

Tower

Wiesbaden Tower is responsible for all traffic on the runway and in the CTR of the airport.

General

Operating direction

The operating direction at Wiesbaden shall match the operating direction in Frankfurt/Main.

Runway crossing

Ground may delegate taxiway F to Tower. If taxiway F is not delegated to Tower, runway crossings have to either be coordinated or aircraft have to switch to Tower for the crossing.

"Wiesbaden corner"

Part of the Frankfurt CTR can be delegated to Wiesbaden Tower; this area is called the "Wiesbaden corner". It allows operations in the Southern traffic circuit without individual coordination with Frankfurt Tower.

IFR traffic

Outbound

All IFR departures require a **departure release from DFAN**. Wiesbaden Tower shall hand off all IFR departures to Langen Radar as soon as possible.

Inbound

Both runways have an RNAV and a TACAN approach and for runway 25, an ILS or LOC DME approach is additionally available.

VFR traffic

Outbound

There are different outbound VFR routes with the same name. Which one the pilot has to fly depends on aircraft type and runway in use. Keep in mind that these routes are only published in the military AIP and pilots might not be aware of their names or restrictions; when in doubt, pilots shall be given the exact routing instead of the name.

The maximum speed for all outbound aircraft within 10 NM of the airport is 140 KIAS.

Departure	Routing	Remarks
Route November (07 ops) <i>Helicopters only</i>	EDNA (at 1000ft) - RESTSTOP - NIEDERNHAUSEN	one way at night
Route November (07 ops) <i>Fixed wing only</i>	EDNA (at 1000ft) - RESTSTOP - NIEDERNHAUSEN	one way at night
Route November (25 ops) <i>Helicopters only</i>	exit South pattern on base - EDNA (at 1000ft) - RESTSTOP - NIEDERNHAUSEN	one way at night
Route November standard pattern (25 ops) <i>Fixed wing only</i>	IGSTADT (at 1400ft) - RESTSTOP - NIEDERNHAUSEN	one way at night
Route November extended pattern (25 ops) <i>Fixed wing only</i>	RAILROAD (at 2100ft) - RESTSTOP - NIEDERNHAUSEN	only on pilot request approval by DFAN mandatory clearance to enter airspace D required
Route Echo <i>Helicopters only</i>	EDNA - WEILBACH - NOVEMBER	approval by Frankfurt Tower mandatory frequency change to Frankfurt Tower takes place prior WEILBACH
Route Apache (07 ops) <i>Helicopters only</i>	exit South pattern on downwind - WEILBACH (at 1000ft) - NOVEMBER	deconfliction route by ATC only approval by Frankfurt Tower mandatory frequency change to Frankfurt Tower takes place abeam EDNA
Route Sierra <i>Helicopters only</i>	exit South pattern at Southwest corner - BRIDGE - Ried VOR	avoiding built up area
Route Sierra (07 ops) <i>Fixed wing only</i>	exit North pattern on base - BRIDGE - Ried VOR	avoiding built up area
Route Sierra (25 ops) <i>Fixed wing only</i>	BRIDGE - Ried VOR	avoiding built up area
Route Whiskey <i>Helicopters only</i>	WILLI (at 1400ft) - WANDA	--

Route Whiskey (07 ops) <i>Fixed wing only</i>	exit North pattern on base - WILLI (at 1400ft) - WANDA	--
Route Whiskey (25 ops) <i>Fixed wing only</i>	WILLI (at 1400ft) - WANDA	--

Inbound

There are different inbound VFR routes with the same name. Which one the pilot has to fly depends on aircraft type and runway in use. Keep in mind that these routes are only published in the military AIP and pilots might not be aware of their names or restrictions; when in doubt, pilots shall be given the exact routing instead of the name.

The maximum speed for all inbound aircraft within 10 NM of the airport is 140 KIAS.

Arrival	Routing	Remarks
Route November (07 ops) <i>Helicopters only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA (at 1000ft)	one way at night
Route November standard pattern (07 ops) <i>Fixed wing only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - IGSTADT	one way at night
Route November extended pattern (07 ops) <i>Fixed wing only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - RAILROAD	only on pilot request one way at night
Route November (25 ops) <i>Helicopters only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA (at 1000ft)	one way at night
Route November (25 ops) <i>Fixed wing only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA	one way at night
Route Echo <i>Helicopters only</i>	NOVEMBER (at 1400ft) - WEILBACH - EDNA (at 1000ft)	approval by Frankfurt Tower mandatory frequency change to Wiesbaden Tower takes place between WEILBACH and EDNA
Route Apache (07 ops) <i>Helicopters only</i>	NOVEMBER (at 1400ft) - WEILBACH (at 1400ft) - enter South pattern on downwind	deconfliction route by ATC only approval by Frankfurt Tower mandatory frequency change to Wiesbaden Tower takes place between WEILBACH and EDNA

Route Sierra <i>Helicopters only</i>	Ried VOR (at 1400ft) - BRIDGE (at 1400ft) - enter South pattern on base	avoiding built up area
Route Sierra (07 ops) <i>Fixed wing only</i>	Ried VOR (at 1400ft) - BRIDGE (at 1400ft) - enter extended right base	avoiding built up area
Route Sierra (25 ops) <i>Fixed wing only</i>	Ried VOR (at 1400ft) - BRIDGE (at 1400ft) - enter North pattern on crosswind	avoiding built up area
Route Whiskey (07 ops) <i>all aircraft</i>	WANDA (at 1400ft) - WILLI (at 1400ft)	--
Route Whiskey (25 ops) <i>Helicopters only</i>	WANDA (at 1400ft) - WILLI (at 1400ft) - enter South pattern on downwind	--
Route Whiskey (25 ops) <i>Fixed wing only</i>	WANDA (at 1400ft) - WILLI (at 1400ft) - enter North pattern on downwind	--

Traffic circuit

Wiesbaden has three published traffic patterns: the standard Northern one (pattern altitude 1400ft), the extended Northern one (pattern altitude 2100ft), and the Southern one (pattern altitude 1000ft).

The **Northern pattern is only available for fixed wing aircraft** but exceptions may be granted by Wiesbaden Tower.

Only one of the two Northern patterns can be in use at any time. If only propeller aircraft are in the North pattern, the first aircraft to enter the pattern decides the pattern in use; if both jet and propeller aircraft are in the North pattern, the first jet aircraft to enter the pattern decides the pattern in use. The **extended pattern can only be made available with approval by Langen Radar**. Aircraft in the extended pattern will enter airspace D above the CTR, but remain on the frequency of Wiesbaden Tower.

The **Southern pattern is only available for helicopters** but exceptions may be granted by Wiesbaden Tower. The crosswind (07 ops) or base (25 ops) leg is abeam taxiway C. A pattern altitude above 1000ft may be approved by Wiesbaden Tower on pilot request.

CTR crossings

CTR crossings must take place along the published VFR routes and will thus have to cross above the airfield.

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