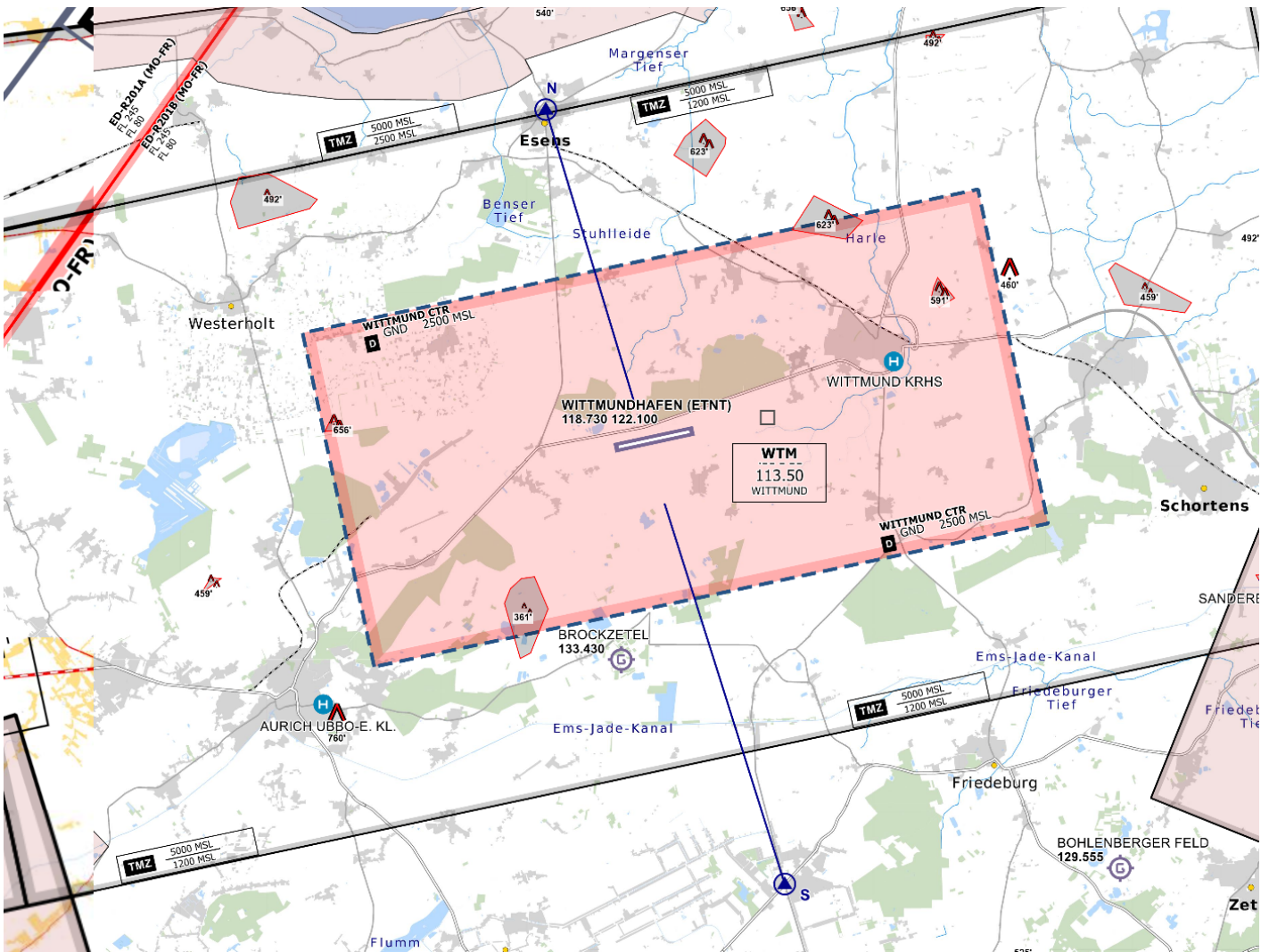


Tower

Control Zone

- D(HX) from GND to 2500 ft
- VRPs: November, Sierra
- There are also VFR Jet arrivals that are used for military Jets. The Jet arrival consists of one mandatory reporting point outside the CTR and its respected Initial point in front of the runway. Jets will enter Wittmund CTR via an Entry at 1500 ft and up to 300 kt and fly over the respected Initial point.
- For arrivals to runway 07, Entry West will be used. For arrivals to runway 25, Entry East will be used.
- The published jet pattern is situated north of runway 07/25
- There are no VFR Jet departures at Wittmund. Military Jets flying VFR should leave the CTR to the top on runway track.

It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1500 ft to make an Overhead Approach Maneuver to the north and then join the final as published in the chart!



CTR Wittmundhafen - © openflightmaps.org

Ground Movements

Parking Positions

Wittmundhafen consists of multiple Aprons with multiple Hangars. Wittmund Tower should only instruct aircraft to taxi to the apron.

Taxi Instructions

Wittmund Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic.

Departing Traffic

Wittmund Tower should inform departing traffic about current weather conditions. In the case of military traffic, the colour code is sufficient.

Wittmund Tower shall only issue IFR clearances after coordination with EDWW sector Eider West (EIDW)!

Every IFR departure from ETNT requires a departure release from both ETNT APP and Bremen Radar before issuing a takeoff clearance!

SID-Assignments

- Usually, Operational Instrument Departures (OIDs) are used (NT107 and NT125), initial climb by ATC.
- Additionally, the SID NT207 can be used for departures to the south from runway 07.

Quick Reaction Alert (QRA)

The QRA for the northern part of the German Airspace is stationed in the east of the airport and is a closed-up area inside the airport. In case of a scramble Wittmund Tower needs to inform Wittmund Radar and should clear the runway to avoid any delays for the QRA. The QRA will prefer runway 25 to reduce taxi time and can be expected to leave the CTR to the top. Wittmund Tower should hand off the QRA to Wittmund Radar when airborne.

Scramble and other Special operations are only authorized to be performed by members of a VSOA! Non-VSOA members performing special operations should always be reported to a VATSIM Supervisor.

Arriving Traffic

Approaches Types

Wittmundhafen is equipped with a TACAN approach onto runway 07 and an ILS and TACAN approach onto runway 25.

There are also PAR and SRA approaches available on both runways.

Wittmund Radar will maintain Radio contact with the aircraft performing a PAR or SAR until landed. Wittmund Tower should inform Wittmund Radar if the runway is clear and the aircraft performing the PAR/SRA is cleared to land.

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