EDDV - Hannover

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Departing Traffic

Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route.

- Parking positions named with **A** are for **heavy aircraft**
- Parking positions named with **R** are **taxi-out** positions, pushback is not required

Delivery – Clearance (Start-up and Enroute Clearance)

When requesting your IFR clearance in Germany, you will often receive a "start-up approved" within your Enroute Clearance – "start-up" does **not** mean that you are allowed to pushback on your own but states that you can expect no further delays due to traffic management.

- Valid routes are available at https://grd.aero-nav.com/
- Always check the current **ATIS!**
- Inform the controller if you have a preferred runway for depature
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- You can also receive your clearance via Datalink (https://www.hoppie.nl/pub/) if it is stated in the Controller Info. Please state your preferred Runway with your Datalink request.
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)

> " Eurowings4345, Information X, request start-up and enroute clearance

Runway	RWY 27L	RWY 27R	RWY 09R	RWY 09L
SID Designator	F	S	G / H	Y

Ground – Pushback

As the apron in Hannover is not the biggest, it is even more important that you only request pushback when you are able to start it immediately after receiving the approval. To keep a good

flow of traffic ATC might instruct you to do a specific pushback-routing (e.g. into another taxiway, push and then pull forward, etc.) Always report when unable or if you do not understand the instruction.

- Set your assigned squawk and turn on your transponder before offblock
- Be ready for taxi as soon as possible to avoid delay for other aircraft

Ground – Taxi

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do. All taxi routings for departures out of runway 09L/27R will cross 09C/27C, hold short of this runway if no clearance for crossing is given!

Tower/Radar – Departure

Do not climb above your initial climb until advised by ATC!

> When airborne contact the Departure Controller on the Frequency stated in the ATIS, the charts or that was given to you by the Delivery Controller! You will not receive a handoff by Tower.

Arriving Traffic

Radar – Descend

Always check the **ATIS** and report the current letter to Bremen Radar during your initial call. In the ATIS you will find the active landing runway and the approach type you can expect. During the initial descend **Bremen Radar will assign the appropriate STARs or Transitions.**

At the IAF **ROBEG, NIE, CEL** or **SAS (DLE)** you might get cleared for a transition to final depending on the traffic situation. The transitions are designed as **open downwind transitions**, so expect vectors to the final!

> **Designator P** is used for runway **27L / 27R** while **Designator R** is used for runway **09R / 09L**

Holdings

Depending on the runway in use, you can expect the following holdings if they are required. You can find all holdings at the arrival chart as well!

Waypoint	Course and turns	Runway
ROBEG	007° right turns	09L / 09R
SAS *Sarstedt*	088° left turns	27L / 27R
CEL *Celle*	257° right turns	27L / 27R
NIE *Nienburg*	181° right turns	09L / 09R

Continuous Descent Operation (CDO)

Out of the following waypoints, CDO arrivals are available: **ESTAD, OBATU, HLZ, KUGAV, WRB, TOLTA**. Each runway has it's own designator for the arrival. Report if you are unable to comply with the restriction on the procedure.

Runway	RWY 27L	RWY 27R	RWY 09R	RWY 09L
STAR Designator	D	L	E	A

The procedure is assigned by ATC only! You are only allowed to fly it as CDO if you are cleared for "**transition and profile**".

Arrival – Approach

When contacting **Hannover Arrival** report your **Callsign only!**

In periods of low traffic, expect shortcuts to one of the DVxxx Waypoints or radar vectors. **Be prepared!**

Tower – Landing

Expedite vacating the runway. Contact the ground/apron controller only when instructed to do so!

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do!

VFR Traffic

As you can see on the map Hannover has 7 Visual Reporting Points (VRPs). When entering or leaving the CTR please use the VRPs. State your desired VRP when contacting ATC.
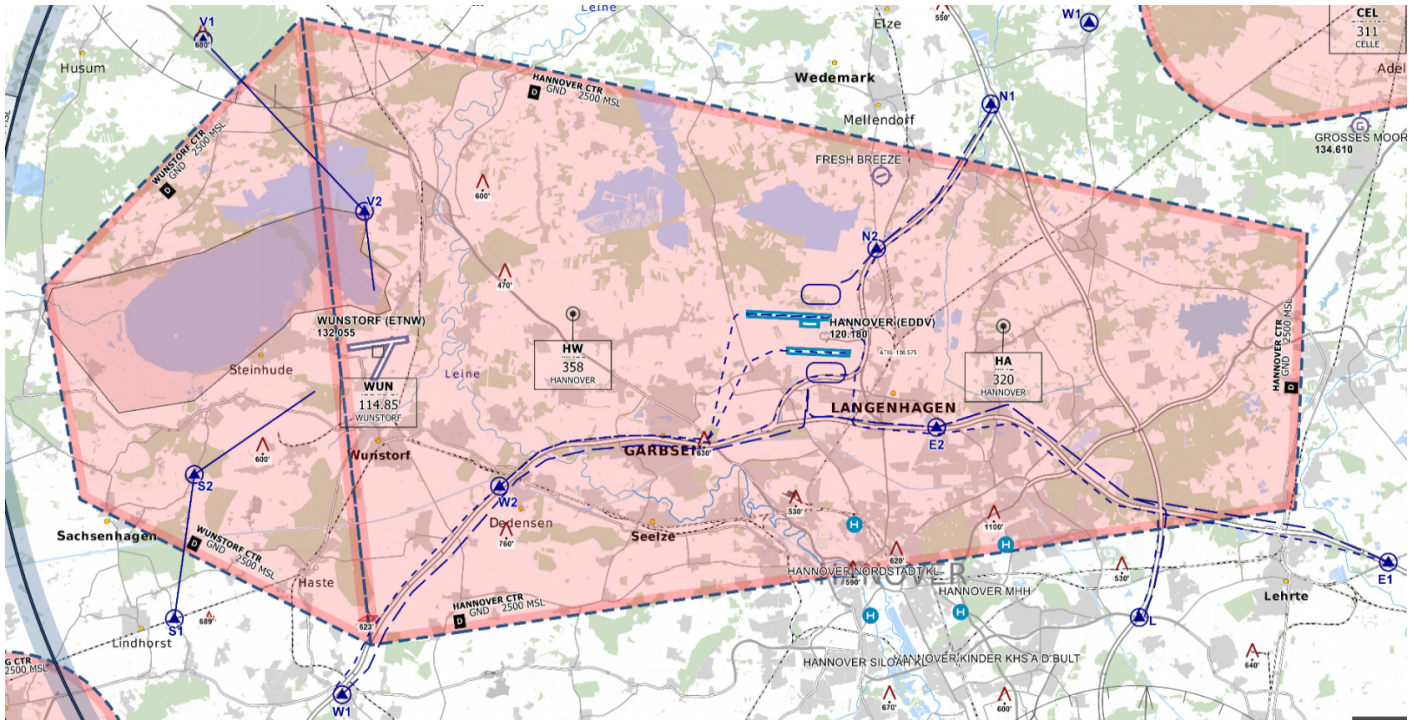
Control Zone *Hannover Airport and Wunstorf* - © openflightmaps.org

VRP	N1	N2	E1	E2	L	W1	W2
NAV	Highway junction A7 and A352	Highway exit A352 near Kaltenweide	Crossing railway with A2	Small lakes near A2	Highway exit A7 to B65	Highway exit A2 to B65	Highway A2 crossing with Mittellandkanal

Feel free to cross the CTR to have a look at the places Hannover and the surrounding area is known for!

Charts and Scenery

IFR Charts for Hannover Airport are available at https://chartfox.org/EDDV (Vatsim Login required).

VFR Charts for Germany can be found at:

- DFS VFR AIP - EDDV

- DFS VFR AIP (Overview)

- https://www.openflightmaps.org/ed-germany/

Airport Scenery

Sim	Freeware	Payware
MSFS	flightsim.to	SimMarket - Justsim
X-Plane	X-Plane Default Scenery	SimMarket - Justsim
Prepare3D V4/V5	--	SimMarket - Justsim