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Terminal Charts For EDDV

Revision Letter For Cycle 13-2016

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: 0258 Z
Sunset: 1947 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: 121.600 Secondary
De-Icing Ramp/Taxi: 130.600
Hannover Director Approach: 25.972 Military
Hannover Director Approach: 119.600
Bremen Radar ACC: 131.325
Bremen Radar ACC: 118.050

EDDV/HAJ
HANNOVERJEPPesen
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 taylor 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 taylor 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.

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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.

EDDV/HAJ
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

JEPPesen

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.

EDDV/HAJ
HANNOVERJEPPesen
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)**

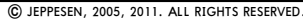
Temporal parameters:

- 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.

Trans level: By ATC Trans alt: 5000'

183'

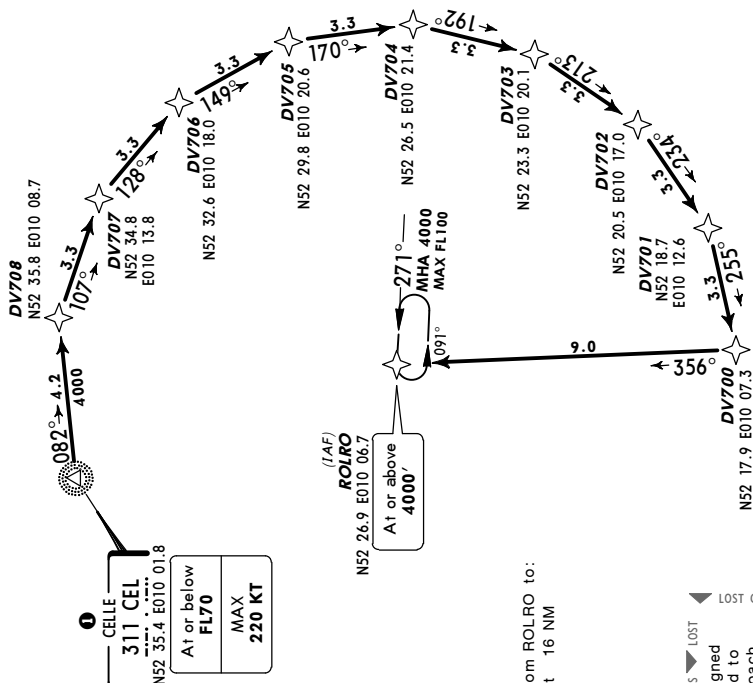
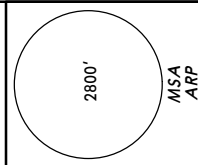
Altitudes in brackets apply between AIRAC date NOV and AIRAC date MAR in order to meet required obstacle clearance at cold temperatures.



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.

CELLE ONE KILO (CEL 1K)
RWYS 27L/R RNAV ARRIVAL
BY ATC
RNAV (GPS, DME/DME, DME/DME/IRU)



Direct distance from ROLRO to:
Hannover Apt 16 NM

Not applicable within a

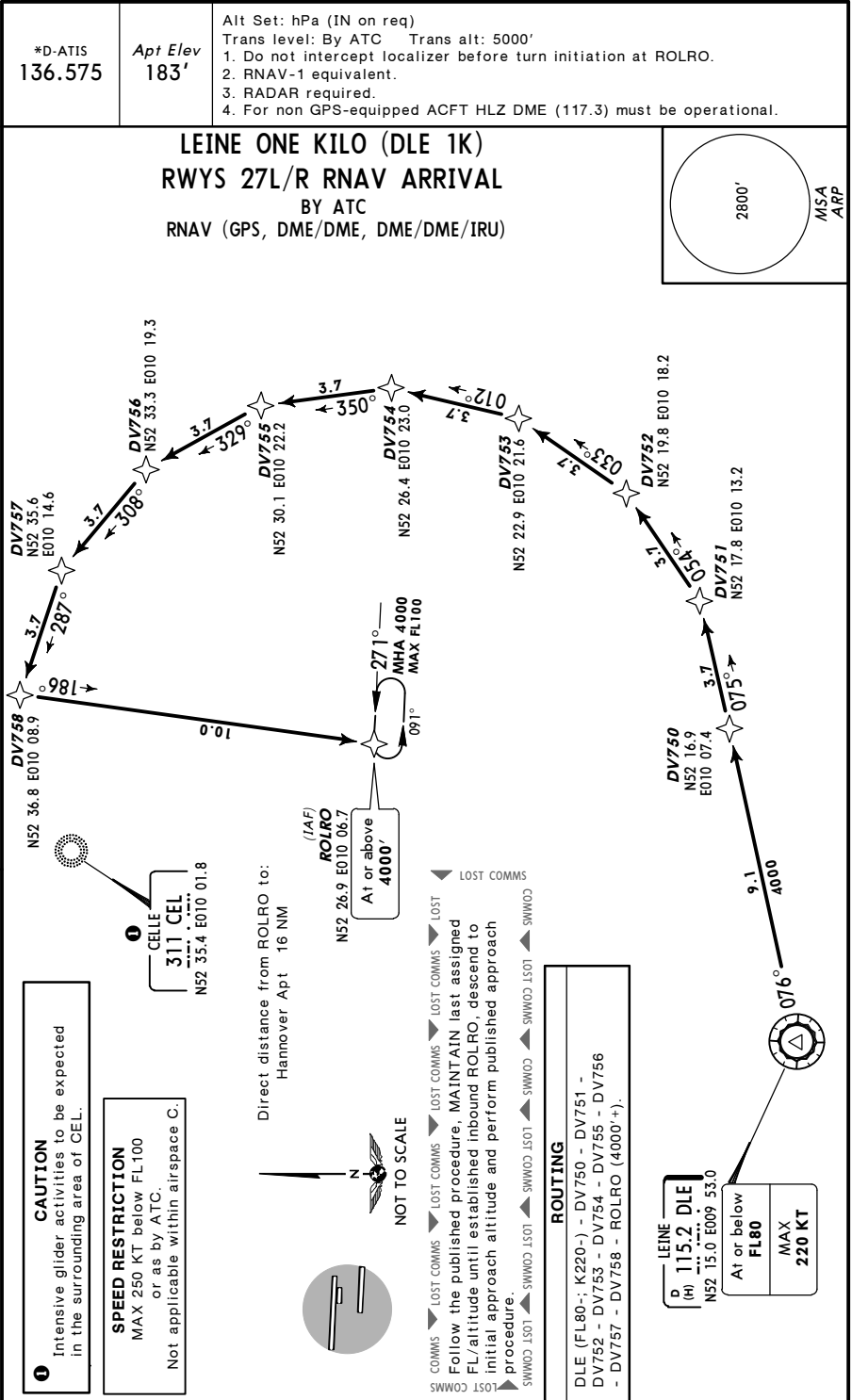
Follow the published procedure, MAINTAIN last assigned FL/altitude until established inbound ROLRO, descend to initial approach altitude and perform published approach procedure.

ROUTING

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

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HANNOVER

JEPPESSEN HANNOVER, GERMANY
5 DEC 14 (10-2A) Eff 11 Dec RNAV STAR

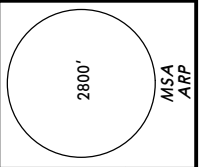


EDDV/HAJ
HANNOVER

JEPPesen HANNOVER, GERMANY
5 DEC 14 (10-2D) Eff 11 Dec RNAV STAR

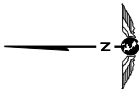
*D-ATIS 136.575	Apt Elev 183'	Alt Set: hPa (IN on req) Trans level: By ATC Trans alt: 5000' 1. Do not intercept localizer before turn initiation at REBLU. 2. RNAV-1 equivalent. 3. RADAR required.
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ROBEG ONE JULIETT (ROBEG 1J) [ROBE1J]
RWYS 09L/R RNAV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



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

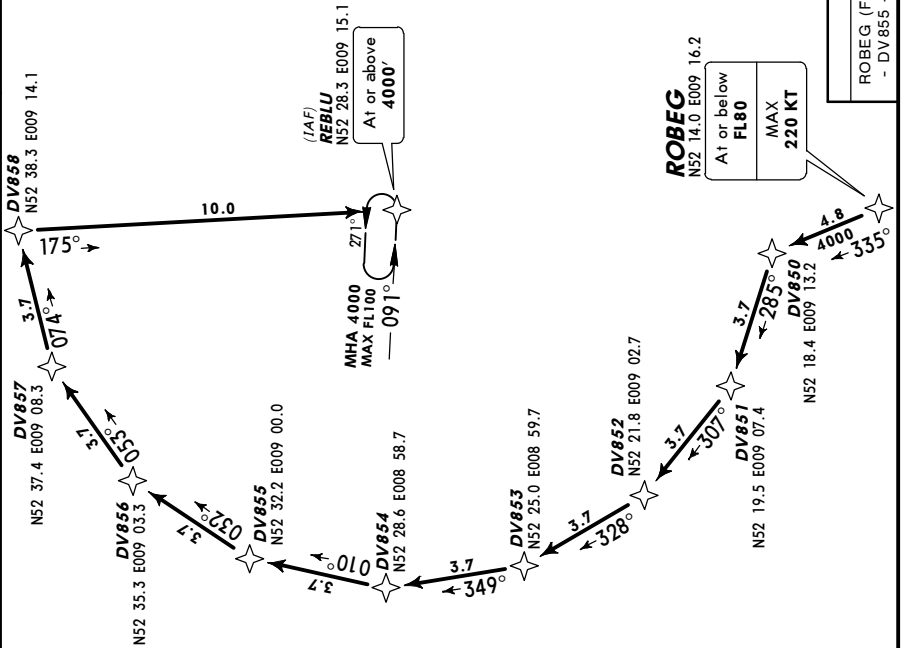
Direct distance from REBLU to:
Hannover Apt 16 NM



NOT TO SCALE
COMMS > LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS
Follow the published procedure, MAINTAIN last assigned FL/altitude until established inbound REBLU, descend to initial approach altitude and perform published approach procedure.
SWW03 LS01 < SWW03 LS01 < SWW03 LS01 < SWW03
LOST COMMS

ROUTING

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



EDDV/HAJ
HANNOVER

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HANNOVER, GERMANY

5 DEC 14

(10-2H)

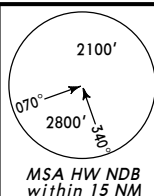
Eff 11 Dec

STAR

*D-ATIS
136.575

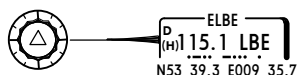
Apt Elev
183'

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 ▼ LOST COMMS ▼ LOST COMMS
In case of radio communication failure proceed to:
① DIRBO 5R: NIE.
② LBE 9P: CEL.
▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

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.

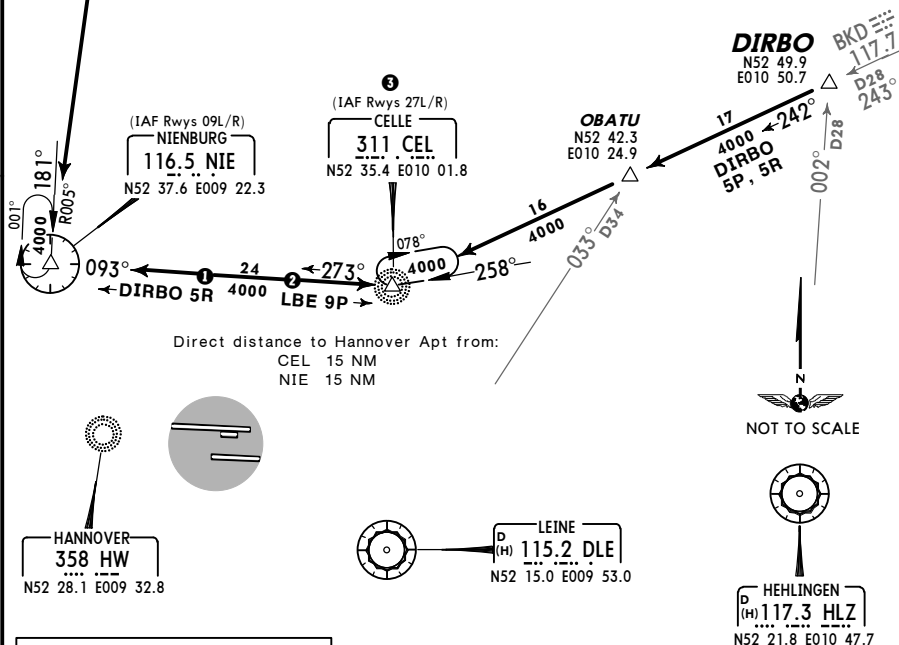
at or below FL80 by NIE.

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.



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

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

HANNOVER, GERMANY

5 DEC 14

(10-2J)

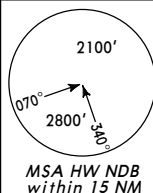
Eff 11 Dec

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] ①

GITEX THREE PAPA (GITEX 3P) [GITE3P]

RWYS 27L/R ARRIVALS

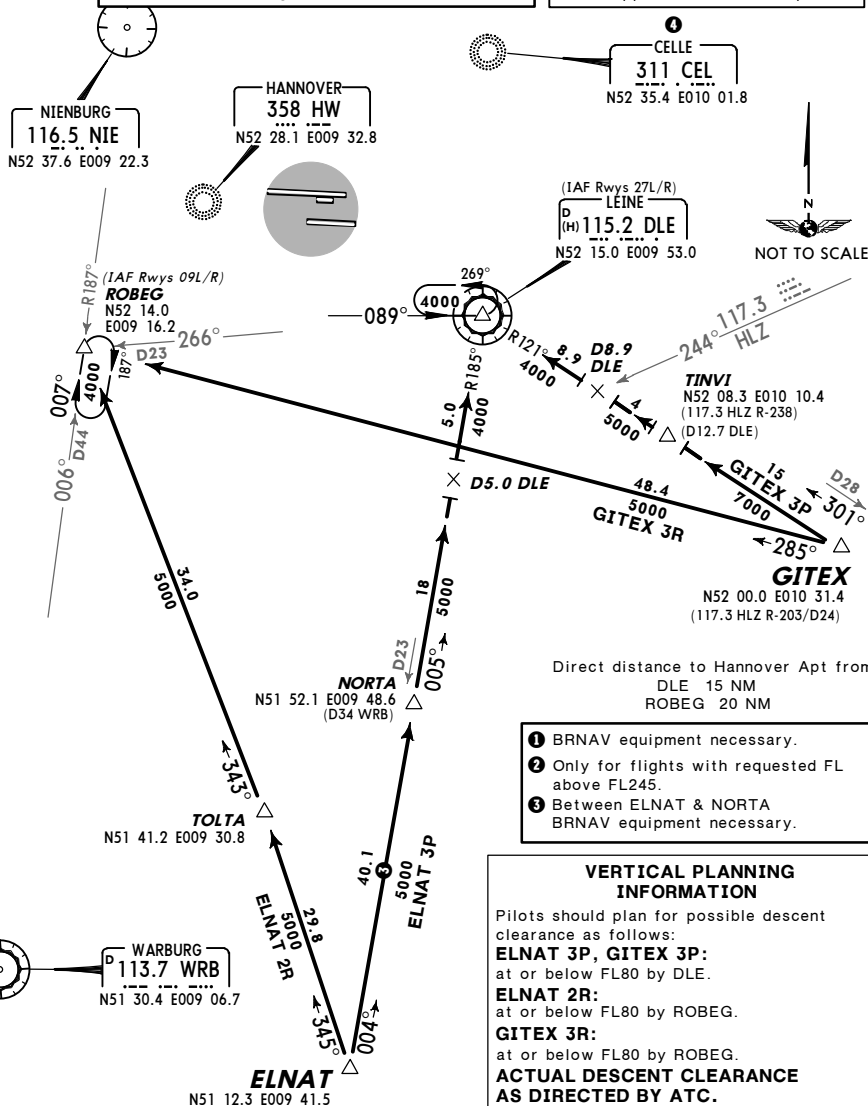
ELNAT TWO ROMEO (ELNAT 2R) [ELNA2R] ① ②

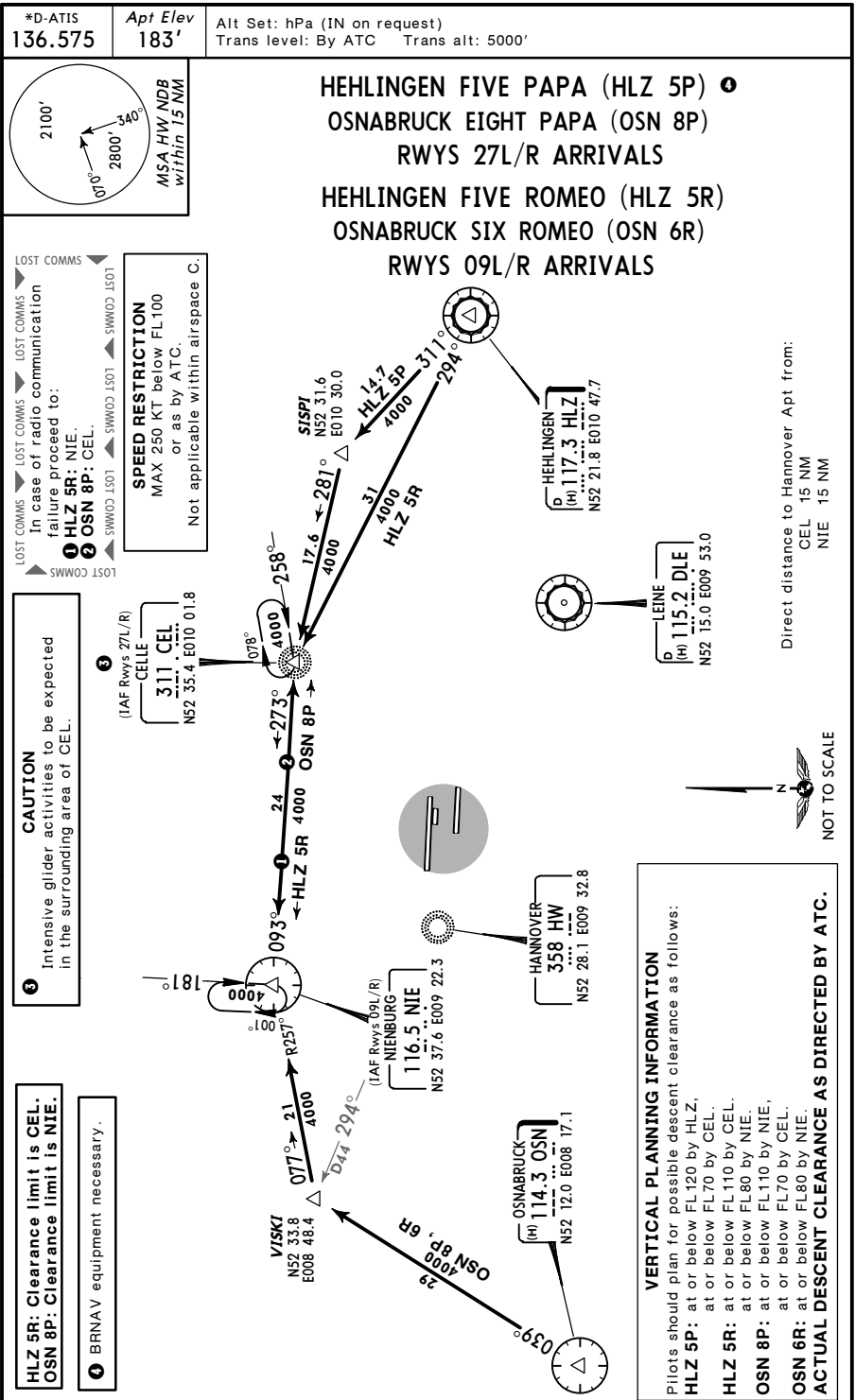
GITEX THREE ROMEO (GITEX 3R) [GITE3R] ①

RWYS 09L/R ARRIVALS

① **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.





EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 (10-2M) Eff 11 Dec

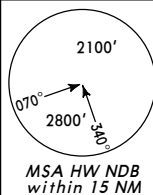
HANNOVER, GERMANY

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

① **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.

NIENBURG
116.5 NIE
N52 37.6 E009 22.3

HANNOVER
358 HW
N52 28.1 E009 32.8

① CELLE
311 CEL
N52 35.4 E010 01.8

(IAF Rwy 27L/R)
LEINE
D 115.2 DLE
(H) N52 15.0 E009 53.0

(IAF Rwy 09L/R)
ROBEG
N52 14.0
E009 16.2

007°
D44
006°
4000
187°
D23
266°

089°
4000
269°

5.0
4000
R185°
D5.0 DLE



Direct distance to Hannover Apt from:
DLE 15 NM
ROBEG 20 NM

- 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.**

WARBURG
113.7 WRB
N51 30.4 E009 06.7

WERRA
N51 28.2 E009 44.0

TOLTA
N51 41.2 E009 30.8

NORTA
N51 52.1 E009 48.6
(D34 WRB)

WERRA 1P

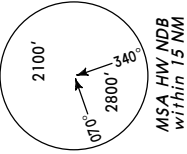
24.1
5000
005°

15.5
5000
326°

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

1. On downwind transition expect vectors to ATC.
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 27L, CEL 27R NIE 27L, NIE 27R
[CEL27] [NIE27]
RWYS 27L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

CEL 27L	27L	CEL (FL70-; K250-)	- DV500 - DV501 (K220-)	- DV502 - DV565 - DV575 - DV572 - ODINI (3000+; K170+).
CEL 27R	27R	CEL (FL70-; K250-)	- DV500 - DV501 (K220-)	- DV502 - DV565 - DV575 - DV572 - XAVER (3000+; K170+).
NIE 27L	27L	NIE (FL110-; K250-)	- DV502 (K220-)	- DV565 - DV575 - DV572 - ODINI (3000+; K170+).
NIE 27R	27R	NIE (FL110-; K250-)	- DV502 (K220-)	- DV565 - DV575 - DV572 - XAVER (3000+; K170+).

Direct distance to Hannover Apt from:
 DV590 7 NM
 DV591 6 NM

At or above	3000'
Minimum	170 KT

NOT TO SCALE

EDDV/HAJ
HANNOVER

JEPPESSEN

5 DEC 14

(10-2S)

Eff 11 Dec

HANNOVER, GERMANY

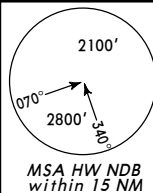
RNAV TRANSITION

*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.

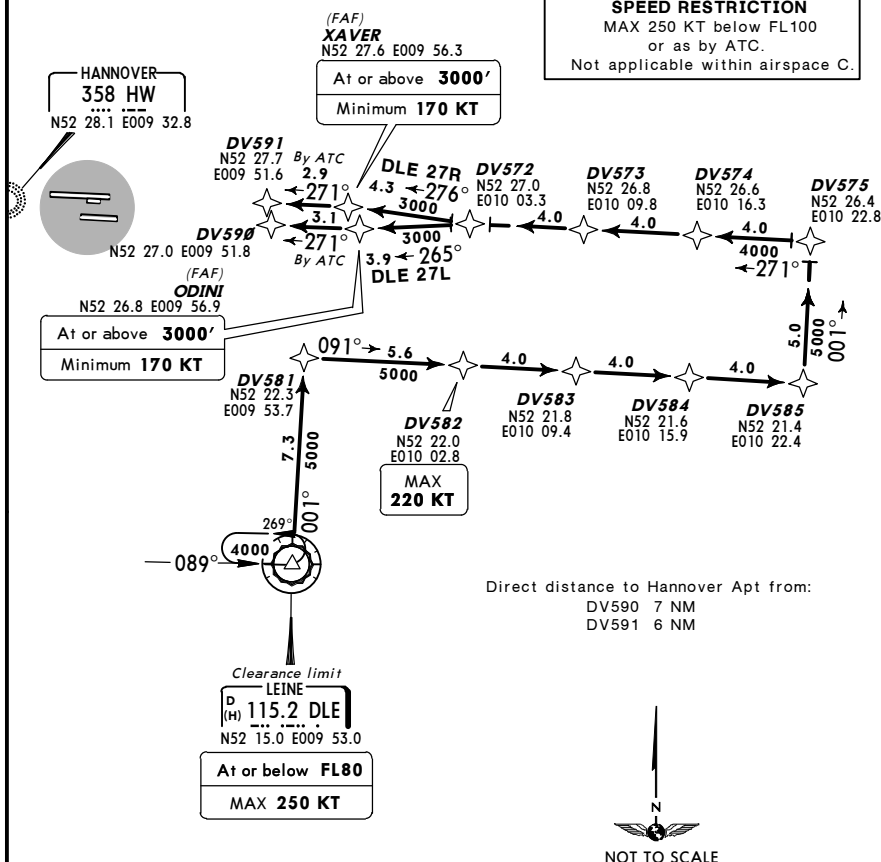
DLE 27L, DLE 27R
[DLE27]
RWYS 27L/R
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC



SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



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+).

EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 (10-2T)

Eff 11 Dec

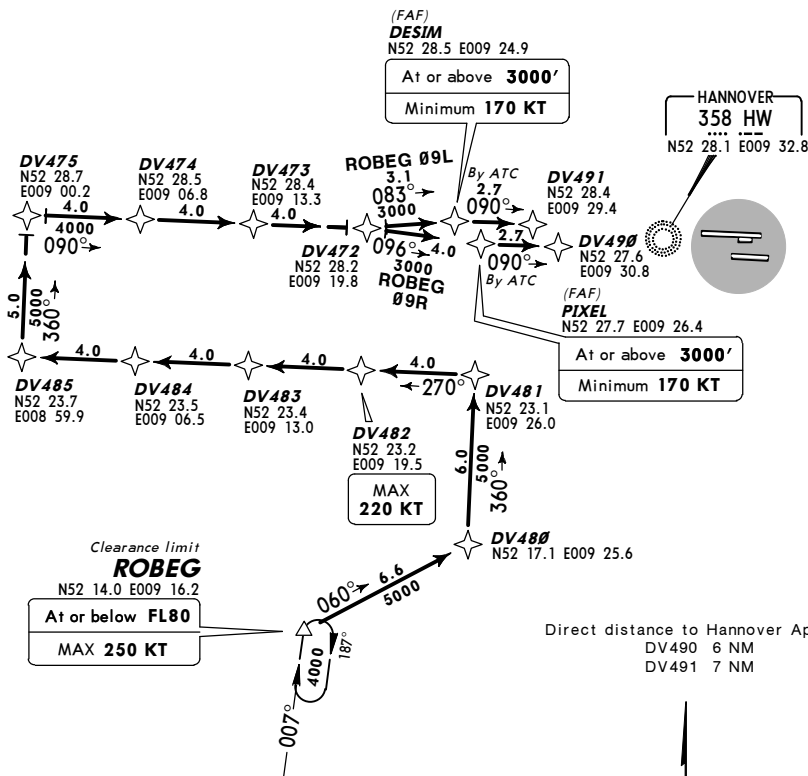
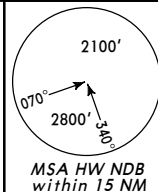
HANNOVER, GERMANY
RNAV TRANSITION

*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.
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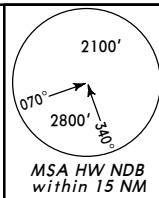
ESTAD 2A [ESTA2A], ESTAD 2E [ESTA2E]
KUGAV 2A [KUGA2A], KUGAV 2E [KUGA2E]
OBATU 2A [OBAT2A], OBATU 2E [OBAT2E]
TOLTA 2A [TOLT2A], TOLTA 2E [TOLT2E]
WRB 2A, WRB 2E

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.

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

KUGAV
N52 25.5 E008 36.5
At or above
FL120
MAX 250 KT

N52 33.4 E009 13.6
DV463

N52 28.4 E009 13.3
DV473

N52 23.4 E009 13.0
DV483

N52 28.4 E009 29.4
DV491

N52 14.0 E009 16.2
ROBEG

N51 41.2 E009 30.7
TOLTA
At or above
FL200
MAX 250 KT

N51 30.4 E009 06.7
WARBURG
At or above
FL200
MAX 250 KT



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

N52 28.1 E009 32.8
HANNOVER
358 HW

① ESTAD 2A, KUGAV 2A,
OBATU 2A, TOLTA 2A,
WRB 2A
② ESTAD 2E, KUGAV 2E,
OBATU 2E, TOLTA 2E,
WRB 2E

(FAF)
③ **DESIM**
N52 28.5 E009 24.9
At or above **3000'**
Minimum **170 KT**

(FAF)
④ **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+).

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HANNOVER

JEPPesen
10-2V

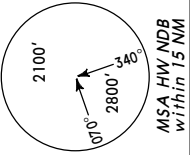
Eff 11 Dec

HANNOVER, GERMANY
RNAV TRANSITION

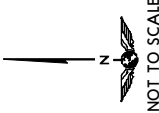
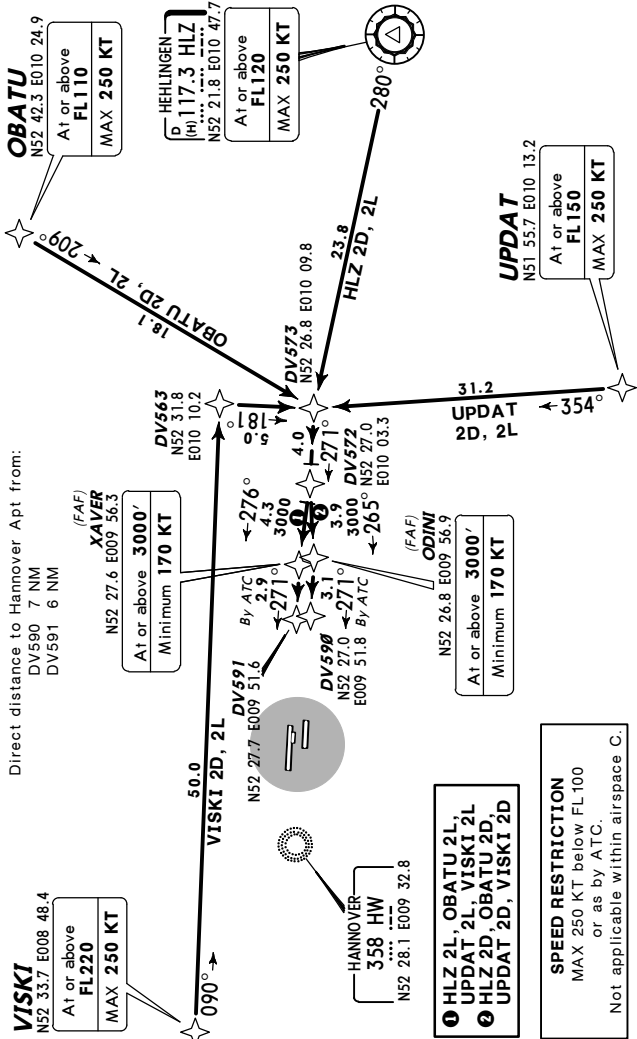
*ATIS
136.575

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.



HLZ 2D, HLZ 2L
OBATU 2D [OBAT2D], OBATU 2L [OBAT2L]
UPDAT 2D [UPDA2D], UPDAT 2L [UPDA2L]
VISKI 2D [VISK2D], VISKI 2L [VISK2L]
RWYS 27L/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



ROUTING	
TRANSITION	RWY
HLZ 2D	27L
HLZ 2L	27R
OBATU 2D	27L
OBATU 2L	27R
UPDAT 2D	27L
UPDAT 2L	27R
VISKI 2D	27L
VISKI 2L	27R

EDDV/HAJ
HANNOVER

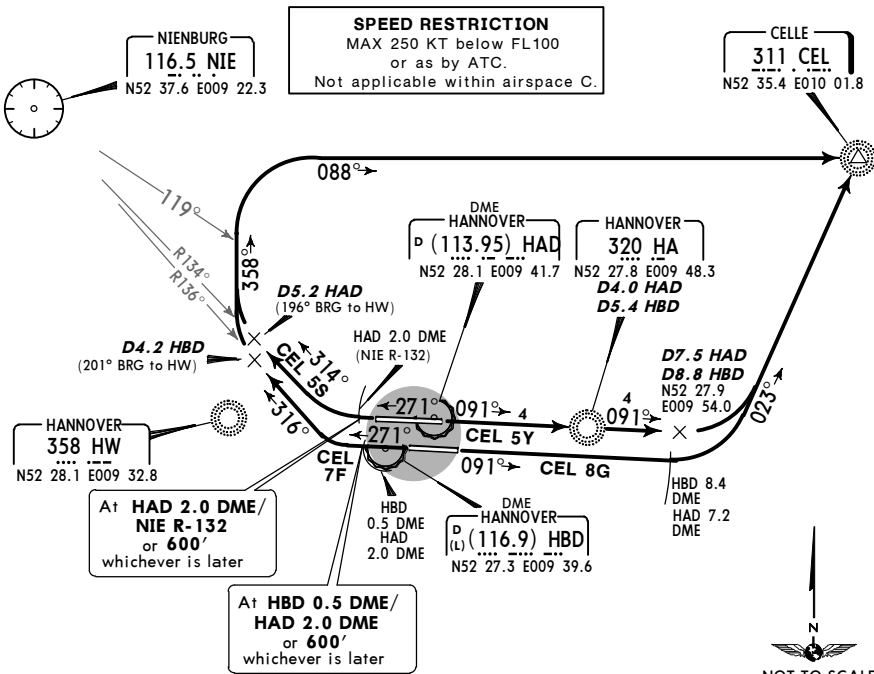
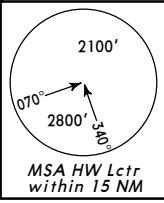
JEPPESSEN
5 DEC 14 (10-3)

HANNOVER, GERMANY
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.
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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 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.

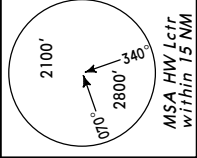
① After passing NIE R-119 B-RNAV equipment necessary.

EDDV/HAJ
HANNOVER

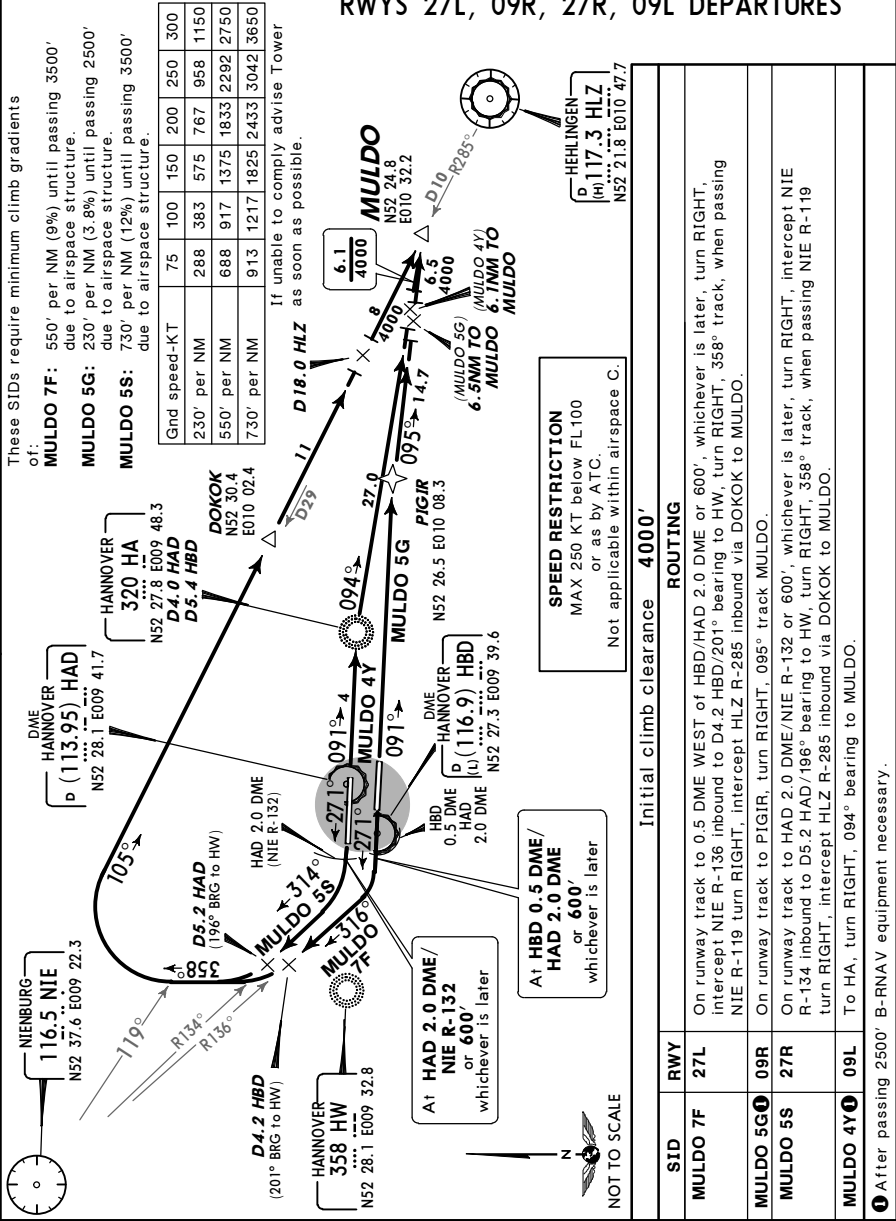
JEPPESSEN
5 DEC 14 (10-3A) Eff 11 Dec

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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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



EDDV/HAJ
HANNOVER

JEPPESSEN

HANNOVER, GERMANY

5 DEC 14

10-3B

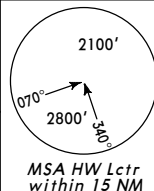
Eff 11 Dec

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.



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.



HANNOVER
358 HW
N52 28.1 E009 32.8

DME
HANNOVER
D (113.95) HAD
N52 28.1 E009 41.7

At
HAD 1.6 DME/
HBD 2.9 DME
or 600'
whichever is later

At HAD 2.0 DME/
NIE R-132
or 600'
whichever is later

At HBD 0.5 DME/
HAD 2.0 DME
or 600'
whichever is later

DME
HANNOVER
D (L) (116.9) HBD
N52 27.3 E009 39.6

At
HBD 3.1 DME/
HAD 2.0 DME
or 600'
whichever is later

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.

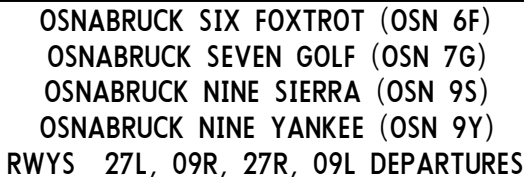
Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750
730' per NM	913	1217	1825	2433	3042	3650

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000'**

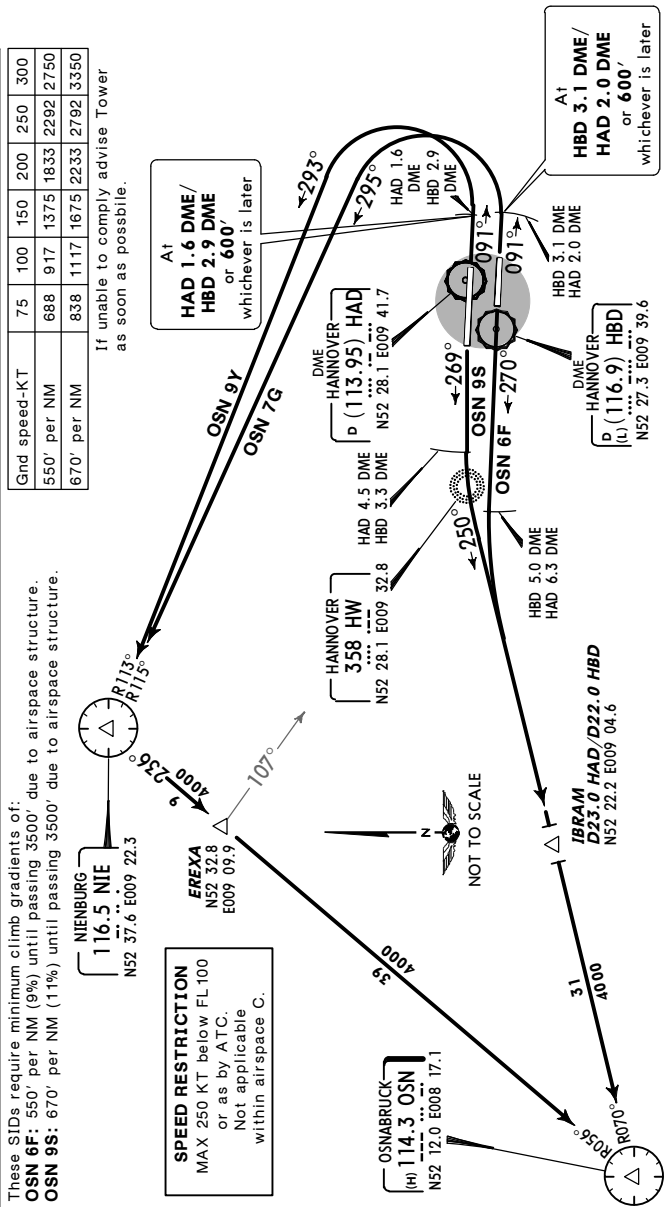
SID	RWY	ROUTING
NIE 6F	27L	On runway track to 0.5 DME WEST of HBD/HAD 2.0 DME or 600', whichever is later, turn RIGHT, intercept NIE R-136 inbound to NIE.
NIE 6G	09R	On runway track to HBD 3.1 DME/HAD 2.0 DME or 600', whichever is later, turn LEFT, intercept NIE R-115 inbound to NIE.
NIE 8S	27R	On runway 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.

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



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.

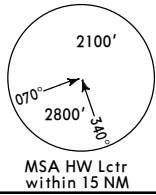


EDDV/HAJ
HANNOVER

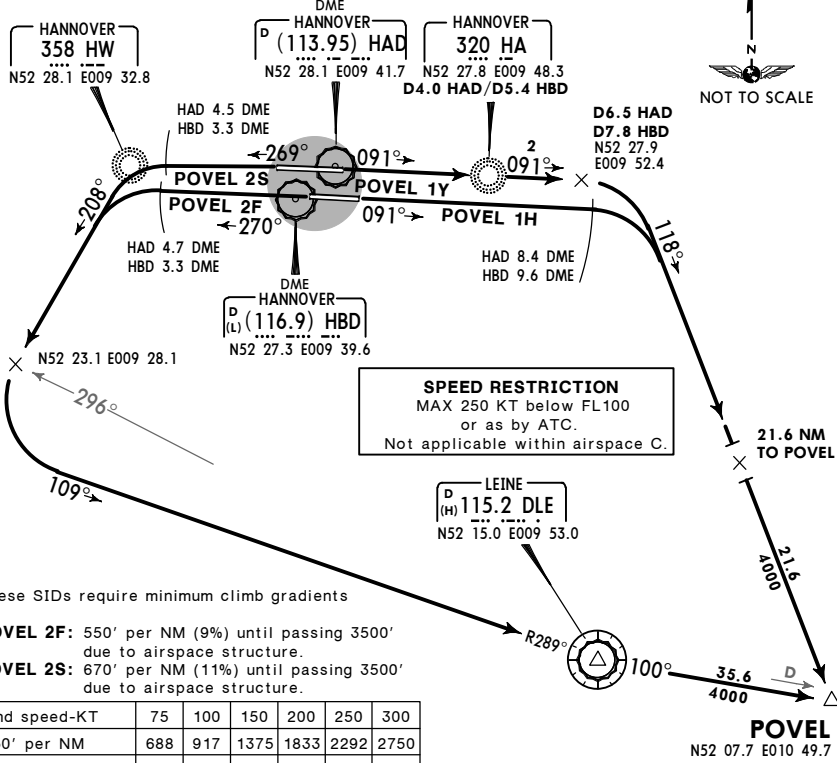
JEPPesen
27 MAR 15 10-3D Eff 2 Apr

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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POVEL TWO FOXTROT (POVEL 2F)
POVEL ONE HOTEL (POVEL 1H)
POVEL TWO SIERRA (POVEL 2S)
POVEL ONE YANKEE (POVEL 1Y)
RWYS 27L, 09R, 27R, 09L DEPARTURES



These SIDs require minimum climb gradients of
POVEL 2F: 550' per NM (9%) until passing 3500' due to airspace structure.
POVEL 2S: 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

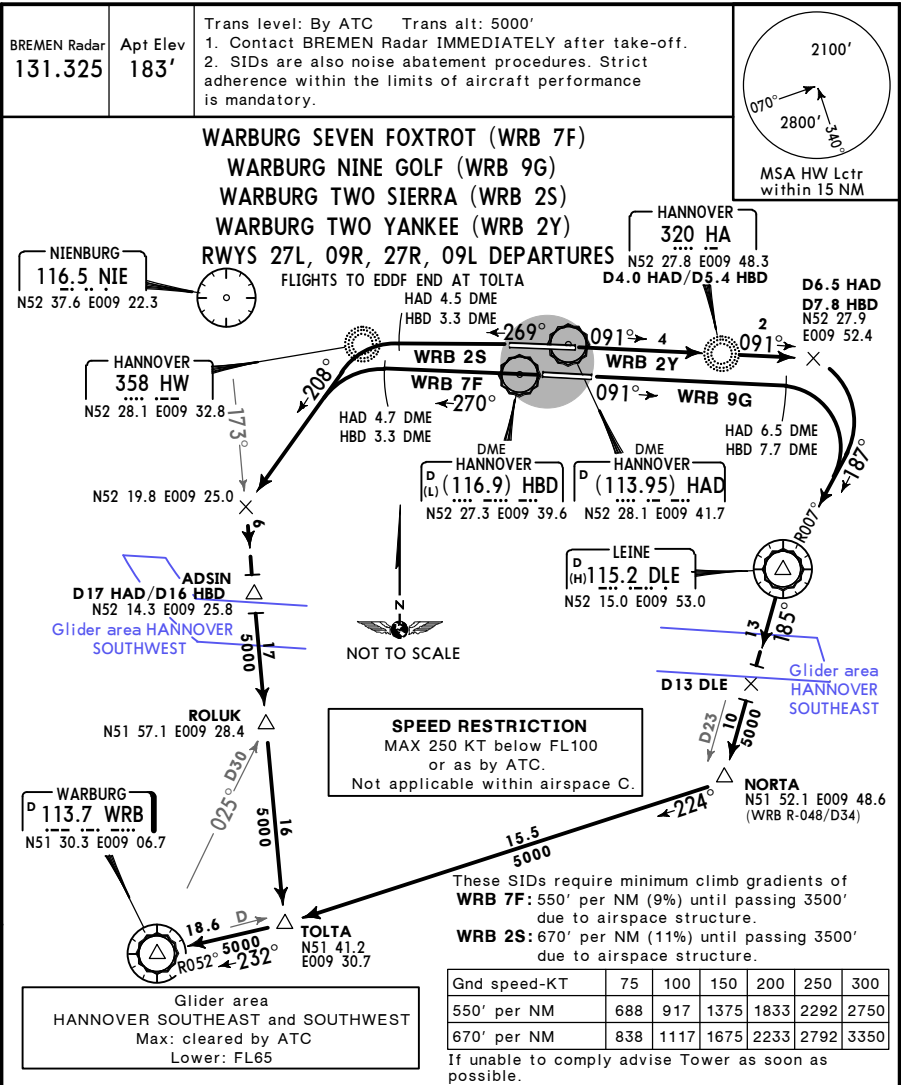
If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000'		
SID	RWY	ROUTING
POVEL 2F	27L	On runway track to HAD 4.7 DME/HBD 3.3 DME, turn LEFT, intercept 208° 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 ①	09R	On runway track to HAD 8.4 DME/HBD 9.6 DME, turn RIGHT, 118° track to POVEL.
POVEL 2S	27R	Towards HW, at HAD 4.5 DME/HBD 3.3 DME turn LEFT, intercept 208° 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 ②	09L	On runway track via HA to D6.5 HAD/D7.8 HBD, turn RIGHT, 118° track to POVEL.
BRNAV equipment necessary after		
① HAD 8.4 DME/HBD 9.6 DME		
② D6.5 HAD/D7.8 HBD.		

EDDV/HAJ
HANNOVER

JEPPesen
27 MAR 15 10-3E Eff 2 Apr

HANNOVER, GERMANY
SID



Initial climb clearance 4000'		
SID	RWY	ROUTING
WRB 7F 1 6	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 2 6	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 1 6	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 2 6	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.

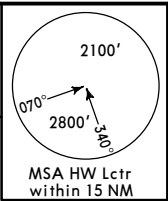
3 After NORTA/ROLUK BRNAV equipment necessary.

EDDV/HAJ
HANNOVER

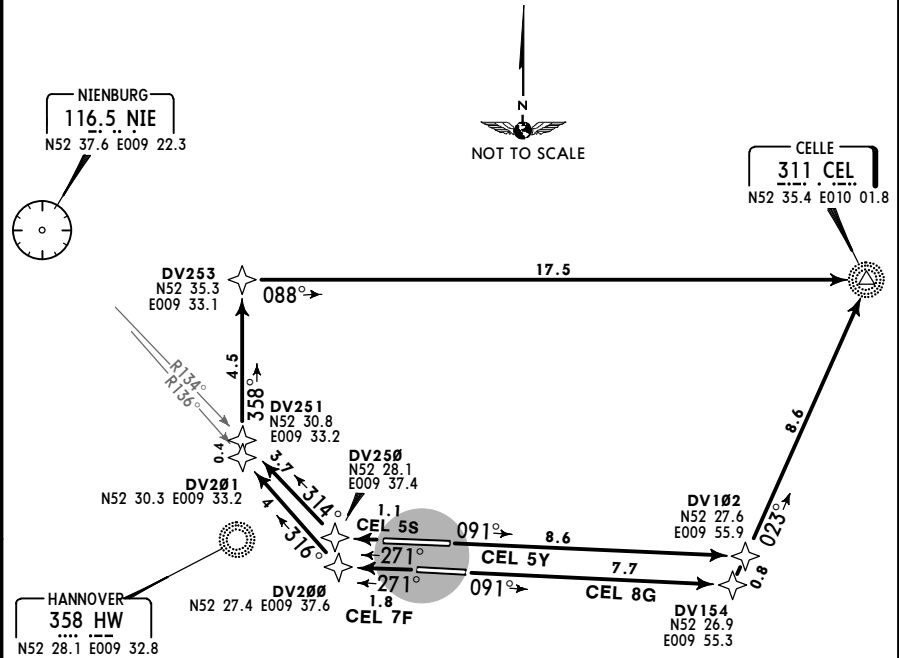
JEPPESSEN
27 MAR 15 10-3G Eff 2 Apr

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.

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
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.

EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 (10-3H)

Eff 11 Dec

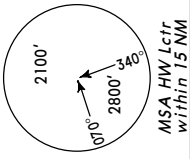
HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar
131.325

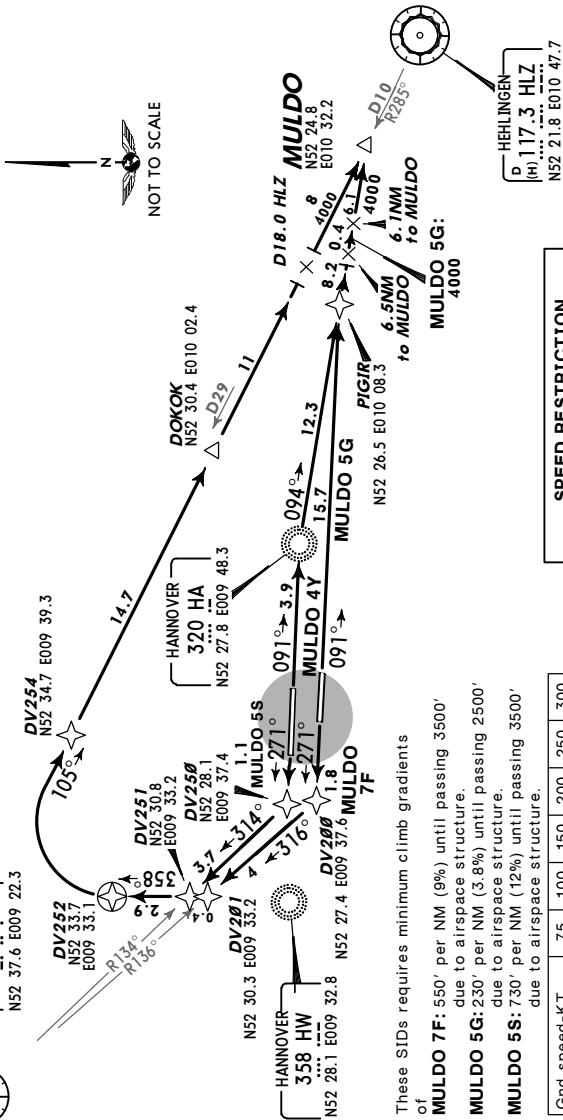
Apt E lev
183'

Trans level: By ATC Trans alt: 5000'

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



MULDO SEVEN FOXTROT (MULDO 7F) [MULD7F]
MULDO FIVE GOLF (MULDO 5G) [MULD5G]
MULDO FIVE SIERRA (MULDO 5S) [MULD5S]
MULDO FOUR YANKEE (MULDO 4Y) [MULD4Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3A)



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

Grnd 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.

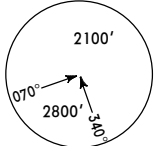
Initial climb clearance 4000'		ROUTING	
SID	RWY		
MULDO 7F	27L	(600'+) - DV200 - DV201 - DV252 -	DOKOK - MULDO.
MULDO 5G	09R	(600'+) - PIGIR -	MULDO.
MULDO 5S	27R	(600'+) - DV250 - DV251 -	DOKOK - MULDO.
MULDO 4Y	09L	(600'+) - HA -	MULDO.

EDDV/HAJ
HANNOVER

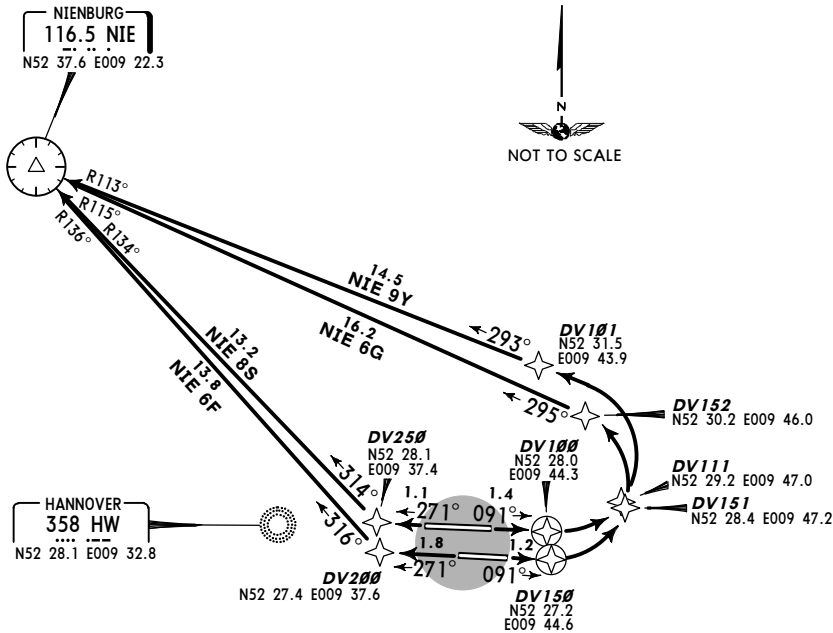
JEPPESSEN

HANNOVER, GERMANY

5 DEC 14 (10-3J) 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.	
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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.

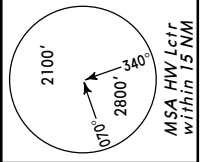
Initial climb clearance 4000'		
SID	RWY	ROUTING
NIE 6F	27L	(600'+) - DV200 - NIE.
NIE 6G	09R	(600'+) - DV150 - DV151 - DV152 - NIE.
NIE 8S	27R	(600'+) - DV250 - NIE.
NIE 9Y	09L	(600'+) - DV100 - DV111 - DV101 - NIE.

EDDV/HAJ
HANNOVER

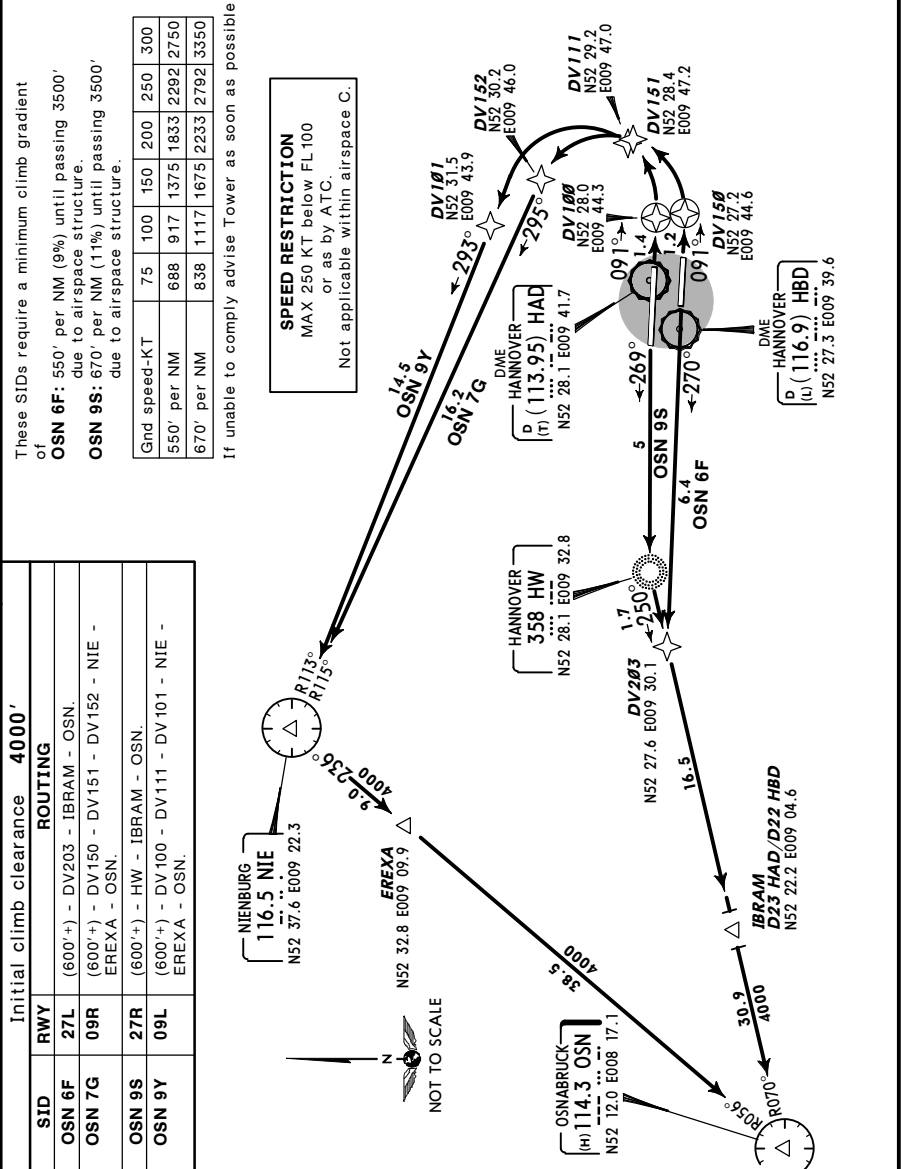
BREMEN Radar
131.325

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)



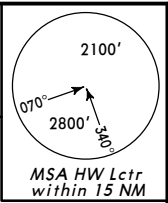
EDDV/HAJ
HANNOVER

JEPPESSEN
5 DEC 14 (10-3L)

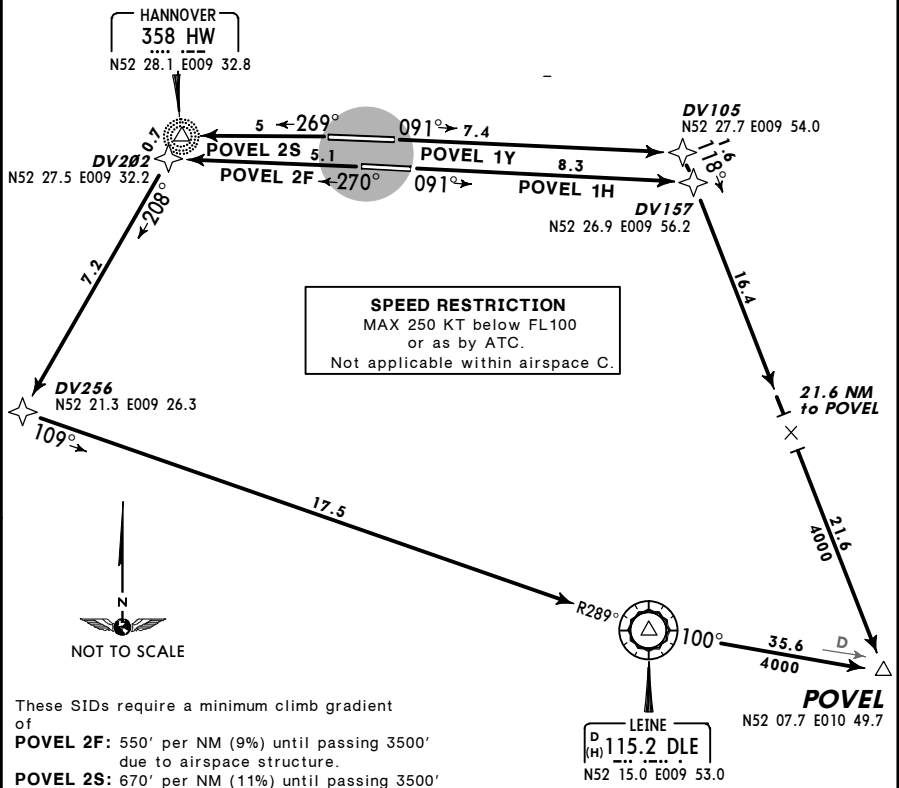
Eff 11 Dec

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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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)



These SIDs require a minimum climb gradient of

POVEL 2F: 550' per NM (9%) until passing 3500' due to airspace structure.

POVEL 2S: 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

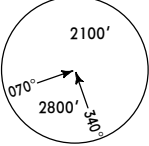
If unable to comply advise Tower as soon as possible.

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.	

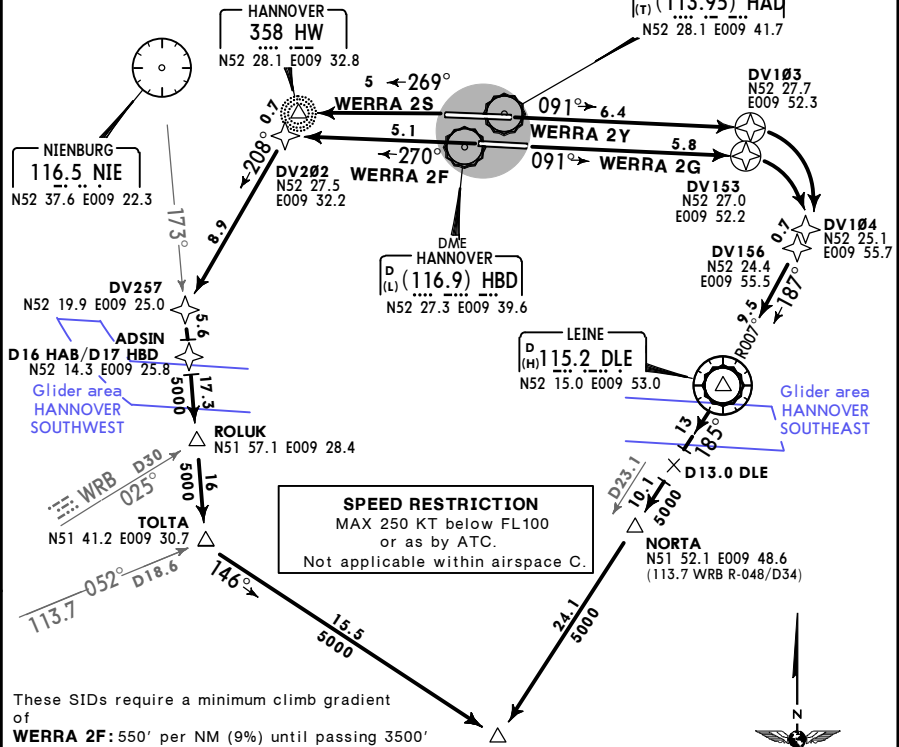
EDDV/HAJ
HANNOVER

JEYPESEN
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.	 MSA HW Lctr within 15 NM
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WERRA TWO FOXTROT (WERRA 2F) [WERA2F]
WERRA TWO GOLF (WERRA 2G) [WERA2G]
WERRA TWO SIERRA (WERRA 2S) [WERA2S]
WERRA TWO YANKEE (WERRA 2Y) [WERA2Y]
RWYS 27L, 09R, 27R, 09L
RNAV DEPARTURES (OVERLAY 10-3F)



These SIDs require a minimum climb gradient of
WERRA 2F: 550' per NM (9%) until passing 3500' due to airspace structure.
WERRA 2S: 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

WERRA
N51 28.2 E009 44.0
Glider area
HANNOVER SOUTHEAST and SOUTHWEST
Max: cleared by ATC
Lower: FL65

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.

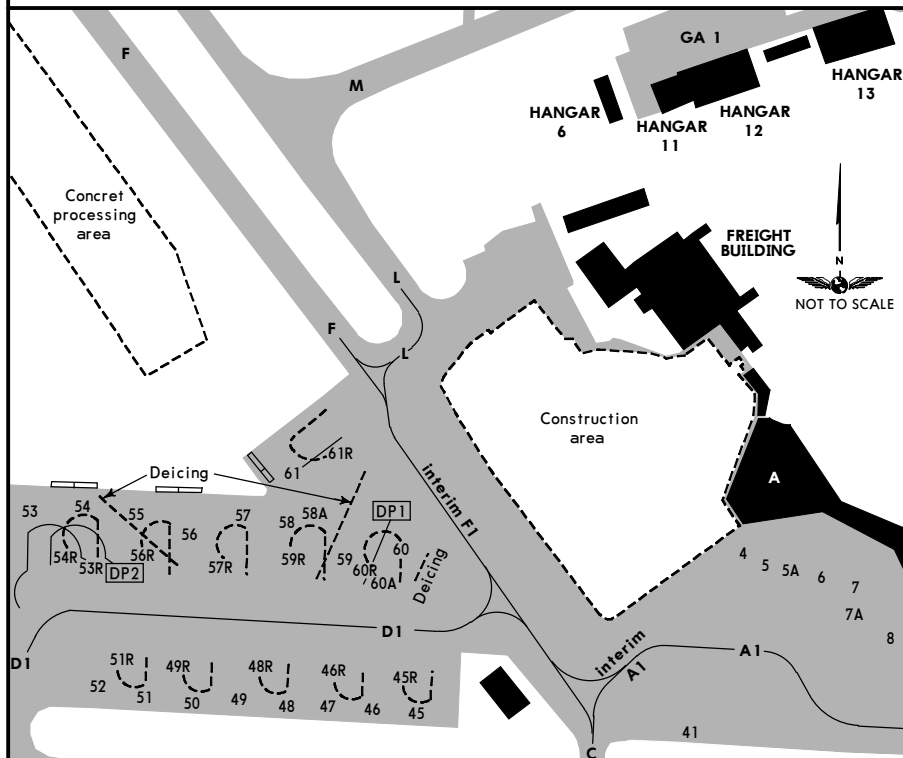
EDDV/HAJ

JEPPesen
19 FEB 16 (10-8)

HANNOVER, GERMANY
HANNOVER

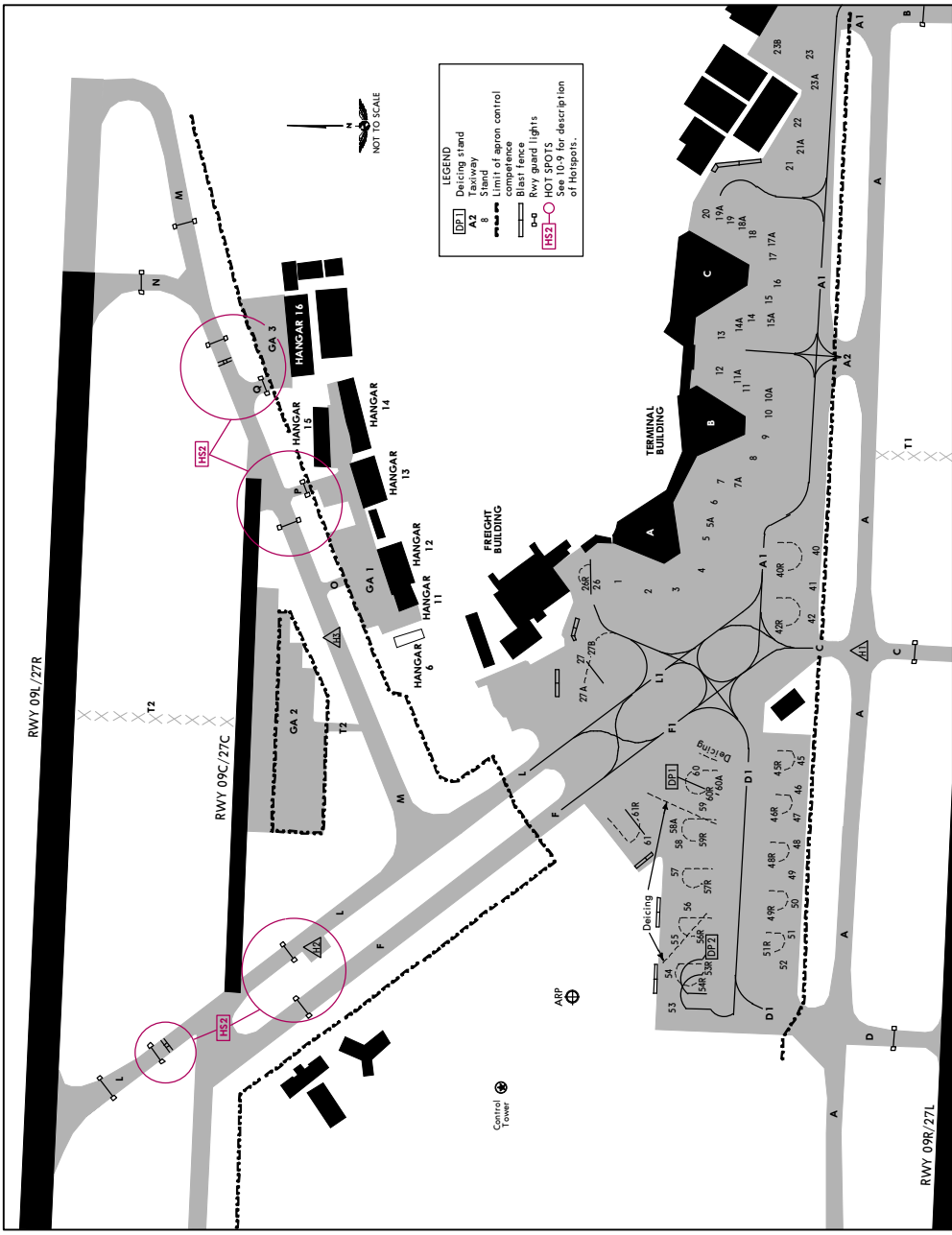
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



Taxiway L between taxiway M and interim apron taxiway F1 only for aircraft with a wingspan less than 118'/36m.

Interim apron taxiway F1 without restrictions for aircraft with a wingspan less than 118'/36m. Aircraft with a wingspan more than 118'/36m have to be guided by a follow-me vehicle.



EDDV/HAJ

 **JEPPESSEN**

21 AUG 15 **(10-9A1)**

HANNOVER, GERMANY
HANNOVER

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS					
RWY					LANDING BEYOND		TAKE-OFF	WIDTH		
					Threshold	Glide Slope				
09L	HIRL CL (15m)	ALSF-II	TDZ REIL	PAPI-L(3.0°)	RVR	9466'	2885m	2	148'	
27R	HIRL CL (15m)	ALSF-II	TDZ REIL	PAPI-L(3.0°)	1 RVR	9527'	2904m		45m	
1 HST-Kto										
2 Additional 984'/300m starter extension available with PPO.										
TAKE-OFF RUN AVAILABLE										
RWY 09L:					RWY 27R:					
From rwy head					10,499'	(3200m)	From rwy head		10,499'	(3200m)
twy J int					8858'	(2700m)	twy L int		6234'	(1900m)
twy K int					7382'	(2250m)				
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'	
27L						6693'	2040m		45m	
5 angle 3.0°										
6 TAKE-OFF RUN AVAILABLE										
RWY 09R:					RWY 27L:					
From rwy head					7677'	(2340m)	From rwy head		7677'	(2340m)
twy D int					6463'	(1970m)	twy B int		6693'	(2040m)
twy C int					4462'	(1360m)	twy C int		3281'	(1000m)

Standard		TAKE-OFF 1				
LVP must be in Force						
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

EDDV/HAJ

 **JEPPESSEN**
21 AUG 15 **(10-9B)**

HANNOVER, GERMANY
HANNOVER

INS COORDINATES			
STAND No.	COORDINATES		STAND No. COORDINATES
1	N52 27.7	E009 41.7	48R N52 27.4 E009 41.2
2, 3	N52 27.6	E009 41.7	49 N52 27.5 E009 41.3
4, 5	N52 27.5	E009 41.6	49R N52 27.4 E009 41.1
5A thru 7A	N52 27.5	E009 41.7	50, 51 N52 27.5 E009 41.2
8 thru 11	N52 27.5	E009 41.8	51R N52 27.4 E009 41.1
11A thru 13	N52 27.5	E009 41.9	52 N52 27.5 E009 41.1
14 thru 15A	N52 27.5	E009 42.0	53 N52 27.6 E009 41.0
16	N52 27.4	E009 42.0	53R N52 27.5 E009 41.1
17	N52 27.4	E009 42.1	54 N52 27.6 E009 41.1
17A thru 20	N52 27.5	E009 42.1	54R N52 27.5 E009 41.0
21, 21A	N52 27.5	E009 42.2	55, 56 N52 27.6 E009 41.2
22	N52 27.5	E009 42.3	56R N52 27.5 E009 41.1
23 thru 23B	N52 27.5	E009 42.4	57 N52 27.6 E009 41.3
26, 26R	N52 27.6	E009 41.6	57R N52 27.5 E009 41.2
27, 27A	N52 27.6	E009 41.5	58 thru 59 N52 27.6 E009 41.3
27B	N52 27.6	E009 41.4	59R N52 27.5 E009 41.2
40	N52 27.5	E009 41.6	60, 60A N52 27.6 E009 41.4
40R	N52 27.4	E009 41.6	60R N52 27.5 E009 41.3
41, 42	N52 27.5	E009 41.6	61, 61R, DP1 N52 27.6 E009 41.3
42R	N52 27.4	E009 41.6	DP2 N52 27.5 E009 41.1
45	N52 27.5	E009 41.4	
45R	N52 27.4	E009 41.3	
46	N52 27.5	E009 41.4	
46R	N52 27.4	E009 41.3	
47, 48	N52 27.5	E009 41.3	

EDDV/HAJ

6 FEB 15 **JEPPESSEN**
10-9C

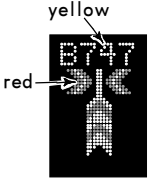
HANNOVER, GERMANY
HANNOVER

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.

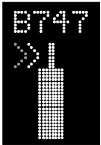
1. START OF DOCKING

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.**



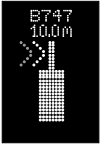
2. TRACKING

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.



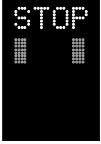
4. SLOW (DECREASE SPEED)

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.



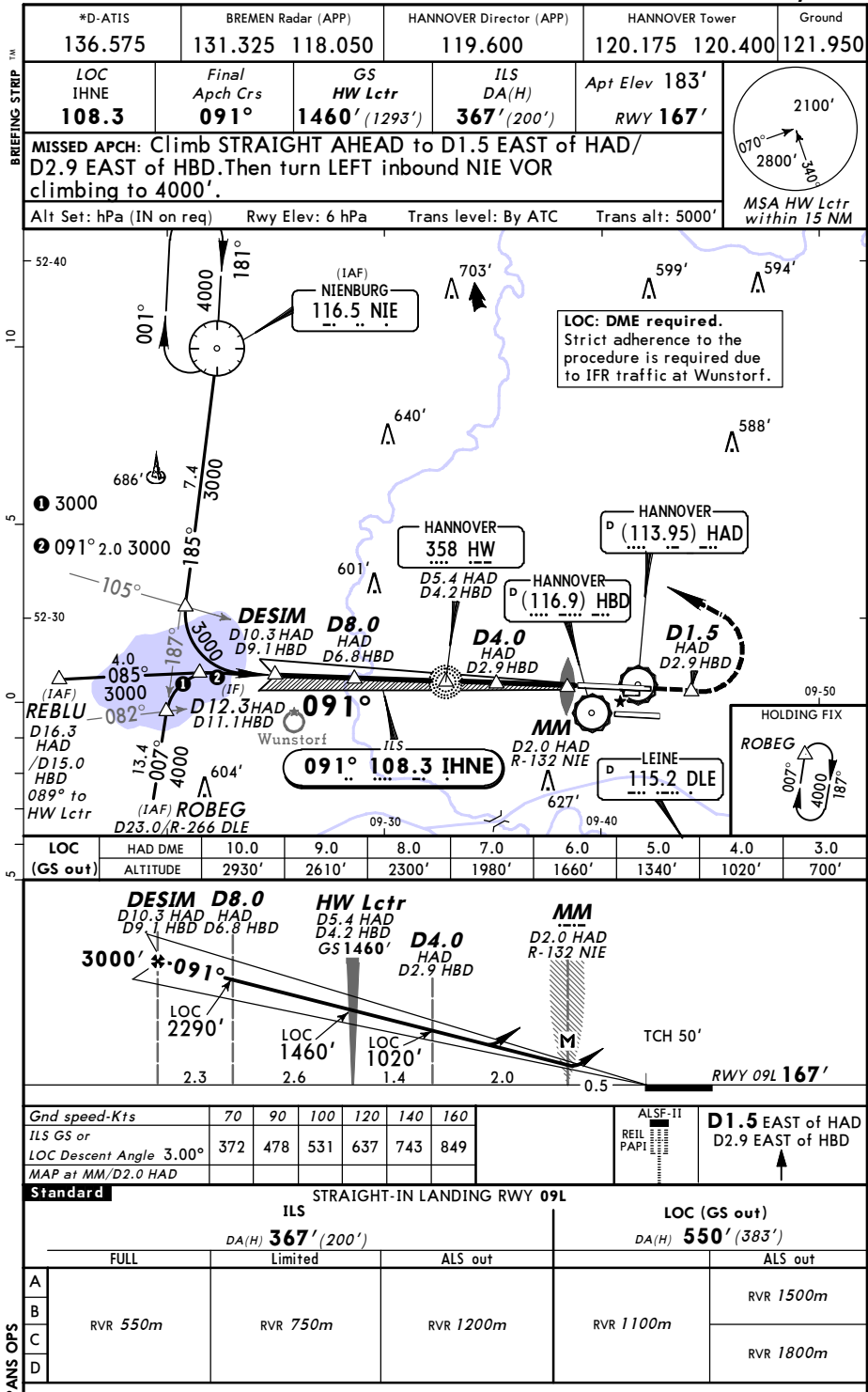
DISPLAYED FORMS AT ABNORMAL CONDITIONS

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

EDDV/HAJ
HANNOVER

JEPPesen
5 DEC 14 (11-1) Eff 11 Dec

HANNOVER, GERMANY
ILS or LOC Rwy 09L



EDDV/HAJ
HANNOVER

JEPPesen
5 DEC 14
Eff 11 Dec 11-1A

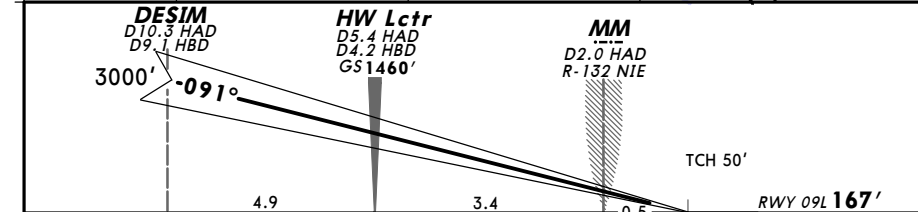
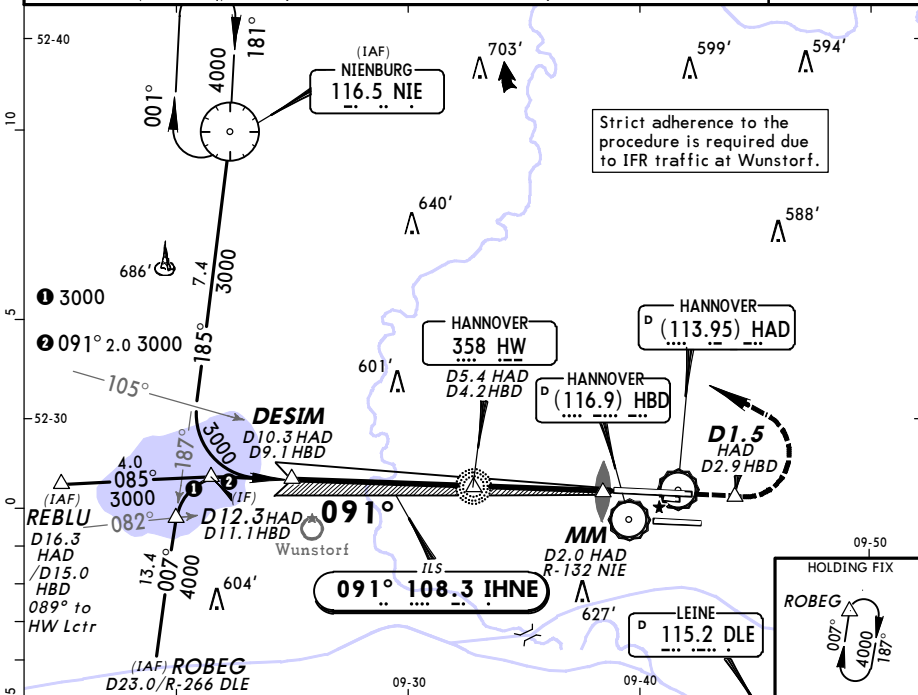
HANNOVER, GERMANY
CAT II/III ILS Rwy 09L

*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 Apch 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'.

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

MSA HW Lctr within 15 NM



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

ALSF-II
REIL
PAPI
D1.5 EAST of HAD
D2.9 EAST of HBD

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

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

CHANGES: Procedure.

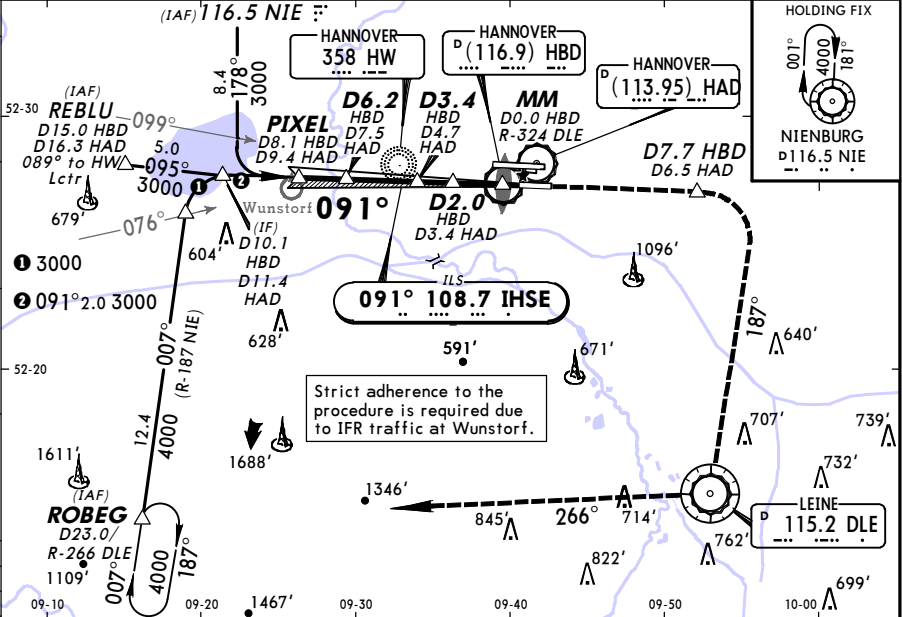
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EDDV/HAJ
HANNOVER

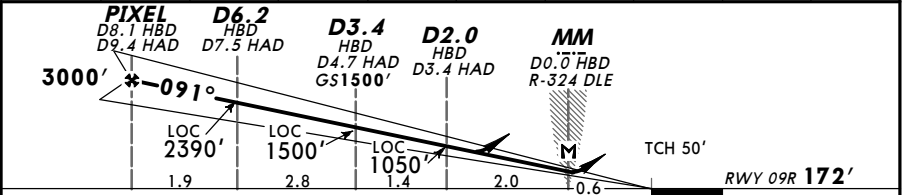
JEPPesen
5 DEC 14 (11-2) Eff 11 Dec

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) DME required.	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA HW Lctr within 15 NM



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	HIALS REIL PAPI	D7.7 HBD D6.5 HAD
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM/ D0.0 HBD								

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

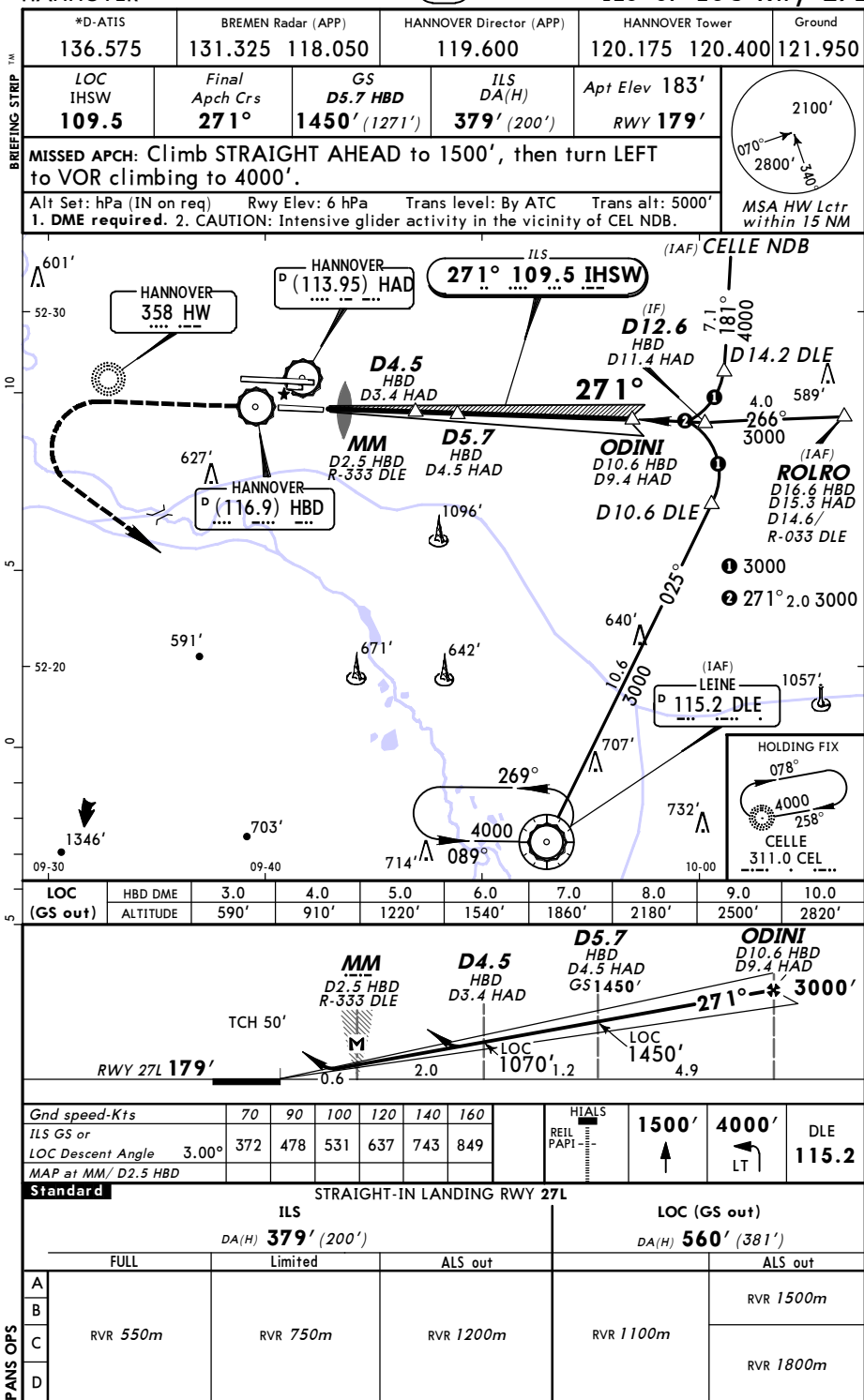
EDDV/HAJ
HANNOVER

JEPPESSEN

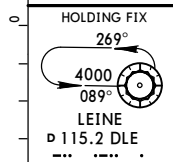
5 DEC 14 11-3

Eff 11 Dec

HANNOVER, GERMANY
ILS or LOC Rwy 27L



MSA HW Lctr
within 15 NM



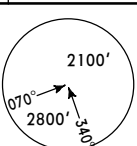
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or						
LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 HAD						

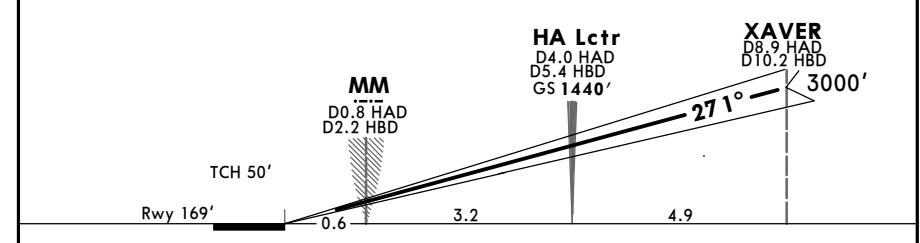
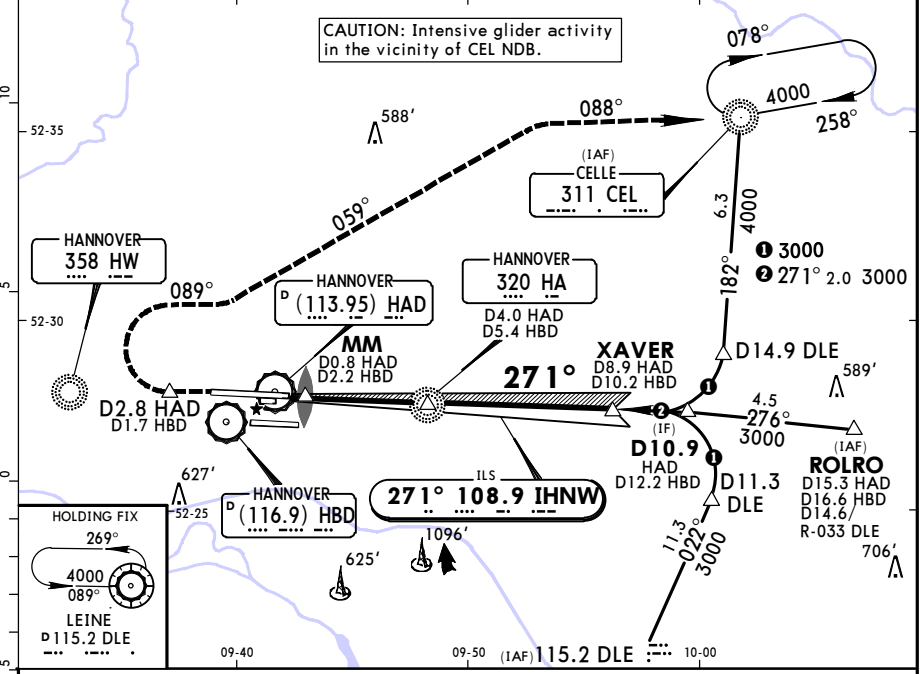
PANS OPS

EDDV/HAJ
HANNOVER

JEPPSEN
8 APR 16 (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	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'



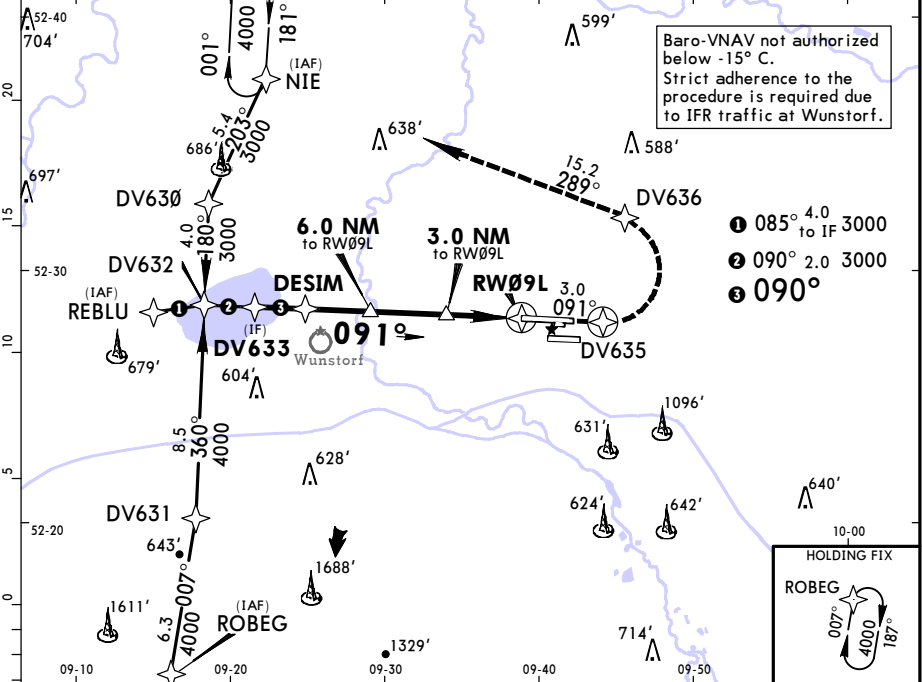
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D2.8 WEST of HAD D1.7 WEST of HBD ↑	
GS	3.00°	372	478	531	637	743			849
Standard							STRAIGHT-IN LANDING RWY 27R		
CAT IIIA ILS				CAT II ILS					
DH 50'				RA 97'					
				DA(H) 269'(100')					
RVR 200m				RVR 300m I					

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HANNOVER

JEPPesen
6 MAR 15 (12-1)

HANNOVER, GERMANY
RNP Rwy 09L

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175	Ground 121.950
RNAV	Final Apch Crs 091°	Minimum Alt DESIM 3000' (2833')	LNAV/VNAV DA(H) 670' (503')	Apt Elev 183' RWY 167'
MISSED APCH: Climb on track 091° to DV635, turn LEFT via DV636 on track 289° to NIE climbing to 4000'.				2800'
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'
				MSA ARP



NM to RW09L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770'	2450'	2130'	1810'	1500'	1180'	860'
DV633	DESIM	6.0 NM to RW09L	3.0 NM to RW09L	RW09L	TCH 50'		
3000'	090°	091°	2130'	1180'	RWY 09L 167'		
10.7	2.0	2.7	3.0	3.0			

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	091°	DV635
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	↑	
MAP at RW09L									

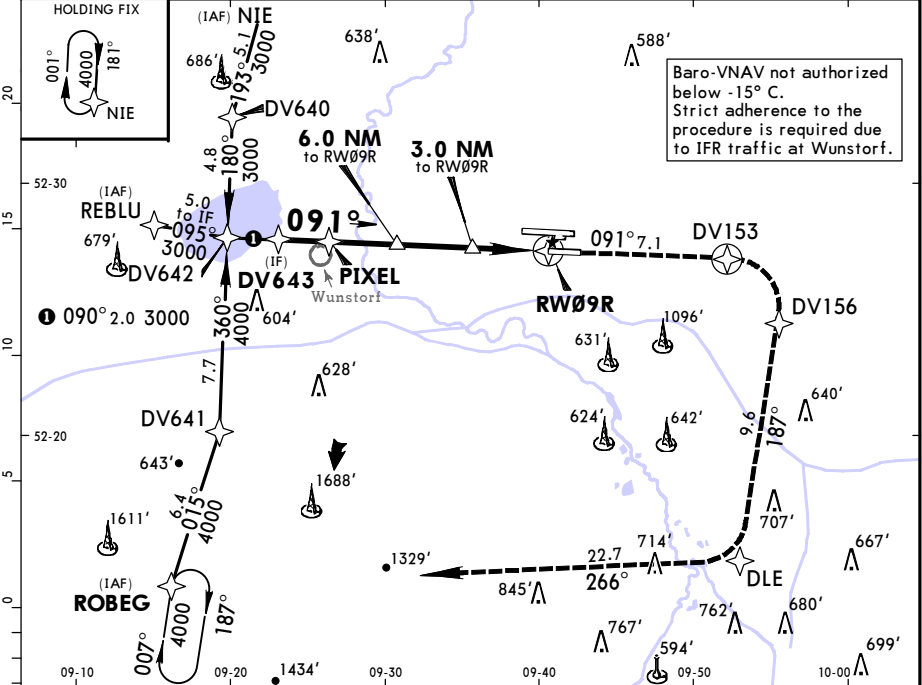
Standard		STRAIGHT-IN LANDING RWY 09L			
LNAV/VNAV		LNAV			
DA(H) 670'(503')		DA(H) 680'(513')			
		ALS out		ALS out	
A	RVR 1500m		RVR 1500m		
B					
C	RVR 1600m	CMV 2400m	RVR 1600m	CMV 2400m	
D					

EDDV/HAJ
HANNOVER

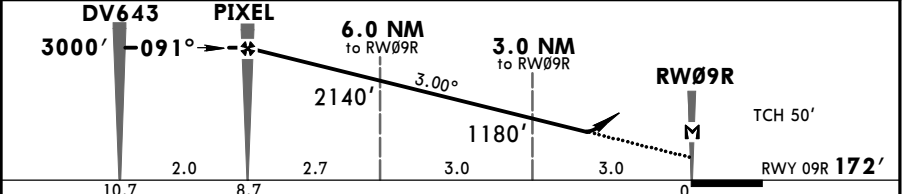
JEPPesen
6 MAR 15 12-2

HANNOVER, GERMANY
RNP Rwy 09R

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175	Ground 121.950
RNAV	Final Apch Crs 091°	Minimum Alt PIXEL 3000' (2828')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' RWY 172'
MISSED APCH: Climb on track 091° to DV153, then turn RIGHT via DV156 on track 187° to DLE. Turn RIGHT on track 266° to ROBEG climbing to 4000'.				2800'
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				MSA ARP



NM to RW09R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770'	2460'	2140'	1820'	1500'	1180'	860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	091° ↑ DV153
Descent Angle	3.00°	372	478	531	637	849		
MAP at RW09R								

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

CHANGES: Chart reindexed.

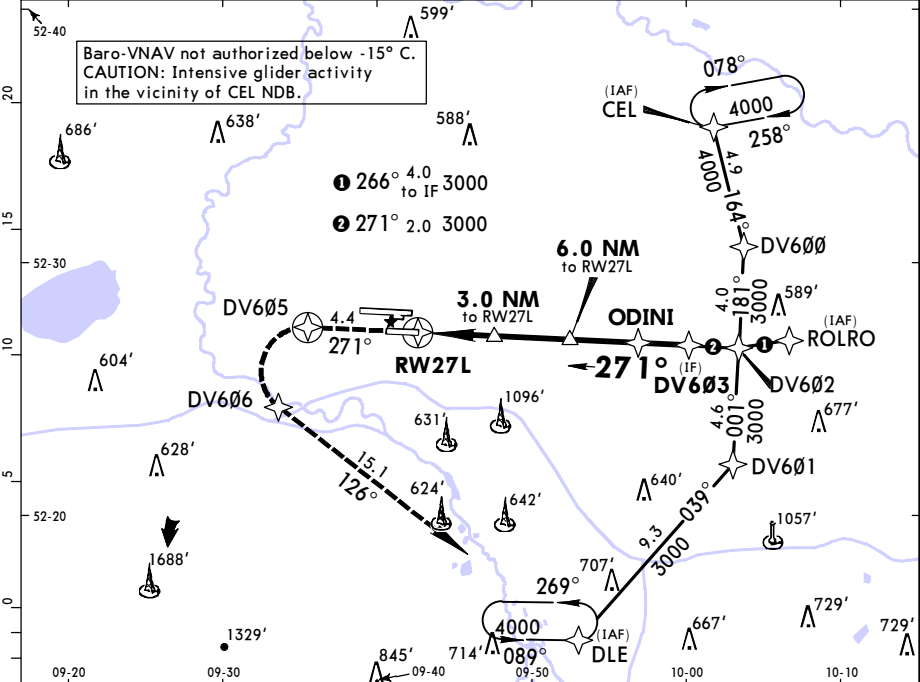
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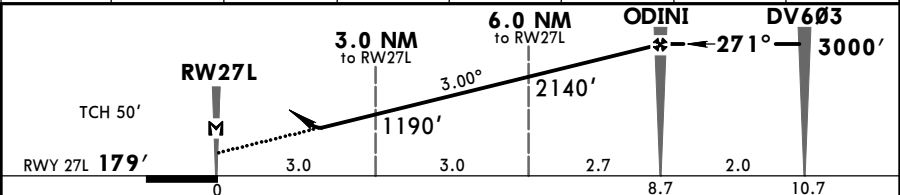
JEPPesen
6 MAR 15 12-3

HANNOVER, GERMANY
RNP Rwy 27L

*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175	Ground 121.950
RNAV	Final Apch Crs 271°	Minimum Alt ODINI 3000' (2821')	LNAV/VNAV DA(H) 640' (461')	Apt Elev 183' RWY 179'
MISSED APCH: Climb on track 271° to DV605, then turn LEFT via DV606 on track 126° to DLE climbing to 4000'.				2800'
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'
				MSA ARP



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	271°	DV605
Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI	
MAP at RW27L									

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

BRIEFING STRIP TM

MSA ARP



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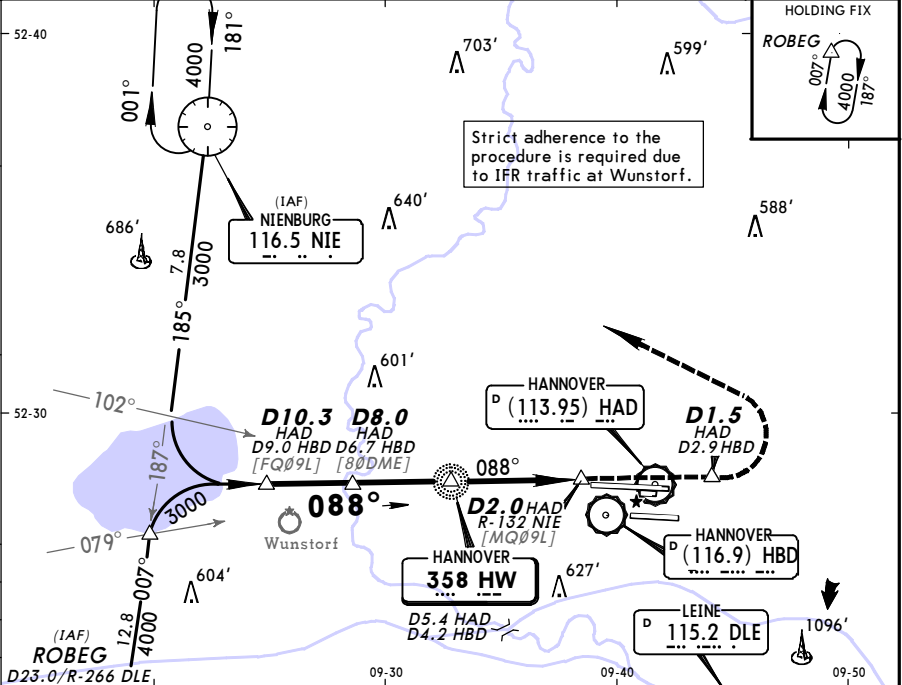
JEPPesen
5 DEC 14 16-1 Eff 11 Dec

HANNOVER, GERMANY
NDB Rwy 09L

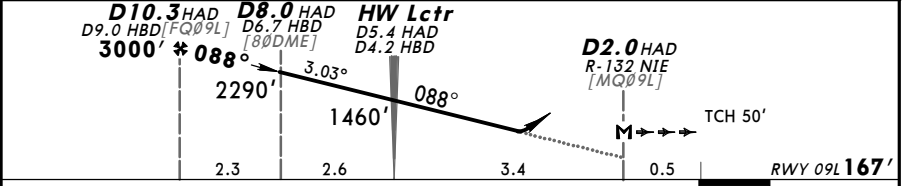
*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
Lctr HW 358	Final Apch Crs 088°	Minimum Alt D10.3 3000' (2833')	DA(H) 750' (583')	Apt Elev 183' RWY 167'

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

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Final approach track offset 2.5° from rwy centerline.



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	D1.5 EAST of HAD D2.9 EAST of HBD
Descent Angle	3.03°	375	482	536	643	858		
MAP at D2.0 HAD/ R-132 NIE								

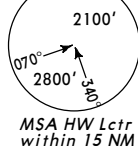
Standard		STRAIGHT-IN LANDING RWY 09L	
		DA(H) 750' (583')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 2000m		CMV 2400m
D			

EDDV/HAJ
HANNOVER

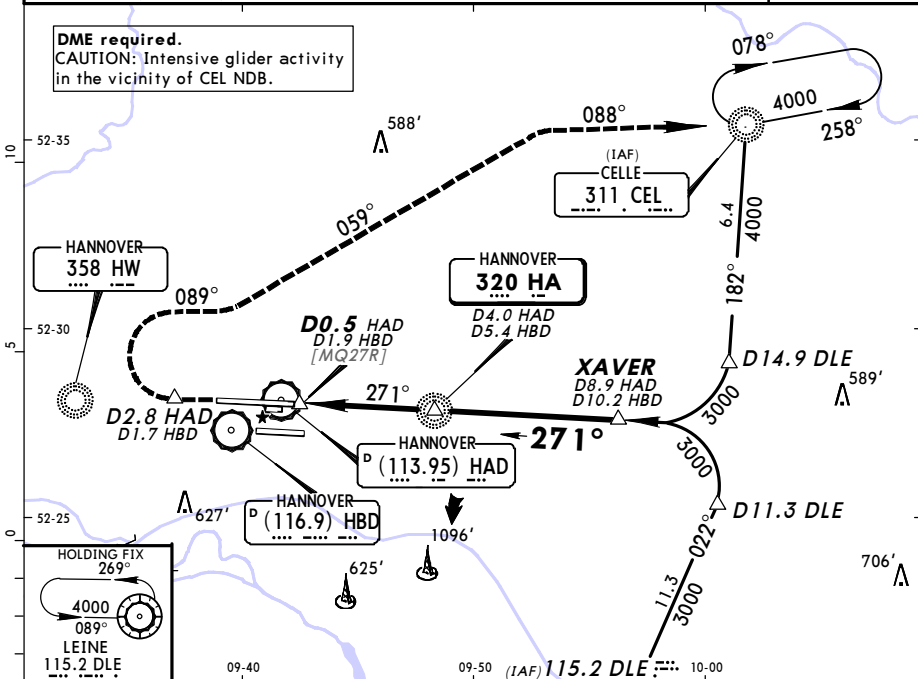
JEPPesen
5 DEC 14 (16-2) Eff 11 Dec

HANNOVER, GERMANY
NDB Rwy 27R

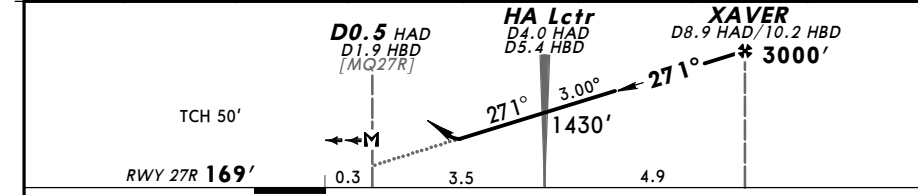
*D-ATIS 136.575	BREMEN Radar (APP) 131.325 118.050	HANNOVER Director (APP) 119.600	HANNOVER Tower 120.175 120.400	Ground 121.950
Lctr HA 320	Final Apch Crs 271°	Minimum Alt XAVER 3000' (2831')	DA(H) 700' (531')	Apt Elev 183' RWY 169'
MISSED APCH: Climb inbound HW Lctr to D2.8 WEST of HAD/D1.7 WEST of 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	849		
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		

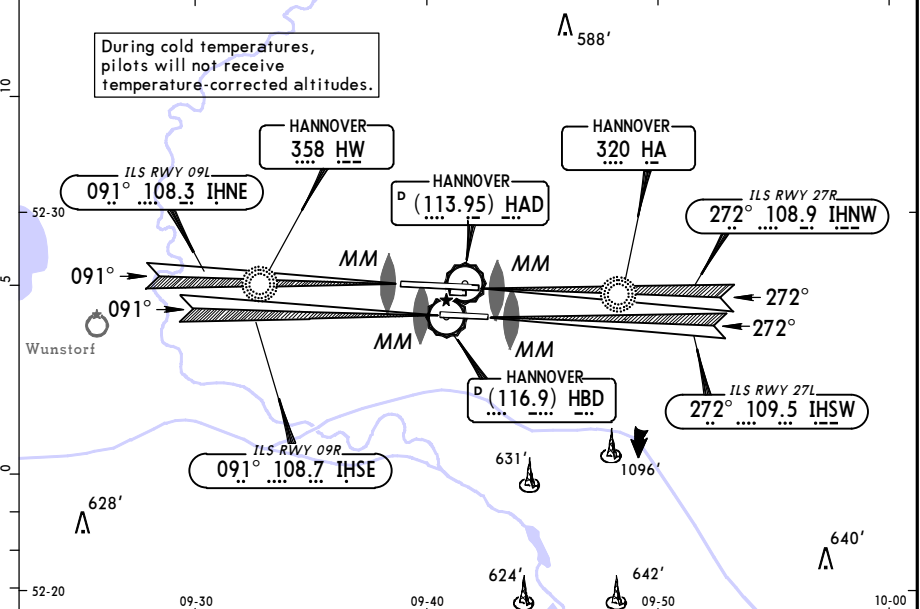
PANS OPS

EDDV/HAJ
HANNOVER

JEPPESSEN
6 JUN 14 (18-1)

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

*D-ATIS 136.57	BREMEN Radar (APP) 131.32	HANNOVER Director (APP) 119.6	HANNOVER Tower 120.17 120.4	Ground 121.95
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 183' 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 ALTITUDE	10.0 3300'	9.0 3000'	8.0 2700'	7.0 2400'	6.0 2100'	5.0 1800'	4.0 1500'	3.0 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	Lighting- Refer to Airport Chart	4000' ↑
Descent Angle	2.83°	350	451	501	601	801		
MAP at THR								

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 2900m
C	CMV 2400m	CMV 3100m	CMV 2300m	CMV 3000m	CMV 2300m	CMV 3000m	CMV 2400m
D							CMV 3100m



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HANNOVER, (HANNOVER - EDDV)				
ADD	DIRBO 5P & 5R, ELBE 1P & ...	10-2H	10 Jun 2016	23 Jun 2016
DEL	DIRBO 5P & 5R, ELBE 9P & ...	10-2H	10 Jun 2016	23 Jun 2016
DEL	ELNAT 3P & 2R, GITEK 3P &...	10-2J	10 Jun 2016	23 Jun 2016
ADD	ELNAT 3P & 2R, GITEK 3P &...	10-2J	10 Jun 2016	23 Jun 2016
ADD	ESTAD & OBATU 2A & 2E RNA...	10-2U	10 Jun 2016	23 Jun 2016
DEL	ESTAD, KUGAV, OBATU, TOLT...	10-2U	10 Jun 2016	23 Jun 2016
ADD	HLZ & OBATU 2D & 2L RNAV ...	10-2V	10 Jun 2016	23 Jun 2016
DEL	HLZ, OBATU, UPDAT & VISKI...	10-2V	10 Jun 2016	23 Jun 2016
ADD	KUGAV, TOLTA & WRB 2A & 2...	10-2W	10 Jun 2016	23 Jun 2016
ADD	UPDAT & VISKI 2D & 2L RNA...	10-2X	10 Jun 2016	23 Jun 2016
REV	SRE RWY 09L/R, 27L/R	18-1	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDV

Type: Terminal

Effectivity: Permanent

Begin Date: 20160215

End Date: No end date

For construction work information refer to 10-8 and latest NOTAMs.

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.