Airports Bremen FIR - EDWW

EDDH, EDDB, EDDV, EDDW, EDAH, EDVK, EDHI, EDHL, EDXW

- EDDB - Berlin/Brandenburg
  - General
  - Departing Traffic
  - Arriving Traffic
  - VFR Traffic
  - Parking Positions
  - Charts and Scenery

- EDDH - Hamburg Airport
  - General
  - Departing Traffic
  - Arriving Traffic
  - VFR Traffic
  - Charts and Scenery

- EDDV - Hannover
  - Departing Traffic
  - Arriving Traffic
  - VFR Traffic
  - Charts and Scenery

- EDDW - Bremen
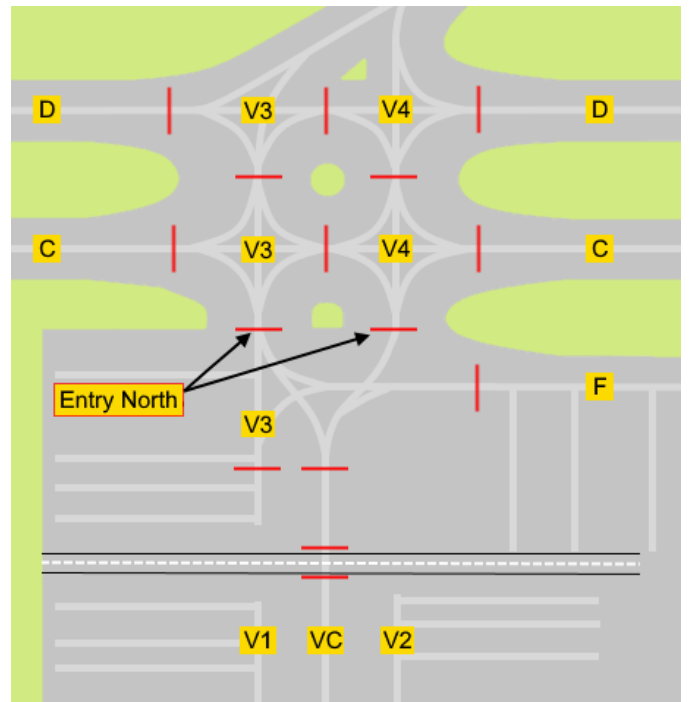 - Charts and Scenery

EDDB - Berlin/Brandenburg

General

"Hold short Entry South/North" - What does it mean?

Berlin Apron often gives instructions to "hold short of entry south (or entry north). Pilots are supposed to hold short of (in front of) those lines. All Entries are clearly visible on the ground. Do not enter taxiway B or C without explicit ATC instructions!

Take a look at the pictures below to see where you are supposed to hold short...
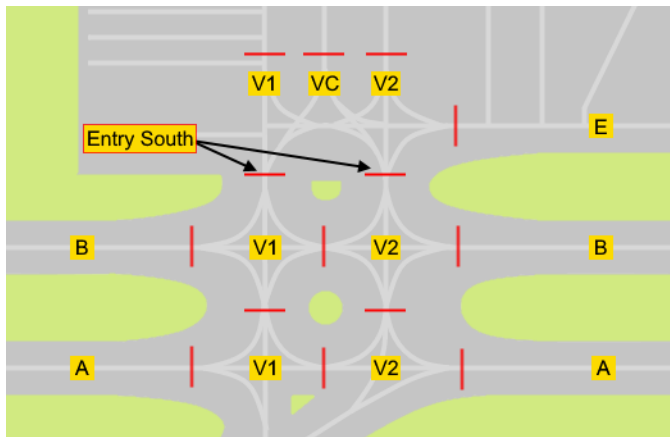
Entry South (RWY 25R/07L)   Entry North (RWY 25L/07R

Departing Traffic

First things first - Where to park?

Want to know where your airline usually parks? We recommend that you use flightradar24.com whenever possible.

Still unsure? Check out this page for a short overview of where to park: **Parking Positions**

How to request your IFR clearance?

Your IFR clearance shall contain the following information:

- Your callsign
- Received ATIS information letter
- Your Destination

> " Berlin Delivery, EJU5873, information C, request enroute clearance (and startup) to Zurich.

Your IFR clearance will contain the following information:

- The SID or an alternative routing
- The initial climb
- The squawk

> " EJU5873, Berlin Delivery, (start-up approved), cleared Zurich, via LOGDO1N, flight planned route, climb 5000 ft, squawk 1000.

Always report unable if you can't comply with ATC instructions!

Delivery might give you a start-up approval together with your IFR clearance.

Keep in mind, that the phraseology "start-up approved" clears you to start engines ONLY. You are not allowed to perform a pushback without explicit permission from Apron!

Let's talk about slots...

During periods of high traffic, Delivery might use Target Start-Up Approval Times (TSAT), on Vatsim known as slots. This will ensure an expeditious and efficient traffic flow.

What do you need to do?

- Report to Delivery when you are fully ready for start-up (TOBT - your target offblock time)
- Delivery will assign you a TSAT, at which you can expect your start-up clearance
- You should always call Delivery when you are finally ready to request your startup, If there will be any delay or later TSAT, there is no need to call again, Delivery will call you according to your TSAT
- When start-up is given, make sure that you are ready to push back within 5 minutes!

> **Remember:** "Start-Up approved" only gives you permission to start your engines. You will always need a separate pushback clearance from Apron!

Ready to start your journey? - Pushback

Important notes regarding pushbacks:

- Apron actively uses V1, V2 and VC for pushbacks. Be prepared for long pushbacks onto the parallel taxiways.
- Apron might give straight-back pushbacks on Apron A and C in order to safe space
- Apron might give you a pushback direction opposite to your expected taxi direction to safe space on the apron.
- Have you pushback tug already connected before requesting pusback

> **Always report unable if you can't comply with ATC instructions!**

Which intersection to plan for?

To ensure the most efficient runway usage pilots are requested to plan the following intersections whenever possible. Please inform Berlin Ground on initial contact if unable for a certain intersection listed below.

Aircraft Category	RWY 25R	TORA	RWY 25L	TORA	RWY 07R	TORA	RWY 07L	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 and Turboprop	L6	2515 m	M6	2265 m	M3	2475 m	L3	2470 m

Requiring even less runway for take-off? Just ask Ground if a specific intersection is possible.

Finally Airborne!

Great! Now you only have to keep a few things in mind...

1. **Always stay exactly on your SID track.** This prevents possible conflicts with parallel departing traffic.
2. **Remain on Tower frequency until you get a handoff to Departure!**
3. **Level-off if you reach your initial climb clearance.** If not you might cause conflicts with other departing traffic!

Arriving Traffic

Let's start with pre-planning - When to start your descent?

Do I need to fly out the whole transition?

Short answer: In almost all cases no! **You can expect a shortcut on downwind when abeam the FAP (Final Approach Point).** ATC will mostly aim for a final no longer than 20 NM.

That's why we ask you to plan your descent accordingly!

Use these altitude recommendations in order to make ATC happy :)

Waypoint	Recommended Flightlevel
OGBER	FL120
KETAP	FL120
NUKRO	FL120
ATGUP	FL120
KLF	FL120

The big gambling...

Planning for an expected runway is like gambling. Or is it? Actually not if you know where your airline usually parks.

In Berlin, the runway is usually assigned depending on your planned parking position.

Parking at	Expect runway
Apron 1 - 4, Apron A, Apron E, GAT	**07L/25R**
Stands D01 - D03	**07L/25R**
Apron B, Apron C	**07R/25L**
Stands D04 - 22	**07R/25L**

Keep in mind, that ATC might differ from the rules above if necessary.

Don't know where your airline parks? Take a look at this page: **Parking Positions**

Almost there! - Approaching the runway

Now it's all about the concentration. That's why we ask you to turn off any entertainment which could distract you. Every second is crucial in order to get all aircraft down in a safe and efficient manner.

Here are some tips in order to help your approach:

- Report your callsign only on first contact with Berlin Director. This will prevent frequency congestion.
- Make sure you correctly tuned your ILS frequency and LOC course
- Reduce your speed immediately after ATC told you to do so

Not receiving the ILS? - Here's what to do

- Check if you are using default scenery. Default scenery might not have procedures for the new southern runway.
- You might be a bit too far out. **Inform ATC as soon as possible about this!** You will get instructions to help you in your situation.

Safely down... What's next?

Make sure you fully vacate the runway before coming to a complete stop. You have to cross the holding point completely in order to be vacated.

Please use these high-speed taxiways whenever possible, to ensure the most efficient runway usage!

Aircraft Category	Runway 25R	Runway 25L	Runway 07R	Runway 07L
Heavy	L3	M3	M6	L6
Medium (Jet)	L4	M5	M4	L5

During periods of high traffic, ATC might route traffic via P1 or P2 in order to decongest VC and Entry North.

VFR Traffic

Departing Traffic

- Departing VFR traffic on the ground at Berlin/Brandenburg shall do the initial call on Delivery EDDB_DEL (121.600).
- 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 118.800 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 120.025 if he's online, otherwise call 118.800 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.
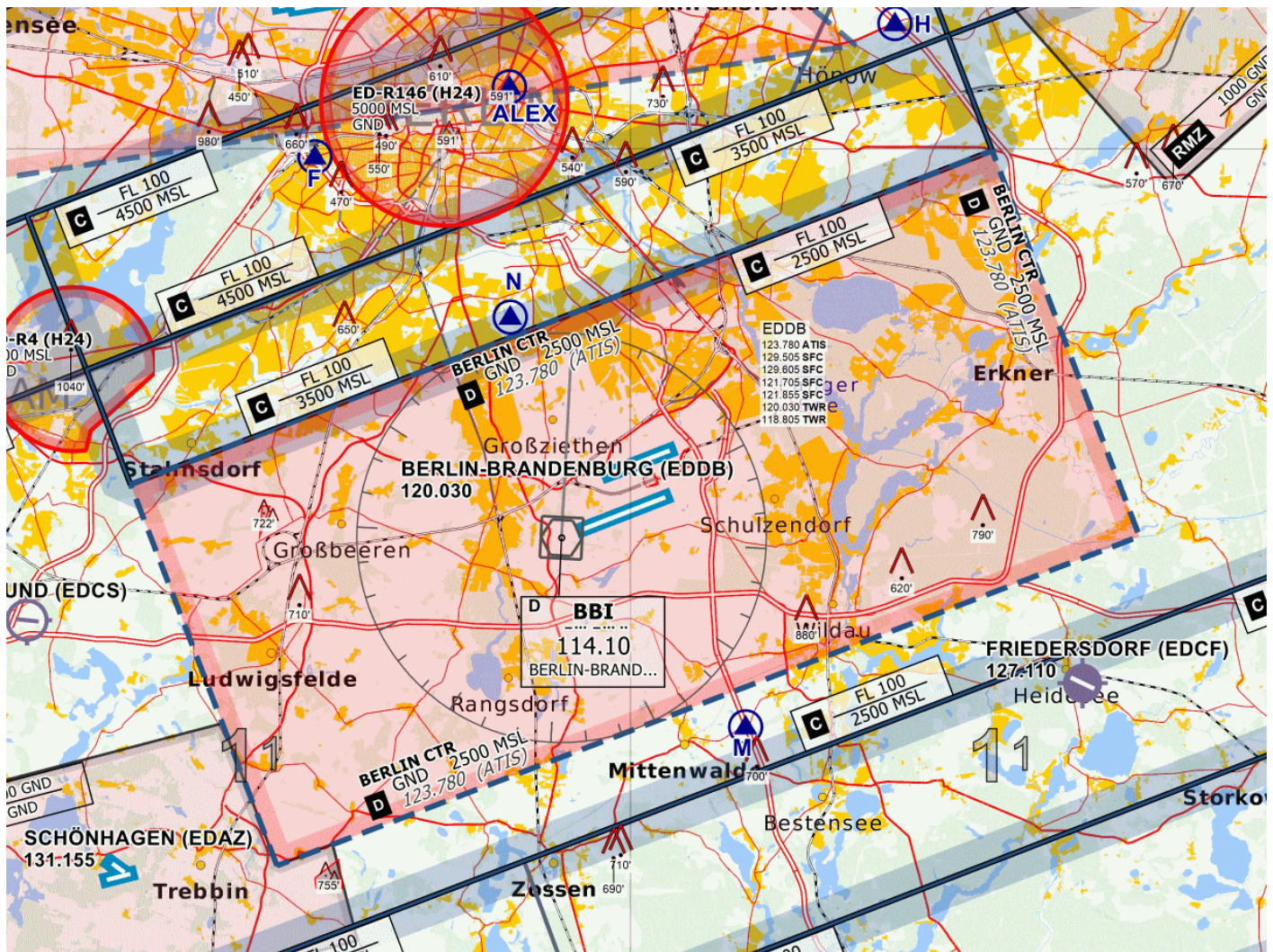
Control Zone *Berlin/Brandenburg Airport* - © openflightmaps.org

Abfliegender Verkehr

- Abfliegender Verkehr hat den Einleitungsruf auf der Delivery Frequenz zu halten (EDDB_DEL - 121.600).
- 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 118.800 (EDDB_S_TWR).
- Flugzeuge, welche einen Einflug über N beabsichtigen, rufen Berlin Turm auf der Frequenz 120.025 (EDDB_N_TWR). Sollte niemand auf die Frequenz erreichbar sein, ist die 118.800 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 Mitenwalde und Zeesen.

Parking Positions

To find the real world used parking position of your flight we recommend the Flightradar24 history whenever possible.

Flying easyJet, Ryanair, Eurowings, Sundair or Lufthansa?

Parking Positions for easyJet

- easyJet primarily uses Apron C for all Schengen flights
- easyJet primarily uses Apron B for all Non-Schengen flights
- easyJet also uses Apron B for Schengen flights to relive Apron C
- Overflow stands are on Apron D

Parking Positions for Ryanair

- Ryanair primarily uses Apron A for all flights
- Overflow stands are on Apron D

Eurowings/Germanwings

- Eurowings/Germanwings uses Apron C and Apron B for almost all flights

Lufthansa

- Lufthansa exklusivly uses Apron B for all flights

Sundair

- Sundair uses Apron D for all flights

Here's a more detailed overview...

Airline	Gate Area

AEE - Agean Airlines	Apron B, C
AFR - Air France	Apron B
AMC - Air Malta	Apron B, C
ASL - Air Serbia	Apron B
AUA - Austrian Airlines	Apron B
BAW - British Airways	Apron B
BEL - British Airways	Apron B
BTI - Air Baltic	Apron C
BUC - Bulgarian Air Charter	Apron B
CAI - Cordendon Airlines	Apron B
CFE - BA CityFlyer	Apron B
CTN - Croatia Airlines	Apron B
CXI - Corendon Airlines Europe	Apron B
DLH - Lufthansa	Apron B
DTR - Danish Air Transport	Apron A
EIN - Aer Lingus	Apron B
EJU - easyJet Europe	Apron B, C
ELY - El Al	Apron B
EWG - Eurowings	Apron B, C
EZS - easyJet Switzerland	Apron C
EZY - easyJet	Apron B
FHY - Free Bird	Apron B
FIN - Finnair	Apron C

FPY - Play	Apron B, C
GWI - Germanwings	Apron B, C
IBE - Iberia	Apron C
IBS - Iberia Express	Apron C
ICE - Icelandair	Apron B, C
ISR - Isriar Airlines	Apron B
KLM - KLM	Apron B
LBT - Nouvelair Tunisie	Apron B
LGL - Luxair	Apron A
LOT - Polish Airlines	Apron A
LZB - Bulgaria Air	Apron B
MSC - Air Cairo	Apron B
MSR - EgyptAir	Apron B
NOZ - Norwegian	Apron A
NSZ - Norwegian	Apron A
PGT - Pegasus Airlines	Apron B
QTR - Qatar Airways	Apron B
RJA - Royal Jordanian	Apron B
RYR - Ryanair	Apron A
SAS - Scandinavian Airlines	Apron B
SDR - Sundair	Apron D
SXS - Sunexpress	Apron B
SZS - Scandinavian Airlines	Apron B

SWR - Swiss	Apron B
TAP - TAP Portugal	Apron C
TGW - Scoot	Apron B
THY - Turkish Airlines	Apron B
TVF - Transavia France	Apron A
VLG - Vueling	Apron A
WZZ - Wizz Air	Apron A

Flying Cargo?

- Cargo flights will park on Apron 2 (stands 19-27)
- Cargo aircraft with a wingspan of 52 m or more are requested to park on Apron D

Performing Government Flights?

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

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

What about Fictional Airlines

- All Fictional Airlines are requested to park on Apron A
- Aircraft with a wingspan of 36 m or more are requested to park on Apron B or D

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

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

* It is important that you have installed the current update of Aerosoft's EDDB Scenery, otherwise the ILS frequencies for runway 07R/25L are not correct. The update can be found through the Aerosoft updater.

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 "Clearance" in Germany, you will usally receive a "start-up approved" and your IFR (Enroute) Clearance – "start-up" does **not** mean that you are allowed to pushback, just that there is no expected offblock delay within the next 5-10min.

- 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

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 the Arrival Controller 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 Director** 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.
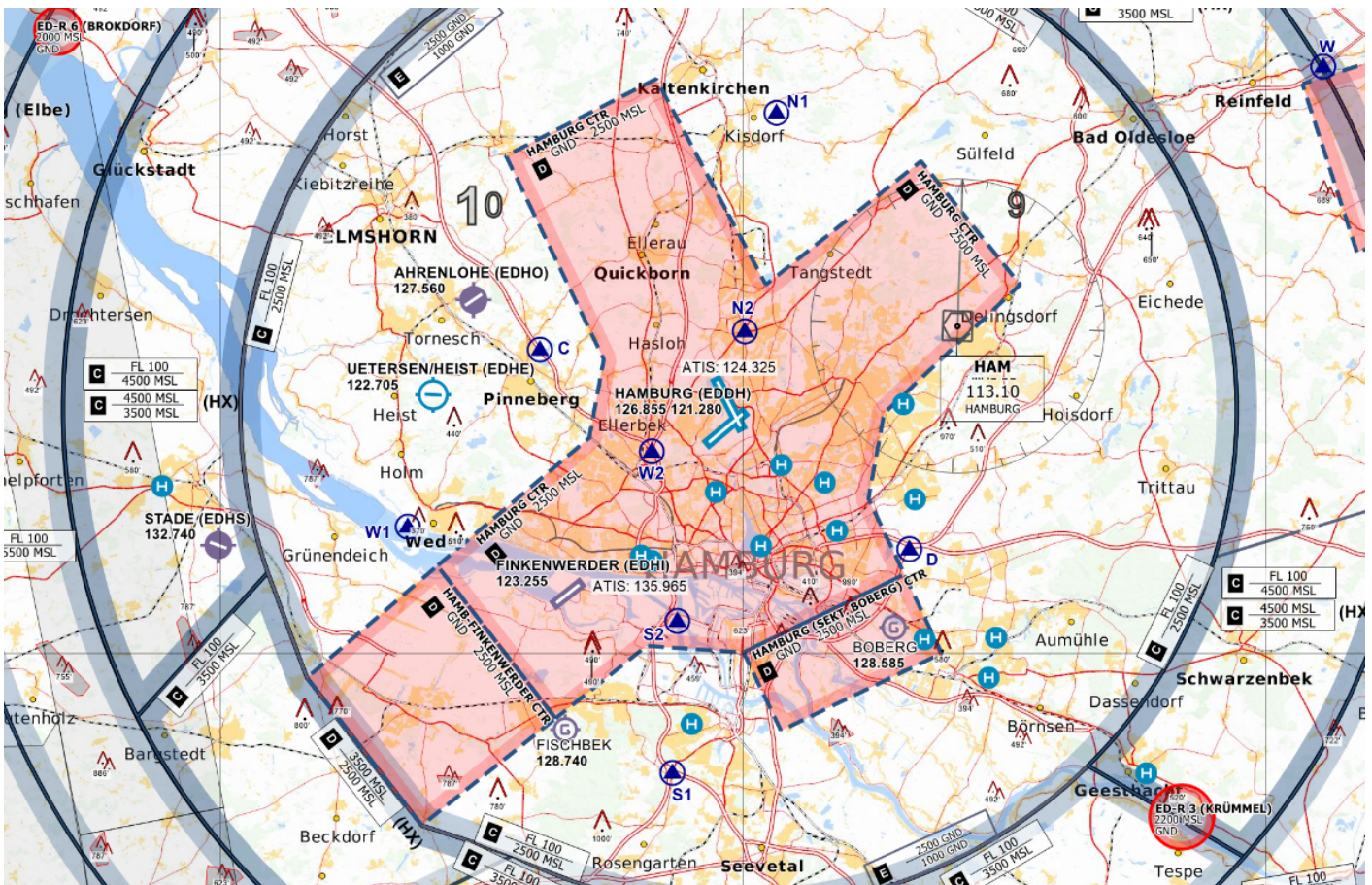
Controlzone of Hamburg Airport - © openflightmaps.org

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 "Clearance" in Germany, you will always receive "start-up" and your IFR (Enroute) Clearance – "start-up" does **not** mean that you are allowed to pushback.

- 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 the Arrival Controller 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 Director** 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.
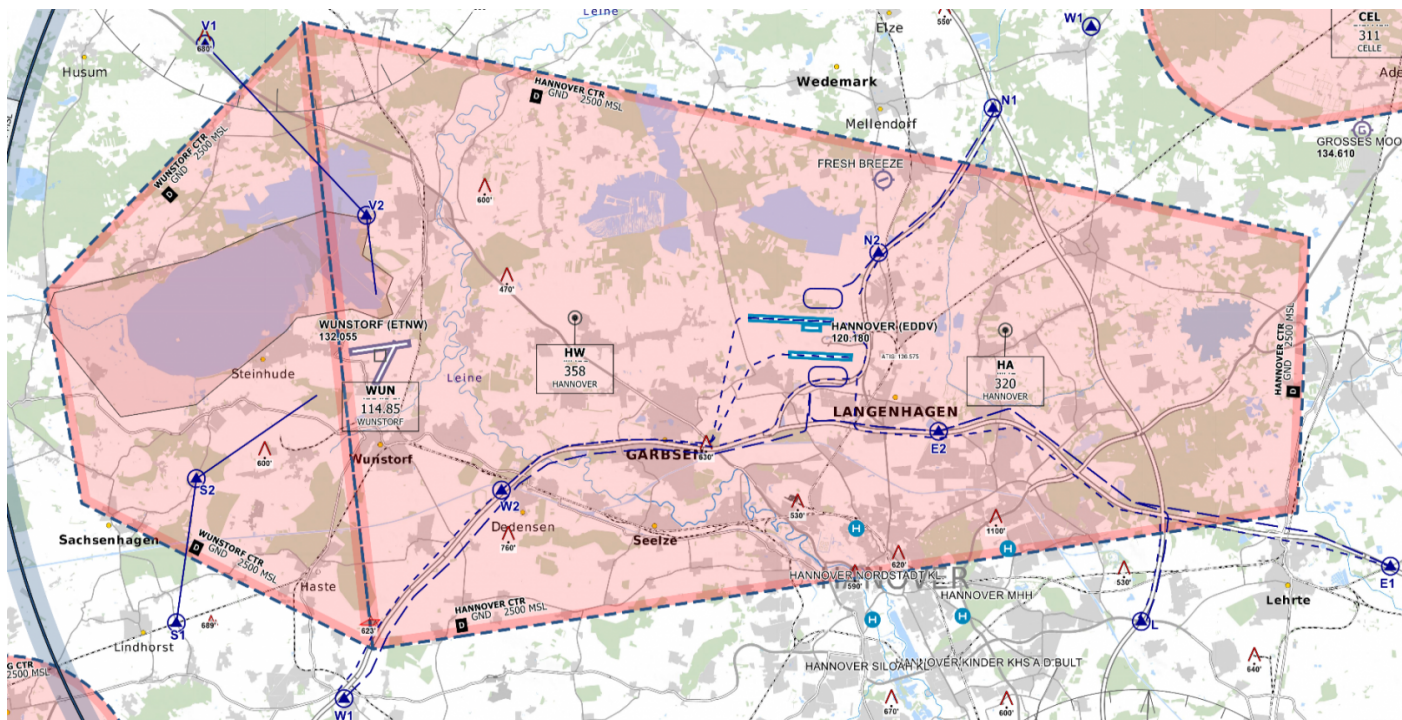
Control Zone *Hannover Airport and Wunstorf - ©* *openflightmaps.org*

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 sceneriy 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 renamend 02 etc.

Departing Traffic

Before Connecting to VATSIM

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

- Stand **10A** is the only one suitable 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 "Clearance" in Germany, you will always receive "start-up" and your IFR (Enroute) Clearance – "start-up" does **not** mean that you are allowed to pushback.

- 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.**
- You can also receive your clearance via Datalink (https://www.hoppie.nl/pub/) if it 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)

> " 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 *Bremen*	177° right turns

Arrival – Approach

When contacting **Bremen Director** report your **Callsign only!** In periods of low traffic, 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.
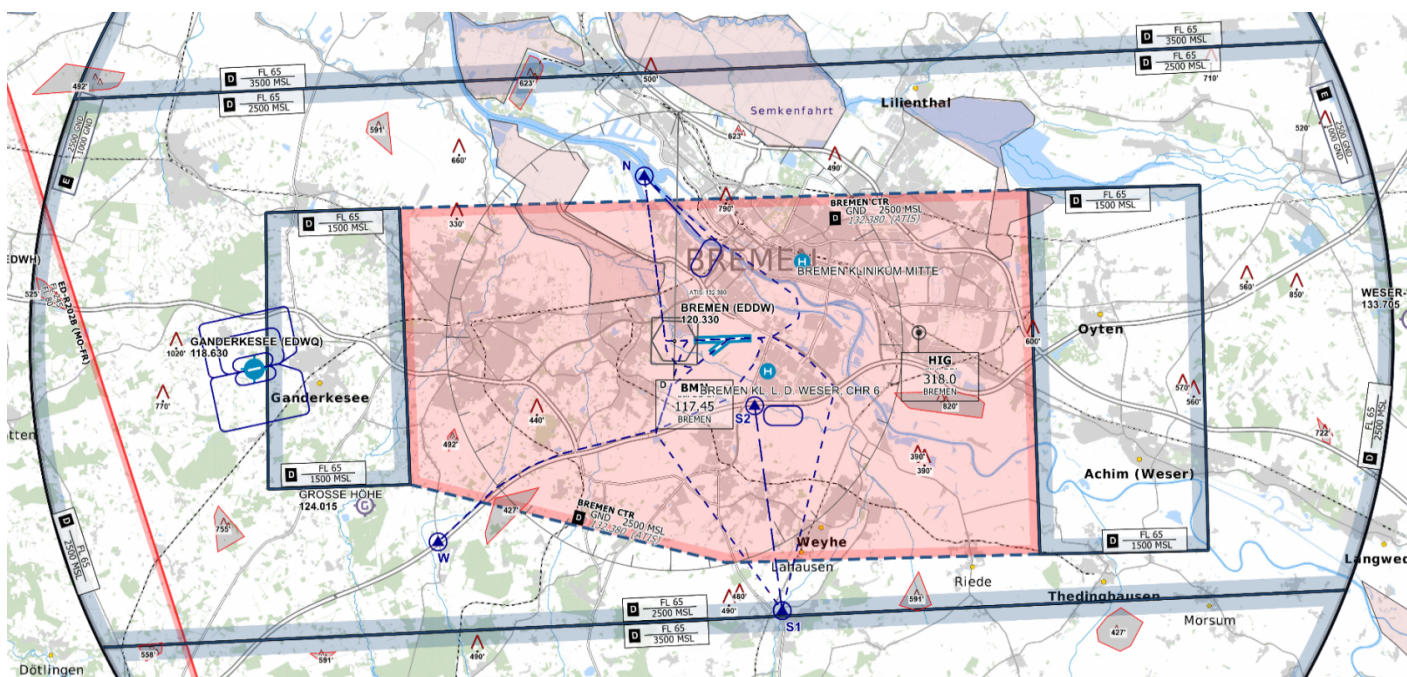
Control Zone Bremen - © openflightmaps.org

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!

Bremen Radar Coverage Overview
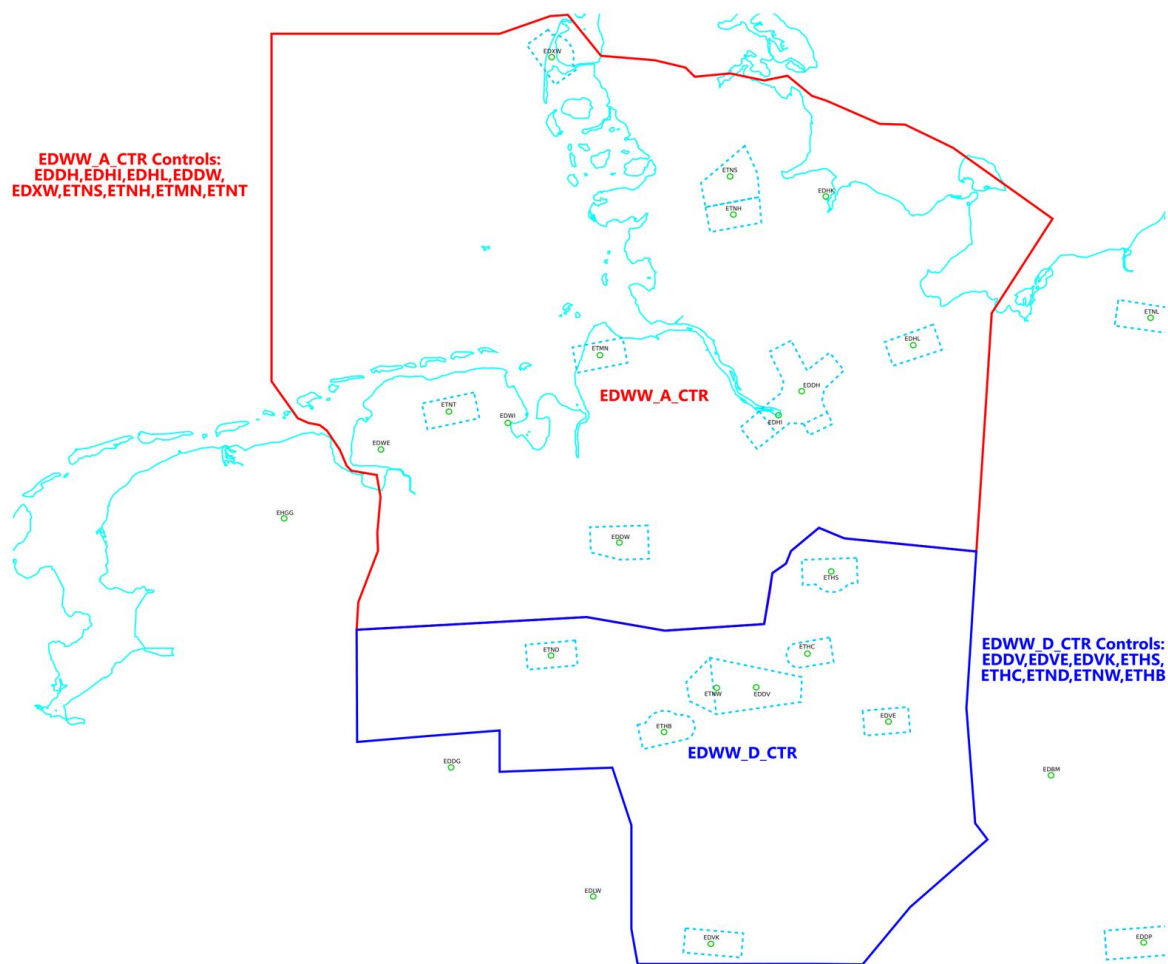
Departing EDDH, EDDW, EDDV

Center sectors can be very complex and hard to understand in Germany. Therefore, we recommend taking a closer look at the following maps to see who you should contact on the ground when departing from an airport inside the EDWW (Bremen) FIR. Also check the Controller Info in your Voice Client, as they often contain a list of the most important covered airports in their sector.

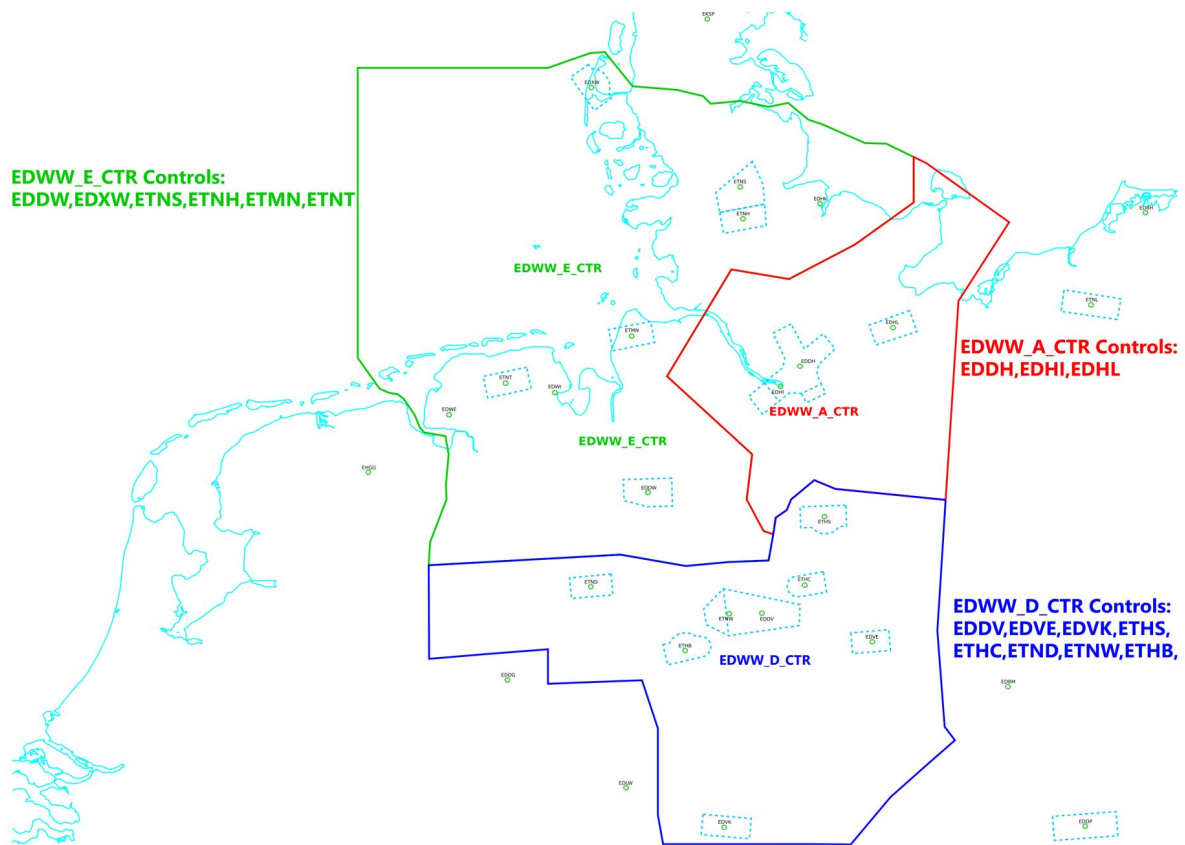## Entering the EDWW FIR from Unicom

When entering EDWW FIR (enroute) please wait for a **"contact me"** from the appropriate controller! VatSpy and other online maps DO NOT show the active ATC sectors correctly! So please DO NOT contact ATC without receiving a "contact me" message.

> Since AIRAC 2311 EDWW_A_CTR does not cover the EDWW_D_CTR airspace anymore. The complete area of Bremen West is now covered by EDWW_W_CTR.

EDWW_A_CTR (126.325) and **EDWW_D_CTR** (128.760)

EDWW_A_CTR Controls:
EDDH,EDHI,EDHL,EDDW,
EDXW,ETNS,ETNH,ETMN,ETNT

EDWW_A_CTR

EDWW_D_CTR Controls:
EDDV,EDVE,EDVK,ETHS,
ETHC,ETND,ETNW,ETHB

EDWW_D_CTR

EDWW_E_CTR (124.075), **EDWW_A_CTR** (126.325) and **EDWW_D_CTR** (128.760)

Upper map (Bremen Control Sectors)

EDWW_E_CTR Controls:
EDDW,EDXW,ETNS,ETNH,ETMN,ETNT

EDWW_E_CTR

EDWW_E_CTR

EDWW_A_CTR Controls:
EDDH,EDHI,EDHL

EDWW_A_CTR

EDWW_D_CTR Controls:
EDDV,EDVE,EDVK,ETHS,
ETHC,ETND,ETNW,ETHB,

EDWW_D_CTR

Bremen Arrival Sectors

EDDH_E_APP

EDDH_E_APP Controls:
EDDH,EDHI,EDHL

EDDW_APP

EDDW_APP Controls:
EDDW

ETHS

EDDW_APP Controls:
EDDV,EDVE,ETHS,ETHC,
ETHB

EDDV_APP