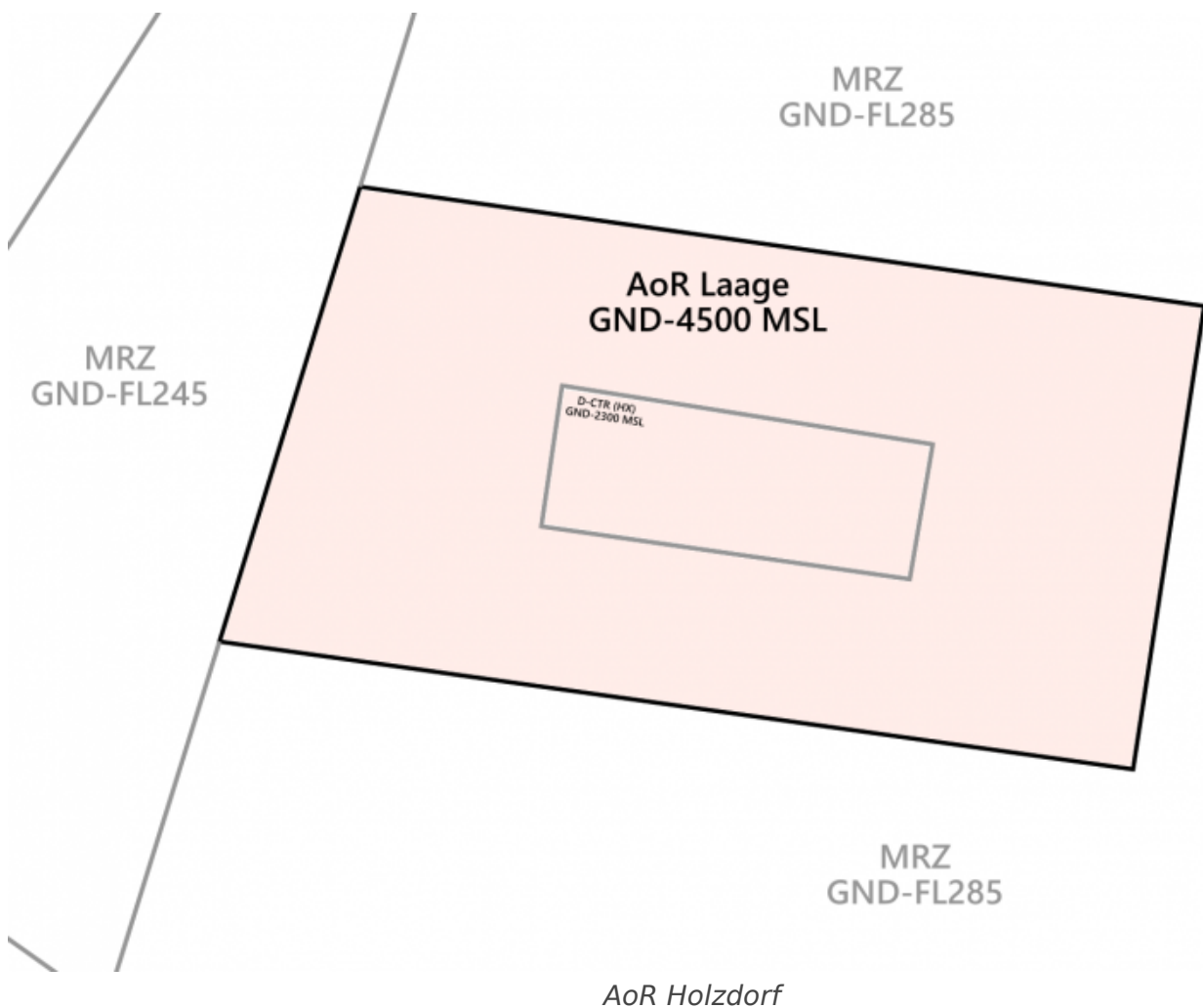


Radar

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

- Bremen Radar shall clear traffic descending to FL70 direct to LAG or on a suitable heading. The traffic needs to be coordinated individually between EDWW and ETNL APP (see "Radar Handover").

Inbound Procedures EDWW and Radar Handover Coordination

Initial Contact on Bremen Radar

Inbound traffic making the initial call shall be cleared DCT LAG TACAN (or any other suitable heading) descending to FL70 by Bremen Radar. Bremen Radar shall also inform the pilot about the runway-in-use at ETNL as well as the QNH and colour state.

Example: (□□ = EDWW, □□□✈ = Pilot)

“□□□✈: "Bremen Radar, TITANT, FL180 inbound TAGOB"

□□: "TITANT, Bremen Radar, identified, proceed direct LAG, descent to FL70, report ready to copy Laage weather."

□□□✈: "TITANT, direct LAG, descending to FL70, go ahead!"

□□: "TITANT, runway 27, QNH 1020, **colour state Blue+, (forecast Blue)**, report requested type of approach."

□□□✈: "TITANT, runway 27, QNH 1020, request **Radar/Radar approach.**"

The colour state is only to be used for military traffic. For civil traffic only the ATIS letter and RWY should be used instead.

The forecast is announced as the second colour state in the METAR, e.g.: ETNL 301920Z 01003KT 9999 FEW280 18/11 Q1020 BLU+ BLU

From colour state green onwards (IMC), full transmission of the MET Report is required (wind, visibility, special weather, ceiling, QNH), e.g.: "Colour state green, wind 250° 9 kts, visibility 4500 m, light rain, clouds overcast 800 ft, QNH 1011"

2500ft							
1500ft							WHT
700ft							GRN
500ft							YLO1
300ft							YLO2
200ft							AMB
<200ft							RED
	<800m	800m	1600m	2500m	3700m	5000m	8000m

[Further information about colour state is](#)

[available here.](#)

Radar/Radar = radar vectored PAR approach
 Radar to visual = radar vectored visual approach
 Radar to ILS = radar vectored ILS approach
 ...

Radar Handover Coordination

Next the traffic needs to be coordinated with ETNL APP. For this a so-called Radar Handover is performed.

Note: Every aircraft, no matter military or civil, shall be coordinated between EDWW and ETNL APP.

Example: (☐ = MRZ, ☐ = ETNL APP)

☐☐: "Laage Radar, Müritz."

☐☐: "Go ahead!"

☐☐: "Radar Handover, TITANT, 18 NM, southeast LAG TACAN."

☐☐: "Identified!"

☐☐: "Single Eurofighter, inbound LAG, descending to FL70 for Radar/Radar approach."

☐: "Turn right heading 070, descend to altitude 4000 ft, (contact Laage Radar 123.300)."

☐: "Consider! (<initials>)"

☐: "(<initials>)"

Laage Radar may also accept the current conditions if required (in this example DCT LAG, FL70). After the Radar Handover coordination has been completed, Bremen Radar shall instruct the entry conditions to the pilot and transfer the aircraft as soon as possible to APP.

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

RNP

- 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 Tow

Revision #14

Created 12 October 2023 10:22:08 by 1491867

Updated 9 July 2025 13:49:22 by 1395737