

# Tower

Stetten Tower is responsible for all movements at the airport and within the CTR as well as all enroute and startup clearances.

## General

### Enroute clearances

All enroute clearances must be **coordinated with Stetten Radar**. The clearance will be given by Stetten Radar to be **relayed to the pilot** by Stetten Tower. Usually, pilots are first given their startup and taxi clearance and the enroute clearance is coordinated while the aircraft is on its way to the runway to be **given at the holding point shortly before departure**. If Stetten Radar is offline, the enroute clearance has to be coordinated with the appropriate civilian radar controller.

Further information on clearances to be given can be found in the [ETHN Approach SOP](#).

### Civilian apron

Civilian traffic may move without taxi clearance on the civilian apron in the North. These aircraft only need taxi clearance from the fence onward.

## IFR traffic

All IFR traffic shall use the hard surface runway. The grass lanes and the helipad are only available for VFR helicopter traffic.

### Departures

A **departure release for all IFR departures** shall be obtained from Stetten Radar.

Departures shall be handed off to Stetten Radar as soon as possible.

### Arrivals

For IFR arrivals on a PAR approach, a landing clearance shall be relayed to Stetten Radar.

## VFR traffic

# Grass lanes

The grass lanes are only available for VFR helicopter emergency landings.

## Reporting points

There are seven reporting points around the Niederstetten CTR, all of which except for two are mandatory reporting points.

Reporting point	Location	Remark
November 1	wind turbines Northeast of Queckbronn	--
November 2	East of Ebertsbronn village	non-compulsory reporting point
Whiskey 1	wind turbine West of Rot village	--
Whiskey 2	power lines over B290	non-compulsory reporting point
Echo	Schön village	--
Hotel	Leuzendorf airfield	--
Sierra	forest between B290 and Schrozberg	--

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