ETSB - Büchel Airbase

Overview

Büchel is a Bundeswehr base in Büchel. The airfield was originally built by the French Army but transferred to Germany shortly after its completion. Today, the airport serves as a base for the Taktische Luftwaffengeschwader 33, although all of its aircraft are currently stationed at Nörvenich air base while Büchel's runway is undergoing construction work; once this construction work is completed, the Luftwaffe plans to station new F-35 fighter jets here as part of NATO's nuclear sharing concept.

As Büchel is a military airport, charts can't be found in the normal AIP. They are accessible through the MIL AIP, GEMIL FLIP VAD, and CENOR FLIP in the milais.

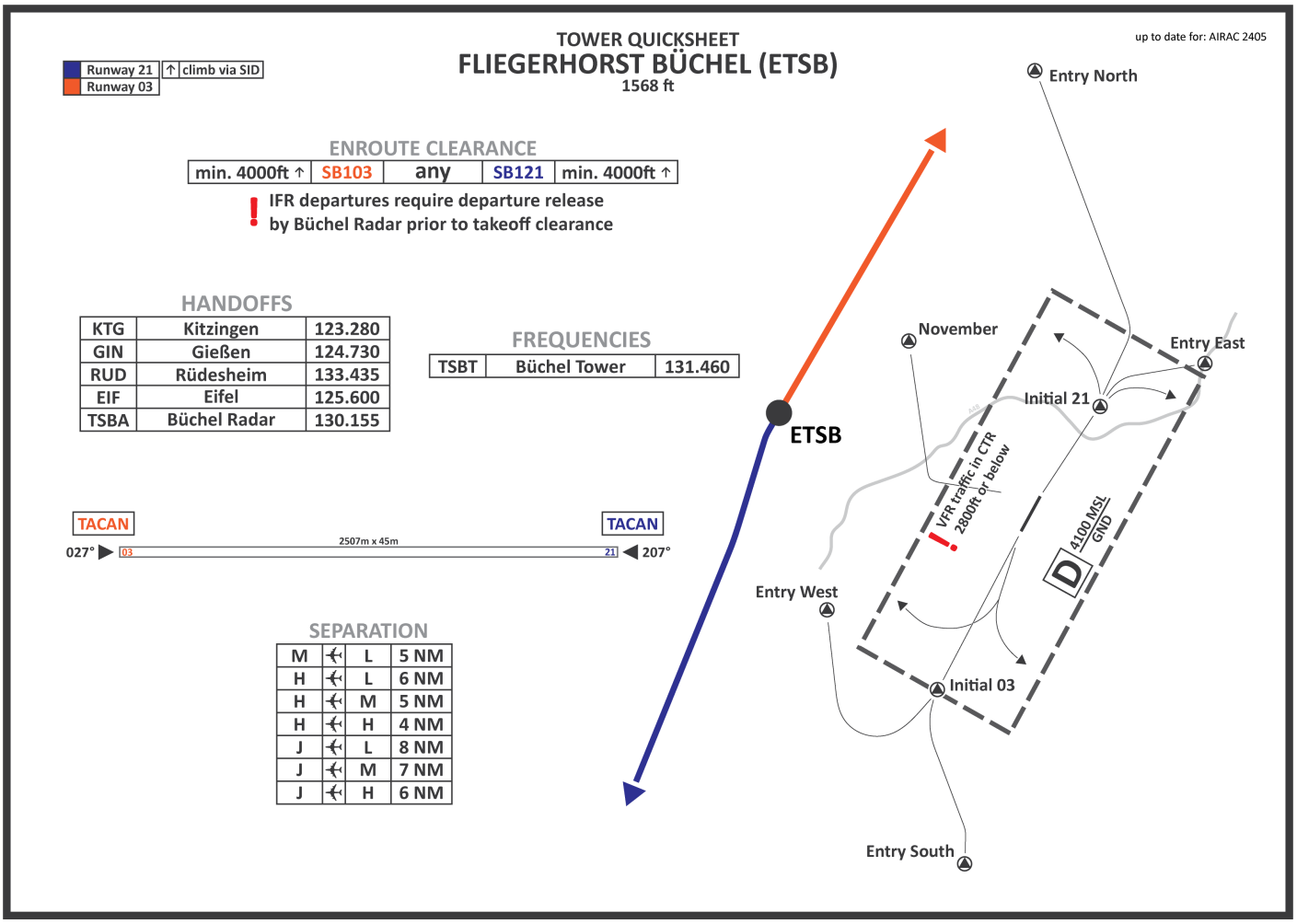
Büchel is an unrestricted airport. The Tower position can be staffed by all controllers with an **S2** rating or higher. The radar position can be staffed by all controllers with an **S3** rating or higher. Additionally, controllers should closely familiarize themselves with military procedures before staffing the airport.

> Büchel's runway is currently **closed IRL** due to construction work on the runway. Due to this, the **parallel taxiway is used as a substitute runway** for VFR only; departing and arriving traffic has to pick up/cancel IFR after departure/before landing.

Büchel ATC Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
Tower	TSBT	ETSB_TWR	131.460	military station	unrestricted: no course
Arrival	TSBA	ETSB_APP	130.155	military station	unrestricted: no course

Quickview



click on the image to open the printable quicksheet

Tower

Büchel 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 Büchel Radar**. The clearance will be given by Büchel Radar to be **relayed to the pilot** by Büchel 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 Büchel 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 ETSB Approach SOP.

Approaches to Spangdahlem (ETAD)

Traffic approaching runway 22 at Spangdahlem Airbase will cross through the Southwestern corner of the Büchel CTR. These crossings are **automatically released** and Büchel Tower shall ensure separation to these aircraft and, if necessary, inform Spangdahlem GCA of any conflicting traffic.

IFR traffic

Departures

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

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

Arrivals

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

VFR traffic

Break direction

Overhead breaks shall only take place toward the East.

Circuit

Circuit operations shall primarily take place toward the East. Jet circuits are not permitted toward the West.

Reporting points

There are seven reporting points around the Büchel CTR, all of which are mandatory reporting points.

Reporting point	Location	Remark
November	radio mast Hochkelberg	--
Entry North	radio mast Hellersberg	for military traffic during 21 operations only
Entry East	rest stop Elztal	for military traffic during 21 operations only
Entry South	bridge Hochmoselbrücke	for military traffic during 03 operations only
Entry West	Holzmaar lake	for military traffic during 03 operations only
Initial 03	solar farm West of Hontheim	for military traffic during 03 operations only
Initial 21	town of Masburg	for military traffic during 21 operations only

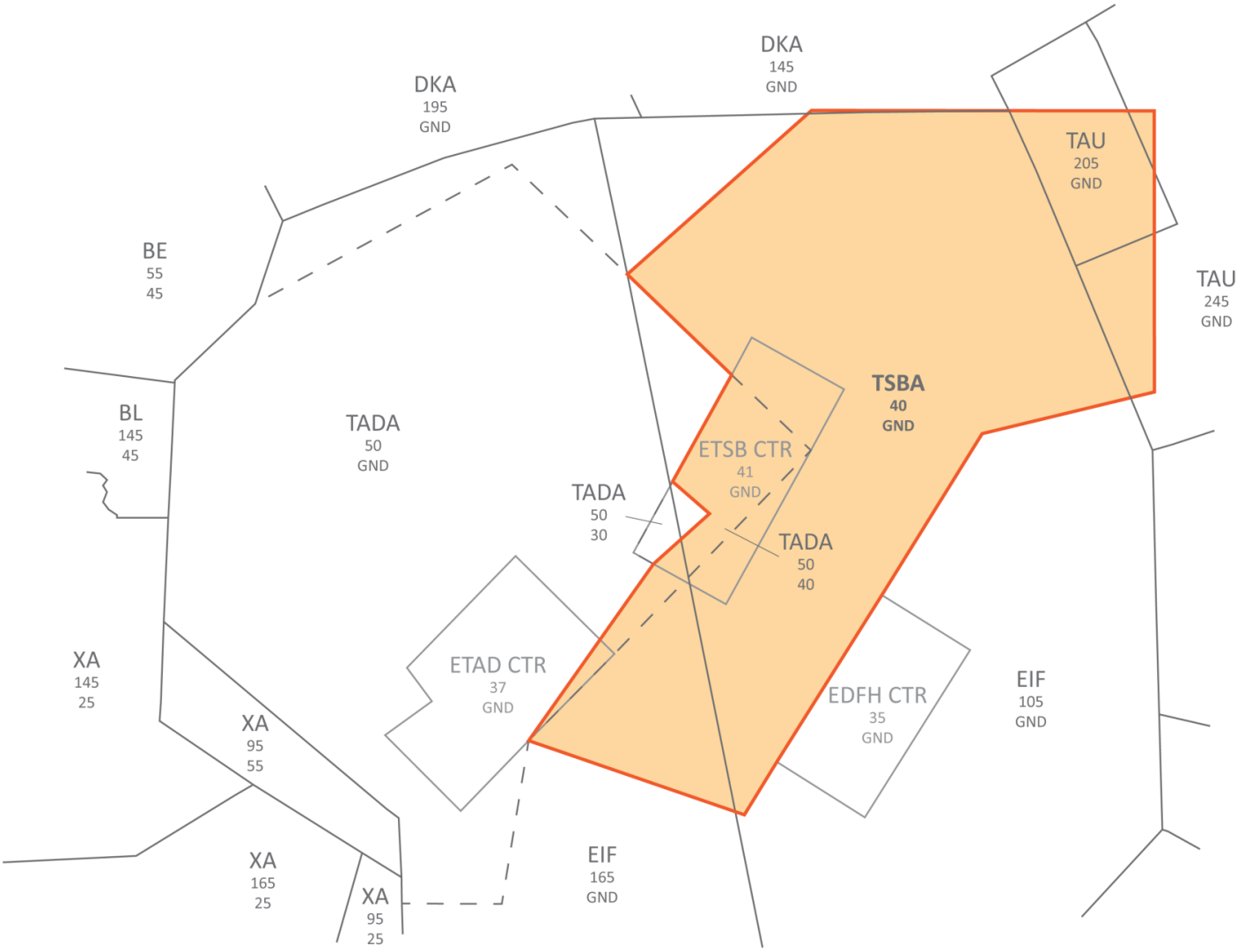
Approach

Büchel Radar is responsible for all airborne traffic within the Büchel approach sector as well as coordinating all enroute clearances for IFR departures out of Büchel airport.

> Büchel Radar shall **always inform the controller of EDGG sectors Eifel, Köln Arrival, and Taunus** when opening and closing the position.

Airspace

The airspace controlled by Büchel Radar is class E which is lowered to 1000ft AGL in the majority of the area of responsibility with small sections of class E lowered to 1700ft AGL in the North and Northeast.



Airspace boundary

Büchel Radar may use the entire vertical range of the sector. Langen Radar is responsible for maintaining full vertical separation to the sector border.

Departure procedures

Enroute clearances

Enroute clearances must **always be coordinated with all concerned adjacent sectors**. Exact routings to the first fix in the flight plan must be adapted to the individual traffic situation but **usually a DCT to the first waypoint is the best solution**. The initial climb shall always be 4000ft. Initial flight levels beyond the upper boundary of the Büchel Radar sector must be coordinated with all concerned sectors. All IFR departures shall use the applicable OID for the departure runway.

The enroute clearance will be requested by Büchel Tower and has to be communicated to Büchel Tower once it has been coordinated. Büchel Tower will then relay the clearance to the pilot.

Transfer to civilian ATC or Spangdahlem GCA

Handoffs for departures shall always be **coordinated individually** (preferably while coordinating the enroute clearance) and then take place as agreed, but **usually a handoff at the sector border is the best solution**.

Arrival procedures

Transfer from civilian ATC or Spangdahlem GCA

Handoffs for arrivals shall always be **coordinated individually** and then take place as agreed. Büchel Radar should, whenever possible, approach civilian ATC/Spangdahlem GCA with a proposal for the handoff ahead of time, but **usually a DCT to BUE at 4000ft with a full release is the best solution**.

Approach

Büchel only has a TACAN approach to both runways.