

# VATSIM Germany Instrument Approach Chart

**Hannover  
EDDV**

Elevation: 183

ATIS 132.120

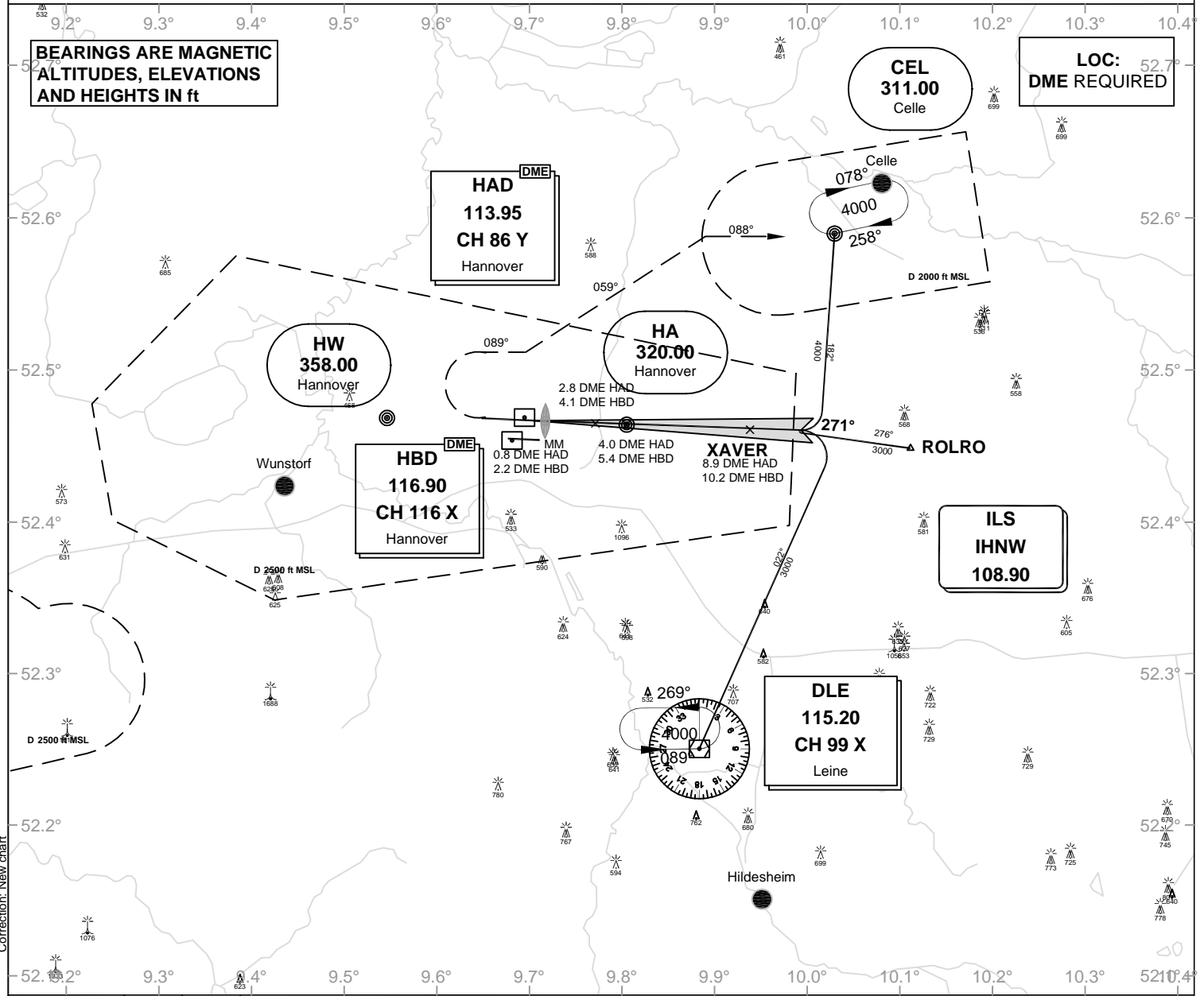
Director 119.600

Bremen Radar 131.320

Tower 120.170

**ILS CAT II & III or LOC  
RWY 27R**

VAR: 2° E



Correction: New chart

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME	(LOC-DME) 2.8 DME HAD 4.1 DME HBD	(MAPt LOC-DME) 0.8 DME HAD 2.2 DME HBD	HA LO 4.0 DME HAD 5.4 DME HBD	XAVER 8.8 DME HAD 10.2 DME HBD	from CEL / DLE	ft
CAT A	314 (145)	226 (57)	560 (390)						3000
CAT B	324 (155)	242 (73)	560 (390)						
CAT C	354 (165)	255 (80)	560 (390)						2000
CAT D	365 (175)	268 (99)	590 (420)						1000
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