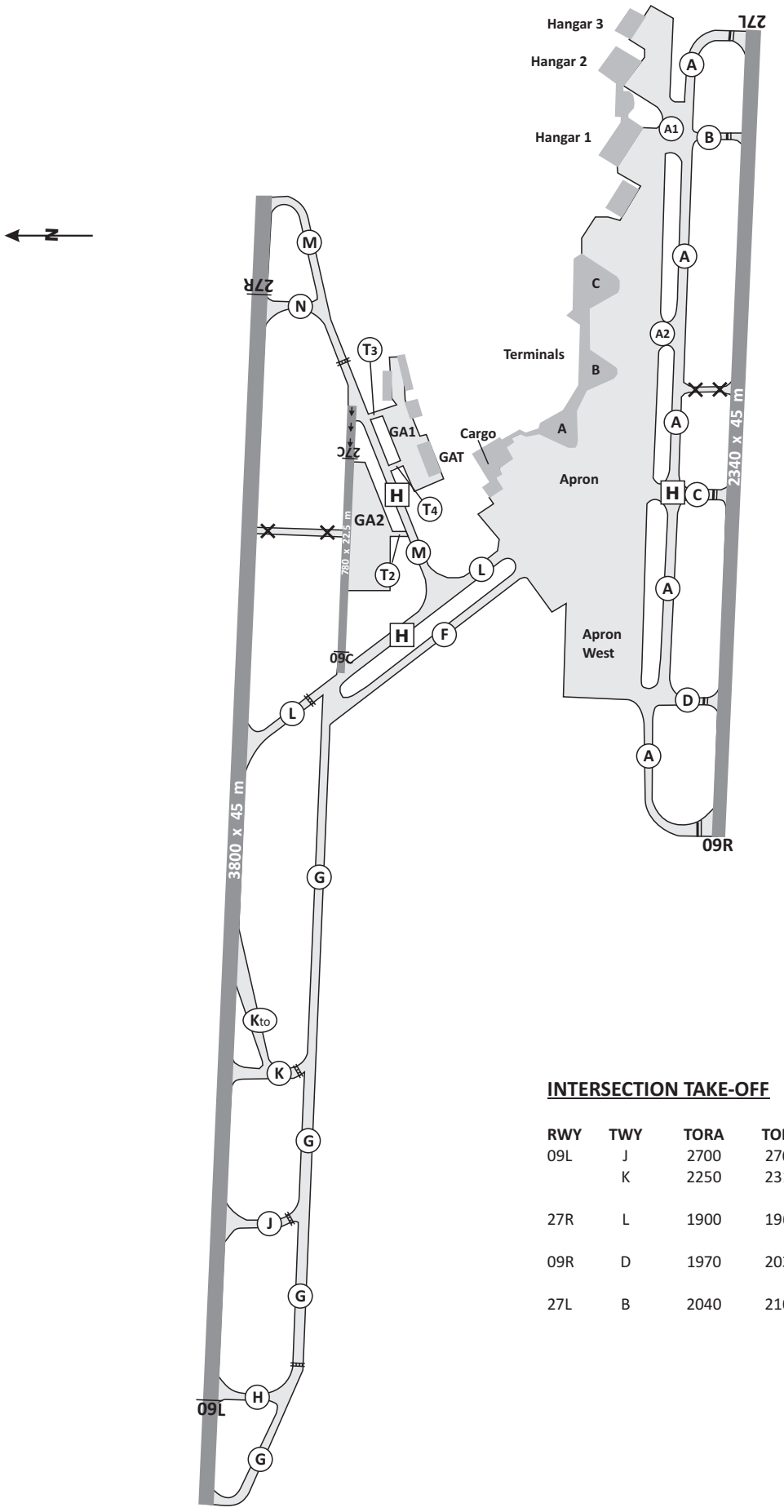
Hannover, GERMANY
Hannover

VATSIM Germany

Eff: 28 JUL 11

HAJ/EDDV
GROUND LAYOUT

ATIS	132.120	DELIVERY	120.400	TOWER	120.170
		GROUND	121.950		



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

Revision: 2011-07-28 - CHANGES: Communictaion.

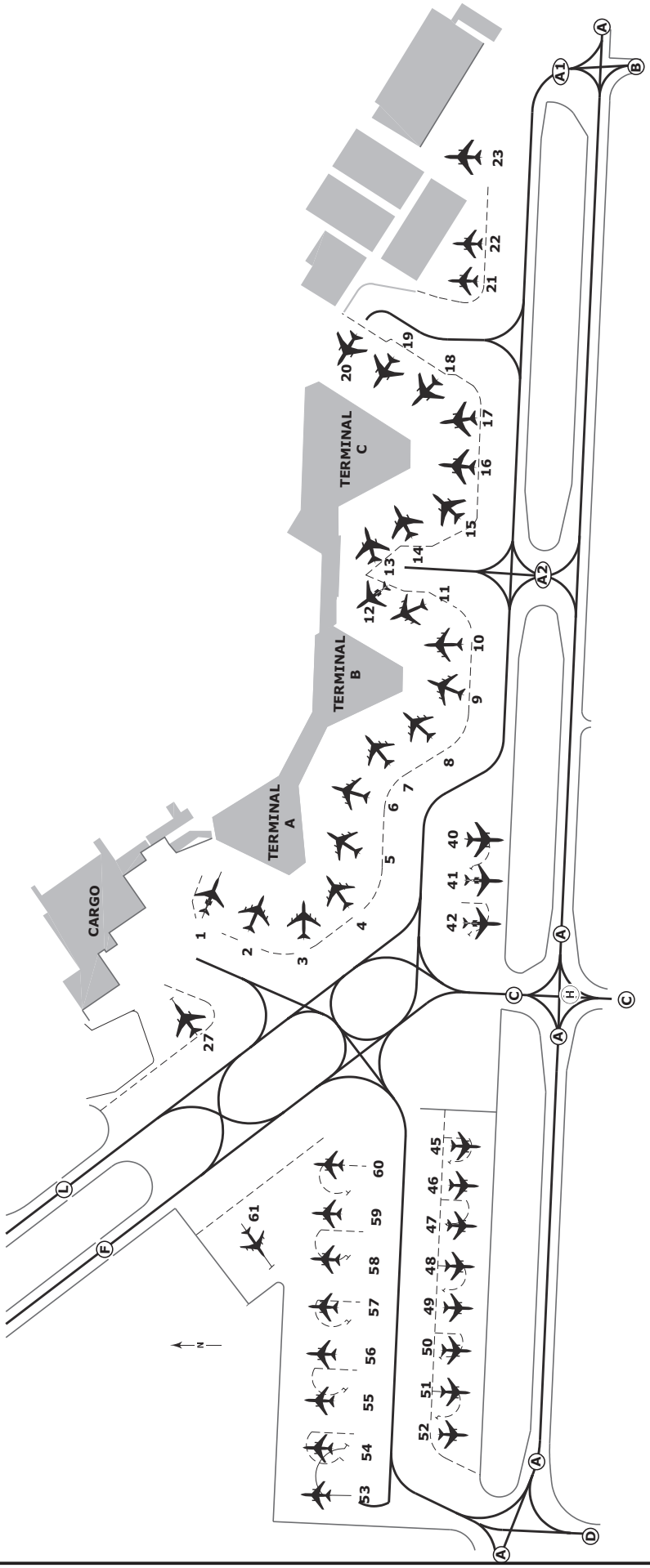
Hannover, GERMANY
Hannover

VATSIM Germany

Eff: 28 JUL 11

HAJ/EDDV
PARKING POSITIONS

ATIS	132.120	DELIVERY	120.400	TOWER	120.170	Apt Elev
		GROUND	121.950			183'



Revision: 2011-07-28 - CHANGES: Communication.

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.

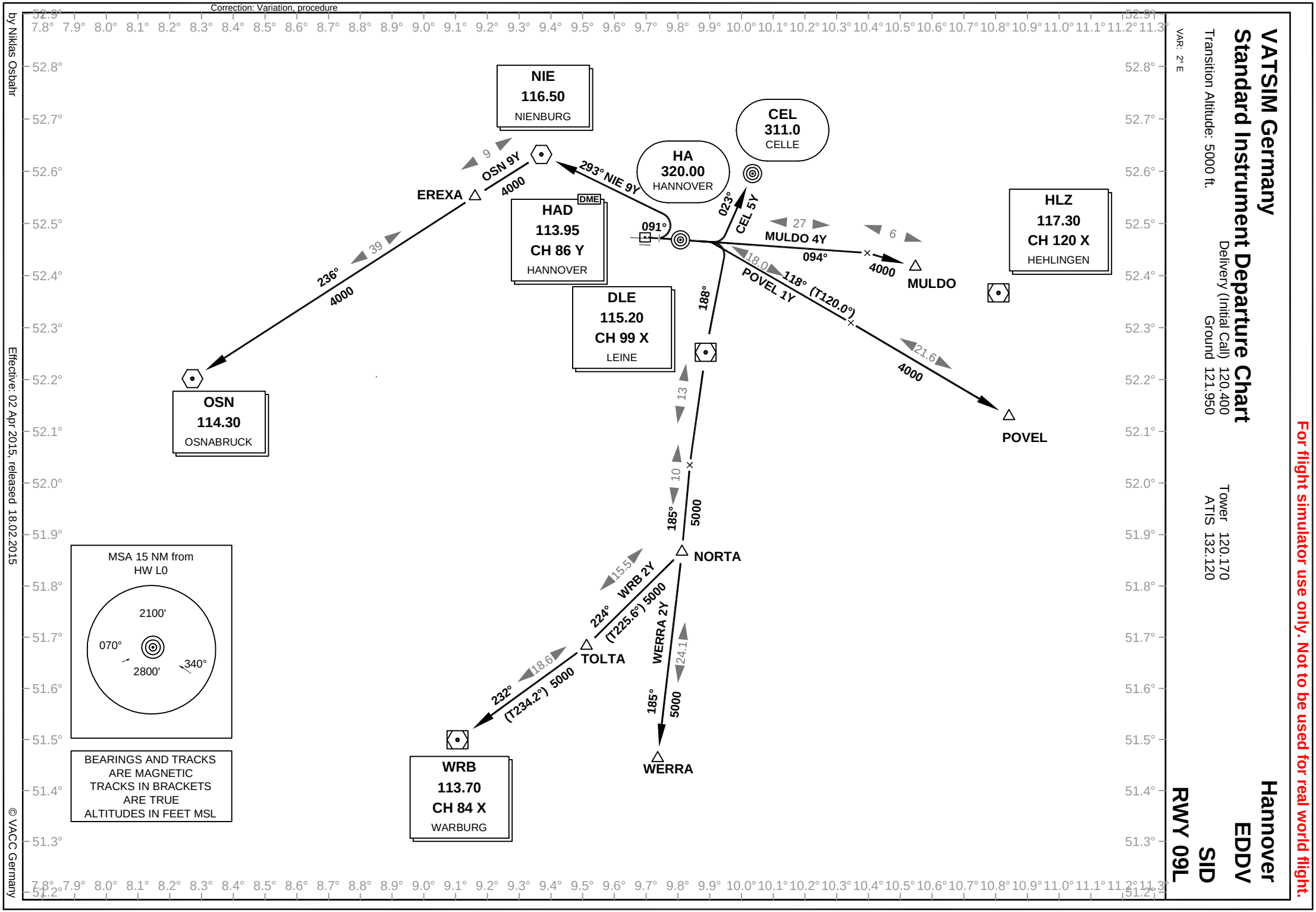
(Sample: DB071 fly-over way point)

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

Contact Bremen Radar immediately after take-off!!!

by Niklas Osbahr

Effective: 02 Apr 2015, released 18.02.2015


VATSIM Germany
Standard Instrument Departure Chart
Hannover
EDDV
SID
RWY 09L
Transition Altitude: 5000 ft.
Delivery (Initial Call) 120.400
Ground 121.950
Tower 120.170
ATIS 132.120
VAR: 2° E
Correction: Variation, procedure
by Niklas Osbahr
Effective: 02 Apr 2015, released 18.02.2015
© VACC Germany
For flight simulator use only. Not to be used for real world flight.
NIE
116.50
NIENBURG
CEL
311.0
CELLE
HA
320.00
HANNOVER
HAD
DME
113.95
CH 86 Y
HANNOVER
HLZ
117.30
CH 120 X
HEHLINGEN
DLE
115.20
CH 99 X
LEINE
OSN
114.30
OSNABRUCK
WRB
113.70
CH 84 X
WARBURG
EREXA
OSN 9Y
4000
9
293° NIE 9Y
091°
023°
CEL 5Y
27
MULDO 4Y
094°
4000
6
MULDO
18.0
118° (T120.0°)
POVEL 1Y
4000
21.6
POVEL
188°
13
10
185°
5000
NORTA
15.5
WRB 2Y
224°
(T225.6°) 5000
TOLTA
18.6
232°
(T234.2°) 5000
WERRA 2Y
24.1
185°
5000
WERRA
236°
39
4000
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 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 (┐); on R185 DLE via NORTA (┐) to WERRA(┐). 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 (┐); on R185 DLE to NORTA (┐); on track 224° to TOLTA (┐); on track 232° to WRB (┐). 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!!!

by Niklas Osbahr

Effective: 02 Apr 2015, released 18.02.2015

VATSIM Germany
Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

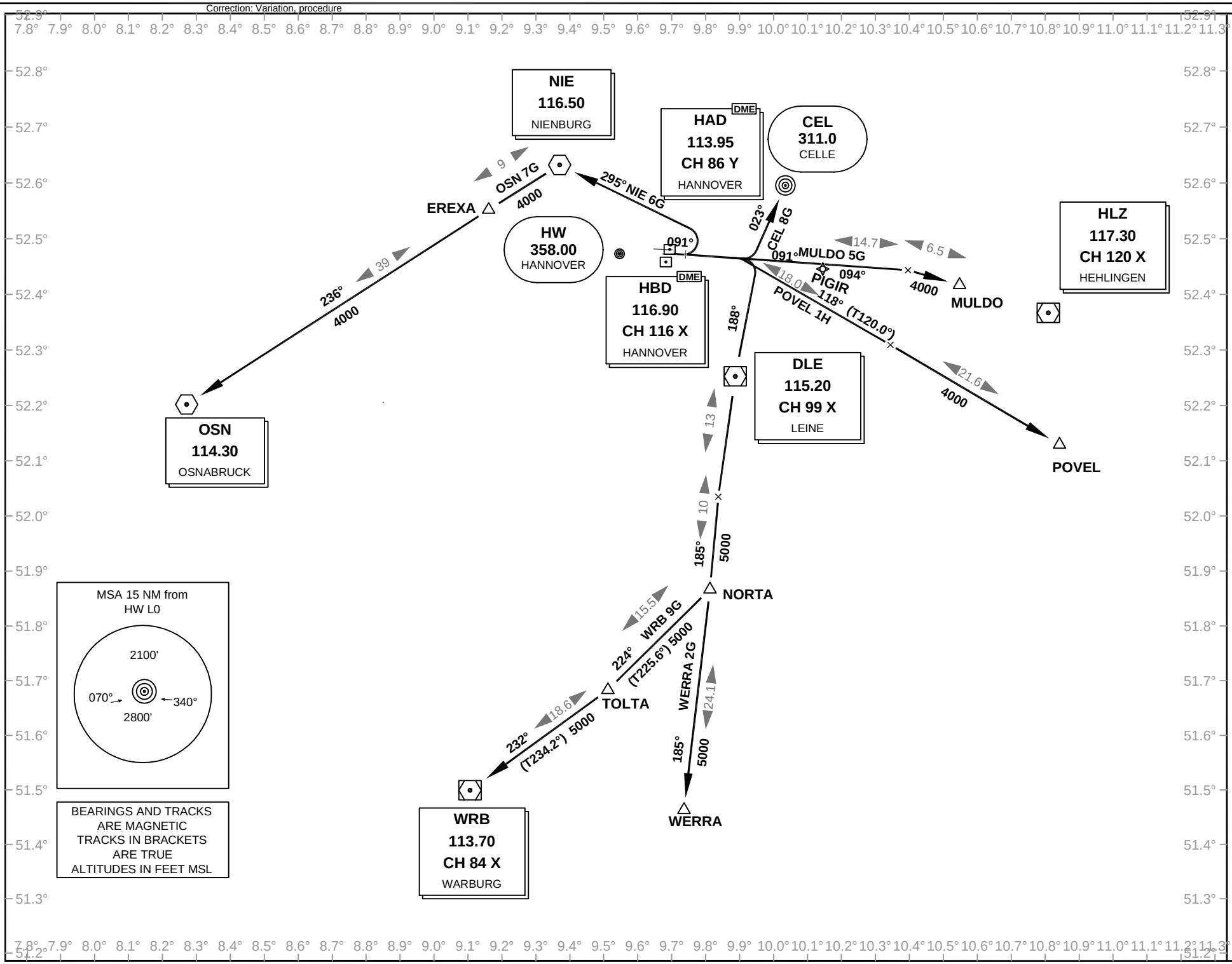
Delivery (Initial Call) 120.400
Ground 121.950

Tower 120.170
ATIS 132.120

VAR: 2° E

Hannover
EDDV
SID
RWY 09R

Correction: Variation, procedure



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 (┐). 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 (┐) and ROLUK (┐) on track 173° to TOLTA (┐); on track 146° to WERRA (┐). 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 (┐) to MULDO (┐). 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 (┐). 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 (┐) to OSN (┐). 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 (┐) and ROLUK (┐) on track 173° to TOLTA (┐); RT on track 232° to WRB (┐). 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 (┐); LT, on R100 DLE to POVEL (┐). 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!!!

Correction: New GERGA SID

VATSIM Germany
Standard Instrument Departure Chart

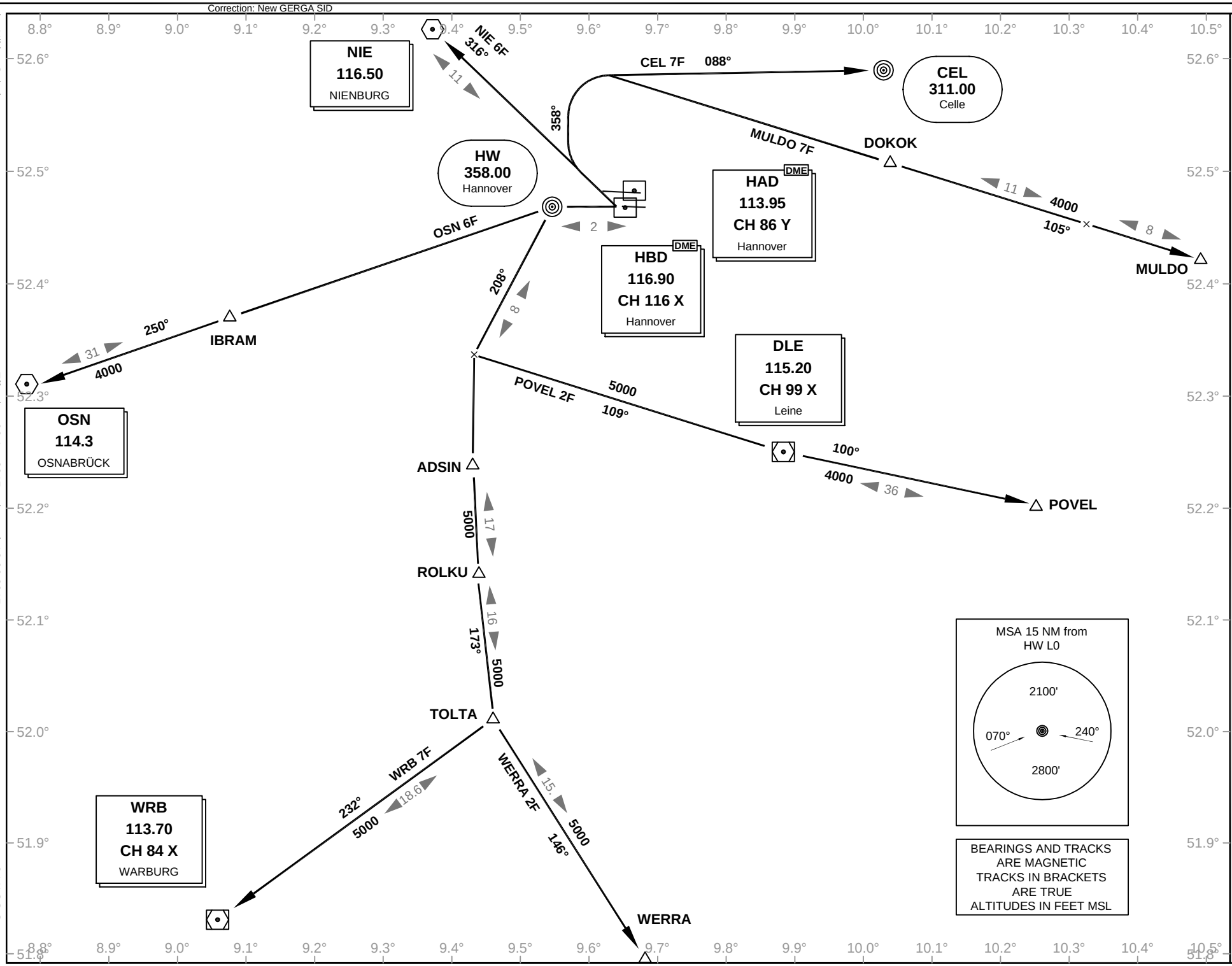
Transition Altitude: 5000 ft.

Delivery (Initial Call) 120.400
Ground 121.950

Tower 120.170
ATIS 132.120

VAR: 2° E

Hannover
EDDV
SID
RWY 27L



by Niklas Osbahr

Effective: 02 Apr 2015, released 18.02.2015

VATSIM Germany
Standard Instrument Departure Chart

Hannover
EDDV
SID
RWY 27R

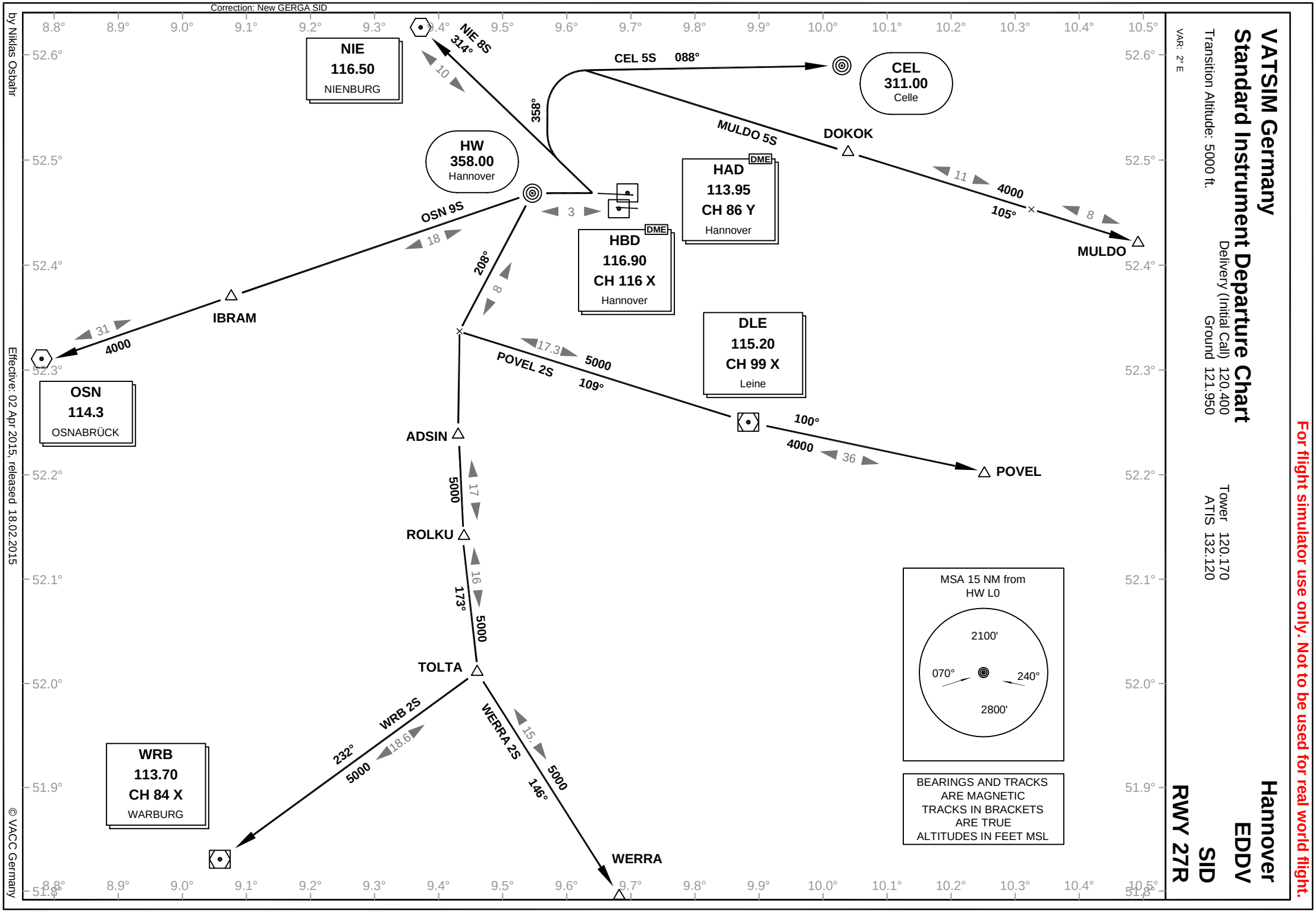
Designator	Route	After Take-Off: Climb to	After Take-Off: Contact	Remarks
CEL 5S	**CELLE FIVE SIERRA** On runway track to 2.0 DME HAD/R132 NIE or 600 ft, whichever is later; RT, on R134 NIE to 5.2 DME HAD/ 196° to HW; RT, on track 358° until crossing R119 NIE; RT, on track 088° to CEL (┐). Climb with 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 (┐) and ROLUK (┐) on track 173° to TOLTA (┐); on track 146° to WERRA (┐). 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 (┐) to MULDO (┐). 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 (┐). 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 (┐) to OSN (┐). 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 (┐) and ROLUK (┐) on track 173° to TOLTA (┐); RT on track 232° to WRB (┐). 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 (┐); LT, on R100 DLE to POVEL (┐). 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!!!

by Niklas Osbahr
Effective: 02 Apr 2015, released 18.02.2015


Correction: New GERGA SID
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
For flight simulator use only. Not to be used for real world flight.
by Niklas Osbahr
Effective: 02 Apr 2015, released 18.02.2015
© VACC Germany
NIE
116.50
NIENBURG
HW
358.00
Hannover
HAD
DME
113.95
CH 86 Y
Hannover
HBD
DME
116.90
CH 116 X
Hannover
CEL
311.00
Celle
DLE
115.20
CH 99 X
Leine
OSN
114.3
OSNABRÜCK
WRB
113.70
CH 84 X
WARBURG
NIE 8S
314°
10
CEL 5S
088°
358°
MULDO 5S
DOKOK
11
4000
105°
8
MULDO
OSN 9S
18
3
208°
8
IBRAM
31
4000
POVEL 2S
17.3
5000
109°
100°
4000
36
POVEL
ADSIN
5000
17
ROLKU
16
173°
5000
TOLTA
WRB 2S
232°
18.6
5000
WERRA 2S
15
5000
146°
WERRA
MSA 15 NM from
HW L0
2100'
070°
240°
2800'
BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany
Instrument Approach Chart

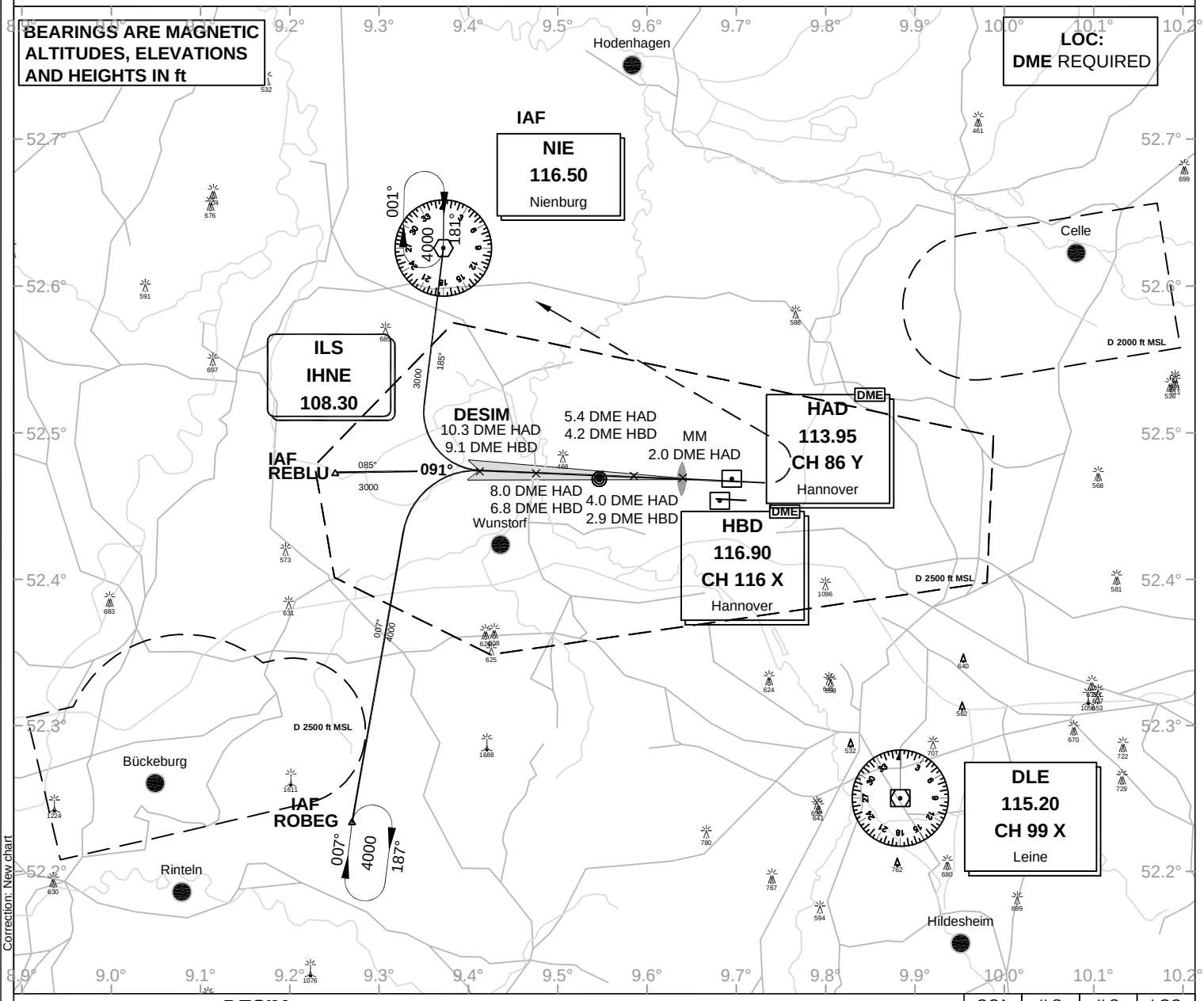
Hannover
EDDV

Elevation: 183

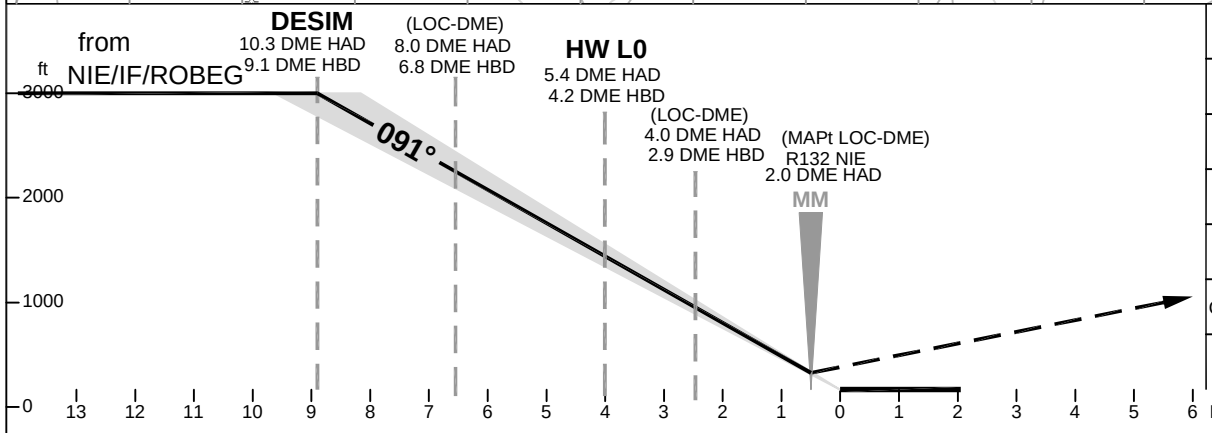
ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E

ILS CAT II & III or LOC
RWY 09L



Correction: New chart



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

by Niklas Osbahr

Effective: 11 Dec 2014, released 08.04.2015

VATSIM Germany
Instrument Approach Chart

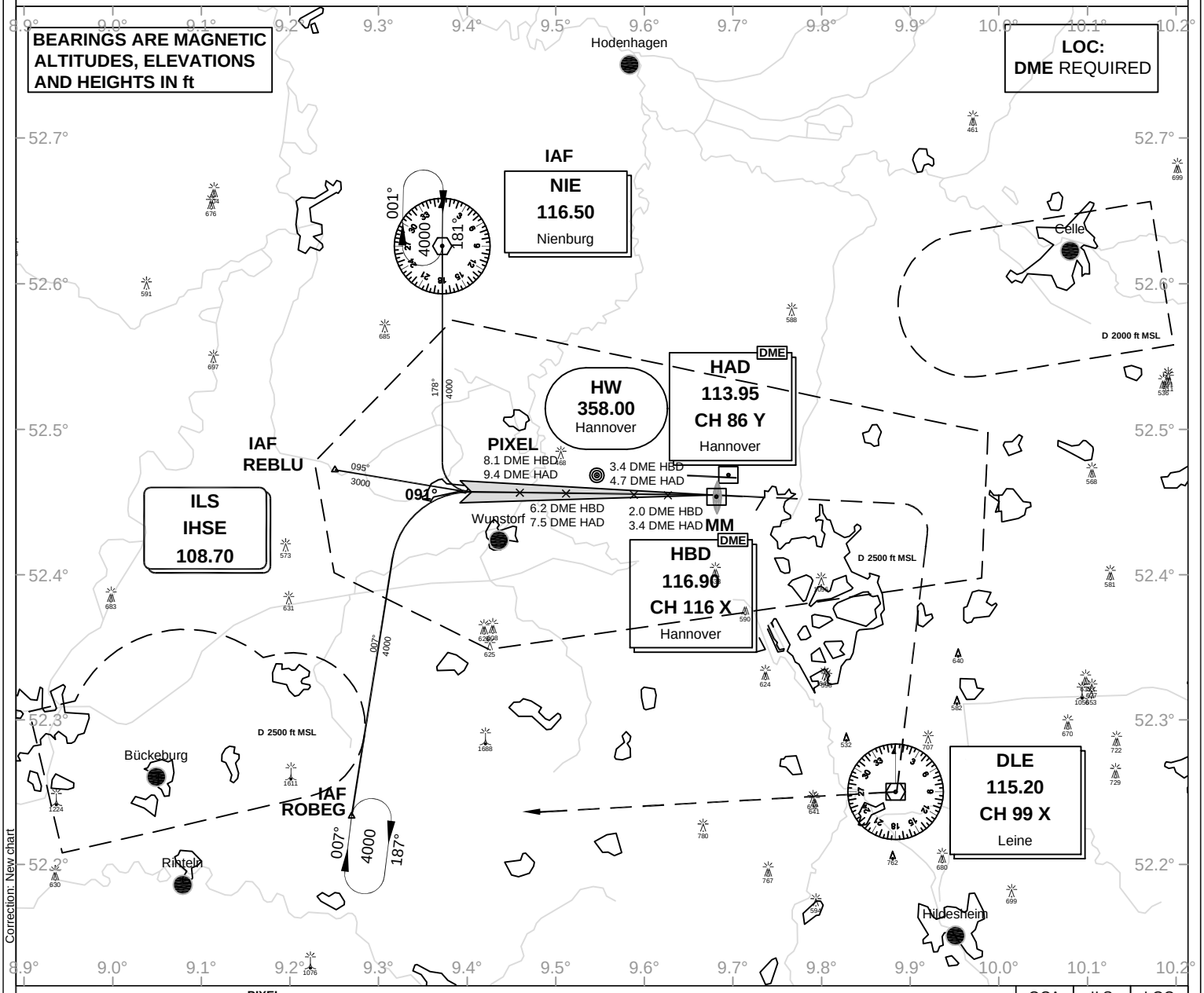
Hannover
EDDV

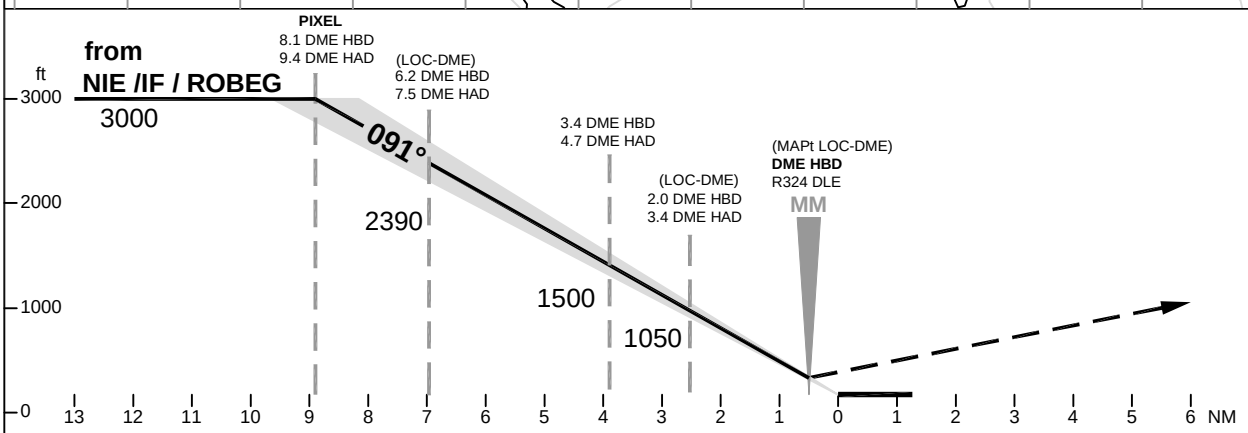
ILS or LOC
RWY 09R

Elevation: 183

ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E





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

by Niklas Osbahr
Effective: 11 Dec 2014, released 08.04.2015

VATSIM Germany
Instrument Approach Chart

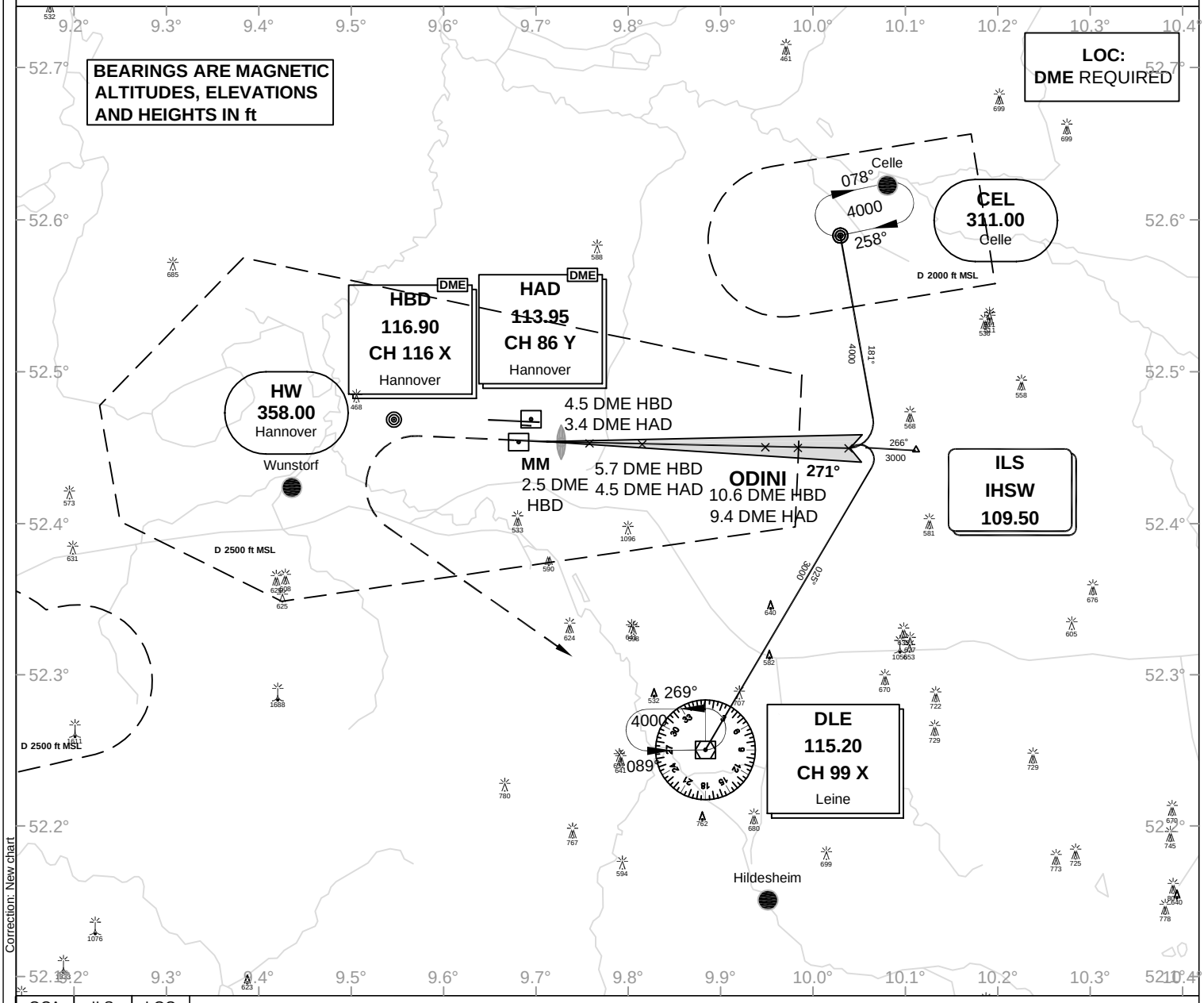
Hannover
EDDV

ILS or LOC
RWY 27L

Elevation: 183

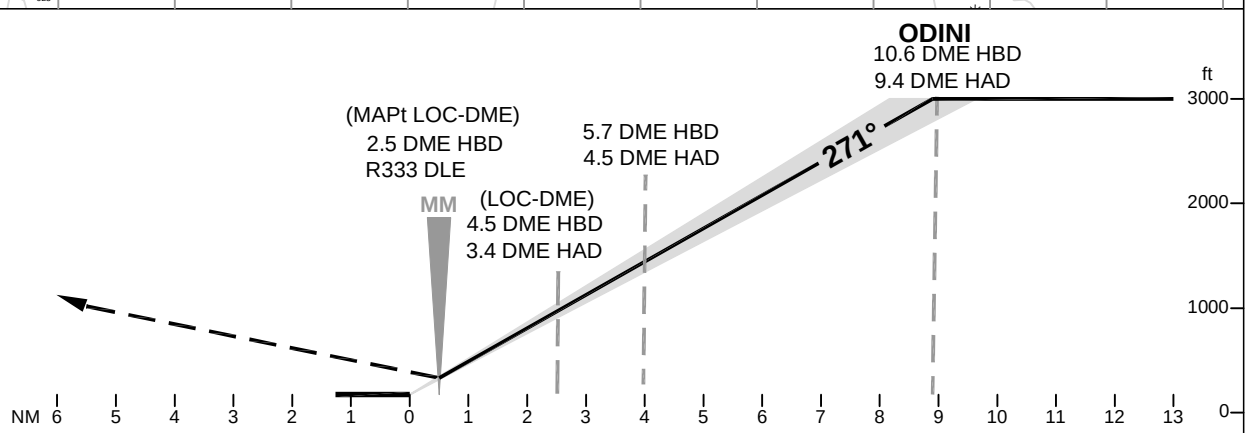
ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E



Correction: New chart

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

by Niklas Osbahr
Effective: 11 Dec 2014, released 02.03.2016

VATSIM Germany
Instrument Approach Chart

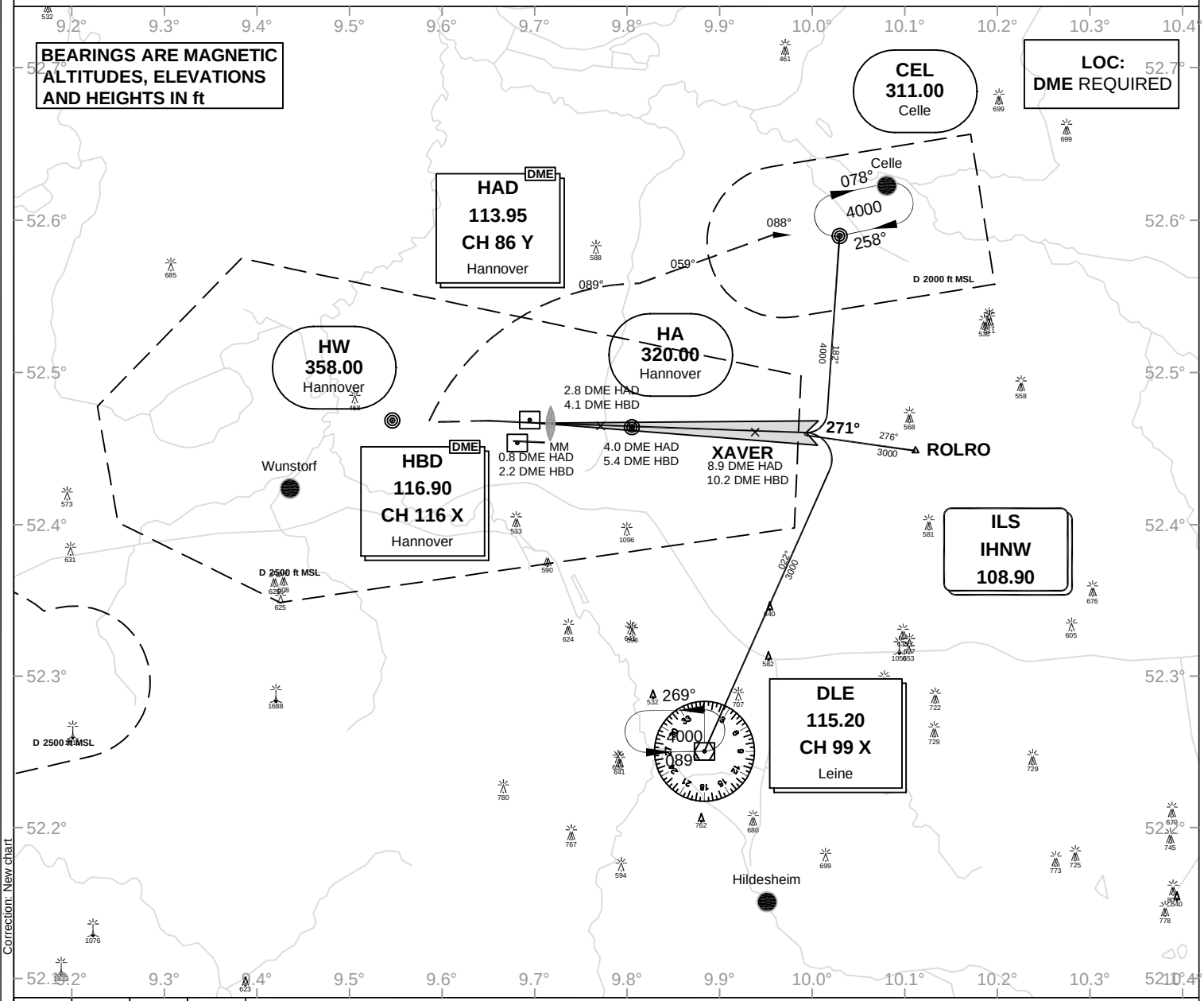
Hannover
EDDV

Elevation: 183

ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

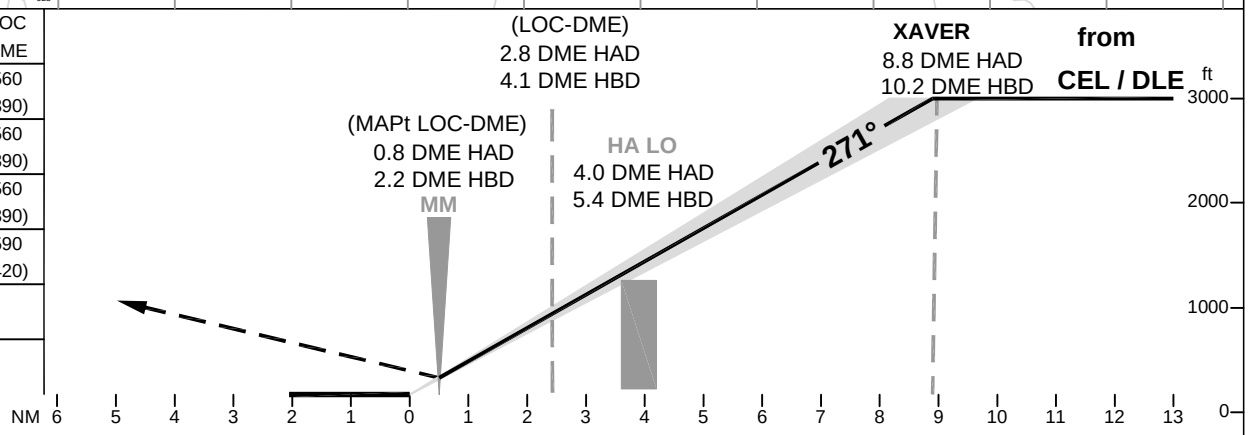
VAR: 2° E

ILS CAT II & III or LOC
RWY 27R



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

by Niklas Osbahr
Effective: 11 Dec 2014, released 08.04.2015

VATSIM Germany
Instrument Approach Chart

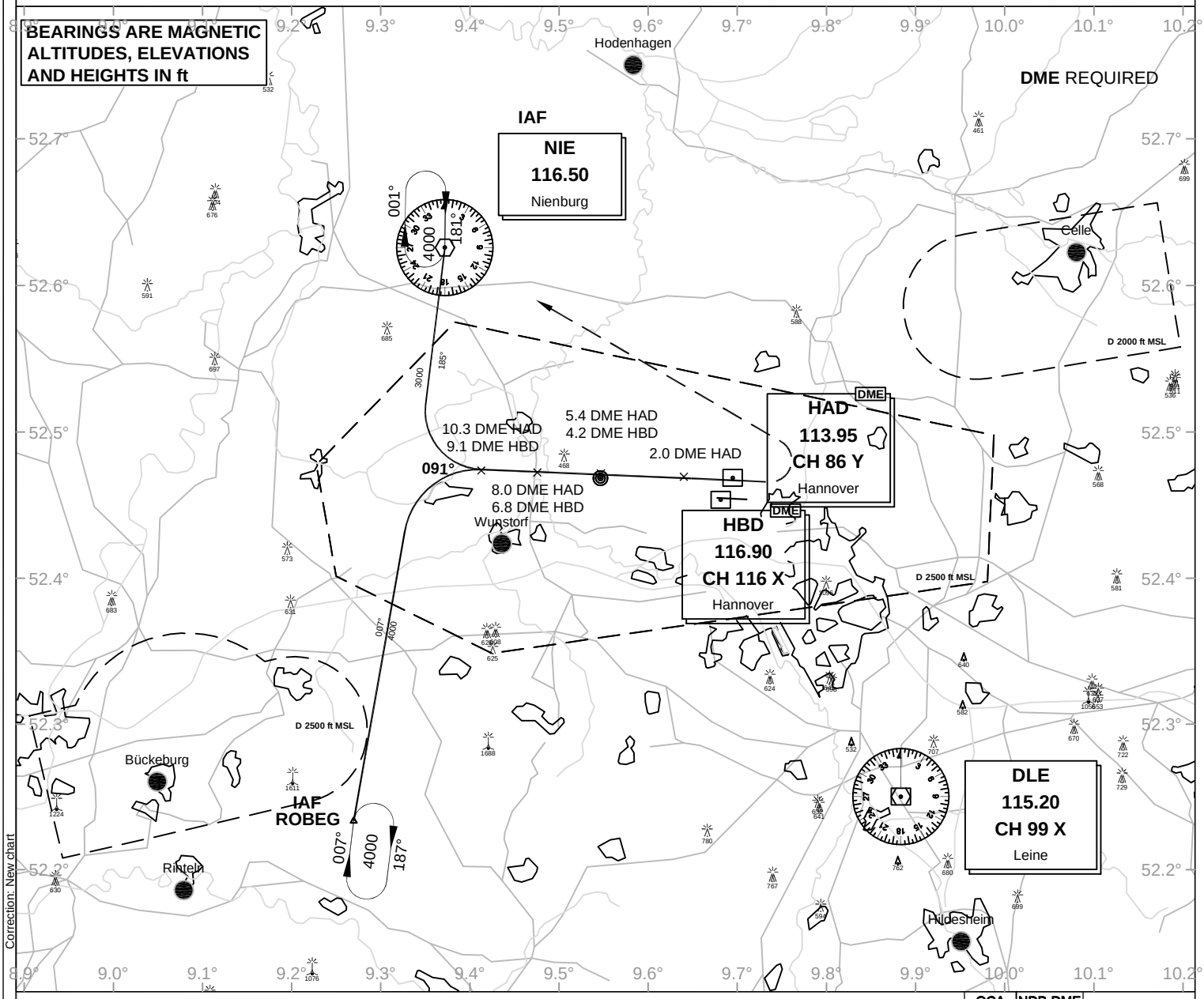
Hannover
EDDV

NDB
RWY 09L

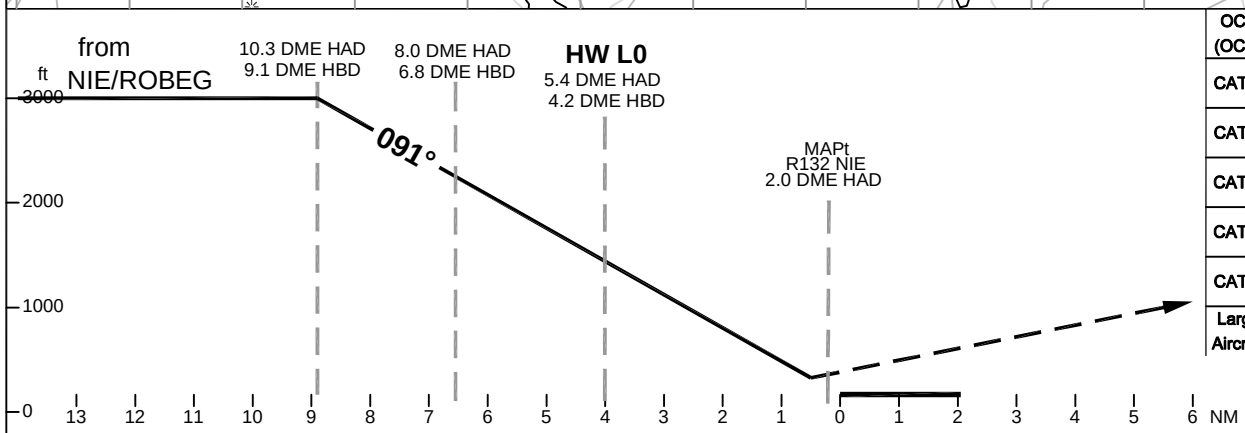
Elevation: 183

ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E



Correction: New chart



OCA (OCH)	NDB-DME
CAT A	750 (590)
CAT B	750 (590)
CAT C	750 (590)
CAT D	750 (590)
CAT E	
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

LOC-DME: Timing not authorized for defining the MAPt

by Niklas Osbahr

Effective: 11 Dec 2014, released 19.02.2015

VATSIM Germany
Instrument Approach Chart

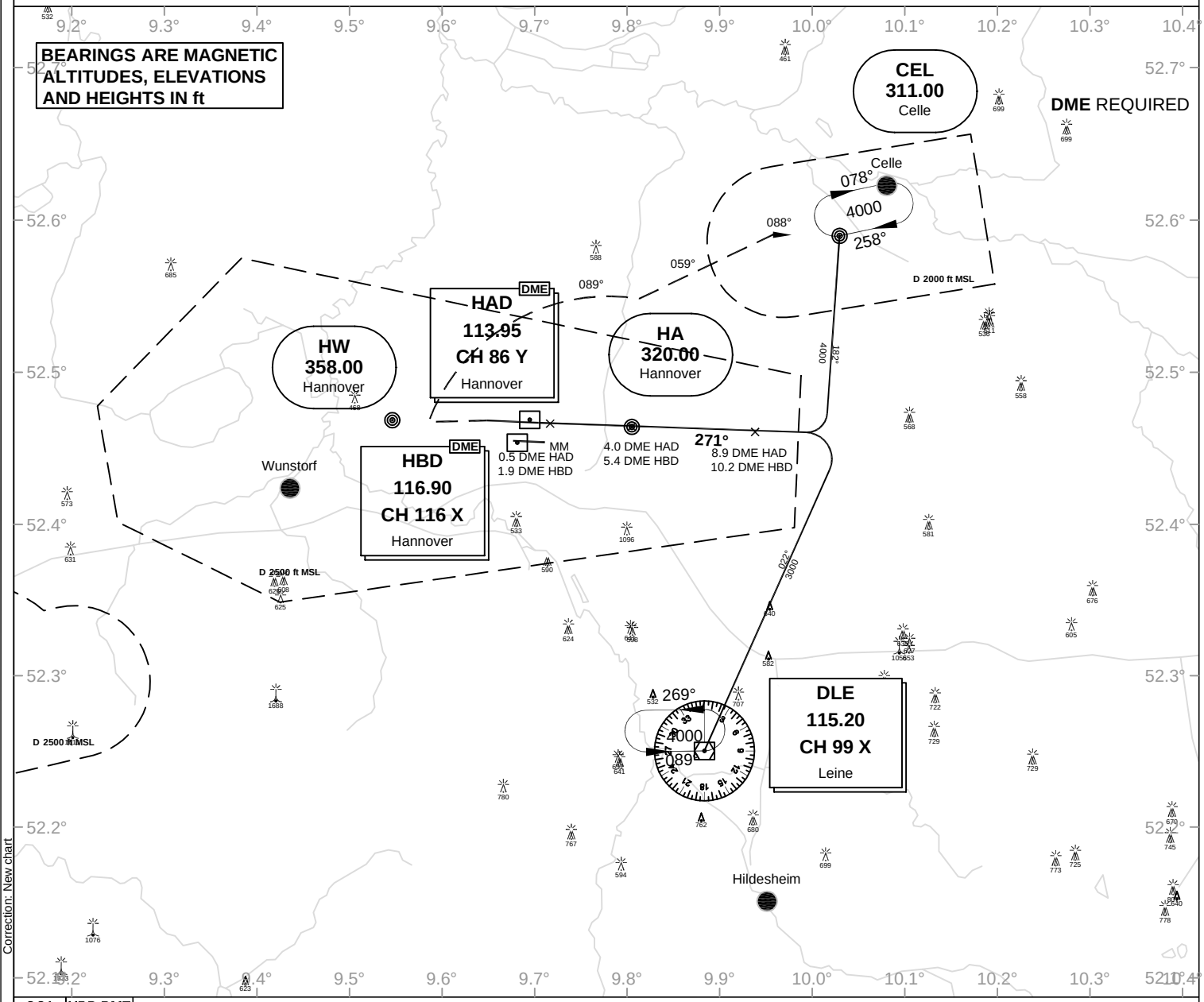
Hannover
EDDV

NDB
RWY 27R

Elevation: 183

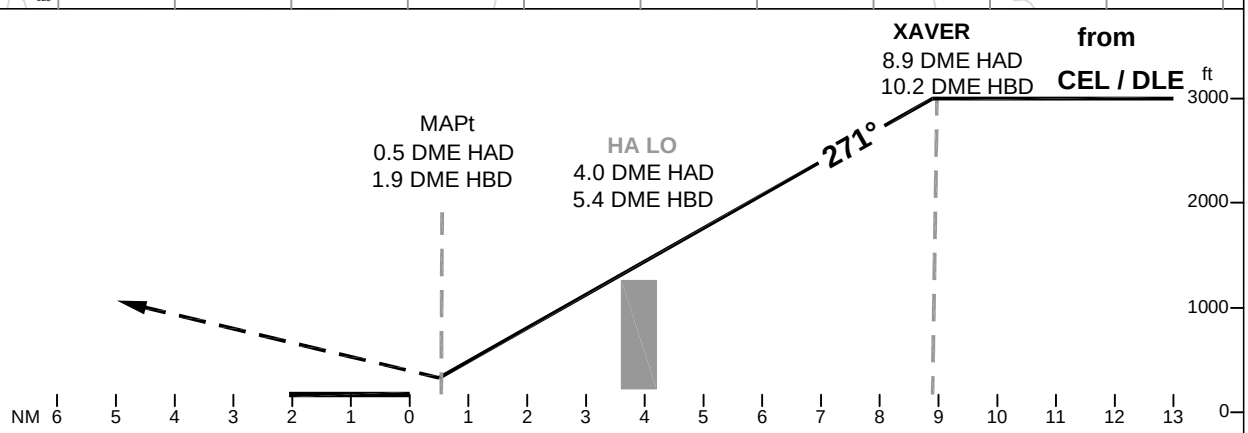
ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E



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			
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

LOC-DME: Timing not authorized for defining the MAPt

by Niklas Osbahr

Effective: 11 Dec 2014, released 19.02.2015

VATSIM Germany
Instrument Approach Chart

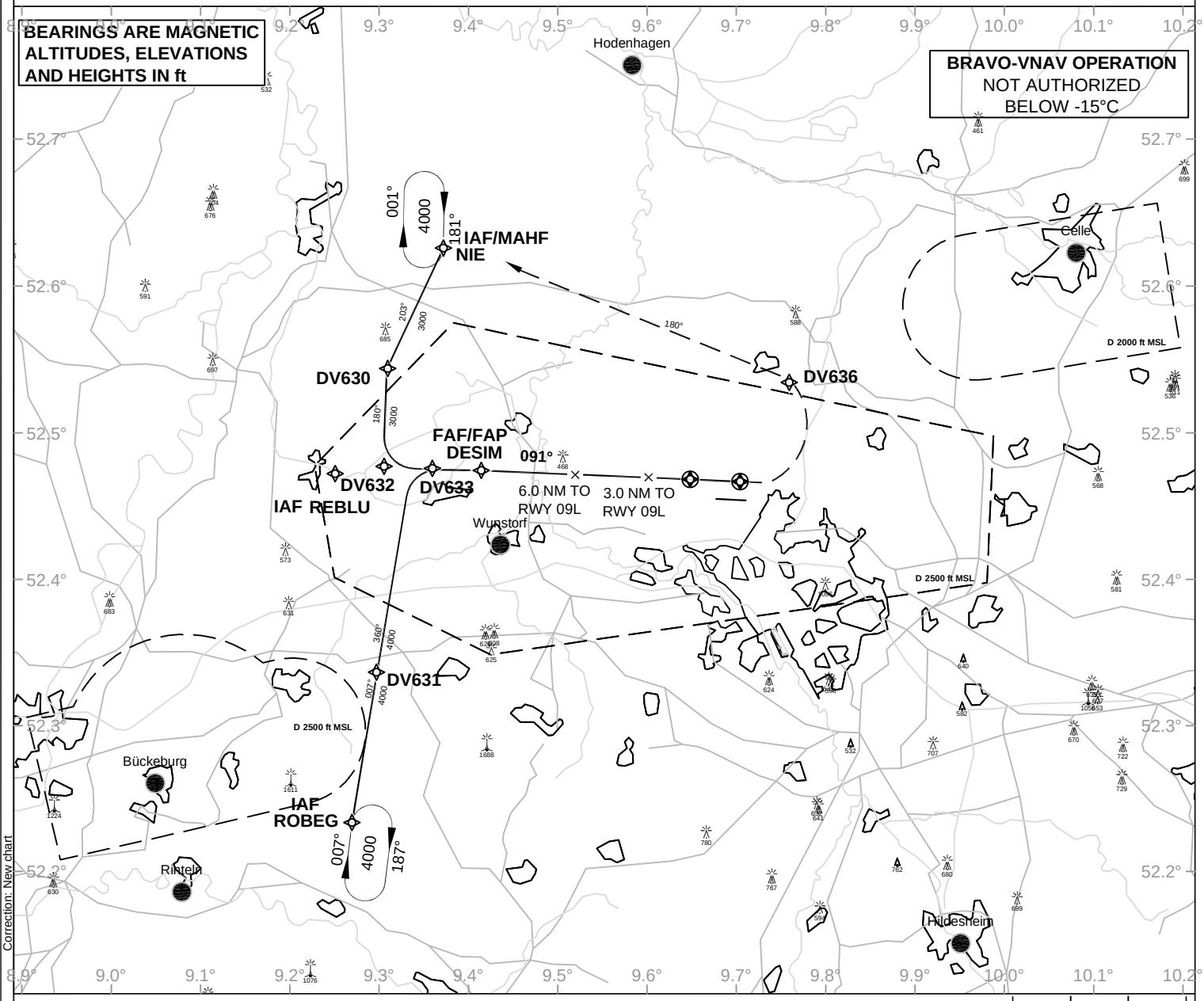
Hannover
EDDV

RNP
RWY 09L

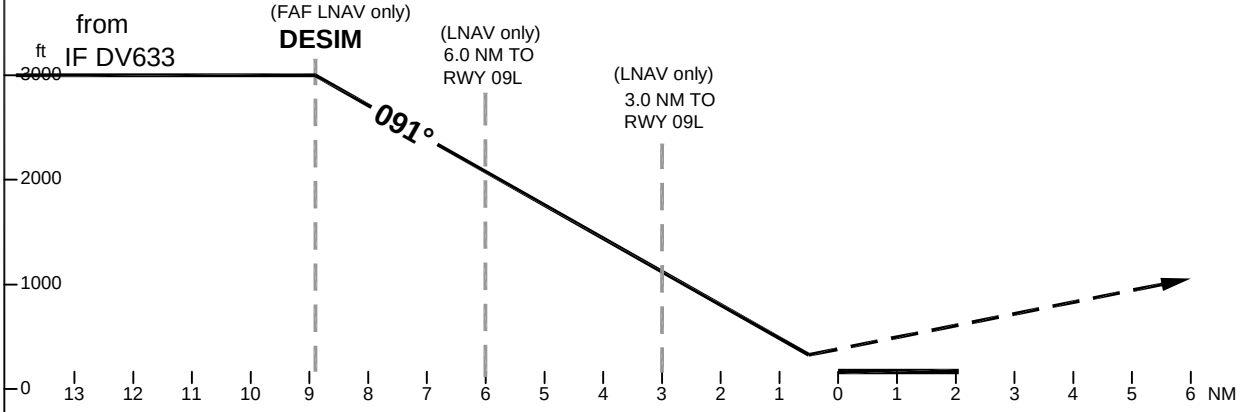
Elevation: 183

ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E



Correction: New chart



OCA (OCH)	LNAV	LNAV/ VNAV
A	680 (510)	670 (500)
B	680 (510)	670 (500)
C	680 (510)	670 (500)
D	680 (510)	670 (500)
E		
LARGE AC		

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

by Niklas Osbahr
Effective: 11 Dec 2014, released 20.02.2015

VATSIM Germany
Instrument Approach Chart

Hannover
EDDV
RNP
RWY 09R

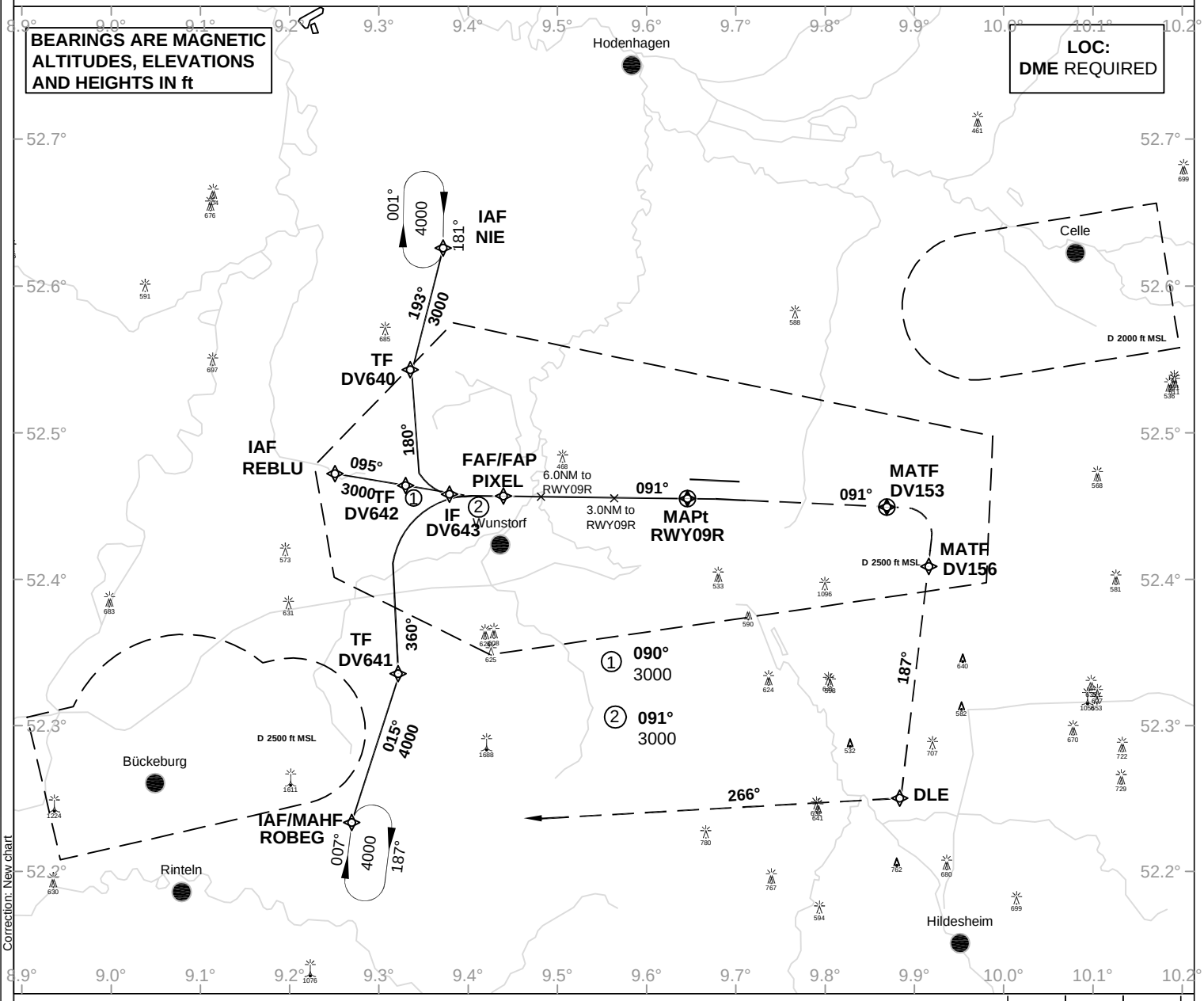
Elevation: 183

ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

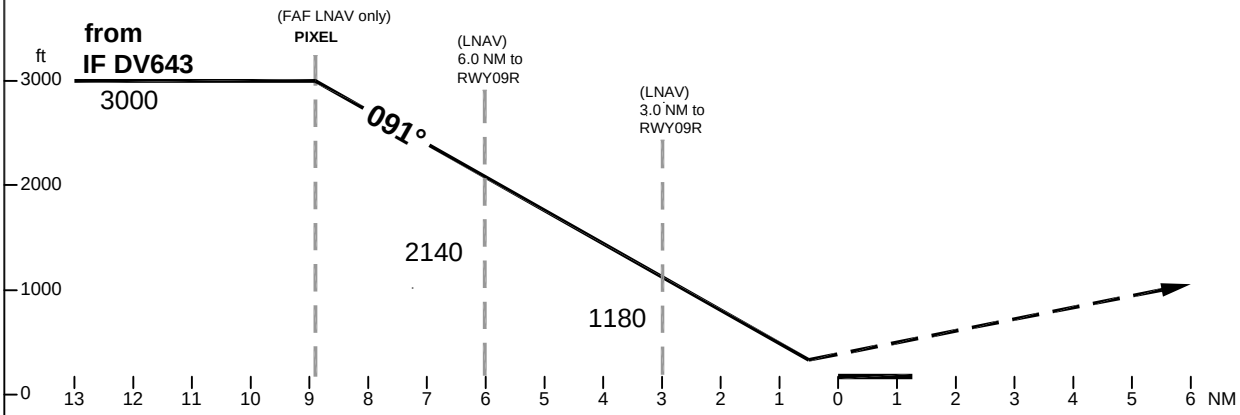
VAR: 2° E

BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN ft

LOC: DME REQUIRED



Correction: New chart



OCA (OCH)	LNAV CAT I	LNAV/ VNAV
A	670 (500)	500 (330)
B	670 (500)	520 (340)
C	670 (500)	530 (360)
D	670 (500)	540 (370)

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

by Niklas Osbahr

Effective: 11 Dec 2014, released 20.03.2015

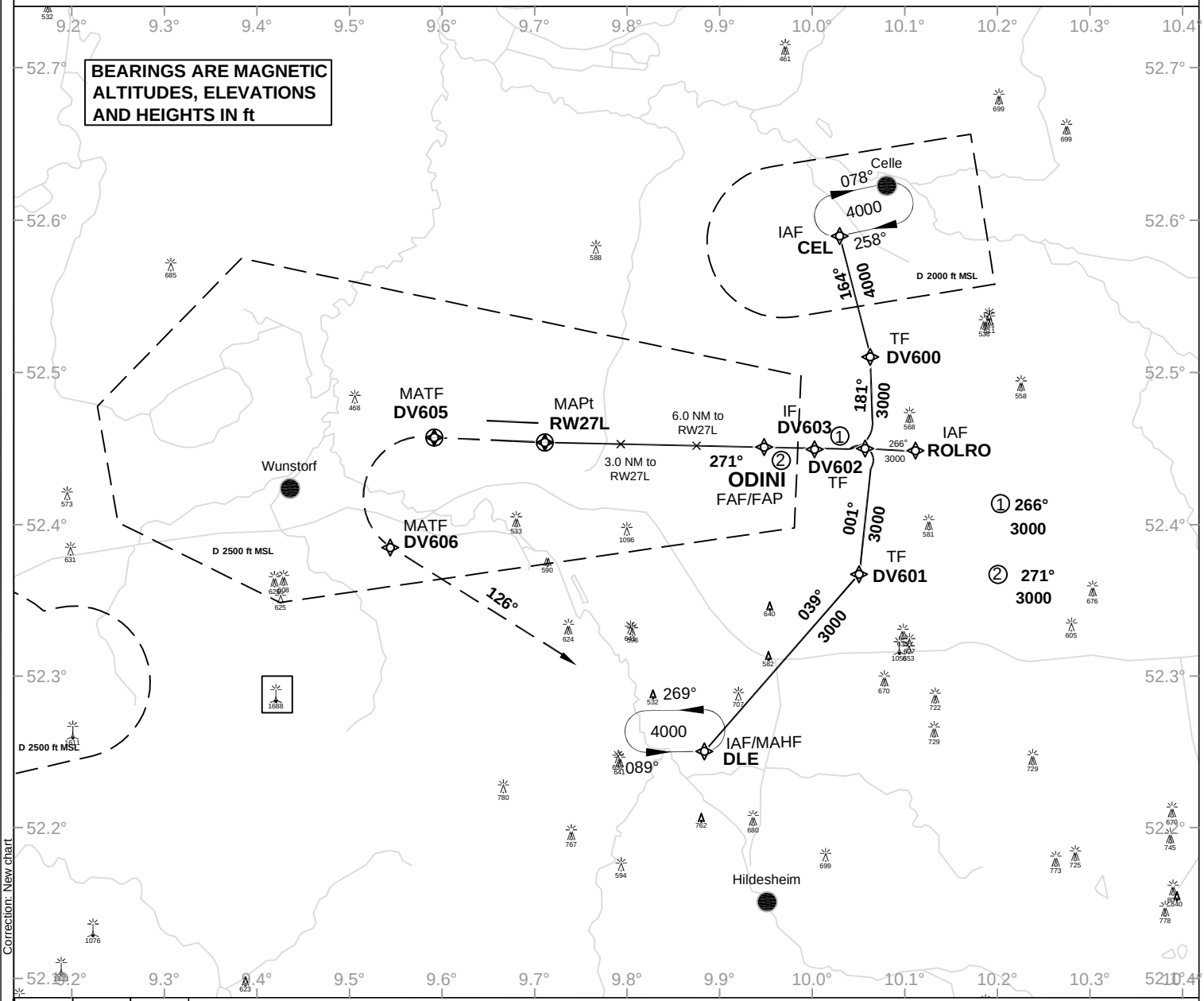
VATSIM Germany
Instrument Approach Chart

Elevation: 183

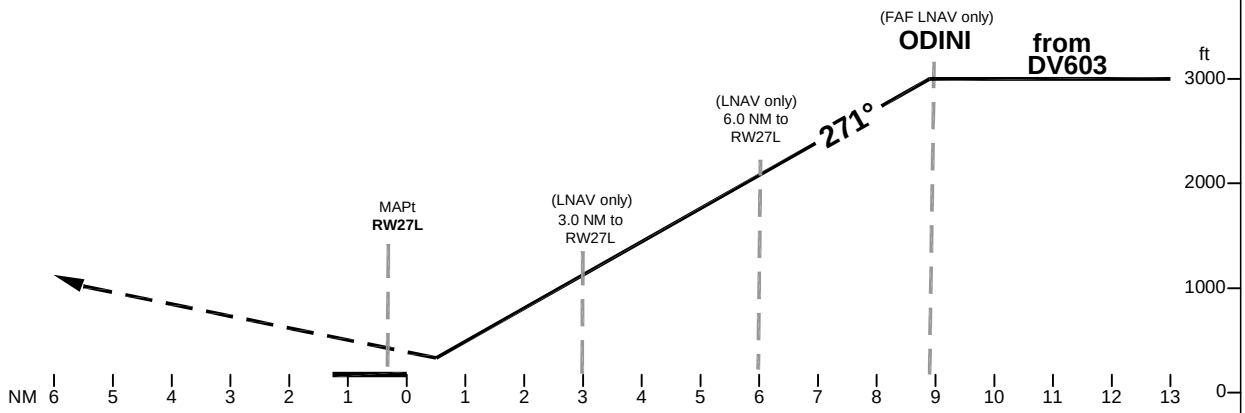
ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E

Hannover
EDDV
RNP
RWY 27L



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

by Niklas Osbahr
Effective: 11 Dec 2014, released 20.03.2015

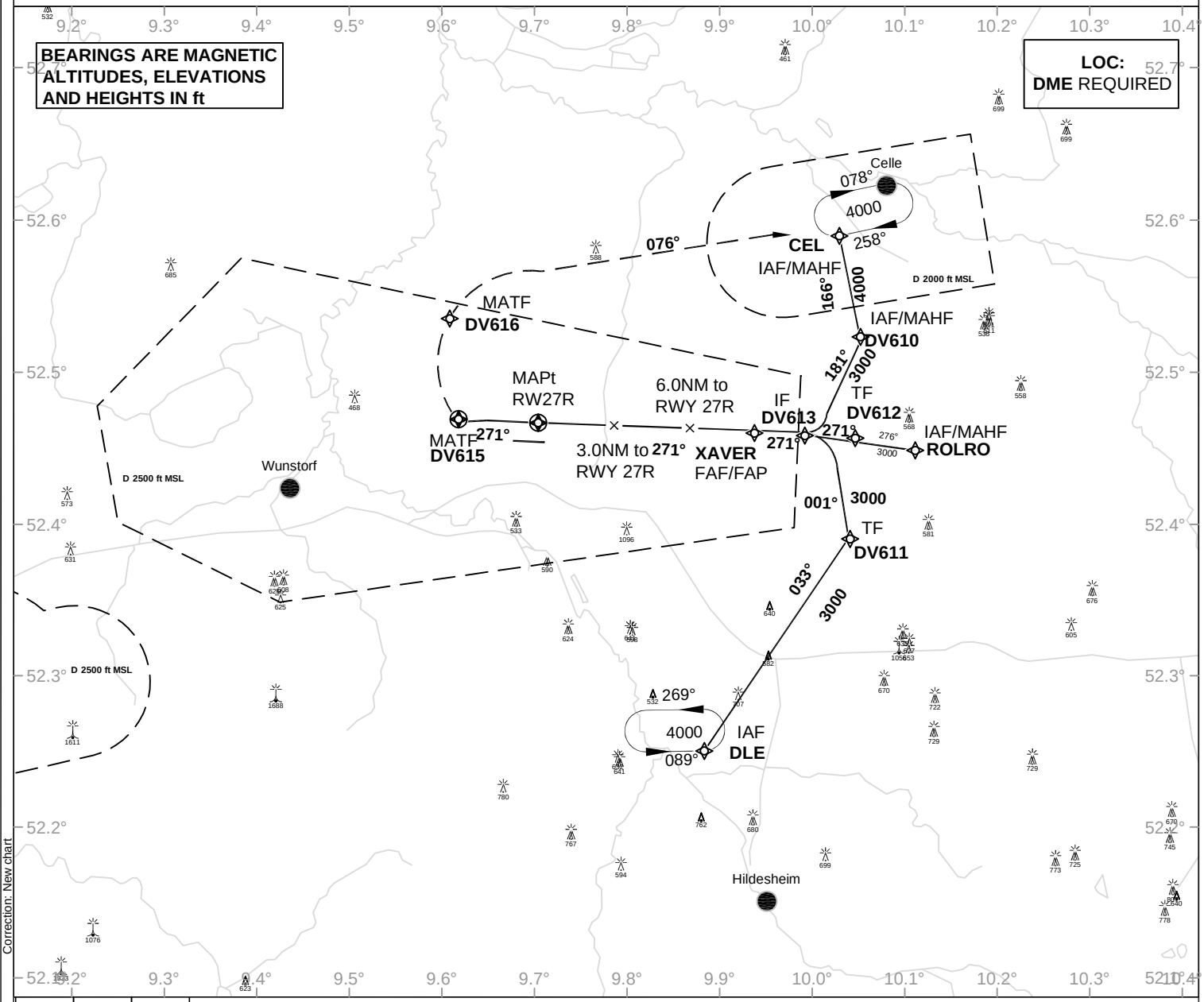
VATSIM Germany
Instrument Approach Chart

Hannover
EDDV
RNP
RWY 27R

Elevation: 183

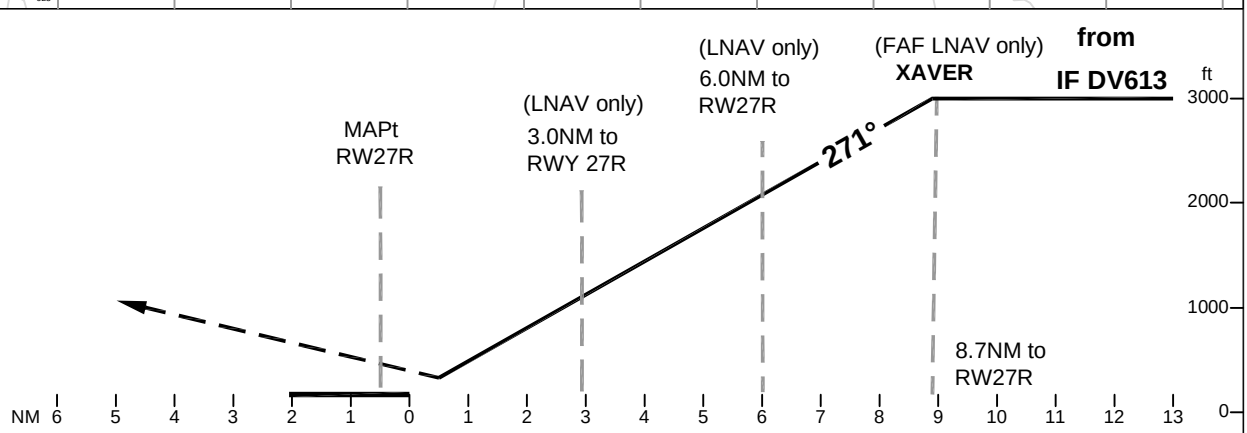
ATIS 132.120
Director 119.600
Bremen Radar 131.320
Tower 120.170

VAR: 2° E



Correction: New chart

OCA (OCH)	LNAV	LNAV VNAV
A	670 (500)	570 (400)
B	670 (500)	570 (400)
C	670 (500)	570 (400)
D	670 (500)	570 (400)
E		
LARGE AC		



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

DIST THR	2	3	4	5	6	7	8			
ALTITUDE	860	1180	1500	1820	2130	2450	2770			

GS	kt	80	100	120	140	160	180
XAVER - RW27R (8.7NM)	MIN:SEC	6:32	5:13	4:21	3:44	3:16	2:54
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

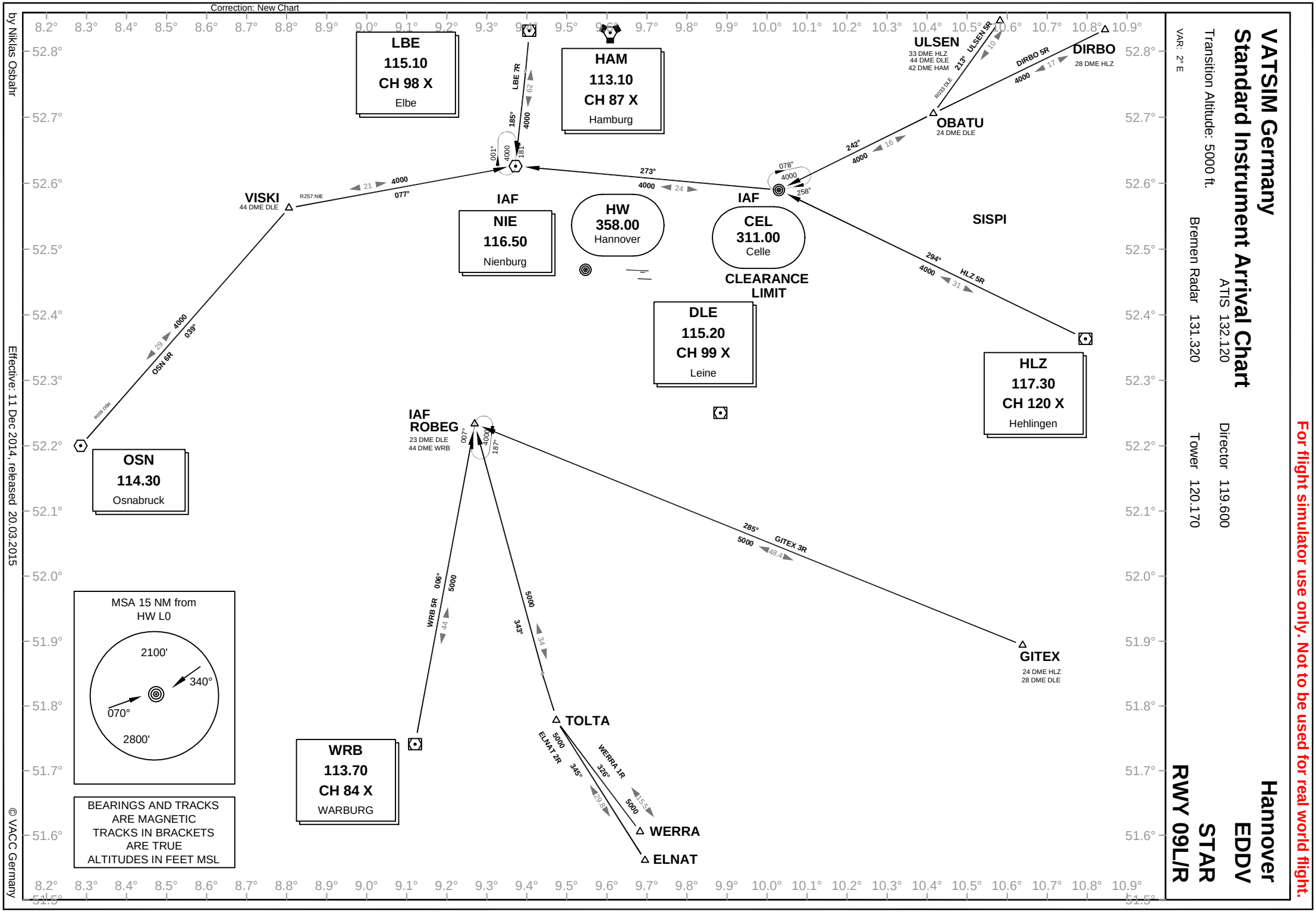
LOC-DME: Timing not authorized for defining the MAPt

by Niklas Osbahr
Effective: 11 Dec 2014, released 20.03.2015

VATSIM Germany
Standard Instrument Arrival Chart

Hannover
EDDV
STAR
RWY 09L/R

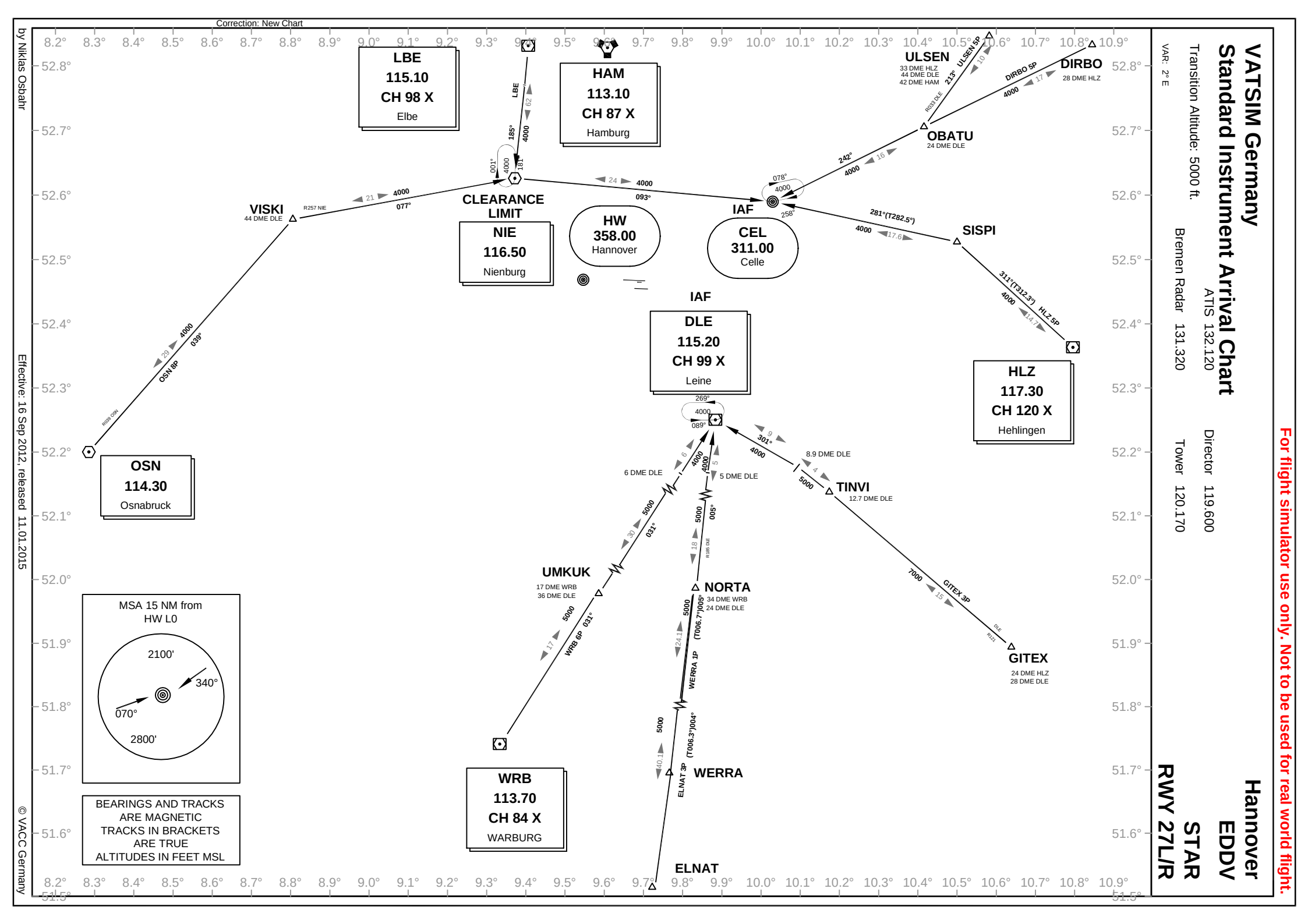
Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Crusing Levelf	Remarks
LBE 7R	**ELBE SEVEN ROMEO**				Arrange your flight to cross NIE max. FL 80.
	Δ Elbe VOR/DME				
	Δ Nienburg VOR	185	62	4000	
ULSEN 5R	**ULSEN FIFE ROMEO**				1. Clearance limit Celle NDB. In case of radio communication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


Correction: New Chart
VATSIM Germany
Standard Instrument Arrival Chart
Hannover
EDDV
STAR
RWY 09L/R
Transition Altitude: 5000 ft.
Bremen Radar 131.320
ATIS 132.120
Director 119.600
Tower 120.170
VAR: 2° E
by Niklas Osbahr
Effective: 11 Dec 2014, released 20.03.2015
© VACC Germany
For flight simulator use only. Not to be used for real world flight.
LBE
115.10
CH 98 X
Elbe
HAM
113.10
CH 87 X
Hamburg
ULSEN
33 DME HLZ
44 DME DLE
42 DME HAM
DIRBO
28 DME HLZ
OBATU
24 DME DLE
VISKI
44 DME DLE
IAF
NIE
116.50
Nienburg
HW
358.00
Hannover
IAF
CEL
311.00
Celle
SISPI
CLEARANCE
LIMIT
DLE
115.20
CH 99 X
Leine
HLZ
117.30
CH 120 X
Hehlingen
OSN
114.30
Osnabruck
IAF
ROBEG
23 DME DLE
44 DME WRB
GITEX
24 DME HLZ
28 DME DLE
TOLTA
WERRA
ELNAT
WRB
113.70
CH 84 X
WARBURG
MSA 15 NM from
HW L0
2100'
340°
070°
2800'
BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany
Standard Instrument Arrival Chart

Hannover
EDDV
STAR
RWY 27L/27R

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


Correction: New Chart
VATSIM Germany
Standard Instrument Arrival Chart
Hannover
EDDV
STAR
RWY 27L/R
Transition Altitude: 5000 ft.
ATIS 132.120
Bremen Radar 131.320
Director 119.600
Tower 120.170
VAR: 2° E
LBE
115.10
CH 98 X
Elbe
HAM
113.10
CH 87 X
Hamburg
HW
358.00
Hannover
CEL
311.00
Celle
NIE
116.50
Nienburg
DLE
115.20
CH 99 X
Leine
HLZ
117.30
CH 120 X
Hehlingen
OSN
114.30
Osnabruck
WRB
113.70
CH 84 X
WARBURG
CLEARANCE LIMIT
IAF
IAF
VISKI
44 DME DLE
ULSEN
33 DME HLZ
44 DME DLE
42 DME HAM
DIRBO
28 DME HLZ
OBATU
24 DME DLE
SISPI
TINVI
12.7 DME DLE
8.9 DME DLE
6 DME DLE
5 DME DLE
UMKUK
17 DME WRB
36 DME DLE
NORTA
34 DME WRB
24 DME DLE
GITEX
24 DME HLZ
28 DME DLE
WERRA
ELNAT
MSA 15 NM from
HW L0
2100'
340°
070°
2800'
BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL
by Niklas Osbahr
Effective: 16 Sep 2012, released 11.01.2015
© VACC Germany
For flight simulator use only. Not to be used for real world flight.

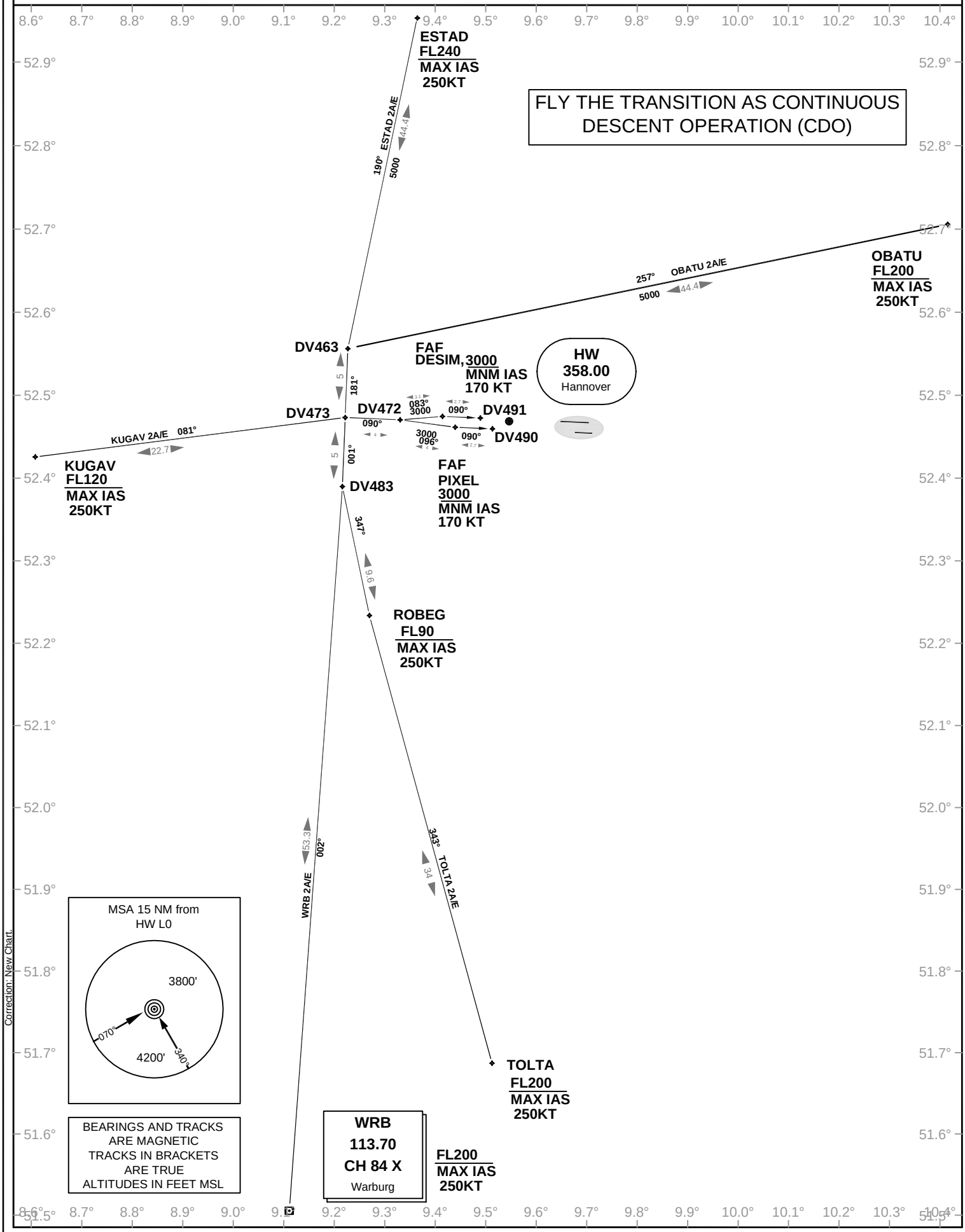
VATSIM Germany
GPS / FSM RNAV Arrival Chart

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



Correction: New Chart.

by Niklas Osbahr

Effective: 11 Dec 2014, released 07.03.2015

Correction: Procedure

VATSIM Germany
GPS / FMS RNAV ARRIVAL CHART

Transition Altitude: 5000 ft.

ATIS 132.120
Director 119.600
Tower 120.170
Bremen Radar 131.320

VAR: 2° E

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

FLY THE TRANSITION AS
CONTINOUS DESCENT OPERATION

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.

VISKI
FL220
MAX IAS 250KT

VISKI 2D/L 090°
50

DV563

OBATU
FL110
MAX IAS 250KT

OBATU 2D/L
209°
18.1

181°
5

FAF
XAVER
MNM IAS 170KT

DV591
DV590

FAF
ODINI
MNM IAS 170KT

271°
4

DV573

280°
HLT 2D/L
23.8

354°
31.2

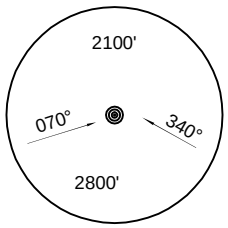
UPDAT 2D/L

UPDAT
FL150
MAX IAS 250KT

HLZ
117.30
CH 120 X
HEHLINGEN
FL120
MAX IAS 250KT

HW
358.00
Hannover

MSA 15 NM from
HW L0



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

①	②	③	④
271°	271°	276°	265°
3000	3000	3000	3000
2.9	3.1	4.3	3.9

8.9° 9.0° 9.1° 9.2° 9.3° 9.4° 9.5° 9.6° 9.7° 9.8° 9.9° 10.0° 10.1° 10.2° 10.3° 10.4° 10.5° 10.6°

52.9° 52.8° 52.7° 52.6° 52.5° 52.4° 52.3° 52.2°

by Niklas Osbahr

Effective: 11 Dec 2014, released 02.02.2015

VATSIM Germany
GPS / FMS RNAV ARRIVAL CHART

Transition Altitude: 5000 ft.

VAR: 2° E

ATIS 132.120

Bremen Radar 131.320

Director 119.600
Tower 120.170

Hannover
EDDV
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.

CLEARANCE LIMIT
NIE
116.50
Nienburg

FL80
MAX IAS
250KT

NIE 09 L/R
001° 4000 181°
090°
5000
6.9
180°
5000
4.4
DV400
270°
DV460

DV465 DV464 DV463 DV462 DV461
4 4 4 4 4

260° CEL 09 L/R
5000
17.6
078° 4000 258°

CLEARANCE LIMIT
CEL
311.00
Celle

FL110
MAX IAS
250KT

DV465
5
180°
5000
DV475
4000
090°
DV474
DV473
4
DV472 ① DESIM ③ DV491
② PIXEL ③ DV490
HW
358.00
Hannover

DV475
5
5000
360°
DV485
DV484 DV483 DV482
270°
DV481
5000
360°
6
DV480

ROBEG 09 L/R
5000
060°
6.6
007° 4000 187°

CLEARANCE LIMIT ROBEG

FL80
MAX IAS
250KT

MSA 15 NM from
HW L0
2100'
070°
340°
2800'

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

① 3000 3.1 083°
② 3000 4 096°
③ 3000 2.7 090°

by Niklas Osbahr

Effective: 11 Dec 2014, released 31.01.2015

Correction: Procedure

VATSIM Germany
GPS / FMS RNAV ARRIVAL CHART

Transition Altitude: 5000 ft.

VAR: 2° E

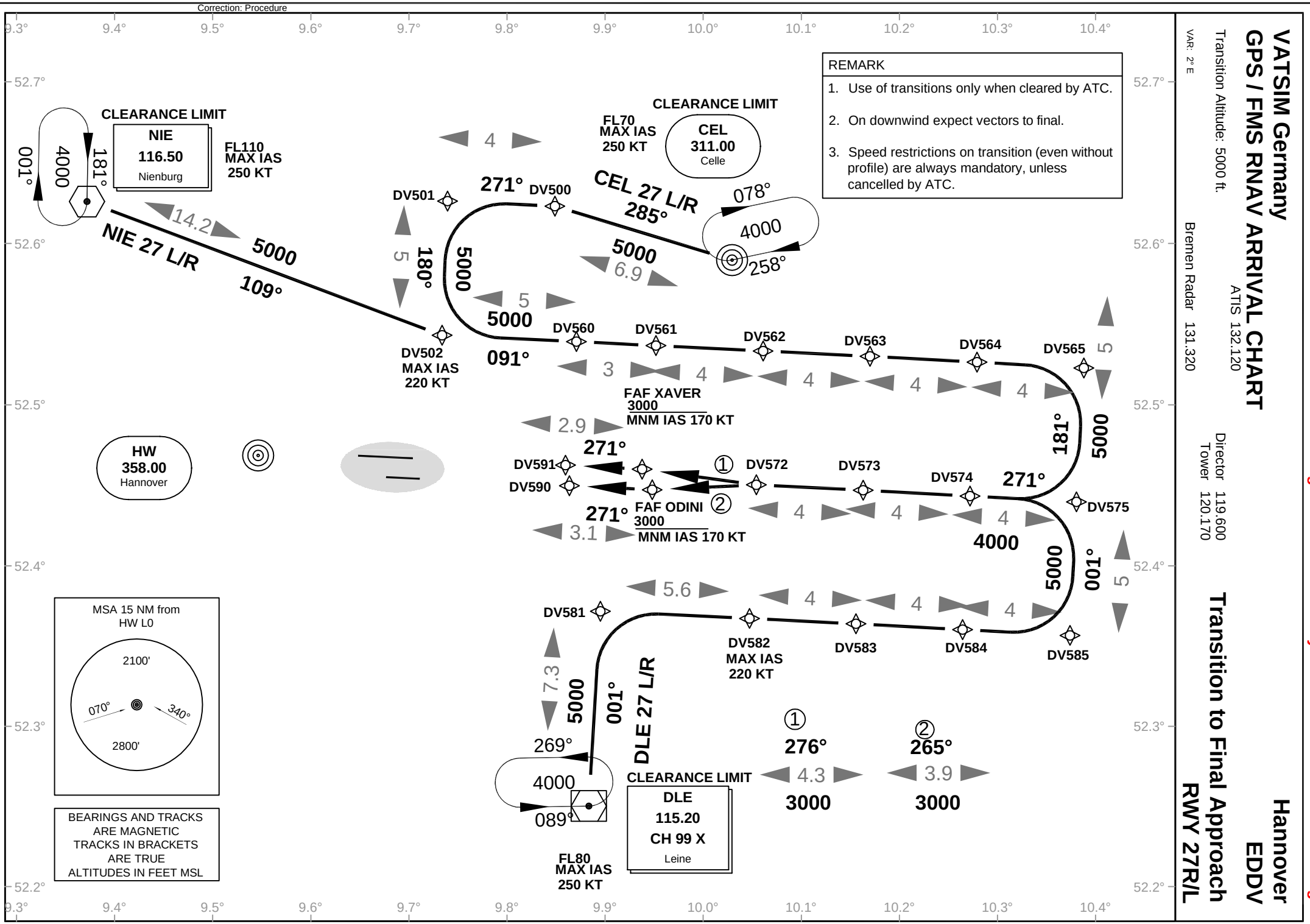
ATIS 132.120

Bremen Radar 131.320

Director 119.600
Tower 120.170

Hannover
EDDV
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.



by Niklas Osbahr

Effective: 11 Dec 2014, released 18.03.2015

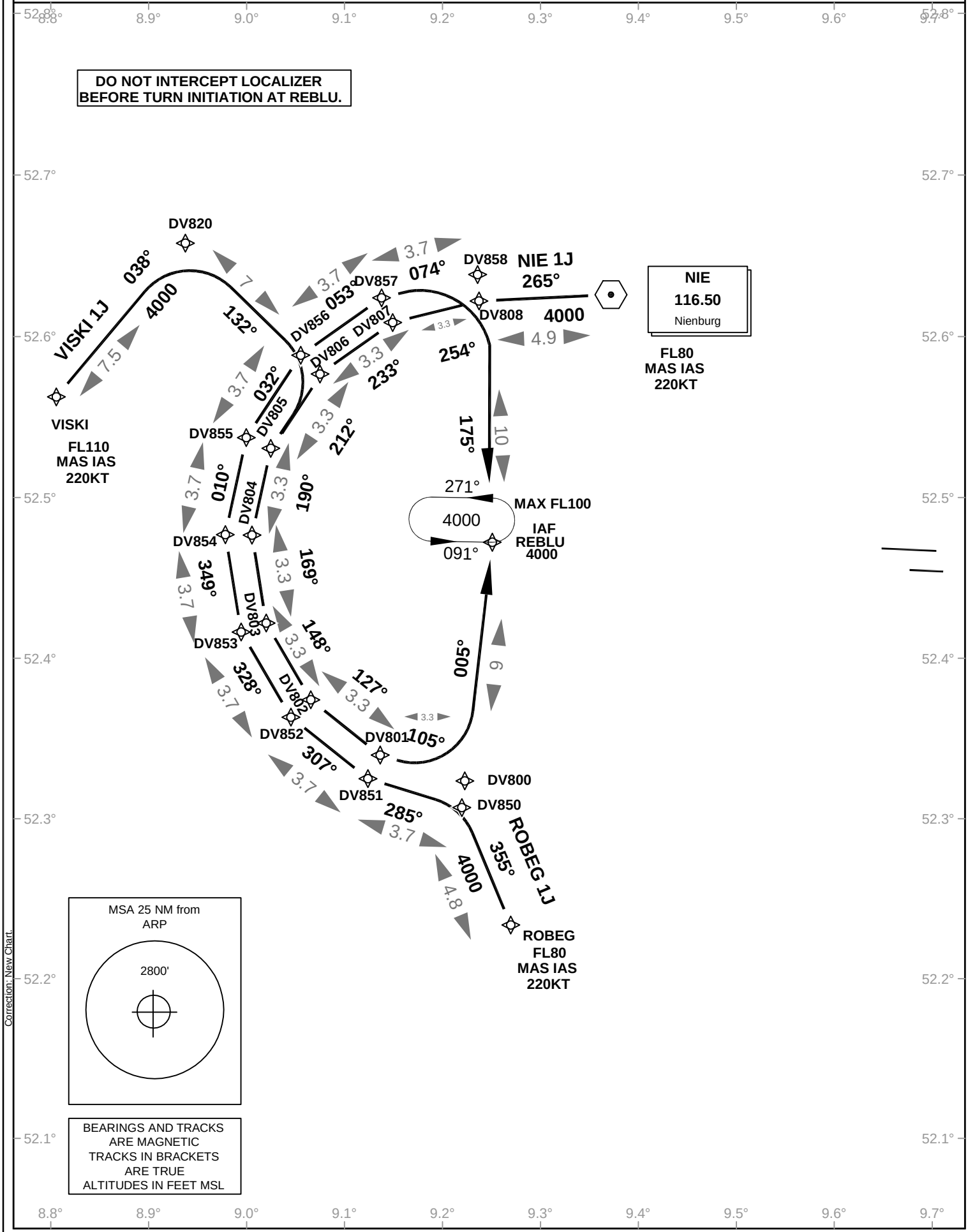
VATSIM Germany
RNAV (GPS, DME/DME, DME/DME/IRU)

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



Correction: New Chart.

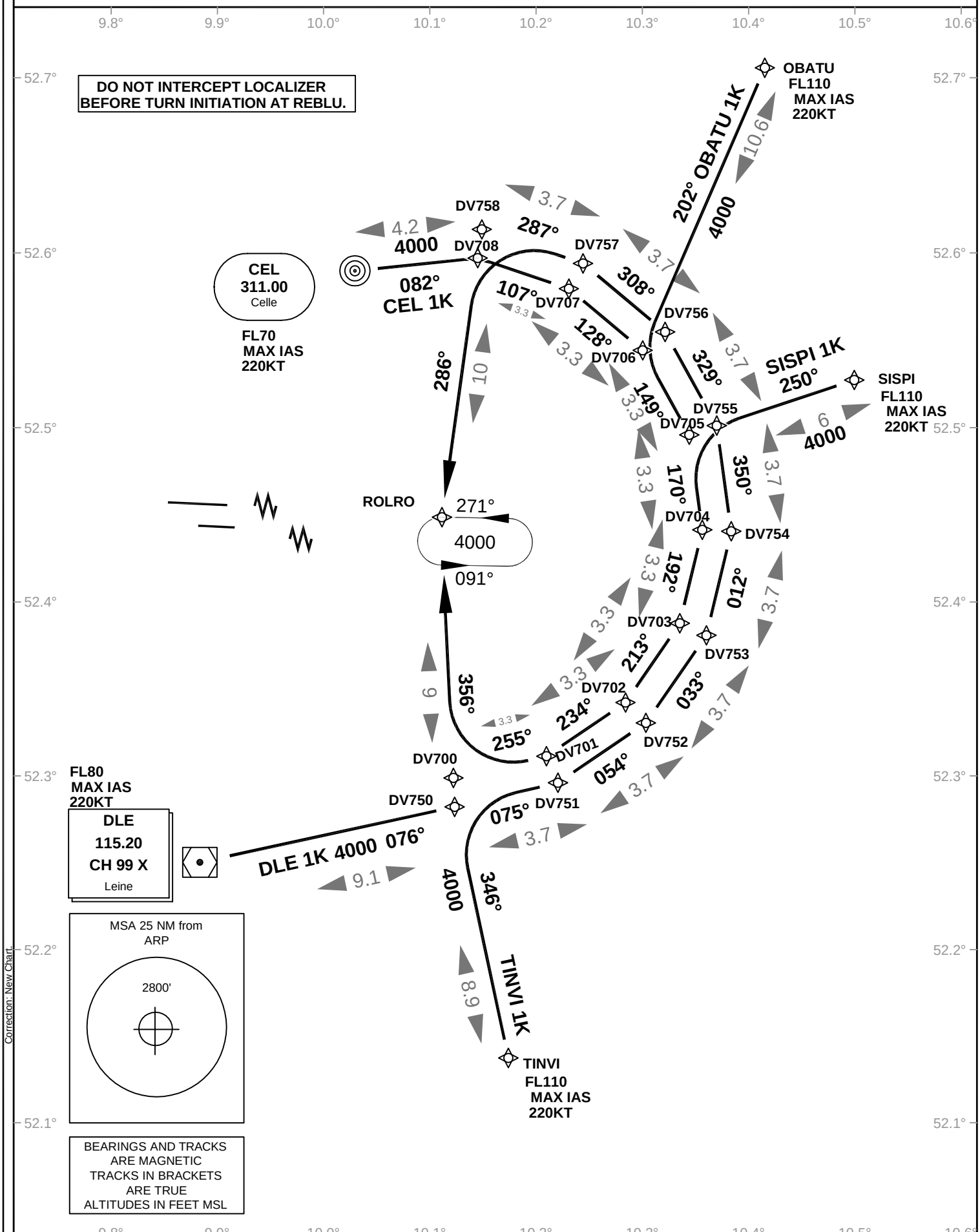
VATSIM Germany
RNAV (GPS, DME/DME, DME/DME/IRU)

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



by Niklas Osbahr

Effective: 11 Dec 2014, released 22.05.2015