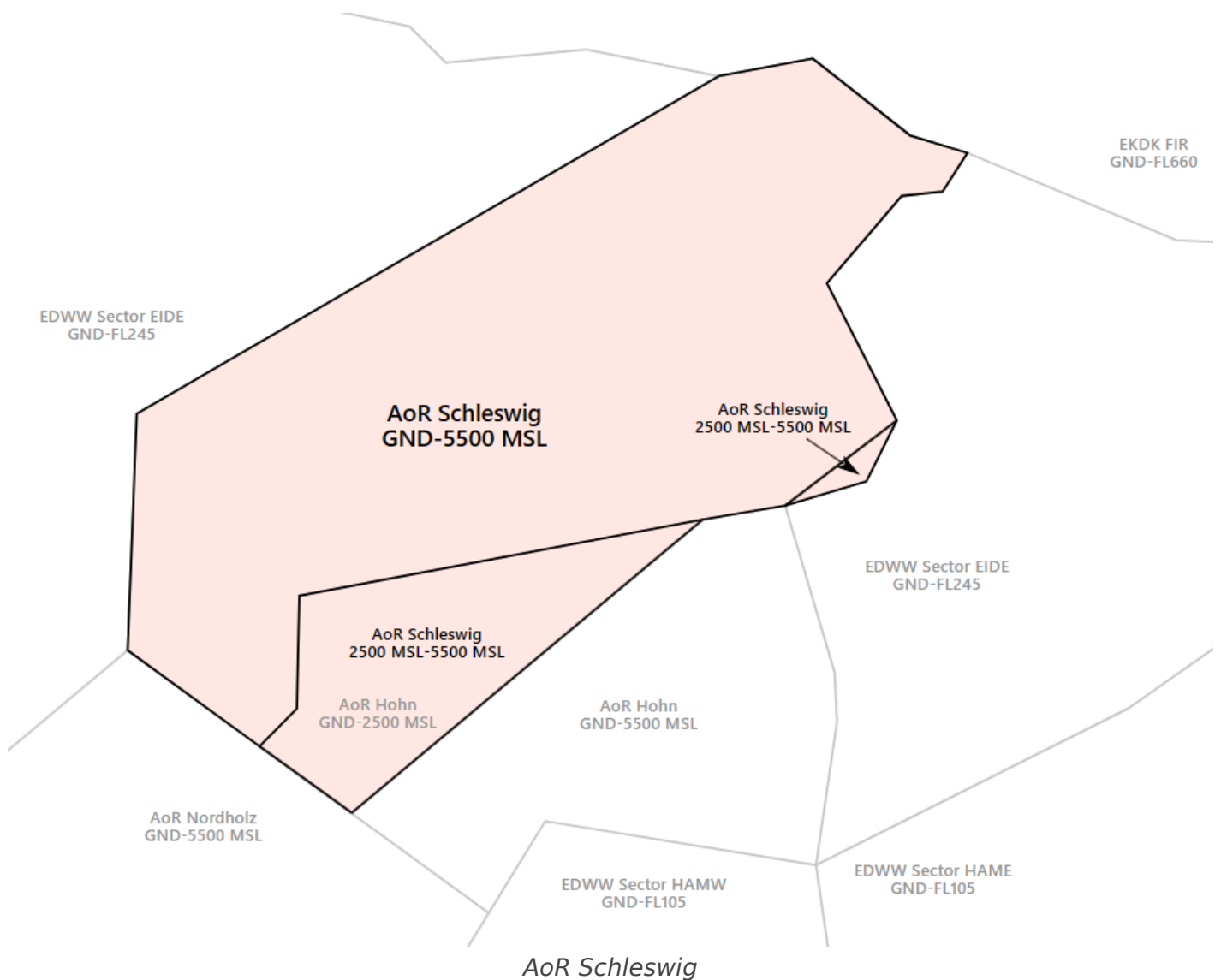


# Radar

## Area of Responsibility

Schleswig Radar is responsible for departing and arriving traffic from/to ETNS.

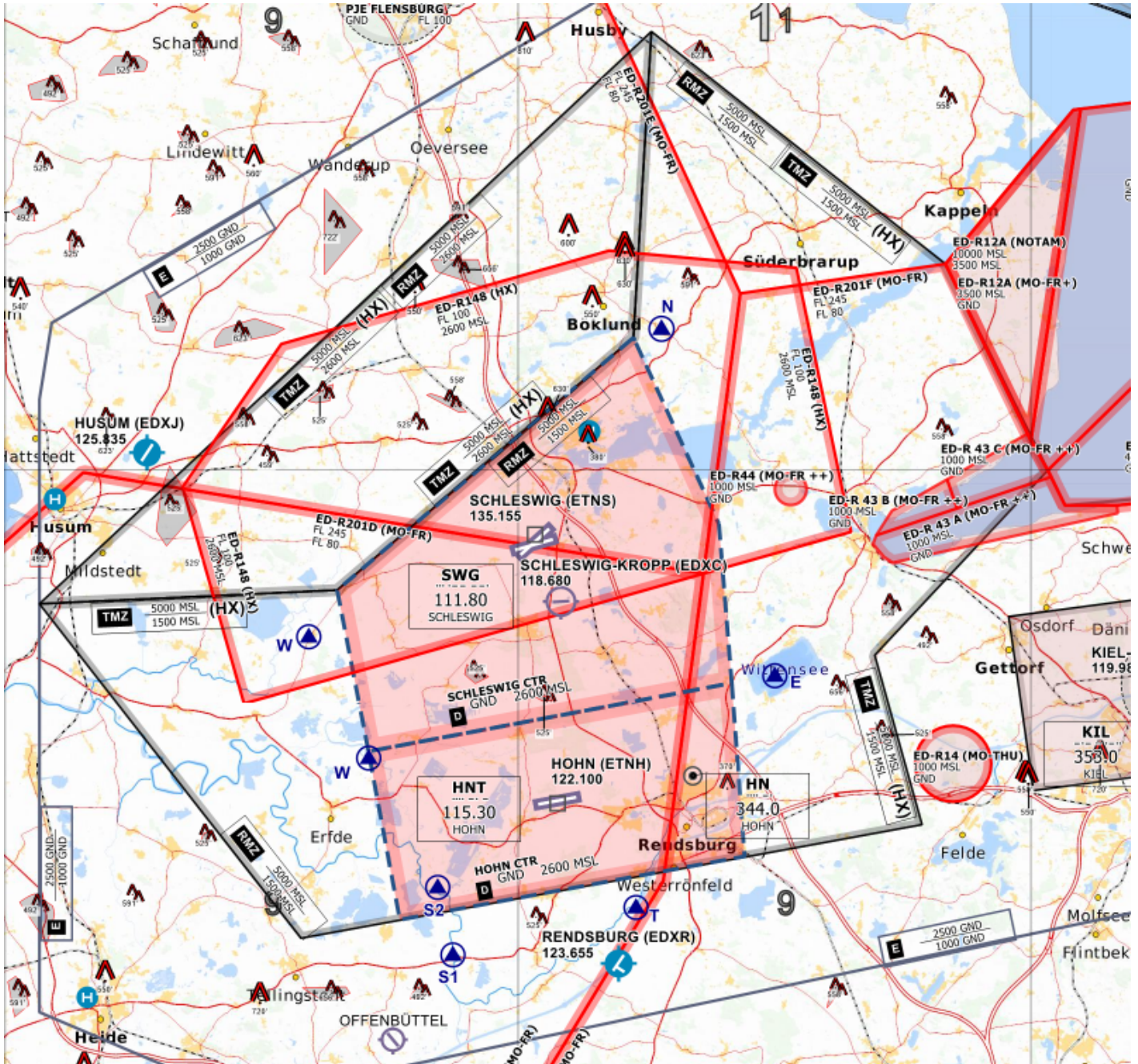
When online, Schleswig Radar activates its delegated AoR within the Bremen ACC sector Eider East (EIDE). Full responsibility is delegated to Schleswig Radar for this airspace.



**Schleswig Radar shall inform Bremen ACC sectors EIDE and Hohn Radar (ETNH APP) about the opening and closing of AoR Schleswig immediately!**

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

## Airspace



Hohn/Schleswig is equipped with a TMZ and RMZ. This will ensure that VFR traffic in the vicinity of the aerodrome is known to Hohn/Schleswig Radar. The RMZ will only be used by traffic not equipped with a transponder (not applicable in Vatsim). Traffic within the TMZ of Hohn/Schleswig shall monitor Schleswig Radar's frequency and squawk 4476. 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, Hohn Radar and Schleswig Radar ("Radar Handover")
- It's expected that Schleswig Radar accepts or otherwise states the sector entry conditions during coordination.

## Departing Traffic

- Departing IFR traffic will be transferred from Schleswig Tower to Schleswig Radar initially.
  - Schleswig Radar is responsible for verifying mode C readout and identifying the departing aircraft
  - Usually, Schleswig 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 08

- TACAN
- RNP
- ARA/IAA (only if aircraft has required equipment, e.g. Tornado)
- SRA
- PAR

## Runway 26

- TACAN
- RNP
- ARA/IAA (only if aircraft has required equipment, e.g. Tornado)
- SRA
- PAR

# Schleswig Precision

- Is only responsible for PAR approaches
  - Traffic is controlled by a special radar system
  - Schleswig Radar will issue an initial vector leading to the final before performing a radar handover to Schleswig Precision
  - Only one aircraft at a time shall be on the frequency of Schleswig Precision
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