ETNT - Wittmundhafen

Overview

Wittmundhafen Overview

Wittmundhafen is a military airfield in the northwest of Germany which is home to the Taktische Luftwaffengeschwader 71 „Richthofen" by the German Air Force. For the most part, Wittmundhafen handles Military Jet traffic.

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

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

Wittmundhafen ATC Stations

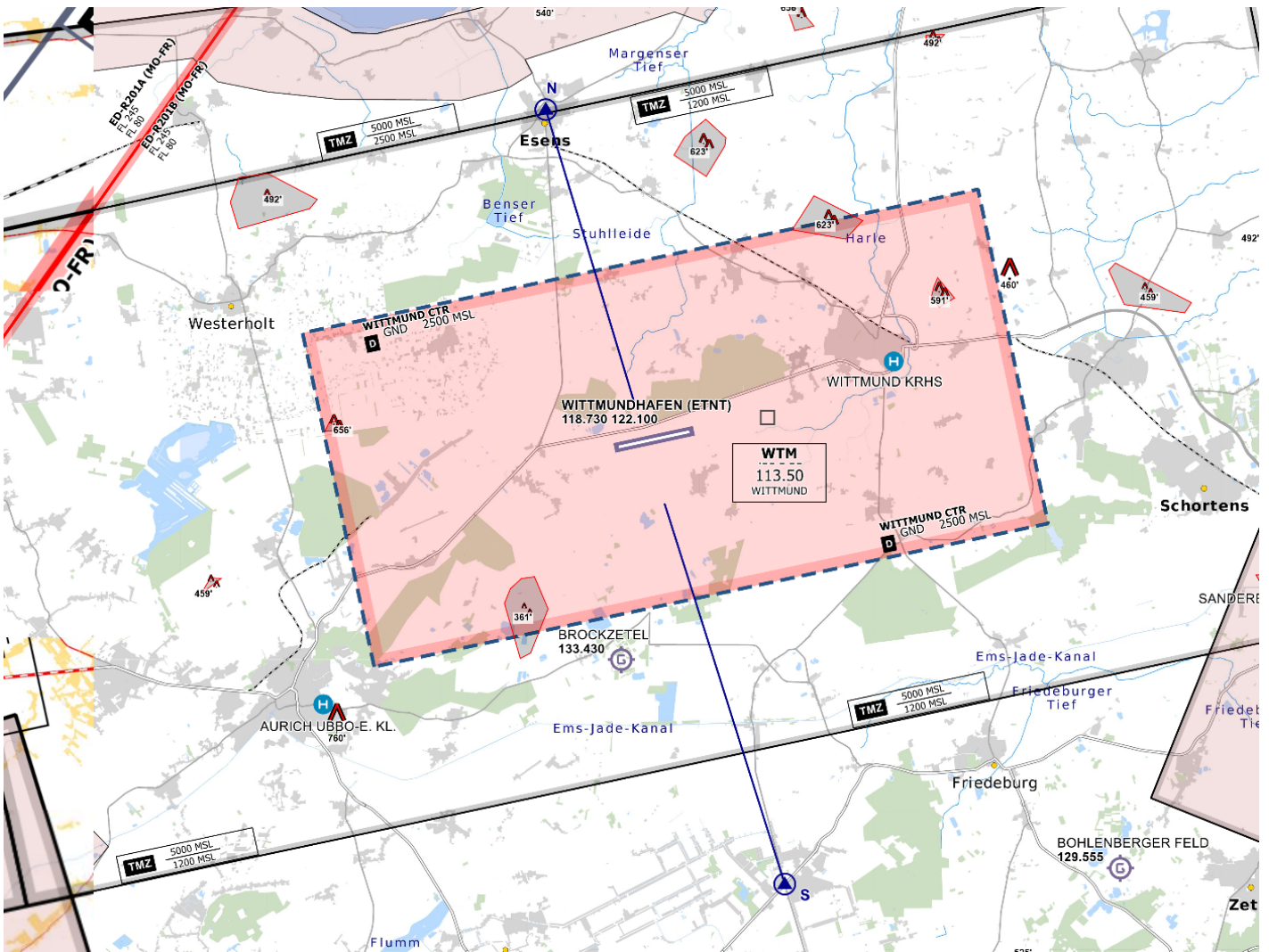| Station	Frequency	Login	SI	Anmerkung
Tower	118.730	ETNT_TWR	NTT	--
Radar	123.600	ETNT_APP	NTR	--

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

Tower

Control Zone

- D(HX) from GND to 2500 ft
- VRPs: November, Sierra
- There are also VFR Jet arrivals that are used for military Jets. The Jet arrival consists of one mandatory reporting point outside the CTR and its respected Initial point in front of the runway. Jets will enter Wittmund CTR via an Entry at 1500 ft and up to 300 kt and fly over the respected Initial point.
- For arrivals to runway 07, Entry West will be used. For arrivals to runway 25, Entry East will be used.
- The published jet pattern is situated north of runway 07/25
- There are no VFR Jet departures at Wittmund. Military Jets flying VFR should leave the CTR to the top on runway track.

> 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 north and then join the final as published in the chart!

CTR Wittmundhafen - © openflightmaps.org

Ground Movements

Parking Positions

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

Taxi Instructions

Wittmund Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic.

Departing Traffic

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

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

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

SID-Assignments

- Usually, Operational Instrument Departures (OIDs) are used (NT107 and NT125), initial climb by ATC.
- Additionally, the SID NT207 can be used for departures to the south from runway 07.

Quick Reaction Alert (QRA)

The QRA for the northern part of the German Airspace is stationed in the east of the airport and is a closed-up area inside the airport. In case of a scramble Wittmund Tower needs to inform Wittmund Radar and should clear the runway to avoid any delays for the QRA. The QRA will prefer runway 25 to reduce taxi time and can be expected to leave the CTR to the top. Wittmund Tower should hand off the QRA to Wittmund Radar when airborne.

> Scramble and other Special operations are only authorized to be performed by members of a VSOA! Non-VSOA members performing special operations should always be reported to a VATSIM Supervisor.

Arriving Traffic

Approaches Types

Wittmundhafen is equipped with a TACAN approach onto runway 07 and an ILS and TACAN approach onto runway 25.

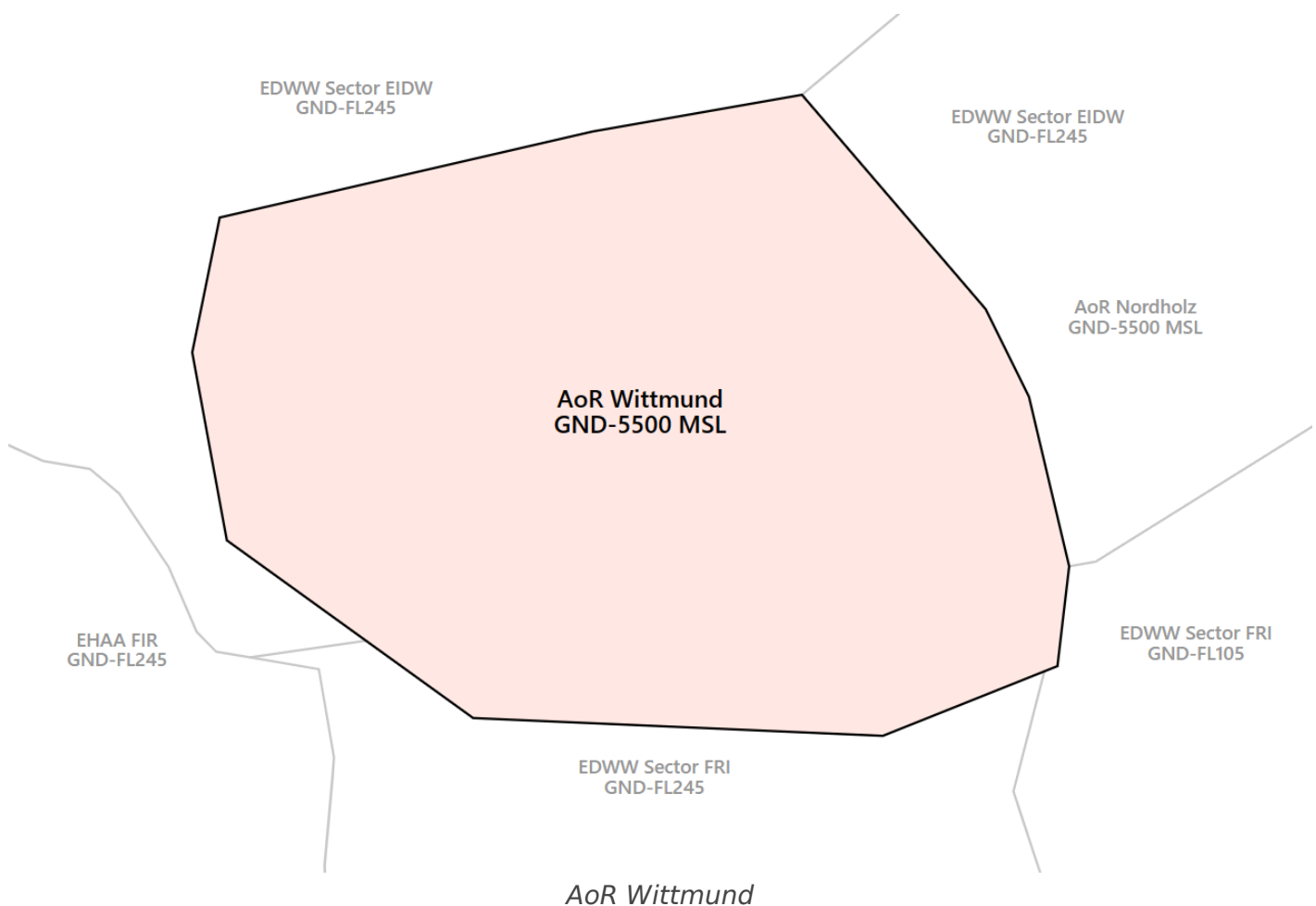There are also PAR and SRA approaches available on both runways.
Wittmund Radar will maintain Radio contact with the aircraft performing a PAR or SAR until landed.
Wittmund Tower should inform Wittmund Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

Radar

Area of Responsibility

Wittmund Radar is responsible for departing and arriving traffic from/to ETNT as well as for IFR traffic at EDWE and EDWI.

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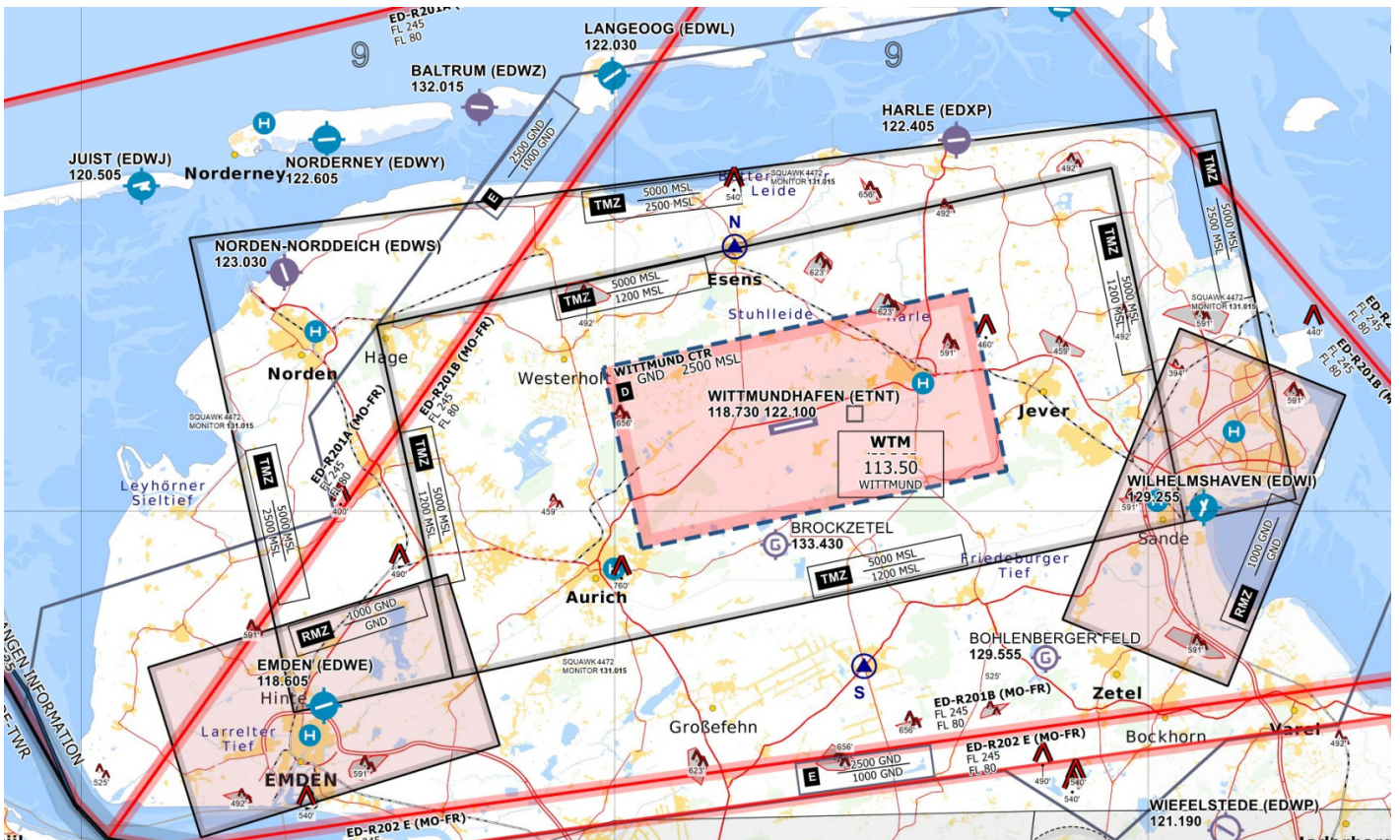

AoR Wittmund

Wittmund Radar shall inform Bremen ACC sectors EIDW, FRI and Nordholz Radar (ETMN APP) about the opening and closing of AoR Wittmund immediately!

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

Airspace

Wittmundhafen is equipped with a TMZ and RMZ. This will ensure that VFR traffic in the vicinity of the aerodrome is known to Wittmund Radar. The RMZ will only be used by traffic not equipped with a transponder (not applicable in Vatsim). Traffic within the TMZ of Wittmundhafen shall monitor Wittmund Radar's frequency and squawk 4472. 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, Nordholz Radar and Wittmund Radar ("Radar Handover")
- It's expected that Wittmund Radar accepts or otherwise states the sector entry conditions during coordination.

Departing Traffic

- Departing IFR traffic will be transferred from Wittmund Tower to Wittmund Radar initially.

- Wittmund Radar is responsible for verifying mode C readout and identifying the departing aircraft
- Usually, Wittmund 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.

EDWE Traffic

- Wittmund Radar is responsible for controlling traffic from/to Emden (EDWE).

- Traffic from/to the south will be transferred according to the [LoP EDWW ACC](#) (between EIDW and FRI)

- Traffic from/to the south on Helicopter procedures will be coordinated individually between Wittmund Radar and EDWW ACC sector EIDW

- Procedures via JUIST shall be used by helicopters only

- Emden is uncontrolled, therefore Wittmund Radar will not provide ATC service for traffic below controlled airspace

- IFR clearances will be coordinated between Emden Information and Wittmund Radar

- Wittmund Radar shall inform Emden Information about every IFR inbound traffic at least 5 minutes prior landing

- Check DFS AIP IFR for published approach and departure procedures!

EDWI Traffic

- Wittmund Radar is responsible for controlling traffic from/to Wilhelmshaven "JadeWeserAirport" (EDWI).

- Traffic from/to the south will be transferred according to the [LoP EDWW ACC](#) (between EIDW and FRI)

- Wilhelmshaven is uncontrolled, therefore Wittmund Radar will not provide ATC service for traffic below controlled airspace

- IFR clearances will be coordinated between Wilhelmshaven Information and Wittmund Radar

- Wittmund Radar shall inform Wilhelmshaven Information about every IFR inbound traffic at least 5 minutes prior landing

- Check DFS AIP IFR for published approach and departure procedures!

Approach Types

Runway 07

- TACAN

- SRA
- PAR

Runway 25

- ILS
- TACAN
- SRA
- PAR

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