

General Info

Berlin, DEU
N 52° 33.6' E 13° 17.3' Mag Var: 1.3°E
Elevation: 122'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08L-26R 9918' x 151' asphalt
Runway 08R-26L 7966' x 151' asphalt

Runway 08L (79.0°M) TDZE 110'
Lights: Edge, ALS, Centerline, REIL, TDZ
Stopway Distance 226'
Runway 08R (79.0°M) TDZE 109'
Lights: Edge, ALS, Centerline
Displaced Threshold Distance 341'
Stopway Distance 207'
Runway 26L (259.0°M) TDZE 122'
Lights: Edge, ALS, Centerline, TDZ
Displaced Threshold Distance 722'
Stopway Distance 157'
Runway 26R (259.0°M) TDZE 117'
Lights: Edge, ALS, Centerline, REIL, TDZ
Stopway Distance 223'

Communications Info

ATIS **125.9**
ATIS **112.3**
Tegel Ground/Delivery Tower **121.925**
Tegel Ground Tower **121.75**
Tegel Tower **124.525**
Tegel Tower **118.85**
Tegel Tower **278.92** Military
Berlin Military Ground Control **136.0** Military
Berlin Military Ground Control **369.25** Military
Bremen Radar Approach Control **126.425**
Bremen Radar Approach Control **120.625** Departure Service
Bremen Radar Approach Control **119.625**
Bremen Radar Approach Control **119.5**
Bremen Radar Approach Control **398.57** Military
Bremen Radar Approach Control **313.50** Military
Berlin Director Approach Control **136.1**
Berlin Director Approach Control **121.125**

Notebook Info

EDDT/TXL
TEGEL

JEPPESEN
27 JUL 07
10-1P

BERLIN, 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

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 Schonefeld 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 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 APT and also proved.

Delayed landings during closing time between 2400-0600LT are only possible in accordance with instructions below.

Exceptions:

- Landings of ACFT provably approaching the APT 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.
- 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 Stadtentwicklung

Referat VII G (Luftfahrt)

Am Koellnischen Park 3

10173 Berlin

Tel: (030) 9025-0

Fax: (030) 9025-1679

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.

1.2.3. REVERSE THRUST

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

EDDT/TXL
TEGEL

JEPPESEN
27 JUL 07
10-1P1

BERLIN, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.2.4. RUN-UP TESTS OF TURBO JET ENGINES

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

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 CAUTION when taxiing over bridge.

On Military Apron, safety distance to TWY centerline must be 131'/40m, otherwise inform traffic control.

MAX wingspan 223'/68m.

For Taxi Routings refer to 10-9 charts.

1.4. PARKING INFORMATION

Stands 1 thru 14 equipped with Visual Docking Guidance System AGNIS.

Stand 40 available for General Aviation.

1.5. OTHER INFORMATION

CAUTION: Birds on APT.

RWY 08L/26R with antiskid layer.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES

Clearances to perform visual approaches will not be granted, except for propeller ACFT up to 5700 kg MPW.

2.3. CAT II/III OPERATIONS

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

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C.

3.2. OTHER INFORMATION

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

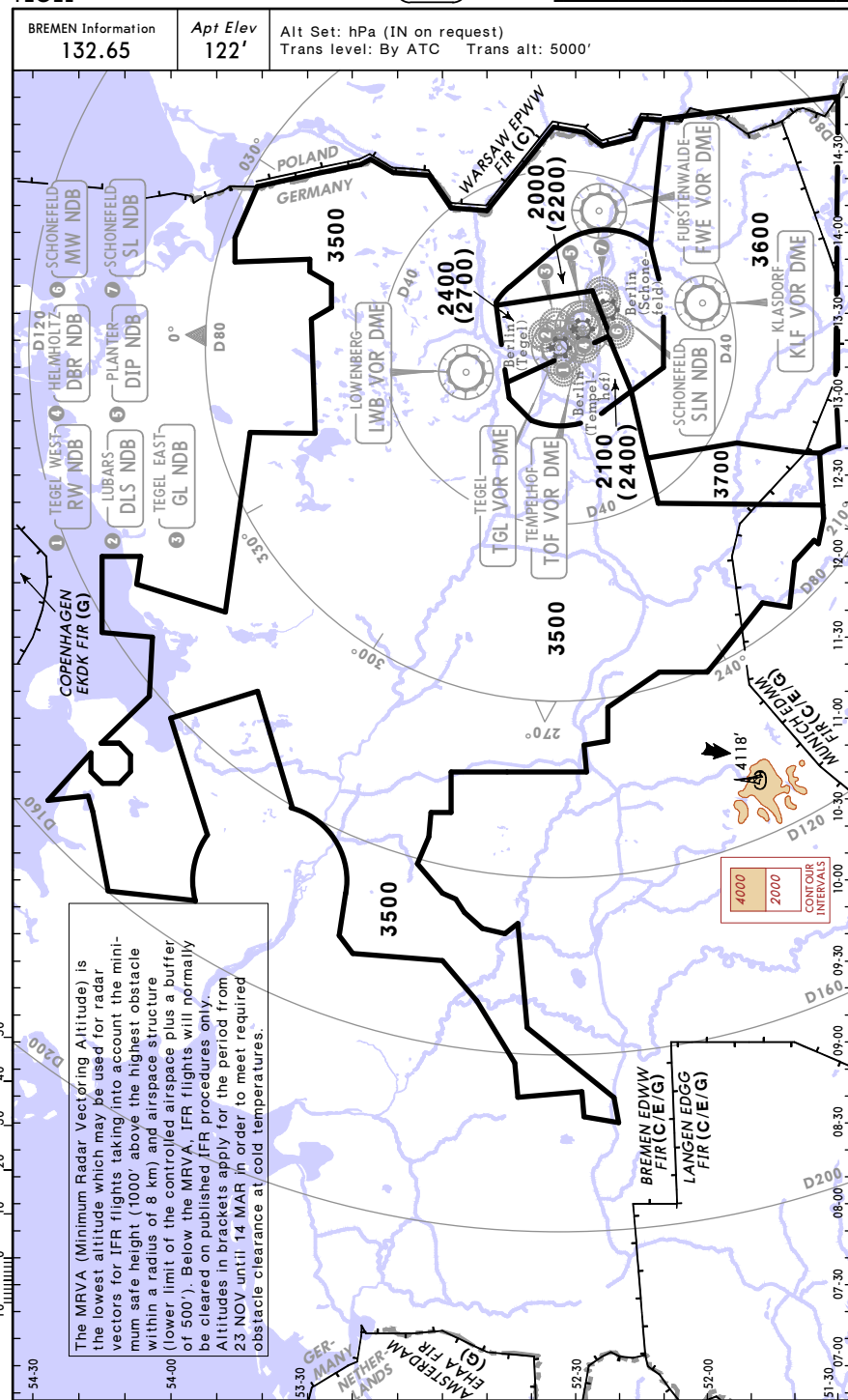
- | | |
|----------------|--|
| t _i | 25 min prior to EOBT for unregulated flights. |
| | 30 min prior to CTOT for ATFM regulated flights. |
| t _f | 11 min prior to EOBT for unregulated flights. |
| | 16 min prior to CTOT for ATFM regulated flights. |
| t ₁ | 5 min |

EDDT/TXL
TEGEL

BERLIN, GERMANY

26 JAN 07 (10-1R)

RADAR MINIMUM ALTITUDES



CHANGES: New chart.

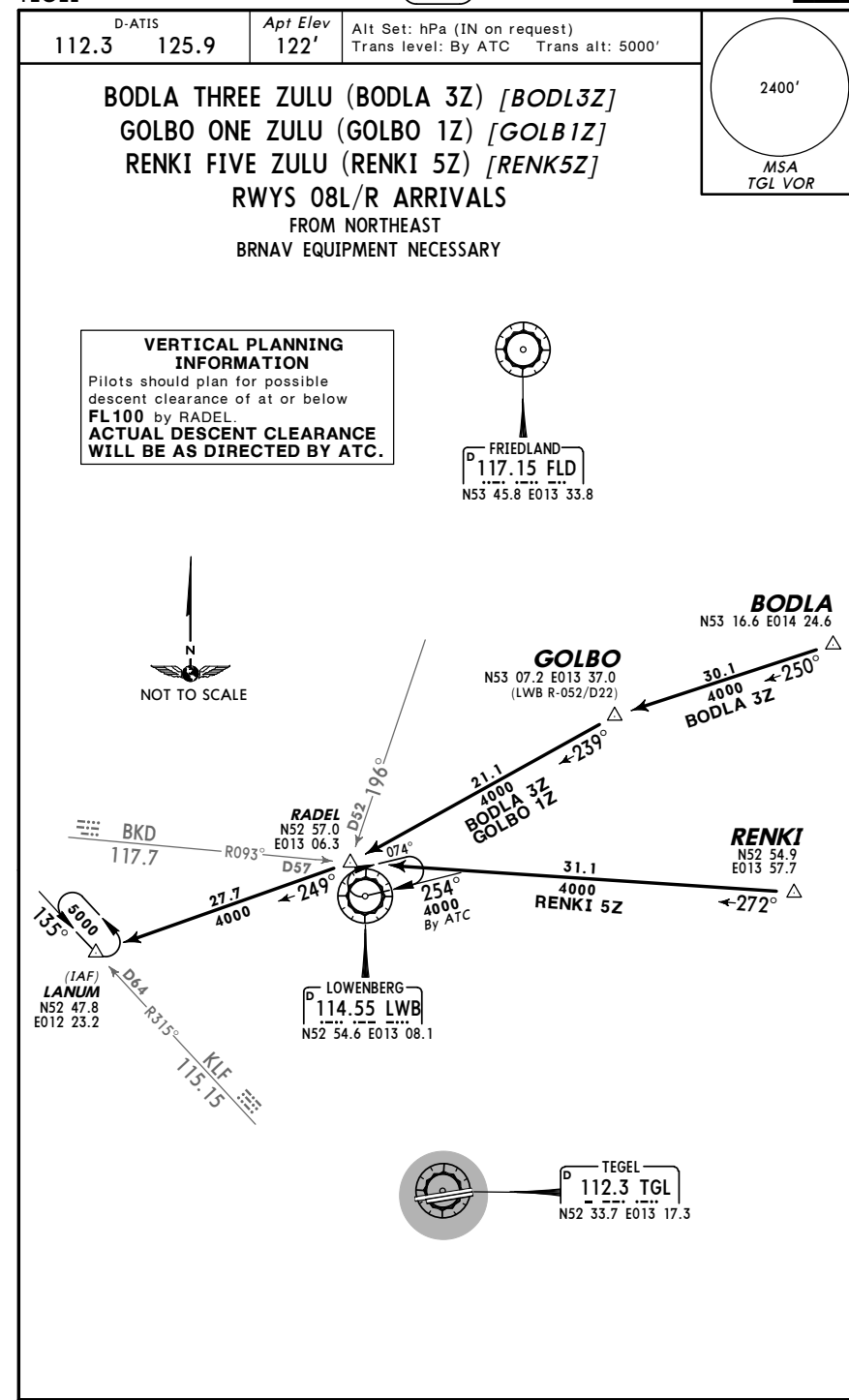
© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED

EDDT/TXL
TEGEL

BERLIN, GERMANY

9 NOV 07 (10-2

Eff 22 Nov

STAR

CHANGES: STAR RODEP 3Z withdrawn; STAR GOLBO 1Z estbld.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED

EDDT/TXL
TEGEL

JEPPesen

BERLIN, GERMANY

9 NOV 07 (10-2A) Eff 22 Nov

STAR

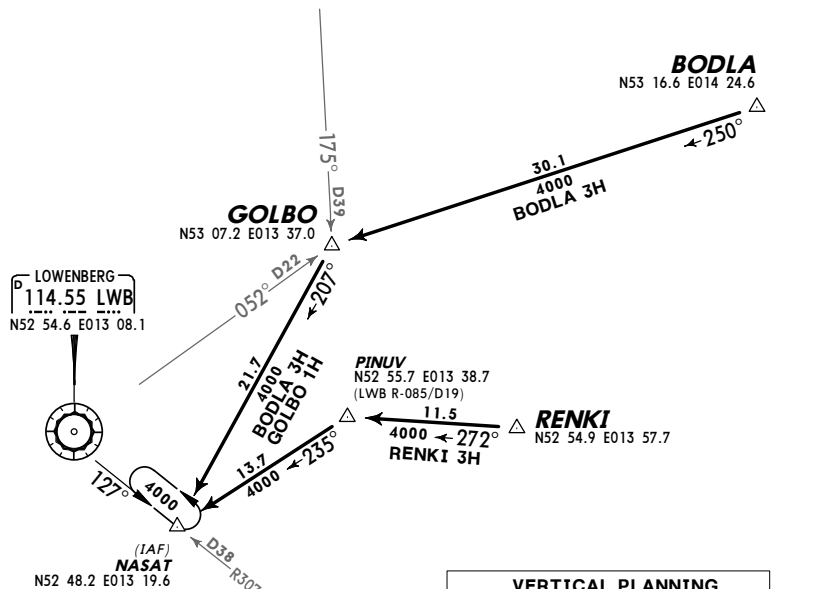
D-ATIS 112.3 125.9
Apt Elev 122'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

BODLA THREE HOTEL (BODLA 3H) [BODL3H]
GOLBO ONE HOTEL (GOLBO 1H) [GOLB1H]
RENKI THREE HOTEL (RENKI 3H) [RENK3H]
RWYS 26L/R ARRIVALS
FROM NORTHEAST
BRNAV EQUIPMENT NECESSARY

2400'

MSA
TGL VOR

FRIEDLAND
117.15 FLD
N53 45.8 E013 33.8



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.



TEGEL
112.3 TGL
N52 33.7 E013 17.3



FURSTENWALDE
113.3 FWE
N52 24.7 E014 07.8

EDDT/TXL
TEGEL

JEPPesen

BERLIN, GERMANY

1 JUN 07 (10-2B) Eff 7 Jun

STAR

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

AKUDI THREE ZULU (AKUDI 3Z) [AKUD3Z]
MILGU TWO ZULU (MILGU 2Z) [MILG2Z] ①
NUKRO FOUR ZULU (NUKRO 4Z) [NUKR4Z]
RUDAK FOUR ZULU (RUDAK 4Z) [RUDA4Z] ①
RWYS 08L/R ARRIVALS
FROM SOUTH

2400'

MSA
TGL VOR



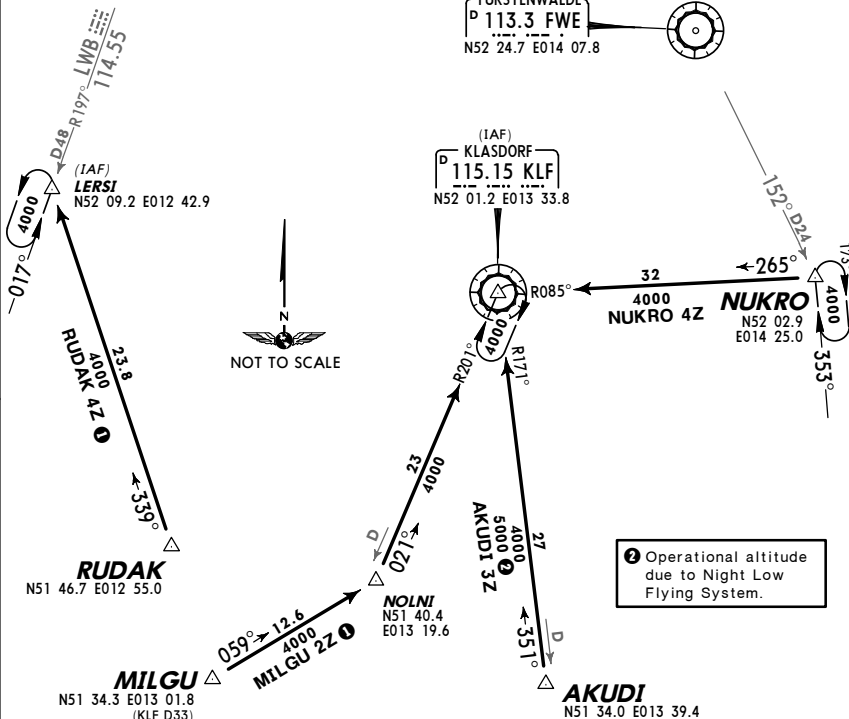
TEGEL
112.3 TGL
N52 33.7 E013 17.3

① BRNAV equipment necessary.

SPEED RESTRICTION

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

FURSTENWALDE
113.3 FWE
N52 24.7 E014 07.8



VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:
AKUDI 3Z, MILGU 2Z: at or below **FL90** by KLF.
NUKRO 4Z: at or below **FL140** by NUKRO,
at or below **FL110** by KLF.
RUDAK 4Z: at or below **FL100** by LERSI.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

② Operational altitude
due to Night Low
Flying System.

EDDT/TXL
TEGEL

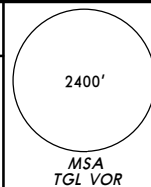
JEPPesen

BERLIN, GERMANY

1 JUN 07 10-2C Eff 7 Jun

STAR

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



AKUDI THREE VICTOR (AKUDI 3V) [AKUD3V] ①
MILGU TWO VICTOR (MILGU 2V) [MILG2V] ①
NUKRO THREE VICTOR (NUKRO 3V) [NUKR3V]
RUDAK FIVE VICTOR (RUDAK 5V) [RUDA5V]

RWYS 26L/R ARRIVALS
FROM SOUTH



TEGEL
P 112.3 TGL
N52 33.7 E013 17.3

① BRNAV equipment necessary.

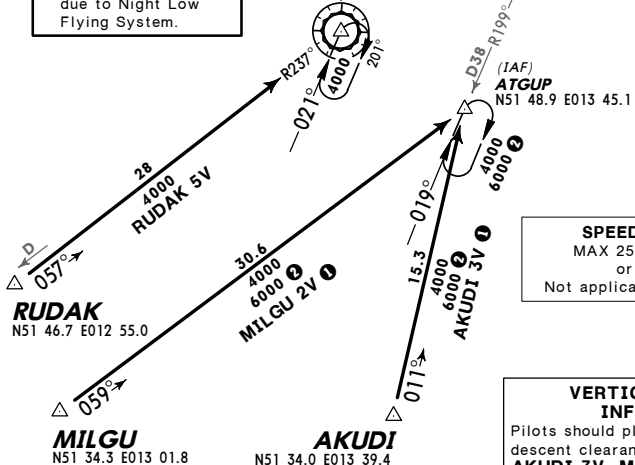
(IAF) FURSTENWALDE
P 113.3 FWE
N52 24.7 E014 07.8

(IAF) KLASDORF
P 115.15 KLF
N52 01.2 E013 33.8



NOT TO SCALE

② 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 3V, MILGU 2V:
at or below **FL140** by ATGUP.
NUKRO 3V:
at or below **FL140** by NUKRO,
at or below **FL90** by FWE.
RUDAK 5V:
at or below **FL120** by KLF.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

EDDT/TXL
TEGEL

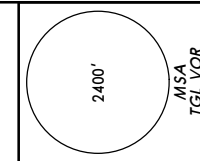
JEPPesen

BERLIN, GERMANY

21 SEP 07 10-2D Eff 27 Sep

STAR

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



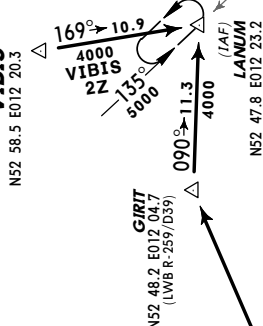
BATEL SIX ZULU (BATEL 6Z) [BATE6Z]
VIBIS TWO ZULU (VIBIS 2Z) [VIBI2Z]
RWYS 08L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY



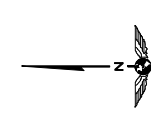
TEGEL
P 112.3 TGL
N52 33.7 E013 17.3

LOWENBERG
P 114.55 LWB
N52 54.6 E013 08.1

VIBIS
N52 58.5 E012 20.3



**VERTICAL PLANNING
INFORMATION**
Pilots should plan for possible
descent clearance of at or below
FL100 by LANUM.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**



NOT TO SCALE

JEPPESEN

BERLIN, GERMANY

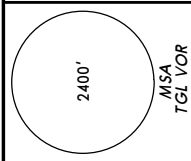
21 SEP 07 (10-2E) Eff 27 Sep

STAR

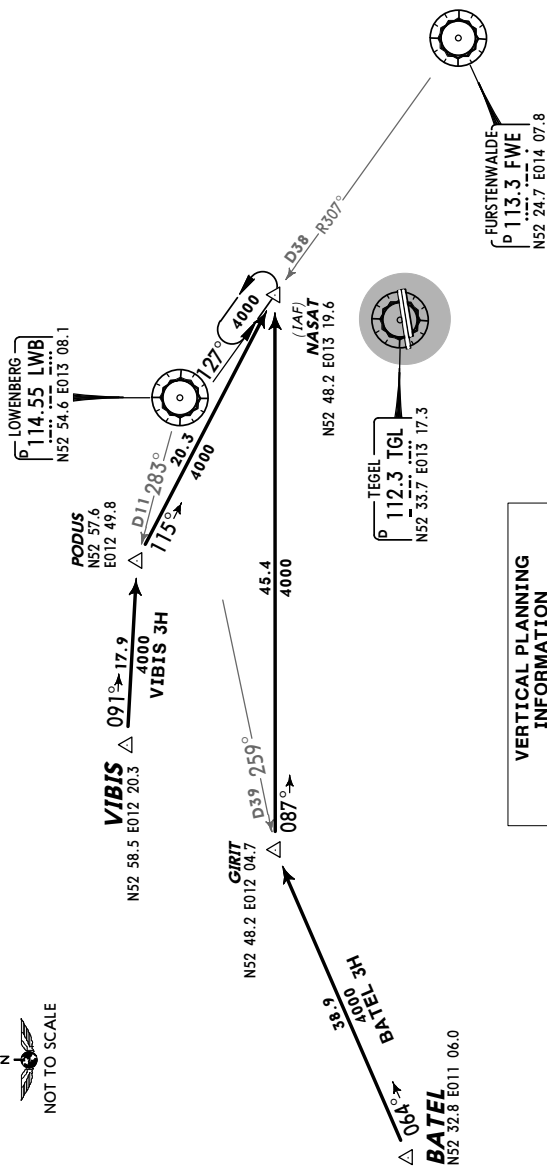
BERLIN, GERMANY

10 NOV 06 (10-2F) Eff 23 Nov

RNAV TRANSITION

Alt Set: hPa (IN on request)
Trans level: Bv ATC Trans alt: 5000'

BATEL THREE HOTEL (BATEL 3H) [BATE3H]
VIBIS THREE HOTEL (VIBIS 3H) [VIBI3H]
RWYS 26L/R ARRIVALS
FROM WEST
BRNAV EQUIPMENT NECESSARY



VERTICAL PLANNING INFORMATION

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

FURSTENWALDE
D 113.3 FWE
N52 24.7 E014 07.8

101

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

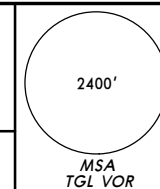
CHANGES: STARS renumbered, revised & withdrawn.

Apt Elev
122'

Apt Elev
122'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'

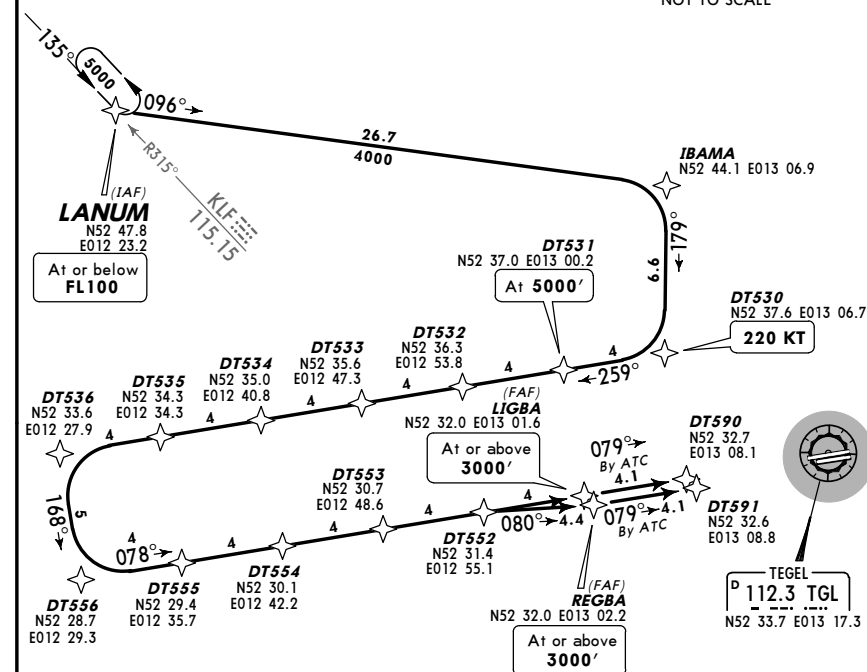
1. On downwind expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.



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

NOT TO SCALE



TRANSITION	ROUTING
LANUM Ø8L	LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 - LIGBA (3000'+).
LANUM Ø8R	LANUM (FL100-) - IBAMA - DT530 (K220) - DT531 (5000') - DT536 - DT556 - DT552 - REGBA (3000'+).

CHANGES: Crossings at LIGBA & REGBA.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

BERLIN, GERMANY
RNAV TRANSITION

*D-ATIS 112.3 125.9	Apt Elev 122'	Alt Set: hPa (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.
---	-------------------------	---

2400'

MSA
TGL VOR

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 RESTRICTION

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



JEPPESEN

BERLIN, GERMANY

1 JUN 07 (10-2J) Eff 7 Jun

RNAV TRANSITION

*D-ATIS
112.3
125.9

Apt Elev
122'

Alt Set: hPa (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.

2400'

MSA
TGL VOR

**ATGUP 26L [AT26L], ATGUP 26R [AT26R], KLF 26L [KL26L]
KLF 26R [KL26R], NUKRO 26L [NU26L], NUKRO 26R [NU26R]**

RWYS 26L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

FROM SOUTH

TEGEL
P 112.3 TGL
N52 33.7 E013 17.3

ROGAB
N52 35.1 E013 33.0
At or above 3000'

DT454
N52 36.9 E013 52.5
At 4000'

DT456
N52 38.1 E014 05.4

DT490
N52 34.5 E013 26.4

DT491
N52 34.3 E013 26.3

DT440
N52 30.2 E013 28.9
220 KT

DT439
N52 26.7 E013 29.8

DT441
N52 30.7 E013 34.1
At 5000'

LABOX
N52 35.0 E013 32.9
At or above 3000'

IRMAS
N52 18.3 E013 35.7

NATAV
N52 08.5 E013 48.8

KLASDORF
P 115.15 KLF
N52 01.2 E013 33.8
At or below FL120

ATGUP
N51 48.9 E013 45.1
(113.3 FWE R-199)
At or below FL140

NUKRO
N52 02.9 E014 25.0
At or below FL140

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

Operational altitude
due to Night Low
Flying System.

NOT TO SCALE

TRANSITION	ROUTING
ATGUP 26L	ATGUP (FL140-) - NATAV - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
ATGUP 26R	ATGUP (FL140-) - NATAV - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).
KLF 26L	KLF (FL120-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).
KLF 26R	KLF (FL120-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).
NUKRO 26L	NUKRO (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - DT452 - LABOX (3000'+).
NUKRO 26R	NUKRO (FL140-) - IRMAS - DT439 - DT440 (K220) - DT441 (5000') - DT446 - DT456 - DT454 (4000') - ROGAB (3000'+).

EDDT/TXL
TEGEL


JEPPESEN

BERLIN, GERMANY

8 DEC 06 (10-3) Eff 21 Dec

SID

BREMEN Radar
120.62

Apt Elev
122'

Trans level: By ATC Trans alt: 5000'
1. Remain on lower frequency until passing 2000', then contact BREMEN Radar. **2.** SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. **3.** RWYs 08L/R: EXPECT close-in obstacles.

2400'
MSA
TGL VOR

BRANE TWO LIMA (BRANE 2L) [BRAN2L]
BRANE TWO NOVEMBER (BRANE 2N)
BRANE TWO TANGO (BRANE 2T) [BRAN2T]
BRANE THREE VICTOR (BRANE 3V)
RWYS 26L/R, 08L/R DEPARTURES

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

MAX 260 KT
Bank 25°

NOT TO SCALE

BRANE 2L, 2N: Initial climb clearance 4000'		
BRANE 2T, 3V: Initial climb clearance 5000'		
ROUTING		
SID	RWY	ROUTING
BRANE 2L ① BRANE 2N ②	26L/R	Climb on runway track to 600', then to RW, 260° bearing, intercept TGL R-258 to BRANE.
BRANE 2T ①	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-268 to BRANE.
BRANE 3V		Climb on runway track to 600', intercept TGL R-083 to D8 TGL LEFT, 260° track to PIBAS, turn LEFT, 244° track to BRANE.

① Only for Non-RNAV aircraft.
② After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2L.
③ After D8 TGL BRNAV equipment necessary. If unable to comply file SID BRANE 2T.

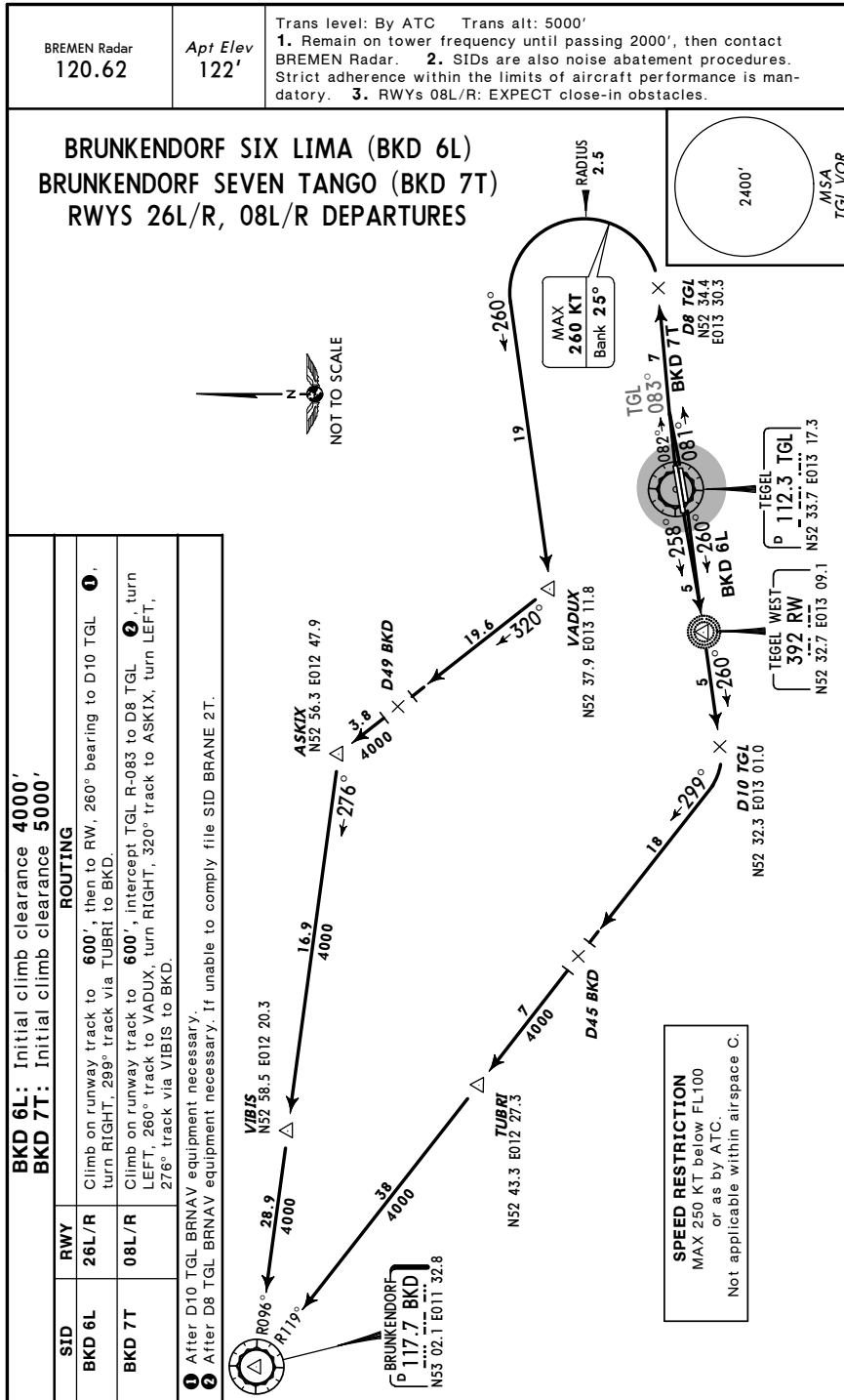
EDDT/TXL
TEGEL

JEPPESEN

BERLIN, GERMANY

8 DEC 06 (10-3A) Eff 21 Dec

SID



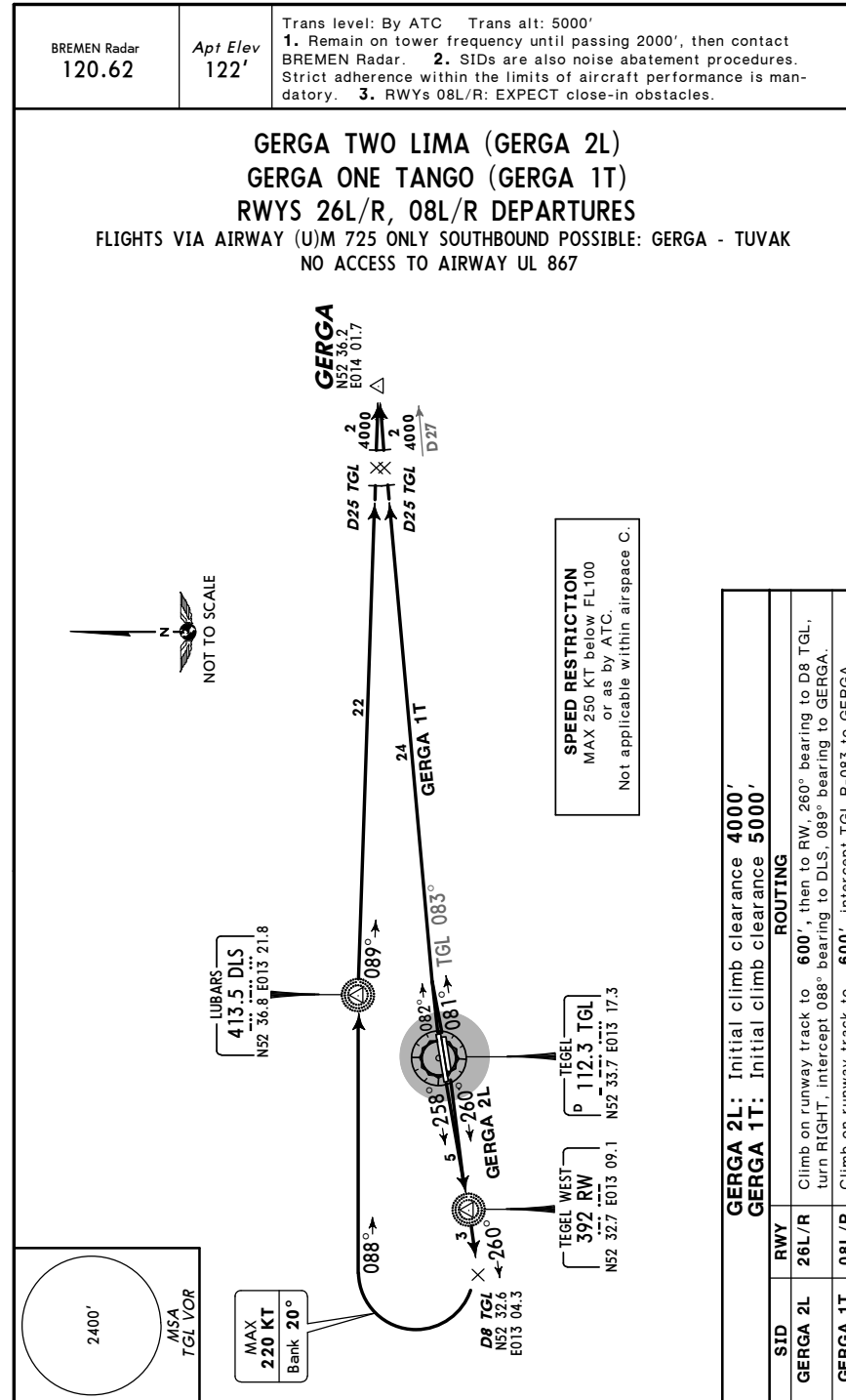
EDDT/TXL
TEGEL

JEPPESEN

BERLIN, GERMANY

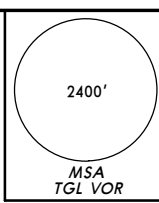
14 DEC 07 (10-3B)

SID

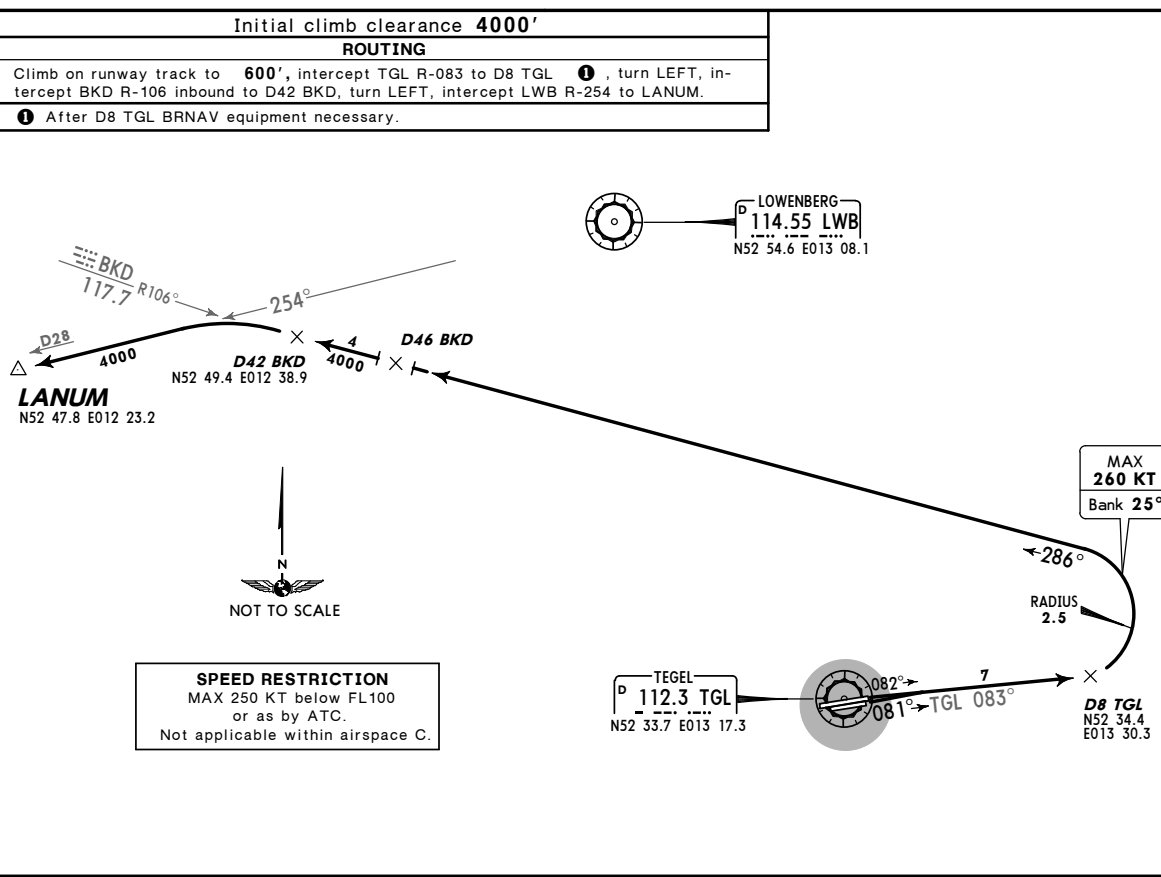


EDDT / TXL
TEGEL
14 DEC 07 (10-3C) SID

BREMEN Radar 120.62	Ap/ Elev 122'	Trans level: By ATC. Trans alt: 5000'. 1. Remain on lower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.
------------------------	------------------	--

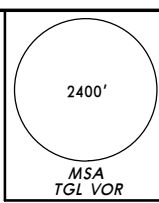


LANUM FOUR TANGO (LANUM 4T)
RWYS 08L/R DEPARTURE
ONLY FOR DESTINATIONS EDDB, EDDI OR EDDT

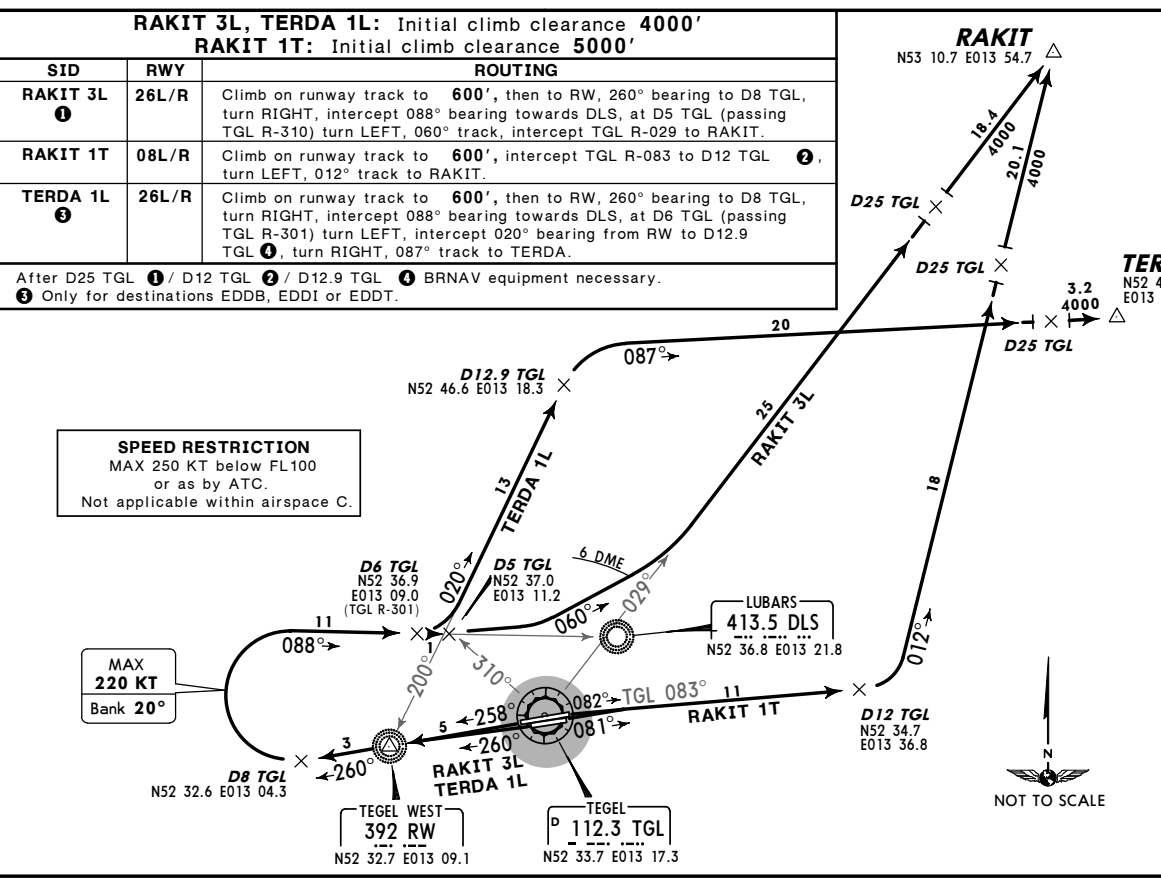


EDDT / TXL
TEGEL
2 FEB 07 (10-3D) EFF 15 Feb SID

BREMEN Radar 120.62	Ap/ Elev 122'	Trans level: By ATC. Trans alt: 5000'. 1. Remain on lower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. RWYs 08L/R: EXPECT close-in obstacles.
------------------------	------------------	--



RAKIT THREE LIMA (RAKIT 3L)
RAKIT ONE TANGO (RAKIT 1T)
TERDA ONE LIMA (TERDA 1L)
RWYS 26L/R, 08L/R DEPARTURES



BERLIN, GERMANY
RNAV SID (OVERLAY)

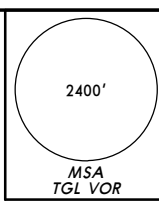


BERLIN, GERMANY
RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'

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

BREMEN Radar 120.62	Apt Elev 122'
Trans level: By ATC. Trans alt: 5000'. 1. Remain on tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. 3. RWys 08L/R: EXPECT close-in obstacles.	

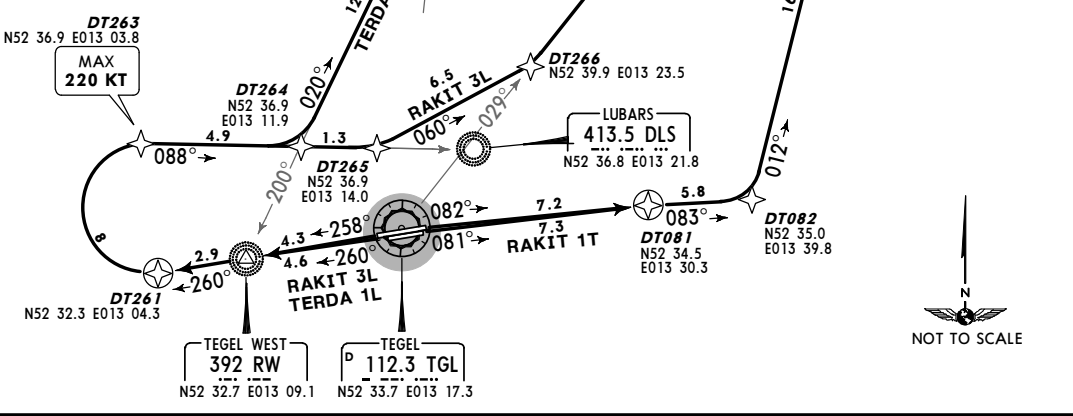


RAKIT THREE LIMA (RAKIT 3L) [RAKIT3L]
RAKIT ONE TANGO (RAKIT 1T) [RAKIT1T]
TERDA ONE LIMA (TERDA 1L) [TERD1L]
RWYs 26L/R, 08L/R RNAV DEPARTURES
(OVERLAY 10-3D)

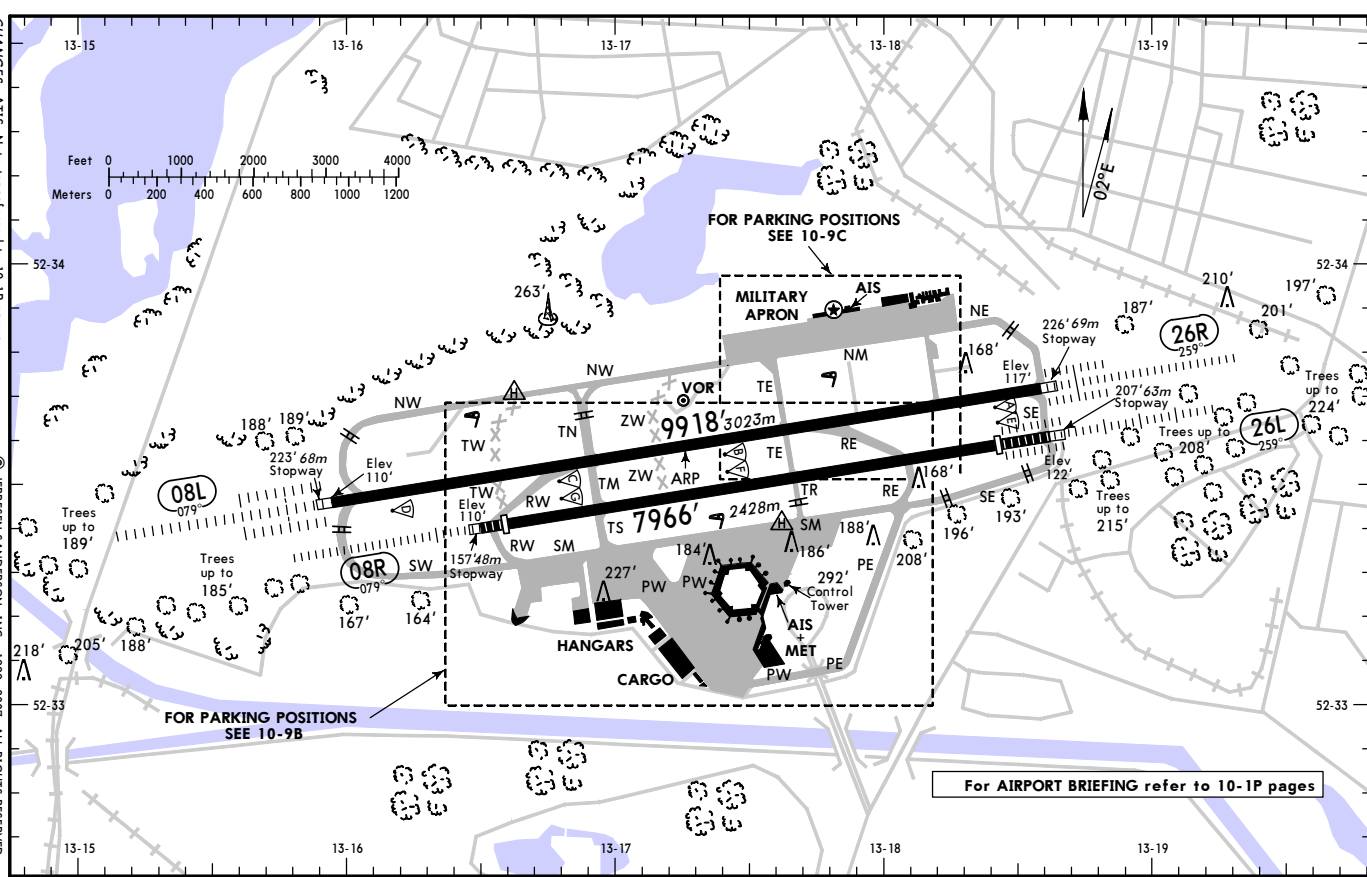
RAKIT 3L, TERDA 1L: Initial climb clearance 4000' RAKIT 1T: Initial climb clearance 5000'		
SID	RWY	ROUTING
RAKIT 3L	26L/R	(600'+) - RW - DT261 - DT263 (K220-) - DT265 - DT266 - RAKIT.
RAKIT 1T	08L/R	(600'+) - DT081 - DT082 - RAKIT.
TERDA 1L	26L/R	(600'+) - RW - DT261 - DT263 (K220-) - DT264 - NASAT - TERDA.

① Only for destinations EDDB, EDDI or EDDT.

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



D-ATIS	ACARS:	TEGEL Ground	Tower	BREMEN Radar (DEP)
112.3 125.9	121.92	124.52	120.62	



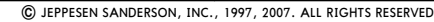
TEGEL

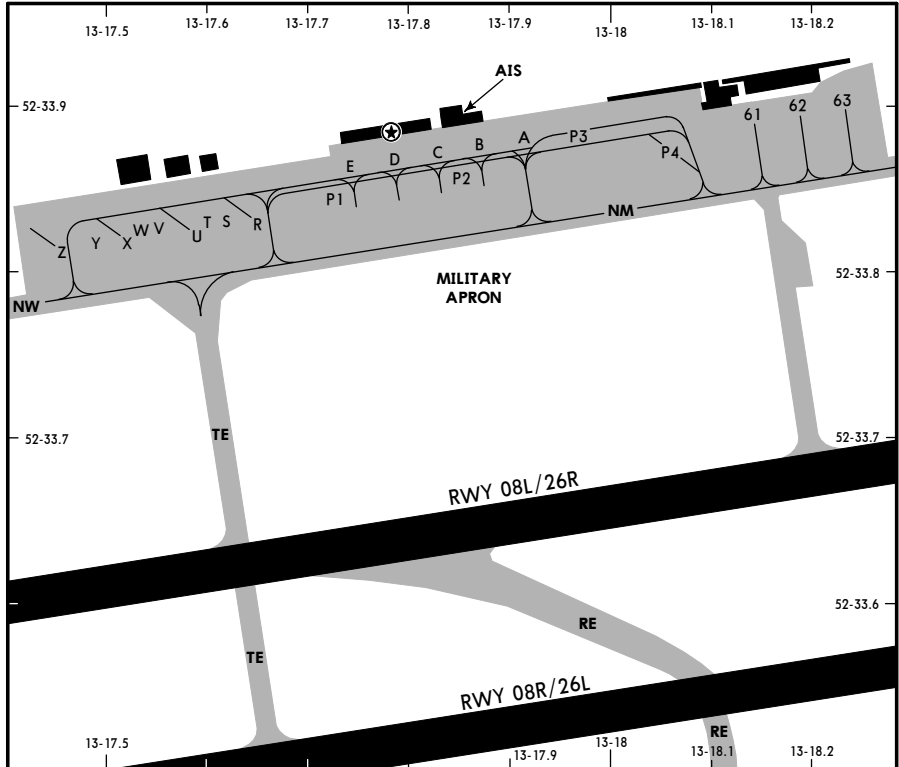
INS COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
1, 2		N52 33.3	E013 17.5	25		N52 33.3	E013 17.1
3 thru 5		N52 33.3	E013 17.4	26 thru 28		N52 33.3	E013 17.0
6 thru 9		N52 33.3	E013 17.3	29		N52 33.3	E013 16.9
10		N52 33.2	E013 17.3	31, 32		N52 33.3	E013 16.8
11 thru 13A		N52 33.2	E013 17.4	33 thru 35		N52 33.3	E013 16.7
14		N52 33.2	E013 17.5	51		N52 33.3	E013 17.6
15 thru 16		N52 33.1	E013 17.5	52 thru 53B		N52 33.4	E013 17.6
17		N52 33.1	E013 17.4	54 thru 55B		N52 33.4	E013 17.7
18 thru 20		N52 33.1	E013 17.3	56, 57		N52 33.4	E013 17.8
21		N52 33.1	E013 17.2	58, 59		N52 33.4	E013 17.9
22, 23		N52 33.2	E013 17.2	60		N52 33.4	E013 18.0
24		N52 33.2	E013 17.1				

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

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

TEGEL





INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
61	N52 33.9 E013 18.1	P2	N52 33.8 E013 17.9
62, 63	N52 33.9 E013 18.2	P3, P4	N52 33.9 E013 18.0
A, B	N52 33.9 E013 17.9	R	N52 33.8 E013 17.7
C, D	N52 33.9 E013 17.8	S thru V	N52 33.8 E013 17.6
E	N52 33.9 E013 17.7	W thru Z	N52 33.8 E013 17.5
P1	N52 33.8 E013 17.7		

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:

RED GREEN

Left of centerline.
Turn towards GREEN.

GREEN GREEN

Aircraft on centerline.

GREEN RED

Right of centerline.
Turn towards GREEN.

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 begin to appear.
Side marker boards are available at stands 3 through 12 for B727.

SIDE MARKER BOARD

AGNIS

YELLOW CENTERLINE

NOSELOADER BRIDGEHEAD

Side Marker Board

BAC 1-11 500

TRI 2/3

RED ON BLACK

GREEN ON

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

CHANGES: Note transferred to 10-1P pages.

© JEPPESEN SANDERSON, INC., 1997, 2007. ALL RIGHTS RESERVED.

EDDT/TXL

JEPPesen
27 JUL 07 (10-9E)

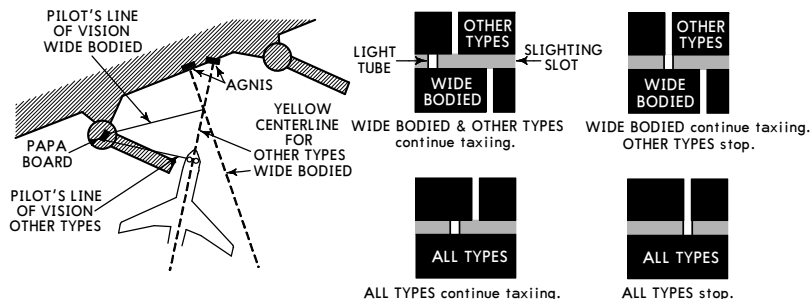
BERLIN, GERMANY
TEGEL

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.

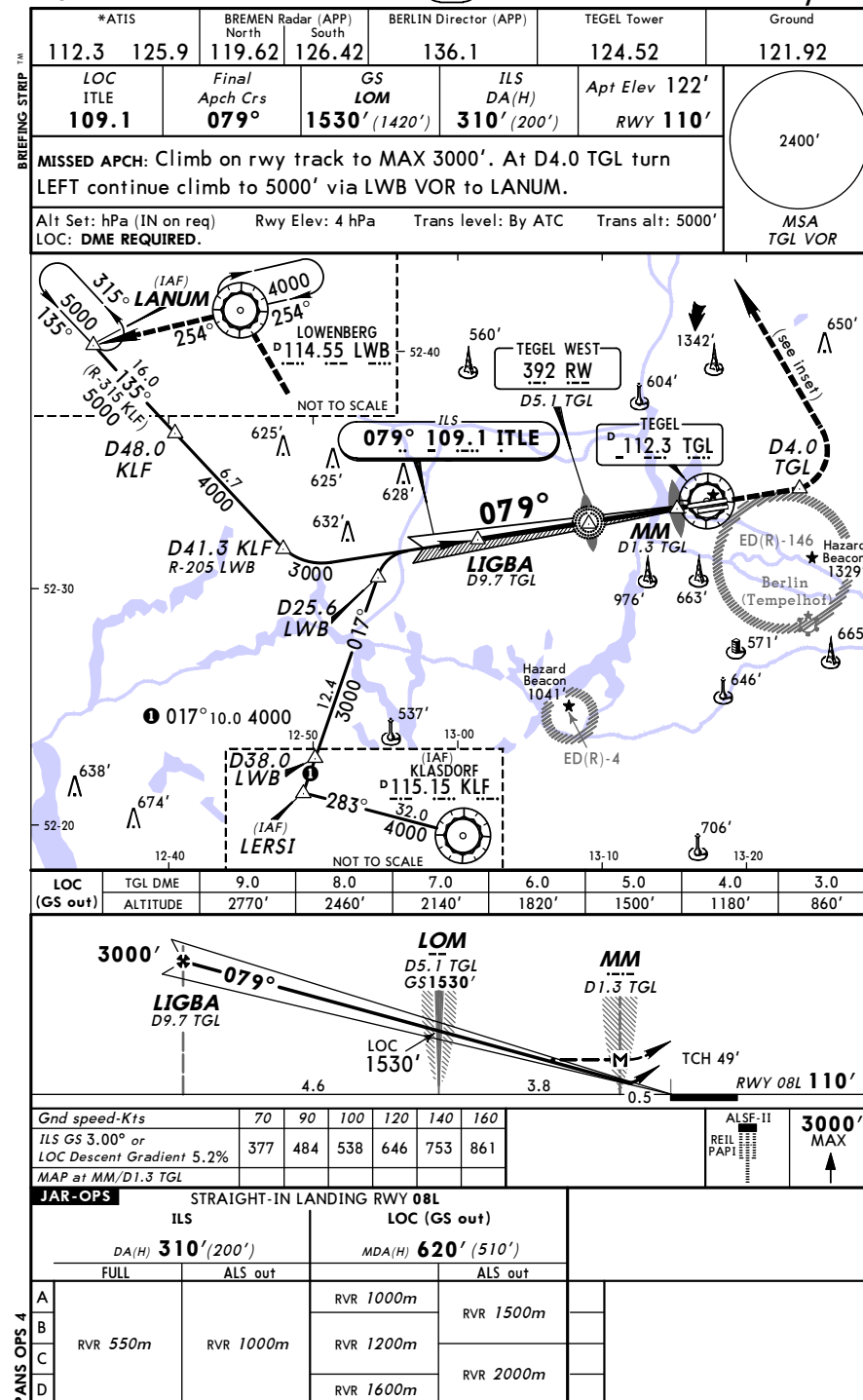
The PAPA is either provided for "ALL TYPES" or for "WIDE BODIED" & "OTHER TYPES".



EDDT/TXL
TEGEL

JEPPesen
29 JUN 07 (11-1)

BERLIN, GERMANY
ILS or LOC Rwy 08L

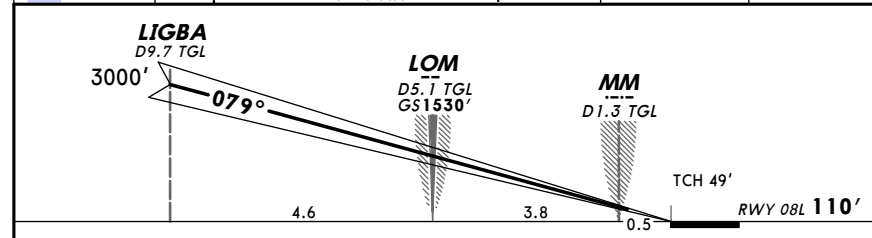
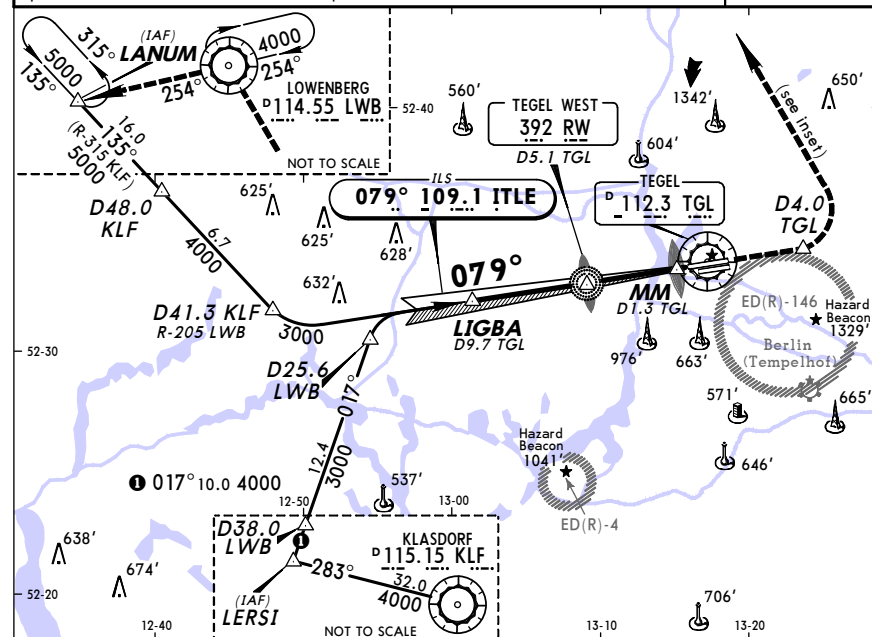


EDDT/TXL
TEGEL

JEPPesen
29 JUN 07 (11-1A)

BERLIN, GERMANY
CAT II ILS Rwy 08L

*ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62 126.42	136.1	124.52	121.92
LOC ITLE 109.1	Final Apch Crs 079°	GS LOM 1530' (1420')	CAT II ILS RA 102' DA(H) 210' (100')	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'
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



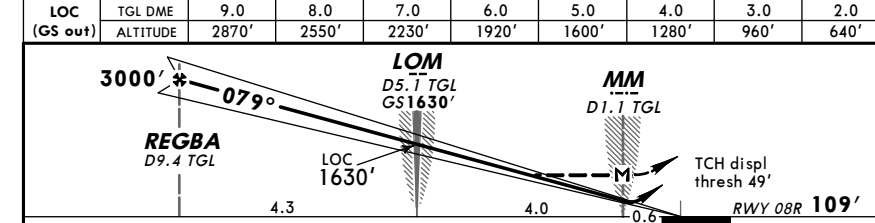
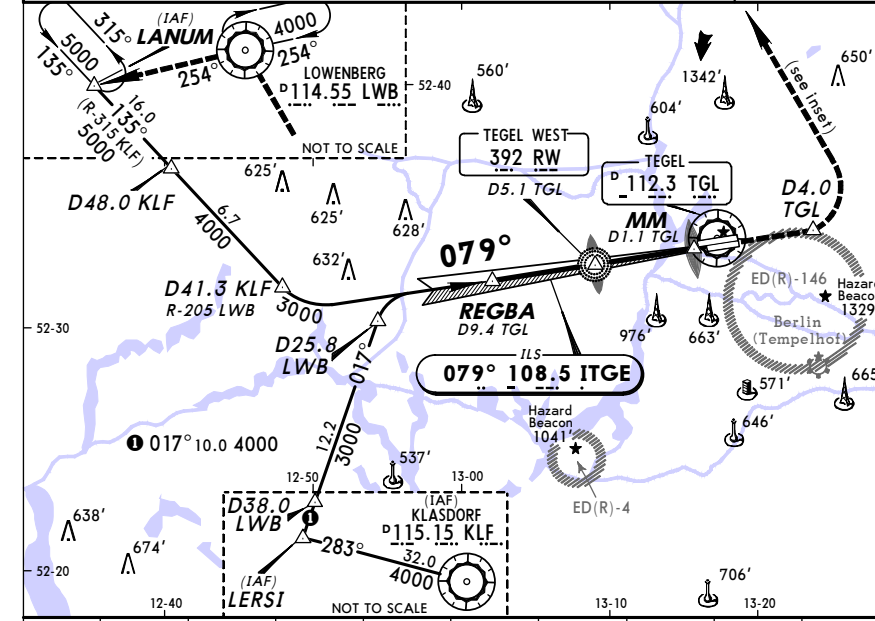
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ALS-II						
REIL						
PAPI						
3000' MAX						
JAR-OPS STRAIGHT-IN LANDING RWY 08L CAT II ILS ABCD RA 102' DA(H) 210' (100') RVR 300m						

EDDT/TXL
TEGEL

JEPPesen
29 JUN 07 (11-2)

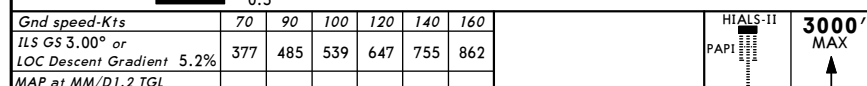
BERLIN, GERMANY
ILS or LOC Rwy 08R

*ATIS	BREMEN Radar (APP) North South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62 126.42	136.1	124.52	121.92
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.				2400'
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000' LOC: DME REQUIRED.				MSA TGL VOR



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM/D1.1 TGL						
JAR-OPS STRAIGHT-IN LANDING RWY 08R LOC (GS out) DA(H) A: 354' (245') C: 374' (265') B: 364' (255') D: 384' (275') MDA(H) 630' (521') FULL ALS out A RVR 600m RVR 1000m RVR 1000m RVR 1500m B RVR 600m RVR 1000m RVR 1200m RVR 2000m C RVR 650m RVR 1200m RVR 1600m RVR 2000m D RVR 650m RVR 1200m RVR 1600m RVR 2000m						

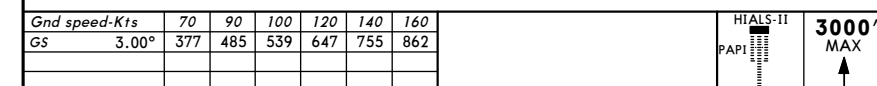
BERLIN, GERMANY
ILS or LOC Rwy 26L

[illegible]

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

BERLIN, GERMANY
CAT II ILS Rwy 26L



PANS OPS 4

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

CHANGES: Minimums

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

BERLIN, GERMANY
ILS or LOC Rwy 26R

JAR-OPS		STRAIGHT-IN LANDING RWY 26R	
DA(H)	ILS 1	LOC (GS out)	
A: 317'(200')	C: 330'(213')		
B: 320'(203')	D: 340'(223')	MDA(H) 620'(503')	
FIIL	ALS out		ALS out

A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m		
B	RVR 600m		RVR 1200m	RVR 2000m		
C						
D			RVR 1600m			

1 LACFT: DA(H) 354' (237').

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

BERLIN, GERMANY
CAT II ILS Rwy 26R

Diagram illustrating the layout of RWY 26R 117' and the associated navigation aids and distances:

- RWY 26R 117'**: Runway length.
- TCH 51'**: Threshold Crossing Height at the start of the runway.
- MM (D1.3 TGL)**: Minimums Marker at 1.3 miles from the start.
- LOM (D5.1 TGL, GS 1540')**: Localizer Outer Marker at 5.1 miles from the start.
- D9.7 TGL**: Distance to the end of the runway.
- 259°**: Angle between the runway axis and the line to the end point.
- Distances along the axis**: 0.5, 3.8, and 4.6 miles.

JAR-OPS	STRAIGHT-IN LANDING RWY 26R	
	CAT II ILS	
ABCD		LACFT
RA 95'		RA 107'

DA(H) 217' (100')	DA(H) 232' (115')
RVR 300m 1	

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

CHANGES: None.

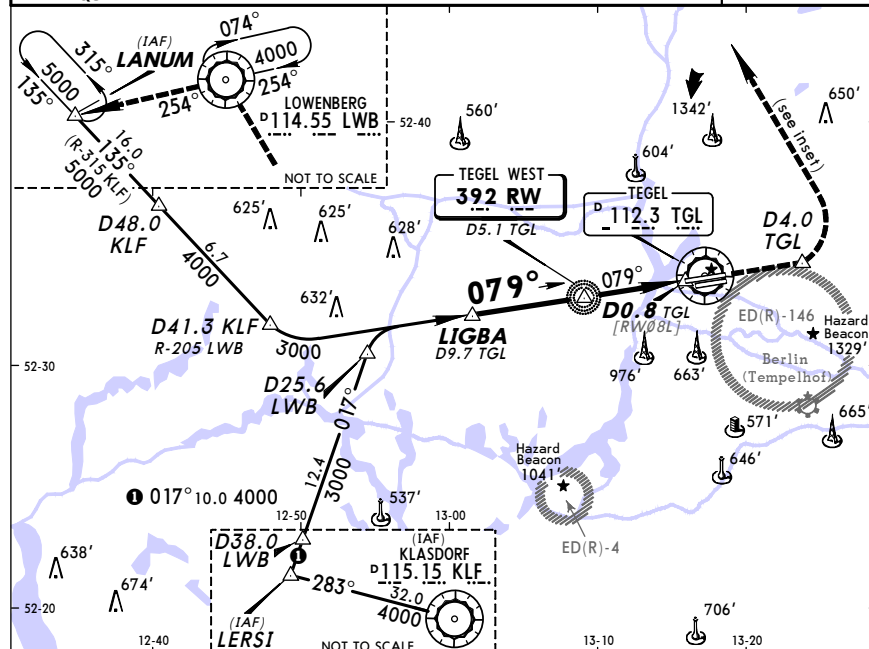
© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

EDDT/TXL
TEGEL

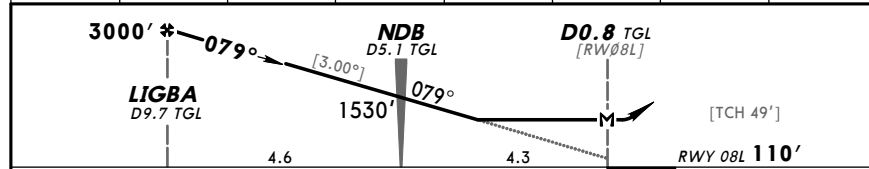
JEPPesen
29 JUN 07 (16-1)

BERLIN, GERMANY
NDB Rwy 08L

*ATIS	BREMEN Radar (APP) North 112.3 125.9	BREMEN Radar (APP) South 119.62 126.42	BERLIN Director (APP) 136.1	TEGEL Tower 124.52	Ground 121.92
NDB RW 392	Final Apc Crs 079°	Minimum Alt LIGBA 3000' (2890')	MDA(H) 680' (570')	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.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					MSA TGL VOR
DME REQUIRED.					



TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2770'	2460'	2140'	1820'	1500'	1180'	860'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 5.24% or Descent angle [3.00°]	376	484	538	645	753	861	
MAP at D0.8 TGL							

JAR-OPS STRAIGHT-IN LANDING RWY 08L

MDA(H) 680' (570')	ALS out
A RVR 1000m	RVR 1500m
B RVR 1200m	
C RVR 1600m	RVR 2000m
D RVR 1600m	

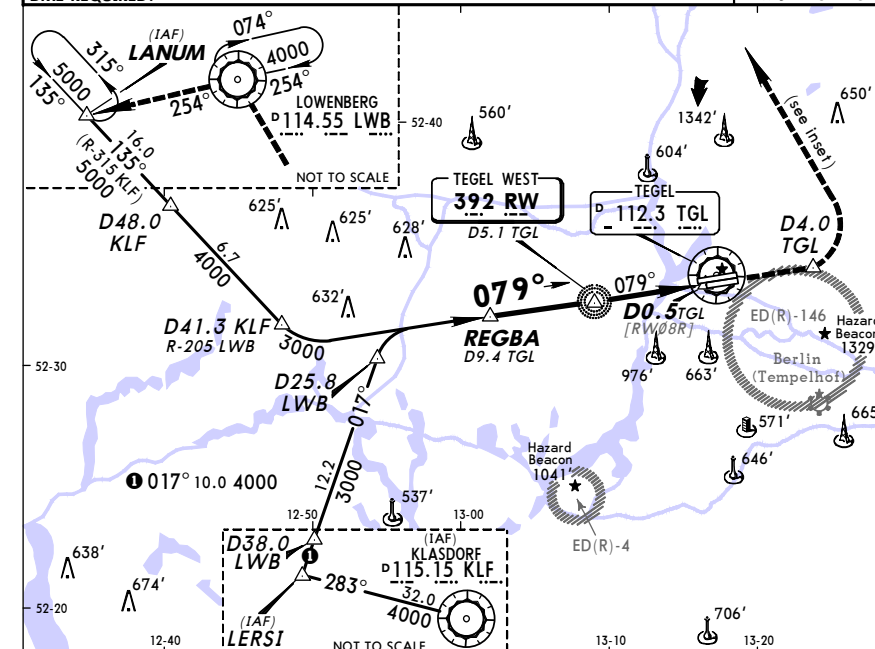
A	RVR 1000m	
B	RVR 1200m	
C	RVR 1600m	
D	RVR 1600m	

EDDT/TXL
TEGEL

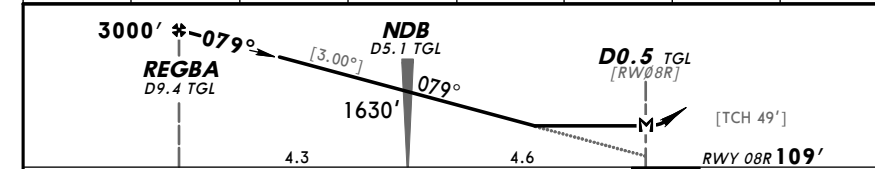
JEPPesen
29 JUN 07 (16-2)

BERLIN, GERMANY
NDB Rwy 08R

*ATIS	BREMEN Radar (APP) North 112.3 125.9	BREMEN Radar (APP) South 119.62 126.42	BERLIN Director (APP) 136.1	TEGEL Tower 124.52	Ground 121.92
NDB RW 392	Final Apc Crs 079°	Minimum Alt REGBA 3000' (2891')	MDA(H) 710' (601')	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.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'					MSA TGL VOR
DME REQUIRED.					



TGL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2870'	2550'	2230'	1910'	1600'	1280'	960'



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 D0.5 TGL							

JAR-OPS STRAIGHT-IN LANDING RWY 08R

MDA(H) 710' (601')	ALS out
A RVR 1000m	RVR 1500m
B RVR 1200m	
C RVR 1600m	RVR 2000m
D RVR 1600m	

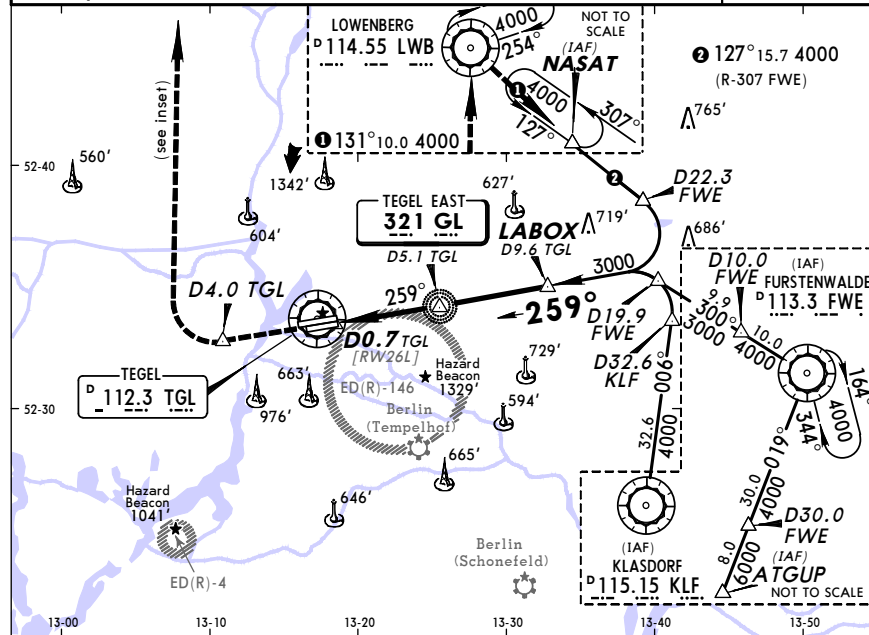
A	RVR 1000m	
B	RVR 1200m	
C	RVR 1600m	
D	RVR 1600m	

EDDT/TXL
 TEGEL

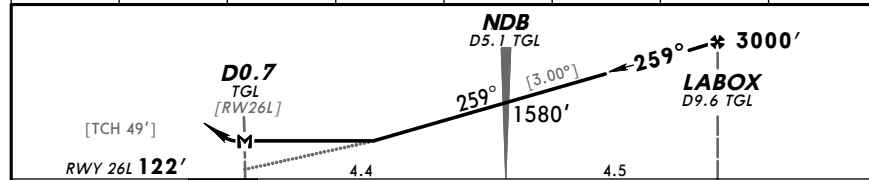
JEPPESEN
 29 JUN 07 (16-3)

BERLIN, GERMANY
 NDB Rwy 26L

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92
NDB GL 321	Final Aptch Crs 259°	Minimum Alt LABOX 3000' (2878')	MDA(H) 590' (468')	Apt Elev 122' RWY 122'	2400'
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'					MSA TGL VOR
DME REQUIRED.					



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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D0.7 TGL						

JAR-OPS		STRAIGHT-IN LANDING RWY 26L	
		MDA(H) 590' (468')	ALS out
A	RVR 1000m		RVR 1500m
B	RVR 1200m		RVR 2000m
C	RVR 1600m		
D	RVR 1600m		

CHANGES: Minimums.

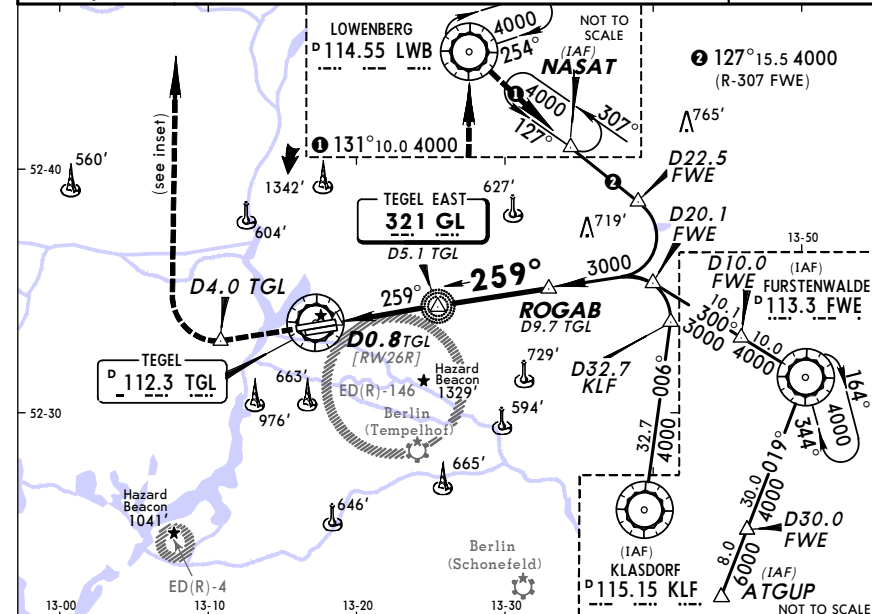
© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

EDDT/TXL
 TEGEL

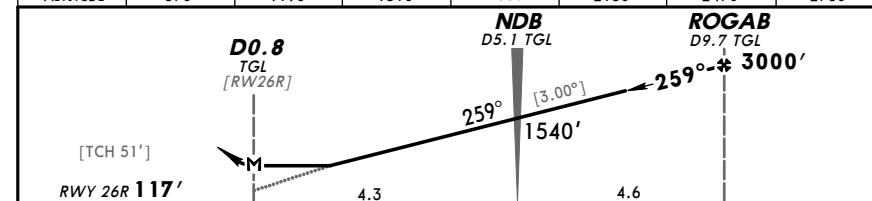
JEPPESEN
 29 JUN 07 (16-4)

BERLIN, GERMANY
 NDB Rwy 26R

*ATIS	BREMEN Radar (APP) North	BREMEN Radar (APP) South	BERLIN Director (APP)	TEGEL Tower	Ground
112.3 125.9	119.62	126.42	136.1	124.52	121.92
NDB GL 321	Final Aptch Crs 259°	Minimum Alt ROGAB 3000' (2883')	MDA(H) 600' (483')	Apt Elev 122' RWY 117'	2400'
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'					MSA TGL VOR
DME REQUIRED.					



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 D0.8 TGL						

JAR-OPS		STRAIGHT-IN LANDING RWY 26R	
		MDA(H) 600' (483')	ALS out
A	RVR 1000m		RVR 1500m
B	RVR 1200m		RVR 2000m
C	RVR 1600m		
D	RVR 1600m		

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.