

# ETOU - Wiesbaden

## Airbase

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# Overview

Wiesbaden is a United States Army Air Forces base in Wiesbaden. It hosts mainly helicopters and smaller training aircraft (e.g. Beechcraft King Airs), but can also support smaller jetliners. Its location directly next to the the Frankfurt CTR and below the Frankfurt TMA make it a very interesting airport that can require a lot of coordination. Additionally, it has probably the most complex VFR procedures of any controlled airport in Germany.

Due to Wiesbaden being an American airfield, **controllers may use FAA procedures and phraseology** if they are familiar with them, but are not required to do so.

As Wiesbaden is a military airport, charts can't be found in the normal AIP. They are accessible through the GEMIL FLIP US DoD in the [milais](#).

**Wiesbaden is an unrestricted airport.** The Ground position can be staffed by all controllers with an **S1** rating or higher. The Tower position can be staffed by all controllers with an **S2** rating or higher, although it is **recommended to hold the EDDF\_TWR and EDDF\_APP Tier 1 endorsements** for familiarity with the surrounding airspace. Additionally, controllers should closely familiarize themselves with military procedures before staffing the airport.

## Wiesbaden ATC Stations

Station	Station ID	Login	Frequency	Remark	Endorsement
ATIS	ATOU	ETOU_ATIS	119.030	--	--
Ground	TOUG	ETOU_GND	126.555	American procedures, military station	unrestricted: no course
Tower	TOUT	ETOU_TWR	122.100	American procedures, military station	unrestricted: no course

## Quickview

# TOWER QUICKSHEET WIESBADEN ARMY AIR FORCE BASE (ETOU) 460 ft

up to date for: AIRAC 2403

Runway 25 ↑ climb via SID  
Runway 07

## HANDOFFS

KTG	Kitzingen	123.280
DKB	Dinkelsbühl	125.200
GIN	Gießen	124.730
DFAN	Arrival Nord (EDDF)	120.805

## ENROUTE CLEARANCE

5000ft ↑	2X	MASIR	1V 2W	5000ft ↑
only for flights entering UK airspace but without destination in London TMA mandatory route: MASIR DCT DITAM DCT OROKA DCT BIST				
TL ↑	2X	RID (Ried)	1V 2W	5000ft ↑
only for Southbound flights (via Y163) with RFL above 245 or for flights with destination ETOU				
5000ft ↑	2X	SOBRA	1V 2W	5000ft ↑
only for Westbound flights (via Y380) including flights into London TMA				
TL ↑	2X	TABUM	1V 2W	6000ft ↑
only for Northbound flights (via T840/Z10) not entering UK airspace				
TL ↑	2X	UBENO	1V 2W	5000ft ↑
only for Southbound flights (via N850) with RFL below 245 or for Eastbound flights (via Z403)				

! clearance limit is the SID endpoint  
further clearance by Langen Radar

! IFR departures require departure release  
by Langen Radar prior to takeoff clearance

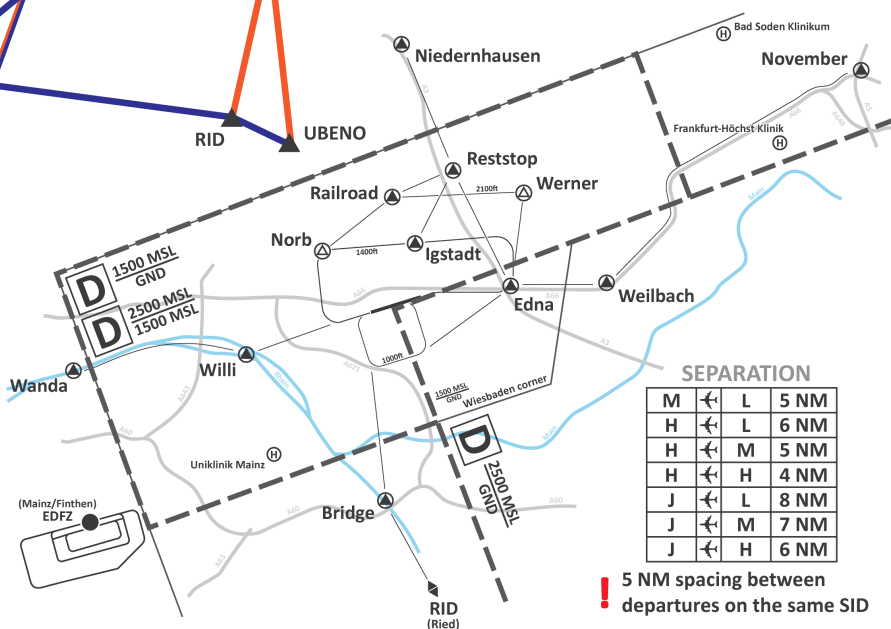
## FREQUENCIES

TOUT	Wiesbaden Tower	122.100
TOUG	Wiesbaden Ground	126.555
ATOU	ATIS	119.030

ILS  
(CAT I)  
RNAV  
TACAN

RNAV  
TACAN

072° 07 2155m x 37m 25 252°



## SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM

! 5 NM spacing between  
departures on the same SID

[click on the image to open the printable quicksheet](#)

# 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
<b>MASIR</b>	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
<b>RID</b> <i>Ried</i>	only <b>Southbound flights</b> intending to use <b>upper airspace</b> (FL245+) or flights to <b>ETOR</b>
<b>SOBRA</b>	only <b>Westbound flights</b> (including flights with destination in London TMA)
<b>TABUM</b>	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.

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

<b>Route Whiskey</b> (25 ops) <i>Fixed wing only</i>	WILLI (at 1400ft) - WANDA	--
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## 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
<b>Route November</b> (07 ops) <i>Helicopters only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA (at 1000ft)	one way at night
<b>Route November</b> standard pattern (07 ops) <i>Fixed wing only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - IGSTADT	one way at night
<b>Route November</b> 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
<b>Route November</b> (25 ops) <i>Helicopters only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA (at 1000ft)	one way at night
<b>Route November</b> (25 ops) <i>Fixed wing only</i>	NIEDERNHAUSEN (at or below 2100ft) - RESTSTOP (at or below 1400ft) - EDNA	one way at night
<b>Route Echo</b> <i>Helicopters only</i>	NOVEMBER (at 1400ft) - WEILBACH - EDNA (at 1000ft)	<b>approval by Frankfurt Tower mandatory</b> frequency change to Wiesbaden Tower takes place between WEILBACH and EDNA
<b>Route Apache</b> (07 ops) <i>Helicopters only</i>	NOVEMBER (at 1400ft) - WEILBACH (at 1400ft) - enter South pattern on downwind	<b>deconfliction route by ATC only</b> <b>approval by Frankfurt Tower mandatory</b> frequency change to Wiesbaden Tower takes place between WEILBACH and EDNA
<b>Route Sierra</b> <i>Helicopters only</i>	Ried VOR (at 1400ft) - BRIDGE (at 1400ft) - enter South pattern on base	avoiding built up area



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