

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** Refuelling with PAX on board during embarking/disembarking shall be carried out on the opposite side to the PAX processs.

Boarding bridges/stairs shall be positioned on PAX process side.

Defuelling with PAX on board during embarking/disembarking is prohibited.

PCN: RWY 09R/27L: 68/R/B/W/T, RWY 09L/27R: 80/R/B/W/T**Customs:** 0500-2300±, other times O/R 1HR PN.**Operation****Preferential RWY:** RWY 09L/27R between 2100-0500± for TKOF/LDG.**Low Visibility Procedure**

Low VIS TKOF (LVTO) on RWY 09R/27L:

RWY 09R/27L is suitable for conducting low VIS TKOF with a RWY VIS of at least 125m. When applying LVTO PROC, ACFT shall be guided to the DEP point by follow-me.

Parallel Runway Operation

In case of APCHs on parallel RWY system 09/27, diagonal separation between parallel approaching ACFT on final is 1.5NM.

RWY Restriction

Full RWY length RWY 09L/27R not AVBL due to political reasons imposed by the approving authority. RWY 09C/27C (AVBL HJ only) restricted to ACFT with MAX 5.7t / 12566lbs.

TWY Restrictions

TWY Q width 18m / 59ft.

TWY B width 15m / 49ft.

TWY O, P width 10m / 33ft.

TWY T2 width 7m / 23ft.

TWY B MAX wingspan 36m / 118ft and 18m / 59ft wheel base.

TWY P MAX wingspan 17m / 56ft.

TWY O MAX wingspan 20m / 66ft.

TWY Q MAX wingspan 36m / 118ft.

TWY T2 MAX weight 5.7t / 12566lbs.

TWY B not AVBL for A320/A321 and DH8D.

A318/A319 are not allowed to enter RWY 09R/27L via TWY B.

TWY C, F, L, Q are crossed by an AD service road.

Taxi/Parking

Follow-me O/R.

Taxi with MNM PWR.

Stands 1-20 equipped with advance visual docking guidance system (A-VDGS)

Stands 17A, 19A equipped with DASA docking system.

Stands 1-23B, 27, 40-61 push-back mandatory.

Leave nose-in stands only by tow. Reverse thrust or variable pitch PROP shall not be used.

For some stands MAX capacity may be restricted by adjacent stands.

GENERAL**APU**

APU shall be operated only:

- to start the ENG; 15min prior to EOBT, at the earliest.
- for necessary MAINT work on ACFT.
- if stationary or mobile ground equipment is not AVBL or not suitable.

B747-8 OPS

TKOF/LDG only permitted on RWY 09L/27R.

Follow-me is mandatory for taxiing on TWYs and APN.

Following TWYs shall be used:

To enter RWY 27R use TWY L and M.

To enter RWY 09L use TWY L and G.

To exit RWY 27R use TWY H, G and L or TWY G and L.

To exit RWY 09L use TWY M and L.

Warnings

While taxiing to/from RWY 09L/27R pilots will need a 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 as shown on the AGC.

CEL NDB unusable:

- 040°-260° 15NM from station.
- 260°-320° 11.5NM from station.
- 320°-040° 10NM from station.

HAD DME unusable:

- 0-5NM below 600ft MSL.
- 5-10NM below 1000ft MSL.
- 10-15NM below 1300ft MSL.
- 15-20NM below 1800ft MSL.
- 20-25NM below 2400ft MSL.

R280-R045 unusable:

- 0-5NM below 1800ft MSL.
- 5-10NM below 2500ft MSL.

HBD DME unusable:

- R150-R170 below 6000ft MSL.
- R170-R150 beyond 25NM.

DLE VOR/DME unusable:

- 0-10NM below 1400ft
- 10-20NM below 2700ft
- 20-30NM below 4100ft

DLE VOR: R025-R050 may only be used for radials in published ENRT, APCH and DEP PROC and is not permitted for RNAV.

NIE VOR may only be used for radials in published ENRT, APCH and DEP PROC and is permitted for RNAV.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

RWY 09L/09R

ROBEG

Before WPT DV485: Continue TR until DV485, LT to ROBEG, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

Beyond WPT DV485: LT to ROBEG, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

CEL, NIE

Before WPT DV465: Continue TR until DV465, RT to NIE, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

Beyond WPT DV465: RT to NIE, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

RWY 27L/27R

DLE

Before WPT DV585: Continue TR until DV585, RT to DLE, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

Beyond WPT DV585: RT to DLE, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

CEL, NIE

Before WPT DV565: Continue TR until DV565, LT to CEL, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

Beyond WPT DV565: LT to CEL, alignment turn, follow standard INSTR APCH with MAX IAS 220KT.

Arrival Procedure

FMS RNAV Transitions: For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

Arrival Note

HLZ 5R: Clearance limit CELLE NDB: Proceed from CEL to NIE.

Continuous descent APCH (only in connection with an ILS APCH)

It may be requested by the pilot or offered by the controller. APCH techniques as published in CRAR with a descent rate of 300ft/NM.

RWY	Interm. APCH ALT (ft)
27L, 27R/09L	2000

Reverse: Do not use more than idle reverse if possible between 2000-0500±.

Warnings

PAPI RWY 27L: Prohibited to B744, B733 and A346.

DEPARTURE**Take-off Minima**

RWY		09L/27R	
All ACFT	ft - m/km	0 - 75R	-
RWY		09R/27L	
All ACFT	ft - m/km	0 - 150R	-

DEPARTURE**Communication**

COM Failure: See CRAR.

Departure Procedure**Start-up/Push-back**

REQ start-up from GND.

After receiving start-up CLR contact the Walkout Assistant for push-back instructions.

Start ENG during push-back.

Departure Notes

DEP via WRB and ELNAT:

- RWY 27R/L: expect CLR to cross ADSIN with a LVL restriction regarding the activation of glider area "Hannover Southwest".
- RWY 09R/L: expect CLR to cross DLE with a LVL restriction regarding the activation of glider area "Hannover Southeast".

Datalink Departure Clearance (DCL): See CRAR and in addition;

ti: 25min prior to EOBT for unregulated flights.

30min prior to CTOT for ATFM regulated flights.

tt: 11min prior to EOBT for unregulated flights.

16min prior to CTOT for ATFM regulated flights.

t0: 1min

t1: 5min

t2: 1min

De-Icing

The de-icing of ACFT will take place on defined de-icing areas (DP1 and DP2), exclusively.

De-icing of JET with running ENGs and APU off.

A de-icing operation shall be reported to the Icehouse 30min in advance prior to CTOT under phone (0511) 977 1415, at the latest on FREQ 121.950 when requesting start-up CLR.

Guidance by follow-me.

After parking on de-icing area, report on HANNOVER DE-ICING FREQ 121.905 (ALTN FREQ 121.605) flight number.

After the de-icing report ready to taxi to GND CONTROL.

Taxiing from the de-icing area may only be carried out after being explicitly cleared by GND using absolute MNM PWR.

De-icing pad 1/2:

Flood light close to PSN DP1/60. When leaving PSN to the northeast, taxi straight ahead before turning onto guideline.

Pre-de-icing with water to guarantee safe taxiing to de-icing areas can be conducted at parking PSNs if meteorological conditions permit and if notified in good time. All other special services, i.e. undercarriage de-icing, will be conducted on de-icing areas with ENGs switched off.

Effective 13-SEP-2018

06-SEP-2018

HAJ-EDDV

Germany Hannover

AGC

AFC

AFC

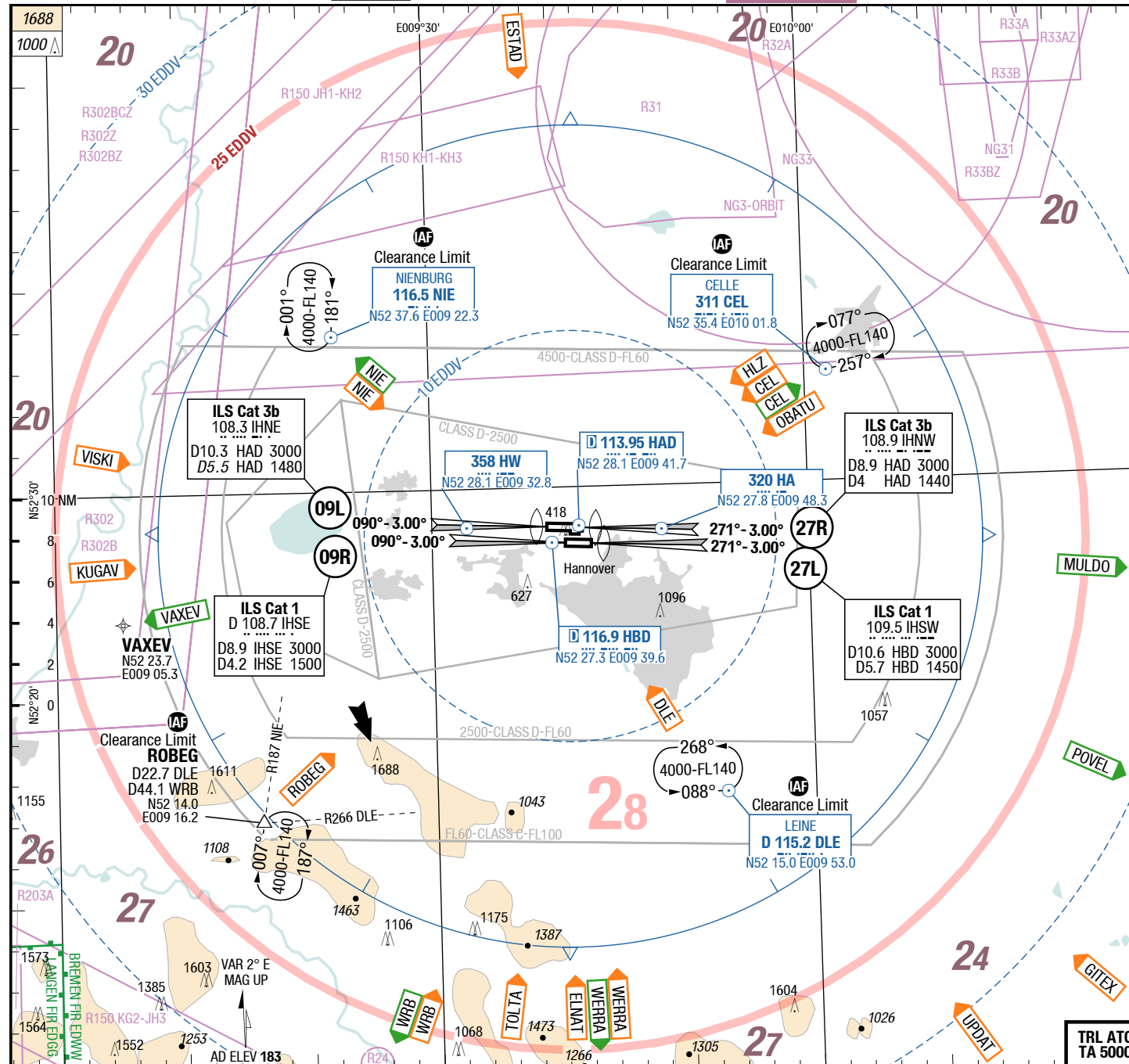
AFC

Hannover Germany

AGC

AFC

2-10



D-ATIS 136.575 0320-2320 ±

Bremen RAD 131.325

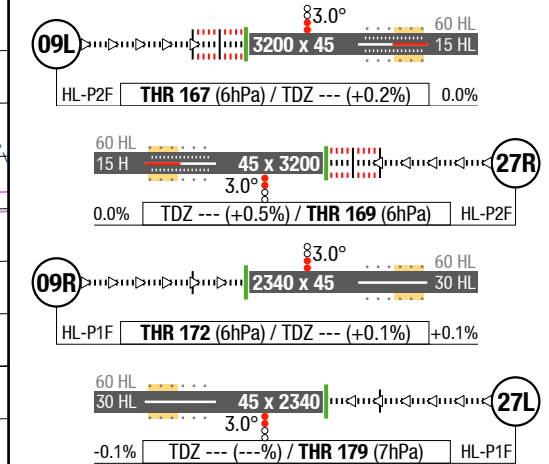
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TWR 120.175

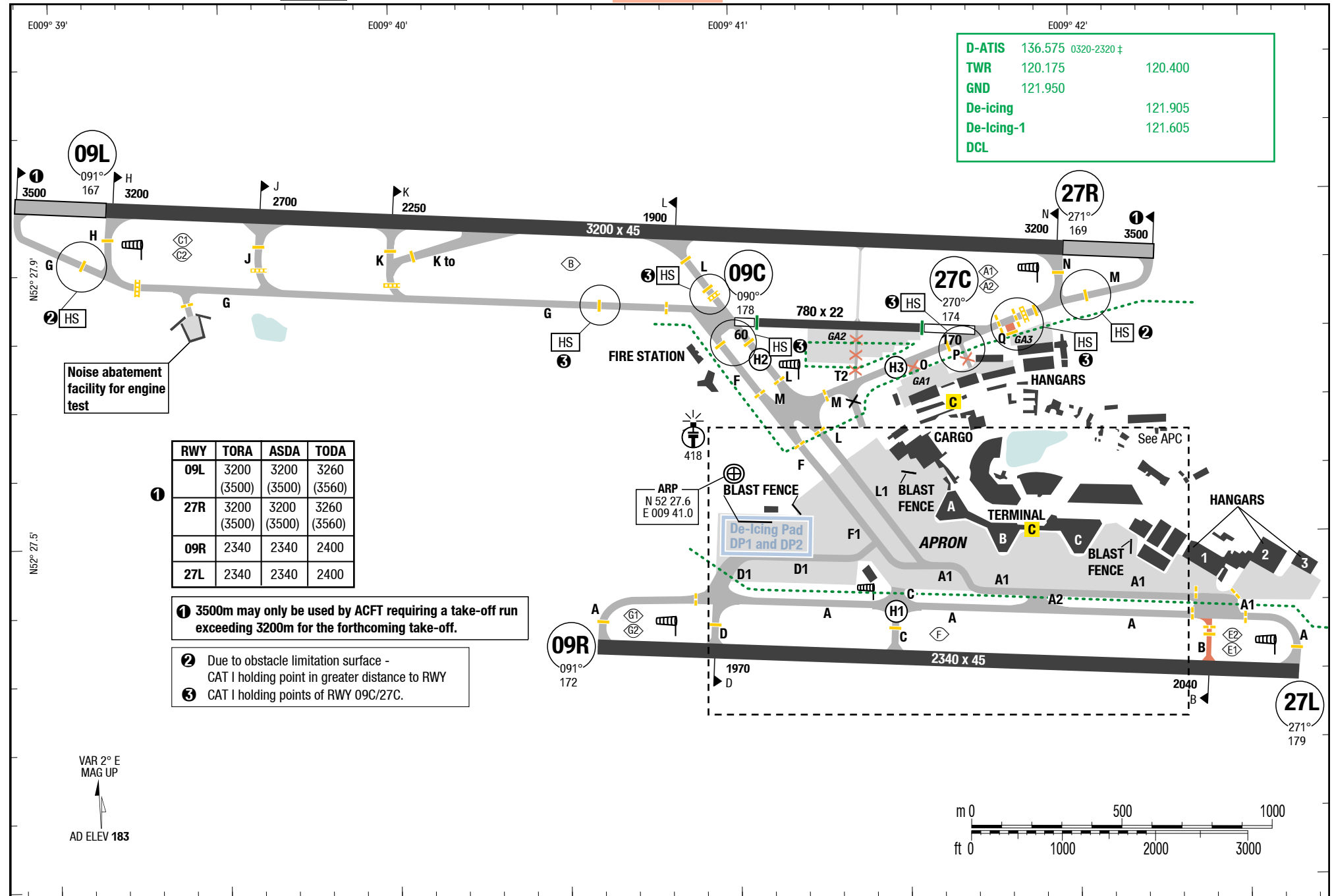
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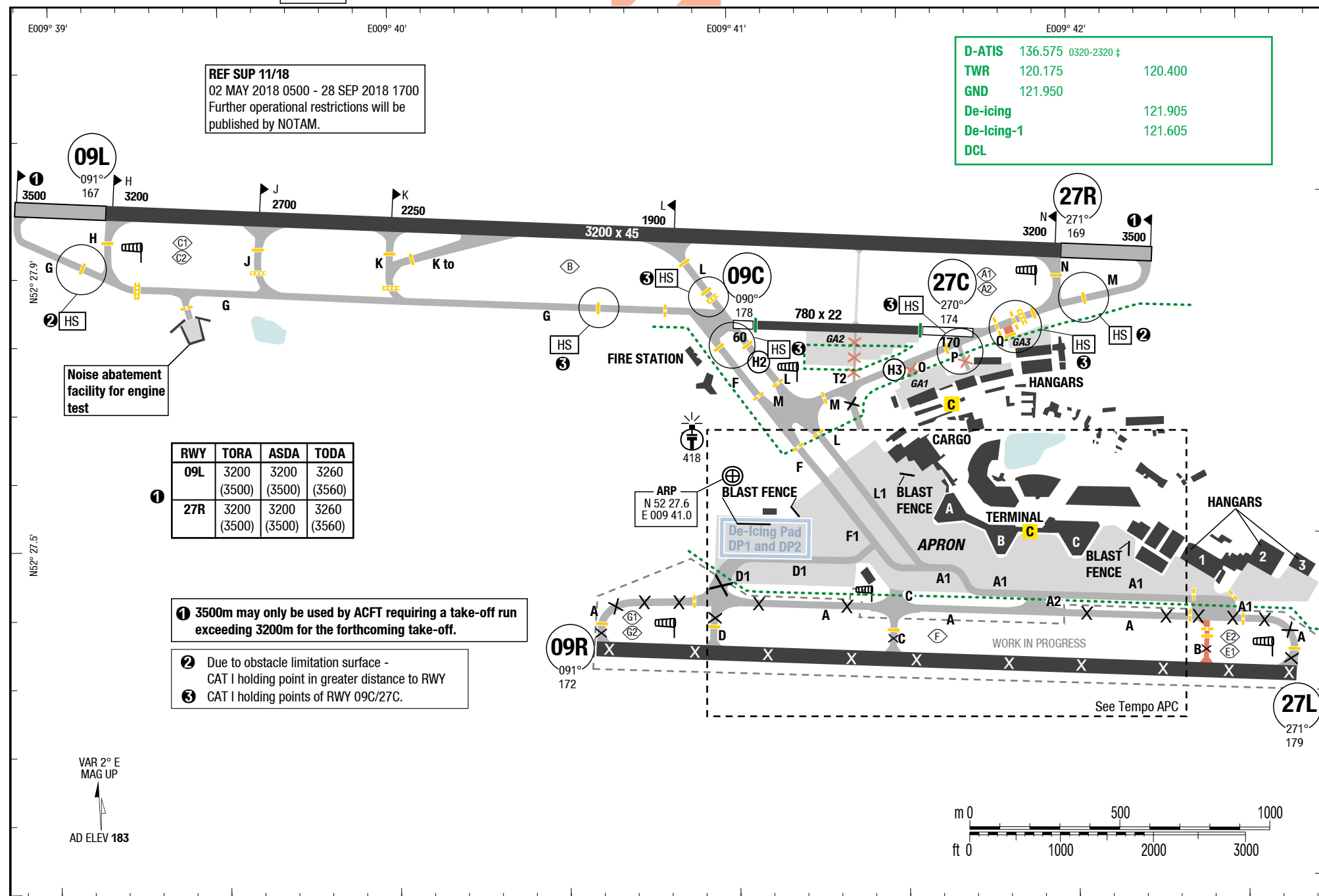
DCL

Landing RWY system:



Changes: SUAs, APCH boxes, Editorial





02-AUG-2018/UFN

02-AUG-2018

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3-28

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NIL

Tempo APC

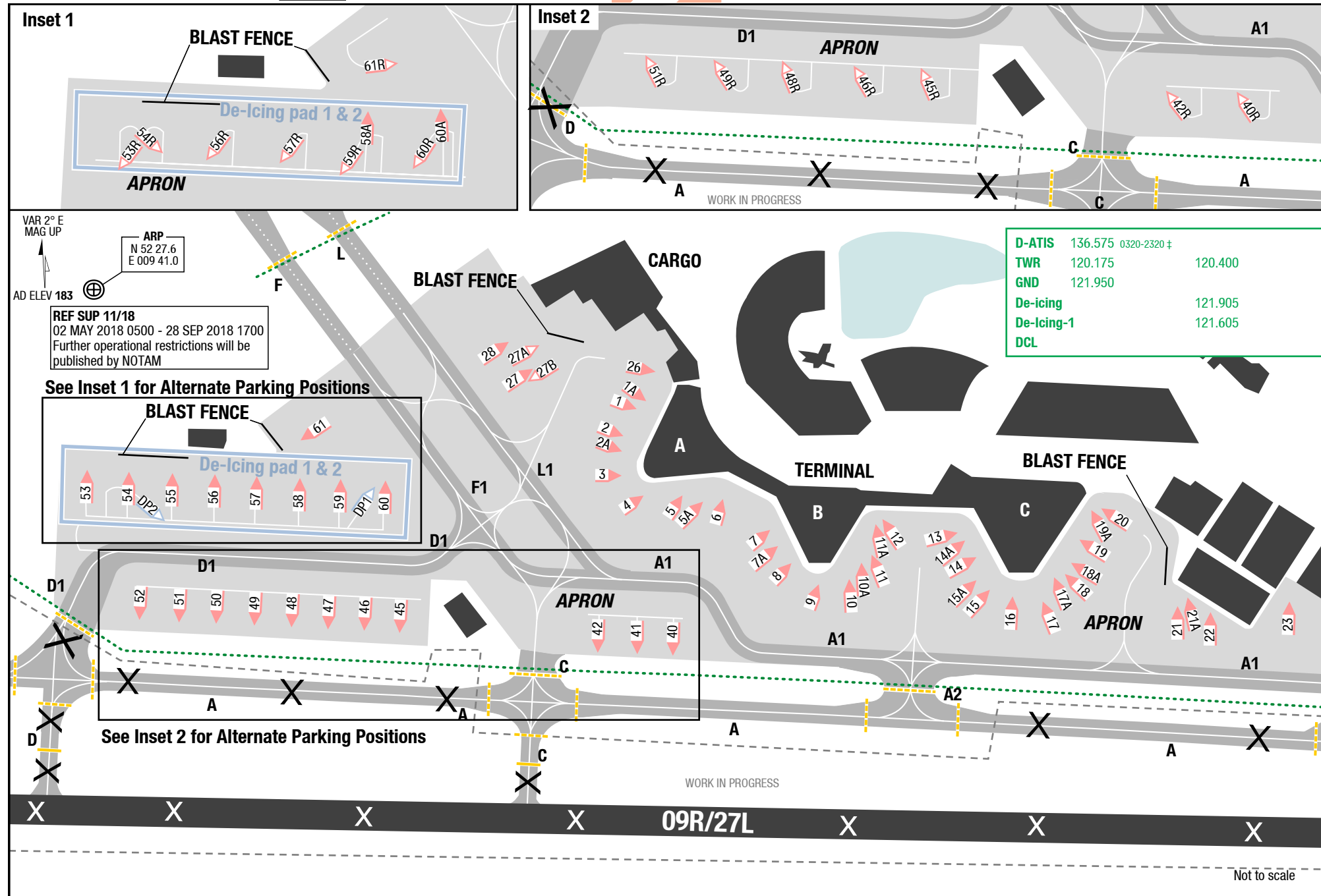
APC

APC

Hannover Germany

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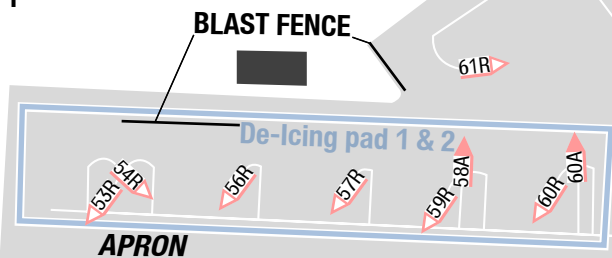
Tempo APC



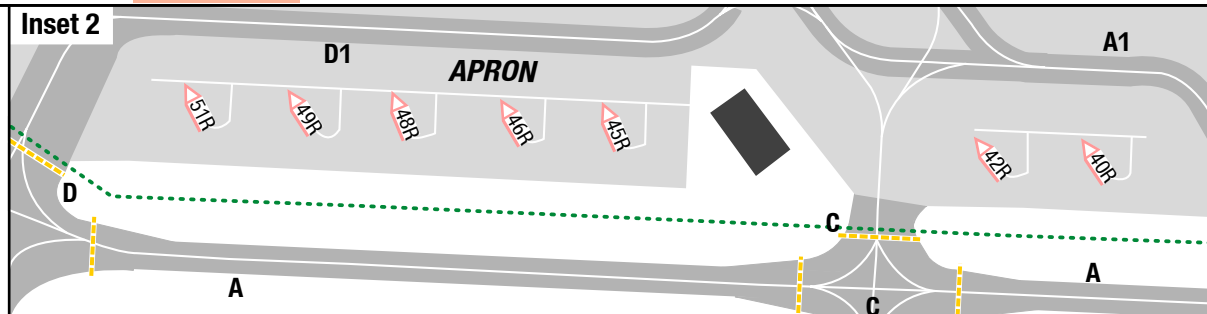
Changes: Parkingstand

3-30

Inset 1



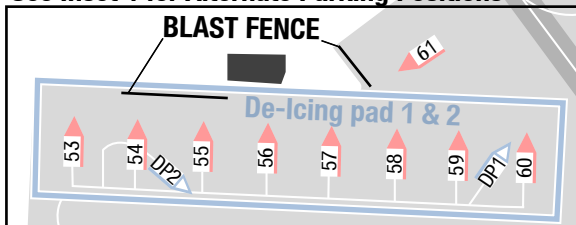
Inset 2



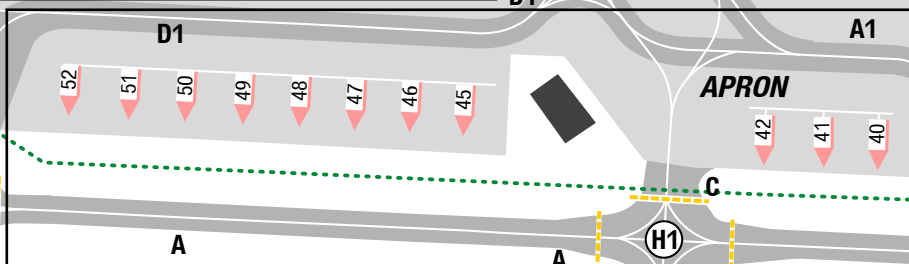
VAR 2° E
MAG UP
AD ELEV 183

ARP
N 52 27.6
E 009 41.0

See Inset 1 for Alternate Parking Positions



See Inset 2 for Alternate Parking Positions



D-ATIS	136.575	0320-2320 ‡
TWR	120.175	120.400
GND	121.950	
De-icing		121.905
De-icing-1		121.605
DCL		

09R/27L

Not to scale

Stand Coordinates

1, 1A	N52 27.6 E009 41.6	55, 56	N52 27.6 E009 41.2
2-5	N52 27.5 E009 41.6	56R	N52 27.5 E009 41.1
5A-7A	N52 27.5 E009 41.7	57	N52 27.6 E009 41.3
8-11	N52 27.5 E009 41.8	57R	N52 27.5 E009 41.2
11A-13	N52 27.5 E009 41.9	58 - 59	N52 27.6 E009 41.3
14-15A	N52 27.5 E009 42.0	59R	N52 27.5 E009 41.2
16	N52 27.4 E009 42.0	60, 60A	N52 27.6 E009 41.4
17	N52 27.4 E009 42.1	60R	N52 27.5 E009 41.3
17A-20	N52 27.5 E009 42.1	61, 61R	N52 27.6 E009 41.3
21, 21A	N52 27.5 E009 42.2	DP1	N52 27.6 E009 41.3
22	N52 27.5 E009 42.3	DP2	N52 27.5 E009 41.1
23	N52 27.5 E009 42.4		
26	N52 27.6 E009 41.6		
27, 27A	N52 27.5 E009 42.4		
27B	N52 27.6 E009 41.5		
28	N52 27.6 E009 41.5		
40	N52 27.5 E009 41.6		
40R	N52 27.4 E009 41.6		
41, 42	N52 27.5 E009 41.6		
42R	N52 27.4 E009 41.6		
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		
49R	N52 27.4 E009 41.1		
50, 51	N52 27.5 E009 41.2		
51R	N52 27.4 E009 41.1		
52	N52 27.5 E009 41.1		
53	N52 27.6 E009 41.0		
53R	N52 27.5 E009 41.1		
54	N52 27.6 E009 41.1		
54R	N52 27.5 E009 41.0		

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SIDs RWY 09R (RNAV Overlay)

4-10

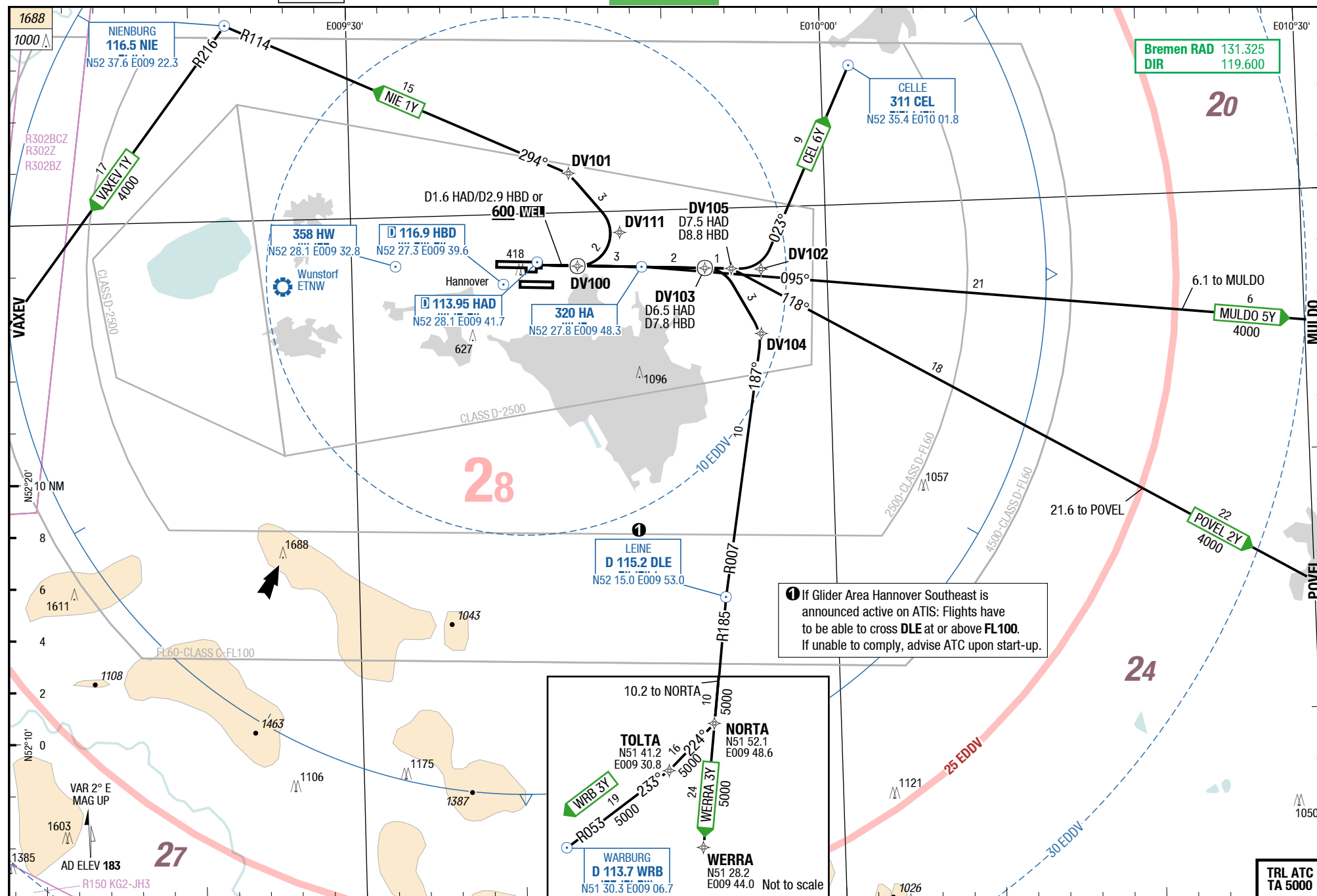
SIDs RWY 09L (RNAV Overlay)

SID

SID

SIDs RWY 09R (RNAV Overlay)

SIDs RWY 09L (RNAV Overlay)



Changes: ASP, MSA, OBST, SUAs

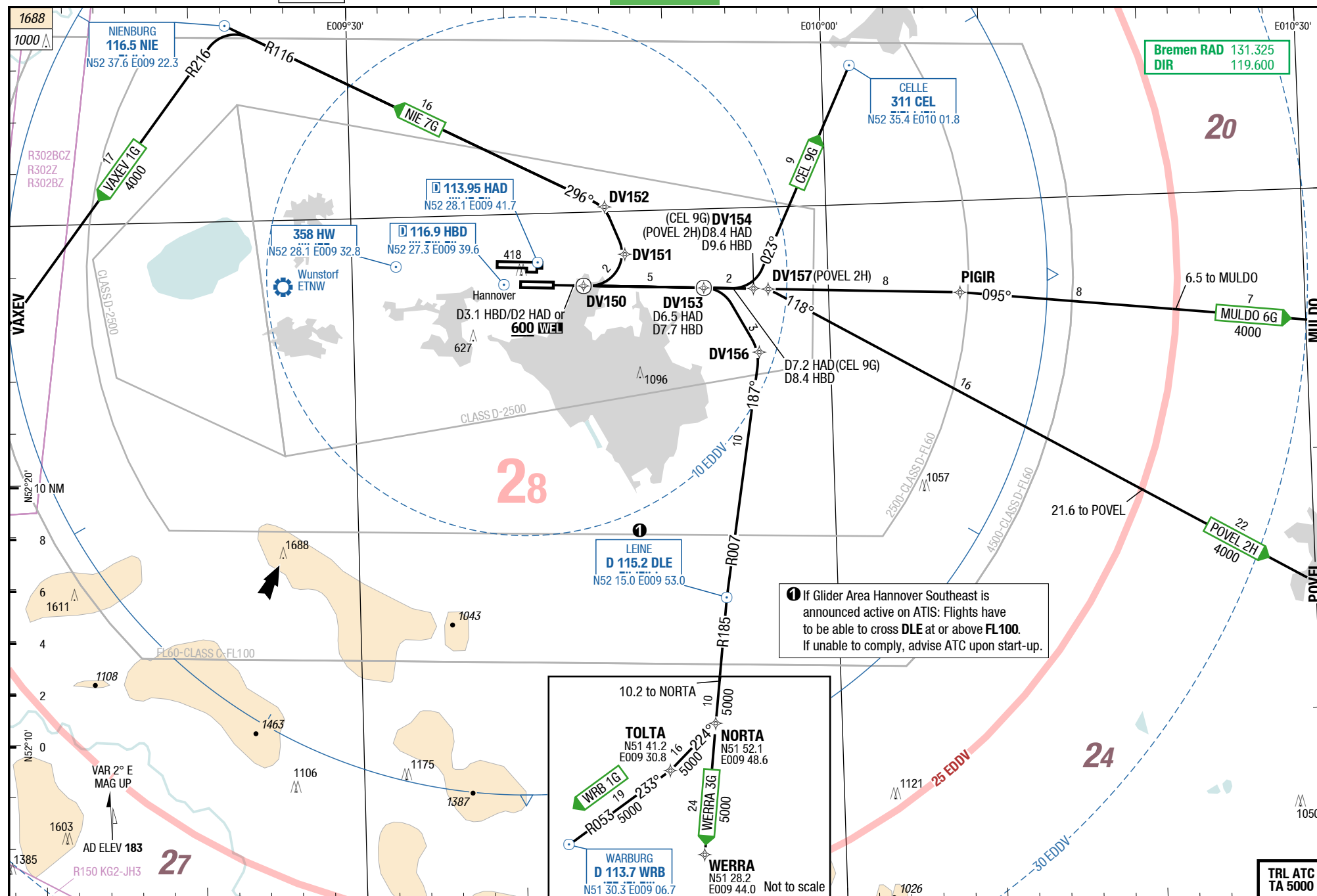
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SID

SIDs RWY 09R (RNAV Overlay)

4-20 **SIDs RWY 09R (RNAV Overlay)**



Changes: ASP, MSA, SUAs, OBST

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Tempo SIDs RWY 27R (RNAV Overlay)

4-28

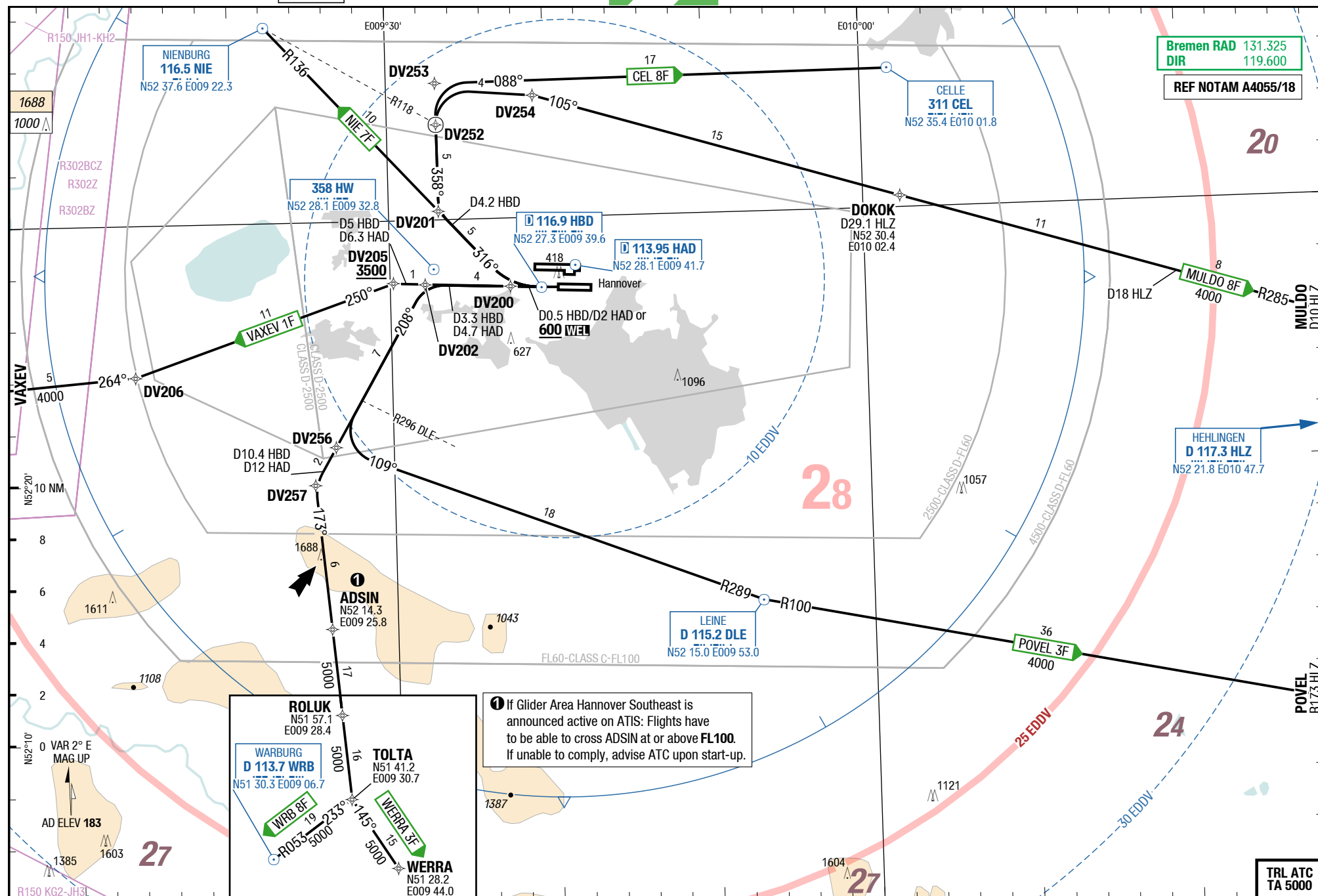
Tempo SIDs RWY 27L (RNAV Overlay)

SID

Hannover Germany

Tempo SIDs RWY 27R (RNAV Overlay)

Tempo SIDs RWY 27L (RNAV Overlay)



Changes: Nil

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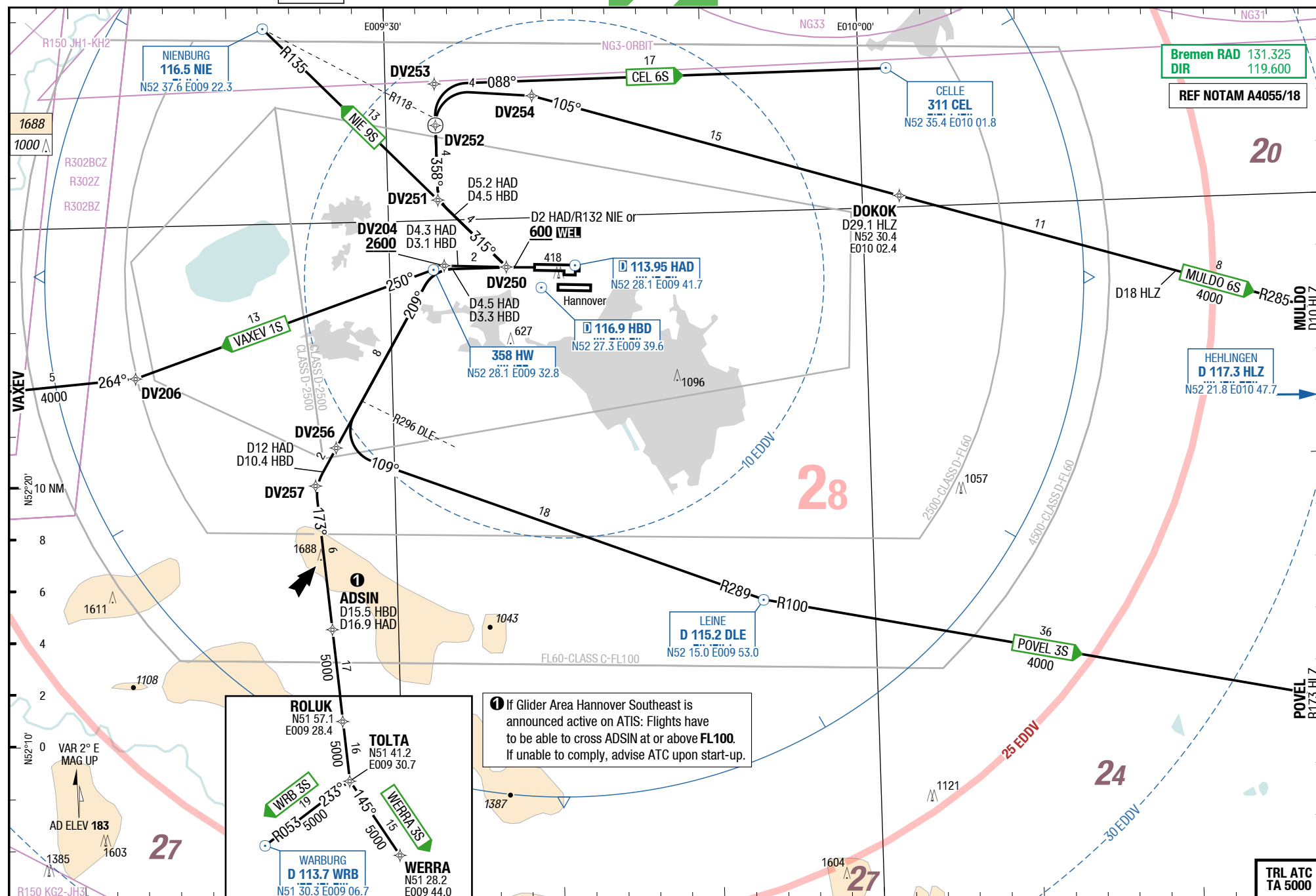
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4-29

Tempo SIDs RWY 27R (RNAV Overlay)

Tempo SIDs RWY 27R (RNAV Overlay)



Changes: Track, SUAs, Editorial

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SIDs RWY 27R (RNAV Overlay)

4-30

SIDs RWY 27L (RNAV Overlay)

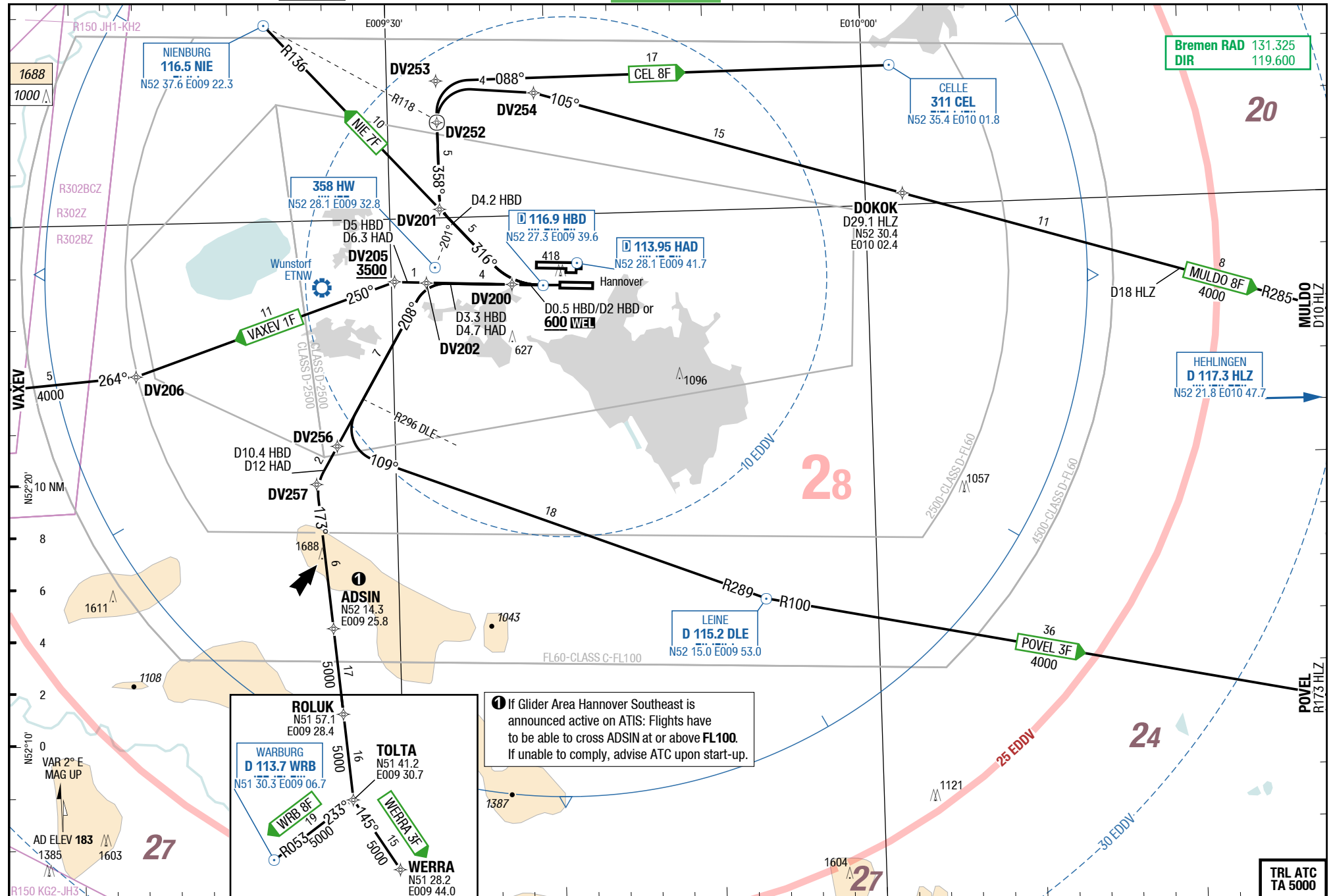
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SIDs RWY 27R (RNAV Overlay)

SIDs RWY 27L (RNAV Overlay)



06-SEP-2018

HAJ-EDDVGermany **Hannover**

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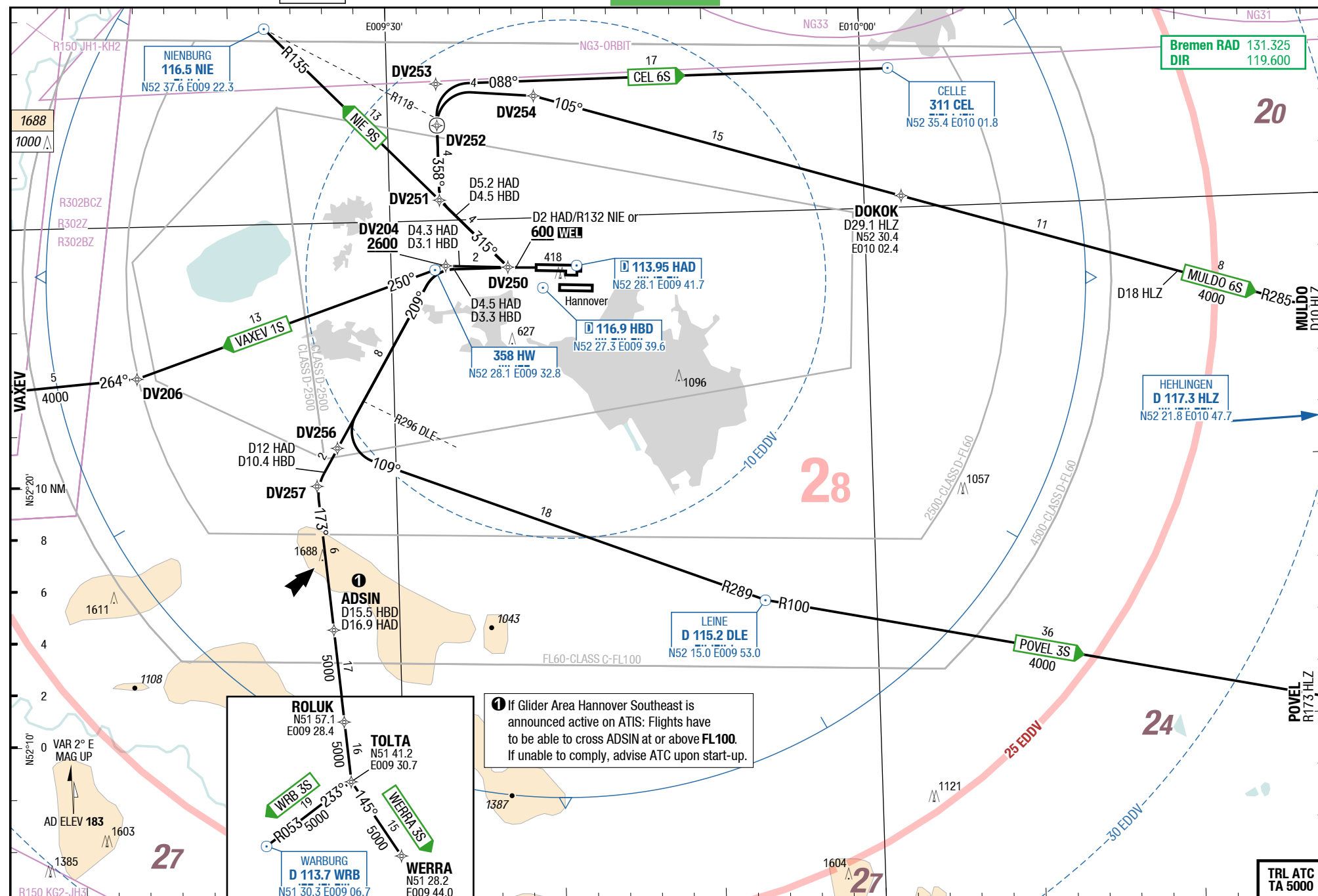
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SIDs RWY 27R (RNAV Overlay)

4-40

SIDs RWY 27R (RNAV Overlay)



Changes: Track, SUAs, Editorial

10-AUG-2017

HAJ-EDDV**5-10****SIDs RWY 09L (RNAV Overlay)****CELLE 6Y / MULDO 5Y / NIENBURG 1Y / POVEL 2Y / VAXEV 1Y / WARBURG 3Y**
RWY 09L (091°)**After take-off, contact Bremen RAD.**

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09L	
CELLE 6Y CEL 6Y 131.325	at D7.5 HAD /D8.8 HBD LT intercept QDM 023 CEL to CEL FMS [A600+] - DV102 [L] - CEL	initial climb 4000
MULDO 5Y 131.325 ③	direct HA - RT 095° to MULDO FMS [A600+] - HA [R] - MULDO	initial climb 4000
NIENBURG 1Y NIE 1Y 131.325	at D1.6 HAD /D2.9 HBD or MNM 600 , whichever is later, LT intercept R114 NIE to NIE FMS [A600+] - <u>DV100</u> [L] - DV111 [L] - DV101 [L] - NIE	initial climb 4000
POVEL 2Y 131.325 ②	at D6.5 HAD /D7.8 HBD RT 118° to POVEL FMS [A600+] - DV105 [R] - POVEL	initial climb 4000
VAXEV 1Y 131.325 ①	at D1.6 HAD /D2.9 HBD or MNM 600 , whichever is later, LT intercept R114 NIE to NIE - R216 NIE to VAXEV FMS [A600+] - <u>DV100</u> [L] - DV111 [L] - DV101 [L] - NIE [L] - VAXEV	initial climb 4000
WARBURG 3Y WRB 3Y 131.325 ④⑤⑥	at D6.5 HAD /D7.8 HBD RT intercept R007 DLE to DLE - R185 DLE to NORTA - 224° to TOLTA - 233° to WRB FMS [A600+] - <u>DV103</u> [R] - DV104 - DLE [L] - NORTA [R] - TOLTA [R] - WRB	initial climb 4000

① After NIE, B-RNAV equipment necessary.

② After D6.5 HAD/D7.8 HBD, B-RNAV equipment necessary.

③ After 2500ft B-RNAV equipment necessary.

④ 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.

⑤ Destination EDDF: SID ends at TOLTA

⑥ After DLE, B-RNAV equipment necessary.

10-AUG-2017

HAJ-EDDV**5-20****SIDs RWY 09L (RNAV Overlay)****SIDPT****WERRA 3Y**

RWY 09L (091°)

After take-off, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09L	
WERRA 3Y 131.325 ①②	at D6.5 HAD /D7.8 HBD RT intercept R007 DLE to DLE - R185 DLE to NORTA - WERRA FMS [A600+] - <u>DV103</u> [R] - DV104 - DLE [L] - NORTA - WERRA	initial climb 4000

① 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.

② After DLE, B-RNAV equipment necessary.

10-AUG-2017

HAJ-EDDV**5-30****SIDs RWY 09R (RNAV Overlay)****CELLE 9G / MULDO 6G / NIENBURG 7G / POVEL 2H / VAXEV 1G**

RWY 09R (091°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09R	
CELLE 9G CEL 9G 131.325	at D8.4 HBD/D7.2 HAD LT intercept QDM 023 CEL to CEL FMS [A600+] - DV154 [L] - CEL	initial climb 4000
MULDO 6G 3.8% to 2500 131.325 ②③	at PIGIR RT 095° to MULDO FMS [A600+] - PIGIR [R] - MULDO	initial climb 4000
NIENBURG 7G NIE 7G 131.325	at D3.1 HBD/D2 HAD or MNM 600 , whichever is later, LT intercept R116 NIE to NIE FMS [A600+] - <u>DV150</u> [L] - DV151 [L] - DV152 [L] - NIE	initial climb 4000
POVEL 2H 131.325 ①	at D9.6 HBD/D8.4 HAD RT 118° to POVEL FMS [A600+] - DV157 [R] - POVEL	initial climb 4000
VAXEV 1G 131.325 ④	at D3.1 HBD/D2 HAD or MNM 600 , whichever is later, LT intercept R116 NIE to NIE - R216 NIE to VAXEV FMS [A600+] - <u>DV150</u> [L] - DV151 [L] - DV152 [L] - NIE [L] - VAXEV	initial climb 4000

① After D9.6 HBD/D8.4 HAD, B-RNAV equipment necessary.

② Climb gradient due to airspace structure. if unable to comply advise TWR.

③ After passing 2500ft B-RNAV equipment necessary

④ After NIE, B-RNAV equipment necessary.

10-AUG-2017

HAJ-EDDV**5-40****SIDs RWY 09R (RNAV Overlay)****WARBURG 1G / WERRA 3G**

RWY 09R (091°)

After take-off, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09R	
WARBURG 1G WRB 1G 131.325 ①②③	at D7.7 HBD/D6.5 HAD RT intercept R007 DLE to DLE - R185 DLE to NORTA - 224° to TOLTA - RT 233° to WRB FMS [A600+] - <u>DV153</u> [R] - DV156 - DLE [L] - NORTA [R] - TOLTA [R] - WRB	initial climb 4000
WERRA 3G 131.325 ①②	at D7.7 HBD/D6.5 HAD RT intercept R007 DLE to DLE - R185 DLE to NORTA - WERRA FMS [A600+] - <u>DV153</u> [R] - DV156 - DLE [L] - NORTA - WERRA	initial climb 4000

① After DLE, B-RNAV equipment necessary.

② If Glider Area Hannover Southeast is announced active on ATIS: Flights have to be able to cross DLE at or above FL100. If unable to comply, advise ATC upon start-up.

③ Destination EDDF: SID ends at TOLTA

CELLE 8F / MULDO 8F / NIENBURG 7F / POVEL 3F / VAXEV 1F

RWY 27L (271°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
8.6%	ft/MIN	1100	1400	1600	1900	2100	2400
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
CELLE 8F CEL 8F 9.0% to 3500 131.325 ①②	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE inbound - at D4.2 HBD RT 358° - crossing R118 NIE RT 088° to CEL FMS [A600+] - DV200 [R] - DV201 [R] - DV253 [R] - CEL	initial climb 4000
MULDO 8F 9.0% to 3500 131.325 ①	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE inbound - at D4.2 HBD RT 358° - crossing R118 NIE RT intercept R285 HLZ inbound to DOKOK - MULDO FMS [A600+] - DV200 [R] - DV201 [R] - <u>DV252</u> [R] - DV254 - DOKOK - MULDO	initial climb 4000
NIENBURG 7F NIE 7F 9.0% to 3500 131.325 ①	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE to NIE FMS [A600+] - DV200 [R] - NIE	initial climb 4000
POVEL 3F 9.0% to 3500 131.325 ①④	at D3.3 HBD/D4.7 HAD LT 208° - crossing R296 DLE LT intercept R289 DLE to DLE - R100 DLE to POVEL FMS [A600+] - DV202 [L] - DV256 [L] - DLE [L] - POVEL	initial climb 4000
VAXEV 1F 8.6% to 3000 131.325 ①③	at D5 HBD/D6.3 HAD LT 250° to DV206 - RT 264° to VAXEV FMS [A600+] - DV205 [L] - DV206 [R] - VAXEV	DV205 MNM 3500 initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After R118 NIE, B-RNAV equipment necessary.

③ After passing D5 HBD/D6.3 HAD, B-RNAV equipment necessary.

④ After passing 2000, B-RNAV equipment necessary.

WARBURG 8F / WERRA 3F

RWY 27L (271°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
WARBURG 8F WRB 8F 9.0% to 3500 131.325 ①②③④⑤	at D3.3 HBD/D4.7 HAD LT 208° - at D10.4 HBD/D12 HAD LT 173° to ADSIN - ROLUK - TOLTA - RT 233° to WRB FMS [A600+] - DV202 [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [R] - WRB	initial climb 4000
WERRA 3F 9.0% to 3500 131.325 ①②③⑤	at D3.3 HBD/D4.7 HAD LT 208° - at D10.4 HBD/D12 HAD LT 173° to ADSIN - ROLUK - TOLTA - LT 145° to WERRA FMS [A600+] - DV202 [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [L] - WERRA	initial climb 4000

- ① Climb gradient due to airspace structure. If unable to comply advise TWR.
- ② After D10.4 HBD/D12 HAD, B-RNAV equipment necessary.
- ③ 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.
- ④ Destination EDDF: SID ends at TOLTA
- ⑤ After passing 2000, B-RNAV equipment necessary.

10-AUG-2017

HAJ-EDDV**5-50****SIDs RWY 27L (RNAV Overlay)****CELLE 8F / MULDO 8F / NIENBURG 7F / POVEL 3F / VAXEV 1F****RWY 27L (271°)****After take-off, contact Bremen RAD.**

	GS	120	150	180	210	240	270
8.6%	ft/MIN	1100	1400	1600	1900	2100	2400
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
CELLE 8F CEL 8F 9.0% to 3500 131.325 ①②	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE inbound - at D4.2 HBD/QDM 201 HW RT 358° - crossing R118 NIE RT 088° to CEL FMS [A600+] - DV200 [R] - DV201 [R] - DV253 [R] - CEL	initial climb 4000
MULDO 8F 9.0% to 3500 131.325 ①	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE inbound - at D4.2 HBD/QDM 201 HW RT 358° - crossing R118 NIE RT intercept R285 HLZ inbound to DOKOK - MULDO FMS [A600+] - DV200 [R] - DV201 [R] - DV252 [R] - DV254 - DOKOK - MULDO	initial climb 4000
NIENBURG 7F NIE 7F 9.0% to 3500 131.325 ①	at D0.5 HBD/D2 HAD or MNM 600 , whichever is later, RT intercept R136 NIE to NIE FMS [A600+] - DV200 [R] - NIE	initial climb 4000
POVEL 3F 9.0% to 3500 131.325 ①	at D3.3 HBD/D4.7 HAD LT intercept QDR 208 HW - crossing R296 DLE LT intercept R289 DLE to DLE - R100 DLE to POVEL FMS [A600+] - DV202 [L] - DV256 [L] - DLE [L] - POVEL	initial climb 4000
VAXEV 1F 8.6% to 3000 131.325 ①③	at D5 HBD/D6.3 HAD LT 250° to DV206 - RT 264° to VAXEV FMS [A600+] - DV205 [L] - DV206 [R] - VAXEV	DV205 MNM 3500 initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After R118 NIE, B-RNAV equipment necessary.

③ After passing D5 HBD/D6.3 HAD, B-RNAV equipment necessary.

10-AUG-2017

HAJ-EDDV**5-60****SIDs RWY 27L (RNAV Overlay)****WARBURG 8F / WERRA 3F**

RWY 27L (271°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
WARBURG 8F WRB 8F 9.0% to 3500 131.325 ①②③④	at D3.3 HBD/D4.7 HAD LT intercept QDR 208 HW - at D10.4 HBD/D12 HAD LT 173° to ADSIN - ROLUK - TOLTA - RT 233° to WRB FMS [A600+] - DV202 [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [R] - WRB	initial climb 4000
WERRA 3F 9.0% to 3500 131.325 ①②③	at D3.3 HBD/D4.7 HAD LT intercept QDR 208 HW - at D10.4 HBD/D12 HAD LT 173° to ADSIN - ROLUK - TOLTA - LT 145° to WERRA FMS [A600+] - DV202 [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [L] - WERRA	initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After D10.4 HBD/D12 HAD, B-RNAV equipment necessary.

③ 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.

④ Destination EDDF: SID ends at TOLTA

HAJ-EDDV

5-68

Tempo SIDs RWY 27R (RNAV Overlay)

CELLE 6S / MULDO 6S / NIENBURG 9S / POVEL 3S

RWY 27R (271°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100
12.0%	ft/MIN	1500	1900	2200	2600	3000	3300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27R	
CELLE 6S CEL 6S 12.0% to 4000 131.325 ①②③	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE inbound - at D5.2 HAD/D4.5 HBD RT 358° - crossing R118 NIE RT 088° to CEL FMS [A600+] - DV250 [R] - DV251 [R] - DV253 [R] - CEL	initial climb 4000
MULDO 6S 12.0% to 4000 131.325 ①	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE inbound - at D5.2 HAD/D4.5 HBD RT 358° - crossing R118 NIE RT intercept R285 HLZ inbound to DOKOK - MULDO FMS [A600+] - DV250 [R] - DV251 [R] - <u>DV252</u> [R] - DV254 - DOKOK - MULDO	initial climb 4000
NIENBURG 9S NIE 9S 12.0% to 3000 131.325 ①	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE to NIE FMS [A600+] - DV250 [R] - NIE	initial climb 4000
POVEL 3S 11.0% to 3000 131.325 ①③	direct HW - at D4.5 HAD/D3.3 HBD LT 209° - crossing R296 DLE LT intercept R289 DLE to DLE - R100 DLE to POVEL FMS [A600+] - HW [L] - DV256 [L] - DLE [L] - POVEL	initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After R118 NIE, B-RNAV equipment necessary.

③ After passing 2000, B-RNAV equipment necessary.

HAJ-EDDV

5-69

Tempo SIDs RWY 27R (RNAV Overlay)

VAXEV 1S / WARBURG 3S / WERRA 3S

RWY 27R (271°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100
11.4%	ft/MIN	1400	1800	2100	2500	2800	3200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27R	
VAXEV 1S 11.4% to 3000 131.325 ①⑤	at D4.3 HAD/D3.1 HBD LT 250° to DV206 - 264° to VAXEV FMS [A600+] - DV204[L] -DV206 [R] - VAXEV	DV204 MNM 2600 initial climb 4000
WARBURG 3S WRB 3S 11.0% to 3000 131.325 ①②③④⑥	direct HW - at D4.5 HAD/D3.3 HBD LT 209° - at D12 HAD/D10.4 HBD LT 173° to ADSIN - ROLUK - TOLTA - RT 233° to WRB FMS [A600+] - HW [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [R] - WRB	initial climb 4000
WERRA 3S 11.0% to 3000 131.325 ①②③⑥	direct HW - at D4.5 HAD/D3.3 HBD LT 209° - at D12 HAD/D10.4 HBD LT 173° to ADSIN - ROLUK - TOLTA - LT 145° to WERRA FMS [A600+] - HW [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [L] - WERRA	initial climb 4000

- ① Climb gradient due to airspace structure. If unable to comply advise TWR.
- ② After D12 HAD/D10.4 HBD, B-RNAV equipment necessary.
- ③ 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.
- ④ Destination EDDF: SID ends at TOLTA
- ⑤ After D4.3 HAD/D3.1 HBD, B-RNAV equipment necessary.
- ⑥ After passing 2000, B-RNAV equipment necessary.

CELLE 6S / MULDO 6S / NIENBURG 9S / POVEL 3S / VAXEV 1S

RWY 27R (027°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100
11.4%	ft/MIN	1400	1800	2100	2500	2800	3200
12.0%	ft/MIN	1500	1900	2200	2600	3000	3300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27R	
CELLE 6S CEL 6S 12.0% to 4000 131.325 ①②	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE inbound - at D5.2 HAD/D4.5 HBD RT 358° - crossing R118 NIE RT 088° to CEL FMS [A600+] - DV250 [R] - DV251 [R] - DV253 [R] - CEL	initial climb 4000
MULDO 6S 12.0% to 4000 131.325 ①	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE inbound - at D5.2 HAD/D4.5 HBD RT 358° - crossing R118 NIE RT intercept R285 HLZ inbound to DOKOK - MULDO FMS [A600+] - DV250 [R] - DV251 [R] - <u>DV252</u> [R] - DV254 - DOKOK - MULDO	initial climb 4000
NIENBURG 9S NIE 9S 12.0% to 3000 131.325 ①	at D2 HAD/R132 NIE or MNM 600 , whichever is later, RT intercept R135 NIE to NIE FMS [A600+] - DV250 [R] - NIE	initial climb 4000
POVEL 3S 11.0% to 3000 131.325 ①	direct HW - at D4.5 HAD/D3.3 HBD LT intercept QDR 209 HW - crossing R296 DLE LT intercept R289 DLE to DLE - R100 DLE to POVEL FMS [A600+] - HW [L] - DV256 [L] - DLE [L] - POVEL	initial climb 4000
VAXEV 1S 11.4% to 3000 131.325 ①③	at D4.3 HAD/D3.1 HBD LT 250° to DV206 - 264° to VAXEV FMS [A600+] - DV204[L] -DV206 [R] - VAXEV	DV204 MNM 2600 initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After R118 NIE, B-RNAV equipment necessary.

③ After D4.3 HAD/D3.1 HBD, B-RNAV equipment necessary.

WARBURG 3S / WERRA 3S

RWY 27R (027°)

After take-off, contact Bremen RAD.

	GS	120	150	180	210	240	270
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27R	
WARBURG 3S WRB 3S 11.0% to 3000 131.325 ①②③④	direct HW - at D4.5 HAD/D3.3 HBD LT intercept QDR 209 HW - at D12 HAD/D10.4 HBD LT 173° to ADSIN - ROLUK - TOLTA - RT 233° to WRB FMS [A600+] - HW [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [R] - WRB	initial climb 4000
WERRA 3S 11.0% to 3000 131.325 ①②③	direct HW - at D4.5 HAD/D3.3 HBD LT intercept QDR 209 HW - at D12 HAD/D10.4 HBD LT 173° to ADSIN - ROLUK - TOLTA - LT 145° to WERRA FMS [A600+] - HW [L] - DV257 [L] - ADSIN - ROLUK - TOLTA [L] - WERRA	initial climb 4000

① Climb gradient due to airspace structure. If unable to comply advise TWR.

② After D12 HAD/D10.4 HBD, B-RNAV equipment necessary.

③ 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.

④ Destination EDDF: SID ends at TOLTA

19-APR-2018

HJA-EDDV

6-10

Germany Hannover
[STARS RWYS 27L/R]

STAR

STAR

Hannover Germany
[STARS RWYS 27L/R]

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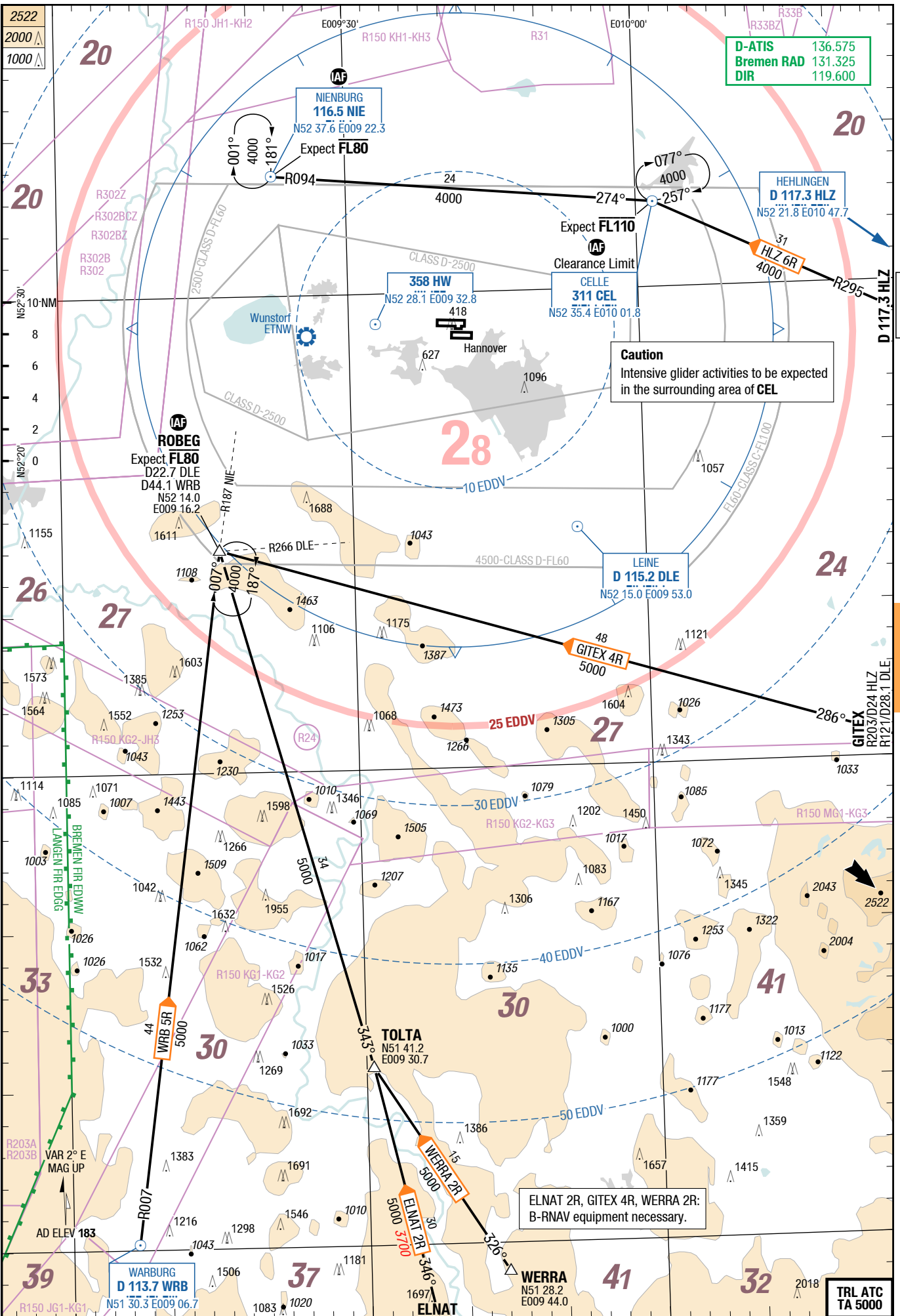
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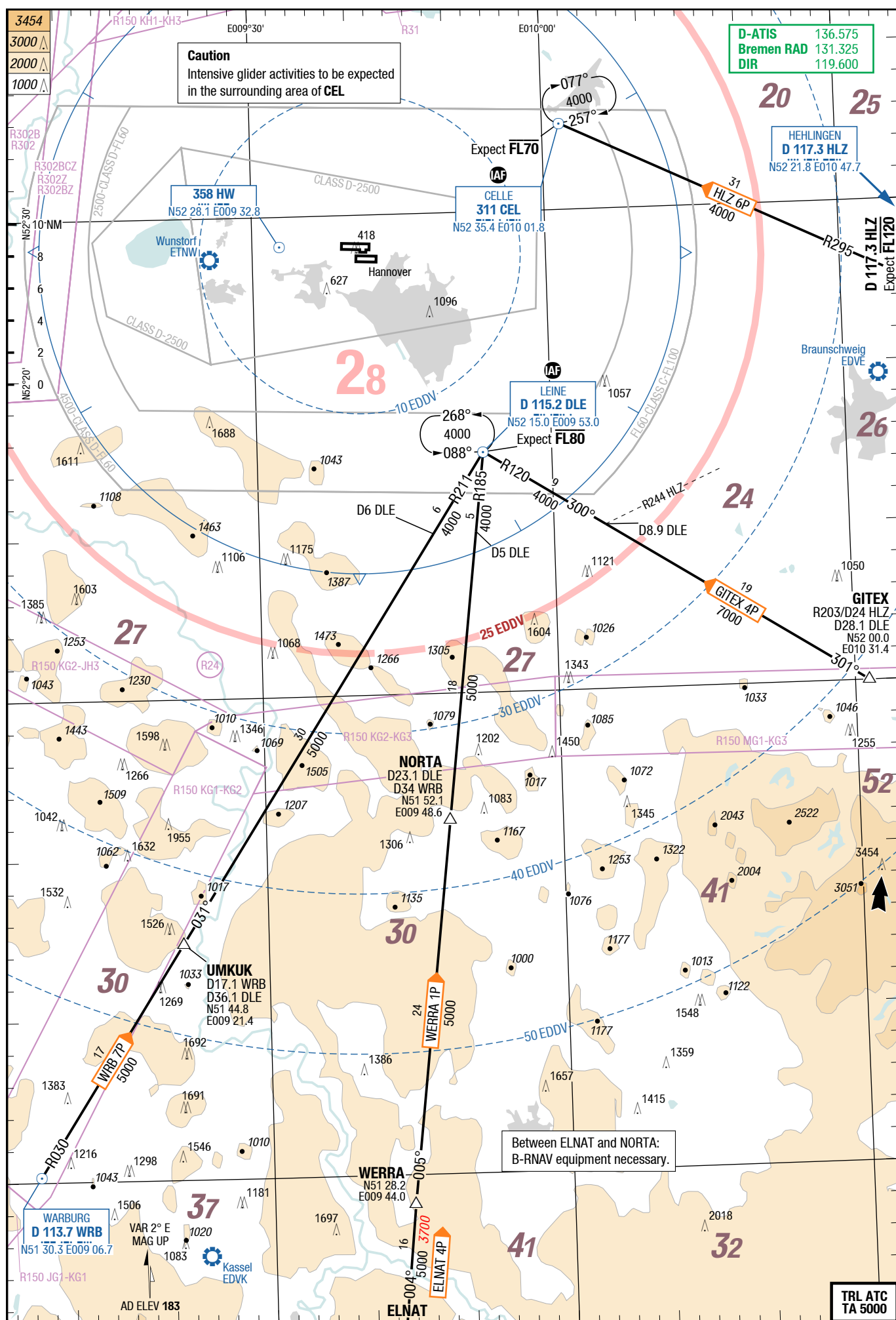
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HAJ-EDDV

NIL

IAC

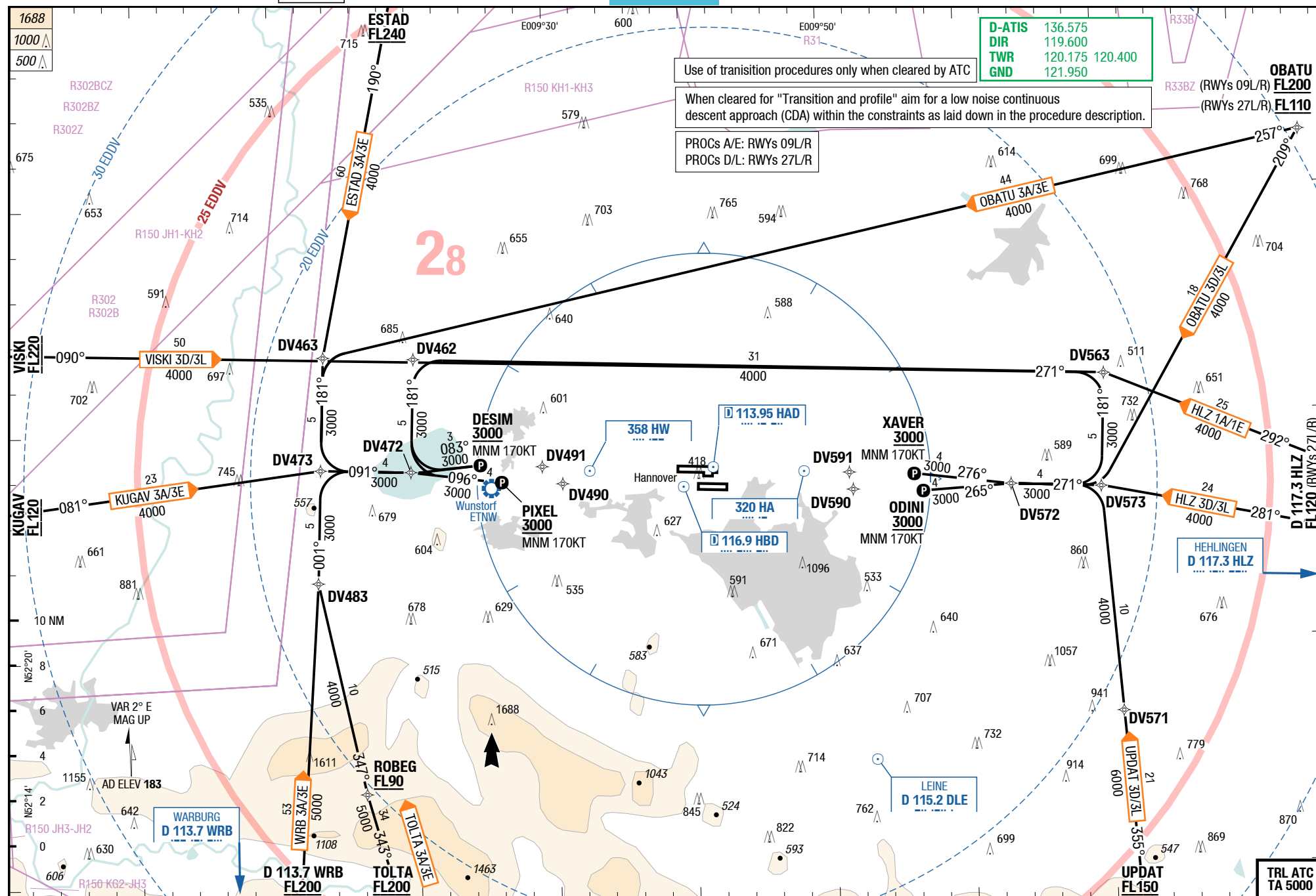
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NIL

CDA Transitions 09L/09R , 27L/27R

7-10

CDA Transitions 09L/09R , 27L/27R



Changes: MSA, OBST, SUAs

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HAJ-EDDV

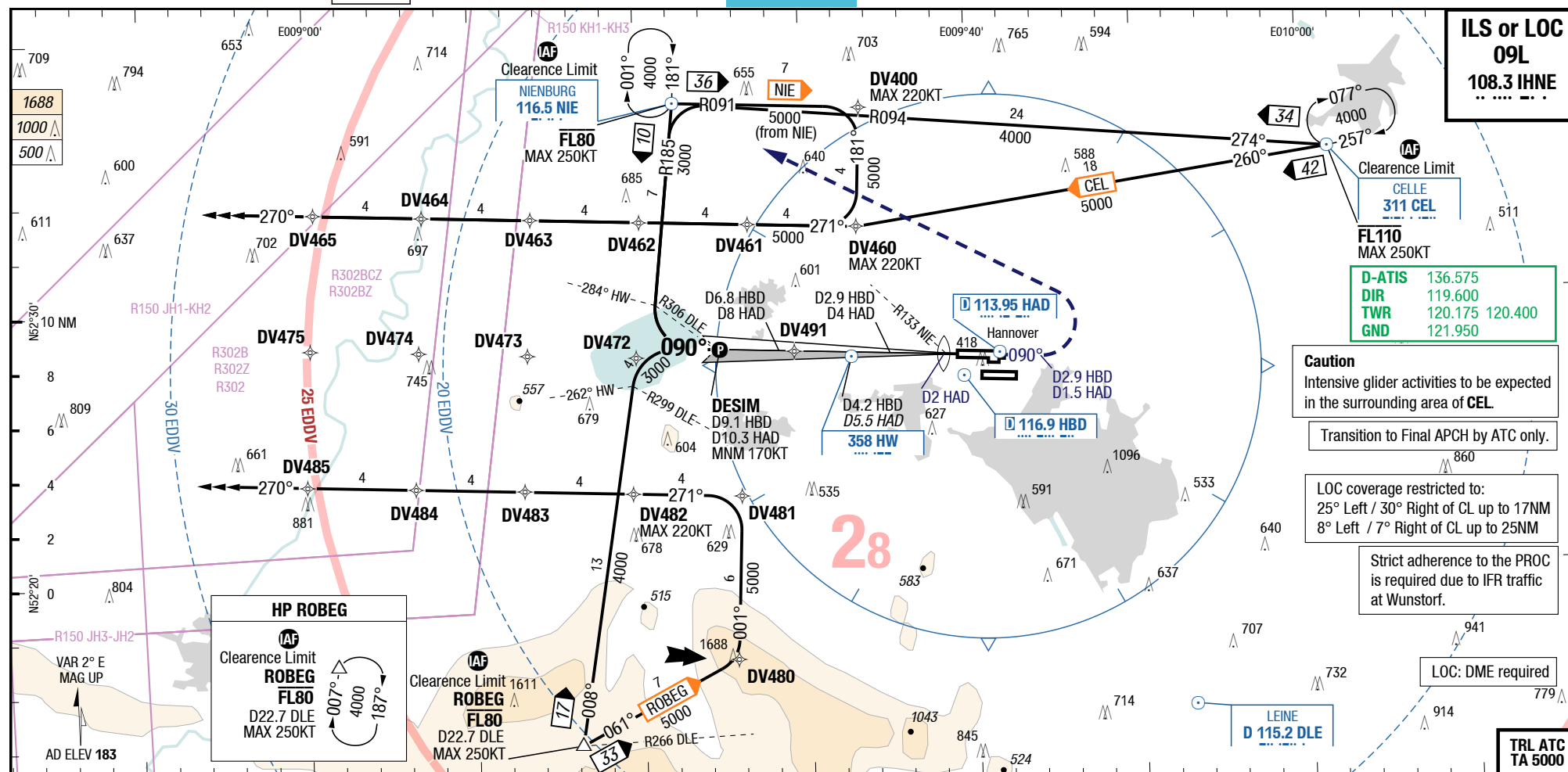
ILS or LOC 09L

IAC

IAC

ILS or LOC 09L

7-30



09L		Cat 3b	Cat 2	Cat 1 ACFT MAX 65/7 <i>L_{TS}</i> ¹⁾	Cat 1 ACFT MAX 65/7 <i>L_{TS}</i> ¹⁾	Cat 1 <i>L_{TS}</i> ¹⁾	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA	200 - 400 370	200 - 550 370	230 - 500 400	Not published
D	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA ²⁾	200 - 400 370	200 - 550 370	230 - 500 400	Not published

1) With EVS 350m
2) If not conducting autoland RVR 350m required

10.2	9	7	6	5	3
3000	2630	1980	1660	1330	680

GS	120	140	160
D5.5 HAD	640	740	850
-MAPt	NA	NA	NA

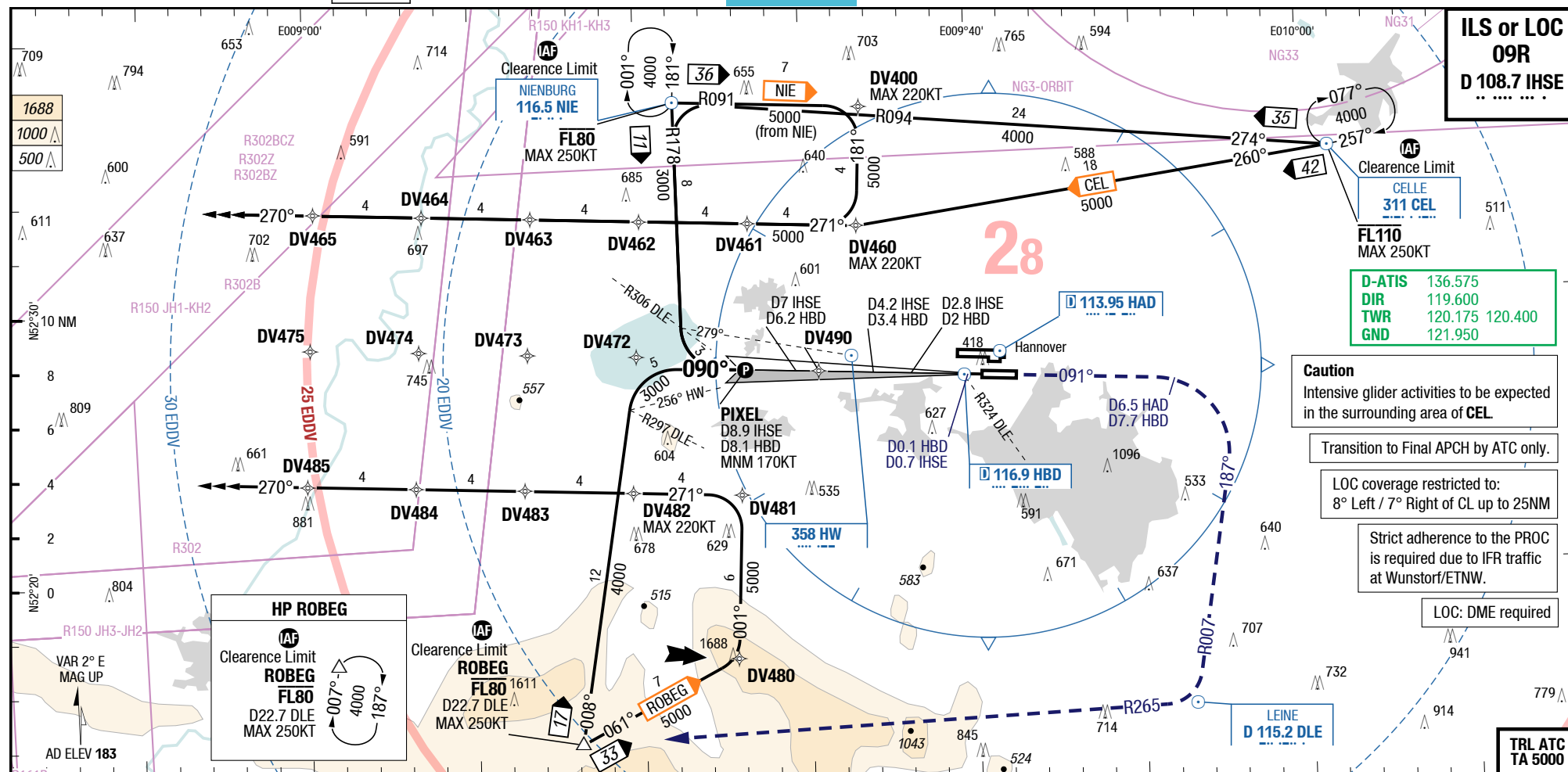
Changes: Nil

HAJ-EDDV**ILS or LOC 09R**

IAC

IAC

ILS or LOC 09R



09R		Cat 1 DME	LOC DME	SRA			Circling
C	ft - m/km ft	200 - 550 380	400 - 1.1 570	590 - 2.0 760			Not published
D	ft - m/km ft	200 - 550 380	400 - 1.1 570	590 - 2.0 760			Not published

LOC 3.01°
D HSE
090°
RWY 091°

8.9 6 5 4 3

3000 2090 1770 1450 1130

HL-P1F THR 172 (6hPa) / TDZ --- (+0.1%) +0.1%

83.0°
2340 x 45 60 HL 30 HL

D8.1 HBD D8.9 IHSE PIXEL D6.2 D7 D3.4 D4.2 D2 D2.8 HBD D0.1 D0.7 IHSE

3000 2390 1500 1050 MPA 50

GP 3.00°

090°

091°
at D7.7 HBD/6.5 HAD RT
intercept R007 DLE to DLE
R266 DLE to ROBEG
climb 4000

GS	120	140	160
D3.4 HBD	640	750	850
-MAPt	NA	NA	NA

DIST to THR10 5 4 2.6 0.5 0

Changes: Navaid IHSE, DIST ALT table, DIST, SUAs

19-APR-2018
HAJ-EDDV

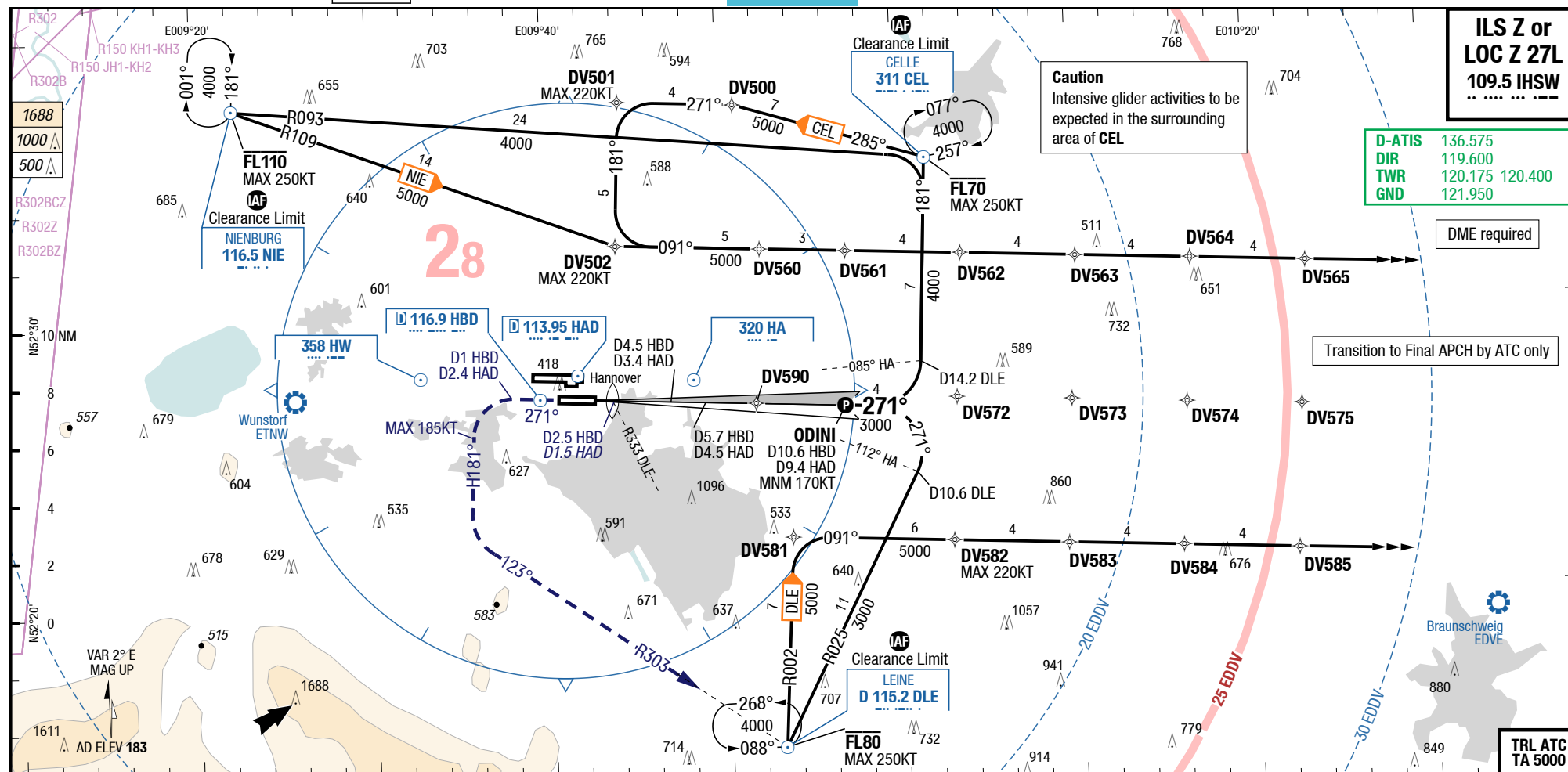
7-50

Germany Hannover
ILS Y or LOC Y 27L
ILS Z or LOC Z 27L

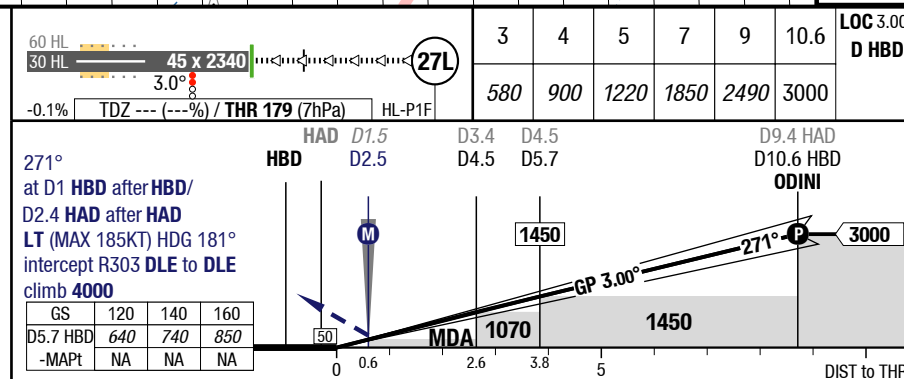
IAC

IAC

Hannover Germany
ILS Y or LOC Y 27L
ILS Z or LOC Z 27L



27L	Cat 1 DME	LOC DME	SRA		Circling
C	ft - m/km ft	200 - 550 380	390 - 1.1 560	660 - 2.3 830	Not published
D	ft - m/km ft	200 - 550 380	390 - 1.1 560	660 - 2.3 830	Not published



19-APR-2018
HAJ-EDDV

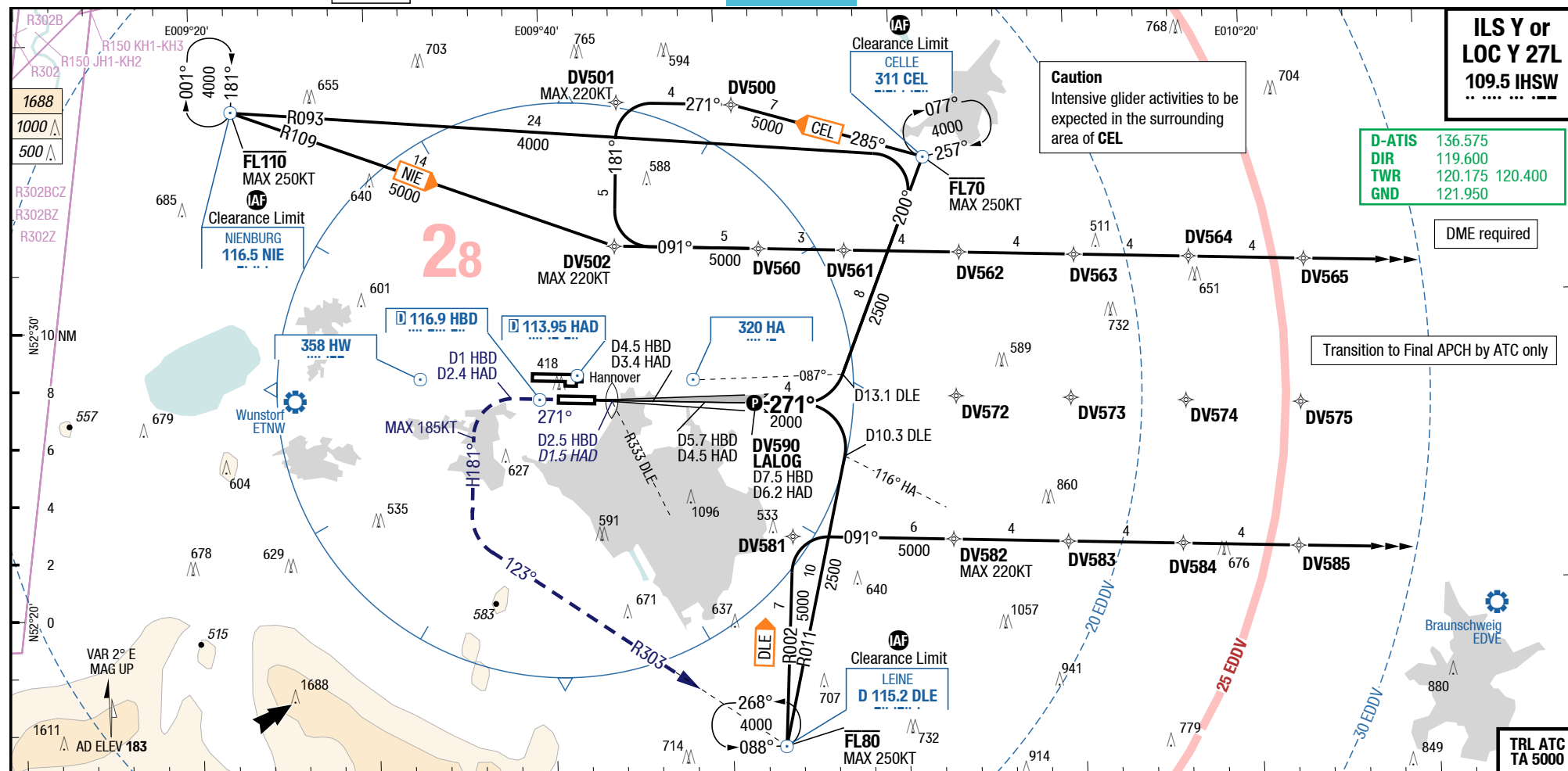
Germany Hannover
ILS Y or LOC Y 27L

IAC

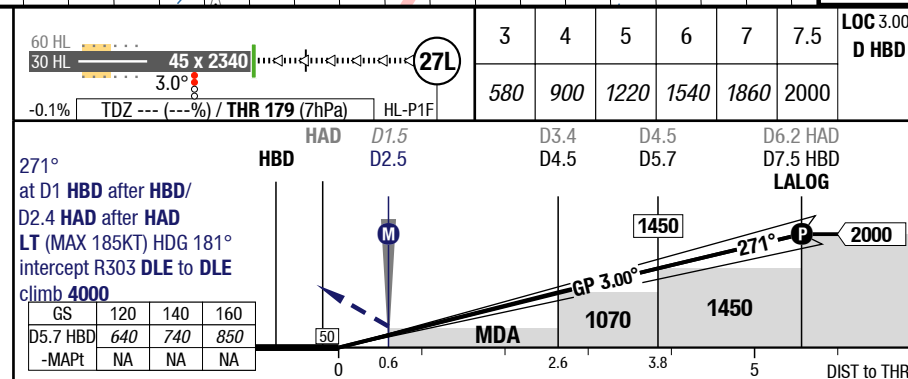
IAC

Hannover Germany
ILS Y or LOC Y 27L

7-60



27L	Cat 1 DME	LOC DME	SRA			Circling
C	ft - m/km ft	200 - 550 380	390 - 1.1 560	660 - 2.3 830		Not published
D	ft - m/km ft	200 - 550 380	390 - 1.1 560	660 - 2.3 830		Not published



Changes: APL, MSA, OBST, SUAS

HAJ-EDDV

ILS Y or LOC Y 27R

ILS Z or LOC Z 27R

IAC

IAC

ILS Y or LOC Y 27R

ILS Z or LOC Z 27R

7-70



- 1) With EVS 350m
- 2) If not conducting autoland RVR 350m required

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19-APR-2018
HAJ-EDDV

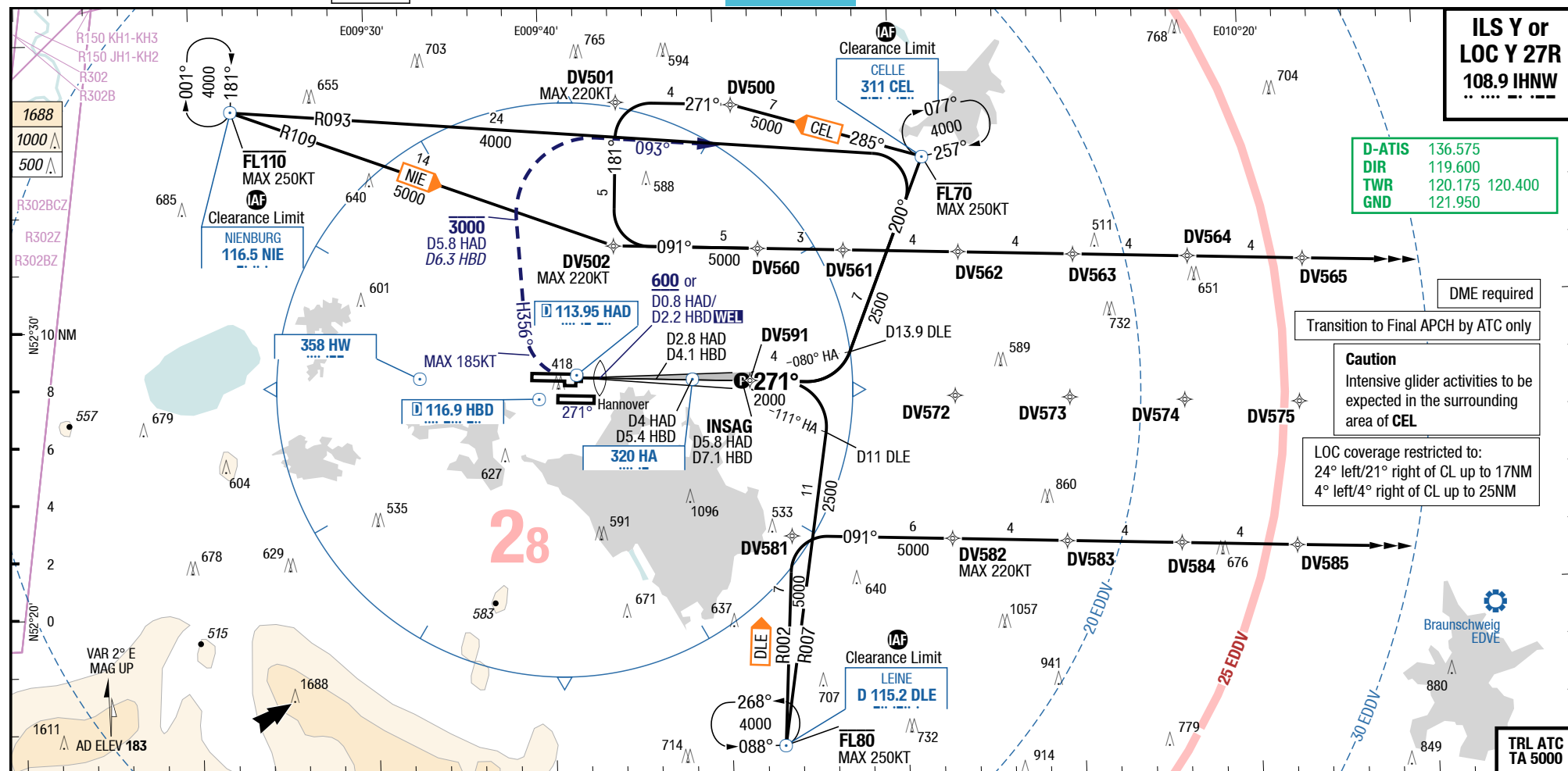
Germany Hannover
ILS Y or LOC Y 27R

IAC

IAC

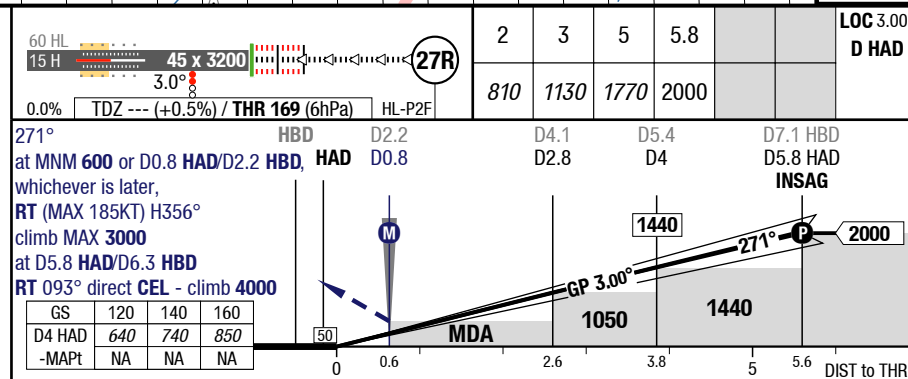
Hannover Germany
ILS Y or LOC Y 27R

7-80



27R		Cat 3b	Cat 2	Cat 2	Cat 1	Cat 1	Circling
			ACFT MAX 65/7				
C	ft - m/km ft	0 - 75R Company	100 - 300R 97 RA	110 - 300R 98 RA	200 - 400 370	200 - 550 370	Not published
D	ft - m/km ft	0 - 75R Company	110 - 300R 98 RA 2)	110 - 300R 98 RA 2)	200 - 400 370	200 - 550 370	Not published

1) With EVS 350m
2) If not conducting autoland RVR 350m required



Changes: MSA, SUAs

RNP 09L

09L		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	510 - 1.6 670	520 - 1.6 680				Not published
D	ft - m/km ft	510 - 1.6 670	520 - 1.6 680				Not published

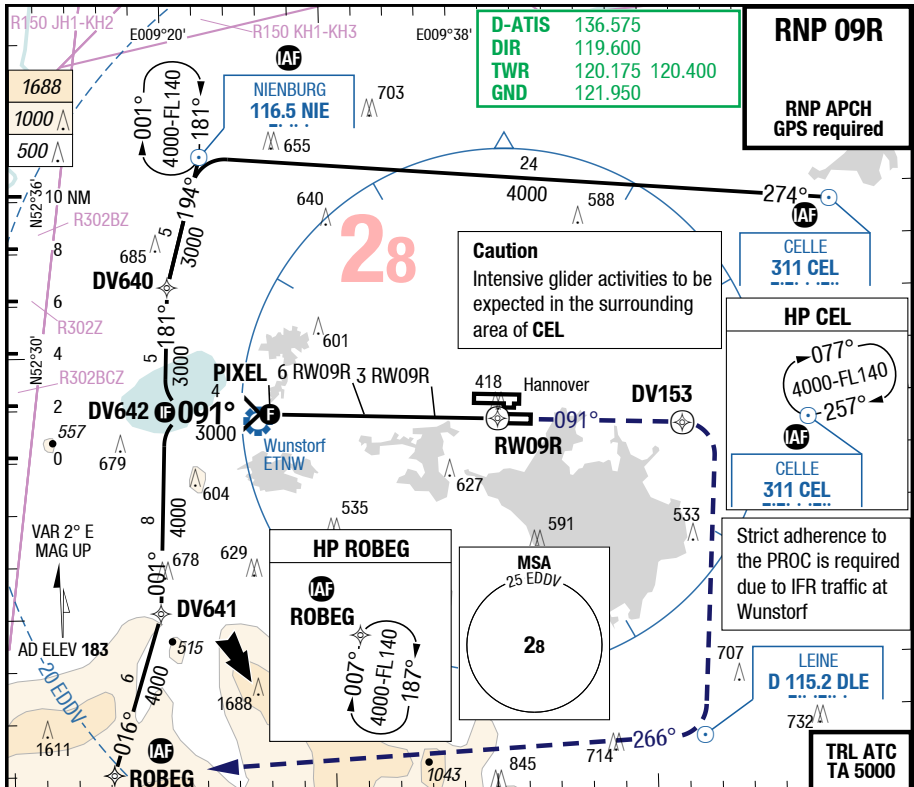
Changes: APL, SUAs

19-APR-2018

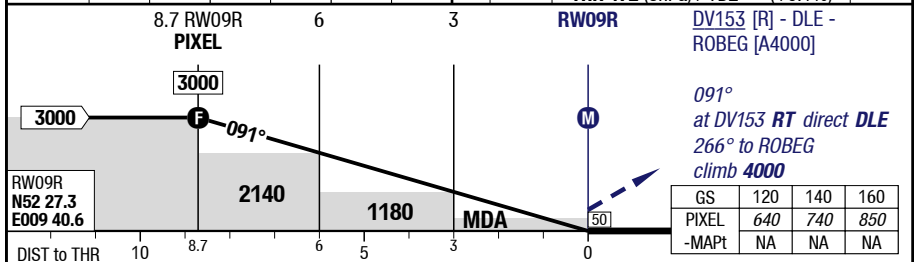
HAJ-EDDV

7-100

RNP 09R



3.00°	8.7	8	7	5	4	2	83.0°	60 HL	30 HL
RW09R	3000	2780	2460	1820	1500	860	2340 x 45		
HL-P1F THR 172 (6hPa) / TDZ --- (+0.1%) +0.1%									



09R		RNP VNAV 1)	RNP LNAV		Circling
C	ft - m/km ft	400 - 1.1 570 2)	500 - 1.5 670		Not published
D	ft - m/km ft	410 - 1.2 580 3)	500 - 1.5 670		Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

3) With EVS 800m

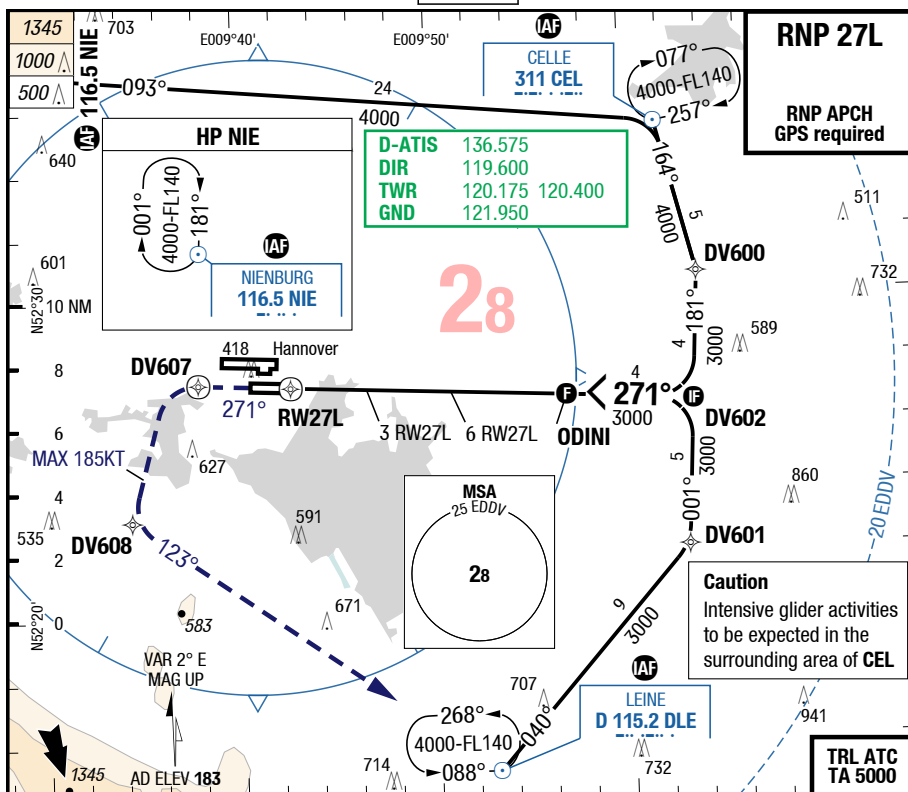
2) With EVS 750m

Changes: APL, OBST, SUAS

HAJ-EDDV

7-110

RNP 27L



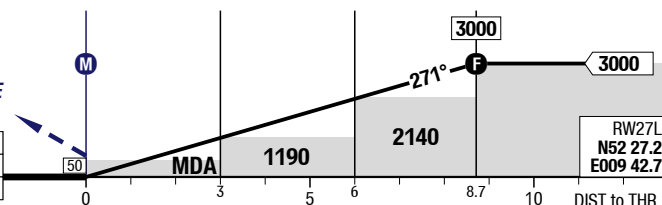
60 HL
30 HL
45 x 2340
3.0°
-0.1% TDZ --- (---%) / THR 179 (7hPa) HL-P1F

2	4	5	7	8	8.7	3.00° RW27L
870	1510	1830	2460	2780	3000	

DV607 [L] - DV608 [L, K185-] RW27L
DLE [A4000]

271°
at DV607 LT (MAX 185KT)
direct DV608 - 123° to DLE
climb 4000

GS	120	140	160
ODINI	640	740	850
-MAPt	NA	NA	NA



27L	RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft 640	500 - 1.5 670				Not published
D	ft - m/km ft 640	500 - 1.5 670				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

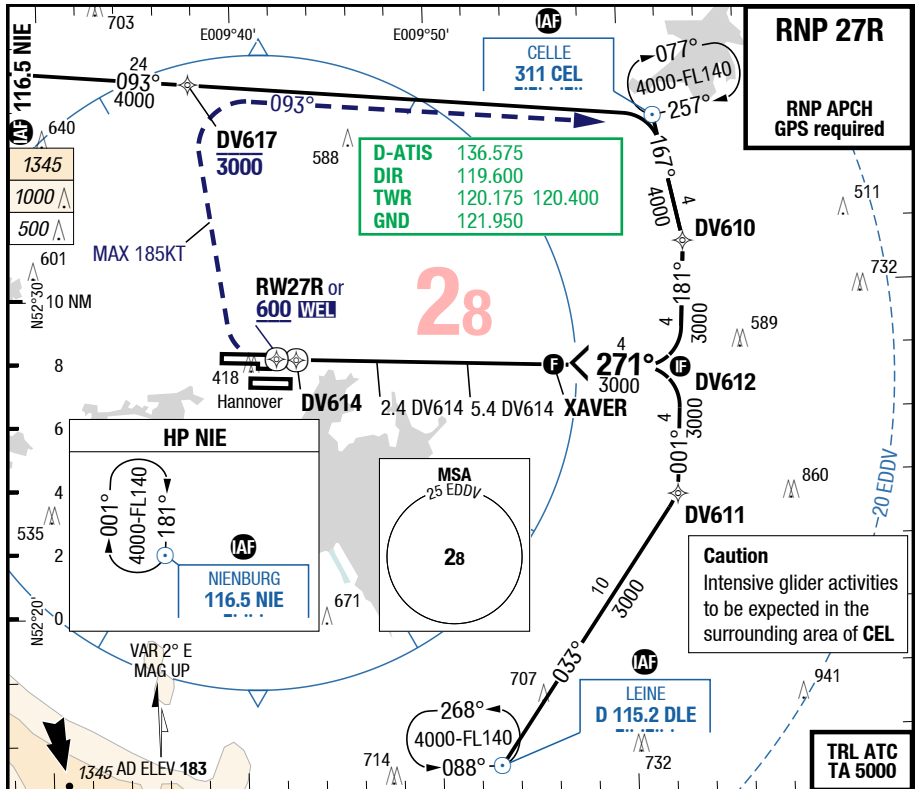
2) With EVS 1.0km

Changes: Nil

HAJ-EDDV

7-120

RNP 27R



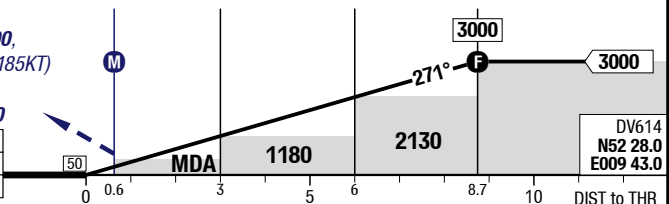
60 HL	45 x 3200	15 H	3.0°	0.0%	TDZ --- (+0.5%) / THR 169 (6hPa)	HL-P2F	1	3	4	6	7	8.1	3.00°
							740	1380	1700	2330	2650	3000	DV614

RW27R or MNM 600 WEL [R] DV614 2.4 5.4 8.1 DV614
 DV617 [A3000- ;K185-;R] - CEL [A4000] XAVER

271° - at RW27R or MNM 600,
 whichever is later, RT (MAX 185KT)
 direct DV617 (MAX 3000)

RT 093° to CEL - climb 4000

GS	120	140	160
XAVER	640	740	850
-MAPt	NA	NA	NA



27R		RNP VNAV ¹⁾	RNP LNAV				Circling
C	ft - m/km ft	320 - 700 490 ²⁾	510 - 1.6 670				Not published
D	ft - m/km ft	410 - 1.2 580 ³⁾	510 - 1.6 670				Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F)

3) With EVS 800m

2) With EVS 450m

Changes: MIN



3.03° D HAD 088° RWY 091°	10.3	9	7	6	5	4	<div><div><div>09L</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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09L		Cat 1 1)	LOC DME	SRA			
C	ft - m/km ft	230 - 550 400	390 - 1.1 550	600 - 2.0 760			
D	ft - m/km ft	230 - 550 400	390 - 1.1 550	600 - 2.0 760			
1) With EVS 350m							
27R		LOC DME	SRA				
C	ft - m/km ft	400 - 1.1 560	600 - 2.0 760				
D	ft - m/km ft	430 - 1.3 590	600 - 2.0 760				

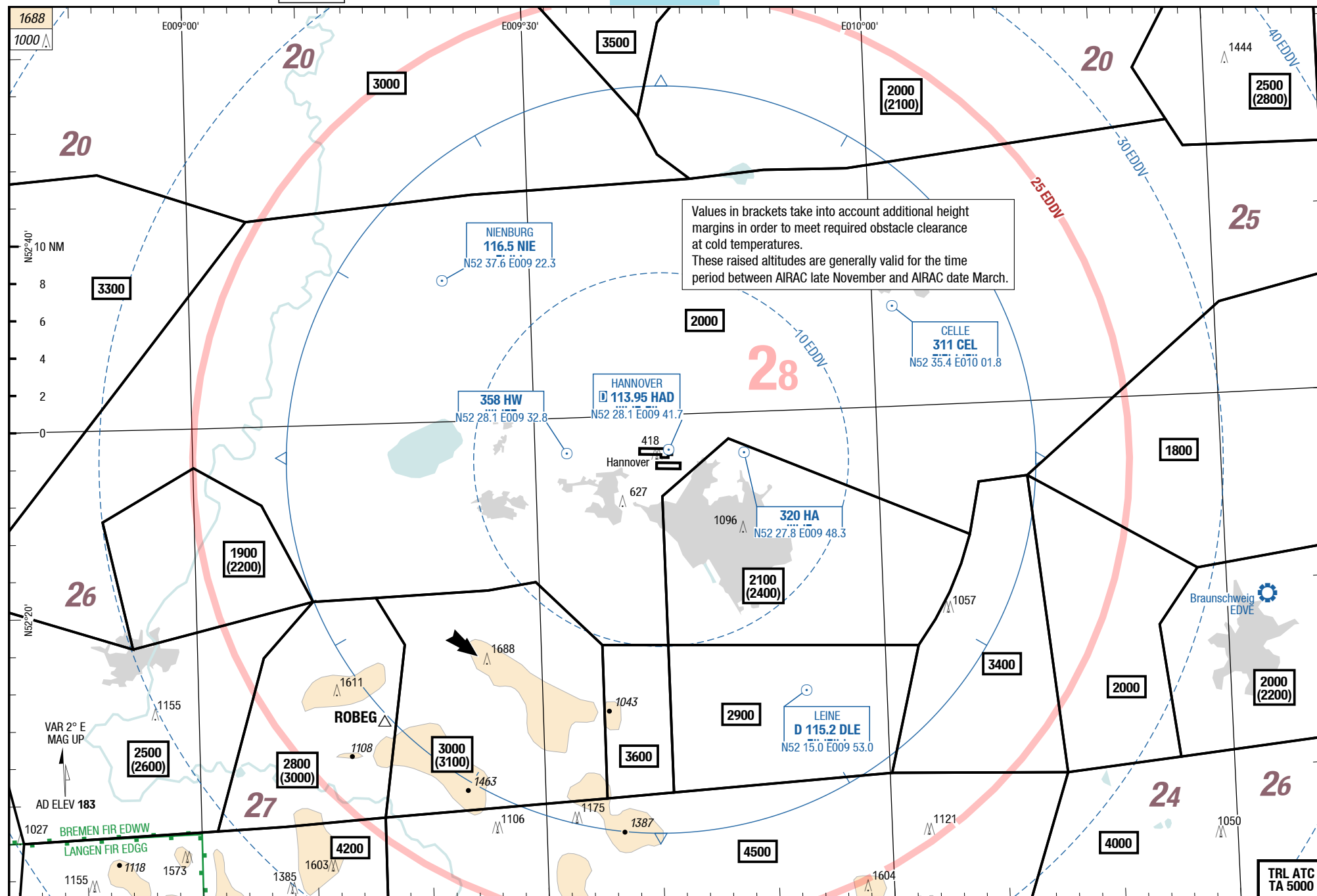
HAJ-EDDV

NIL
MRC

MRC

MRC

NIL
MRC



Changes: MGA, MSA, WPT , OBST

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