

- Road crossing north of B01
- Taxiways V1 and V2 will end at the virtual court
- VC is the only taxiway which connects the Main Apron with Apron North
- Crossing the virtual court is only possible via VC (physical barriers installed)
- The virtual court displays a hotspot for ground movements in this area

- Traffic may be re-routed via P1 or P2 to relieve the virtual court (coordination with Berlin Ground required)

## Efficiency

- Usage of all available taxiways on the Main Apron will generate maximum capacity in this area
- Good pre-planning and coordination with other stations required
- Traffic to aprons A and C may be routed non-standard after coordination to reduce unnecessary waiting times.

## Pushback

**Straight Pushback:** Often used for departing aircraft at aprons A and C to not block taxiways for other aircraft.

“ RYR302H, pushback approved, straight back, facing south.

**Pushback with 180-Turn:** Used for aircraft parked next to each other to reduce blocking and waiting times. The 180-turn will be given with the taxi clearance.

**Pushback on VC and V1/V2:** It is allowed to instruct aircraft a pushback on all three main taxiways. Wingspan clearance to other traffic must be obtained at any time!

“ AFR36DV, pushback approved, facing south on VC.

## Taxi

**Swingover:** Aircraft might be instructed to switch from one taxiway to another taxiway at any time (except during LVP).

“ DLH202, swingover VC, taxi via VC, V1, hold short of Entry South.

**Hold abeam:** It is possible to instruct aircraft to hold short abeam of any stand.

“ DLH202, hold short abeam stand D16.

## Gate Assignment

Gate Assignments shall always be done via the Ground Radar Plugin.

- All gates ending with "A" (e.g. B15A) are designed for heavy aircraft

- All gates ending with "B" (e.g. B15B) are designed for the Airbus A380
- Stands E01-E19, 33-36 and 70-75 are so-called taxi-out stands (no pushback required)
  - Stands E01-E19 will be entered via P2, facing west (note: current sceneries will have aircraft parked facing east, use caution!)

## De-Icing

De-icing is generally performed at remote de-icing pads on Apron E and Apron 3b:

- When using de-icing pads PAD03, PAD05, PAD07, PAD09, PAD11, PAD13, PAD15, PAD17 on Apron E, stands E01 to E19 cannot be used anymore for parking:
  - PAD05, PAD07, PAD09, PAD11, PAD13 and PAD15 are only available for aircraft with max. wingspan <36 m
  - PAD03 and P17 may be used by A332, A333, A338, A339 A400, B752, B753, B762, B763, B764, B772; B778, B788; B789, B78X, C130 and IL76
  - All pads on Apron E will be entered via P2 and left via P1 (parked facing west)
- When using the de-icing pad PAD NORTH 1, stands 70 to 74 cannot be used anymore for parking:
  - Aircraft with a max. wingspan <52 m and with parking north of runway 07L/25R shall use PAD NORTH 1
  - The pad will be entered via K. Aircraft shall position themselves on the de-icing pad "facing north"

**Further de-icing information here:** <https://dms.vatsim-germany.org/s/akGzoSddntR6DM3>

(Note: Apron is expected to know what for its own to do when de-icing is requested and/or Berlin De-icing is online).

## P2-Orange

Taxiway P2-Orange can only be used during daylight operations.

## Low Visibility Procedures

The following applies during Low Visibility Procedures (LVP):

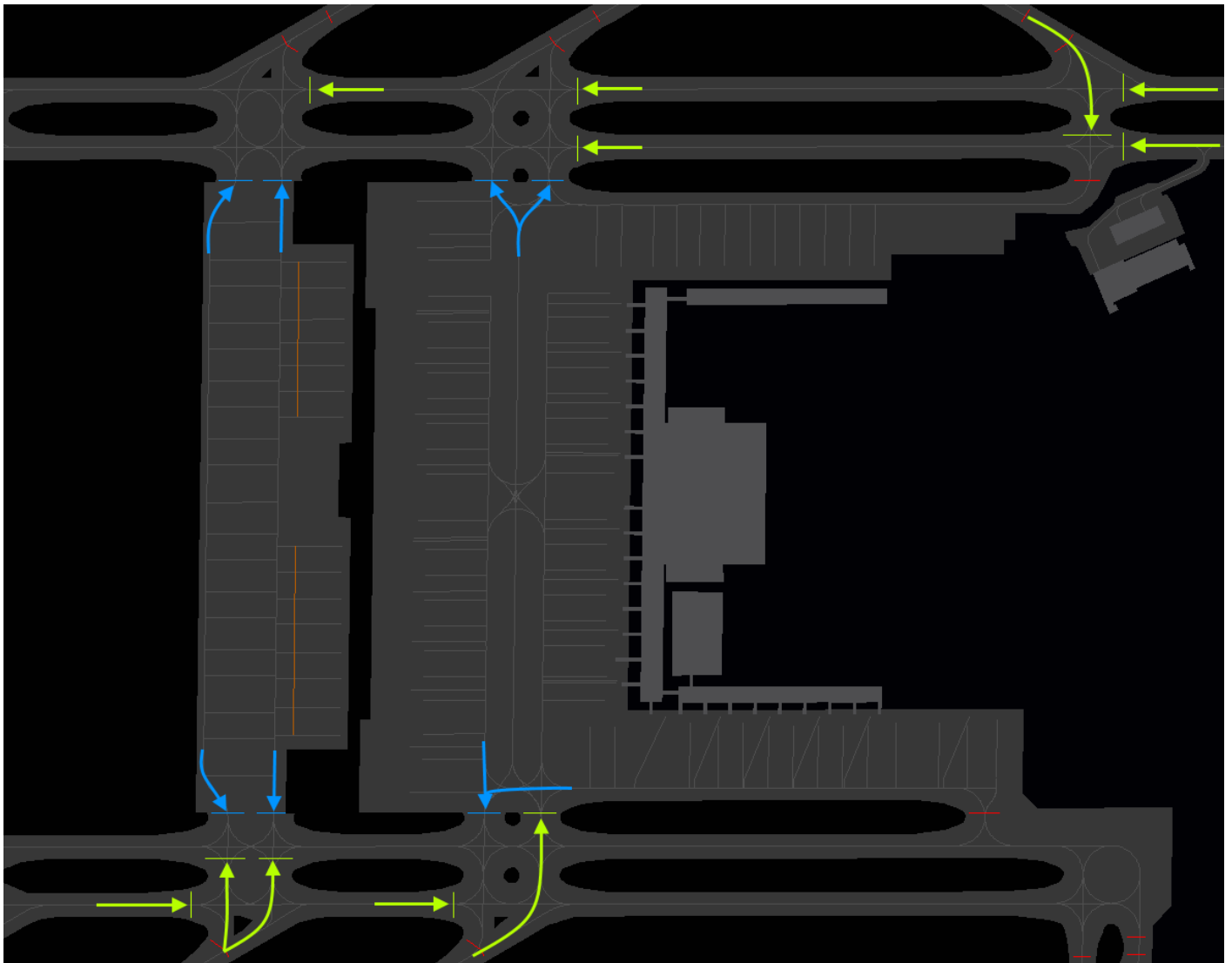
- Swingover procedure not permitted
- **Crossing the virtual court via VC not permitted** (Re-Routing via P1, P2 and T mandatory)
- Use of conditional clearance not permitted

## Handoffs

## Handoffs during 07-Ops

FROM	TO	HOLD SHORT OF	FROM POSITION	REMARK
A_GND	N_GND	C	Main Apron	Prior release from E-GND required
A_GND	S_GND	B	Main Apron	--
E_GND	N_GND	C	A/D-Apron	--
E_GND	N_GND	C	E-Apron	--
E_GND	S_GND	B	E-Apron	--
E_GND	N_GND	K or K1	Apron 2-3	--

All handoffs indicate to the next station that the aircraft is released for any further taxi. Conflicts and cleared conflicts shall not exist when performing a handoff to the next station.

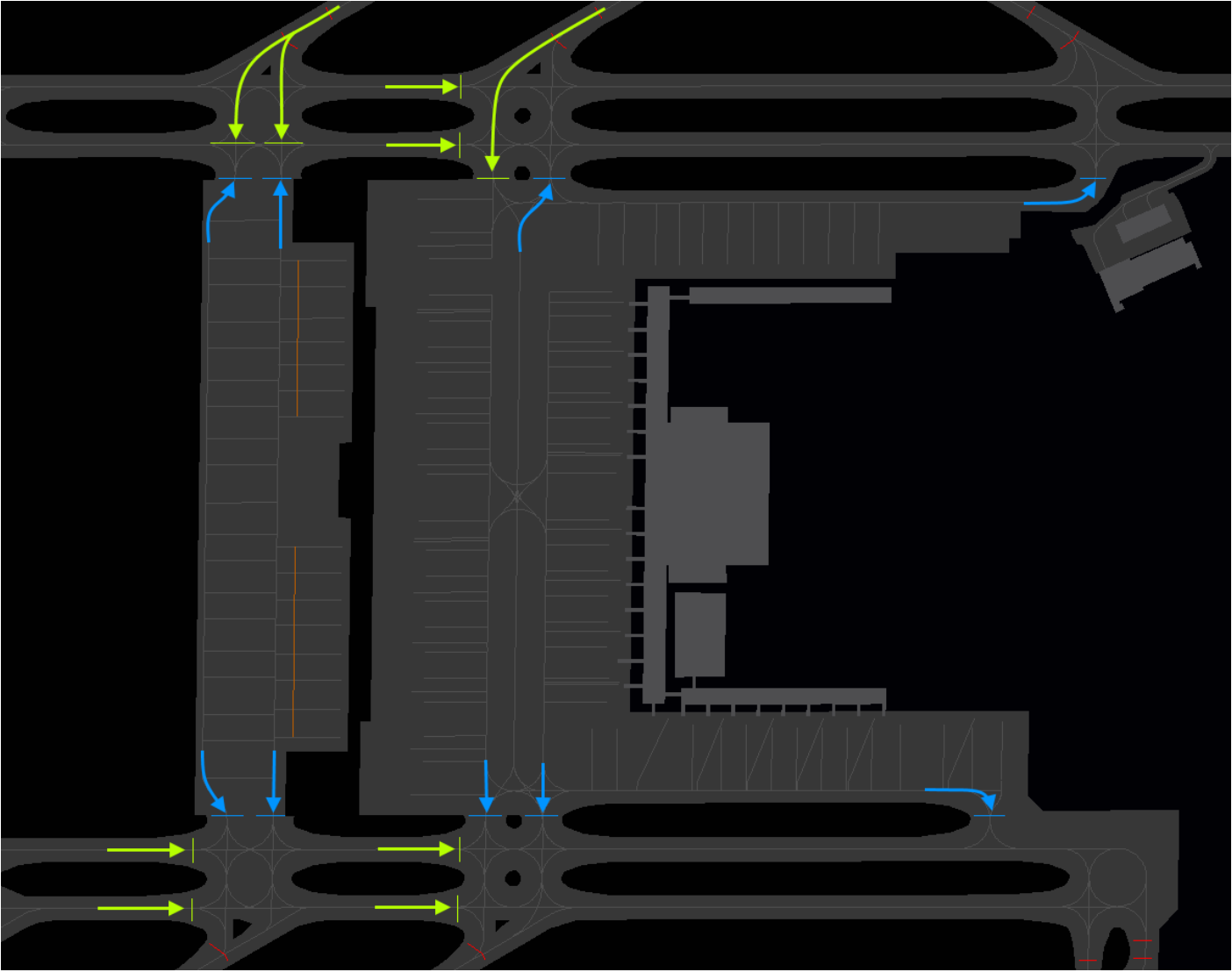


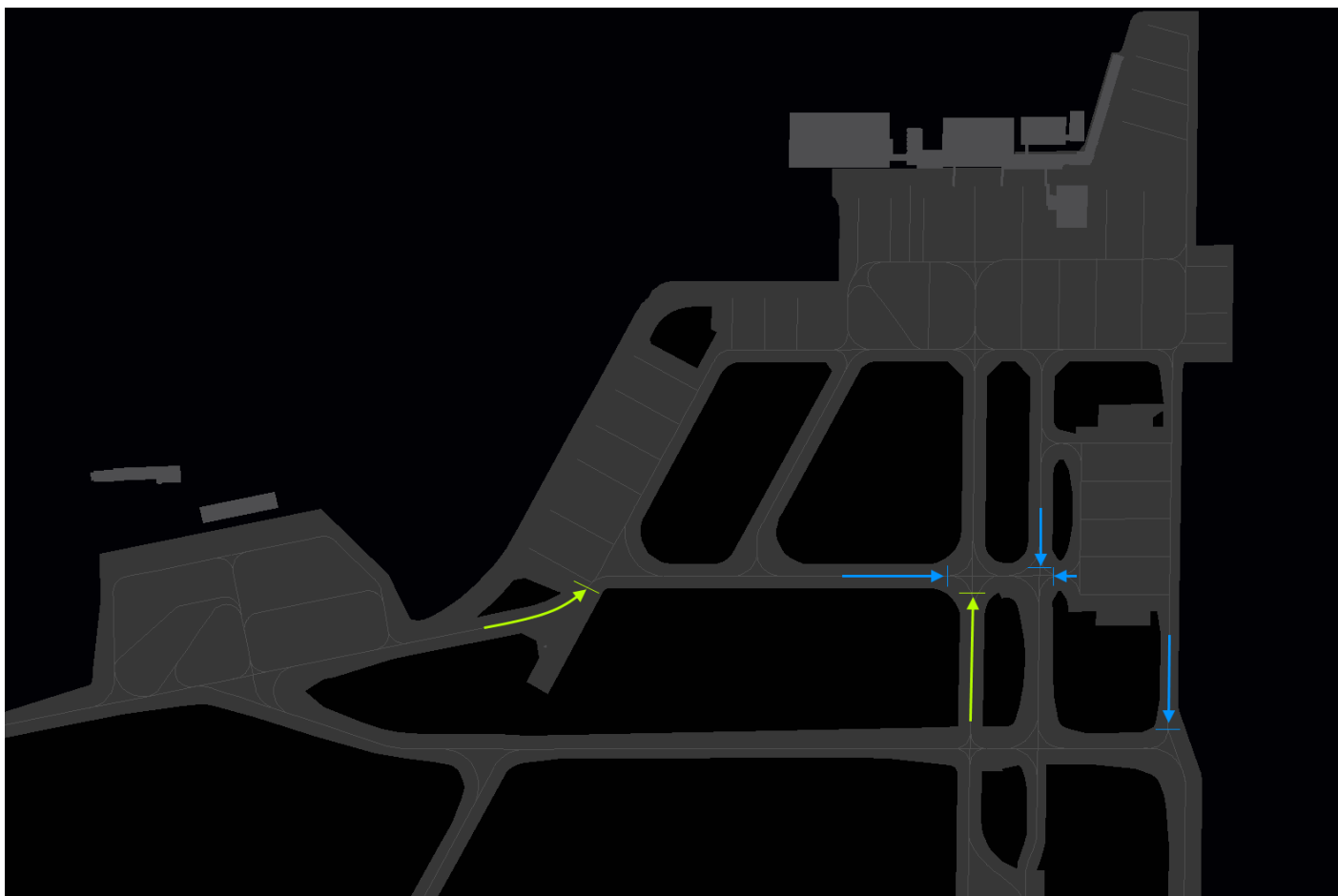


## Handoffs during 25-Ops

FROM	TO	HOLD SHORT OF	FROM POSITION	REMARK
A_GND	N_GND	C	--	Prior release from E-GND required
A_GND	S_GND	B	B/D-Apron	--
A_GND	S_GND	B	C-Apron	--
E_GND	S_GND	B	E-Apron	--
A_GND	N_GND	K	Apron 2-3	Via N1 preferred
E_GND	N_GND	C	A-Apron	--
E_GND	N_GND	C	D01-D03	--
E_GND	N_GND	C	E-Apron	--
E_GND	N_GND	K (via K5)	Apron 2-3	--
E_GND	N_GND	G (via K6)	Apron 2-3	--

All handoffs indicate to the next station that the aircraft is released for any further taxi. Conflicts and cleared conflicts shall not exist when performing a handoff to the next station.

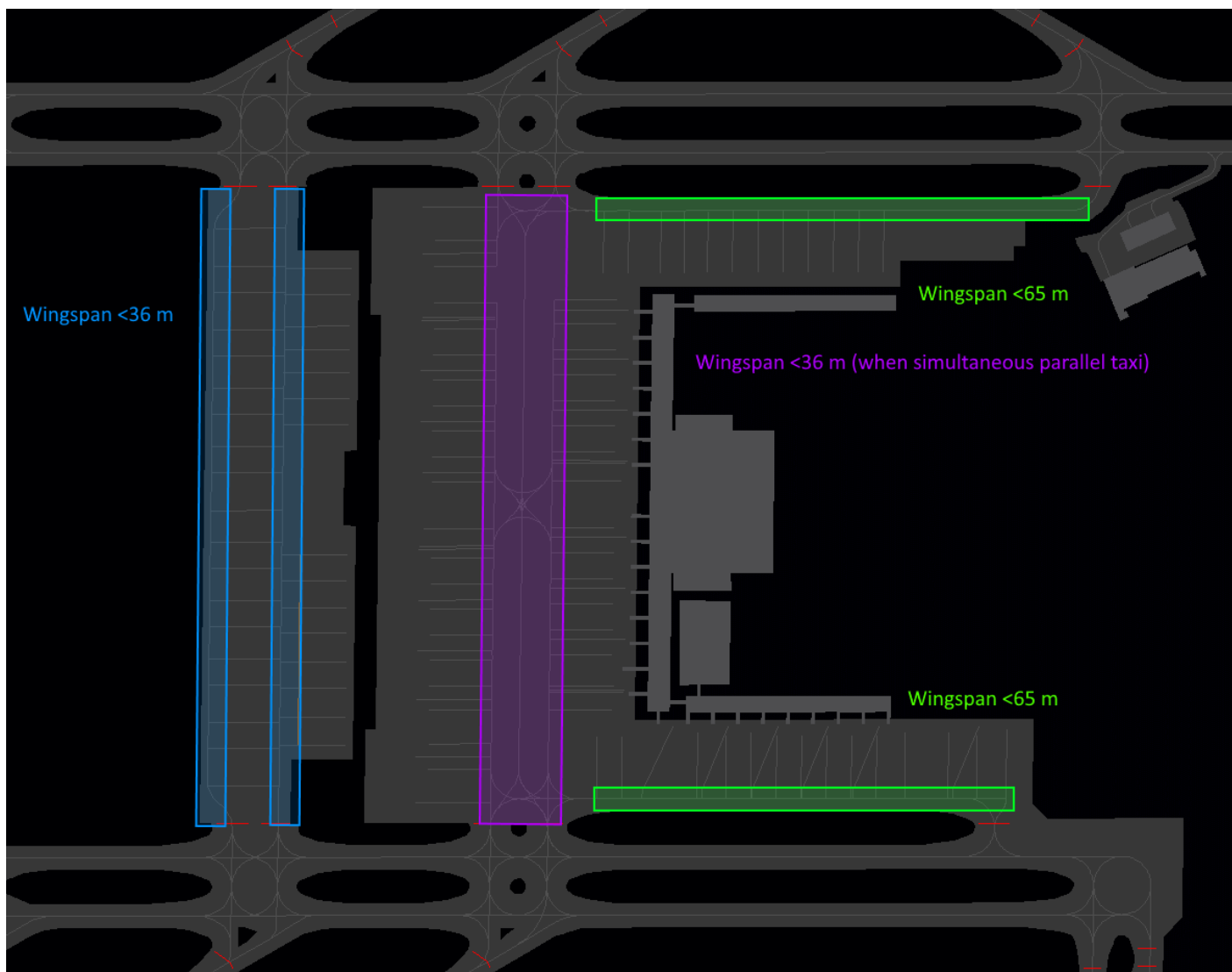




# Taxiways

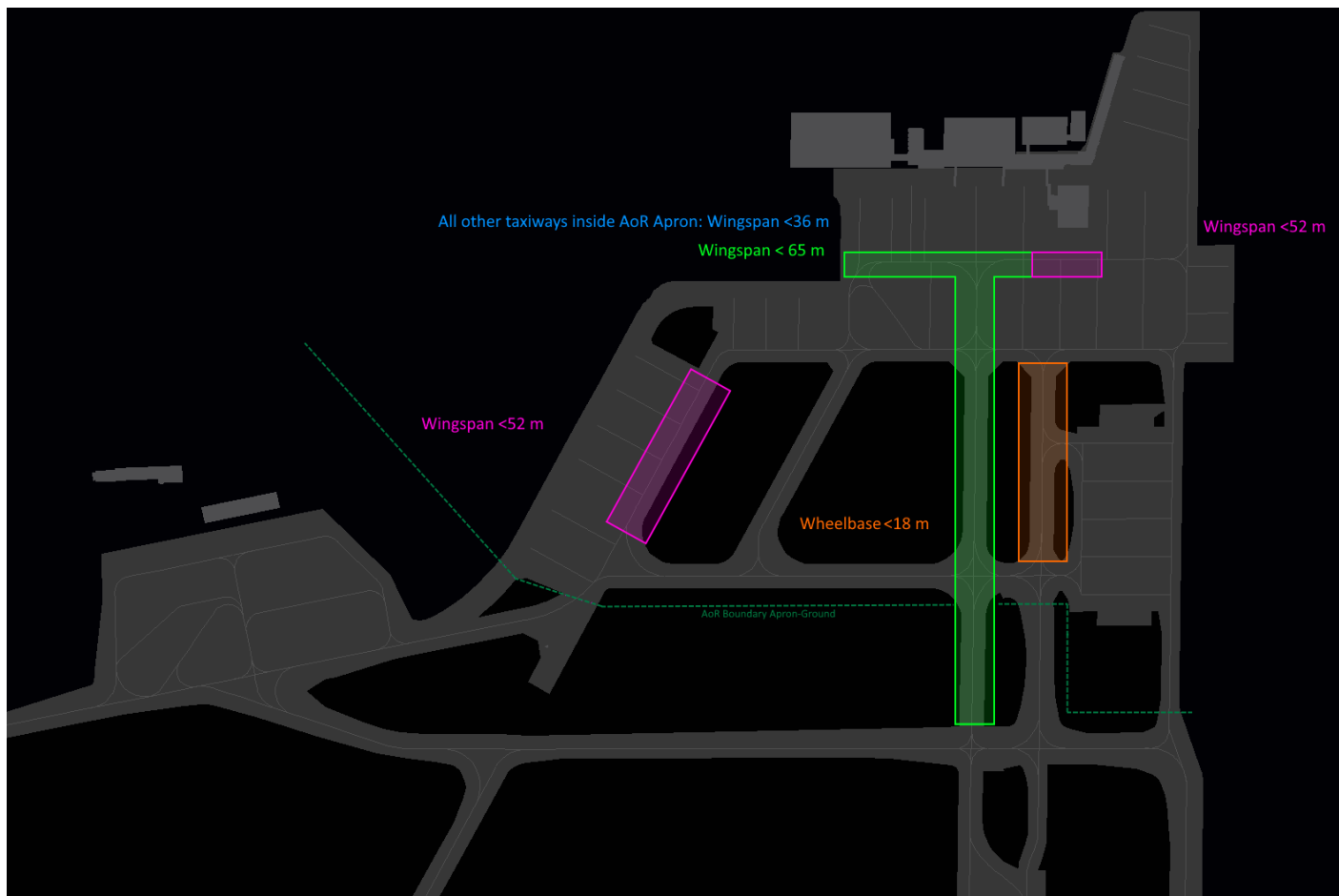
## Restrictions

TAXIWAYS	RESTRICTION	NOTE
V1, V2	--	Independent use possible
V1, V2, VC	max. wingspan < 36 m	During simultaneous movements on V1-VC or V2-VC
V3, VC	max. wingspan <36 m	During simultaneous movements on V3 and VC
E	max. wingspan <65 m	--
F	max. wingspan < 65 m	When bordering apron E
P1, P2	max. wingspan < 36 m	--



TAXIWAYS	RESTRICTION	NOTE
<b>N2</b>	max. wingspan < 65 m	When bordering positions 50-55
<b>N2</b>	max. wingspan < 52 m	When bordering positions 56-57
<b>K4</b>	max. wingspan < 65 m	--
<b>N1</b>	max. wingspan < 52 m	When bordering positions 19-27
<b>K5</b>	max. wheelbase < 18 m	North of taxiway G
<b>All other</b>	max. wingspan < 36 m	Only inside AoR of Berlin Apron





Max Wingspan	A/C Types
< 30m	AT72 / CRJX / DH8D / RJ1H / etc.
< 36m	B739 / A321 / BCS3 / E195 / etc.
< 52m	B753 / B763 / A306 / etc.
< 65m	A333 / A346 / A35K / B744 / B77W / B78X / etc.
< 80m	A124 / A388 / B748 / etc.
> 80m	A225

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