JEPPESEN
JeppView for Windows

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: 0715 Z
Sunset: 1509 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 At or below 33574432 ft Out to 60 mi.
Hannover Tower: 37.495 Military
Hannover Tower: 120.175
Hannover Tower: 120.400
Hannover Ground: 121.950
De-Icing Ramp/Taxi: 130.600
De-Icing Ramp/Taxi: 121.600 Secondary
Bremen Radar ACC: 25.972 Military
Bremen Radar ACC: 131.325
Bremen Radar ACC: 119.600

1. GENERAL

1.1. ATIS

*D-ATIS 136.57

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0559LT, aircraft exceeding the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 are not permitted to operate.

If any ACFT are to take-off or land between 2300-0559LT, a copy of the noise certificates shall be submitted in advance.

Between 2300-0559LT, only the following ACFT movements and ACFT are permitted:

1. Take-offs and landings of turbo-jet ACFT with noise certificate in accordance ICAO with Annex 16, Chapter 3 or 4 which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, and
   a) which are usually scheduled for the APT of Hannover, or
   b) which are used for night airmail service of a universal service provider as defined in the Postal Universal Service Ordinance (PUDLV) if the night flight is required to meet the quality standard in accordance with Article 2, item 3 of the PUDLV (service provider shall prove this in advance to the airport), or
   c) which are operated by air carriers whose main base and maintenance facilities are in Hannover.
2. Take-offs and landings of turbo-jet cargo ACFT with noise certificate in accordance ICAO with Annex 16, Chapter 3 or 4, and
   a) which are more than 8 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, or
   b) all jet ACFT up to 25000 KGS MTOW which are more than 5 EPNdB below the limits laid down in ICAO Annex 16, Volume 1, Chapter 3, as well as the following ACFT types:

A300	CANADAIR RJ
A310	DASH 8-400
A319	FOKKER 70/100
A320	GULFSTREAM IV/V
A321	LOCKHEED L1011 - take-off only
A330	DC 8-70 - series
A340	DC 10 - take-off only
BAe 146/AVRO RJ-series	DC 10-30 (all versions) - landing only
B717	MD 11
B727-100 re-engined with 3 tay engines	MD 80 (all versions) - landing only
B737-300/400/500/600/700/800	MD 90
B747-400	TUPOLEV 204
B757	
B767	
B777	

3. Landings of ACFT not exceeding the limits pursuant to ICAO Annex 16, Volume 1, Chapter 3, operated by air carriers whose main base and maintenance facilities are in Hannover.
4. Take-offs and landings of ACFT with different means of propulsion in commercial and corporate air traffic complying with the provisions of ICAO Annex 16, Volume 1, Chapters 3, 4, 5, 6, (-4 dBA), 8, 10 (-3 to -8 dBA) or 11 and/or Chapters III, IV 2.4, VII or X 2.4 of Noise Requirements for ACFT as well as landings of ACFT with different means of propulsion and noise certificate stationed at Hannover Airport in business air traffic.
5. Landings of delayed ACFT which are part of scheduled air services or regular air inclusive tours, which do not exceed the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 and which are scheduled to arrive at Hannover prior to 2300LT.
6. Landings of ACFT provably using the airport as alternate aerodrome for meteorological, technical or other safety reasons.

1. GENERAL

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

Subject to further restrictions of this provision, between 2200-0559LT take-offs and landings by ACFT as listed below are only permitted on the northern RWYs 09L/27R. Exceptions for urgent technical, meteorological or operational reasons are possible.

A300	LOCKHEED L1011
A310	DC 8-70-series
A330	DC 10
A340	MD 11
B727-100 re-engined with 3 tay engines	MD 80-series
B737-200	MD 90
B747-400	TUPOLEV 154
B757-300	TUPOLEV 204
B767	
B777	

and

propeller-driven ACFT with more than 5.7t MTOW.

1.2.2. LOCAL FLYING RESTRICTIONS

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

1.2.3. RUN-UP TESTS

Run-up tests of jet engines shall be conducted exclusively in a noise suppression facility which is ready for operation.
If the noise suppression facility is not ready for operation, run-up tests of jet engines may be conducted only from 0600-2200LT. Between 2200-2400LT as well as between 0400-0600LT run-up tests of jet engines may, however, also be conducted outside the noise suppression facility which is not ready for operation if required for urgent maintenance due to safety reasons shortly before a take-off after landing.
This provision does not apply to idle test runs.

1.3. LOW VISIBILITY PROCEDURES

ACFT will be guided onto RWY by Follow-me car.
Enquiries via HANNOVER Ground.

1. GENERAL

1.4. AUXILIARY POWER UNIT (APU)

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

The APU shall be operated only:

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

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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

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

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

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

TWY 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 car.

The following TWYs shall be used:

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

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

1.6. PARKING INFORMATION

1.6.1. GENERAL

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

1. GENERAL

TWY B not available for A320, A321 and DH8D ACFT.
A318 and A319 ACFT are not allowed to enter RWY 09R/27L via TWY B.

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. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

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

2.2. CAT II/III OPERATIONS

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

2.3. OTHER INFORMATION

2.3.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINOUS DESCENT APPROACH - CDA)

2.3.1.1. 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.

2.3.1.2. 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.

2.3.1.3. NOISE ABATEMENT

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

3.1.2. DE-ICING AREAS

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

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

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

3.4. 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 Assistent" 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 Assistent" will carry out the push-back procedure immediately after receiving the necessary clearance from apron control. To avoid delays, the engines shall be started during push-back.

3.4.3. 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.
t1 5 min.

EDDV/HAJ
HANNOVER

JEPPESEN
13 MAY 11 (10-1R)

HANNOVER, GERMANY
RADAR MINIMUM ALTITUDES

BREMEN Radar (APP)	Apt Elev	Alt Set: hPa (IN on request)
131.32 118.05 118.15	183′	Trans level: By ATC Trans alt: 5000′

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

SWEDEN ESAA FIR (G)
COPENHAGEN EKDK FIR (G)
BREMEN EDWW FIR
160NM
120NM
80NM
40NM
55-00
54-30
54-00
53-30
53-00
52-30
52-00
51-30
51-00
50
40
30
20
10
0
10

3500
ALTITUDE NOT PUBLISHED
4000
2000
CONTOUR INTERVALS
3000
3500
NIENBURG NIE VOR
2000 (2100)
2500 (2800)
WUNSTORF WUN NDB
3300
2000
CELLE CEL NDB
Hannover
BRAUN-SCHWEIG BRU NDB
1800
4200
4500
4100
BUCKEBURG BYC NDB
2281′
LEINE DLE VOR DME
4118′
BREMEN EDWW FIR
2043′
2615′
3176′
3047′
2621′
2474′
3393′
2377′
HW NDB
HA NDB
2587′
2933′
2740′
3052′
EDGG FIR
LANGEN
MUNICH EDMM FIR

❸	1900 (2200)
❹	2500 (2600)
❺	2800 (3000)
❻	3000 (3100)
❼	3600
❽	2900
❾	2100 (2400)
❿	3400
⓫	2000
⓬	2000 (2200)

08-00 08-30 09-00 09-30 10-00 10-30 11-00 11-30 12-00 12-30

CHANGES: Sectors & altitudes revised & established.

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

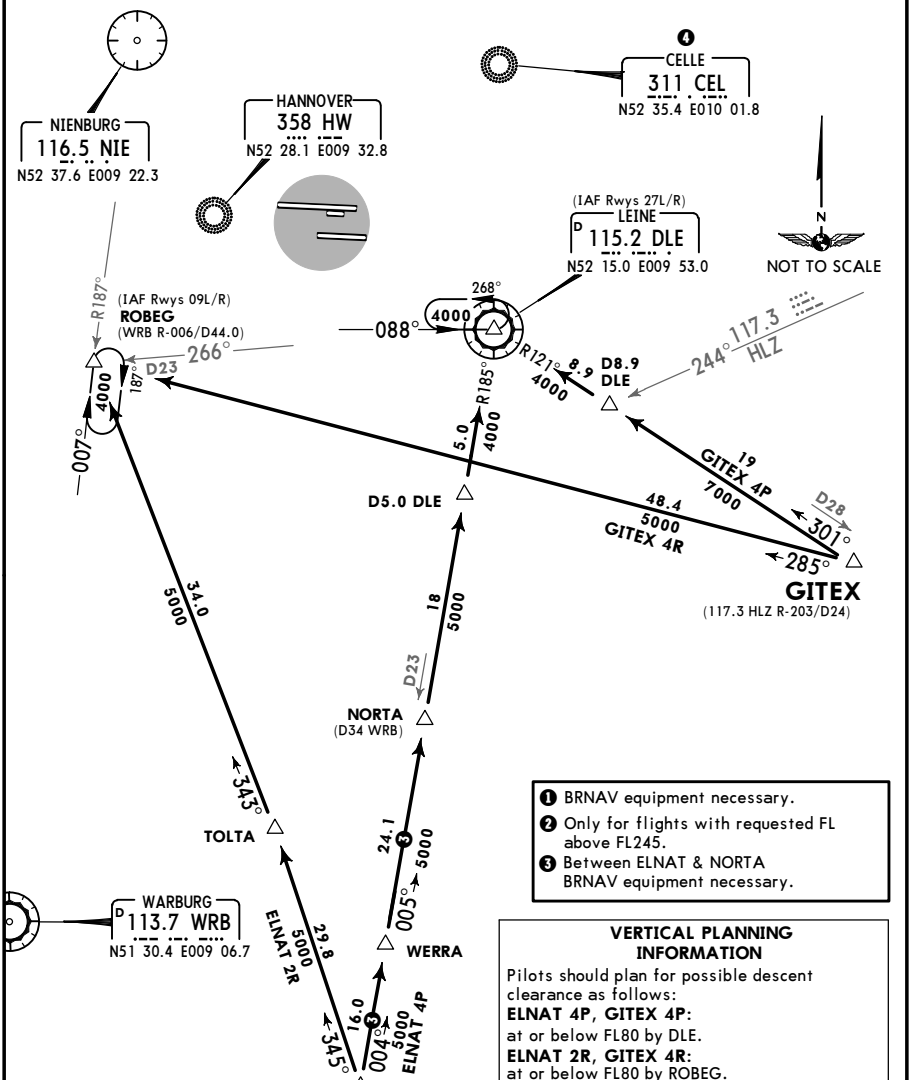
MSA HW NDB within 15 NM
2100′
070°
2800′
340°

ELNAT 4P [ELNA4P] ❷, GITEX 4P [GITE4P] RWYS 27L/R ARRIVALS

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

❹ 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.



❶ BRNAV equipment necessary.
❷ Only for flights with requested FL above FL245.
❸ Between ELNAT & NORTA BRNAV equipment necessary.

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
ELNAT 4P, GITEX 4P:
at or below FL80 by DLE.
ELNAT 2R, GITEX 4R:
at or below FL80 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (10-2A) Eff 2 Feb

HANNOVER, GERMANY
STAR

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

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

LOST COMMS
In case of radio communication failure proceed to:
❶ HLZ 6R: NIE.

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

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

HLZ 6R: Clearance limit is CEL.

(IAF Rwys 27L/R)
CELLE
311 CEL
N52 35.4 E010 01.8

(IAF Rwys 09L/R)
NIENBURG
116.5 NIE
N52 37.6 E009 22.3

HANNOVER
358 HW
N52 28.1 E009 32.8

HEHLINGEN
117.3 HLZ
N52 21.8 E010 47.7

077°
257°
273°
093°
181°
001°
294°
4000
24
31
HLZ 6R
HLZ 6P, 6R

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
HLZ 6P: at or below FL120 by HLZ,
at or below FL70 by CEL.
HLZ 6R: at or below FL110 by CEL.
at or below FL80 by NIE.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

N
NOT TO SCALE

CHANGES: Chart reindexed; STARs renumbered; OSN STARs withdrawn.

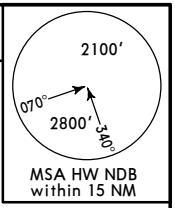
EDDV/HAJ
HANNOVER

JEPPESEN

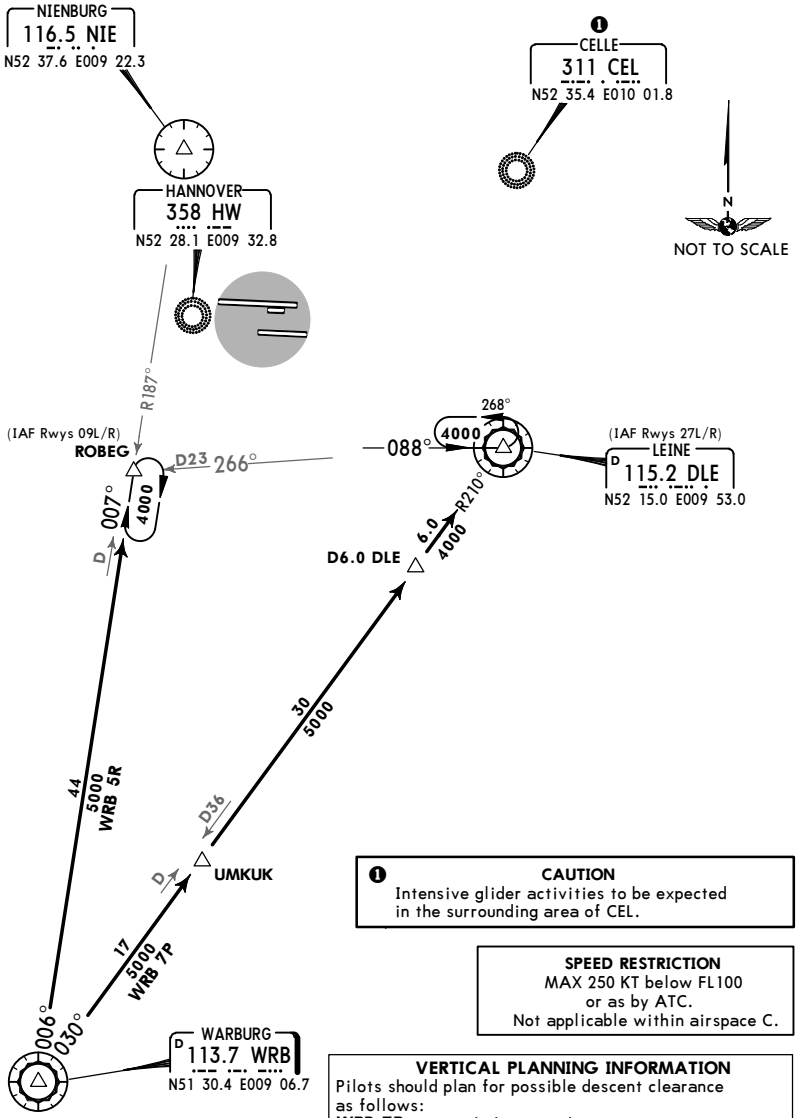
27 JAN 17 (10-2B) Eff 2 Feb

HANNOVER, GERMANY
STAR

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



WARBURG 7P (WRB 7P)
RWYS 27L/R ARRIVAL
WARBURG 5R (WRB 5R)
RWYS 09L/R ARRIVAL



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.

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
WRB 7P: at or below FL80 by DLE.
WRB 5R: at or below FL80 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: Chart reindexed; STARs renumbered & withdrawn; coordinates.

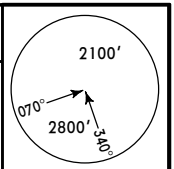
EDDV/HAJ
HANNOVER

JEPPESEN

27 JAN 17 (10-2C) Eff 2 Feb

HANNOVER, GERMANY
STAR

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



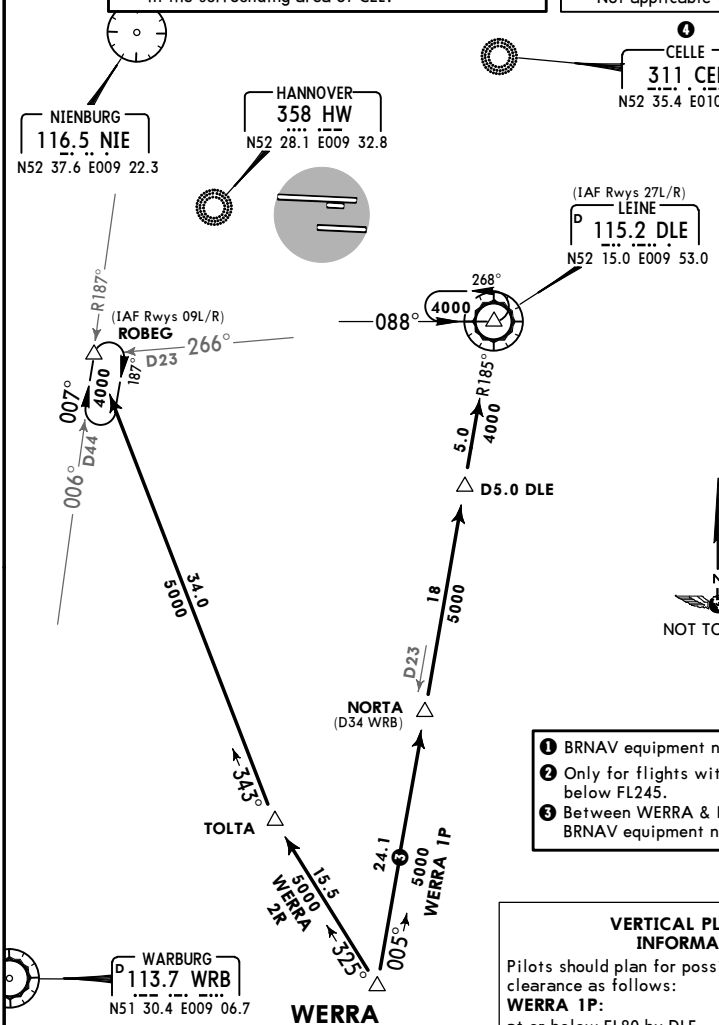
MSA HW NDB within 15 NM

WERRA 1P [WERA1P] ❷
RWYS 27L/R ARRIVAL

WERRA 2R [WERA2R] ❶ ❷
RWYS 09L/R ARRIVAL

❹ **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.



❶ BRNAV equipment necessary.
❷ Only for flights with requested FL below FL245.
❸ 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 2R:
at or below FL80 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: Chart reindexed; STAR WERRA 1R renumbered 2R; coordinates.

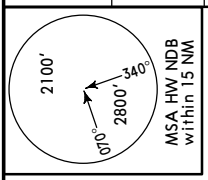
EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (10-2D) Eff 2 Feb

HANNOVER, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev
136.575	183′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000′
1. MAINTAIN transition track beyond end point, if no suceeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY Ø9L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY Ø9R.



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

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

CEL Ø9L, CEL Ø9R [CELØ9]
NIE Ø9L, NIE Ø9R [NIEØ9]
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

NOT TO SCALE

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

Clearance limit
NIENBURG
116.5 NIE
N52 37.6 E009 22.3
At or below FL80
MAX 250 KT

Clearance limit
CELLE
311 CEL
N52 35.4 E010 01.8
At or below FL110
MAX 250 KT

HANNOVER
358 HW
N52 28.1 E009 32.8

DV400 MAX 220 KT
DV460 CEL Ø9L, Ø9R MAX 220 KT

NIE Ø9L, Ø9R
CEL Ø9L, Ø9R
5000

DV461 DV462 DV463 DV464 DV465 DV472 DV473 DV474 DV475 DV490 DV491
4.0 4.0 4.0 4.0 6.9 4.4 17.6

(FAF) PIXEL
At or above 3000′
Minimum 170 KT

(FAF) DESIM
At or above 3000′
Minimum 170 KT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

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

CHANGES: Chart reindexed; procedures revised; coordinates.

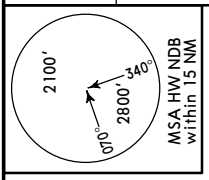
EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (10-2E) Eff 2 Feb

HANNOVER, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev
136.575	183′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000′
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL 100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 27L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 27R.



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

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

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

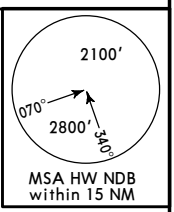
TRANSITION	RWY	ROUTING
CEL 27L	27L	CEL (FL70-; K250-) - DV500 - DV501 (K220-) - DV502 - DV565 - ODINI (3000′+; K170+).
CEL 27R	27R	CEL (FL70-; K250-) - DV500 - DV501 (K220-) - DV502 - DV565 - XAVER (3000′+; K170+).
NIE 27L	27L	NIE (FL110-; K250-) - DV502 (K220-) - DV565 - ODINI (3000′+; K170+).
NIE 27R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

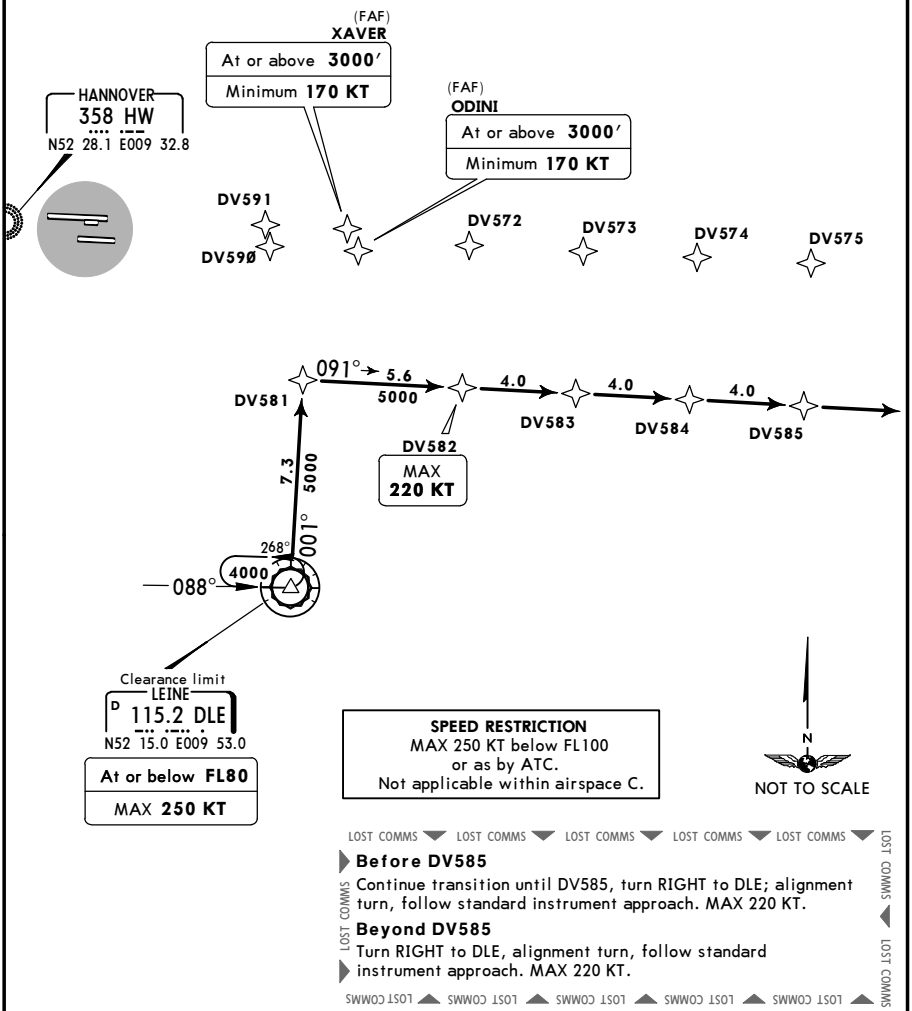
CHANGES: Chart reindexed; procedures revised; coordinates.

*D-ATIS	Apt Elev
136.575	183′

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt 5000′
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 27L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 27R.

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





LOST COMMS

Before DV585
Continue transition until DV585, turn RIGHT to DLE; alignment turn, follow standard instrument approach. MAX 220 KT.

Beyond DV585
Turn RIGHT to DLE, alignment turn, follow standard instrument approach. MAX 220 KT.

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

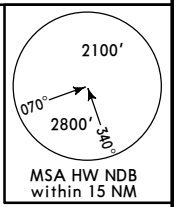
CHANGES: Chart reindexed; procedures revised; coordinates.

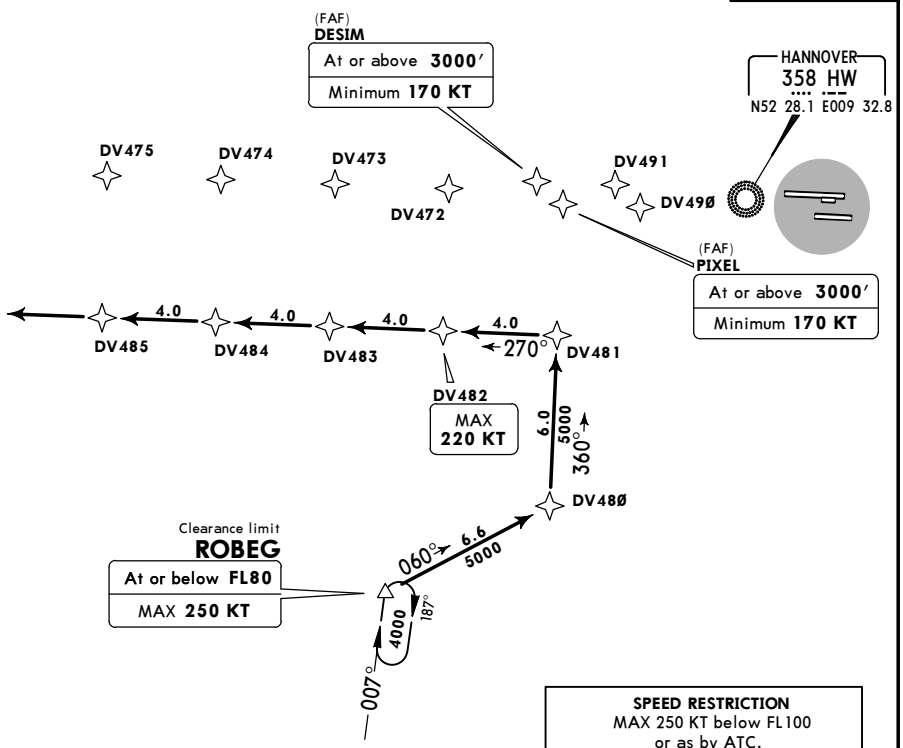
*D-ATIS	Apt Elev
136.575	183′

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

1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY Ø9L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY Ø9R.

ROBEG Ø9L, ROBEG Ø9R
[ROBEØ9]
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.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Before DV485
Continue transition until DV485, turn LEFT to ROBEG; alignment turn, follow standard instrument approach. MAX 220 KT.

Beyond DV485
Turn LEFT to ROBEG, alignment turn, follow standard instrument approach. MAX 220 KT.

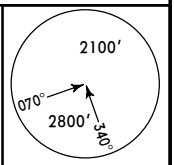
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

TRANSITION	RWY	ROUTING
ROBEG Ø9L	09L	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - DESIM (3000′+; K170+).
ROBEG Ø9R	09R	ROBEG (FL80-; K250-) - DV480 - DV481 - DV482 (K220-) - DV485 - PIXEL (3000′+; K170+).

*D-ATIS	Apt Elev	
136.575	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 3A [ESTA3A], ESTAD 3E [ESTA3E]
OBATU 3A [OBAT3A], OBATU 3E [OBAT3E]
RNAV TRANSITIONS

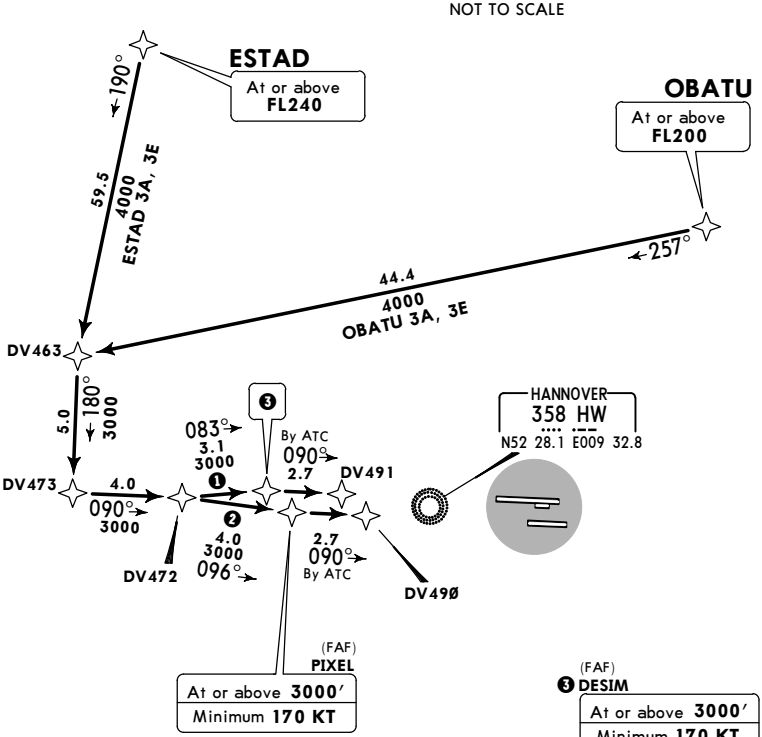
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC



MSA HW NDB within 15 NM

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

NOT TO SCALE



❶ ESTAD 3A, OBATU 3A
❷ ESTAD 3E, OBATU 3E

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

CHANGES: Chart reindexed; procedures renumbered; coordinates.

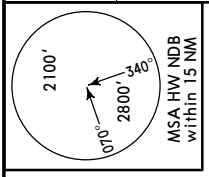
EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (10-2J) Eff 2 Feb

HANNOVER, GERMANY
RNAV TRANSITION

*D-ATIS	Apt Elev
136.575	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.



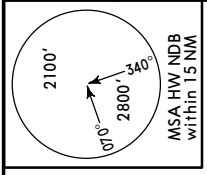
HLZ 1A, HLZ 1E
RNAV TRANSITIONS
FLY THE TRANSITION
AS CONTINUOUS
DESCENT OPERATION
(CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

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

CHANGES: STARs transferred; RNAV transitions established.

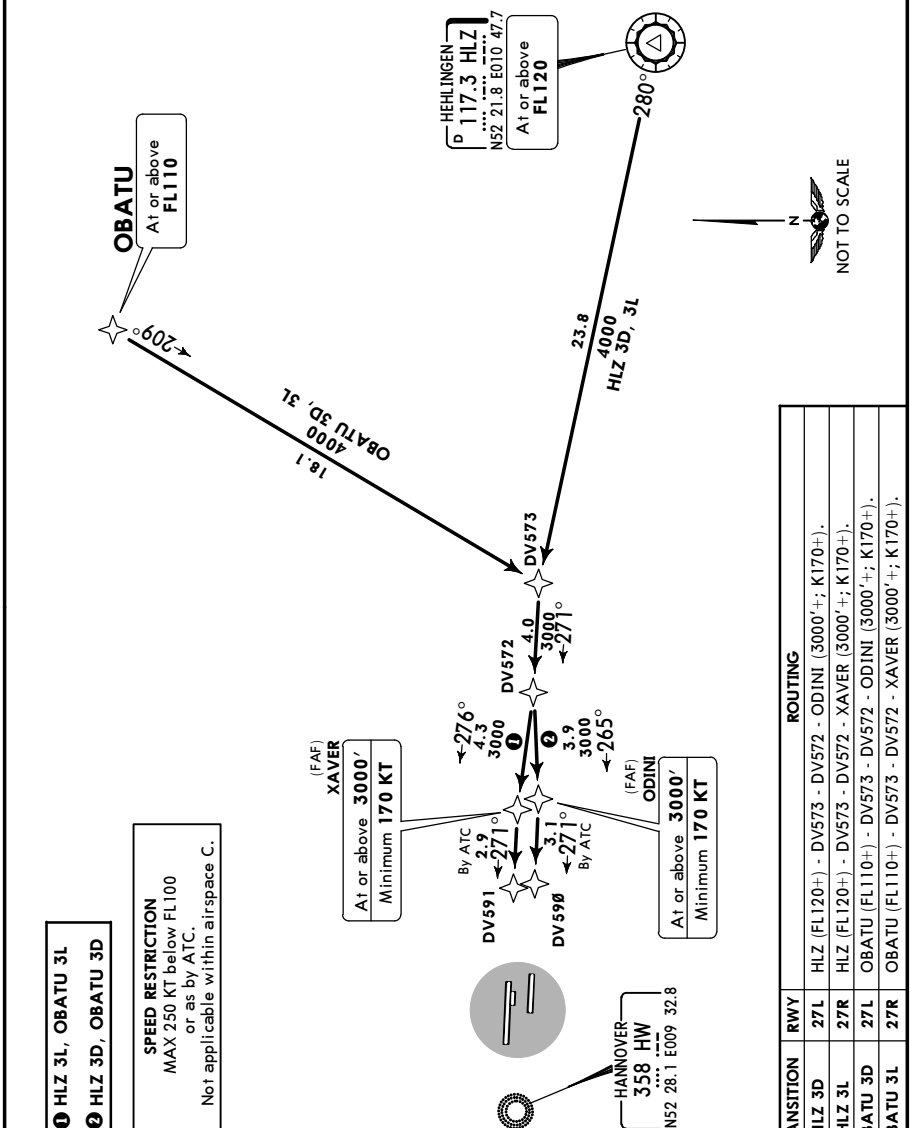
*D-ATIS	Apt Elev
136.575	183′

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

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

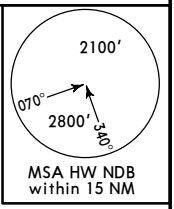


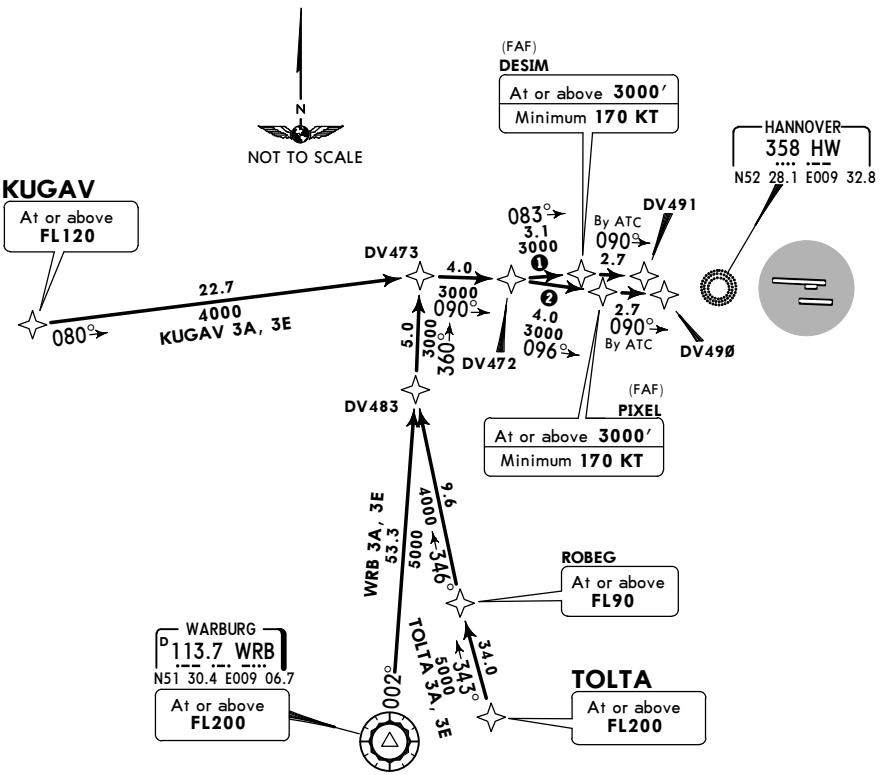
TRANSITION	RWY	ROUTING
HLZ 3D	27L	HLZ (FL120+) - DV573 - DV572 - ODINI (3000′+; K170+).
HLZ 3L	27R	HLZ (FL120+) - DV573 - DV572 - XAVER (3000′+; K170+).
OBATU 3D	27L	OBATU (FL110+) - DV573 - DV572 - ODINI (3000′+; K170+).
OBATU 3L	27R	OBATU (FL110+) - DV573 - DV572 - XAVER (3000′+; K170+).

*D-ATIS	Apt Elev	
136.575	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.

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

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





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

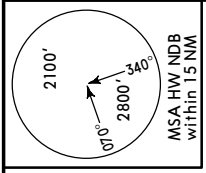
❶ **KUGAV 3A, TOLTA 3A, WRB 3A**
❷ **KUGAV 3E, TOLTA 3E, WRB 3E**

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

CHANGES: Chart reindexed; procedures renumbered & revised; coordinates.

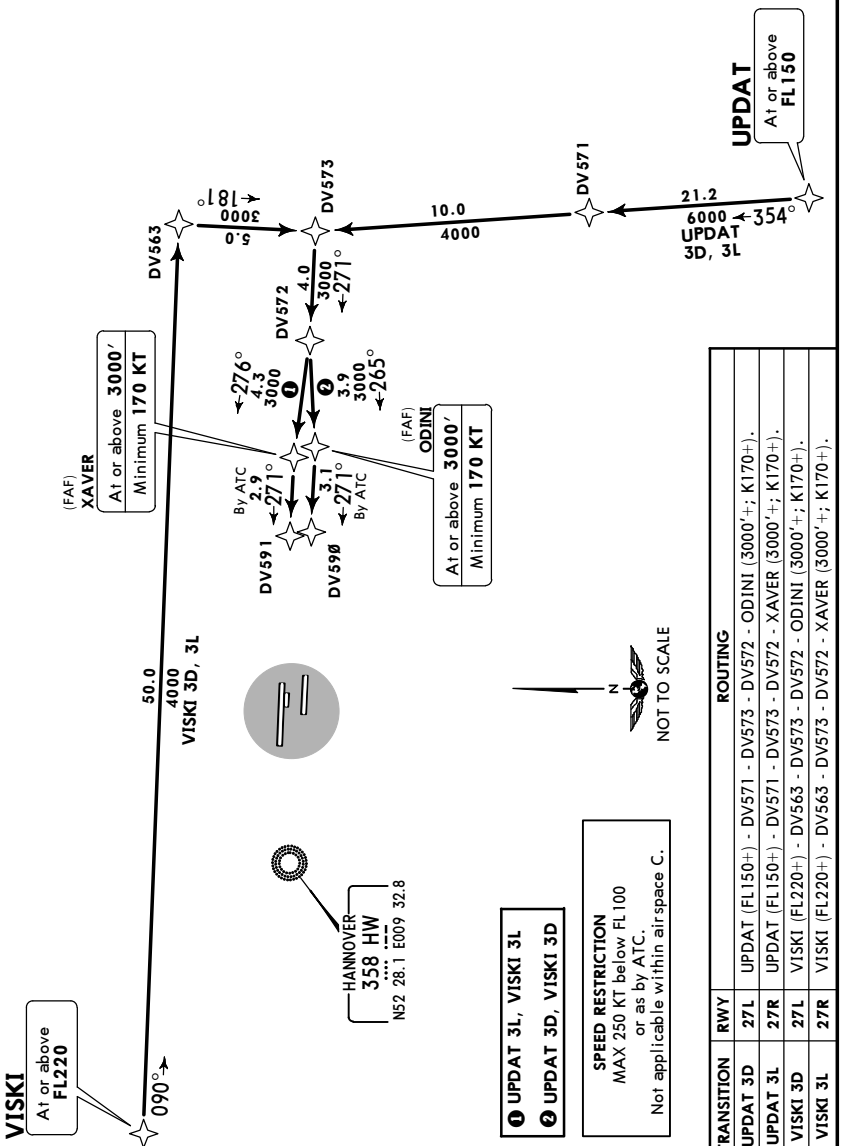
*D-ATIS	Apt Elev
136.575	183′

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.



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

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



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

BREMEN Radar	Apt Elev
131.325	183′

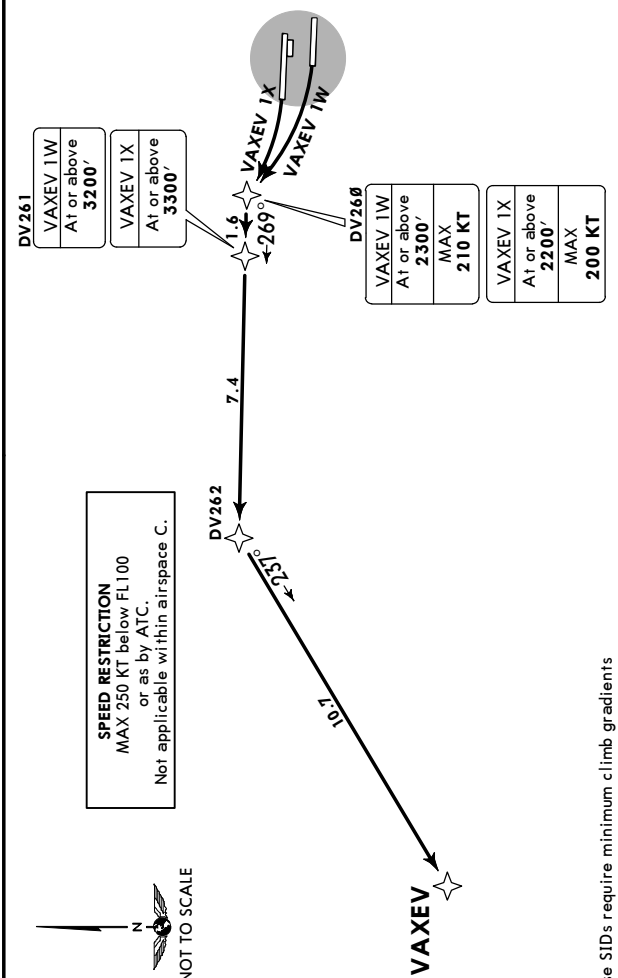
Trans level: By ATC Trans alt: 5000′

1. **RNAV-1 or RNP-1 or A-RNP equivalent.**
2. **GPS required.**
3. **DME/DME, DME/DME/IRU not authorized.**
4. Contact BREMEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

2800′ MSA ARP

VAXEV 1W [VAXE1W]
VAXEV 1X [VAXE1X]
RNAV DEPARTURES

BY ATC



These SIDs require minimum climb gradients of

VAXEV 1X: 12.0% until passing 3000′ due to airspace structure.
VAXEV 1W: 9.0% until passing 3000′ due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
12.0% V/V (fpm)	911	1215	1823	2430	3038	3646

If unable to comply advise Tower as soon as possible.

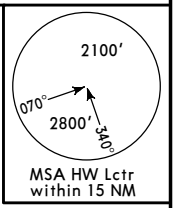
Initial climb clearance 4000′

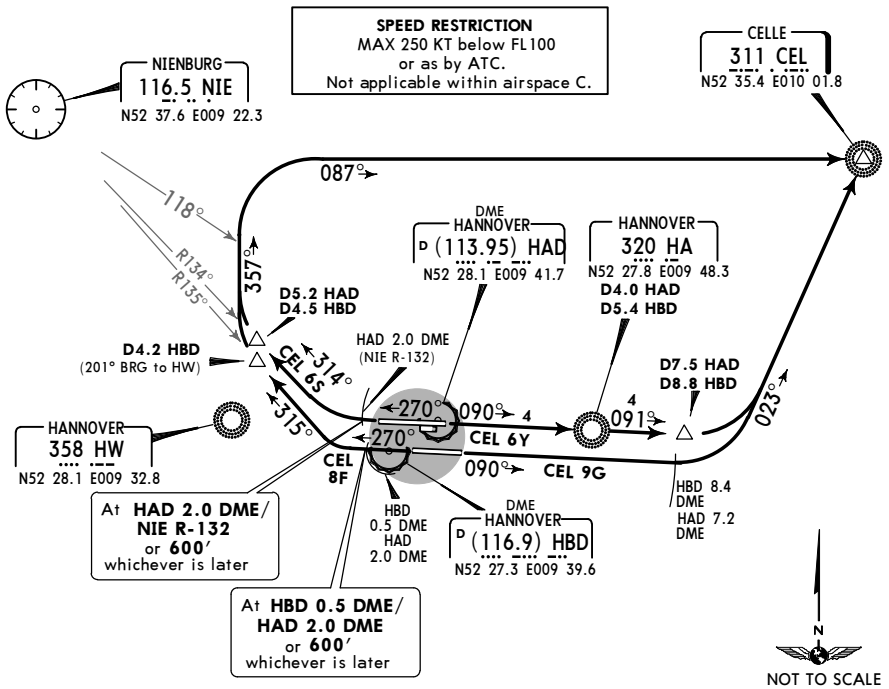
SID	RWY	ROUTING
VAXEV 1W	27L	Climb on 270° track to 600′, turn RIGHT direct to DV26Ø, to DV261, to DV262, to VAXEV.
VAXEV 1X	27R	

CHANGES: Reissue.

BREMEN Radar	Apt Elev	Trans level: By ATC Trans alt: 5000′
131.325	183′	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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





These SIDs require minimum climb gradients of

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

CEL 6S: 730′ per NM (12.0%) until passing 4000′ due to airspace structure.

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000′**

SID	RWY	ROUTING
CEL 8F ❶	**27L**	Climb straight ahead to 0.5 DME WEST of HBD/HAD 2.0 DME or 600′, whichever is later, turn RIGHT, intercept NIE R-135 inbound to D4.2 HBD/201° bearing to HW, turn RIGHT, 357° track, when passing NIE R-118 turn RIGHT, intercept 087° bearing to CEL.
CEL 9G	**09R**	Climb straight ahead to HBD 8.4 DME/HAD 7.2 DME, turn LEFT, intercept 023° bearing to CEL.
CEL 6S ❶	**27R**	Climb straight ahead to HAD 2.0 DME/NIE R-132 or 600′, whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357° track, when passing NIE R-118 turn RIGHT, intercept 087° bearing to CEL.
CEL 6Y	**09L**	Climb straight ahead to D7.5 HAD/D8.8 HBO, turn LEFT, intercept 023° bearing to CEL.

❶ After passing NIE R-118 B-RNAV equipment necessary.

BREMEN Radar	Apt Elev
131.325	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.

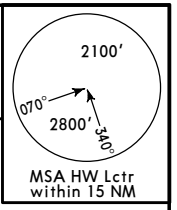
MULDO 8F
MULDO 6G
MULDO 6S
MULDO 5Y
DEPARTURES

Initial climb clearance 4000′

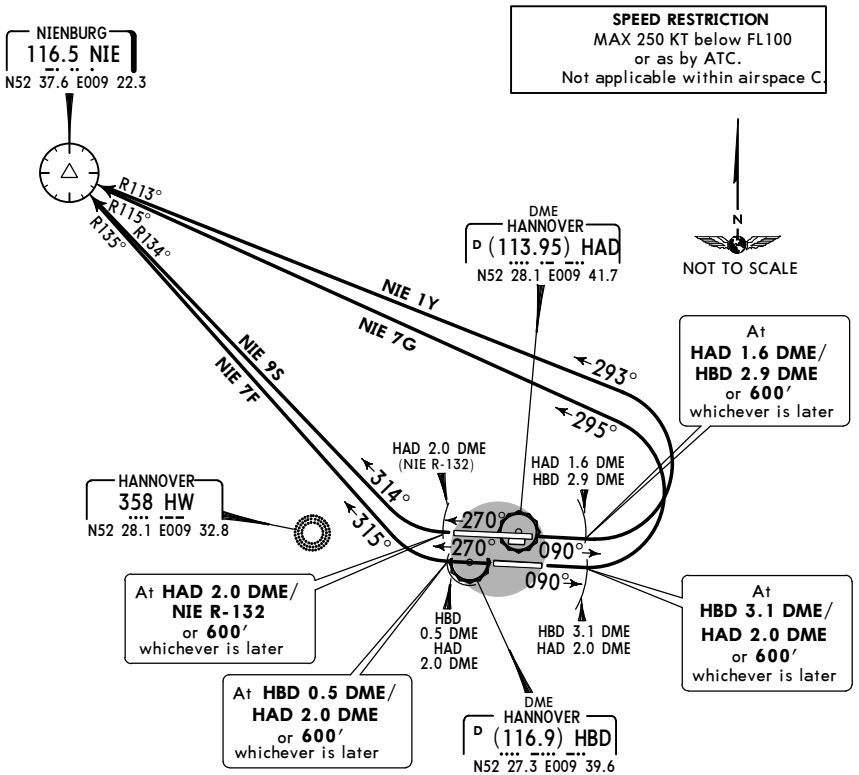
SID	RWY	ROUTING
MULDO 8F	27L	Climb straight ahead to 0.5 DME WEST of HBD/HAD 2.0 DME or 600′, whichever is later, turn RIGHT, intercept NIE R-135 inbound to D4.2 HBD/201° bearing to HW, turn RIGHT, 357° track, when passing NIE R-118 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.
MULDO 6G ❶	09R	Climb straight ahead to PIGIR, turn RIGHT, 094° track MULDO.
MULDO 6S	27R	Climb straight ahead to HAD 2.0 DME/NIE R-132 or 600′, whichever is later, turn RIGHT, intercept NIE R-134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357° track, when passing NIE R-118 turn RIGHT, intercept HLZ R-285 inbound via DOKOK to MULDO.
MULDO 5Y ❶	09L	To HA, turn RIGHT, 094° bearing to MULDO.

❶ After passing 2500′ B-RNAV equipment necessary.

BREMEN Radar	Apt Elev	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.
131.325	183′	



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



These SIDs require minimum climb gradients of

NIE 7F: 550′ per NM (9.0%) until passing 3500′ due to airspace structure.

NIE 9S: 730′ per NM (12.0%) until passing 3000′ due to airspace structure.

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

If unable to comply advise Tower as soon as possible.

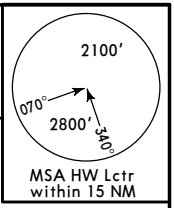
Initial climb clearance **4000′**

SID	RWY	ROUTING
NIE 7F	**27L**	Climb straight ahead to 0.5 DME WEST of HBD/HAD 2.0 DME or 600′, whichever is later, turn RIGHT, intercept NIE R-135 inbound to NIE.
NIE 7G	**09R**	Climb straight ahead to HBD 3.1 DME/HAD 2.0 DME or 600′, whichever is later, turn LEFT, intercept NIE R-115 inbound to NIE.
NIE 9S	**27R**	Climb straight ahead to HAD 2.0 DME/NIE R-132 or 600′, whichever is later, turn RIGHT, intercept NIE R-134 inbound to NIE.
NIE 1Y	**09L**	Climb straight ahead to HAD 1.6 DME/HBD 2.9 DME or 600′, whichever is later, turn LEFT, intercept NIE R-113 inbound to NIE.

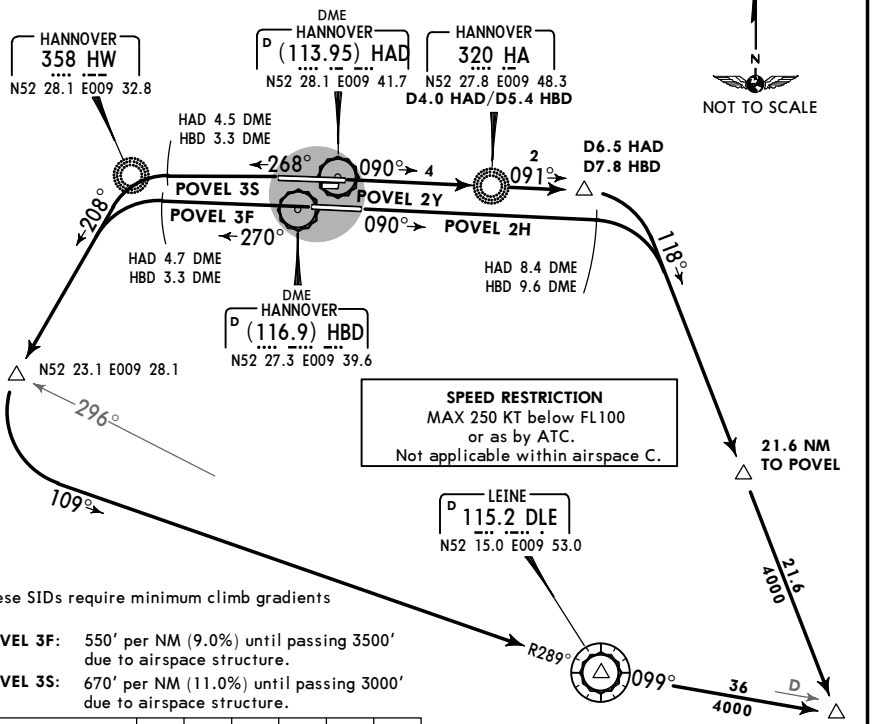
CHANGES: NIE SIDs renumbered & revised; coordinates; chart reindexed.

BREMEN Radar	Apt Elev
131.325	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.



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



These SIDs require minimum climb gradients of

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

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

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000′**

SID	RWY	ROUTING
POVEL 3F	**27L**	Climb straight ahead to 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-099 to POVEL.
POVEL 2H ❶	**09R**	Climb straight ahead to HAD 8.4 DME/HBD 9.6 DME, turn RIGHT, 118° track to POVEL.
POVEL 3S	**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-099 to POVEL.
POVEL 2Y ❷	**09L**	Cimb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, 118° track to POVEL.

BRNAV equipment necessary after
❶ HAD 8.4 DME/HBD 9.6 DME
❷ D6.5 HAD/D7.8 HBD.

CHANGES: POVEL SIDs renumbered & revised; coordinates; chart reindexed.

EDDV/HAJ HANNOVER

HANNOVER, GERMANY

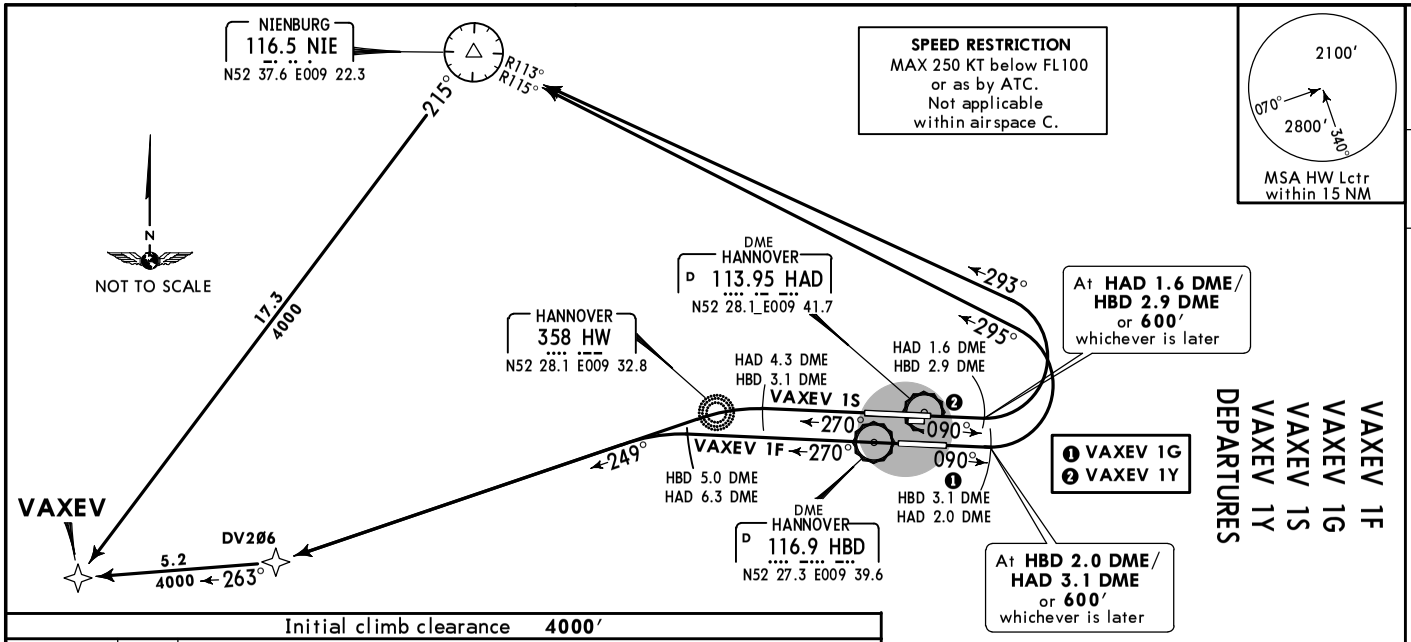
27 JAN 17 (10-3F) JEPPESEN Eff 2 Feb SID

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.



Initial climb clearance **4000′**

SID	RWY	ROUTING
VAXEV 1F ❸	27L	Climb straight ahead to HBD 5.0 DME (HAD 6.3 DME), turn LEFT, 249° track to DV206, turn RIGHT, 263° track to VAXEV.
VAXEV 1G ❹	09R	Climb straight ahead to HBD 3.1 DME (HAD 2.0 DME) or 600′, whichever is later, turn LEFT, intercept NIE R-115 inbound to NIE, turn LEFT, NIE R-215 to VAXEV.
VAXEV 1S ❺	27R	Climb straight ahead to HAD 4.3 DME (HBD 3.1 DME), turn LEFT, 249° track to DV206, turn RIGHT, 263° track to VAXEV.
VAXEV 1Y ❹	09L	Climb straight ahead to HAD 1.6 DME (HBD 2.9 DME) or 600′, whichever is later, turn LEFT, intercept NIE R-113 inbound to NIE, turn LEFT, NIE R-215 to VAXEV.

❸ After passing HBD 5.0 DME (HAD 6.3 DME) BRNAV equipment necessary.
❹ After NIE BRNAV equipment necessary.
❺ After passing HAD 4.3 DME (HBD 3.1 DME) BRNAV equipment necessary.

These SIDs require minimum climb gradients of

VAXEV 1F: 520′ per NM (8.6%) until passing 3000′ due to airspace structure.

VAXEV 1S: 700′ per NM (11.4%) until passing 3000′ due to airspace structure.

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

If unable to comply advise Tower as soon as possbile.

CHANGES: VAXEV SIDs established; WERRA SIDs transferred; chart redrawn.

EDDV/HAJ
HANNOVER

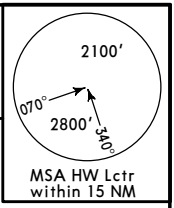
JEPPESEN

27 JAN 17 (10-3G) Eff 2 Feb

HANNOVER, GERMANY
SID

BREMEN Radar	Apt Elev
131.325	183′

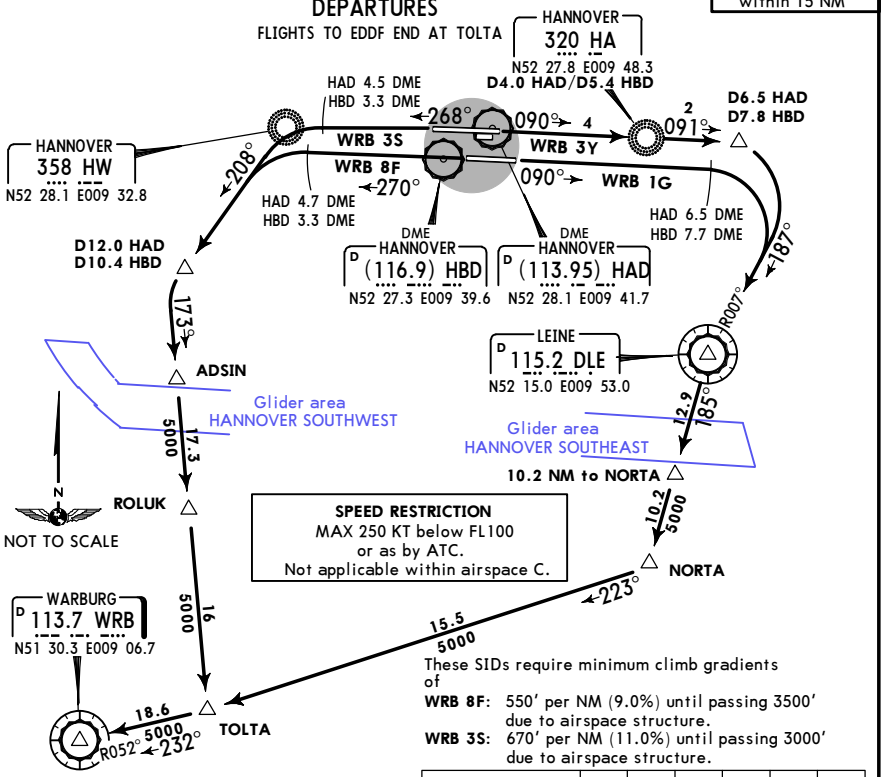
Trans level: By ATC Trans alt: 5000′
1. Contact BREMEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



MSA HW Lctr within 15 NM

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G)
WARBURG 3S (WRB 3S), WARBURG 3Y (WRB37)
DEPARTURES

FLIGHTS TO EDDF END AT TOLTA



These SIDs require minimum climb gradients of

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

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

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

If unable to comply advise Tower as soon as possible.

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

Initial climb clearance **4000′**

SID	RWY	ROUTING
WRB 8F ❶❸	**27L**	Climb straight ahead to HAD 4.7 DME/HBD 3.3 DME, turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 1G ❷❹	**09R**	Climb straight ahead to HAD 6.5 DME/HBD 7.7 DME, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 to NORTA, 223° track to TOLTA, 232° track to WRB.
WRB 3S ❶❸	**27R**	Towards HW, at HAD 4.5 DME/HBD 3.3 DME turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232° track to WRB.
WRB 3Y ❷❹	**09L**	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 to NORTA, 223° track to TOLTA, 232° track to WRB.

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

CHANGES: WRB SIDs renumbered & revised; coordinates; chart reindexed.

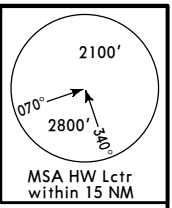
EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (10-3H) Eff 2 Feb

HANNOVER, GERMANY
SID

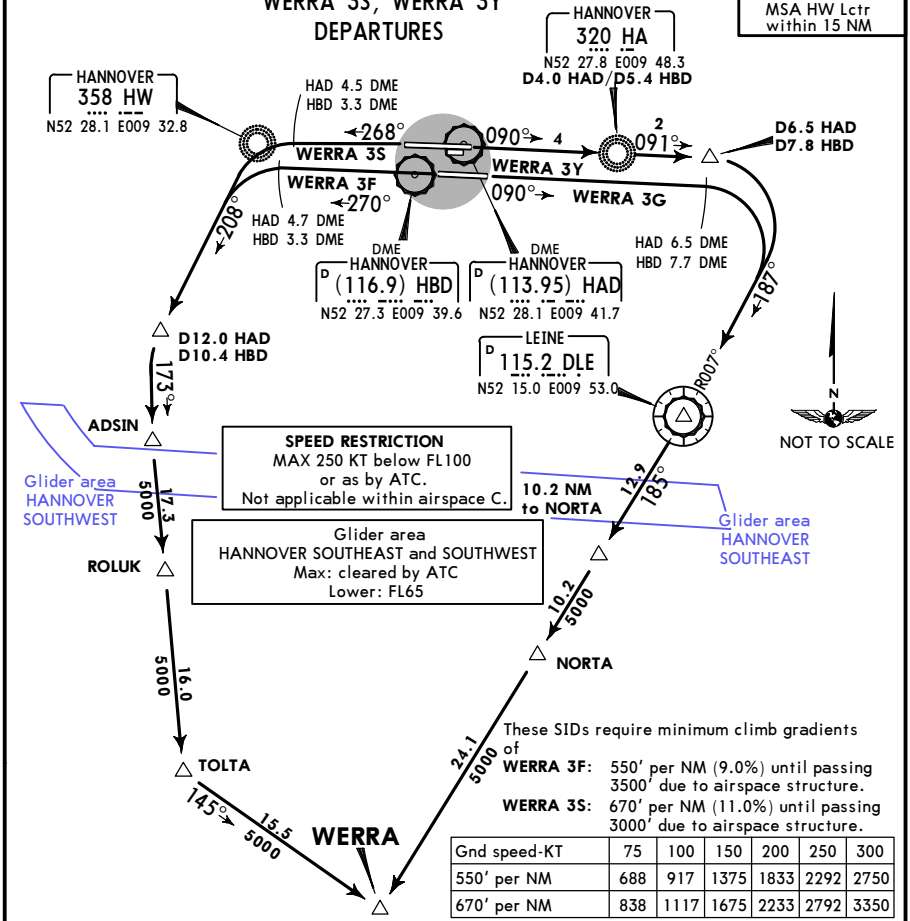
BREMEN Radar	Apt Elev
131.325	183'

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

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



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

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

If unable to comply advise Tower as soon as possible.

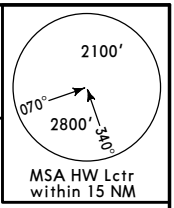
Initial climb clearance **4000'**

SID	RWY	ROUTING
WERRA 3F ❶❸	**27L**	Climb straight ahead to HAD 4.7 DME/HBD 3.3 DME, turn LEFT, intercept 208° bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, 145° track to WERRA.
WERRA 3G ❷❹	**09R**	Climb straight ahead to 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 3S ❶❸	**27R**	Towards HW, at HAD 4.5 DME/HBD 3.3 DME turn LEFT, intercept 208° bearing from HW, to D12.0 HAD/D10.4 HBD, turn LEFT, 173° track via ADSIN and ROLUK to TOLTA, 145° track to WERRA.
WERRA 3Y ❷❹	**09L**	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R-007 inbound to DLE, DLE R-185 via NORTA to WERRA.

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

CHANGES: WERRA SIDs renumbered & revised; coordinates; chart reindexed.

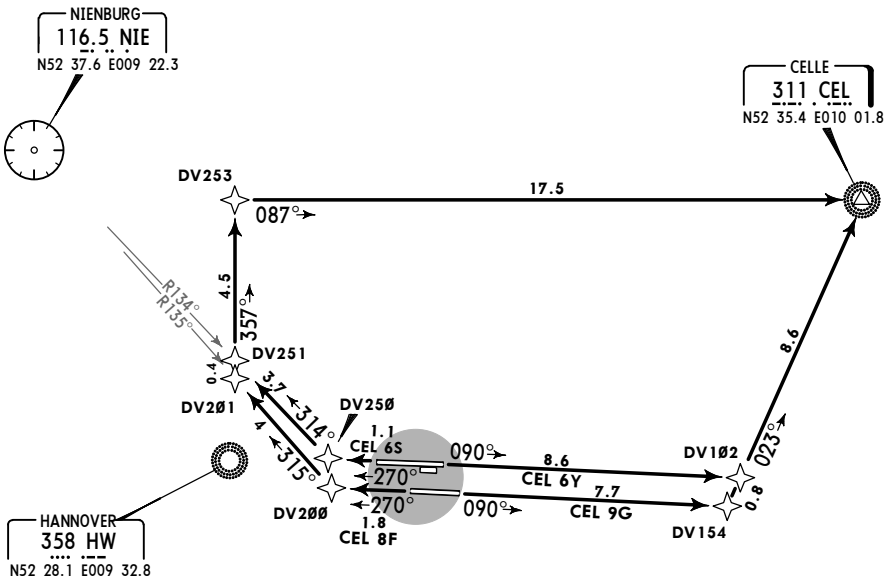
BREMEN Radar	Apt Elev	Trans level: By ATC Trans alt: 5000′ 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
131.325	183′	



MSA HW Lctr within 15 NM

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

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



These SIDs require minimum climb gradients of

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

CEL 6S: 730′ per NM (12.0%) until passing 4000′ due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
12.0% V/V (fpm)	911	1215	1823	2430	3038	3646

If unable to comply advise Tower as soon as possible.

NOT TO SCALE

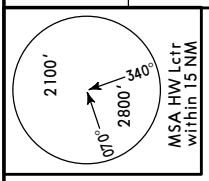
Initial climb clearance **4000′**

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

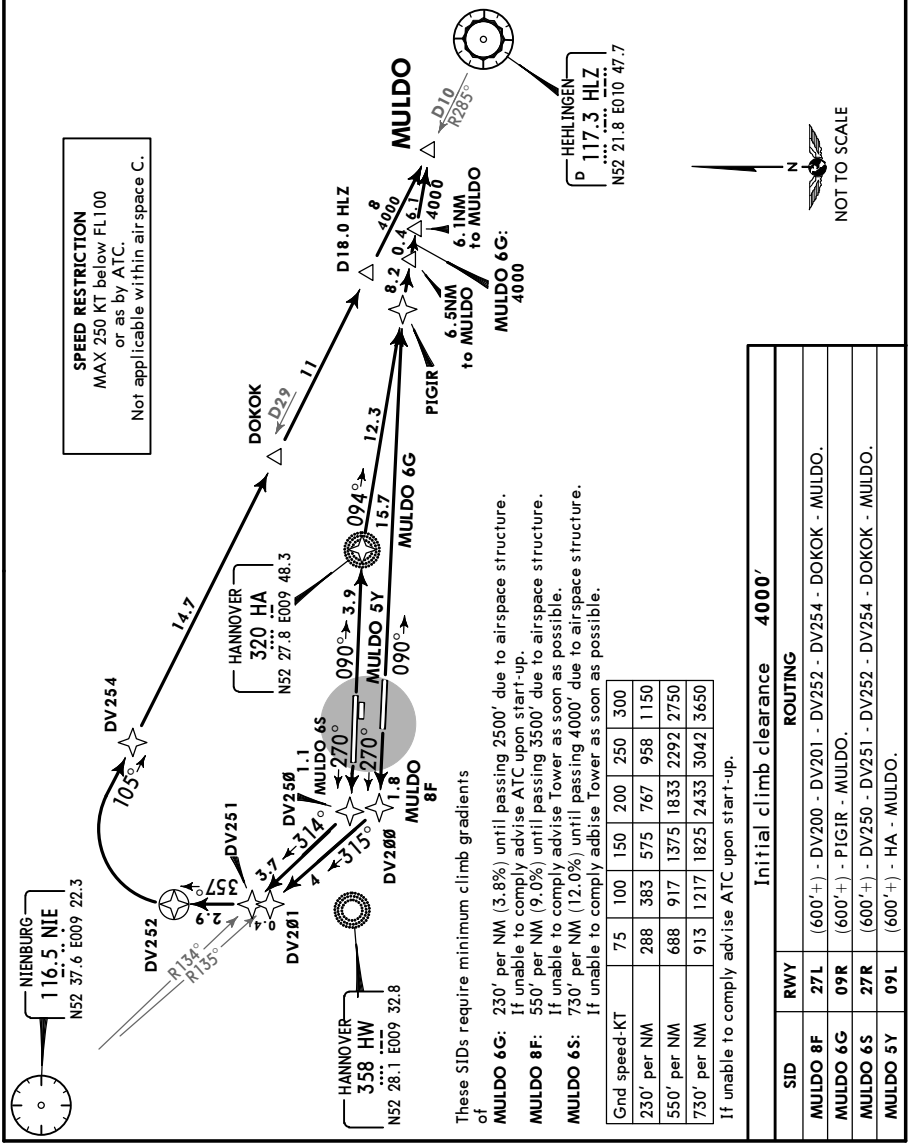
CHANGES: CEL RNAV SIDs renumbered & revised; coordinates; chart reindexed.

BREMEN Radar	Apt Elev
131.325	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 8F [MULD8F]
MULDO 6G [MULD6G]
MULDO 6S [MULD6S]
MULDO 5Y [MULD5Y]
RNAV DEPARTURES (OVERLAY 10-3C)



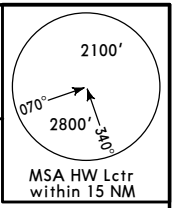
These SIDs require minimum climb gradients of
MULDO 6G: 230′ per NM (3.8%) until passing 2500′ due to airspace structure.
If unable to comply advise ATC upon start-up.
MULDO 8F: 550′ per NM (9.0%) until passing 3500′ due to airspace structure.
If unable to comply advise Tower as soon as possible.
MULDO 6S: 730′ per NM (12.0%) until passing 4000′ due to airspace structure.
If unable to comply adbise Tower as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
550′ per NM	688	917	1375	1833	2292	2750
730′ per NM	913	1217	1825	2433	3042	3650

If unable to comply advise ATC upon start-up.

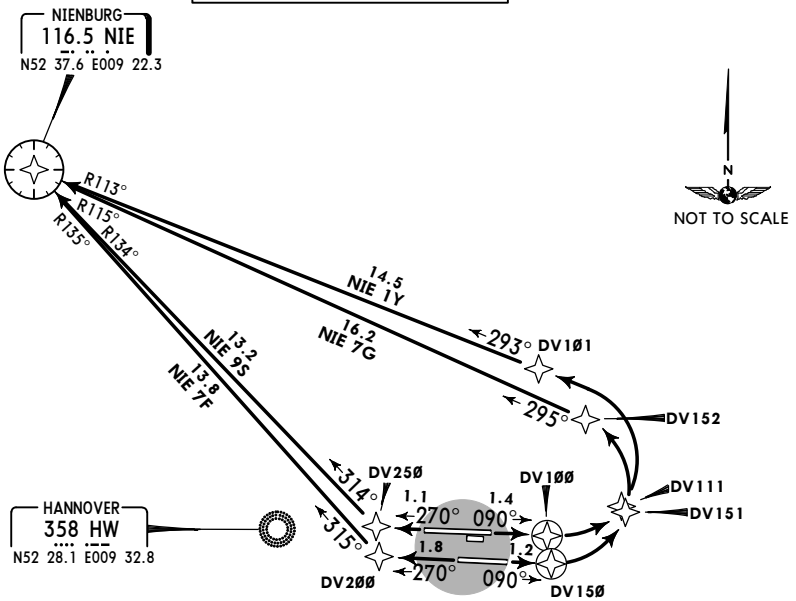
Initial climb clearance 4000′		
SID	**RWY**	**ROUTING**
MULDO 8F	**27L**	(600′+) - DV200 - DV201 - DV252 - DV254 - DOKOK - MULDO.
MULDO 6G	**09R**	(600′+) - PIGIR - MULDO.
MULDO 6S	**27R**	(600′+) - DV250 - DV251 - DV252 - DV254 - DOKOK - MULDO.
MULDO 5Y	**09L**	(600′+) - HA - MULDO.

BREMEN Radar	Apt Elev	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.
131.325	183′	



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

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



These SIDs require a minimum climb gradient of

NIE 7F: 550′ per NM (9.0%) until passing 3500′ due to airspace structure.

NIE 9S: 730′ per NM (12.0%) until passing 3000′ due to airspace structure.

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

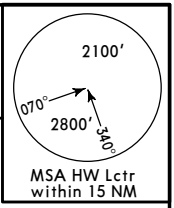
If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000′**

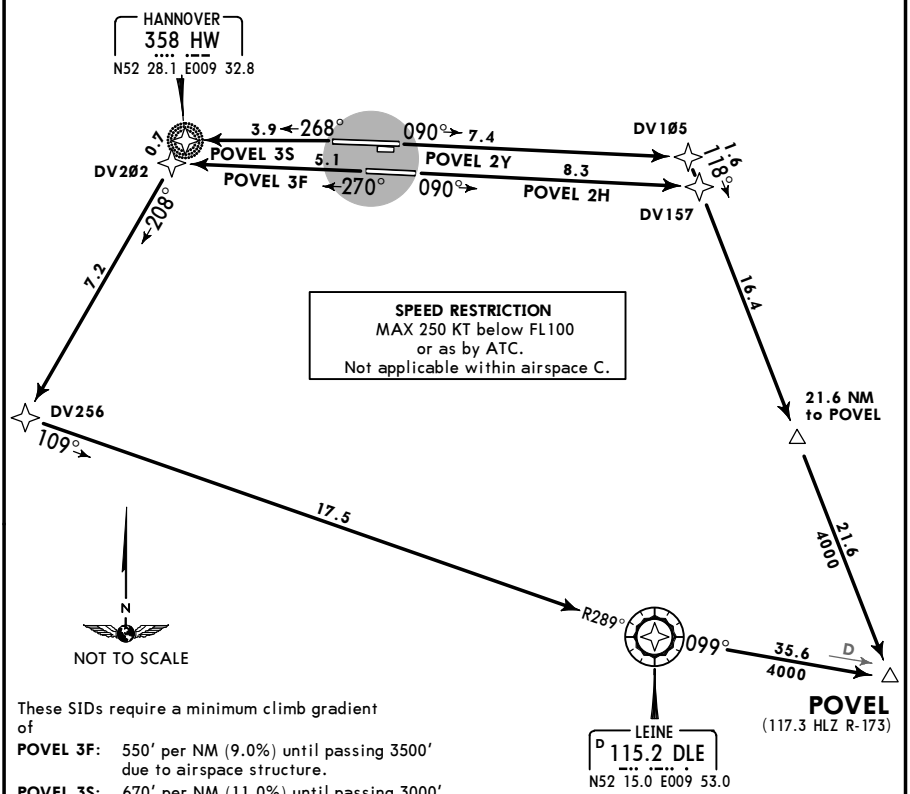
SID	RWY	ROUTING
NIE 7F	**27L**	(600′+) - DV200 - NIE.
NIE 7G	**09R**	(600′+) - DV150 - DV151 - DV152 - NIE.
NIE 9S	**27R**	(600′+) - DV250 - NIE.
NIE 1Y	**09L**	(600′+) - DV100 - DV111 - DV101 - NIE.

CHANGES: NIE RNAV SIDs renumbered & revised; coordinates; chart reindexed.

BREMEN Radar	Apt Elev	
131.325	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.



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



These SIDs require a minimum climb gradient of

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

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

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance **4000′**

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

CHANGES: None.

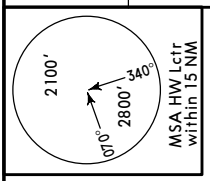
EDDV/HAJ
HANNOVER

JEPPESEN
19 MAY 17 (10-3N) Eff 25 May

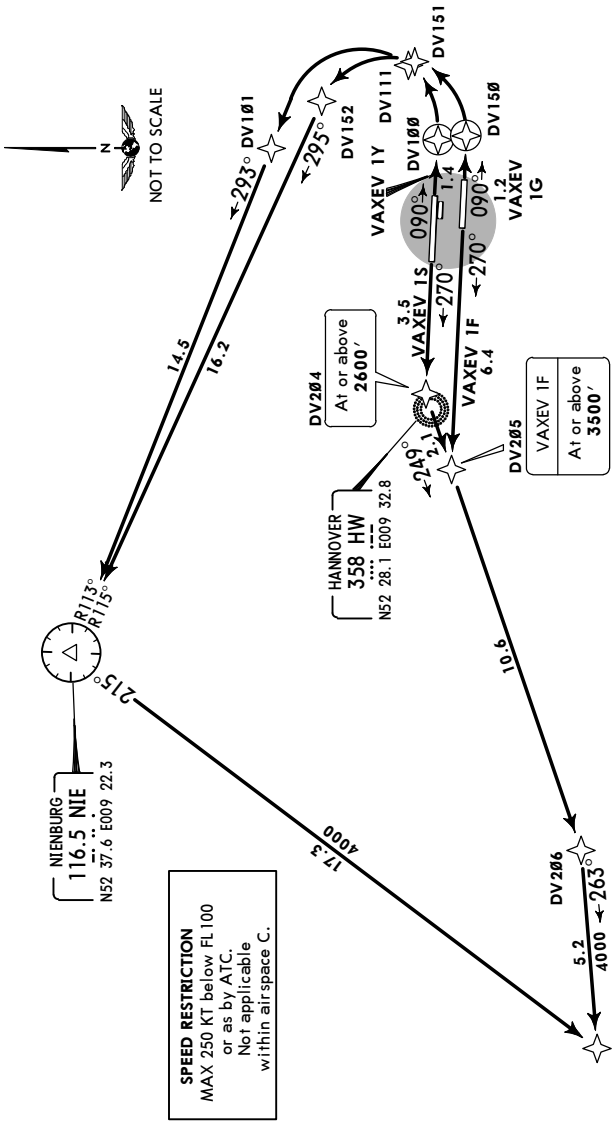
HANNOVER, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar	Apt Elev
131.325	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.



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



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

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

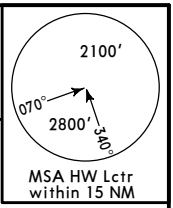
If unable to comply advise Tower as soon as possbile.

Initial climb clearance 4000′

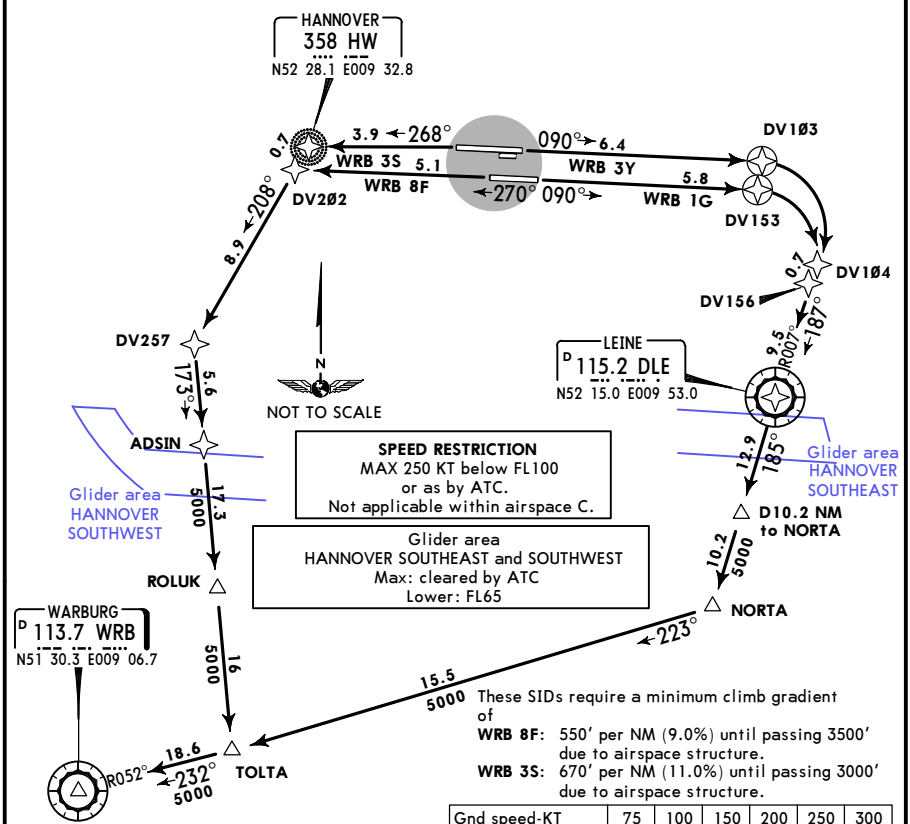
SID	RWY	ROUTING
VAXEV 1F	27L	(600′+) - DV205 (3500′+) - DV206 - VAXEV.
VAXEV 1G	09R	(600′+) - DV150 - DV151 - DV152 - NIE - VAXEV.
VAXEV 1S	27R	(600′+) - DV204 (2600′+) - DV206- VAXEV.
VAXEV 1Y	09L	(600′+) - DV100 - DV111 - DV101 - NIE - VAXEV.

CHANGES: Crossing at DV205.

BREMEN Radar	Apt Elev	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.
131.325	183′	



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



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

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

If unable to comply advise Tower as soon as possible.

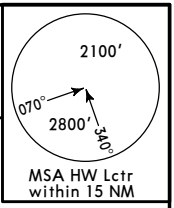
Initial climb clearance **4000′**

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

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

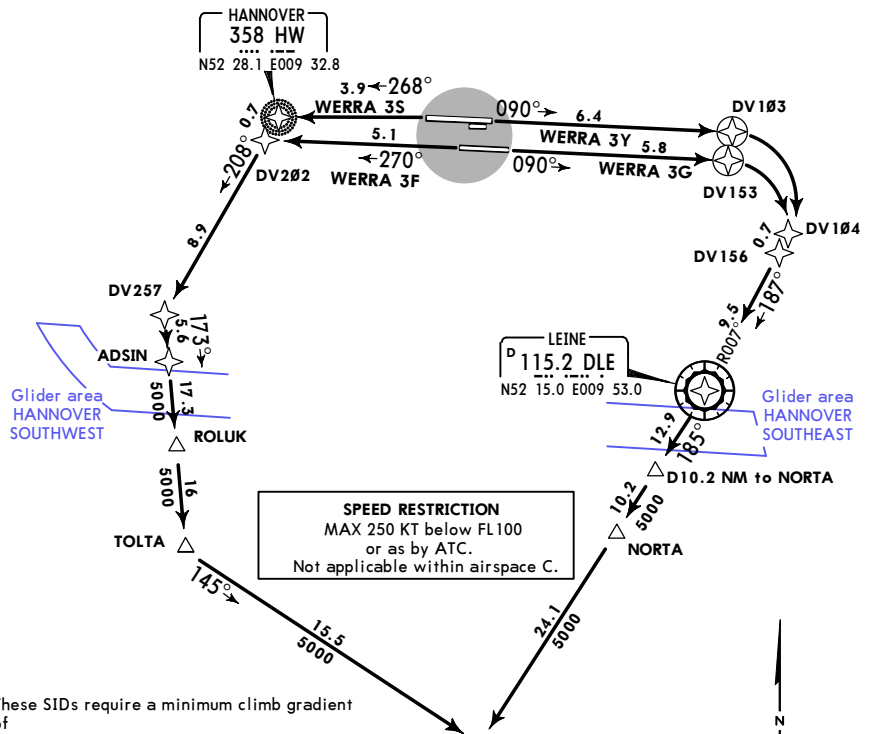
CHANGES: New chart (WRB RNAV SIDs renumbered & revised; coordinates).

BREMEN Radar	Apt Elev	
131.325	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

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



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

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

If unable to comply advise Tower as soon as possible.

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

Initial climb clearance **4000′**

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

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

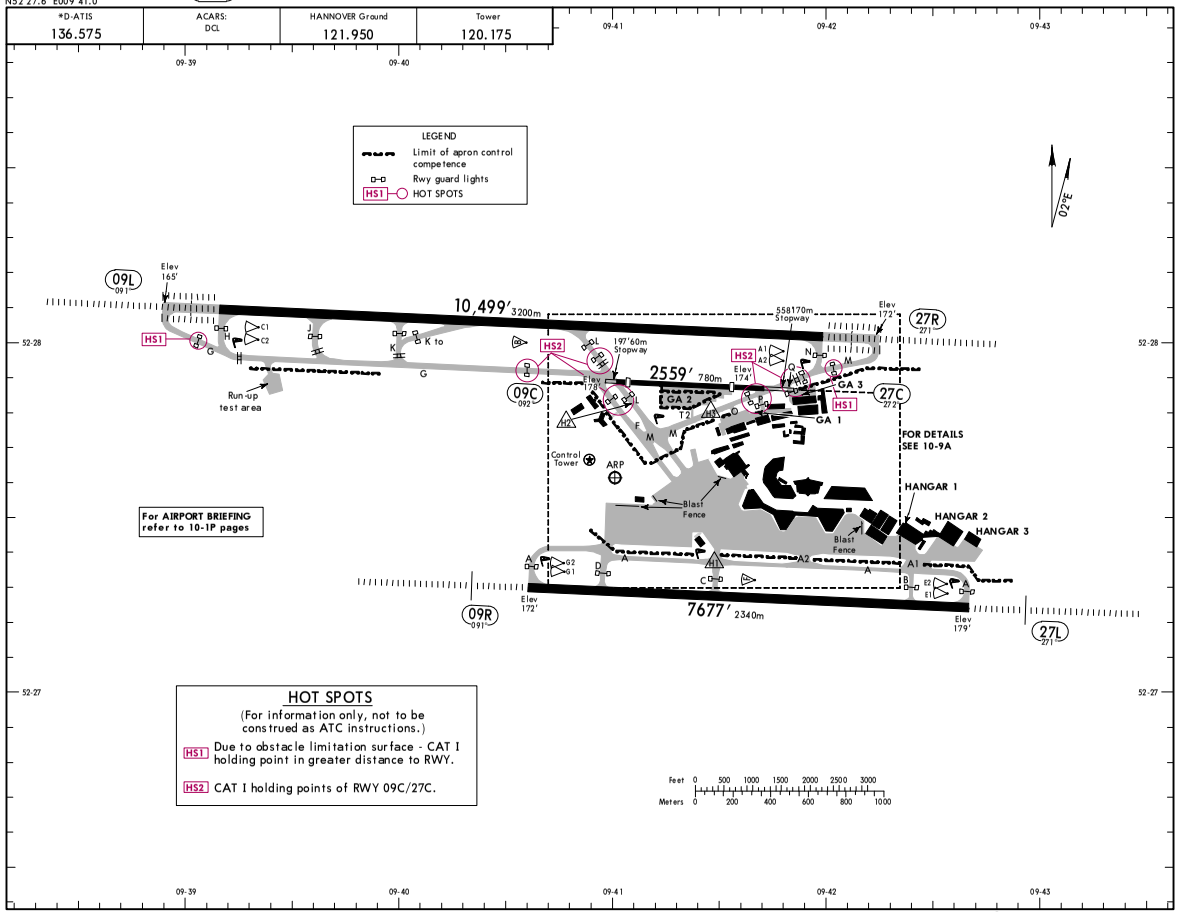
CHANGES: New chart (WERRA RNAV SIDs renumbered & revised; coordinates).

EDDV/HAJ
Apt Elev 183′
N52 27.6 E009 41.0

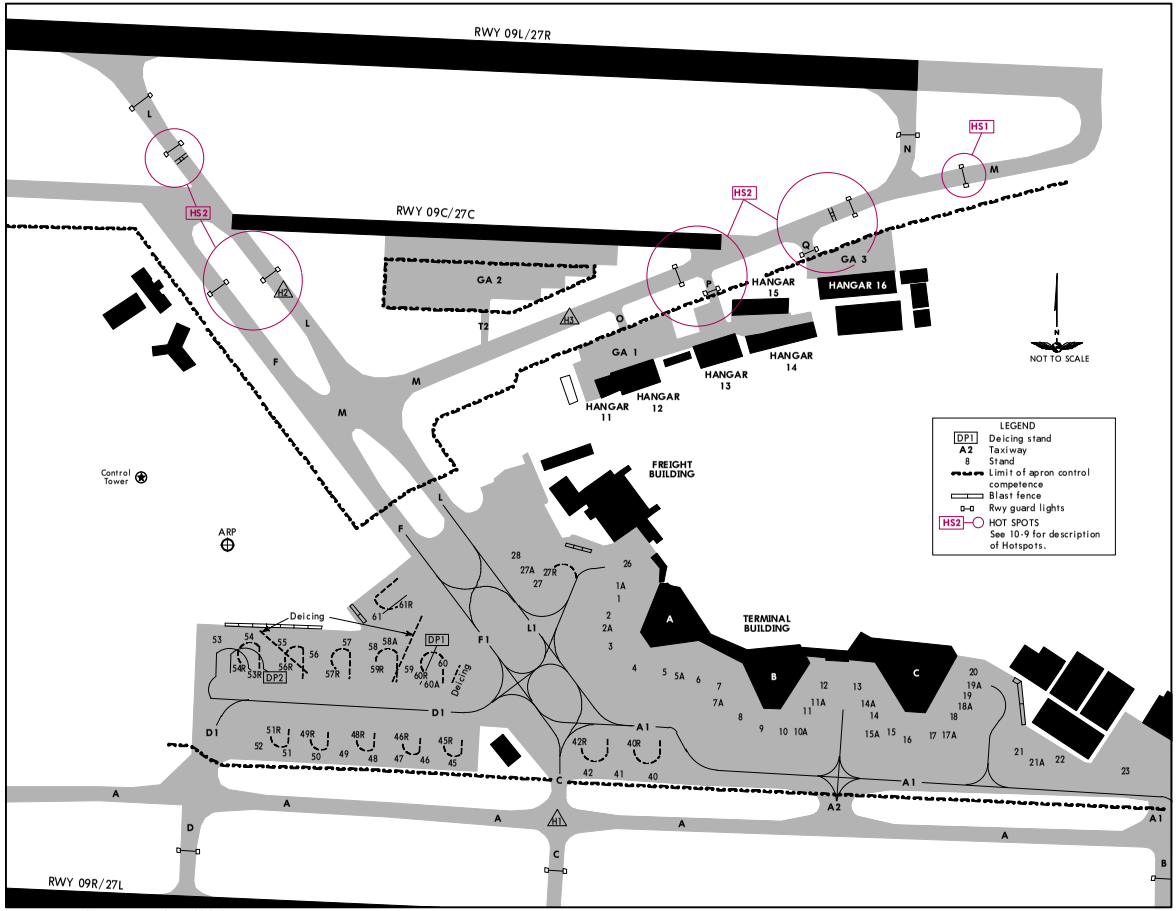
JEPPESEN
3 NOV 17 (10-9)

HANNOVER, GERMANY
HANNOVER

*D-ATIS	ACARS: DCL	HANNOVER Ground	Tower
136.575		121.950	120.175



CHANGES: TWY M between TWY L and F established.



CHANGES: TWY M between TWY L and F established.

ADDITIONAL RUNWAY INFORMATION

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

❶ HST-Kto

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

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

❸ Includes paved swy West of thr 09C.

❹ Includes paved swy East of thr 27C.

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

❺ angle 3.0°

❻ 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

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

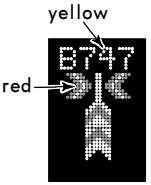
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N52 27.6 E009 41.6	49R	N52 27.4 E009 41.1
2 thru 5	N52 27.5 E009 41.6	50, 51	N52 27.5 E009 41.2
5A thru 7A	N52 27.5 E009 41.7	51R	N52 27.4 E009 41.1
8 thru 11	N52 27.5 E009 41.8	52	N52 27.5 E009 41.1
11A thru 13	N52 27.5 E009 41.9	53	N52 27.6 E009 41.0
14 thru 15A	N52 27.5 E009 42.0	53R	N52 27.5 E009 41.1
16	N52 27.4 E009 42.0	54	N52 27.6 E009 41.1
17	N52 27.4 E009 42.1	54R	N52 27.5 E009 41.0
17A thru 20	N52 27.5 E009 42.1	55, 56	N52 27.6 E009 41.2
21, 21A	N52 27.5 E009 42.2	56R	N52 27.5 E009 41.1
22	N52 27.5 E009 42.3	57	N52 27.6 E009 41.3
23	N52 27.5 E009 42.4	57R	N52 27.5 E009 41.2
26	N52 27.6 E009 41.6	58 thru 59	N52 27.6 E009 41.3
27 thru 28	N52 27.6 E009 41.5	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		
48R	N52 27.4 E009 41.2		
49	N52 27.5 E009 41.3		

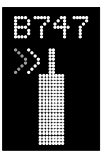
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

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

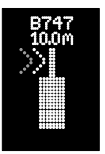
1. START OF DOCKING
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
It shall be cheked, that the correct aircraft type is displayed.
The lead-in line shall be followed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS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



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



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



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

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

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

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

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

DISPLAYED FORMS AT ABNORMAL CONDITIONS

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

EDDV/HAJ HANNOVER

JEPPESEN 27 JAN 17 (11-1) Eff 2 Feb

HANNOVER, GERMANY ILS or LOC Rwy 09L

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

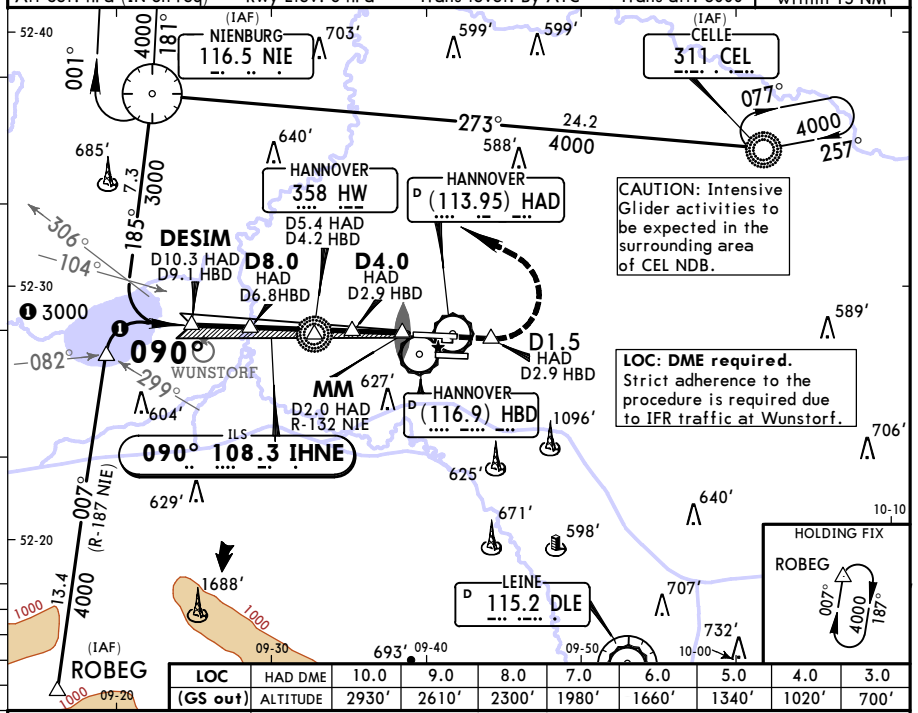
BRIEFING STRIP™

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

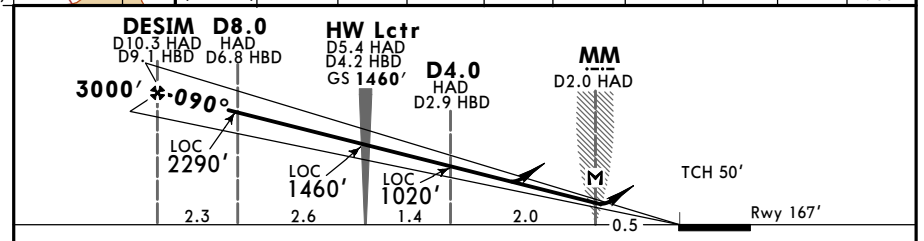
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/ D2.9 EAST of HBD.Then turn LEFT inbound NIE VOR climbing to 4000'.

MSA HW Lctr within 15 NM: 2100' (070°–340°), 2800' (340°–070°)

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



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



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

ALSF-II REIL PAPI

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

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 367'(200')			LOC (GS out) DA(H) 550'(383')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: Procedure.

EDDV/HAJ HANNOVER

JEPPESEN

27 JAN 17
Eff 2 Feb

(11-1A)

HANNOVER, GERMANY
CAT II/III ILS Rwy 09L

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

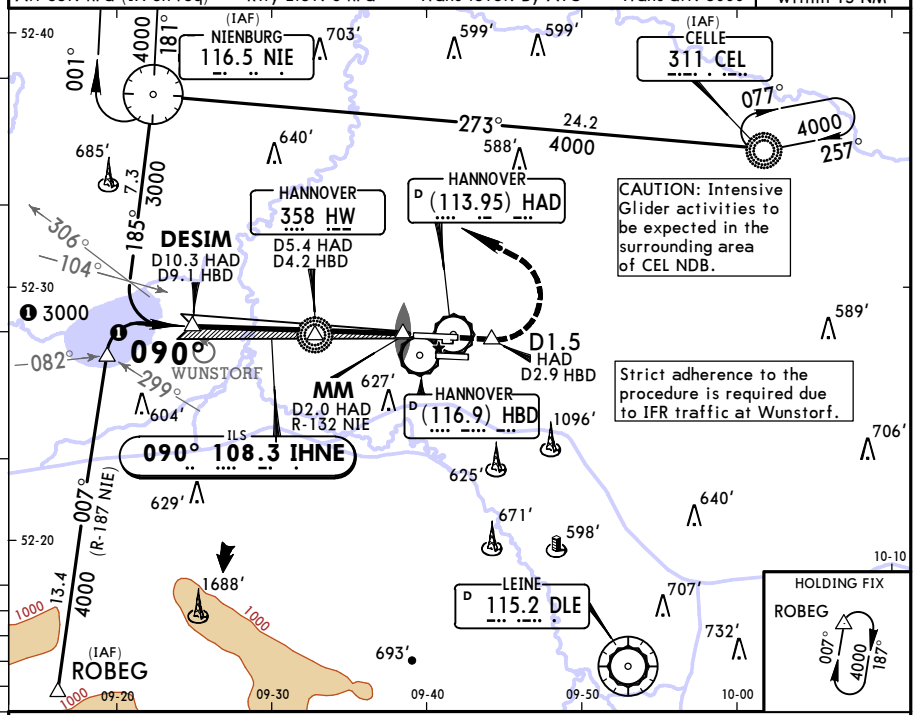
BRIEFING STRIP™

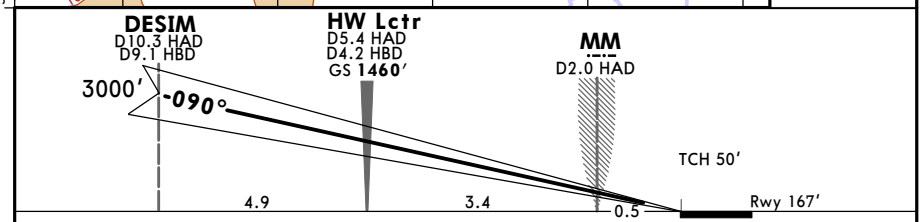
LOC IHNE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183′
108.3	**090°**	**HW Lctr 1460′** (1293′)		Rwy 167′

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′.

2100′ 070° 2800′ 340°
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	849

ALSF-II
REIL
PAPI

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

PANS OPS

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

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 101′** DA(H) **267′** (100′)
RVR 200m	RVR 300m 1

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

CHANGES: Minimums.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (11-2) Eff 2 Feb

HANNOVER, GERMANY
ILS or LOC Rwy 09R

BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

LOC IHSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
108.7	090°	D3.4 HBD 1500'(1328')	372'(200')	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'.

2100' 070° 2800' 340° MSA HW Lctr within 15 NM

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

HOLDING FIX 001° 181° 4000 NIE VOR

(IAF) NIENBURG 116.5 NIE

HANNOVER 358 HW

HANNOVER (116.9) HBD

HANNOVER (113.95) HAD

CELLE 311 CEL

DME required.

CAUTION: Intensive Glider activities to be expected in the surrounding area of CEL NDB.

PIXEL D8.1 HBD D9.4 HAD

D6.2 HBD D7.5 HAD

D3.4 HBD D4.7 HAD

MM D0.0 HBD R-324 DLE

D7.7 HBD D6.5 HAD

WUNSTORF

090° 108.7 IHSE

D2.0 HBD D3.4 HAD ILS

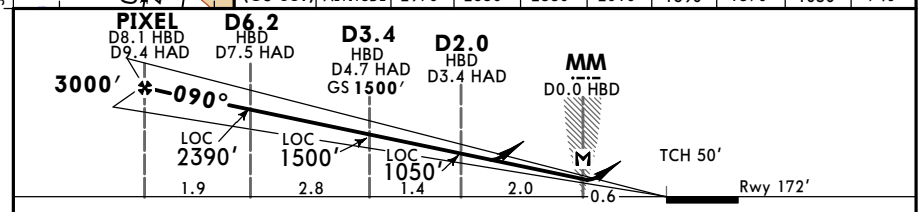
Strict adherence to the procedure is required due to IFR traffic at Wunstorf.

LEINE 115.2 DLE

ROBEG D23.0/ R-266 DLE

(IAF) 1611'

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							

HIALS REIL PAPI

D7.7 HBD D6.5 HAD

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 372'(200')			LOC (GS out) DA(H) 570'(398')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: Procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17
Eff 2 Feb
(11-3)

HANNOVER, GERMANY
ILS Z or LOC Z Rwy 27L

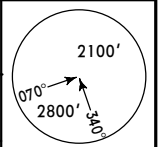
BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

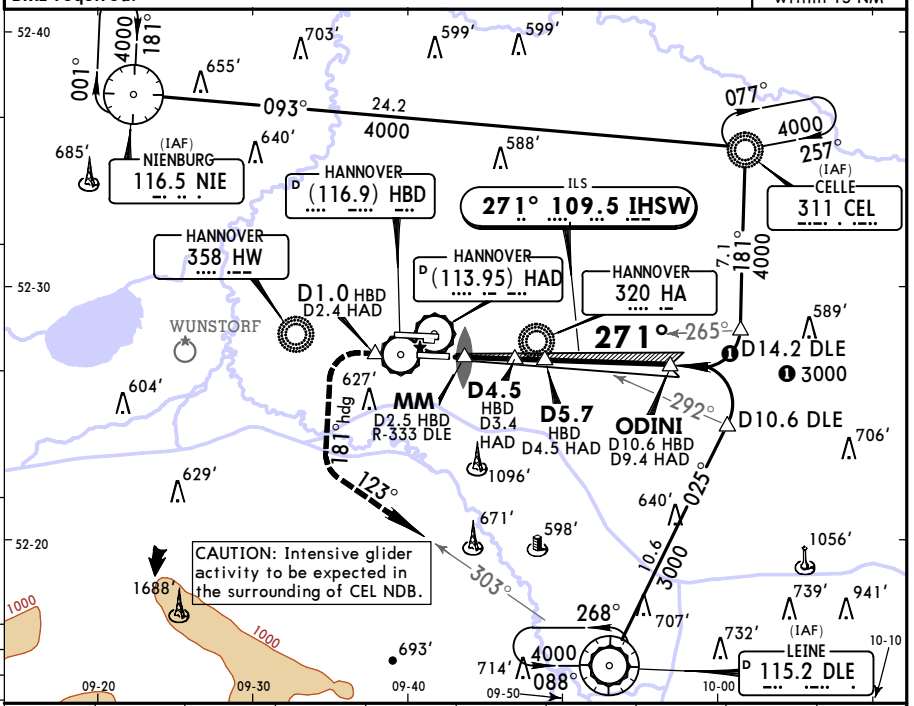
LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.5	271°	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'

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

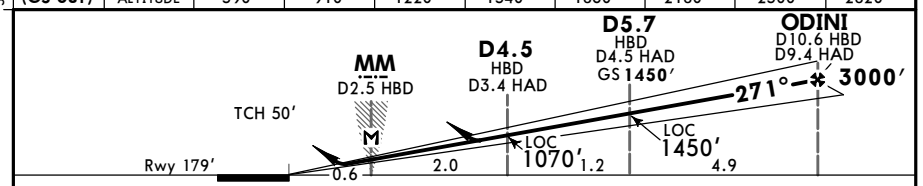
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'
DME required.



MSA HW Lctr within 15 NM



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



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

HIALS
REIL
PAPI

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

181° hdg
LT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 379' (200')			LOC (GS out) DA(H) 560' (381')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: Procedure.

EDDV/HAJ
HANNOVER

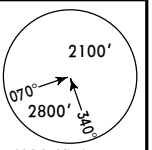
JEPPESEN
27 JAN 17
Eff 2 Feb
11-4

HANNOVER, GERMANY
ILS Y or LOC Y Rwy 27L

BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

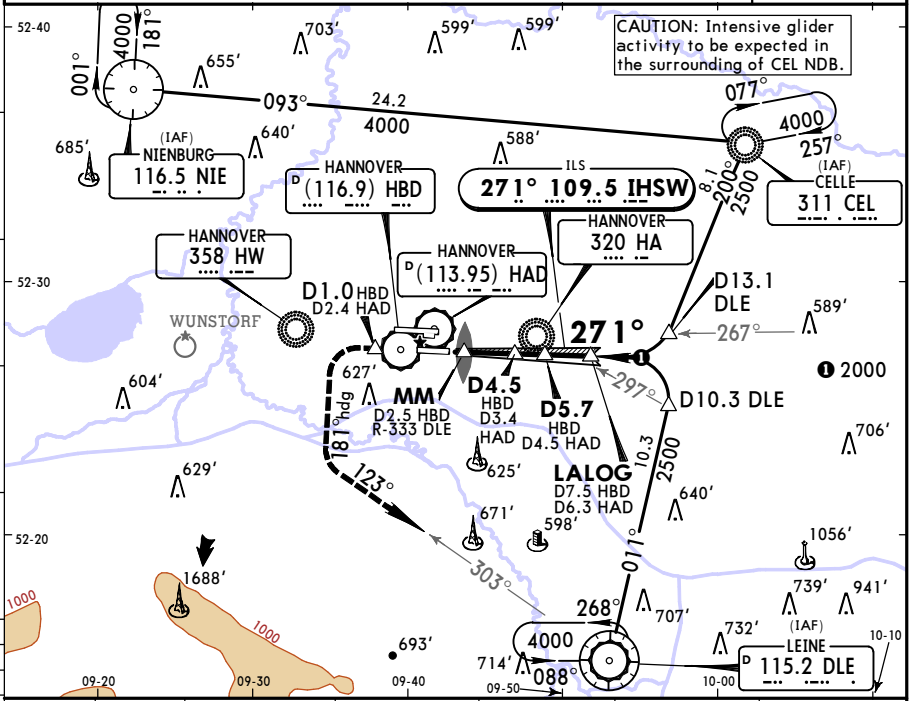
LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.5	271°	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'



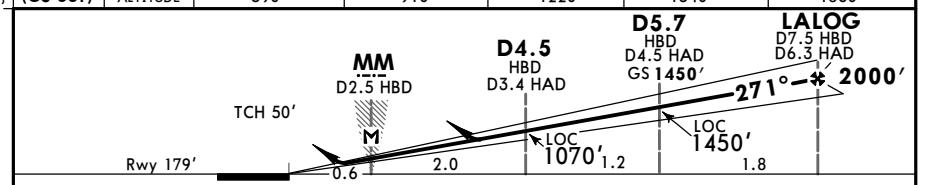
MSA HW Lctr within 15 NM

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

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



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



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

HIALS
REIL
PAPI

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

181° hdg
LT

PANS OPS

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

	ILS DA(H) 379' (200')			LOC (GS out) DA(H) 560' (381')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CHANGES: New procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17
Eff 2 Feb
(11-5)

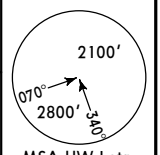
HANNOVER, GERMANY
ILS Z or LOC Z Rwy 27R

BRIEFING STRIP™

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

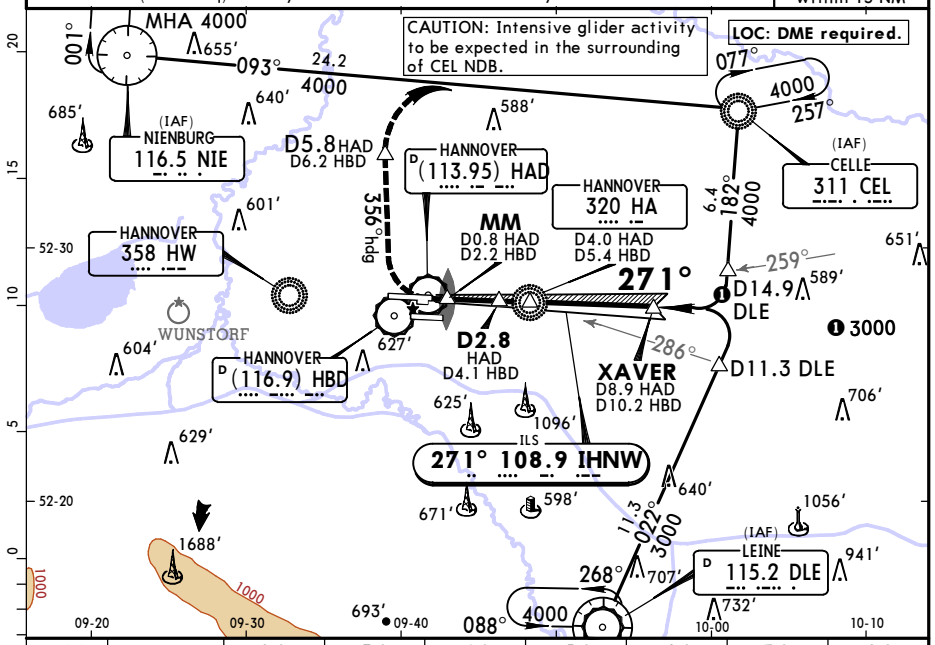
LOC IHNW	Final Apch Crs	GS HA Lctr	ILS DA(H)	Apt Elev 183′
108.9	271°	1440′ (1271′)	369′ (200′)	Rwy 169′

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

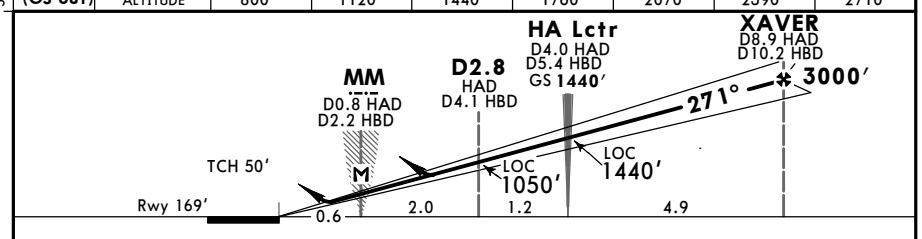


MSA HW Lctr within 15 NM

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



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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

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

	ILS DA(H) 369′ (200′)			LOC (GS out) DA(H) ABC: 560′ (391′) D: 590′ (421′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D				RVR 1300m	RVR 2000m

CHANGES: New procedure.

EDDV/HAJ HANNOVER

JEPPESEN

27 JAN 17
Eff 2 Feb

(11-5A)

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

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

BRIEFING STRIP

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

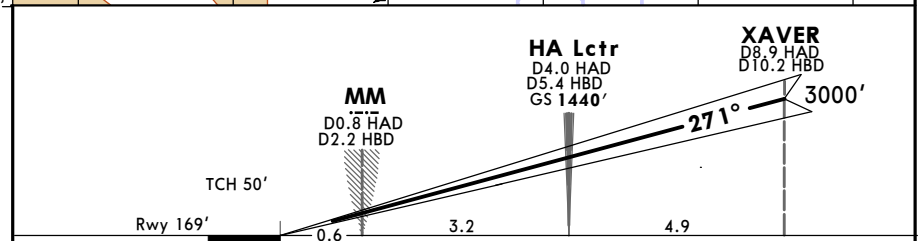
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/ D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

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

2100′ 070° 2800′ 340°
MSA HW Lctr within 15 NM

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

MHA 4000
100°
655′
093°
24.2
4000
640′
685′
(IAF) NIENBURG 116.5 NIE
D5.8 HAD D6.2 HBD
HANNOVER D (113.95) HAD
588′
077°
4000
257°
(IAF) CELLE 311 CEL
HANNOVER 320 HA
D4.0 HAD D5.4 HBD
6.4
182°
4000
601′
HANNOVER 358 HW
356° hdg
MM D0.8 HAD D2.2 HBD
271°
259°
651′
589′
D14.9 DLE
3000
WUNSTORF
604′
HANNOVER D (116.9) HBD
627′
286°
XAVER D8.9 HAD D10.2 HBD
D11.3 DLE
706′
625′
1096′
629′
ILS 271° 108.9 IHNW
640′
671′
598′
1056′
11.3°
022°
3000
(IAF) LEINE D 115.2 DLE
941′
1688′
268°
707′
732′
693′
4000
714′
088°
845′
1000
09-20
09-30
09-40
09-50
10-00
10-10
52-30
52-20
20
15
10
5
0
5



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

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

CAT IIIA ILS	CAT II ILS
DH 50′	RA 97′ DA(H) 269′ (100′)
RVR 200m	RVR 300m 1

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

CHANGES: New procedure.

EDDV/HAJ HANNOVER

JEPPESEN

27 JAN 17
Eff 2 Feb

(11-6)

HANNOVER, GERMANY
ILS Y or LOC Y Rwy 27R

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

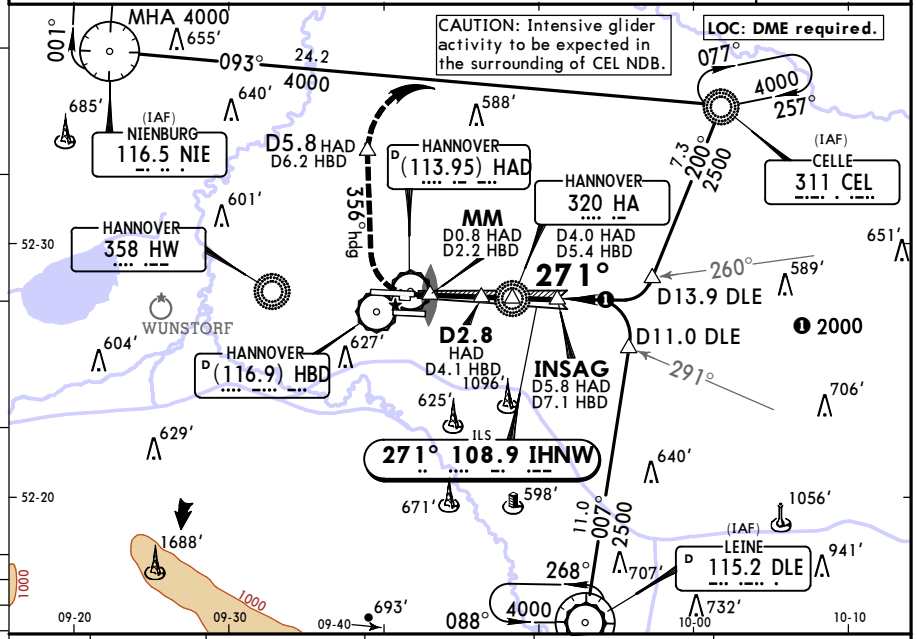
BRIEFING STRIP

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

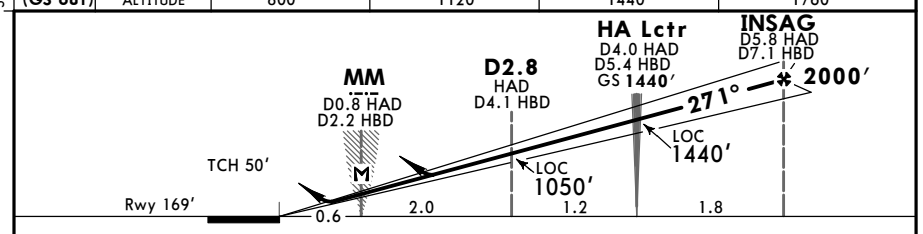
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600′ or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356° climbing to MAX 3000′. At D5.8 HAD/D6.2 HBD turn RIGHT on 093° to CEL NDB climbing to 4000′.

2100′ 070° 2800′ 340°
MSA HW Lctr within 15 NM

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



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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

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

	ILS DA(H) 369′ (200′)			LOC (GS out) DA(H) ABC: 560′ (391′) D: 590′ (421′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D				RVR 1300m	RVR 2000m

CHANGES: New procedure.

EDDV/HAJ HANNOVER

JEPPESEN

27 JAN 17
Eff 2 Feb

(11-6A)

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

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

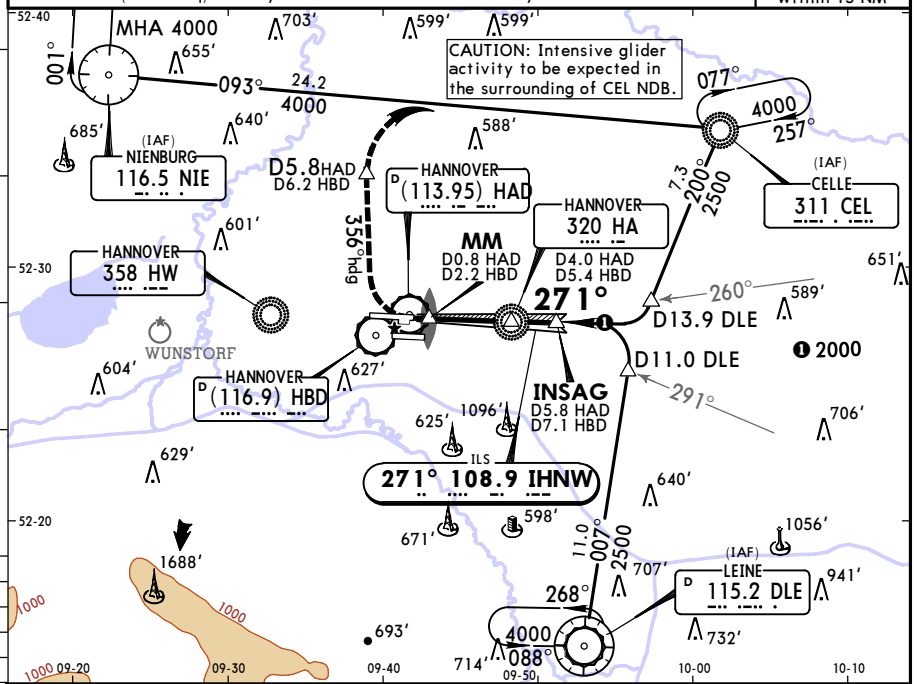
BRIEFING STRIP™

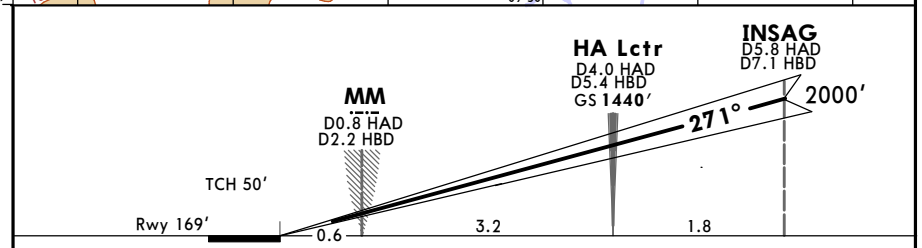
LOC IHNW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 183′ Rwy 169′
108.9	**271°**	**HA Lctr 1440′** (1271′)		

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

2100′ 070° 2800′ 340°
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	849

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

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

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 97′** DA(H) **269′** (100′)
RVR 200m	RVR 300m [1]

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

CHANGES: New procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (12-1) Eff 2 Feb

HANNOVER, GERMANY
RNP Rwy 09L

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

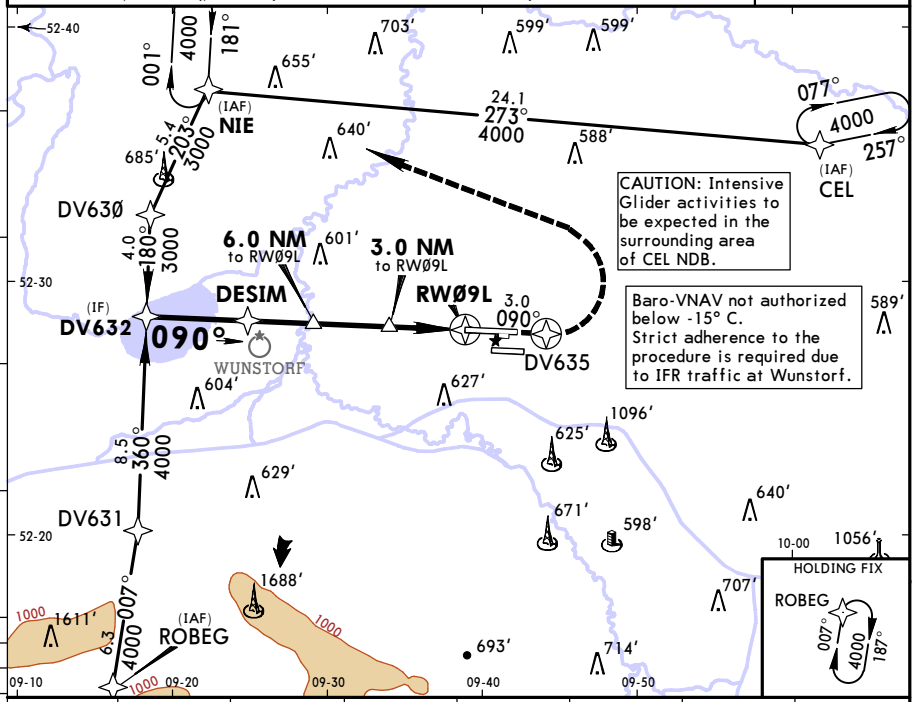
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 183′
	090°	**DESIM** **3000′** (2833′)	**670′** (503′)	Rwy 167′

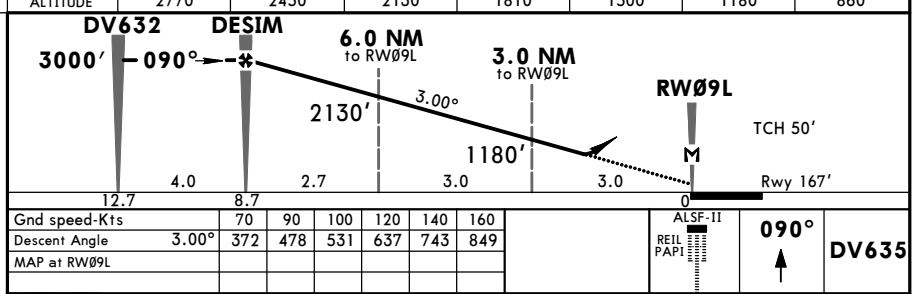
MISSED APCH: Climb on 090° to DV635, then turn LEFT direct to NIE climbing to 4000′.

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

2800′ MSA ARP



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



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

ALSF-II
REIL
PAPI

090°

DV635

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

PANS OPS

	LNAV/VNAV DA(H) **670′** (503′)		LNAV DA(H) **680′** (513′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	CMV 2400m	RVR 1600m	CMV 2400m
D				

CHANGES: Procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (12-2) Eff 2 Feb

HANNOVER, GERMANY
RNP Rwy 09R

BRIEFING STRIP

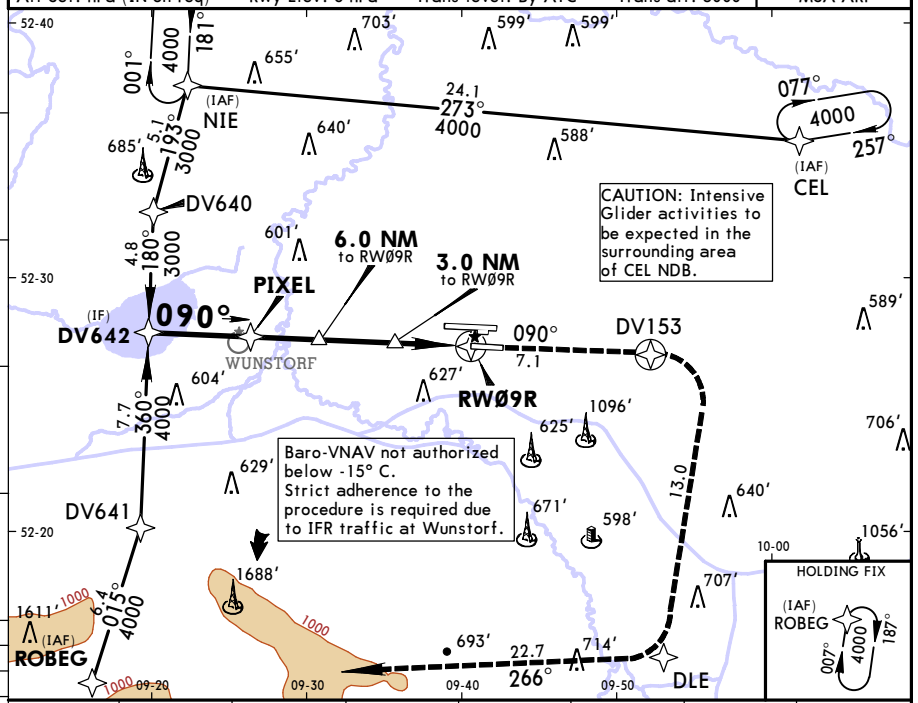
*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

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

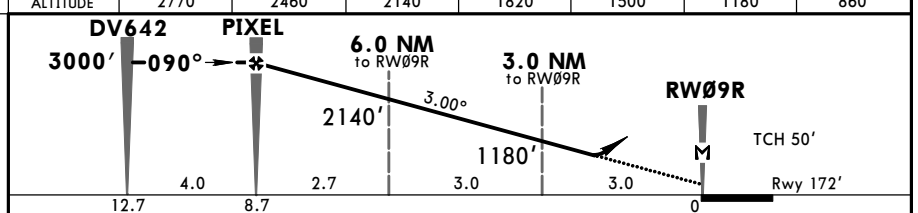
MISSED APCH: Climb on 090° to DV153, then turn RIGHT direct to DLE. Then turn RIGHT to ROBEG climbing to 4000′.

2800′ MSA ARP

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



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



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

HIALS
REIL
PAPI

090°
DV153

PANS OPS

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

	LNAV/VNAV DA(H)	LNAV DA(H)
	A: 500′ (328′) C: 530′ (358′) B: 520′ (348′) D: 550′ (378′)	670′ (498′)

	LNAV/VNAV ALS out	LNAV ALS out	
A	RVR 800m	RVR 1500m	RVR 1500m
B	RVR 900m		
C		RVR 1600m	RVR 1500m CMV 2300m
D	RVR 1000m	RVR 1700m	

CHANGES: Procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (12-3) Eff 2 Feb

HANNOVER, GERMANY
RNP Rwy 27L

BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

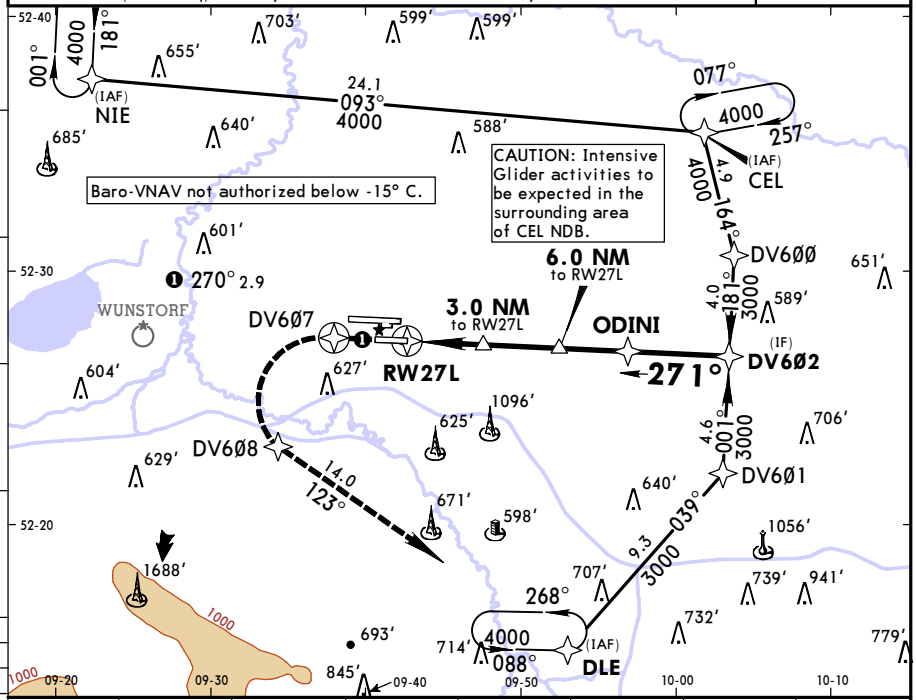
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	271°	**ODINI** **3000′** (2821′)	**640′** (461′)	183′ / 179′

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

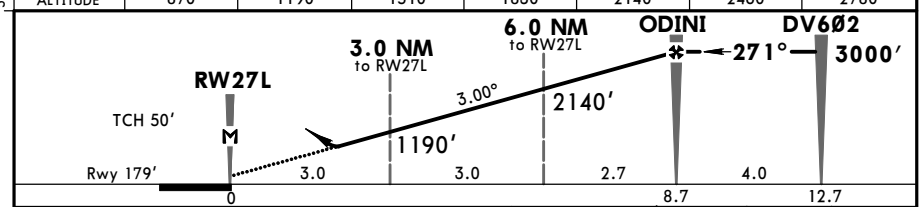
2800′

MSA ARP

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



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



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

HIALS
REIL
PAPI
270°
LT
DV6Ø7

PANS OPS

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				

CHANGES: Procedure.

EDDV/HAJ
HANNOVER

JEPPESEN
27 JAN 17 (12-4) Eff 2 Feb

HANNOVER, GERMANY
RNP Rwy 27R

BRIEFING STRIP

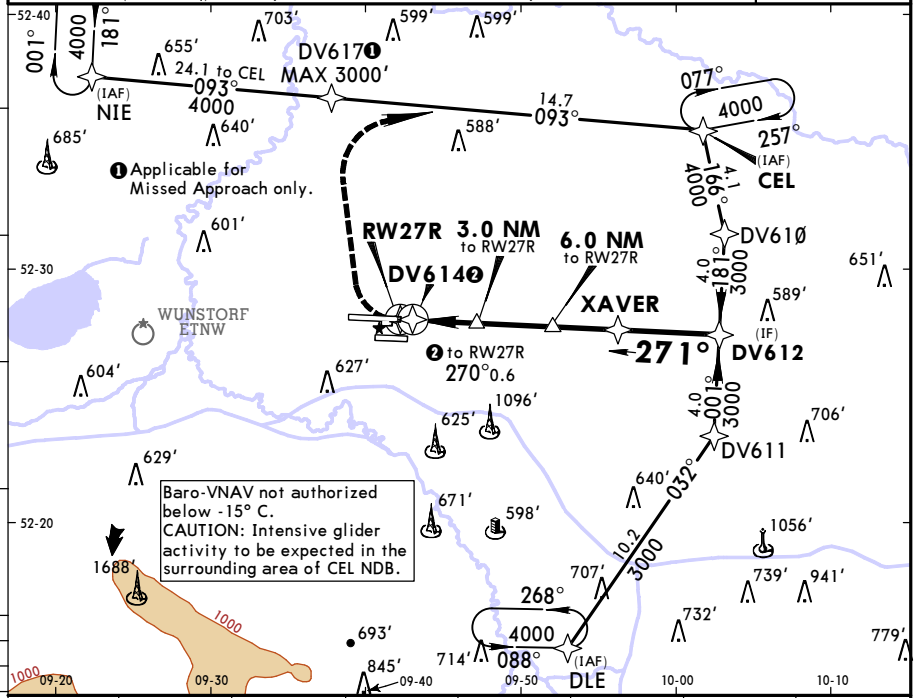
*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

RNAV	Final Apch Crs	Minimum Alt XAVER	LNAV/VNAV DA(H)	Apt Elev / Rwy
	271°	3000′ (2831′)	570′ (401′)	183′ / 169′

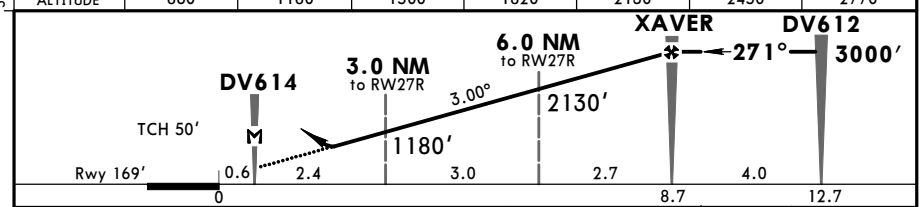
MISSED APCH: Climb on 270° to RW27R or 600′, whichever is later. Then turn RIGHT (MAX 185 KT) direct to DV617 climbing to MAX 3000′. Then to CEL climbing to 4000′.

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

2800′
MSA ARP



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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

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

	LNAV/VNAV DA(H) 570′ (401′)		LNAV DA(H) 670′ (501′)	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1600m	CMV 2400m
D				

CHANGES: Procedure.

EDDV/HAJ HANNOVER

JEPPESEN 27 JAN 17 (16-1) Eff 2 Feb

HANNOVER, GERMANY NDB Rwy 09L

BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

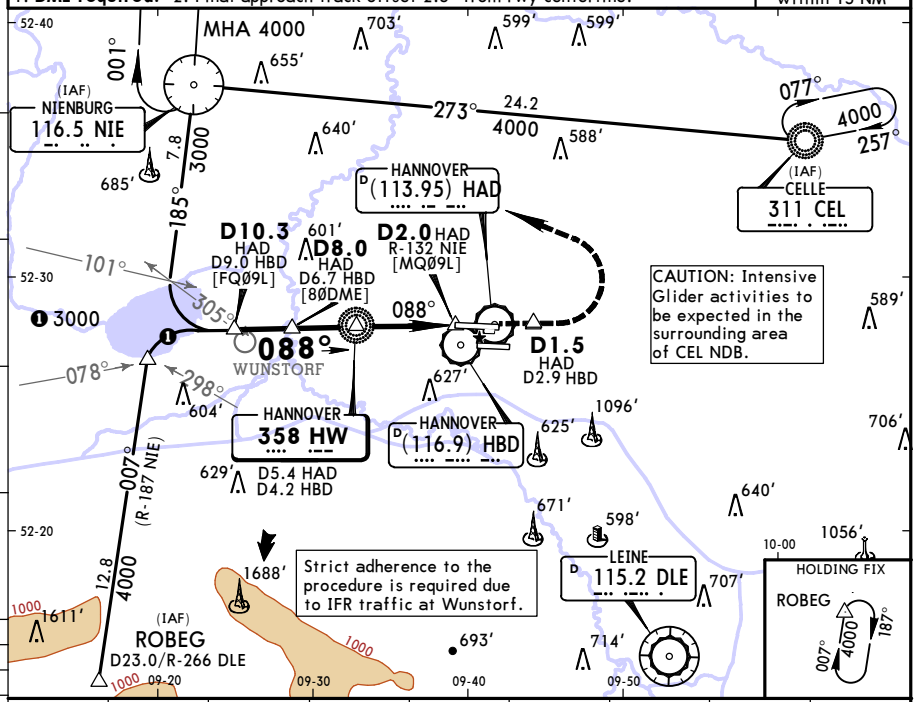
Lctr HW	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 183′
358	088°	D10.3 3000′(2833′)	750′(583′)	Rwy 167′

MSA HW Lctr within 15 NM: 2100′ (070°–340°) 2800′

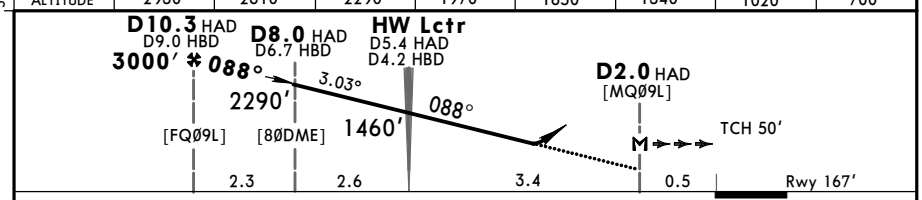
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/D2.9 EAST of HBD, then turn LEFT to NIE VOR climbing to 4000′.

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
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D2.0 HAD							

ALSF-II REIL PAPI

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

PANS OPS

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

DA(H) **750′**(583′)

ALS out

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

CHANGES: Procedure.

EDDV/HAJ HANNOVER

JEPPESEN 27 JAN 17 (16-2) Eff 2 Feb

HANNOVER, GERMANY NDB Rwy 27R

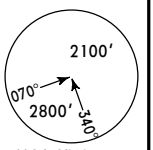
*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325 118.050	119.6	120.175	121.950

BRIEFING STRIP™

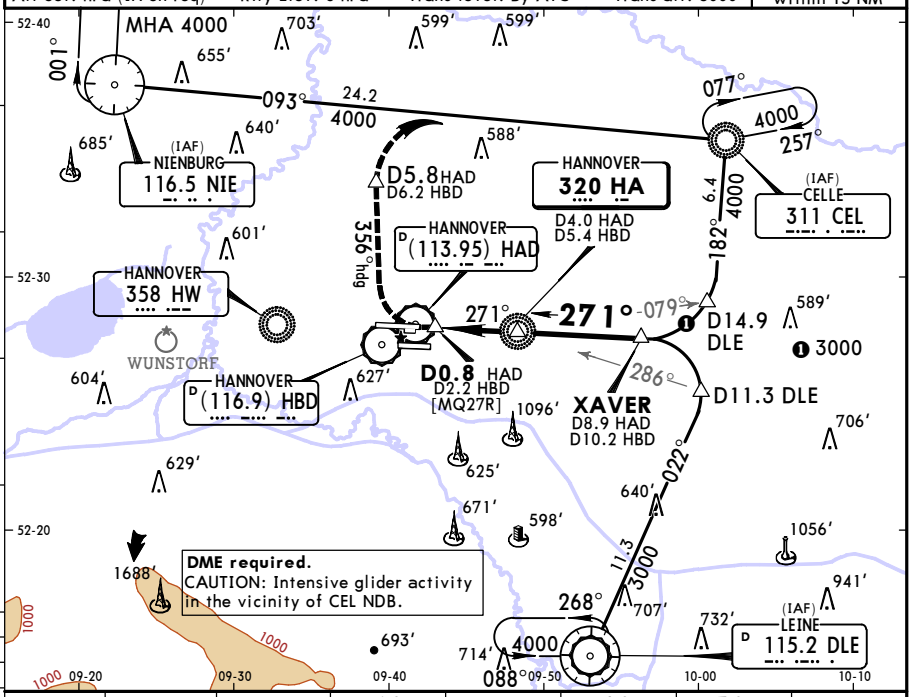
Lctr	Final	Minimum Alt	DA(H)	Apt Elev 183′
HA	Apch Crs	XAVER	700′(531′)	Rwy 169′
320	271°	3000′(2831′)		

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

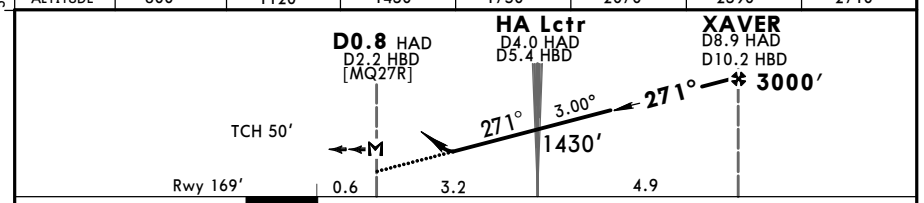
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′



MSA HW Lctr within 15 NM



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



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

ALSF-II REIL PAPI

Refer to Missed Apch above

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

DA(H) **700′**(531′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1700m	CMV 2400m
D		

CHANGES: Procedure.

EDDV/HAJ HANNOVER

JEPPESEN 26 MAY 17 (18-1)

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

BRIEFING STRIP™

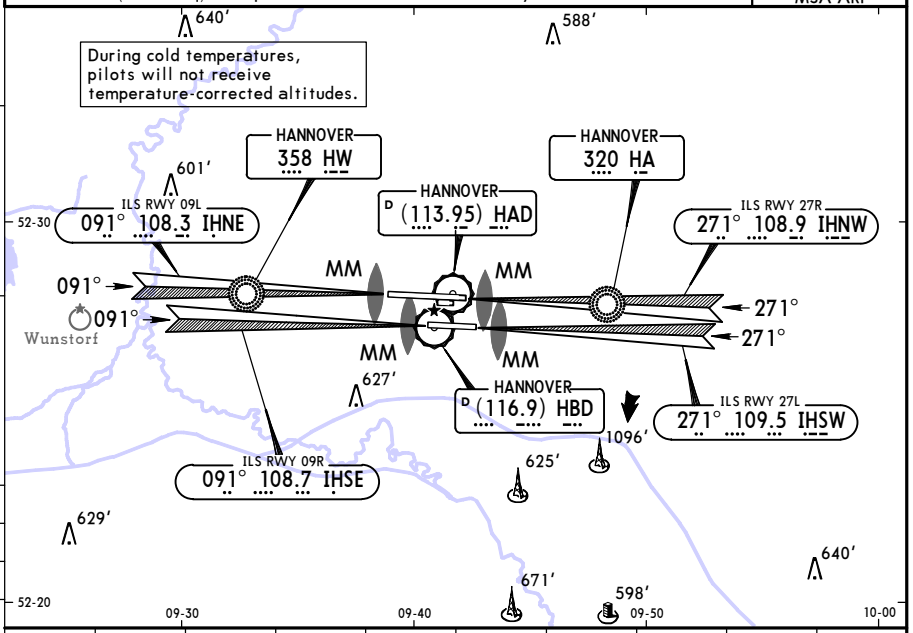
*D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	131.325	119.6	120.175	121.950

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

MISSED APCH: Climb STRAIGHT AHEAD to 3000′.

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

2800′ MSA ARP



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

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

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

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

Lighting-Refer to Airport Chart 3000′

PANS OPS

Standard STRAIGHT-IN LANDING

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

CHANGES: Missed apch.