

ATC / Vatsim

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Frequencies

Airport Frequencies

- **Friedrichshafen Tower:** 120.080
- **ATIS / Information:** 129.605

EDNY does not operate dedicated Delivery or Ground frequencies. All startup, taxi and departure clearances are handled via Tower.

Approach/Departure Frequencies

Approach

- Alps Radar: 119.925

Departure

- Alps Radar: 119.925
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Center Frequencies

Munich Radar

- Zugspitze sector: 134.150 (main frequency)
- Füssen sector: 133.550

*Expected for all KPT arrivals and BEMKI departures

Langen Radar

- South sector: 123.010 (main frequency)
- Baden sector: 131.300

*Expected for all ARFAS arrivals and ALAGO departures

Swiss Radar

- South sector: 133.050 (main frequency)
- Baden sector: 133.905

*Expected for all ROLSA/ZUE arrivals and AMIKI departures

Operational Notes

- Expect rapid frequency handoffs after departure.
- Multiple radar sector changes during arrival and departure are normal due to the close proximity of FIR boundaries.

Coverage

EDNY coverage on VATSIM can vary significantly depending on time of day, regional events and staffing availability. Due to the airport's relatively small traffic volume, full local staffing is uncommon outside of major events.

The most frequently staffed position is Friedrichshafen Tower, which usually handles all ground and runway operations due to the absence of dedicated Delivery and Ground positions.

Approach services are commonly provided by:

- Zurich Radar (Main responsibility)
- Munich Radar

During low traffic periods, arrivals and departures are often handled efficiently with highly flexible vectoring and shortened Routings. When no local ATC is online, pilots should expect standard UNICOM operations with self-coordination on the apron and within the traffic pattern.

During major VATSIM events in the southern Germany and Switzerland region, traffic density around EDNY can increase rapidly due to the airport's proximity to the Zurich airspace environment and the Lake Constance area. In these situations, pilots should expect:

- compressed sequencing
- holding delays
- increased frequency congestion
- rapid runway changes depending on traffic flow

Because EDNY lies close to several FIR boundaries, ATC responsibility may also change dynamically during online operations, resulting in more frequent handoffs than at many comparable regional airports.