ETHN - Niederstetten Airbase

Overview

Niederstetten is a Bundeswehr base in Niederstetten with mixed military and civilian use. The airport was built during World War II as a temporary field and abandoned after the end of the war; however, when the post-war Luftwaffe was formed, the rudimentary infrastructure was built out to a permanent airfield which was improved even further in recent years, including a runway extension. While traffic consists primarily of helicopters of the Transporthubschrauberregiment 30, including multiple SAR helicopters, the airport is also used by civilian general and business aviation traffic.

As Niederstetten 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.

Niederstetten 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. However, controllers should closely familiarize themselves with military procedures before staffing the airport.

Niederstetten ATC Stations

Station	Station ID	Login	Frequency	Remarks	Endorsement
Tower	THNT	ETHN_TWR	134.205	military station	unrestricted: no course
Arrival	THNA	ETHN_APP	127.190	military station	unrestricted: no course

> All stations at Niederstetten use the **callsign "Stetten"**, e.g. "Stetten Radar".

Quickview

TOWER QUICKSHEET

up to date for: AIRAC 2405

HEERESFLUGPLATZ NIEDERSTETTEN (ETHN)

1536 ft

Runway 25 ↑ climb via SID

Runway 07

ENROUTE CLEARANCE

min. 3500ft	HN107	any	HN125	min. 3500ft

IFR departures require departure release by Stetten Radar prior to takeoff clearance

HANDOFFS

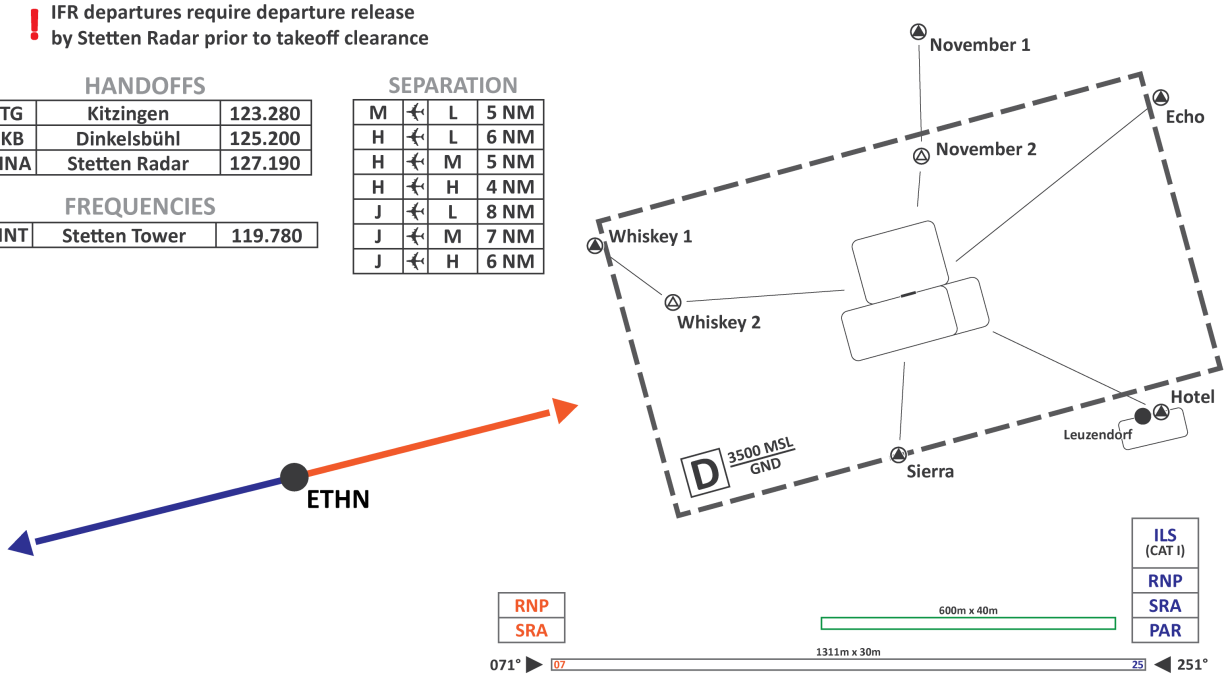
KTG	Kitzingen	123.280
DKB	Dinkelsbühl	125.200
THNA	Stetten Radar	127.190

FREQUENCIES

THNT	Stetten Tower	119.780

SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM



RNP
SRA

600m x 40m

ILS (CAT I)
RNP
SRA
PAR

1311m x 30m

071° ▶ 07 25 ◀ 251°

click on the image to open the printable quicksheet

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	--

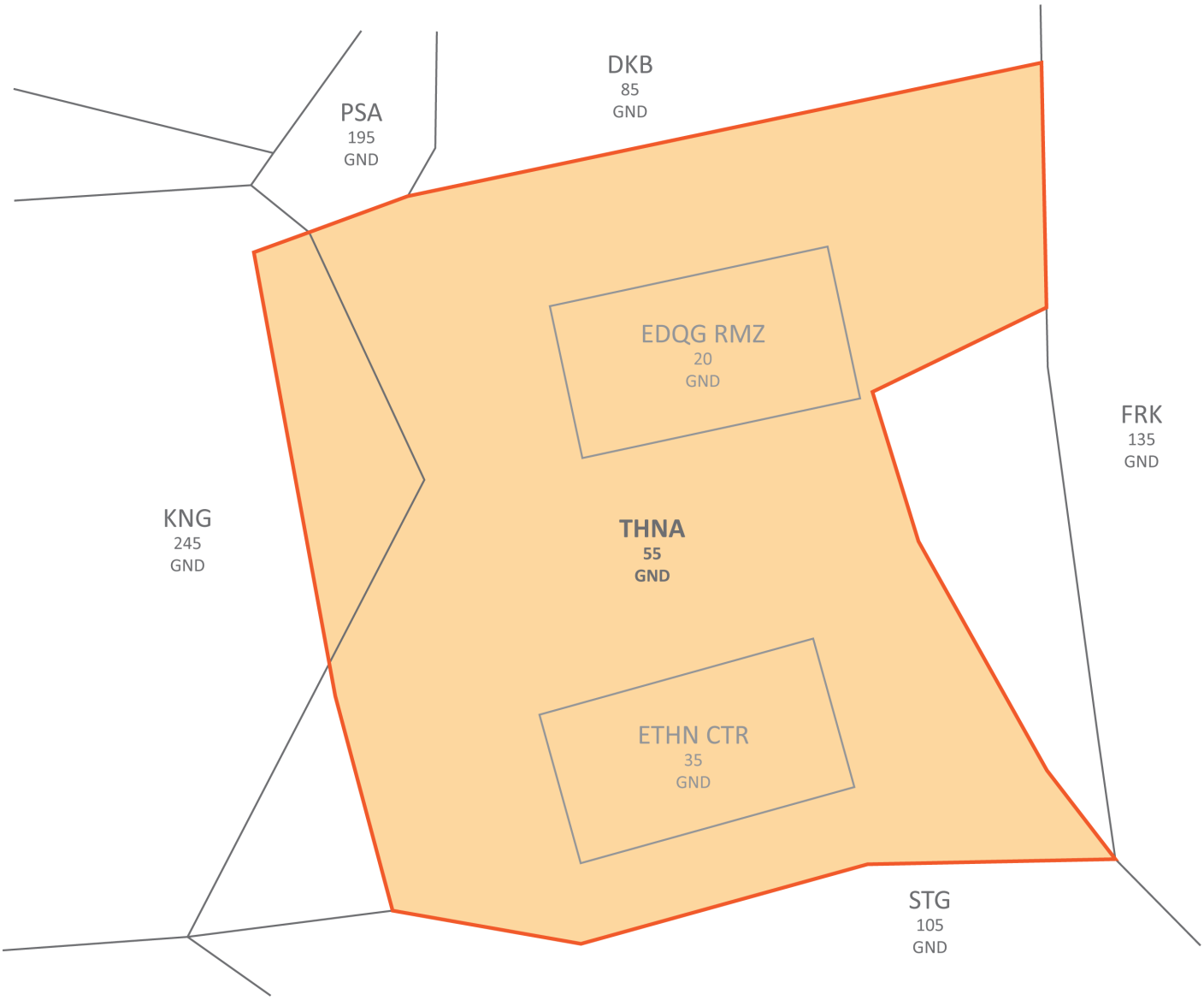
Approach

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

> Stetten Radar shall **always inform the controllers of EDGG sectors Dinkelsbühl, König, and Stuttgart** as well as **EDMM sector Franken** when opening and closing the position.

Airspace

The airspace controlled by Stetten 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 Southeast.



Niederstetten 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 at least 3500ft and should not exceed 5000ft. Initial flight levels beyond the upper boundary of the Stetten 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 Stetten Tower and has to be communicated to Stetten Tower once it has been coordinated. Stetten Tower will then relay the clearance to the pilot.

Departure release

During 06 operations, Nörvenich Radar shall obtain a further departure release from DKA before granting a departure release to Nörvenich Tower. If possible, Nörvenich Radar should also instruct Nörvenich Tower to hand off departures directly to DKA.

Transfer to civilian ATC

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**.

Niederstetten arrival procedures

Transfer from civilian ATC

Handoffs for arrivals shall always be **coordinated individually** and then take place as agreed. Stetten Radar should, whenever possible, approach civilian ATC with a proposal for the handoff ahead of time, but **usually a DCT to the respective IAF** (07 operations: NIBKO, 25 operations: TIMLO) **at 5000ft with a full release is the best solution**.

Approach

Niederstetten has an RNP approach to both runways as well as an ILS approach to runway 25.

During 25 operations, the **ILS approach should be used primarily**; however, there is also a PAR approach available for both runways.

> Since **Stetten Precision is currently not implemented on VATSIM**, PAR approaches can only be conducted if traffic levels permit - if necessary, Stetten Radar can coordinate with civilian ATC to keep other inbound traffic outside of the airspace while a PAR approach is taking place; whether this is possible, however, depends on the current workload of civilian ATC.

Giebelstadt departure procedures

Enroute clearances

Pilots shall always be cleared on the applicable SID to their first waypoint depending on the runway in use. The initial climb is always 5000ft via SID.

The enroute clearance will be requested by Giebelstadt Information who will in turn relay the clearance to the pilot.

Transfer to civilian ATC

Departures shall be handed off to Langen Radar as soon as possible to enable a continuous climb.

Giebelstadt arrival procedures

Transfer from civilian ATC

Handoffs for arrivals shall always be **coordinated individually** and then take place as agreed. Stetten Radar should, whenever possible, approach civilian ATC with a proposal for the handoff ahead of time, but **usually a DCT to COSJE at 5000ft or the lowest available flight level is the best solution**.