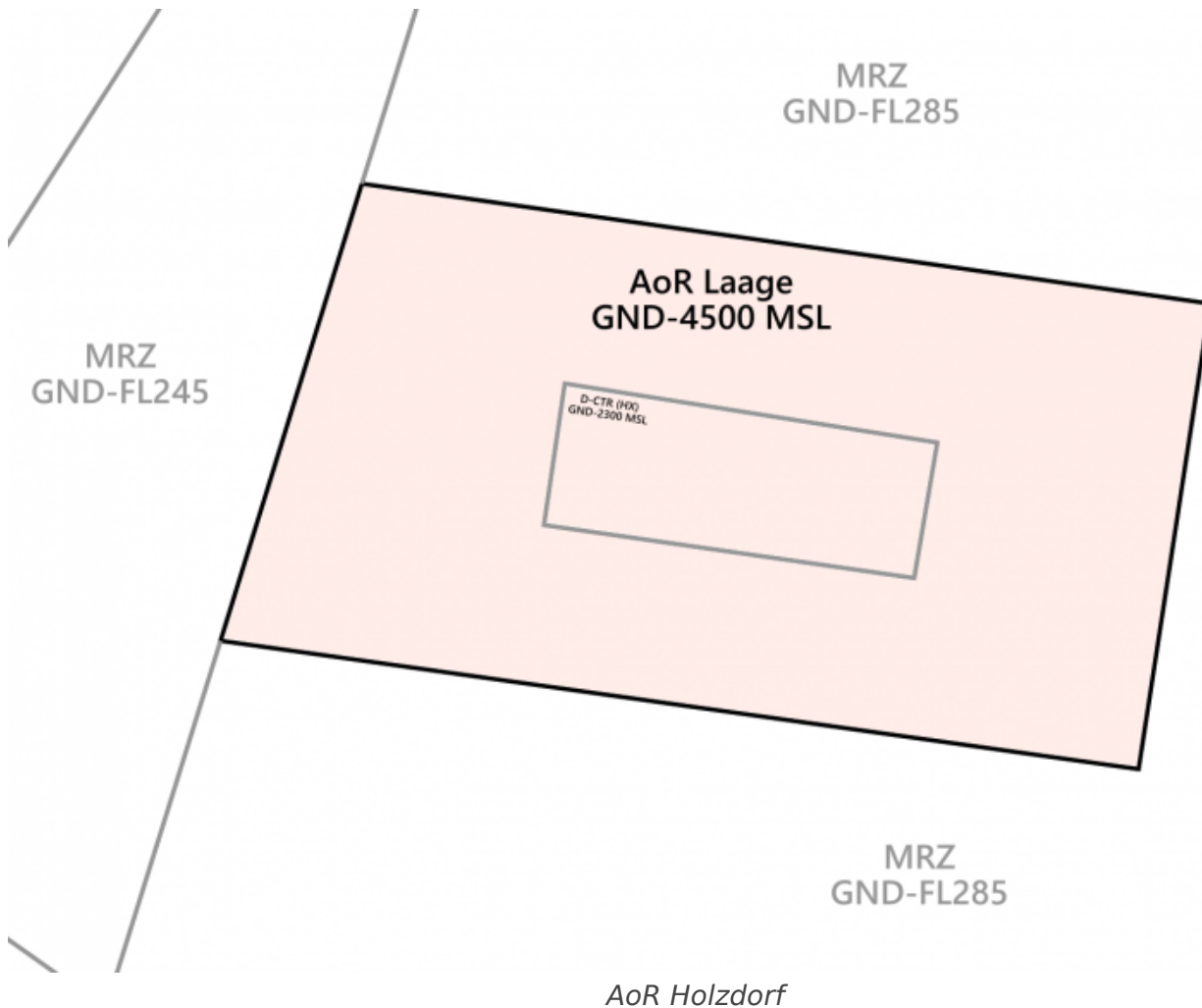


# Radar

## General

Laage Radar is responsible for departing and arriving traffic from/to ETNL.

When online, Laage Radar activates its delegated AoR within Bremen ACC sector Müritz (MRZ). Full responsibility is delegated to Laage Radar for this airspace.



**Laage Radar shall inform Bremen ACC sector Müritz about the opening and closing of AoR Laage immediately!**

# Procedures

## Arriving traffic

- Arriving traffic is always coordinated individually between Bremen Radar and Laage Radar ("Radar Handover")
- Normally traffic will descend to 5000 ft and continue on a heading given by EDWW. It's expected that Laage accepts or states entry conditions if not suitable during Radar Handover coordination.

## Departing traffic

- Departing IFR traffic will be transferred from Laage Tower to Laage Radar initially.
  - Laage Radar is responsible to verify mode C readout and to identify the departing aircraft
  - Usually, Laage Radar shall coordinate a further climb with EDWW before departure release or coordinate a general release of the climb. If no further climb is coordinated, departing IFR traffic leaving the AoR shall be transferred to Bremen Radar after identification.

# Approach Types

## ILS and LOC Z

- Usually used by civil traffic
- Classified for CAT I operations only.

## ILS and LOC Y

- Only used by military traffic

## RNAV (GPS)

- Usually used by civil traffic

## TACAN

- Only used by military traffic

# SRA

- Guidance by Laage Radar

# PAR

- Sequencing on final by Laage Radar
- Guidance on final by Laage Precision

# Laage Precision

- Is only responsible for PAR approaches
- Traffic is controlled by a special radar system
- Laage Radar will issue an initial vector leading to the final before performing a radar handover to Laage Precision
- Only one aircraft at a time shall be on the frequency of Laage Precision
- At around 3-5 nm Laage Precision should ask Laage Tower for Landing clearance if not already provided by Tower

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