

ETHB - Bückeburg

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Overview

Bückeburg Overview

Bückeburg is a military airfield in the southwest of Hannover which is home to the International Helicopter Training Center by the German Army. For the most part, Bückeburg handles Military Helicopter traffic.

Charts can be found in the [MIL AIS](#).

- VFR Charts: Library → Under Publication select “[GEMIL FLIP VAD](#)” → Bückeburg
- IFR Charts: Library → CENOR FLIP→ [Aerodromes](#) → Bückeburg

Bückeburg ATC Stations

| Station | Frequency | Login | SI | Anmerkung |
|---------|-----------|----------|-----|-----------|
| Tower | 122.100 | ETHB_TWR | HBT | -- |
| Radar | 124.505 | ETHB_APP | HBR | -- |

If Bückeburg Radar is offline, Wunstorf Radar (ETNW APP) will take over full responsibility for AoR Bückeburg and top-down responsibilities at ETHB.

Taxi Instructions

Bückeburg Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Visitors from other squadrons or civilian traffic should receive full taxi instructions.

Helicopter Lanes and Pads

Bückeburg is equipped with one Helipad at Ramp 5 and 5 Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 08/26 that can only be used by helicopters. Taxi instructions from and to Lane C West or Lane C East must include a runway crossing of 08/26.

Departing Traffic

Bückeburg Tower should inform departing traffic about current weather conditions. In the case of military traffic, the colour code is sufficient.

Bückeburg Tower shall only issue IFR clearances after coordination with EDWW sector Hannover (HAN)!

Every IFR departure from ETHB requires a departure release from both ETHB APP and Bremen Radar before issuing a takeoff clearance!

SID-Assignments

- OIDs and SIDs are named after the last two letters of the ICAO code of Bückeburg, ETHB (e.g. HB31)
- Besides SIDs, so-called Operational Instrument Departures (OIDs) are available (HB108 and HB126), initial climb by ATC

| Via Waypoint/Direction | SID Runway 08 | SID Runway 26 | Initial Climb |
|------------------------|---------------|---------------|---------------|
| OSN | HB31 | HB11 | 4000 FT |
| To the North* | HB32 | HB12 | 4000 FT |
| ROBEG | HB33 | HB13 | 5000 FT |

Low Visibility Takeoffs (LVTO)

RWY 08/26 is suitable for conducting low visibility takeoffs with a minimum runway visual range of 200m with helicopters.

Arriving Traffic

Approaches Types

Bückeburg is equipped with an RNAV (GPS) and a PAR approach onto runway 08 and an ILS, an RNAV (GPS) and a PAR approach onto runway 26. There are also NDB approaches available that will lead to the aerodrome, terminating into a circling approach onto both runways.

Bückeburg Radar will maintain Radio contact with aircraft performing a PAR/SRA until landed.

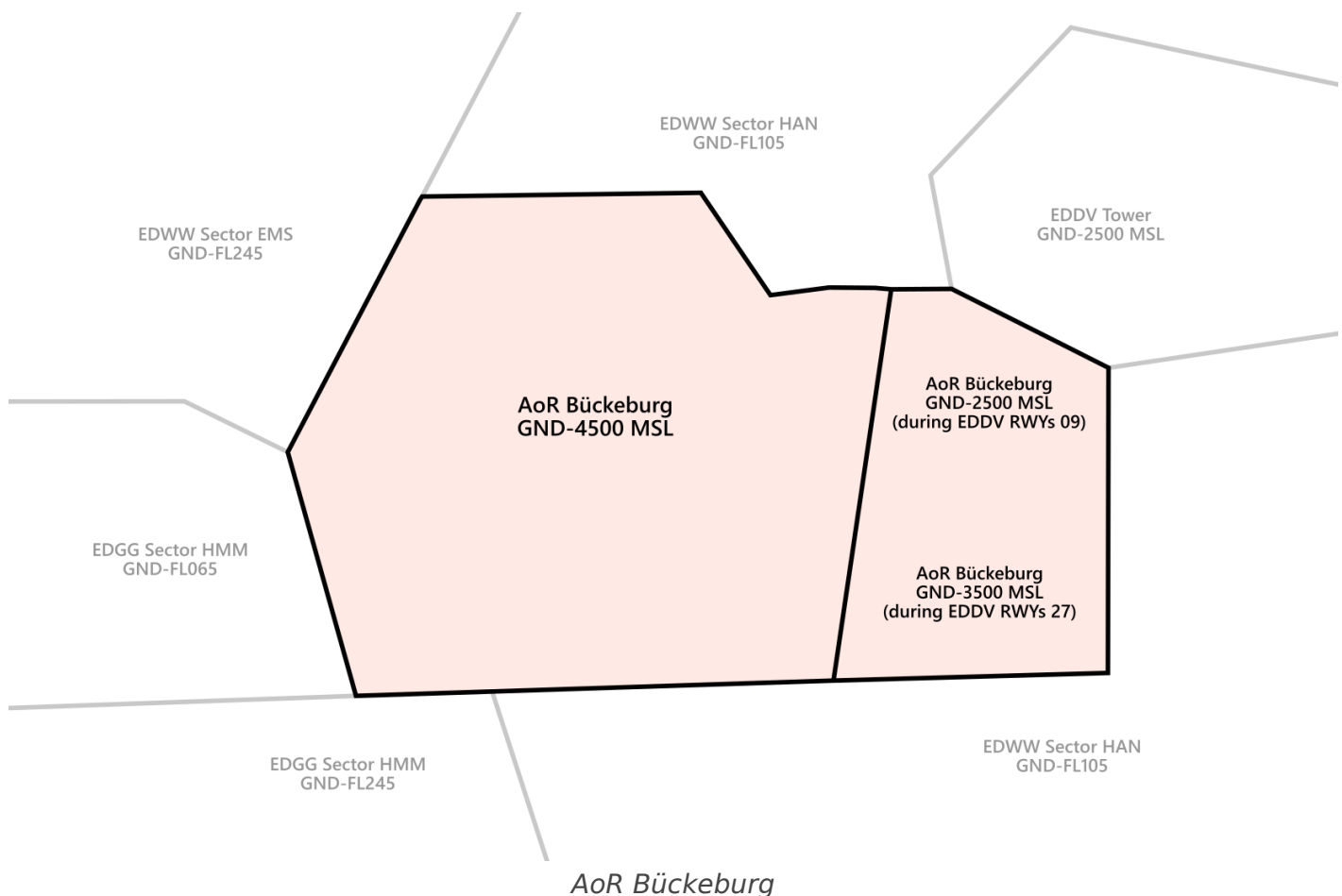
Bückeburg Tower should inform Bückeburg Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

Radar

Area of Responsibility

Bückeburg Radar is responsible for departing and arriving traffic from/to ETHB.

When online, Bückeburg Radar activates its delegated AoR within the Bremen ACC sector Hannover (HAN). Full responsibility is delegated to Bückeburg Radar for this airspace.



Bückeburg Radar shall inform Bremen ACC sectors HAN and EMS, Langen ACC sector HMM as well as Wunstorf Radar (ETNW APP) about the opening and closing of AoR Bückeburg immediately!

The east sector (sector B) of AoR Bückeburg is activated depending on the active runways at EDDV. The virtual controller shall always select the active runways at EDDV in Euroscope to load and AoR Bückeburg correctly.

Procedures

Arriving Traffic

- Arriving traffic is always coordinated individually between Bremen Radar, Langen Radar Wunstorf Radar and Bückebug Radar ("Radar Handover")
- It's expected that Bückebug accepts or otherwise states the sector entry conditions during coordination.

Departing Traffic

- Departing IFR traffic will be transferred from Bückebug Tower to Bückebug Radar initially.
 - Bückebug Radar is responsible for verifying mode C readout and identifying the departing aircraft
 - Usually, Bückebug Radar shall coordinate a further climb with EDWW before departure release or coordinate a general release of the climb. Preferably, this coordination is combined with IFR clearance or departure release. If no further climb is coordinated, departing IFR traffic leaving the AoR shall be transferred to Bremen Radar after identification.

Approach Types

Runway 09

- RNAV (GPS)
- NDB from the north followed by circling
- SRA
- PAR

Runway 27

- ILS
- RNAV (GPS)
- NDB from the north followed by circling
- SRA
- PAR

Since **Bückeburg Precision is currently not implemented on VATSIM**, PAR approaches can only be conducted if traffic levels permit - if necessary, Bückeburg Radar can coordinate with civilian ATC to keep other inbound traffic outside of the airspace while a PAR approach is taking place; whether this is possible, however, depends on the current workload of civilian ATC.