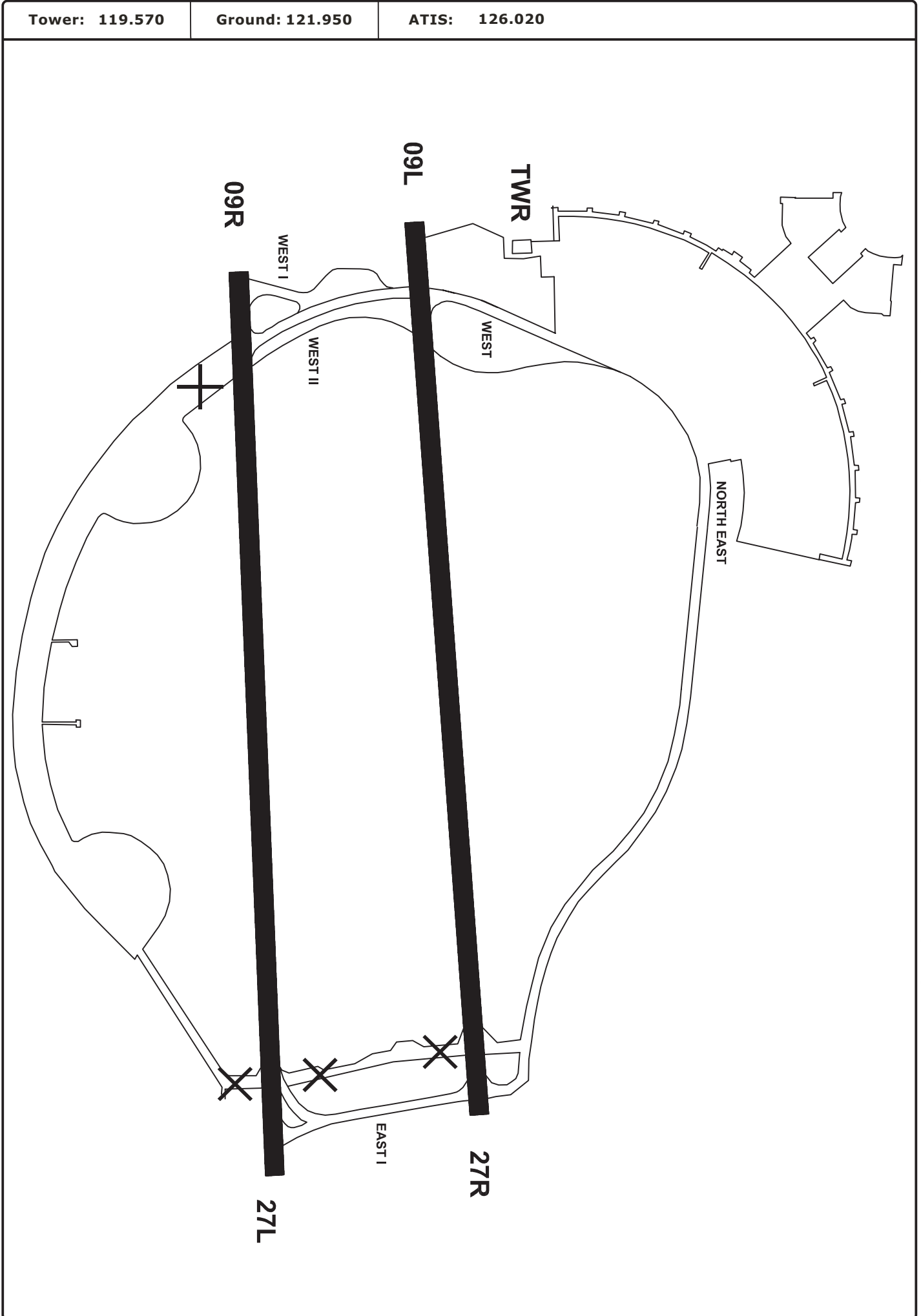


Tower: 119.570

Ground: 121.950

ATIS: 126.020

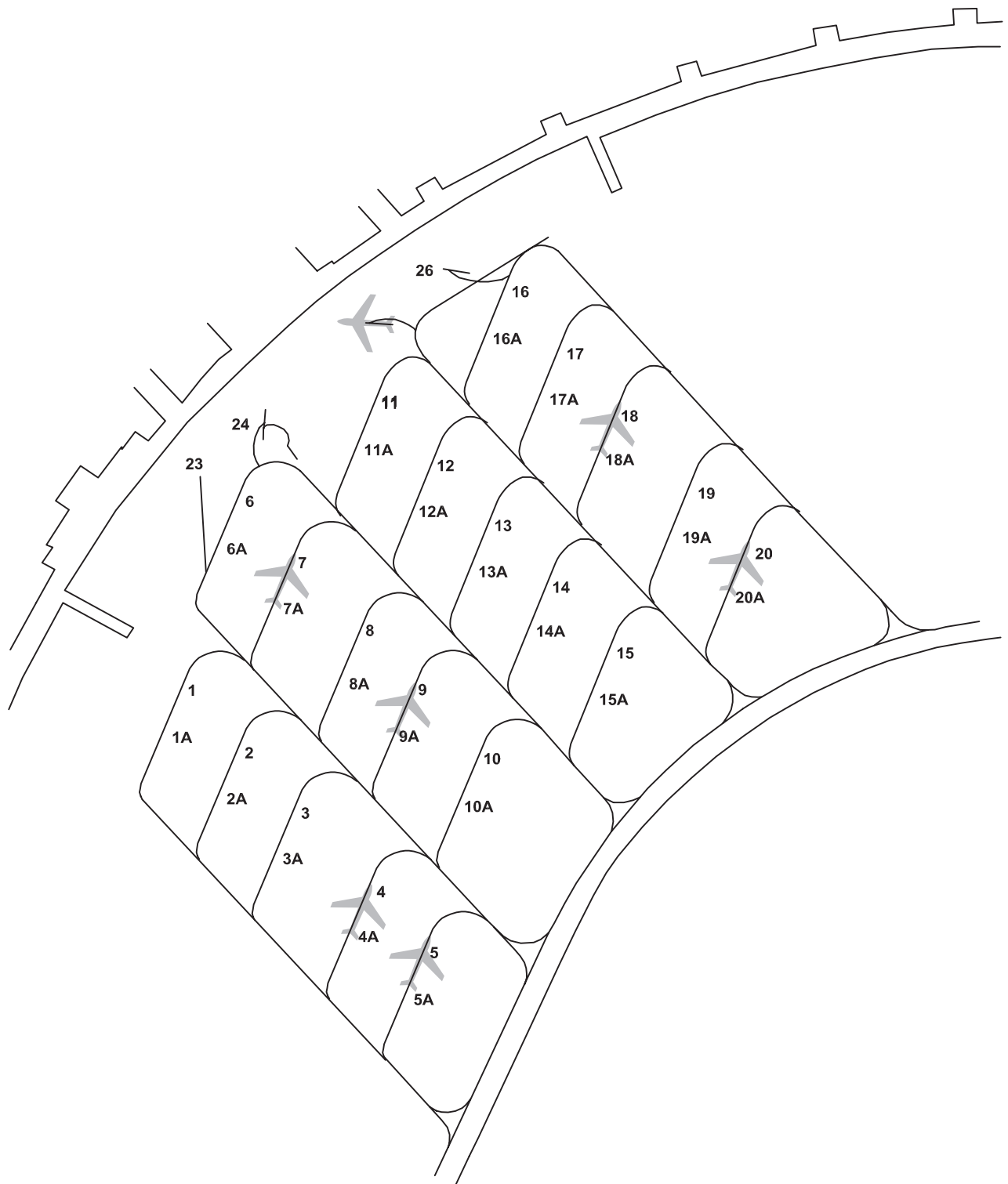


Valid for flight simulation use only - do not use for real life navigation

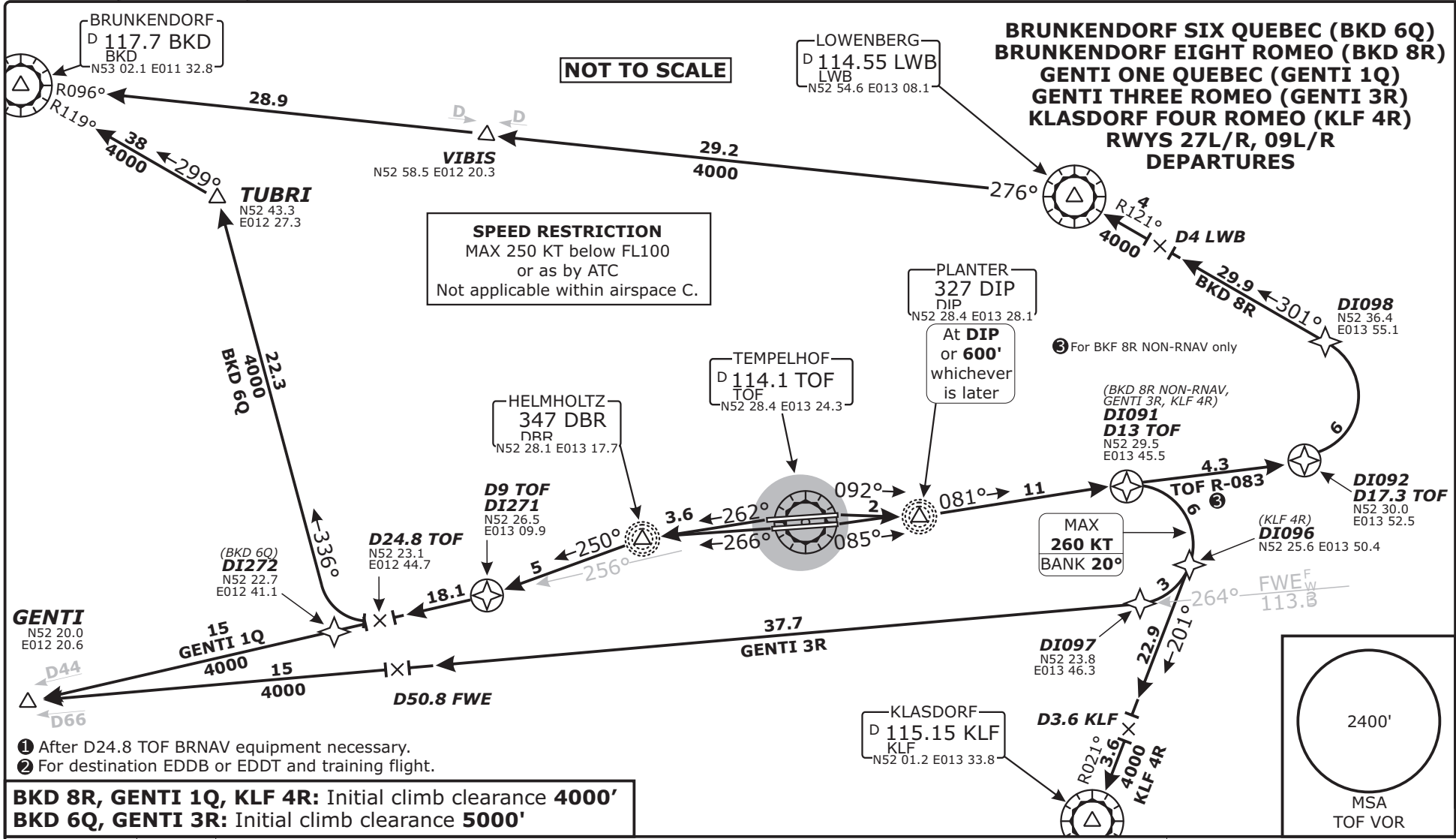
Tower: 119.570

Ground: 121.950

ATIS: 126.020



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



**BKD 8R, GENTI 1Q, KLF 4R:** Initial climb clearance **4000'**  
**BKD 6Q, GENTI 3R:** Initial climb clearance **5000'**

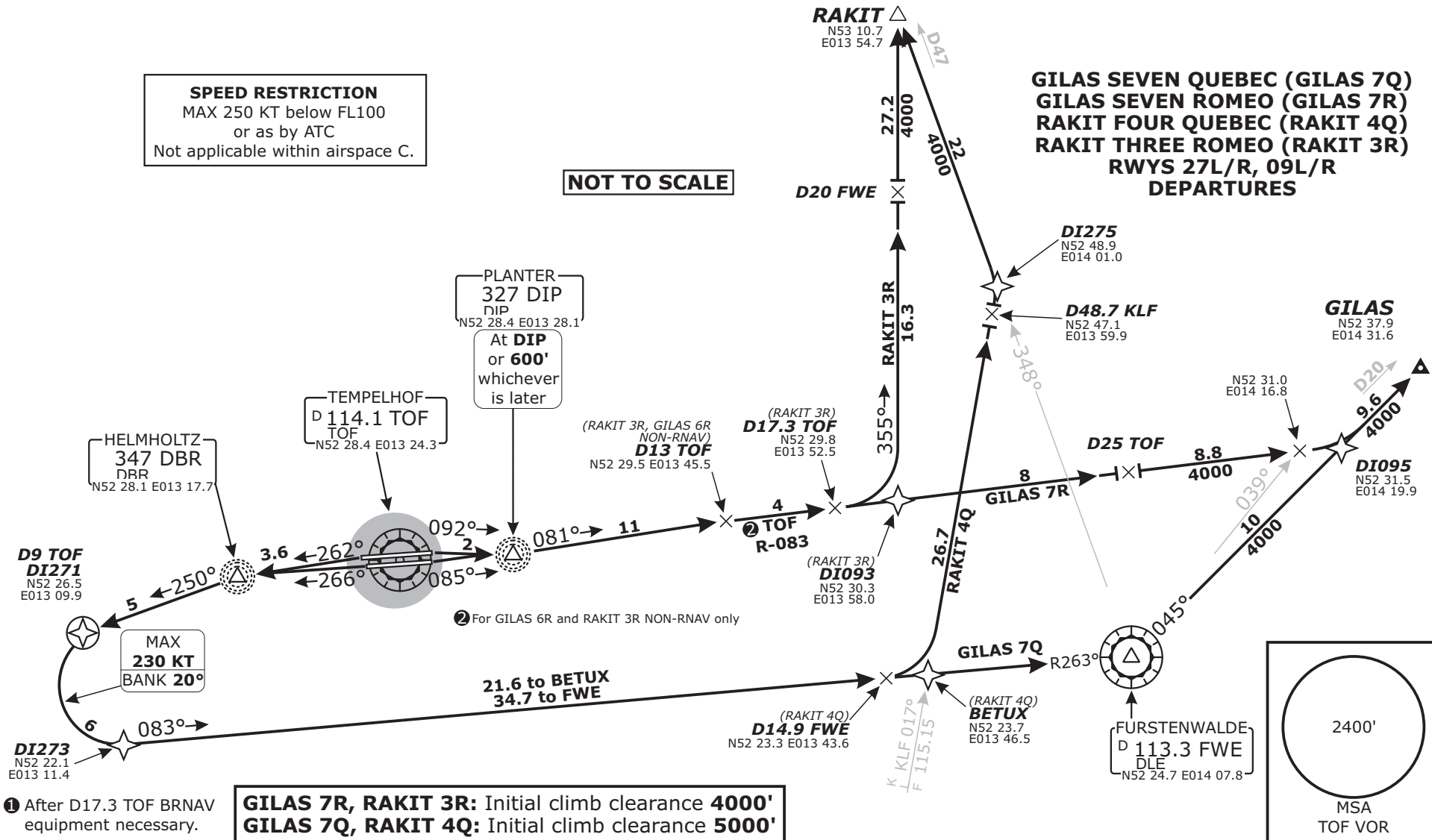
SID	RWY	ROUTING	GPS/FMS RNAV
<b>BKD 6Q</b> ①	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing, intercept TOF R-256 to D24.8 TOF, turn RIGHT, 336° track to TUBRI, turn LEFT, 299° track to BKD.	<b>(600'+)</b> - DBR - DI271 - DI272 - TUBRI - BKD.
<b>BKD 8R</b>	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing, intercept TOF R-083 to D17.3 TOF, turn LEFT, intercept LWB R-121 inbound to LWB, turn LEFT, LWB R-276 via VIBIS to BKD.	<b>(600'+)</b> - DIP - DI092 - DI098 - LWB - VIBIS - BKD.
<b>GENTI 1Q</b>	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing, intercept TOF R-256 to GENTI.	<b>(600'+)</b> - DBR - DI271 - GENTI.
<b>GENTI 3R</b>	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing to D13 TOF, turn RIGHT, intercept FWE R-264 to GENTI.	<b>(600'+)</b> - DIP - DI091 - DI097 (K260-) - GENTI.
<b>KLF 4R</b> ②		To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing to D13 TOF, turn RIGHT, intercept KLF R-021 inbound to KLF.	<b>(600'+)</b> - DIP - DI091 - DI096 (K260-) - KLF.

**Radar:** Bremen Radar 123.220 Tower: 119.57  
**Departure:** Bremen Radar 120.620 Ground: 121.95  
**Arrival:** Bremen Radar 119.700 ATIS: 126.03  
 Bremen Radar 126.420  
 Trans level: by ATC  
 1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar

**EDDI/THF TEMPELHOF**  
 SID CHART NO.1  
 Revision 14 MAY 08  
 Effective 07 JUL 06  
**BERLIN, GERMANY**

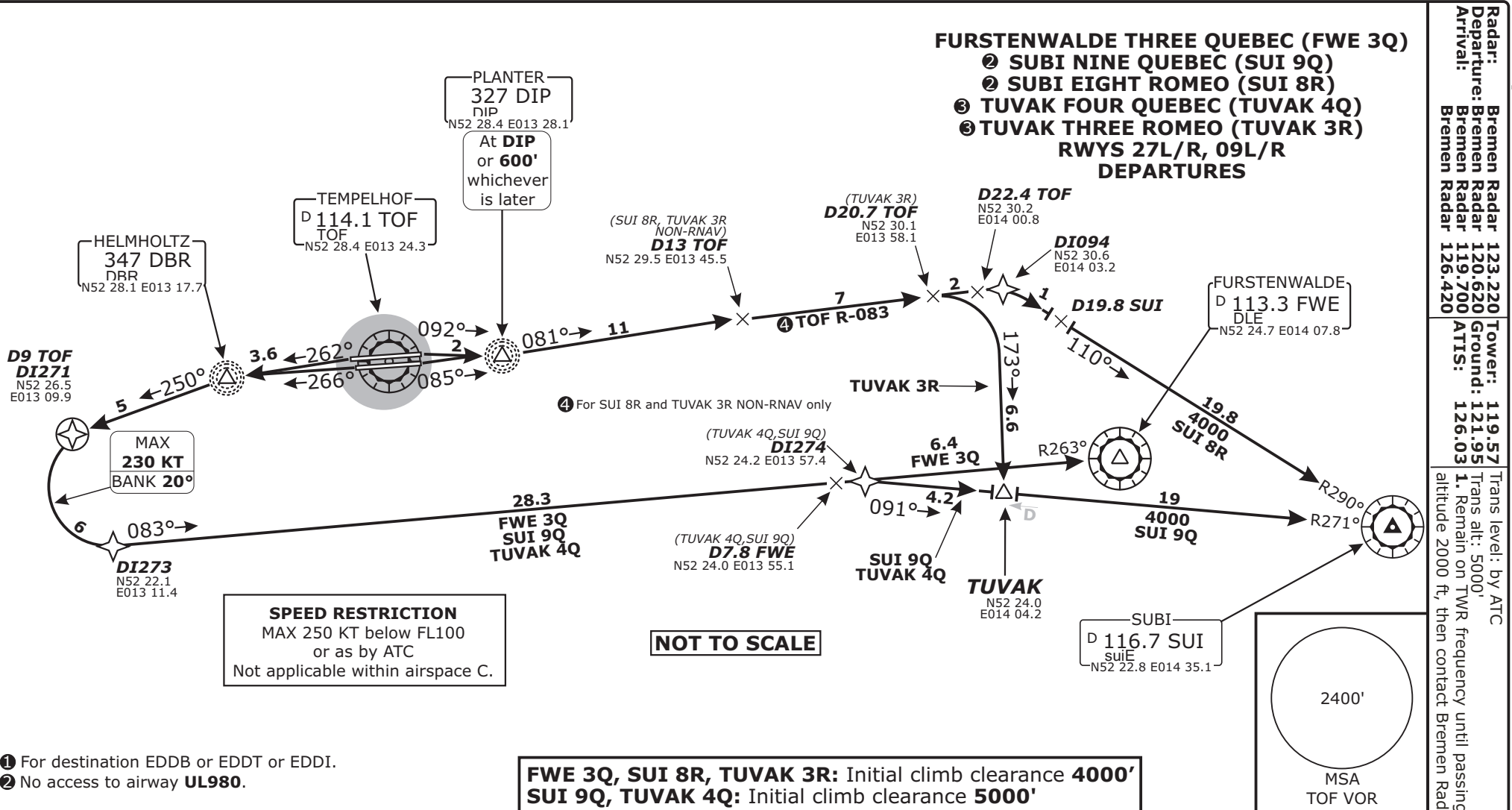
**Radar:** Bremen Radar 123.220  
**Departure:** Bremen Radar 120.620  
**Arrival:** Bremen Radar 119.700  
**Bremen Radar** 126.420  
**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03  
**Trans level:** by ATC  
**Trans alt:** 5000'  
**1.** Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar

**GILAS SEVEN QUEBEC (GILAS 7Q)  
GILAS SEVEN ROMEO (GILAS 7R)  
RAKIT FOUR QUEBEC (RAKIT 4Q)  
RAKIT THREE ROMEO (RAKIT 3R)  
RWYS 27L/R, 09L/R  
DEPARTURES**



SID	RWY	ROUTING	GPS/FMS RNAV
<b>GILAS 7Q</b>	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing to D9 TOF, turn LEFT, intercept FWE R-263 inbound to FWE, turn LEFT, FWE R-045 to GILAS.	<b>(600'+)</b> - DBR - DI271 - DI273 (K230-) - FWE - GILAS.
<b>GILAS 7R</b>	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing, intercept TOF R-083, when passing FWE R-039 turn LEFT, intercept FWE R-045 to GILAS.	<b>(600'+)</b> - DIP - DI095 - GILAS.
<b>RAKIT 4Q</b>	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing to D9 TOF, turn LEFT, intercept FWE R-263 inbound to D15 FWE, turn LEFT, intercept KLF R-017 to D48.7 KLF, turn LEFT, intercept FWE R-348 to RAKIT.	<b>(600'+)</b> - DBR - DI271 - DI273 (K230-) - BETUX - DI275 - RAKIT.
<b>RAKIT 3R</b> <b>1</b>	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing, intercept TOF R-083 to D17.3 TOF, turn LEFT, 355° track to RAKIT.	<b>(600'+)</b> - DIP - DI093 - RAKIT.

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



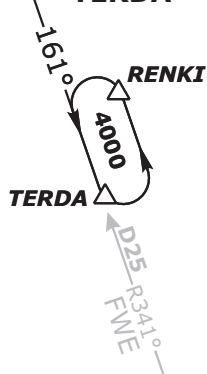
- ① For destination EDDB or EDDT or EDDI.
- ② No access to airway **UL980**.

SID	RWY	ROUTING	GPS/FMS RNAV
<b>FWE 3Q</b> ①	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing to D9 TOF, turn LEFT, intercept FWE R-263 inbound FWE.	<b>(600'+)</b> - DBR - DI271 - DI273 (K230-) - FWE.
<b>SUI 9Q</b>		To DBR, turn LEFT, 250° bearing to D9 TOF, turn LEFT, intercept FWE R-263 inbound to D7.8 FWE, turn RIGHT, intercept SUI R-271 inbound to SUI.	<b>(600'+)</b> - DBR - DI271 - DI273 (K230-) - DI274 - SUI.
<b>SUI 8R</b>	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing, intercept TOF R-083 to D22.4 TOF, turn RIGHT, intercept SUI R-290 inbound to SUI.	<b>(600'+)</b> - DIP - DI094 - SUI.
<b>TUVAK 4Q</b> ②	<b>27L/R</b>	To DBR, turn LEFT, 250° bearing to D9 TOF, turn LEFT, intercept FWE R-263 inbound to D7.8 FWE, turn RIGHT, intercept SUI R-271 inbound to TUVAK.	<b>(600'+)</b> - DBR - DI271 - DI273 (K230-) - DI274 - TUVAK.
<b>TUVAK 3R</b> ②	<b>09L/R</b>	To DIP or <b>600'</b> , whichever is later, turn LEFT, 081° bearing, intercept TOF R-083 to D20.7 TOF, turn RIGHT, 173° track to TUVAK.	<b>(600'+)</b> - DIP - DI094 - TUVAK.

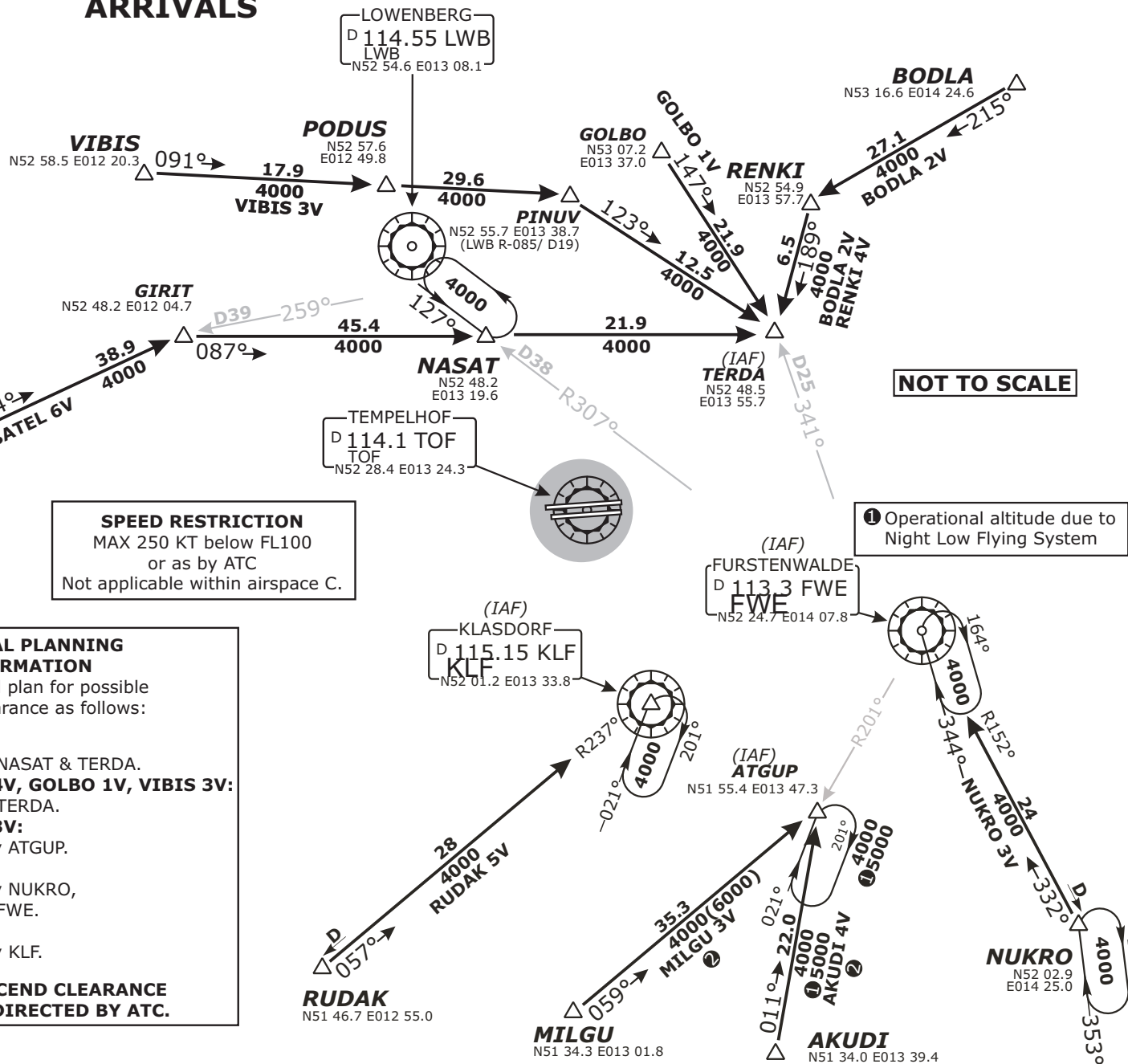
**Valid for flight simulation use only - do not use for real life navigation**



**HOLDING OVER TERDA**



**RWY 27L ARRIVALS**



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

① Operational altitude due to Night Low Flying System

② BRNAV equipment necessary.

**VERTICAL PLANNING INFORMATION**  
 Pilots should plan for possible descent clearance as follows:

**BATEL 6V:**  
 at or below **FL90** by NASAT & TERDA.

**BODLA 2V, RENKI 4V, GOLBO 1V, VIBIS 3V:**  
 at or below **FL90** by TERDA.

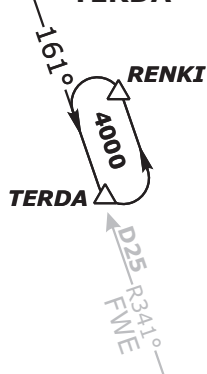
**AKUDI 4V, MILGU 3V:**  
 at or below **FL140** by ATGUP.

**NUKRO 3V:**  
 at or below **FL140** by NUKRO,  
 at or below **FL70** by FWE.

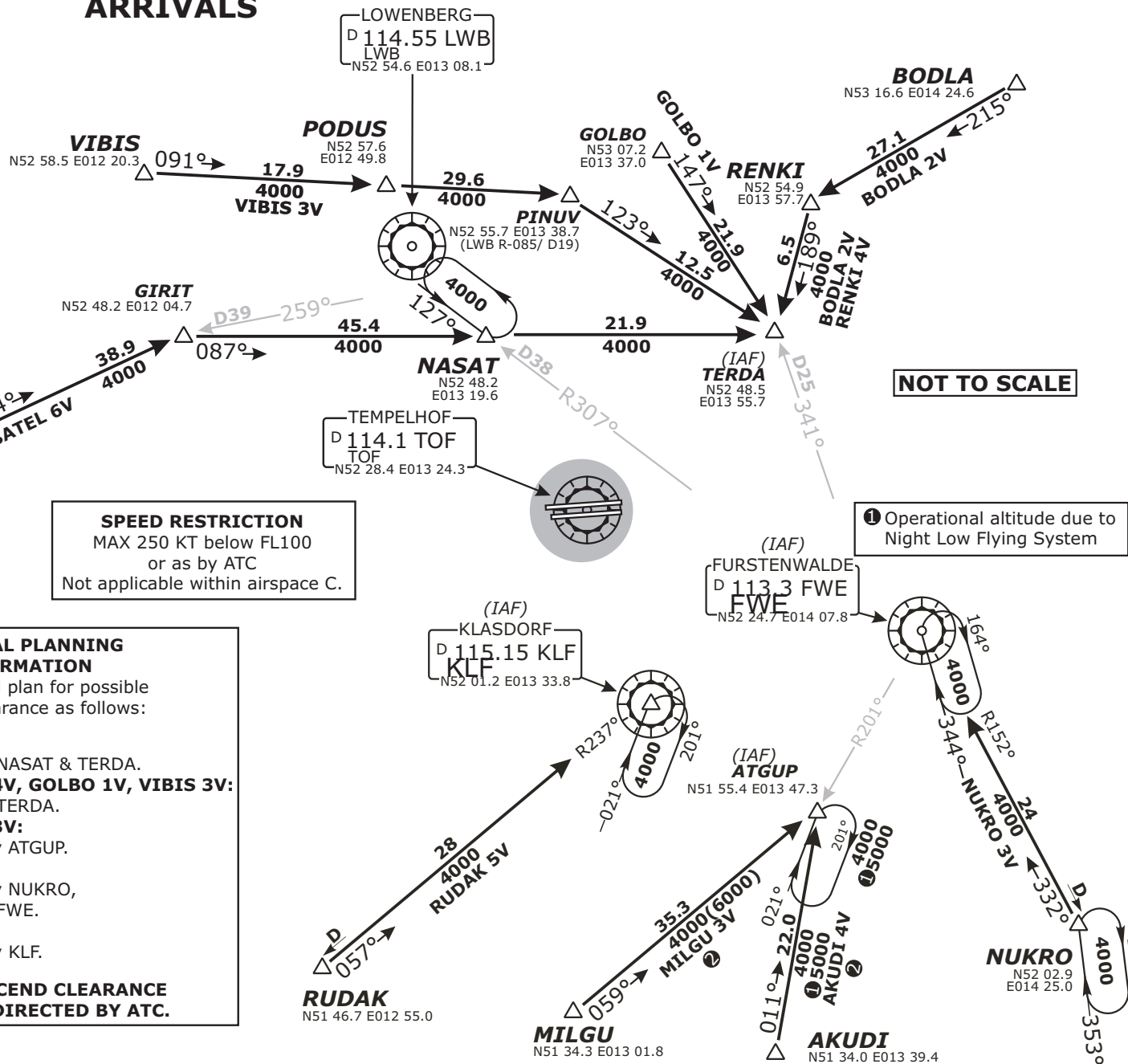
**RUDAK 5V:**  
 at or below **FL110** by KLF.

**ACTUAL DESCEND CLEARANCE WILL BE AS DIRECTED BY ATC.**

**HOLDING OVER TERDA**



**RWY 27L ARRIVALS**



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

① Operational altitude due to Night Low Flying System

② BRNAV equipment necessary.

**VERTICAL PLANNING INFORMATION**  
 Pilots should plan for possible descent clearance as follows:

**BATEL 6V:**  
 at or below **FL90** by NASAT & TERDA.

**BODLA 2V, RENKI 4V, GOLBO 1V, VIBIS 3V:**  
 at or below **FL90** by TERDA.

**AKUDI 4V, MILGU 3V:**  
 at or below **FL140** by ATGUP.

**NUKRO 3V:**  
 at or below **FL140** by NUKRO,  
 at or below **FL70** by FWE.

**RUDAK 5V:**  
 at or below **FL110** by KLF.

**ACTUAL DESCEND CLEARANCE WILL BE AS DIRECTED BY ATC.**

**EDDI/THF TEMPELHOF**

STAR CHART NO.2  
 Revision 14 MAY 08  
 Effective 14 FEB 08

**BERLIN, GERMANY**

Radar: Bremen Radar 123.220  
 Arrivals: Bremen Radar 119.700  
 Director: Berlin Director 121.120  
 Tower: 119.57  
 Ground: 121.95  
 ATIS: 126.03

Trans level: by ATC  
 Trans alt: 5000'  
 1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar

**BATEL SIX VICTOR (BATEL 6V)**  
**BODLA TWO VICTOR (BODLA 2V)**  
**GOLBO ONE VICTOR (GOLBO 1V)**  
**RENKI FOUR VICTOR (RENKI 4V)**  
**VIBIS THREE VICTOR (VIBIS 3V)**

**AKUDI FOUR VICTOR (AKUDI 4V)**  
**NUKRO THREE VICTOR (NUKRO 3V)**  
**RUDAK FIVE VICTOR (RUDAK 5V)**  
**MILGU THREE VICTOR (MILGU 3V)**



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

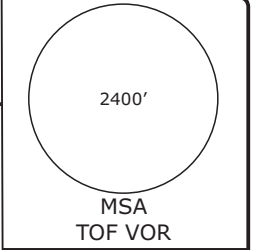
**EDDI/THF TEMPELHOF**

**BERLIN, GERMANY**

**Radar:** Bremen Radar 123.220  
**Arrival:** Bremen Radar 119.700  
**Director:** Berlin Director 121.120

**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03

Trans level: by ATC  
Trans alt: 5000'  
1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar



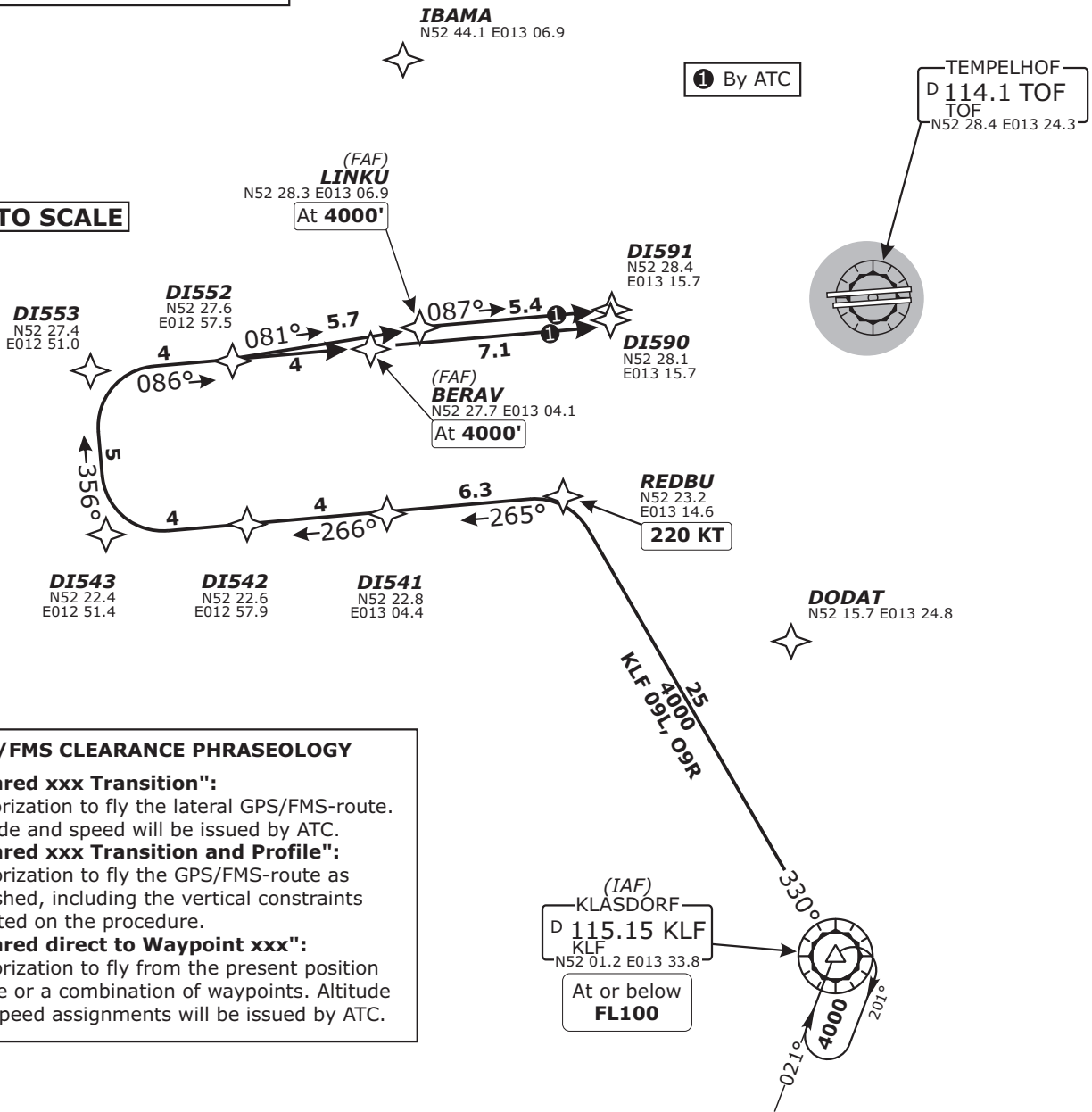
**KLF 09L, KLF 09R  
RWYS 09L/R RNAV APPROACH TRANSITIONS**

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

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

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

**NOT TO SCALE**



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

TRANSITION	ROUTING
<b>KLF 09L</b>	KLF (FL100-) - REDBU (K220) - DI541 - DI543 - DI553 - DI552 - LINKU (4000').
<b>KLF 09R</b>	KLF (FL100-) - REDBU (K220) - DI541 - DI543 - DI553 - BERAV (4000').



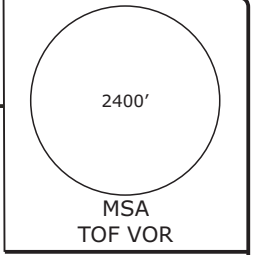
Valid for flight simulation use only - do not use for real life navigation

**EDDI/THF TEMPELHOF**

**Radar:** Bremen Radar 123.220  
**Arrival:** Bremen Radar 119.700  
**Director:** Berlin Director 121.120

**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03

Trans level: by ATC  
Trans alt: 5000'  
1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar



**ATGUP 27L, ATGUP 27R  
KLF 27L, KLF 27R  
OPTIONAL 27L, OPTIONAL 27R  
RWYS 27L/R  
RNAV APPROACH  
TRANSITIONS**

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

**NOT TO SCALE**

① By ATC

TEMPELHOF  
D 114.1 TOF  
TOF  
N52 28.4 E013 24.3

**GPS/FMS CLEARANCE PHRASEOLOGY**

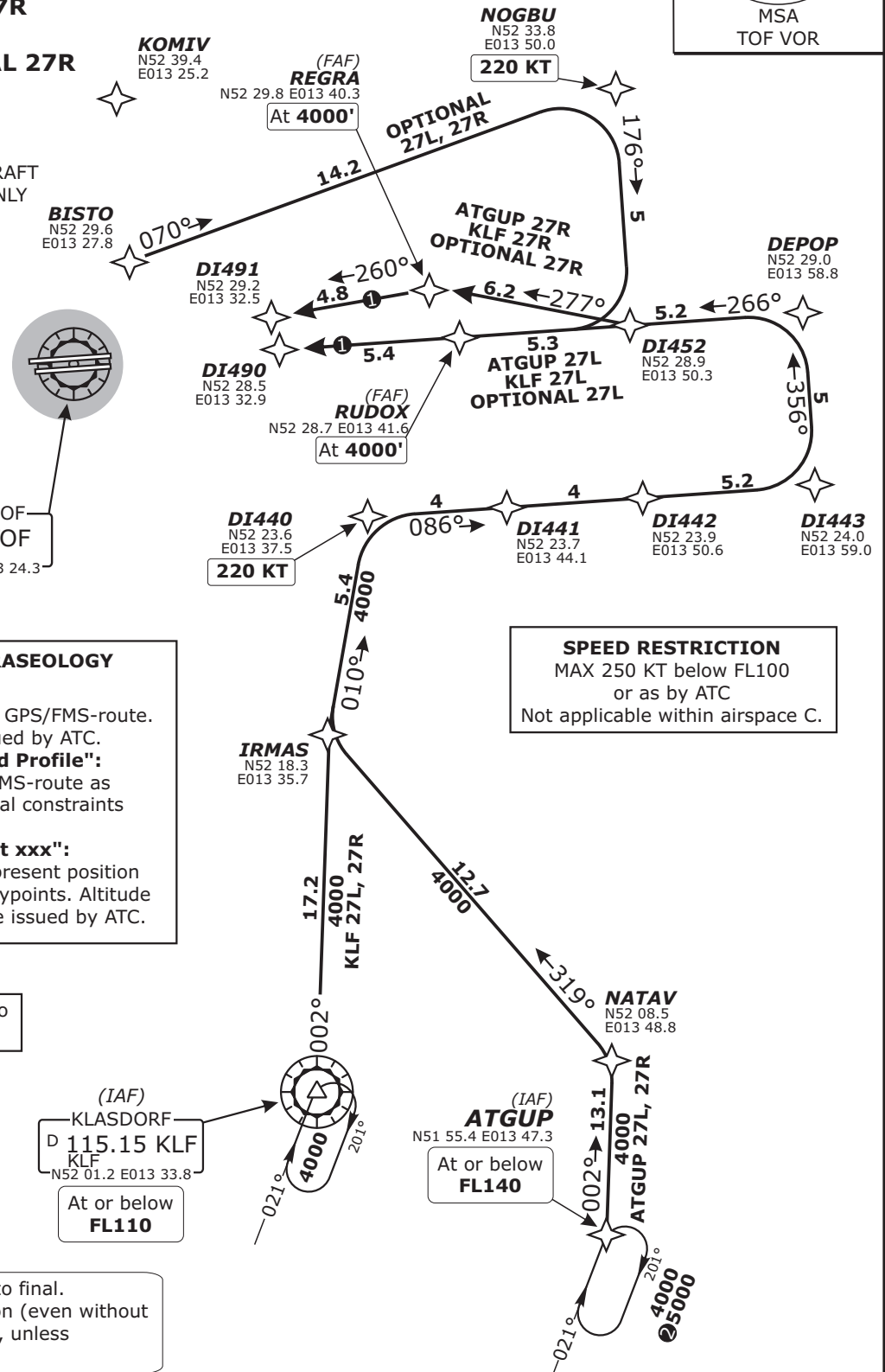
- "Cleared xxx Transition":**  
Authorization to fly the lateral GPS/FMS-route. Altitude and speed will be issued by ATC.
- "Cleared xxx Transition and Profile":**  
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct to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

② Operational altitude due to Night Low Flying System

(IAF)  
KLASDORF  
D 115.15 KLF  
KLF  
N52 01.2 E013 33.8  
At or below  
**FL110**

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

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



TRANSITION	ROUTING
<b>ATGUP 27L</b>	ATGUP (FL140-) - NATAV - IRMAS - DI440 (K220) - DI443 - DEPOP - RUDOX (4000').
<b>ATGUP 27R</b>	ATGUP (FL140-) - NATAV - IRMAS - DI440 (K220) - DI443 - DEPOP - DI452 - REGRA (4000').
<b>KLF 27L</b>	KLF (FL110-) - IRMAS - DI440 (K220) - DI443 - DEPOP - RUDOX (4000').
<b>KLF 27R</b>	KLF (FL110-) - IRMAS - DI440 (K220) - DI443 - DEPOP - DI452 - REGRA (4000').
<b>OPTIONAL 27L</b>	BISTO - NOGBU (K220) - DI452 - RUDOX (4000').
<b>OPTIONAL 27R</b>	BISTO - NOGBU (K220) - DI452 - REGRA (4000').

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

APP CHART NO.1  
Revision 14 MAY 08  
Effective 23 NOV 06

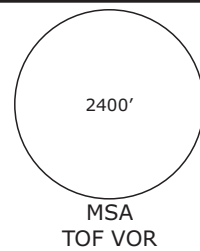
# BERLIN, GERMANY ILS or LOC Rwy 09R

## EDDI/THF TEMPELHOF

**Radar:** Bremen Radar 123.220  
**Arrival:** Bremen Radar 119.700  
**Director:** Berlin Director 121.120

**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03

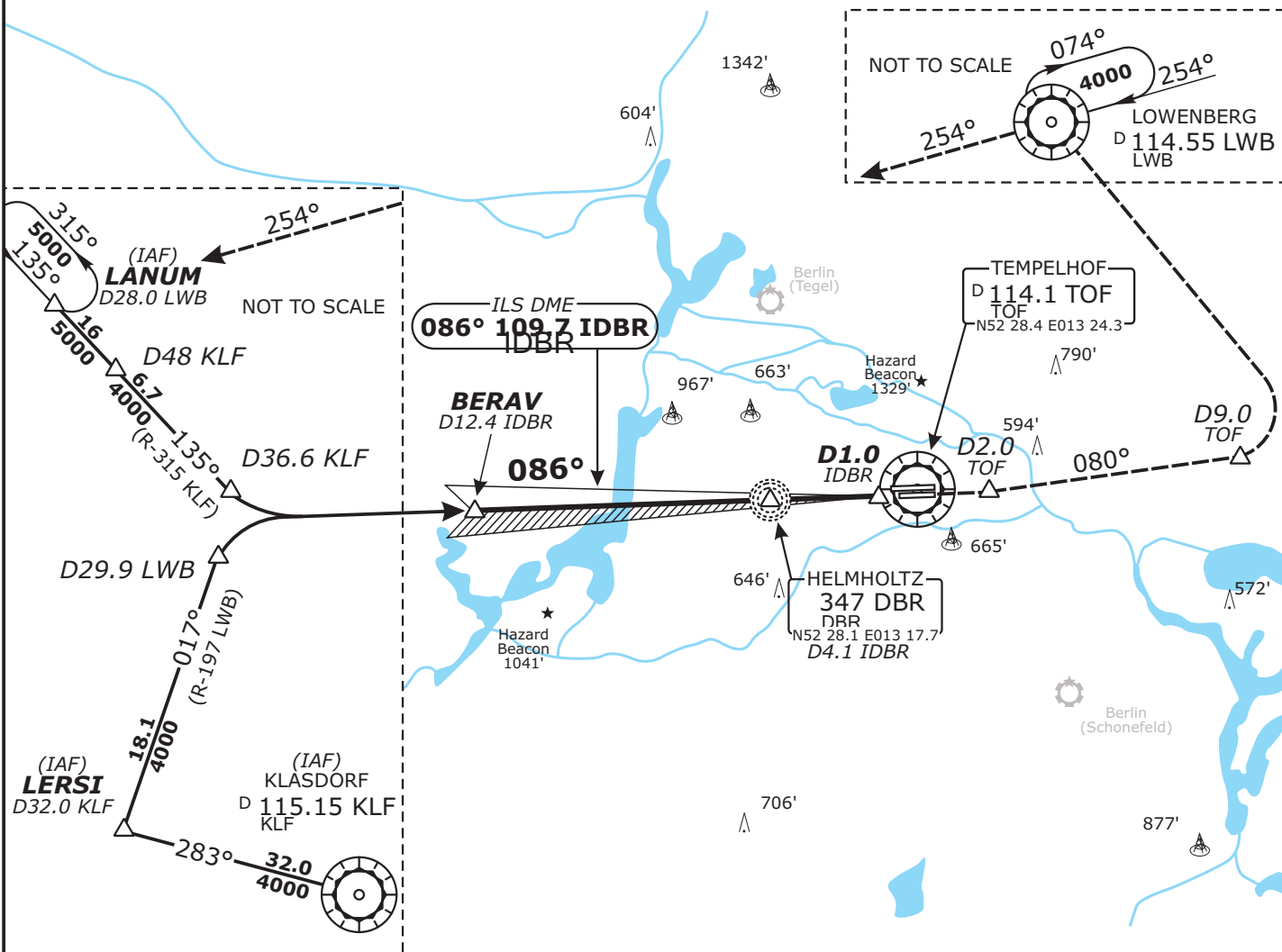
Trans level: by ATC  
Trans alt: 5000'  
1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar



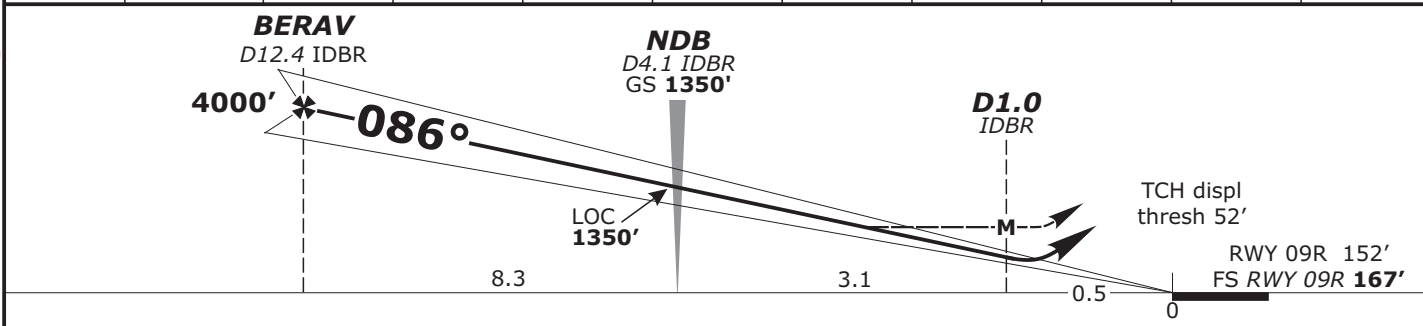
LOC IDBR <b>109.7</b>	Final Apch Crs <b>086°</b>	GS NDB <b>1350' (1183')</b>	ILS DA(H) Refer to Minimums	Apt Elev 167' FS: RWY 167' RWY 152'
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**MISSED APCH:** Climb on rwy track to MAX 3000'. At D2.0 East of TOF continue climb to 5000' and turn LEFT on track 080°. At D9.0 TOF turn LEFT via LWB VOR to LANUM.

LOC: DME REQUIRED.



LOC (GS out)	IDBR DME	12.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3870'	3230'	2920'	2600'	2280'	1960'	1640'	1320'	690'



**Flight Simulator-OPS**

STRAIGHT-IN LANDING RWY 09R	
<b>ILS</b> DA(H) A: 407' (240') C: 427' (260') B: 417' (250') D: 437' (270')	<b>LOC (GS out)</b> MDA(H) 640' (473')
A RVR 600m	RVR 1000m
B RVR 650m	RVR 1200m
C RVR 650m	RVR 1600m
D RVR 650m	RVR 1600m

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 D1.0 IDBR

CHANGES: Communications

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

APP CHART NO.2  
Revision 14 MAY 08  
Effective 29 SEP 05

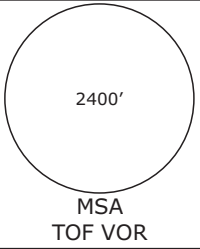
# BERLIN, GERMANY ILS or LOC Rwy 27L

## EDDI/THF TEMPELHOF

**Radar:** Bremen Radar 123.220  
**Arrival:** Bremen Radar 119.700  
**Director:** Berlin Director 121.120

**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03

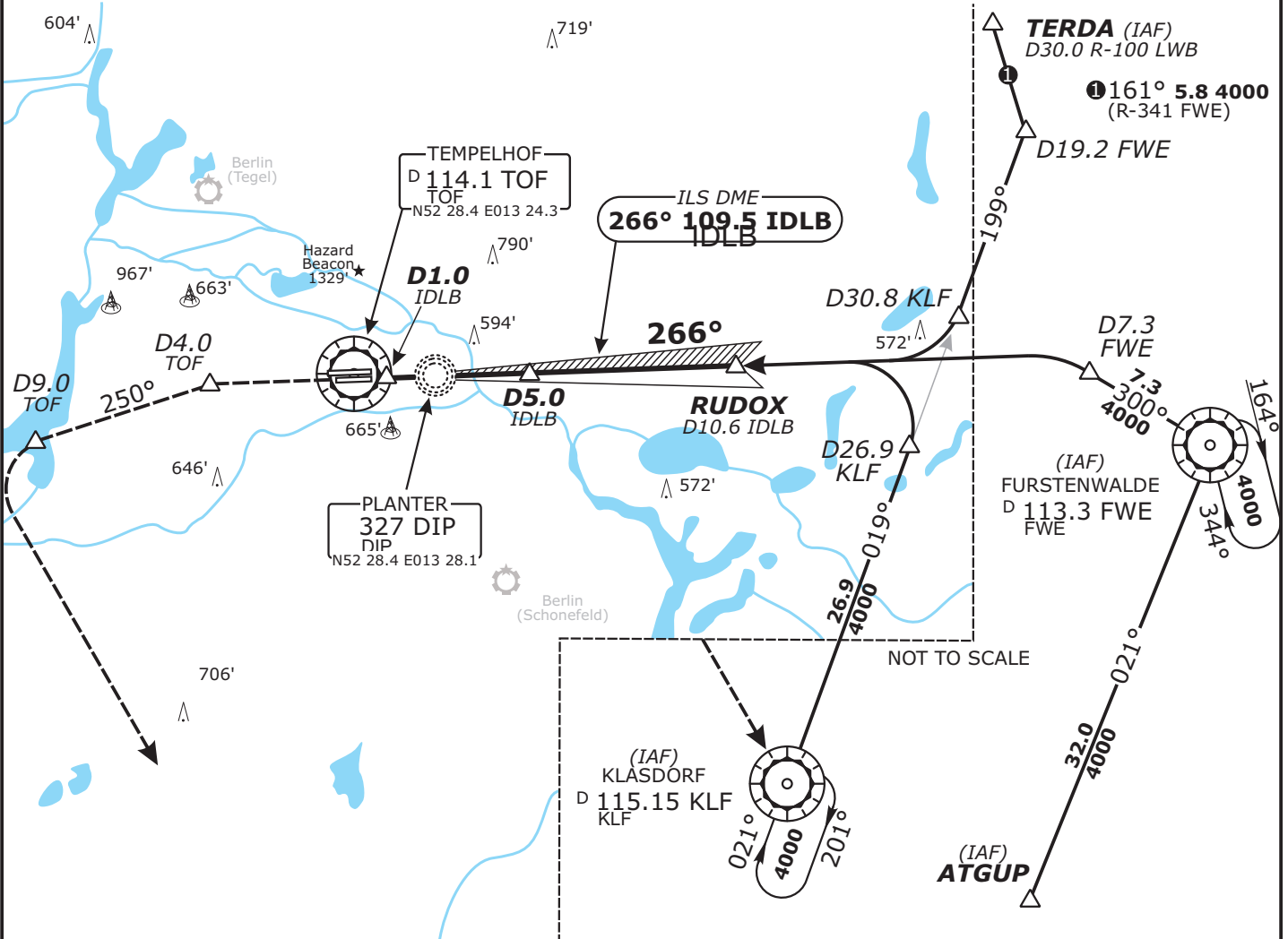
Trans level: by ATC  
Trans alt: 5000'  
1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar



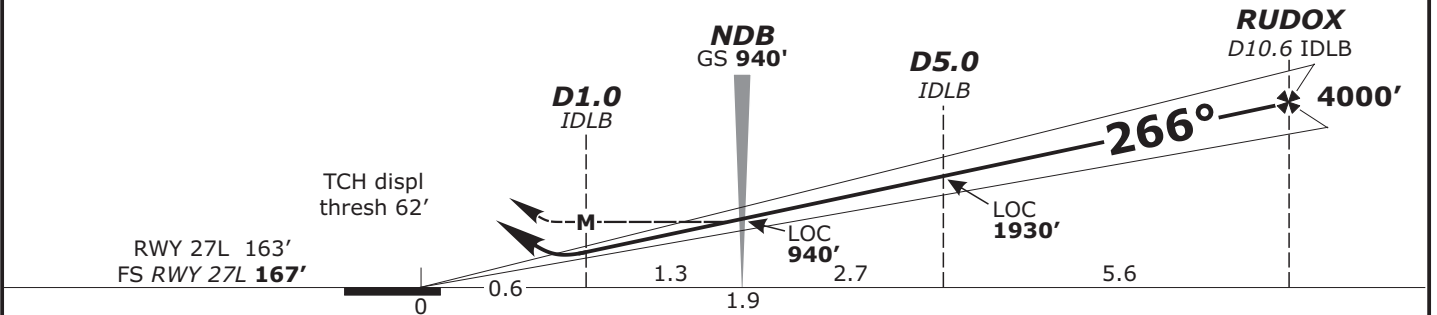
LOC IDLB <b>109.5</b>	Final Apch Crs <b>266°</b>	GS NDB <b>940'</b> (773')	ILS DA(H) Refer to Minimums	Apt Elev 167' FS: RWY 167' RWY 163'
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**MISSED APCH:** Climb on rwy track to MAX 3000'. At D4.0 West of TOF continue climb to 4000' and turn LEFT on track 250°. At D9.0 TOF turn LEFT KLF VOR.

LOC: **DME REQUIRED.**



LOC (GS out)	IDIB DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	820'	1190'	1560'	1930'	2310'	2680'	3050'	3420'	3790'



<b>Flight Simulator-OPS</b>		<b>STRAIGHT-IN LANDING RWY 27L</b>					
<b>ILS</b> DA(H) A: 420' (253') C: 444' (277') B: 432' (265') D: 456' (289')		<b>LOC (GS out)</b> MDA(H) 580' (413')		Gnd speed-Kts		70 90 100 120 140 160	
A		RVR 900m		ILS GS 3.50° or LOC Descent Gradient 6.1%		439 564 627 752 877 1003	
B		RVR 1000m		MAP at D1.0 IDLB			
C		RVR 650m					
D		RVR 1400m					

CHANGES: Communications



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

APP CHART NO.4  
Revision 14 MAY 08  
Effective 29 SEP 05

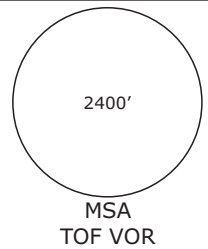
# BERLIN, GERMANY VOR Rwy 27R

## EDDI/THF TEMPELHOF

**Radar:** Bremen Radar 123.220  
**Arrival:** Bremen Radar 119.700  
**Director:** Berlin Director 121.120

**Tower:** 119.57  
**Ground:** 121.95  
**ATIS:** 126.03

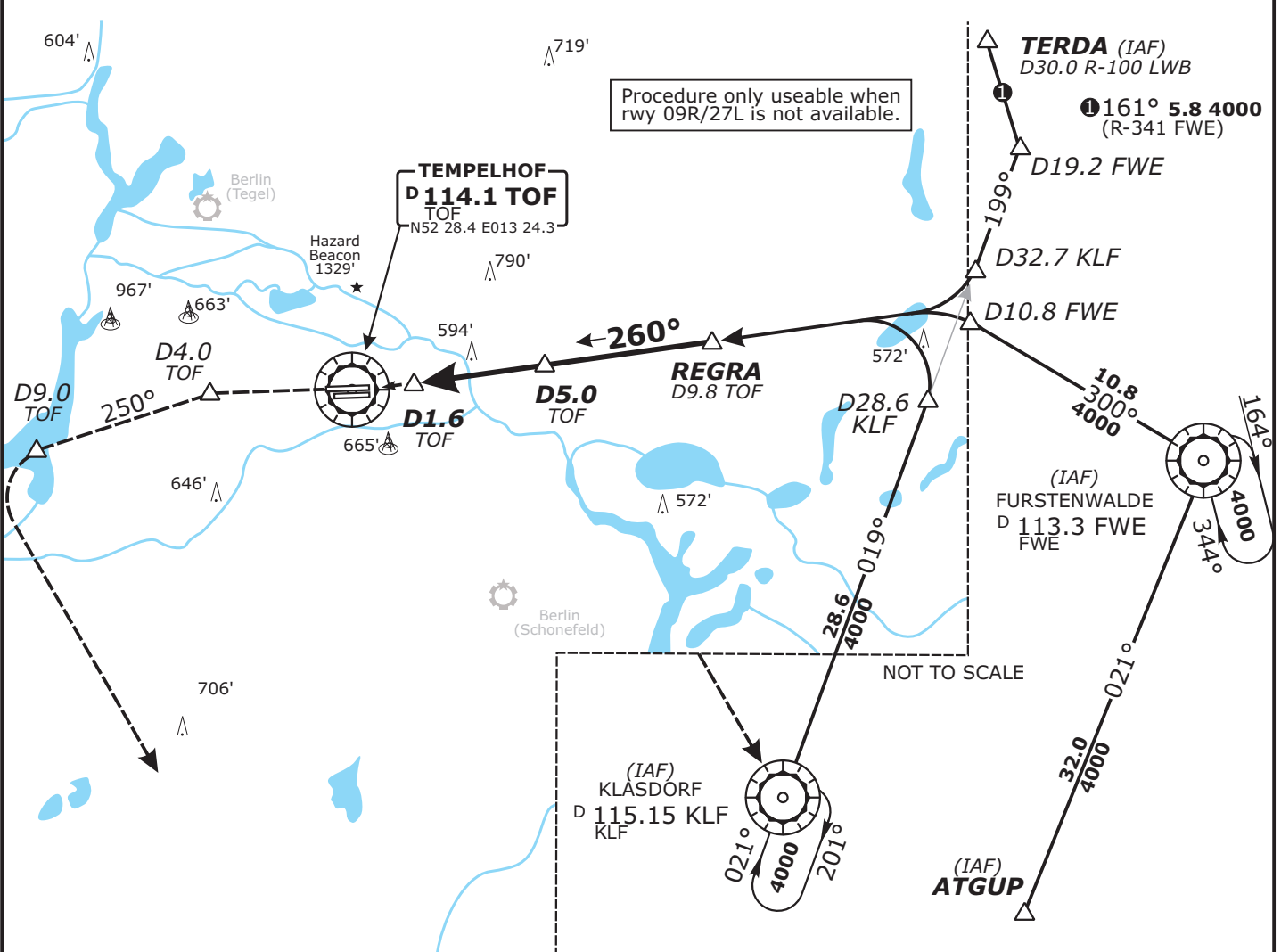
Trans level: by ATC  
Trans alt: 5000'  
1. Remain on TWR frequency until passing altitude 2000 ft, then contact Bremen Radar



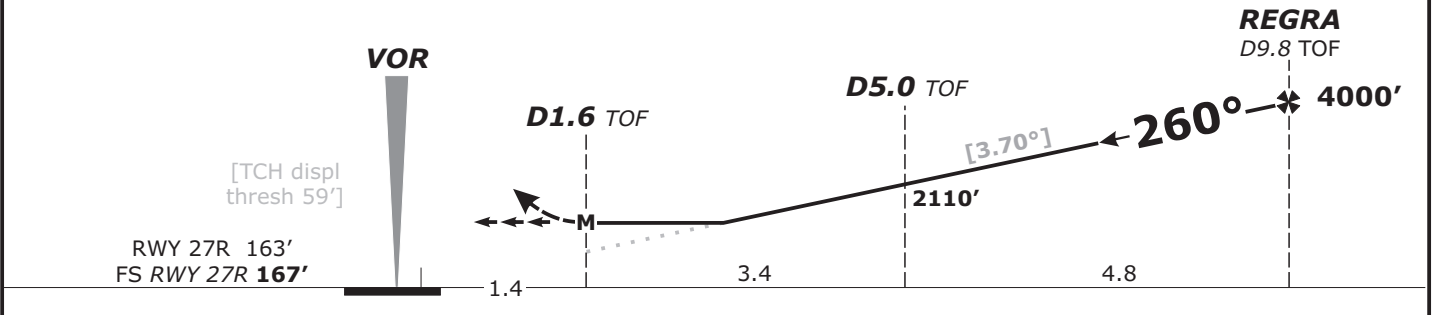
VOR TOF <b>114.1</b>	Final Apch Crs <b>260°</b>	Minimum Alt <b>REGRA</b> <b>4000' (3833')</b>	MDA(H) <b>840' (673')</b>	Apt Elev 167' FS: RWY 167' RWY 163'
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**MISSED APCH:** Climb on rwy track to MAX 3000'. At D4.0 West of TOF continue climb to 4000' and turn LEFT on track 250°. At D9.0 TOF turn LEFT KLF VOR.

- LOC: **DME REQUIRED.**
- Final approach track offset 3° from rwy centerline.



TOF DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	930'	1320'	1720'	2110'	2500'	2890'	3280'	3680'



Flight Simulator-OPS	STRAIGHT-IN LANDING RWY 27R	Gnd speed-Kts	70	90	100	120	140	160
	MDA(H) <b>840' (673')</b>	Descend Gradient 6.50% or Descent angle [3.70°]	458	589	655	786	917	1048
		MAP at D1.6 TOF	3000m					

CHANGES: Communications

- A
- B
- C
- D