

VATSIM Germany Aerodrome Chart

Berlin Brandenburg EDDB

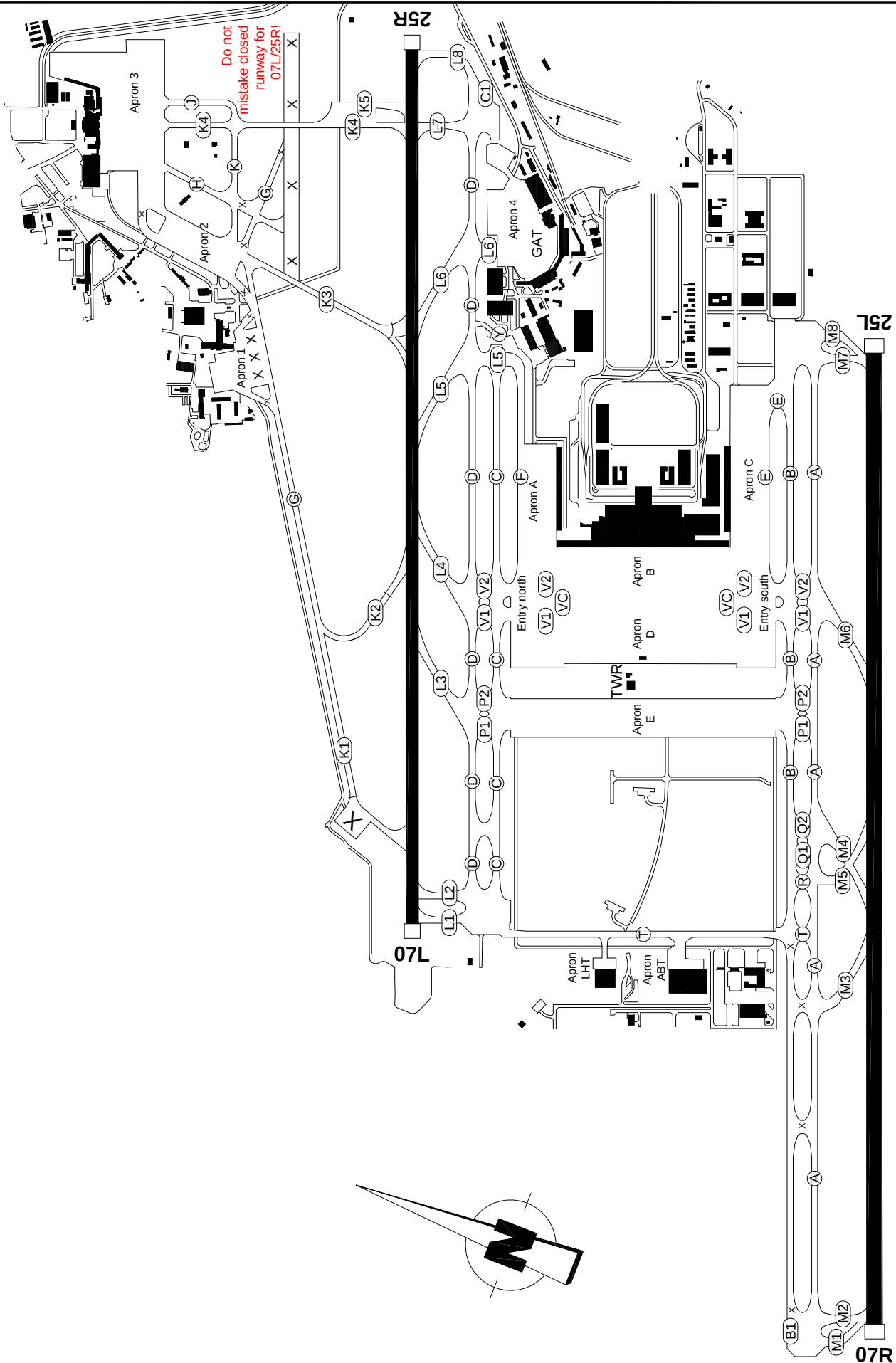
Aerodrome Elevation: 157 ft

Delivery (Initial Call) 121.600
 Apron (A,B,C,D) 129.600
 Ground (North) 129.500
 Ground (South) 121.700

Tower (North) 120.020
 Tower (South) 118.800
 ATIS 124.950

N 52° 21' 44.09"
 E013° 30' 02.42"

ARP: 154 ft



VATSIM Germany Parking

Aerodrome Elevation: 157 ft

ARP: 154 ft

Delivery (Initial Call) 121.600

Apron (A,B,C,D) 129.600

Ground (North) 129.500

Ground (South) 121.700

Tower (North) 120.020

Tower (South) 118.800

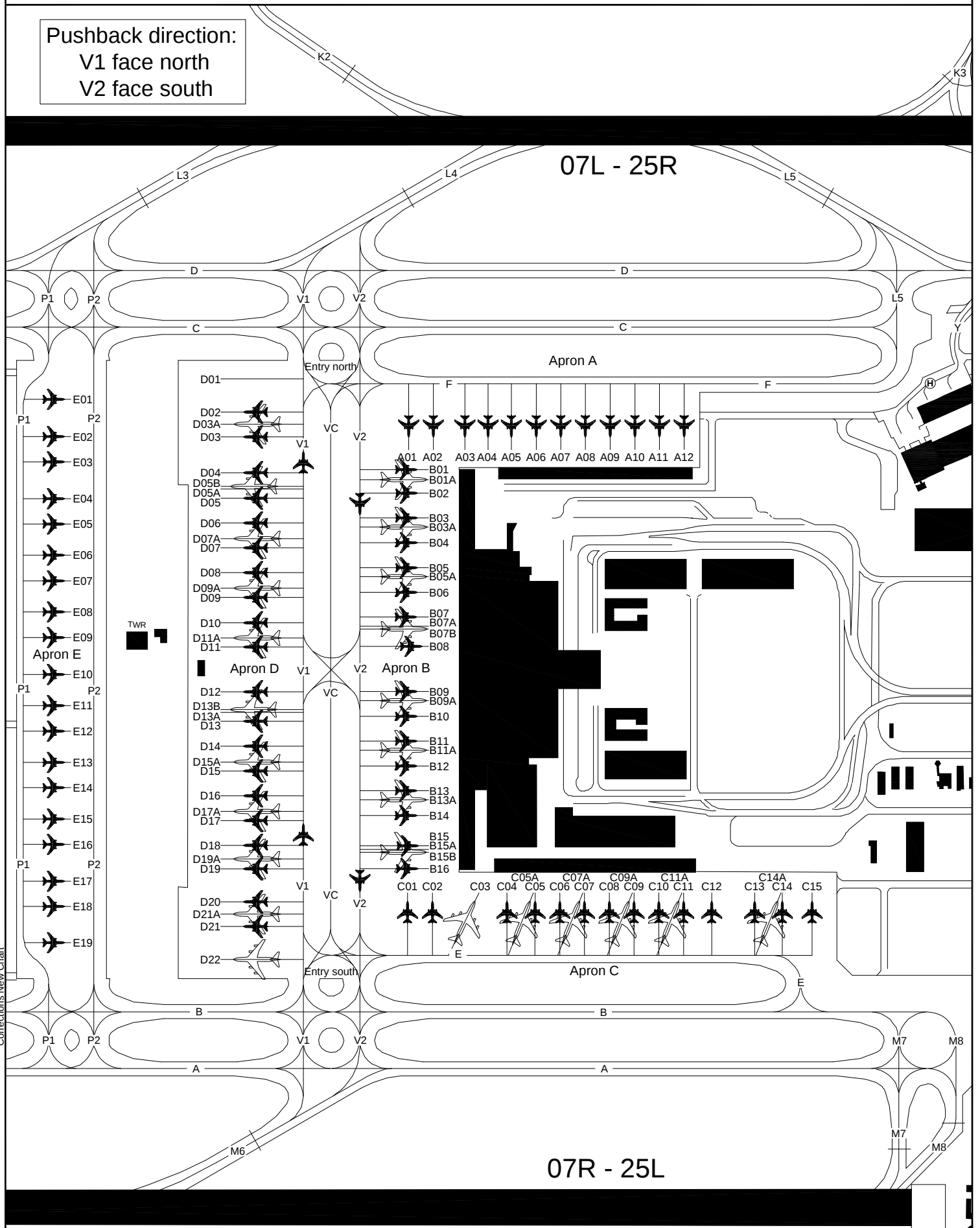
ATIS 124.950

Berlin Brandenburg EDDB

N 52° 21' 44.09"

E013° 30' 02.42"

Pushback direction:
V1 face north
V2 face south



VATSIM Germany Parking

Aerodrome Elevation: 157 ft

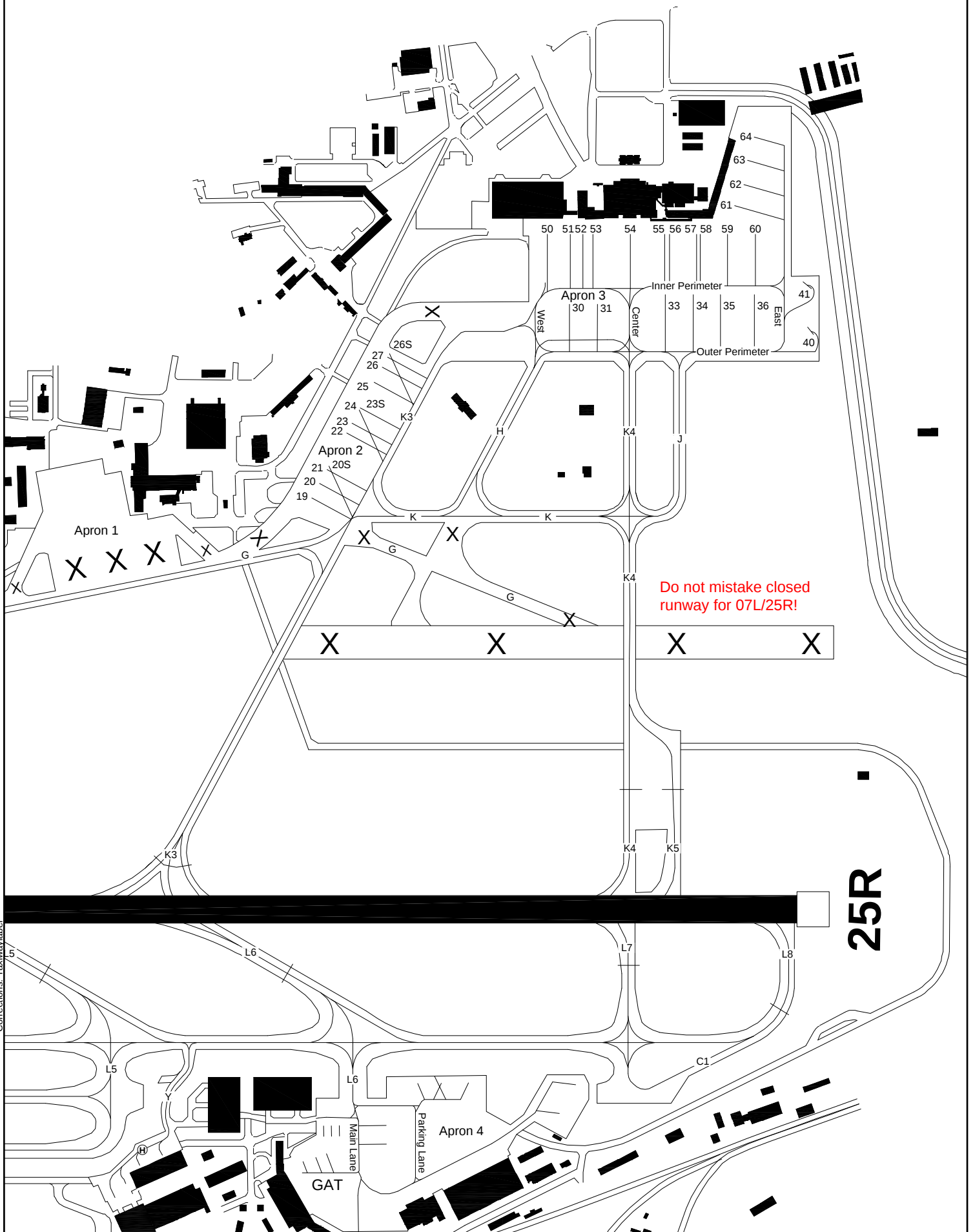
ARP: 154 ft

Delivery (Initial Call) 121.600
Apron (A,B,C,D) 129.600
Ground (North) 129.500
Ground (South) 121.700

Tower (North) 120.020
Tower (South) 118.800
ATIS 124.950

Berlin Brandenburg
EDDB

N 52° 21' 44.09"
E013° 30' 02.42"



Corrections: Taxiway label

VATSIM Germany

Standard Instrument Arrival Chart

Berlin Brandenburg (North)

EDDB

STAR

RWY 07L / 07R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks	
BODLA3Z	BODLA THREE ZULU Δ BODLA Δ GOLBO Δ RADEL Δ LANUM				1. BRNAV equipment necessary 2. Arrange your flight to cross RADEL max. FL140.	
		250(252.2)	30.1	4000		
		239(241.2)	21.1	4000		
		249(250.8)	27.7	4000		
RENKI5Z	RENKI FIVE ZULU Δ RENKI Δ RADEL Δ LANUM					
		272(274.2)	31.1	4000		
		249(250.8)	27.7			
GOLBO1Z	GOLBO ONE ZULU Δ GOLBO Δ RADEL Δ LANUM					
		239(241.2)	21.1	4000		
		249(250.8)	27.7	4000		
BATEL6Z	BATEL SIX ZULU Δ BATEL Δ GIRIT Δ LANUM				1. BRNAV equipment necessary 2. Arrange your flight to cross LANUM max. FL140.	
		064(066.4)	38.9	4000		
		090(091.9)	11.3	4000		
VIBIS2Z	VIBIS TWO ZULU Δ VIBIS Δ LANUM					
		169(170.7)	10.9	4000		

VATSIM Germany

Standard Instrument Arrival Chart

Berlin Brandenburg (South)

EDDB

STAR

RWY 07L / 07R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
I NUKRO4S	NUKRO FOUR SIERRA Δ NUKRO Δ Kladorf DVOR/DME				Arrange your flight to cross NUKRO max. FL140 and KLF max. FL90
		265	32	4000	
I RUDAK5S	RUDAK FIVE SIERRA Δ RUDAK Δ Kladorf DVOR/DME				Arrange your flight to cross KLF max. FL90
		057	28	4000	
I MILGU2S	MILGU TWO SIERRA Δ MILGU Δ NOLNI Δ Kladorf DVOR/DME				1. Arrange your flight to cross KLF max. FL90 2. BRNAV equipment necessary
		059(061.3)	12.6	4000	
		021	23	4000	
I AKUDI3S	AKUDI THREE SIERRA Δ AKUDI Δ Kladorf DVOR/DME				Arrange your flight to cross KLF max. FL90
		351	27	4000 (5000)	
I					

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 2° E

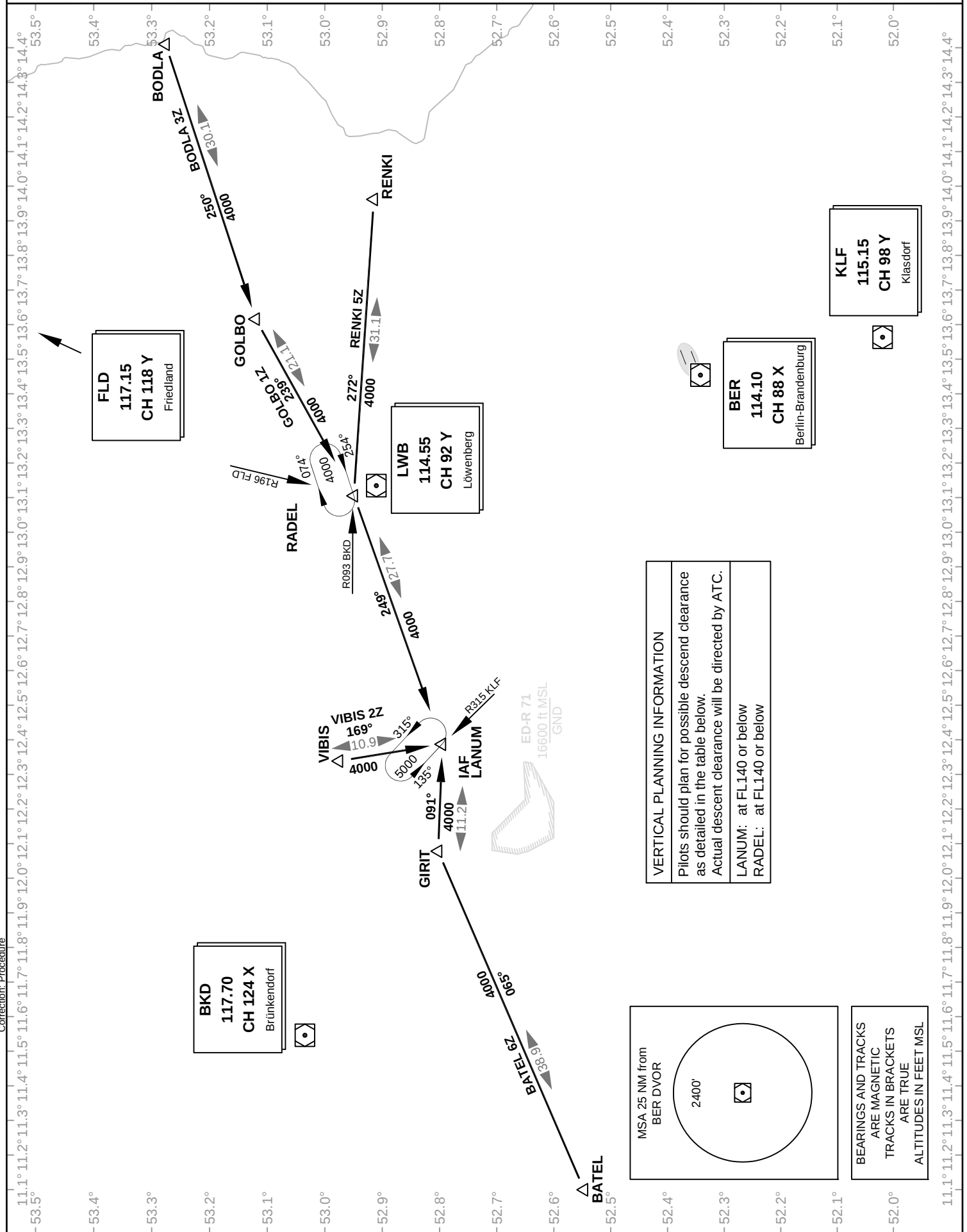
ATIS 124.950 Director (North) 121.120
 Bremen Radar (North) 119.620 Director (South) 119.500
 Bremen Radar (South) 126.420 Tower (North) 120.020
 Tower (South) 118.800

Berlin Brandenburg (North)

EDDB

STAR

RWY 07L / 07R



VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 2° E

ATIS 124.950 Director (North) 121.120
 Bremen Radar (North) 119.620 Director (South) 119.500
 Bremen Radar (South) 126.420 Tower (North) 120.020
 Tower (South) 118.800

Berlin Brandenburg (South)

EDDB

STAR

RWY 07L / 07R

* Operational altitudes due to NLFS.

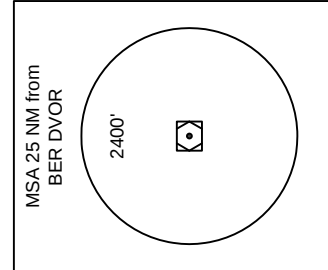
BER
114.10
CH 88 X
 Berlin-Brandenburg

KLF
115.15
CH 98 Y
 Kladorf

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descend clearance as detailed in the table below.
 Actual descent clearance will be directed by ATC.

KLF: at FL090 or below
 NUKRO: at FL140 or below



BEARINGS AND TRACKS
 ARE MAGNETIC
 TRACKS IN BRACKETS
 ARE TRUE
 ALTITUDES IN FEET MSL

NUKRO
 32 DME KLF

173°
 4000
 353°

265° NUKRO 4S
 4000

31

351° AKUDI 3S
 4000
 *4000 (5000)

AKUDI
 27 DME KLF

MILGU 2S 021°
 4000

NOLNI
 33 DME KLF

MILGU
 33 DME KLF

RUDAK 5S
 4000

RUDAK
 28 DME KLF

059°
 4000

VATSIM Germany

Standard Instrument Arrival Chart

Berlin Brandenburg (North)

EDDB

STAR

RWY 25R / 25L

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
BODLA2V	BODLA TWO VICTOR Δ BODLA Δ RENKI Δ TERDA				1. BRNAV equipment necessary 2. Arrange your flight to cross TERDA max. FL100
		215(217.0)	27.1	4000	
		189(190.9)	6.5	4000	
RENKI4V	RENKI FOUR VICTOR Δ RENKI Δ TERDA				
		189(190.9)	6.5	4000	
GOLBO1V	GOLBO ONE VICTOR Δ GOLBO Δ TERDA				
		147(148.7)	21.9	4000	
BATEL6V	BATEL SIX VICTOR Δ BATEL Δ GIRIT Δ NASAT Δ TERDA				1. BRNAV equipment necessary 2. Arrange your flight to cross NASAT and TERDA max. FL100
		064(066.4)	38.9	4000	
		087(089.4)	45.4	4000	
		087(89.0)	21.9	4000	
VIBIS3V	VIBIS THREE VICTOR Δ VIBIS Δ PODUS Δ PINUV Δ TERDA				1. BRNAV equipment necessary 2. Arrange your flight to cross TERDA max. FL100
		091(092.9)	17.9	4000	
		091(093.4)	29.6	4000	
		123(124.7)	12.5	4000	

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 2° E

ATIS 124.950 Director (North) 121.120

Director (South) 119.500

Bremen Radar (North) 119.620 Tower (North) 120.020

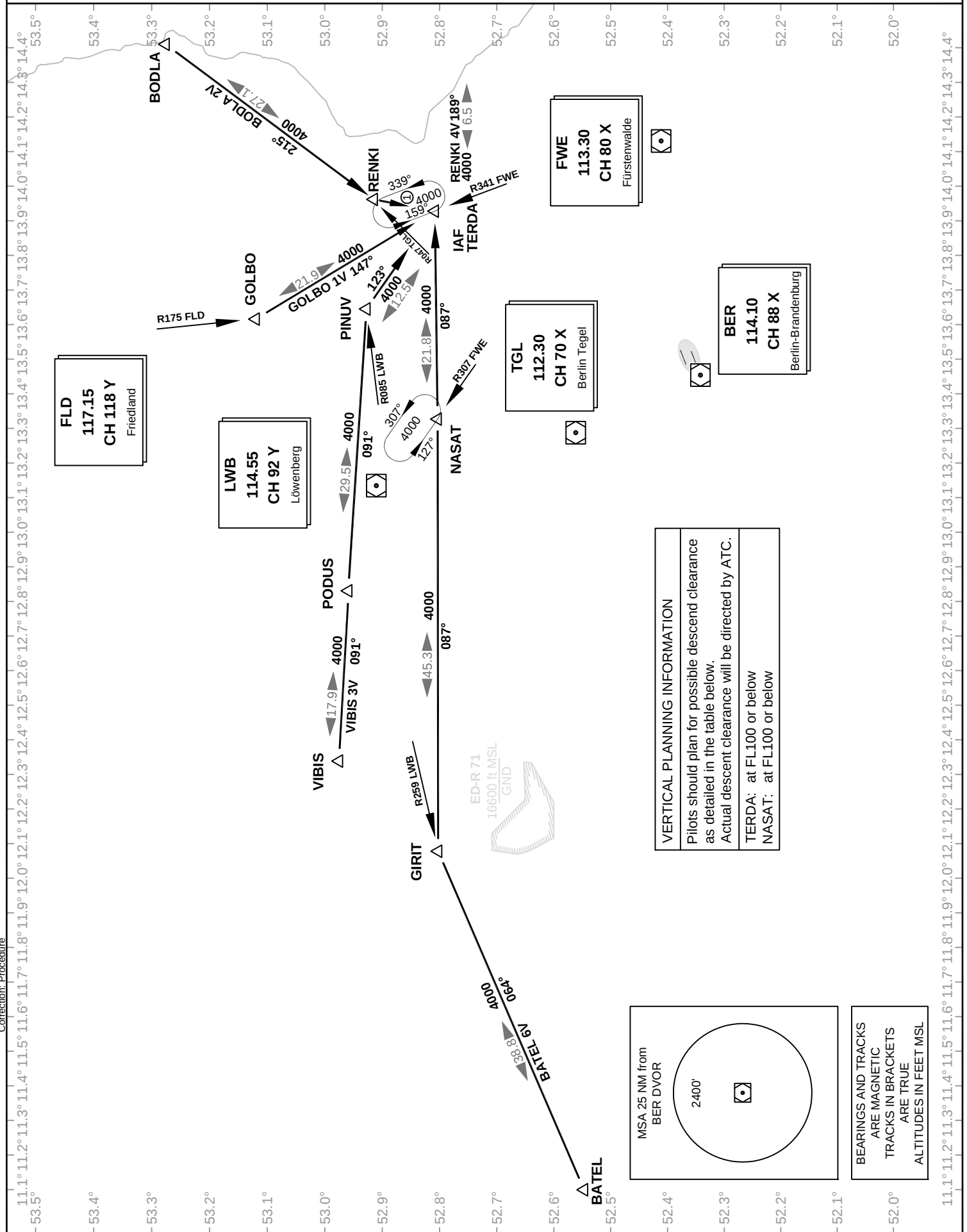
Bremen Radar (South) 126.420 Tower (South) 118.800

Berlin Brandenburg (North)

EDDB

STAR

RWY 25R / 25L



VATSIM Germany

Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 2° E

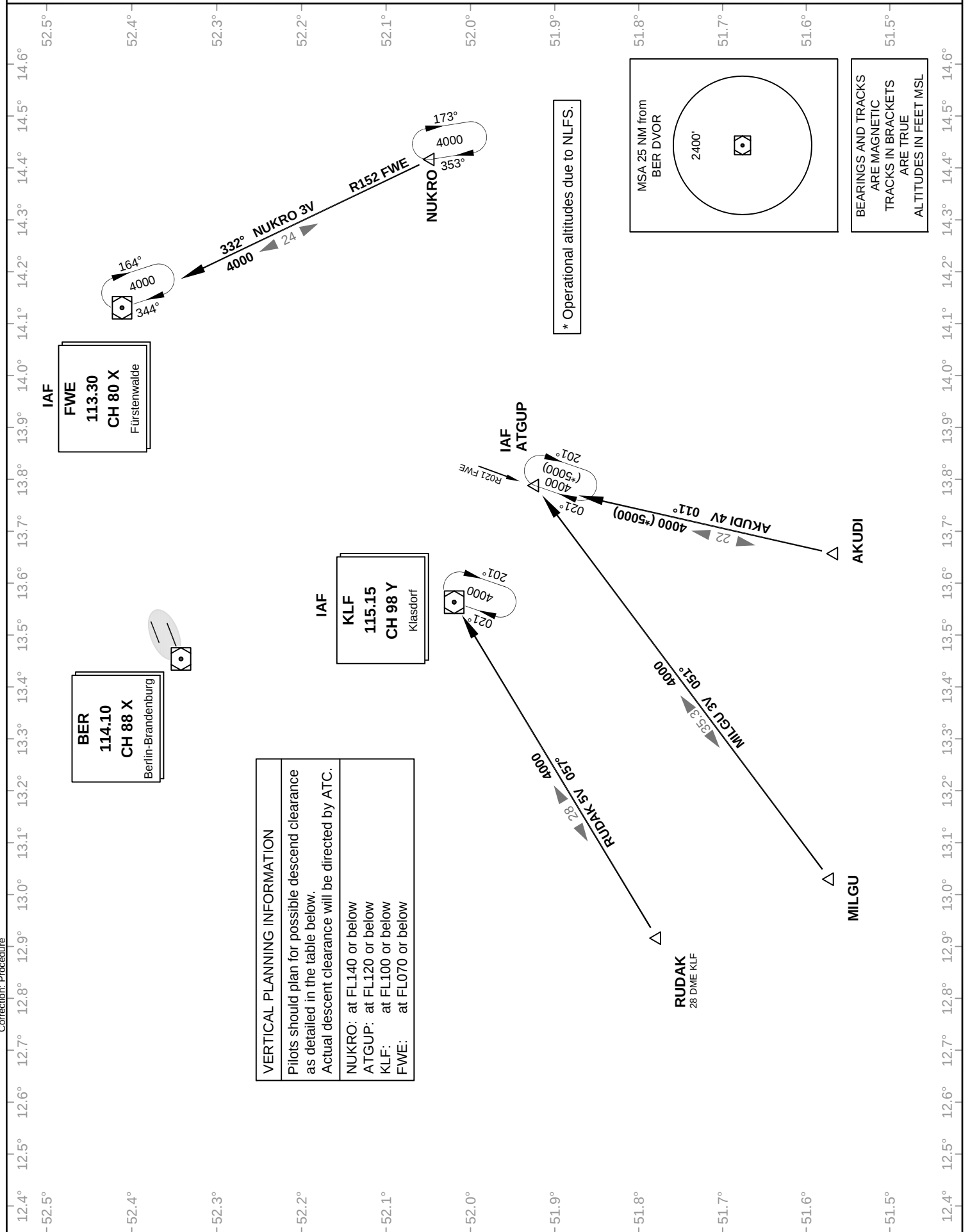
ATIS 124.950 Director (North) 121.120
 Bremen Radar (North) 119.620 Director (South) 119.500
 Bremen Radar (South) 126.420 Tower (North) 120.020
 Tower (South) 118.800

Berlin Brandenburg (South)

EDDB

STAR

RWY 25R / 25L



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Berlin Brandenburg EDDB

Transition Altitude: 5000 ft.

ATIS 124.950

Director (North) 121.120

Director (South) 119.500

Bremen Radar (North) 119.620

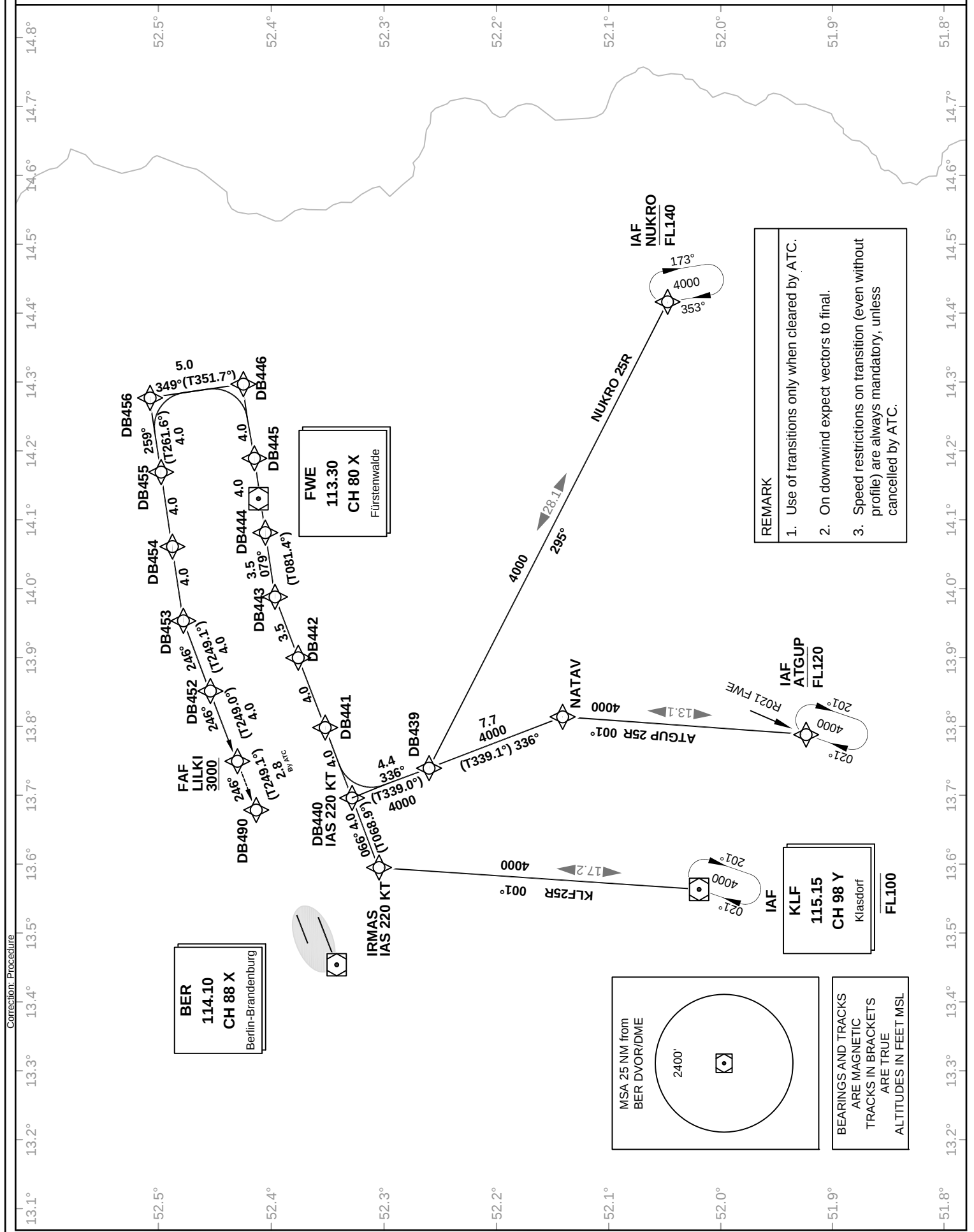
Tower (North) 120.020

Bremen Radar (South) 126.420

Tower (South) 118.800

VAR: 3° E

Transition to Final Approach RWY 25R



VATSIM Germany Instrument Approach Chart

Elevation: 157

VAR: 3° E

ATIS 124.950

Bremen Radar (North) 119.620

Bremen Radar (South) 126.420

Director (North) 121.120

Director (South) 119.500

Tower (North) 120.020

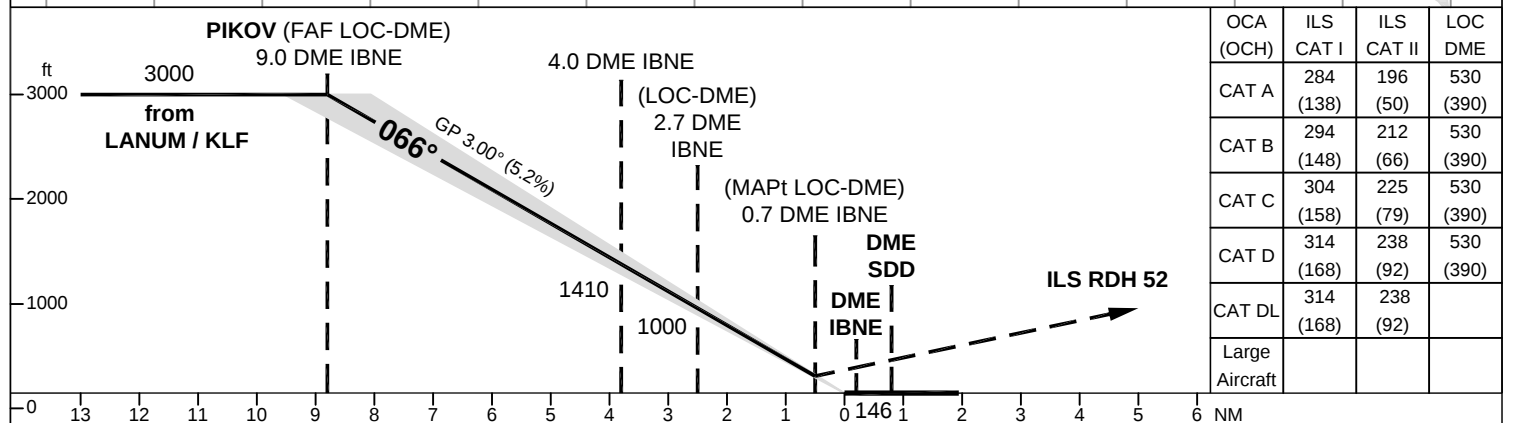
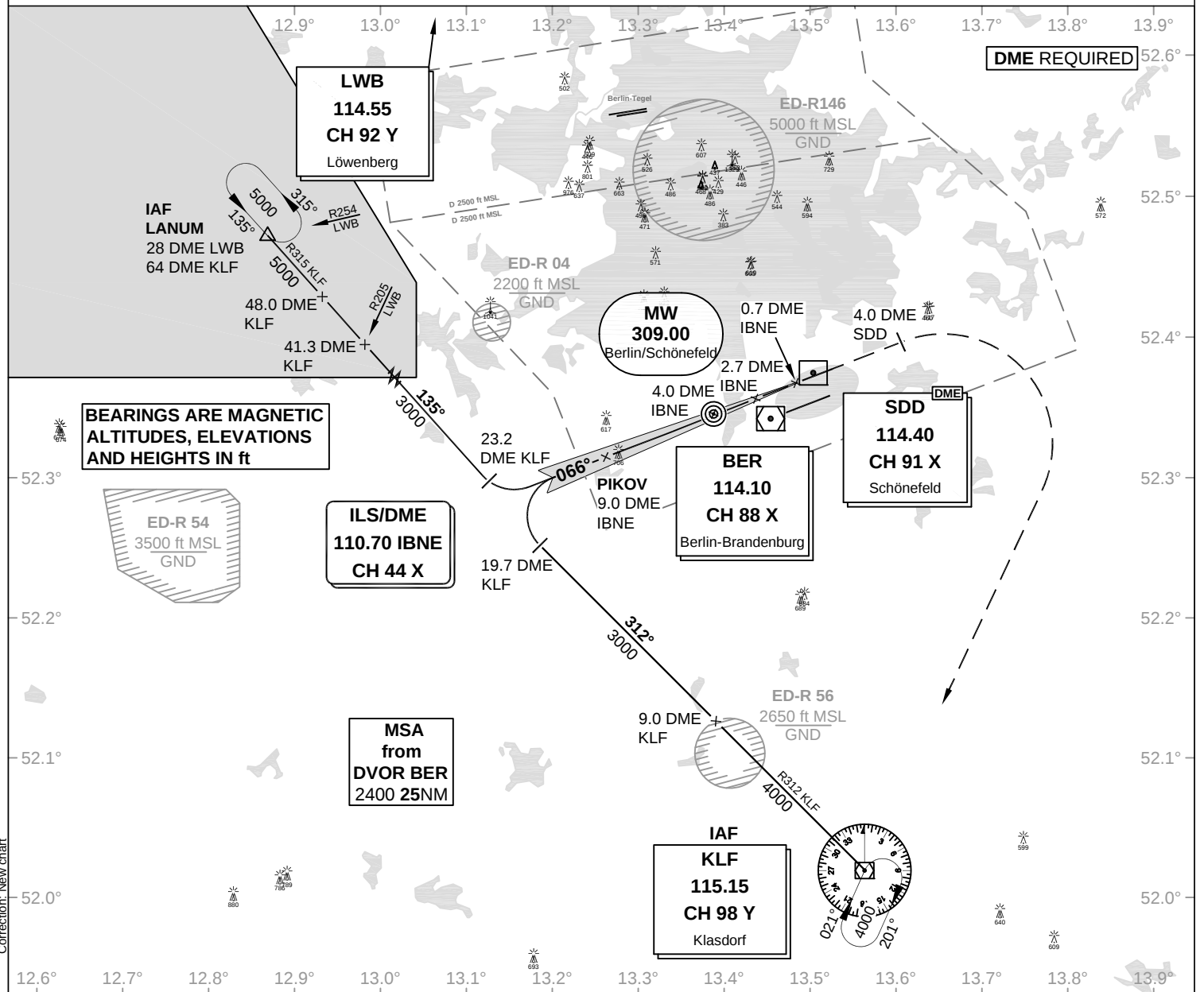
Tower (South) 118.800

Berlin Brandenburg

EDDB

ILS CAT II & III or LOC

RWY 07L



DME IBNE	9	8	7	6	5	4	3	2		
DIST THR	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8		
ALTITUDE	3000	2690	2370	2050	1730	1410	1090	780		

CAT IIIA AND CAT IIIB (MNM RWY 125m) APPROVED.

GS	kt	80	100	120	140	160	180
4.0 DME IBNE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 157

VAR: 3° E

ATIS 124.950

Bremen Radar (North) 119.620

Bremen Radar (South) 126.420

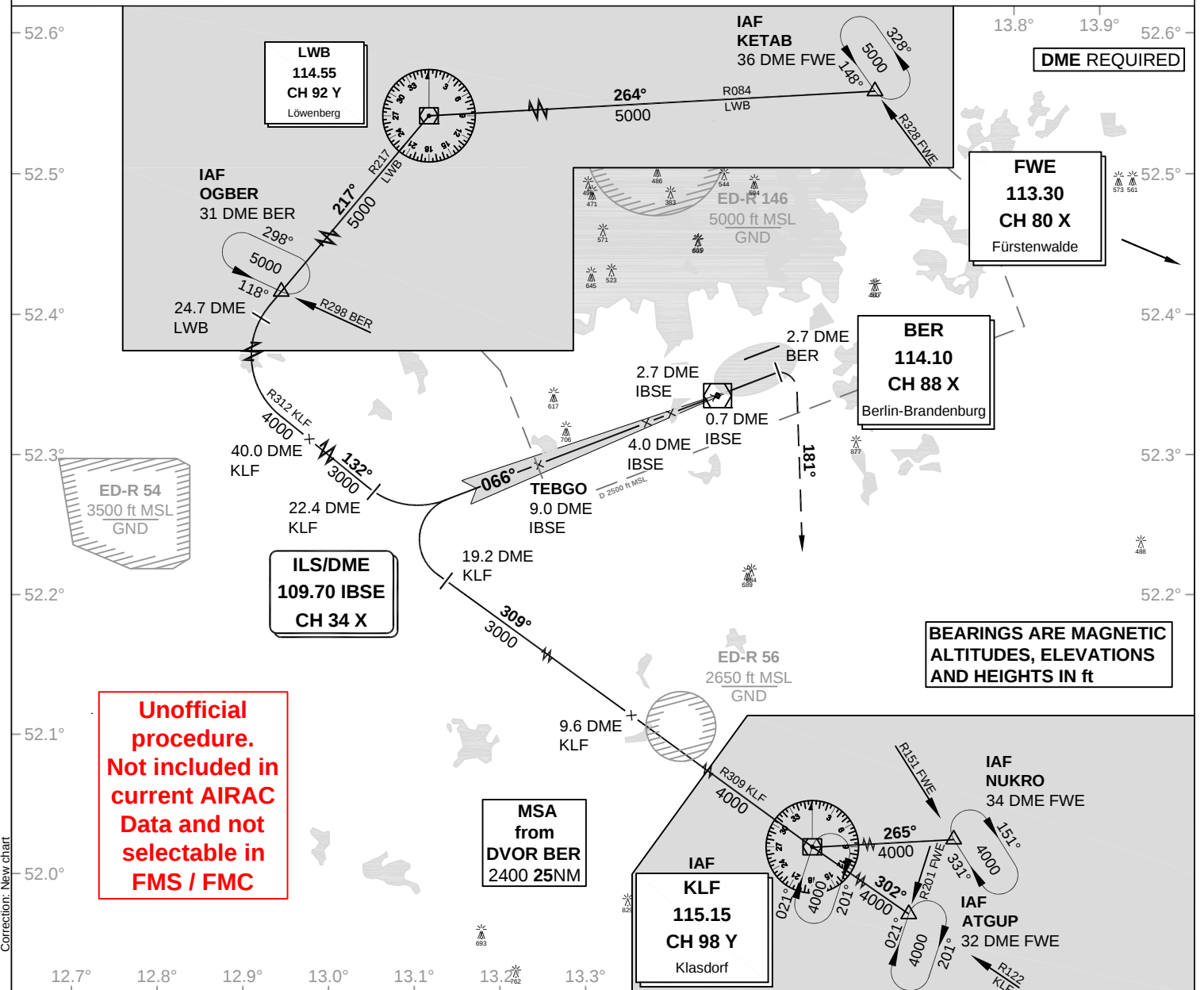
Director (North) 121.120

Director (South) 119.500

Tower (North) 120.020

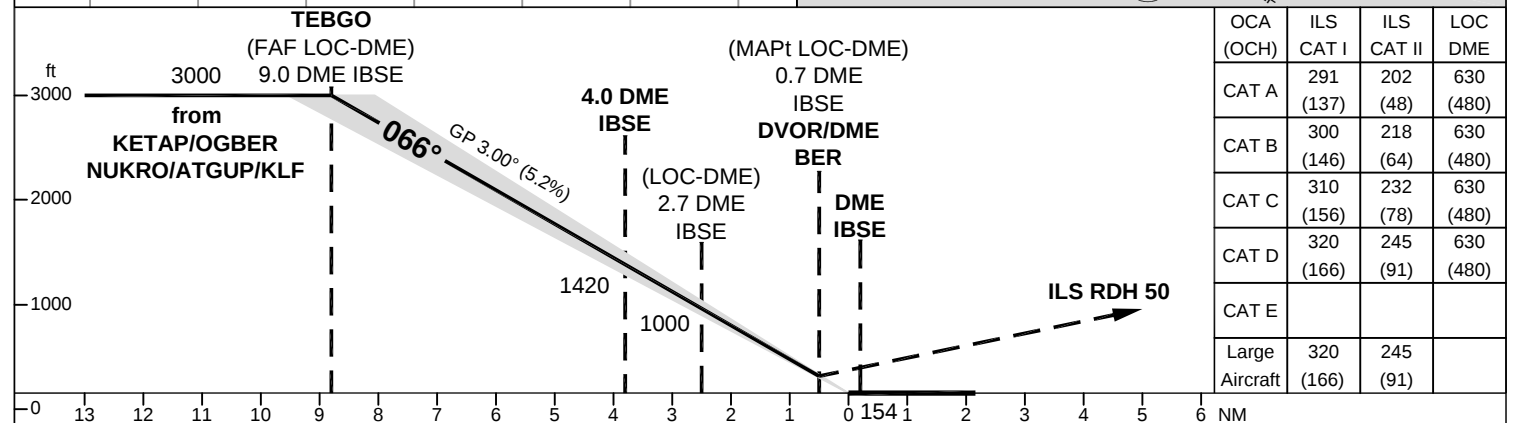
Tower (South) 118.800

Berlin Brandenburg EDDB

**ILS CAT II & III or LOC
RWY 07R**


**Unofficial
procedure.
Not included in
current AIRAC
Data and not
selectable in
FMS / FMC**

**BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft**



MISSED APPROACH: Climb on runway track to MAX 3000; at 2.7 DME BER RT, on R001 KLF to KLF DVOR, climbing to 4000.

DME IBSE	8	7	6	5	4	3	2			
DIST THR	7.8	6.8	5.8	4.8	3.8	2.8	1.8			
ALTITUDE	2690	2370	2060	1740	1420	1100	780			

CAT IIIA AND CAT IIIB (MNM RWY 125m) APPROVED.

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

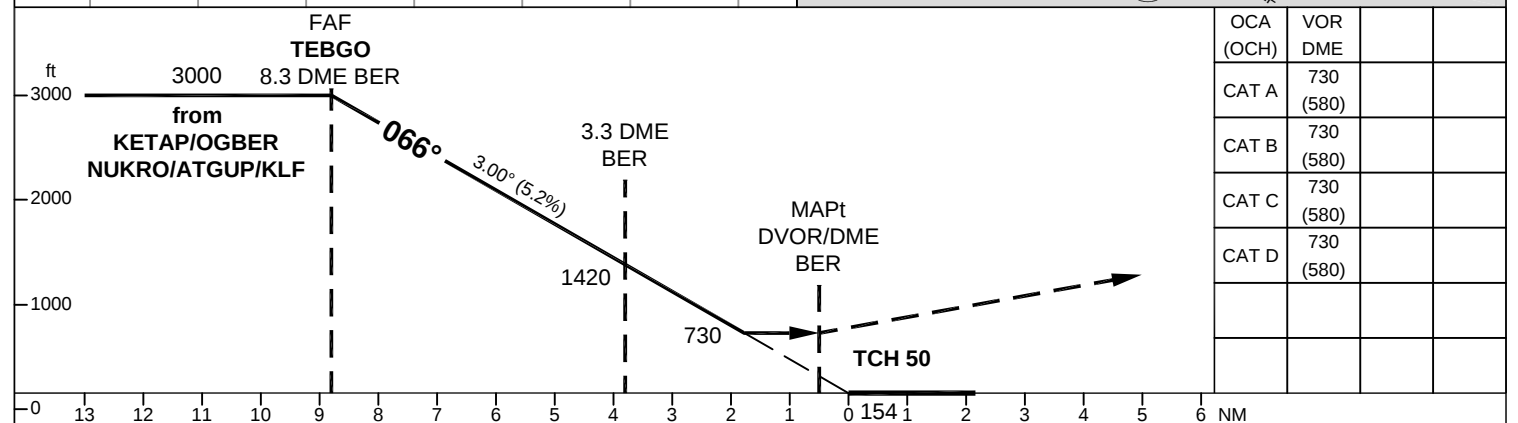
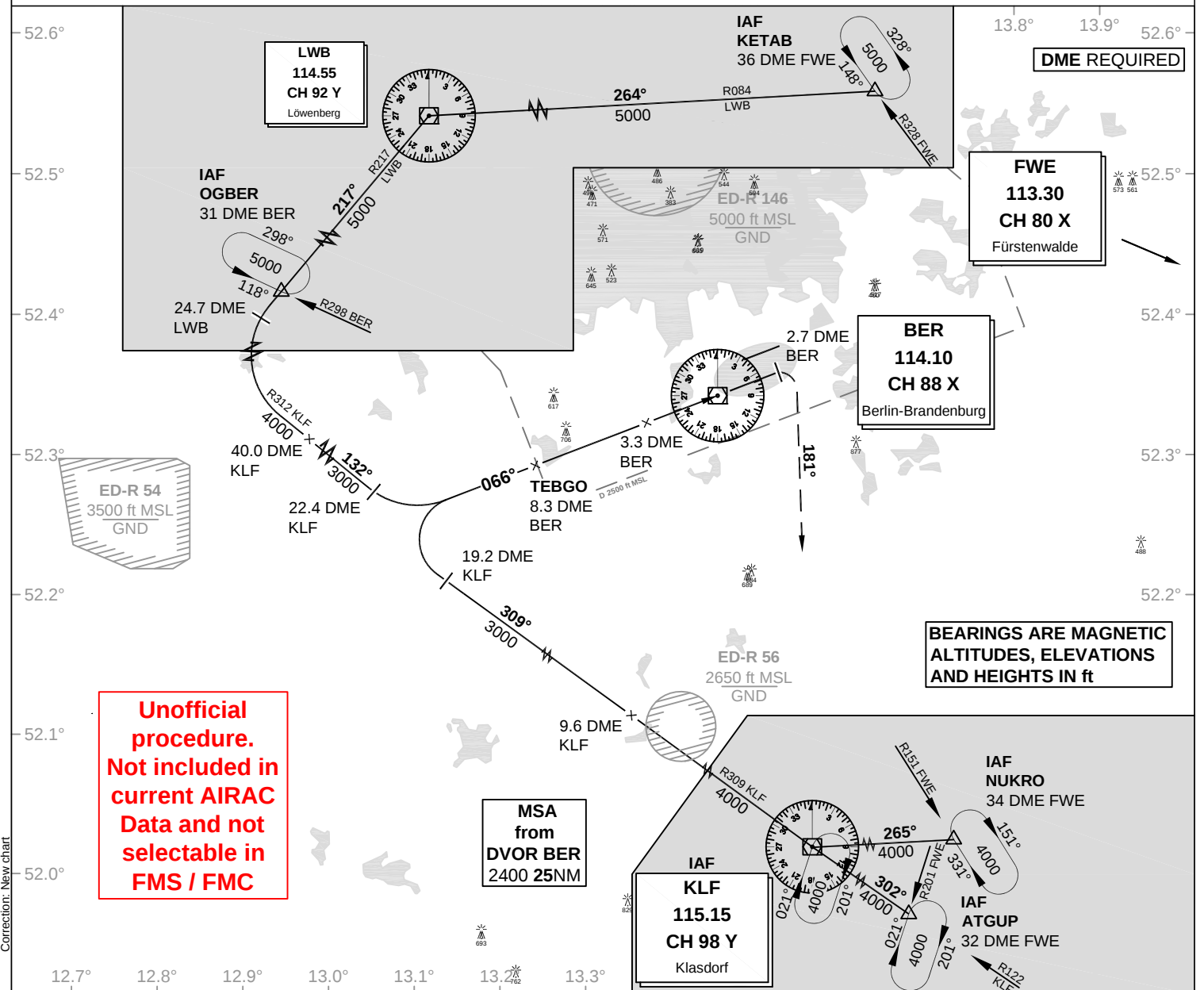
Elevation: 157

VAR: 3° E

ATIS 124.950 Director (North) 121.120
 Bremen Radar (North) 119.620 Director (South) 119.500
 Bremen Radar (South) 126.420 Tower (North) 120.020
 Tower (South) 118.800

Berlin Brandenburg EDDB

VOR RWY 07R



MISSED APPROACH: Climb on runway track to MAX 3000; at 2.7 DME BER RT, on R001 KLF to KLF DVOR, climbing to 4000.

DME BER	8	7	6	5	4	3	2			
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5			
ALTITUDE	2920	2600	2280	1960	1640	1320	1000			

GS	kt	80	100	120	140	160	180
3.3 DME BER - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Berlin Brandenburg EDDB

Elevation: 157

ATIS 124.950

Director (North) 121.120

Director (South) 119.500

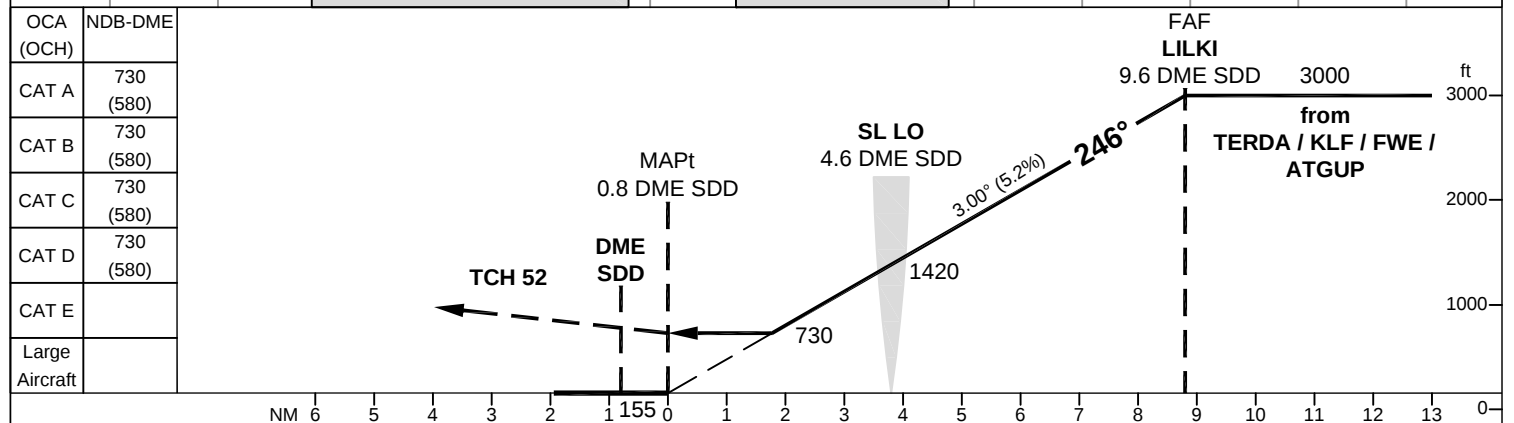
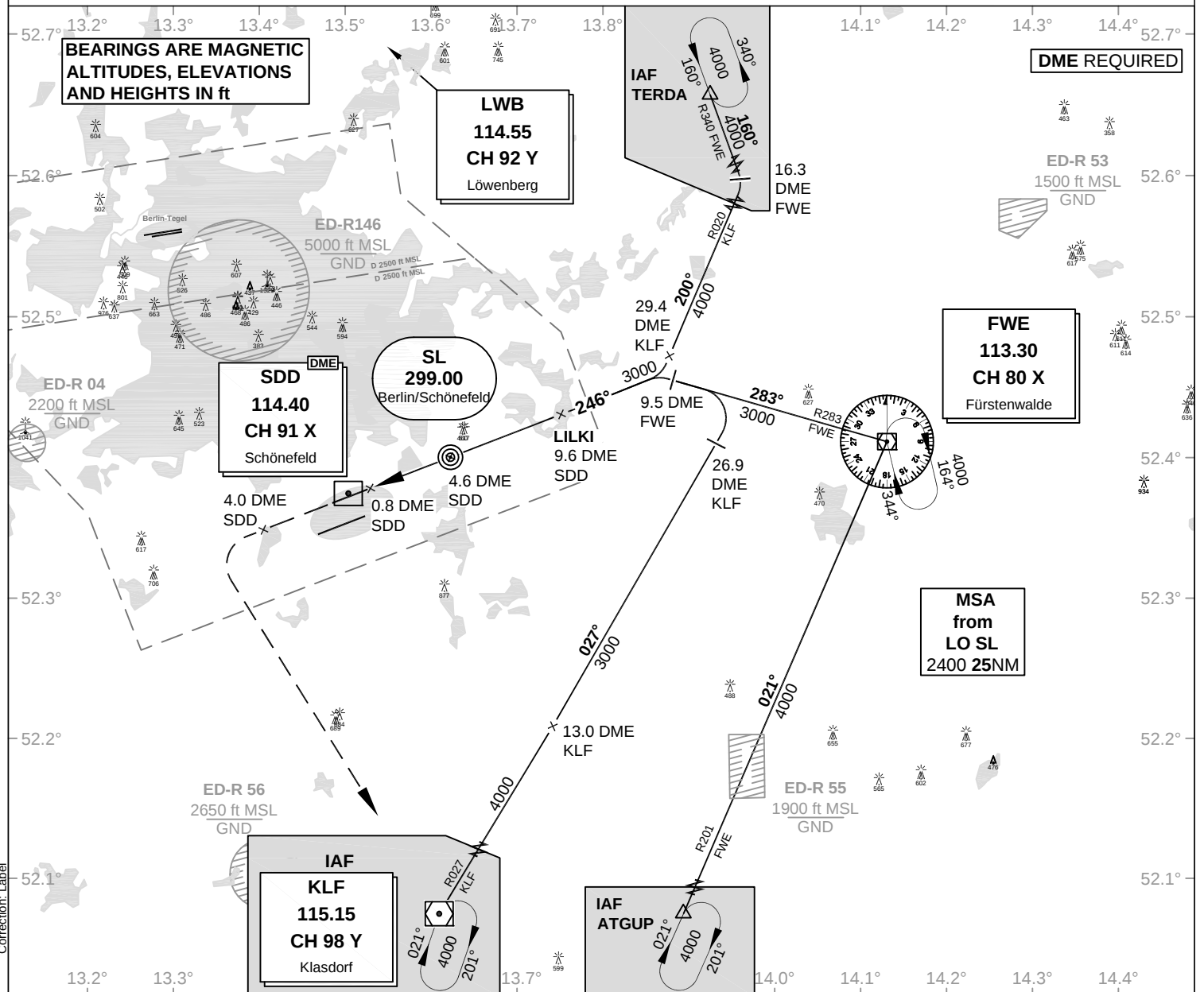
Bremen Radar (North) 119.620

Tower (North) 120.020

Bremen Radar (South) 126.420

Tower (South) 118.800

VAR: 3° E

NDB**RWY 25R**

MISSED APPROACH: On runway track, climb to MAX. 3000; at 4.0 DME West of SDD continue climb to 4000 and LT to KLF DVOR.

DME SDD	2	3	4	5	6	7	8	9		
DIST THR	1.2	2.2	3.2	4.2	5.2	6.2	7.2	8.2		
ALTITUDE	590	910	1230	1550	1870	2190	2500	2820		

GS	kt	80	100	120	140	160	180
SL LO - MAPt (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 157

VAR: 3° E

ATIS 124.950

Bremen Radar (North) 119.620

Bremen Radar (South) 126.420

Director (North) 121.120

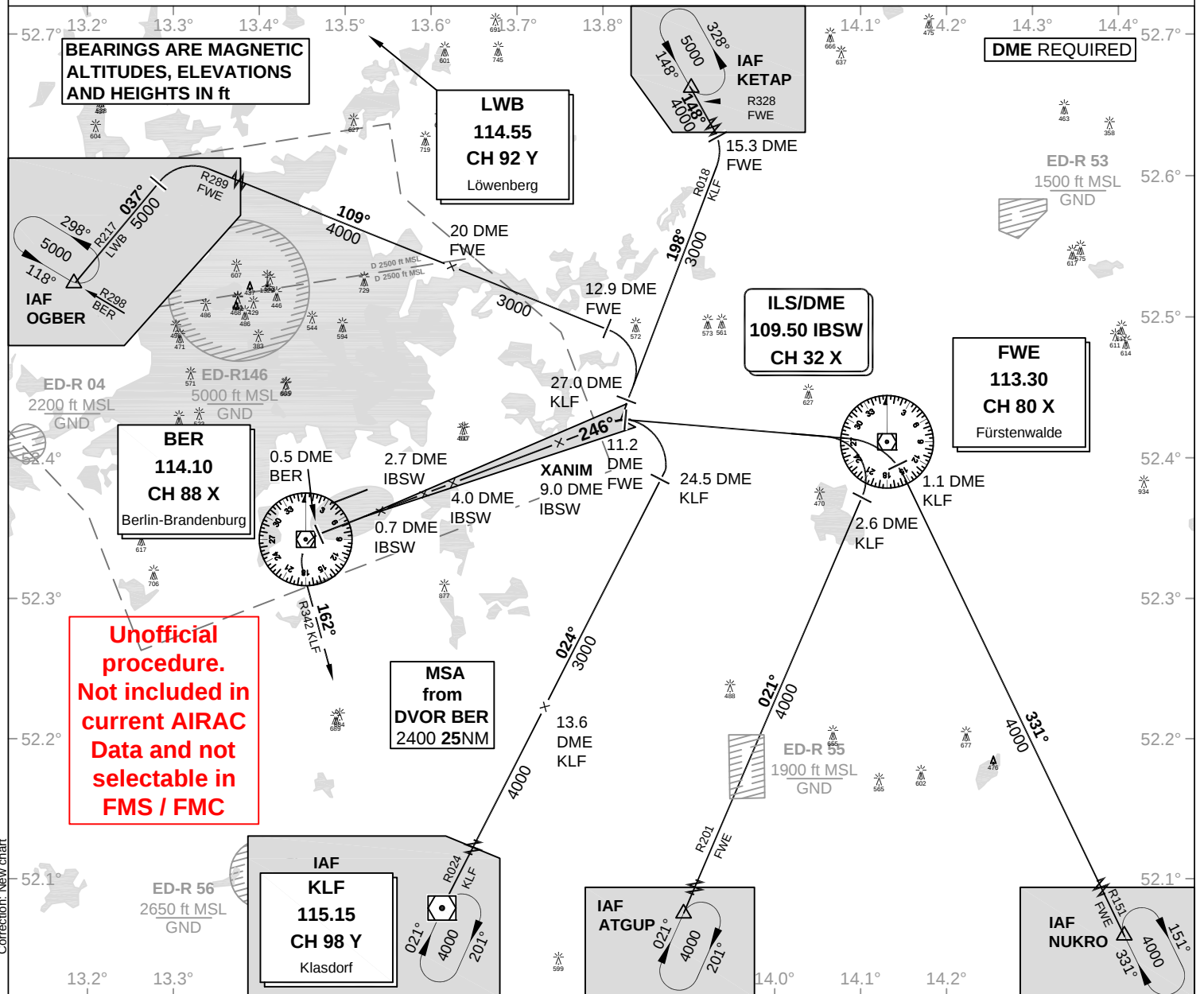
Director (South) 119.500

Tower (North) 120.020

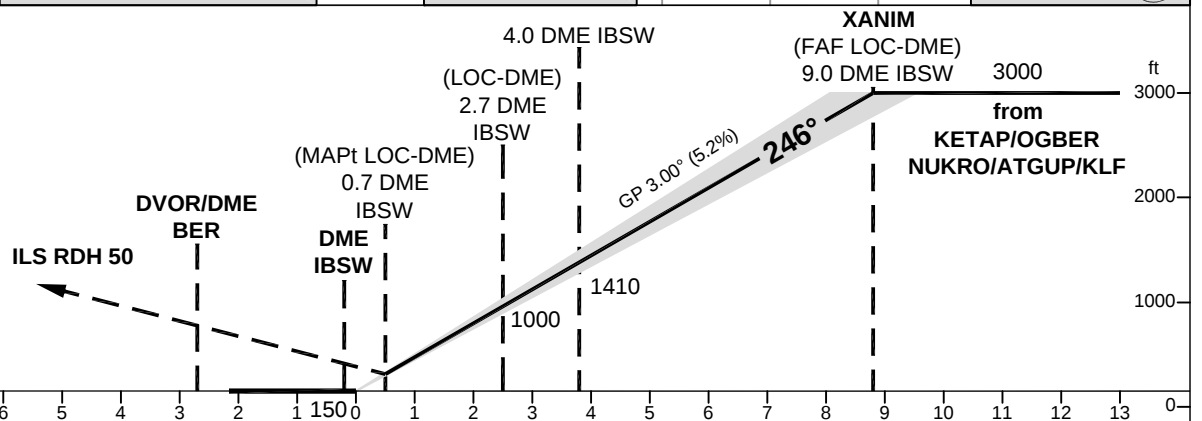
Tower (South) 118.800

Berlin Brandenburg EDDB

ILS CAT II & III or LOC RWY 25L



OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	290 (140)	201 (51)	630 (480)
CAT B	300 (150)	218 (68)	630 (480)
CAT C	310 (160)	231 (81)	630 (480)
CAT D	319 (169)	244 (94)	630 (480)
CAT DL	319 (169)	244 (94)	
Large Aircraft			



MISSED APPROACH: Climb on runway track to MAX 3000; at 0.5 DME BER LT, on R342 KLF to KLF VOR, climbing to 4000.

DME IBSW	2	3	4	5	6	7	8			
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8			
ALTITUDE	780	1100	1410	1730	2050	2370	2690			

CAT IIIA AND CAT IIIB (MNM RWY 125m) APPROVED.

GS	kt	80	100	120	140	160	180
4.0 DME IBSW - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany

Standard Instrument Departure Chart

Berlin Brandenburg
EDDB
SID
RWY 07L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
BKD6S	BRÜNKENDORF SIX SIERRA On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 9.0 DME FWE; LT, on track 355° to 11.0 DME FWE; LT, on R120 LWB to LWB (Δ); LT, on R275 LWB via VIBIS to BKD (Δ). GPS/FMS RNAV: [A600+] - SL[R] - DB073[L] - DB074[L] - LWB[L] - VIBIS - BKD.	4000 ft	Bremen Radar 120.625*	
BELID5S	BELID FIVE SIERRA On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 14.0 DME FWE; RT, on R252 FWE to 22.0 DME FWE; RT, on track 261° to BELID (Δ). Turn at 14.0 DME FWE limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - SL[R] - <u>DB071</u> [R] - DB076[K220-] - DB077[R] - BELID.			1. Turn at 14.0 DME FWE is calculated with bank 25° and 220 kt IAS. 2. After 22.0 DME FWE BRNAV equipment necessary.
KLF5S	KLASDORF FIVE SIERRA On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 14.0 DME FWE; RT, on R020 KLF to KLF (Δ). Turn at 14.0 DME FWE limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - SL[R] - <u>DB071</u> [R] - DB075[K220-] - KLF.			1. Only for DEST EDDT or EDDB. 2. Turn at 14.0 DME FWE is calculated with bank 25° and 220 kt IAS.
TUVAK3S	TUVAK THREE SIERRA On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 10.0 DME FWE; RT, on R271 SUI to TUVAK (Δ). GPS/FMS RNAV: [A600+] - SL[R] - DB072[R] - TUVAK.			No access to UL980.
GERGA1S	GERGA ONE SIERRA On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 9.0 DME FWE; LT, on track 010° to GERGA (Δ). GPS/FMS RNAV: [A600+] - SL[R] - DB078[L] - GERGA.			After 9.0 DME FWE BRNAV equipment necessary.

(Sample: DB071 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

Berlin Brandenburg

EDDB

SID

RWY 25R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
BKD7X	BRÜNKENDORF SEVEN X-RAY On runway track to 600; direct MW (Δ); on track 248° MW to 10.9 DME SDD; RT, on R256 FWE to 48.0 DME FWE; RT, on track 335° to TUBRI (Δ); LT on track 298° to BKD (Δ). GPS/FMS RNAV: [A600+] - MW[R] - DB252[R] - DB253[R] - TUBRI[L] - BKD.	5000 ft	Bremen Radar 120.625*	After 48.0 DME FWE BRNAV equipment necessary.
BELID3X	BELID THREE X-RAY On runway track to 600; direct to MW (Δ); on track 248° MW to 10.9 DME SDD; RT, on R256 FWE to BELID (Δ). GPS/FMS RNAV: [A600+] - MW[R] - DB252[R] - BELID.	4000 ft		
GERGA1X	GERGA ONE X-RAY On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R249 FWE to 17.0 DME FWE; LT, on track 031° GERGA (Δ). Departure turn limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - MW[R] - <u>DB251</u> [L] - DB254[K220-] - DB255[L] - GERGA.			1. Turn at 10.0 DME SDD is calculated with bank 20° and IAS 220 kt. 2. After 17.0 DME FWE BRNAV equipment necessary.
TUVAK4X	TUVAK FOUR X-RAY On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R249 FWE to TUVAK (Δ). Departure turn limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - MW[R] - <u>DB251</u> [L] - DB254[K220-] - TUVAK.			1. Turn at 10.0 DME SDD is calculated with bank 20° and 220 kt IAS. 2. No access to UL980.
KLF2X	KLASDORF TWO X-RAY On runway track to 600; direct to MW (Δ); on track 248° MW to 10.0 DME SDD; LT, on R316 KLF to KLF (Δ). Departure turn limited to 220 kt IAS. GPS/FMS RNAV: [A600+] - MW[R] - <u>DB251</u> [L] - DB257[K220-] - KLF.			1. Only for DEST EDDT or EDDB. 2. Turn at 10.0 DME SDD is calculated with bank 20° and 220 kt IAS.

(Sample: DB251 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar when advised by Tower!

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 3° E

Delivery (Initial Call) 121.600
 Apron (A,B,C,D) 129.600
 Ground (North) 129.500
 Ground (South) 121.700

Tower (North) 120.020
 Tower (South) 118.800
 ATIS 124.950

Berlin Brandenburg

EDDB

SID

RWY 25R

