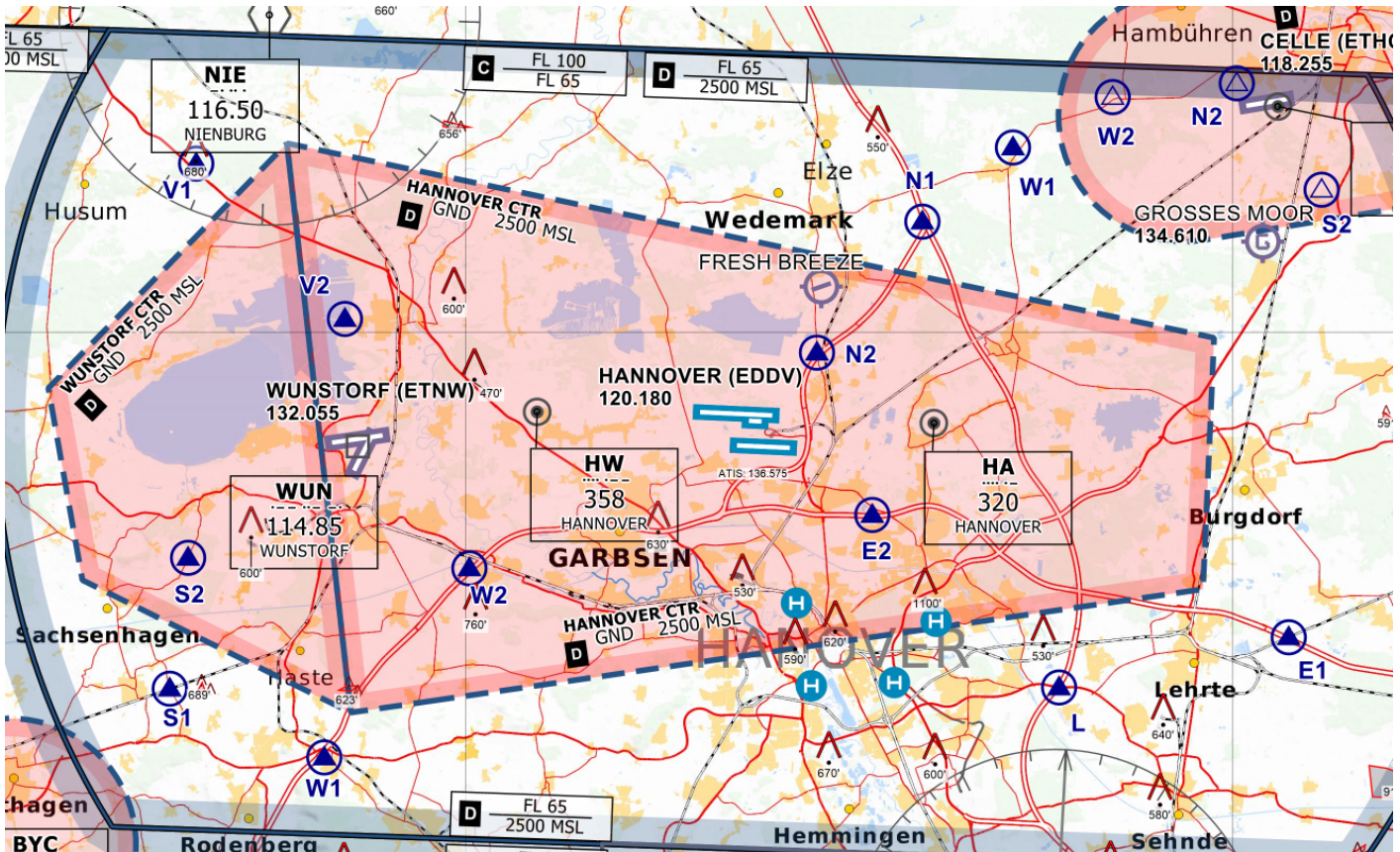


Tower

Hannover Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2500ft MSL. Above this altitude, airspace D (not CTR) and C covers this area around Hannover within responsibility of Bremen Radar (Hannover).



Controlzone of Hannover Airport and Wunstorf - © openflightmaps.org

Wunstorf: West of Hannover, the military airbase Wunstorf (ETNW) exists. Parts of the Hannover CTR may need to be delegated to Wunstorf Tower or Wunstorf Radar depending on the runway configurations and airport conditions (see below). When ETNW is offline, VFR traffic already in contact with Hannover Tower may be delegated to Hannover Tower from Bremen Radar entirely (e.g. for touch and go from EDDV). Top-down service shall not be provided by Hannover Tower. On request from Bremen Radar, it may be necessary to issue departure stops for IFR traffic from/to ETNW.

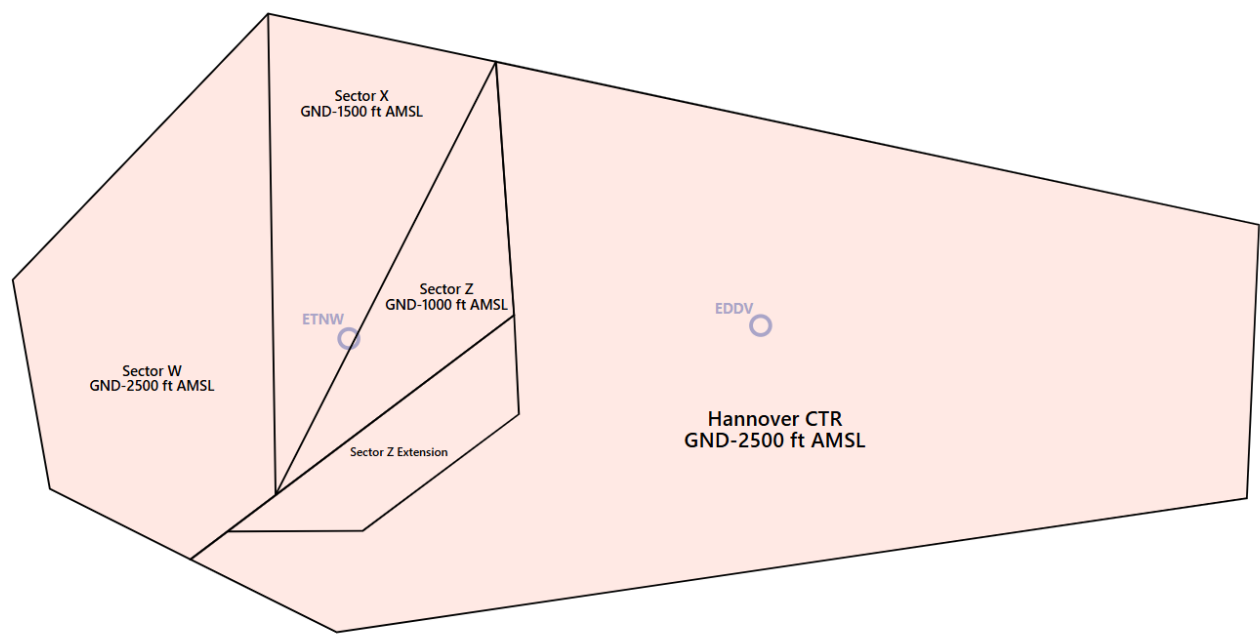
The Hannover Tower control zone shall be delegated as depicted in the paragraph below:

Hannover CTR delegation to Wunstorf Tower/Radar

Whenever Wunstorf Tower is active, ATS in the western part of Hannover CTR is delegated to Wunstorf TWR (or Wunstorf APP) depending on the runway direction at EDDV and the weather conditions at EDDV and ETNW. The Wunstorf AoR sectors will be displayed automatically in the EDWW Euroscope package.

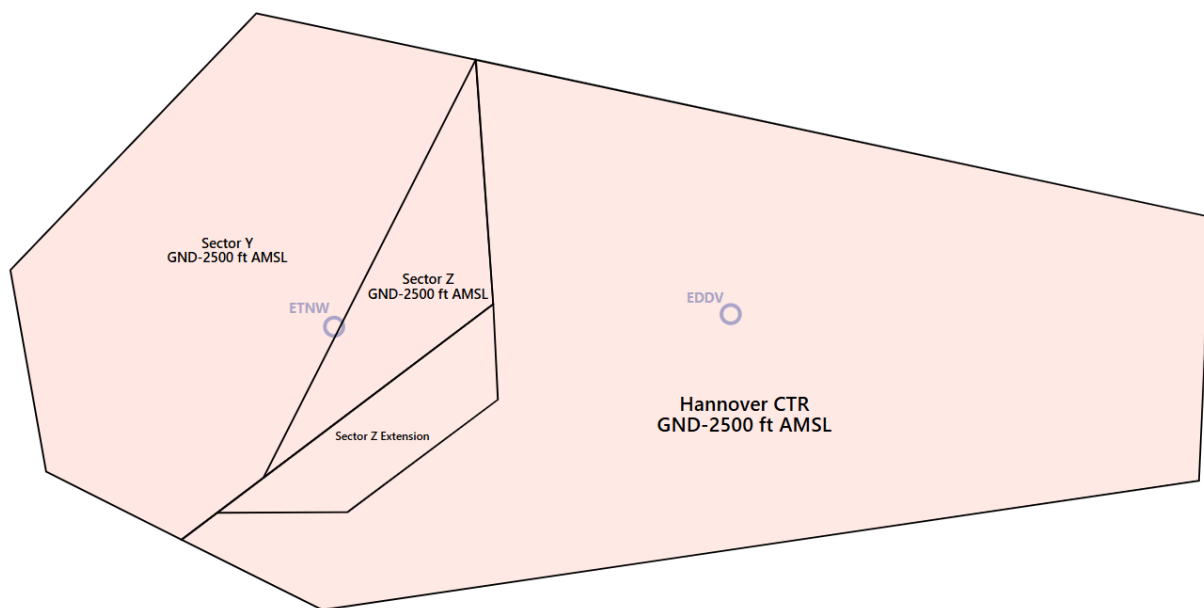
Wunstorf TWR shall inform Hannover TWR immediately about the opening and closure of Wunstorf CTR. Both TWRs shall terminate the status of the ATS delegation (see below).

EDDV RWYs 09



Status	Condition	Sector	Responsibility
Victor 09	If CTR Hannover is VMC and Wunstorf airport is VMC.	W, X & Z	Wunstorf TWR
Full CTR	If CTR Hannover is IMC or Wunstorf airport are IMC.	W, X & Z	Hannover TWR

EDDV RWYs 27



Status	Condition	Sector	Responsibility
Victor 27	If CTR Hannover is VMC and Wunstorf airport is VMC.	Y & Z	Wunstorf TWR
West to APP	If Wunstorf APP is active and either CTR Hannover is IMC or Wunstorf airport is IMC	Y	Wunstorf APP
		Z	Hannover TWR
Full CTR	If Wunstorf APP is not active and either CTR Hannover is IMC or Wunstorf airport is IMC	Y & Z	Hannover TWR

Status "Full CTR"

During the "Full CTR" AoR status, Wunstorf TWR and Wunstorf APP shall coordinate each movement at ETNW individually with Hannover Tower.

Sector Z Extension

Sector Z Extension may be activated by Hannover TWR on request from Wunstorf TWR. During the activation of Sector Z Extension, full ATS within this area is delegated from Hannover TWR to Wunstorf TWR. Sector Z Extension shall not be delegated when either EDDV or ETNW is IMC.

The vertical limit of Sector Z Extension is subject to individual coordination between Hannover TWR and Wunstorf TWR but should never exceed 2500 ft AMSL.

Topdown Service

Whenever Wunstorf TWR or Wunstorf APP are offline, Bremen Radar sector HAN will provide Top-Down service for ETNW. In this case, the AoR of Wunstorf TWR and Wunstorf APP are considered inactive. Traffic shall be coordinated individually between Bremen Radar and Hannover Tower.

Runways

The runway direction at ETNW shall be chosen in accordance with the runway direction at EDDV.

- Whenever EDDV uses RWYs 09L/R, Wunstorf shall use runway 08.
- Whenever EDDV uses RWYs 27L/R, Wunstorf shall use runway 26.

Hannover Tower shall coordinate runway changes with Wunstorf Tower and Wunstorf Radar immediately!

Runways

Hannover has a dependent parallel runway system with three runways.

Preferred Runway: In Hannover, runway direction 27 is preferred and used up to a tailwind component of 5 KT.

When runway 27 is in use, **ILS-Z** shall be announced in the ATIS.

Conditions for Runway 09C/27C: The small runway 09C/27C can not be used all the time and for all aircraft. There are following restrictions:

- MTOM below 5700 kg, including motor gliders and ultralight aircraft
- only for VFR traffic
- daylight operation only, SR-30 till SS+30

Specialties

The airport layout with its parallel dependent runway offers some opportunities to increase the efficiency.

Standard Separation: The standard separation is 4,5nm diagonally on both runways and 6nm on a single runway. Approach will coordinate or Tower will release a reduction.

Special Separation: With the distance between runway 09R/27L and 09L/27R, radar is allowed to separate arriving traffic with minimum 1,5 nm diagonally. The radar controller is responsible for creating positive separation.

Clearances can be issued even with active clearances for takeoff or landing on the other parallel runway, as long as there will be positive separation all the time including possible go-arounds. Traffic can be considered landed when ground speed reduces noticeably. Special conditions for VFR traffic see below.

Additionally, under few 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
- runway is dry
- tower can see all exits visually or with ground radar

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

Delegation to Ground



Area of Responsibility at Hannover Airport

The area north of runway 09C/27C (including taxiways M and G) can be delegated to Hannover Ground. Tower shall decide which of these crossing options shall be applied.

1. General release for crossings until further notice, Tower shall inform Ground when traffic is approaching runway 09C/27C
2. Each crossing is coordinated

When the area is in responsibility of Tower (default), the Tower controller is responsible to assign the intersections of the north runway. Ground Controllers will only clear to hold short of 09/27C.

Departures

There are standard intersections which should be used for traffic departing from Hannover. In case of pilot request, insert the non standard intersection into the remarks field.

Runway	WTC	Intersection
27L	M (+ H)	A
	L	B
27R	H	M
	L + M	N
09R	M (+H)	E
	L	D
09L	H	H + G
	M	J + K + Kto
	L	K + Kto

*Preferred intersections are **bold***

General Departure-Release: Departures do not have to be released by EDWW (Bremen Radar) unless:

- EDWW explicitly restricts departures by time, SID or until further notice
- Departures out of the non operational runway config
- The first departure after a runway change
- The first departure after an unplanned missed approach

Auto-Handoff: Hannover has an auto-handoff to the departure frequency immediately after take-off, as stated in the charts. A short "bye bye" at the end of the take-off clearance can help vPilots to get the hint.

Spacing: Departures shall be separated with a minimum of 3 nm or wake turbulence separated, whichever is greater. When two aircrafts regardless of the runway have the same SID waypoint (e.g. POVEL) the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

Arrivals

Runway 09R/27L: Arrivals on runway 09R/27L shall be instructed to contact Ground when they are vacating.

Runway 09L/27R: Arrivals on runway 09L/27R shall get an initial taxi instruction and a clearance to cross runway 09C/27C. The handoff to Ground should be made as early as possible.

One of your primary objectives with arrivals is to keep the runways useable. Unfortunately some vPilots will hold before the holding line blocking the runway, unless you keep them rolling. Issue taxi instructions as soon as possible (09L/27R) or advice to hold behind the holding line while giving a handoff to Ground (09R/27L).

Missed Approaches

In case of an unplanned missed approach, the Tower controller shall inform Bremen Radar (Hannover) immediately. Traffic will be handed over to Hannover Approach after coordination.

The next departure is always subject to release, if not coordinated otherwise ([Departure Release](#)).

Efficiency

Reduced Runway Separation (RRS): Reduced Runway Separation can be applied for runway 09L/27R for all categories and on 09R/27L for aircraft of category 1 and 2.

Independent lineups: With the standard intersection described above, independent lineups are only authorized for runway 09L between G and J/K/Kto, H and K/Kto.

VFR

Hannover offers several options for traffic under VFR. The visual reporting points of V and S belong to Wunstorf and shall not be used. There are two standard holding patterns north and south of the field.

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

Runway usage: VFR traffic on the left or right runway is independent to IFR traffic on the other runway but shall get traffic information. Departures from the center runway (VFR only) need to be wake turbulence separated from runway 09L/27R.

Helicopters

Helipads: Hannover has three helipads at the airport which can be used for arriving and departing helicopters. Tower shall coordinate with Ground to achieve spacing between arriving or departing helicopters and taxing traffic, since the helipads are on the taxiways.

Helipad	Location	Conditions
Helipad 1	crossing taxiways A and C	no traffic on C no traffic on A between stands 45 and 41
Helipad 2	on taxiway L, south of runway 09C	no arrivals/departures from 09C/27C no traffic on F and L between G and M
Helipad 3	on taxiway M between T2 and O	no arrivals/departures from 09C/27C no traffic on M between T2 and O

Civil Helicopters: Parking positions 69A/69B between GA1 and taxiway P. Helicopters hover taxi directly via M to these positions.

Police and rescue helicopters: At Hannover airport is the rescue helicopter CHX86 (Christoph Niedersachsen) located which is parked on stand 69C in the area west of the general aviation apron 1. Arrival and departure are usually performed from helipad 3 with a direct hover from and to the parking pad. Furthermore, Lower Saxony's state police has its helicopter units at Hannover

airport west of taxiway F stationed and will hover taxi directly from and to helipad 2.

Note: Stands 69A-E are not mentioned in any charts or ground layout but can be seen for example on satellite maps. Reference:



Nearby Helipads: In the vicinity of the aerodrome are some helipads used for rescue helicopters. They are shown in the default Tower view with an abbreviation:

- KKH - Kinderkrankenhaus auf der Bult
- MHH - Medizinische Hochschule Hannover (Homebase of CHX4)
- NKH - Nordstadt Klinikum Hannover

Low Visibility Operations (LVO)

At Hannover, the following runway configuration is to be used during LVO:

- Departures 09R/27L*, Arrivals 09L/27R

Departures may request runway 09L/27R for performance reasons. In this case, a larger arrival spacing shall be by Tower requested to accommodate the departing traffic in between.

* Note: Runway 09R/27L can only be used for departing traffic if the RVR is not less than 350 m. If the RVR is below 350 m, runway 09L/27R shall be the only runway in use for both departing and arriving traffic.

When the weather condition requires low visibility operations the use shall be announced in the ATIS.

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