

Delivery

The delivery controller in Hannover is responsible for all departing flights under IFR. In Hannover (and at all other airports of RG Bremen), filed flight plans are generally checked and corrected with regard to the following criteria. To be considered are:

- requested flight level (RFL) even/odd
- restrictions for certain destinations/SIDs
- rough validity of a flight plan

Initial climb clearance: The initial climb clearance at Hanover is 4000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

PDC: The use of PDC (Pre Departure Clearance) is permitted in Hannover, but not mandatory. The code "EDDV" shall be used. Pilots are advised to enter the requested departure runway in the Optional Free Text field of the DCL dialogue.

When using startup times, keep in mind not giving "startup approved" in the PDC clearance.

SIDs and Restrictions

Destination	SID	Flightlevel	Remark
EDDF	all	odd, max. FL230	LoA
EDDW	all	even, max. FL100	Sectorization
EDDH	all	odd, max. FL090	Sectorization
EDDL / EDDK / EDL* / EDK* / EHAM	all	even, max. FL240	
all, except Langen-North (see above)	WRB, WERRA	odd	LoA and Airways
all	other SIDs	Semicircular rules	0° - 179° odd FL, 180° - 359° even FL

SID	27L	27R	09L	09R
CEL <i>Celle</i>	8F	6S	6Y	9G
MULDO	8F	6S	5Y	6G
NIE <i>NIENBURG</i>	7F	9S	1Y	7G

POVEL	3F	3S	2Y	2H
VAXEV	1F	1S	1Y	1G
WRB <i>WARBURG</i>	8F	3S	3Y	1G
WERRA	3F	3S	3Y	3G

In Hannover all SIDs are designed without speed or level restrictions. Thus the phrase “via SID” shall not be used in Hannover.

Runway Assignment

The departure runway mainly depends on the aircraft type and the pilots preference.

- Heavy aircraft (e.g. A332, B748, B763) shall depart from runway 09L/27R
- *avoid* crossing departures: northbound departures should depart from 09L/27R
- RWY Config 09: VAXEV departures should depart from runway 09L
- RWY Config 27: MULDO departures should depart from runway 27R

Delivery is responsible for an appropriate runway assignment, so each runway has an equal workload.

Low Visibility Operations (LVO)

When low visibility operations are in progress, departures should depart via 09R or 27L. On request or for heavy aircraft, runway 09L/27R can be used. During low visibility operations, the departure and arrival spacing is increased. Delays may be issued earlier than in normal conditions.

Delays and Startup

Delay of traffic: In high traffic situations, it may be necessary for departing traffic to be held back. In addition, Delivery shall make arrangements to comply with restrictions imposed by other airports through notice on the ECFMP Discord, coordination, etc.

Startup: A startup shall be granted if no major traffic delays are expected. When allocating startups linked to times, the airport specific rate of 40 departures per hour can be used as a basis.

Specials

Vectored departures: The use of vectored departures requires prior coordination with the responsible radar station. An initial altitude to climb shall be provided.

IFR local flights: IFR local flights are coordinated with the responsible radar controller, who may instruct a different departure procedure, possibly vectored departures.

Coordinator Delivery

Times of use: A Coordinator Delivery can be staffed when all other Ground stations are manned. The position shows its potential, especially during events.

Role and function: The Delivery Coordinator supervises the traffic flow at and in the vicinity of the aerodrome. His duties include:

- observing airport and surrounding and detect lacks of efficiency
- managing departure list, including SID assignment, flightplan check and squawk assignment
- Slot management (if needed)
- service for text pilots
- PDC service
- when controllers are busy coordination with adjacent stations

The main Delivery is responsible for all requests via voice on frequency.

For these duties, it is recommended to use some tools which are not included in the vanilla version of EuroScope. TopSky (included in the DFS_Pack) offers windows showing the current and predicted operations rate of specific airports or a specific sector.

Measures:

- MDI (minimum departure interval) for specific SIDs to relieve sectors and airports
- delays, e.g. for pushback clearance to prevent overload at holding points
- observing for potential conflicts at the ground
- checking tools for inbounds and coordinating MDIs or MIT (miles in trail) in consultation with radar stations

Always make the right level of restrictions. A restriction shall *not* lead to over- or underload of the airport and its controllers. Keep in mind, a measure only shows its effect after a certain time.

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