRANSITIONS
 GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
 FROM NORTH



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



GPS/FMS CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION

TRANSITION	ROUTING
LANUM 08L	LANUM (FL100-) - IBAMA - DT530 (R220) - DT531 (5000') - DT534 - DT554 - LIGBA (3000').
LANUM 08R	LANUM (FL100-) - IBAMA - DT530 (R220) - DT531 (5000') - DT534 - DT554 - DT552 - REGBA (3000').

EDDT / TXL

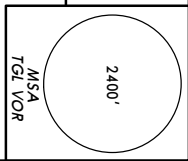
JEPPESSEN
10-2E
11 FEB 05

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS
112.3
125.9

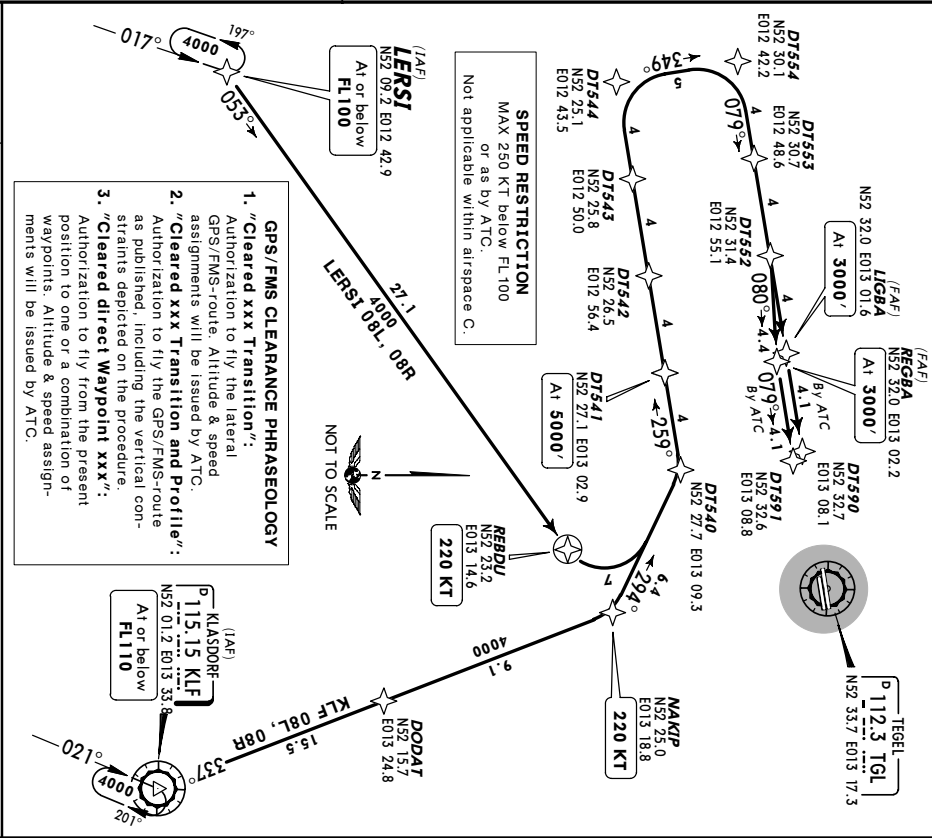
Appt Elev
122'

Alt Set: MSA (IN on request)
Trans level: By ATC. Trans alt: 5000'.
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



KLF 08L, KLF 08R, LERSI 08L, LERSI 08R
RWYS 08L/R RNAV APPROACH TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH



GPS/FMS CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Transition and Profile": Authorization to fly the lateral GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION	ROUTING
KLF 08L	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541 (5000') - DT544 - DT554 - LIGBA (3000').
KLF 08R	KLF (FL110-) - DODAT - NAKIP (K220) - DT540 - DT541 (5000') - DT544 - DT554 - REGBA (3000').
LERSI 08L	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000') - DT544 - DT554 - LIGBA (3000').
LERSI 08R	LERSI (FL100-) - REBDU (K220) - DT540 - DT541 (5000') - DT544 - DT554 - REGBA (3000').

EDDT / TXL

JEPPESSEN
10-2F
11 FEB 05

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS
112.3
125.9

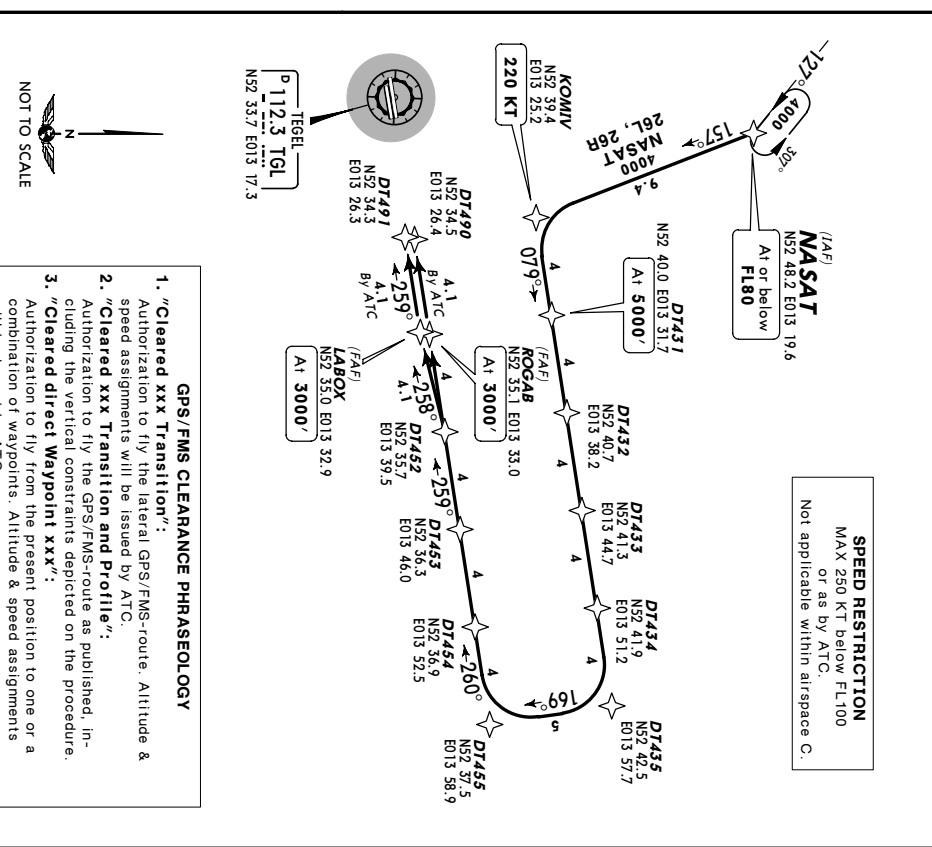
Appt Elev
122'

Alt Set: MSA (IN on request)
Trans level: By ATC. Trans alt: 5000'.
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



NASAT 26L, NASAT 26R
RWYS 26L/R RNAV APPROACH TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTH



GPS/FMS CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Transition and Profile": Authorization to fly the lateral GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

TRANSITION	ROUTING
NASAT 26L	NASAT (FL80-) - KOMIV (K220) - DT431 (5000') - DT435 - DT455 - DT452 - LABOX (3000').
NASAT 26R	NASAT (FL80-) - KOMIV (K220) - DT431 (5000') - DT435 - DT455 - ROGAB (3000').

EDDT/TXL
TEGEL

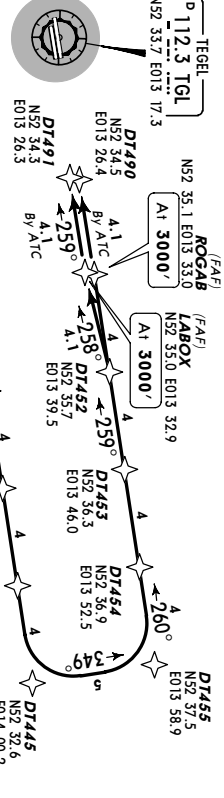
1 FEB 05 (10-2G) EFF 17 Feb
JEPPESSEN
RNAV TRANSITION

*D-ATIS
112.3
125.9
Apt Elev 122'
Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

ATGUP 26L, ATGUP 26R, KLF 26L, KLF 26R
NUKRO 26L, NUKRO 26R

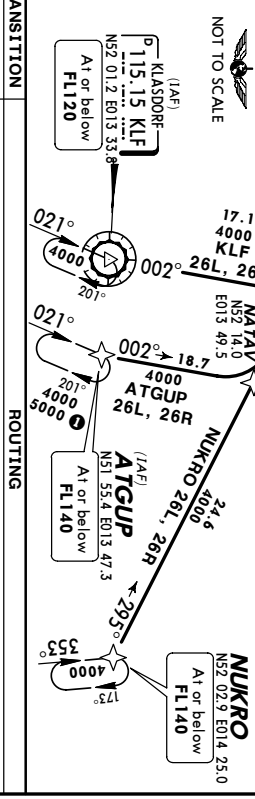
RWYS 26L/R RNAV APPROACH TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC FROM SOUTH

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



GPS/FMS CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition"; Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Transition and Profile"; Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx"; Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.



TRANSITION	ROUTING
ATGUP 26L	ATGUP (FL140-) - NATAV - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')
ATGUP 26R	ATGUP (FL140-) - NATAV - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')
KLF 26L	KLF (FL120-) - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')
KLF 26R	KLF (FL120-) - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')
NUKRO 26L	NUKRO (FL140-) - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')
NUKRO 26R	NUKRO (FL140-) - IRMAS - DT440 (K220) - DT441 (5000') - DT445 - DT452 - LABOX (3000')

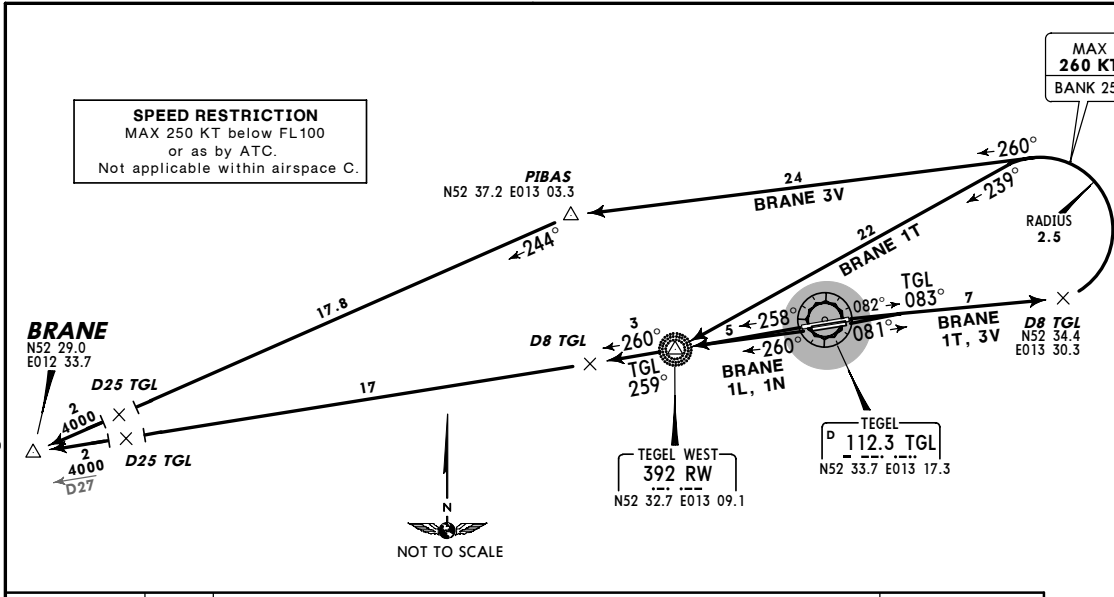
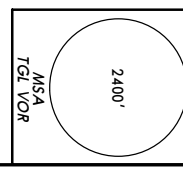
CHANGES: ATGUP RNAV TRANSITIONS revised. © JEPPESSEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL

17 JAN 03 (10-3) EFF 23 Jan
JEPPESSEN
SID

BERLIN Departure (R) 120.62
Apt Elev 121'
Trans level: By ATC. Trans alt: 5000'
Departure immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BRANE ONE LIMA (BRANE 1L) [BRAN1L]
BRANE ONE NOVEMBER (BRANE 1N)
BRANE ONE TANGO (BRANE 1T) [BRAN1T]
BRANE THREE VICTOR (BRANE 3V)
RWYS 26L/R, 08L/R DEPARTURES



SID	RWY	ROUTING	CLIMB INSTRUCTION
BRANE 1L ①	26L/R	Climb on runway track to 600', then to RW, 260° bearing, intercept TGL R-259 to BRANE.	Climb to 4000'.
BRANE 1N ②	08L/R	Climb on runway track to 600', intercept TGL R-083 to D8 TGL, turn LEFT, intercept 239° bearing to RW, turn RIGHT, intercept TGL R-259 to BRANE.	Climb to 5000'.
BRANE 3V ③	08L/R	Climb on runway track to 600', intercept TGL R-083 to D8 TGL ③, turn LEFT, 260° bearing to PIBAS, turn LEFT, 244° track to BRANE.	Climb to 5000'.

① Only for Non-RNAV aircraft.
② After D8 TGL RNAV equipment necessary. If unable to comply file SID BRANE 1L.
③ After D8 TGL RNAV equipment necessary. If unable to comply file SID BRANE 1T.
④ Departure turn limited to 260 KT.

CHANGES: SID BRANE 2V renumbered 3V. © JEPPESSEN SANDERSON, INC., 2002, 2003. ALL RIGHTS RESERVED.

JEPPesen 17 JAN 03 (10-3A) Eff 23 Jan
BERLIN, GERMANY
SID

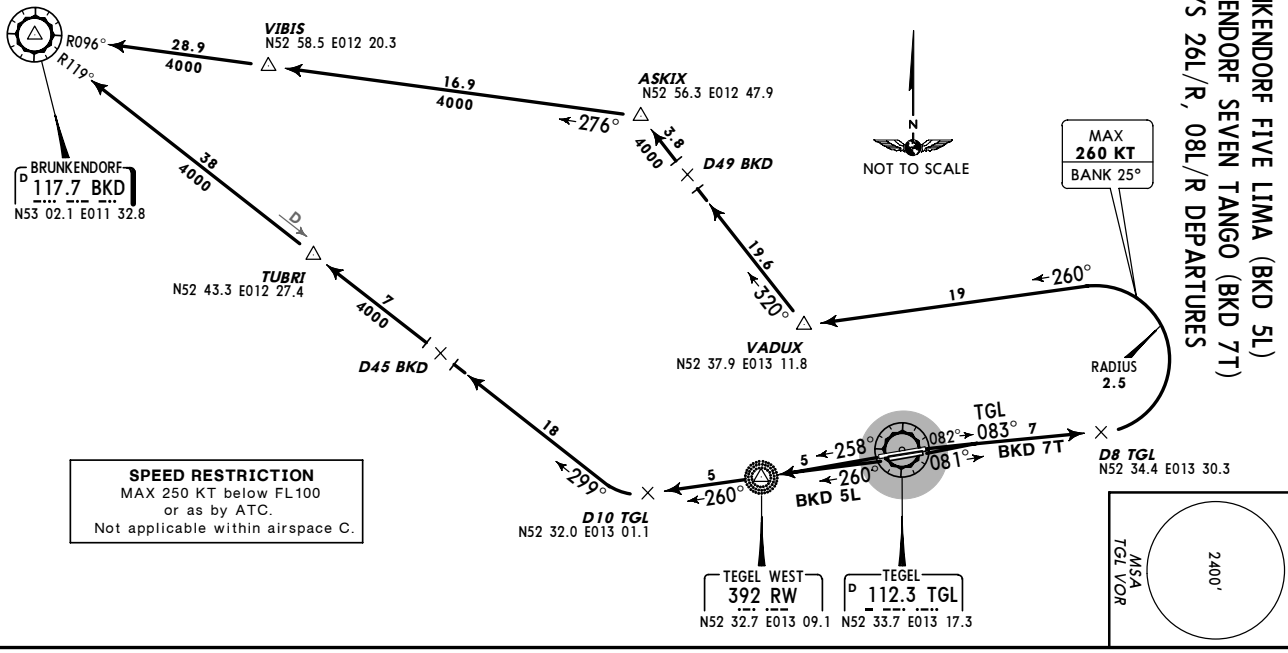
Trans level: By ATC. Trans alt: 5000'.
 1. Contact BERLIN
 Departure immediately after take-off.
 2. SIDs are also noise
 abatement procedures. Strict adherence within the limits of air-
 craft performance is mandatory.

EDDT/TKL
 BERLIN Departure (R)
 TEGEL
 120.62
 Apr Elev
 121'

BRUNKENDORF FIVE LIMA (BKD 5L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R DEPARTURES

SID	RWY	ROUTING	CLIMB INSTRUCTION
BKD 5L	26L/R	Climb on runway track to 600', then to RW, 260° bearing to D10 TGL, turn RIGHT, intercept BKD R-119 inbound via TUBRI to BKD.	Climb to 4000'.
BKD 7T	08L/R	Climb on runway track to 600', intercept TGL R-083 to D8 TGL, turn LEFT, 260° track to VADUX, turn RIGHT, 320° track to ASKIX, turn LEFT, 276° track via VIBIS to BKD.	Climb to 5000'.

- 1. Departure turn limited to 260 KT.
- 2. After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 1T.



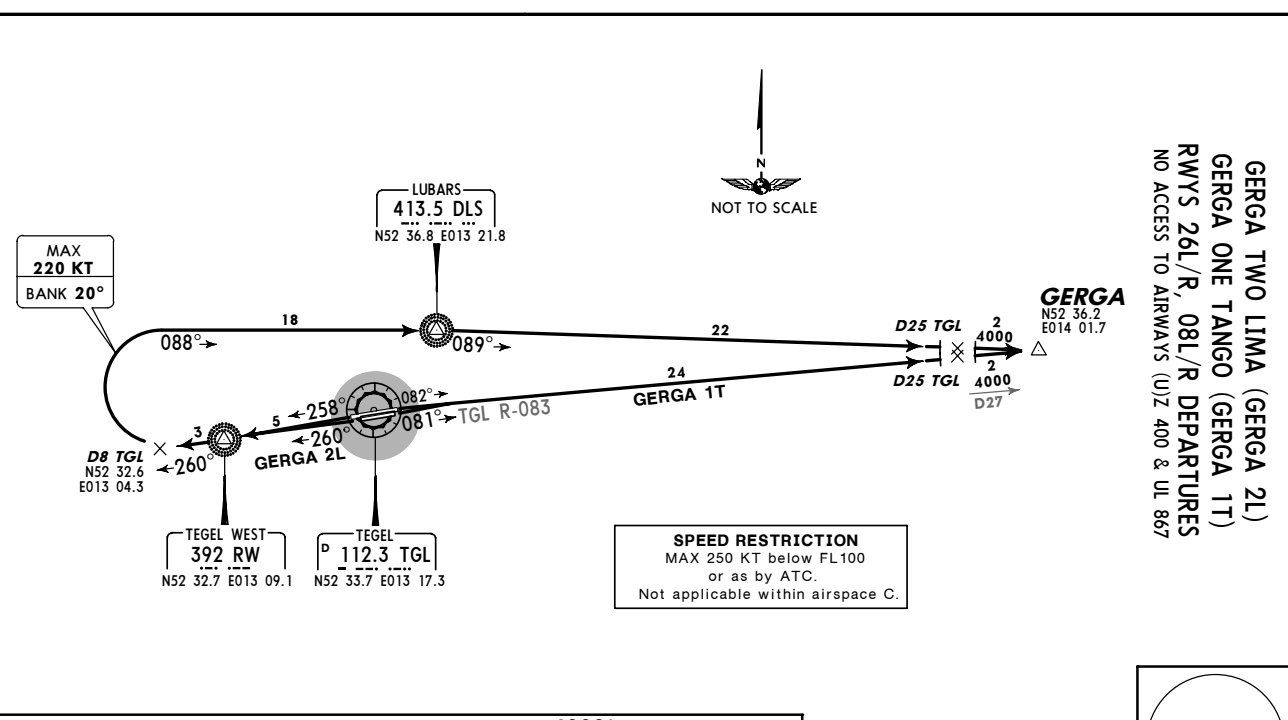
CHANGES: SID BKD 6T renumbered 7T.
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JEPPesen 16 SEP 05 (10-3B) Eff 29 Sep
BERLIN, GERMANY
SID

Trans level: By ATC. Trans alt: 5000'.
 1. Contact BERLIN
 Departure immediately after take-off.
 2. SIDs are also noise
 abatement procedures. Strict adherence within the limits of air-
 craft performance is mandatory.

EDDT/TKL
 BERLIN Departure (R)
 TEGEL
 120.62
 Apr Elev
 122'

GERGA TWO LIMA (GERGA 2L)
GERGA ONE TANGO (GERGA 1T)
RWYS 26L/R, 08L/R DEPARTURES
NO ACCESS TO AIRWAYS (U)Z 400 & UL 867



GERGA 2L: Initial climb clearance 4000'		GERGA 1T: Initial climb clearance 5000'	
SID	RWY	ROUTING	
GERGA 2L	26L/R	Climb on runway track to 600', then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing to DLS, 089° bearing to GERGA.	
GERGA 1T	08L/R	Climb on runway track to 600', intercept TGL R-083 to GERGA.	

CHANGES: Restriction established.
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JEPPesen BERLIN, GERMANY
SID

EDDT/TXL
TEGEL

Trans level: By ATC. Trans alt: 5000'.
1. Contact BERLIN
Departure immediately after take-off.
2. SIDs are also noise
abatement procedures. Strict adherence within the limits of air-
craft performance is mandatory.

122'

Apr Elev

120.62

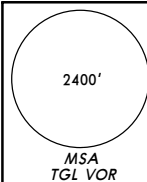
BERLIN Departure (R)

120.62

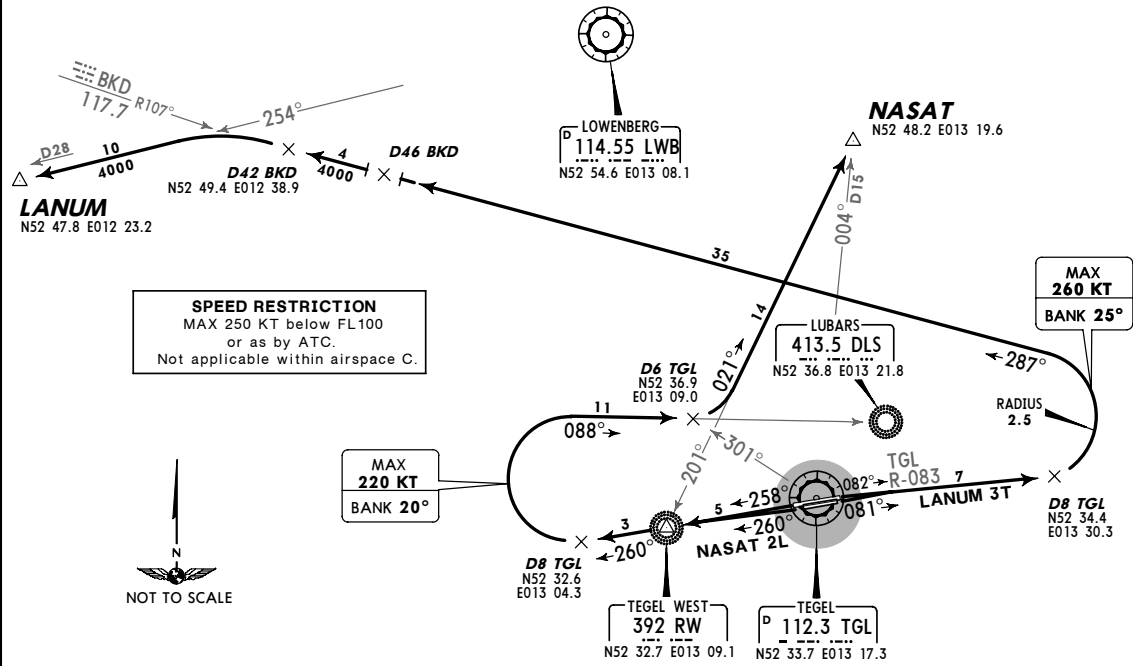
120.62

120.62

**LANUM THREE TANGO (LANUM 3T)
NASAT TWO LIMA (NASAT 2L)
RWYS 08L/R, 26L/R DEPARTURES
ONLY FOR DESTINATIONS EDDB OR EDDI
AND TRAINING FLIGHTS**



SID	RWY	ROUTING
LANUM 3T	08L/R	Climb on runway track to 600', intercept TGL R-083 to D8 TGL, turn LEFT, intercept BKD R-107 inbound to D42 BKD, turn LEFT, intercept LWB R-254 to LANUM.
NASAT 2L	26L/R	Climb on runway track to 600', then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D6 TGL (passing TGL R-301) turn LEFT, intercept 021° bearing from RW to NASAT.



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



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JEPPesen BERLIN, GERMANY
SID

EDDT/TXL
TEGEL

Trans level: By ATC. Trans alt: 5000'.
1. Contact BERLIN
Departure immediately after take-off.
2. SIDs are also noise
abatement procedures. Strict adherence within the limits of air-
craft performance is mandatory.

121'

Apr Elev

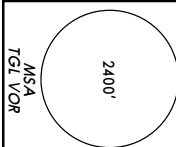
120.62

BERLIN Departure (R)

120.62

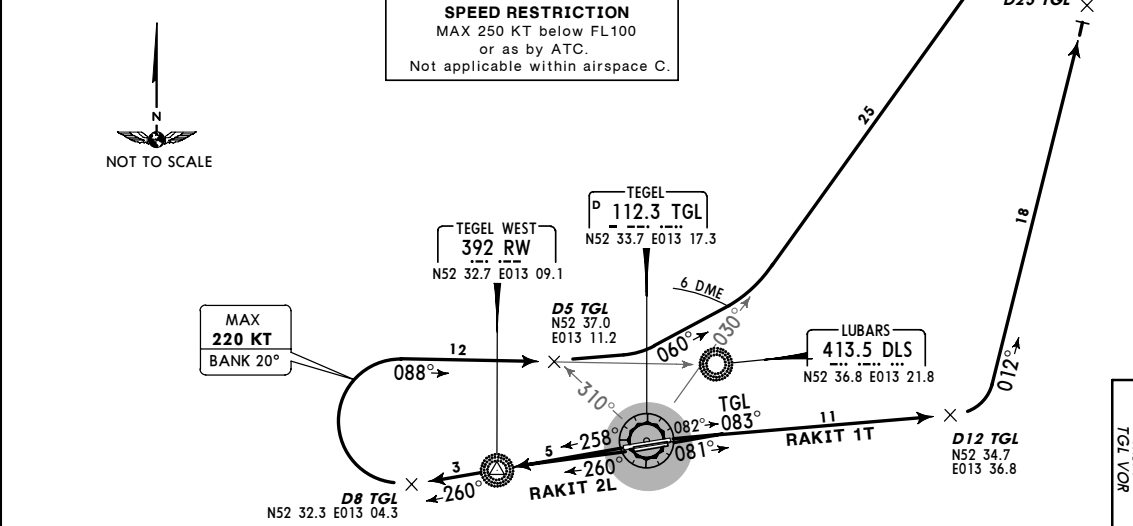
120.62

**RAKIT TWO LIMA (RAKIT 2L)
RAKIT ONE TANGO (RAKIT 1T)
RWYS 26L/R, 08L/R DEPARTURES**

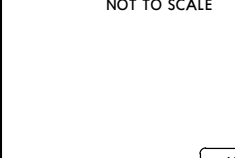


SID	RWY	ROUTING	CLIMB INSTRUCTION
RAKIT 2L	26L/R	Climb on runway track to 600', then to RW, 260° bearing to D8 TGL, turn RIGHT, intercept 088° bearing towards DLS, at D5 TGL (crossing TGL R-310) turn LEFT, 060° track, intercept TGL R-030 to RAKIT.	Climb to 4000'.
RAKIT 1T	08L/R	Climb on runway track to 600', intercept TGL R-083 to D12 TGL, turn LEFT, 012° track to RAKIT.	Climb to 5000'.

- 1 Departure turn limited to 220 KT.
- 2 After D12 TGL BRNAV equipment necessary.



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



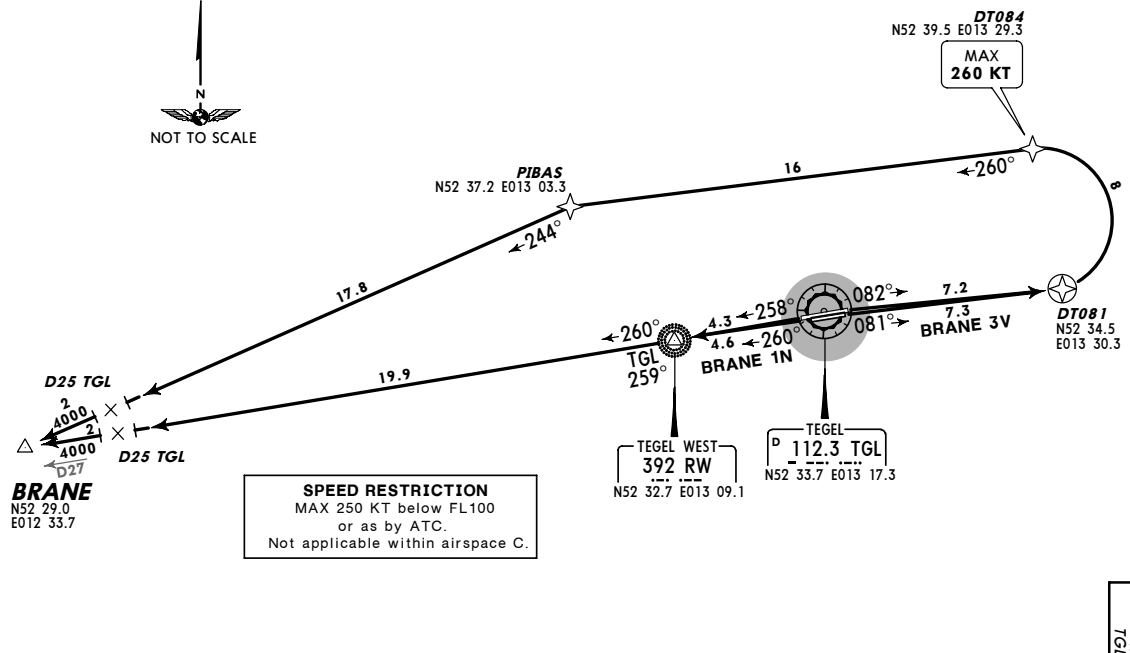
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JEPPesen 17 JAN 03 (10-3E) Eff 23 Jan
BERLIN, GERMANY
RNAV SID (OVERLAY)

EDDT/TKL
 TEGEL
 Berlin Departure (R)
 120.62
 Apt Elev
 121'

Trans level: By ATC
 Trans alt: 5000'
 Departure immediately after take-off.
 1. Contact BERLIN
 2. SIDs are also noise
 abatement procedures. Strict adherence within the limits of air-
 craft performance is mandatory.

BRANE ONE NOVEMBER (BRANE 1N) [BRAN1N]
BRANE THREE VICTOR (BRANE 3V) [BRAN3V]
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3)



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

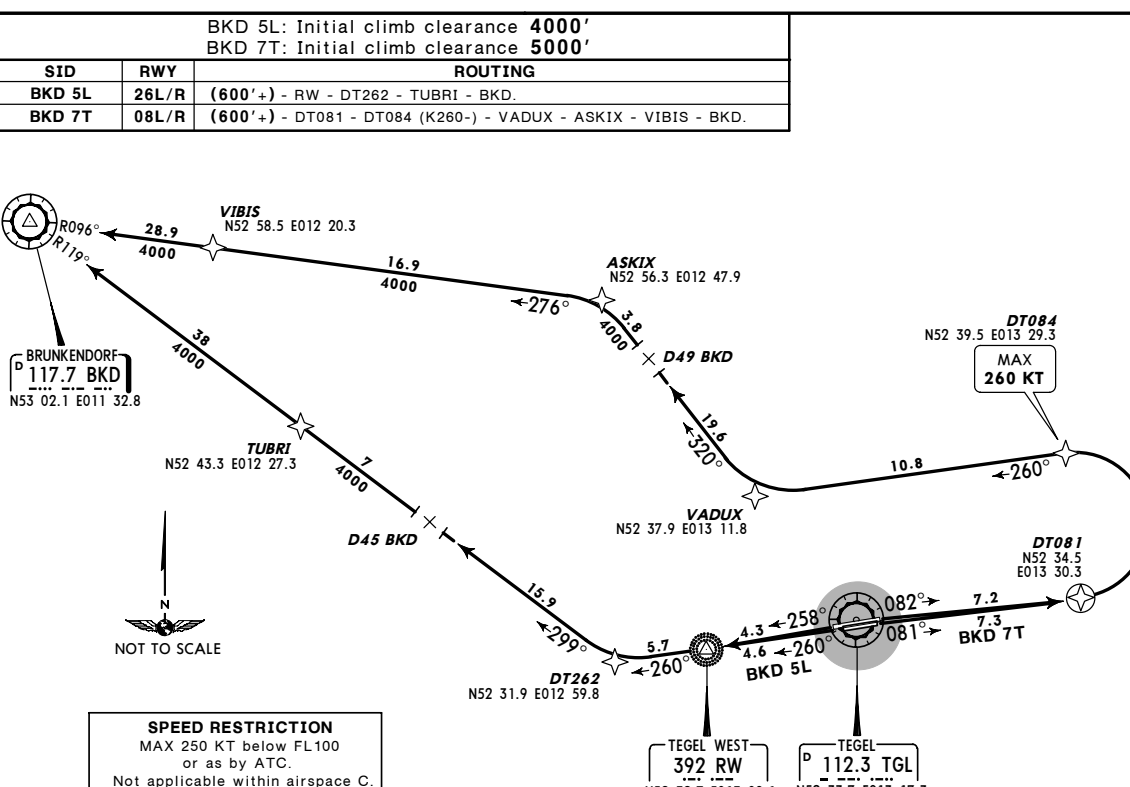
SID	RWY	ROUTING	CLIMB INSTRUCTION
BRANE 1N	26L/R	(600'+) - RW - BRANE.	Climb to 4000'.
BRANE 3V	08L/R	(600'+) - DT081 - DT084 (K260-) - PIBAS - BRANE.	Climb to 5000'.

JEPPesen 16 SEP 05 (10-3F) Eff 29 Sep
BERLIN, GERMANY
RNAV SID (OVERLAY)

EDDT/TKL
 TEGEL
 Berlin Departure (R)
 120.62
 Apt Elev
 122'

Trans level: By ATC
 Trans alt: 5000'
 Departure immediately after take-off.
 1. Contact BERLIN
 2. SIDs are also noise
 abatement procedures. Strict adherence within the limits of air-
 craft performance is mandatory.

BRUNKENDORF FIVE LIMA (BKD 5L)
BRUNKENDORF SEVEN TANGO (BKD 7T)
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3A)



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

BKD 5L: Initial climb clearance 4000'
 BKD 7T: Initial climb clearance 5000'

SID	RWY	ROUTING
BKD 5L	26L/R	(600'+) - RW - DT262 - TUBRI - BKD.
BKD 7T	08L/R	(600'+) - DT081 - DT084 (K260-) - VADUX - ASKIX - VIBIS - BKD.

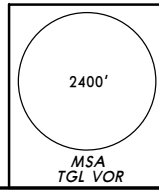
EDDT/TXL
TEGEL

16 SEP 05 (10-3G) Eff 29 Sep

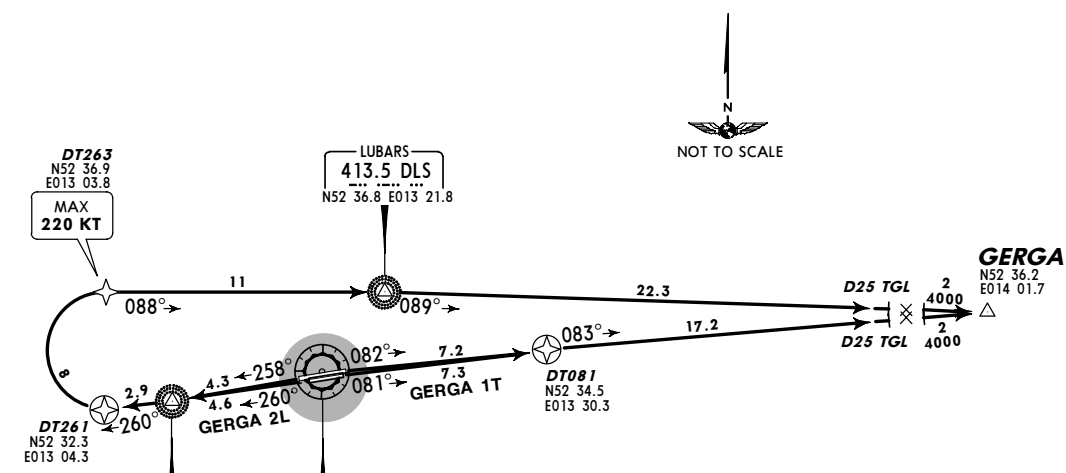
BERLIN, GERMANY
RNAV SID (OVERLAY)

BERLIN Departure (R)
120.62
Apt Elev 122'
Trans level: By ATC Trans alt: 5000'
Departure immediately after take-off.
1. Contact BERLIN
2. SIDs are also noise
abatement procedures. Strict adherence within the limits of air-
craft performance is mandatory.

GERGA TWO LIMA (GERGA 2L) [GERG2L]
GERGA ONE TANGO (GERGA 1T) [GERG1T]
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3B)
NO ACCESS TO AIRWAYS (U)Z 400 & UL 867



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



GERGA 2L: Initial climb clearance 4000'		GERGA 1T: Initial climb clearance 5000'	
SID	RWY	ROUTING	
GERGA 2L	26L/R	(600'+) - RW - DT261 - DT263 (K220-) - DLS - GERGA.	
GERGA 1T	08L/R	(600'+) - DT081 - GERGA.	

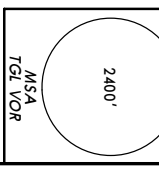
EDDT/TXL
TEGEL

17 JAN 03 (10-3H) Eff 23 Jan

BERLIN, GERMANY
RNAV SID (OVERLAY)

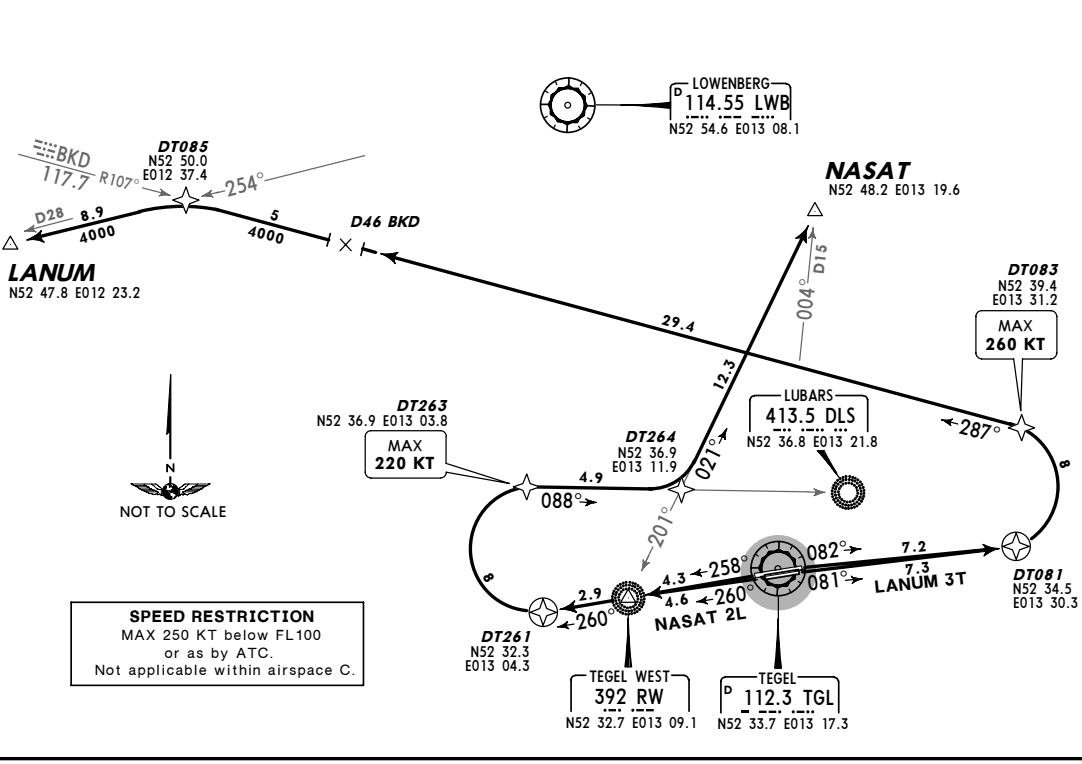
BERLIN Departure (R)
120.62
Apt Elev 121'
Trans level: By ATC Trans alt: 5000'
Departure immediately after take-off.
1. Contact BERLIN
2. SIDs are also noise
abatement procedures. Strict adherence within the limits of air-
craft performance is mandatory.

LANUM THREE TANGO (LANUM 3T) [LANU3T]
NASAT TWO LIMA (NASAT 2L) [NASA2L]
RWYS 08L/R, 26L/R RNAV DEPARTURES
(OVERLAY 10-3C)
FOR DESTINATION EDDB OR EDDI
AND TRAINING FLIGHTS



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

SID	RWY	ROUTING	CLIMB INSTRUCTION
LANUM 3T	08L/R	(600'+) - DT081 - DT083 (K260-) - DT085 - LANUM.	Climb to 4000'.
NASAT 2L	26L/R	(600'+) - RW - DT261 - DT263 (K220-) - DT264 - NASAT.	



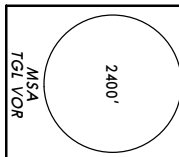
EDDT/TXL
TEGEL

JEPPesen
17 JAN 03 (10-3J) EFF 23 Jan

BERLIN, GERMANY
RNAV SID (OVERLAY)

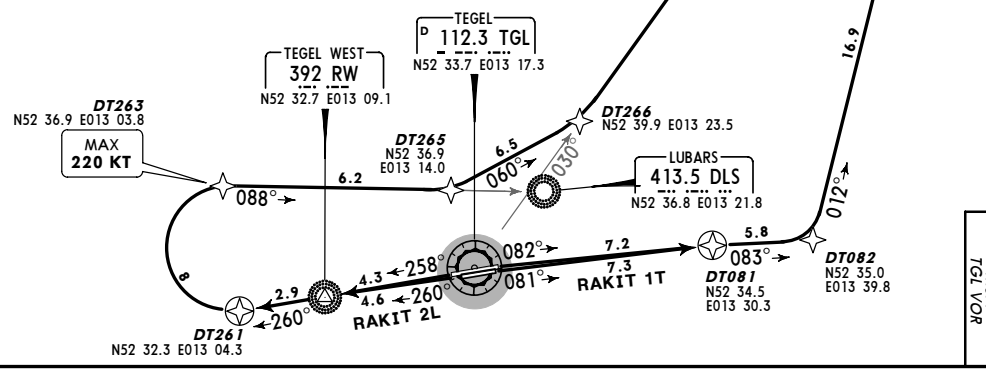
BERLIN Departure (R) 120.62	Ap/Elev 121'	Trans level: By ATC Departure immediately after take-off. abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.	Trans alt: 5000' 1. Contact BERLIN 2. SIDs are also noise
--------------------------------	-----------------	--	---

RAKIT TWO LIMA (RAKIT 2L) [RAK12L]
RAKIT ONE TANGO (RAKIT 1T) [RAK11T]
RWYS 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3D)



SID	RWY	ROUTING	CLIMB INSTRUCTION
RAKIT 2L	26L/R	(600'+) - RW - DT261 - DT263 (K220-) - DT265 - DT266 - RAKIT.	Climb to 4000'.
RAKIT 1T	08L/R	(600'+) - DT081 - DT082 - RAKIT.	Climb to 5000'.

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



EDDT/TXL
TEGEL

JEPPesen
29 JUL 05 (10-4)

BERLIN, GERMANY
NOISE

SUMMER: LT minus 2 HOURS = UTC(Z)
WINTER: LT minus 1 HOUR = UTC(Z)

NOISE ABATEMENT

ARRIVALS

Visual approaches will not be granted, except for propeller aircraft up to 5700 kg.

LOCAL FLYING RESTRICTIONS

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

Exceptions:

- Aircraft provably approaching the airport 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.

NIGHT FLYING RESTRICTIONS

Take-offs are not permitted between 2300 (2250 off blocks)-0600LT. Landings are 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 may be taken for granted in cases of provably unavoidable delays until 2400LT.

If the delay is unavoidable, this shall be reported in each individual case to the Aviation Supervision Office at the airport and also proved. Delayed landings during closing time between 2400-0600LT are only possible in accordance with instructions below.

Exceptions:

- Landings of aircraft provably approaching the airport as alternate aerodrome for 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.
 - Aircraft operated in the night air mail 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 Stadtentwicklung
Referat VII G (Luftfahrt)
An der Urania 4-10
10787 Berlin
Tel: (030) 9016-0
Telefax: 307474

Fax: (030) 9016-3320

In urgent cases outside regular operating hours applications shall be submitted to the Aviation Supervision Office (Tel: [030] 4101 2300, Fax: 4101 2364).

Clearances for take-offs during closing times issued by ATC do not include the necessary exceptional permission. Generally, exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision about the admissibility of a night landing. In case of a landing or premature landing (before 0600LT) 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 admissibility of the night landing.

EDDT/TLX

25 MAR 05 (10-9A)

BERLIN, GERMANY
TEGEL

GENERAL
 CAUTION: Birds on airport.
 Rwy 08L/26R approved for CAT II/III, Rwy 26L for CAT II operations; special aircrew and aircraft certification required.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	LANDING BEYOND THRESHOLD	GLIDE SLOPE	TAKE-OFF	WIDTH
08L	HIREL CL A1SF-II TDZ REIL PAPI-L (3.0°) HST-RE	RVR	8885' 2700m	151'
26R	HIREL CL A1SF-II TDZ REIL PAPI-L (3.0°) HST-RW	RVR	8946' 2727m	46m

Antiskid layer.

08R	HIREL CL HIALS SFL PAPI-L (3.0°)	RVR	7625' 2324m	6693' 2040m	151'
26L	HIREL CL HIALS-II SFL TDZ PAPI-L (3.0°)	RVR	7244' 2208m	6068' 1850m	46m

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N52 33.4 E013 17.6	24	N52 33.3 E013 17.2
3 thru 5	N52 33.4 E013 17.5	25	N52 33.4 E013 17.2
6, 7	N52 33.4 E013 17.4	26 thru 28	N52 33.4 E013 17.1
8 thru 10	N52 33.3 E013 17.4	29	N52 33.4 E013 17.0
11 thru 13A	N52 33.3 E013 17.5	33	N52 33.3 E013 16.8
14	N52 33.3 E013 17.6	34, 35	N52 33.3 E013 16.7
15 thru 16	N52 33.2 E013 17.6	40	N52 33.2 E013 16.7
17	N52 33.1 E013 17.4	51 thru 53	N52 33.4 E013 17.7
18 thru 20	N52 33.2 E013 17.4	54, 55	N52 33.5 E013 17.8
21, 22	N52 33.2 E013 17.3	56	N52 33.5 E013 17.9
23	N52 33.3 E013 17.3		

JAR OPS TAKE-OFF I

Rwy 08L/26R	LVP must be in Force	LVP must be in Force	All Rwys
Approved Operators HIREL, CL & mult. RVR req	Ru, CL & mult. RVR req	Ru & CL	RCLM (DAY only) or RL
A	150m	200m	250m
B	125m	150m	200m
C	150m	200m	250m
D	150m	200m	250m

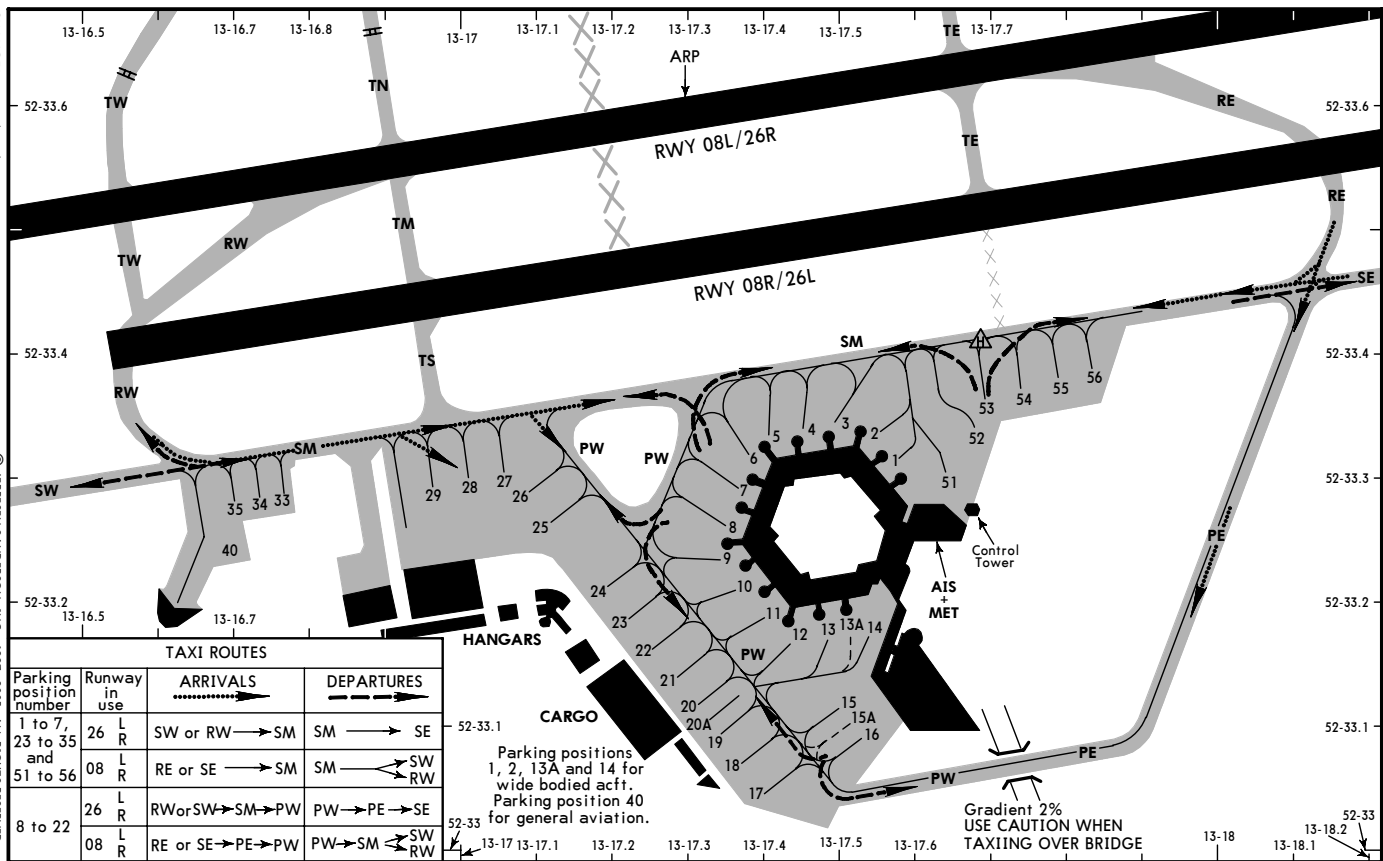
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Usable lengths. Coordinates. © JEPPESEN SANDERSON, INC., 1997, 2005. ALL RIGHTS RESERVED.

EDDT/TLX

25 MAR 05 (10-9B)

BERLIN, GERMANY
TEGEL

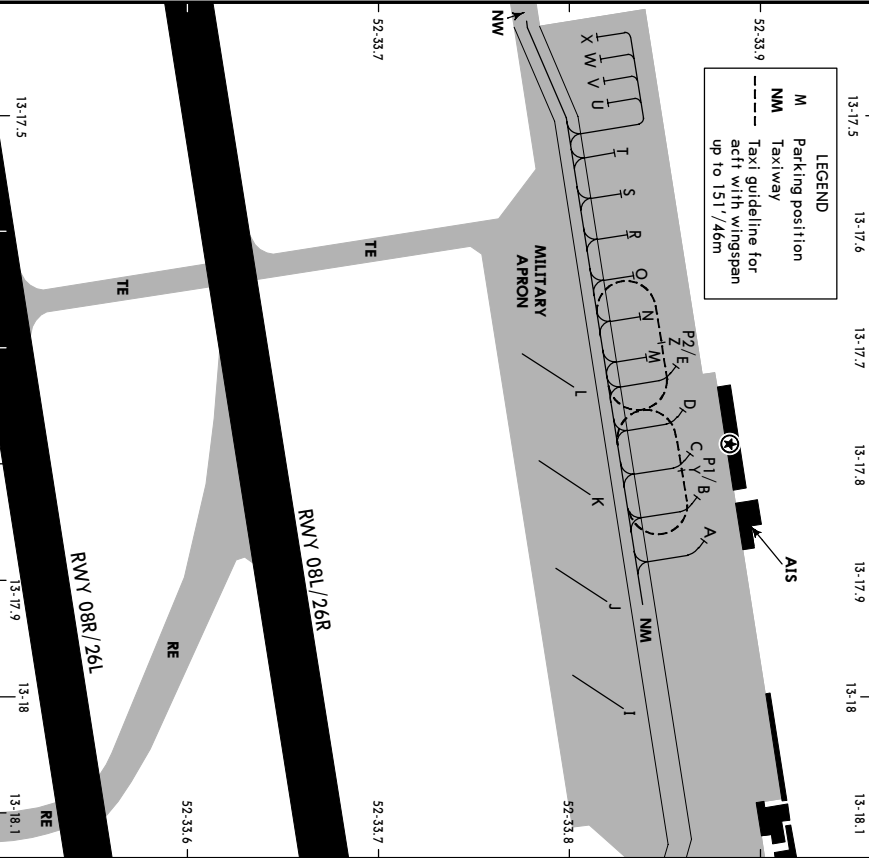
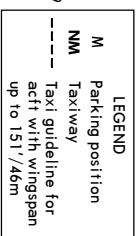


CHANGES: Taxi closed. © JEPPESEN SANDERSON, INC., 1997, 2005. ALL RIGHTS RESERVED.

EDDT/TLX

25 MAR 05
JEPPesen
 (10-9C)

BERLIN, GERMANY
 TEGEL



Safety distance to taxiway centerline must be 131'/40m, otherwise inform traffic control.
 Taxiways available for acft with wingspan up to 223'/68m.

Independent taxiing:
 Stands A thru E available for acft with wingspan up to 72'/22m.
 Stands U thru X available for acft with wingspan up to 69'/21m.
 Stands M, N, O, R, S and T available for helicopters.
 Stands P1/Y available for acft with wingspan up to 151'/46m.
 Stand Y is opposite to stand P1.
 Stands P2/Z available for acft with wingspan up to 151'/46m.
 Stand Z is opposite to stand P2.
 The holding point for stands P1/Y and P2/Z will be given by cross servicing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A	N52 33.9 E013 17.9	P1	N52 33.9 E013 17.8
B, C	N52 33.9 E013 17.8	P2	N52 33.8 E013 17.7
D, E	N52 33.9 E013 17.7	R, S	N52 33.8 E013 17.6
F	N52 33.8 E013 18.0	T thru W	N52 33.8 E013 17.5
G	N52 33.8 E013 18.0	X	N52 33.8 E013 17.4
H	N52 33.8 E013 17.9	Y	N52 33.9 E013 17.8
I	N52 33.8 E013 17.9	Z	N52 33.8 E013 17.7
J	N52 33.8 E013 17.9		
K	N52 33.8 E013 17.8		
L thru N	N52 33.8 E013 17.7		
O	N52 33.8 E013 17.6		

JEPPesen

22 AUG 97
 (10-9D)

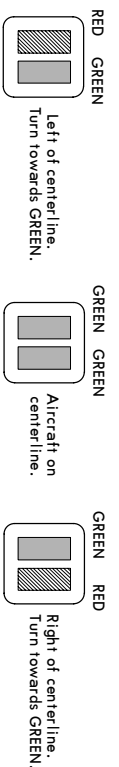
AIRPORT
BERLIN, GERMANY
 TEGEL

STAND ENTRY GUIDANCE SYSTEM

- A. GENERAL**
 Pilot interpreted guidance systems for aircraft parking consists of two separate elements:
 a) the centerline guidance system
 b) the stopping guidance system

B. CENTERLINE GUIDANCE SYSTEMS
AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

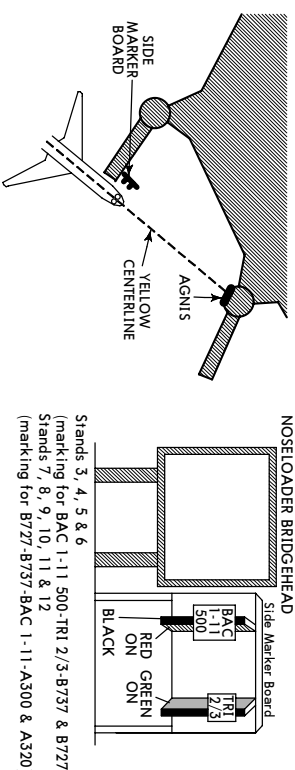
A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.
 It consists of a unit emitting red and/or green light signals-mounted on the front of the piers at pilot eye level-aligned for interpretation by the pilot in the left hand seat. The signals are to be interpreted as follows:



AGNIS is installed on stands 1 to 14.

C. STOPPING GUIDANCE SYSTEMS
1. SMB-SIDE MARKER BOARD

A white base board with vertical slats extending the full height of the base board. The edge of each slat is painted black, the side towards the taxiway is green, and the side towards the pier is red. Each slat bears the name tag to indicate the aircraft type(s) to which it applies.
 The pilot entering the stand must use extreme care as the side marker board will be hidden by the jetway and will only be visible at the last minute as the aircraft should just about be stopped (refer drawing below).
 The pilot entering the stand will see the green side, in correct STOP position the black edge only, passing the STOP position the red side of the slat will appear.
 Side marker boards are available at stands 3 through 12 for B727.

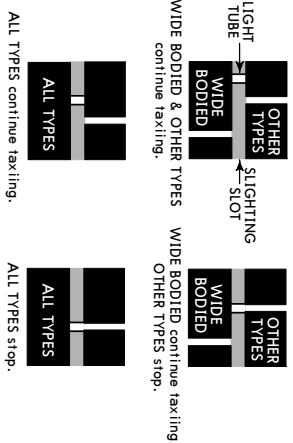
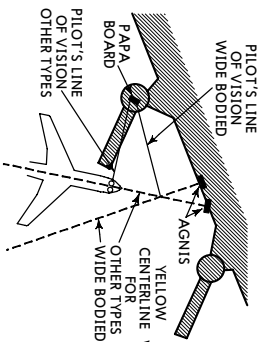


Stands 3, 4, 5 & 6
 (marking for BAC 1-11 500-TR1 2/3-8737 & 8727)
 Stands 7, 8, 9, 10, 11 & 12
 (marking for B727-B737-BAC 1-11-A300 & A320)

AIRPORT
BERLIN, GERMANY
TEGEL

2. PARALLAX AIRCRAFT PARKING AID (PAPA)

As shown in the diagram below, the Parallax Aircraft Parking Aid (PAPA) board is located on top of the jetway close to the terminal building.
Taxiing into a stand for which PAPA is provided, the pilot in the left hand seat will see the fluorescent tube appear to move along the slot towards the reference marks. Correct stopping position is reached, when the tubular light registers in line with the appropriate vertical reference mark.
The PAPA is either provided for "ALL TYPES" or for "WIDE BODIED" & "OTHER TYPES".



EDDT/TLX
TEGEL

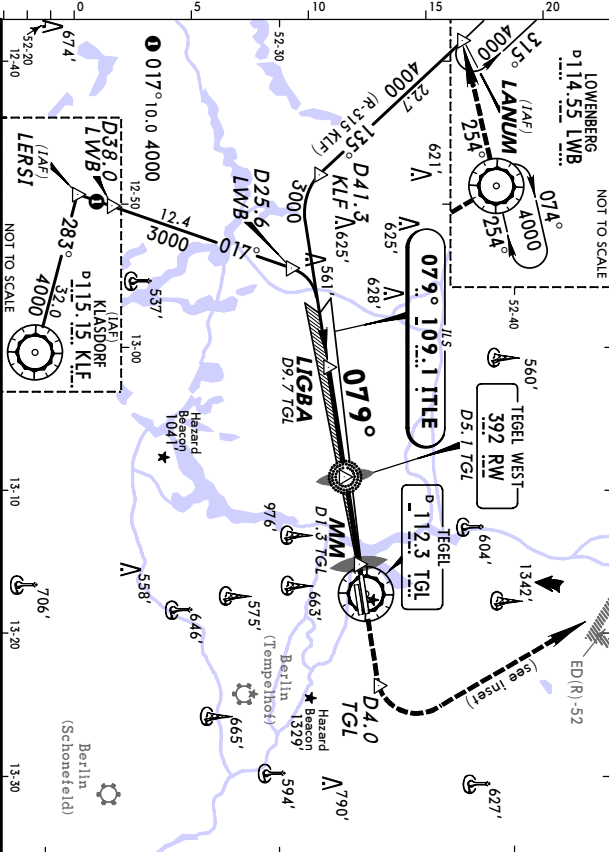
22 JUL 05 (11-1)
JEPPERSEN

BERLIN, GERMANY
ILS or LOC Rwy 08L

*A/TIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	ILS	MSA
109.1	Apch Crs	LOM	DA/H	TGL VOR
	079°	1530' (1420')	Refer to Minimums	2400'
			Apv Elev	
			Rwy	
			110'	

MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of TGL VOR climb to 4000' and turn LEFT via LWB VOR to LANUM.

Alt Set: Hpa (IN on req) Rwy Elev: 4 Hpa Trans level: By ATC Trans alt: 5000'
1. LOC: DME REQUIRED. 2. LACFT: See ATC State pages.



LOC	TGL DME	ALTITUDE	2770'	2460'	2140'	1820'	1500'	1180'	860'
(GS out)									

Grnd speed-Kts	70	90	100	120	140	160
ILS GS 3,00' or LOC Descend Gradient 5,2%	377	484	538	646	753	861

JAR-OPS STRAIGHT-IN LANDING Rwy 08L
ILS ILS I
DA(H) 310' (200')
MDA(H) 590' (480')

DA(H)	310' (200')	MDA(H)	590' (480')
FULL	ALS out		ALS out
A	RVR 1000m		RVR 1500m
B	RVR 550m		RVR 1200m
C	RVR 1000m		RVR 2000m
D	RVR 500m		

PANS OPS 4
LACFT: DA(H) 333' (223'), FULL: RVR 600m.
CHANGES: Procedure title, Comm, Note, MM fix.
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EDDT/TLX **JEPPESEN** **BERLIN, GERMANY**
TEGEL **22 JUL 05 (11-1A)** **CAT II ILS RWY 08L**

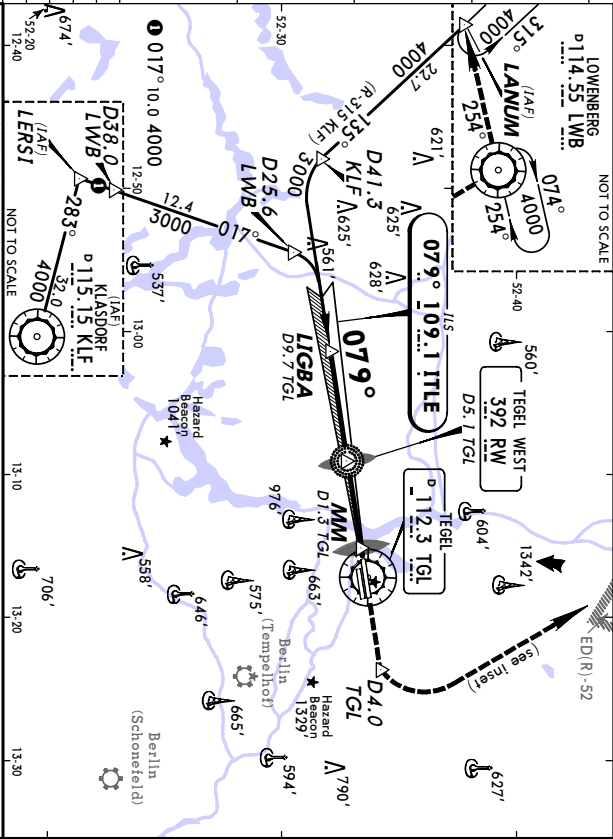
*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	ILS	Apr Elev
109.1	Apch Crs	LOM	RA 102'	122'
			DA(H)	RWY
			210' (100')	110'

MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 East of TGL VOR climb to 4000' and turn LEFT via LWB VOR to LANUM.

Alt. Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'
 Special Aircrew & Acti Certification Required.

LOWENBERG NOT TO SCALE
 p114.55 LWB

MSA TGL VOR
 2400'



Grnd speed-Kts	70	90	100	120	140	160	AIISF-II
ILS GS 3.00° or LOC Descrnt Gradient 5.2%	377	484	538	646	753	861	3000' MAX
MAP at MM/D1.1 TGL							

JAR OPS STRAIGHT-IN LANDING RWY 08L CAT II ILS
 ABCD
RA 102'
 DA(H) **210' (100')**
 RVR **300m**

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Communications: MM Fix. © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

EDDT/TLX **JEPPESEN** **BERLIN, GERMANY**
TEGEL **22 JUL 05 (11-2)** **ILS or LOC RWY 08R**

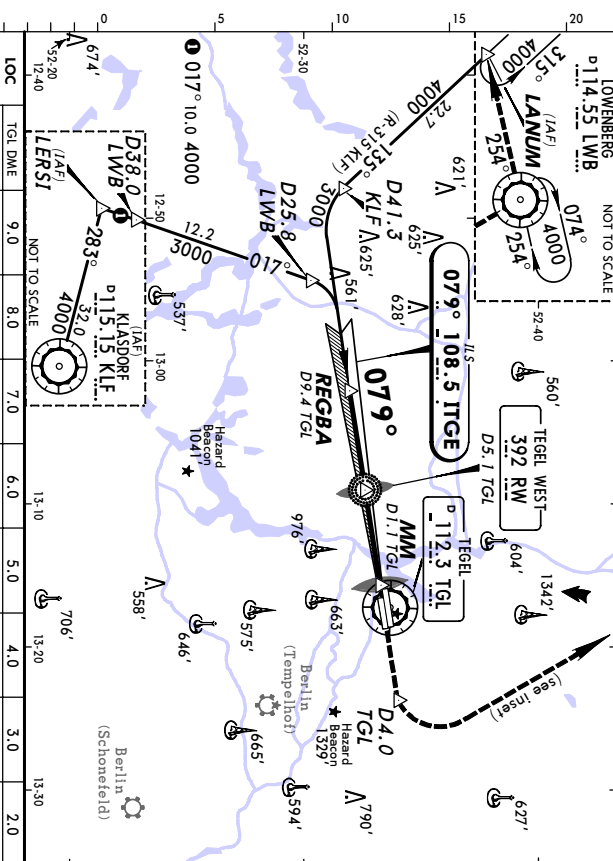
*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	ILS	Apr Elev
108.5	Apch Crs	LOM	RA 109'	122'
			DA(H)	RWY
			210' (100')	109'

MISSED APCH: Climb on rwy track to MAX 3000'. At D4.0 EAST of TGL VOR climb to 4000' and turn LEFT 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.

LOWENBERG NOT TO SCALE
 p114.55 LWB

MSA TGL VOR
 2400'



Grnd speed-Kts	70	90	100	120	140	160	AIISF-II
ILS GS 3.00° or LOC Descrnt Gradient 5.2%	377	484	538	646	753	861	3000' MAX
MAP at MM/D1.1 TGL							

JAR OPS STRAIGHT-IN LANDING RWY 08R LOC (GS out)
 ABCD
RA 109'
 DA(H) **210' (100')**
 RVR **300m**

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: Procedure title, Comm. Notes, Minimums. © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

EDDT/TLX
TEGEL

JEPPESSEN

22 JUL 05 (11-3)

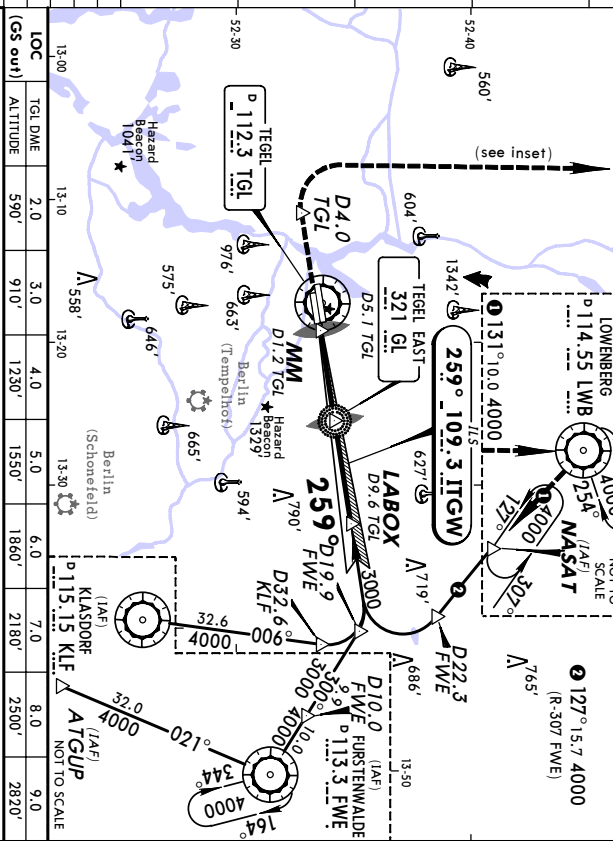
BERLIN, GERMANY
IIS of LOC Rwy 26L

*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	LIS	DA/H
109.3	TTGW	Apch Crs	1580' (1458')	Refer to Minimums
259°	1580'	1580'	122'	Apv Elev
			122'	Rwy 122'
2400'				
MISA 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 Ser: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

Special Aircrew & Actt Certification Required.



LOC	TGL DME	590'	910'	1230'	1550'	1860'	2180'	2500'	2820'
13-00	13-10	3.0	4.0	5.0	6.0	7.0	8.0	9.0	
GS out	ALTITUDE								

Grnd speed Kts	70	90	100	120	140	160
LIS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862

JAR OPS	IIS STRAIGHT-IN LANDING Rwy 26L	LOC (GS out)	HIALS-II
A:	RA 105'	363' (241')	3000'
B:	RA 121'	373' (251')	3000'
C:	RA 182'	393' (271')	3000'
D:	RA 197'	540' (418')	3000'

CHANGES: Procedure title, Comm, Note, MM fix.
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EDDT/TLX
TEGEL

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22 JUL 05 (11-3A)

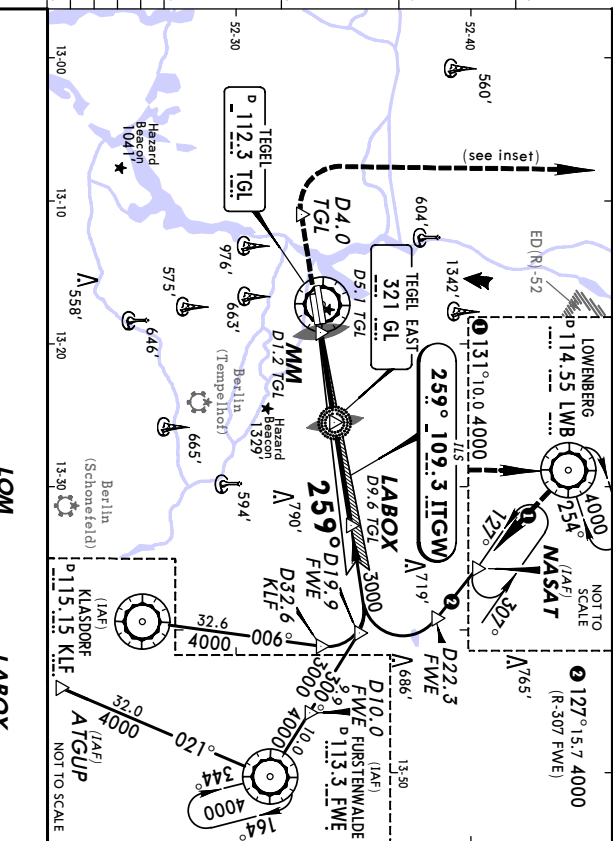
BERLIN, GERMANY
CAT II ILS Rwy 26L

*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	CAT II LIS	DA/H
109.3	TTGW	Apch Crs	1580' (1458')	Refer to Minimums
259°	1580'	1580'	122'	Apv Elev
			122'	Rwy 122'
2400'				
MISA 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 Ser: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

Special Aircrew & Actt Certification Required.



LOC	TGL DME	590'	910'	1230'	1550'	1860'	2180'	2500'	2820'
13-00	13-10	3.0	4.0	5.0	6.0	7.0	8.0	9.0	
GS out	ALTITUDE								

Grnd speed Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

JAR OPS	IIS STRAIGHT-IN LANDING Rwy 26L	LOC (GS out)	HIALS-II
A:	RA 105'	363' (241')	3000'
B:	RA 121'	373' (251')	3000'
C:	RA 182'	393' (271')	3000'
D:	RA 197'	540' (418')	3000'

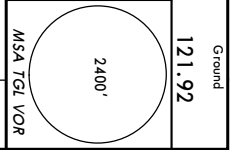
CHANGES: Communications, MM fix.
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EDDT/TLX
TEGEL

22 JUL 05 **(11-4)**

BERLIN, GERMANY
IIS of LOC Rwy 26R

*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	LOM	IIS
110.1	Apch Crs	259°	1540' (1423')	DA(H) 217' (100')
				Appt Elev 122'
				Rwy 117'

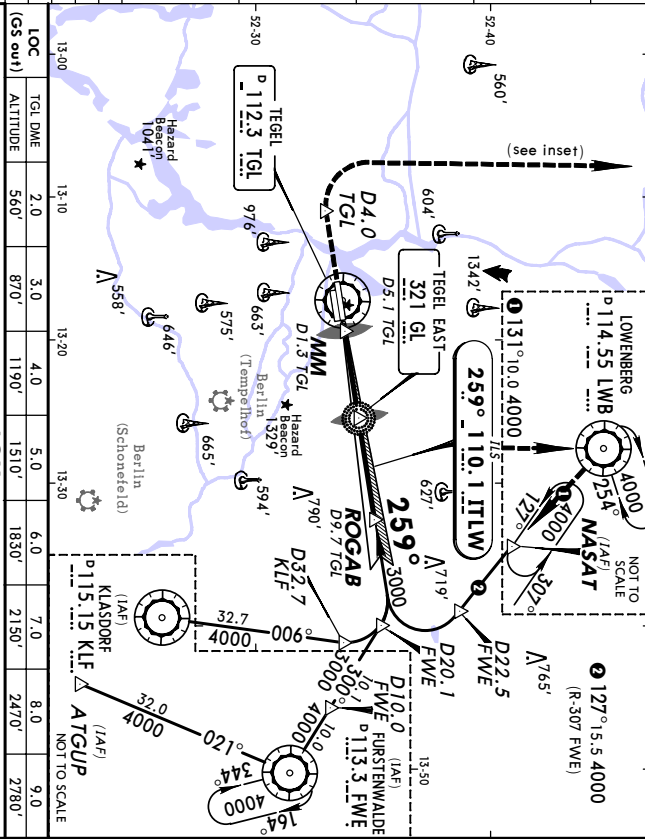


MSA TGL VOR

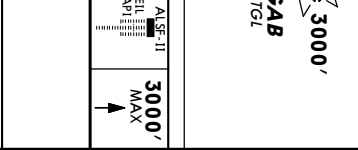
1. LOC: DME REQUIRED. 2. LACT: See ATC State pages.

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	TGL DME	2.0	3.0	4.0	5.0	6.0	8.0	9.0
LOC (GS out)	ALTITUDE	560'	870'	1190'	1510'	1830'	2470'	2780'



GRD speed-Kts: 70 90 100 120 140 160
 IIS GS 3,000' or LOC Descent Gradient 5.2%
 MAP at MM/D1.3 TGL

JAR OPS IIS II STRAIGHT-IN LANDING Rwy 26R
 DA(H) A: 335' (218') C: 355' (238')
 B: 345' (228') D: 365' (248')

LOC (GS out) MDA(H) 520' (403')

ALS-II 3000' MAX

CHANGES: Procedure title, Comm, Note, MM fix.

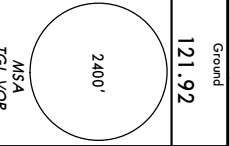
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EDDT/TLX
TEGEL

22 JUL 05 **(11-4A)**

BERLIN, GERMANY
CAT II ILS Rwy 26R

*ATIS	BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL tower	Ground
112.3	125.9	119.62	126.42	136.1
LOC	Final	GS	LOM	IIS
110.1	Apch Crs	259°	1540' (1423')	DA(H) RA 95' 217' (100')
				Appt Elev 122'
				Rwy 117'

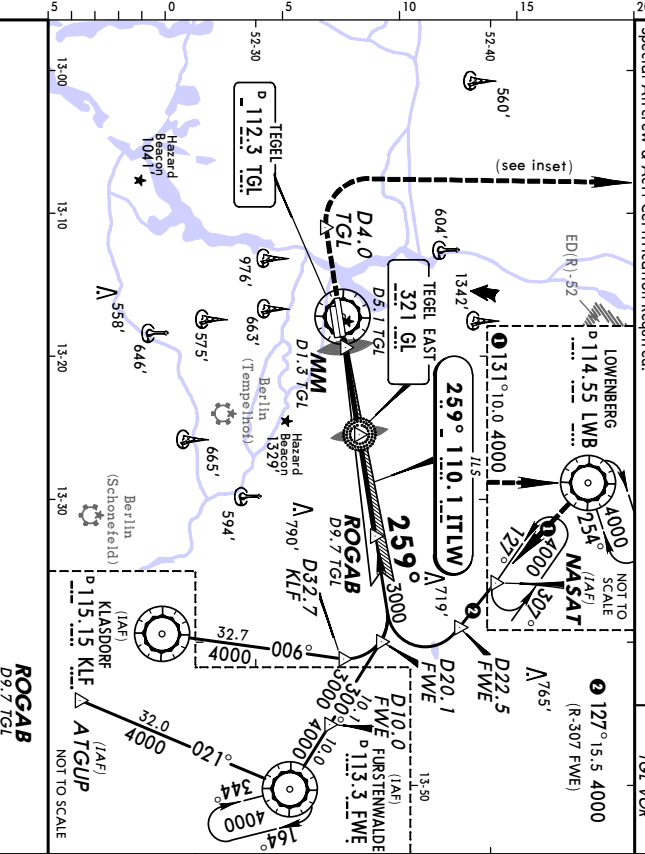


MSA TGL VOR

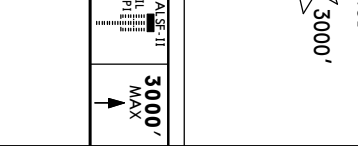
1. LOC: DME REQUIRED. 2. LACT: See ATC State pages.

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	TGL DME	2.0	3.0	4.0	5.0	6.0	8.0	9.0
LOC (GS out)	ALTITUDE	560'	870'	1190'	1510'	1830'	2470'	2780'



GRD speed-Kts: 70 90 100 120 140 160
 GS 3,000' 377 485 539 647 755 862

JAR OPS IIS II STRAIGHT-IN LANDING Rwy 26R
 DA(H) ABCD RA 95' (100')

LACT RA 107' (115')

ALS-II 3000' MAX

CHANGES: Communications, MM fix.

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

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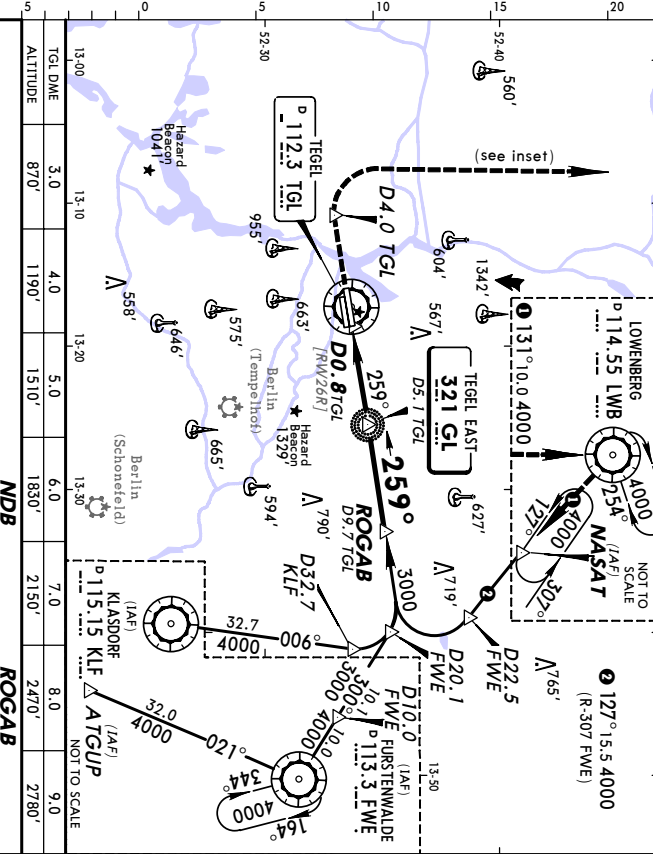
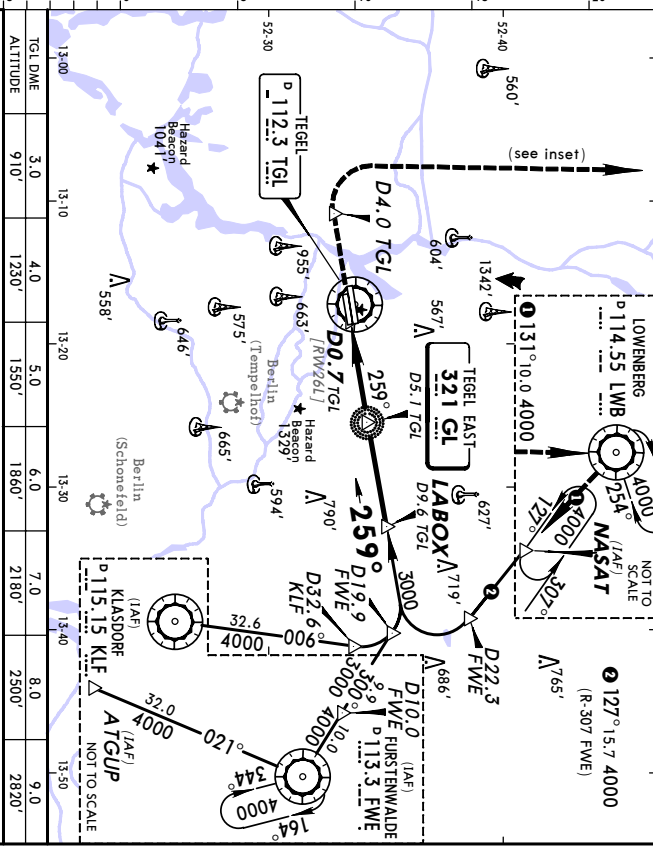
EDDT/TLX
TEGEL

*ATIS		BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	North 119.62	South 126.42	136.1	124.52
NDB	Final	Minimum Alt	MDA(H)	Appt Elev	122'
GL	Apch Crs	LABOX	640' (518')	RWY	122'
321	259°	3000' (2878')			

*ATIS		BERLIN Arrival (APP)	BERLIN Director (APP)	TEGEL Tower	Ground
112.3	125.9	North 119.62	South 126.42	136.1	124.52
NDB	Final	Minimum Alt	MDA(H)	Appt Elev	122'
GL	Apch Crs	ROGAB	640' (523')	RWY	117'
321	259°	3000' (2883')			

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'
 DME REQUIRED: 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'
 DME REQUIRED: MSA TGL VOR



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

TGL DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	870'	1190'	1510'	1830'	2150'	2470'	2780'

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]		372	478	531	637	743	849
MAP at D0.7 TGL		STRAIGHT-IN LANDING RWY 26L					
JAR OPS		MVA(H) 640' (518')					
ALS out		ALS out					
A	RVR 1000m						
B	RVR 1200m						
C	RVR 1200m						
D	RVR 1600m						

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]		372	478	531	637	743	849
MAP at D0.8 TGL		STRAIGHT-IN LANDING RWY 26R					
JAR OPS		MVA(H) 640' (523')					
ALS out		ALS out					
A	RVR 1000m						
B	RVR 1200m						
C	RVR 1200m						
D	RVR 1600m						