

Tower

Spangdahlem Tower is responsible for all traffic on the runway and within the CTR of the airport.

General

Operating direction

The preferred operating direction below 5 knots tailwind component is runway 22.

During a runway change, Spangdahlem Tower is responsible for informing both military and civilian radar controllers of the change.

Runway crossing

Runway crossings are principally the responsibility of Spangdahlem Tower. However, after coordination, aircraft may remain on the Ground frequency for their runway crossing.

Low visibility operations

Spangdahlem Airbase uses different LVO minima than German civilian airfields. LVO has to be implemented at or below the following values:

- ceiling: 200ft
- visibility: 800m
- RVR: 550m

During LVO, only runway 22 is available with approaches up to CAT II.

IFR traffic

Departure procedures

Release & handoff

A **departure release for all IFR departures** shall be obtained from Spangdahlem GCA.

Departures shall be handed off to Spangdahlem GCA as soon as possible.

Omnidirectional departure

Traffic cleared for a radar vectored departure shall be cleared for the following default headings with their takeoff clearance unless otherwise coordinated with Spangdahlem GCA:

- runway 04: left turn heading 330
- runway 22: right turn heading 330

“ **Spangdahlem Tower:** Duke 31, turn right heading 330, wind 230 degrees, 12 knots, runway 22, cleared for takeoff.

Radar pattern

The radar pattern is always located Northwest of the airport with at an altitude of 4000ft or 5000ft AMSL. This pattern is only available on explicit pilot request and when Spangdahlem GCA is separately staffed. Spangdahlem Tower shall instruct the pilot to climb out straight ahead during 04 operations or with an initial heading of 210 during 22 operations and initiate a handoff to Spangdahlem GCA as soon as possible.

“ **Spangdahlem Tower:** Iceman 1, turn left heading 210, wind 230 degrees, 12 knots, runway 22, cleared for takeoff.

Iceman 1: Turning left heading 210 for radar pattern, runway 22, cleared for takeoff, Iceman 1.

Spangdahlem Tower: Iceman 1, contact departure.

VFR traffic

Departure procedures

General

Unless otherwise instructed, **pilots may leave the Tower frequency on their own once clear of the Spangdahlem CTR**. Pilots are not required to use one of the reporting points to exit the CTR and may instead request a departure to a cardinal direction.

Unrestricted takeoffs, i.e. high angle climb after takeoff, are possible for all fighter jet aircraft during VMC with approval by Spangdahlem Tower. The standard maximum climb level during an unrestricted takeoff is FL95, but pilots may request a higher level which then has to be coordinated with Langen Radar.

04 operations

During 04 operations, all departures are required to climb straight ahead until exiting the CTR laterally or vertically.

“ **Spangdahlem Tower:** Iceman 1, climb straight ahead until clear of the CTR, wind 020 degrees, 7 knots, runway 04, cleared for takeoff.

22 operations

Northbound departures shall be instructed to turn right to heading 280 when airborne to avoid local villages; traffic may proceed on course once passing abeam the departure end of the runway. Southbound departures shall be instructed to turn left to heading 210 when airborne to avoid local villages; traffic may proceed on course once passing abeam the departure end of the runway..

“ **Spangdahlem Tower:** Iceman 1, turn right heading 280, after passing abeam departure end of runway proceed on course, wind 230 degrees, 12 knots, runway 22, cleared for takeoff.

Arrival procedures

General

Arriving aircraft are required to contact Spangdahlem Tower no later than 10 NM prior to reaching the planned entry point. Pilots are required to enter the CTR via one of the published reporting or military entry points; the latter are **only available for military fighter jet traffic**.

While military entry points are publicly available, **pilots should be expected to not be aware of them** and will most likely request entry via one of the reporting points.

Fighter jet approaches

When entering via military entry points Alpha, Bravo, or Lake, pilots will continue to final and shall be instructed to report initial between 3 and 5 NM final at 2700ft. These arrivals will perform an overhead approach maneuver. If necessary, Tower shall sequence traffic by instructing early or late breaks.

Aircraft may request radar vectoring guidance toward the initial.

Iceman 1: Iceman 1, overhead Alpha, 3000ft.
Spangdahlem Tower: Iceman 1, roger, report 3 mile initial at 2700ft.
Iceman 1: Wilco, Iceman 1.
Iceman 1: 3 mile initial, 2700ft, Iceman 1.
Spangdahlem Tower: Iceman 1, make an early break.
Iceman 1: Making early break, Iceman 1.
Spangdahlem Tower: Iceman 1, report base with intentions.
Iceman 1: Wilco, Iceman 1.
Iceman 1: Base, gear down, for full stop, Iceman 1.
Spangdahlem Tower: Iceman 1, wind 230 degrees, 12 knots, runway 22, cleared to land.
Iceman 1: Runway 22, cleared to land, Iceman 1.

Controllers are reminded that fighter jets will **fly at high speeds of ca. 300 KIAS** until breaking off.

Tactical fighter jet recovery

Tactical recovery approaches via Bangor or Tucson are subject to approval by Spangdahlem Tower and only possible during VMC. There are two recovery procedures: **Rhino recovery** and **Thud recovery**. During both procedures, regardless of operating direction, pilots will cross the respective **entry point between FL80 and FL95 at ca. 400 KIAS**.

For the **Rhino recovery**, pilots will execute a **descending turn Southeast and within 3 NM of the runway** - pilots should be expected to complete the descend within one orbit.

For the **Thud recovery**, pilots will execute a straight in approach.

“ **Iceman 1:** Spangdahlem Tower, Iceman 1, 10 miles North of Bangor, FL95, for tactical arrival.
Spangdahlem Tower: Iceman 1, roger, report Bangor.
Iceman 1: Bangor, FL85, for Rhino arrival, full stop, Iceman 1.
Spangdahlem Tower: Iceman 1, roger, report base.
Iceman 1: Wilco, Iceman 1.
Iceman 1: Base, gear down, Iceman 1.
Spangdahlem Tower: Iceman 1, wind 230 degrees, 12 knots, runway 22, cleared to land.
Iceman 1: Runway 22, cleared to land, Iceman 1

Traffic pattern

The standard traffic pattern is always located Southeast of the airport with a maximum altitude of 2700ft AMSL. Spangdahlem Tower shall always inform pilots of these restriction.

Spangdahlem Tower: Iceman 1, join right hand traffic pattern runway 04, not above 2700ft, wind 020 degrees, 7 knots, runway 04, cleared for takeoff.

Reporting points

There are two reporting points for civilian aircraft around the Spangdahlem CTR, both of which are mandatory reporting points. Additionally, there are five military entry points.

Reporting point	Location	Remark
Heidweiler	village of Heidweiler	--
Nattenheim	A60/B51 intersection, abeam village of Nattenheim	--
Alpha	highway A1 parking lot Flußbach	military entry during 22 operations
Bravo	Kordel village	military entry during 04 operations
Lake	lake Meerfelder Maar	military entry during 22 operations
Bangor	Wallscheid village	tactical approach entry during 22 operations
Tucson	Eisenach village	tactical approach entry during 04 operations

Other procedures

SVFR procedures

SVFR is not approved for fixed wing aircraft. Rotary wing aircraft may be cleared for SVFR operations at or below 2000ft; higher levels are only available after coordination with Büchel Radar or, if Büchel Radar is not separately staffed, by Langen Radar.

Spangdahlem Tower shall assign squawk 4210 to SVFR aircraft.

NVFR procedures

If Büchel Radar is separately staffed, all Night VFR operations require approval by Büchel Radar.

Night VFR traffic shall be instructed to squawk 4215.

Overflights

Aircraft only crossing the CTR shall be instructed to remain at or above 1000ft AGL (2200ft AMSL).

Spangdahlem Tower: D-ETAD, enter CTR via Nattenheim, thereafter proceed to Heidweiler, not below 2200ft.

Bitburg (EDRB)

Bitburg airfield is located East of Spangdahlem Airbase. All operations at this airfield take place outside of the Spangdahlem CTR except for parachuting. The Bitburg PJE is partially located within the Spangdahlem CTR. During parachuting operations in the Bitburg PJE, IFR operations at Spangdahlem are prohibited and all VFR operations must take place Southeast of Spangdahlem's runway.

Spangdahlem GCA or Langen Radar will notify Spangdahlem Tower when parachuting operations in the Bitburg PJE begin and conclude.

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