

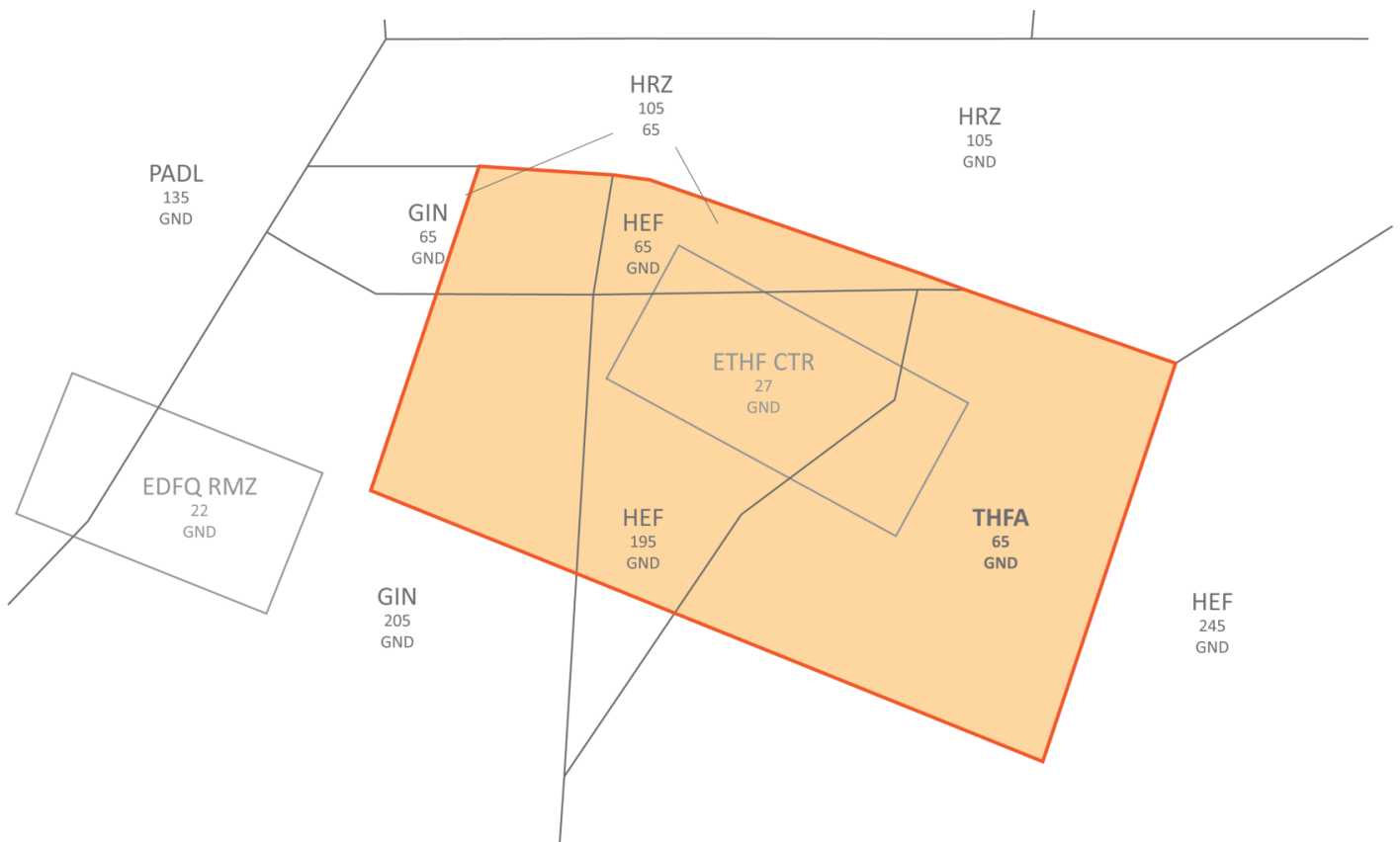
# Approach

Fritzlar Radar is responsible for all airborne traffic within the Fritzlar approach sector as well as coordinating all enroute clearances for IFR departures out of Fritzlar airport.

Fritzlar Radar shall **always inform the controllers of EDGG sectors Hersfeld and Gießen as well as the controller of EDWW sector Harz** when opening and closing the position.

## Airspace

The airspace controlled by Fritzlar Radar is class E which is lowered to 1000ft AGL in the entire area of responsibility.



## Departure procedures

Enroute clearances

Enroute clearances must **always be coordinated with all concerned adjacent sectors**. Exact routings to the first fix in the flight plan must be adapted to the individual traffic situation but **usually a DCT to the first waypoint is the best solution**. The initial climb shall always be at least 4000ft and should not exceed FL60. Higher initial flight levels must be coordinated with all concerned sectors. All IFR departures shall use the applicable OID for the departure runway.

The enroute clearance will be requested by Fritzlar Ground and has to be communicated to Fritzlar Ground once it has been coordinated. Fritzlar Ground will then relay the clearance to the pilot.

## Transfer to civilian ATC

Handoffs for departures shall always be **coordinated individually** (preferably while coordinating the enroute clearance) and then take place as agreed.

# Arrival procedures

## Transfer from civilian ATC

Handoffs for arrivals shall always be **coordinated individually** and then take place as agreed. Fritzlar Radar should, whenever possible, approach civilian ATC with a proposal for the handoff ahead of time, but **usually a DCT to the respective IAF** (from the South: RANIN, from the North: KEMAD) **at 5000ft with a full release is the best solution**.

## Approach

Fritzlar only has instrument approach procedures for runway 30. Thus, a **circling approach is required during 12 operations**.

The **RNP approach should be used primarily**; however, there is also a PAR approach available.

Since **Fritzlar Precision is currently not implemented on VATSIM**, PAR approaches can only be conducted if traffic levels permit - if necessary, Fritzlar 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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Revision #1

Created 16 May 2024 10:31:21 by 1627359

Updated 16 May 2024 16:18:59 by 1627359