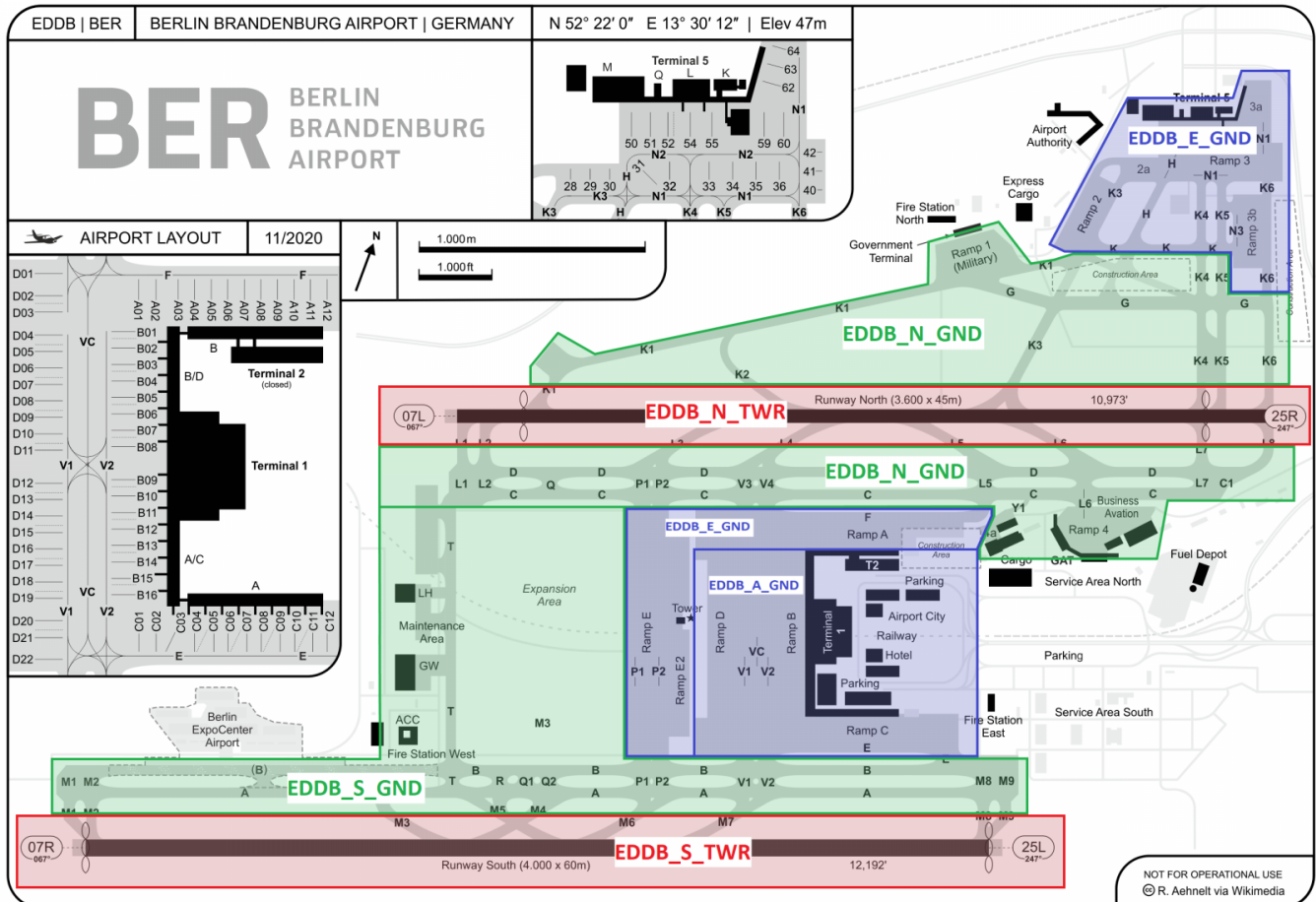


Ground

The primary station of Berlin Ground is Ground South (EDDB_S_GND). Ground North can be staffed as soon as Berlin Delivery is connected.

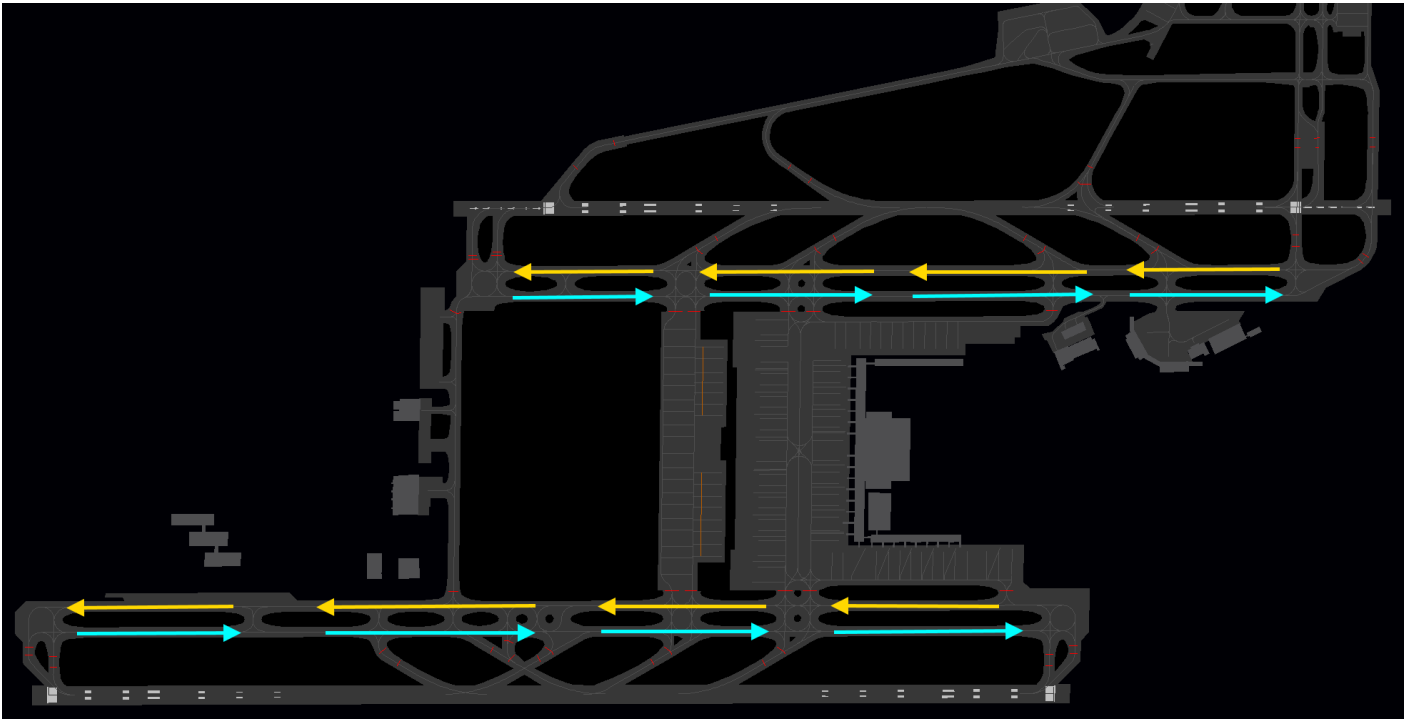


AoR Berlin-Brandenburg Airport

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

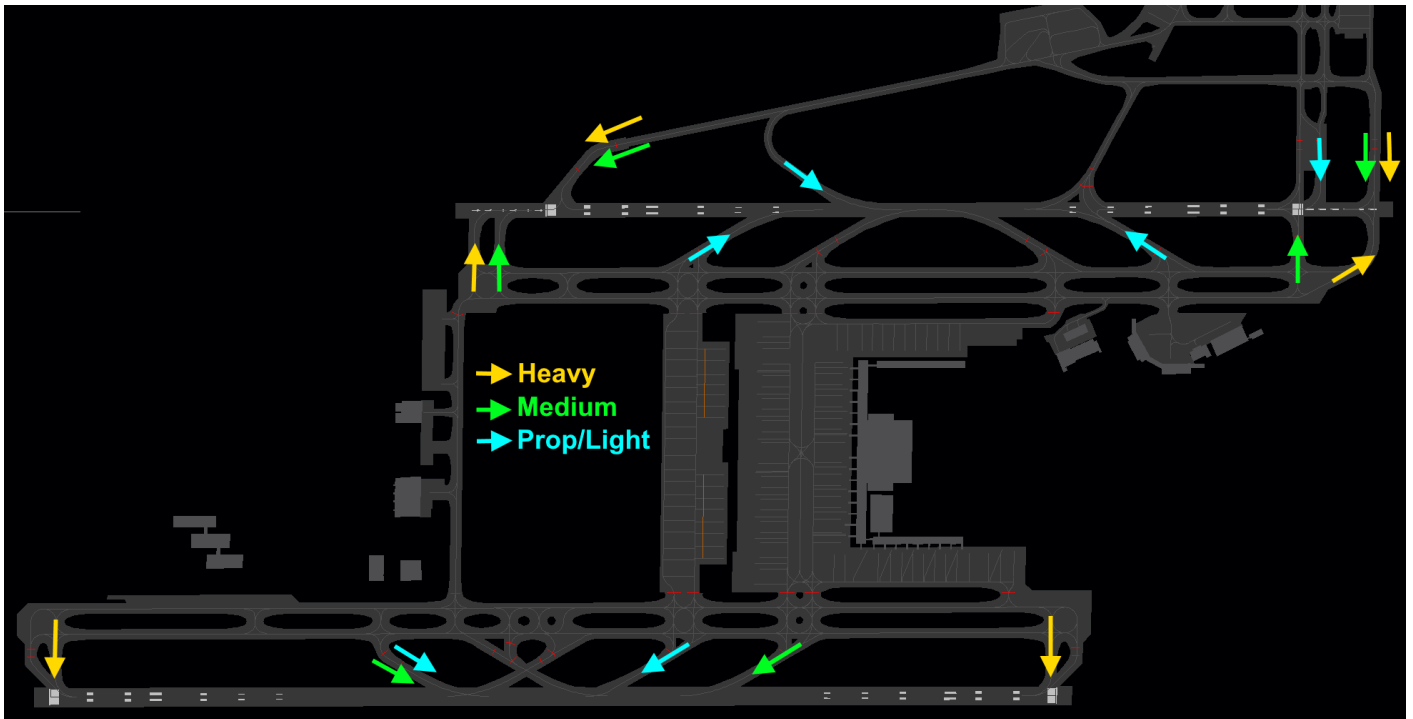


GAT and Apron 1

- 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

The following applies during Low Visibility Procedures (LVP):

- **Crossing the virtual court via VC no permitted** (Re-Routing via P1, P2 and T mandatory)
- Use of conditional clearance not permitted

Handoff from Tower

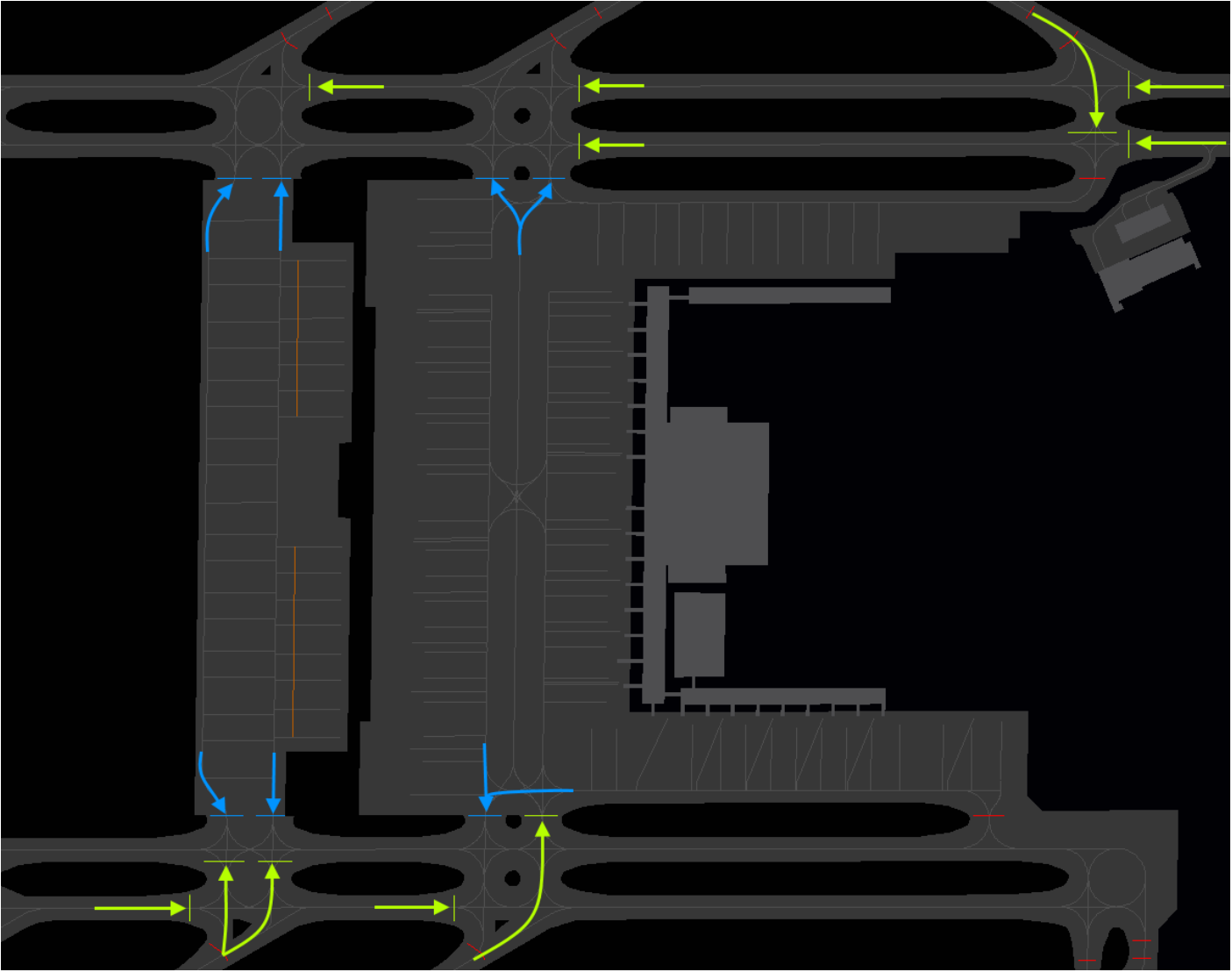
- ◦ Aircraft will switch to Ground automatically once vacated
 - Information to the pilots via the ATIS mandatory
 - Support pilots who are not switching to Ground automatically

Handoffs

Handoffs during 07-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.

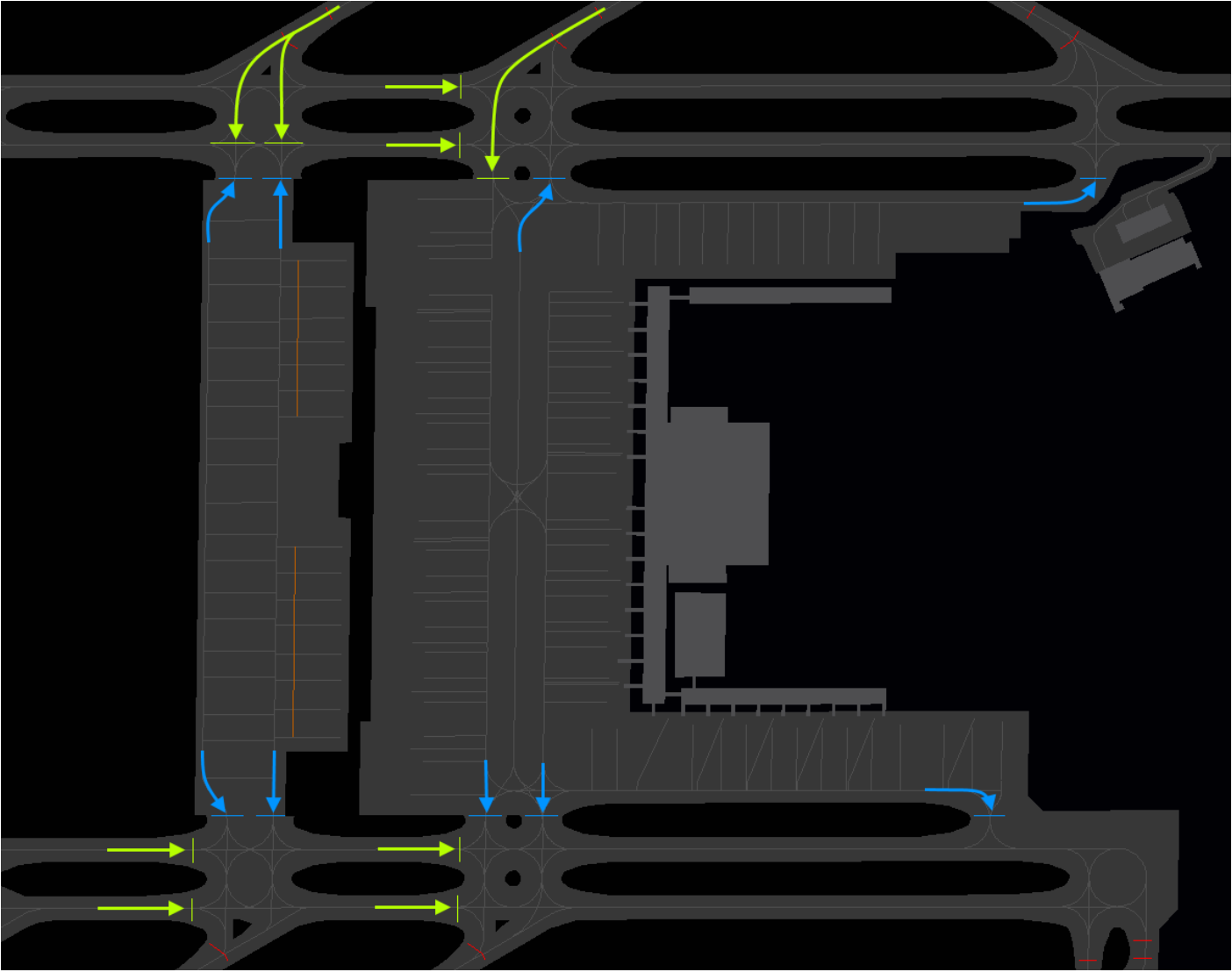




Handoffs during 25-Ops

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.

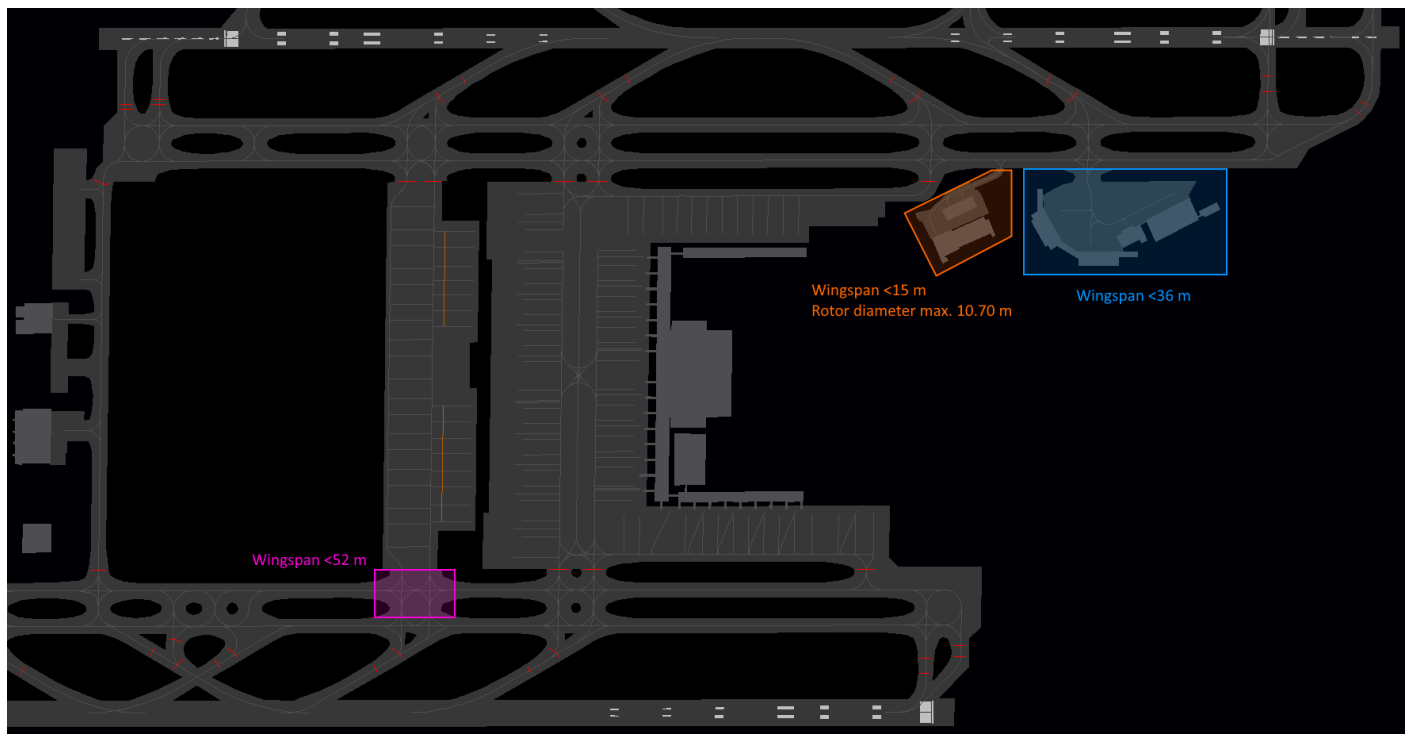




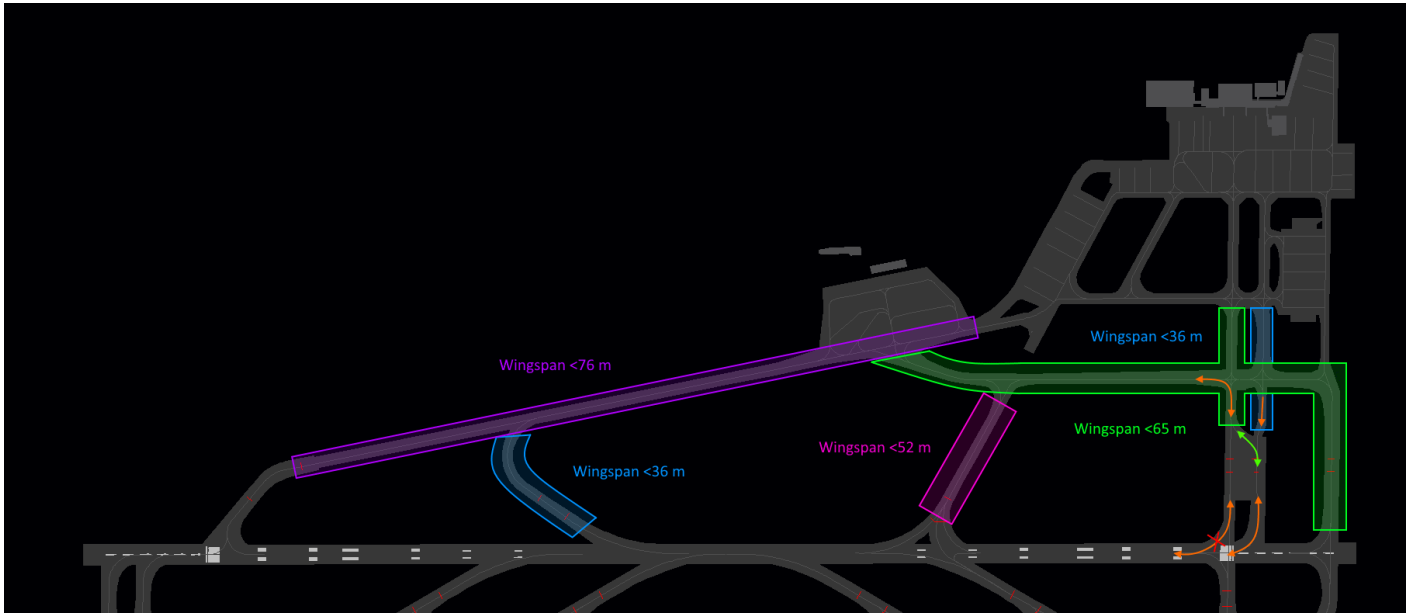
Taxiways

Restrictions

TAXIWAYS	RESTRICTIONS	NOTES
L6	max. wingspan < 36 m	South of taxiway C
GAT	max. wingspan < 36 m	--
P1, P2	max. wingspan < 52 m	Between taxiway M6 and apron E
Y1	max. wingspan < 15 m, max. rotor diameter 10,70 m	--



TAXIWAYS	RESTRICTIONS	NOTES
G, K4	max. wingspan < 65 m	--
K3	max. wingspan < 52 m	--
K6	max. wingspan < 65 m	South of taxiway G
K5	max. wingspan < 36 m	Between taxiway K and Holding-Bay
Kreuzung G - K4	Usage only for movements from the south to the west or vice versa	--
K4	Line-Up and vacating are not allowed	--
K5	Taxi only allowed in southern direction	South of taxiway G



Max Spannweite	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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