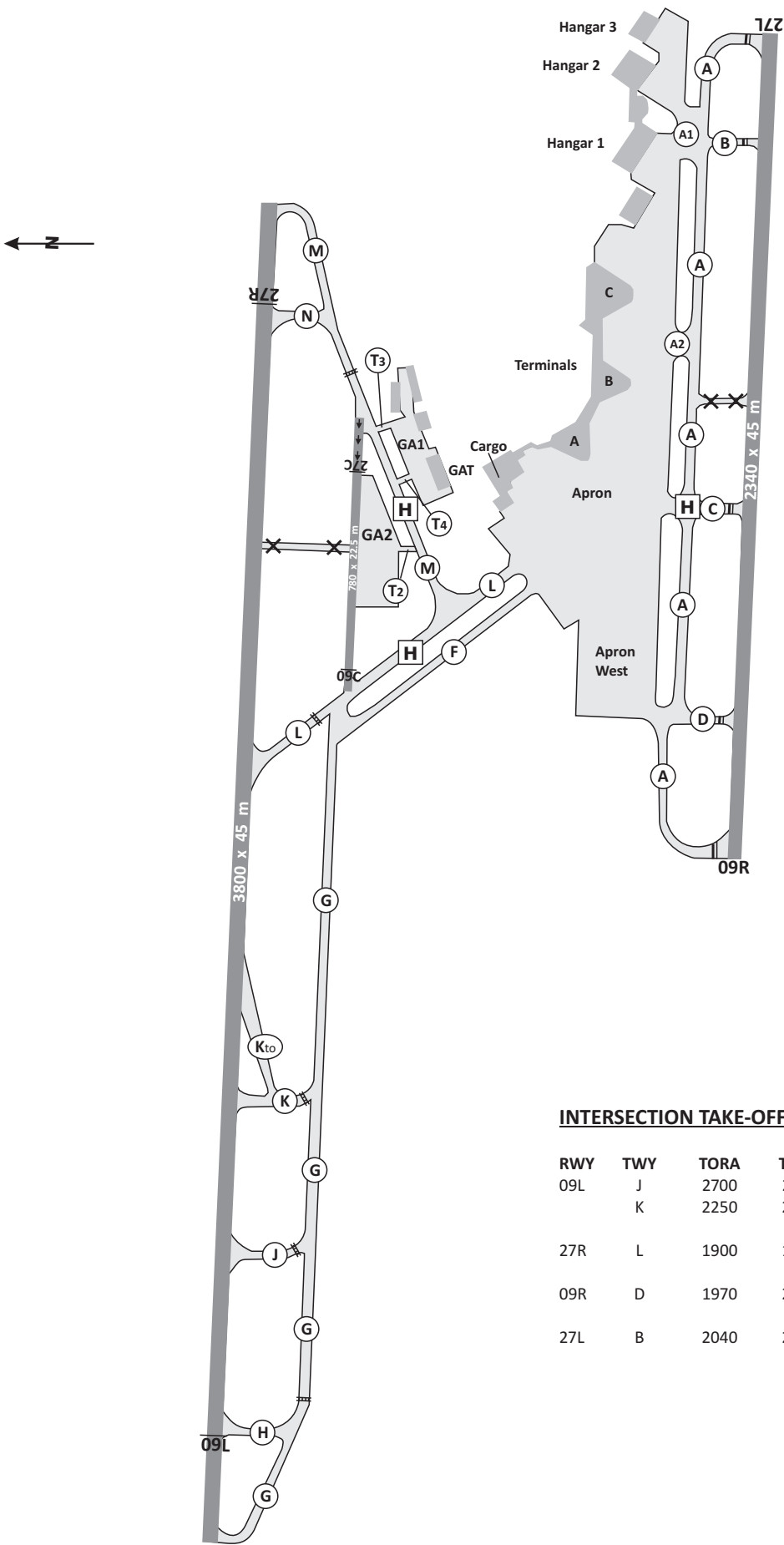


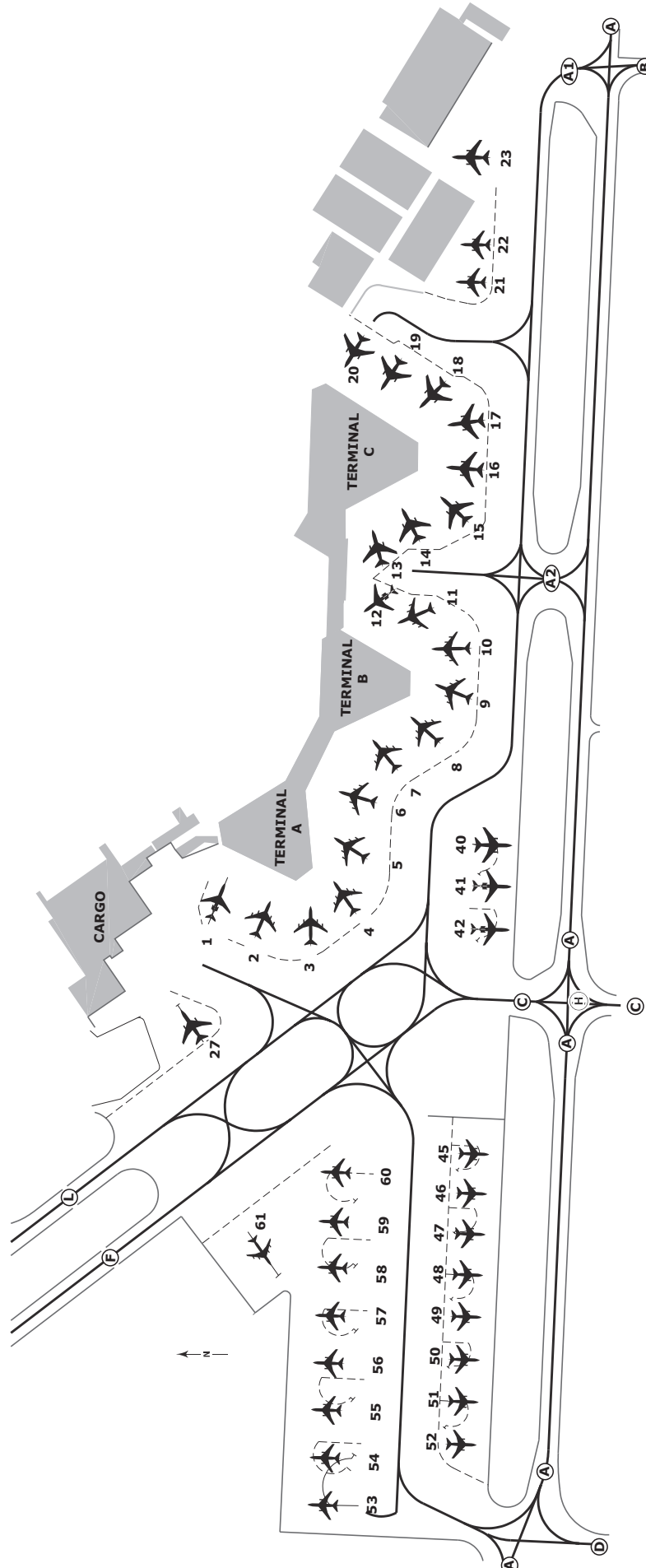
ATIS	132.120	DELIVERY GROUND	120.400 121.950	TOWER	120.170
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INTERSECTION TAKE-OFF

RWY	TWY	TORA	TODA	ASDA
09L	J	2700	2760	2700
	K	2250	2310	2250
27R	L	1900	1960	1900
09R	D	1970	2030	1970
27L	B	2040	2100	2040

ATIS	132.120	DELIVERY GROUND	120.400 121.950	TOWER	120.170	Apt Elev 183'
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Do not use for real life navigation

VATSIM Germany

Standard Instrument Departure Chart

Hannover
EDDV
SID
RWY 09L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
CEL5Y	CELLE FIVE YANKEE On runway track, via HA NDB, to 7.5 DME HAD/8.8 DME HBD; LT, on track 023° CEL to CEL (Δ). GPS/FMS RNAV: [A600+] - DV102[L] - CEL.	4000 ft	Bremen Radar 131.325*	
WERRA 2Y	WERRA TWO YANKEE On runway track, via HA NDB, to 6.5 DME HAD/ 7.8 DME HBD; RT, on R007 DLE to DLE (┐); on R185 DLE via NORTA (┐) to WERRA (┐). GPS/FMS RNAV: [A600+] - DV103[R] - DV104 - DLE[L] - NORTA - WERRA.			1. After NORTA BRNAV-equipment necessary. 2. If glider area Hannover Southeast is announced active on ATIS: flights have to be able to cross DLE at FL100 or above; if unable to comply, advice ATC upon start-up.
MULDO 4Y	MULDO FOUR YANKEE Direct HA NDB; RT, on track 094° HA to MULDO (Δ). GPS/FMS RNAV: [A600+] - HA[R] - MULDO.			After passing 2500ft BRNAVequipment necessary.
NIE9Y	NIENBURG NINE YANKEE On runway track to 1.6 DME HAD/2.9 DME HBD or 600 ft, whichever is later; LT, on R113 NIE to NIE (Δ). GPS/FMS RNAV: [A600+] - DV100[L] - DV111[L] - DV101[L] - NIE.			
OSN9Y	OSNABRÜCK NINE YENKEE On runway track to 600; direct to SL (Δ); RT, on R265 FWE to 9.0 DME FWE; LT, on track 010° to GERGA (Δ). GPS/FMS RNAV: [A600+] - SL[R] - DB078[L] - GERGA.			
WRB 2Y	WARBURG TWO YANKEE On runway track, via HA NDB, to 6.5 DME HAD/7.8 DME HBD; RT, on R007 DLE to DLE (┐); on R185 DLE to NORTA (┐); on track 224° to TOLTA (┐); on track 232° to WRB (┐). GPS/FMS RNAV: [A600+] - DV103[R] - DV104 - DLE[L] - NORTA[R] - TOLTA[R] - WRB.			1. Destination EDDF: SID ends at TOLTA. 2. After NORTA BRNAV-equipment necessary. 3. If glider area Hannover Southeast is announced active on ATIS: flights have to be able to cross DLE at FL100 or above; if unable to comply, advice ATC upon start-up.
POVEL 1Y	POVEL ONE YANKEE On runway track, via HA NDB, to 6.5 DME HAD/7.8 DME HBD; RT, on track 118° to POVEL (Δ). GPS/FMS RNAV: [A600+] - DV105[R] - POVEL.			After 6.5 DME HAD/7.8 DME HBD BRNAV-equipment necessary.

(Sample: DB071 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediately after take-off!!!

For flight simulator use only. Not to be used for real world flight.

Tower	120.170
ATIS	132.120

Hannover
EDDV
SID
RWY 09L



VATSIM Germany

Standard Instrument Departure Chart

Hannover
EDDV
SID
RWY 09R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
CEL8G	CELLE EIGHT GOLF On runway track to 8.4 DME HBD/7.2 DME HAD; LT, on track 023° CEL to CEL (Δ). GPS/FMS RNAV: [A600+] - DV154[L] - CEL.	4000 ft	Bremen Radar 131.325*	
WERRA 2G	WERRA TWO GOLF On runway track to 7.7 DME HBD/ 6.5 DME HAD; RT, on R007 DLE to DLE (1); on R185 DLE via NORTA (1) to WERRA(1). GPS/FMS RNAV: [A600+] - DV153[R] - DV156 - DLE[L] - NORTA - WERRA.			1. After NORTA BRNAV-equipment necessary. 2. If glider area Hannover Southeast is announced active on ATIS: flights have to be able to cross DLE at FL100 or above; if unable to comply, advice ATC upon start-up.
MULDO 5G	MULDO FIVE GOLF On runway track inbound PIGIR; RT on track 095° to MULDO (Δ). Climb with 3.8% (230ft/NM) or more until passing 2500. GPS/FMS RNAV: [A600+] - PIGIR[R] - MULDO.			1. PDG due to airspace structure. If unable to comply advice Tower as soon as possible. 2. After passing 2500 BRNAVequipment necessary.
NIE 6G	NIENBURG SIX GOLF On runway track to 3.1 DME HBD/2.0 DME HAD or 600 ft, whichever is later; LT, on R115 NIE to NIE (Δ). GPS/FMS RNAV: [A600+] - DV150[L] - DV151[L] - DV152[L] - NIE.			
OSN 7G	OSNABRÜCK SEVEN GOLF On runway track to 3.1 DME HBD/2.0 DME HAD or 600 ft, whichever is later; LT, on R115 NIE to NIE (Δ); LT, on R236 NIE / R056 OSN via EREXA (Δ) to OSN (Δ). GPS/FMS RNAV: [A600+] - DV150[L] - DV151[L] - DV152[L] - NIE[L] - EREXA - OSN.			
WRB 9G	WARBURG NINE GOLF On runway track to 7.7 DME HBD/6.5 DME HAD; RT, on R007 DLE to DLE (1); on R185 DLE to NORTA (1); on track 224° to TOLTA (1); on track 232° to WRB (1). GPS/FMS RNAV: [A600+] - DV153[R] - DV156 - DLE[L] - NORTA[R] - TOLTA[R] - WRB.			1. Destination EDDF: SID ends at TOLTA. 2. After NORTA BRNAV-equipment necessary. 3. If glider area Hannover Southeast is announced active on ATIS: flights have to be able to cross DLE at FL100 or above; if unable to comply, advice ATC upon start-up.
POVEL 1H	POVEL ONE HOTEL On runway track to 9.6 DME HBD/8.4 DME HAD; RT, on track 118° to POVEL (Δ). GPS/FMS RNAV: [A600+] - DV157[R] - POVEL.			After 9.6 DME HBD/8.4 DME HAD BRNAV-equipment necessary.

(Sample: DB071 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediately after take-off!!!

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

Delivery (Initial Call) 120.400

Ground 121.950

Tower 120.170

ATIS 132.120

Hannover

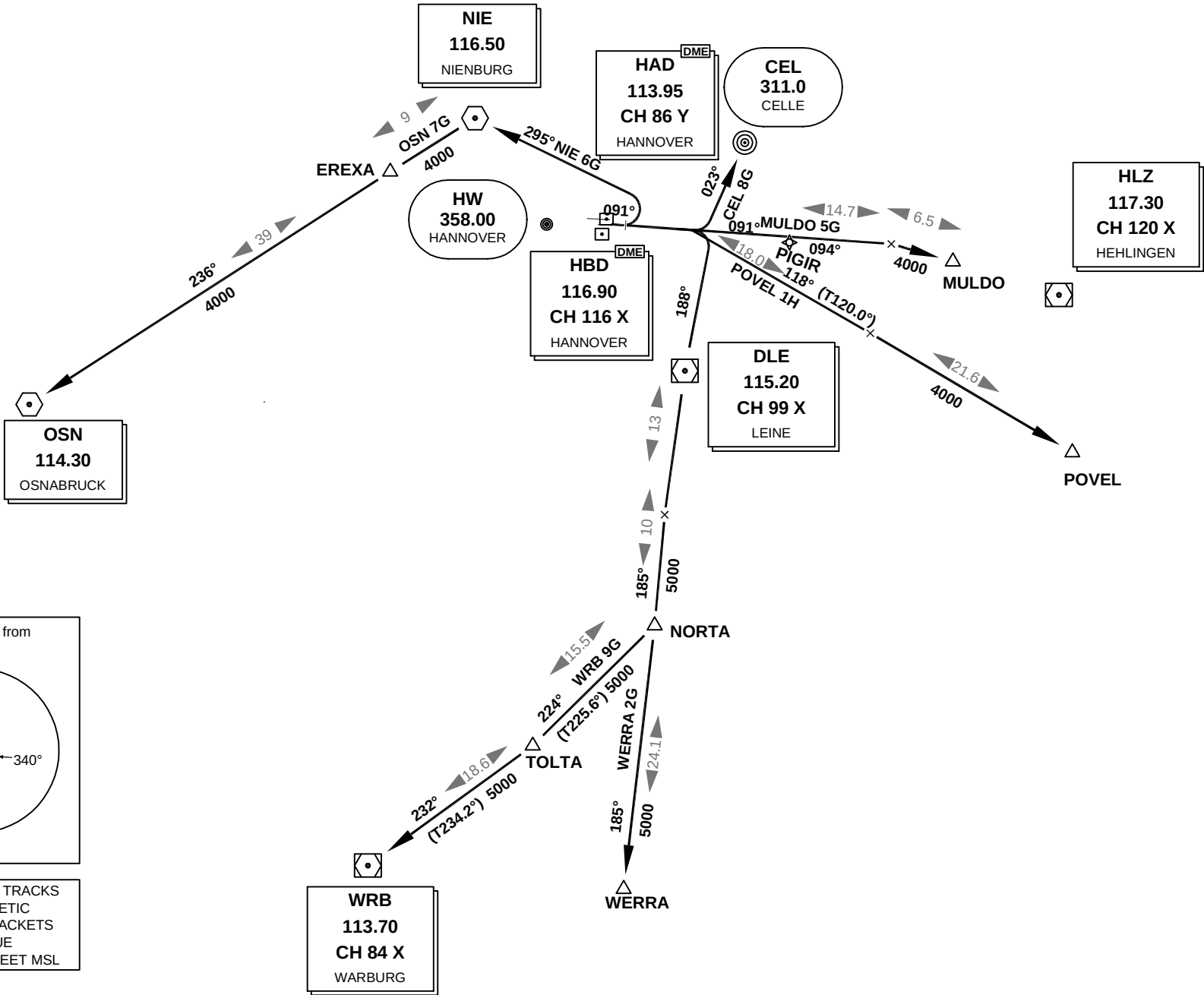
EDDV

SID

RWY 09R

VAR: 2° E

Correction: Variation, procedure



MSA 15 NM from HW L0

2100'

070° → ← 340°

2800'

BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany

Standard Instrument Departure Chart

Hannover
EDDV
SID
RWY 27L

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
CEL 7F	CELLE SEVEN FOXTROT On runway track to 0.5 DME HBD west of HBD/2.0 DME HAD or 600 ft, whichever is later; RT, on R136 NIE to 4.2 DME HBD/ 201° to HW; RT, on track 358° until crossing R119 NIE; RT, on track 088° to CEL (1). Climb with 9% (550 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV200[R] - DV201[R] - DV253[R] - CEL.	4000 ft	Bremen Radar 131.325*	1. After passing R119 NIE B-RNAV equipment necessary. 2. See NIE F.
WERRA 2F	WERRA TWO FOXTROT On runway track to 3.3 DME HBD/ 4.7 DME HAD; LT, on track 208° HW to intercept R173 NIE; on R173 NIE via ADSIN (1) and ROLUK (1) on track 173° to TOLTA (1); on track 146° to WERRA (1). Climb with 9% (550ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV202[L] - DV257[L] - ADSIN - ROLUK - TOLTA[L] - WERRA.			1. After ROLUK B-RNAV equipment necessary. 2. See NIE F. 3. If glider area Hannover Southwest is announced active on ATIS: flights have to be able to cross ADSIN at FL100 or above; if unable to comply, advice ATC upon start-up.
MULDO 7F	MULDO SEVEN FOXTROT On runway track to 0.5 DME HBD west of HBD/2.0 DME HAD or 600 ft, whichever is later; RT, on R136 NIE to 4.2 DME HBD/ 201° to HW; RT, on track 358° until crossing R119 NIE; RT, on R285 HLZ via DOKOK (1) to MULDO (1). Climb with 9% (550 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV200[R] - DV201[R] - DV252[R] - DV254 - DOKOK - MULDO.			See NIE F.
NIE 6F	NIENBURG SIX FOXTROT On runway track to 0.5 DME HBD west of HBD/2.0 DME HAD or 600 ft, whichever is later; RT, on R136 NIE to NIE (1). Climb with 9% (550 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV200[R] - NIE.			PDG due to airspace structure. If unable to comply, advise Tower as soon as possible.
OSN 6F	OSNABRÜCK SIX FOXTROT On runway track to 5.0 DME HBD/6.3 DME HAD; LT, on track 250° outbound HW / R070 OSN via IBRAM (1) to OSN (1). Climb with 9% (550ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV203[L] - IBRAM - OSN.			See NIE F.
WRB 7F	WARBURG SEVEN FOXTROT On runway track to 3.3 DME HBD/4.7 DME HAD; LT, on track 208° HW to intercept R173 NIE; on R173 NIE via ADSIN (1) and ROLUK (1) on track 173° to TOLTA (1); RT on track 232° to WRB (1). Climb with 9% (550ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV202[L] - DV257[L] - ADSIN - ROLUK - TOLTA[R] - WRB.			1. Destination EDDF: SID ends at TOLTA. 2. See NIE F. 3. After ROLUK B-RNAV equipment necessary. 4. If glider area Hannover Southwest is announced active on ATIS: flights have to be able to cross ADSIN at FL100 or above; if unable to comply, advice ATC upon start-up.
POVEL 2F	POVEL TWO FOXTROT On runway track to 3.3 DME HBD/4.7 DME HAD; LT, on track 208° HW until crossing R296 DLE; LT, on R289 DLE to DLE (1); LT, on R100 DLE to POVEL (1). Climb with 9% (550ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV202 [L] - DV256 [L] - DLE[L] - POVEL.			See NIE F.

(Sample: DV252 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediately after take-off!!!

VATSIM Germany Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

Delivery (Initial Call) 120.400
Ground 121.950

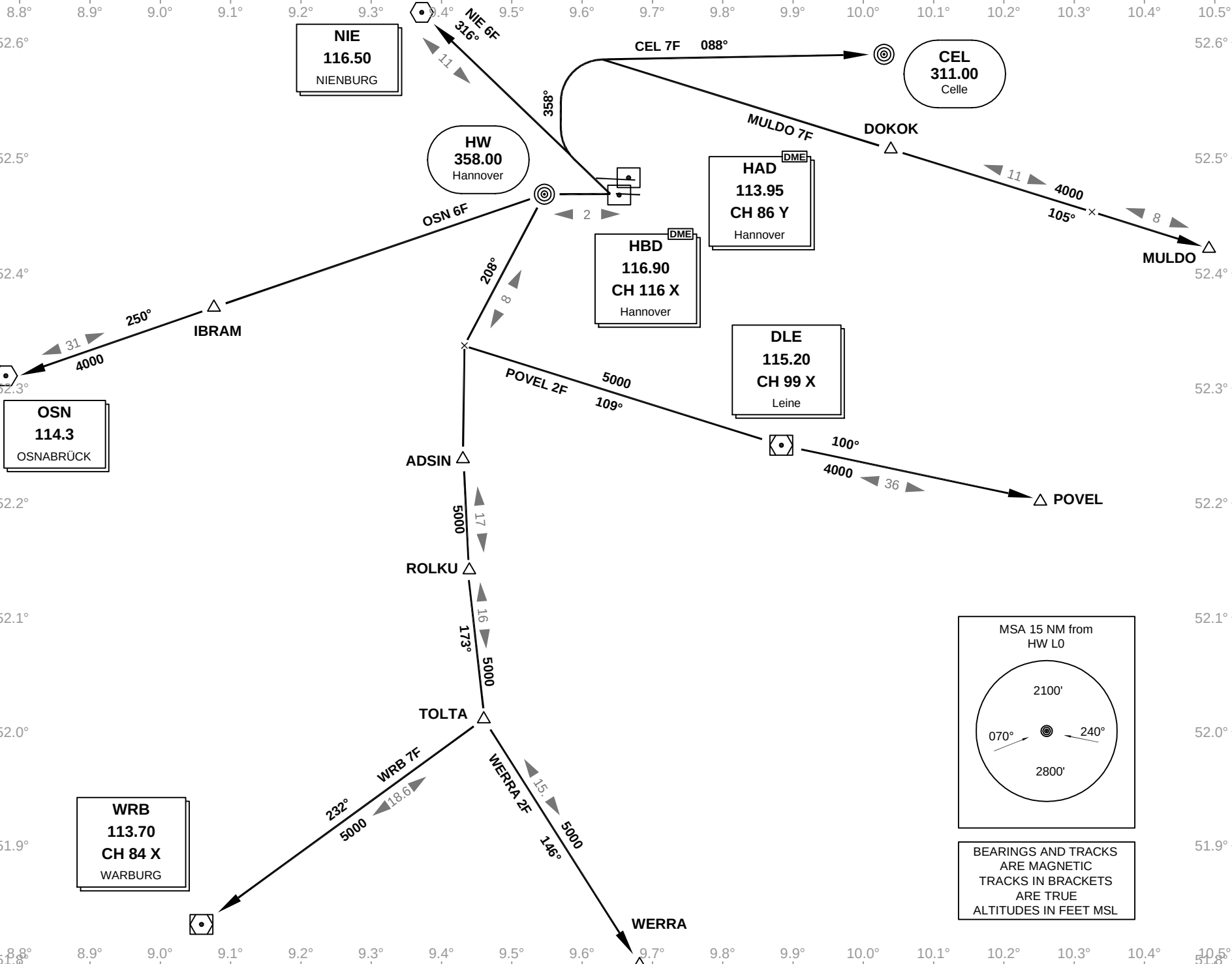
Tower 120.170
ATIS 132.120

Hannover
EDDV
SID

RWY 27L

VAR: 2° E

Correction: New GERGA SID



VATSIM Germany

Standard Instrument Departure Chart

Hannover
EDDV
SID
RWY 27R

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
CEL 5S	CELLE FIVE SIERRA On runway track to 2.0 DME HAD/R132 NIE or 600 ft, whichever is later; RT, on R134 NIE to 5.2 DME HAD/ 196° to HW; RT, on track 358° until crossing R119 NIE; RT, on track 088° to CEL (₁). Climb with 12% (730 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV250[R] - DV251[R] - DV253[R] - CEL.	4000 ft	Bremen Radar 131.325*	1. After passing R119 NIE B-RNAV equipment necessary. 2. See NIE S.
WERRA 2S	WERRA TWO SIERRA Inbound HW; at 4.5 DME HAD/ 3.3 DME HBD LT, on track 208° HW to intercept R173 NIE; on R173 NIE via ADSIN (₁) and ROLUK (₁) on track 173° to TOLTA (₁); on track 146° to WERRA (₁). Climb with 11% (670 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - HW[L] - DV257[L] - ADSIN - ROLUK - TOLTA[L] - WERRA.			1. After ROLUK B-RNAV equipment necessary. 2. See NIE S. 3. If glider area Hannover Southwest is announced active on ATIS: flights have to be able to cross ADSIN at FL100 or above; if unable to comply, advice ATC upon start-up.
MULDO 5S	MULDO FIVE SIERRA On runway track to 2.0 DME HAD/R132 NIE or 600 ft, whichever is later; RT, on R134 NIE to 5.2 DME HAD/ 196° to HW; RT, on track 358° until crossing R119 NIE; RT, on R285 HLZ via DOKOK (₁) to MULDO (₁). Climb with 12% (730 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV250[R] - DV251[R] - DV252[R] - DV254 - DOKOK - MULDO.			See NIE S.
NIE 8S	NIENBURG EIGHT SIERRA On runway track to 2.0 DME HAD/R132 NIE or 600 ft, whichever is later; RT, on R134 NIE to NIE (₁). Climb with 12% (730 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - DV250[R] - NIE.			PDG due to airspace structure. If unable to comply, advise Tower as soon as possible.
OSN 9S	OSNABRÜCK NINE SIERRA Inbound HW; at 4.5 DME HAD/3.3 DME HBD LT, on track 250° outbound HW / R070 OSN via IBRAM (₁) to OSN (₁). Climb with 11% (670 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - HW[L] - IBRAM - OSN.			See NIE S.
WRB 2S	WARBURG TWO SIERRA Inbound HW; at 4.5 DME HAD/3.3 DME HBD LT, on track 208° HW to intercept R173 NIE; on R173 NIE via ADSIN (₁) and ROLUK (₁) on track 173° to TOLTA (₁); RT on track 232° to WRB (₁). Climb with 11% (670 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - HW[L] - DV257[L] - ADSIN - ROLUK - TOLTA[R] - WRB.			1. Destination EDDF: SID ends at TOLTA. 2. See NIE S. 3. After ROLUK B-RNAV equipment necessary. 4. If glider area Hannover Southwest is announced active on ATIS: flights have to be able to cross ADSIN at FL100 or above; if unable to comply, advice ATC upon start-up.
POVEL 2S	POVEL TWO SIERRA Inbound HW; at 4.5 DME HAD/3.3 DME HBD LT, on track 208° HW until crossing R296 DLE; LT, on R289 DLE to DLE (₁); LT, on R100 DLE to POVEL (₁). Climb with 11% (670 ft/NM) or more until passing 3500. GPS/FMS RNAV: [A600+] - HW [L] - DV256 [L] - DLE[L] - POVEL.			See NIE S.

(Sample: DV252 fly-over way point)

* Departure frequency may deviate from the frequency published. Check ATIS for current departure frequency.

Contact Bremen Radar immediately after take-off!!!

VATSIM Germany Standard Instrument Departure Chart

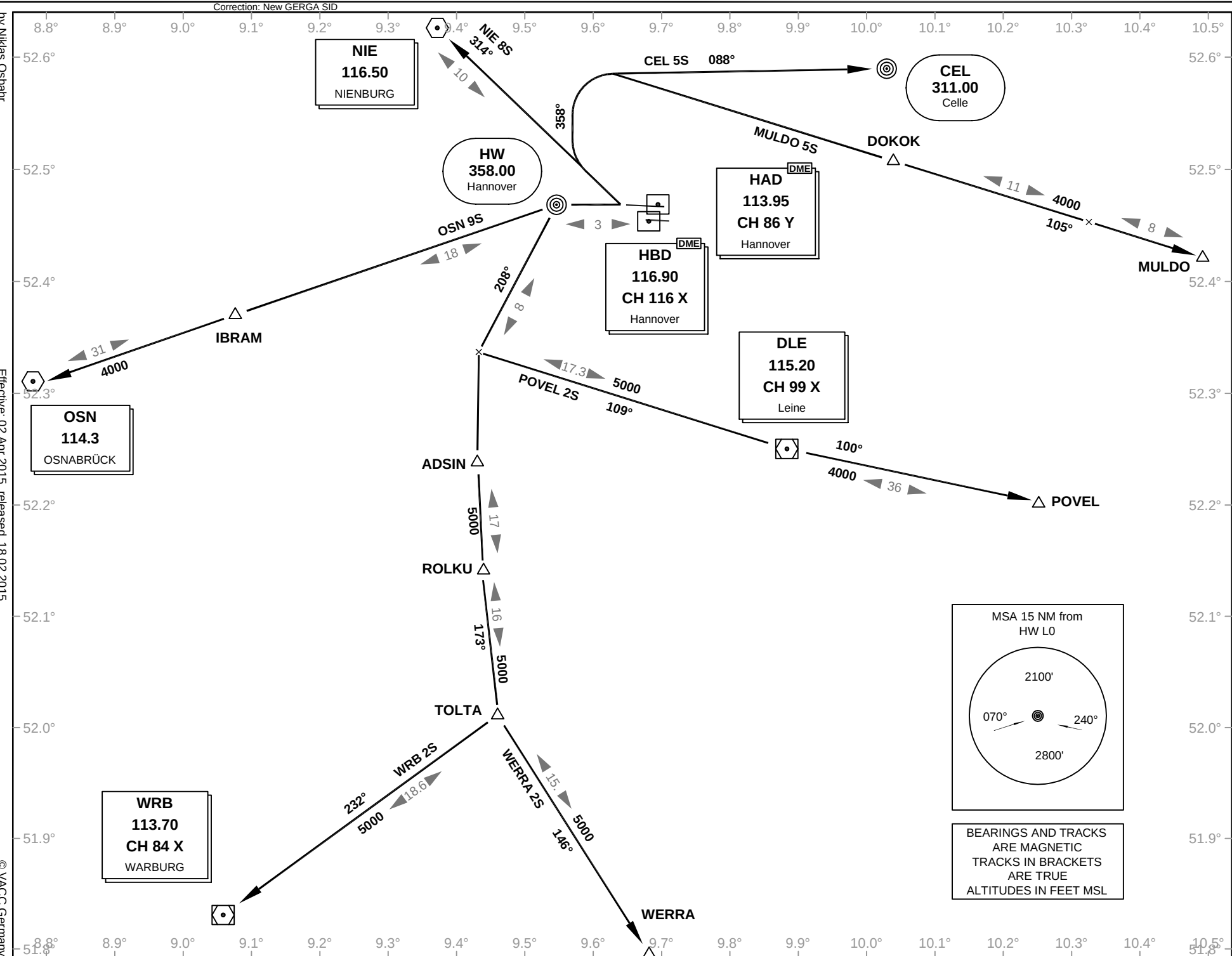
Transition Altitude: 5000 ft.

Delivery (Initial Call) 120.400
Ground 121.950

Tower 120.170
ATIS 132.120

VAR: 2° E

Hannover
EDDV
SID
RWY 27R



VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

Bremen Radar 131.320

Tower 120.170

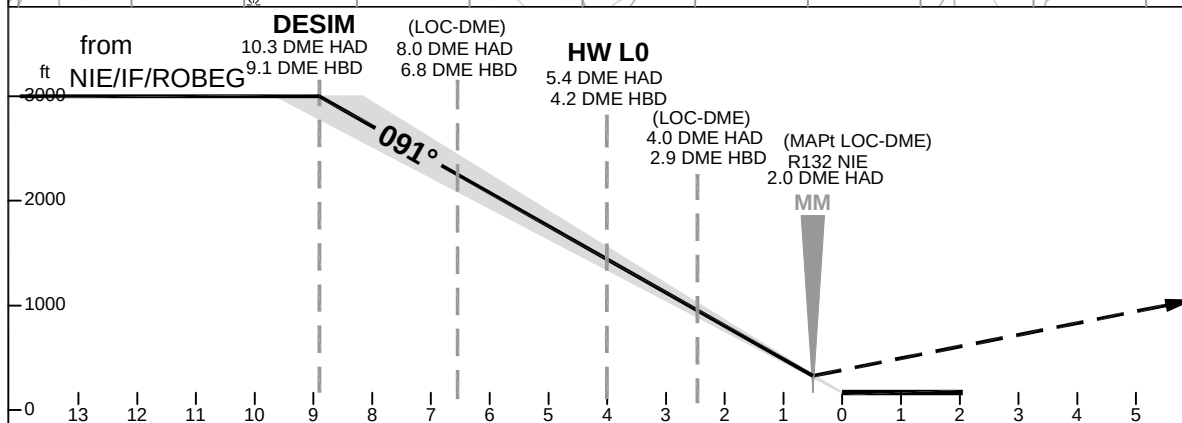
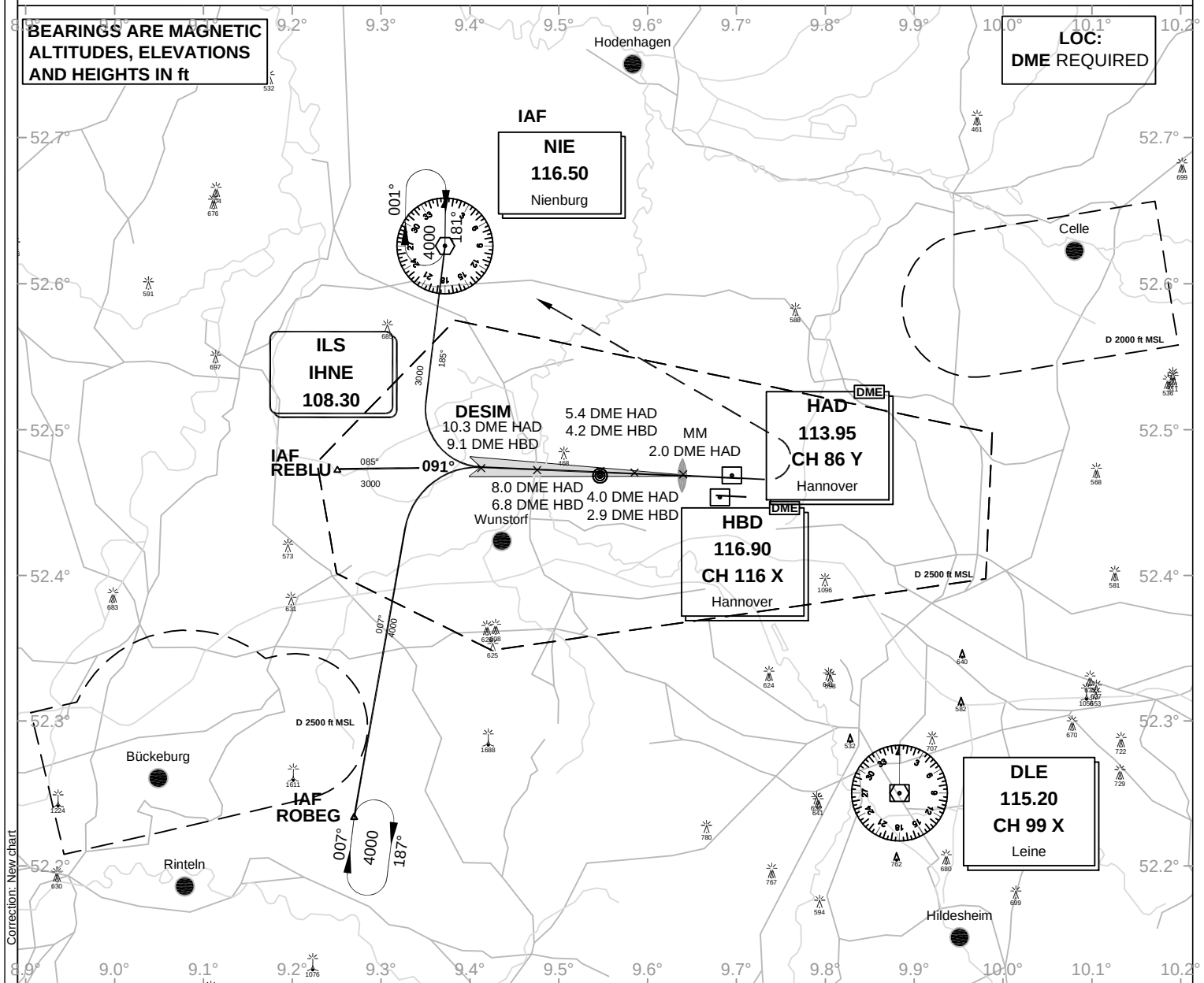
VAR: 2° E

Hannover EDDV

ILS CAT II & III or LOC RWY 09L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC:
DME REQUIRED



OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	306 (139)	218 (51)	550 (390)
CAT B	316 (149)	234 (67)	550 (390)
CAT C	326 (159)	247 (80)	550 (390)
CAT D	336 (169)	260 (93)	550 (390)
CAT DL	336 (169)	260 (93)	
Large Aircraft			

MISSED APPROACH: Climb straight ahead to 1.5 DME east of HAD/2.9 DME east of HBD; LT inbound NIE to 4000.

DME IBSE	10	9	8	7	6	5	4	3		
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5		
ALTITUDE	2930	2610	2300	1980	1660	1340	1020	700		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

Bremen Radar 131.320

Tower 120.170

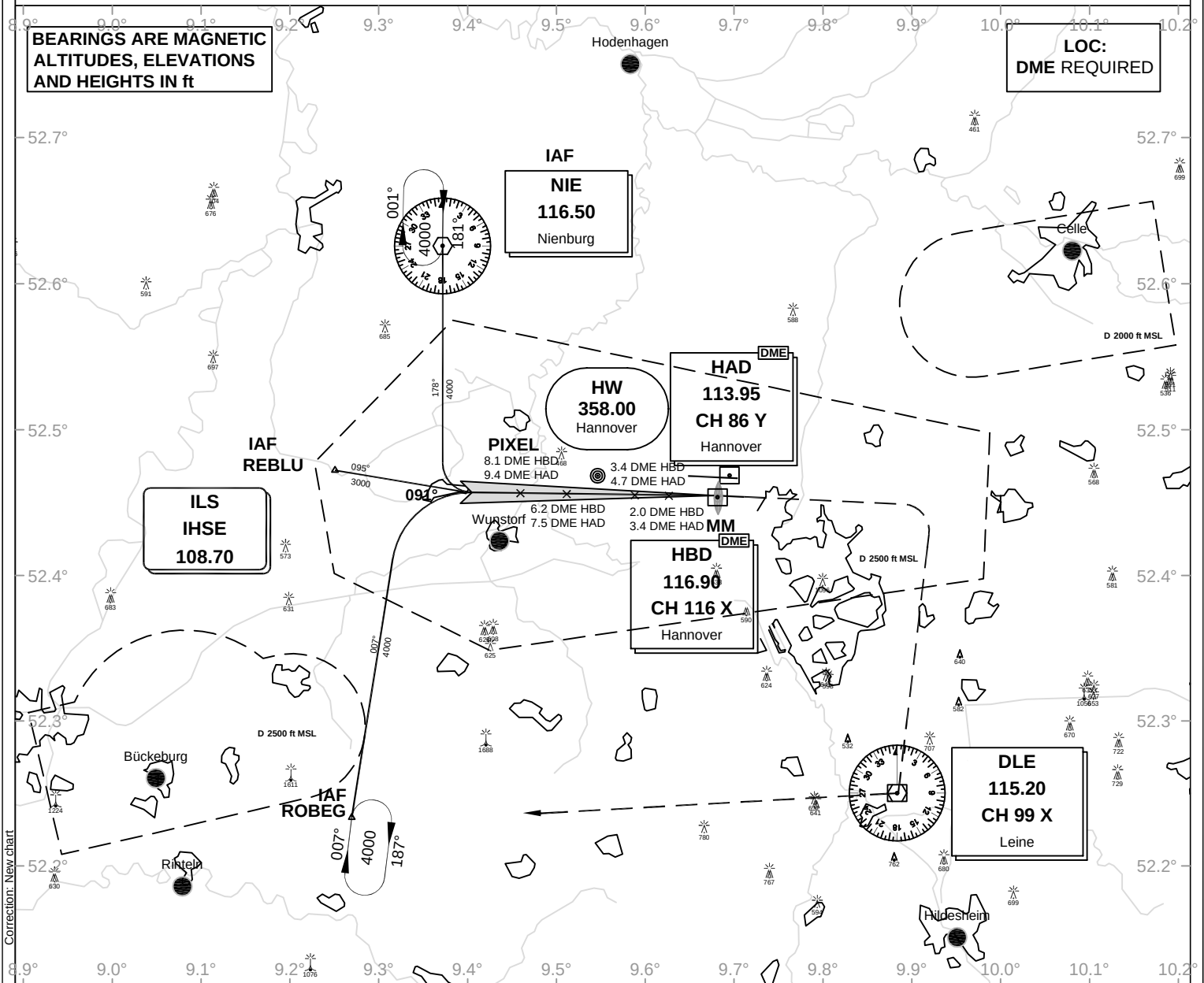
VAR: 2° E

Hannover EDDV

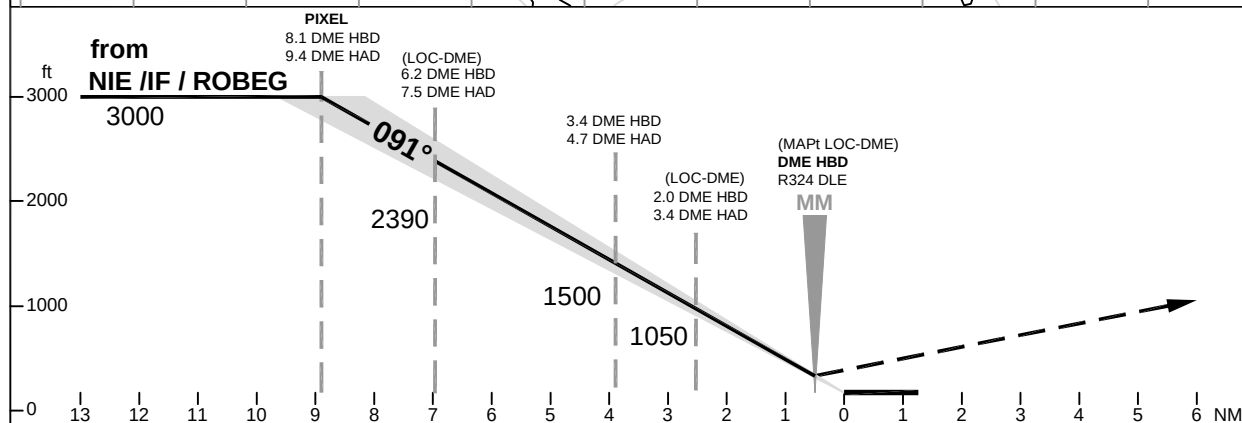
ILS or LOC RWY 09R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC:
DME REQUIRED



Correction: New chart



OCA (OCH)	ILS CAT I	LOC DME
CAT A	318 (145))	570 (400)
CAT B	328 (156)	570 (400)
CAT C	338 (166)	570 (400)
CAT D	348 (176)	570 (400)
CAT E		
Large Aircraft		

MISSED APPROACH: Climb straight ahead to 7.7 DME HBD/ 6.5 DME HAD; RT, on R007 DLE to DLE; RT, on R266 DLE inbound ROBEG to 4000.

DME HBD	8	7	6	5	4	3	2	1		
DIST THR	8.6	7.6	6.6	5.6	4.6	3.6	2.6	1.6		
ALTITUDE	2970	2650	2330	2010	1690	1370	1050	740		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

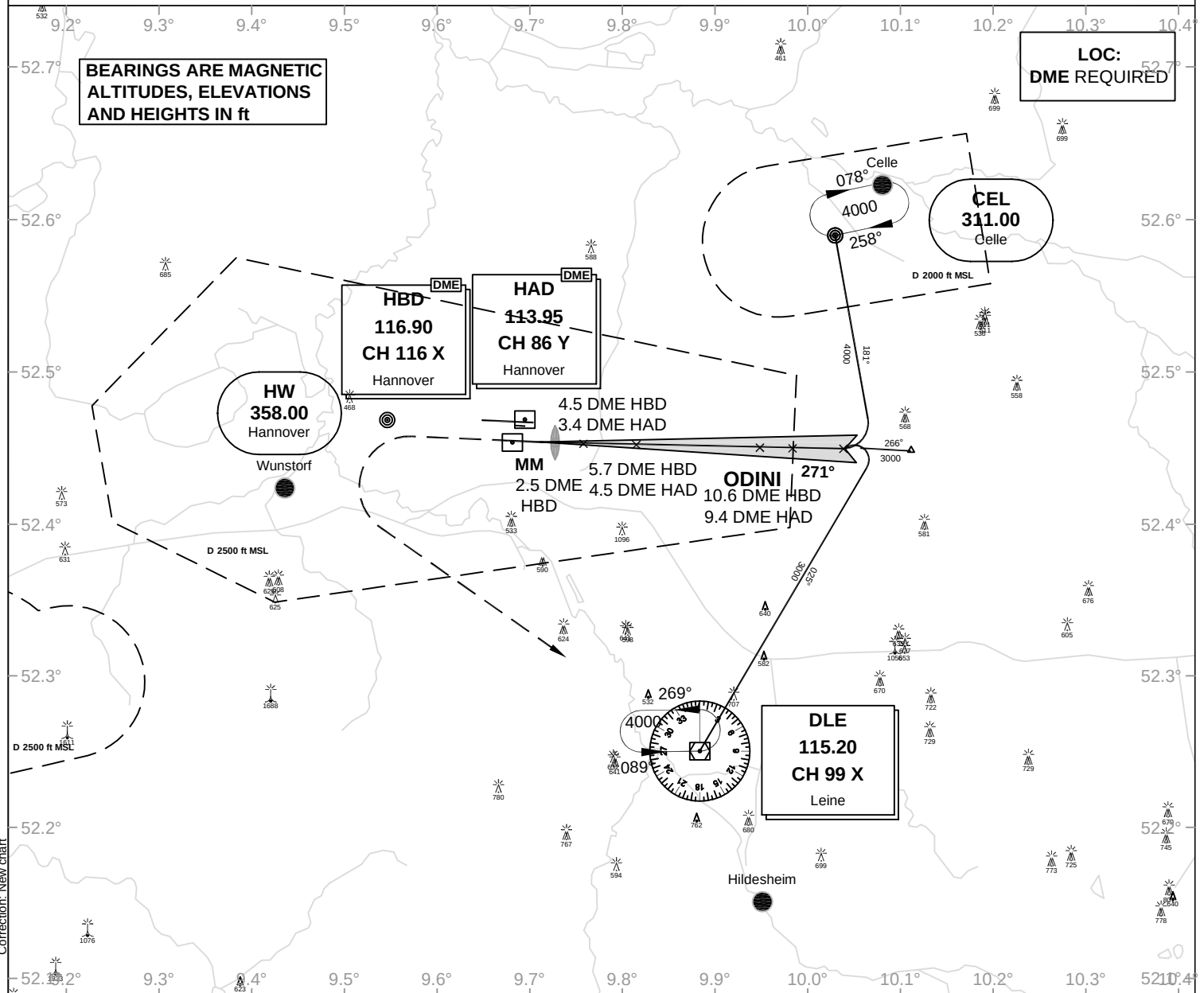
Bremen Radar 131.320

Tower 120.170

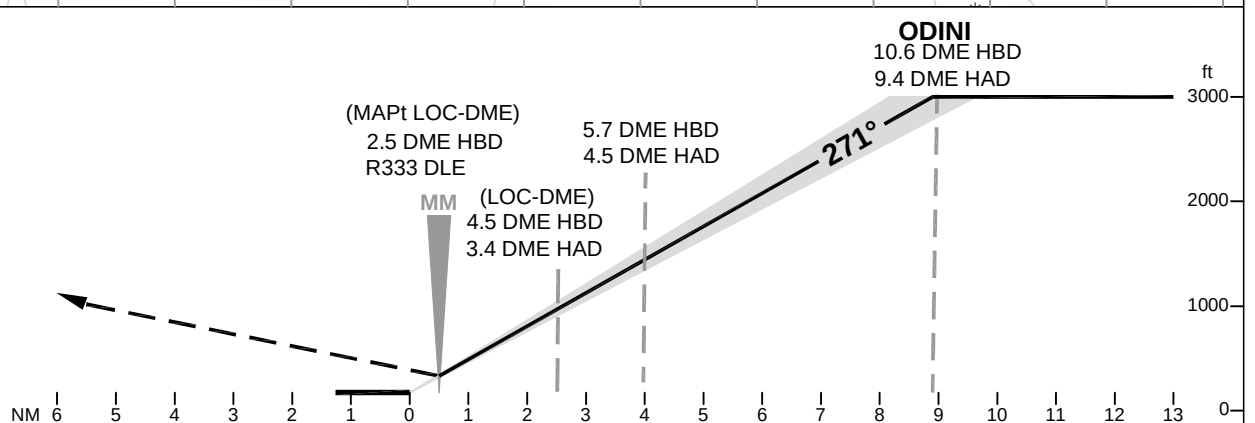
VAR: 2° E

Hannover EDDV

ILS or LOC RWY 27L



OCA (OCH)	ILS CAT I	LOC DME
CAT A	325 (146)	560 (380)
CAT B	335 (156)	560 (380)
CAT C	345 (166)	560 (380)
CAT D	365 (176)	560 (380)
CAT E		
Large Aircraft		



MISSED APPROACH: Climb straight ahead to 1500; LT to DLE DVORDME climbing to 4000.

DME VOR HBD	3	4	5	6	7	8	9	10		
DIST THR	1.1	2.1	3.1	4.1	5.1	6.1	7.1	8.1		
ALTITUDE	560	910	1220	1540	1860	2180	2500	2820		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

Bremen Radar 131.320

Tower 120.170

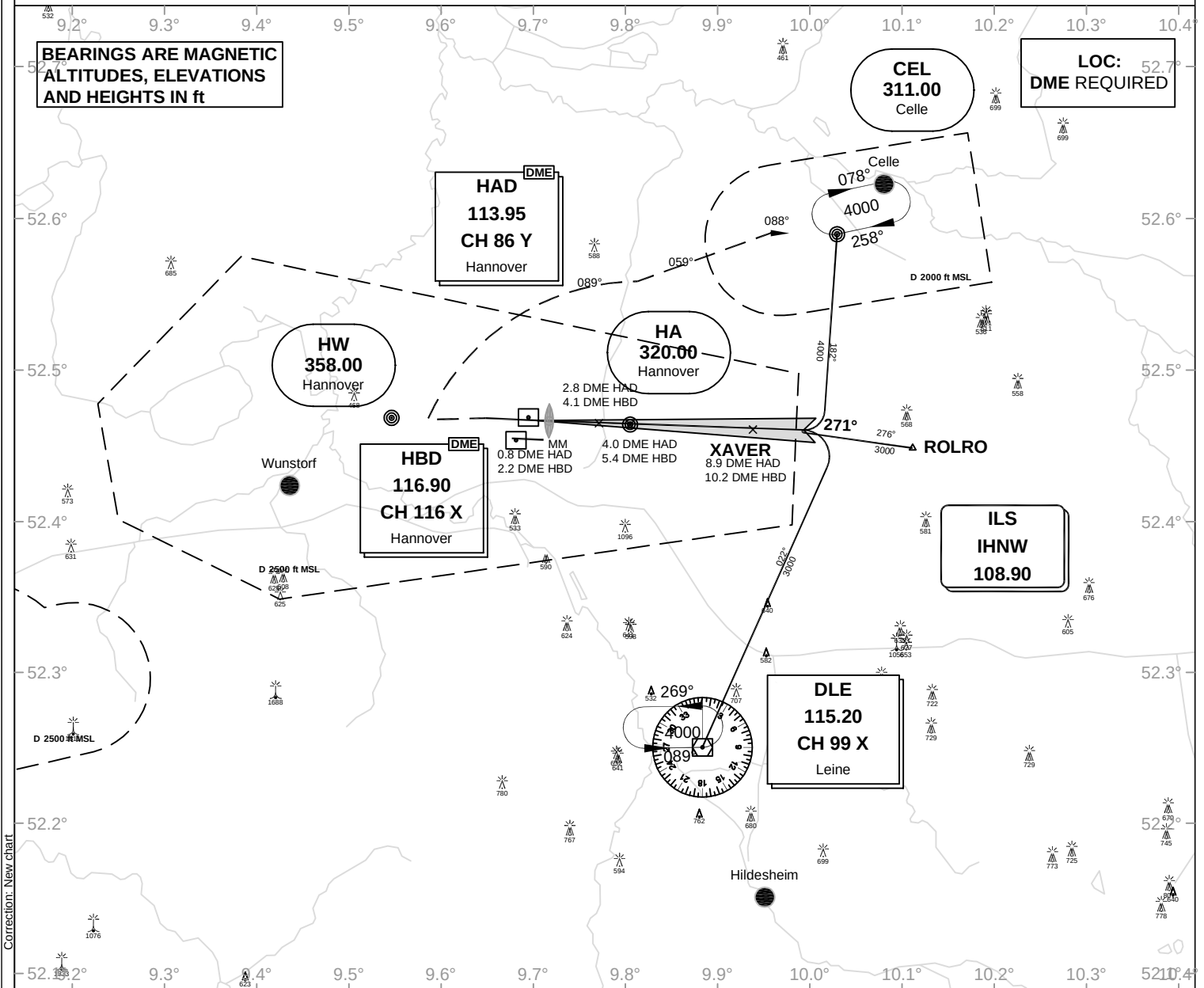
VAR: 2° E

Hannover EDDV

ILS CAT II & III or LOC RWY 27R

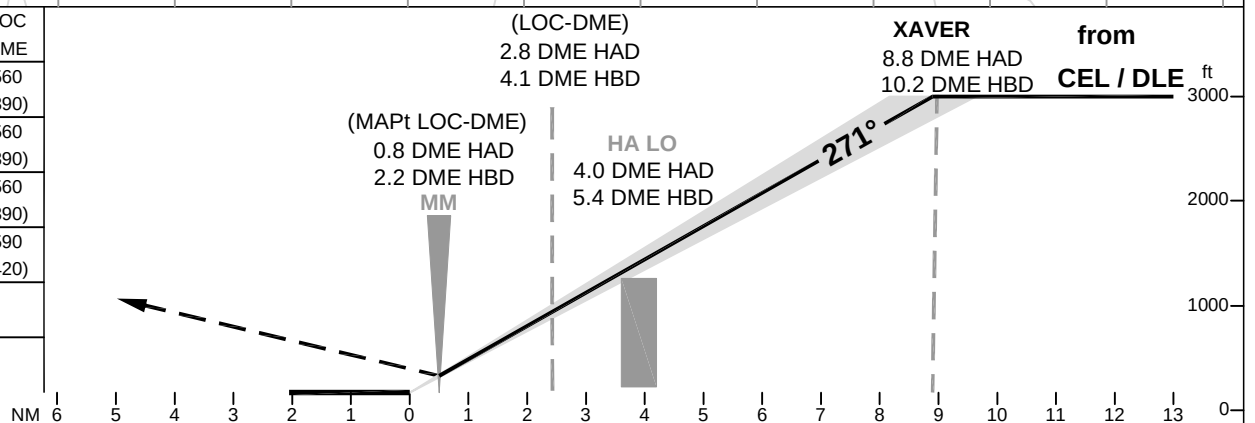
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC: 52.7°
DME REQUIRED



Correction: New chart

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	314 (145)	226 (57)	560 (390)
CAT B	324 (155)	242 (73)	560 (390)
CAT C	354 (165)	255 (80)	560 (390)
CAT D	365 (175)	268 (99)	590 (420)
CAT DL	365 (175)	289 (120)	
Large Aircraft			



MISSED APPROACH: Climb inbound HW to 2.8 DME west of HAD/ 1.7 DME west of HBD; RT on track 089° to intercept and follow track 059° HW; intercept 088° CEL inbound CEL to 4000.

DME IBNE	2	3	4	5	6	7	8			
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8			
ALTITUDE	800	1120	1440	1760	2070	2390	2710			

GS	kt	80	100	120	140	160	180
4.0 DME IBNE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

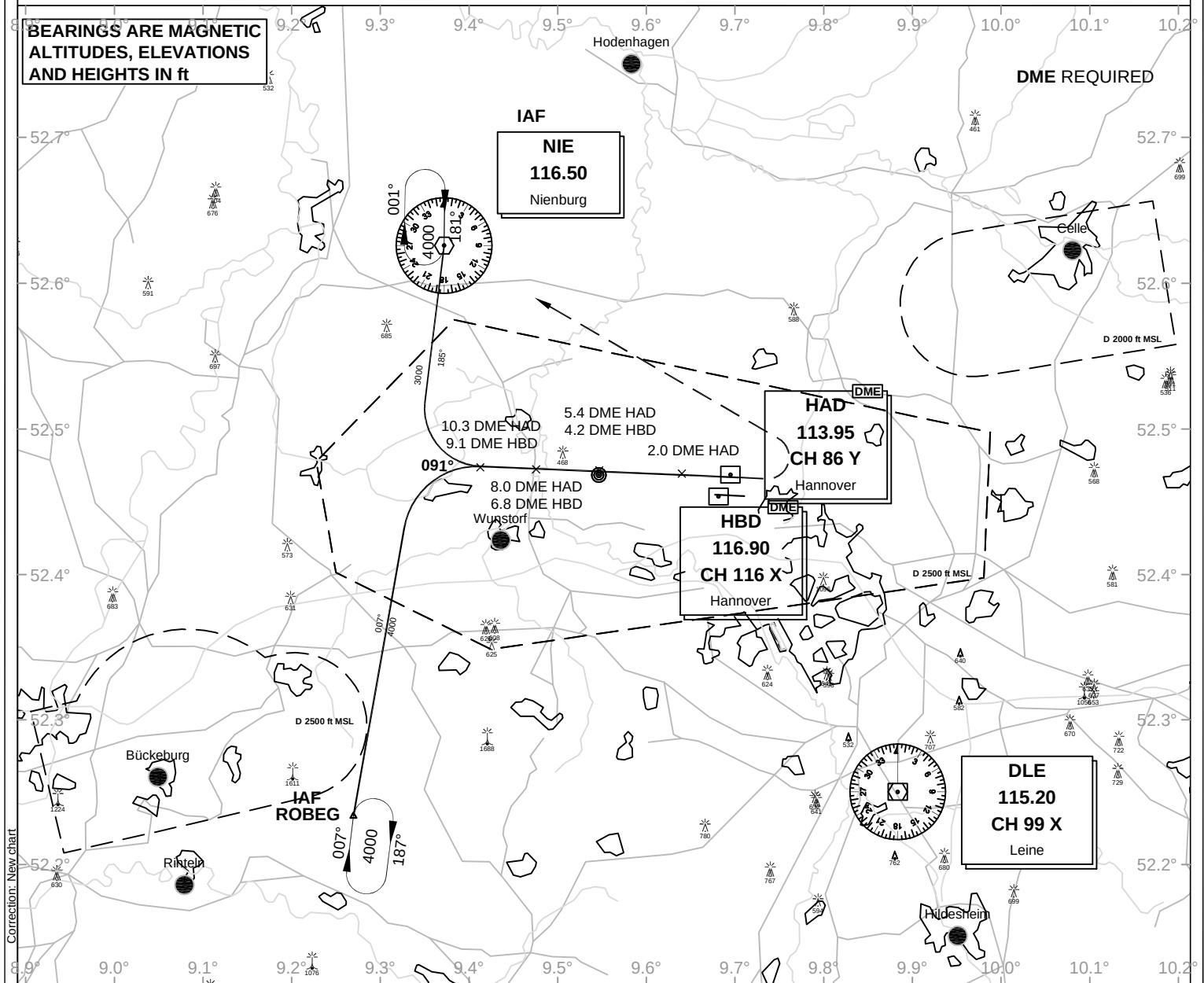
Bremen Radar 131.320

Tower 120.170

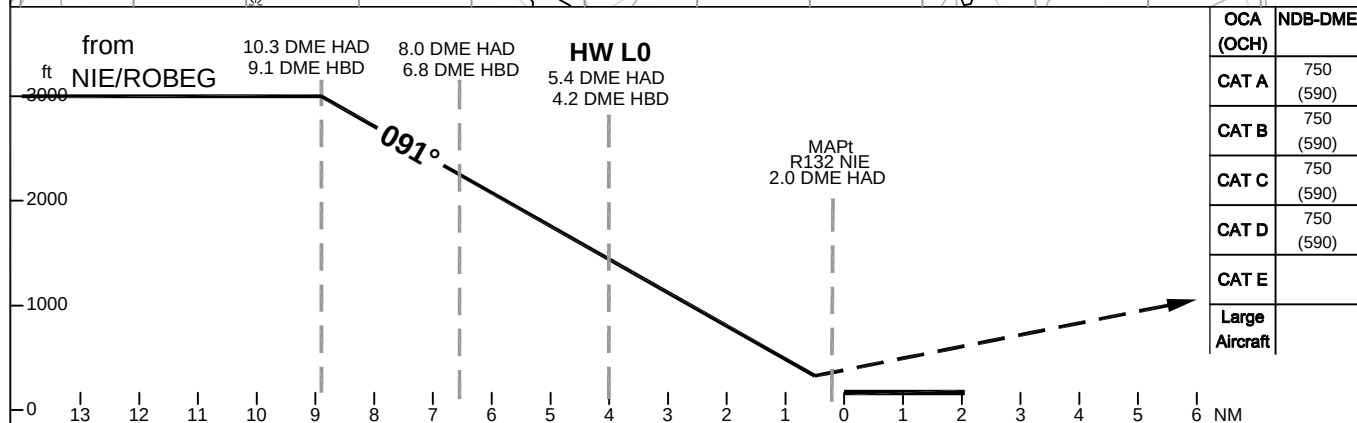
VAR: 2° E

**Hannover
EDDV**
**NDB
RWY 09L**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft



Correction: New chart



MISSED APPROACH: Climb straight ahead to 1.5 DME east of HAD/2.9 DME east of HBD; LT inbound NIE to 4000.

DME IBSE	10	9	8	7	6	5	4	3		
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5		
ALTITUDE	2930	2610	2300	1980	1660	1340	1020	700		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

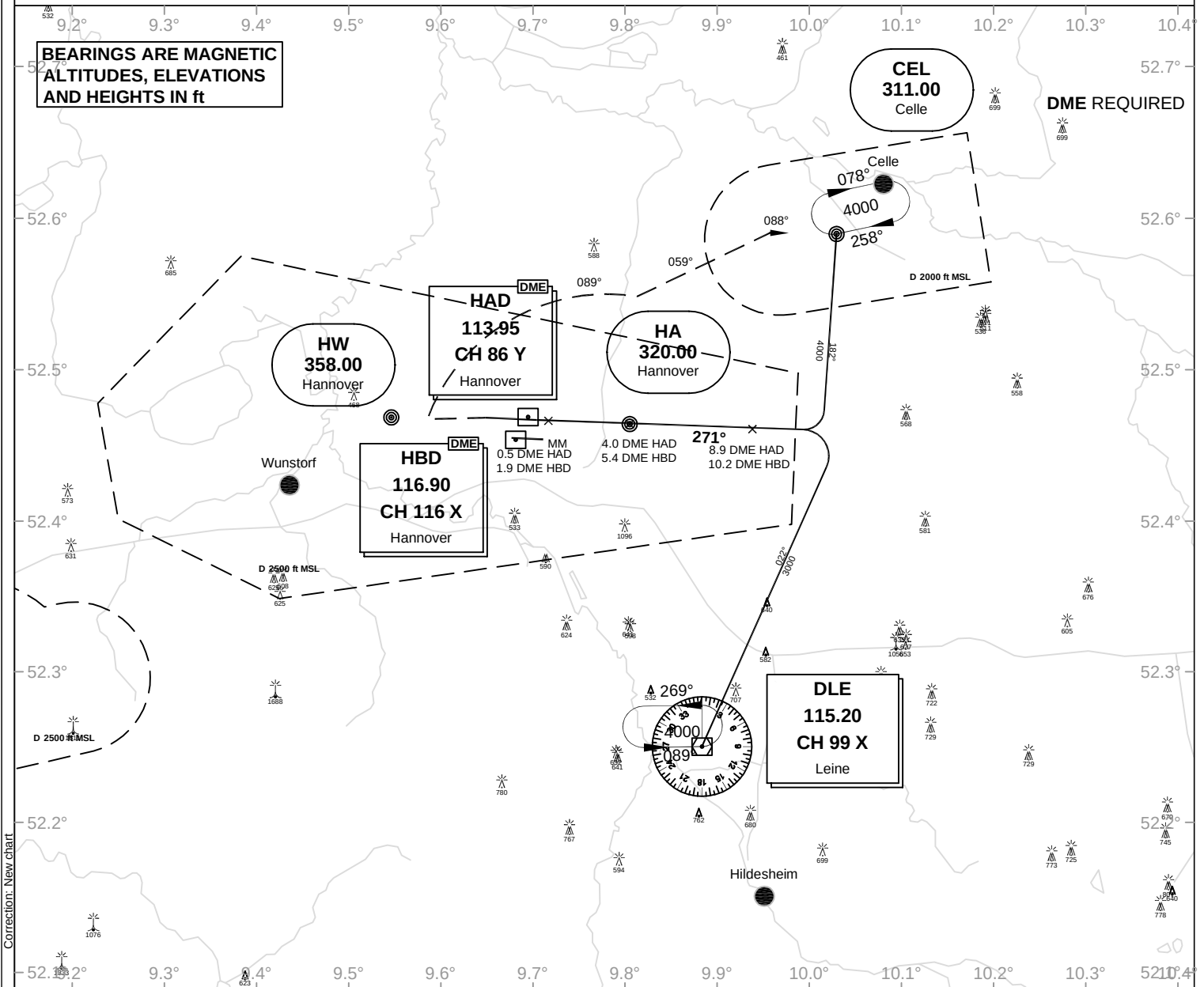
Bremen Radar 131.320

Tower 120.170

VAR: 2° E

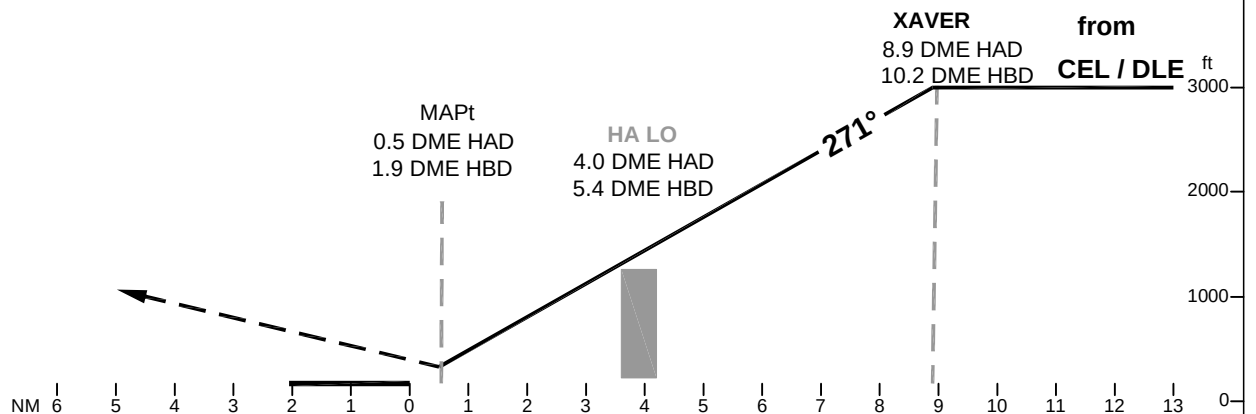
**Hannover
EDDV**
**NDB
RWY 27R**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft



Correction: New chart

OCA (OCH)	NDB-DME
CAT A	700 (530)
CAT B	700 (530)
CAT C	700 (530)
CAT D	700 (530)
CAT E	
Large Aircraft	



MISSED APPROACH: Climb inbound HW to 2.8 DME west of HAD/ 1.7 DME west of HBD; RT on track 089° to intercept and follow track 059° HW; intercept 088° CEL inbound CEL to 4000.

DME IBNE	2	3	4	5	6	7	8				GS	kt	80	100	120	140	160	180
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8				4.0 DME IBNE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
ALTITUDE	800	1120	1440	1760	2070	2390	2710				Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

Bremen Radar 131.320

Tower 120.170

VAR: 2° E

Hannover

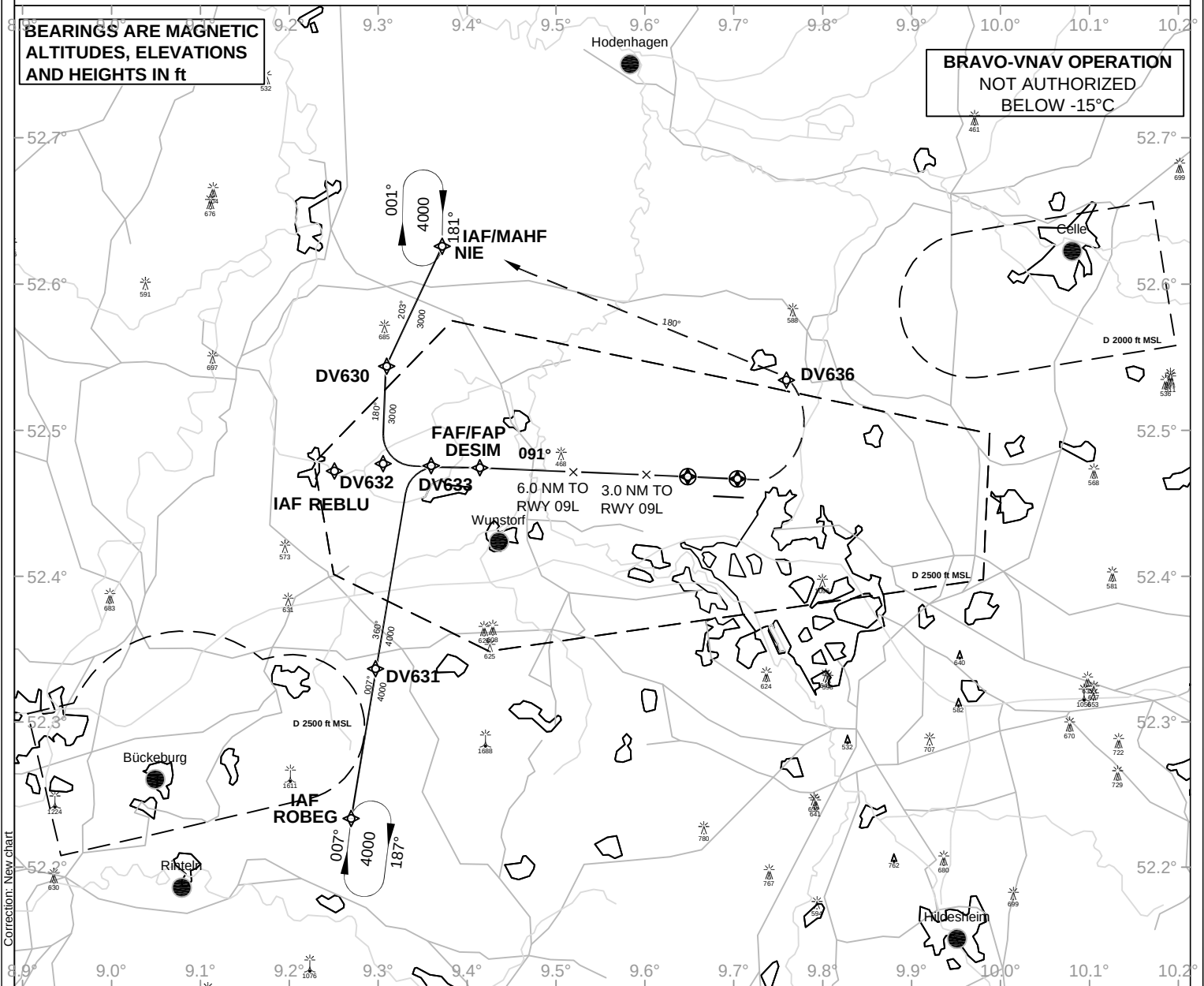
EDDV

RNP

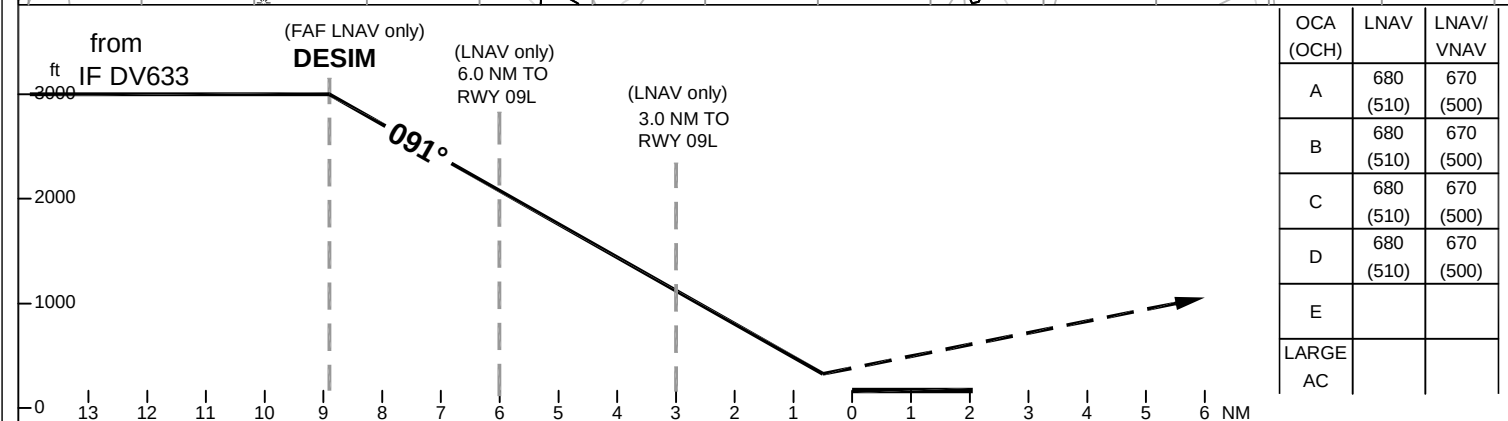
RWY 09L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

BRAVO-VNAV OPERATION
NOT AUTHORIZED
BELOW -15°C



Correction: New chart



MISSED APPROACH: Climb on track 091° to DV635; LT via DV636 on track 289° to NIE climbing 4000.
DV635[L] - DV636 - NIE[A4000]

DME IBSE	10	9	8	7	6	5	4	3		
DIST THR	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5		
ALTITUDE	2930	2610	2300	1980	1660	1340	1020	700		

GS	kt	80	100	120	140	160	180
4.0 DME IBSE - THR (3.8 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

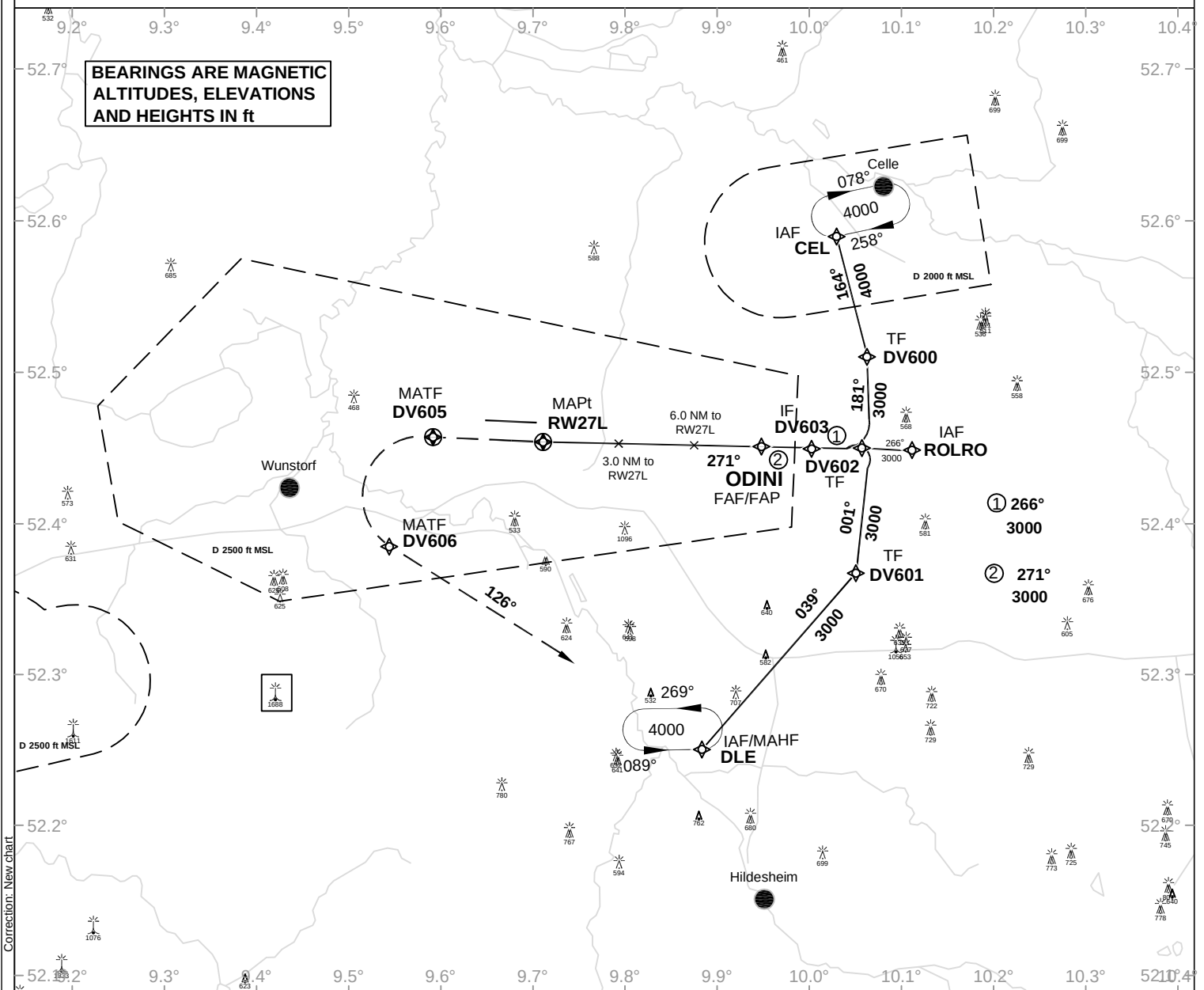
Bremen Radar 131.320

Tower 120.170

VAR: 2° E

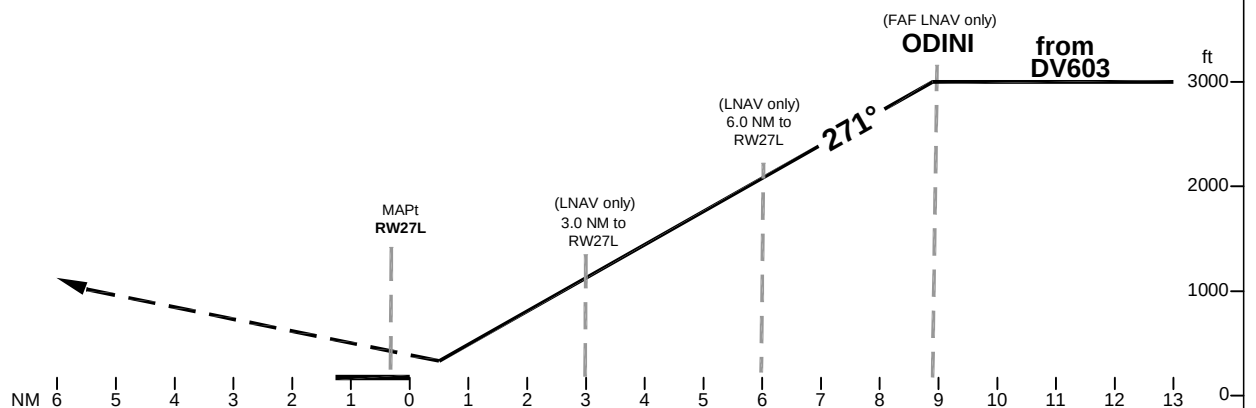
**Hannover
EDDV**
**RNP
RWY 27L**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft



Correction: New chart

OCA (OCH)	LNAV	LNAV VNAV
A	650 (480)	640 (460)
B	650 (480)	640 (460)
C	670 (490)	640 (460)
D	670 (490)	640 (460)
E		
LARGE AC		



MISSED APPROACH: Climb straight ahead to 1500; LT to DLE DVORDME climbing to 4000.

DIST THR	2	3	4	5	6	7	8		
ALTITUDE	870	1190	1510	1830	2140	2460	2780		

GS	kt	80	100	120	140	160	180
ODINI - RW27L (8.7 NM)	MIN:SEC	2:51	2:17	1:54	1:38	1:26	1:16
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

VATSIM Germany Instrument Approach Chart

Elevation: 183

ATIS 132.120

Director 119.600

Bremen Radar 131.320

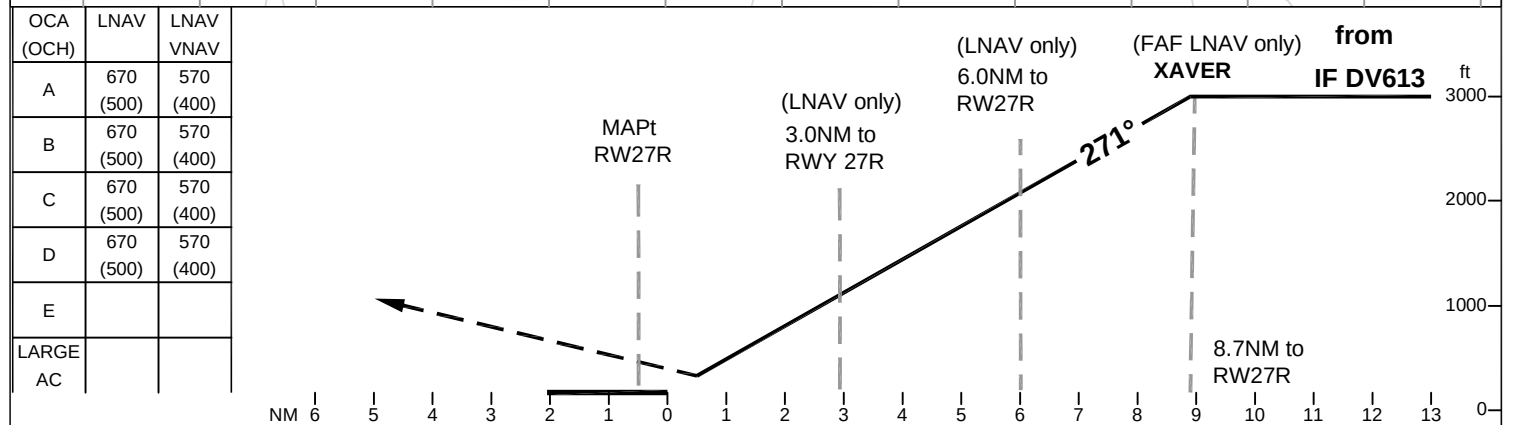
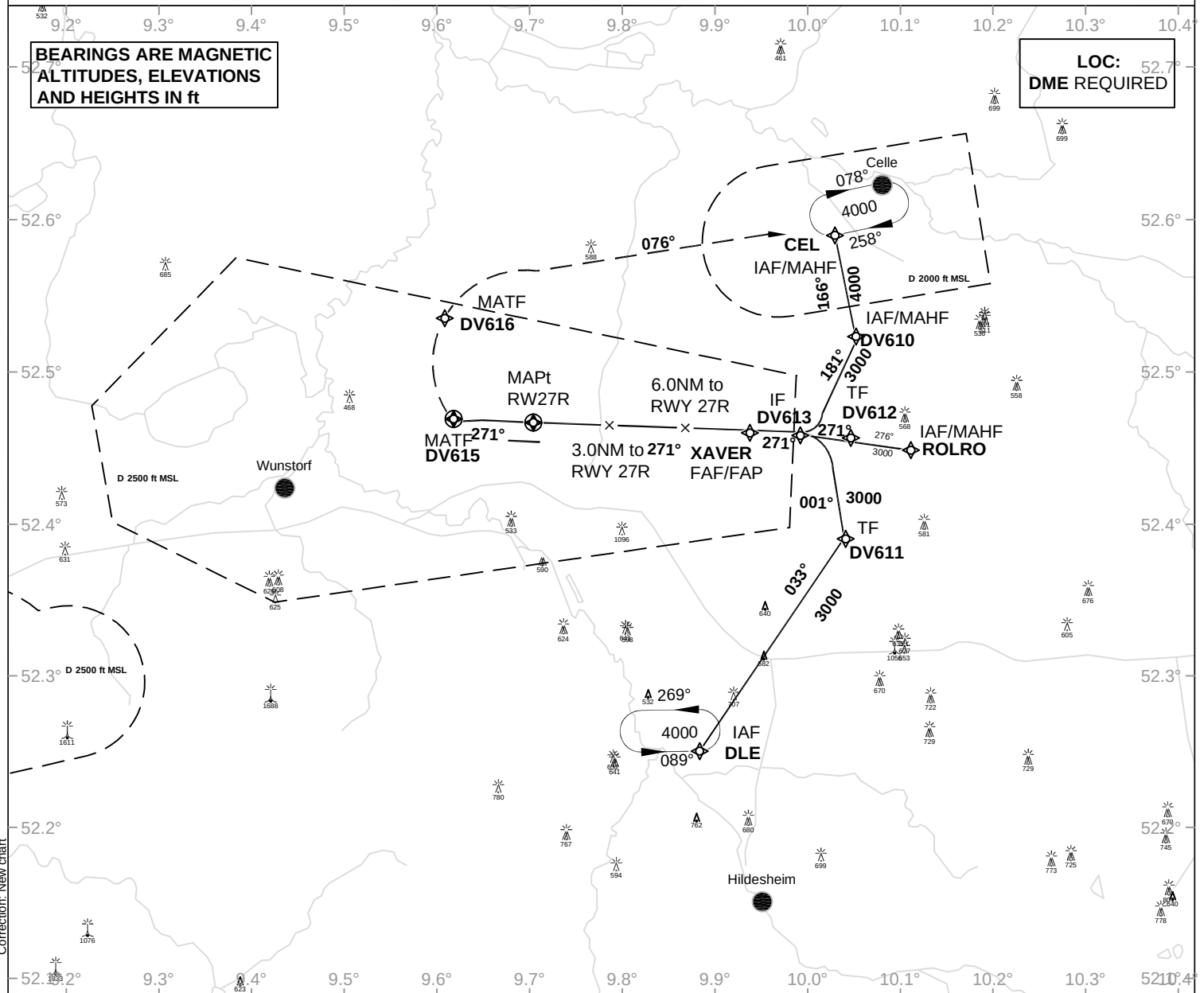
Tower 120.170

VAR: 2° E

**Hannover
EDDV**
RNP
RWY 27R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft

LOC: 52.7°
DME REQUIRED



MISSED APPROACH: Climb on track 271° to DV615; RT via DV616 on track 076° to CEL to 4000.

										GS	kt	80	100	120	140	160	180
DIST THR	2	3	4	5	6	7	8			XAVER - RW27R (8.7NM)	MIN:SEC	6:32	5:13	4:21	3:44	3:16	2:54
ALTITUDE	860	1180	1500	1820	2130	2450	2770			Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

VATSIM Germany

Standard Instrument Arrival Chart

Hannover
EDDV
STAR
RWY 09L/R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
LBE 7R	ELBE SEVEN ROMEO Δ Elbe VOR/DME Δ Nienburg VOR				Arrange your flight to cross NIE max. FL 80.
		185	62	4000	
ULSEN 5R	ULSEN FIFE ROMEO Δ ULSEN Δ OBATU Δ Celle NDB Δ Nienburg VOR				1. Clearance limit Celle NDB. In case of radio communication failure, proceed from CEL to NIE. 2. Arrange your flight to cross CEL max. FL 110 and NIE max. FL 80.
		213	10	4000	
		242	16	4000	
		273	24	4000	
DIRBO 5R	DIRBO FIFE ROMEO Δ DIRBO Δ OBATU Δ Celle NDB Δ Nienburg VOR				
		242	17	4000	
		242	16	4000	
		273	24	4000	
ELNAT 2R	ELNAT TWO ROMEO Δ ELNAT Δ TOLTA Δ ROBEG				1. BRNAV-equipment necessary. 2. Only available for flights with RFL above FL245. 3. Arrange your flight to cross ROBEG max. FL 80.
		345	29.8	5000	
		343	34	5000	
WRB 5R	WARBURG FIVE ROMEO Δ Warburg DVOR/DME Δ ROBEG				Arrange your flight to cross ROBEG max. FL 80.
		006	44	5000	
OSN 6R	OSNABRÜCK SIX ROMEO Δ Osnabrück DVOR Δ VISKI Δ Nienburg VOR				Arrange your flight to cross NIE max. FL 80.
		039	29	4000	
		077	21	4000	
HLZ 5R	HEHLINGEN FIFE ROMEO Δ Hehlingen DVOR/DME Δ Celle NDB Δ Nienburg VOR				1. Clearance limit Celle NDB. In case of radio communication failure, proceed from CEL to NIE. 2. Arrange your flight to cross CEL max. FL 110 and NIE max. FL 80.
		294	31	4000	
		273	24	4000	
GITEX 3R	GITEX THREE ROMEO Δ GITEX Δ ROBEG				BRNAV-equipment necessary.
		285	48.4	5000	
WERRA 1R	WERRA ONE ROMEO Δ WERRA Δ TOLTA Δ ROBEG				1. BRNAV-equipment necessary. 2. Only available for flights with RFL below FL245. 3. Arrange your flight to cross ROBEG max. FL 80.
		326	15.5	5000	
		343	34	5000	

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

ATIS 132.120

Director 119.600

Bremen Radar 131.320

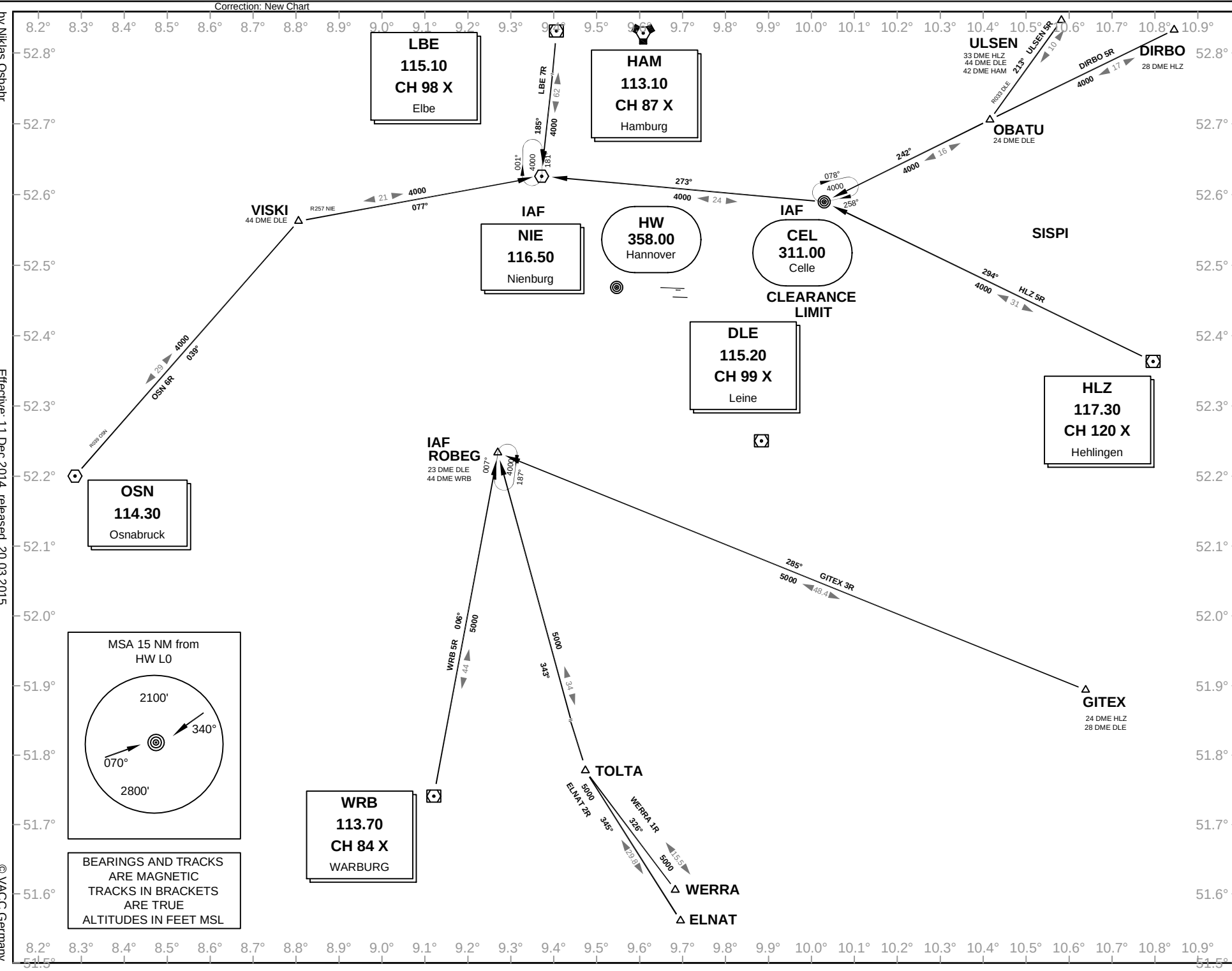
Tower 120.170

Hannover

EDDV

STAR

RWY 09L/R



Correction: New Chart

VATSIM Germany

Standard Instrument Arrival Chart

Hannover
EDDV
STAR
RWY 27L/27R

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Level	Remarks
LBE 9P	ELBE NINE PAPA Δ Elbe VOR/DME Δ Nienburg VOR Δ Celle NDB				1. Clearance limit Nienburg VOR. In case of radio communication failure, proceed from NIE to CEL. 2. Arrange your flight to cross NIE max. FL 110 and CEL max. FL 70.
		185	62	4000	
		093	24	4000	
ULSEN 5P	ULSEN FIFE PAPA Δ ULSEN Δ OBATU Δ Celle NDB				Arrange your flight to cross CEL max. FL 70.
		213	10	4000	
		242	16	4000	
DIRBO 5P	DIRBO FIFE PAPA Δ DIRBO Δ OBATUI Δ Celle NDB				
		242	17	4000	
		242	16	4000	
ELNAT 3P	ELNAT THREE PAPA Δ ELNAT Δ NORTA 5.0 DME DLE Δ Leine DVOR/DME				1. Between ELNAT and NORTA B-RNAV equipment necessary. 2. Only available for flights with RFL above FL245. 3. Arrange your flight to cross DLE max. FL 80.
		004(006.3)	40.1	5000	
		005	18	5000	
		005	5	4000	
WRB 6P	WARBURG SIX PAPA Δ Warburg DVOR/DME Δ UMKUK 6.0 DME DLE Δ Leine DVOR/DME				Arrange your flight to cross DLE max. FL 80.
		031	17	5000	
		031	30	5000	
		031	6	4000	
OSN 8P	OSNABRÜCK EIGHT PAPA Δ Osnabrück DVOR Δ VISKI Δ Nienburg VOR Δ Celle NDB				1. Clearance limit Nienburg VOR. In case of radio communication failure, proceed from NIE to CEL. 2. Arrange your flight to cross NIE max. FL 110 and CEL max. FL 70.
		039	29	4000	
		077	21	4000	
		093	24	4000	
HLZ 5P	HEHLINGEN FIFE PAPA Δ Hehlingen DVOR/DME Δ SISPI Δ Celle NDB				1. Arrange your flight to cross HLZ max. FL 120 and CEL max. FL 70. 2. B-RNAV equipment necessary
		311	14.7	4000	
		281	17.6	4000	
GITEX 3P	GITEX THREE PAPA Δ GITEX Δ TINVI 8.9 DME DLE Δ Leine DVOR/DME				Arrange your flight to cross DLE max. FL 80.
		301	15	7000	
		301	4	5000	
		301	9	4000	
WERRA 1P	WERRA ONE PAPA Δ WERRA Δ NORTA 5.0 DME DLE Δ Leine DVOR/DME				1. Between WERRA and NORTA B-RNAV equipment necessary. 2. Only available for flights with RFL below FL245. 3. Arrange your flight to cross DLE max. FL 80.
		005	24.1	5000	
		005	18	5000	
		005	5	4000	

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

ATIS 132.120

Director 119.600

Bremen Radar 131.320

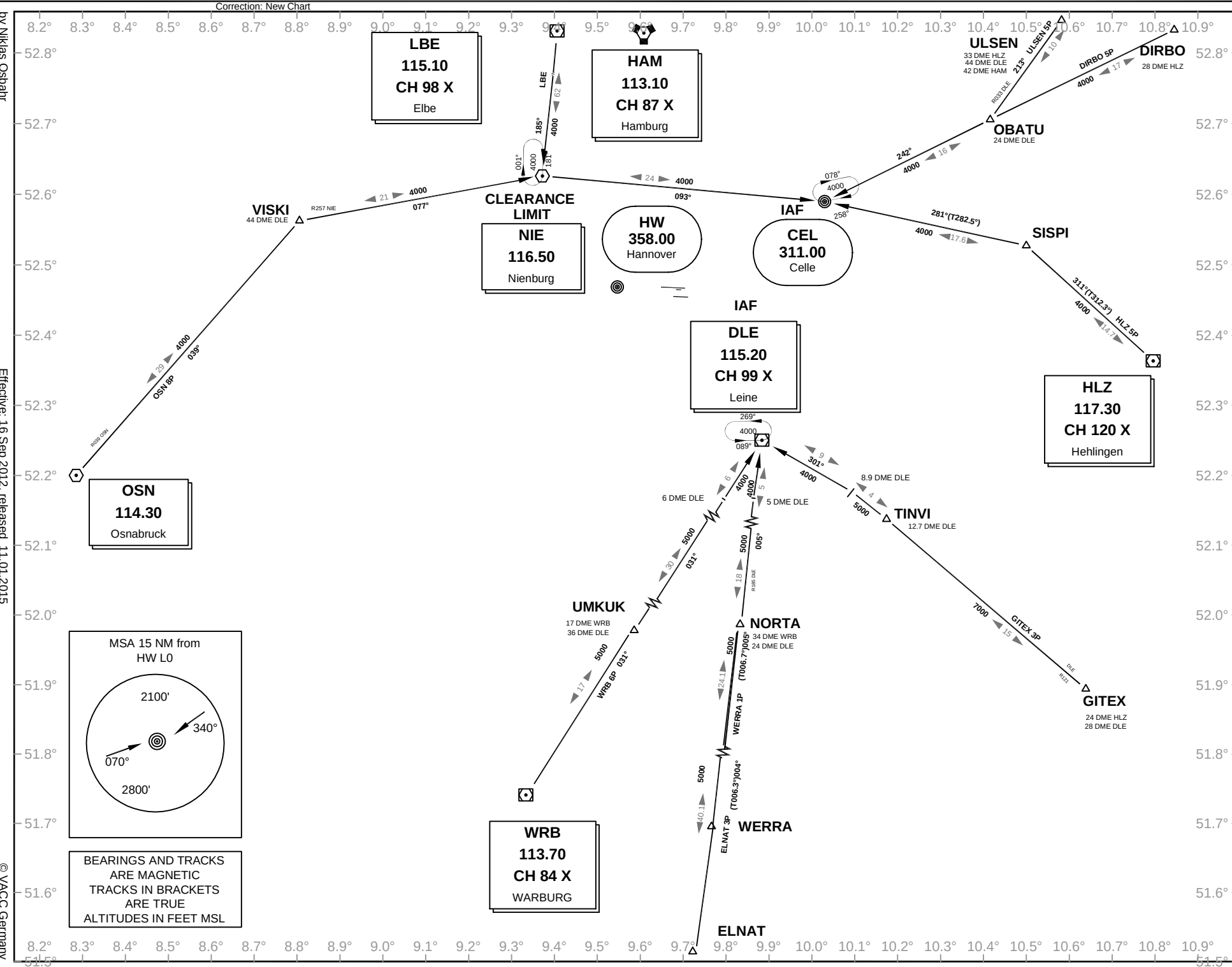
Tower 120.170

Hannover

EDDV

STAR

RWY 27L/R



VATSIM Germany GPS / FSM RNAV Arrival Chart

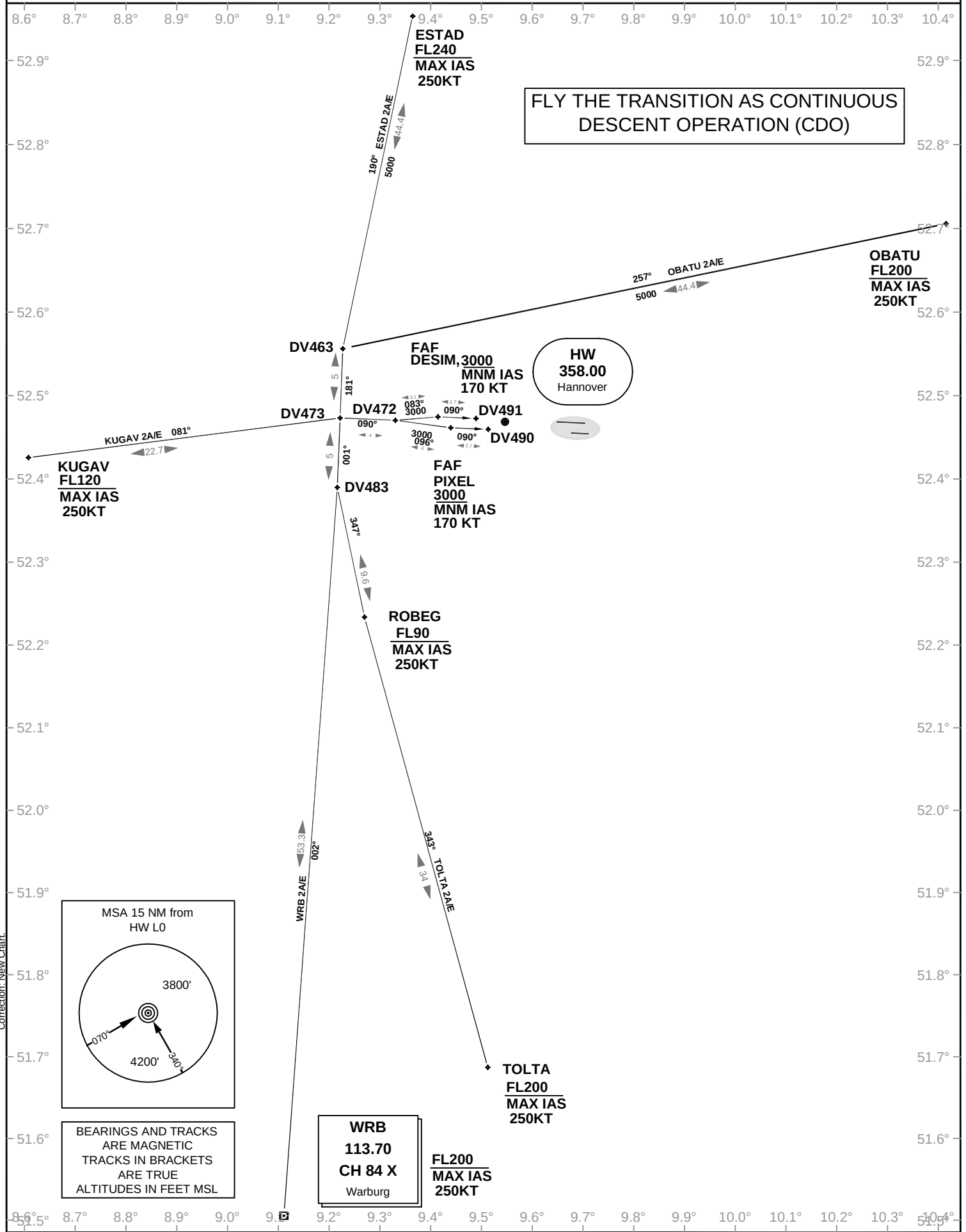
Transition Altitude: 5000 ft.

VAR: 2° E

ATIS 132.120
Ground 121.950
Tower 120.170
Bremen Radar 131.320

Hannover
EDDV

TRANSITION (CDO)
RWY 09R/L



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

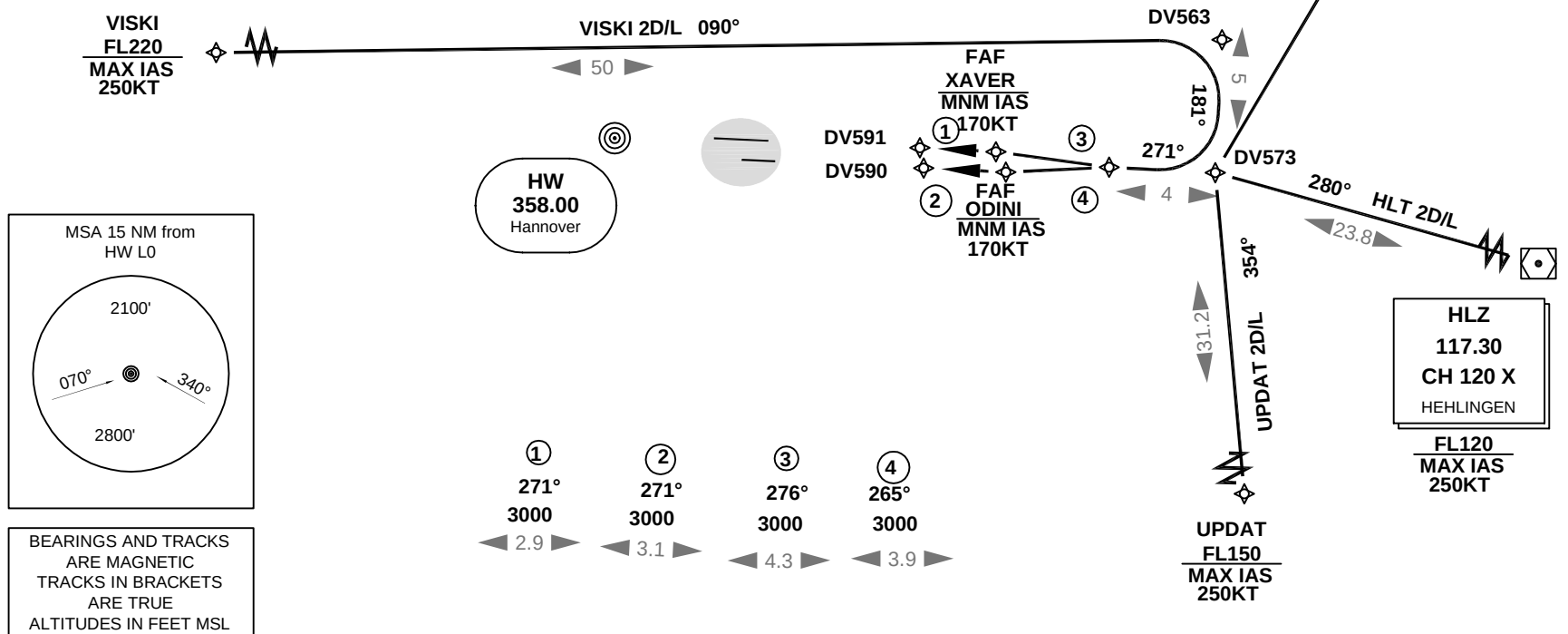
Hannover
EDDV

Transition Altitude: 5000 ft.
Director 119.600
Tower 120.170
Bremen Radar 131.320
VAR: 2° E

Transition to Final Approach(CDO)
RWY 27R/L

- REMARK
1. Use of transitions only when cleared by ATC.
 2. On downwind expect vectors to final.
 3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.

FLY THE TRANSITION AS
CONTINUOUS DESCENT OPERATION



VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Hannover
EDDV

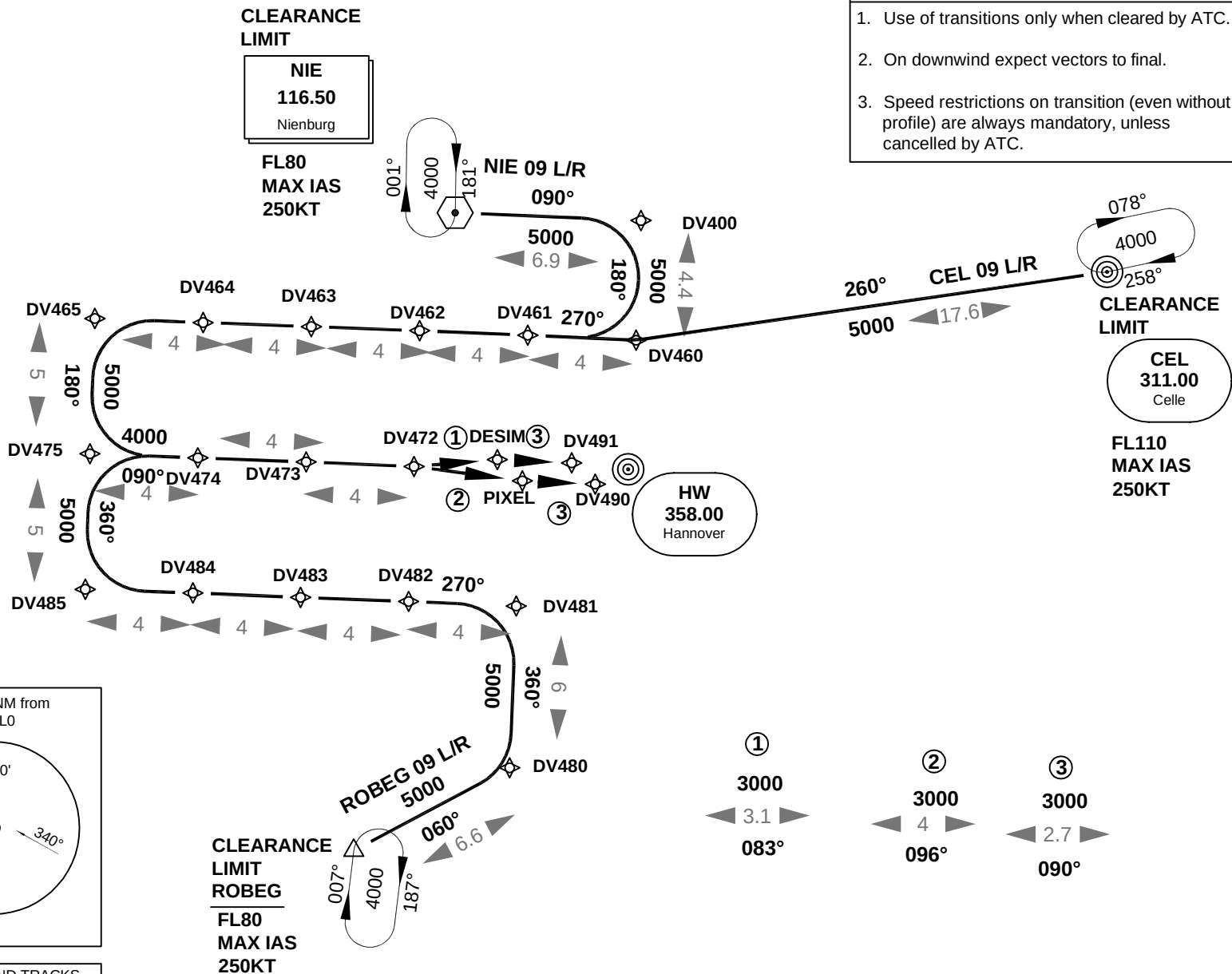
Transition Altitude: 5000 ft.

ATIS 132.120

Director 119.600
Tower 120.170

VAR: 2° E
Bremen Radar 131.320
Transition to Final Approach
RWY 09R/L

- REMARK
1. Use of transitions only when cleared by ATC.
 2. On downwind expect vectors to final.
 3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.

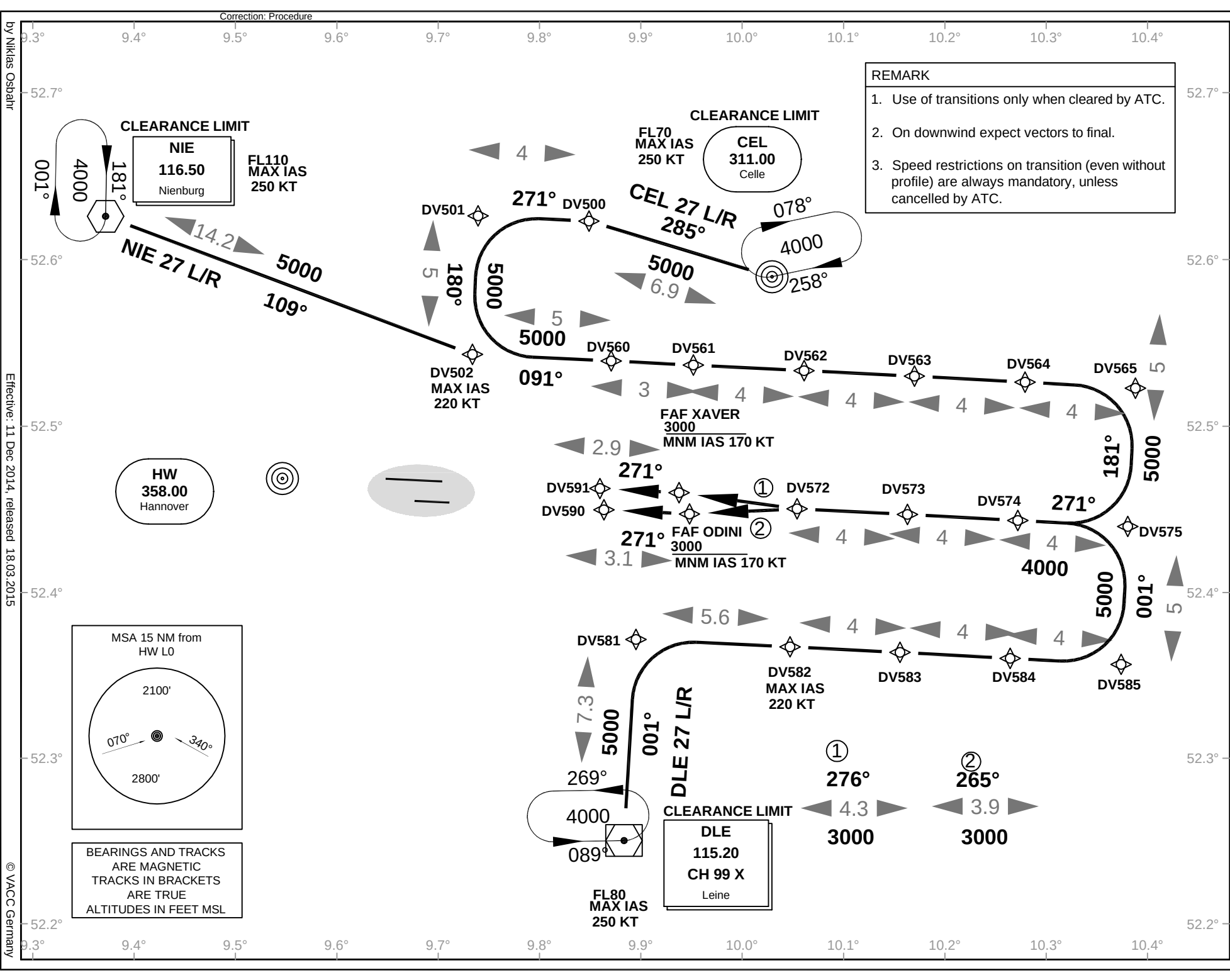


VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Hannover
EDDV

Transition Altitude: 5000 ft.
VAR: 2° E
Bremen Radar 131.320
Director 119.600
Tower 120.170
Transition to Final Approach
RWY 27R/L

- REMARK
1. Use of transitions only when cleared by ATC.
 2. On downwind expect vectors to final.
 3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.



VATSIM Germany RNAV (GPS, DME/DME, DME/DME/IRU)

Transition Altitude: 5000 ft.

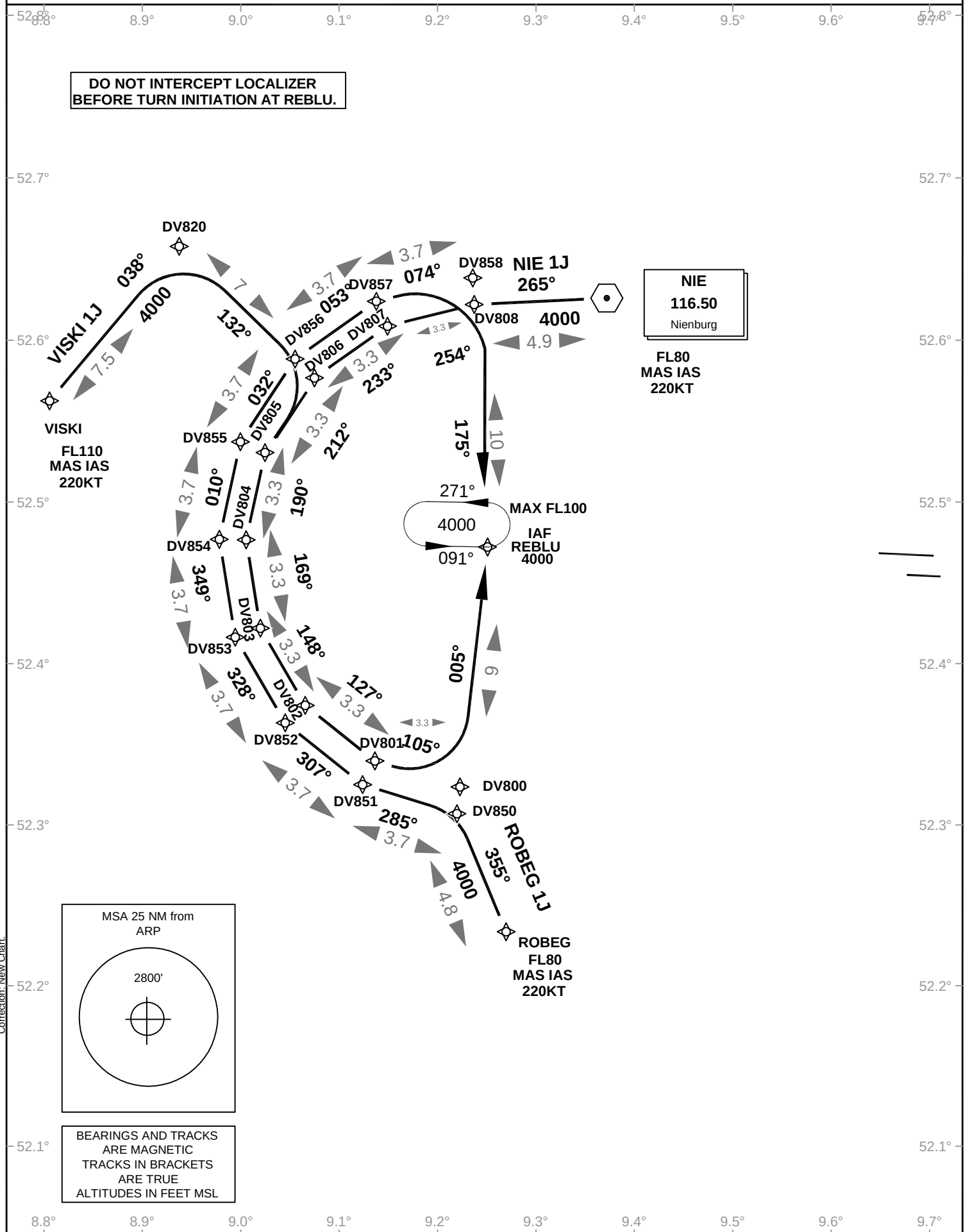
VAR: 2° E

ATIS 132.120
Ground 121.950
Tower 120.170
Bremen Radar 131.320

Hannover
EDDV

**STANDARD ARRIVAL
RWY 09R/L**

**DO NOT INTERCEPT LOCALIZER
BEFORE TURN INITIATION AT REBLU.**



VATSIM Germany RNAV (GPS, DME/DME, DME/DME/IRU)

Transition Altitude: 5000 ft.

VAR: 2° E

ATIS 132.120
Ground 121.950
Tower 120.170
Bremen Radar 131.320

Hannover
EDDV

STANDARD ARRIVAL RWY 27R/L

