

ETNW - Wunstorf

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Overview

Wunstorf Overview

Wunstorf is a military airfield in the northwest of Germany which is home to the "Lufttransportgeschwader 62" by the German Air Force. For the most part, Wunstorf handles Military Transporter traffic (e.g. Airbus A400M).

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

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

Wunstorf ATC Stations

Station	Frequency	Login	SI	Anmerkung
Tower	132.055	ETNW_TWR	NWT	--
Radar	124.655	ETNW_APP	NWR	--

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

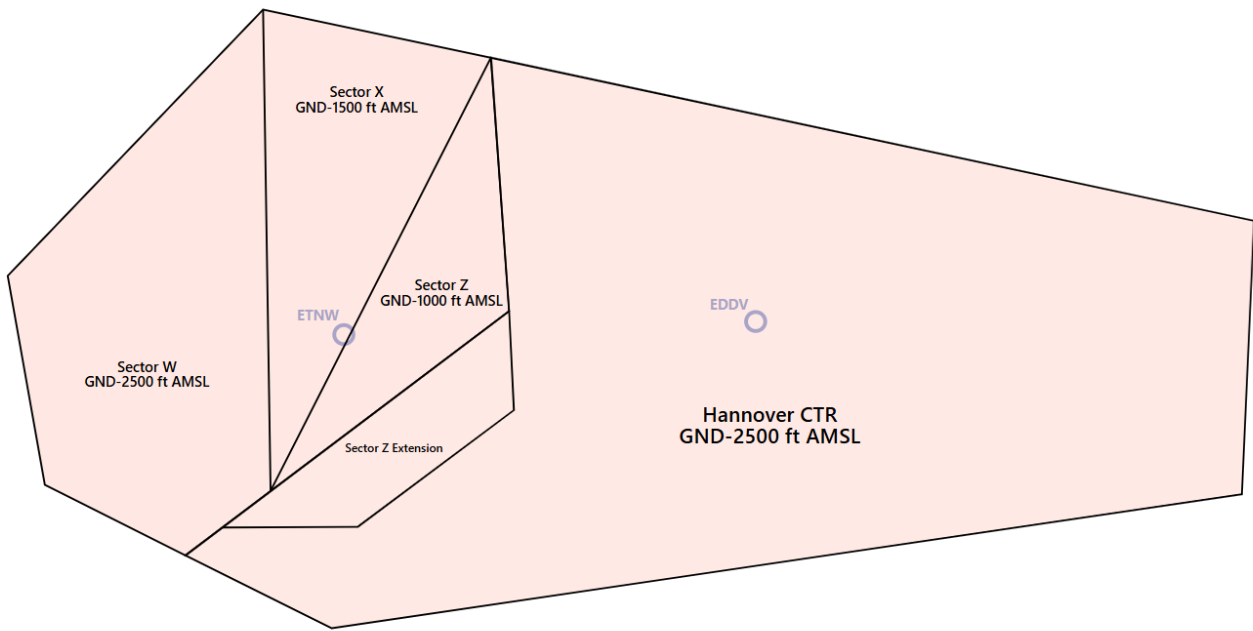
Tower

Area of Responsibility

Whenever Wunstorf Tower is active, ATS in the western part of Hannover CTR is delegated to Wunstorf TWR (or Wunstorf APP) depending on the runway direction at EDDV and the weather conditions at EDDV and ETNW.

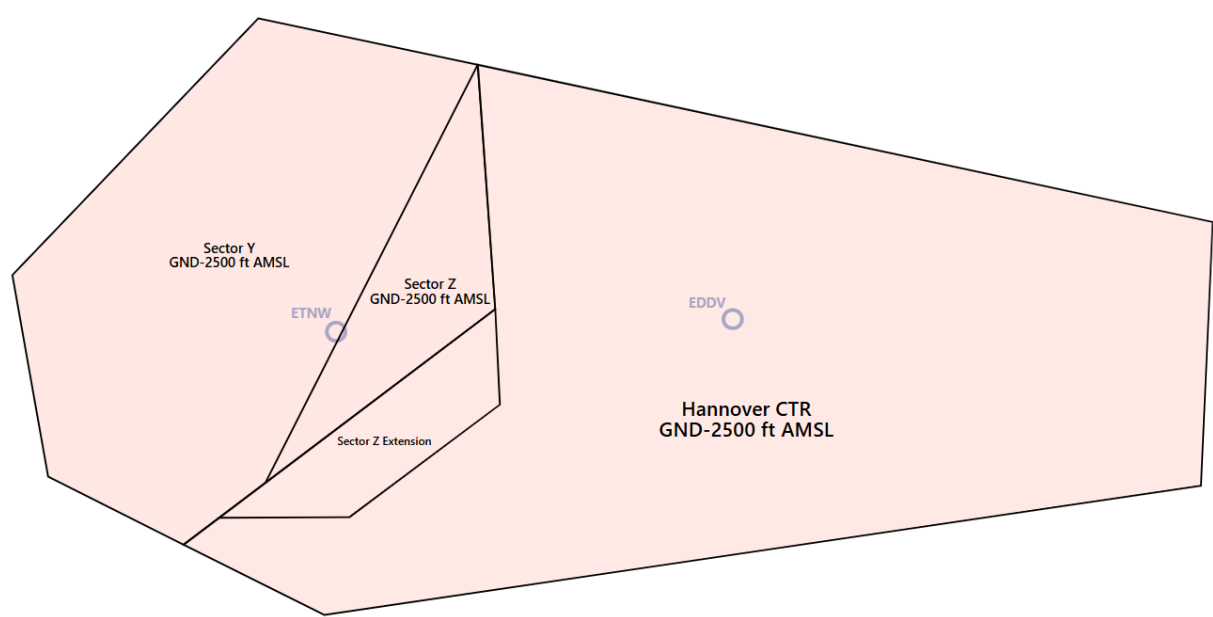
Wunstorf TWR shall inform Hannover TWR immediately about the opening and closure of Wunstorf CTR. Both TWRs shall terminate the status of the ATS delegation (see below).

EDDV RWYs 09



Status	Condition	Sector	Responsibility
Victor 09	If CTR Hannover is VMC and Wunstorf airport is VMC.	W, X & Z	Wunstorf TWR
Full CTR	If CTR Hannover is IMC or Wunstorf airport are IMC.	W, X & Z	Hannover TWR

EDDV RWYs 27



Status	Condition	Sector	Responsibility
Victor 27	If CTR Hannover is VMC and Wunstorf airport is VMC.	Y & Z	Wunstorf TWR
West to APP	If Wunstorf APP is active and either CTR Hannover is IMC or Wunstorf airport is IMC	Y	Wunstorf APP
		Z	Hannover TWR
Full CTR	If Wunstorf APP is not active and either CTR Hannover is IMC or Wunstorf airport is IMC	Y & Z	Hannover TWR

Status "Full CTR"

During the "Full CTR" AoR status, Wunstorf TWR and Wunstorf APP shall coordinate each movement at ETNW individually with Hannover Tower.

Sector Z Extension

Sector Z Extension may be activated by Hannover TWR on request from Wunstorf TWR. During the activation of Sector Z Extension, full ATS within this area is delegated from Hannover TWR to

Wunstorf TWR. Sector Z Extension shall not be delegated when either EDDV or ETNW is IMC.

The vertical limit of Sector Z Extension is subject to individual coordination between Hannover TWR and Wunstorf TWR but should never exceed 2500 ft AMSL.

Topdown Service

Whenever Wunstorf TWR or Wunstorf APP are offline, Bremen Radar sector HAN will provide Top-Down service for ETNW. In this case, the AoR of Wunstorf TWR and Wunstorf APP are considered inactive. Traffic shall be coordinated individually between Bremen Radar and Hannover Tower.

Runways

At Wunstorf, runway 08/26 is the preferred runway for all IFR movements. Runway 02/20 shall only be used on pilot's request or when weather situations require to do so.

The runway direction shall be chosen in accordance with the runway direction at EDDV.

- Whenever EDDV uses RWYs 09L/R, Wunstorf shall use runway 08.
- Whenever EDDV uses RWYs 27L/R, Wunstorf shall use runway 26.

RWY 02/20 is closed for single and double-seated military jet aircraft.

Taxiways and Aprons

Wunstorf Tower shall provide full taxi instructions including all taxiways. Intersection departures shall only be assigned after an explicit pilot's request. Traffic departing from RWY 20 shall be guided via runway intersection N2.

By default, arriving aircraft will park at the main apron north of the taxiway N. Wunstorf shall assign a parking position to the aircraft.

Taxiway Restrictions

At Wunstorf, the following taxiway restrictions exist:

Restricted Taxiway	Restriction
N1, N2, N3, N4	Max. wingspan 36 m or max. wingspan 52 m with an outer main gear wheel span of up to 9 m
	Closed for aircraft with low-mounted jet engines
E (between RWY 26 and E1), E (between RWY 02 and E2), E2	Max. wingspan 36 m and max. wheelbase 18 m

Restricted Taxiway	Restriction
E (between E1 and E2)	Max. wingspan 15 m

De-Icing Pads

At Wunstorf Airfield, the de-icing of aircraft will take place on defined de-icing areas (DPs) exclusively. De-icing on other parking positions is not permitted.

Wunstorf Tower shall provide taxi clearance to the DPs when requested by the pilot considering the following aircraft size limitations:

- DP East: A400M and all smaller aircraft
- DP West: aircraft with a wingspan of up to 61 m

IFR Departures

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

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

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

Note: Local IFR traffic staying within AoR Wunstorf only needs to be coordinated between Wunstorf TWR and Wunstorf APP, both for IFR clearance and departure release.

IFR departures from RWY 08 will not enter AoR Wunstorf. Whenever possible, this traffic shall be transferred to EDWW sector HAN directly. This procedure, however, shall be cross-checked with Bremen Radar before takeoff clearance.

SID Assignment

Departing IFR traffic shall be guided via the following departure routes.

Runways	OIDs	SIDs				
		CEL	NIE	SAS	ROBEG	VAXEV
08	NW 308	CEL 1A	NIE 1A	SAS 1A	ROBEG 1A	VAXEV 1A

Runways	OIDs	SIDs				
		CEL	NIE	SAS	ROBEG	VAXEV
26	NW 326	CEL 1B	NIE 1B	---	ROBEG 1B	VAXEV 1B
02	NW 102	---	---	---	---	---
20	NW 120	---	---	---	---	---

The initial climb for all SIDs is 4000 ft. All SIDs consist of speed restrictions, therefore Wunstorf TWR shall use the phrase "climb via SID" when issuing the IFR clearance.

The initial climb for all OIDs is subject to individual coordination with Wunstorf APP/Bremen Radar. NW102 is only available for aircraft CAT A and B. NW120 is only available for aircraft CAT A-D.

Low Visibility Takeoffs (LVTO)

RWY 08/26 is suitable for conducting low-visibility take-offs with a minimum runway visual range of 125 m.

IFR Arrivals

Arriving traffic will be transferred by Wunstorf Radar or Bremen Radar when established on the final.

In case of a PAR or SRA approach, Wunstorf Radar will maintain radio contact with the aircraft performing a PAR or SRA until landed. Wunstorf Tower shall inform Wunstorf Radar if the runway is clear and the aircraft performing the PAR or SRA is cleared to land.

Approaches Types

Wunstorf is equipped with the following approach types:

Runways	ILS Z (CAT I)	LOC	RNP	TACAN	PAR	SRA
08	✓	✓	✓	✓	✓	✓
26	✓	✓	✓	✓	✓	✓
02				✓	✓	✓
20				✓	✓	✓

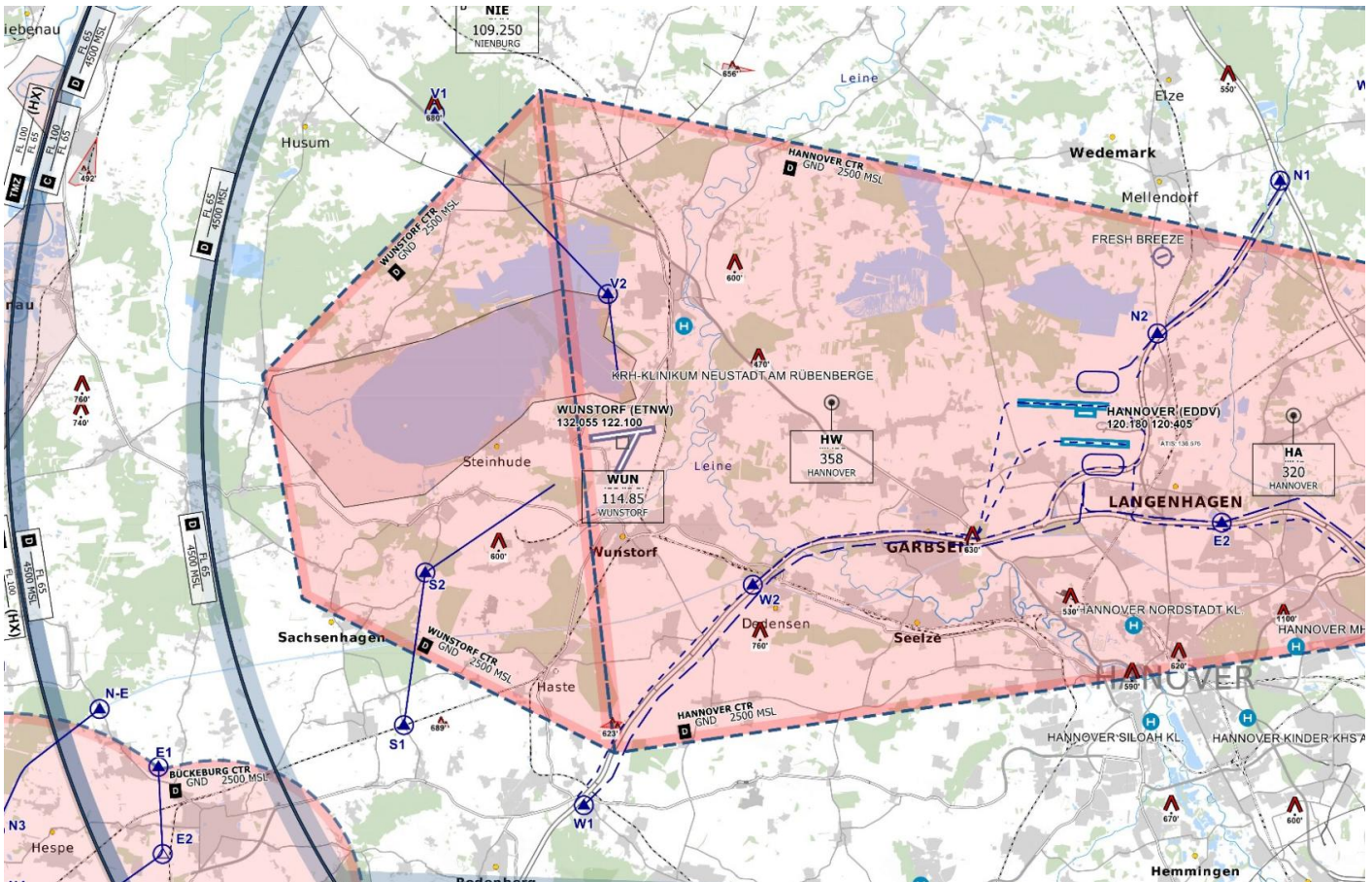
Low visibility approaches are not available at ETNW.

VFR Traffic

There are two CTR entry and exit procedures for VFR traffic to ETNW:

- North: VICTOR 1 - VICTOR 2
- South: SIERRA 1 - SIERRA 2

Additionally, two VFR holding procedures exist at ETNW (north and southeast).



CTR Wunstorf/Hannover - © openflightmaps.org

VFR traffic between Hannover Tower and Wunstorf Tower shall be coordinated individually.

There are also VFR Jet arrivals/ and VFR Jet departures that are used for military Jets. Military jets will enter the CTR via ENTRY West and then join the respective INITIAL points for either RWY 08 or RWY 26. Jets will leave Laage CTR via EXIT WEST.

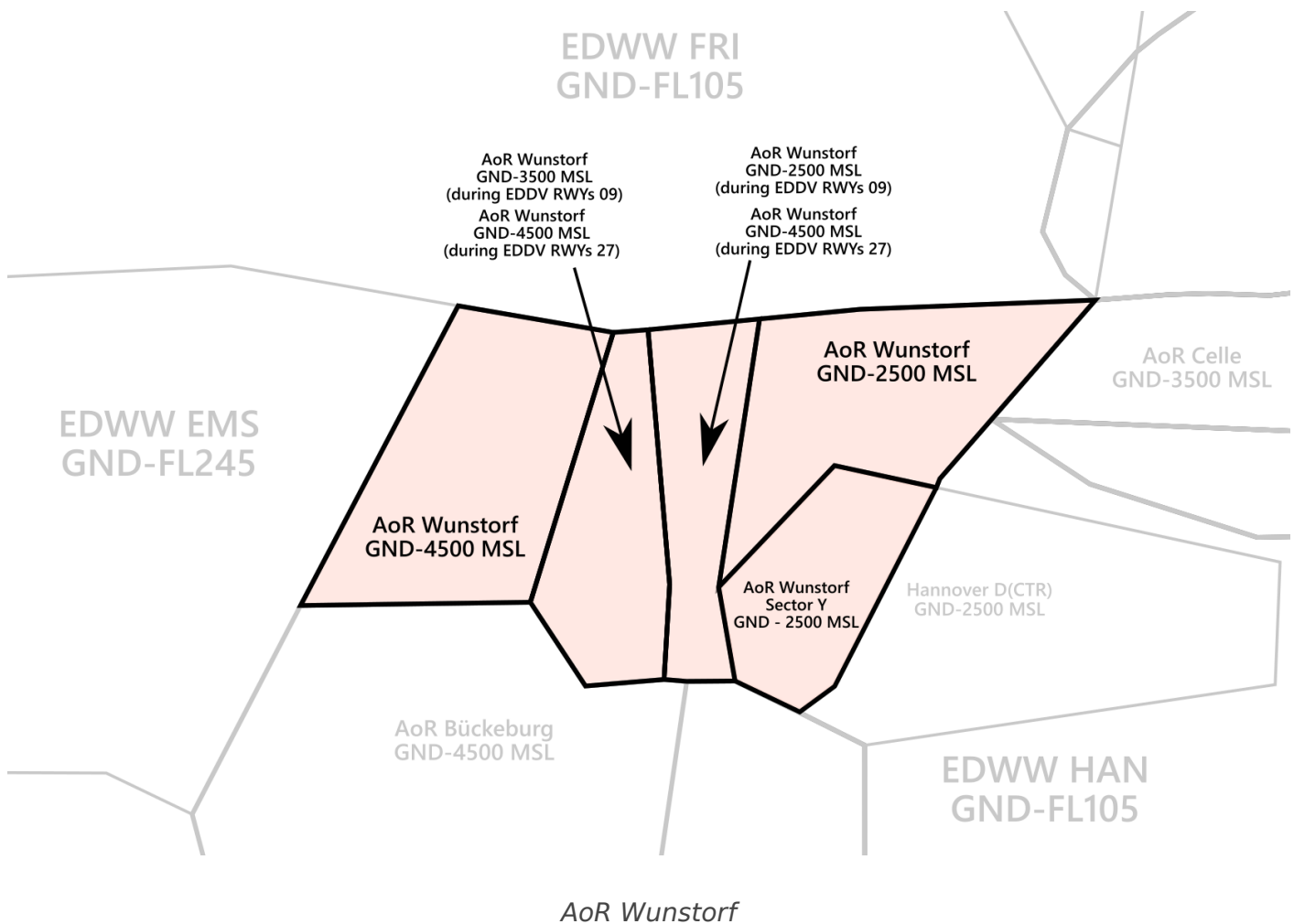
It's important to remember that Jets on the VFR Jet arrival will overfly the airport to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!

Radar

Area of Responsibility

Wunstorf Radar is responsible for departing and arriving traffic from/to ETNW.

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



Wunstorf Radar shall inform Bremen ACC sectors HAN, FRI and EMS as well as Bückeburg Radar (ETHB APP) and Celle Radar (ETHC APP) about the opening and closing of AoR Wunstorf immediately! Additionally, Wunstorf Radar shall also inform Wunstorf TWR and Hannover TWR.

Sub-sectors of AoR Wunstorf are activated depending on the active runways at EDDV. The virtual controller shall always select the active runways at EDDV in Euroscope to load and AoR Wunstorf correctly.

Sector Y will only be delegated from Hannover Tower to Wunstorf Radar during EDDV RWYs 27L/R and if either CTR Hannover or Wunstorf airport are IMC (Status "West to APP", see ETNW Tower SOP). During VMC, sector Y will be delegated to Wunstorf TWR.

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

Procedures

Arriving Traffic

- Arriving traffic is always coordinated individually between Bremen Radar, Bückeburg/Celle Radar and Wunstorf Radar ("Radar Handover")
- It's expected that Wunstorf accepts or otherwise states the sector entry conditions during coordination.
- IFR traffic approaching on runway 26 shall always be coordinated with EDWW sector Hannover and Hannover Tower as this traffic will leave AoR Wunstorf. Approach clearance may be provided by EDWW sector HAN after coordination.
- IFR Traffic approaching on runway 02 shall always be coordinated with Bückeburg Radar as this will temporarily leave AoR Wunstorf.

Departing Traffic

- In most cases, departing IFR traffic will be transferred from Wunstorf Tower to Wunstorf Radar initially.
 - Wunstorf Radar is responsible for verifying mode C readout and identifying the departing aircraft
 - Usually, Wunstorf 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.

IFR traffic departing from RWY 08 will not enter AoR Wunstorf. This traffic shall be transferred from Wunstorf Tower to EDWW sector Hannover directly. Local IFR traffic shall be coordinated between Wunstorf Radar and Bremen Radar individually.

Approach Types

Wunstorf is equipped with the following approach types:

Runways	ILS Z (CAT I)	LOC	RNP	TACAN	PAR	SRA
08	✓	✓	✓	✓	✓	✓
26	✓	✓	✓	✓	✓	✓
02				✓	✓	✓
20				✓	✓	✓

The standard intercept altitude for all runways is 2000 ft respecting the MVA and neighbouring sectors.

Low visibility approaches are not available at ETNW.

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