

# ETHS - Fassberg

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# Overview

## Fassberg Overview

Fassberg is a military airfield located between Hamburg and Hannover which is operated by the German Army. Currently, "Transporthubschrauberregiment 10" is stationed at Fassberg.

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

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

## Fassberg ATC Stations

Station	Frequency	Login	SI	Anmerkung
Tower	118.525	ETHS_TWR	HST	--
Radar	119.355	ETHS_APP	HSR	--

**If Fassberg Radar is offline, Celle Radar (ETHC APP) will take over full responsibility for AoR Fassberg and top-down responsibilities at ETHS.**

Fassberg consists of one main Apron with multiple Hangars. Fassberg Tower should only instruct aircraft to taxi to the apron and not to a specific stand.

## Taxi Instructions

Fassberg Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Visitors from other squadrons (home squadron is TrspHubschrRgt 10) or civilian traffic should receive full taxi instructions.

## Helicopter Lanes and Pads

Fassberg is equipped with two Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 09/27. LANE 09/27 (NORTHLANE) is only available for prop aircraft and emergency landings. LANE 06/24 (SOUTHLANE) is only available for helicopters.

## Departing Traffic

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

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

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

## SID-Assignments

- Only Operational Instrument Departures (OIDs) are available (HS109 and HS127), initial climb by ATC

## Arriving Traffic

### Approaches Types

Fassberg is not equipped with any published IFR approaches. PAR and SAR approaches can be used instead, which are available for both runways.

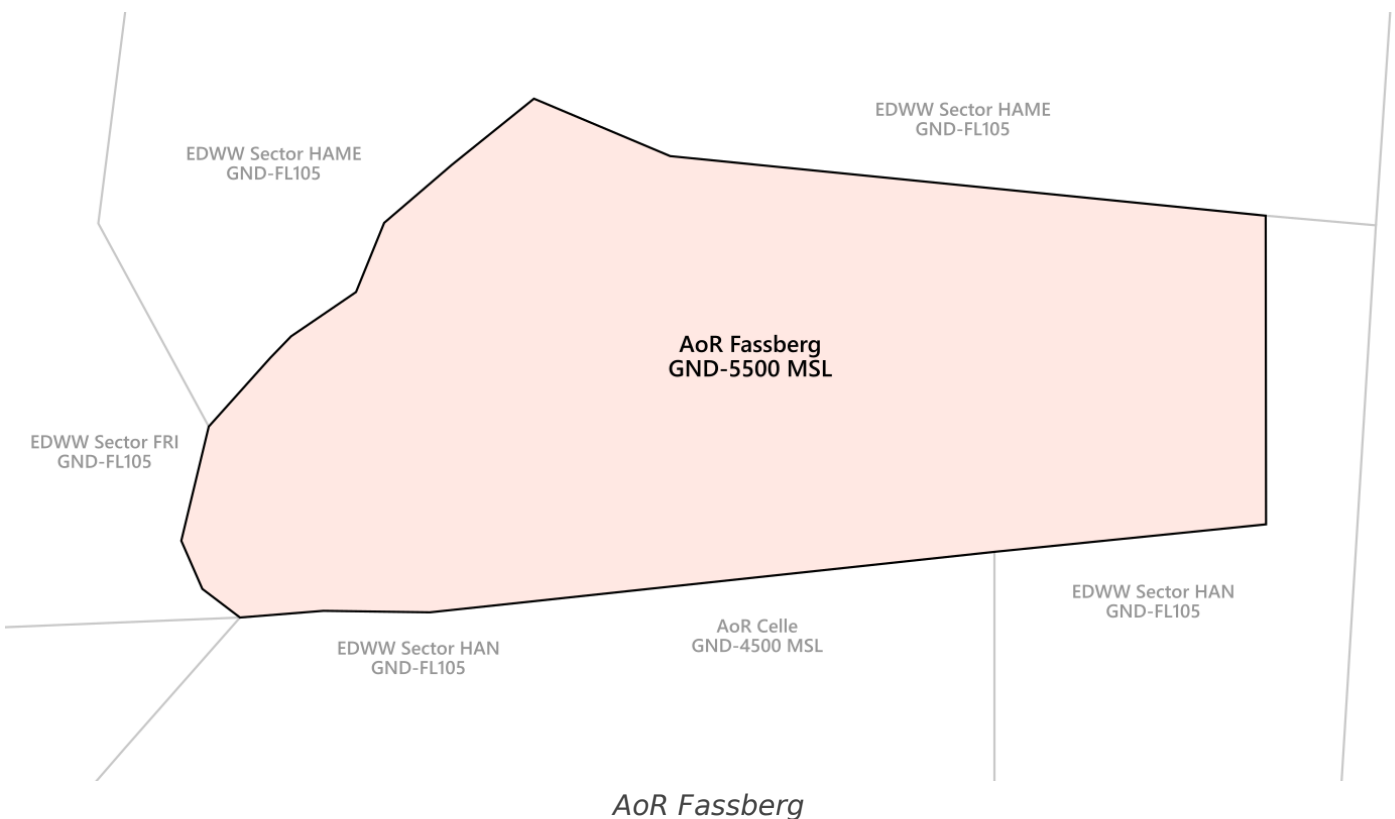
Fassberg Radar will maintain Radio contact with the aircraft performing a PAR or SAR until landed. Fassberg Tower should inform Fassberg Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

# Radar

## Area of Responsibility

Fassberg Radar is responsible for departing and arriving traffic from/to ETHS.

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



**Fassberg Radar shall inform Bremen ACC sectors HAN, FRI and HAME as well as Celle Radar (ETHC APP) about the opening and closing of AoR Fassberg immediately!**

**If Fassberg Radar is offline, Celle Radar (ETHC APP) will take over full responsibility for AoR Fassberg and top-down responsibilities at ETHS.**

# Procedures

## Arriving Traffic

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

## Departing Traffic

- Departing IFR traffic will be transferred from Fassberg Tower to Fassberg Radar initially.
  - Fassberg Radar is responsible for verifying mode C readout and identifying the departing aircraft
  - Usually, Fassberg 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.

## ED-R 33A

During the activity of ED-R 33A, Fassberg Radar shall coordinate a crossing clearance for aircraft on an instrument approach.

# Approach Types

## Runway 09

- SRA
- PAR

## Runway 27

- SRA
- PAR

Since **Fassberg 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