ETHC - Celle

Overview

Celle Overview

Celle is a military airfield in the northeast of Hannover which is operated by the German Army. Currently, there is no Squadron stationed there.

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

- VFR Charts: Library → Under Publication select "[GEMIL FLIP VAD](#)" → Celle
- IFR Charts: Library → CENOR FLIP→ [Aerodromes](#) → Celle

Celle ATC Stations

| Station	Frequency	Login	SI	Anmerkung
Tower	118.255	ETHC_TWR	HCT	--
Radar	123.305	ETHC_APP	HCR	--

> **If Fassberg Radar (ETHS APP) is offline, Celle Radar will take over full responsibility for AoR Fassberg and top-down responsibilities at ETHS. Therefore, Celle Radar shall consult the SOP of Fassberg before connecting to the Vatsim network.**

Tower

Control Zone

- D(HX) from GND to 2500 ft
- VRPs: November 1/2 , Whiskey 1/2, Sierra 1/2
- Published Local Pattern North of AD (Helicopter at 650 ft MSL, Helicopter with Night-Vision-Goggles at 400 ft MSL, other aircraft at 1200 ft MSL)
- There are also VFR Jet arrivals and VFR Jet departures that are used for military Jets. The Jet arrivals/departures 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 1700 ft MSL.
- For arrivals to runway 08 Entry North and Entry West will be used. For arrivals to runway 26 Entry East and Entry South will be used.
- For departures from runway 26 Exit East and Exit South will be used. For departures from runway 26 Exit North and Exit West will be used.

> It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1700 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!
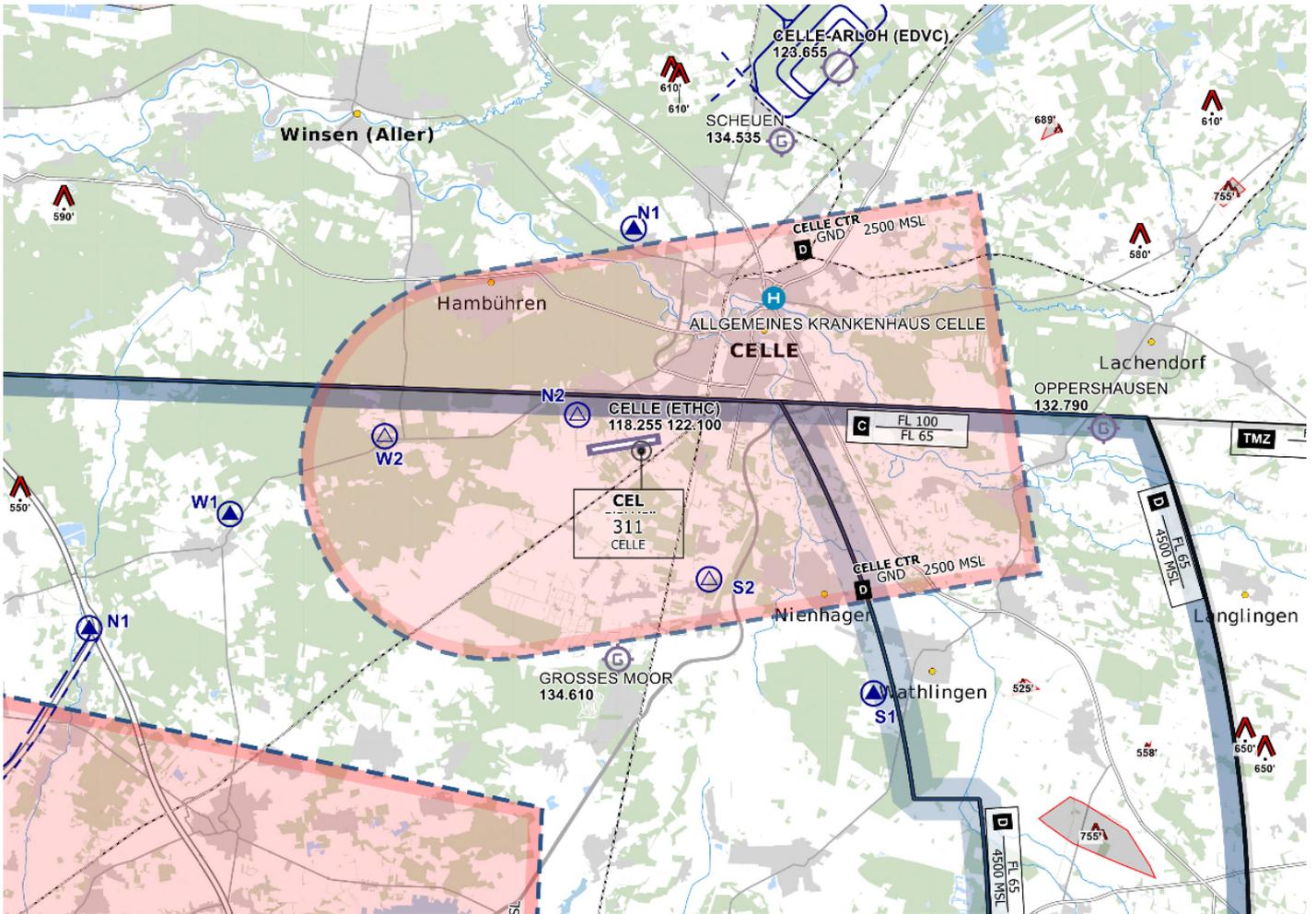
CTR Celle - © openflightmaps.org

Ground Movements

Parking Positions

Celle consists of multiple Aprons. Celle Tower should only instruct aircraft to taxi to a Ramp and not to a specific stand.

- Helicopter should park on Apron 1, 2, 3 and 4
- Aircraft should park on Apron 1 or 2

Taxiway Restrictions

At Celle, the following taxiway restrictions apply:

- Yellow Guidance Line: Approved for all aircraft
- Orange Guidance Line: Approved up to light and medium helicopters and fixed-wing Cat A-B aircraft
- Blue Guidance Line: Approved up to heavy helicopters and fixed-wing Cat C-D aircraft

The colour of the guidance line can be seen in the ground layout of the EDWW Euroscope package:
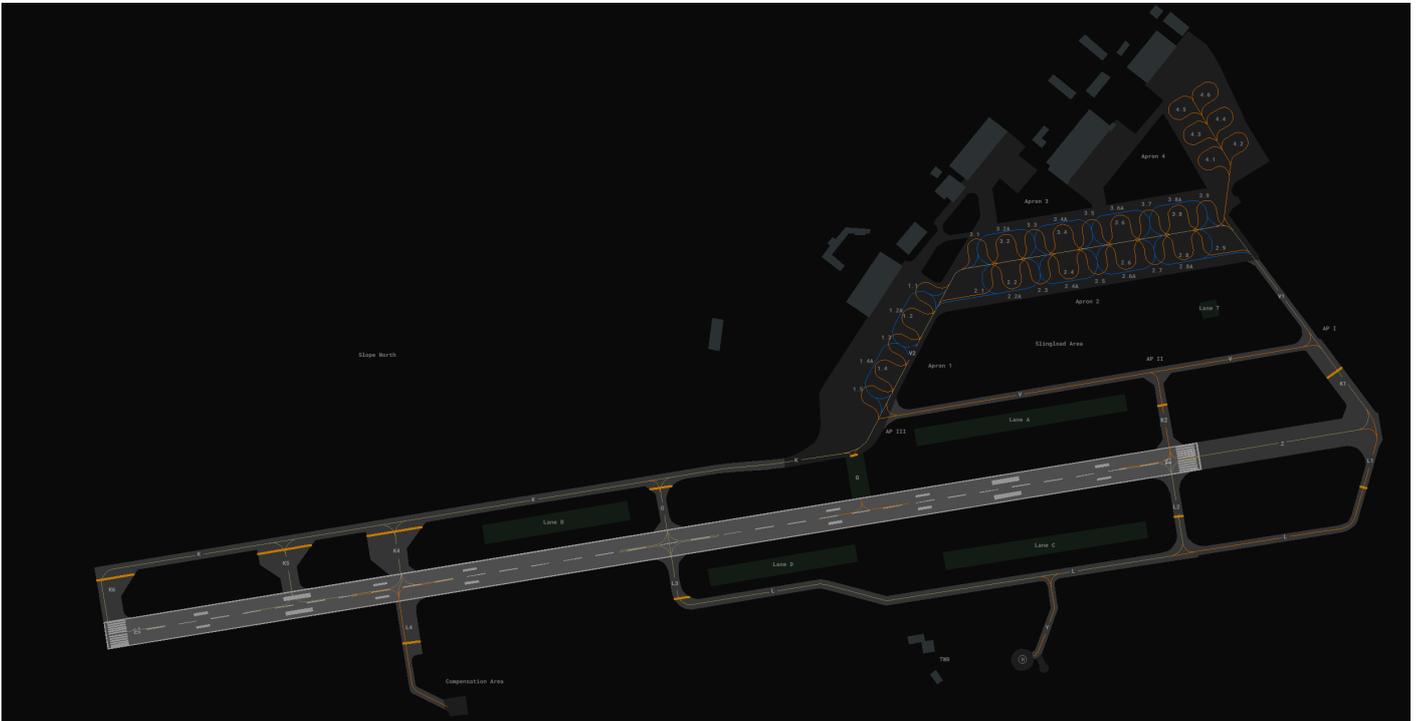
Taxi Instructions

Celle Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Civilian traffic should receive full taxi instructions.

Helicopter Lanes and Pads

Celle is equipped with one Helipad at taxiway Y and 5 Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 08/26 that can only be used by helicopters.

Departing Traffic

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

> **Celle Tower shall only issue IFR clearances after coordination with EDWW sector Hannover (HAN)!**

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

SID-Assignments

- Besides SIDs, so-called Operational Instrument Departures (OIDs) are available (HC108 and HC126), initial climb by ATC

Via Waypoint/Direction	SID Runway 08	SID Runway 26	Initial Climb
AMALI	AMALI1D	AMALI1C	By ATC
NIE	NIE1D	NIE1C	By ATC
OBATU	OBATU1D	OBATU1C	By ATC

Arriving Traffic

Approaches Types

Celle is equipped with an RNP and Copter NDB approach onto runway 08 and an RNP and NDB approach onto runway 26.

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

Radar

Area of Responsibility

Celle Radar is responsible for departing and arriving traffic from/to ETHC.

When online, Celle Radar activates its delegated AoR within the Bremen ACC sector Hannover (HAN). Full responsibility is delegated to Celle Radar for this airspace.
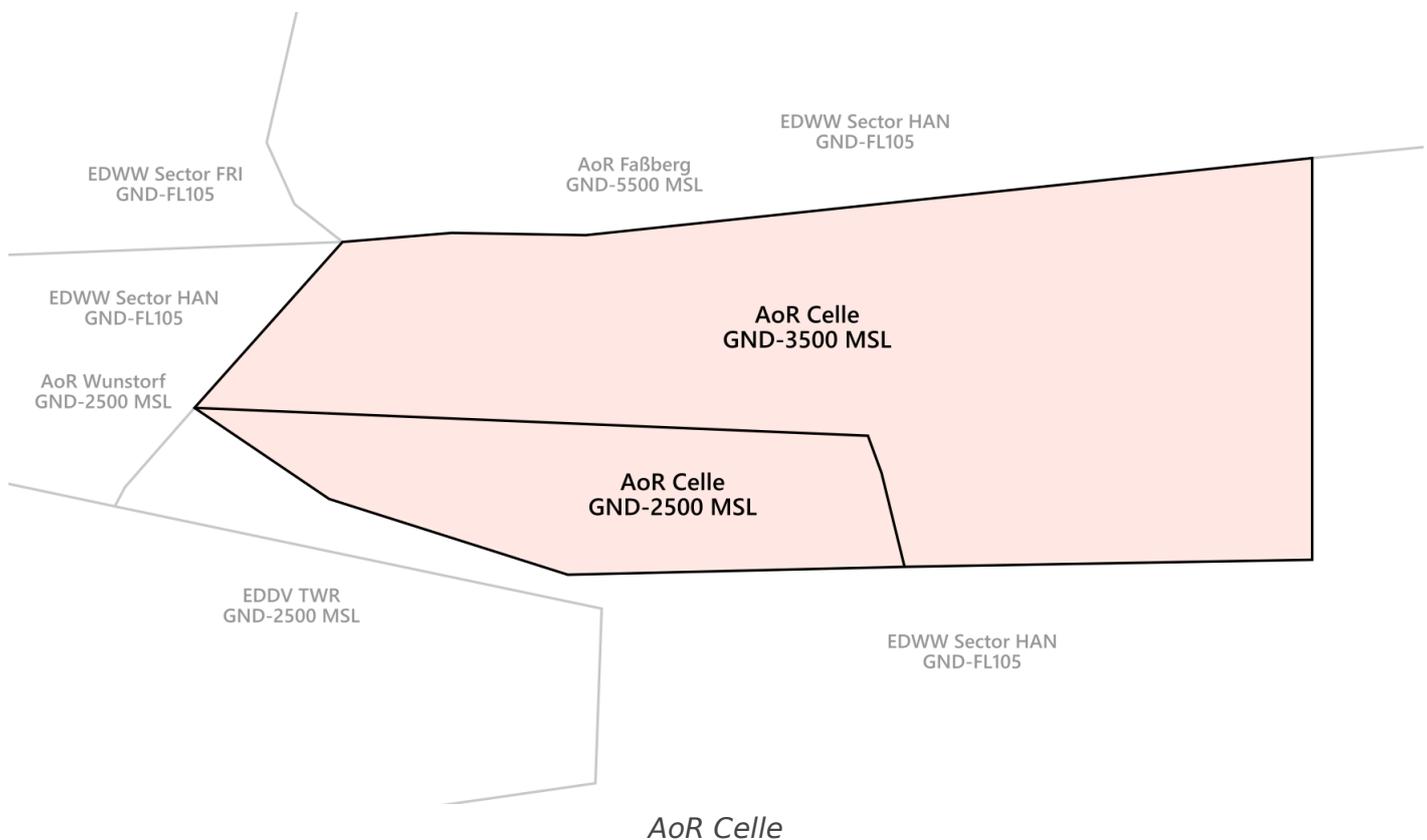
AoR Celle

Celle Radar shall inform Bremen ACC sector HAN, Faßberg Radar (ETHS APP) as well as Wunstorf Radar (ETNW APP) about the opening and closing of AoR Celle immediately!

If Fassberg Radar (ETHS APP) is offline, Celle Radar will take over full responsibility for AoR Fassberg and top-down responsibilities at ETHS. Therefore, Celle Radar shall consult the SOP of Fassberg before connecting to the Vatsim network.

Procedures

Arriving Traffic

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

Departing Traffic

- Departing IFR traffic will be transferred from Celle Tower to Celle Radar initially.
  - Celle Radar is responsible for verifying mode C readout and identifying the departing aircraft
  - Usually, Celle 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 09

- RNP
- NDB (Copter)
- SRA
- PAR

Runway 27

- RNP
- NDB
- SRA
- PAR

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