

# EDAH - Heringsdorf Airport

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# General

## Before staffing this airport for the first time:

Obtain a successful grade at the self enrollment Moodle course: [EDAH - Heringsdorf Tower](#).

## Heringsdorf ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	-	-	-	not available
Tower	AHT	EDAH_TWR	132.830	Callsign: Heringsdorf Tower
Center	MRZ	EDWW_M_CTR	124.175	--

## General Information

EDAH is an unrestricted airport of the [Bremen FIR](#) and part of the S1 minor program. Controllers on the vACC Germany Controller Roster are allowed to control at this Airport with their S2 or higher rating after checking these Standard Operational Procedures and obtaining a successful grade at the respective Moodle course: [EDAH - Heringsdorf Tower](#).

## Airport Data

Name	Heringsdorf
ICAO	EDAH
IATA	HDF

## Runways

Runway	Total
10	2305 x 35
28	

## Navigation Aids

ID	Name	Type	Frequency
FLD	Friedland	DVOR/DME	117.15 MHz
TRT	Trent	DVOR/DME	108.45 MHz

## Landing Aids

Runway	ID	Type	Frequency	Course	Glide Path	Category
28	-	-	-	-	-	-

## Approach Procedures

Runway	ILS	LOC	RNP	VOR	NDB
10			✓		
28			✓		

Only RNP and visual approaches are available at EDAH. The RNP approach shall be cleared as published out of IAF UDAXI. Vectoring for runway 28 is prohibited!

In case of activity of NLFS segment PH1-PJ2-PK1, traffic shall cross UDAXI at 4500ft (standard is 4000 ft).

## Visual Approaches

Available on request.

## Holdings

Waypoint	Min. LVL	Max. LVL	Inbound Course	Direction of Turns
UDAXI	3500 FT	UNL	004°	Left

Maximum speed in the holding: 230 kts.

## Preferential Runway Configurations

The runway used at Heringsdorf will be determined according to the headwind component.

## Positions and Responsibilities

ID	Position	Callsign	Frequency	Responsibilities
AHT	EDAH_TWR	Heringsdorf Tower	132.830	EDAH CTR
MRZ	EDWW_M_CTR	Bremen Radar	124.175	Müritz Sector

## ATIS

Not available.

## Low Visibility Procedures (LVP)

Not available.

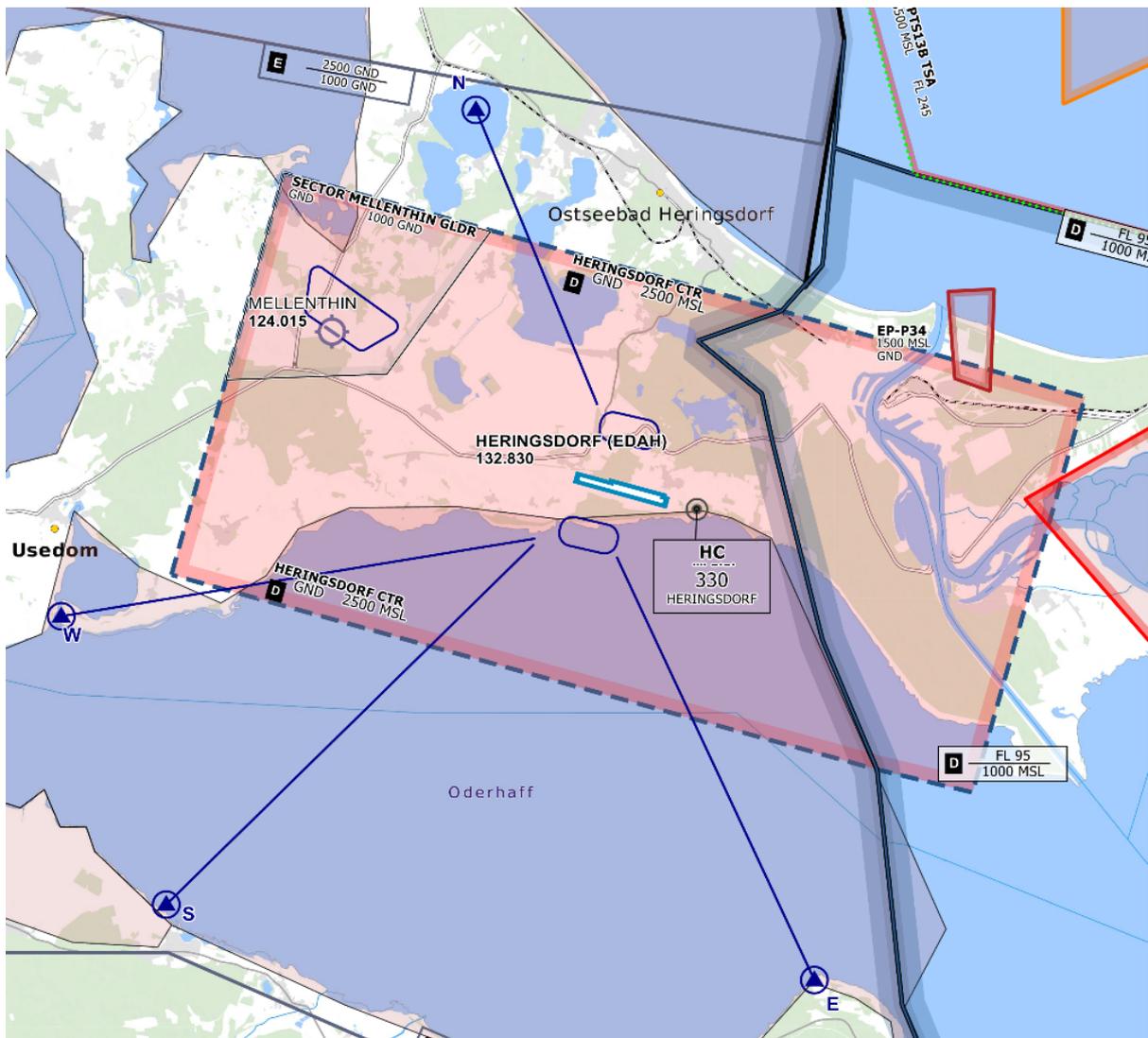
# Tower

## General

Heringsdorf Tower is responsible for all IFR clearances, ground/runway movements and traffic within the Heringsdorf CTR.

## Areas of Responsibility

Heringsdorf Tower (D-CTR) is defined as in the AIP Germany and AIP Poland. The CTR above Polish territory is delegated to Heringsdorf Tower at all times. The vertical limits are defined as surface up to 2500 ft MSL. Within Heringsdorf CTR, glider sector Mellenthin can be activated from the surface up to 1000 ft AGL. This sector will be activated on request from Mellethin glider strip.



Kontrollzone Heringsdorf © [openflightmaps.org](https://openflightmaps.org)

# Procedures

## Departures

The initial Climb on all runways is 5000 ft. Heringsdorf Tower is allowed to issue IFR clearances without prior approval from Bremen Radar. As no ATIS is available, departing traffic shall receive MET information on the frequency prior IFR clearance.

Departures may be guided via B and D to the Holdingpoint of runway 28 or via B and backtrack runway 28. Departures from runway 10 may be guided via A to the holding point. All taxiway restrictions have to be considered at any time. Taxiways C and F may be used according to taxiway restrictions and NOTAMs.

All departing IFR flights require a release before issuing the takeoff clearance!

Departing IFR traffic will switch to Bremen Radar automatically when passing 500 ft.

## Arrivals

Arrivals may leave the runway on taxiways according to taxiway restrictions. When runway 10 is in-use. Heringsdorf Tower shall issue aircraft to vacate via D and cross runway 28 via B. Avoid congestion at taxiway B.

## Go Arounds

Go arounds shall be flown as published and shall be coordinated with Bremen Radar immediately before the transfer of communications.

## Stand Assignments

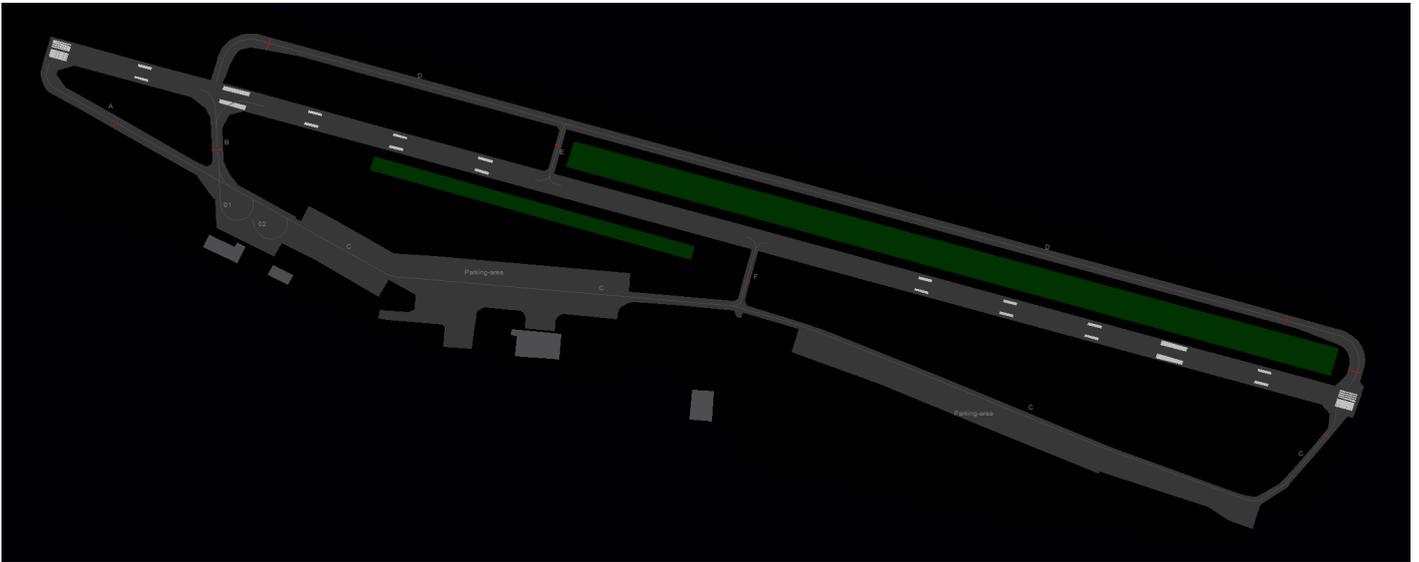
On the main apron, there are 2 parking positions available for ICAO code letter C aircraft (max. wingspan 36 m). Aircraft larger than category C will occupy both stands. Small GA aircraft (wheelbase >11 m) may park on the aprons or grass surface along taxiway C. Heringsdorf Tower may inform Bremen Radar in advance when no parking space is available for arriving traffic.

## Restrictions

- TWY A, D: width 18 m
- TWY C: width 11 m
- TWY E, F: width 10 m, max. weight 5.7 t
- Grass runways: only for VFR traffic and during day time

Departing traffic runway 28 which is unable to use taxiway C shall taxiway via B and D with runway crossing. Same applies to arriving traffic from runway 10.

Departing traffic runway 10 shall use taxiway A. If only taxiway B can be used, a backtrack is necessary.



## A-CDM

Not available.

## DCL Clearance

Not available.

## VFR Traffic

VFR traffic may leave/enter the CTR along the published mandatory reporting points:

- November, Whiskey, Sierra, Echo

Heringsdorf Tower will not control any traffic regarding the Mellenthin glider strip and glider area.