

Ground

Leipzig Ground is responsible for all taxiing traffic on the aprons and taxiways, as well as pushbacks.

Taxiways Apron 4

The taxiways at Apron 4 (DHL Apron) are called "Blue" or "Orange" Line despite their designation. The respective bays are internally referred to as A-bay, B-bay, ..., E-Bay.

Bay	Taxiway 1	Callsign	Taxiway 2	Callsign	Taxiway 3	Rufname
A-Bay	Z1.1	Z1 orange	Z1.2	Z1 blue	-	-
B-Bay	Z2.1	Z2 orange	Z2.2	Z2 blue	-	-
C-Bay	Z3.1	Z3 orange	Z3.2	Z3 blue	-	-
D-Bay	Z4.1	Z4 orange	Z4.2	Z4	Z4.3	Z4 blue
E-Bay	Z5.1	Z5 orange	Z5.2	Z5	-	-

These taxiways are usually not used on frequency. **To avoid conflicts, they shall be given anyway!**

Departing aircraft push to the nearest taxiway within the bay according to their wingspan.

Taxiway restrictions

<u>Taxiways/Holdinspoints/Apron</u>	<u>Restrictions</u>
Taxiways M und H2	Max. wingspan 52 m
Taxiway L between Stands 101-111	Max. wingspan 36 m

Taxiway S6	Turning westbound onto taxiway T is prohibited
Apron 4	<ul style="list-style-type: none"> • Taxiways: Z1.1, Z1.2, Z2.1, Z2.2, Z3.1, Z3.2, Z4.1, Z4.3, Z5.1 max. wingspan 52 m • Simultaneous use of Z4.2 with Z4.1/Z4.3 is prohibited, the same applies to Z5.2 and Z5.1
Taxiway V (between S2 and Y)	Max. wingspan 65 m
Holdingpoints S1-S10	No taxiing behind it on taxiway T possible at the same time
Holdingpoints A1, A2	<ul style="list-style-type: none"> • No traffic on both taxiways at the same time (CATI) • No simultaneous traffic on both taxiways if the wingspan of one aircraft is more than 52m (CATII/III), but this only applies if the second traffic is taxiing from taxiway C to A2
Holdingpoints A8, A9	No traffic on both taxiways at the same time if the maximum wingspan of an aircraft exceeds 52m

Map following shortly :) .

Gate Assignments

Apron 1

The passenger terminal and the GAT are located on apron two. All passenger and sports aircraft are parked here.

Stands	Usage
101 - 111	Airlines; aircraft that do not require a jetway
112 - 121	Mainly business jets and private aircraft
126 - 130	Airlines (Schengen); aircraft that require a jetway
132 - 136	Airlines (non-Schengen); aircraft that require a jetway
137 - 143	General Aviation (GAT)

At stands 101-111, aircraft are usually parked with their nose to the south. Thus they are taxi out stands. Aircraft with their own stairs (e.g. CRJ) are also parked at stand 130 and handled by "walkboarding"

Apron 2

Apron 2 is mainly used by cargo aircraft that do not fly in the DHL network, but in some cases also by aircraft from the DHL Group. Parking stands are available for every aircraft category.

Apron 3

There is a parking area and a hangar for aircraft of the airline Volga-Dnepr-Airlines.

The virtual airline "Leipzig Air" also has a fictional apron here. This is not available in the ground layout and is only released when explicitly requested by the pilot.

Apron 4/5

Only aircraft operating flights within the DHL network park on apron 4. There are several parking positions for each aircraft type. There are also restrictions for some parking positions due to the maximum authorised wingspan of the aircraft. All restrictions are implemented in the latest version of the Groundradar plug-in.

The following airlines mainly fly to Leipzig as part of the DHL network:

ICAO-Code	Airline	Callsign
ABR	ASL Airlines Ireland	CONTRACT
BCS	European Air Transport	POSTMAN
BOX	AeroLogic	GERMAN CARGO
CKS	Kalitta Air	CONNIE
DHA	DHL Air Austria	YELLOW TAIL
DHK	DHL Air UK	WORLD EXPRESS
DHX	DHL Middle East	DILMUN
GTI	Atlas Air	GIANT
MNB	MNG Airlines	BLACK SEA
PAC	Polar Air Cargo	POLAR
SOO	Southern Air	SOUTHERN AIR
SOP	Solinair	SOLINAIR
SRR	Star Air	WHITESTAR

High Intensity Runway Operation (HIRO)

At night (between 2200lcl and 0600lcl) all B752/A306/B763 on the southern runway are expected to vacate via S6 (RWY08L) or S4 (RWY26L). Aircraft that are parking on Apron 4/5 will vacate via S6/S4 cross T and hold short of V unless otherwise instructed by Tower (this only applies during HIRO).

Be careful when assigning intersection H5 with runway 26 in operation, as nose-to-nose conflicts can quickly develop here if an arriving aircraft vacates and a departing aircraft taxis onto the intersection.

If you are unsure whether you can assign the intersection, coordinate with the tower controller as he can instruct the arriving aircraft to vacate later if necessary.

The same applies during HIRO operations on taxiway V and T, as the traffic vacates, crosses T directly and holds short of V without having to contact ground, which can easily lead to cleared conflicts.

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