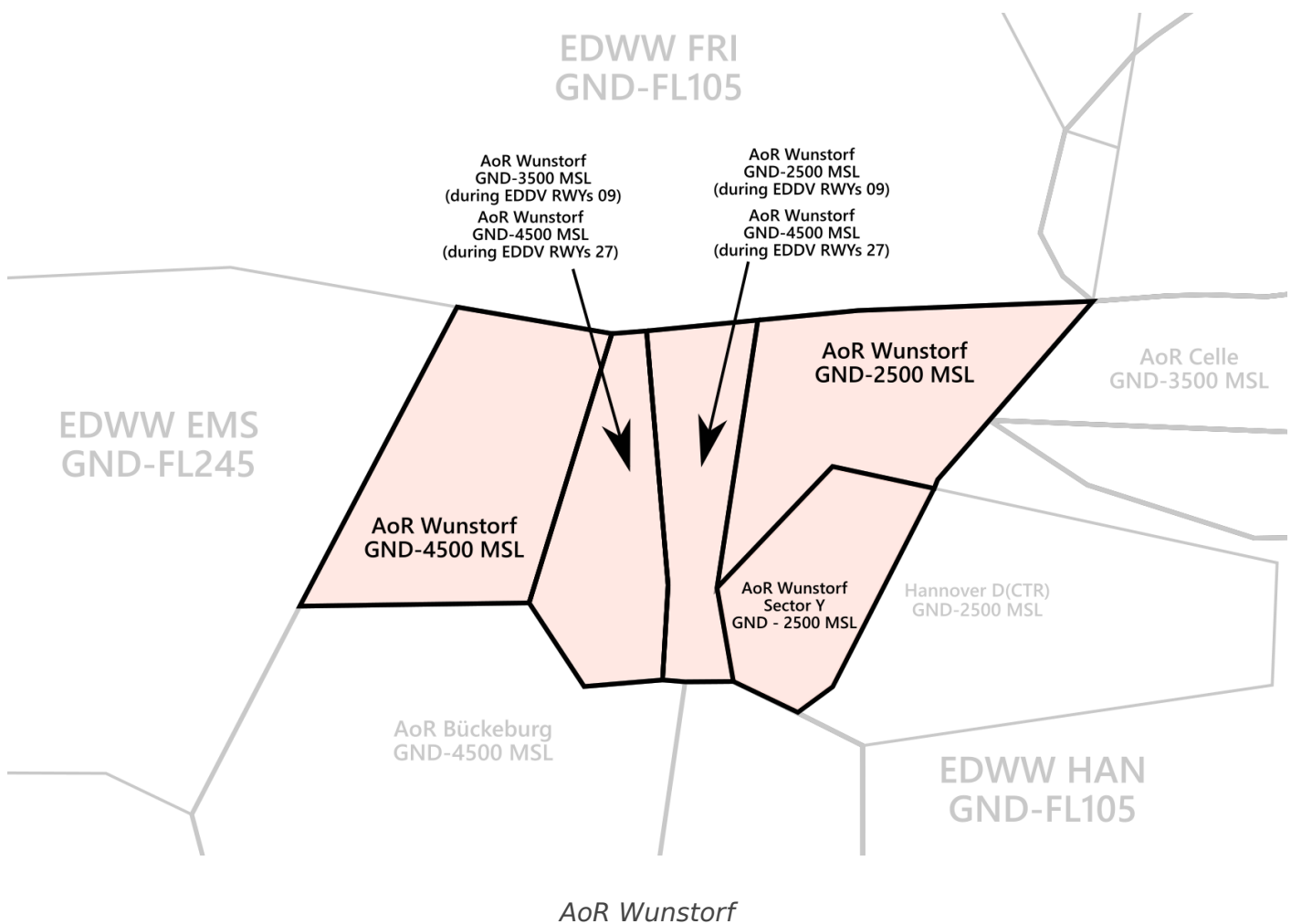# Radar

## 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.



*AoR Wunstorf*

**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 shallbe 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.

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