aircraft flying in the aerodrome circuit, and taxying on the manoeuvring area, as well as of those aircraft flying in the immediate vicinity of the **aerodrome** circuit.

ATCUs in CTRs usually, but not always, have separate TOWER, APPROACH, and RADAR frequencies.

Aerodromes with a **CTR** will also invariably exercise **approach control** over aircraft approaching the **CTR** from outside its boundaries, or aircraft having just departed from the **CTR**. **Approach Control** is identified by the call-sign **APPROACH**. (See Chapter 5.) Sometimes **approach control** exists alongside **zone** and radar **control**.

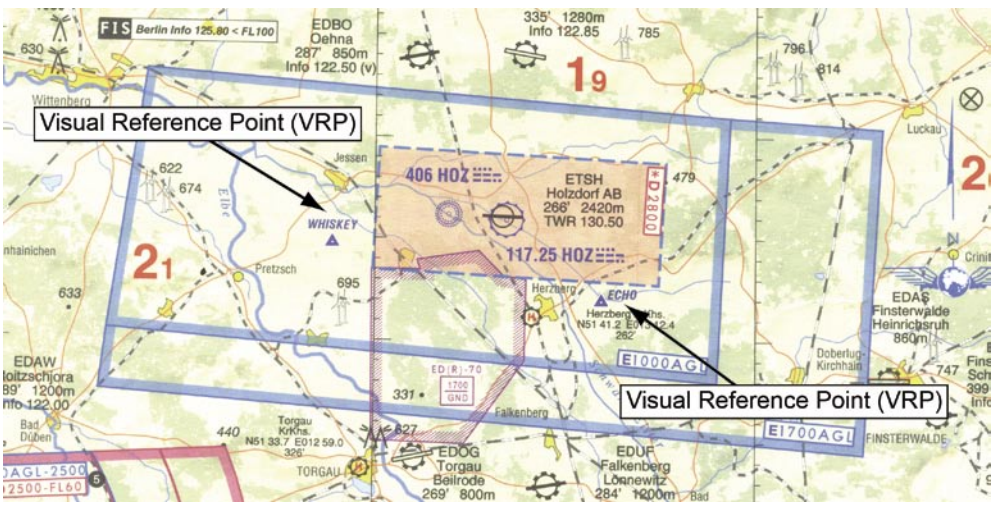

Figure 4.2 Holzdorf Aerodrome (ETSH) in Germany has a Class D CTR and an ATCU providing a full air traffic control service. Note the aerodrome frequency TOWER (TWR) of 130.5. When operating at an aerodrome with an ATCU, the pilot of an aircraft will conduct his movements on the ground and in the air under the control of that ATCU. WHISKY and ECHO are VRPs.

Figure 4.2 depicts the aerodrome of **Holzdorf**, in **Germany**, which has a **Class D CTR**. The fact that **Holzdorf** has an **ATCU** is revealed by the designation of its aerodrome frequency of **130.5** as **TOWER (TWR)**. WHISKY and ECHO are **Visual Reference Points (VRPs)**.

Figure 4.3 depicts **Bristol** aerodrome, in **England**. Its frequency of **125.650** is not identified as **TOWER**, but the fact that **Bristol** has a **Class D CTR** confirms that the aerodrome also has an **ATCU**, providing **full air traffic control**. The **Bristol** frequency is also identified as providing a **Lower Airspace Radar Service (LARS),** another indication that the **ATSU** at **Bristol** is a full **ATCU**. **Visual Reference Points**, relative to which arriving and departing aircraft report their position, are marked by the letter **VRP**.

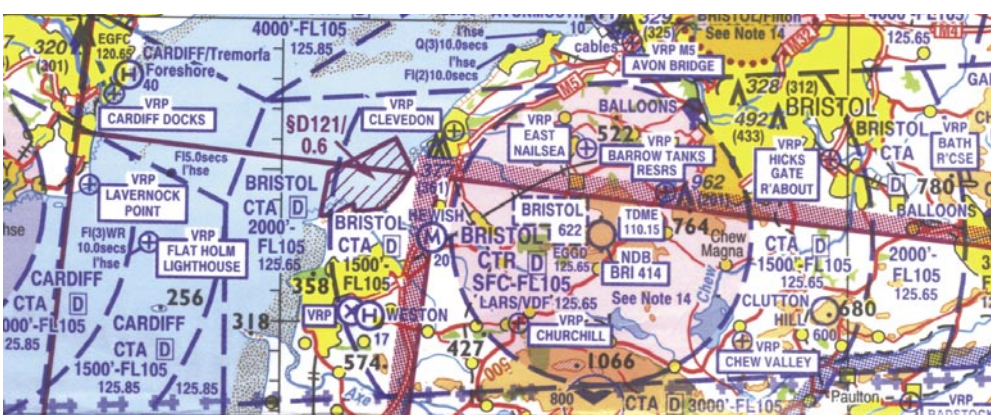

Fig 4.3 Aerodrome Flight Information Service.