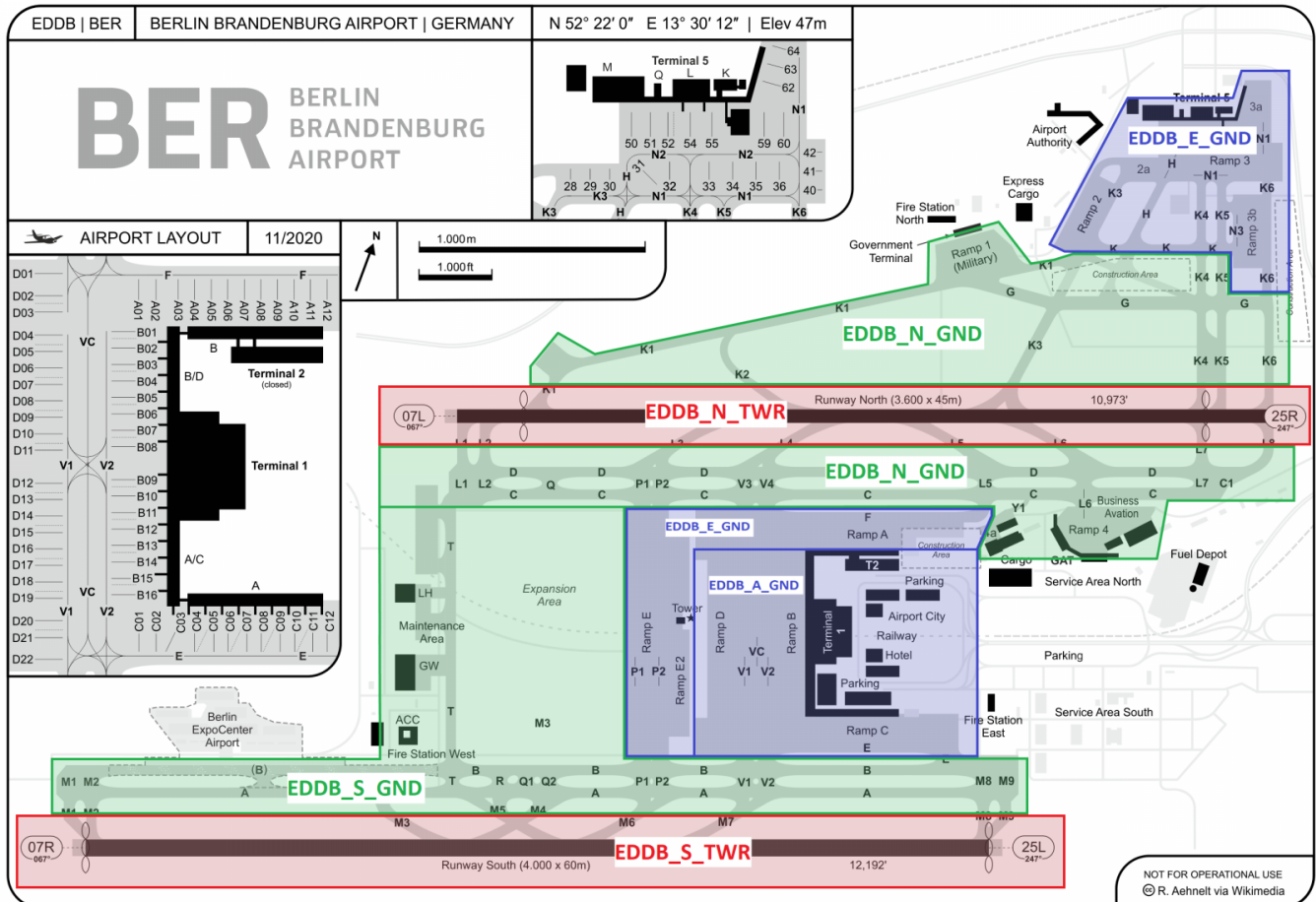


# Ground

The primary station of Berlin Ground is Ground South (EDDB\_S\_GND). Ground North can be staffed as soon as Berlin Delivery is connected.

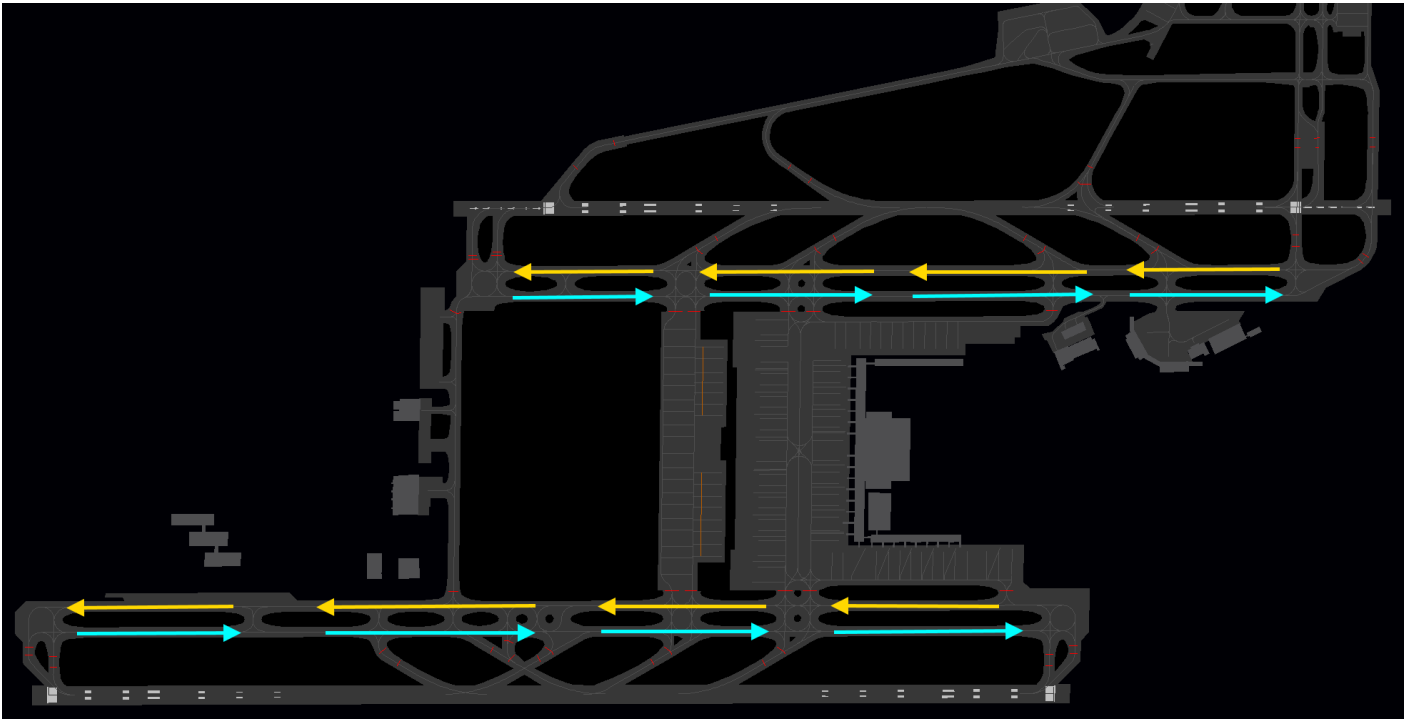


AoR Berlin-Brandenburg Airport

## Procedures

### Directions of Taxi

- Directions of Taxi on taxiways A-D are recommendations only
- Usage of taxiways might differ depending on traffic situations
- Aircraft shall use taxiways B or C if there are 2 or more aircraft at any intersection (e.g. M7) to avoid blocking

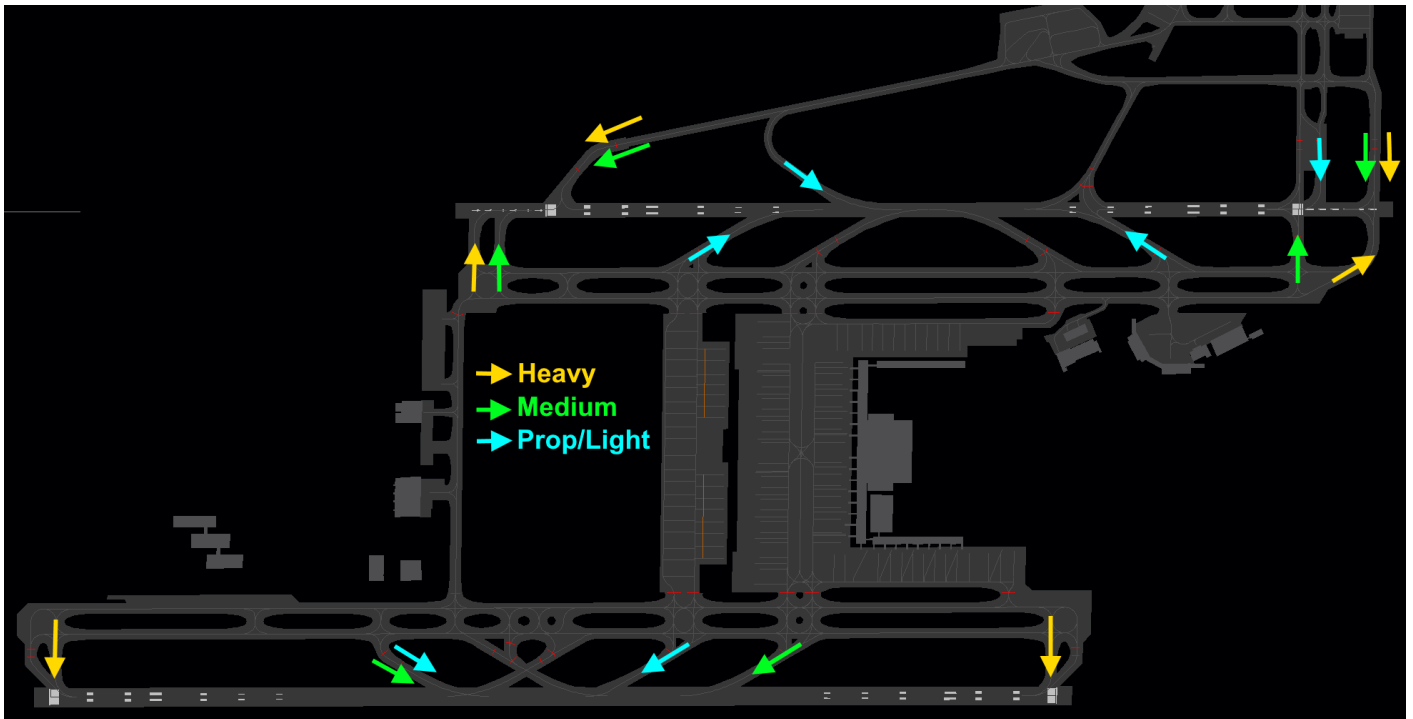


## GAT and Apron 1

- The GAT and Apron 1 are uncontrolled at any time
- ATC clearances and service will start at L6
- Only provide one clearance to enter/exit the GAT at the same time to reduce the chance of nose-to-nose situations

## Intersections

- Berlin Ground is responsible to pre-plan all departures for Berlin Tower
- All intersections shown in the picture below can be used without asking the pilot if he's able. All other intersections can be used as long as the pilot is able to do so.



## Gate Assignment

Gates are always assigned by the Ground Radar Plugin. The usage of this plugin is mandatory at EDDB on the Vatsim network.

## De-Icing

- De-Icing for heavy aircraft at Apron A, B, C, D, and E has to be done at the parking position
- There are two central de-icing pads:
  - Stands E03, E05, E07, E09, E11, E13, E15, E17 (Entry to the Pad via P2, exit via P1)
  - 72-74 ("Pad North", approved for aircraft with AFCT code up to code letter D)

## Low Visibility Procedures

When the RVR falls below 1000 m and/or the ceiling is at or below 300 ft and CAT II/III operations are expected, Berlin Tower will inform Berlin Ground to issue taxi instructions to the CAT II/III holding point only.

## Handoff from Tower

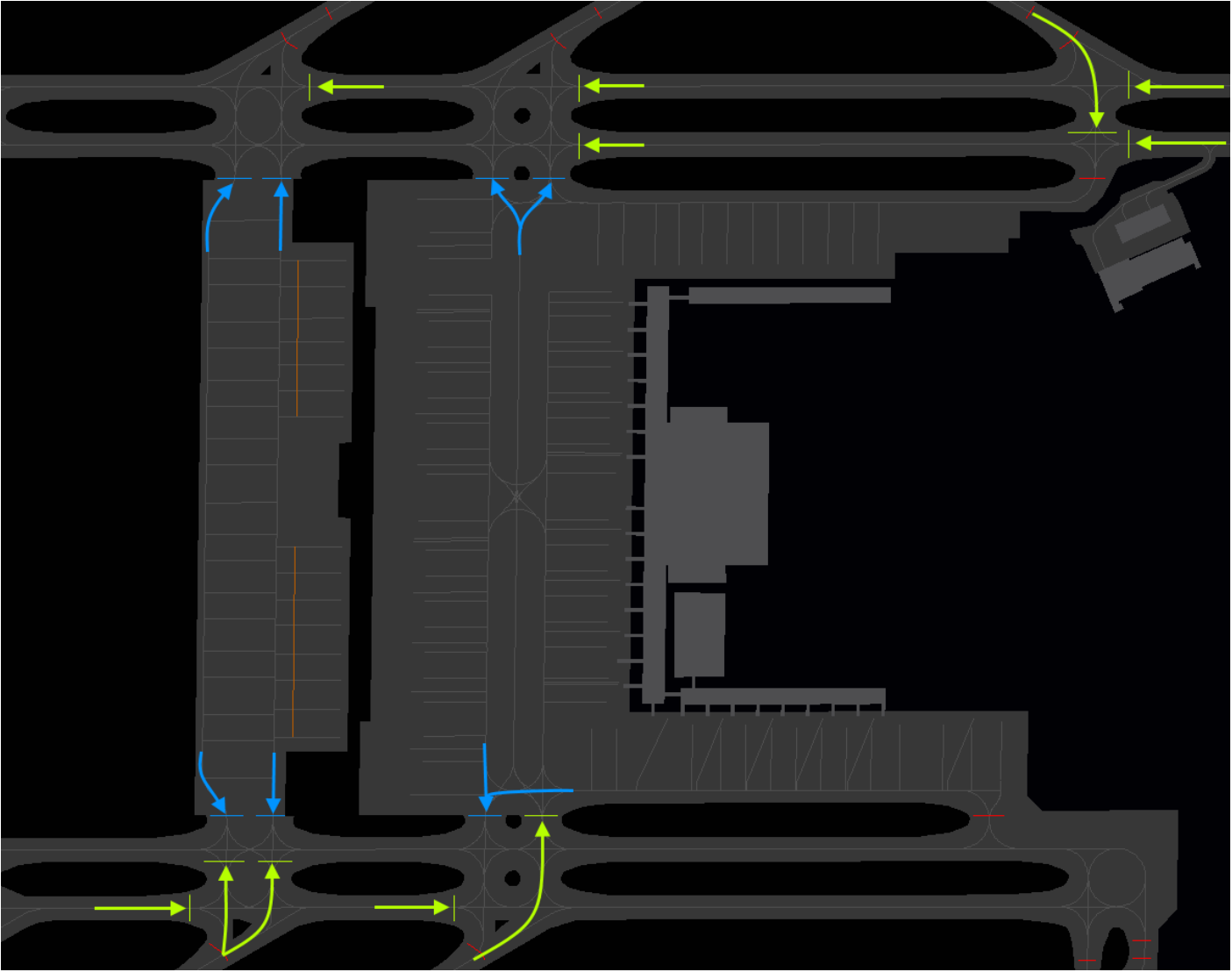
- ◦ Aircraft will switch to Ground automatically once vacated
  - Information to the pilots via the ATIS mandatory
  - Support pilots who are not switching to Ground automatically

# Handoffs

## Handoffs during 06-Ops

| FROM  | TO    | HOLD SHORT OF | TO POSITION | REMARK              |
|-------|-------|---------------|-------------|---------------------|
| S_GND | A-GND | V1            | Main Apron  | --                  |
| S_GND | A_GND | Apron / E     | Main Apron  | When vacated via M7 |
| S_GND | E_GND | P1            | A/E-Apron   | --                  |
| S_GND | E_GND | B             | A/E-Apron   | When vacated via M6 |
| N_GND | A_GND | V4            | Main Apron  | --                  |
| N_GND | E_GND | L5            | Apron A     | --                  |
| N_GND | E_GND | C             | Apron A     | When vacated via L5 |
| N_GND | E_GND | V4            | D01-D03     | --                  |
| N_GND | E_GND | P2            | E-Apron     | --                  |
| N_GND | E_GND | K             | Apron 2-3   | --                  |
| N_GND | E_GND | K6 (via G)    | Apron 2-3   | --                  |
| N_GND | E_GND | G (via K6)    | Apron 2-3   | --                  |
| S_GND | N_GND | C (via T)     | --          | --                  |

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.

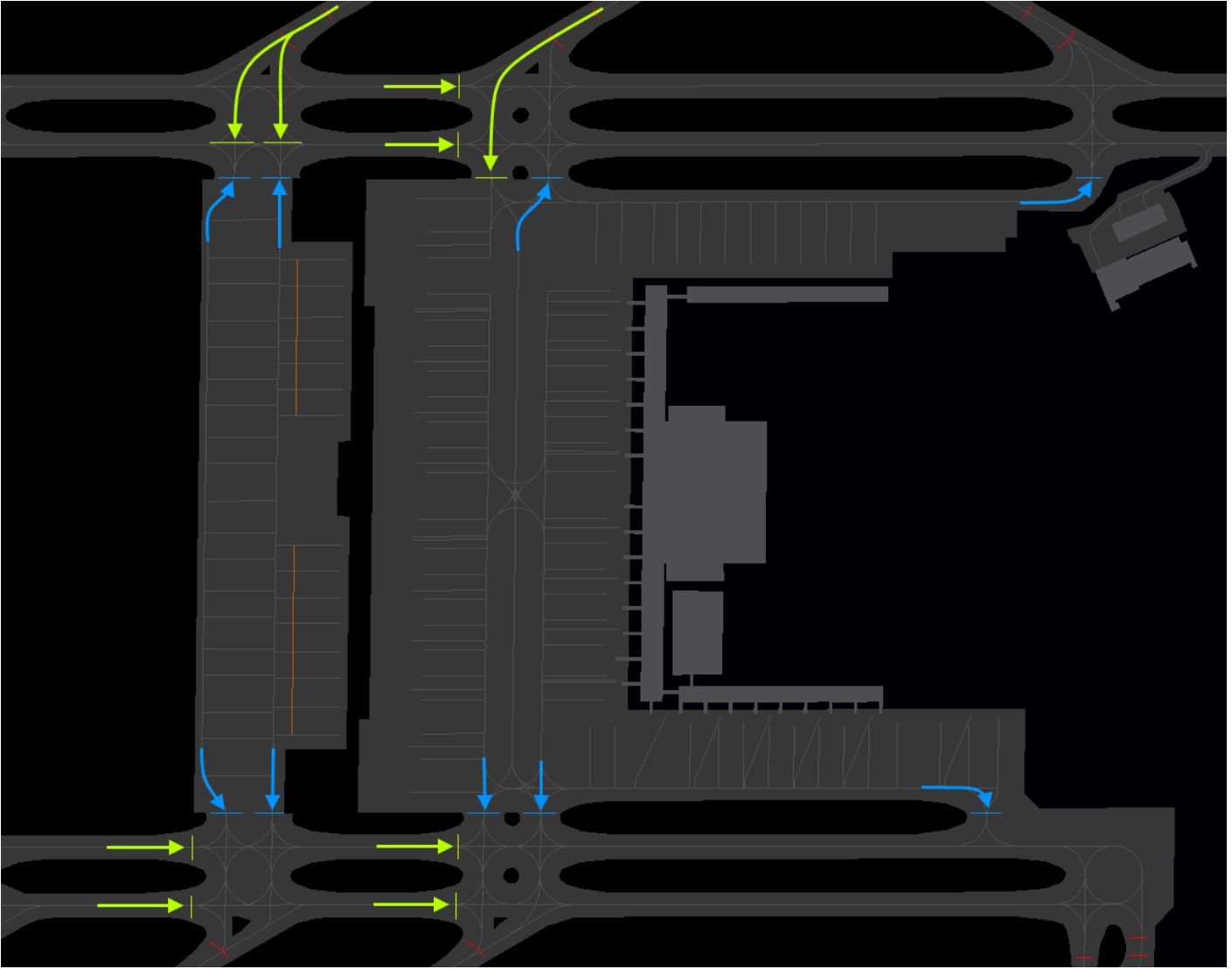


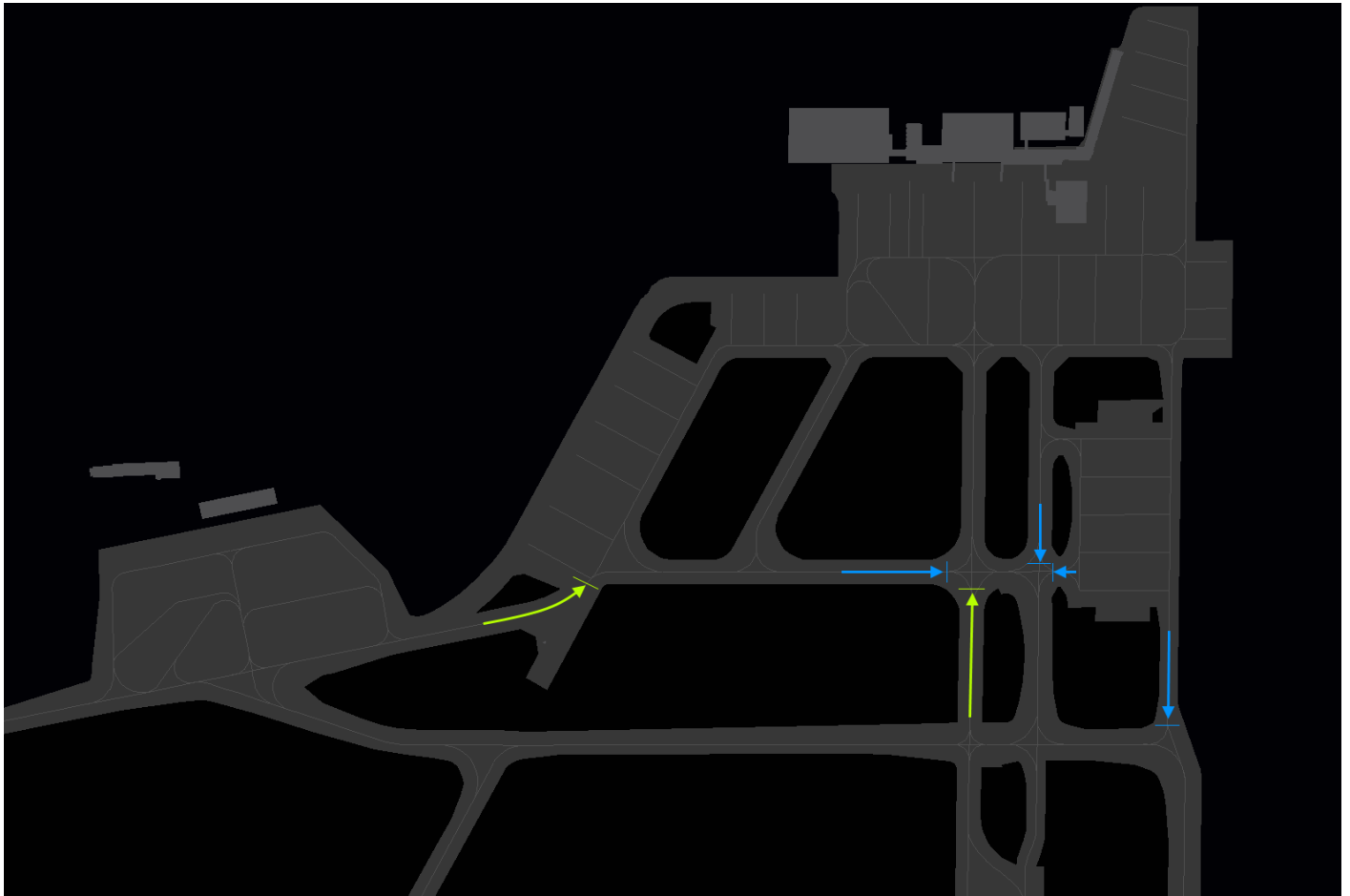


## Handoffs during 24-Ops

| FROM  | TO    | HOLD SHORT OF | TO POSITION      | REMARK              |
|-------|-------|---------------|------------------|---------------------|
| S_GND | A_GND | V1            | Main Apron       | --                  |
| S_GND | E_GND | P1            | E-Apron          | --                  |
| N_GND | A_GND | Apron / F     | Main Apron       | When vacated via L4 |
| N_GND | A_GND | V3            | Main Apron       | --                  |
| N_GND | E_GND | Apron / F     | D01-D03, A-Apron | When vacated via L4 |
| N_GND | A_GND | V3            | D01-D03, A-Apron | --                  |
| N_GND | E_GND | C             | E-Apron          | When vacated via L3 |
| N_GND | E_GND | K             | Apron 2-3        | --                  |
| S_GND | N_GND | C (via T)     | D01-D03, Apron A | --                  |

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.



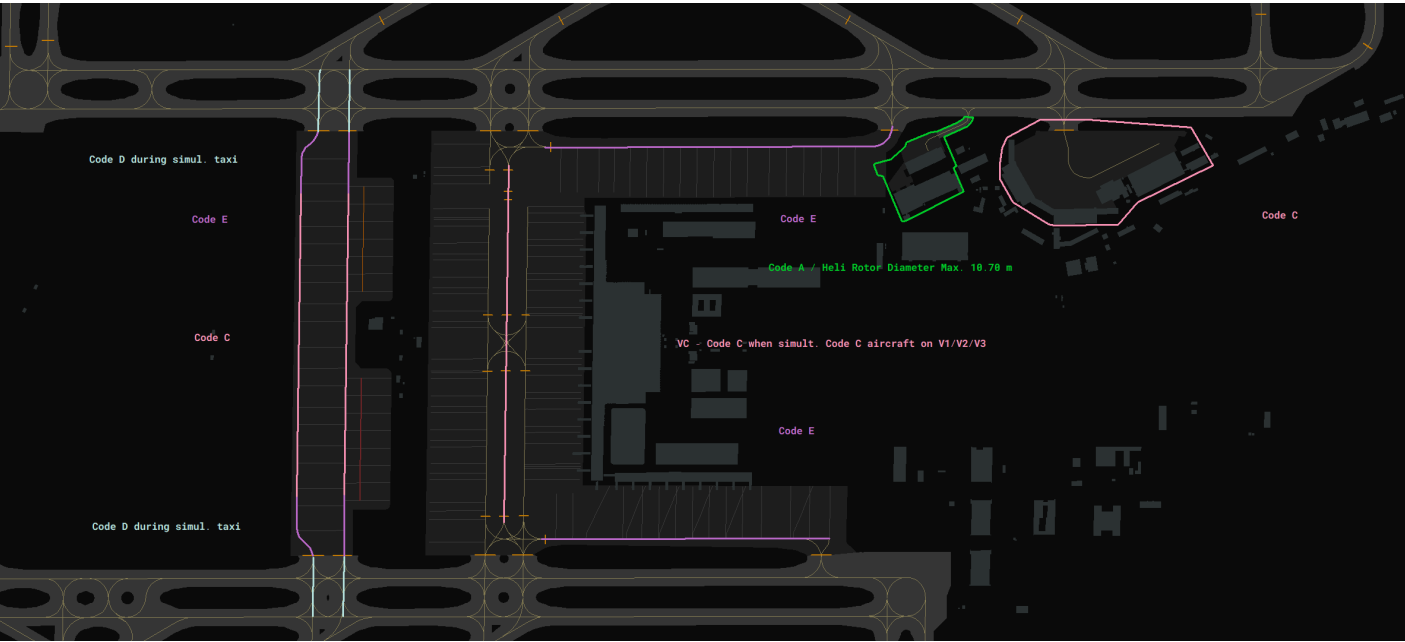


# Taxiways

## Restrictions

| Taxiway           | ICAO Code Letter and type of restriction   |
|-------------------|--|
| TWY L6 south of C | Code C   |
| TWY P1, P2        | Code D between TWY M6 and apron E with simultaneous taxi movements in the intersection area with TWY A/B |
|                   | Code D between TWY L3 and apron E with simultaneous taxi movements in the intersection area with TWY C/D |
|                   | Code C on apron E between de-icing pad 03 and deicing pad 17   |
|                   | Code E for aircraft de-icing on PAD03/PAD17  |
| TWY Y1            | Code A   |
|                   | Helicopters with a max. rotor diameter of 10.70 m  |

|         |                                       |
|---------|---------------------------------------|
| Apron 1 | No civil use (military security area) |
| Apron 4 | Code C                                |



| Taxiway                | ICAO Code Letter and type of restriction   |
|------------------------|--|
| TWY G                  | Code E   |
|                        | Taxiing traffic with Code D and E towards TWY K4 only permitted from west to south   |
|                        | Taxiing traffic G -> K4 to the north permitted for the following Code D aircraft: E-3 AWACS, A400M, C-130 Hercules, C-160 Transall, P8A-Poseidon |
| TWY K1 west of apron 1 | Code F up to 68.4m wingspan  |
|                        | Max. landing gear width 13m  |
| TWY K1 east if apron 1 | Code E   |
| TWY K2                 | Code C   |
| TWY K3                 | Code D   |
| TWY K4                 | Code E   |
|                        | Entry onto RWY 06L/24R only up to Code D   |
|                        | Exit from RWY 06L/24R to TWY K4 only up to Code D  |

|  |        |
|--|--------|
| Taxiing traffic with Code D and E towards TWY G only permitted from the south to the west  |        |
| Taxiing traffic K4 -> G from the north permitted for the following Code D aircraft: E-3 AWACS, A400M, C-130 Hercules, C-160 Transall, P8A-Poseidon |        |
| TWY K5   | Code C |
| TWY K6 south of G  | Code E |



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