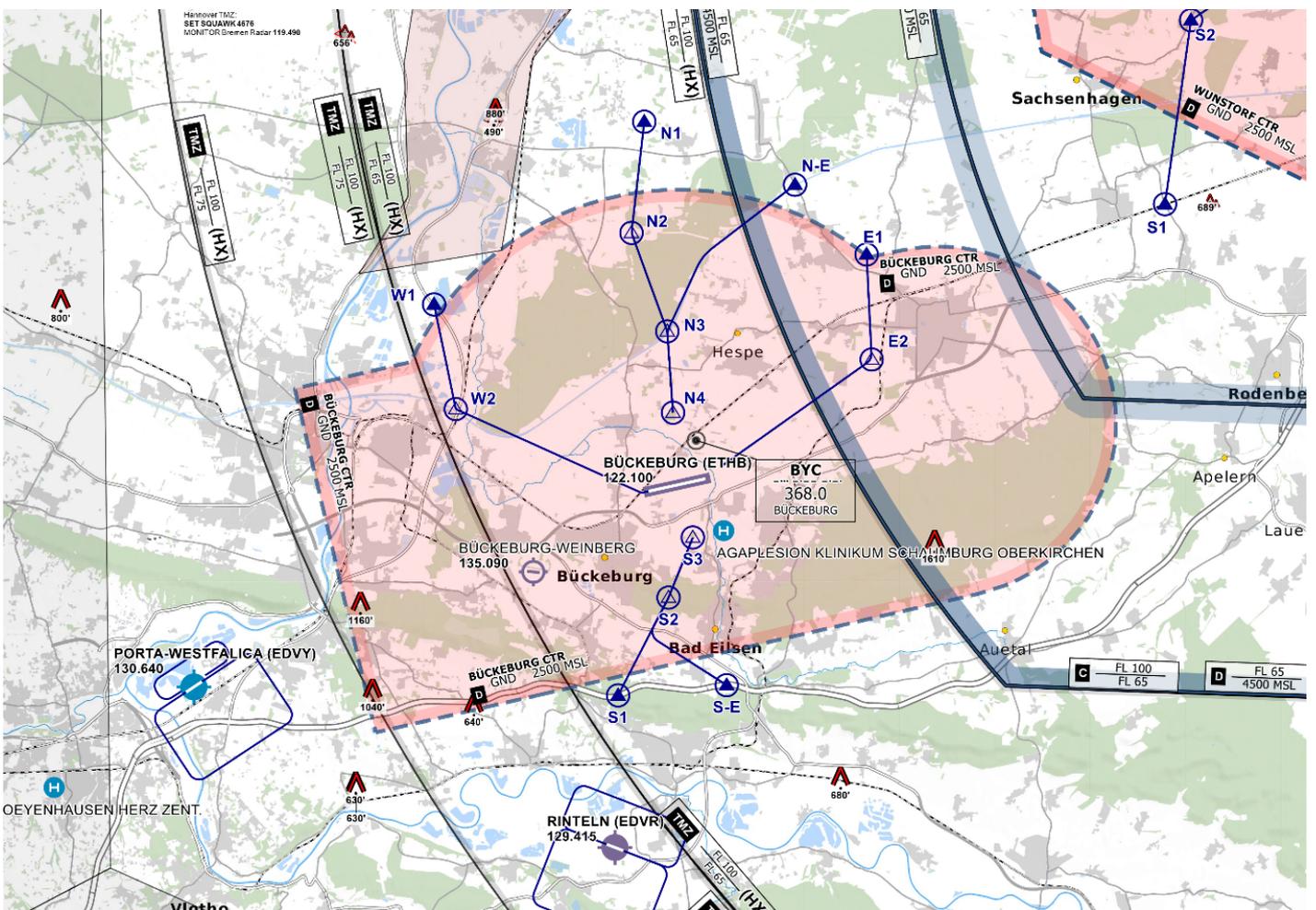


# Tower

## Control Zone

- D(HX) from GND to 2500 ft
- VRPs: November 1/2/3/4, November Echo, Echo 1/2, Whiskey 1/2, Sierra 1/2/3 and Sierra Echo
- Published Local Pattern North of AD (Helicopter at 750 ft MSL, other aircraft at 1250 ft MSL)
- No published Jet Arrivals are available



CTR Bückeburg - © [openflightmaps.org](http://openflightmaps.org)

## Ground Movements

## Parking Positions

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

## Taxi Instructions

Bückeburg Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Visitors from other squadrons or civilian traffic should receive full taxi instructions.

## Helicopter Lanes and Pads

Bückeburg is equipped with one Helipad at Ramp 5 and 5 Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 08/26 that can only be used by helicopters. Taxi instructions from and to Lane C West or Lane C East must include a runway crossing of 08/26.

## Departing Traffic

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

**Bückeburg Tower shall only issue IFR clearances after coordination with EDWW sector Hannover (HAN)!**

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

## SID-Assignments

- OIDs and SIDs are named after the last two letters of the ICAO code of Bückeburg, ETHB (e.g. HB31)
- Besides SIDs, so-called Operational Instrument Departures (OIDs) are available (HB108 and HB126), initial climb by ATC

Via Waypoint/Direction	SID Runway 08	SID Runway 26	Initial Climb
OSN	HB31	HB11	4000 FT
To the North*	HB32	HB12	4000 FT
ROBEG	HB33	HB13	5000 FT

## Low Visibility Takeoffs (LVTO)

RWY 08/26 is suitable for conducting low visibility takeoffs with a minimum runway visual range of 200m with helicopters.

# Arriving Traffic

## Approaches Types

Bückebug is equipped with an RNAV (GPS) and a PAR approach onto runway 08 and an ILS, an RNAV (GPS) and a PAR approach onto runway 26. There are also NDB approaches available that will lead to the aerodrome, terminating into a circling approach onto both runways.

Bückebug Radar will maintain Radio contact with aircraft performing a PAR/SRA until landed.

Bückebug Tower should inform Bückebug Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

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