JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: HANNOVER DEU
ICAO/IATA: EDDV / HAJ
Lat/Long: N52° 27.61', E009° 41.01'
Elevation: 183 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0443 Z
Sunset: 1755 Z

Runway Information

Runway: 09C
Length x Width: 1804 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Stopway: 558 ft

Runway: 09L
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 167 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09R
Length x Width: 7677 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 172 ft
Lighting: Edge, ALS, Centerline

Runway: 27C
Length x Width: 1804 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Stopway: 197 ft

Runway: 27L
Length x Width: 7677 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 179 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 169 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 136.575
Hannover Tower: 120.180
Hannover Tower: 120.405
Hannover Ground: 121.955
Bremen Radar Approach: 131.330 RCO
Hannover Direct (Approach Control Radar): 119.605
Hannover De-Icing Operations: 121.605
Hannover De-Icing Operations: 121.780

1. GENERAL

1.1. ATIS

D-ATIS 136.575

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0559LT, ACFT exceeding the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 are not permitted to operate.
If any ACFT are to take off or land between 2300-0559LT, a copy of the noise certificates shall be submitted in advance.
Between 2300-0559LT, only the following ACFT movements and ACFT are permitted:

1. Take-offs and landings of turbo-jet ACFT with noise certificate in accordance with ICAO Annex 16, Volume 1, Chapter 3, 4 or 14 which minimum comply with or are below the limits laid down in ICAO Annex 16, Volume 1, Chapter 4 and
   a) which are usually scheduled for the APT of Hannover; or
   b) 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
   c) which are operated by air carriers whose main base and maintenance facilities are in Hannover.
2. Take-offs and landings of turbo-jet cargo ACFT which have a noise certificate in accordance with ICAO Annex 16, Volume 1, Chapter 3, 4 or 14 and which comply with or are below the limits laid down in ICAO Annex 16, Volume 1, Chapter 4.
3. Take-offs and landings of ACFT 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 dBA), 8, 10 (-3 to -8 dBA) or 11 and/or Chapters III, IV 2.4, VII or X 2.4 of Noise Requirements for ACFT as well as landings of ACFT with different means of propulsion and noise certificate stationed at Hannover APT in business air traffic.
4. Landings of ACFT provably using the APT as alternate aerodrome for meteorological, technical or other safety reasons.
5. Calibration flights conducted by DFS Deutsche Flugsicherung GmbH as far as necessary for maintaining flight safety.
6. Take-offs and landings in emergency cases.
7. Take-offs and landings in exceptional cases with special permission from the aviation supervision office of the "Niedersaechsisches Ministerium fuer Wirtschaft, Arbeit, Verkehr und Digitalisierung".

Subject to other restrictions of thi s provision, between 2200-0559LT take-offs and landings by ACFT as listed below are only permitted on the northern RWYs 09L/27R.

Exceptions for urgent technical, meteorological or operational reasons are possible.

A300
A310
A330
A340
B727-100 re-engined with 3 tay engines
B737-200
B747-400
B757-300
B767
B777

propeller-driven ACFT with more than 5.7t MTOM
LOCKHEED L1011
DC 8-70-series
DC 10
MD 11
MD 80-series
MD 90
TUPOLEV 154
TUPOLEV 204

1. GENERAL

1.2.2. LOCAL FLYING RESTRICTIONS

1. Arrivals and departures immediately following one another as well as circling flights for ACFT over 5.7t MTOM and for ACFT up to 5.7t MTOM not complying with the conditions of ICAO Annex 16, Volume I, Chapter 3, 4, 5, 6 (-4 dB[A]), 8, 10 (-3 to -8 dB [A]) or 11 pursuant to ICAO and/or LSL Chapters III, V, VI 2.4, VIII or X 2.4:
   Only permitted MON-FRI between 0600-2059LT and SAT between 0800-1259LT.
2. Arrivals and departures immediately following one another as well as circling flights for ACFT up to 5.7t MTOM complying with the conditions of ICAO Annex 16, Volume I, Chapter 3, 4, 5, 6 (-4 dB [A]), 8, 10 (-3 to -8 dB [A]) or 11 pursuant to ICAO and/or LSL Chapters III, V, VI 2.4, VIII or X 2.4:
   Only permitted MON-SAT between 0600-2059LT and SUN, HOL between 0800-2059LT.
3. Arrivals and departures immediately following one another, not represented at the APT by an ACFT operator, are subject to permission by the "Luftaufsicht" at Hannover APT.

1.2.3. RUN-UP TESTS

Run-up tests of jet engines shall be conducted exclusively in a noise suppression facility which is ready for operation.

If the noise suppression facility is not ready for operation, run-up tests of jet engines may be conducted only from 0600-2200LT. Between 2200-2400LT as well as between 0400-0600LT run-up tests of 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 after landing. This provision does not apply to idle test runs.

1.3. LOW VISIBILITY PROCEDURES

ACFT will be guided onto RWY by Follow-me car.

Enquiries via HANNOVER Ground.

1.4. AUXILIARY POWER UNIT (APU)

To avoid additional noise and reduce further immissions, utilization of the APU shall be reduced to a minimum. This is the responsibility of the pilot.

The APU shall be operated only:

- To start the engines; 15 min prior to EOBT; at the earliest;
- For necessary maintenance work on the ACFT;
- If the stationary or mobile ground equipment of the APT is not available or suitable for certain ACFT types.

In special cases, extended hours of operation for the APU may be granted by the APT duty officer (Tel : +49 511 977 1455).

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

During the entire taxiing phase, ACFT shall maintain continuous radio contact with the control tower. Any instructions to change frequency shall be complied with without delay.

To increase safety of RWYs RWY guard lights have been installed on both sides of CAT I holding positions of RWYs 09L/27R and 09R/27L, as well as of holding positions of RWY 09C/27C.

On the apron, ACFT are permitted to taxi only at the minimum RPM required. TWYs A1, D1, F1 and L1 on the apron are ACFT stand taxilanes with reduced minimum separation distances between taxilane centerlines and stationary objects. The separation distances between taxilane centerline and the red obstacle limitation lines are:

- 156'/47.5m in the area of the parallel TWY F1 between positions 42 and 61 and L1 between postitions 4 an 27. The separation between the parallel guidelines is 256'/78m.
- 139'/42.5m in the area of TWY D1.
- 136'/41.5m in the area of taxilane A1 between positions 23 and 42.
- 125'/38m in the area of positions 1 and 2.
- 85'/26m in the area of positions 12, 13 and 20.

When entering positions 1 to 20, the oversteering procedure shall be used.

TWY P MAX wingspan 56'/17m.
TWY O MAX wingspan 66'/20m.
TWY Q MAX wingspan below 118'/36m.

While taxiing to and from RWY 09L/27R pilots will need crossing-clearance for RWY 09C/27C, which is an active VFR daytime RWY. To avoid RWY incursions pilots are referred to the published hot spots on 10-9 page.

1.5.2. TAXIING TO/FROM THE SOUTHERN RWY 09R/27L

ACFT code E and ACFT types B767, MD10, MD11, DC10 and L1011 shall only use TWYs A and E for taxiing to and from the southern RWY 09R/27L.

ACFT will be guided by a Follow-me vehicle to/from the RWY.

1.5.3. TAXIING TO/FROM THE NORTHERN RWY 09L/27R

ACFT types A340, A350 and B777 shall be guided by a Follow-me vehicle at the level of RWY 09C/27C when taxiing from TWY F to TWY L or from TWY L to TWYF.

ACFT types code E and ACFT types MD11 and DC10 of ACFT code D shall be guided by a Follow-me vehicle when taxiing from TWY G to TWY L or from TWY L to TWYG.

TWY J may not be used by ACFT type A346.

TWY K is limited to ACFT code C between RWY 09L/27R and TWY Kto.

TWY Kto may not be used by ACFT types A346, A35K, B773 and B77L.

TWY N may not be used by ACFT code E and D, except for ACFT types A400M, B752 or B753.

1.5.4. OPERATION OF B747-8/8F

- B747-8/8F may only take off from and land on RWY 09L/27R.
- Taxiing on TWYs and the apron is only permitted under the guidance of a Follow-me car.

The following TWYs shall be used:

- To enter RWY 27R: TWY L and TWY M;
- To enter RWY 09L: TWY L and TWY G;
- To exit RWY 27R: TWY H, TWY G and TWY L or TWY G and TWY L;
- To exit RWY 09L: TWY M and TWY L.

B747-8/8F shall be parked on stand DP1 or 61.

1. GENERAL

1.6. PARKING INFORMATION

1.6.1. GENERAL

On stands 1 thru 28 and 40 thru 61, except R-stands push-back required.
Stands 1 thru 20, except A-stands equipped with visual docking guidance system.
For stand graphic refer to 10-9 charts.

1.6.2. GENERAL AVIATION 1

All ACFT will be guided by Follow-me.
MAX wingspan 66'/20m between hangar 11, 12 and posn 72-75.
MAX wingspan 56'/17m in front of hangar 13.
MAX wingspan 52'/16m on other parts of apron.

1.6.3. GENERAL AVIATION 2

MAX wingspan 49'/15m.

1.6.4. GENERAL AVIATION 3

MAX wingspan below 118'/36m; ACFT with wingspan over 95'/29m will be towed.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

Between 2100-0600LT reverse thrust, other than idle thrust, shall only be used to an extent necessary for safety reasons.

2.2. CAT II/III OPERATIONS

RWY 09L/27R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXIING PROCEDURES

RWY 09L RESTRICTIONS

After landing on RWY 09L, all ACFT with code E may only taxi independently via TWY L to the apron. When leaving the RWY via TWY M, ACFT types B777, B787, A340 and A350 shall be guided to the apron via TWY F by a Follow-me vehicle.

RWY 27R RESTRICTIONS

After landing on RWY 27R, ACFT with code E may only taxi independently via TWYL to the apron. When leaving the RWY via TWY G, ACFT types B777, B787, A340 and A350 shall be guided to the apron via TWY F by a Follow-me vehicle.

When leaving the RWY via TWY H, ACFT types B777, B787, A340 and A350 shall be guided to the apron by a Follow-me vehicle starting at TWY G via TWY F.

2.4. OTHER

During approaches to the parallel RWY system 09/27, a reduced diagonal separation of at least 1.5NM may be used between parallel approaching ACFT on final.

ACFT types B744, B773 and A346 shall disregard the PAPI when approaching RWY27L.

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

ti 25 minutes prior to EOBT for unregulated flights.
30 minutes prior to CTOT for ATFM regulated flights.
tt 11 minutes prior to EOBT for unregulated flights.
16 minutes prior to CTOT for ATFM regulated flights.
t1 5 minutes.

3.2. DE-ICING

3.2.1. GENERAL

The de-icing of ACFT will take place on defined de-icing areas (DPs), exclusively. These areas are located at the Western part of the apron.
De-icing on other parking positions - with the exception of the regulation described below - is not permitted.

3.2.2. DE-ICING AREAS

The special areas assigned for the de-icing of ACFT are designated DP1 and DP2 (see 10-9A). In exceptional cases, de-icing may take place on the positions located in between. The actual de-icing position will be assigned by the de-icing operator. The de-icing of jet-propelled ACFT will be carried out with running engines and switched off Auxiliary Power Units (APU). The same regulation applies for ACFT types ATR 42/72 with applied propeller brakes.

3.2.3. DE-ICING

A de-icing operation shall be reported to the de-icing operator in good time (30 minutes in advance prior to EOBT/CTOT) under the phone number (0511)-9771415 however, when obtaining start-up clearance for the engines from HANNOVER Ground, at the latest.

The order of notifications has no influence on the actual de-icing sequence. This will be determined by ground control, exclusively.

After start-up clearance/push-back, ACFT will be guided by ground control to the immediate vicinity of the de-icing areas. The ACFT will then be guided by a Follow-me car to a vacant de-icing position.

After parking the ACFT on the de-icing area, the pilot will report on HANNOVER De-icing **121.780** together with his flight number. After the de-icing process has been completed, the Pilot-In-Command shall report "ready to taxi" to HANNOVER Ground.

If the engines have to be started up again, this shall be reported to ground control.

During the de-icing process, the pilot shall maintain constant listening watch on the respective de-icing frequency. When the de-icing procedure has been completed, the de-icing code will be transmitted and the ACFT handed over by the de-icing operator to the ground controller.

Taxiing maneuvers from the de-icing areas may only be carried out after express clearance by the ground controller and with the absolute minimum number of engine revolutions required, only.

After de-icing has taken place, the de-icing areas shall be vacated as quickly as possible after receiving taxi clearance.

All special services, such as the de-icing of the undercarriage or de-icing beneath the wings, will be conducted on the pads with engines switched off, only.

3. DEPARTURE

The hands-on check will generally only be carried out by representatives of the air transport company concerned or by a crew member of the de-iced ACFT on the respective de-icing pad. A hands-on check shall be requested by the crew through a handling agent, only. On instructions from the de-icing operator, an ACFT may be towed to another position for the hands-on check or planned for another de-icing position in the pre-planning stage already. If a hands-on check becomes necessary, the control tower shall be informed in time, but at the latest when requesting startup clearance. The employees of FHG and AGS (de-icing personnel) will not carry out these checks.

Differences of the above or in published Aeroplane Deicing Plan mentioned procedures have to be granted by the APT operator.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. START-UP

Pilots shall obtain start-up approval on the appropriate frequency of Ground.

3.3.2. PUSH-BACK PROCEDURE ON MAIN APRON (STANDS 1 THRU 61)

ACFT may leave nose-in positions only by the aid of ACFT tractors.
Reverse thrust or variable pitch propellers shall not be used.
To receive push-back instructions from nose-in position, pilots are requested to contact the "Walkout Assistent" after they received approval to start their engines.
This request shall only be made if the pilot is able to carry out the maneuver without delay. The "Walkout Assistent" will carry out the push-back procedure immediately after receiving the necessary clearance from apron control. To avoid delays, the engines shall be started during push-back.

3.3.3. TAXI PROCEDURE

To obtain taxi-out instructions after push-back or from a roll-out stand, pilots are instructed to request taxi clearance on the appropriate frequency of Ground.

RWY 09L Restrictions
From the apron to THR 09L, ACFT types B777, B787, A340 and A350 shall be guided to THR 09L via TWY F and G by a Follow-me vehicle. Independent taxiing is only possible starting at TWY H.

RWY 27R Restrictions
From the apron to THR 27R, ACFT types B777, B787, A340 and A350 shall be guided to THR 27R via TWY F and TWY M by a Follow-me vehicle.

3.4. NOISE ABATEMENT PROCEDURES

The starting points for the take-off runs of 3200m in length are located at the level of the Eastern edge of TWY N for landing direction 27 and at the level of the Western edge of TWY H for landing direction 09. The starting points located 300m in front of THR 09L for take-offs in an Eastern direction and 300m in front of THR 27R for take-offs in a Western direction may only be used by ACFT requiring a take-off run exceeding 3200m for the forthcoming take-off.

3.5. RWY OPERATIONS

RWY 09L/27R
ACFT which are using extended take-off runs and which require a TORA of 10499'/3200m or less shall only set take-off thrust when passing the THR.

CHANGES: Availability ELNAT STARs.

D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
136.575	183	Trans level: By ATC

ELNAT 5P [ELNA5P]❶ , GITEX 5P [GITE5P]
ARRIVALS
(RWYS 27L/R)

ELNAT 2R [ELNA2R]❶ ❷ , GITEX 4R [GITE4R]❷
ARRIVALS
(RWYS 09L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

❶ By ATC.
❷ BRNAV equipment necessary.
❸ Between ELNAT & NORTA BRNAV equipment necessary.

4000
2000
CONTOUR INTERVALS

ARP

CELLE
ETHC
❹ CELLE
311 .CEL

WUNSTORF
ETNW

2800

(IAF Rwys 27L/R)
SARSTEDT
D 114.45 SAS

BUCKEBURG
ETHB

(IAF Rwys 09L/R)
ROBEG
(WRB R006/D44.0)
MHA 4000

NIE 116.5
R187
D23.0
266°
007°
088°
MHA 4000
268°
R185
R121
5.0
4000
8.9
4000
244°
HLZ 117.3

BRAUNSCHWEIG-WOLFSBURG
EDVE

D5.0 SAS
D8.9 SAS

48.4
5000
GITEX 4R
19.1
GITEX 5P
7000
D28.0
301°
285°

GITEX
(117.3 HLZ
R203/D24.0)

18
5000
D23.0
34.0
5000

NORTA
(D34.0 WRB)

4120

343°
TOLTA

24.1
5000
005°
WERRA

PADERBORN/LIPPSTADT
EDLP

D WARBURG
113.7 WRB

KASSEL-CALDEN
EDVK

29.8
5000
ELNAT 2R
16.0
5000
ELNAT 5P
345°
040°
ELNAT

FRITZLAR
ETHF

❹ **CAUTION**
Intensive glider activities to be expected in the surrounding area of CEL.

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
ELNAT 5P, GITEX 5P:
at or below FL080 by SAS.
ELNAT 2R, GITEX 4R:
at or below FL080 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

ELNAT 5P [ELNA5P] ❶, GITEX 5P [GITE5P]
ARRIVALS
(RWYS 27L/R)
ELNAT 2R [ELNA2R] ❶ ❷, GITEX 4R [GITE4R] ❷
ARRIVALS
(RWYS 09L/R)

JEPPESEN
18 MAR 22
10-2
Eff 24 Mar

HANNOVER, GERMANY
STAR

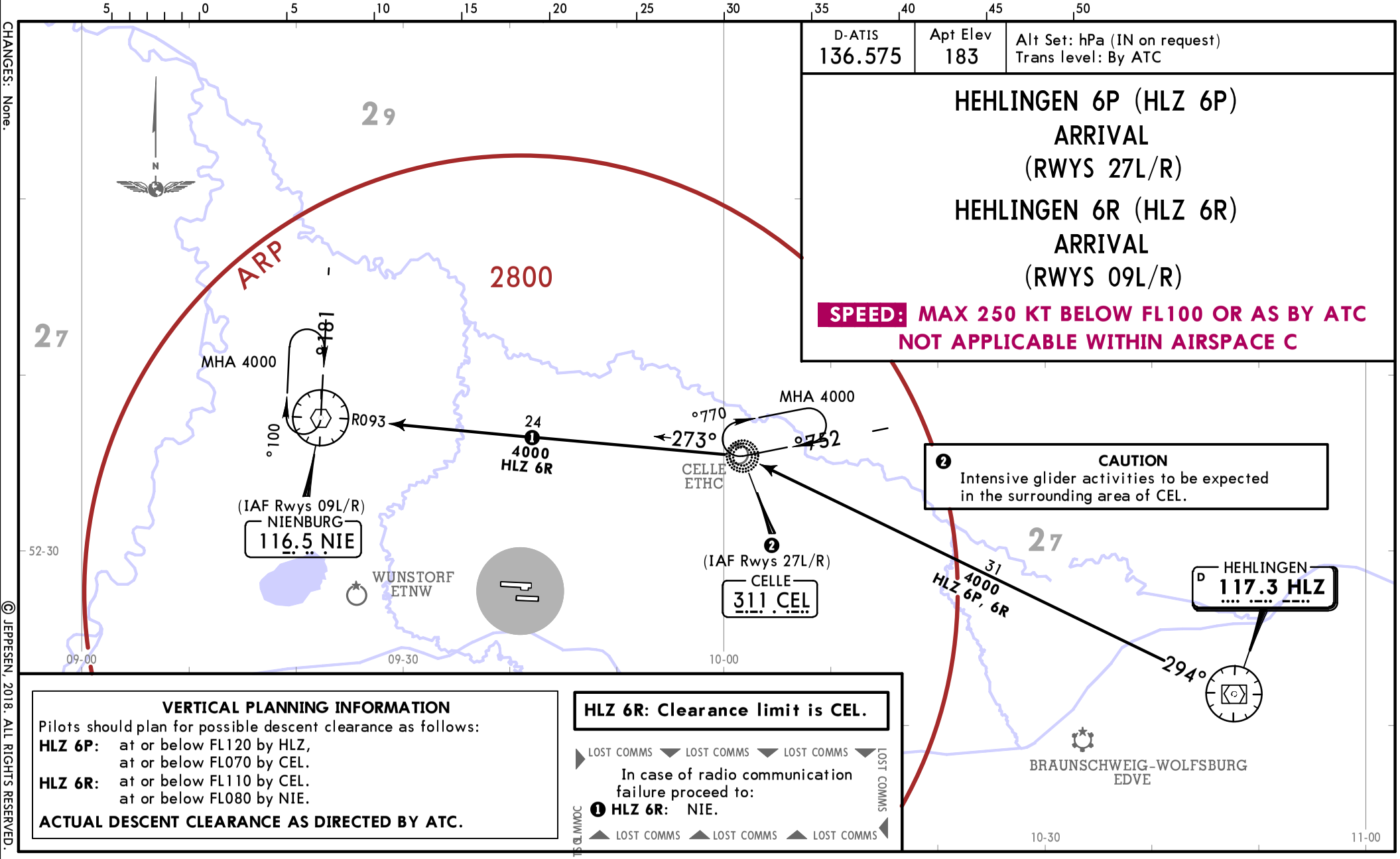
JEPPESEN
18 MAR 22 (10-2A) Eff 24 Mar

CHANGES: None.

D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC

HEHLINGEN 6P (HLZ 6P)
ARRIVAL
(RWYS 27L/R)
HEHLINGEN 6R (HLZ 6R)
ARRIVAL
(RWYS 09L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:

HLZ 6P: at or below FL120 by HLZ,
at or below FL070 by CEL.

HLZ 6R: at or below FL110 by CEL.
at or below FL080 by NIE.

ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

HLZ 6R: Clearance limit is CEL.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

In case of radio communication failure proceed to:

1 **HLZ 6R:** NIE.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

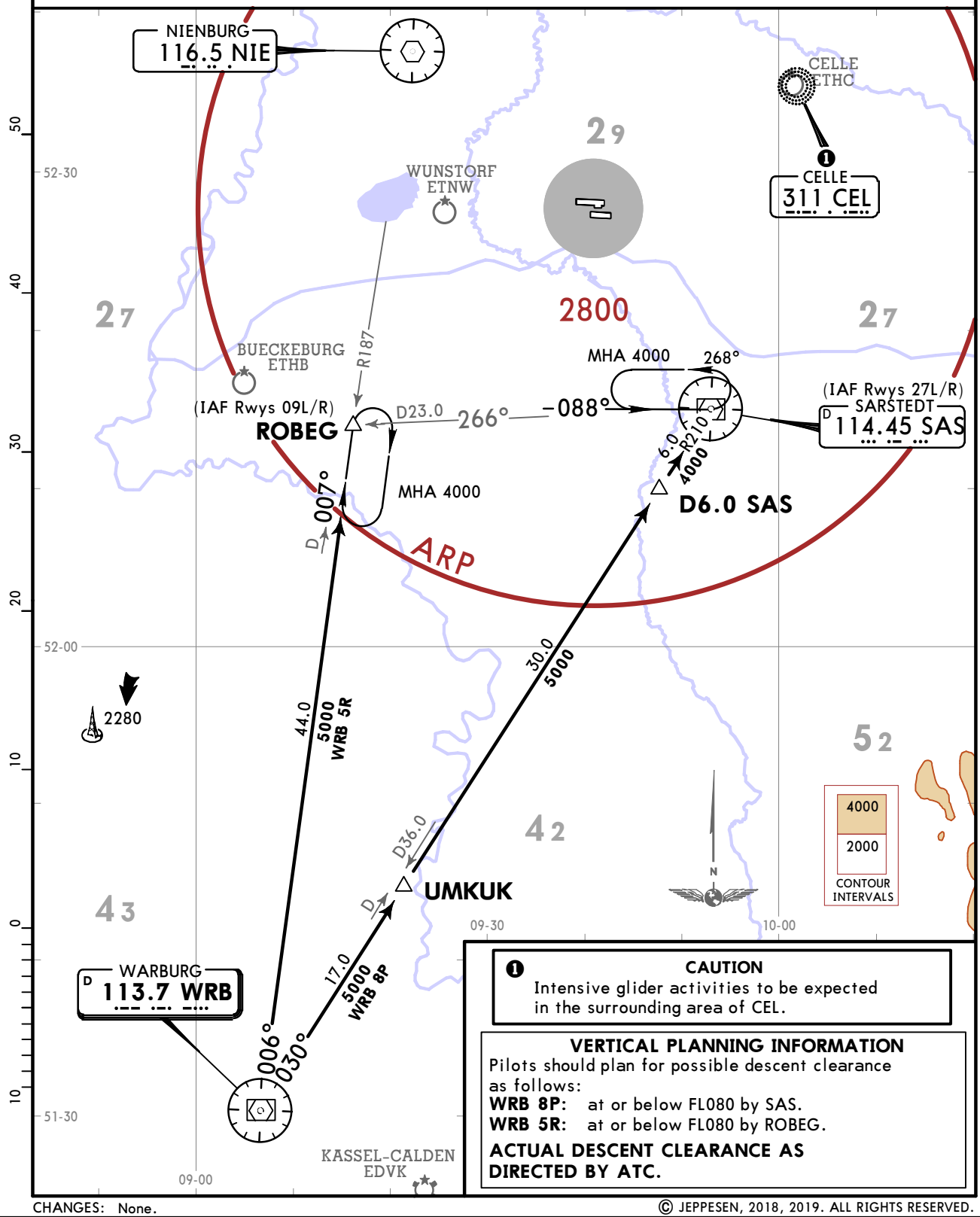
TS CL MMOC

D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC

WARBURG 8P (WRB 8P)
ARRIVAL
(RWYS 27L/R)

WARBURG 5R (WRB 5R)
ARRIVAL
(RWYS 09L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CAUTION
Intensive glider activities to be expected in the surrounding area of CEL.

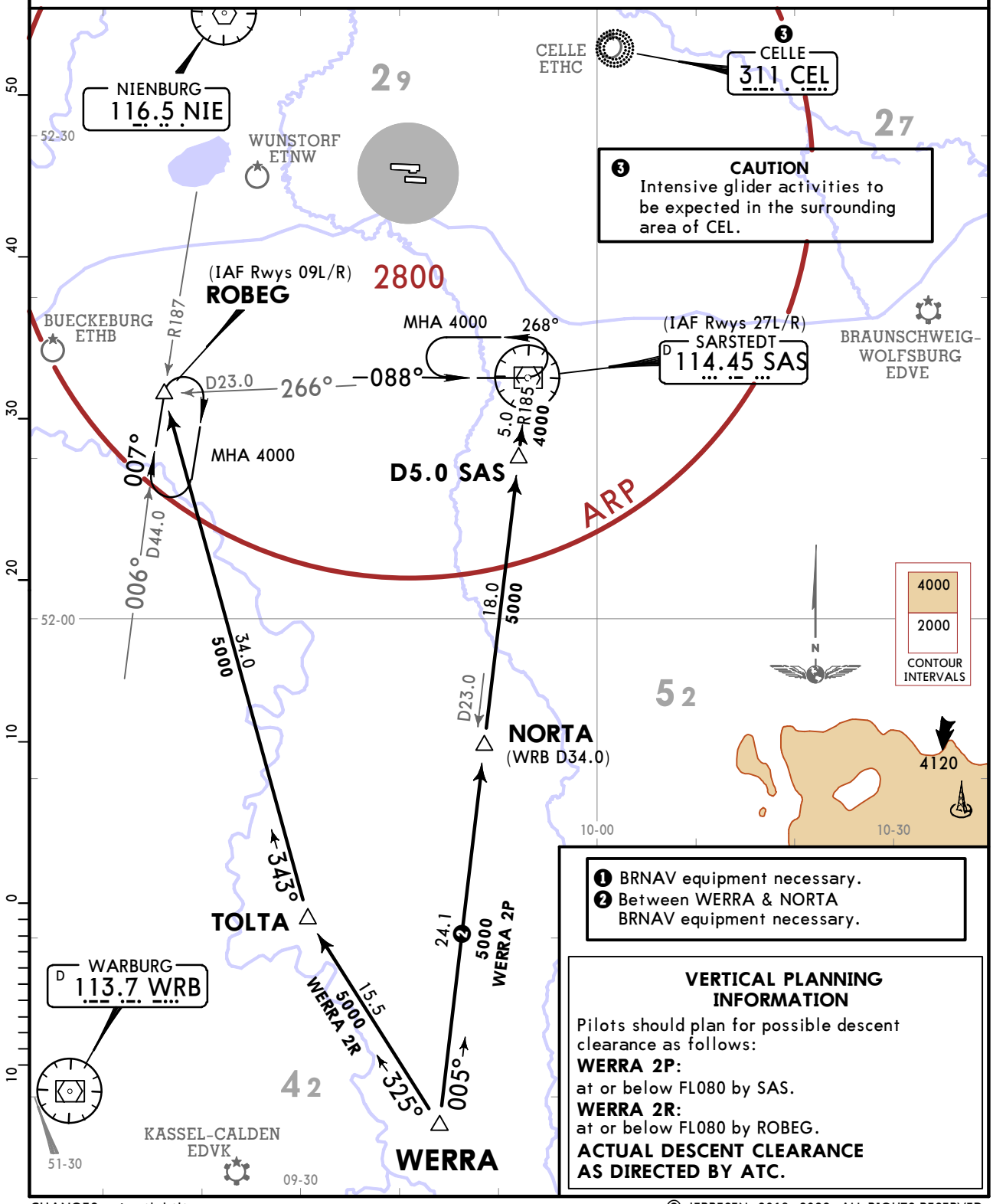
VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
WRB 8P: at or below FL080 by SAS.
WRB 5R: at or below FL080 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: None.

D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC

WERRA 2P [WERA2P]
ARRIVAL
(RWYS 27L/R)
WERRA 2R [WERA2R] ❶
ARRIVAL
(RWYS 09L/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



❶ BRNAV equipment necessary.
❷ Between WERRA & NORTA BRNAV equipment necessary.

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:

WERRA 2P:
at or below FL080 by SAS.

WERRA 2R:
at or below FL080 by ROBEG.

ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: Availability.

EDDV/HAJ
HANNOVER

JEPPESEN
9 MAR 18 (10-2D)

HANNOVER, GERMANY
RNAV TRANSITION

TRANSITION	RWY	ROUTING
CEL 09L	09L	CEL (K250-; FL110-) - DV460 (K220-) - DV465 - DESIM (K170+; 3000+).
CEL 09R	09R	CEL (K250-; FL110-) - DV460 (K220-) - DV465 - PIXEL (K170+; 3000+).
NIE 09L	09L	NIE (K250-; FL80-) - DV400 (K220-) - DV460 - DV465 - DESIM (K170+; 3000+).
NIE 09R	09R	NIE (K250-; FL80-) - DV400 (K220-) - DV460 - DV465 - PIXEL (K170+; 3000+).

*D-ATIS 136.575

Apt Elev 183

Alt Set: hPa (IN on request) Trans level: By ATC
1. MAINTAIN transition track beyond end point, if no suceeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 09L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 09R.

CEL 09L, CEL 09R [CELØ9] NIE 09L, NIE 09R [NIEØ9]

RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

CAUTION
1 Intensive glider activities to be expected in the surrounding area of CEL.

Clearance limit NIENBURG 116.5 NIE
MAX 250 KT
FL80

Clearance limit CELLE 311 CEL
MAX 250 KT
FL110

ARP

MHA 4000

CELLE ETHC

DV400 MAX 220 KT

DV480 L90 LEC

CEL 09L, 09R: MAX 220 KT 2800

NIE 09L, 09R 5000

DV461 DV462 DV463 DV464 DV465

DV490 DV491

WUNSTORF ETNW

(FAF) PIXEL MIN 170 KT 3000

(FAF) DESIM MIN 170 KT 3000

DV472 DV473 DV474 DV475

Before DV465
Continue transition until DV465, turn RIGHT to NIE; alignment turn, follow standard instrument approach. MAX 220 KT.

Beyond DV465
Turn RIGHT to NIE, alignment turn, follow standard instrument approach. MAX 220 KT.

LOST COMMS ... LOST

CHANGES: MSA; New format.

EDDV/HAJ
HANNOVER

JEPPESEN
9 MAR 18 (10-2E)

HANNOVER, GERMANY
RNAV TRANSITION

TRANSITION	RWY	ROUTING
CEL 27L	27L	CEL (K250-; FL70-) - DV500 - DV501 (K220-) - DV502 - DV565 - ODINI (K170+; 3000+).
CEL 27R	27R	CEL (K250-; FL70-) - DV500 - DV501 (K220-) - DV502 - DV565 - XAVER (K170+; 3000+).
NIE 27L	27L	NIE (K250-; FL110-) - DV502 (K220-) - DV565 - ODINI (K170+; 3000+).
NIE 27R	27R	NIE (K250-; FL110-) - DV502 (K220-) - DV565 - XAVER (K170+; 3000+).

*D-ATIS 136.575

Apt Elev 183

Alt Set: hPa (IN on request) Trans level: By ATC
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 27L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 27R.

CEL 27L, CEL 27R [CEL27]
NIE 27L, NIE 27R [NIE27]
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

CAUTION
Intensive glider activities to be expected in the surrounding area of CEL.

LOST COMMS
Before DV565
Continue transition until DV565, turn LEFT to CEL; alignment turn, follow standard instrument approach. MAX 220 KT.
Beyond DV565
Turn LEFT to CEL, alignment turn, follow standard instrument approach. MAX 220 KT.

ARP
27
29
Clearance limit CELLE 311 CEL
MAX 250 KT FL70
Clearance limit NIENBURG 116.5 NIE
MAX 250 KT FL110
MHA 4000
CEL 9770 ETHC
9752
DV500
DV501
DV502
DV560
DV561
DV562
DV563
DV564
DV565
DV571
DV572
DV573
DV574
DV575
DV590
DV591
XAVER (FAF) MIN 170 KT 3000
ODINI (FAF) MIN 170 KT 3000
MAX 220 KT
NIE 27L, 27R:
WUNSTORF ETNW
1096
2800
10-30
10-00
09-30
52-30

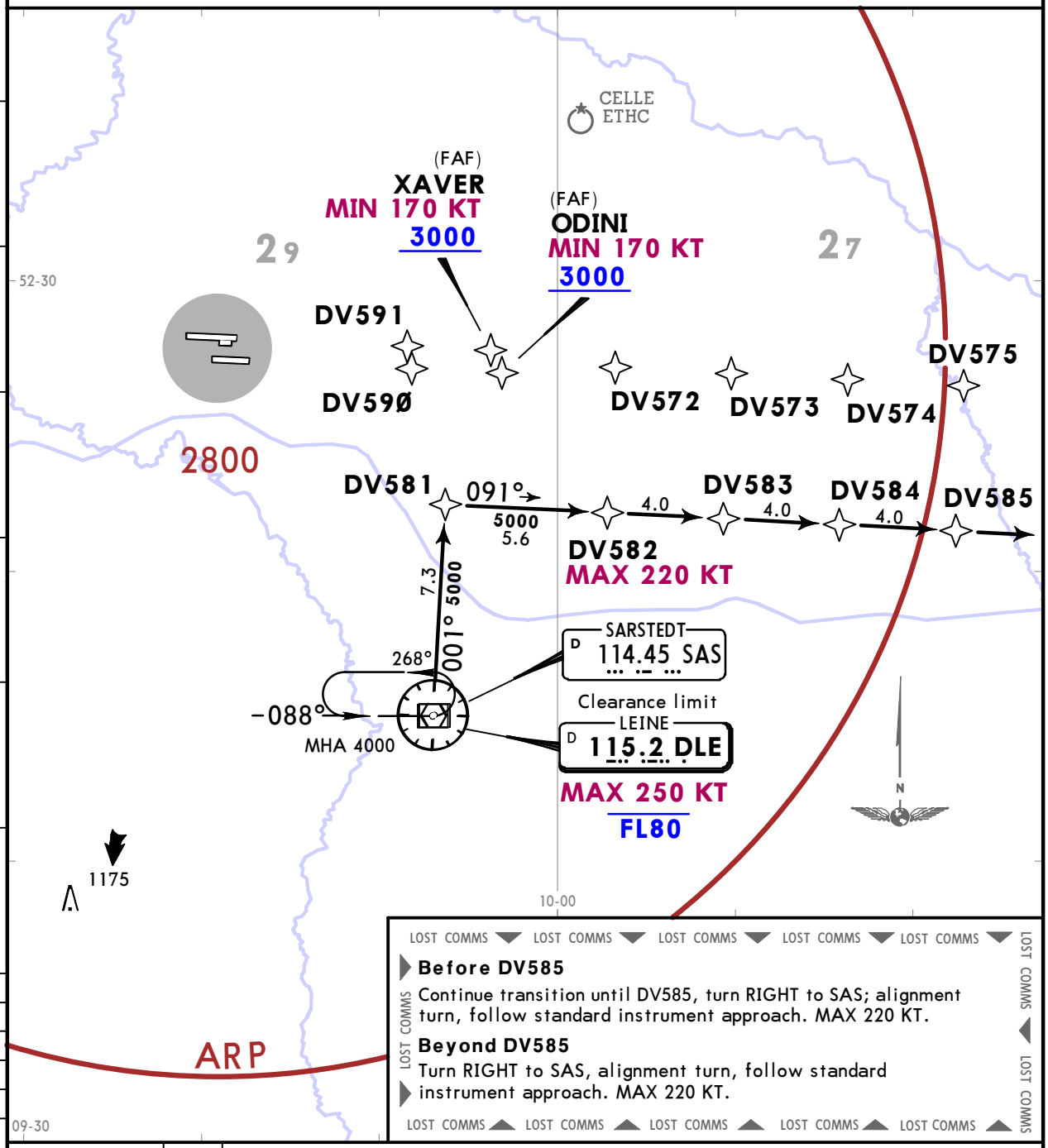
*D-ATIS	Apt Elev
136.575	183

Alt Set: hPa (IN on request) Trans level: By ATC
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 27L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 27R.

DLE 27L, DLE 27R
[DLE27]
RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	RWY	ROUTING
DLE 27L	27L	DLE (K250-; FL80-) - DV581 - DV582 (K220-) - DV585 - ODINI (K170+; 3000+).
DLE 27R	27R	DLE (K250-; FL80-) - DV581 - DV582 (K220-) - DV585 - XAVER (K170+; 3000+).

CHANGES: Lost comms.

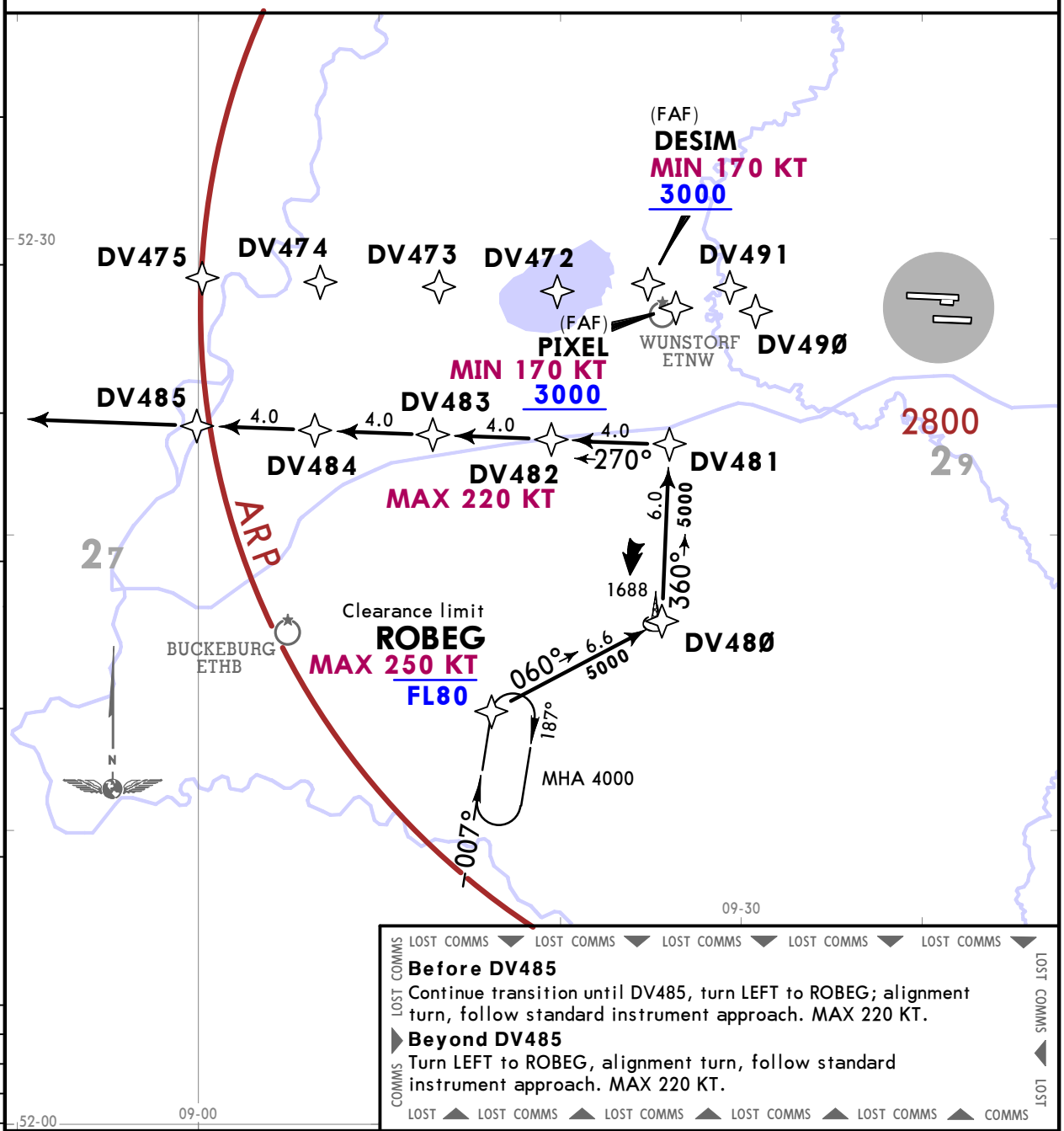
*D-ATIS	Apt Elev
136.575	183

Alt Set: hPa (IN on request) Trans level: By ATC
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 09L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 09R.

ROBEG 09L, ROBEG 09R
[ROBEØ9]
RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	RWY	ROUTING
ROBEG 09L	09L	ROBEG (K250-; FL80-) - DV480 - DV481 - DV482 (K220-) - DV485 - DESIM (K170+; 3000+).
ROBEG 09R	09R	ROBEG (K250-; FL80-) - DV480 - DV481 - DV482 (K220-) - DV485 - PIXEL (K170+; 3000+).

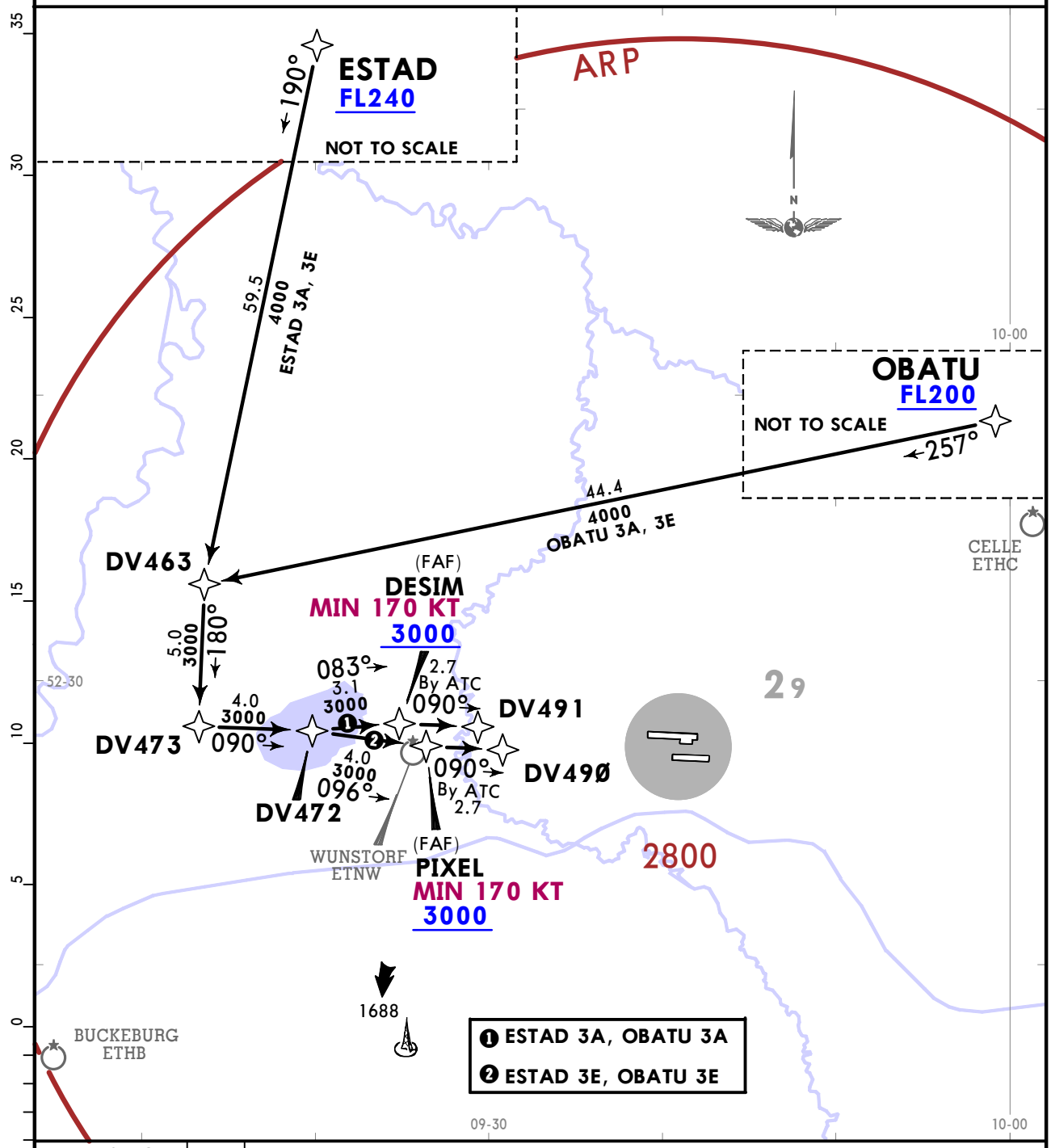
CHANGES: None.

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

ESTAD 3A [ESTA3A], ESTAD 3E [ESTA3E]
OBATU 3A [OBAT3A], OBATU 3E [OBAT3E]
RNAV TRANSITIONS

FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	RWY	ROUTING
ESTAD 3A	09L	ESTAD (FL240+) - DV463 - DV473 - DV472 - DESIM (K170+; 3000+).
ESTAD 3E	09R	ESTAD (FL240+) - DV463 - DV473 - DV472 - PIXEL (K170+; 3000+).
OBATU 3A	09L	OBATU (FL200+) - DV463 - DV473 - DV472 - DESIM (K170+; 3000+).
OBATU 3E	09R	OBATU (FL200+) - DV463 - DV473 - DV472 - PIXEL (K170+; 3000+).

CHANGES: MSA; new format.

*D-ATIS 136.575

Apt Elev 183

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

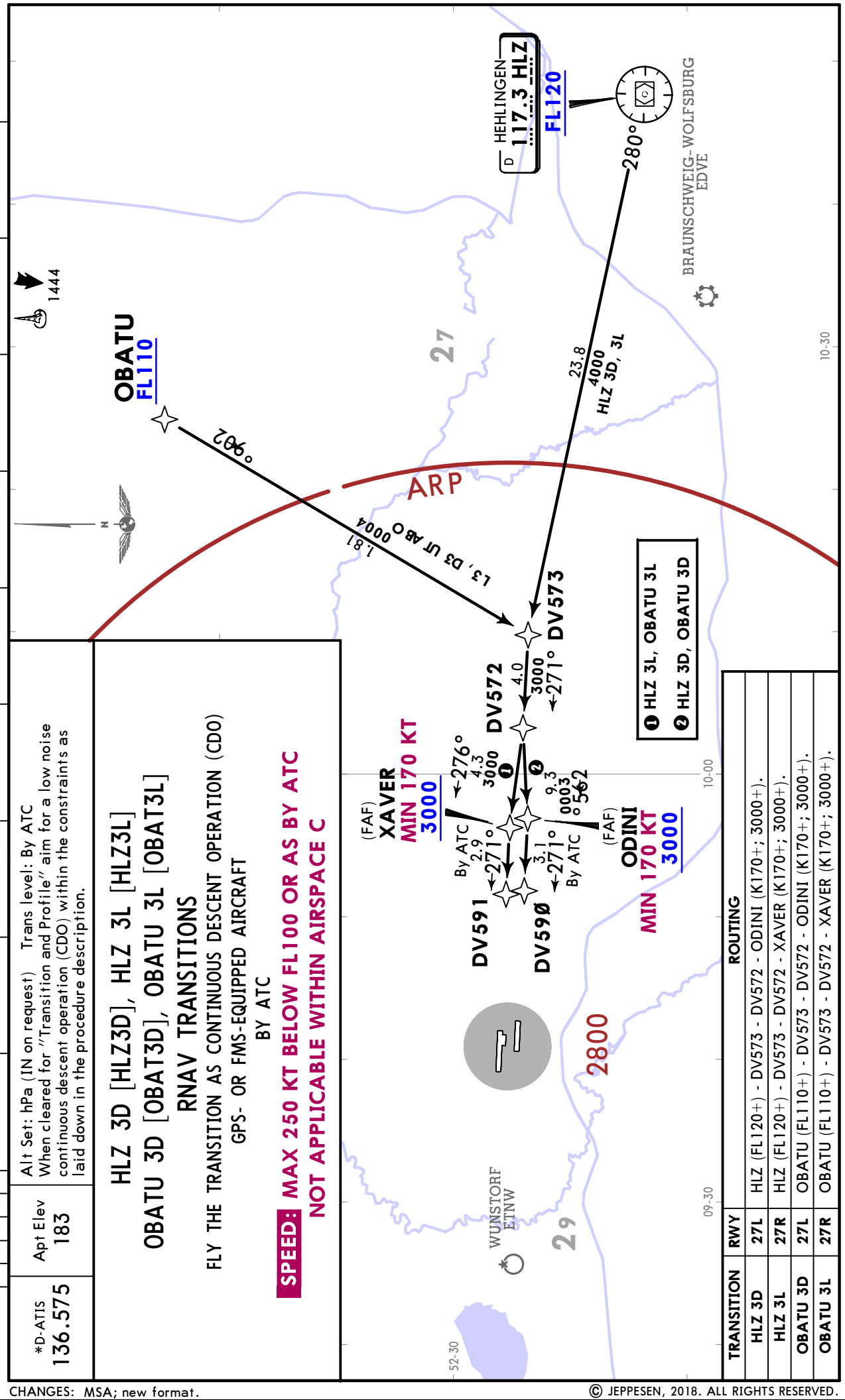
HLZ 1A, HLZ 1E
RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	RWY	ROUTING
HLZ 1A	09L	HLZ - DV563 - DV462 - DV472 - DESIM (K170+; 3000+).
HLZ 1E	09R	HLZ - DV563 - DV462 - DV472 - PIXEL (K170+; 3000+).

HEHLINGEN D 117.3 HLZ
292°
25.0
4000
HLZ 1A, 1E
DV563
271°
NOT TO SCALE
CELLE ETHC
10-00
27
2800 MSA ARP
30.6
4000
DV462
180°
DV472
096°
HLZ 1E
4.0
3000
(FAF) DESIM
MIN 170 KT
3000
By ATC
090°
2.7
DV491
DV490
(FAF) PIXEL
MIN 170 KT
3000
WUNSTORF ETNW
29
703
09-30
52-30

CHANGES: MSA; new format.



*D-ATIS
136.575

Apt Elev
183

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

HLZ 3D [HLZ3D], HLZ 3L [HLZ3L]
OBATU 3D [OBAT3D], OBATU 3L [OBAT3L]
RNAV TRANSITIONS

FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	RWY	ROUTING
HLZ 3D	27L	HLZ (FL120+) - DV573 - DV572 - ODINI (K170+; 3000+).
HLZ 3L	27R	HLZ (FL120+) - DV573 - DV572 - XAVER (K170+; 3000+).
OBATU 3D	27L	OBATU (FL110+) - DV573 - DV572 - ODINI (K170+; 3000+).
OBATU 3L	27R	OBATU (FL110+) - DV573 - DV572 - XAVER (K170+; 3000+).

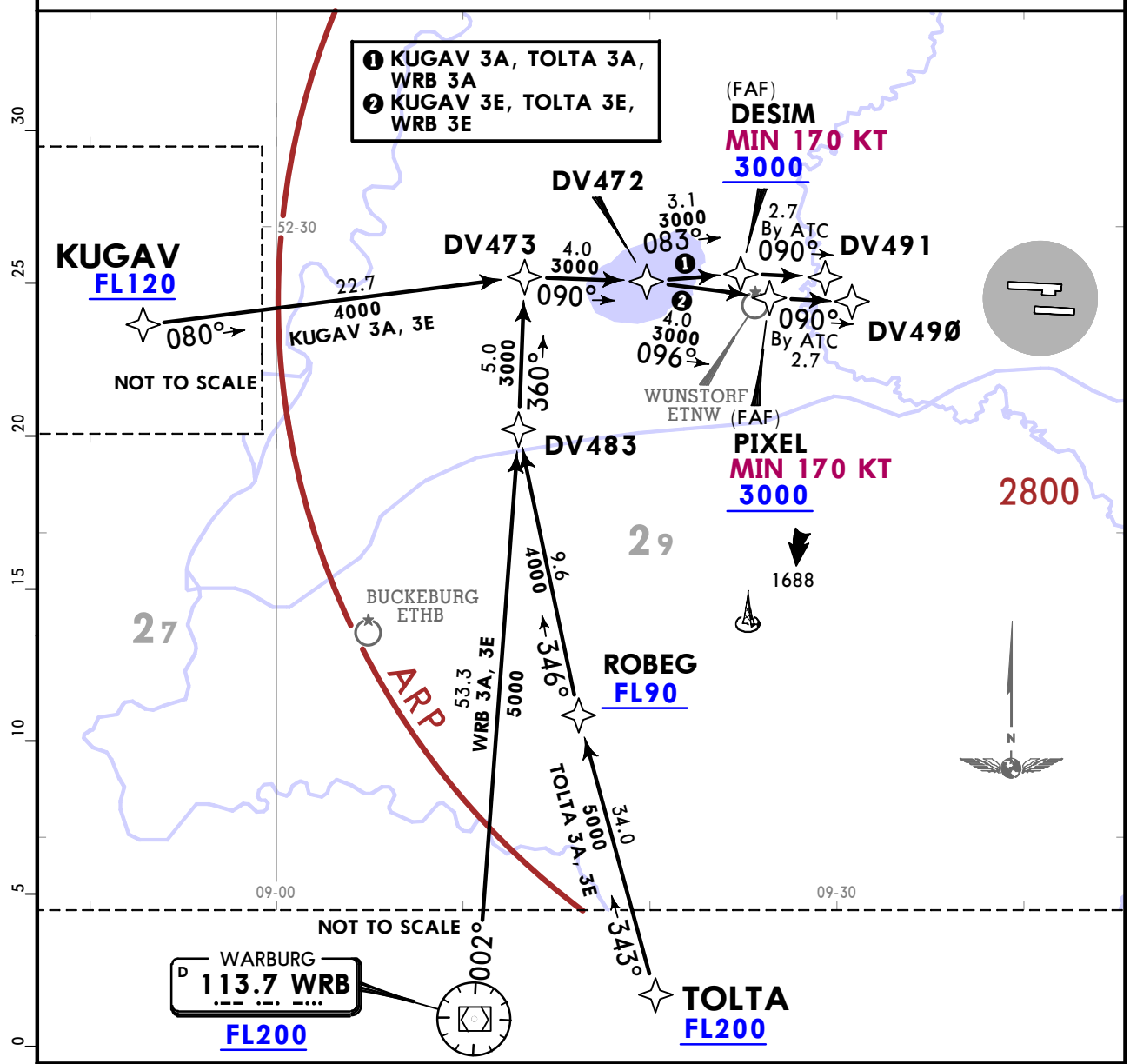
CHANGES: MSA; new format.

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

KUGAV 3A [KUGA3A], KUGAV 3E [KUGA3E]
TOLTA 3A [TOLT3A], TOLTA 3E [TOLT3E]
WRB 3A [WRB3A], WRB 3E [WRB3E]
RNAV TRANSITIONS

FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	RWY	ROUTING
KUGAV 3A	09L	KUGAV (FL120+) - DV473 - DV472 - DESIM (K170+; 3000+).
KUGAV 3E	09R	KUGAV (FL120+) - DV473 - DV472 - PIXEL (K170+; 3000+).
TOLTA 3A	09L	TOLTA (FL200+) - ROBEG (FL90+) - DV483 - DV473 - DV472 - DESIM (K170+; 3000+).
TOLTA 3E	09R	TOLTA (FL200+) - ROBEG (FL90+) - DV483 - DV473 - DV472 - PIXEL (K170+; 3000+).
WRB 3A	09L	WRB (FL200+) - DV483 - DV473 - DV472 - DESIM (K170+; 3000+).
WRB 3E	09R	WRB (FL200+) - DV483 - DV473 - DV472 - PIXEL (K170+; 3000+).

CHANGES: MSA; new format.

EDDV/HAJ
HANNOVER

JEPPESEN
9 MAR 18 (10-2M)

HANNOVER, GERMANY
RNAV TRANSITION

*D-ATIS 136.575

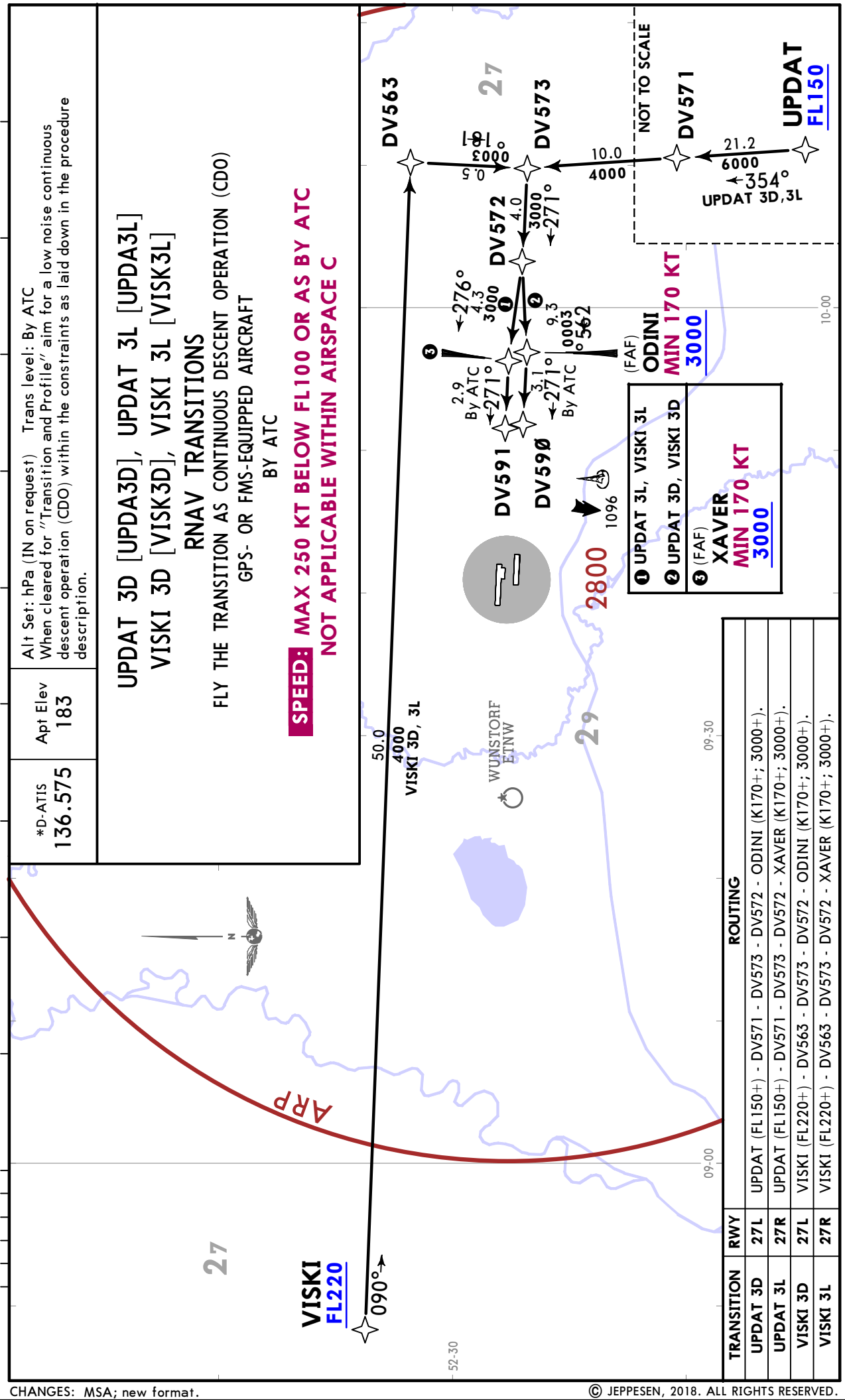
Apt Elev 183

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

UPDAT 3D [UPDA3D], UPDAT 3L [UPDA3L]
VISKI 3D [VISK3D], VISKI 3L [VISK3L]
RNAV TRANSITIONS

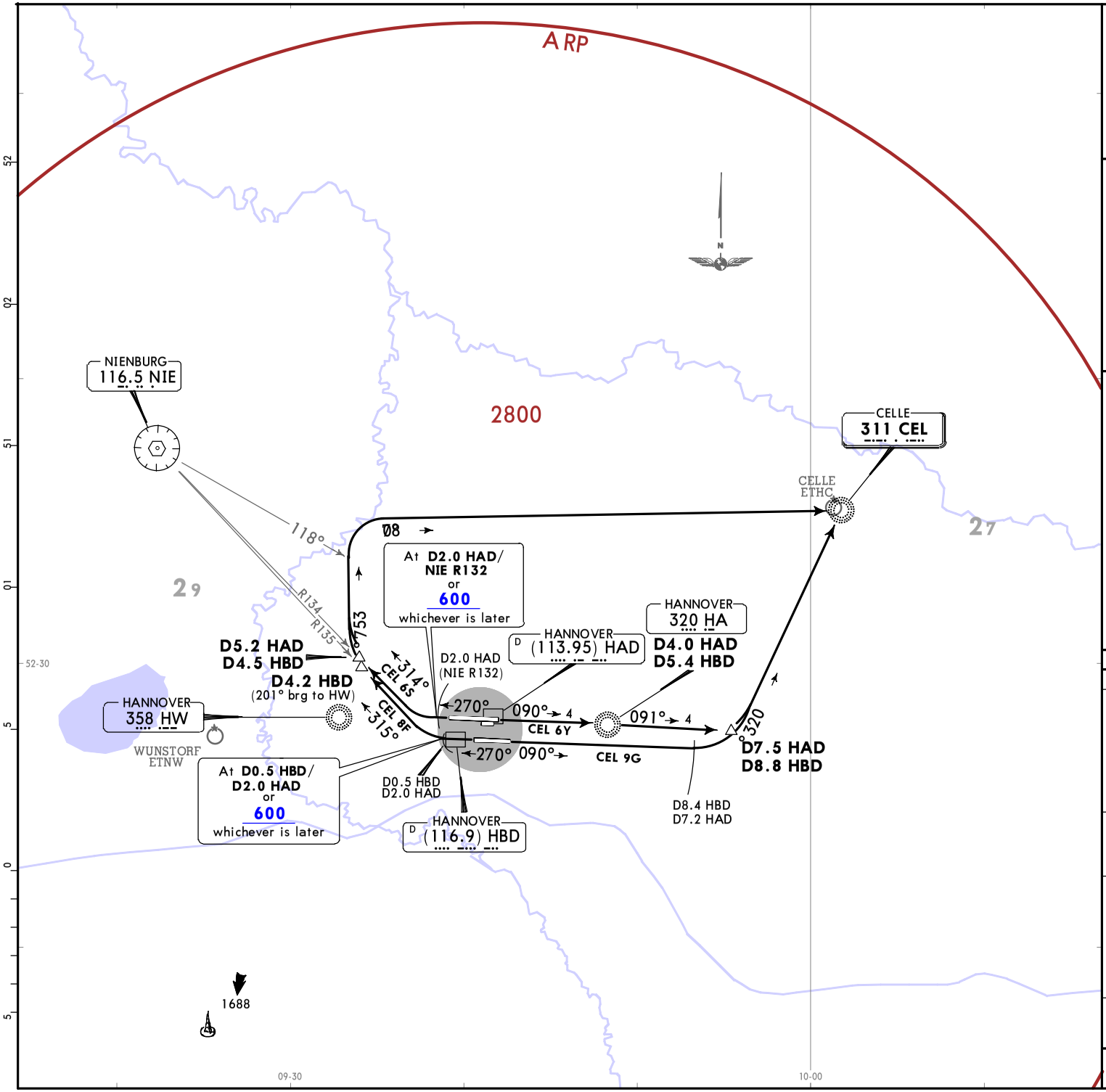
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C



TRANSITION	RWY	ROUTING
UPDAT 3D	27L	UPDAT (FL150+) - DV571 - DV573 - DV572 - ODINI (K170+; 3000+).
UPDAT 3L	27R	UPDAT (FL150+) - DV571 - DV573 - DV572 - XAVER (K170+; 3000+).
VISKI 3D	27L	VISKI (FL220+) - DV563 - DV573 - DV572 - ODINI (K170+; 3000+).
VISKI 3L	27R	VISKI (FL220+) - DV563 - DV573 - DV572 - XAVER (K170+; 3000+).

CHANGES: MSA; new format.



BREMEN Radar (APP)	Apt Elev	Trans alt: 5000
131.330	183	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

CELLE 8F (CEL 8F)
CELLE 9G (CEL 9G)
CELLE 6S (CEL 6S)
CELLE 6Y (CEL 6Y)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
CEL 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
CEL 6S: 730 per NM (12.0%) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
730 per NM	913	1217	1825	2433	3042	3650

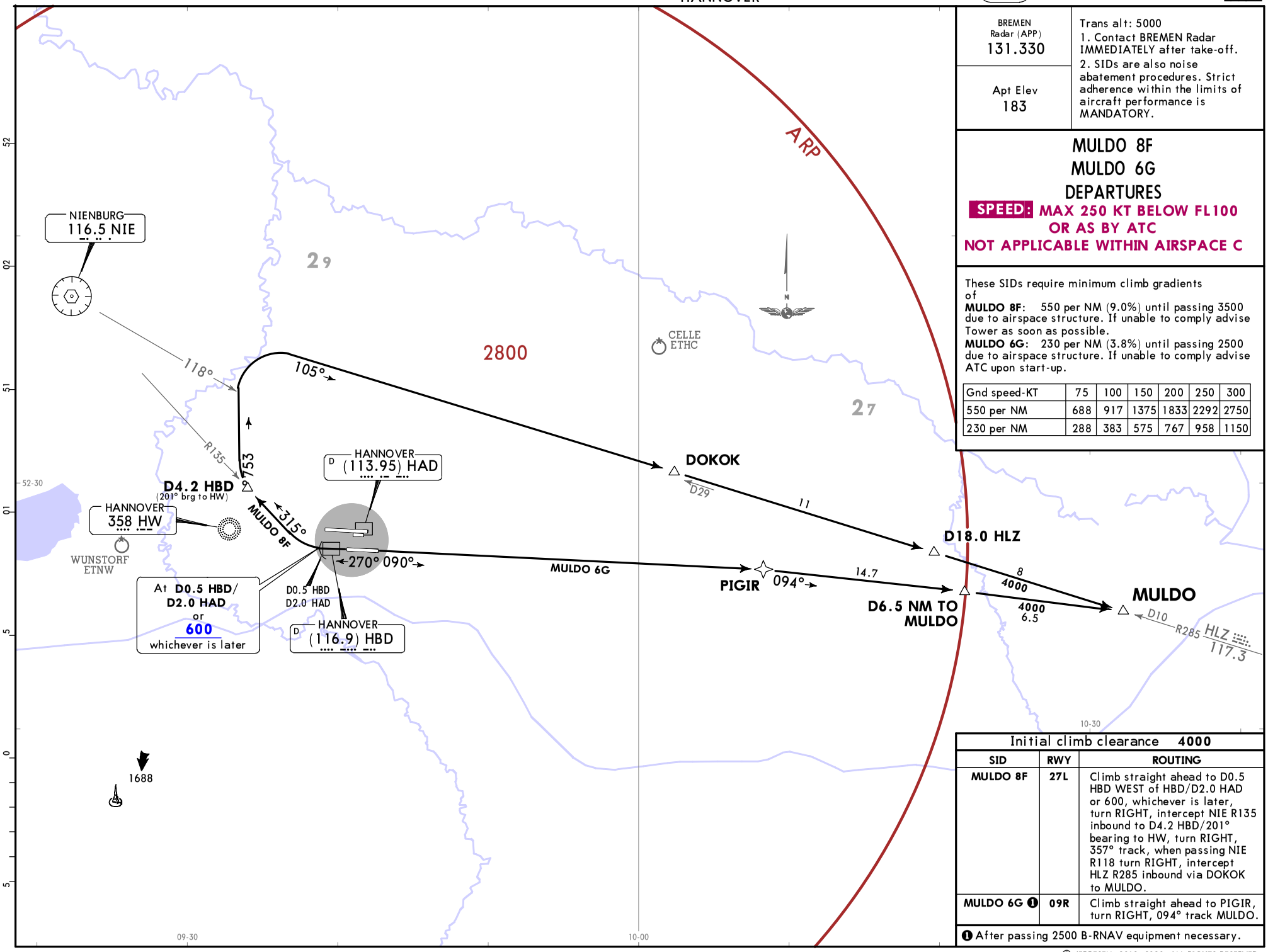
If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
CEL 8F ❶	27L	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to D4.2 HBD/201° bearing to HW, turn RIGHT, 357° track, when passing NIE R118 turn RIGHT, intercept 087° bearing to CEL.
CEL 9G	09R	Climb straight ahead to D8.4 HBD/D7.2 HAD, turn LEFT, intercept 023° bearing to CEL.
CEL 6S ❶	27R	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357° track, when passing NIE R118 turn RIGHT, intercept 087° bearing to CEL.
CEL 6Y	09L	Climb straight ahead to D7.5 HAD/D8.8 HBD, turn LEFT, intercept 023° bearing to CEL.

❶ After passing NIE R118 B-RNAV equipment necessary.

CHANGES: Communication.



BREMEN Radar (APP) 131.330	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 8F
MULDO 6G
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
MULDO 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure. If unable to comply advise Tower as soon as possible.
MULDO 6G: 230 per NM (3.8%) until passing 2500 due to airspace structure. If unable to comply advise ATC upon start-up.

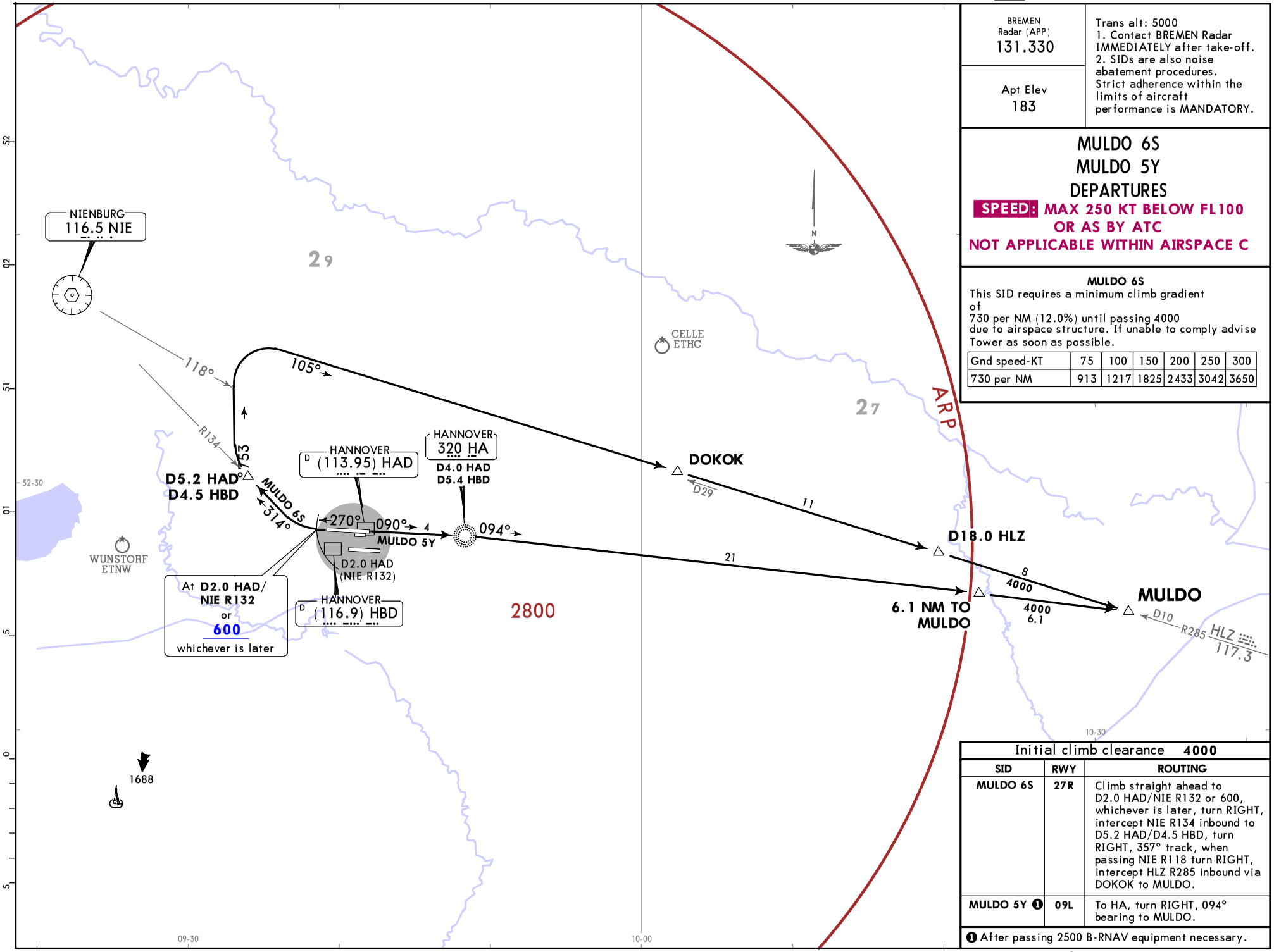
Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
230 per NM	288	383	575	767	958	1150

Initial climb clearance **4000**

SID	RWY	ROUTING
MULDO 8F	27L	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to D4.2 HBD/201° bearing to HW, turn RIGHT, 357° track, when passing NIE R118 turn RIGHT, intercept HLZ R285 inbound via DOKOK to MULDO.
MULDO 6G ❶	09R	Climb straight ahead to PIGIR, turn RIGHT, 094° track MULDO.

❶ After passing 2500 B-RNAV equipment necessary.

CHANGES: Communication.



BREMEN Radar (APP) 131.330	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 6S
MULDO 5Y
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MULDO 6S
This SID requires a minimum climb gradient of
730 per NM (12.0%) until passing 4000 due to airspace structure. If unable to comply advise Tower as soon as possible.

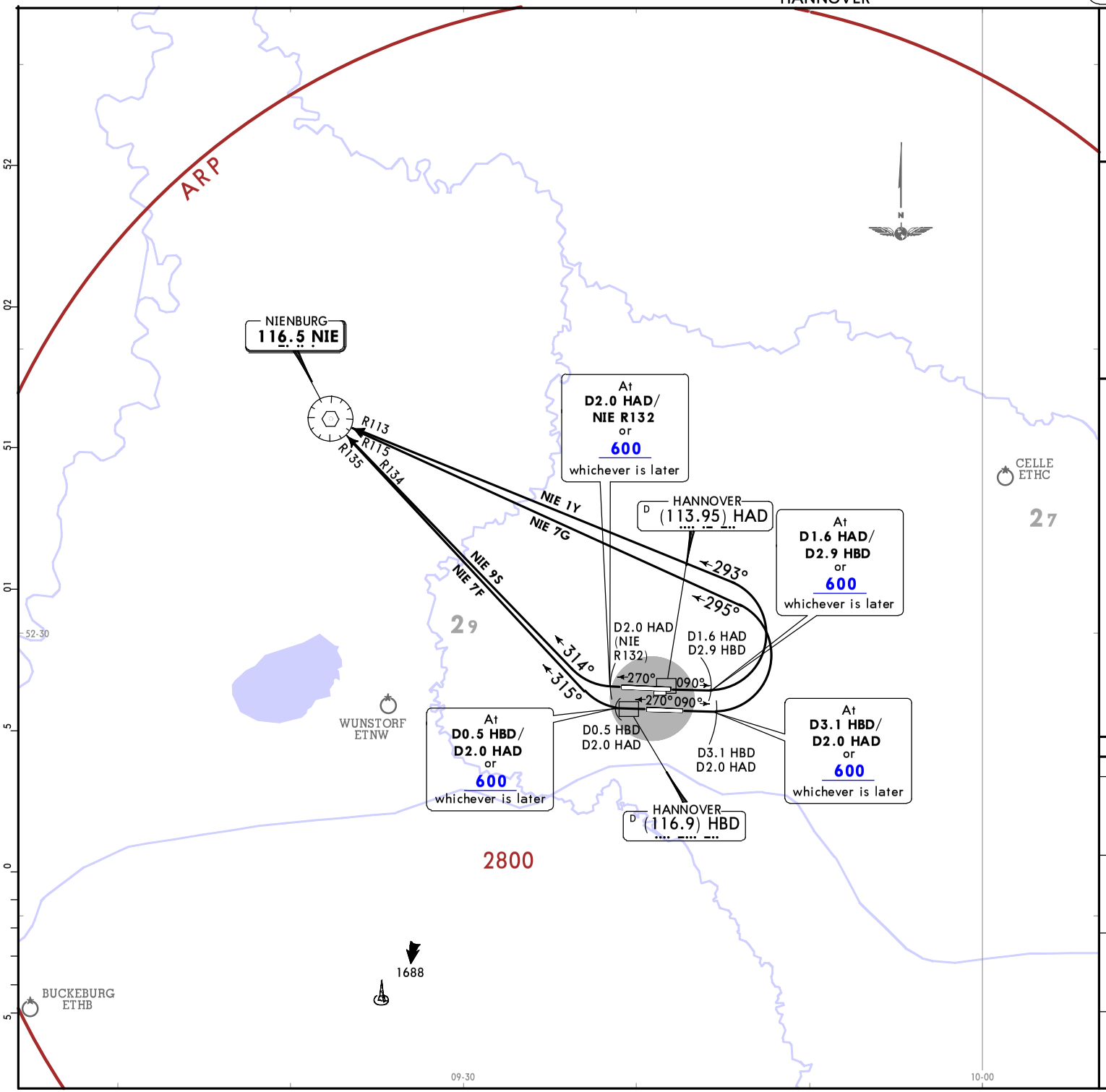
Gnd speed-KT	75	100	150	200	250	300
730 per NM	913	1217	1825	2433	3042	3650

Initial climb clearance **4000**

SID	RWY	ROUTING
MULDO 6S	27R	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357° track, when passing NIE R118 turn RIGHT, intercept HLZ R285 inbound via DOKOK to MULDO.
MULDO 5Y ❶	09L	To HA, turn RIGHT, 094° bearing to MULDO.

❶ After passing 2500 B-RNAV equipment necessary.

CHANGES: Communication.



BREMEN Radar (APP)	Apt Elev	
131.330	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NIENBURG 7F (NIE 7F)
NIENBURG 7G (NIE 7G)
NIENBURG 9S (NIE 9S)
NIENBURG 1Y (NIE 1Y)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
NIE 7F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
NIE 9S: 730 per NM (12.0%) until passing 3000 due to airspace structure.

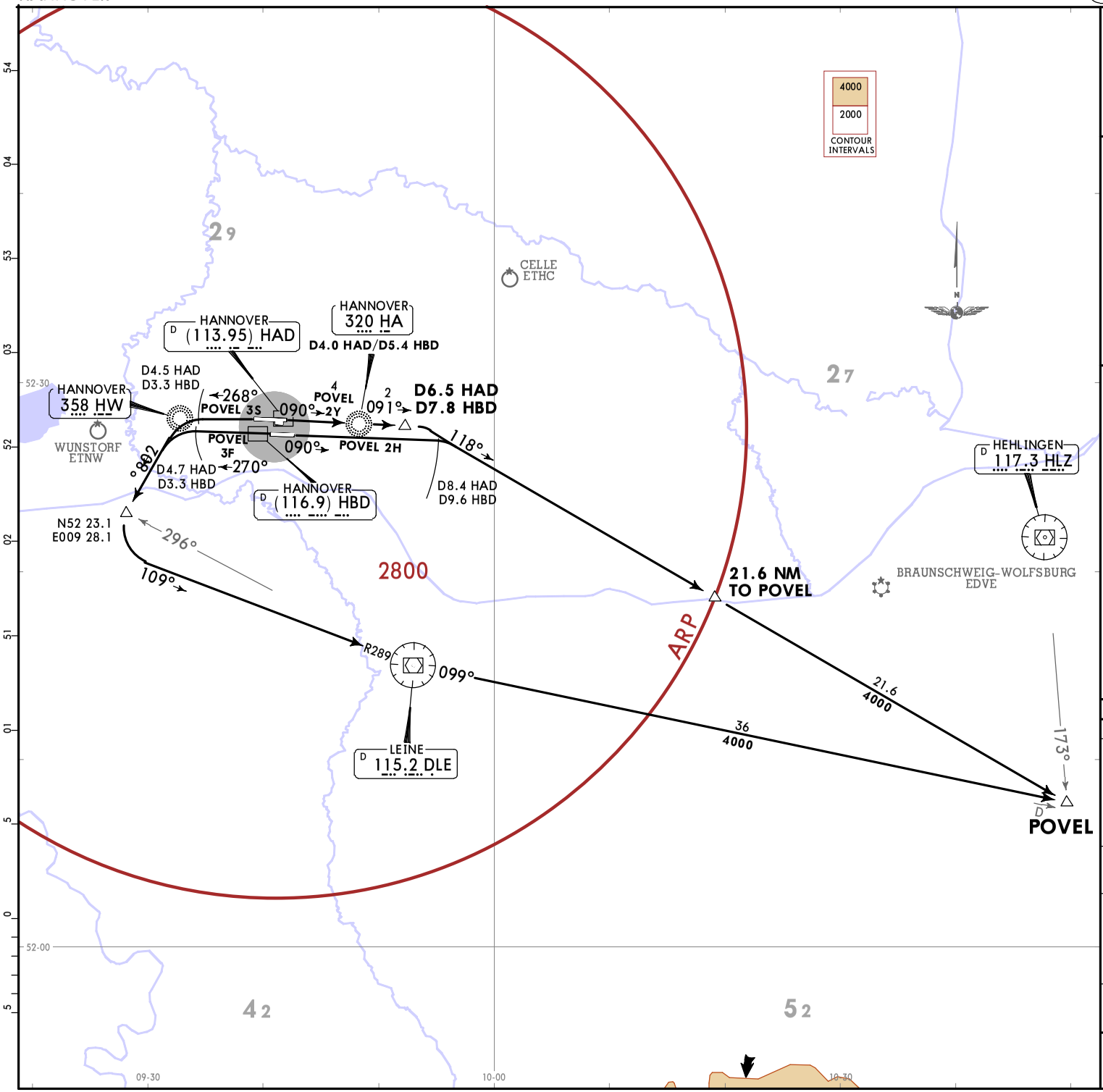
Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
730 per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
NIE 7F	**27L**	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to NIE.
NIE 7G	**09R**	Climb straight ahead to D3.1 HBD/D2.0 HAD or 600, whichever is later, turn LEFT, intercept NIE R115 inbound to NIE.
NIE 9S	**27R**	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to NIE.
NIE 1Y	**09L**	Climb straight ahead to D1.6 HAD/D2.9 HBD or 600, whichever is later, turn LEFT, intercept NIE R113 inbound to NIE.

CHANGES: Communication.



BREMEN Radar (APP)	Apt Elev	
131.330	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

POVEL 3F
POVEL 2H
POVEL 3S
POVEL 2Y
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

POVEL 3F: 550 per NM (9.0%) until passing 3500 due to airspace structure.

POVEL 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

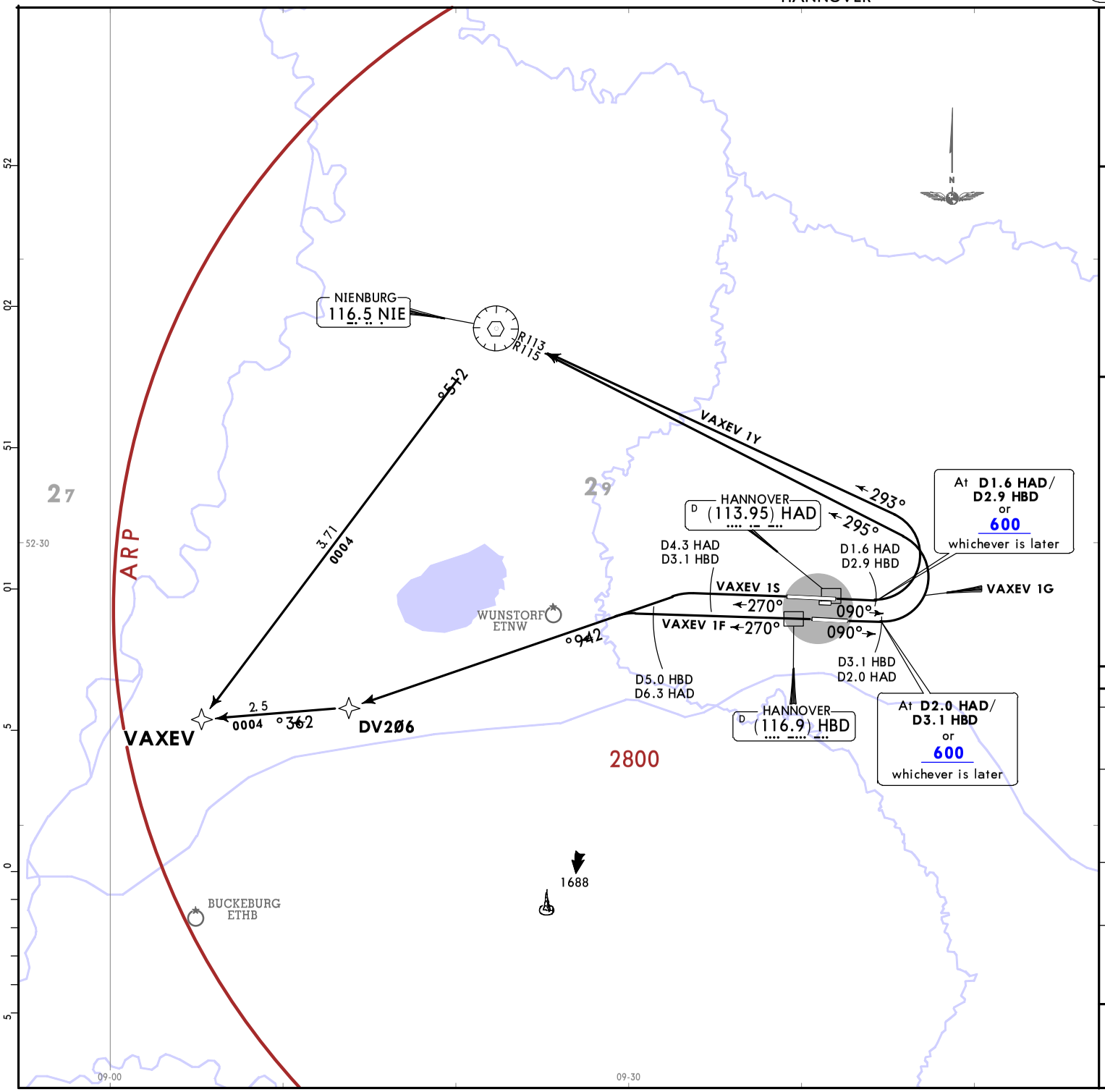
If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
POVEL 3F	27L	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208° bearing from HW, when passing DLE R296 turn LEFT, intercept DLE R289 inbound to DLE, turn LEFT, DLE R099 to POVEL.
POVEL 2H ❶	09R	Climb straight ahead to D8.4 HAD/D9.6 HBD, turn RIGHT, 118° track to POVEL.
POVEL 3S	27R	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208° bearing from HW, when passing DLE R296 turn LEFT, intercept DLE R289 inbound to DLE, turn LEFT, DLE R099 to POVEL.
POVEL 2Y ❷	09L	Cimb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, 118° track to POVEL.

BRNAV equipment necessary after
❶ D8.4 HAD/D9.6 HBD
❷ D6.5 HAD/D7.8 HBD.

CHANGES: Communication.



BREMEN Radar (APP)	Apt Elev	
131.330	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

VAXEV 1F
VAXEV 1G
VAXEV 1S
VAXEV 1Y
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
VAXEV 1F: 520 per NM (8.6%) until passing 3000 due to airspace structure.
VAXEV 1S: 700 per NM (11.4%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
520 per NM	650	867	1300	1733	2167	2600
700 per NM	875	1167	1750	2333	2917	3500

If unable to comply advise Tower as soon as possbile.

Initial climb clearance **4000**

SID	RWY	ROUTING
VAXEV 1F ❶	27L	Climb straight ahead to D5.0 HBD/D6.3 HAD, turn LEFT, 249° track to DV206, turn RIGHT, 263° track to VAXEV.
VAXEV 1G ❷	09R	Climb straight ahead to D3.1 HBD/D2.0 HAD or 600, whichever is later, turn LEFT, intercept NIE R115 inbound to NIE, turn LEFT, NIE R215 to VAXEV.
VAXEV 1S ❸	27R	Climb straight ahead to D4.3 HAD/D3.1 HBD, turn LEFT, 249° track to DV206, turn RIGHT, 263° track to VAXEV.
VAXEV 1Y ❷	09L	Climb straight ahead to D1.6 HAD/D2.9 HBD or 600, whichever is later, turn LEFT, intercept NIE R113 inbound to NIE, turn LEFT, NIE R215 to VAXEV.

❶ After passing D5.0 HBD/D6.3 HAD BRNAV equipment necessary.
❷ After NIE BRNAV equipment necessary.
❸ After passing D4.3 HAD/D3.1 HBD BRNAV equipment necessary.

CHANGES: Communication.

BREMEN Radar (APP) 131.330	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G) WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y) DEPARTURES

FLIGHTS TO EDDF END AT TOLTA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

WRB 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure.

WRB 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

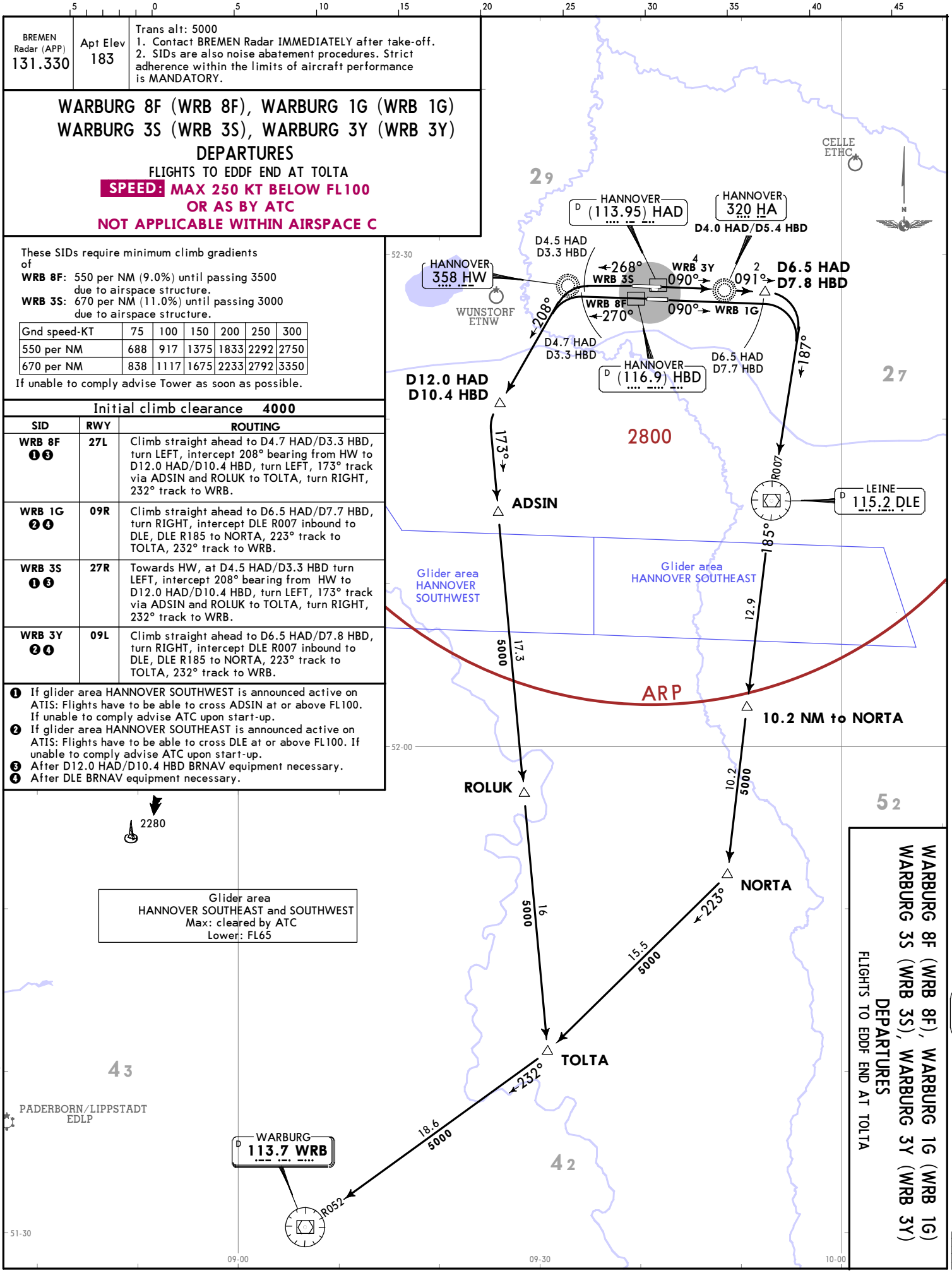
Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
WRB 8F ❶❸	**27L**	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 1G ❷❹	**09R**	Climb straight ahead to D6.5 HAD/D7.7 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 to NORTA, 223° track to TOLTA, 232° track to WRB.
WRB 3S ❶❸	**27R**	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 3Y ❷❹	**09L**	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 to NORTA, 223° track to TOLTA, 232° track to WRB.

❶ If glider area HANNOVER SOUTHWEST is announced active on ATIS: Flights have to be able to cross ADSIN at or above FL100. If unable to comply advise ATC upon start-up.
❷ If glider area HANNOVER SOUTHEAST is announced active on ATIS: Flights have to be able to cross DLE at or above FL100. If unable to comply advise ATC upon start-up.
❸ After D12.0 HAD/D10.4 HBD BRNAV equipment necessary.
❹ After DLE BRNAV equipment necessary.



WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G) WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y) DEPARTURES

FLIGHTS TO EDDF END AT TOLTA

JEPPESEN HANNOVER, GERMANY
9 OCT 20 (10-3F)
SID

BREMEN Radar (APP) 131.330	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WERRA 3F, WERRA 3G
WERRA 3S, WERRA 3Y
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
WERRA 3F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
WERRA 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

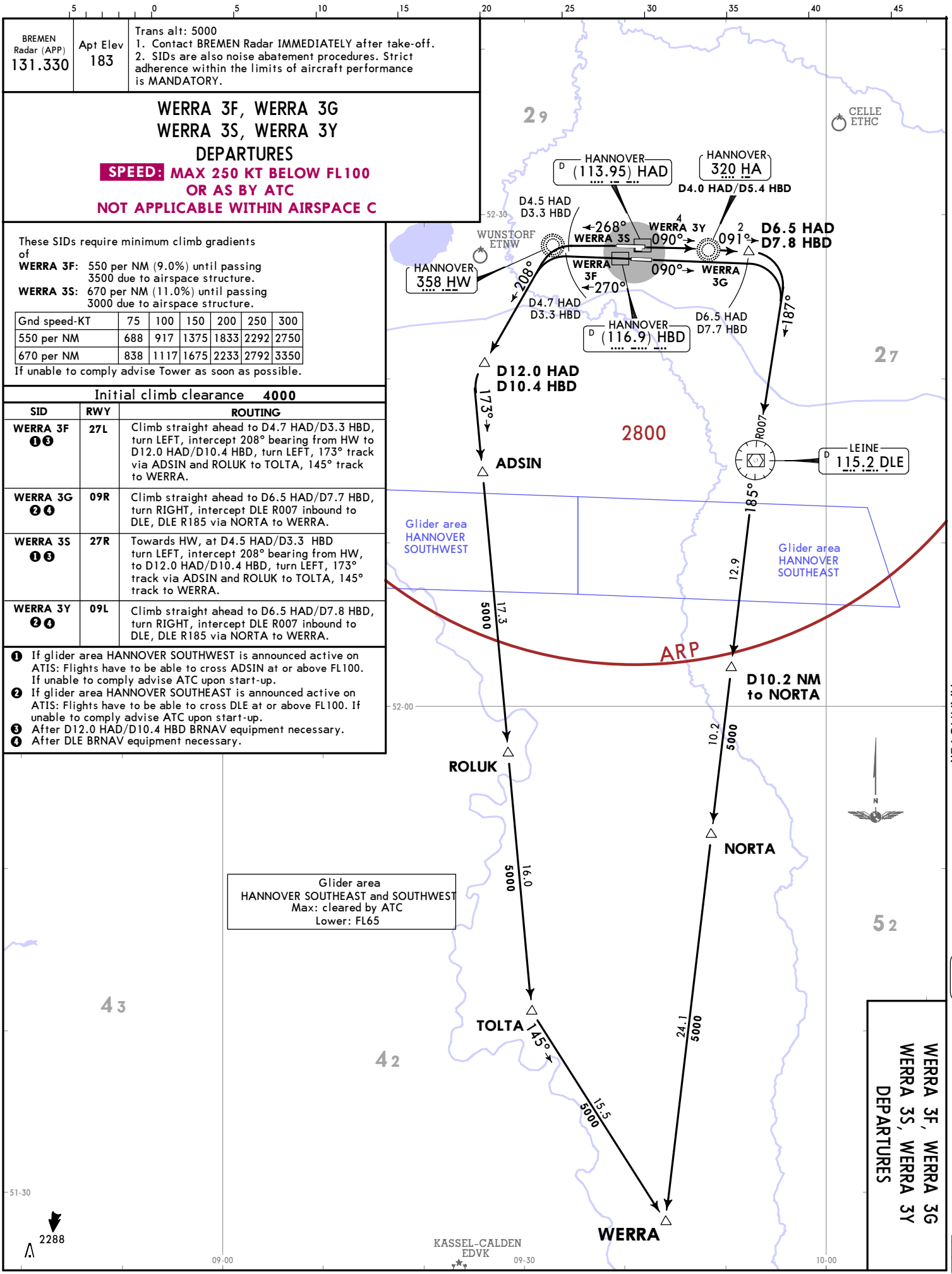
Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
WERRA 3F ❶❸	27L	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, 145° track to WERRA.
WERRA 3G ❷❹	09R	Climb straight ahead to D6.5 HAD/D7.7 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 via NORTA to WERRA.
WERRA 3S ❶❸	27R	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208° bearing from HW, to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, 145° track to WERRA.
WERRA 3Y ❷❹	09L	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 via NORTA to WERRA.

❶ If glider area HANNOVER SOUTHWEST is announced active on ATIS: Flights have to be able to cross ADSIN at or above FL100. If unable to comply advise ATC upon start-up.
❷ If glider area HANNOVER SOUTHEAST is announced active on ATIS: Flights have to be able to cross DLE at or above FL100. If unable to comply advise ATC upon start-up.
❸ After D12.0 HAD/D10.4 HBD BRNAV equipment necessary.
❹ After DLE BRNAV equipment necessary.



EDDV/HAJ
HANNOVER

JEPPESEN
9 OCT 20
10-3G

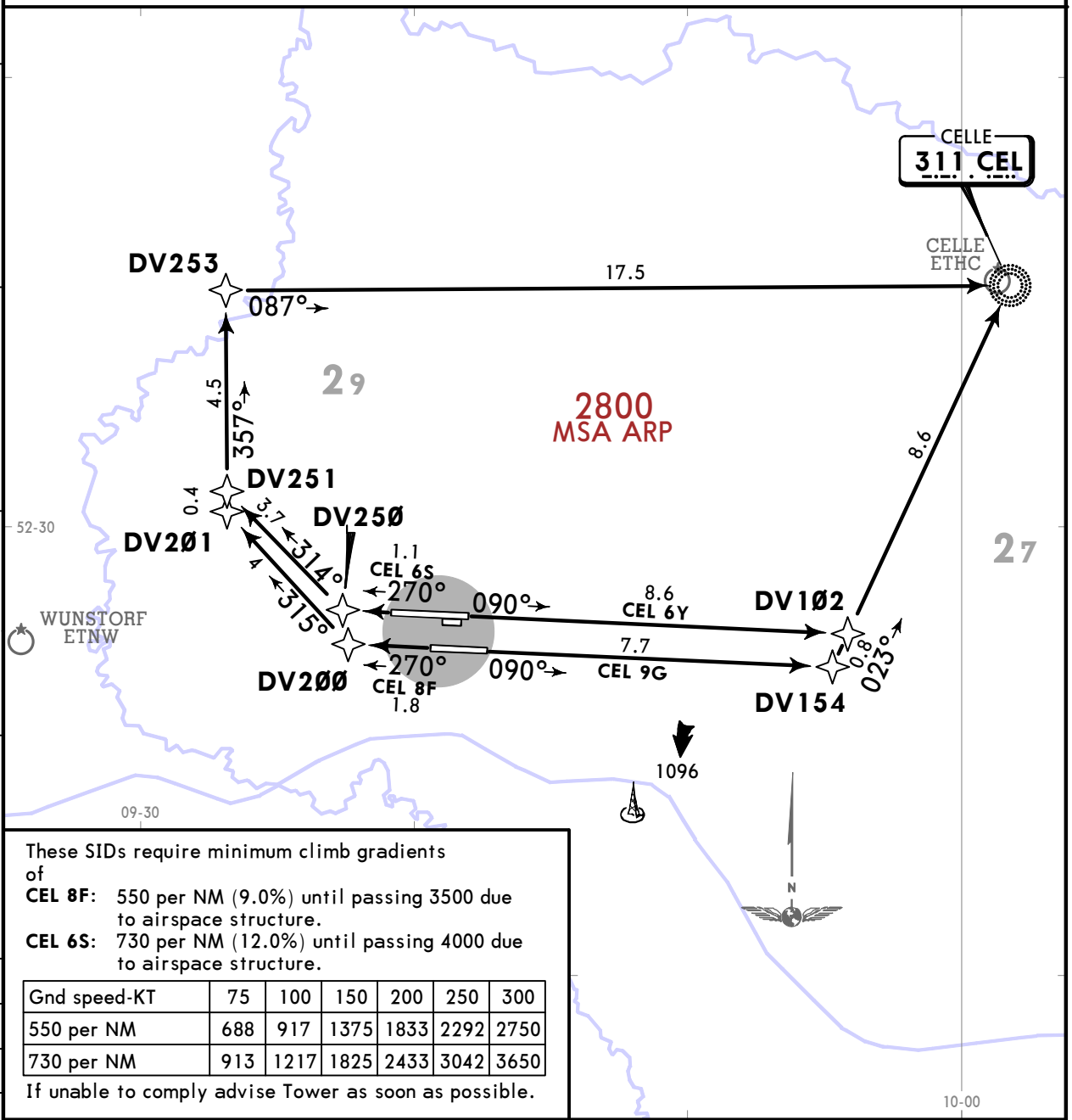
WERRA 3F, WERRA 3G
WERRA 3S, WERRA 3Y
DEPARTURES

HANNOVER, GERMANY
SID

BREMEN Radar (APP) 131.330	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

CELLE 8F (CEL 8F)
CELLE 9G (CEL 9G)
CELLE 6S (CEL 6S)
CELLE 6Y (CEL 6Y)
RNAV DEPARTURES (OVERLAY 10-3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
CEL 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
CEL 6S: 730 per NM (12.0%) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
730 per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
CEL 8F	**27L**	(600+) - DV200 - DV201 - DV253 - CEL.
CEL 9G	**09R**	(600+) - DV154 - CEL.
CEL 6S	**27R**	(600+) - DV250 - DV251 - DV253 - CEL.
CEL 6Y	**09L**	(600+) - DV102 - CEL.

CHANGES: Communication.

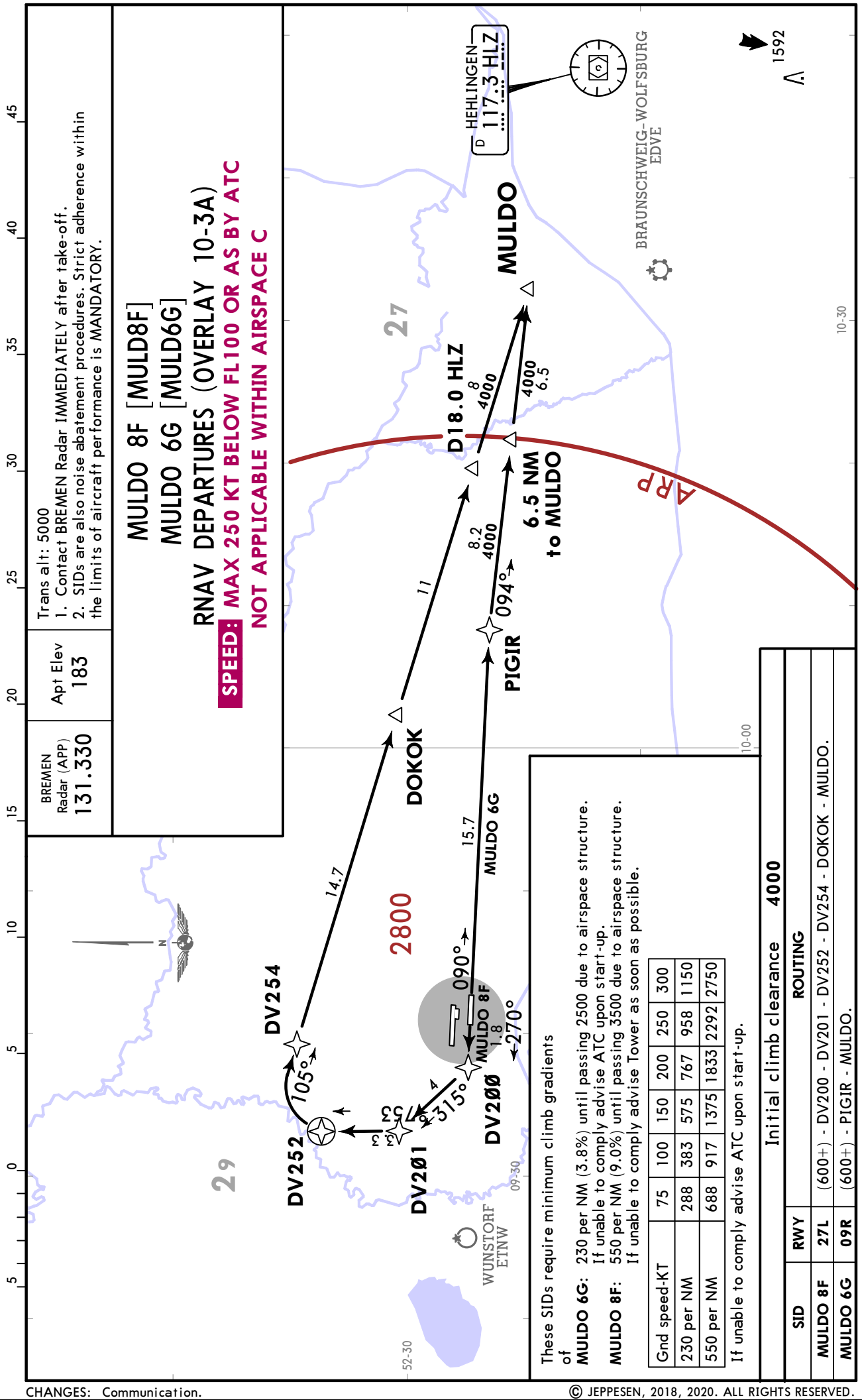
MULDO 8F [MULD8F]
MULDO 6G [MULD6G]
RNAV DEPARTURES (OVERLAY 10-3A)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar (APP) 131.330

Apt Elev 183

Trans alt: 5000
1. Contact BREMEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



These SIDs require minimum climb gradients of

MULDO 6G: 230 per NM (3.8%) until passing 2500 due to airspace structure. If unable to comply advise ATC upon start-up.

MULDO 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure. If unable to comply advise Tower as soon as possible.

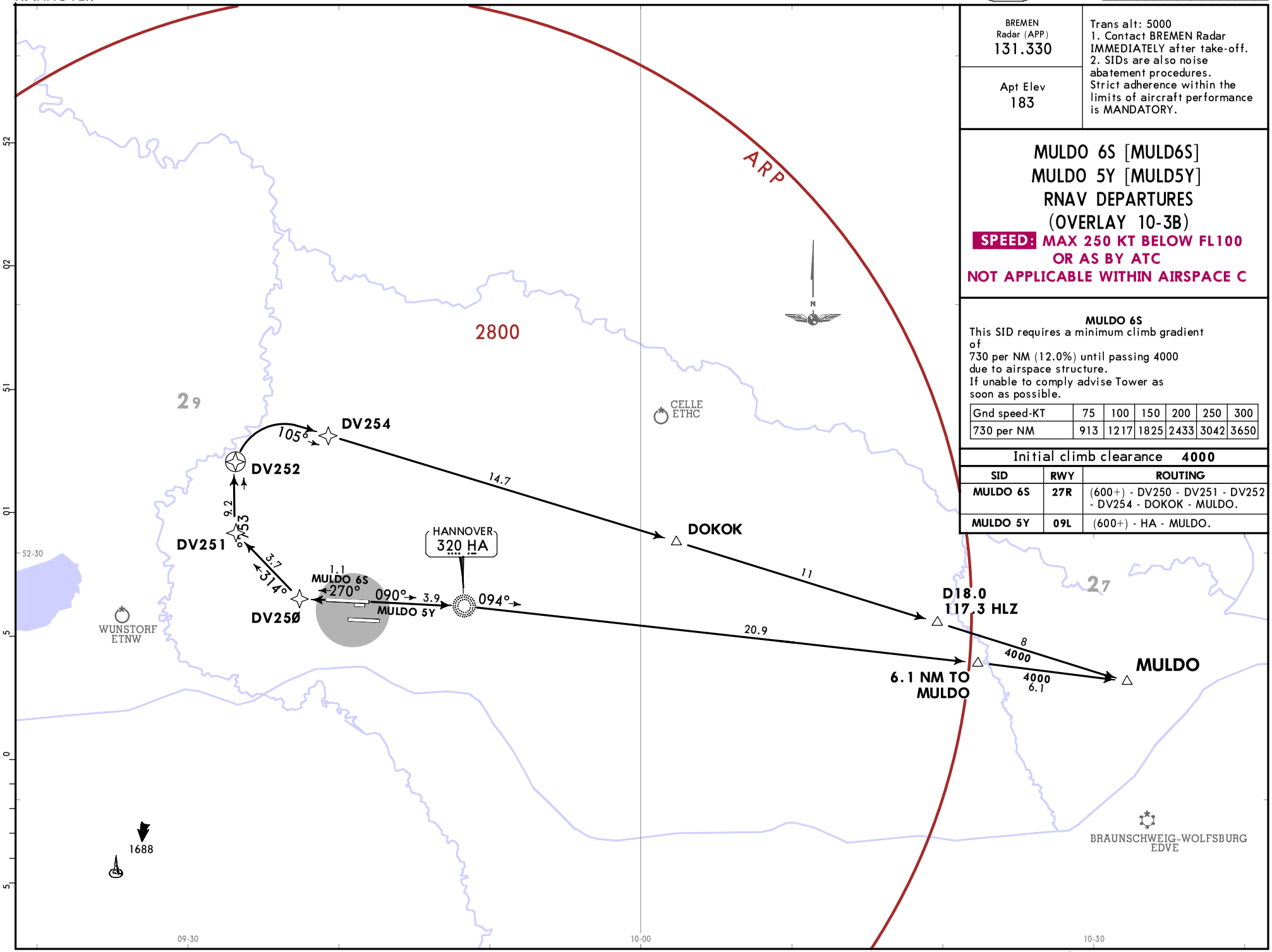
Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150
550 per NM	688	917	1375	1833	2292	2750

If unable to comply advise ATC upon start-up.

Initial climb clearance **4000**

SID	RWY	ROUTING
MULDO 8F	27L	(600+) - DV200 - DV201 - DV252 - DV254 - DOKOK - MULDO.
MULDO 6G	09R	(600+) - PIGIR - MULDO.

CHANGES: Communication.



BREMEN Radar (APP) 131.330	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 6S [MULD6S]
MULDO 5Y [MULD5Y]
RNAV DEPARTURES
(OVERLAY 10-3B)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

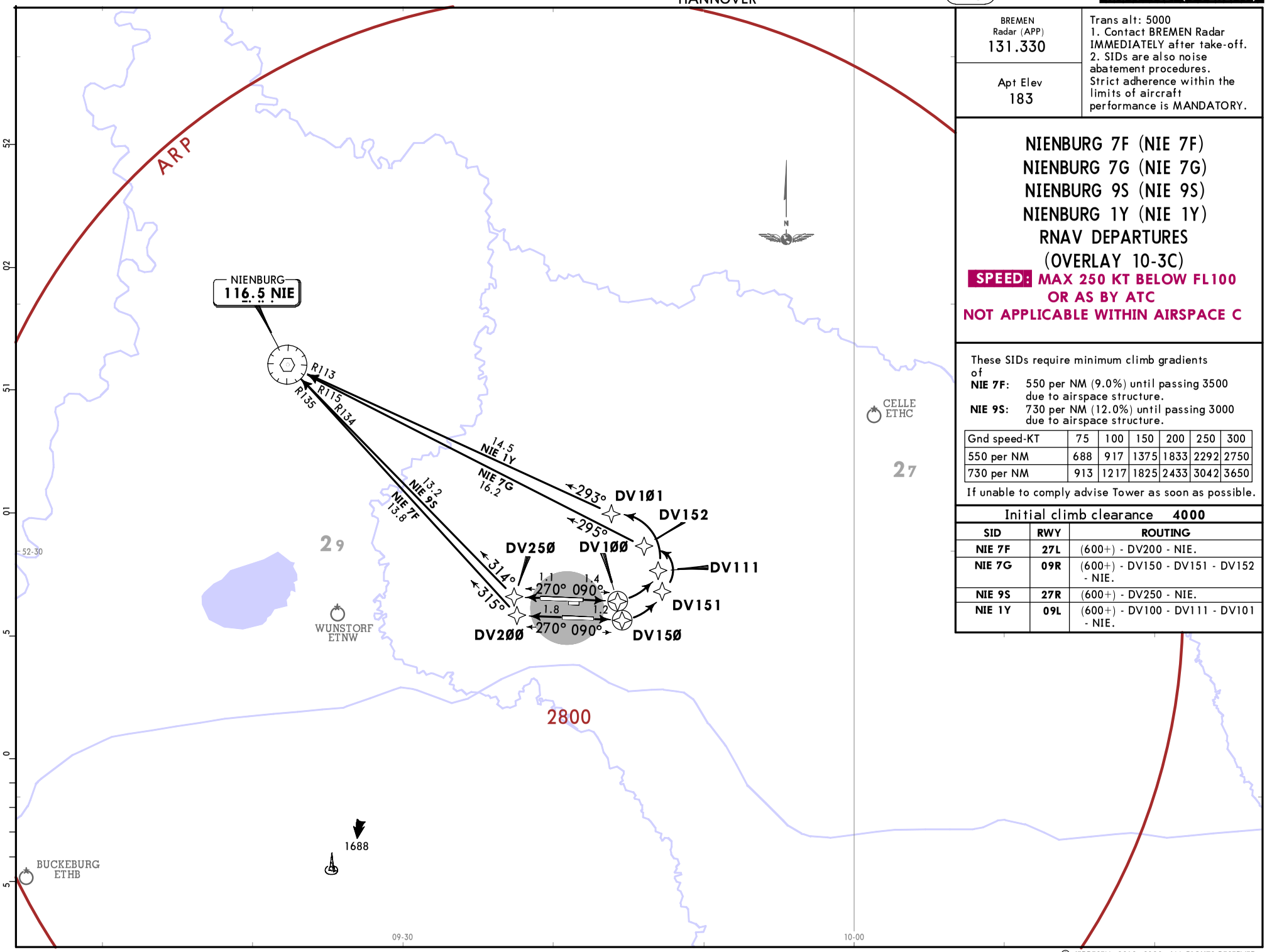
MULDO 6S
This SID requires a minimum climb gradient of
730 per NM (12.0%) until passing 4000 due to airspace structure.
If unable to comply advise Tower as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
730 per NM	913	1217	1825	2433	3042	3650

Initial climb clearance **4000**

SID	RWY	ROUTING
MULDO 6S	27R	(600+) - DV250 - DV251 - DV252 - DV254 - DOKOK - MULDO.
MULDO 5Y	09L	(600+) - HA - MULDO.

CHANGES: Communication.



BREMEN Radar (APP) 131.330	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

NIENBURG 7F (NIE 7F)
NIENBURG 7G (NIE 7G)
NIENBURG 9S (NIE 9S)
NIENBURG 1Y (NIE 1Y)
RNAV DEPARTURES
(OVERLAY 10-3C)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
NIE 7F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
NIE 9S: 730 per NM (12.0%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
730 per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
NIE 7F	27L	(600+) - DV200 - NIE.
NIE 7G	09R	(600+) - DV150 - DV151 - DV152 - NIE.
NIE 9S	27R	(600+) - DV250 - NIE.
NIE 1Y	09L	(600+) - DV100 - DV111 - DV101 - NIE.

CHANGES: Communication.

JEPPESEN
9 OCT 20 (10-3M)

HANNOVER, GERMANY

RNAV SID (OVERLAY)

BREMEN Radar (APP)	Apt Elev	
131.330	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

POVEL 3F [POVE3F]
POVEL 2H [POVE2H]
POVEL 3S [POVE3S]
POVEL 2Y [POVE2Y]
RNAV DEPARTURES
(OVERLAY 10-3D)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

POVEL 3F: 550 per NM (9.0%) until passing 3500 due to airspace structure.

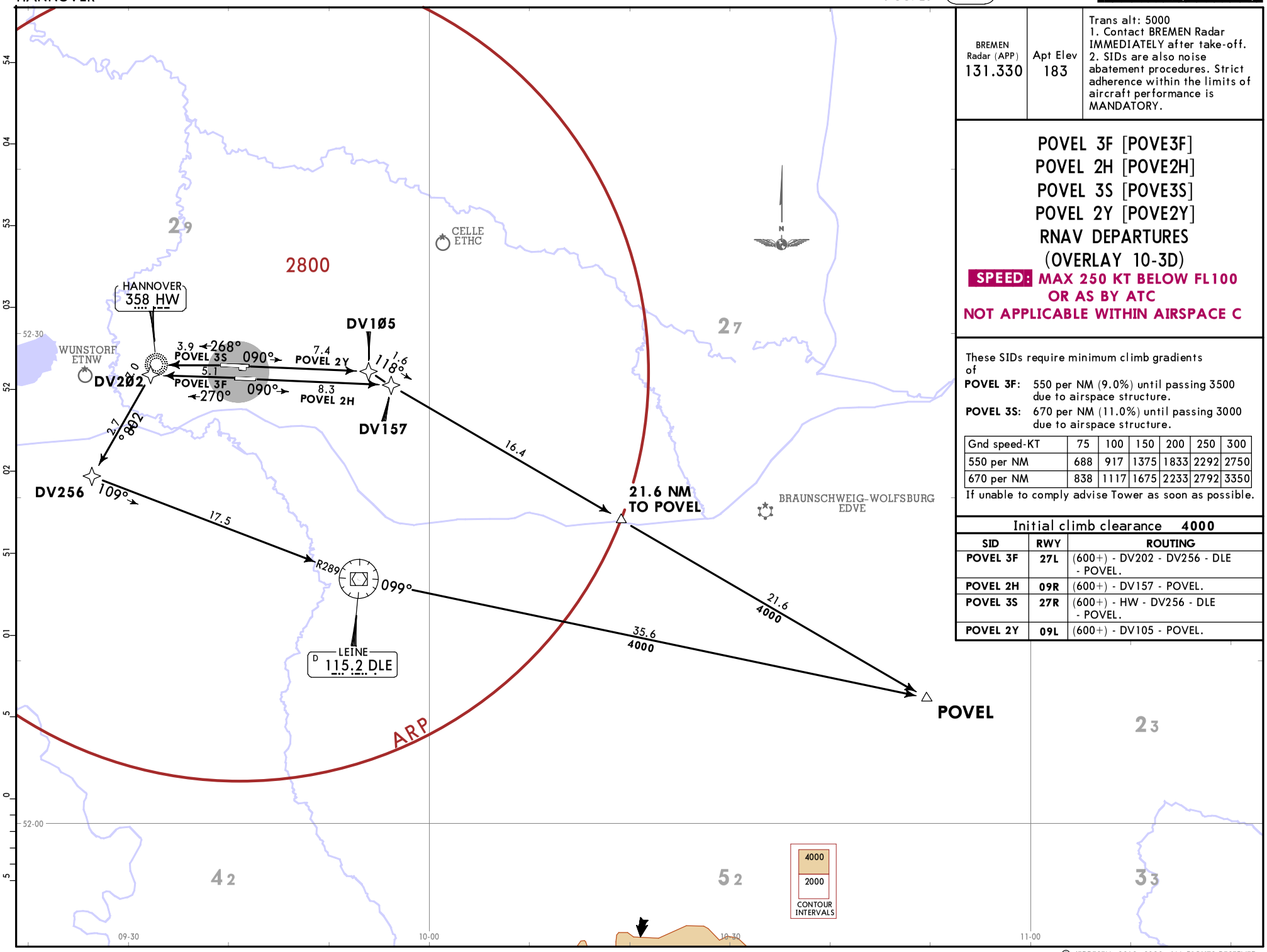
POVEL 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

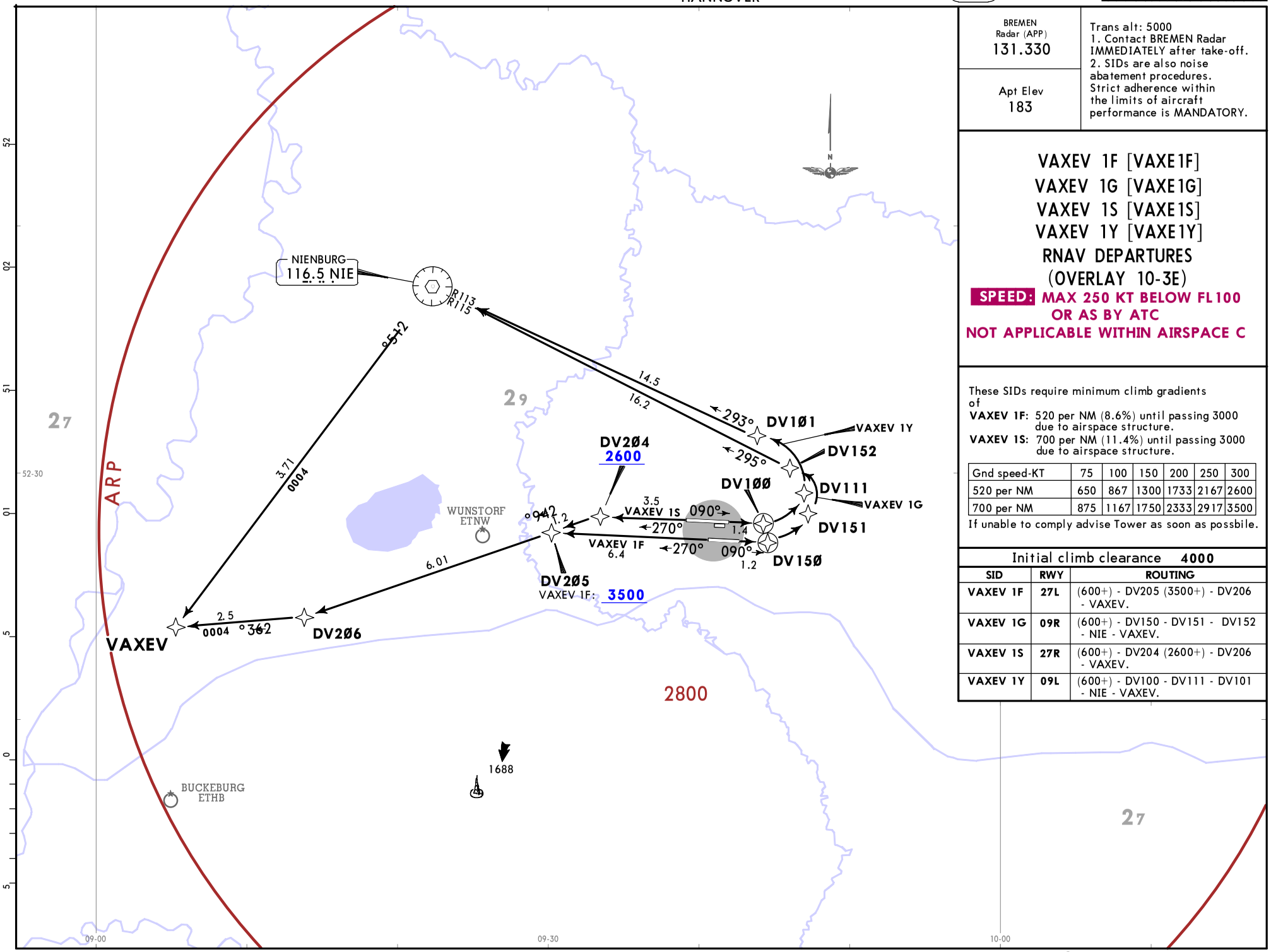
If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
POVEL 3F	27L	(600+) - DV202 - DV256 - DLE - POVEL.
POVEL 2H	09R	(600+) - DV157 - POVEL.
POVEL 3S	27R	(600+) - HW - DV256 - DLE - POVEL.
POVEL 2Y	09L	(600+) - DV105 - POVEL.



CHANGES: Communication.



BREMEN Radar (APP)	Trans alt: 5000
131.330	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

VAXEV 1F [VAXE1F]
VAXEV 1G [VAXE1G]
VAXEV 1S [VAXE1S]
VAXEV 1Y [VAXE1Y]
RNAV DEPARTURES
(OVERLAY 10-3E)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
VAXEV 1F: 520 per NM (8.6%) until passing 3000 due to airspace structure.
VAXEV 1S: 700 per NM (11.4%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
520 per NM	650	867	1300	1733	2167	2600
700 per NM	875	1167	1750	2333	2917	3500

If unable to comply advise Tower as soon as possbile.

Initial climb clearance **4000**

SID	RWY	ROUTING
VAXEV 1F	27L	(600+) - DV205 (3500+) - DV206 - VAXEV.
VAXEV 1G	09R	(600+) - DV150 - DV151 - DV152 - NIE - VAXEV.
VAXEV 1S	27R	(600+) - DV204 (2600+) - DV206 - VAXEV.
VAXEV 1Y	09L	(600+) - DV100 - DV111 - DV101 - NIE - VAXEV.

CHANGES: Communication.

BREMEN Radar (APP) 131.330	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G) WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y) RNAV DEPARTURES (OVERLAY 10-3F)

FLIGHTS TO EDDF END AT TOLTA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
WRB 8F: 550 per NM (9.0%) until passing 3500 due to airspace structure.
WRB 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

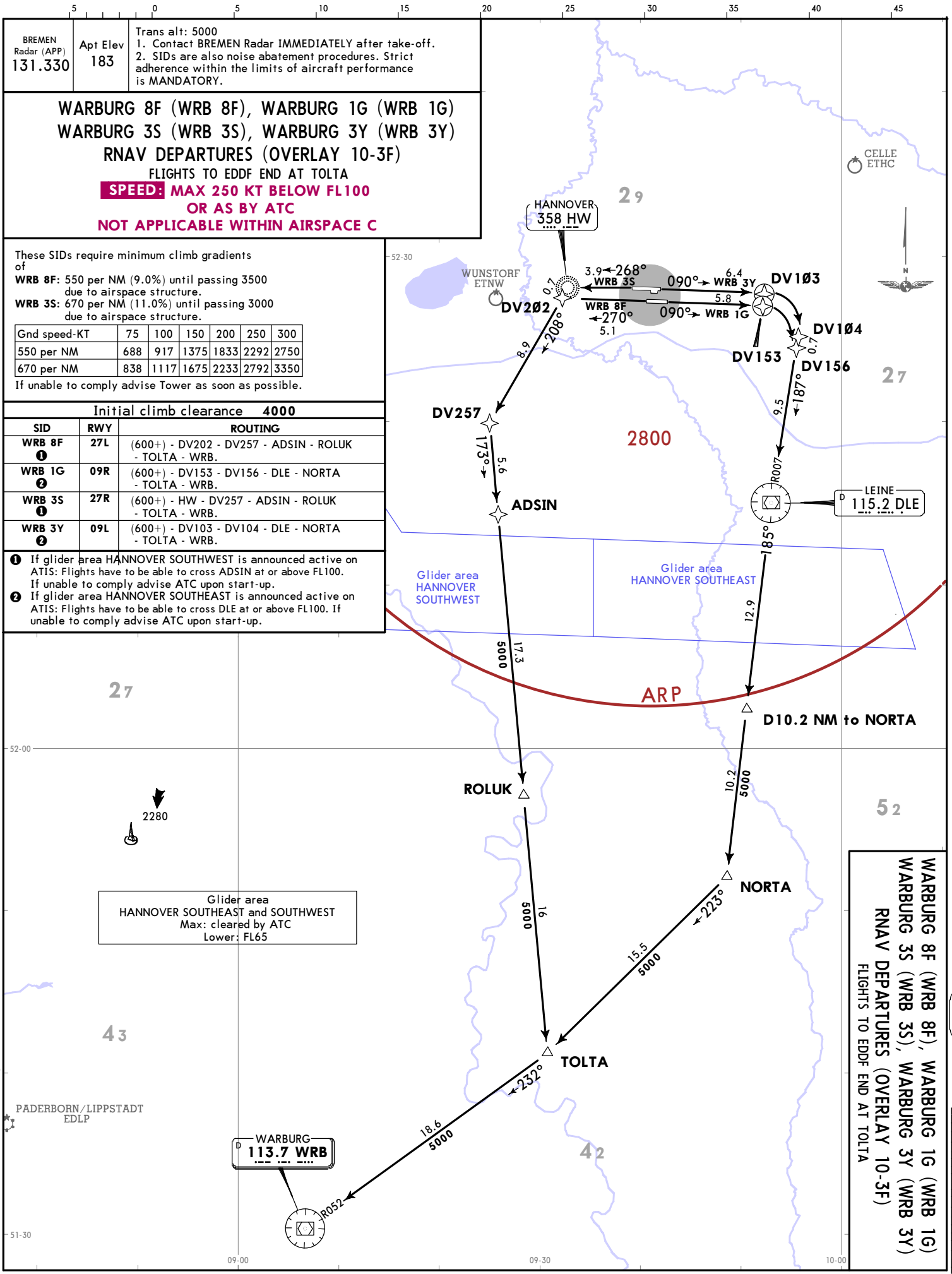
Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
WRB 8F ❶	27L	(600+) - DV202 - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 1G ❷	09R	(600+) - DV153 - DV156 - DLE - NORTA - TOLTA - WRB.
WRB 3S ❶	27R	(600+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 3Y ❷	09L	(600+) - DV103 - DV104 - DLE - NORTA - TOLTA - WRB.

❶ If glider area HANNOVER SOUTHWEST is announced active on ATIS: Flights have to be able to cross ADSIN at or above FL100. If unable to comply advise ATC upon start-up.
❷ If glider area HANNOVER SOUTHEAST is announced active on ATIS: Flights have to be able to cross DLE at or above FL100. If unable to comply advise ATC upon start-up.



WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G)
WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y)
RNAV DEPARTURES (OVERLAY 10-3F)
FLIGHTS TO EDDF END AT TOLTA

9 OCT 20 (10-3P)

JEPPESEN HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar (APP) 131.330	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WERRA 3F [WERA3F], WERRA 3G [WERA3G] WERRA 3S [WERA3S], WERRA 3Y [WERA3Y] RNAV DEPARTURES (OVERLAY 10-3G)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

WERRA 3F: 550 per NM (9.0%) until passing 3500 due to airspace structure.

WERRA 3S: 670 per NM (11.0%) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
550 per NM	688	917	1375	1833	2292	2750
670 per NM	838	1117	1675	2233	2792	3350

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000**

SID	RWY	ROUTING
WERRA 3F ❶	27L	(600+) - DV202 - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 3G ❷	09R	(600+) - DV153 - DV156 - DLE - NORTA - WERRA.
WERRA 3S ❶	27R	(600+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 3Y ❷	09L	(600+) - DV103 - DV104 - DLE - NORTA - WERRA.

❶ If glider area HANNOVER SOUTHWEST is announced active on ATIS: Flights have to be able to cross ADSIN at or above FL100. If unable to comply advise ATC upon start-up.

❷ If glider area HANNOVER SOUTHEAST is announced active on ATIS: Flights have to be able to cross DLE at or above FL100. If unable to comply advise ATC upon start-up.

HANNOVER 358 HW

CELLE ETHC

WUNSTORF ETNW

DV202

DV257

ADSIN

ROLUK

TOLTA

WERRA

DV103

DV104

DV153

DV156

LEINE 115.2 DLE

D10.2 NM to NORTA

NORTA

ARP

2800

Glider area HANNOVER SOUTHWEST

Glider area HANNOVER SOUTHEAST

Glider area HANNOVER SOUTHEAST and SOUTHWEST
Max: cleared by ATC
Lower: FL65

KASSEL-CALDEN EDVK

EDDV/HAJ HANNOVER

WERRA 3F [WERA3F], WERRA 3G [WERA3G] WERRA 3S [WERA3S], WERRA 3Y [WERA3Y] RNAV DEPARTURES (OVERLAY 10-3G)

9 OCT 20 (10-3Q)

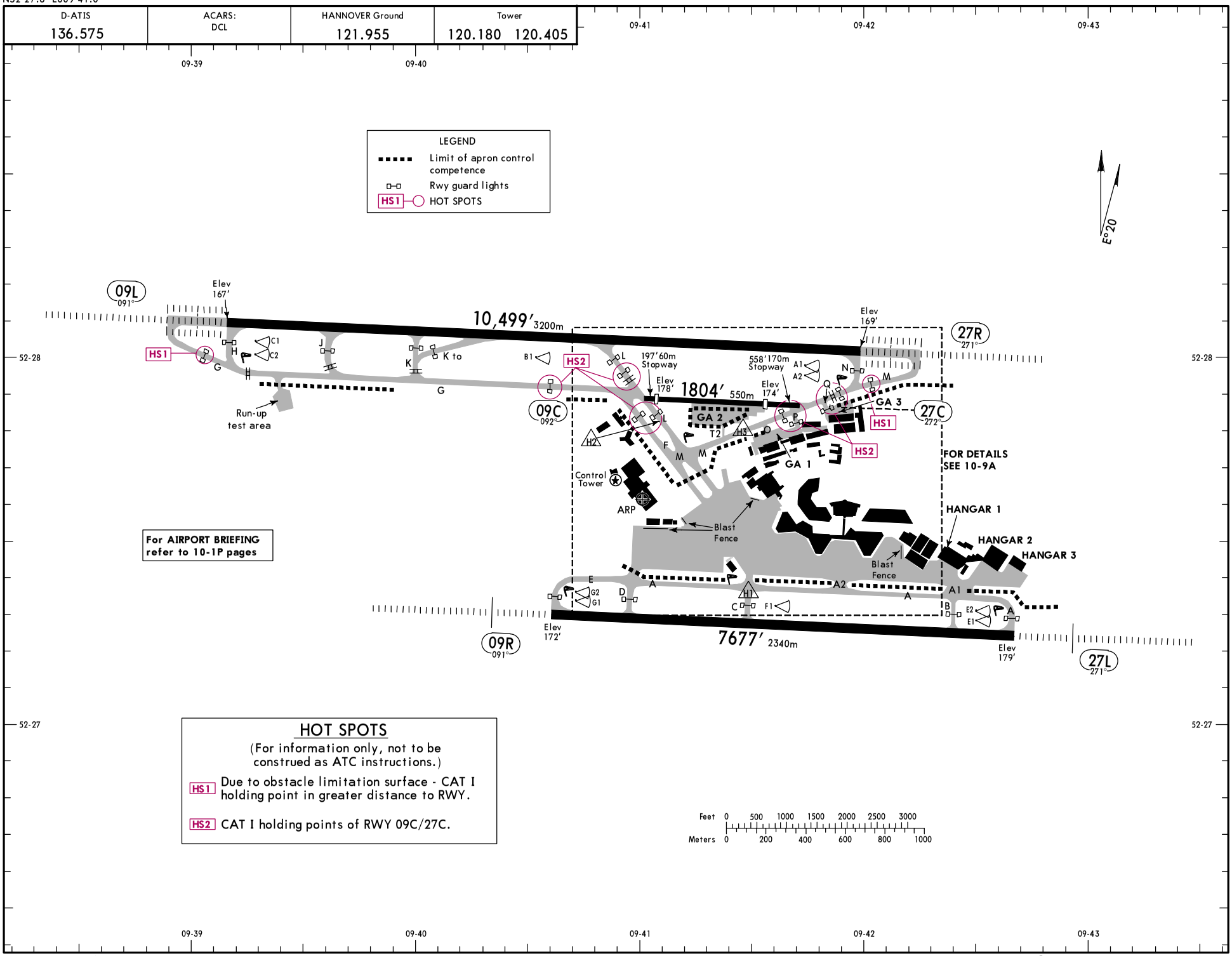
JEPPESEN

HANNOVER, GERMANY

RNAV SID (OVERLAY)

CHANGES: Communication.

D-ATIS	ACARS: DCL	HANNOVER Ground	Tower
136.575		121.955	120.180 120.405



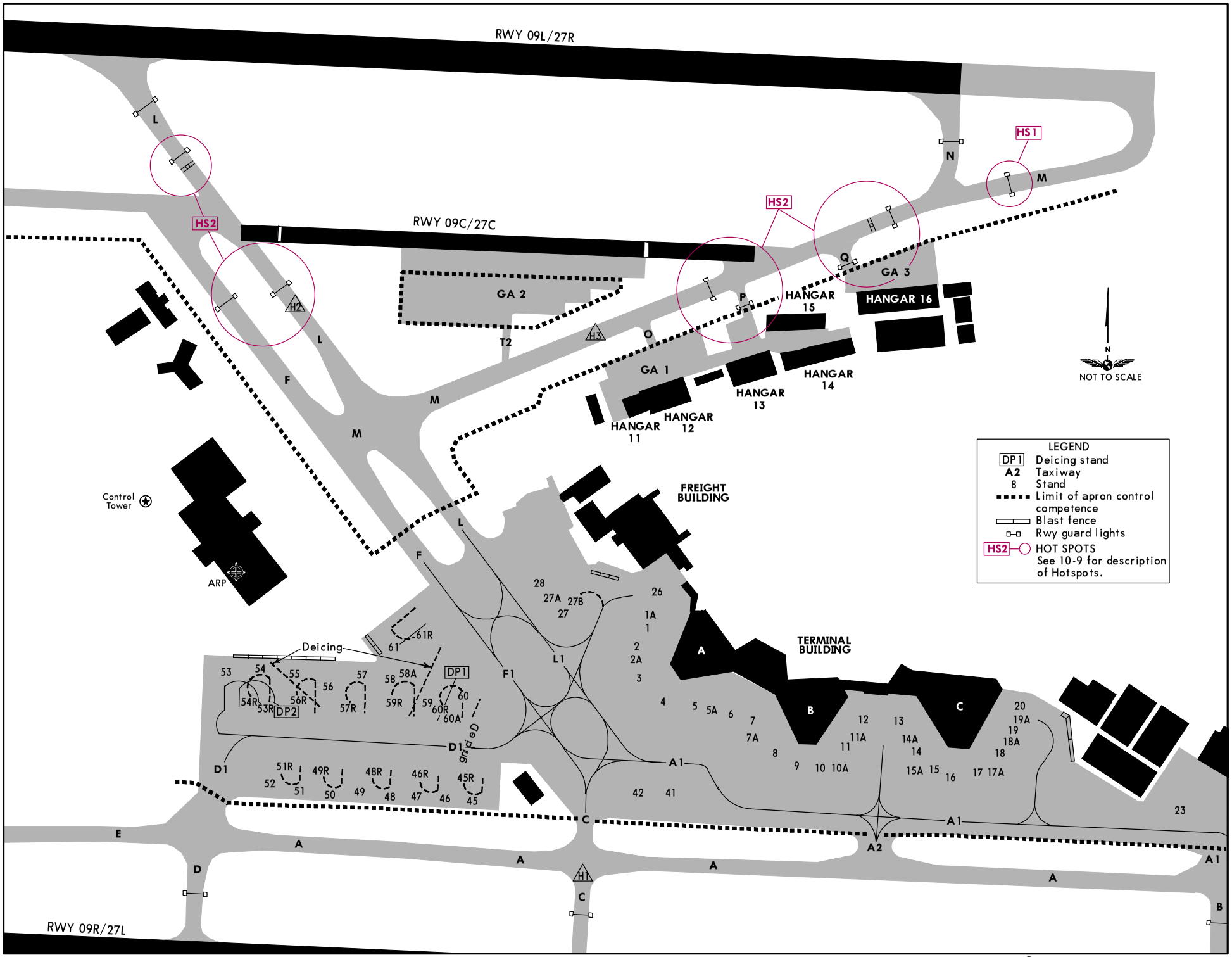
HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Due to obstacle limitation surface - CAT I holding point in greater distance to RWY.

HS2 CAT I holding points of RWY 09C/27C.

CHANGES: Rwy 09C/27C length.



CHANGES: Stands 21, 21A and 22 withdrawn.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09L	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) RVR		9466' 2885m	❷	148' 45m
27R	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) ❶ RVR		9527' 2904m		

❶ HST-Kto

❷ Additional 984'/300m starter extension available with PPO.
TAKE-OFF RUN AVAILABLE

RWY 09L:
From rwy head 10,499'(3200m)
twy J int 8858'(2700m)
twy K int 7382'(2250m)
twy L int 4331'(1320m)

RWY 27R:
From rwy head 10,499'(3200m)
twy L int 6234'(1900m)

09C				❸ 2001' 610m	74' 23m
27C				❹ 2362' 720m	

❸ Includes paved swy West of thr 09C.

❹ Includes paved swy East of thr 27C.

09R	HIRL CL (30m) (White) HIALS SFL REIL PAPI-L ❺ RVR		6584' 2007m	❻	148' 45m
27L			6693' 2040m		

❺ angle 3.0°

❻ TAKE-OFF RUN AVAILABLE

RWY 09R:
From rwy head 7677'(2340m)
twy D int 6463'(1970m)
twy C int 4462'(1360m)

RWY 27L:
From rwy head 7677'(2340m)
twy B int 6693'(2040m)
twy C int 3281'(1000m)

Standard TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: Usable lengths.

INS COORDINATES

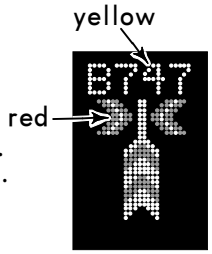
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N52 27.6 E009 41.6	53R	N52 27.5 E009 41.1
2 thru 5	N52 27.5 E009 41.6	54	N52 27.6 E009 41.1
5A thru 7A	N52 27.5 E009 41.7	54R	N52 27.5 E009 41.0
8 thru 11	N52 27.5 E009 41.8	55, 56	N52 27.6 E009 41.2
11A thru 13	N52 27.5 E009 41.9	56R	N52 27.5 E009 41.1
14 thru 15A	N52 27.5 E009 42.0	57	N52 27.6 E009 41.3
16	N52 27.4 E009 42.0	57R	N52 27.5 E009 41.2
17	N52 27.4 E009 42.1	58 thru 59	N52 27.6 E009 41.3
17A thru 20	N52 27.5 E009 42.1	59R	N52 27.5 E009 41.2
23	N52 27.5 E009 42.4	60, 60A	N52 27.6 E009 41.4
26	N52 27.6 E009 41.6	60R	N52 27.5 E009 41.3
27 thru 28	N52 27.6 E009 41.5	61, 61R, DP1	N52 27.6 E009 41.3
41, 42	N52 27.4 E009 41.6	DP2	N52 27.5 E009 41.1
45	N52 27.5 E009 41.4		
45R	N52 27.4 E009 41.3		
46	N52 27.5 E009 41.4		
46R	N52 27.4 E009 41.3		
47, 48	N52 27.5 E009 41.3		
48R	N52 27.4 E009 41.2		
49	N52 27.5 E009 41.3		
49R	N52 27.4 E009 41.1		
50, 51	N52 27.5 E009 41.2		
51R	N52 27.4 E009 41.1		
52	N52 27.5 E009 41.1		
53	N52 27.6 E009 41.0		

CHANGES: Stands 21, 21A and 22 withdrawn.

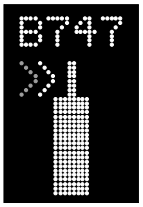
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

WARNING: Do not start docking procedure unless one of the routine docking process displays are shown or if a pilot is unsure about the indicated information.

1. START OF DOCKING
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
It shall be cheked, that the correct aircraft type is displayed.
The lead-in line shall be followed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUSPENDED BY THE CLOSING RATE BAR.



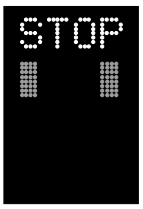
2. TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow center line indicator. A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to center line.
This indicator gives correct position and azimuth guidance.



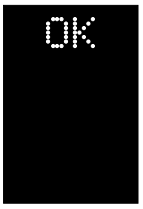
3. CLOSING RATE
The closing rate is the final countdown from 30m distance to the stop position.
A yellow vertical closing rate bar / center line indicator appears with thr digital countdown.

4. SLOW (DECREASE SPEED)
If the aircraft is approaching faster than the accepted speed, the system will show SLOW as a warning to the pilots.

5. STOP POSITION REACHED
When the correct stop position is reached, the display will show STOP with red lights.



6. DOCKING COMPLETED
When the aircraft has parked, OK will be displayed.



7. ON BLOCK TIME
On block time will be displayed in UTC-time.

8. CHOCK ON
CHOCK ON will be displayed, when the ground staff has put the chocks in front of and behind the main gear wheels and pressed the "Chocks on" button on the operator panel.
It disappears after 180 seconds.

DISPLAYED FORMS AT ABNORMAL CONDITIONS

Form:	Indication for:
Acft type	(preselected)
Display black with red lights	System breakdown - stop
Display complete black	Power failure - stop
ERROR	System error
ERR10	System error (communication error with system)
WAIT	Not allowed object within scanning range - stop
WAIT followed by GATE BLOCK	Not allowed object within scanning range when system starts - stand not usable
STOP	Emergency stop
STOP followed by ID FAIL	Identification failed - stop
STOP followed by TOO FAST	Docking system must be restarted or the docking procedure completed by manual guidance
STOP followed by SBU	Too far of center line within last 10' / 3m to stop position
STOP followed by OK	Not correct stop position is reached but within limits
STOP / ABORT	Docking is interrupted by gate operator
TOO FAR	Acft has overshot the stop position (more than 1m)

CHANGES: Printing sequence.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-1)

HANNOVER, GERMANY ILS or LOC Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.330	119.605	120.180 120.405	121.955

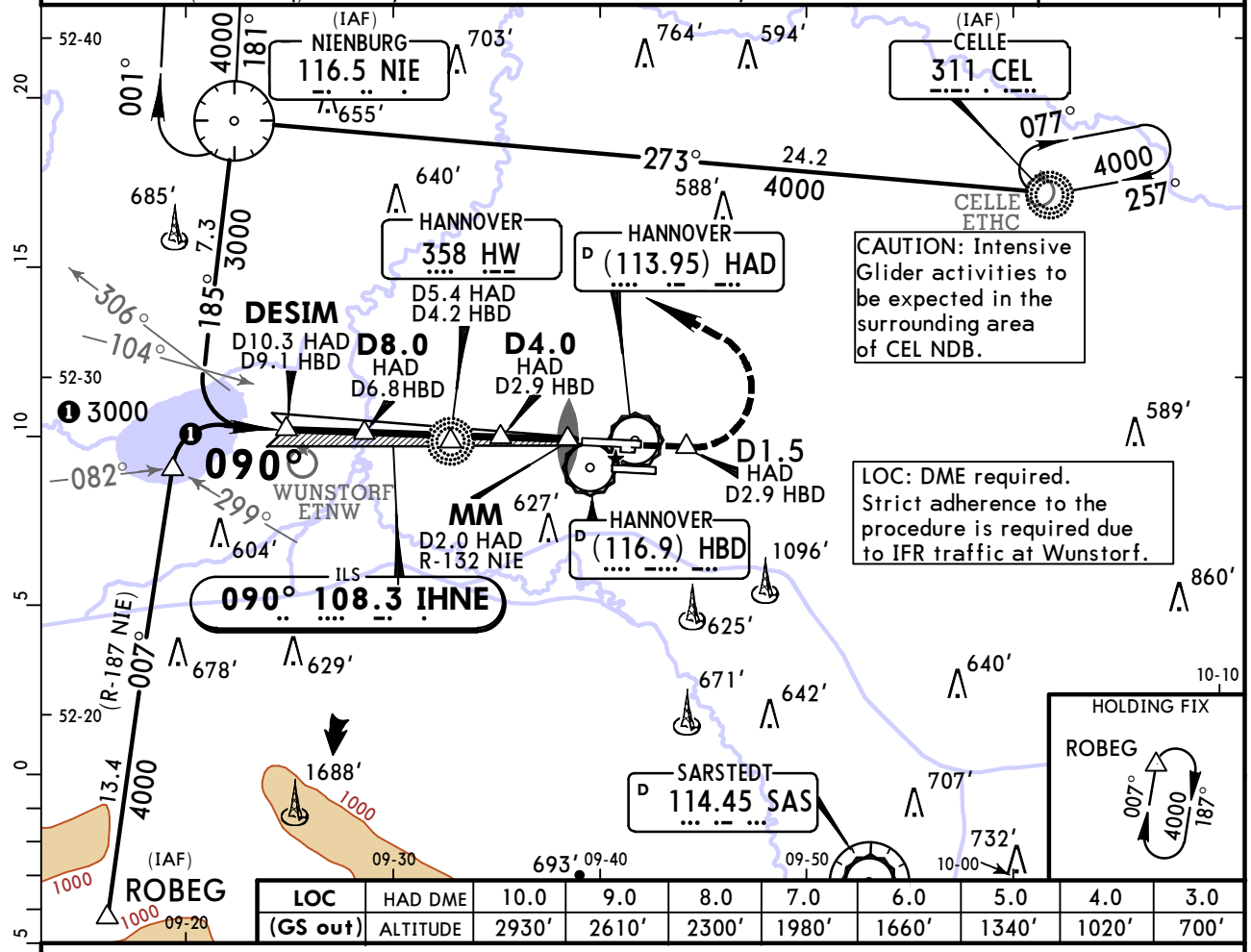
BRIEFING STRIP ™

LOC IHNE	Final Apch Crs	GS HW Lctr	ILS DA(H)	Apt Elev 183' Rwy 167'
108.3	090°	1460' (1293')	367' (200')	

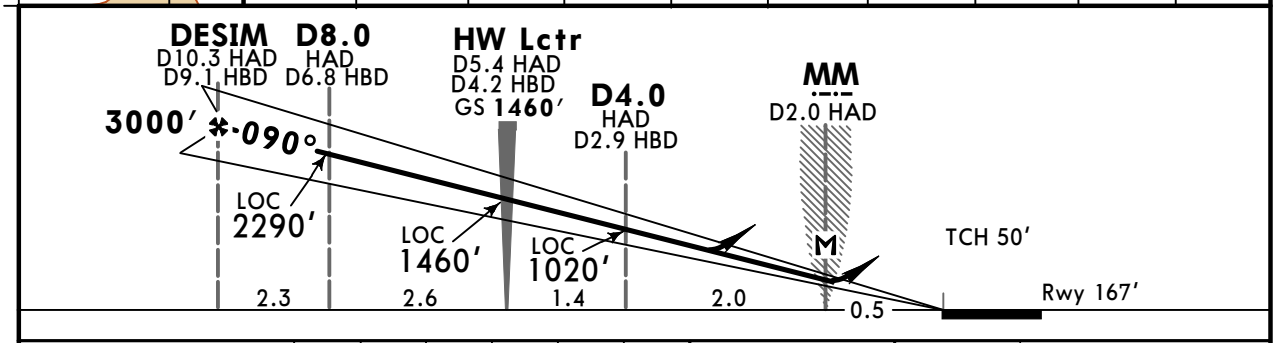
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/ D2.9 EAST of HBD.Then turn LEFT inbound NIE VOR climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

2800 MSA ARP



LOC (GS out)	HAD DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2930'	2610'	2300'	1980'	1660'	1340'	1020'	700'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D2.0 HAD							

ALSF-II REIL PAPI

D1.5 EAST of HAD D2.9 EAST of HBD

Standard STRAIGHT-IN LANDING RWY **09L**

	ILS DA(H) 367' (200') 1			LOC (GS out) CDFA DA/MDA(H) 550' (383')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

1 LACFT: DA(H) 395' (228'). 2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-1A)

HANNOVER, GERMANY CAT II/III ILS Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.330	119.605	120.180 120.405	121.955

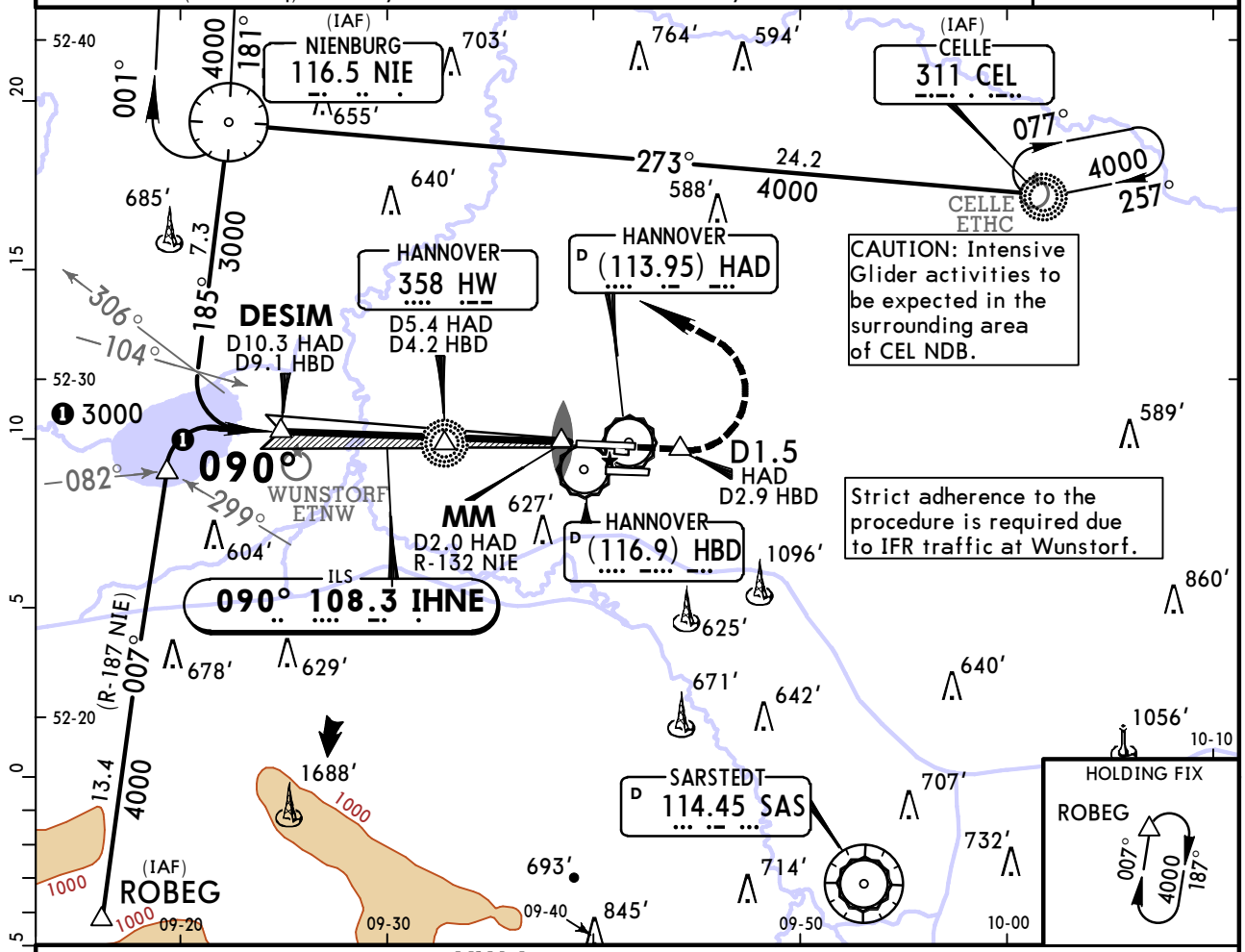
BRIEFING STRIP™

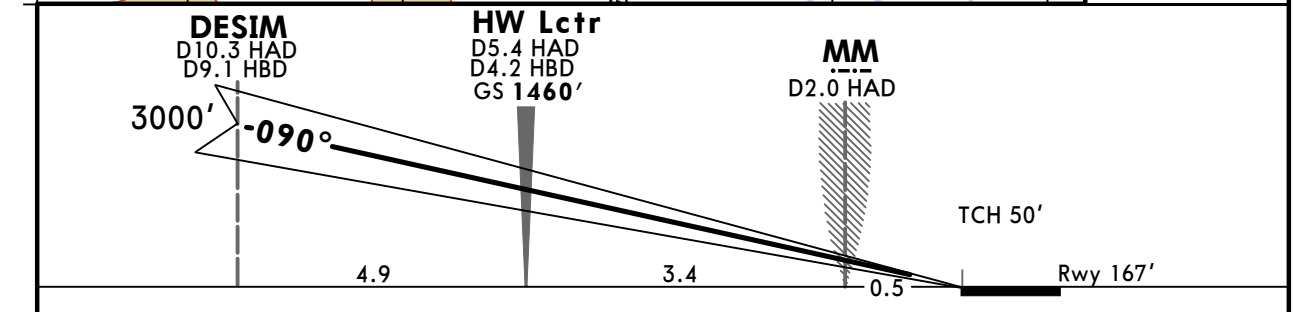
LOC IHNE	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 183′ Rwy 167′
108.3	090°	HW Lctr 1460′ (1293′)		

MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/D2.9 EAST of HBD.Then turn LEFT inbound NIE VOR climbing to 4000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

D1.5 EAST of HAD D2.9 EAST of HBD

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09L**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 101′ DA(H) 267′ (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN 3 SEP 21 (11-2) Eff 9 Sep

HANNOVER, GERMANY ILS or LOC Rwy 09R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.330	119.605	120.180 120.405	121.955

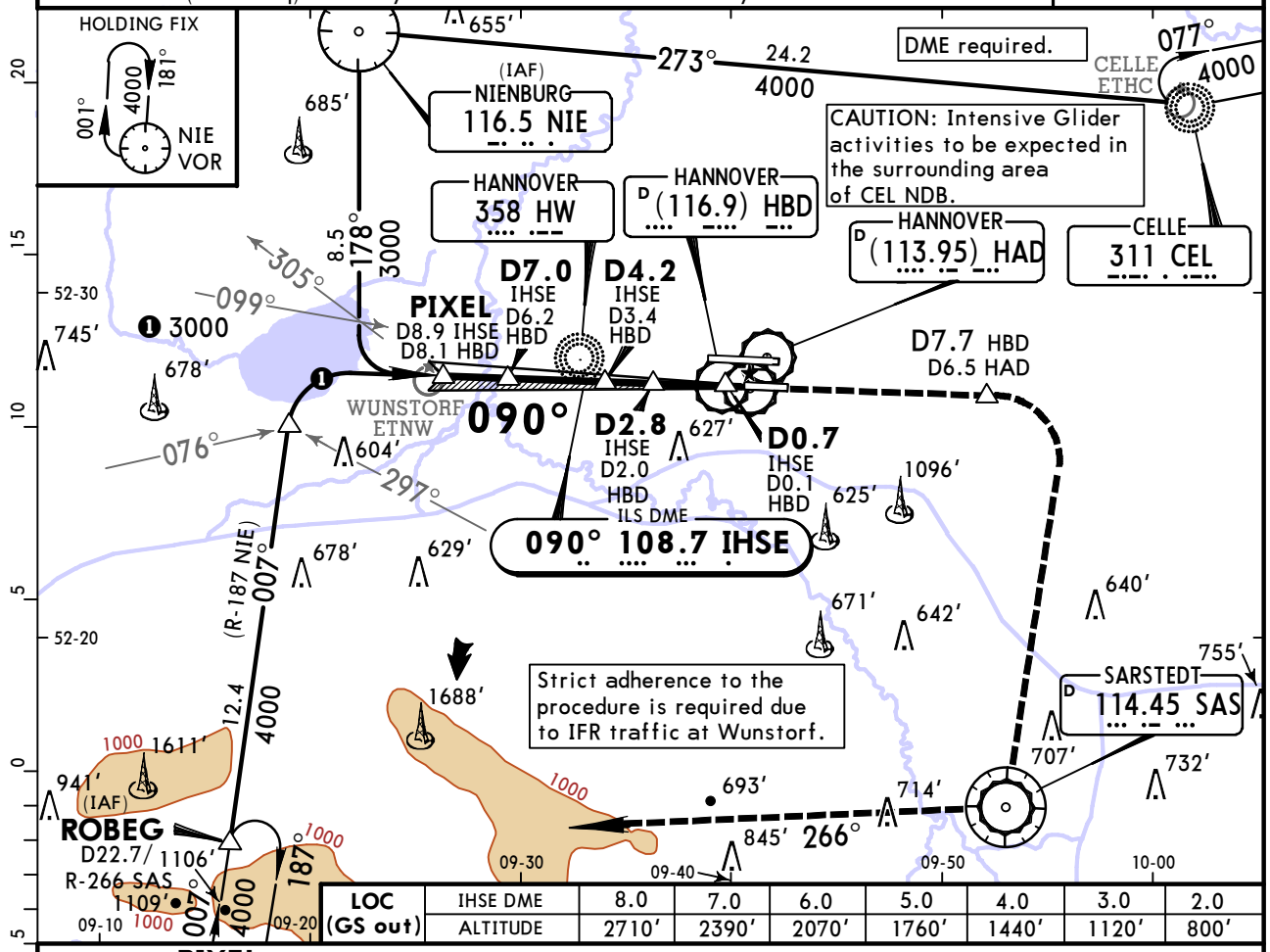
BRIEFING STRIP™

LOC IHSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183′
108.7	090°	D4.2 IHSE 1500′ (1328′)	372′ (200′)	Rwy 172′

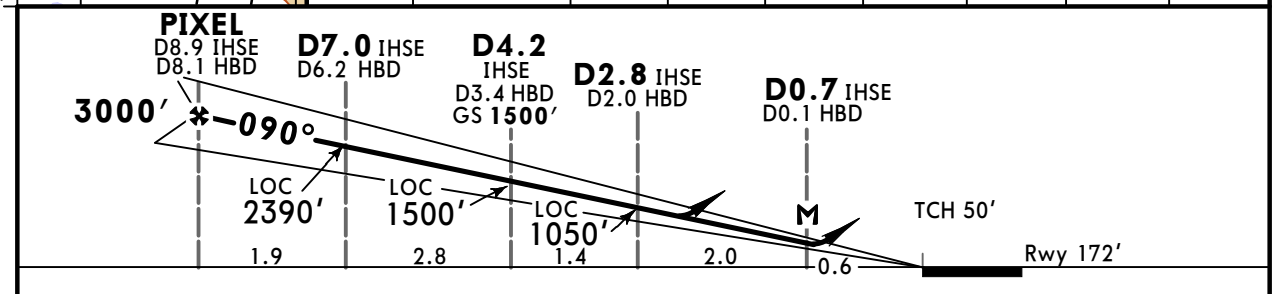
MISSED APCH: Climb STRAIGHT AHEAD to D7.7 HBD/D6.5 HAD, then turn RIGHT direct to SAS VOR. Turn RIGHT on R-266 SAS to ROBEG climbing to 4000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′



LOC (GS out)	IHSE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2710′	2390′	2070′	1760′	1440′	1120′	800′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IHSE/D0.1 HBD							

HIALS REIL PAPI

D7.7 HBD D6.5 HAD

PANS OPS

Standard STRAIGHT-IN LANDING RWY **09R**

	ILS		LOC (GS out)	
	DA(H) 372′ (200′)		CDFA DA/MDA(H) 570′ (398′)	
	FULL	ALS out		ALS out
A B C D	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m / RVR 1800m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

EDDV/HAJ HANNOVER

JEPPESEN
3 SEP 21
Eff 9 Sep
11-3

HANNOVER, GERMANY
ILS Z or LOC Z Rwy 27L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.330	119.605	120.180 120.405	121.955

BRIEFING STRIP™

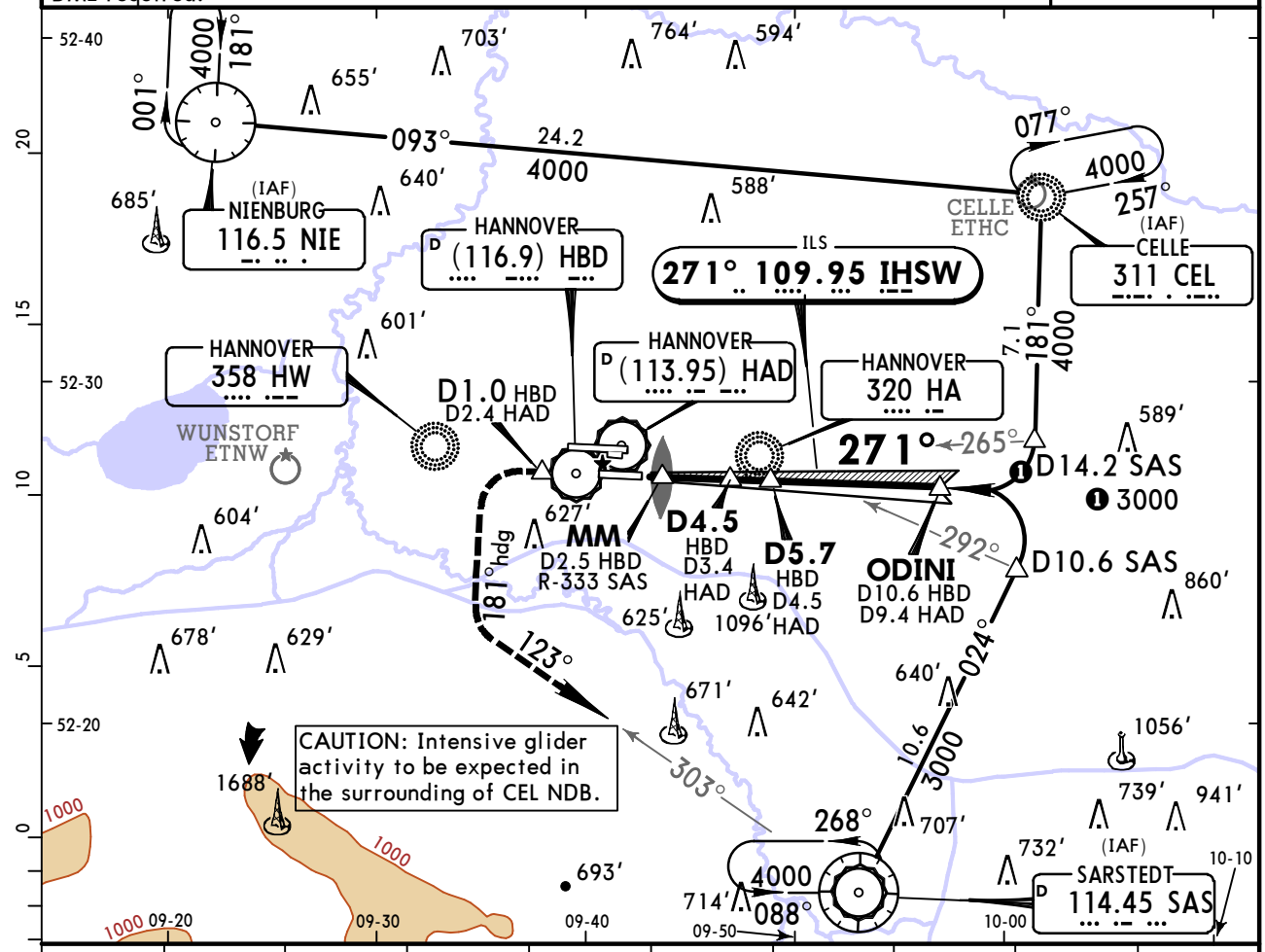
LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.95	271°	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 WEST of HBD/D2.4 WEST of HAD, then turn LEFT (MAX 185 KT) on heading 181° to intercept and follow R-303 inbound to SAS VOR climbing to 4000'.

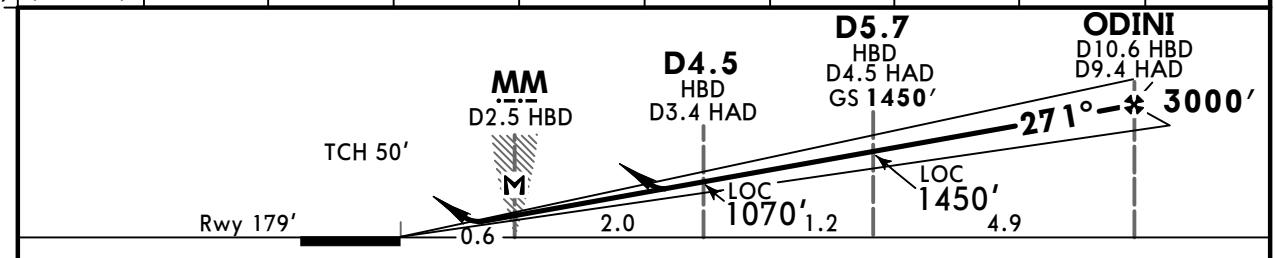
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

DME required.

2800
MSA ARP



LOC (GS out)	HBD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	590'	910'	1220'	1540'	1860'	2180'	2500'	2820'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D2.5 HBD						

HIALS
REIL
PAPI

D1.0 WEST of HBD
D2.4 WEST of HAD

181° hdg LT

Standard STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 379' (200')		LOC (GS out) CDFA DA/MDA(H) 560' (381')	
FULL	ALS out		ALS out
A RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B			
C			RVR 1800m
D			

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ILS frequency.

EDDV/HAJ HANNOVER

JEPPESEN
3 SEP 21
Eff 9 Sep
11-4

HANNOVER, GERMANY
ILS Y or LOC Y Rwy 27L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

BRIEFING STRIP™

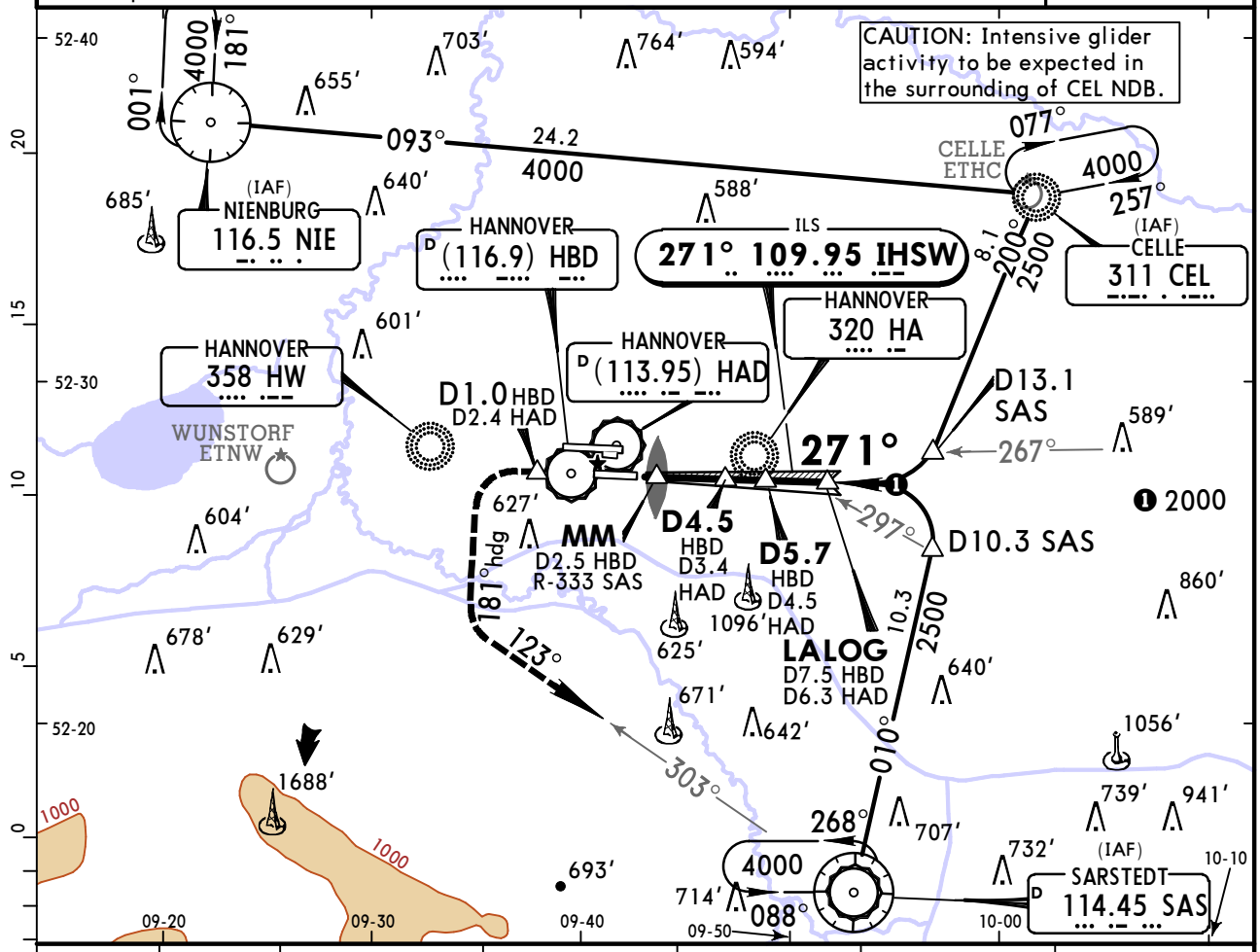
LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.95	271°	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'

MISSED APCH: Climb STRAIGHT AHEAD to D1.0 WEST of HBD/D2.4 WEST of HAD, then turn LEFT (MAX 185 KT) on heading 181° to intercept and follow R-303 inbound to SAS VOR climbing to 4000'.

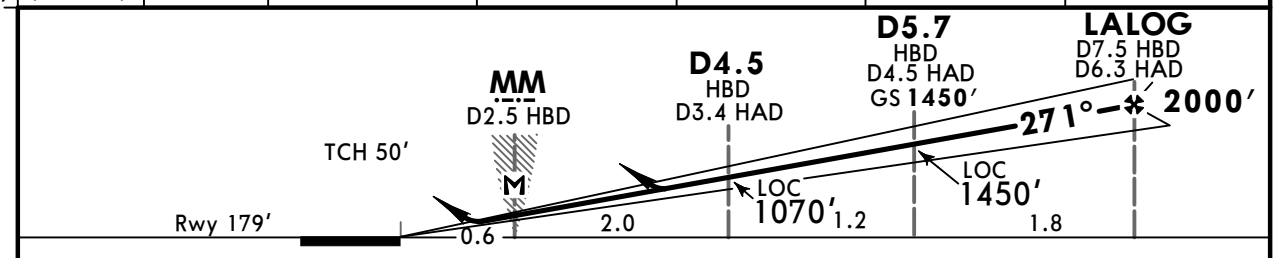
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

DME required.

2800
MSA ARP



LOC (GS out)	HBD DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	590'	910'	1220'	1540'	1860'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D2.5 HBD						

HIALS
REIL
PAPI

D1.0 WEST of HBD
D2.4 WEST of HAD

181° hdg
LT

Standard STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 379' (200')		LOC (GS out) CDFA DA/MDA(H) 560' (381')	
FULL	ALS out		ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ILS frequency.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-5)

HANNOVER, GERMANY
ILS Z or LOC Z Rwy 27R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

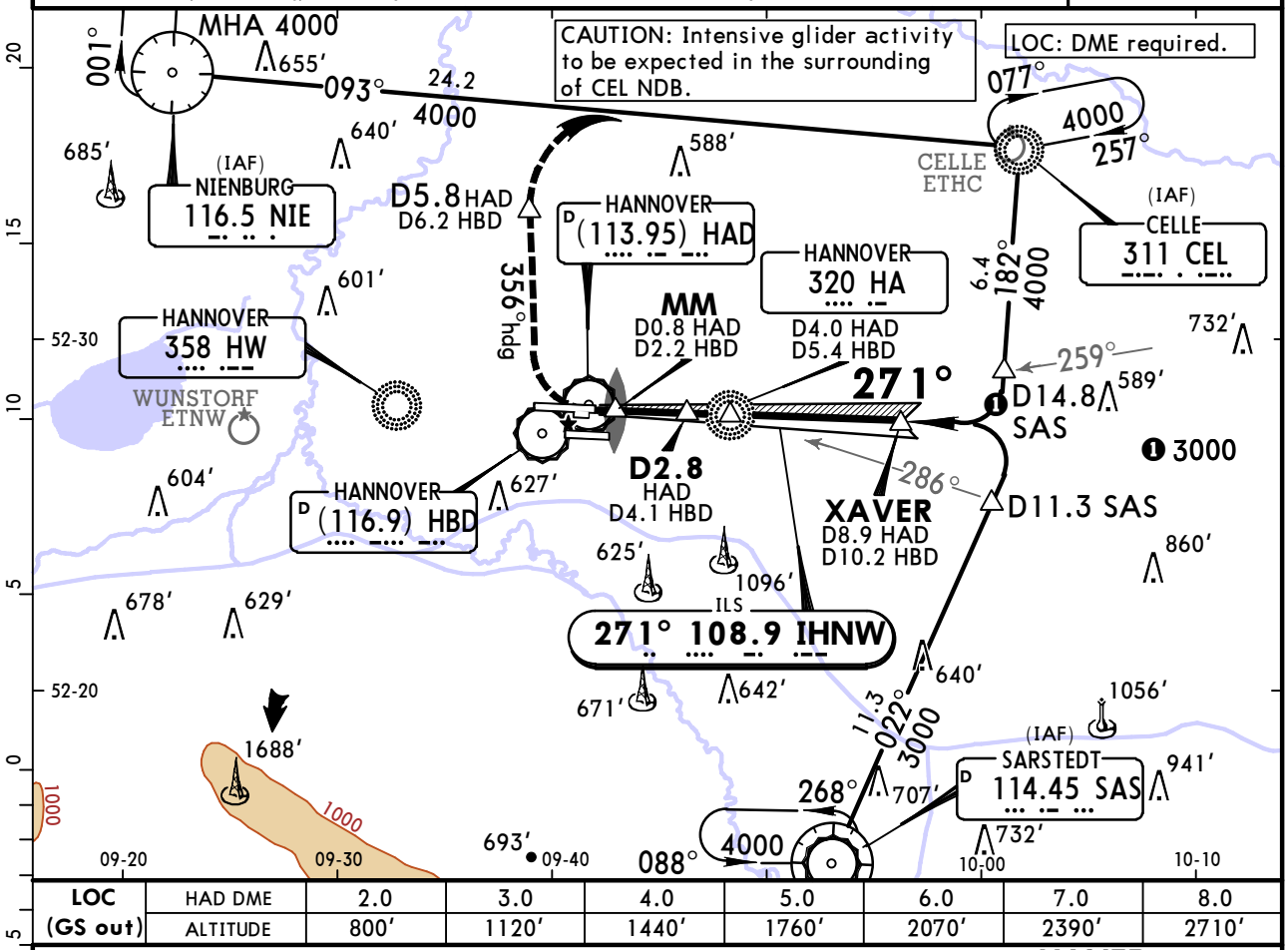
BRIEFING STRIP™

LOC IHNW	Final Apch Crs	GS HA Lctr	ILS DA(H)	Apt Elev 183′
108.9	271°	1440′ (1271′)	369′ (200′)	Rwy 169′

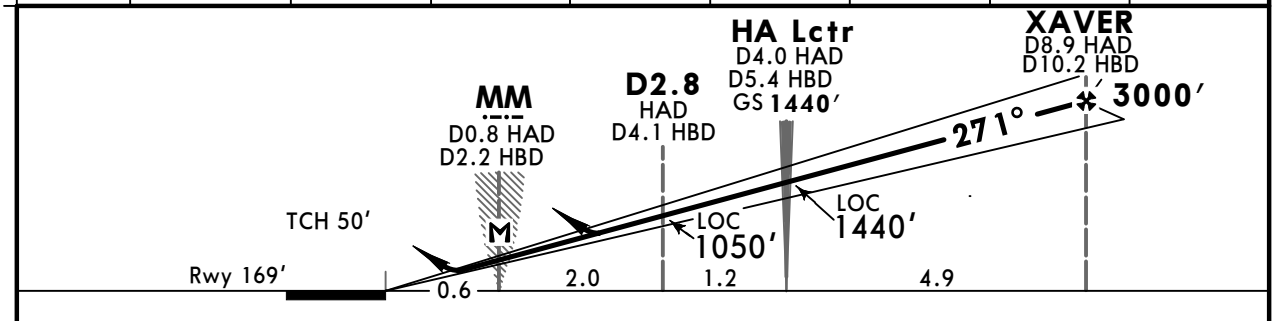
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′



LOC (GS out)	HAD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	800′	1120′	1440′	1760′	2070′	2390′	2710′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 HAD/D2.2 HBD						

ALSF-II REIL PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

	ILS DA(H) 369′ (200′)			LOC (GS out) CDFA DA/MDA(H) ABC: 560′ (391′) D: 590′ (421′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D				RVR 1300m	RVR 2000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-5A)

HANNOVER, GERMANY CAT II/III ILS Z Rwy 27R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

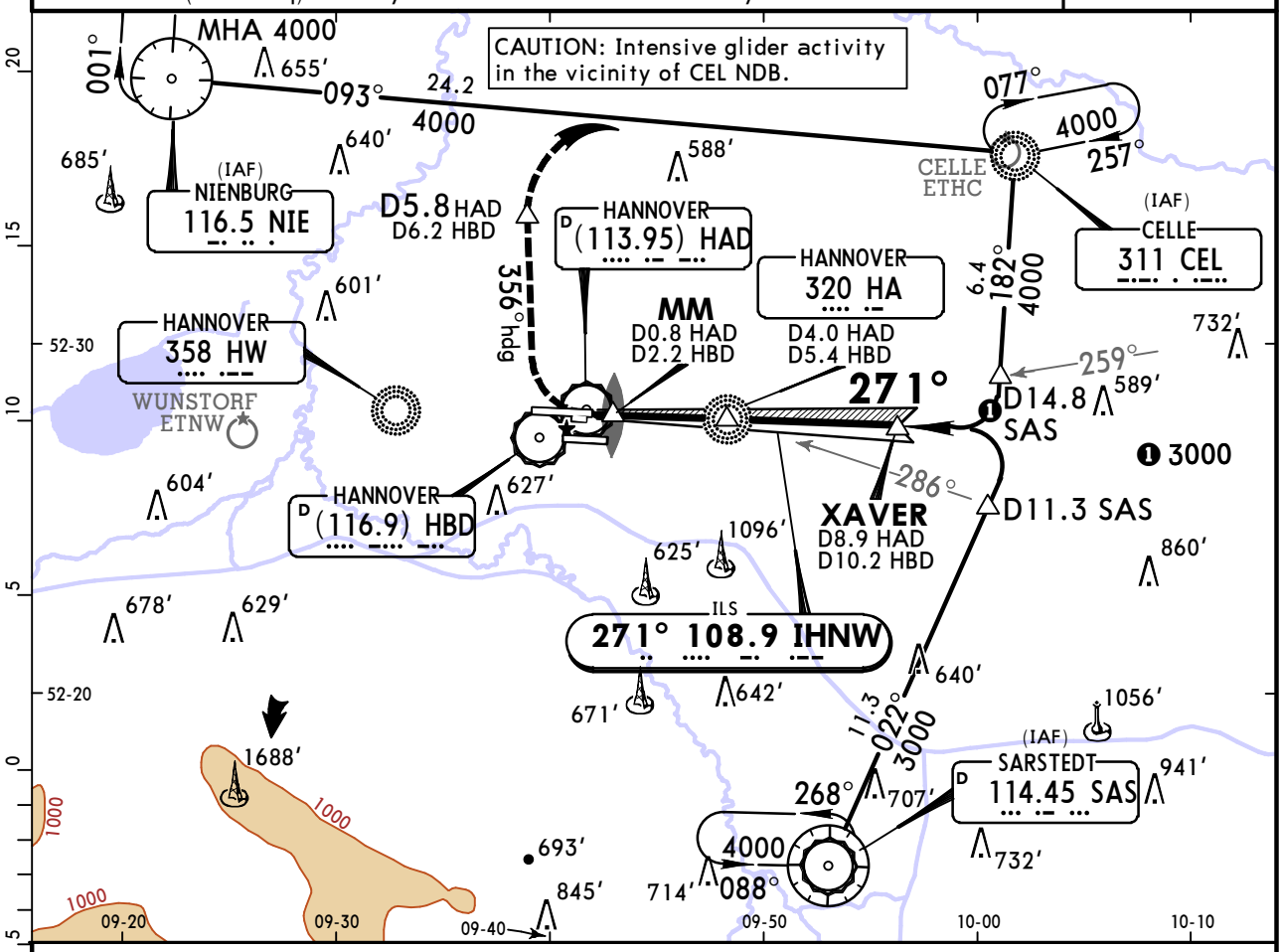
LOC	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 183′ / Rwy 169′
IHNW **108.9**	**271°**	**HA Lctr 1440′** (1271′)		

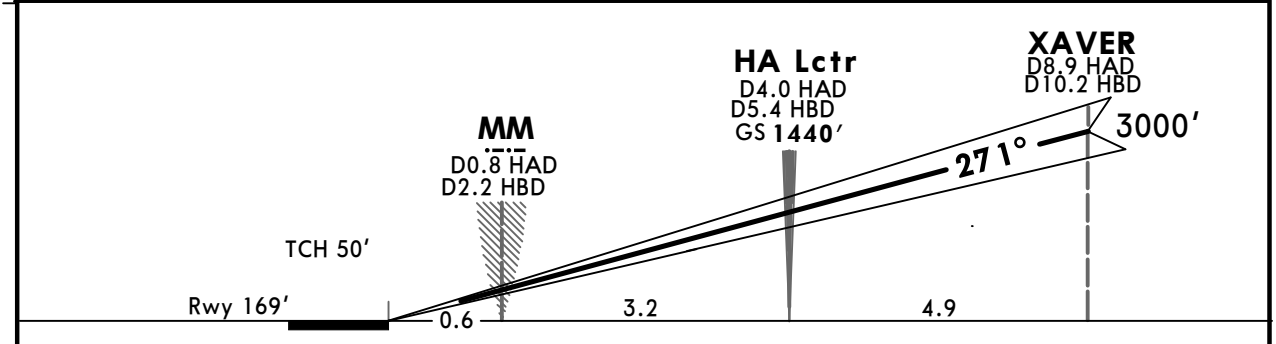
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/ D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
		ABC	D
	DH **50′**	DA(H) **RA 97′** **269′**(100′)	DA(H) **RA 97′** **270′**(101′)
RVR 75m	RVR 200m	RVR 300m	

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-6)

HANNOVER, GERMANY
ILS Y or LOC Y Rwy 27R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

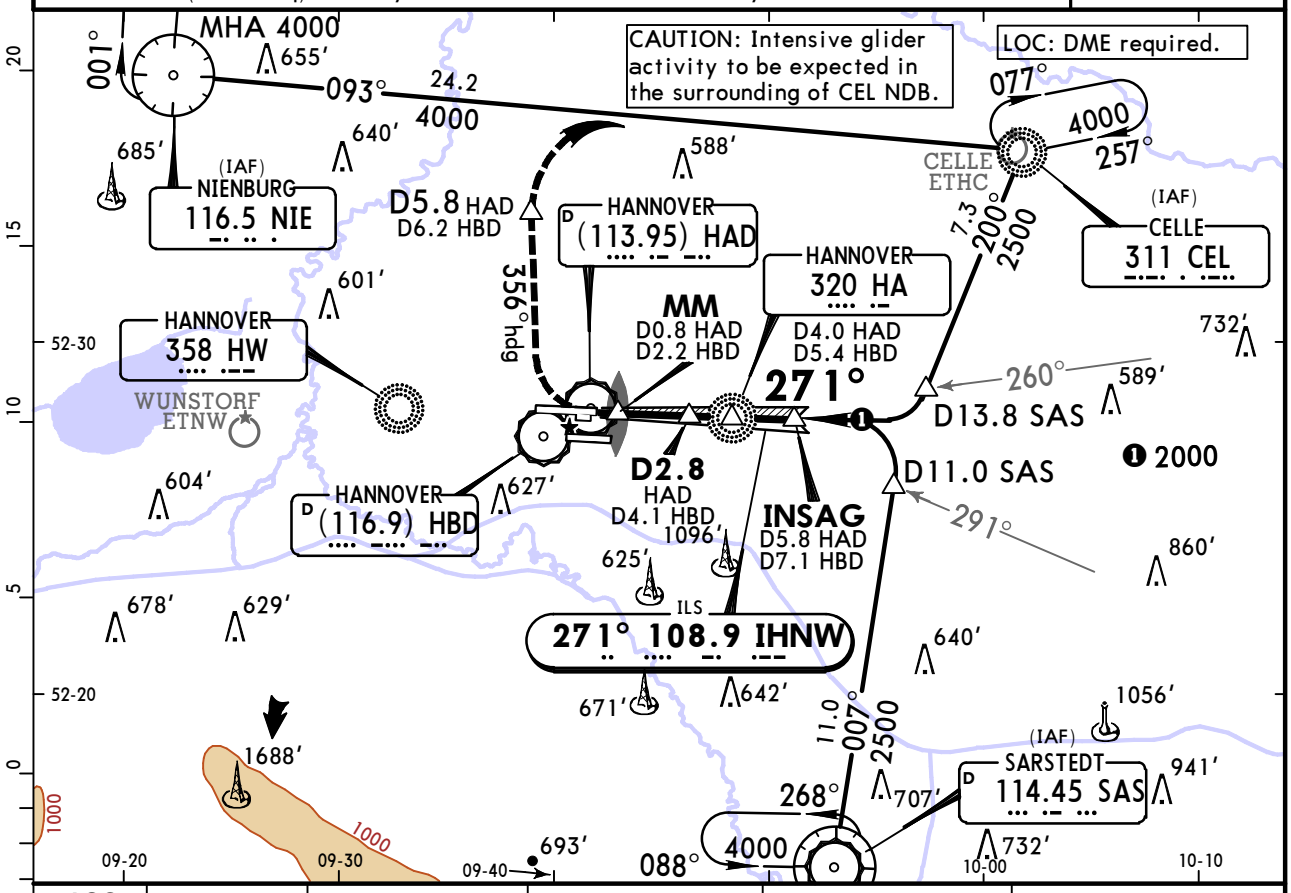
BRIEFING STRIP ™

LOC	Final	GS	ILS	Apt Elev 183'
IHNW	Apch Crs	**HA Lctr**	DA(H)	
108.9	**271°**	**1440'** (1271')	**369'** (200')	Rwy 169'

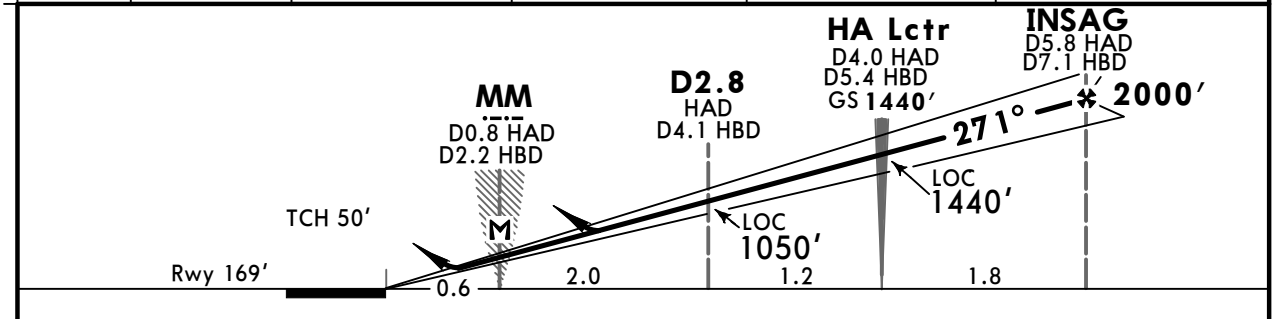
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600' or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000'. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000'.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out)	HAD DME	2.0	3.0	4.0	5.0
	ALTITUDE	800'	1120'	1440'	1760'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 HAD/D2.2 HBD						

ALSF-II REIL PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

	ILS DA(H) 369' (200')			LOC (GS out) CDFA DA/MDA(H) ABC: 560' (391') D: 590' (421')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D				RVR 1300m	RVR 2000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (11-6A)

HANNOVER, GERMANY CAT II/III ILS Y Rwy 27R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

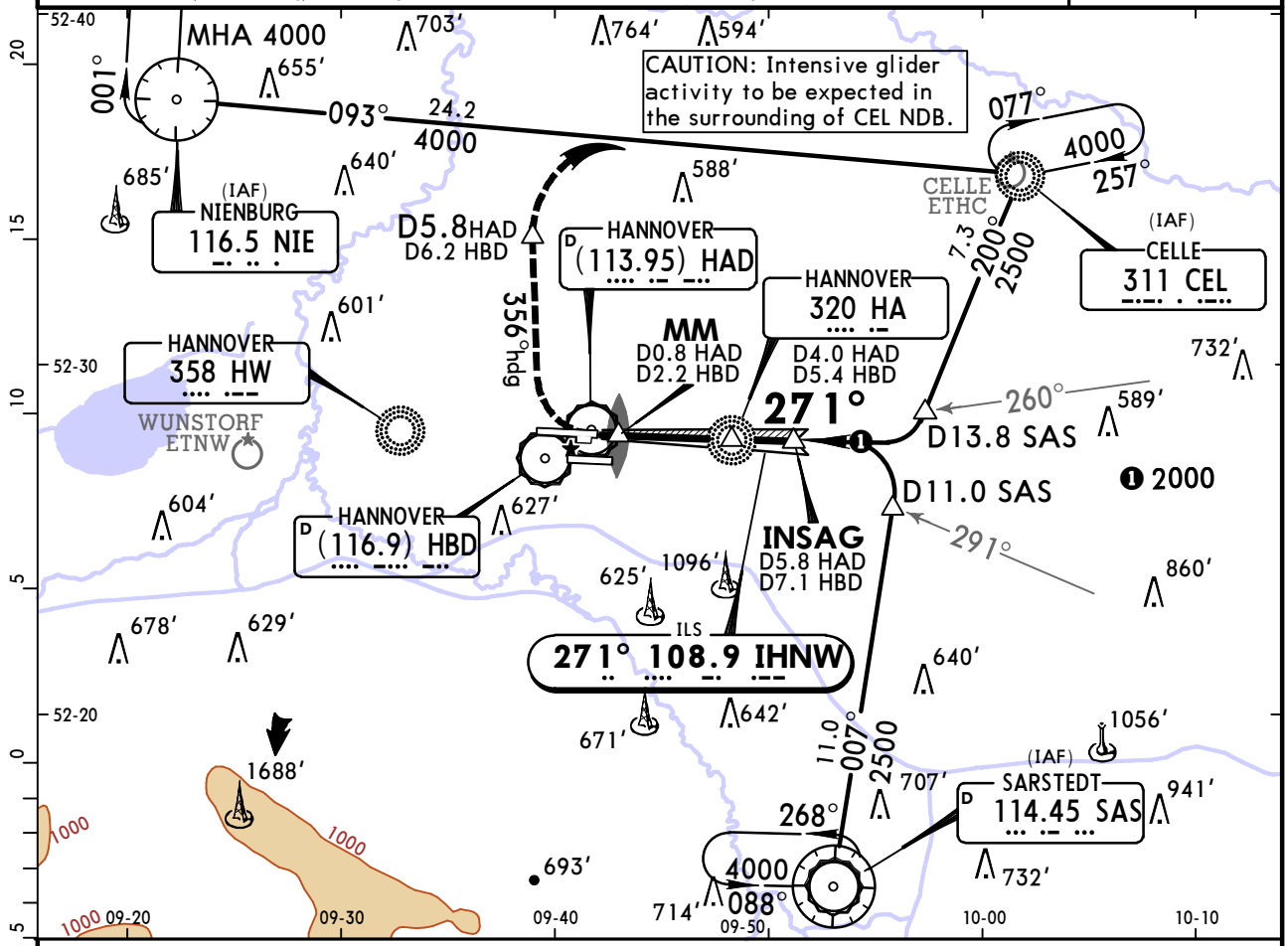
BRIEFING STRIP ™

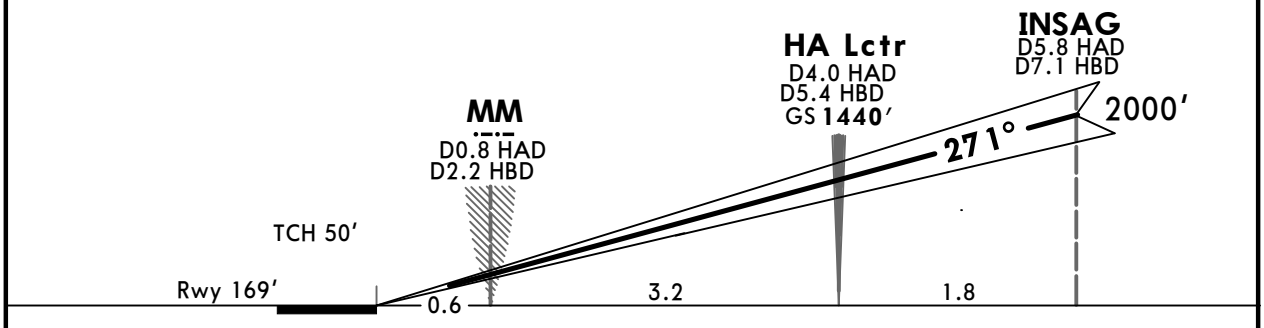
LOC IHNW **108.9**	Final Apch Crs **271°**	GS **HA Lctr** **1440′** (1271′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 183′ Rwy 169′

MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

2800 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH **50′**	ABC **RA 97′** DA(H) **269′** (100′)	D **RA 97′** DA(H) **270′** (101′)
RVR 75m	RVR 200m	RVR 300m	

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN
28 MAY 21 (12-1)

HANNOVER, GERMANY RNP Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

BRIEFING STRIP

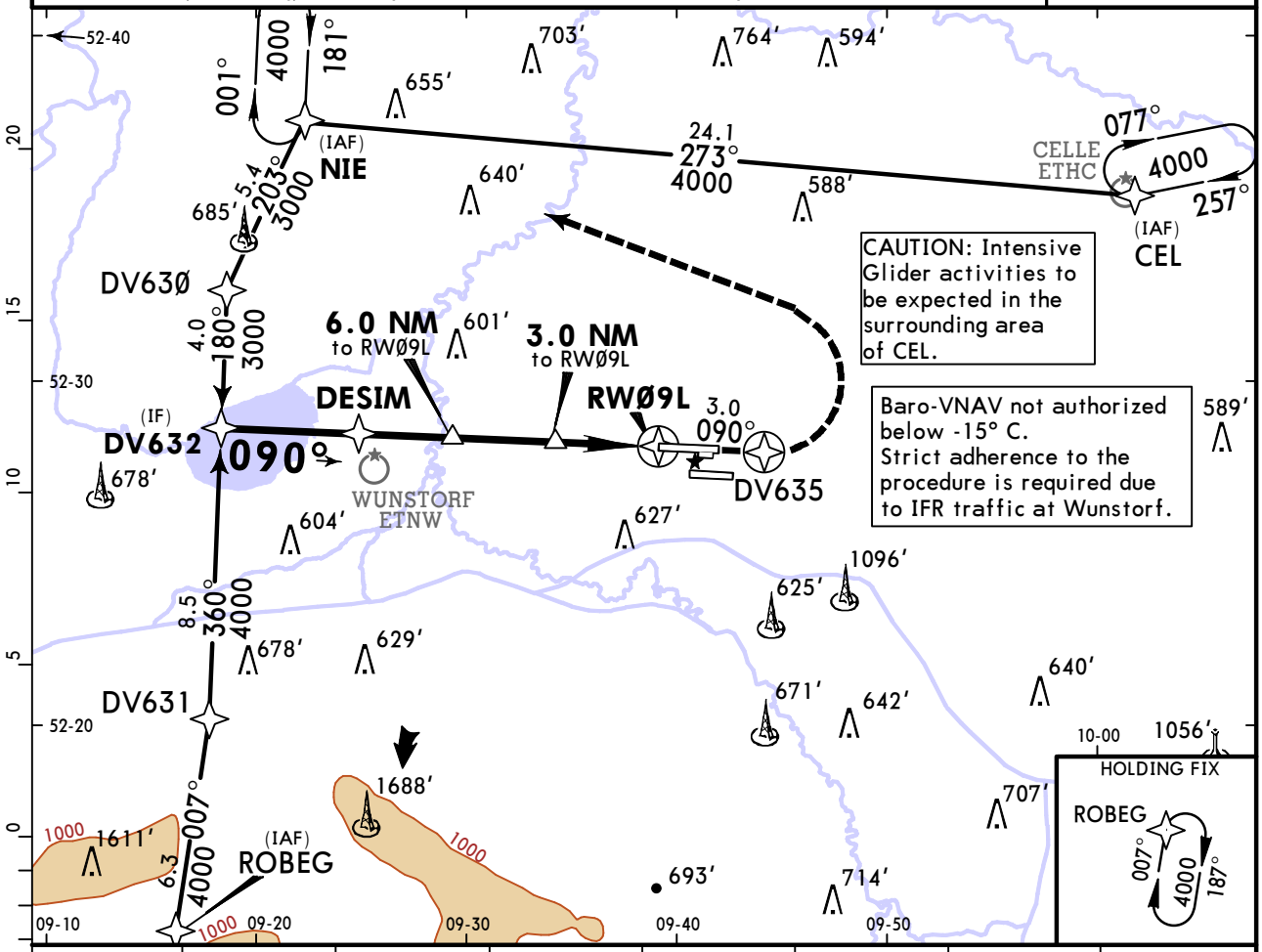
RNAV	Final Apch Crs **090°**	**DESIM** **3000′** (2833′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183′ Rwy 167′

MISSED APCH: Climb on 090° to DV635, then turn LEFT direct to NIE climbing to 4000′.

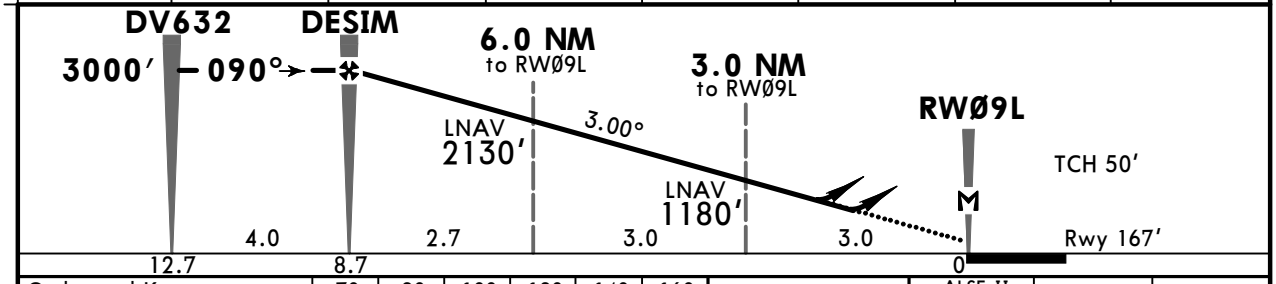
Alt Set: hPa (IN on req) | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2800

MSA ARP



NM to RWØ9L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770′	2450′	2130′	1810′	1500′	1180′	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9L							

ALSF-II
REIL
PAPI

090°

DV635

Standard STRAIGHT-IN LANDING RWY **09L**

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: **578′** (411′) C: **593′** (426′)		DA/MDA(H) **680′** (513′)	
	B: **585′** (418′) D: **600′** (433′)			
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C	RVR 1300m	RVR 2000m	RVR 1600m	RVR 2400m
D				

PANS OPS

CHANGES: SDF restriction.

EDDV/HAJ HANNOVER

JEPPESEN

28 MAY 21 (12-2)

HANNOVER, GERMANY RNP Rwy 09R

BRIEFING STRIP TM

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

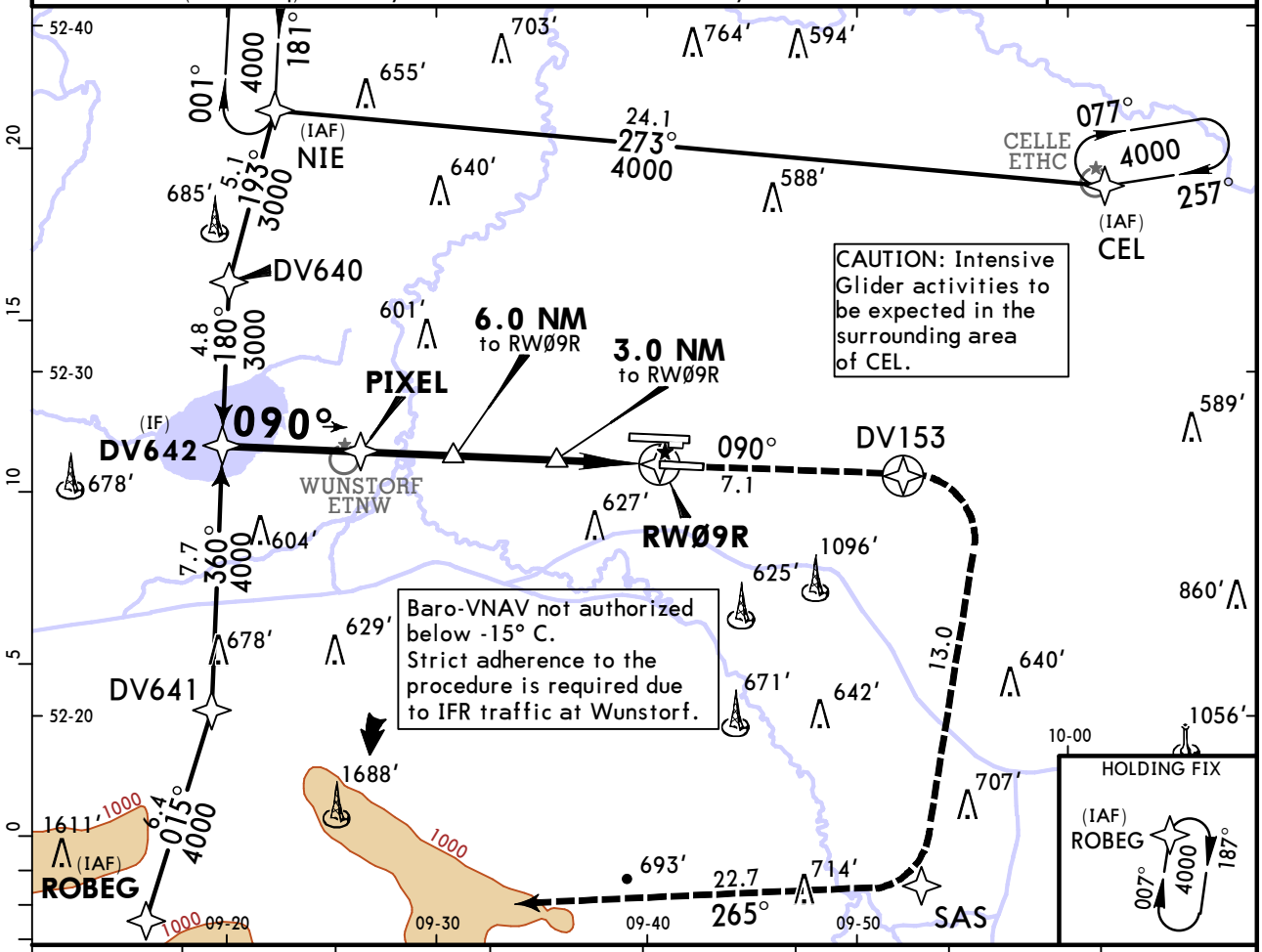
RNAV	Final Apch Crs 090°	PIXEL 3000′ (2828′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183′ Rwy 172′

MISSED APCH: Climb on 090° to DV153, then turn RIGHT direct to SAS. Then turn RIGHT to ROBEG climbing to 4000′.

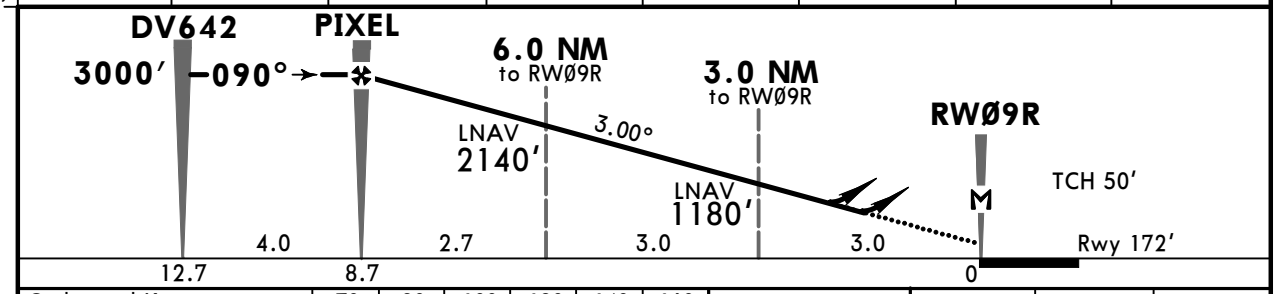
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

2800

MSA ARP



NM to RWØ9R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770′	2460′	2140′	1820′	1500′	1180′	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9R							

HIALS
REIL
PAPI

090°

DV153

Standard STRAIGHT-IN LANDING RWY **09R**

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: 549′ (377′)	C: 569′ (397′)	DA/MDA(H)	670′ (498′)
	B: 559′ (387′)	D: 579′ (407′)		

PANS OPS

		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	
B	RVR 1100m			
C		RVR 1800m	RVR 1500m	RVR 2300m
D	RVR 1200m	RVR 1900m		

CHANGES: SDF restriction.

EDDV/HAJ HANNOVER

JEPPESEN

28 MAY 21 (12-3)

HANNOVER, GERMANY RNP Rwy 27L

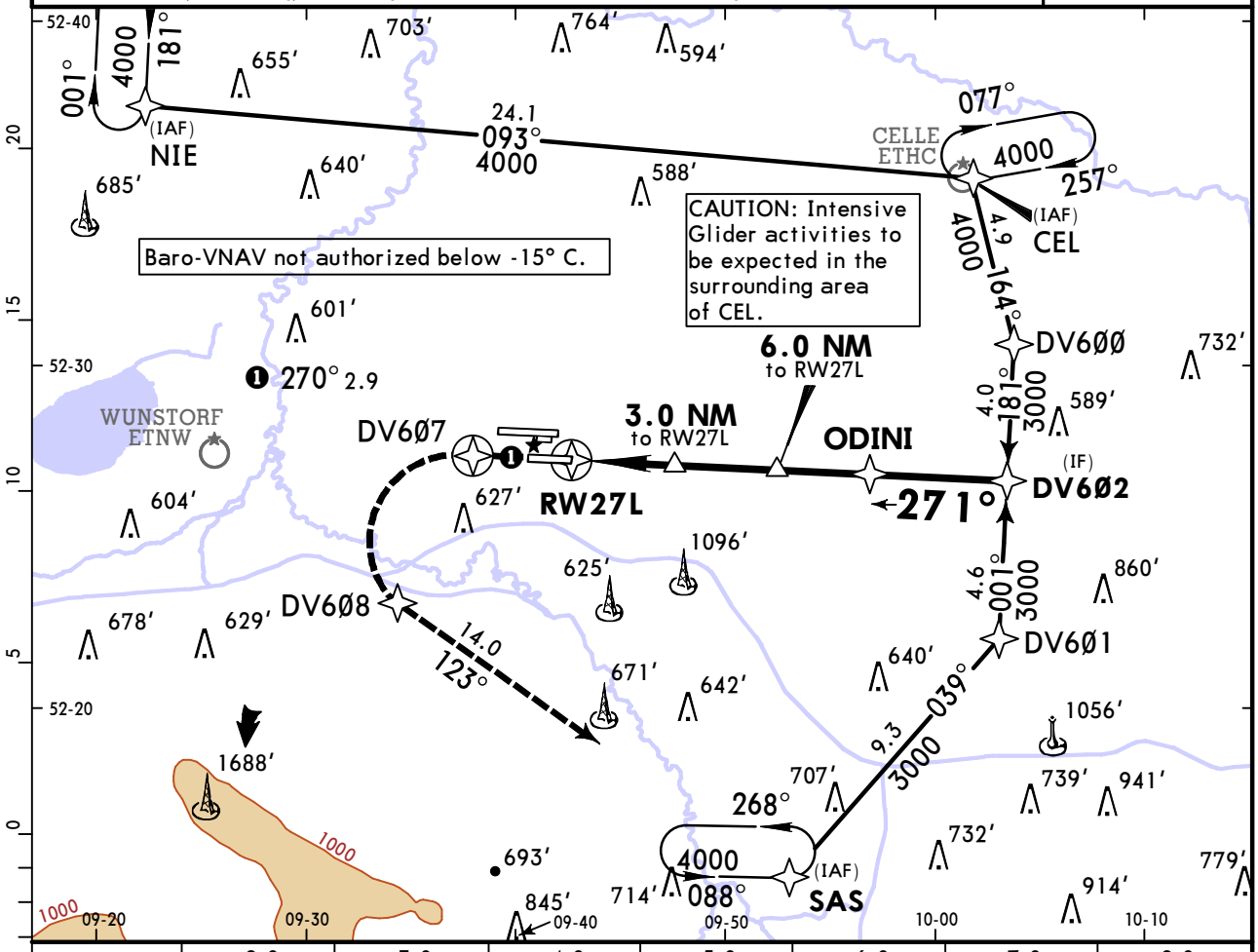
D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

BRIEFING STRIP

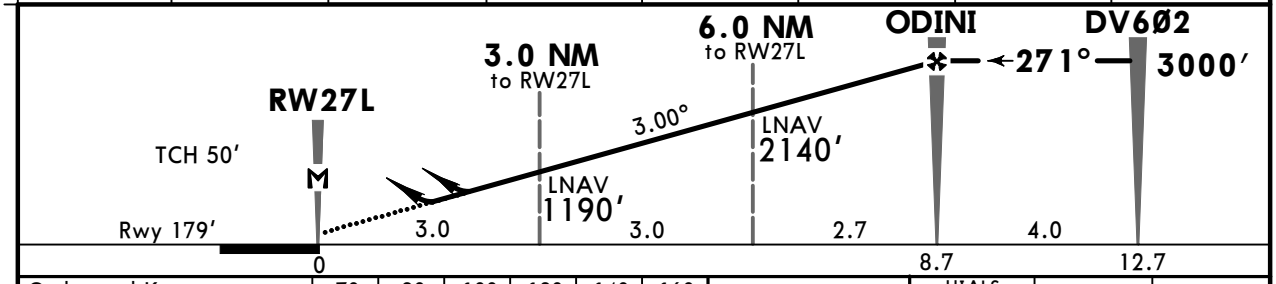
RNAV	Final Apch Crs **271°**	**ODINI** **3000′** (2821′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183′ Rwy 179′	2800 MSA ARP

MISSED APCH: Climb on 270° to DV6Ø7, then turn LEFT (MAX 185 KT) direct to DV6Ø8 . Then to SAS climbing to 4000′.

Alt Set: hPa (IN on req) | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′



NM to RW27L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	870′	1190′	1510′	1830′	2140′	2460′	2780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW27L							

HIALS
REIL
PAPI

270°
LT

DV6Ø7

Standard STRAIGHT-IN LANDING RWY **27L**

	LNAV/VNAV		LNAV CDFA	
DA(H)	A: **534′** (355′)	C: **552′** (373′)	DA/MDA(H) AB: **650′** (471′)	CD: **670′** (491′)
	B: **543′** (364′)	D: **560′** (381′)		

PANS OPS

	ALS out		ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m	
B	RVR 1000m			
C		RVR 1700m	RVR 1500m	RVR 2300m
D	RVR 1100m	RVR 1800m		

CHANGES: SDF restriction.

EDDV/HAJ HANNOVER

JEPPESEN

28 MAY 21 (12-4)

HANNOVER, GERMANY RNP Rwy 27R

BRIEFING STRIP TM

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

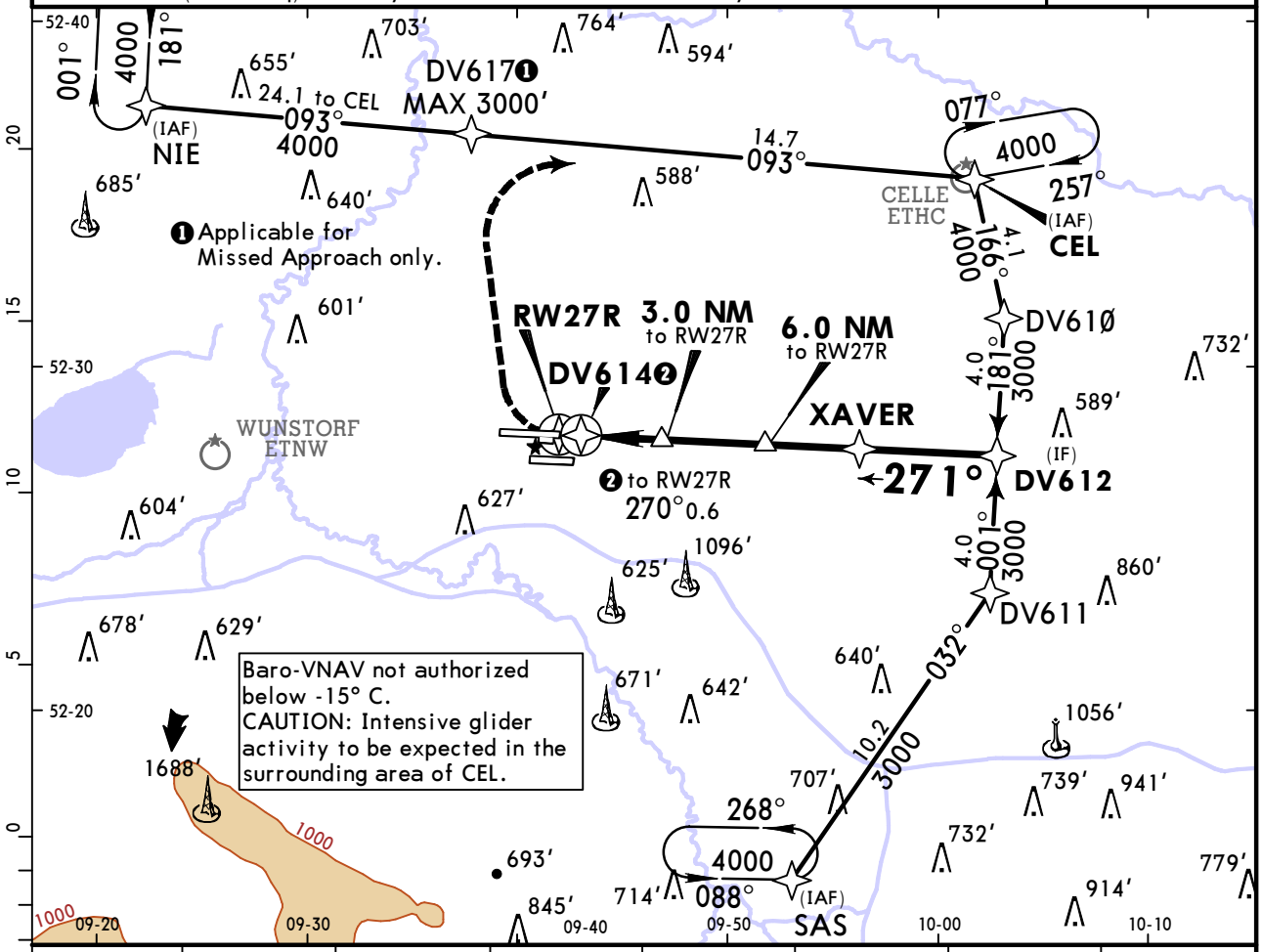
RNAV	Final Apch Crs 271°	XAVER 3000′ (2831′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183′ Rwy 169′

MISSED APCH: Climb on 270° to RW27R or 600′, whichever is later. Then turn RIGHT (MAX 185 KT) direct to DV617 climbing to MAX 3000′. Then to CEL climbing to 4000′.

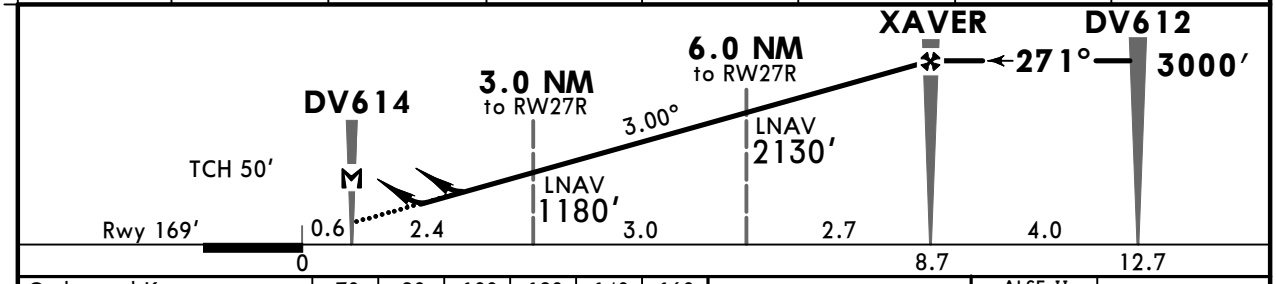
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

2800

MSA ARP



NM to RW27R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	860′	1180′	1500′	1820′	2130′	2450′	2770′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at DV614							

ALSF-II
REIL
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **27R**

	LNAV/VNAV		LNAV	
DA(H)	A: 466′ (297′)	C: 486′ (317′)	CDFA DA/MDA(H)	670′ (501′)
	B: 476′ (307′)	D: 579′ (410′)		

PANS OPS

	ALS out		ALS out	
A	RVR 750m ❶	RVR 1400m	RVR 1500m	
B				
C			RVR 1600m	RVR 2400m
D	RVR 1200m	RVR 1900m		

❶ With TDZ & CL & HUD: CAT A: RVR 650m, CAT BC: 700m.

CHANGES: SDF restriction.

EDDV/HAJ HANNOVER

JEPPESEN 6 NOV 20 (16-1)

HANNOVER, GERMANY NDB Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.330	119.605	120.180 120.405	121.955

BRIEFING STRIP™

Lctr HW	Final Apch Crs	D10.3	DA/MDA(H)	Apt Elev 183′
358	088°	3000′ (2833′)	750′ (583′)	Rwy 167′

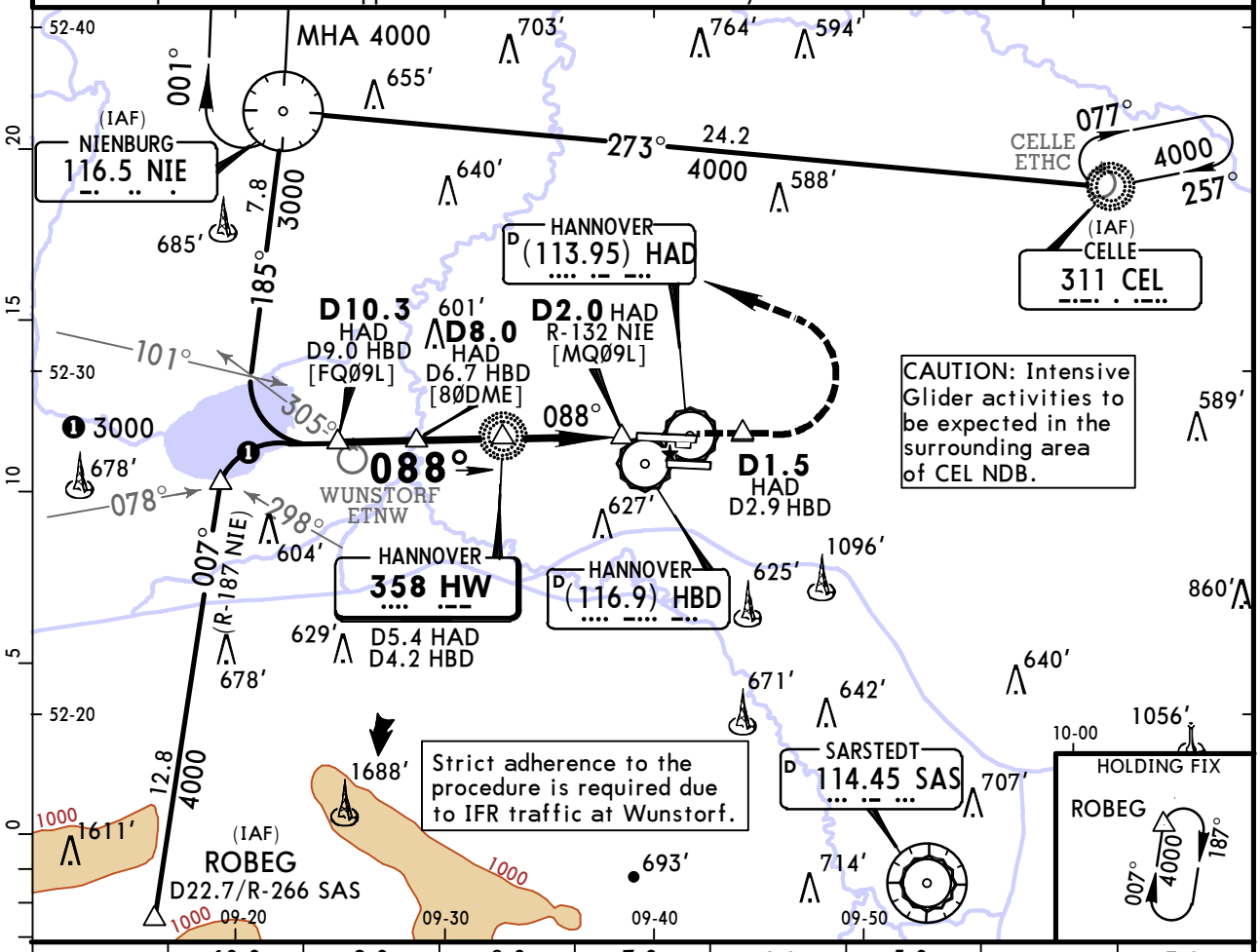
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/D2.9 EAST of HBD, then turn LEFT to NIE VOR climbing to 4000′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

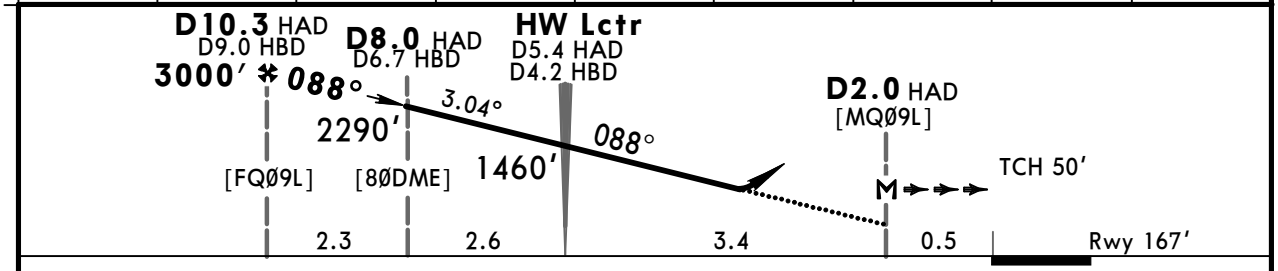
1. DME required. 2. Final approach track offset 2.5° from rwy centerline.

2800

MSA ARP



HAD DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2930′	2610′	2290′	1970′	1650′	1340′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D2.0 HAD						

ALSF-II
REIL
PAPI

D1.5 EAST of HAD
D2.9 EAST of HBD

Standard

STRAIGHT-IN LANDING RWY **09L**

CDFA

DA/MDA(H) **750′** (583′)

PANS OPS

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN

6 NOV 20 (16-2)

HANNOVER, GERMANY NDB Rwy 27R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

BRIEFING STRIP

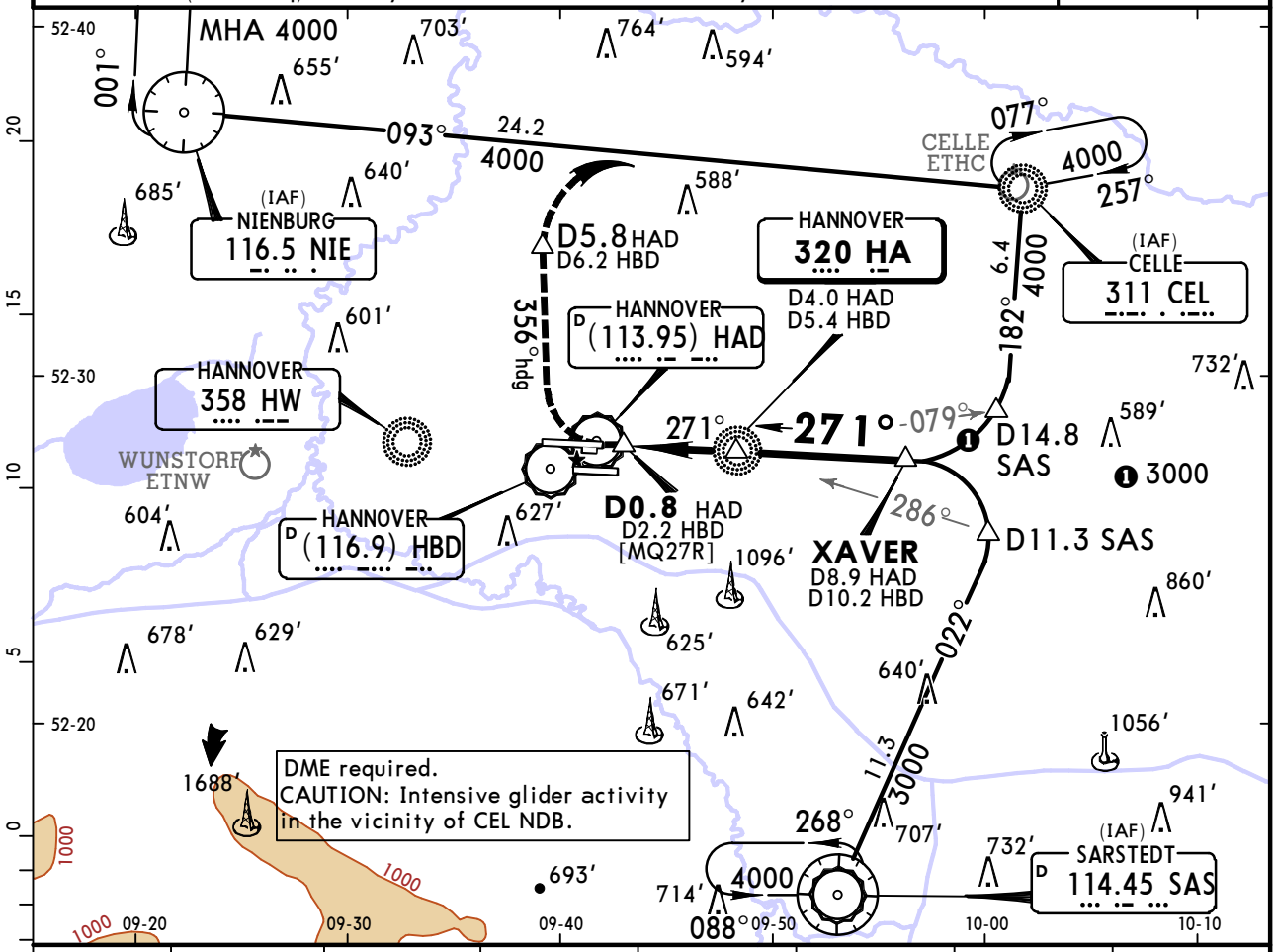
Lctr	Final Apch Crs	XAVER	DA/MDA(H)	Apt Elev 183′
HA 320	271°	3000′ (2831′)	750′ (581′)	Rwy 169′

MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

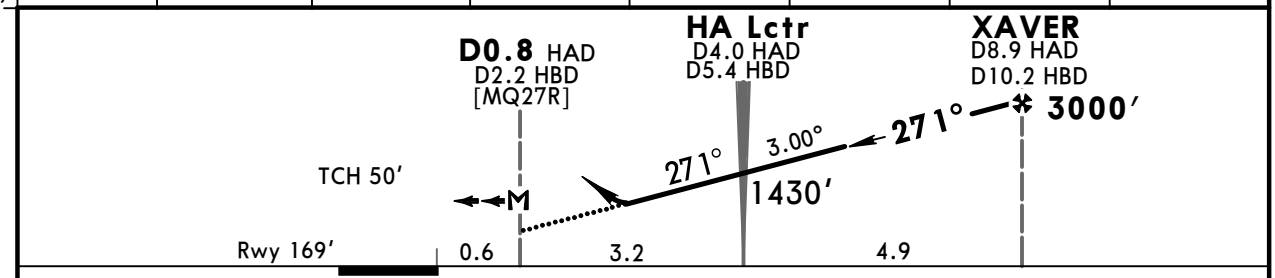
Alt Set: hPa (IN on req) | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000′

2800

MSA ARP



HAD DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	800′	1120′	1430′	1750′	2070′	2390′	2710′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D0.8 HAD/D2.2 HBD							

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27R**

CDFA

DA/MDA(H) **750′** (581′)

ALS out

A, B	RVR 1500m
C	RVR 2000m
D	RVR 2400m

CHANGES: Communications.

EDDV/HAJ HANNOVER

JEPPESEN

3 SEP 21
Eff 9 Sep
18-1

HANNOVER, GERMANY
SRA Rwy 09L/R, 27L/R

BRIEFING STRIP TM

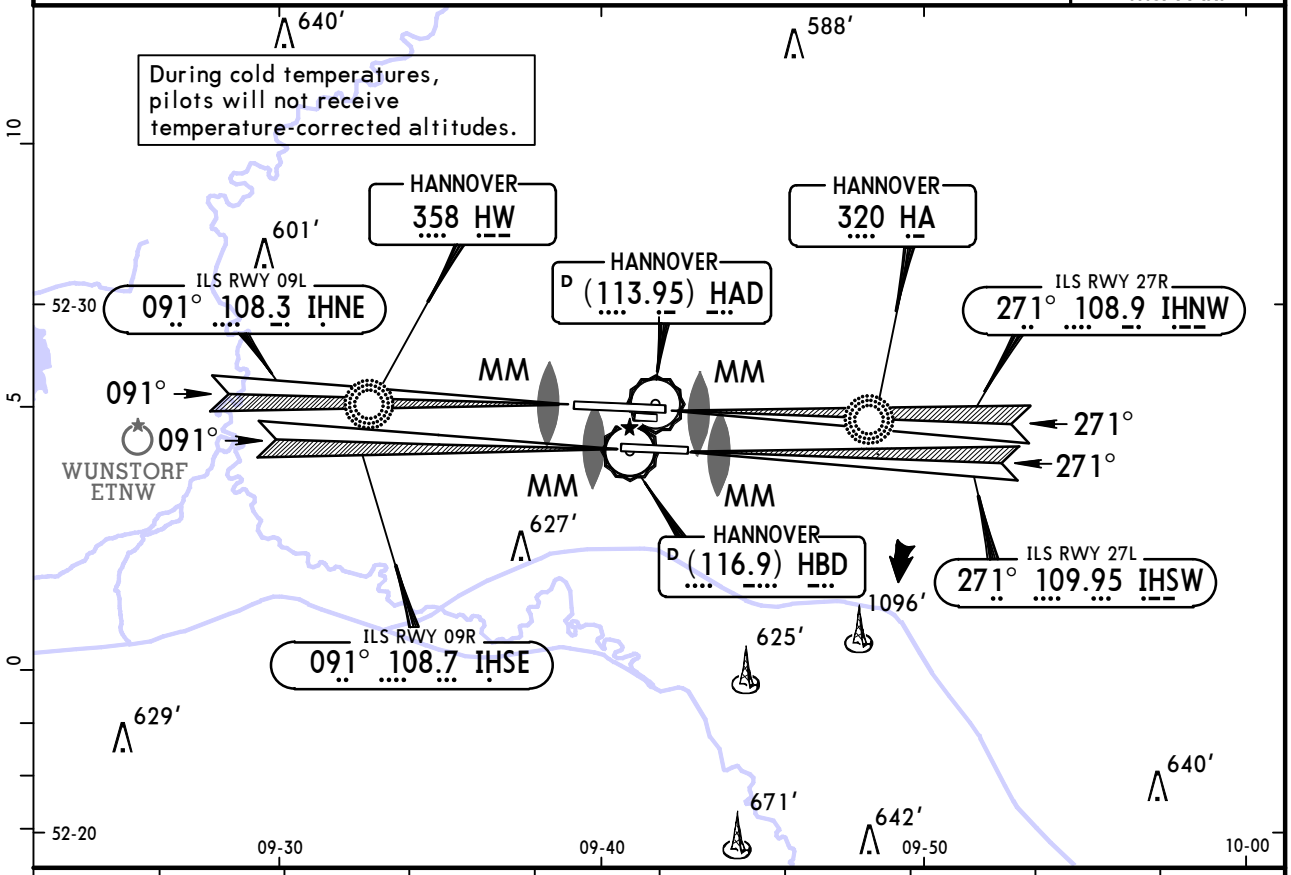
D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	131.330	119.605	120.180	120.405	121.955

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA/MDA(H) Refer to Minimums	Apt Elev 183′ Rwy -See below

2800
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000′.

Alt Set: hPa (IN on req) Apt Elev: 7 hPa Trans level: By ATC Trans alt: 5000′



RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3300′	3000′	2700′	2400′	2100′	1800′	1500′	1200′	900′

Minimum Alt/NM	10.0 FAF
SRA 09L, SRA 09R	**3300′**
SRA 27L, SRA 27R	**3300′**

RWY	09L	09R	27L	27R
ELEV	167′	172′	179′	169′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP at THR							

Lighting-Refer to Airport Chart

3000′

Standard STRAIGHT-IN LANDING

PANS OPS

	SRA 09L CDFA DA/MDA(H) 760′(593′)		SRA 09R CDFA DA/MDA(H) 760′(588′)		SRA 27L CDFA DA/MDA(H) 830′(651′)		SRA 27R CDFA DA/MDA(H) 760′(591′)	
		ALS out		ALS out		ALS out		ALS out
A B	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m
C D	RVR 2000m	RVR 2400m	RVR 2000m	RVR 2400m	RVR 2300m	RVR 2400m	RVR 2000m	RVR 2400m

CHANGES: ILS RWY 27L frequency.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

HANNOVER, (HANNOVER - EDDV)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDV

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.