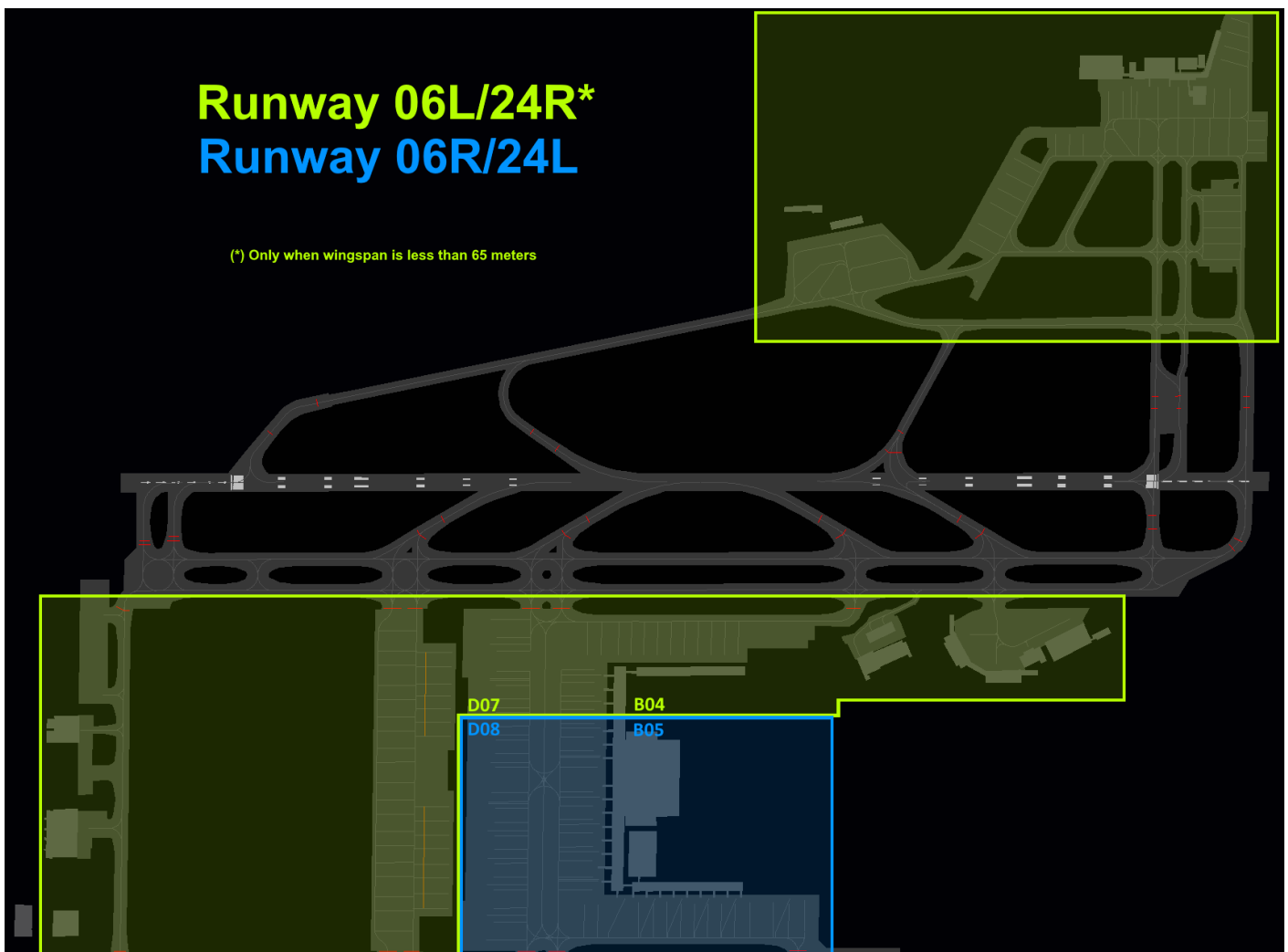


Delivery

Berlin Delivery can be staffed as soon as there is Berlin Tower and Berlin Apron online. To open more than three stations on the ground Berlin Delivery is always required to be online.

Runway Assignment

The runway assignment is depending on the parking positions of departing aircraft. It might be necessary to deviate from this rule due to traffic. The task of Delivery is to assign the departure runways to the aircraft as efficient as possible at any time.



Departure Routes

- All SIDs are RNAV only (excl. ROKMU1P)

- All aircraft via SUKIP 2Q and LOGDO 2Q are required an RFL (Requested Flight Level) of least FL120

Visual Departures

Visual departures can be used for both runways, but only for propeller aeroplanes of up to two engines and the aircraft type DHC-7. Visual departures shall be coordinated with Bremen Radar individually.

vSID Plugin Commands

The following plugin commands for vSID are available at EDDB:

| Command | Explanation |
|-----------------------|---|
| .vsid area eddb north | This will disable the area where all aircraft will be assigned to runway 06L/24R. |
| .vsid area eddb south | This will disable the area where all aircraft will be assigned to runway 06R/24L. |

Datalink Clearance (PDC/DCL)

The service of Datalink clearances shall be provided at any time.

Airport collaborative decision-making (A-CDM)

The A-CDM process will be simulated at EDDB during (weekly) events and any other high-traffic situations. Further information here: <https://dms.vatsim-germany.org/s/odw629qZk5WezPi>

Invalid Routes / Old AIRAC

Invalid Route + old AIRAC installed

- Assign old SID
- Only applicable for flights via SOGMA, ODLUN, MAXAN, POVEL, HLZ

Invalid Route + new AIRAC installed

- re-routing required
- Only applicable for flights via SOGMA, ODLUN, MAXAN, POVEL, HLZ
- Available re-routings:
 - SOGMA → SUKIP M748 SOGMA
 - HLZ → SUKIP Y206 BUREL P203 HLZ
 - POVEL → LOGDO Z20 MAG L986 POVEL
 - MAXAN → LOGDO Z20 MAG Z115 MAXAN
 - ODLUN → LOGDO Z117 ODLUN

All other invalid routes

- Either complete re-routing or vectored / visual departure

VFR Traffic

- VFR pilots are required to do their initial call on Berlin Delivery
- Berlin Delivery provides pilots with information such as active runways and QNH
- Berlin Delivery should create a F-Plan if not already done by the pilot (".am" command)
- Coordinate every VFR aircraft with Tower (release by Tower required prior handoff to Ground)

Quicksheet

EDDB Quicksheet

Revision: 20-01-2025



| Standard | CLB | GERGA | ARSAP | LUROS | SUKIP | LOGDO | ROKMU |
|-----------|---------|-------|------------------|-------|------------------|-------|-------|
| 24L | 5000ft | | 3N ^{#F} | | 3N ^{#F} | | |
| 24R | | | 2A ^{#F} | | 2A | | |
| 06L | | | 3B | | 3B ^{#F} | | |
| 06R | | | 2Q ^{#F} | | 2Q ^{#F} | | |
| | FL 80* | | | | | | |
| If Unable | CLB | GERGA | ARSAP | LUROS | SUKIP | LOGDO | ROKMU |
| 24L | 4000 ft | | | | | | 2P** |
| 24R | | | 2M | | | | |
| 06L | | | | | 3K | | |
| 06R | | | 2Z | | 3Z | | |

Climb via SID ^{#F}

*Minimum RFL 120

**Non-RNAV only

| ID | Freq | Callsign |
|-------|---------|-----------------|
| ADB | 123.780 | Berlin ATIS |
| DBC | 121.605 | Berlin Delivery |
| DBGA | 121.855 | Berlin Apron |
| DBGE | 129.605 | Berlin Apron |
| DBGN | 129.505 | Berlin Ground |
| DBGS | 121.705 | Berlin Ground |
| DBTN | 120.030 | Berlin Tower |
| DBTS | 118.805 | Berlin Tower |
| DBAS | 126.425 | Bremen Radar |
| DBAN | 119.630 | Bremen Radar |
| DBAST | 121.130 | Berlin Arrival |
| DBANT | 136.105 | Berlin Arrival |
| DBDS | 120.630 | Bremen Radar |
| DBDN | 120.340 | Bremen Radar |
| BOR | 123.225 | Bremen Radar |
| MRZ | 124.175 | Bremen Radar |
| FLG | 136.450 | Bremen Radar |
| MAR | 136.050 | Bremen Radar |

| Intersection Departure | | | | | | | | | | |
|------------------------|-----|-----------|-----------|--------|-----------|-----------|----|--------|----|--------|
| | 24L | 24R North | 24R South | 06R | 06L North | 06L South | | | | |
| Heavy | M8 | 4000 m | K6 | 3600 m | L8 | 3600 m | M2 | 4000 m | K1 | 3300 m |
| Medium | M7 | 2715 m | K6 | 3600 m | L7 | 3300 m | M3 | 2475 m | K1 | 3300 m |
| Light | M6 | 2265 m | K5 | 3385 m | L6 | 2515 m | M3 | 2475 m | K2 | 2150 m |

| Holdings Approach | | | | | | | |
|-------------------|--------|----------|--------|----------|--------|--------|--------|
| Fix | OGBER | OGBER*** | KETAP | KETAP*** | KLF | ATGUP | NUKRO |
| MHA | 5000ft | FL080 | 5000ft | FL080 | 4000ft | 4000ft | 4000ft |
| Max | | | | | | | |
| Ibd track | L 117° | L 117° | L 147° | L 147° | R 018° | R 018° | R 329° |

***Missed Approach as published

| Approach Procedures | | | | |
|---------------------|---------|---------|---------|---------|
| | 24L | 24R | 06L | 06R |
| APP | ILS | ILS | ILS | ILS |
| ID | IBSW | IBNW | IBNE | IBSE |
| FREQ | 109.50 | 109.90 | 110.70 | 109.70 |
| CRS | 244° | 244° | 064° | 064° |
| FAP | XANIM | UBURU | ODIDO | TEBGO |
| ALT | 3000 ft | 4000 ft | 4000 ft | 3000 ft |

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