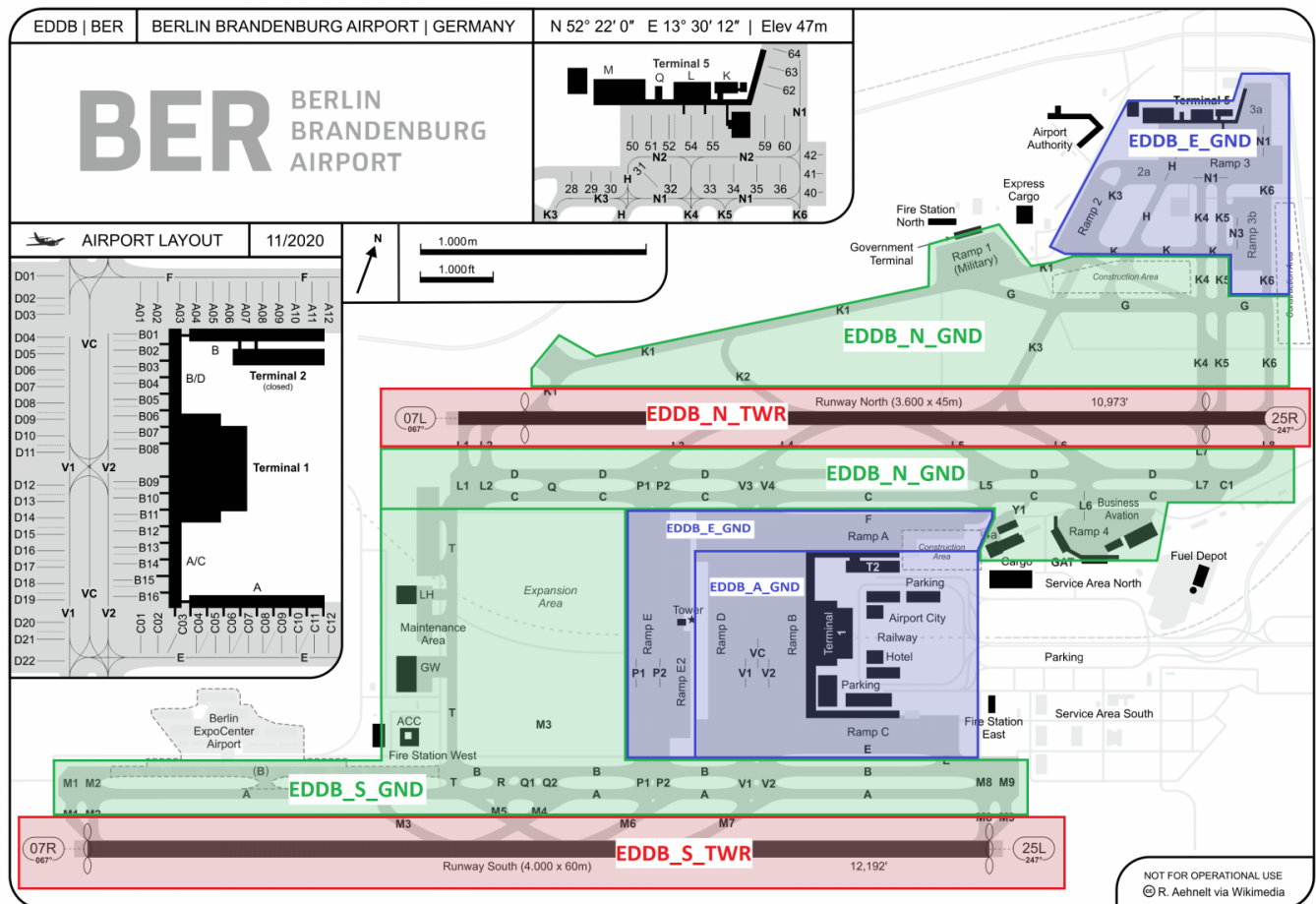


Apron

All aprons in Berlin are controlled by two Apron stations.

The Main Apron (EDDB_A_GND) shall connect first. Apron North (E_GND) may be staffed as soon as Berlin Delivery is connected.



AoR Berlin-Brandenburg Airport

Procedures

Virtual Court

- 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 06L/24R 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

Aircraft from positions E21-E35 may be pushed onto P2-Orange. P2 and P2-Orange can be used independently for aircraft up to ICAO Code Letter C. Taxiway P2-Orange shall be used during daylight operations only! Additionally, P2-Orange shall not be used when low visibility conditions exist.

Low Visibility Procedures

Within the Berlin Apron AoR, Low Visibility Procedures should be applied when visibility is below 300 m. If deemed necessary, the responsible controller may also apply LVP during other meteorological conditions. Note: LVP does not need to be applied within the Apron AoR even if the rest of the airport (e.g. taxiways and runways) are using Low Visibility Procedures.

The following applies during Low Visibility Procedures (LVP):

- Swing-over procedures shall be suspended, aircraft are allowed to push and taxi via the guidelines
- **Crossing the virtual court via VC is not permitted** (Re-Routing via P1, P2 or T is mandatory)

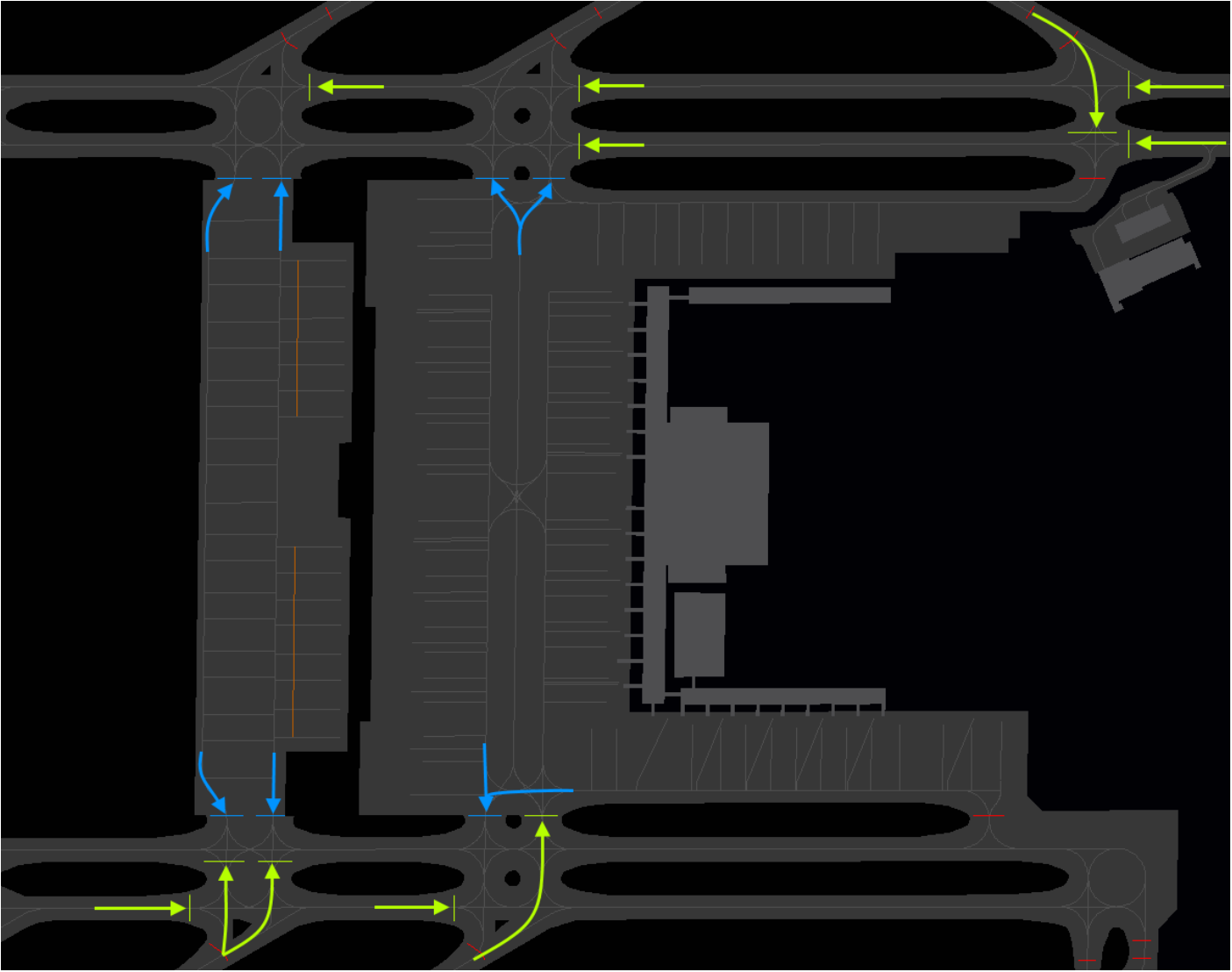
Berlin Apron shall inform Berlin Ground immediately when the crossing of the virtual court via VC is not possible anymore.

Handoffs

Handoffs during 06-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.

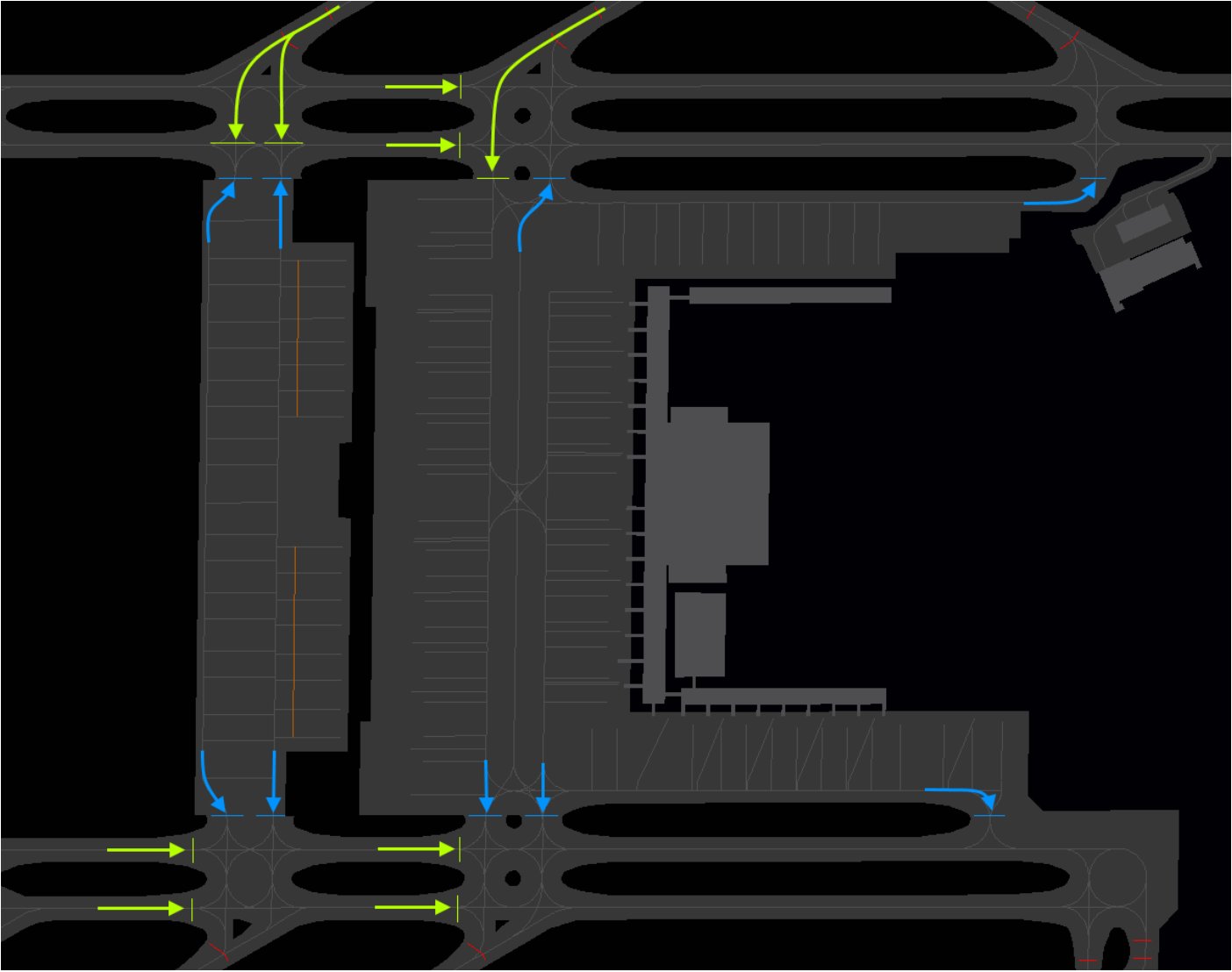


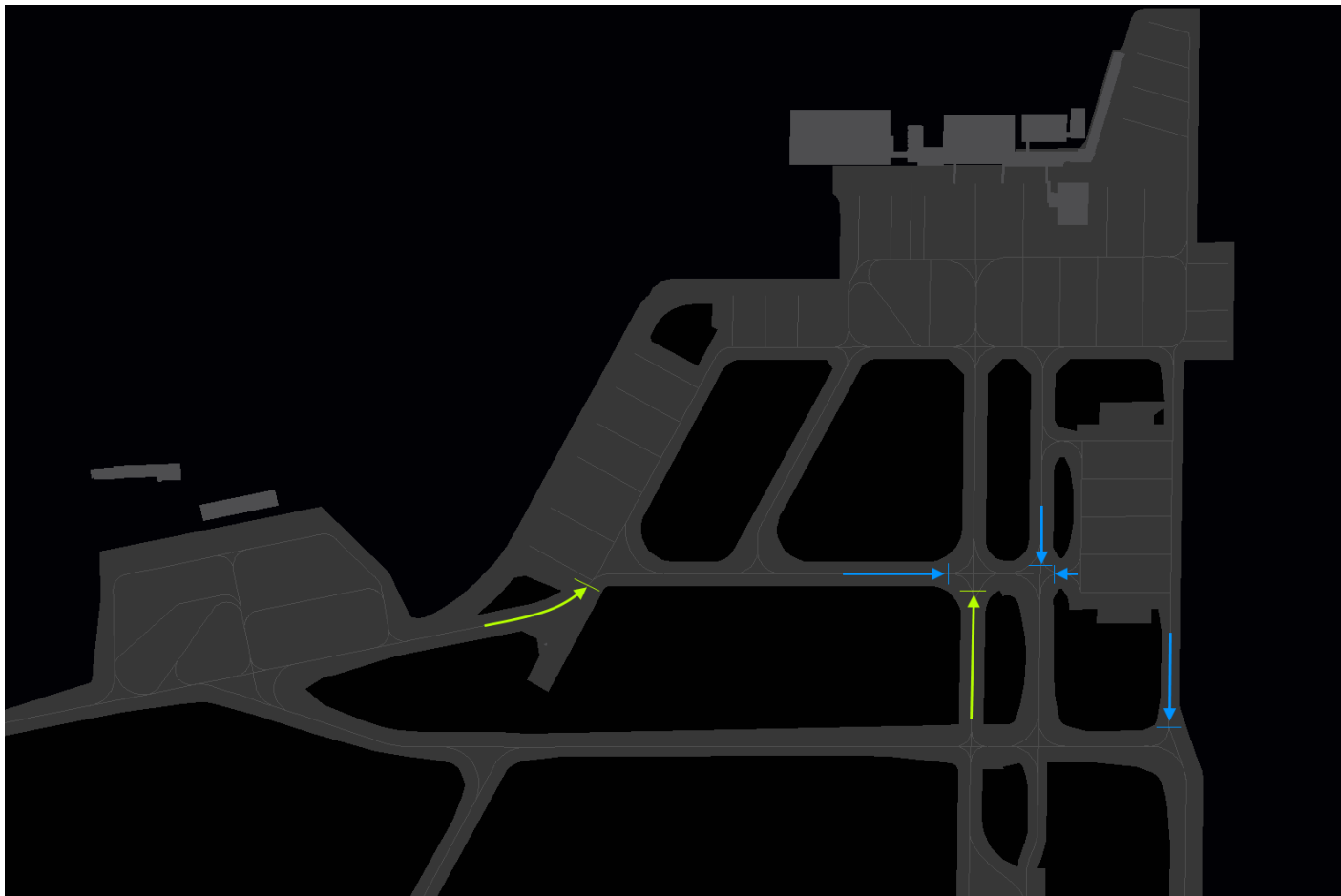


Handoffs during 24-Ops

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.

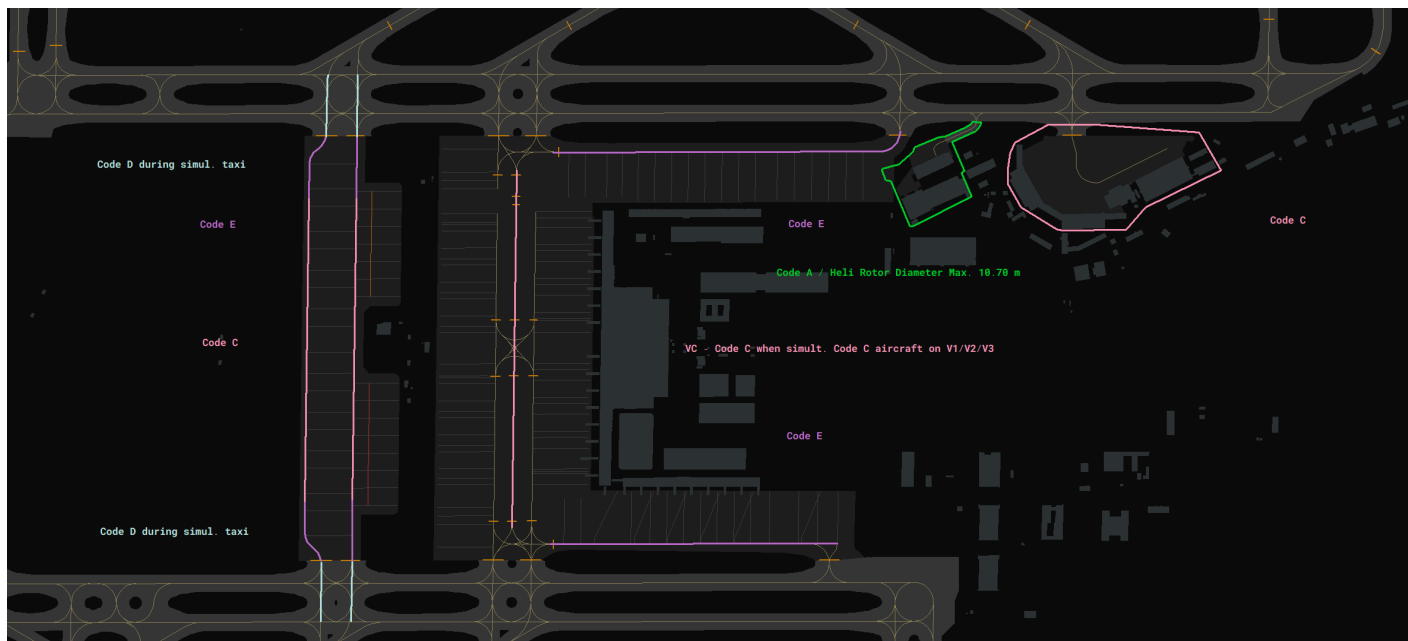




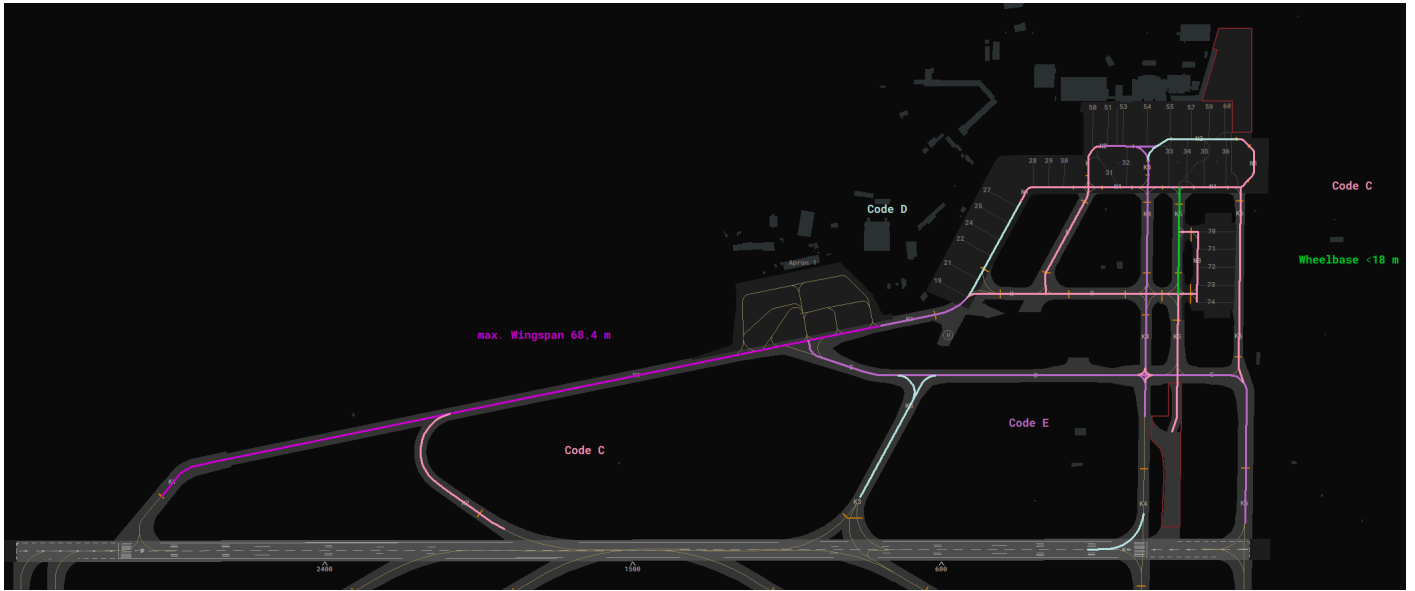
Taxiways

Restrictions

Taxiway	ICAO Code Letter and type of restriction
TWY E	Code E
TWY F	Code E
TWY P1, P2	Code C on apron E between de-icing pad 03 and deicing pad 17
	Code E for aircraft de-icing on PAD03/PAD17
TWY VC	Code C between entry north and entry south with simultaneous taxiing traffic with Code C aircraft on the adjacent areas from V1, V2 and V3



Taxiways	ICAO Code Letter and type of restriction
TWY H	Code C
TWY K	Code C
TWY K4	Code E
TWY K5	Code C
	North of TWY K wheelbase < 18 m
	Taxiing from TWY K5 to TWY N3 is prohibited
TWY K6 north of TWY G	Code C
TXL N1 (apron 2)	Code D
TXL N1 (apron 2a, 3, 3a)	Code C
TXL N2 south of Pos. 50-54	Code E
	Code D when position 32 is occupied
TXL N2 south of Pos. 55-60	Code D
TWY N3	Code C



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