Langen FIR - EDGG

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EDFE - Frankfurt-Egelsbach

General

Frankfurt-Egelsbach is an **uncontrolled airport**. It is situated right in the middle of the Frankfurt TMA, one of Germany's busiest airspaces, and has **highly complex procedures** due to the **mix in aircraft performances and high traffic volumes**. On VATSIM, however, traffic loads are generally very light.
If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying at Frankfurt-Egelsbach as the concept is probably quite different from what you are used to here on VATSIM.

Topdown procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

IFR procedures

Frankfurt-Egelsbach has **no IFR procedures** and can only be flown at under VFR. When planning an IFR flight to or from Frankfurt-Egelsbach, **you must be familiar with Y- and Z-flightplans as well as the corresponding procedures**.

For **approved routings** when planning to cancel/pick up IFR within the Frankfurt TMA, please refer to this document.
Additionally, IFR traffic intending to fly a long final during expected 26 operations should file **[...] PEKIG VFR DCT ASBAB**.

Authorized aircraft

Fixed wing aircraft are approved up to 20t MTOM, **helicopters** are approved up to 5.7t MTOM. **Gliders, balloons, blimps, and airships** are not permitted within the Egelsbach ATZ.

> Please **make sure you fly an appropriate aircraft** as bigger aircraft might cause a lot of inconvenience to other users.

Egelsbach Radio may restrict the number of aircraft within the ATZ and thus deny any aircraft permission for entry into the ATZ or departure as well as traffic circuits if traffic levels become too high.

Parking position

Single engine piston aircraft usually use parking area 2.
Turboprops, jets, and multi engine piston aircraft usually use parking area 1.

The **Hesse state police helicopter squadron** is stationed on the Western helicopter parking area.
Commercial helicopters use the Eastern helicopter parking area.

Charts

You can find **current VFR charts** for Frankfurt-Egelsbach in the AIP VFR.
For a better overview over the airspace structure around Frankfurt-Egelsbach, we recommend openflightmaps.

Sceneries

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

Departure

Startup

All aircraft at Frankfurt-Egelsbach that have filed a Z flight plan have to **request startup clearance from Egelsbach Apron**. Egelsbach Apron will have to get a **startup release from Langen Radar** to ensure workload allows for an IFR pickup as soon as possible after departure. This startup release can also be simulated when only Langen Radar is online by calling the responsible topdown controller for the area in which you plan to do your IFR pickup directly for a startup release and will help reduce the likelihood that ATC is too busy for an IFR pickup.

Taxi

Despite there being a separate apron frequency for aircraft taxiing on Frankfurt-Egelsbach's apron, this is also **only an information frequency**. Pilots shall obtain departure information from and report their intentions to Egelsbach Apron, but will not receive taxi clearances and are instead required to coordinate with other taxiing traffic on the frequency of Egelsbach Apron.

Remain on Egelsbach Apron until reaching the holding point, then switch to Egelsbach Radio (**you will not receive a handoff**).

Takeoff

Since Frankfurt-Egelsbach is uncontrolled, the Flugleiter won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**.
However, **during 26 operations, all high performance aircraft** (jets, turboprops, and all other aircraft with performance category B or higher) **need to be given a departure release**. Egelsbach Radio will acquire this release from Frankfurt Tower to ensure there won't be any potential conflict with departures out of [Frankfurt/Main](#)'s runway 18 when the Frankfurt-Egelsbach outbound misses the early left turn after departure.

> We ask all pilots departing runway 26 in high performance aircraft to **request a departure release from Frankfurt Tower** (or whichever station is currently covering it topdown) **when Egelsbach Radio is not staffed**.

During night time, only the hard surface runway is available for takeoffs by all aircraft.

Departure route

There are **mandatory routings for all aircraft leaving the Frankfurt-Egelsbach ATZ**. These routings depend on aircraft type and runway in use. Deviations are only possible with explicit approval by Egelsbach Radio.

> All pilots are reminded to **stay clear of Frankfurt class D and C airspace**.

Runway	Aircraft type	Waypoint	Route description
08	**high performance** *(jets, turboprops, and all aircraft with performance category B or higher)*	Y	leave the ATZ straight ahead via Y
	low performance	E	leave the ATZ straight ahead via E
		K	fly straight ahead until past the town of Egelsbach, then turn right to leave the ATZ via K

Runway	Aircraft type	Waypoint	Route description
26	**high performance** *(jets, turboprops, and all aircraft with performance category B or higher)*	D	fly straight ahead until highway A5, then turn left to continue along highway A5 to leave the ATZ via D *the Frankfurt CTR begins almost directly West of highway A5, so pilots shall make sure to avoid overshooting*
	low performance	D	
		T	join the right downwind, then fly straight ahead to leave the ATZ via T

Arrival

Initial contact

Unlike most other airfields, Frankfurt-Egelsbach requires inbound aircraft to **contact Egelsbach Radio no later than <u>10</u> minutes before arriving at the intended reporting point**.

Egelsbach Radio will **assign inbound aircraft one of the group squawks** 4440, 4441, 4442, or 4443.

Night arrivals

During night time, high performance aircraft (jets, turboprops, and all aircraft with performance category B or higher) may only approach the airport when ground visibility is 5km or higher. **Egelsbach Radio has the final say in whether visibility is good enough for such an aircraft to approach**.

Arrival route

There are **mandatory routings for all aircraft entering the Egelsbach ATZ**. These routings depend on aircraft type and runway in use. Deviations are only possible with explicit approval by Egelsbach Radio.

> All pilots are reminded to **stay clear of Frankfurt class D and C airspace**.

Runway	Aircraft type	Waypoint	Route description
08	**high performance** *(jets, turboprops, and all aircraft with performance category B or higher)*	D	enter the ATZ via D along highway A5 on an extended right base, then turn right to join final *the Frankfurt CTR begins almost directly West of*

low performance	D		
	T	enter the ATZ via T to join the traffic circuit on the downwind *the Frankfurt CTR begins almost directly West of highway A5, so pilots shall make sure to avoid overshooting*	
26	**high performance** *(jets, turboprops, and all aircraft with performance category B or higher)*	Y	enter the ATZ via Y for a straight-in final
	low performance	E	enter the ATZ via E for a straight-in final
		K	enter the ATZ via K on an extended base, then turn left to join final

> In case of a go around during 26 operations, **pilots are reminded that the Frankfurt CTR begins almost directly West of highway A5**, so they shall make sure to avoid overshooting.

> The real world airport operator of Frankfurt-Egelsbach has published a [video briefing](#) on the high performance arrival routes that you may find helpful if you are not already familiar with the airport.

Cloud breaking procedure

When weather conditions don't allow for a descend below the MVA under VFR, pilots on a Y flight plan may **request an ILS approach to the Southern runway at [Frankfurt/Main](#) to cancel IFR on the procedure** and turn South along highway A5 to leave the [Frankfurt/Main](#) CTR and enter the Frankfurt-Egelsbach ATZ via reporting point L.

> Keep in mind that - depending on the traffic situation at [Frankfurt/Main](#) and/or Frankfurt-Egelsbach - **this procedure may not be immediately available**.

Landing

Egelsbach Radio will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

> You will not receive an a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

During night time, only the hard surface runway is available for landings by all aircraft.

Taxi

Despite there being a separate apron frequency for aircraft taxiing on Frankfurt-Egelsbach's apron, this is also **only an information frequency**. Pilots will not receive taxi clearances and are instead required to coordinate with other taxiing traffic on the frequency of Egelsbach Apron.

After vacating, all aircraft have to switch to Egelsbach Apron (**you will not receive a handoff**).

Traffic circuit

Egelsbach Radio may deny traffic circuit operations depending on the current traffic situation.

North circuit

The **Northern circuit is the primarily used circuit for all traffic circuit operations**. All training and/or practice circuits will generally take place here. The **circuit altitude is 1300ft**. Strict adherence to the published circuit is mandatory.

South circuit

The **Southern circuit is only available as a contingency**, especially for aircraft with a vastly different performance than the other aircraft currently in the circuit. It **may only be used with explicit approval by Egelsbach Radio**. The **circuit altitude is 1300ft**. Strict adherence to the published circuit is mandatory.

Airspace

ATZ/TMZ/RMZ

The Frankfurt-Egelsbach ATZ is also a TMZ and an RMZ. This means that all aircraft within the Frankfurt-Egelsbach ATZ are **required to operate their transponder** on an assigned squawk or - if no squawk has been assigned - the VFR standard squawk and to **be in contact with Egelsbach Radio**.

Reporting points

There are six reporting points around the Frankfurt-Egelsbach ATZ. All but one of them are **non-compulsory reporting points which only have to be reported when instructed to do so by Egelsbach Radio**; the compulsory reporting point always has to be reported.

Reporting point	Location	Remark
D	highway intersection A5/A67/A672	--
E	town of Eppertshausen	--
K	Schleftheimer Wiesen clearing	--
L	highway/motorway intersection A5/B486	**compulsory reporting point** shared with [Frankfurt/Main](#) CTR use of L can be restricted and has to be coordinated by both Frankfurt Tower and Egelsbach Radio - pilots should plan to not use this reporting point
T	town of Waldacker	--
Y	East end of town of Rödermark	--

EDQG - Giebelstadt

General

Giebelstadt is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Giebelstadt as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

> IFR departures still have to **contact the appropriate top down controller for their enroute clearance** if Giebelstadt Information is offline.

Parking Position

Apron 3 is used by aircraft of the aero club Giebelstadt, all other aircraft use one of the **parking positions along taxiway B**, on **Apron 1**, or on **Apron 2** (Apron 2 is restricted to aircraft with a maximum wingspan of 21m (fixed wing) or a maximum rotor diameter of 15m (rotary wing)).

Charts

You can find **current IFR charts** for Giebelstadt on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Giebelstadt in the [AIP VFR](#).
For a better overview over the airspace structure around Giebelstadt, we recommend [openflightmaps](#).

Sceneries

Sim	Freeware	Payware
MSFS	-	-
X-Plane	-	-
Prepare3D V4/V5	-	-

Departure

Takeoff

Since Giebelstadt is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**. However, you might be assigned a **release window during which you have to depart** (inform ATC immediately if you are unable to depart within this window).

Auto-handoff

Giebelstadt utilizes an auto-handoff procedure for departures; **the AFISO will not hand off departures to the approach controller**. The current airborne frequency will always be given by the AFISO.

> Contact the airborne frequency **immediately when airborne**.

Arrival

STAR

There are **no STARs for Giebelstadt**. All inbounds should plan a route to **waypoint COSJE**, which is used as an initial approach fix.

Approach

Giebelstadt has an RNP approach for both runways.

> There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller**.

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

> You will not receive a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

VFR

Airspace

The Giebelstadt RMZ extends from ground level to 1000ft AGL (ca. 2000ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Giebelstadt Information** when entering the RMZ, as well as when exiting it and must maintain at least listening watch for the entirety of their stay within the RMZ.
Additionally, Giebelstadt has a **published traffic circuit** to the South of the field.

South of the hard surface runway are glider launch and landing areas. Simultaneous use of the glider areas and the hard surface runway is not possible. During IFR operations at Giebelstadt, glider launches are not possible.

Kreiskrankenhaus Ochsenfurt

The Ochsenfurt Kreiskrankenhaus hospital is located within the Giebelstadt RMZ, East of the airport, directly below the approach path of runway 26 and departure path of runway 08. Helicopters arriving and departing at the hospital have to **contact Giebelstadt information**.

Ochsenfurt (EDGJ)

Ochsenfurt is a small ultralight only field within the Giebelstadt RMZ. When Ochsenfurt Radio is staffed, traffic in the circuit at Ochsenfurt must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic has to be in contact with Giebelstadt Information**.

Special attention has to be taken as the published traffic circuit at Ochsenfurt is very close to the extended centerline and IFR procedures pass close-by. **Adherence to the published traffic circuit is mandatory**.

EDRY - Speyer

General

Speyer is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Speyer as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

Parking Position

Parking positions 1 thru 4 are generally used by **larger aircraft such as business jets**.
Single engine piston aircraft and similar use the grass parking area in the Northwest.
Various hangar positions are also available around the aircraft and primarily used by **home-based aircraft**.

> One hangar is connected to the airfield via grass taxiway J; aircraft intending to use this taxiway have to **obtain prior permission** from Speyer Information.

Charts

You can find **current IFR charts** for Speyer on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Speyer in the [AIP VFR](#).
For a better overview over the airspace structure around Speyer, we recommend [openflightmaps](#).

Sceneries

Sim	Freeware	Payware
MSFS	[flightsim.to](#)	-
X-Plane	-	-
Prepare3D V4/V5	-	-

Departure

Takeoff

Since Speyer is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**.

> Speyer does not permit IFR departures. When planning an IFR flight from Speyer, **you must be familiar with Z-flightplans as well as the corresponding procedures**.

Arrival

STAR

There are **no STARs for Speyer**. All inbounds should plan a route to **waypoints KRH** (34 operations) **or NORFE** (16 operations), which are used as initial approach fixes.

Approach

Speyer has RNP approaches for both runways. Normally, the RNP Z approaches will be used; the RNP Y approaches are available on pilot request if the pilot wants to perform an approach with LPV minima.

> There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller**.

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

> You will not receive a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

VFR

Airspace

The Speyer RMZ extends from ground level to 1000ft AGL (ca. 1300ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Speyer Information** when entering the RMZ, as well as when exiting it and must maintain at least listening watch for the entirety of their stay within the RMZ.
Additionally, Speyer has a **published traffic circuit** to the East of the field.

West of the hard surface runway are glider launch and landing areas. Simultaneous use of the glider areas and the hard surface runway is not possible. During IFR operations at Speyer, glider launches are not possible.

Diakonissen-Stiftungs-Krankenhaus Speyer

The Speyer hospital is located within the Speyer RMZ, just West of the runway 16 threshold. Helicopters arriving and departing at the hospital have to **contact Giebelstadt information**.

Herrenteich (EDEH)

Herrenteich is a small grass field within the Speyer RMZ. When Herrenteich Radio is staffed, traffic in the circuit at Herrenteich must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic has to be in contact with Speyer Information**.

Special attention has to be taken as the published traffic circuit at Herrenteich is very close to the published traffic circuits at Speyer and Hockenheim. **Adherence to the published traffic circuit is mandatory**.

Hockenheim (EDFX)

Hockenheim is a small grass field within the Speyer RMZ. When Hockenheim Radio is staffed, traffic in the circuit at Hockenheim must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic in the circuit has to be in contact with Speyer Information**.

Special attention has to be taken as the published traffic circuit at Hockenheim is very close to the published traffic circuits at Speyer and Herrenteich. **Adherence to the published traffic circuit is mandatory**.

EDRZ - Zweibrücken

EDTY - Schwäbisch Hall

General

Schwäbisch Hall is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Schwäbisch Hall as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

> IFR departures still have to **contact the appropriate top down controller for their enroute clearance** if Schwäbisch Hall Information is offline.

Low Visibility Procedures (LVP)

Schwäbisch Hall has **higher low visibility minima than usual**; LVP will be implemented if one of the following conditions is met:

- RVR < 1000m
- Ground visibility < 1000m
- Parts of the maneuvering area not visible from the Tower

Additionally, **low visibility takeoff procedures** are available in both directions when RVR < 400m.

Parking Position

General Aviation aircraft usually park at **Apron 2 and Apron 3**, while other aircraft use **Apron 1**.

Charts

You can find **current IFR charts** for Schwäbisch Hall on chartfox (requires VATSIM login).

You can find **current VFR charts** for Schwäbisch Hall in the [AIP VFR](AIP VFR).
For a better overview over the airspace structure around Schwäbisch Hall, we recommend openflightmaps.

Sceneries

Sim	Freeware	Payware
MSFS	-	-
X-Plane	-	-
Prepare3D V4/V5	-	-

Departure

Startup

All aircraft at Schwäbisch Hall have to **request startup clearance from Schwäbisch Hall Information**.

Takeoff

Since Schwäbisch Hall is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**. However, you might be assigned a **release window during which you have to depart** (inform ATC immediately if you are unable to depart within this window).

Schwäbisch Hall utilizes an auto-handoff procedure for departures; **Tower will not hand off departures to the approach controller**. The current departure frequency will always either be noted in the ATIS or part of your clearance.

Contact the departure frequency **immediately when airborne**.

Arrival

STAR

Inbounds from the South should plan a route **to Luburg VOR** (LBU) and **join an appropriate STAR** from there. If you have the STAR already in your flight plan (which you should in Germany), you can follow the STAR to waypoints WUHFU or YOLFO without further clearance by ATC. Inbounds from the North should plan a route **to Dinkelsbühl VORTAC** (DKB), which is used as an initial approach fix; there is **no STAR from DKB**.

Approach

Schwäbisch Hall has an RNP approach for both runways as well as an ILS approach for runway 28.

> There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller**.

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

> You will not receive an a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

VFR

Airspace

The Schwäbisch Hall RMZ extends from ground level to 1000ft AGL (ca. 2300ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Schwäbisch Hall Information** when entering the RMZ, as well as when exiting it and must maintain at least listening watch for the entirety of their stay within the RMZ.

Additionally, Schwäbisch Hall has a **published traffic circuit** to the North of the field.

Startup

All aircraft at Schwäbisch Hall have to **request startup clearance from Schwäbisch Hall Information**.

Helicopters

The Schwäbisch Hall Diakionie hospital is located within the Schwäbisch Hall RMZ, west of the airport, directly below the approach path of runway 10 and departure path of runway 28.

Weckrieden (EDTX)

Weckrieden is a small glider field directly adjacent to Schwäbisch Hall (EDTY). They are even **connected with taxiway B** (be aware that a public road crosses taxiway B between the two airfields).

As Weckrieden is also located within the RMZ, **all traffic at this airfield has to be in contact with Schwäbisch Hall Information**.