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Airport Information For EDDV

Terminal Charts For EDDV

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Hannover Deu
IATA Code: HAJ
Lat/Long: N52° 27.6' E009° 41.0'
Elevation: 183 ft

Airport Use: Public
Magnetic Variation: 2.1°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: 0259 Z
Sunset: 1948 Z,

Runway Information

Runway: 09C
Length x Width: 2559 ft x 74 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Displaced Threshold: 197 ft
Stopway: 558 ft

Runway: 09L
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 169 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

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

Runway: 27C
Length x Width: 2559 ft x 74 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Displaced Threshold: 558 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, REIL

Runway: 27R
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 169 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS 136.575
Hannover Tower 120.4
Hannover Tower 120.175
Hannover Tower 37.495 Military
Hannover Ground Control 121.95
De-Icing Ramp/Taxi Control 135.225
De-Icing Ramp/Taxi Control 121.6 Secondary
Hannover Director Approach Control 119.6
Hannover Director Approach Control 25.972 Military

1. GENERAL

1.1. ATIS

*D-ATIS 136.57

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHT FLYING RESTRICTIONS**

Between 2200-0559LT, aircraft 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 ICAO with Annex 16, Chapter 3 or 4 which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, and
 - 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 (service provider shall prove this in advance to the airport), 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 with noise certificate in accordance ICAO with Annex 16, Chapter 3 or 4, and
 - a) which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, or
 - b) all jet ACFT up to 25000 KGS MTOW which are more than 5 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, as well as the following ACFT types:

A300	CANADAIR RJ
A310	DASH 8-400
A319	FOKKER 70/100
A320	GULFSTREAM IV/V
A321	LOCKHEED L1011 - take-off only
A330	DC 8-70 - series
A340	DC 10 - take-off only
BAe 146/AVRO RJ-series	DC 10-30 (all versions) - landing only
B717	MD 11
B727-100 re-engined with 3 tay engines	MD 80 (all versions) - landing only
B737-300/400/500/600/700/800	MD 90
B747-400	TUPOLEV 204
B757	
B767	
B777	
3. Landings of ACFT not exceeding the limits pursuant to ICAO Annex 16, Volume 1, Chapter 3, operated by air carriers whose main base and maintenance facilities are in Hannover.
4. 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 Airport in business air traffic.
5. Landings of delayed ACFT which are part of scheduled air services or regular air inclusive tours, which do not exceed the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 and which are scheduled to arrive at Hannover prior to 2300LT.
6. Landings of ACFT provably using the airport as alternate aerodrome for meteorological, technical or other safety reasons.

1. GENERAL

7. Calibration flights conducted by DFS Deutsche Flugsicherung GmbH as far as necessary for maintaining flight safety.
8. Take-offs and landings in emergency cases.
9. Take-offs and landings in exceptional cases with special permission from the aviation supervision office of the "Niedersaechsisches Ministerium fuer Wirtschaft, Arbeit und Verkehr".

Subject to further restrictions of this 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	LOCKHEED L1011
A310	DC 8-70-series
A330	DC 10
A340	MD 11
B727-100 re-engined with 3 tay engines	MD 80-series
B737-200	MD 90
B747-400	TUPOLEV 154
B757-300	TUPOLEV 204
B767	
B777	
and	

propeller-driven ACFT with more than 5.7t MTOW.

1.2.2. LOCAL FLYING RESTRICTIONS

1. Arrivals and departures immediately following one another as well as circling flights for ACFT **over 5.7t MTOW** and for ACFT **up to 5.7t MTOW 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 MTOW 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. GENERAL

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).

1.5. TAXI PROCEDURES

When taxiing, ACFT shall maintain constant radio contact with control tower. Any requested frequency changes shall be made immediately.

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 aprons ACFT are permitted to taxi only at the indispensable minimums engine speed. 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 positions 4 and 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 B MAX wingspan 118'/36m, 59'/18m wheel base.

TWY P MAX wingspan 56'/17m.

TWY O MAX wingspan 66'/20m.

TWY Q MAX wingspan 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.

1.6. PARKING INFORMATION

1.6.1. GENERAL

On stands 1 thru 27 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 118'/36m; ACFT with wingspan over 95'/29m will be towed.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL 100 or as by ATC. Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2.4. OTHER INFORMATION

2.4.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINUOUS DESCENT APPROACH - CDA)

2.4.1.1. GENERAL

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be conducted only in connection with an ILS approach.

2.4.1.2. PROCEDURE

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

Intermediate approach altitude: 2000'. It is assumed that the continuous descent will be performed at a rate of 300ft/NM (descent angle approx 3°), down to the cleared altitude.

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

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

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

2.4.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

3. DEPARTURE

3.1. DE-ICING

3.1.1. 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.

3.1.2. De-icing Areas

The special areas assigned for the de-icing of ACFT are designated DP1 and DP2 (see 10-9B). 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.

3.1.3. De-icing

A de-icing operation shall be reported to the de-icing operator in good time (30min in advance prior to OFB/CTOT) under the phone number (0511)-9771415 however, when obtaining start-up clearance for the engines on frequency **121.95**, at the least.

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 **135.22** 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 manoeuvres 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.

Pre de-icing measures with water can be conducted on parking positions if notified in good time. This pre de-icing serves merely to guarantee safe taxiing to the de-icing pads. All other 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.

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 start-up clearance. The employees of FHG and AGS (de-icing personnel) will not carry out these checks.

3.2. TAXI PROCEDURES

ACFT may leave nose-in positions only by the aid of towing cars.

Reverse thrust or variable pitch propellers shall not be used.

Leaving positions 1 thru 23B, 27 and 40 thru 61 (except R stands) ACFT have to be pushed back.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

The starting points for the take-off runs of 3200m in length are located at the level of the eastern edge of RWY N for landing direction 27 and at the level of the western edge of RWY 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

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering start-up and enroute clearances using Datalink. The procedures have been described in an AIC.

Temporal parameters:

- t_i 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.
- $t_{\uparrow}$ 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- t_1 5 min

BREMEN Radar (APP)
131.32 118.05 118.15

Apt Elev
183'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for radar vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply between AIRAC date NOV and AIRAC date MAR in order to meet required obstacle clearance at cold temperatures.

SWEDEN ESAA
FIR (G)

COPENHAGEN
EKDK FIR (G)
BREMEN EDWW FIR

120NM

3500

ALTITUDE
NOT PUBLISHED

80NM

4000
2000
CONTOUR
INTERVALS

3500

3000

WUNSTORF
WUN NDB

NIENBURG
NIE VOR

2000
(2100)

2500
(2800)

CELLE
CEL NDB

BRAUN-
SCHWEIG
BRU NDB

3300

40NM

2000

1800

BUCKEBURG
BYC NDB

LEINE
DLE VOR DME

4500

4100

2281'

4118'

BREMEN
EDWW FIR

2615'

3176'

2621'

2474'

3393'

2377'

2587'

2933'

2740'

3047'

3052'

HW NDB

HA NDB

- ③ 1900 (2200)
- ④ 2500 (2600)
- ⑤ 2800 (3000)
- ⑥ 3000 (3100)
- ⑦ 3600
- ⑧ 2900
- ⑨ 2100 (2400)
- ⑩ 3400
- ⑪ 2000
- ⑫ 2000 (2200)

2100'

080°

2800'

330°

MSA
HA Lctr

In case of radio communication failure proceed to:
① DIRBO 4R: NIE.
② LBE 8P: CEL.

NOT TO SCALE

ELNAT ONE ROMEO (ELNAT 1R) [ELNAT1R] ①
GITEX TWO ROMEO (GITEX 2R) [GITE2R] ①
RWYS 09L/R ARRIVALS

ELNAT 07L/R

1 BRNAV equipment necessary.

ELNAT 1R
N51 12.3 E009 41.5

ELNAT 2P
N51 52.1 E009 48.6

ELNAT 2R
N52 00.0 E010 31.4

GITEX 2P
N52 00.0 E010 31.4

GITEX 2R
N52 00.0 E010 31.4

NIENBURG
N52 37.6 E009 22.3

ROBEG
N52 14.0 E009 16.2

LEINE
N52 15.0 E009 53.0

HANNOVER
N52 27.8 E009 48.3

CELLE
N52 35.4 E010 01.8

TOLTA
N51 41.2 E009 30.7

WARBURG
N51 30.3 E009 06.7

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
ELNAT 2P, GITEX 2P: at or below **FL80** by DLE.
ELNAT 1R: at or below **FL80** by ROBEG.
GITEX 2R: at or below **FL110** by CEL, at or below **FL80** by NIE.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

2 GITEX 2R: In case of radio communication failure proceed to NIE.

3 Between ELNAT & NORTA BRNAV equipment necessary.

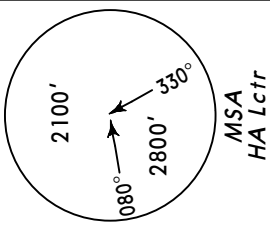
GITEX 2R: Clearance limit is CEL.

GITEX 2R: Clearance limit is CEL.

*D-ATIS
136.57 115.2

Apt Elev
183'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

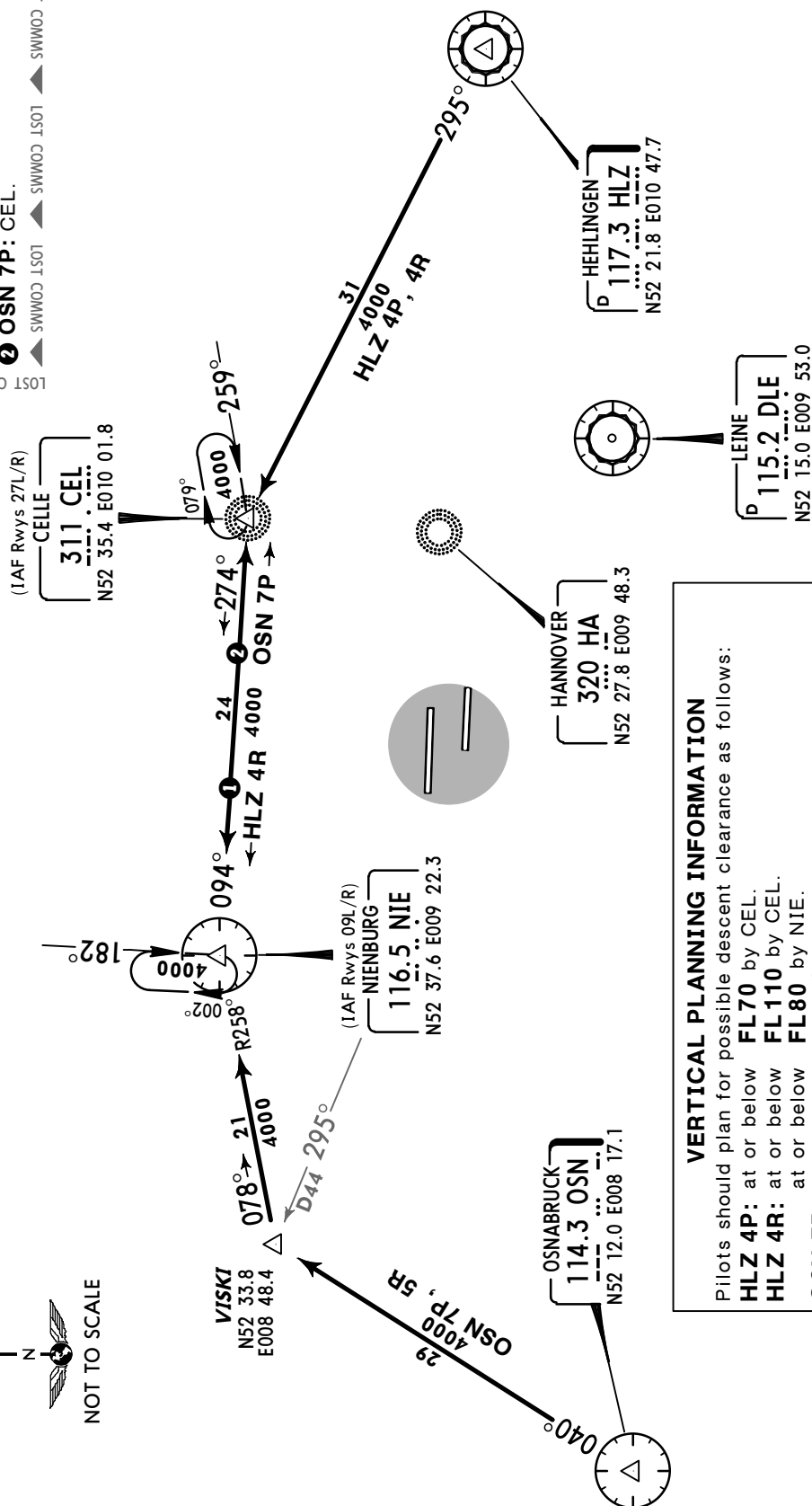
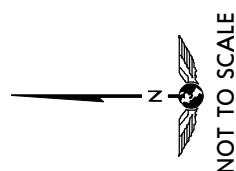


HEHLINGEN FOUR PAPA (HLZ 4P)
OSNABRUCK SEVEN PAPA (OSN 7P)
RWYS 27L/R ARRIVALS

HEHLINGEN FOUR ROMEO (HLZ 4R)
OSNABRUCK FIVE ROMEO (OSN 5R)
RWYS 09L/R ARRIVALS

LOST COMMS
In case of radio communication failure proceed to:
1 HLZ 4R: NIE.
2 OSN 7P: CEL.
LOST COMMS

HLZ 4R: Clearance limit is CEL.
OSN 7P: Clearance limit is NIE.



VERTICAL PLANNING INFORMATION

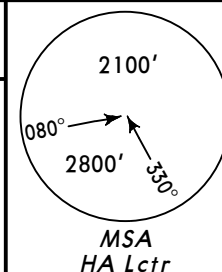
Pilots should plan for possible descent clearance as follows:

- HLZ 4P: at or below FL70 by CEL.
 - HLZ 4R: at or below FL110 by CEL.
 - OSN 7P: at or below FL80 by NIE.
 - OSN 5R: at or below FL70 by CEL.
 - OSN 5R: at or below FL80 by NIE.
- ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

*D-ATIS
136.57 115.2

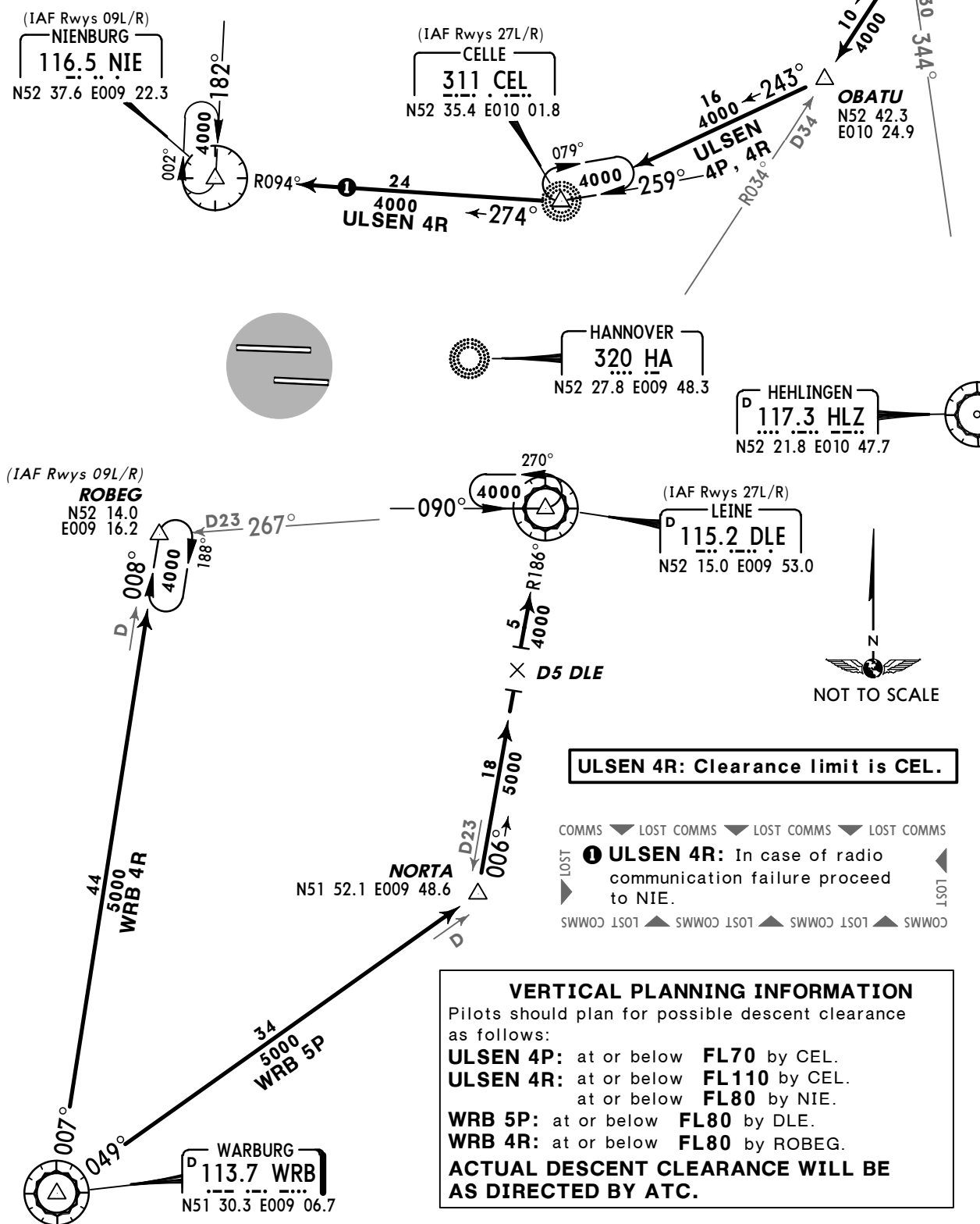
Apt Elev
183'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'



ULSEN FOUR PAPA (ULSEN 4P) [ULSE4P]
WARBURG FIVE PAPA (WRB 5P)
RWYS 27L/R ARRIVALS

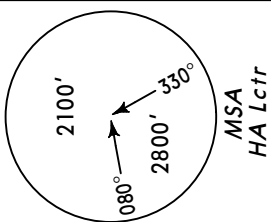
ULSEN FOUR ROMEO (ULSEN 4R) [ULSE4R]
WARBURG FOUR ROMEO (WRB 4R)
RWYS 09L/R ARRIVALS



*D-ATIS
136.57
115.2

Apt Elev
183'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000'
1. On downwind transition expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

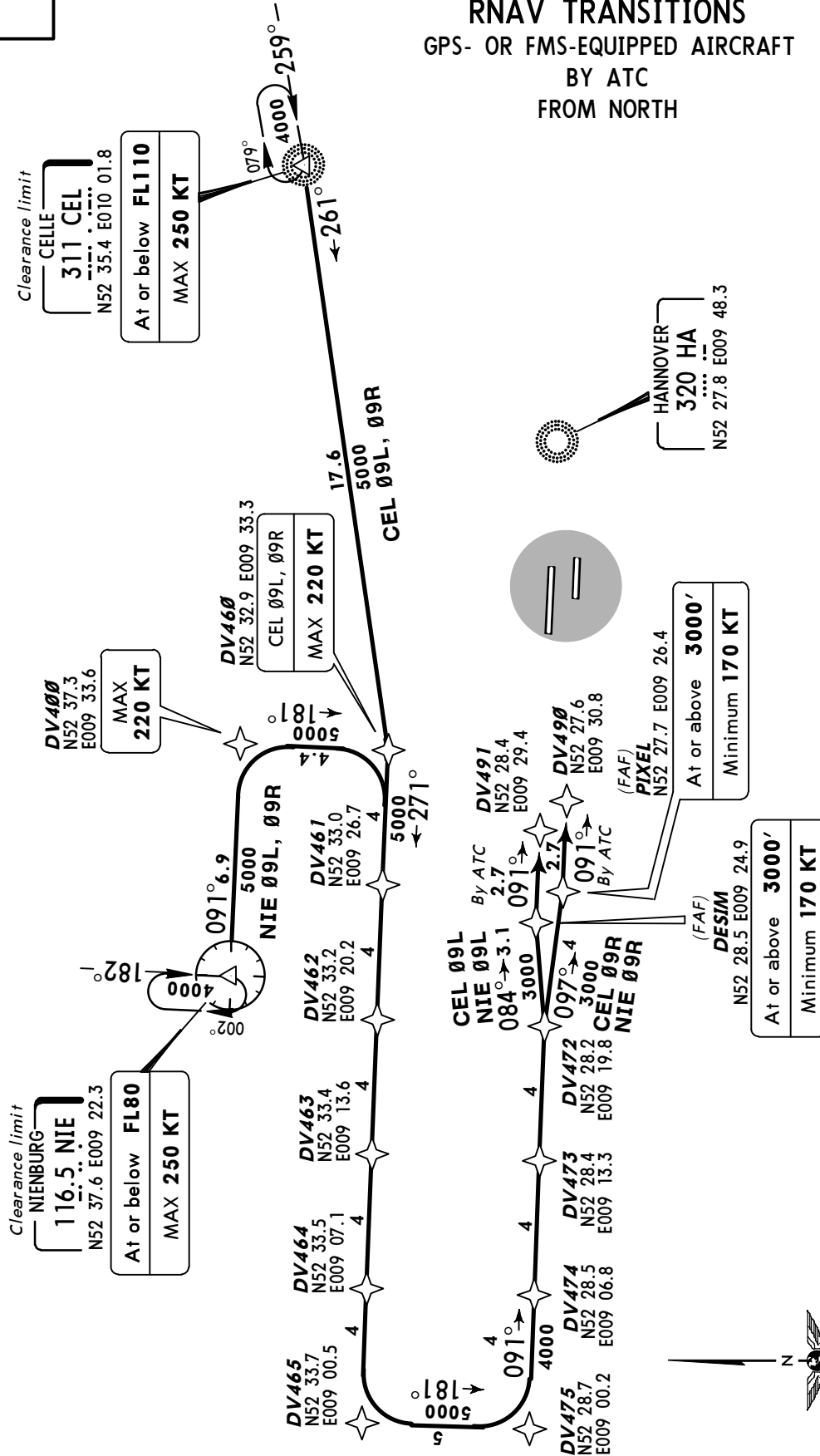


CEL 09L [CE09L], CEL 09R [CE09R]
NIE 09L [NI09L], NIE 09R [NI09R]
RWYS 09L/R

RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC
FROM NORTH

ROUTING

TRANSITION	RWY	ROUTING
CEL 09L	09L	CEL (FL110-; K250-) - DV460 (K220-) - DV465 - DV475 - DV472 - DESIM (3000' +; K170+).
CEL 09R	09R	CEL (FL110-; K250-) - DV460 (K220-) - DV465 - DV475 - DV472 - PIXEL (3000' +; K170+).
NIE 09L	09L	NIE (FL80-; K250-) - DV400 (K220-) - DV460 - DV465 - DV475 - DV472 - DESIM (3000' +; K170+).
NIE 09R	09R	NIE (FL80-; K250-) - DV400 (K220-) - DV460 - DV465 - DV475 - DV472 - PIXEL (3000' +; K170+).



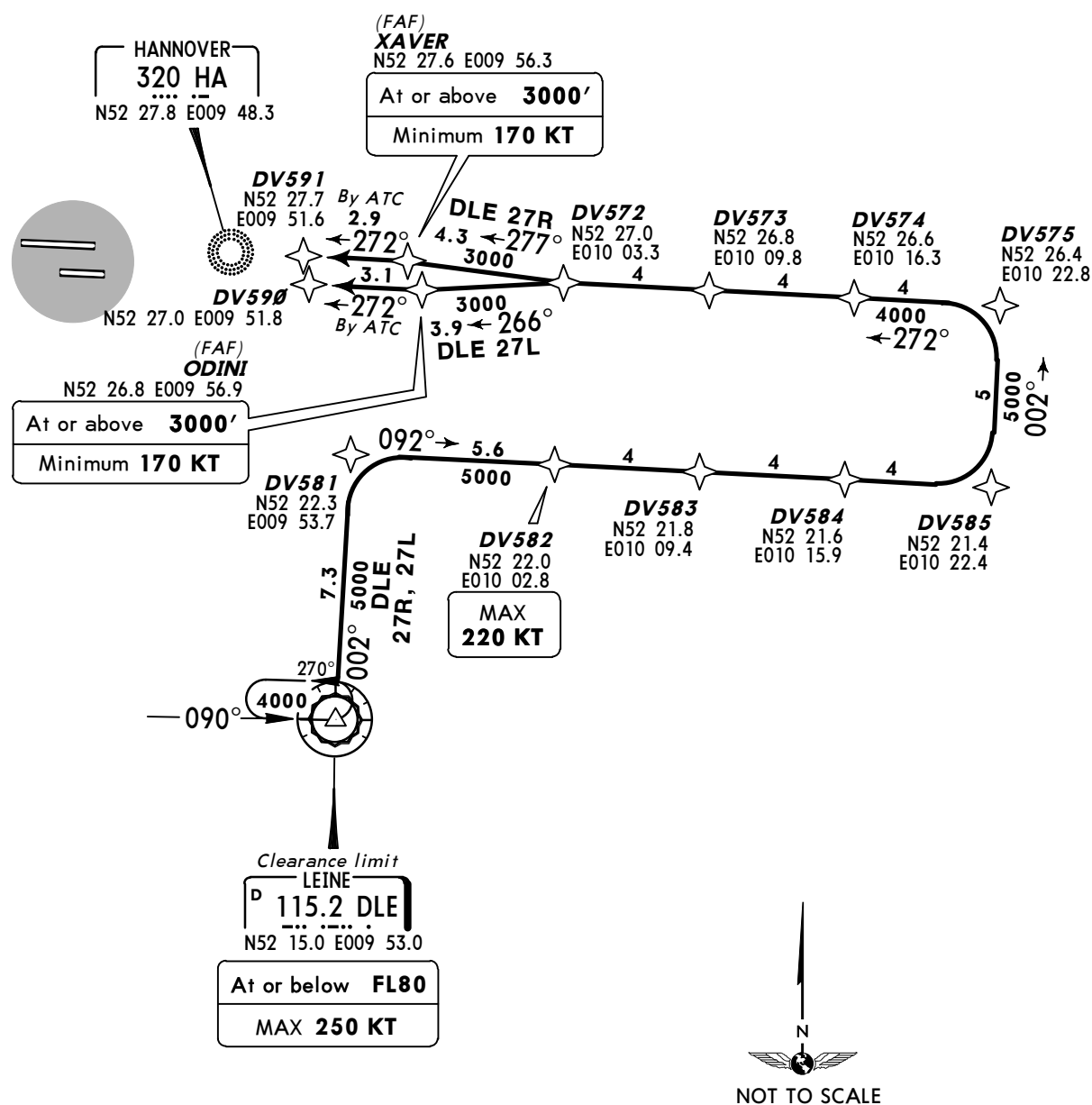
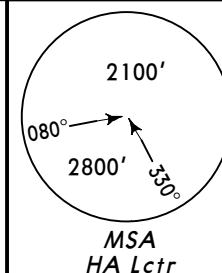
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*D-ATIS
136.57
115.2Apt Elev
183'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000'

1. On downwind transition expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

DLE 27L [DL27L], DLE 27R [DL27R]
RWYS 27L/R
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC
FROM SOUTH



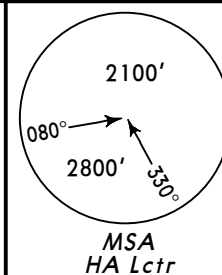
TRANSITION	RWY	ROUTING
DLE 27L	27L	DLE (FL80-; K250-) - DV581 - DV582 (K220-) - DV585 - DV575 - DV572 - ODINI (3000'+; K170+).
DLE 27R	27R	DLE (FL80-; K250-) - DV581 - DV582 (K220-) - DV585 - DV575 - DV572 - XAVER (3000'+; K170+).

*D-ATIS
136.57
115.2

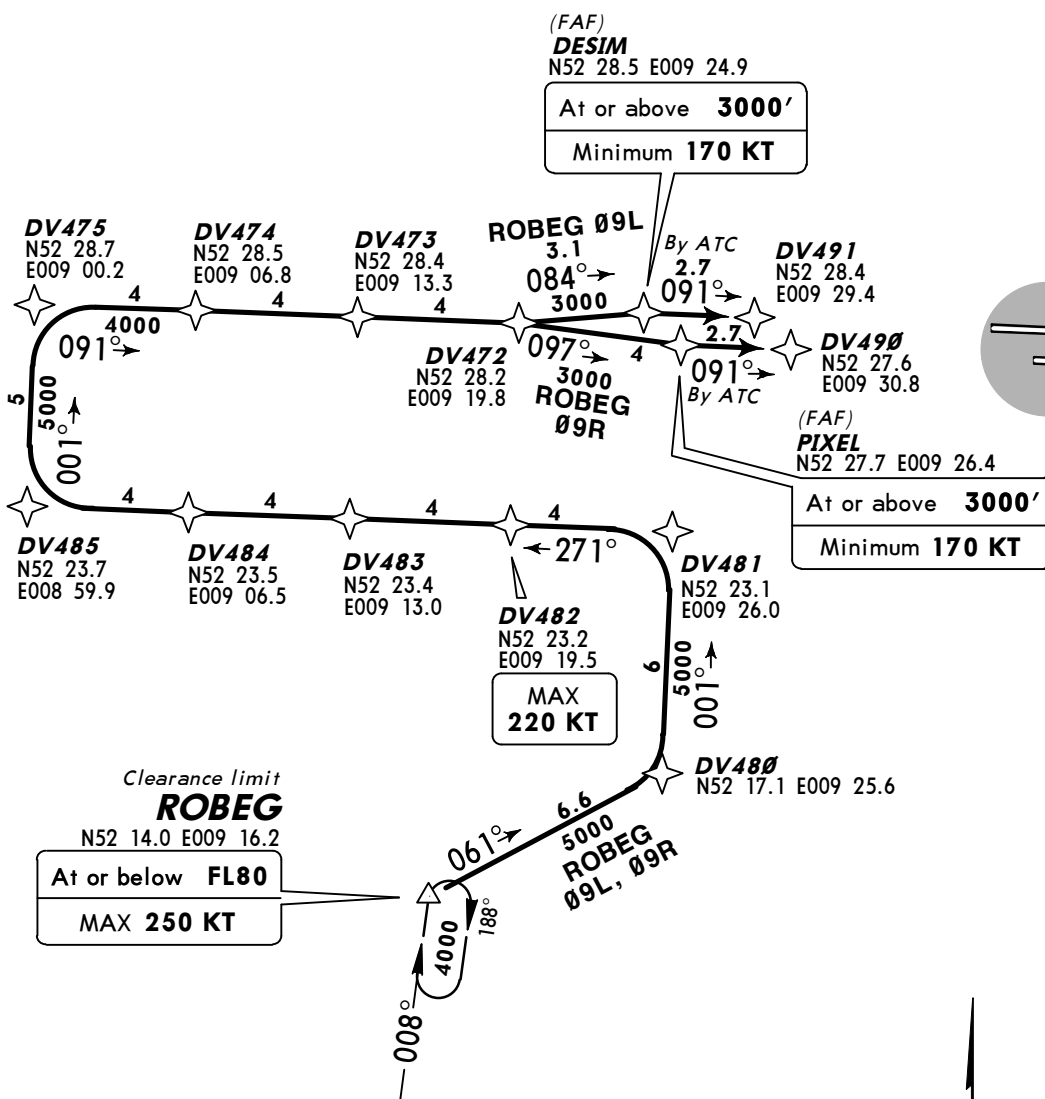
Apt Elev
183'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000'
1. On downwind transition expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

ROBEG 09L [RO09L]
ROBEG 09R [RO09R]
RWYS 09L/R
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC
FROM SOUTH



HANNOVER
320 HA
N52 27.8 E009 48.3



TRANSITION	RWY	ROUTING
ROBEG 09L	09L	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - DV475 - DV472 - DESIM (3000'+; K170+).
ROBEG 09R	09R	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - DV475 - DV472 - PIXEL (3000'+; K170+).

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000'
When cleared for "Transition and Profile" aim for a low noise continuous descent approach (CDA) within the constraints as laid down in the procedure description.

2100'

080°

2800'

330°

MSA
HA Lc tr

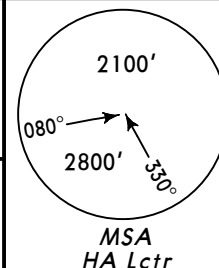
At or above 3000
Minimum 170 KT

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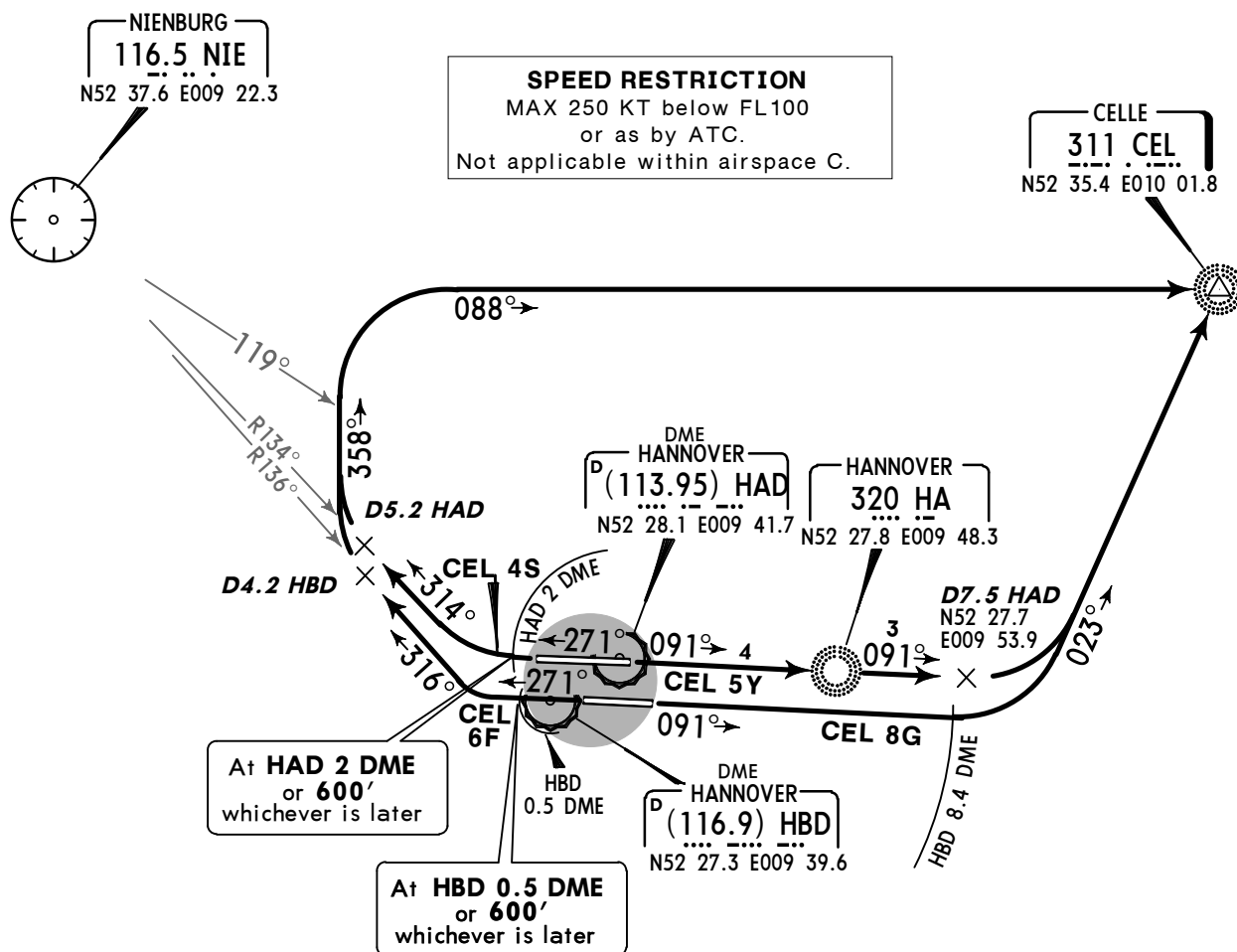
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



CELLE SIX FOXTROT (CEL 6F)
CELLE EIGHT GOLF (CEL 8G)
CELLE FOUR SIERRA (CEL 4S)
CELLE FIVE YANKEE (CEL 5Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

**CEL 6F, 4S**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

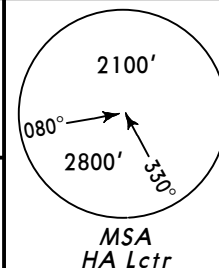
Initial climb clearance **4000'**

SID	RWY	ROUTING
CEL 6F	27L	Climb on runway track to 0.5 DME WEST of HBD or 600' , whichever is later, turn RIGHT, intercept NIE R-136 inbound to D4.2 HBD, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept 088° bearing to CEL.
CEL 8G	09R	On runway track to HBD 8.4 DME, turn LEFT, intercept 023° bearing to CEL.
CEL 4S	27R	Climb on runway track to HAD 2 DME or 600' , whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept 088° bearing to CEL.
CEL 5Y	09L	On runway track via HA to D7.5 HAD, turn LEFT, intercept 023° bearing to CEL.

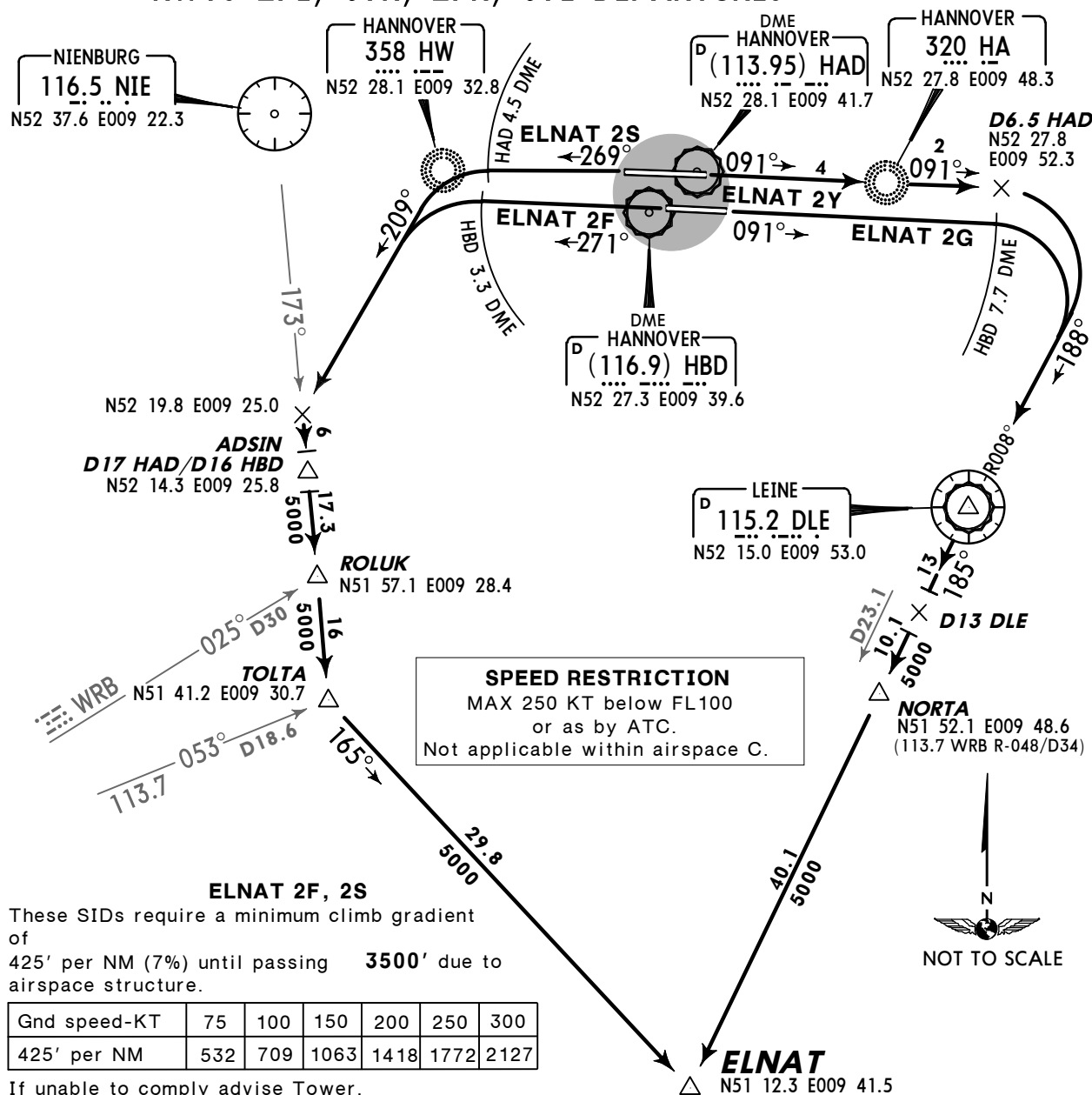
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



ELNAT TWO FOXTROT (ELNAT 2F)
ELNAT TWO GOLF (ELNAT 2G)
ELNAT TWO SIERRA (ELNAT 2S)
ELNAT TWO YANKEE (ELNAT 2Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

Initial climb clearance **4000'**

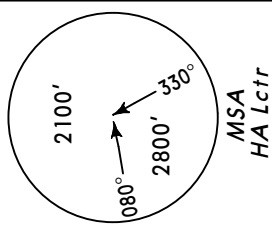
SID	RWY	ROUTING
ELNAT 2F	27L	On runway track to HBD 3.3 DME, turn LEFT, intercept 209° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA ①, 165° track to ELNAT.
ELNAT 2G	09R	On runway track to HBD 7.7 DME, turn RIGHT, intercept DLE R-008 inbound to DLE, DLE R-185 via NORTA ② to ELNAT.
ELNAT 2S	27R	Towards HW, at HAD 4.5 DME turn LEFT, intercept 209° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA ①, 165° track to ELNAT.
ELNAT 2Y	09L	On runway track via HA to D6.5 HAD, turn RIGHT, intercept DLE R-008 inbound to DLE, DLE R-185 via NORTA ② to ELNAT.

After TOLTA ① /NORTA ② BRNAV equipment necessary.

BREMEN Radar
131.32

Apt Elev
183'

Trans level: By ATC Trans alt: 5000'
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



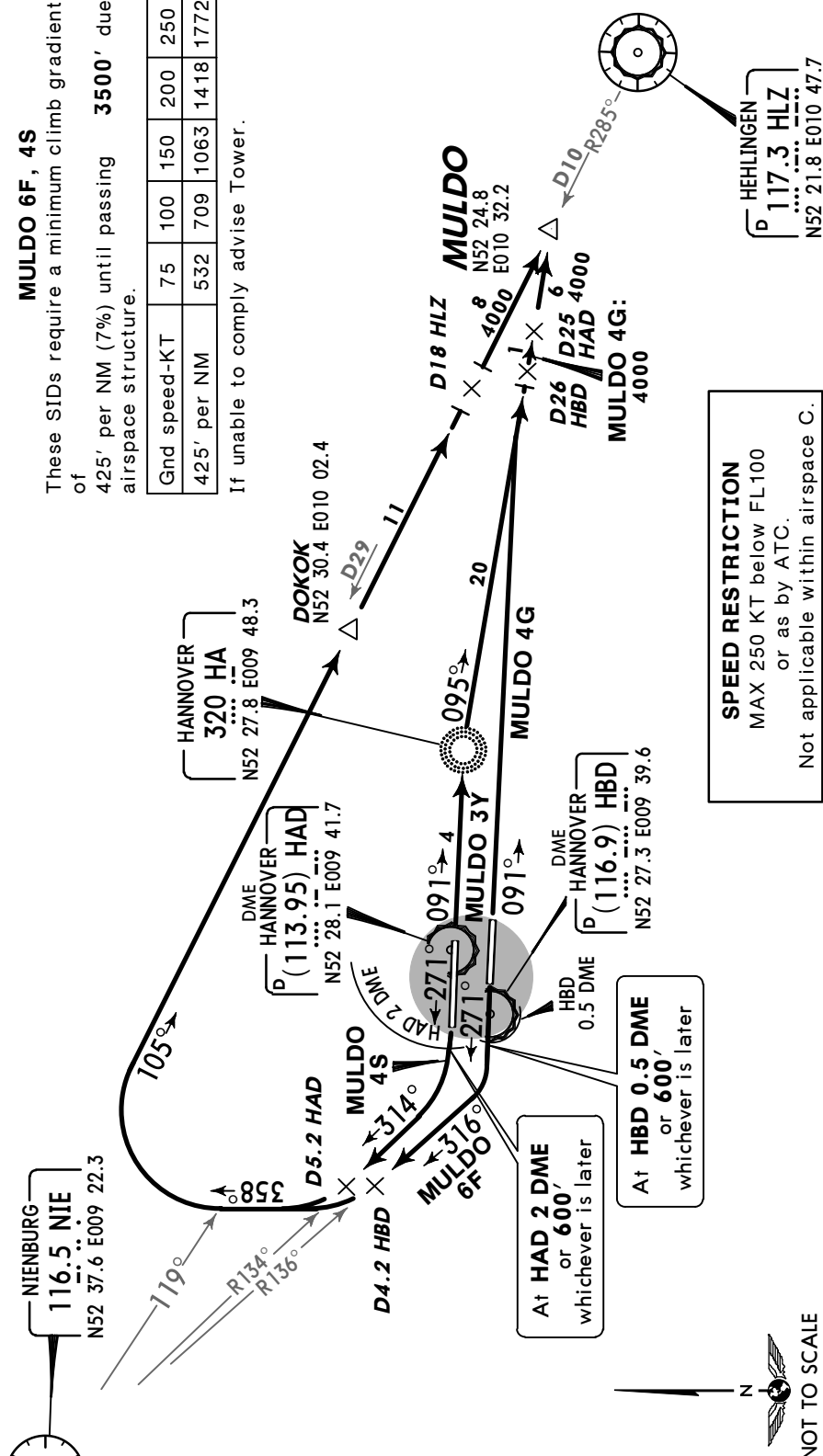
MULDO SIX FOXTROT (MULDO 6F)
MULDO FOUR GOLF (MULDO 4G)
MULDO FOUR SIERRA (MULDO 4S)
MULDO THREE YANKEE (MULDO 3Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

MULDO 6F, 4S

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 4000'

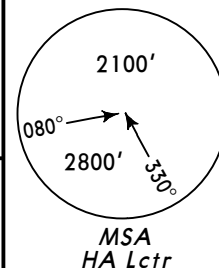
ROUTING

SID	RWY	ROUTING
MULDO 6F	27L	Climb on runway track to 0.5 DME WEST of HBD or 600', whichever is later, turn RIGHT, intercept NIE R-136 inbound to D4.2 HBD, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.
MULDO 4G	09R	On runway track, intercept 095° bearing from HA to MULDO.
MULDO 4S	27R	Climb on runway track to HAD 2 DME or 600', whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.
MULDO 3Y	09L	To HA, turn RIGHT, 095° bearing to MULDO.

BREMEN Radar
131.32Apt Elev
183'

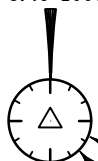
Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

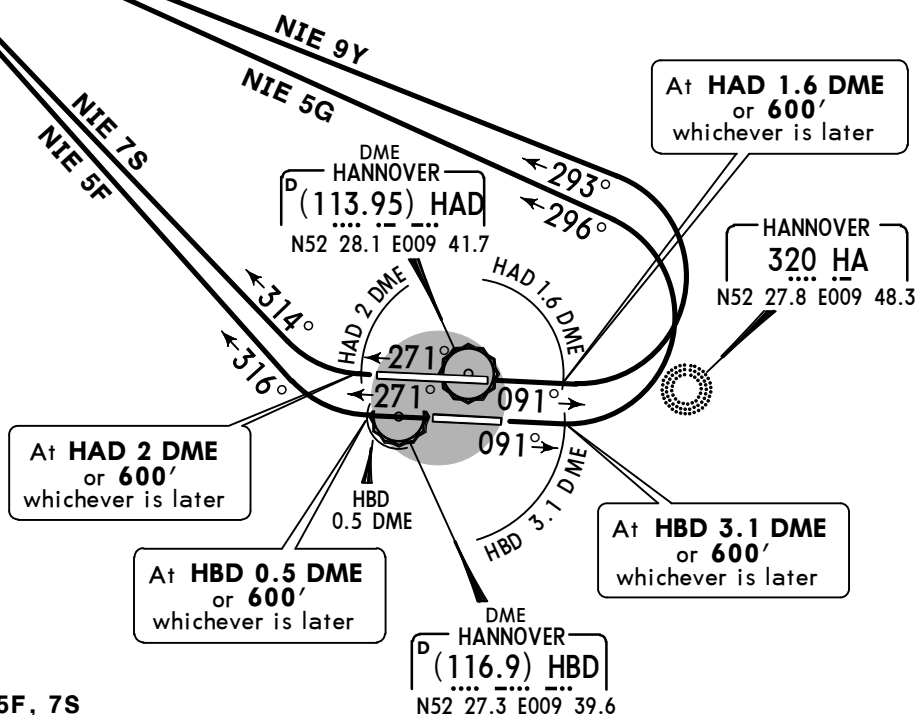


NIENBURG FIVE FOXTROT (NIE 5F)
NIENBURG FIVE GOLF (NIE 5G)
NIENBURG SEVEN SIERRA (NIE 7S)
NIENBURG NINE YANKEE (NIE 9Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

NIENBURG
116.5 NIE
N52 37.6 E009 22.3



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

**NIE 5F, 7S**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

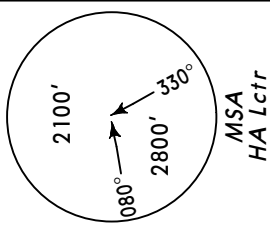
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

Initial climb clearance **4000'**

SID	RWY	ROUTING
NIE 5F	27L	Climb on runway track to 0.5 DME WEST of HBD or 600' , whichever is later, turn RIGHT, intercept NIE R-136 inbound to NIE.
NIE 5G	09R	Climb on runway track to HBD 3.1 DME or 600' , whichever is later, turn LEFT, intercept NIE R-116 inbound to NIE.
NIE 7S	27R	Climb on runway track to HAD 2 DME or 600' , whichever is later, turn RIGHT, intercept NIE R-134 inbound to NIE.
NIE 9Y	09L	Climb on runway track to HAD 1.6 DME or 600' , whichever is later, turn LEFT, intercept NIE R-113 inbound to NIE.

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



OSNABRUCK FIVE FOXTROT (OSN 5F)
OSNABRUCK SIX GOLF (OSN 6G)
OSNABRUCK EIGHT SIERRA (OSN 8S)
OSNABRUCK NINE YANKEE (OSN 9Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

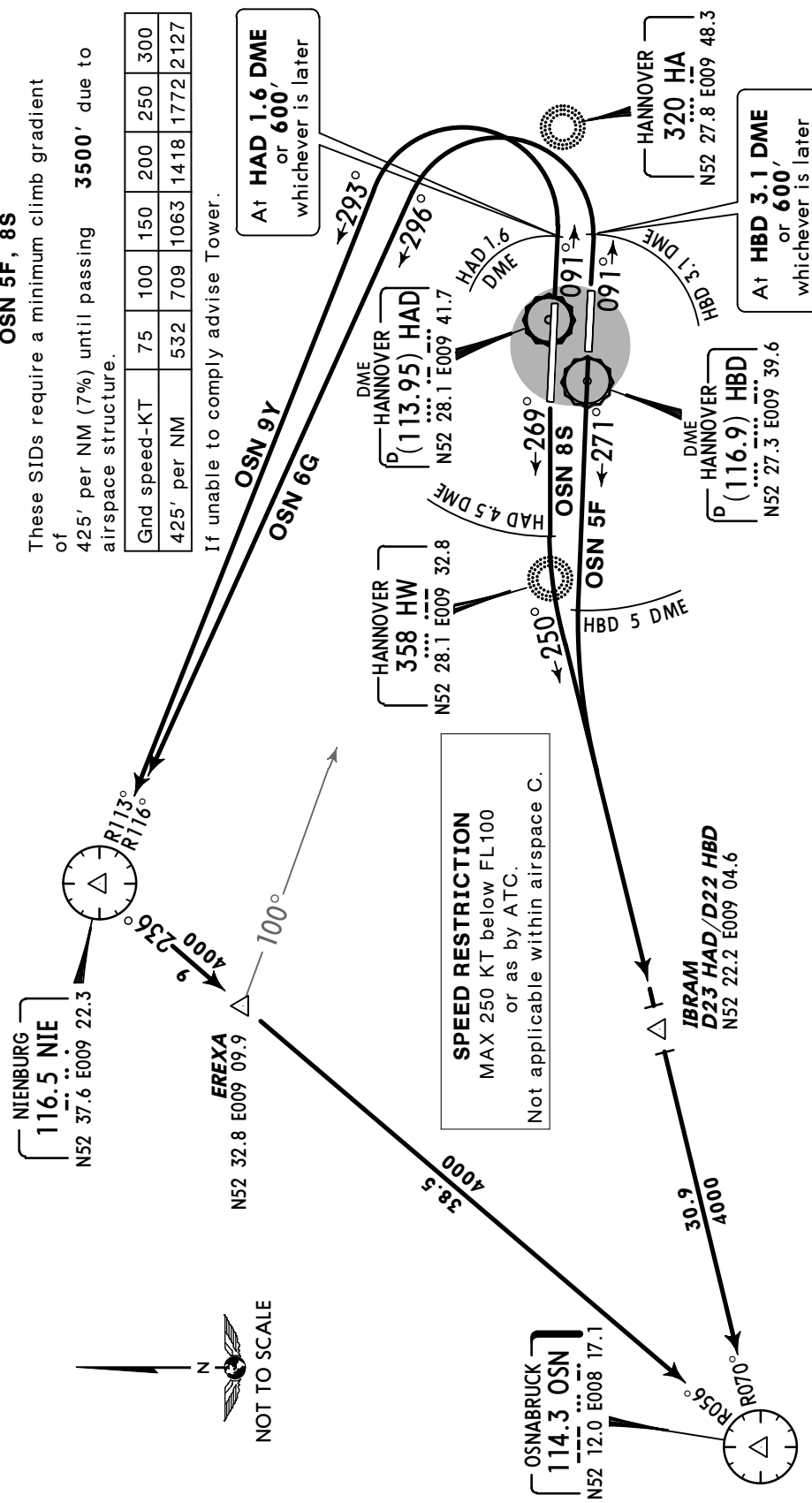
Initial climb clearance 4000'		
SID	RWY	ROUTING
OSN 5F	27L	On runway track to HBD 5 DME, turn LEFT, intercept OSN R-070 inbound (250° bearing from HW) via IBRAM to OSN.
OSN 6G	09R	Climb on runway track to HBD 3.1 DME or 600', whichever is later, turn LEFT, intercept NIE R-116 inbound to NIE, turn LEFT, NIE R-236 (OSN R-056 inbound) via EREXA to OSN.
OSN 8S	27R	Towards HW, at HAD 4.5 DME turn LEFT, intercept OSN R-070 inbound (250° bearing from HW) via IBRAM to OSN.
OSN 9Y	09L	Climb on runway track to HAD 1.6 DME or 600', whichever is later, turn LEFT, intercept NIE R-113 inbound to NIE, turn LEFT, NIE R-236 (OSN R-056 inbound) via EREXA to OSN.

OSN 5F, 8S

These STDs require a minimum climb gradient of **425'** per NM (7%) until passing **3500'** due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

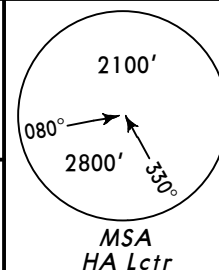
If unable to comply advise Tower.



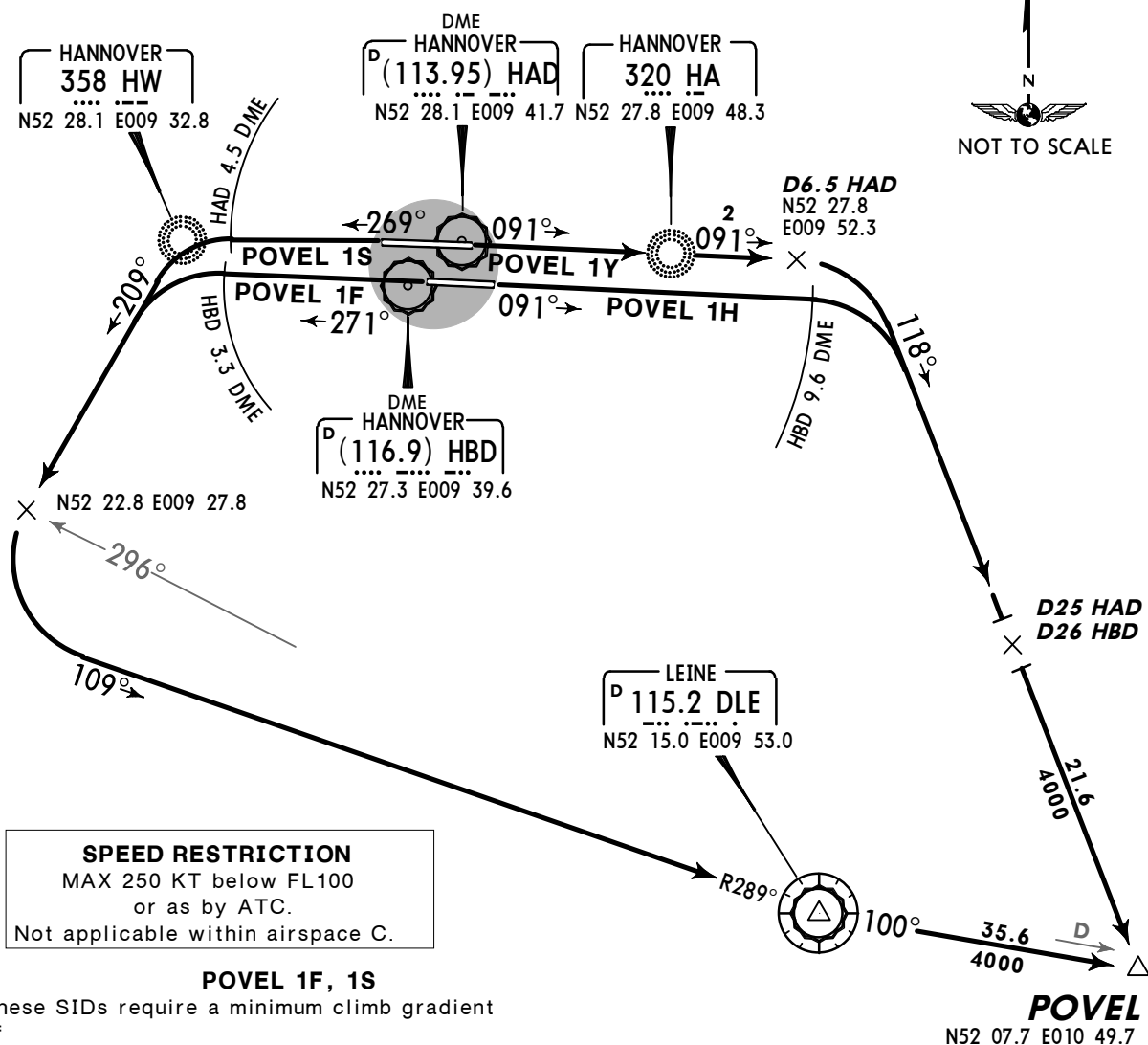
BREMEN Radar
131.32Apt E/lev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



POVEL ONE FOXTROT (POVEL 1F)
POVEL ONE HOTEL (POVEL 1H)
POVEL ONE SIERRA (POVEL 1S)
POVEL ONE YANKEE (POVEL 1Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES



If unable to comply advise Tower.

Initial climb clearance **4000'**

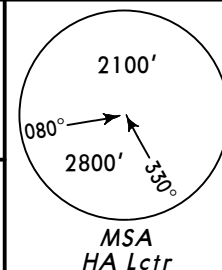
SID	RWY	ROUTING
POVEL 1F	27L	On runway track to HBD 3.3 DME, turn LEFT, intercept 209° bearing from HW, when passing DLE R-296 turn LEFT, intercept DLE R-289 inbound to DLE, turn LEFT, DLE R-100 to POVEL.
POVEL 1H	09R	On runway track to HBD 9.6 DME ①, turn RIGHT, 118° track to POVEL.
POVEL 1S	27R	Towards HW, at HAD 4.5 DME turn LEFT, intercept 209° bearing from HW, when passing DLE R-296 turn LEFT, intercept DLE R-289 inbound to DLE, turn LEFT, DLE R-100 to POVEL.
POVEL 1Y	09L	On runway track via HA to D6.5 HAD ②, turn RIGHT, 118° track to POVEL.

After HBD 9.6 DME ① /D6.5 HAD ② BRNAV equipment necessary.

BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



WARBURG FIVE FOXTROT (WRB 5F)
WARBURG SEVEN GOLF (WRB 7G)
WARBURG NINE SIERRA (WRB 9S)
WARBURG NINE YANKEE (WRB 9Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES
FLIGHTS TO EDDF END AT TOLTA

NIENBURG
116.5 NIE
N52 37.6 E009 22.3

HANNOVER
358 HW
N52 28.1 E009 32.8

HANNOVER
320 HA
N52 27.8 E009 48.3

D6.5 HAD
N52 27.8 E009 52.3

ADSIN
D17 HAD/D16 HBD
N52 14.3 E009 25.8

LEINE
D115.2 DLE
N52 15.0 E009 53.0

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

D13 DLE

NORTA
N51 52.1 E009 48.6
(WRB R-048/D34)

NOT TO SCALE

WARBURG
D113.7 WRB
N51 30.3 E009 06.7

ROLUK
N51 57.1 E009 28.4

TOLTA
N51 41.2 E009 30.7

WRB 5F, 9S

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

Initial climb clearance **4000'**

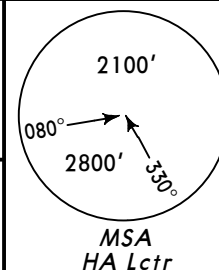
SID	RWY	ROUTING
WRB 5F	27L	On runway track to HBD 3.3 DME, turn LEFT, intercept 209° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, intercept WRB R-053 inbound to WRB.
WRB 7G	09R	On runway track to HBD 7.7 DME, turn RIGHT, intercept DLE R-008 inbound to DLE, DLE R-185 to NORTA ①, 224° track to TOLTA, intercept WRB R-053 inbound to WRB.
WRB 9S	27R	Towards HW, at HAD 4.5 DME turn LEFT, intercept 209° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, intercept WRB R-053 inbound to WRB.
WRB 9Y	09L	On runway track via HA to D6.5 HAD, turn RIGHT, intercept DLE R-008 inbound to DLE, DLE R-185 to NORTA ①, 224° track to TOLTA, intercept WRB R-053 inbound to WRB.

① After NORTA BRNAV equipment necessary.

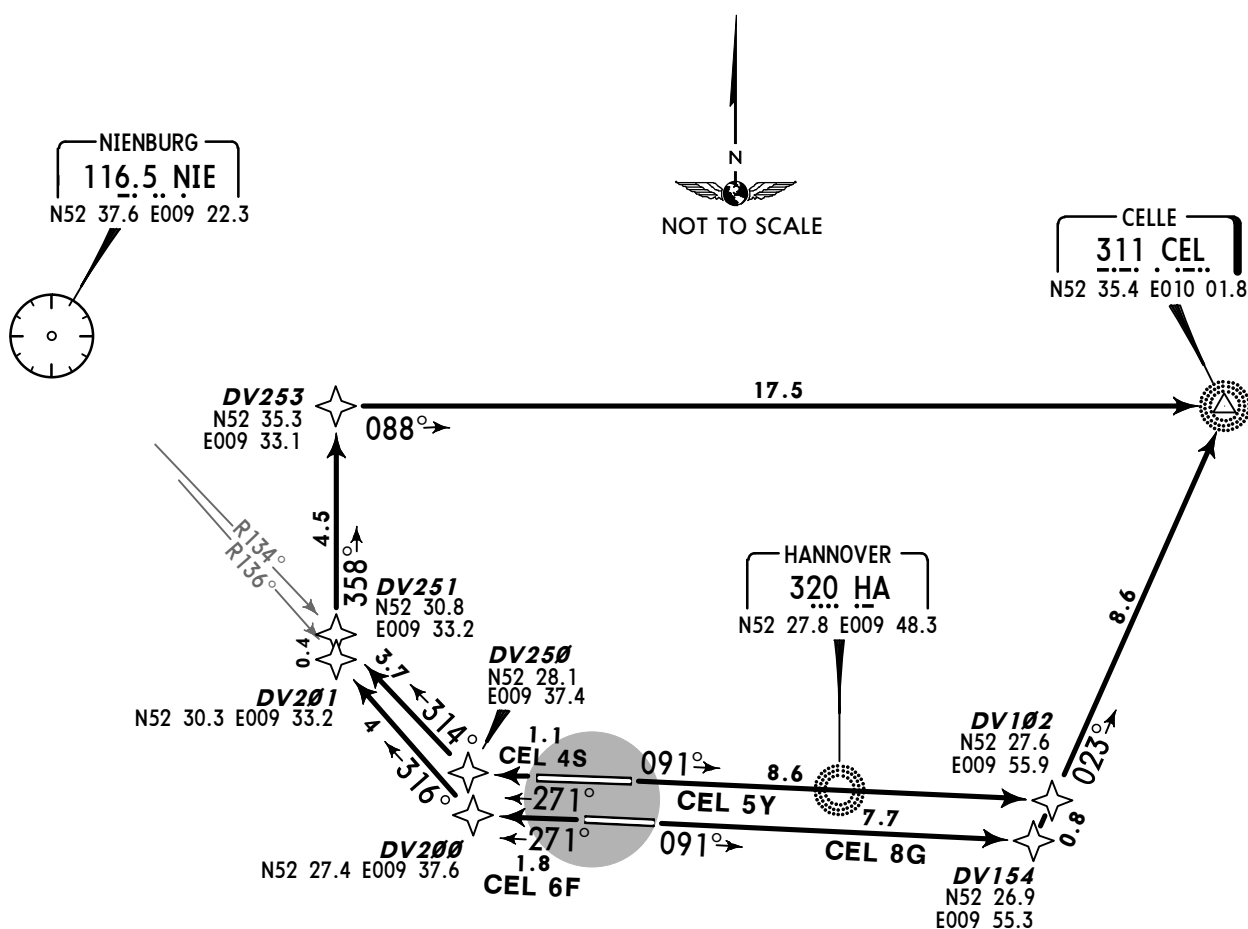
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



CELLE SIX FOXTROT (CEL 6F)
CELLE EIGHT GOLF (CEL 8G)
CELLE FOUR SIERRA (CEL 4S)
CELLE FIVE YANKEE (CEL 5Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3)

**CEL 6F, 4S**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

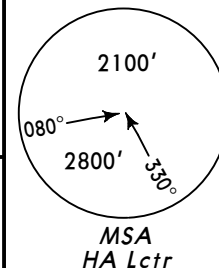
Initial climb clearance **4000'**

SID	RWY	ROUTING
CEL 6F	27L	(600'+) - DV200 - DV201 - DV253 - CEL.
CEL 8G	09R	(600'+) - DV154 - CEL.
CEL 4S	27R	(600'+) - DV250 - DV251 - DV253 - CEL.
CEL 5Y	09L	(600'+) - DV102 - CEL.

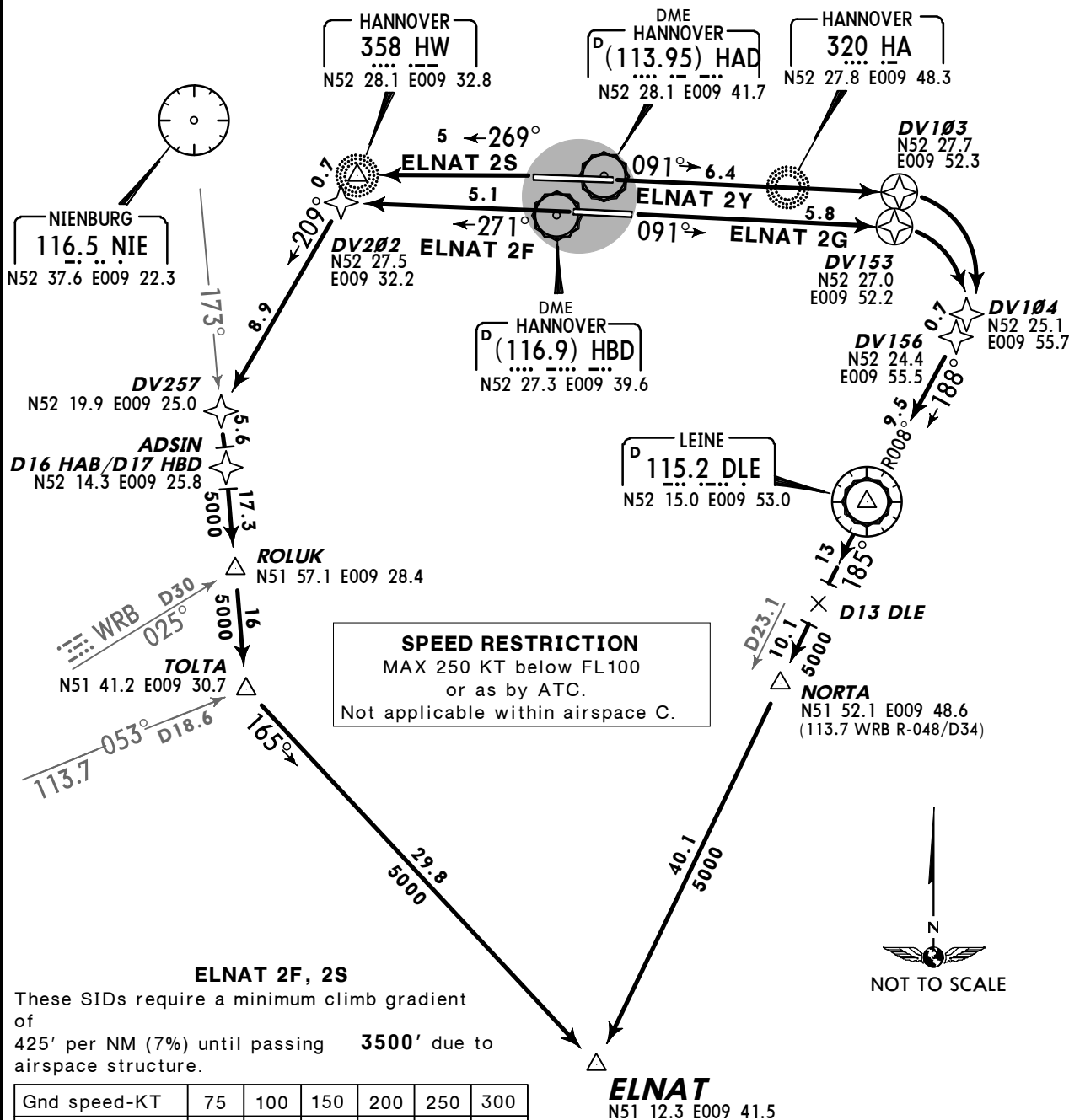
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



ELNAT TWO FOXTROT (ELNAT 2F) [ELNA2F]
ELNAT TWO GOLF (ELNAT 2G) [ELNA2G]
ELNAT TWO SIERRA (ELNAT 2S) [ELNA2S]
ELNAT TWO YANKEE (ELNAT 2Y) [ELNA2Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3A)

**ELNAT 2F, 2S**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

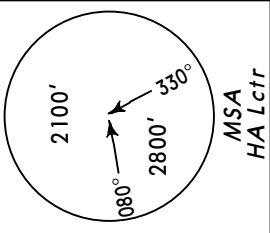
Initial climb clearance 4000'

SID	RWY	ROUTING
ELNAT 2F	27L	(600'+) - DV202 - DV257 - ADSIN - ROLUK - TOLTA - ELNAT.
ELNAT 2G	09R	(600'+) - DV153 - DV156 - DLE - NORTA - ELNAT.
ELNAT 2S	27R	(600'+) - HW - DV257 - ADSIN - ROLUK - TOLTA - ELNAT.
ELNAT 2Y	09L	(600'+) - DV103 - DV104 - DLE - NORTA - ELNAT.

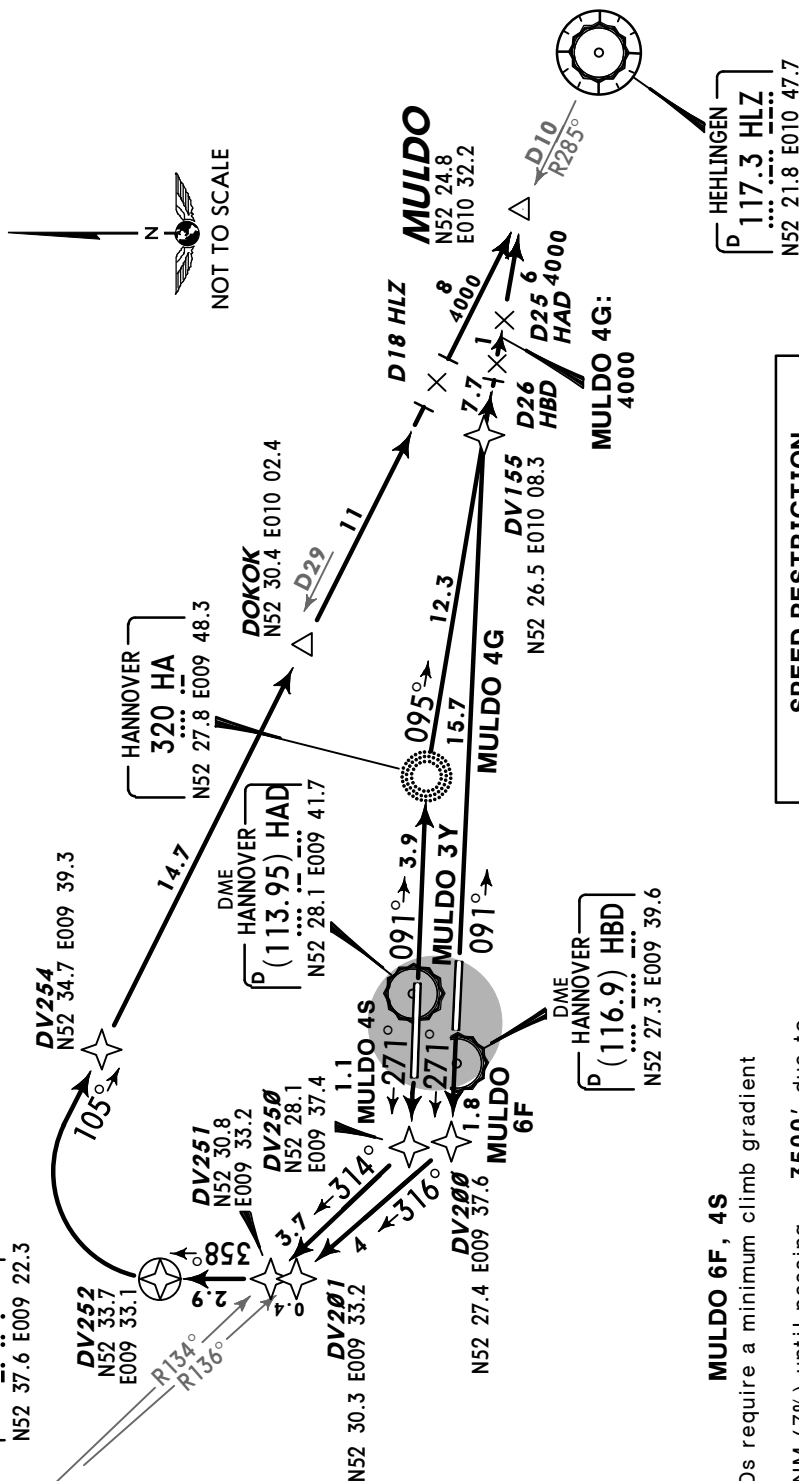
BREMEN Radar
131.32

Apt Elev
183'

Trans level: By ATC Trans alt: 5000'
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MULDO SIX FOXTROT (MULDO 6F) [MULD6F]
MULDO FOUR GOLF (MULDO 4G) [MULD4G]
MULDO FOUR SIERRA (MULDO 4S) [MULD4S]
MULDO THREE YANKEE (MULDO 3Y) [MULD3Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3B)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

MULDO 6F, 4S

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

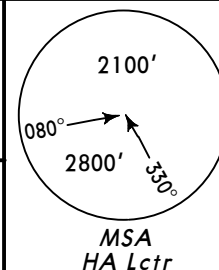
If unable to comply advise Tower.

Initial climb clearance 4000'			ROUTING	
SID	RWY			
MULDO 6F	27L	(600' +)	- DV200 - DV201 - DV252 - DV254 - DOKOK - MULDO.	
MULDO 4G	09R	(600' +)	- DV155 - MULDO.	
MULDO 4S	27R	(600' +)	- DV250 - DV251 - DV252 - DV254 - DOKOK - MULDO.	
MULDO 3Y	09L	(600' +)	- HA - MULDO.	

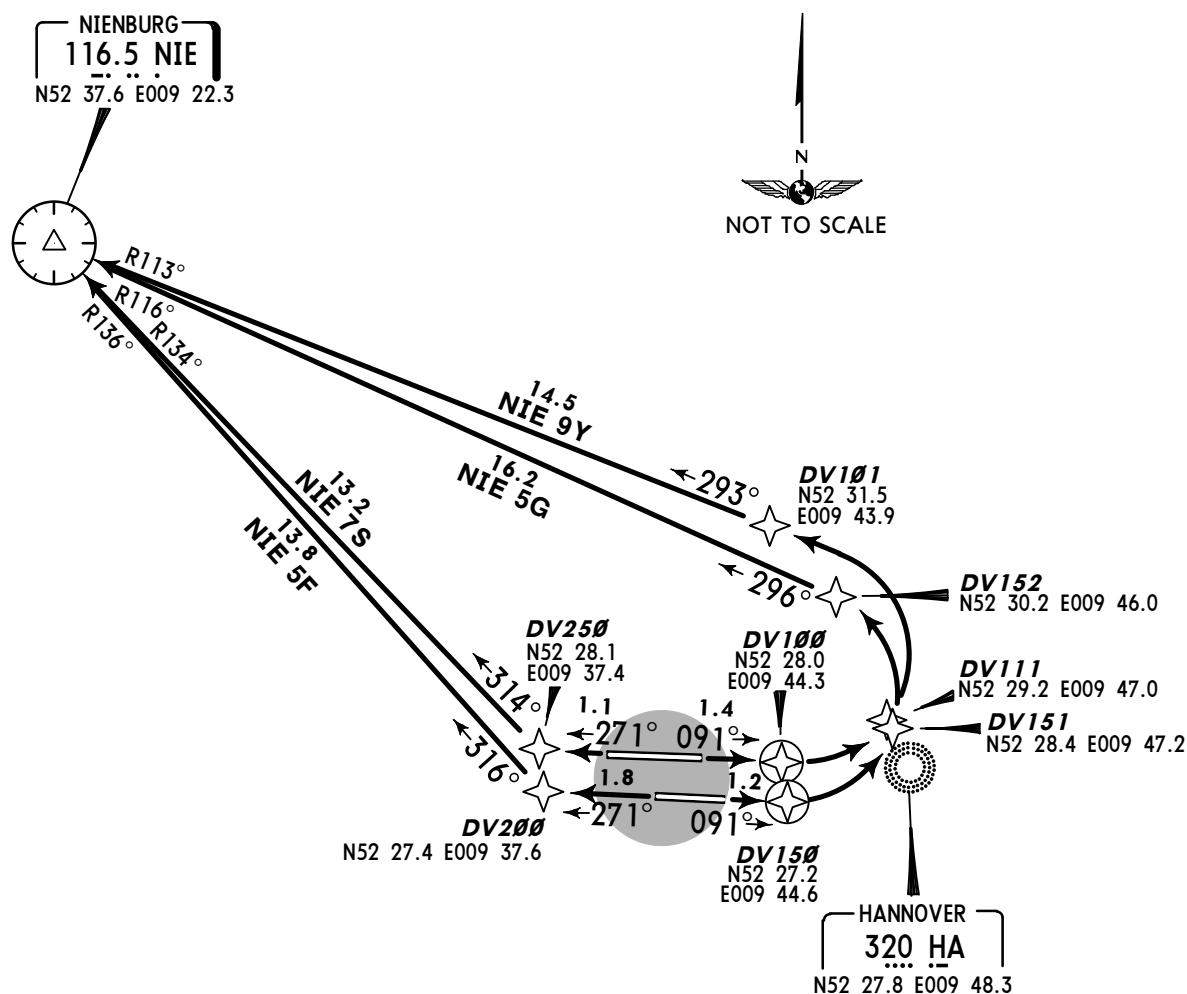
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



NIENBURG FIVE FOXTROT (NIE 5F)
NIENBURG FIVE GOLF (NIE 5G)
NIENBURG SEVEN SIERRA (NIE 7S)
NIENBURG NINE YANKEE (NIE 9Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3C)

**NIE 5F, 7S**

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

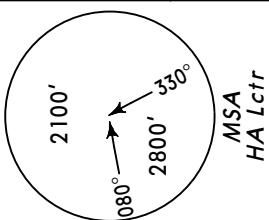
Initial climb clearance **4000'**

SID	RWY	ROUTING
NIE 5F	27L	(600'+) - DV200 - NIE.
NIE 5G	09R	(600'+) - DV150 - DV151 - DV152 - NIE.
NIE 7S	27R	(600'+) - DV250 - NIE.
NIE 9Y	09L	(600'+) - DV100 - DV111 - DV101 - NIE.

BREMEN Radar
131.32

Apt Elev
183'

Trans level: By ATC Trans alt: 5000'
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



OSNABRUCK FIVE FOXTROT (OSN 5F)
OSNABRUCK SIX GOLF (OSN 6G)
OSNABRUCK EIGHT SIERRA (OSN 8S)
OSNABRUCK NINE YANKEE (OSN 9Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3D)

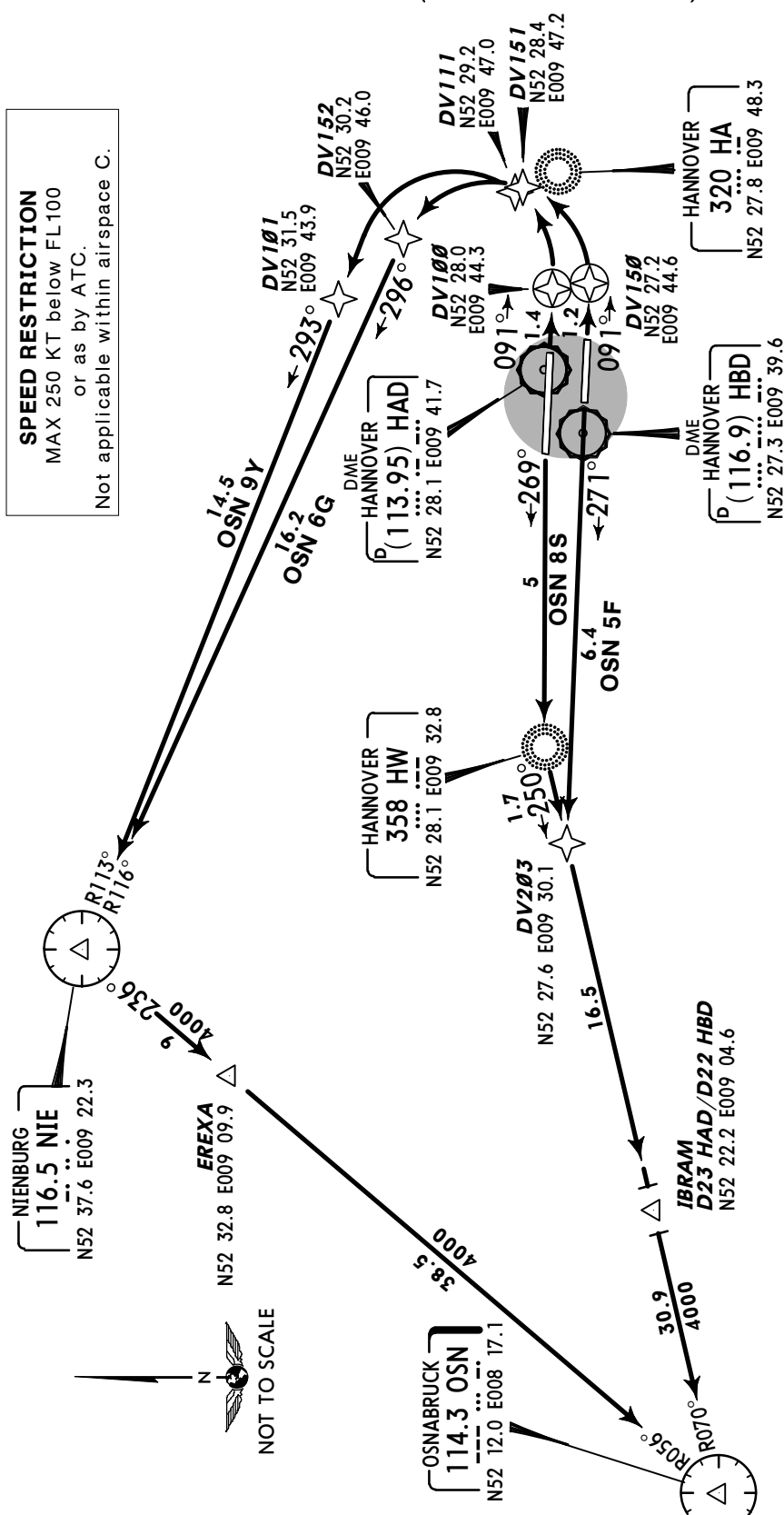
OSN 5F, 8S

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Tower.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



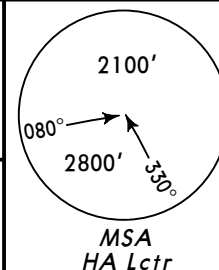
Initial climb clearance 4000'

SID	RWY	ROUTING
OSN 5F	27L	(600' +) - DV203 - IBRAM - OSN.
OSN 6G	09R	(600' +) - DV150 - DV151 - DV152 - NIE - EREXA - OSN.
OSN 8S	27R	(600' +) - HW - IBRAM - OSN.
OSN 9Y	09L	(600' +) - DV100 - DV111 - DV101 - NIE - EREXA - OSN.

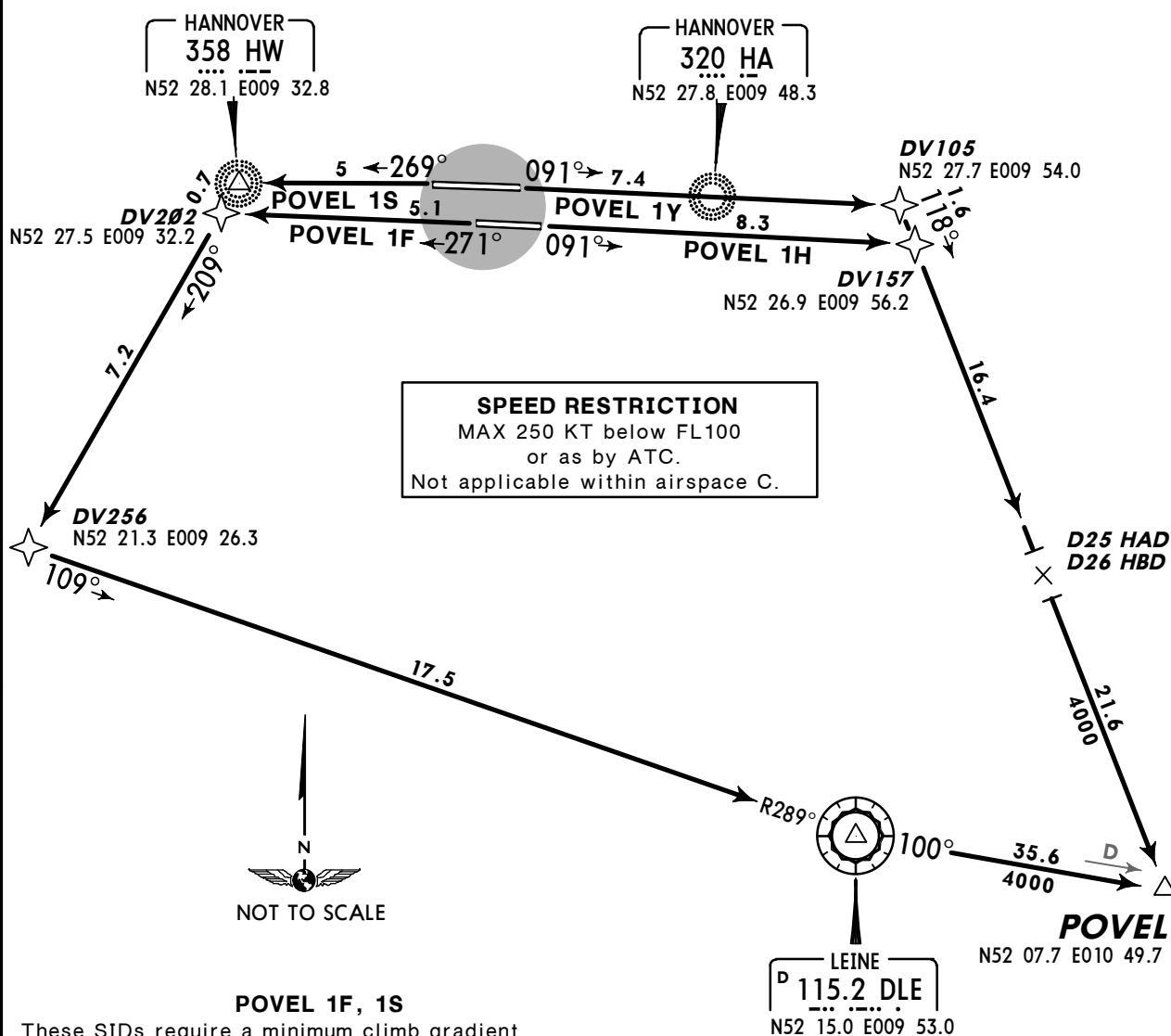
BREMEN Radar
131.32

Apt Elev
183'

Trans level: By ATC Trans alt: 5000'
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



POVEL ONE FOXTROT (POVEL 1F)[POVE1F]
POVEL ONE HOTEL (POVEL 1H)[POVE1H]
POVEL ONE SIERRA (POVEL 1S)[POVE1S]
POVEL ONE YANKEE (POVEL 1Y)[POVE1Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3E)



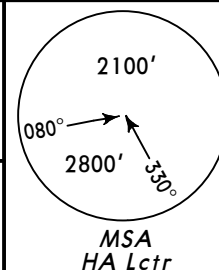
Initial climb clearance 4000'

SID	RWY	ROUTING
POVEL 1F	27L	(600' +) - DV202 - DV256 - DLE - POVEL.
POVEL 1H	09R	(600' +) - DV157 - POVEL.
POVEL 1S	27R	(600' +) - HW - DV256 - DLE - POVEL.
POVEL 1Y	09L	(600' +) - DV105 - POVEL.

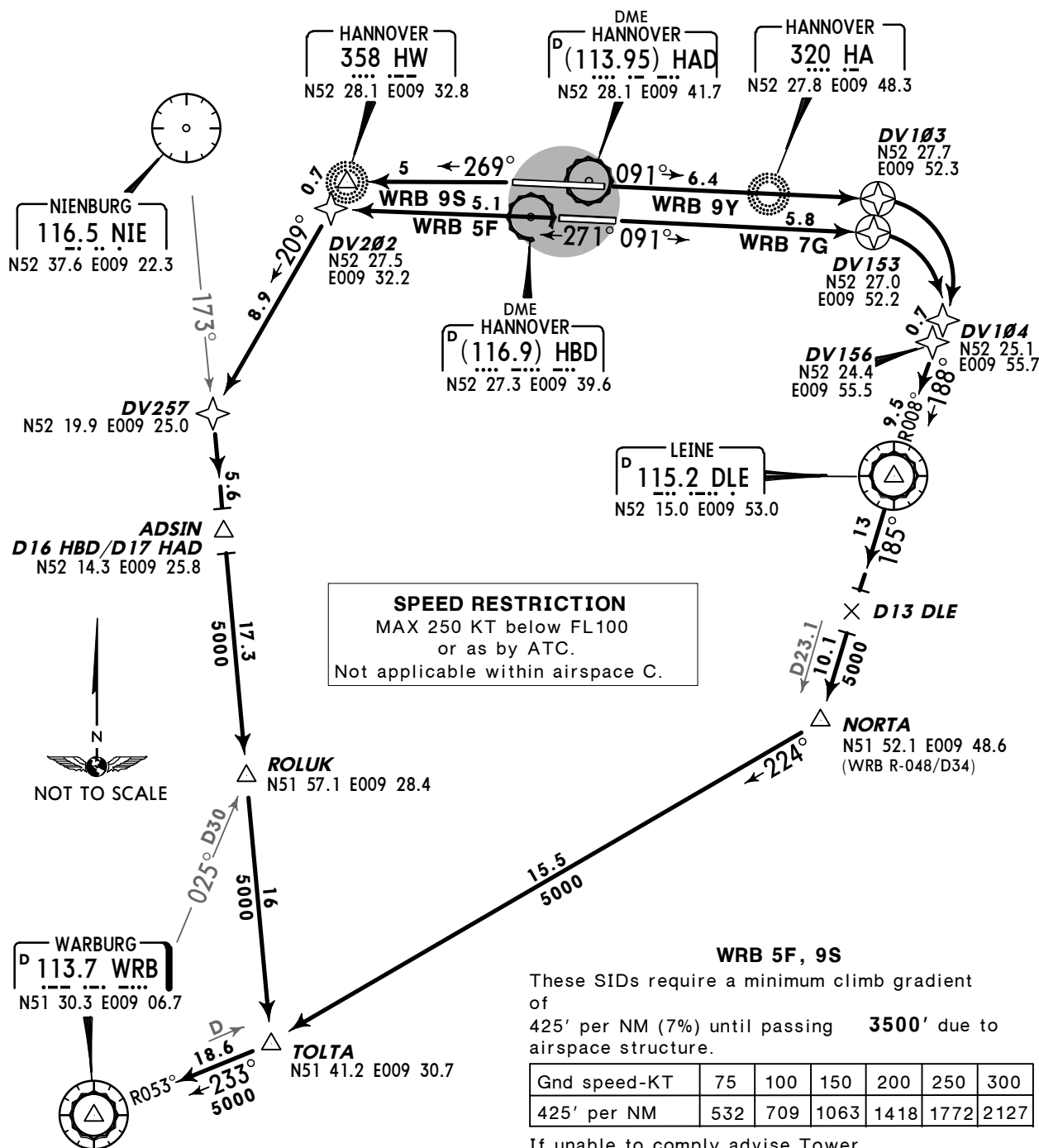
BREMEN Radar
131.32Apt Elev
183'

Trans level: By ATC Trans alt: 5000'

1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



WARBURG FIVE FOXTROT (WRB 5F)
WARBURG SEVEN GOLF (WRB 7G)
WARBURG NINE SIERRA (WRB 9S)
WARBURG NINE YANKEE (WRB 9Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3F)
FLIGHTS TO EDDF END AT TOLTA

Initial climb clearance **4000'**

SID	RWY	ROUTING
WRB 5F	27L	(600'+) - DV202 - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 7G	09R	(600'+) - DV153 - DV156 - DLE - NORTA - TOLTA - WRB.
WRB 9S	27R	(600'+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 9Y	09L	(600'+) - DV103 - DV104 - DLE - NORTA - TOLTA - WRB.

NOISE ABATEMENT

NIE

CEL

E

HW

HAI

HA

CE

OSN

HR

D

NORTA

ADSIN

ELNAT 2F, 2S
WRB 5F, 9S

POVEL 1F, 1S

LNAT 2G, 2Y
WRB 7G, 9Y

CEL
8G-5Y
023°
MULDO
4G

POVE
1H, 1Y

85° →

CEL
8G-5Y
23°

MULDO
4G



9.6 DM

HBD
POVE

1H, 1N

1 1
 1 1
 1 1
 1 1 1
 1 1 1

9Y

KB 7G,

www

1 2 3 4 5

1

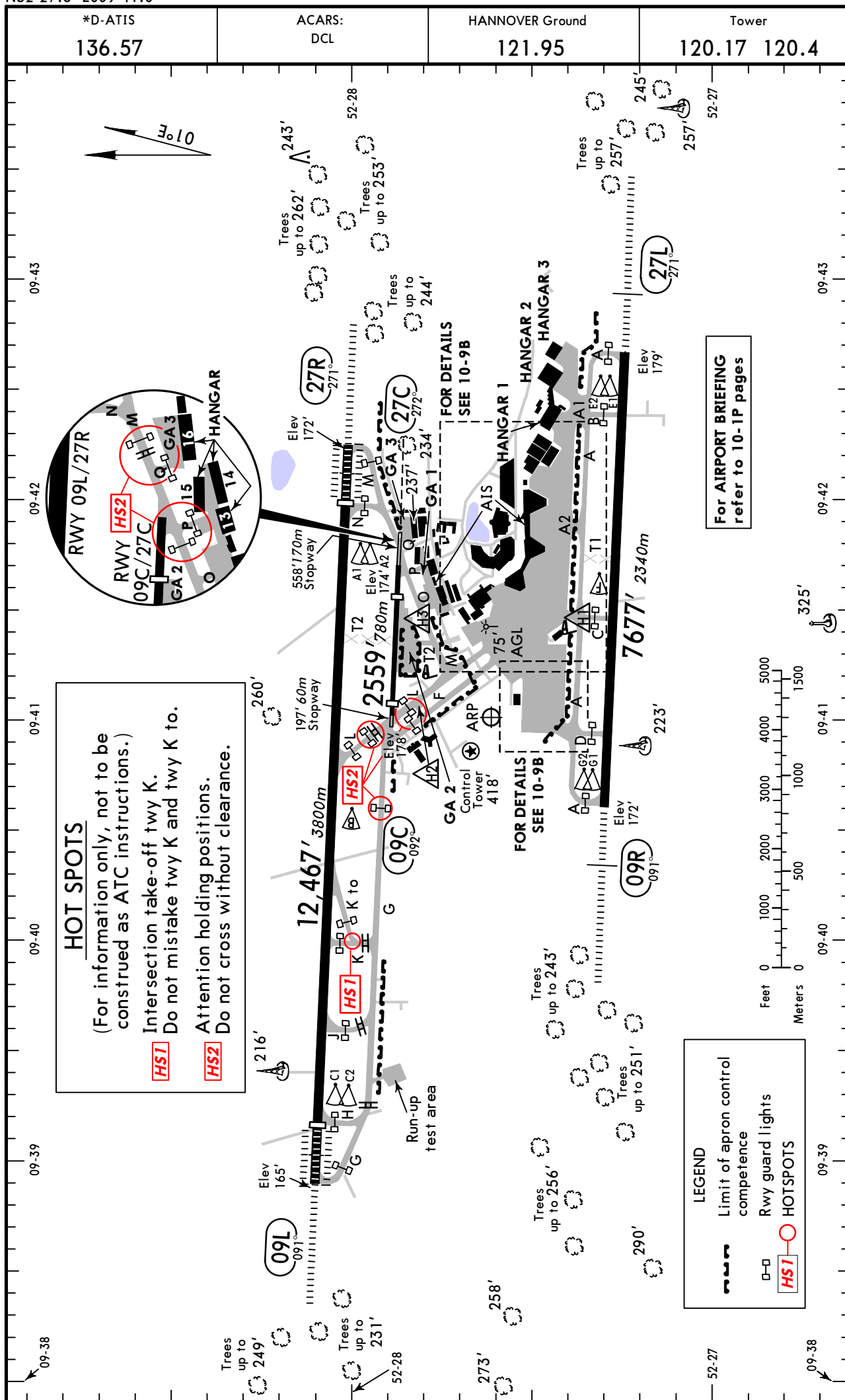
F, 1S

1

1

RESERVE

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
09L	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) RVR	10,499' 3200m	9466' 2885m	2	148' 45m
27R	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) 1 RVR		9527' 2904m		

1 HST-Kto

2 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		1804' 550m		3 2001' 610m	74'
27C				4 2362' 720m	23m

3 Includes paved swy West of thr 09C.

4 Includes paved swy East of thr 27C.

09R	HIRL CL (30m) (White) HIALS SFL REIL PAPI-L 5 RVR		6627' 2020m	6	148' 45m
27L			6693' 2040m		

5 angle 3.0°

6 TAKE-OFF RUN AVAILABLE

RWY 09R:

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

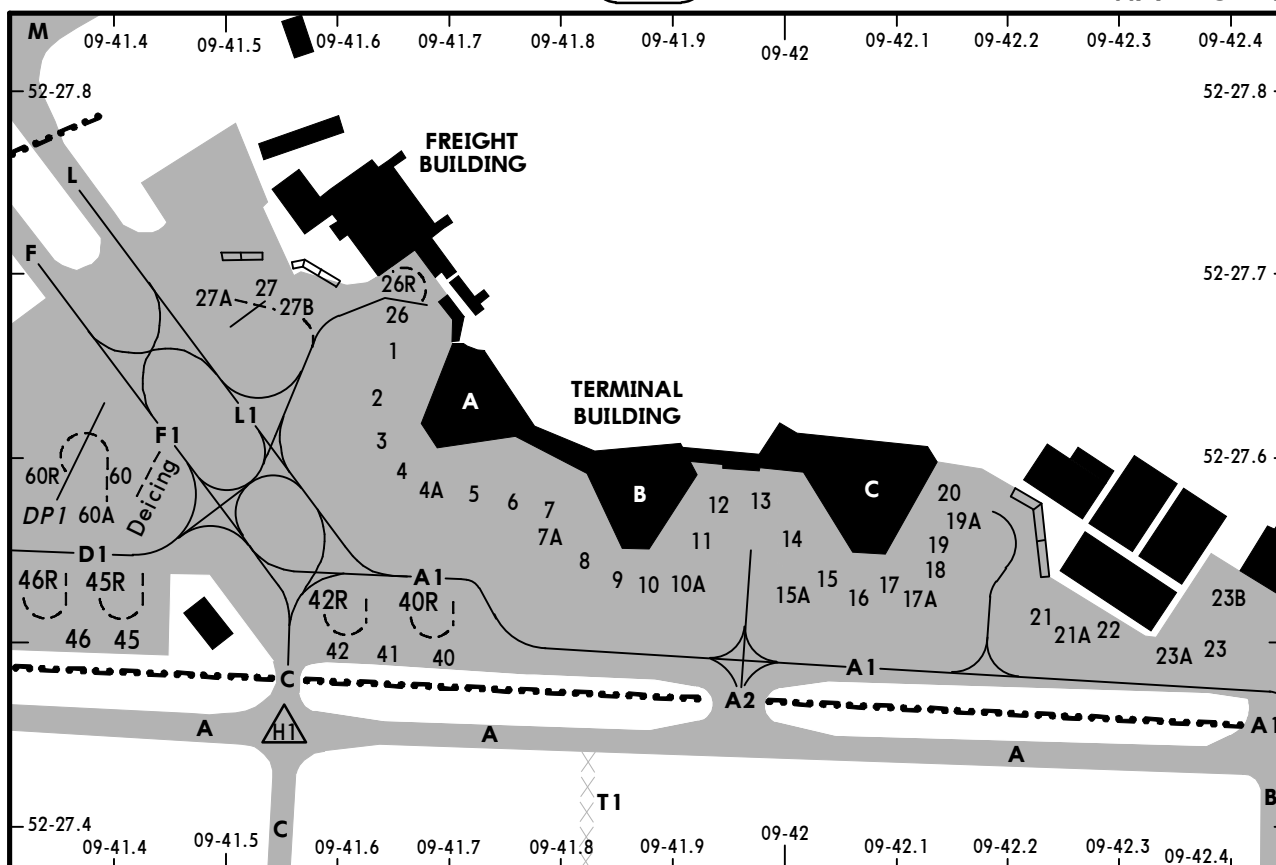
RWY 27L:

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

Standard
TAKE-OFF 1

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

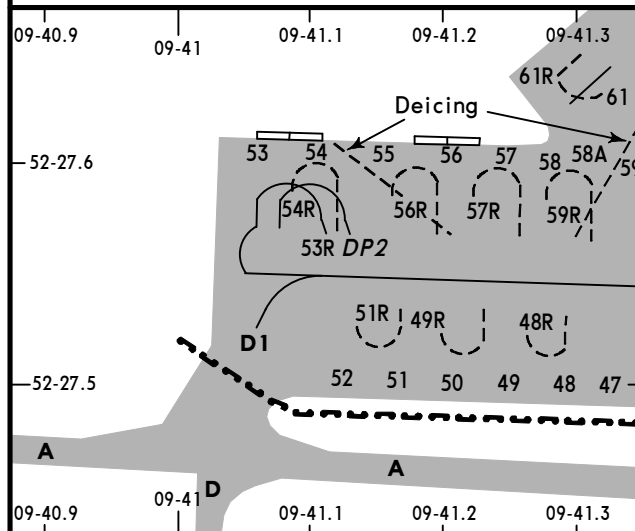


INS COORDINATES

STAND No.	COORDINATES
1	N52 27.7 E009 41.7
2 thru 5	N52 27.6 E009 41.7
6	N52 27.6 E009 41.8
7, 7A	N52 27.5 E009 41.7
8	N52 27.5 E009 41.8
9	N52 27.4 E009 41.8
10 thru 11	N52 27.5 E009 41.8
12, 13	N52 27.5 E009 41.9
14	N52 27.5 E009 42.0
15	N52 27.4 E009 42.0
15A, 16	N52 27.5 E009 42.0
17 thru 18	N52 27.5 E009 42.1
19 thru 20	N52 27.6 E009 42.2
21, 21A	N52 27.5 E009 42.2
22	N52 27.5 E009 42.3
23 thru 23B	N52 27.5 E009 42.4
26, 26R	N52 27.6 E009 41.6
27, 27A	N52 27.6 E009 41.5
27B	N52 27.6 E009 41.4
40	N52 27.5 E009 41.6
40R	N52 27.4 E009 41.6
41, 42	N52 27.5 E009 41.6
42R	N52 27.4 E009 41.6
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

LEGEND

- DP1 Deicing stand
 A2 Taxiway
 8 Stand
 --- Limit of apron control competence
 [] Blast fence



INS COORDINATES

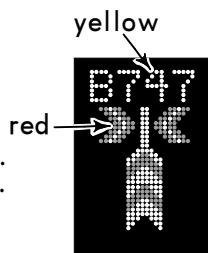
STAND No.	COORDINATES
53R	N52 27.5 E009 41.1
54	N52 27.6 E009 41.1
54R	N52 27.5 E009 41.0
55, 56	N52 27.6 E009 41.2
56R	N52 27.5 E009 41.1
57	N52 27.6 E009 41.3
57R	N52 27.5 E009 41.2
58 thru 59	N52 27.6 E009 41.3
59R	N52 27.5 E009 41.2
60, 60A	N52 27.6 E009 41.4
60R	N52 27.5 E009 41.3
61, 61R, DP1	N52 27.6 E009 41.3
DP2	N52 27.5 E009 41.1

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.

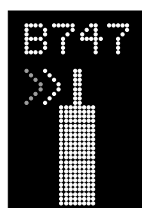
1. START OF DOCKING

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked, 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**

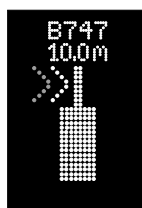
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow center line indicator. A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to center line. This indicator gives correct position and azimuth guidance.

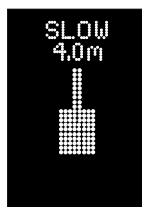
**3. CLOSING RATE**

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 the 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:

Acft type

Display black with red lights

Display complete black

ERROR

ERR10

WAIT

WAIT followed by GATE BLOCK

STOP

STOP followed by ID FAIL

STOP followed by TOO FAST

STOP followed by SBU

STOP followed by OK

STOP / ABORT

TOO FAR

Indication for:

(preselected)

System breakdown - stop

Power failure - stop

System error

System error (communication error with system)

Not allowed object within scanning range - stop

Not allowed object within scanning range when system starts - stand not usable

Emergency stop

Identification failed - stop

Docking system must be restarted or the docking procedure completed by manual guidance

Too far of center line within last 10' / 3m to stop position

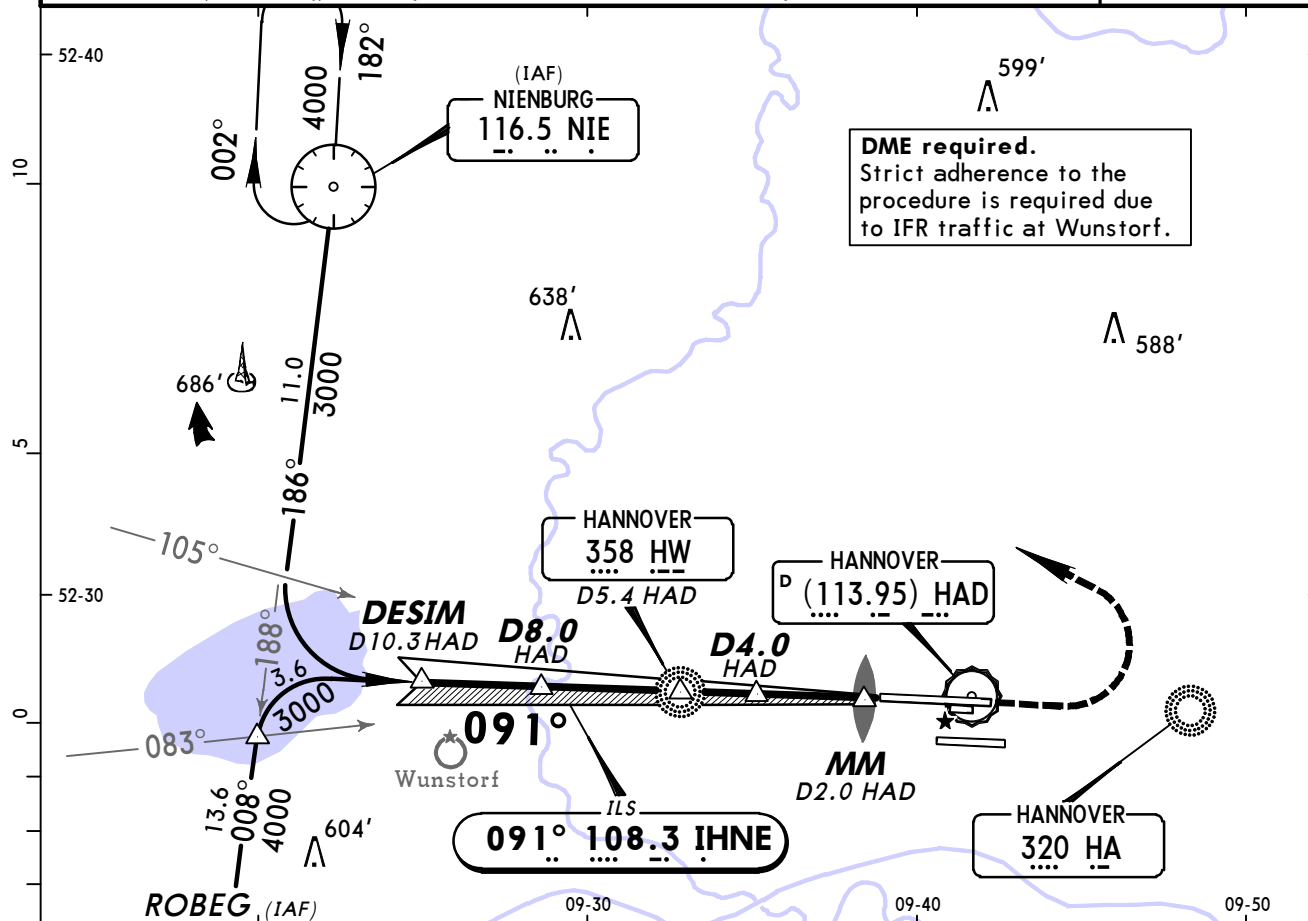
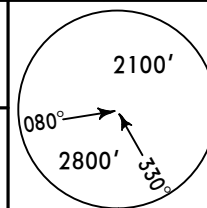
Not correct stop position is reached but within limits

Docking is interrupted by gate operator

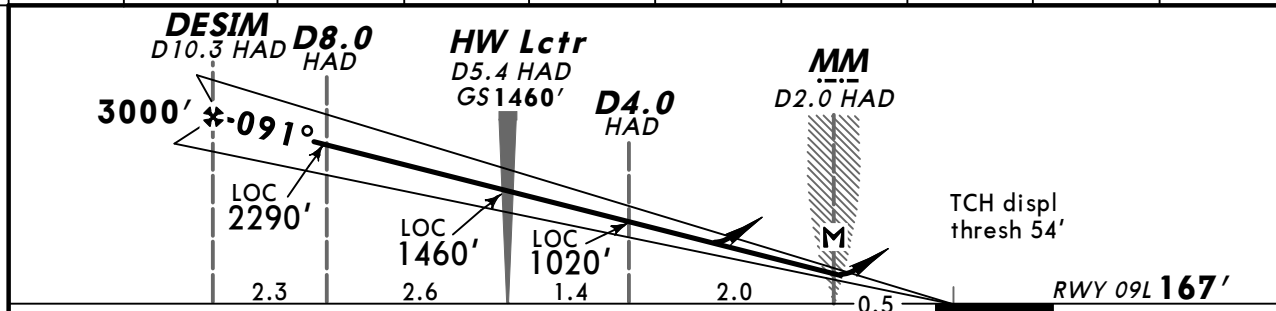
Acft has overshoot the stop position (more than 1m)

BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
LOC IHNE 108.3	Final Aptch Crs 091°	GS HW Lctr 1460' (1293')	ILS DA(H) Refer to Minimums	Apt Elev 183' RWY 167'
MISSED APCH: Turn LEFT as soon as practicable to VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				MSA HA Lctr



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		4000' LT	NIE 116.5
ILS GS or	377	484	538	646	753	861			
LOC Descent Angle 3.00°									
MAP at MM/D2.0 HAD									

Standard					STRAIGHT-IN LANDING RWY 09L				
ILS I					LOC (GS out)				
DA(H) 367' (200')					DA(H) 550' (383')				
FULL		Limited		ALS out			ALS out		
A							RVR 1500m		
B									
C	RVR 550m		RVR 750m		RVR 1200m		RVR 1100m		
D							RVR 1800m		

LACFT: DA(H) 376' (209').

EDDV/HAJ
HANNOVER

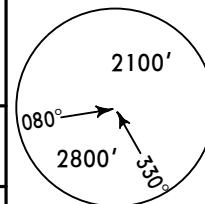
13 APR 12

11-1A

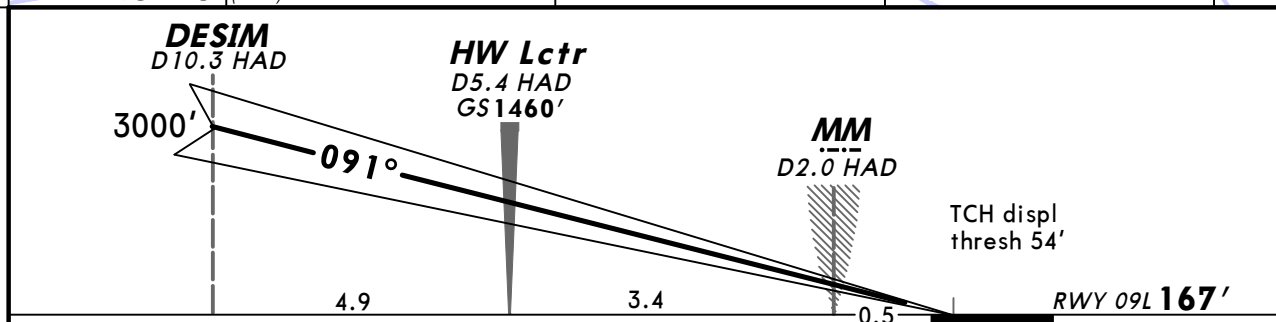
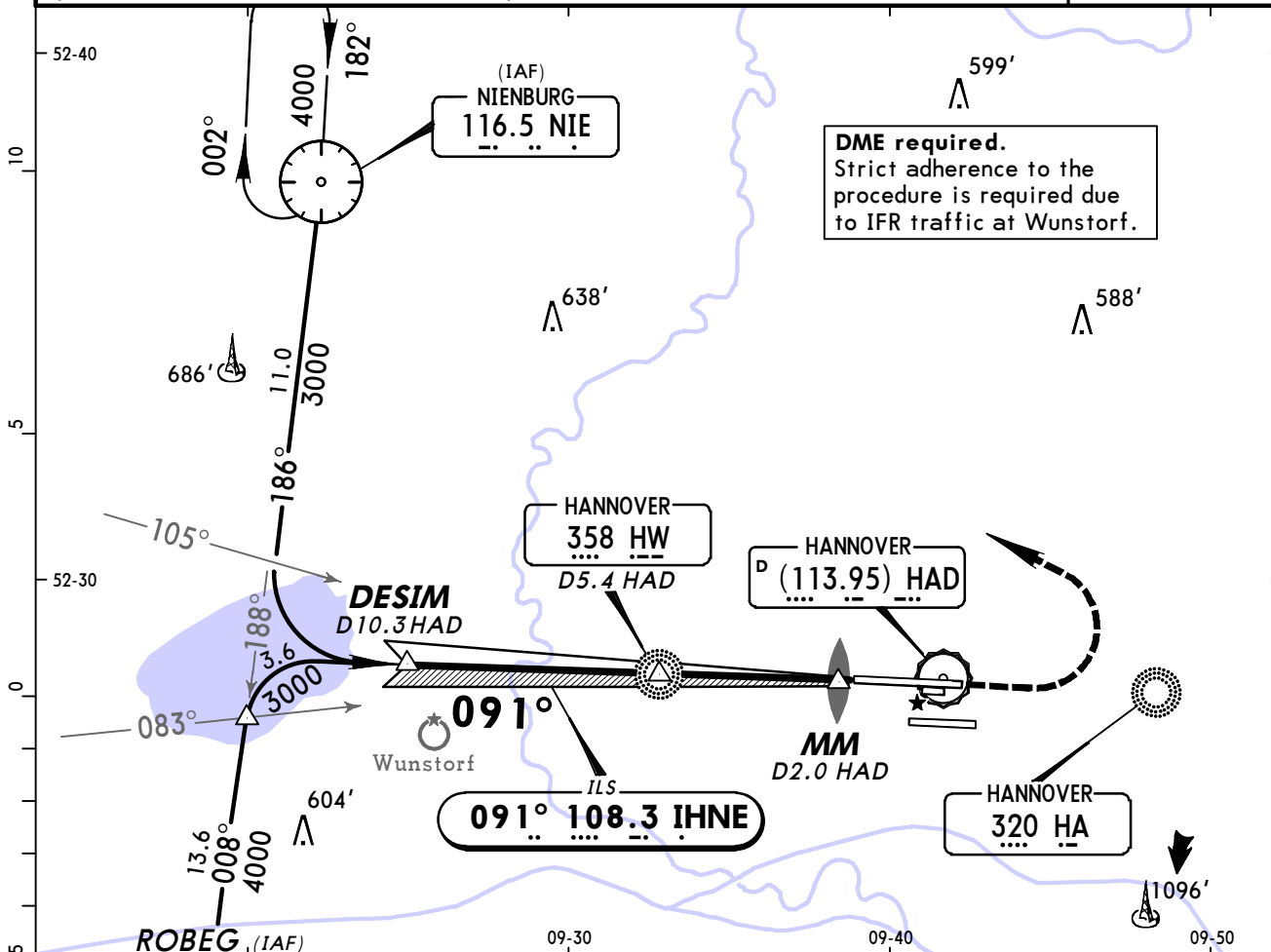
HANNOVER, GERMANY
CAT II/III ILS Rwy 09L

BRIEFING STRIP™

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
LOC IHNE 108.3	Final Apth Crs 091°	GS HW Lctr 1460' (1293')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183' RWY 167'
MISSED APCH: Turn LEFT as soon as practicable to VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' Special Aircrew & Acft Certification Required.				



MSA HA Lctr



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 4000' LT NIE 116.5
GS	3.00°	377	485	539	647	755	

Standard STRAIGHT-IN LANDING RWY 09L	
CAT IIIA ILS DH 50' RVR 200m	CAT II ILS ABCD RA 102' DA(H) 267' (100') RVR 300m

PANS OPS 4

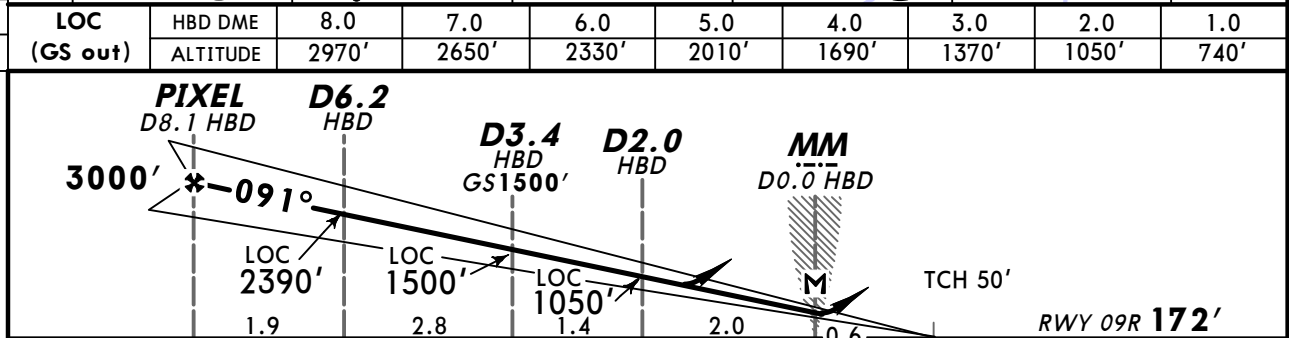
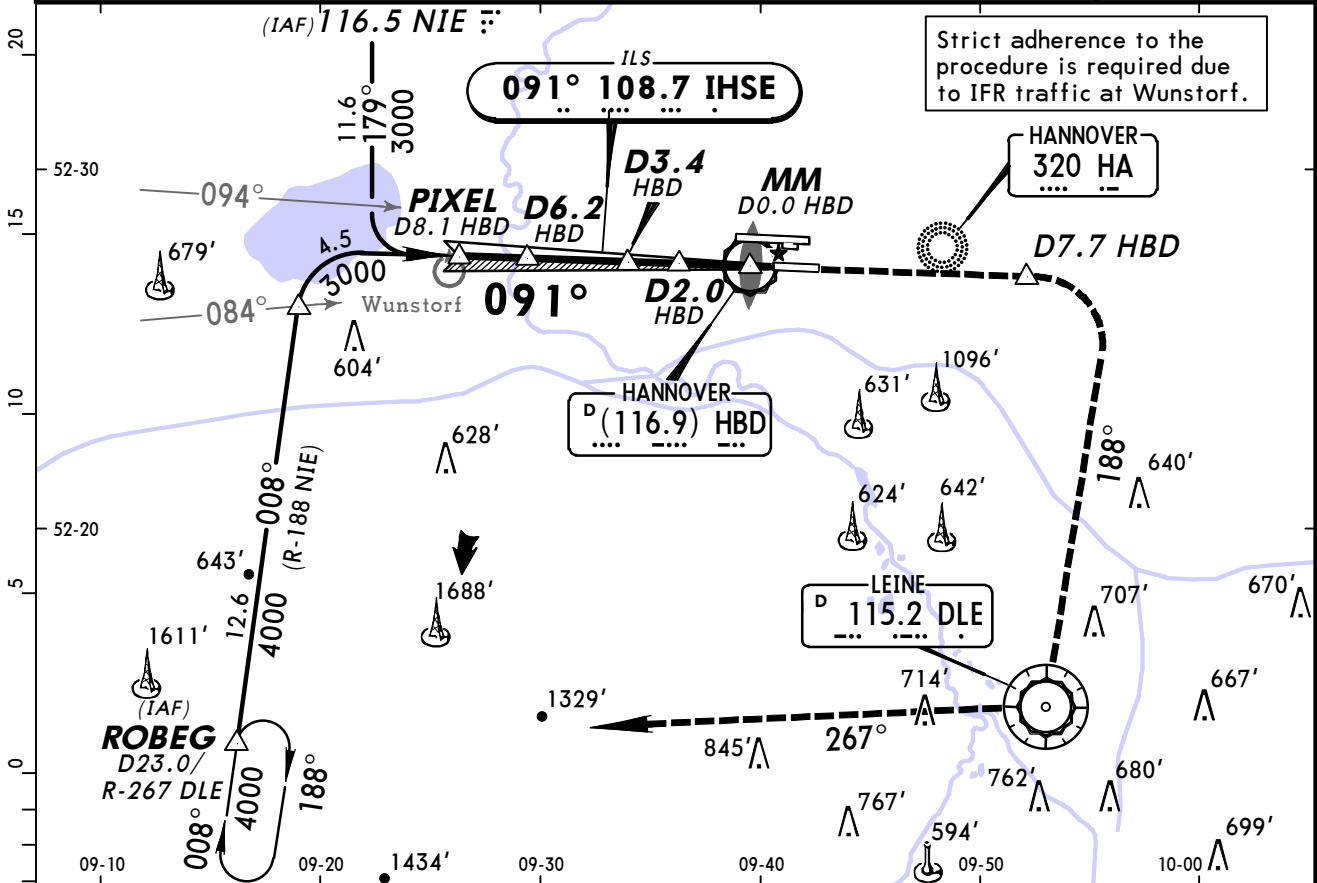
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
LOC IHSE 108.7	Final Aptch Crs 091°	GS D3.4 HBD 1500' (1328')	ILS DA(H) 372' (200')	Apt Elev 183' RWY 172'
MISSED APCH: Climb STRAIGHT AHEAD to D7.7 HBD, then turn RIGHT on R-008 DLE inbound to DLE VOR, then turn RIGHT on R-267 DLE to ROBEG climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
DME required.				
MSA HA Lctr				



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	D7.7 HBD
ILS GS or	377	484	538	646	753	861		
LOC Descent Angle 3.00°								
MAP at MM/ D0.0 HBD								

Standard					STRAIGHT-IN LANDING RWY 09R				
ILS DA(H) 372' (200')					LOC (GS out) DA(H) 570' (398')				
FULL		Limited		ALS out		ALS out			
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1100m		RVR 1500m
B									
C									
D									RVR 1800m

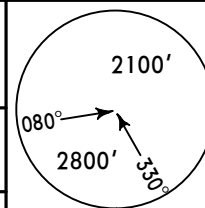
PANS OPS 4

EDDV/HAJ
HANNOVER

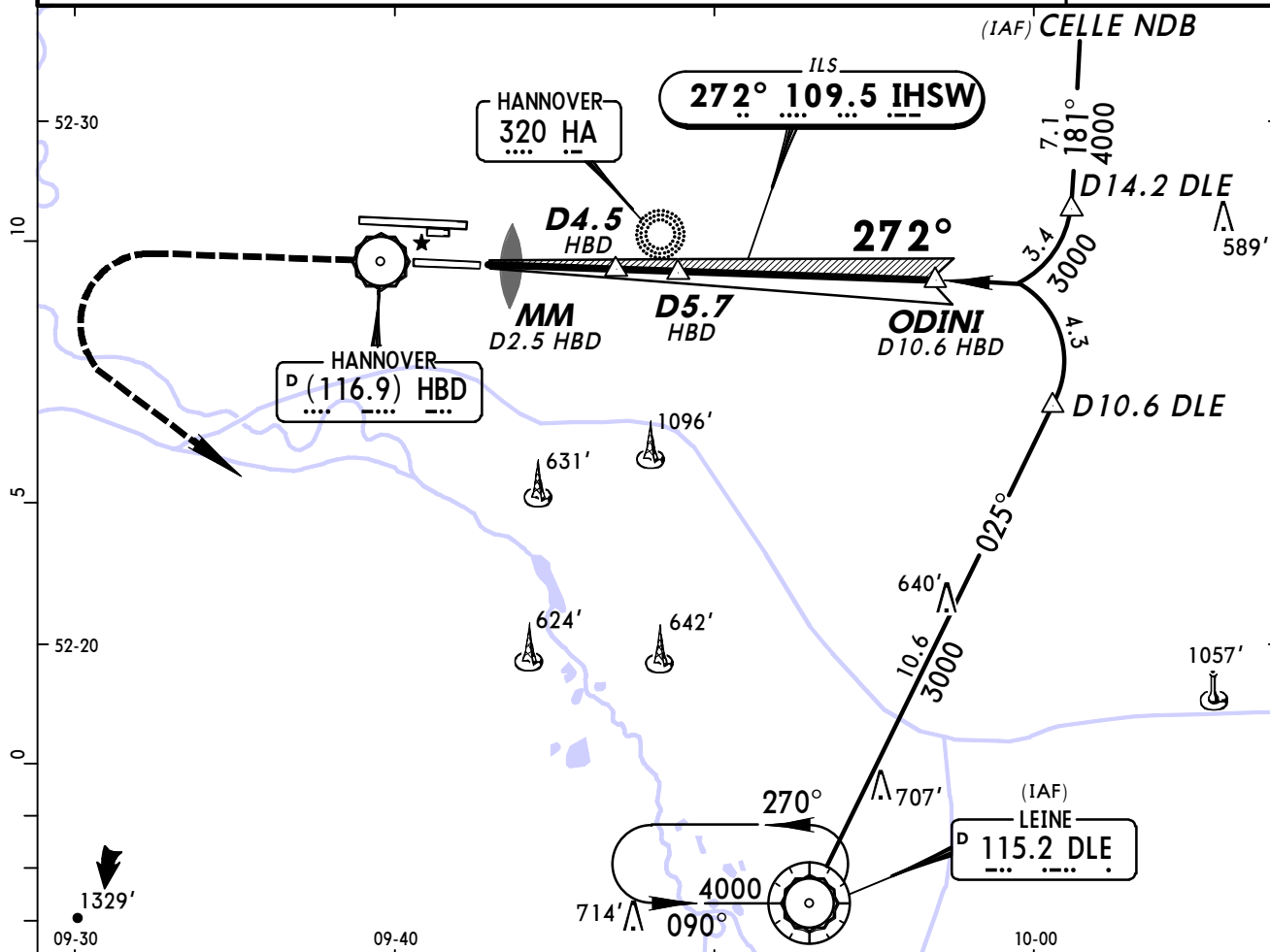
JEPPESSEN
13 APR 12 (11-3)

HANNOVER, GERMANY
ILS or LOC Rwy 27L

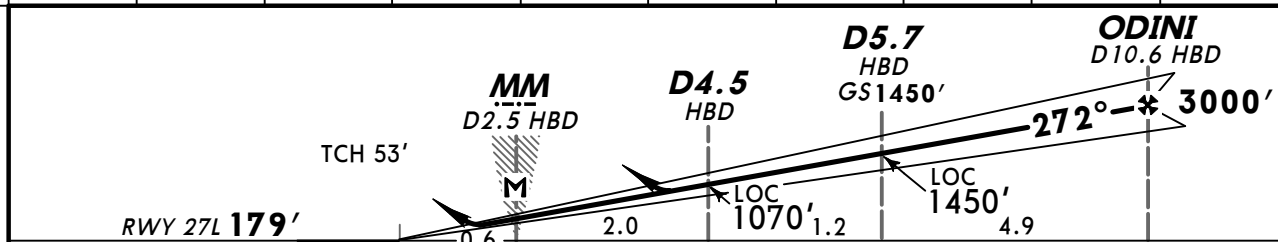
*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
LOC IHSW 109.5	Final Apch Crs 272°	GS D5.7 HBD 1450' (1271')	ILS DA(H) Refer to Minimums	Apt Elev 183' RWY 179'
MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT to VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' DME required.				



MSA HA Lctr



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	HIALS REIL PAPI 1500'
ILS GS or	377	484	538	646	753	861	
LOC Descent Angle 3.00°							
MAP at MM/ D2.5 HBD							

STRAIGHT-IN LANDING RWY 27L					LOC (GS out)	
ILS			LOC (GS out)			
DA(H) ABC: 379' (200') D: 383' (204')			DA(H) 560' (381')			
FULL	Limited	ALS out			ALS out	
A						RVR 1500m
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m		RVR 1800m
D						

CHANGES: Communications. Minimums.

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EDDV/HAJ
HANNOVER

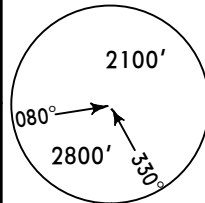
13 APR 12

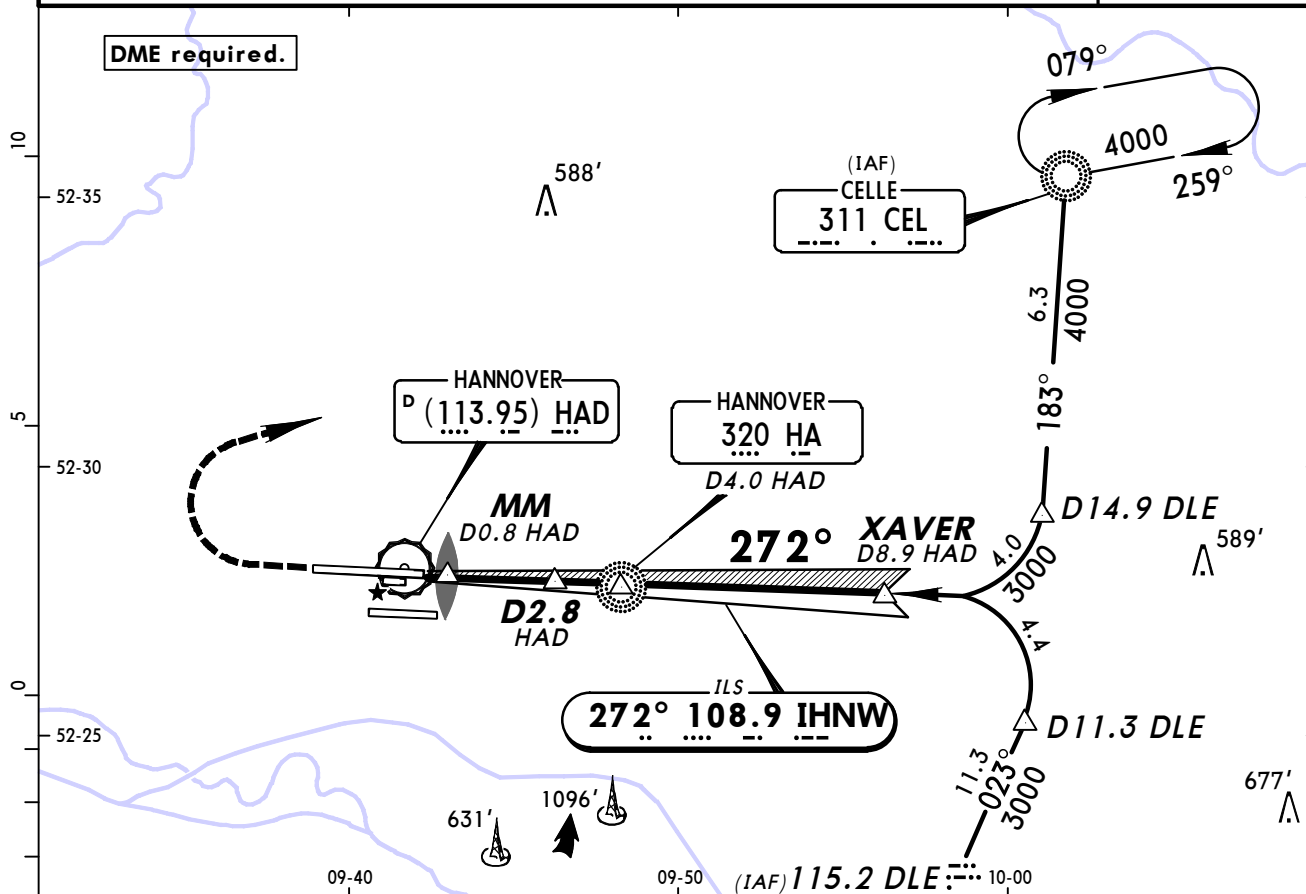
11-4

JEPPesen

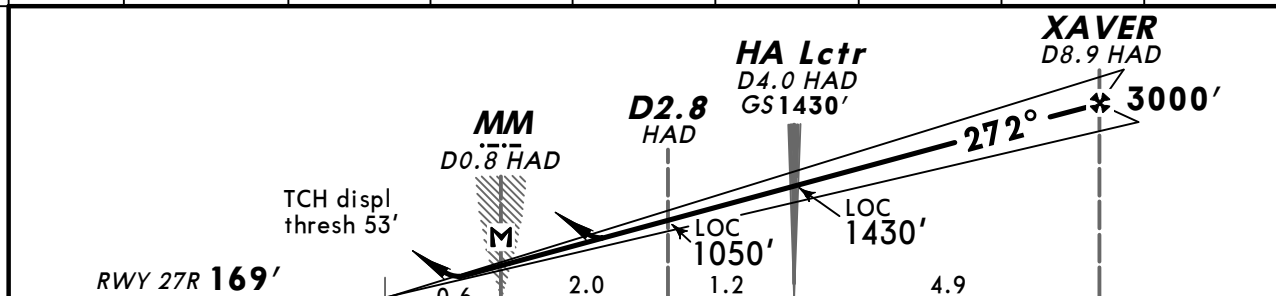
HANNOVER, GERMANY
ILS or LOC Rwy 27R

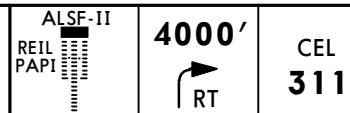
BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15		HANNOVER Director (APP) 119.6		HANNOVER Tower 120.17 120.4		Ground 121.95
LOC IHNW 108.9	Final Apch Crs 272°	GS HA Lctr 1430' (1261')	ILS DA(H) 369' (200')	Apt Elev 183' RWY 169'			
MISSED APCH: Turn RIGHT as soon as practicable to CEL NDB climbing to 4000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'		
MSA HA Lctr							



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°	377	484	538	646	753	861	
MAP at MM/D0.8 HAD							

STRAIGHT-IN LANDING RWY 27R				
ILS DA(H) 369' (200')			LOC (GS out) DA(H) ABC: 560' (391') D: 590' (421')	
FULL	Limited	ALS out	ALS out	
A			RVR 1100m	
B			RVR 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1800m
D			RVR 1300m	RVR 2000m

PANS OPS 4

EDDV/HAJ
HANNOVER

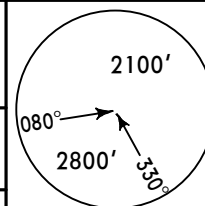
13 APR 12

11-4A

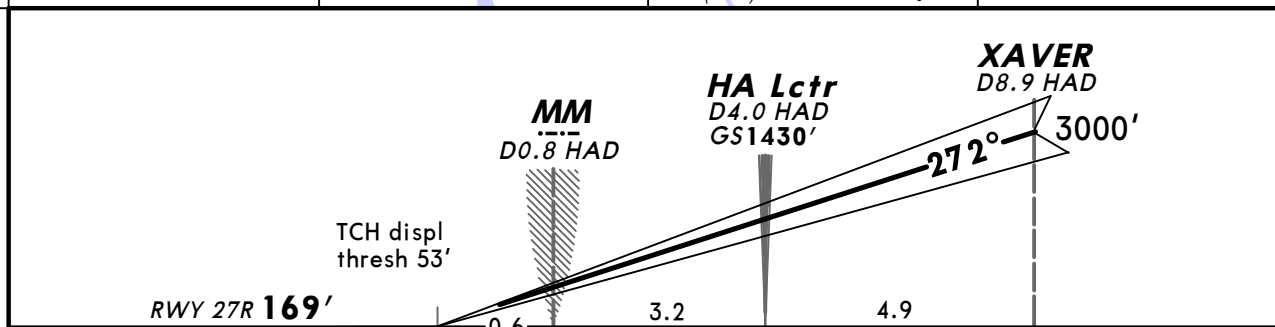
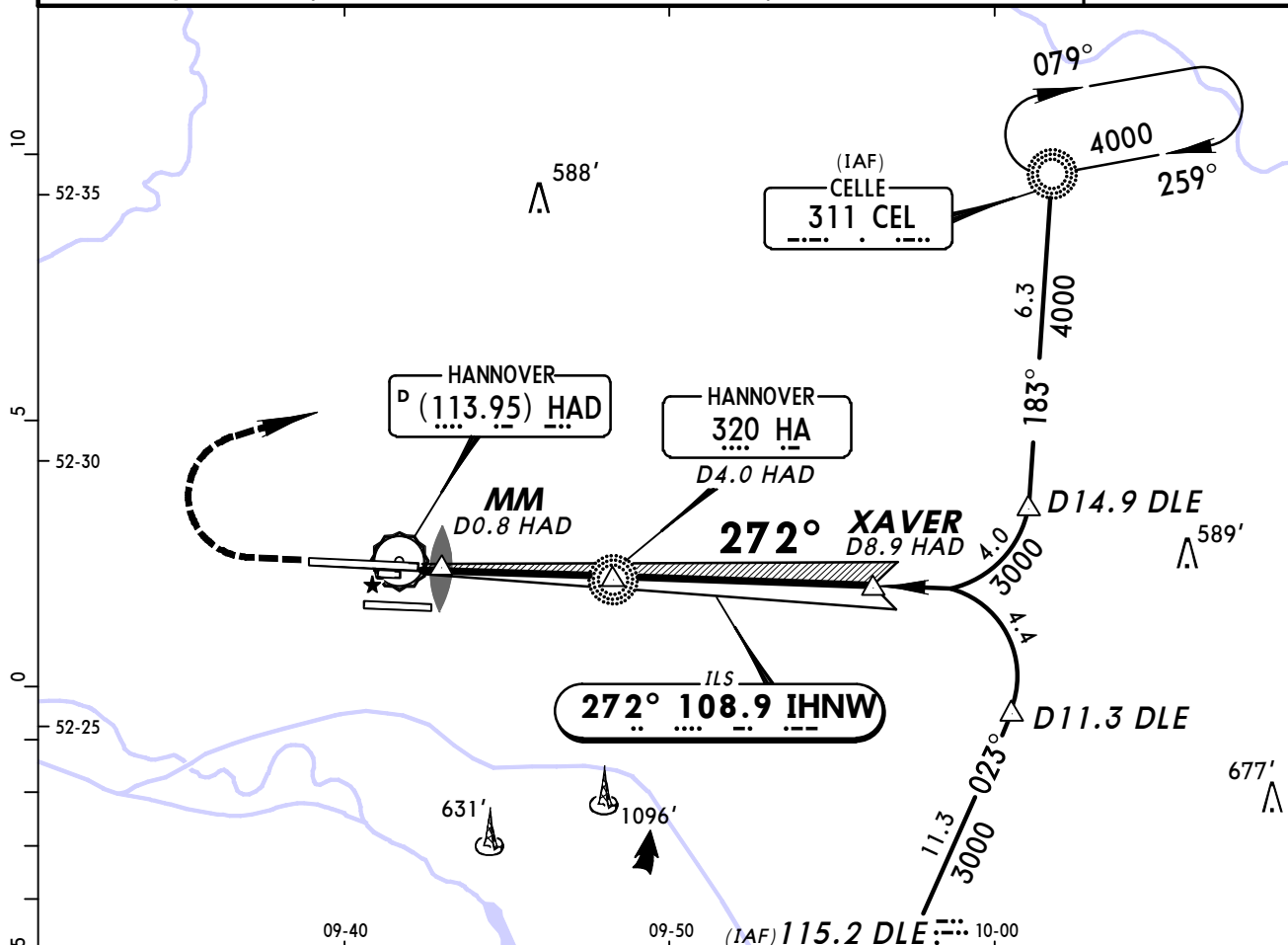
HANNOVER, GERMANY
CAT II/III ILS Rwy 27R

BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
LOC IHNW 108.9	Final Apch Crs 272°	GS HA Lctr 1430' (1261')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183' RWY 169'
MISSED APCH: Turn RIGHT as soon as practicable to CEL NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. Special Aircrew & Acft Certification Required.				



MSA HA Lctr



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	4000' RT	CEL 311
GS	3.00°	377	484	538	646	753			

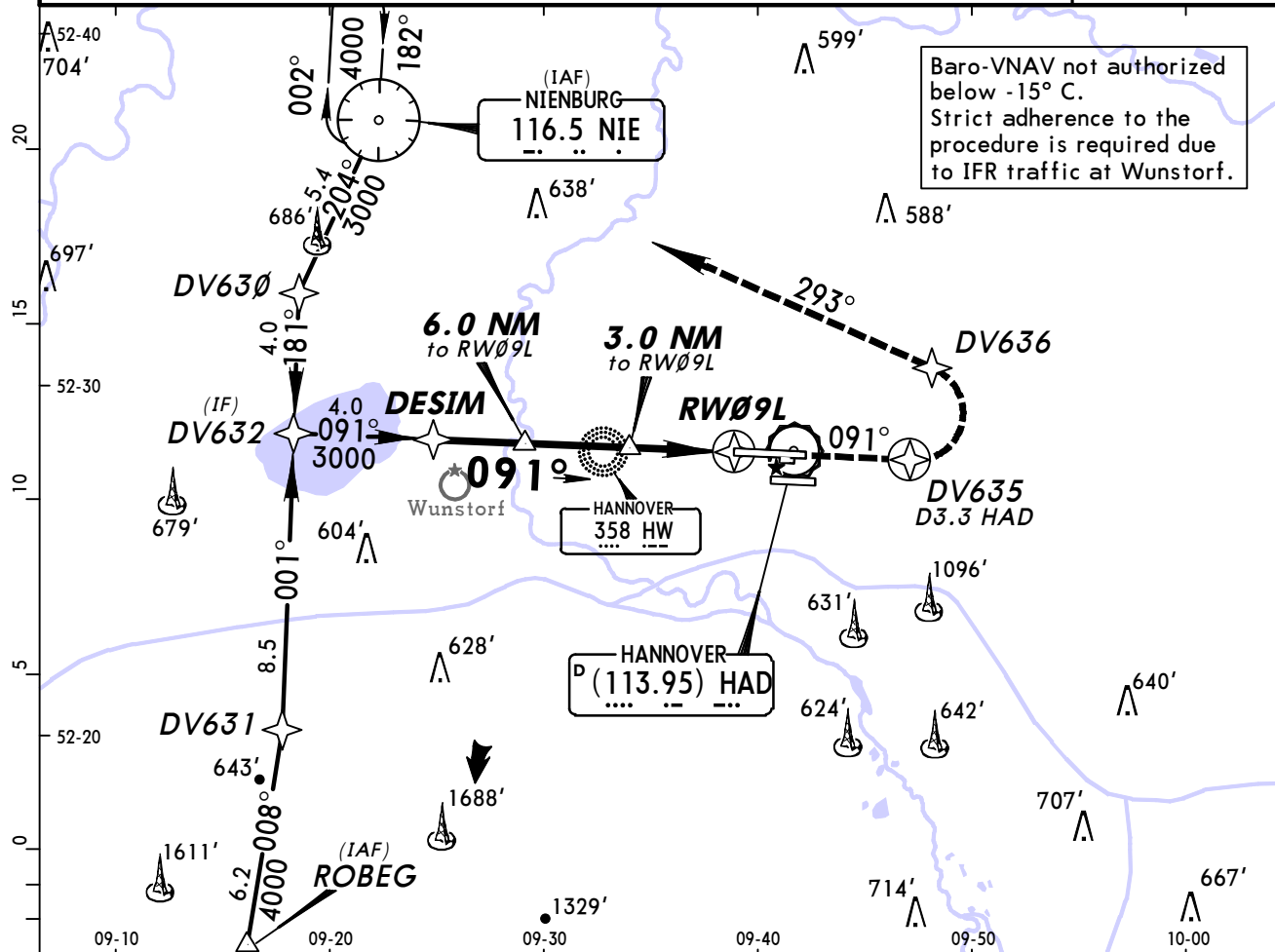
Standard		STRAIGHT-IN LANDING RWY 27R	
CAT IIIA ILS		CAT II ILS	
ABCD		LACFT	
RA 97'		RA 115'	
DA(H) 269' (100')		DA(H) 289' (120')	
DH 50'			
RVR 200m		RVR 300m 1	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

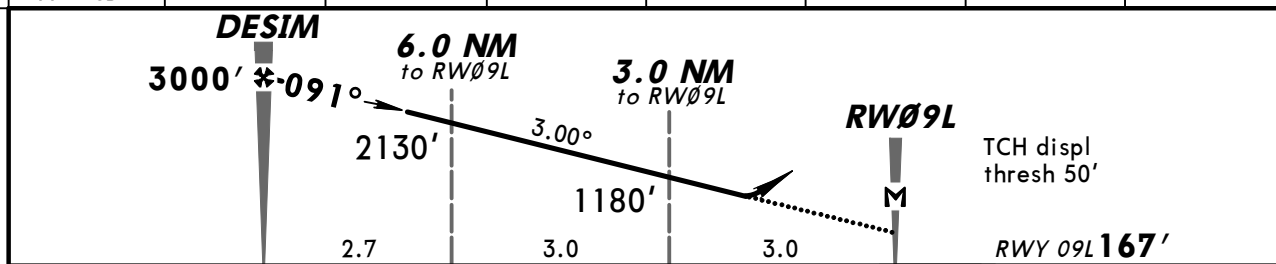
PANS OPS 4

BRIEFING STRIP™

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15			HANNOVER Director (APP) 119.6		HANNOVER Tower 120.17 120.4		Ground 121.95
RNAV	Final Aptch Crs 091°	Minimum Alt DESIM 3000' (2833')	LNAV/VNAV DA(H) 670' (503')		Apt Elev 183' RWY 167'		2800' MSA ARP	
MISSED APCH: Climb on track 091° to DV635/D3.3 HAD, turn LEFT via DV636 on track 293° to VOR climbing to 4000'.								
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'			



NM to RWY 09L	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	ALSF-II REIL PAPI	DV635 4000'	NIE 116.5
Descent Angle	3.00°	372	478	531	637	743			
MAP at RWY 09L									

Standard		STRAIGHT-IN LANDING RWY 09L			
		LNAV/VNAV		LNAV	
		DA(H) 670' (503')		DA(H) 680' (513')	
		ALS out		ALS out	
A	RVR 1500m			RVR 1500m	
B					
C	RVR 1600m	CMV 2400m	RVR 1600m	CMV 2400m	
D					

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13 APR 12

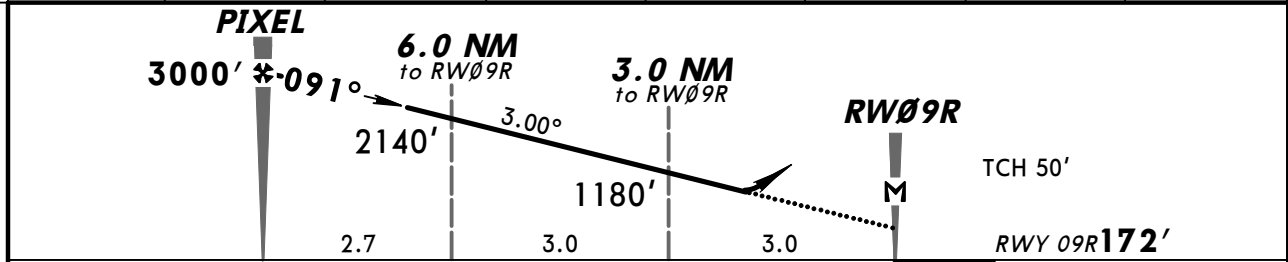
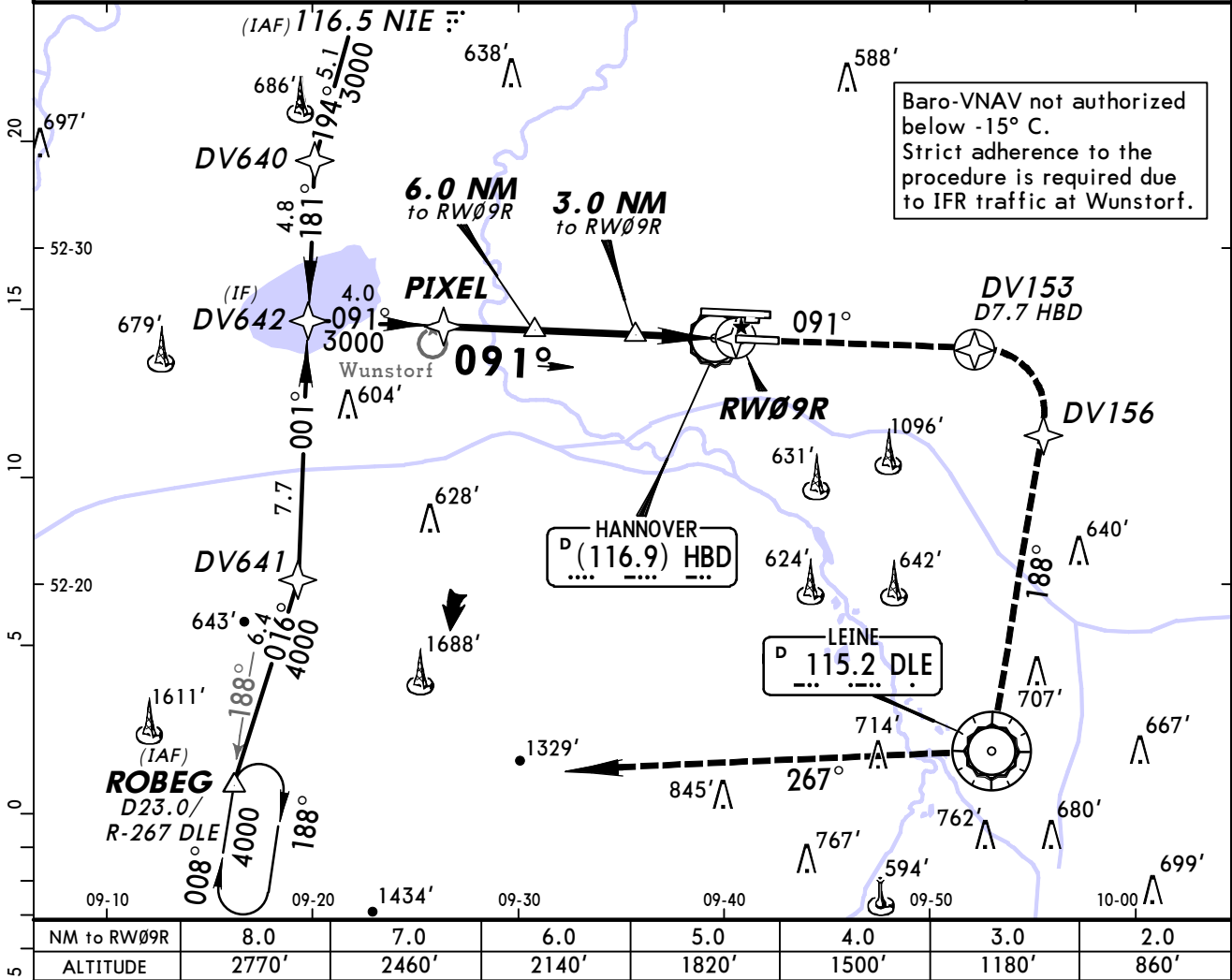
12-2

JEPPesen

HANNOVER, GERMANY
RNAV (GPS) Rwy 09R

BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15		HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
RNAV	Final Aptch Crs 091°	Minimum Alt PIXEL 3000' (2828')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' RWY 172'	2800' MSA ARP
MISSED APCH: Climb onto 091° to DV153/D7.7 HBD, then turn RIGHT via DV156 on 188° to DLE VOR, then turn RIGHT on 267° to ROBEG climbing to 4000'.					
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	HIALS REIL PAPI DV153 188° DLE 115.2
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW09R							

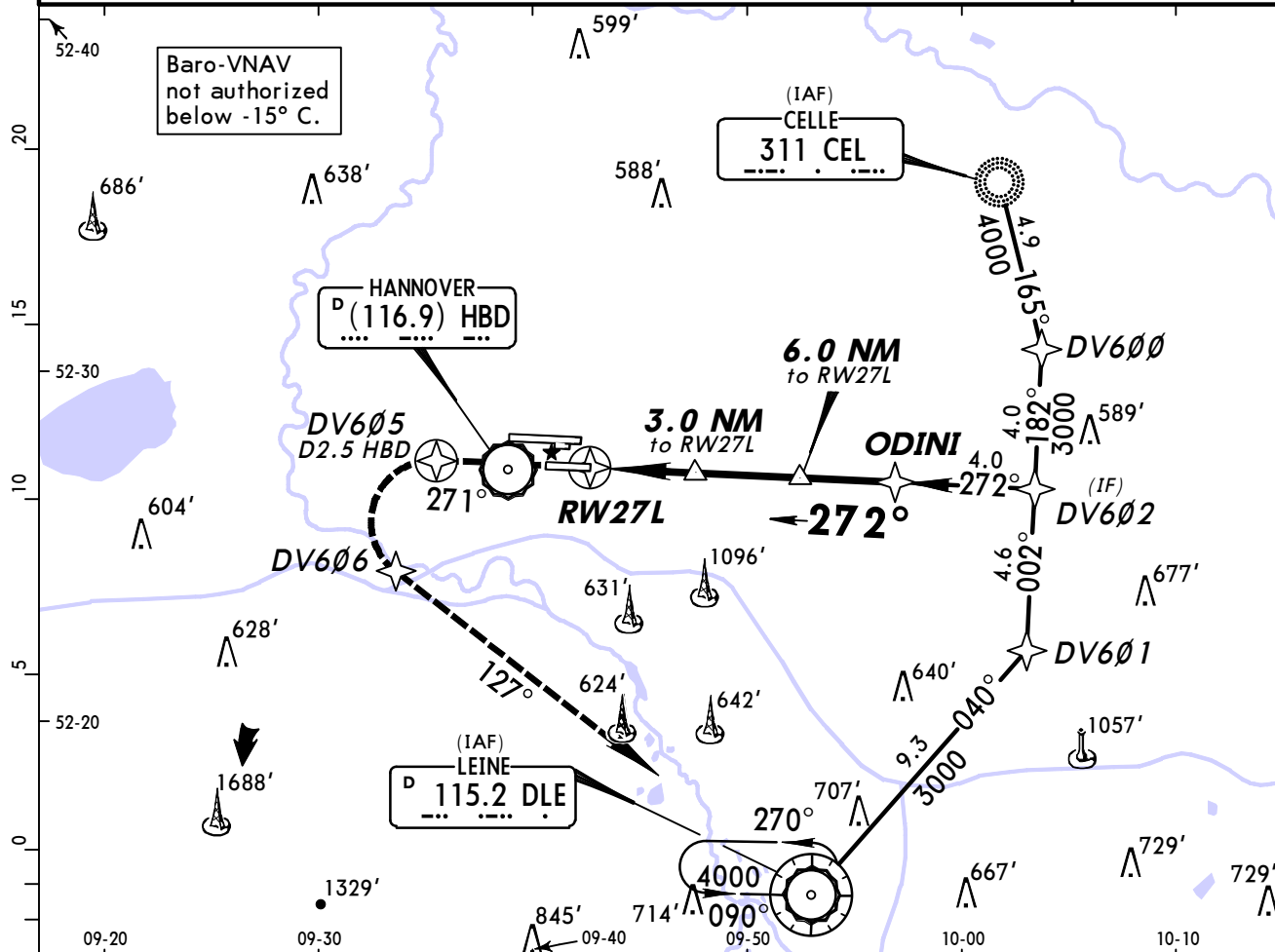
Standard				STRAIGHT-IN LANDING RWY 09R			
LNAV/VNAV		LNAV		LNAV		LNAV	
DA(H)		DA(H)		DA(H)		DA(H)	
A: 500' (328')		C: 530' (358')		670' (498')			
B: 520' (348')		D: 550' (378')					
		ALS out				ALS out	
A	RVR 800m	RVR 1500m		RVR 1500m			
B	RVR 900m						
C	RVR 1000m	RVR 1600m		RVR 1500m		CMV 2300m	
D	RVR 1000m	RVR 1700m					

CHANGES: Minimums.

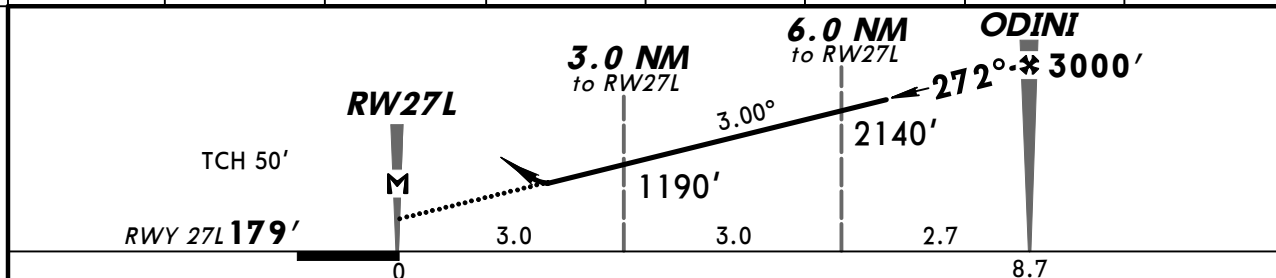
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BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15		HANNOVER Director (APP) 119.6		HANNOVER Tower 120.17 120.4		Ground 121.95
RNAV	Final Apch Crs 272°	Minimum Alt ODINI 3000' (2821')	LNAV/VNAV DA(H) 640' (461')	Apt Elev 183' RWY 179'		2800' MSA ARP	
MISSED APCH: Climb on track 271° to DV605/D2.5 HBD, turn LEFT via DV606 on track 127° to VOR 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	HIALS REIL PAPI	DV605 4000'	DLE 115.2
Descent Angle	3.00°	372	478	531	637	743			
MAP at RW27L									

Standard				STRAIGHT-IN LANDING RWY 27L			
LNAV/VNAV		LNAV		LNAV		LNAV	
DA(H) 640' (461')		DA(H) AB: 650' (471') CD: 670' (491')		ALS out		ALS out	
RVR 1500m		RVR 1500m		RVR 1500m		RVR 1500m	
RVR 1500m		CMV 2200m		RVR 1500m		CMV 2300m	

HANNOVER, GERMANY
RNAV (GPS) Rwy 27R

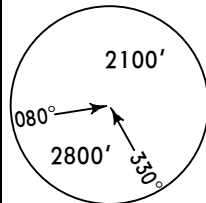
BRIFFING STRIP™

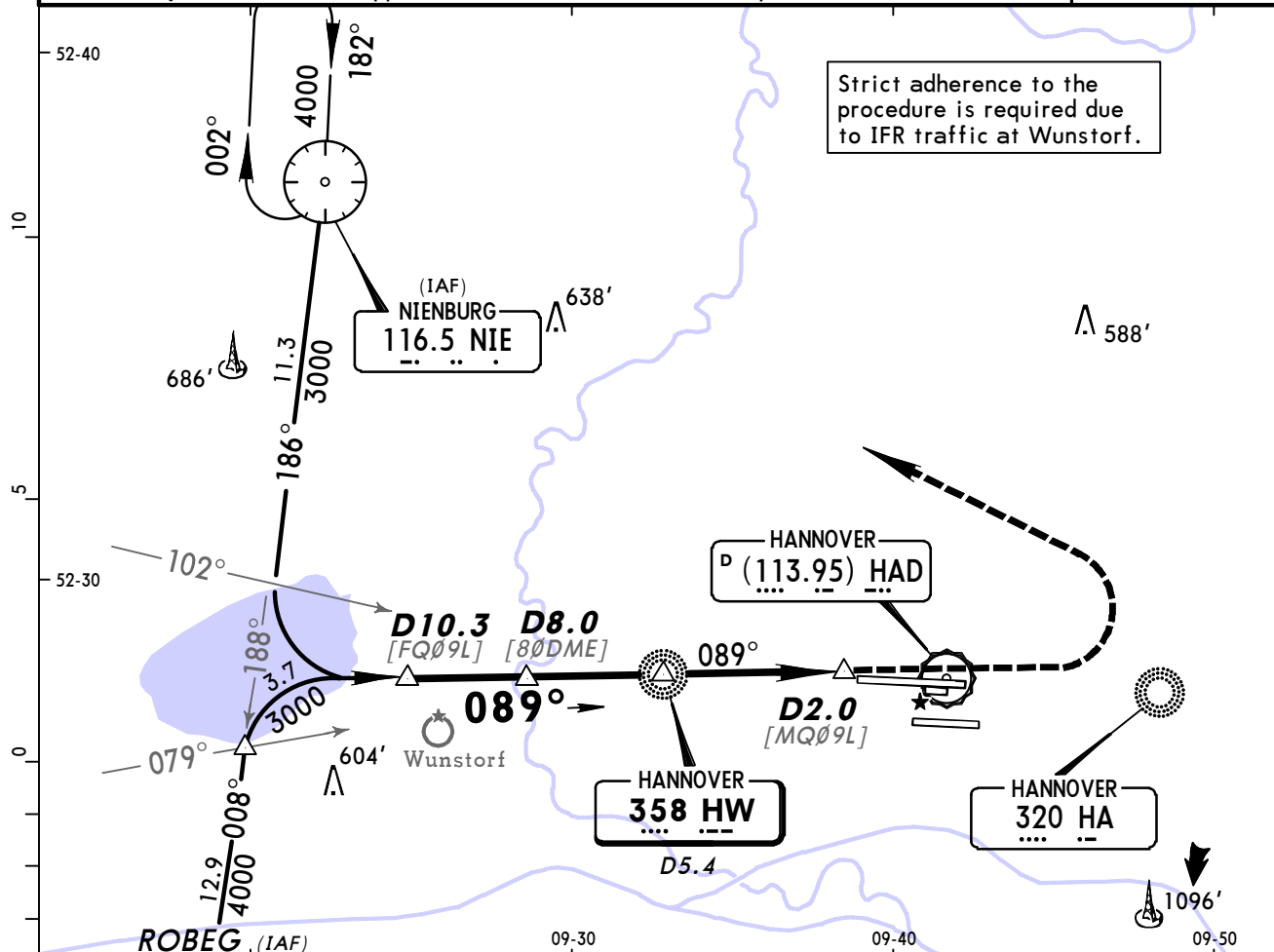
5

PANS OPS 4

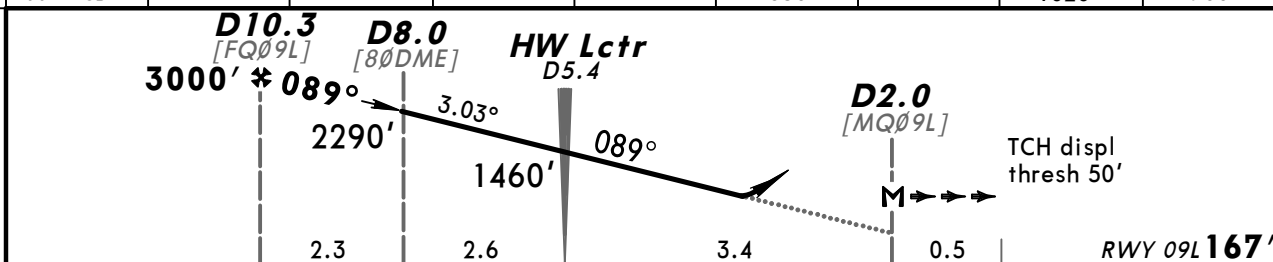
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BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15			HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
Lctr HW 358	Final Apch Crs 089°	Minimum Alt D10.3 3000' (2833')	DA(H) 750' (583')	Apt Elev 183' RWY 167'		
MISSED APCH: Turn LEFT as soon as practicable to 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.						
MSA HA Lctr						



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'

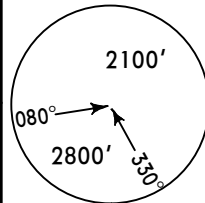


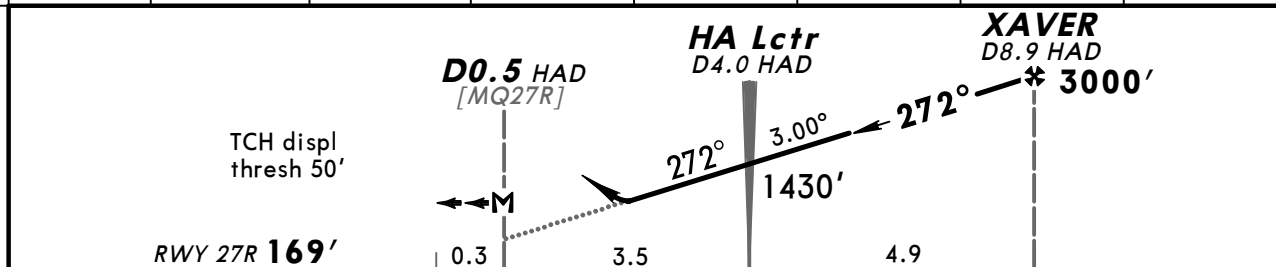
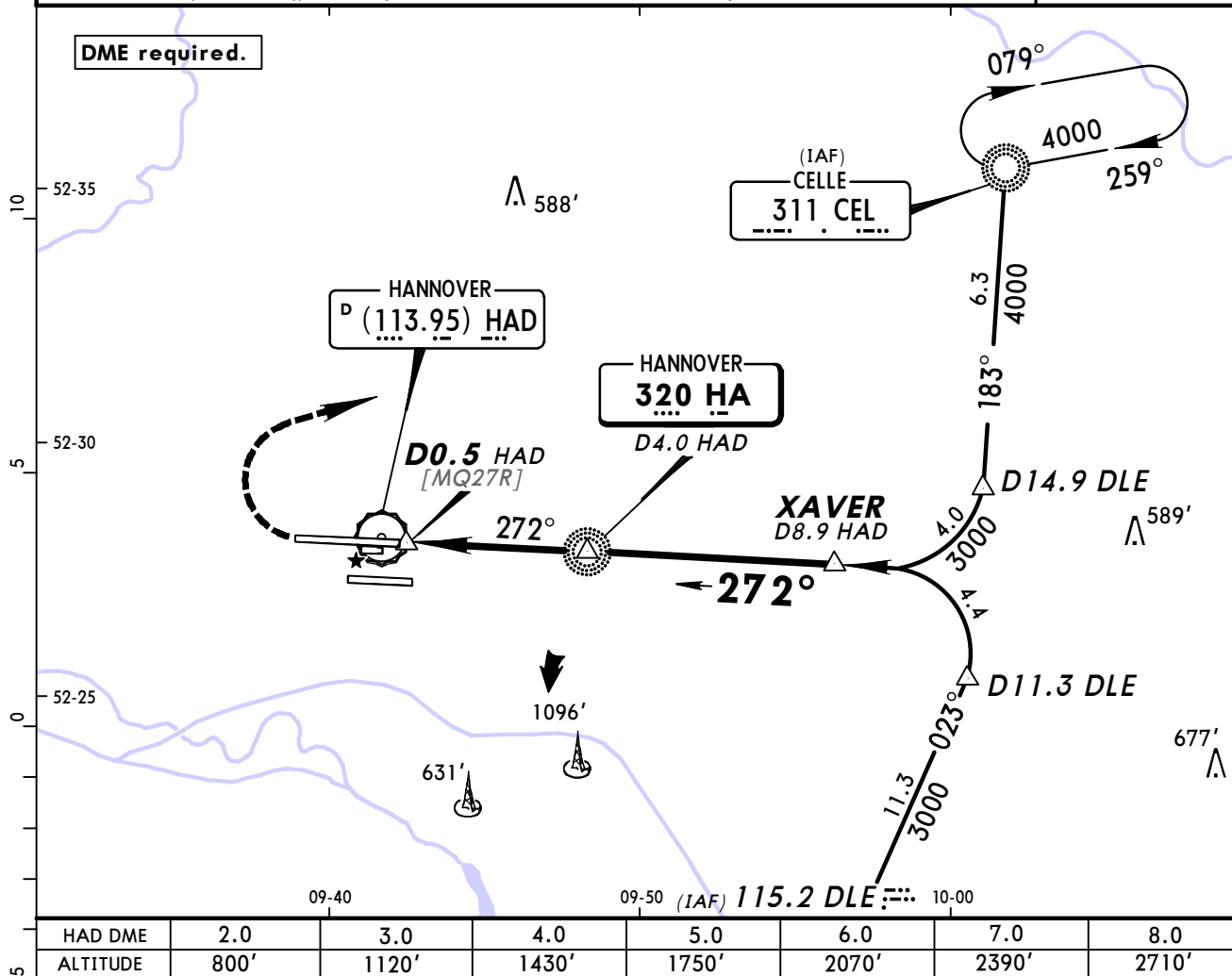
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 4000' LT NIE 116.5
Descent Angle	3.03°	375	482	536	643	750	
MAP at D2.0							

Standard		STRAIGHT-IN LANDING RWY 09L	
		DA(H) 750' (583')	
		ALS out	

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

BRIEFING STRIP

*D-ATIS 136.57	BREMEN Radar (APP) 131.32 118.05 118.15		HANNOVER Director (APP) 119.6		HANNOVER Tower 120.17 120.4		Ground 121.95
Lctr HA 320	Final Apch Crs 272°	Minimum Alt XAVER 3000' (2831')	DA(H) 700' (531')	Apt Elev 183' RWY 169'			
MISSED APCH: Turn RIGHT as soon as practicable to CEL NDB climbing to 4000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'		MSA HA Lctr



Gnd speed-Kts	70	90	100	120	140	160		4000' RT	CEL 311
Descent angle	3.00°	372	478	531	637	743			
MAP at D0.5 HAD									

Standard									
STRAIGHT-IN LANDING RWY 27R									
DA(H) 700' (531')					ALS out				

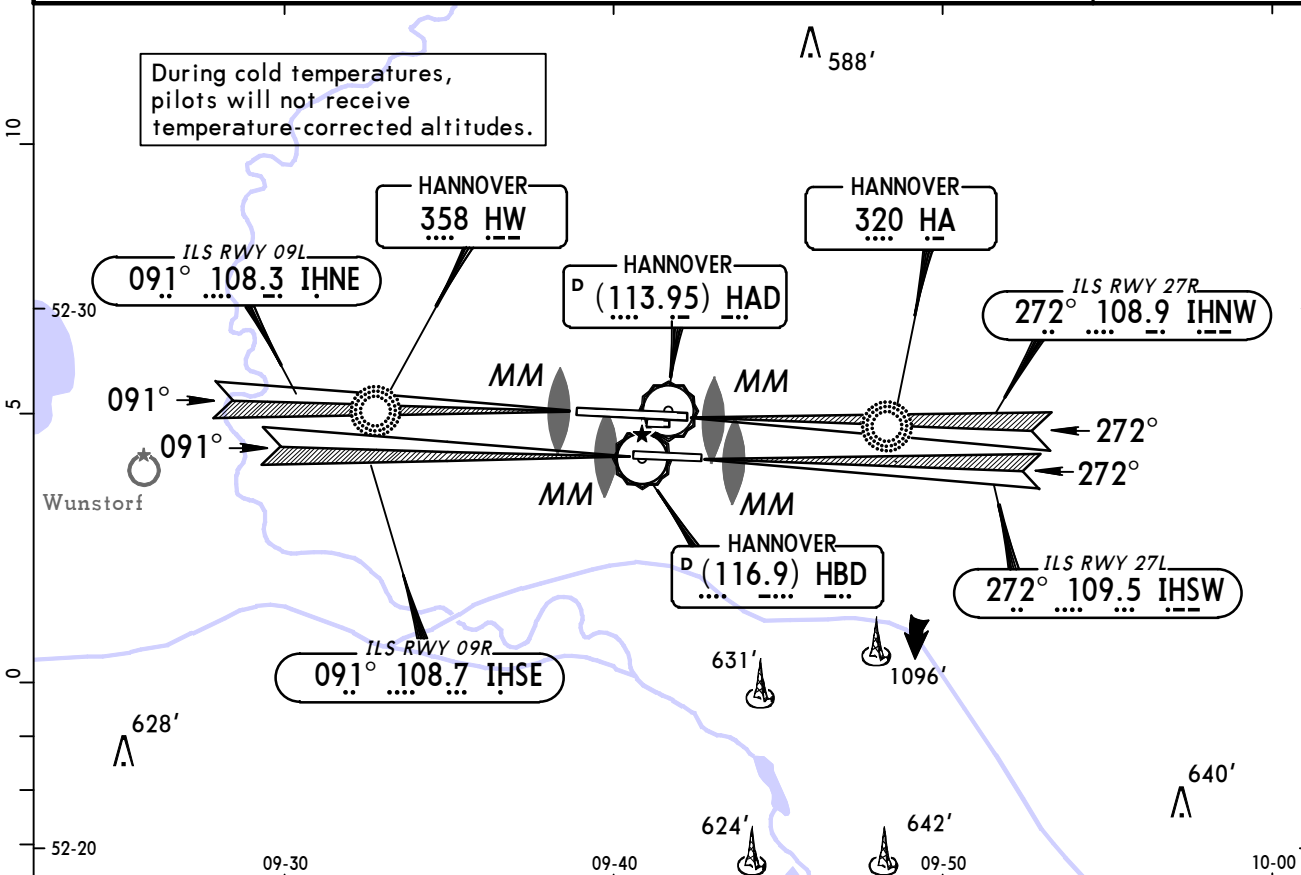
PANS OPS 4	A	RVR 1500m	
	B		
	C	RVR 1700m	CMV 2400m
	D		

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HANNOVER

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

BRIEFING STRIP TM	*D-ATIS		BREMEN Radar (APP)		HANNOVER Director (APP)		HANNOVER Tower		Ground	
	136.57		131.32		119.6		120.17 120.4		121.95	
	RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 183'			2800'		
					RWY -See below					
MISSED APCH: Climb STRAIGHT AHEAD to 4000'.										
Alt Set: hPa (IN on req)		Apt Elev: 7 hPa		Trans level: By ATC		Trans alt: 5000'		MSA ARP		



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

Minimum Alt/NM		10.0 FAF		4.0		
SRE 09L, SRE 09R		3300'		1400'		
SRE 27L, SRE 27R		3300'		1400'		
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
MAP at THR						

Lighting-Refer to Airport Chart	4000'
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Standard STRAIGHT-IN LANDING

SRE 09L MDA(H) 750' (583')		SRE 09R MDA(H) 750' (578')		SRE 27L MDA(H) 750' (571')		SRE 27R MDA(H) 750' (581')	
ALS out		ALS out		ALS out		ALS out	
A	CMV 2200m	CMV 2900m	CMV 2100m	CMV 2800m	CMV 2100m	CMV 2800m	CMV 2200m
B	CMV 2400m	CMV 3100m	CMV 2300m	CMV 3000m	CMV 2300m	CMV 3000m	CMV 2400m
C	CMV 2600m	CMV 3300m	CMV 2500m	CMV 3200m	CMV 2500m	CMV 3200m	CMV 2600m
D	CMV 2800m	CMV 3500m	CMV 2700m	CMV 3400m	CMV 2700m	CMV 3400m	CMV 2800m

CHANGES: Profile altitudes.

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HANNOVER, (HANNOVER - EDDV)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDV

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MSA based on HA NDB replaced by MSA based on 358Khz HW NDB: 2800' in all sectors, applicable to 15NM out only.