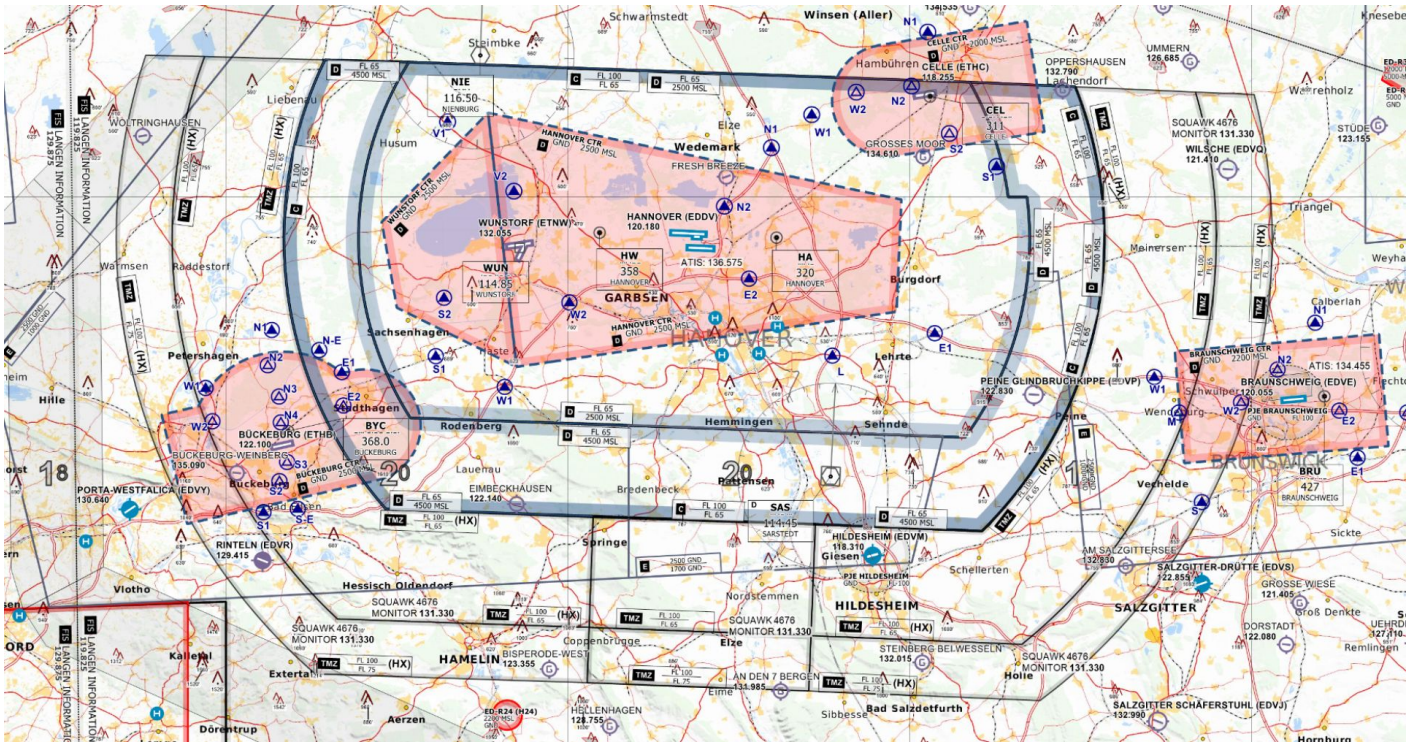


Arrival

Area of Responsibility: The Hannover Arrival airspace reaches up to FL105 and covers several airports. Civil aerodromes in the area of responsibility are Hannover (EDDV) and Braunschweig-Wolfsburg (EDVE). There are also the military airports Wunstorf (ETNW), Celle (ETHC), Bückeburg (ETHB) and Fassberg (ETHS).



Airspace: The airspace is divided in class D and C airspace. Airspace D reaches from 2500ft up to FL65 in the inner ring, the outer ring reaches up from 4500ft to FL65. Above these two segments covers airspace C up to FL100.



Charlie + Delta + TMZ Airspace of Hannover Airport and Wunstorf - © openflightmaps.org

There is also a **TMZ** with HX zones. The main part south of SAS/DLE is always active. The west area is active when runway 09 is in use. The east TMZ area is active when runway 27 is active. The size of the airspace (including) TMZ allow descends in protected airspace.

Minimum Vector Altitude: The minimum vector altitude can be displayed in the DFS Pack with `Alt + M`.

The south of Hannover has MVA areas which do not allow early descents on low altitudes (e.g. 3500ft). Always comply with restrictions given by the MVA.

Arrivals

Normal Procedures: In normal traffic headings are used for arriving traffic before reaching the initial approach fix. Early directs to DVxxx in coordination with adjacent Centers are possible as well.

Runway assignment: Arrival always assigns the arrival runway for each aircraft. All heavy aircraft shall land on runway 09L/27R. Light aircraft parking on one of the general aviation aprons are preferred on runway 09L/27R to keep their taxi time short and to relieve the terminal area, for operational reasons runway 09R/27L can be used. All other aircraft can state their preference. In high traffic situations the workload on each runway shall be equal.

Approach types: Hannover offers different approach types for arriving traffic. All runways are equipped with ILS and authorized for RNP approaches. On runway 09L/27R CAT II/CAT III and NDB approaches can be performed.

In direction 27 ILS-Z and ILS-Y are available. They only differ in their intercept altitude, the

standard is ILS-Z with an intercept altitude of 3000 ft.

Director

Hannover Director is responsible for all arriving aircraft in Hannover. There is no area of responsibility for Hannover Director. The transfer from Hannover Arrival to Hannover Director shall be done when the aircraft is cleared:

- north downwind: 4000ft, speed 220 KT
- south downwind: 5000ft, speed 220 KT

These parameters can be adjusted with coordination to achieve a more efficient traffic flow in certain situations.

Standard Spacing and Reduced Separation

Target Spacing: This spacing is the minimum spacing on all runways, which allows Tower to clear departures in the gaps.

- 4.5 NM diagonal spacing
- on one runway: 6 NM or wake turbulence separation, whichever is greater

Reduced diagonal separation: The airport layout allows a reduced lateral separation minimum on the parallel runway system. Under following conditions the lateral separation minimum can be reduced to 1.5 NM.

- both parallel ILS are operational
- pilots are informed about the use of reduced minima
- radar separation of 3 NM or 1000ft mandatory until both aircraft are established on localizer course within 15 NM

Reduced radar separation: With the following conditions, it is allowed to reduce the lateral separation on one runway to 2.5 NM.

- preceding aircraft is same or lower wake turbulence category and not heavy or B757
- runway is dry
- tower can see all exits visually or with ground radar

Note: all reducing of the separation as stated above shall be coordinated with Tower and are not the standard procedure.

Low visibility operations: During low visibility operations, the amount of movements may decrease. Runway 09R/27L shall be used for departures and 09L/27R for arrivals. To comply with the increased distance of the holding points, the target separation is increased to 5 NM.

Procedures

STARs: By default the Center clears STARs as per LoA. The STARs have different routings depending on the runway direction. Center shall be informed and included in the decision when a runway change is reasonable.

Waypoint	27L and 27R	09R and 09L
ELNAT	P	R
GITEX	P	R
HLZ	P	R
WERRA	P	R
WRB	P	R

Transitions: From the initial approach fixes, there are open transitions available. These transitions do *not* lead onto final track.

Runway	Designator		
27L and 27R	DLE 27L/R	CEL 27 L/R	NIE 27L/R
09L and 09R	ROBEG 09L/R	CEL 09L/R	NIE 09L/R

Continuous Descent Operations:

Waypoint	27L	27R	09R	09L
ESTAD	D	L	E	A
OBATU	D	L	E	A
HLZ	D	L	E	A
KUGAV	D	L	E	A
WRB	D	L	E	A
TOLTA	D	L	E	A

Holdings

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

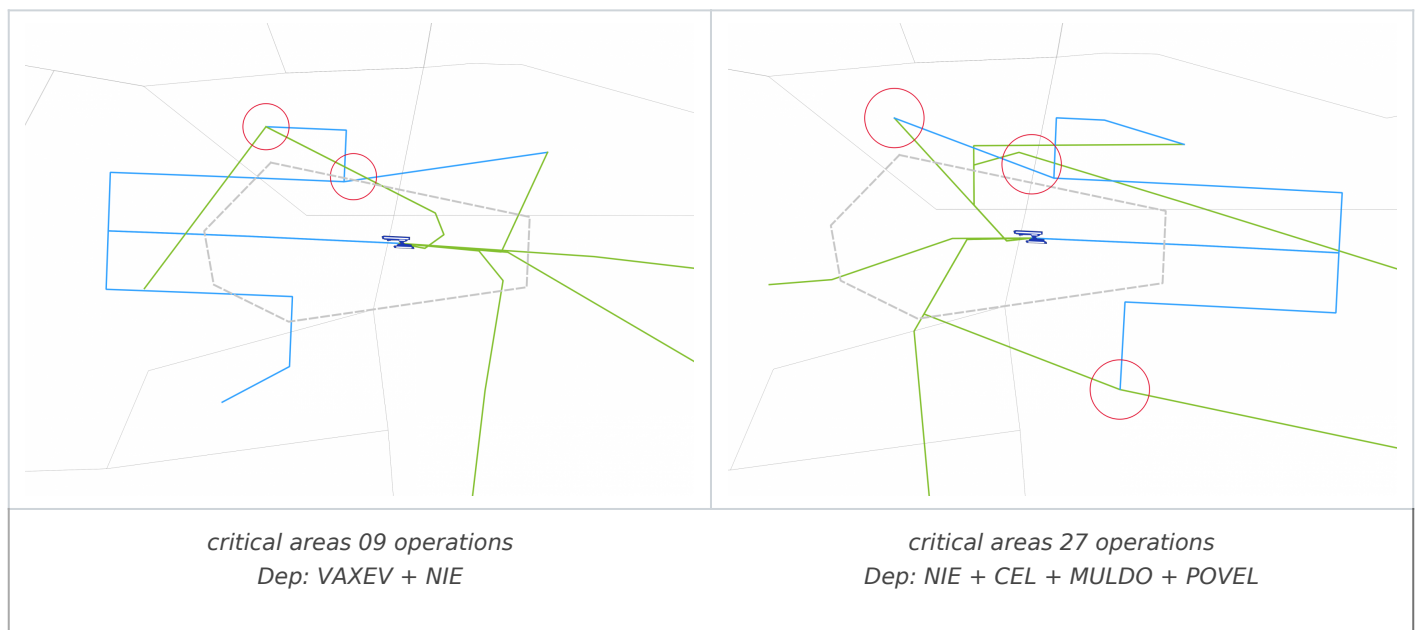
Departures

All departures on published procedures have an initial climb of 4000ft. In Hannover all departures on a SID have to contact Bremen Radar immediately when airborne without any further handoff.

With the upper limit of FL105, all departures shall be transferred to Center climbing to FL100.

Critical Areas

The procedure design can cause critical situations between arrivals and departures. Areas with a higher risk of approximations between arrivals (blue) and departures (green) are marked red.



Specialities

Wunstorf: In the west side of the Hannover control zone is the German military airbase of ETNW Wunstorf. Traffic to and from Wunstorf can cause critical situations in Hannover. Radar shall inform Hannover Tower about traffic in Wunstorf.

Additionally, there is the option when ETNW_TWR is unstaffed the whole aerodrome or some procedures (e.g. VFR from Hannover for one touch and go in ETNW) can be delegated from Radar to Hannover Tower.

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