STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

BERLIN BRANDENBURG
RWY 24R
EAST SIDs

Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted in addition on "CHART – INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
GERGA 2A	**GERGA TWO ALPHA** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); RT, on track 006° to DB243 (△); RT, on track 072° to GERGA (△). Turn at 10.8 DME SDD (8.6 DME BBI) is limited to 230 kt IAS. Climb with 8.0% (490 ft/NM) until passing FL 095. Cross 10.8 DME SDD (8.6 DME BBI) at 5000 or more. **GPS/FMS RNAV:** [A600+] - DB240[R] - DB241[A5000+; R] - DB242[K230-] - DB243[F095+; R] - DB244 - GERGA.	5000 ft	Bremen Radar 120.340	1. After 10.8 DME SDD (8.6 DME BBI) RNAV-5 equipment necessary. 2. PDG 8.0% (490 ft/NM) due to noise abatement. If unable to comply, file MIKE-SID.
ARSAP 2A	**ARSAP TWO ALPHA** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); RT, on track 006° to DB243 (△); RT, on track 072° to GERGA (△); RT, on track 120° to PINOB (△); RT, on track 129° to ARSAP (△). Turn at 10.8 DME SDD (8.6 DME BBI) is limited to 230 kt IAS. Climb with 8.0% (490 ft/NM) until passing FL 095. Cross 10.8 DME SDD (8.6 DME BBI) at 5000 or more. **GPS/FMS RNAV:** [A600+] - DB240[R] - DB241[A5000+; R] - DB242[K230-] - DB243[F095+; R] - DB244 - GERGA[R] - PINOB[R] - ARSAP.			
LUROS 2A	**LUROS TWO ALPHA** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); RT, on track 006° to DB243 (△); RT, on track 072° to GERGA (△); RT, on track 120° to PINOB (△); RT, on track 168° via JACOW (△) to DB249 (△); RT, on track 203° to LUROS (△). Turn at 10.8 DME SDD (8.6 DME BBI) is limited to 230 kt IAS. Climb with 8.0% (490 ft/NM) until passing FL 095. Cross 10.8 DME SDD (8.6 DME BBI) at 5000 or more. **GPS/FMS RNAV:** [A600+] - DB240[R] - DB241[A5000+; R] - DB242[K230-] - DB243[F095+; R] - DB244 - GERGA[R] - PINOB[R] - JACOW - DB249[R] - LUROS.			
GERGA 2M	**GERGA TWO MIKE** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); LT, on track 238° to VAVIV (△); RT, on track 259° to IBGAL (△); RT, on track 282° to BAKPA (△); RT, on track 357° to ERDUX (△); RT, on track 071° to GERGA (△). **GPS/FMS RNAV:** [A600+] - DB240[R] -DB247[L] - VAVIV[R] - IBGAL[R] - BAKPA[R] - ERDUX[R] - GERGA.	4000 ft		After 10.8 DME SDD (8.6 DME BBI) RNAV-5 equipment necessary.
ARSAP 2M	**ARSAP TWO MIKE** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); LT, on track 238° to VAVIV (△); RT, on track 259° to IBGAL (△); RT, on track 282° to BAKPA (△); RT, on track 357° to ERDUX (△); RT, on track 071° to GERGA (△); RT, on track 120° to PINOB (△); RT, on track 129° to ARSAP (△). **GPS/FMS RNAV:** [A600+] - DB240[R] -DB247[L] - VAVIV[R] - IBGAL[R] - BAKPA[R] - ERDUX[R] - GERGA[R] - PINOB[R] - ARSAP.			
LUROS 2M	**LUROS TWO MIKE** Climb straight ahead to 5.1 DME SDD (2.9 DME BBI); RT, on track 259° to 10.8 DME SDD (8.6 DME BBI); LT, on track 238° to VAVIV (△); RT, on track 259° to IBGAL (△); RT, on track 282° to BAKPA (△); RT, on track 357° to ERDUX (△); RT, on track 071° to GERGA (△); RT, on track 120° to PINOB (△); RT, on track 168° via JACOW (△) to DB249 (△); RT, on track 203° to LUROS (△). **GPS/FMS RNAV:** [A600+] - DB240[R] -DB247[L] - VAVIV[R] - IBGAL[R] - BAKPA[R] - ERDUX[R] - GERGA[R] - PINOB[R] - JACOW - DB249[R] - LUROS.			

Note: Attention departing aircraft: Simultaneous parallel departures in progress. Pilots have to proceed exactly on extended centerline until starting turns as published in departure routes and shall remain on TWR frequency until further advised.

(Sample: DB243 fly-over way point)

Contact Bremen Radar when advised by Tower!