

# Ground

Wiesbaden Ground is responsible for all enroute and startup clearances as well as ground movements at the airport.

## SID assignment

### 25 operations

SIDs with **designator V should be primarily assigned to all aircraft**. SIDs with designator W require TACAN and should only be assigned on pilot request and/or if the pilot's flight plan indicates that the aircraft is TACAN-equipped.

### 07 operations

All SIDs out of runway 07 (designator X) require TACAN. Aircraft that are not equipped with TACAN **have to depart VFR and pick up IFR in the air** from Langen Radar. When traffic levels at both Wiesbaden and Frankfurt/Main permit, an **opposite departure out of runway 25 on a V-SID can be coordinated with DFAN**.

## Restrictions

Due to the complex air traffic environment in the area around Frankfurt/Main, **IFR departures are only possible following the SIDs**. Visual or radar vectored departures are not permitted.

Waypoint	Restrictions
MASIR	only flights <b>entering British airspace</b> (except when destination is in London TMA) intending to use <b>upper airspace</b> (FL245+) and able to cross BIBTI at or above FL250 <b>mandatory routing:</b> MASIR DCT DITAM DCT OBOKA DCT BIBTI
RID <i>Ried</i>	only <b>Southbound flights</b> intending to use <b>upper airspace</b> (FL245+) or flights to <b>ETOR</b>
SOBRA	only <b>Westbound flights</b> (including flights with destination in London TMA)
TABUM	only <b>Northbound flights</b> (except when entering British airspace)

# Ground Movement

## Pushback

All parking positions on Ramp C are taxi-out. All parking positions on Ramps A and B require a pushback for all fixed wing aircraft except from stands 1 thru 8. However, **when traffic permits, taxi-out is available from all positions.**

## Stand assignment

While concrete stand numbers are publicly available for Ramps A and B, most **pilots should be expected to not be aware of them.** Because of this, the automatic stand assignment only assigns the ramp instead of a specific position.

## VIP spot

In front of the base ops office is a VIP spot for helicopters. This **blocks part of the ramp taxiway** and is **not a permanent parking position.** Any helicopters dropping off VIPs shall be guided from the runway to the VIP spot and afterwards to the final parking position. Likewise, any helicopters picking up VIPs shall be guided from their parking position to the VIP spot and afterwards to the runway. This may require 180° turns on the taxiway, traffic permitting.

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Revision #1

Created 16 May 2024 16:03:49 by 1627359

Updated 16 May 2024 16:18:59 by 1627359