

Arriving Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Descent Planning

To help ATC, please always plan your descent according to the following descent profile restrictions (expand the appropriate section):

Arrivals via OGBER

Route	Descent Planning	Level at OGBER	Holding at OGBER
BATEL T207 OGBER	Cross BATEL at or below FL250	RWY 06: at or below FL100 RWY 24. at or below FL160	Inbound track: 117° Left Turns
BKD L619 VIBIS T209 OGBER	Cross BKD at or below FL250		

Arrivals via KETAP

Route	Descent Planning	Level at KETAP	Holding at KETAP
RODEP T280 OGBER	Cross RODEP at or below FL230	RWY 06: at or below FL160 RWY 24. at or below FL110	Inbound track: 147° Left Turns
PESEL L87 KETAP	Cross PESEL at or below FL220		
BODLA Z717 RAKIT L87 KETAP	Cross BODLA at or below FL200		

Arrivals via KLF

Route	Descent Planning	Level at KLF	Holding at KLF
RUDAK T278 KLF	Cross RUDAK at or below FL170	RWY 06: at or below FL080 RWY 24. at or below FL100	Inbound track: 020° Right Turns

Arrivals via ATGUP			
Route	Descent Planning	Level at ATGUP	Holding at ATGUP
ZABEL T202 ATGUP	Cross ZABEL at or below FL210	RWY 06: at or below FL120 RWY 24. at or below FL120	Inbound track: 020° Right Turns
OSKAN T203 ATGUP	Cross OSKAN at or below FL200		

Arrivals via NUKRO			
Route	Descent Planning	Level at NUKRO	Holding at NUKRO
ABLOX T204 NUKRO	Cross ABLOX at or below FL220	RWY 06: at or below FL160 RWY 24. at or below FL110	Inbound track: 331° Right Turns
GOVEN T205 NUKRO (RWY 06)	Cross GOVEN at or below FL180		
GOVEN T205 NUKRO (RWY 24)	Cross GOVEN at or below FL120		

Expected Trackmiles

In contrast to the flight plan, the following distances from the starting point of the transition to the landing may be regarded as the expected flight distance for flight and fuel planning purposes. Any deviations from this may be regarded as a delay situation.

From IAF	Runway In Use	Average flight distance (NM) from IAF to the runway
OGBER	06	40
	24	67
KETAP	06	69

24	49	
KLF	06	37
	24	53
ATGUP	06	60
	24	52
NUKRO	06	71
	24	54

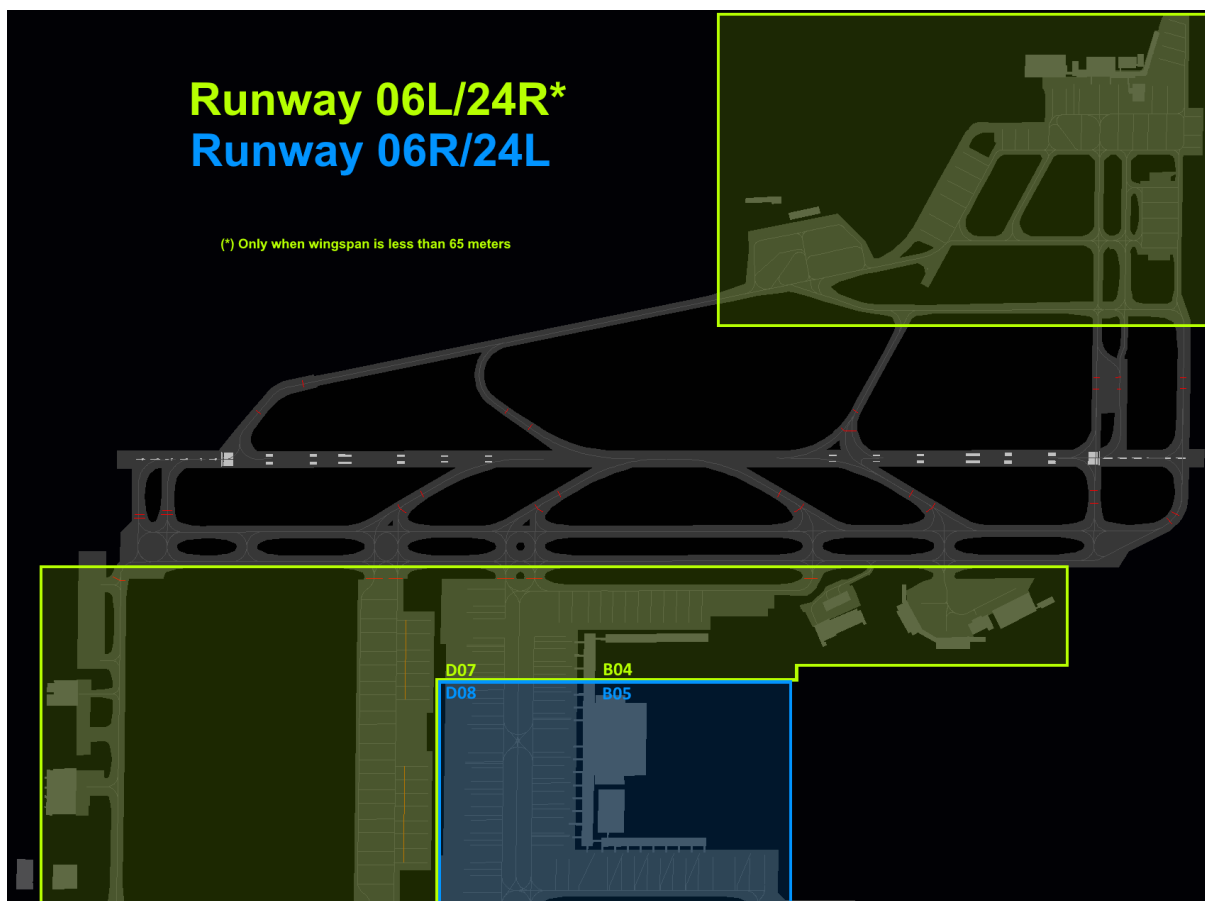
Expected Routing after IAF

Traffic will usually be guided via radar vectors or the transition to the final. Please don't program the published standard approach from the IAFs. You'll need to use the Transition including all DB waypoints.

For Berlin, only the corner waypoints of the transition are referenced to the transition procedure in the FMC. Nevertheless, **ATC often clears traffic to a waypoint on the downwind or final. If a waypoint is not already part of the transition loaded in the FMC, please enter the instructed waypoint manually in your flight plan.**

Runway Assignment

At Berlin, the arrival runway will always be assigned by Bremen Radar. In most cases, your arrival runway is assigned depending on your expected parking position to reduce taxi times. Aircraft with a wingspan of 65 m or more shall expect runway 06R/24L.



Note that Bremen Radar may alter from the standard runway assignment procedure if required due to traffic, weather or on request from Berlin Tower.

High Intensity Runway Operations

To increase traffic and frequency capacity, the following procedures shall be applied by the pilot arriving at Berlin-Brandenburg.

Change of Frequency to Berlin Arrival

While being transferred from BREMEN RADAR to BERLIN ARRIVAL, the initial call shall be restricted to **CALLSIGN only**, to avoid frequency congestion.

Runway Turn-Off Taxiways

To enable the greatest possible throughput of approaches and departures per hour, RWY occupancy times shall be reduced to a minimum. If RWY conditions permit, the following rapid exit TWYs shall be used:

TYPE CLASS	RWY 24R	LDA	RWY 24L	LDA	RWY 06R	LDA	RWY 06L	LDA

HEAVY	L3	1960 m	M3	2255 m	M6	2045 m	L6	2005 m
MEDIUM JET	L4	1490 m	M5-R	1785 m	M4	1575 m	L5	1555 m

If it is already clear to the pilot on approach that the above TWYs cannot be used, he shall inform aerodrome control of this.

When landing on runway 06R, please only use turn-off taxiway M7 when approved by Berlin Tower!

Automatic Handoff to Ground

If stated in the ATIS, after leaving the RWY, the pilot shall immediately change to the frequency of ground control of his own accord and make an initial call. There will be no handoff from Tower to Ground after landing.

Please check the ATIS carefully, as there the automatic handoff procedure will be described.

If the automatic handoff procedure to Berlin Ground is active the ATIS will display:

“ AFTER VACATING RUNWAY 06L CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 06R CONTACT GROUND ON FREQUENCY 121.705.

AFTER VACATING RUNWAY 24R CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 24L CONTACT GROUND ON FREQUENCY 121.705.

If the automatic handoff procedure to Berlin Ground is not active the ATIS will display:

“ AFTER VACATING RUNWAY 06L OR 06R REMAIN ON FREQUENCY.

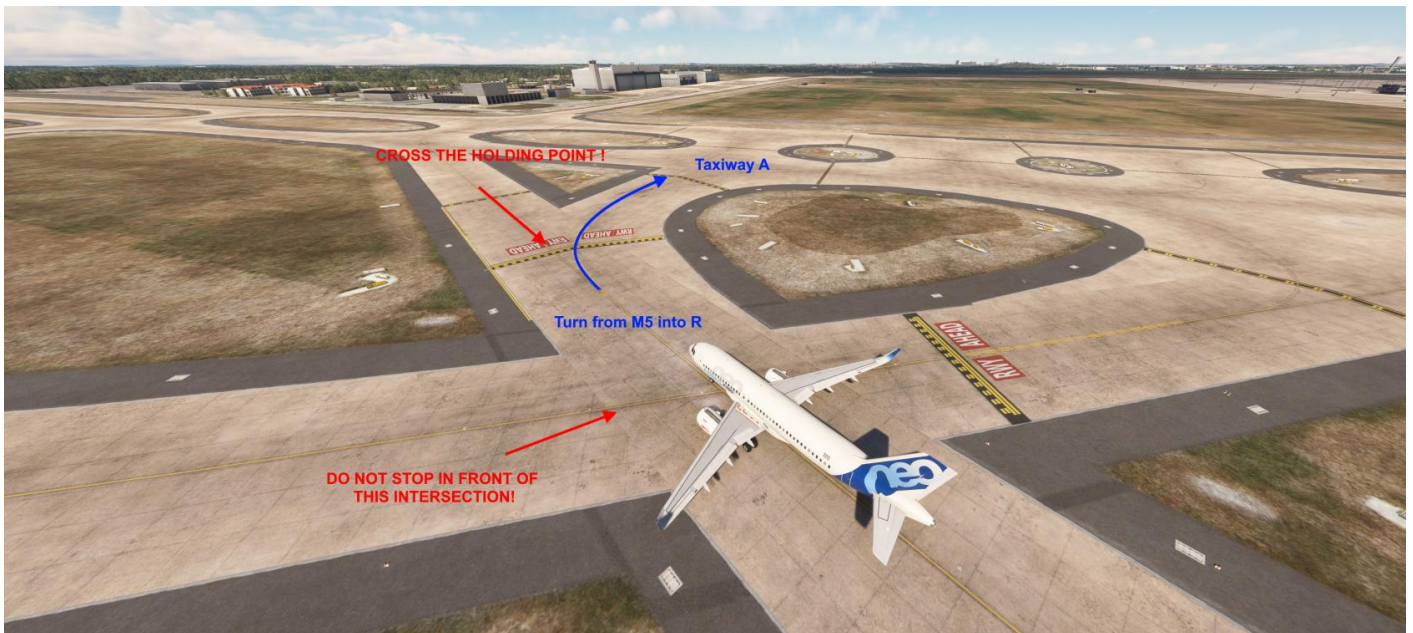
AFTER VACATING RUNWAY 24R OR 24L REMAIN ON FREQUENCY.

Taxi Operations

Vacating the Runway

Unless he has received a further taxi clearance, the pilot shall **hold in front of TWY D** when taxiing off the northern RWY to the south, and **hold in front of TWY A** when taxiing off the southern RWY RWY (if leaving via TWY M5 TWY R may also be used to hold in front of TWY A).

When vacating via M4 (RWY 06R) or M5 (RWY 24L) always continue your taxi until you have crossed the holding point. NEVER STOP IN FRONT OF THE INTERSECTING TAXIWAY.



Hold Short

Berlin Ground will usually instruct to hold short of taxiway V1 for traffic taxiing from runway 06R/24L. Traffic from runway 06L/24R may be instructed to hold short of taxiway V3 or V4.

Holding short of a taxiway means stopping in front of this taxiway. Never join taxiway V1, V2, V3 or V4 without the explicit instruction from Berlin Ground or Berlin Apron.



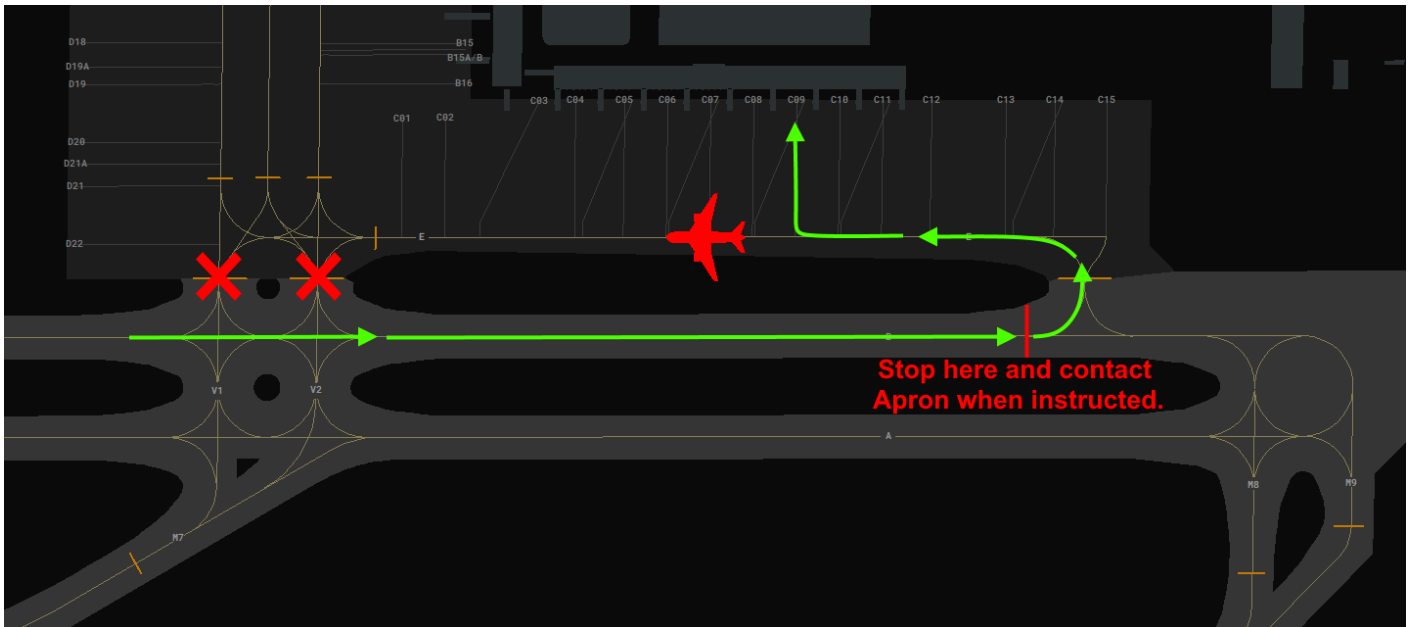
Alternative Apron Entry

For traffic parking on Apron C, Berlin Ground may instruct an alternative procedure to join the apron manoeuvring area, in case traffic is blocking taxiway E. **If instructed this procedure, do not join the apron via V1 or V2. Please only use this procedure when instructed by ATC!**

Berlin Ground will usually use an instruction like the following:

“EJU32CM, taxi via B to the end, hold short of E.

Before reaching Taxiway E, where you'll then need to stop on Taxiway B, in front of the intersection, Berlin Ground will usually instruct the pilot to contact Berlin Apron. **Only enter taxiway E when instructed by Berlin Apron.**

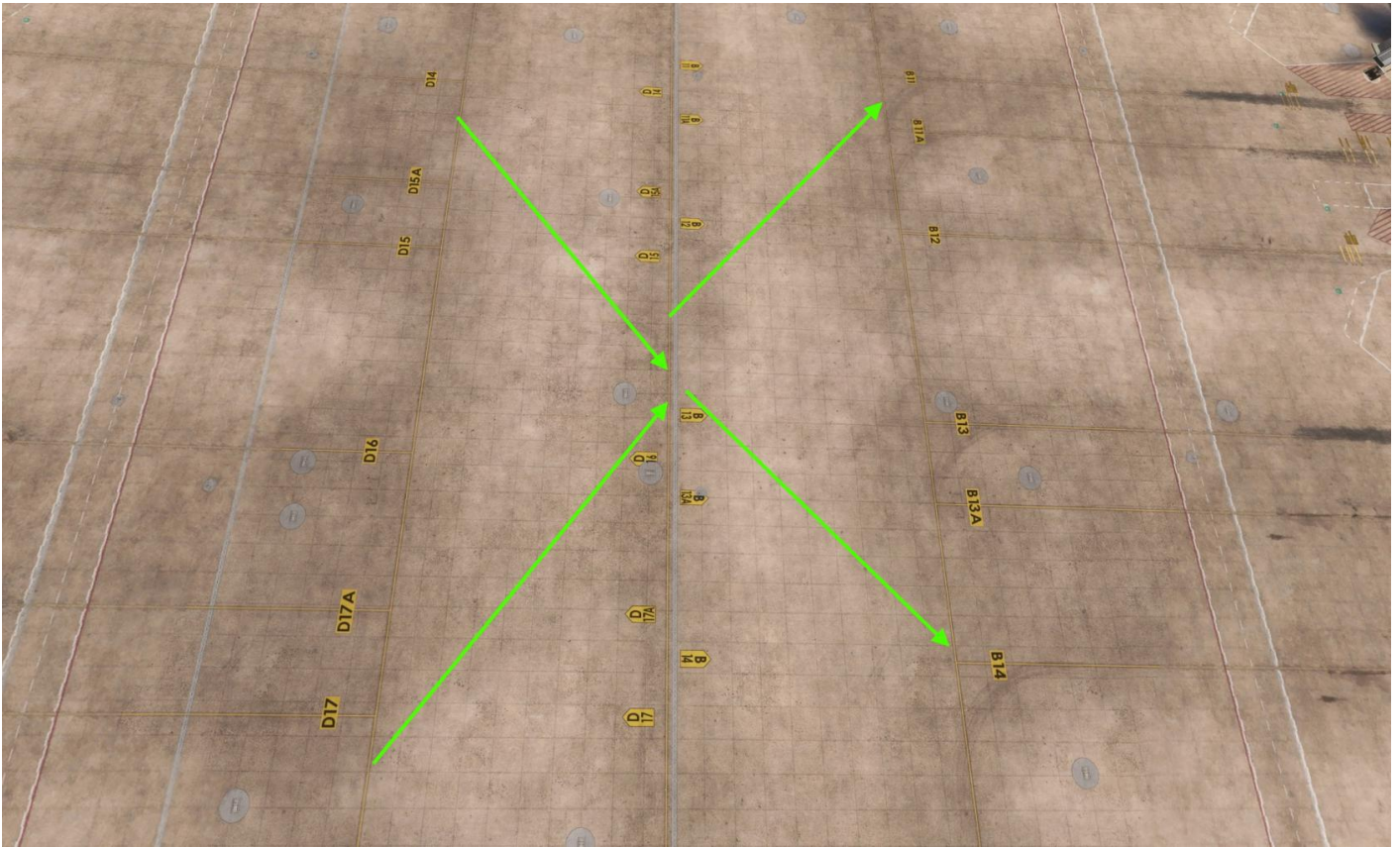


Swing-Over

ATC will often issue "Swing-Over-Instructions" meaning that aircraft are supposed to directly switch taxiways from the present positions. This procedure will be applied between taxiways V1, V2 and VC.

Please don't follow any guidance lines to swing over between taxiways V1, V2 and VC. Instead, switch directly when instructed by Berlin Apron.

Note: This procedure will not be applied when Low Visibility Conditions exist.



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