ETSH - Holzdorf

- Overview
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Overview

Holzdorf ATC Stations

Station	Frequency	Login	SI	Anmerkung
Tower	130.505	ETSH_TWR	SHT	--
Radar	129.855	ETSH_APP	SHR	--

Tower

Control Zone

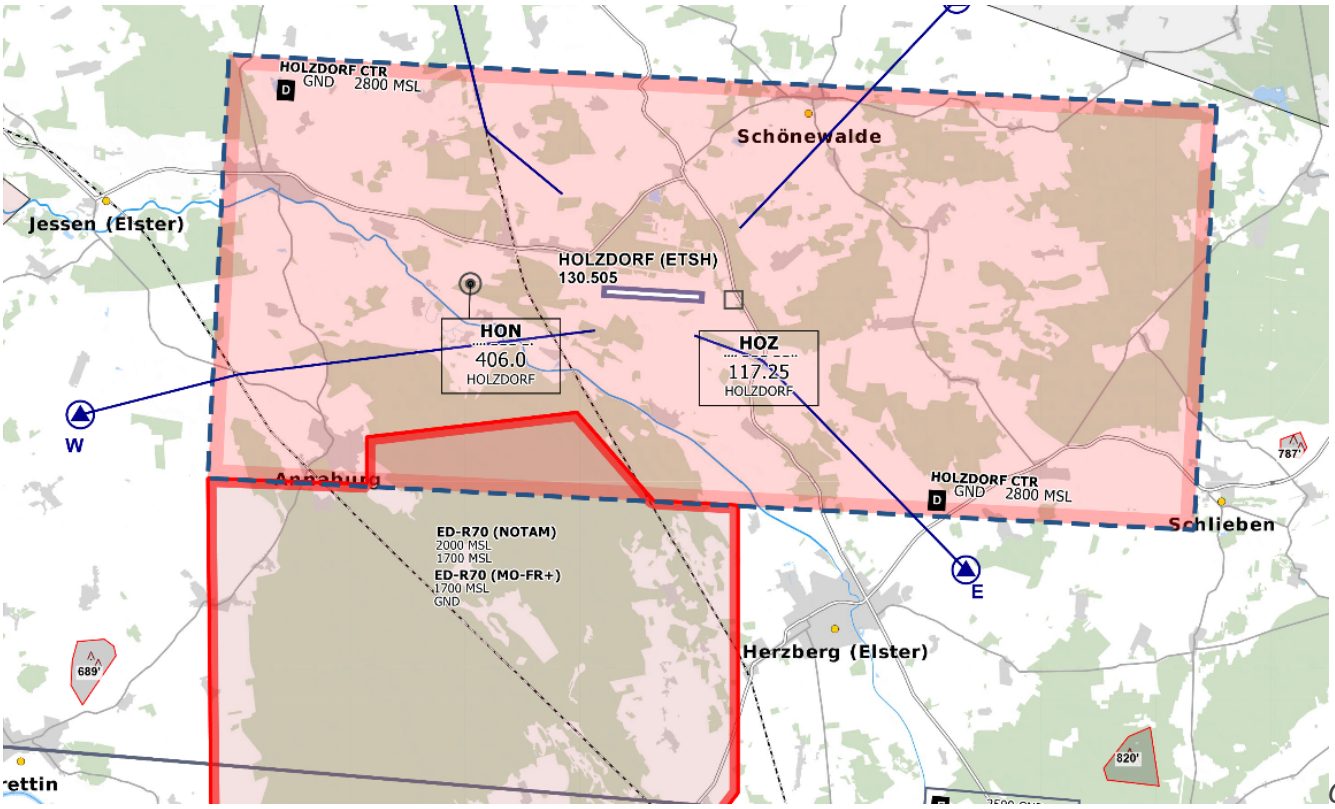
- D(HX) from GND to 2800 ft
- ED-R 70 south of the airfield
- VRPs: November, Oskar, Echo und Whiskey (departures and arrivals max. 1300 ft)
- Jet Entry: North 1/2, South 1/2 (departures and arrivals max. 1800 ft)

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 Holzdorf CTR via an Entry at 1800 ft and up to 300 kt.

> It’s important to remember that Jets on the VFR Jet arrival will overfly the airport at 1800 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 fly runway heading until overflying the Initial point of runway 09 and then turn left towards EXIT NORTH 1 or right towards EXIT SOUTH.

1. Jets departing out of runway 09 will fly runway heading until overflying the Initial point of runway 27 and then turn left towards EXIT NORTH 2 or right towards EXIT SOUTH
2. Jets will remain at 1800 ft until clear of CTR but can also be cleared to leave the CTR to the top.



CTR

Holzdorf - © openflightmaps.org

Ground Movements

Parking Positions

Holzdorf consists of multiple Ramps and Holzdorf Tower should only instruct aircraft to taxi to a Ramp and not to a specific stand.

- Helicopter should park on Ramp 1A, 1B, 1C, 4 and 6
- Aircraft should park on Ramp 4 or Ramp 5
- Ramp 2A and Ramp 2B are part of the maintenance facility
- SAR parks on the SAR helipad south of the runway 27/09

Taxi Instructions

Holzdorf 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 HSG 64) or civilian traffic should receive full taxi instructions.

Helicopter Lanes and Pads

Holzdorf is equipped with 3 Helipads (Ramp 6, T and SAR) and 3 Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 27/09 that can only be used by helicopters. Taxi instruction from and to Lane C needs to include a runway crossing of runway 27/09.

Departing Traffic

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

> **Holzdorf Tower shall only issue IFR clearances after coordination with EDWW sector Berlin Arrival!**

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

SID-Assignments

- SIDs are named after the last two letters of the ICAO code of Holzdorf, ETSH (SH127 and SH109)
- Initial climb clearances for all SIDs is 4000ft (unless otherwise coordinated with DBAS or SHR)

Arriving Verkehr

Approaches Types

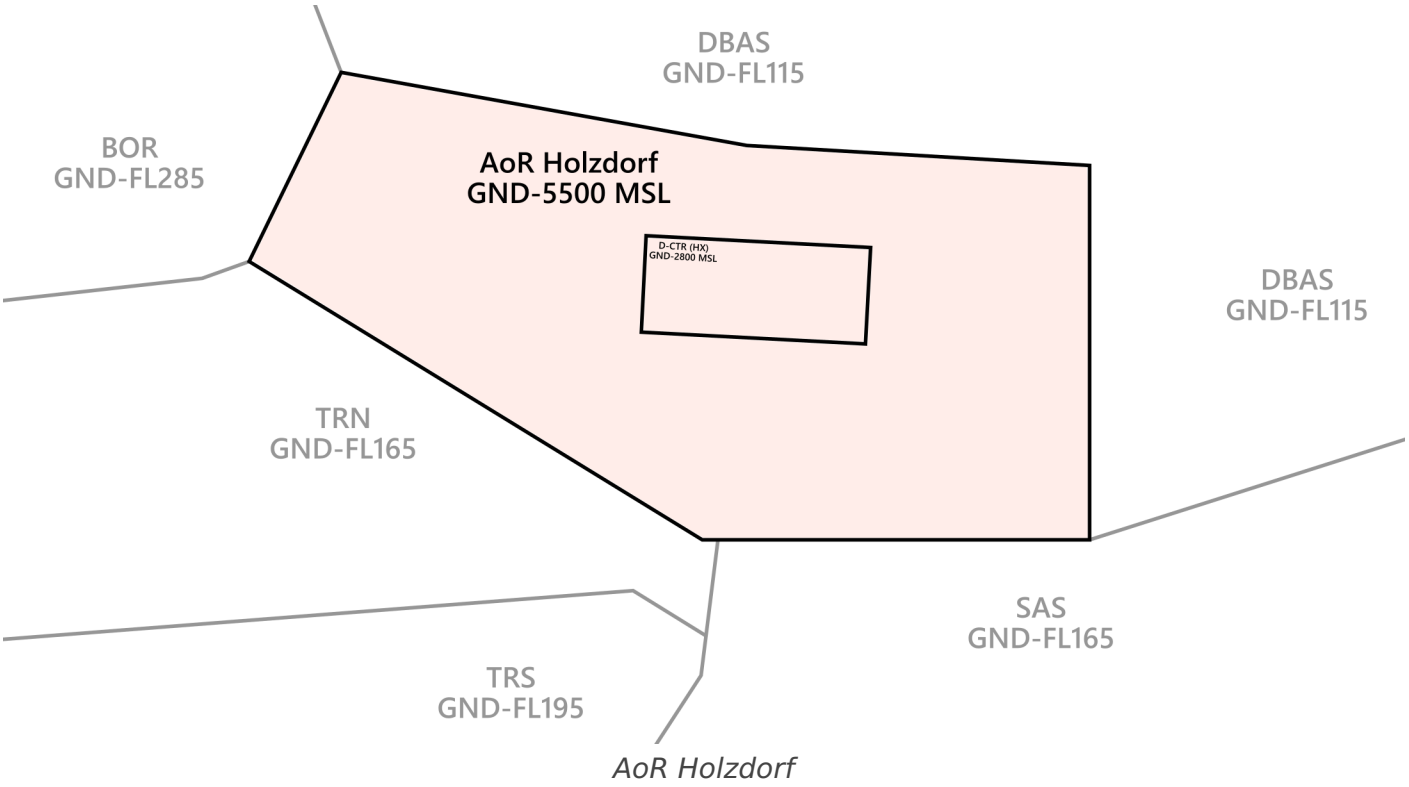
Holzdorf is equipped with an RNP, TACAN and NDB approach onto runway 09 and an ILS, RNP and TACAN approach onto runway 27. There are also special variations of some approaches for helicopters, these are mostly shorter approaches. There is also a PAR and SRA approach available on both runways.
Holzdorf Precision will maintain Radio contact with aircraft performing a PAR or SAR until landed. Holzdorf Tower should inform Holzdorf Precision if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

Radar

Area of Responsibility

Holzdorf Radar is responsible for departing and arriving traffic from/to ETSH.

When online, Holzdorf Radar activates its delegated AoR within Bremen ACC sector Berlin Arrival Süd (DBAS). Full responsibility is delegated to Holzdorf Radar for this airspace.



Holzdorf Radar shall inform Bremen ACC sector DBAS about the opening and closing of AoR Holzdorf immediately!

Procedures

Arriving Traffic

- Arriving traffic is always coordinated individually between Bremen Radar or München Radar and Holzdorf Radar ("Radar Handover")

- It's expected that Holzdorf accepts or states entry conditions if not suitable during Radar Handover coordination.

Departing Traffic

- Departing IFR traffic will be transferred from Holzdorf Tower to Holzdorf Radar initially.
  - Holzdorf Radar is responsible to verify mode C readout and to identify the departing aircraft
  - Usually, Holzdorf 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

Runway 09

- TACAN 1
- TACAN 2
- NDB (Normal)
- NDB (Copter)
- SRA
- PAR

Runway 27

- TACAN (Normal)
- TACAN (Copter)
- RNP
- ILS (Normal)
- ILS (Copter)
- SRA
- PAR