Crew Entrance and Localization

The change from landside to airside and vice versa is ensured via the access control points I, K or by PWK Terminal C1. The identity check and the aviation security controls are carried out there.

Crew bus location

The crew bus will pick you up at access control point I (if requested by your company). The bus parks on the air side directly behind the building. The access control point I can be reached on landside by car or on foot. The map shows the locations of the access control points (ZKS/PWK, see figure 1) and the crew bus station.

Figure 1: Access control points overview
Flight Safety

Runways / Stopbar / Holding points

⚠️ Do not cross runways, stopbars and holding points without ATC clearance!

Follow Me for EASA Category D/E/F aircraft

⚠️ If your airline operates an aircraft type of EASA category D, E or F at Berlin-Tegel Airport, it may only be taxied or towed on the maneuvering area and apron with the supervision of a Follow-Me vehicle.

Aircraft stand 10

⚠️ At Aircraft stand 10 a strict adherence of the lead in line is required in order to retain the clearance of to the adjacent apron road. Follow exactly the yellow lead in line! Be prepared for oversteering maneuver!

Figure 2: Lead in line at aircraft stand 10
Marshalling instructions

The correct positioning on aircraft stands 01, 02, 13, 14 and all remote stands, is ensured by the hand signals of the marshaller, according to aerodrome manual EDDT.

Entering an aircraft stand only with marshaller instructions!

If no marshaller identified, contact GROUND immediately!

AGNIS & SMB functionality

On the aircraft stands 03 to 12 an Azimuth Guidance for Nose-In Stands (AGNIS) is installed in combination with a Side Marker Board (SMB) to enable an independent entering to the parking position.

Azimuth Guidance for Nose-In Stands – AGNIS

The AGNIS system is a roll guidance system, which serves the lateral guidance of the rolling aircraft on the lead in line until it reaches the stop position at the aircraft parking position. It is designed as an additional roll-lead aid to the corresponding ground marking.

The AGNIS system does not generate a stop signal!

The following figure 3 shows the functional principle of the AGNIS System.

![AGNIS functional principle](image)

Location: In extension of the lead in line on the terminal building (level + 8 m).
Next to the AGNIS System, there is an EMERGENCY – STOP light. This light can be activated by ground staff. In this case the aircraft has to stop immediately – risk of collision! The stop light is not used to position the aircraft in the normal case.

![EMERGENCY – STOP light](image)

**Figure 4: EMERGENCY – STOP light**

**Side Marker Board – SMB**

The Side Marker Board is used to **identify the correct stopping point** at the aircraft stand. With the SMB, deviations of the aircraft from the reference stop point are qualitatively represented by **red, black or green displays**.

![SMB functional principle](image)

**Figure 5: SMB functional principle**

### Side Marker Board (SMB) Meaning

<table>
<thead>
<tr>
<th>Side</th>
<th>Color</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airside plate</td>
<td>Green</td>
<td>move forward</td>
</tr>
<tr>
<td>Front side</td>
<td>Black</td>
<td>correct STOP position</td>
</tr>
<tr>
<td>Landside plate</td>
<td>Red</td>
<td>too far STOP immediately</td>
</tr>
</tbody>
</table>

The following figure 4 shows the **principle** by an example and the **location** of the Side Marker Board.

**Location**: On the left side next to the passenger bridge.
F.O.D. Check indicator

On aircraft positions 03 to 12, a light signal system is installed at each passenger bridge, which indicates that a F.O.D. Check is performed or not performed.

- **RED** light
  - F.O.D. Check is not performed.
  - Don’t enter aircraft stand!

- **GREEN** light
  - F.O.D. Check is performed.
  - Entering aircraft stand is approved.

Pushback clearance

The procedure for requesting a pushback clearance complies with the following process.

1. **Initial call**
   - Start up request on DELIVERY
   - **121.925 MHz**

2. **Start up clearance**
   - From DELIVERY

3. **Request pushback on GROUND**
   - **121.750 MHz**

4. **Pushback clearance from GROUND**
   - **121.750 MHz**

**⚠️ START UP CLEARANCE ≠ PUSHBACK CLEARANCE!**

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!

Further Hotspots

Further Hotspots of the Berlin Tegel Airport can be found in the Aerodrome Chart at the **AIP** with registration **AD 2 EDDT 2-5 and AD 2 EDDT 2-7**.
Emergency calls

Manager on Duty Airport authority: +49 (0)30 4101 2300
Fire brigade control center: +49 (0)30 4101 112
Security control center: +49 (0)30 4101 110
Technical control center: +49 (0)30 4101 10600

Frequencies

EDDT Ground: 121.750 MHz
EDDT Tower: 124.525 MHz
EDDT Delivery: 121.925 MHz

All valid frequencies are also available in the AIP chapter AD2 EDDT 1-7.

General Safety advices

Reflective 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.
Contact

Flughafen Berlin Brandenburg GmbH
Safety Management
Mail: safety@berlin-airport.de
Phone: +49 (0)30 6091 70310

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