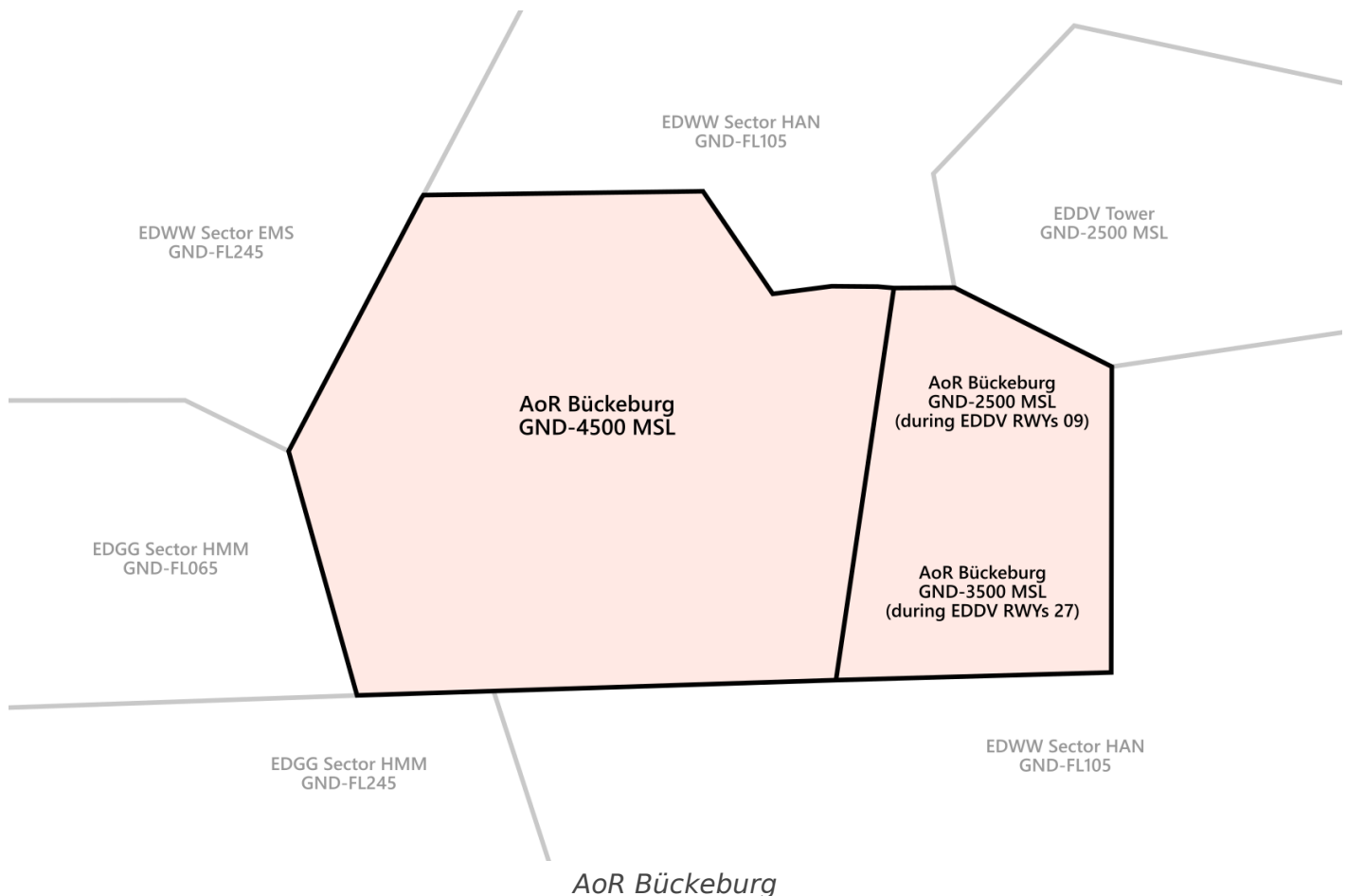# Radar

Area of Responsibility

Bückeburg Radar is responsible for departing and arriving traffic from/to ETHB.

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

EDWW Sector HAN
GND-FL105

EDWW Sector EMS
GND-FL245

EDDV Tower
GND-2500 MSL

AoR Bückeburg
GND-4500 MSL

AoR Bückeburg
GND-2500 MSL
(during EDDV RWYs 09)

AoR Bückeburg
GND-3500 MSL
(during EDDV RWYs 27)

EDGG Sector HMM
GND-FL065

EDGG Sector HMM
GND-FL245

EDWW Sector HAN
GND-FL105

AoR Bückeburg

Bückeburg Radar shall inform Bremen ACC sectors HAN and EMS, Langen ACC sector HMM as well as Wunstorf Radar (ETNW APP) about the opening and closing of AoR Bückeburg immediately!

> **The east sector (sector B) of AoR Bückeburg is 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 Bückeburg correctly.**

> **If Bückeburg Radar is offline, Wunstorf Radar (ETNW APP) will take over full responsibility for AoR Bückeburg and top-down responsibilities at ETHB.**

Procedures

Arriving Traffic

- Arriving traffic is always coordinated individually between Bremen Radar, Langen Radar Wunstorf Radar and Bückeburg Radar ("Radar Handover")
- It's expected that Bückeburg accepts or otherwise states the sector entry conditions during coordination.

Departing Traffic

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

- RNAV (GPS)
- NDB from the north followed by circling
- SRA
- PAR

Runway 27

- ILS
- RNAV (GPS)
- NDB from the north followed by circling
- SRA
- PAR

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