

ETNH - Hohn

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Overview

Hohn Overview

Hohn is a military airfield in the north of Germany and is a reserve airfield of the Taktischen Luftwaffengeschwader 51 by the German Airforce.

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

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

Hohn ATC Stations

Station	Frequency	Login	SI	Anmerkung
Tower	122.100	ETNH_TWR	NHT	--
Radar	122.700	ETNH_APP	NHR	--
Precision	125.600	ETNH_P_APP	NHP	--

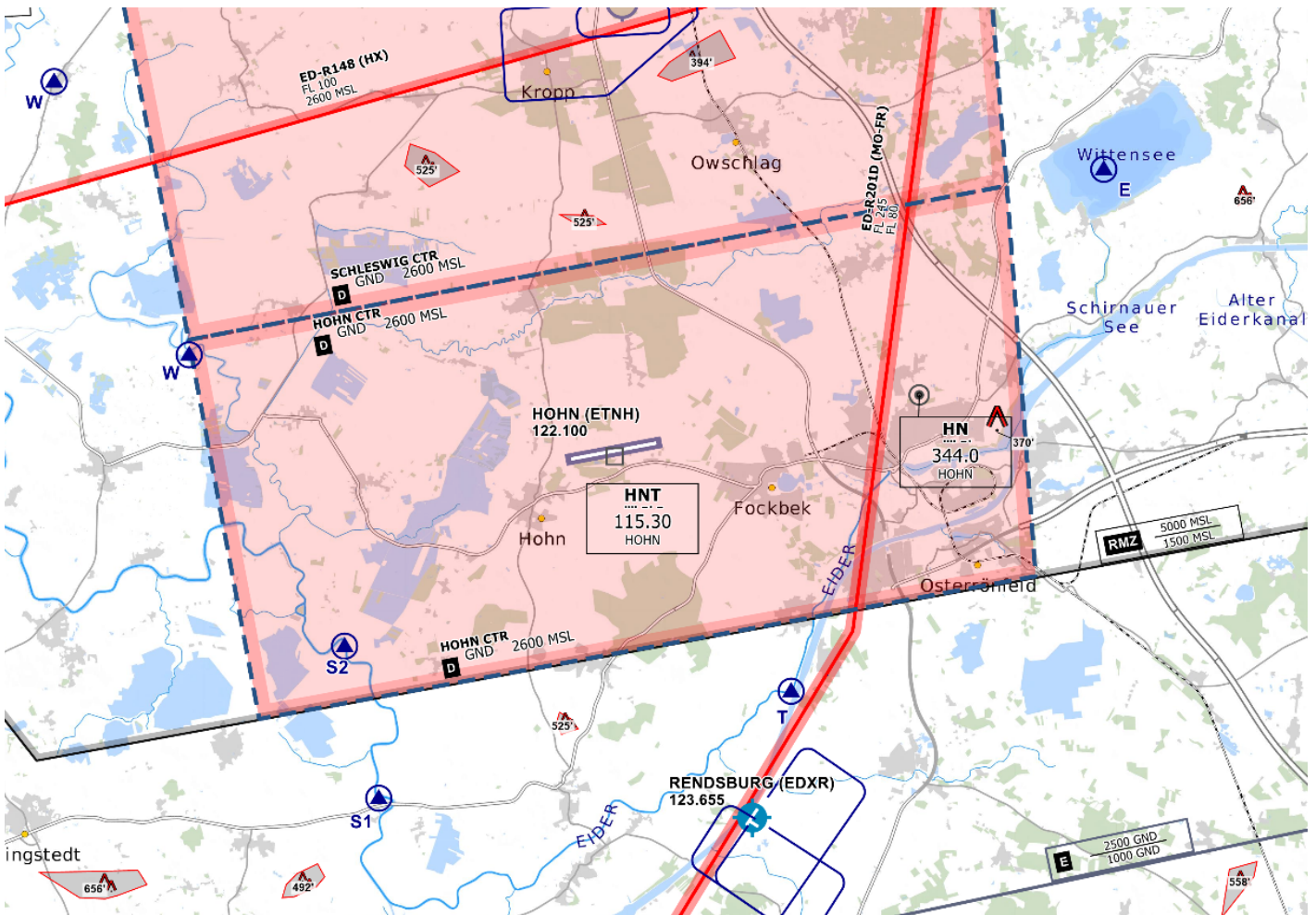
If Hohn Radar is offline, Schleswig Radar (ETNS APP) will take over full responsibility for AoR Hohn and top-down responsibilities at ETNH.

Tower

Control Zone

- D(HX) from GND to 2600 ft
- VRPs: Whiskey, Echo, Sierra, Tango
- The minimum pattern altitude is 500ft AGL, the pattern altitude for fixed-wing aircraft is 1000ft AGL
- There are also VFR Jet arrivals/departures that are used for military Jets. The Jet arrivals consist of two mandatory reporting points each and its respected Initial point in front of the runway.
- For arrivals to runway 08, Entry West will be used. For arrivals to runway 26, Entry East will be used.
- For departures from runway 08, Exit East will be used. For departures from runway 26, Exit West will be used.

It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1600 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!



CTR Hohn - © openflightmaps.org

Ground Movements

Parking Positions

Hohn consists of multiple ramps. Hohn Tower should only instruct aircraft to taxi to the ramp.

Taxi Instructions

Hohn 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 TaktLwg 51) or civilian traffic should receive full taxi instructions.

Departing Traffic

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

Hohn Tower shall only issue IFR clearances after coordination with EDWW sector Eider East (EIDE)!

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

SID-Assignments

- Operational Instrument Departures (OIDs) are used (NH108 and NH126), initial climb by ATC.

Arriving Traffic

Approach Types

Hohn is equipped with a TACAN and RNP approach onto runway 08 and an ILS, RNP and TACAN approach onto runway 26.

There are also PAR and SRA approaches available on both runways.

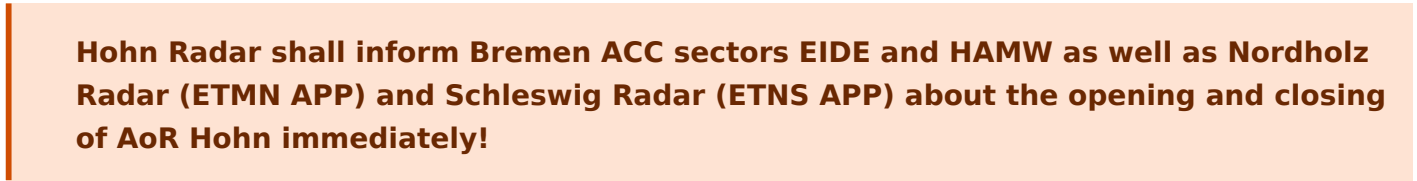
Hohn Precision will maintain Radio contact with the aircraft performing a PAR until landed. Hohn Tower should inform Hohn Precision if the runway is clear and the aircraft performing the PAR is cleared to land.

Schleswig (ETNS)

Hohn Tower shall inform Schleswig Tower about the activation and closure of CTR Hohn.

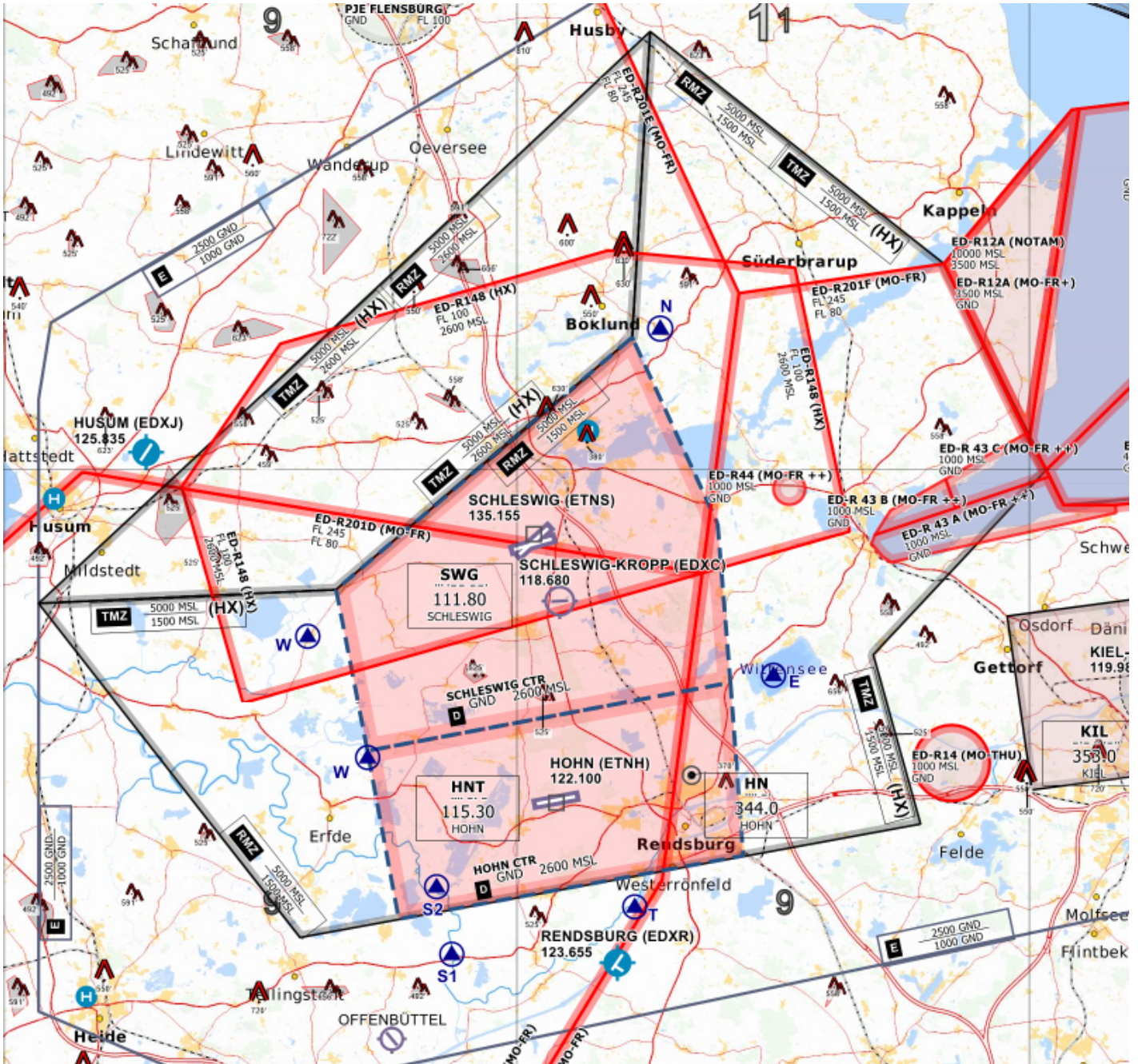
Area of Responsibility

When online, Hohn Radar activates its delegated AoR within the Bremen ACC sector Eider East (EIDE). Full responsibility is delegated to Hohn Radar for this airspace.



If Hohn Radar is offline, Schleswig Radar (ETNS APP) will take over full responsibility for AoR Hohn and top-down responsibilities at ETNH.

Airspace



Hohn/Schleswig is equipped with a TMZ and RMZ. This will ensure that VFR traffic in the vicinity of the aerodrome is known to Hohn/Schleswig Radar. The RMZ will only be used by traffic not equipped with a transponder (not applicable in Vatsim). Traffic within the TMZ of Hohn/Schleswig shall monitor Schleswig Radar's frequency and squawk 4476. This traffic is not required to make an initial call to ATC. Still, ATC may contact this traffic when required (e.g. traffic information about IFR traffic).

Procedures

Arriving Traffic

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

Departing Traffic

- Departing IFR traffic will be transferred from Hohn Tower to Hohn Radar initially.
 - Hohn Radar is responsible for verifying mode C readout and identifying the departing aircraft
 - Usually, Hohn 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 08

- TACAN
- RNP
- SRA
- PAR

Runway 26

- ILS
- TACAN
- RNP
- SRA
- PAR

Hohn Precision

- Is only responsible for PAR approaches
- Traffic is controlled by a special radar system
- Hohn Radar will issue an initial vector leading to the final before performing a radar handover to Hohn Precision

- Only one aircraft at a time shall be on the frequency of Hohn Precision