

Airports Bremen FIR

- EDWW

EDDB, EDDH, EDDV, EDWW

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EDDB - Berlin/Brandenburg

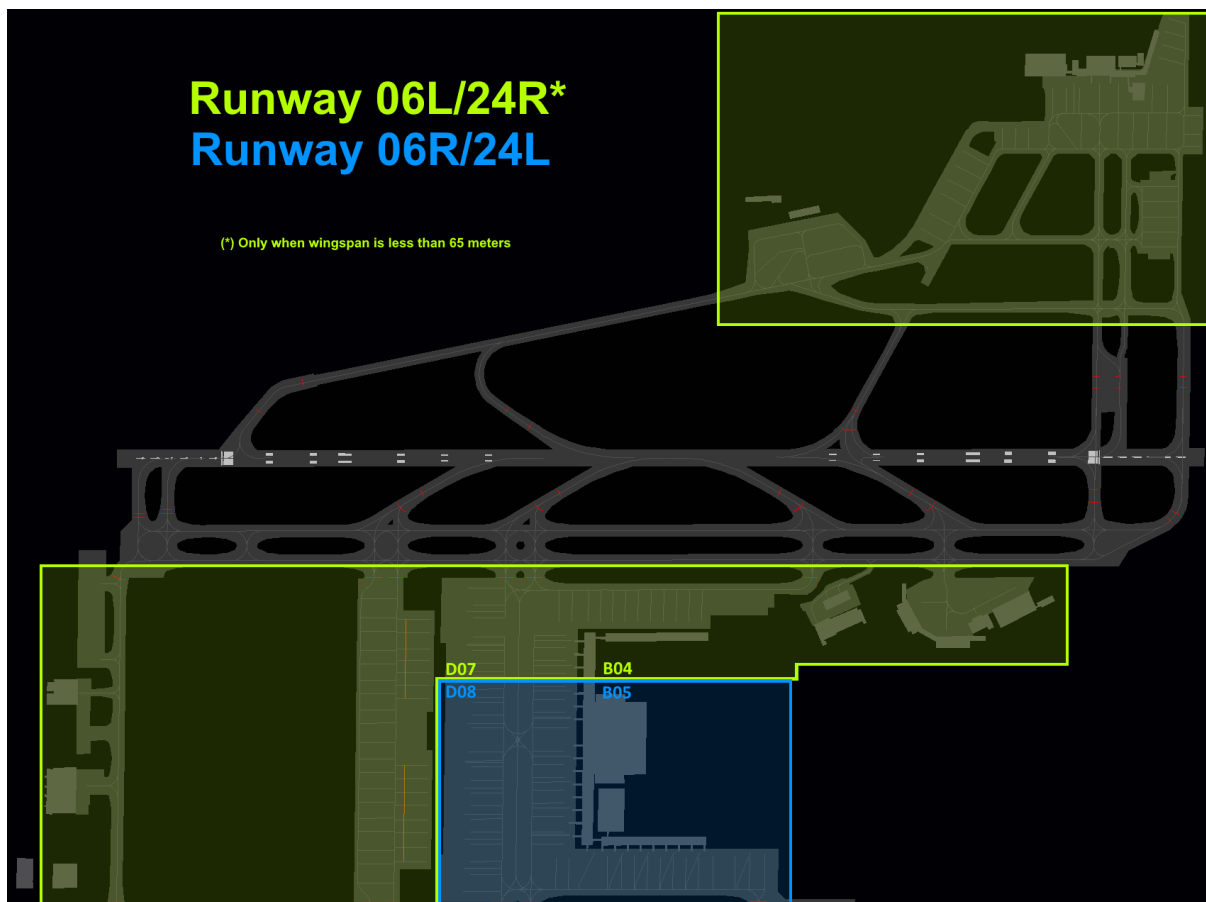
Departing Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

IFR Clearance

Departure Runway

The departure runway is assigned depending on the parking positions. **Aircraft with a wingspan of 65 m and more will always get runway 06R/24L assigned.** Keep in mind, that Delivery usually will not include your departure runway in the IFR clearance. Your assigned SID is only valid for one specific departure runway.



Datalink Clearance (DCL)

Berlin-Brandenburg also offers electronic datalink clearances (DCL). Usually, the station code is **EDDB**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone [easyCPDLC](#) client.

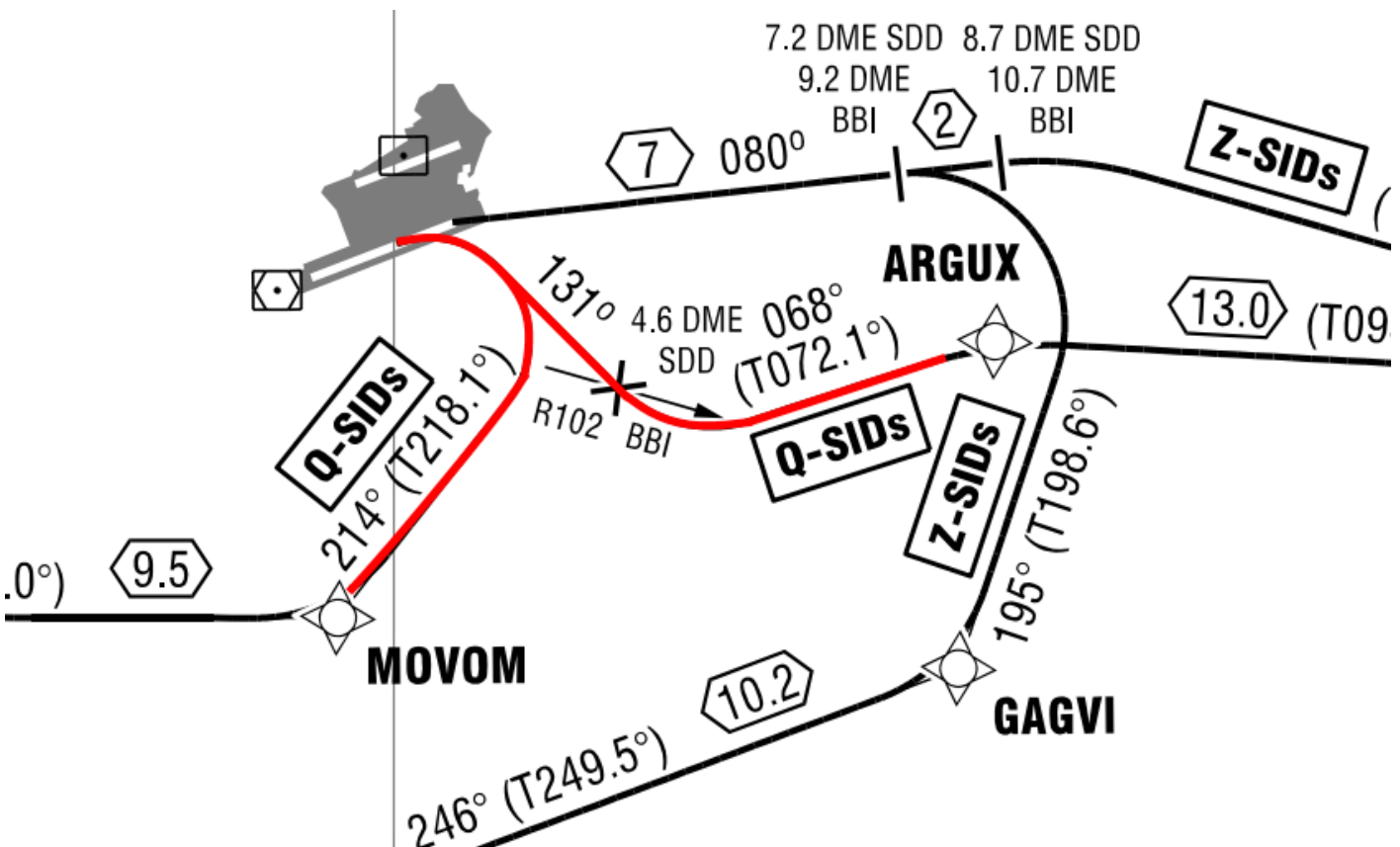
Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

SIDs from Runway 06R (Q-SID)

In most cases, traffic departing from runway 06R will get assigned a SID with a Q designator. Please brief this departure route in detail, as it will generate quite some workload for the pilot:

This Q departure routes require a strong right turn as soon as you cross 600 feet. Please do not turn earlier or later.

Your FMS might not be able to display this procedure correctly. Therefore we recommend flying the initial right turn manually.



Startup Approval

A startup approval is the controller's **assurance that you will be cleared to start moving within the next few minutes.**

Do not start your engines at the gate, unless you have a taxi-out position. Even with startup approval, the engines are started during pushback.

Pushback will not be issued by Delivery. **Startup approval is not a clearance for pushback!** Hold position and request pushback separately on the Apron frequency, once you have been handed over to this frequency.

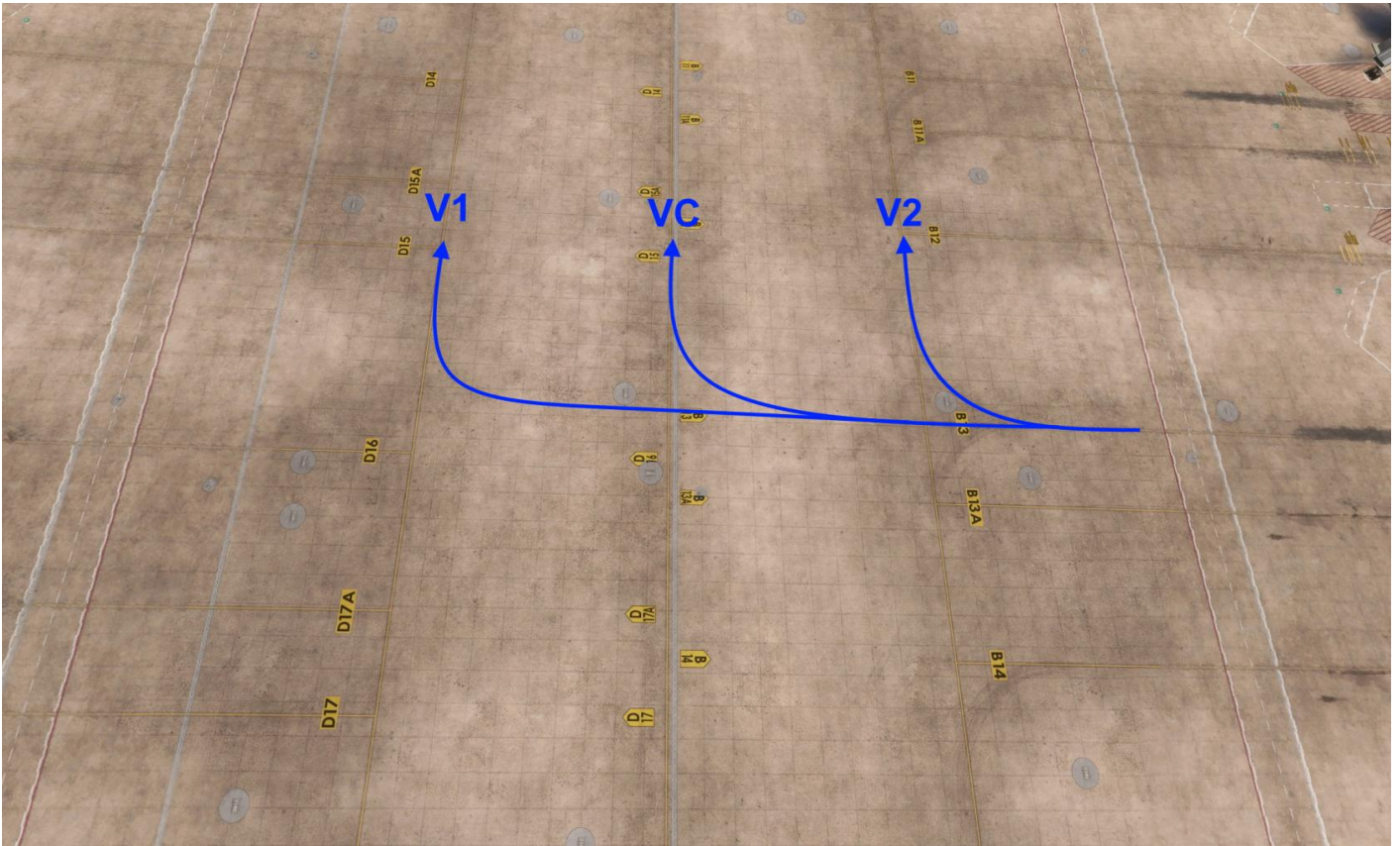
Apron Procedures

At Berlin, all manoeuvres on the apron movement areas are subject to ATC clearance by Berlin Apron (except Apron 1, 4 and W1-W5).

Pushback Procedures

Berlin Apron will instruct the type of pushback which shall be used. This can be either a pushback with a turn to a certain direction or a pushback straight back.

For traffic parking in Apron B or D, Berlin Apron often instructs traffic to **push back onto taxi lines V1, V2 or VC.** Please make sure that your pushback tool can perform the pushback onto the correct taxi line. If not or you are unsure if you can pushback correctly, please contact Berlin Apron immediately and explain the situation.



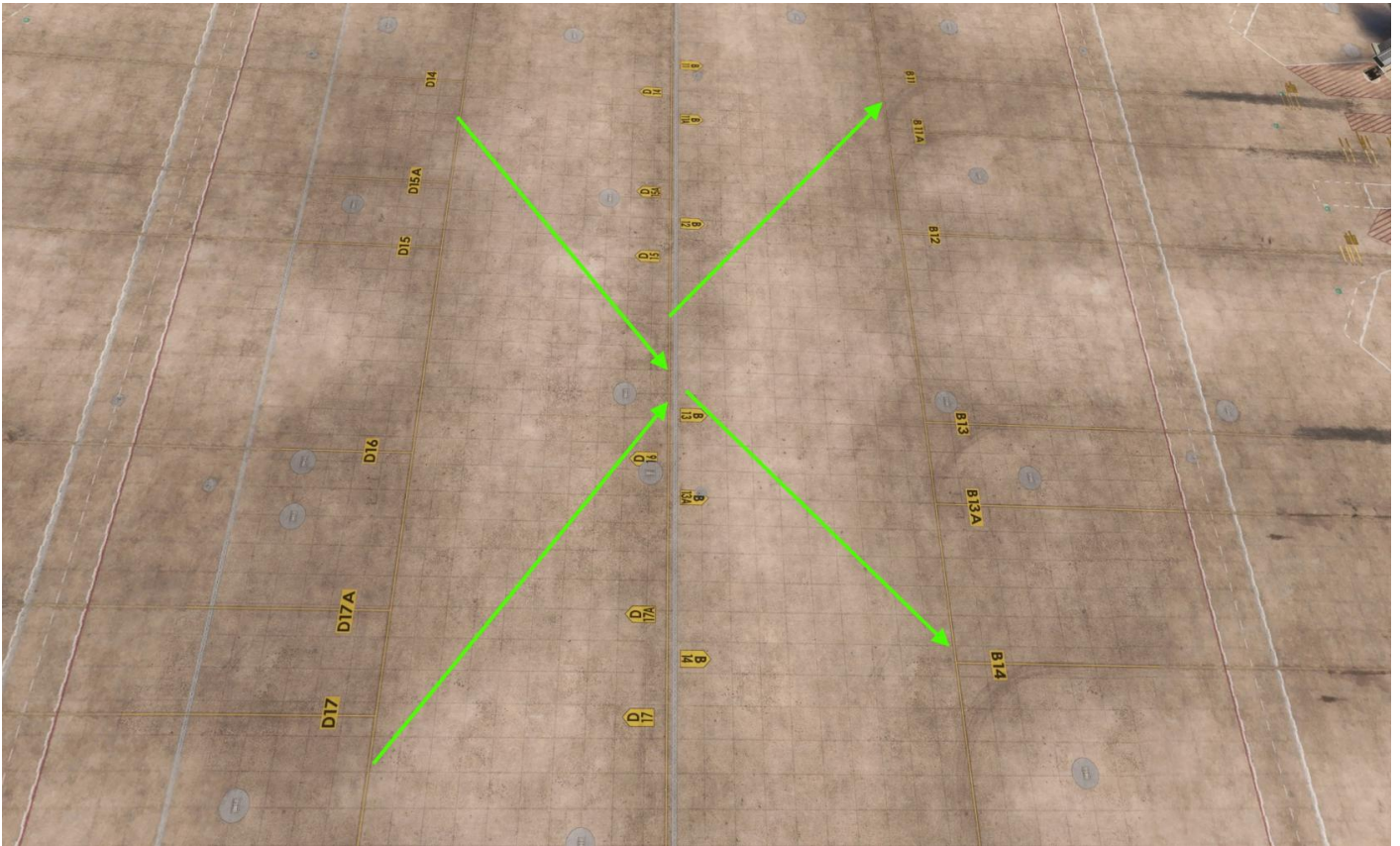
Taxi Procedures

Swing-Over

ATC will often issue "Swing-Over-Instructions" meaning that aircraft are supposed to directly switch taxiways from the present positions. This procedure will be applied between taxiways V1, V2 and VC.

Please don't follow any guidance lines to swing over between taxiways V1, V2 and VC. Instead, switch directly when instructed by Berlin Apron.

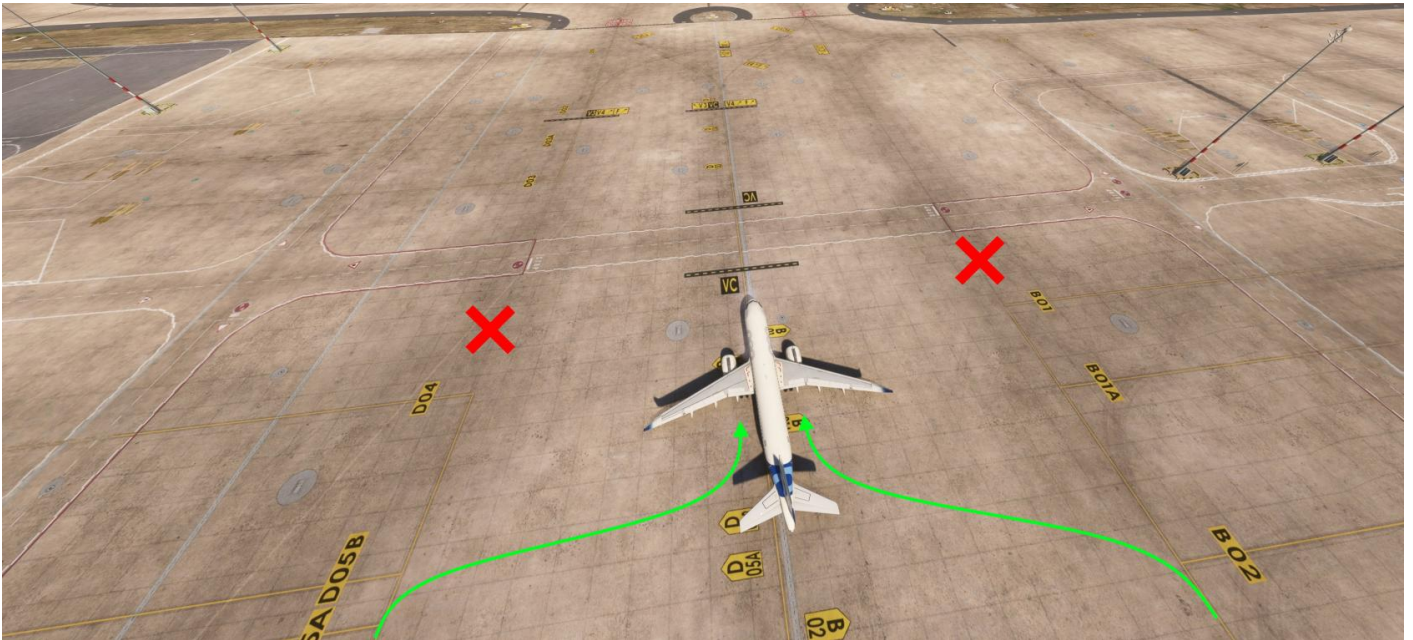
Note: This procedure will not be applied when Low Visibility Conditions exist.



Virtual Barrier

Due to an airport street crossing the apron, **only VC can be used as a connection between taxiways V1-V3 and V2-V4. There is no direct connection between those taxiways!**

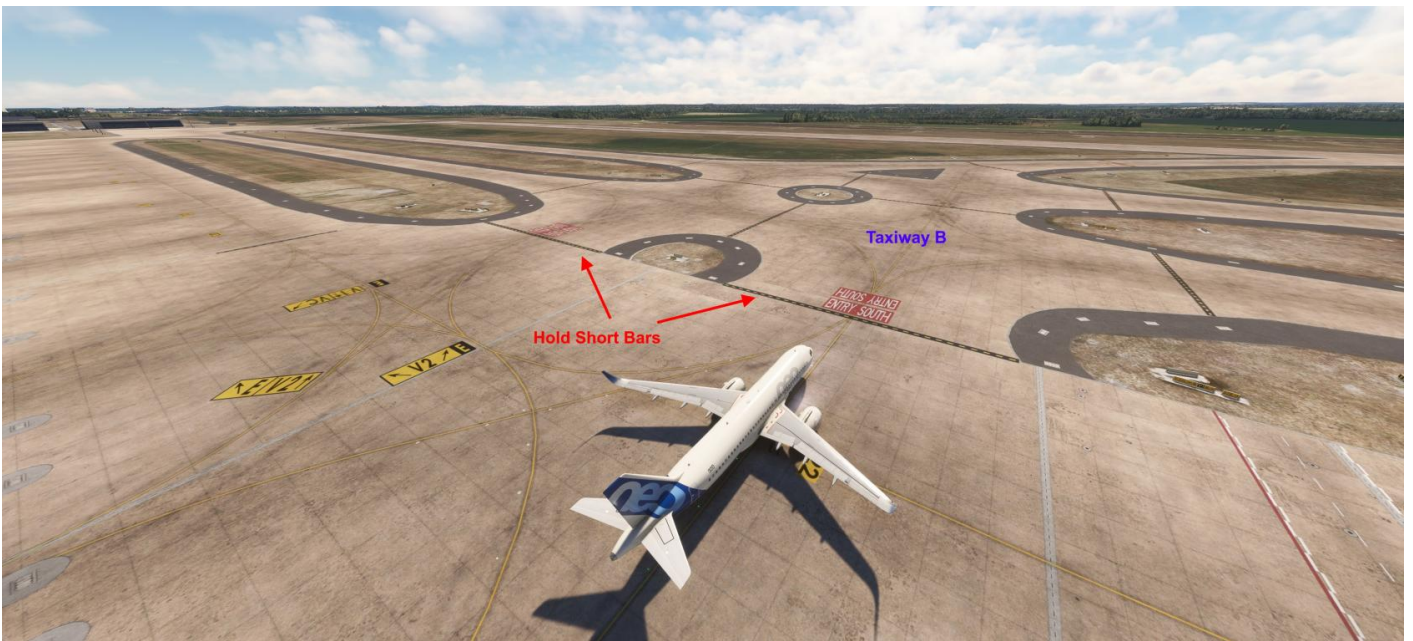
ATC often issues so-called "swing over instructions" to clear aircraft onto VC. **Please switch from taxiway V1 or V2 to VC immediately when instructed.** There is no guidance line to switch between V1, V2 and VC. Aircraft shall self-manoeuvre on the apron.



Hold Shorts

Berlin Apron will usually instruct to hold short of taxiway B or taxiway C when leaving the Apron. Alternatively, the phrase "Hold Short of Entry North/South" may also be used, marking the end of the Apron.

Holding short of a taxiway/entry means stopping in front of this taxiway/entry. Never join taxiway B or C without the explicit instruction from Berlin Ground/Tower ("taxi via B/C").



High Intensity Runway Operations (HIRO)

Pilots shall ensure that they carry out these instructions without delay after receiving clearance up to the point of departure or take-off clearance in order to keep the RWY occupancy times to an absolute minimum. Cockpit checks should be concluded prior to taxiing onto the RWYs. Checks which still have to be carried out on the RWY shall be kept to a minimum.

Directions from aerodrome control to be ready for **immediate take-off ("be ready for/expect immediate departure")** will be issued if immediate compliance with the ensuing take-off clearance is ensured with as little RWY occupancy time as possible. Pilots unable to comply with this shall inform aerodrome control without delay.

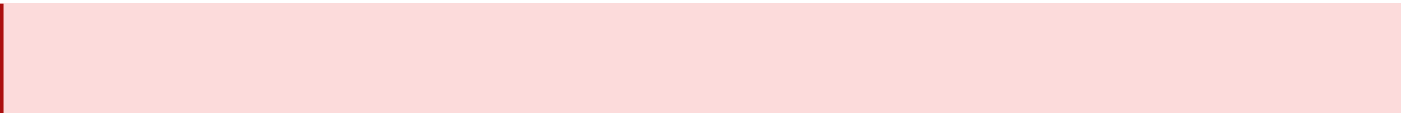
Intersection Departures

Pilots shall be prepared for the following take-off runs available (TORA). If they require longer take-off runs or accept shorter ones, they shall communicate this when in contact with Berlin Ground.

TYPE CLASS	RWY 24R	TORA	RWY 24L	TORA	RWY 06R	TORA	RWY 06L	TORA
HEAVY	L8	3600 m	M8	4000 m	M2	4000 m	L1	3600 m
MEDIUM JET	L7	3300 m	M7	2715 m	M3	2475 m	L2	3500 m
LIGHT JET, TURBOPROP	L6	2515 m	M6	2265 m	M3	2475 m	L3	2470 m

TYPE CLASS	RWY 24R	TORA	RWY 06L	TORA
HEAVY, MEDIUM JET	K6	3600 m	K1	3300 m
LIGHT JET, TURBOPROP	K5	3385 m	K2	2150 m

Independent Parallel Departures



Simultaneous parallel departures in progress. Proceed exactly on the extended centerline until starting turns as published and remain on TWR frequency until further advised.

Any Deviation from the departure route will cause a conflict immediately. If required, Berlin Tower will issue heading instructions to establish separation again.

Arriving Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Descent Planning

To help ATC, please always plan your descent according to the following descent profile restrictions (expand the appropriate section):

Arrivals via OGBER			
Route	Descent Planning	Level at OGBER	Holding at OGBER
BATEL T207 OGBER	Cross BATEL at or below FL250	RWY 06: at or below FL100 RWY 24. at or below FL160	Inbound track: 117° Left Turns
BKD L619 VIBIS T209 OGBER	Cross BKD at or below FL250		

Arrivals via KETAP			
Route	Descent Planning	Level at KETAP	Holding at KETAP
RODEP T280 OGBER	Cross RODEP at or below FL230	RWY 06: at or below FL160 RWY 24. at or below FL110	Inbound track: 147° Left Turns
PESEL L87 KETAP	Cross PESEL at or below FL220		
BODLA Z717 RAKIT L87 KETAP	Cross BODLA at or below FL200		

Arrivals via KLF			

Route	Descent Planning	Level at KLF	Holding at KLF
RUDAK T278 KLF	Cross RUDAK at or below FL170	RWY 06: at or below FL080 RWY 24. at or below FL100	Inbound track: 020° Right Turns

Arrivals via ATGUP			
Route	Descent Planning	Level at ATGUP	Holding at ATGUP
ZABEL T202 ATGUP	Cross ZABEL at or below FL210	RWY 06: at or below FL120 RWY 24. at or below FL120	Inbound track: 020° Right Turns
OSKAN T203 ATGUP	Cross OSKAN at or below FL200		

Arrivals via NUKRO			
Route	Descent Planning	Level at NUKRO	Holding at NUKRO
ABLOX T204 NUKRO	Cross ABLOX at or below FL220	RWY 06: at or below FL160 RWY 24. at or below FL110	Inbound track: 331° Right Turns
GOVEN T205 NUKRO (RWY 06)	Cross GOVEN at or below FL180		
GOVEN T205 NUKRO (RWY 24)	Cross GOVEN at or below FL120		

Expected Trackmiles

In contrast to the flight plan, the following distances from the starting point of the transition to the landing may be regarded as the expected flight distance for flight and fuel planning purposes. Any deviations from this may be regarded as a delay situation.

From IAF	Runway In Use	Average flight distance (NM) from IAF to the runway
OGBER	06	40
	24	67
KETAP	06	69

24	49	
KLF	06	37
	24	53
ATGUP	06	60
	24	52
NUKRO	06	71
	24	54

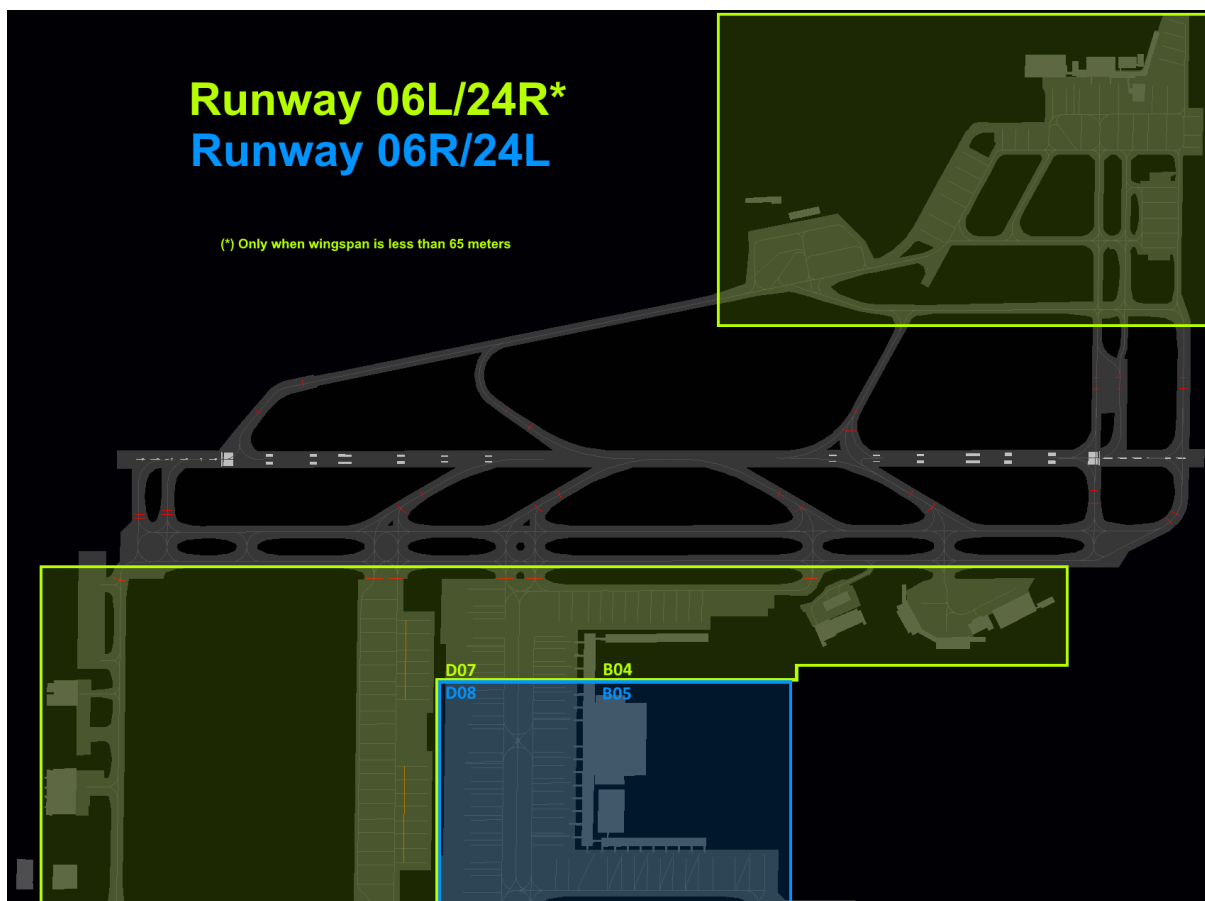
Expected Routing after IAF

Traffic will usually be guided via radar vectors or the transition to the final. Please don't program the published standard approach from the IAFs. You'll need to use the Transition including all DB waypoints.

For Berlin, only the corner waypoints of the transition are referenced to the transition procedure in the FMC. Nevertheless, **ATC often clears traffic to a waypoint on the downwind or final. If a waypoint is not already part of the transition loaded in the FMC, please enter the instructed waypoint manually in your flight plan.**

Runway Assignment

At Berlin, the arrival runway will always be assigned by Bremen Radar. In most cases, your arrival runway is assigned depending on your expected parking position to reduce taxi times. Aircraft with a wingspan of 65 m or more shall expect runway 06R/24L.



Note that Bremen Radar may alter from the standard runway assignment procedure if required due to traffic, weather or on request from Berlin Tower.

High Intensity Runway Operations

To increase traffic and frequency capacity, the following procedures shall be applied by the pilot arriving at Berlin-Brandenburg.

Change of Frequency to Berlin Arrival

While being transferred from BREMEN RADAR to BERLIN ARRIVAL, the initial call shall be restricted to **CALLSIGN only**, to avoid frequency congestion.

Runway Turn-Off Taxiways

To enable the greatest possible throughput of approaches and departures per hour, RWY occupancy times shall be reduced to a minimum. If RWY conditions permit, the following rapid exit TWYs shall be used:

TYPE CLASS	RWY 24R	LDA	RWY 24L	LDA	RWY 06R	LDA	RWY 06L	LDA

HEAVY	L3	1960 m	M3	2255 m	M6	2045 m	L6	2005 m
MEDIUM JET	L4	1490 m	M5-R	1785 m	M4	1575 m	L5	1555 m

If it is already clear to the pilot on approach that the above TWYs cannot be used, he shall inform aerodrome control of this.

When landing on runway 06R, please only use turn-off taxiway M7 when approved by Berlin Tower!

Automatic Handoff to Ground

If stated in the ATIS, after leaving the RWY, the pilot shall immediately change to the frequency of ground control of his own accord and make an initial call. There will be no handoff from Tower to Ground after landing.

Please check the ATIS carefully, as there the automatic handoff procedure will be described.

If the automatic handoff procedure to Berlin Ground is active the ATIS will display:

“ AFTER VACATING RUNWAY 06L CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 06R CONTACT GROUND ON FREQUENCY 121.705.

AFTER VACATING RUNWAY 24R CONTACT GROUND ON FREQUENCY 129.505.
AFTER VACATING RUNWAY 24L CONTACT GROUND ON FREQUENCY 121.705.

If the automatic handoff procedure to Berlin Ground is not active the ATIS will display:

“ AFTER VACATING RUNWAY 06L OR 06R REMAIN ON FREQUENCY.

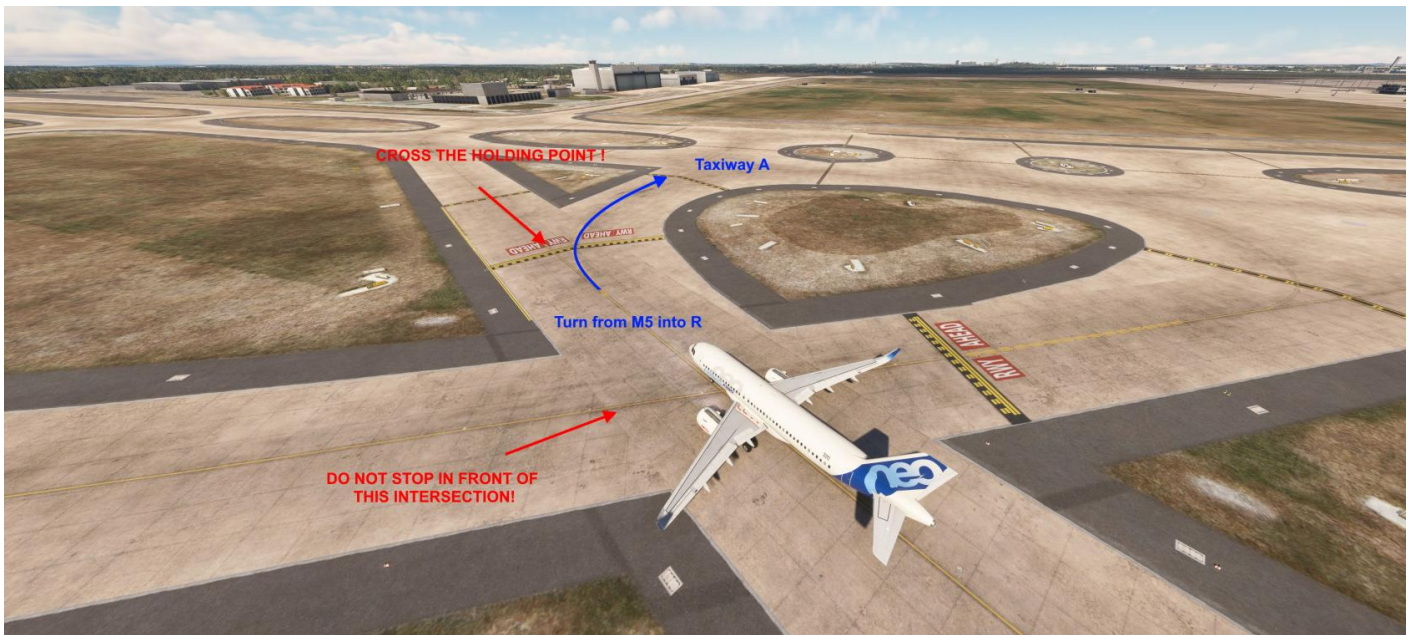
AFTER VACATING RUNWAY 24R OR 24L REMAIN ON FREQUENCY.

Taxi Operations

Vacating the Runway

Unless he has received a further taxi clearance, the pilot shall **hold in front of TWY D** when taxiing off the northern RWY to the south, and **hold in front of TWY A** when taxiing off the southern RWY RWY (if leaving via TWY M5 TWY R may also be used to hold in front of TWY A).

When vacating via M4 (RWY 06R) or M5 (RWY 24L) always continue your taxi until you have crossed the holding point. NEVER STOP IN FRONT OF THE INTERSECTING TAXIWAY.



Hold Short

Berlin Ground will usually instruct to hold short of taxiway V1 for traffic taxiing from runway 06R/24L. Traffic from runway 06L/24R may be instructed to hold short of taxiway V3 or V4.

Holding short of a taxiway means stopping in front of this taxiway. Never join taxiway V1, V2, V3 or V4 without the explicit instruction from Berlin Ground or Berlin Apron.



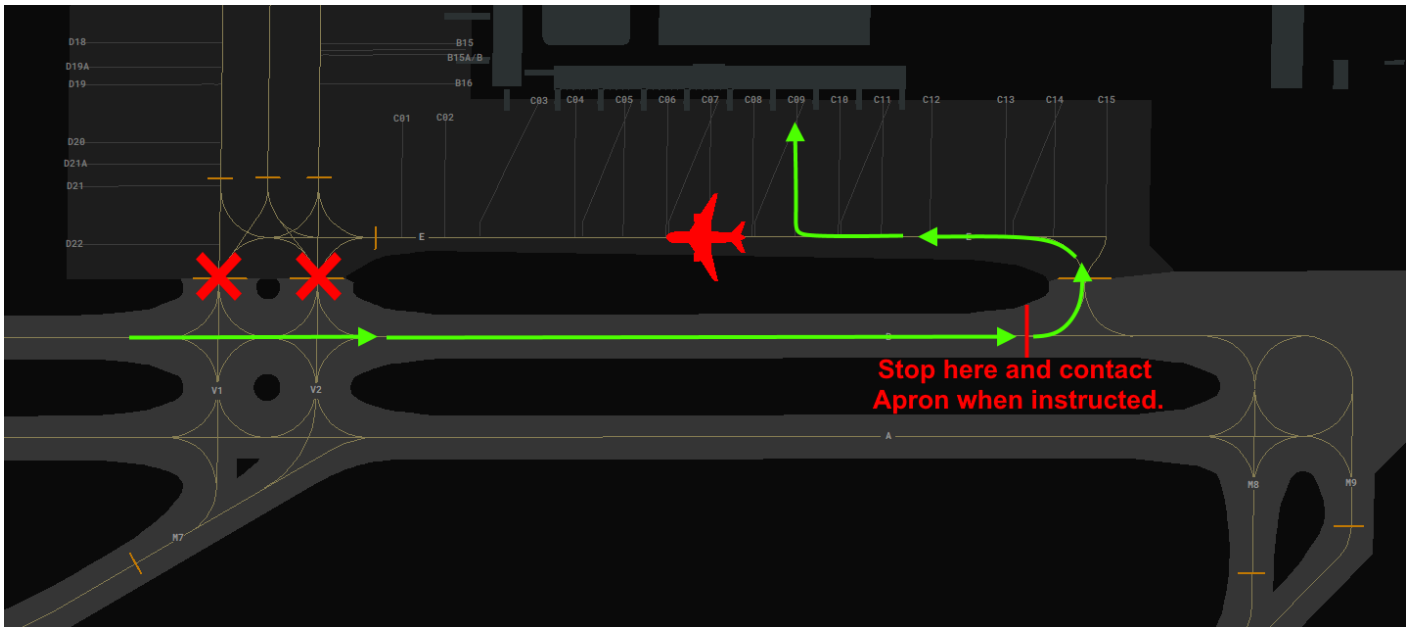
Alternative Apron Entry

For traffic parking on Apron C, Berlin Ground may instruct an alternative procedure to join the apron manoeuvring area, in case traffic is blocking taxiway E. **If instructed this procedure, do not join the apron via V1 or V2. Please only use this procedure when instructed by ATC!**

Berlin Ground will usually use an instruction like the following:

“EJU32CM, taxi via B to the end, hold short of E.

Before reaching Taxiway E, where you'll then need to stop on Taxiway B, in front of the intersection, Berlin Ground will usually instruct the pilot to contact Berlin Apron. **Only enter taxiway E when instructed by Berlin Apron.**

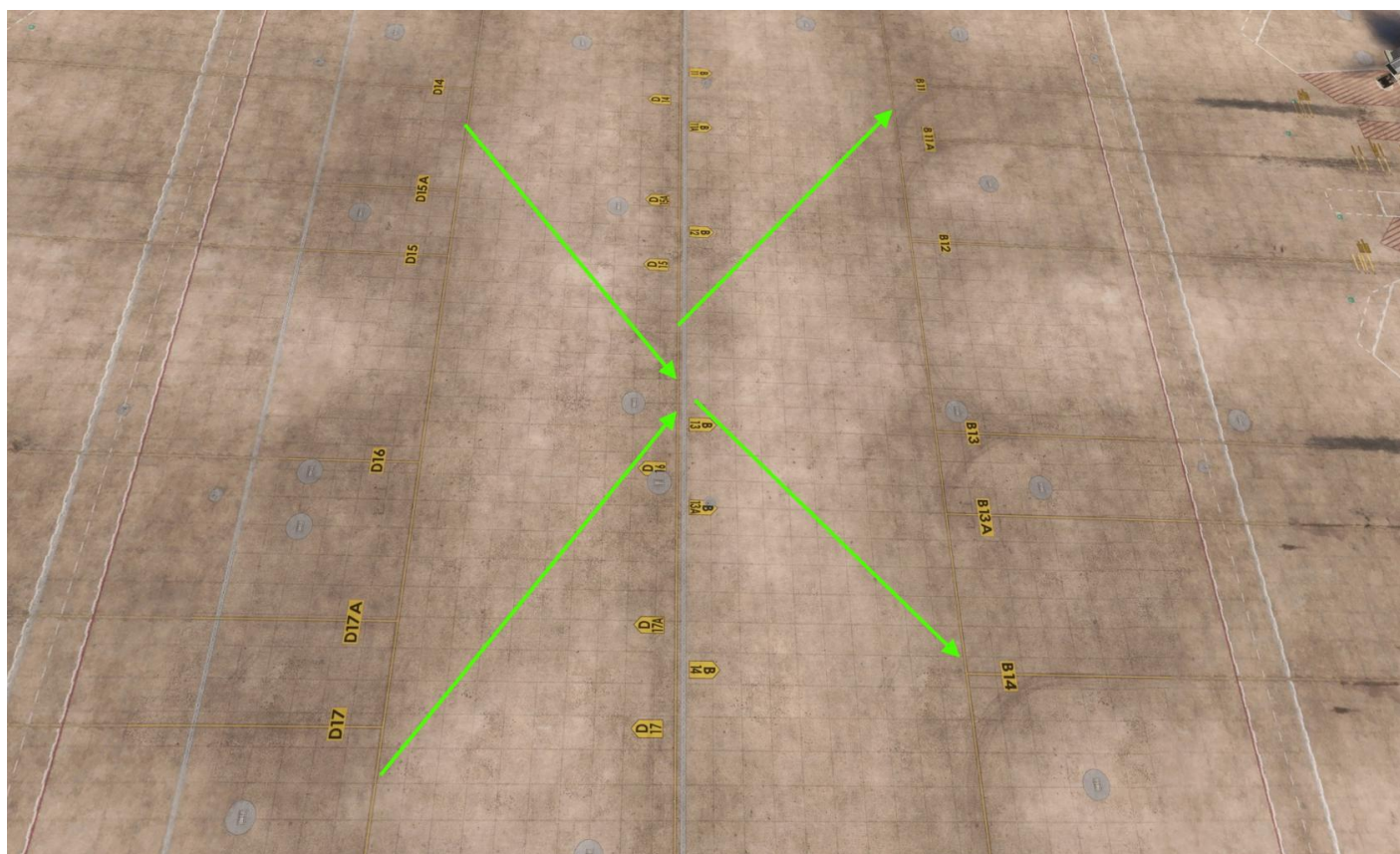


Swing-Over

ATC will often issue "Swing-Over-Instructions" meaning that aircraft are supposed to directly switch taxiways from the present positions. This procedure will be applied between taxiways V1, V2 and VC.

Please don't follow any guidance lines to swing over between taxiways V1, V2 and VC. Instead, switch directly when instructed by Berlin Apron.

Note: This procedure will not be applied when Low Visibility Conditions exist.



Parking Positions

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Stand Availability

To avoid any discussion with other pilots and to enhance realism, we kindly ask you to check if your stand is already occupied before connecting. You can use either our [website](#) or [Vatsim Radar](#) to check this.

Real-World Parking Positions

To find the real-world used parking position of your flight we recommend the [Flightradar24 history](#) whenever possible.

Additionally, you may also check the [stand assignment list](#) our controllers will use for arriving aircraft.

Apron A

Apron A is mainly used by low-cost carriers Ryanair, Wizzair, Norwegian and Vueling. Additionally, aircraft not requiring a jetway (e.g. CRJ, ATR or Dash 8) will park here. On Vatsim, this apron shall also be used by fictional airlines.

Stands	Restriction	Only Schengen Countries
A01-A02	Max. Wingspan < 36 m	No
A03-A08	Max. Wingspan < 36 m	Yes
A09-A19	Max. Wingspan < 36 m	No

Apron B

Apron C is mainly used by many members of the Star Alliance, airlines from/to Non-Schengen countries and most widebody passenger aircraft.

Stands	Restriction	Only Schengen Countries
B01-B07	Max. Wingspan < 36 m	No
B08	Max. Wingspan < 48 m	No
B09-B16	Max. Wingspan < 36 m	No
B01A, B03A, B05A, B09A, B11A, B13A	Max. Wingspan < 65 m	No
B07A, B15A	Max. Wingspan < 69 m	No
B07B, B15B	A388 only	No

Apron C

Apron C is mainly used by easyJet, Eurowings/Germanwings, Finnair, Air France, TAP Portugal, AirBaltic, Icelandair and KLM.

Stands	Restriction	Only Schengen Countries
C01, C02	Max. Wingspan < 36 m	No
C03	Max. Wingspan < 38 m	No
C04	Max. Wingspan < 38 m	Yes
C05-C11	Max. Wingspan < 36 m	Yes
C12	Max. Wingspan < 38 m	Yes
C05A, C07A, C09A, C11A	Max. Wingspan < 52 m	Yes
C13, C15	Max. Wingspan < 38 m	No
C14	Max. Wingspan < 36 m	No

Stands	Restriction	Only Schengen Countries
C14A	Max. Wingspan < 52 m	No

Apron D

Apron D is mainly used by Sundair and some other charter flights. Additionally, this apron is used to relieve Apron A, B and C.

Stands	Restriction	Only Schengen Countries
D01, D22	Max. Wingspan <68 m	No
D02-D11	Max. Wingspan < 36 m	No
D12	Max. Wingspan < 48 m	No
D13-D21	Max. Wingspan < 36 m	No
D03A, D07A, D09A, D11A, D15A, D17A, D19A, D21A	Max. Wingspan < 65 m	No
D05A, D13A	Max. Wingspan < 69 m	No
D05B, D13B	A388 only	No

General Aviation and Business Aviation

- Traffic or general aviation and business aviation will park on Apron 4 (GAT)
- Aircraft with a wingspan of 36 m or more are requested to park on Apron D

Cargo

- Cargo flights with a wingspan of up to 52 m will park on Apron 2 (stands 19-27)
- Cargo flights with a wingspan of up to 36 m will also park on stands 28-30, 50 and 52
- Cargo flights with a wingspan of up to 65 m will park on stand 52 or Apron D (see restrictions above)
- Cargo aircraft with a wingspan of more than 65 m shall park on Apron D (see restrictions above)

Government Flights

- Government aircraft (e.g. GAF - German Air Force) will park on Apron 1 (Military Apron)

VFR Traffic

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

Departing Traffic

- Departing VFR traffic on the ground at Berlin/Brandenburg shall do the initial call on Delivery EDDB_DEL (121.605).
- If Delivery is offline, first contact should be with Berlin Apron even if he is not responsible for the GAT.

Arriving Traffic

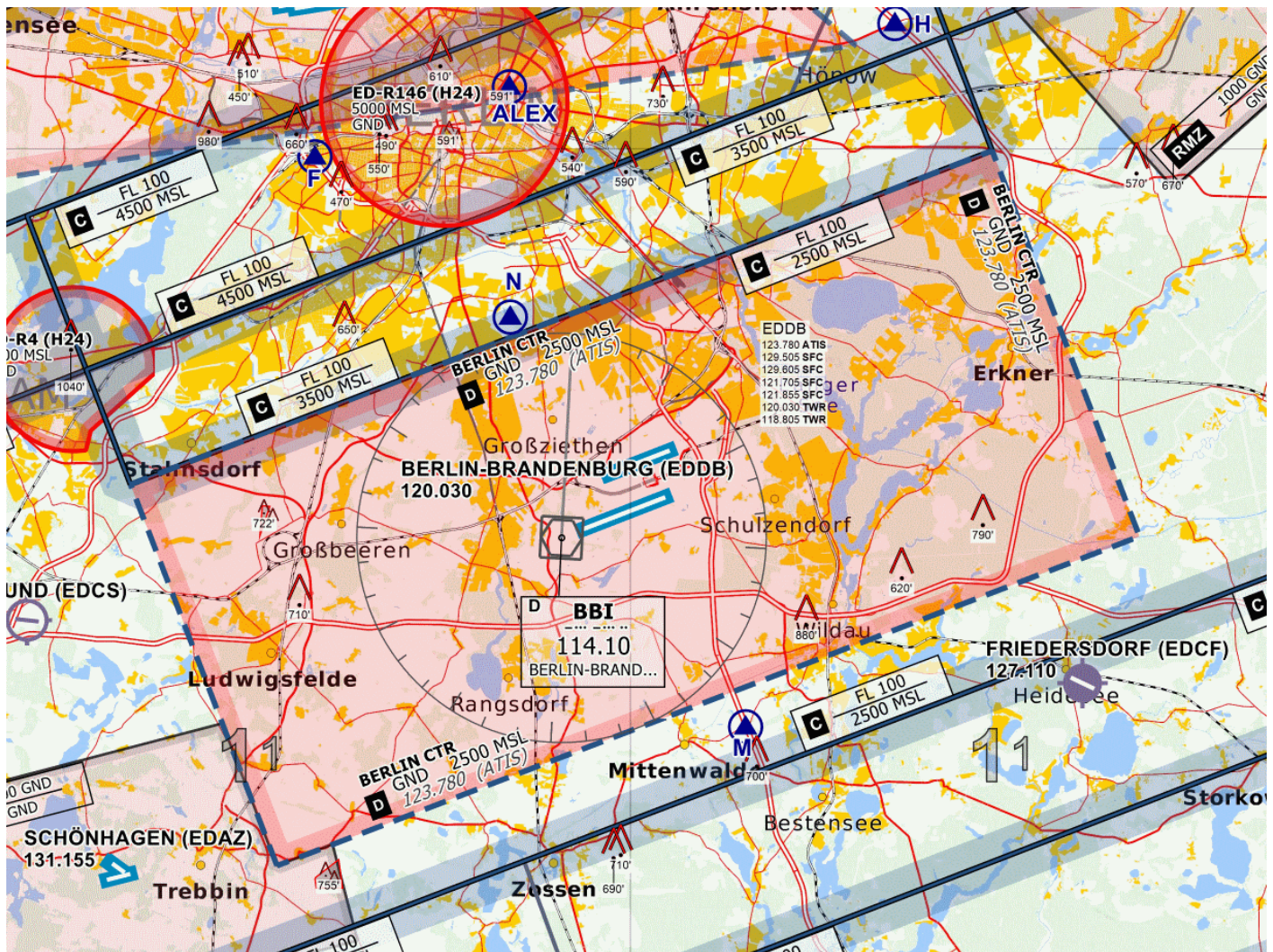
- Arriving traffic is supposed to contact TWR 15 miles prior to reaching the reporting point on which you desire to enter.
- The main tower frequency is 118.805 which shall always be used by traffic arriving via reporting point M.
- Traffic entering the control zone via reporting point N should call Tower on 120.030 if he's online, otherwise call 118.805 as well.
- There might be departing or arriving traffic on the parallel runway. Expedite all movements on the runway and approach to stay clear of IFR traffic.

Airspace

- Please stay clear of any airspace C around Berlin
- Check the ATIS to get information about the active runway. This is important to note as some airspace C sectors are only open during a specific runway configuration.
- Stay clear of restricted airspace ED-R4 and ED-R146 at all times!

Reporting Points

- Reporting Point N is located at Britzer Garten, a park with a small lake at the southern end of the city of Berlin.
- Reporting Point M is located at the highway exit Mittenwalde, between the cities of Mittenwalde and Zeesen.



Control Zone Berlin/Brandenburg Airport - © openflightmaps.org

Abfliegender Verkehr

- Abfliegender Verkehr hat den Einleitungsruf auf der Delivery Frequenz zu halten (EDDB_DEL - 121.605).
- Sollte Berlin Delivery offline sein, ist Berlin Apron die nächste zuständige Station für den Einleitungsruf (gemäß des Top-Down Prinzips).

Anfliegender Verkehr

- Anfliegender Verkehr hat sich spätestens 15 Meilen (alternativ 5 Minuten) vor Erreichen des Pflichtmeldepunkts zu melden.
- Flugzeuge, welche einen Einflug über M beabsichtigen, rufen Berlin Turm auf der Frequenz 118.805 (EDDB_S_TWR).
- Flugzeuge, welche einen Einflug über N beabsichtigen, rufen Berlin Turm auf der Frequenz 120.030 (EDDB_N_TWR). Sollte niemand auf die Frequenz erreichbar sein, ist die 118.805 zu rufen.
- Alle Bewegungen auf der Piste und im Anflug sollen sicher so schnell wie möglich ausgeführt werden, um den anfliegenden IFR Verkehr nicht zu blockieren.

Luftraum

- Der Luftraum C ist ohne Freigabe stets zu meiden. Die Benutzung der Luftraum Sektoren "C(HX) Berlin Ost/West" ist der aktiven Betriebsrichtung in EDDB zu entnehmen, welche über die ATIS mitgeteilt wird.
- Die ED-R4 und ED-R146 ist in jedem Fall zu meiden!

Pflichtmeldepunkte

- Der Pflichtmeldepunkt N liegt über dem Britzer Garten, ein Park mit See südlich von Berlin.
- Der Pflichtmeldepunkt M liegt bei der Autobahnabfahrt Mittenwalde, zwischen den Orten Mittenwalde und Zeesen.

Charts and Scenery

IFR Charts for Berlin/Brandenburg Airport are available at <https://chartfox.org/EDDB> (Vatsim Login required).

VFR Charts for Germany can be found at:

- [DFS VFR AIP - EDDB](#)
- [DFS VFR AIP \(Overview\)](#)
- <https://www.openflightmaps.org/ed-germany/>

Airport Scenery

Due to the recent change of runway direction (from 07/25 to 06/24) please ensure that your scenery and nav data are up-to-date. Aerosoft users need to update the scenery via the Aerosoft One software!

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

Please do not use the MSFS default scenery as this scenery is missing most of the apron and ground markings! We highly recommend using the freeware or payware scenery for MSFS!

EDDH - Hamburg Airport

General

Parking Positions

Parking positions with an **additional A or B** should be used for all **Medium Aircraft** except the Boeing 757 whenever available (e.g. stand 01A, 02B). If using the stand without A or B you are blocking two stands and with the limited amount of parking positions available that reduces the apron capacity at the airport a lot.

Heavy Aircraft have to park at stands **without** any A or B (**stand 01, 02, 06, etc.**). If you are using A or B you are blocking 3 stands instead of just the A and B stands next to you.

Colored Lines

To increase the apron capacity there are two additional lines (**blue and orange**) available for all aircraft with a wingspan of less than 36 m (A321/B737 family) to taxi next to each other. If you are unable to push onto such a line or use it, please report that to the controller as soon as possible!

Do not use the yellow line if you were instructed to use the orange or blue line!

Be aware that if you are using pushback helpers like GSX, you probably need a specific EDDH profile. Otherwise you may end up pushing to the yellow center line, blocking the flow of traffic. For more control manual pushback is advised.

Video

Airport Briefing: Hamburg Airport (German) for VATSIM

Departing Traffic

Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route. Valid routes are available at <https://grd.aero-nav.com/>.

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.

- Always check the current **ATIS!**
- **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 the airport code is stated in the Controller Info
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)
- If one or more approach controllers are online, both departure frequencies are in use. Check your charts for the correct frequency, if not stated within your flight clearance. In case of Unicom or Center TopDown, you will find the infos in the ATIS message.

“ EWG4345, Information X, request enroute clearance (and startup)

Please do not block the frequency with an unnecessary Radio-Check or too many unwanted information.

Runway	RWY 33	RWY 23	RWY 05	RWY 15
--------	--------	--------	--------	--------

SID Designator	G	B	C	D
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Apron - Pushback

As the apron in Hamburg 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. on a blue or orange line, 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
- Positions **44 - 48** can be used as **taxi-out positions** for aircrafts with a **wingspan of less than 25m**. For all other aircraft pushback onto taxiway Z8 is required!

Apron - 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!

Tower/Radar - Departure

When passing 2000ft 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.

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

Possible Departure Frequencies

Station	Station ID	Login	Frequency	Remark
East Approach	HAME	EDDH_E_APP	119.510	--
West Approach	HAMW	EDDH_W_APP	134.255	--
Aller	EDWA	EDWW_A_CTR	126.325	TopDown Service

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.**

Waypoint	23	15	05	33	Holding
RIBSO	P	D	A	S	028° right turns
NOLGO	P	D / (W)	A	S	005° left turns
RARUP	P	D	A	S	276° right turns
BOGMU	P	D	A / (N)	S	229° right turns

To meet the restrictions of the STAR you will have to be **below FL110 at the Arrival Point** (RIBSO, NOLGO, RARUP, BOGMU). This usually does not reflect the continuous decent planning of your aircrafts FMC. Plan accordingly.

Arrival - Approach

Do not expect to fly the whole STAR! You will most likely get a shortcut more or less abeam the final approach fix. This is really important for your descent planning. Do not trust the optimum profile of your aircraft! **Plan with 3000ft - 4000ft abeam the final approach fix.**

Also keep in mind that all arrivals from a certain point on have a **speed limit of 220kts.**

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

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

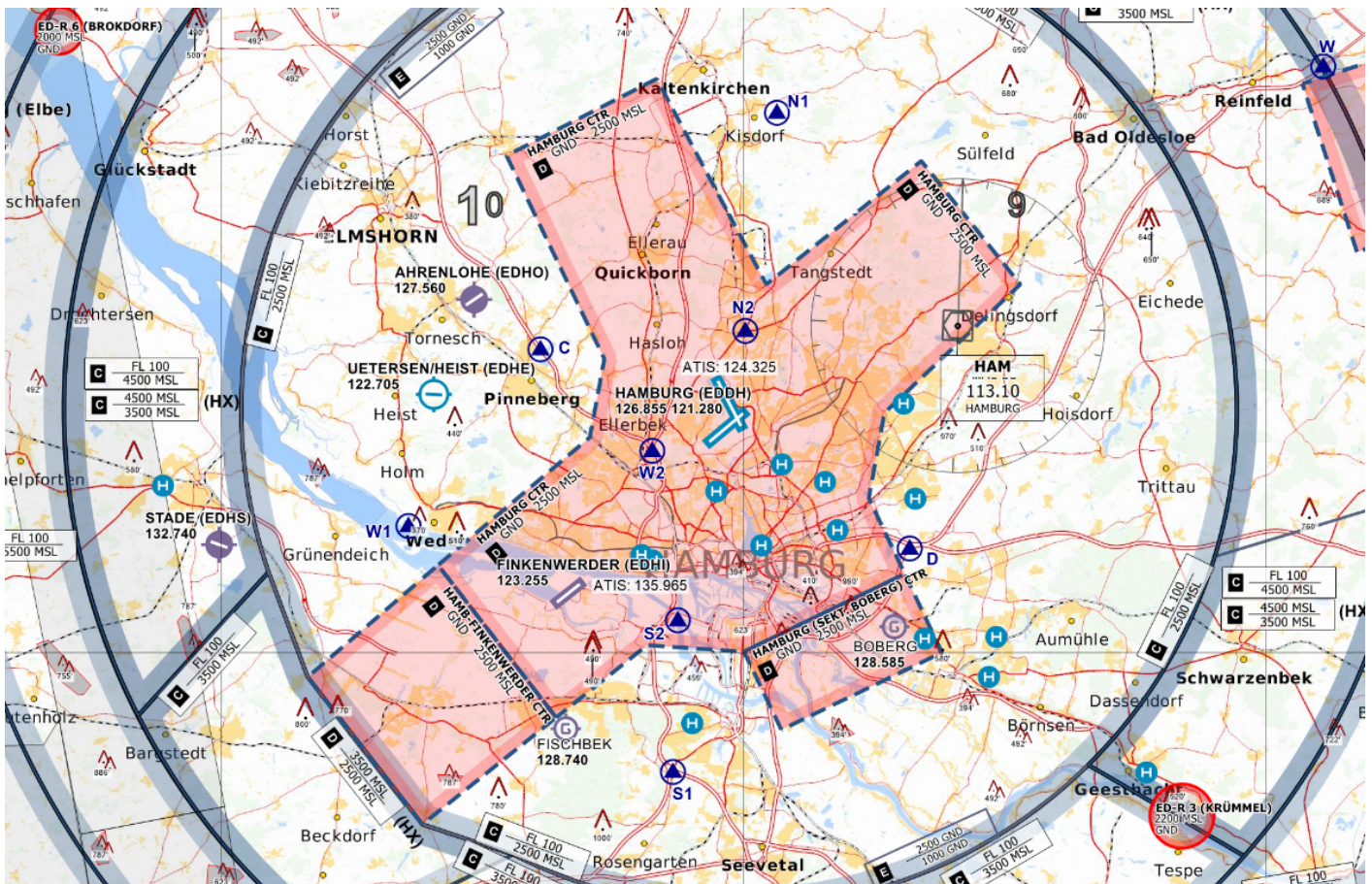
Tower - Landing

Expedite vacating the runway and **hold behind the holding line** in front of the next intersection. Otherwise the runway is still blocked for the next arrival. 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

The top level of the airspace D control zone is 2500ft MSL. Above this altitude, airspace C covers this area around Hamburg within responsibility of Hamburg East/West Approach. As you can see on the map Hamburg has 8 Visual Reporting Points (VRPs). When entering or leaving the CTR please use the VRPs. State your desired VRP when contacting ATC. Cross VRP in Hamburg at 2000ft or below.



Controlzone of Hamburg Airport - © openflightmaps.org

VRPs W2 + N2: these reporting points are pretty close to the runways. Be careful and respect the current runway config. Possible landing, departing and go-around traffic.

Finkenwerder: In the west side of the controlzone is the Airbus Airport Finkenwerder EDHI. Traffic to and from Finkenwerder can cause critical situations in Hamburg. As VFR pilot be cautious while flying in that area, e.g. along the Elbe river.

Charts and Scenery

IFR Charts for Hamburg Airport are available at <https://chartfox.org/EDDH> (Vatsim Login required).

VFR Charts for Germany can be found at:

- [DFS VFR AIP - EDDH](#)
- [DFS VFR AIP](#) (Overview)
- <https://www.openflightmaps.org/ed-germany/>

Airport Scenery

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

* **Caution:** Justsim Hamburg V2 does not represent the current layout at the outside positions at Hamburg Airport (51 - 65). Version 1 is completely outdated for all parking positions and should not be used when flying online! For the most up to date layout X-Plane default scenery is recommended.

EDDV - Hannover

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 departure
- **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 <i>Sarstedt</i>	088° left turns	27L / 27R
CEL <i>Celle</i>	257° right turns	27L / 27R
NIE <i>Nienburg</i>	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!**

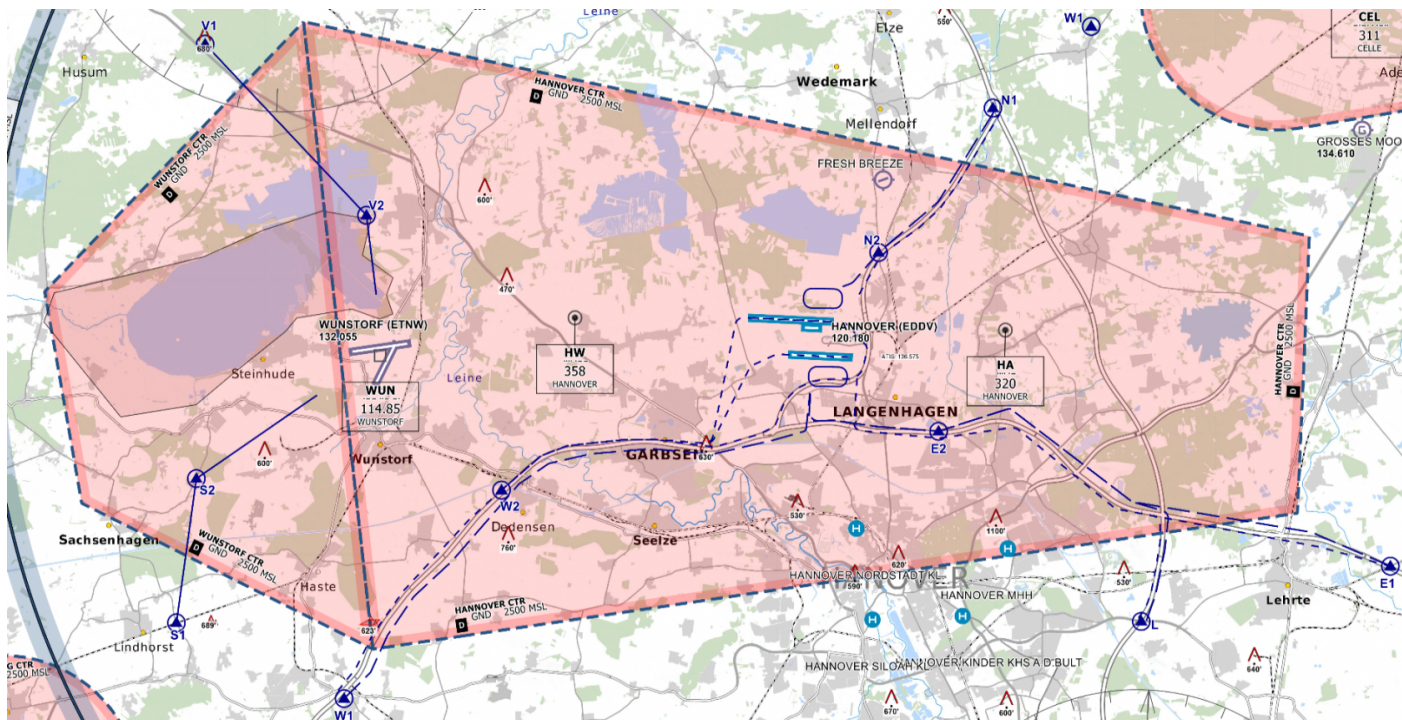
Tower – Landing

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

EDDW - Bremen

Charts and Scenery

IFR Charts for Bremen Airport are available at <https://chartfox.org/EDDW> (Vatsim Login required).

VFR Charts for Germany can be found at:

- [DFS VFR AIP - EDDW](#)
- [DFS VFR AIP](#) (Overview)
- <https://www.openflightmaps.org/ed-germany/>

Airport Scenery

Sim	Freeware	Payware
MSFS	flightsim.to	Orbx
X-Plane	X-Plane Default Scenery	Aerosoft - FSDG *
Prepare3D V4/V5	--	Aerosoft - FSDG *

* This scenery does not represent the airport layout you have at your charts!

Known differences:

- Ramp 2 renamed R
- Taxiway B removed
- Stand 01A renamed 01=> former stand 01 renamed 02 etc.

Departing Traffic

Before Connecting to VATSIM

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

- Stand **12A** and **18A** are the only suitable stands for **heavy** aircraft
- Airbus hangars are north of taxiway F between E and intersection F

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!**
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- PDC / Clearance via Datalink is not available in EDDW Bremen
- 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 27	RWY 09
SID Designator	Z* / L	M

** Designator Z is primary used when available*

Ground – Pushback

As the apron in Bremen 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.

Tower/Radar – Departure

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.

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

Arriving Traffic

Radar – Descend

Always check the **ATIS** and report the current letter to the Arrival Controller during your initial call. In the ATIS you will find the active landing runway and the approach type you can expect.

Holding

You can expect the following holdings if they are required. All holdings are published at the arrival chart as well!

Waypoint	Course and turns
GIBMA	181° right turns
EKROV	254° right turns
VERED	297° right turns
PIXUR	347° left turns
BMN <i>Bremen</i>	177° right turns

Arrival – Approach

Expect shortcuts to one of the DWxxx Waypoints or radar vectors. **Be prepared!**

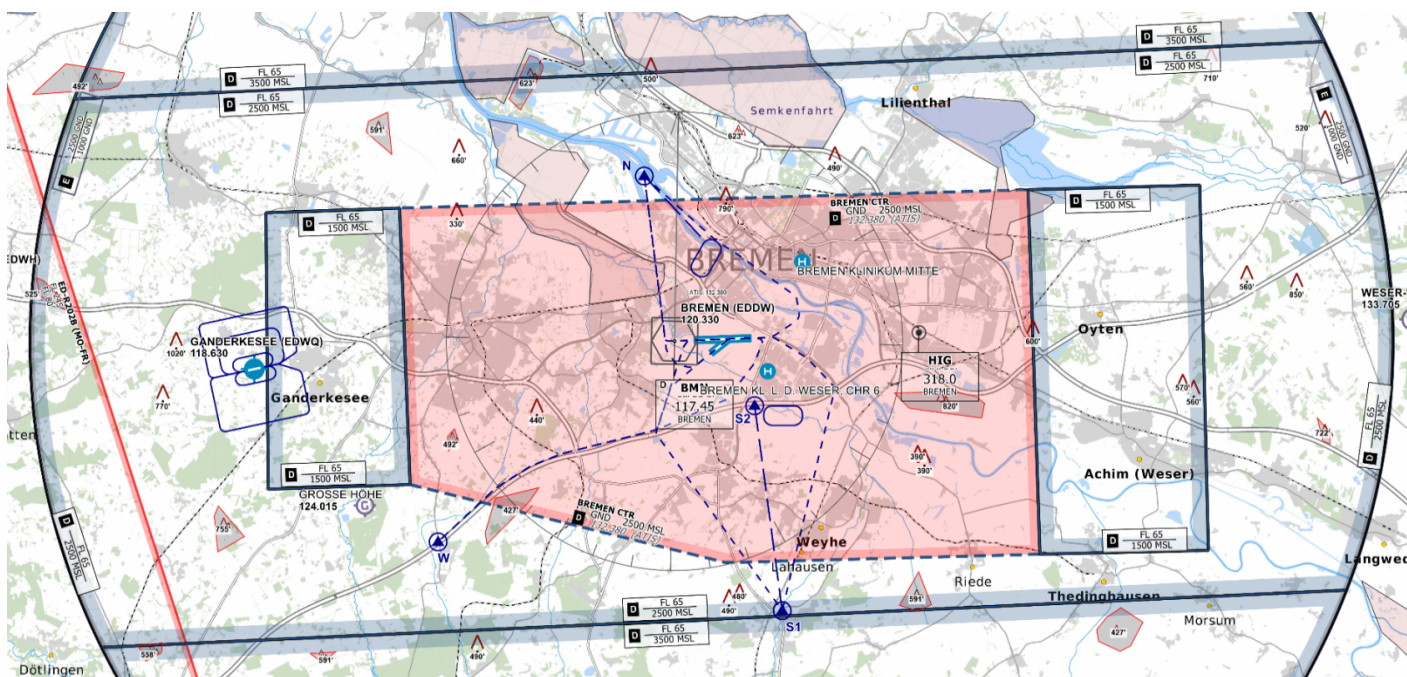
Tower – Landing

Arriving jets with MTOW >20t shall vacate via A unless otherwise instructed by ATC! **Expedite vacating** the runway. Contact the ground 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 Bremen has 4 Visual Reporting Points (VRPs). When entering or leaving the CTR please use the VRPs. State your desired VRP when contacting ATC. Cross VRP in Bremen 2000ft or below.



Control Zone Bremen - © openflightmaps.org

VRP	N	W	S1	S2
NAV	West dock connected to river Weser	Highway exit A1 near Groß Ippener	Turn of B6 near city Barrien	Highway exit A1 on B6 near Brinkum

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