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List of pages in this Trip Kit

Enroute Chart - EDDV - EHRD Departure
NavData cycle 2024-03 Expired: 28 Mar 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 11 Apr 2024

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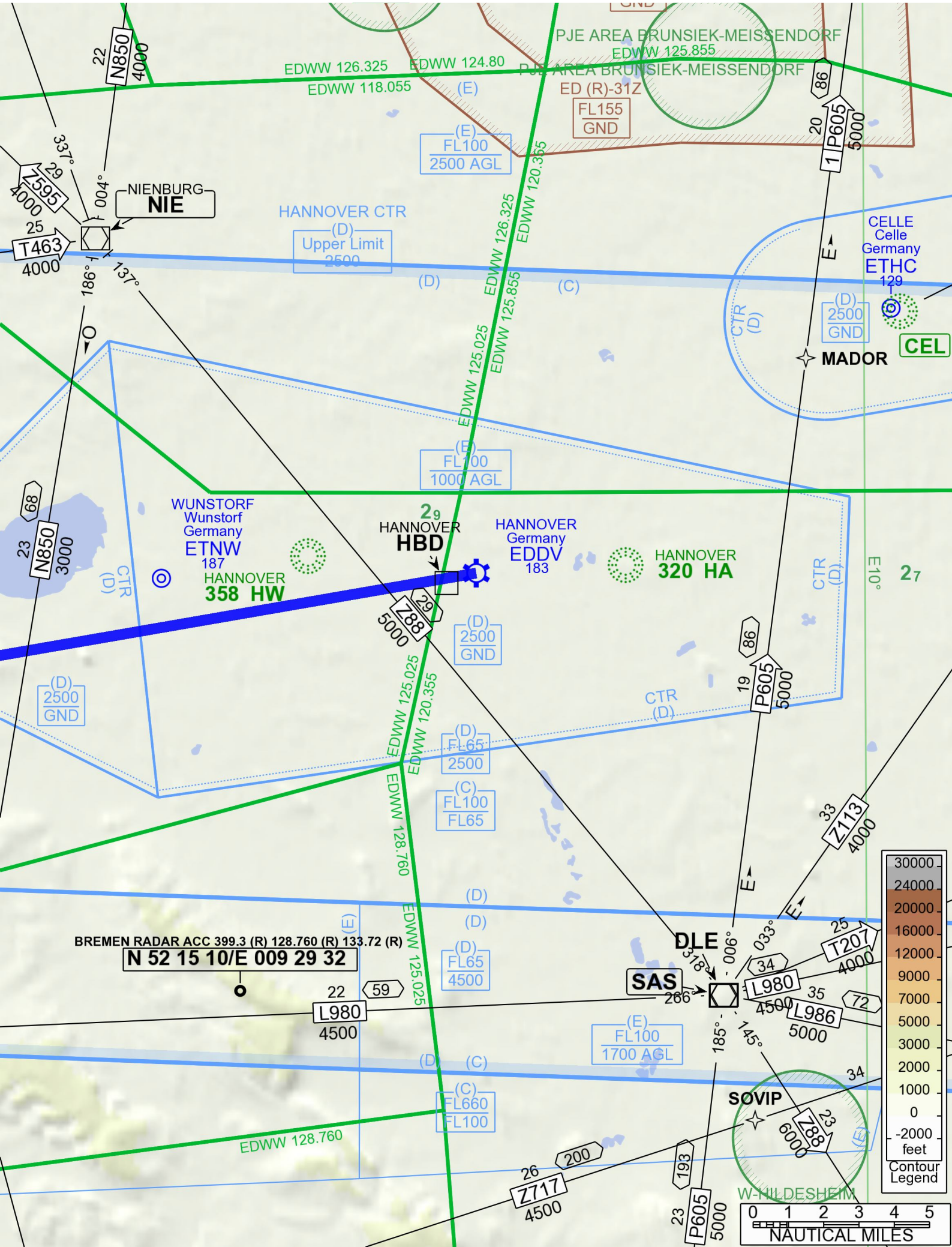

Enroute Chart - EDDV - EHRD Destination
NavData cycle 2024-03 Expired: 28 Mar 2024
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 11 Apr 2024

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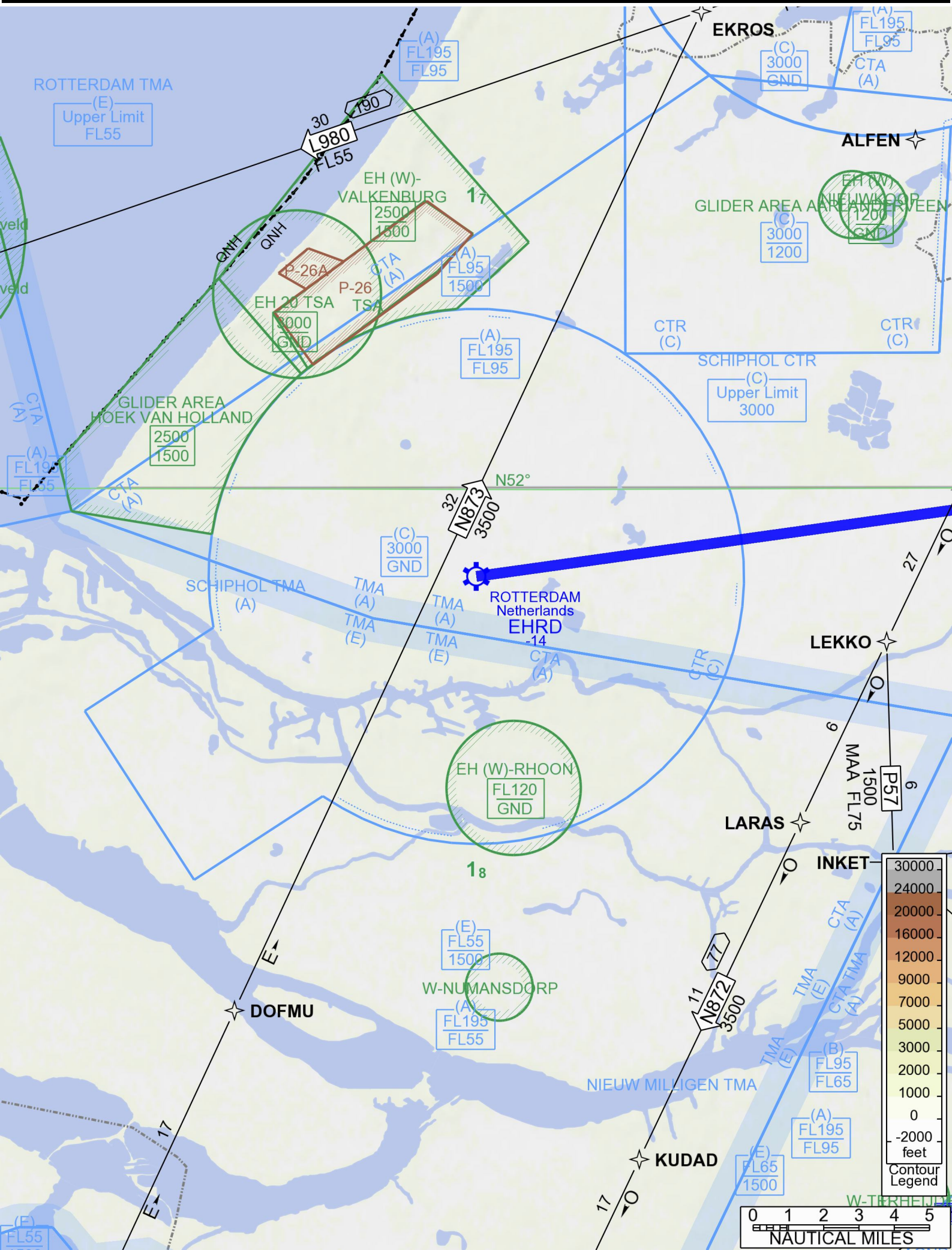

Enroute Chart - EDDV - EHRD Full Route
NavData cycle 2024-03 Expired: 28 Mar 2024
Scale: 1:2040913 (1 inch = 27.99 naut mi). Printed on 11 Apr 2024

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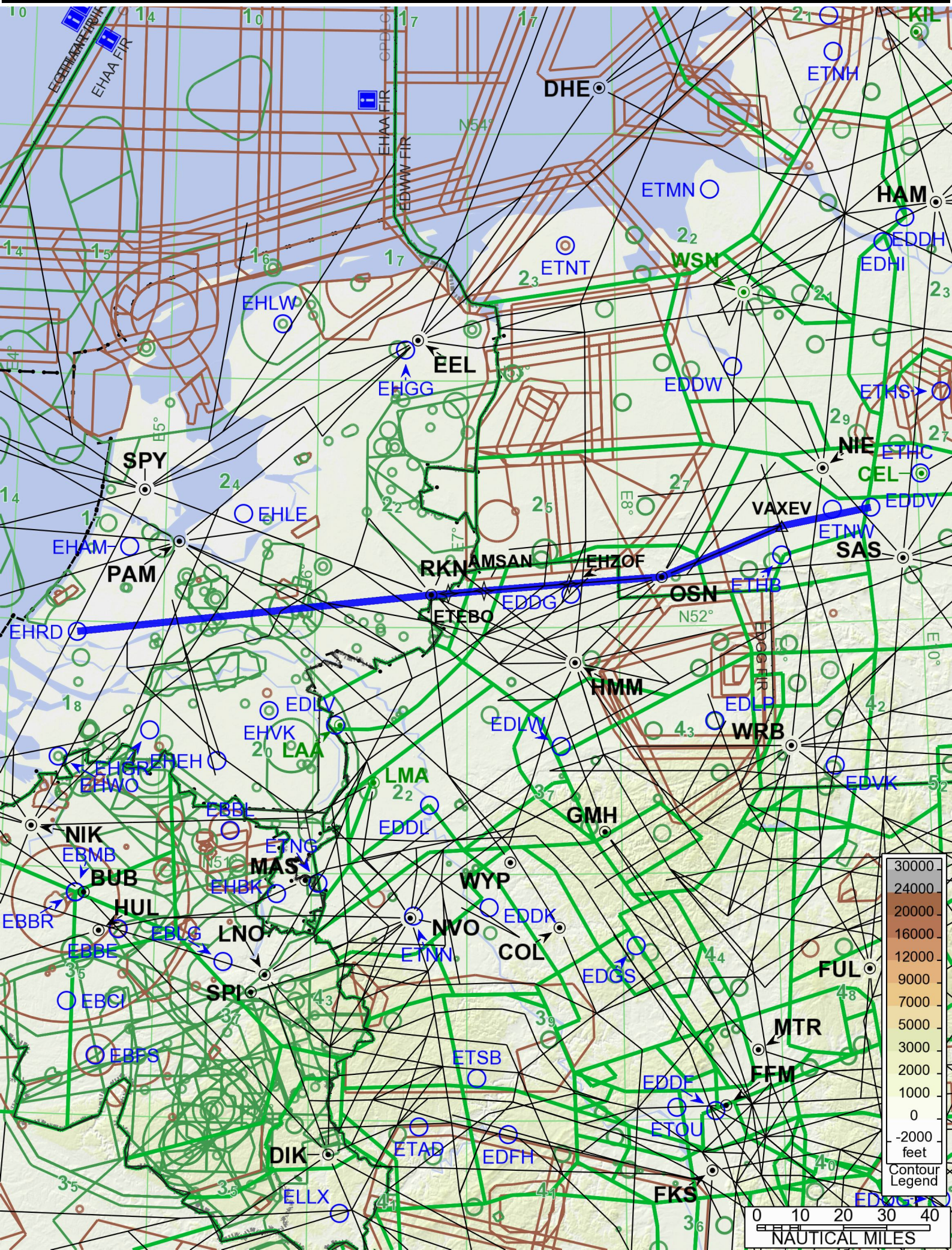

Enroute Chart - EDDV - EHRD Strip Chart Page 1
NavData cycle 2024-03 Expired: 28 Mar 2024
Scale: 1:7291344 (1 inch = 100.00 naut mi). Printed on 11 Apr 2024

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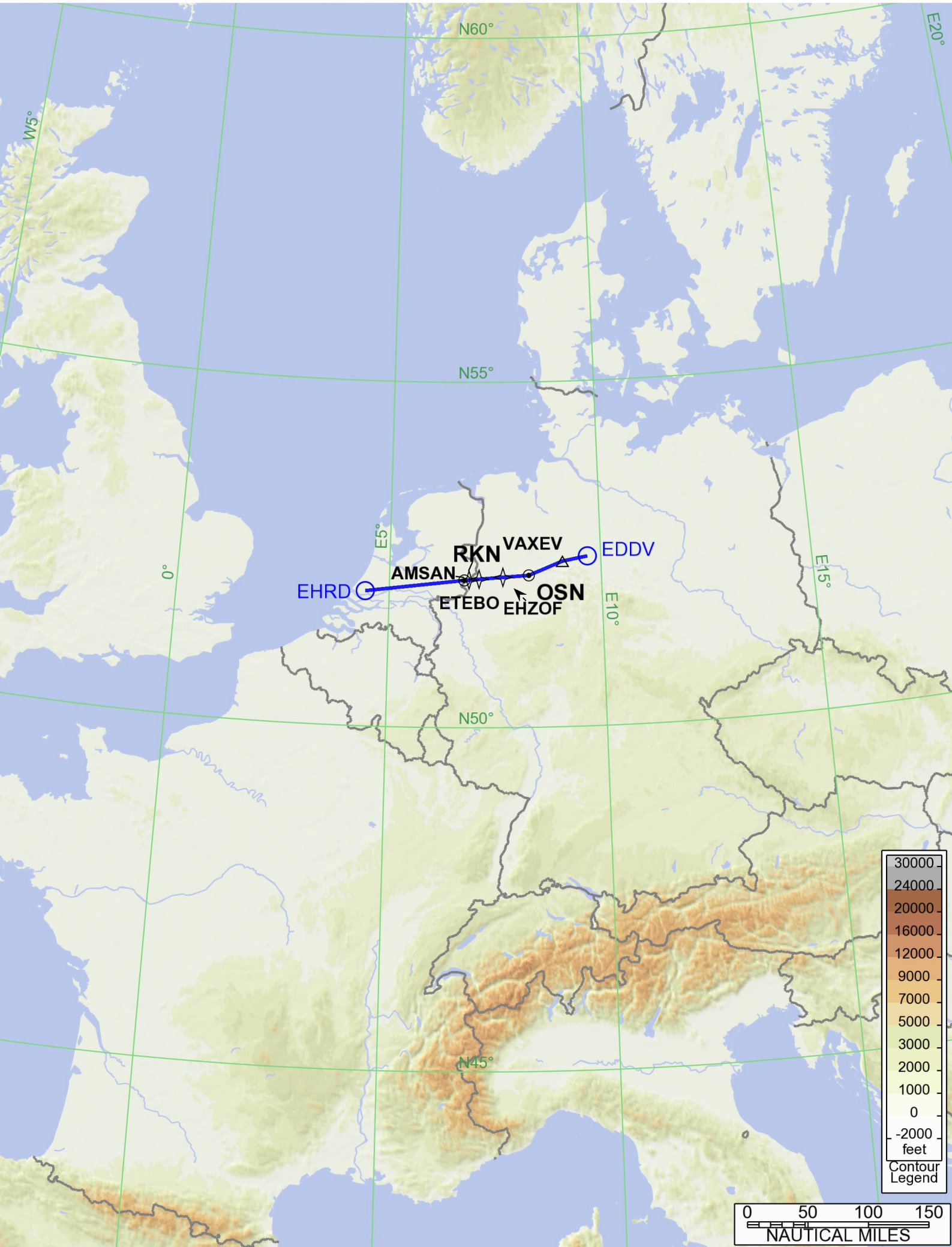


General Information

Location: HANNOVER DEU
ICAO/IATA: EDDV / HAJ
Lat/Long: N52° 27.6', E009° 41.0'
Elevation: 183 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0431 Z
Sunset: 1813 Z

Runway Information

Runway: 09C
Length x Width: 1804 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Stopway: 558 ft

Runway: 09L
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 167 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09R
Length x Width: 7677 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 172 ft
Lighting: Edge, ALS, Centerline

Runway: 27C
Length x Width: 1804 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Stopway: 197 ft

Runway: 27L
Length x Width: 7677 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 179 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 169 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 136.575
Hannover Tower: 120.405
Hannover Tower: 120.180
Hannover Ground: 121.955
Bremen Radar Approach: 119.490 RCO
Hannover Direct (Approach Control Radar): 119.605
Hannover De-Icing Operations: 121.605
Hannover De-Icing Operations: 121.780

1. GENERAL

1.1. ATIS

D-ATIS 136.575

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHT FLYING RESTRICTIONS

Between 2200-0559LT, ACFT exceeding the noise limits pursuant to ICAO Annex 16, Volume 1, Chapter 3 are not permitted to operate.
If any ACFT are to take off or land between 2300-0559LT, a copy of the noise certificates shall be submitted in advance.
Between 2300-0559LT, only the following ACFT movements and ACFT are permitted:

1. Take-offs and landings of turbo-jet ACFT with noise certificate in accordance with ICAO Annex 16, Volume 1, Chapter 3, 4 or 14 which minimum comply with or are below the limits laid down in ICAO Annex 16, Volume 1, Chapter 4 and
   a) which are usually scheduled for the APT of Hannover; or
   b) which are used for night airmail service of a universal service provider as defined in the Postal Universal Service Ordinance (PUDLV) if the night flight is required to meet the quality standard in accordance with Article 2, item 3 of the PUDLV; or
   c) which are operated by air carriers whose main base and maintenance facilities are in Hannover.
2. Take-offs and landings of turbo-jet cargo ACFT which have a noise certificate in accordance with ICAO Annex 16, Volume 1, Chapter 3, 4 or 14 and which comply with or are below the limits laid down in ICAO Annex 16, Volume 1, Chapter 4.
3. Take-offs and landings of ACFT with different means of propulsion in commercial and corporate air traffic complying with the provisions of ICAO Annex 16, Volume 1, Chapters 3, 4, 5, 6, (-4 dBA), 8, 10 (-3 to -8 dBA) or 11 and/or Chapters III, IV 2.4, VII or X 2.4 of Noise Requirements for ACFT as well as landings of ACFT with different means of propulsion and noise certificate stationed at Hannover APT in business air traffic.
4. Landings of ACFT provably using the APT as alternate aerodrome for meteorological, technical or other safety reasons.
5. Calibration flights conducted by DFS Deutsche Flugsicherung GmbH as far as necessary for maintaining flight safety.
6. Take-offs and landings in emergency cases.
7. Take-offs and landings in exceptional cases with special permission from the aviation supervision office of the "Niedersaechsisches Ministerium fuer Wirtschaft, Arbeit, Verkehr und Digitalisierung".

Subject to other restrictions of thi s provision, between 2200-0559LT take-offs and landings by ACFT as listed below are only permitted on the northern RWYs 09L/27R.

Exceptions for urgent technical, meteorological or operational reasons are possible.

A300
A310
A330
A340
B727-100 re-engined with 3 tay engines
B737-200
B747-400
B757-300
B767
B777

propeller-driven ACFT with more than 5.7t MTOM
LOCKHEED L1011
DC 8-70-series
DC 10
MD 11
MD 80-series
MD 90
TUPOLEV 154
TUPOLEV 204

1. GENERAL

1.2.2. LOCAL FLYING RESTRICTIONS

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

1.2.3. RUN-UP TESTS

Run-up tests of jet engines shall be conducted exclusively in a noise suppression facility which is ready for operation.

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

1.3. LOW VISIBILITY PROCEDURES

ACFT will be guided onto RWY by Follow-me car.

Enquiries via HANNOVER Ground.

1.4. AUXILIARY POWER UNIT (APU)

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

The APU shall be operated only:

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

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

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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

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

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

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

TWY P MAX wingspan 56'/17m.
TWY O MAX wingspan 66'/20m.
TWY Q MAX wingspan below 118'/36m.

While taxiing to and from RWY 09L/27R pilots will need crossing-clearance for RWY 09C/27C, which is an active VFR daytime RWY. To avoid RWY incursions pilots are referred to the published hot spots on 10-9 page.

1.5.2. TAXIING TO/FROM THE SOUTHERN RWY 09R/27L

ACFT code E and ACFT types B767, MD10, MD11, DC10 and L1011 shall only use TWYs A and E for taxiing to and from the southern RWY 09R/27L.

ACFT will be guided by a Follow-me vehicle to/from the RWY.

1.5.3. TAXIING TO/FROM THE NORTHERN RWY 09L/27R

ACFT types A340, A350 and B777 shall be guided by a Follow-me vehicle at the level of RWY 09C/27C when taxiing from TWY F to TWY L or from TWY L to TWYF.

ACFT types code E and ACFT types MD11 and DC10 of ACFT code D shall be guided by a Follow-me vehicle when taxiing from TWY G to TWY L or from TWY L to TWYG.

TWY J may not be used by ACFT type A346.

TWY K is limited to ACFT code C between RWY 09L/27R and TWY Kto.

TWY Kto may not be used by ACFT types A346, A35K, B773 and B77L.

TWY N may not be used by ACFT code E and D, except for ACFT types A400M, B752 or B753.

1.5.4. OPERATION OF B747-8/8F

- B747-8/8F may only take off from and land on RWY 09L/27R.
- Taxiing on TWYs and the apron is only permitted under the guidance of a Follow-me car.

The following TWYs shall be used:

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

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

1. GENERAL

1.6. PARKING INFORMATION

1.6.1. GENERAL

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

1.6.2. GENERAL AVIATION 1

All ACFT will be guided by Follow-me.
MAX wingspan 66'/20m between hangar 11, 12 and posn 72-75.
MAX wingspan 56'/17m in front of hangar 13.
MAX wingspan 52'/16m on other parts of apron.

1.6.3. GENERAL AVIATION 2

MAX wingspan 49'/15m.

1.6.4. GENERAL AVIATION 3

MAX wingspan below 118'/36m; ACFT with wingspan over 95'/29m will be towed.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

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

2.2. CAT II/III OPERATIONS

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

2.3. TAXIING PROCEDURES

RWY 09L RESTRICTIONS

After landing on RWY 09L, all ACFT with code E may only taxi independently via TWY L to the apron. When leaving the RWY via TWY M, ACFT types B777, B787, A340 and A350 shall be guided to the apron via TWY F by a Follow-me vehicle.

RWY 27R RESTRICTIONS

After landing on RWY 27R, ACFT with code E may only taxi independently via TWYL to the apron. When leaving the RWY via TWY G, ACFT types B777, B787, A340 and A350 shall be guided to the apron via TWY F by a Follow-me vehicle.

When leaving the RWY via TWY H, ACFT types B777, B787, A340 and A350 shall be guided to the apron by a Follow-me vehicle starting at TWY G via TWY F.

2.4. OTHER

During approaches to the parallel RWY system 09/27, a reduced diagonal separation of at least 1.5NM may be used between parallel approaching ACFT on final.

ACFT types B744, B773 and A346 shall disregard the PAPI when approaching RWY27L.

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

ti 25 minutes prior to EOBT for unregulated flights.
30 minutes prior to CTOT for ATFM regulated flights.
tt 11 minutes prior to EOBT for unregulated flights.
16 minutes prior to CTOT for ATFM regulated flights.
t1 5 minutes.

3.2. DE-ICING

3.2.1. GENERAL

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

3.2.2. DE-ICING AREAS

The special areas assigned for the de-icing of ACFT are designated DP1 and DP2 (see 10-9A). In exceptional cases, de-icing may take place on the positions located in between. The actual de-icing position will be assigned by the de-icing operator. The de-icing of jet-propelled ACFT will be carried out with running engines and switched off Auxiliary Power Units (APU). The same regulation applies for ACFT types ATR 42/72 with applied propeller brakes.

3.2.3. DE-ICING

A de-icing operation shall be reported to the de-icing operator in good time (30 minutes in advance prior to EOBT/CTOT) under the phone number (0511)-9771415 however, when obtaining start-up clearance for the engines from HANNOVER Ground, at the latest.

The order of notifications has no influence on the actual de-icing sequence. This will be determined by ground control, exclusively.

After start-up clearance/push-back, ACFT will be guided by ground control to the immediate vicinity of the de-icing areas. The ACFT will then be guided by a Follow-me car to a vacant de-icing position.

After parking the ACFT on the de-icing area, the pilot will report on HANNOVER De-icing **121.780** together with his flight number. After the de-icing process has been completed, the Pilot-In-Command shall report "ready to taxi" to HANNOVER Ground.

If the engines have to be started up again, this shall be reported to ground control.

During the de-icing process, the pilot shall maintain constant listening watch on the respective de-icing frequency. When the de-icing procedure has been completed, the de-icing code will be transmitted and the ACFT handed over by the de-icing operator to the ground controller.

Taxiing maneuvers from the de-icing areas may only be carried out after express clearance by the ground controller and with the absolute minimum number of engine revolutions required, only.

After de-icing has taken place, the de-icing areas shall be vacated as quickly as possible after receiving taxi clearance.

All special services, such as the de-icing of the undercarriage or de-icing beneath the wings, will be conducted on the pads with engines switched off, only.

3. DEPARTURE

The hands-on check will generally only be carried out by representatives of the air transport company concerned or by a crew member of the de-iced ACFT on the respective de-icing pad. A hands-on check shall be requested by the crew through a handling agent, only. On instructions from the de-icing operator, an ACFT may be towed to another position for the hands-on check or planned for another de-icing position in the pre-planning stage already. If a hands-on check becomes necessary, the control tower shall be informed in time, but at the latest when requesting startup clearance. The employees of FHG and AGS (de-icing personnel) will not carry out these checks.

Differences of the above or in published Aeroplane Deicing Plan mentioned procedures have to be granted by the APT operator.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. START-UP

Pilots shall obtain start-up approval on the appropriate frequency of Ground.

3.3.2. PUSH-BACK PROCEDURE ON MAIN APRON (STANDS 1 THRU 61)

ACFT may leave nose-in positions only by the aid of ACFT tractors.
Reverse thrust or variable pitch propellers shall not be used.
To receive push-back instructions from nose-in position, pilots are requested to contact the "Walkout Assistent" after they received approval to start their engines.
This request shall only be made if the pilot is able to carry out the maneuver without delay. The "Walkout Assistent" will carry out the push-back procedure immediately after receiving the necessary clearance from apron control. To avoid delays, the engines shall be started during push-back.

3.3.3. TAXI PROCEDURE

To obtain taxi-out instructions after push-back or from a roll-out stand, pilots are instructed to request taxi clearance on the appropriate frequency of Ground.

RWY 09L Restrictions

From the apron to THR 09L, ACFT types B777, B787, A340 and A350 shall be guided to THR 09L via TWY F and G by a Follow-me vehicle. Independent taxiing is only possible starting at TWY H.

RWY 27R Restrictions

From the apron to THR 27R, ACFT types B777, B787, A340 and A350 shall be guided to THR 27R via TWY F and TWY M by a Follow-me vehicle.

3.4. NOISE ABATEMENT PROCEDURES

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

3.5. RWY OPERATIONS

RWY 09L/27R

ACFT which are using extended take-off runs and which require a TORA of 10499'/3200m or less shall only set take-off thrust when passing the THR.

EDDV/HAJ
HANNOVER

HANNOVER, GERMANY
.STAR.

19 JAN 24 10-2 .Eff.25.Jan.

JEPPESEN

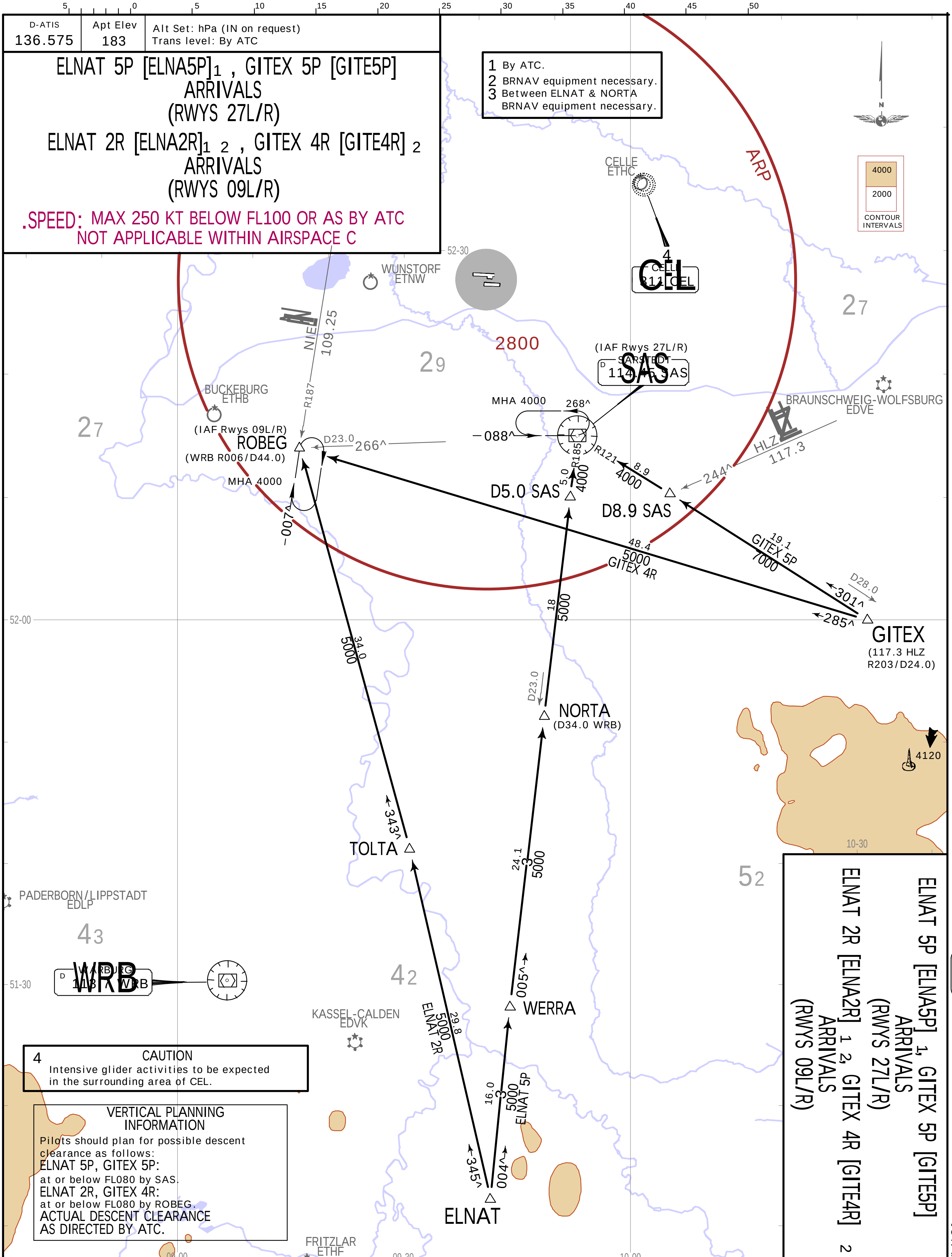
D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC

ELNAT 5P [ELNA5P]1 , GITEX 5P [GITE5P] ARRIVALS (RWYS 27L/R)

ELNAT 2R [ELNA2R]1 2 , GITEX 4R [GITE4R] 2 ARRIVALS (RWYS 09L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

1 By ATC.
2 BRNAV equipment necessary.
3 Between ELNAT & NORTA BRNAV equipment necessary.



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

VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
ELNAT 5P, GITEX 5P:
at or below FL080 by SAS.
ELNAT 2R, GITEX 4R:
at or below FL080 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

ELNAT 5P [ELNA5P] 1, GITEX 5P [GITE5P] ARRIVALS (RWYS 27L/R)
ELNAT 2R [ELNA2R] 1 2, GITEX 4R [GITE4R] 2 ARRIVALS (RWYS 09L/R)

CHANGES: NIE VOR replaced by NIE VORDME.

EDDV/HAJ HANNOVER

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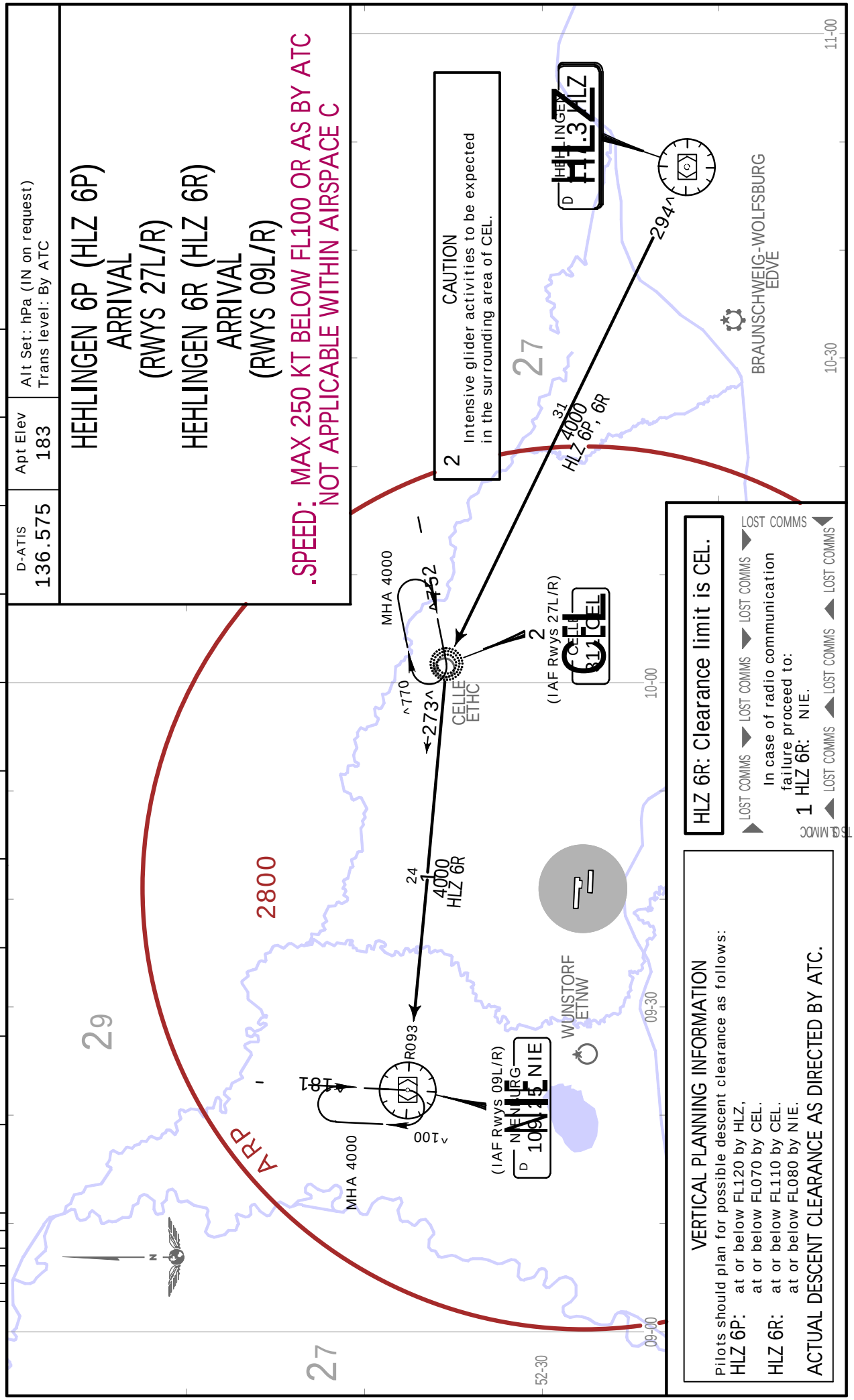
19 JAN 24 (10-2A) .Eff.25.Jan.

HANNOVER, GERMANY .STAR.



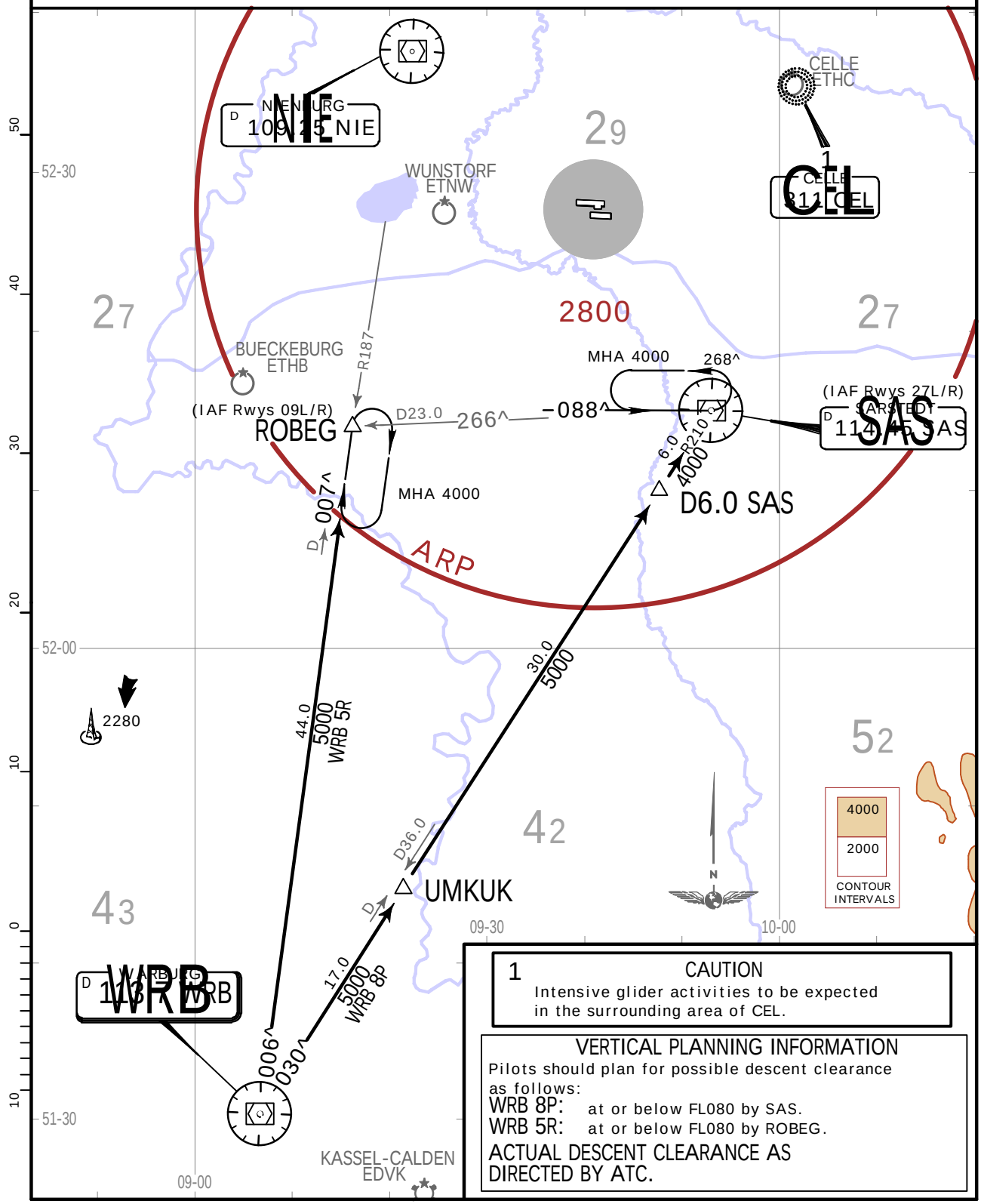
CHANGES: NIE VOR replaced by NIE VORDME.

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

WARBURG 8P (WRB 8P) ARRIVAL (RWYS 27L/R)

WARBURG 5R (WRB 5R) ARRIVAL (RWYS 09L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

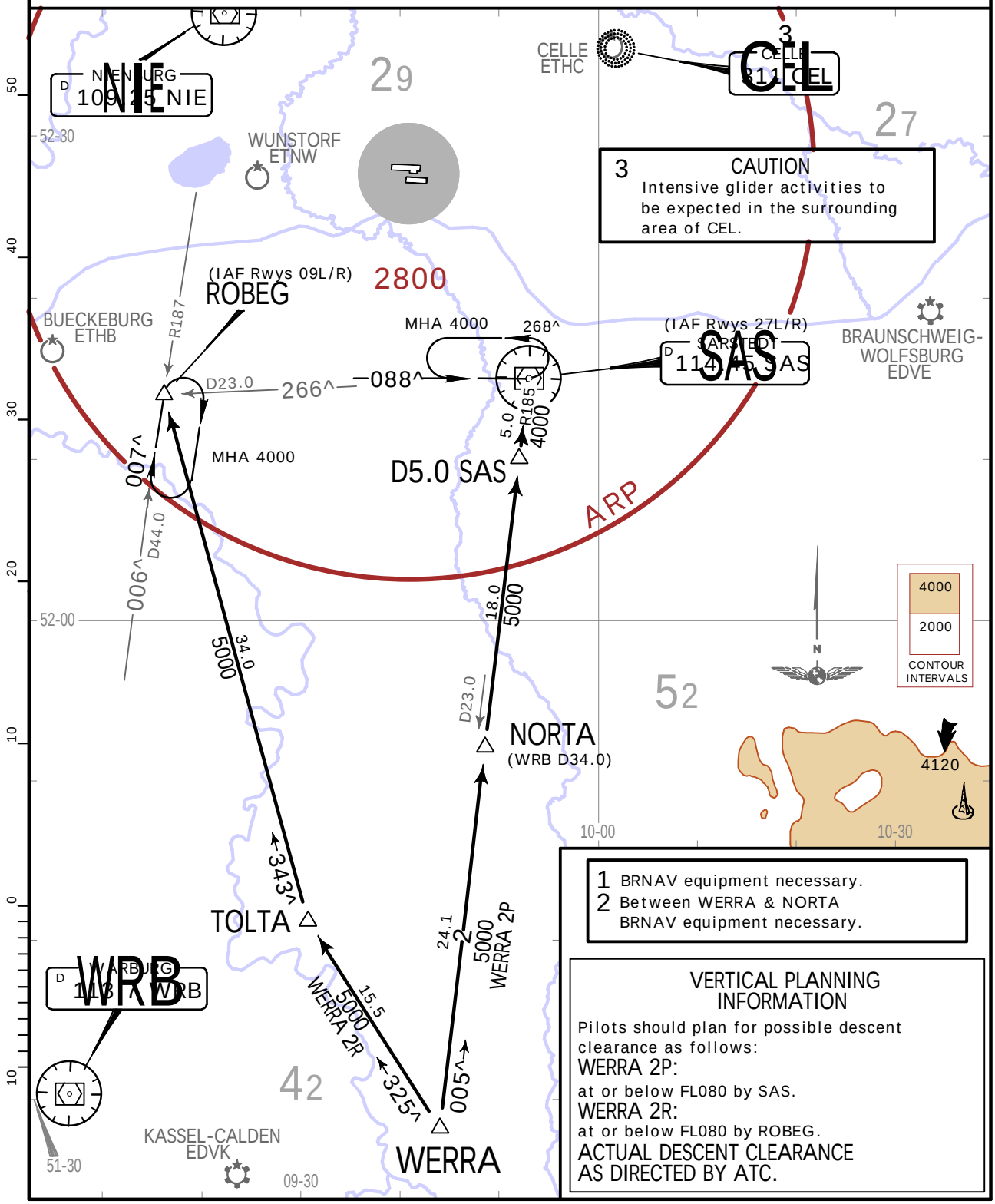
VERTICAL PLANNING INFORMATION
Pilots should plan for possible descent clearance as follows:
WRB 8P: at or below FL080 by SAS.
WRB 5R: at or below FL080 by ROBEG.
ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: NIE VOR replaced by NIE VORDME.

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

WERRA 2P [WERA2P]
ARRIVAL
(RWYS 27L/R)
WERRA 2R [WERA2R] 1
ARRIVAL
(RWYS 09L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



1 BRNAV equipment necessary.
2 Between WERRA & NORTA BRNAV equipment necessary.

VERTICAL PLANNING INFORMATION

Pilots should plan for possible descent clearance as follows:

WERRA 2P:
at or below FL080 by SAS.

WERRA 2R:
at or below FL080 by ROBEG.

ACTUAL DESCENT CLEARANCE AS DIRECTED BY ATC.

CHANGES: NIE VOR replaced by NIE VORDME.

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

D-ATIS	Apt Elev
136.575	183

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

1. MAINTAIN transition track beyond end point, if no suceeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 09L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 09R.

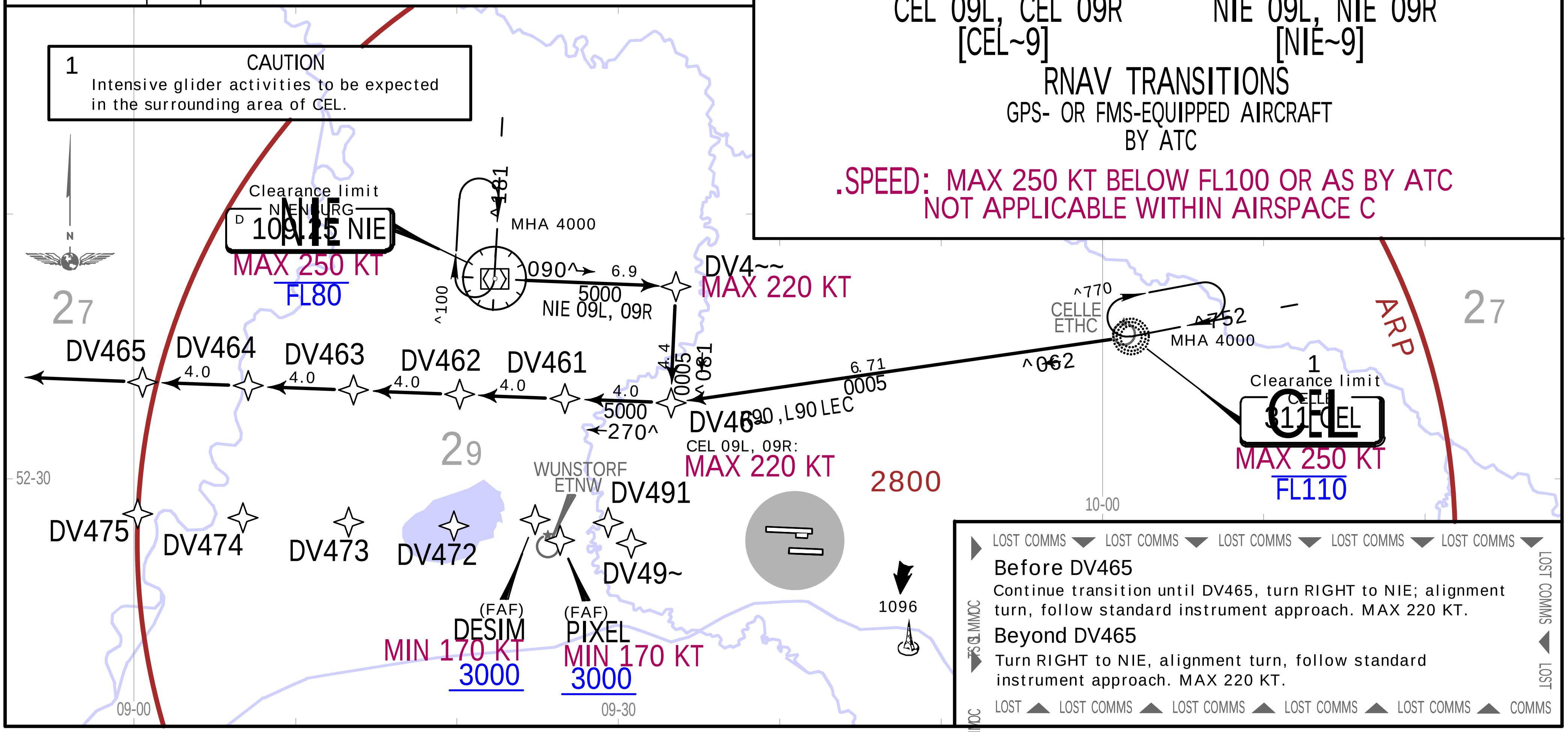
CEL 09L, CEL 09R [CEL~9]   NIE 09L, NIE 09R [NIE~9]

RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT BY ATC

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

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



LOST COMMS

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

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

LOST COMMS

CHANGES: NIE VOR replaced by NIE VORDME.

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

D-ATIS	136.575
Apt Elev	183

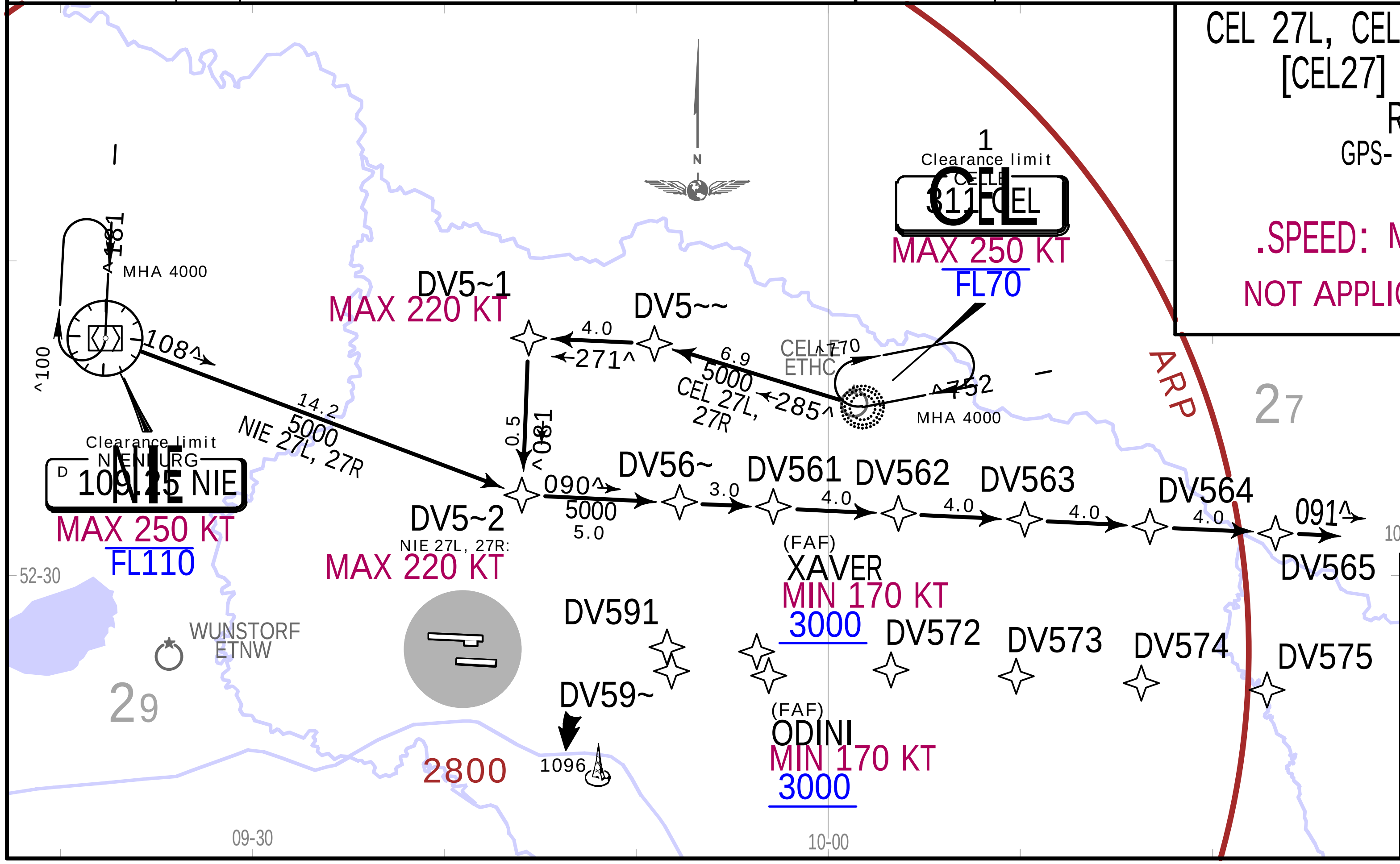
Alt Set: hPa (IN on request)   Trans level: By ATC

1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 27L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 27R.

CEL 27L, CEL 27R [CEL27]   NIE 27L, NIE 27R [NIE27]

RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

LOST COMMS

Before DV565
Continue transition until DV565, turn LEFT to CEL; alignment turn, follow standard instrument approach. MAX 220 KT.

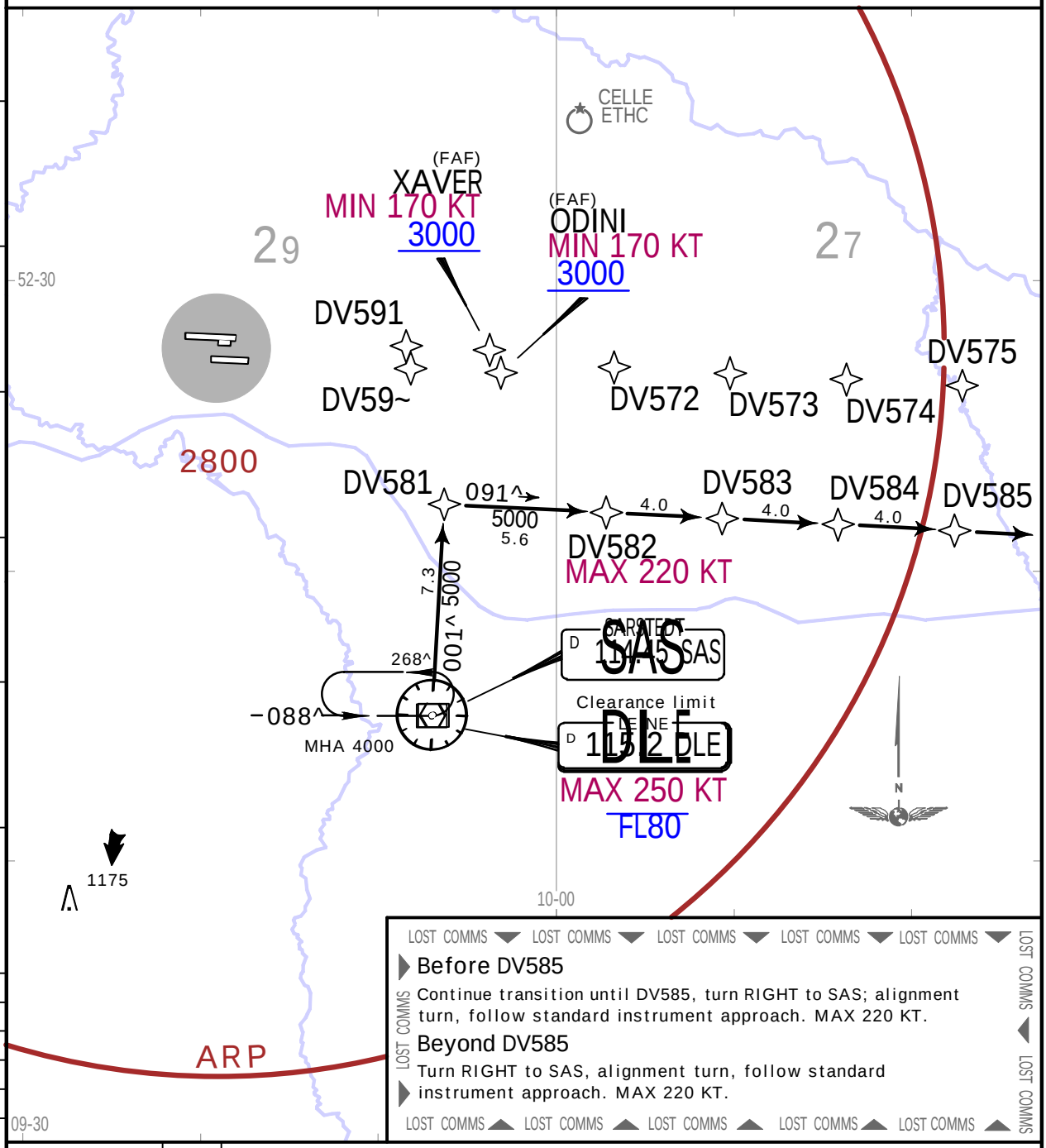
Beyond DV565
Turn LEFT to CEL, alignment turn, follow standard instrument approach. MAX 220 KT.

CHANGES: NIE VOR replaced by NIE VORDME.

*D-ATIS	Apt Elev
136.575	183

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

DLE 27L, DLE 27R
[DLE27]
RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

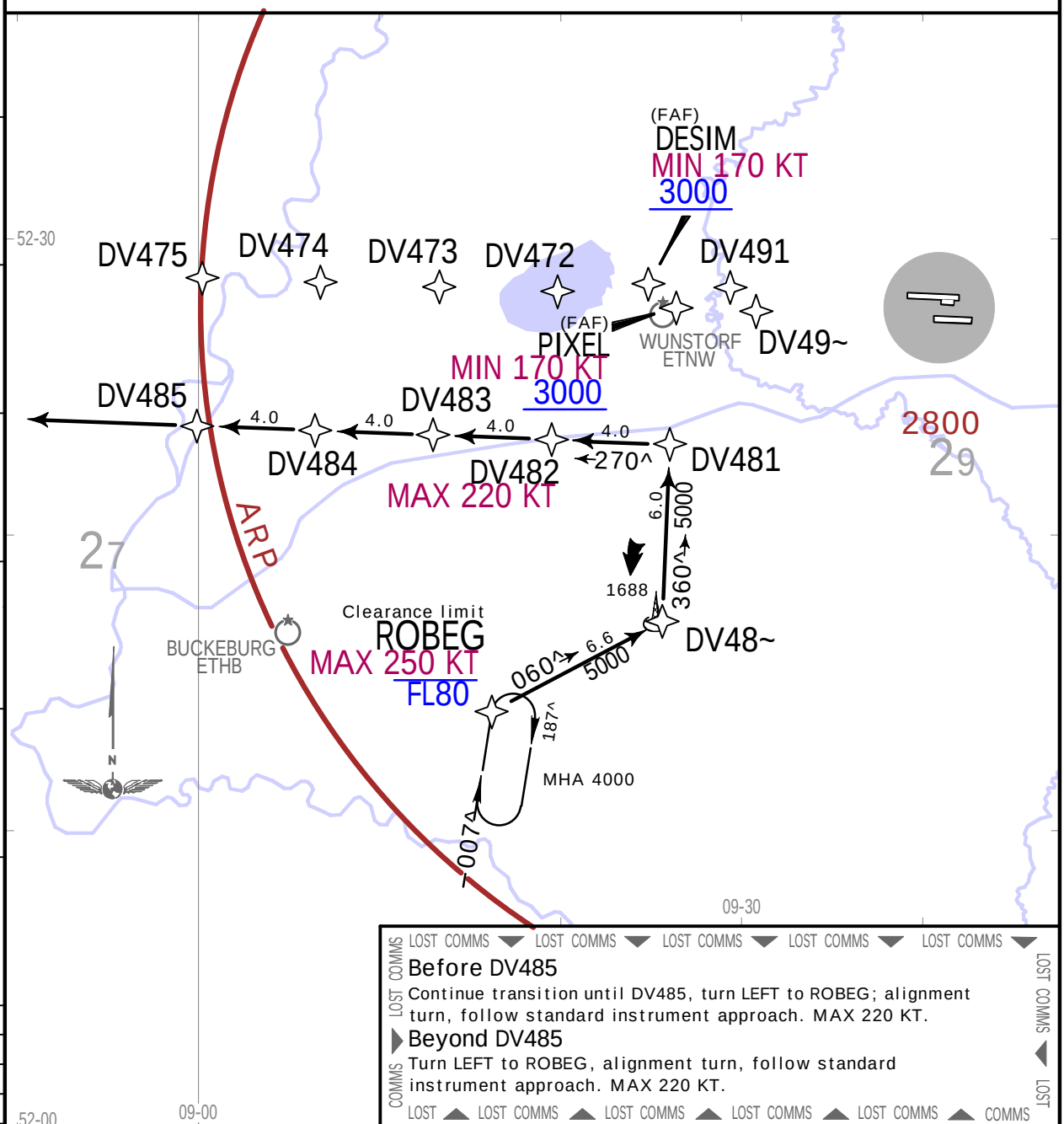
CHANGES: Lost comms.

*D-ATIS	Apt Elev
136.575	183

Alt Set: hPa (IN on request) Trans level: By ATC
1. MAINTAIN transition track beyond end point, if no succeeding instruction (vector) is received.
2. Below FL100 clearance to altitude (QNH) above transition level may be issued.
3. If cleared for a "L" transition to final approach EXPECT instrument approach to RWY 09L.
4. If cleared for a "R" transition to final approach EXPECT instrument approach to RWY 09R.

ROBEG 09L, ROBEG 09R
[ROBE~9]
RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

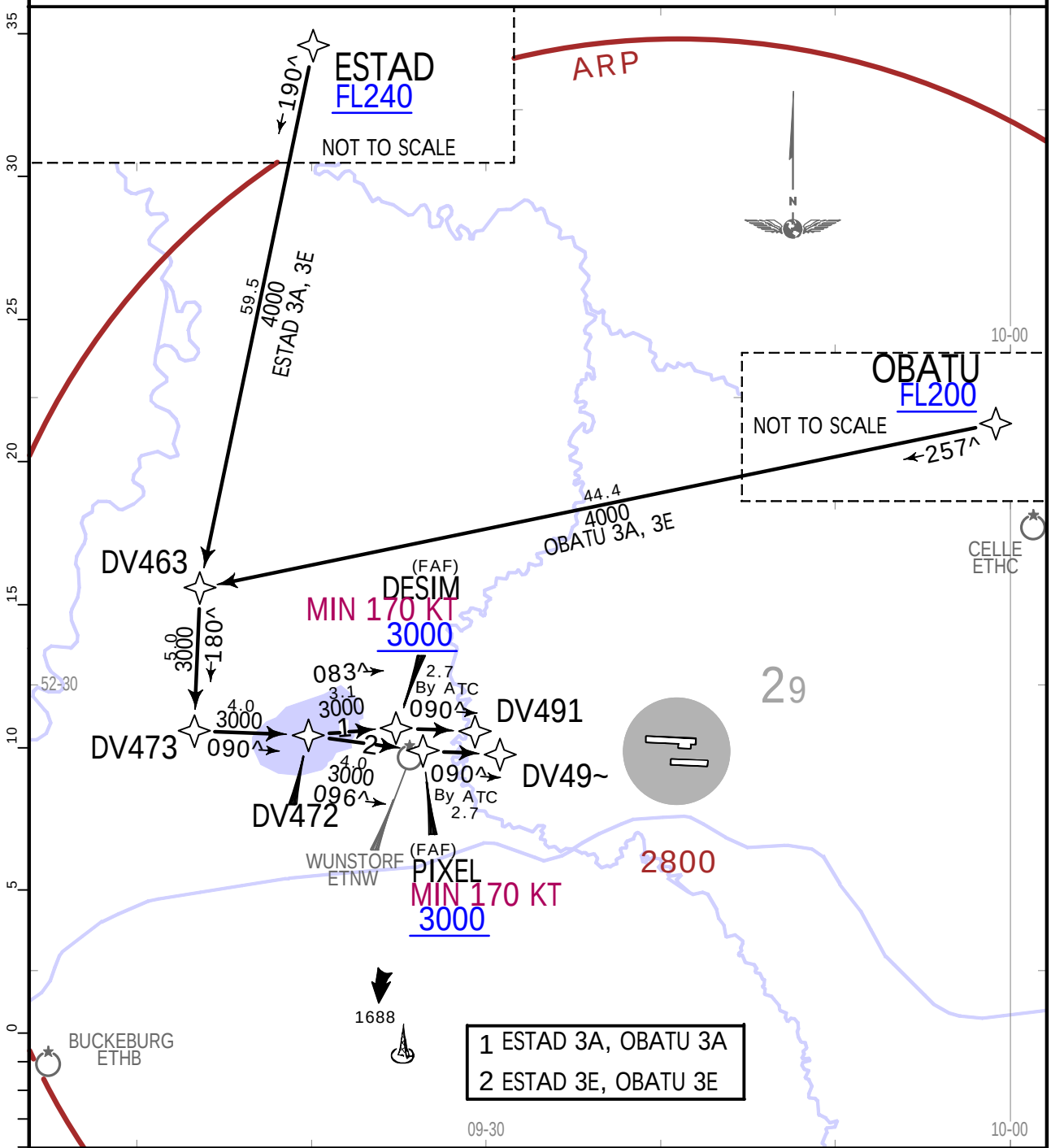
CHANGES: None.

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

ESTAD 3A [ESTA3A], ESTAD 3E [ESTA3E]
OBATU 3A [OBAT3A], OBATU 3E [OBAT3E]
RNAV TRANSITIONS

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

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



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

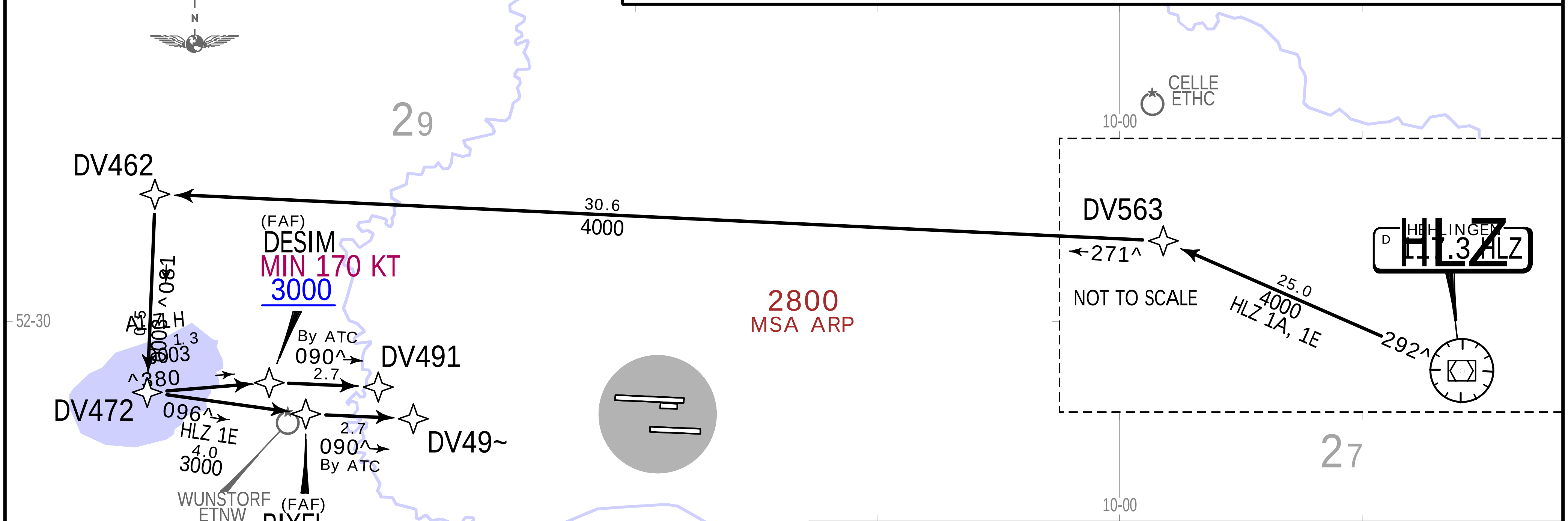
CHANGES: MSA; new format.

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

HLZ 1A, HLZ 1E
RNAV TRANSITIONS

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

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



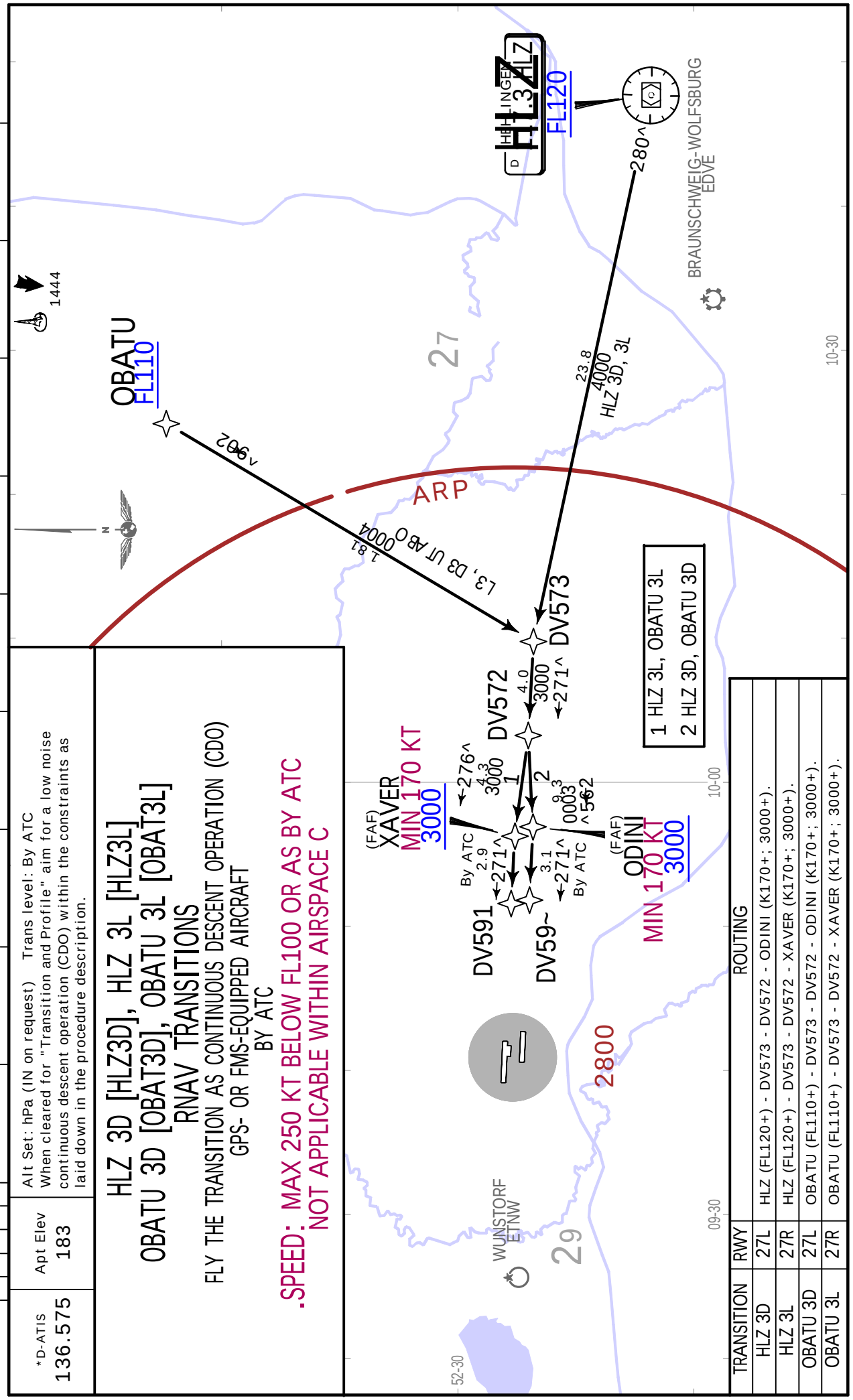
TRANSITION	RWY	ROUTING
HLZ 1A	09L	HLZ - DV563 - DV462 - DV472 - DESIM (K170+; 3000+).
HLZ 1E	09R	HLZ - DV563 - DV462 - DV472 - PIXEL (K170+; 3000+).

CHANGES: MSA; new format.

EDDV/HAJ
HANNOVER

JEPPESEN
9 MAR 18 (10-2K)

HANNOVER, GERMANY
.RNAV.TRANSITION.



*D-ATIS
136.575

Apt Elev
183

Alt Set: hPa (IN on request) Trans level: By ATC
When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

HLZ 3D [HLZ3D], HLZ 3L [HLZ3L]
OBATU 3D [OBAT3D], OBATU 3L [OBAT3L]
RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT OPERATION (CDO)
GPS- OR FMS-EQUIPPED AIRCRAFT
BY ATC

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

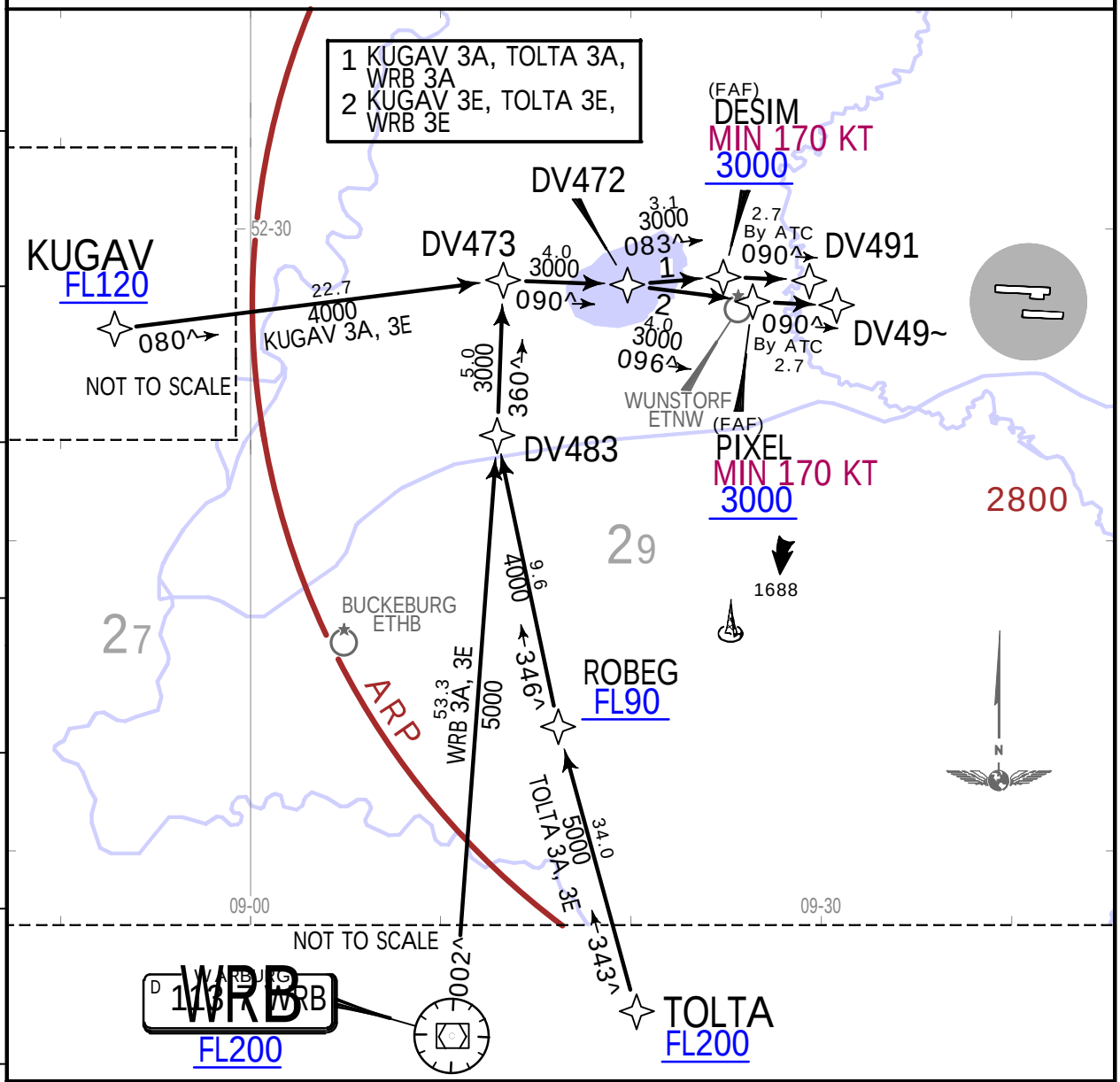
CHANGES: MSA; new format.

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

KUGAV 3A [KUGA3A], KUGAV 3E [KUGA3E]
TOLTA 3A [TOLT3A], TOLTA 3E [TOLT3E]
WRB 3A [WRB3A], WRB 3E [WRB3E]
RNAV TRANSITIONS

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

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



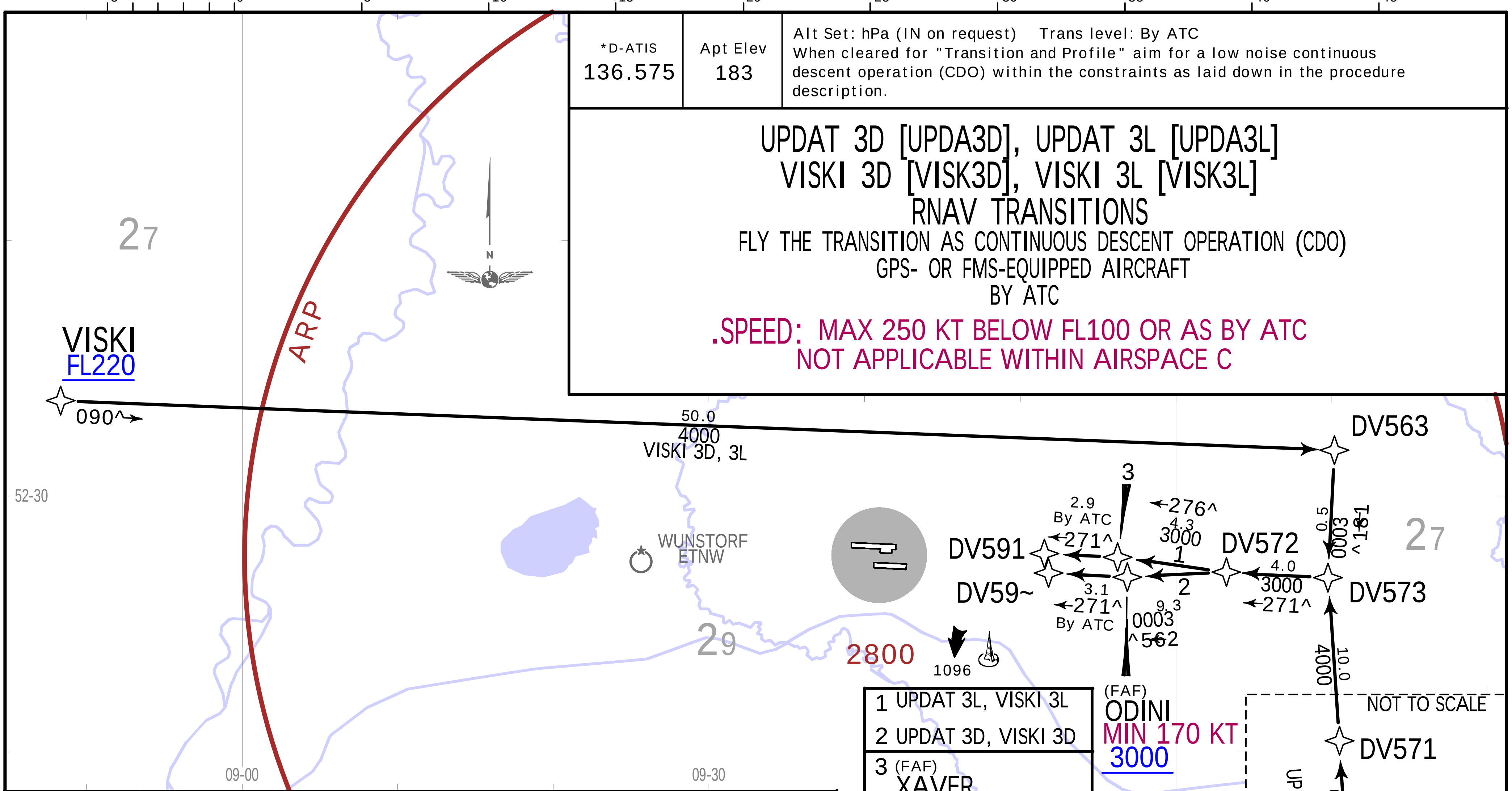
TRANSITION	RWY	ROUTING
KUGAV 3A	09L	KUGAV (FL120+) - DV473 - DV472 - DESIM (K170+; 3000+).
KUGAV 3E	09R	KUGAV (FL120+) - DV473 - DV472 - PIXEL (K170+; 3000+).
TOLTA 3A	09L	TOLTA (FL200+) - ROBEG (FL90+) - DV483 - DV473 - DV472 - DESIM (K170+; 3000+).
TOLTA 3E	09R	TOLTA (FL200+) - ROBEG (FL90+) - DV483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

*D-ATIS	Apt Elev	
136.575	183	Alt Set: hPa (IN on request) Trans level: By ATC When cleared for "Transition and Profile" aim for a low noise continuous descent operation (CDO) within the constraints as laid down in the procedure description.

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

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

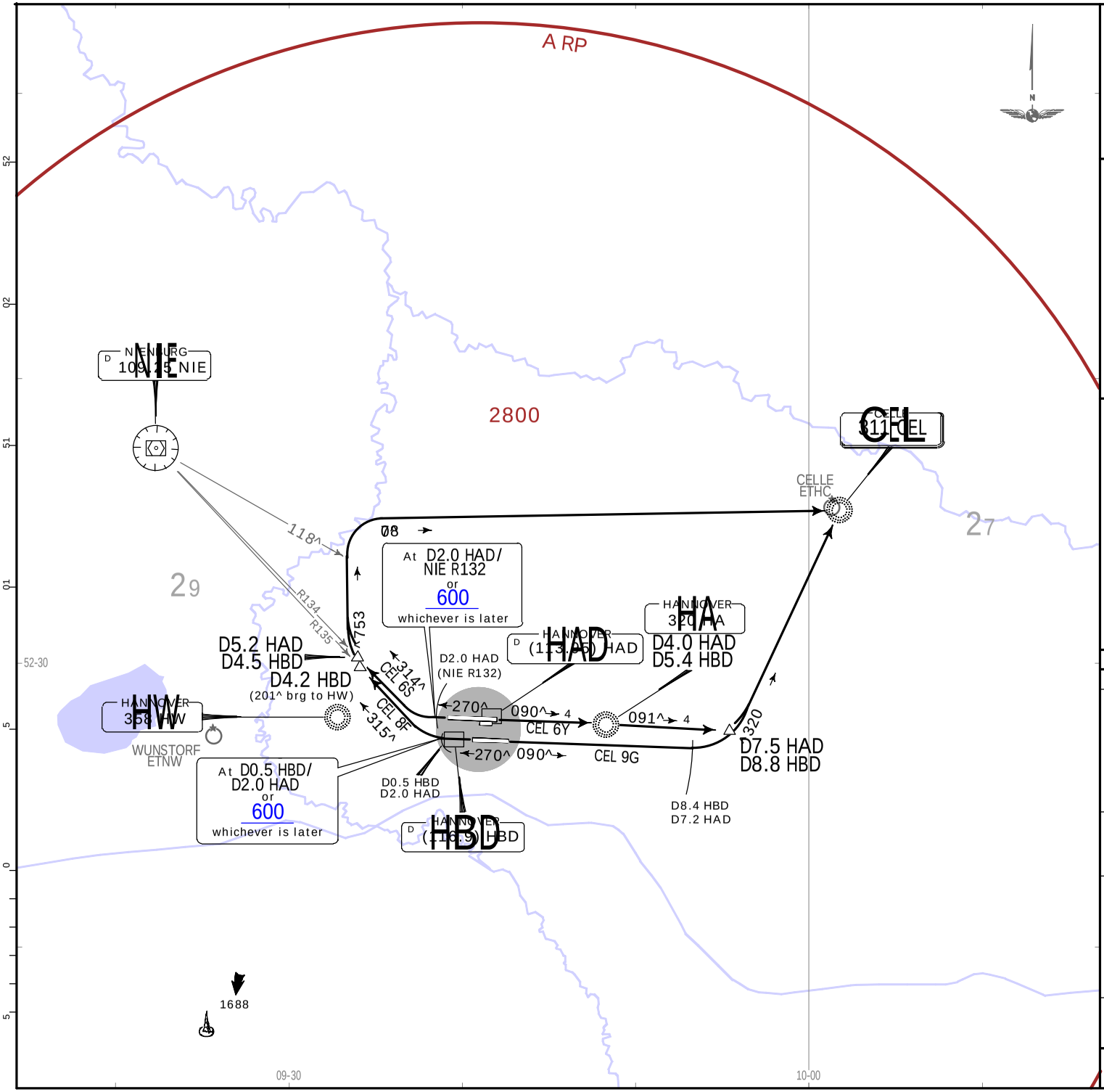
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



1 UPDAT 3L, VISKI 3L
2 UPDAT 3D, VISKI 3D
3 (FAF) XAVER MIN 170 KT 3000

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

CHANGES: MSA; new format.



BREMEN Radar (APP)	Apt Elev	
119.490	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

CELLE 8F (CEL 8F)
CELLE 9G (CEL 9G)
CELLE 6S (CEL 6S)
CELLE 6Y (CEL 6Y)
DEPARTURES
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
CEL 8F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure.
CEL 6S: 12.0% (730 FT/NM) until passing 4000 due to airspace structure.

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

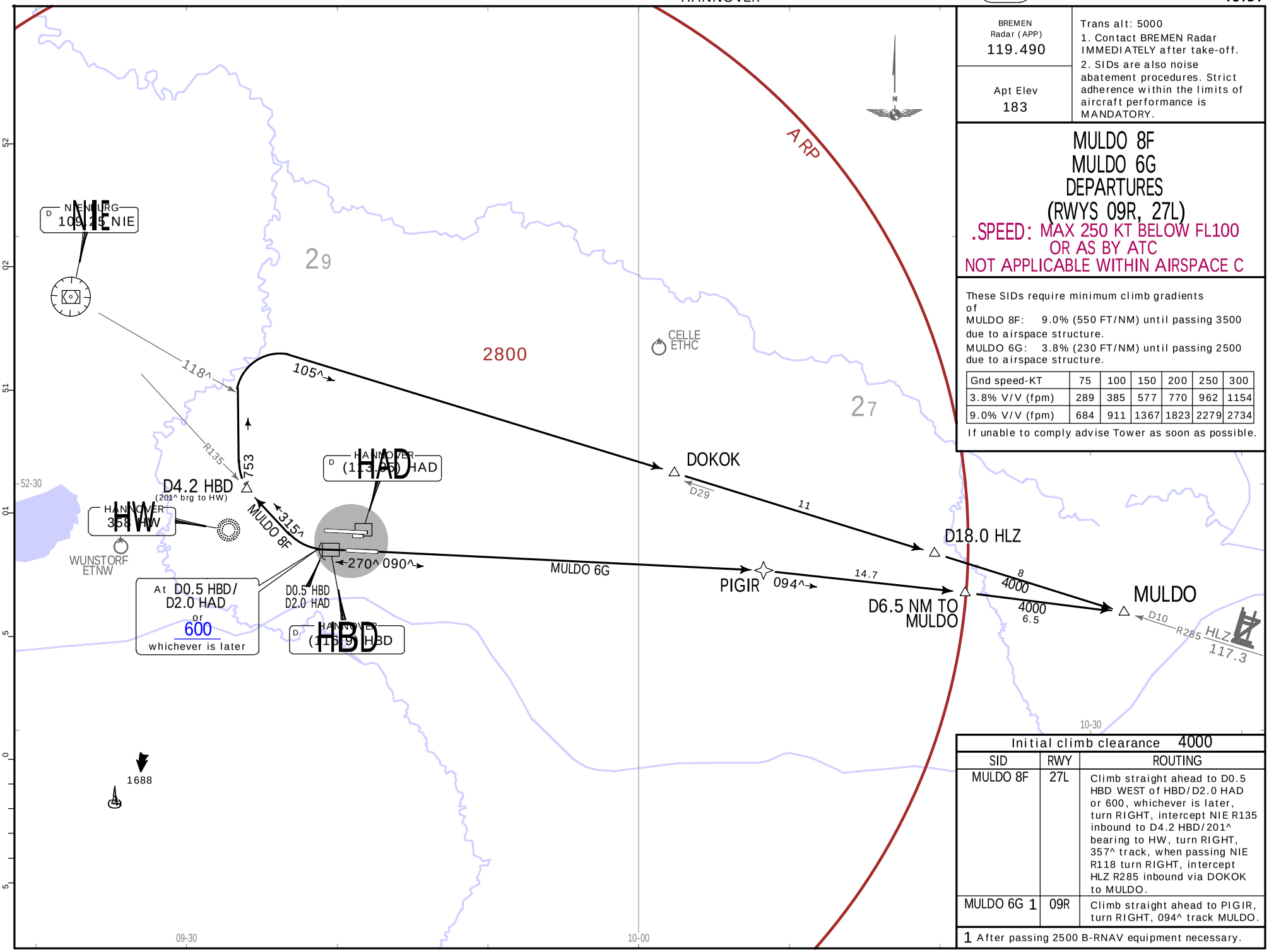
If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
CEL 8F 1	27L	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to D4.2 HBD/201^ bearing to HW, turn RIGHT, 357^ track, when passing NIE R118 turn RIGHT, intercept 087^ bearing to CEL.
CEL 9G	09R	Climb straight ahead to D8.4 HBD/D7.2 HAD, turn LEFT, intercept 023^ bearing to CEL.
CEL 6S 1	27R	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357^ track, when passing NIE R118 turn RIGHT, intercept 087^ bearing to CEL.
CEL 6Y	09L	Climb straight ahead to D7.5 HAD/D8.8 HBD, turn LEFT, intercept 023^ bearing to CEL.

1 After passing NIE R118 B-RNAV equipment necessary.

CHANGES: NIE VOR replaced by NIE VORDME.



BREMEN Radar (APP) 119.490	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 8F
MULDO 6G
DEPARTURES
(RWYS 09R, 27L)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
MULDO 8F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure.
MULDO 6G: 3.8% (230 FT/NM) until passing 2500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

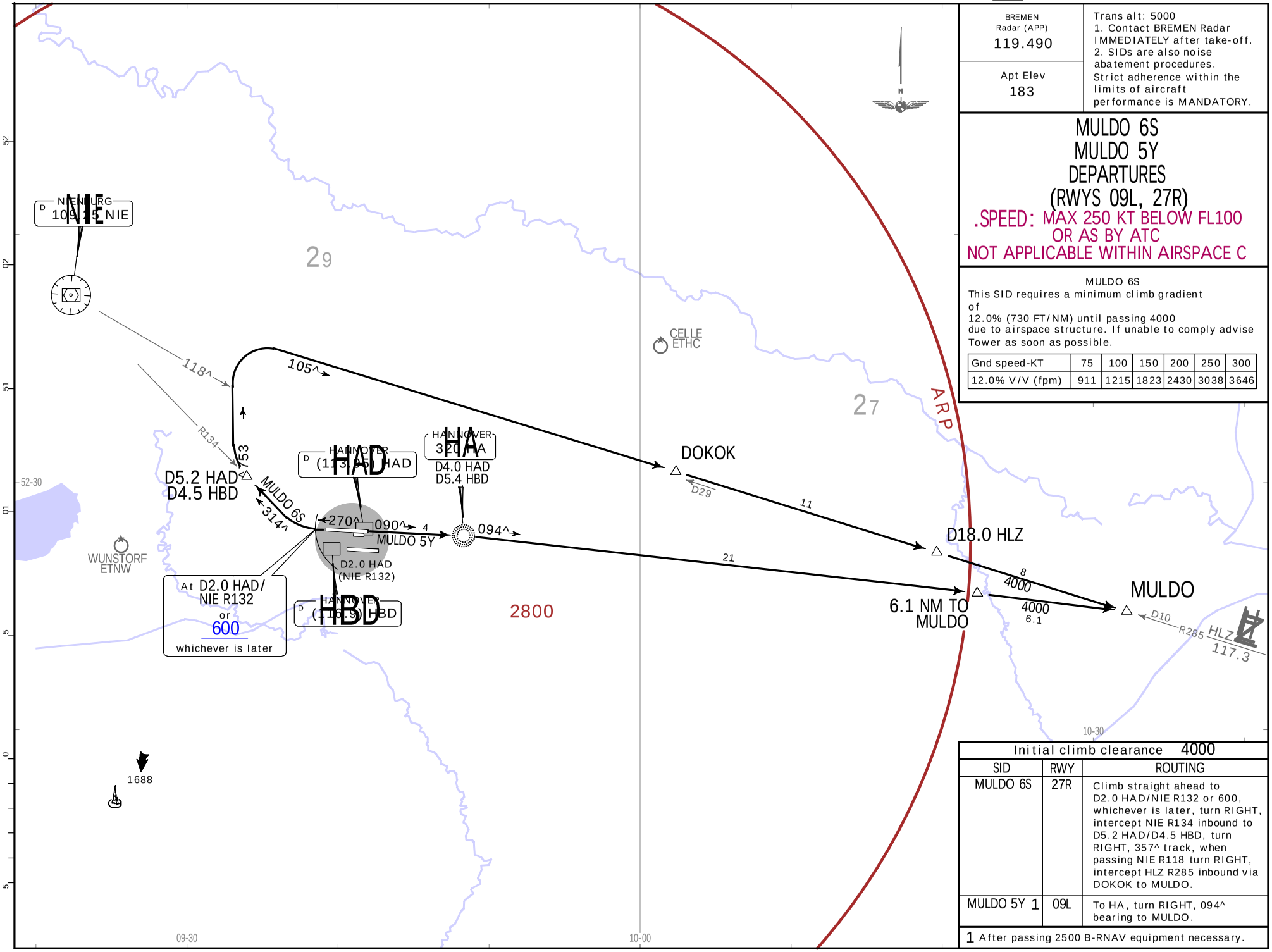
If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
MULDO 8F	27L	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to D4.2 HBD/201^ bearing to HW, turn RIGHT, 357^ track, when passing NIE R118 turn RIGHT, intercept HLZ R285 inbound via DOKOK to MULDO.
MULDO 6G 1	09R	Climb straight ahead to PIGIR, turn RIGHT, 094^ track MULDO.

1 After passing 2500 B-RNAV equipment necessary.

CHANGES: NIE VOR replaced by NIE VORDME.



BREMEN Radar (APP) 119.490	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 6S
MULDO 5Y
DEPARTURES
(RWYS 09L, 27R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

MULDO 6S

This SID requires a minimum climb gradient of 12.0% (730 FT/NM) until passing 4000 due to airspace structure. If unable to comply advise Tower as soon as possible.

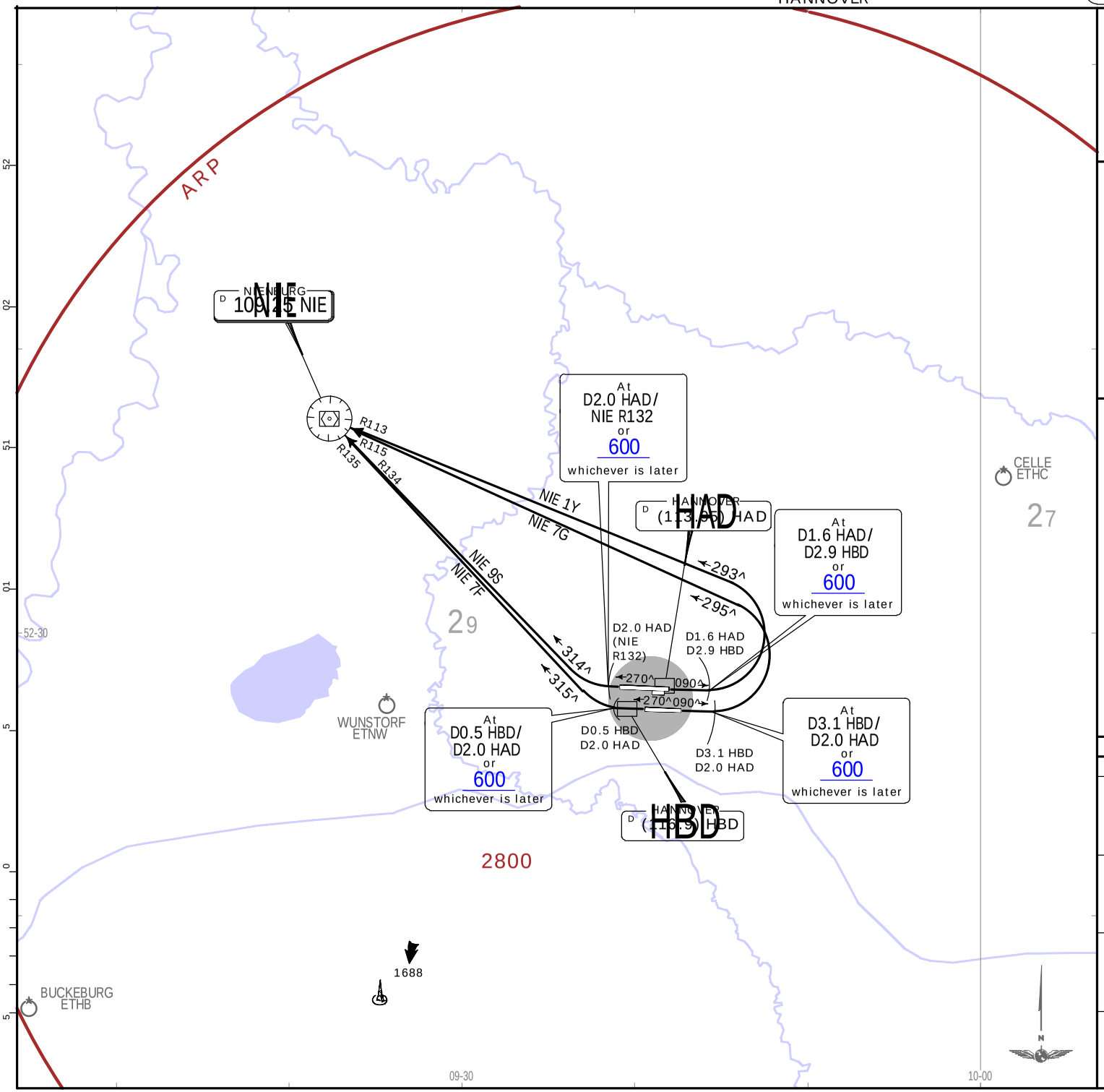
Gnd speed-KT	75	100	150	200	250	300
12.0% V/V (fpm)	911	1215	1823	2430	3038	3646

Initial climb clearance 4000

SID	RWY	ROUTING
MULDO 6S	27R	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to D5.2 HAD/D4.5 HBD, turn RIGHT, 357^ track, when passing NIE R118 turn RIGHT, intercept HLZ R285 inbound via DOKOK to MULDO.
MULDO 5Y 1	09L	To HA, turn RIGHT, 094^ bearing to MULDO.

1 After passing 2500 B-RNAV equipment necessary.

CHANGES: NIE VOR replaced by NIE VORDME.



BREMEN Radar (APP)	Apt Elev	
119.490	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NIENBURG 7F (NIE 7F)
NIENBURG 7G (NIE 7G)
NIENBURG 9S (NIE 9S)
NIENBURG 1Y (NIE 1Y)
DEPARTURES
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
NIE 7F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure.
NIE 9S: 12.0% (730 FT/NM) until passing 3000 due to airspace structure.

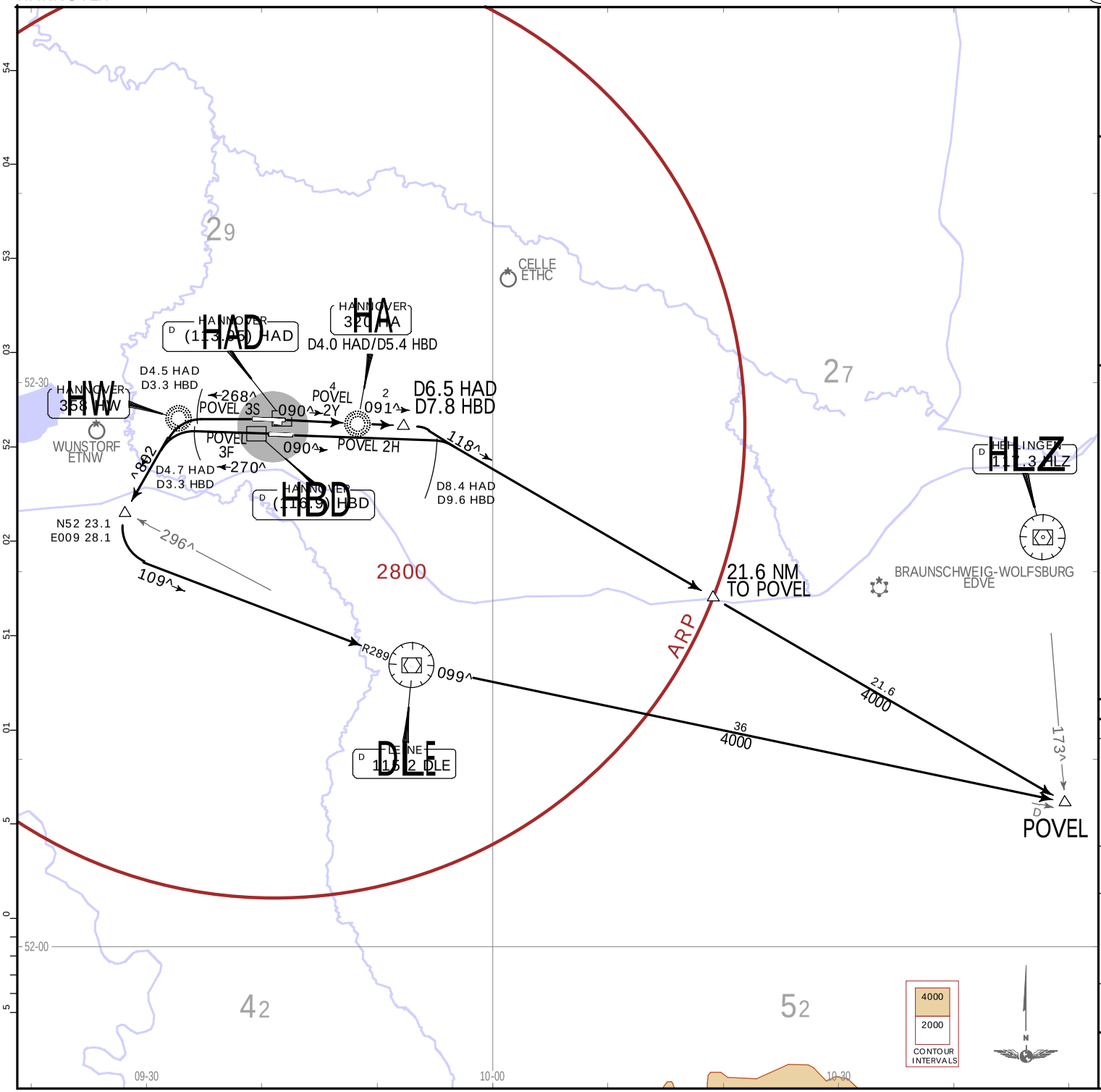
Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
12.0% V/V (fpm)	911	1215	1823	2430	3038	3646

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
NIE 7F	27L	Climb straight ahead to D0.5 HBD WEST of HBD/D2.0 HAD or 600, whichever is later, turn RIGHT, intercept NIE R135 inbound to NIE.
NIE 7G	09R	Climb straight ahead to D3.1 HBD/D2.0 HAD or 600, whichever is later, turn LEFT, intercept NIE R115 inbound to NIE.
NIE 9S	27R	Climb straight ahead to D2.0 HAD/NIE R132 or 600, whichever is later, turn RIGHT, intercept NIE R134 inbound to NIE.
NIE 1Y	09L	Climb straight ahead to D1.6 HAD/D2.9 HBD or 600, whichever is later, turn LEFT, intercept NIE R113 inbound to NIE.

CHANGES: NIE VOR replaced by NIE VORDME.



BREMEN Radar (APP)	Apt Elev	
119.490	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

POVEL 3F
POVEL 2H
POVEL 3S
POVEL 2Y
DEPARTURES
(RWY 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

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

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

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

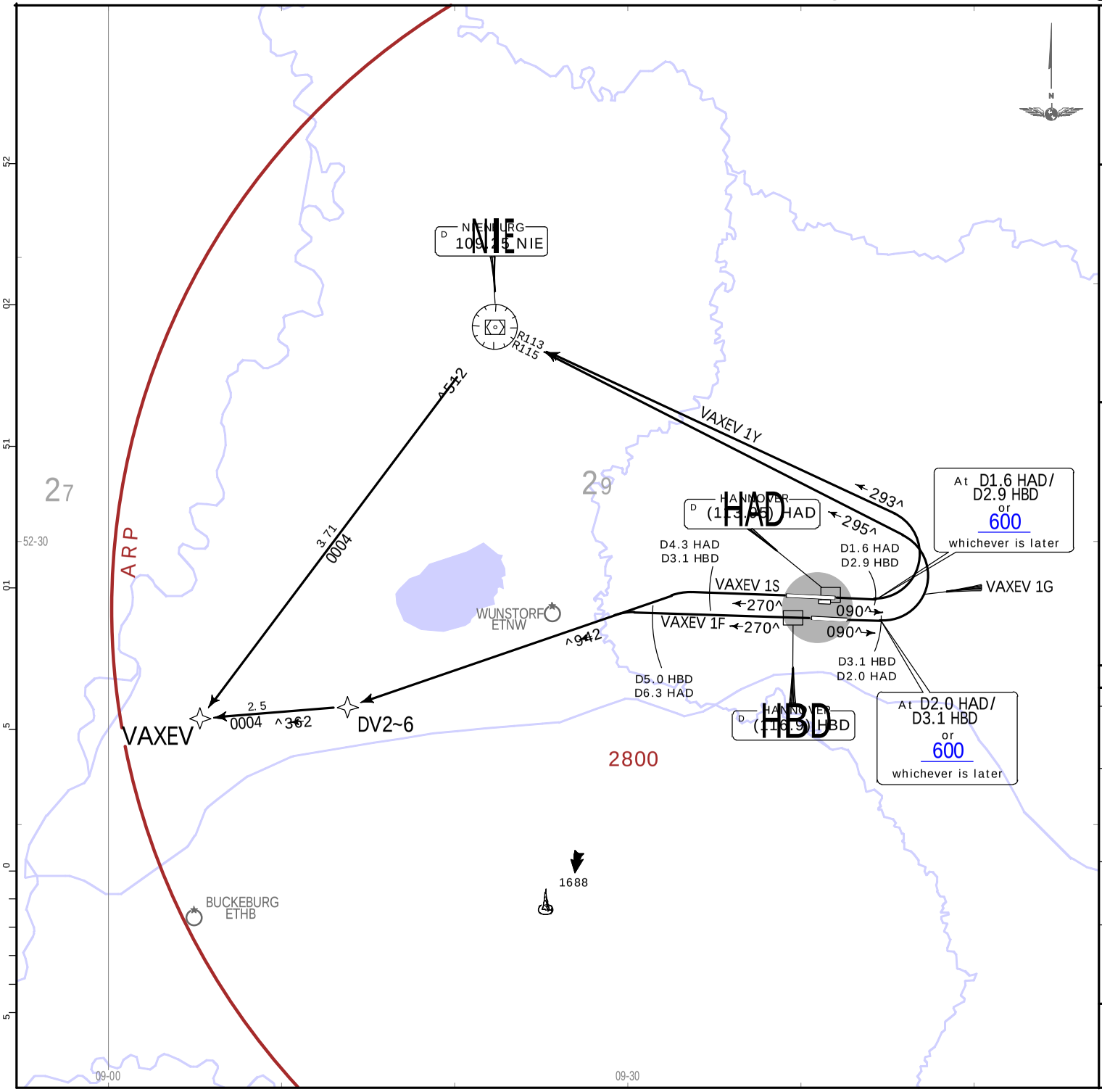
If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
POVEL 3F	27L	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208^ bearing from HW, when passing DLE R296 turn LEFT, intercept DLE R289 inbound to DLE, turn LEFT, DLE R099 to POVEL.
POVEL 2H 1	09R	Climb straight ahead to D8.4 HAD/D9.6 HBD, turn RIGHT, 118^ track to POVEL.
POVEL 3S	27R	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208^ bearing from HW, when passing DLE R296 turn LEFT, intercept DLE R289 inbound to DLE, turn LEFT, DLE R099 to POVEL.
POVEL 2Y 2	09L	Cimb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, 118^ track to POVEL.

BRNAV equipment necessary after
1 D8.4 HAD/D9.6 HBD
2 D6.5 HAD/D7.8 HBD.

CHANGES: None.



BREMEN Radar (APP)	Apt Elev	
119.490	183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

VAXEV 1F
VAXEV 1G
VAXEV 1S
VAXEV 1Y
DEPARTURES
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

Gnd speed-KT	75	100	150	200	250	300
8.6% V/V (fpm)	653	871	1306	1742	2177	2613
11.4% V/V (fpm)	866	1154	1732	2309	2886	3463

If unable to comply advise Tower as soon as possbile.

Initial climb clearance 4000

SID	RWY	ROUTING
VAXEV 1F 1	27L	Climb straight ahead to D5.0 HBD/D6.3 HAD, turn LEFT, 249^ track to DV2~6, turn RIGHT, 263^ track to VAXEV.
VAXEV 1G 2	09R	Climb straight ahead to D3.1 HBD/D2.0 HAD or 600, whichever is later, turn LEFT, intercept NIE R115 inbound to NIE, turn LEFT, NIE R215 to VAXEV.
VAXEV 1S 3	27R	Climb straight ahead to D4.3 HAD/D3.1 HBD, turn LEFT, 249^ track to DV2~6, turn RIGHT, 263^ track to VAXEV.
VAXEV 1Y 2	09L	Climb straight ahead to D1.6 HAD/D2.9 HBD or 600, whichever is later, turn LEFT, intercept NIE R113 inbound to NIE, turn LEFT, NIE R215 to VAXEV.

1 After passing D5.0 HBD/D6.3 HAD BRNAV equipment necessary.
2 After NIE BRNAV equipment necessary.
3 After passing D4.3 HAD/D3.1 HBD BRNAV equipment necessary.

CHANGES: NIE VOR replaced by NIE VORDME.

BREMEN Radar (APP)	Apt Elev	Trans alt: 5000
119.490	183	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G) WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y) DEPARTURES (RWYS 09L/R, 27L/R)

FLIGHTS TO EDDF END AT TOLTA

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

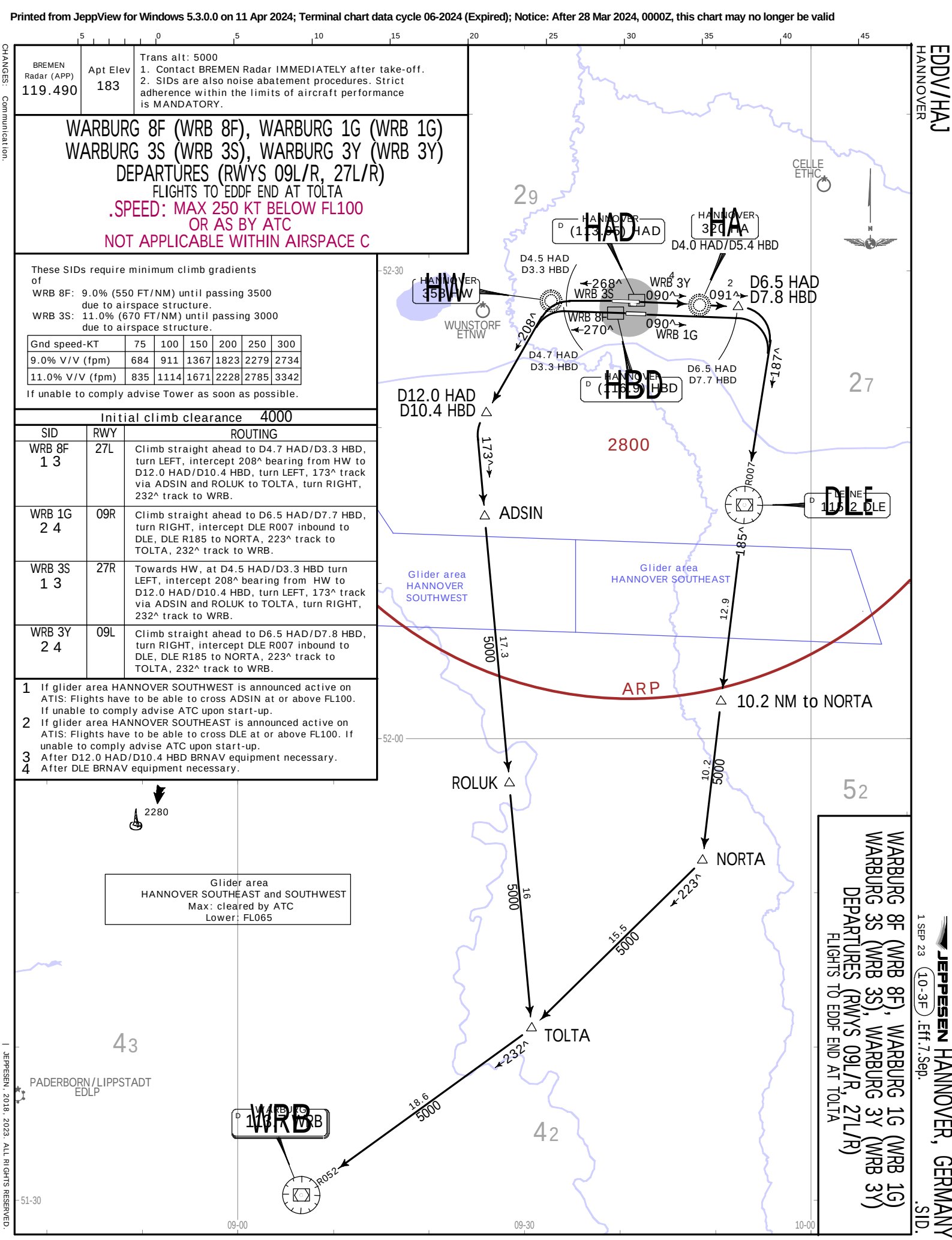
Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
WRB 8F 1 3	27L	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208^ bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173^ track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232^ track to WRB.
WRB 1G 2 4	09R	Climb straight ahead to D6.5 HAD/D7.7 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 to NORTA, 223^ track to TOLTA, 232^ track to WRB.
WRB 3S 1 3	27R	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208^ bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173^ track via ADSIN and ROLUK to TOLTA, turn RIGHT, 232^ track to WRB.
WRB 3Y 2 4	09L	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 to NORTA, 223^ track to TOLTA, 232^ track to WRB.

1 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.
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 After D12.0 HAD/D10.4 HBD BRNAV equipment necessary.
4 After DLE BRNAV equipment necessary.



EDDV/HAJ
HANNOVER

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G)
WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y)
DEPARTURES (RWYS 09L/R, 27L/R)
FLIGHTS TO EDDF END AT TOLTA

JEPPESEN HANNOVER, GERMANY
1 SEP 23 (10-3F) .Eff.7.Sep. .SID.

CHANGES: Communication.

BREMEN Radar (APP) 119.490	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WERRA 3F, WERRA 3G
WERRA 3S, WERRA 3Y
DEPARTURES (RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

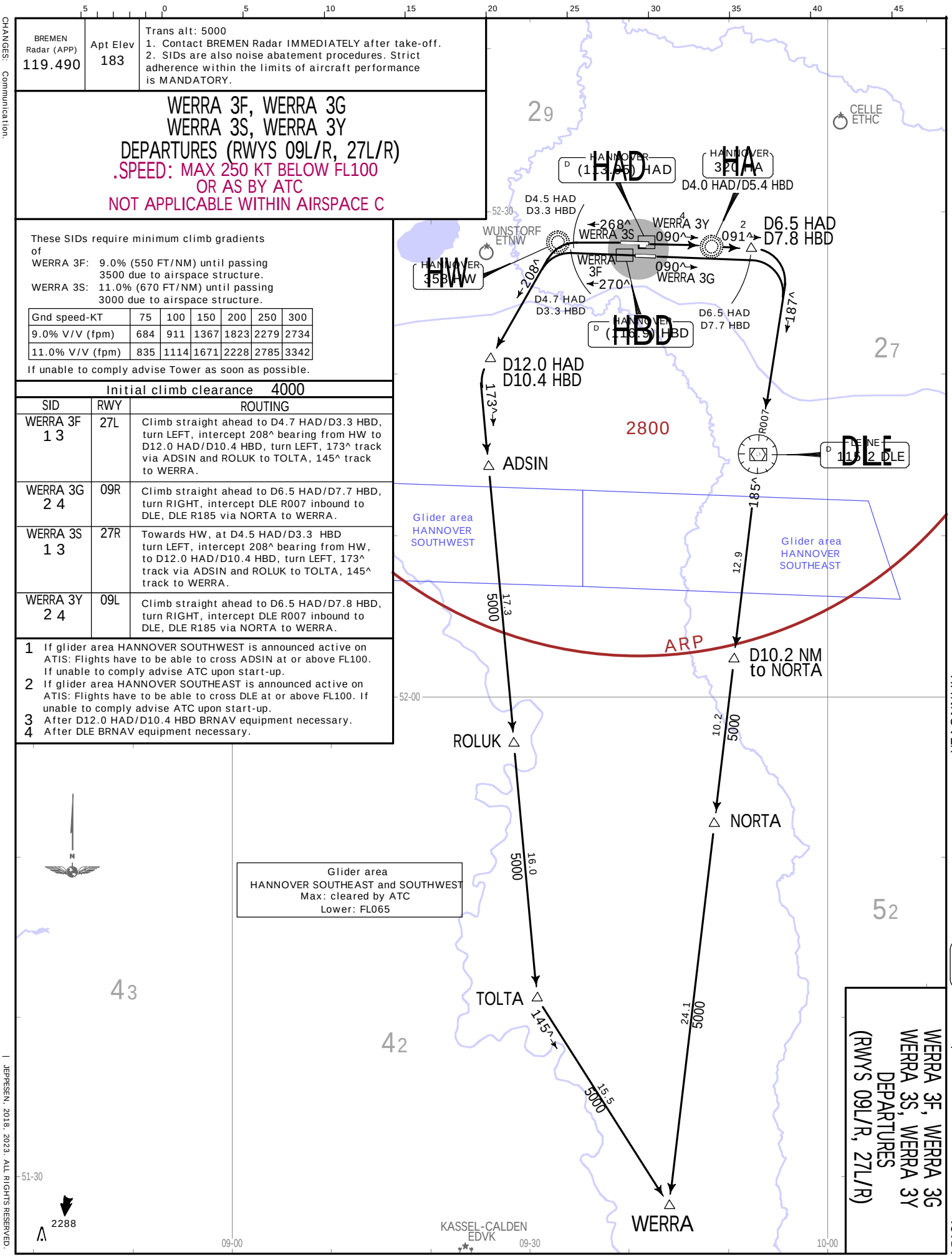
Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
WERRA 3F 1 3	27L	Climb straight ahead to D4.7 HAD/D3.3 HBD, turn LEFT, intercept 208^ bearing from HW to D12.0 HAD/D10.4 HBD, turn LEFT, 173^ track via ADSIN and ROLUK to TOLTA, 145^ track to WERRA.
WERRA 3G 2 4	09R	Climb straight ahead to D6.5 HAD/D7.7 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 via NORTA to WERRA.
WERRA 3S 1 3	27R	Towards HW, at D4.5 HAD/D3.3 HBD turn LEFT, intercept 208^ bearing from HW, to D12.0 HAD/D10.4 HBD, turn LEFT, 173^ track via ADSIN and ROLUK to TOLTA, 145^ track to WERRA.
WERRA 3Y 2 4	09L	Climb straight ahead to D6.5 HAD/D7.8 HBD, turn RIGHT, intercept DLE R007 inbound to DLE, DLE R185 via NORTA to WERRA.

1 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.
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 After D12.0 HAD/D10.4 HBD BRNAV equipment necessary.
4 After DLE BRNAV equipment necessary.



Glider area
HANNOVER SOUTHEAST and SOUTHWEST
Max: cleared by ATC
Lower: FL065

EDDV/HAJ
HANNOVER

JEPPESEN
1 SEP 23 (10-3G) .Eff.7.Sep.

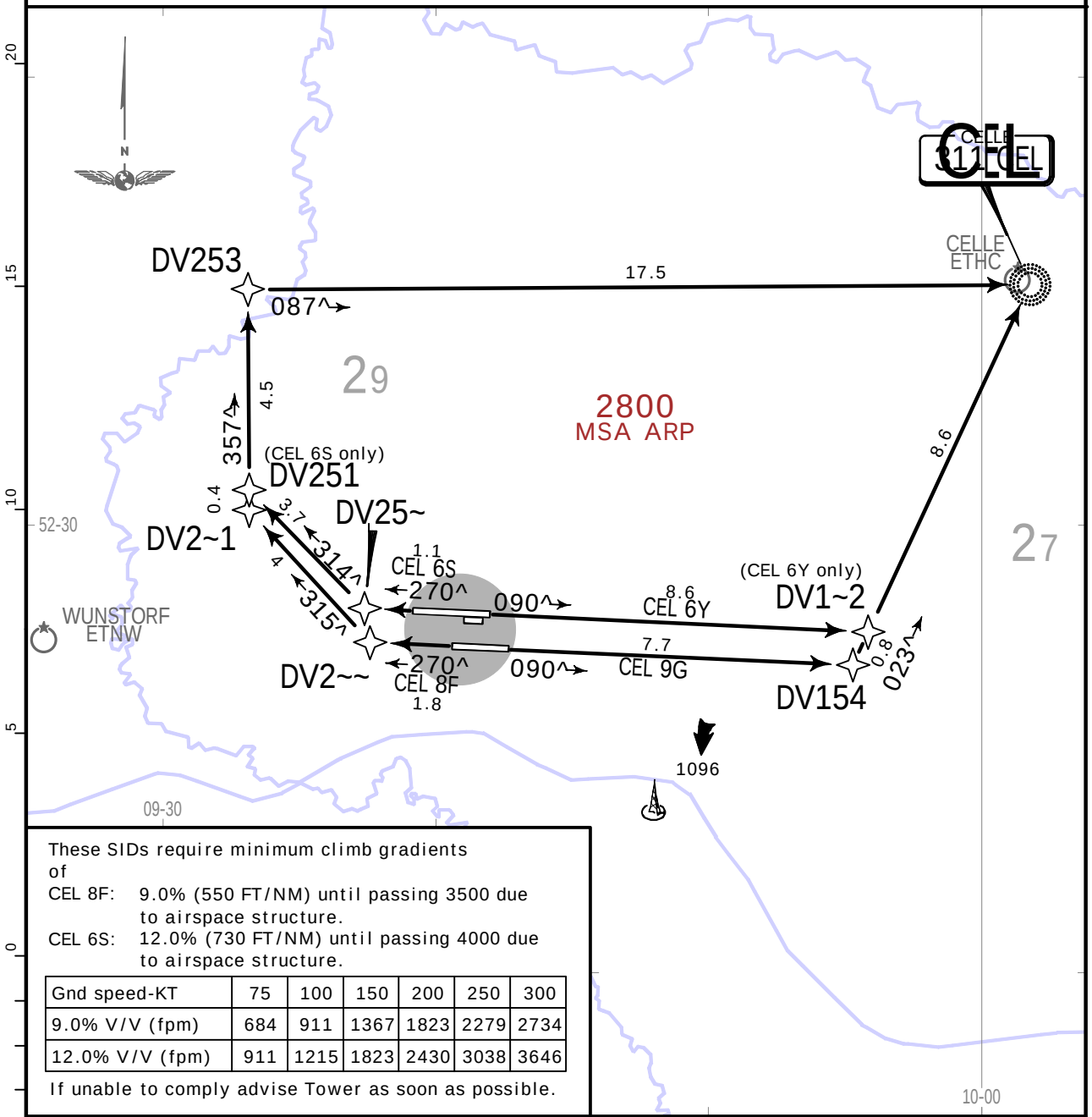
HANNOVER, GERMANY
.SID.

WERRA 3F, WERRA 3G
WERRA 3S, WERRA 3Y
DEPARTURES
(RWYS 09L/R, 27L/R)

BREMEN Radar (APP) 119.490	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

CELLE 8F (CEL 8F)
CELLE 9G (CEL 9G)
CELLE 6S (CEL 6S)
CELLE 6Y (CEL 6Y)
RNAV DEPARTURES (OVERLAY 10-3)
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
CEL 8F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure.
CEL 6S: 12.0% (730 FT/NM) until passing 4000 due to airspace structure.

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
CEL 8F	27L	(600+) - DV2~~ - DV2~1 - DV253 - CEL.
CEL 9G	09R	(600+) - DV154 - CEL.
CEL 6S	27R	(600+) - DV25~ - DV251 - DV253 - CEL.
CEL 6Y	09L	(600+) - DV1~2 - CEL.

CHANGES: Communication.

EDDV/HAJ HANNOVER

JEPPESEN

1 SEP 23 (10-3J) .Eff.7.Sep.

HANNOVER, GERMANY .RNAV.SID.(OVERLAY).

MULDO 8F [MULD8F] MULDO 6G [MULD6G] RNAV DEPARTURES (OVERLAY 10-3A)

(RWYS 09R, 27L)

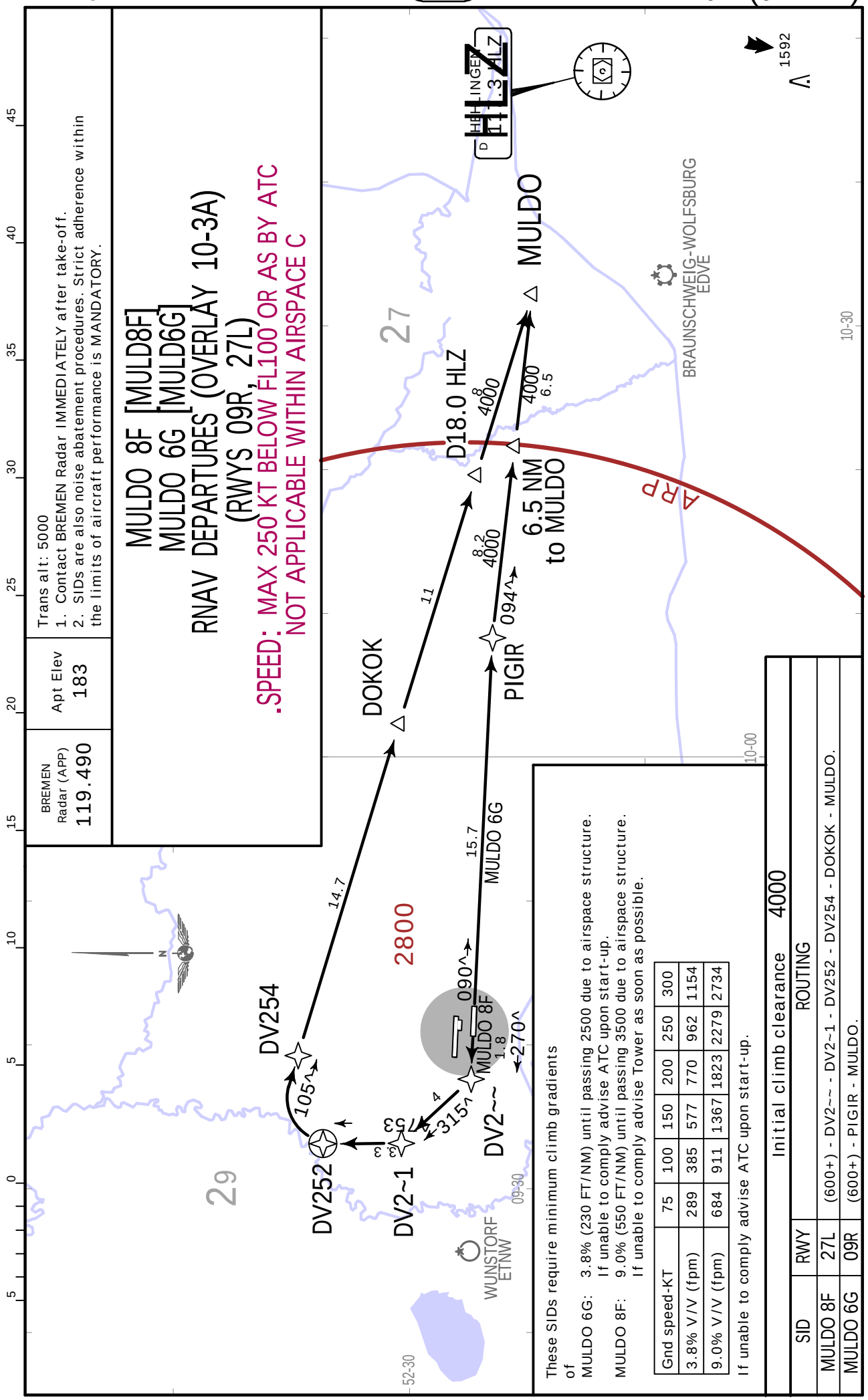
.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

BREMEN Radar (APP) 119.490

Apt Elev 183

Trans alt: 5000

1. Contact BREMEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



These SIDs require minimum climb gradients of

MULDO 6G: 3.8% (230 FT/NM) until passing 2500 due to airspace structure. If unable to comply advise ATC upon start-up.

MULDO 8F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure. If unable to comply advise Tower as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

If unable to comply advise ATC upon start-up.

Initial climb clearance 4000

SID	RWY	ROUTING
MULDO 8F	27L	(600+) - DV2~~ - DV2~1 - DV252 - DV254 - DOKOK - MULDO.
MULDO 6G	09R	(600+) - PIGIR - MULDO.

CHANGES: Communication.

JEPPESEN HANNOVER, GERMANY
19 JAN 24 (10-3K) .Eff.25.Jan. .RNAV.SID.(OVERLAY).

BREMEN Radar (APP)	Trans alt: 5000
119.490	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

MULDO 6S [MULD6S]
MULDO 5Y [MULD5Y]
RNAV DEPARTURES
(OVERLAY 10-3B)
(RWYS 09L, 27R)

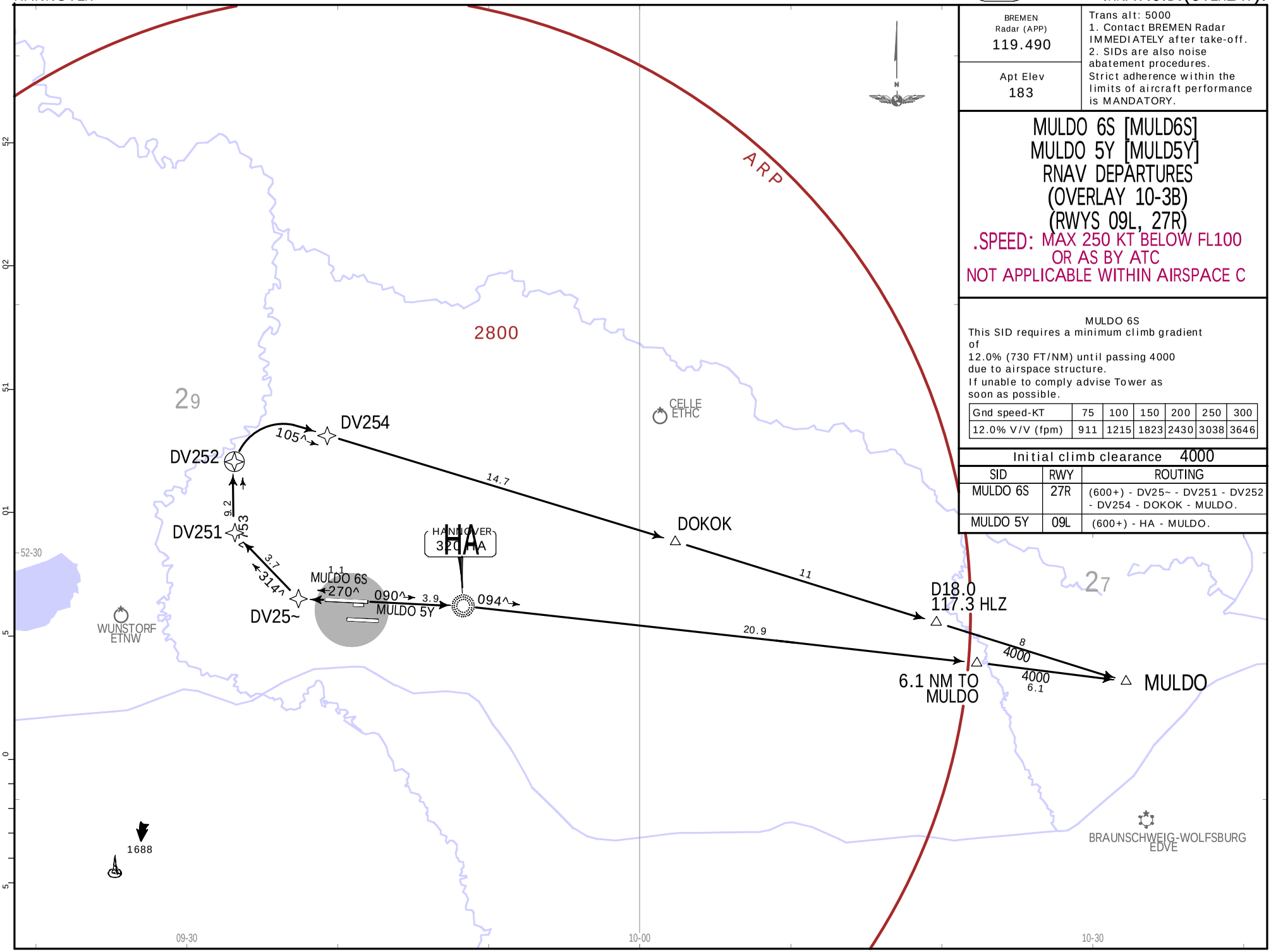
.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

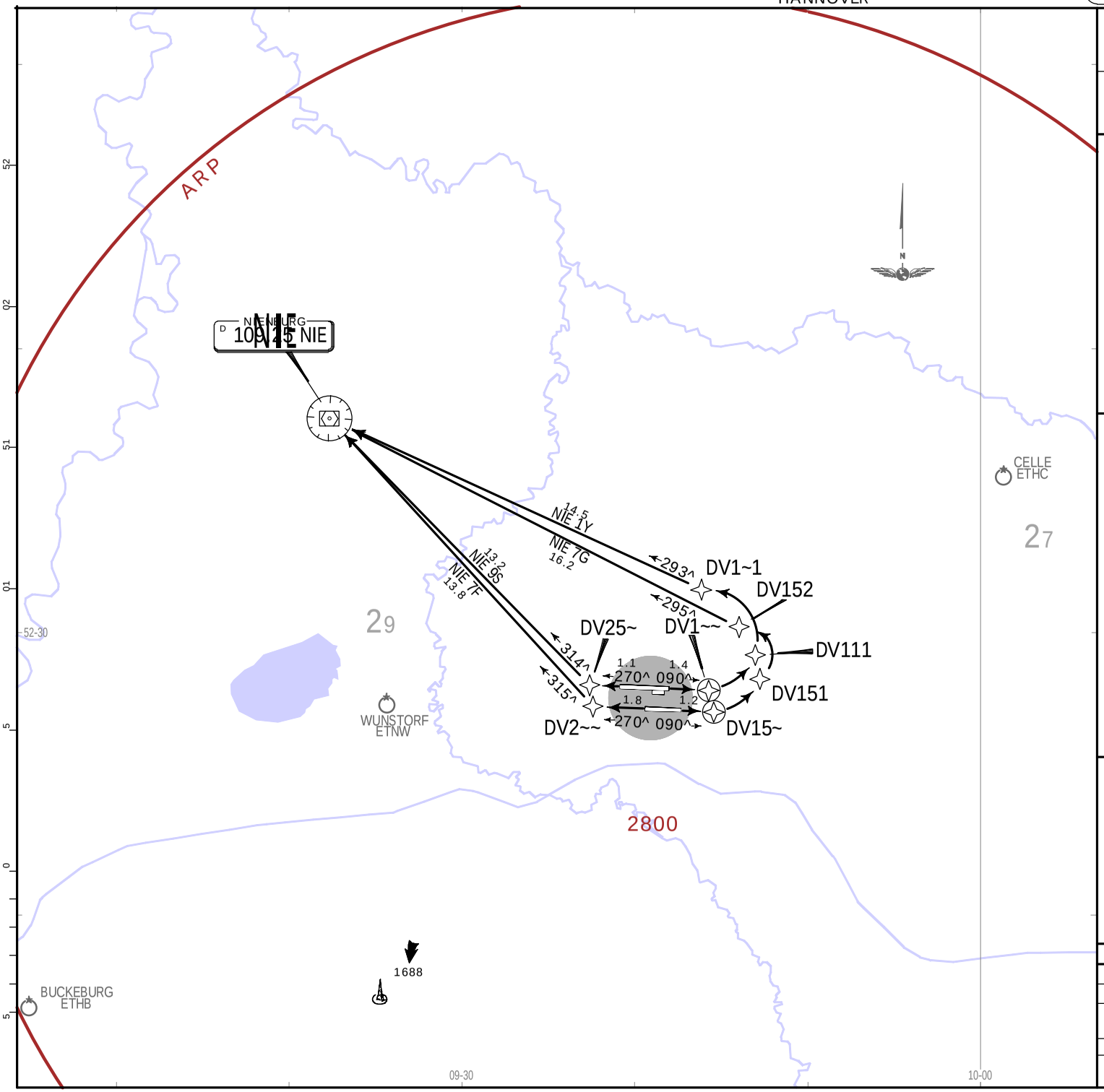
MULDO 6S
This SID requires a minimum climb gradient of
12.0% (730 FT/NM) until passing 4000 due to airspace structure.
If unable to comply advise Tower as soon as possible.

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

Initial climb clearance 4000

SID	RWY	ROUTING
MULDO 6S	27R	(600+) - DV25~ - DV251 - DV252 - DV254 - DOKOK - MULDO.
MULDO 5Y	09L	(600+) - HA - MULDO.





BREMEN Radar (APP) 119.490	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
Apt Elev 183	

NIENBURG 7F (NIE 7F)
NIENBURG 7G (NIE 7G)
NIENBURG 9S (NIE 9S)
NIENBURG 1Y (NIE 1Y)
RNAV DEPARTURES
(OVERLAY 10-3C)
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
NIE 7F: 9.0% (550 FT/NM) until passing 3500 due to airspace structure.
NIE 9S: 12.0% (730 FT/NM) until passing 3000 due to airspace structure.

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

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
NIE 7F	27L	(600+) - DV2~~ - NIE.
NIE 7G	09R	(600+) - DV15~ - DV151 - DV152 - NIE.
NIE 9S	27R	(600+) - DV25~ - NIE.
NIE 1Y	09L	(600+) - DV1~~ - DV111 - DV1~1 - NIE.

CHANGES: NIE VOR replaced by NIE VORDME.

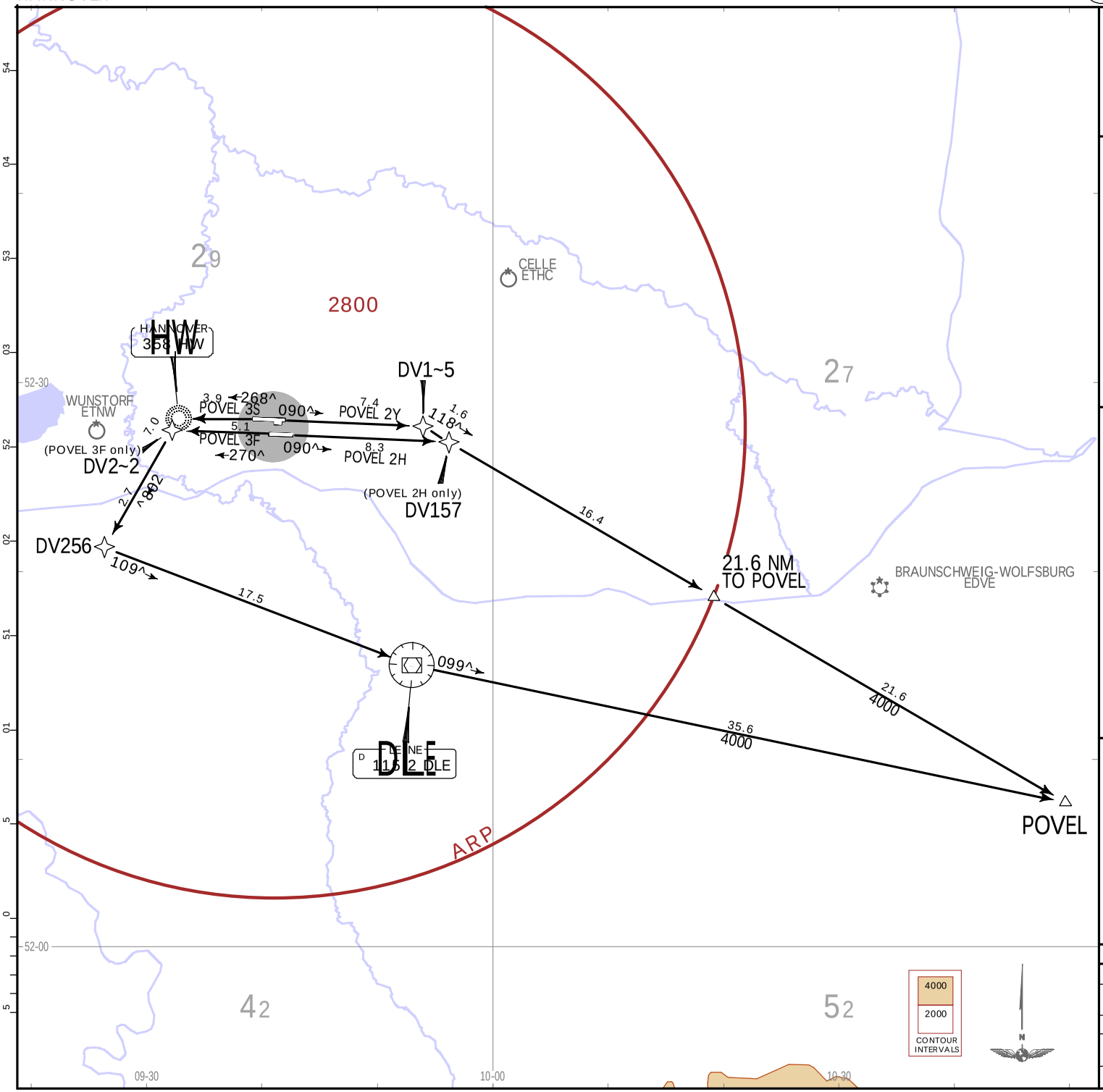
JEPPESEN 19 JAN 24 10-3M .Eff.25.Jan.

HANNOVER, GERMANY
.RNAV.SID.(OVERLAY).

BREMEN Radar (APP)	Apt Elev	Trans alt: 5000
119.490	183	1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

POVEL 3F [POVE3F]
POVEL 2H [POVE2H]
POVEL 3S [POVE3S]
POVEL 2Y [POVE2Y]
RNAV DEPARTURES
(OVERLAY 10-3D)
(RWYS 09L/R, 27 L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

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

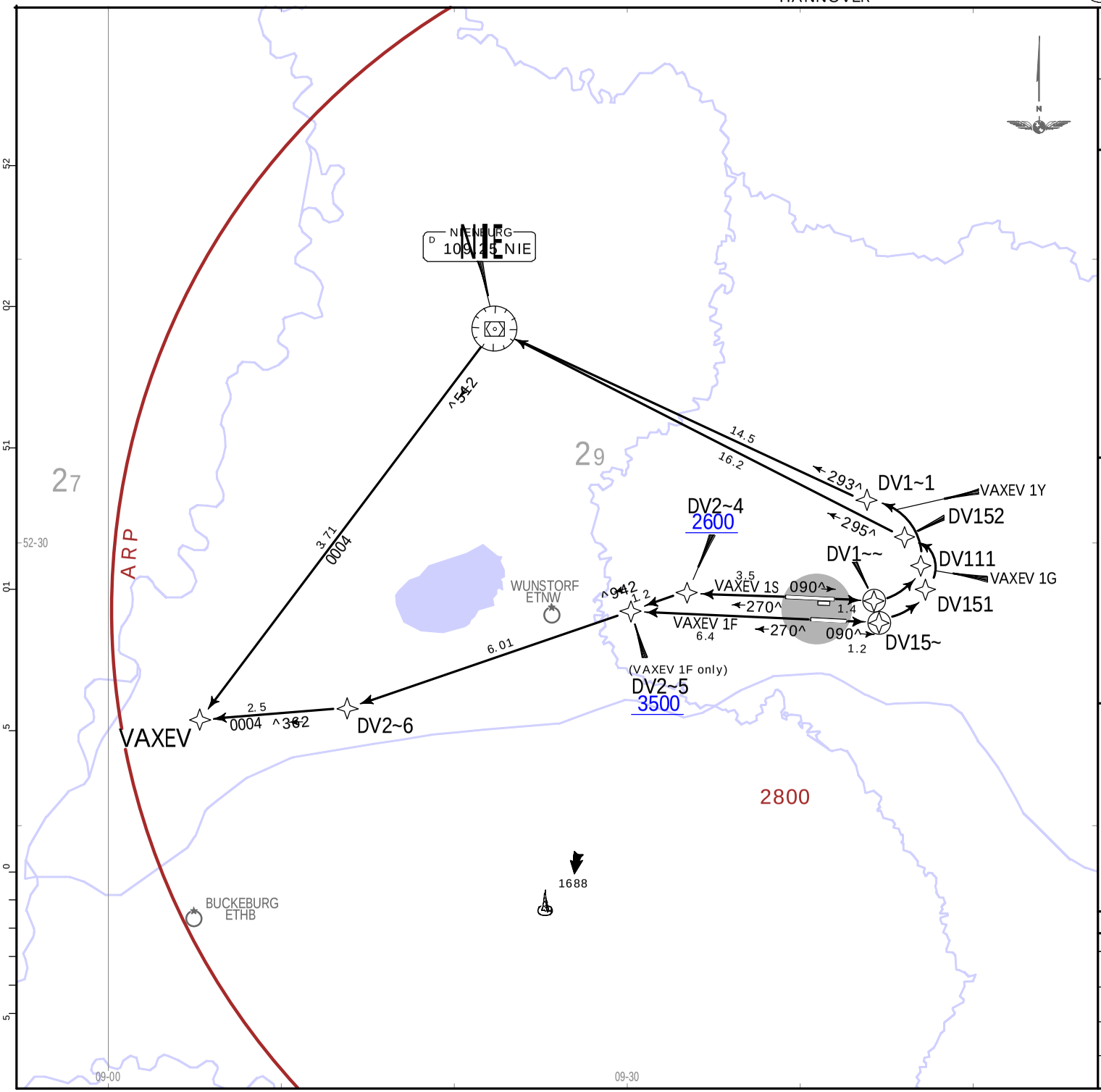
POVEL 3S: 11.0% (670 FT/NM) until passing 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
POVEL 3F	27L	(600+) - DV2~2 - DV256 - DLE - POVEL.
POVEL 2H	09R	(600+) - DV157 - POVEL.
POVEL 3S	27R	(600+) - HW - DV256 - DLE - POVEL.
POVEL 2Y	09L	(600+) - DV1~5 - POVEL.



BREMEN Radar (APP)
119.490

Apt Elev
183

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

VAXEV 1F [VAXE1F]
VAXEV 1G [VAXE1G]
VAXEV 1S [VAXE1S]
VAXEV 1Y [VAXE1Y]
RNAV DEPARTURES
(OVERLAY 10-3E)
(RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

Gnd speed-KT	75	100	150	200	250	300
8.6% V/V (fpm)	653	871	1306	1742	2177	2613
11.4% V/V (fpm)	866	1154	1732	2309	2886	3463

If unable to comply advise Tower as soon as possbile.

Initial climb clearance 4000

SID	RWY	ROUTING
VAXEV 1F	27L	(600+) - DV2~5 (3500+) - DV2~6 - VAXEV.
VAXEV 1G	09R	(600+) - DV15~ - DV151 - DV152 - NIE - VAXEV.
VAXEV 1S	27R	(600+) - DV2~4 (2600+) - DV2~6 - VAXEV.
VAXEV 1Y	09L	(600+) - DV1~~ - DV111 - DV1~1 - NIE - VAXEV.

CHANGES: NIE VOR replaced by NIE VORDME.

BREMEN Radar (APP) 119.490	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G) WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y) RNAV DEPARTURES (OVERLAY 10-3F) (RWYS 09L/R, 27L/R)

FLIGHTS TO EDDF END AT TOLTA

.SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

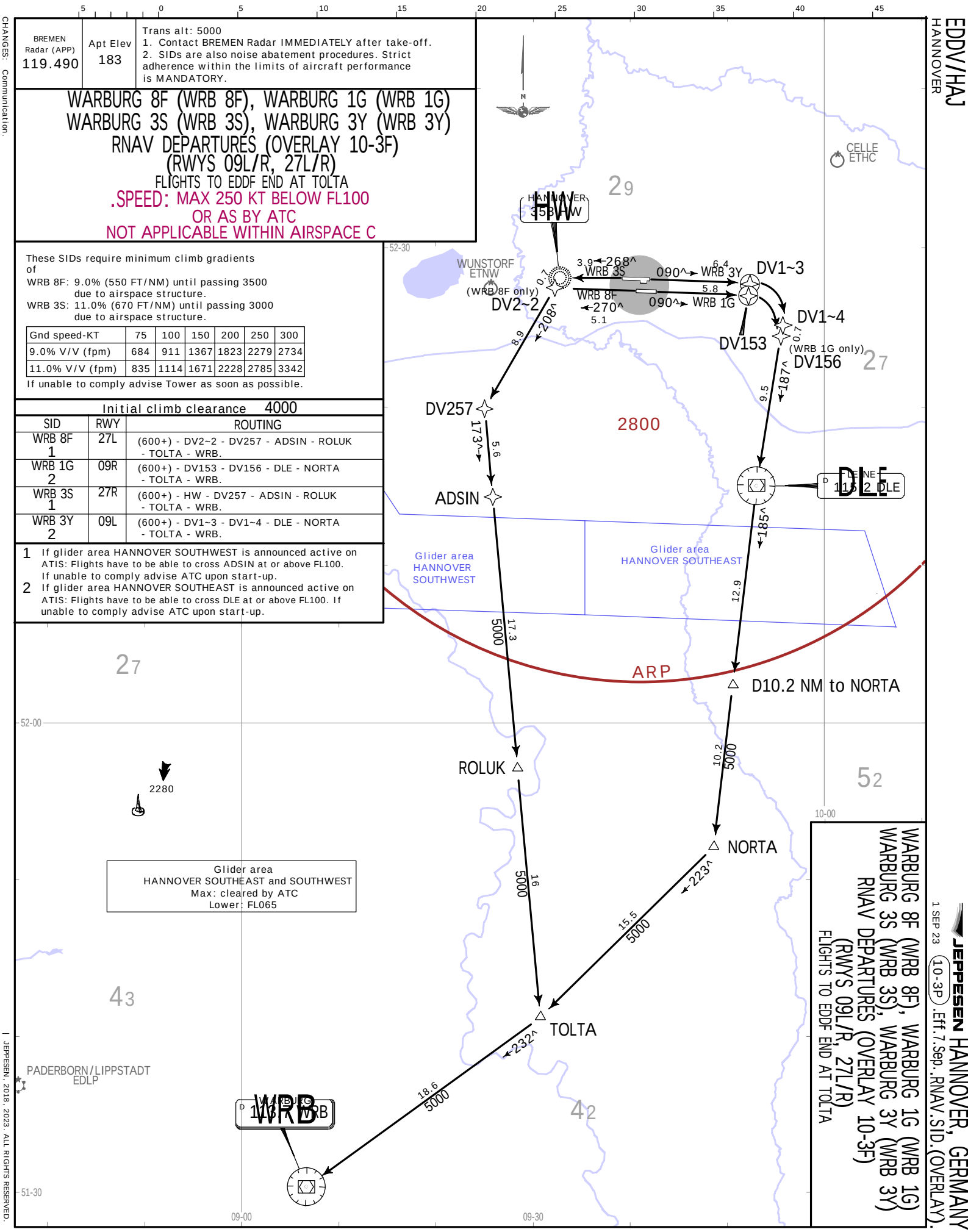
Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
WRB 8F 1	27L	(600+) - DV2~2 - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 1G 2	09R	(600+) - DV153 - DV156 - DLE - NORTA - TOLTA - WRB.
WRB 3S 1	27R	(600+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WRB.
WRB 3Y 2	09L	(600+) - DV1~3 - DV1~4 - DLE - NORTA - TOLTA - WRB.

1 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.
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.



WARBURG 8F (WRB 8F), WARBURG 1G (WRB 1G)
WARBURG 3S (WRB 3S), WARBURG 3Y (WRB 3Y)
RNAV DEPARTURES (OVERLAY 10-3F)
(RWYS 09L/R, 27L/R)
FLIGHTS TO EDDF END AT TOLTA

BREMEN Radar (APP) 119.490	Apt Elev 183	Trans alt: 5000 1. Contact BREMEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

WERRA 3F [WERA3F], WERRA 3G [WERA3G] WERRA 3S [WERA3S], WERRA 3Y [WERA3Y] RNAV DEPARTURES (OVERLAY 10-3G) (RWYS 09L/R, 27L/R)

.SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

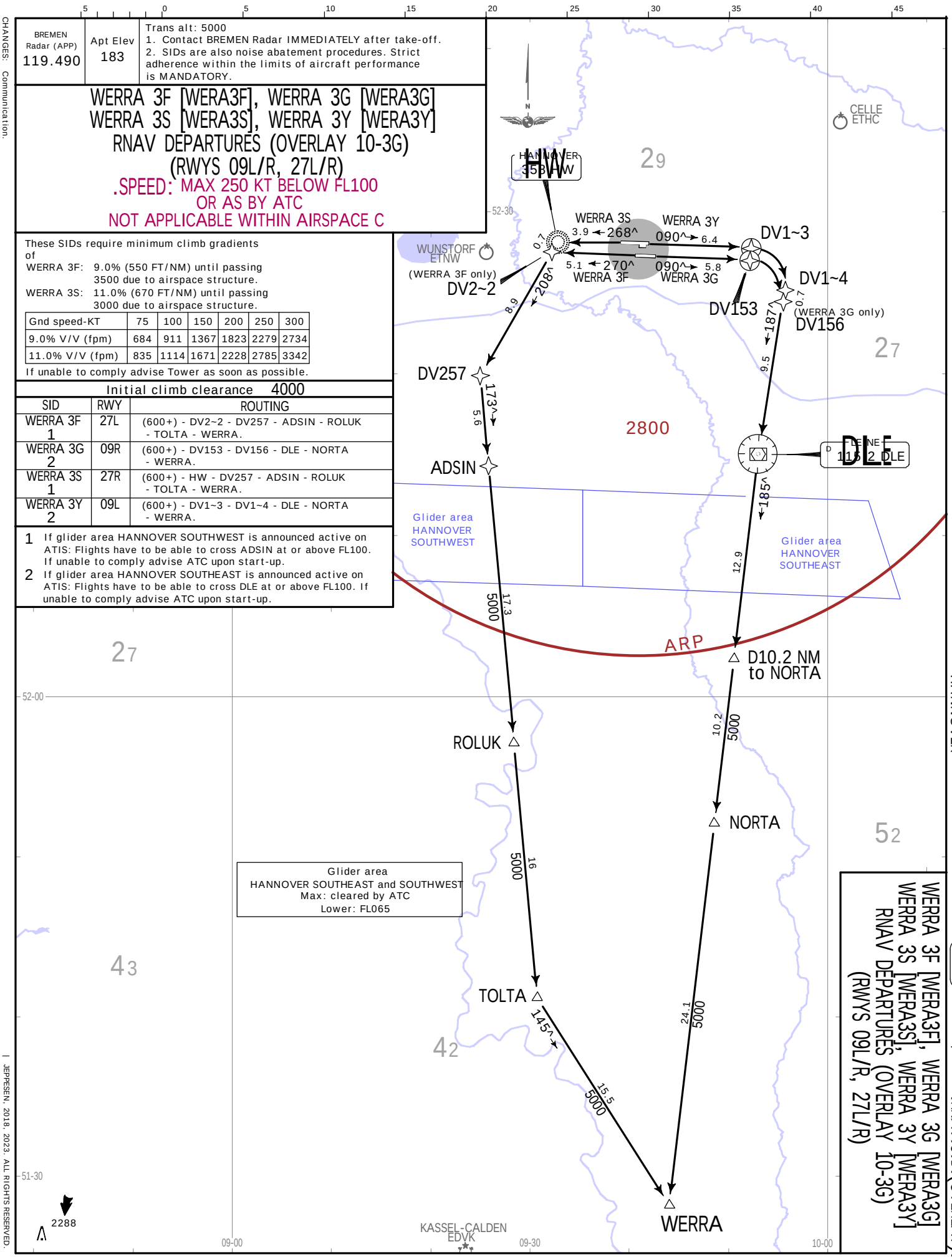
Gnd speed-KT	75	100	150	200	250	300
9.0% V/V (fpm)	684	911	1367	1823	2279	2734
11.0% V/V (fpm)	835	1114	1671	2228	2785	3342

If unable to comply advise Tower as soon as possible.

Initial climb clearance 4000

SID	RWY	ROUTING
WERRA 3F 1	27L	(600+) - DV2~2 - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 3G 2	09R	(600+) - DV153 - DV156 - DLE - NORTA - WERRA.
WERRA 3S 1	27R	(600+) - HW - DV257 - ADSIN - ROLUK - TOLTA - WERRA.
WERRA 3Y 2	09L	(600+) - DV1~3 - DV1~4 - DLE - NORTA - WERRA.

1 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.
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.



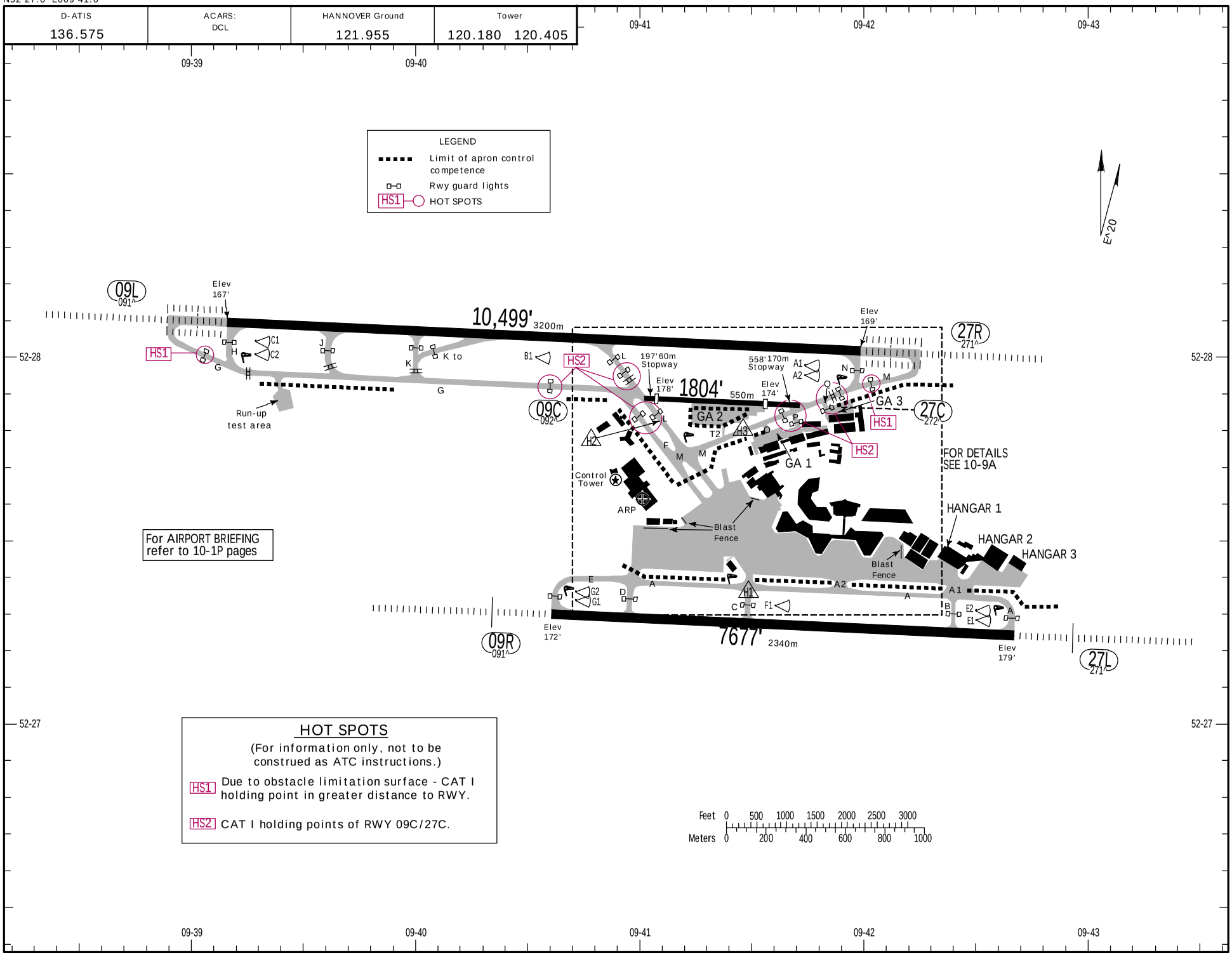
EDDV/HAJ
HANNOVER

HANNOVER, GERMANY
.RNAV.SID.(OVERLAY).

JEPPESEN 1 SEP 23 (10-3Q) .Eff.7.Sep.

WERRA 3F [WERA3F], WERRA 3G [WERA3G]
WERRA 3S [WERA3S], WERRA 3Y [WERA3Y]
RNAV DEPARTURES (OVERLAY 10-3G)
(RWYS 09L/R, 27L/R)

D-ATIS	ACARS: DCL	HANNOVER Ground	Tower
136.575		121.955	120.180 120.405



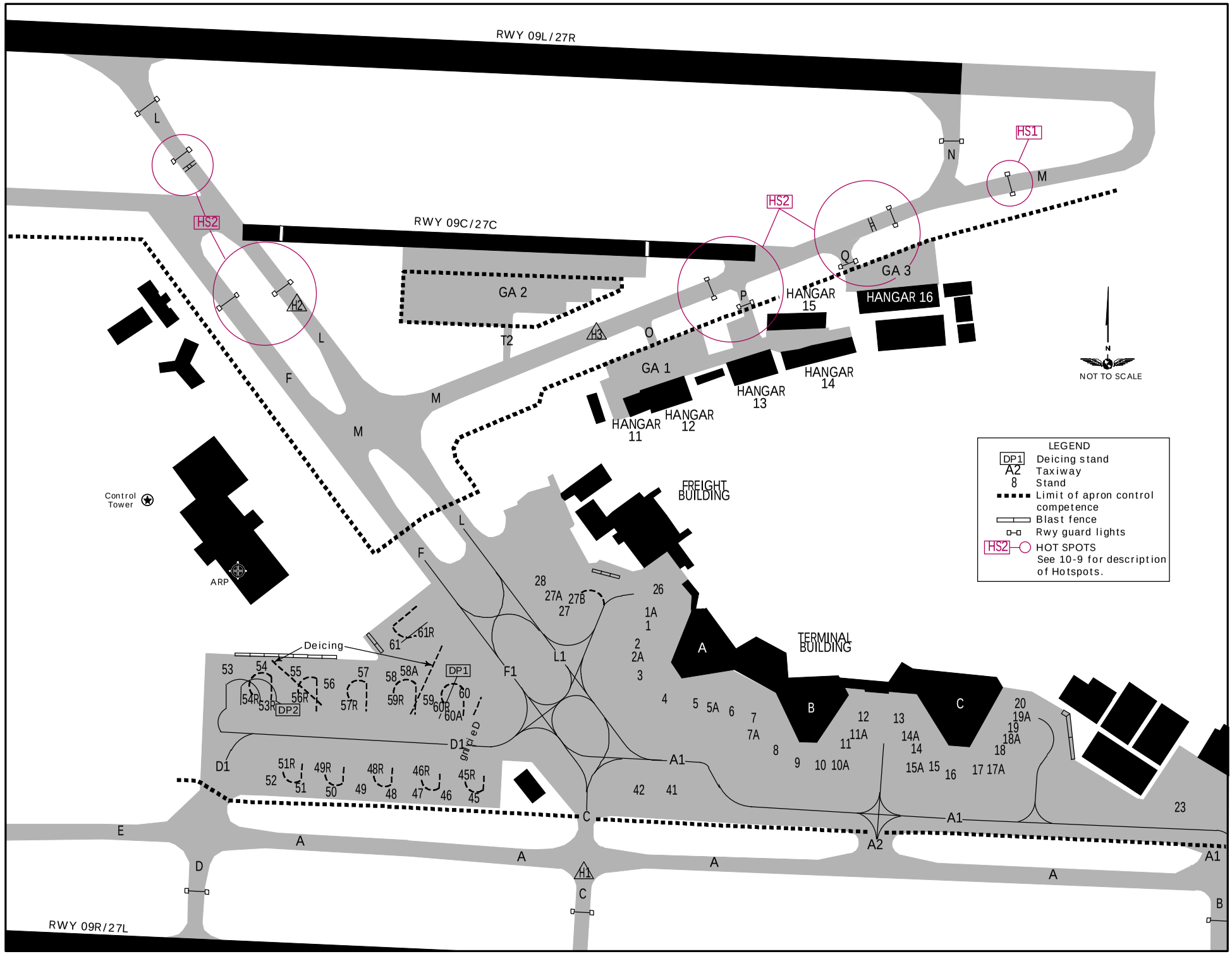
HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Due to obstacle limitation surface - CAT I holding point in greater distance to RWY.

HS2 CAT I holding points of RWY 09C/27C.

CHANGES: Rwy 09C/27C length.



CHANGES: Stands 21, 21A and 22 withdrawn.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09L	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0^) RVR		9466' 2885m	2	148' 45m
27R	HIRL CL (15m) ALSF-II TDZ REIL PAPI-L(3.0^) 1 RVR		9527' 2904m		

1 HST-Kto

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

RWY 09L:

From rwy head	10,499'(3200m)
twy J int	8858'(2700m)
twy K int	7382'(2250m)
twy L int	4331'(1320m)

RWY 27R:

From rwy head	10,499'(3200m)
twy L int	6234'(1900m)

09C				3 2001' 610m	74' 23m
27C				4 2362' 720m	

3 Includes paved swy West of thr 09C.

4 Includes paved swy East of thr 27C.

09R	HIRL CL (30m) (White) HIALS SFL REIL PAPI-L 5 RVR		6584' 2007m	6	148' 45m
27L			6706' 2044m		

5 angle 3.0^

6 TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	7677'(2340m)
twy D int	6463'(1970m)
twy C int	4462'(1360m)

RWY 27L:

From rwy head	7677'(2340m)
twy B int	6693'(2040m)
twy C int	3281'(1000m)

.Std/State.

TAKE-OFF

Low Visibility Procedure required			RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required.						
RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
	DAY	NIGHT				
R350m			R/V400m		R/V500m	NA

CHANGES: Minimums.

INS COORDINATES

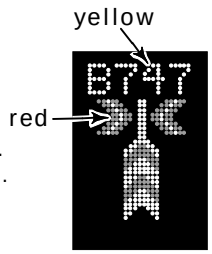
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N52 27.6 E009 41.6	53R	N52 27.5 E009 41.1
2 thru 5	N52 27.5 E009 41.6	54	N52 27.6 E009 41.1
5A thru 7A	N52 27.5 E009 41.7	54R	N52 27.5 E009 41.0
8 thru 11	N52 27.5 E009 41.8	55, 56	N52 27.6 E009 41.2
11A thru 13	N52 27.5 E009 41.9	56R	N52 27.5 E009 41.1
14 thru 15A	N52 27.5 E009 42.0	57	N52 27.6 E009 41.3
16	N52 27.4 E009 42.0	57R	N52 27.5 E009 41.2
17	N52 27.4 E009 42.1	58 thru 59	N52 27.6 E009 41.3
17A thru 20	N52 27.5 E009 42.1	59R	N52 27.5 E009 41.2
23	N52 27.5 E009 42.4	60, 60A	N52 27.6 E009 41.4
26	N52 27.6 E009 41.6	60R	N52 27.5 E009 41.3
27 thru 28	N52 27.6 E009 41.5	61, 61R, DP1	N52 27.6 E009 41.3
41, 42	N52 27.4 E009 41.6	DP2	N52 27.5 E009 41.1
45	N52 27.5 E009 41.4		
45R	N52 27.4 E009 41.3		
46	N52 27.5 E009 41.4		
46R	N52 27.4 E009 41.3		
47, 48	N52 27.5 E009 41.3		
48R	N52 27.4 E009 41.2		
49	N52 27.5 E009 41.3		
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		

ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

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

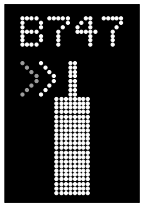
1. START OF DOCKING

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



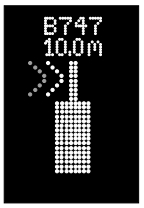
2. TRACKING

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



3. CLOSING RATE

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



4. SLOW (DECREASE SPEED)

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

5. STOP POSITION REACHED

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

6. DOCKING COMPLETED

When the aircraft has parked, OK will be displayed.

7. ON BLOCK TIME

On block time will be displayed in UTC-time.

8. CHOCK ON

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

DISPLAYED FORMS AT ABNORMAL CONDITIONS

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

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 (11-1) .Eff.25.Jan.

HANNOVER, GERMANY ILS or LOC Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

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

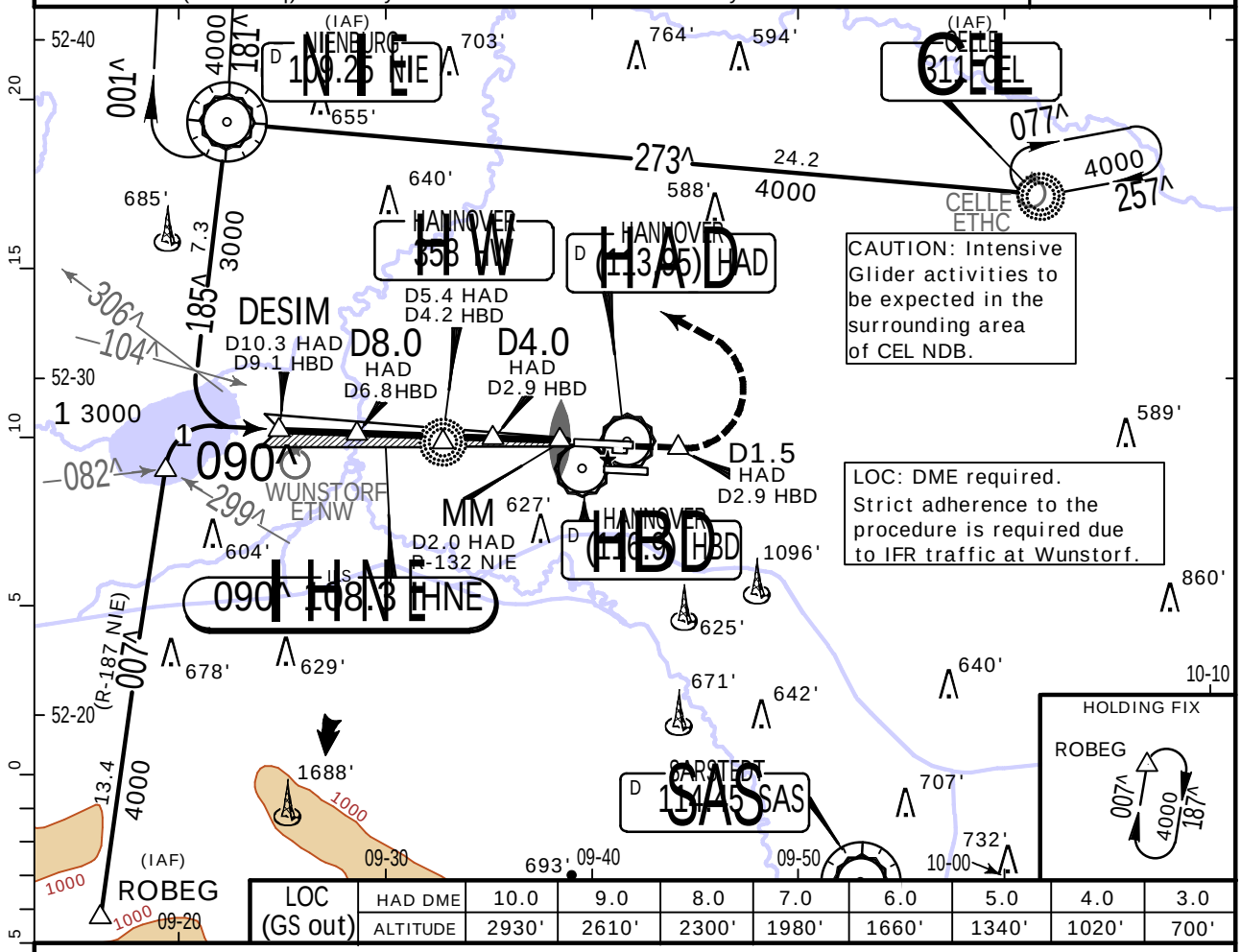
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/ D2.9 EAST of HBD.Then turn LEFT inbound NIE VOR climbing to 4000'.

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

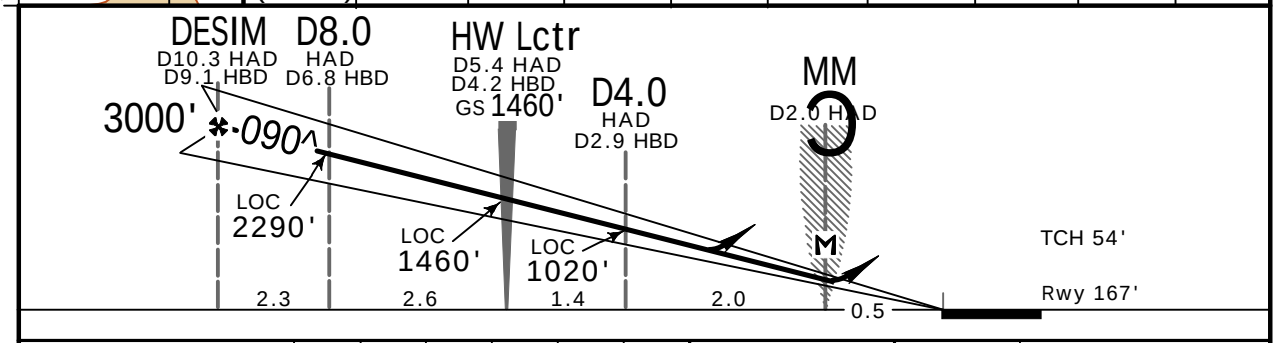
2800

MSA ARP

BRIEFING STRIP ™



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



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

ALSF-II
REIL
PAPI

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

Standard.

STRAIGHT-IN LANDING RWY 09L

ILS DA(H) 367' (200') 1			LOC (GS out) CDFA DA/MDA(H) 550' (383')	
FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 2	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

1 LACFT: DA(H) 395'(228'). 2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-1A

HANNOVER, GERMANY CAT II/III ILS Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

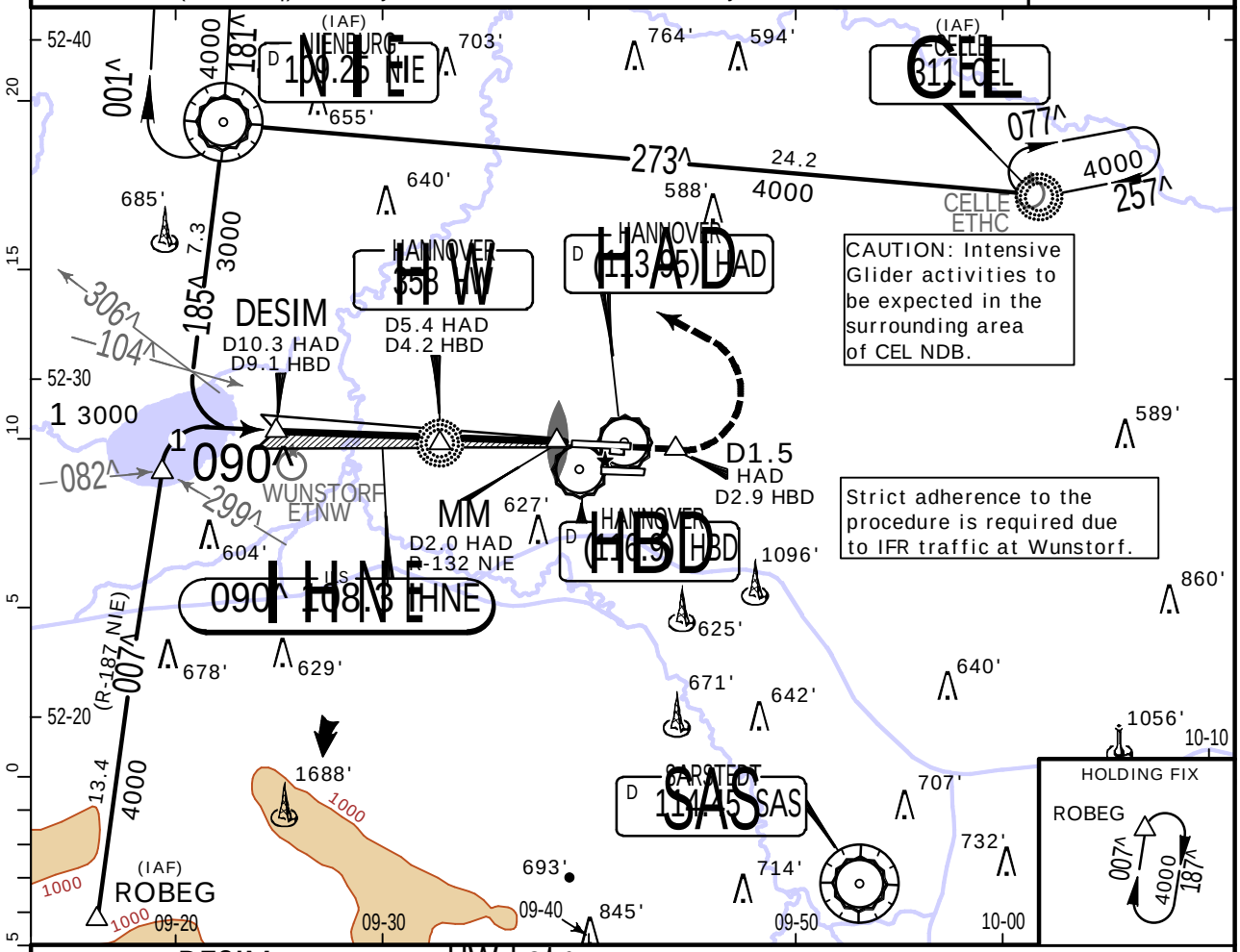
LOC IHNE	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 183' Rwy 167'
108.3	090^	HW Lctr 1460' (1293')		

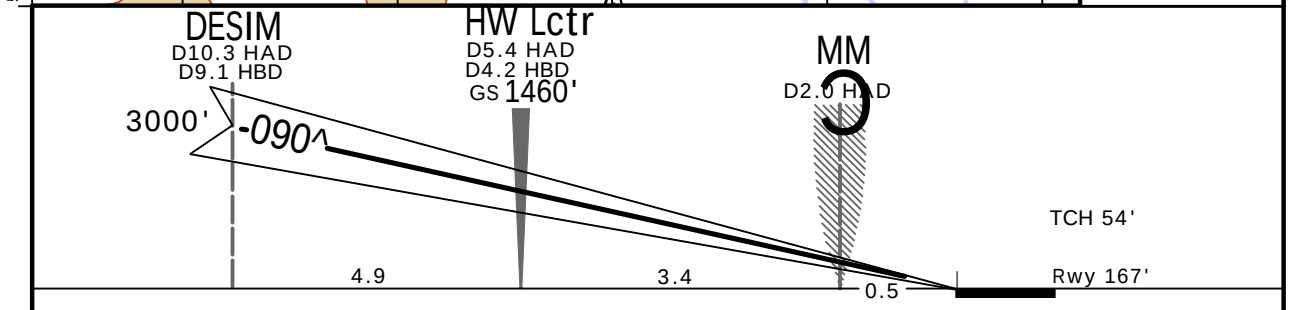
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/D2.9 EAST of HBD.Then turn LEFT inbound NIE VOR climbing to 4000'.

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

2800 MSA ARP

BRIEFING STRIP ™





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

ALSF-II REIL PAPI

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

.Standard.

STRAIGHT-IN LANDING RWY 09L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 101' DA(H) 267' (100')
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 (11-2) .Eff.25.Jan.

HANNOVER, GERMANY ILS or LOC Rwy 09R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

BRIEFING STRIP ™

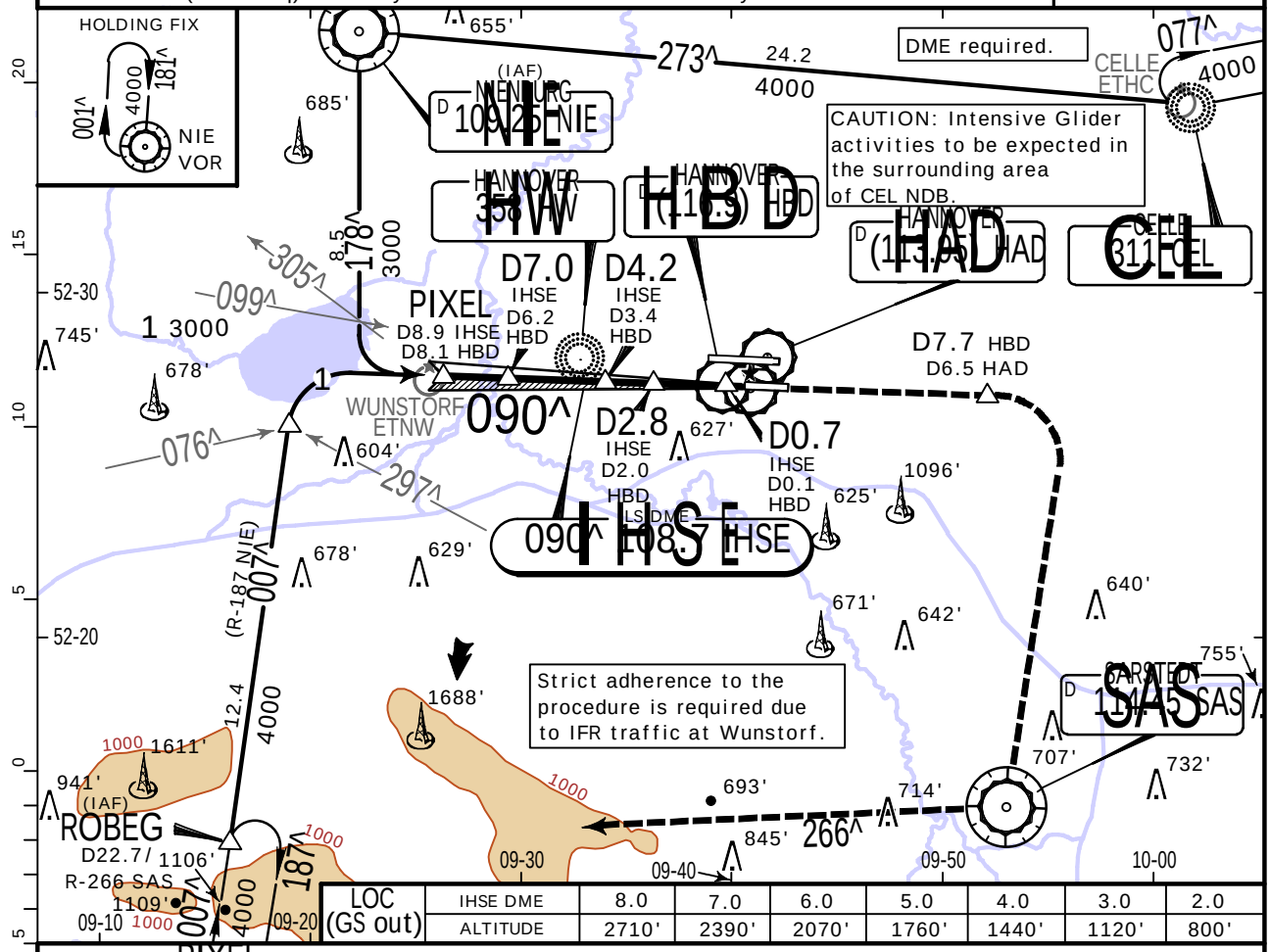
LOC IHSE	Final Apch Crs	GS	ILS	Apt Elev 183'
108.7	090^	D4.2 IHSE 1500' (1328')	DA(H) 372' (200')	Rwy 172'

MISSED APCH: Climb STRAIGHT AHEAD to D7.7 HBD/D6.5 HAD, then turn RIGHT direct to SAS VOR. Turn RIGHT on R-266 SAS to ROBEG climbing to 4000'.

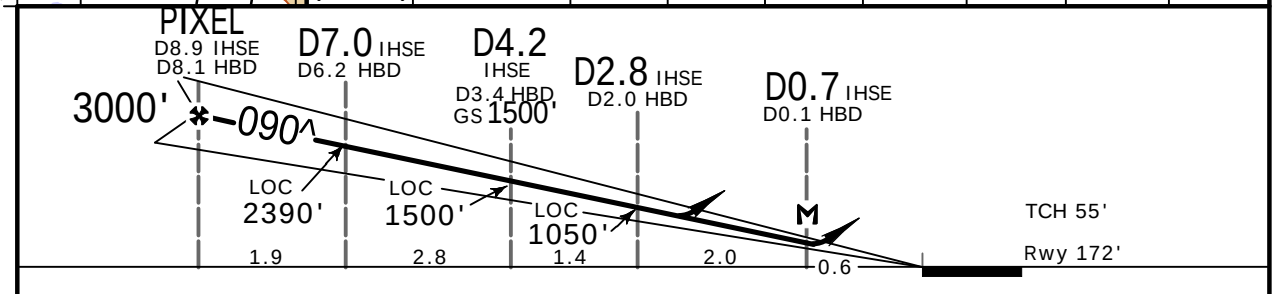
2800

MSA ARP

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 IHSE/D0.1 HBD							

HIALS
REIL
PAPI

D7.7 HBD
D6.5 HAD

.Standard.

STRAIGHT-IN LANDING RWY 09R

ILS		LOC (GS out)	
DA(H) 372' (200')		CDFA DA/MDA(H) 570' (398')	
FULL	ALS out		ALS out
A	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-3

HANNOVER, GERMANY ILS Z or LOC Z Rwy 27L

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.95	271^	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'

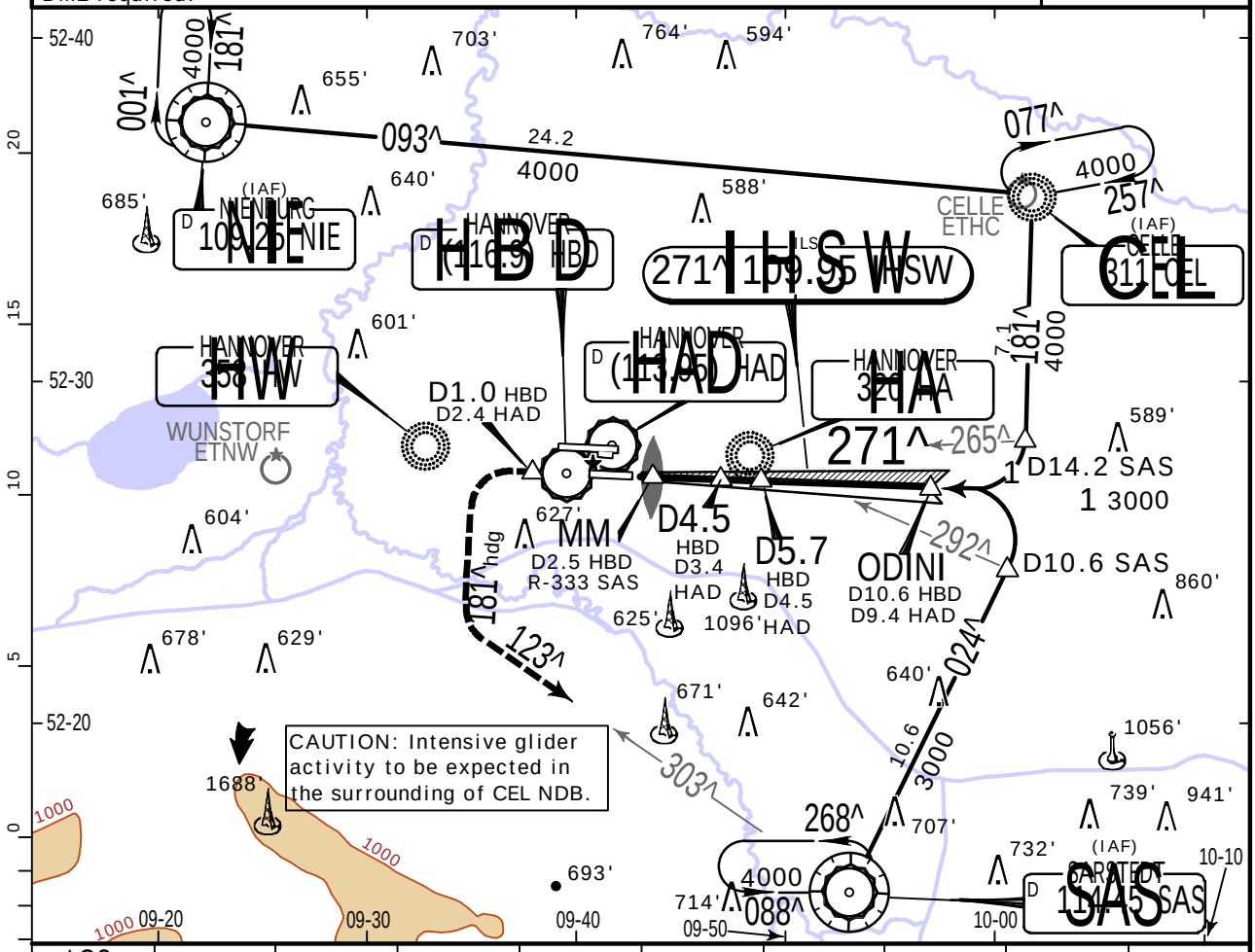
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 WEST of HBD/D2.4 WEST of HAD, then turn LEFT (MAX 185 KT) on heading 181^ to intercept and follow R-303 inbound to SAS VOR climbing to 4000'.

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

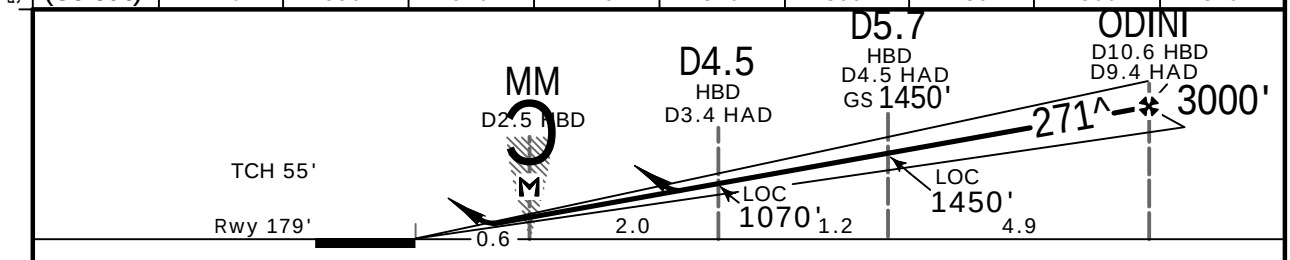
DME required.

2800

MSA ARP



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



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

HIALS REIL PAPI

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

181^ hdg LT

.Standard. STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 379' (200')		LOC (GS out) CDFA DA/MDA(H) 560' (381')	
FULL	ALS out		ALS out
A B C D: RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m / RVR 1800m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-4

HANNOVER, GERMANY ILS Y or LOC Y Rwy 27L

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

LOC IHSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 183'
109.95	271^	D5.7 HBD 1450' (1271')	379' (200')	Rwy 179'

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

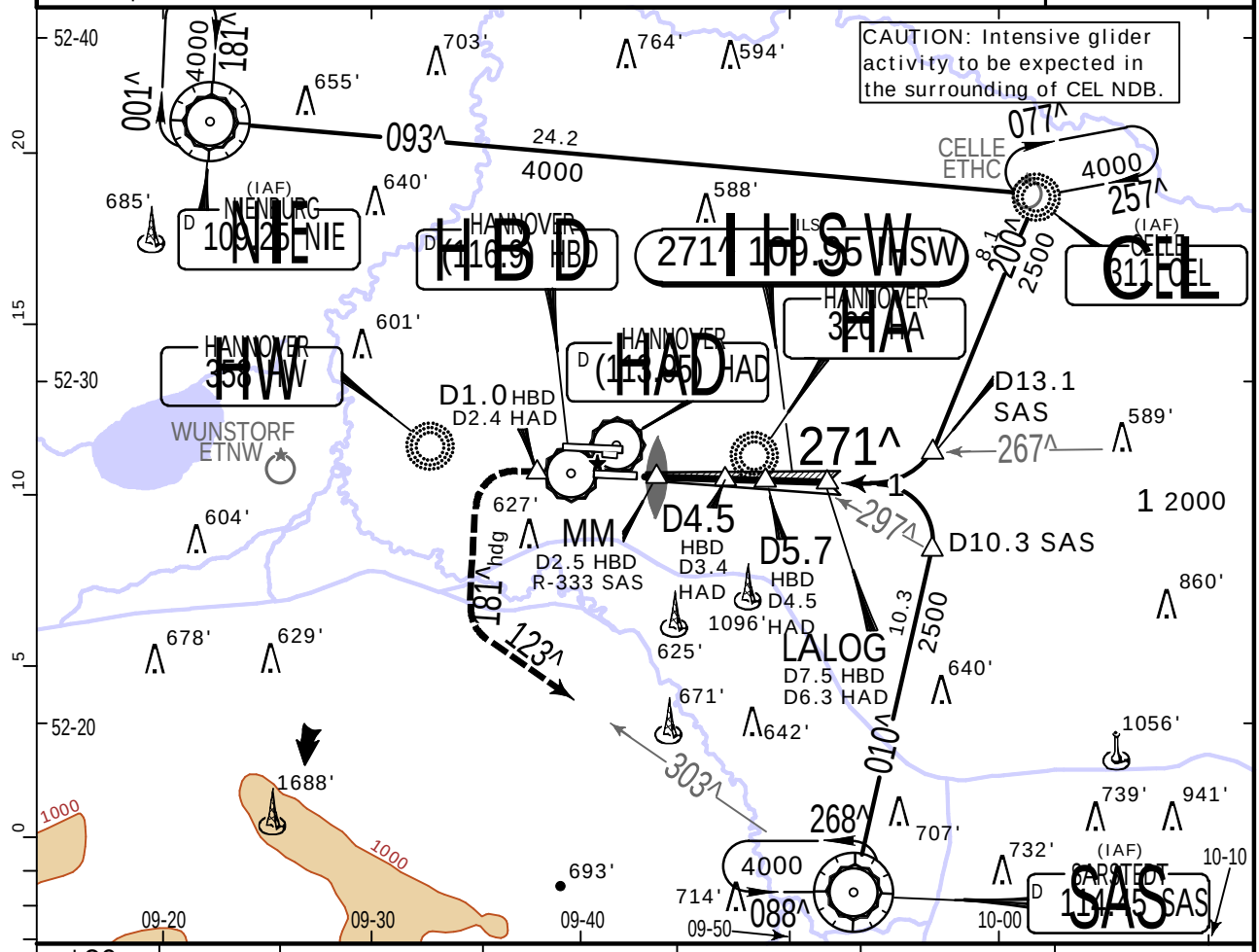
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

DME required.

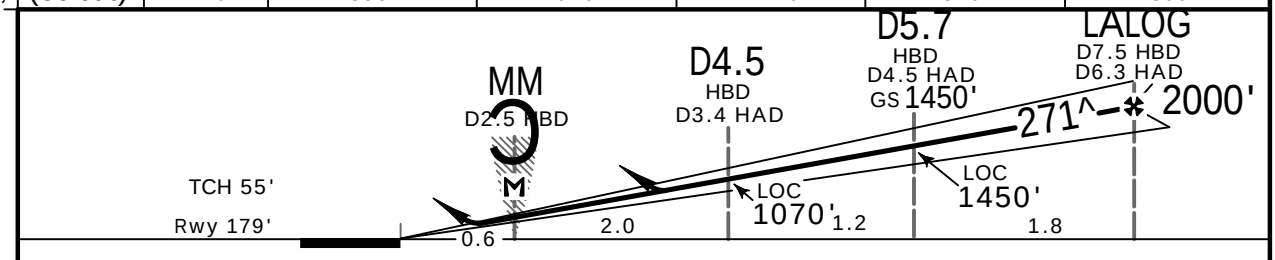
2800

MSA ARP

CAUTION: Intensive glider activity to be expected in the surrounding of CEL NDB.



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



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

HIALS

REIL

PAPI

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

181^ hdg LT

.Standard.

STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 379' (200')		LOC (GS out) CDFA DA/MDA(H) 560' (381')	
FULL	ALS out		ALS out
A, B, C, D: RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m / RVR 1800m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NIE VOR/DME frequency.

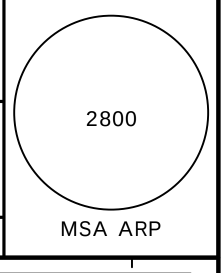
BRIEFING STRIP™

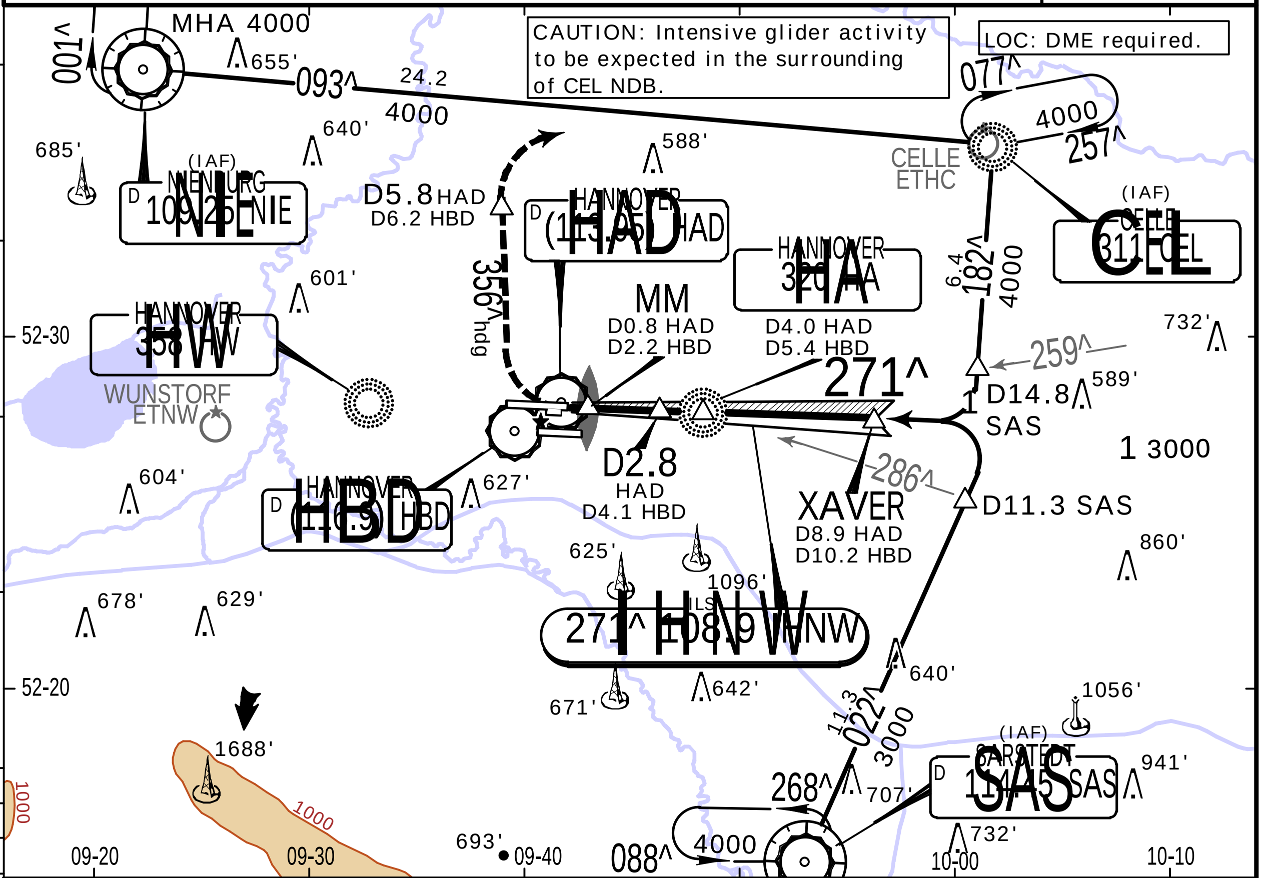
D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

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

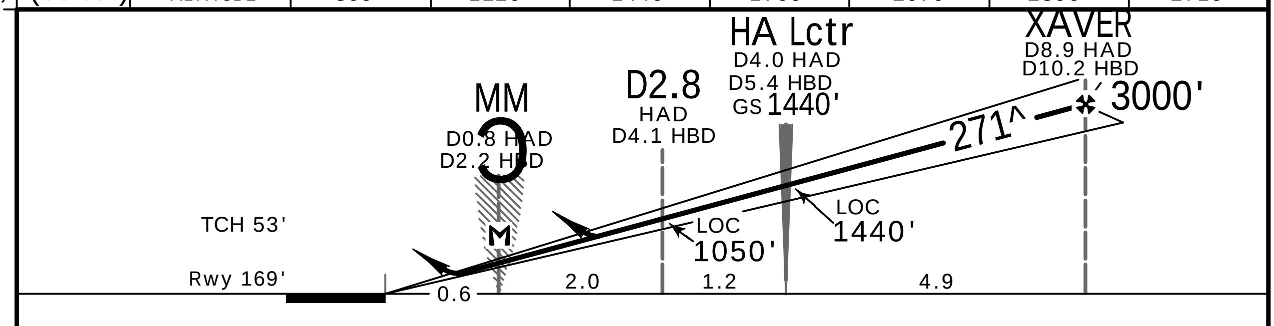
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600' or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356^ climbing to MAX 3000'. At D5.8 HAD/D6.2 HBD turn RIGHT on 093^ to CEL NDB climbing to 4000'.

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





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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 369' (200')			LOC (GS out) CDFA DA/MDA(H) ABC: 560' (391') D: 590' (421')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1800m
D	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 2000m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-5A

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

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

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

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

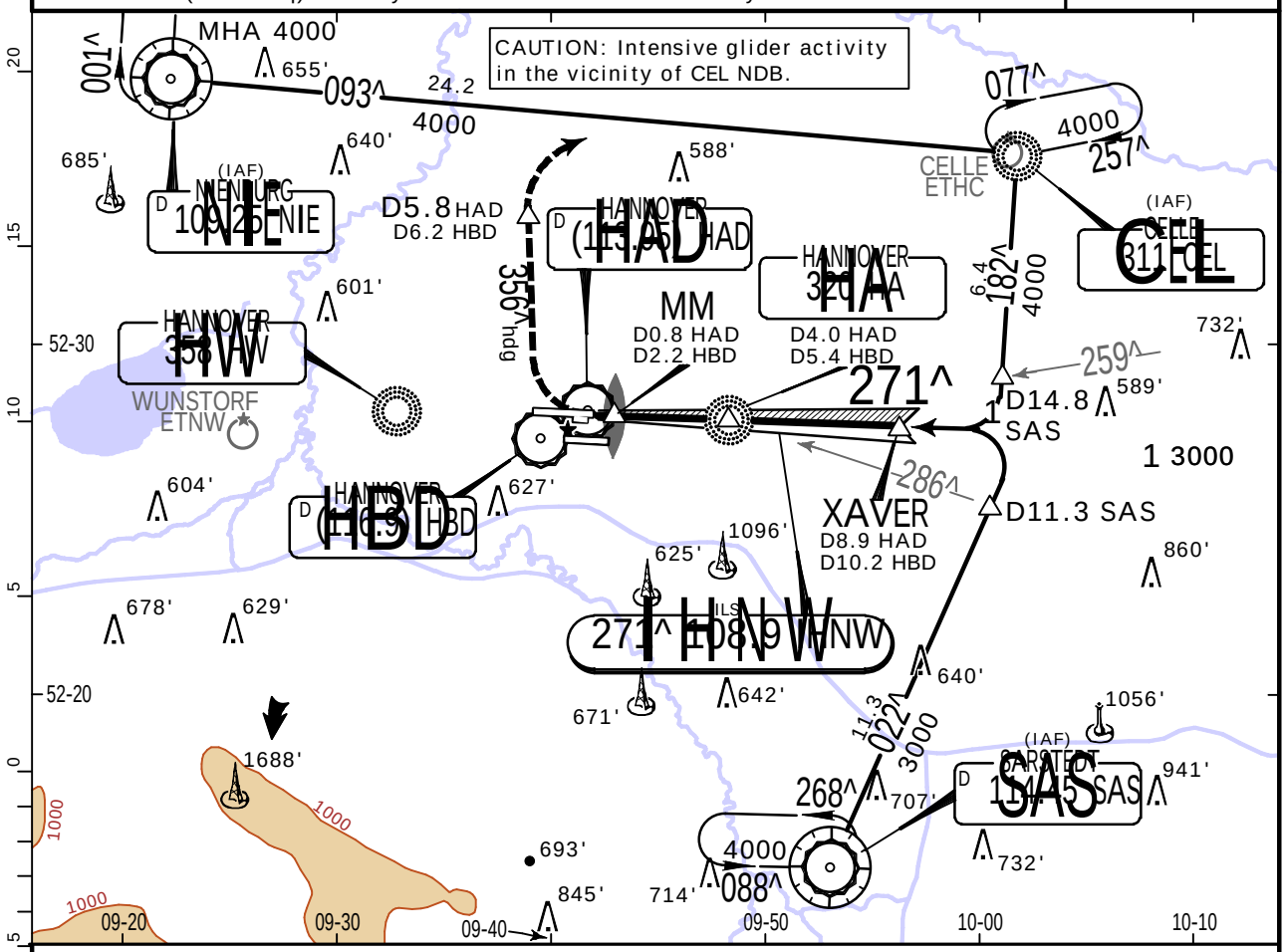
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

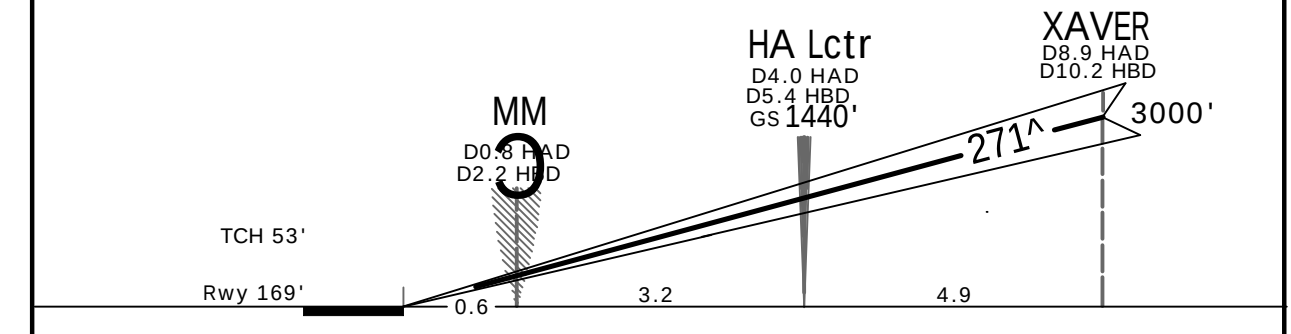
2800

MSA ARP

BRIEFING STRIP

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





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

ALSF-II REIL PAPI

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 27R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH 50'	ABC RA 97' DA(H) 269' (100')	D RA 98' DA(H) 270' (101')
RVR 75m	RVR 200m	RVR 300m	

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-6

HANNOVER, GERMANY ILS Y or LOC Y Rwy 27R

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

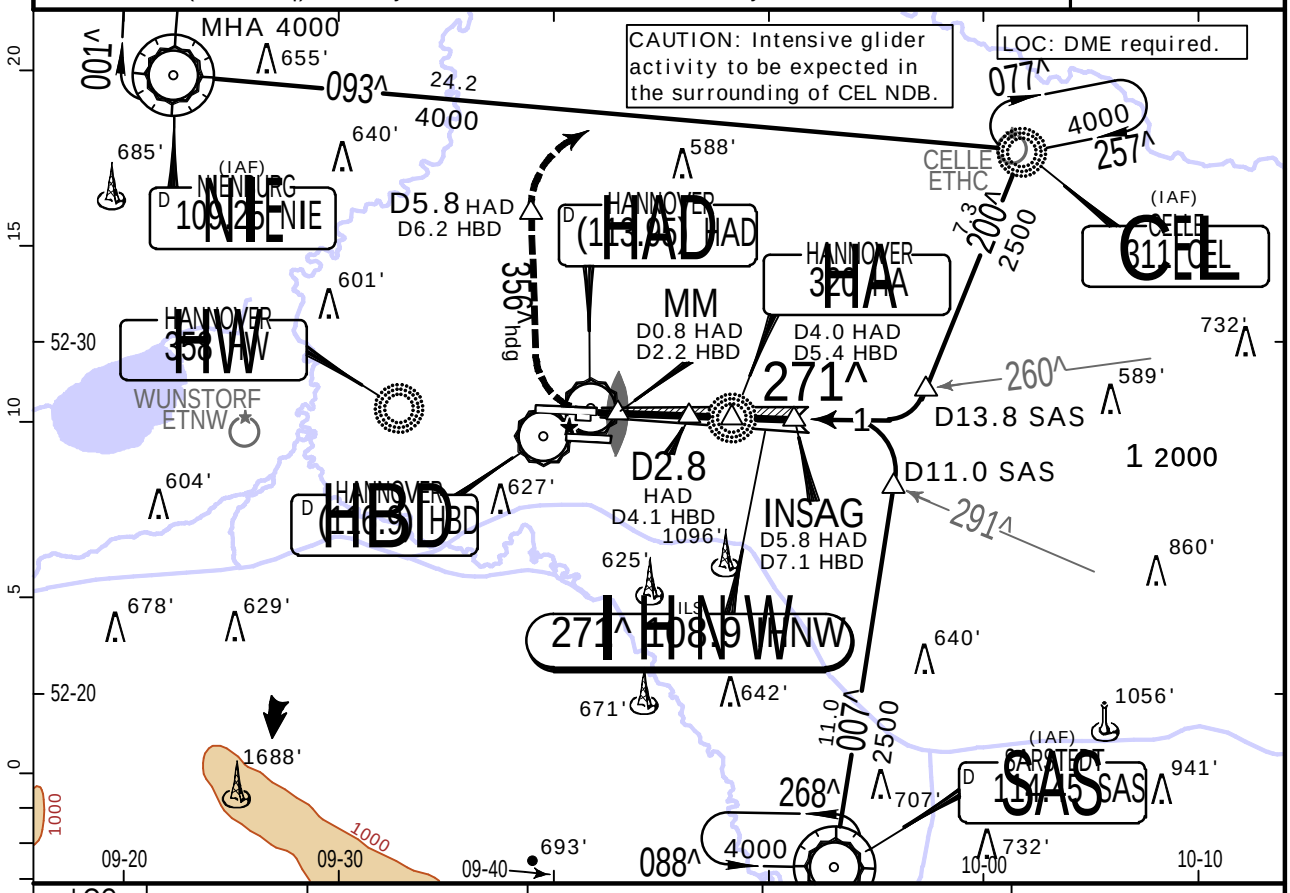
LOC IHNW	Final Apch Crs	GS HA Lctr	ILS DA(H)	Apt Elev 183'
108.9	271^	1440' (1271')	369' (200')	Rwy 169'

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

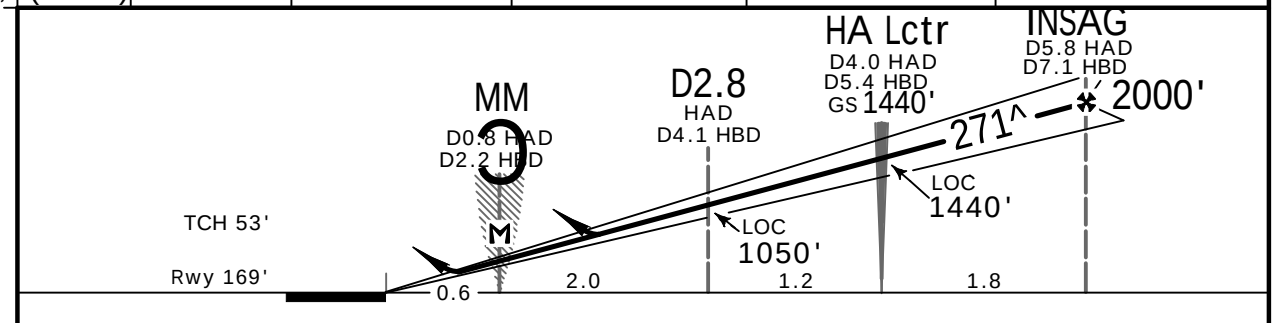
2800

MSA ARP

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



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



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

ALSF-II REIL PAPI

Refer to Missed Apch above

.Standard. STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 369' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) ABC: 560' (391') D: 590' (421')	LOC (GS out) ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D				RVR 1300m	RVR 2000m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 .Eff.25.Jan. 11-6A

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

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

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

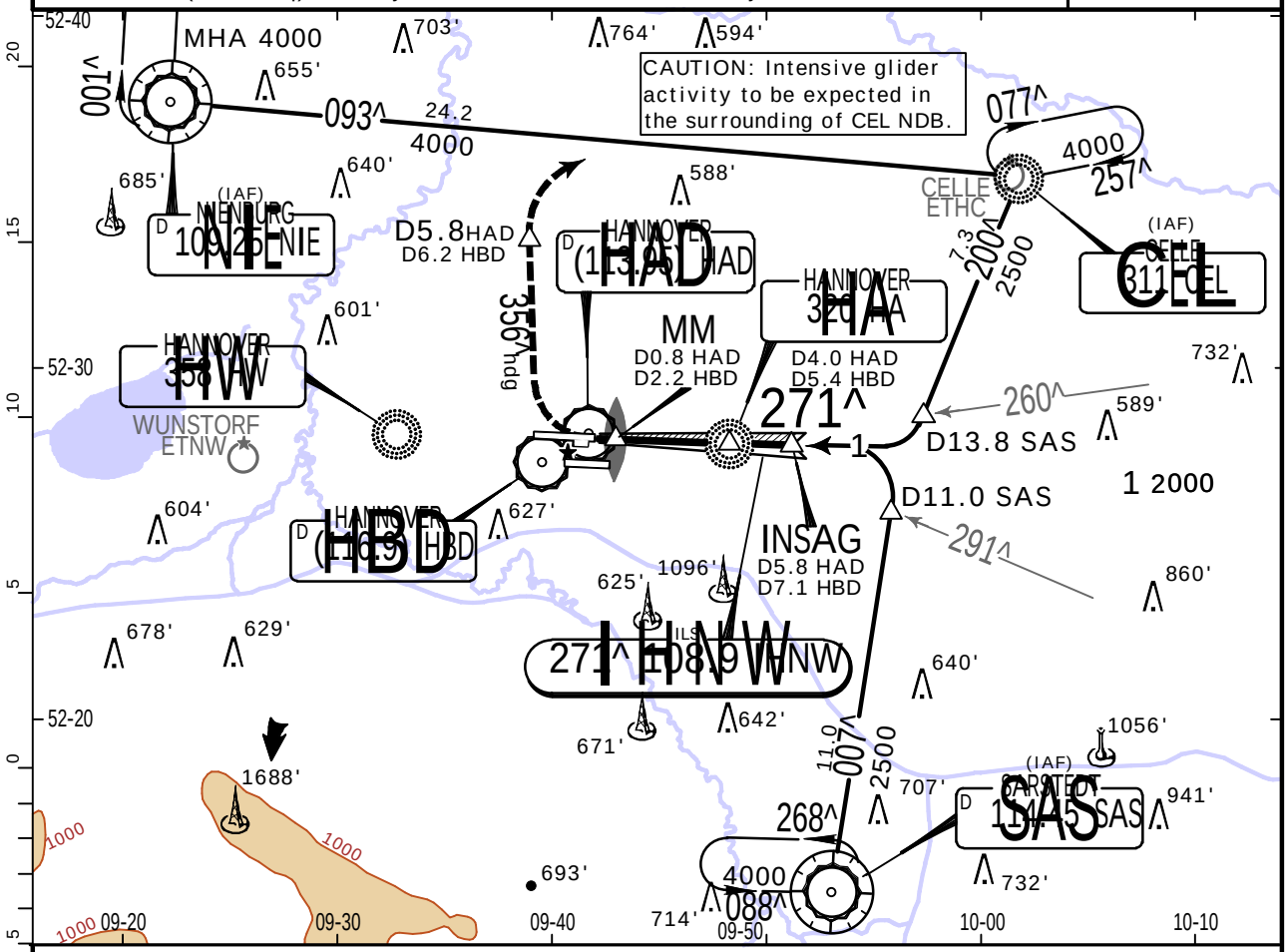
MISSED APCH: Climb STRAIGHT AHEAD. After passing 600' or D0.8 HAD/D2.2 HBD whichever is later, turn RIGHT (MAX 185 KT) on heading 356^ climbing to MAX 3000'. At D5.8 HAD/D6.2 HBD turn RIGHT on 093^ to CEL NDB climbing to 4000'.

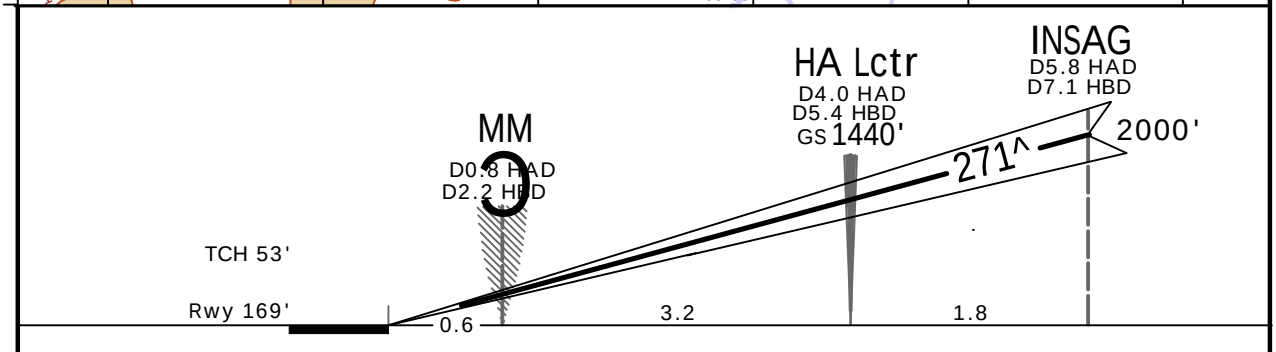
2800

MSA ARP

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

BRIEFING STRIP ™





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

ALSF-II REIL PAPI

Refer to Missed Apch above

.Standard.

STRAIGHT-IN LANDING RWY 27R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH 50'	ABC RA 97' DA(H) 269' (100')	D RA 98' DA(H) 270' (101')
RVR 75m	RVR 200m	RVR 300m	

PANS OPS

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

9 FEB 24 (12-1)

HANNOVER, GERMANY RNP Rwy 09L

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

RNAV	Final Apch Crs	DESIM	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' Rwy 167'
	090^	3000' (2833')		

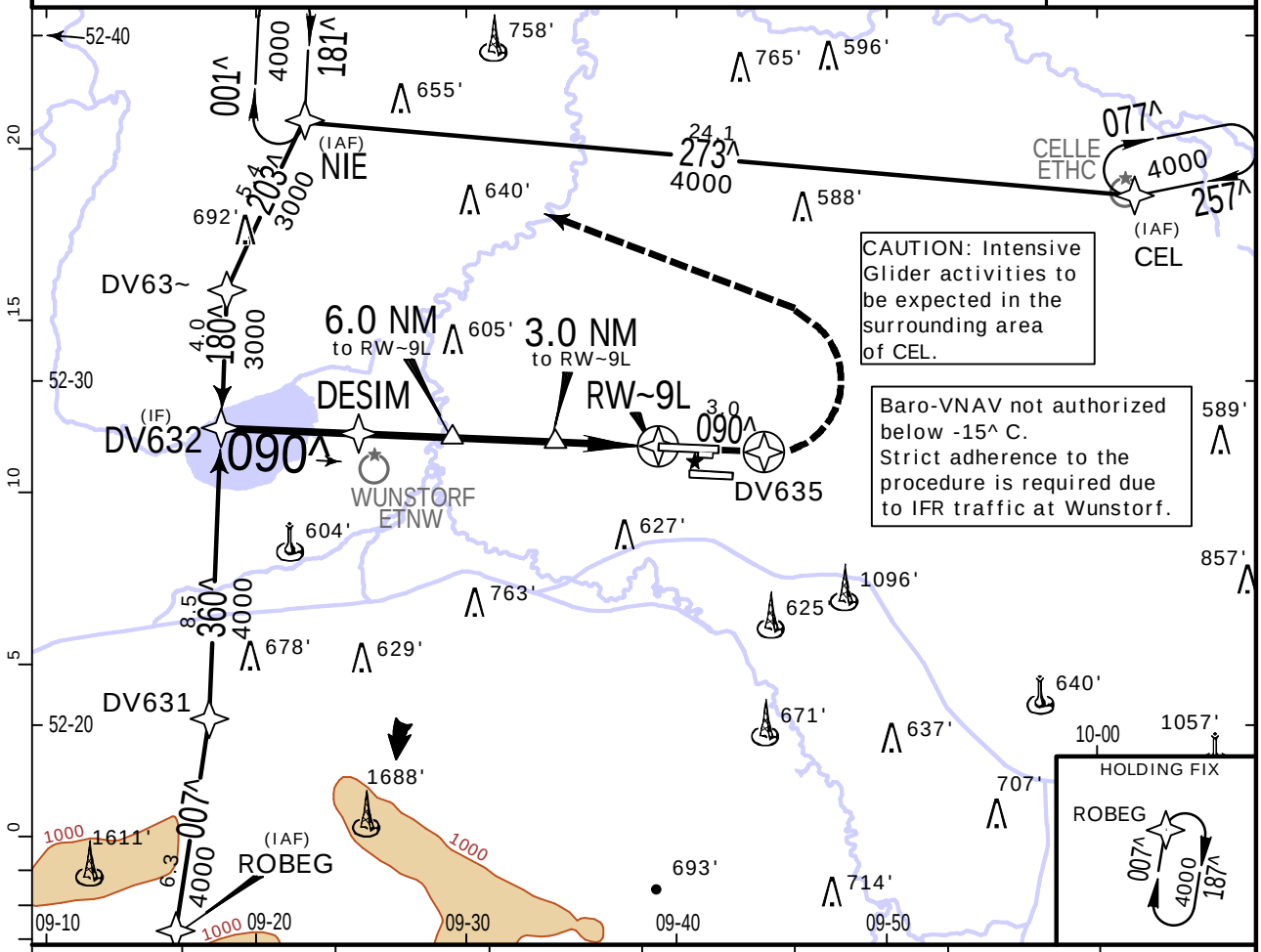
MISSED APCH: Climb on 090^ to DV635, then turn LEFT direct to NIE climbing to 4000'.

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

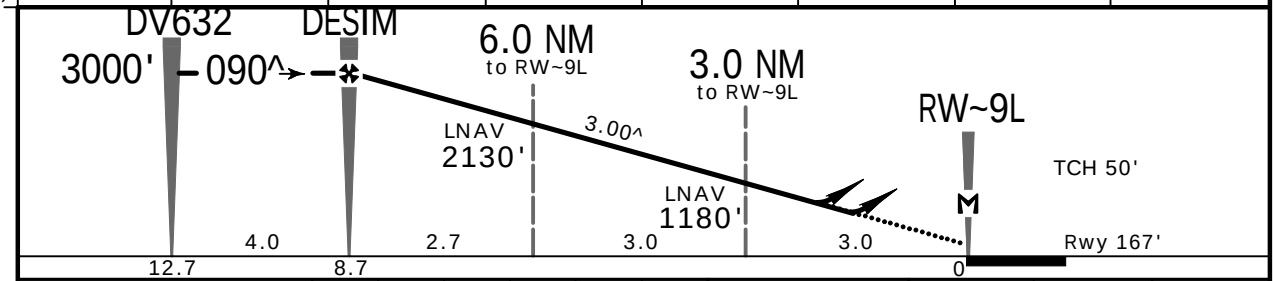
2800

MSA ARP

BRIEFING STRIP ™



NM to RW~9L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770'	2450'	2130'	1810'	1500'	1180'	860'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~9L							

ALSF-II
REIL
PAPI

090^

DV635

.Standard.

STRAIGHT-IN LANDING RWY 09L

	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A:	577' (410')	C: 592' (425')
B:	585' (418')	D: 600' (433')
		680' (513')

	ALS out		ALS out
A B	RVR 1200m	RVR 1500m	RVR 1500m
C D	RVR 1300m	RVR 2000m	RVR 1600m	RVR 2400m

PANS OPS

CHANGES: Minimums.

EDDV/HAJ HANNOVER

JEPPESEN

9 FEB 24 (12-2)

HANNOVER, GERMANY RNP Rwy 09R

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

RNAV	Final Apch Crs	PIXEL	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' Rwy 172'
	090^	3000' (2828')		

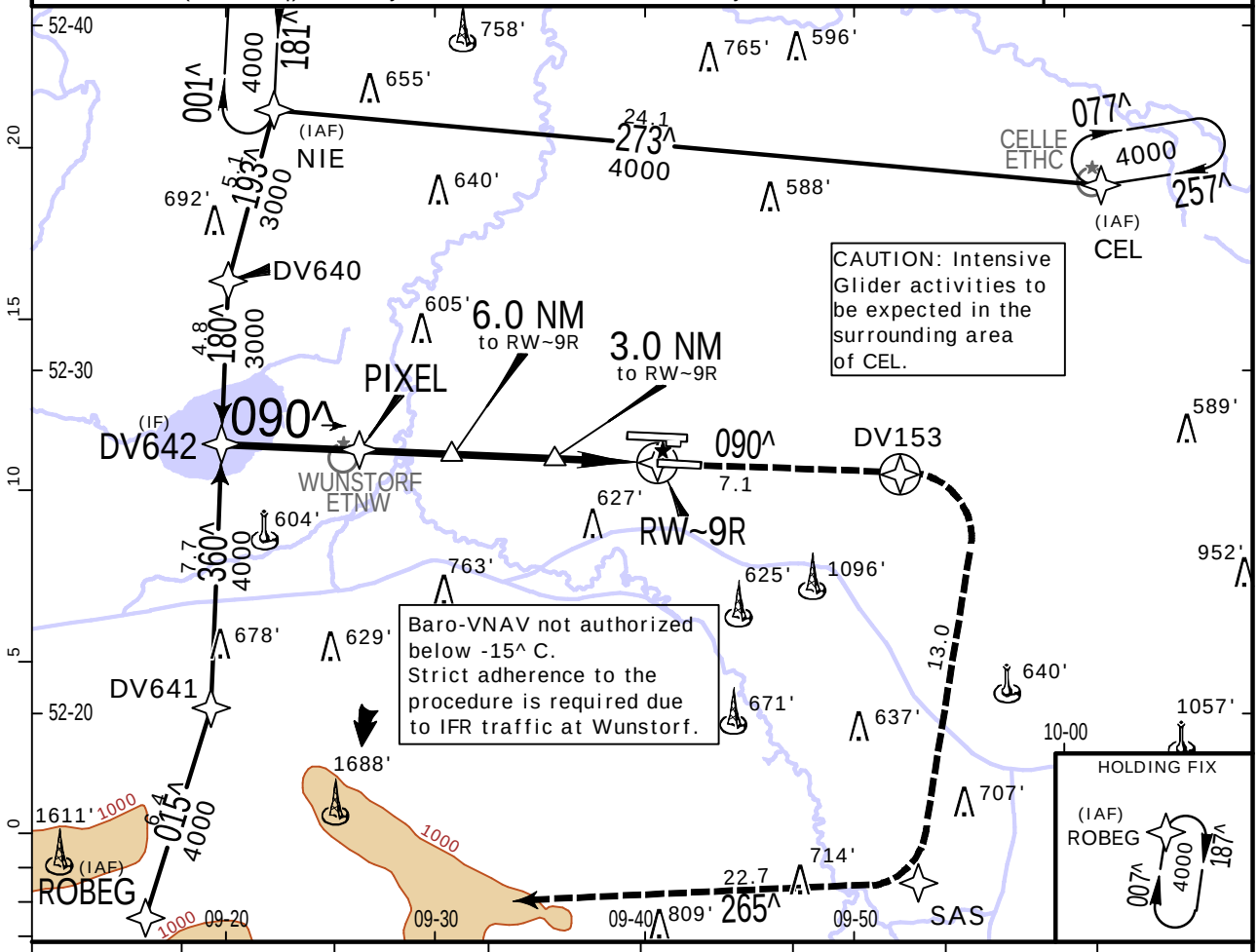
MISSED APCH: Climb on 090^ to DV153, then turn RIGHT direct to SAS. Then turn RIGHT to ROBEG climbing to 4000'.

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

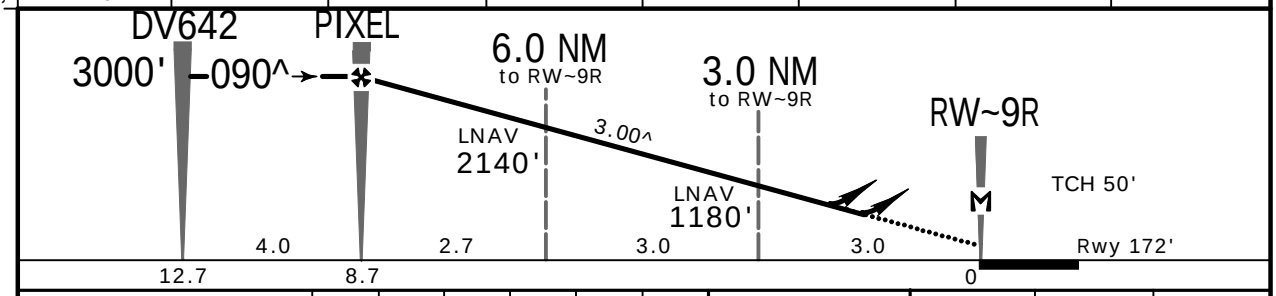
2800

MSA ARP

BRIEFING STRIP ™



NM to RW~9R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2770'	2460'	2140'	1820'	1500'	1180'	860'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~9R							

HIALS
REIL
PAPI

090^

DV153

.Standard.

STRAIGHT-IN LANDING RWY 09R

	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
A	549' (377')	C: 569' (397')	670' (498')	
B	559' (387')	D: 579' (407')		

PANS OPS

	ALS out		ALS out	
A	RVR 1000m	RVR 1500m	RVR 1500m	
B	RVR 1100m			
C		RVR 1800m	RVR 1500m	RVR 2300m
D	RVR 1200m	RVR 1900m		

CHANGES: None.

EDDV/HAJ HANNOVER

JEPPESEN

8 SEP 23 (12-3)

HANNOVER, GERMANY RNP Rwy 27L

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

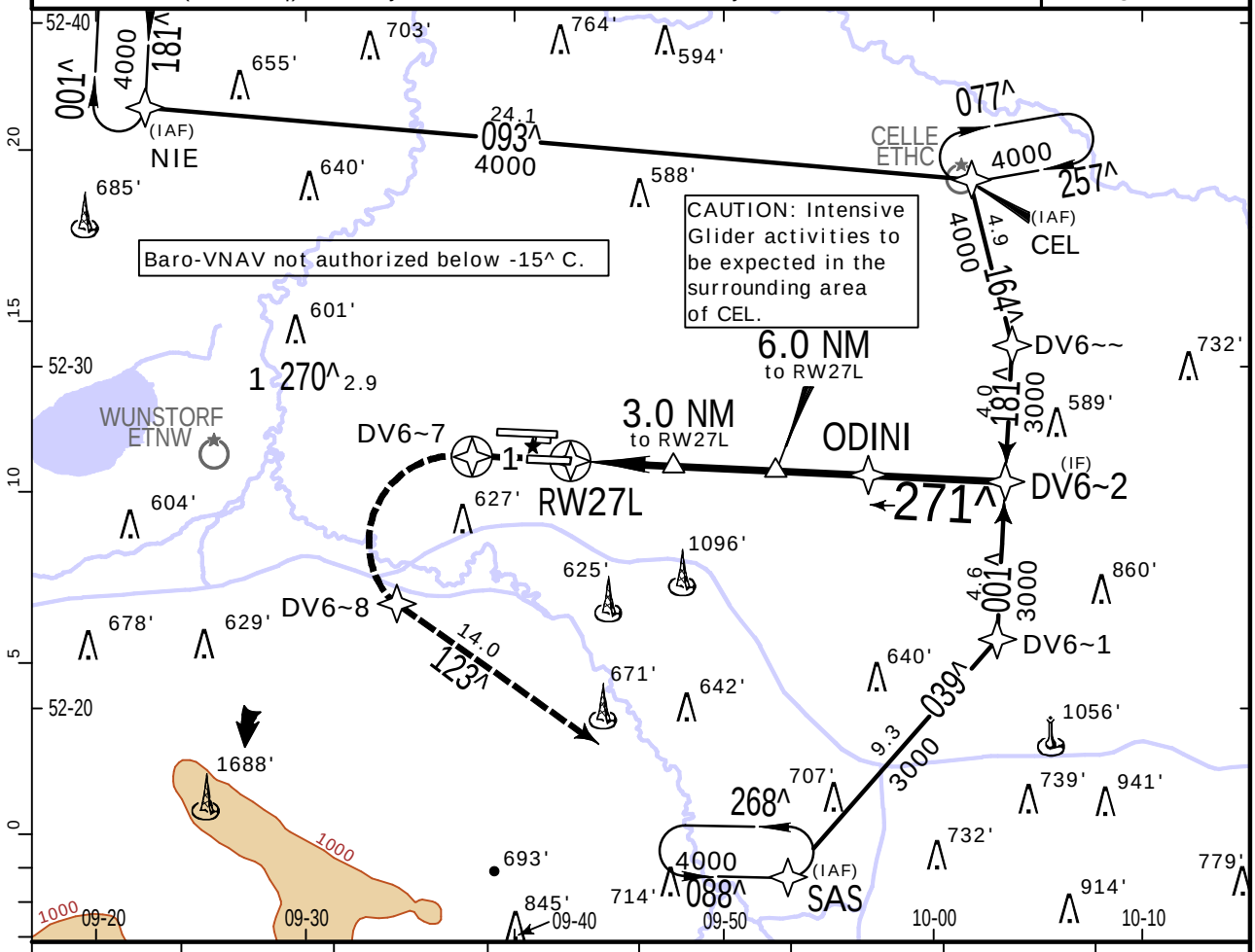
RNAV	Final Apch Crs 271^	ODINI 3000' (2821')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' Rwy 179'

MISSED APCH: Climb on 270^ to DV6~7, then turn LEFT (MAX 185 KT) direct to DV6~8. Then to SAS climbing to 4000'.

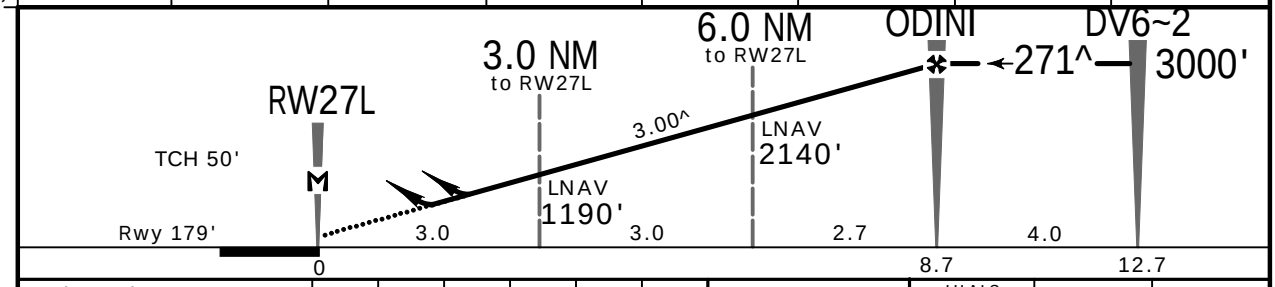
Alt Set: hPa (IN on req) | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 5000'

2800

MSA ARP



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



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

HIALS
REIL
PAPI

270^
LT

DV6~7

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 27L

	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
	A: 537' (358')	C: 553' (374')	AB: 650' (471')	CD: 670' (491')
	B: 545' (366')	D: 562' (383')		
	ALS out			ALS out
A	RVR 900m	RVR 1500m	RVR 1500m	
B	RVR 1000m			
C		RVR 1700m	RVR 1500m	RVR 2300m
D	RVR 1100m	RVR 1800m		

CHANGES: Radar frequency, minimums.

EDDV/HAJ HANNOVER

JEPPESEN

8 SEP 23 (12-4)

HANNOVER, GERMANY RNP Rwy 27R

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower	Ground
136.575	119.490	119.605	120.180 120.405	121.955

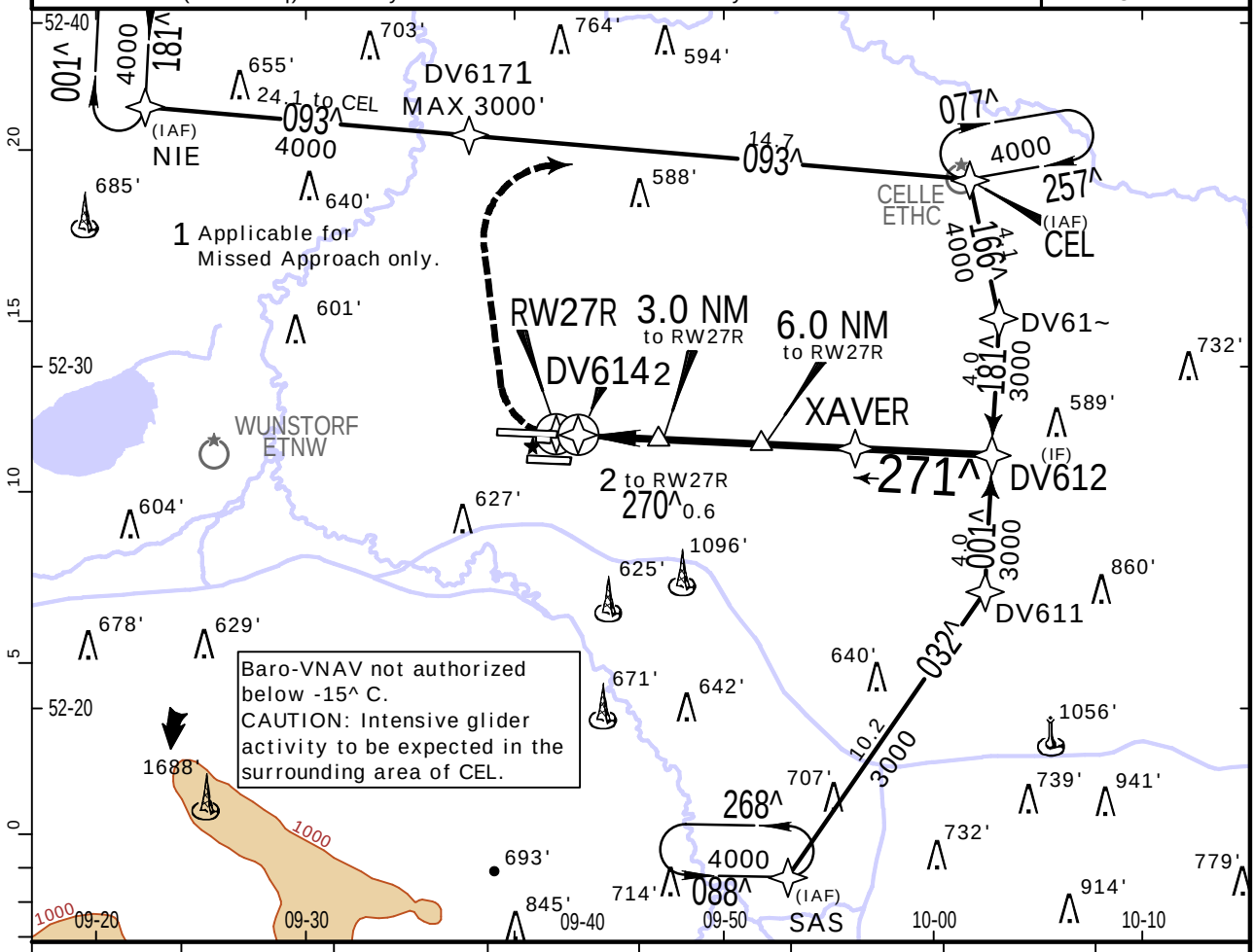
RNAV	Final Apch Crs	XAVER	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 183' Rwy 169'
	271^	3000' (2831')		

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

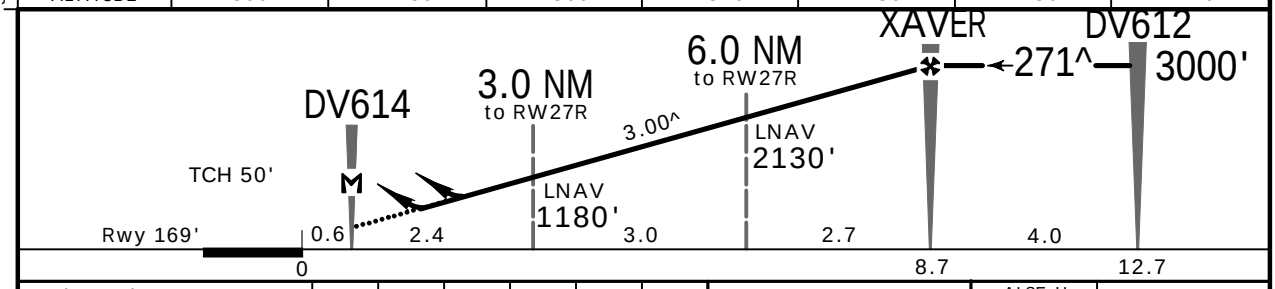
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

2800

MSA ARP



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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 27R

DA(H)	LNAV/VNAV				LNAV	
	A: 466' (297')	C: 486' (317')			CDFA	
	B: 476' (307')	D: 579' (410')			DA/MDA(H) 670' (501')	
	ALS out				ALS out	
A	RVR 750m 1		RVR 1400m		RVR 1500m	
B						
C					RVR 1600m	RVR 2400m
D	RVR 1200m		RVR 1900m			

1 With TDZ & CL & HUD: CAT A: RVR 650m, CAT BC: 700m.

CHANGES: Radar frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 (16-1) .Eff.25.Jan.

HANNOVER, GERMANY NDB Rwy 09L

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

Lctr HW	Final Apch Crs	D10.3	DA/MDA(H)	Apt Elev 183'
358	088^	3000' (2833')	750' (583')	Rwy 167'

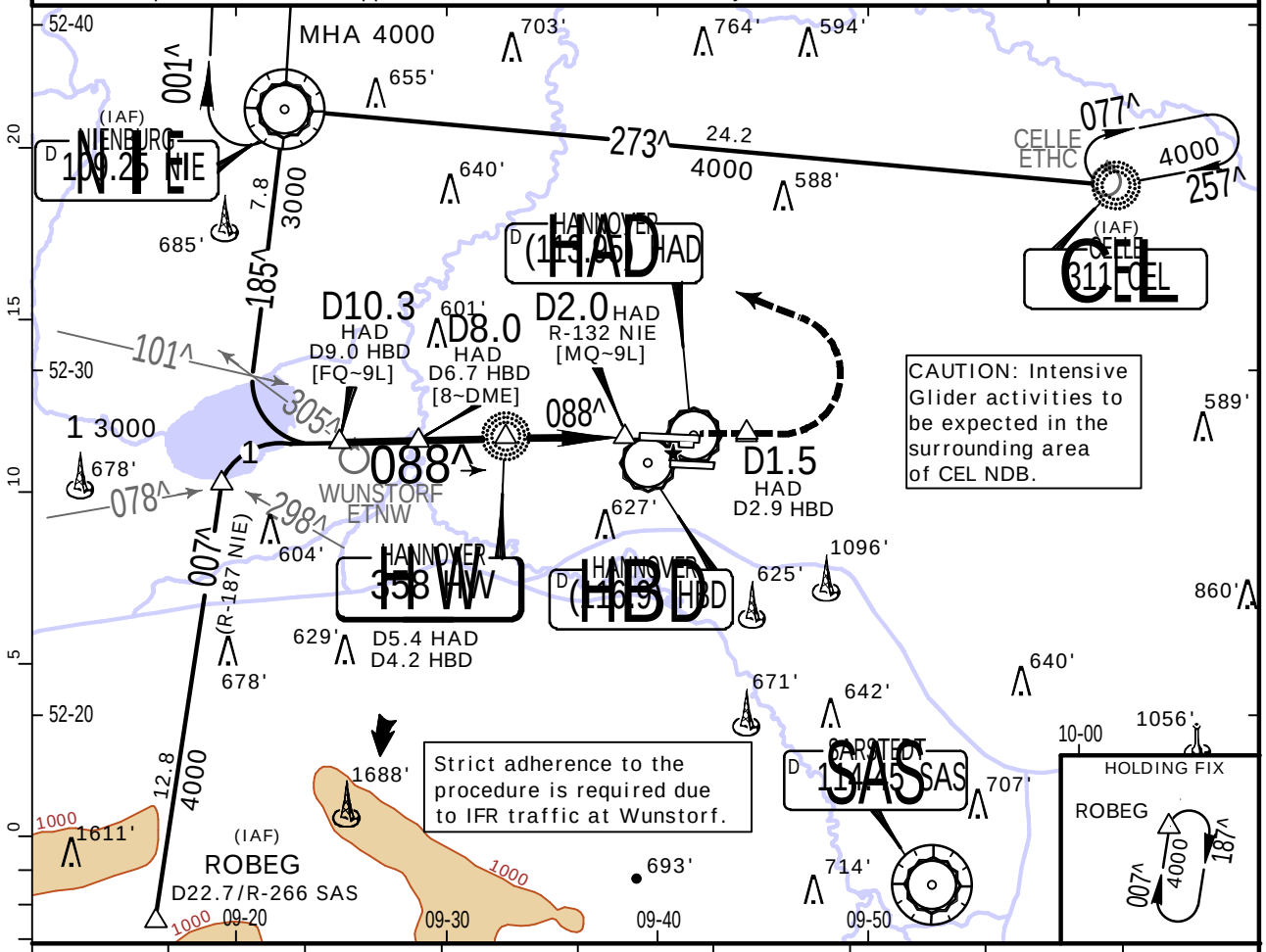
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 EAST of HAD/D2.9 EAST of HBD, then turn LEFT to NIE VOR climbing to 4000'.

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

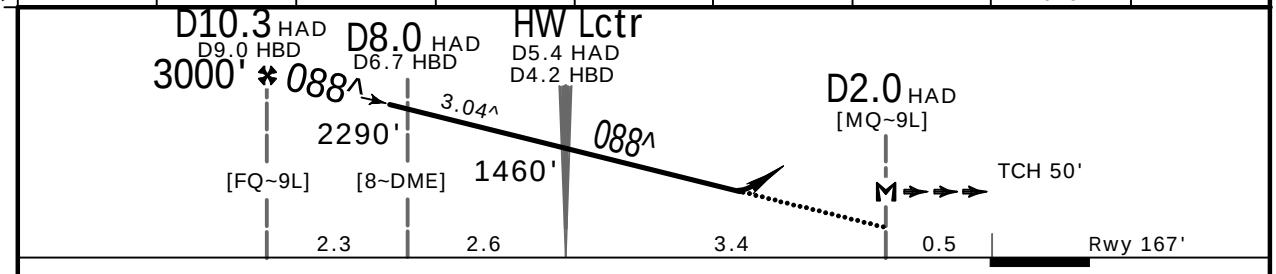
1. DME required. 2. Final approach track offset 2.5^ from rwy centerline.

2800

MSA ARP



HAD DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2930'	2610'	2290'	1970'	1650'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04^	376	484	538	645	753	861
MAP at D2.0 HAD						

ALSF-II
REIL
PAPI

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

.Standard.

STRAIGHT-IN LANDING RWY 09L

CDFA

DA/MDA(H) 750' (583')

ALS out

PANS OPS

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

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ HANNOVER

JEPPESEN

19 JAN 24 (16-2) .Eff.25.Jan.

HANNOVER, GERMANY NDB Rwy 27R

BRIEFING STRIP ™

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

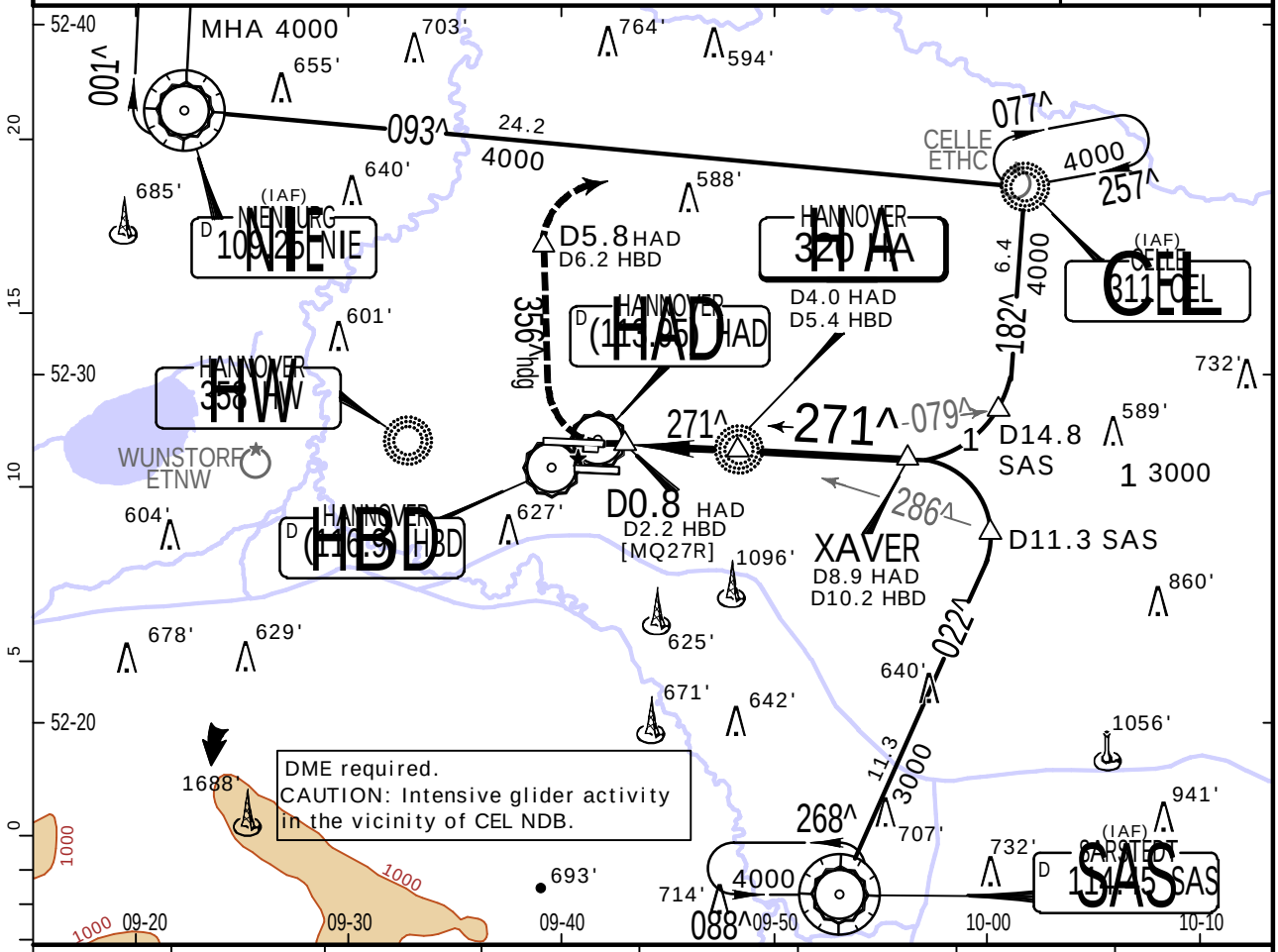
Lctr	Final Apch Crs	XAVER	DA/MDA(H)	Apt Elev 183'
HA 320	271^	3000' (2831')	750' (581')	Rwy 169'

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

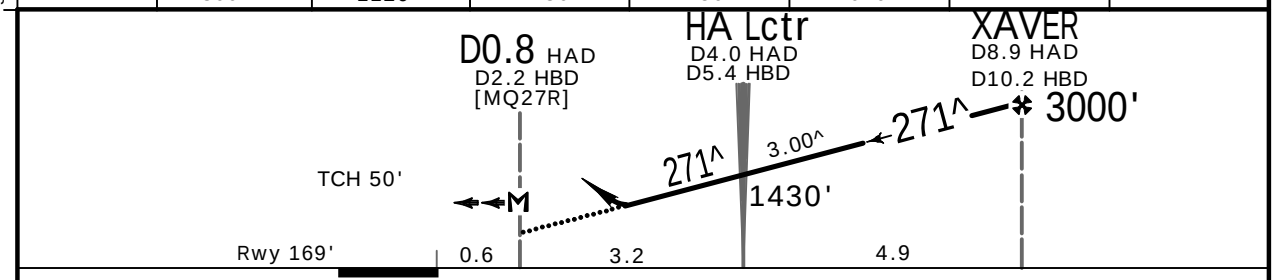
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

2800

MSA ARP



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



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

ALSF-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

.Standard.

STRAIGHT-IN LANDING RWY 27R

CDFA

DA/MDA(H) 750' (581')

	ALS out
A	RVR 1500m
B	
C	RVR 2000m
D	RVR 2400m

CHANGES: NIE VOR/DME frequency.

EDDV/HAJ
HANNOVER

JEPPESEN
8 SEP 23 (18-1)

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

D-ATIS	BREMEN Radar (APP)	HANNOVER Director (APP)	HANNOVER Tower		Ground
136.575	119.490	119.605	120.180	120.405	121.955

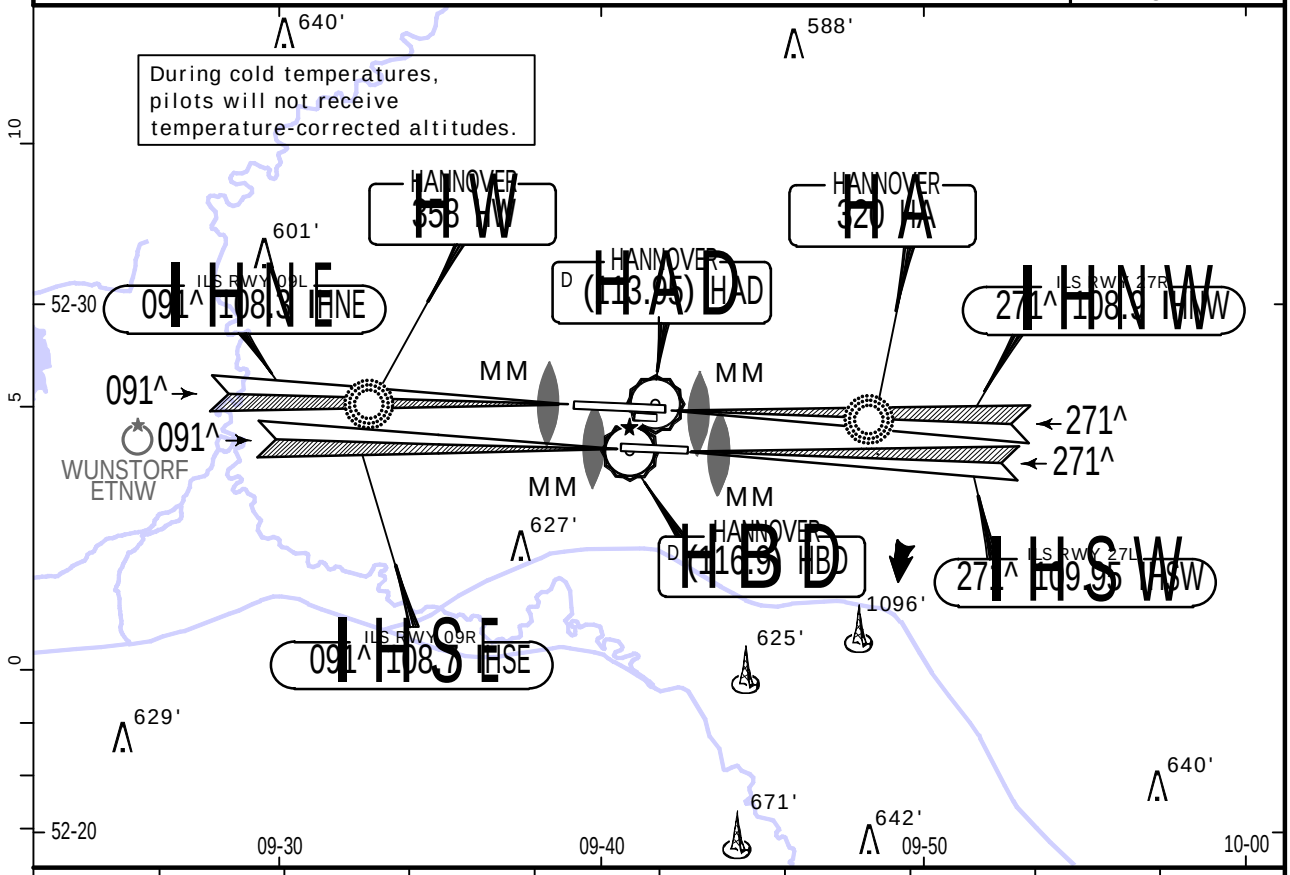
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA/MDA(H) Refer to Minimums	Apt Elev 183' Rwy -See below

2800
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 3000'.

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

BRIEFING STRIP ™



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

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

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

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

Lighting-Refer to Airport Chart

3000'

PANS OPS

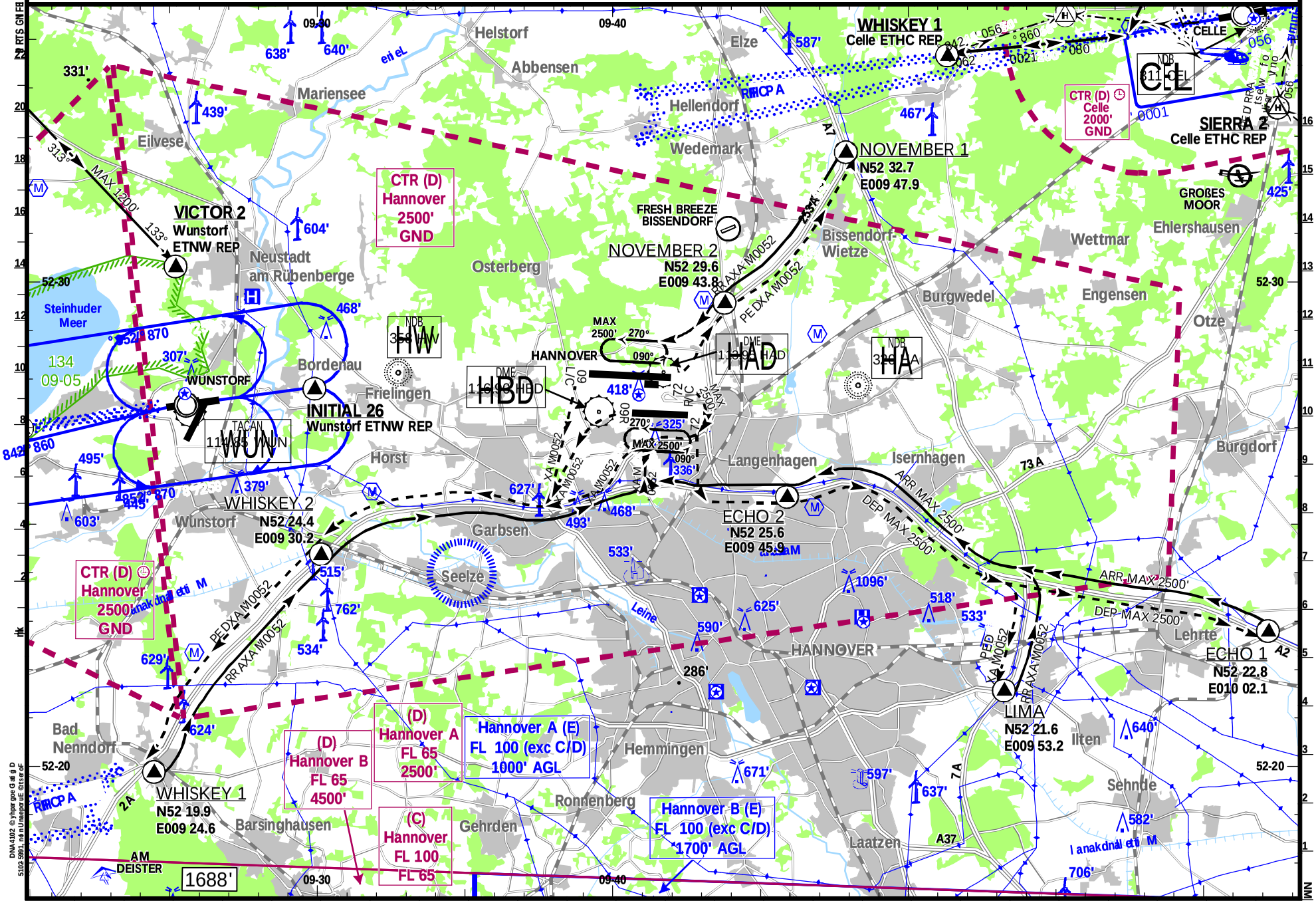
.Standard. STRAIGHT-IN LANDING

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

CHANGES: Radar frequency.

LOCATION	FIS	ATIS	AIRSPACE	TOWER
Elev 183' /56m N52 27.6 E009 41.0	LANGEN INFORMATION 119.825[2]	ATIS 136.575	HANNOVER TOWER 120.405[3] WUNSTORF TOWER 132.055[3]	HANNOVER TOWER 120.180[1] (ge, en) HANNOVER GROUND 121.955[1] (ge, en)

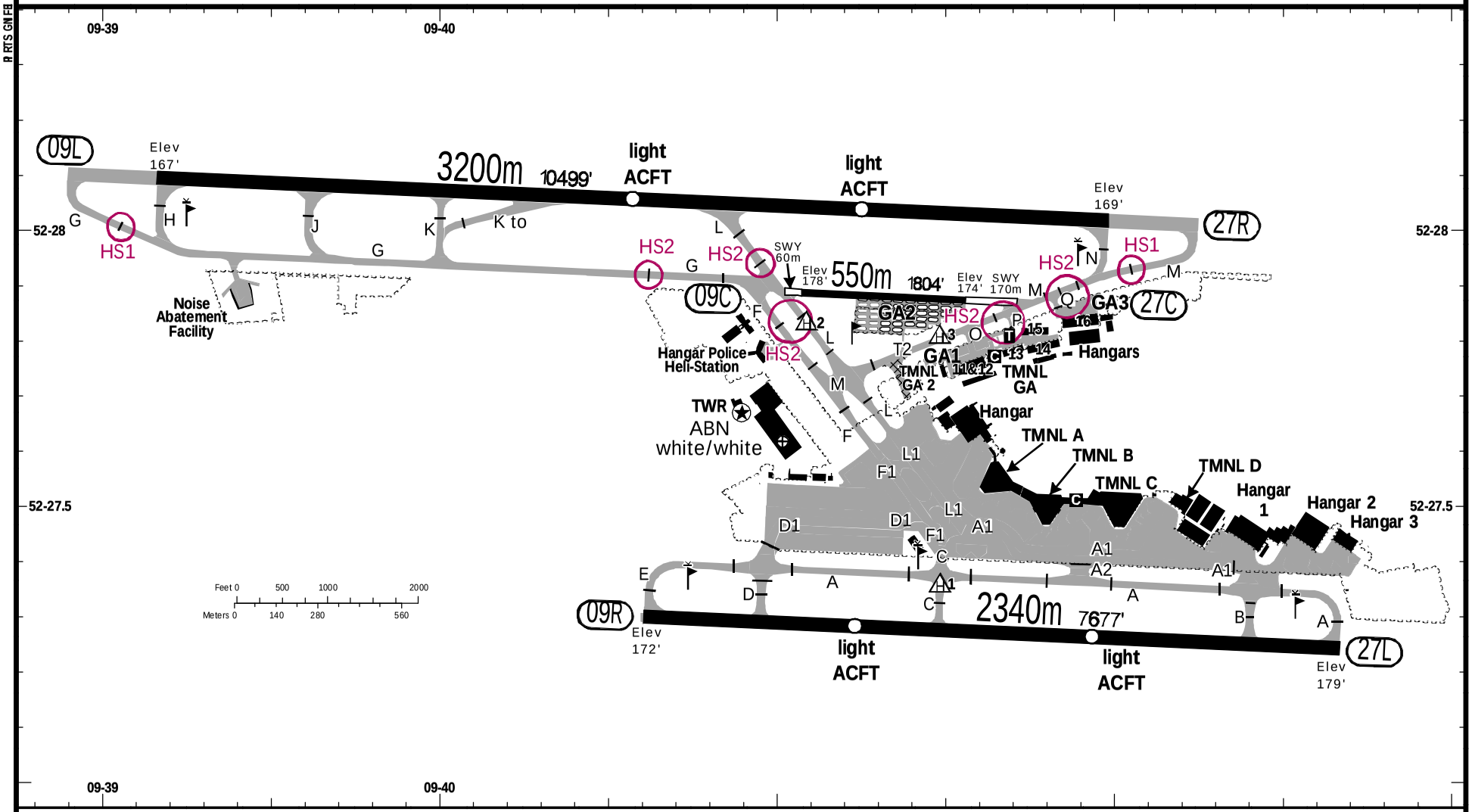
[1] VDF [2] also Hannover (C) Airspace [3] Hannover CTR



CHANGES: COM - Airspace - Routes - Traffic Circuit - OBST.

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev 183' /56m N52 27.6 E009 41.0	ATIS 136.575	HANNOVER GROUND 121.955 (1) (ge, en) HANNOVER TOWER 120.180 (1) (ge, en)	

(1) VDF



ABN - RWYs 09L/27R, 09R/27L: ALS - PAPI 09L (3.0°), 27R (3.0), 09R (3.0°), 27L (3.0°) - THRL - RL - RENL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09L (090°) 27R (270°)	3200 x 45 Concrete	3200	3200	PCN 90/R/B/W/T	
09R (090°) 27L (270°)	2340 x 45 Concrete	2340	2340	PCN 90/R/B/W/T	
09C (090°) 27C (270°) 1	550 x 23 Asphalt	610 720	550	5.7t AUW	---

1 Utilisation according to VFR only, during the day. TORA including the paved SWY.

CHANGES: SWY - TWYs - Buildings - AD Facilities - Text.

RWY INCURSION HOT SPOTS

HS 1 - **Due to obstacle limitation surface - CAT I holding point in greater distance to RWY.**

HS 2 - **CAT I holding points of RWY 09C/27C.**

Intersection TKOF

RWY	TWY	TORA (m)
09L	**J**	**2700**
	K	**2250**
	L	**1320**
27R	**L**	**1900**
09R	**D**	**1970**
	C	**1360**
27L	**B**	**2040**
	C	**1000**

CAUTION: Possible wake turbulences.

Overflying of the sector boundary within Hannover CTR without clearance is not allowed.

VFR APP/DEP according to the depicted routes at MAX ALT 2500'.

In cross-winds, vortexes shall be expected east of THR 27C due to existing buildings.

Model-flying areas are close to APP/DEP routes.

Attention must be paid to the floodlight masts (47' AGL) at the eastern edge of GA 3, which are located on the direct extension of RWY 09C/27C.

Power plant test bench S of RWY 27L: operation indicated by red flashing light, turbulence possible.

Restrictions for use of Aprons and TWYs

Aprons

APRON GA1: The MAX wingspan of up to 17m is in front of hangar 13. All other areas: MAX wingspan of up to 16m (except BTN hangar 11&12). All ACFT shall be guided by a follow-me vehicle.

APRON GA2: MAX wingspan of up to 15m.

For parking over 24 hr, use the main apron.

TWYs

TWY P: only for ACFT with a wingspan of up to 17m.

General Information

Location: ROTTERDAM NLD
ICAO/IATA: EHRD / RTM
Lat/Long: N51° 57.4', E004° 26.2'
Elevation: -14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1000 ft (1014 ft AGL)

Sunrise: 0453 Z
Sunset: 1833 Z

Runway Information

Runway: 06
Length x Width: 7215 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -14 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 640 ft

Runway: 24
Length x Width: 7215 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -15 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 646 ft

Communication Information

ATIS: 128.565
Rotterdam Tower: 119.705 VHF-DF
Rotterdam Tower: 118.205 VHF-DF
Rotterdam Clearance Delivery: 122.180
Schiphol Approach: 121.205

Rotterdam Approach: 122.990 VHF-DF
Schiphol Approach: 119.055
Rotterdam Approach: 131.155
Schiphol Arrival: 126.680
Schiphol Arrival: 118.405
Schiphol Departure: 119.055
Schiphol Departure: 121.205
Amsterdam Information: 124.300 Flight Info Service RCO

1. GENERAL

1.1. ATIS

ATIS 128.565

1.2. LOW VISIBILITY PROCEDURES

When the visibility falls below 1500m and the ceiling becomes equal to or below 300' cautionary measures are taken. Four low visibility phases are recognized:

PHASE A - Lowest RVR below or equal 1500m and/or ceiling below or equal 300': No conditional clearances. Limited use of intersection take-offs.

PHASE B - Lowest RVR below 550m and/or ceiling below 200'.
RWY 06/24 will only be used in one direction. Taxiing only allowed under the guidance of a marshaller or with a Follow-me car. If no marshaller/car is available ATC may give permission to taxi if no other ACFT is moving or expected to be moving in the maneuvering area.

PHASE C - Lowest RVR below 350m. RWY 06/24 will only be used in one direction. Taxiing only allowed under the guidance of a marshaller or with a Follow-me car. If no marshaller/car is available ATC may give permission to taxi if no other ACFT is moving or expected to be moving in the maneuvering area.

PHASE D - Any RVR below 100m: The APT is below operational limits for arrivals and departures.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

Pilots are to use the minimum power necessary when maneuvering on the aprons and TWY system. Specific caution is advised during taxiing on aprons and TWY N and TWY Y (MAX speed 15 KT). It is of particular importance to:

- use minimum breakaway thrust/power setting when taxiing out from ACFT stands A, B, C and D to avoid jet blast hazard at adjacent ACFT stands;
- use idle power and do not use breakaway thrust when turning from TWY N and TWY Y towards ACFT stands D, to avoid jet blast hazard at adjacent aprons and service roads. Notify ATC if breakaway thrust is required at this location;
- avoid excessive jet blast towards other ACFT when maneuvering at J-apron.

A 180^ turn is allowed for ACFT up to and including aerodrome reference code C only.

Ground movement operations of ACFT with wingspan exceeding 118'/36m are subject to the following mitigating restrictions:
TWYs V2, V3, V4 and V5 do not meet the required minimum outer main gear wheel clearance.

Use of ACFT stand lead-in lines is not available.

1.3.2. USE OF APU

The use of Auxiliary Power Units (APU) and Ground Power Units (GPU) is strictly controlled by APT authority at all ACFT stands. Flight crew are urgently requested to limit use of the APU as much as possible to reduce environmental and noise burden.

The APU should be shut down as soon as practicable following Actual In-Block Time (AIBT), but not later than 5 minutes after parking brakes set, and not restarted until 5 minutes prior to Estimated Off-Block Time (EOBT) in order to start the engines.

1. GENERAL

Exceptions

- When it is necessary to use the APU to ensure safety on board, at flight crew decision. Report to APT authority (OPS) on channel 121.950 as soon as practicable.
- When the outside temperature is below 0^C or above +20^C (according to METAR) the APU should not be restarted until Actual Start Boarding Time (ASBT).
- When it is necessary to use an APU to diagnose and/or rectify ACFT faults (for technical/maintenance reasons). Prior permission required from the Airside Operations office, Tel: +31 (0)10 446 3450.
- At all ACFT stands other the Main Apron the following applies:
  - When no GPU is available at the ACFT stand the APU may be started from 30 minutes prior to EOBT and should be shut down not later than 20 minutes after parking brakes set.
  - When a GPU is available, limit use of the APU as much as possible (within the time bracket 30 minutes prior to EOBT and 20 minutes after parking brakes set).

1.3.3. GROUND HANDLING

Ground handling is mandatory for all commercial ACFT regardless of any slot confirmation. For security reasons ground handling is mandatory for all non-homebased General Aviation (GA). Visiting APT is only permitted with confirmed handling from GA ground handling companies.

1.4. OTHER INFORMATION

Caution during APCH to RWY 06 with southeastern (light, moderate or strong) wind, pilots should be aware and must be prepared for the possibility of building-induced turbulence, wind shear and wind gradient effects over the THR and TDZ of RWY 06. During these circumstances, while landing at RWY 06, pilots should be aware of suddenly increased turbulence.

Birds in vicinity of APT.

RWY 24 right-hand circuit.

High visibility clothing is mandatory on airside for ACFT crew and personnel.

ACFT of APT reference CAT D and E require special permission from APT authority regardless of any slot confirmation. Permission has to be requested 24 hours prior to operations via operations@rtha.com. Not applicable for unplanned traffic; the APT may be filed as alternate for CAT D and E ACFT.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. GENERAL

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

In addition, for arriving flights, communication failure procedures shown below apply.

2.1.2. ARRIVAL CLEARANCE NOT RECEIVED

Proceed according to the current flight plan route and STAR, to the appropriate holding fix: MASOS or DOFMU, if capable of RNAV 1.

Non-RNAV 1 traffic proceed to RTM.

Maintain the last cleared and acknowledged flight level or altitude.

Flights via INKET or PAM with last cleared and acknowledged flight level or altitude below FL050 shall avoid the segment KAKKO - DOFMU and proceed direct to DOFMU.

After arrival over the holding fix, intercept the holding pattern.

For MASOS commence descent to FL050 at or as near as possible to ETO over holding fix.

For DOFMU, KAKKO or RTM commence descent to 3000' AMSL at or as near as possible to the ETO over the holding fix.

After reaching FL050 or 3000' AMSL leave the holding fix and carry out an instrument approach procedure to the RWY in use. Flights via RTM can only use the VOR approach.

2.1.3. ARRIVAL CLEARANCE RECEIVED ON OR OUTSIDE STANDARD ARRIVAL ROUTE AND PRIOR TO THE IAF

Proceed direct to the appropriate holding fix:

- MASOS or DOFMU, if capable RNAV 1;
- RTM, only if not capable RNAV 1 or if previously instructed by ATC;
- KAKKO, only if previously instructed by ATC.

Maintain the last cleared and acknowledged flight level or altitude.

After arrival over the holding fix intercept the holding pattern.

For MASOS commence descent to FL050 at or as near as possible to the ETO over the holding fix.

For DOFMU, KAKKO or RTM commence descent to 3000' AMSL at or as near as possible to the ETO over the holding fix.

After reaching FL050 or 3000' AMSL leave the holding fix and carry out an instrument approach procedure to the received and acknowledged RWY. Flights via RTM can only use the VOR approach.

2.1.4. INSTRUMENT APPROACH PROCEDURE

- After leaving the IAF carry out an instrument approach procedure to the received and acknowledged RWY or the RWY-in-use as is included in the ATIS broadcast.
- Do not use the ILS Y approach RWY 24 unless instructed by ATC.
- Do not use the VOR approach unless instructed by ATC or when unable RNAV 1.
- In case the COM failure occurs after a direct was received to a WPT beyond the IAF, pick up the expected approach procedure from there.
- For approach RWY 24 pass KAKKO at 3000' AMSL.

2. ARRIVAL

2.1.5. MISSED APPROACH PROCEDURE IN CASE OF COMMUNICATION FAILURE

2.1.5.1. MISSED APPROACH PROCEDURE DURING INSTRUMENT APPROACH

The missed approach in case of communication failure is equal to the standard missed approach procedure as described on the relevant instrument approach chart.

2.1.5.2. MISSED APPROACH DURING VISUAL APPROACH

Turn to the intended landing RWY, intercept RWY track (MAG) of that RWY while:

When visual:

- Remain visual and execute another circuit for that RWY; or

When unable to remain visual:

- Climb to 2000' AMSL.
- Execute the missed approach procedure as depicted on relevant approach chart.

2.1.5.3. MISSED APPROACH WHILE CIRCLING TO LAND (CONTRARY TO ICAO DOC. 8168, PANS-OPS)

- Start climbing and complete the turn to the intended landing RWY.
- Execute the missed approach procedure as depicted on the relevant approach chart of the intended landing RWY.

3. DEPARTURE

3.1. START-UP PROCEDURE

Pilots shall request permission from ATC before starting engines and when applicable report a cross-bleed start. The request for start-up shall be made to ROTTERDAM Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- ACFT identification;
- position;
- ATIS information;
- flight rules;
- destination;
- request start-up.

If unable RNAV, inform ATC prior to start-up.

Permission for start-up will be issued either immediately or at a specified time. Since ATC planning of outbound traffic (involving en route clearance and coordination with adjacent ACCs) is based on the start-up time, the pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay the probable duration of delay will be given.

Apart from the ATIS broadcast no MET information will be provided to departing ACFT except RVR.

Note: Performing a crossbleed start at ACFT stand or apron is not permitted. Towing or taxi-out on one engine to an assigned location for crossbleed start is necessary.

3.2. CLEARANCE DELIVERY

Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery.

3. DEPARTURE

3.3. LOST COMMUNICATIONS

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

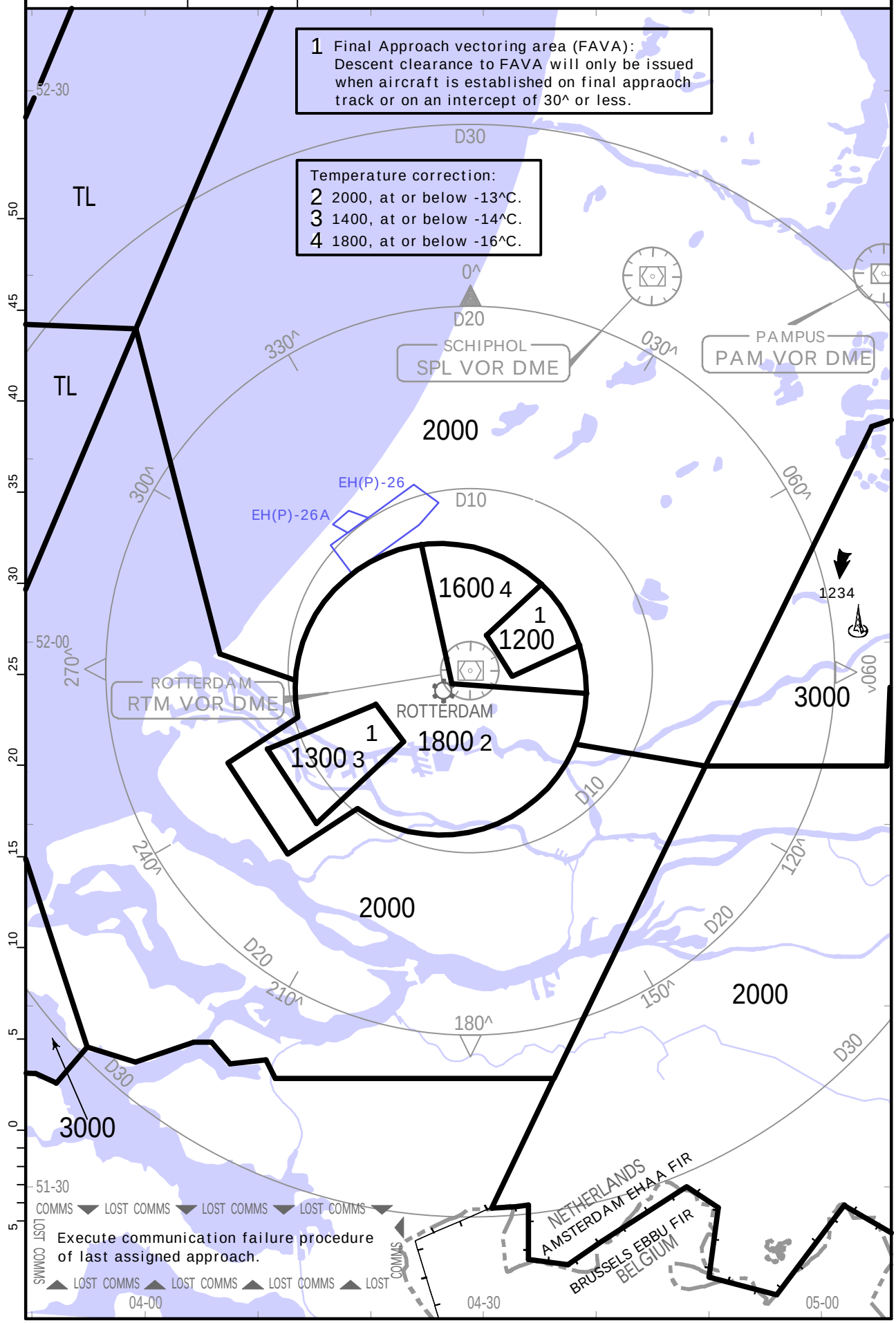
EHRD/RTM
ROTTERDAM

JEPPESEN

ROTTERDAM, NETHERLANDS

15 DEC 23 (10-1R) .Eff.28.Dec. .RADAR.MINIMUM.ALTITUDES.

*ROTTERDAM Approach (R) 122.990	Apt Elev -14 (BELOW SEA LEVEL)	Alt Set: hPa Trans level: By ATC Trans alt: 3000 1. Chart only to be used for cross-checking of altitudes while under RADAR control. 2. Aeronautical data and minimum vectoring altitudes only within relevant CTR and TMA.

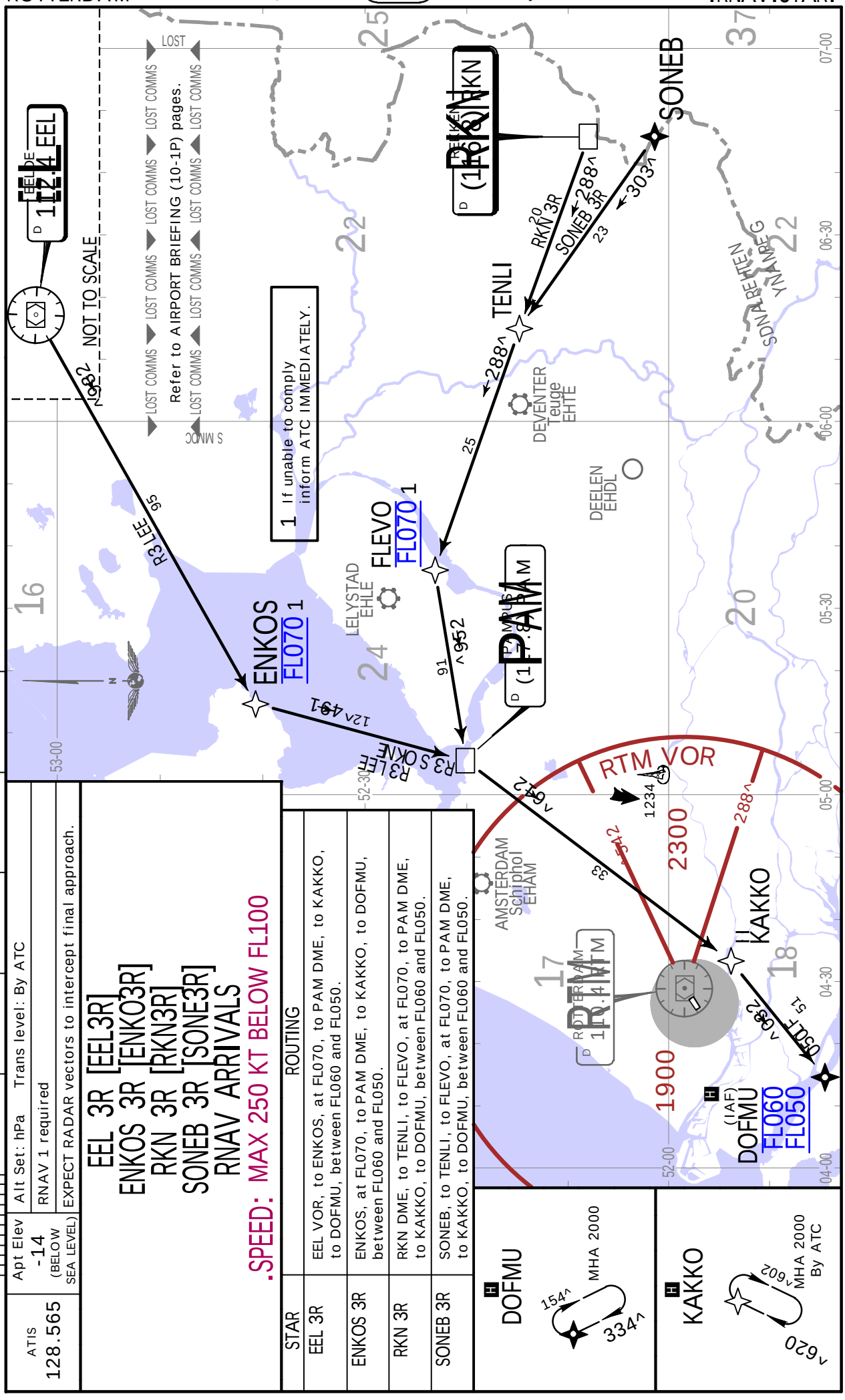


CHANGES: Sectors revised, temperature correction revised.

EHRD/RTM
ROTTERDAM

JEPPESEN

ROTTERDAM, NETHERLANDS
6 MAY 22 | 10-2 | .Eff.19.May. | .RNAV.STAR.



ATIS 128.565

Apt Elev -14 (BELOW SEA LEVEL)

Alt Set: hPa Trans level: By ATC

RNAV 1 required

EXPECT RADAR vectors to intercept final approach.

EEL 3R [EEL3R]
ENKOS 3R [ENKO3R]
RKN 3R [RKN3R]
SONEB 3R [SONE3R]
RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100

STAR	ROUTING
EEL 3R	EEL VOR, to ENKOS, at FL070, to PAM DME, to KAKKO, to DOFMU, between FL060 and FL050.
ENKOS 3R	ENKOS, at FL070, to PAM DME, to KAKKO, to DOFMU, between FL060 and FL050.
RKN 3R	RKN DME, to TENLI, to FLEVO, at FL070, to PAM DME, to KAKKO, to DOFMU, between FL060 and FL050.
SONEB 3R	SONEB, to TENLI, to FLEVO, at FL070, to PAM DME, to KAKKO, to DOFMU, between FL060 and FL050.

DOFMU (IAF) — MHA 2000

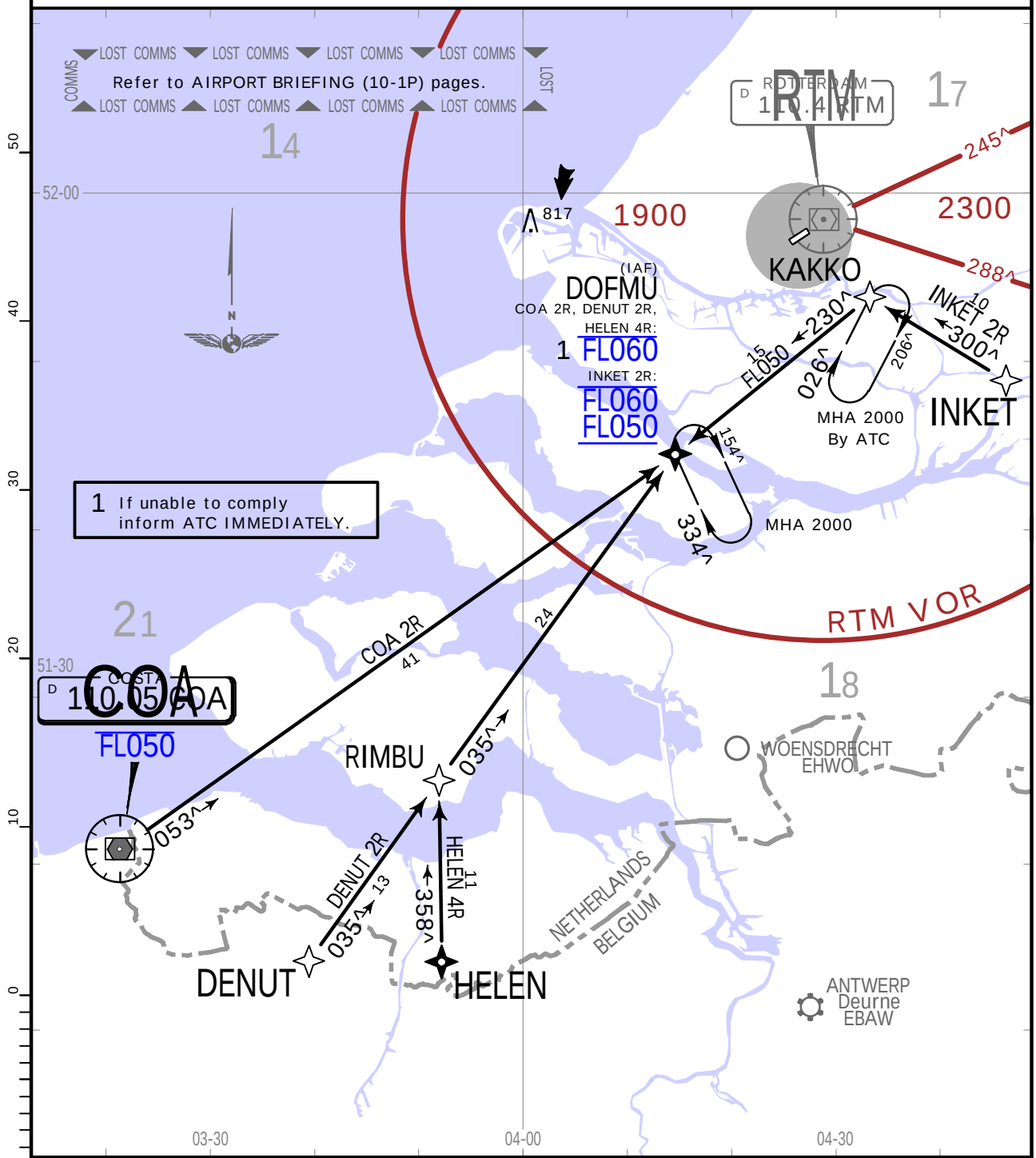
KAKKO — MHA 2000 By ATC

CHANGES: STARs EELDE 3R and REKKEN 3R redesignated EEL 3R and RKN 3R.

ATIS	Apt Elev	
128.565	-14 (BELOW SEA LEVEL)	Alt Set: hPa Trans level: By ATC
		RNAV 1 required
		EXPECT RADAR vectors to intercept final approach.

COA 2R [COA2R]
DENUT 2R [DENU2R]
HELEN 4R [HELE4R]
INKET 2R [INKE2R]
RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100



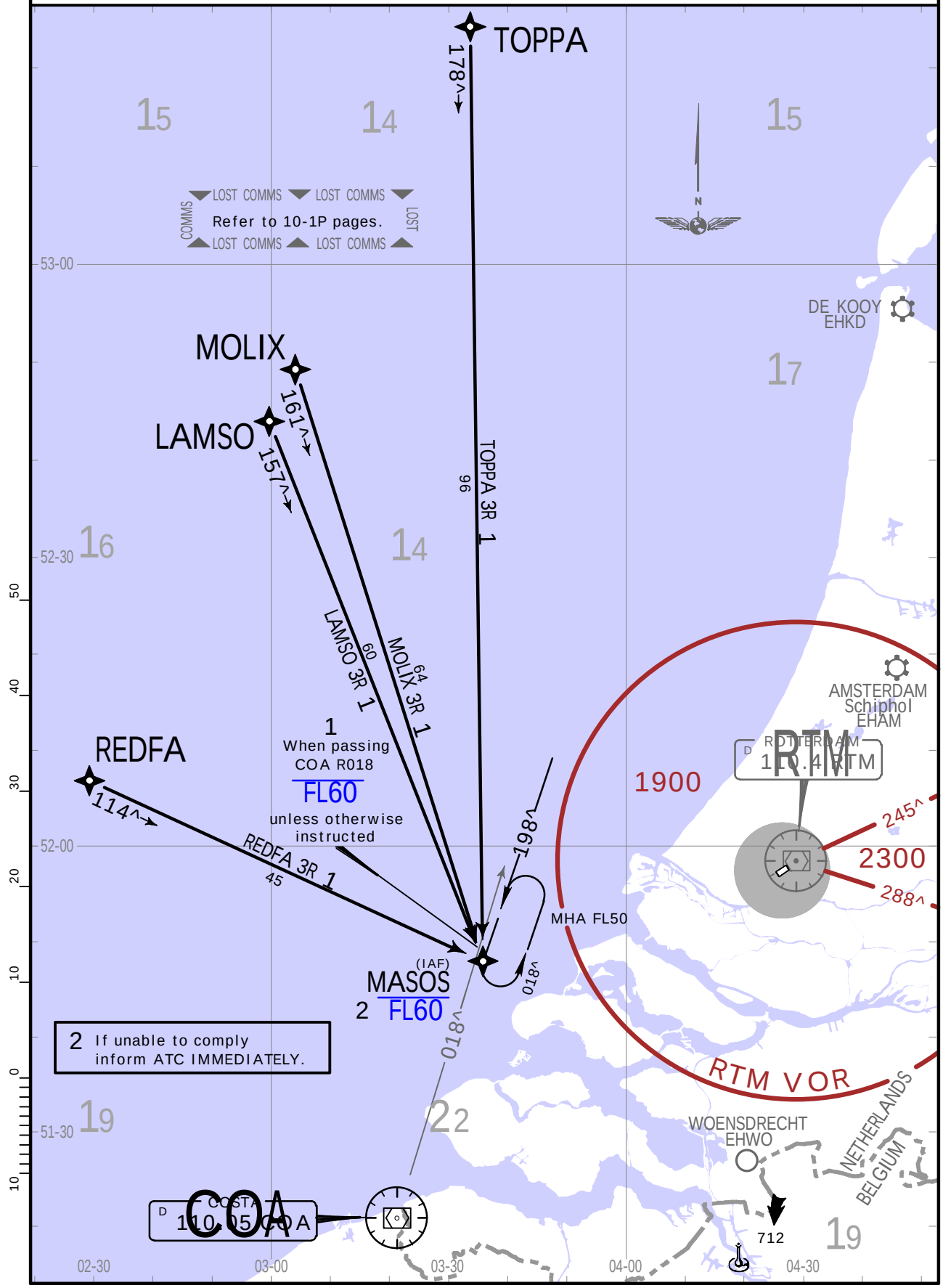
STAR	ROUTING
COA 2R	COA VOR, at or below FL050, to DOFMU, at or below FL060.
DENUT 2R	DENUT, to RIMBU, to DOFMU, at or below FL060.
HELEN 4R	HELEN, to RIMBU, to DOFMU, at or below FL060.
INKET 2R	INKET, to KAKKO, to DOFMU, between FL060 and FL050.

CHANGES: STAR COSTA 2R redesignated COA 2R.

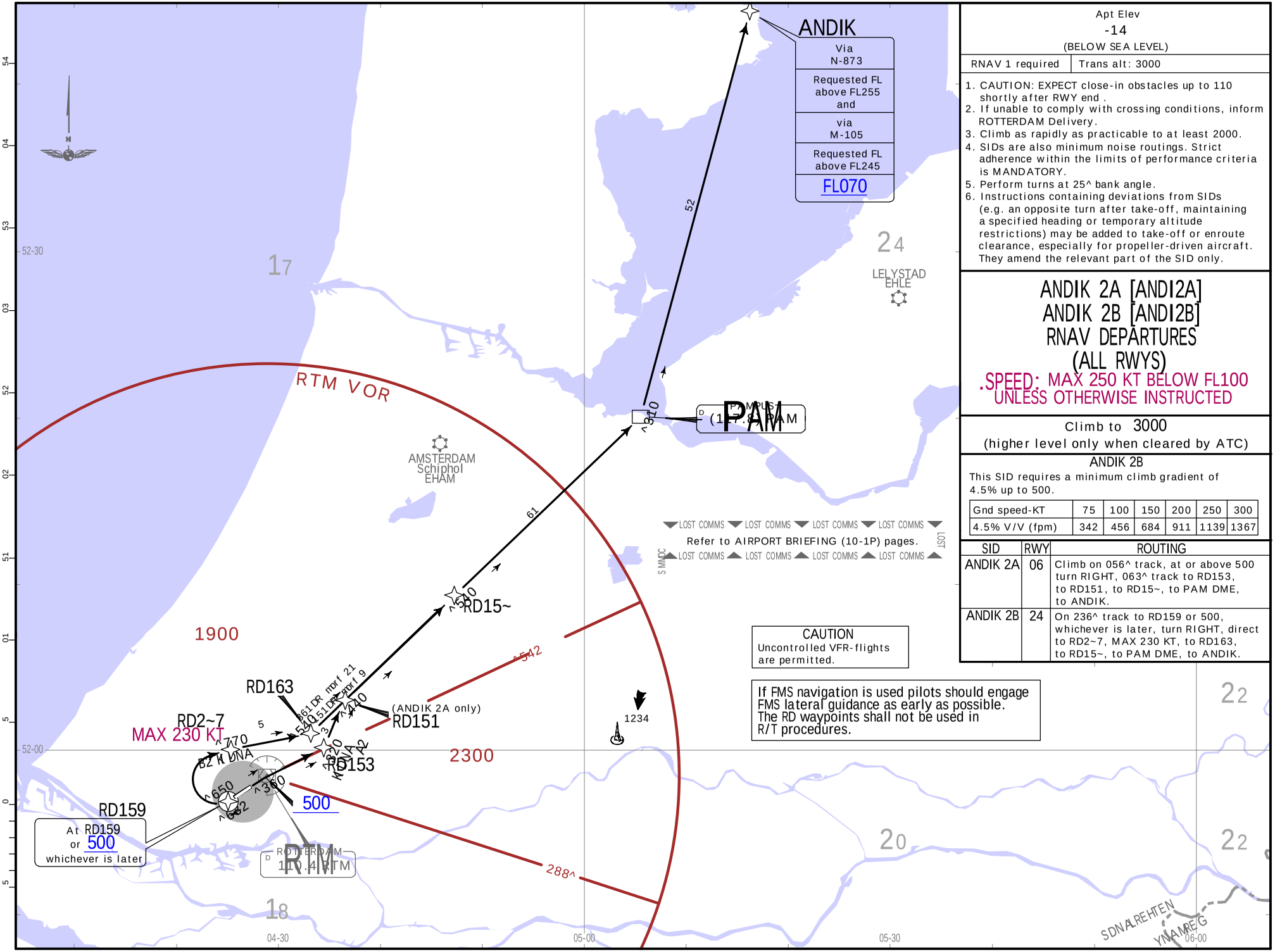
ATIS	Apt Elev	
128.565	-14	Alt Set: hPa Trans level: By ATC 1. RNAV 1 required. 2. EXPECT RADAR vectors to intercept final approach.

LAMSO 3R [LAMS3R], MOLIX 3R [MOLI3R] REDFA 3R [REDF3R], TOPPA 3R [TOPP3R] RNAV ARRIVALS

.SPEED: MAX 250 KT BELOW FL100



CHANGES: Procedures revised & renumbered.



Apt Elev
-14
(BELOW SEA LEVEL)

RNAV 1 required	Trans alt: 3000

1. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end .
2. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
3. Climb as rapidly as practicable to at least 2000.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Perform turns at 25^ bank angle.
6. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

ANDIK 2A [ANDI2A]
ANDIK 2B [ANDI2B]
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Climb to 3000
(higher level only when cleared by ATC)

ANDIK 2B

This SID requires a minimum climb gradient of 4.5% up to 500.

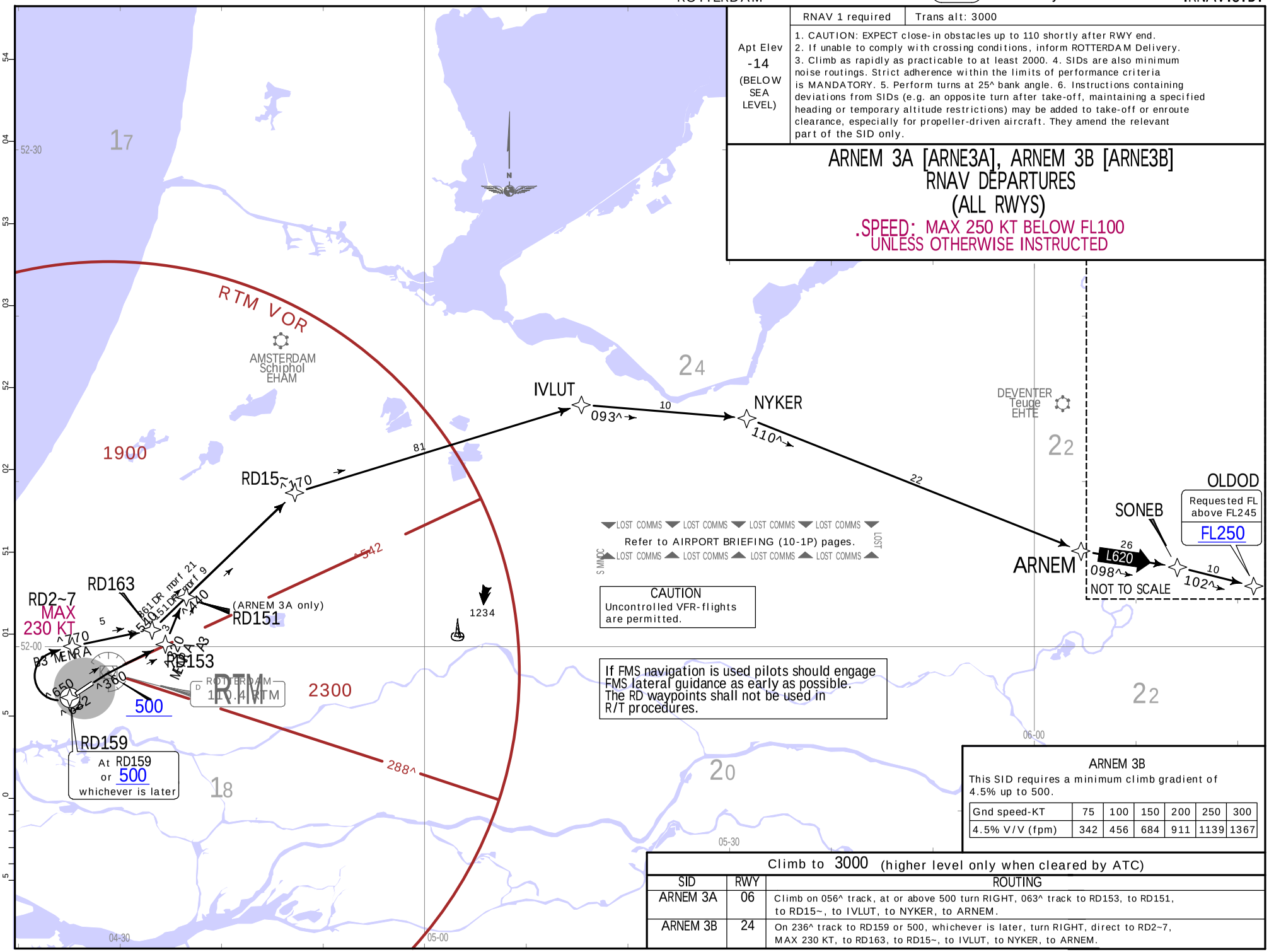
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
ANDIK 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD153, to RD151, to RD15~, to PAM DME, to ANDIK.
ANDIK 2B	24	On 236^ track to RD159 or 500, whichever is later, turn RIGHT, direct to RD2~7, MAX 230 KT, to RD163, to RD15~, to PAM DME, to ANDIK.

Apt Elev	RNAV 1 required	Trans alt: 3000
-14 (BELOW SEA LEVEL)	1. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end. 2. If unable to comply with crossing conditions, inform ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000. 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY. 5. Perform turns at 25^ bank angle. 6. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.	

ARNEM 3A [ARNE3A], ARNEM 3B [ARNE3B] RNAV DEPARTURES (ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



ARNEM 3B

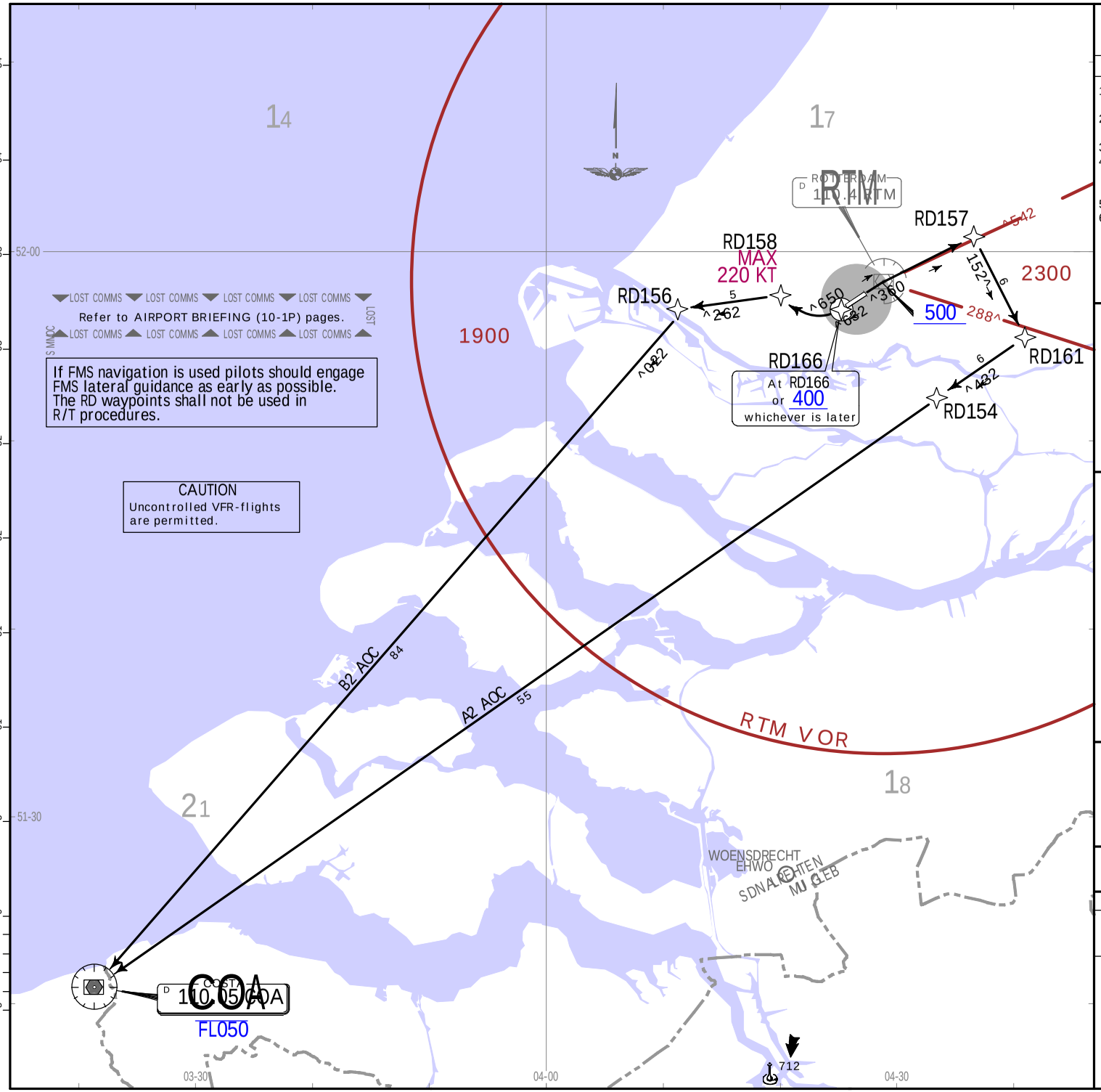
This SID requires a minimum climb gradient of 4.5% up to 500.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

Climb to 3000 (higher level only when cleared by ATC)

SID	RWY	ROUTING
ARNEM 3A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD153, to RD151, to RD15~, to IVLUT, to NYKER, to ARNEM.
ARNEM 3B	24	On 236^ track to RD159 or 500, whichever is later, turn RIGHT, direct to RD2~7, MAX 230 KT, to RD163, to RD15~, to IVLUT, to NYKER, to ARNEM.

CHANGES: None.



Apt Elev
-14
(BELOW SEA LEVEL)

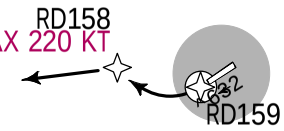
RNAV 1 required | Trans alt: 3000

1. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end.
2. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
3. Climb as rapidly as practicable to at least 2000.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Perform turns at 25^ bank angle.
6. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

COA 2A [COA2A]
COA 2B [COA2B], [COA2BY] 1
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

1 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT



NOT TO SCALE

COA 2B

This SID requires a minimum climb gradient of 6.3% up to 400.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Climb to 3000
(higher level only when cleared by ATC).

SID	RWY	ROUTING
COA 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD157, to RD161, to RD154, to COA VOR at or below FL050.
COA 2B	24	[COA2B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to RD156, to COA VOR at or below FL050. [COA2BY] 1: On 236^ track to RD159, direct to RD158, MAX 220 KT, to RD156, to COA VOR at or below FL050.

CHANGES: Procedures redesignated.

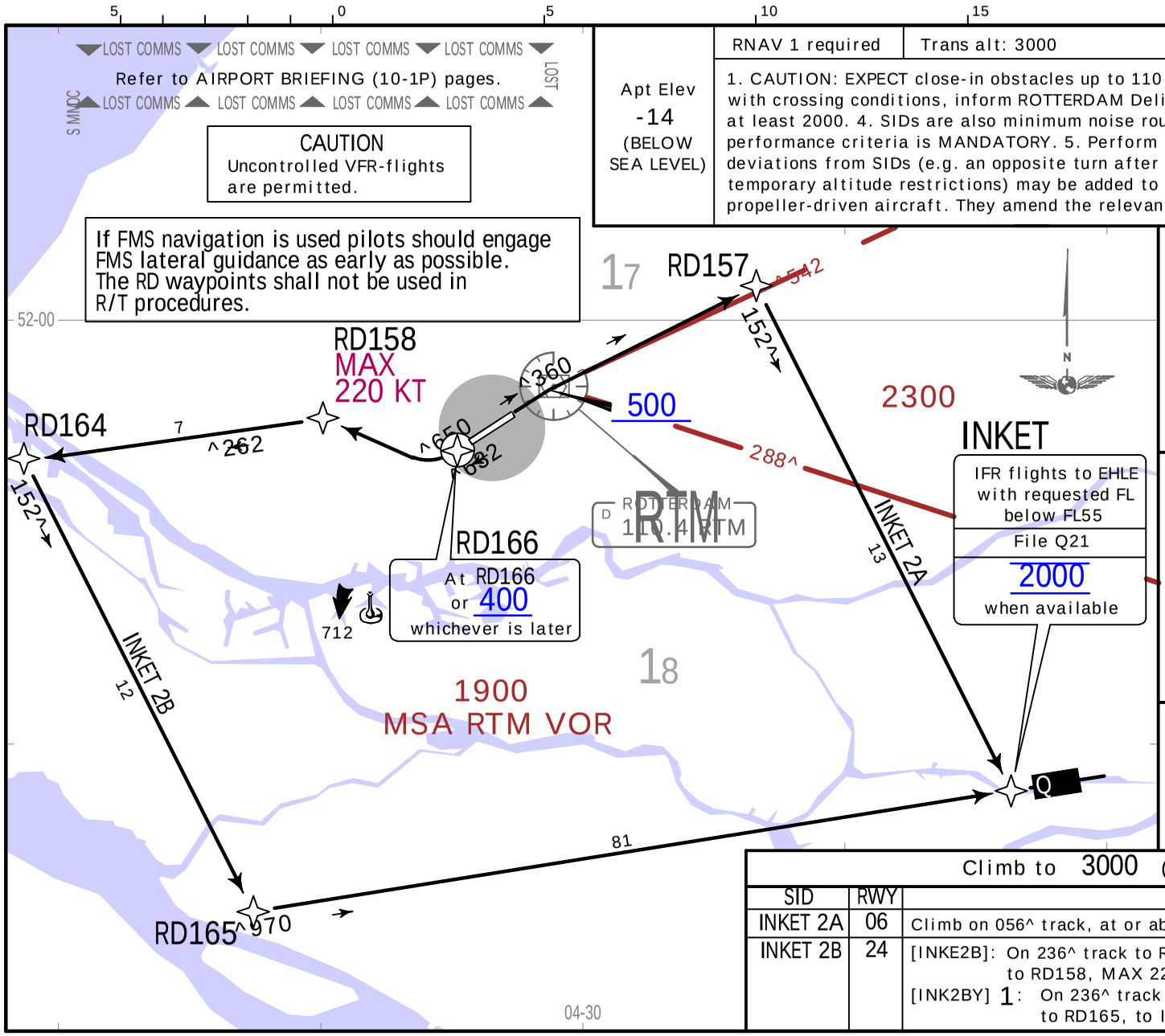
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CAUTION
Uncontrolled VFR-flights are permitted.

If FMS navigation is used pilots should engage FMS lateral guidance as early as possible. The RD waypoints shall not be used in R/T procedures.

Apt Elev -14 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

1. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end. 2. If unable to comply with crossing conditions, inform ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000. 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY. 5. Perform turns at 25^ bank angle. 6. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.



INKET 2A [INKE2A]
INKET 2B [INKE2B], [INK2BY] 1
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

1 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT

INKET 2B

This SID requires a minimum climb gradient of 6.3% up to 400.

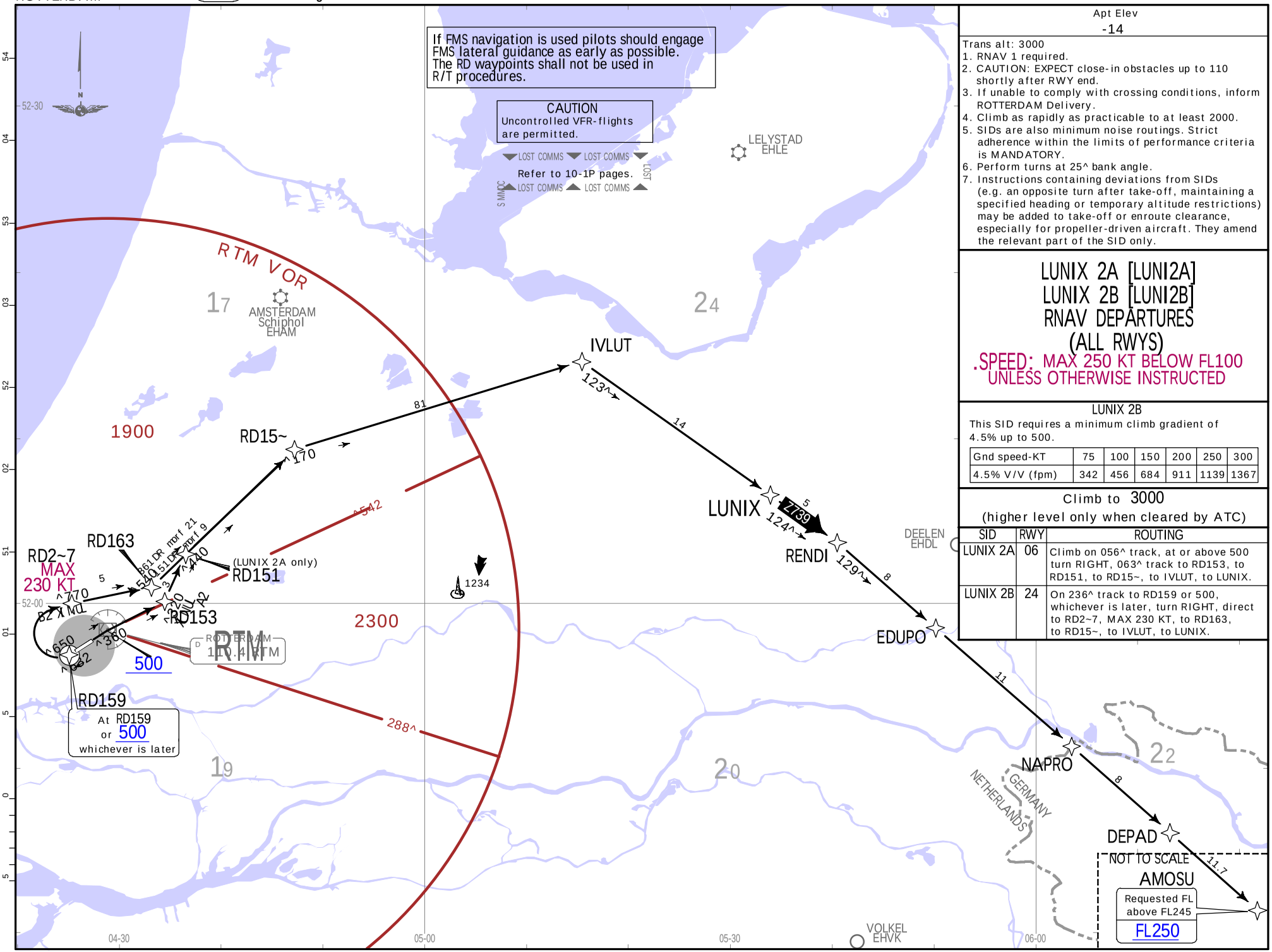
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Climb to 3000 (higher level only when cleared by ATC)

SID	RWY	ROUTING
INKET 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD157, to INKET.
INKET 2B	24	[INKE2B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to RD164, to RD165, to INKET. [INK2BY] 1: On 236^ track to RD159, direct to RD158, MAX 220 KT, to RD164, to RD165, to INKET.

JEPPESEN ROTTERDAM, NETHERLANDS
.RNAV.SID.
6 MAY 22 (10-3C) .Eff.19.May.

ROTTERDAM, NETHERLANDS
.RNAV.SID.



Apt Elev
-14

Trans alt: 3000
1. RNAV 1 required.
2. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end.
3. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
4. Climb as rapidly as practicable to at least 2000.
5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
6. Perform turns at 25^ bank angle.
7. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

LUNIX 2A [LUNI2A]
LUNIX 2B [LUNI2B]
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

LUNIX 2B

This SID requires a minimum climb gradient of 4.5% up to 500.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

Climb to 3000
(higher level only when cleared by ATC)

SID	RWY	ROUTING
LUNIX 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD153, to RD151, to RD15~, to IVLUT, to LUNIX.
LUNIX 2B	24	On 236^ track to RD159 or 500, whichever is later, turn RIGHT, direct to RD2~7, MAX 230 KT, to RD163, to RD15~, to IVLUT, to LUNIX.

NEPTU 2A [NEPT2A]
NEPTU 2B [NEPT2B], [NEP2BY]1
RNAV DEPARTURES
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Apt Elev
-14

Trans alt: 3000
1. RNAV 1 required. 2. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end. 3. If unable to comply with crossing conditions, inform ROTTERDAM Delivery. 4. Climb as rapidly as practicable to at least 2000. 5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY. 6. Perform turns at 25^ bank angle. 7. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

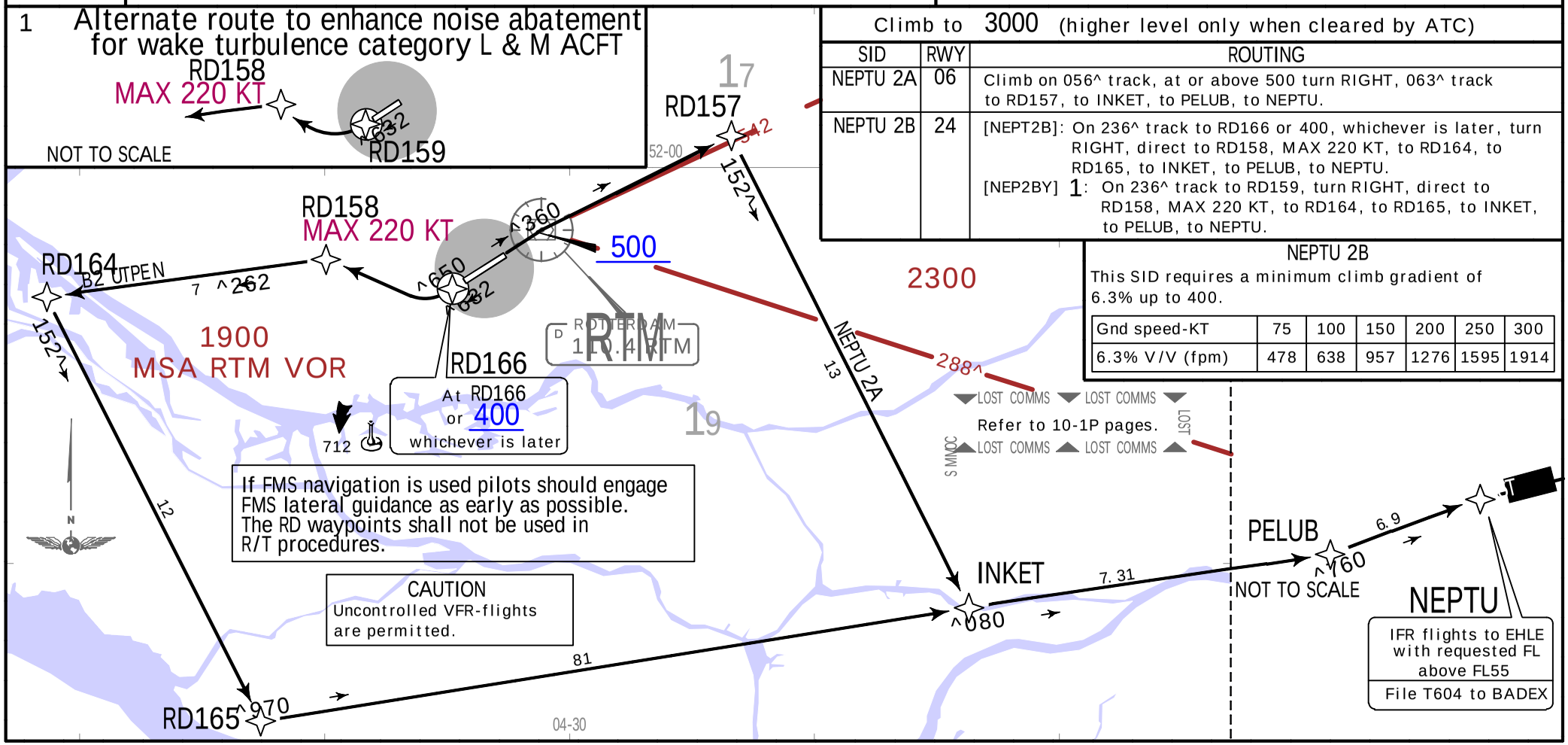
Climb to 3000 (higher level only when cleared by ATC)

SID	RWY	ROUTING
NEPTU 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD157, to INKET, to PELUB, to NEPTU.
NEPTU 2B	24	[NEPT2B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to RD164, to RD165, to INKET, to PELUB, to NEPTU. [NEP2BY] 1: On 236^ track to RD159, turn RIGHT, direct to RD158, MAX 220 KT, to RD164, to RD165, to INKET, to PELUB, to NEPTU.

NEPTU 2B
This SID requires a minimum climb gradient of 6.3% up to 400.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

1 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT

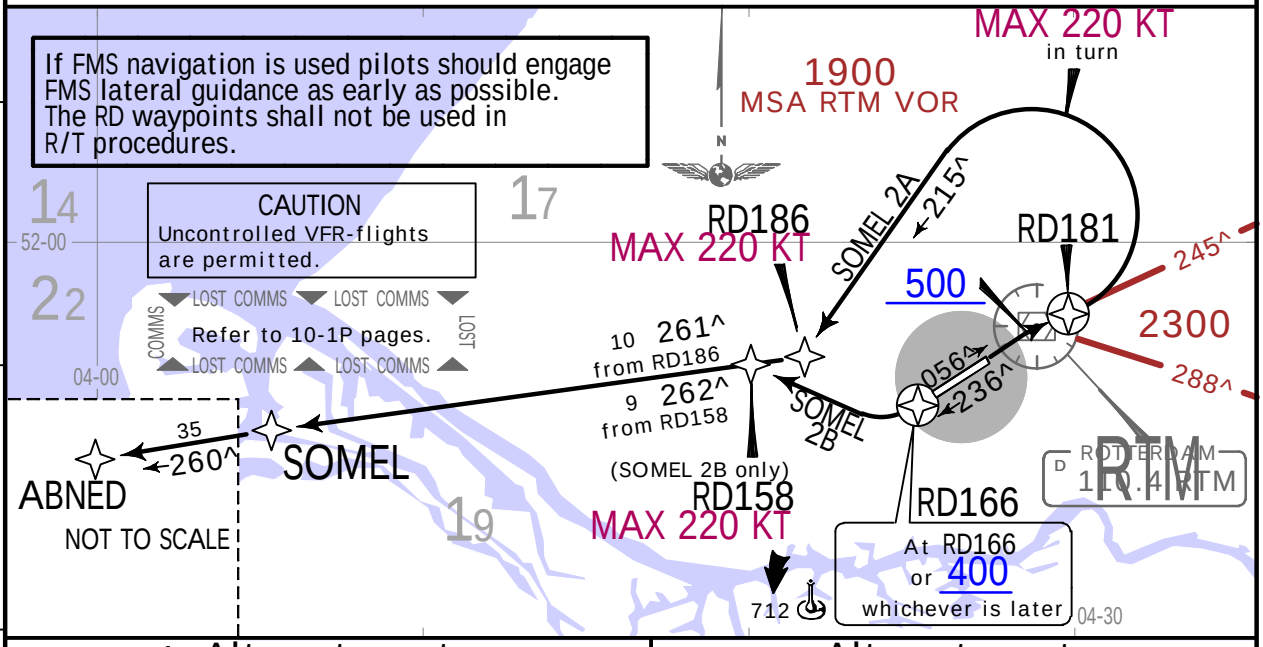


Apt Elev
-14

Trans alt: 3000
1. RNAV 1 required. 2. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end. 3. If unable to comply with crossing conditions, inform ROTTERDAM Delivery. 4. Climb as rapidly as practicable to at least 2000. 5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY. 6. Perform turns at 25^ bank angle. 7. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

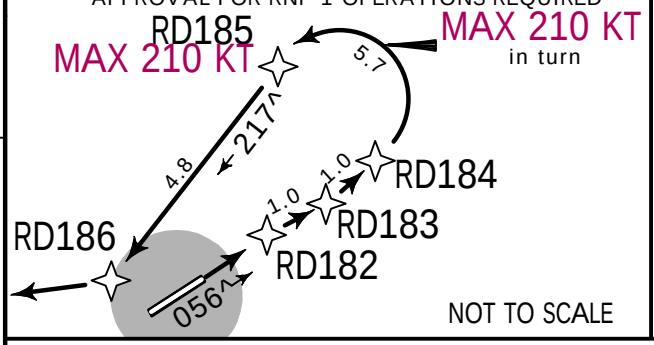
SOMEL 2A [SOME2A], [SOM2AY] 1
SOMEL 2B [SOME2B], [SOM2BY] 2
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

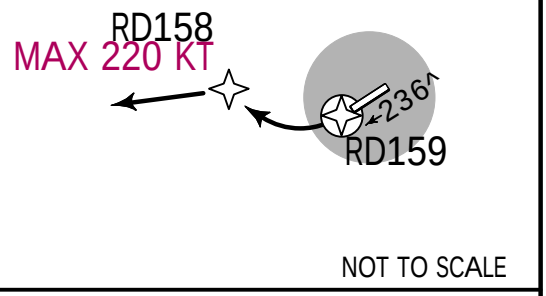


1 Alternate route to enhance noise abatement

RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



2 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT



These SIDs require minimum climb gradients of
SOMEL 2A [SOME2A]: 8.0% up to 500.
[SOM2AY]: 7.5% up to 400.
SOMEL 2B: 6.3% up to 400.

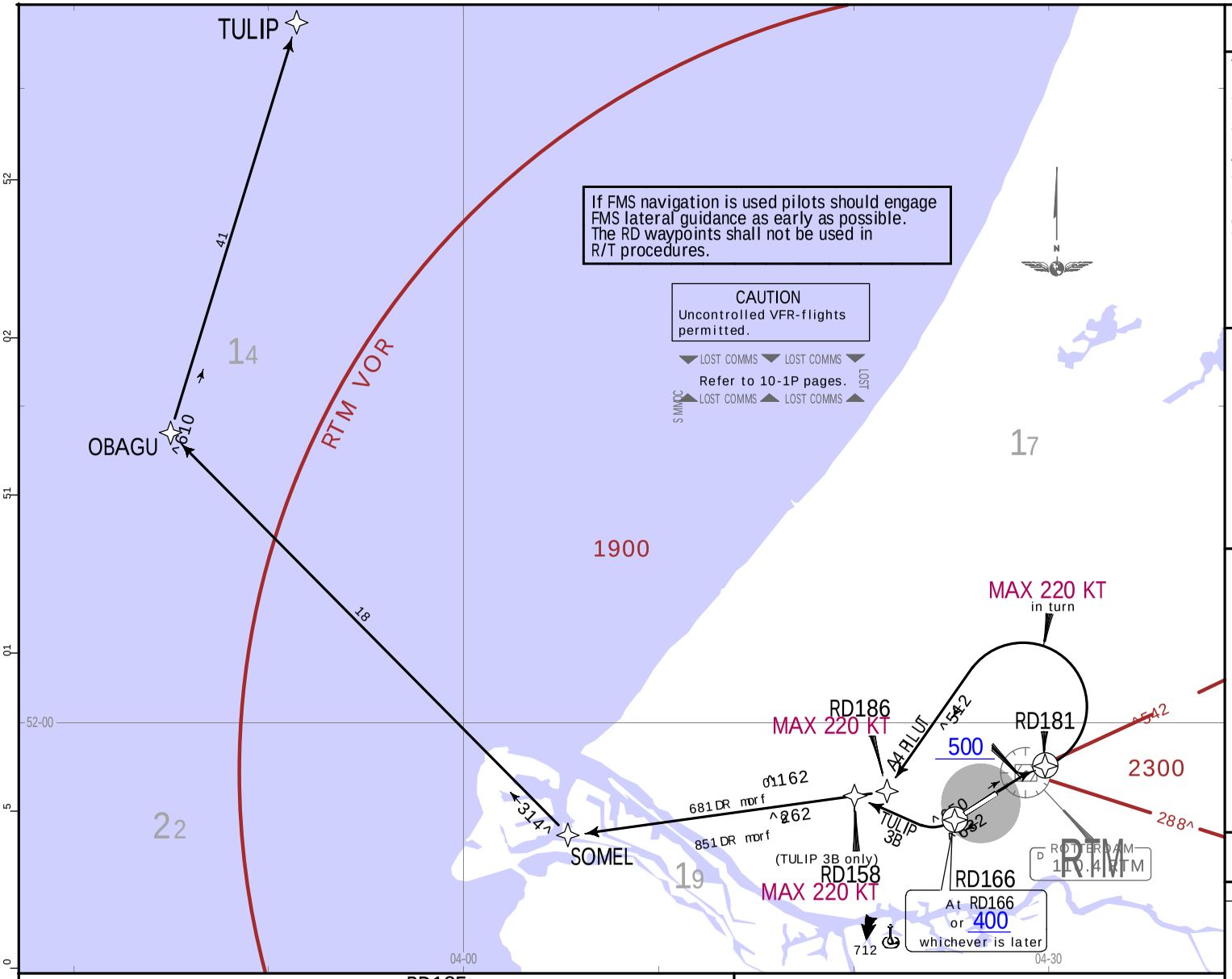
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Climb to 3000 (higher level only when cleared by ATC)

SID	RWY	ROUTING
SOMEL 2A	06	[SOME2A]: Climb on 056^ track, at or above 500 turn RIGHT direct to RD181, 215^ track to RD186, MAX 220 KT, to SOMEL, to ABNED. [SOM2AY] 1: On 056^ track to RD182, turn RIGHT to RD183, turn LEFT to RD184, turn LEFT to RD185, MAX 210 KT, to RD186, to SOMEL, to ABNED.
SOMEL 2B	24	[SOME2B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to SOMEL, to ABNED. [SOM2BY] 2: On 236^ track to RD159, turn RIGHT, direct to RD158, MAX 220 KT, to SOMEL, to ABNED.

CHANGES: Procedures revised & renumbered.

ROTTERDAM, NETHERLANDS
.RNAV.SID.



Apt Elev
-14

Trans alt: 3000
1. RNAV 1 required.
2. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end.
3. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
4. Climb as rapidly as practicable to at least 2000.
5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
6. Perform turns at 25^ bank angle.
7. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

TULIP 4A [TULI4A], [TUL4AY] 1
TULIP 3B [TULI3B], [TUL3BY] 2
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradients of
TULIP 4A [TULI4A]: 8.0% up to 500.
[TUL4AY]: 7.5% up to 400.
TULIP 3B: 6.3% up to 400.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

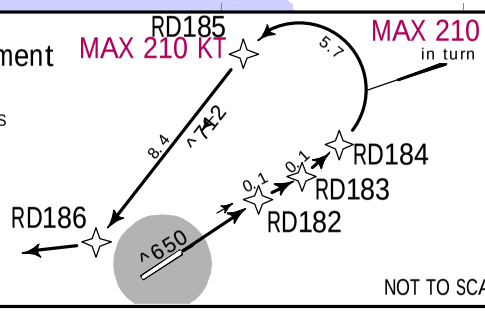
Climb to 3000
(higher level only when cleared by ATC)

SID	RWY	ROUTING
TULIP 4A	06	[TULI4A]: Climb on 056^ track, at or above 500 turn RIGHT direct to RD181, 215^ track to RD186, MAX 220 KT, to SOMEL, to OBAGU, to TULIP. [TUL4AY] 1: On 056^ track to RD182, turn RIGHT to RD183, turn LEFT to RD184, turn LEFT to RD185, MAX 210 KT, to RD186, to SOMEL, to OBAGU, to TULIP.
TULIP 3B	24	[TULI3B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to SOMEL, to OBAGU, to TULIP. [TUL3BY] 2: On 236^ track to RD159, direct to RD158, MAX 220 KT, to SOMEL, to OBAGU, to TULIP.

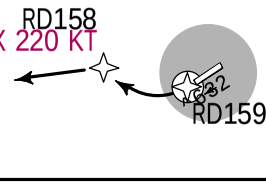
1 Alternate route to enhance noise abatement

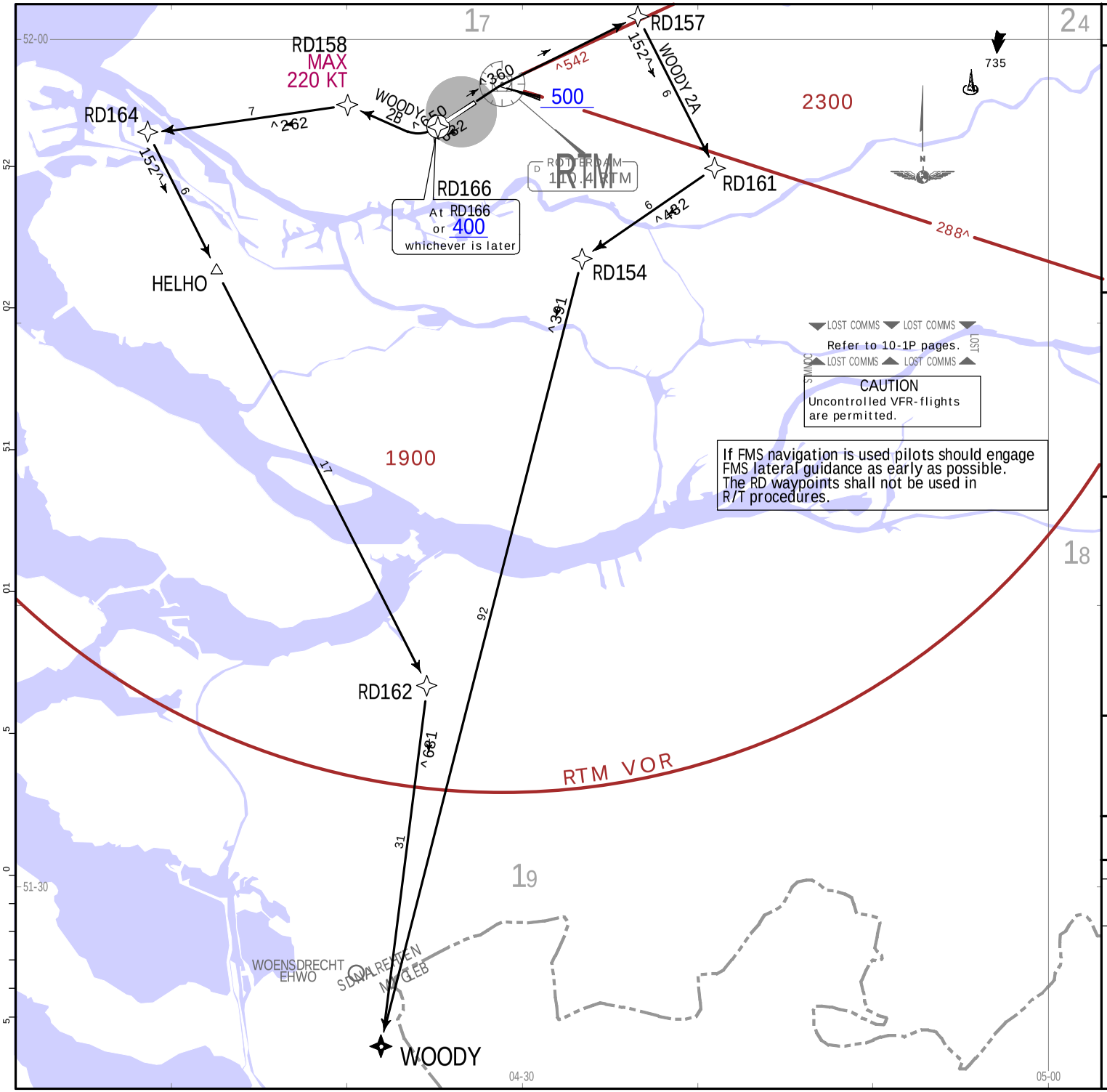
RF & GNSS REQUIRED

APPROVAL FOR RNP 1 OPERATIONS REQUIRED



2 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT





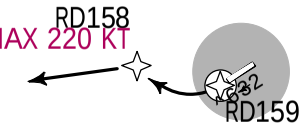
Apt Elev
-14

Trans alt: 3000
1. RNAV 1 required.
2. CAUTION: EXPECT close-in obstacles up to 110 shortly after RWY end.
3. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
4. Climb as rapidly as practicable to at least 2000.
5. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
6. Perform turns at 25^ bank angle.
7. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

WOODY 2A [WOOD2A]
WOODY 2B [WOOD2B], [WOO2BY] 1
RNAV DEPARTURES
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

1 Alternate route to enhance noise abatement for wake turbulence category L & M ACFT



WOODY 2B

This SID requires a minimum climb gradient of 6.3% up to 400.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Climb to 3000
(higher level only when cleared by ATC)

SID	RWY	ROUTING
WOODY 2A	06	Climb on 056^ track, at or above 500 turn RIGHT, 063^ track to RD157, to RD161, to RD154, to WOODY.
WOODY 2B	24	[WOOD2B]: On 236^ track to RD166 or 400, whichever is later, turn RIGHT, direct to RD158, MAX 220 KT, to RD164, to HELHO, to RD162, to WOODY. [WOO2BY] 1 : On 236^ track to RD159, direct to RD158, MAX 220 KT, to RD164, to HELHO, to RD162, to WOODY.

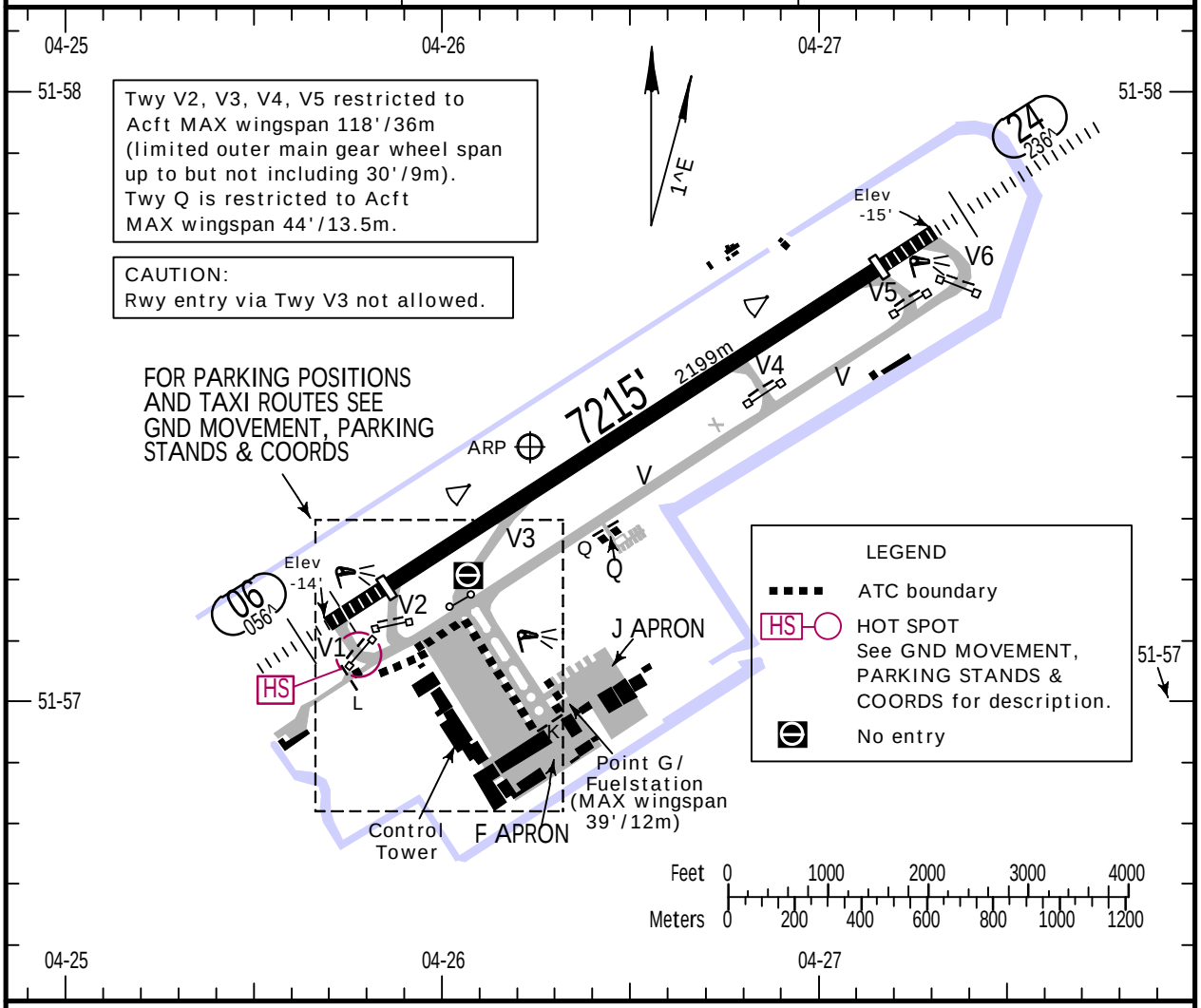
EHRD/RTM ROTTERDAM, NETHERLANDS

Apt Elev -14 (BELOW SEA LEVEL)
N51 57.4 E004 26.2

JEPPESEN
27 OCT 23 (10-9) .Eff.2.Nov.

ROTTERDAM

ATIS	ROTTERDAM Delivery (TWR) (Start-up/Clearance Delivery)	Tower	
128.565	122.180	118.205	119.705G



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 1 24	2 HIRL(30m) 2 CL(15m) 23 HIALS PAPI-L (angle 3.0^) RVR	6575' 2004m	5453' 1662m	5	148' 45m
	2 HIRL(30m) 2 CL(15m) 24 HIALS PAPI-L (angle 3.0^) RVR	6568' 2002m	5545' 1690m		

1 Anti-skid layer
2 LED lights
3 length 450m
4 length 780m
5 TAKE-OFF RUN AVAILABLE

RWY 06:
From Rwy head 7215' (2199m)
Twy V2 int 6575' (2004m)

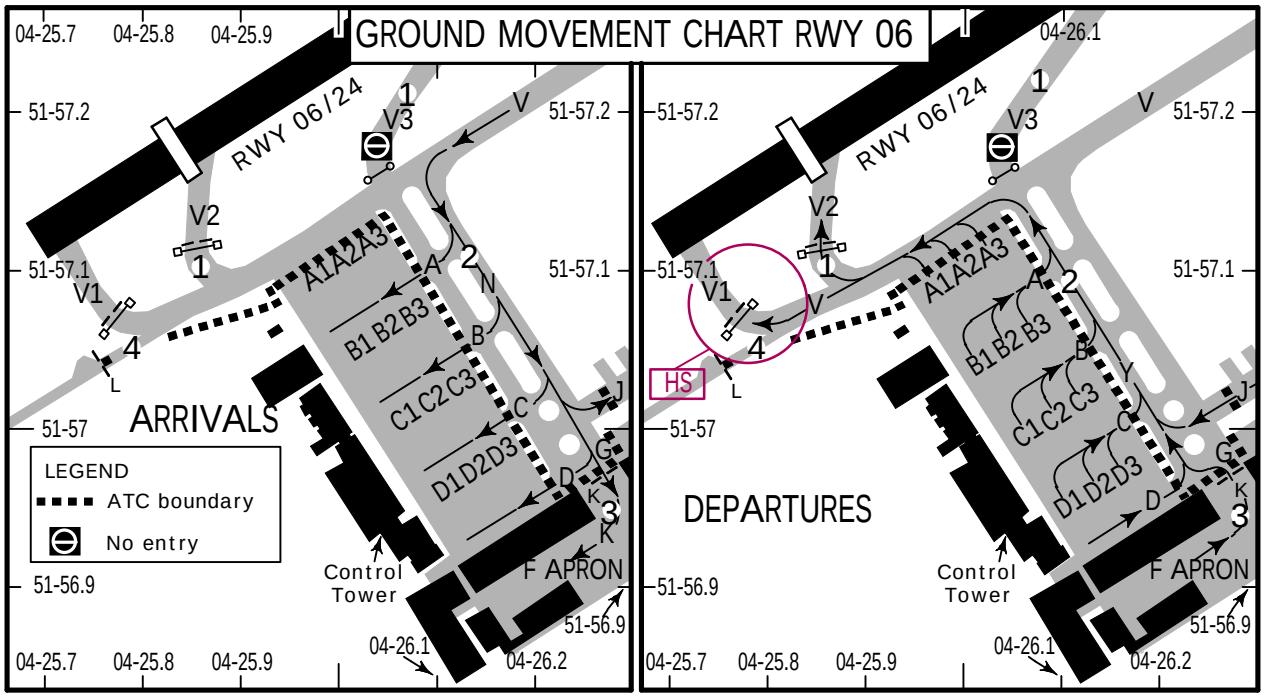
RWY 24:
From Rwy head 7215' (2199m)
Twy V5 int 6568' (2002m)
Twy V4 int 4921' (1500m)

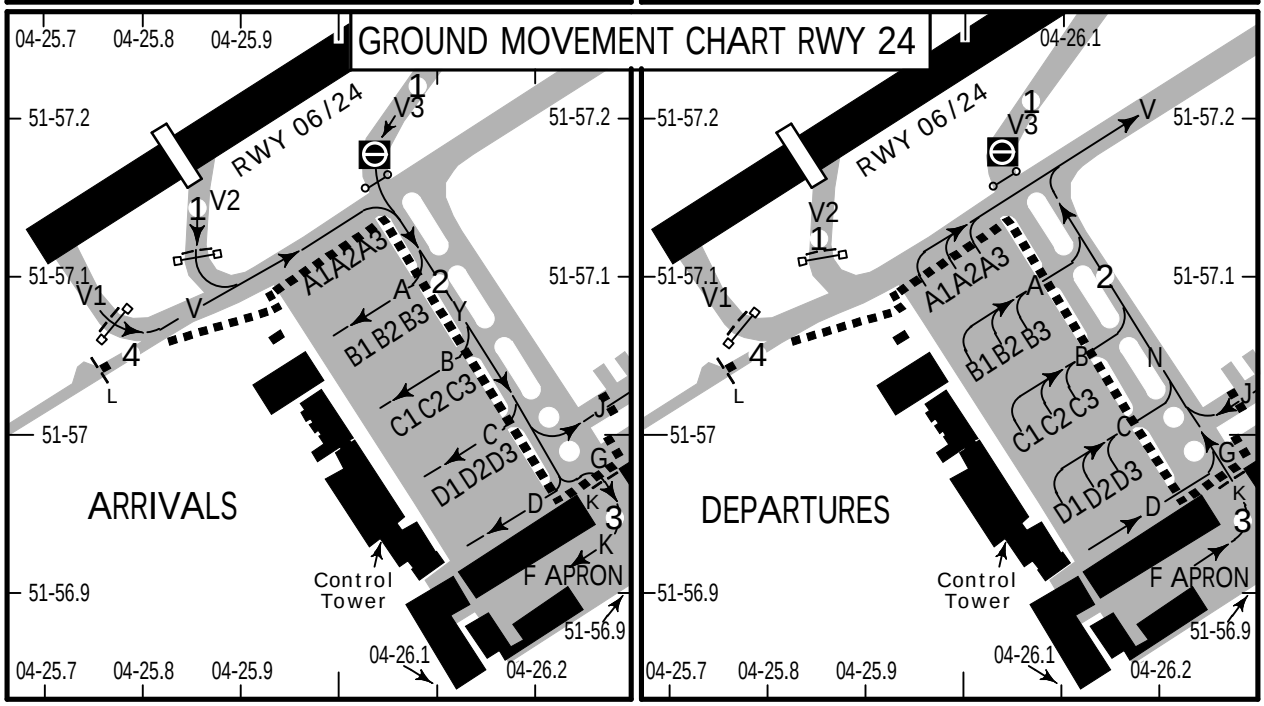
.Std/State.

TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

CHANGES: Intermediate holding points K, L and Q added.





INS COORDINATES

STAND No.	COORDINATES
A1 thru A3	N51 57.1 E004 26.0
B1	N51 57.0 E004 26.0
B2, B3	N51 57.1 E004 26.1
C1 thru D2	N51 57.0 E004 26.1
D3	N51 57.0 E004 26.2

HOT SPOT
(For information only, not to be construed as ATC instructions.)

HS RWY 06 departures only.
CAUTION: Do not cross the holding position marking without a clearance.

GROUND MOVEMENT RESTRICTIONS

CAUTION for Acft with wingspan exceeding 118'/36m and outer main gear wheel span exceeding 30'/9m:
- Follow-me service is mandatory;
- Simultaneous use of Twy N and Twy Y is not allowed;
- Between Twy V1 and Twy V3 Acft must strictly adhere to Follow-me instructions to stay clear of obstacles.

MAX wingspan:
1 118'/36m (limited outer main gear wheel span up to but not including 30'/9m)
2 118'/36m
3 79'/24m
4 44'/13.5m

CHANGES: Intermediate holding points K and L added.

COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
06	ILS	186' (200')	R600m / R1000m
	LOC	470' (484')	R1000m / R1000m
	VOR	470' (484')	R1000m / R1000m
	RNP(LPV CAT I)	241' (255')	R600m / R1000m
	RNP(LNAV/VNAV)	323' (337')	R800m / R1000m
	RNP(LNAV)	470' (484')	R1000m / R1000m
24	ILS Z or Y	187' (202')	R550m / R1000m
	LOC Z or Y	440' (455')	R1000m / R1000m
	VOR	430' (445')	R800m / R1000m
	RNP(LPV CAT I)	205' (220')	R550m / R1000m
	RNP(LNAV/VNAV)	310' (325')	R750m / R1000m
	RNP(LNAV)	450' (465')	R1000m / R1000m

CIRCLE-TO-LAND 1	MDA(H)	VIS
	490' (504')	V1000m

1 Prohibited Southeast of rwy 06/24.

TAKE-OFF RWY 06, 24

2 LVP must be in Force

RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	3 R250m	R/V800m

2 Without LVP R/V400m are stipulated.

3 Or rejected take-off distance whichever is the greater.

EHRD/RTM
ROTTERDAM

JEPPESEN
22 OCT 21 (11-1) .Eff.4.Nov.

ROTTERDAM, NETHERLANDS
ILS or LOC Rwy 06

BRIEFING STRIP™

ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

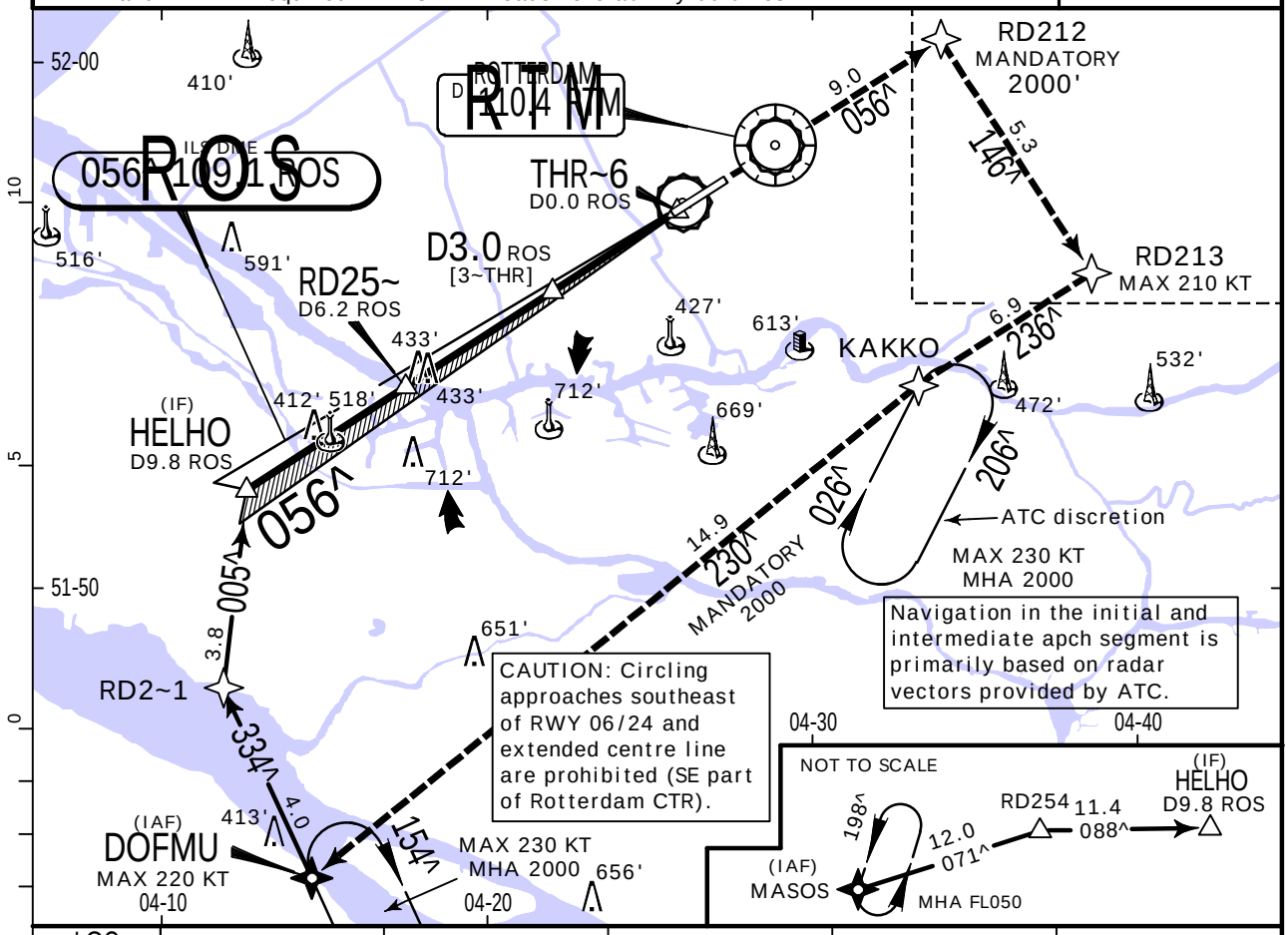
LOC ROS	Final Apch Crs	RD25~	ILS DA(H) Refer to Minimums	Apt Elev -14' Rwy -14' (BELOW SEA LEVEL)
109.1	056^	2000' (2014')		

MISSED APCH: Climb on track 056^ to RD212 to 2000'. Inform ATC. At RD212 turn RIGHT (MAX 210 KT) to RD213, then proceed via KAKKO to DOFMU.

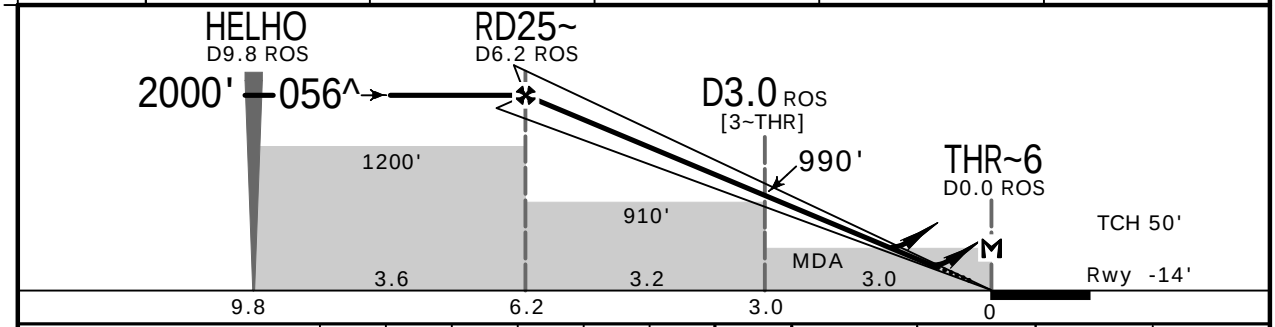
1900 2300 245^ 288^
MSA RTM VOR

Alt Set: hPa | Rwy Elev: -1 hPa | Trans level: By ATC | Trans alt: 3000'

1.DME and RNAV 1 required. 2.ILS DME reads zero at rwy 06 thresh.



LOC (GS out)	ROS DME	5.0	4.0	3.0	2.0
	ALTITUDE	1630'	1310'	990'	670'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at THR~6/D0.0 ROS						

HIALS
PAPI

2000' on 056^ RD212

.Std/State.

STRAIGHT-IN LANDING

ILS DA(H) AB:186' (200') C:195' (209') D:202' (216')

FULL	ALS out
A R750m	R1200m
B	
C	
D R800m	

LOC (GS out) CDFA 1 DA/MDA(H) 470' (484')

FULL	ALS out
R1500m	
R1800m	R2300m

CIRCLE-TO-LAND
Prohibited Southeast of runway

Max Kts	MDA(H)	
100	490' (504')	V1500m
135	960' (974')	V1600m
180	1050' (1064')	V2400m
205	1050' (1064')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Speed restrictions on holding MASOS withdrawn.

EHRD/RTM
ROTTERDAM

JEPPESEN
22 OCT 21 (11-2) .Eff.4.Nov.

ROTTERDAM, NETHERLANDS
ILS Z or LOC Z Rwy 24

BRIEFING STRIP™

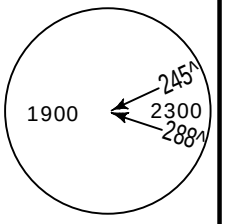
ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

LOC RSV	Final Apch Crs	RD252	ILS DA(H)	Apt Elev -14' Rwy -15' (BELOW SEA LEVEL)
110.9	236^	2000' (2015')	Refer to Minimums	

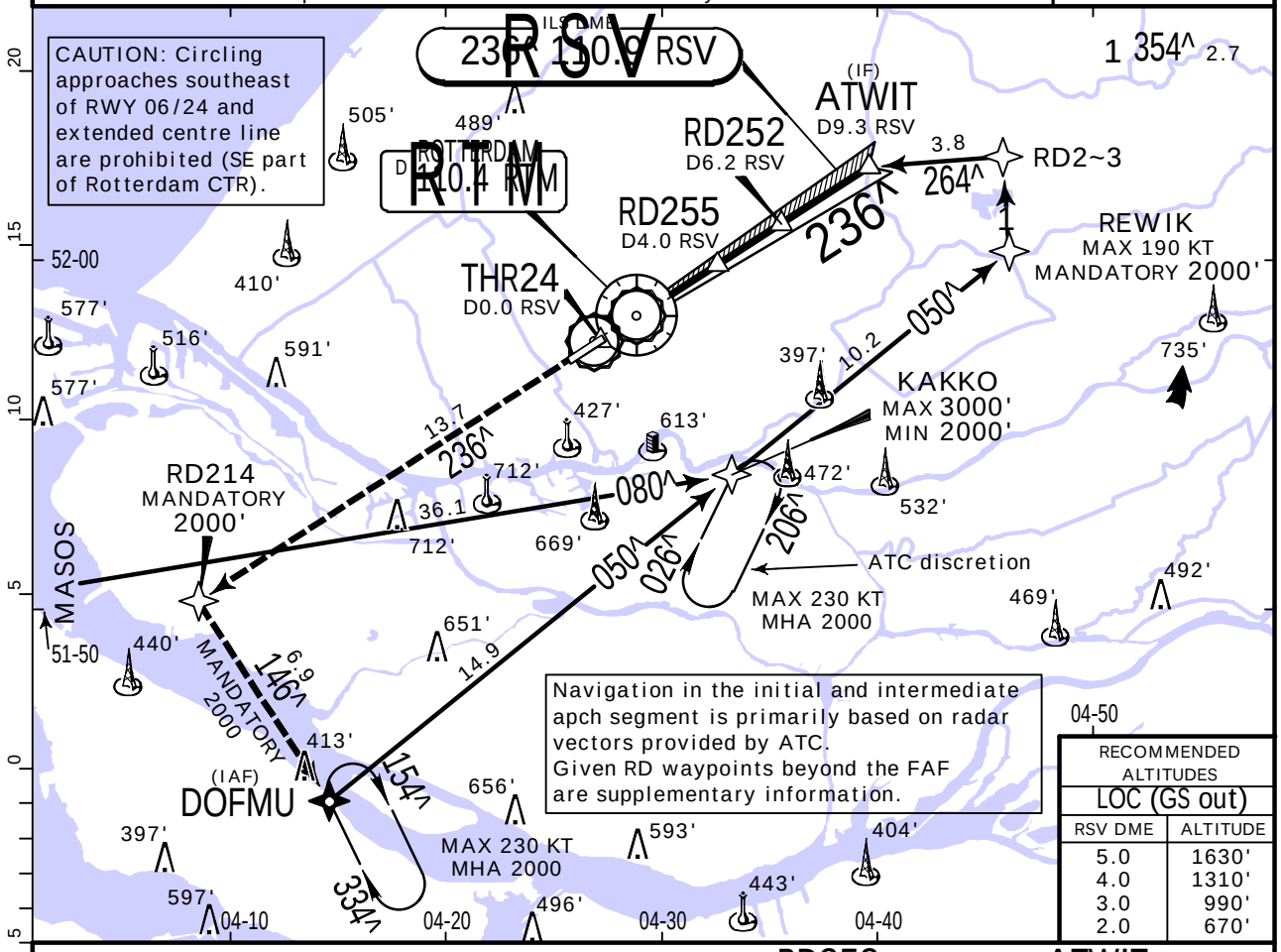
MISSED APCH: Climb on track 236^ to RD214 to 2000'. Inform ATC. At RD214 turn LEFT to DOFMU.

Alt Set: hPa | Rwy Elev: -1 hPa | Trans level: By ATC | Trans alt: 3000'

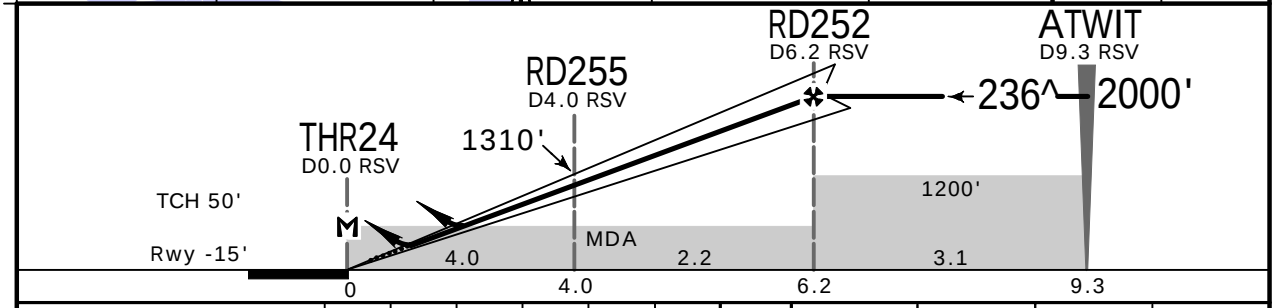
1. DME rand RNAV 1 required. 2. ILS DME reads zero at rwy 24 thresh.



MSA
RTM VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
RSV DME	ALTITUDE
5.0	1630'
4.0	1310'
3.0	990'
2.0	670'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at THR24/D0.0 RSV						

HIALS
PAPI

2000' on 236^ RD214

.Std/State. STRAIGHT-IN LANDING

ILS

DA(H) A: 187' (202') C: 204' (219')
B: 197' (212') D: 214' (229')

FULL	ALS out
1 R550m	R1200m

LOC (GS out)

CDFA
2 DA/MDA(H) 440' (455')

	ALS out
R1400m	R1500m
	R2100m

CIRCLE-TO-LAND

Prohibited Southeast of runway

	Max Kts	MDA(H)	
A	100	490' (504')	V1500m
B	135	960' (974')	V1600m
C	180	1050' (1064')	V2400m
D	205	1050' (1064')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

EHRD/RTM ROTTERDAM

JEPPESEN

30 JUL 21 .Eff.12.Aug. 11-3

ROTTERDAM, NETHERLANDS ILS Y or LOC Y Rwy 24

BRIEFING STRIP ™

ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

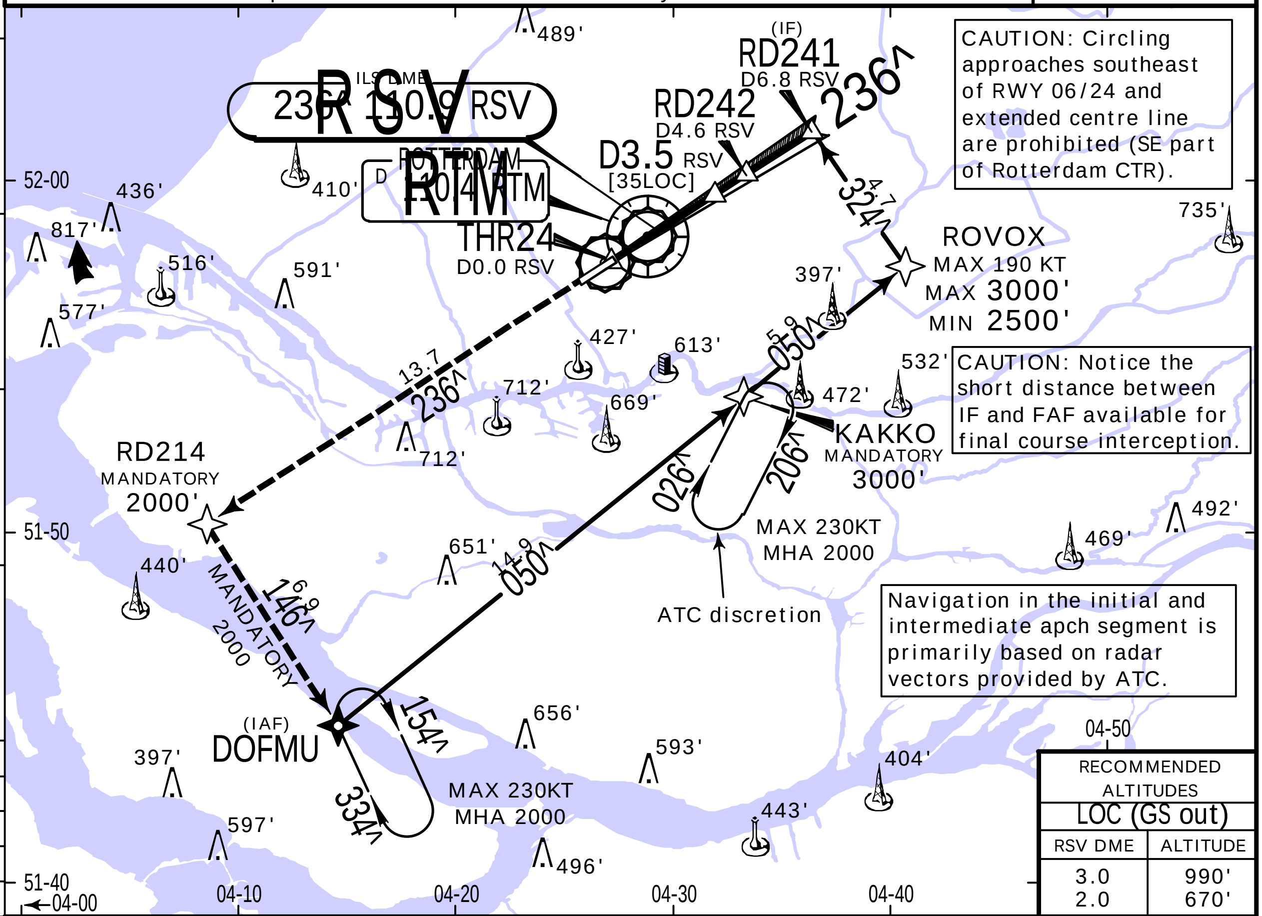
LOC RSV	Final Apch Crs	RD242	ILS DA(H)	Apt Elev / Rwy
110.9	236^	1500' (1485')	Refer to Minimums	Apt Elev -14' Rwy -15' (BELOW SEA LEVEL)

MISSED APCH: Climb on track 236^ to RD214 to 2000'. Inform ATC. At RD214 turn LEFT to DOFMU.

Alt Set: hPa | Rwy Elev: -1 hPa | Trans level: By ATC | Trans alt: 3000'

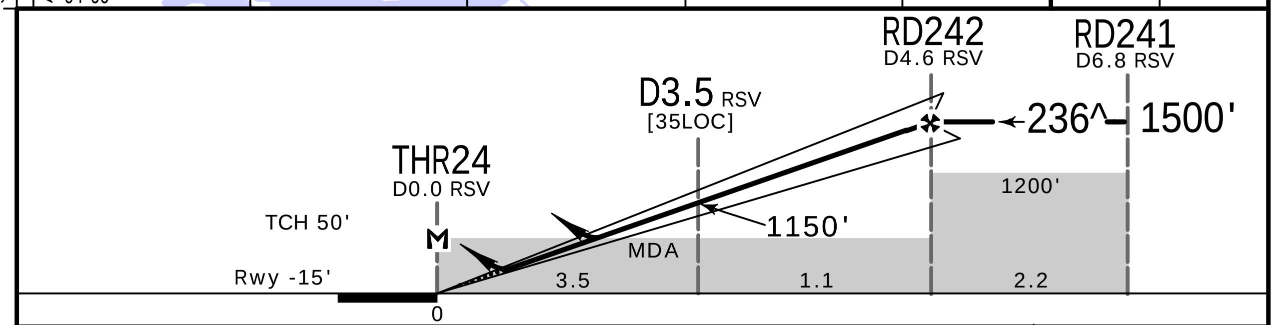
1. DME and RNAV 1 required. 2. ILS DME reads zero at rwy 24 thresh.

MSA RTM VOR: 1900 (245^–288^: 2300)



RECOMMENDED ALTITUDES LOC (GS out)

RSV DME	ALTITUDE
3.0	990'
2.0	670'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at THR24/D0.0 RSV							

HIALS PAPI

2000' on 236^ RD214

.Std/State.

STRAIGHT-IN LANDING

	ILS FULL DA(H) A: 187' (202') B: 197' (212')	ILS ALS out C: 204' (219') D: 214' (229')	LOC (GS out) CDFA 2 DA/MDA(H) 440' (455') FULL	ALS out
A	1 R550m	R1200m	R1400m	R1500m
B	1 R550m	R1200m	R1400m	R1500m
C	1 R550m	R1200m	R1400m	R2100m
D	1 R550m	R1200m	R1400m	R2100m

CIRCLE-TO-LAND

Prohibited Southeast of runway

Max Kts	MDA(H)	
100	490' (504')	V1500m
135	960' (974')	V1600m
180	1050' (1064')	V2400m
205	1050' (1064')	V3600m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure name. Procedure completely revised. New AOM concept.

EHRD/RTM
ROTTERDAM

JEPPESEN
22 OCT 21 (12-1) .Eff.4.Nov.

ROTTERDAM, NETHERLANDS
RNP Rwy 06

ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

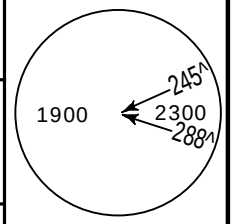
BRIEFING STRIP™

EGNOS	Final Apch Crs	RD25~	LPV CAT I DA(H) Refer to Minimums	Apt Elev -14' Rwy -14' (BELOW SEA LEVEL)
Ch 95628 E06A	056^	2000' (2014')		

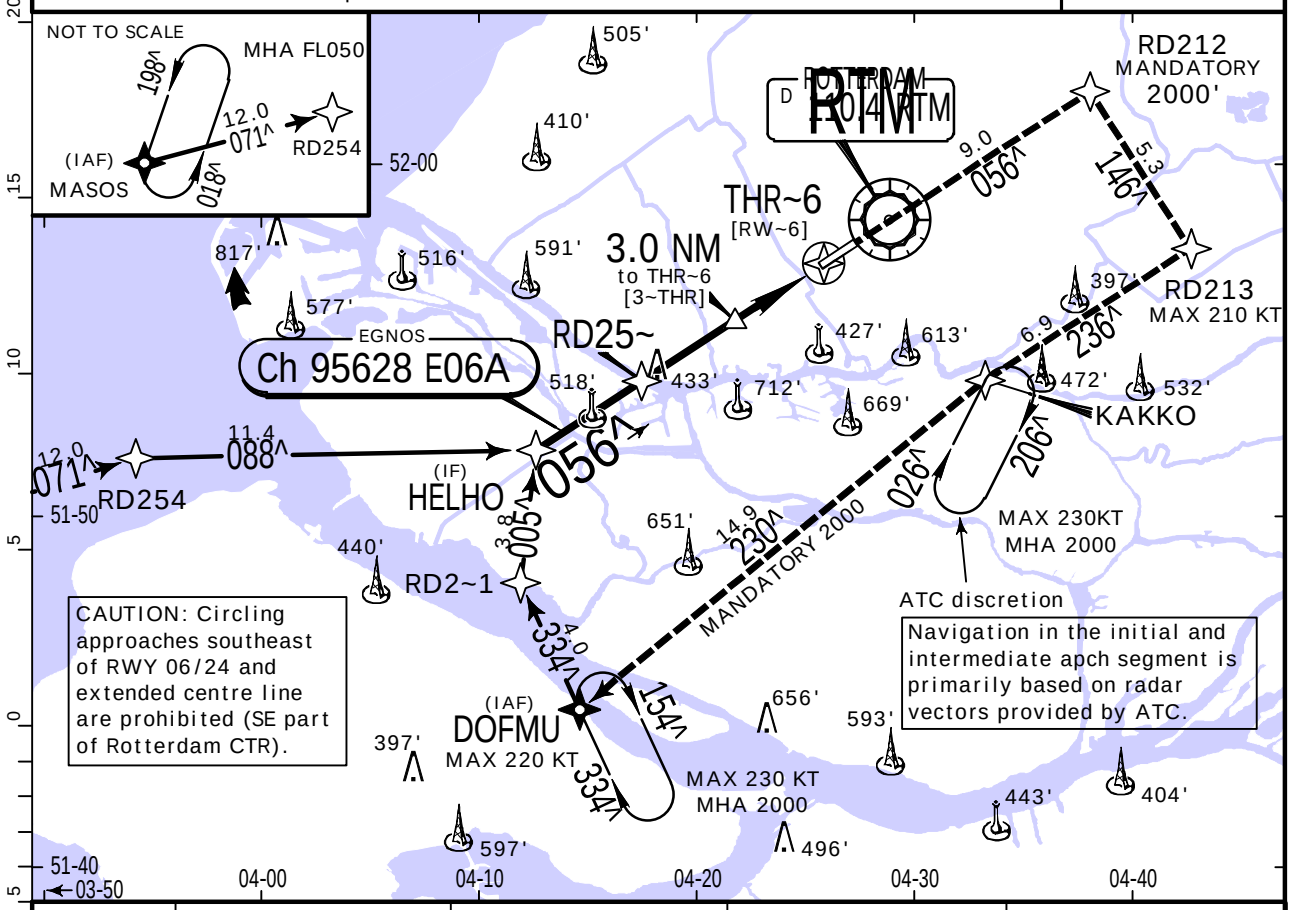
MISSED APCH: Climb on track 056^ to RD212 to 2000'. Inform ATC. At RD212 turn RIGHT (MAX 210 KT) to RD213, then proceed via KAKKO to DOFMU.

RNP Apch	Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'

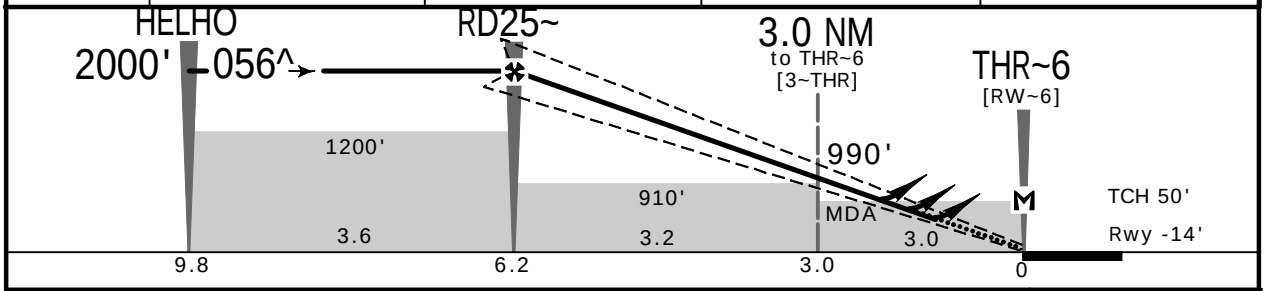
LNAV/VNAV: Minimum temperature -20^C.



MSA RTM VOR



DIST to THR~6	5.0	4.0	3.0	2.0
ALTITUDE	1630'	1310'	990'	670'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at THR~6							

HIALS
PAPI
2000' on 056^ RD212

.Std/State.

STRAIGHT-IN LANDING

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H) A: 241' (255') C: 260' (274') B: 251' (265') D: 270' (284')	DA(H) A: 323' (337') C: 344' (358') B: 334' (348') D: 354' (368')	2 DA/MDA(H) 470' (484')

CIRCLE-TO-LAND

Prohibited Southeast of runway

	LPV CAT I	ALS out	LNAV/VNAV	ALS out	LNAV CDFA	ALS out
A	R800m	R1300m	R1100m	R1500m	R1500m	
B			R1200m			
C	R900m			R1600m	R1800m	R2300m
D		R1400m	R1300m	R1700m		

Max Kts	MDA(H)
100	490'(504') V1500m
135	960'(974') V1600m
180	1050'(1064')V2400m
205	1050'(1064')V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Speed restrictions on holding MASOS withdrawn.

EHRD/RTM ROTTERDAM

JEPPESEN 22 OCT 21 (12-2) .Eff.4.Nov.

ROTTERDAM, NETHERLANDS RNP Rwy 24

ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

BRIEFING STRIP ™

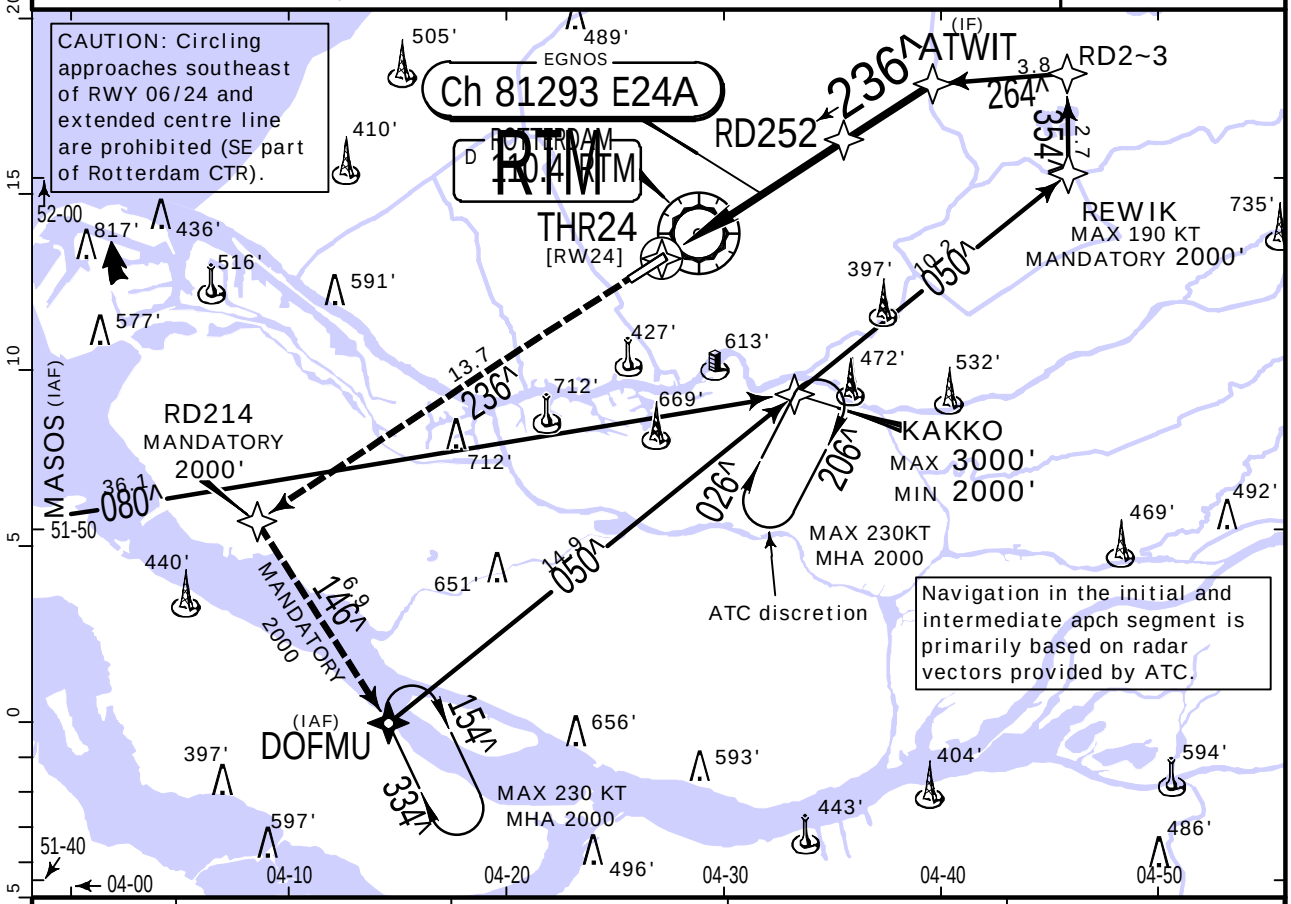
EGNOS	Final Apch Crs	RD252	LPV CAT I DA(H) Refer to Minimums	Apt Elev -14' Rwy -15' (BELOW SEA LEVEL)
Ch 81293 E24A	236^	2000' (2015')		

MISSED APCH: Climb on track 236^ to RD214 to 2000'. Inform ATC. At RD214 turn LEFT to DOFMU.

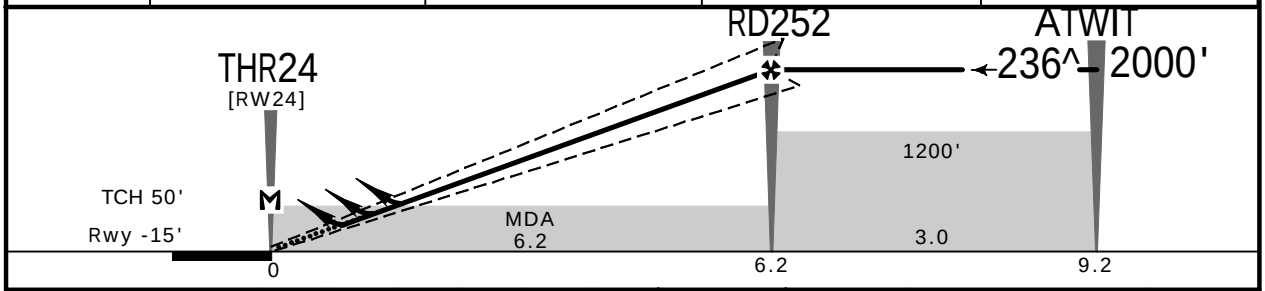
RNP Apch	Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'

LNAV/VNAV: Minimum temperature -20^C.

1900 2300 MSA RTM VOR (245^ 288^)



DIST to THR24	2.0	3.0	4.0	5.0
ALTITUDE	670'	990'	1310'	1630'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at THR24						

HIALS PAPI 2000' on 236^ RD214

.Std/State.

STRAIGHT-IN LANDING

LPV CAT I	LNAV/VNAV	LNAV
DA(H) A: 205' (220') C: 225' (240') B: 215' (230') D: 235' (250')	DA(H) A: 310' (325') C: 330' (345') B: 320' (335') D: 340' (355')	CDFA 2 DA/MDA(H) 450' (465')

CIRCLE-TO-LAND

Prohibited Southeast of runway

	ALS out		ALS out		ALS out
A	1 R550m	R1200m	R800m	R1500m	R1500m
B					
C			R900m	R1600m	R2200m
D		R1300m			

Max Kts	MDA(H)
100	490'(504') V1500m
135	960'(974') V1600m
180	1050'(1064') V2400m
205	1050'(1064') V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

EHRD/RTM
ROTTERDAM

JEPPESEN
24 DEC 21 (13-1) .Eff.30.Dec.

ROTTERDAM, NETHERLANDS
VOR Rwy 06

BRIEFING STRIP™

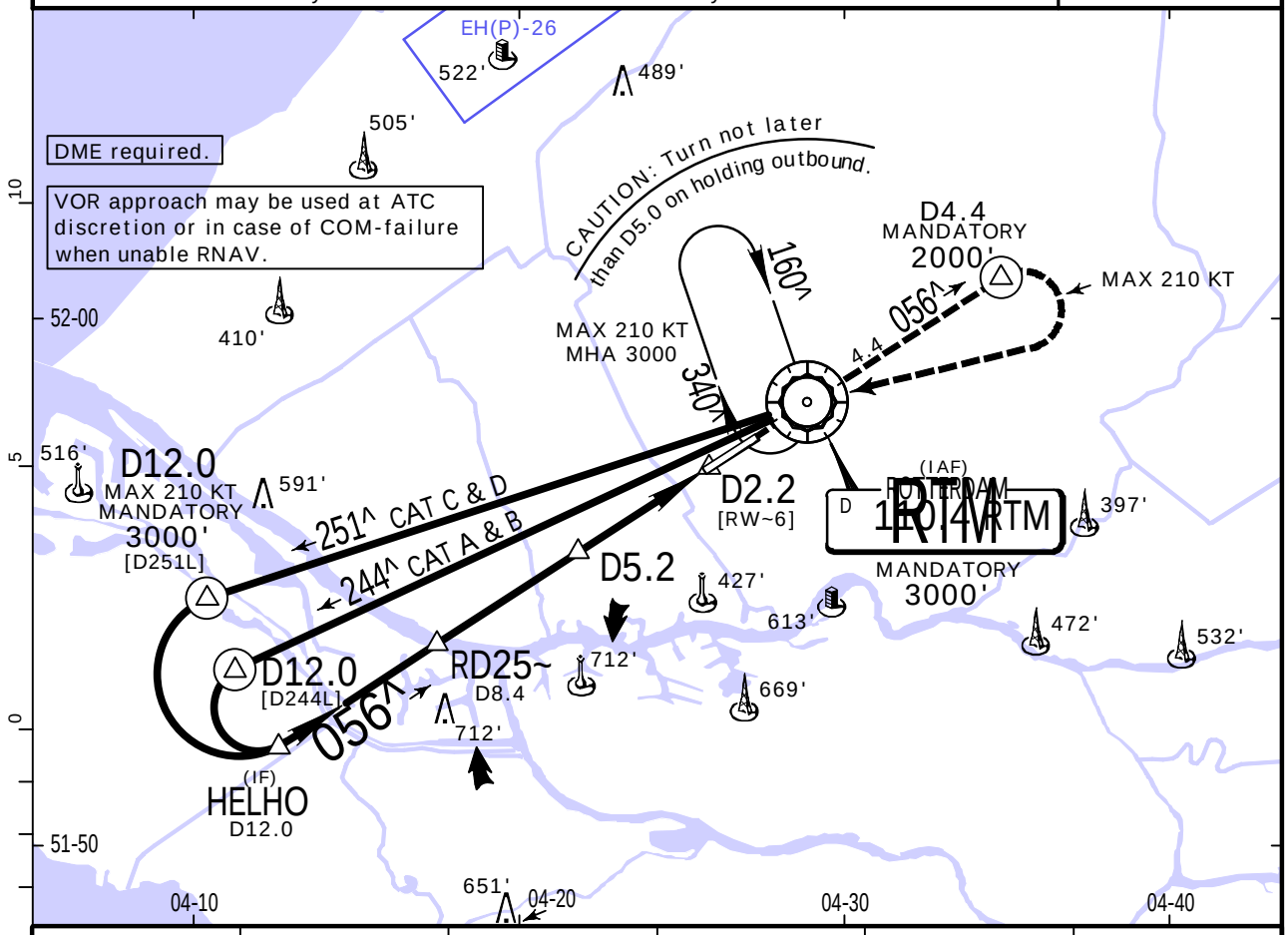
ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

VOR RTM 110.4	Final Apch Crs 056^	RD25~ 2000' (2014')	DA/MDA(H) 470' (484')	Apt Elev -14' Rwy -14' (BELOW SEA LEVEL)

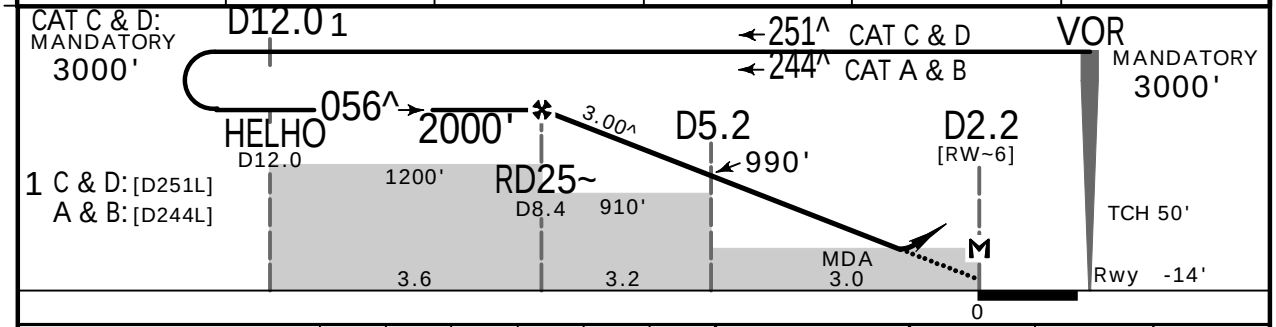
MISSED APCH: Climb on track 056^ to 2000'. At D4.4 turn RIGHT (MAX 210 KT) and maintain 2000'. When established inbound RTM climb to 3000'. Inform ATC.

1900 — 245^ 2300 288^
MSA RTM VOR

Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'



RTM DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1870'	1550'	1230'	920'	600'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D2.2							

HIALS
PAPI
2000' on 056^

.Std/State.

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 470' (484')
ALS out

CIRCLE-TO-LAND
Prohibited Southeast of runway

		Max Kts	MDA(H)	
A	R1500m	100	490' (504')	V1500m
B		135	960' (974')	V1600m
C	R1800m	180	1050' (1064')	V2400m
D	R2300m	205	1050' (1064')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Recommended altitudes.

EHRD/RTM
ROTTERDAM

JEPPESEN
24 DEC 21 (13-2) .Eff.30.Dec.

ROTTERDAM, NETHERLANDS
VOR Rwy 24

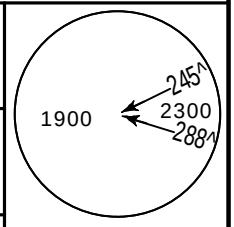
BRIEFING STRIP™

ATIS	*ROTTERDAM Approach (R)	ROTTERDAM Tower
128.565	122.990 131.155X	118.205 119.705G

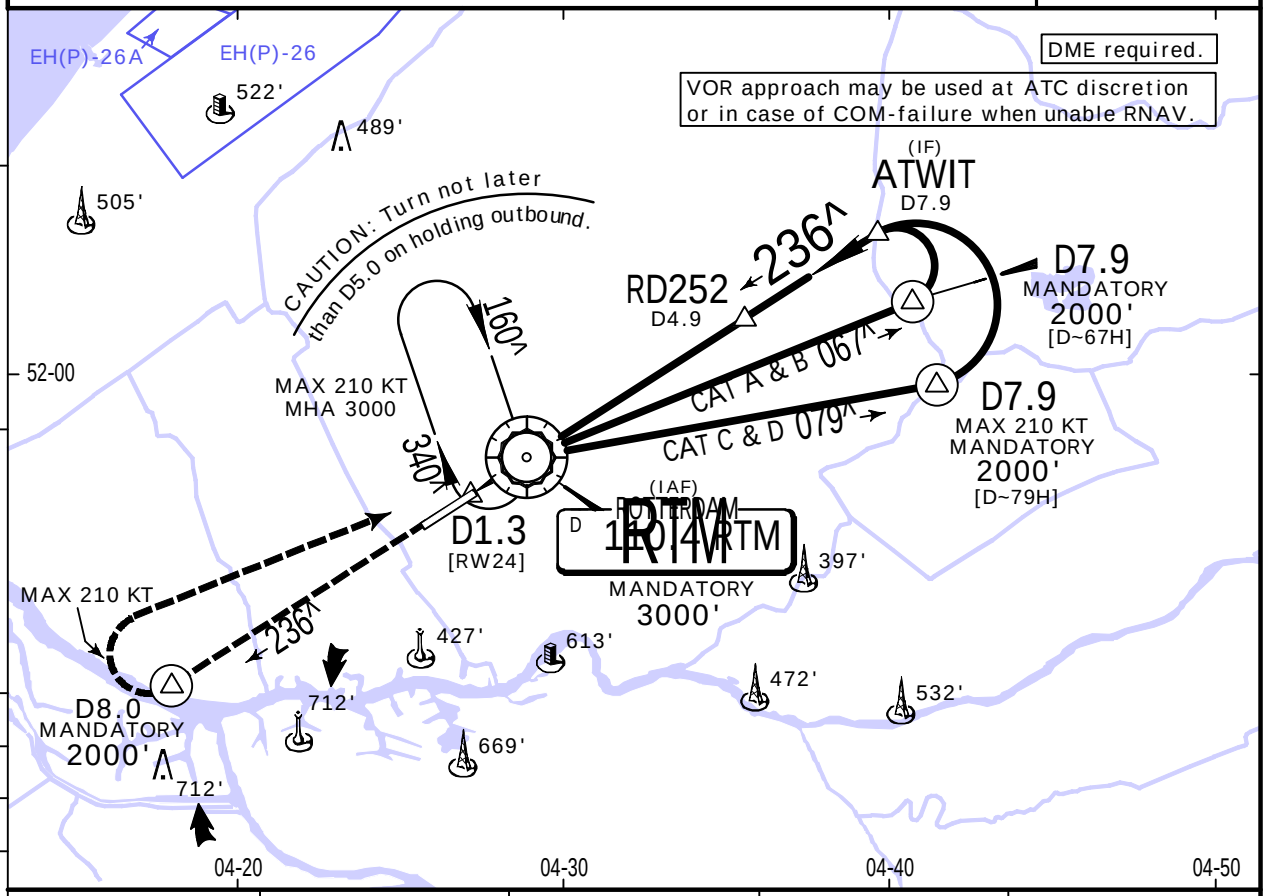
VOR RTM 110.4	Final Apch Crs 236^	RD252 2000' (2015')	DA/MDA(H) 430' (445')	Apt Elev -14' Rwy -15' (BELOW SEA LEVEL)

MISSED APCH: Climb on track 236^ to 2000'. At D8.0 turn RIGHT (MAX 210 KT) and maintain 2000'. When established inbound RTM climb to 3000'. Inform ATC.

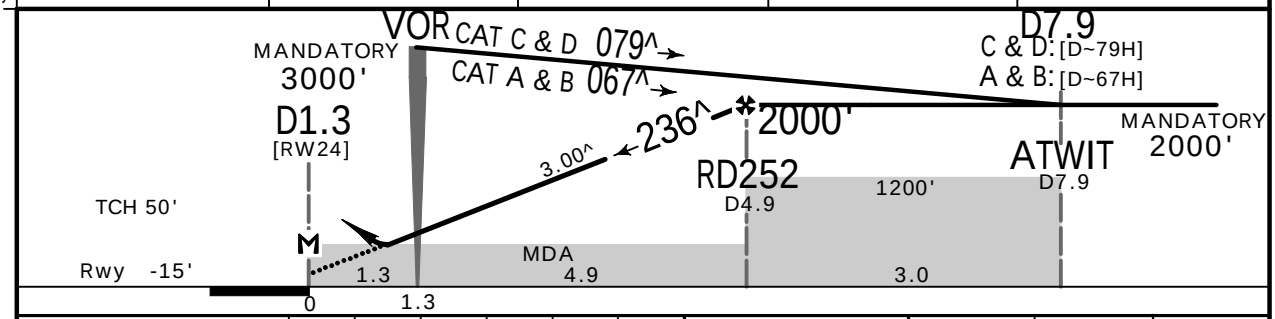
Alt Set: hPa | Rwy Elev: -1 hPa | Trans level: By ATC | Trans alt: 3000'



MSA RTM VOR



RTM DME	1.0	2.0	3.0	4.0
ALTITUDE	755'	1075'	1395'	1715'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.3							

HIALS
PAPI
2000' on 236^

.Std/State.

STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 430' (445')

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND
Prohibited Southeast of runway

Max Kts	MDA(H)	
100	490' (504')	V1500m
135	960' (974')	V1600m
180	1050' (1064')	V2400m
205	1050' (1064')	V3600m

PANS OPS

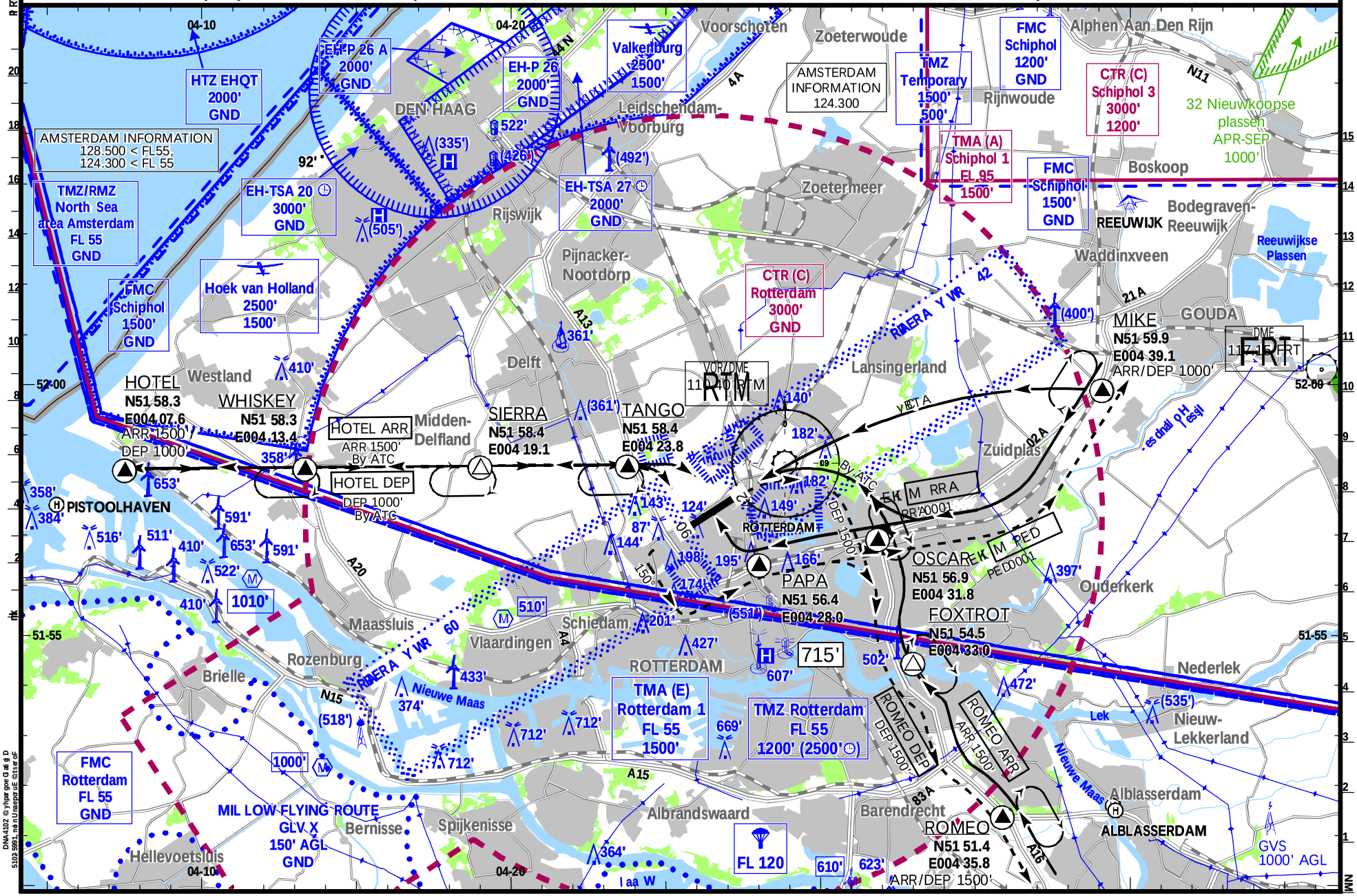
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

LOCATION	FIS	ATIS	TMZ	FMC
Elev -14' /-4m N51 57.4 E004 26.2	AMSTERDAM INFORMATION 124.300	ATIS 128.565	MONITOR AMSTERDAM INFORMATION 124.300 (2) SQUAWK 7020 (2)	MONITOR 124.300 (3) (4) 122.990 (4) SQUAWK 7020 (3) (4) 7010 (4)

APPROACH	TOWER
ROTTERDAM APPROACH 122.990 (1) (5)	ROTTERDAM TOWER 118.205 (1) (en) 119.705 (1) (6) (en)

(1) VDF (2) Temporary TMZ (3) Schiphol FMC Area (4) Rotterdam FMC Area (5) R (6) O/R or by ATC

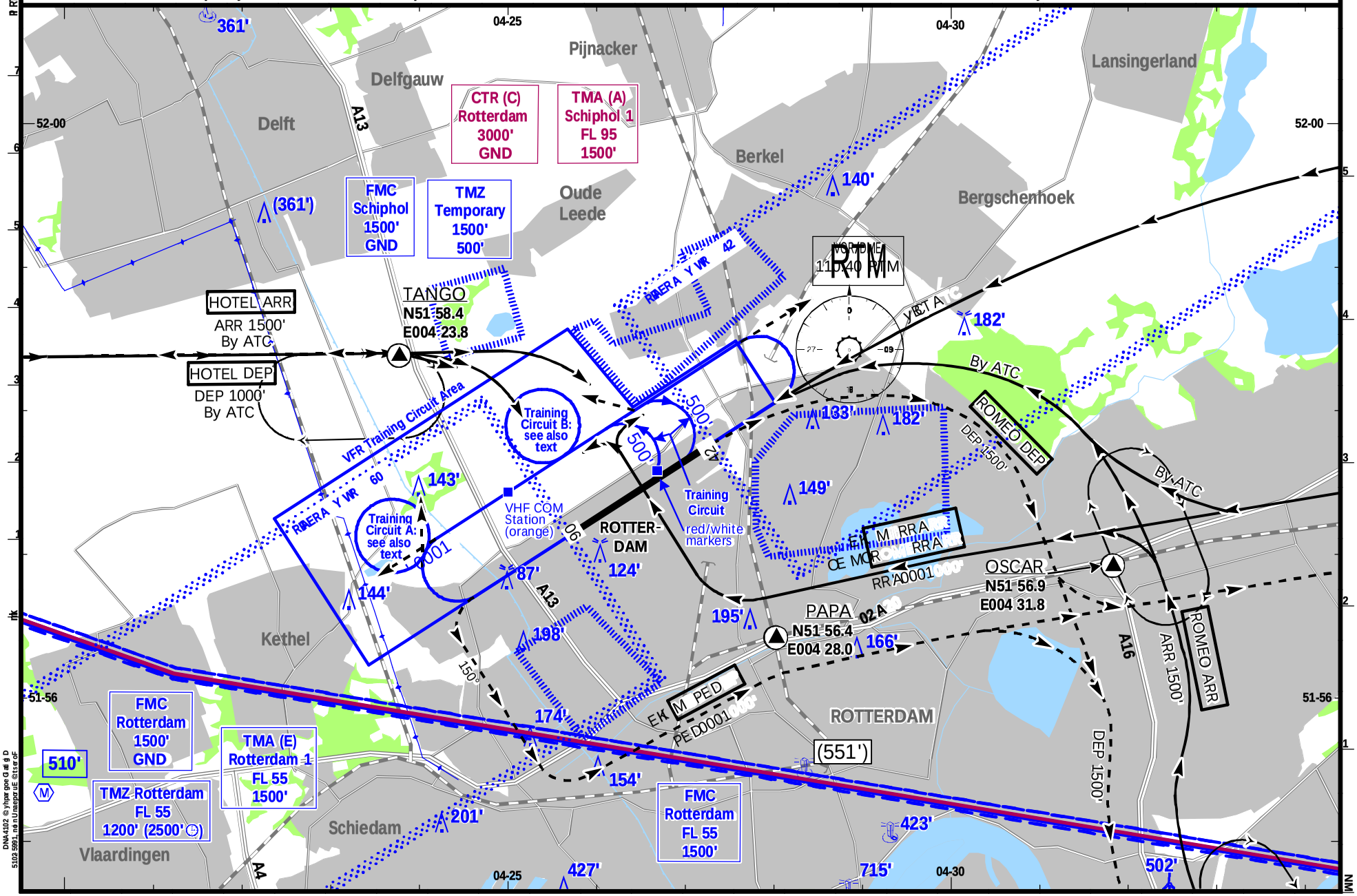


CHANGES: Routes - OBST.

LOCATION	FIS	ATIS	TMZ	FMC
Elev -14' /-4m N51 57.4 E004 26.2	AMSTERDAM INFORMATION 124.300	ATIS 128.565	MONITOR AMSTERDAM INFORMATION 124.300 (2) SQUAWK 7020 (2)	MONITOR 124.300 (3) (4) 122.990 (4) SQUAWK 7020 (3) (4) 7010 (4)

APPROACH	TOWER
ROTTERDAM APPROACH 122.990 (1) (5)	ROTTERDAM TOWER 118.205 (1) (en) 119.705 (1) (6) (en)

(1) VDF (2) Temporary TMZ (3) Schiphol FMC Area (4) Rotterdam FMC Area (5) R (6) O/R or by ATC



CHANGES: New Layout - Routes - OBST.

JEPPESEN

EHRD ROTTERDAM

ROTTERDAM

15 SEP 23 (19-2)

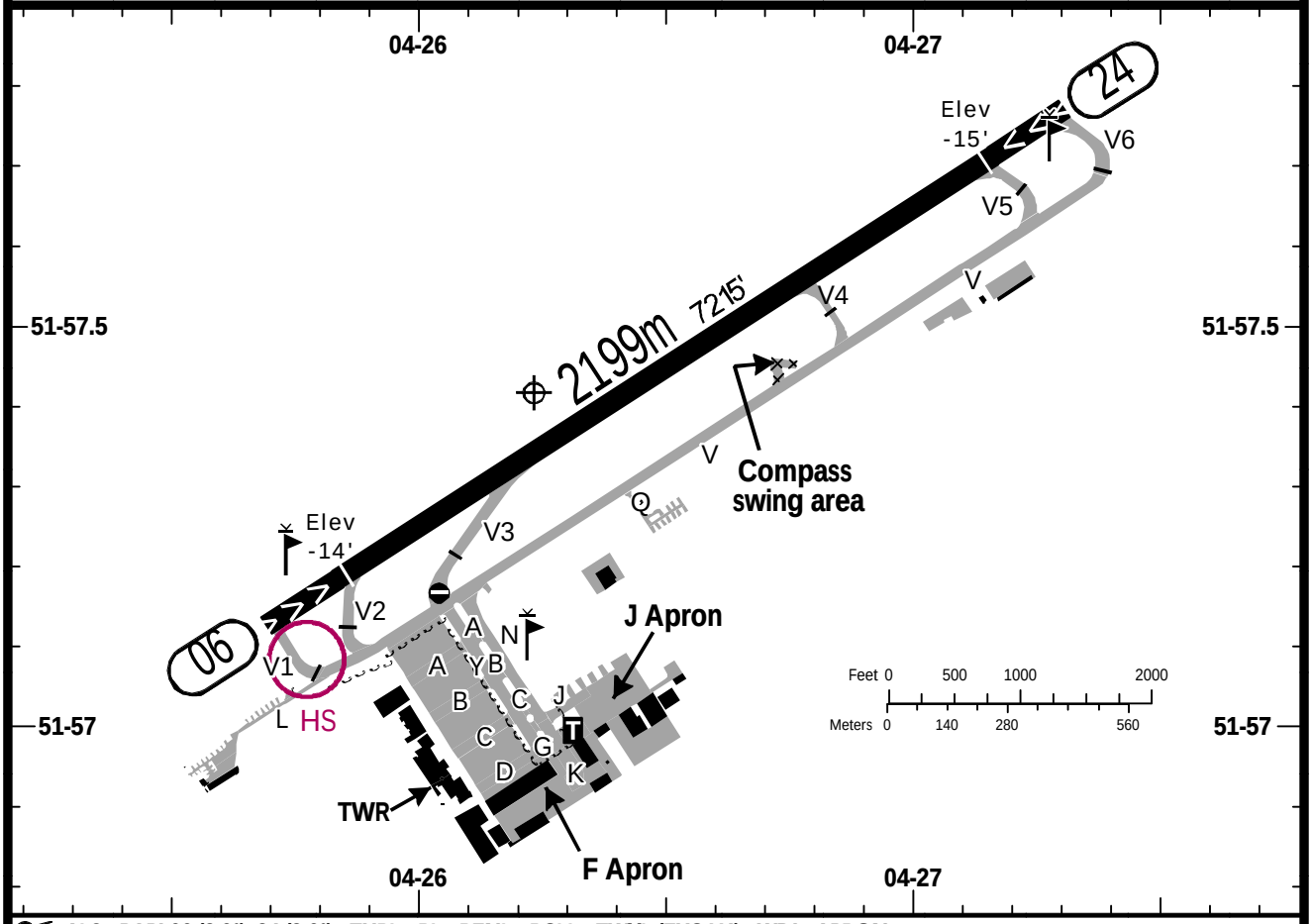
ROTTERDAM NETHERLANDS

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev -14' **/-4m** **N51 57.4 E004 26.2**	**ATIS** 128.565	**ROTTERDAM DELIVERY** 122.180(2) **ROTTERDAM TOWER** 118.205(1) **(en)** 119.705(1) (3) **(en)**

ADMITTED AIRCRAFT

(1) **VDF** (2) **Start-up Control, Clearance Delivery** (3) **O/R or by ATC**



ALS - PAPI 06 (3.0°), 24 (3.0°) - THRL - RL - RENL - RCLL - TWYL (EXC V4) - WDI - APRON.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (056°) 24 (236°)	2199 x 45 Asphalt	2199	2004 2002	PCN 70/F/D/W/T	

Intersection TKOF

RWY	TWY	TORA (m)
06	**V2**	**2004**
24	**V5**	**2002**
	V4	**1500**

NOTE: Avoid overflying Gas Venting Sites below 1000' AGL and in close vicinity.

CAUTION: Pilots are urgently advised to maintain two-way radio communication within Rotterdam TMA.

When operating in or below Rotterdam TMA 1 and 2 or in the vicinity of Schiphol TMA 1, the use of a frequency monitoring code is strongly recommended.

VFR flights shall not be operated within Schiphol TMA, unless authorised by the appropriate ATS authority.

During APCH to RWY 06 with SE wind: pilots should be prepared for building induced turbulence, wind-shear and wind-gradient effects over THR and TDZ RWY 06.

Bird-scare activities H24 with the use of various equipment including flare shellcrackers, bird dispersal guns and amplified cries of distress.

RWY entry via TWY V3 not allowed.

RWY Incursion Hot Spots

HS - **CAUTION: Do not cross the holding position marking without a clearance.**

General

FPL mandatory for all VFR flights within CTR Rotterdam.

The use of RWY 06/24 is restricted to ACFT maintaining two-way radio contact with TWR.

Built-up areas shall be avoided as much as possible.

VFR flights within the CTR may be instructed by ATC to stay clear of the specified IFR areas.

Ground Movement

Follow-me service is mandatory during taxiing.

Pilots are to use the MNM power necessary when manoeuvring on the aprons and TWY system. Specific

CHANGES: Text.

caution is advised during taxiing on aprons and TWYs N & Y, MAX speed 15 KT.

TWY Q MAX wingspan 13.5m.

High-visibility clothing is mandatory on airside for ACFT crew and personnel.

Traffic Circuits

RWY 06: LH circuit at 1000'.

RWY 24: RH circuit at 1000'; maintain 1000' until turning base leg.

NOTE: For traffic reasons pilots may be instructed to extend the downwind leg.

Training Circuits

At 500' within the designated circuit area.

For these flights THR 24 has been displaced 800m beyond the normal THR 24 indicated by white marking and red/white markers on the right side of RWY.

ACFT are to stay inside the designated circuit area.

Follow the training circuit as depicted.

The downwind leg is marked by the orange coloured VHF COM station.

Touchdown at THR 06 and touchdown at displaced THR 24 (red/white markers).

NOTE: For traffic reasons pilots may be instructed to hold in area "ALPHA" or "BRAVO".

Arrival

- Contact ROTTERDAM TOWER 2 MIN before reaching the CTR boundary for permission to enter the CTR.
- MIKE ARR: Enter CTR via MIKE at 1000', follow VFR route via OSCAR (or ABM OSCAR) to PAPA and keep 500m RH side of railway.
- ROMEO ARR: Enter CTR via ROMEO at 1500', follow VFR route via OSCAR (or ABM OSCAR) to PAPA and keep 500m RH side of motorway.
- HOTEL ARR (at ATC discretion only): Enter CTR via WHISKEY at 1500', follow VFR route via SIERRA to TANGO.

  NOTE: HOTEL ARR coincides with R271° of "RTM" VOR/DME.
- Pilots may be instructed to hold over ROMEO, FOXTROT, ABM MIKE, ABM OSCAR, WHISKEY, SIERRA or TANGO.
- When instructed to approach via ABM PAPA the following applies:
  - Join TFC circuit as instructed by ATC.
  - Maintain 1000' (MIKE ARR) or 1500' (ROMEO ARR).
  - After passing ABM PAPA cross the RWY in the midfield and join the downwind leg as instructed by ATC.
- In case of an overshoot enter the relevant TFC circuit and inform ATC.

Departure

- Contact ROTTERDAM DELIVERY and obtain start-up clearance before starting engines.
- MIKE DEP: After TKOF follow the VFR route via OSCAR (or ABM OSCAR) to MIKE while climbing to 1000' and keep 500m RH side of railway.
- ROMEO DEP: After TKOF follow the VFR route via OSCAR (or ABM OSCAR) and FOXTROT to ROMEO while climbing to 1500' and keep 500m RH side of motorway.
- HOTEL DEP (at ATC discretion only): After TKOF follow the VFR route via TANGO and SIERRA to WHISKEY in direction HOTEL while climbing to 1000'.

  NOTE: The HOTEL ARR/DEP route coincides with R271° of "RTM" VOR/DME.
- For other directions: DEP instructions will be given.

Communication Failure Procedures

Select transponder code 7600.

If possible call Amsterdam ACC Supervisor on TEL Nr (020) 406 3999.

NOTE: Use TEL connection to mitigate COM failure only. All TEL calls will be automatically recorded.

If TEL connection is disconnected prematurely (before read-back), revert to COM failure procedures below.

VFR Inbound

- Via ROMEO and MIKE ARR:
  - In case of COM failure before joining the circuit leave CTR according to the ROMEO or MIKE DEP and proceed to an appropriate AD.
  - In case of COM failure over or after a position from where to join the circuit (this is past REP PAPA) execute a circuit for the last received and acknowledged RWY as short as practicable. Make a full stop LDG and vacate as soon as possible. In case of go-around execute a similar circuit. Pay attention to the other AD TFC.
- Via HOTEL ARR:
  - In case of COM failure before joining the circuit leave CTR according to the HOTEL DEP and proceed to an appropriate AD.
  - In case of COM failure over or after a position from where to join the circuit (this is past REP TANGO), act as stated under ROMEO/MIKE ARR.
- Via a Different Route:
  - In case of COM failure before joining the circuit act in accordance with VFR Crossing CTR.
  - In case of COM failure over or after a position from where to join the circuit act as stated under ROMEO/MIKE ARR.

VFR Outbound

Adhere to DEP instructions. If they contain a clearance limit in CTR, act in accordance to the procedures 'VFR Crossing CTR'.

VFR Crossing CTR

Leave CTR via the shortest route, maintain ALT until outside CTR, do not cross RCL or IFR areas and proceed to an appropriate AD.

Chart changes since cycle 05-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

HANNOVER, (HANNOVER - EDDV)

ROTTERDAM, (ROTTERDAM - EHRD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDDV

Chart Change Notices for Airport EHRD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20230331

(13-1) VOR Rwy 06 - minima changed as follows: DA/MDA(H) 500' (514'), with ALS CAT C,D R1900m, without ALS CAT C,D R2400m. Based on NOTAM A0441/23.

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

In general, the callsign of A/G communication station at uncontrolled aerodromes is RADIO, service AFIS is withdrawn. On approaches, radio telephony communication shall be established not later than 5 MIN prior to reaching the AD.

Type: Gen Tmnl (VFR)
Effectivity: Permanent

Begin Date: Immediately
End Date: No end date

EFF 25 MAR 21 BDRY between FIS sectors with COM LANGEN INFORMATION 126.950 and LANGEN INFORMATION 128.950 moved APRX 26 NM W. BDRY between FIS sectors with COM LANGEN INFORMATION 119.825 and LANGEN INFORMATION 125.800 and LANGEN INFORMATION 132.650 moved APRX 26 NM W.

Chart Change Notices for Country NLD

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 MAY 21 FIS EELDE TOWER 118.705 chgd to EELDE APPROACH 120.305.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 MAY 21 FIS BEEK TOWER 119.480 chgd to BEEK APPROACH 123.980.

Communication Information For EBBU ACC

No communication information available

Communication Information For EBBU ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BRUSSELS CONTROL:	128.805 MHz		
BRUSSELS CONTROL:	387.05 MHz		

Communication Information For EBBU FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR BRUSSELS ACC IS 420501

Callsign:	Frequency	Radar	ServiceIndicators
Type: Approach:			
LUXEMBOURG:	119.95 MHz	(R)	Secondary
LUXEMBOURG:	120.165 MHz	(R)	Secondary
LUXEMBOURG:	120.885 MHz	(R)	VDF
Type: Information:			
BELGA:	374.4 MHz		FIS
Type: Radar:			
BELGA:	129.32 MHz	(R)	
BELGA:	130.580 MHz	(R)	
BELGA:	258.6 MHz	(R)	
BELGA:	282.07 MHz	(R)	
BELGA:	284.85 MHz	(R)	
BELGA:	306.6 MHz	(R)	
BELGA:	342.82 MHz	(R)	
BELGA:	343.17 MHz	(R)	
BELGA:	344.8 MHz	(R)	
BELGA:	362.62 MHz	(R)	
BELGA:	374.4 MHz	(R)	
BELGA:	378.42 MHz	(R)	
Type: VOLMET:			
BRUSSELS MET BROADCAST:	127.805 MHz		

Communication Information For EBUR ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BRUSSELS CONTROL:	128.805 MHz		
BRUSSELS CONTROL:	387.05 MHz		

Communication Information For EBUR UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	132.205 MHz		

MAASTRICHT RADAR:	336.35 MHz	

Communication Information For EBUR UIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE ABOVE FL245 WITH LOGON ADDRESS OF EDYY IN BRUSSELS UIR. LOGON IS MANDATORY FOR ALL FLIGHT CREWS OF CPDLC-EQUIPPED AND EUROCONTROL NM LOG ON LISTED ATN AIRCRAFT. AIRCRAFT WHICH DO NOT QUALIFY FOR NM DPMF LOG ON LISTING, SHOULD REFRAIN FROM LOG ON ATTEMPTS TO AVOID DETERIORATION OF THE VDL MODE 2 PERFORMANCE.
INMARSAT Service: INMARSAT SECURITY NUMBER FOR BRUSSELS ACC IS 420501

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BRUSSELS CONTROL:	125.0 MHz	(R)	
BRUSSELS CONTROL:	125.780 MHz	(R)	
BRUSSELS CONTROL:	126.980 MHz	(R)	
BRUSSELS CONTROL:	127.230 MHz	(R)	
BRUSSELS CONTROL:	128.2 MHz	(R)	
BRUSSELS CONTROL:	128.45 MHz	(R)	
BRUSSELS CONTROL:	128.805 MHz	(R)	
BRUSSELS CONTROL:	129.57 MHz	(R)	
BRUSSELS CONTROL:	131.1 MHz	(R)	
BRUSSELS CONTROL:	387.05 MHz	(R)	
Type: Information:			
BRUSSELS:	126.9 MHz		FIS
BELGA:	129.32 MHz		FIS
BRUSSELS:	259.27 MHz		FIS
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	132.205 MHz	(R)	
MAASTRICHT RADAR:	132.315 MHz	(R)	
MAASTRICHT RADAR:	132.755 MHz	(R)	
MAASTRICHT RADAR:	133.355 MHz	(R)	
MAASTRICHT RADAR:	135.960 MHz	(R)	
MAASTRICHT RADAR:	135.980 MHz	(R)	
MAASTRICHT RADAR:	292.77 MHz	(R)	
MAASTRICHT RADAR:	336.35 MHz	(R)	
MAASTRICHT RADAR:	338.87 MHz	(R)	
MAASTRICHT RADAR:	359.45 MHz	(R)	
Type: VOLMET:			
BRUSSELS MET BROADCAST:	127.805 MHz		

Communication Information For EDGG ACC

No communication information available

Communication Information For EDGG ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LANGEN RADAR:	129.3 MHz		
LANGEN RADAR:	387.82 MHz		
Type: Radar:			
LANGEN RADAR:	129.3 MHz		

Communication Information For EDGG FIR

Callsign:	Frequency	Radar	ServiceIndicators

Type: ACC:			
LANGEN RADAR:	118.75 MHz	(R)	
LANGEN RADAR:	119.030 MHz	(R)	Secondary
LANGEN RADAR:	119.110 MHz	(R)	
LANGEN RADAR:	119.2 MHz	(R)	
LANGEN RADAR:	120.155 MHz	(R)	
LANGEN RADAR:	120.805 MHz	(R)	
LANGEN RADAR:	121.05 MHz	(R)	
LANGEN RADAR:	121.355 MHz	(R)	
LANGEN RADAR:	123.280 MHz	(R)	
LANGEN RADAR:	124.430 MHz	(R)	
LANGEN RADAR:	124.730 MHz	(R)	
LANGEN RADAR:	124.9 MHz	(R)	
LANGEN RADAR:	125.05 MHz	(R)	
LANGEN RADAR:	125.2 MHz	(R)	
LANGEN RADAR:	125.22 MHz	(R)	
LANGEN RADAR:	125.355 MHz	(R)	
LANGEN RADAR:	125.405 MHz	(R)	
LANGEN RADAR:	125.6 MHz	(R)	
LANGEN RADAR:	125.680 MHz	(R)	
LANGEN RADAR:	126.555 MHz	(R)	Secondary
LANGEN RADAR:	127.05 MHz	(R)	
LANGEN RADAR:	127.365 MHz	(R)	
LANGEN RADAR:	127.5 MHz	(R)	
LANGEN RADAR:	127.62 MHz	(R)	
LANGEN RADAR:	127.72 MHz	(R)	
LANGEN RADAR:	128.555 MHz	(R)	
LANGEN RADAR:	129.17 MHz	(R)	
LANGEN RADAR:	129.3 MHz	(R)	
LANGEN RADAR:	129.355 MHz	(R)	
LANGEN RADAR:	129.67 MHz	(R)	
LANGEN RADAR:	131.3 MHz	(R)	
LANGEN RADAR:	132.155 MHz	(R)	
LANGEN RADAR:	133.435 MHz	(R)	
LANGEN RADAR:	133.460 MHz	(R)	
LANGEN RADAR:	134.8 MHz	(R)	
LANGEN RADAR:	135.35 MHz	(R)	
LANGEN RADAR:	135.65 MHz	(R)	
LANGEN RADAR:	135.72 MHz	(R)	
LANGEN RADAR:	136.130 MHz	(R)	
Type: Information:			
LANGEN:	119.15 MHz		FIS
Type: VOLMET:			
BREMEN:	127.410 MHz		
FRANKFURT 1:	127.605 MHz		
FRANKFURT 2:	135.780 MHz		

Communication Information For EDGG UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LANGEN RADAR:	127.72 MHz		
LANGEN RADAR:	296.95 MHz		
Type: Radar:			
LANGEN RADAR:	127.72 MHz		
LANGEN RADAR:	296.95 MHz		

Communication Information For EDMM ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators

Type: ACC:
MUNICH RADAR: 118.235 MHz
MUNICH RADAR: 374.87 MHz

Communication Information For EDMM ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MUNICH RADAR:	118.235 MHz		
MUNICH RADAR:	374.87 MHz		

Communication Information For EDMM ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MUNICH RADAR:	126.065 MHz		
MUNICH RADAR:	264.65 MHz		
Type: Approach:			
MUNICH RADAR:	126.065 MHz		

Communication Information For EDMM FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR MUNICH ATC IS 421105

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MUNICH RADAR:	118.235 MHz	(R)	
MUNICH RADAR:	124.960 MHz	(R)	
MUNICH RADAR:	125.140 MHz	(R)	
MUNICH RADAR:	125.87 MHz	(R)	
MUNICH RADAR:	126.17 MHz	(R)	
MUNICH RADAR:	128.630 MHz	(R)	
MUNICH RADAR:	129.1 MHz	(R)	
MUNICH RADAR:	129.45 MHz	(R)	
MUNICH RADAR:	129.52 MHz	(R)	
MUNICH RADAR:	129.555 MHz	(R)	
MUNICH RADAR:	131.055 MHz	(R)	
MUNICH RADAR:	132.455 MHz	(R)	
MUNICH RADAR:	132.555 MHz	(R)	
MUNICH RADAR:	133.230 MHz	(R)	
MUNICH RADAR:	133.55 MHz	(R)	
MUNICH RADAR:	133.615 MHz	(R)	
MUNICH RADAR:	133.680 MHz	(R)	
MUNICH RADAR:	134.15 MHz	(R)	
MUNICH RADAR:	136.230 MHz	(R)	
MUNICH RADAR:	136.52 MHz	(R)	
MUNICH RADAR:	253.5 MHz	(R)	
MUNICH RADAR:	255.95 MHz	(R)	
MUNICH RADAR:	264.65 MHz	(R)	
MUNICH RADAR:	265.72 MHz	(R)	
MUNICH RADAR:	291.65 MHz	(R)	
MUNICH RADAR:	296.77 MHz	(R)	
MUNICH RADAR:	306.6 MHz	(R)	
MUNICH RADAR:	307.3 MHz	(R)	
MUNICH RADAR:	374.87 MHz	(R)	

Type: Information:

LANGEN:	125.8 MHz	FIS
Type: VOLMET:		
BERLIN:	128.405 MHz	
FRANKFURT 2:	135.780 MHz	

Communication Information For EDUU UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
RHEIN RADAR:	133.035 MHz		
RHEIN RADAR:	258.92 MHz		

Communication Information For EDUU UIR

CPDLC Service: CPDLC SERVICES FOR ATN VDL MODE 2 EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF EDUU IN RHEIN UIR. WITHIN THE AREA OF RESPONSIBILITY OF RHEIN UIR IT IS MANDATORY FOR FLIGHT CREWS OF CPDLC-EQUIPPED AIRCRAFT TO LOG ON TO EDUU.
INMARSAT Service: INMARSAT SECURITY NUMBER FOR KARLSRUHE UAC IS 421106

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
RHEIN RADAR:	118.215 MHz	(R)	
RHEIN RADAR:	120.930 MHz	(R)	
RHEIN RADAR:	121.440 MHz	(R)	
RHEIN RADAR:	122.635 MHz	(R)	
RHEIN RADAR:	123.390 MHz	(R)	
RHEIN RADAR:	124.035 MHz	(R)	
RHEIN RADAR:	124.960 MHz	(R)	
RHEIN RADAR:	126.265 MHz	(R)	
RHEIN RADAR:	126.785 MHz	(R)	
RHEIN RADAR:	127.290 MHz	(R)	
RHEIN RADAR:	127.310 MHz	(R)	
RHEIN RADAR:	128.235 MHz	(R)	
RHEIN RADAR:	128.830 MHz	(R)	
RHEIN RADAR:	130.115 MHz	(R)	
RHEIN RADAR:	131.365 MHz	(R)	
RHEIN RADAR:	131.385 MHz	(R)	
RHEIN RADAR:	132.080 MHz	(R)	
RHEIN RADAR:	132.140 MHz	(R)	
RHEIN RADAR:	132.330 MHz	(R)	
RHEIN RADAR:	132.405 MHz	(R)	
RHEIN RADAR:	132.730 MHz	(R)	
RHEIN RADAR:	133.035 MHz	(R)	
RHEIN RADAR:	133.280 MHz	(R)	
RHEIN RADAR:	133.285 MHz	(R)	
RHEIN RADAR:	133.340 MHz	(R)	
RHEIN RADAR:	133.360 MHz	(R)	
RHEIN RADAR:	133.640 MHz	(R)	
RHEIN RADAR:	133.655 MHz	(R)	
RHEIN RADAR:	133.755 MHz	(R)	
RHEIN RADAR:	133.760 MHz	(R)	
RHEIN RADAR:	133.815 MHz	(R)	
RHEIN RADAR:	133.835 MHz	(R)	
RHEIN RADAR:	133.840 MHz	(R)	
RHEIN RADAR:	133.860 MHz	(R)	
RHEIN RADAR:	134.065 MHz	(R)	
RHEIN RADAR:	134.085 MHz	(R)	
RHEIN RADAR:	134.690 MHz	(R)	
RHEIN RADAR:	135.030 MHz	(R)	
RHEIN RADAR:	135.310 MHz	(R)	
RHEIN RADAR:	135.955 MHz	(R)	
RHEIN RADAR:	136.315 MHz	(R)	
RHEIN RADAR:	136.335 MHz	(R)	
RHEIN RADAR:	136.405 MHz	(R)	
RHEIN RADAR:	136.480 MHz	(R)	
RHEIN RADAR:	252.97 MHz	(R)	

RHEIN RADAR:	254.97 MHz	(R)
RHEIN RADAR:	258.92 MHz	(R)
RHEIN RADAR:	280.35 MHz	(R)
RHEIN RADAR:	280.77 MHz	(R)
RHEIN RADAR:	281.37 MHz	(R)
RHEIN RADAR:	282.7 MHz	(R)
RHEIN RADAR:	285.07 MHz	(R)
RHEIN RADAR:	292.12 MHz	(R)
RHEIN RADAR:	300.05 MHz	(R)
RHEIN RADAR:	307.25 MHz	(R)
RHEIN RADAR:	308.87 MHz	(R)
RHEIN RADAR:	338.45 MHz	(R)
RHEIN RADAR:	338.47 MHz	(R)
RHEIN RADAR:	342.12 MHz	(R)
RHEIN RADAR:	344.27 MHz	(R)
RHEIN RADAR:	355.62 MHz	(R)
RHEIN RADAR:	357.02 MHz	(R)
RHEIN RADAR:	359.7 MHz	(R)
RHEIN RADAR:	360.37 MHz	(R)
RHEIN RADAR:	375.25 MHz	(R)
RHEIN RADAR:	376.35 MHz	(R)
RHEIN RADAR:	379.1 MHz	(R)
RHEIN RADAR:	387.32 MHz	(R)
RHEIN RADAR:	397.45 MHz	(R)
RHEIN RADAR:	398.7 MHz	(R)

Type: VOLMET:	
BREMEN:	127.410 MHz
FRANKFURT 1:	127.605 MHz
BERLIN:	128.405 MHz
FRANKFURT 2:	135.780 MHz

Communication Information For EDVV UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	120.860 MHz		
MAASTRICHT RADAR:	312.35 MHz		

Communication Information For EDVV UIR

CPDLC Service: CPDLC SERVICES FOR ATN VDL MODE 2 EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF EDYY IN HANNOVER UIR. LOGON IS MANDATORY FOR CPDLC EQUIPPED AIRCRAFT FOR SAFETY REASONS.

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	120.860 MHz	(R)	
MAASTRICHT RADAR:	122.765 MHz	(R)	
MAASTRICHT RADAR:	125.980 MHz	(R)	
MAASTRICHT RADAR:	128.810 MHz	(R)	
MAASTRICHT RADAR:	129.610 MHz	(R)	
MAASTRICHT RADAR:	129.735 MHz	(R)	
MAASTRICHT RADAR:	129.840 MHz	(R)	
MAASTRICHT RADAR:	130.110 MHz	(R)	
MAASTRICHT RADAR:	130.510 MHz	(R)	
MAASTRICHT RADAR:	131.080 MHz	(R)	
MAASTRICHT RADAR:	131.380 MHz	(R)	
MAASTRICHT RADAR:	132.085 MHz	(R)	
MAASTRICHT RADAR:	132.780 MHz	(R)	
MAASTRICHT RADAR:	132.855 MHz	(R)	
MAASTRICHT RADAR:	133.215 MHz	(R)	
MAASTRICHT RADAR:	133.955 MHz	(R)	
MAASTRICHT RADAR:	134.710 MHz	(R)	
MAASTRICHT RADAR:	135.510 MHz	(R)	
MAASTRICHT RADAR:	135.830 MHz	(R)	
MAASTRICHT RADAR:	136.465 MHz	(R)	

MAASTRICHT RADAR:	138.57 MHz	(R)	
MAASTRICHT RADAR:	244.75 MHz	(R)	Secondary, MIL
MAASTRICHT RADAR:	255.6 MHz	(R)	
MAASTRICHT RADAR:	292.77 MHz	(R)	
MAASTRICHT RADAR:	312.35 MHz	(R)	
MAASTRICHT RADAR:	314.6 MHz	(R)	MIL
MAASTRICHT RADAR:	315.05 MHz	(R)	
MAASTRICHT RADAR:	338.87 MHz	(R)	
MAASTRICHT RADAR:	339.92 MHz	(R)	
MAASTRICHT RADAR:	342.65 MHz	(R)	
MAASTRICHT RADAR:	399.75 MHz	(R)	
MAASTRICHT RADAR:	399.8 MHz	(R)	Secondary

Type: VOLMET:	
BREMEN:	127.410 MHz
FRANKFURT 2:	135.780 MHz

Communication Information For EDWW ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BREMEN RADAR:	124.17 MHz		
BREMEN RADAR:	125.3 MHz		
BREMEN RADAR:	259.82 MHz		
Type: Radar:			
BREMEN RADAR:	124.17 MHz		
BREMEN RADAR:	259.82 MHz		

Communication Information For EDWW ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BREMEN RADAR:	124.07 MHz		
BREMEN RADAR:	398.0 MHz		
Type: Radar:			
BREMEN RADAR:	124.07 MHz		
BREMEN RADAR:	398.0 MHz		

Communication Information For EDWW FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR BREMEN ATC/FIS/ALRS IS 421102

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BREMEN RADAR:	118.055 MHz	(R)	
BREMEN RADAR:	119.490 MHz	(R)	
BREMEN RADAR:	119.505 MHz	(R)	
BREMEN RADAR:	119.510 MHz	(R)	
BREMEN RADAR:	119.630 MHz	(R)	
BREMEN RADAR:	120.22 MHz	(R)	
BREMEN RADAR:	120.340 MHz	(R)	
BREMEN RADAR:	120.355 MHz	(R)	
BREMEN RADAR:	120.630 MHz	(R)	
BREMEN RADAR:	123.22 MHz	(R)	
BREMEN RADAR:	124.07 MHz	(R)	
BREMEN RADAR:	124.17 MHz	(R)	
BREMEN RADAR:	124.8 MHz	(R)	

BREMEN RADAR:	125.02 MHz	(R)	
BREMEN RADAR:	125.3 MHz	(R)	
BREMEN RADAR:	125.855 MHz	(R)	
BREMEN RADAR:	126.080 MHz	(R)	
BREMEN RADAR:	126.32 MHz	(R)	
BREMEN RADAR:	126.42 MHz	(R)	
BREMEN RADAR:	126.655 MHz	(R)	
BREMEN RADAR:	127.67 MHz	(R)	
BREMEN RADAR:	128.760 MHz	(R)	
BREMEN RADAR:	133.72 MHz	(R)	Secondary
BREMEN RADAR:	134.255 MHz	(R)	
BREMEN RADAR:	136.05 MHz	(R)	
BREMEN RADAR:	136.45 MHz	(R)	
BREMEN RADAR:	136.67 MHz	(R)	
BREMEN RADAR:	313.5 MHz	(R)	

Type: Information:		
LANGEN:	119.82 MHz	FIS
LANGEN:	125.1 MHz	FIS
LANGEN:	132.65 MHz	FIS

Type: VOLMET:	
BREMEN:	127.410 MHz
BERLIN:	128.405 MHz
FRANKFURT 2:	135.780 MHz

Communication Information For EGPX ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SCOTTISH CONTROL:	118.780 MHz		
SCOTTISH CONTROL:	119.530 MHz		
SCOTTISH CONTROL:	119.87 MHz		
SCOTTISH CONTROL:	121.32 MHz		
SCOTTISH CONTROL:	121.37 MHz		
SCOTTISH CONTROL:	123.77 MHz		
SCOTTISH CONTROL:	124.5 MHz		
SCOTTISH CONTROL:	124.82 MHz		
SCOTTISH CONTROL:	125.680 MHz		
SCOTTISH CONTROL:	125.95 MHz		
SCOTTISH CONTROL:	126.3 MHz		
SCOTTISH CONTROL:	126.930 MHz		
SCOTTISH CONTROL:	127.27 MHz		
SCOTTISH CONTROL:	128.055 MHz		
SCOTTISH CONTROL:	128.67 MHz		
SCOTTISH CONTROL:	129.1 MHz		
SCOTTISH CONTROL:	129.22 MHz		
SCOTTISH CONTROL:	130.97 MHz		
SCOTTISH CONTROL:	132.490 MHz		
SCOTTISH CONTROL:	132.730 MHz		
SCOTTISH CONTROL:	133.05 MHz		
SCOTTISH CONTROL:	133.2 MHz		
SCOTTISH CONTROL:	133.680 MHz		
SCOTTISH CONTROL:	133.8 MHz		
SCOTTISH CONTROL:	133.87 MHz		

Communication Information For EGTT ACC

No communication information available

Communication Information For EGTT ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators

Type: ACC:	
LONDON CONTROL:	118.480 MHz
LONDON CONTROL:	118.82 MHz
LONDON CONTROL:	119.780 MHz
LONDON CONTROL:	120.180 MHz
LONDON CONTROL:	120.47 MHz
LONDON CONTROL:	120.530 MHz
LONDON CONTROL:	121.030 MHz
LONDON CONTROL:	121.230 MHz
LONDON CONTROL:	121.280 MHz
LONDON CONTROL:	123.905 MHz
LONDON CONTROL:	124.930 MHz
LONDON CONTROL:	126.080 MHz
LONDON CONTROL:	126.780 MHz
LONDON CONTROL:	126.87 MHz
LONDON CONTROL:	127.105 MHz
LONDON CONTROL:	127.430 MHz
LONDON CONTROL:	127.7 MHz
LONDON CONTROL:	127.830 MHz
LONDON CONTROL:	127.880 MHz
LONDON CONTROL:	127.955 MHz
LONDON CONTROL:	128.130 MHz
LONDON CONTROL:	128.160 MHz
LONDON CONTROL:	128.430 MHz
LONDON CONTROL:	128.480 MHz
LONDON CONTROL:	128.815 MHz
LONDON CONTROL:	129.02 MHz
LONDON CONTROL:	129.05 MHz
LONDON CONTROL:	129.080 MHz
LONDON CONTROL:	129.205 MHz

Communication Information For EGTT ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LONDON CONTROL:	118.480 MHz		
LONDON CONTROL:	118.82 MHz		
LONDON CONTROL:	119.780 MHz		
LONDON CONTROL:	120.180 MHz		
LONDON CONTROL:	120.47 MHz		
LONDON CONTROL:	120.530 MHz		
LONDON CONTROL:	121.030 MHz		
LONDON CONTROL:	121.230 MHz		
LONDON CONTROL:	121.280 MHz		
LONDON CONTROL:	123.905 MHz		
LONDON CONTROL:	124.930 MHz		
LONDON CONTROL:	126.080 MHz		
LONDON CONTROL:	126.780 MHz		
LONDON CONTROL:	126.87 MHz		
LONDON CONTROL:	127.105 MHz		
LONDON CONTROL:	127.430 MHz		
LONDON CONTROL:	127.7 MHz		
LONDON CONTROL:	127.830 MHz		
LONDON CONTROL:	127.880 MHz		
LONDON CONTROL:	127.955 MHz		
LONDON CONTROL:	128.130 MHz		
LONDON CONTROL:	128.160 MHz		
LONDON CONTROL:	128.430 MHz		
LONDON CONTROL:	128.480 MHz		
LONDON CONTROL:	128.815 MHz		
LONDON CONTROL:	129.02 MHz		
LONDON CONTROL:	129.05 MHz		
LONDON CONTROL:	129.080 MHz		
LONDON CONTROL:	129.205 MHz		

Communication Information For EGTT ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LONDON CONTROL:	118.480 MHz		
LONDON CONTROL:	118.82 MHz		
LONDON CONTROL:	119.780 MHz		
LONDON CONTROL:	120.180 MHz		
LONDON CONTROL:	120.47 MHz		
LONDON CONTROL:	120.530 MHz		
LONDON CONTROL:	121.030 MHz		
LONDON CONTROL:	121.230 MHz		
LONDON CONTROL:	121.280 MHz		
LONDON CONTROL:	123.905 MHz		
LONDON CONTROL:	124.930 MHz		
LONDON CONTROL:	126.080 MHz		
LONDON CONTROL:	126.780 MHz		
LONDON CONTROL:	126.87 MHz		
LONDON CONTROL:	127.105 MHz		
LONDON CONTROL:	127.430 MHz		
LONDON CONTROL:	127.7 MHz		
LONDON CONTROL:	127.830 MHz		
LONDON CONTROL:	127.880 MHz		
LONDON CONTROL:	127.955 MHz		
LONDON CONTROL:	128.130 MHz		
LONDON CONTROL:	128.160 MHz		
LONDON CONTROL:	128.430 MHz		
LONDON CONTROL:	128.480 MHz		
LONDON CONTROL:	128.815 MHz		
LONDON CONTROL:	129.02 MHz		
LONDON CONTROL:	129.05 MHz		
LONDON CONTROL:	129.080 MHz		
LONDON CONTROL:	129.205 MHz		

Communication Information For EGTT AOR

No communication information available

Communication Information For EGTT FIR/UIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF EGTT ABOVE FL285 IN LONDON UIR AND WILL BE PROVIDED AT FL195 AND ABOVE WHERE POSSIBLE. LOGON SHOULD BE ESTABLISHED LESS THAN 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
INMARSAT Service: INMARSAT SECURITY NUMBER FOR RAF(U) SWANWICK D&D IS 423202

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LONDON CONTROL:	118.480 MHz	(R)	
SCOTTISH CONTROL:	118.780 MHz	(R)	
LONDON CONTROL:	118.82 MHz	(R)	
SCOTTISH CONTROL:	119.530 MHz	(R)	
LONDON CONTROL:	119.780 MHz	(R)	
LONDON CONTROL:	120.180 MHz	(R)	
LONDON CONTROL:	120.47 MHz	(R)	
LONDON CONTROL:	120.530 MHz	(R)	
LONDON CONTROL:	121.030 MHz	(R)	
LONDON CONTROL:	121.230 MHz	(R)	
LONDON CONTROL:	121.280 MHz	(R)	
LONDON CONTROL:	123.905 MHz	(R)	
LONDON CONTROL:	124.930 MHz	(R)	
LONDON CONTROL:	126.080 MHz	(R)	
LONDON CONTROL:	126.780 MHz	(R)	
LONDON CONTROL:	126.87 MHz	(R)	
LONDON CONTROL:	127.105 MHz	(R)	
LONDON CONTROL:	127.430 MHz	(R)	
LONDON CONTROL:	127.7 MHz	(R)	
LONDON CONTROL:	127.830 MHz	(R)	
LONDON CONTROL:	127.880 MHz	(R)	
LONDON CONTROL:	127.955 MHz	(R)	
SCOTTISH CONTROL:	128.055 MHz	(R)	
LONDON CONTROL:	128.130 MHz	(R)	
LONDON CONTROL:	128.160 MHz	(R)	

LONDON CONTROL:	128.430 MHz	(R)	
LONDON CONTROL:	128.480 MHz	(R)	
LONDON CONTROL:	128.815 MHz	(R)	
LONDON CONTROL:	129.02 MHz	(R)	
LONDON CONTROL:	129.05 MHz	(R)	
LONDON CONTROL:	129.080 MHz	(R)	
LONDON CONTROL:	129.205 MHz	(R)	
LONDON CONTROL:	129.280 MHz	(R)	
LONDON CONTROL:	129.380 MHz	(R)	
LONDON CONTROL:	129.430 MHz	(R)	
LONDON CONTROL:	129.605 MHz	(R)	
LONDON CONTROL:	130.92 MHz	(R)	
LONDON CONTROL:	132.165 MHz	(R)	
LONDON CONTROL:	132.605 MHz	(R)	
LONDON CONTROL:	132.840 MHz	(R)	
LONDON CONTROL:	132.860 MHz	(R)	
LONDON CONTROL:	132.95 MHz	(R)	
SCOTTISH CONTROL:	133.05 MHz	(R)	
LONDON CONTROL:	133.080 MHz	(R)	
LONDON CONTROL:	133.180 MHz	(R)	
LONDON CONTROL:	133.52 MHz	(R)	
LONDON CONTROL:	133.6 MHz	(R)	
LONDON CONTROL:	133.705 MHz	(R)	
SCOTTISH CONTROL:	133.8 MHz	(R)	
LONDON CONTROL:	133.940 MHz	(R)	
LONDON CONTROL:	133.97 MHz	(R)	
LONDON CONTROL:	134.12 MHz	(R)	
LONDON CONTROL:	134.25 MHz	(R)	
LONDON CONTROL:	134.390 MHz	(R)	
SCOTTISH CONTROL:	134.430 MHz	(R)	
LONDON CONTROL:	134.440 MHz	(R)	
LONDON CONTROL:	134.460 MHz	(R)	
LONDON CONTROL:	134.755 MHz	(R)	
LONDON CONTROL:	134.905 MHz	(R)	
LONDON CONTROL:	135.055 MHz	(R)	
LONDON CONTROL:	135.25 MHz	(R)	
LONDON CONTROL:	135.255 MHz	(R)	
LONDON CONTROL:	135.32 MHz	(R)	
LONDON CONTROL:	135.42 MHz	(R)	
LONDON CONTROL:	135.580 MHz	(R)	
SCOTTISH CONTROL:	135.715 MHz	(R)	
LONDON CONTROL:	135.805 MHz	(R)	
LONDON CONTROL:	136.2 MHz	(R)	
LONDON CONTROL:	136.27 MHz	(R)	
LONDON CONTROL:	136.55 MHz	(R)	
LONDON CONTROL:	136.6 MHz	(R)	

Type: Information:

LONDON:	124.6 MHz		FIS
LONDON:	124.75 MHz		FIS
LONDON:	125.47 MHz		FIS

Type: Radar:

ANGLIA:	125.27 MHz	(R)	
SWANWICK MIL:	127.45 MHz	(R)	MIL
SWANWICK MIL:	128.7 MHz	(R)	MIL
ANGLIA:	128.92 MHz	(R)	
WESTERN RADAR:	131.05 MHz	(R)	Secondary
WESTERN RADAR:	132.3 MHz	(R)	
SWANWICK MIL:	133.32 MHz	(R)	MIL
SWANWICK MIL:	133.9 MHz	(R)	MIL
SWANWICK MIL:	134.3 MHz	(R)	MIL
SWANWICK MIL:	135.07 MHz	(R)	MIL
SWANWICK MIL:	135.15 MHz	(R)	MIL
SWANWICK MIL:	136.37 MHz	(R)	MIL

Type: VOLMET:

LONDON:	126.6 MHz
LONDON:	128.6 MHz
LONDON:	135.37 MHz

Communication Information For EHAA ACC

No communication information available

Communication Information For EHAA ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
AMSTERDAM RADAR:	134.37 MHz		
AMSTERDAM RADAR:	276.72 MHz		

Communication Information For EHAA FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE ABOVE FL245 WITH LOGON ADDRESS OF EDYY IN AMSTERDAM FIR. LOGON IS MANDATORY FOR CREWS OF CPDLC-EQUIPPED, EUROCONTROL NM LOGON-LISTED ATN AIRCRAFT

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
AMSTERDAM RADAR:	118.805 MHz	(R)	
AMSTERDAM RADAR:	120.555 MHz	(R)	
DUTCH MIL:	120.830 MHz	(R)	
AMSTERDAM RADAR:	123.705 MHz	(R)	
AMSTERDAM RADAR:	123.85 MHz	(R)	
AMSTERDAM RADAR:	124.880 MHz	(R)	
AMSTERDAM RADAR:	125.75 MHz	(R)	
DUTCH MIL:	125.930 MHz	(R)	
AMSTERDAM RADAR:	127.780 MHz	(R)	
DUTCH MIL:	128.355 MHz	(R)	
AMSTERDAM RADAR:	128.580 MHz	(R)	
AMSTERDAM RADAR:	130.955 MHz	(R)	
AMSTERDAM RADAR:	134.37 MHz	(R)	
DUTCH MIL:	259.25 MHz	(R)	
AMSTERDAM RADAR:	276.72 MHz	(R)	
DUTCH MIL:	336.32 MHz	(R)	
AMSTERDAM RADAR:	387.6 MHz	(R)	
Type: Information:			
AMSTERDAM:	119.17 MHz		FIS
AMSTERDAM:	119.480 MHz		FIS
AMSTERDAM:	124.3 MHz		FIS
DUTCH MIL:	132.35 MHz		FIS
AMSTERDAM:	136.65 MHz		FIS
AMSTERDAM:	259.47 MHz		FIS
AMSTERDAM:	341.6 MHz		FIS
AMSTERDAM:	369.62 MHz		FIS
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	122.185 MHz	(R)	
MAASTRICHT RADAR:	122.815 MHz	(R)	
MAASTRICHT RADAR:	122.835 MHz	(R)	
MAASTRICHT RADAR:	124.435 MHz	(R)	
MAASTRICHT RADAR:	132.085 MHz	(R)	
MAASTRICHT RADAR:	133.215 MHz	(R)	
MAASTRICHT RADAR:	134.705 MHz	(R)	
MAASTRICHT RADAR:	135.960 MHz	(R)	
MAASTRICHT RADAR:	136.465 MHz	(R)	
Type: VOLMET:			
AMSTERDAM:	126.2 MHz		

Communication Information For EHAA UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators

Type: Upper Area Control Center:

MAASTRICHT RADAR:	134.705 MHz
MAASTRICHT RADAR:	292.77 MHz

Communication Information For LFFF ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Approach:			
LILLE:	126.480 MHz		

Communication Information For LFFF FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR PARIS ACC IS 422704

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
PARIS CONTROL:	118.72 MHz	(R)	
PARIS CONTROL:	120.955 MHz	(R)	
PARIS CONTROL:	122.57 MHz	(R)	
PARIS CONTROL:	124.85 MHz	(R)	
PARIS CONTROL:	125.080 MHz	(R)	
PARIS CONTROL:	125.45 MHz	(R)	
PARIS CONTROL:	127.080 MHz	(R)	
PARIS CONTROL:	128.105 MHz	(R)	
PARIS CONTROL:	128.27 MHz	(R)	
PARIS CONTROL:	128.87 MHz	(R)	
PARIS CONTROL:	129.15 MHz	(R)	Secondary
PARIS CONTROL:	131.180 MHz	(R)	
PARIS CONTROL:	132.1 MHz	(R)	
PARIS CONTROL:	135.405 MHz	(R)	
PARIS CONTROL:	135.55 MHz	(R)	
PARIS CONTROL:	136.75 MHz	(R)	
PARIS CONTROL:	279.02 MHz	(R)	
PARIS CONTROL:	375.87 MHz	(R)	
Type: Information:			
PARIS:	125.7 MHz		FIS
PARIS:	126.1 MHz		FIS
PARIS:	129.62 MHz		FIS

Communication Information For LFFF UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
MAASTRICHT RADAR:	120.860 MHz		
MAASTRICHT RADAR:	122.185 MHz		
MAASTRICHT RADAR:	122.765 MHz		
MAASTRICHT RADAR:	122.815 MHz		
MAASTRICHT RADAR:	122.835 MHz		
MAASTRICHT RADAR:	124.435 MHz		
MAASTRICHT RADAR:	125.980 MHz		
MAASTRICHT RADAR:	126.765 MHz		
MAASTRICHT RADAR:	128.810 MHz		
MAASTRICHT RADAR:	129.610 MHz		
MAASTRICHT RADAR:	129.735 MHz		
MAASTRICHT RADAR:	129.840 MHz		
MAASTRICHT RADAR:	130.110 MHz		
MAASTRICHT RADAR:	130.510 MHz		
MAASTRICHT RADAR:	131.080 MHz		
MAASTRICHT RADAR:	132.205 MHz		

MAASTRICHT RADAR:	132.315 MHz
MAASTRICHT RADAR:	132.755 MHz
MAASTRICHT RADAR:	132.780 MHz
MAASTRICHT RADAR:	132.855 MHz
MAASTRICHT RADAR:	244.75 MHz
MAASTRICHT RADAR:	255.6 MHz
MAASTRICHT RADAR:	292.77 MHz
MAASTRICHT RADAR:	312.35 MHz
MAASTRICHT RADAR:	314.6 MHz
MAASTRICHT RADAR:	315.05 MHz
MAASTRICHT RADAR:	336.35 MHz
MAASTRICHT RADAR:	338.87 MHz
MAASTRICHT RADAR:	342.65 MHz
MAASTRICHT RADAR:	359.45 MHz
MAASTRICHT RADAR:	398.02 MHz
MAASTRICHT RADAR:	399.75 MHz
MAASTRICHT RADAR:	399.8 MHz

Communication Information For LFFF UIR

CPDLC Service: CPDLC SERVICES TO ATN PROTECTED MODE (VDL MODE 2) EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF LFFF FOR PARIS ACC, LFEE FOR REIMS ACC, LFRR FOR BREST ACC, LFMM FOR MARSEILLE ACC AND LFBB FOR BORDEAUX ACC WITHIN FRANCE UIR. THE LOGON MUST BE INITIATED BY THE PILOT, WITH SUFFICIENT ADVANCE NOTICE (APPROXIMATELY 15 MINUTES). THE USE OF CPDLC IS PREFERRED WHEN OPERATIONAL CONDITIONS ALLOW. CPDLC CAN ONLY BE USED FOR NON-URGENT REQUESTS.

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
BREST CONTROL:	118.030 MHz	(R)	
PARIS CONTROL:	118.230 MHz	(R)	
MARSEILLE CONTROL:	118.415 MHz	(R)	
BORDEAUX CONTROL:	118.430 MHz	(R)	
PARIS CONTROL:	118.72 MHz	(R)	
BREST CONTROL:	118.865 MHz	(R)	
MARSEILLE CONTROL:	118.880 MHz	(R)	
BREST CONTROL:	118.885 MHz	(R)	
BREST CONTROL:	119.82 MHz	(R)	
MARSEILLE CONTROL:	119.865 MHz	(R)	
BORDEAUX CONTROL:	120.785 MHz	(R)	
BORDEAUX CONTROL:	120.935 MHz	(R)	
PARIS CONTROL:	120.955 MHz	(R)	
REIMS CONTROL:	121.07 MHz	(R)	
BORDEAUX CONTROL:	121.340 MHz	(R)	
BORDEAUX CONTROL:	122.415 MHz	(R)	
PARIS CONTROL:	122.57 MHz	(R)	
PARIS CONTROL:	122.615 MHz	(R)	
BORDEAUX CONTROL:	122.630 MHz	(R)	
MARSEILLE CONTROL:	122.715 MHz	(R)	
MARSEILLE CONTROL:	123.530 MHz	(R)	
BORDEAUX CONTROL:	123.630 MHz	(R)	
MARSEILLE CONTROL:	123.97 MHz	(R)	
MARSEILLE CONTROL:	124.015 MHz	(R)	
BREST CONTROL:	124.065 MHz	(R)	
BORDEAUX CONTROL:	124.080 MHz	(R)	
MARSEILLE CONTROL:	124.305 MHz	(R)	
MARSEILLE CONTROL:	124.55 MHz	(R)	Secondary
MARSEILLE CONTROL:	124.615 MHz	(R)	
PARIS CONTROL:	124.630 MHz	(R)	
BORDEAUX CONTROL:	124.635 MHz	(R)	
MARSEILLE CONTROL:	124.65 MHz	(R)	Secondary
BREST CONTROL:	124.67 MHz	(R)	
BREST CONTROL:	124.77 MHz	(R)	Secondary
BORDEAUX CONTROL:	124.830 MHz	(R)	
PARIS CONTROL:	124.85 MHz	(R)	
BREST CONTROL:	124.940 MHz	(R)	
REIMS CONTROL:	124.955 MHz	(R)	
PARIS CONTROL:	125.080 MHz	(R)	
MARSEILLE CONTROL:	125.465 MHz	(R)	
REIMS CONTROL:	125.935 MHz	(R)	
BREST CONTROL:	125.965 MHz	(R)	
BORDEAUX CONTROL:	126.130 MHz	(R)	
MARSEILLE CONTROL:	126.255 MHz	(R)	
BREST CONTROL:	126.265 MHz	(R)	

REIMS CONTROL:	126.285 MHz	(R)	
MARSEILLE CONTROL:	126.465 MHz	(R)	
MARSEILLE CONTROL:	126.780 MHz	(R)	
MARSEILLE CONTROL:	127.180 MHz	(R)	
PARIS CONTROL:	127.305 MHz	(R)	
BREST CONTROL:	127.385 MHz	(R)	
BORDEAUX CONTROL:	127.435 MHz	(R)	
MARSEILLE CONTROL:	127.540 MHz	(R)	
REIMS CONTROL:	127.555 MHz	(R)	
BREST CONTROL:	127.560 MHz	(R)	
REIMS CONTROL:	127.785 MHz	(R)	
MARSEILLE CONTROL:	127.840 MHz	(R)	
REIMS CONTROL:	127.855 MHz	(R)	
BREST CONTROL:	127.860 MHz	(R)	
PARIS CONTROL:	128.105 MHz	(R)	
PARIS CONTROL:	128.140 MHz	(R)	
PARIS CONTROL:	128.27 MHz	(R)	
REIMS CONTROL:	128.305 MHz	(R)	
MARSEILLE CONTROL:	128.560 MHz	(R)	Secondary
BORDEAUX CONTROL:	128.765 MHz	(R)	
MARSEILLE CONTROL:	128.780 MHz	(R)	
REIMS CONTROL:	128.835 MHz	(R)	
PARIS CONTROL:	128.87 MHz	(R)	
PARIS CONTROL:	129.005 MHz	(R)	
BREST CONTROL:	129.505 MHz	(R)	
MARSEILLE CONTROL:	130.165 MHz	(R)	
BORDEAUX CONTROL:	130.230 MHz	(R)	
BREST CONTROL:	130.235 MHz	(R)	
MARSEILLE CONTROL:	130.735 MHz	(R)	
PARIS CONTROL:	131.065 MHz	(R)	
REIMS CONTROL:	131.085 MHz	(R)	
PARIS CONTROL:	131.180 MHz	(R)	
PARIS CONTROL:	131.255 MHz	(R)	
BREST CONTROL:	131.280 MHz	(R)	
BREST CONTROL:	132.02 MHz	(R)	
PARIS CONTROL:	132.1 MHz	(R)	
BORDEAUX CONTROL:	132.180 MHz	(R)	
BREST CONTROL:	132.185 MHz	(R)	
BREST CONTROL:	132.190 MHz	(R)	
BREST CONTROL:	132.210 MHz	(R)	
BREST CONTROL:	132.240 MHz	(R)	
MARSEILLE CONTROL:	132.255 MHz	(R)	
PARIS CONTROL:	132.265 MHz	(R)	
REIMS CONTROL:	132.280 MHz	(R)	
MARSEILLE CONTROL:	132.365 MHz	(R)	
PARIS CONTROL:	132.380 MHz	(R)	
MARSEILLE CONTROL:	132.385 MHz	(R)	
REIMS CONTROL:	132.390 MHz	(R)	
REIMS CONTROL:	132.410 MHz	(R)	Secondary
BORDEAUX CONTROL:	132.430 MHz	(R)	
MARSEILLE CONTROL:	132.435 MHz	(R)	
MARSEILLE CONTROL:	132.490 MHz	(R)	
REIMS CONTROL:	132.505 MHz	(R)	
BREST CONTROL:	132.510 MHz	(R)	Secondary
REIMS CONTROL:	132.630 MHz	(R)	Secondary
PARIS CONTROL:	132.67 MHz	(R)	Secondary
BREST CONTROL:	132.735 MHz	(R)	
PARIS CONTROL:	132.740 MHz	(R)	
MARSEILLE CONTROL:	132.760 MHz	(R)	
REIMS CONTROL:	132.785 MHz	(R)	
BREST CONTROL:	132.830 MHz	(R)	
MARSEILLE CONTROL:	132.865 MHz	(R)	
PARIS CONTROL:	132.885 MHz	(R)	
BORDEAUX CONTROL:	132.910 MHz	(R)	
BORDEAUX CONTROL:	132.990 MHz	(R)	
REIMS CONTROL:	133.005 MHz	(R)	
BORDEAUX CONTROL:	133.010 MHz	(R)	
BREST CONTROL:	133.085 MHz	(R)	
MARSEILLE CONTROL:	133.235 MHz	(R)	
BREST CONTROL:	133.240 MHz	(R)	
REIMS CONTROL:	133.255 MHz	(R)	
MARSEILLE CONTROL:	133.330 MHz	(R)	
REIMS CONTROL:	133.415 MHz	(R)	
MARSEILLE CONTROL:	133.430 MHz	(R)	
BORDEAUX CONTROL:	133.465 MHz	(R)	
BREST CONTROL:	133.480 MHz	(R)	
PARIS CONTROL:	133.505 MHz	(R)	

BREST CONTROL:	133.55 MHz	(R)	Secondary
MARSEILLE CONTROL:	133.585 MHz	(R)	
BREST CONTROL:	133.615 MHz	(R)	
BREST CONTROL:	133.635 MHz	(R)	
BORDEAUX CONTROL:	133.680 MHz	(R)	
MARSEILLE CONTROL:	133.760 MHz	(R)	
REIMS CONTROL:	133.830 MHz	(R)	
PARIS CONTROL:	133.92 MHz	(R)	Secondary
BORDEAUX CONTROL:	133.960 MHz	(R)	
BORDEAUX CONTROL:	134.255 MHz	(R)	
MARSEILLE CONTROL:	134.260 MHz	(R)	
BREST CONTROL:	134.335 MHz	(R)	
REIMS CONTROL:	134.405 MHz	(R)	
BREST CONTROL:	134.410 MHz	(R)	
BORDEAUX CONTROL:	134.610 MHz	(R)	
MARSEILLE CONTROL:	134.705 MHz	(R)	
BORDEAUX CONTROL:	134.730 MHz	(R)	
BORDEAUX CONTROL:	134.765 MHz	(R)	
REIMS CONTROL:	134.960 MHz	(R)	
REIMS CONTROL:	135.035 MHz	(R)	
REIMS CONTROL:	135.105 MHz	(R)	Secondary
MARSEILLE CONTROL:	135.110 MHz	(R)	
BORDEAUX CONTROL:	135.115 MHz	(R)	
BORDEAUX CONTROL:	135.240 MHz	(R)	
BREST CONTROL:	135.260 MHz	(R)	
MARSEILLE CONTROL:	135.290 MHz	(R)	
REIMS CONTROL:	135.305 MHz	(R)	
PARIS CONTROL:	135.405 MHz	(R)	
MARSEILLE CONTROL:	135.440 MHz	(R)	
BORDEAUX CONTROL:	135.460 MHz	(R)	
REIMS CONTROL:	135.505 MHz	(R)	
PARIS CONTROL:	135.55 MHz	(R)	
BORDEAUX CONTROL:	135.665 MHz	(R)	
MARSEILLE CONTROL:	135.930 MHz	(R)	
BREST CONTROL:	135.965 MHz	(R)	
BREST CONTROL:	136.0 MHz	(R)	Secondary
BORDEAUX CONTROL:	136.040 MHz	(R)	
BREST CONTROL:	136.160 MHz	(R)	
BORDEAUX CONTROL:	136.180 MHz	(R)	
REIMS CONTROL:	136.330 MHz	(R)	Secondary
BREST CONTROL:	232.05 MHz	(R)	
PARIS CONTROL:	232.25 MHz	(R)	
MARSEILLE CONTROL:	232.32 MHz	(R)	
PARIS CONTROL:	232.42 MHz	(R)	
REIMS CONTROL:	241.6 MHz	(R)	
MARSEILLE CONTROL:	244.92 MHz	(R)	
BORDEAUX CONTROL:	245.55 MHz	(R)	
REIMS CONTROL:	251.0 MHz	(R)	
BORDEAUX CONTROL:	255.92 MHz	(R)	
REIMS CONTROL:	269.02 MHz	(R)	
PARIS CONTROL:	279.02 MHz	(R)	
BORDEAUX CONTROL:	341.42 MHz	(R)	
REIMS CONTROL:	343.3 MHz	(R)	
MARSEILLE CONTROL:	344.37 MHz	(R)	
MARSEILLE CONTROL:	357.45 MHz	(R)	
PARIS CONTROL:	359.8 MHz	(R)	
BREST CONTROL:	369.25 MHz	(R)	
BORDEAUX CONTROL:	369.52 MHz	(R)	
BORDEAUX CONTROL:	371.97 MHz	(R)	
BREST CONTROL:	372.72 MHz	(R)	
BREST CONTROL:	372.9 MHz	(R)	
PARIS CONTROL:	374.4 MHz	(R)	
REIMS CONTROL:	375.72 MHz	(R)	
BREST CONTROL:	375.8 MHz	(R)	
PARIS CONTROL:	375.87 MHz	(R)	
BORDEAUX CONTROL:	377.4 MHz	(R)	
BREST CONTROL:	389.87 MHz	(R)	
PARIS CONTROL:	398.62 MHz	(R)	