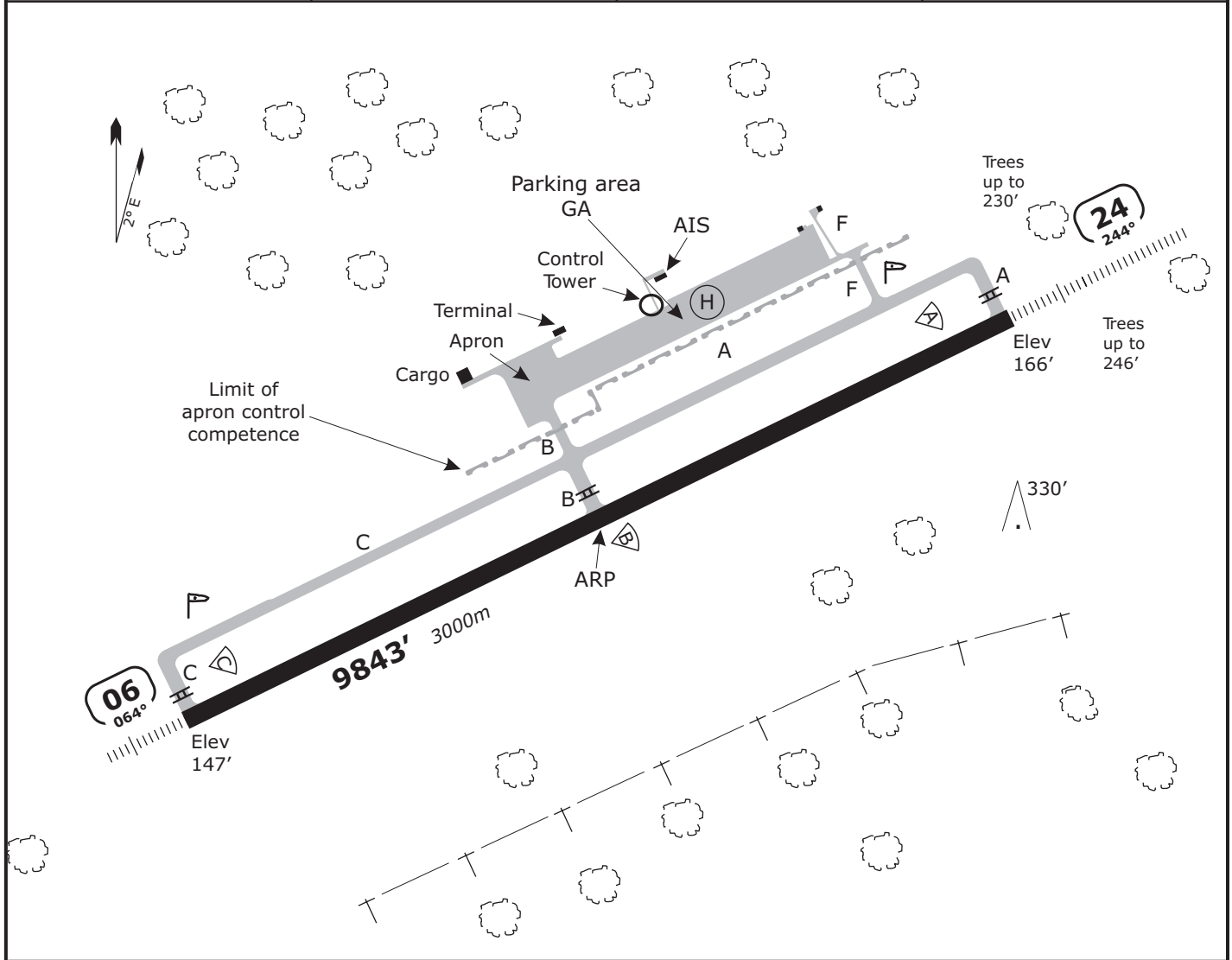


Schwerin Tower 128.900	Bremen Radar 124.170 123.220 125.020	Transition Altitude 5000' Airport Elevation 166' Magnetic Variation 2° E
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ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	LANDING BEYOND Glide Slope		
06	HIRL HIALS REIL PAPI-L (angle 3.0°)	RVR			1	180' 55m
24	HIRL HIALS SFL PAPI-L (angle 3.0°)	RVR		8694' 2650m		

**1 TAKE-OFF RUN AVAILABLE**  
**RWY 06:**  
 From rwy head 9843' (3000m)  
 rwy B int 4921' (1500m)  
**RWY 24:**  
 From rwy head 9843' (3000m)  
 rwy B int 4921' (1500m)

FS-OPS

TAKE-OFF **1**

	LVP must be in Force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

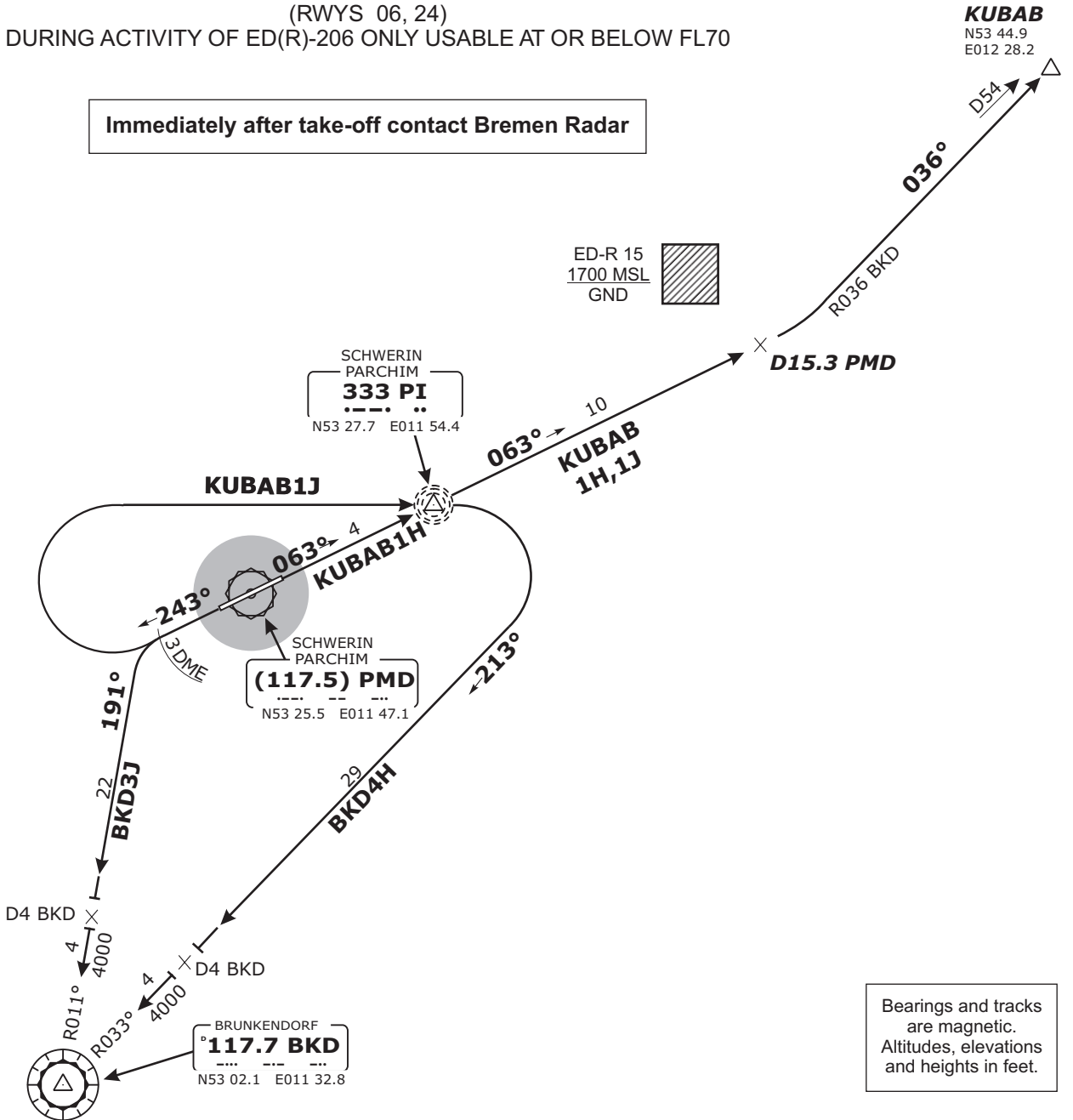
**1** Operators applying U.S. Ops Specs: CL required below 300m

Bremen Radar 124.170 123.220 125.020	Schwerin Tower 128.900	Transition Altitude 5000' Airport Elevation 166' Magnetic Variation 2° E	MSA 25 NM from PI NDB  2400
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**BRUNKENDORF FOUR HOTEL (BKD 4H )**  
**BRUNKENDORF THREE JULIETT (BKD 3J)**  
**KUBAB ONE HOTEL (KUBAB 1H)**  
**KUBAB ONE JULIETT (KUBAB 1J)**  
**DEPARTURES**

(RWYS 06, 24)  
DURING ACTIVITY OF ED(R)-206 ONLY USABLE AT OR BELOW FL70

Immediately after take-off contact Bremen Radar



Bearings and tracks are magnetic.  
Altitudes, elevations and heights in feet.

Valid for flight simulation use only - do not use for real life navigation

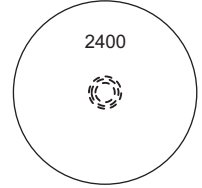
SID	RWY	ROUTING	CLIMB INSTRUCTION
<b>BKD 4H</b>	<b>06</b>	On track 063° to PI NDB, turn RIGHT, R-033 inbound to BKD VORDME	<b>Climb to 5000'</b>
<b>BKD 3J</b>	<b>24</b>	On 243° track to PMD 3 DME, turn LEFT, intercept BKD R-011 inbound to BKD VORDME	
<b>KUBAB 1H</b>	<b>06</b>	On track 063° via PI NDB to 15.3 DME PMD, turn LEFT, intercept BKD R-036 to KUBAB	
<b>KUBAB 1J</b>	<b>24</b>	On 243° track to PMD 3 DME, turn RIGHT to PI NDB, turn LEFT, track 063° to 15.3 DME PMD, turn LEFT, intercept BKD R-036 to KUBAB	

Bremen Radar  
124.170 123.220 125.020

Schwerin Tower  
128.900

Transition Altitude 5000'  
Airport Elevation 166'  
Magnetic Variation 2° E

MSA 25 NM from  
PI NDB

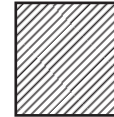


**BRUNKENDORF TWO ECHO (BKD 2E)  
NUVEN ONE ECHO (NUVEN 1E)**

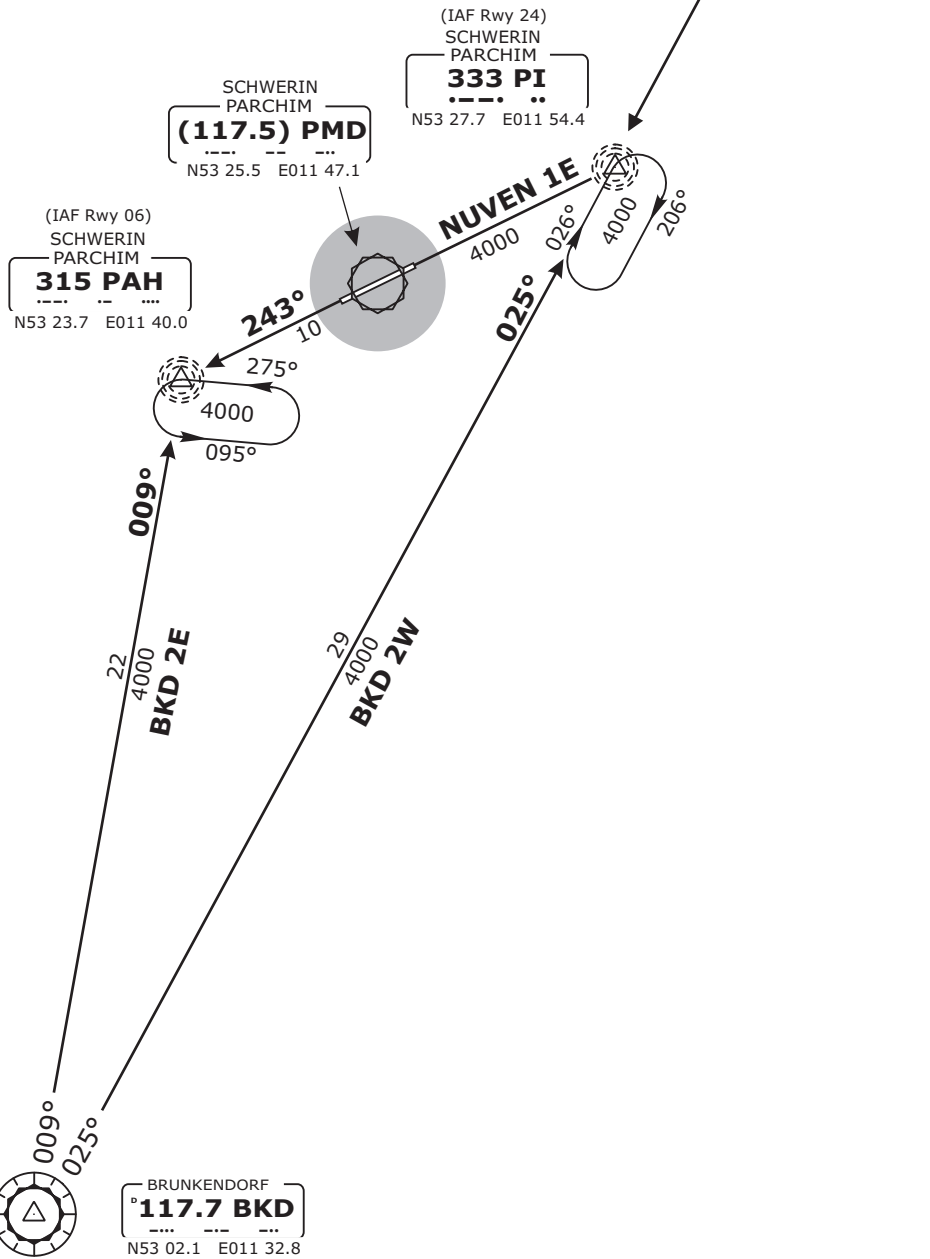
**BRUNKENDORF TWO WHISKEY (BKD 2W)  
NUVEN ONE WHISKEY (NUVEN 1W)**

During activation times of ED-R 206  
only usable at or below FL70.

**NUVEN**  
N53 44.5 E012 07.5  
47 DME BKD




ED-R 15  
1700 MSL  
GND



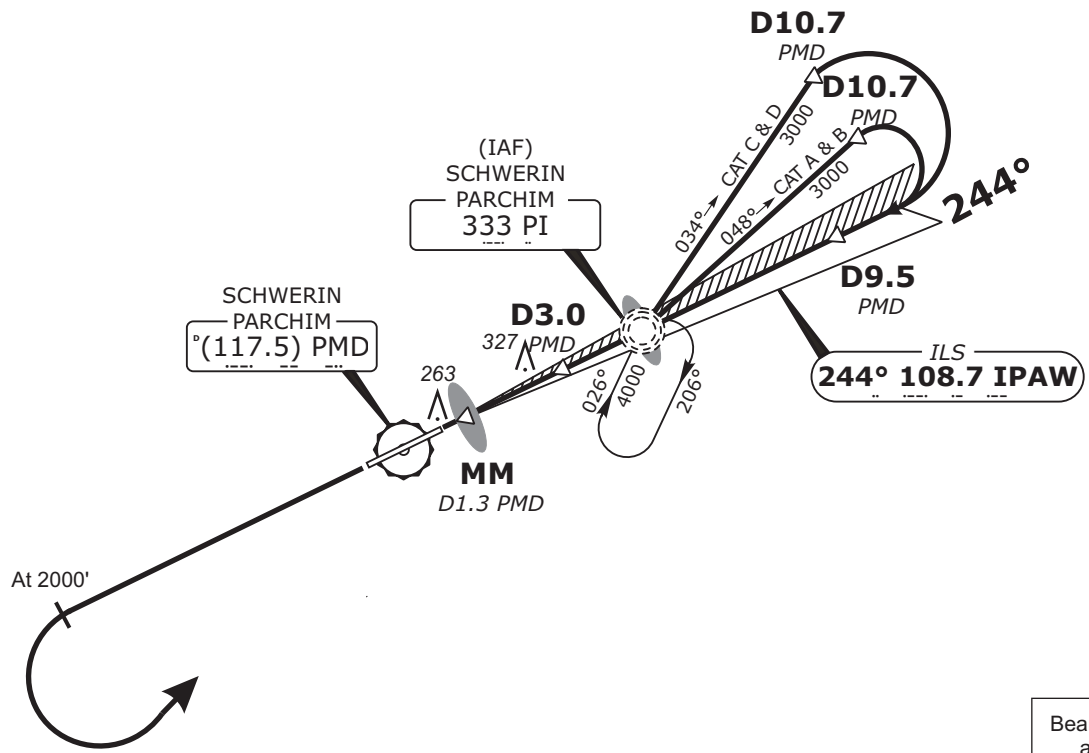
Bearings and tracks  
are magnetic.  
Altitudes, elevations  
and heights in feet.

Valid for flight simulation use only - do not use for real life navigation

Revision: 2010-06-01. Changes: comm. frequencies; ED-R 15 added.

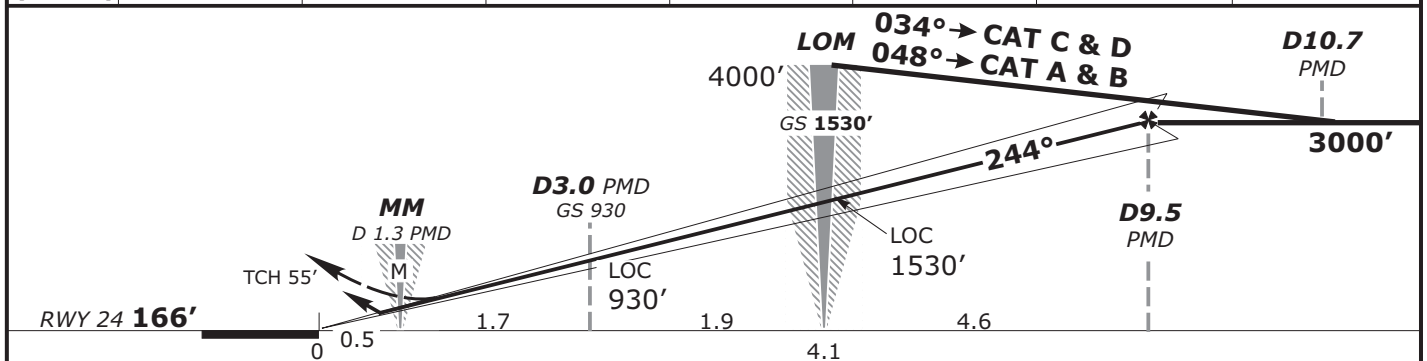
Bremen Radar 124.170 123.220 125.020		Schwerin Tower 128.900		Transition Altitude 5000' Airport Elevation 166' Magnetic Variation 2° E		MSA 25 NM from PI NDB  2400	
LOC IPAW <b>108.70</b>	Final Apch Crs <b>244°</b>	GS <b>OM</b> <b>1530'</b> (1464')	ILS DA(H) Refer to Minimums		RWY 24 <b>166'</b>		
<b>MISSED APCH:</b> Climb straight ahead until passing 2000', left turn to PI NDB climbing to 4000'.							

**LOC: DME REQUIRED**



Bearings and tracks are magnetic.  
Altitudes, elevations and heights in feet.

<b>LOC (GS out)</b>	PMD DME	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1240'	1560'	1880'	2200'	2520'	2840'



<b>Gnd speed-Kts</b>	70	90	100	120	140	160	HIALS PAPI <b>2000'</b>
<b>ILS GS 3.00° or LOC Descent Gradient 5.2%</b>	377	485	539	647	755	862	
<b>MAP at MM/D1.3 PMD</b>							

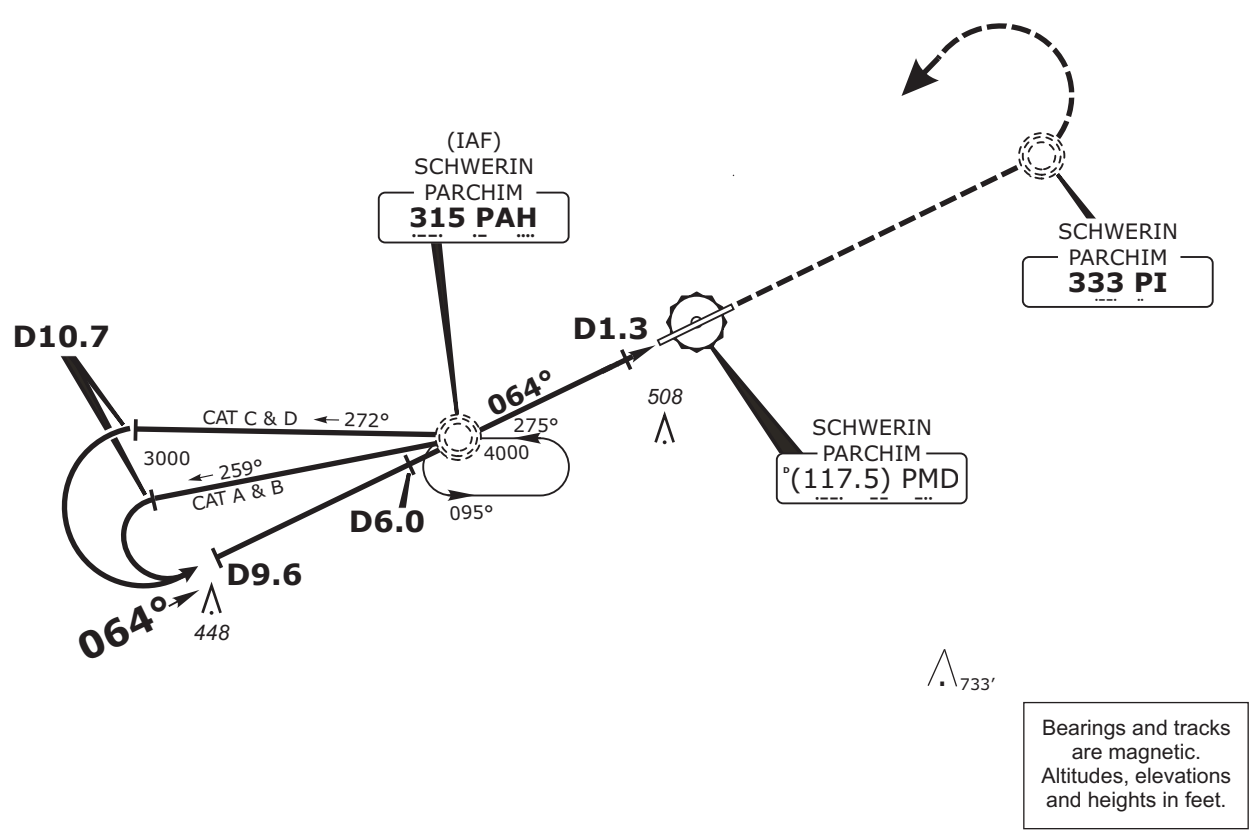
FS-OPS		ILS I STRAIGHT-IN LANDING RWY 24			
DA(H) A: <b>395'</b> (229') C: <b>415'</b> (249') B: <b>405'</b> (239') D: <b>425'</b> (259')		LOC (GS out) MDA(H) <b>580'</b> (410')			
FULL		ALS out		ALS out	
A		RVR 900m		RVR 1500m	
B	RVR 600m	RVR 1000m		RVR 1800m	
C		RVR 1000m		RVR 2000m	
D		RVR 1400m			

**LACFT:** DA(H) 408'(242').

Valid for flight simulation use only - do not use for real life navigation

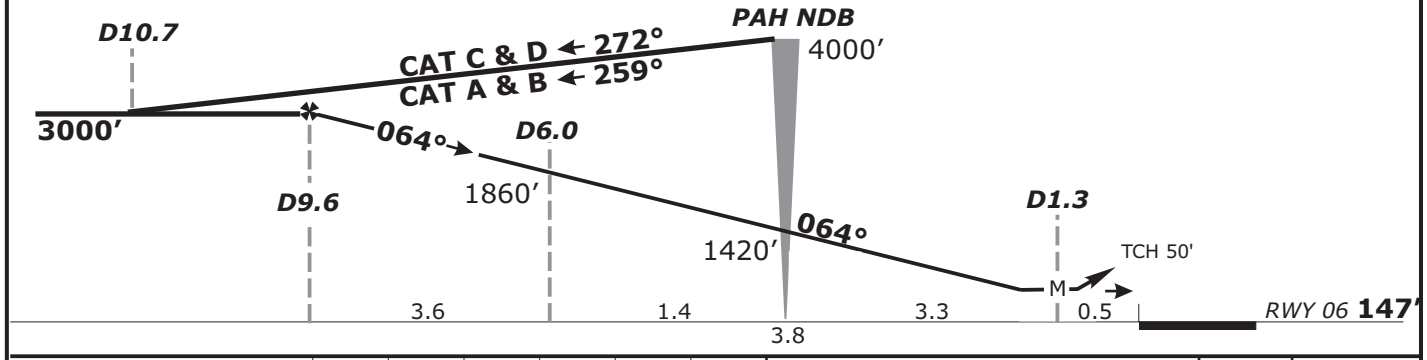
Bremen Radar 124.170 123.220 125.020		Schwerin Tower 128.900		Transition Altitude 5000' Airport Elevation 166' Magnetic Variation 2° E		MSA 25 NM from PI NDB  2400	
NDB PAH <b>315.0</b>	Final Apch Crs <b>064°</b>			NDB DA(H) Refer to Minimums		RWY 06 <b>147'</b>	
<b>MISSED APCH:</b> Climb straight ahead to PI NDB, left turn to PAH NDB climbing to 4000'.							

DME REQUIRED



Bearings and tracks are magnetic.  
Altitudes, elevations and heights in feet.

PMD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2810'	2490'	2180'	1860'	1540'	1220'	900'



<b>Gnd speed-Kts</b>	70	90	100	120	140	160			
<b>LOC Descent Gradient 5.2%</b>	369	474	527	632	737	843			
<b>MAP at D1.3</b>									

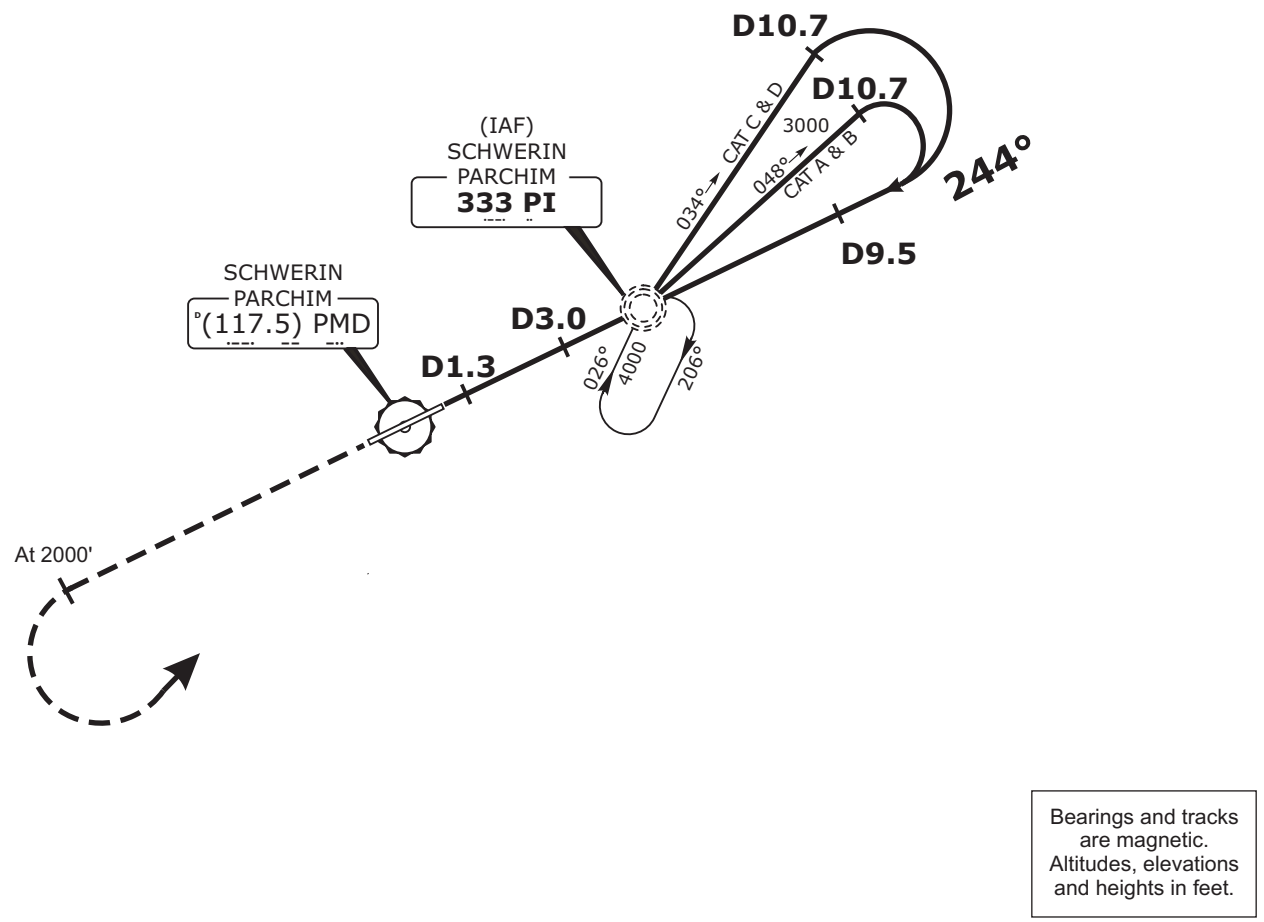
<b>FS-OPS</b>		STRAIGHT-IN LANDING RWY 06		PI 333	
		MDA(H) <b>630'</b> (480')		ALS out	
A	RVR 1400m				
B	RVR 1500m				
C	RVR 1600m				
D	RVR 1800m				

Revision: 2010-06-01. Changes: comm. frequencies.

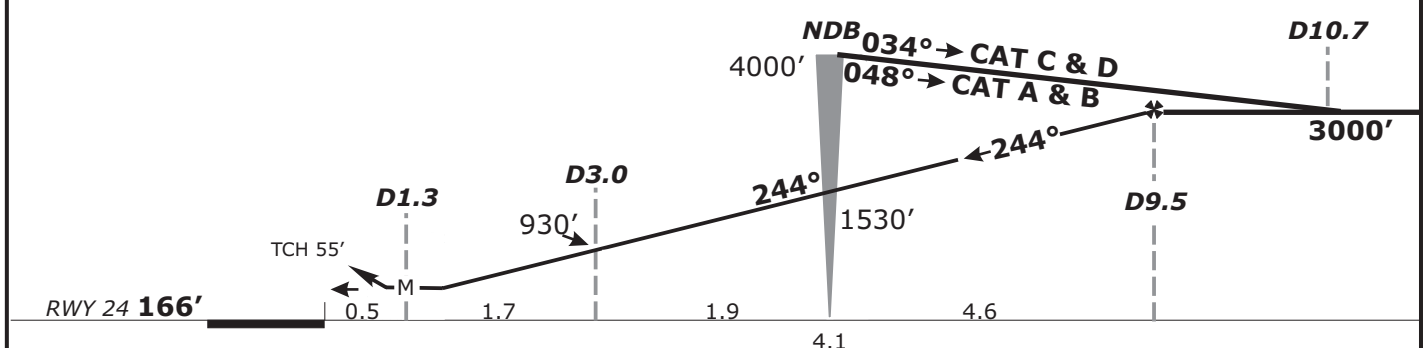
Valid for flight simulation use only - do not use for real life navigation

Bremen Radar 124.170 123.220 125.020		Schwerin Tower 128.900		Transition Altitude 5000' Airport Elevation 166' Magnetic Variation 2° E		MSA 25 NM from PI NDB	
NDB PI <b>333.0</b>		Final Apch Crs <b>244°</b>		NDB DA(H) Refer to Minimums RWY 24 <b>166'</b>			
<p><b>MISSED APCH:</b> Climb straight ahead until passing 2000', left turn to PI NDB climbing to 4000'.</p>							

DME REQUIRED



PMD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	930'	1240'	1560'	1880'	2200'	2520'	2840'



<b>Gnd speed-Kts</b>	70	90	100	120	140	160	HIALS PAPI	<b>2000'</b>	
<b>LOC Descent Gradient 5.2%</b>	369	474	527	632	737	843			
<b>MAP at D1.3</b>									

<b>FS-OPS</b>			<b>STRAIGHT-IN LANDING RWY 24</b>					
			MDA(H) <b>610'(450')</b>					
			ALS out					
A	RVR 1000m					RVR 1500m		
B	RVR 1200m					RVR 2000m		
C	RVR 1600m							
D	RVR 1600m							

Revision: 2010-06-01. Changes: comm. frequencies.

Valid for flight simulation use only - do not use for real life navigation