ETMN - Nordholz

Overview

Nordholz Overview

Nordholz is the last military airfield in Germany operated by the German Navy. It is located to the west of Hamburg and is the home of the Naval Air Wing 3 and 5 by the German Navy. For the most part, Nordholz handles Military Helicopter and Medium
reconnaissance aircraft like the P-3C Orion and Dornier 228 LM.

Charts can be found in the MIL AIS.

- VFR Charts: Library → Under Publication select "GEMIL FLIP VAD" → Nordholz
- IFR Charts: Library → CENOR FLIP→ Aerodromes → Nordholz

Nordholz ATC Stations

| Station	Frequency	Login	SI	Anmerkung
Tower	131.255	ETMN_TWR	MNT	--
Radar	129.855	ETMN_APP	MNR	--

> **If Nordholz Radar is offline, Wittmund Radar (ETNT APP) will take over full responsibility for AoR Nordholz and top-down responsibilities at ETMN.**

Tower

Control Zone

- D(HX) from GND to 2600 ft
- VRPs: November, Sierra, Echo, Lima, Whiskey
- There are also VFR Jet arrivals that are used for military Jets. The Jet arrivals consist of one mandatory reporting point outside the CTR and its respected Initial point in front of the runway. Jets will cross the initial point at 1500 ft MSL.
- For arrivals to runway 08, Entry West will be used. For arrivals to runway 26, Entry East will be used.
- The published jet pattern is situated south of runway 08/26

> It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1500 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!
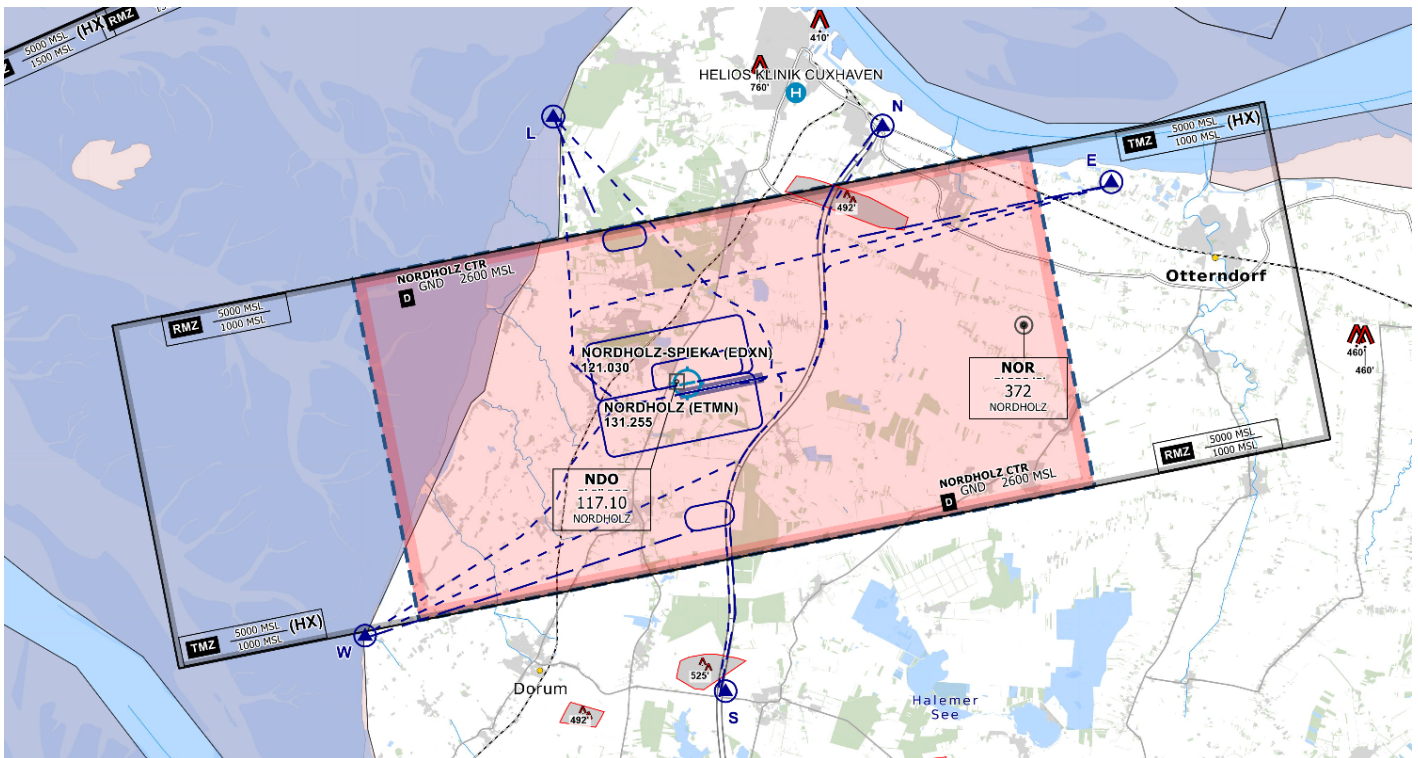
CTR Nordholz - © openflightmaps.org

Ground Movements

Parking Positions

Nordholz consists of multiple Aprons with multiple Hangars. Nordholz Tower should only instruct aircraft to taxi to the apron.

Taxi Instructions

Nordholz Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Visitors from other squadrons (home squadron is Naval Air Wing 3 and 5) or civilian traffic should receive full taxi instructions.

Departing Traffic

Nordholz Tower should inform departing traffic about current weather conditions. In the case of military traffic, the colour code is sufficient.

> **Nordholz Tower shall only issue IFR clearances after coordination with EDWW sector Eider West (EIDW)!**

> **Every IFR departure from ETMN requires a departure release from both ETMN APP and Bremen Radar before issuing a takeoff clearance!**

SID-Assignments

- Operational Instrument Departures (OIDs) are used (MN108 and MN126), initial climb by ATC.

Low Visibility Takeoffs (LVTO)

RWY 08/26 is suitable for conducting low visibility takeoffs with a minimum runway visual range of 100m.

Arriving Traffic

Approaches Types

Wittmundhafen is equipped with an ILS and TACAN approach onto runway 08 and an ILS, RNP, TACAN and NDB approach onto runway 26.

There are also PAR and SRA approaches available on both runways.
Nordholz Radar will maintain Radio contact with the aircraft performing a PAR or SAR until landed.
Nordholz Tower should inform Nordholz Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

Nordholz-Spieka (EDXN)

Nordholz-Spieka (EDXN) is an uncontrolled airfield directly situated to ETMN. Traffic shall only use the grass runway. Spieka Radio and Nordholz Tower shall maintain close coordination in case of traffic at each aerodrome. VFR departure and approach procedures shall be assigned as directed by Nordholz Tower.

Radar

Area of Responsibility

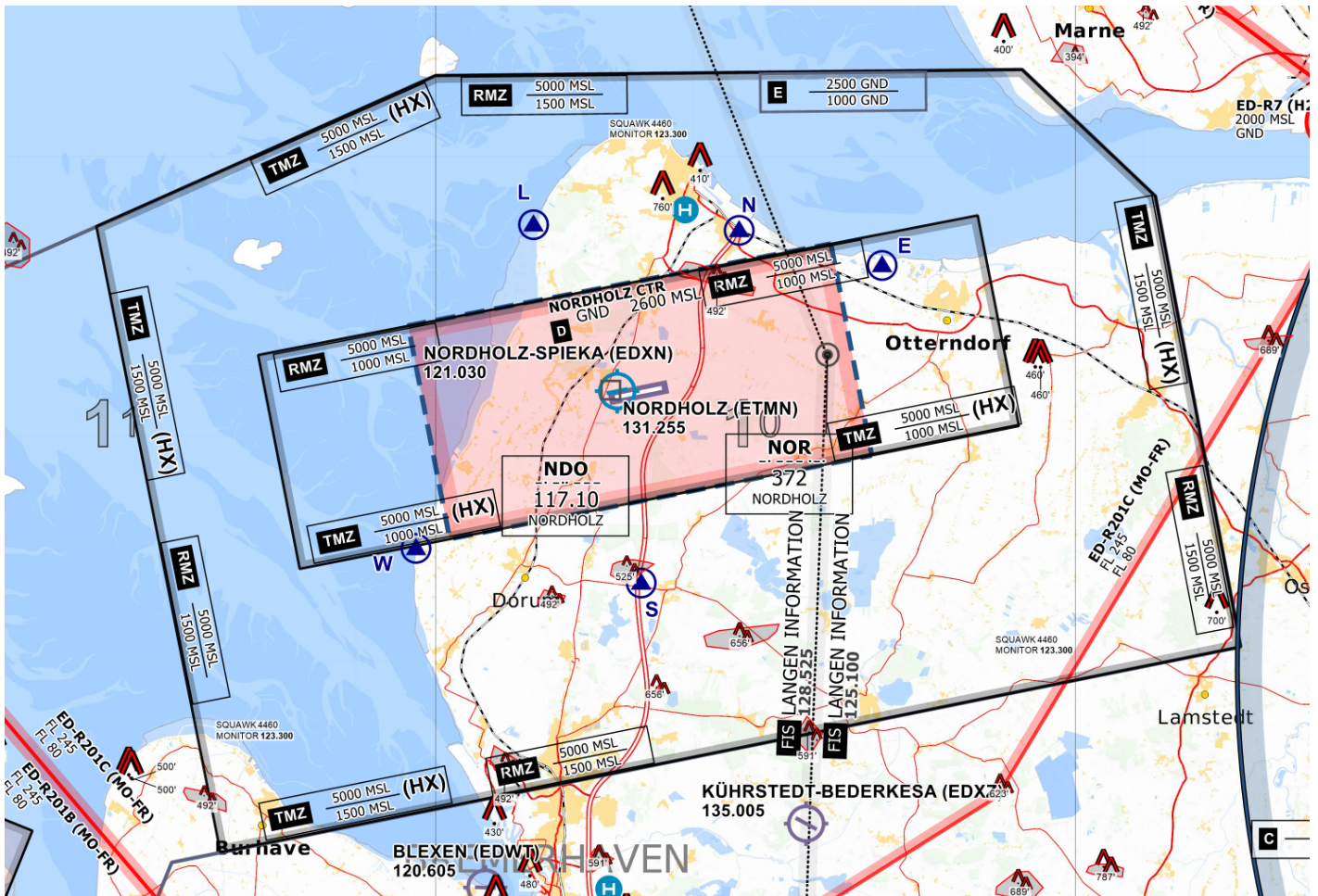Nordholz Radar is responsible for departing and arriving traffic from/to ETMN.

When online, Nordholz Radar activates its delegated AoR within the Bremen ACC sector Eider West (EIDW). Full responsibility is delegated to Wittmund Radar for this airspace.

AoR Nordholz

Airspace

Nordholz is equipped with a TMZ and RMZ. This will ensure that VFR traffic in the vicinity of the aerodrome is known to Nordholz Radar. The RMZ will only be used by traffic not equipped with a transponder (not applicable in Vatsim). Traffic within the TMZ of Nordholz shall monitor Nordholz Radar's frequency and squawk 4460. This traffic is not required to make an initial call to ATC. Still, ATC may contact this traffic when required (e.g. traffic information about IFR traffic).

Procedures

Arriving Traffic

- Arriving traffic is always coordinated individually between Bremen Radar, Wittmund Radar, Hohn Radar, Schleswig Radar and Nordholz Radar ("Radar Handover")
- It's expected that Nordholz Radar accepts or otherwise states the sector entry conditions during coordination.

Departing Traffic

- Departing IFR traffic will be transferred from Nordholz Tower to Nordholz Radar initially.
  - Nordholz Radar is responsible for verifying mode C readout and identifying the departing aircraft
  - Usually, Nordholz Radar shall coordinate a further climb with EDWW before departure release or coordinate a general release of the climb. Preferably, this coordination is combined with IFR clearance or departure release. If no further climb is coordinated, departing IFR traffic leaving the AoR shall be transferred to Bremen Radar after identification.

Approach Types

Runway 08

- ILS
- TACAN
- SRA
- PAR

Runway 26

- ILS
- RNP
- TACAN
- NDB
- SRA
- PAR

> Since **Nordholz Precision is currently not implemented on VATSIM**, PAR approaches can only be conducted if traffic levels permit - if necessary, Nordholz 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.