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Revision Letter For Cycle 01-2016

Change Notices

Notebook

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: 0729 Z
Sunset: 1529 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: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 167 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

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: 10499 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 169 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 136.575

Hannover Tower: 120.400

Hannover Tower: 120.175

Hannover Tower: 37.495 Military

Hannover Ground: 121.950

De-Icing Ramp/Taxi: 135.225

De-Icing Ramp/Taxi: 121.600 Secondary

Hannover Director Approach: 25.972 Military

Hannover Director Approach: 119.600

EDDV/HAJ
HANNOVER

JEPPESEN
19 AUG 11 **10-1P**

HANNOVER, GERMANY
AIRPORT BRIEFING

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.

EDDV/HAJ
HANNOVER

JEPPESEN
19 AUG 11 (10-1P1)

HANNOVER, GERMANY
AIRPORT BRIEFING

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.

EDDV/HAJ
HANNOVERJEPPesen
15 MAY 15 (10-1P2)HANNOVER, GERMANY
AIRPORT BRIEFING**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**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 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.

1.5.2. 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 vehicle.

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.

1.6. 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.

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HANNOVER

JEPPESEN
15 MAY 15 **10-1P3**

HANNOVER, GERMANY
AIRPORT BRIEFING

1. GENERAL

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).

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10 APR 15

10-1P4

HANNOVER, GERMANY
AIRPORT BRIEFING

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 10-9A). 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.

3.1.3. DE-ICING

A de-icing operation shall be reported to the de-icing operator in good time (30 min 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 **130.6** 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.

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.

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 airport operator.

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JEPPESEN
10 APR 15 (10-1P5)

HANNOVER, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.2. TAXI PROCEDURES

ACFT may leave nose-in positions only by the aid of ACFT tractors.
Reverse thrust or variable pitch propellers shall not be used.

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. START-UP, PUSH-BACK & TAXI PROCEDURES

3.4.1. START-UP

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

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

To receive push-back instructions from nose-in position, pilots are requested to contact the "Walkout Assistant" after they received approval to start their engines.

This request shall only be made if the pilot is able to carry out the manoeuvre without delay. The "Walkout Assistant" 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.

3.4.3. 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.

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

- ti 25 min prior to EOBT for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.
- tt 11 min prior to EOBT for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- tl 5 min.

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HANNOVER

JEPPESSEN
13 MAY 11 **(10-1R)**

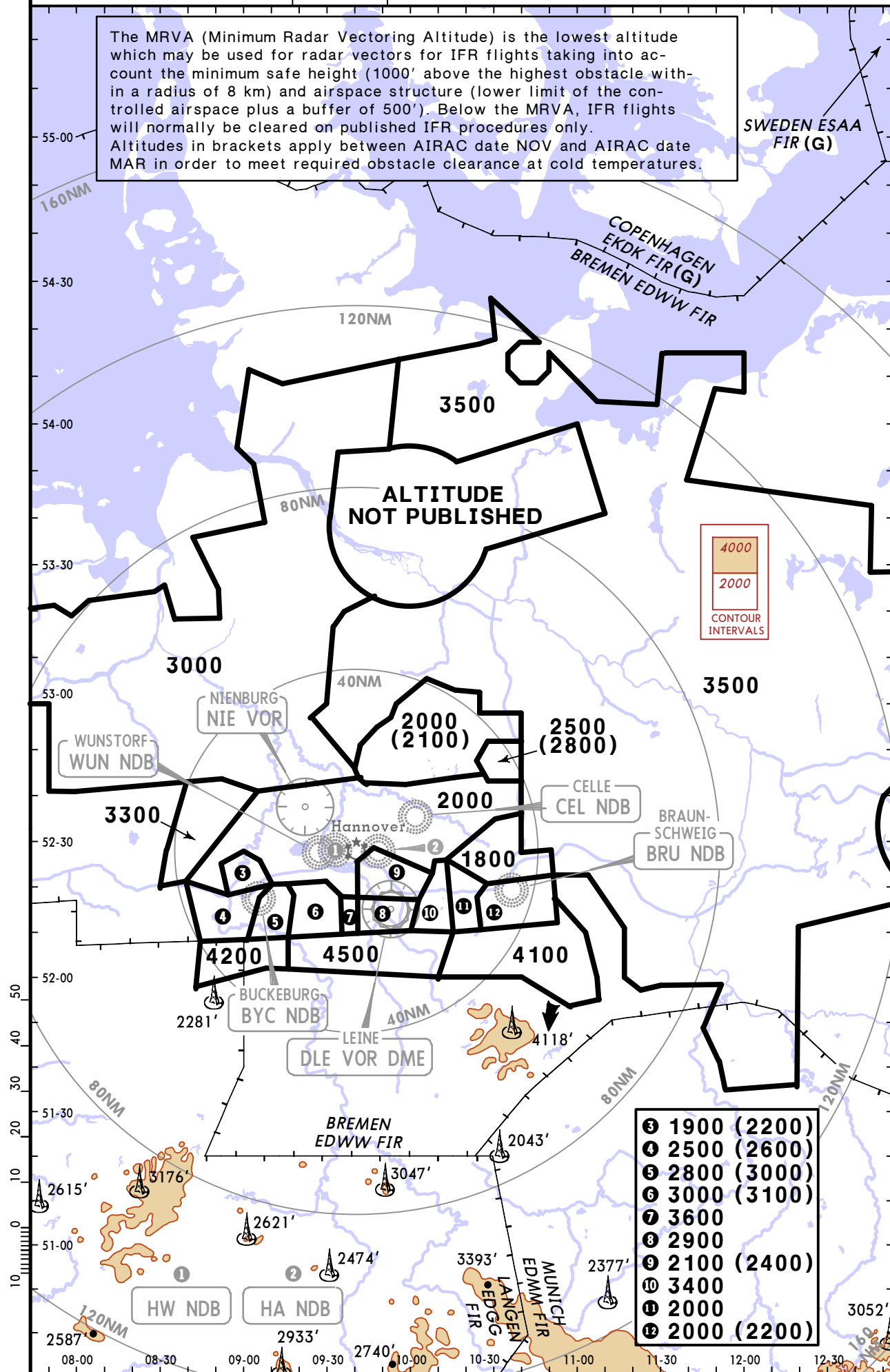
HANNOVER, GERMANY
RADAR MINIMUM ALTITUDES

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.

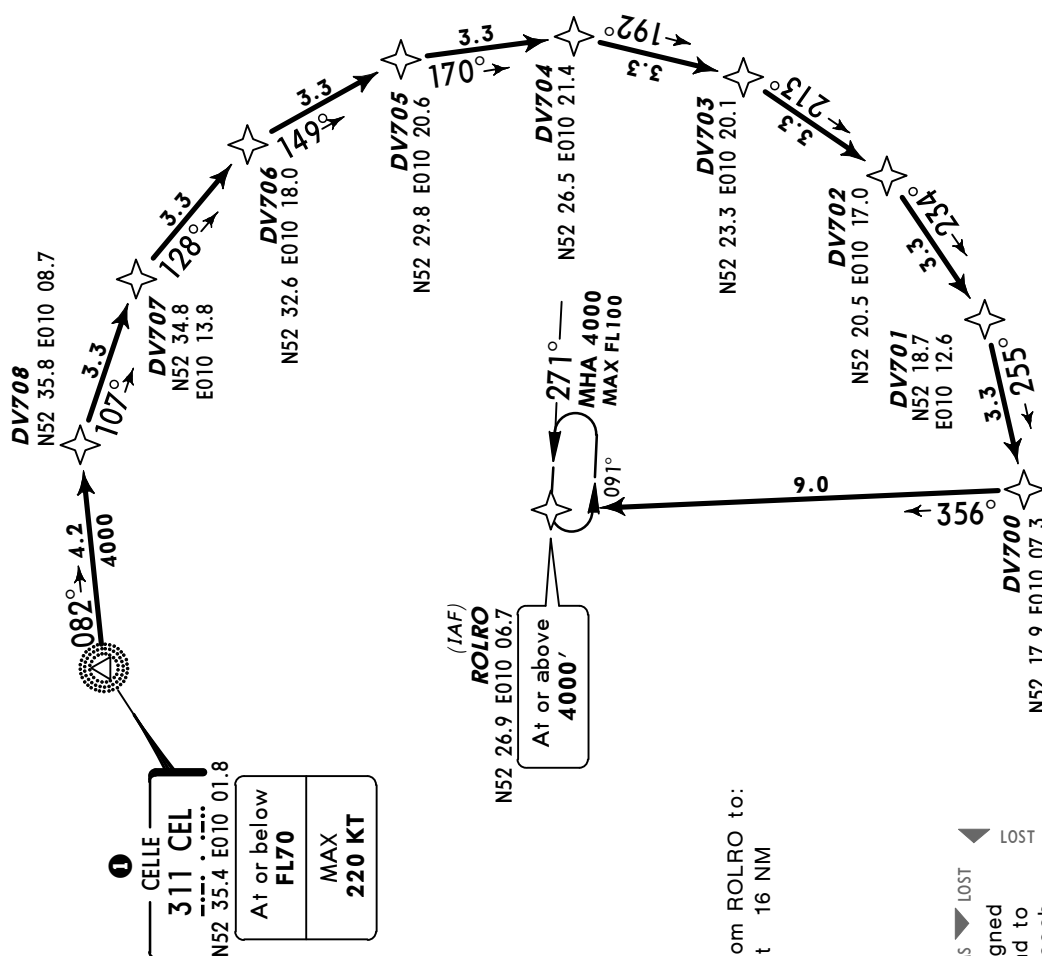


Alt Set: hPa (IN on req)
Trans level: By ATC Trans alt: 5000'

1. Do not intercept localizer before turn initiation at ROLRO.
2. RNAV-1 equivalent.
3. RADAR required.
4. For non GPS-equipped ACFT HLZ DME (117.3) must be operational.

2800'

MSA
ARP



Direct distance from ROLRO to:
Hannover Apt 16 NM

Not applicable within airspace C.

NOT TO SCALE

Follow the published procedure, **MAINTAIN** last assigned FL/altitude until established inbound ROLRO, descend to initial approach altitude and perform published approach procedure.

ROUTING

CEL (FL70-; K220-) - DV708 - DV707 - DV706 - DV705 - DV704 - DV703 - DV702 - DV701 - DV700 - ROLRO (4000'+).

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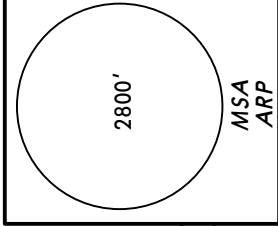
JEPPESSEN
5 DEC 14 10-2D Eff 11 Dec

HANNOVER, GERMANY

RNAV STAR

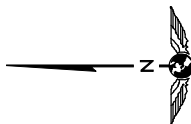
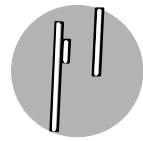
*D-ATIS 136.575	Apt Elev 183'	Alt Set: hPa (IN on req) Trans level: By ATC Trans alt: 5000' 1. Do not intercept localizer before turn initiation at REBLU. 2. RNAV-1 equivalent. 3. RADAR required.
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ROBEG ONE JULIETT (ROBEG 1J) [ROBE1J]
RWYS 09L/R RNAV ARRIVAL
BY ATC
RNAV (GPS, DME/DME, DME/DME/IRU)



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

Direct distance from REBLU to:
Hannover Apt 16 NM

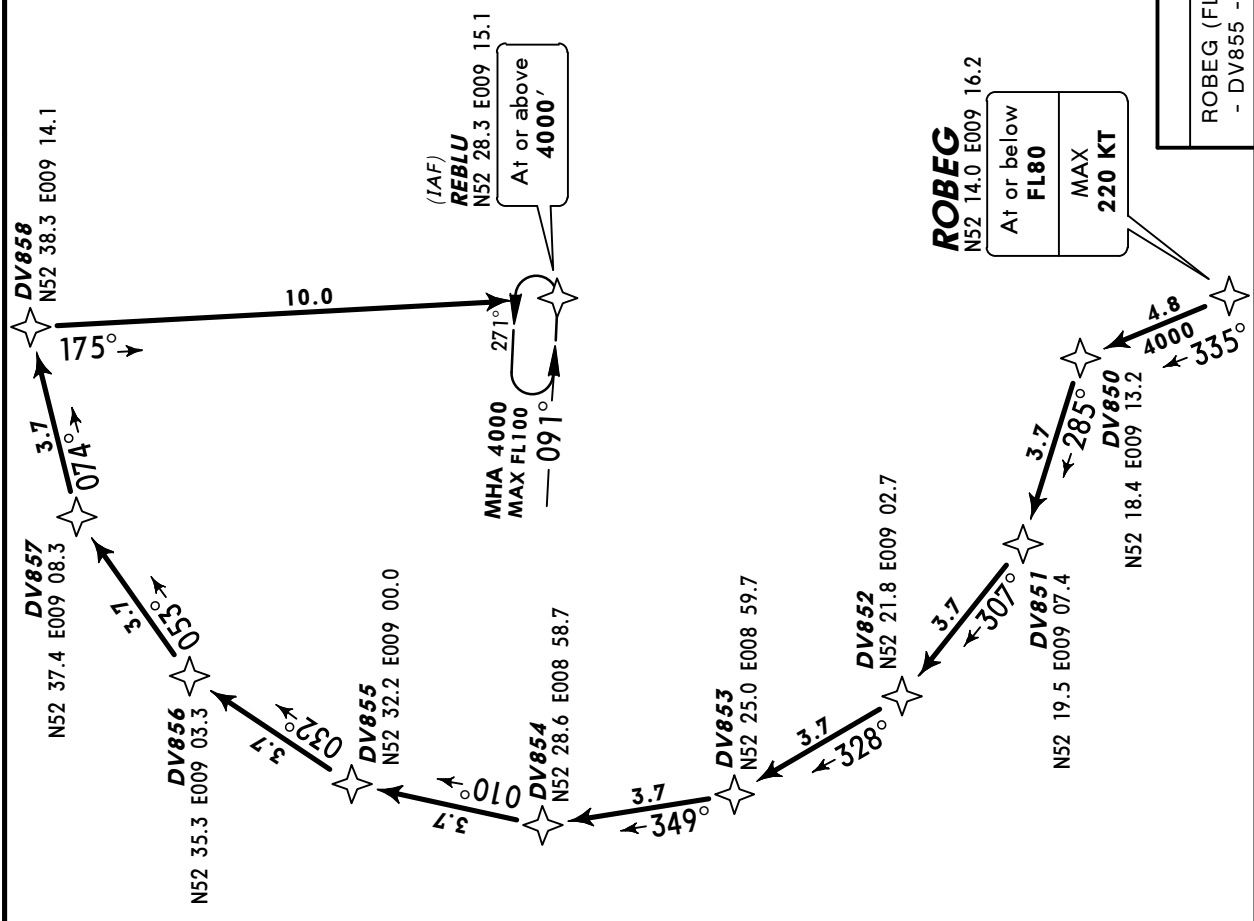


NOT TO SCALE

COMMS LOST COMMS LOST COMMS LOST COMMS LOST
Follow the published procedure, MAINTAIN last assigned FL/altitude until established inbound REBLU, descend to initial approach altitude and perform published approach procedure.
SWWOC 1501 SWWOC 1501 SWWOC 1501 SWWOC 1501 SWWOC 1501

ROUTING

ROBEG (FL080-; K220-) - DV850 - DV851 - DV852 - DV853 - DV854
- DV855 - DV856 - DV857 - DV858 - REBLU (4000'+).



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5 DEC 14 10-2H Eff 11 Dec

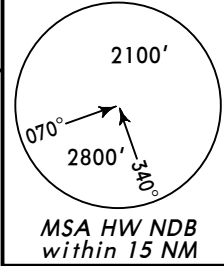
HANNOVER, GERMANY

STAR

*D-ATIS
136.575

Apt Elev
183'

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



DIRBO FIVE PAPA (DIRBO 5P) [DIRB5P]
ELBE NINE PAPA (LBE 9P)
RWYS 27L/R ARRIVALS

DIRBO FIVE ROMEO (DIRBO 5R) [DIRB5R]
ELBE SEVEN ROMEO (LBE 7R)
RWYS 09L/R ARRIVALS

DIRBO 5R: Clearance limit is CEL.
LBE 9P: Clearance limit is NIE.

LOST COMMS
In case of radio communication failure proceed to:
① DIRBO 5R: NIE.
② LBE 9P: CEL.

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:

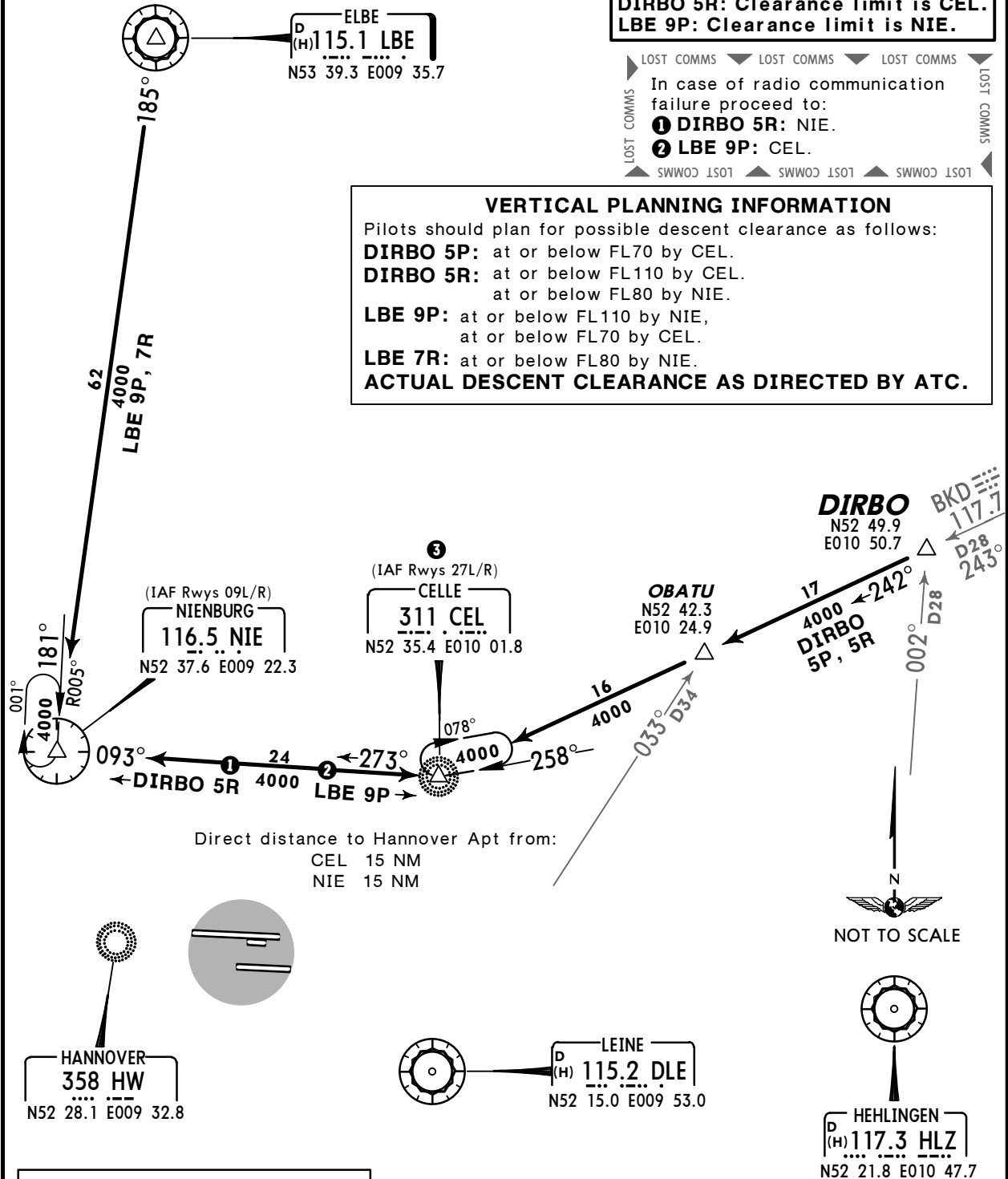
DIRBO 5P: at or below FL70 by CEL.

DIRBO 5R: at or below FL110 by CEL.
at or below FL80 by NIE.

LBE 9P: at or below FL110 by NIE,
at or below FL70 by CEL.

LBE 7R: at or below FL80 by NIE.

ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.



SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

③

CAUTION

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

EDDV/HAJ
HANNOVER

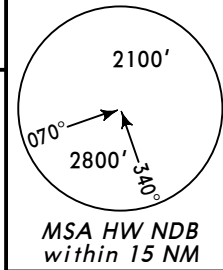
JEPPESSEN
5 DEC 14 (10-2J)

Eff 11 Dec

HANNOVER, GERMANY

STAR

*D-ATIS 136.575
Apt Elev 183'
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

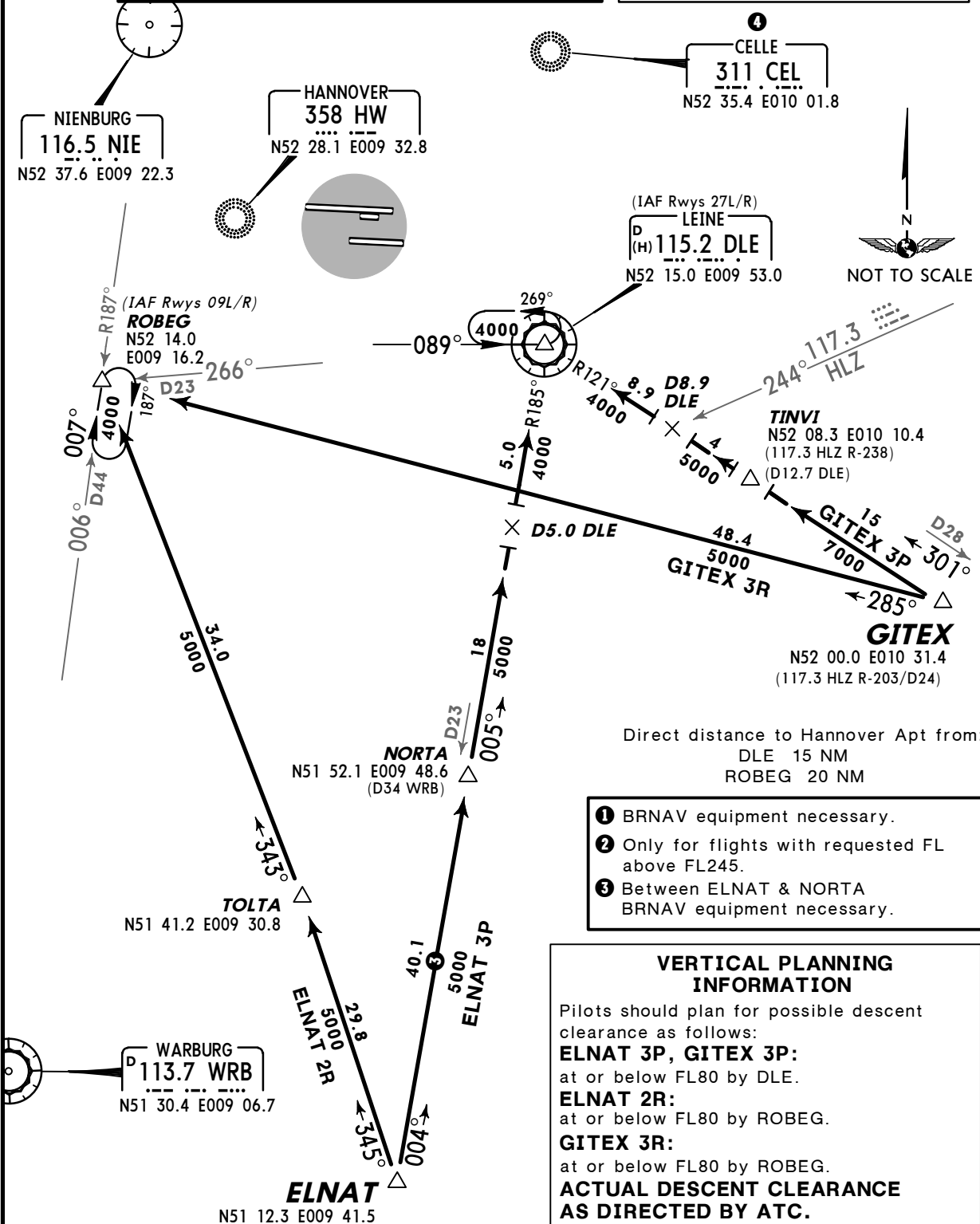


ELNAT THREE PAPA (ELNAT 3P) [ELNA3P] ②
GITEX THREE PAPA (GITEX 3P) [GITE3P]
RWYS 27L/R ARRIVALS

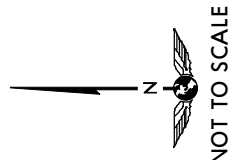
ELNAT TWO ROMEO (ELNAT 2R) [ELNA2R] ① ②
GITEX THREE ROMEO (GITEX 3R) [GITE3R] ①
RWYS 09L/R ARRIVALS

④ CAUTION
Intensive glider activities to be expected
in the surrounding area of CEL.

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



Direct distance to Hannover Apt from:
CEL 15 NM
NIE 15 NM



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EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 10-2M

Eff 11 Dec

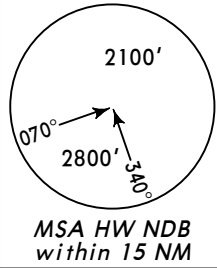
HANNOVER, GERMANY

STAR

*D-ATIS
136.575

Apt Elev
183'

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



WERRA ONE PAPA (WERRA 1P) [WERRA 1P] ②
RWYS 27L/R ARRIVAL

WERRA ONE ROMEO (WERRA 1R) [WERRA 1R] ① ②
RWYS 09L/R ARRIVAL

④

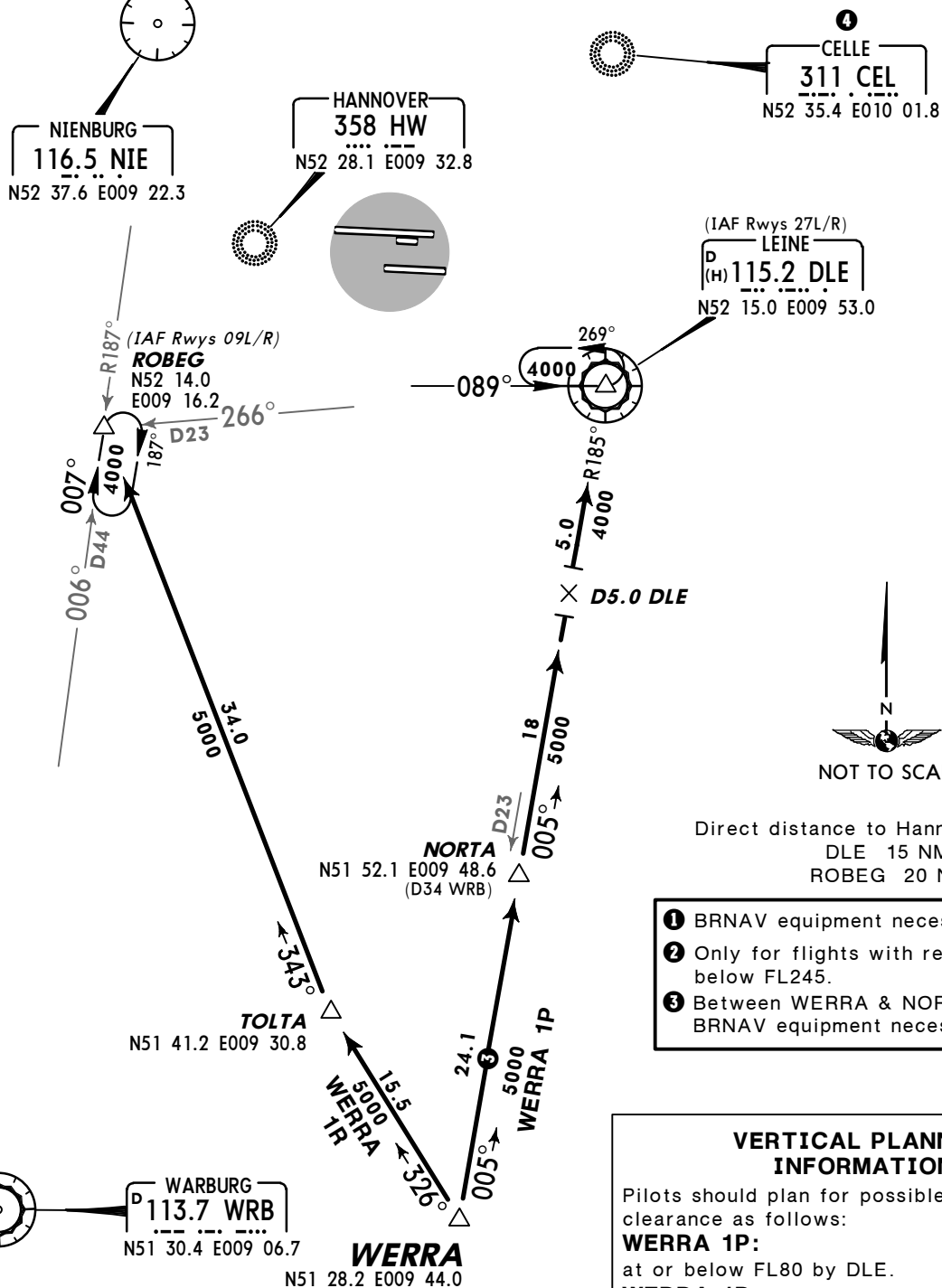
CAUTION

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

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



① BRNAV equipment necessary.

② Only for flights with requested FL
below FL245.

③ Between WERRA & NORTA
BRNAV equipment necessary.

**VERTICAL PLANNING
INFORMATION**

Pilots should plan for possible descent
clearance as follows:

WERRA 1P:
at or below FL80 by DLE.

WERRA 1R:
at or below FL80 by ROBEG.

**ACTUAL DESCENT CLEARANCE
AS DIRECTED BY ATC.**

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*D-ATIS 136.575	Apt Elev 183'
--------------------	------------------

2100'

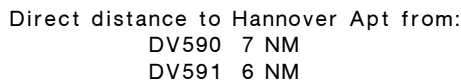
070°

2800'

340°

MSA HW NDB
within 15 NM

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



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HANNOVER, GERMANY

5 DEC 14

10-2T

Eff 11 Dec

RNAV TRANSITION

*D-ATIS
136.575

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.

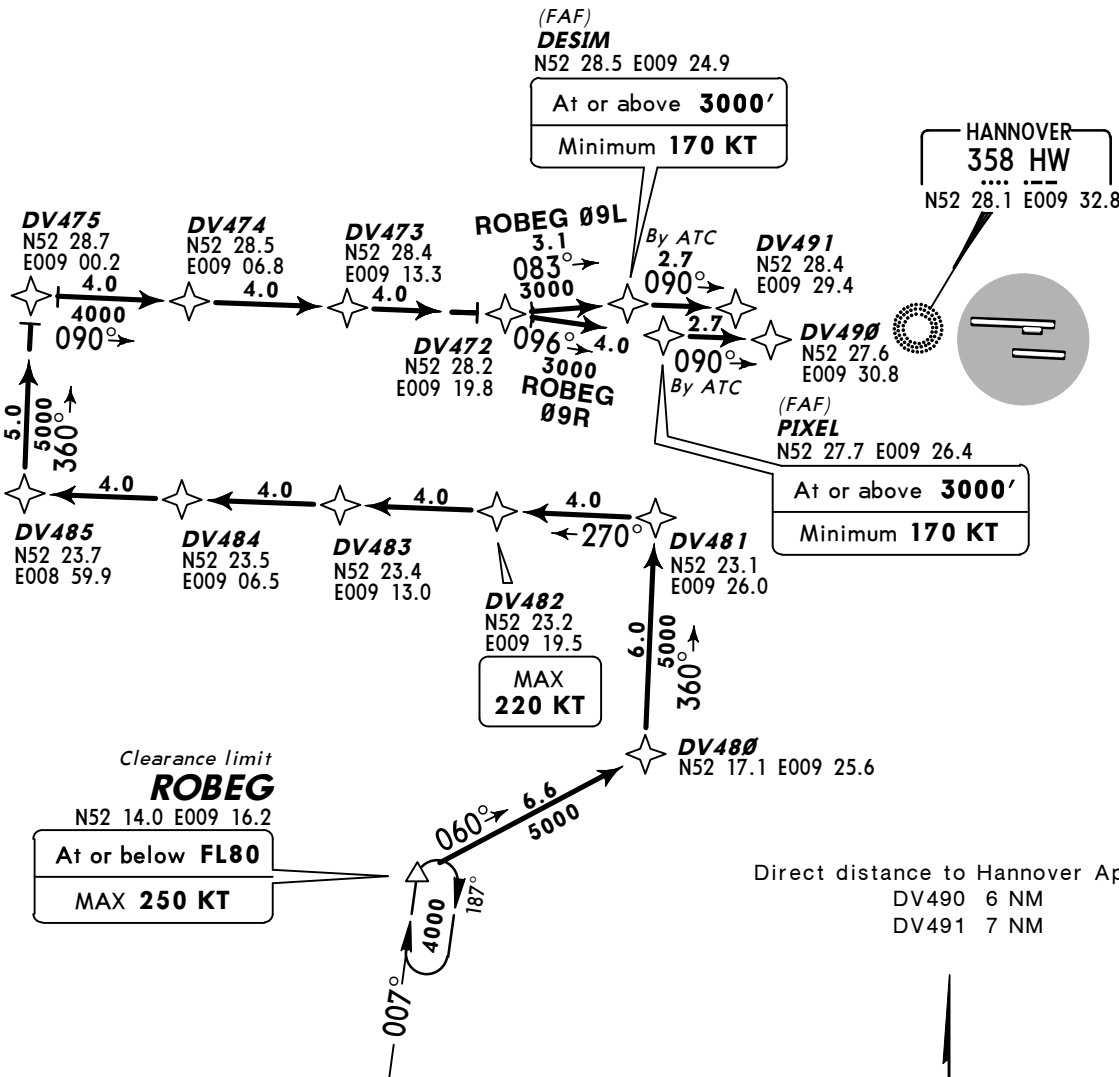
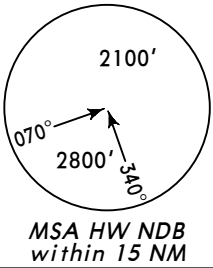
ROBEG 09L, ROBEG 09R

[ROBE09]

RWYS 09L/R

RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC



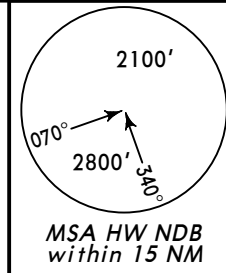
TRANSITION	RWY	ROUTING
ROBEG 09L	09L	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - DV475 - DV472 - DESIM (3000'+; K170+).
ROBEG 09R	09R	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - DV475 - DV472 - PIXEL (3000'+; K170+).

EDDV/HAJ
HANNOVER
JEPPESSEN
5 DEC 14 **10-2U**
Eff 11 Dec
HANNOVER, GERMANY
RNAV TRANSITION

*ATIS
136.575

Apt Elev
183'

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 operation (CDO) within the constraints as laid down in the procedure description.

ESTAD 2A [ESTA2A], ESTAD 2E [ESTA2E]
KUGAV 2A [KUGA2A], KUGAV 2E [KUGA2E]
OBATU 2A [OBAT2A], OBATU 2E [OBAT2E]
TOLTA 2A [TOLT2A], TOLTA 2E [TOLT2E]
WRB 2A, WRB 2E
RWYS 09L/R RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

KUGAV
N52 25.5 E008 36.5

At or above
FL120
MAX **250 KT**
ESTAD
N53 31.5 E009 33.9

At or above
FL240
MAX **250 KT**
OBATU
N52 42.3 E010 24.9

At or above
FL200
MAX **250 KT**

Direct distance to
Hannover Apt from:
DV490 6 NM
DV491 7 NM

WARBURG
113.7 WRB
N51 30.4 E009 06.7

DV490
N52 27.6
E009 30.8

At or above
FL200
MAX **250 KT**
ROBEG
N52 14.0
E009 16.2

At or above
FL90
MAX **250 KT**
TOLTA
N51 41.2 E009 30.7

At or above
FL200
MAX **250 KT**
1 ESTAD 2A, KUGAV 2A, OBATU 2A, TOLTA 2A, WRB 2A
2 ESTAD 2E, KUGAV 2E, OBATU 2E, TOLTA 2E, WRB 2E

(FAF)
DESIM
N52 28.5 E009 24.9

At or above **3000'**
Minimum **170 KT**

(FAF)
PIXEL
N52 27.7 E009 26.4

At or above **3000'**
Minimum **170 KT**

TRANSITION	RWY	ROUTING
ESTAD 2A	09L	ESTAD (FL240+; K250-) - DV463 - DV473 - DV472 - DESIM (3000'+; K170+).
ESTAD 2E	09R	ESTAD (FL240+; K250-) - DV463 - DV473 - DV472 - PIXEL (3000'+; K170+).
KUGAV 2A	09L	KUGAV (FL120+; K250-) - DV473 - DV472 - DESIM (3000'+; K170+).
KUGAV 2E	09R	KUGAV (FL120+; K250-) - DV473 - DV472 - PIXEL (3000'+; K170+).
OBATU 2A	09L	OBATU (FL200+; K250-) - DV463 - DV473 - DV472 - DESIM (3000'+; K170+).
OBATU 2E	09R	OBATU (FL200+; K250-) - DV463 - DV473 - DV472 - PIXEL (3000'+; K170+).
TOLTA 2A	09L	TOLTA (FL200+; K250-) - ROBEG (FL90+; K250-) - DV483 - DV473 - DV472 - DESIM (3000'+; K170+).
TOLTA 2E	09R	TOLTA (FL200+; K250-) - ROBEG (FL90+; K250-) - DV483 - DV473 - DV472 - PIXEL (3000'+; K170+).
WRB 2A	09L	WRB (FL200+; K250-) - DV483 - DV473 - DV472 - DESIM (3000'+; K170+).
WRB 2E	09R	WRB (FL200+; K250-) - DV483 - DV473 - DV472 - PIXEL (3000'+; K170+).

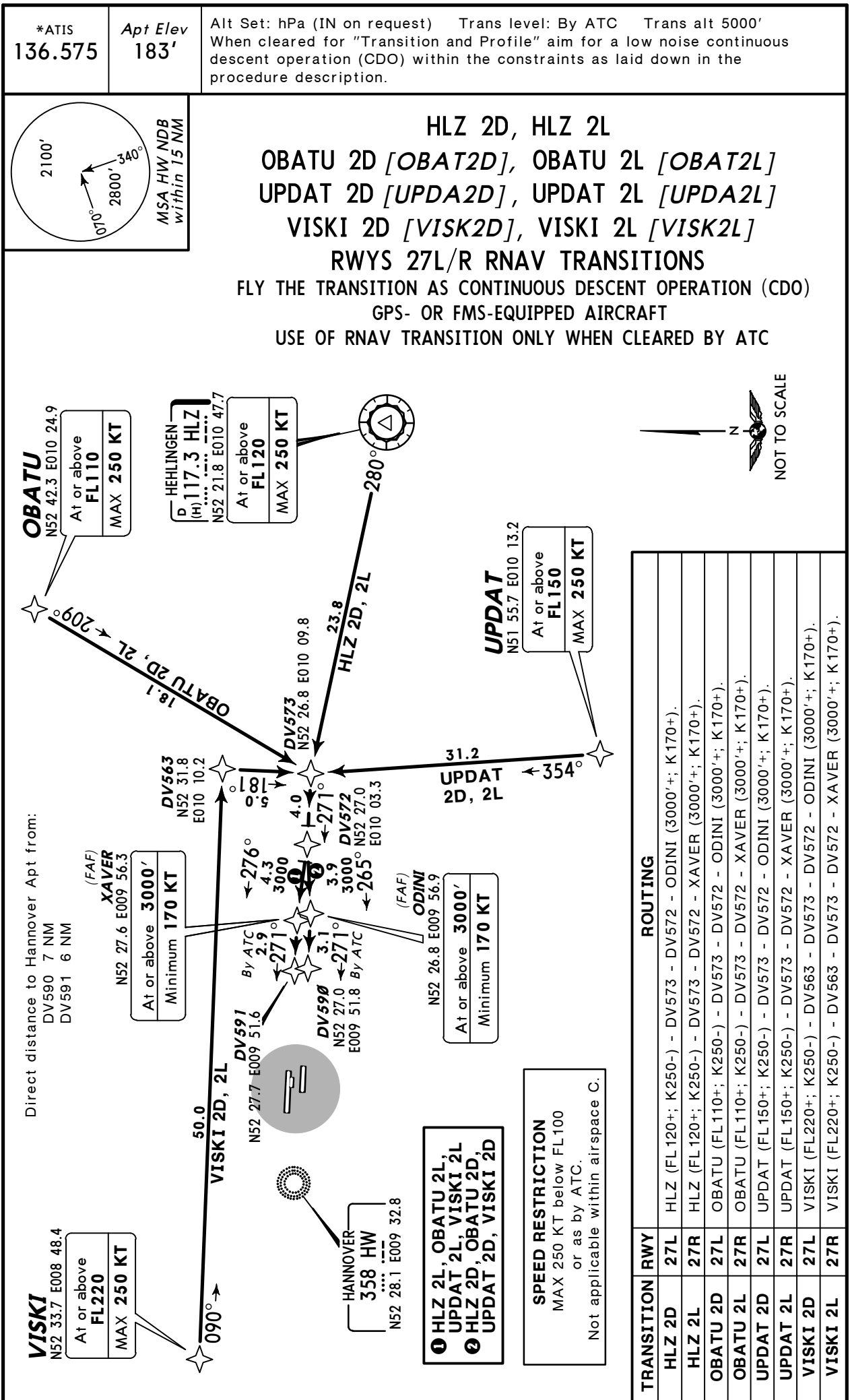
CHANGES: New chart (TRANSITIONS transferred, renumbered, track update).

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EDDV/HAJ
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JEPPESSEN
5 DEC 14 10-2V

HANNOVER, GERMANY
Eff 11 Dec
RNAV TRANSITION



EDDV/HAJ
HANNOVER**JEPPesen****HANNOVER, GERMANY**

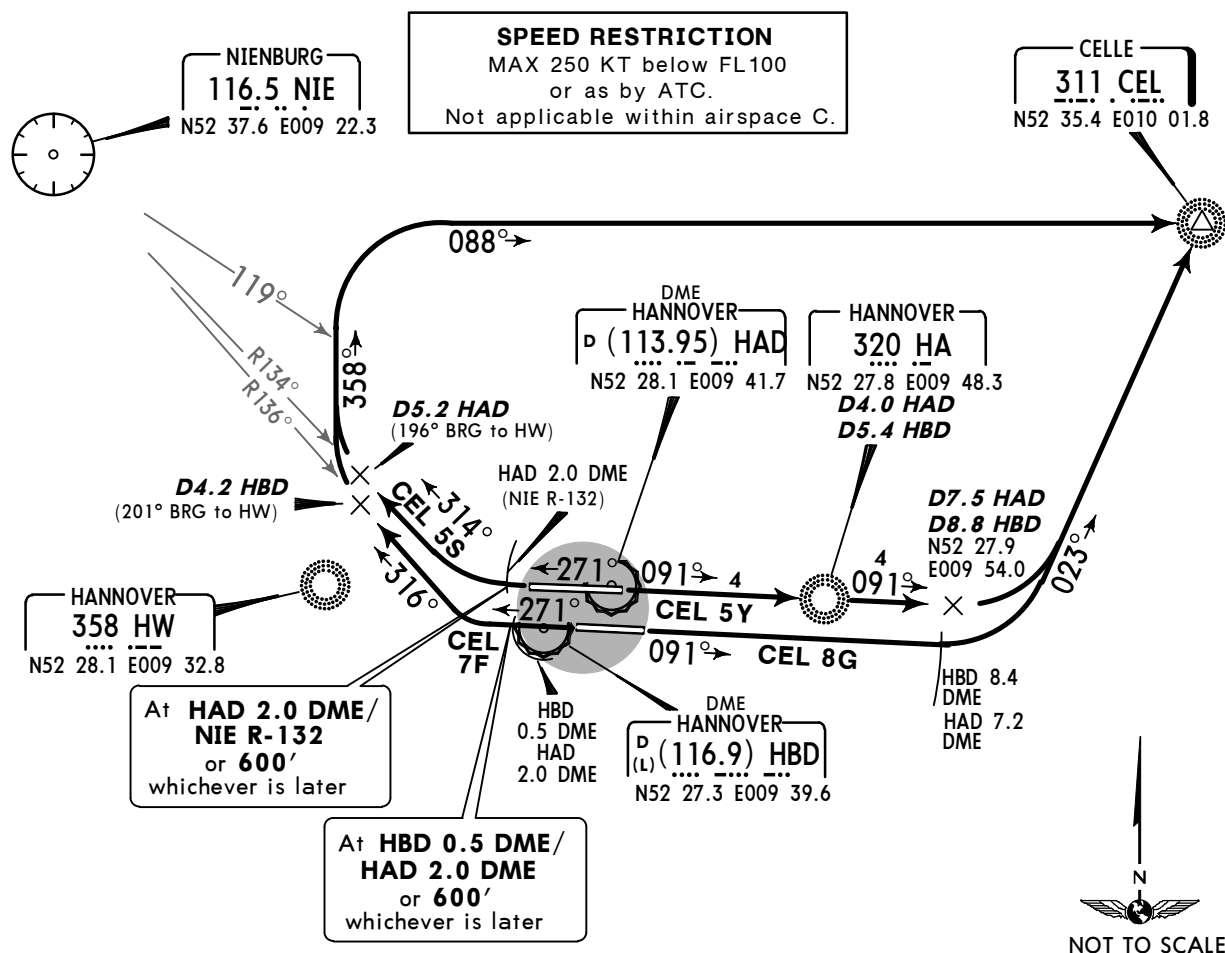
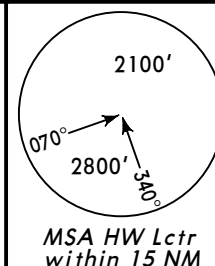
5 DEC 14

10-3**Eff 11 Dec****SID**BREMEN Radar
131.325*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. Strict adherence within the limits of aircraft performance is mandatory.

CELLE SEVEN FOXTROT (CEL 7F)
CELLE EIGHT GOLF (CEL 8G)
CELLE FIVE SIERRA (CEL 5S)
CELLE FIVE YANKEE (CEL 5Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES



These SIDs require minimum climb gradients of:

CEL 7F: 550' per NM (9%) until passing 3500' due to airspace structure.

CEL 5S: 730' per NM (12%) until passing 3500' 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 7F ①	27L	On runway track to 0.5 DME WEST of HBD/HAD 2.0 DME or 600', whichever is later, turn RIGHT, intercept NIE R-136 inbound to D4.2 HBD/201° bearing to HW, 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/HAD 7.2 DME, turn LEFT, intercept 023° bearing to CEL.
CEL 5S ①	27R	On runway track to HAD 2.0 DME/NIE R-132 or 600', whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD/196° bearing to HW, 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/HBD 8.8 DME, turn LEFT, intercept 023° bearing to CEL.

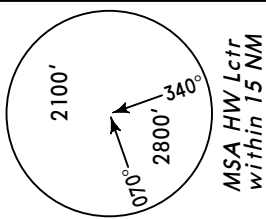
① After passing NIE R-119 B-RNAV equipment necessary.

CHANGES: SIDs completely revised.

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Trans level: By ATC 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.



MULDO SEVEN FOXTROT (MULDO 7F)
MULDO FIVE GOLF (MULDO 5G)
MULDO FIVE SIERRA (MULDO 5S)
MULDO FOUR YANKEE (MULDO 4Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

These SIDs require minimum climb gradients

of:

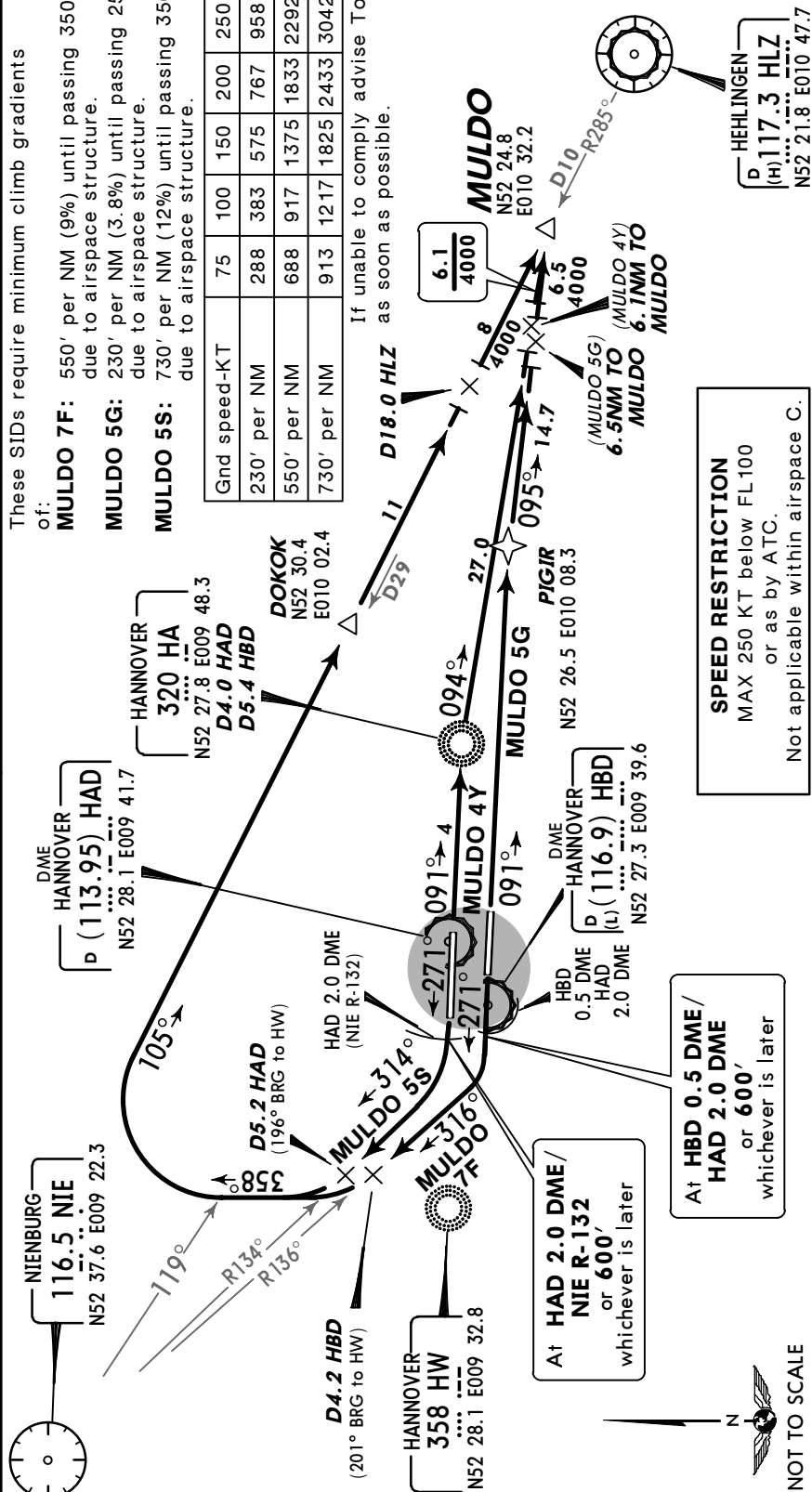
MULDO 7F: 550' per NM (9%) until passing 3500' due to airspace structure.

MULDO 5G: 230' per NM (3.8%) until passing 2500' due to airspace structure.

MULDO 5S: 730' per NM (12%) until passing 3500' due to airspace structure.

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
730' per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000'**

ROUTING

On runway track to 0.5 DME WEST of HBD/HAD 2.0 DME or 600', whichever is later, turn RIGHT, intercept NIE R-136 inbound to D4.2 HBD/201° bearing to HW, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.

On runway track to PIGIR, turn RIGHT, 095° track MULDO.

On runway track to HAD 2.0 DME/NIE R-132 or 600', whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD/196° bearing to HW, turn RIGHT, 358° track, when passing NIE R-119 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.

To HA, turn RIGHT, 094° bearing to MULDO.

① After passing 2500' B-RNAV equipment necessary.

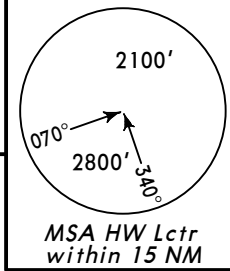
EDDV/HAJ
HANNOVER

JEPPesen
5 DEC 14 10-3B

Eff 11 Dec

HANNOVER, GERMANY
SID

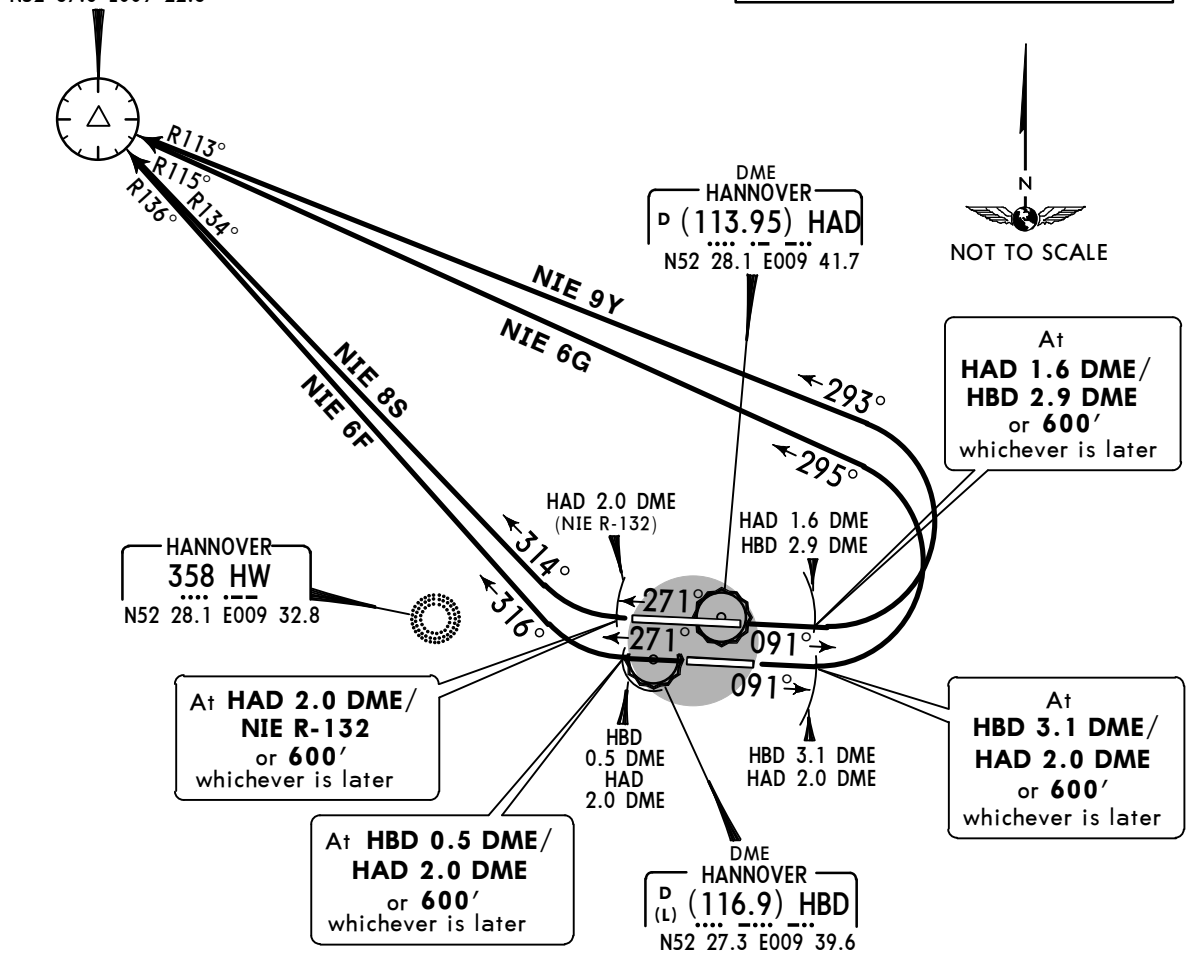
BREMEN Radar 131.325	Apt Elev 183'	Trans level: By ATC Trans alt: 5000' 1. Contact BREMEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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NIENBURG SIX FOXTROT (NIE 6F)
NIENBURG SIX GOLF (NIE 6G)
NIENBURG EIGHT SIERRA (NIE 8S)
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.



These SIDs require minimum climb gradients of:

- NIE 6F:** 550' per NM (9%) until passing 3500' due to airspace structure.
- NIE 8S:** 730' per NM (12%) until passing 3500' due to airspace structure.

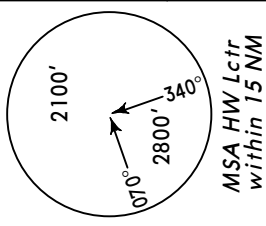
Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750
730' per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000'		
SID	RWY	ROUTING
NIE 6F	27L	On runway track to 0.5 DME WEST of HBD/HAD 2.0 DME or 600', whichever is later, turn RIGHT, intercept NIE R-136 inbound to NIE.
NIE 6G	09R	On runway track to HBD 3.1 DME/HAD 2.0 DME or 600', whichever is later, turn LEFT, intercept NIE R-115 inbound to NIE.
NIE 8S	27R	On runway track to HAD 2.0 DME/NIE R-132 or 600', whichever is later, turn RIGHT, intercept NIE R-134 inbound to NIE.
NIE 9Y	09L	On runway track to HAD 1.6 DME/HBD 2.9 DME or 600', whichever is later, turn LEFT, intercept NIE R-113 inbound to NIE.

Trans level: By ATC Trans alt: 5000'

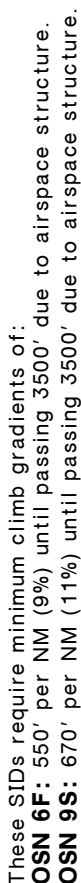
1. Contact BREMEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



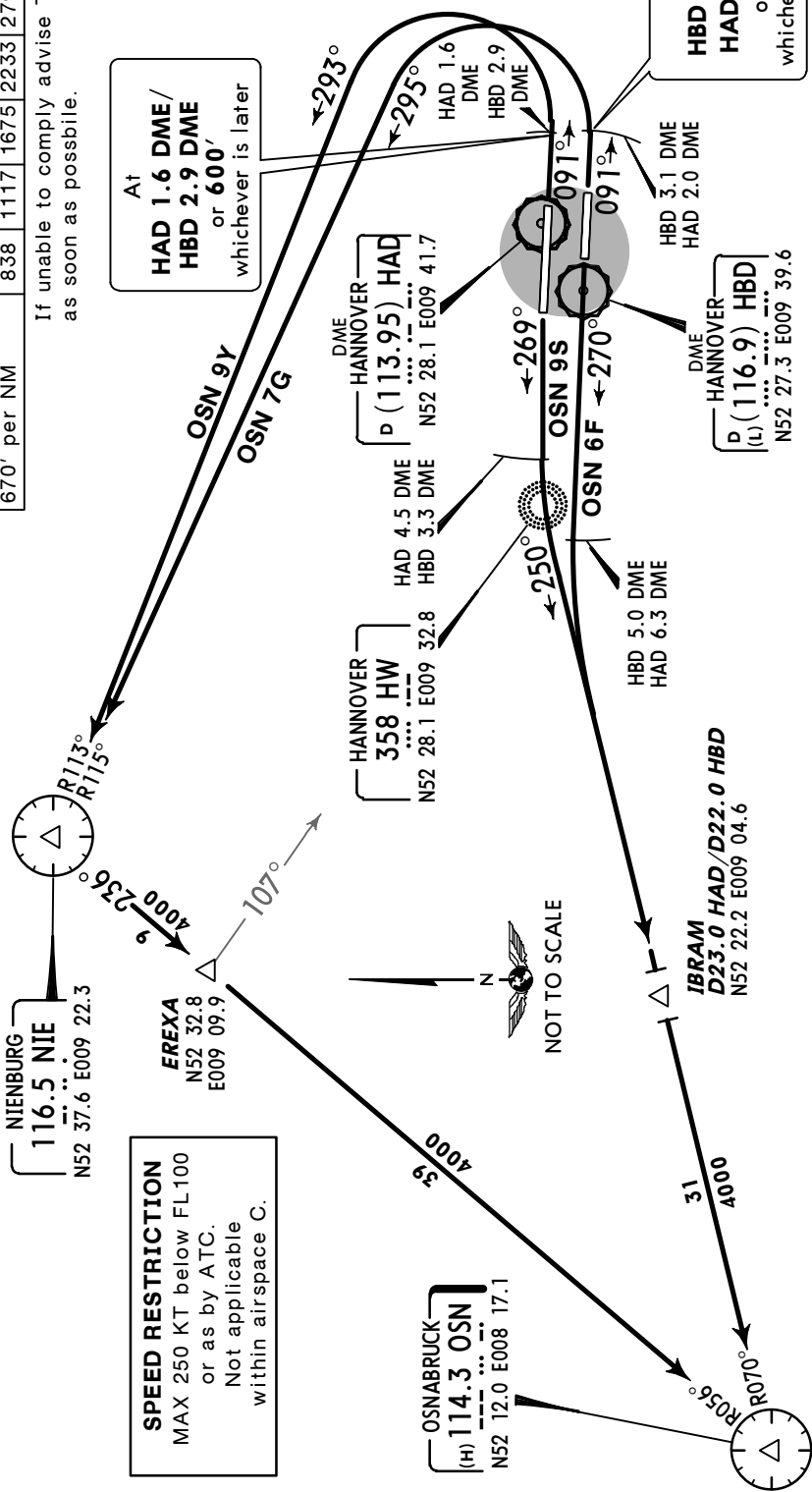
OSNABRUCK SIX FOXTROT (OSN 6F)
OSNABRUCK SEVEN GOLF (OSN 7G)
OSNABRUCK NINE SIERRA (OSN 9S)
OSNABRUCK NINE YANKEE (OSN 9Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES

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.



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

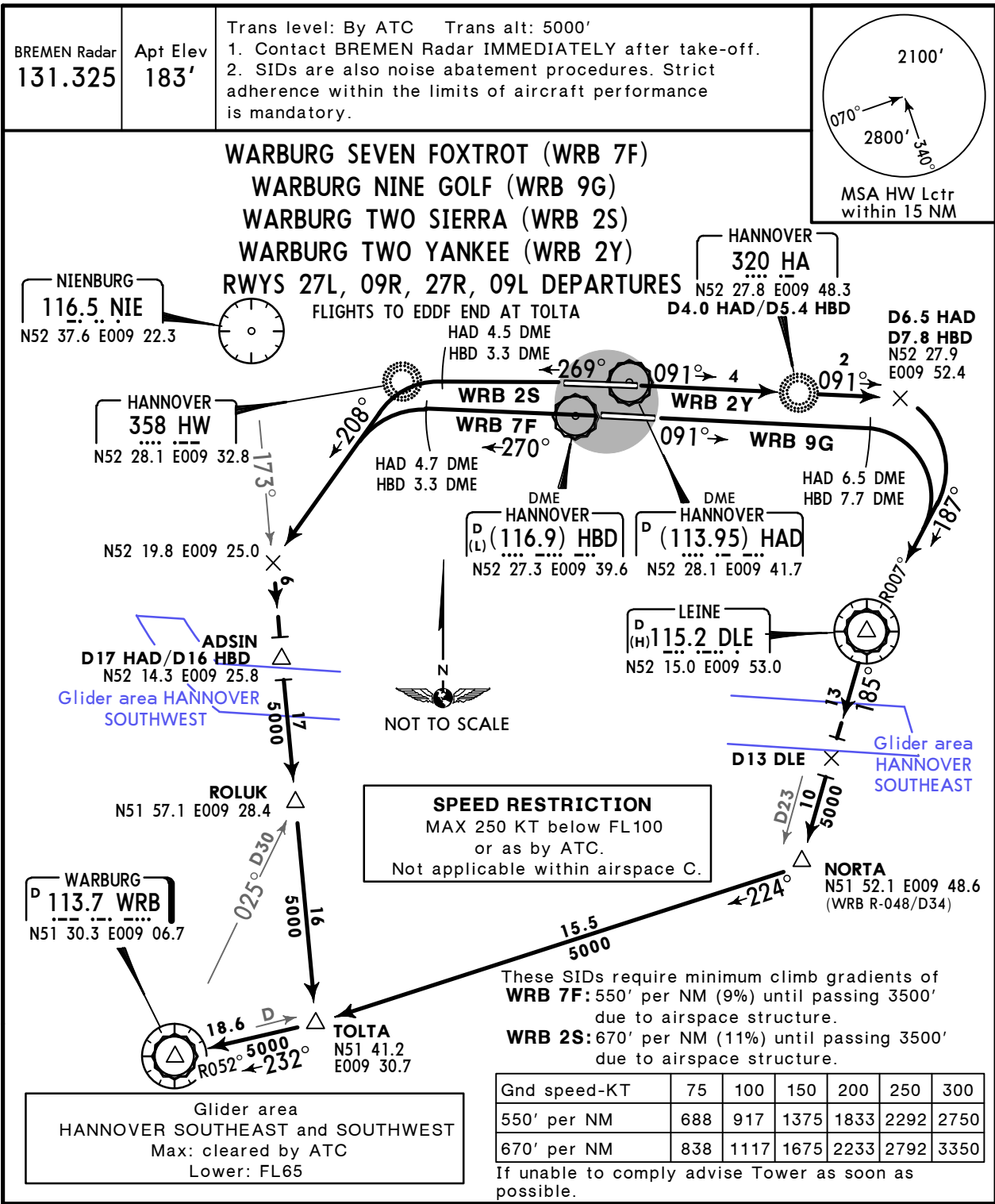


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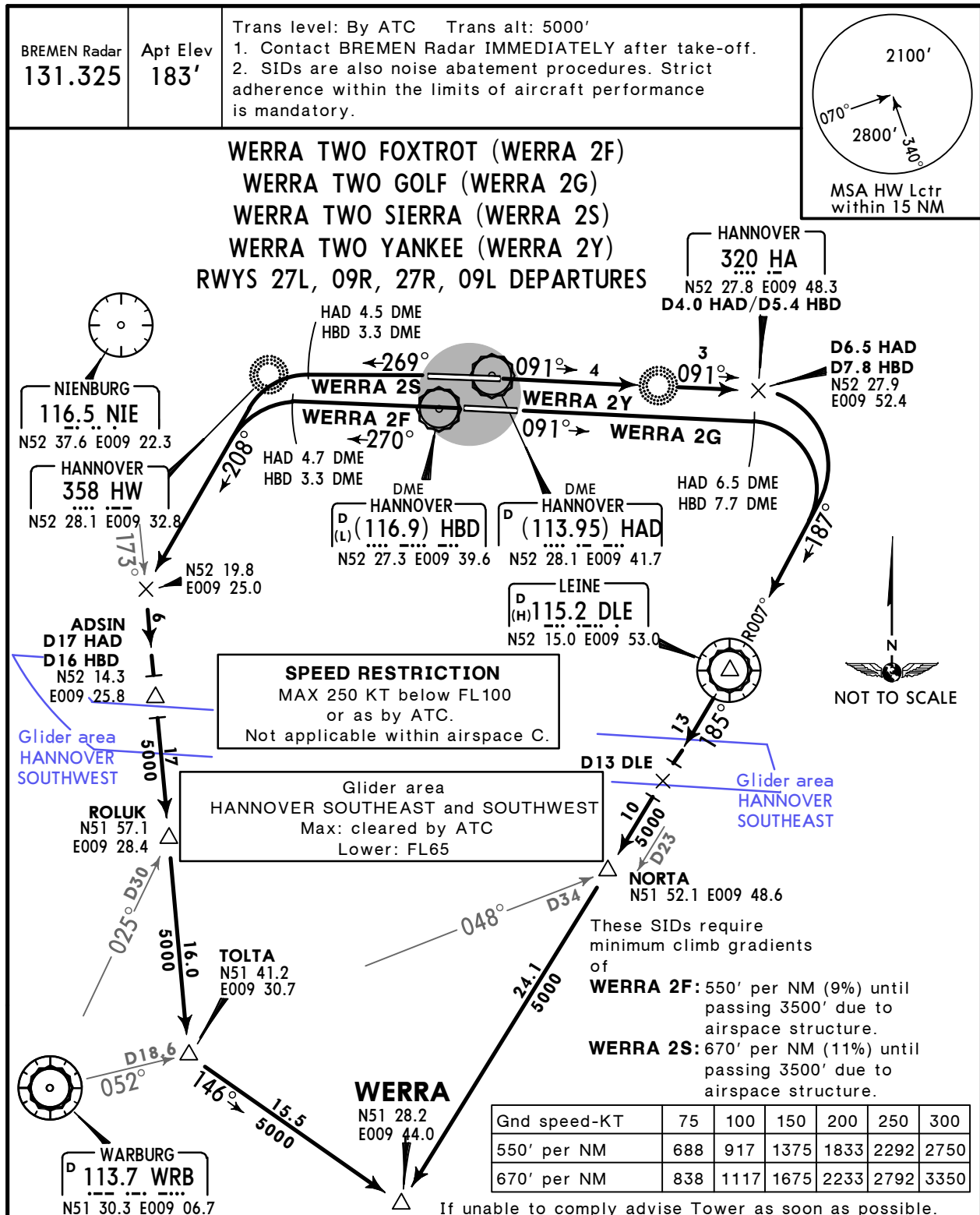
EDDV/HAJ
HANNOVER

JEPPESSEN
27 MAR 15 10-3E Eff 2 Apr

HANNOVER, GERMANY
SID



Initial climb clearance 4000'		
SID	RWY	ROUTING
WRB 7F ①③	27L	On runway track to HAD 4.7 DME/HBD 3.3 DME, turn LEFT, intercept 208° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 9G ②③	09R	On runway track to HAD 6.5 DME/HBD 7.7 DME, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 to NORTA, 224° track to TOLTA, 232° track to WRB.
WRB 2S ①③	27R	Towards HW, at HAD 4.5 DME/HBD 3.3 DME turn LEFT, intercept 208° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 2Y ②③	09L	On runway track via HA to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 to NORTA, 224° track to TOLTA, 232° track to WRB.
① 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. ② 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. ③ After NORTA/ROLUK BRNAV equipment necessary.		

EDDV/HAJ
HANNOVER
JEPPESSEN
27 MAR 15 **10-3F**
Eff 2 Apr
HANNOVER, GERMANY
SID


Initial climb clearance 4000'		
SID	RWY	ROUTING
WERRA 2F 1 3	27L	On runway track to HAD 4.7 DME/HBD 3.3 DME, turn LEFT, intercept 208° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, 146° track to WERRA.
WERRA 2G 2 3	09R	On runway track to HAD 6.5 DME/HBD 7.7 DME, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 via NORTA to WERRA.
WERRA 2S 1 3	27R	Towards HW, at HAD 4.5 DME/HBD 3.3 DME turn LEFT, intercept 208° bearing from HW, intercept NIE R-173 via ADSIN and ROLUK to TOLTA, 146° track to WERRA.
WERRA 2Y 2 3	09L	On runway track via HA to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 via NORTA to WERRA.

1 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.
2 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.
3 After NORTA/ROLUK BRNAV equipment necessary.

CHANGES: SIDs renumbered.

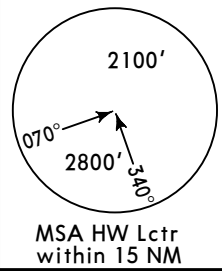
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HANNOVER

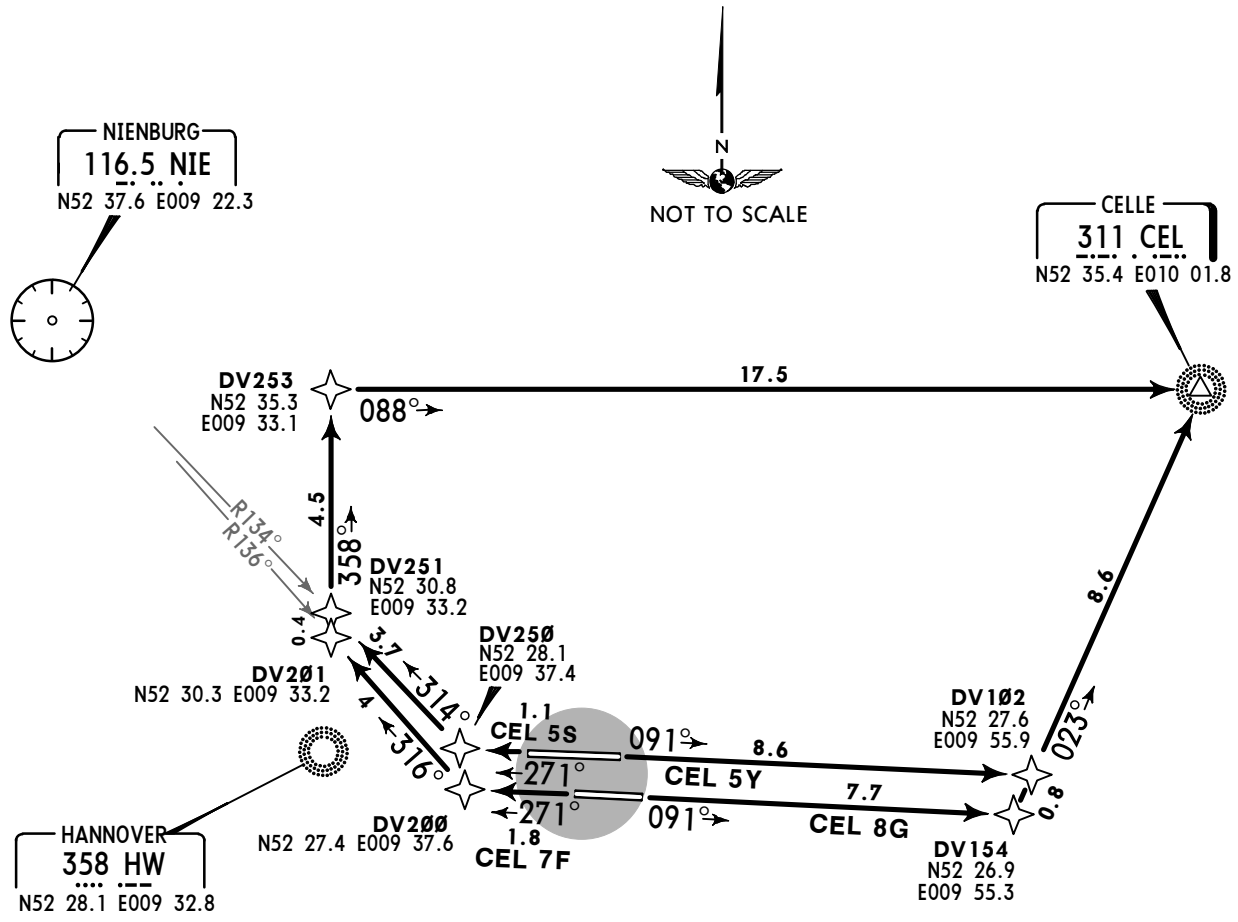
JEPPESSEN
27 MAR 15 10-3G Eff 2 Apr

HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 131.325	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. Strict adherence within the limits of aircraft performance is mandatory.
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CELLE SEVEN FOXTROT (CEL 7F)
CELLE EIGHT GOLF (CEL 8G)
CELLE FIVE SIERRA (CEL 5S)
CELLE FIVE YANKEE (CEL 5Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3)



These SIDs requires minimum climb gradients of

- CEL 7F: 550' per NM (9%) until passing 3500' due to airspace structure.
- CEL 5S: 730' per NM (12%) until passing 3500' due to airspace structure.

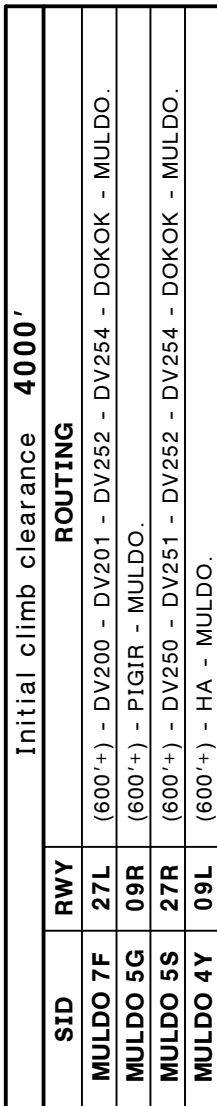
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

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 7F	27L	(600'+) - DV200 - DV201 - DV253 - CEL.
CEL 8G	09R	(600'+) - DV154 - CEL.
CEL 5S	27R	(600'+) - DV250 - DV251 - DV253 - CEL.
CEL 5Y	09L	(600'+) - DV102 - CEL.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



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EDDV/HAJ
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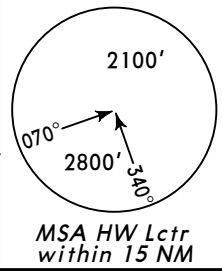
JEPPESSEN
5 DEC 14

10-3J

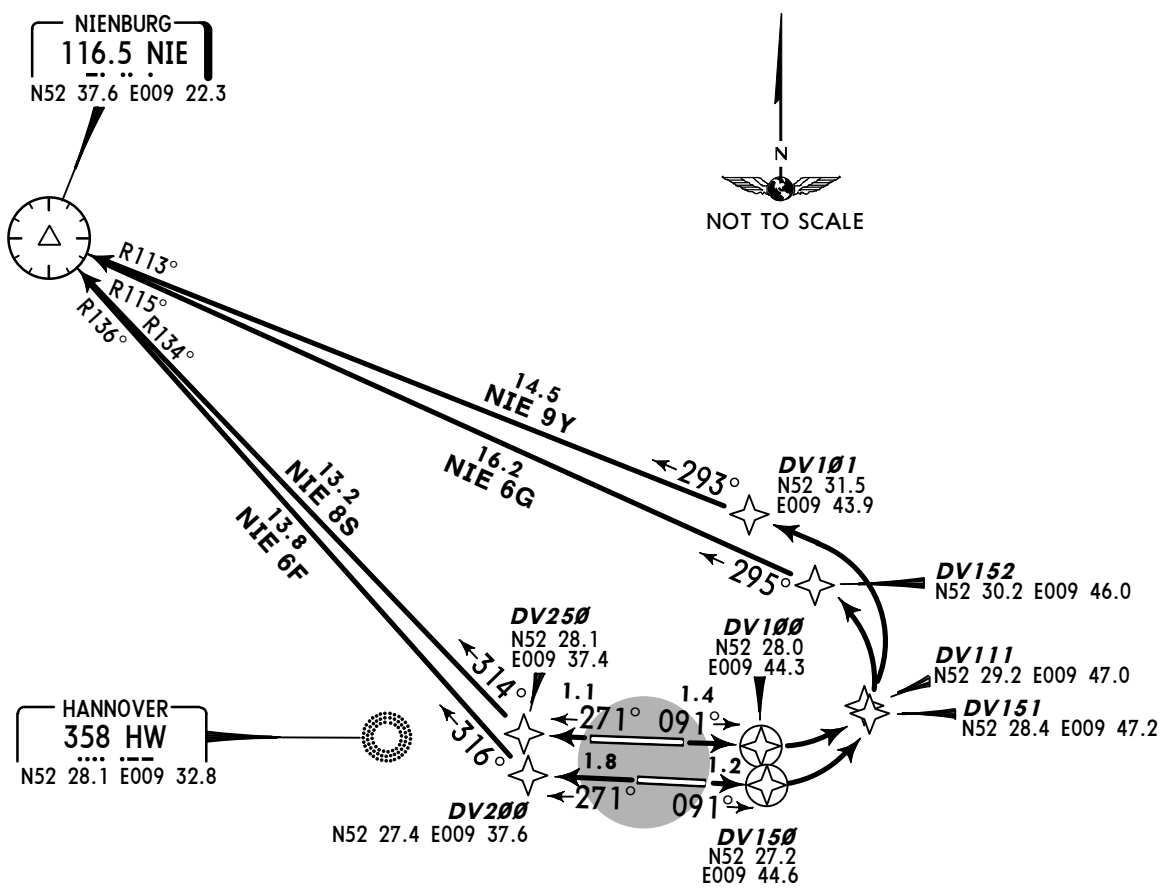
Eff 11 Dec

HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 131.325	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. Strict adherence within the limits of aircraft performance is mandatory.
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NIENBURG SIX FOXTROT (NIE 6F)
NIENBURG SIX GOLF (NIE 6G)
NIENBURG EIGHT SIERRA (NIE 8S)
NIENBURG NINE YANKEE (NIE 9Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3B)



These SIDs require a minimum climb gradient of

NIE 6F: 550' per NM (9%) until passing 3500' due to airspace structure.

NIE 8S: 730' per NM (12%) until passing 3500' 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

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000'		
SID	RWY	ROUTING
NIE 6F	27L	(600'+) - DV200 - NIE.
NIE 6G	09R	(600'+) - DV150 - DV151 - DV152 - NIE.
NIE 8S	27R	(600'+) - DV250 - NIE.
NIE 9Y	09L	(600'+) - DV100 - DV111 - DV101 - NIE.

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HANNOVER

JEPPESSEN
5 DEC 14 10-3K

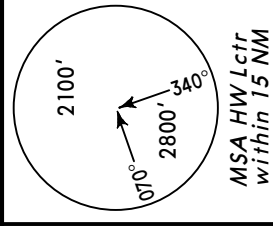
Eff 11 Dec

HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar
131.325

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. Strict adherence within the limits of aircraft performance is mandatory.



OSNABRUCK SIX FOXTROT (OSN 6F)
OSNABRUCK SEVEN GOLF (OSN 7G)
OSNABRUCK NINE SIERRA (OSN 9S)
OSNABRUCK NINE YANKEE (OSN 9Y)
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3C)

These SIDs require a minimum climb gradient of

OSN 6F: 550' per NM (9%) until passing 3500' due to airspace structure.

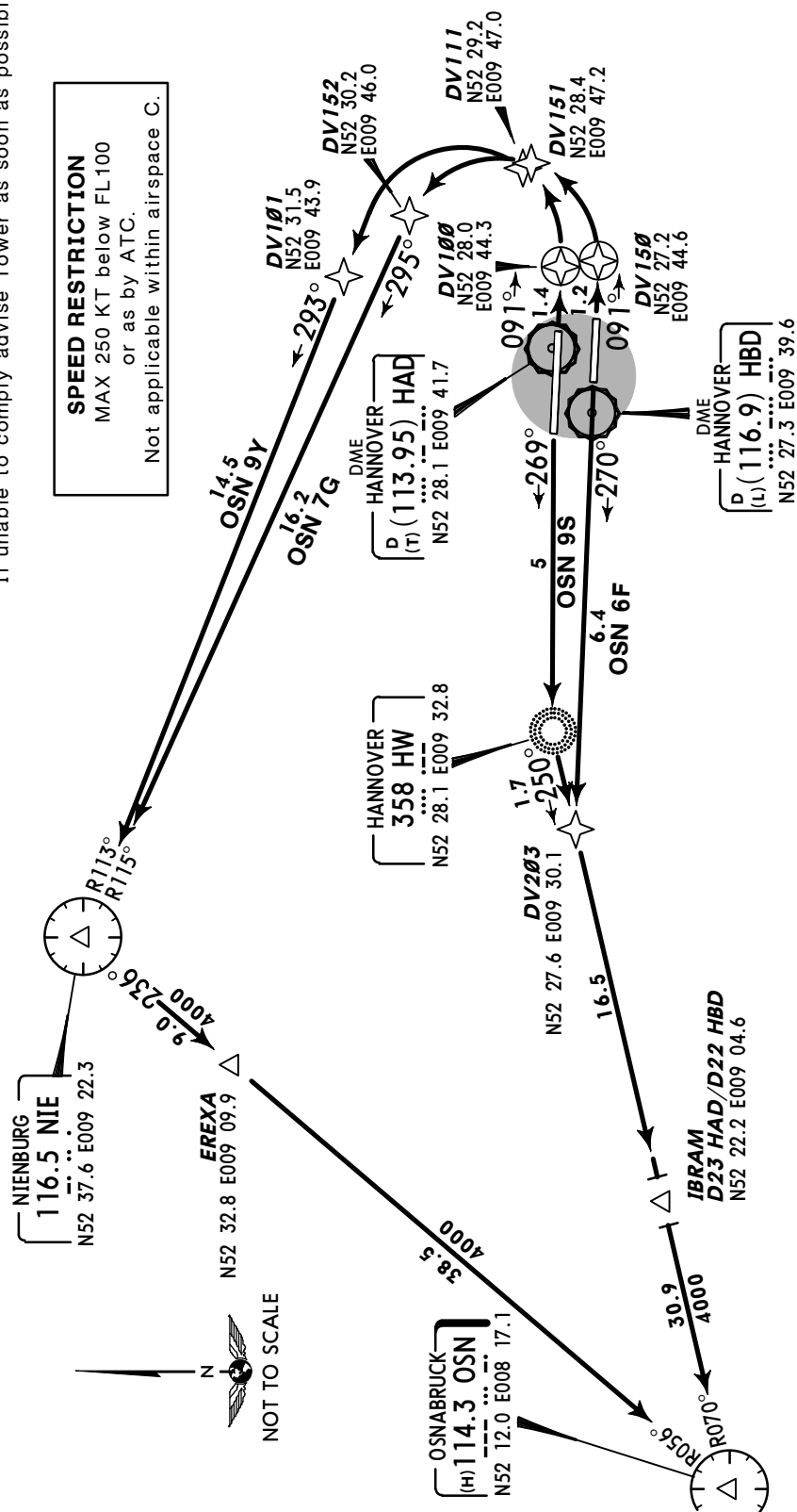
OSN 9S: 670' per NM (11%) until passing 3500' due to airspace structure.

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.

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

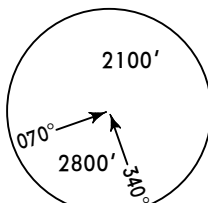
Initial climb clearance 4000'	
SID	ROUTING
OSN 6F	(600'+) - DV203 - IBRAM - OSN.
OSN 7G	(600'+) - DV150 - DV151 - DV152 - NIE - EREXA - OSN.
OSN 9S	(600'+) - HW - IBRAM - OSN.
OSN 9Y	(600'+) - DV100 - DV111 - DV101 - NIE - EREXA - OSN.



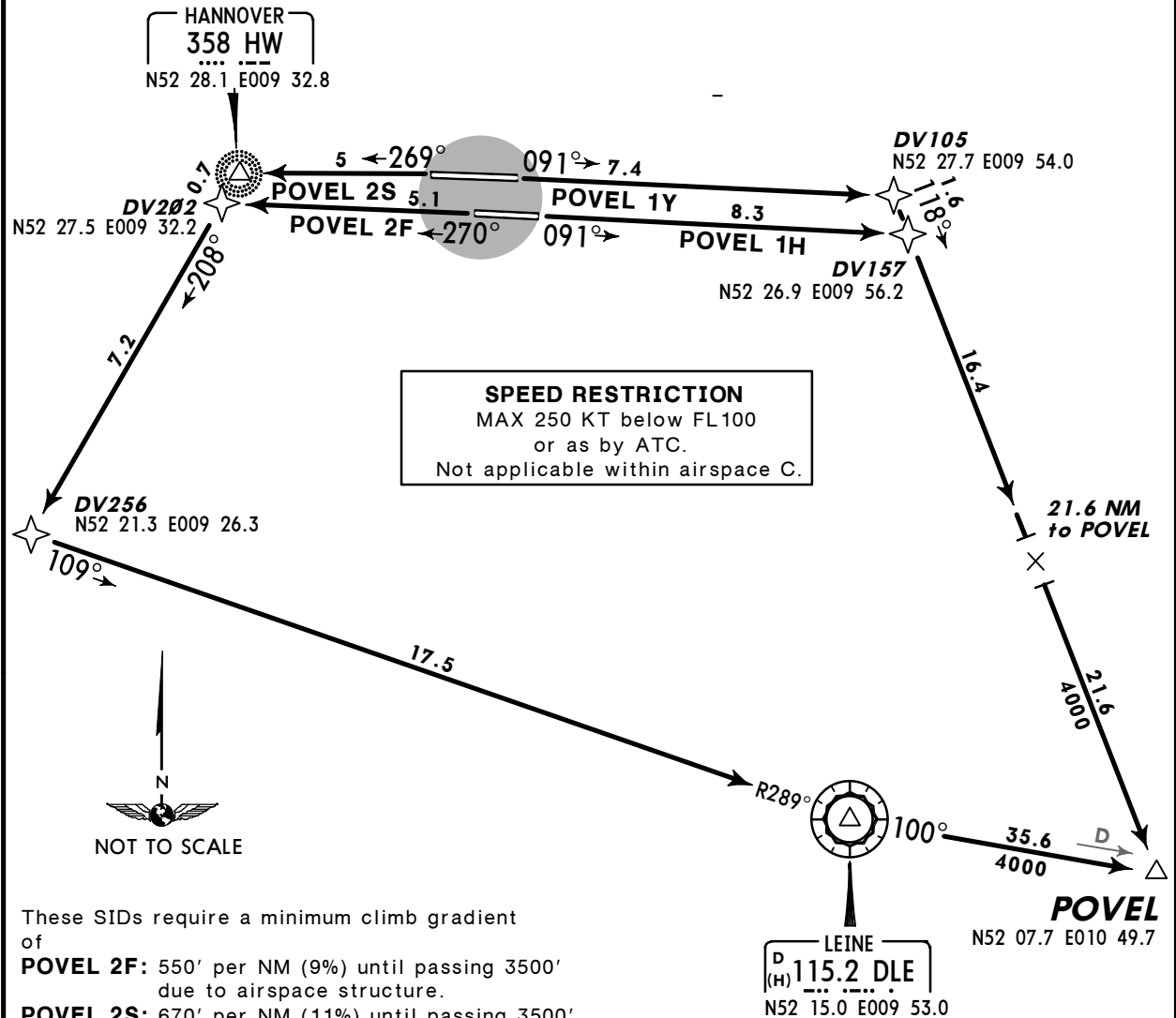
EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 10-3L

HANNOVER, GERMANY
Eff 11 Dec RNAV SID (OVERLAY)

BREMEN Radar 131.325	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. Strict adherence within the limits of aircraft performance is mandatory.	 MSA HW Lctr within 15 NM
-------------------------	------------------	--	--

POVEL TWO FOXTROT (POVEL 2F)[POVE2F]
POVEL ONE HOTEL (POVEL 1H)[POVE1H]
POVEL TWO SIERRA (POVEL 2S)[POVE2S]
POVEL ONE YANKEE (POVEL 1Y)[POVE1Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3D)



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 2F	27L	(600'+) - DV202 - DV256 - DLE - POVEL.
POVEL 1H	09R	(600'+) - DV157 - POVEL.
POVEL 2S	27R	(600'+) - HW - DV256 - DLE - POVEL.
POVEL 1Y	09L	(600'+) - DV105 - POVEL.

RNAV SID (OVERLAY)

EDDV/HAJ
HANNOVER

JEPPESSEN
27 MAR 15 **(10-3N)**

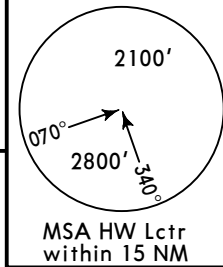
Eff 2 Apr

HANNOVER, GERMANY
RNAV SID (OVERLAY)

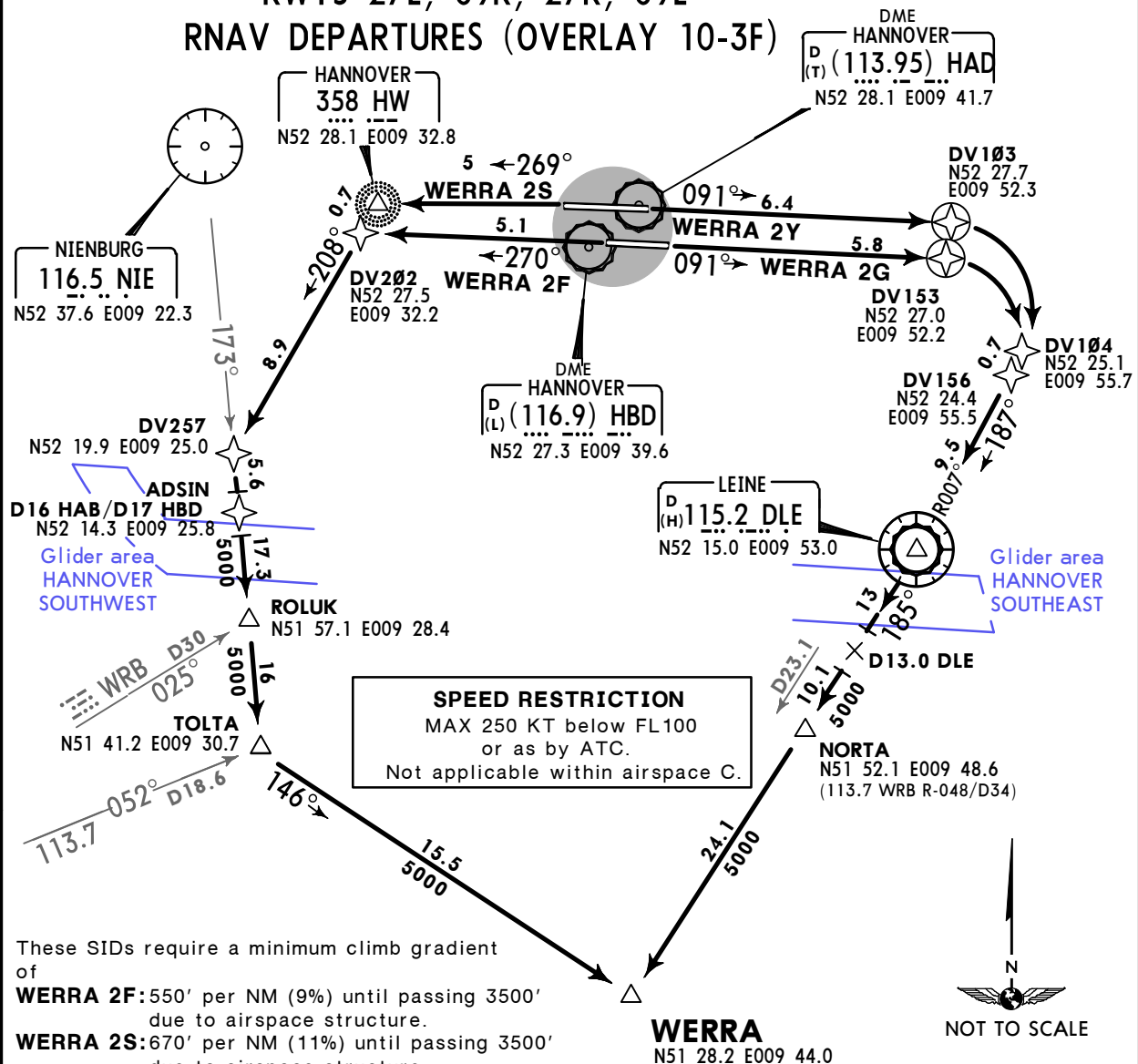
BREMEN Radar
131.325

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. Strict adherence within the limits of aircraft performance is mandatory.



WERRA TWO FOXTROT (WERRA 2F) [WERRA2F]
WERRA TWO GOLF (WERRA 2G) [WERRA2G]
WERRA TWO SIERRA (WERRA 2S) [WERRA2S]
WERRA TWO YANKEE (WERRA 2Y) [WERRA2Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3F)



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 2F ①	27L	(600'+) - DV202 - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 2G ②	09R	(600'+) - DV153 - DV156 - DLE - NORTA - WERRA.
WERRA 2S ①	27R	(600'+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 2Y ②	09L	(600'+) - DV103 - DV104 - DLE - NORTA - WERRA.

① 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.

② 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.

LEGEND

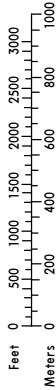
- Limit of apron control competence
- Rwy guard lights
- HOT SPOTS

HOT SPOTS

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

- Intersection take-off twy K.
- Do not mistake twy K and twy K to.
- Attention holding positions.
- Do not cross without clearance.

For AIRPORT BRIEFING refer to 10-IP pages





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HANNOVER, GERMANY
HANNOVER

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		Threshold	Landing Beyond Glide Slope			
09L	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) RVR		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)	RWY 27R:			
twy J int		8858'(2700m)	From rwy head		10,499'(3200m)	
twy K int		7382'(2250m)	twy L int		6234'(1900m)	
twy L int		4331'(1320m)				
09C		1804' 550m		3 2001' 610m	74' 23m	
27C			4 2362' 720m			
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)	RWY 27L:			
twy D int		6463'(1970m)	From rwy head		7677'(2340m)	
twy C int		4462'(1360m)	twy B int		6693'(2040m)	
			twy C int		3281'(1000m)	
</						

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HANNOVER, GERMANY
HANNOVER

INS COORDINATES					
STAND No.		COORDINATES		STAND No.	
1		N52 27.7	E009 41.7	48R	
2, 3		N52 27.6	E009 41.7	49	
4, 5		N52 27.5	E009 41.6	49R	
5A thru 7A		N52 27.5	E009 41.7	50, 51	
8 thru 11		N52 27.5	E009 41.8	51R	
11A thru 13		N52 27.5	E009 41.9	52	
14 thru 15A		N52 27.5	E009 42.0	53	
16		N52 27.4	E009 42.0	53R	
17		N52 27.4	E009 42.1	54	
17A thru 20		N52 27.5	E009 42.1	54R	
21, 21A		N52 27.5	E009 42.2	55, 56	
22		N52 27.5	E009 42.3	56R	
23 thru 23B		N52 27.5	E009 42.4	57	
26, 26R		N52 27.6	E009 41.6	57R	
27, 27A		N52 27.6	E009 41.5	58 thru 59	
27B		N52 27.6	E009 41.4	59R	
40		N52 27.5	E009 41.6	60, 60A	
40R		N52 27.4	E009 41.6	60R	
41, 42		N52 27.5	E009 41.6	61, 61R, DP1	
42R		N52 27.4	E009 41.6	DP2	
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		

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JEPPesen
6 FEB 15 10-9C

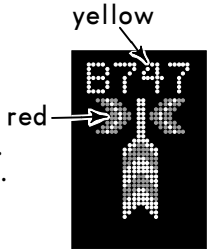
HANNOVER, GERMANY
HANNOVER

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.

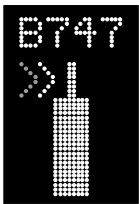
1. START OF DOCKING

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.



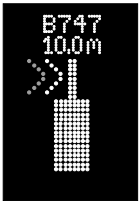
2. TRACKING

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.



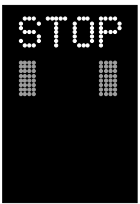
4. SLOW (DECREASE SPEED)

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:
Acraft 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
Acraft has overshoot the stop position (more than 1m)

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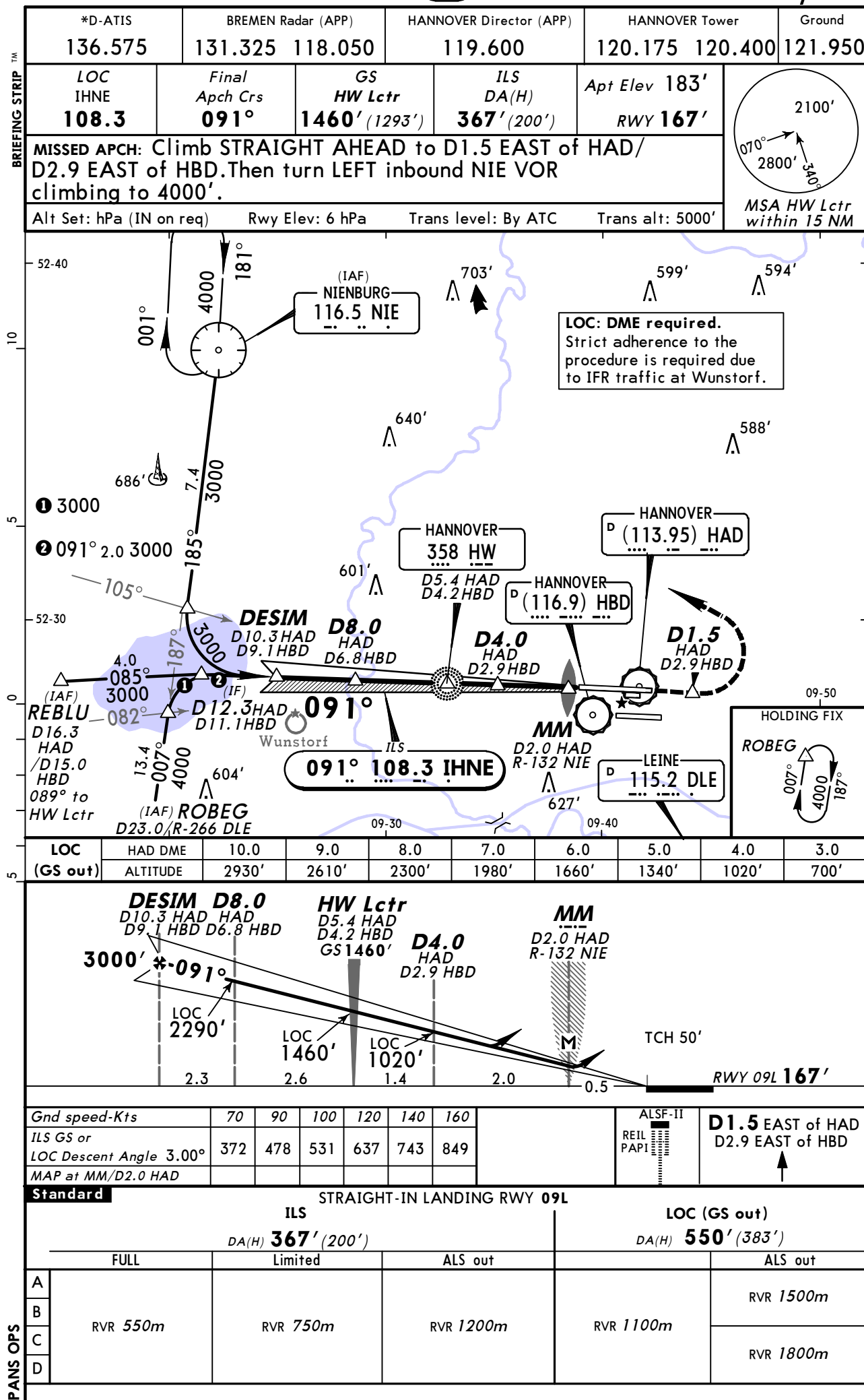
HANNOVER, GERMANY

5 DEC 14

(11-1)

Eff 11 Dec

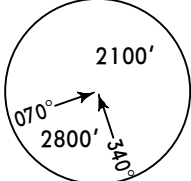
ILS or LOC Rwy 09L

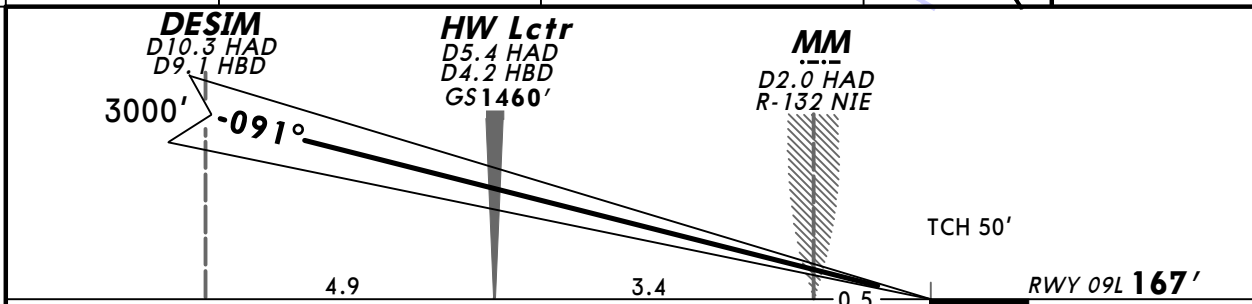
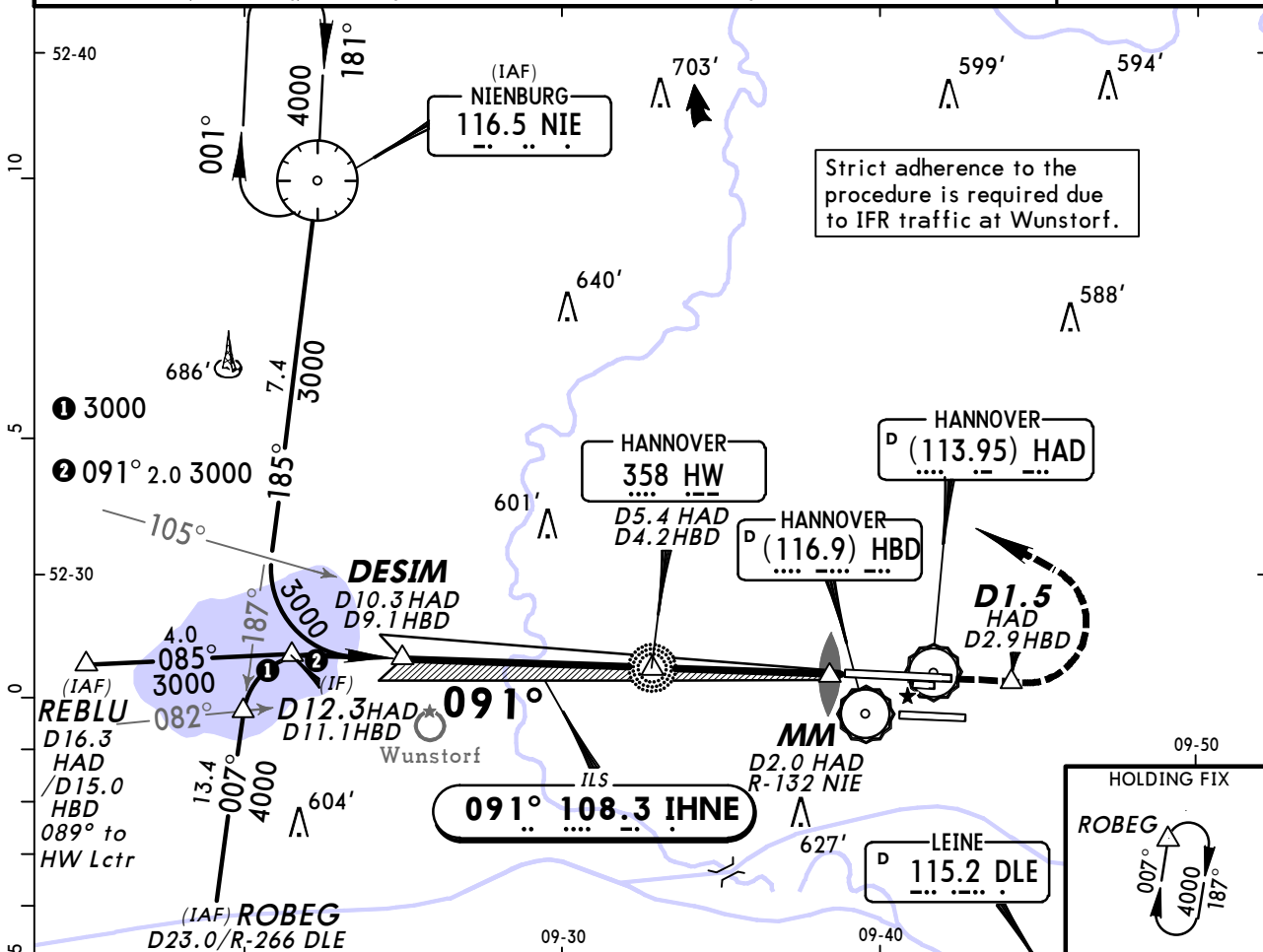


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HANNOVER

JEPPESSEN
5 DEC 14
Eff 11 Dec 11-1A

HANNOVER, GERMANY
CAT II/III ILS Rwy 09L

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
LOC IHNE 108.3	Final Aptch Crs 091°	GS HW Lctr 1460' (1293')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183' RWY 167'
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'.				 MSA HW Lctr within 15 NM
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

ALS-F-II
REIL
PAPI

D1.5 EAST of HAD
D2.9 EAST of HBD
↑

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

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

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HANNOVER

JEPPESEN

5 DEC 14

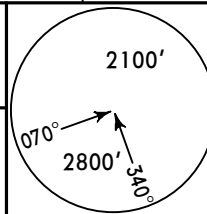
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Eff 11 Dec

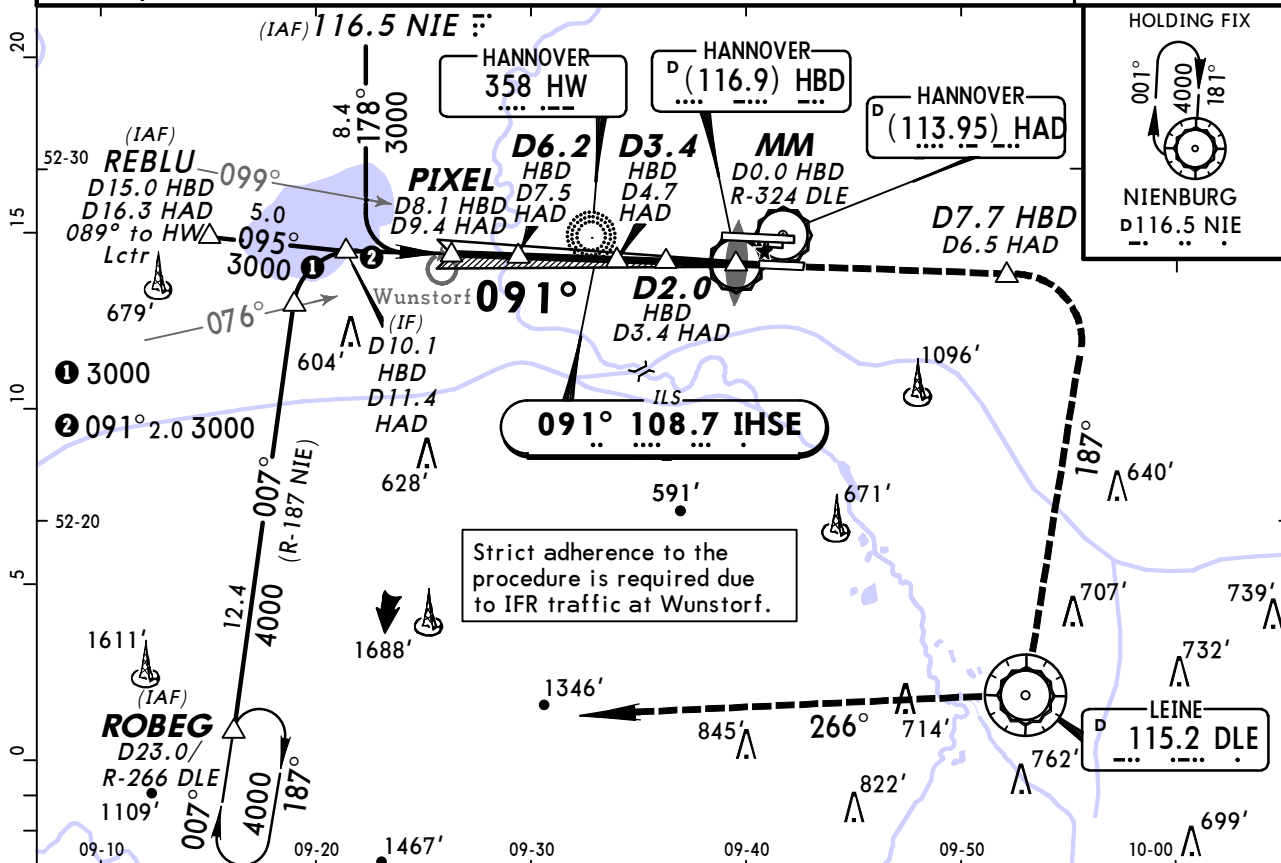
HANNOVER, GERMANY

ILS or LOC Rwy 09R

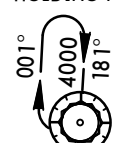
*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
LOC IHSE 108.7	Final Apch Crs 091°	GS D3.4 HBD 1500' (1328')	ILS DA(H) 372' (200')	Apt Elev 183' RWY 172'
MISSED APCH: Climb STRAIGHT AHEAD to D7.7 HBD/D6.5 HAD, then turn RIGHT on R-007 DLE inbound to DLE VOR. Turn RIGHT on R-266 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 HW Lctr within 15 NM

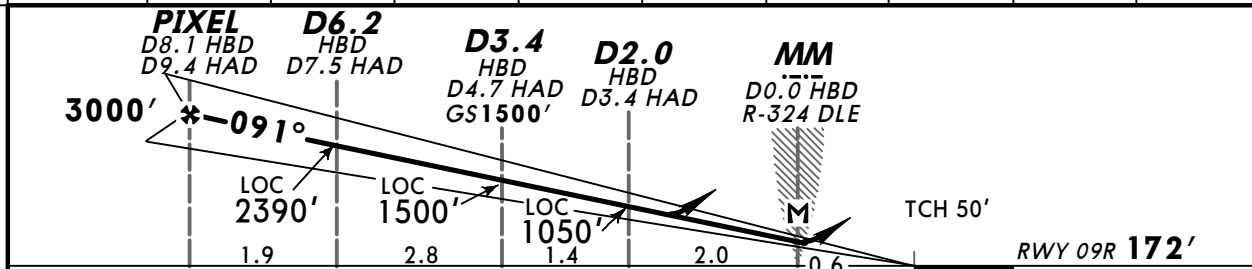


HOLDING FIX

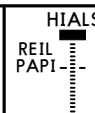


NIENBURG
D 116.5 NIE

LOC (GS out)	HBD DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2970'	2650'	2330'	2010'	1690'	1370'	1050'	740'



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/ D0.0 HBD						



D7.7 HBD
D6.5 HAD

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 1500m	
B			RVR 1500m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m
D				RVR 1800m

CHANGES: Procedure.

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HANNOVER

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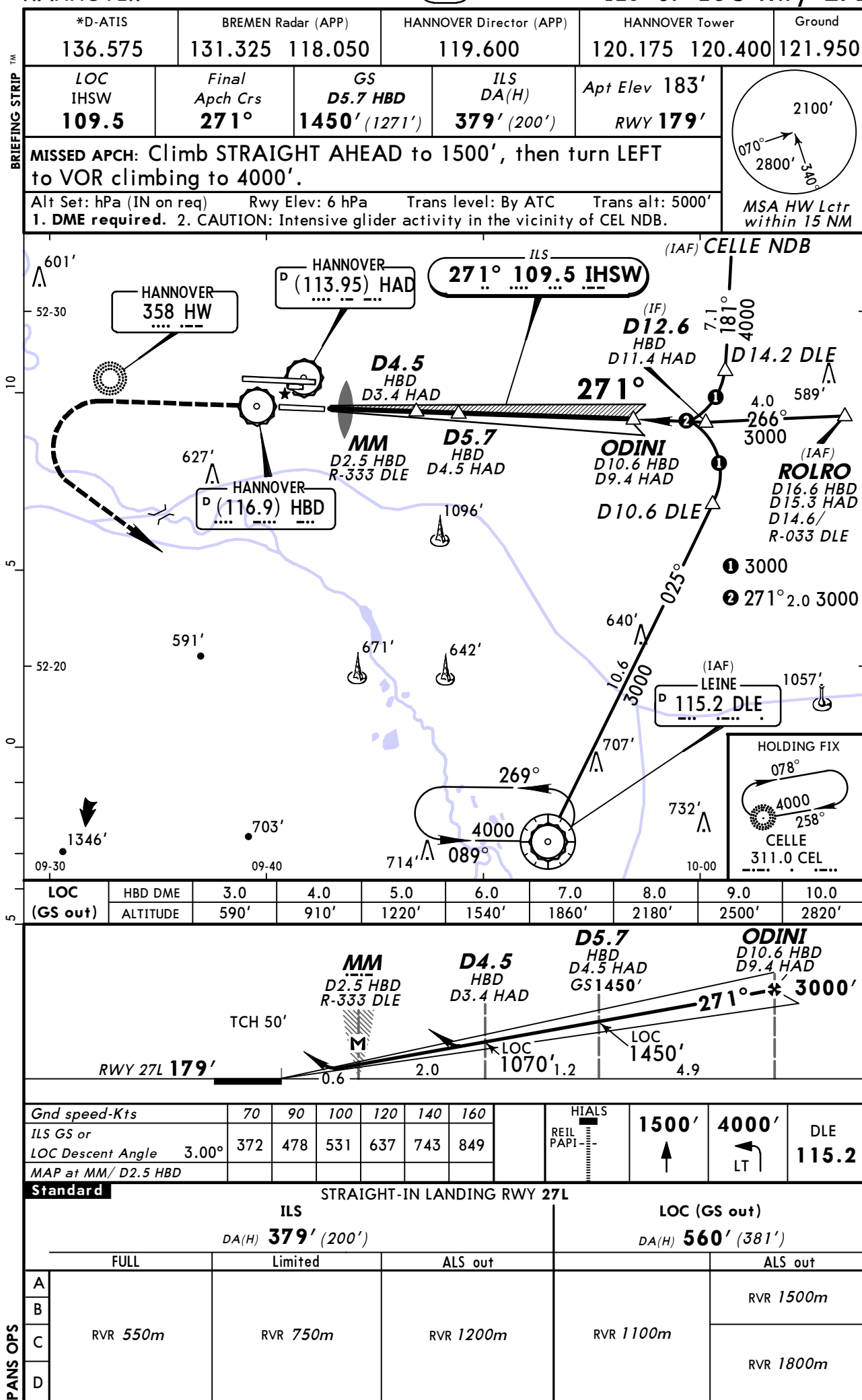
HANNOVER, GERMANY

5 DEC 14

11-3

Eff 11 Dec

ILS or LOC Rwy 27L

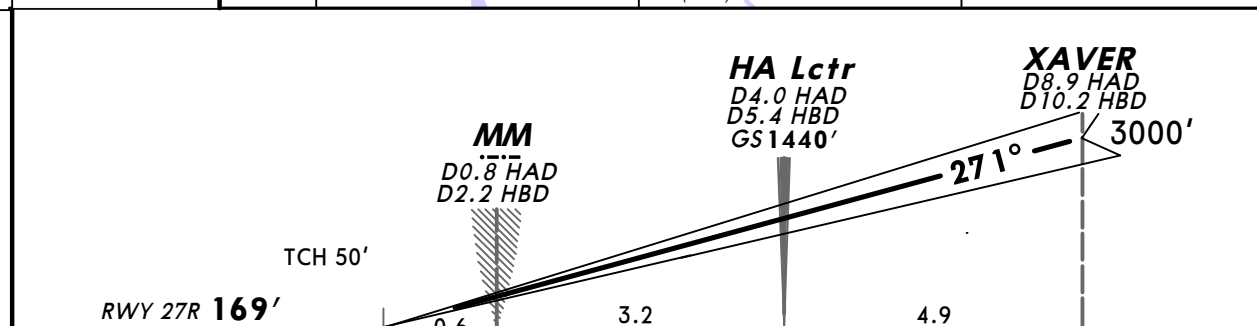
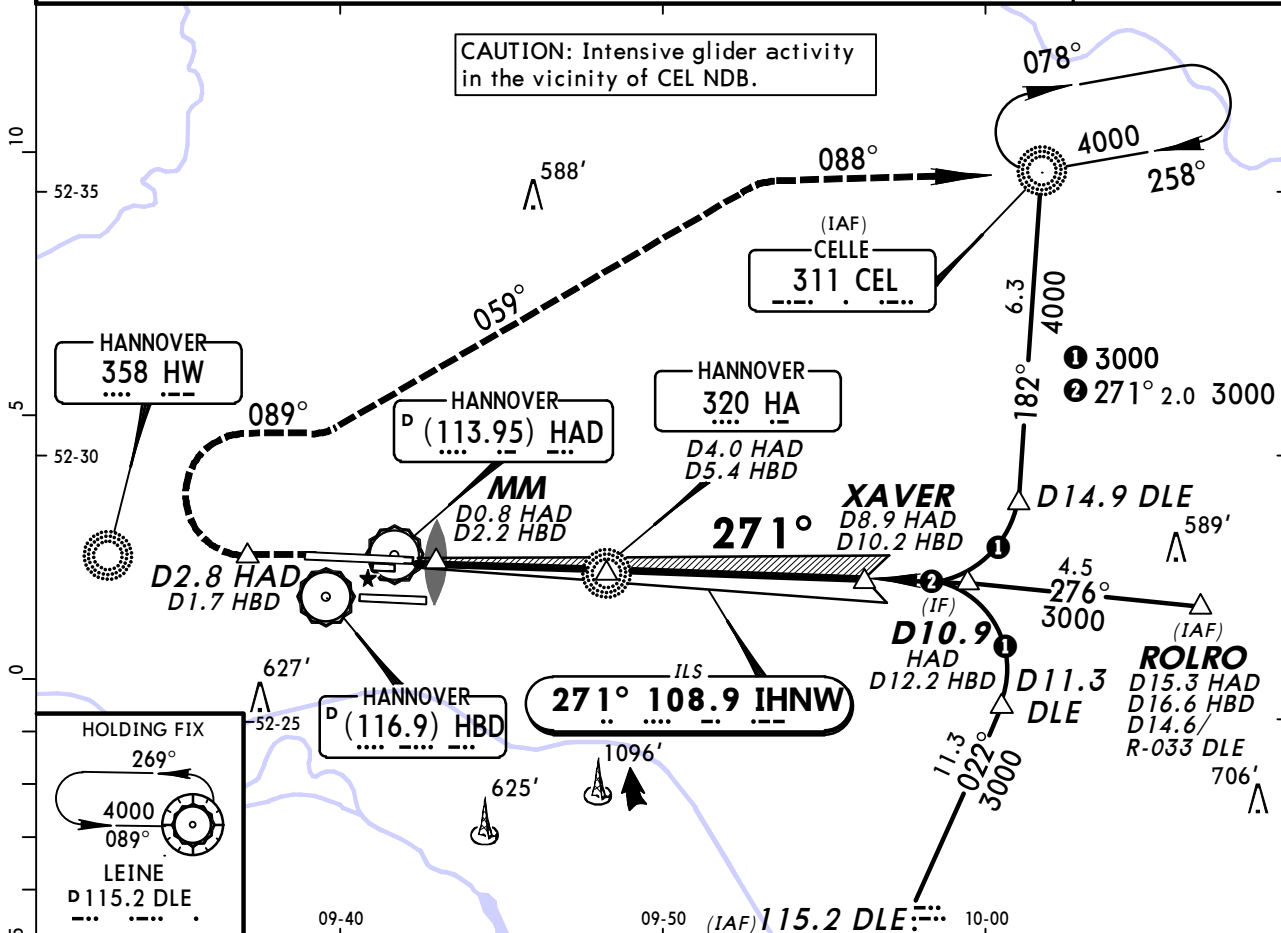
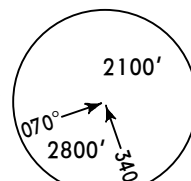


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JEPPESEN
5 DEC 14
Eff 11 Dec **(11-4A)**

HANNOVER, GERMANY
CAT II/III ILS Rwy 27R

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
LOC IHNW 108.9	Final Apch Crs 271°	GS HA Lctr 1440' (1271')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183' RWY 169'
MISSED APCH: Climb inbound HW Lctr to D2.8 WEST of HAD/D1.7 WEST of HBD. Then turn RIGHT on track 089° to intercept and follow track 059° outbound HW Lctr. Intercept 088° inbound CEL NDB 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	ALSF-II REIL PAPI	D2.8 WEST of HAD D1.7 WEST of HBD
GS	3.00°	372	478	531	637	743		

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

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

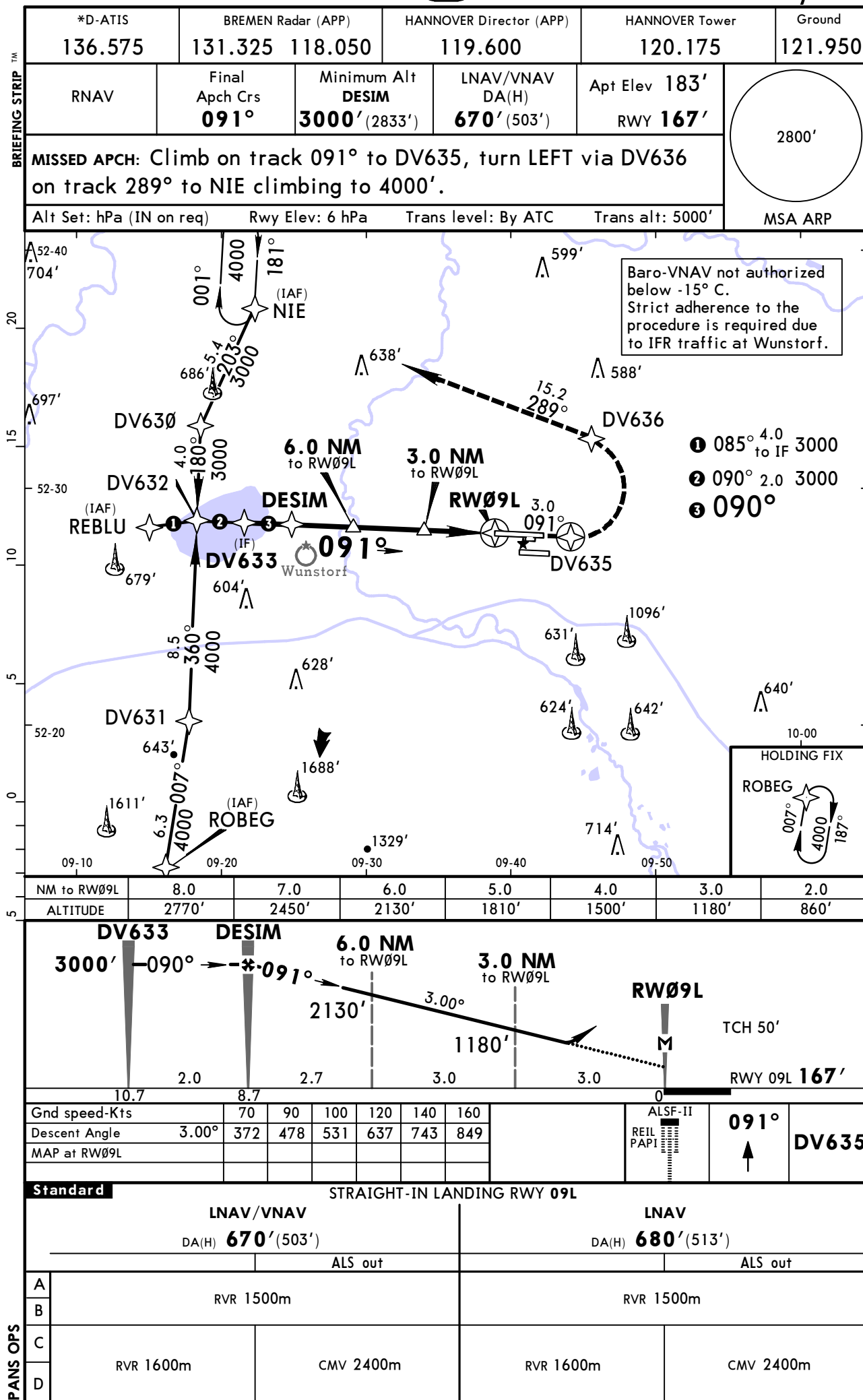
CHANGES: Procedure.

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JEPPESSEN
6 MAR 15 (12-1)

HANNOVER, GERMANY
RNP Rwy 09L



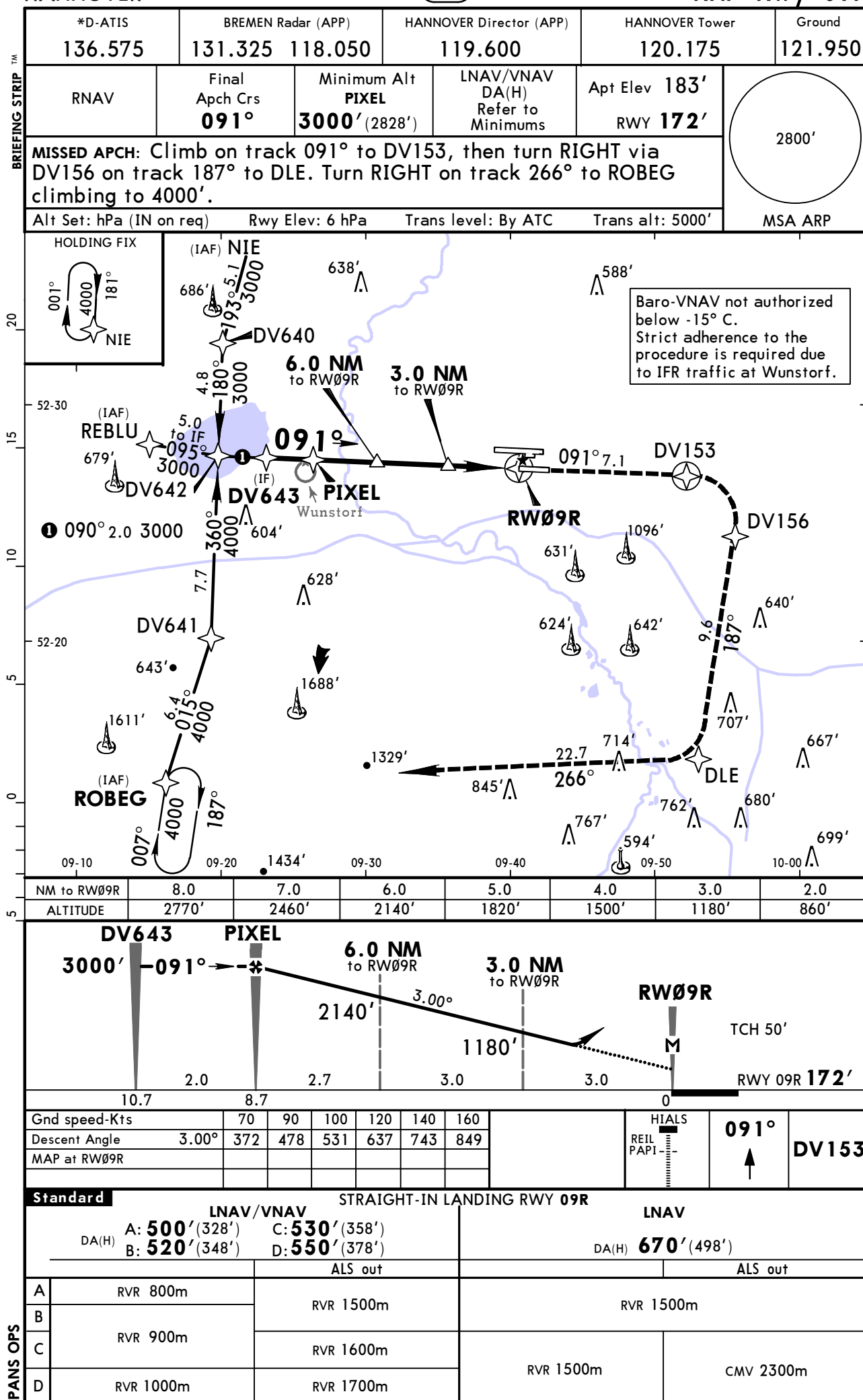
CHANGES: Chart reindexed.

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JEPPESSEN
6 MAR 15 **(12-2)**

HANNOVER, GERMANY
RNP Rwy 09R



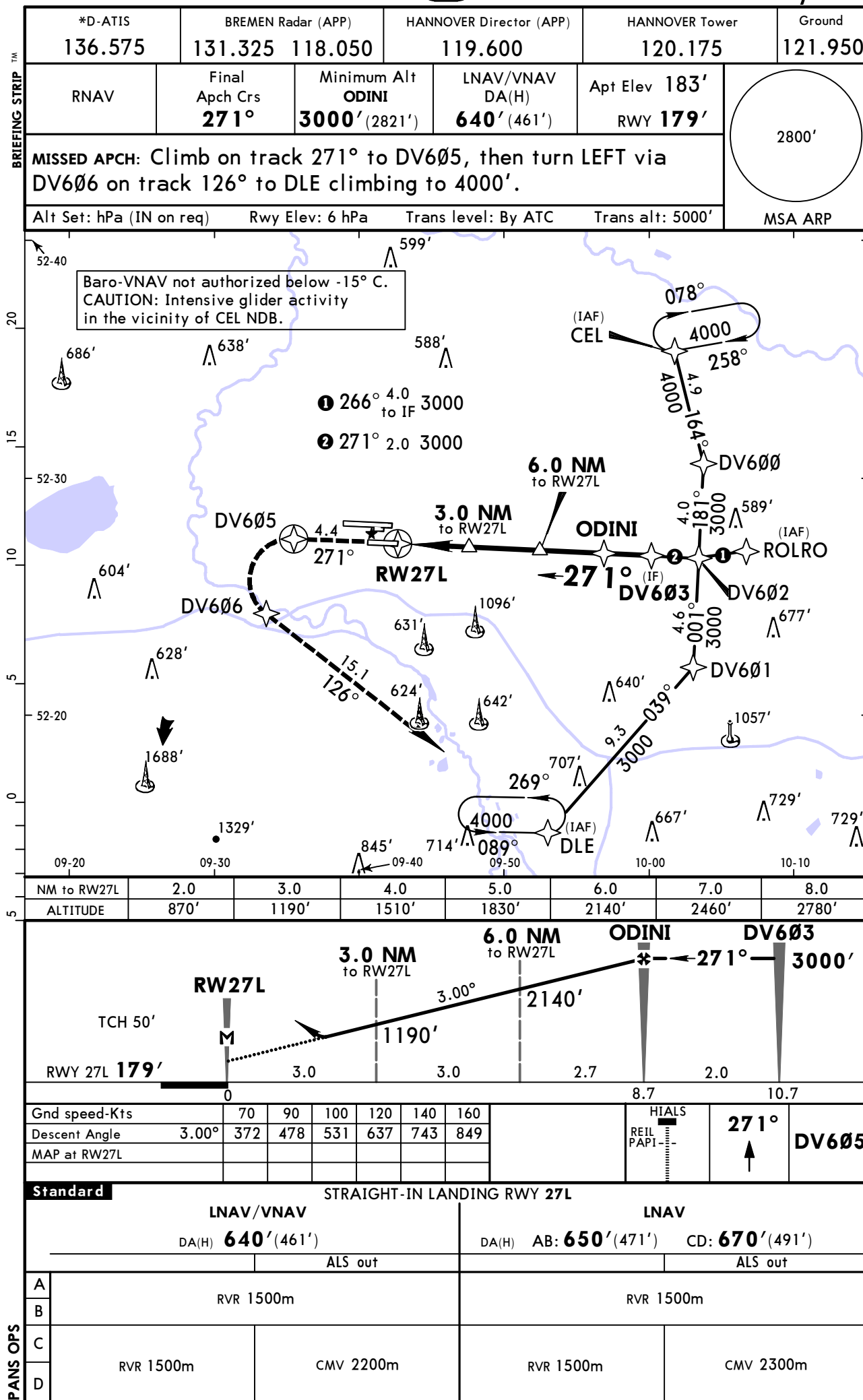
CHANGES: Chart reindexed.

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JEPPESSEN
6 MAR 15 **(12-3)**

HANNOVER, GERMANY
RNP Rwy 27L



CHANGES: Chart reindexed.

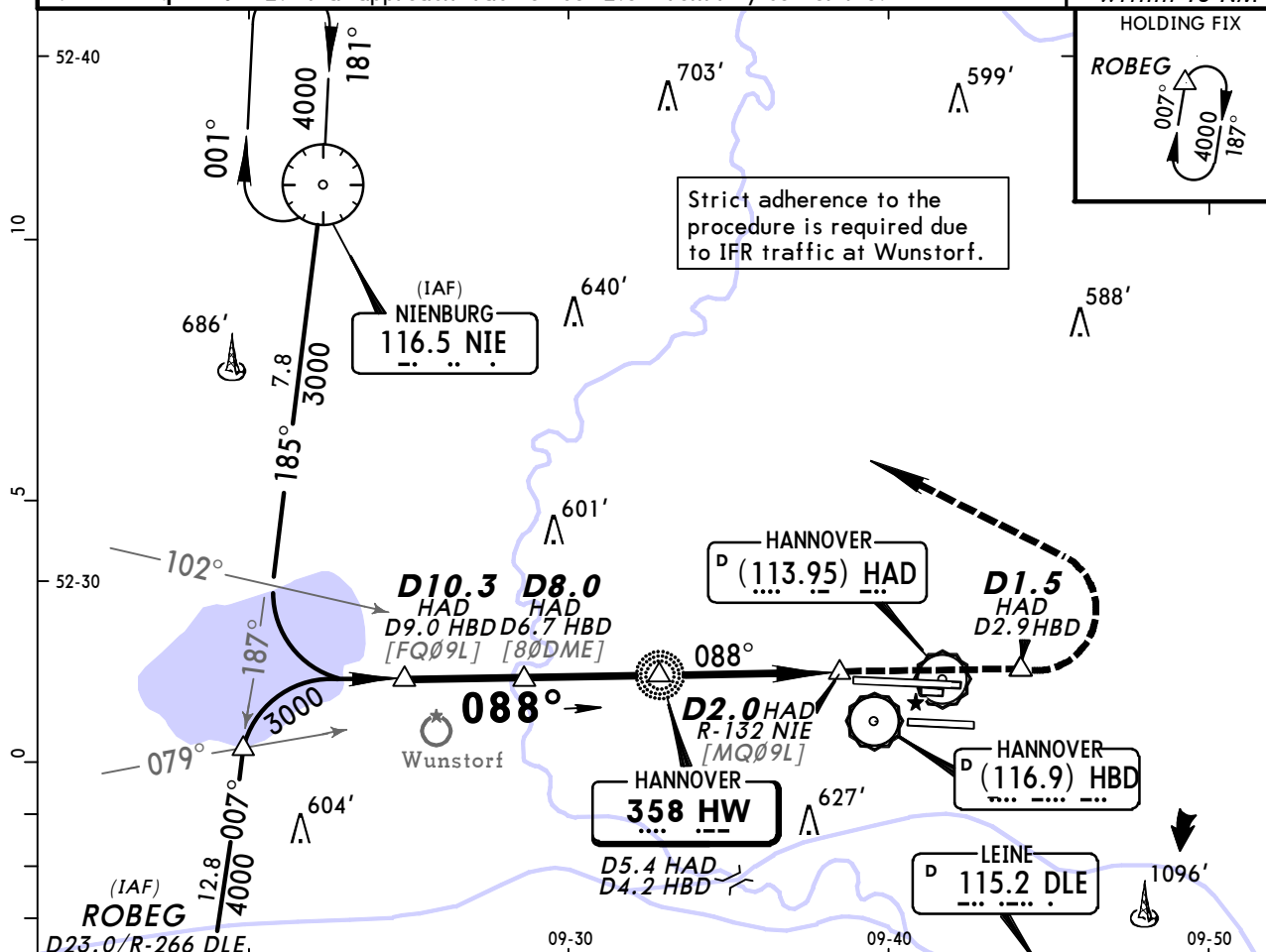
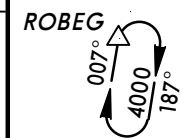
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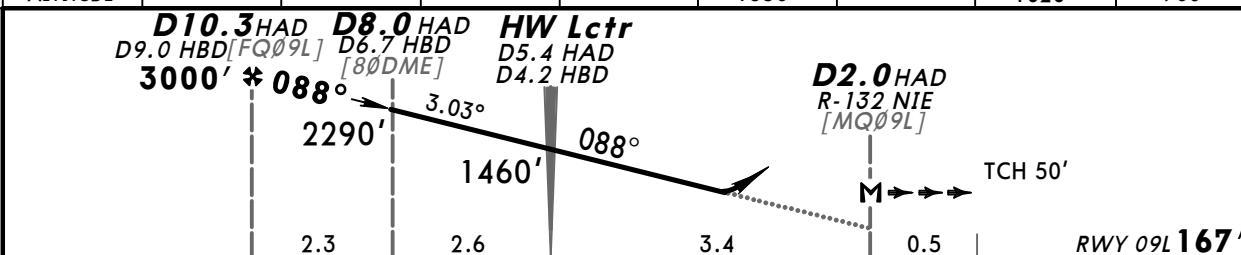
HANNOVER, GERMANY
■ **NDB Rwy 09L**

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050		HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
Lctr HW 358	Final Apch Crs 088°	Minimum Alt D10.3 3000' (2833')	DA(H) 750' (583')	Apt Elev 183' RWY 167'	2100'

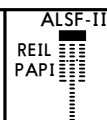
HOLDING FIX



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'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 3.03°	375	482	536	643	750	858
<i>MAP at D2.0 HAD/ R-132 NIE</i>						



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

STRAIGHT-IN LANDING RWY 09L

ALS out

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

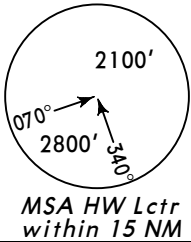
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EDDV/HAJ
HANNOVER

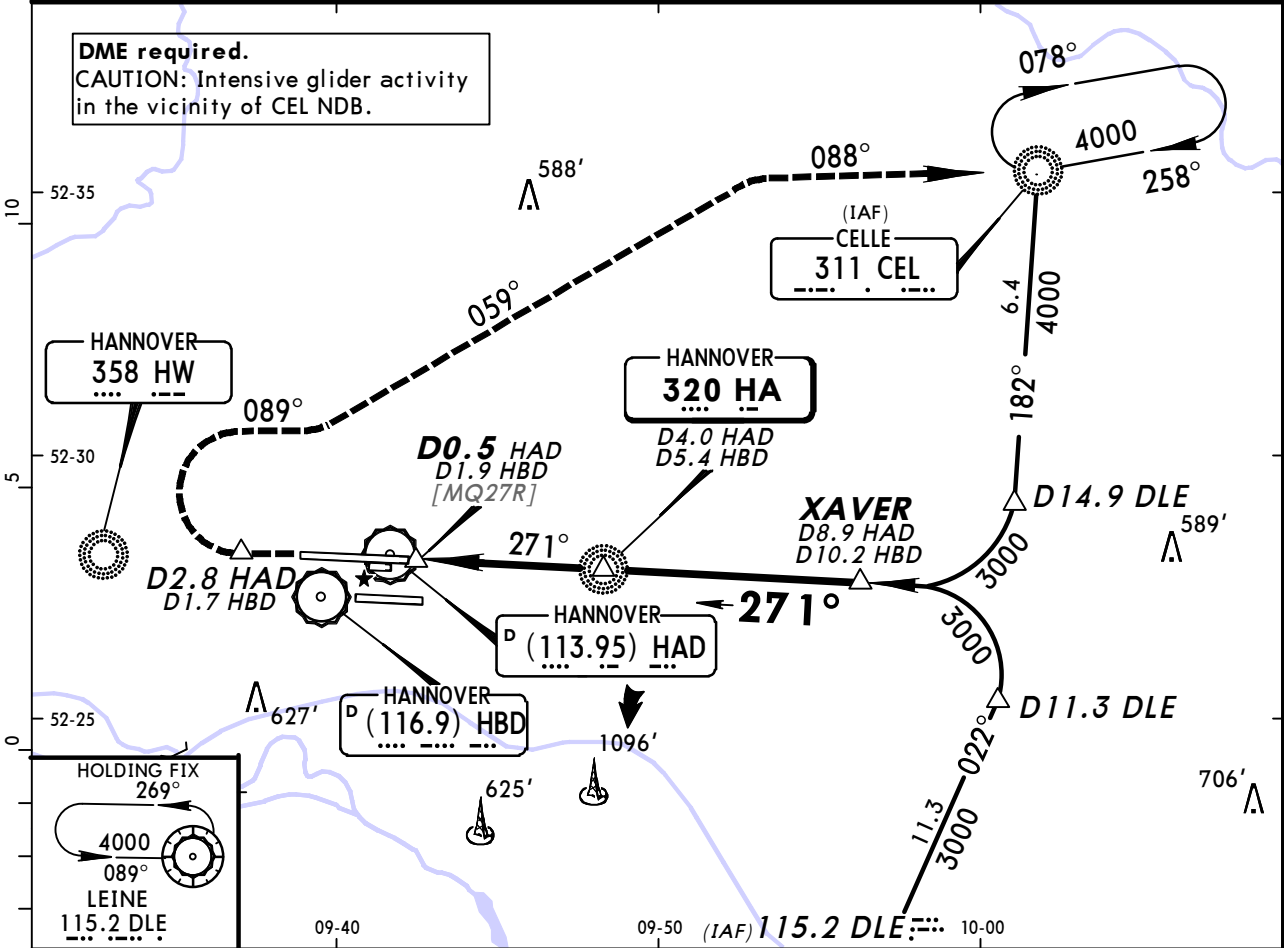
JEPPESSEN
5 DEC 14 **(16-2)** **Eff 11 Dec**

HANNOVER, GERMANY
NDB Rwy 27R

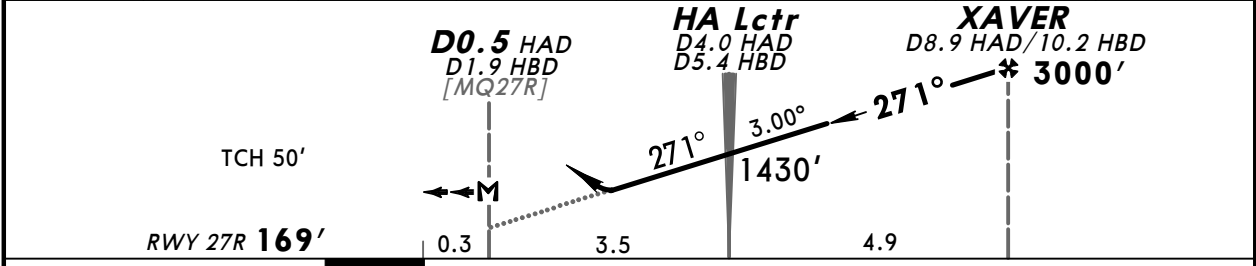
*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
Lctr HA 320	Final Apch Crs 271°	Minimum Alt XAVER 3000' (2831')	DA(H) 700' (531')	Apt Elev 183' RWY 169'
MISSED APCH: Climb inbound HW Lctr to D2.8 WEST of HAD/D1.7 WEST of HBD. Then turn RIGHT on track 089° to intercept and follow track 059° outbound HW Lctr. Intercept 088° inbound CEL NDB climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				



DME required.
CAUTION: Intensive glider activity in the vicinity of CEL NDB.



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



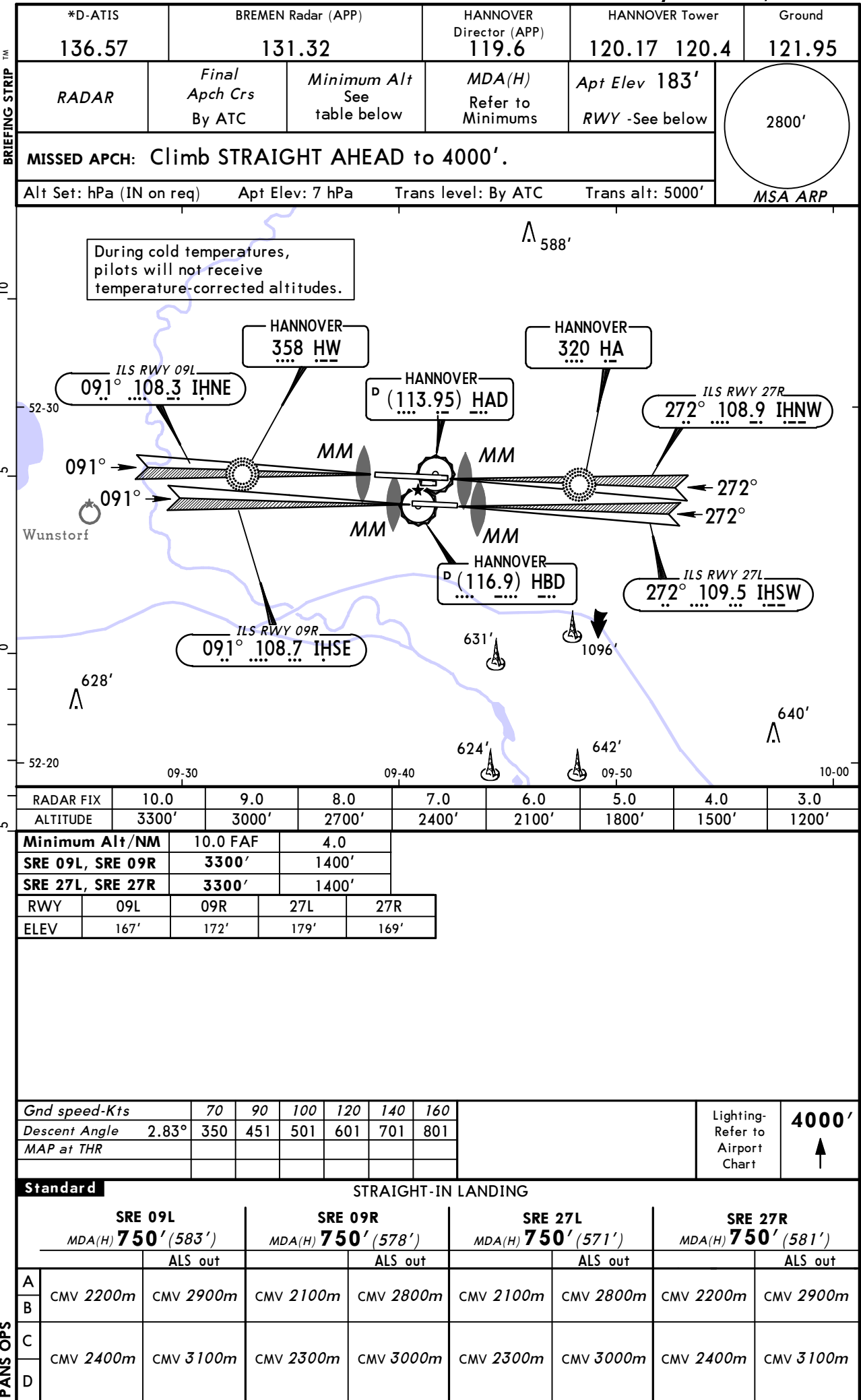
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.8 WEST of HAD D1.7 WEST of HBD
Descent angle	3.00°	372	478	531	637	743		
MAP at D0.5 HAD/ D1.9 HBD								

Standard		STRAIGHT-IN LANDING RWY 27R	
		DA(H) 700' (531')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1700m	CMV 2400m	
D			

EDDV/HAJ
HANNOVER

JEPPESSEN
6 JUN 14 (18-1)

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



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

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.