



1500-3000 feet AGL

Climb at  $V_2 + 10$  KT

At 3000 feet AGL

Normal speed and flap retraction schedules to enroute climb.

### Chapter 3

For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:

Takeoff to 1500 feet AGL

Takeoff power

Takeoff flaps

Climb at  $V_2 + 10$  KT (or as limited by body angle).

At 1500 feet AGL

Reduce power to not less than climb power.

Normal speed and flap retraction schedules to enroute climb

### 3. Restriction of Local Flight Operations

Between 1700 and 0700 traffic circuit flights as well as repeated successive approaches and departures of the same aircraft for training purposes are not permitted.

Excluded from this restriction are flight checks and control flights conducted by the DFS and the Aeronautical Authority of the Land.

### 4. Reverse Thrust

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

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

## AIRPORT CURFEWS

### 1. Restrictions for Jet Aircraft

1.1 Jet aircraft licensed in accordance with ICAO Annex 16, Chapter 3 are only permitted to take-off and land at Berlin-Tegel Airport.

1.2 Excluded from the restrictions are:

1.2.1 aircraft provably approaching the airport as alternate airport for meteorological, technical or other safety reasons, and if .Berlin-TSchonefeld cannot be approached.

1.2.2 takeoffs and landings on a mission in disaster or rendering medical assistance as well as in other emergency cases.

### 2. Restrictions for Night Flying

During legal summer time deduct 1 hour from the times stated below.

2.1 Takeoffs are not permitted between 2200 (2150 off blocks) and 0500.

2.2 Landings are not permitted between 2200-0500

2.3 For delayed takeoffs and landings in scheduled air services or scheduled charter services with scheduled times of departure or arrival before 2200, an exception to the flying restrictions may be taken for granted in case of provably unavoidable until 2300. If the delay is unavoidable, this shall be reported in each individual case to the traffic control of Tegel Airport and also proved to the "Luftaufsicht" and also proved.

Delayed landings during closing time from 2300 until 0500 are only possible in accordance with para 2.5 of this night flying regulation.

2.4 Excluded from the restrictions are:

- 2.4.1 landings of aircraft provably approaching Berlin-Tegel Airport as alternate aerodrome for meteorological, technical or other safety reasons
- 2.4.2 take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases
- 2.4.3 aircraft operated in the night airmail service of the "Deutsche Post AG".
- 2.4.4 flight checks conducted by the DFS as far as required to maintain safety of flight operations

2.5 In justified individual cases the "Senatsverwaltung for Stadtentwicklung" may grant exceptions especially if necessary to avoid serious disturbance of air traffic or in cases of special public interest. If necessary applications shall be directed to

Senatsverwaltung for Stadtentwicklung  
Referat VII G (Luftverkehr)  
AM Kollnischen Park 3  
10173 Berlin  
Tel: +49 30 9025-0  
Fax: +49 30 9025 - 1679

In urgent cases outside regular operating hours, the applications shall be submitted to the "Luftaufsichtsstelle (tel:(030)4101 2300, Fax: 4101 2364)" Only in the most exceptional circumstances can permission beyond para 2.3 be expected.

Regarding 2.1 - 2.5

Clearances for takeoffs during closed times issued by ATC do not comprise the necessary exceptional permission by the Luftaufsicht at the airport.

One principle, exceptional permission for night landings during the closing times will not be granted by ATC via radio telephone. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the Luftaufsicht about the admissibility of a night landing. In case of landing or premature landing (before 0500) not approved by the Luftaufsicht, the pilot shall appear in person at the Luftaufsicht immediately after landing in order to defend admissibility of the night landing.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

5. Run-ups of Turbo Jet Engines

Between 0500-2100 run-ups of turbo jet engines are generally permitted only with the noise suppressor device specified in the airport regulations.

Between 2100-2200 run-ups of aircraft are permitted with consent of the "Luftaufsicht" if necessary for safety reasons shortly to takeoff until 2300 of the same day.

Between 2100-0500 run-ups of turbo jet engines are permitted with consent of the "Luftaufsicht" if necessary for safety reasons shortly prior to a takeoff early in the morning for urgent maintenance purposes.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

## NOISE SURCHARGE

11/2011 Current per IATA Airport & En Route Aviation Charges Manual  
 The noise surcharge is graded according to noise categories. The airplane types are allocated into noise categories on the basis of the average noise level for take-offs and landings measured at THF airport for the year.

Noise Class	Noise Surcharge
1	EUR 70.00
2	EUR 84.00
3	EUR 105.00
4	EUR 140.00
5	EUR 420.00
6	EUR 840.00
7	EUR 1,680.00
Night Surcharge: Between 21:00 (20:00) and 21:59 (20:59)	20%
Between 22:00 (21:00) and 22:59 (21:59)	100%
Between 23:00 (22:00) and 04:59 (03:59)	250%

1. A noise surcharge of 50.00 EUR will be levied per landing for aircraft over 2t up to 10t MTOW.

## 2. Aircraft Noise Classes

Class	Limit dB(A)	Aircraft Type					
		CL601	CN750	SF200	-	-	-
1	up to 70.9	CL601	CN750	SF200	-	-	-
2	up to 73.9	ARJ70	BA14F	BA461	BD700	BR115	CL100
		D2000	CL300	CL600	CL604	CL700	CN680
		FK70	DHC84	EMB12	EMB13	EMB14	-
		-	GULF3	GULF4	GULF5	HS748	-
		LR60	SF340	WW24	-	-	-
3	up to 76.9	A319	A3202	A3211	AJ25	ARJ85	ATR42
		ATR72	B7377	B737W	B73BJ	B7572	B7672
		BA462	BA463	BAE10	DA20	DA900	DHC81
		DHC82	DHC83	DO328	EMB17	FK100	-
		DA900	DHC81	FK60	J328	RJ100	-
		FK27	FK50	-	-	-	-
4	up to 79.9	A3201	AN26	B7373	B7374	B7375	B7573
		B757F	B7772	BATP	C130	DA50	DC3
		GALX	HS125	JU52	NA265	-	-
5	up to 84.9	AN12	B7272	B7372	B7673	C17A	CD930
		GULF2	MD80	MD81	MD82	MD83	MD87

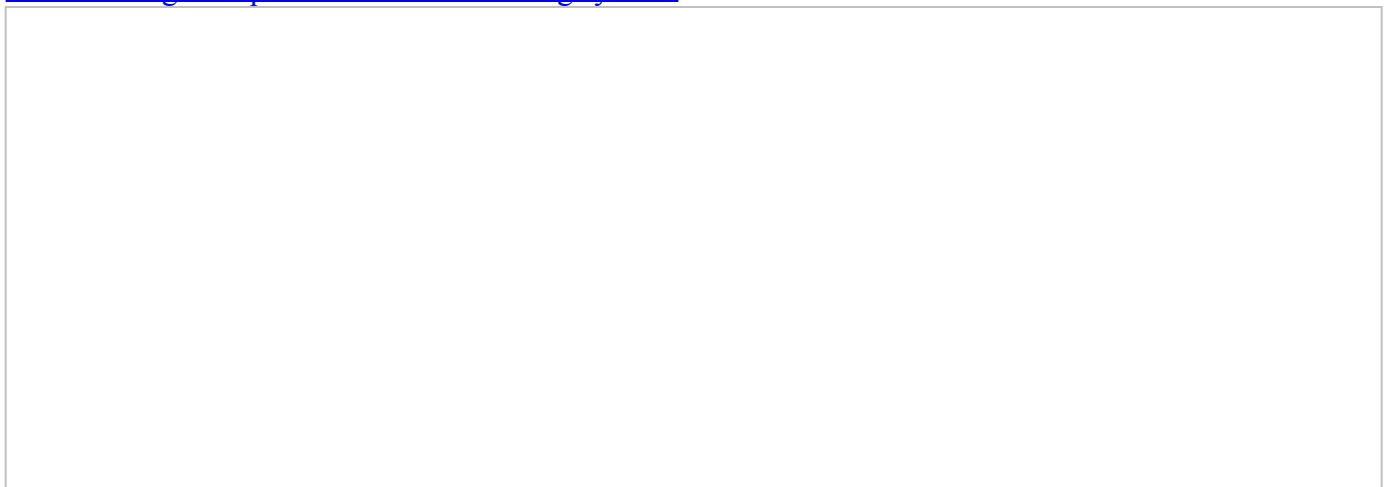
		MD88	-	-	-	-	-
6	up to 89.9	B7271	BA114	BA115	-	-	-
7	from 90.0	Non-Annex Chapter 2					

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

#### NOISE MONITORING SYSTEM

[Click for larger map of the noise monitoring system](#)



FLIGHT TRACK MONITORING SYSTEM - **NONE**

NOISE LEVEL LIMITS - **NONE**

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS

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1.2.2 takeoffs and landings on a mission in disaster or rendering medical assistance as well as in other emergency cases.

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Delayed landings during closing time from 2300 until 0500 are only possible in accordance with para 2.5 of this night flying regulation.

2.4 Excluded from the restrictions are:

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