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Airport Information For EDDH

Terminal Charts For EDDH

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: HAMBURG DEU
ICAO/IATA: EDDH / HAM
Lat/Long: N53° 37.82', E009° 59.29'
Elevation: 53 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: 0733 Z
Sunset: 1522 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 Tower: 126.850

Hamburg Tower: 27.845

Hamburg Tower: 121.275

Hamburg Ground Ground: 121.800

Hamburg Apron Ramp/Taxi: 121.975

Hamburg Apron Ramp/Taxi: 121.700

Hamburg Director Approach: 35.755 Military

Hamburg Director Approach: 118.200

Bremen Radar ACC: 136.675

Bremen Radar ACC: 134.250

EDDH/HAM
HAMBURG

JEPPESEN
16 NOV 12 **10-1P**

HAMBURG, GERMANY
AIRPORT BRIEFING

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.

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16 NOV 12

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HAMBURG, GERMANY
AIRPORT BRIEFING

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.

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25 SEP 15

10-1P2

HAMBURG, GERMANY
AIRPORT BRIEFING**1. GENERAL****1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM****1.4.1. GENERAL**

Hamburg APT has installed an Advanced Surface Movement Guidance and Control System (A-SMGCS) 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 shall be selected 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, STBY shall be selected.

Whenever ACFT is capable of reporting ACFT Ident (i.e. call sign 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 not be activated before approaching the holding point. After landing, 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.

On Apron 2, follow-me car mandatory for ACFT with wingspan between 66'/20m and 98'/30m.

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

Additional preceding holding positions are located on TWYs I, K, R, S and L. These holding positions are named from 1 to 6 except for TWY S.

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.

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25 SEP 15

10-1P3

HAMBURG, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.5.2. TWY LIMITATIONS

Apron 1 South of TWY R MAX wingspan 118'/36m.

ACFT with a wingspan of more than 171'/52m may only use TWY R to vacate RWY 15/33 when guided by Follow-me vehicles. ACFT with MAX wingspan of 213'/65m may use TWY R to taxi onto RWY 15/33 without guidance.

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 L8 and L9 MAX wingspan 39'/12m.

Taxilane L10 MAX wingspan 95'/29m.

Taxilane W MAX wingspan less than 79'/24m.

Taxilane V MAX wingspan 94'/28.65m, a MAX length of 99'/30.3m and a landing gear width of MAX 16'/4.9m.

Apron 4 MAX wingspan 94'/28.65m.

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.

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16 NOV 12

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10-1P4

HAMBURG, GERMANY
AIRPORT BRIEFING

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).

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10-1P5

HAMBURG, GERMANY
AIRPORT BRIEFING

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

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5 APR 13 10-1R

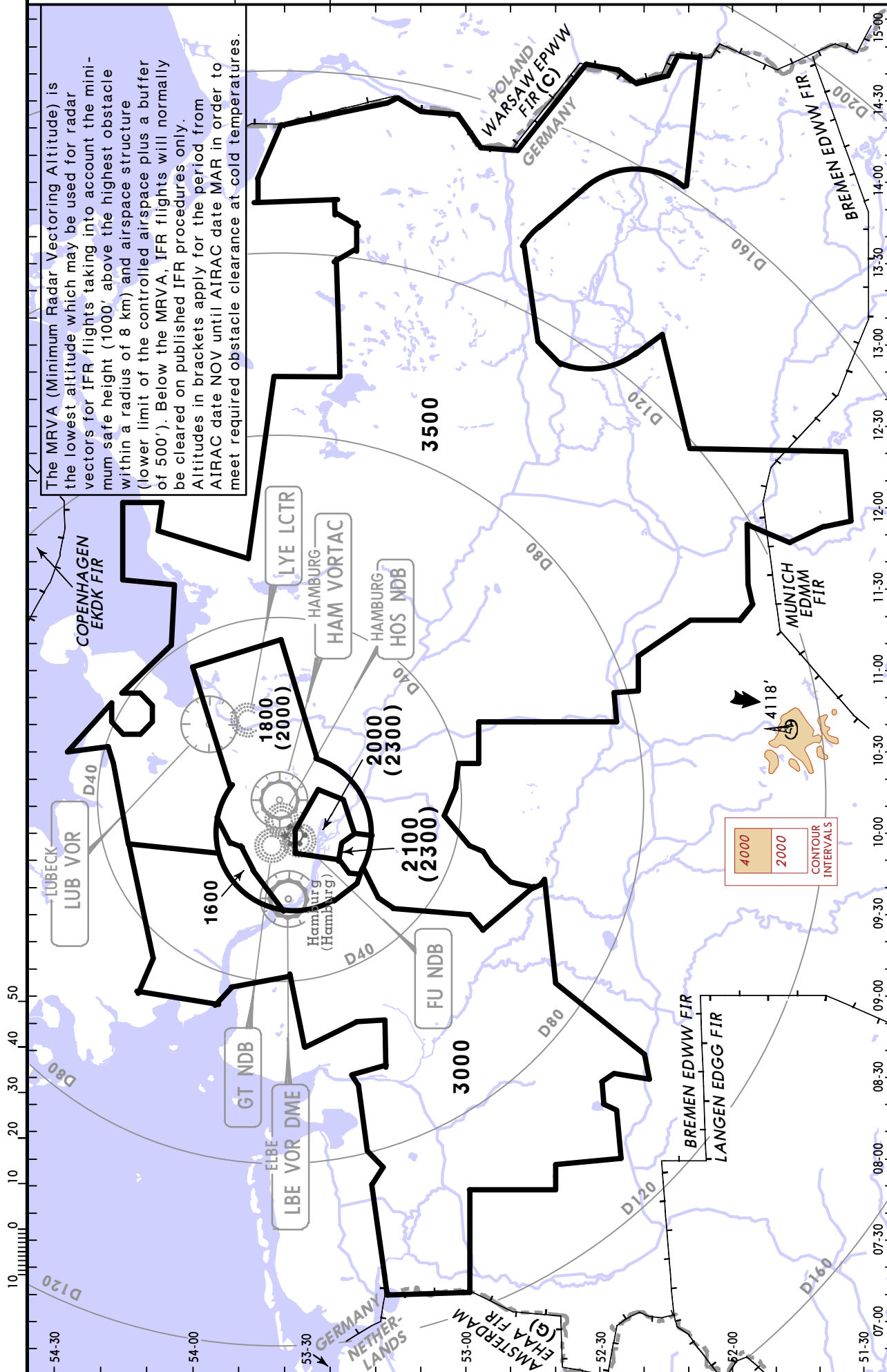
HAMBURG, GERMANY
RADAR MINIMUM ALTITUDES

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.



CHANGES: Sectors.

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- 1 BRNAV and NON-RNAV equipped aircraft expect radar vectors to final approach.
- 2 GPS/FMS equipped aircraft expect respective TRANSITION on charts 10-2B to 10-2N.

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HAMBURG, GERMANY

4 DEC 15

10-2B

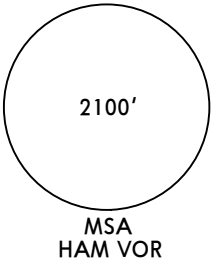
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

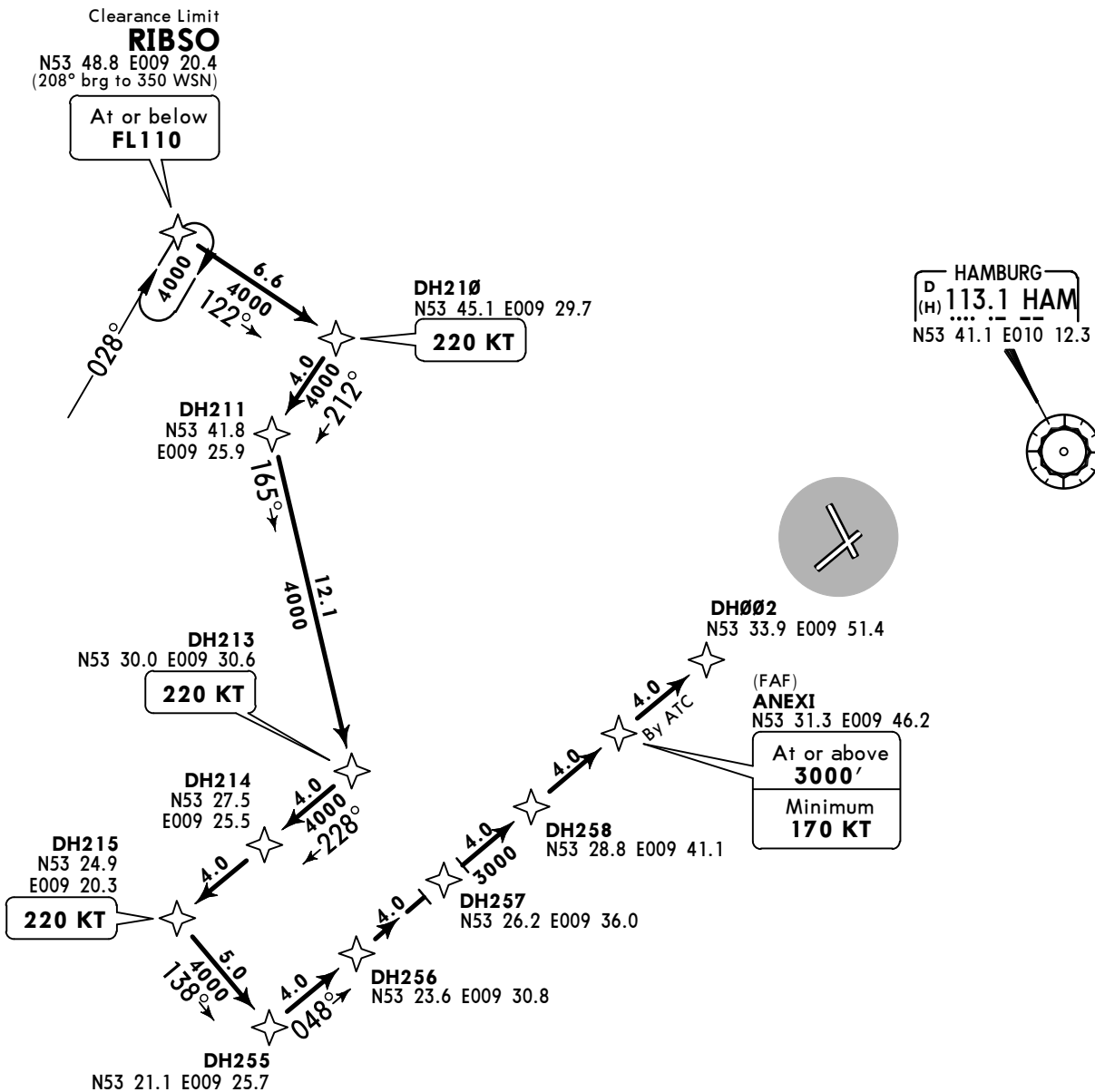
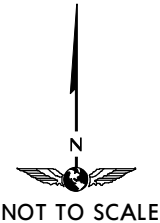
Apt Elev
53'

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 05 [RIBØ5]
RWY 05 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
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 from ANEXI to:
Hamburg Apt 10 NM

ROUTING

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

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HAMBURG, GERMANY

4 DEC 15

10-2C

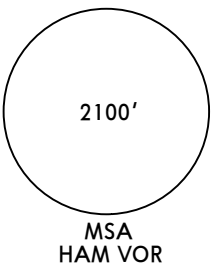
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RNAV TRANSITION

*D-ATIS
123.125

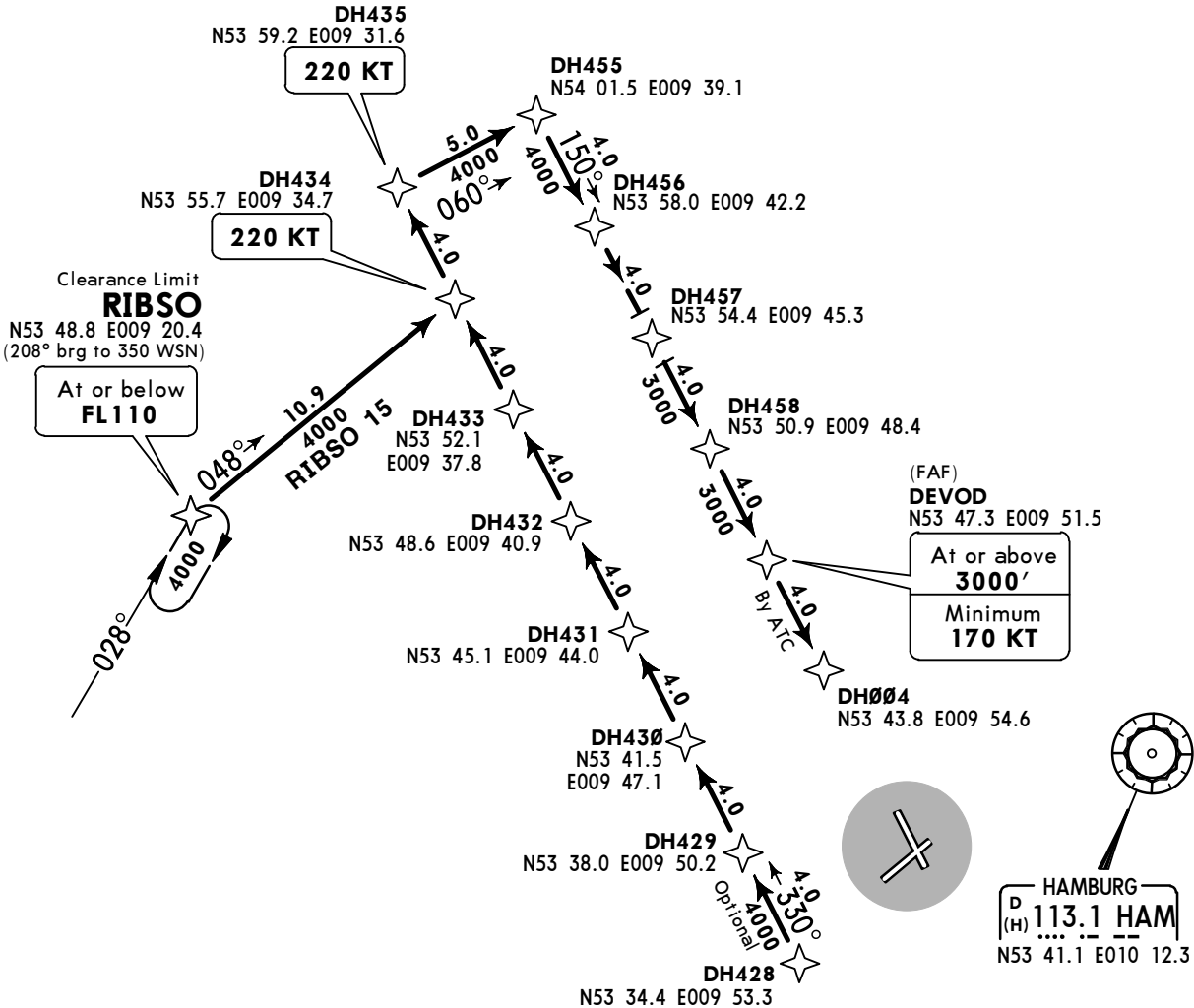
Apt Elev
53'

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

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+).

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4 DEC 15

10-2D

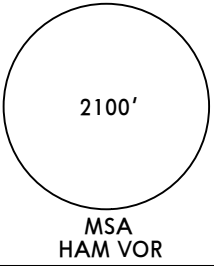
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

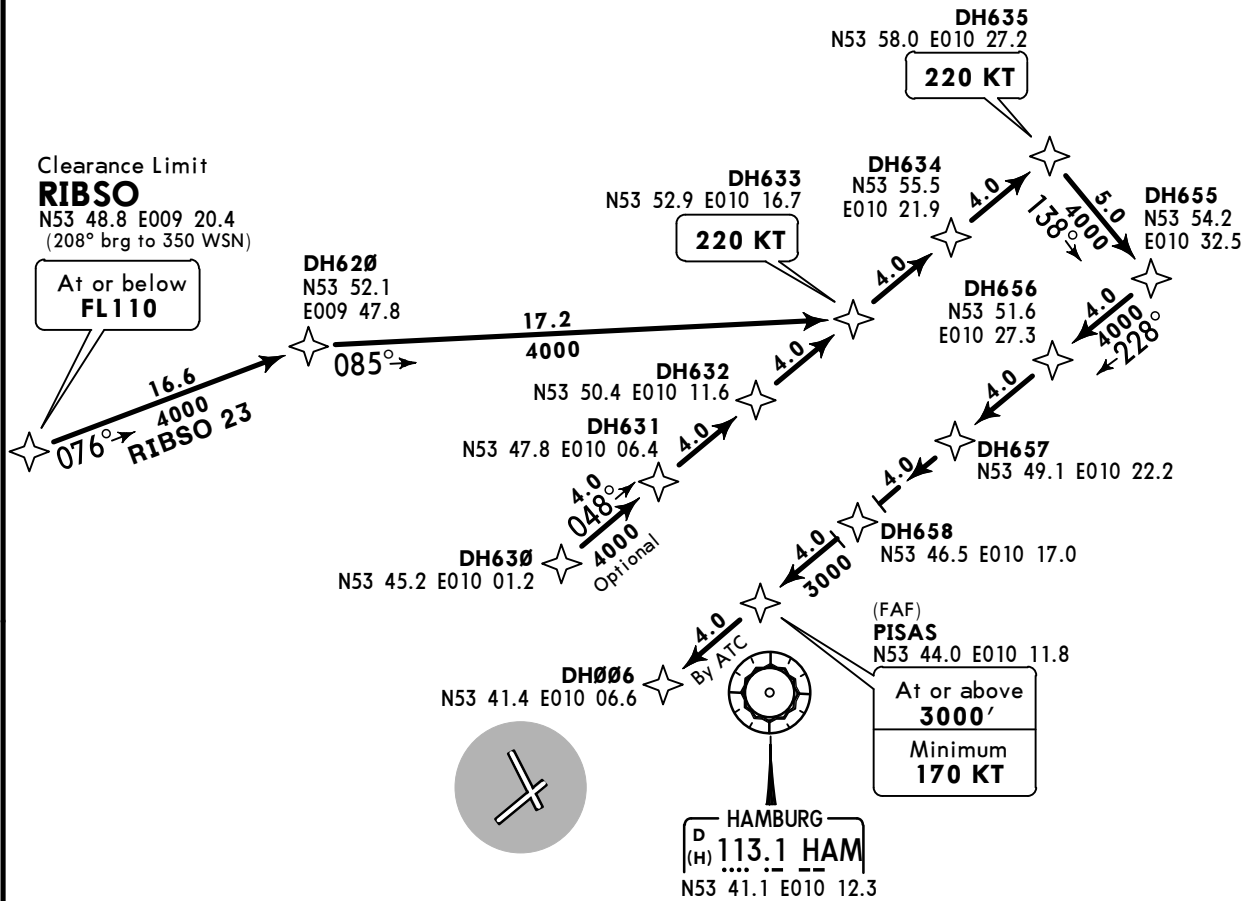
Apt Elev
53'

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.

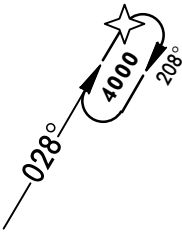


RIBSO 23 [RIB23]
RWY 23 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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



HOLDING OVER RIBSO



Direct distance from PISAS to:
Hamburg Apt 10 NM

ROUTING

RIBSO (FL110-) - DH620 - DH633 (K220) - DH635 (K220) - DH655 - PISAS (3000'+; K170+).

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4 DEC 15

10-2G

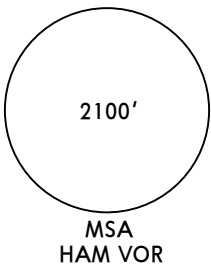
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

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.

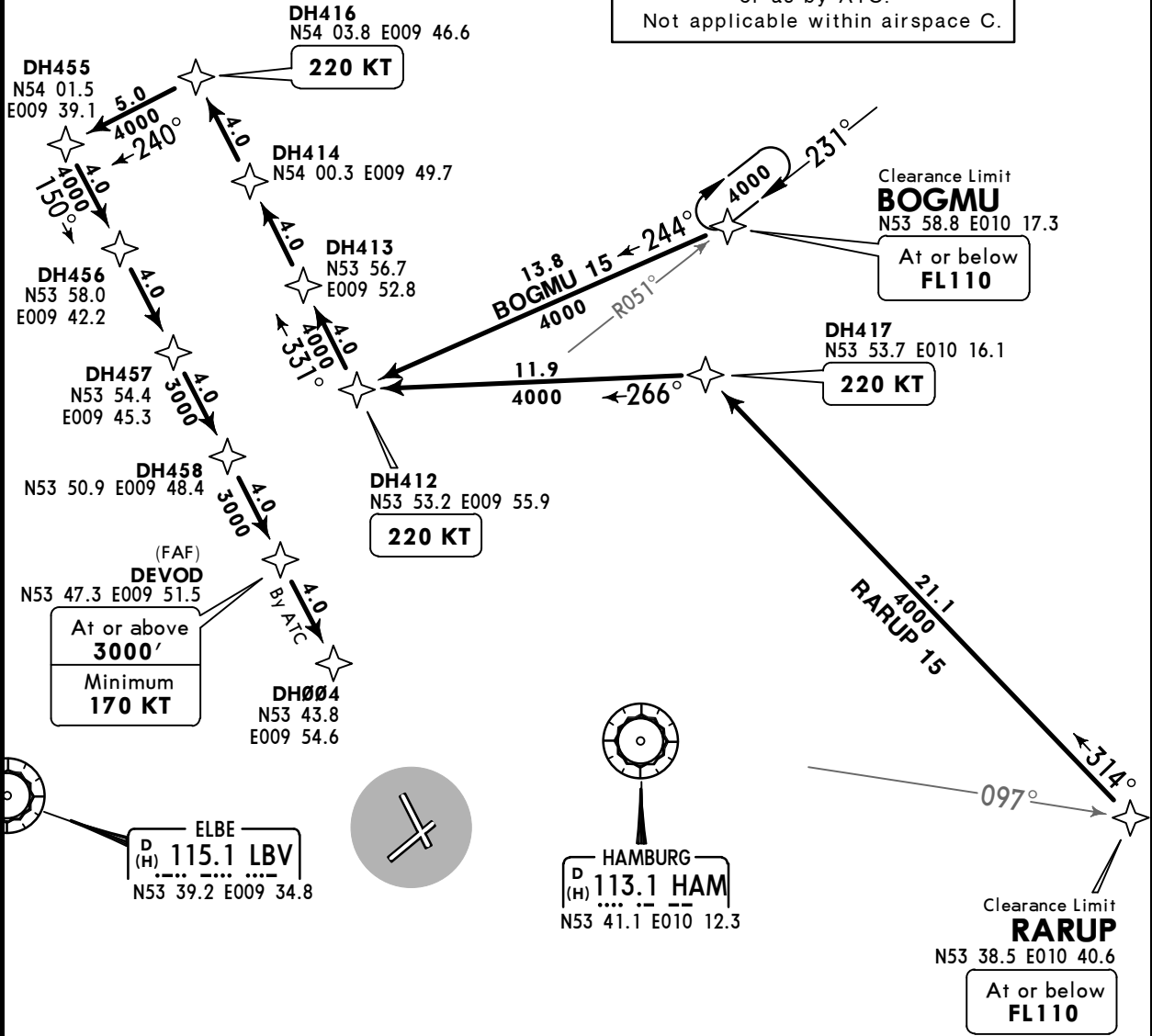


BOGMU 15 [BOG15], RARUP 15 [RAR15]
RWY 15 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

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.



HOLDING OVER RARUP



TRANSITION	ROUTING
BOGMU 15	BOGMU (FL110-) - DH412 (K220) - DH416 (K220) - DH455 - DEVOD (3000'+; K170+).
RARUP 15	RARUP (FL110-) - DH417 (K220) - DH412 (K220) - DH416 (K220) - DH455 - DEVOD (3000'+; K170+).

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HAMBURG, GERMANY

4 DEC 15

10-2H

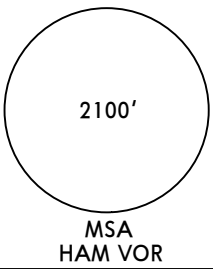
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

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.

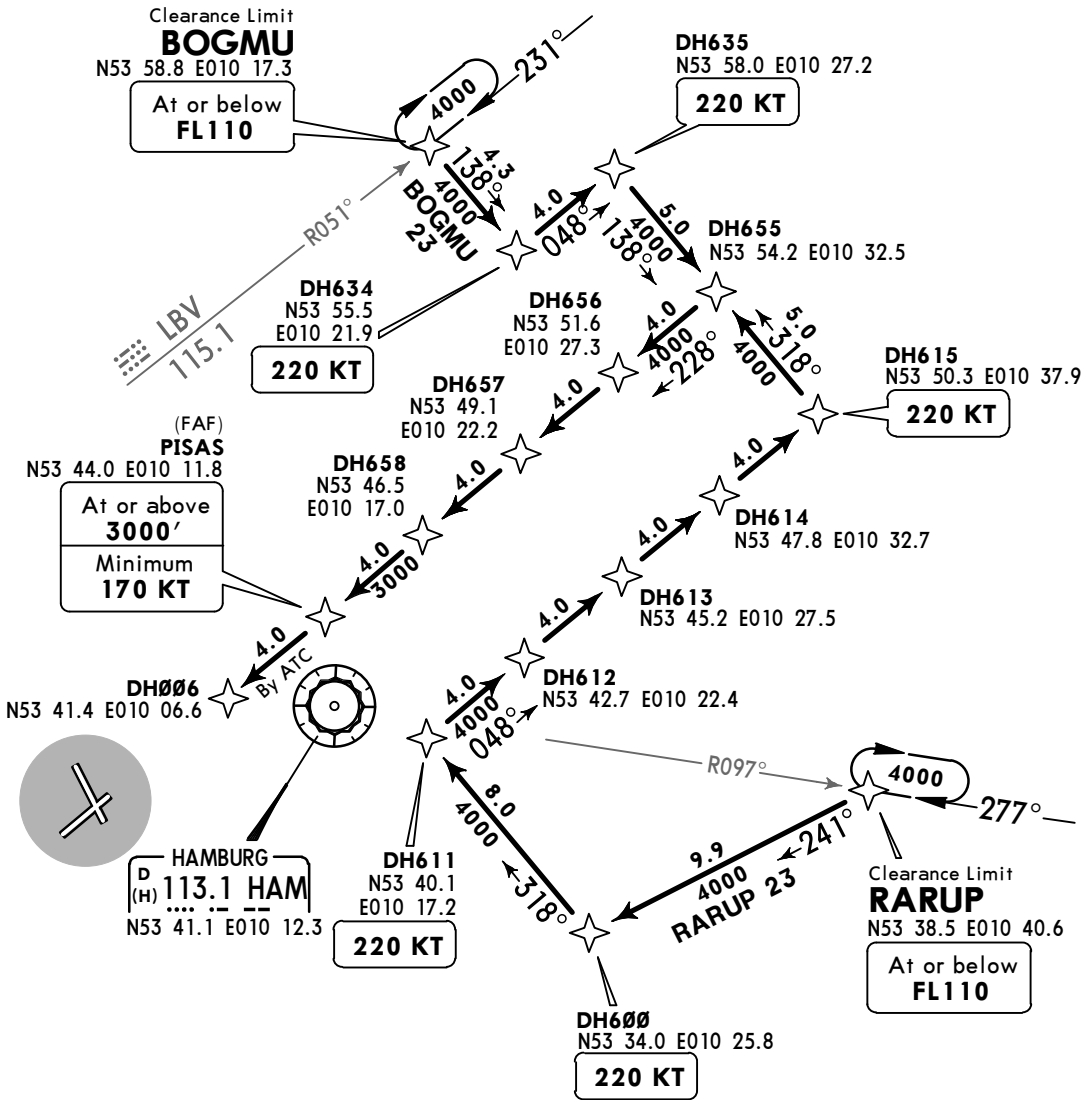


BOGMU 23 [BOG23], RARUP 23 [RAR23]
RWY 23 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

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 from PISAS to:
Hamburg Apt 10 NM

TRANSITION	ROUTING
BOGMU 23	BOGMU (FL110-) - DH634 (K220) - DH635 (K220) - DH655 - PISAS (3000'+; K170+).
RARUP 23	RARUP (FL110-) - DH600 (K220) - DH611 (K220) - DH615 (K220) - DH655 - PISAS (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

Not applicable within airspace C.

N53 11.8 E010 22.0

NOT TO SCALE

At or below
FL 110

DH854
10 22.0

RARUP (FL110-) - DH829 (K220) - DH830 (K220) - DH835 (K220) - DH854 -
SOSAX (3000'+; K170+).

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4 DEC 15

10-2K

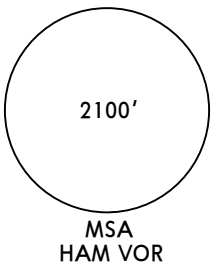
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

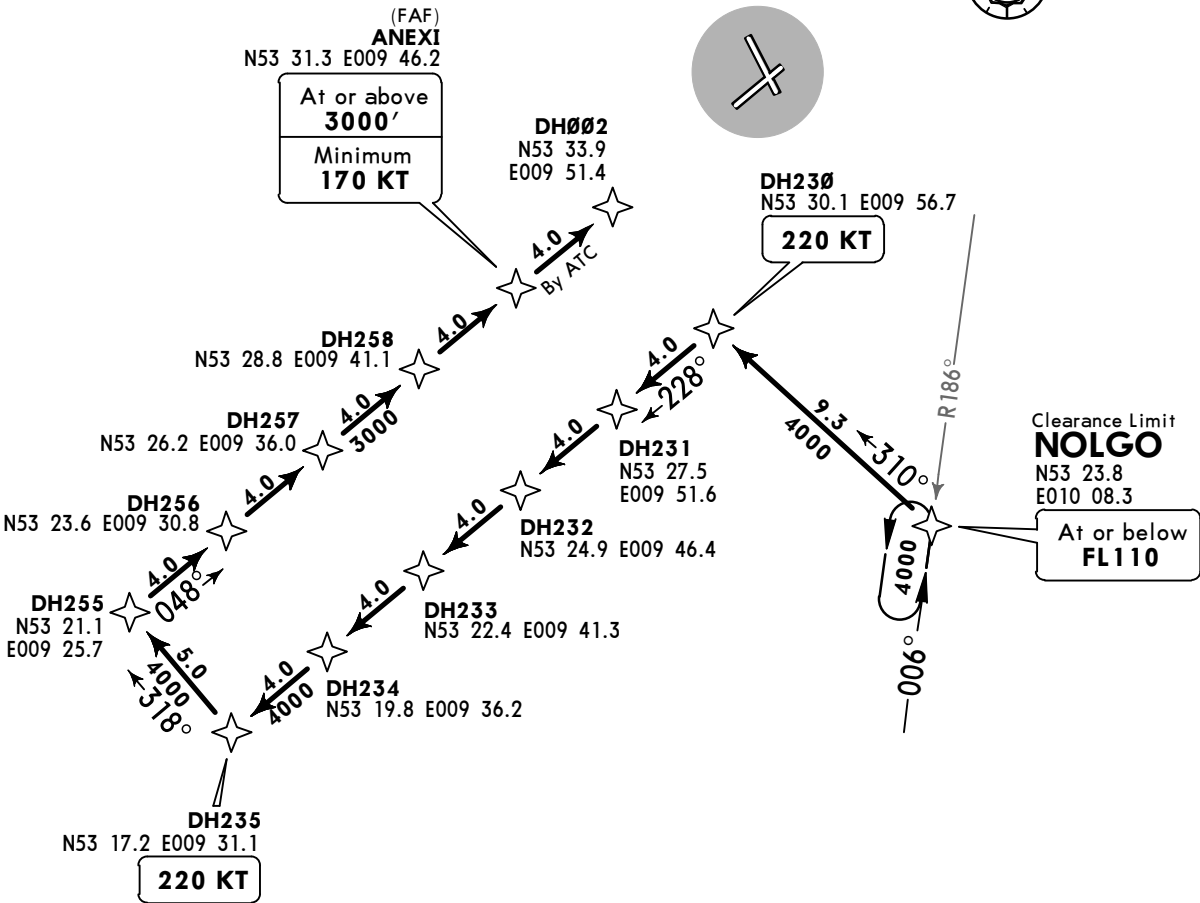
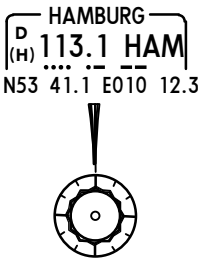
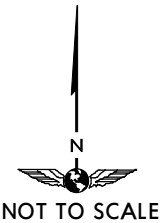
Apt Elev
53'

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.



NOLGO 05 [NOL05]
RWY 05 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
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 from ANEXI to:
Hamburg Apt 10 NM

ROUTING

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

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-2L

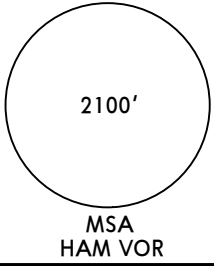
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

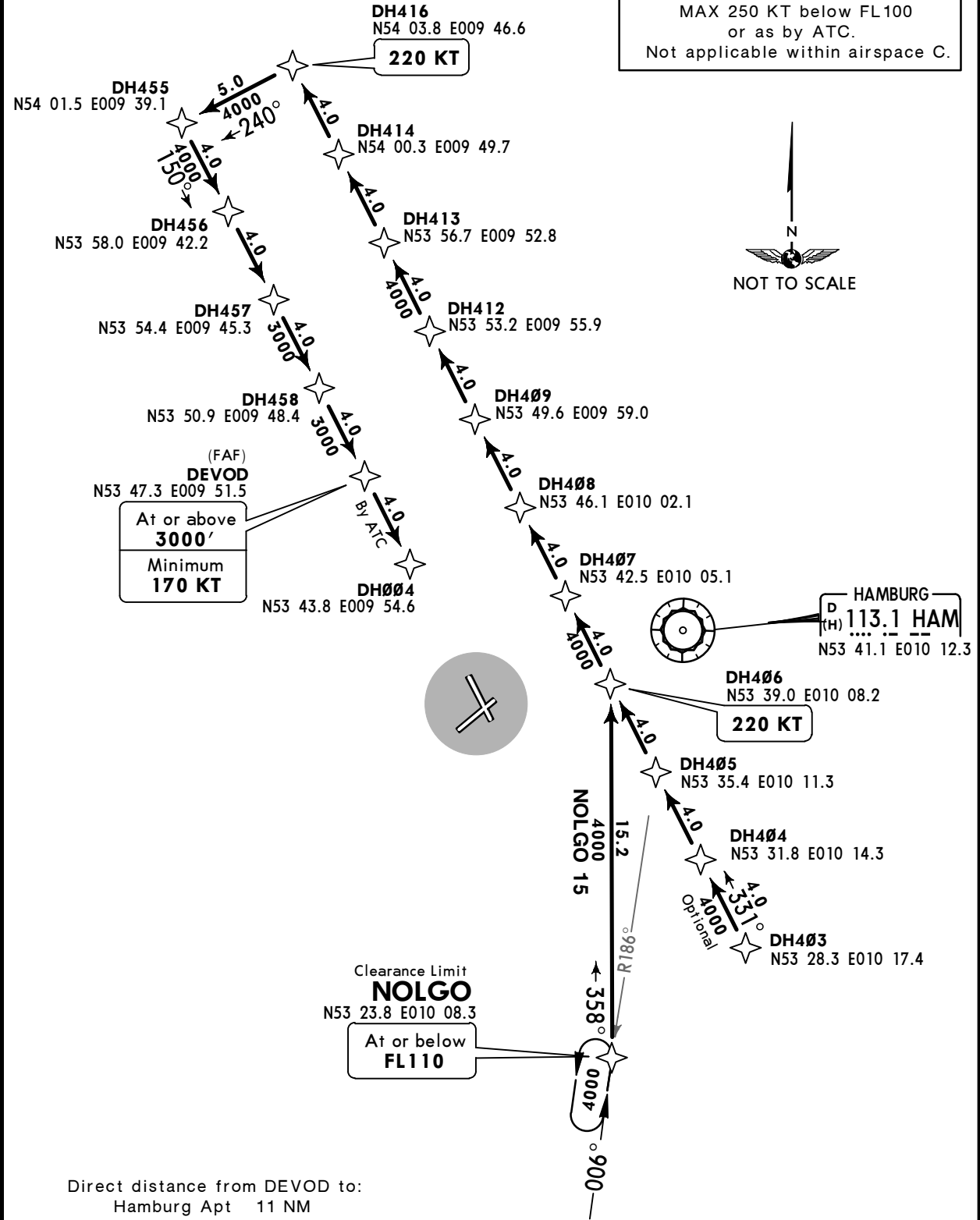
Apt Elev
53'

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.



NOLGO 15 [NOL15]
RWY 15 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
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.



ROUTING

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

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-2M

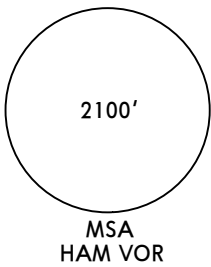
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

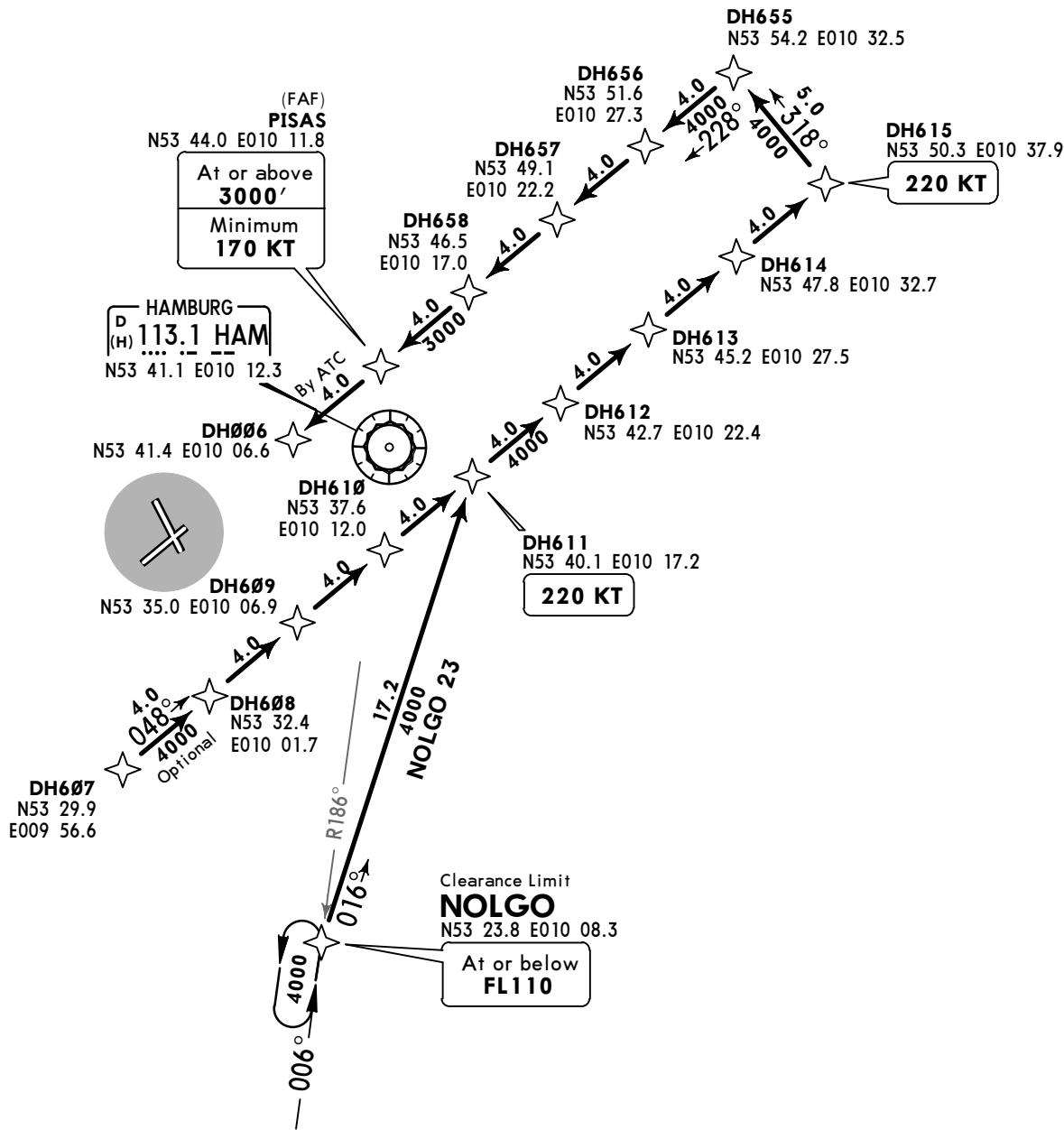
Apt Elev
53'

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.



NOLGO 23 [NOL23]
RWY 23 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
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.



ROUTING

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

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-2N

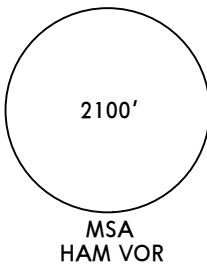
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

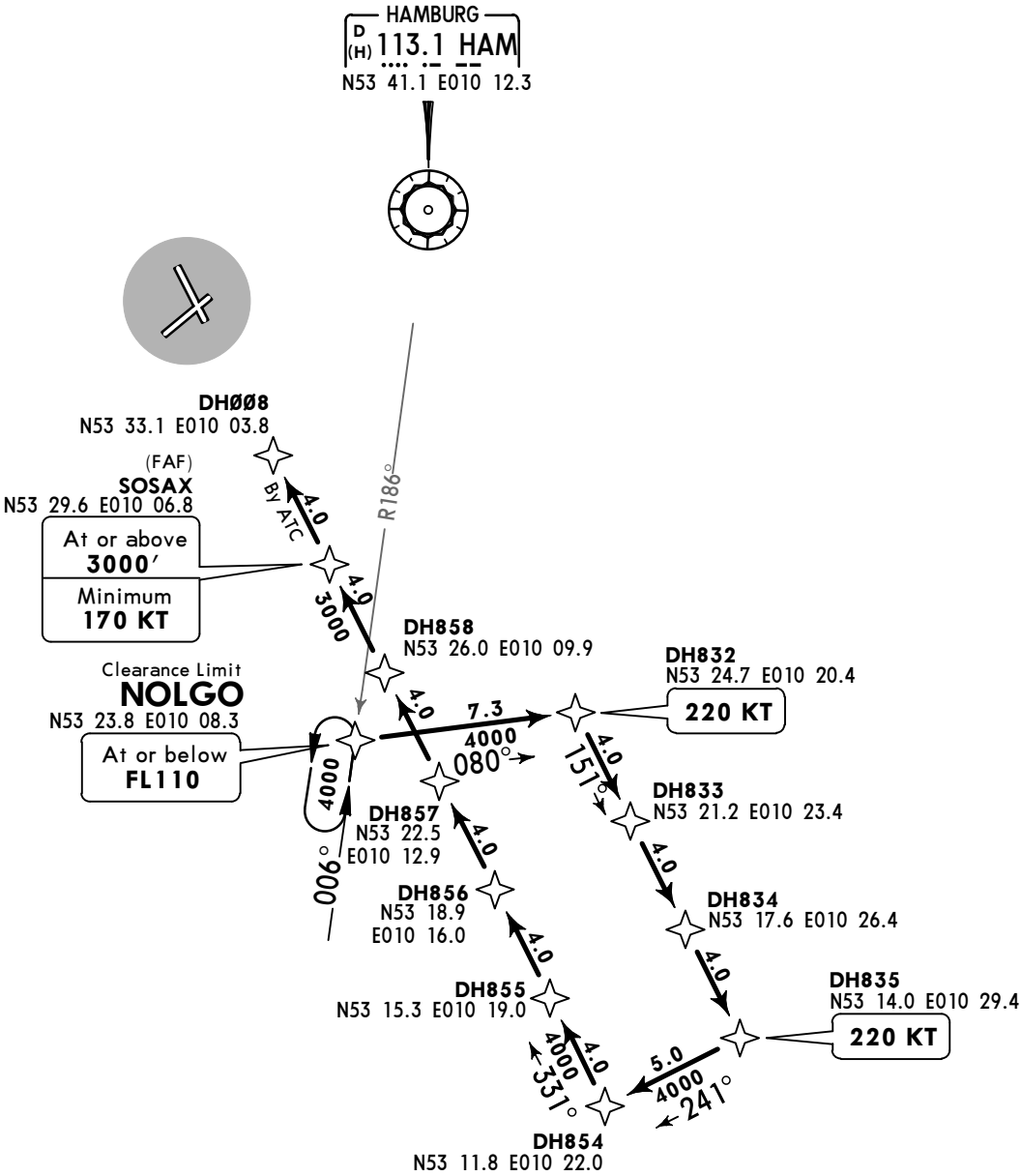
Apt Elev
53'

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.



NOLGO 33 [NOL33]
RWY 33 RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
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 from SOSAX to:
Hamburg Apt 9 NM

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

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RNAV TRANSITION

EDDH/HAM
HAMBURG

JEPPESSEN

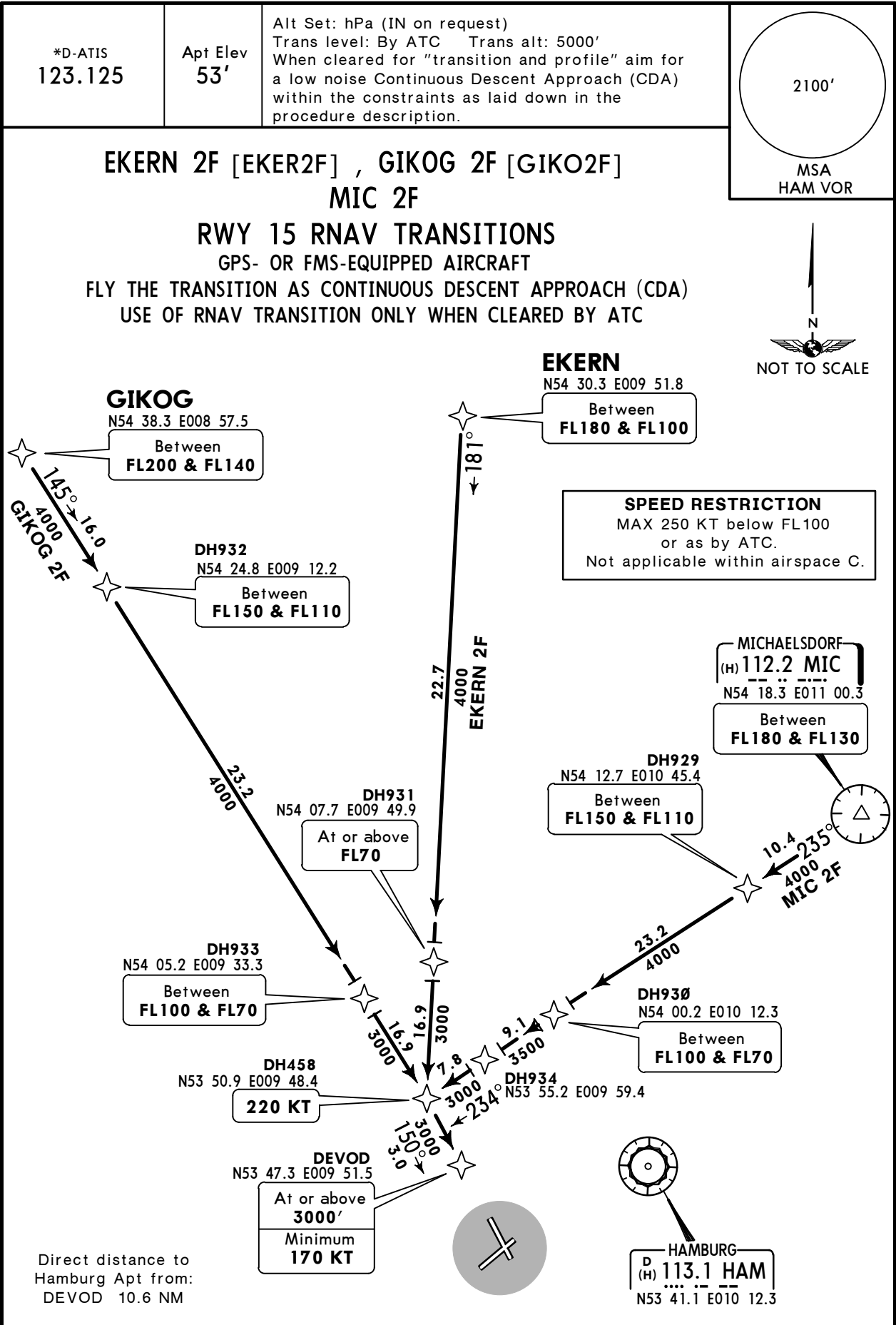
HAMBURG, GERMANY

4 DEC 15

10-2S

Eff 10 Dec

RNAV TRANSITION



TRANSITION	ROUTING
EKERN 2F	EKERN (FL180-; FL100+) - DH931 (FL70+) - DH458 (K220) - DEVOD (3000+; K170+).
GIKOG 2F	GIKOG (FL200-; FL140+) - DH932 (FL150-; FL110+) - DH933 (FL100-; FL70+) - DH458 (K220) - DEVOD (3000+; K170+).
MIC 2F	MIC (FL180-; FL130+) - DH929 (FL150-; FL110+) - DH930 (FL100-; FL70+) - DH934 - DH458 (K220) - DEVOD (3000+; K170+).

RNAV TRANSITION

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EDDH/HAM
HAMBURG

JEPPESSEN

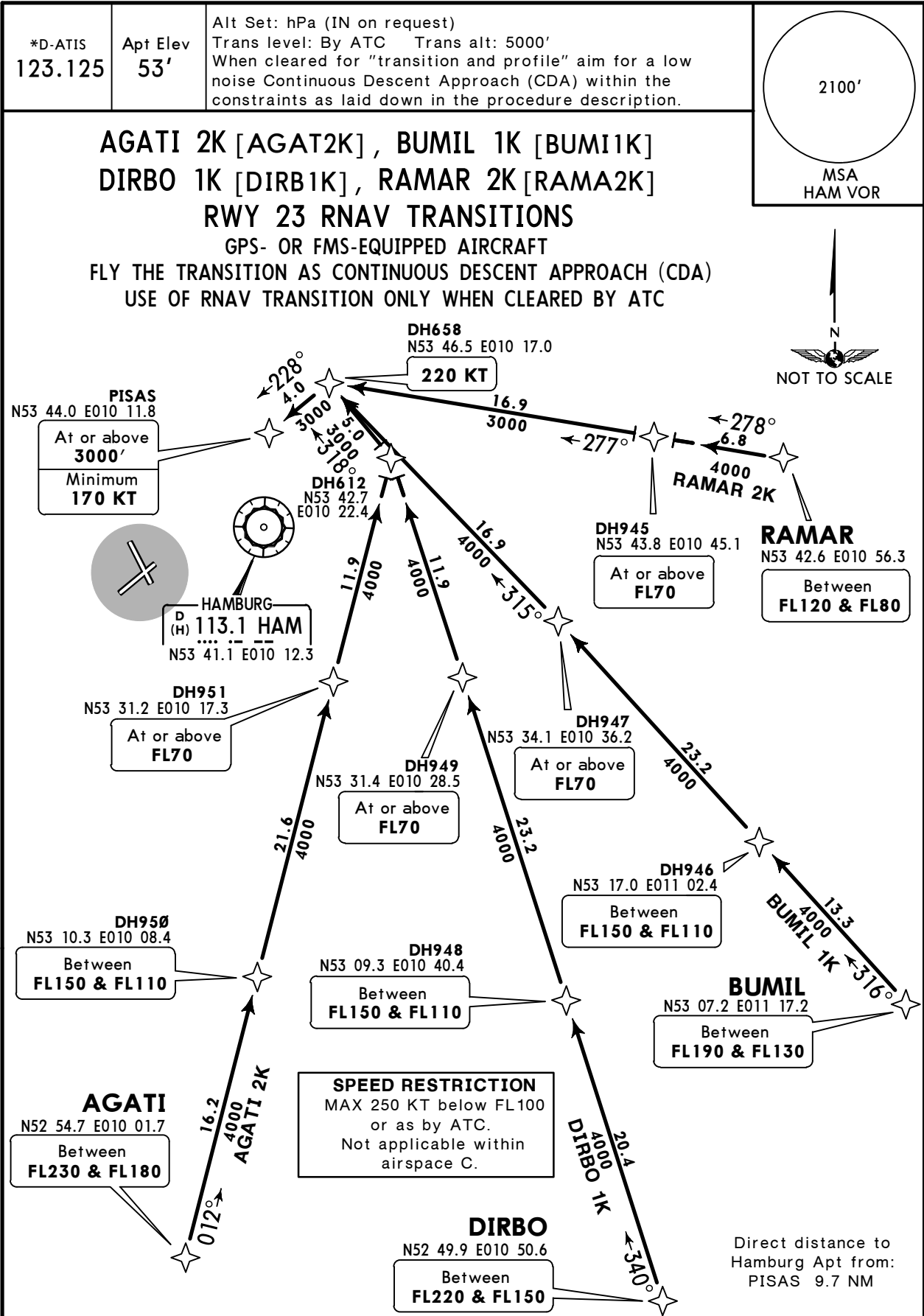
HAMBURG, GERMANY

4 DEC 15

10-2V

Eff 10 Dec

RNAV TRANSITION



TRANSITION	ROUTING
AGATI 2K	AGATI (FL230-; FL180+) - DH950 (FL150-; FL110+) - DH951 (FL70+) - DH612 - DH658 (K220) - PISAS (3000+; K170+).
BUMIL 1K	BUMIL (FL190-; FL130+) - DH946 (FL150-; FL110+) - DH947 (FL70+) - DH658 (K220) - PISAS (3000+; K170+).
DIRBO 1K	DIRBO (FL220-; FL150+) - DH948 (FL150-; FL110+) - DH949 (FL70+) - DH612 - DH658 (K220) - PISAS (3000+; K170+).
RAMAR 2K	RAMAR (FL120-; FL80+) - DH945 (FL70+) - DH658 (K220) - PISAS (3000+; K170+).

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-2W

Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

Apt 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

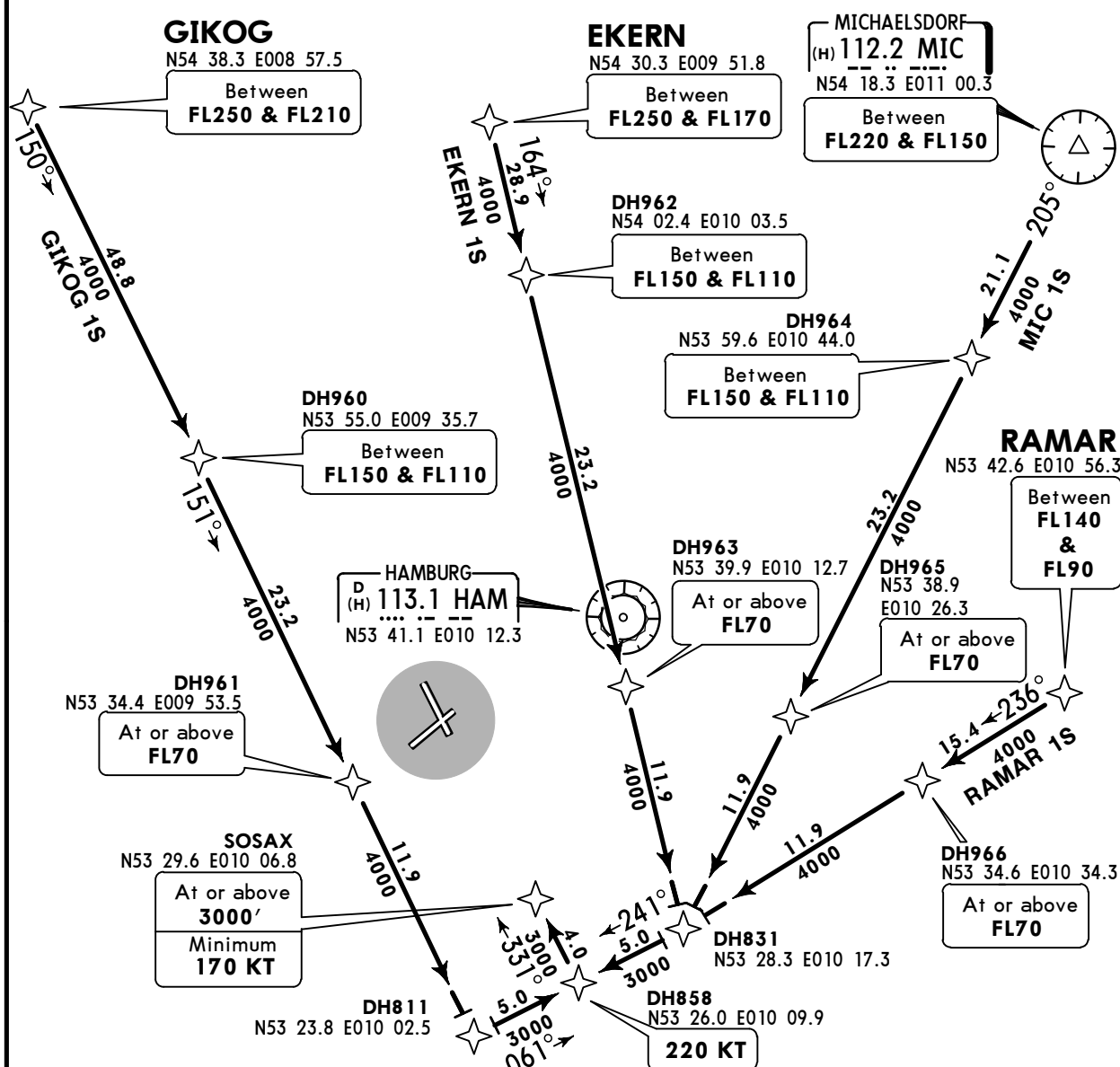
EKERN 1S [EKER1S], GIKOG 1S [GIKO1S]
MIC 1S, RAMAR 1S [RAMA1S]
RWY 33 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

Direct distance to
Hamburg Apt from:
SOSAX 9.4 NM

SPEED RESTRICTION

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

NOT TO SCALE



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+).

CHANGES: None.

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EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-2X

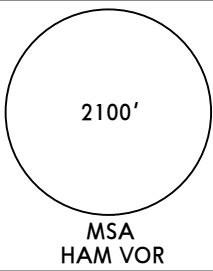
Eff 10 Dec

RNAV TRANSITION

*D-ATIS
123.125

Apt 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.

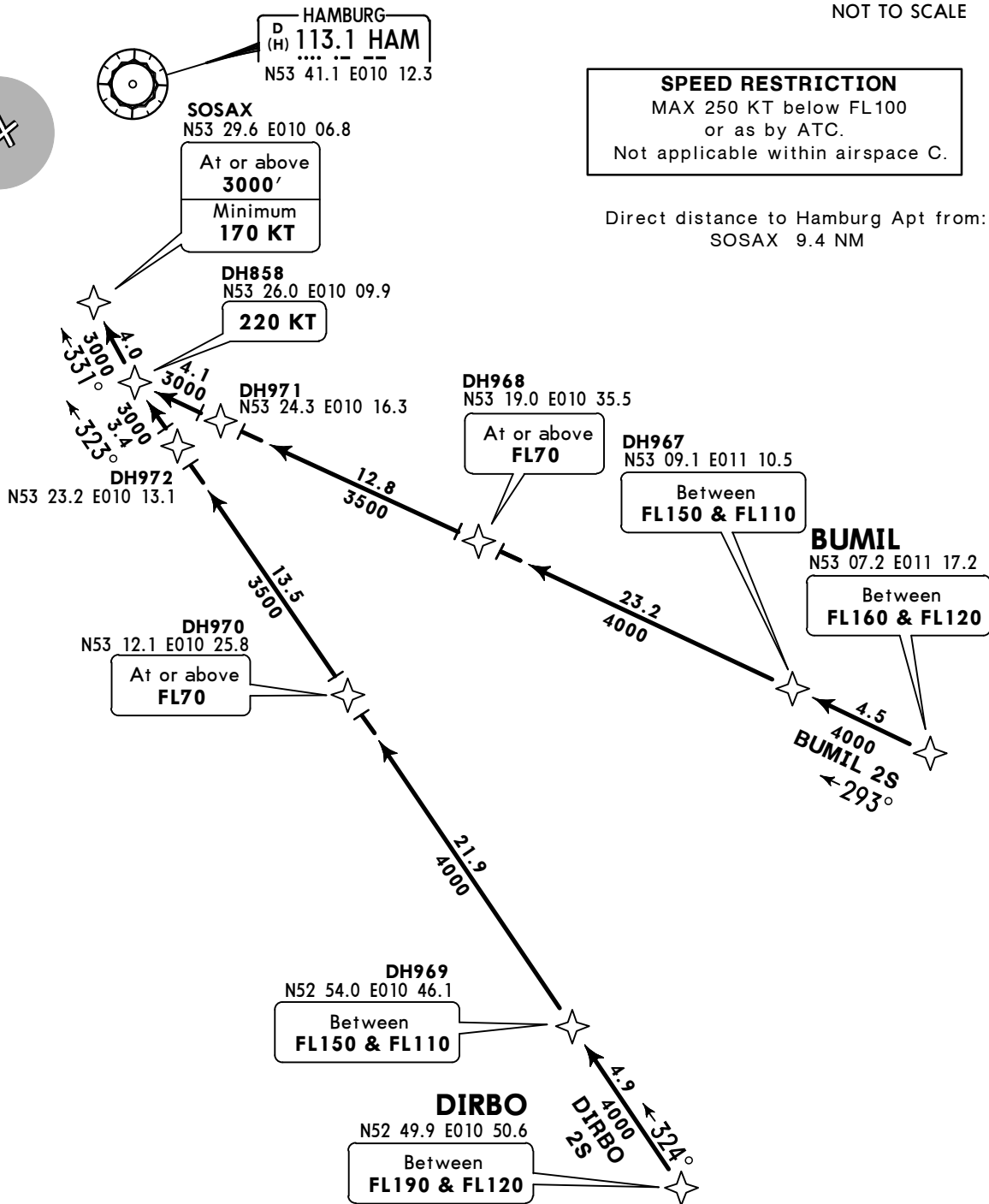


BUMIL 2S [BUMI2S], DIRBO 2S [DIRB2S]
RWY 33 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



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
BUMIL 2S	BUMIL (FL160-; FL120+) - DH967 (FL150-; FL110+) - DH968 (FL70+) - DH971 - DH858 (K220) - SOSAX (3000+; K170+).
DIRBO 2S	DIRBO (FL190-; FL120+) - DH969 (FL150-; FL110+) - DH970 (FL70+) - DH972 - DH858 (K220) - SOSAX (3000+; K170+).

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-3

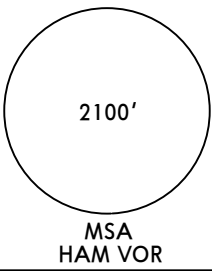
Eff 10 Dec

SID

BREMEN Radar
136.675

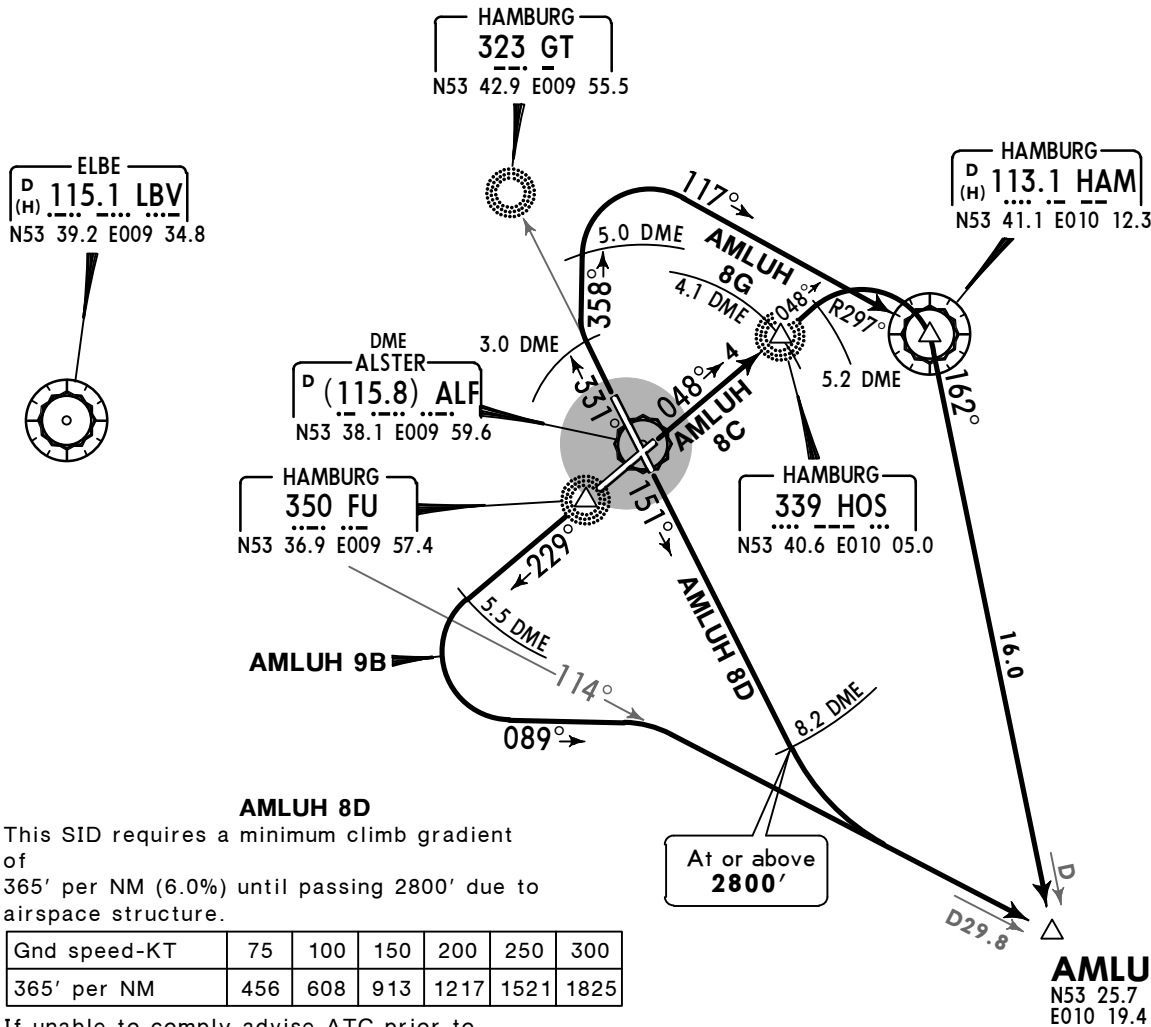
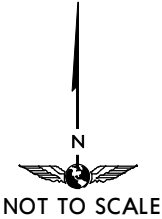
Apt Elev
53'

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.



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

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



AMLUH 8D
This SID requires a minimum climb gradient of 365' per NM (6.0%) until passing 2800' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825

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

Initial climb clearance 5000'		
SID	RWY	ROUTING
AMLUH 9B	23	Climb straight ahead via FU to ALF 5.5 DME, turn LEFT, 089° track, intercept LBV R-114 to AMLUH.
AMLUH 8C	05	To HOS (ALF 4.1 DME), 048° bearing to ALF 5.2 DME, turn RIGHT, intercept HAM R-162 to AMLUH.
AMLUH 8D	15	Intercept 151° bearing from GT to ALF 8.2 DME, turn LEFT, intercept LBV R-114 to AMLUH.
AMLUH 8G	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-297 inbound to HAM, turn RIGHT, HAM R-162 to AMLUH.

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-3B

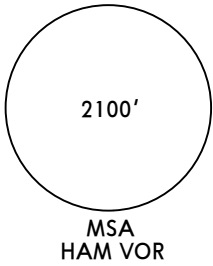
Eff 10 Dec

SID

BREMEN Radar
136.675

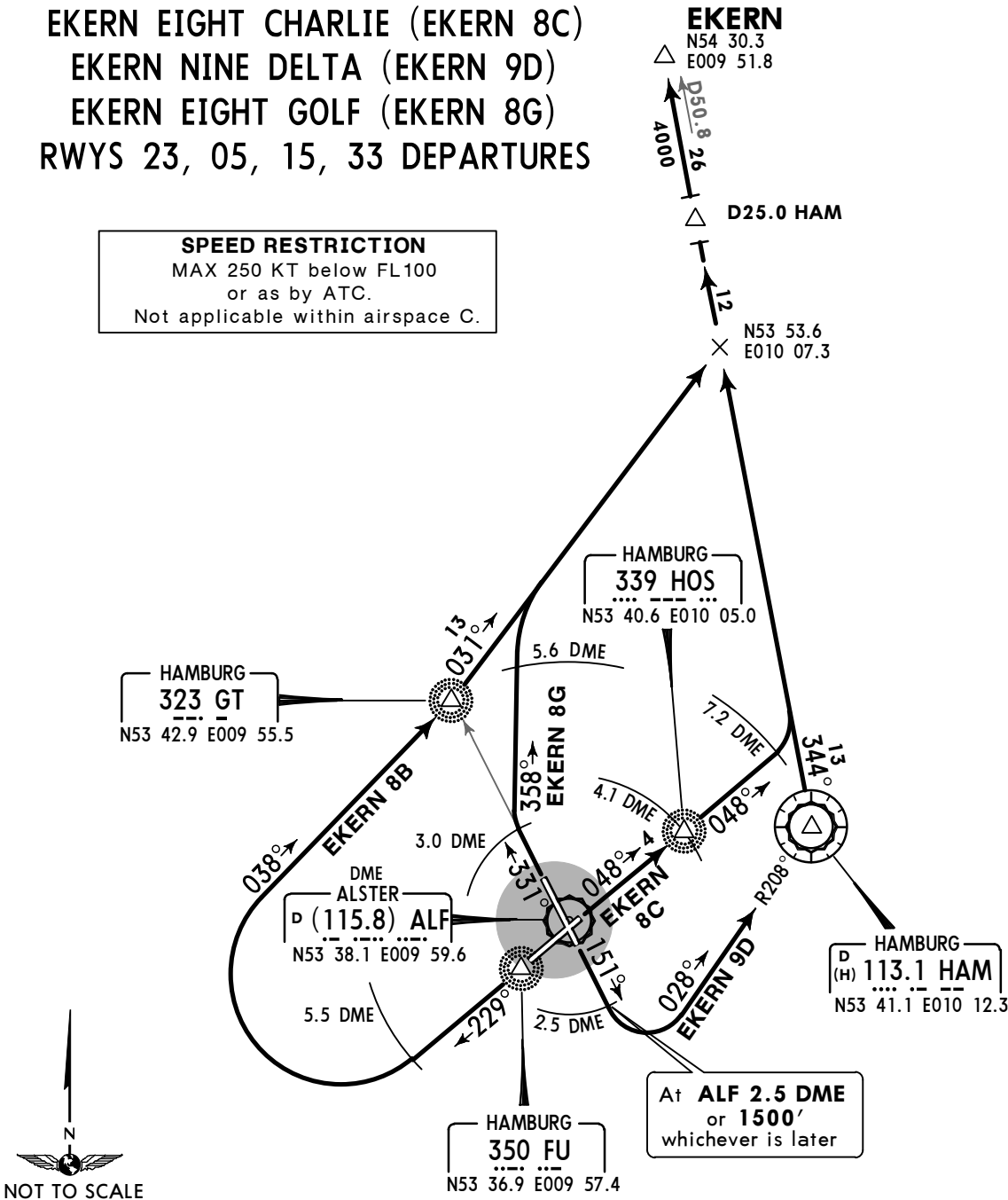
Apt Elev
53'

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.



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

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



Initial climb clearance 5000'		
SID	RWY	ROUTING
EKERN 8B	23	Climb straight ahead via FU to ALF 5.5 DME, turn RIGHT, intercept 038° bearing to GT, 031° bearing, intercept HAM R-344 to EKERN.
EKERN 8C	05	To HOS (ALF 4.1 DME), 048° bearing to ALF 7.2 DME, turn LEFT, intercept HAM R-344 to EKERN.
EKERN 9D	15	Intercept 151° bearing from GT, at ALF 2.5 DME or 1500', whichever is later, turn LEFT, intercept HAM R-208 inbound to HAM, turn LEFT, HAM R-344 to EKERN.
EKERN 8G	33	Intercept 331° bearing towards GT, at ALF 3.0 DME turn RIGHT, 358° track, at ALF 5.6 DME turn RIGHT, intercept 031° bearing from GT, intercept HAM R-344 to EKERN.

EDDH/HAM
HAMBURG

JEPPESEN

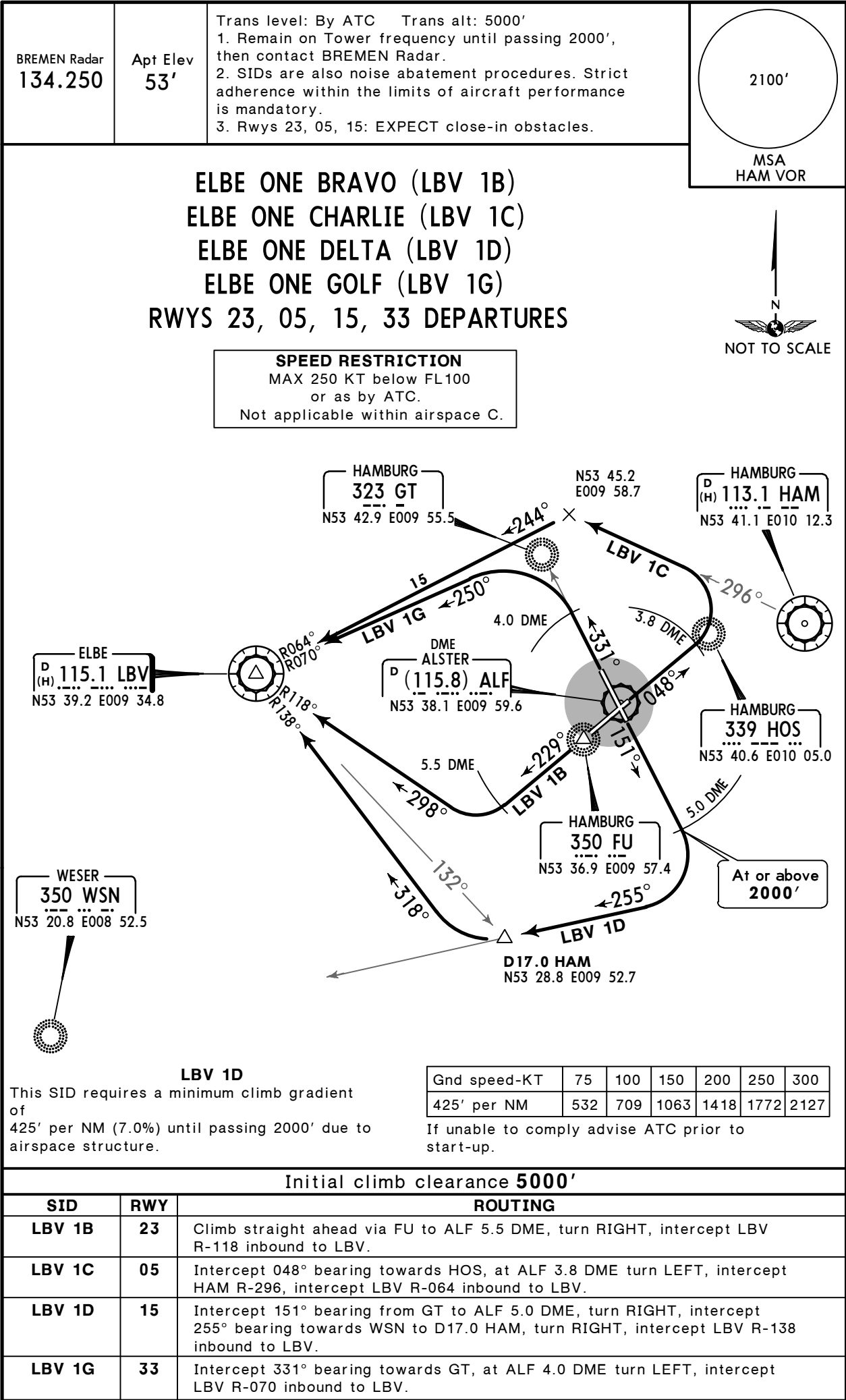
HAMBURG, GERMANY

4 DEC 15

10-3C

Eff 10 Dec

SID



EDDH/HAM
HAMBURG

JEPPESSEN

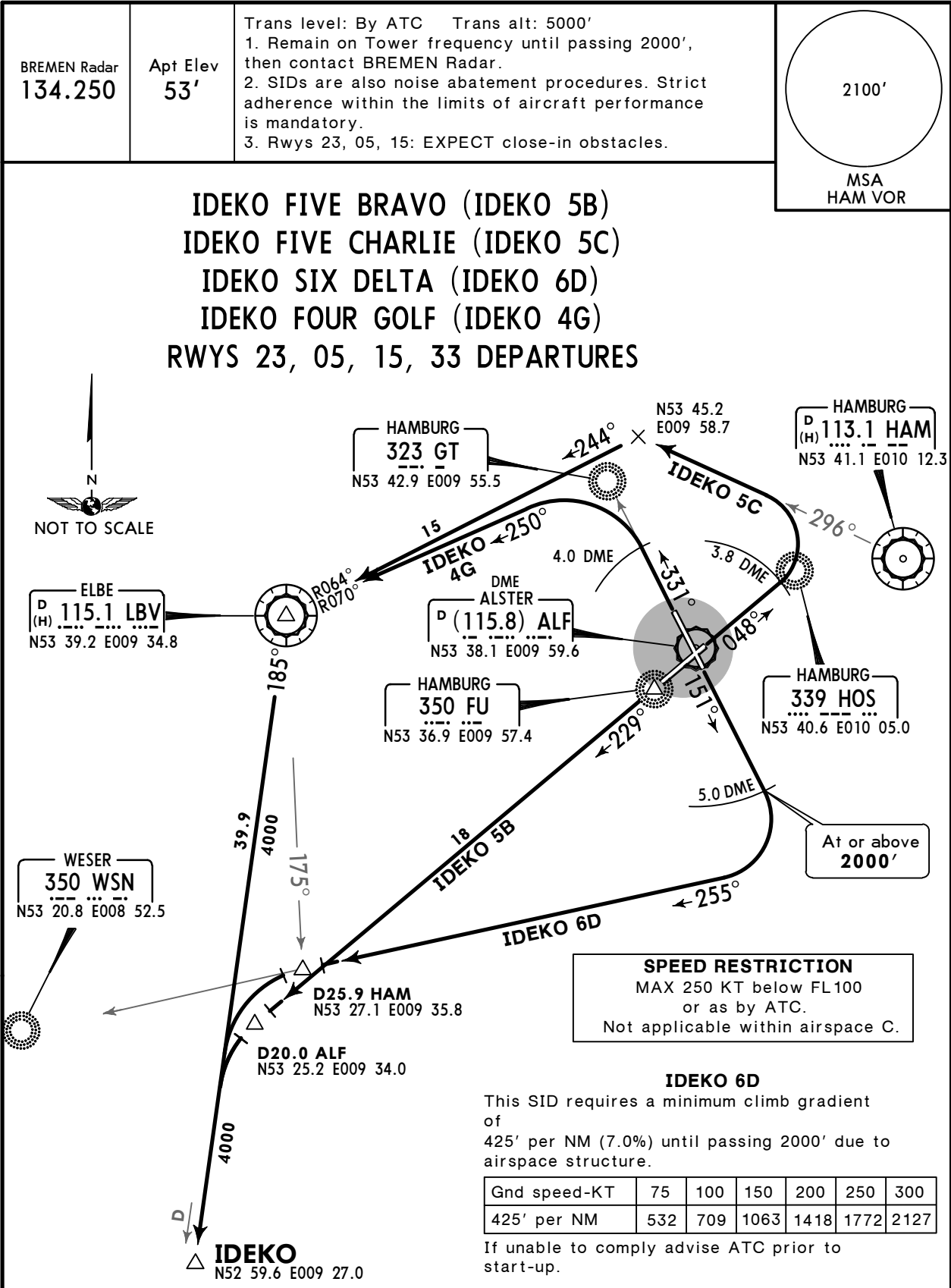
HAMBURG, GERMANY

4 DEC 15

10-3D

Eff 10 Dec

SID



Initial climb clearance 5000'		
SID	RWY	ROUTING
IDEKO 5B	23	Climb straight ahead to FU, 229° bearing to D20.0 ALF, turn LEFT, intercept LBV R-185 to IDEKO.
IDEKO 5C	05	Intercept 048° bearing towards HOS, at ALF 3.8 DME turn LEFT, intercept HAM R-296, intercept LBV R-064 inbound to LBV, turn LEFT, LBV R-185 to IDEKO.
IDEKO 6D	15	Intercept 151° bearing from GT to ALF 5.0 DME, turn RIGHT, intercept 255° bearing towards WSN to D25.9 HAM, turn LEFT, intercept LBV R-185 to IDEKO.
IDEKO 4G	33	Intercept 331° bearing towards GT, at ALF 4.0 DME turn LEFT, intercept LBV R-070 inbound to LBV, turn LEFT, LBV R-185 to IDEKO.

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SID

WESER
350 WSN
... ..
N53 20.8 E008 52.5

EDDH/HAM
HAMBURG

JEPPESSEN
4 DEC 15 10-3H

Eff 10 Dec

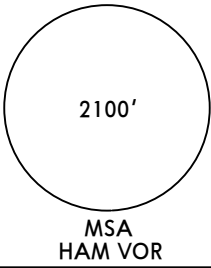
HAMBURG, GERMANY

RNAV SID (OVERLAY)

BREMEN Radar
136.675

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.

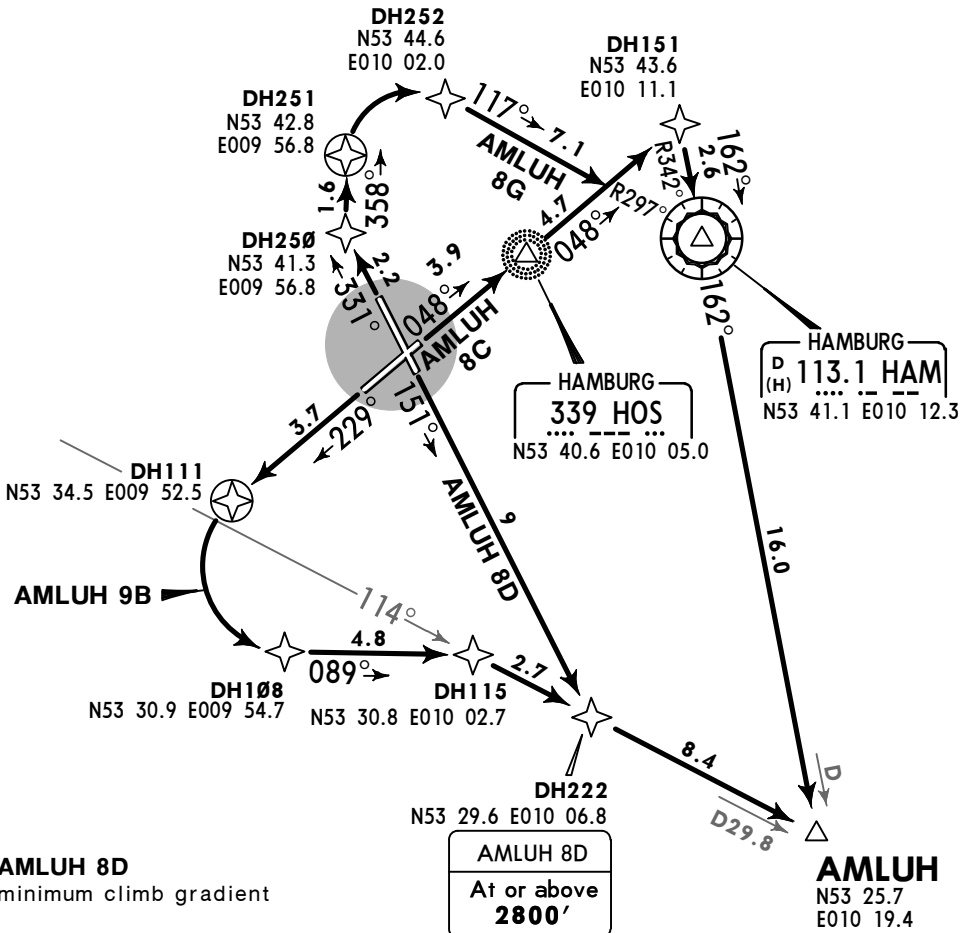


AMLUH NINE BRAVO (AMLUH 9B)[AMLU9B]
AMLUH EIGHT CHARLIE (AMLUH 8C)[AMLU8C]
AMLUH EIGHT DELTA (AMLUH 8D)[AMLU8D]
AMLUH EIGHT GOLF (AMLUH 8G)[AMLU8G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3)



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

ELBE
D (H) 115.1 LBV
N53 39.2 E009 34.8



AMLUH 8D

This SID requires a minimum climb gradient of 365' per NM (6.0%) until passing 2800' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825

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

Initial climb clearance **5000'**

SID	RWY	ROUTING
AMLUH 9B	23	(500'+) - DH111 - DH108 - DH115 - AMLUH.
AMLUH 8C	05	(500'+) - HOS - DH151 - AMLUH.
AMLUH 8D	15	(500'+) - DH222 (2800'+) - AMLUH.
AMLUH 8G	33	(500'+) - DH250 - DH251 - DH252 - HAM - AMLUH.

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-3J

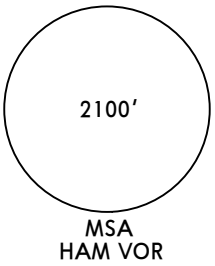
Eff 10 Dec

RNAV SID (OVERLAY)

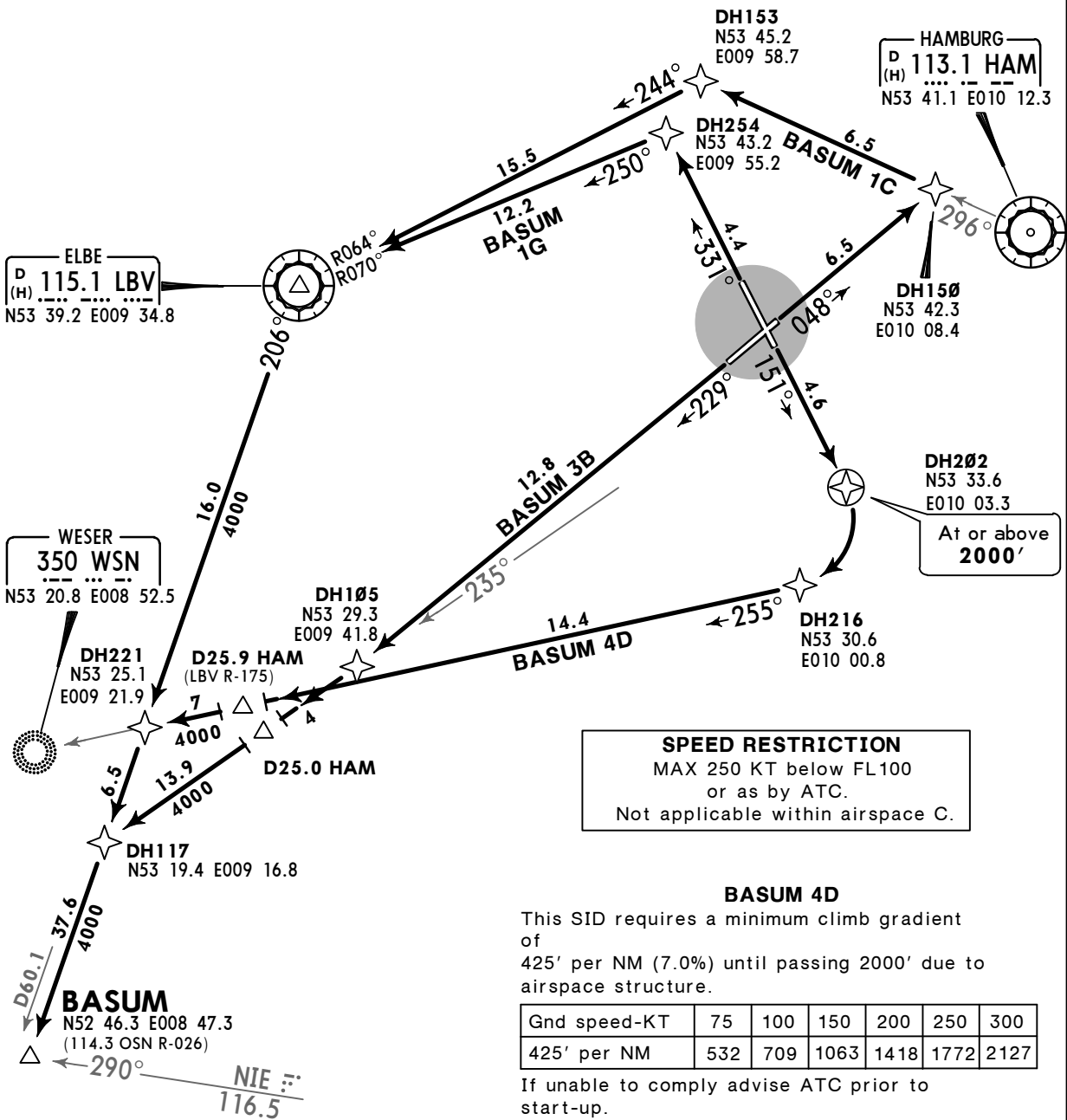
BREMEN Radar
134.250

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.



BASUM THREE BRAVO (BASUM 3B)[BASU3B]
BASUM ONE CHARLIE (BASUM 1C)[BASU1C]
BASUM FOUR DELTA (BASUM 4D)[BASU4D]
BASUM ONE GOLF (BASUM 1G)[BASU1G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3A)



Initial climb clearance **5000'**

SID	RWY	ROUTING
BASUM 3B	23	(500'+) - DH105 - DH117 - BASUM.
BASUM 1C	05	(500'+) - DH150 - DH153 - LBV - BASUM.
BASUM 4D	15	(500'+) - DH202 (2000'+) - DH216 - DH221 - BASUM.
BASUM 1G	33	(500'+) - DH254 - LBV - BASUM.

EDDH/HAM
HAMBURG

JEPPESSEN
4 DEC 15 10-3K

Eff 10 Dec

HAMBURG, GERMANY

RNAV SID (OVERLAY)

BREMEN Radar
136.675

Apt Elev
53'

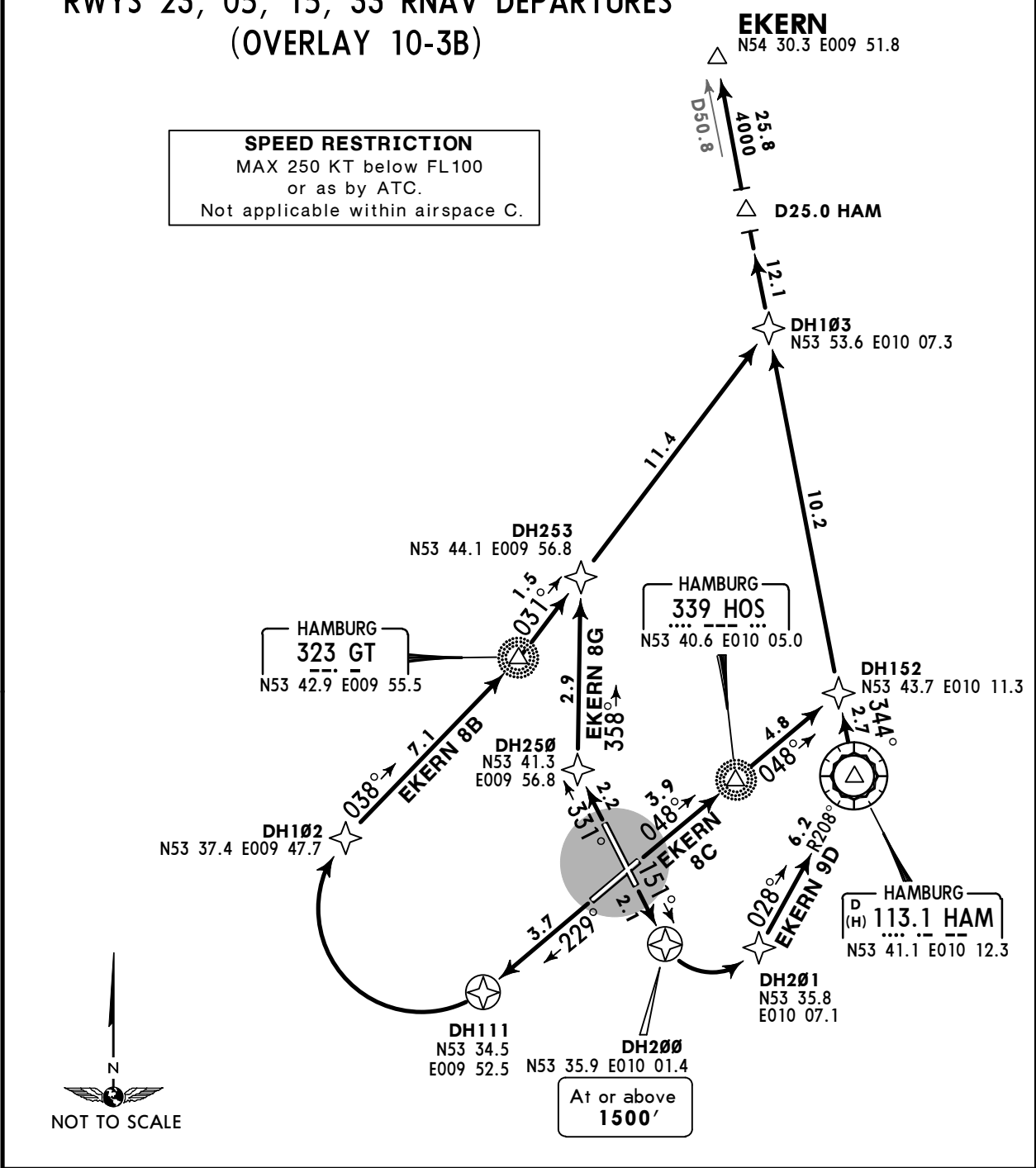
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.

2100'

MSA
HAM VOR

EKERN EIGHT BRAVO (EKERN 8B)[EKER8B]
EKERN EIGHT CHARLIE (EKERN 8C)[EKER8C]
EKERN NINE DELTA (EKERN 9D)[EKER9D]
EKERN EIGHT GOLF (EKERN 8G)[EKER8G]
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 8B	23	(500'+) - DH111 - DH102 - GT - DH103 - EKERN.
EKERN 8C	05	(500'+) - HOS - DH152 - EKERN.
EKERN 9D	15	(500'+) - DH200 (1500'+) - DH201 - HAM - EKERN.
EKERN 8G	33	(500'+) - DH250 - DH253 - DH103 - EKERN.

EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY

4 DEC 15

10-3L

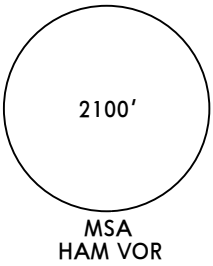
Eff 10 Dec

RNAV SID (OVERLAY)

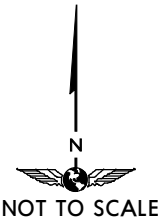
BREMEN Radar
134.250

Apt Elev
53'

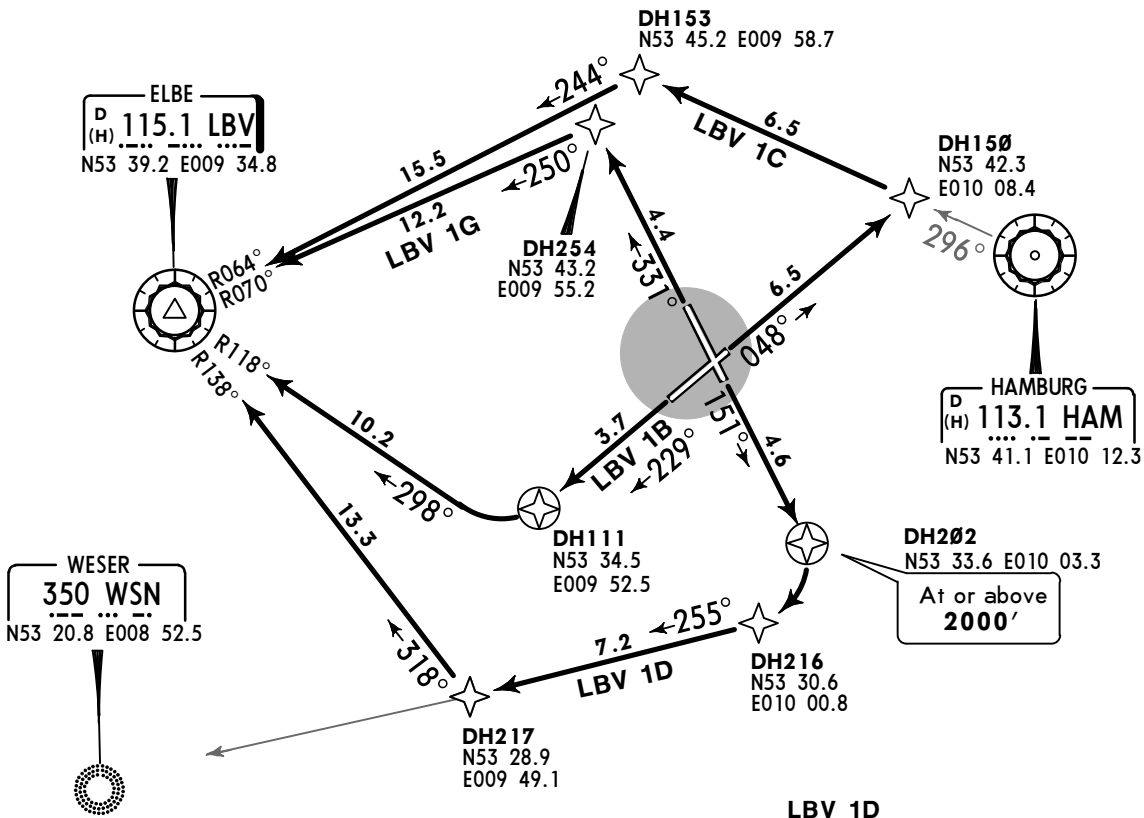
Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. Rwy 23, 05, 15: EXPECT close-in obstacles.



ELBE ONE BRAVO (LBV 1B)
ELBE ONE CHARLIE (LBV 1C)
ELBE ONE DELTA (LBV 1D)
ELBE ONE GOLF (LBV 1G)
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.



LBV 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
LBV 1B	23	(500'+) - DH111 - LBV.
LBV 1C	05	(500'+) - DH150 - DH153 - LBV.
LBV 1D	15	(500'+) - DH202 (2000'+) - DH216 - DH217 - LBV.
LBV 1G	33	(500'+) - DH254 - LBV.

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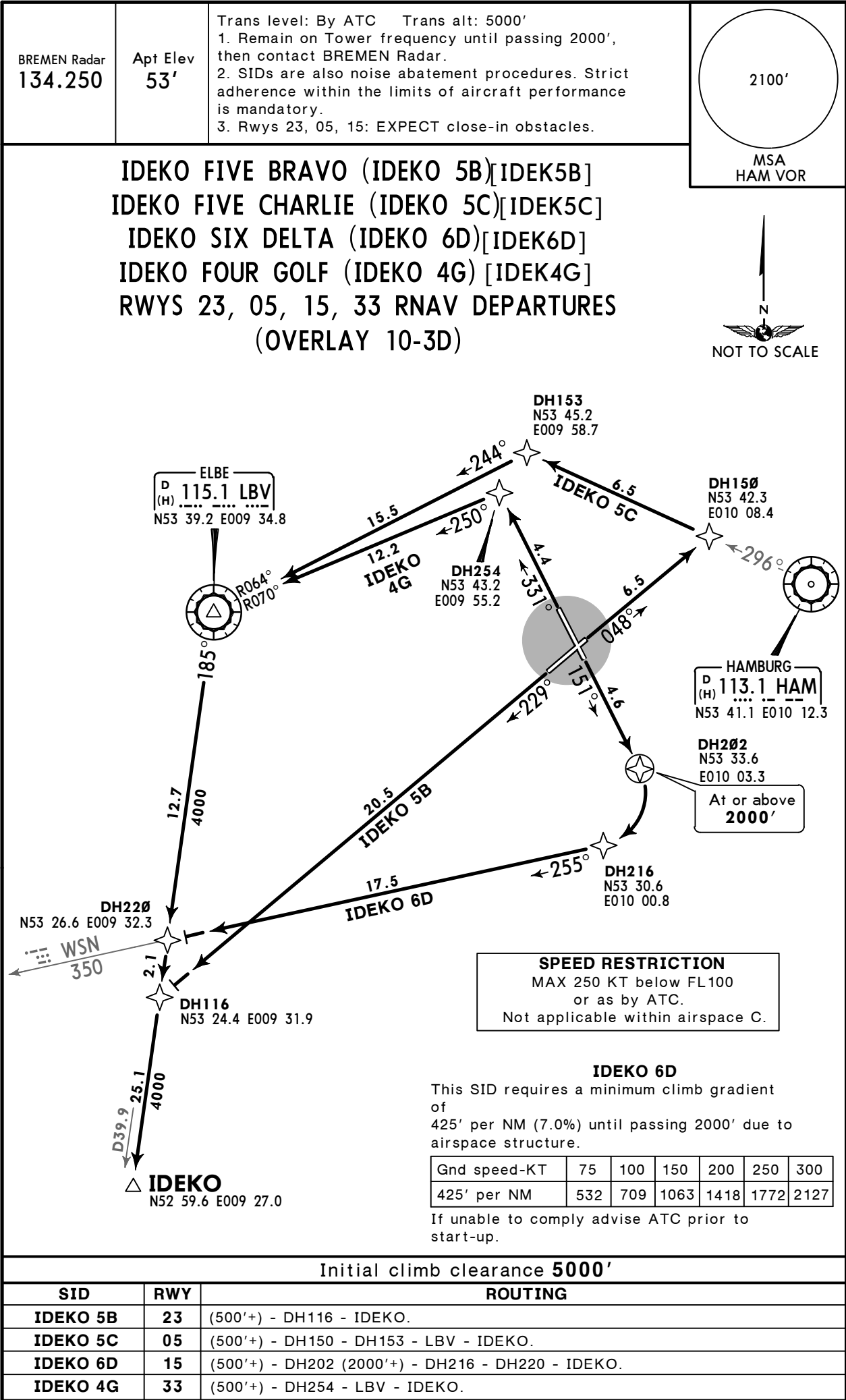
HAMBURG, GERMANY

4 DEC 15

10-3M

Eff 10 Dec

RNAV SID (OVERLAY)



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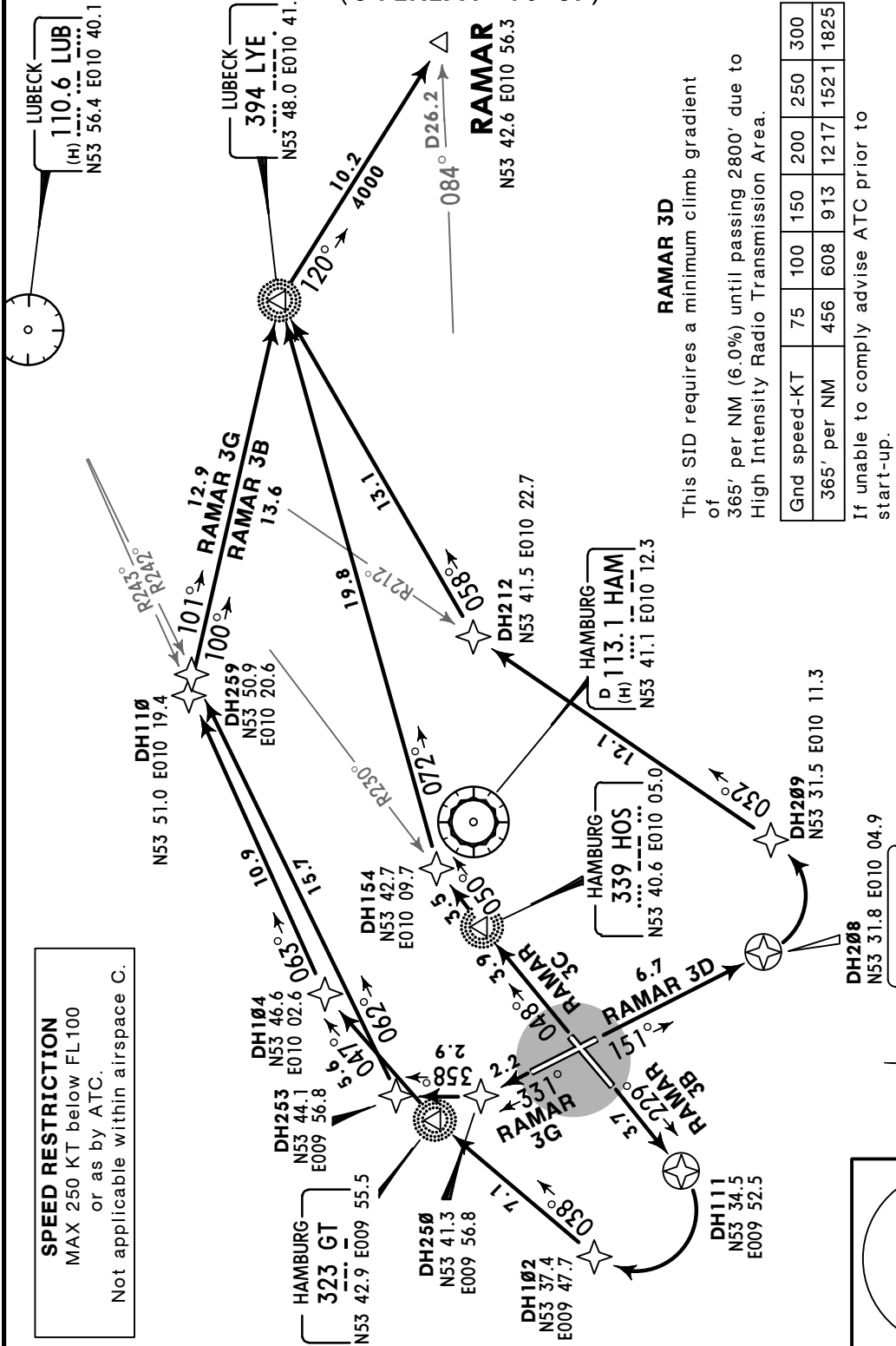
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HAMBURG

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4 DEC 15 10-3P

HAMBURG, GERMANY
Eff 10 Dec RNAV SID (OVERLAY)

BREMEN Radar 136.675	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 THREE BRAVO (RAMAR 3B) [RAMA3B]
RAMAR THREE CHARLIE (RAMAR 3C) [RAMA3C]
RAMAR THREE DELTA (RAMAR 3D) [RAMA3D]
RAMAR THREE GOLF (RAMAR 3G) [RAMA3G]
RWYS 23, 05, 15, 33 RNAV DEPARTURES
(OVERLAY 10-3F)



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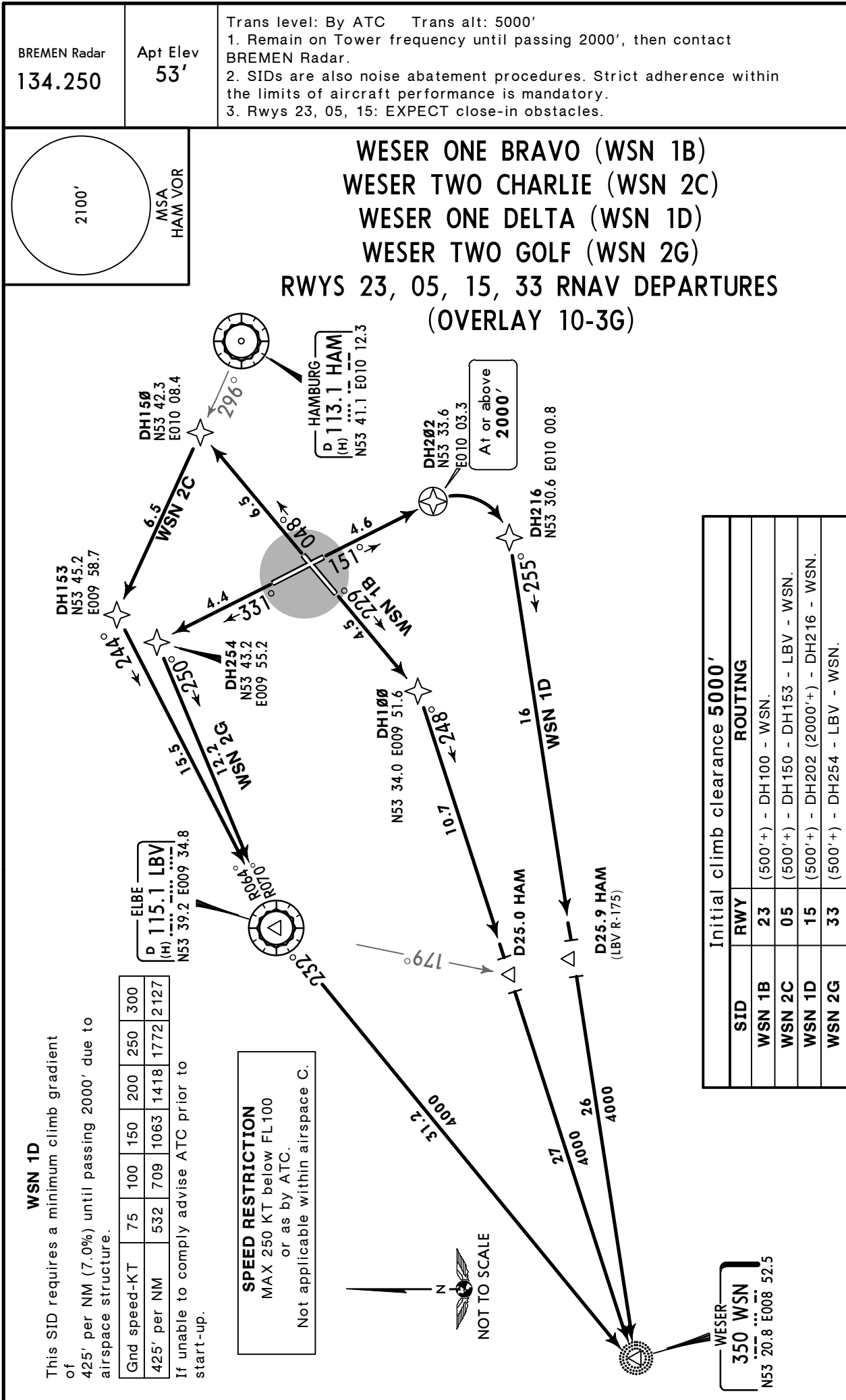
HAMBURG, GERMANY

4 DEC 15

10-3Q

Eff 10 Dec

RNAV SID (OVERLAY)



Initial climb clearance 5000'		ROUTING	
SID	RWY		
WSN 1B	23	(500'+) - DH100 - WSN.	
WSN 2C	05	(500'+) - DH150 - DH153 - LBV - WSN.	
WSN 1D	15	(500'+) - DH202 (2000'+) - DH216 - WSN.	
WSN 2G	33	(500'+) - DH254 - LBV - WSN.	

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Apt Elev **53'**
N53 37.8 E009 59.3

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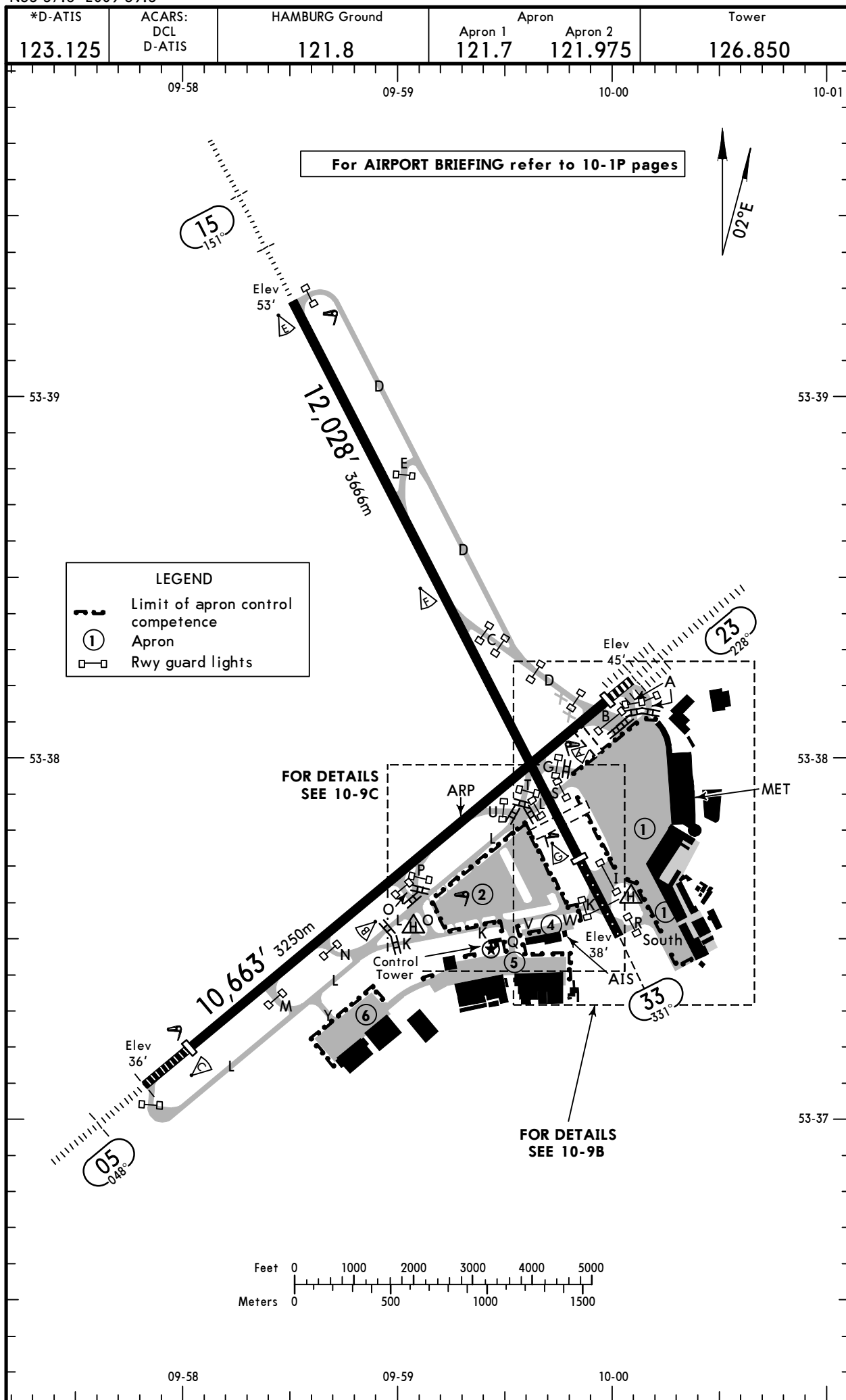
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(10-9)

Eff 10 Dec

HAMBURG, GERMANY

HAMBURG



CHANGES: Rwy bearings. ALS rwy 33.

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10-9A

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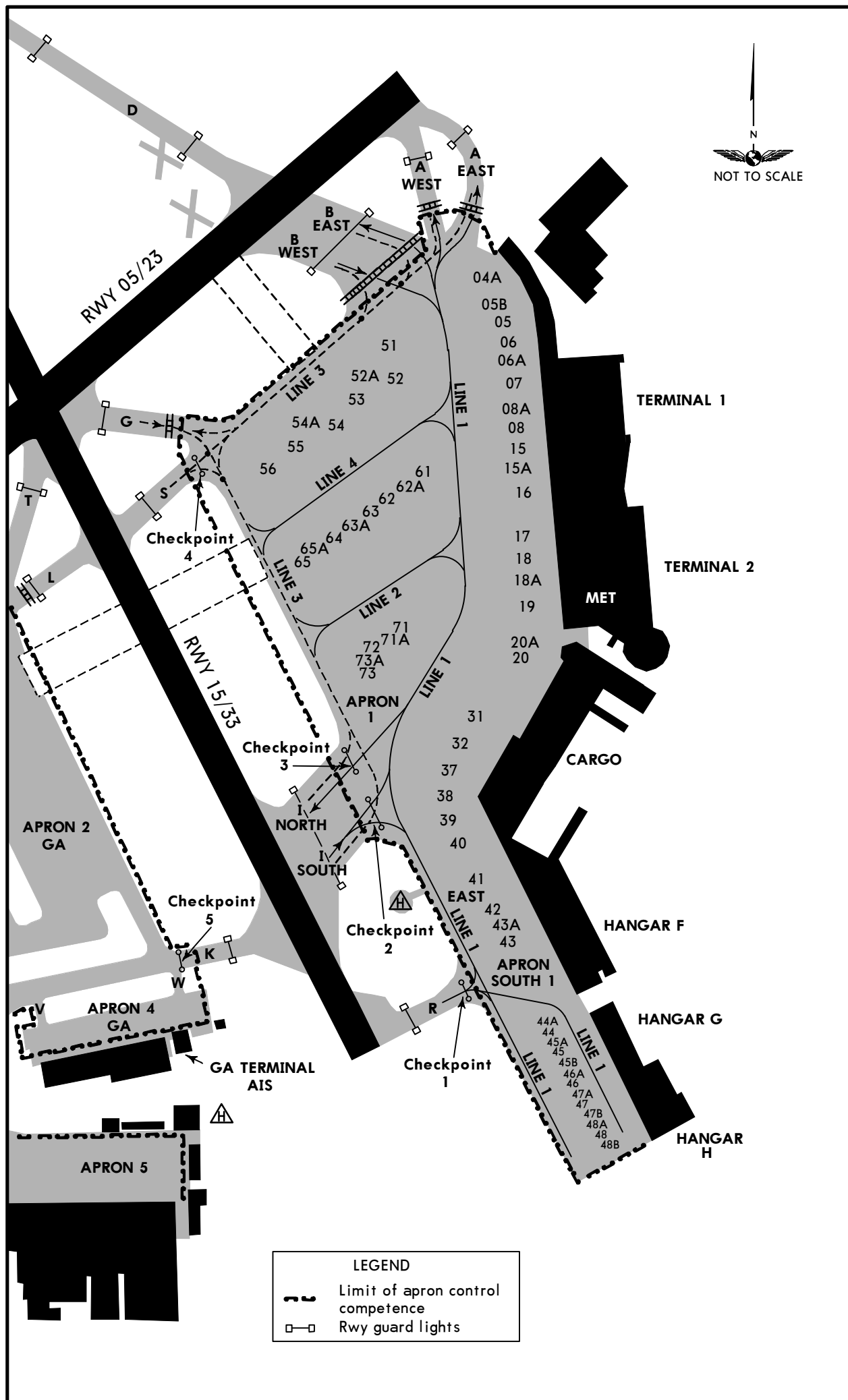
ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING	BEYOND			
							Threshold	Glide Slope			
05	HIRL CL (15m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR	9685'	2952m	①	151' 46m	
23	HIRL CL (15m)	ALSF-II	TDZ	REIL	PAPI-L(3.0°)	RVR	10,151'	3094m			9118'
① TAKE-OFF RUN AVAILABLE											
RWY 05:						RWY 23:					
From rwy head 10,663' (3250m)						From rwy head 10,663' (3250m)					
twy M int 8054' (2455m)						twy A-West int 10,558' (3218m)					
twy N int 6824' (2080m)						twy B-East int 10,007' (3050m)					
twy O int 5233' (1595m)						twy G int 8694' (2650m)					
twy P int 4774' (1455m)						twy U int 7415' (2260m)					
						twy O int 5512' (1680m)					
15	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR		10,995'	3351m	②	151' 46m
33	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR	10,565'	3220m			
② TAKE-OFF RUN AVAILABLE											
RWY 15:						RWY 33:					
From rwy head 10,564' (3220m)						From rwy head 12,028' (3666m)					
twy E int 6870' (2094m)						twy K int 11,368' (3465m)					
twy C int 4344' (1324m)						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						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
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.						

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23 OCT 15 10-9B

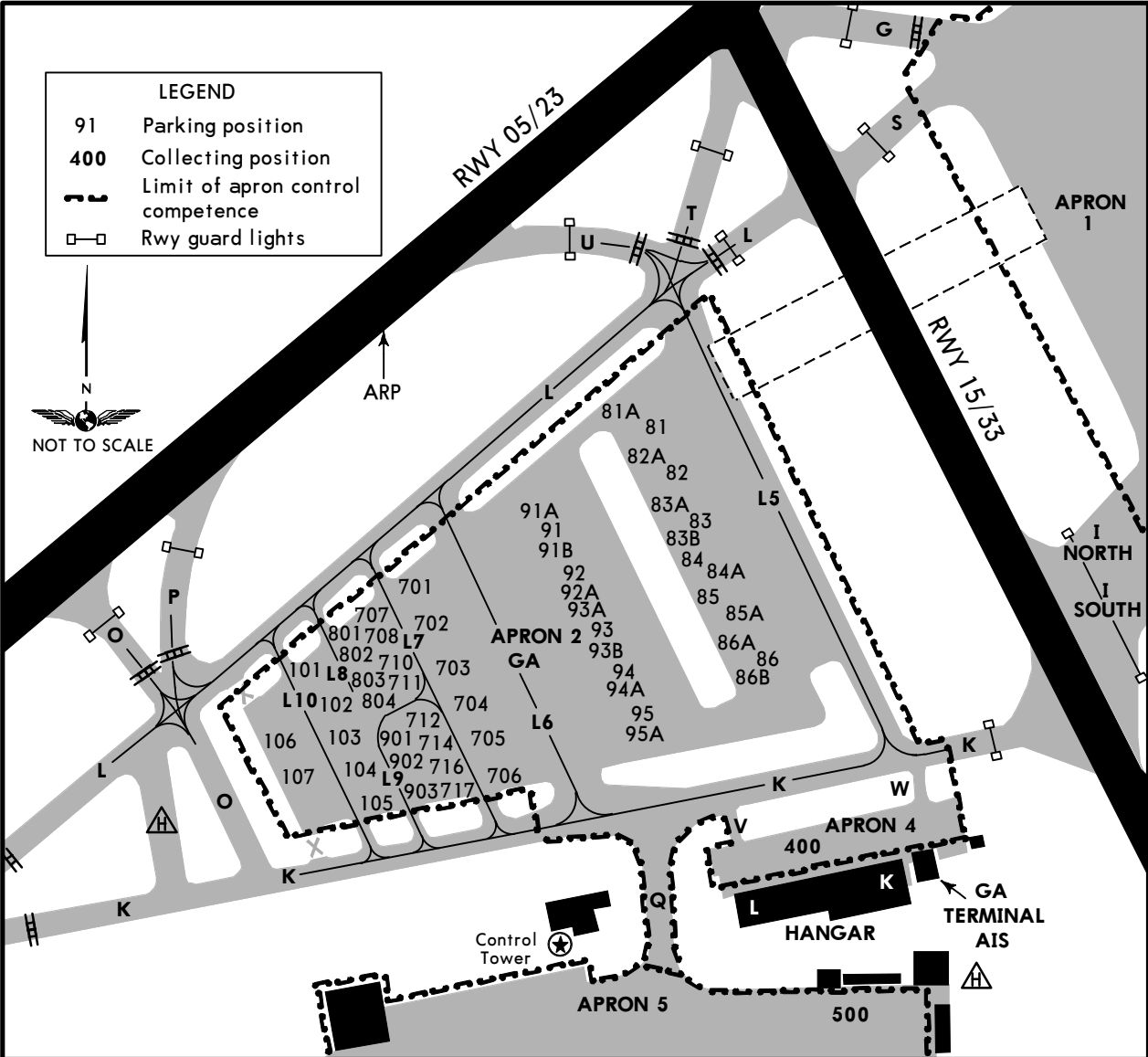
HAMBURG, GERMANY
HAMBURG



EDDH/HAM

JEPPESSEN
23 OCT 15 10-9C

HAMBURG, GERMANY
HAMBURG



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
04A	N53 38.2 E010 00.3	81, 81A	N53 37.8 E009 59.5
05 thru 08A	N53 38.1 E010 00.3	82 thru 85A	N53 37.7 E009 59.6
15 thru 16	N53 38.0 E010 00.3	86, 86A, 86B	N53 37.6 E009 59.7
17 thru 19	N53 37.9 E010 00.3	91 thru 93B	N53 37.7 E009 59.5
20, 20A	N53 37.8 E010 00.3	94, 94A	N53 37.6 E009 59.5
31, 32	N53 37.8 E010 00.2	95, 95A	N53 37.6 E009 59.6
37 thru 40	N53 37.7 E010 00.2	101, 102	N53 37.6 E009 59.2
41 thru 43A	N53 37.6 E010 00.2	103 thru 105	N53 37.6 E009 59.3
44 thru 45B	N53 37.5 E010 00.2	106, 107	N53 37.6 E009 59.2
46 thru 47B	N53 37.5 E010 00.3	701	N53 37.7 E009 59.3
48 thru 48B	N53 37.4 E010 00.3	702	N53 37.6 E009 59.3
51 thru 52A	N53 38.0 E010 00.1	703 thru 706	N53 37.6 E009 59.4
53 thru 55	N53 38.0 E010 00.0	707 thru 716	N53 37.6 E009 59.3
56	N53 37.9 E009 59.9	717	N53 37.6 E009 59.4
61 thru 62A	N53 37.9 E010 00.1	801 thru 903	N53 37.6 E009 59.3
63 thru 65A	N53 37.9 E010 00.0		
71 thru 72	N53 37.8 E010 00.1		
73, 73A	N53 37.8 E010 00.0		

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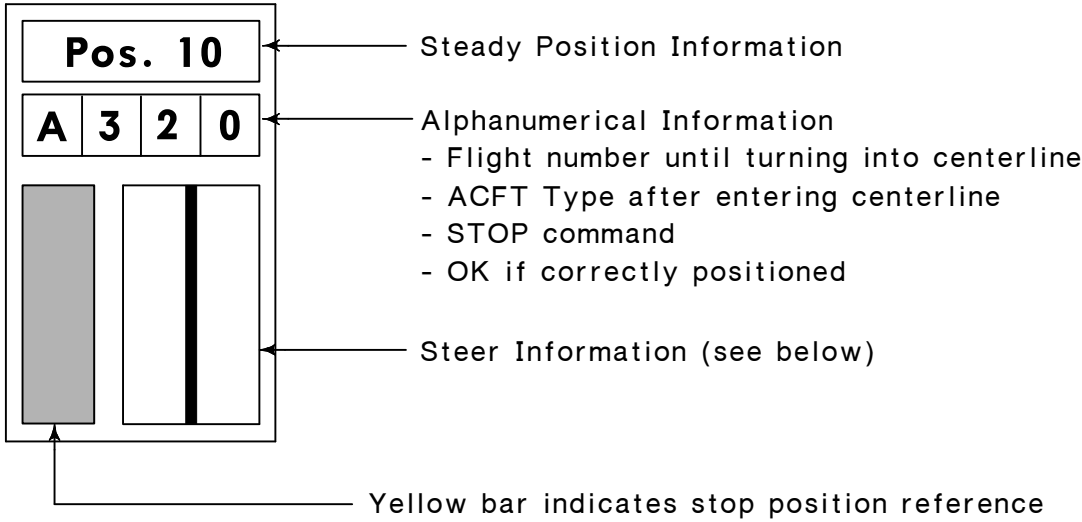
HAMBURG, GERMANY

13 JUL 07 10-9D

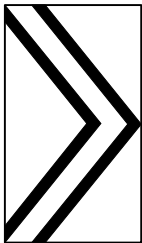
HAMBURG

VISUAL DOCKING GUIDANCE SYSTEM

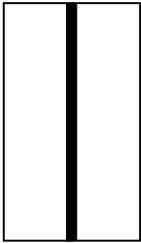
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



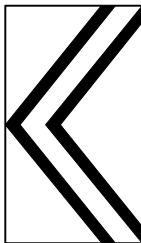
STEER INFORMATION



Steer RIGHT



On Centerline



Steer LEFT

EDDH/HAM



JAA COPTER MINIMUMS HAMBURG, GERMANY HAMBURG

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)	420' (377')	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.

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4 DEC 15

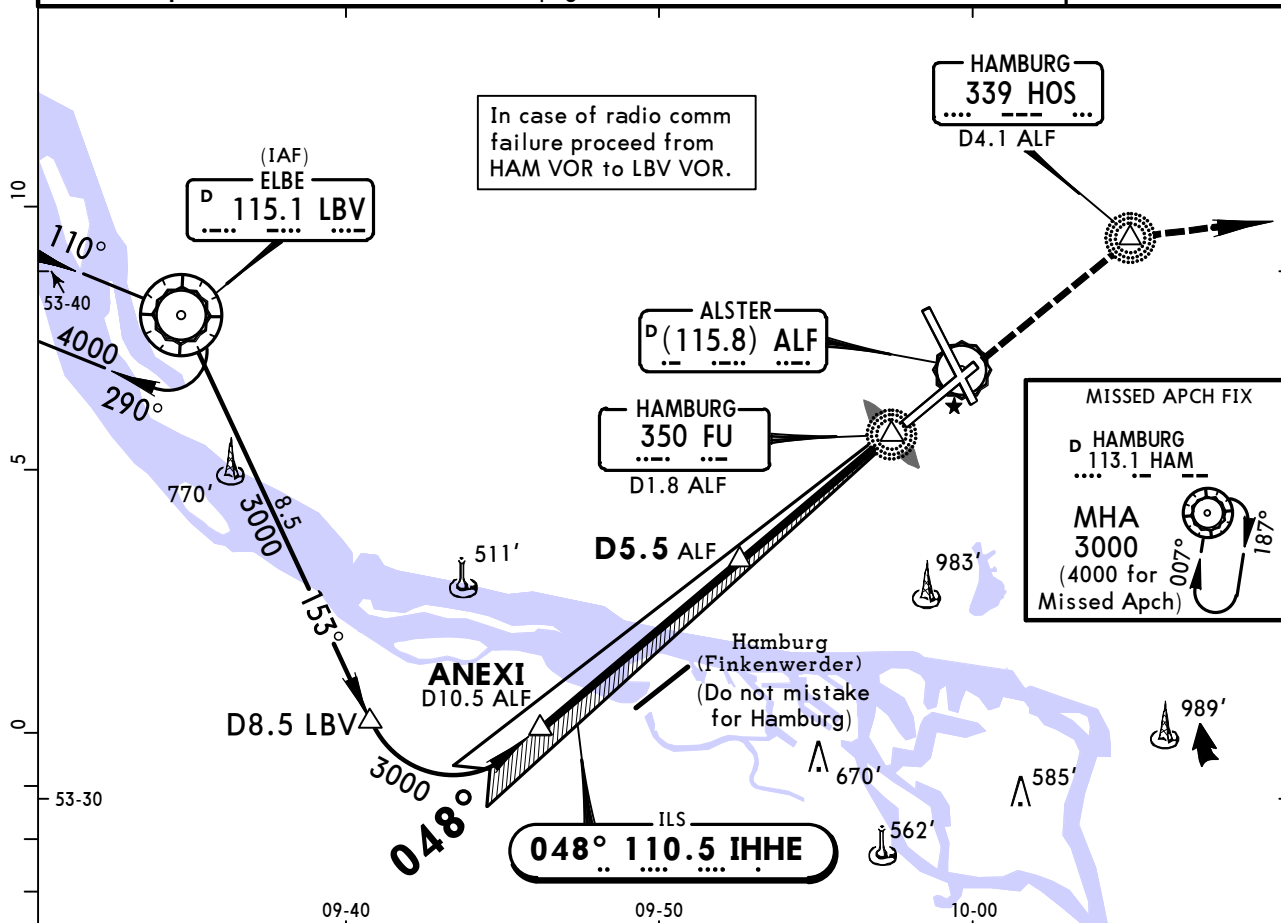
11-1

Eff 10 Dec

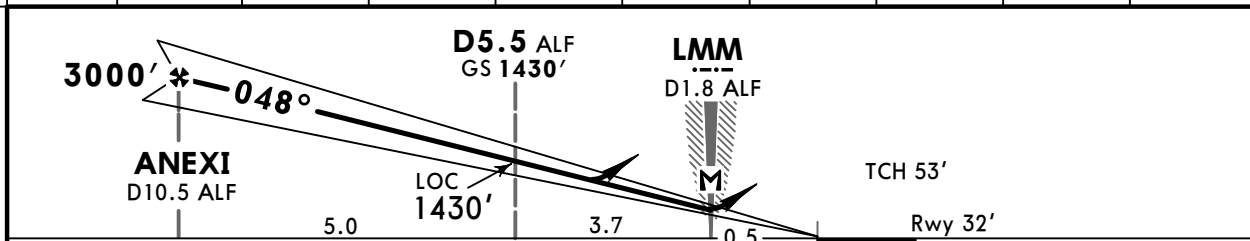
HAMBURG, GERMANY

ILS or LOC Rwy 05

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
LOC IHHE 110.5	Final Apch Crs 048°	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'.				2100'
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.				MSA HAM VOR



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			
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at LMM/D1.8 ALF									

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

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

CHANGES: Procedure.

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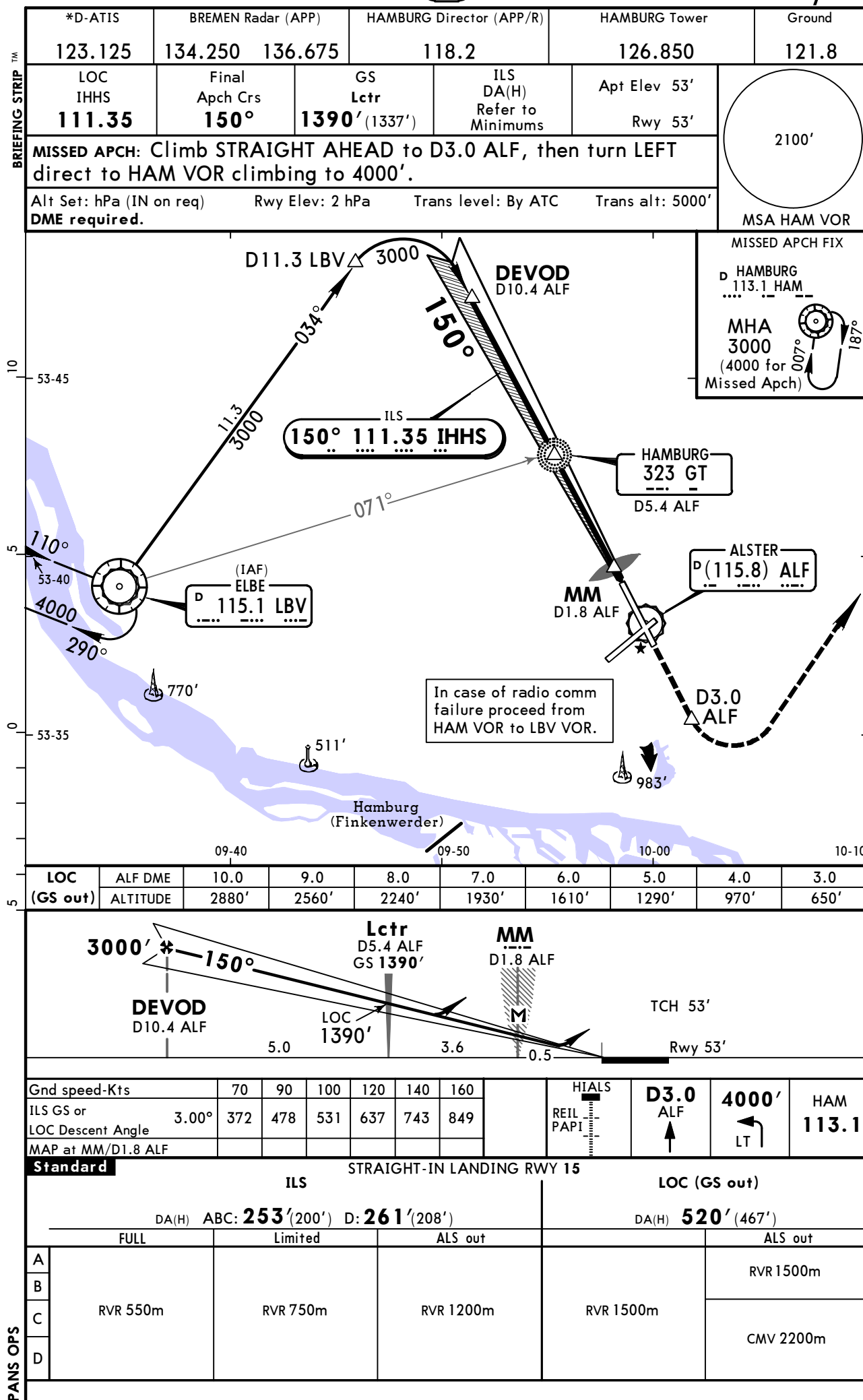
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4 DEC 15

11-2

Eff 10 Dec

HAMBURG, GERMANY
ILS or LOC Rwy 15



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HAMBURG, GERMANY

4 DEC 15

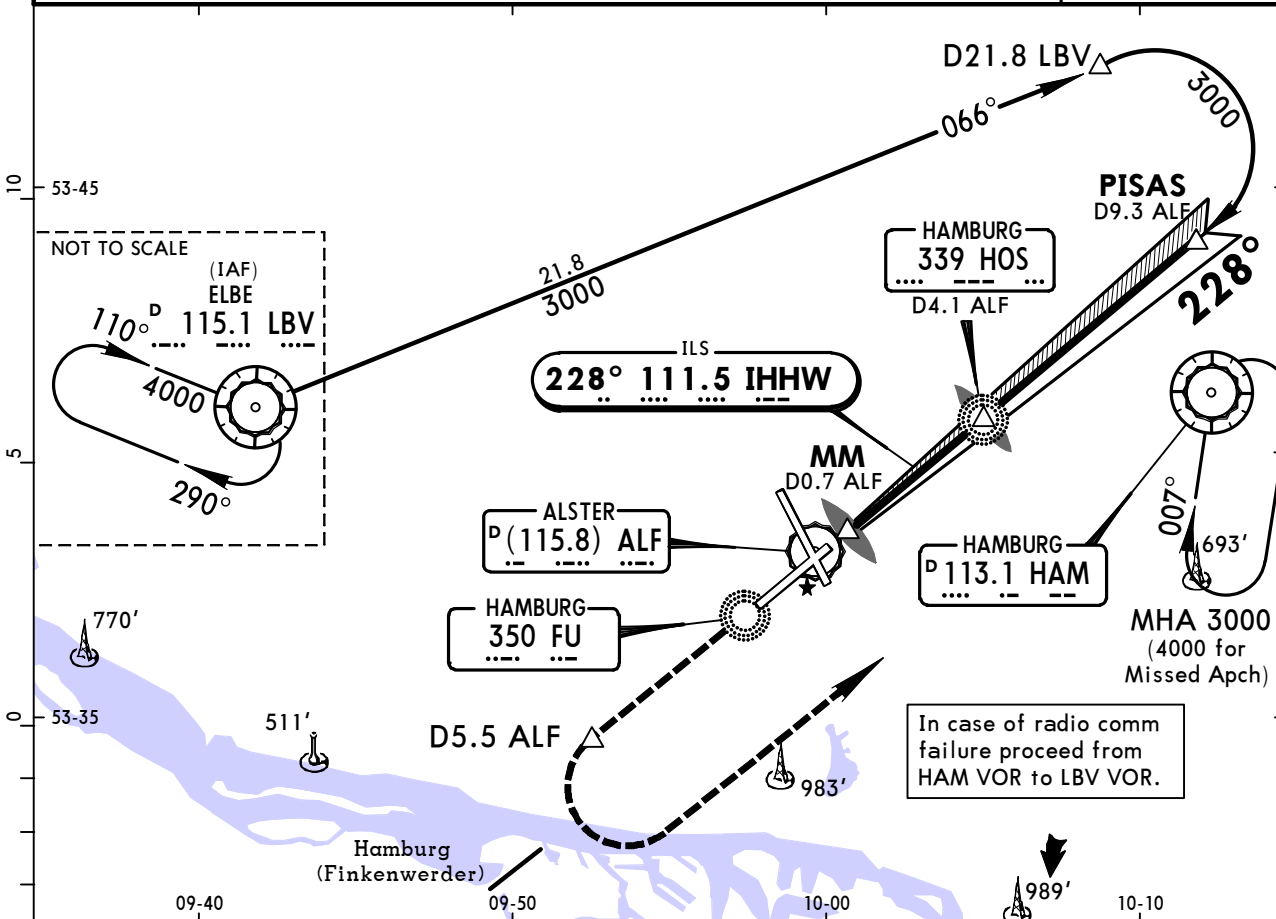
11-3

Eff 10 Dec

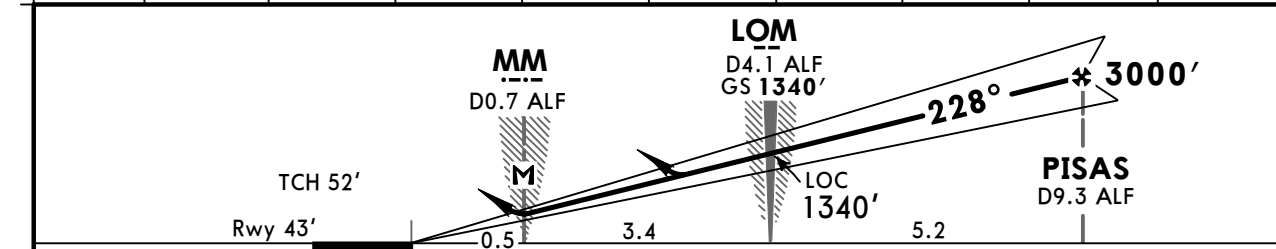
ILS or LOC Rwy 23

BRIEFING STRIP™

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
LOC IHHW 111.5	Final Apch Crs 228°	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'
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.				MSA HAM VOR



LOC (GS out)	ALF DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	670'	990'	1310'	1630'	1950'	2270'	2580'	2900'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.5 ALF	FU	4000'	HAM
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	REIL PAPI	350	LT	113.1
MAP at MM/D0.7 ALF											

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

LACFT: DA(H) 295' (252'), FULL: RVR 600m, Limited: RVR 750m, ALS out: RVR 1300m.

CHANGES: Procedure.

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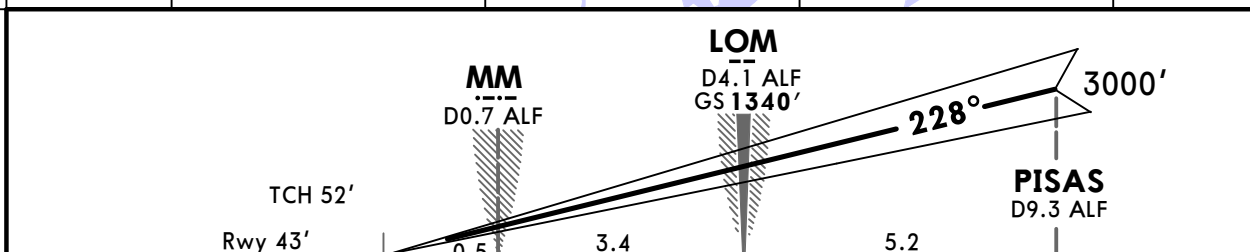
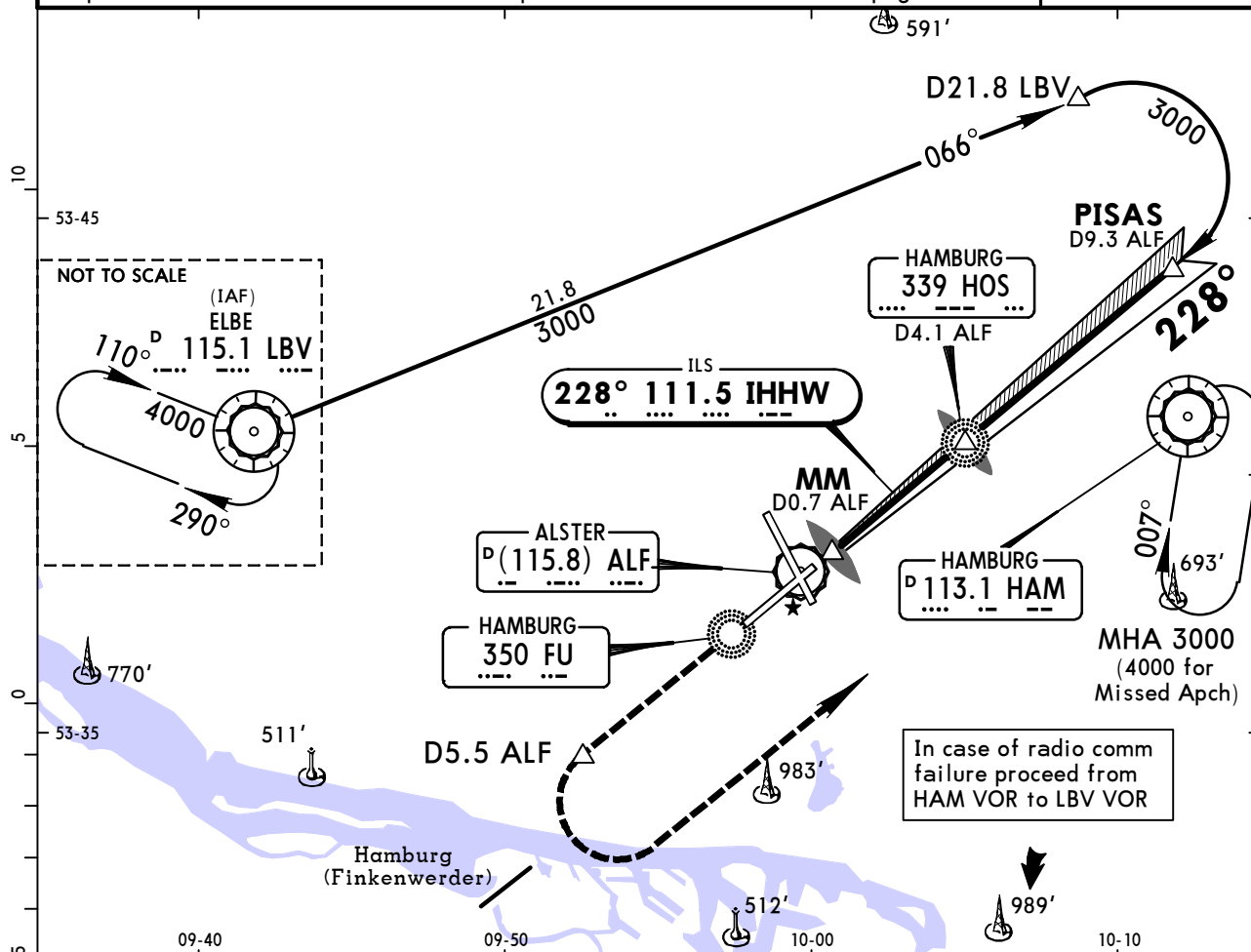
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HAMBURG

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4 DEC 15
Eff 10 Dec 11-3A

HAMBURG, GERMANY
CAT II/III ILS Rwy 23

BRIEFING STRIP

*D-ATIS	BREMEN Radar (APP)		HAMBURG Director (APP/R)		HAMBURG Tower	Ground
123.125	134.250 136.675		118.2		126.850	121.8
LOC IHHW 111.5	Final Apch Crs 228°	GS LOM 1340' (1297')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 53' Rwy 43'	2100' MSA HAM VOR
MISSED APCH: Climb STRAIGHT AHEAD via FU Lctr to D5.5 ALF, then turn LEFT to HAM VOR climbing to 4000'.						
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000' 1. Special Aircrew & Acft Certification Required. 2. LACFT: See ATC State pages.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.5 ALF	FU	4000'	HAM
GS	3.00°	372	478	531	637	743	849	↑	350	LT	113.1

Standard		STRAIGHT-IN LANDING RWY 23	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 98'	
		DA(H) 143' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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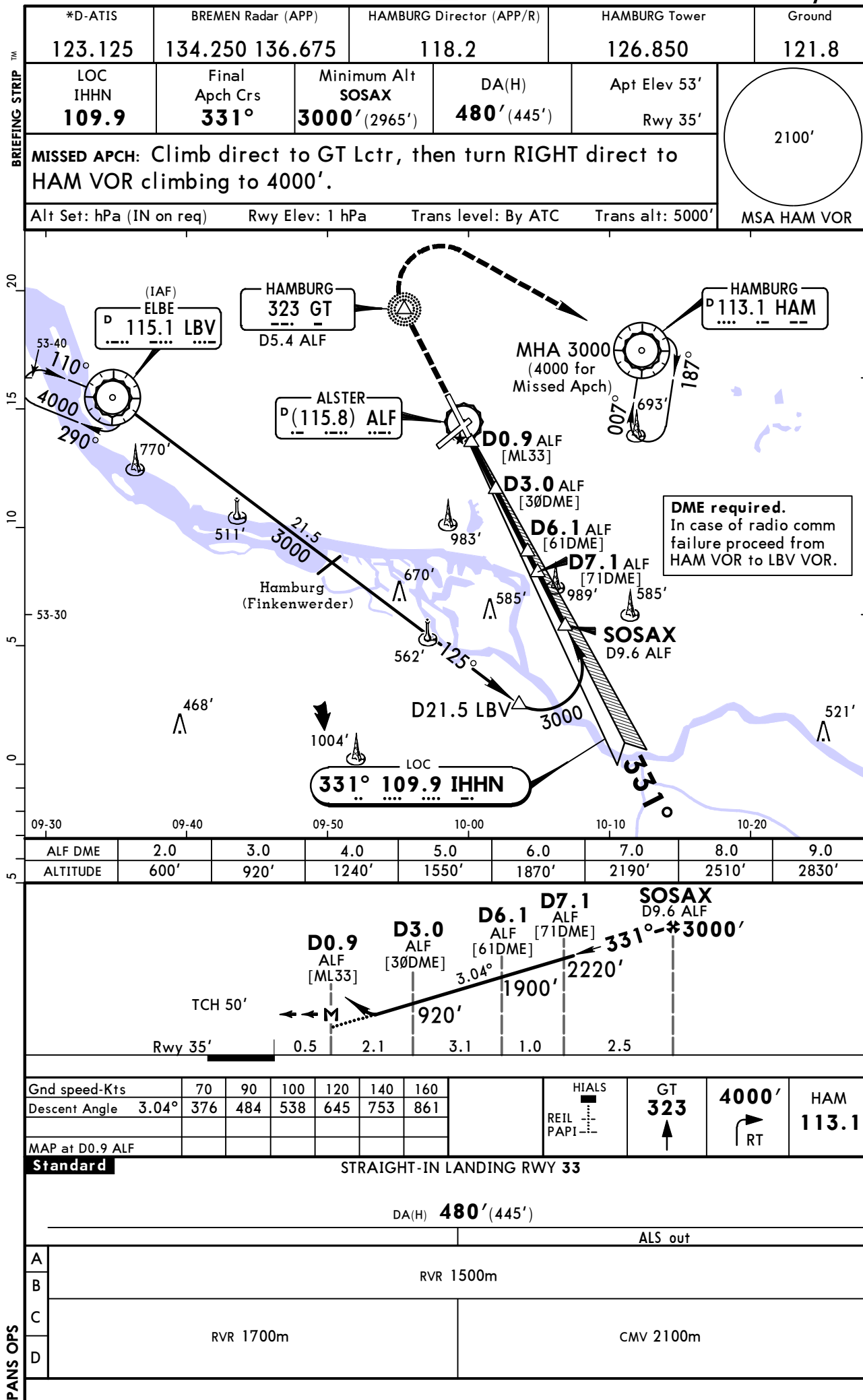
HAMBURG, GERMANY

4 DEC 15

11-4

Eff 10 Dec

LOC Rwy 33



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HAMBURG, GERMANY

4 DEC 15

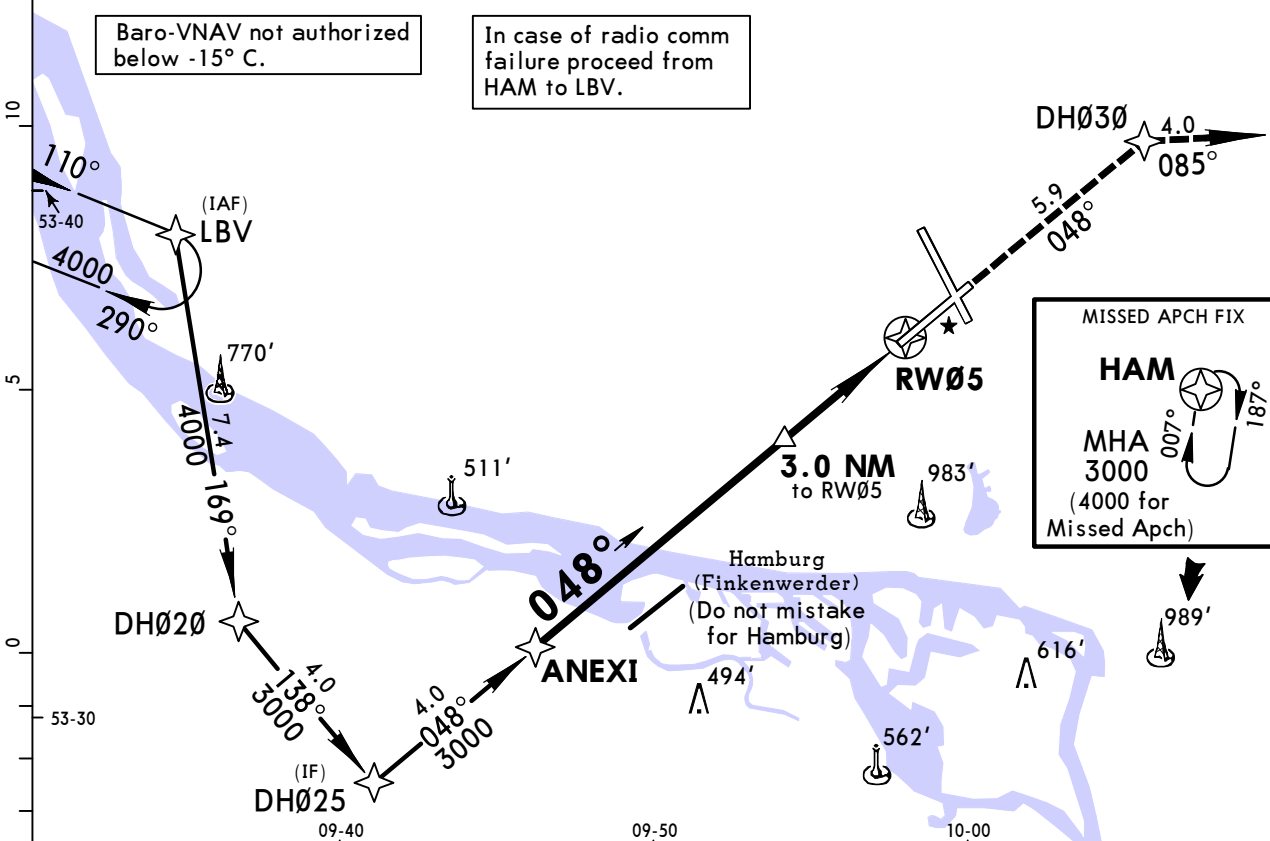
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Eff 10 Dec

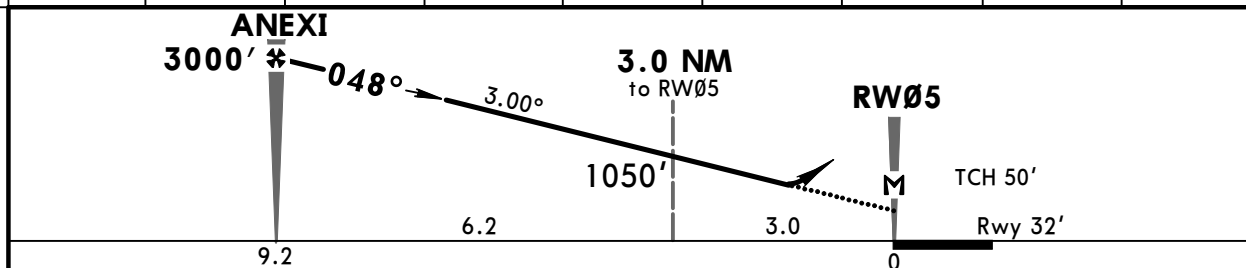
RNP Rwy 05

BRIEFING STRIP

*D-ATIS 123.125	BREMEN Radar (APP) 134.250 136.675	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.850	Ground 121.8
RNAV	Final Apch Crs 048°	Minimum Alt ANEXI 3000' (2968')	LNAV/VNAV DA(H) 482' (450')	Apt Elev 53' Rwy 32'
MISSED APCH: Climb on track 048° to DH030, then turn RIGHT on track 085° to HAM climbing to 4000'.				2100'
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				MSA ARP



DIST to RW05	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2960'	2640'	2320'	2000'	1680'	1360'	1050'	730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	DH030 on 048°
Descent Angle 3.00°	372	478	531	637	743	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW05								

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

PANS OPS

CHANGES: Procedure identification. Procedure.

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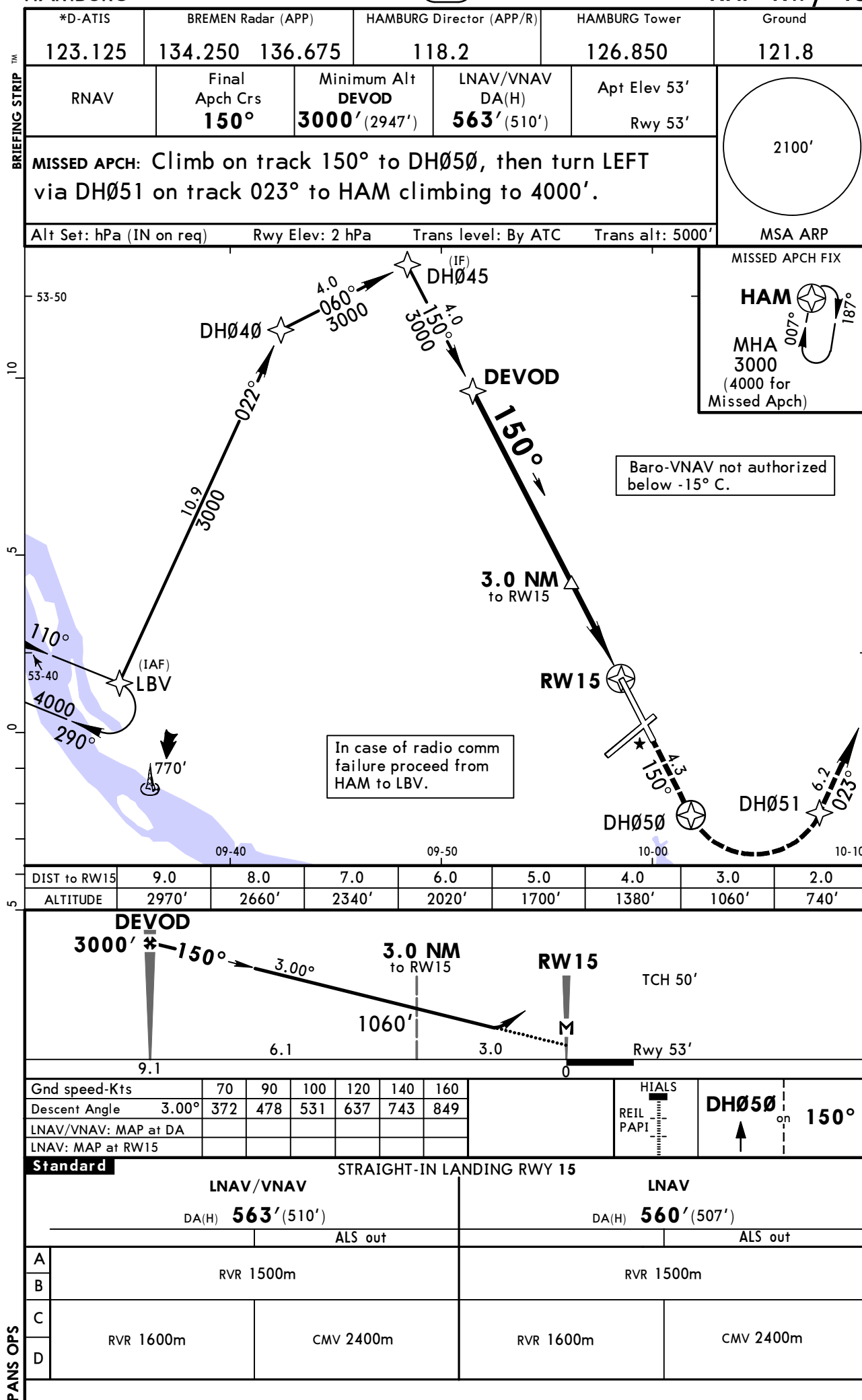
HAMBURG, GERMANY

4 DEC 15

(12-2)

Eff 10 Dec

RNP Rwy 15



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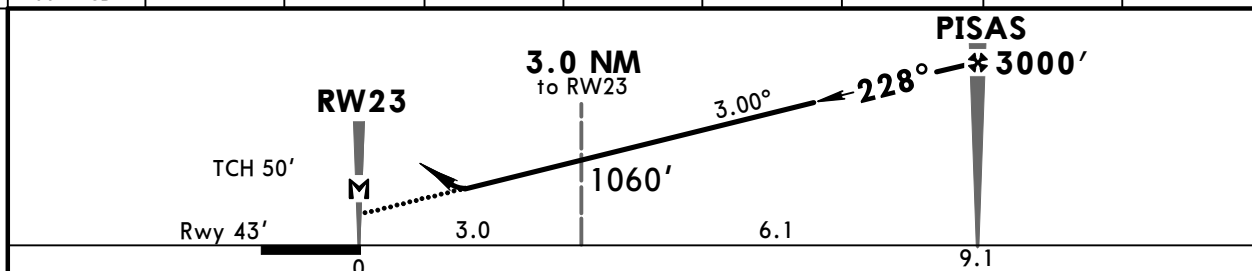
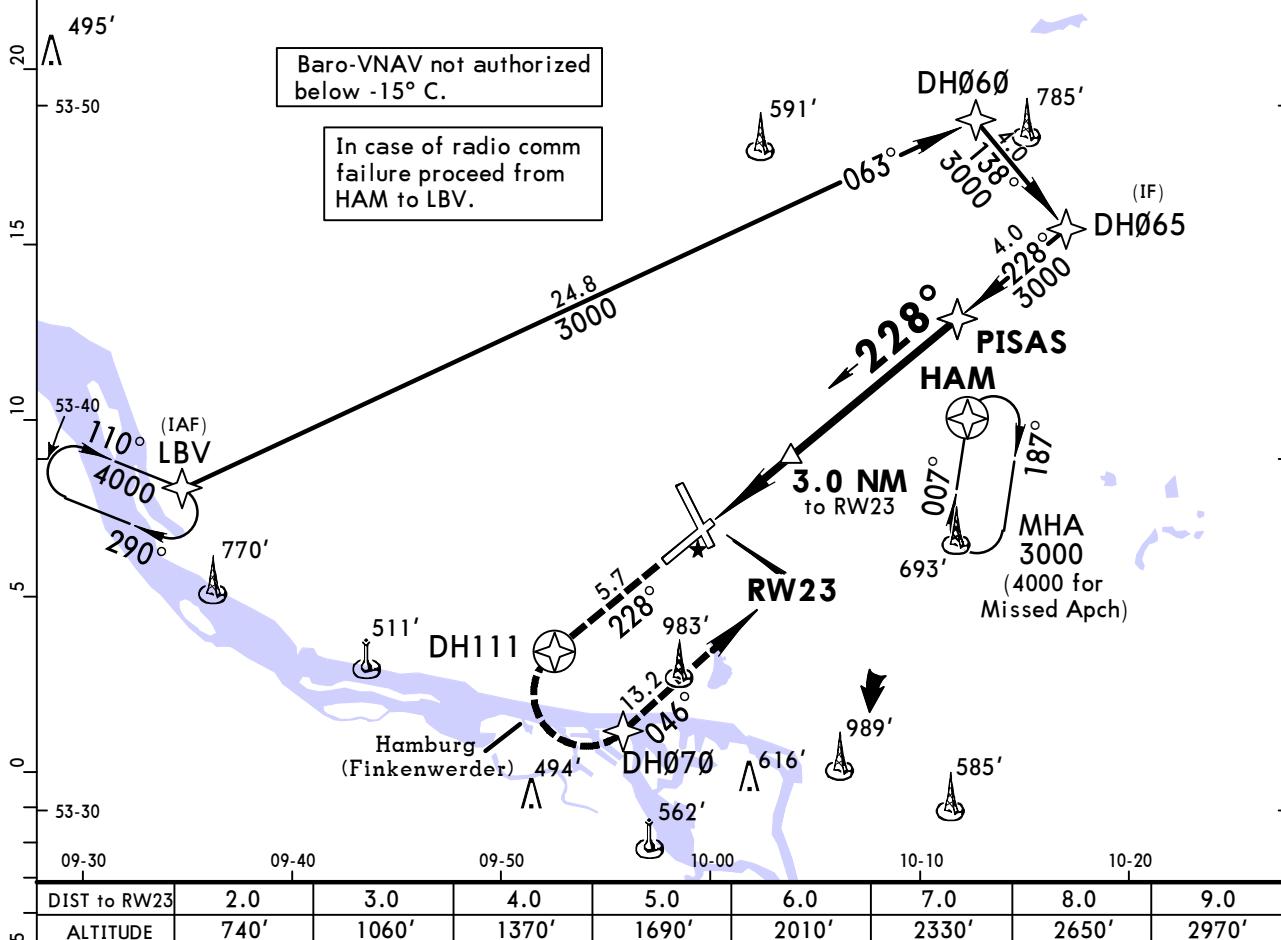
HAMBURG, GERMANY
RNP Rwy 23

4 DEC 15

(12-3)

Eff 10 Dec

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
RNAV	Final Apch Crs 228°	Minimum Alt PISAS 3000' (2957')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 53' Rwy 43'
MISSED APCH: Climb on track 228° to DH111, then turn LEFT via DH070 on track 046° to HAM 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 REIL PAPI	DH111 on 228°
Descent Angle	3.00°	372	478	531	637	743		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW23								

Standard		STRAIGHT-IN LANDING RWY 23	
LNAV/VNAV		LNAV	
DA(H) A: 423' (380') BCD: 463' (420')		DA(H) 480' (437')	
ALS out		ALS out	
A	RVR 1000m	RVR 1500m	RVR 1500m
B			
C	RVR 1200m	RVR 1300m	RVR 2000m
D			

CHANGES: Procedure identification. Procedure.

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HAMBURG, GERMANY

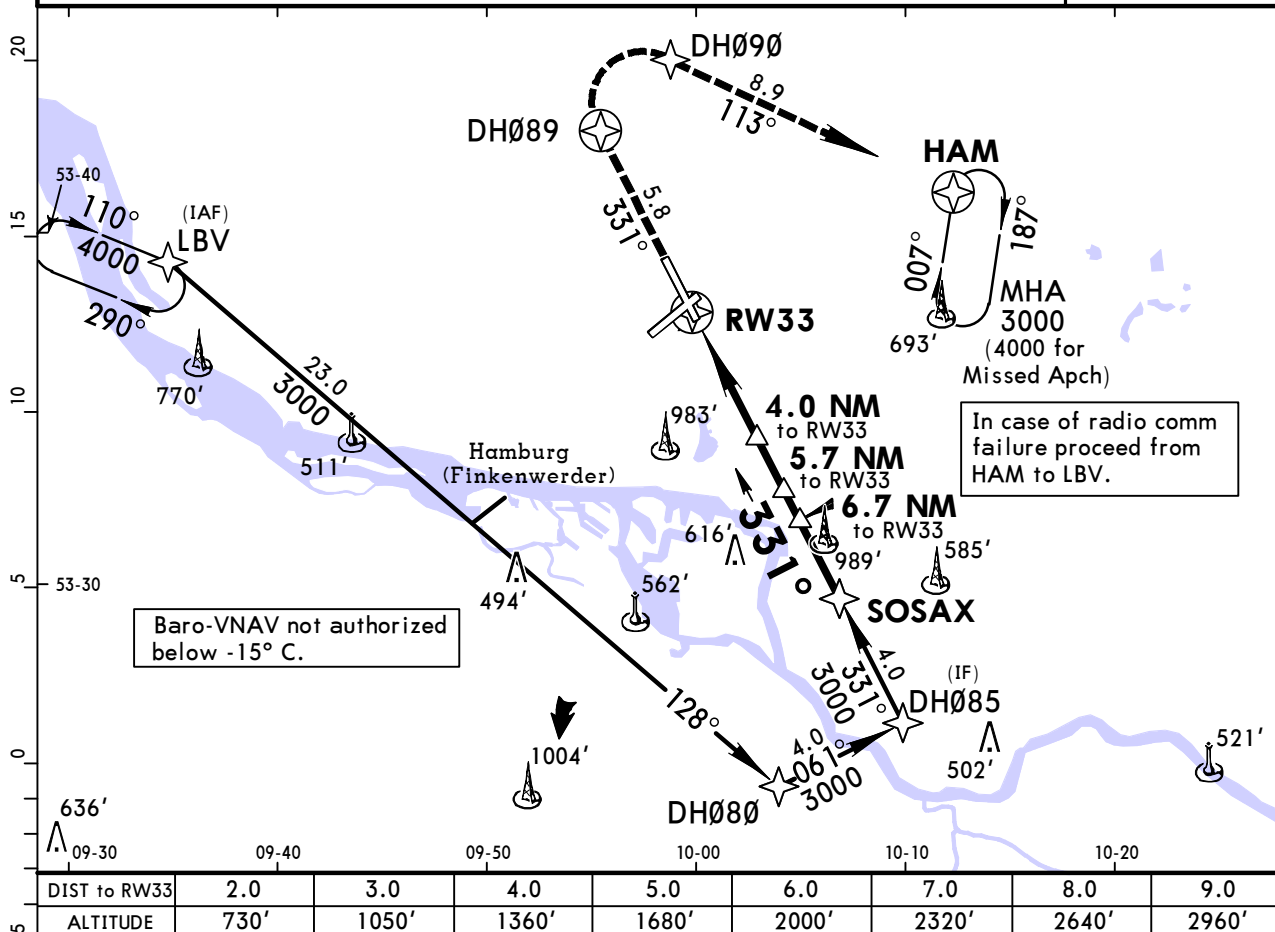
4 DEC 15

(12-4)

Eff 10 Dec

RNP Rwy 33

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	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 DH089, then turn RIGHT via DH090 on track 113° to HAM climbing to 4000'.				2100' MSA ARP
Alt Set: hPa (IN on req)	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'	



RW33 TCH 50' Rwy 35'		4.0 NM to RW33 1360'	5.7 NM to RW33 1900'	6.7 NM to RW33 2220'	SOSAX 331° * 3000'
Standard		STRAIGHT-IN LANDING RWY 33			
LNAV/VNAV DA(H) 475' (440')		LNAV DA(H) 530' (495')		ALS out	
A		B		C	
D		RVR 1500m		RVR 1500m	
RVR 1600m		RVR 2000m		RVR 1800m	
CMV 2300m					

EDDH/HAM
HAMBURG

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HAMBURG, GERMANY
NDB Rwy 05

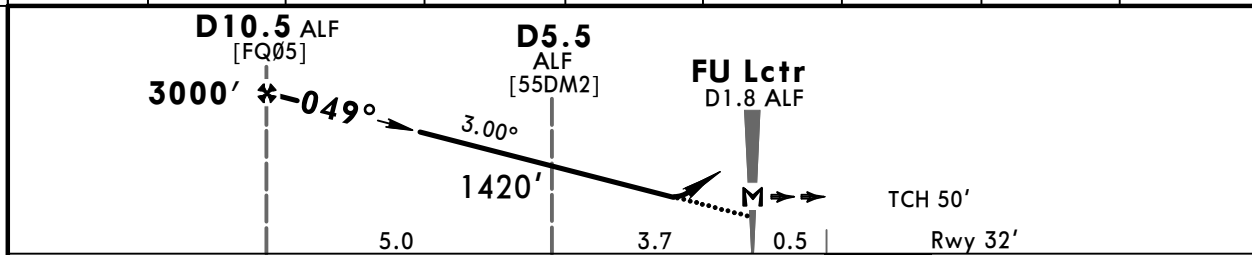
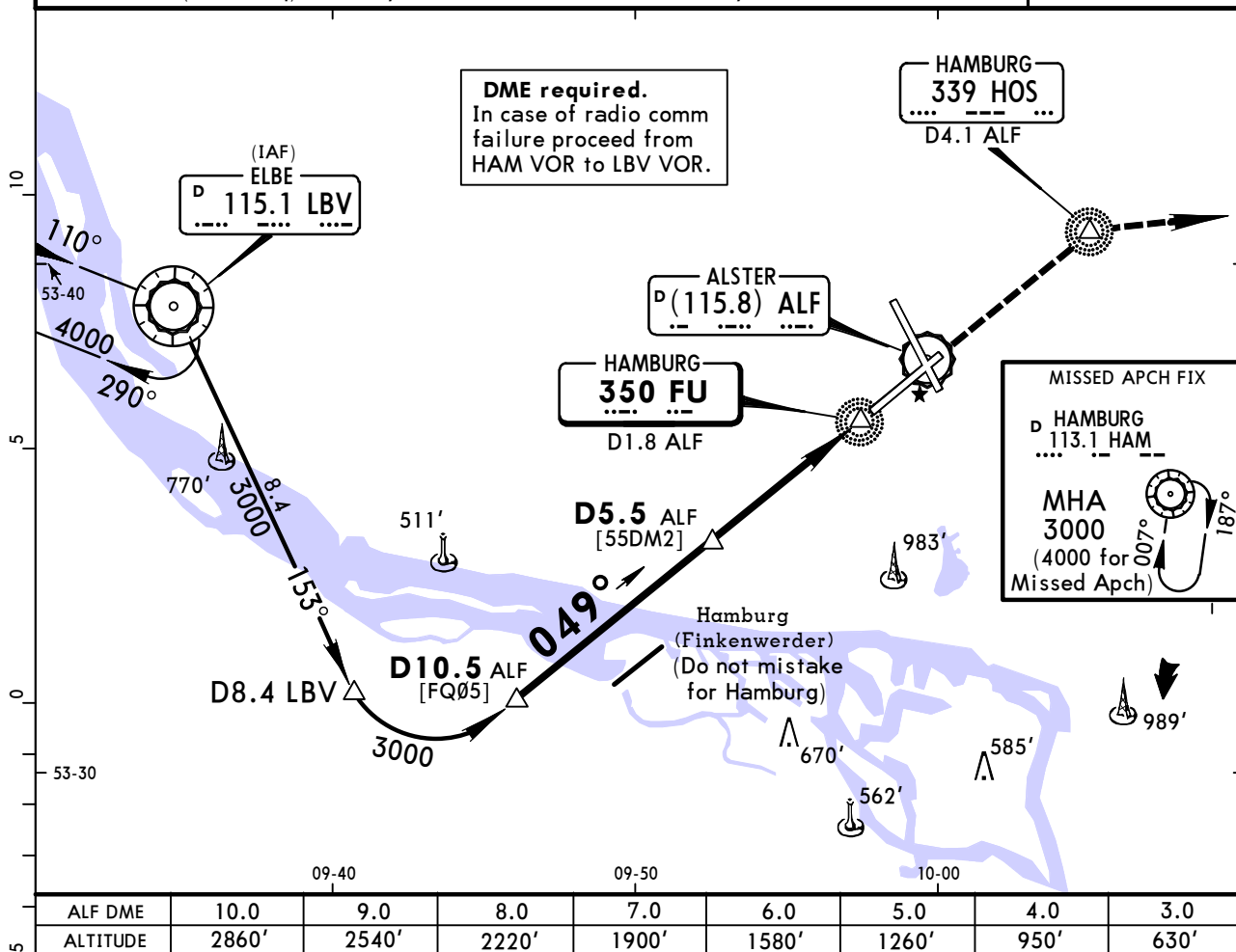
4 DEC 15

16-1

Eff 10 Dec

BRIEFING STRIP™

*D-ATIS 123.125	BREMEN Radar (APP) 134.250 136.675	HAMBURG Director (APP/R) 118.2	HAMBURG Tower 126.850	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'.				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	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
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A	RVR 1500m
B	
C	RVR 1900m
D	CMV 2400m

PANS OPS

EDDH/HAM
HAMBURG

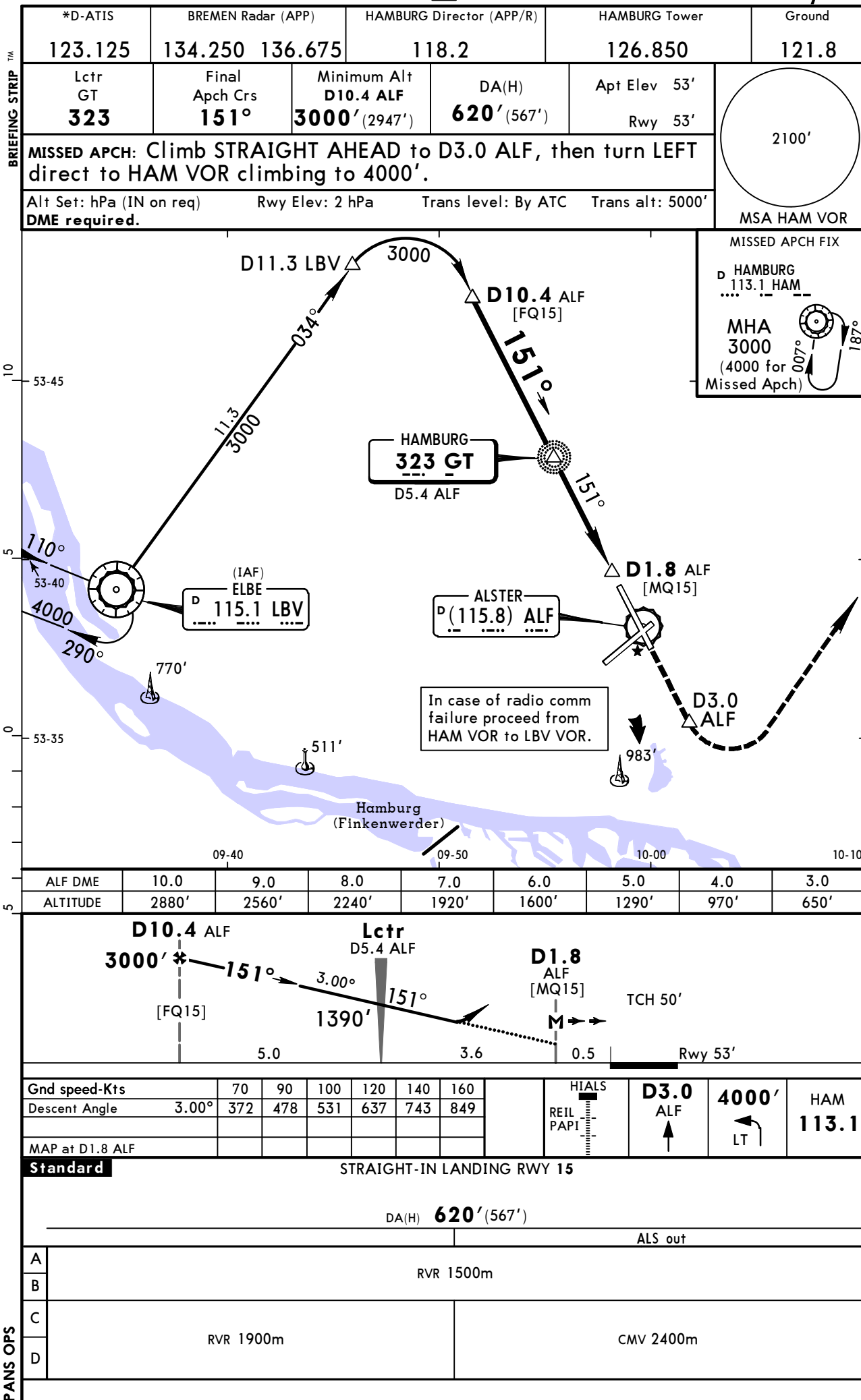
JEPPESSEN

4 DEC 15

16-2

Eff 10 Dec

HAMBURG, GERMANY
NDB Rwy 15



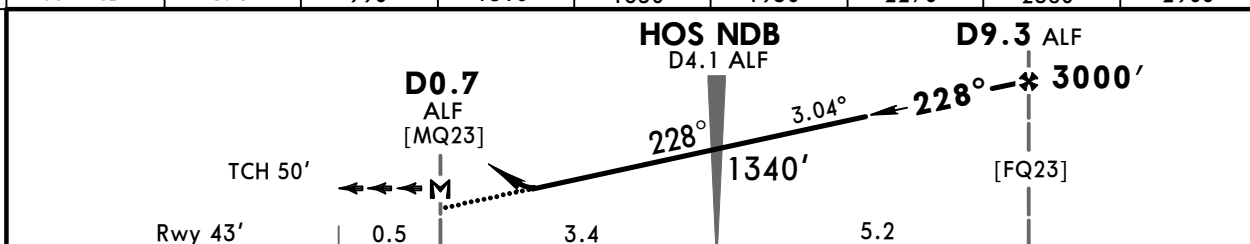
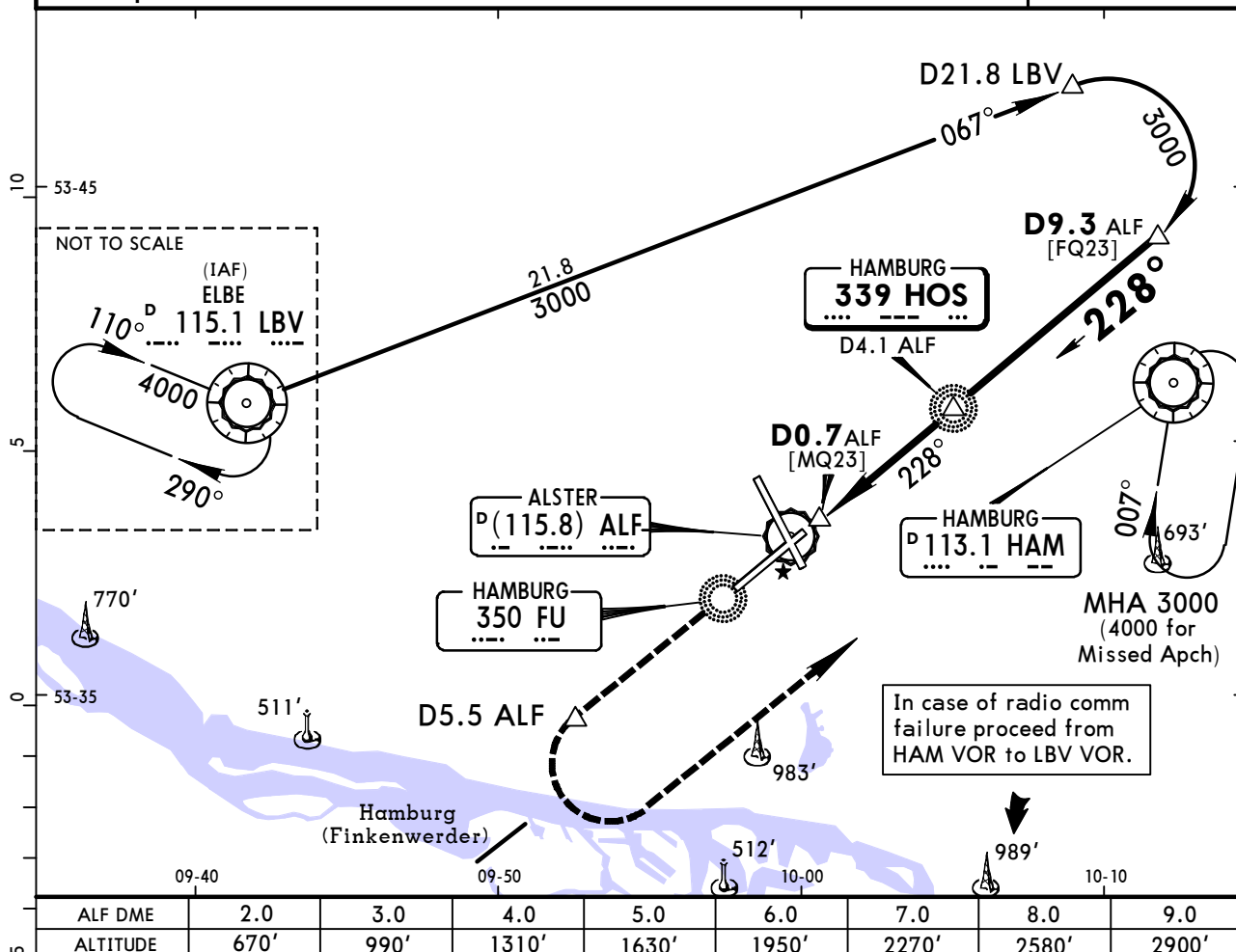
EDDH/HAM
HAMBURG

JEPPESSEN

HAMBURG, GERMANY
NDB Rwy 23

4 DEC 15 **(16-3)** **Eff 10 Dec**

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
NDB HOS 339	Final Apch Crs 228°	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'
Alt Set: hPa (IN on req) DME required.		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'
				MSA HAM VOR



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
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A	RVR 1500m
B	RVR 1500m
C	RVR 1500m
D	CMV 2300m

EDDH/HAM

HAMBURG

JEPPESSEN

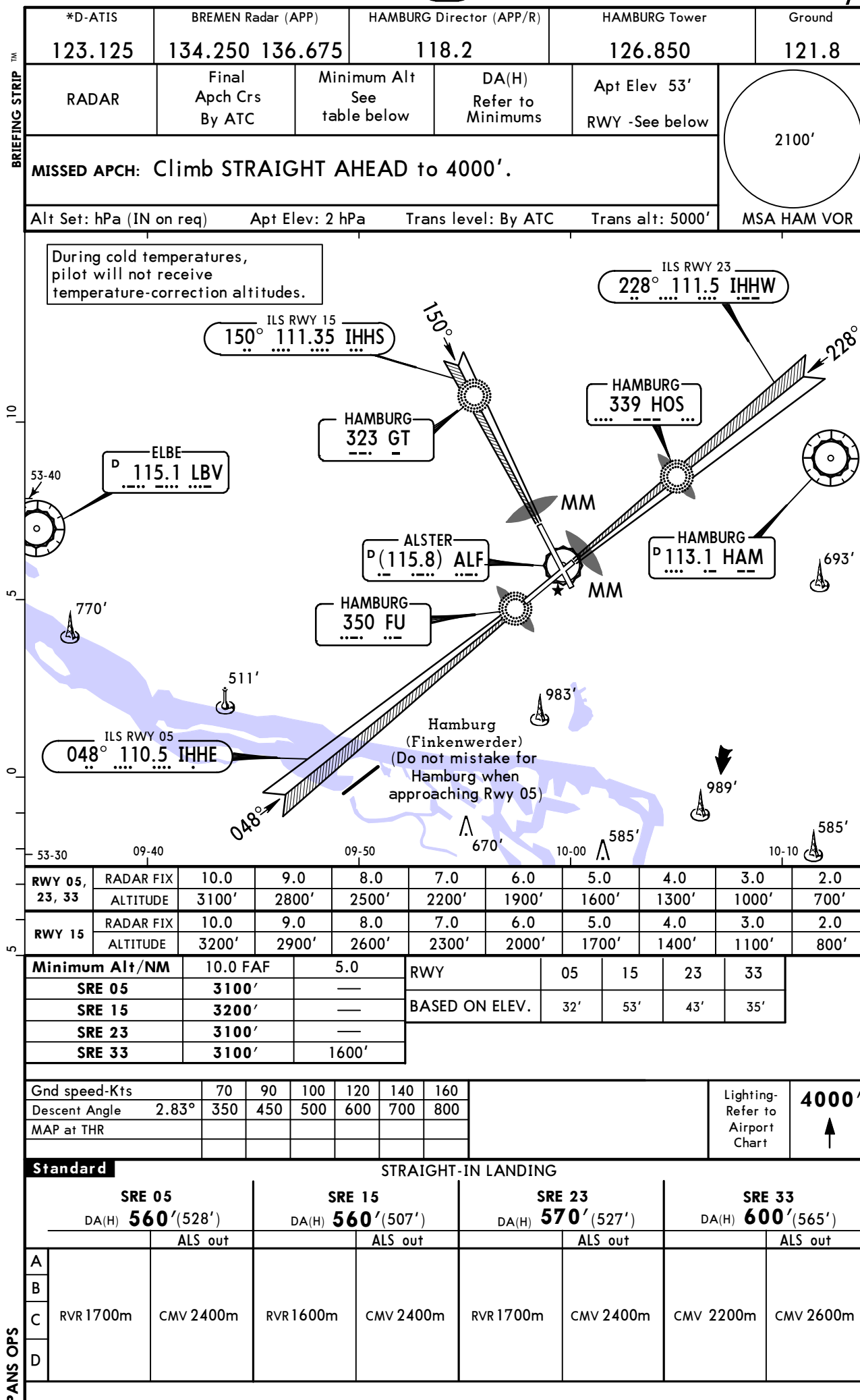
4 DEC 15

(18-1)

Eff 10 Dec

HAMBURG, GERMANY

SRE All Rwys



CHANGES: ELBE VOR. Minimums.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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

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.