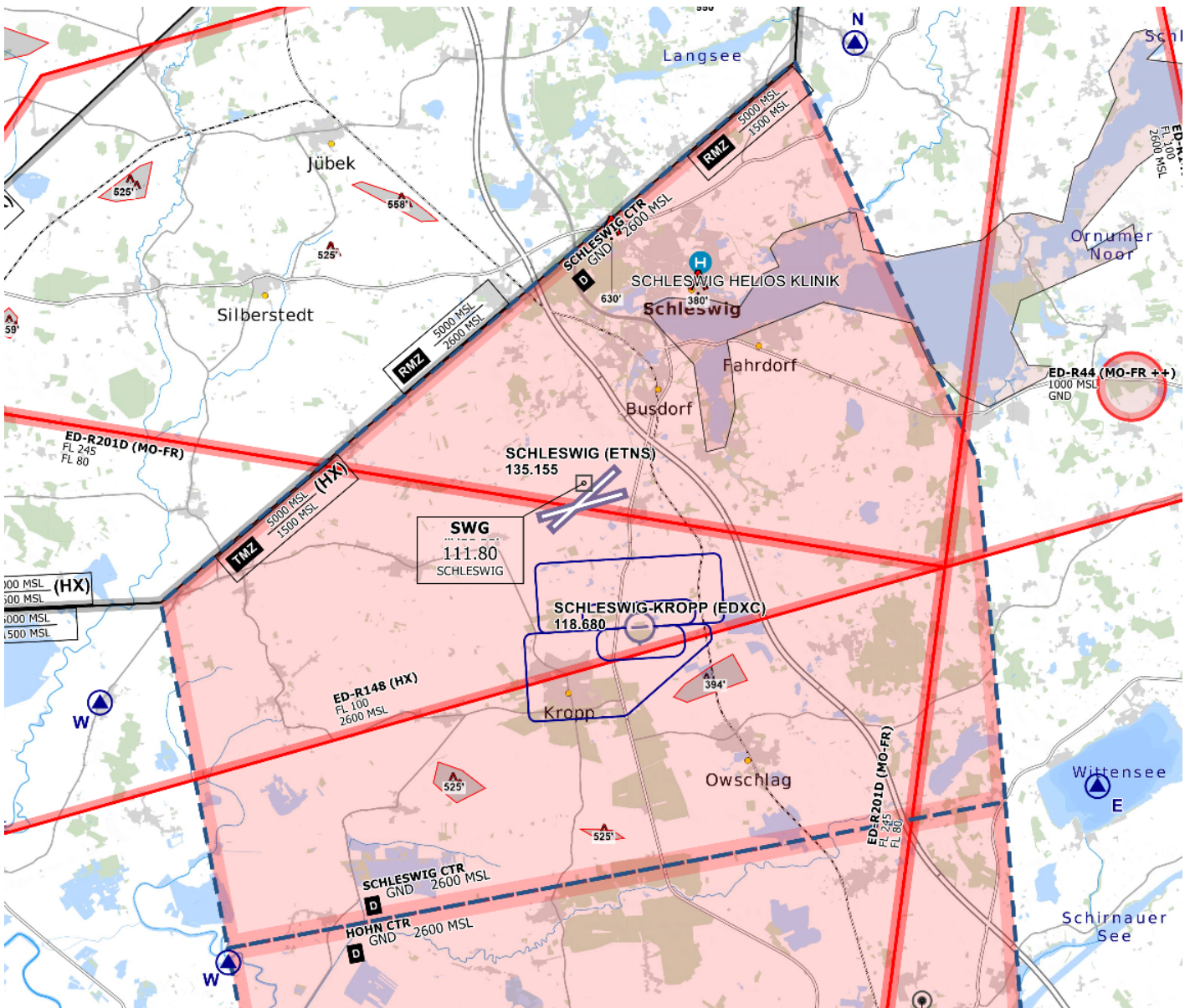


# Tower

## 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](http://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.