EDDR - Saarbrücken Airport

Overview

Saarbrücken is an unrestricted airport and **part of the S1 minor program**. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the required moodle courses. The Pfalz sector (APP) can be staffed by all controllers with an **S3** rating or higher.

ATC Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
ATIS	ADR	EDDR_ATIS	125.480	--	--
Ground	DRG	EDDR_GND	118.555	--	unrestricted: EDDR CBT
Tower	DRT	EDDR_TWR	118.355	--	unrestricted: EDDR CBT
Pfalz sector	PFA	EDDR_PFA_APP	129.675	--	unrestricted: no course

Quickview

Runway 27 | ↑ climb via SID
Runway 09

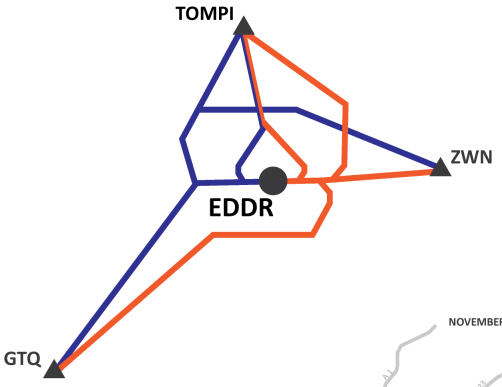
up to date for: AIRAC 2309

TOWER QUICKSHEET
SAARBRÜCKEN AIRPORT (EDDR)
1058 ft

ENROUTE CLEARANCE

4000ft ↑	1L	TOMPI	1M	↑ 4000ft
	1K		1N	
prop MTOW ≤ 5.7t			prop MTOW ≤ 5.7t	
4000ft ↑	6E		4W	
4000ft	1L	ZWN (Zweibrücken)	1M	↑ 4000ft
	8E		5W	
FL80 ↑	1L	GTQ (Grostenquin)	1M	↑ FL80
	1E		9W	

! IFR departures require departure release by Langen Radar prior to takeoff clearance



HANDOFFS

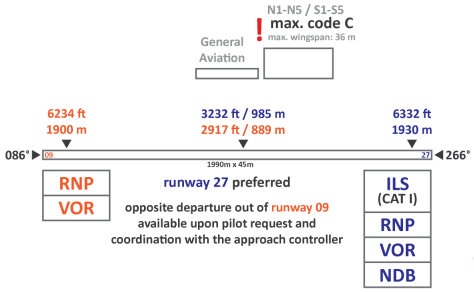
KTG	Kitzingen	123.280
GIN	Gießen	124.730
RUD	Rüdesheim	133.435
EIF	Eifel	125.600
PFA	Pfalz	129.675

NAV AIDS

DSB	ILS or LOC 27	111.10
ZWN	VOR	114.80
SAD	DME	116.75

FREQUENCIES

DRT	Saarbrücken Tower	118.355
DRG	Saarbrücken Ground	118.555
ADR	ATIS	125.480



RNP
VOR

runway 27 preferred

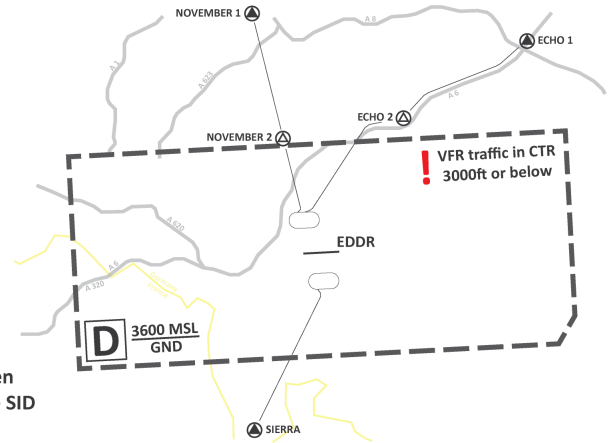
opposite departure out of runway 09 available upon pilot request and coordination with the approach controller

ILS (CAT I)
RNP
VOR
NDB

SEPARATION

M	⊣	L	5 NM
H	⊣	L	6 NM
H	⊣	M	5 NM
H	⊣	H	4 NM
J	⊣	L	8 NM
J	⊣	M	7 NM
J	⊣	H	6 NM

! 5 NM spacing between departures on the same SID



click on the image to open the printable Quicksheet

Ground and Tower

SID Assignment

SIDs via TOMPI with designator K or N shall only be used for prop/turboprop aircraft up to 5.7t MTOM. Primary the RNAV SIDs with designators L and M are preferred.

Ground

Saarbrücken Ground is responsible for startup and enroute clearance and all aircraft movements at the airport.

Parking Positions

All stands at the airport (N1/S1 - N5/S5) are taxi-out positions and can be used facing north or facing south by aircraft up to B737/A321. Primary the S positions facing to the north are used.

GAT traffic is parked west of taxiway B in front of the hangar.

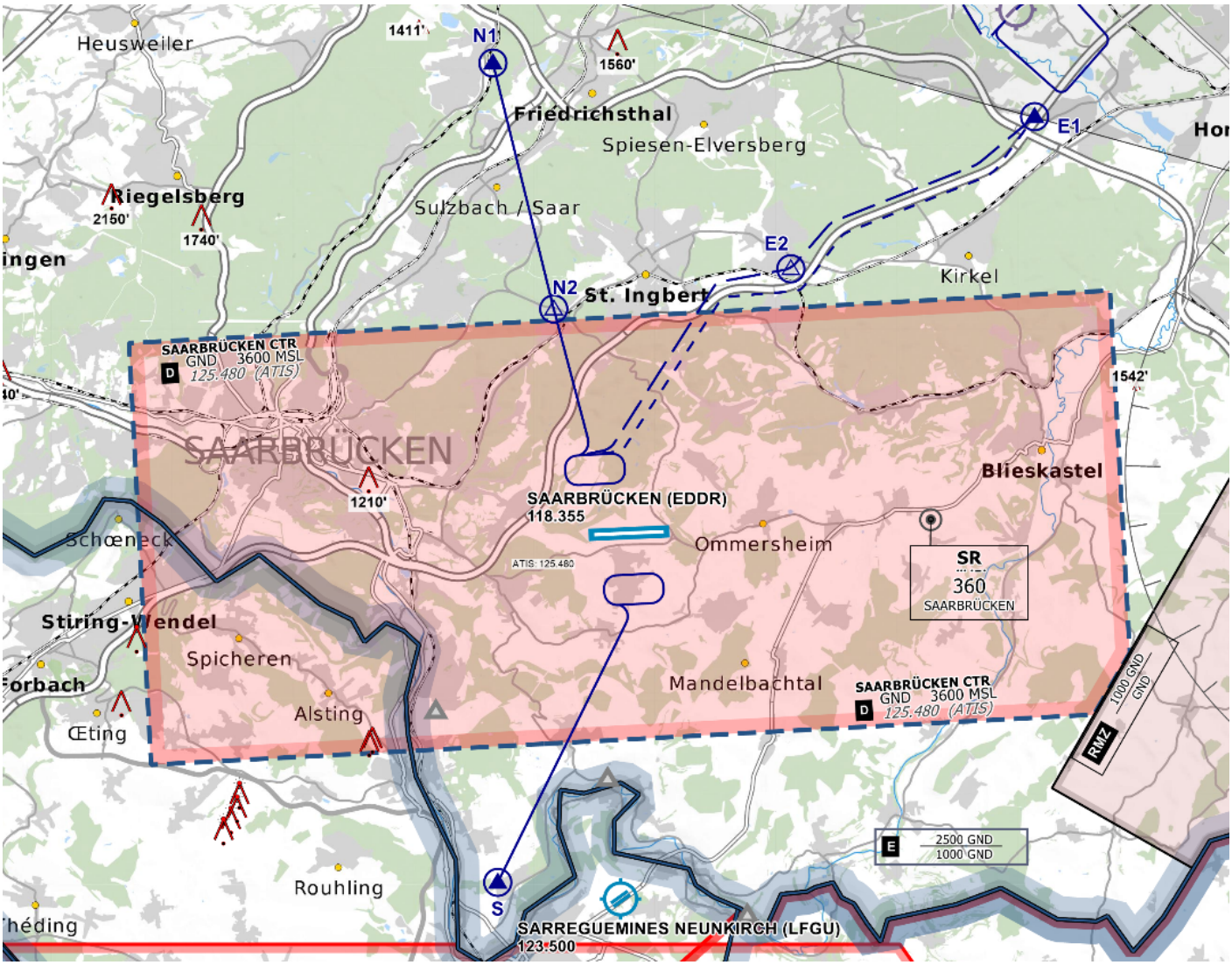
Tower

Runway 27 is preferred at Saarbrücken as it is the only runway with an ILS approach. On request by the pilot, an opposite departure out of runway 09 is possible and needs to be coordinated with Approach. A separate release by Approach is required prior to departure.

Departing traffic needs to contact Langen Radar immediately after take-off.

VFR Traffic is not allowed to fly higher than 3000 ft AMSL inside the CTR.

All departures shall be separated by radar separation or wake turbulence separation, whichever is greater. Departures flying the same SID shall be spaced by at least 5NM when the following aircraft overflies the departure end of the runway.



Controlzone Saarbrücken - © openflightmaps.org

Auto-Handoff

Saarbrücken utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

> Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

Arrival - Sector Pfalz

The Langen Radar Sector Pfalz (PFA) is responsible for the arrival duties. He is responsible for traffic with origin or destination Saarbrücken (EDDR), the military airport Ramstein (ETAR) and the airfield Zweibrücken (EDRZ).

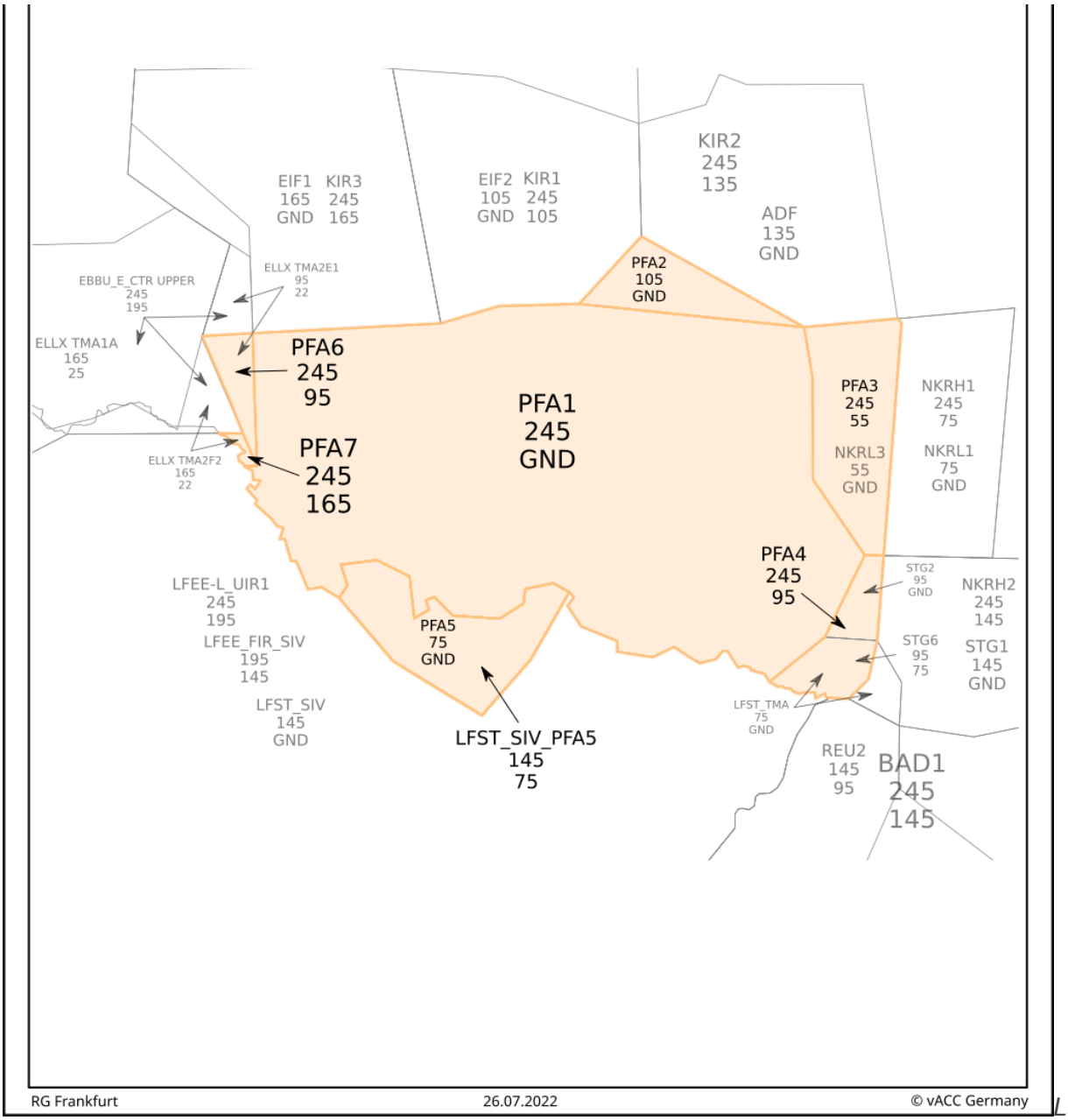
For runway 09 only RNP and VOR approaches are available. Runway 27 also has an ILS (CAT I) and NDB approach. For all airports inside the sector there are no STARs available and all of them need vectors or directs after their last waypoint towards the final.

The MVA within the sector is between 3000ft and 5000ft MSL. MIL charts for ETAR are available here (GEMIL FLIP VAD).

Departing traffic out of Saarbrücken will leave the sector via GERKU at FL210 and GTQ at FL80.

Zweibrücken: The airfield Zweibrücken has an RMZ and published IFR departure and arrival procedures. Pfalz is responsible to issue the remote IFR clearence to departing traffic out of EDRZ.

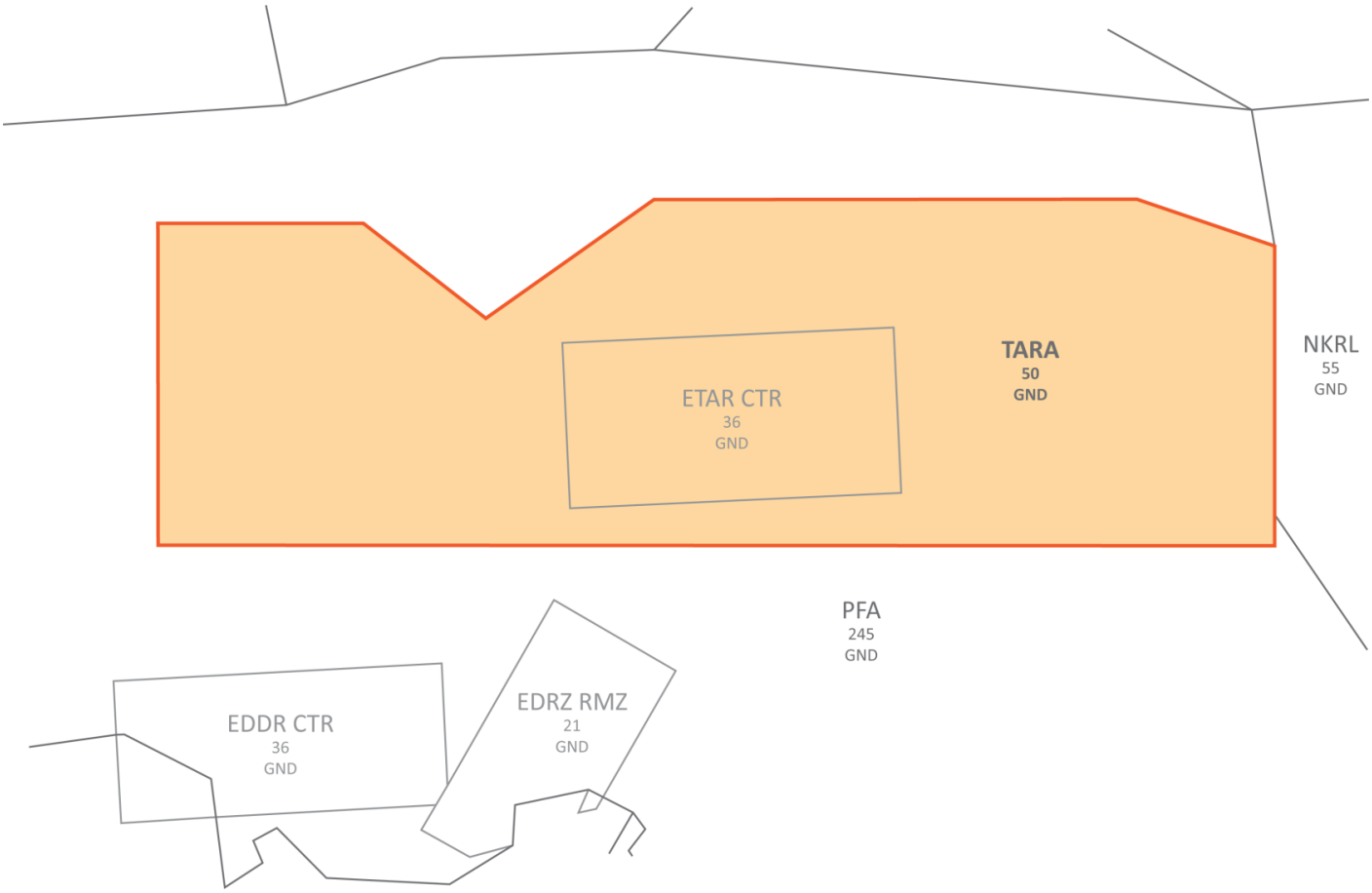
Ramstein: The US Army Air Base Ramstein uses FAA procedures in real life. On Vatsim the German phraseology should be used if not familar with other procedures. It is important to know that all SIDs out of ETAR uses Transitions to the last waypoint.



Langen Radar

Sector Pfalz

Ramstein GCA (TARA)



Ramstein GCA covers the area around Ramstein airbase up to 5000ft. Langen Radar is responsible for maintaining full vertical and lateral separation to the sector, i.e. **PFA may not clear traffic above the sector below 6000ft or closer than 3 NM to the border**.

ETAR inbounds shall always be coordinated individually, but **usually a DCT to RMS** (either direction)**, XIDOD** (26/27 operations)**, or MAPIG** (08/09 operations) **at 5000ft with a full release is the best solution**.

While Ramstein GCA is active, the VOR 21 approach into EDRZ will infringe on this airspace and thus requires a release for airspace crossing by Ramstein GCA. PFA should additionally closely monitor the climb rate of any EDDR and EDRZ outbound via TOMPI to ensure they pass 6000ft early enough to remain clear of the sector.

If any position at ETAR is staffed, they will issue **the last point of the cleared SID as the clearance limit**. Thus, ETAR outbounds shall receive an enroute clearance for the rest of their route by Langen Radar.

> **GTI8119**: Langen Radar, Giant 8119, 4100ft, climbing 5000ft.
> **Langen Radar**: Giant 8119, Langen Radar, identified, climb FL170, cleared to Baltimore via flight planned route.
> **GTI8119**: Giant 8119, climbing FL170, cleared to Baltimore via flight planned route.