



DFS Deutsche Flugsicherung

IFR / VFR Pilot Info Special EDDV *2025*

Runway Incursions

Hannover Airport experiences a significantly higher number of runway incursions in comparison to other German airports, and all incursions involve a high risk for flight safety.

The runway layout at Hannover Airport is very complex, especially because of its short VFR runway 27C/09C located in the northern part of the airport. It is, therefore, essential that all pilots landing at or departing from Hannover Airport familiarise themselves with the layout and the runway safety areas.

1. Runway safety area runway 27C/09C

The runway safety area of runway 27C/09C covers large parts of the taxiways Mike, Foxtrot, Lima and Golf. On these taxiways, pilots will find the common markings for holding points even if they cannot see the physical runway here. A runway safety area must NEVER be crossed without a clearance. If pilots have not received an explicit clearance to cross, they MUST stop and hold under all circumstances. Crossing a runway holding point without a clearance, means you have entered the safety area of an active runway.

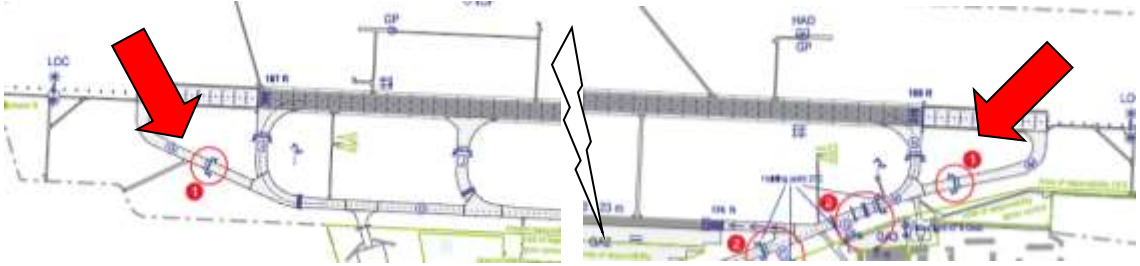


Schematic representation of the runway safety area of runway 27C/09C

2. Location of holding points at runway end 27R/09L

Runway 27R/09L has a runway starter extension of 300m each at the eastern and western end of the runway. These extensions may only be used for take-off at the request of pilots for performance reasons. In some cases, air traffic control uses these extensions for prioritising aircraft. You must use extra caution when you receive a taxiing clearance via Mike or Golf to the holding points of the

runway. These holding points are located shortly behind the last intersection of taxiways November and Hotel, respectively, and do not have the usual right-angle position in relation to the runway. Extra caution is also required to ensure that the taxiway you are using to taxi to these holding points complies with the clearance received from the air traffic controllers.



Location of holding points on taxiways Mike and Golf

All holding points that have shown themselves to be critical because of past occurrence investigations have been identified as hot spots in the AIP charts and have additionally been marked with a red RWY AHEAD bar on the ground.



Holding point marking with special hot-spot-designation

A holding point must NEVER be crossed without a clearance, regardless of the presence of hot-spot markings or not. If you are unsure whether a clearance has already been issued or not, stop and ask ATC.



Link to a YouTube DFS tutorial. This video is aimed at VFR traffic. It explains the runway safety area of 27C/09C and the correct clearances. It can also be used for IFR traffic.

Note to pilots and/or safety management: To better understand runway incursions and to look for potential systematic enhancements, we would appreciate any comments on runway incursions encountered at Hannover Airport. Therefore, please get in touch with DFS Safety Management of Hannover at: safety.hannover@dfs.de. Rest assured that any information will be treated confidentially and we will always follow the Just Culture principle during our analysis.