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!

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