

Arrival - Sector Eifel

Responsible for all arrivals and departures into Frankfurt/Hahn is Langen Sector Eifel (EIF). In the absence of EDDR_PFA_APP, this station also covers the Pfalz (PFA) sector, which is responsible for Saarbrücken (EDDR) and Ramstein (ETAR) top-down.

This sector provides ATC service for all IFR traffic with origin or destination EDFH as well as for the military airports ETAD (Spangdahlem) and ETSB (Büchel). For each RWY ILS, NDB and RNP approaches are available. Only the ILS for RWY 21 is desinged for CAT III approaches, all the other approaches are CAT I only.

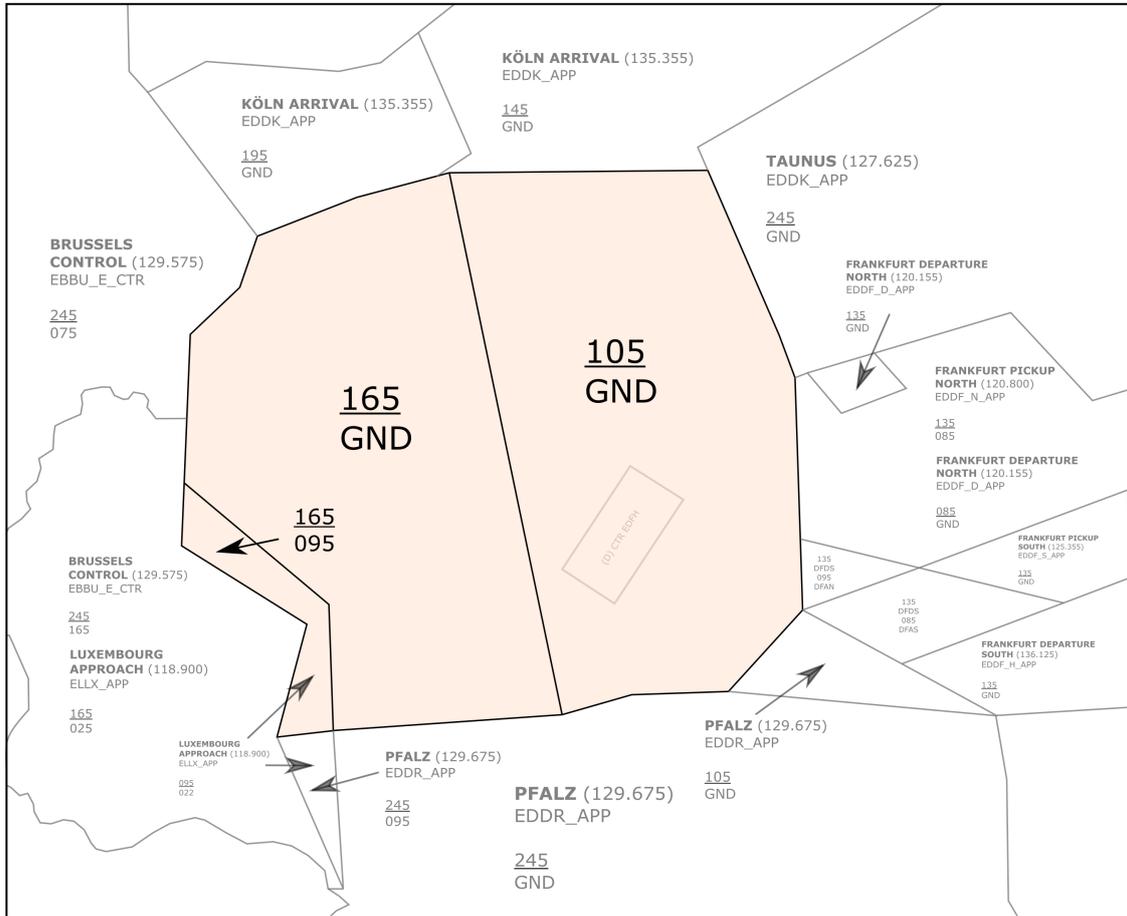
Heavies: For 21 operations inbound with WTC Heavy need to do a backtrack to vacate the runway. Therefore a target spacing of around 12 NM behind a heavy is recommended.

Usually transitions are used, directs may be coordinated with Center. Inbounds via OLGIL and OLIVI should stay clear of the arrival area of Frankfurt if not released by Frankfurt Arrival.

The MVA within the sector is between 3000ft and 5000ft MSL (see Euroscope for details). MIL charts are available via MILAIS (GEMIL FLIP VAD).

VATSIM Germany

Sektor Eifel (EDFH_APP)



by Nikolas Görlitz

05.09.2020

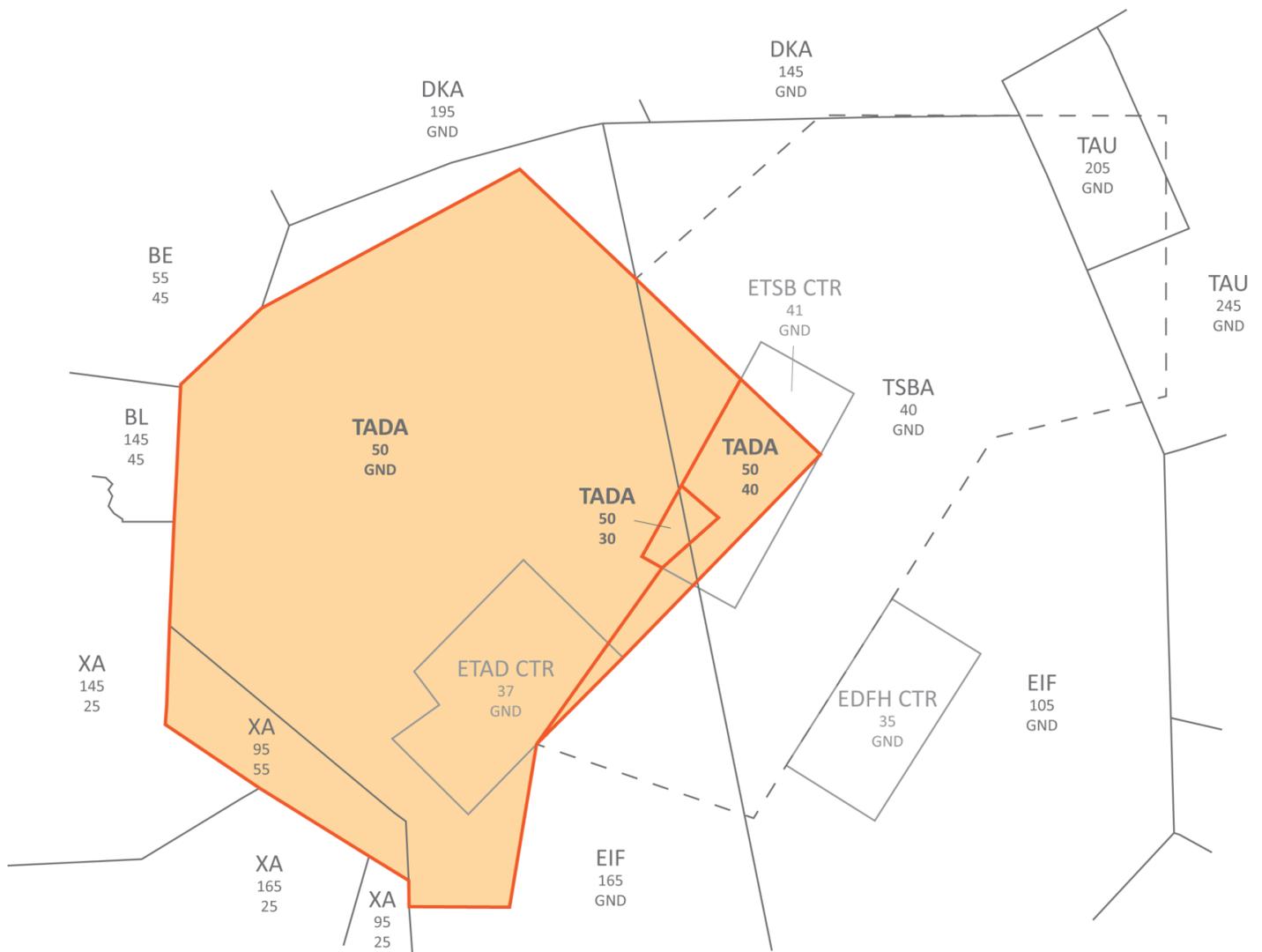
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Langen Radar Sector Eifel

Military approach positions

Both military airports below the EIF sector, ETAD and ETSB, have their own approach positions. While these positions are online, they are delegated parts of EIF's airspace.

Spangdahlem GCA (TADA)



Spangdahlem GCA covers about half of the Western part of the EIF sector up to 5000ft. Langen Radar is responsible for maintaining full vertical separation to the sector, i.e. **EIF may not clear traffic above the sector below 6000ft.**

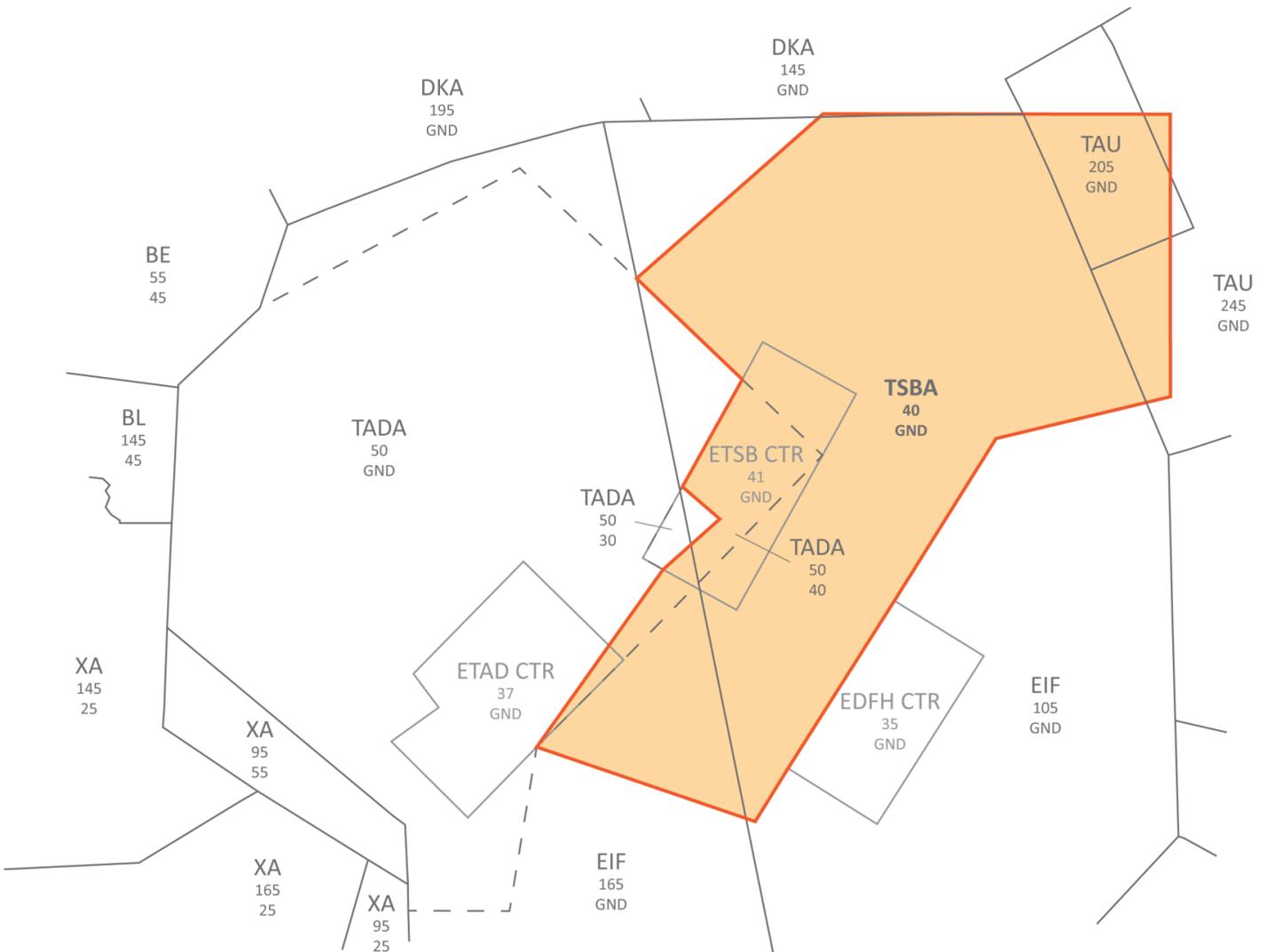
ETAD inbounds shall always be coordinated individually, but **usually a DCT to SPA at 5000ft with a full release is the best solution.**

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

- “ **RCH15:** Langen Radar, Reach 15, 3900ft, climbing 5000ft.
- Langen Radar:** Reach 15, Langen Radar, identified, climb FL160, cleared to Virginia Beach via flight planned route.
- RCH15:** Reach 15, climbing FL160, cleared to Virginia Beach via flight planned route.

If a departing aircraft requests or requires an omnidirectional departure, Spangdahlem GCA will coordinate this with EIF.

Büchel Radar (TSBA)



Büchel Radar covers about half of the Eastern part of the EIF sector up to 4000ft. Langen Radar is responsible for maintaining full vertical separation to the sector, i.e. **EIF may not clear traffic above the sector below 5000ft.**

ETSB inbounds shall always be coordinated individually, but **usually a DCT to BUE at 4000ft with a full release is the best solution.**

ETSB outbounds shall always be coordinated individually, but **usually a DCT to the first waypoint is the best solution.**

Handoff

Departing Traffic: Outbounds via NVO, ABSIX, ULKIG, OLIVI and GEBDA is handed over to CTR climbing FL100. Outbounds via RUDOT, IDARO with RFL higher than FL160 will be handed over

climbing to FL160.

Arriving traffic: Inbounds via ROLIS (on arrival or via Z658 EMGOD) and RASVO (Q760) will enter the sector at FL100. Traffic from Brussels via ARCHKY L607 ROPUV is handed over at FL170 and should cross the border at FL150 or below. OLGIL, OLIVI inbounds are already cleared for the transition by Center. Traffic via OLIVI and will be handed over at FL110, traffic via OLGIL at FL140.

Inbounds to ETAD from Brussels via BETEX Z110 BITBU are handed over FL110 at BETEX.

Crossing Traffic: Inbounds to ELLX will enter the sector descending to FL110 and need to be handed over at FL90 or lower if coordinated otherwise. They also have to be cleared for the appropriate arrival.

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