Hannover-Langenhagen

IATA/ICAO CODE:	HAJ/EDDV
CITY:	Hannover
COUNTRY:	Germany

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Dr. Raoul Hille	Michael Büsing
Title:	Chief Executive Officer	Airport Operations
Airport:	Hannover Airport	Hannover Airport
Address:	Flughafen Hannover Langenhagen GmbH Postfach 42 02 80 30662 Hannover Germany	Flughafen Hannover Langenhagen GmbH Postfach 42 02 80 30662 Hannover Germany
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Airport Web Site: www.hannover-airport.de

ELEVATION: 183 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
09L/27R	3800	-	3.0	148
09R/27L	2340	-	3.0	45
09C/27C	780	-	3.0	22.5 (max 5.7 t MTOW)

NOISE ABATEMENT PROCEDURES

See AIP Germany ENR 1.5 for details of noise abatement procedures.

Departures
Chapter 2
Aircraft licensed in accordance with ICAO Annex 16, Chapter 2:
Operation within the European Union is not permitted since April 1, 2002

Chapter 3
For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:

Takeoff	

to 1500 feet AGL	Takeoff power Takeoff flaps Climb at V2 + 10 KT (or as limited by body angle).
At 1500 feet AGL	Reduce power to not less than climb power. Normal speed and flap retraction schedules to enroute climb

Reverse Thrust
Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

Arrivals
Pilots should arrange their flight so as to leave the initial approach fix at a speed which permits operation of the aircraft in clean configuration. This speed should be maintained until reaching a distance of approximately 12 NM from touchdown. For this portion of the approach, an indicated airspeed of 210 kt +/- 10 kt is recommended unless a higher airspeed is required for performance reasons.

The subsequent portion of the approach up to a point shortly prior to the Outer Marker should be flown at an airspeed of 160 kt +/- 10 kt using an intermediate flap setting as appropriate for the type of aircraft concerned with the landing gear retracted. This phase will normally include the transition from level flight to descent on the glide path which should be intercepted at a height of not lower than 2000 ft above touchdown zone elevation.

Landing configuration should be established shortly prior to or over the Outer Marker, i.e. at this time the landing gear should be extended, the flaps set for landing and the aircraft stabilized at a safe approach speed.

Reverse Thrust
Between 2000 and 0500 (1900 and 0400) reverse thrust, other than idle thrust, shall only be used to an extent necessary for safety reasons.

Fuel -Saving and Noise-Reducing ILS Approach Procedures (based on Nfl 1-78/96)
1. General
For the purpose of fuel-saving and noise abatement during approach, the following procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2. Procedure
2.1 Aircraft will be guided by Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach level in such a way that after reaching this intermediate approach level on the localizer course, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx.3) down to the cleared level.

If for specific reasons (e.g. separation, airspace structure, obstacles), levels above the intermediate approach level have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

2.2 In case of traffic situations allowing no CDA (e.g. approaches of aircraft with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to previous procedures.

3. Noise Abatement
On approaches in accordance with the CDA, pilots are expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports.

4. The CDA Procedure may be used at the following airports:
Stuttgart - RWY 25 (Zwischenanflughohe/intermediate approach altitude 3500)
Nurnbert - RWY 10 (Zwischenanflughohe/intermediate approach altitude 4000)
RWY 28 (Zwischenanflughohe/intermediate approach altitude 4000)
Hamburg - RWY 23 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 05 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 15 (Zwischenanflughohe/intermediate approach altitude 3000)
Hannover - RWY 27L (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 27R (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 09L (Zwischenanflughohe/intermediate approach altitude 2000)
Munich - RWY 26L/R (Zwischenanflughohe/intermediate approach altitude 5000)
RWY 08L/R (Zwischenanflughohe/intermediate approach altitude 5000)

CONTINUOUS DESCENT ARRIVAL (CDA)
Fuel -Saving and Noise-Reducing ILS Approach Procedures (based on Nfl 1-78/96)
1. General
For the purpose of fuel-saving and noise abatement during approach, the following procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2. Procedure
2.1 Aircraft will be guided by Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach level in such a way that after reaching this intermediate approach level on the localizer course, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx.3) down to the cleared level.

If for specific reasons (e.g. separation, airspace structure, obstacles), levels above the intermediate approach level have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

2.2 In case of traffic situations allowing no CDA (e.g. approaches of aircraft with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to previous procedures.

3. Noise Abatement
On approaches in accordance with the CDA, pilots are expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports.

4. The CDA Procedure may be used at the following airports:
Stuttgart - RWY 25 (Zwischenanflughohe/intermediate approach altitude 3500)

Nurnberg - RWY 10 (Zwischenanflughohe/intermediate approach altitude 4000)
RWY 28 (Zwischenanflughohe/intermediate approach altitude 4000)
Hamburg - RWY 23 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 05 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 15 (Zwischenanflughohe/intermediate approach altitude 3000)
Hannover - RWY 27L (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 27R (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 09L (Zwischenanflughohe/intermediate approach altitude 2000)
Munich - RWY 26L/R (Zwischenanflughohe/intermediate approach altitude 5000)
RWY 08L/R (Zwischenanflughohe/intermediate approach altitude 5000)

AIRPORT CURFEWS

See AIP Germany for details

The airport is open from 0000 until 2400 with the following restrictions:

1. Between 2100 (2000) and 0459 (0359), aircraft exceeding the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 are not permitted to operate.

2. Between 2200 (2100) and 0459 (0359), only the following aircraft movements and aircraft are permitted:

2.1 Take-offs and landings of turbo-jet aircraft with a noise certificate inaccordance with ICAO Annex 16, Chapter 3 or 4 which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3 and

2.1.1 which are usually scheduled for the airport of Hannover or

2.1.2 which are used for night airmail service of a universal service provider as defined in the Postal Universal Service Ordinance (PUDLV) if the night flight is required to meet the quality standard in accordance with Article 2, item 3 of the PUDLV or

2.1.3 which are operated by air carriers whose main base and maintenance facilities are in Hannover.

2.2 Take-offs and landings of turbo-jet cargo aircraft which have a noise certificate in accordance with ICAO Annex 16, Chapter 3 or 4 and which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3 or which are more than 5 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3 and which are specified in the Annex to this item.

2.3 Landings of aircraft not exceeding the limits pursuant to ICAO Annex 16, Volume I, Chapter 3 which are operated by the air carriers specified in item 2.1.3.

2.4 Take-offs and landings of aircraft with different means of propulsion in commercial and corporate air traffic complying with the provisions of ICAO Annex 16, Volume 1, Chapters 3, 4, 5, 6 (-4 dB (A)), 8, 10 (-3 to -8 dB (A)) or 11 and/or Chapters III, V, VI 2.4, VII or X 2.4 of Noise Requirements for Aircraft as well as landings of aircraft with different means of propulsion and a noise certificate stationed at Hannover Airport in business air traffic.

2.5 Landings of delayed aircraft which are part of scheduled air services or regular air inclusive tours, which do not exceed the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 and which are scheduled to arrive in Hannover prior to 2200 (2100).

2.6 Landings of aircraft provably using the airport as alternate aerodrome for meteorological,

technical or other safety reasons.

2.7 Calibration flights conducted by DFS Deutsche Flugsicherung GmbH as far as necessary for maintaining flight safety.

2.8 Take-offs and landings in emergency cases.

2.9 Take-offs and landings in exceptional cases with special permission from the aviation supervision office of the „Niedersächsisches Ministerium für Wirtschaft, Arbeit und Verkehr“.

3. Subject to further restrictions of this provision, the aircraft specified in the Annex to this item are permitted to conduct take-offs and landings only on the northern runway (09L/27R) between 2100 (2000) and 0459 (0359). Exceptions for urgent technical, meteorological or operational reasons are possible.

7. Subsequent arrivals and departures of aircraft not represented at an airport by an aircraft operator require the permission of the aviation supervision office at Hannover Airport.

8. The starting points for the take-off runs of 3200 m in length are located at the level of the eastern edge of runway N for landing direction 27 and at the level of the western edge of runway H for landing direction 09. The starting points located 300 m in front of threshold 09L for take-offs in an eastern direction and 300 m in front of threshold 27R for take-offs in a western direction may only be used by aircraft requiring a take-off run exceeding 3200 m for the forthcoming take-off.

9. If any aircraft are to take off or land in Hannover between 2200 (2100) and 0459 (0359), a copy of the noise certificates (Articles 9, 10 of the Regulation on Certification and Licensing in Aviation (LuftVZO)) shall be submitted in advance.

10. If a take-off or landing is to fall under the special regulation pursuant to item 2.1.2, the postal service provider shall prove to the airport operator in advance that it is a universal service provider as defined in the Postal Universal Service Ordinance (PUDLV) and that the quality standard in accordance with Article 2, item 3 of the PUDLV can only be met through night airmail service.

PREFERENTIAL RUNWAYS

During night-hours 09L/27R

Between 2100 (2000) and 0500 (0400), take-offs and landings by aircraft listed below may generally only be performed on the northern Runway (09L/27R). Exceptions to this regulation are permitted based on compelling air traffic control reasons, meteorological reasons or flight operational reasons.

Propeller aircraft with a MTOW of more than 5,7 t	B737-200	MD DC10 MD DC 8-70 series
A300 (all versions)	B757-300	MD11 MD80-series
A310 (all versions)	B767 (all versions)	MD90
A330	B777	Tupolev 154
A340	B747-400	Tupolev 204
B727-100 re- engined with 3 tay engines	L1011	

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

5. Test runs with jet engines shall be conducted exclusively in a noise suppression facility which is ready for operation.

5.1 If the noise suppression facility is not ready for operation, test runs with jet engines may be conducted only from 0500 (0400) to 2100 (2000) outside this facility. Between 2100 (2000) and 2300 (2200) as well as between 0300 (0200) and 0500 (0400), test runs with jet engines may, however, also be conducted outside the noise suppression facility which is not ready for operation if required for urgent maintenance due to safety reasons shortly before a take-off or after a landing. This provision does not apply to idle test runs.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

1/2011 IATA Airport and Air Navigation Charges Manual

Landing Charge Turbo Jet Powered A/C		Aircraft over 2 tonnes - MTOW International and Domestic
Chapter 3 and Chapter 4		
Included on Bonus List		EUR 7.65 per tonne
Not included on Bonus List		EUR 17.30 per tonne
Night Surcharge (ICAO Annex 16 Chapter 3/4)		**Per flight (22:00 until 05:49)**
Noise Category 1 (see attachment below)		EUR 55.00 per flight
Noise Category 2		EUR 120.00 per flight
Noise Category 3		EUR 230.00 per flight
Noise Category 4		EUR 380.00 per flight
Noise Category 5		EUR 680.00 per flight
Noise Category 6		EUR 1330.00 per flight
Noise Category 7		EUR 2550.00 per flight
Night Surcharge (ICAO Annex 16 Chapter 2)		**Per flight (22:00 until 05:49)**
Noise Category 1 (see attachment below)		EUR 130.00 per flight
Noise Category 2		EUR 230.00 per flight
Noise Category 3		EUR 440.00 per flight
Noise Category 4		EUR 740.00 per flight
Noise Category 5		EUR 1350.00 per flight
Noise Category 6		EUR 2650.00 per flight
Noise Category 7		EUR 5000.00 per flight
Bonus List		
All types with MTOW below 25 tonnes, plus		
A300	B727-100(3 Tay re-engined)	DC8-70
A310	B737-300 to 800	DC10
A320	B747-400	MD11

A330	B757	MD90
A340	B767	Fokker 70/100
A319	B777	AVRO RJ
A321	Gulfstream IV/V	BAe 146 (all versions)

The allocation of aircraft into noise categories is based on the average noise levels measured upon landing and take-off of the observed aircraft types. Aircraft types not listed will be classified at the airport's discretion on the basis of noise certificates presented until satisfactory measurements results are available to Hanover Airport.

Classification of turbo-jet aircraft licensed according to ICAO Annex 16/3, propeller-driven aircraft and helicopters

Noise Category 1: LAZ to 69.9 dB(A)	Noise Category 2: LAZ 70.0 to 73.9 dB(A)	Noise Category 3: LAZ 74.0 to 76.9 dB(A)	Noise Category 4: LAZ 77.0 to 79.9 dB(A)
All Ch 3 jets with MTOW <34t	A300	A330	AN 22
All prop A/C with MTOW <34t	A310	A340	BAC 111 hushkit
All Helicopters	B727-100 re-eng.	AN12	MD80-83, MD88
A318, A319, A320	B767	B727 hushkit	B747-S
B717	B737-400	DC8-70 Series	B747-400
B737-300, -500 to 900	DC6	DC9 hushkit	DC10
B757	IL18, IL 76 re-engined	IL 96	TU154
BAe146/Avro RJ CRJ7	TU204	MD 87	
Fokker 70/100	YK42/142	MD11	
Gulfstream IV/V	A321	SC 5 (Shorts Belfast)	
L188		C130 (Hercules)	
C160/ND16 (Transall)		B777	
MD 90			

Noise Category 5: LAZ 80.0 to 82.9 dB(A)	Noise Category 6: LAZ 83.0 to 85.9 dB(A)	Noise Category 7: LAZ 86.0 dB(A) and above
B747-100 to 300		
IL 62		AN124
B727 Hushkit		

Classification of turbo-jet aircraft licensed according to ICAO Annex 16/2 and turbo-jet aircraft not licensed in accordance with ICAO Annex 16 (military aircraft)

Noise Category 1: LAZ to 69.9 dB(A)	Noise Category 2: LAZ 70.0 to 73.9 dB(A)	Noise Category 3: LAZ 74.0 to 76.9 dB(A)	Noise Category 4: LAZ 77.0 to 79.9 dB(A)
			All Ch 2 jets with MTOW <34t
			B747-S
			DC 9
			C17 (Globemaster)
			Fokker28

Noise Category 5: LAZ 80.0 to 82.9 dB(A)	Noise Category 6: LAZ 83.0 to 85.9 dB(A)	Noise Category 7: LAZ 86.0 dB(A)and above
B737-200	IL 86	AN 124
B747-100 to 200		BAC 111
IL 62		B727
TU 134		C5
TU 154		E 3 AWACS
DC8 (except -70 series)		VC10

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

	Date	

Type of Program	Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Map of Noise Monitoring Locations provided by the Airport 7/2006

FLIGHT TRACK MONITORING SYSTEM

Since march 2007 availablel via internet-homepage of DFS German Air Navigation Services verfügbar: http://www.dfs.de/dfs/internet/deutsch/index.html

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Airport Curfew Information.