ETNS - Schleswig

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Overview

Schleswig Overview

Schleswig is a military airfield in the north of Germany which is home of the Taktische Luftwaffengeschwader 51 by the German Air Force. For the most part, Schleswig handles Military Jet traffic.

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

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

Schleswig ATC Stations

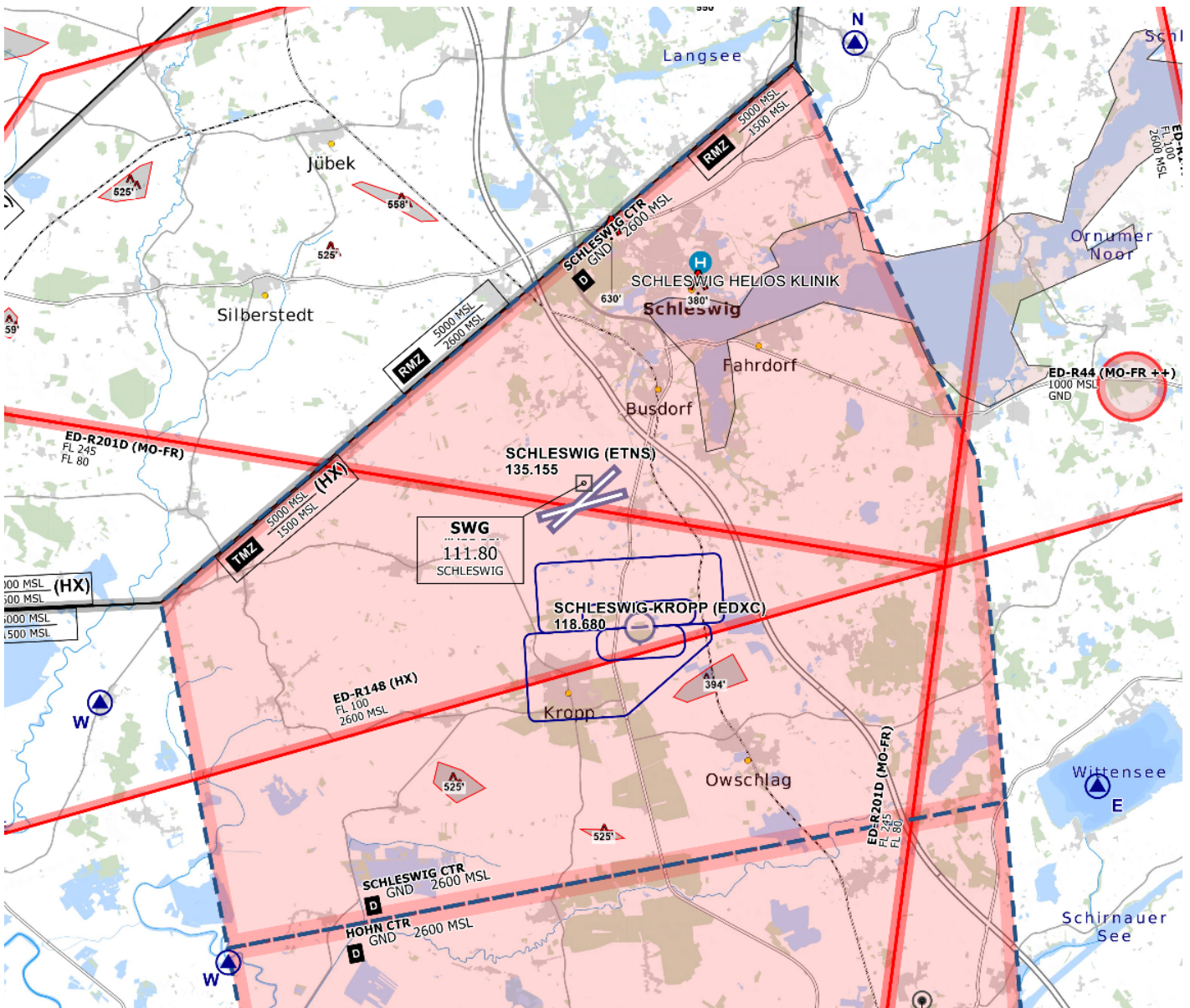| Station	Frequency	Login	SI	Anmerkung
Tower	135.155	ETNS_TWR	NST	--
Radar	123.300	ETNS_APP	NSR	--
Precision	118.555	ETNS_P_APP	NSP	--

If Hohn Radar is offline, Schleswig Radar (ETNS APP) will take over full responsibility for AoR Hohn and top-down responsibilities at ETNH. Therefore, Schleswig Radar shall consult the SOP of Hohn before connecting to the Vatsim network.

Tower

Control Zone

- D(HX) from GND to 2600 ft
- VRPs: Whiskey and November
- There are also VFR Jet arrivals that are used for military Jets. The Jet arrivals consist of two mandatory reporting points each.
- For arrivals to runway 05, Entry West will be used. For arrivals to runway 23, Entry East will be used.

> It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1500 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!

CTR Schleswig - © openflightmaps.org

Ground Movements

Parking Positions

Schleswig consists of multiple aprons and shelter areas. Schleswig Tower should only instruct aircraft to taxi to the apron/area.

Taxi Instructions

Schleswig 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.

Runways

Schleswig has two intersecting runways. Runway 23/05 is used for all aircraft and Runway 25/07 is only used by UAVs.

Departing Traffic

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

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

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

SID-Assignments

- Operational Instrument Departures (OIDs) are used (NS105 and NS123), initial climb by ATC.

Arriving Traffic

Approach Types

Hohn is equipped with a TACAN, RNP and ARA/IAA (Internal Aids Approach) approach onto runway 08 and runway 26. The ARA/IAA approach can only be flown by aircraft having the required equipment on board (e.g. Tornado)

There are also PAR and SRA approaches available on both runways.
Schleswig Precision will maintain Radio contact with the aircraft performing a PAR until landed. Schleswig Tower should inform Schleswig Precision if the runway is clear and the aircraft performing the PAR is cleared to land.

Hohn (ETNH)

Schleswig Tower shall inform Hohn Tower about the activation and closure of CTR Schleswig.
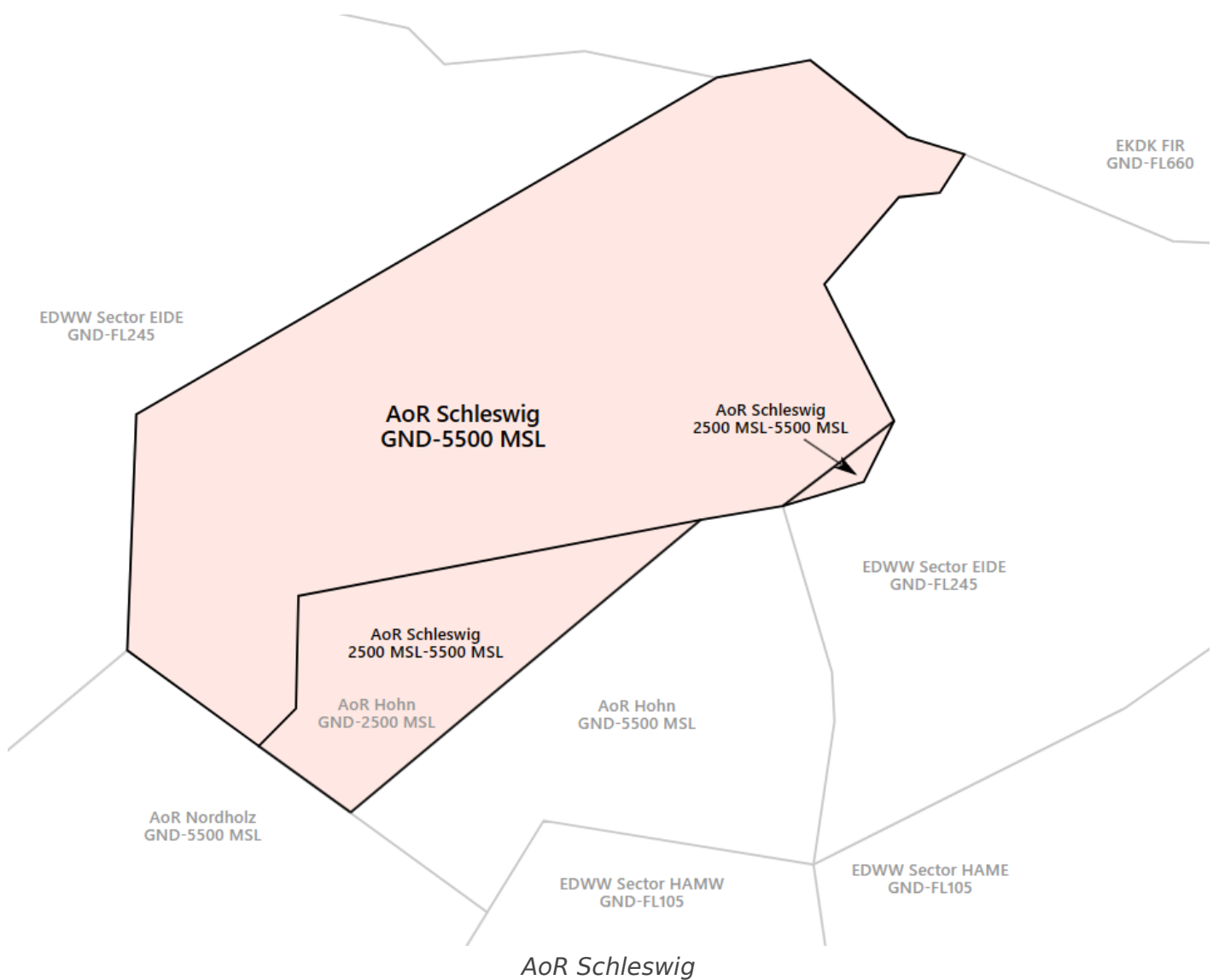
Schleswig-Kropp (EDXC)

Schleswig-Kropp is an uncontrolled airfield located south inside the CTR of ETNS. Close coordination between Kropp Radio and Schleswig Tower is required for traffic from/to EDXC. During the activity of ETNS CTR, the southern traffic circuit at EDXC shall only be used.

Radar

Area of Responsibility

Schleswig Radar is responsible for departing and arriving traffic from/to ETNS.
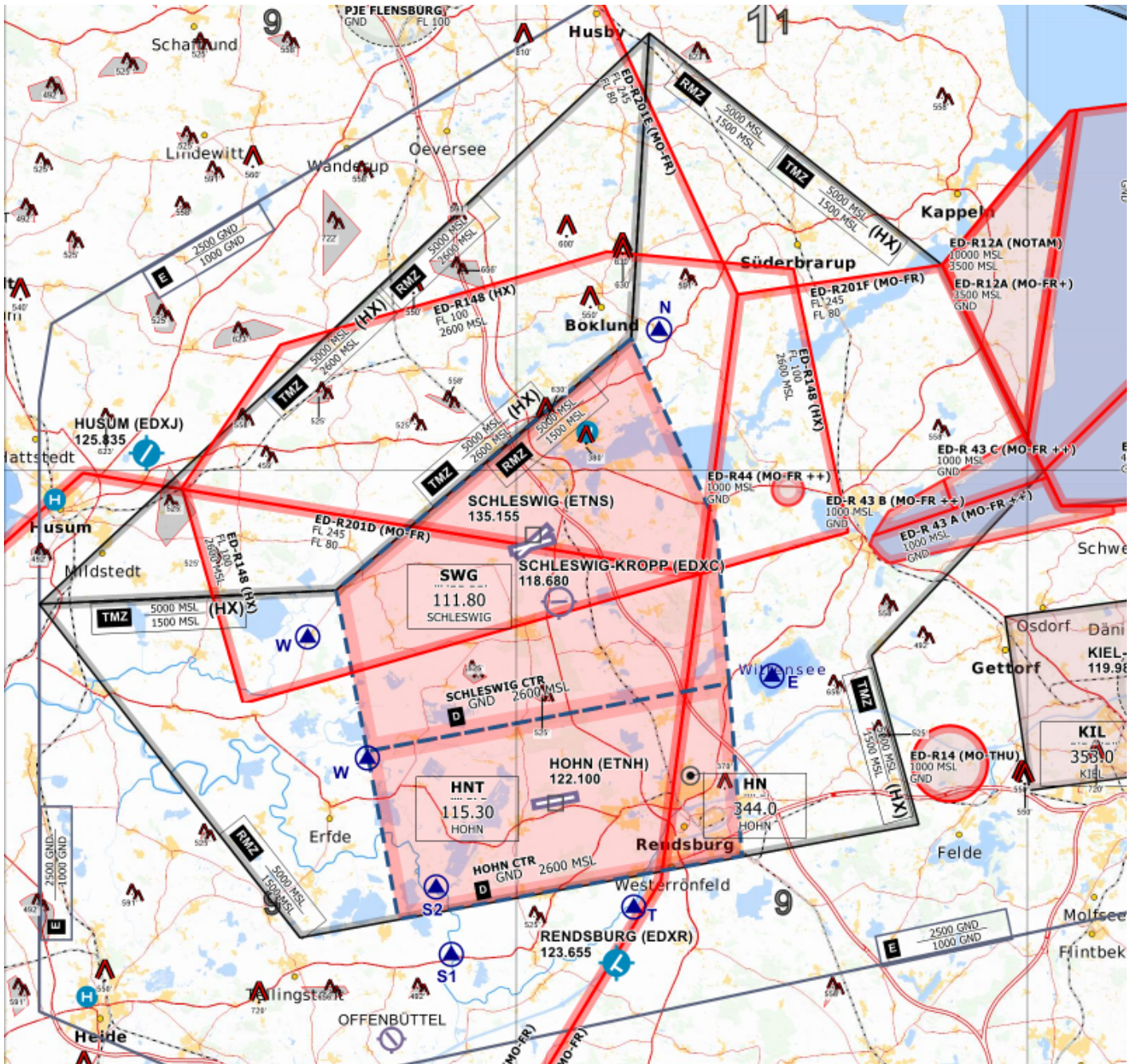
When online, Schleswig Radar activates its delegated AoR within the Bremen ACC sector Eider East (EIDE). Full responsibility is delegated to Schleswig Radar for this airspace.

AoR Schleswig

Schleswig Radar shall inform Bremen ACC sectors EIDE and Hohn Radar (ETNH APP) about the opening and closing of AoR Schleswig immediately!

> **If Hohn Radar is offline, Schleswig Radar (ETNS APP) will take over full responsibility for AoR Hohn and top-down responsibilities at ETNH. Therefore, Schleswig Radar shall consult the SOP of Hohn before connecting to the Vatsim network.**

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, Hohn Radar and Schleswig Radar ("Radar Handover")
- It's expected that Schleswig Radar accepts or otherwise states the sector entry conditions during coordination.

Departing Traffic

- Departing IFR traffic will be transferred from Schleswig Tower to Schleswig Radar initially.
  - Schleswig Radar is responsible for verifying mode C readout and identifying the departing aircraft
  - Usually, Schleswig 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
- ARA/IAA (only if aircraft has required equipment, e.g. Tornado)
- SRA
- PAR

Runway 26

- TACAN
- RNP
- ARA/IAA (only if aircraft has required equipment, e.g. Tornado)
- SRA
- PAR

Schleswig Precision

- Is only responsible for PAR approaches
- Traffic is controlled by a special radar system
- Schleswig Radar will issue an initial vector leading to the final before performing a radar handover to Schleswig Precision
- Only one aircraft at a time shall be on the frequency of Schleswig Precision