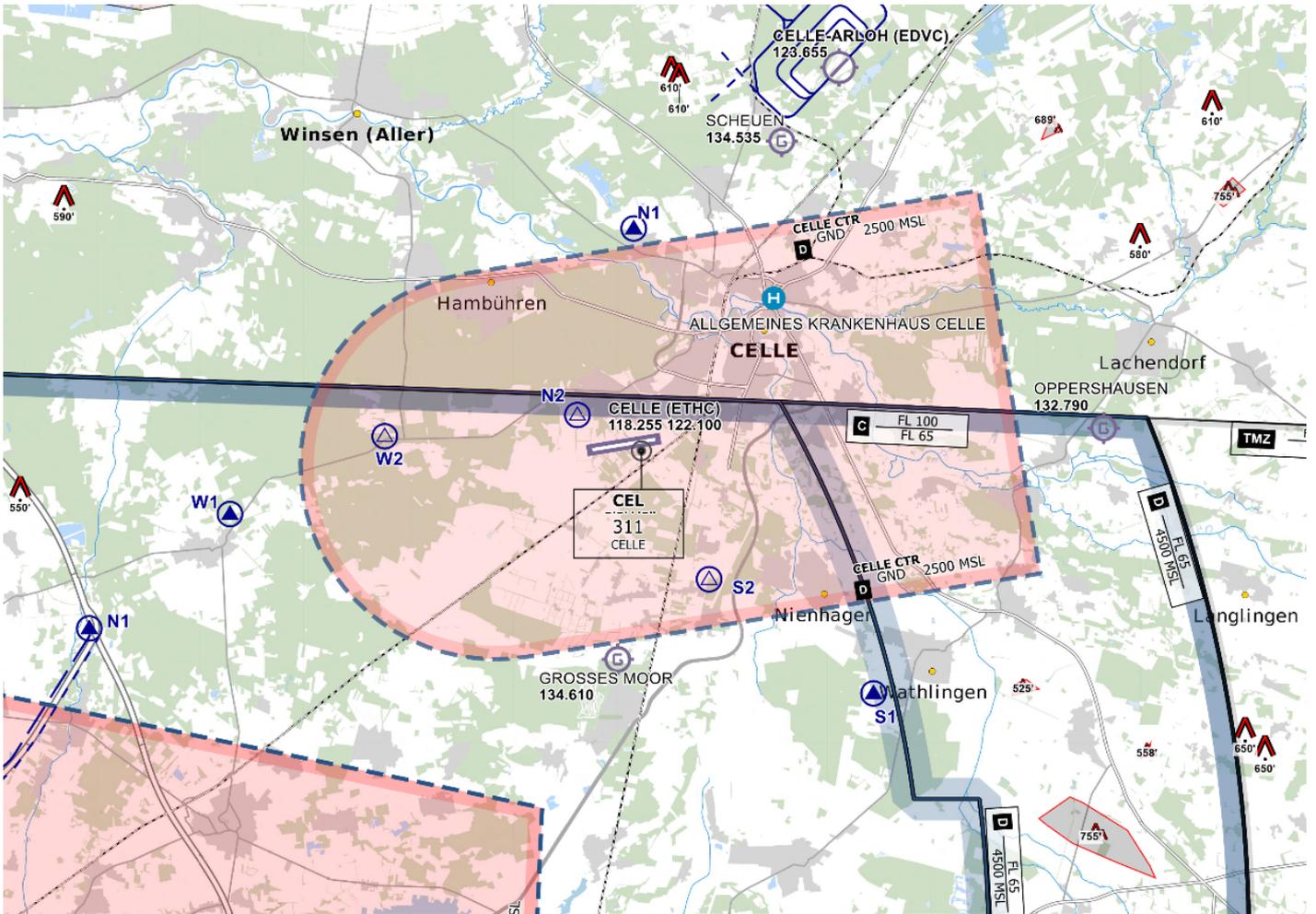


# Tower

## Control Zone

- D(HX) from GND to 2500 ft
- VRPs: November 1/2 , Whiskey 1/2, Sierra 1/2
- Published Local Pattern North of AD (Helicopter at 650 ft MSL, Helicopter with Night-Vision-Goggles at 400 ft MSL, other aircraft at 1200 ft MSL)
- There are also VFR Jet arrivals and VFR Jet departures that are used for military Jets. The Jet arrivals/departures consist of one mandatory reporting point outside the CTR and its respected Initial point in front of the runway. Jets will cross the initial point at 1700 ft MSL.
- For arrivals to runway 08 Entry North and Entry West will be used. For arrivals to runway 26 Entry East and Entry South will be used.
- For departures from runway 26 Exit East and Exit South will be used. For departures from runway 26 Exit North and Exit West will be used.

It's important to remember that Jets on the VFR Jet arrival will overfly the airport at 1700 ft to make an Overhead Approach Maneuver to the south and then join the final as published in the chart!



CTR Celle - © [openflightmaps.org](http://openflightmaps.org)

## Ground Movements

### Parking Positions

Celle consists of multiple Aprons. Celle Tower should only instruct aircraft to taxi to a Ramp and not to a specific stand.

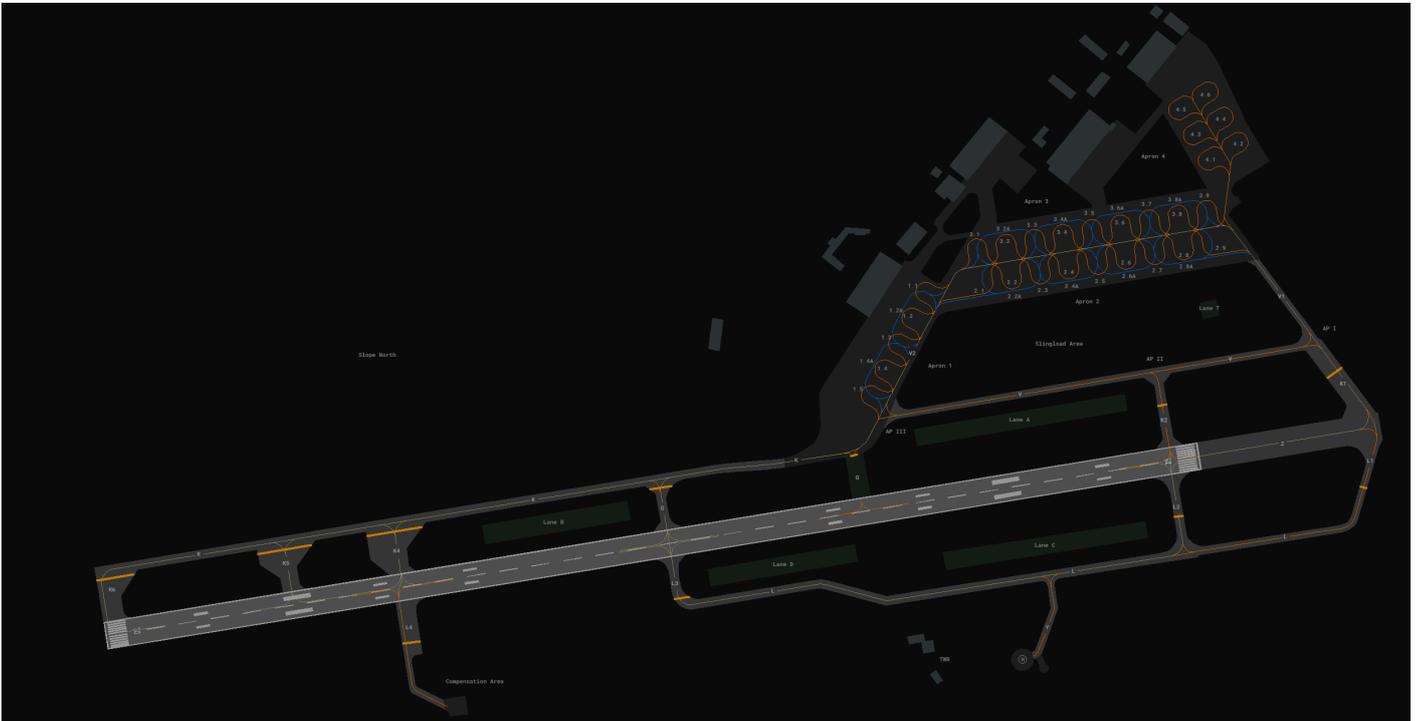
- Helicopter should park on Apron 1, 2, 3 and 4
- Aircraft should park on Apron 1 or 2

### Taxiway Restrictions

At Celle, the following taxiway restrictions apply:

- Yellow Guidance Line: Approved for all aircraft
- Orange Guidance Line: Approved up to light and medium helicopters and fixed-wing Cat A-B aircraft
- Blue Guidance Line: Approved up to heavy helicopters and fixed-wing Cat C-D aircraft

The colour of the guidance line can be seen in the ground layout of the EDWW Euroscope package:



## Taxi Instructions

Celle Tower doesn't need to provide detailed taxi instructions to military traffic if there is no conflicting traffic. Civilian traffic should receive full taxi instructions.

## Helicopter Lanes and Pads

Celle is equipped with one Helipad at taxiway Y and 5 Helicopter Lanes. Helicopter Lanes can be regarded as normal grass runways parallel to runway 08/26 that can only be used by helicopters.

## Departing Traffic

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

**Celle Tower shall only issue IFR clearances after coordination with EDWW sector Hannover (HAN)!**

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

## SID-Assignments

- Besides SIDs, so-called Operational Instrument Departures (OIDs) are available (HC108 and HC126), initial climb by ATC

Via Waypoint/Direction	SID Runway 08	SID Runway 26	Initial Climb
AMALI	AMALI1D	AMALI1C	By ATC
NIE	NIE1D	NIE1C	By ATC
OBATU	OBATU1D	OBATU1C	By ATC

## Arriving Traffic

### Approaches Types

Celle is equipped with an RNP and Copter NDB approach onto runway 08 and an RNP and NDB approach onto runway 26.

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

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

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