

EDDB - Berlin/Brandenburg

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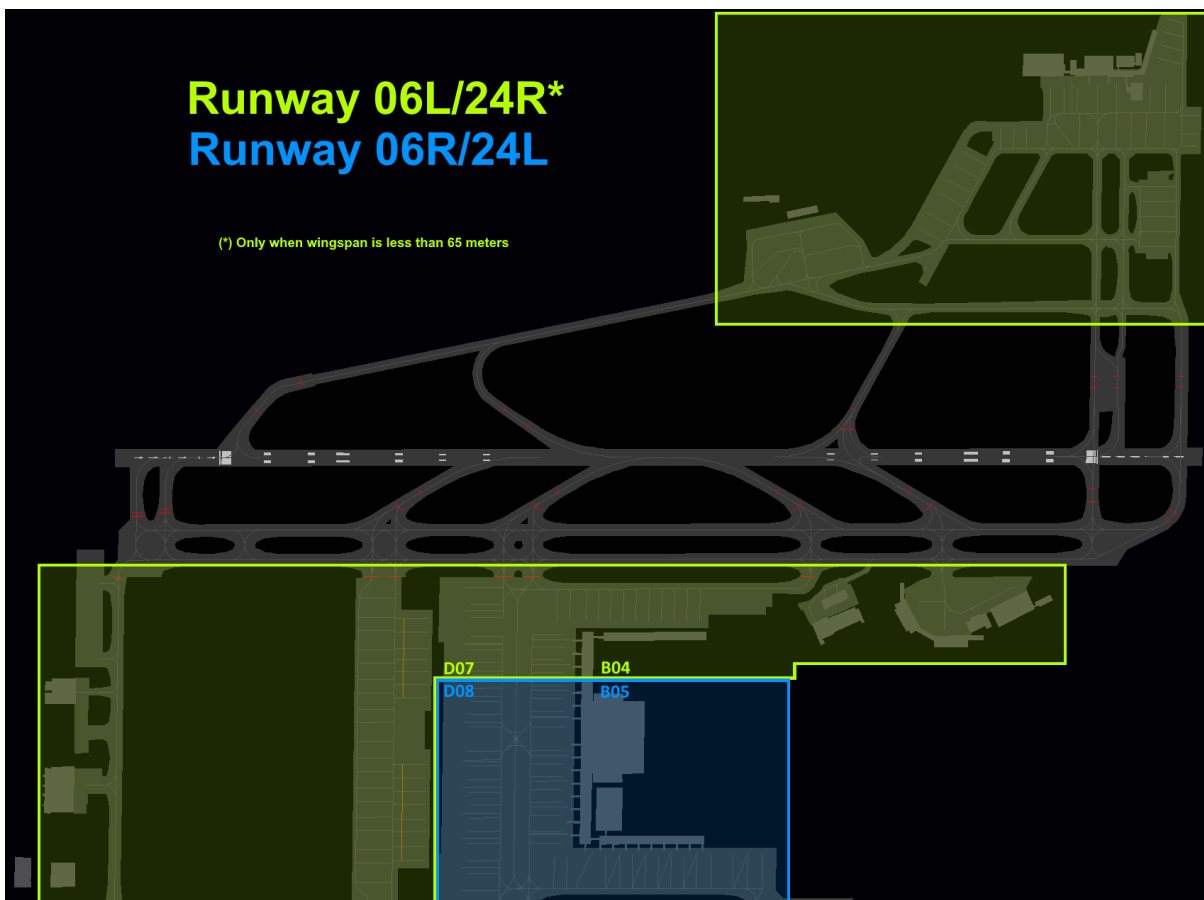
Departing Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

IFR Clearance

Departure Runway

The departure runway is assigned depending on the parking positions. **Aircraft with a wingspan of 65 m and more will always get runway 06R/24L assigned.** Keep in mind, that Delivery usually will not include your departure runway in the IFR clearance. Your assigned SID is only valid for one specific departure runway.



Datalink Clearance (DCL)

Berlin-Brandenburg also offers electronic datalink clearances (DCL). Usually, the station code is **EDDB**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone easyCPDLC client.

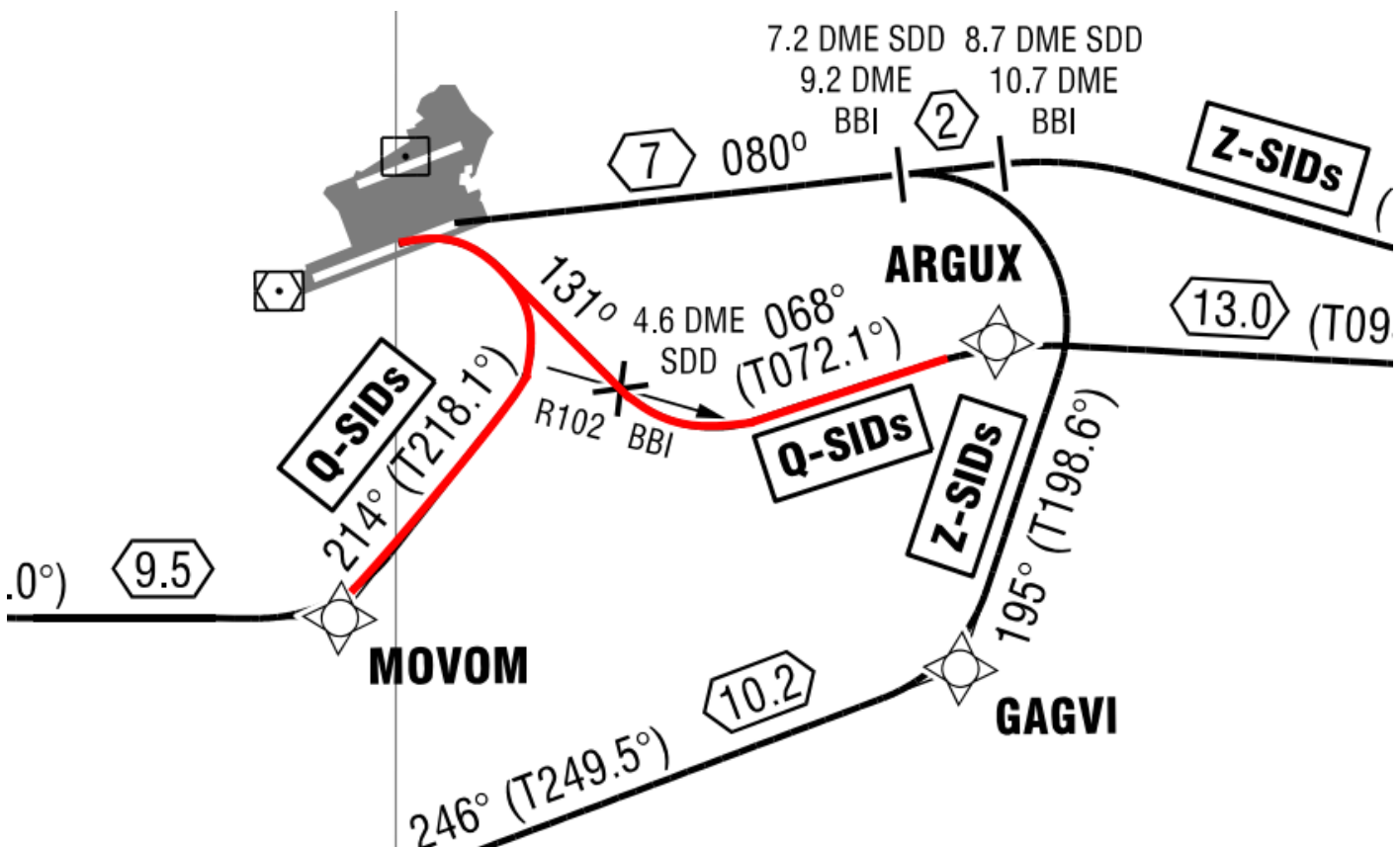
Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

SIDs from Runway 06R (Q-SID)

In most cases, traffic departing from runway 06R will get assigned a SID with a Q designator. Please brief this departure route in detail, as it will generate quite some workload for the pilot:

This Q departure routes require a strong right turn as soon as you cross 600 feet. Please do not turn earlier or later.

Your FMS might not be able to display this procedure correctly. Therefore we recommend flying the initial right turn manually.



Mit freundlicher Genehmigung der DFS Deutsche Flugsicherung GmbH. Nicht für navigatorische Zwecke geeignet.

Startup Approval

A startup approval is the controller's **assurance that you will be cleared to start moving within the next few minutes.**

Do not start your engines at the gate, unless you have a taxi-out position. Even with startup approval, the engines are started during pushback.

Pushback will not be issued by Delivery. **Startup approval is not a clearance for pushback!** Hold position and request pushback separately on the Apron frequency, once you have been handed over to this frequency.

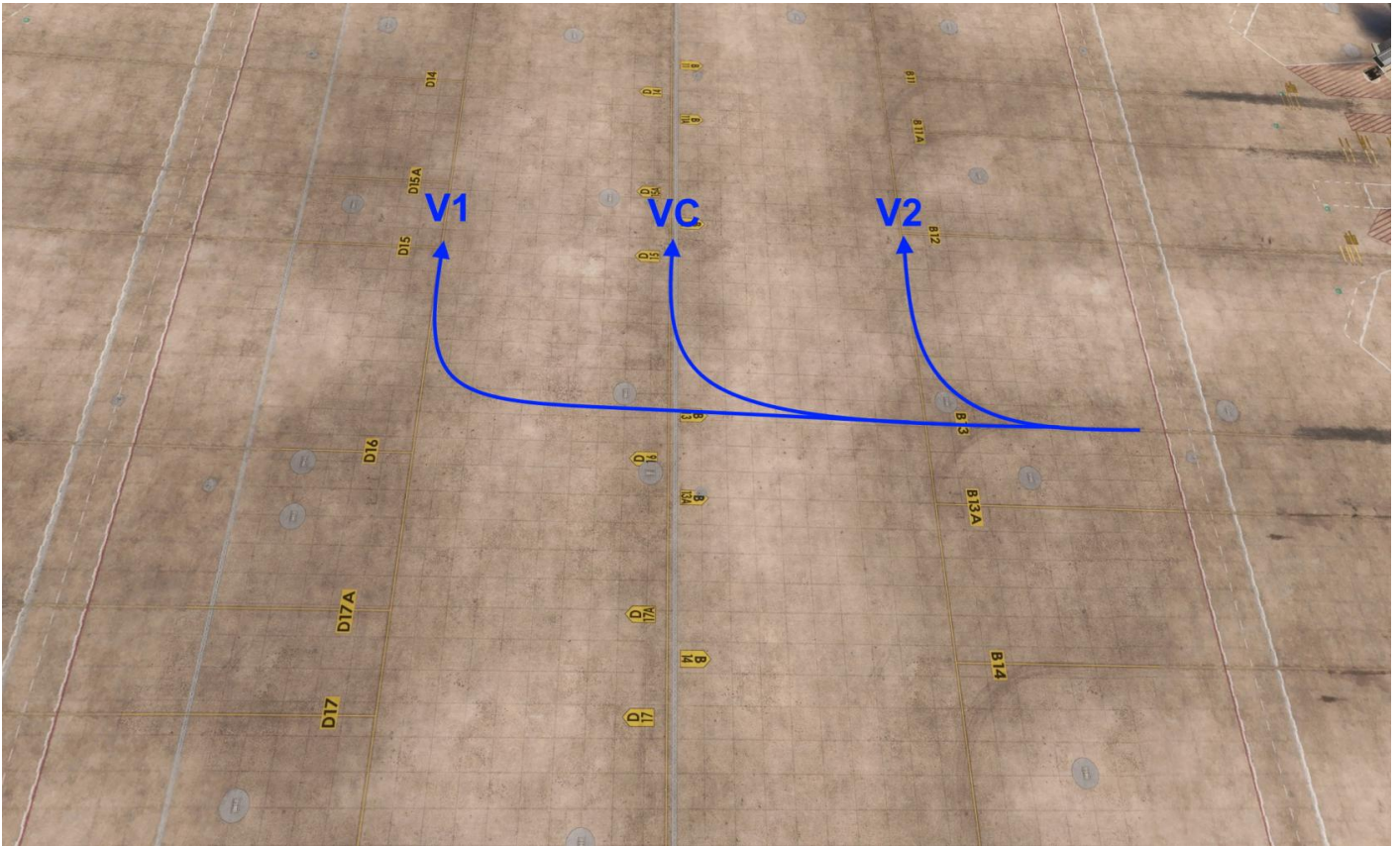
Apron Procedures

At Berlin, all manoeuvres on the apron movement areas are subject to ATC clearance by Berlin Apron (except Apron 1, 4 and W1-W5).

Pushback Procedures

Berlin Apron will instruct the type of pushback which shall be used. This can be either a pushback with a turn to a certain direction or a pushback straight back.

For traffic parking in Apron B or D, Berlin Apron often instructs traffic to **push back onto taxi lines V1, V2 or VC**. Please make sure that your pushback tool can perform the pushback onto the correct taxi line. If not or you are unsure if you can pushback correctly, please contact Berlin Apron immediately and explain the situation.



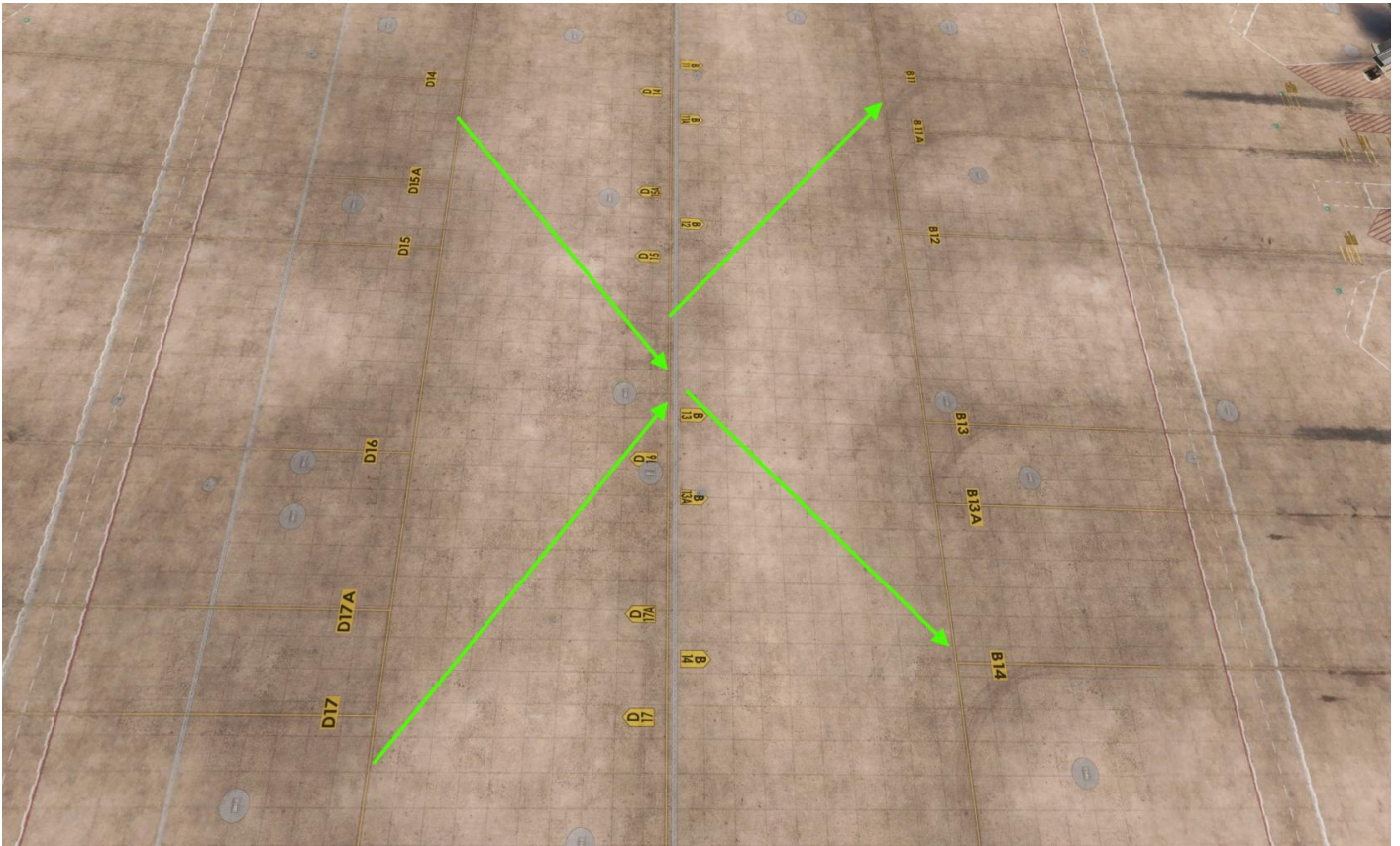
Taxi Procedures

Swing-Over

ATC will often issue "Swing-Over-Instructions" meaning that aircraft are supposed to directly switch taxiways from the present positions. This procedure will be applied between taxiways V1, V2 and VC.

Please don't follow any guidance lines to swing over between taxiways V1, V2 and VC. Instead, switch directly when instructed by Berlin Apron.

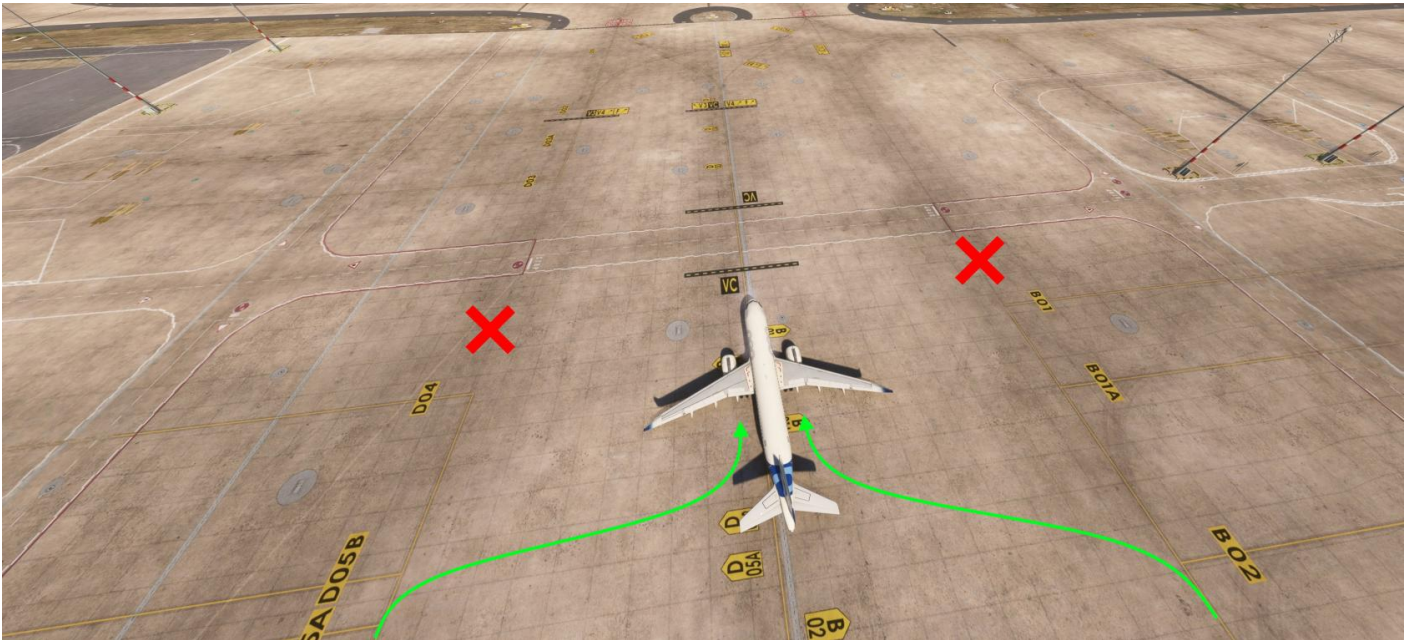
Note: This procedure will not be applied when Low Visibility Conditions exist.



Virtual Barrier

Due to an airport street crossing the apron, **only VC can be used as a connection between taxiways V1-V3 and V2-V4. There is no direct connection between those taxiways!**

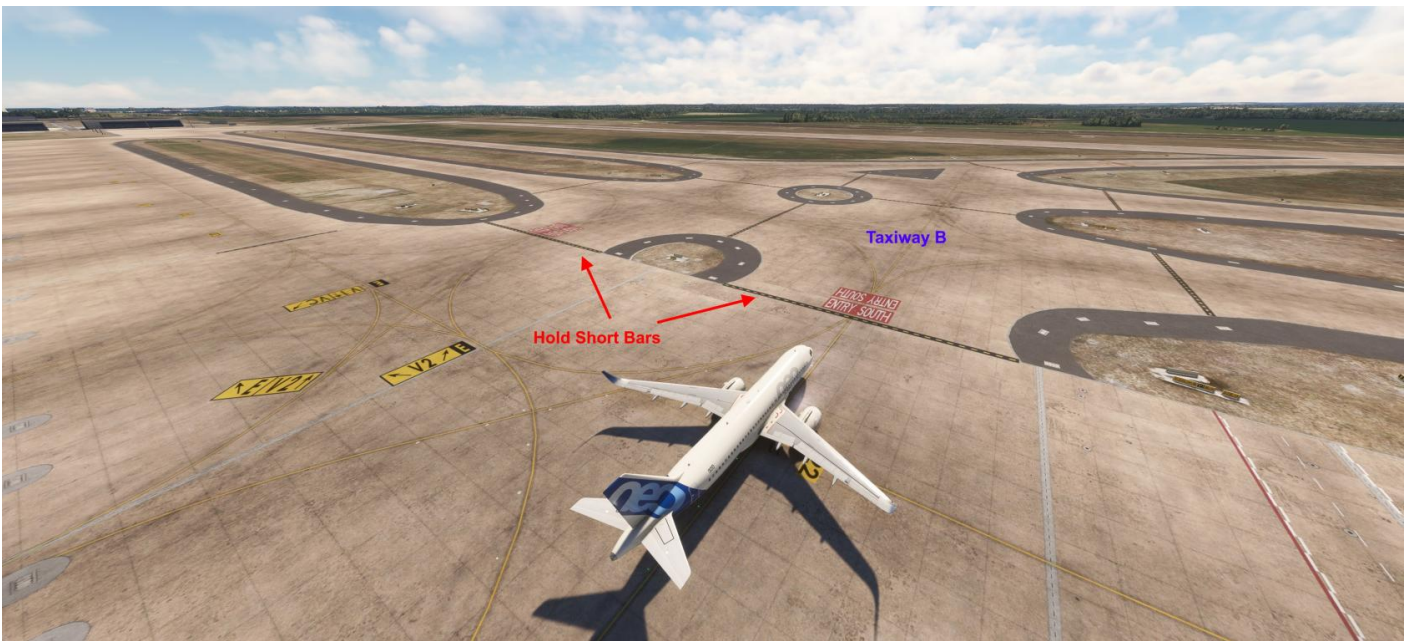
ATC often issues so-called "swing over instructions" to clear aircraft onto VC. **Please switch from taxiway V1 or V2 to VC immediately when instructed.** There is no guidance line to switch between V1, V2 and VC. Aircraft shall self-manoeuvre on the apron.



Hold Shorts

Berlin Apron will usually instruct to hold short of taxiway B or taxiway C when leaving the Apron. Alternatively, the phrase "Hold Short of Entry North/South" may also be used, marking the end of the Apron.

Holding short of a taxiway/entry means stopping in front of this taxiway/entry. Never join taxiway B or C without the explicit instruction from Berlin Ground/Tower ("taxi via B/C").



High Intensity Runway Operations (HIRO)

Pilots shall ensure that they carry out these instructions without delay after receiving clearance up to the point of departure or take-off clearance in order to keep the RWY occupancy times to an absolute minimum. Cockpit checks should be concluded prior to taxiing onto the RWYs. Checks which still have to be carried out on the RWY shall be kept to a minimum.

Directions from aerodrome control to be ready for **immediate take-off ("be ready for/expect immediate departure")** will be issued if immediate compliance with the ensuing take-off clearance is ensured with as little RWY occupancy time as possible. Pilots unable to comply with this shall inform aerodrome control without delay.

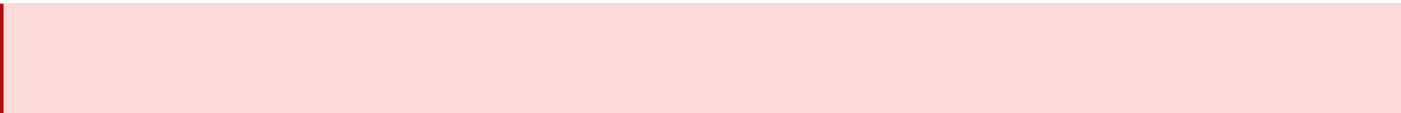
Intersection Departures

Pilots shall be prepared for the following take-off runs available (TORA). If they require longer take-off runs or accept shorter ones, they shall communicate this when in contact with Berlin Ground.

TYPE CLASS	RWY 24R	TORA	RWY 24L	TORA	RWY 06R	TORA	RWY 06L	TORA
HEAVY	L8	3600 m	M8	4000 m	M2	4000 m	L1	3600 m
MEDIUM JET	L7	3300 m	M7	2715 m	M3	2475 m	L2	3500 m
LIGHT JET, TURBOPROP	L6	2515 m	M6	2265 m	M3	2475 m	L3	2470 m

TYPE CLASS	RWY 24R	TORA	RWY 06L	TORA
HEAVY, MEDIUM JET	K6	3600 m	K1	3300 m
LIGHT JET, TURBOPROP	K5	3385 m	K2	2150 m

Independent Parallel Departures



Simultaneous parallel departures in progress. Proceed exactly on the extended centerline until starting turns as published and remain on TWR frequency until further advised.

Any Deviation from the departure route will cause a conflict immediately. If required, Berlin Tower will issue heading instructions to establish separation again.

Arriving Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Descent Planning

To help ATC, please always plan your descent according to the following descent profile restrictions (expand the appropriate section):

Arrivals via OGBER

Route	Descent Planning	Level at OGBER	Holding at OGBER
BATEL T207 OGBER	Cross BATEL at or below FL250	RWY 06: at or below FL100 RWY 24: at or below FL160	Inbound track: 117° Left Turns
BKD L619 VIBIS T209 OGBER	Cross BKD at or below FL250		

Arrivals via KETAP

Route	Descent Planning	Level at KETAP	Holding at KETAP
RODEP T280 OGBER	Cross RODEP at or below FL230	RWY 06: at or below FL160 RWY 24: at or below FL110	Inbound track: 147° Left Turns
PESEL L87 KETAP	Cross PESEL at or below FL220		
BODLA Z717 RAKIT L87 KETAP	Cross BODLA at or below FL200		

Arrivals via KLF

Route	Descent Planning	Level at KLF	Holding at KLF
RUDAK T278 KLF	Cross RUDAK at or below FL170	RWY 06: at or below FL080 RWY 24. at or below FL100	Inbound track: 020° Right Turns

Arrivals via ATGUP			
Route	Descent Planning	Level at ATGUP	Holding at ATGUP
ZABEL T202 ATGUP	Cross ZABEL at or below FL210	RWY 06: at or below FL120 RWY 24. at or below FL120	Inbound track: 020° Right Turns
OSKAN T203 ATGUP	Cross OSKAN at or below FL200		

Arrivals via NUKRO			
Route	Descent Planning	Level at NUKRO	Holding at NUKRO
ABLOX T204 NUKRO	Cross ABLOX at or below FL220	RWY 06: at or below FL160 RWY 24. at or below FL110	Inbound track: 331° Right Turns
GOVEN T205 NUKRO (RWY 06)	Cross GOVEN at or below FL180		
GOVEN T205 NUKRO (RWY 24)	Cross GOVEN at or below FL120		

Expected Trackmiles

In contrast to the flight plan, the following distances from the starting point of the transition to the landing may be regarded as the expected flight distance for flight and fuel planning purposes. Any deviations from this may be regarded as a delay situation.

From IAF	Runway In Use	Average flight distance (NM) from IAF to the runway
OGBER	06	40
	24	67
KETAP	06	69

24	49	
KLF	06	37
	24	53
ATGUP	06	60
	24	52
NUKRO	06	71
	24	54

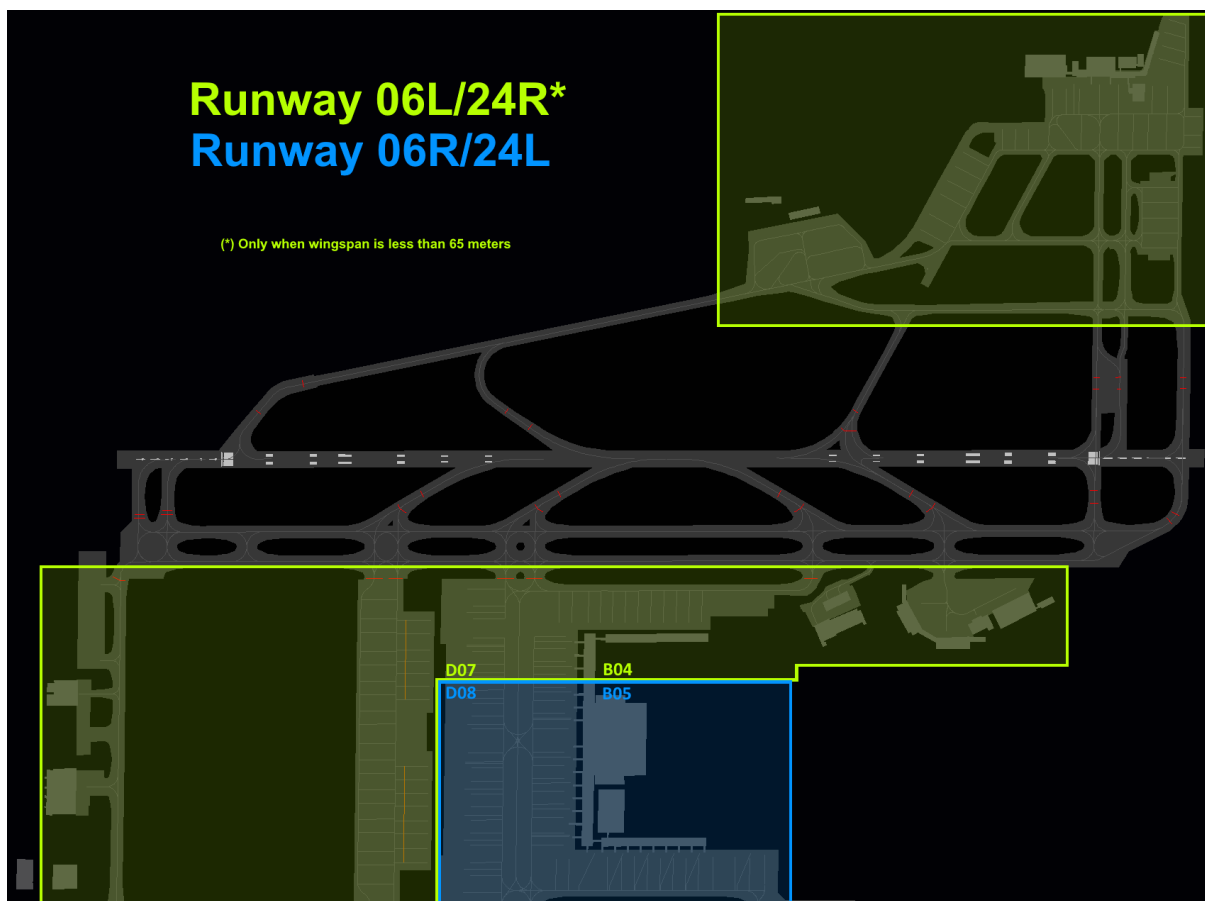
Expected Routing after IAF

Traffic will usually be guided via radar vectors or the transition to the final. Please don't program the published standard approach from the IAFs. You'll need to use the Transition including all DB waypoints.

For Berlin, only the corner waypoints of the transition are referenced to the transition procedure in the FMC. Nevertheless, **ATC often clears traffic to a waypoint on the downwind or final. If a waypoint is not already part of the transition loaded in the FMC, please enter the instructed waypoint manually in your flight plan.**

Runway Assignment

At Berlin, the arrival runway will always be assigned by Bremen Radar. In most cases, your arrival runway is assigned depending on your expected parking position to reduce taxi times. Aircraft with a wingspan of 65 m or more shall expect runway 06R/24L.



Note that Bremen Radar may alter from the standard runway assignment procedure if required due to traffic, weather or on request from Berlin Tower.

High Intensity Runway Operations

To increase traffic and frequency capacity, the following procedures shall be applied by the pilot arriving at Berlin-Brandenburg.

Change of Frequency to Berlin Arrival

While being transferred from BREMEN RADAR to BERLIN ARRIVAL, the initial call shall be restricted to **CALLSIGN only**, to avoid frequency congestion.

Runway Turn-Off Taxiways

To enable the greatest possible throughput of approaches and departures per hour, RWY occupancy times shall be reduced to a minimum. If RWY conditions permit, the following rapid exit TWYs shall be used:

TYPE CLASS	RWY 24R	LDA	RWY 24L	LDA	RWY 06R	LDA	RWY 06L	LDA

HEAVY	L3	1960 m	M3	2255 m	M6	2045 m	L6	2005 m
MEDIUM JET	L4	1490 m	M5-R	1785 m	M4	1575 m	L5	1555 m

If it is already clear to the pilot on approach that the above TWYs cannot be used, he shall inform aerodrome control of this.

When landing on runway 06R, please only use turn-off taxiway M7 when approved by Berlin Tower!

Automatic Handoff to Ground

If stated in the ATIS, after leaving the RWY, the pilot shall immediately change to the frequency of ground control of his own accord and make an initial call. There will be no handoff from Tower to Ground after landing.

Please check the ATIS carefully, as there the automatic handoff procedure will be described.

If the automatic handoff procedure to Berlin Ground is active the ATIS will display:

“ AFTER VACATING RUNWAY 06L CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 06R CONTACT GROUND ON FREQUENCY 121.705.

AFTER VACATING RUNWAY 24R CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 24L CONTACT GROUND ON FREQUENCY 121.705.

If the automatic handoff procedure to Berlin Ground is not active the ATIS will display:

“ AFTER VACATING RUNWAY 06L OR 06R REMAIN ON FREQUENCY.

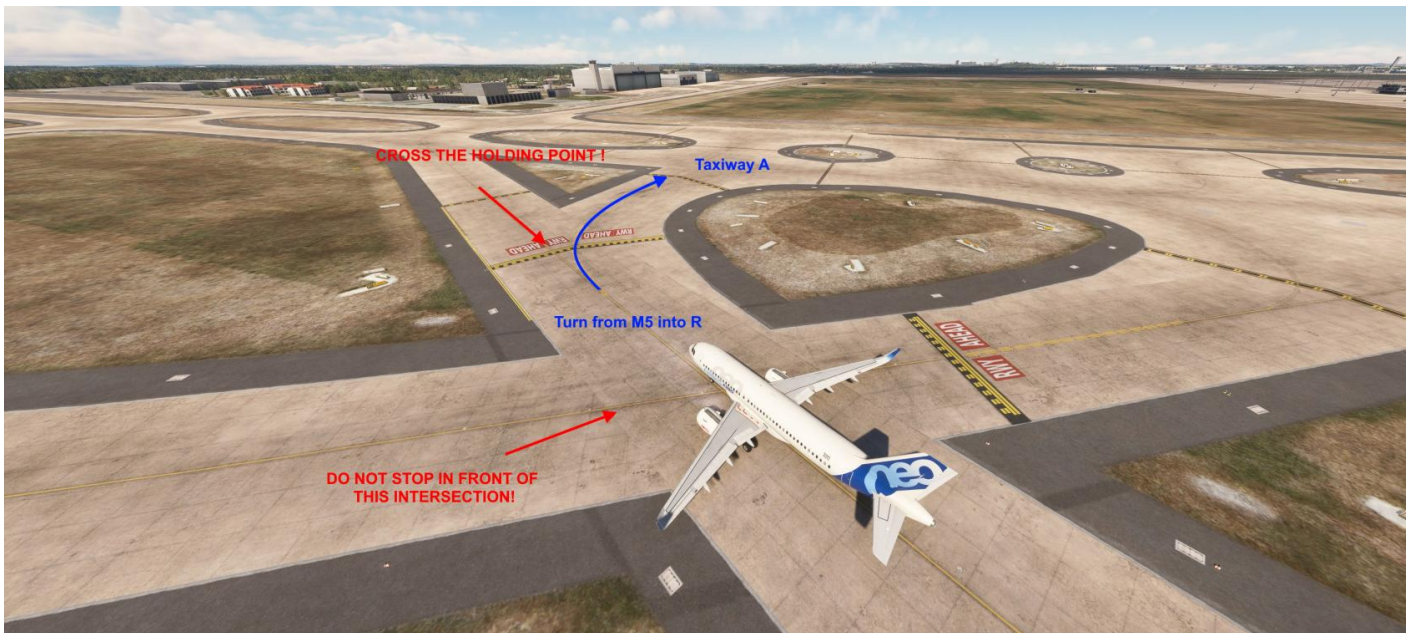
AFTER VACATING RUNWAY 24R OR 24L REMAIN ON FREQUENCY.

Taxi Operations

Vacating the Runway

Unless he has received a further taxi clearance, the pilot shall **hold in front of TWY D** when taxiing off the northern RWY to the south, and **hold in front of TWY A** when taxiing off the southern RWY RWY (if leaving via TWY M5 TWY R may also be used to hold in front of TWY A).

When vacating via M4 (RWY 06R) or M5 (RWY 24L) always continue your taxi until you have crossed the holding point. NEVER STOP IN FRONT OF THE INTERSECTING TAXIWAY.



Hold Short

Berlin Ground will usually instruct to hold short of taxiway V1 for traffic taxiing from runway 06R/24L. Traffic from runway 06L/24R may be instructed to hold short of taxiway V3 or V4.

Holding short of a taxiway means stopping in front of this taxiway. Never join taxiway V1, V2, V3 or V4 without the explicit instruction from Berlin Ground or Berlin Apron.



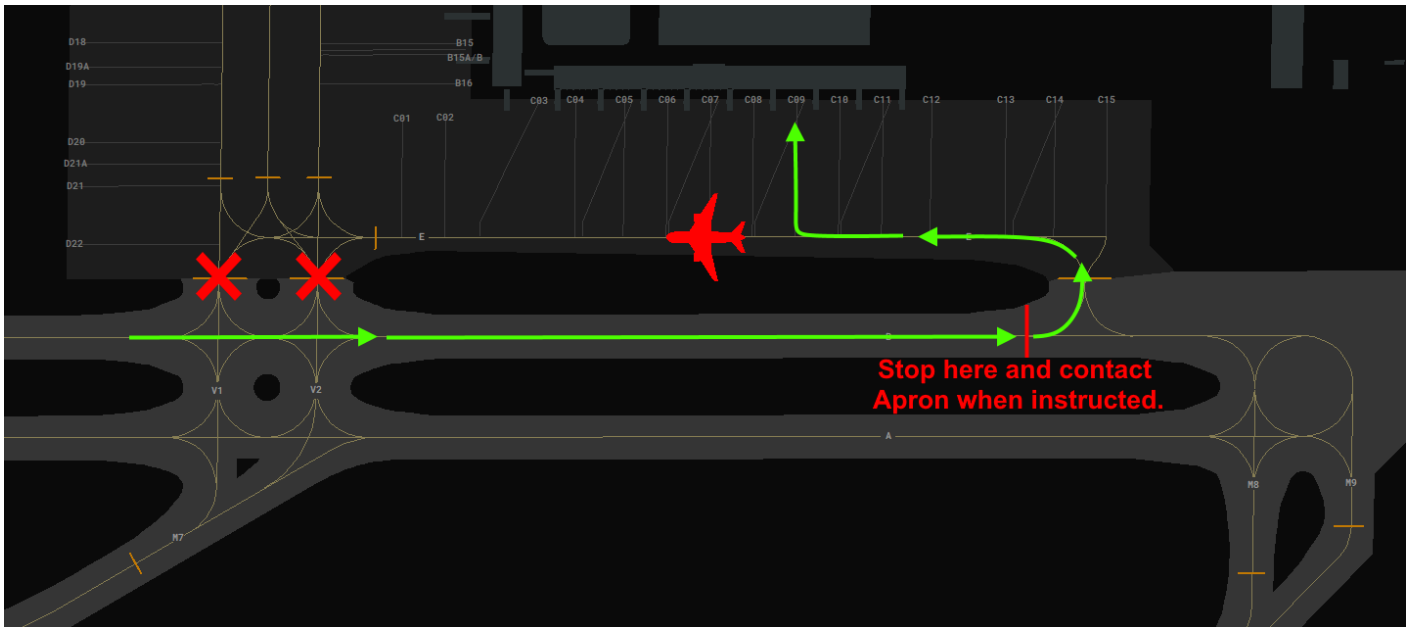
Alternative Apron Entry

For traffic parking on Apron C, Berlin Ground may instruct an alternative procedure to join the apron manoeuvring area, in case traffic is blocking taxiway E. **If instructed this procedure, do not join the apron via V1 or V2. Please only use this procedure when instructed by ATC!**

Berlin Ground will usually use an instruction like the following:

“EJU32CM, taxi via B to the end, hold short of E.

Before reaching Taxiway E, where you'll then need to stop on Taxiway B, in front of the intersection, Berlin Ground will usually instruct the pilot to contact Berlin Apron. **Only enter taxiway E when instructed by Berlin Apron.**

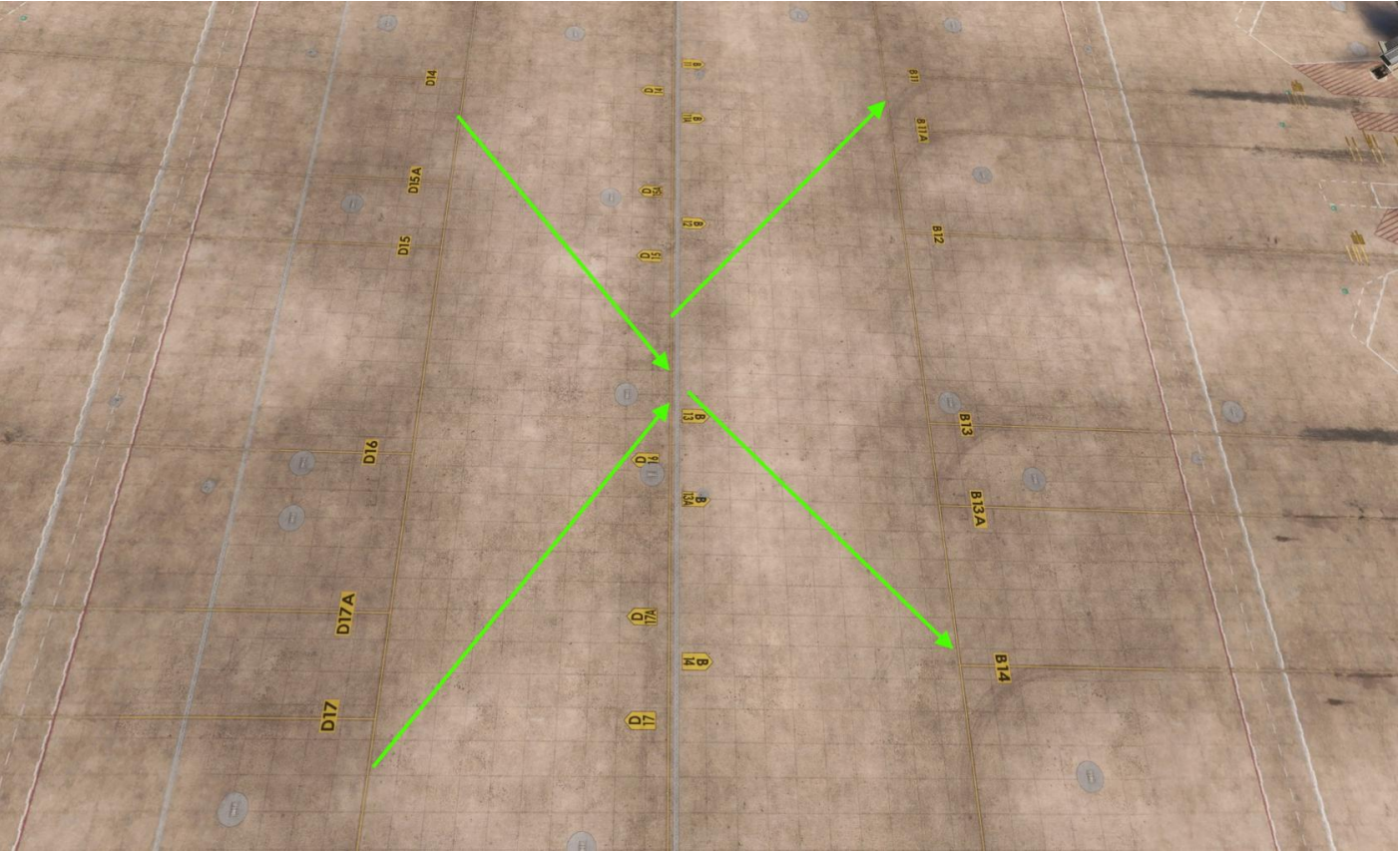


Swing-Over

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Please don't follow any guidance lines to swing over between taxiways V1, V2 and VC. Instead, switch directly when instructed by Berlin Apron.

Note: This procedure will not be applied when Low Visibility Conditions exist.



Parking Positions

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Stand Availability

To avoid any discussion with other pilots and to enhance realism, we kindly ask you to check if your stand is already occupied before connecting. You can use either our [website](#) or [Vatsim Radar](#) to check this.

Real-World Parking Positions

To find the real-world used parking position of your flight we recommend the [Flightradar24 history](#) whenever possible.

Additionally, you may also check the [stand assignment list](#) our controllers will use for arriving aircraft.

Apron A

Apron A is mainly used by low-cost carriers Ryanair, Wizzair, Norwegian and Vueling. Additionally, aircraft not requiring a jetway (e.g. CRJ, ATR or Dash 8) will park here. On Vatsim, this apron shall also be used by fictional airlines.

Stands	Restriction	Only Schengen Countries
A01-A02	Max. Wingspan < 36 m	No
A03-A08	Max. Wingspan < 36 m	Yes
A09-A19	Max. Wingspan < 36 m	No

Apron B

Apron C is mainly used by many members of the Star Alliance, airlines from/to Non-Schengen countries and most widebody passenger aircraft.

Stands	Restriction	Only Schengen Countries
B01-B07	Max. Wingspan < 36 m	No
B08	Max. Wingspan < 48 m	No
B09-B16	Max. Wingspan < 36 m	No
B01A, B03A, B05A, B09A, B11A, B13A	Max. Wingspan < 65 m	No
B07A, B15A	Max. Wingspan < 69 m	No
B07B, B15B	A388 only	No

Apron C

Apron C is mainly used by easyJet, Eurowings/Germanwings, Finnair, Air France, TAP Portugal, AirBaltic, Icelandair and KLM.

Stands	Restriction	Only Schengen Countries
C01, C02	Max. Wingspan < 36 m	No
C03	Max. Wingspan < 38 m	No
C04	Max. Wingspan < 38 m	Yes
C05-C11	Max. Wingspan < 36 m	Yes
C12	Max. Wingspan < 38 m	Yes
C05A, C07A, C09A, C11A	Max. Wingspan < 52 m	Yes
C13, C15	Max. Wingspan < 38 m	No
C14	Max. Wingspan < 36 m	No
C14A	Max. Wingspan < 52 m	No

Apron D

Apron D is mainly used by Sundair and some other charter flights. Additionally, this apron is used to relieve Apron A, B and C.

Stands	Restriction	Only Schengen Countries
D01, D22	Max. Wingspan <68 m	No
D02-D11	Max. Wingspan < 36 m	No
D12	Max. Wingspan < 48 m	No
D13-D21	Max. Wingspan < 36 m	No
D03A, D07A, D09A, D11A, D15A, D17A, D19A, D21A	Max. Wingspan < 65 m	No
D05A, D13A	Max. Wingspan < 69 m	No
D05B, D13B	A388 only	No

General Aviation and Business Aviation

- Traffic or general aviation and business aviation will park on Apron 4 (GAT)
- Aircraft with a wingspan of 36 m or more are requested to park on Apron D

Cargo

- Cargo flights with a wingspan of up to 52 m will park on Apron 2 (stands 19-27)
- Cargo flights with a wingspan of up to 36 m will also park on stands 28-30, 50 and 52
- Cargo flights with a wingspan of up to 65 m will park on stand 52 or Apron D (see restrictions above)
- Cargo aircraft with a wingspan of more than 65 m shall park on Apron D (see restrictions above)

Government Flights

- Government aircraft (e.g. GAF - German Air Force) will park on Apron 1 (Military Apron)

VFR Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Departing Traffic

- Departing VFR traffic on the ground at Berlin/Brandenburg shall do the initial call on Delivery EDDB_DEL (121.605).
- If Delivery is offline, first contact should be with Berlin Apron even if he is not responsible for the GAT.

Arriving Traffic

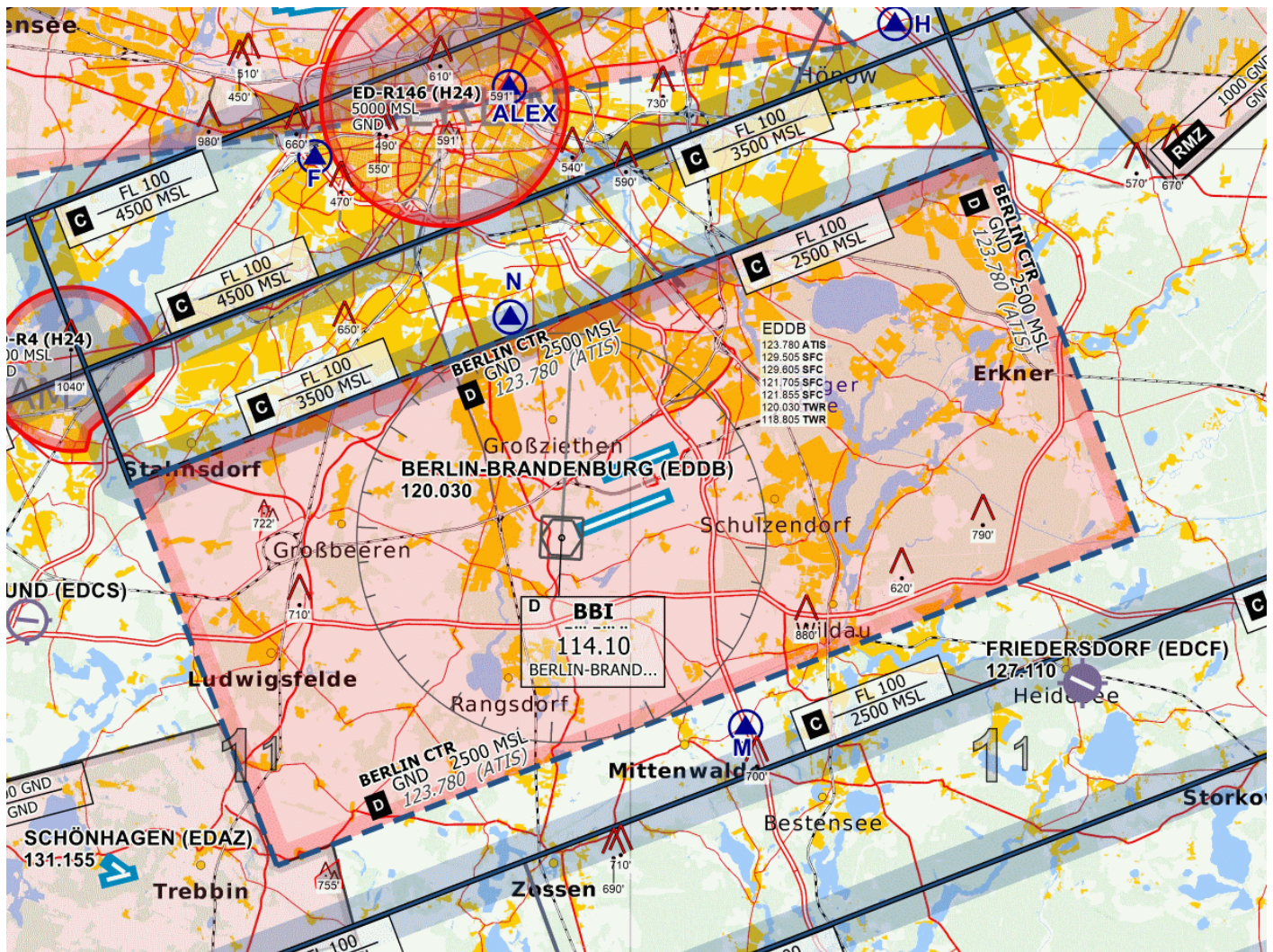
- Arriving traffic is supposed to contact TWR 15 miles prior to reaching the reporting point on which you desire to enter.
- The main tower frequency is 118.805 which shall always be used by traffic arriving via reporting point M.
- Traffic entering the control zone via reporting point N should call Tower on 120.030 if he's online, otherwise call 118.805 as well.
- There might be departing or arriving traffic on the parallel runway. Expedite all movements on the runway and approach to stay clear of IFR traffic.

Airspace

- Please stay clear of any airspace C around Berlin
- Check the ATIS to get information about the active runway. This is important to note as some airspace C sectors are only open during a specific runway configuration.
- Stay clear of restricted airspace ED-R4 and ED-R146 at all times!

Reporting Points

- Reporting Point N is located at Britzer Garten, a park with a small lake at the southern end of the city of Berlin.
- Reporting Point M is located at the highway exit Mittenwalde, between the cities of Mittenwalde and Zeesen.



Control Zone Berlin/Brandenburg Airport - © openflightmaps.org

Abfliegender Verkehr

- Abfliegender Verkehr hat den Einleitungsruf auf der Delivery Frequenz zu halten (EDDB_DEL - 121.605).
- Sollte Berlin Delivery offline sein, ist Berlin Apron die nächste zuständige Station für den Einleitungsruf (gemäß des Top-Down Prinzips).

Anfliegender Verkehr

- Anfliegender Verkehr hat sich spätestens 15 Meilen (alternativ 5 Minuten) vor Erreichen des Pflichtmeldepunkts zu melden.
- Flugzeuge, welche einen Einflug über M beabsichtigen, rufen Berlin Turm auf der Frequenz 118.805 (EDDB_S_TWR).
- Flugzeuge, welche einen Einflug über N beabsichtigen, rufen Berlin Turm auf der Frequenz 120.030 (EDDB_N_TWR). Sollte niemand auf die Frequenz erreichbar sein, ist die 118.805 zu rufen.
- Alle Bewegungen auf der Piste und im Anflug sollen sicher so schnell wie möglich ausgeführt werden, um den anfliegenden IFR Verkehr nicht zu blockieren.

Luftraum

- Der Luftraum C ist ohne Freigabe stets zu meiden. Die Benutzung der Luftraum Sektoren "C(HX) Berlin Ost/West" ist der aktiven Betriebsrichtung in EDDB zu entnehmen, welche über die ATIS mitgeteilt wird.
- Die ED-R4 und ED-R146 ist in jedem Fall zu meiden!

Pflichtmeldepunkte

- Der Pflichtmeldepunkt N liegt über dem Britzer Garten, ein Park mit See südlich von Berlin.
- Der Pflichtmeldepunkt M liegt bei der Autobahnabfahrt Mittenwalde, zwischen den Orten Mittenwalde und Zeesen.

Charts and Scenery

IFR Charts for Berlin/Brandenburg Airport are available at <https://chartfox.org/EDDB> (Vatsim Login required).

VFR Charts for Germany can be found at:

- [DFS VFR AIP - EDDB](#)
- [DFS VFR AIP \(Overview\)](#)
- <https://www.openflightmaps.org/ed-germany/>

Airport Scenery

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Sim	Freeware	Payware
MSFS	flightsim.to	Aerosoft
X-Plane	X-Plane Default Scenery	Aerosoft
Prepare3D V4/V5	--	Aerosoft

Please do not use the MSFS default scenery as this scenery is missing most of the apron and ground markings! We highly recommend using the freeware or payware scenery for MSFS!