

# ETSI - Ingolstadt/Manching

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# Overview

Ingolstadt/Manching is a military airfield with Civil Joint User south of Ingolstadt which is home of the “Wehrtechnische Dienststelle für Luftfahrzeuge und Luftfahrtgerät der Bundeswehr” (WTD 61) by the German Air Force. For the most part, Ingolstadt handles Military Jet traffic, Helicopter traffic and civilian GA. There are multiple Restricted Areas around Ingolstadt in which the Military aircrafts perform Testflights.

Charts can be found in the [MIL AIS](#).

- VFR Charts: Library → Under Publication select “[GEMIL FLIP VAD](#)” → Ingolstadt/Manching
- IFR Charts: Library → CENOR FLIP→ [Aerodromes](#) → Ingolstadt/Manching

## Ingolstadt/Manching ATC Stations

Station	Station ID	Login	Frequency
ATIS	SX	ETSI_ATIS	118.865
Tower	SIT	ETSI_TWR	125.255
Radar	SIA	ETSI_APP	120.605

# Tower

Ingolstadt Tower is a military station and is responsible for airfield control at Ingolstadt Airport.

Ingolstadt has a D-CTR and military departure procedures. Enroute clearances must be issued by Munich Radar and then relayed to the departure by Ingolstadt Tower.

## Runways

Preferred runway for civilian traffic and military traffic is the southern runway 24L/06R. Runway 24R/06L should only be used by Military aircraft or UAVs.

## Airbus Defence and Space

The apron of Airbus Defence and Space is located in the southwestern part of Ingolstadt airport. It's a separate Apron that is under the jurisdiction of Airbus and is connected by six Gates to taxiway S. The Apron itself is uncontrolled and aircraft will call for Taxi with the requested Gate on which they want to leave the Apron. Normally the gates are used by the following types:

- Gate 1: Airbus Beluga XL
- Gate 2: Airbus Beluga XL/ST, A400M, E3 AWACS
- Gate 3: -
- Gate 4: TOR, EUFI
- Gate 5 +6: Towing of TOR/EUFI, Museum Aircraft of the Messerschmitt Museum

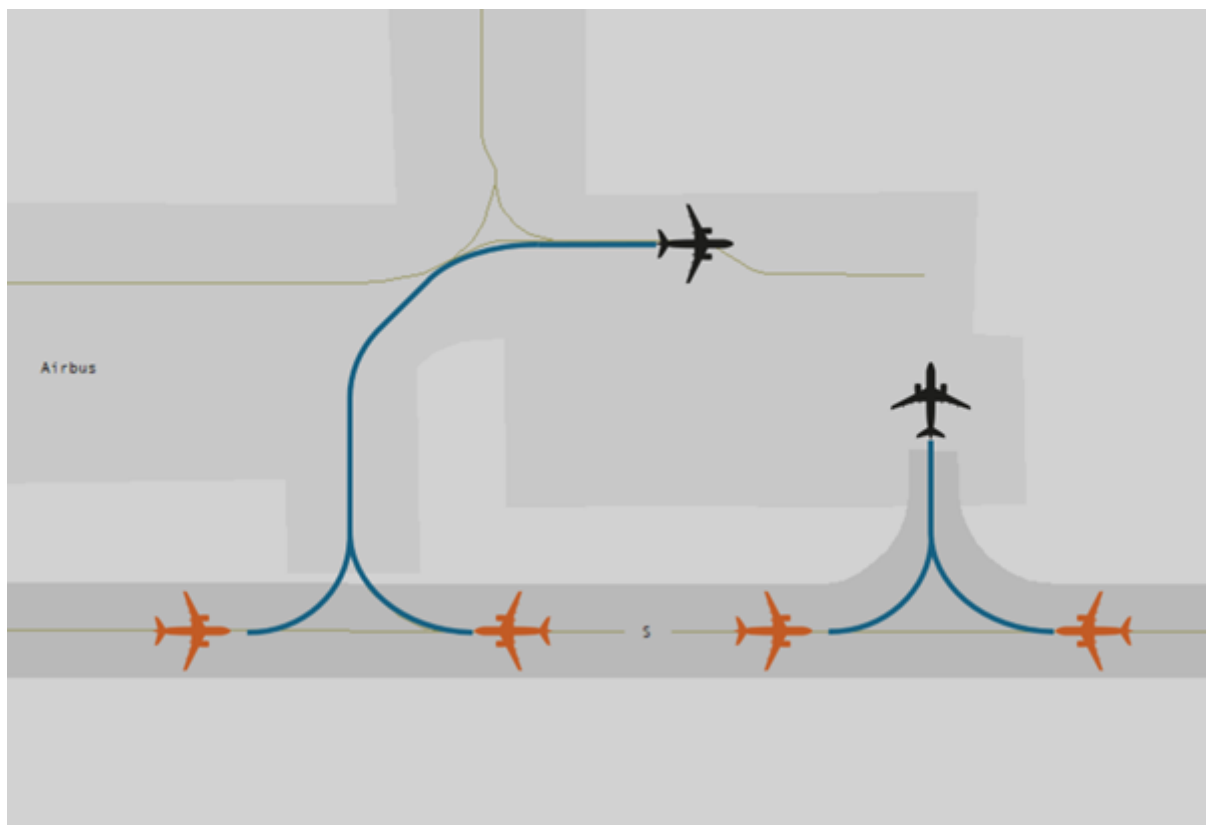


## Beluga Operation

The Airbus Beluga visits Ingolstadt frequently and has two designated parking positions on the Airbus Apron. The most frequently used position can be accessed via Gate 1, this position however can only be used for the Beluga XL!

The second position can be accessed via Gate 2 and is suitable for the Beluga ST and Beluga XL.

The Beluga is not allowed to start its engines in the vicinity of the Airbus Apron, it needs to pushback onto TWY S before starting its engines - this procedure applies to both parking positions.



# Military Approach - Ingo Radar

## Area of Responsibility

Ingo Radar operates within the so called "AoR Altmühl". Lateral and vertical extension of AoR Altmühl is shown in the chart below. The activation of AoR Altmühl has to be announced to surrounding München ACC/APP stations prior activation.

The ROKIL sector south of AoR Altmühl is a part of the sector of DMNL and can be activated on request of Ingo Radar. If active, Ingo Radar may use the ROKIL sector up to 4000 ft and without maintaining lateral distance to the boundary. DMNL shall apply 3 NM lateral distance to the airspace boundary.



## Coordination Procedures

### IFR-Departures from ETSI

Ingo Tower shall obtain enroute clearance for IFR departures from the station covering München ACC sector SWA. Departures are subject to a departure release from Ingo Radar.

Coordination between Ingo Tower and SWA.	
SWA	Schwaben, go ahead.
Ingo Tower	Ingo Tower, request enroute clearance for GAF123.
SWA	GAF123 is cleared to Holzdorf aerodrome via UPALA, flight planned route, squawk 2056.
Ingo Tower	(Readback), (Initials).
SWA	(Initials).

<i>Relaying clearance to aircraft.</i>	
Ingo Tower	GAF123, report ready to copy enroute clearance.
GAF123	Go ahead, GAF123.
Ingo Tower	GAF123, cleared to Holzdorf via SI124 [Sierra India One Two Four] departure, right turn to UPALA, flight planned route, squawk 2056, when airborne contact Ingo Radar on 120.600.
GAF123	(Readback), GAF123.
<i>Coordination between Ingo Tower and Ingo Radar.</i>	
Ingo Radar	Ingo Radar, servus.
Ingo Tower	Ingo Tower, request release GAF123.
Ingo Radar	GAF123 released, (Initials).
Ingo Tower	(Initials).

Departures ETSI via OID SI124 and SI224 flying a northbound routing after OID are released for climb and right turn by DMNL.

Handover conditions from Ingo Radar to ACC/APP München shall be coordinated individually.

## IFR-Departures from ETSN

Neuburg Tower shall obtain enroute clearance for IFR departures from the station covering München ACC sector SWA. Departures are subject to a departure release from Ingo Radar.

Westbound departures ETSN via IOD SN127 may be applied without coordination between Ingo Radar and DMNL up to FL070.

## IFR-Arrivals to ETSI