

EDDE - Erfurt Airport

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Overview

Erfurt ATC Stations

Station	Frequency	Login	SI	Anmerkung
ATIS	133.455	EDDE_ATIS	ADE	--
Ground	121.755	EDDE_GND	DEG	--
Apron	121.905	EDDE_A_GND	DEA	secondary
Tower	121.155	EDDE_TWR	DET	primary
Thüringen Low Süd (Arrival)	126.175	EDDP_TRS_APP	TRS	--

Ground

Erfurt Ground is responsible for all taxiing traffic on the taxiways outside the apron. After consultation with Erfurt Apron, the task of taxi clearances can also be taken over by Apron. Erfurt Ground also takes over the route clearances.

Runway allocation

Normally, the runway specified by the tower is assigned to the pilots. After consultation with Erfurt Tower (EDDE_TWR) and Munich Radar (EDDP_TRS_APP), individual deviations from the active runway direction are possible.

SID assignment

- All departure routes have speed and altitude restrictions (except PILAM #D)
- Initial Climb on all SIDs FL070
- All SIDs require RNAV-1, RNP-1 or A-RNP, as well as GPS equipment
- Aircraft that do not have this equipment fly via the ERF SID (ERF is not permitted if the above equipment is present)
- **PILAM #D**: is "on request by ATC only" and should not be filed by the pilot (re-routing if necessary via NEVKO Q243 BAMKI Z94 PILAM)
- vectored departures must be coordinated with approach

Datalink Clearance (PDC/DCL)

In reality, Erfurt-Weimar Airport does not have a data link clearance system. For this reason, this service will not be offered.

Taxi movements

Erfurt Ground is responsible for all taxiing movements on taxiways F, E, D and S (between T6 and F). It can be coordinated with Erfurt Apron that this position takes over all taxi movements in Erfurt. Erfurt Ground is responsible for all taxi movements on taxiways F, E, D and S (between T6 and F). It can be coordinated with Erfurt Apron that this position takes over all taxi movements in Erfurt.

Apron

Erfurt Apron is responsible for all taxiing traffic on the apron. After consultation with the ground, taxi clearances can also be given up to the holding point. This station is also responsible for releasing pushbacks and powerbacks. If no Erfurt Ground is online, route clearances are handled by the Apron. It is only occupied if Erfurt Tower is occupied.

Area of responsibility

Erfurt Apron is responsible for all flight movements on the apron. This means that taxiways T6, T5, T4,



Area of

responsibility Erfurt Apron

Taxi instructions

After consultation with Erfurt Ground, all taxi movements can also be controlled outside of the apron.

In the presence of the ground

Departing traffic

- For 09 operations: aircraft are sent via taxiway S to intersection T6 (transfer to ground)
- For 27 operations: aircraft are sent to taxi stop A or B (transfer to tower)

Incoming traffic

- For 09 operations: Aircraft arrive on taxiway A or B directly from the tower
- For 27 operations: Aircraft arrive on taxiway S from the ground

In the absence of the ground

- Departing aircraft are sent directly from the apron to the runway taxi stop
- Incoming aircraft are handed over by the tower after leaving the runway

Special features

Stands 21-44

These parking spaces are so-called taxi-out stands. They are accessed via the taxiway to the east and left via the taxiway to the west.

Stands 01-04

These parking spaces are also taxi-out stands. They are entered and exited via S.

Restrictions

- **Rollweg C**
 - Closed
- **Rollweg D**
 - Maximum wingspan 18 m, maximum take-off mass 20 tonnes
- **Rollweg W**
 - Maximum span 15 m

Parking positions

- The terminal is located at Gates 51, 61, 62
- The GAT is located at Stands 21-24, but such aircraft can also be parked at any other position
- Apron 3 is home to the regional police Thüringen

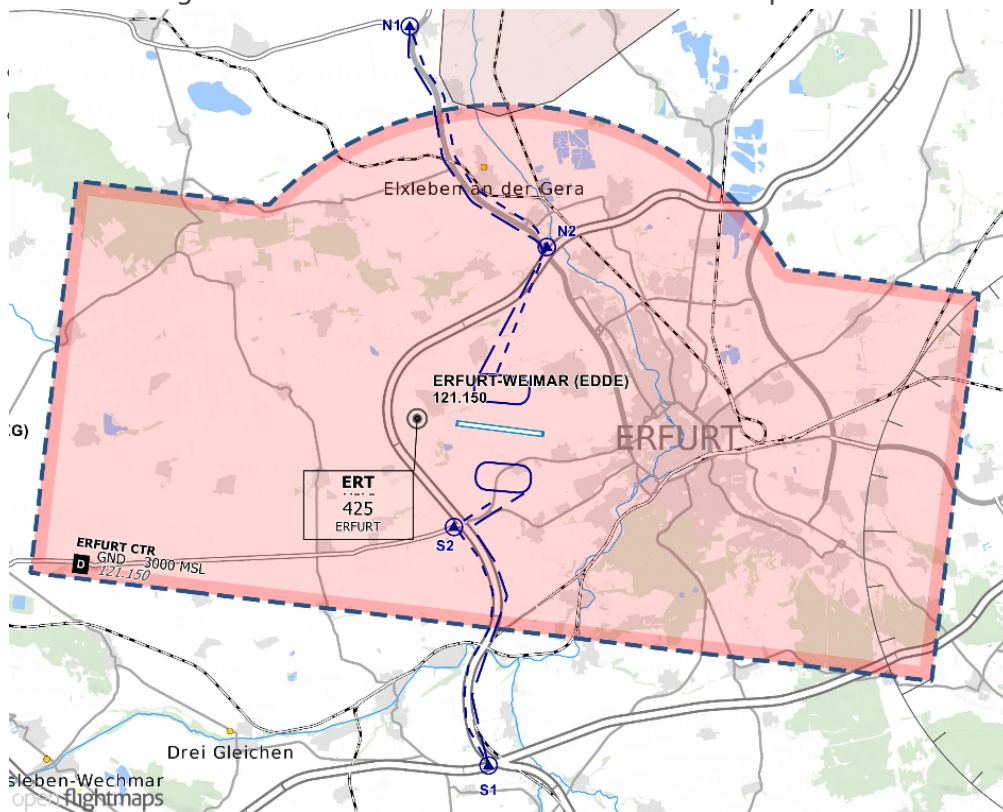
Tower

Preferred operating direction

The preferred runway in Erfurt-Weimar between 22:00-06:00 locally for take-offs is 09 and for landings runway 27, if the tailwind component does not exceed 5kts. In all other cases, the runway should be decided by the respective controller depending on the weather and traffic situation.

Control zone

The Erfurt control zone extends over the entire city of Erfurt. The vertical limit of the CTR is now 3500ft MSL. Flights into and out of the control zone take place via the mandatory reporting points:



Control zone Erfurt - ©

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Incoming traffic

As the pilot vacating the runway, the tower hands over the pilot at A and B to the apron frequency and at D, E and F to the ground frequency.

The tower is responsible for ensuring that the runway, radar and/or wake turbulence separation is maintained. A go-around must be instructed immediately if the separation is not adhered to.

Low Visibility Procedures (LVP)

Erfurt Airport only has a CAT III on runway 27, which means that runway 28 must be used for low visibility procedures.

Departing traffic

Runway, radar and/or wake turbulence separation must be maintained at all times. After the aircraft has taken off, the pilot switches to the departure frequency independently.

Low Visibility Procedures (LVP)

Low visibility take-offs are authorised at the following runway visibility ranges (RVR):

- Departing direction 27: RVR not less than 75m
- Departing direction 09: RVR not less than 125m