

Tower

Control Zone

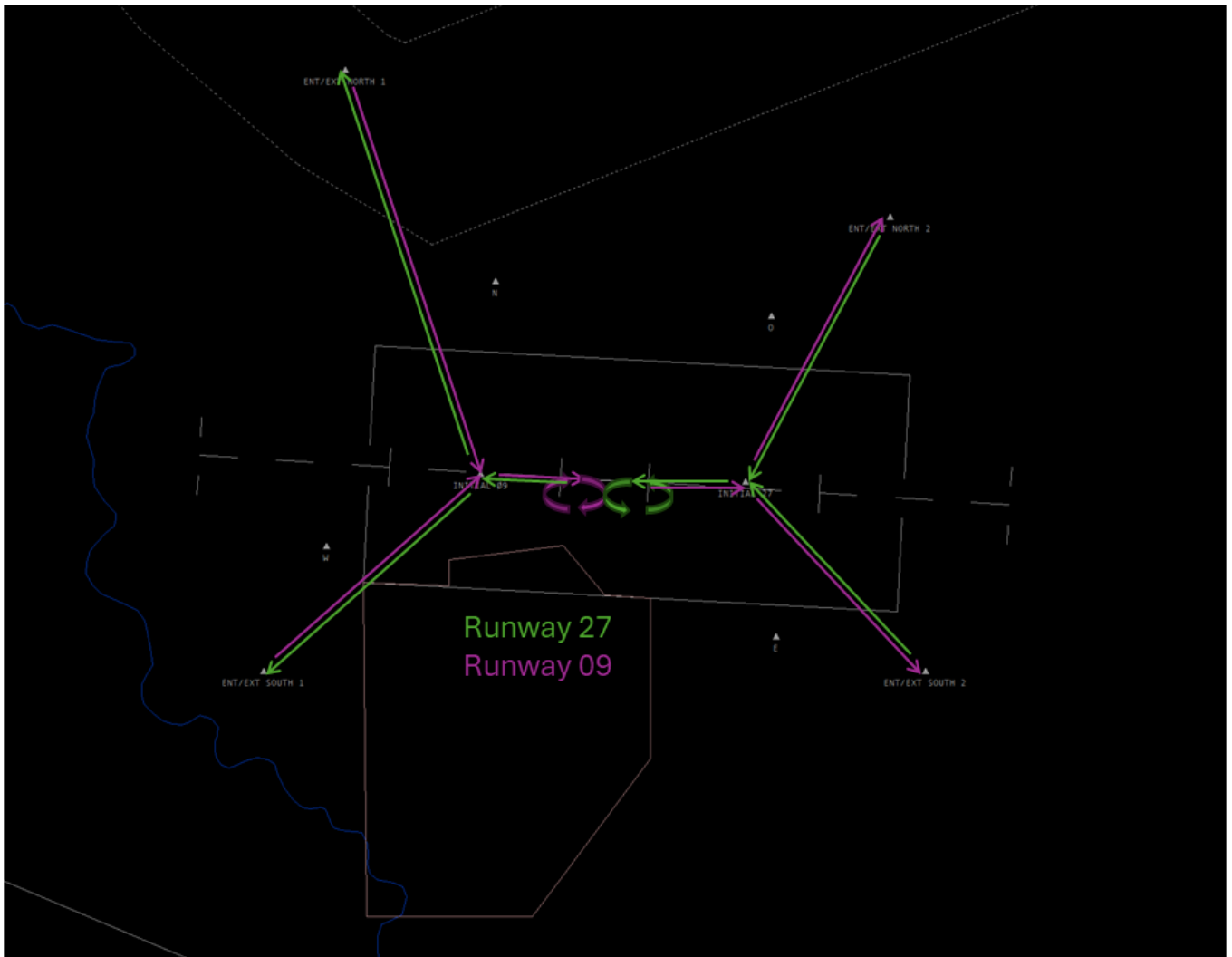
- D(HX) from GND to 2800 ft
- ED-R 70 south of the airfield
- VRPs: November, Oskar, Echo und Whiskey (departures and arrivals max. 1300 ft)
- Jet Entry: North 1/2, South 1/2 (departures and arrivals max. 1800 ft)

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.



Jet Entries/Exits Holzdorf

Ground Movements

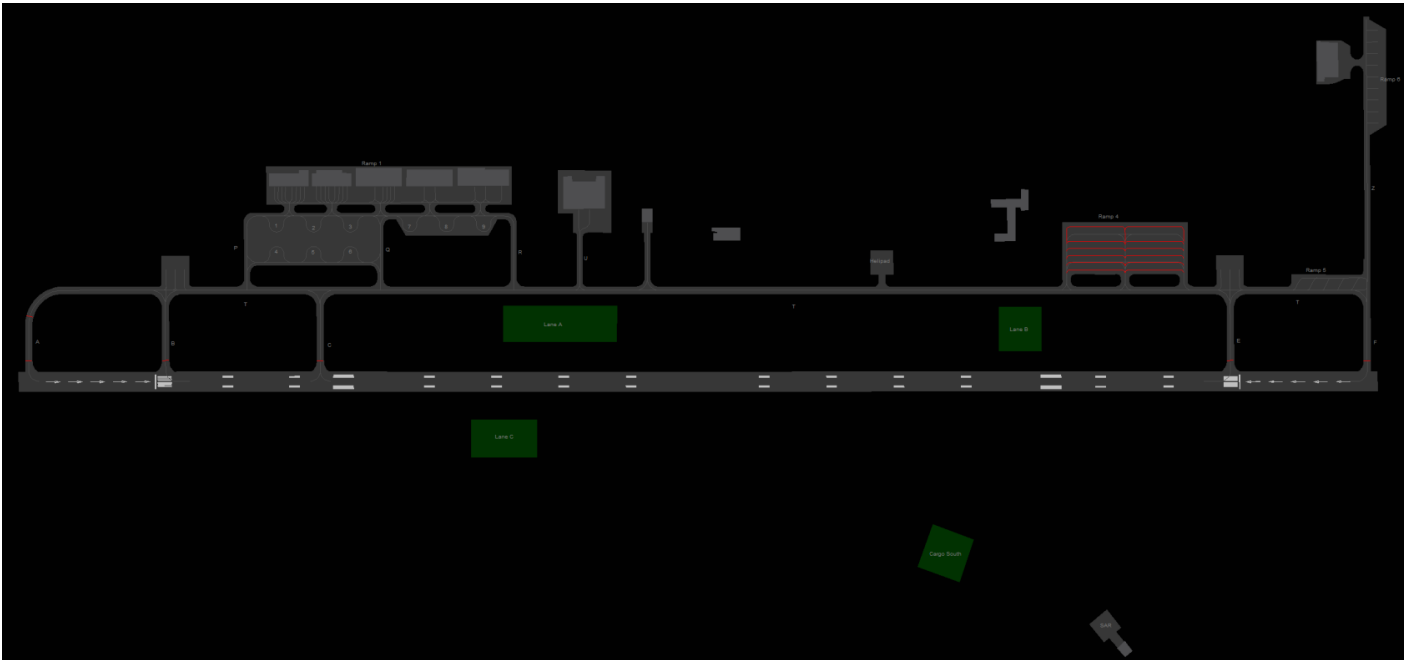
Parking Positions

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.

Revision #4

Created 12 October 2023 10:22:22 by 1491867

Updated 25 May 2024 12:18:06 by 1395737