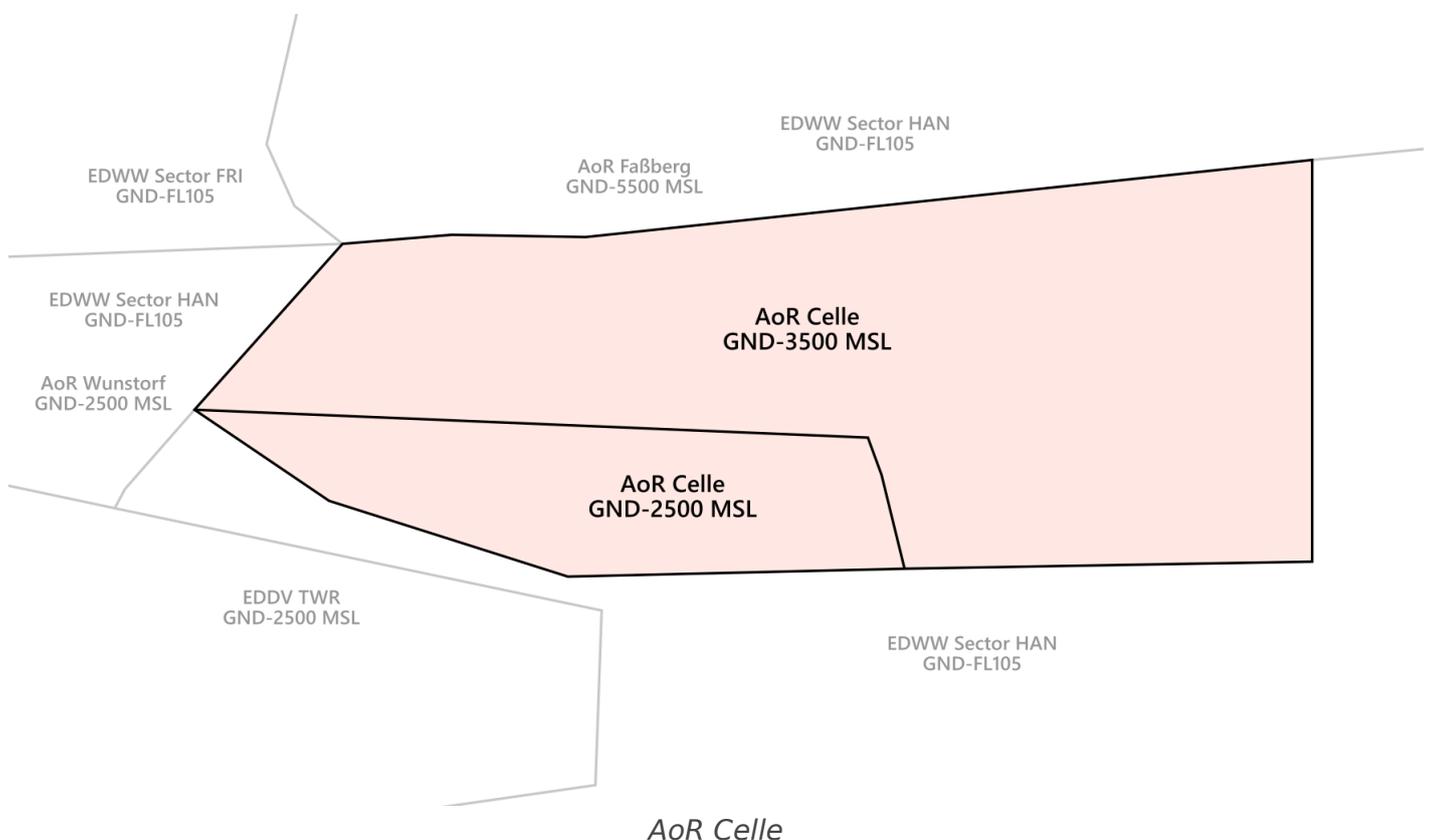


# Radar

## 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.



**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.

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