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Airport Information For EDDH

Terminal Charts For EDDH

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

Location: Hamburg Deu
IATA Code: HAM
Lat/Long: N53° 37.8' E009° 59.3'
Elevation: 53 ft

Airport Use: Public
Magnetic Variation: 2.2°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: 0250 Z
Sunset: 1954 Z,

Runway Information

Runway: 05
Length x Width: 10663 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 978 ft

Runway: 15
Length x Width: 12028 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 23
Length x Width: 10663 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 512 ft

Runway: 33
Length x Width: 12028 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, ALS, Centerline, REIL

Displaced Threshold: 1463 ft

Communication Information

- ATIS 123.125
- Hamburg Ground Tower 121.8
- Hamburg Tower 126.85
- Hamburg Tower 121.275
- Hamburg Tower 27.845
- Hamburg Apron Ramp/Taxi Control 121.975
- Hamburg Apron Ramp/Taxi Control 121.7
- Hamburg Director Approach Control 118.2
- Hamburg Director Approach Control 35.755 Military

1. GENERAL

1.1. ATIS

*D-ATIS 123.12

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RWY USAGE**

RWY 33 shall be used for take-offs. Exceptions are permitted only if required by traffic situation or for reasons of air traffic safety, especially due to weather and RWY conditions.

Take-offs from RWY 15 and landings on RWY 33 are permitted only if required for reasons of air traffic safety, especially due to weather and RWY conditions.

2200-0700LT

RWY 15 shall be used for landings. Exceptions are permitted only if the weather minima established for the IFR approach procedure to RWY 15 are not reached and for reasons of air traffic safety as well as in exceptional traffic situations.

Additional exceptions may be granted by the Aerodrome Control Service in agreement with the 'Luftaufsichtsstelle'.

1.2.2. NIGHT FLYING RESTRICTIONS**1.2.2.1. Jet-ACFT not licensed in accordance with ICAO Annex 16**

- Take-offs and landings are not permitted between 2000-0700LT.

1.2.2.2. Jet-ACFT licensed in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2

- Take-offs are not permitted between 2000-0700LT.
- Landings are not permitted between 2100-0700LT.
- For take-offs in scheduled air services and regular inclusive tour charter traffic with scheduled time of departure before 2000LT, an exception to the night flying restrictions may be taken for granted in cases of provably unavoidable delays until 2100LT.

1.2.2.3. Jet-ACFT licensed in accordance with ICAO Annex 16, Volume I, Part II, Chapter 3, propeller-driven ACFT and other ACFT not covered in paras 1.2.2.1. and 1.2.2.2.

- Take-offs and landings are not permitted between 2300-0600LT.
- For take-offs and landings in scheduled 'passenger' air services and regular inclusive tour charter traffic with scheduled time of arrival or departure before 2300LT, an exception to the night flying restriction may be taken for granted in cases of provably unavoidable delays until 2400LT.

1.2.2.4. EXCEPTIONS

Exempt from the restrictions mentioned in paras 1.2.2.1. to 1.2.2.3 are:

- ACFT provably approaching Hamburg APT as alternate or emergency aerodrome for meteorological, technical or other safety reasons.
- ACFT on a mission in disasters, rendering medical assistance and SAR services or on an urgent police mission.
- ACFT operated in the night airmail service of the 'Deutsche Post AG' after detailed instructions by the 'Wirtschaftsbehoerde'.

Additional exceptions from the regulations may be granted in individual cases, especially if required to avoid serious disturbances in air traffic or in cases of special public interest.

Requests shall be submitted

- if possible until 2230LT at the latest;
- to:

Behoerde fuer Stadtentwicklung und Umwelt
-Der Fluglaermschutzbeauftragte (IB2)-
Stadthausbruecke 8
20355 Hamburg
Tel.: (040) 5075 2347

The ATC clearance does not comprise the exceptional permission from the "Fluglaermschutzbeauftragten" required as stated above.

1. GENERAL

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

1.2.4. RUN-UP TESTS

Engine test-runs outside the noise abatement hangar are permitted only after prior consent and on specific instruction by the 'Luftaufsichtsstelle' of the 'Wirtschaftsbehoerde', Tel.: (040) 5075 2599 or 2600. Idle thrust test runs between 0600-2300LT are not covered by this regulation.

The permission for a run-up-test from the 'Luftaufsichtsstelle' does not include the necessary ATC clearance for taxiing.

Engine test runs of rotorcraft:

Engine test runs shall be reported to the traffic observer (Tel.: +4940-5075 1713) located at the GAT. Engine test runs shall be conducted on Apron 4 between the western edge and the ACFT Stand Taxilane - V on an area provided for this and marked by a white cross. Hovering flights towards this position are not allowed. The aerodrome operator reserves the right to assign another position if necessary. Compensation runs may be conducted on request on RWY 33 abeam TWY R and on the helipad West.

If specially requested, compensation runs may be interrupted and ACFT requested to leave its position if called upon to do so by the APT operator, the local air navigation services and/or air supervision authority (Luftaufsicht).

1.2.5. AUXILIARY POWER UNITS (APUs)

In order to reduce noise and air pollution, the on-board APU shall be switched off on remote ACFT stands equipped with stationary or mobile supply units. The supplier of ground handling services may request an extra fee for the supply.

ACFT shall shut down the APU max 5 minutes after arrival on the parking stand provided that external power is available.

APU may be switched on 10 minutes prior to departure only.

ACFT with only one cabin entrance may switch on the APU immediately prior to the boarding process starts, provided the outside air temperature is 25°C or above.

In case of other justified reasons the APU may be switched on after reporting this to 'Hamburg Apron'.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. ACFT GUIDANCE UNDER CAT II/III OPERATIONS

ACFT having landed are requested to report leaving the color coded section of the TWY in order to draw attention to the fact that the ACFT has left the ILS protection area.

At CAT II/III intermediate holding positions and on additional TWY sections equipped with stop bars, the latter may, under no circumstances, be crossed when switched on.

In apron areas with taxi guideline lighting (Apron 2, L5 and L6 only), ACFT will be guided by means of green centerline lights when CAT II/III operations are activated.

In the apron areas without centerline lighting (Aprons 1 and 4, as well as parts of Apron 2). Follow-me cars will be assigned by Apron if required, or at the request of the pilot.

The taxilanes L5, L6 and L7 on Apron 2 have intermediate holding position lights at the junctions to TWYs K and L.

These intermediate holding position lights are operated in conjunction with the lighting for the taxi guidelines.

The intermediate holding position lights consist of 5 yellow unidirectional underfloor lights. ACFT may cross these without special permission - unless they are expressly requested to hold.

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. GENERAL

Hamburg APT has installed an improved surface surveillance system using Mode S multilateration.

1.4.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code under the following conditions:

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT Ident (i.e. callsign used in flight), the ACFT ident should also be entered from request for push back or taxi, whichever is earlier (through the FMS or Transponder Control Panel). ACFT crew shall use the format for entry of the ACFT ident as defined in Item 7 of the ICAO flight plan.

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching the holding point. It shall be deselected after vacating the RWY.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

On Aprons 1 and 2, ACFT may only taxi on or along the yellow guidelines and are permitted only at minimum thrust.

B747 and larger ACFT will be guided by a Follow-me car.

ACFT crossing RWY 33 via TWY I-North or I-South in direction TWY K, may only taxi along the yellow guidelines.

Within the General Aviation area, the wingtip clearance on Taxilane L7 is 10' / 3m, on Taxilanes L8 thru L10 is 15' / 4.5m.

Pilots taxiing between Aprons 2 and 4 shall request clearance for crossing TWY K from Ground.

Additional taxi-holding positions are located in front of the CAT I stop bars on TWYs I, K and R. These taxi-holding positions are named I-North, I-South, K, R. If instructed by HAMBURG Apron/HAMBURG Ground/HAMBURG Tower, pilots shall stop at these points.

TWY Y RESTRICTIONS

ACFT with a wingspan less than 213' / 65 m may taxi through the gateway under their own power. ACFT permitted to taxi onto Apron 6 under their own power will be requested to stop by a ground marking after passing through the gateway. The engines shall be turned off and the ACFT will subsequently be towed to its destination.

ACFT wanting to leave Apron 6 in the direction of taxilane Y will be towed up to the gateway. The engines may be turned on here and not earlier. After requesting and receiving a start-up/taxi clearance from HAMBURG Ground, ACFT may continue to taxi under their own power in accordance with instructions.

ACFT with a wingspan of 213' / 65m or more must wait in front of the gateway with the engines turned off. They will then be towed through the open gateway in the presence of a wing-walker.

1. GENERAL

1.5.2. TWY LIMITATIONS

TWY R and the southern part of Apron 1 MAX wingspan less than 171' /52m.

Taxilane Q will be marked off by a gateway between taxilane K and Apron 5. The gateway has a width of 197' /60m and a height of 8' /2.43m AGL. ACFT with a wingspan of less than 118' /36m may taxi through the gateway under their own power. ACFT with a wingspan of 118' /36m or more shall stop in front of the gateway and turn off engines. They will then be towed to their destination.

Eastern part of Apron 2 including Taxilane L7 MAX wingspan less than 98' /30m.

Taxilanes V, W and Apron 4 MAX wingspan less than 79' /24m.

Western part of Apron 2 including Taxilanes L8, L9 and L10 MAX wingspan less than 49' /15m.

1.6. PARKING INFORMATION

Stands 04, 05, 05B, 06, 07, 08, 15 thru 20, 31, 32 and 37 thru 40 equipped with Visual Docking Guidance System.

On stands 04 thru 43 and 81 thru 95 push-back required.

On stands 04 thru 48, onboard APU must be switched off as long as power supply and fresh air are provided in return for extra fees.

1.7. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 23 approved for CAT II/III operations, special aircrew and ACFT certification required.

In case of a long landing on RWY 23 with subsequent vacating of RWY via TWY L, ACFT will be guided from end of RWY 23 to TWY M, as an alternative by a follow-me car to the centerline lights.

2.2. TAXI PROCEDURES

Arriving ACFT will be passed by Tower to Apron and will taxi as instructed by Apron to the position assigned.

Change-over will take place as early as possible, at the latest when reaching the boundary of responsibility.

Parking of ACFT at all positions without Visual Docking Guidance System performed by marshaller.

2.3. OTHER INFORMATION**2.3.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES
(CONTINUOUS DESCENT APPROACH - CDA)****2.3.1.1. GENERAL**

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2.3.1.2. PROCEDURE

- ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

Intermediate approach altitude: 3000'.

It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be initially assigned, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

- In case of traffic situations allowing no CDA (e.g. approaches of ACFT with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to the previous procedures.

2.3.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. START-UP

3.1.1.1. GENERAL

Pilots shall request start-up clearance from Ground. On initial radio contact the respective apron designation shall always be indicated.

After clearance to start the engines, pilots will receive instruction to establish contact on the frequency of Apron.

3.1.1.2. GENERAL AVIATION APRONS

On initial radio contact the taxilane shall be indicated additionally.

3.1.2. PUSH-BACK & TAXI

"Nose-in positions" may only be left with push-back facility. Reverse thrust shall not be used. To obtain push-back instructions from a nose-in position, pilots must request permission from Apron.

In order to avoid delays in taxiing, pilots are instructed to start engines during push-back. After completion of push-back "ready to taxi" shall be reported to Apron.

To obtain instructions for taxiing from a taxi-out position, pilots must request taxi clearance from Apron reporting "ready to taxi".

On initial radio contact with Apron, pilots shall report position and RWY assigned. Permission for push-back or taxiing from a position may only be requested if the pilot can perform the maneuver immediately.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

Not applicable within airspace C.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

Temporal parameters:

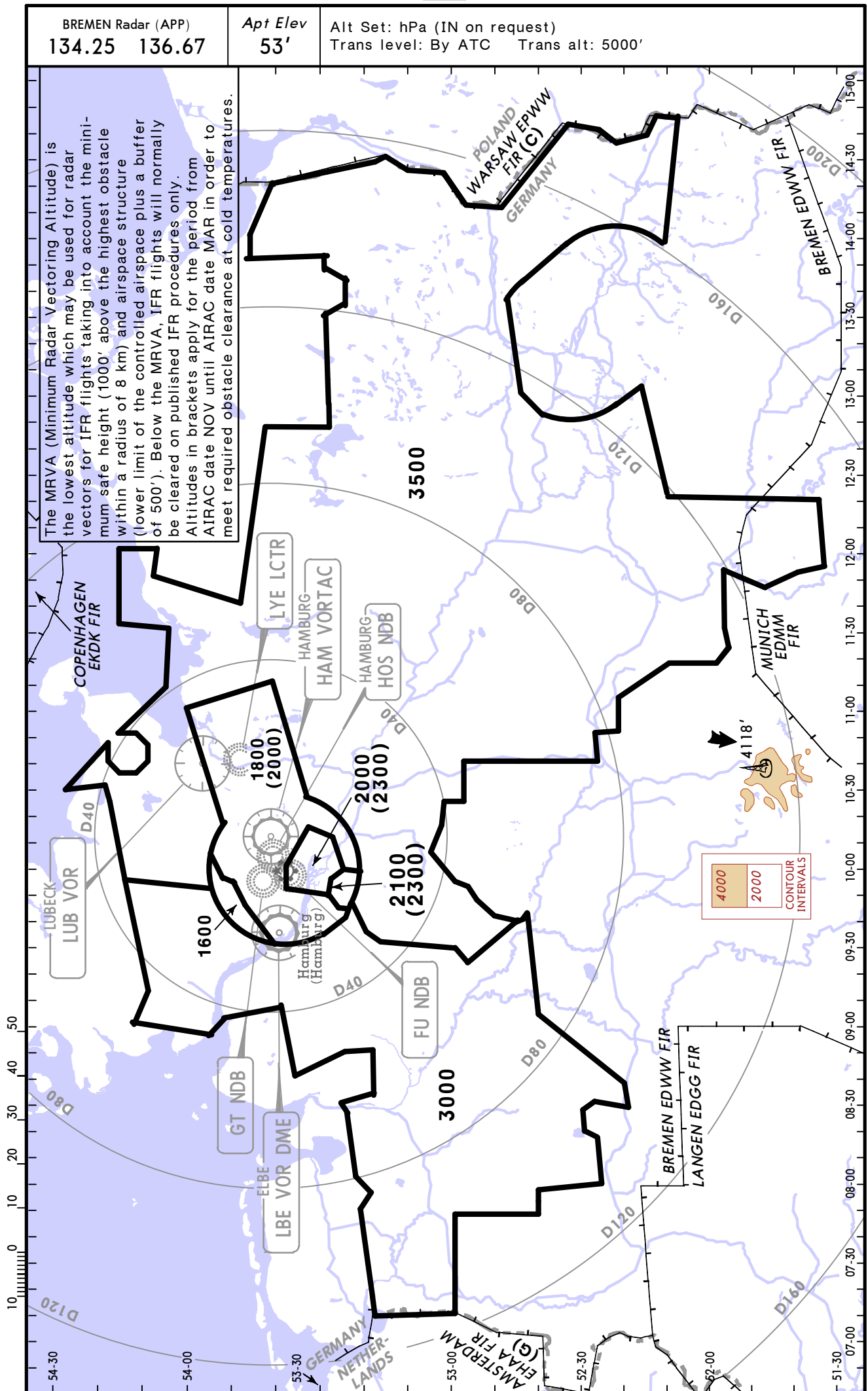
t_i	25 min prior to EOBT for unregulated flights.
	30 min prior to CTOT for ATFM regulated flights.
t_f	11 min prior to EOBT for unregulated flights.
	16 min prior to CTOT for ATFM regulated flights.
t_0	1 min
t_1	5 min
t_2	1 min

BREMEN Radar (APP)
134.25 136.67

Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for radar vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets apply for the period from AIRAC date NOV until AIRAC date MAR in order to meet required obstacle clearance at cold temperatures.



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*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always
mandatory unless cancelled by ATC.

2100'

MSA
HAM VOR**RIBSO Ø5 [RIBØ5]
RWY 05 RNAV TRANSITION**

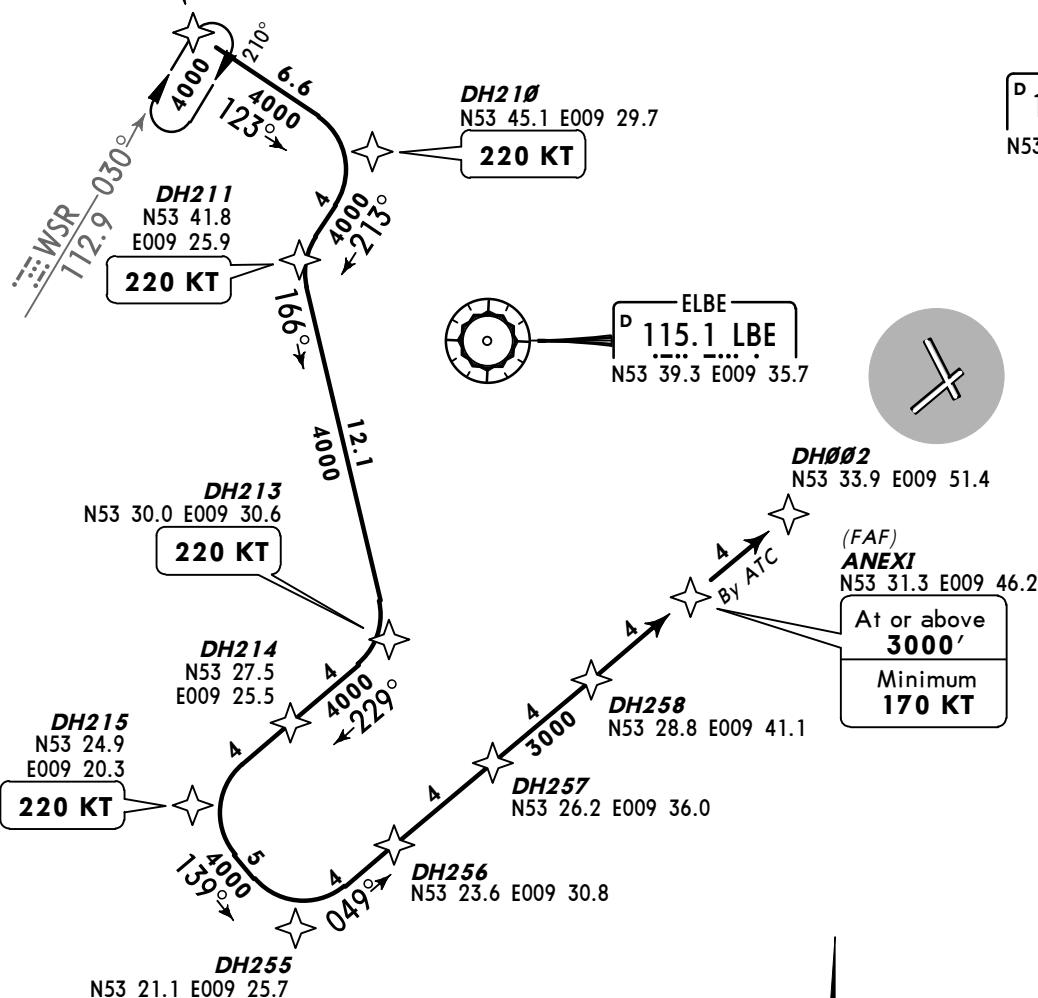
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTHWEST

Clearance Limit
RIBSO
N53 48.8 E009 20.4
(LBE R-315/D13)

At or below
FL110**SPEED RESTRICTION**

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



NOT TO SCALE

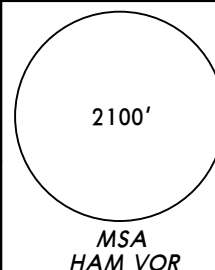
ROUTING

RIBSO (FL110-) - DH210 (K220) - DH211 (K220) - DH213 (K220) - DH215 (K220) - DH255 -
ANEXI (3000'+; K170+).

*D-ATIS
123.12

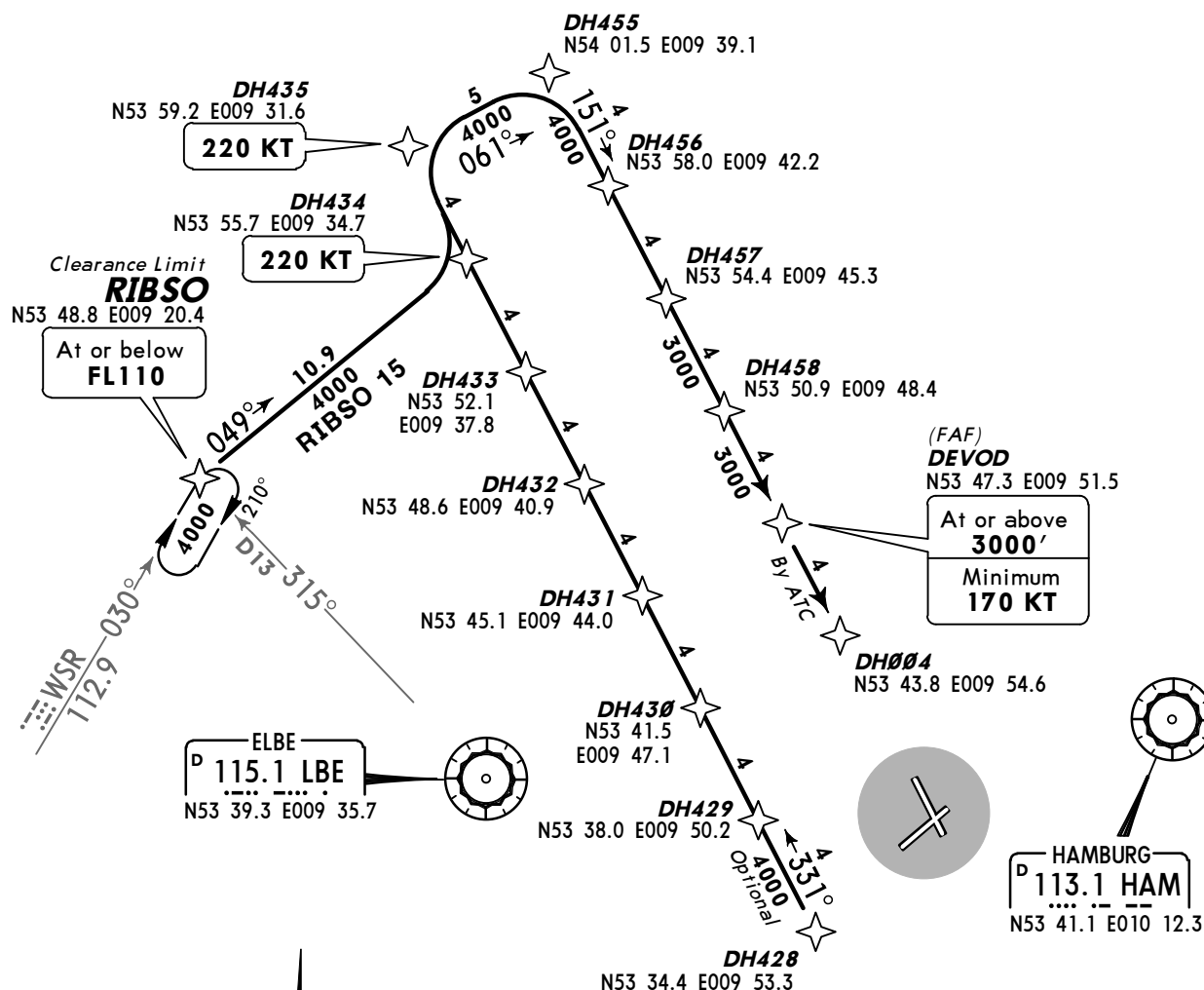
Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always mandatory unless cancelled by ATC.



RIBSO 15 [RIB15]
RWY 15 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTHWEST

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



ROUTING

RIBSO (FL110-) - DH434 (K220) - DH435 (K220) - DH455 - DEVOD (3000'+; K170+).

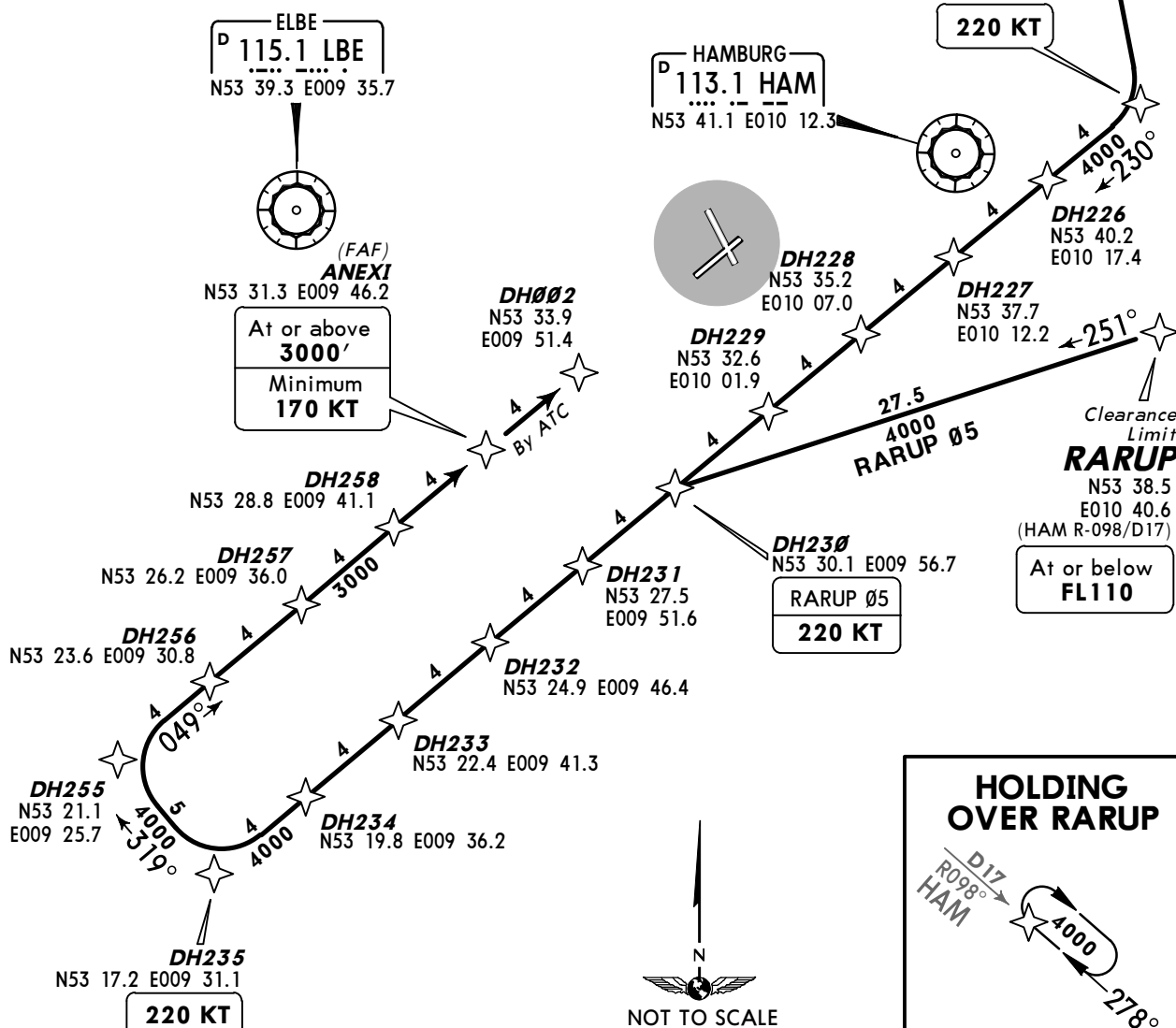
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always mandatory unless cancelled by ATC.



2100'

MSA
HAM VOR

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



TRANSITION	ROUTING
BOGMU 05	BOGMU (FL110-) - DH225 (K220) - DH235 (K220) - DH255 - ANEXI (3000' +; K170+).
RARUP 05	RARUP (FL110-) - DH230 (K220) - DH235 (K220) - DH255 - ANEXI (3000' +; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always
mandatory unless cancelled by ATC.

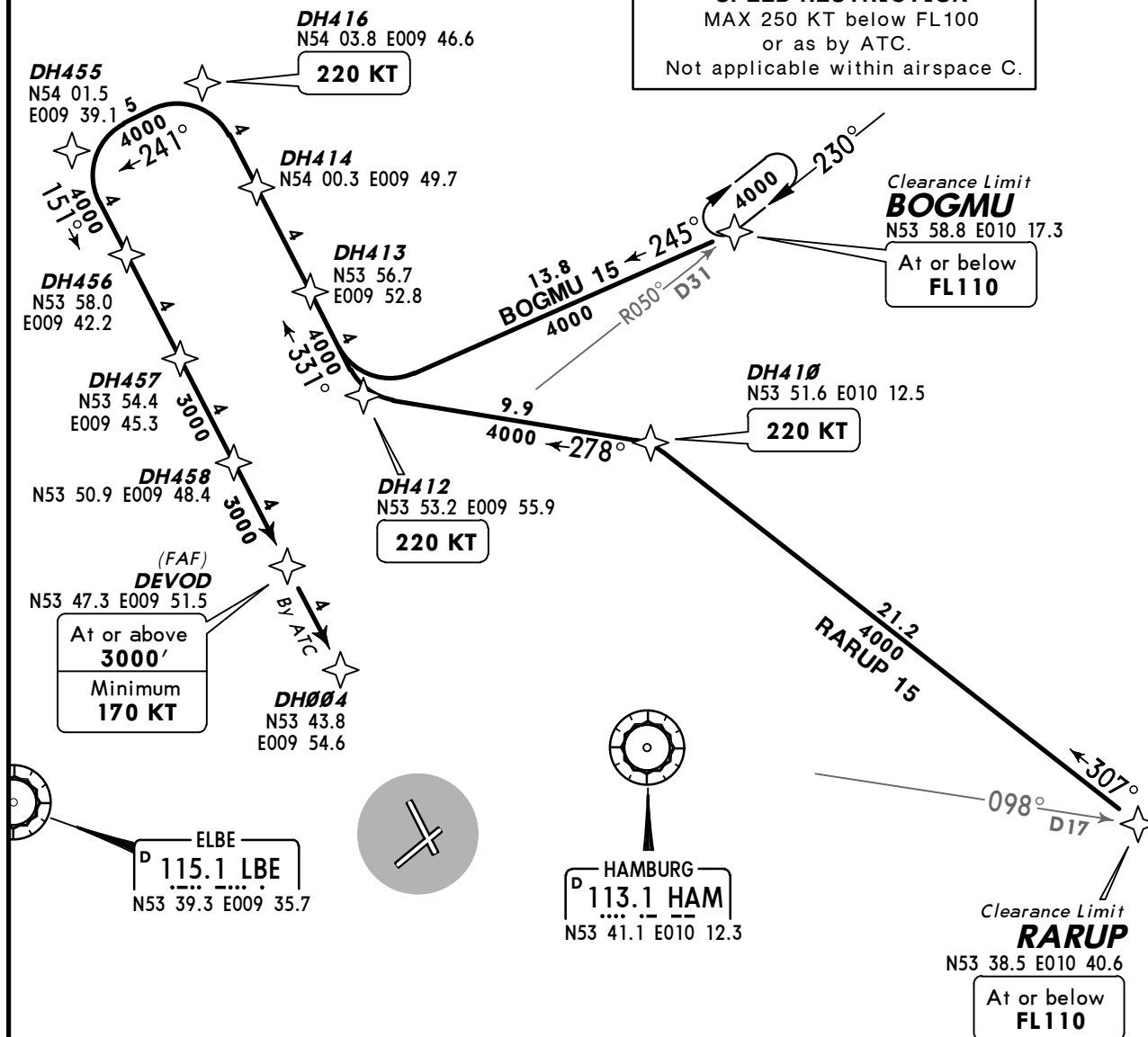
2100'

MSA
HAM VOR**BOGMU 15 [BOG15], RARUP 15 [RAR15]**
RWY 15 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTHEAST & EAST**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



NOT TO SCALE

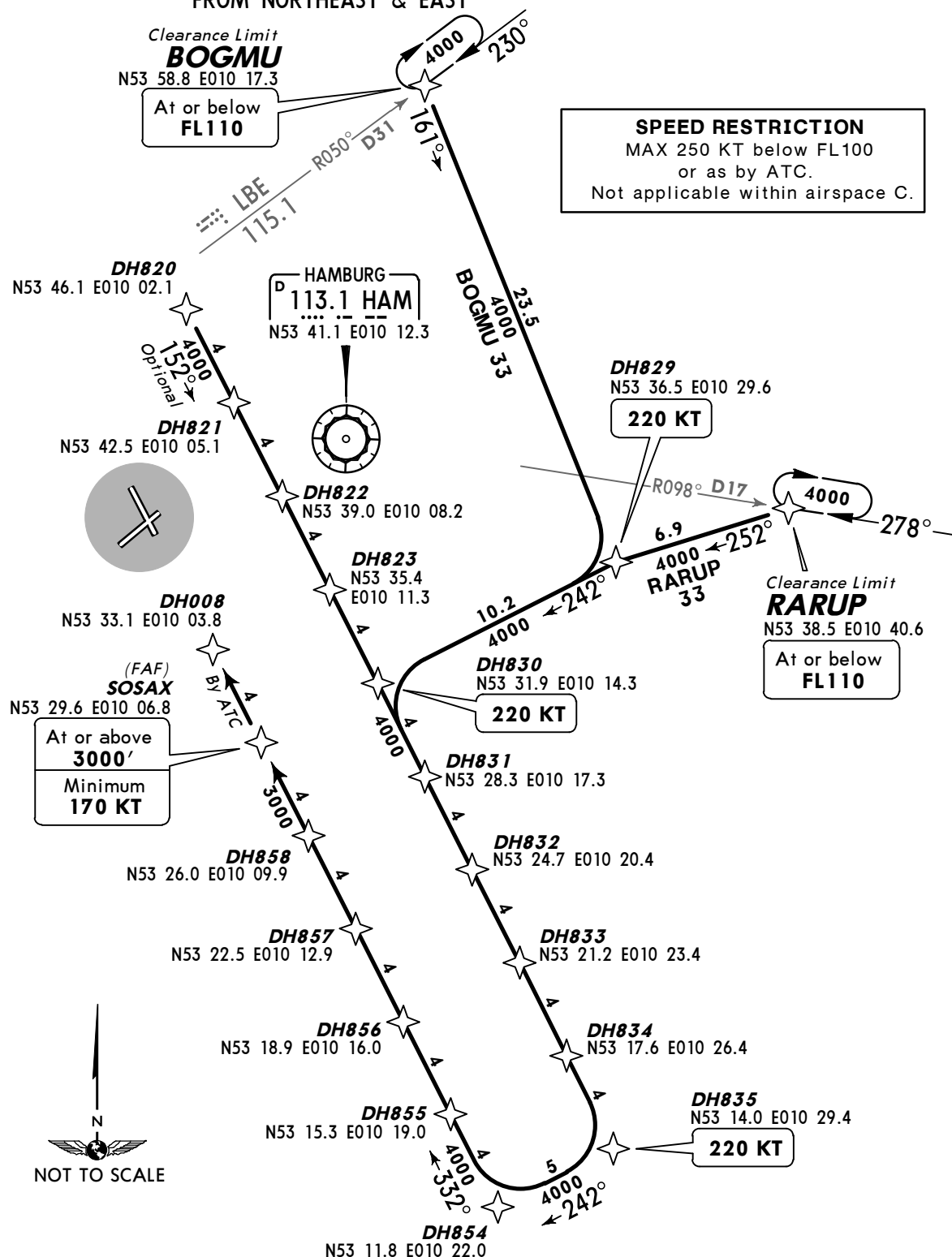
TRANSITION**ROUTING****BOGMU 15**BOGMU (FL110-) - DH412 (K220) - DH416 (K220) - DH455 - DEVOD
(3000' +; K170+).**RARUP 15**RARUP (FL110-) - DH410 (K220) - DH412 (K220) - DH416 (K220) - DH455 -
DEVOD (3000' +; K170+).

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always mandatory unless cancelled by ATC.

MSA
HAM VOR

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM NORTHEAST & EAST



TRANSITION	ROUTING
BOGMU 33	BOGMU (FL 110-) - DH829 (K220) - DH830 (K220) - DH835 (K220) - DH854 - SOSAX (3000' +; K170+) .
RARUP 33	RARUP (FL 110-) - DH829 (K220) - DH830 (K220) - DH835 (K220) - DH854 - SOSAX (3000' +; K170+) .

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always
mandatory unless cancelled by ATC.

2100'

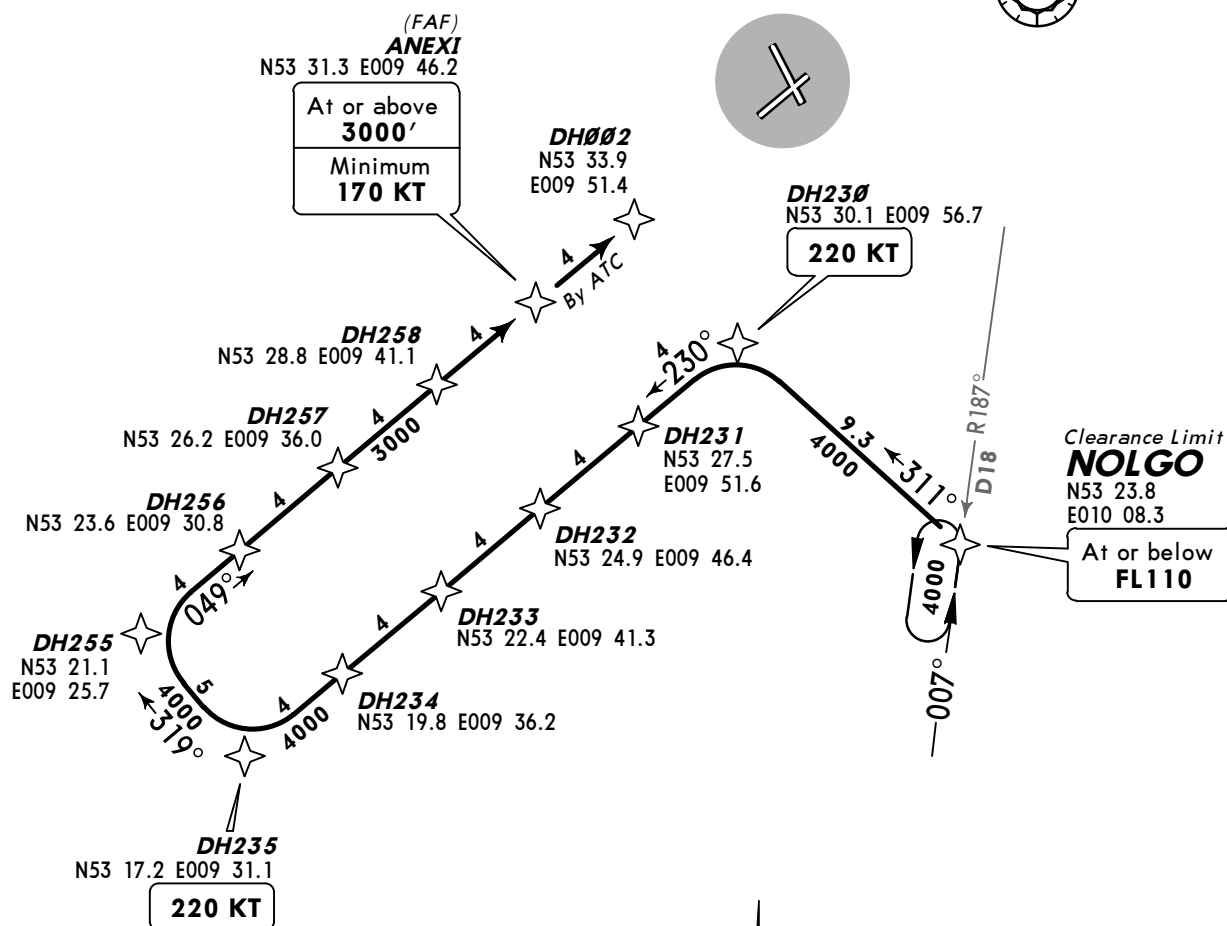
MSA
HAM VOR**NOLGO 05 [NOL05]
RWY 05 RNAV TRANSITION**

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH**SPEED RESTRICTION**

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

HAMBURG
D 113.1 HAM
N53 41.1 E010 12.3

**ROUTING**

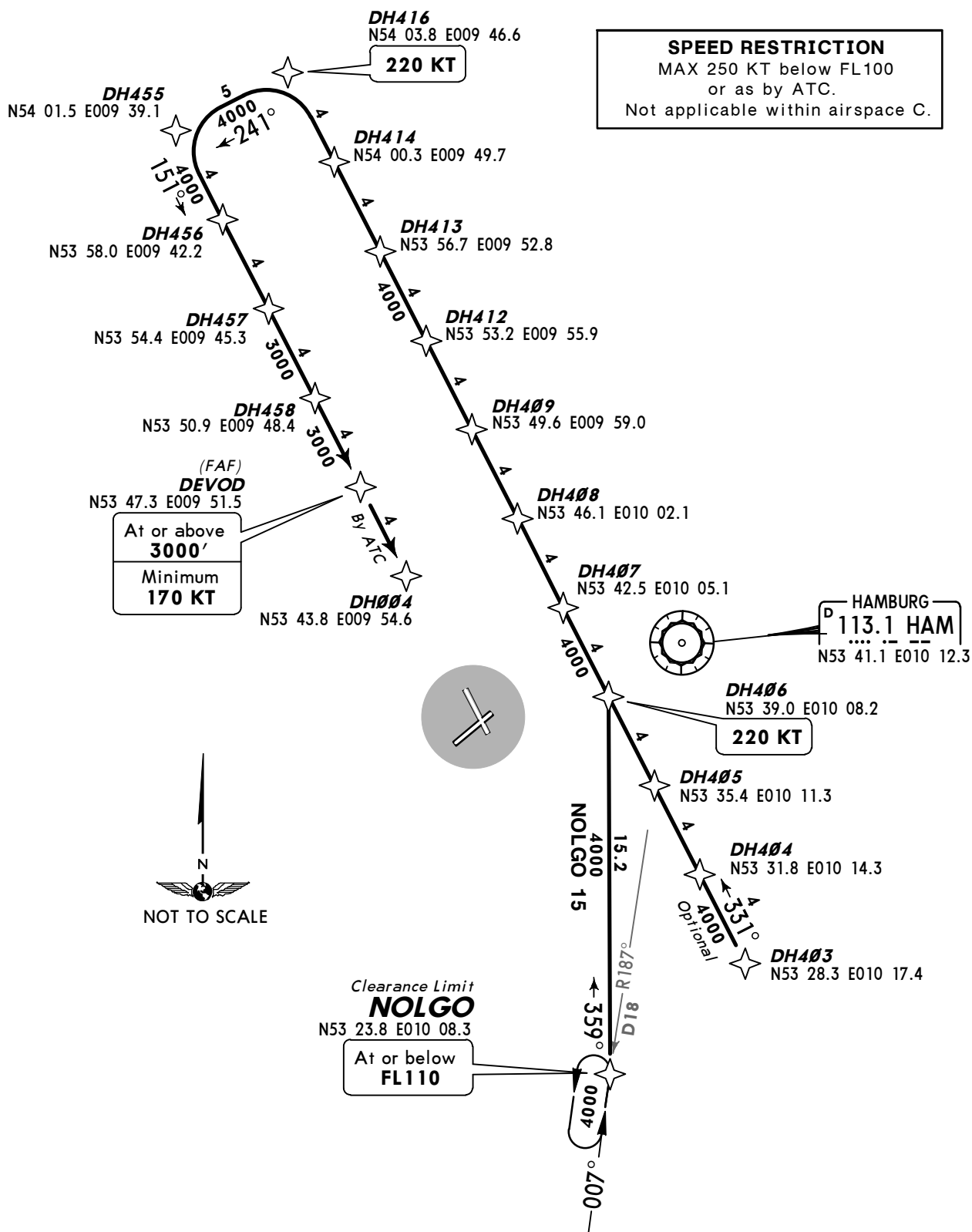
NOLGO (FL110-) - DH230 (K220) - DH235 (K220) - DH255 - ANEXI (3000'+; K170+).

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always mandatory unless cancelled by ATC.

MSA
HAM VOR

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH

Not applicable within airspace C.



NOLGO (**FL110-**) - DH406 (K220) - DH416 (K220) - DH455 - DEVOD (**3000'+; K170+**).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always
mandatory unless cancelled by ATC.

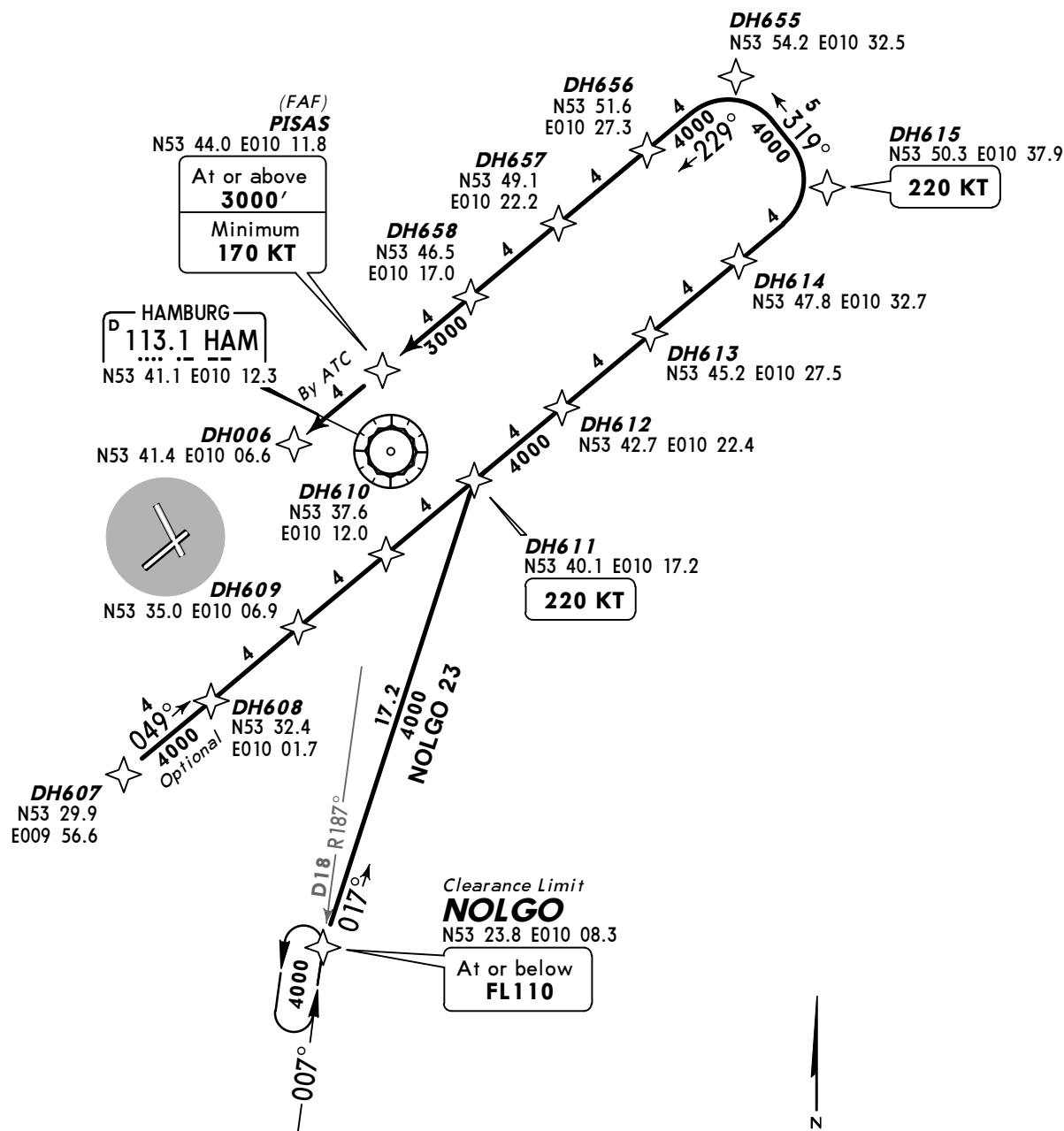
2100'

MSA
HAM VOR**NOLGO 23 [NOL23]
RWY 23 RNAV TRANSITION**

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

**ROUTING**

NOLGO (FL110-) - DH611 (K220) - DH615 (K220) - DH655 - PISAS (3000' +; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. On downwind expect vectors to final.
2. Speed restrictions on Transition are always
mandatory unless cancelled by ATC.

2100'

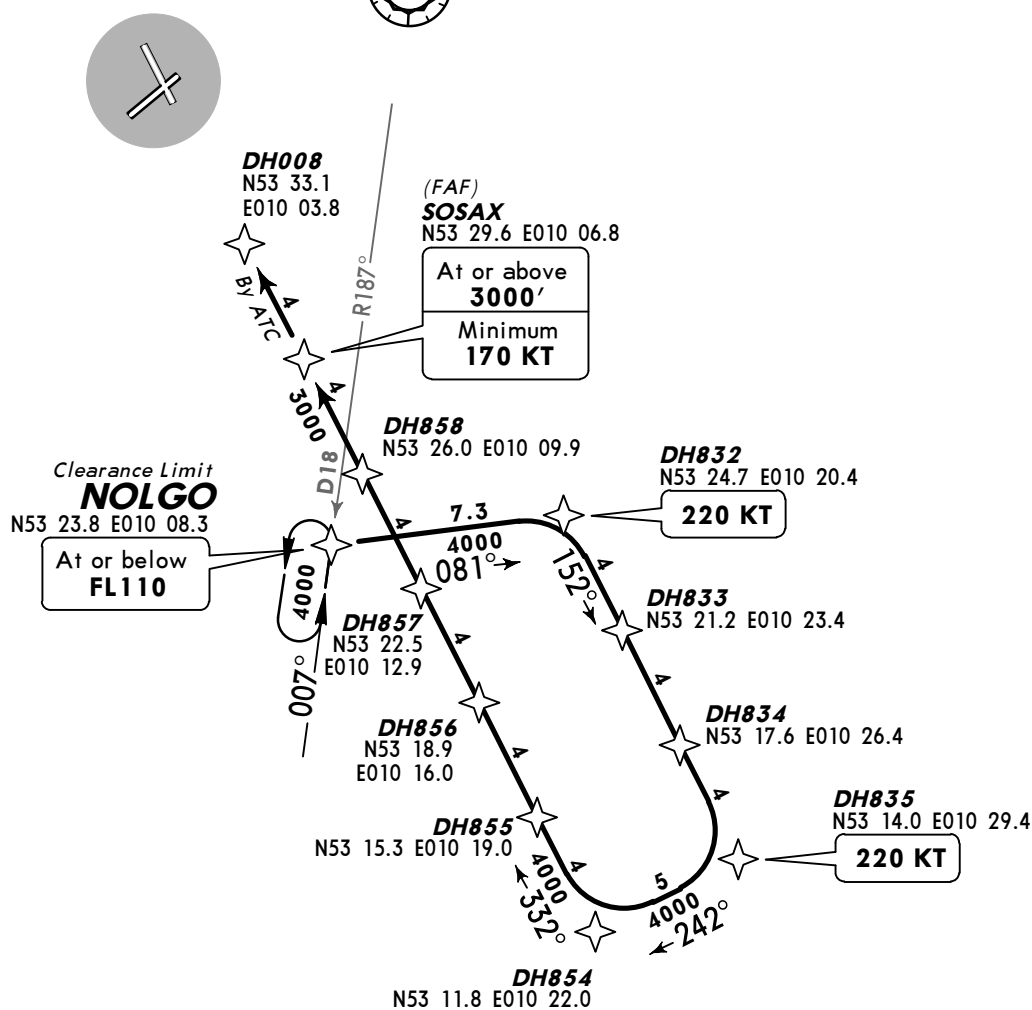
MSA
HAM VOR**NOLGO 33 [NOL33]
RWY 33 RNAV TRANSITION**

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
FROM SOUTH**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

HAMBURG
P 113.1 HAM
N53 41.1 E010 12.3

**ROUTING**

NOLGO (FL110-) - DH832 (K220) - DH835 (K220) - DH854 - SOSAX (3000'+; K170+).

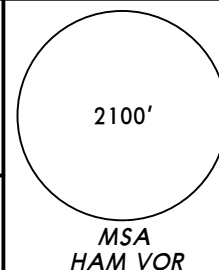
2100'

MSA
HAM VOR

TRANSITION	ROUTING
EKERN 1A	EKERN (FL250-; FL170+) - DH902 (FL150-; FL110+) - DH903 (FL70+) - DH213 - DH257 (K220) - ANEXI (3000+; K170+).
GIKOG 1A	GIKOG (FL250-; FL190+) - DH900 (FL150-; FL110+) - DH901 (FL70+) - DH213 - DH257 (K220) - ANEXI (3000+; K170+).
MIC 1A	MIC (FL250-; FL190+) - DH904 (FL150-; FL110+) - DH905 (FL70+) - DH213 - DH257 (K220) - ANEXI (3000+; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for
a low noise Continuous Descent Approach (CDA)
within the constraints as laid down in the
procedure description.



BUMIL 1A [BUM11A], DIRBO 1A [DIRB1A]

RAMAR 1A [RAMA1A]

RWY 05 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

DH257
N53 26.2
E009 36.0

220 KT

8.0

048°

3000

15.0

4000

18°

DH233

N53 22.4

E009 41.3

DH907

N53 17.6

E009 51.8

At or above

FL70

ANEXI

N53 31.3 E009 46.2

At or above

3000'

Minimum

170 KT

HAMBURG
(H) 113.1 HAM
N53 41.1 E010 12.3

DH911

N53 25.7 E009 53.3

At or above

FL70

DH908

N53 14.6 E010 31.5

Between

FL150 & FL110

BUMIL

N53 07.2 E011 17.2

Between

FL240 & FL170

DH909 4000
N53 20.4 E009 54.1

At or above

FL70

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

23.2

4000

DIRBO
N52 49.9 E010 50.6
Between
FL220 & FL150
21.8
4000
DIRBO 1A
306°

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Direct distance to Hamburg Apt from:
ANEXI 10.2 NM

TRANSITION	ROUTING
BUMIL 1A	BUMIL (FL240-; FL170+) - DH908 (FL150-; FL110+) - DH909 (FL70+) - DH233 - DH257 (K220) - ANEXI (3000+; K170+).
DIRBO 1A	DIRBO (FL220-; FL150+) - DH906 (FL150-; FL110+) - DH907 (FL70+) - DH233 - DH257 (K220) - ANEXI (3000+; K170+).
RAMAR 1A	RAMAR (FL210-; FL140+) - DH910 (FL150-; FL110+) - DH911 (FL70+) - DH233 - DH257 (K220) - ANEXI (3000+; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for
a low noise Continuous Descent Approach (CDA)
within the constraints as laid down in the
procedure description.

2100'

MSA
HAM VOR

EKERN 1F [EKER1F], GIKOG 1F [GIKO1F]

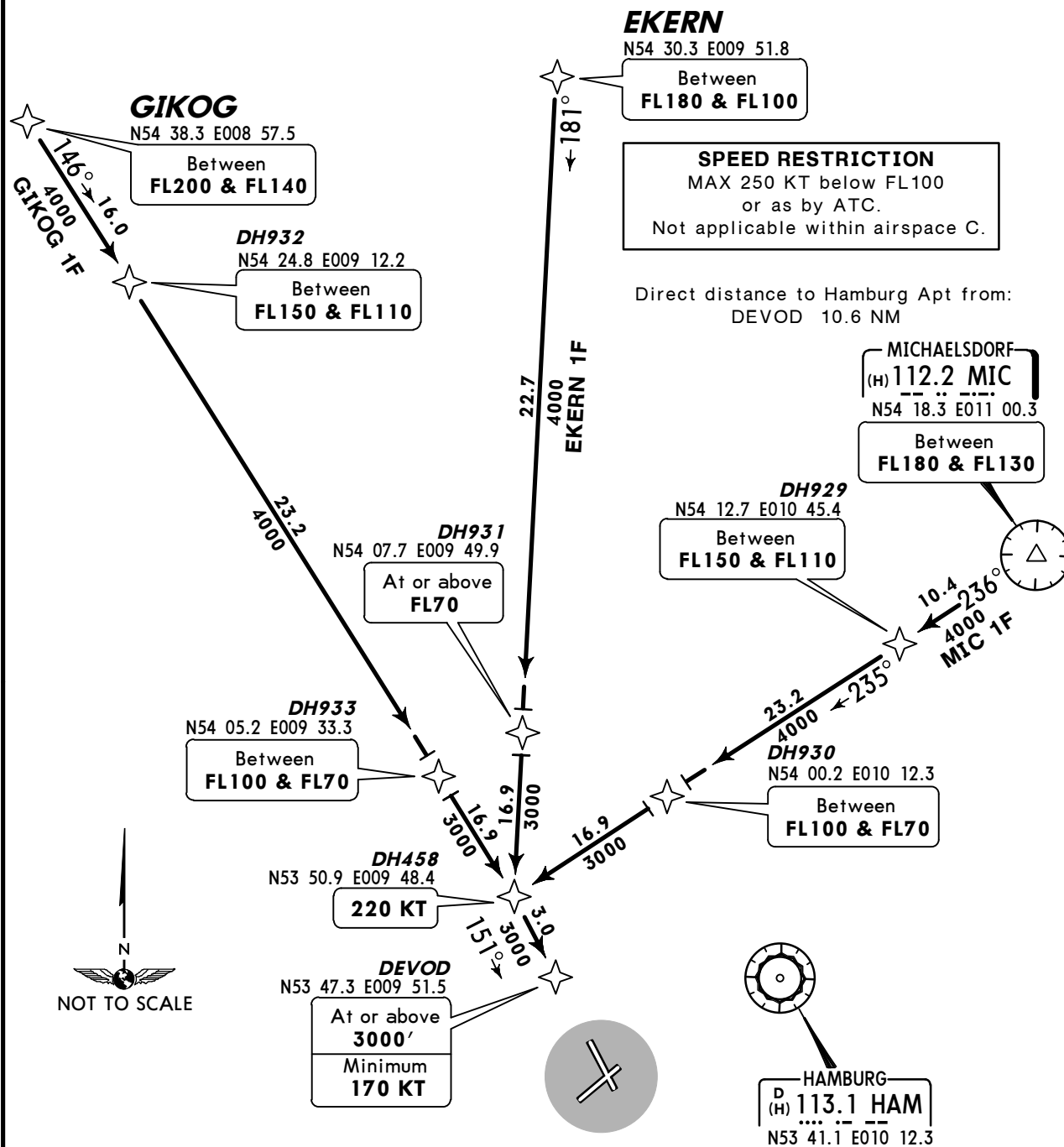
MIC 1F

RWY 15 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION

ROUTING

EKERN 1F

EKERN (FL180-; FL100+) - DH931 (FL70+) - DH458 (K220) - DEVOD (3000+; K170+).

GIKOG 1F

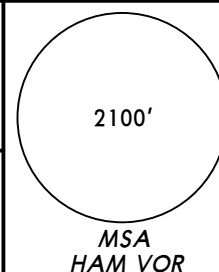
GIKOG (FL200-; FL140+) - DH932 (FL150-; FL110+) - DH933 (FL100-; FL70+) - DH458 (K220) - DEVOD (3000+; K170+).

MIC 1F

MIC (FL180-; FL130+) - DH929 (FL150-; FL110+) - DH930 (FL100-; FL70+) - DH458 (K220) - DEVOD (3000+; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for a low
noise Continuous Descent Approach (CDA) within the
constraints as laid down in the procedure description.

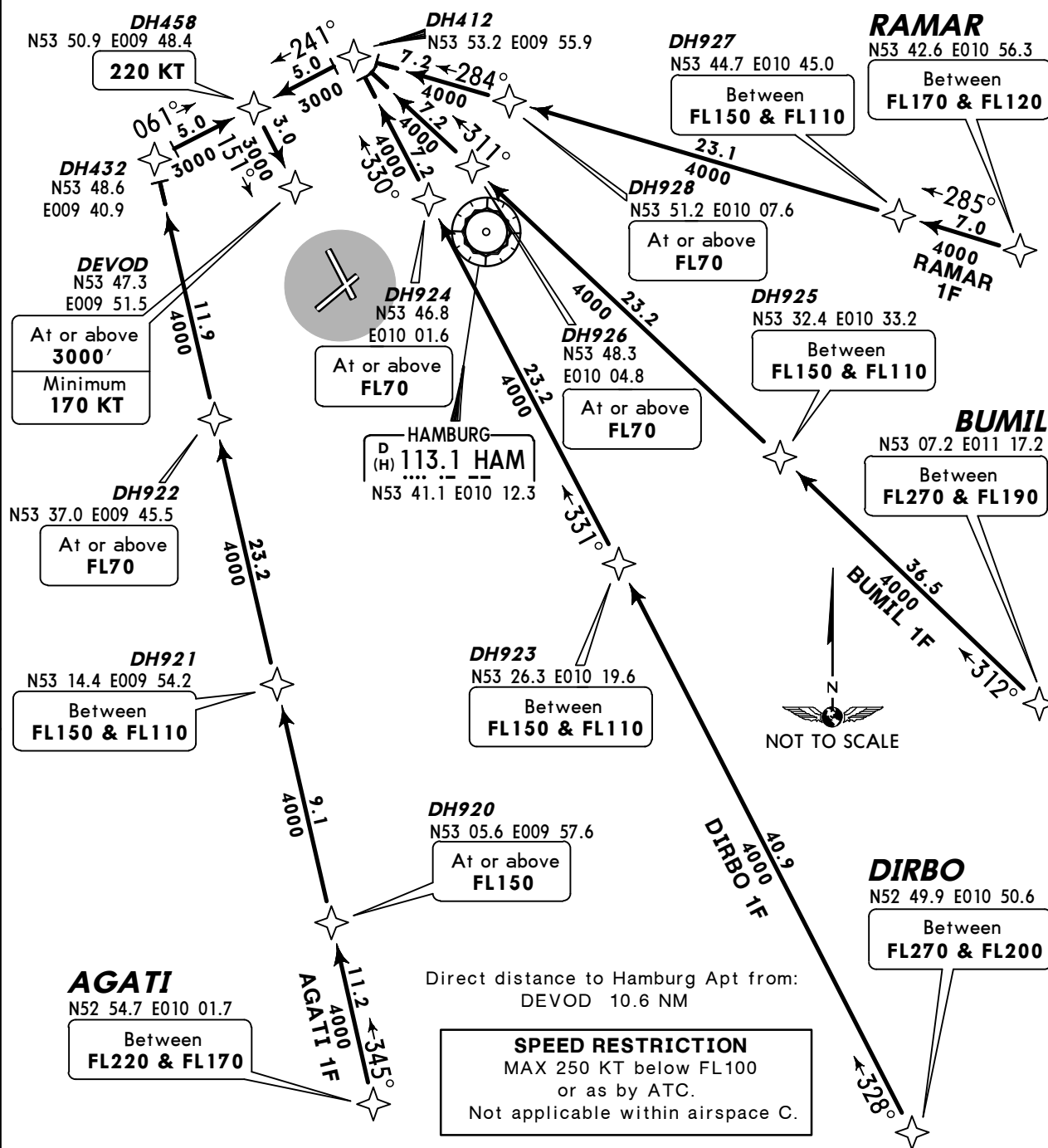


**AGATI 1F [AGAT1F], BUMIL 1F [BUMI1F]
DIRBO 1F [DIRB1F], RAMAR 1F [RAMA1F]
RWY 15 RNAV TRANSITIONS**

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
AGATI 1F	AGATI (FL220-; FL170+) - DH920 (FL150+) - DH921 (FL150-; FL110+) - DH922 (FL70+) - DH432 - DH458 (K220) - DEVOD (3000+; K170+).
BUMIL 1F	BUMIL (FL270-; FL190+) - DH925 (FL150-; FL110+) - DH926 (FL70+) - DH412 - DH458 (K220) - DEVOD (3000+; K170+).
DIRBO 1F	DIRBO (FL270-; FL200+) - DH923 (FL150-; FL110+) - DH924 (FL70+) - DH412 - DH458 (K220) - DEVOD (3000+; K170+).
RAMAR 1F	RAMAR (FL170-; FL120+) - DH927 (FL150-; FL110+) - DH928 (FL70+) - DH412 - DH458 (K220) - DEVOD (3000+; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for
a low noise Continuous Descent Approach (CDA)
within the constraints as laid down in the
procedure description.

2100'

MSA
HAM VOR

EKERN 1K [EKER1K], GIKOG 1K [GIKO1K]

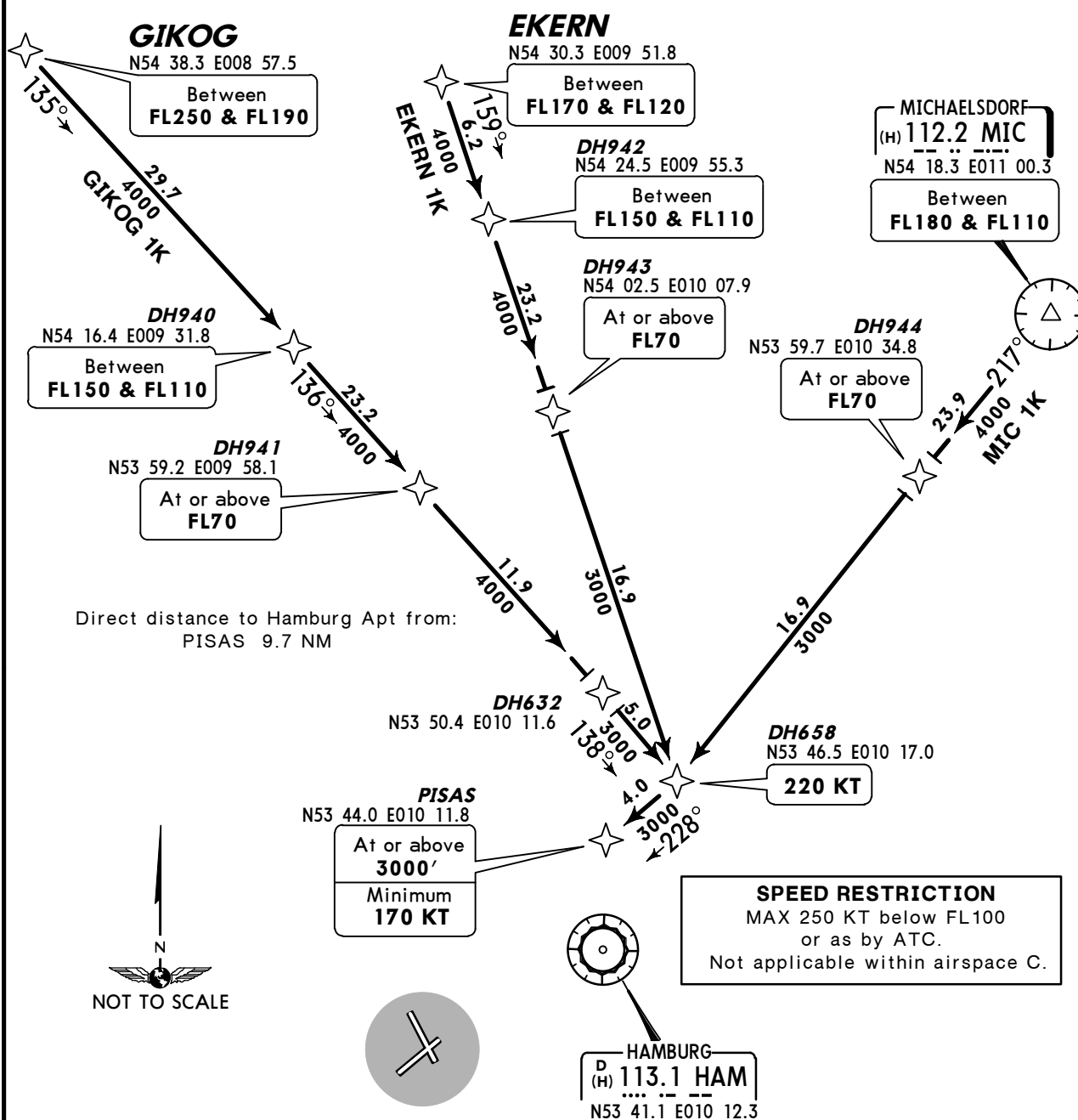
MIC 1K

RWY 23 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION

ROUTING

EKERN 1K

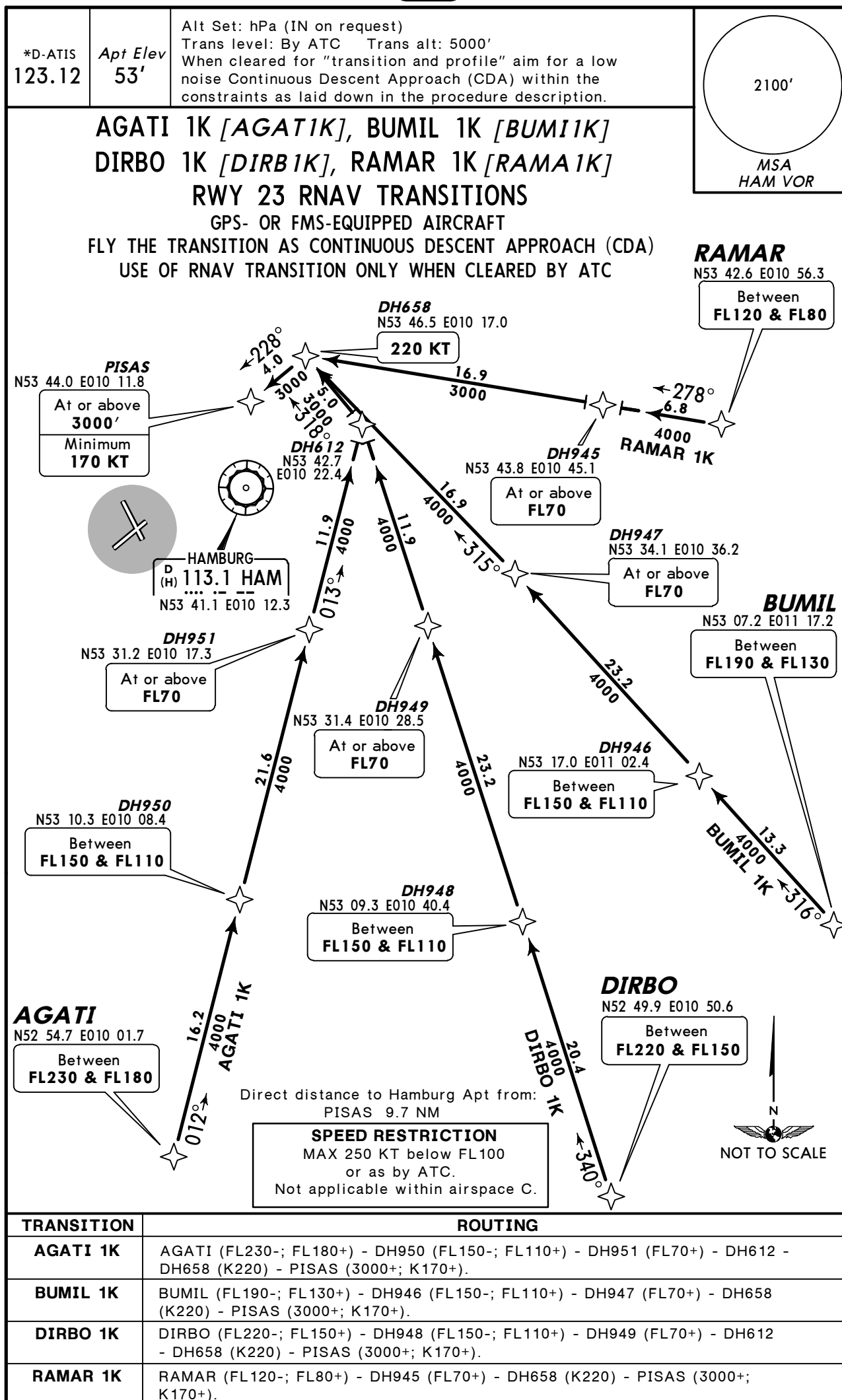
EKERN (FL170-; FL120+) - DH942 (FL150-; FL110+) - DH943 (FL70+) - DH658 (K220) - PISAS (3000+; K170+).

GIKOG 1K

GIKOG (FL250-; FL190+) - DH940 (FL150-; FL110+) - DH941 (FL70+) - DH632 - DH658 (K220) - PISAS (3000+; K170+).

MIC 1K

MIC (FL180-; FL110+) - DH944 (FL70+) - DH658 (K220) - PISAS (3000+; K170+).



*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for
a low noise Continuous Descent Approach (CDA)
within the constraints as laid down in the
procedure description.

2100'

MSA
HAM VOR

EKERN 1S [EKER1S], GIKOG 1S [GIKO1S]

MIC 1S, RAMAR 1S [RAMA1S]

RWY 33 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

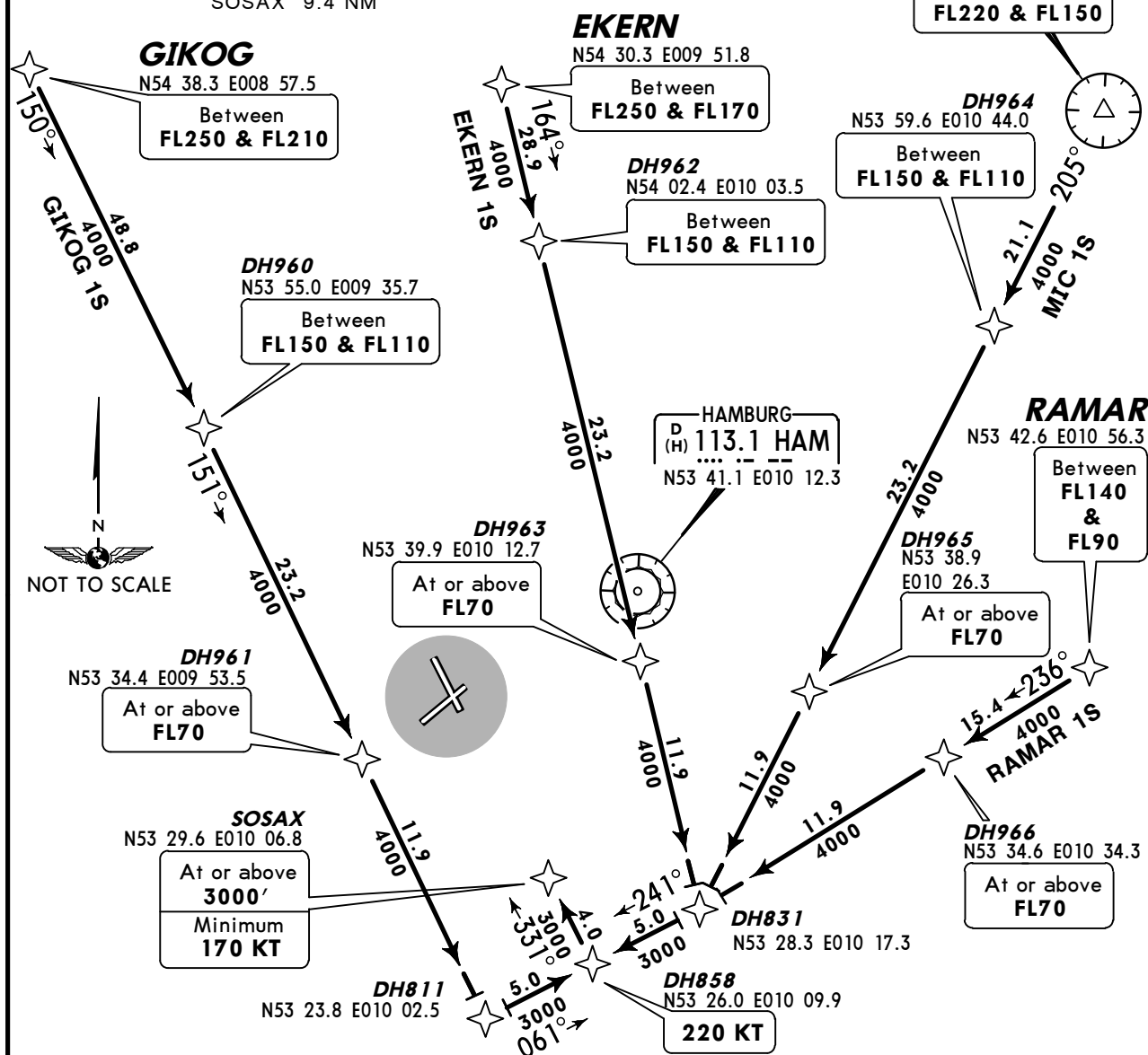
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to Hamburg Apt from:
SOSAX 9.4 NM



TRANSITION

ROUTING

EKERN 1S

EKERN (FL250-; FL170+) - DH962 (FL150-; FL110+) - DH963 (FL70+) - DH831 - DH858 (K220) - SOSAX (3000+; K170+).

GIKOG 1S

GIKOG (FL250-; FL210+) - DH960 (FL150-; FL110+) - DH961 (FL70+) - DH811 - DH858 (K220) - SOSAX (3000+; K170+).

MIC 1S

MIC (FL220-; FL150+) - DH964 (FL150-; FL110+) - DH965 (FL70+) - DH831 - DH858 (K220) - SOSAX (3000+; K170+).

RAMAR 1S

RAMAR (FL140-; FL90+) - DH966 (FL70+) - DH831 - DH858 (K220) - SOSAX (3000+; K170+).

*D-ATIS
123.12Apt Elev
53'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for
a low noise Continuous Descent Approach (CDA)
within the constraints as laid down in the
procedure description.

2100'

MSA
HAM VOR

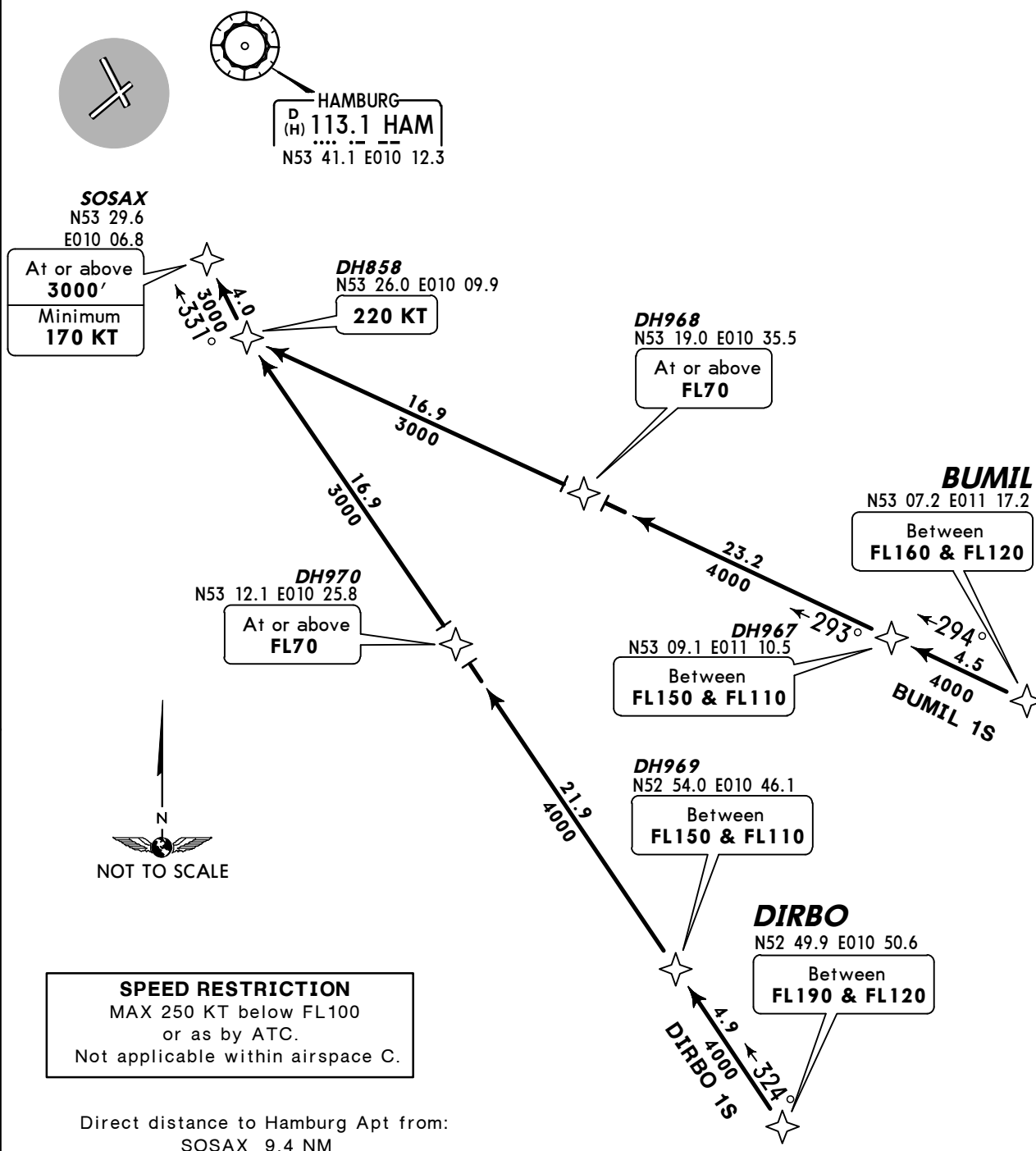
BUMIL 1S [BUMI1S], DIRBO 1S [DIRB1S]

RWY 33 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION

ROUTING

BUMIL 1S

BUMIL (FL160-; FL120+) - DH967 (FL150-; FL110+) - DH968 (FL70+) - DH858 (K220) - SOSAX (3000+; K170+).

DIRBO 1S

DIRBO (FL190-; FL120+) - DH969 (FL150-; FL110+) - DH970 (FL70+) - DH858 (K220) - SOSAX (3000+; K170+).

BREMEN Radar
136.67Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

2100'

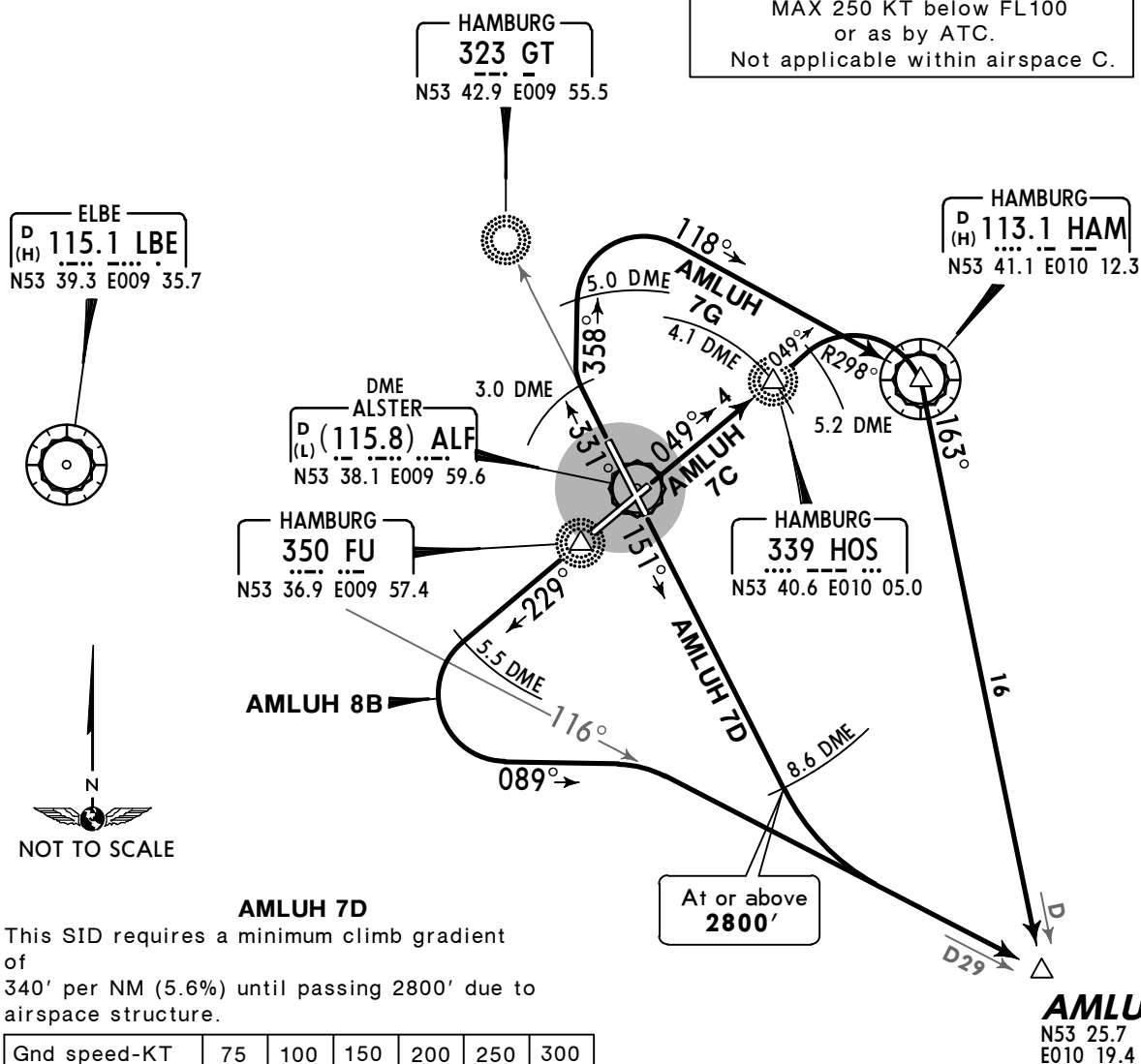
MSA
HAM VOR

AMLUH EIGHT BRAVO (AMLUH 8B)
AMLUH SEVEN CHARLIE (AMLUH 7C)
AMLUH SEVEN DELTA (AMLUH 7D)
AMLUH SEVEN GOLF (AMLUH 7G)
RWYS 23, 05, 15, 33 DEPARTURES

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

**AMLUH 7D**

This SID requires a minimum climb gradient of 340' per NM (5.6%) until passing 2800' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701

If unable to comply advise ATC prior to start-up.

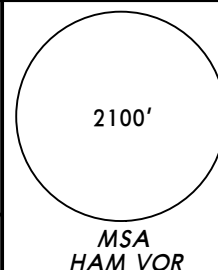
Initial climb clearance **5000'**

SID	RWY	ROUTING
AMLUH 8B	23	Climb straight ahead via FU to ALF 5.5 DME, turn LEFT, 089° track, intercept LBE R-116 to AMLUH.
AMLUH 7C	05	To HOS (ALF 4.1 DME), 049° bearing to ALF 5.2 DME, turn RIGHT, intercept HAM R-163 to AMLUH.
AMLUH 7D	15	Intercept 151° bearing from GT to ALF 8.6 DME, turn LEFT, intercept LBE R-116 to AMLUH.
AMLUH 7G	33	Intercept 331° bearing towards GT, at ALF 3.0 DME turn RIGHT, 358° track, at ALF 5.0 DME turn RIGHT, intercept HAM R-298 inbound to HAM, turn RIGHT, HAM R-163 to AMLUH.

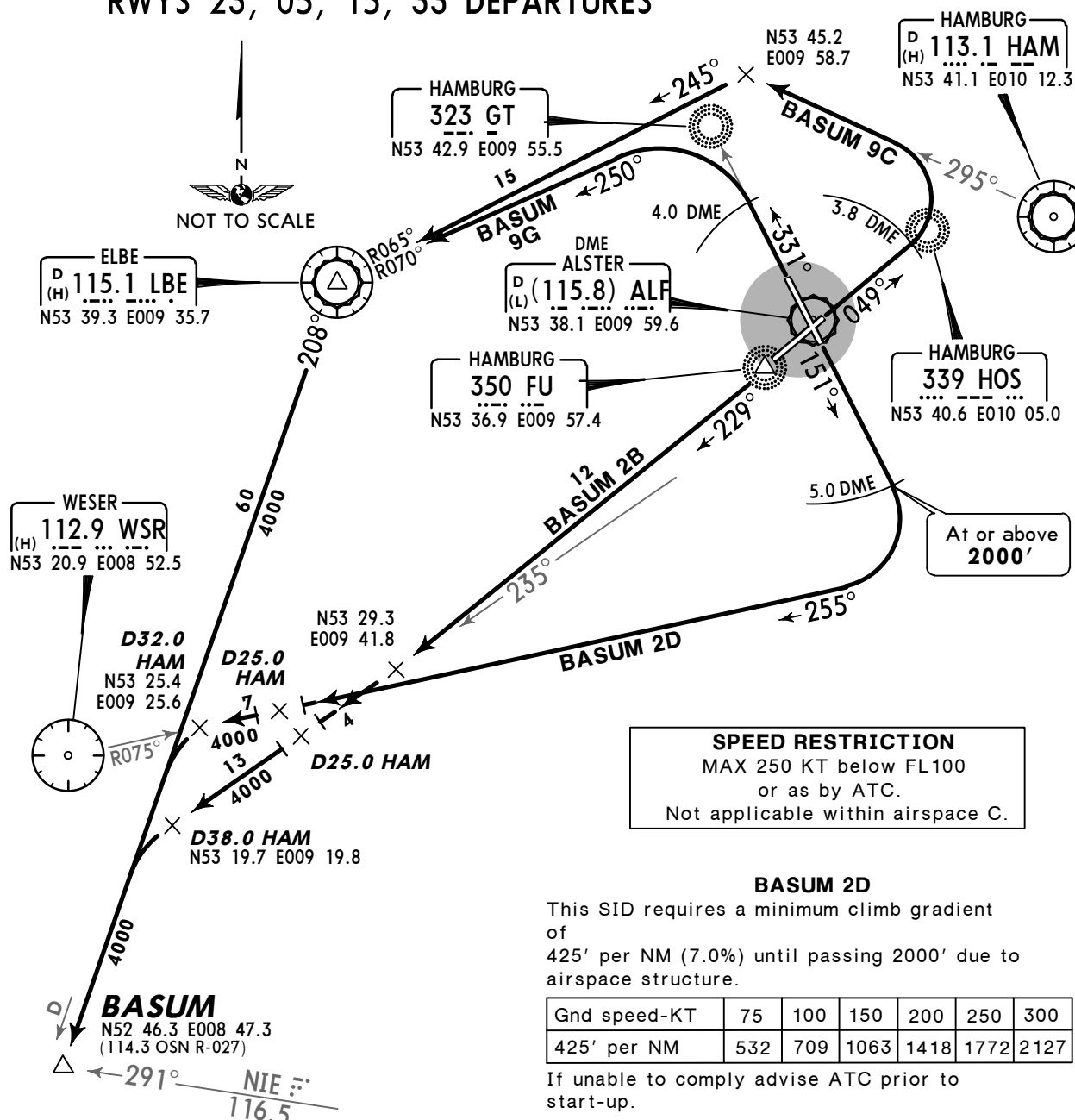
BREMEN Radar
134.25Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



BASUM TWO BRAVO (BASUM 2B)
BASUM NINE CHARLIE (BASUM 9C)
BASUM TWO DELTA (BASUM 2D)
BASUM NINE GOLF (BASUM 9G)
RWYS 23, 05, 15, 33 DEPARTURES

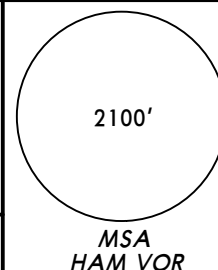
Initial climb clearance **5000'**

SID	RWY	ROUTING
BASUM 2B	23	Climb straight ahead to FU, 229° bearing, intercept HAM R-235 to D38.0 HAM, turn LEFT, intercept LBE R-208 to BASUM.
BASUM 9C	05	Intercept 049° bearing towards HOS, at ALF 3.8 DME turn LEFT, intercept HAM R-295, intercept LBE R-065 inbound to LBE, turn LEFT, LBE R-208 to BASUM.
BASUM 2D	15	Intercept 151° bearing from GT to ALF 5.0 DME, turn RIGHT, intercept WSR R-075 inbound to D32.0 HAM, turn LEFT, intercept LBE R-208 to BASUM.
BASUM 9G	33	Intercept 331° bearing towards GT, at ALF 4.0 DME turn LEFT, intercept LBE R-070 inbound to LBE, turn LEFT, LBE R-208 to BASUM.

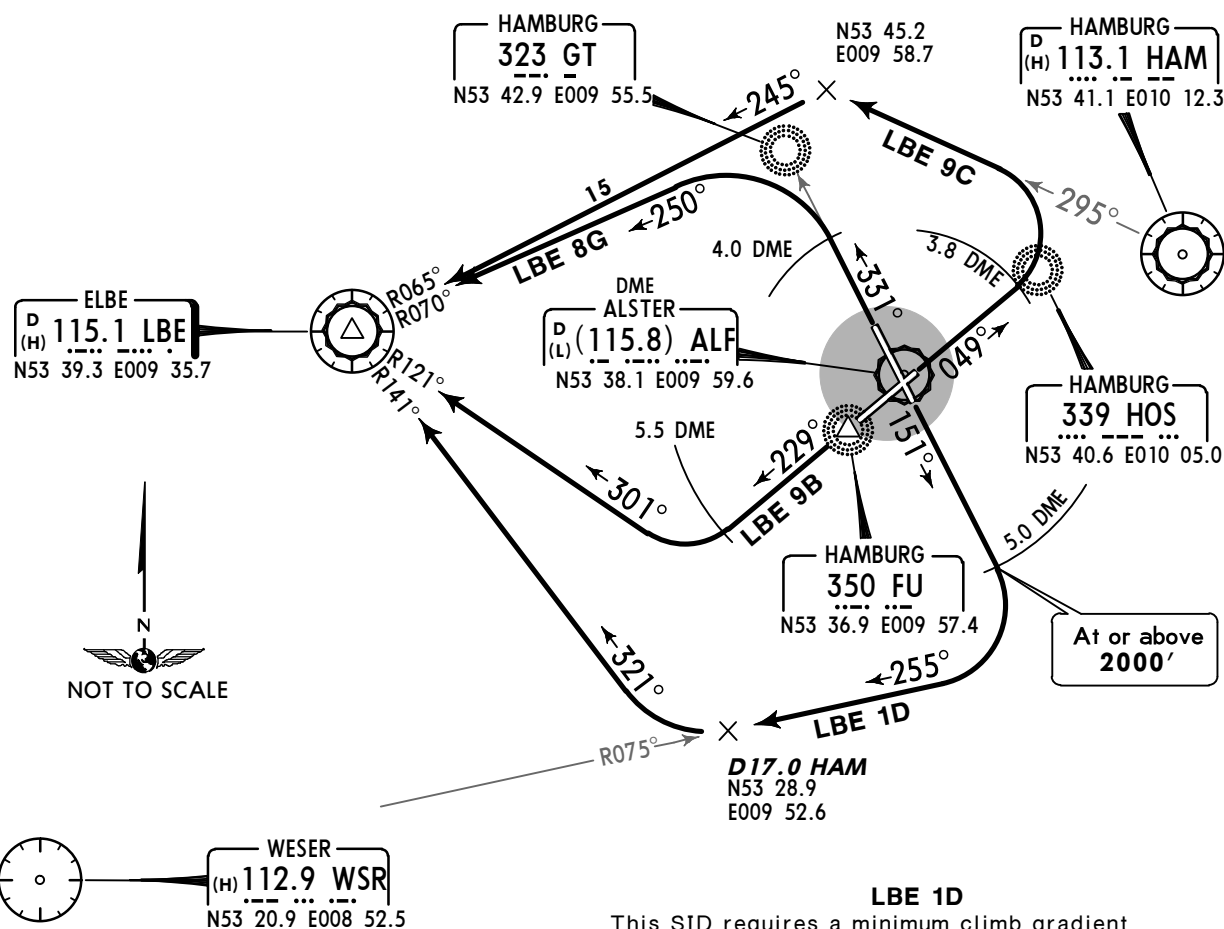
BREMEN Radar
134.25Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



ELBE NINE BRAVO (LBE 9B)
ELBE NINE CHARLIE (LBE 9C)
ELBE ONE DELTA (LBE 1D)
ELBE EIGHT GOLF (LBE 8G)
RWYS 23, 05, 15, 33 DEPARTURES

**LBE 1D**

This SID requires a minimum climb gradient of 425' per NM (7.0%) until passing 2000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

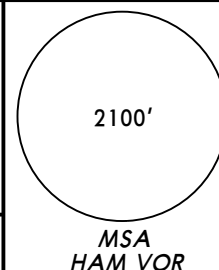
If unable to comply advise ATC prior to start-up.

Initial climb clearance **5000'**

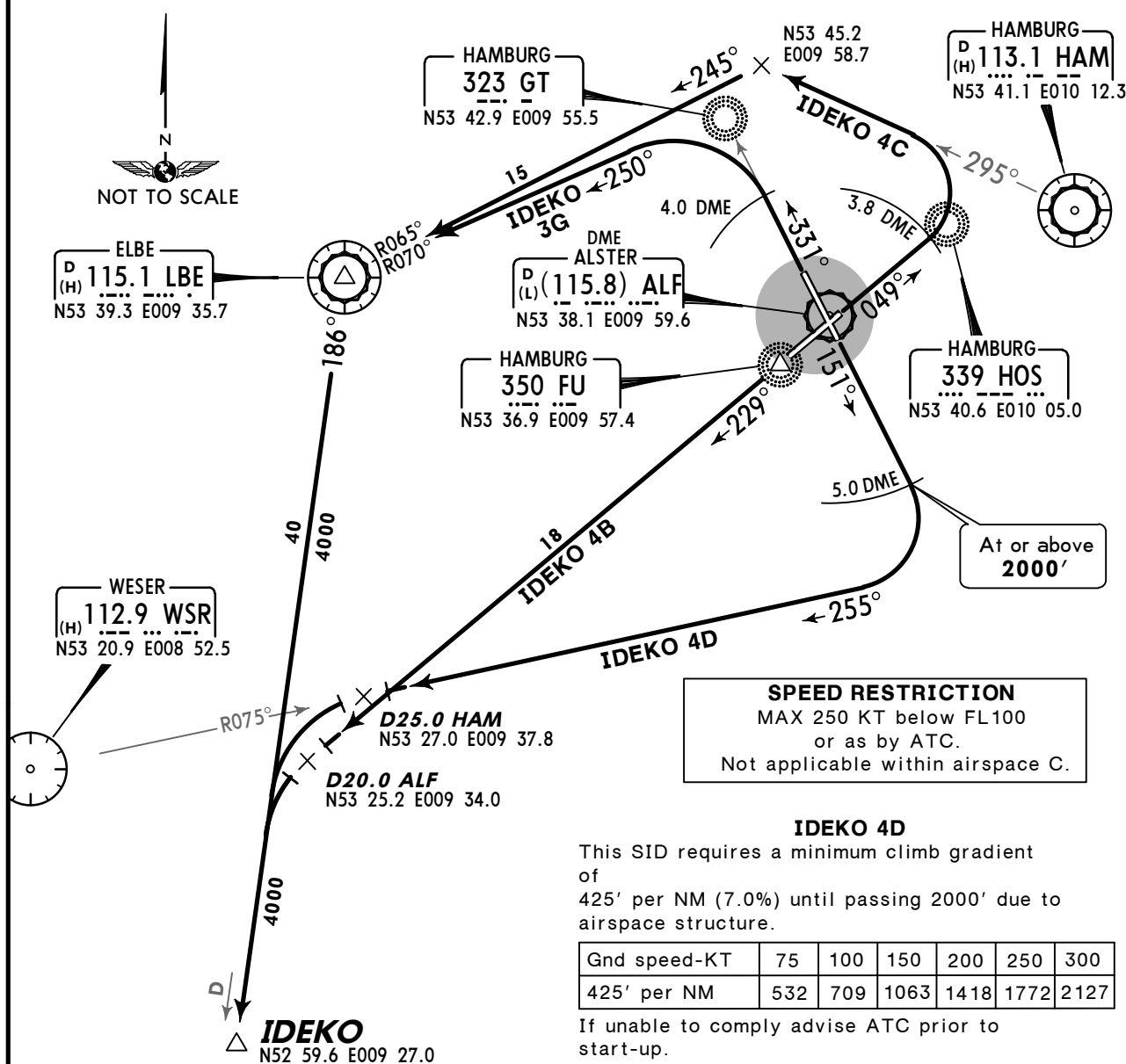
SID	RWY	ROUTING
LBE 9B	23	Climb straight ahead via FU to ALF 5.5 DME, turn RIGHT, intercept LBE R-121 inbound to LBE.
LBE 9C	05	Intercept 049° bearing towards HOS, at ALF 3.8 DME turn LEFT, intercept HAM R-295, intercept LBE R-065 inbound to LBE.
LBE 1D	15	Intercept 151° bearing from GT to ALF 5.0 DME, turn RIGHT, intercept WSR R-075 inbound to D17.0 HAM, turn RIGHT, intercept LBE R-141 inbound to LBE.
LBE 8G	33	Intercept 331° bearing towards GT, at ALF 4.0 DME turn LEFT, intercept LBE R-070 inbound to LBE.

BREMEN Radar
134.25Apt Elev
53'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



IDEKO FOUR BRAVO (IDEKO 4B)
IDEKO FOUR CHARLIE (IDEKO 4C)
IDEKO FOUR DELTA (IDEKO 4D)
IDEKO THREE GOLF (IDEKO 3G)
RWYS 23, 05, 15, 33 DEPARTURES



Initial climb clearance 5000'

SID	RWY	ROUTING
IDEKO 4B	23	Climb straight ahead to FU, 229° bearing to D20.0 ALF, turn LEFT, intercept LBE R-186 to IDEKO.
IDEKO 4C	05	Intercept 049° bearing towards HOS, at ALF 3.8 DME turn LEFT, intercept HAM R-295, intercept LBE R-065 inbound to LBE, turn LEFT, LBE R-186 to IDEKO.
IDEKO 4D	15	Intercept 151° bearing from GT to ALF 5.0 DME, turn RIGHT, intercept WSR R-075 inbound to D25.0 HAM, turn LEFT, intercept LBE R-186 to IDEKO.
IDEKO 3G	33	Intercept 331° bearing towards GT, at ALF 4.0 DME turn LEFT, intercept LBE R-070 inbound to LBE, turn LEFT, LBE R-186 to IDEKO.

BREMEN Radar
136.67Apt Elev
53'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

2100'

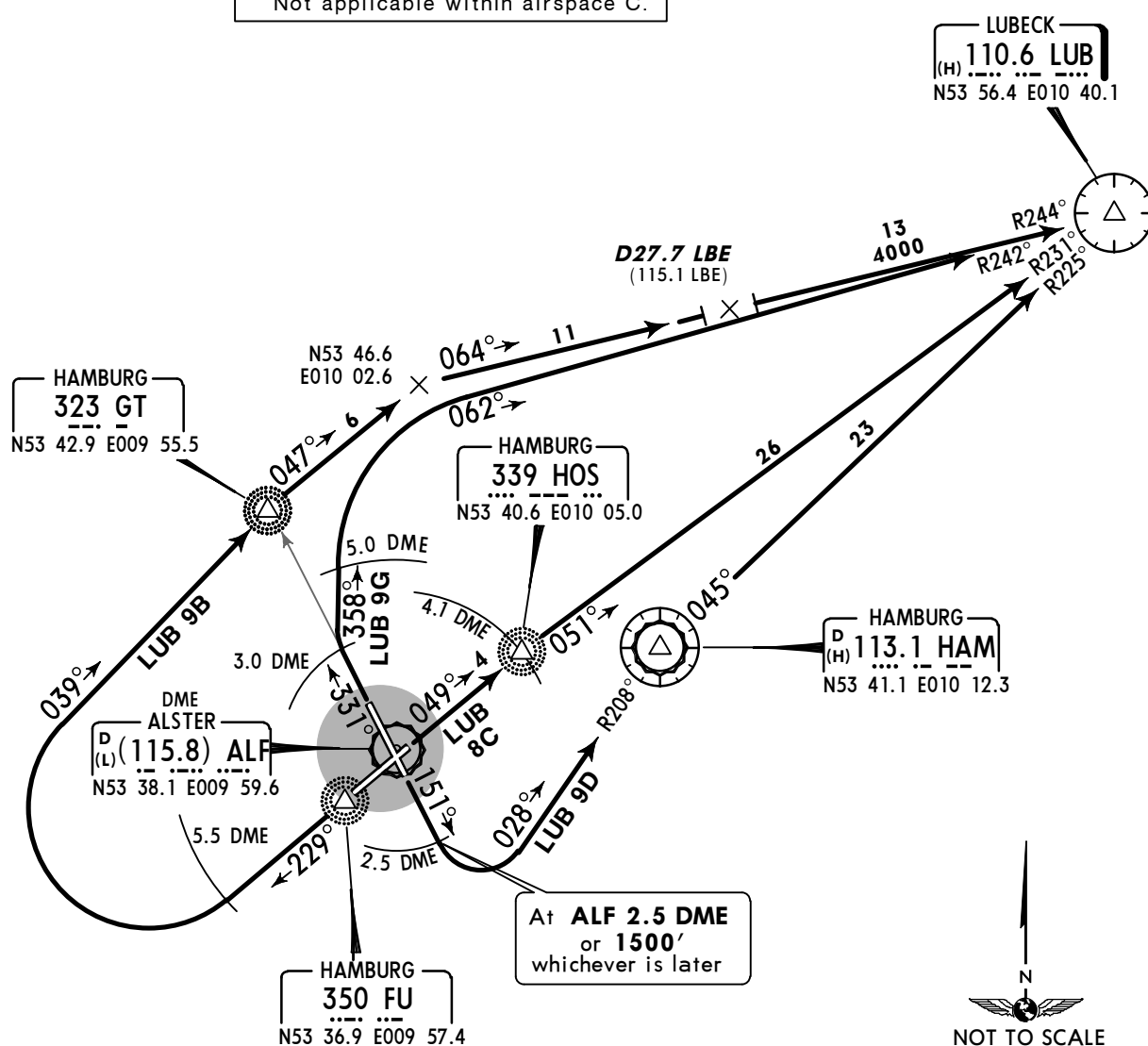
MSA
HAM VOR

LUBECK NINE BRAVO (LUB 9B)
LUBECK EIGHT CHARLIE (LUB 8C)
LUBECK NINE DELTA (LUB 9D)
LUBECK NINE GOLF (LUB 9G)
RWYS 23, 05, 15, 33 DEPARTURES

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



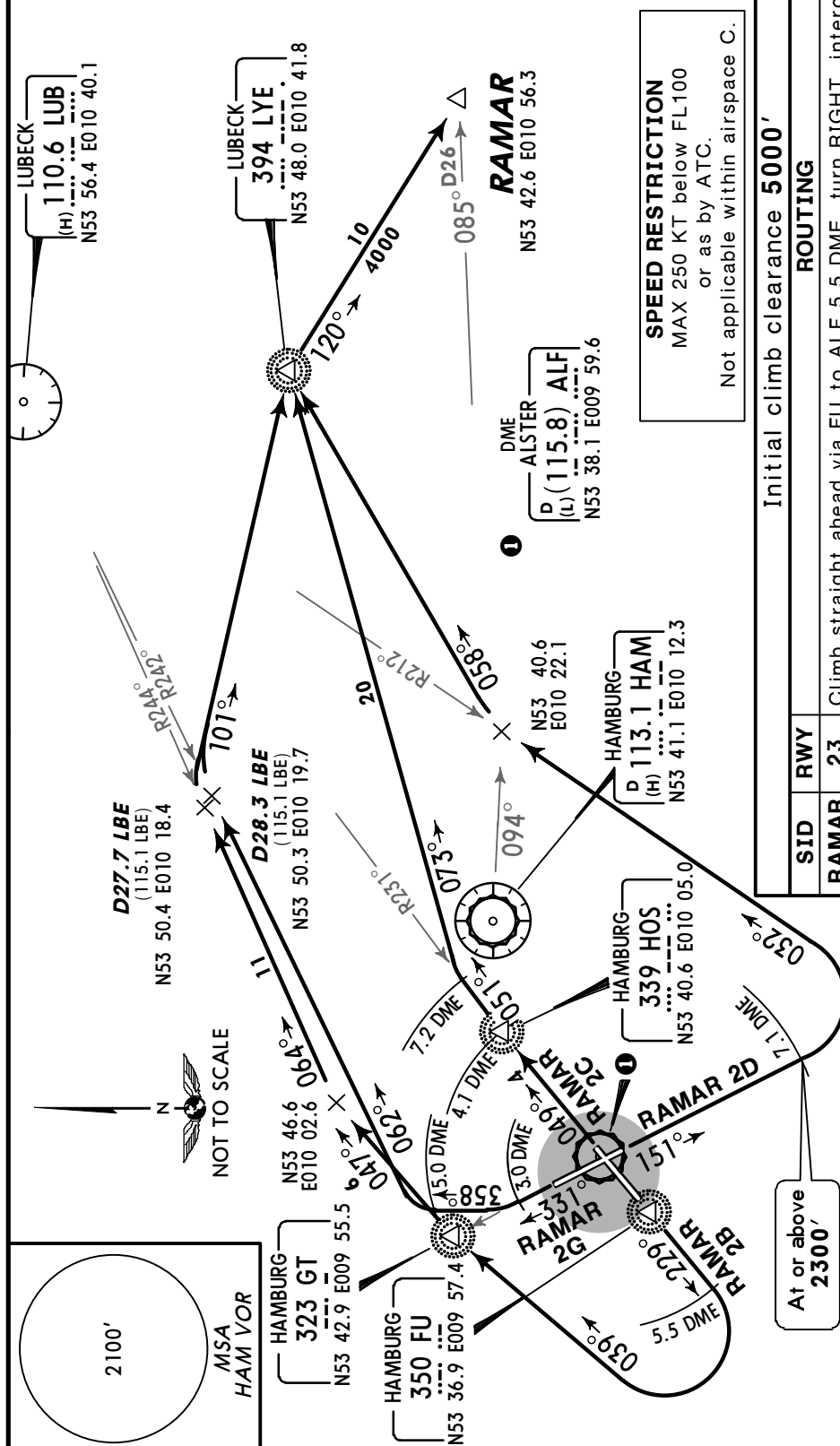
CHANGES: None.

BREMEN Radar
136.67Apt E/lev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

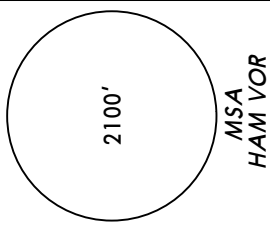
RAMAR TWO BRAVO (RAMAR 2B)
RAMAR TWO CHARLIE (RAMAR 2C)
RAMAR TWO DELTA (RAMAR 2D)
RAMAR TWO GOLF (RAMAR 2G)
RWYS 23, 05, 15, 33 DEPARTURES



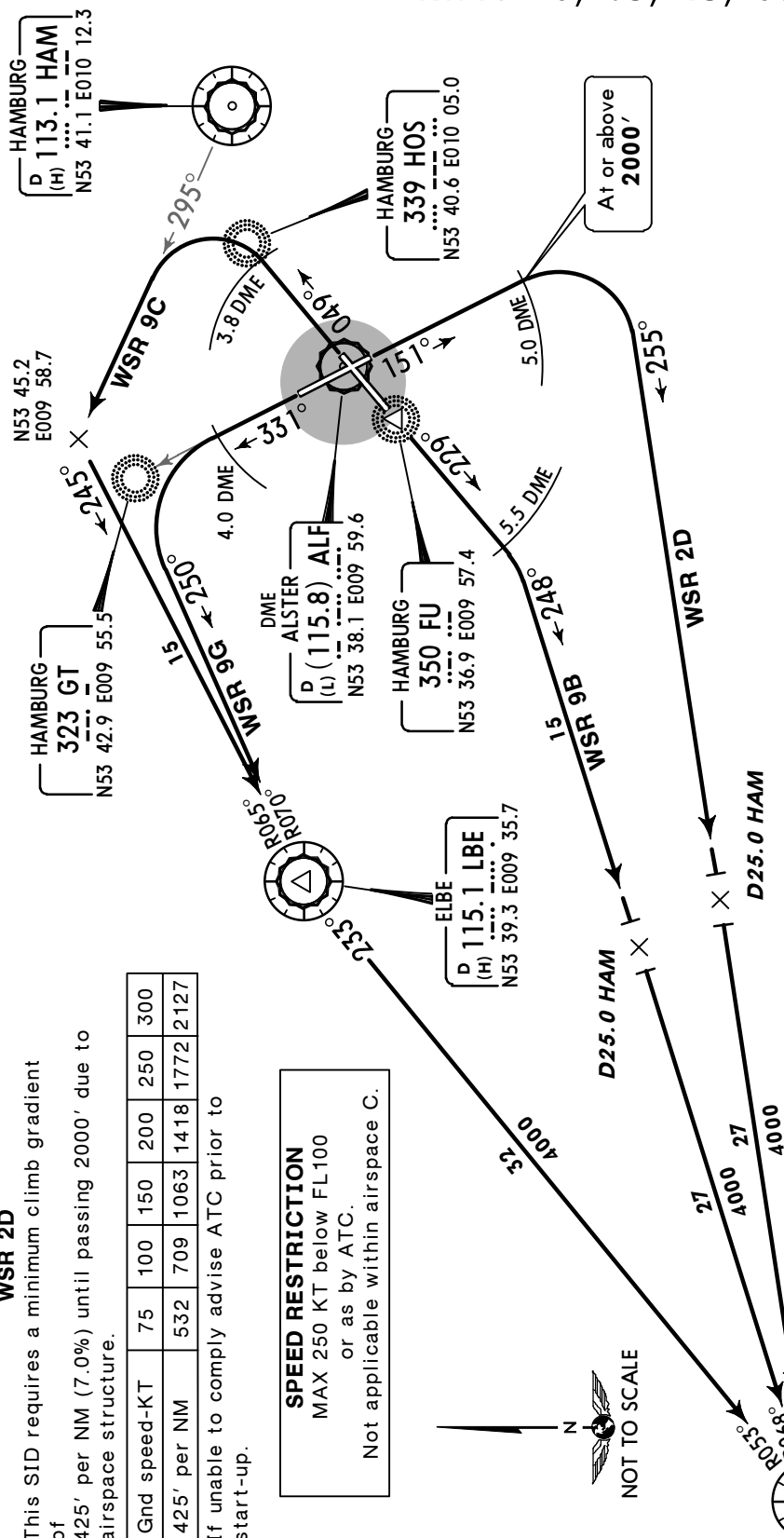
Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



WESER NINE BRAVO (WSR 9B)
WESER NINE CHARLIE (WSR 9C)
WESER TWO DELTA (WSR 2D)
WESER NINE GOLF (WSR 9G)
RWYS 23, 05, 15, 33 DEPARTURES



Initial climb clearance 5000'		
SID	RWY	ROUTING
WSR 9B	23	Climb straight ahead via FU 1 to ALF 5.5 DME , turn RIGHT, intercept WSR R-068 inbound to WSR.
WSR 9C	05	Intercept 049° bearing towards HOS, at ALF 3.8 DME turn LEFT, intercept HAM R-295, intercept LBE R-065 inbound to LBE, turn LEFT, LBE R-233 to WSR.
WSR 2D	15	Intercept 151° bearing from GT to ALF 5.0 DME, turn RIGHT, intercept WSR R-075 inbound to WSR.
WSR 9G	33	Intercept 331° bearing towards GT, at ALF 4.0 DME turn LEFT, intercept LBE R-070 inbound to LBE, turn LEFT, LBE R-233 to WSR.
1 After passing FU or 2000' whichever is later. BRNAV equipment necessary.		

After passing FU or 2000', whichever is later, BRNAV equipment necessary.

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BREMEN Radar
136.67Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

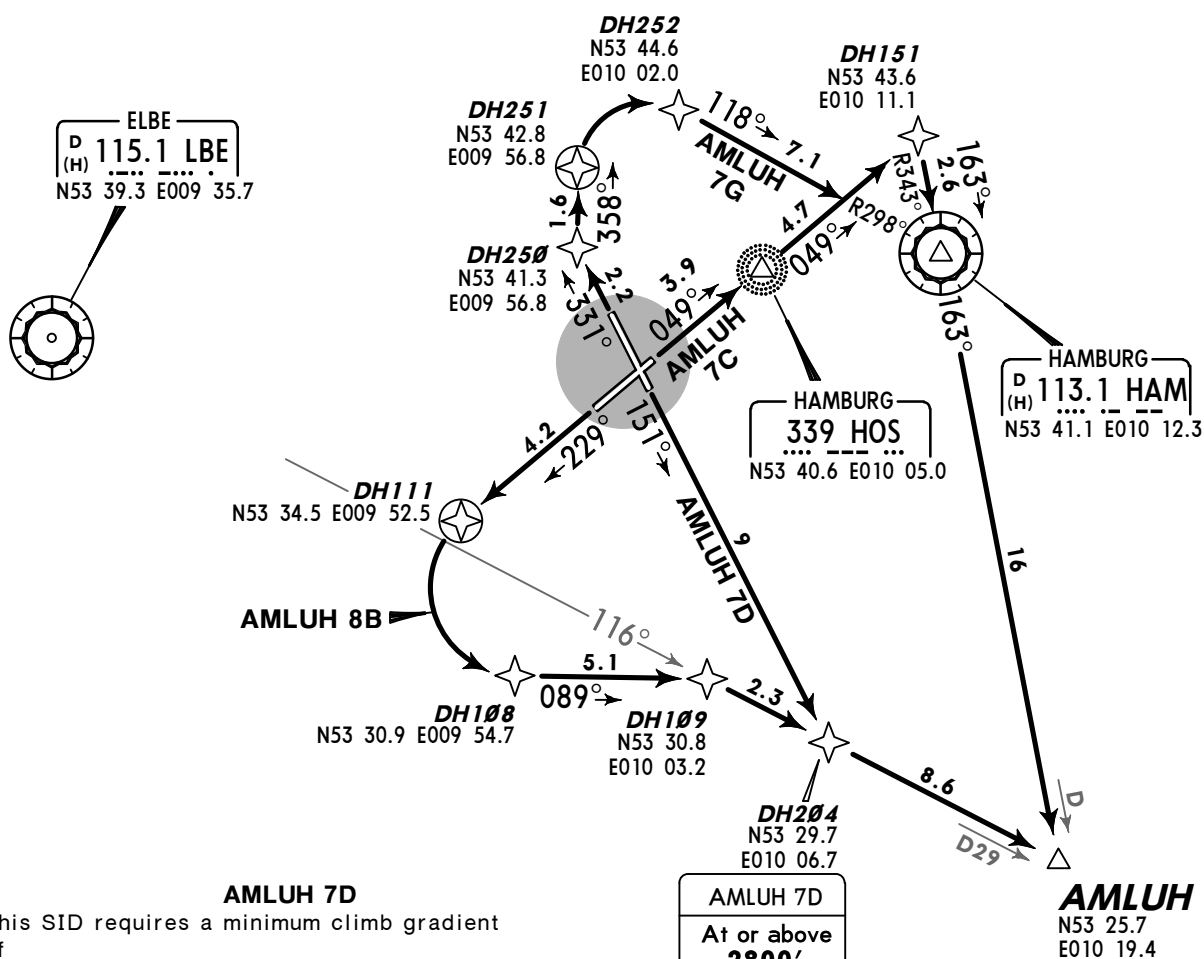
2100'

MSA
HAM VOR

AMLUH EIGHT BRAVO (AMLUH 8B)[AMLU8B]
AMLUH SEVEN CHARLIE (AMLUH 7C)[AMLU7C]
AMLUH SEVEN DELTA (AMLUH 7D)[AMLU7D]
AMLUH SEVEN GOLF (AMLUH 7G)[AMLU7G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3)

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

**AMLUH 7D**

This SID requires a minimum climb gradient of 340' per NM (5.6%) until passing 2800' due to High Intensity Radio Transmission Area.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701

If unable to comply advise ATC prior to start-up.

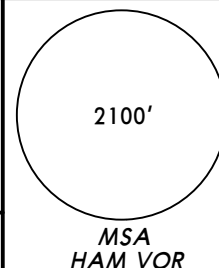
Initial climb clearance 5000'

SID	RWY	ROUTING
AMLUH 8B	23	(500'+) - DH111 - DH108 - DH109 - AMLUH.
AMLUH 7C	05	(500'+) - HOS - DH151 - AMLUH.
AMLUH 7D	15	(500'+) - DH204 (2800'+) - AMLUH.
AMLUH 7G	33	(500'+) - DH250 - DH251 - DH252 - HAM - AMLUH.

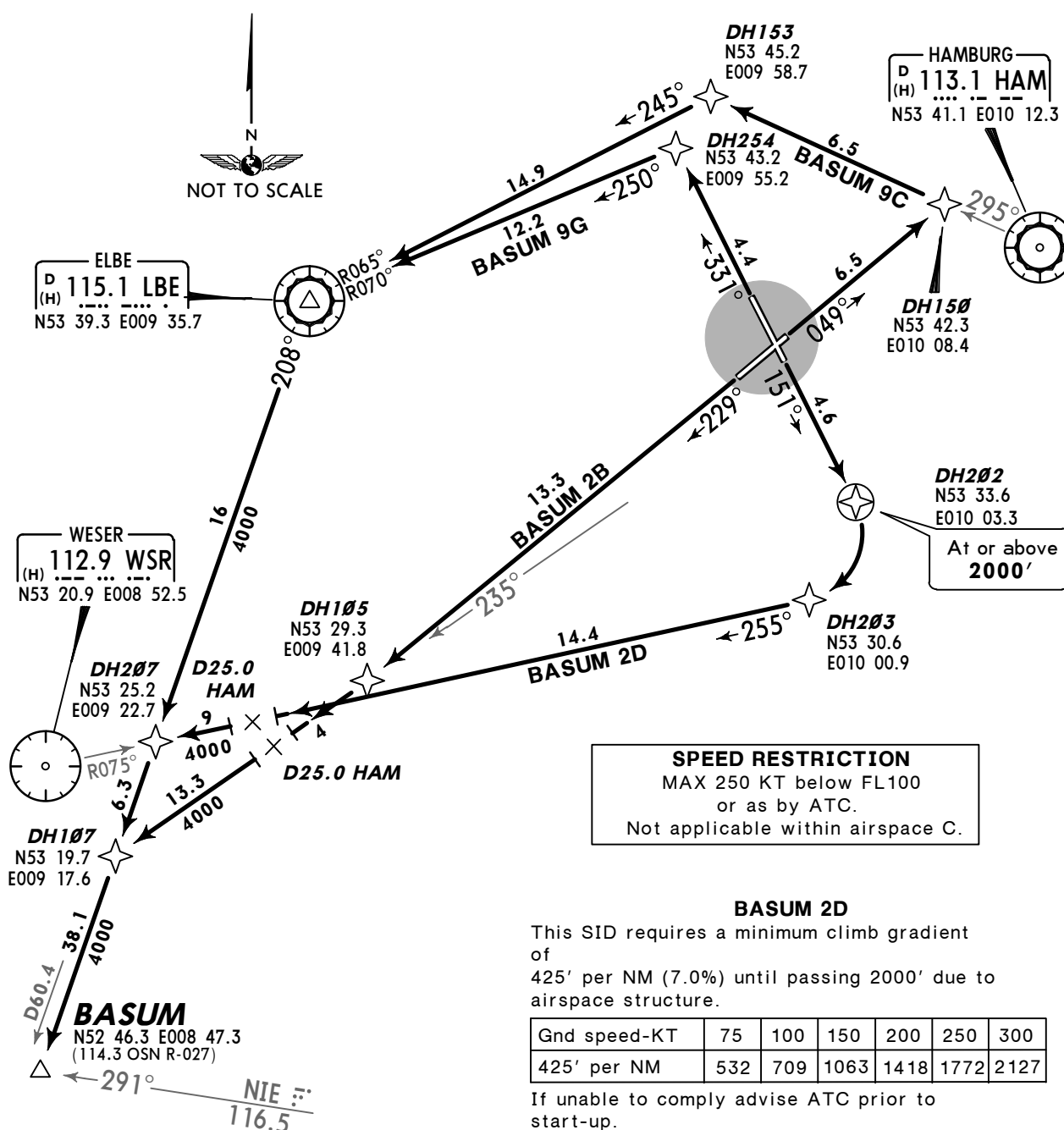
BREMEN Radar
134.25Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



BASUM TWO BRAVO (BASUM 2B) [BASU2B]
BASUM NINE CHARLIE (BASUM 9C) [BASU9C]
BASUM TWO DELTA (BASUM 2D) [BASU2D]
BASUM NINE GOLF (BASUM 9G) [BASU9G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3A)



Initial climb clearance 5000'		
SID	RWY	ROUTING
BASUM 2B	23	(500'+) - DH105 - DH107 - BASUM.
BASUM 9C	05	(500'+) - DH150 - DH153 - LBE - BASUM.
BASUM 2D	15	(500'+) - DH202 (2000'+) - DH203 - DH207 - BASUM.
BASUM 9G	33	(500'+) - DH254 - LBE - BASUM.

BREMEN Radar
136.67Apt Elev
53'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000',
then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict
adherence within the limits of aircraft performance
is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

2100'

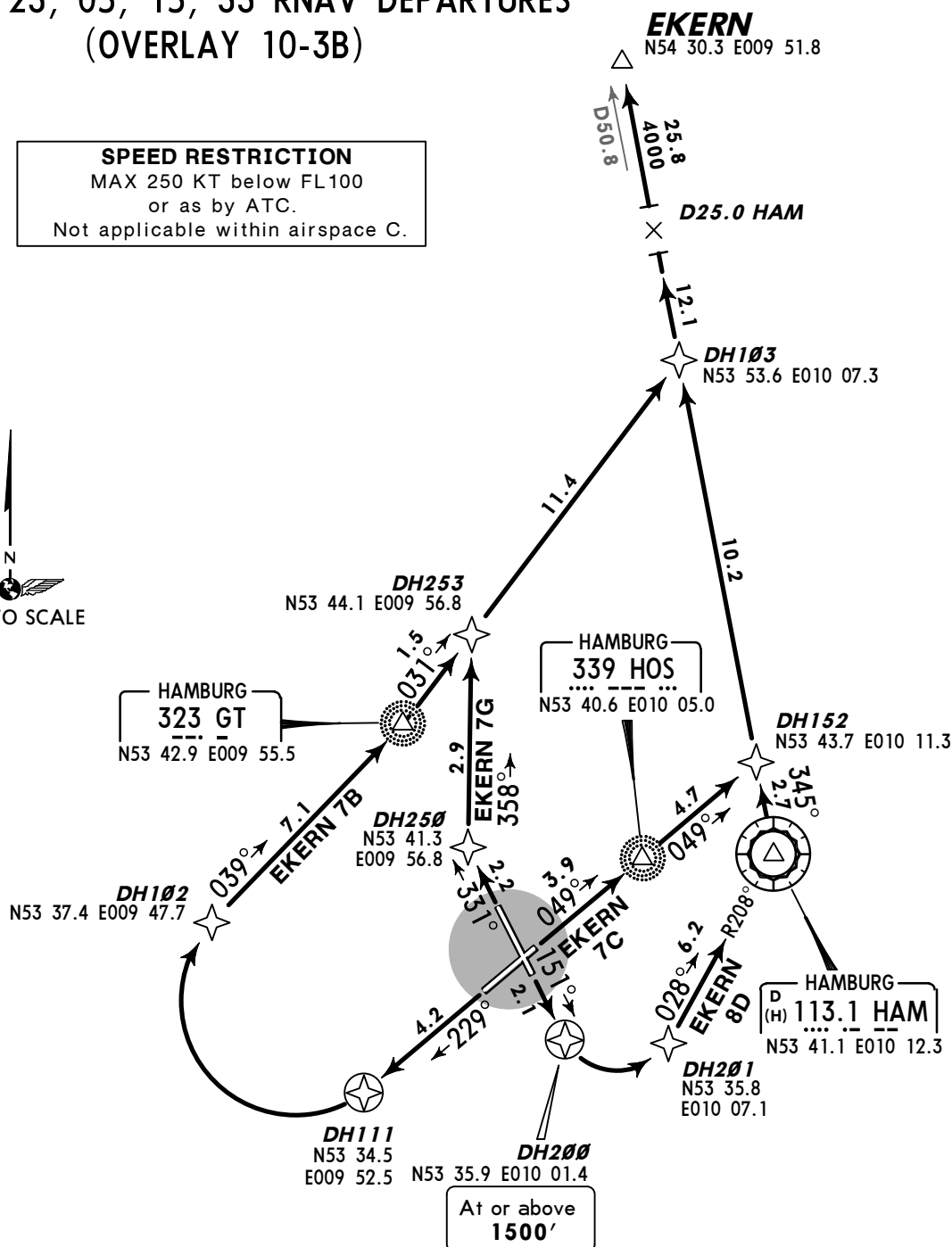
MSA
HAM VOR

EKERN SEVEN BRAVO (EKERN 7B) [EKER7B]
EKERN SEVEN CHARLIE (EKERN 7C) [EKER7C]
EKERN EIGHT DELTA (EKERN 8D) [EKER8D]
EKERN SEVEN GOLF (EKERN 7G) [EKER7G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3B)

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

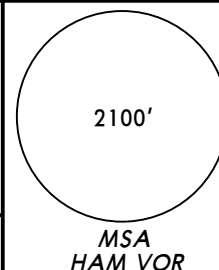
Initial climb clearance **5000'**

SID	RWY	ROUTING
EKERN 7B	23	(500'+) - DH111 - DH102 - GT - DH103 - EKERN.
EKERN 7C	05	(500'+) - HOS - DH152 - EKERN.
EKERN 8D	15	(500'+) - DH200 (1500'+) - DH201 - HAM - EKERN.
EKERN 7G	33	(500'+) - DH250 - DH253 - DH103 - EKERN.

BREMEN Radar
134.25

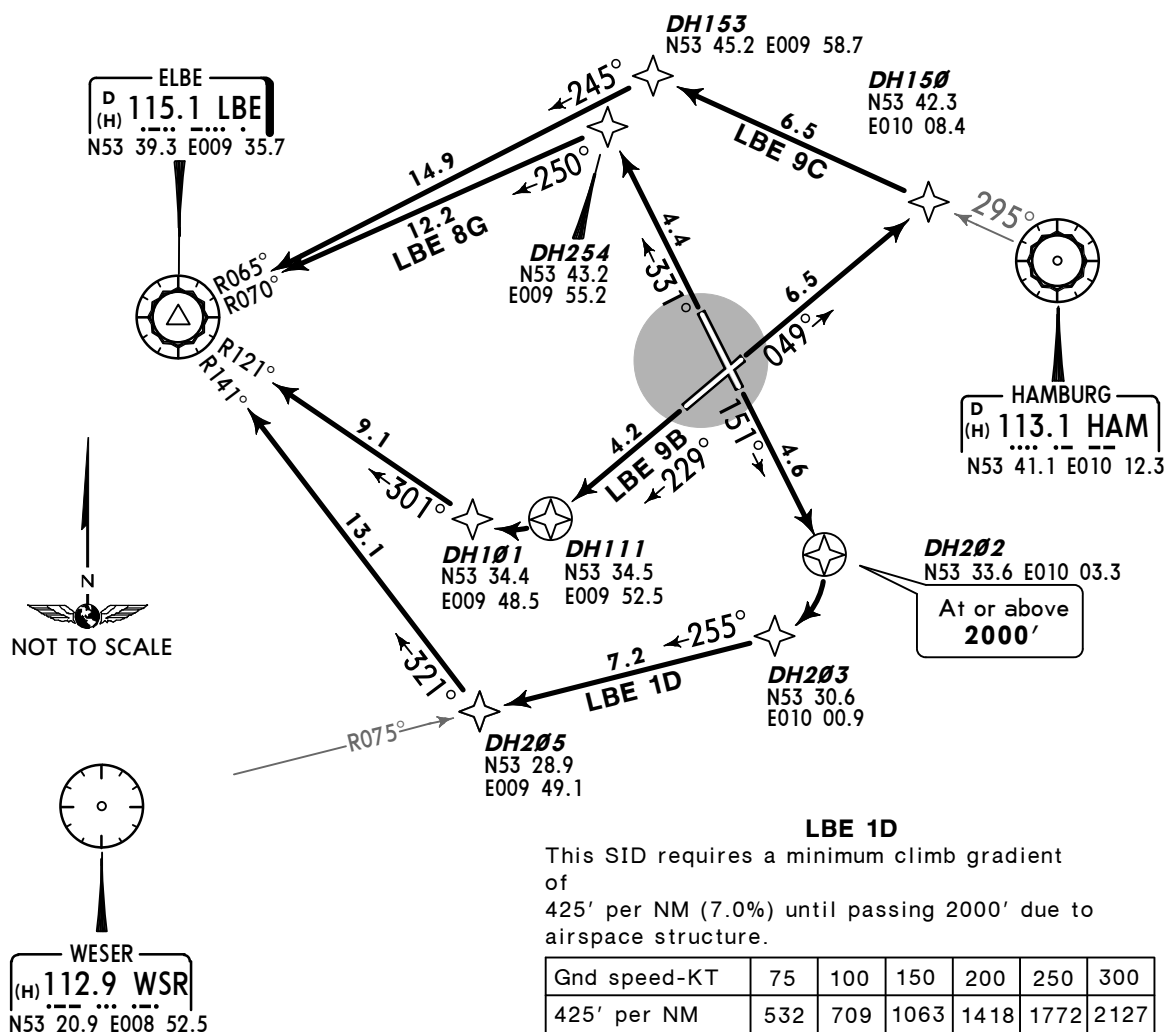
Apt Elev
53'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



ELBE NINE BRAVO (LBE 9B)
ELBE NINE CHARLIE (LBE 9C)
ELBE ONE DELTA (LBE 1D)
ELBE EIGHT GOLF (LBE 8G)
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3C)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



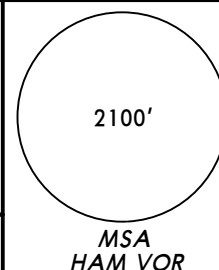
Initial climb clearance **5000'**

SID	RWY	ROUTING
LBE 9B	23	(500'+) - DH111 - DH101 - LBE.
LBE 9C	05	(500'+) - DH150 - DH153 - LBE.
LBE 1D	15	(500'+) - DH202 (2000'+) - DH203 - DH205 - LBE.
LBE 8G	33	(500'+) - DH254 - LBE.

BREMEN Radar
136.67

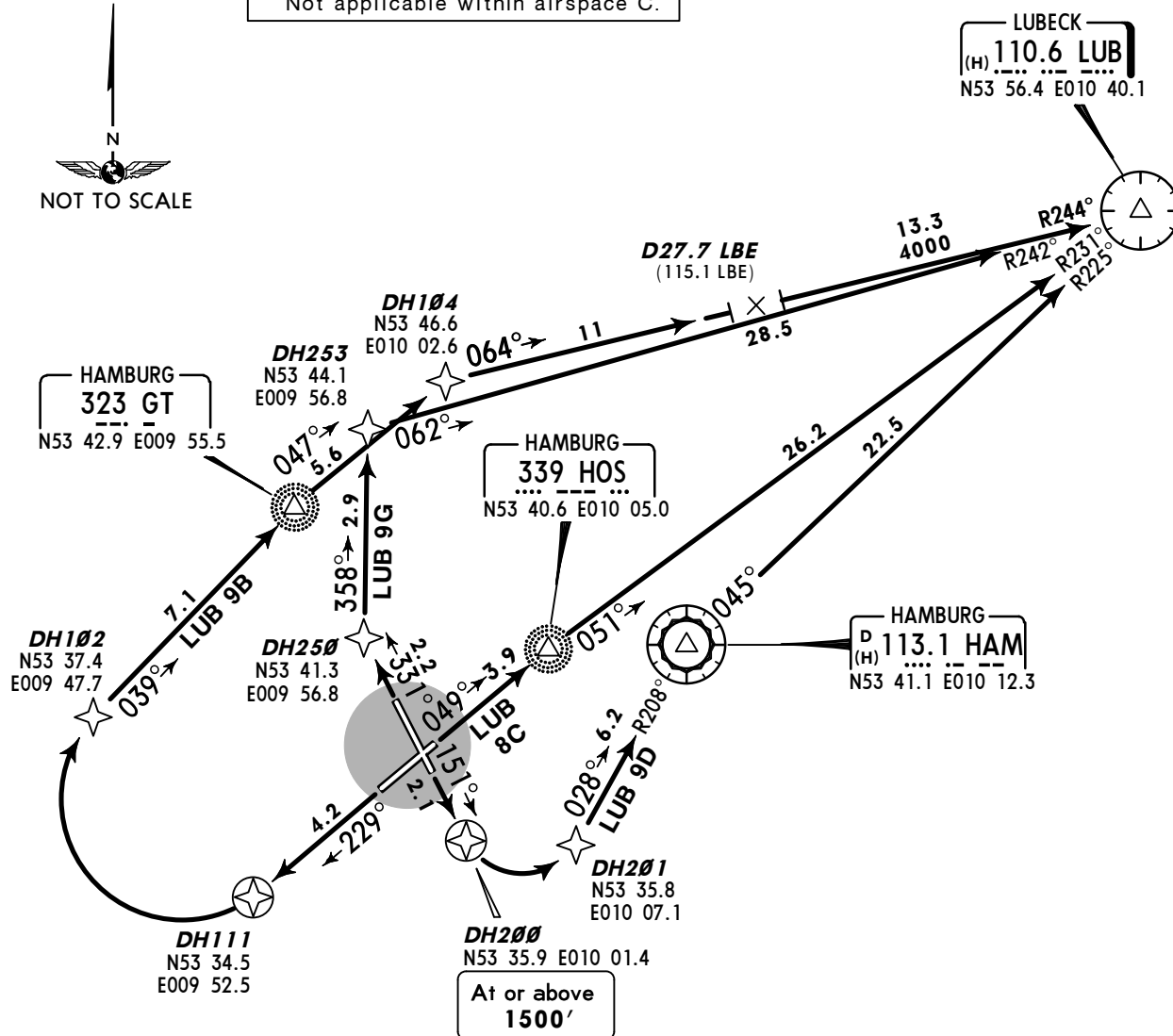
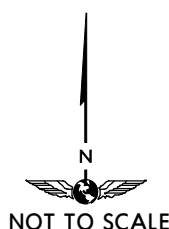
Apt Elev
53'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



LUBECK NINE BRAVO (LUB 9B)
LUBECK EIGHT CHARLIE (LUB 8C)
LUBECK NINE DELTA (LUB 9D)
LUBECK NINE GOLF (LUB 9G)
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3E)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **5000'**

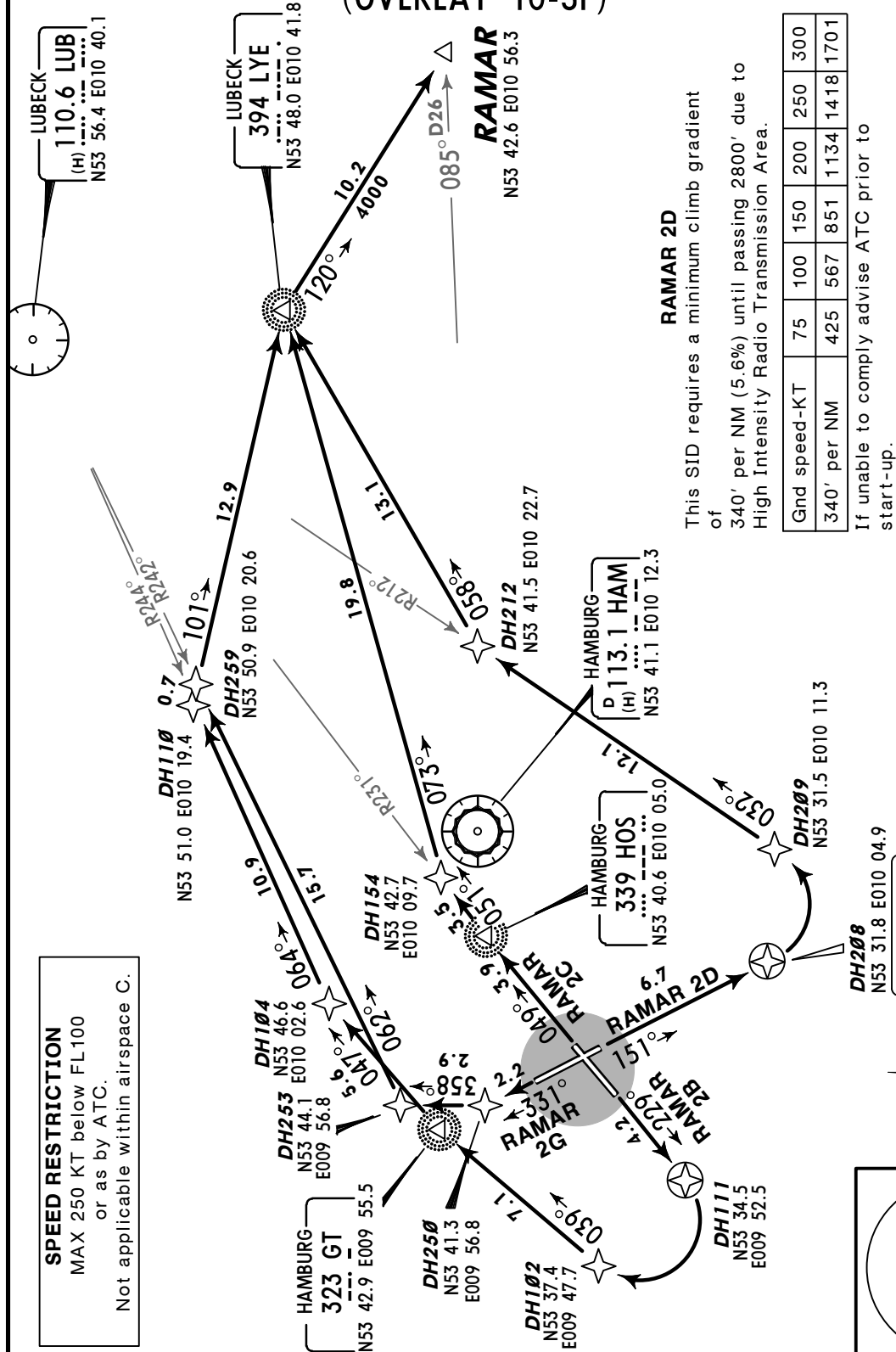
SID	RWY	ROUTING
LUB 9B	23	(500'+) - DH111 - DH102 - GT - DH104 - LUB.
LUB 8C	05	(500'+) - HOS - LUB.
LUB 9D	15	(500'+) - DH200 (1500'+) - DH201 - HAM - LUB.
LUB 9G	33	(500'+) - DH250 - DH253 - LUB.

BREMEN Radar
136.67

Apt Elev
53'

- Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 23, 05, 15: EXPECT close-in obstacles.

RAMAR TWO BRAVO (RAMAR 2B) [RAMA2B]
RAMAR TWO CHARLIE (RAMAR 2C) [RAMA2C]
RAMAR TWO DELTA (RAMAR 2D) [RAMA2D]
RAMAR TWO GOLF (RAMAR 2G) [RAMA2G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3F)



BREMEN Radar
134.25Apt Elev
53'

Trans level: By ATC Trans alt: 5000'

1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

2100'

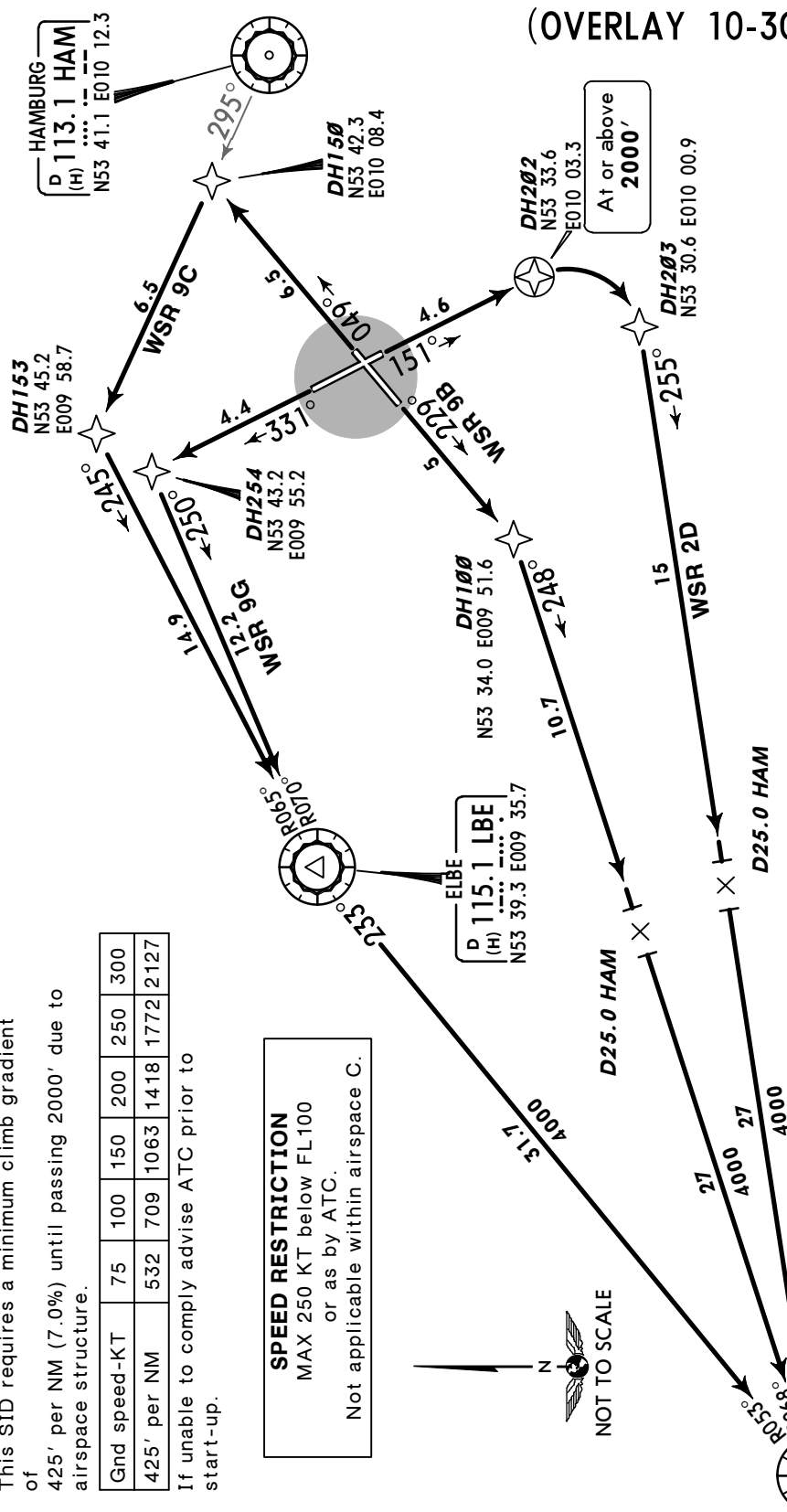
MSA
HAM VOR

WESER NINE BRAVO (WSR 9B)

WESER NINE CHARLIE (WSR 9C)

WESER TWO DELTA (WSR 2D)

WESER NINE GOLF (WSR 9G)

RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3G)**WSR 2D**

This SID requires a minimum climb gradient of 425' per NM (7.0%) until passing 2000' due to airspace structure.

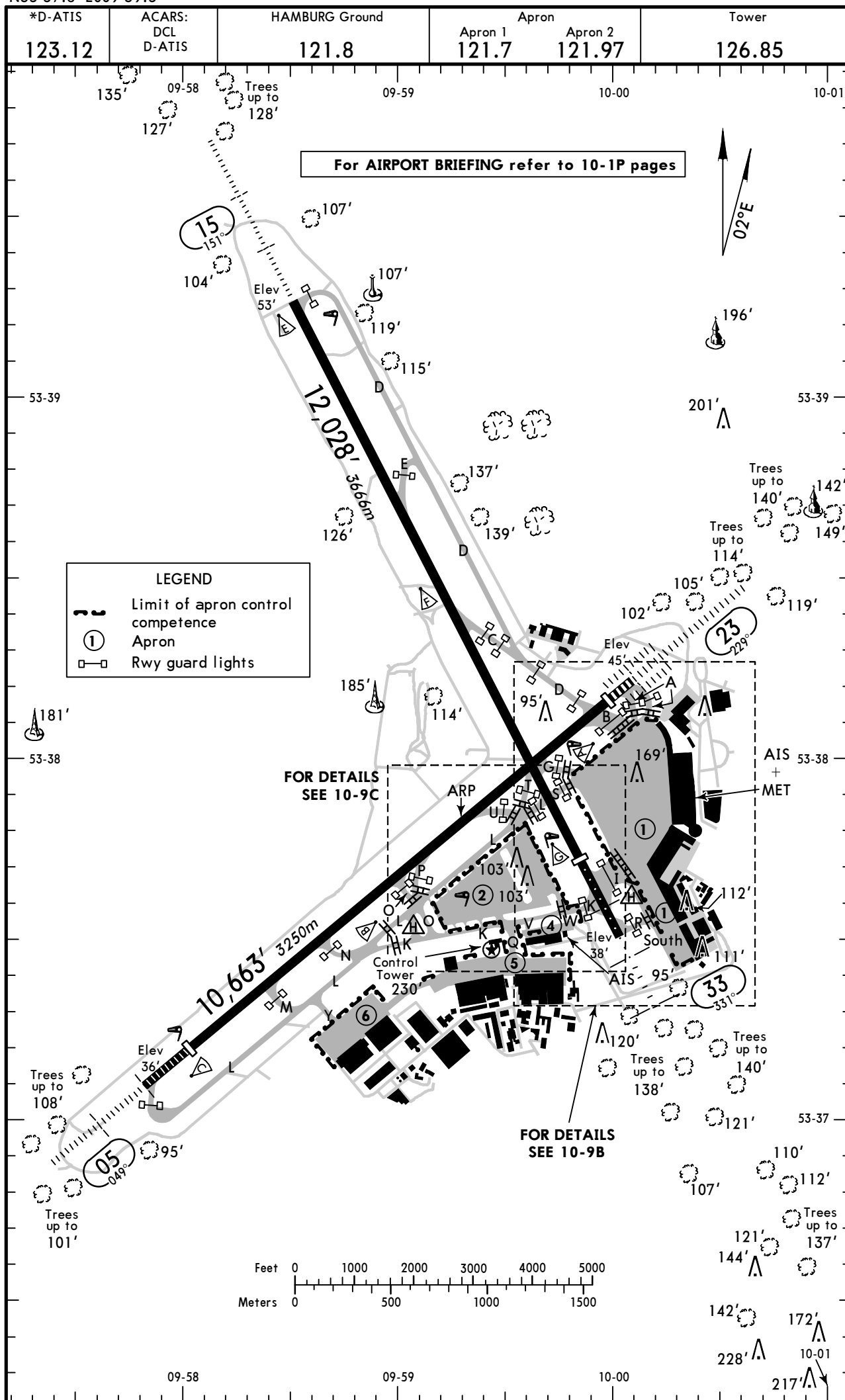
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC prior to start-up.

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace G.

Initial climb clearance 5000'		
SID	RWY	ROUTING
WSR 9B	23	(500'+) - DH100 - WSR.
WSR 9C	05	(500'+) - DH150 - DH153 - LBE - WSR.
WSR 2D	15	(500'+) - DH202 (2000'+) - DH203 - WSR.
WSR 9G	33	(500'+) - DH254 - LBE - WSR.



ADDITIONAL RUNWAY INFORMATION

RWY								USABLE LENGTHS		TAKE-OFF	WIDTH
								LANDING	BEYOND		
								Threshold	Glide Slope		
05	HIRL CL (15m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR		9685'	2952m	1	151' 46m
23	HIRL CL (15m)	ALSF-II	TDZ	REIL	PAPI-L(3.0°)	RVR		10,151'	3094m		
									9118'	2779m	

1 TAKE-OFF RUN AVAILABLERWY 05:

From rwy head 10,663' (3250m)
 twy M int 8054' (2455m)
 twy N int 6824' (2080m)
 twy O int 5233' (1595m)
 twy P int 4774' (1455m)

RWY 23:

From rwy head 10,663' (3250m)
 twy A-West int 10,558' (3218m)
 twy B-East int 10,007' (3050m)
 twy G int 8694' (2650m)
 twy U int 7415' (2260m)
 twy O int 5512' (1680m)

15	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR		11,009'	3356m	2	151' 46m
33	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR		10,565'	3220m		

2 TAKE-OFF RUN AVAILABLERWY 15:

From rwy head 12,028' (3666m)
 twy E int 8333' (2540m)
 twy C int 5807' (1770m)

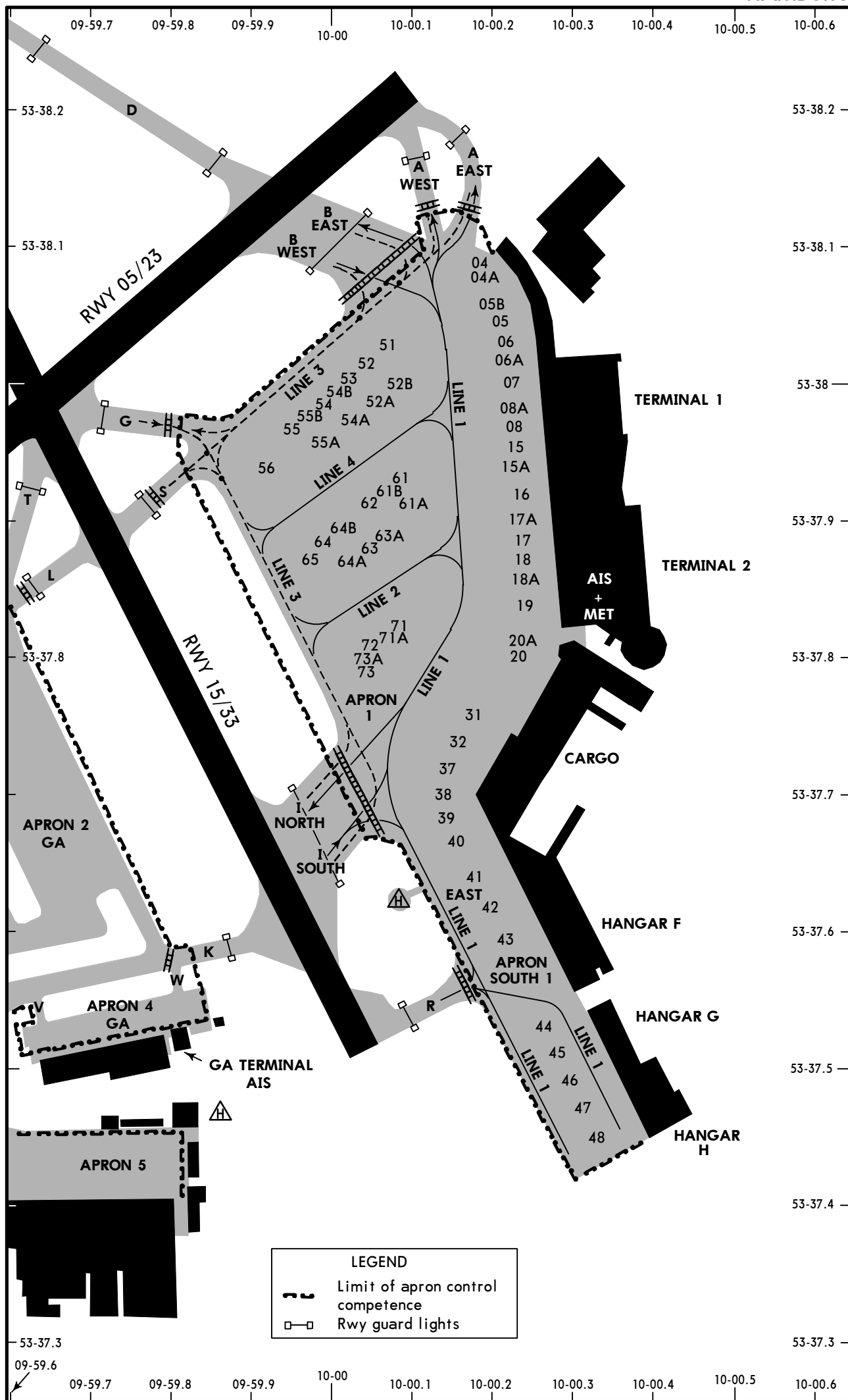
RWY 33:

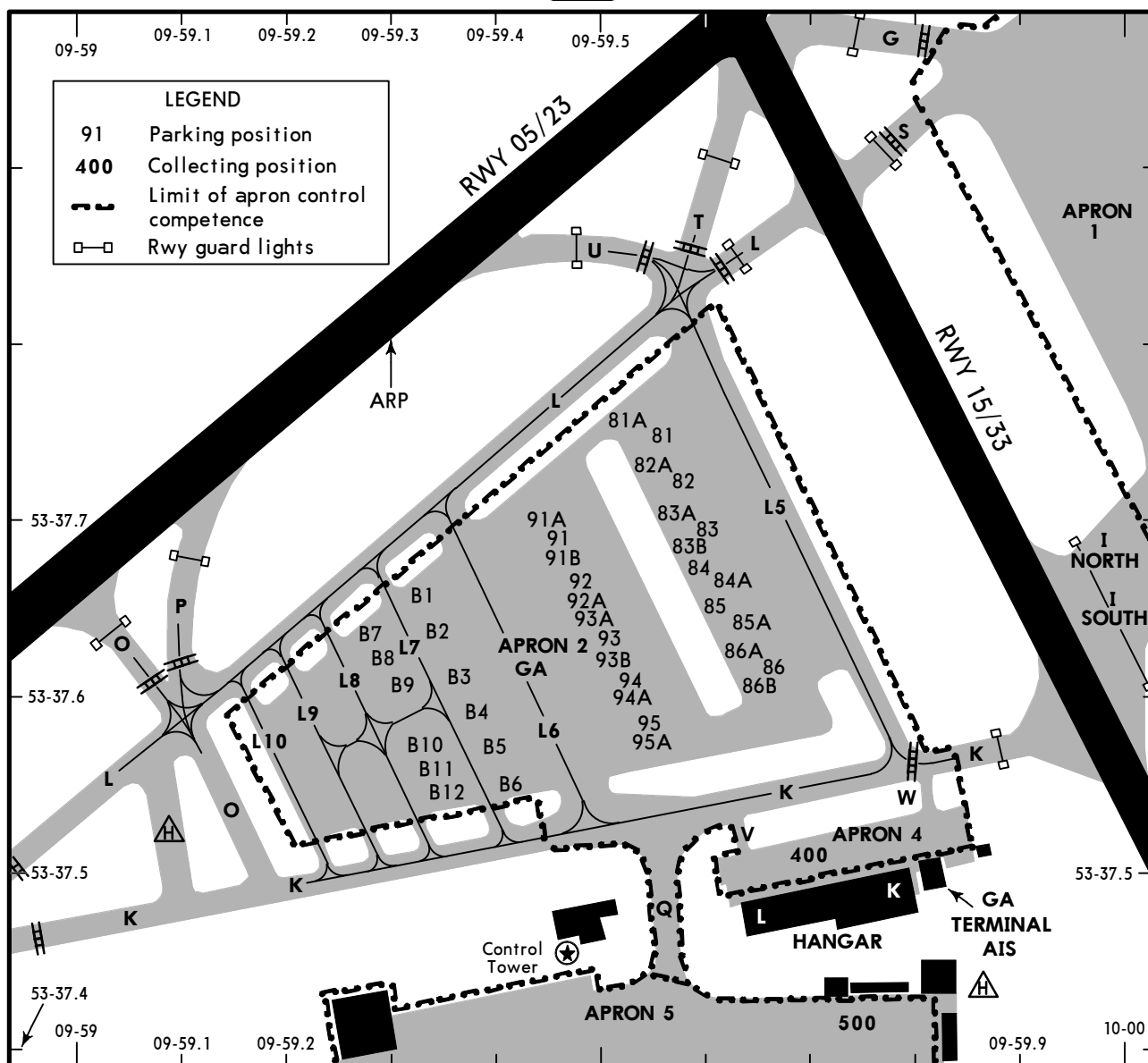
From rwy head 12,028' (3666m)
 twy K int 11,368' (3465m)
 twy I-North int 10,958' (3340m)
 twy S/L int 9482' (2890m)
 twy T int 8973' (2735m)
 twy G int 8957' (2730m)
 twy C int 6201' (1890m)

Standard**TAKE-OFF 1**

	LVP must be in Force				RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A					400m	500m	
B	125m	150m	200m	250m			
C							
D	150m	200m	250m	300m			

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



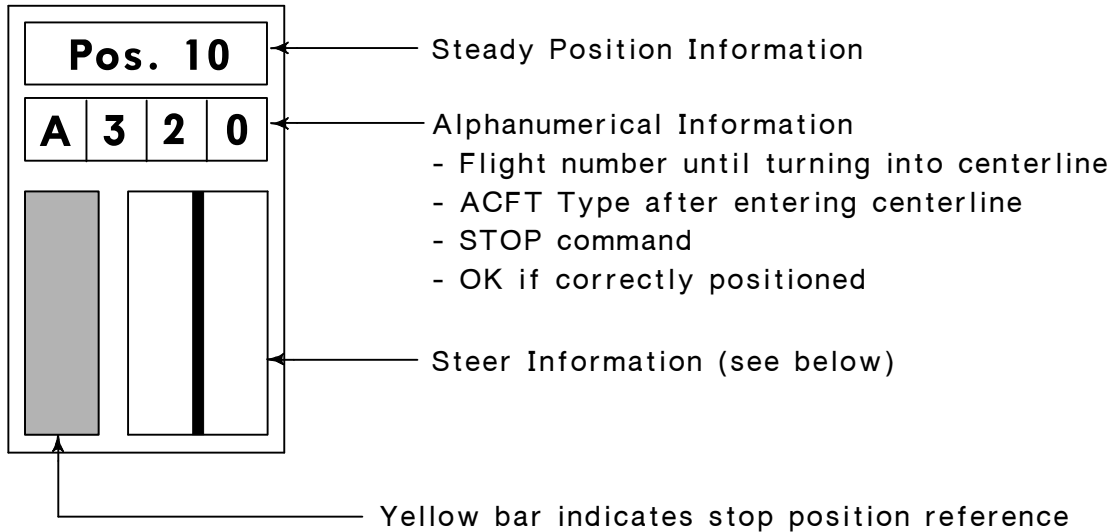


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
04, 04A	N53 38.2 E010 00.3	63A	N53 37.9 E010 00.1
05 thru 08A	N53 38.1 E010 00.3	64 thru 65	N53 37.9 E010 00.0
15 thru 16	N53 38.0 E010 00.3	71 thru 72	N53 37.8 E010 00.1
17 thru 19	N53 37.9 E010 00.3	73, 73A	N53 37.8 E010 00.0
20, 20A	N53 37.8 E010 00.3	81, 81A	N53 37.8 E009 59.5
31, 32	N53 37.8 E010 00.2	82 thru 85A	N53 37.7 E009 59.6
37 thru 40	N53 37.7 E010 00.2	86, 86A, 86B	N53 37.6 E009 59.7
41 thru 43	N53 37.6 E010 00.2	91 thru 93B	N53 37.7 E009 59.5
44	N53 37.5 E010 00.2	94, 94A	N53 37.6 E009 59.5
45 thru 48	N53 37.5 E010 00.3	95, 95A	N53 37.6 E009 59.6
51 thru 52B	N53 38.0 E010 00.1	B1	N53 37.7 E009 59.3
53 thru 55B	N53 38.0 E010 00.0	B2	N53 37.6 E009 59.3
56	N53 37.9 E009 59.9	B3 thru B6	N53 37.6 E009 59.4
61 thru 62	N53 37.9 E010 00.1	B7 thru B12	N53 37.6 E009 59.3
63	N53 37.9 E010 00.0		

VISUAL DOCKING GUIDANCE SYSTEM

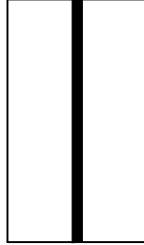
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



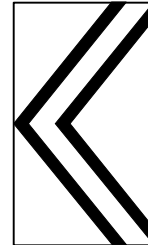
STEER INFORMATION



Steer RIGHT



On Centerline



Steer LEFT

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	ILS	232' (200')	500m / 1000m
	LOC	560' (528')	1000m / 1000m
	RNAV (LNAV/VNAV)	480' (448')	800m / 1000m
	RNAV (LNAV)	500' (468')	1000m / 1000m
	NDB	600' (568')	1000m / 1000m
	SRE	560' (528')	1000m / 1000m
15	ILS	253' (200')	500m / 1000m
	LOC	520' (467')	1000m / 1000m
	RNAV (LNAV/VNAV)	560' (507')	1000m / 1000m
	RNAV (LNAV)	560' (507')	1000m / 1000m
	NDB	620' (567')	1000m / 1000m
	SRE	560' (507')	1000m / 1000m
23	CAT 2 ILS	143' (100')	RA 98' - 300m
	ILS	260' (217')	550m / 1000m
	LOC	510' (467')	1000m / 1000m
	RNAV (LNAV/VNAV)	400' (357')	800m / 1000m
	RNAV (LNAV)	480' (437')	800m / 1000m
	NDB	530' (487')	1000m / 1000m
	SRE	570' (527')	1000m / 1000m
33	LOC	480' (445')	800m / 1000m
	RNAV (LNAV/VNAV)	480' (445')	800m / 1000m
	RNAV (LNAV)	530' (495')	1000m / 1000m
	SRE	600' (565')	1000m / 1000m

TAKE-OFF RWY 05, 15, 23, 33

LVP must be in Force ❶				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❷	800m

❶ Without LVP 400m are stipulated.

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

EDDH/HAM

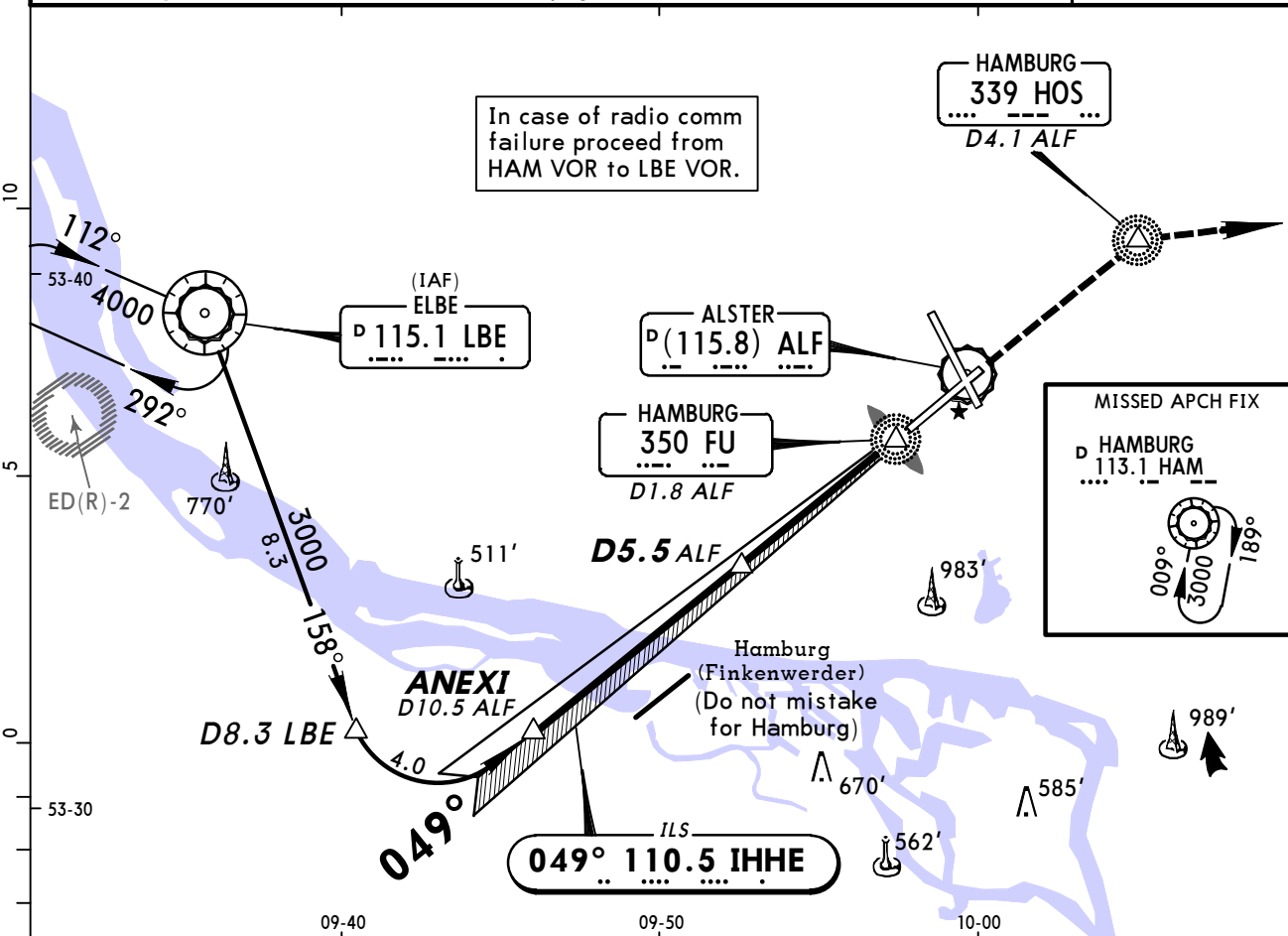
HAMBURG

JEPPESSEN
24 JAN 14 11-1 Eff 6 Feb

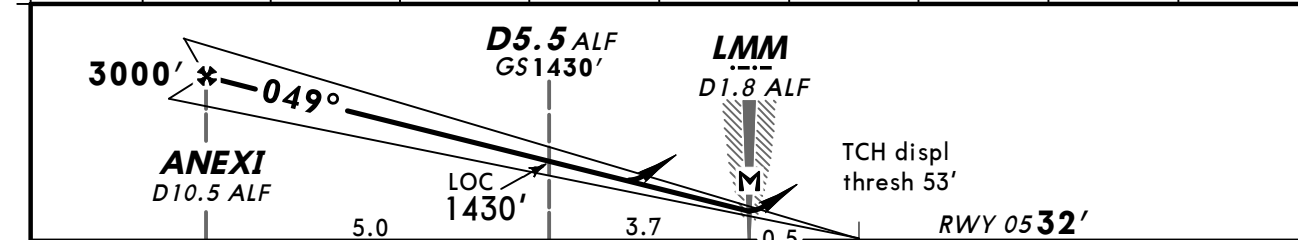
HAMBURG, GERMANY

ILS or LOC Rwy 05

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
LOC IHHE 110.5	Final Apch Crs 049°	GS D5.5 ALF 1430' (1398')	ILS DA(H) Refer to Minimums	Apt Elev 53' RWY 32'
MISSED APCH: Climb direct to HOS NDB, then turn RIGHT direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. LACFT: See ATC State pages.				



LOC (GS out)	ALF DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE		2860'	2540'	2220'	1900'	1590'	1270'	950'	630'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	HOS 339	4000'	HAM 113.1
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		REIL PAPI			
MAP at LMM/D1.8 ALF											

Standard ILS STRAIGHT-IN LANDING RWY 05					LOC (GS out)	
DA(H) AB: 232' (200') C: 239' (207') D: 249' (217')					DA(H) 560' (528')	
FULL			Limited		ALS out	
A						RVR 1500m
B						RVR 1500m
C	RVR 550m			RVR 750m		RVR 1700m
D				RVR 1200m		CMV 2400m

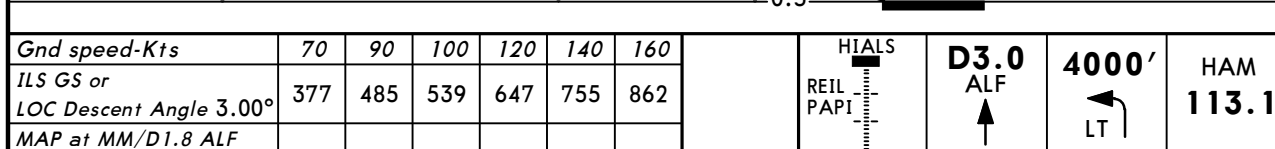
LACFT: DA(H) 261' (229').

CHANGES: Minimums.

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HAMBURG, GERMANY
ILS or LOC Rwy 15

BRIEFING STRIP TM

5

PANS OPS

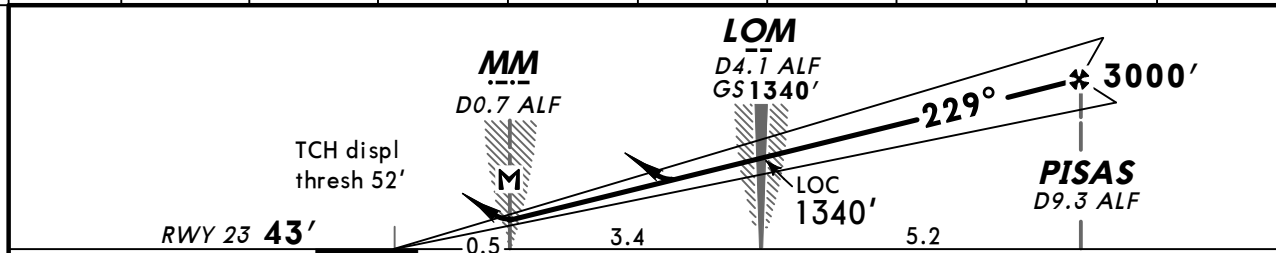
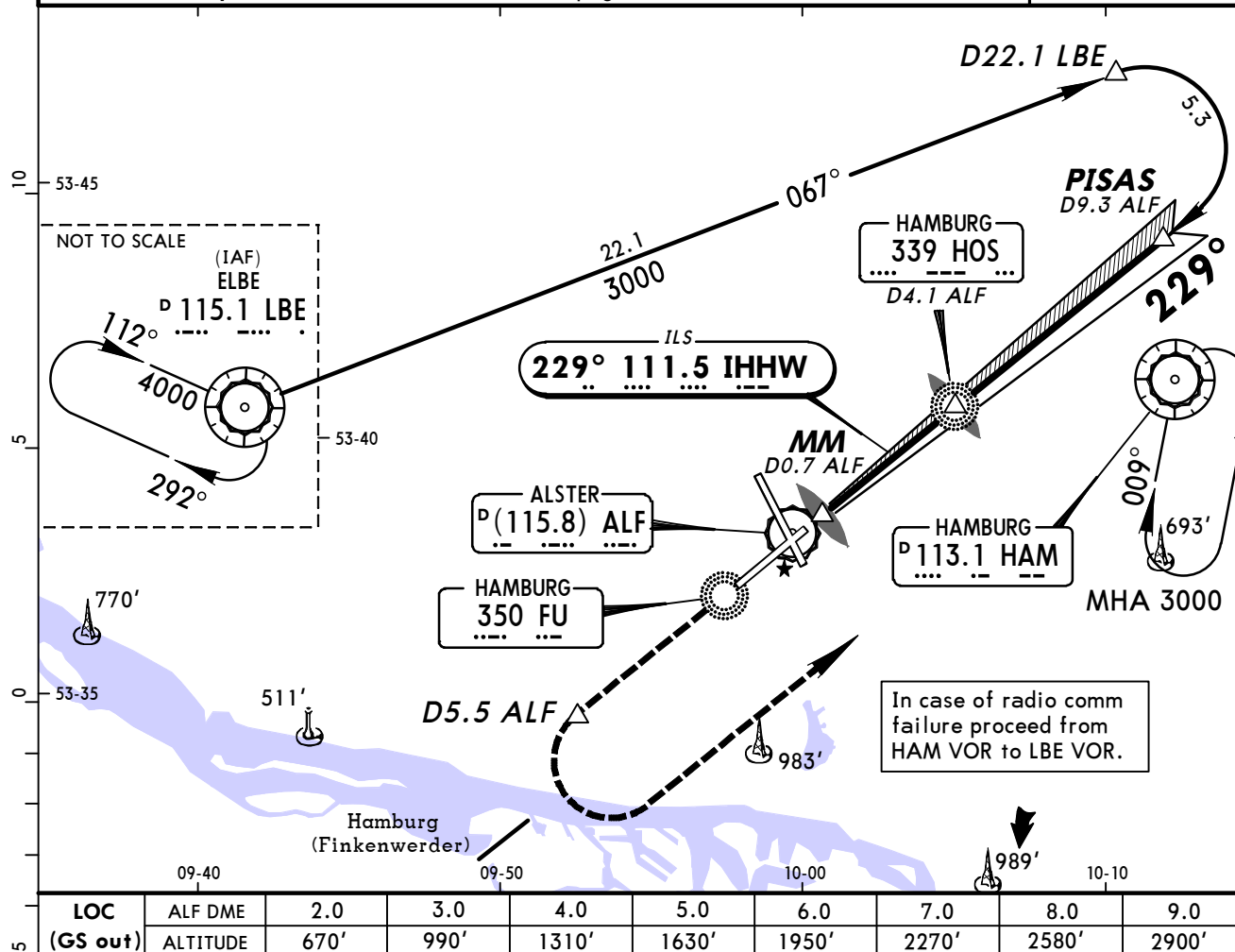
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EDDH/HAM HAMBURG

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24 JAN 14 (11-3) Eff 6 Feb

HAMBURG, GERMANY ILS or LOC Rwy 23

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
LOC IHHW 111.5	Final Apch Crs 229°	GS LOM 1340' (1297')	ILS DA(H) Refer to Minimums	Apt Elev 53' RWY 43'
MISSED APCH: Climb STRAIGHT AHEAD via FU Lctr to D5.5 ALF, then turn LEFT to HAM VOR climbing to 4000'.				2100' MSA HAM VOR
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' 1. LOC: DME required. 2. LACFT: See ATC State pages.				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	D5.5 ALF	FU 350	4000' LT	HAM 113.1
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	REIL PAPI				
MAP at MM/D0.7 ALF											

Standard		ILS I			STRAIGHT-IN LANDING RWY 23		LOC (GS out)		
DA(H)		A: 260' (217') B: 270' (227') C: 280' (237') D: 290' (247')			DA(H) 510' (467')				
FULL		Limited		ALS out				ALS out	
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1500m		RVR 1500m
B									
C									
D					RVR 1300m				CMV 2200m
I LACFT: DA(H) 295' (252'), FULL: RVR 600m, Limited: RVR 750m, ALS out: RVR 1300m.									

CHANGES: Minimums.

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HAMBURG, GERMANY
CAT II/III ILS Rwy 23

BRIEFING STRIP TM

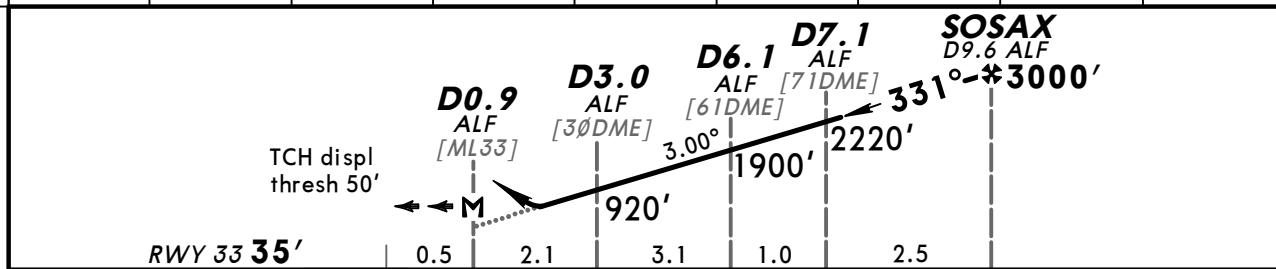
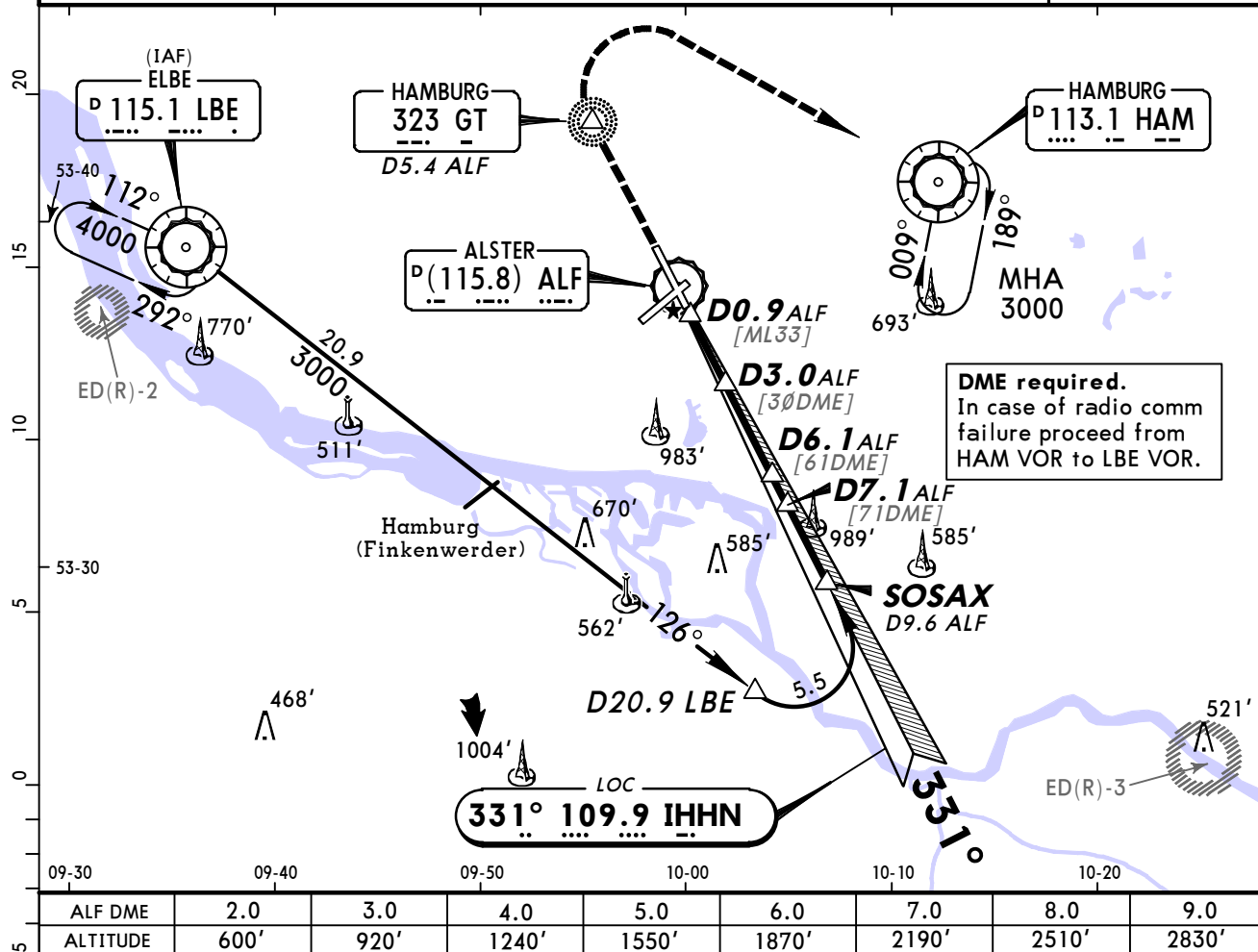


PANS OPS

Standard	STRAIGHT-IN LANDING RWY 23	
CAT IIIA ILS	CAT II ILS	
ABCD RA 98' <i>DA(H)</i> 143' (100')	LACFT RA 136' <i>DA(H)</i> 189' (146')	
RVR 200m	RVR 300m I	RVR 450m

CHANGES: Minimums.

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 136.67	118.2	126.85	121.8
LOC IHHN 109.9	Final Apch Crs 331°	Minimum Alt SOSAX 3000' (2965')	DA(H) 480' (445')	Apt Elev 53' RWY 35'
MISSED APCH: Climb direct to GT Lctr, then turn RIGHT direct to HAM VOR climbing to 4000'.				2100'
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				MSA HAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	GT	4000'	HAM
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	323	RT	113.1
MAP at D0.9 ALF										

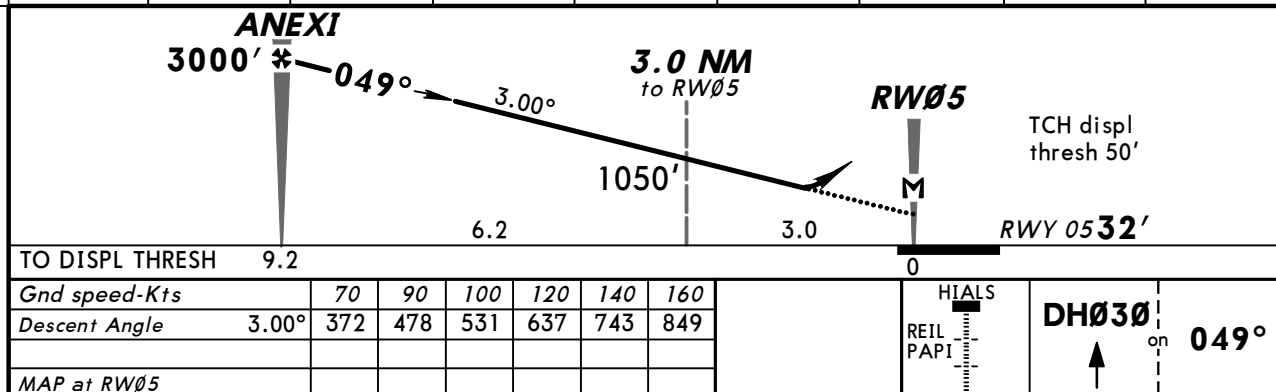
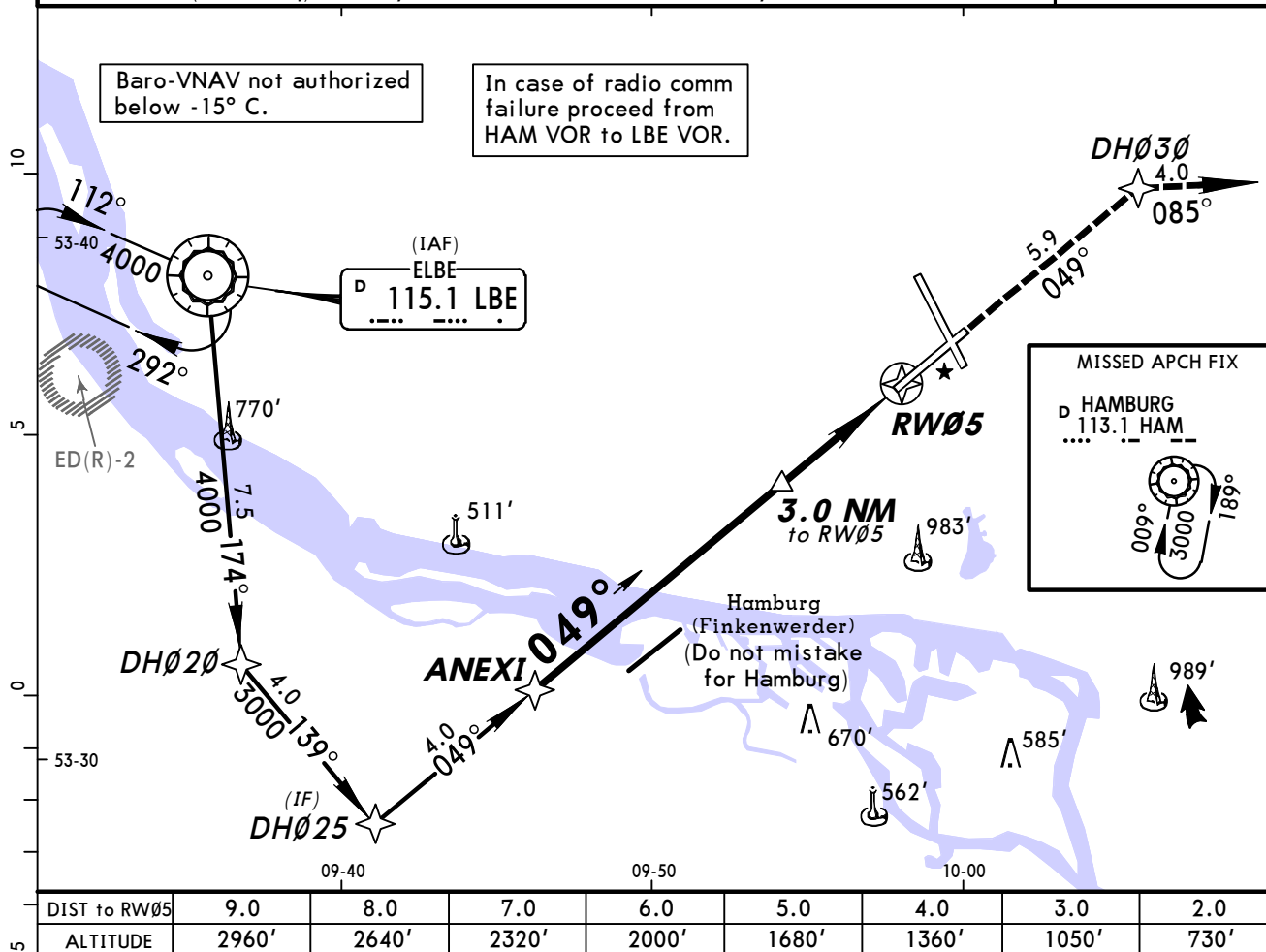
Standard										
STRAIGHT-IN LANDING RWY 33										
DA(H) 480' (445')										
ALS out										
RVR 1500m										
RVR 1400m										
CMV 2100m										

EDDH/HAM
HAMBURG

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24 JAN 14 (12-1) Eff 6 Feb

HAMBURG, GERMANY
RNAV (GPS) Rwy 05

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
RNAV	Final Apch Crs 049°	Minimum Alt ANEXI 3000' (2968')	LNAV/VNAV DA(H) 482' (450')	Apt Elev 53' RWY 32'
MISSED APCH: Climb on track 049° to DH030, then turn RIGHT on track 085° to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				MSA ARP



STRAIGHT-IN LANDING RWY 05			
LNAV/VNAV		LNAV	
DA(H) 482' (450')		DA(H) 500' (468')	
ALS out		ALS out	
A	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 1400m	RVR 1500m	RVR 1500m
D	CMV 2100m	RVR 1500m	CMV 2200m

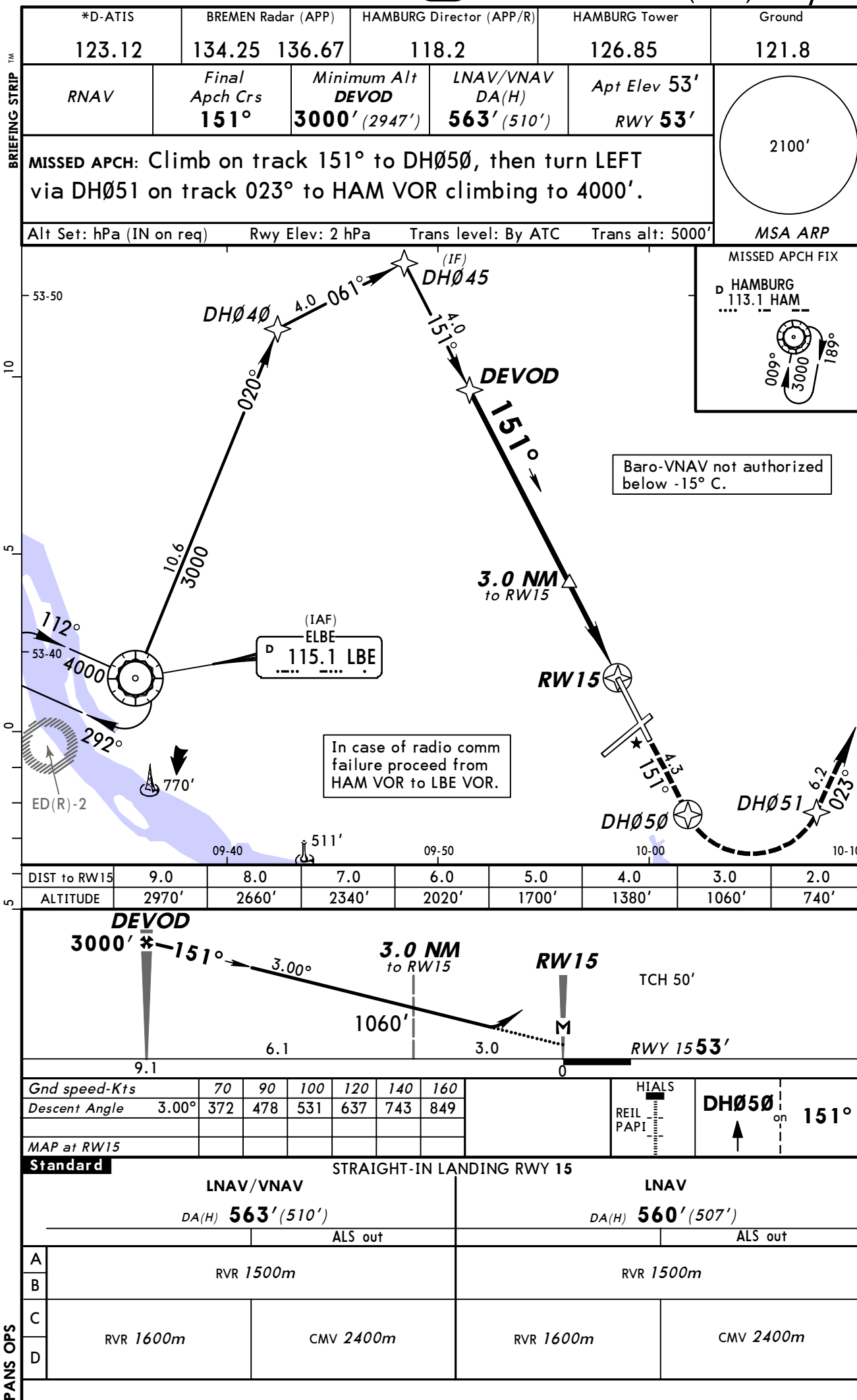
CHANGES: Missed apch. Minimums.

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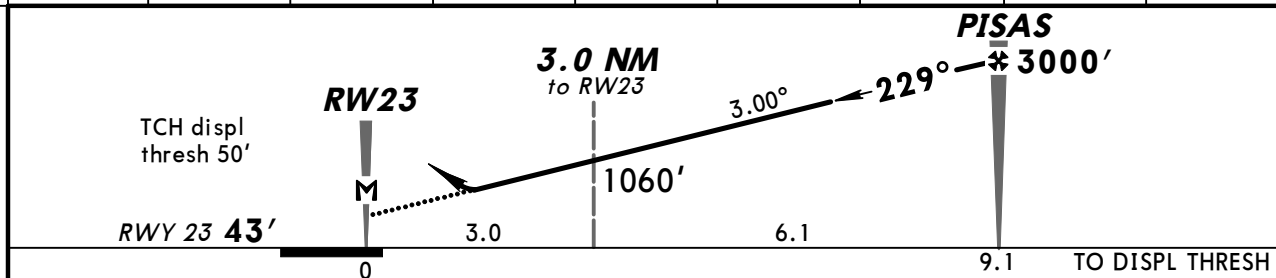
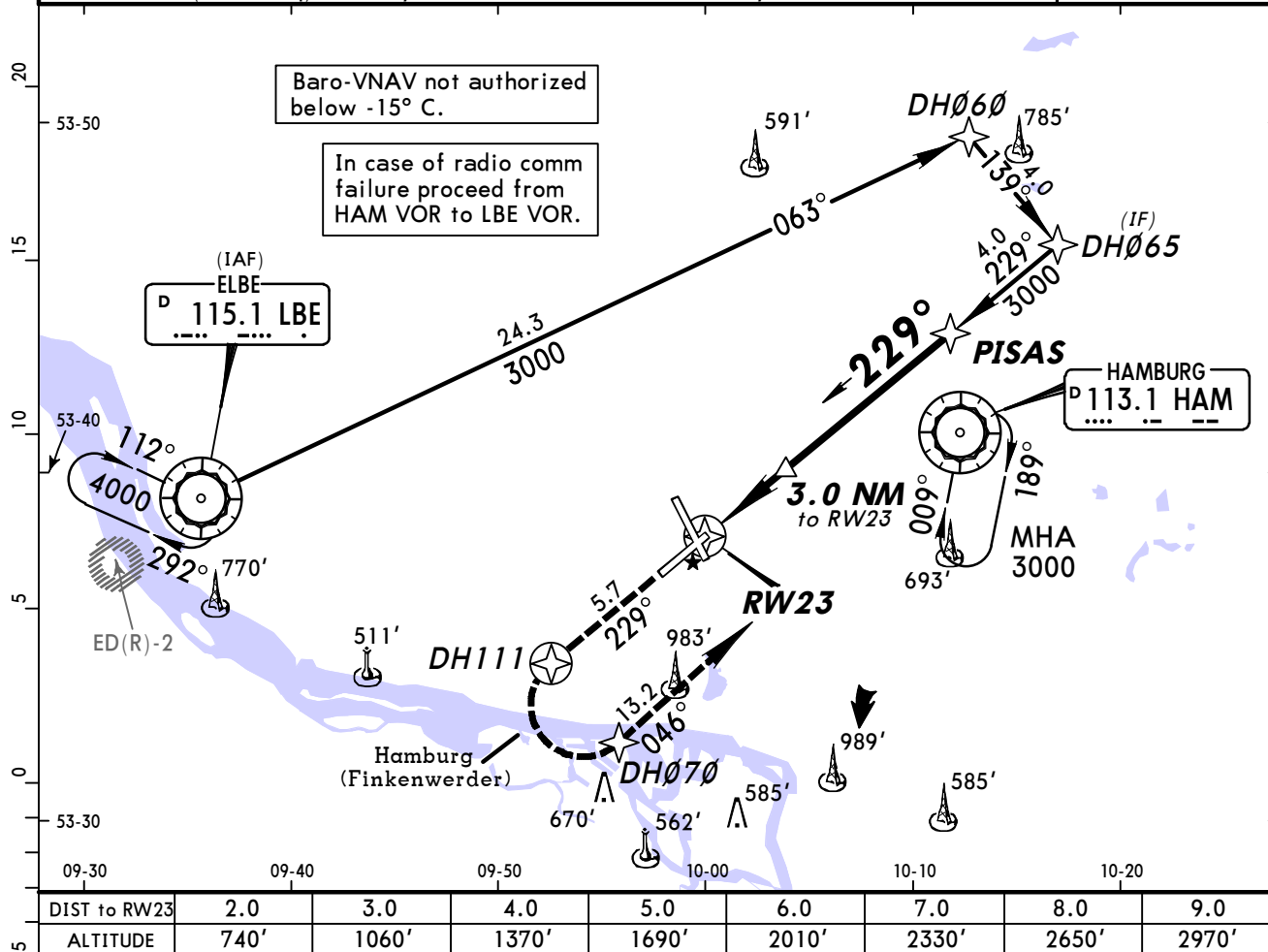
EDDH/HAM
HAMBURG

JEPPESEN
24 JAN 14 (12-2) Eff 6 Feb

HAMBURG, GERMANY
RNAV (GPS) Rwy 15



*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
RNAV	Final Apch Crs 229°	Minimum Alt PISAS 3000' (2957')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 53' RWY 43'
MISSED APCH: Climb on track 229° to DH111, then turn LEFT via DH070 on track 046° to HAM VOR climbing to 4000'.				2100'
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				MSA ARP



Gnd speed-Kts	70	90	100	120	140	160			ALSF-II	
Descent Angle 3.00°	372	478	531	637	743	849			REIL	DH111 on 229°
									PAPI	
MAP at RW23										

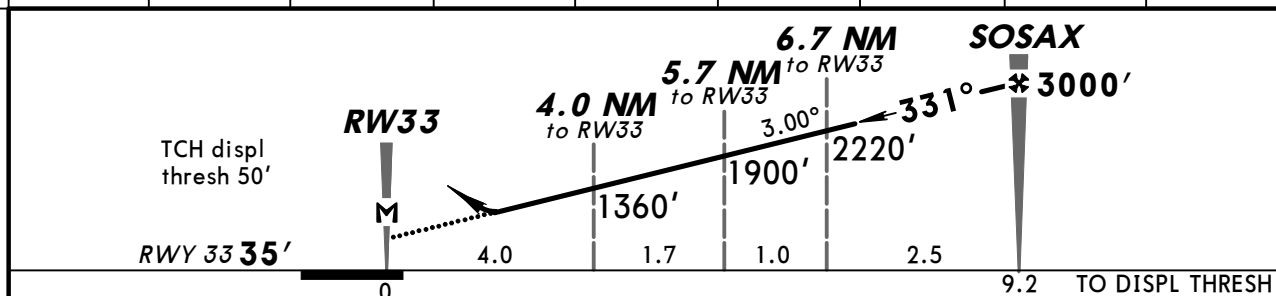
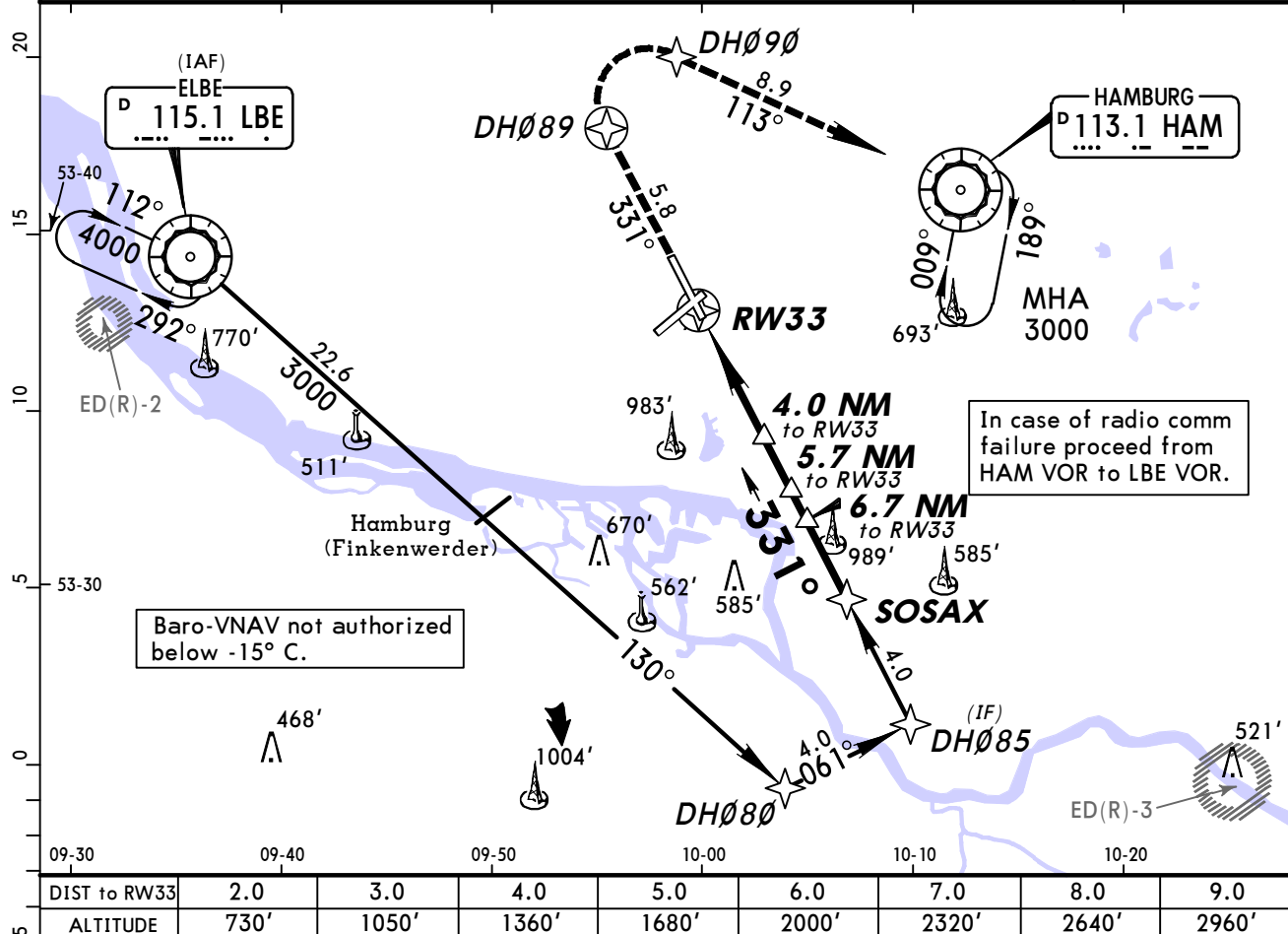
Standard		STRAIGHT-IN LANDING RWY 23	
LNAV/VNAV DA(H) A: 403' (360') BCD: 463' (420')		LNAV DA(H) 480' (437')	
ALS out		ALS out	
A	RVR 900m	RVR 1500m	RVR 1500m
B			
C	RVR 1200m	RVR 1900m	RVR 2000m
D			

EDDH/HAM
HAMBURG

JEPPESSEN
24 JAN 14 (12-4) Eff 6 Feb

HAMBURG, GERMANY
RNAV (GPS) Rwy 33

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
RNAV	Final Apch Crs 331°	Minimum Alt SOSAX 3000' (2965')	LNAV/VNAV DA(H) 475' (440')	Apt Elev 53' RWY 35'
MISSED APCH: Climb on track 331° to DHØ89, then turn RIGHT via DHØ9Ø on track 113° to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				
2100' MSA ARP				



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at RW33</i>						

HIALS

REIL

PAPI

DH089

on

331°

Standard		STRAIGHT-IN LANDING RWY 33			
LNAV/VNAV		LNAV		LNAV	
DA(H) 475' (440')		DA(H) 530' (495')		DA(H) 530' (495')	
ALS out		ALS out		ALS out	
A	RVR 1300m	RVR 1500m	RVR 1500m		
B		RVR 1500m			
C		RVR 2000m	RVR 1500m	CMV 2300m	
D					

CHANGES: Missed apch. Minimums.

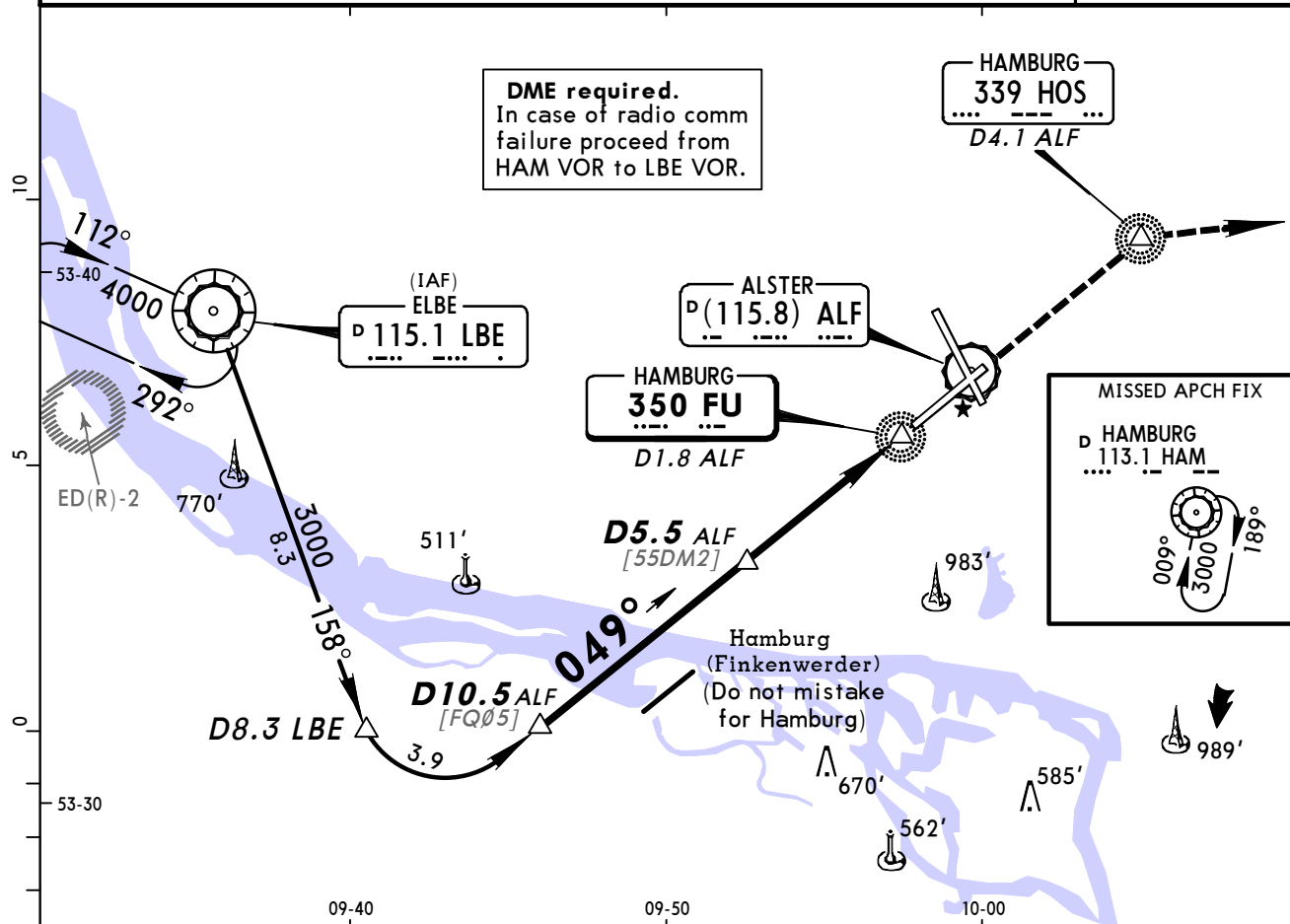
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EDDH/HAM
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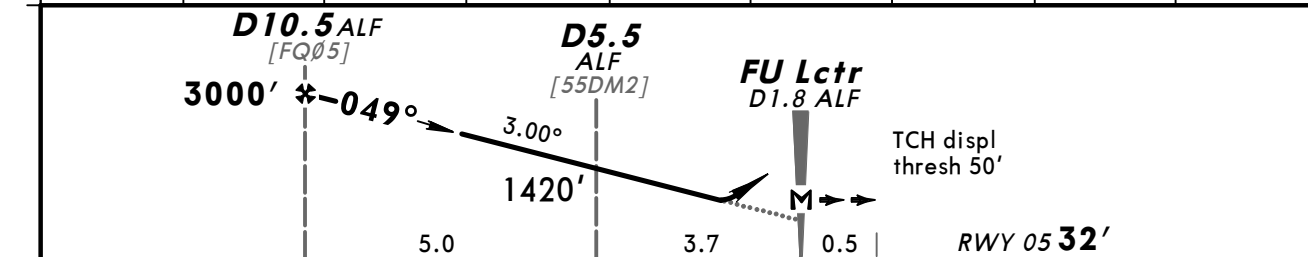
JEPPESEN
24 JAN 14 (16-1) Eff 6 Feb

HAMBURG, GERMANY
NDB Rwy 05

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
Lctr FU 350	Final Apch Crs 049°	Minimum Alt D10.5 ALF 3000' (2968')	DA(H) 600' (568')	Apt Elev 53' RWY 32'
MISSED APCH: Climb direct to HOS NDB, then turn RIGHT direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				MSA HAM VOR



ALF DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2860'	2540'	2220'	1900'	1580'	1260'	950'	630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	HOS 339	4000'	HAM 113.1
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	↑	RT	
MAP at FU Lctr/D1.8 ALF										

Standard	STRAIGHT-IN LANDING RWY 05									
DA(H) 600' (568')										
ALS out										

TRANS OPS	A	RVR 1500m									
	B										
	C	RVR 1900m					CMV 2400m				
	D										

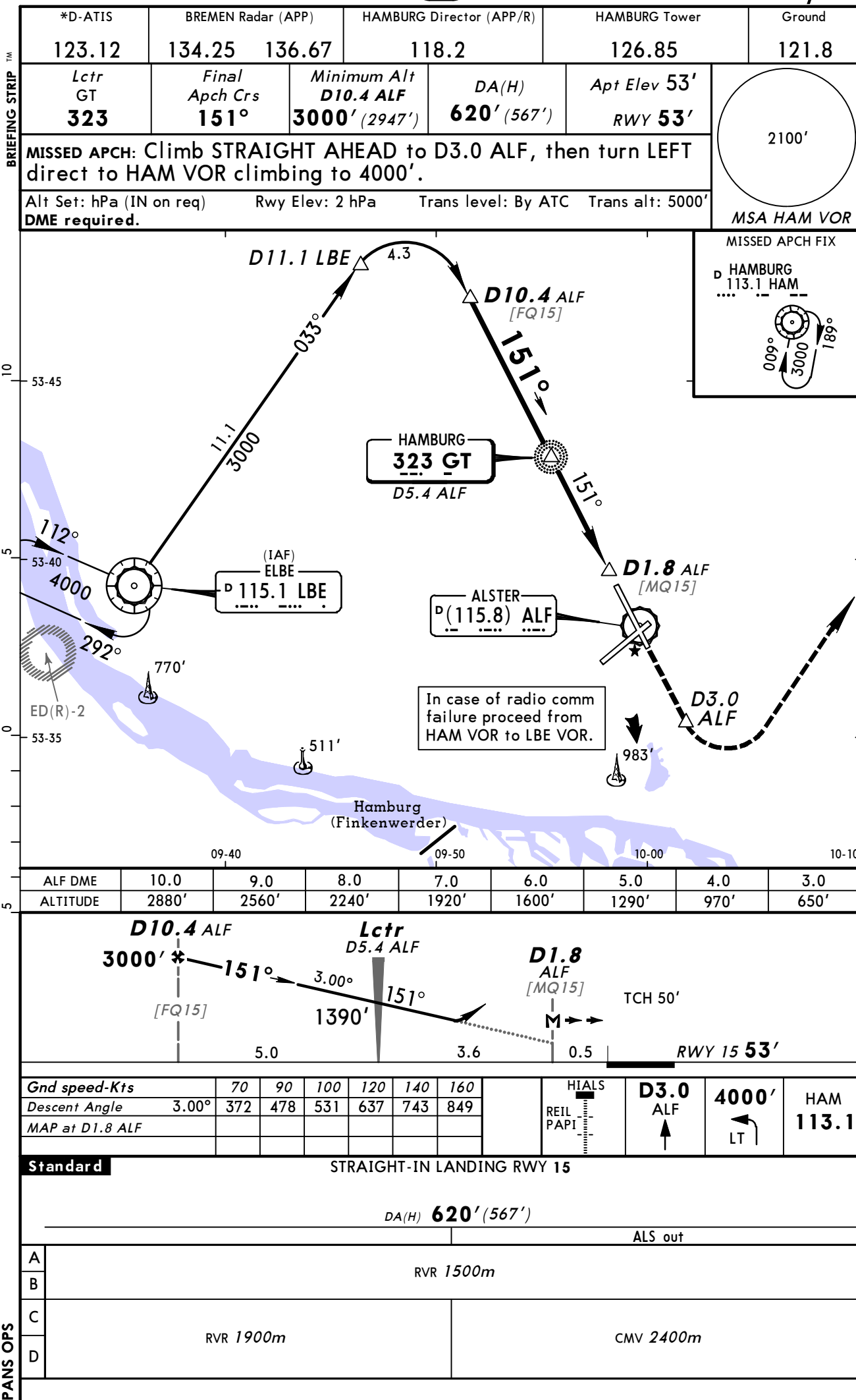
CHANGES: Minimums.

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24 JAN 14 (16-2) Eff 6 Feb

HAMBURG, GERMANY
NDB Rwy 15

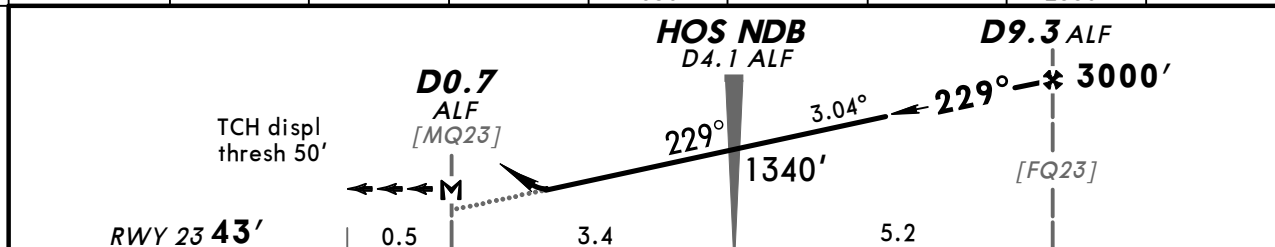
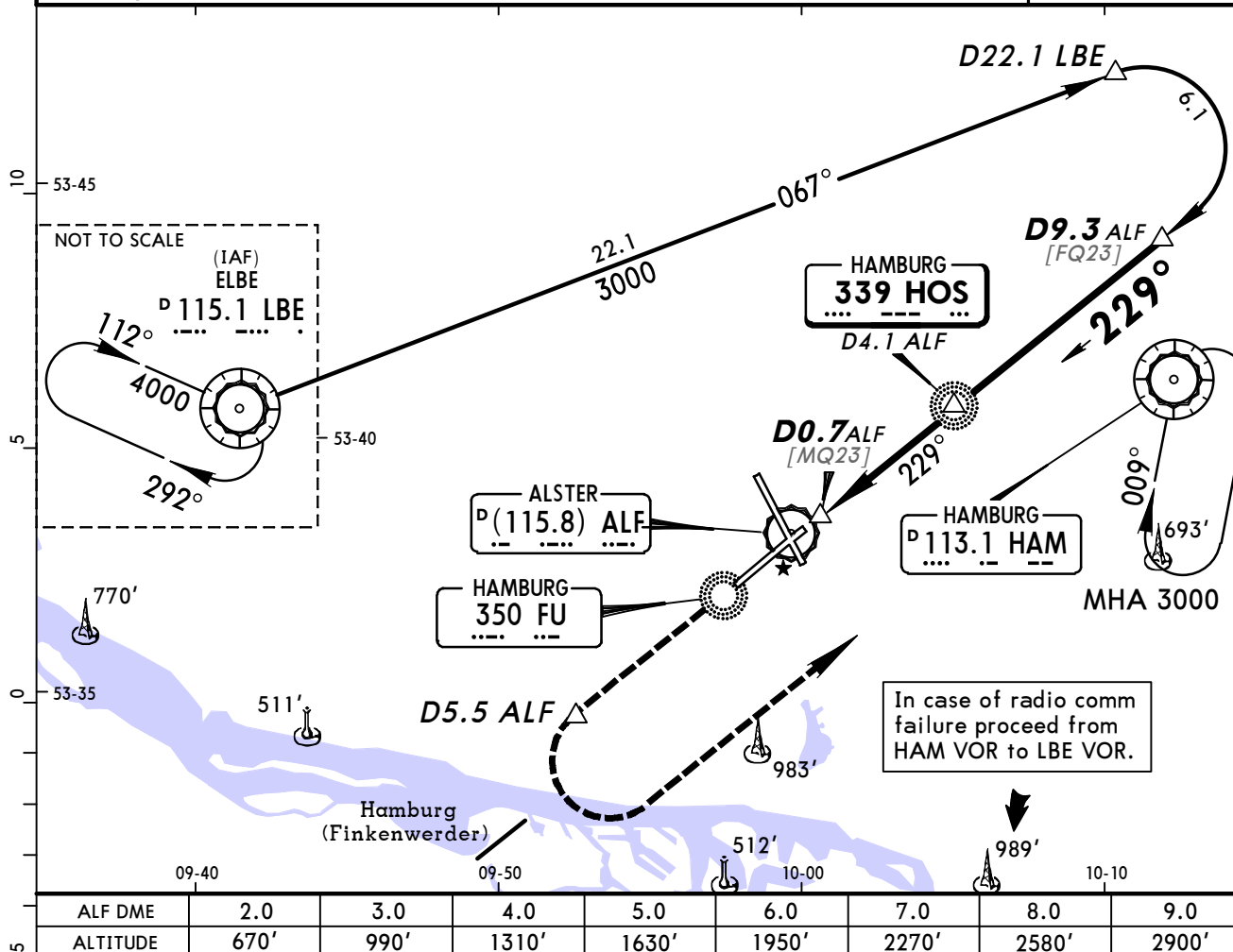


EDDH/HAM
HAMBURG

JEPPESSEN
2 MAY 14 (16-3)

HAMBURG, GERMANY
NDB Rwy 23

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
NDB HOS 339	Final Apch Crs 229°	Minimum Alt D9.3 ALF 3000' (2957')	DA(H) 530' (487')	Apt Elev 53' RWY 43'
MISSED APCH: Climb STRAIGHT AHEAD via FU Lctr to D5.5 ALF, then turn LEFT to HAM VOR climbing to 4000'.				2100' MSA HAM VOR
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' DME required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.5 ALF	FU	4000'	HAM
Descent Angle	3.04°	376	484	538	645	753	861	REIL PAPI	350	LT	113.1
MAP at D0.7 ALF											

Standard											
STRAIGHT-IN LANDING RWY 23											
DA(H) 530' (487')											
ALS out											
A	RVR 1500m										
B											
C											
D											
	RVR 1500m					CMV 2300m					

CHANGES: None.

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EDDH/HAM
HAMBURG

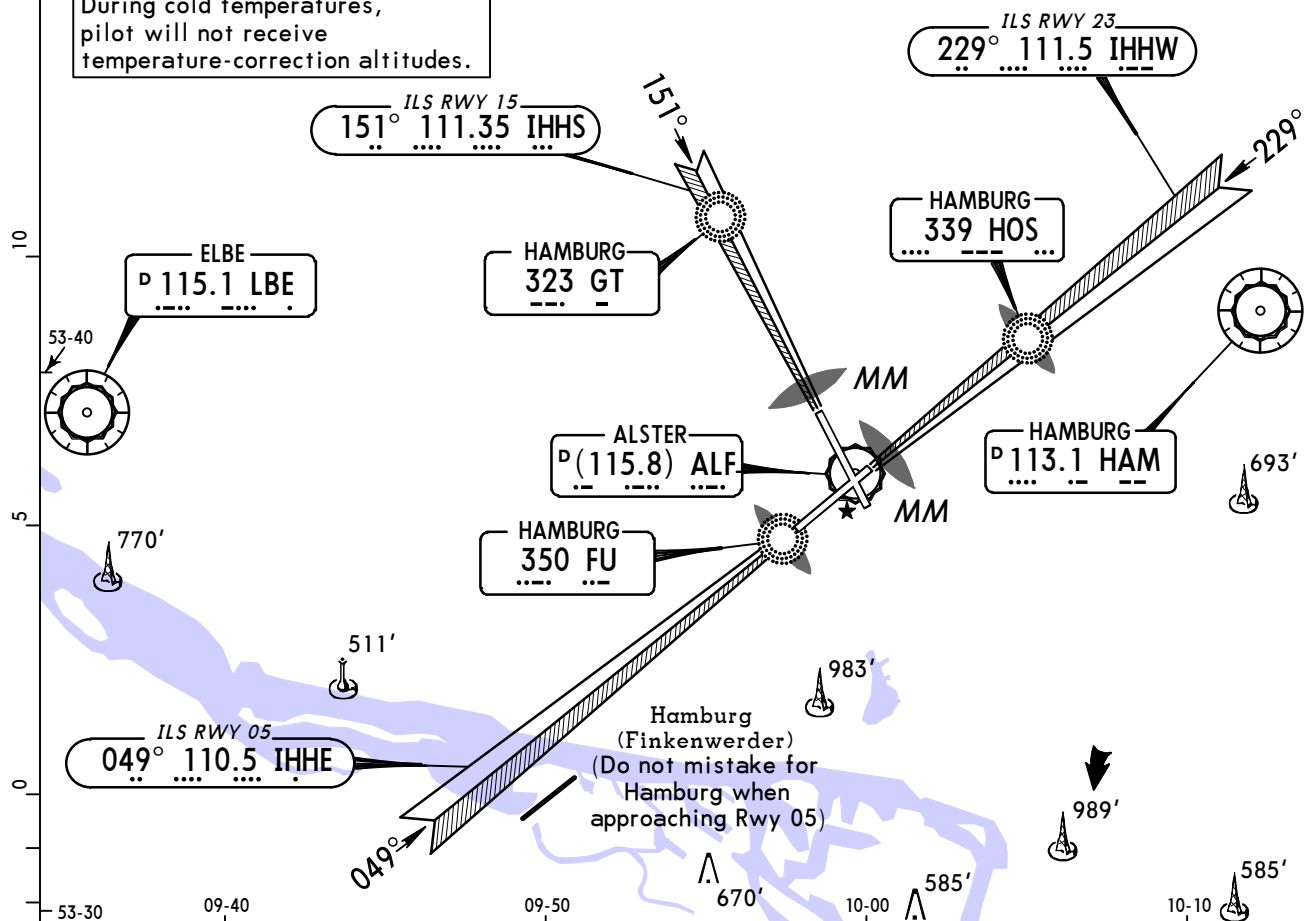
JEPPESEN
2 MAY 14 (18-1)

HAMBURG, GERMANY
SRE All Rwys

BRIEFING STRIP

*D-ATIS 123.12	BREMEN Radar (APP) 134.25 136.67	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.85	Ground 121.8
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA(H) Refer to Minimums	Apt Elev 53' RWY -See below
MISSED APCH: Climb STRAIGHT AHEAD to 4000'.				
Alt Set: hPa (IN on req) Apt Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				MSA HAM VOR

During cold temperatures,
pilot will not receive
temperature-correction altitudes.



RWY 05, 23, 33	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3100'	2800'	2500'	2200'	1900'	1600'	1300'	1000'	700'
RWY 15	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3200'	2900'	2600'	2300'	2000'	1700'	1400'	1100'	800'

Minimum Alt/NM	10.0 FAF	5.0	RWY				05	15	23	33
SRE 05	3100'	—	BASED ON ELEV.				32'	53'	43'	35'
SRE 15	3200'	—								
SRE 23	3100'	—								
SRE 33	3100'	1600'								

Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart		4000' ↑
Descent Angle	2.83°	350	450	500	600	700			
MAP at THR									

Standard STRAIGHT-IN LANDING							
SRE 05 DA(H) 560' (528')		SRE 15 DA(H) 560' (507')		SRE 23 DA(H) 570' (527')		SRE 33 DA(H) 600' (565')	
ALS out		ALS out		ALS out		ALS out	
A							
B							
C	RVR 1700m	CMV 2400m	RVR 1600m	CMV 2400m	RVR 1700m	CMV 2400m	RVR 1900m
D							CMV 2600m

PANS OPS

CHANGES: Minimum crossing altitude SRE33.

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HAMBURG, (HAMBURG - EDDH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Apch lights rwy 33 length shortened to 420m. Minima with lights condition as follows: (11-4) CAT A,B RVR 1500m, CAT C,D RVR 1700m. (12-4) LNAV/VNAV CAT A,B RVR 1500m, CAT C,D RVR1600m. LNAV CAT C,DRVR 1800m. (18-1) SRE 33 CMV 2200m.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.