

ETNL - Rostock- Laage

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Overview

On Moodle, a non-mandatory SOP Test can be found under [ETNL - Rostock-Laage Tower/Ground](#)

Rostock-Laage Overview

Laage is a military airfield with Civil Joint User south of Rostock which is home of the Taktische Luftwaffengeschwader 73 by the German Air Force. For the most part, Laage handles Military Jet traffic and civilian Airlines. There is also a Police and a rescue Helicopter stationed at Laage.

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

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

Rostock-Laage ATC Stations

Station	Frequency	Login	SI	Anmerkung
ATIS	134.605	ETNL_ATIS	ALT	--
Apron	121.955	ETNL_A_GND	NLA	--
Tower	118.430	ETNL_TWR	NLT	--
Radar	123.300	ETNL_APP	NLR	--
Precision Radar	133.105	ETNL_P_APP	NLP	--

Apron

General

Laage Apron is responsible for ground movements south of the runway, on the civil apron. Also, Apron will issue IFR and start-up clearances for civil IFR traffic.



SID-Assignments

- SIDs are named after the last two letters of the ICAO code of Laage, ETNL (z.B. NL14)
- Initial climb clearances for all SIDs is 4000ft (unless otherwise coordinated with EDWW)

Laage Apron shall only issue IFR clearances after coordination with EDWW sector Müritz!

Datalink Clearance (PDC/DCL)

The Datalink Clearance System is not available at ETNL.

Ground movements

Pushback

- Apron shall issue pushback clearances onto taxiway Z
- Departing traffic will be transferred to Tower as soon as it's ready for taxi.

Rollanweisungen

- No taxi clearances will be assigned by Apron
- Laage Apron will receive arriving traffic taxiing on Z. Apron shall issue planned parking position only!

Restrictions

- Parking positions 12 and 16 can only be used by aircraft with a wingspan less than 52 m.

Tower

General

Laage Tower is responsible for all movements on the taxiways (both military and civil) as well as for all movements on the runway and inside the control zone.



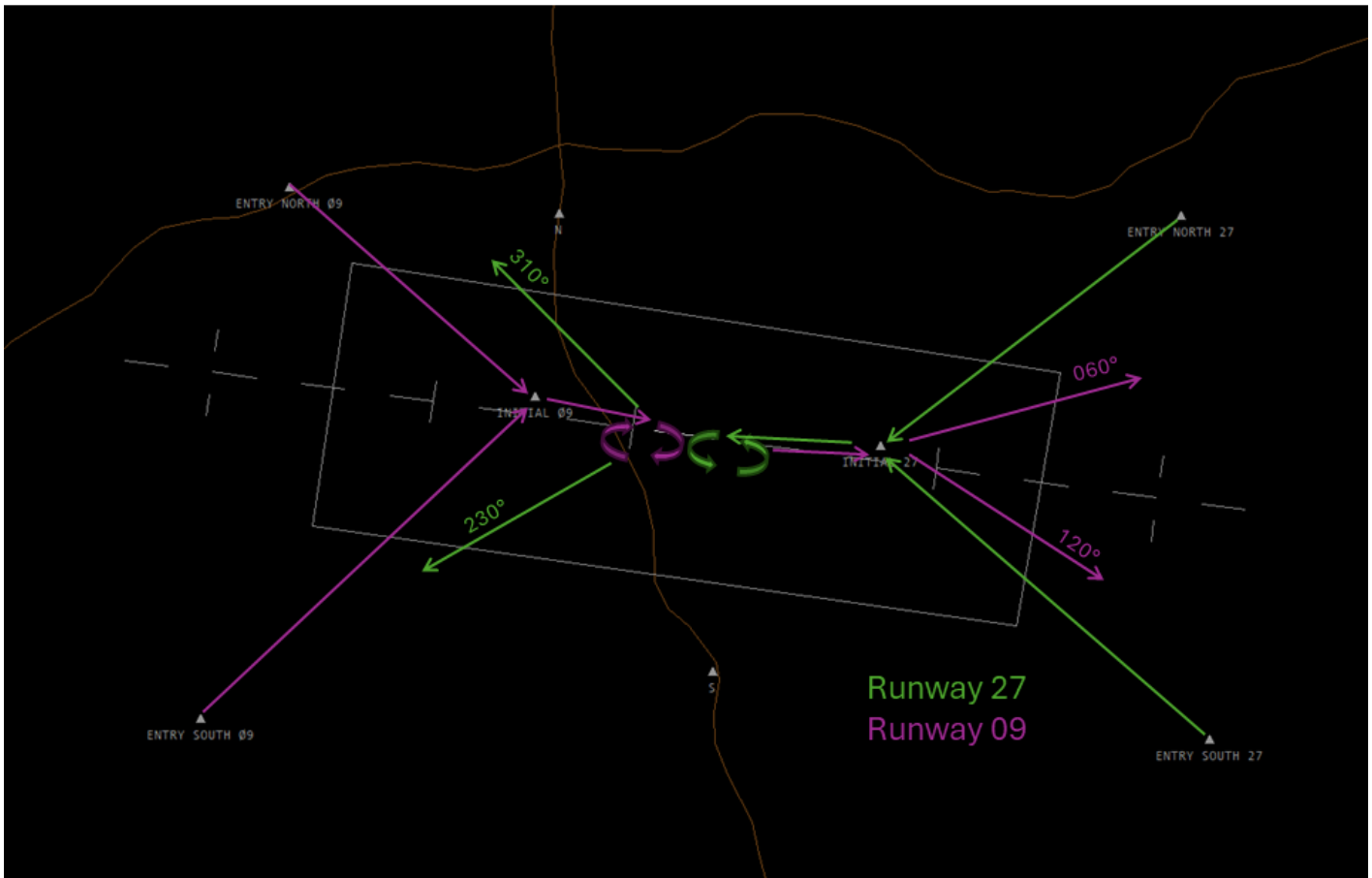
Control Zone

There are two mandatory reporting points for VFR traffic entering and exiting the control zone:

- North: November
- South: Sierra

There are also VFR Jet arrivals and VFR Jet departures that are used for military Jets. The Jet arrival consists of one mandatory reporting point outside the CTR and its respected Initial point in front of the runway. Jets will enter Laage CTR via an Entry at 1700 ft and up to 300 kt.

It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1700 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!



Jets following the VFR Jet departure out of runway 27 will turn right heading 310° or left heading 230° after departure. Jets departing out of runway 09 will fly runway heading until overflying the Initial point of runway 27 and then turn left heading 060° or right heading 120°. Jets will normally leave the CTR to the top.

Ground Movements

Laage airport is split into a civilian and a military part, all facilities, and taxiways south of runway 27/09 are civilian and north of the runway are military. Traffic should use their appropriate taxiways and helipads (Helipad M for Military and Helipad Z for Civilian). Arriving traffic may also be advised to vacate the runway onto the appropriate side.

Taxi instructions

- Every taxi instruction can only be issued by Laage Tower
- Procedures between Tower and Apron:
 - Arriving traffic will be instructed to taxi via Z and contact Laage Apron ("Taxi via Z, contact Apron 121.950")
 - Departing traffic will push onto Z and contact Tower as soon as it's ready for taxi.
 - Only Laage Apron will assign parking positions for civilian traffic!

- Military traffic should not be instructed to taxi to a specific parking position.
- Larger military transport aircraft (A400M, C130, C17,...) should park on Stand 01 or 02

Restrictions

- **Taxiway A**
 - North of the runway: maximum width 17,5 m
- **Taxiway B**
 - South of the runway: maximum width 20 m
 - North of the runway: maximum width 12 m
- **Taxiway C**
 - South of the runway: maximum width 20 m
- **Taxiway Z**
 - Between parking position 4B and the westerly apron: maximum width 20 m
 - Between the westerly apron and taxiway C: maximum width 16 m

Quick Reaction Alert (QRA)

The QRA for the eastern part of the German Airspace is stationed in the northeast of the Airport and is a closed-up area inside the airport. In case of a scramble Laage Tower needs to inform Laage Radar and should clear the runway to avoid any delays for the QRA. The QRA will prefer runway 27 to reduce taxi time and can be expected to leave the CTR to the top. Laage Tower should hand off the QRA to Laage Radar when airborne.

Scramble and other Special operations are only authorized to be performed by members of a VSOA! Non-VSOA members performing special operations should always be reported to a VATSIM Supervisor

Arriving Traffic

Arriving traffic will be transferred by Laage Radar or Bremen Radar when established on the final.

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

Approach types

For civil traffic, the ILS/LOC Z approach or the RNAV(GPS) approach will be used on both runways. Additionally, there are ILS/LOC Y, SRA, PAR and TACAN approaches available which will be used by military traffic.

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

Departing traffic

Laage Tower shall transfer departing traffic to the next station when airborne. If Laage Radar is only, departing traffic shall be transferred to Laage Radar initially.

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

The preferred runway at Laage is runway 27.

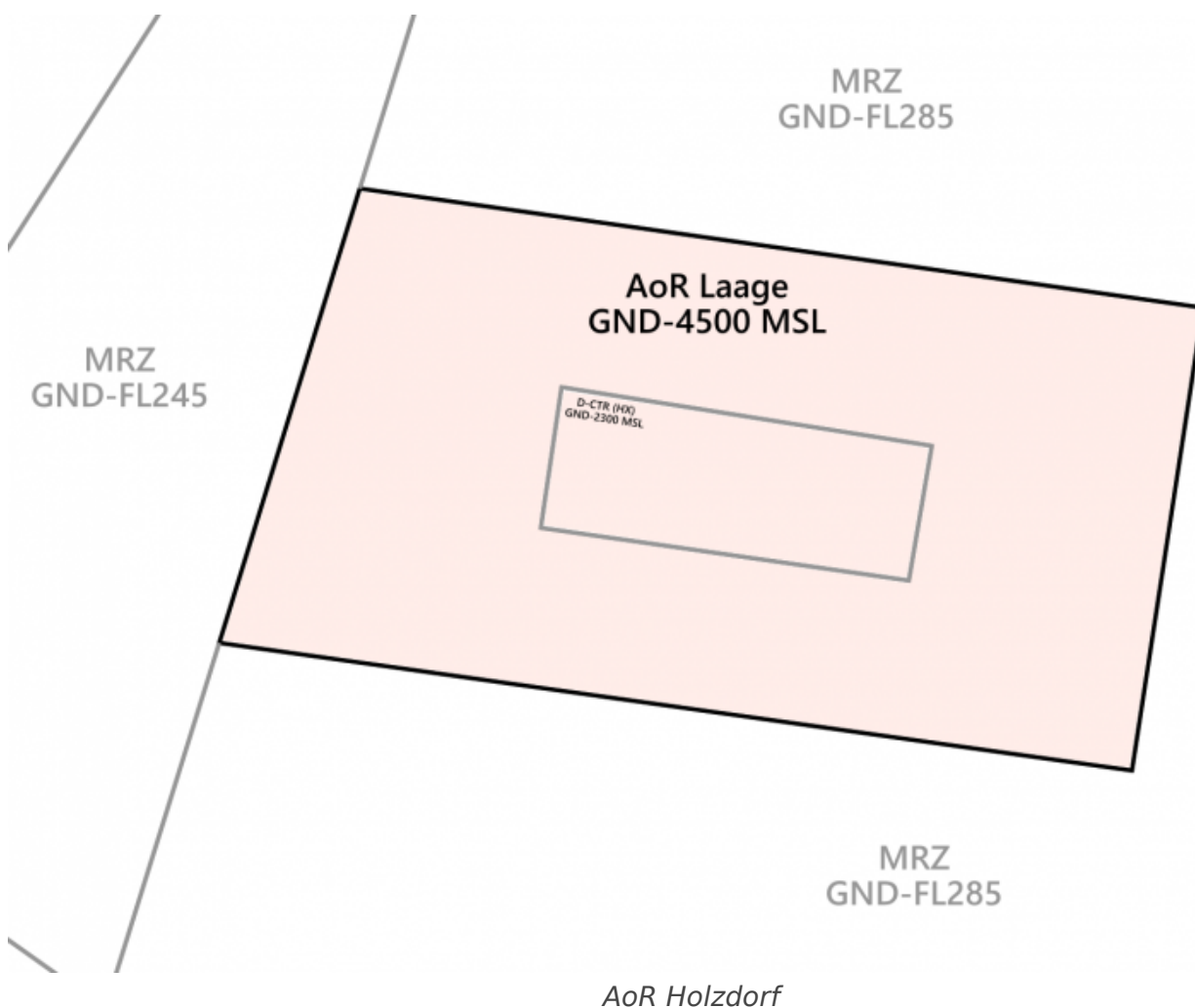
Laage Tower is responsible for all military traffic and should handle IFR clearances of military traffic. Military IFR Traffic leaving the airport (No IFR Pattern) shall only receive IFR clearances after coordination with EDWW sector Müritzt!

Radar

General

Laage Radar is responsible for departing and arriving traffic from/to ETNL.

When online, Laage Radar activates its delegated AoR within Bremen ACC sector Müritz (MRZ). Full responsibility is delegated to Laage Radar for this airspace.



Laage Radar shall inform Bremen ACC sector Müritz about the opening and closing of AoR Laage immediately!

Procedures

Arriving traffic

- Arriving traffic is always coordinated individually between Bremen Radar and Laage Radar ("Radar Handover")
- Normally traffic will descend to 5000 ft and continue on a heading given by EDWW. It's expected that Laage accepts or states entry conditions if not suitable during Radar Handover coordination.

Departing traffic

- Departing IFR traffic will be transferred from Laage Tower to Laage Radar initially.
 - Laage Radar is responsible to verify mode C readout and to identify the departing aircraft
 - Usually, Laage Radar shall coordinate a further climb with EDWW before departure release or coordinate a general release of the climb. If no further climb is coordinated, departing IFR traffic leaving the AoR shall be transferred to Bremen Radar after identification.

Approach Types

ILS and LOC Z

- Usually used by civil traffic
- Classified for CAT I operations only.

ILS and LOC Y

- Only used by military traffic

RNAV (GPS)

- Usually used by civil traffic

TACAN

- Only used by military traffic

SRA

- Guidance by Laage Radar

PAR

- Sequencing on final by Laage Radar
- Guidance on final by Laage Precision

Laage Precision

- Is only responsible for PAR approaches
- Traffic is controlled by a special radar system
- Laage Radar will issue an initial vector leading to the final before performing a radar handover to Laage Precision
- Only one aircraft at a time shall be on the frequency of Laage Precision
- At around 3-5 nm Laage Precision should ask Laage Tower for Landing clearance if not already provided by Tower