

Airline Safety Briefing

Berlin Brandenburg Airport

EDDB

Crew Entrance and Localization

The **change from landside to airside** and vice versa is ensured via the **access control points (ZKS)**. The identity check and the aviation security controls are carried out there.

Terminal T1

Schengen and Non-Schengen flight operations

Crew access via **ZKS 23 in Terminal T1** (see Figure 1). After security check and access authorization, the further crew way leads:

- over an assigned staircase to level E0. The exit from the terminal building to the apron will be released by the ground handling staff (must be requested by the crew), or
- through the departure waiting area to the gate. This will be released by the ground handling staff (must be requested by the crew).

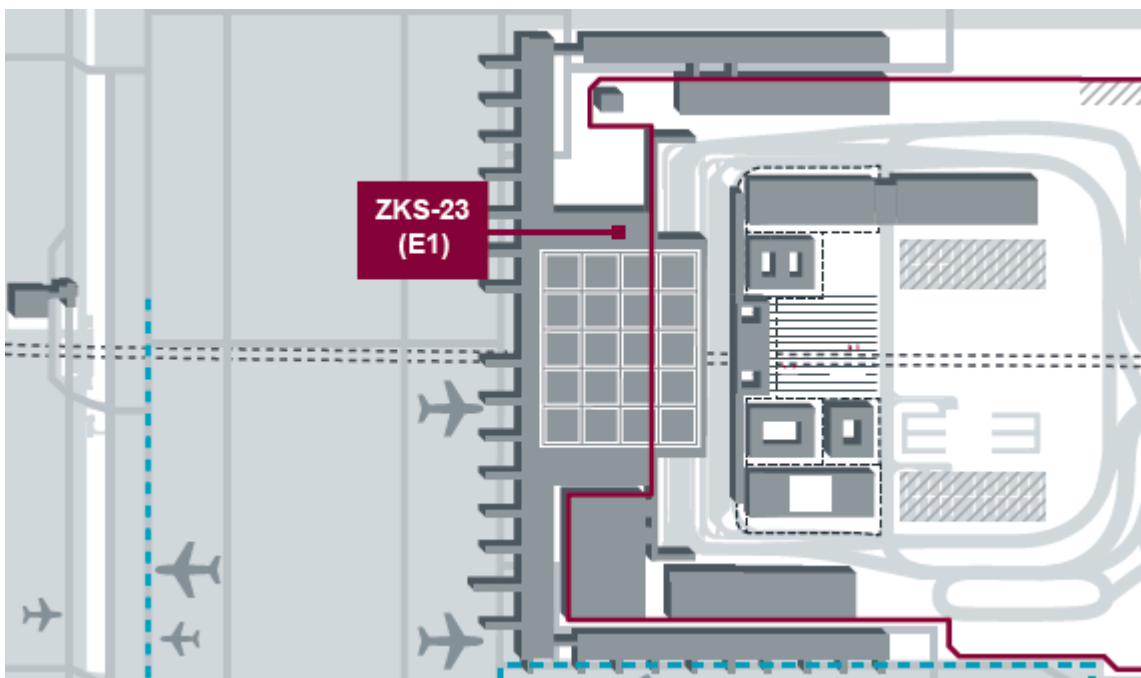


Figure 1: Terminal T1 overview

Terminal T5 (Currently not in use)

Non-Schengen flight operations

Via access control point 1 (ZKS 1, see figure 1), you can change to the air or landside independently of **Schengen or non-Schengen traffic**. The border control counter for passport control is close to access control point 1 (inner courtyard) on the airside.

Schengen flight operations

If you **operate only in the Schengen area**, you can also use access control point 5 on the eastern edge of Terminal M (Departure).

Chart

Figure 2 shows the **locations** of the access control points 1 and 5 of Terminal T5.

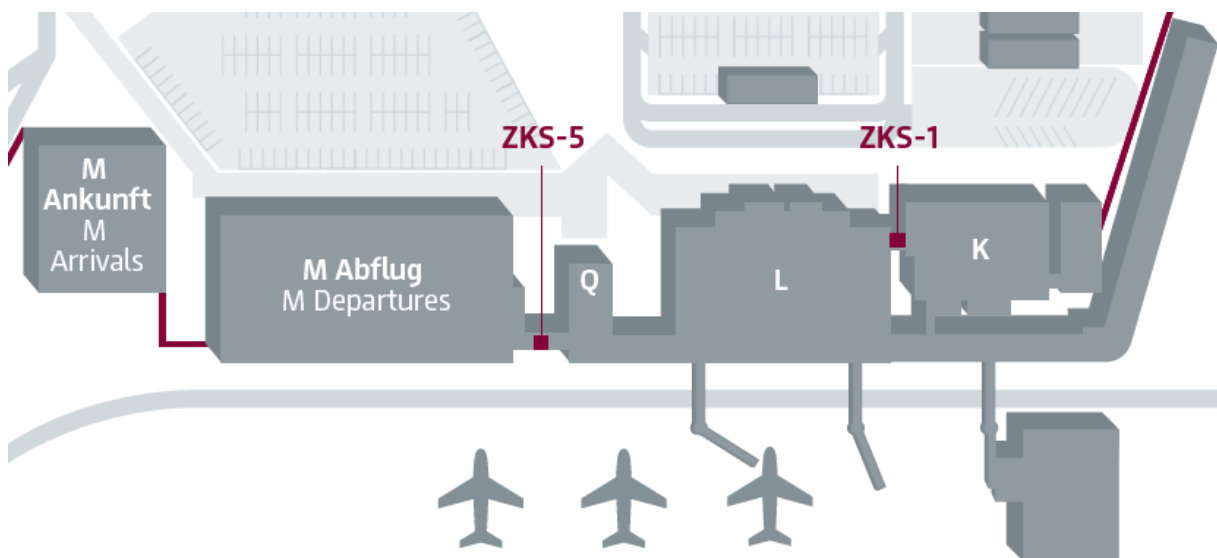


Figure 2: Terminal T5 overview

Crew Bus Location Terminal T5

The crew bus station is located near **aircraft stand 62 on the inside of a bus-turning loop**. The fastest way to reach this location from landside is **via access control point 1 in Terminal T5**.

Turn by turn directions:

1. Move forward across the inner courtyard and move through two glass doors. Be sure that the second door is **closed and locked after entering the airside**. Aircraft stand 55 is in front of you.
2. Go left and follow the **blue pedestrian way** until you reach the end of the left sided building. The crew bus is located on the left side.

If **restrictions occurred through barrier tapes**, then use one of the cross walks and the blue pedestrian way on the other side of the street.

Figure 3 shows the paths from access control point 1 to the crew bus station.

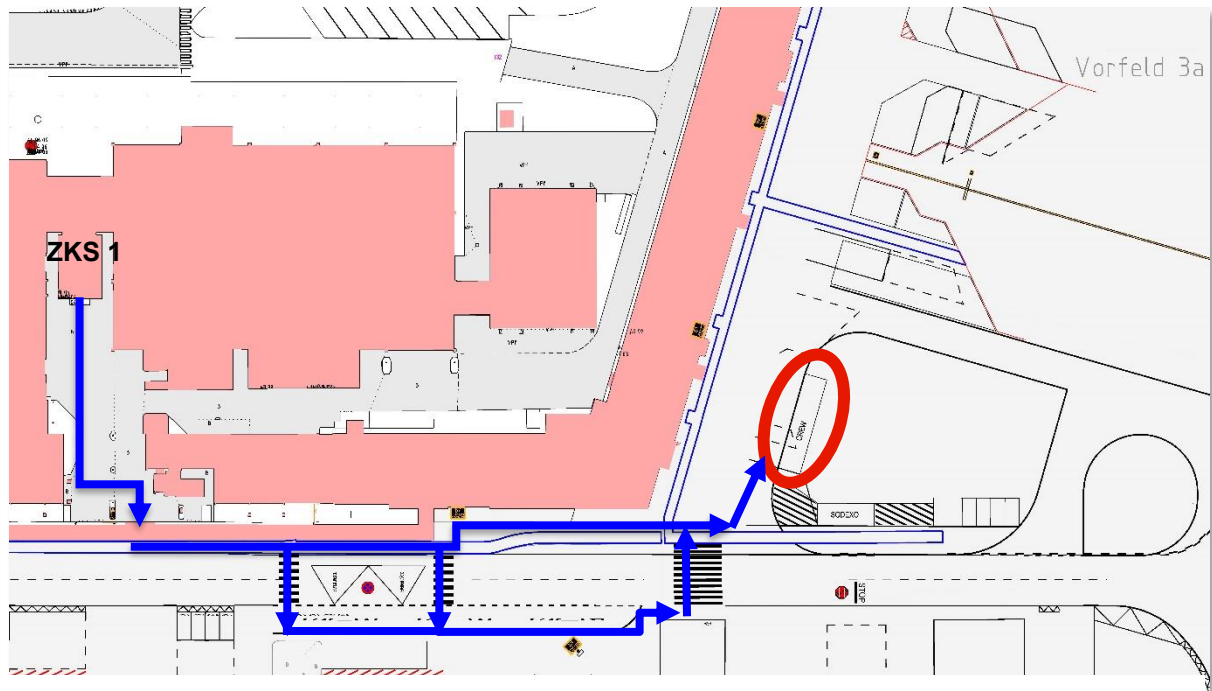


Figure 3: Pedestrian way between access control point I and crew bus location

Arrival and leaving the air side

Incoming aircraft crews leave the airside:

- on foot via the arrivals areas in Terminals 1 and 2,
- on foot via the access control points in Terminal 5 or
- by shuttle via one of the access control points outside the airport.

Flight Safety

Marshalling instructions

At Berlin Brandenburg Airport except Apron B and C, there is **no** visual docking guidance system on the parking positions.. The correct positioning of the aircraft on a stand is ensured by the **hand signals of the marshaller**, according to aerodrome manual EDDB.



Entering an aircraft stand **only** with marshaller instructions!

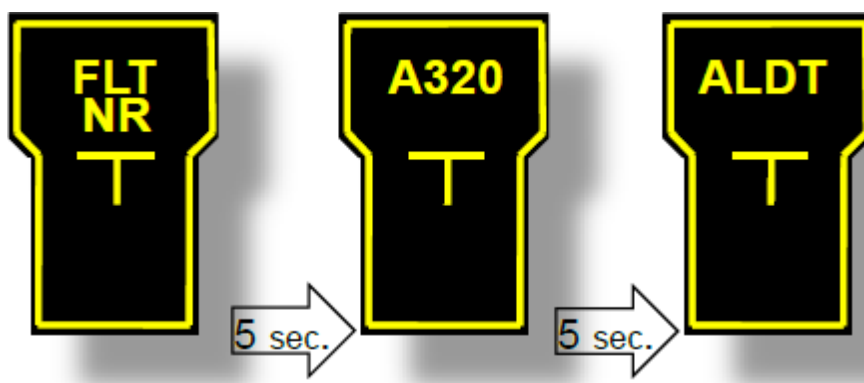


If no marshaller identified or if there is a problem with the visual docking guidance System (e.g. **E-STOP**), contact **APRON CONTROL** and stop the aircraft immediately!

Visual Docking Guidance System – VDGS

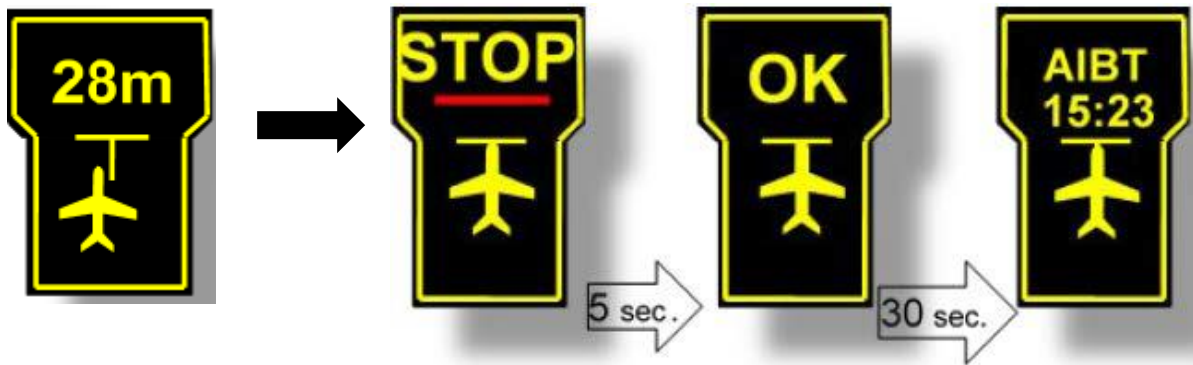
On apron B and C, the VDGS guide the taxiing aircraft on the taxi-in line and gives the stop signal when it reaches the stop position at the aircraft parking space.

Display after landing and before the aircraft taxiing to the parking position:

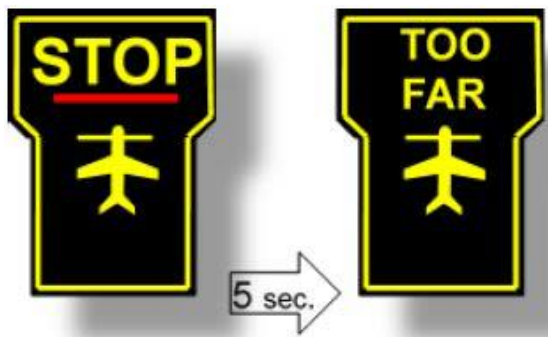


▶ In addition, the underfloor lighting (orange) is activated for the taxi-in line on stand.

Display during taxi on stand:



Display while overrun stop position:



Emergency - Stop



 Instructions of a Marshaller have always to be followed regardless of the VDGS system.

Runway Ahead Marking



Don't cross the runway holding point without ATC clearance!



When recognizing the **RWY AHEAD** marking you will be short in front of runway!

Virtual court

The virtual court is the crossing of the northern service road between Apron B and D (Figure 4).

- ▷ Taxiway traffic can be controlled by stop bars. The virtual court can only be crossed via taxiway VC.
 - ▷ There is no yellow taxiway guidance line from taxiway VC to the positions on apron B and D.
- ! The virtual court can be only crossed via taxiway VC!**

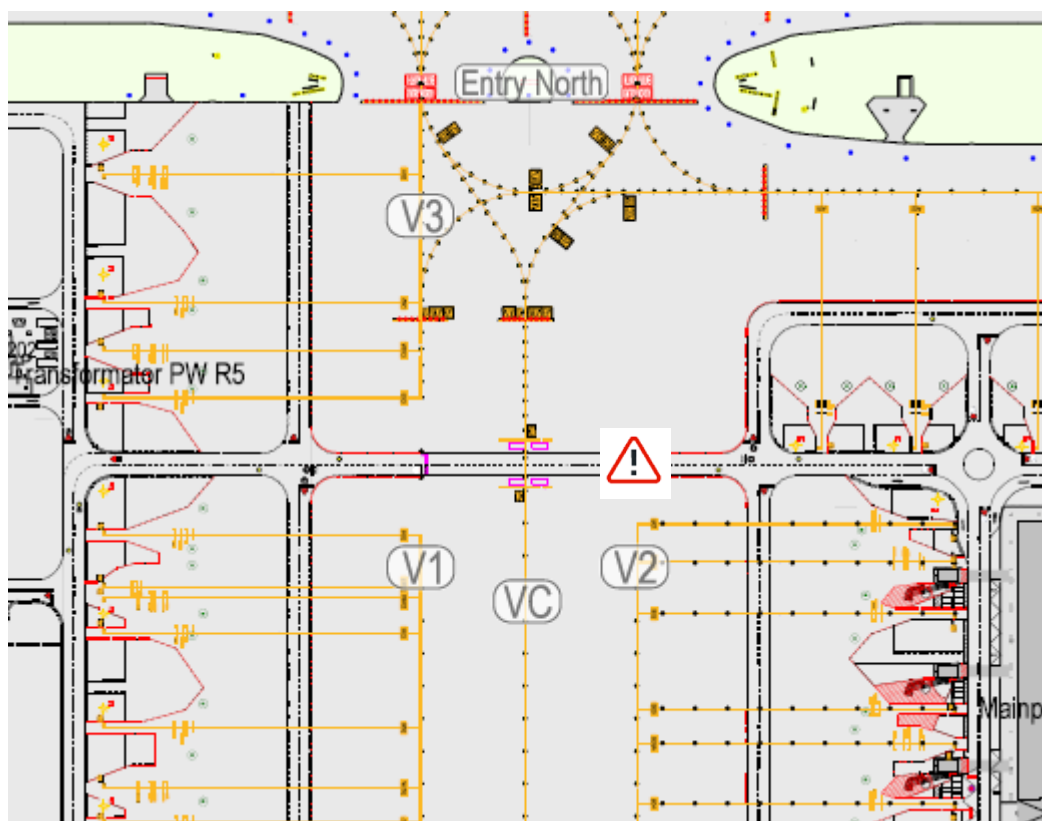


Figure 4: Virtual court

- ! Physical barriers (e.g. lamps and protective barriers) are possible during non-winter season. Pay attention to the taxiing instructions and use the current AIP maps!**
- ! Taxiing on Taxiway VC between Entry North and Entry South, expect a swing over instruction from Apron Control/ATC on any part of the apron. Caution no centerline from VC on to V1 or V2 at all parts available!**

Stopbars

- ✗ Aircrafts and vehicles must not cross activated red stop bars or light signals under any circumstances, even if approval has been granted by the DFS.

Follow Me request

- ▷ In case of problems or uncertainties, a Follow Me vehicle can be requested via the tower at any time.



Pushback with push and pull procedure

For pushback operations from positions B01 - B03 and D01 - D06, the push and pull procedure is used. After pushback, the aircraft has to be pulled forward to a certain point by the towing vehicle.

- ⚠ No engine start-up without permission off the ground staff – risk of accident!

Pushback operations near taxi lane N1

If you are approved to taxi via taxi lane N1, it's possible that a push back vehicle is **temporary not fully behind the apron safety line** at adjacent stands 40, 41 or 42. In this case, the aircraft must be **stopped** until obstacle clearance is guaranteed.

- ⚠ Pay attention at all times to vehicles, objects or other obstacles that could penetrate temporarily the wing tip clearance during standard operations.
Figure 3 shows the location of the concerning **hotspot** on apron 3.

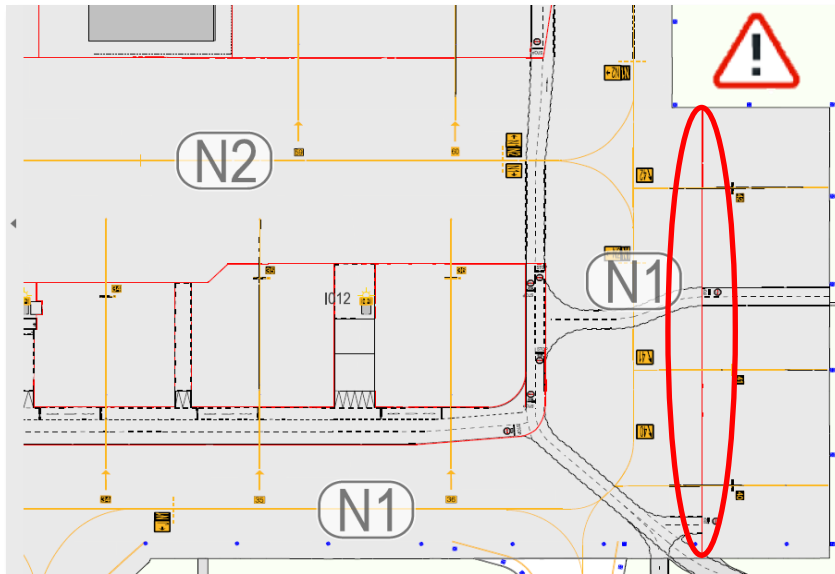


Figure 5: Possible Area of moving pushback vehicles

Further Hotspots

Further Hotspots of Berlin Brandenburg Airport can be found in the Aerodrome Chart at the **AIP** with registration **AD 2 EDDB 2-7**.

Emergency calls

Manager on Duty Airport authority:	+49 (0)30 6091 10110
Fire brigade control center:	+49 (0)30 6091 112
Security control center:	+49 (0)30 6091 110
Technical control center:	+49 (0)30 6091 10600

Frequencies

EDDB Tower - N: **120.030 MHz**
 EDDB Tower - S: **118.805 MHz**
 EDDB Ground: **121.705 MHz und 129.505 MHz**
 EDDB Apron - N: **129.605 MHz**
 EDDB Apron – S: **121.855 MHz**
 Berlin Delivery: **121.605 MHz**

All valid frequencies are also available in the AIP chapter **EDDB AD 2.18 ATS communication facilities**.

General Safety advices

Reflecting high visibility clothing



The access to the critical parts of security-restricted areas of the airport is **only permitted with high visibility clothing**, which at least meets the standard EN ISO 20471 Class 2.



An exception to this is the accompanied transfer between the aircraft and the crew transport vehicle.

Smoking ban



Smoking is **prohibited** in all areas, in all buildings and halls as well as in vehicles.



Smoking is only permitted in **designated areas**.

Aircraft water drain



It is always prohibited to drain water onto the aviation areas without a corresponding collection tank at temperatures $\leq 0^{\circ}\text{C}$.



Exceptions can be approved after contacting the Airport Manager on Duty.

Contact

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Safety Management

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For general information regarding aerodrome emergency procedures contact notfallmanagement@berlin-airport.de