

GPS / FMS RNAV ARRIVAL CHART
TRANSITION TO FINAL APPROACH
(OVERLAY TO RADAR VECTOR PATTERN)

TRANSITION
ALTITUDE 5000
VAR 2° E

HANNOVER ATIS 136.575
BREMEN RADAR 119.490

HANNOVER
RWY 09L/09R
CEL 09 L/R NIE 09 L/R
ROBEG 09 L/R

Correction: NIE DVOR/DME coordinate.

**CAUTION ! INTENSIVE
GLIDER ACTIVITIES
TO BE EXPECTED IN
THE SURROUNDING
AREA OF CEL NDB.**

**CLEARANCE LIMIT
NIENBURG
109.25 NIE
CH 29 Y**
N 52° 37' 33"
E 009° 22' 20"
FL80
MAX IAS
250 KT

**CLEARANCE LIMIT
CELLE
311.0 CEL**
N 52° 35' 23"
E 010° 01' 46"
FL110
MAX IAS
250 KT

**CLEARANCE
LIMIT
ROBEG**
N 52° 14' 01"
E 009° 16' 11"
FL80
MAX IAS
250 KT

REMARK

1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC.
2. MAINTAIN THE TRANSITION TRACK BEYOND THE END POINT, IF NO SUCCEEDING INSTRUCTION (VECTOR) IS RECEIVED.
3. BELOW FL100 CLEARANCE TO ALTITUDE (QNH) ABOVE TRANSITION LEVEL MAY BE ISSUED.
4. IF CLEARED FOR A "L" TRANSITION TO FINAL APCH EXPECT INSTRUMENT APCH TO RWY 09L. IF CLEARED FOR A "R" TRANSITION TO FINAL APCH EXPECT INSTRUMENT APCH TO RWY 09R.

FOR OPERATIONAL REGULATIONS REFER TO AIP ENR 1.5.

RADIO COMMUNICATION FAILURE PROCEDURES

ROBEG, 09L/R:
BEFORE WAYPOINT DV485:
CONTINUE TRANSITION UNTIL DV485; LT TO ROBEG; ALIGNMENT TURN, FOLLOW STANDARD INSTRUMENT APCH, MAX IAS 220 KT.
BEYOND WAYPOINT DV485:
LT TO ROBEG; ALIGNMENT TURN, FOLLOW STANDARD INSTRUMENT APCH, MAX IAS 220 KT.

CEL 09L/R, NIE 09L/R:
BEFORE WAYPOINT DV 465:
CONTINUE TRANSITION UNTIL DV465; RT TO NIE; ALIGNMENT TURN, FOLLOW STANDARD INSTRUMENT APCH, MAX IAS 220 KT.
BEYOND WAYPOINT DV465:
RT TO NIE; ALIGNMENT TURN, FOLLOW STANDARD INSTRUMENT APCH, MAX IAS 220 KT.

