

# Tower

## Cooperation with vACC Switzerland

Due to the location of Friedrichshafen Airport, there is a co-operation agreement between FIR München and vACC Switzerland that allows controllers from both sides to control at the airport.

## IFR operations

Friedrichshafen Airport is located below the so-called ARFA sector, arrivals and departures are normally controlled by Alps Radar (LSFA\_APP 119.925), which also covers this position in the absence of Friedrichshafen Tower. If this position is not staffed, the higher-level positions take over this role as follows:

EDNY\_TWR >> LSFA\_APP >> LSZH\_DEP >> LSZH\_APP >> LSAZ\_x\_CTR >> LSAS\_CTR >> EDMM\_Z\_CTR etc.

Apart from the CTR, EDNY is located in Class E airspace. A TMZ (Transponder Mandatory Zone) for VFR traffic has been established. Nevertheless, attentive airspace observation is also necessary for IFR traffic.

## Departure Procedures

Endpoint	SID	Runway	Initial Climb	After Departure	Remark
ALAGO	7E	06	via SID 5000 ft	contact Alps Radar 119.925 when advised by Tower	--
	7W	24			
AMIKI	4E	06			nur nach LSZH
	4W	24			
BEMKI	4E	06			--
	4W	24			

Endpoint	SID	Runway	Initial Climb	AfterDeparture	Remark
<b>KPT</b> <i>Kempton</i>	6E	06	--		
	6W	24			
<b>MOKOP</b>	4E	06	nur lokale IFR-Flüge		
	3W	24			
<b>SITOR</b>	3E	06	nur nach LSZR		
	2W	24			
<b>TRA</b> <i>Trasadingen</i>	4E	06	--		
	3W	24			

Departures to the south via TRA N850 can generally expect a DCT GERSA when passing the MRVA. Departures via SID TRA #E usually do not have to fly the loop, but can expect a left DCT TRA or right DCT GERSA.

## Arrival Procedures

Startpoint	STAR	RWY	Holding Fix	Course	Turn	MHA	Remarks
<b>GARMO</b>	2P	all	MOKOP	248°	right	5000 ft	GPS/FMS aircraft expect transition to final.  BRNAV and non-RNAV aircraft expect radar vectors to final.
<b>KPT</b> <i>Kempton</i>	7P						
<b>ROLSA</b>	4P						
<b>ZUE</b> <i>Zürich East</i>	5P						

## Transitions to Final

Name	Runway	FAF	Remarks
<b>GARMO 06</b>	06	ARGEV	Use of transition procedures only when cleared by ATC.
<b>KPT 06</b> <i>Kempton</i>			
<b>ROLSA 06</b>			

<b>ZUE 06</b> <i>Zürich East</i>	24	ETREM
<b>GARMO 24</b>		
<b>KPT 24</b> <i>Kempton</i>		
<b>ROLSA 24</b>		
<b>ZUE 24</b> <i>Zürich East</i>		

Due to the low volume of traffic, RNAV transitions are rarely used. Approaches usually receive radar vectors on the final.

## Approach Procedures

RWY	Type	IAF	IF	FAF/FAP	FAF/FAP altitude	Course	Frequency
06	ILS Cat I	MOKOP	-	ARGEV	4000 ft	058°	111.90 IFHE / D112.60 FHD
	LOC-DME						
	RNP (LNAV, LNAV/VNAV, LPV)		RUDSI			EGNOS CH 92388 E06A	
24	ILS Cat I-III		-	ETREM		238°	111.90 IFHW / D112.60 FHD
	LOC-DME						
	RNP (LNAV, LNAV/VNAV, LPV)		RUDSI				EGNOS CH 42186 E24A

ILS 06 and 24 transmit on the same frequency. In reality, the correct ILS is switched on by the tower. In the flight simulators, the correct ILS is (hopefully) set automatically depending on the direction to the airport.

## Radar

EDNY\_TWR does not have a radar that is authorised for ATC purposes or separation. Speed assignments by TWR are only permitted after coordination with APP.

## Squawk assignment, Departure release

WIP

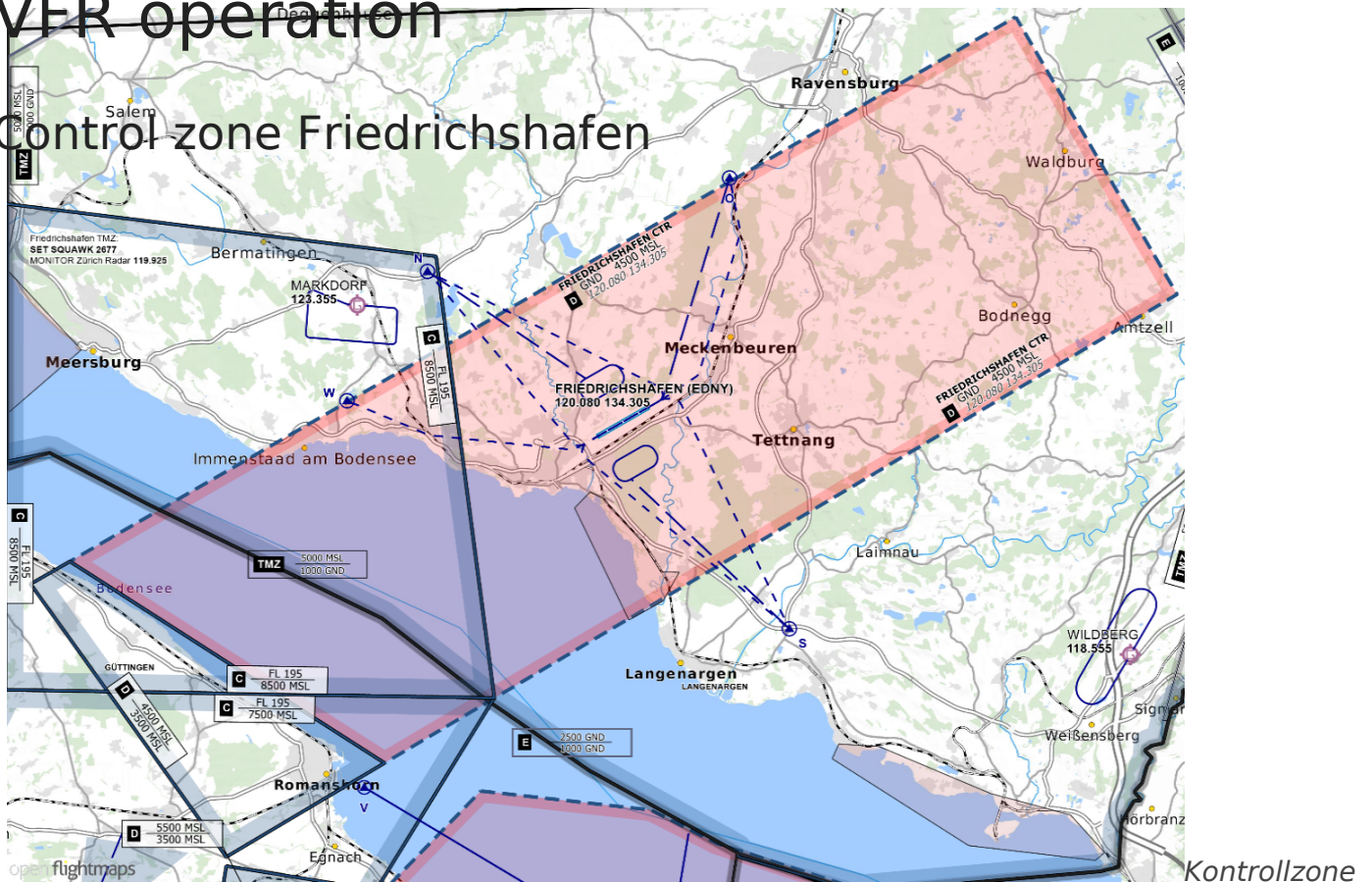
## Low visibility procedures

The ILS 24 is approved up to Cat III and can be used during LVP. EDNY\_TWR has no ground radar. To protect the ILS signal, no aircraft may park on the Liebherr apron during LVP.

Visual departures are most commonly DCT to the waypoint ALAGO, instead of flying the SID.

# V~~ER~~ operation

# Control zone Friedrichshafen



Friedrichshafen- © [openflightmaps.org](https://openflightmaps.org)

Mandatory reporting points Friedrichshafen:

- **OSCAR:** West of the landfill

- **NOVEMBER:** Eastern outskirts of Markdorf, at the base of Gehrenberg mountain
- **SIERRA:** Intersection of B31 and B467 northwest of Kressbronn
- **WHISKEY:** North of the Airbus plant in Immenstaad, north-east of the three large apartment blocks on the outskirts of Immenstaad

Apart from the CTR, EDNY is located in Class E airspace. A TMZ (Transponder Mandatory Zone) has been set up to increase safety. VFR and IFR flights are not separated from each other. Attentive airspace observation is necessary. VFR flights should avoid the extended centerline and observe TMZ procedures (transponder 2677 and listen on the frequency of the position covering the airspace).

Grass runway for use by gliders only.

## Helicopter

Helicopters take off and land on the runway, usually at Intersection D.

## Zeppelins

Zeppelin NT airships carry out daily VFR sightseeing flights around Lake Constance from spring to autumn. Two zeppelins are often on the move, especially at peak times at weekends.

Zeppelins carry out direct approaches and departures to their anchor masts north of the RWY. Otherwise they are to be treated as normal VFR traffic. Due to the circular flight routes, deviations from the mandatory reporting points are often requested (e.g. along the shore) and are usually not a problem - the pilots know their way around.

## Verfahren zur AERO

There is a lot of VFR traffic during the annual Aero Fair in April. The exact procedures will be published in the AIP SUP. (AERO 2023: AIP SUP VFR, AIP SUP IFR)

Additional stations are set up:

- EDNY\_1\_TWR (120.075) acts as a pick-up. Takes the initial calls from approaching VFR flights, distributes them to the entry points and manages the holds if necessary. Then hands them over to 2\_TWR.
- EDNY\_2\_TWR (134.300) issues entry authorisation to the CTR and otherwise handles the control zone as usual, including IFR traffic.
- EDNY\_GND (121.600) - Ground

NOVEMBER is generally used for VFR approaches. The southern half of the grass runway may only be used by helicopters.

Together with the approaches via NOVEMBER, departures follow a one-way system:

- RWY 24: Departures via WHISKEY and SIERRA

- RWY 06: Departures via OSCAR and SIERRA

Approaches via SIERRA are generally not possible. Aircraft coming from the south must fly around the CTR in the east and cross IFR final approach 24, which can be risky.

The runway should be exited via TWY E/F or C/B and the touchdown point should be selected accordingly by the PIC to ensure a rapid roll-off. Exiting the runway via D/M is not permitted. Additional grass parking areas are provided in the northern part of the airport and on both sides of the former TWY S (which will then be used again). TWY D & M are used to cross the runway as access to the northern car parks and the exhibition grounds. Direct taxiing to the exhibition centre via TWY M is possible for exhibitors after the road is closed.

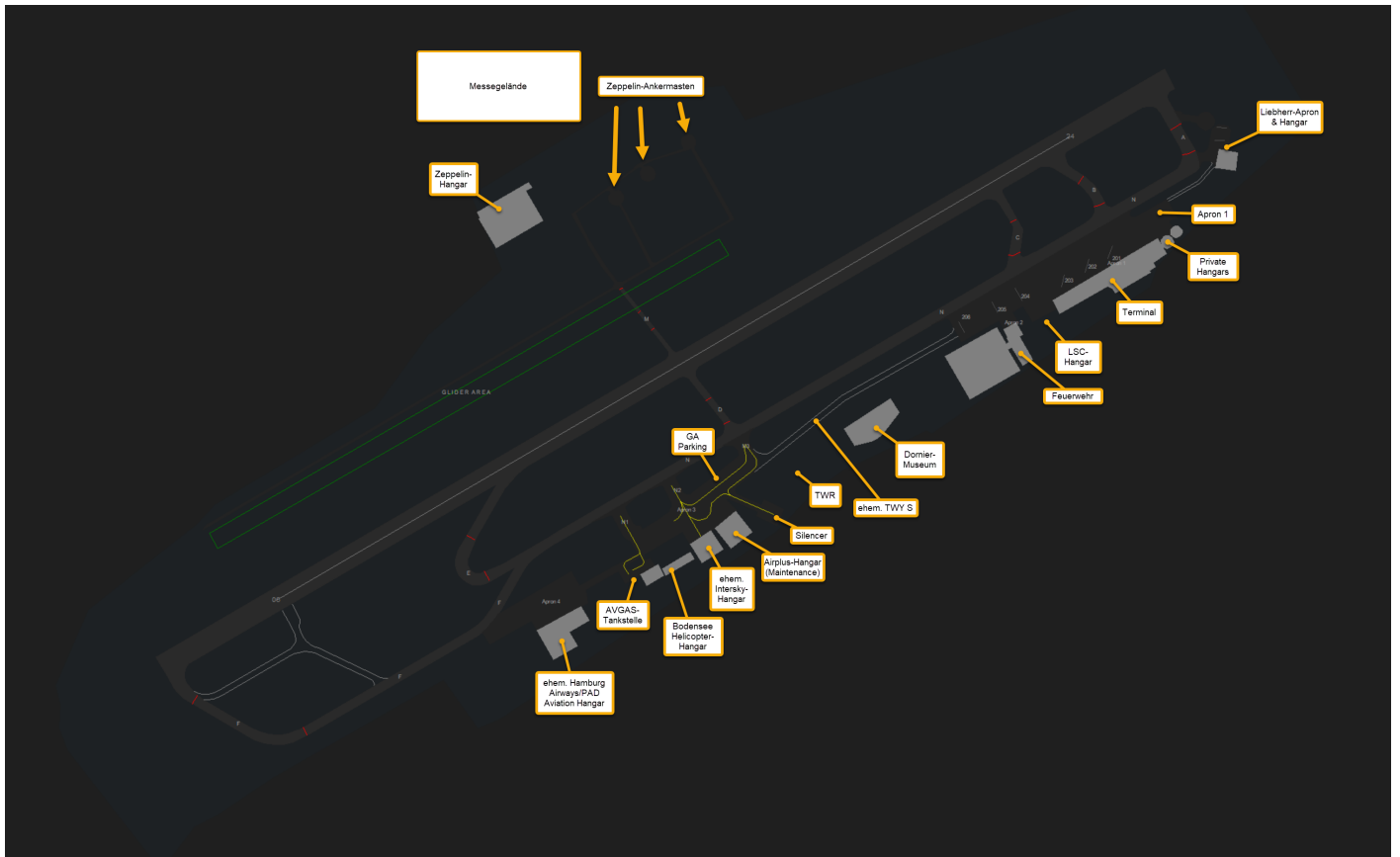
## Ground operation

All parking positions are "self-manoeuvring". Pushback is not available. Stands 201-206 are code C (B737/A32x families). Parking of Code D aircraft (A300, B767) is only possible in exceptional cases and only at position 201.

There is no GAT. All crews and passengers must use the normal terminal. Machines with home base EDNY are parked at their respective hangars:

- The hangar of the Luftsportclub (LSC) has an access taxiway between stands 203 and 204 (not in the sector file).
- The Liebherr apron is only used by Liebherr aircraft.
- Additional private hangars at Apron 1 and 4.

External aircraft up to 5.7 tonnes usually park on the north side of Apron 3 or - if full - on Apron 4. Smaller business jets (Citation or similar) usually park on Apron 1. Large business jets with a short turnaround usually park on Stands 204-206. For longer stays on Apron 4 and Apron 3 (western part).



Revision #7

Created 28 September 2022 13:15:34

Updated 26 January 2025 15:02:38 by 1532450