GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Night Restrictions
No TKOF/LDG between 2200-0500‡.
Delayed SKED TKOF/LDG permitted until 2300‡.
Exception: EMERG, ALTN-LDG.

Airport Information

RFF: CAT 9
Fuel: 0400-2100‡
PCN: RWY 05/23, 15/33: 65/F/A/W/T

Operation

Preferential RWY
TKOF: RWY 33
LDG: RWY 05; RWY 15 used for LDG between 2100-0600‡.

CAT II/III OPS
Report leaving sensitive area after LDG.
In case of long landing on RWY 23 and subsequent vacating via TWY D1, ACFT will be guided by follow-me as alternative to CLL.

Transponder Mode S
Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;
- after LDG, continuously until fully parked on stand.
- when fully parked on stand, select STBY.
- from REQ for push-back or taxi, whichever is earlier.

Select ACFT identification feature if AVBL, before activating transponder.

TWY Restrictions
TWY V, W width 10.5m / 34ft.

TWY V and W ACFT with MAX wingspan up to 24m / 79ft.

TWY Z7 MAX wingspan 25m / 82ft.

APN 1 south of TWY B1 MAX wingspan 36m / 118ft.

ACFT with wingspan above 52m / 171ft may only use TWY B1 to vacate RWY 15/33 when guided by traffic supervision/follow-me vehicles.

TWY U entry to APN 5: ACFT with wingspan below 36m / 118ft may taxi under own PWR. ACFT with wingspan 36m / 118ft and above, shall shut down ENG and will be towed.

Taxiing on TWY G / taxilane G between TWY F and TWY W MAX speed 25KT.

Taxilanes Y4-Y7 only AVBL for general aviation ACFT.

TWY A5 and B3 may only be used for RWY crossings. It can not be used to enter the RWY for TKOF, or for leaving it after LDG.

TWY A4 and B5 AVBL only for ACFT up to code letter C.

GENERAL

Taxi/Parking

Taxi with MNM PWR on APN.

TWY B3: ACFT crossing RWY 33 via TWY B3 or in direction of taxilane G, may only taxi along yellow taxi guide lines.

ACFT with wingspan of 65m / 213ft or more will be guided by an escort vehicle on taxilane T in both directions. On taxilane T and APN 6, they must be towed in the presence of a wingwalker.

ACFT with a wingspan of less than 80m / 262ft (up to ICAO code letter F) may taxi through the gateway under own PWR. ACFT taxiing onto APN 6 under own PWR will be requested to stop by a GND marking after passing through the gateway. The ENGs shall be turned off there and the ACFT will then be towed to its destination.

ACFT with a wingspan of 80m / 262ft or more (higher than ICAO code letter F) must wait in front of the gateway with the ENGs turned off. They will then be towed through the open gateway in the presence of a wingwalker.

ACFT intending to leave APN 6 in the direction of ACFT stand taxilane T will be towed up to the gateway line. The ENGs maybe turned on here and not earlier.

Non-marked parking areas may also be assigned for parking.

Parking at outer PSN by signal of marshaller, at pier by means of APIS.

APIS AVBL on stands 4, 5, 5B, 6-8, 15, 15A, 16-18, 18A, 19, 20, 31, 32, 37-40.

APN 1 and 2: Leave nose-in PSNs with push-back only. Do not use reverse thrust or variable pitch PROP.

Stands 44-48: ACFT with wingspan above 25m / 82ft must be pushed back from their positions.

APU

APU must be switched off immediately after arriving at the ACFT stand, as long as PWR supply and air conditioning are provided, either by central infrastructure (pier stands) or mobile GND equipment (remote stands).
APU must remain off during stay at ACFT stand and may only be turned on 8min (pier) or 5 min (remote) prior to leaving the stand.
Exeptions to these rules via APN.

Warnings

HAM VOR/DME unusable:
- 0-10 NM below 1200ft.
- 10-20 NM below 2500ft.
- 20-30 NM below 3900ft.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
On STAR:
- proceed from BOGMU direct LBV VOR/DME.
- proceed from RIBSO via TOPRA to LBV VOR/DME.
- proceed from RARUP / NOLGO via HAM VOR/DME to LBV VOR/DME.

On instrument APCH: proceed from HAM VOR/DME to LBV VOR/DME.

ARRIVAL

Arrival Procedure

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

Fly the transition as Continuous Descent Operation (CDO). Use the transition PROC only when cleared by ATC. When CLR for "transition and profile" aim for a low noise CDO within the constraints as laid down in the procedure description.

Visual APCH

For ACFT above 5.7t / 12500lbs: Final APCH MNM 7NM, maintain 2500ft till established on final.

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

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

RWY	Interm. APCH ALT (ft)
23	3000
05	3000
15	3000

Unless otherwise instructed by ATC, pilots should aim for a low noise continuous descent APCH below FL 70 without level flight segment.

Reverse: Do not use more than idle reverse if possible.

Non-standard GP Intercept Position on RWY 05

GP intercepts RWY 05 at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *2644m / 8674ft*.

RWY 15

GP intercepts RWY 15 at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *3358m / 11017ft*.

Warnings

Do not mistake Hamburg-Finkenwerder 9NM SW of Hamburg-Fuhlsbuettel when APCH RWY 05.

DEPARTURE

Take-off Minima

RWY		23	
All ACFT	ft - m/km	0 - 75R	-
RWY		33	
All ACFT	ft - m/km	0 - 150R	-
RWY		05, 15	
All ACFT	ft - m/km	0 - 400R/400V	-

DEPARTURE

Communication

Remain on TWR FREQ until passing 2000ft, then contact BREMEN RAD.

COM Failure: See CRAR.

Departure Procedure

Datalink Departure Clearance (DCL): See CRAR and in addition;
ti: 30min prior to TOBT (earliest point in time for cockpit RCD message)

tt: TSAT (latest point in time for cockpit RCD message)

t0: 1min

t1: 5min

t2: 1min

Noise Abatement Procedure: Use of ICAO Standard NADP 1 is recommended.

ATC Slot, Clearance

Start-up/Push-back
REQ start-up CLR on GND, report APN designator.

REQ push-back CLR on APN when actually ready and report PSN and RWY assigned by GND.

State during initial call if:
- Only an en-route CLR is requested
  (Request EN-ROUTE CLEARANCE)
- Combined en-route and start up CLR is requested
  (Request START UP and EN-ROUTE CLEARANCE)

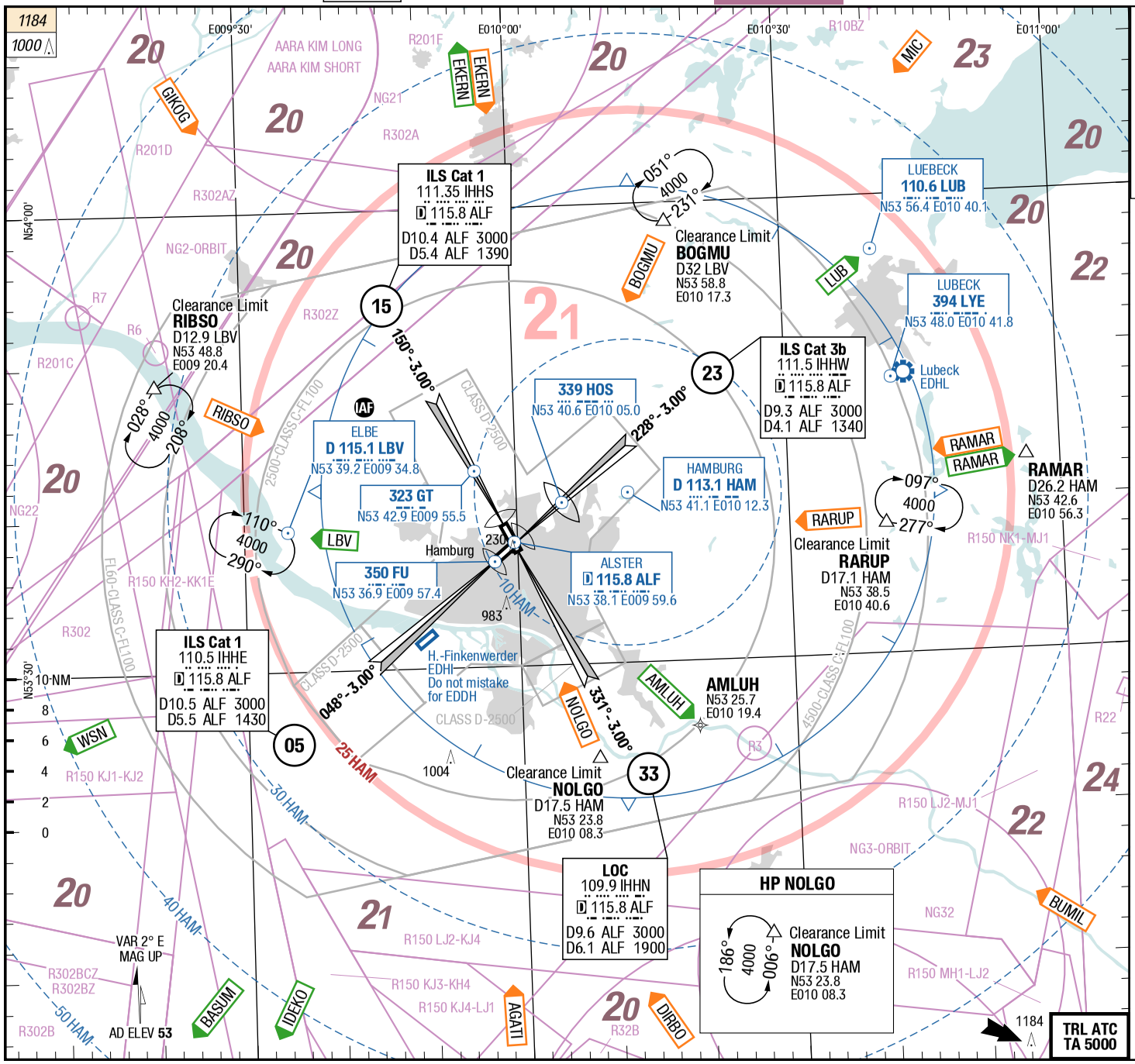
Airport Collaborative Decision Making (CDM)
CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and CRAR.

Stands 44-48:
ACFT with wingspan above 25m / 82ft must be pushed back from their positions. ACFT with wingspan below 25m / 82ft may leave their positions under own power.

Start-up during push-back.

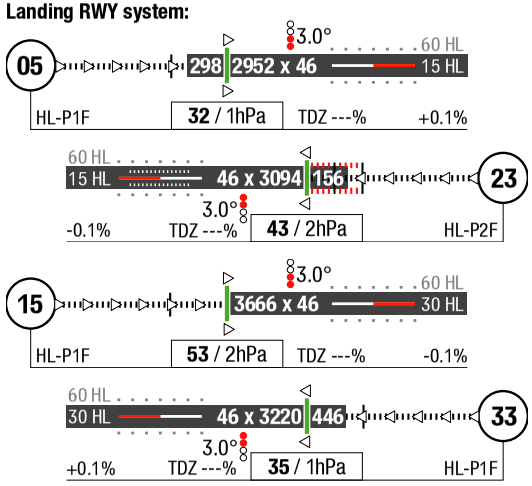
De-Icing

AVBL.



D-ATIS		124.325 0420-2200‡
Bremen RAD		136.675 134.250
DIR	118.200	
TWR	126.850	121.275 SR-SS+O/R
GND	121.800	
APN	121.700 Apron 1	121.975 Apron 2
DCL		

Landing RWY system:



Changes: Nil

D-ATIS	124.325 0420-2200‡	
TWR	126.850	121.275 SR-SS+O/R
GND	121.800	
APN	121.700 Apron 1	121.975 Apron 2
DCL		

RWY	TORA	ASDA	TODA
05	3250	3250	3310
23	3250	3250	3310
15	3220	3666	3220
33	3666	3666	3726

HS: Do not cross checkpoints without clearance

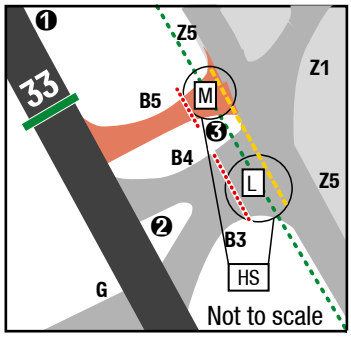
Legend: K Checkpoint

❷: Due to lack of separation TWY B3 and B4 are not to be used simultaneously.

❸: Caution when taxiing from Z5 to RWY 33 use TWY B4 or B5 for line up.

❹: Caution uncontrolled vehicles are often crossing the eastern part of TWY/Taxilane G. For this reason the MAX speed on TWY/Taxilane G between Y1 and Y3 is limited to 15KT.

❺: Caution RWY incursion risk by mistaking E4 for E1. TWY E1 (leading to the holding point for RWY 15) doesn't have TWY center line lights.



06-SEP-2018

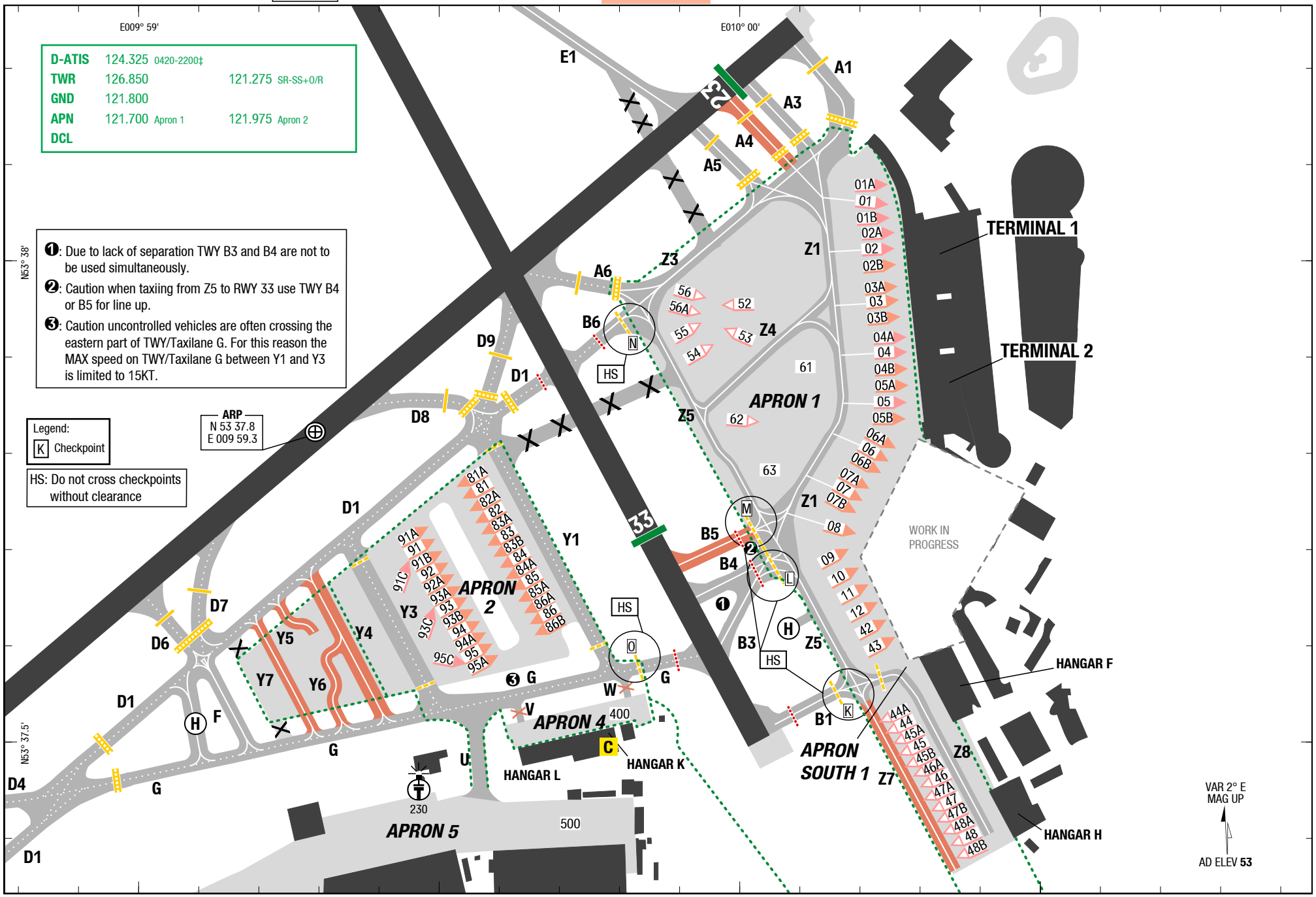
HAM-EDDH

3-30

Germany **Hamburg**
Stand Coordinates
APC

APC APC

Hamburg Germany
Stand Coordinates
APC

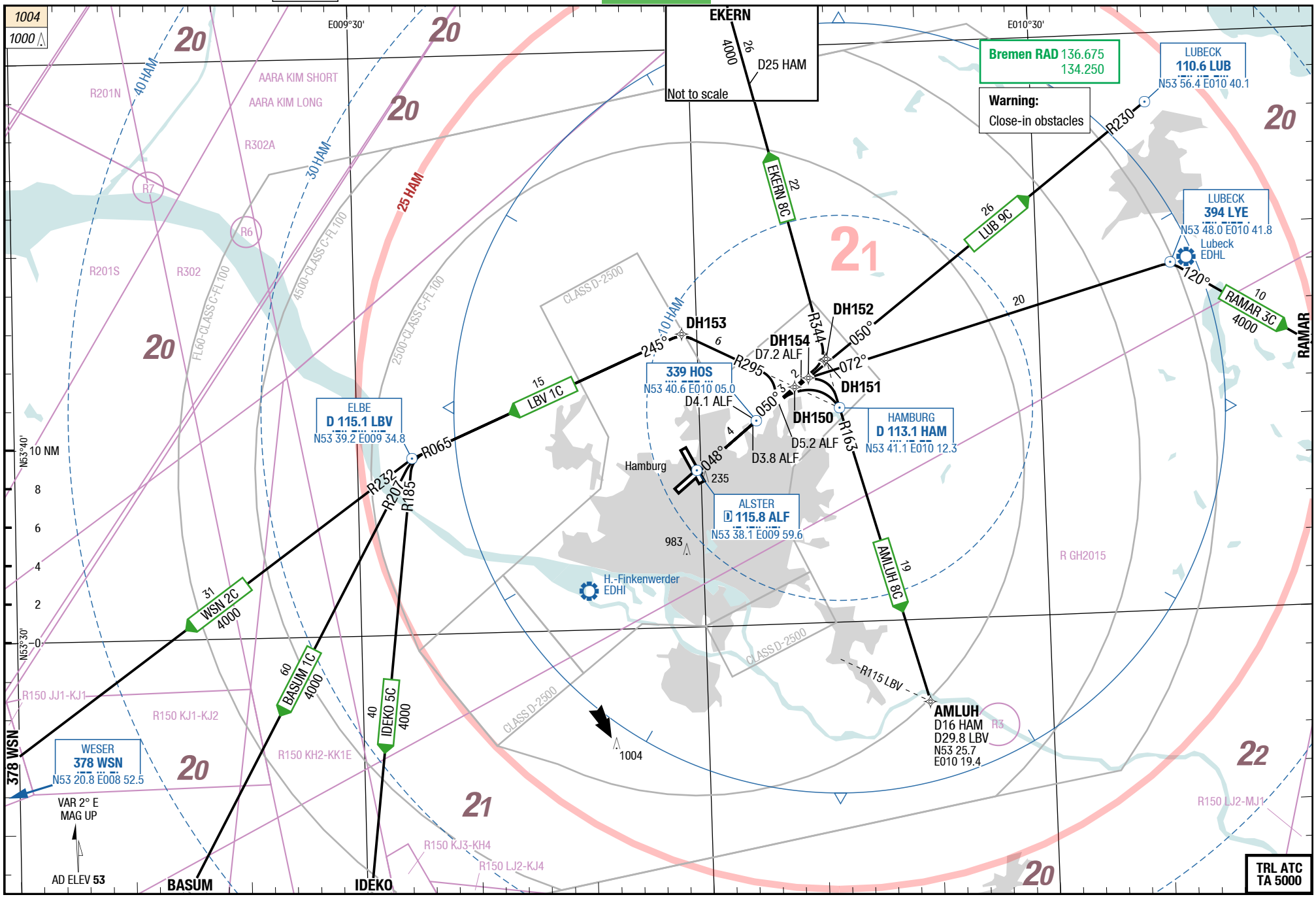


Changes: Note, Parking Stands

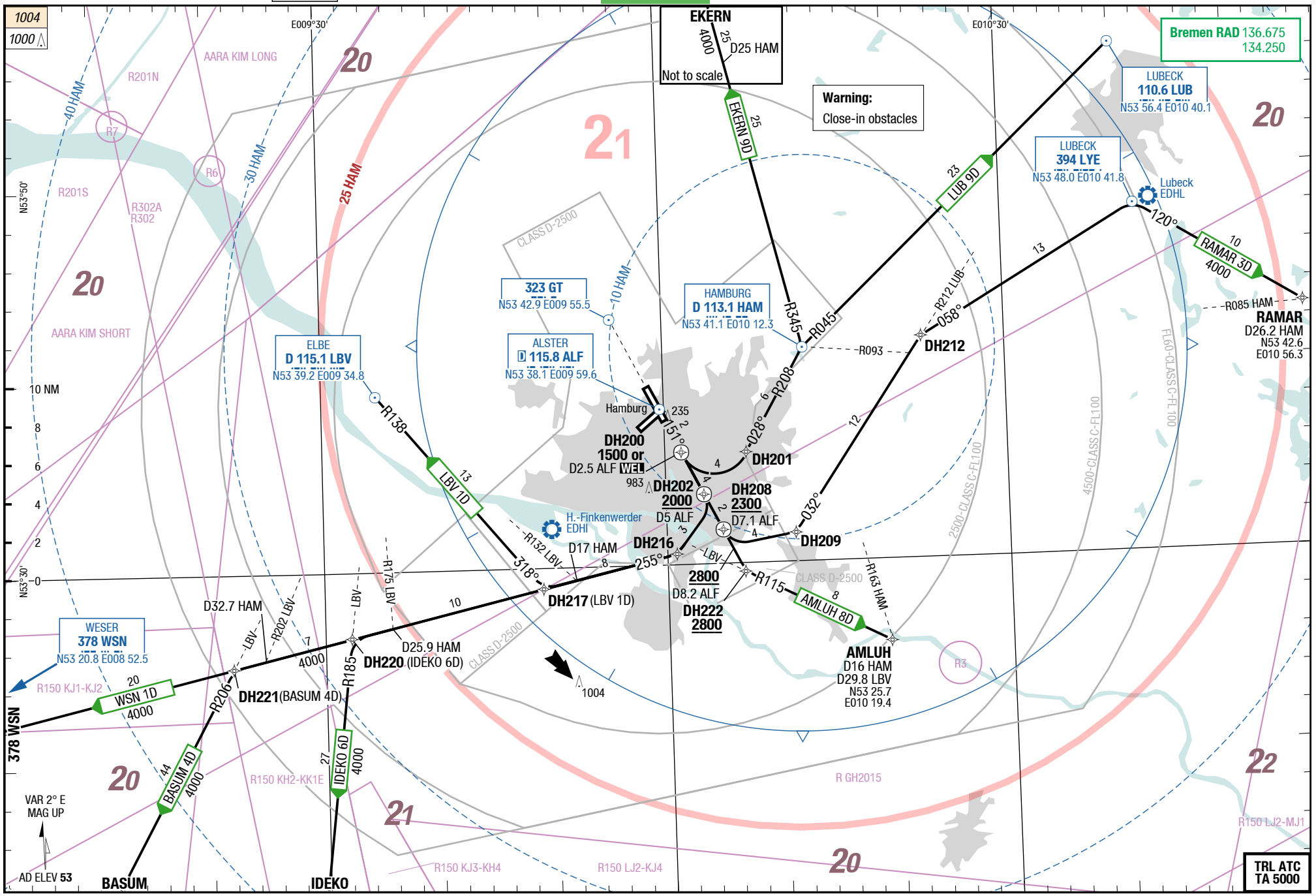
Stand Coordinates

01-03	N53 38.0 E010 00.2
01A	N53 38.1 E010 00.2
03B	N53 37.9 E010 00.2
04A-05A	N53 37.9 E010 00.2
05	N53 37.9 E010 00.3
05B	N53 37.8 E010 00.2
06A-07B	N53 37.8 E010 00.2
08	N53 37.7 E010 00.2
09	N53 37.7 E010 00.1
10, 11	N53 37.7 E010 00.2
12	N53 37.6 E010 00.2
42, 43	N53 37.6 E010 00.2
44-45B	N53 37.5 E010 00.2
46-47B	N53 37.5 E010 00.3
48-48B	N53 37.4 E010 00.3
52-54	N53 37.9 E010 00.0
55	N53 37.9 E009 59.9
56	N53 38.0 E009 59.9
56A	N53 37.9 E009 59.9
61, 62	N53 37.9 E010 00.0
63	N53 37.8 E010 00.0
81, 81A	N53 37.8 E009 59.5
82, 82A	N53 37.7 E009 59.5
83-85	N53 37.7 E009 59.6
85A, 86	N53 37.6 E009 59.6
91-93A	N53 37.7 E009 59.5
93B-94A	N53 37.6 E009 59.5
95-95C	N53 37.6 E009 59.6

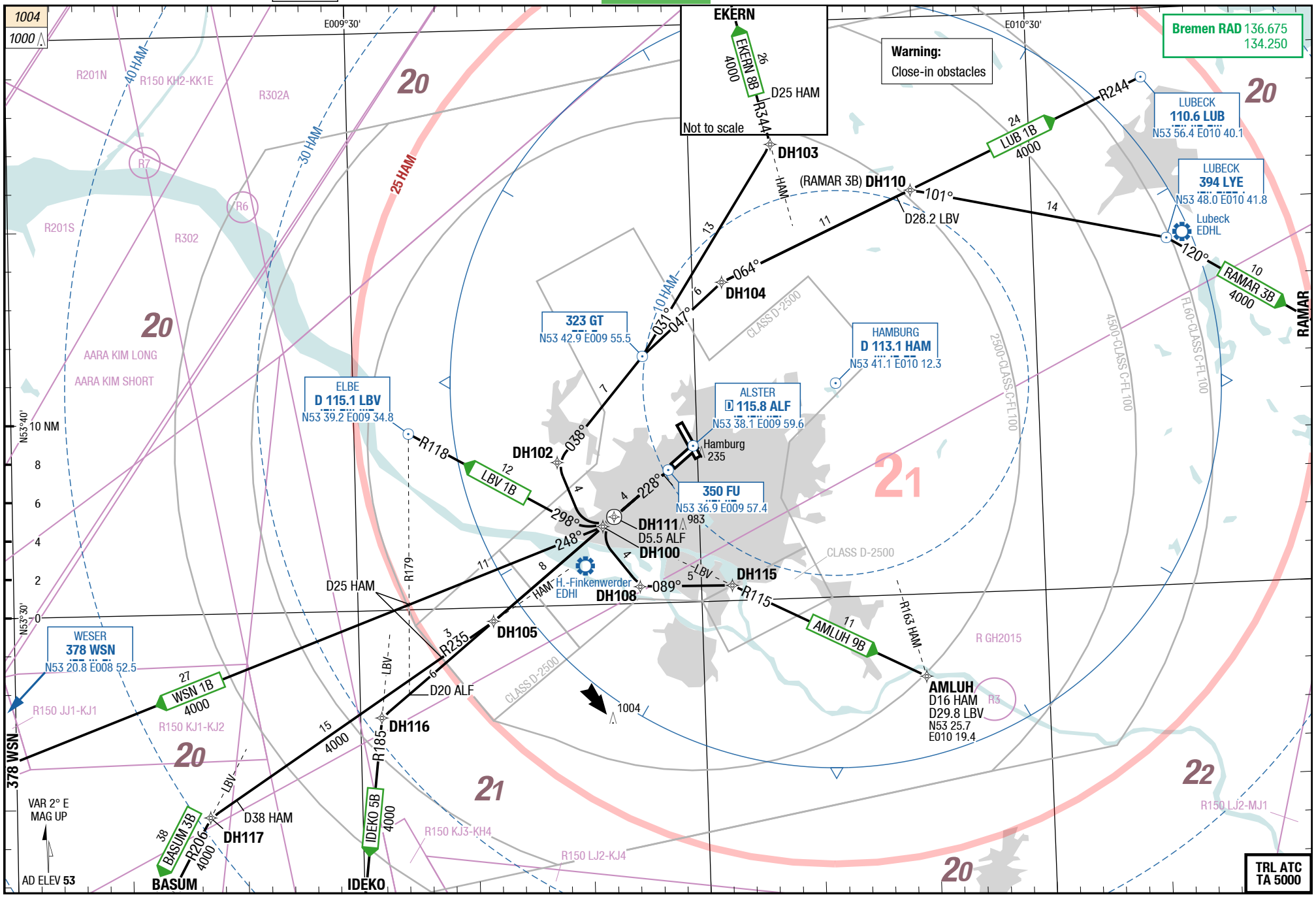
Changes: Parkingstand



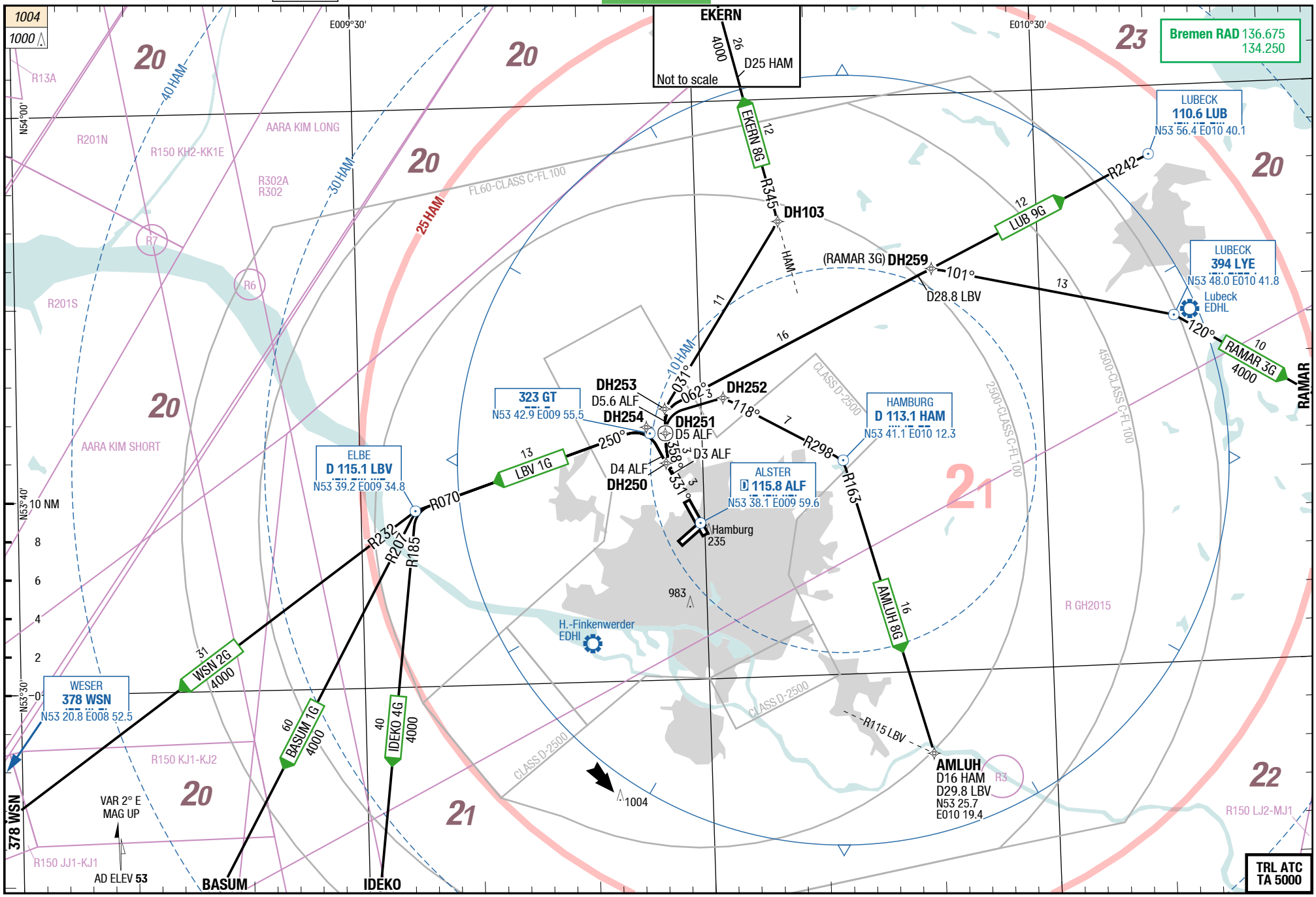
Changes: ASP, SUAs, OBST



Changes: ASP, SUAs, OBST



Changes: ASP, SUAs, OBST



Changes: ASP, OBST, SUAs

AMLUH 8C / BASUM 1C / EKERN 8C / ELBE 1C / IDEKO 5C / LUBECK 9C / RAMAR 3C
RWY 05 (048°)

When passing 2000, contact Bremen Radar.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
AMLUH 8C **136.675**	direct **HOS** (D4.1 **ALF**) - QDR 050 **HOS** - at D5.2 **ALF RT** intercept R163 **HAM** to AMLUH **FMS** [A500+] - HOS - DH151 [R] - AMLUH	initial climb **5000**
BASUM 1C **134.250**	QDM 048 **HOS** - at D3.8 **ALF LT** intercept R295 **HAM -** intercept R065 **LBV** to **LBV** - R207 **LBV** to BASUM **FMS** [A500+] - DH150 [L] - DH153 [L] - LBV [L] - BASUM	initial climb **5000**
EKERN 8C **136.675**	direct **HOS** (D4.1 **ALF**) - QDR 050 **HOS** - at D7.2 **ALF LT** intercept R344 **HAM** to EKERN **FMS** [A500+] - HOS - DH152 [L] - EKERN	initial climb **5000**
ELBE 1C **LBV 1C** **134.250**	QDM 048 **HOS** - at D3.8 **ALF LT** intercept R295 **HAM** intercept R065 **LBV** to **LBV** **FMS** [A500+] - DH150 [L] - DH153 [L] - LBV	initial climb **5000**
IDEKO 5C **134.250**	QDM 048 **HOS** - at D3.8 **ALF LT** intercept R295 **HAM** intercept R065 **LBV** to **LBV** - R185 **LBV** to IDEKO **FMS** [A500+] - DH150 [L] - DH153 [L] - LBV [L] - IDEKO	initial climb **5000**
LUBECK 9C **LUB 9C** **136.675**	direct **HOS** (D4.1 **ALF**) - intercept R230 **LUB** to **LUB** **FMS** [A500+] - HOS [R] - LUB	initial climb **5000**
RAMAR 3C **136.675** ①	direct **HOS** (D4.1 **ALF**) - **RT** intercept R230 **LUB** inbound - at D7.2 **ALF RT** QDM 072 **LYE** to **LYE** - QDR 120 **LYE** to RAMAR **FMS** [A500+] - HOS [R] - DH154 [R] - LYE [R] - RAMAR	initial climb **5000**

① After D7.2 ALF B-RNAV equipment necessary.

Changes: NAVAID, Track, QFU, PROC renumbered

WESER 2C
RWY 05 (048°)

When passing 2000, contact Bremen Radar.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
WESER 2C **WSN 2C** **134.250**	QDM 048 **HOS** - at D3.8 **ALF LT** intercept R295 **HAM** intercept R065 **LBV** to **LBV** - R232 **LBV** to **WSN** **FMS** [A500+] - DH150 [L] - DH153 [L] - LBV [L] - WSN	initial climb **5000**

Changes: NAVAID, Track, QFU, PROC renumbered

24-MAR-2016

HAM-EDDH

SIDs RWY 15 (RNAV Overlay)

AMLUH 8D / BASUM 4D / EKERN 9D / ELBE 1D / IDEKO 6D

RWY 15 (151°)

When passing 2000, contact Bremen Radar.

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
AMLUH 8D 6.0% to 2800 **136.675** ①	QDR 151 **GT** - at D8.2 **ALF LT** intercept R115 **LBV** to AMLUH **FMS** [A500+] - DH222 [L] - AMLUH	D8.2 **ALF** MNM **2800** DH222 MNM **2800** initial climb **5000**
BASUM 4D 7.0% to 2000 **134.250** ②	QDR 151 **GT** - at D5 **ALF RT** QDM 255 **WSN** - crossing R202 **LBV** / D32.7 **HAM LT** intercept R206 **LBV** to BASUM **FMS** [A500+] - DH202 [R] - DH216 - DH221 [L] - BASUM	D5 **ALF** MNM **2000** DH202 MNM **2000** initial climb **5000**
EKERN 9D **136.675**	QDR 151 **GT** - at D2.5 **ALF** or **1500**, whichever is later, **LT** intercept R208 **HAM** to **HAM** - R345 **HAM** to EKERN **FMS** [A500+] - DH200 [L] - [A1500+ ;L] - DH201 - HAM [L] - EKERN	 initial climb **5000**
ELBE 1D **LBV 1D** 7.0% to 2000 **134.250** ②	QDR 151 **GT** - at D5 **ALF RT** QDM 255 **WSN** - crossing R132 **LBV** / D17 **HAM RT** intercept R138 **LBV** to **LBV** **FMS** [A500+] - DH202 [R] - DH216 - DH217 [R] - LBV	D5 **ALF** MNM **2000** DH202 MNM **2000** initial climb **5000**
IDEKO 6D 7.0% to 2000 **134.250** ②	QDR 151 **GT** - at D5 **ALF RT** QDM 255 **WSN** - crossing R175 **LBV** / D25.9 **HAM LT** intercept R185 **LBV** to IDEKO **FMS** [A500+] - DH202 [R] - DH216 - DH220 [L] - IDEKO	D5 **ALF** MNM **2000** DH202 MNM **2000** initial climb **5000**

① If unable to comply, advise ATC prior to start-up. Climb gradient due to High Intensity Radio Transmission Area.

② If unable to comply, advise ATC prior to start-up. Climb gradient due to airspace structure.

Changes: DIST

LUBECK 9D / RAMAR 3D / WESER 1D

RWY 15 (151°)

When passing 2000, contact Bremen Radar.

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
LUBECK 9D **LUB 9D** **136.675**	QDR 151 **GT** - at D2.5 **ALF** or **1500**, whichever is later, **LT** intercept R208 **HAM** to **HAM** - R045 **HAM** to **LUB** **FMS** [A500+] - DH200 [L] - [A1500+ ;L] - DH201 - HAM [R] - LUB	Initial climb **5000**
RAMAR 3D 6.0% to 2800 **136.675** ①	QDR 151 **GT** - at D7.1 **ALF LT** intercept R212 **LUB** inbound - crossing R094 **HAM RT** intercept QDM 058 **LYE** to **LYE** - QDR 120 **LYE** to RAMAR **FMS** [A500+] - DH208 [L] - DH209 - DH212 [R] - LYE [R] - RAMAR	D7.1 **ALF** MNM **2300** DH208 MNM **2300** Initial climb **5000**
WESER 1D **WSN 1D** 7.0% to 2000 **134.250** ②	QDR 151 **GT** - at D5 **ALF RT** QDM 255 **WSN** to **WSN** **FMS** [A500+] - DH202 [R] - DH216 - WSN	D5 **ALF** MNM **2000** DH202 MNM **2000** Initial climb **5000**

① If unable to comply, advise ATC prior to start-up. Climb gradient due to High Intensity Radio Transmission Area.

② If unable to comply, advise ATC prior to start-up. Climb gradient due to airspace structure.

AMLUH 9B / BASUM 3B / EKERN 8B / ELBE 1B / IDEKO 5B / LUBECK 1B / RAMAR 3B

RWY 23 (228°)

When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
AMLUH 9B **136.675**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF LT** 089° - intercept R115 **LBV** to AMLUH **FMS** [A500+] - DH111 [L] - DH108 - DH115 [R] - AMLUH	initial climb **5000**
BASUM 3B **134.250**	direct **FU** - QDR 228 **FU** - intercept R235 **HAM** - at D38 **HAM LT** intercept R206 **LBV** to BASUM **FMS** [A500+] - DH105 [R] - DH117 [L] - BASUM	initial climb **5000**
EKERN 8B **136.675**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF RT** intercept QDM 038 **GT** to **GT** - QDR 031 **GT** - intercept R344 **HAM** to EKERN **FMS** [A500+] - DH111 [R] - DH102 - GT [L] - DH103 [L] - EKERN	initial climb **5000**
ELBE 1B **LBV 1B** **134.250**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF RT** intercept R118 **LBV** to **LBV** **FMS** [A500+] - DH111 [R] - LBV	initial climb **5000**
IDEKO 5B **134.250**	direct **FU** - QDR 228 **FU** - crossing R179 **LBV**/D20 **ALF LT** intercept R185 **LBV** to IDEKO **FMS** [A500+] - DH116 [L] - IDEKO	initial climb **5000**
LUBECK 1B **LUB 1B** **136.675**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF RT** intercept QDM 038 **GT** to **GT** - QDR 047 **GT** - intercept R244 **LUB** to **LUB** **FMS** [A500+] - DH111 [R] - DH102 - GT [R] - DH104 [R] - LUB	initial climb **5000**
RAMAR 3B **136.675**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF RT** intercept QDM 038 **GT** to **GT** - QDR 047 **GT** - intercept R244 **LUB** inbound - at D28.2 **LBV RT** QDM 101 **LYE** to **LYE** - QDR 120 **LYE** to RAMAR **FMS** [A500+] - DH111 [R] - DH102 - GT [R] - DH104 [R] - DH110 [R] - LYE [R] - RAMAR	initial climb **5000**

Changes: Track, WPT DH117

WESER 1B

RWY 23 (228°)

When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
WESER 1B **WSN 1B** **134.250**	direct **FU** - QDR 228 **FU** - at D5.5 **ALF RT** QDM 248 **WSN** to **WSN** **FMS** [A500+] - DH100 [R] - WSN	initial climb **5000**

07-JUL-2016

HAM-EDDH

5-70 **SIDs RWY 33 (RNAV Overlay)**

AMLUH 8G / BASUM 1G / EKERN 8G / ELBE 1G / IDEKO 4G / LUBECK 9G / RAMAR 3G

RWY 33 (331°)

When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
AMLUH 8G **136.675**	QDM 331 **GT** - at D3 **ALF RT** 358° - at D5 **ALF RT** intercept R298 **HAM** to **HAM** - R163 **HAM** to AMLUH **FMS** [A500+] - DH250 [R] - DH251 [R] - DH252 - HAM [R] - AMLUH	initial climb **5000**
BASUM 1G **134.250**	QDM 331 **GT** - at D4 **ALF LT** intercept R070 **LBV** to **LBV** - R207 **LBV** to BASUM **FMS** [A500+] - DH254 [L] - LBV [L] - BASUM	initial climb **5000**
EKERN 8G **136.675**	QDM 331 **GT** - at D3 **ALF RT** 358° - at D5.6 **ALF RT** intercept QDR 031 **GT** - intercept R345 **HAM** to EKERN **FMS** [A500+] - DH250 [R] - DH253 [R] - DH103 [L] - EKERN	initial climb **5000**
ELBE 1G **LBV 1G** **134.250**	QDM 331 **GT** - at D4 **ALF LT** intercept R070 **LBV** to **LBV** **FMS** [A500+] - DH254 [L] - LBV	initial climb **5000**
IDEKO 4G **134.250**	QDM 331 **GT** - at D4 **ALF LT** intercept R070 **LBV** to **LBV** - R185 **LBV** to IDEKO **FMS** [A500+] - DH254 [L] - LBV [L] - IDEKO	initial climb **5000**
LUBECK 9G **LUB 9G** **136.675**	QDM 331 **GT** - at D3 **ALF RT** 358° - at D5 **ALF RT** intercept R242 **LUB** to **LUB** **FMS** [A500+] - DH250 [R] - DH253 [R] - LUB	initial climb **5000**
RAMAR 3G **136.675**	QDM 331 **GT** - at D3 **ALF RT** 358° - at D5 **ALF RT** intercept R242 **LUB** inbound - at D28.8 **LBV RT** intercept QDM 101 **LYE** to **LYE** - QDR 120 **LYE** to RAMAR **FMS** [A500+] - DH250 [R] - DH253 [R] - DH259 [R] -LYE [R] - RAMAR	initial climb **5000**

07-JUL-2016

HAM-EDDH

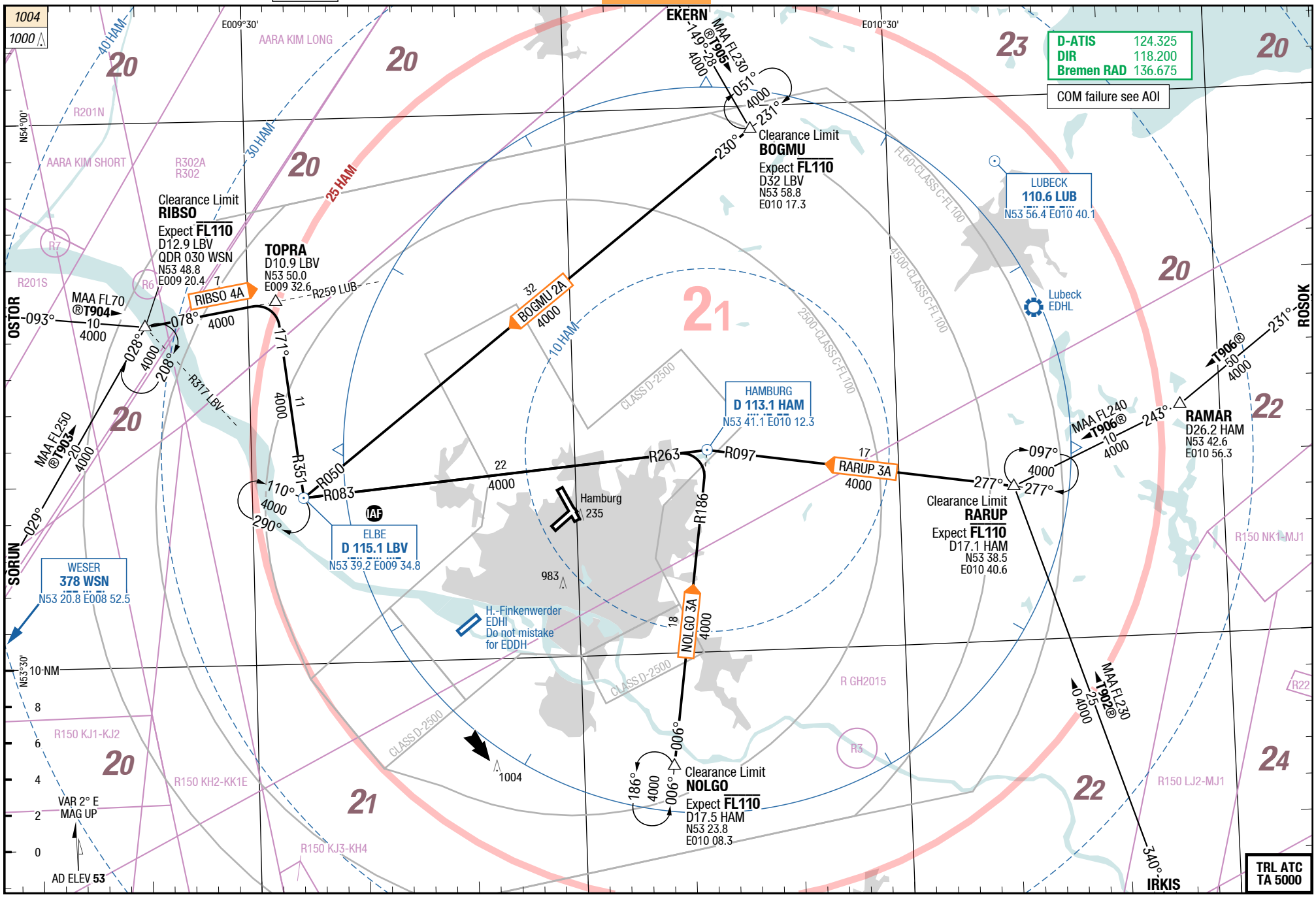
5-80 **SIDs RWY 33 (RNAV Overlay)**

WESER 2G

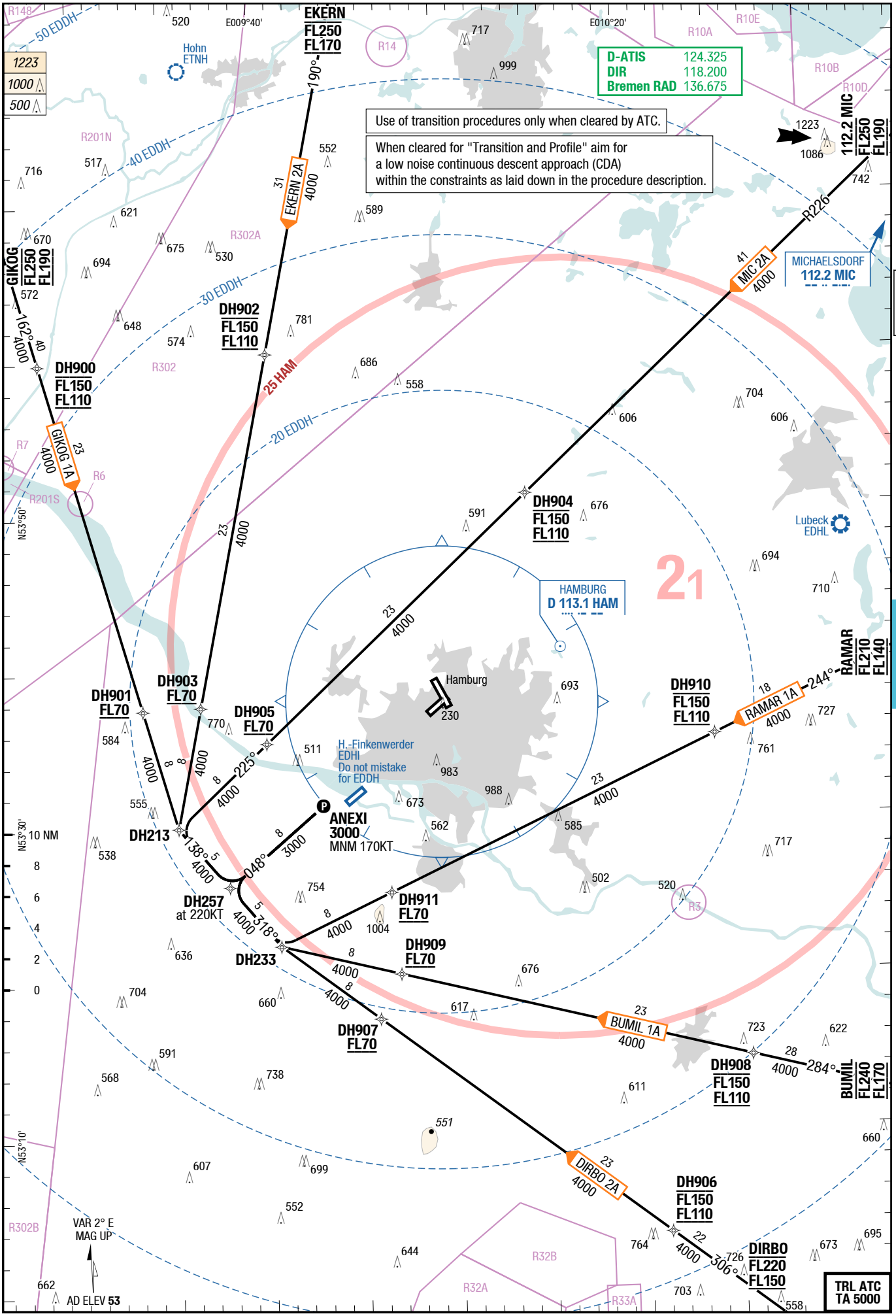
RWY 33 (331°)

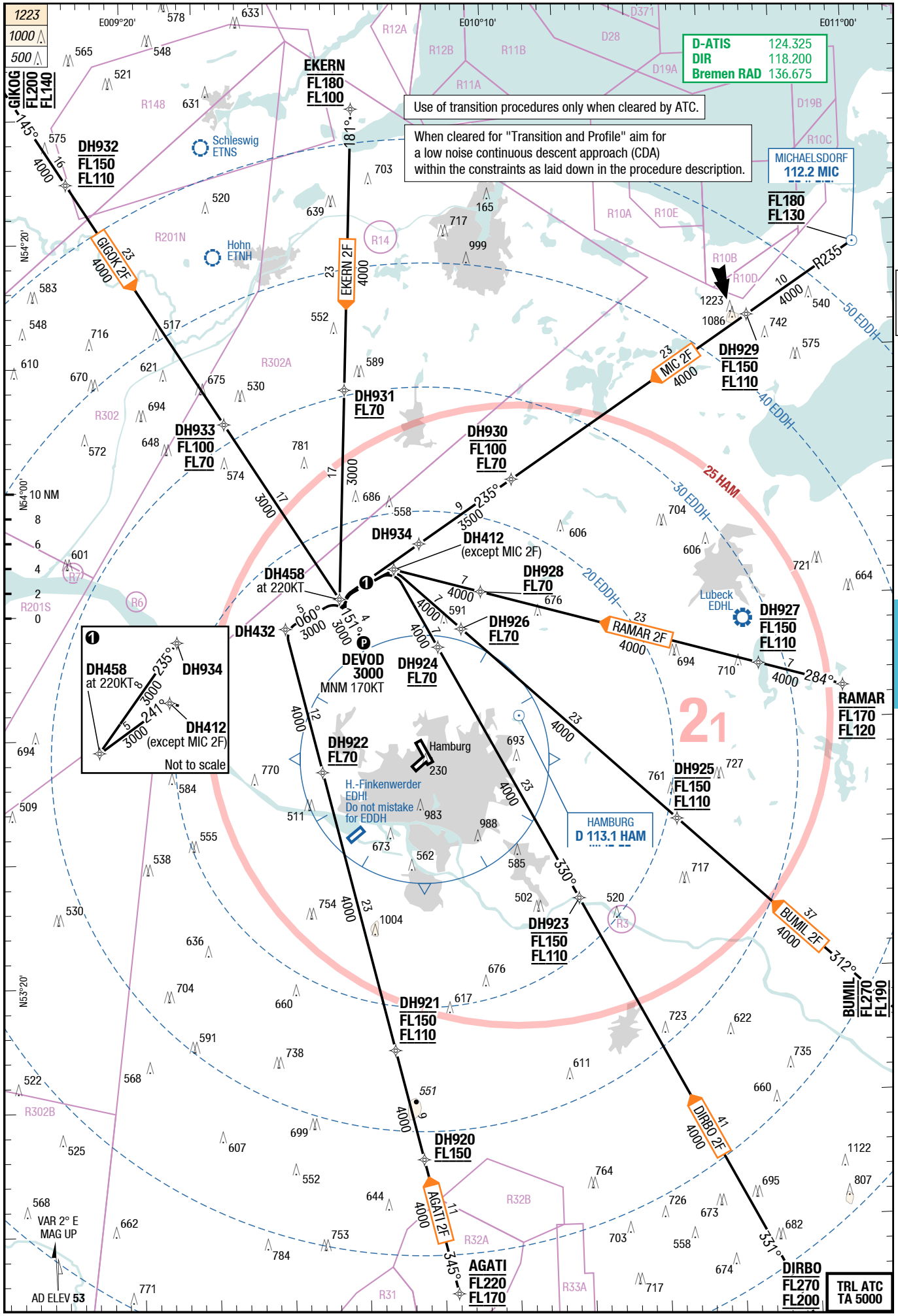
When passing 2000, contact Bremen RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
WESER 2G **WSN 2G** **134.250**	QDM 331 **GT** - at D4 **ALF LT** intercept R070 **LBV** to **LBV** - R232 **LBV** to **WSN** **FMS** [A500+] - DH254 [L] - LBV [L] - WSN	 initial climb **5000**

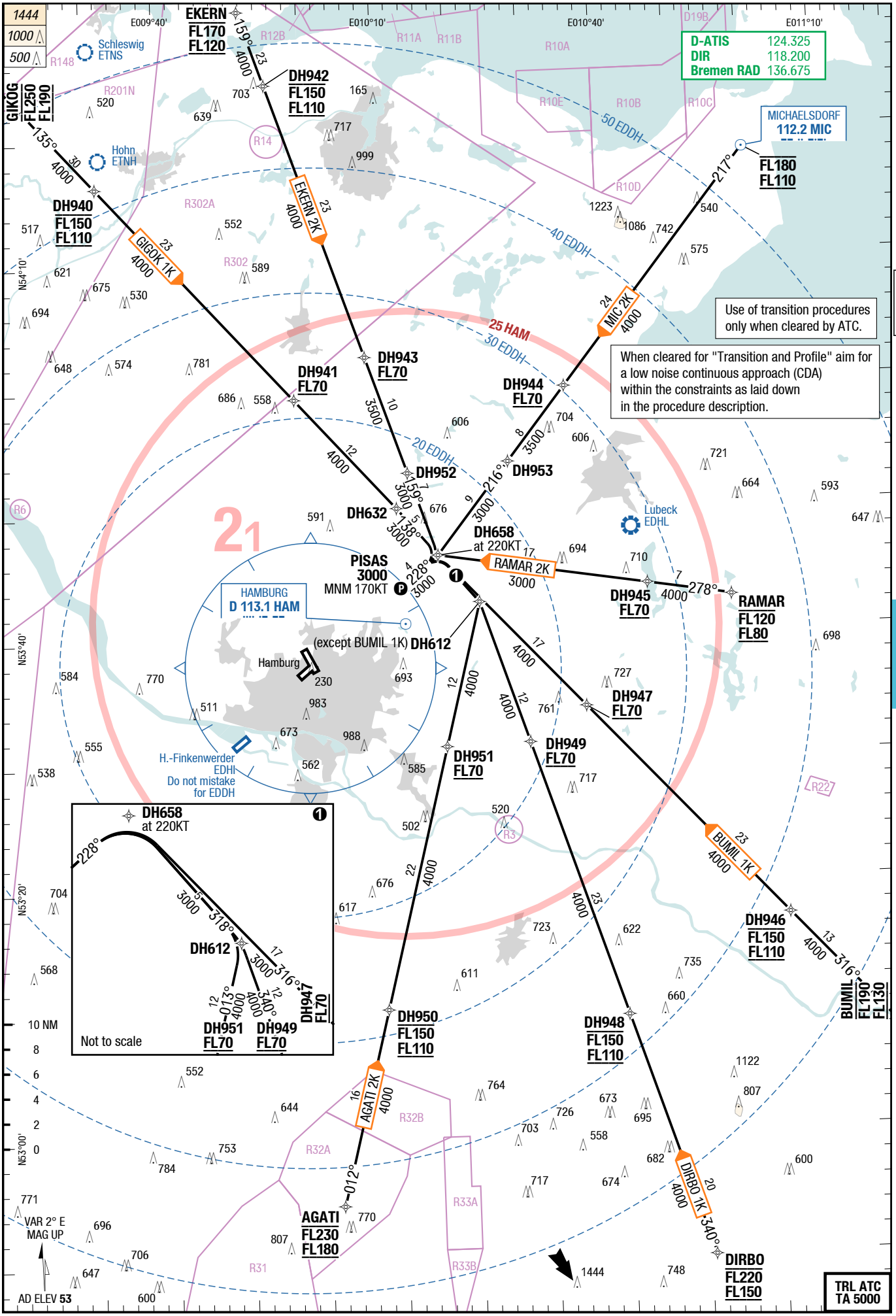


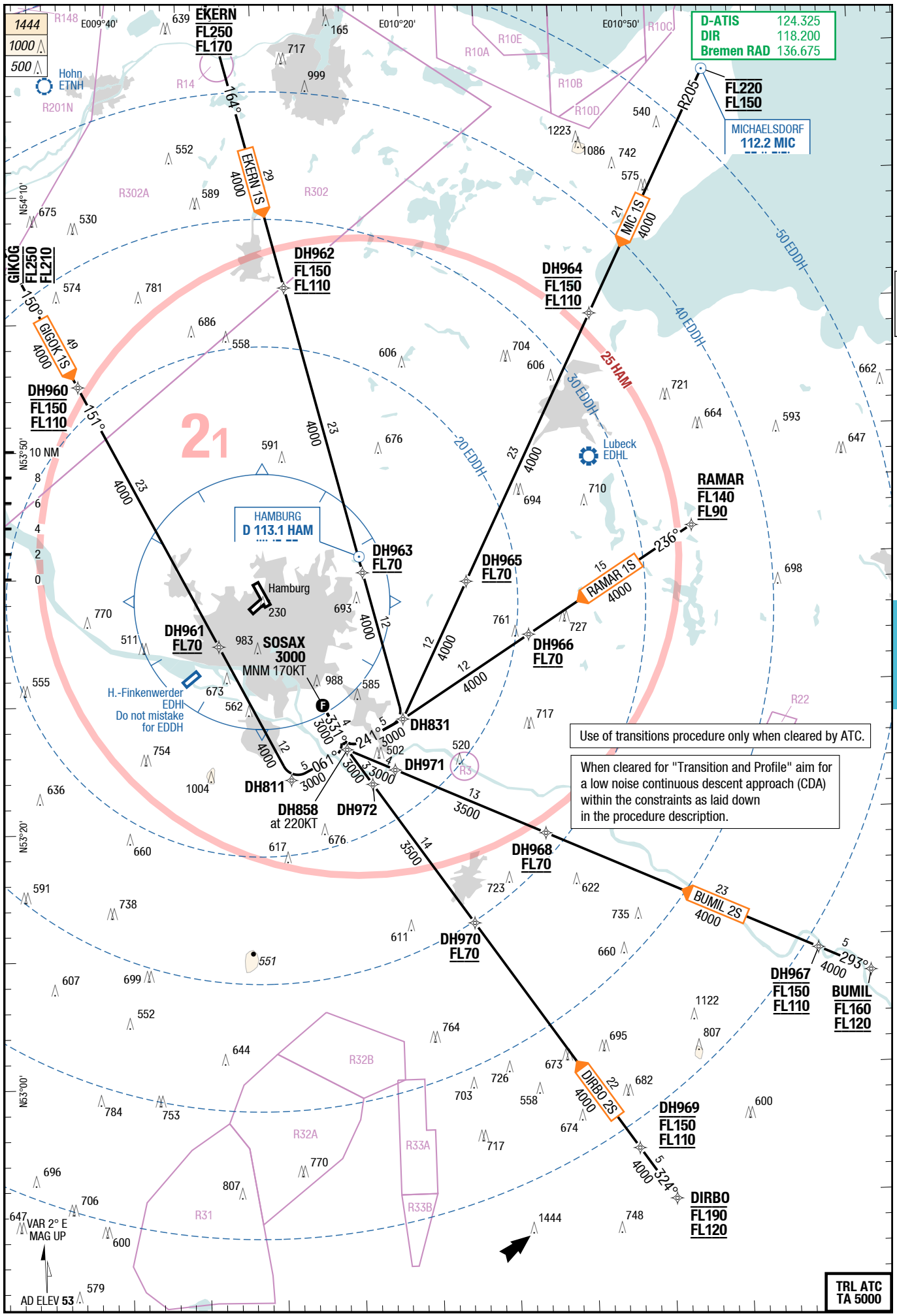
Changes: FREQ

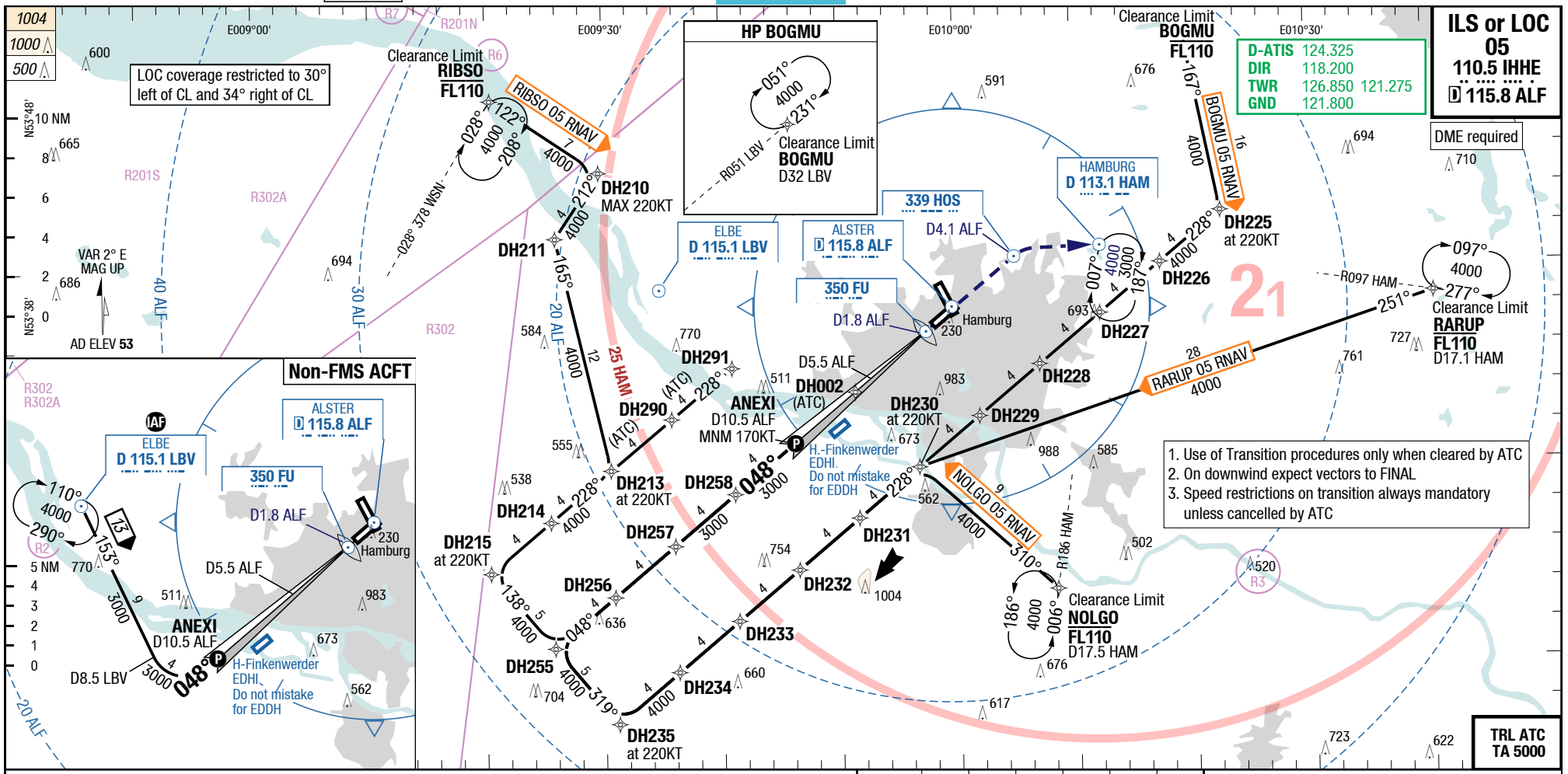

EKERN
FL250
FL170
D-ATIS 124.325
DIR 118.200
Bremen RAD 136.675
Use of transition procedures only when cleared by ATC.
When cleared for "Transition and Profile" aim for
a low noise continuous descent approach (CDA)
within the constraints as laid down in the procedure description.
112.2 MIC
FL250
FL190
MICHAELSDORF
112.2 MIC
GIKOG
FL250
FL190
DH900
FL150
FL110
DH901
FL70
DH902
FL150
FL110
DH903
FL70
DH904
FL150
FL110
DH905
FL70
DH907
FL70
DH908
FL150
FL110
DH909
FL70
DH910
FL150
FL110
DH911
FL70
DH213
DH257
at 220KT
DH233
DH906
FL150
FL110
ANEXI
3000
MNM 170KT
RAMAR
FL210
FL140
BUMIL
FL240
FL170
DIRBO
FL220
FL150
HAMBURG
D 113.1 HAM
H.-Finkenwerder
EDHI
Do not mistake
for EDDH
Hamburg
Lubeck
EDHL
Hohn
ETNH
25 HAM
20 EDDH
30 EDDH
40 EDDH
50 EDDH
EKERN 2A
MIC 2A
GIKOG 1A
RAMAR 1A
BUMIL 1A
DIRBO 2A
R226
190°
162°
225°
138°
048°
318°
244°
284°
306°
VAR 2° E
MAG UP
AD ELEV 53
TRL ATC
TA 5000
10 NM


D-ATIS 124.325
DIR 118.200
Bremen RAD 136.675
Use of transition procedures only when cleared by ATC.
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.
MICHAELSDORF 112.2 MIC
FL180 FL130
GIKOG FL200 FL140
DH932 FL150 FL110
EKERN FL180 FL100
DH931 FL70
DH933 FL100 FL70
DH930 FL100 FL70
DH929 FL150 FL110
DH934
DH412 (except MIC 2F)
DH458 at 220KT
DH928 FL70
DH926 FL70
DH927 FL150 FL110
DH432
DEVOD 3000 MNM 170KT
DH924 FL70
DH922 FL70
DH925 FL150 FL110
DH923 FL150 FL110
DH921 FL150 FL110
DH920 FL150
AGATI FL220 FL170
RAMAR FL170 FL120
BUMIL FL270 FL190
DIRBO FL270 FL200
GIKOG 2F
EKERN 2F
MIC 2F
RAMAR 2F
BUMIL 2F
DIRBO 2F
AGATI 2F
HAMBURG D 113.1 HAM
H.-Finkenwerder EDHI Do not mistake for EDDH
Hamburg
Lubeck EDHL
Schleswig ETNS
Hohn ETNH
25 HAM
30 EDDH
20 EDDH
50 EDDH
40 EDDH
TRL ATC TA 5000
VAR 2° E MAG UP
AD ELEV 53
Not to scale

Changes: FREQ

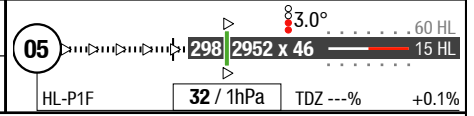


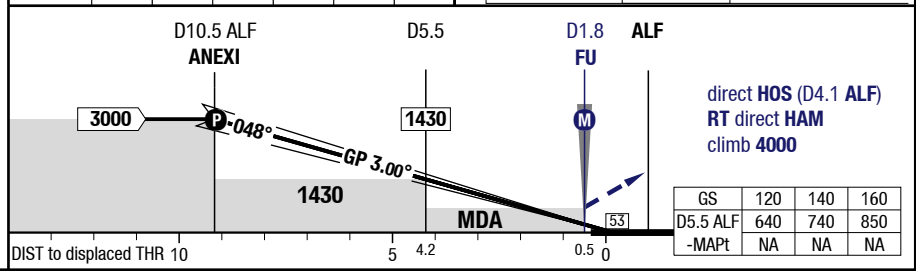

1444
1000
500
D-ATIS 124.325
DIR 118.200
Bremen RAD 136.675
EKERN
FL250
FL170
DH962
FL150
FL110
DH964
FL150
FL110
FL220
FL150
MICHAELSDORF
112.2 MIC
GIKÖG
FL250
FL210
DH960
FL150
FL110
DH963
FL70
DH965
FL70
RAMAR
FL140
FL90
DH966
FL70
DH961
FL70
SOSAX
3000
MNM 170KT
DH831
DH971
DH811
DH858
at 220KT
DH972
DH968
FL70
DH970
FL70
DH967
FL150
FL110
BUMIL
FL160
FL120
DH969
FL150
FL110
DIRBO
FL190
FL120
HAMBURG
D 113.1 HAM
Hamburg
Lubeck
EDHL
H.-Finkenwerder
EDHI
Do not mistake
for EDDH
Hohn
ETNH
EKERN 1S
GIKÖK 1S
MIC 1S
RAMAR 1S
BUMIL 2S
DIRBO 2S
25 HAM
20 EDDH
30 EDDH
40 EDDH
50 EDDH
21
10 NM
Use of transitions procedure only when cleared by ATC.
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.
TRL ATC
TA 5000
VAR 2° E
MAG UP
AD ELEV 53
R148
R14
R201N
R302A
R302
R10A
R10B
R10C
R10D
R10E
R32A
R32B
R33A
R33B
R31
R3
R22
E009°40'
E010°20'
E010°50'
N54°10'
N53°50'
N53°20'
N53°00'



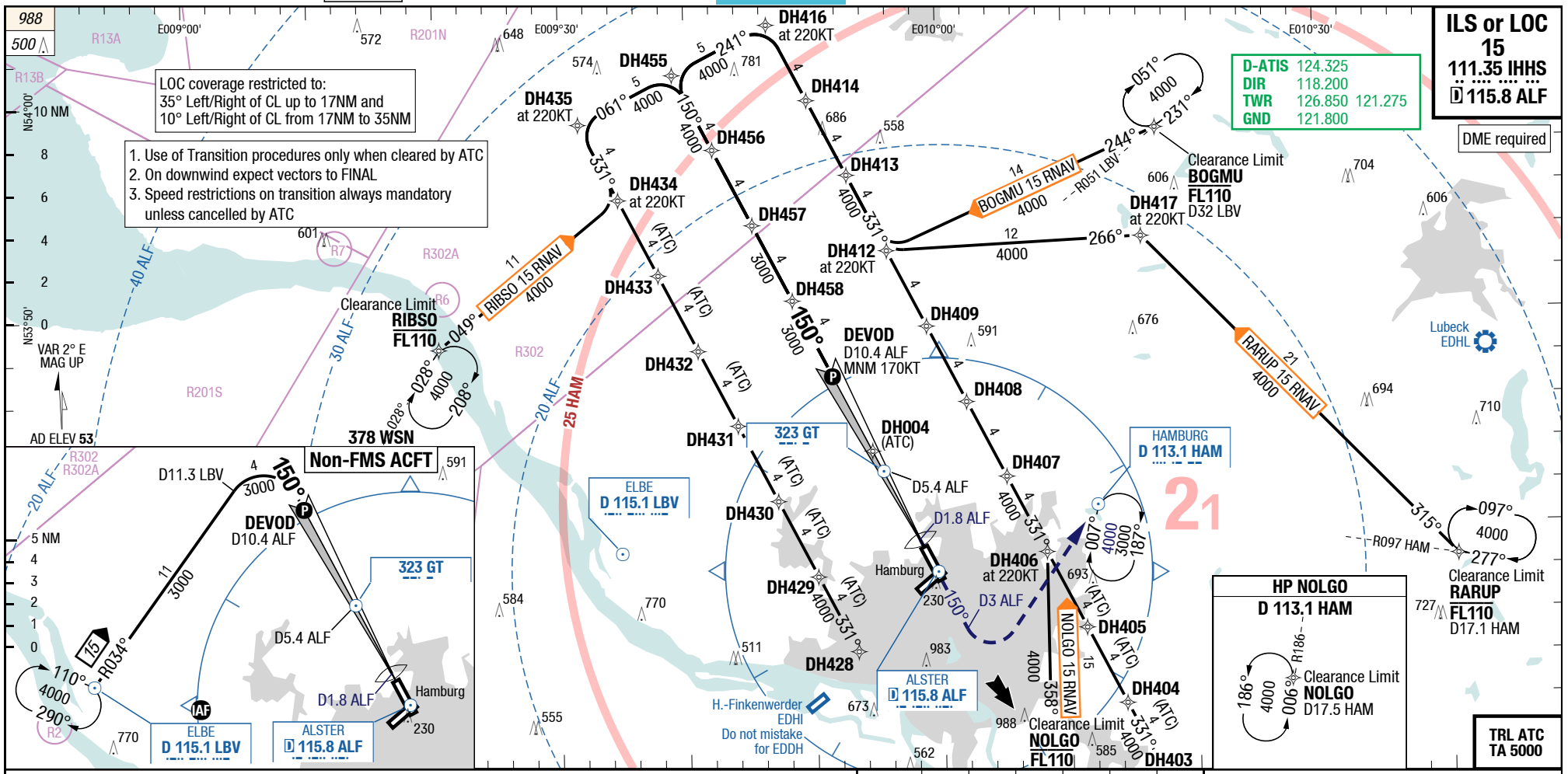
05		Cat 1 DME ALF ACFT MAX 65/7	Cat 1 DME ALF	LOC DME ALF	SRA		Circling
C	ft - m/km ft	210 - 550 **240**	230 - 550 **270**	530 - 1.7 **560**	530 - 1.7 **560**		Not published
D	ft - m/km ft	220 - 550 **250**	230 - 550 **270**	530 - 1.7 **560**	530 - 1.7 **560**		Not published

LOC 3.00° D ALF	10.5	8	6	5	4	3
	3000	2220	1590	1270	950	630



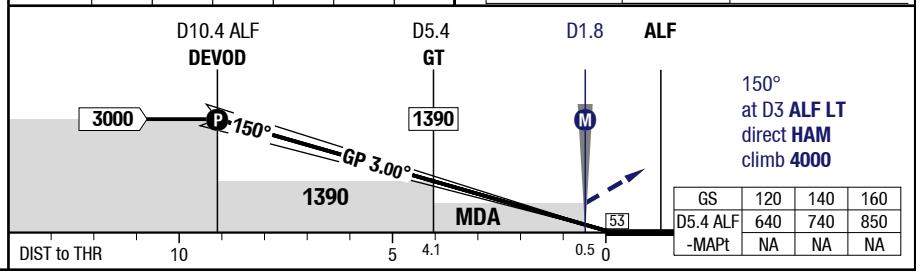


Changes: FREQ



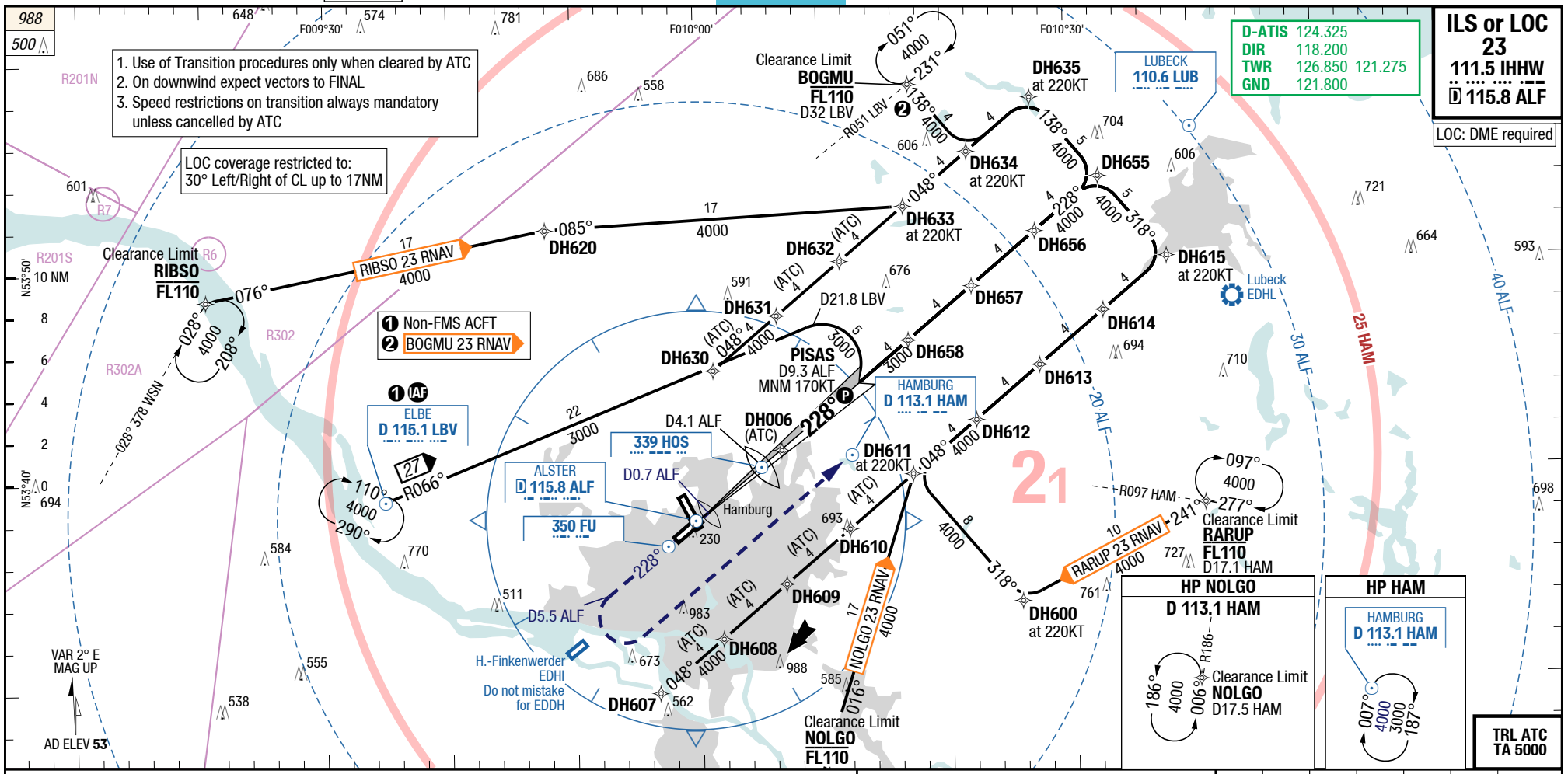
15		Cat 1 DME ALF ACFT MAX 65/7	Cat 1 DME ALF	LOC DME ALF	SRA		Circling
C	ft - m/km ft	200 - 550 **260**	210 - 550 **270**	470 - 1.5 **520**	510 - 1.6 **560**		Not published
D	ft - m/km ft	210 - 550 **270**	210 - 550 **270**	470 - 1.5 **520**	510 - 1.6 **560**		Not published

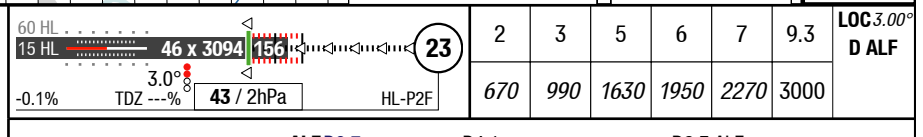
LOC 3.00° D ALF 150° RWY 151°	10.4	8	6	5	4	3
	3000	2240	1610	1290	970	650



15 3.0° 60 HL 3666 x 46 30 HL
HL-P1F 53 / 2hPa TDZ ---% -0.1%

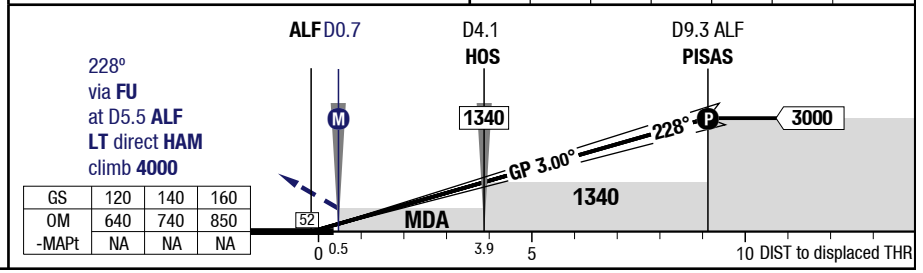
Changes: FREQ, Note



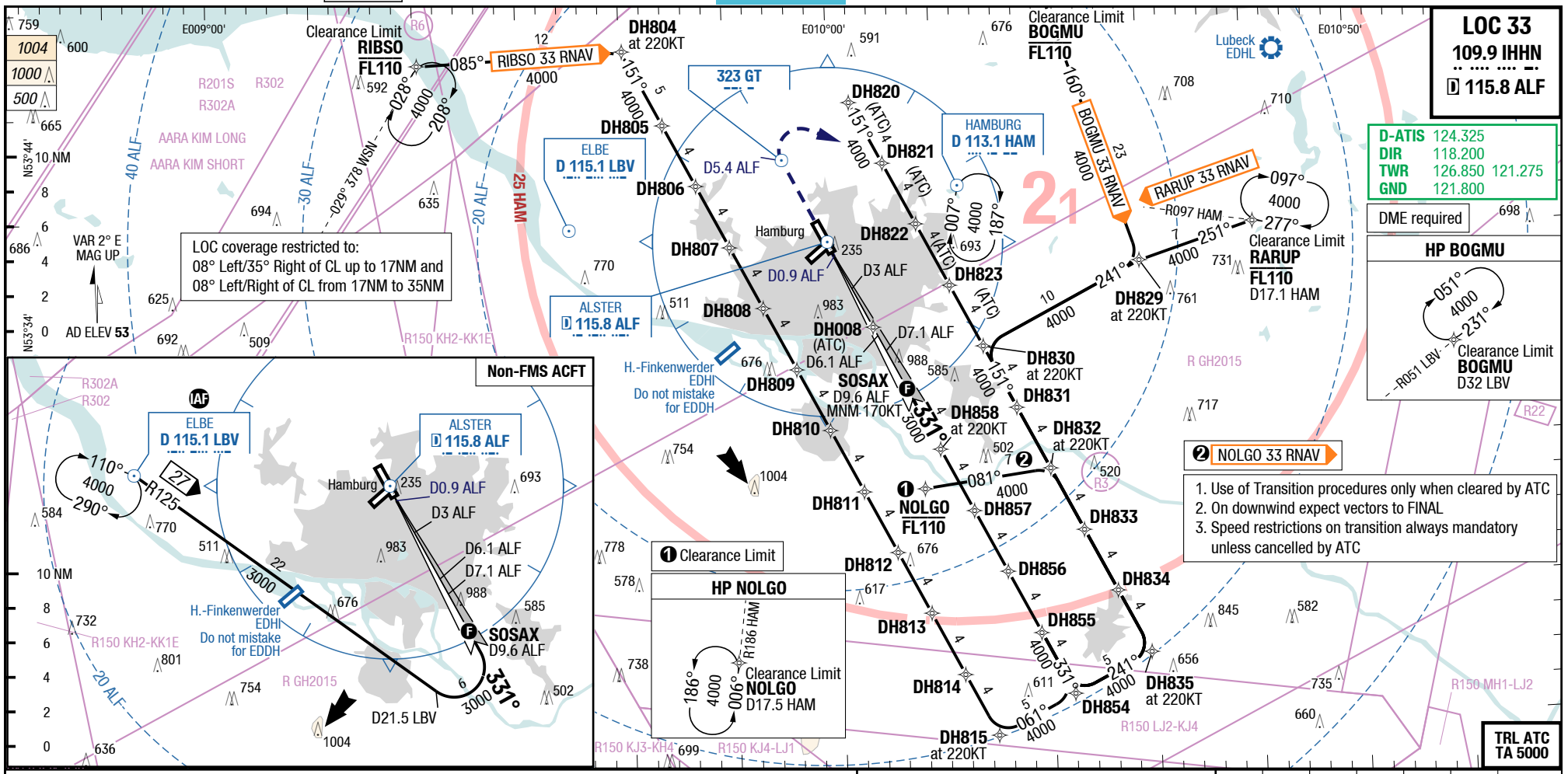


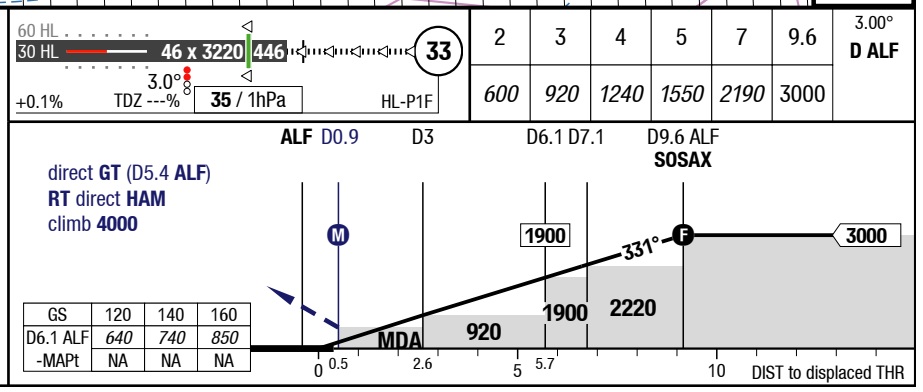
23		Cat 3b	Cat 2	Cat 1 ACFT MAX 65/7 1)	Cat 1 ACFT MAX 65/7 1)	Cat 1 2)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **98** RA	240 - 500 **280**	240 - 550 **280**	260 - 600 **300**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **98** RA 3)	250 - 550 **290**	250 - 550 **290**	260 - 600 **300**	Not published

1) With EVS 350m, wo EVS use STD
2) With EVS 400m, wo EVS use STD
3) If not conducting autoland RVR 350m required



Changes: FREQ, Note





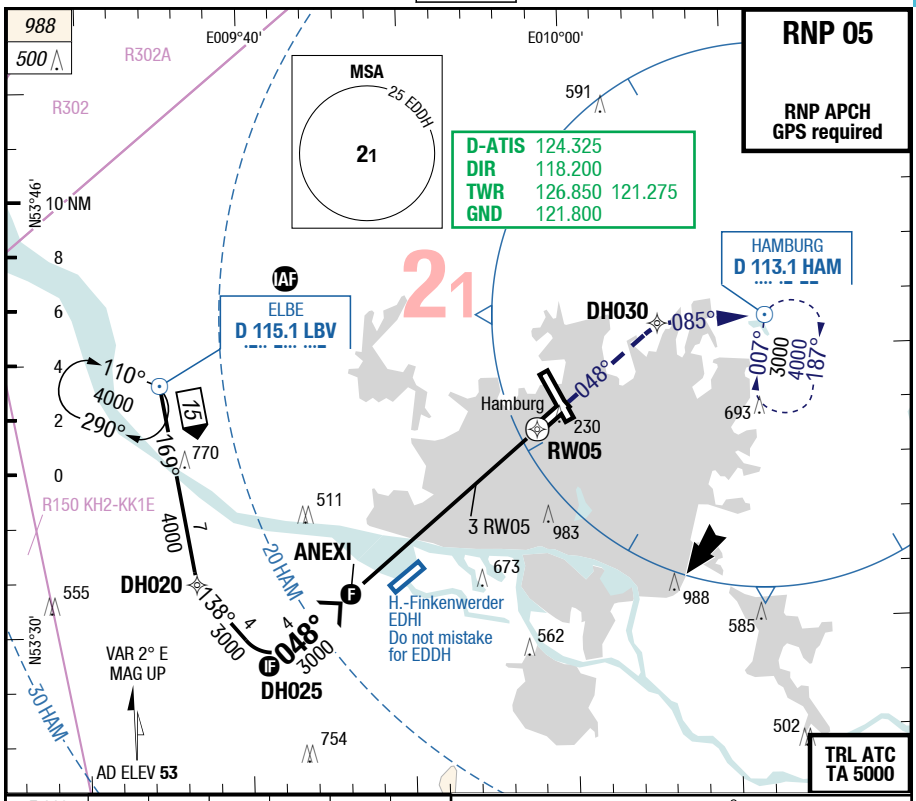
33		LOC DME ALF	SRA				Circling
C	ft - m/km ft	450 - 1.4 **480**	570 - 1.9 **600**				Not published
D	ft - m/km ft	450 - 1.4 **480**	570 - 1.9 **600**				Not published

Changes: FREQ, Note

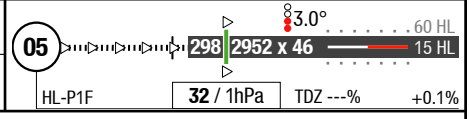
HAM-EDDH

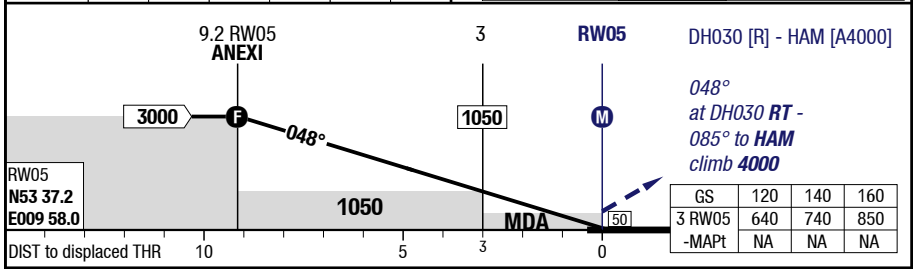
7-90

RNP 05



3.00° RW05	9.2	8	7	5	4	2
	3000	2640	2320	1680	1360	730





048°
at DH030 ***RT*** *-*
085° to ***HAM***
climb ***4000***

GS	120	140	160
3 RW05	640	740	850
-MAPt	NA	NA	NA

05		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	450 - 1.4 **480**	470 - 1.5 **500**				Not published
D	ft - m/km ft	450 - 1.4 **480**	470 - 1.5 **500**				Not published

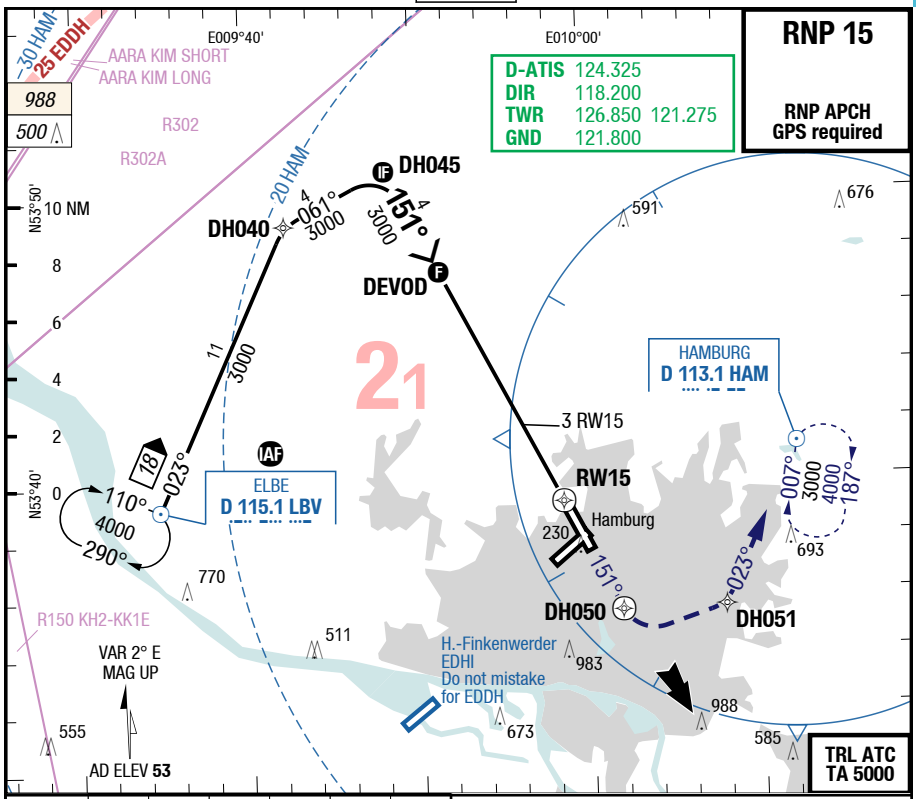
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 900m

Changes: FREQ

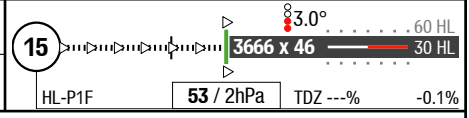
HAM-EDDH

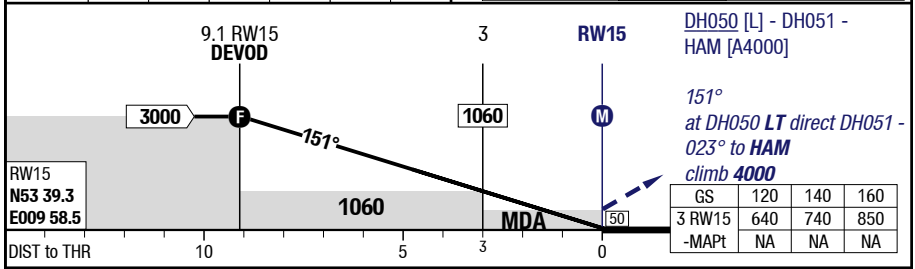
7-100

RNP 15



3.00° RW15	9.1	8	7	5	4	2
	3000	2660	2340	1700	1380	740





GS	120	140	160
3 RW15	640	740	850
-MAPt	NA	NA	NA

15		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	510 - 1.6 **560**	510 - 1.6 **560**				Not published
D	ft - m/km ft	510 - 1.6 **560**	510 - 1.6 **560**				Not published

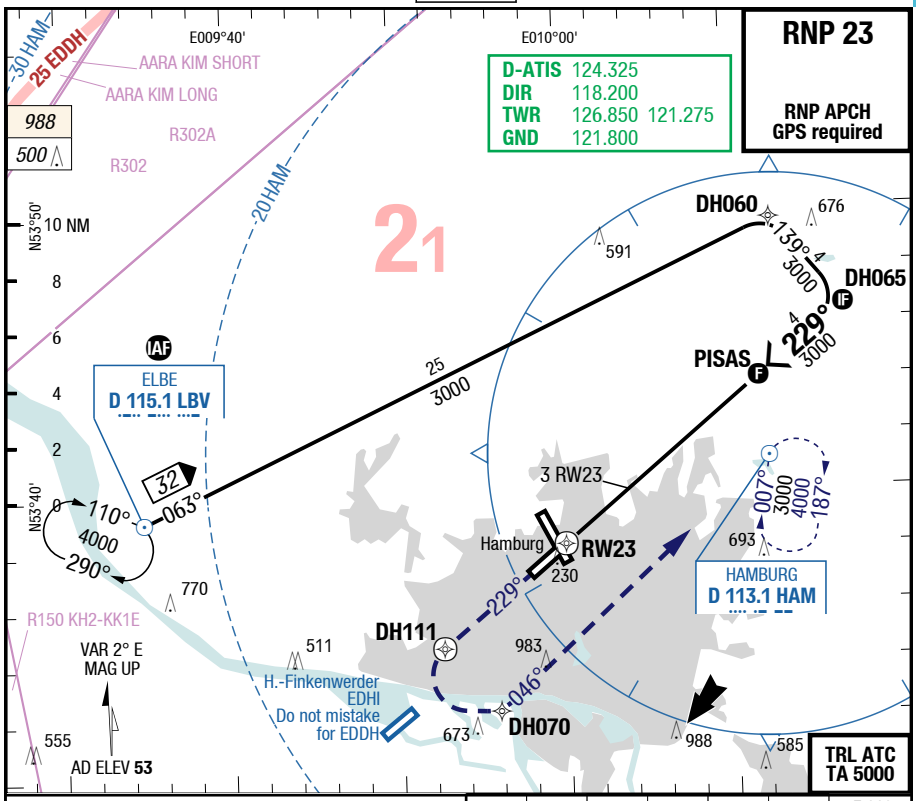
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 1.1km

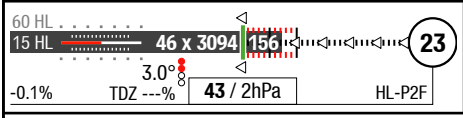
Changes: FREQ

HAM-EDDH

7-110

RNP 23



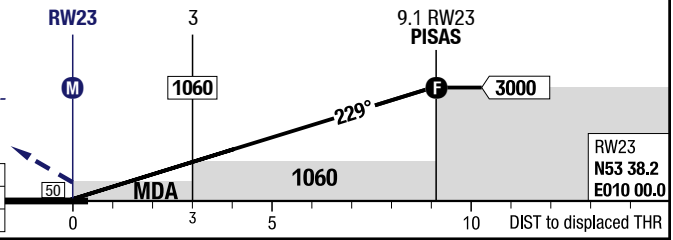


2	4	5	7	8	9.1	3.00° RW23 229° RWY 228°
740	1370	1690	2330	2650	3000	

DH111 [L] - DH070 - HAM [A4000]

229°
at DH111 ***LT*** *direct DH070 -*
046° to ***HAM***
climb ***4000***

GS	120	140	160
3 RW23	640	740	850
-MAPt	NA	NA	NA



23		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	420 - 1.2 **460**	440 - 1.3 **480**				Not published
D	ft - m/km ft	420 - 1.2 **460**	440 - 1.3 **480**				Not published

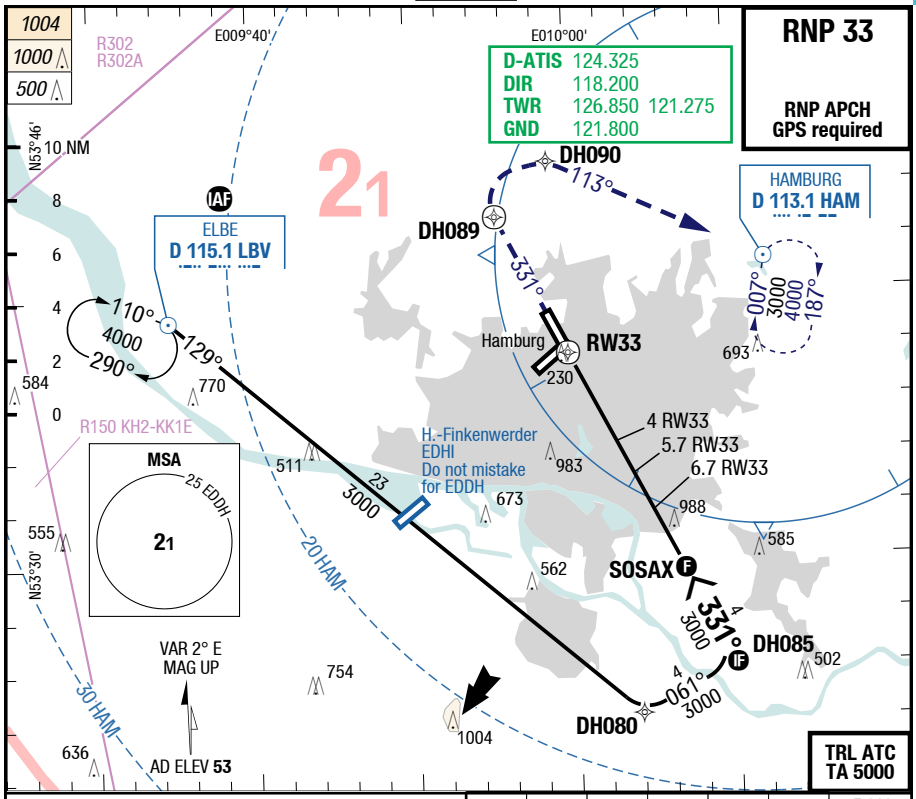
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 800m

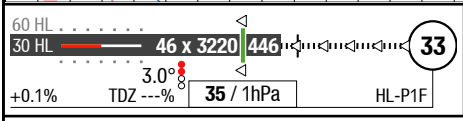
Changes: FREQ

HAM-EDDH

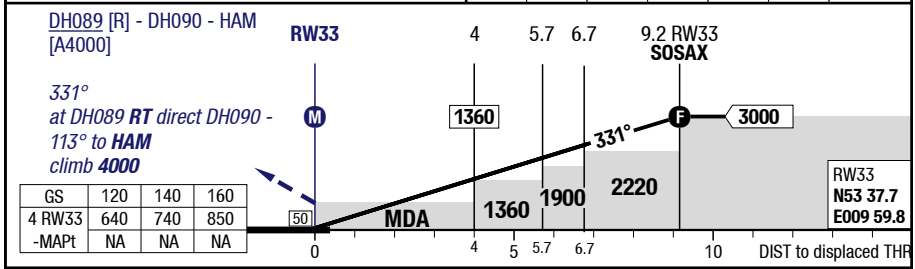
7-120

RNP 33





2	3	5	7	8	9.2	3.00° RW33
730	1050	1680	2320	2640	3000	



GS	120	140	160
4 RW33	640	740	850
-MAPt	NA	NA	NA

33		RNP VNAV 1) 2)	RNP LNAV				Circling
C	ft - m/km ft	450 - 1.4 **480**	500 - 1.5 **530**				Not published
D	ft - m/km ft	450 - 1.4 **480**	500 - 1.5 **530**				Not published

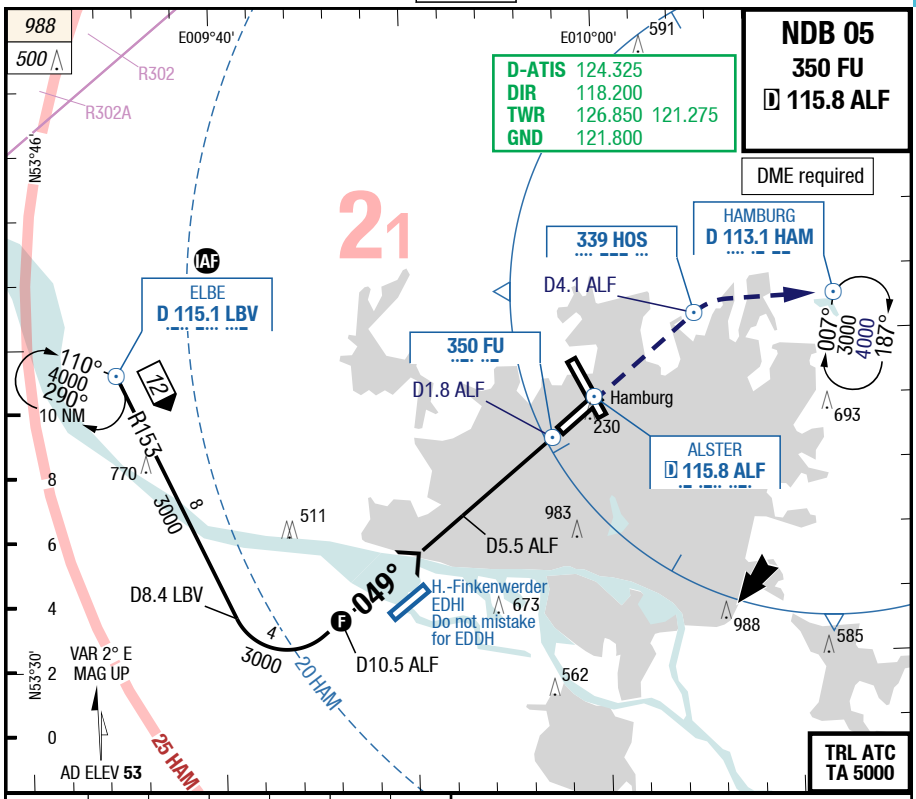
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 900m

Changes: FREQ

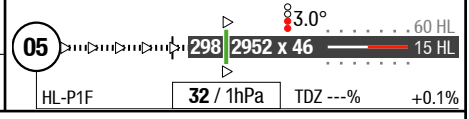
HAM-EDDH

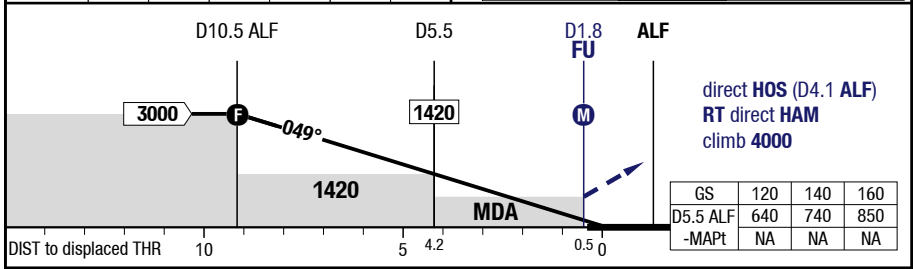
7-130

NDB 05



3.00°	10.5	9	8	7	6	4
D ALF						
049°	3000	2540	2220	1900	1580	950
RWY 048°						





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

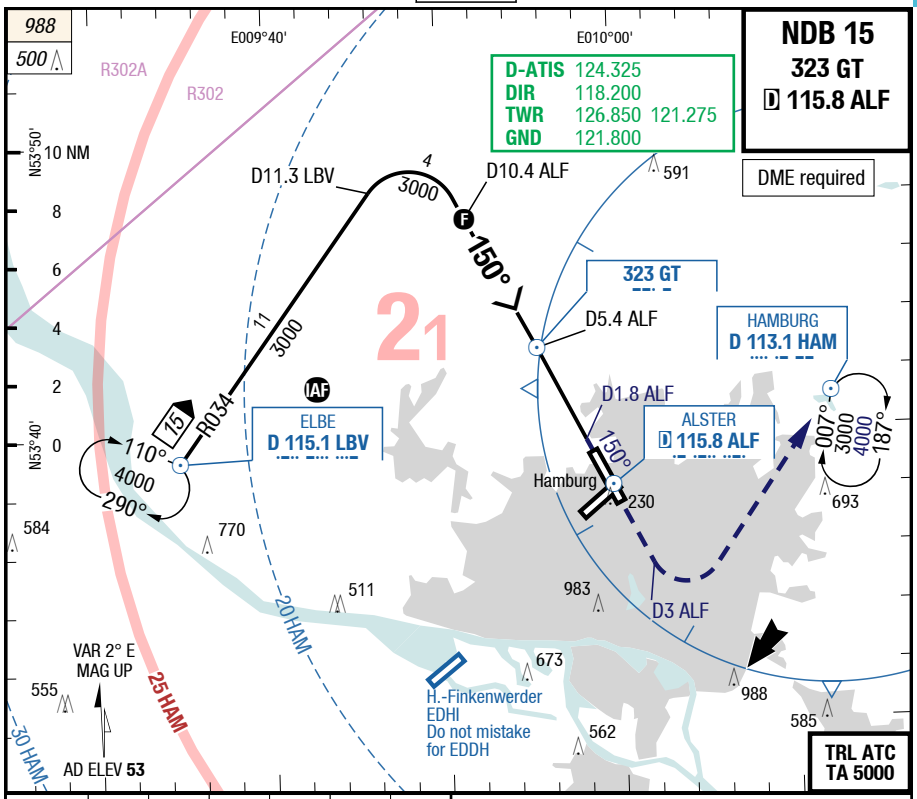
05		NDB DME ALF					Circling
C	ft - m/km ft	570 - 1.9 **600**					Not published
D	ft - m/km ft	570 - 1.9 **600**					Not published

Changes: FREQ

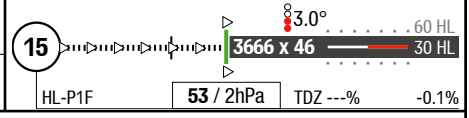
HAM-EDDH

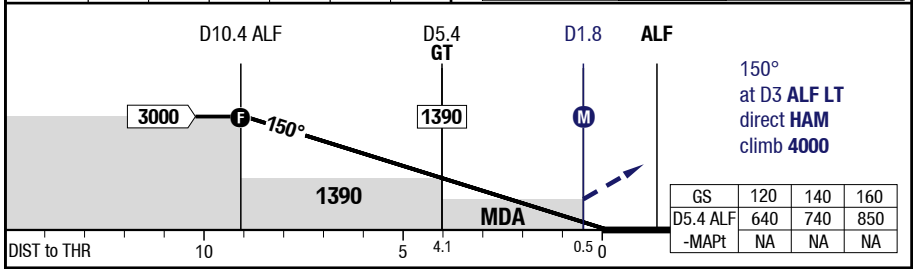
7-140

NDB 15



3.00°	10.4	9	7	6	4	3
D ALF						
150°	3000	*2560*	*1920*	*1600*	*970*	*650*
RWY 151°						





GS	120	140	160
D5.4 ALF	640	740	850
-MAPt	NA	NA	NA

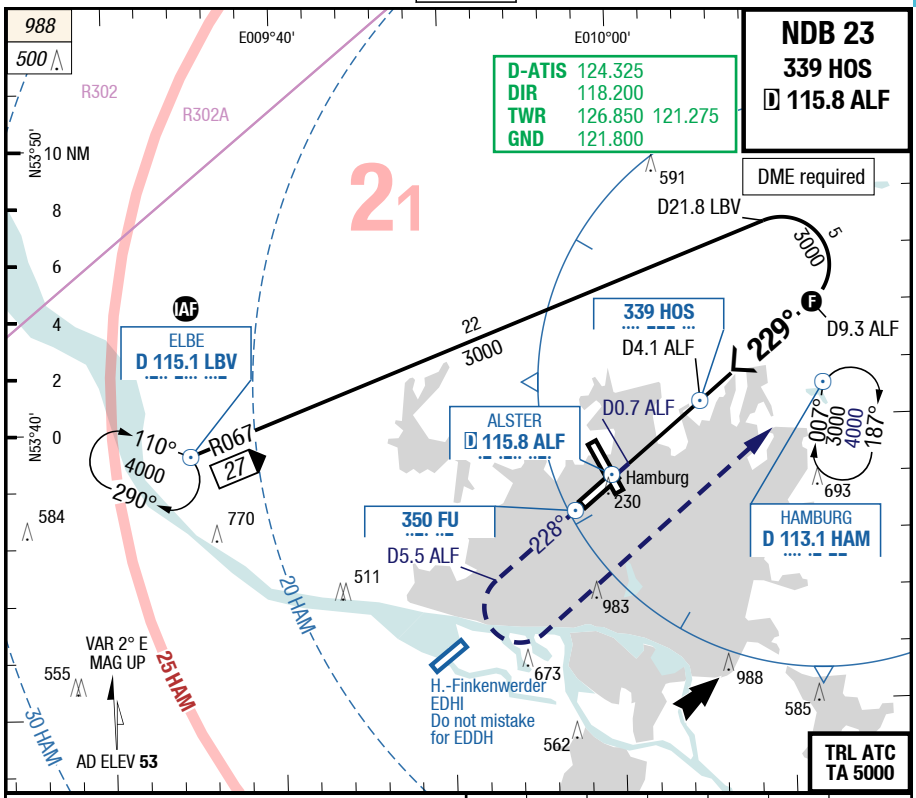
15		NDB DME ALF					Circling
C	ft - m/km ft	570 - 1.9 **620**					Not published
D	ft - m/km ft	570 - 1.9 **620**					Not published

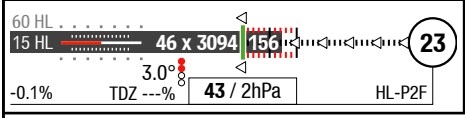
Changes: FREQ

HAM-EDDH

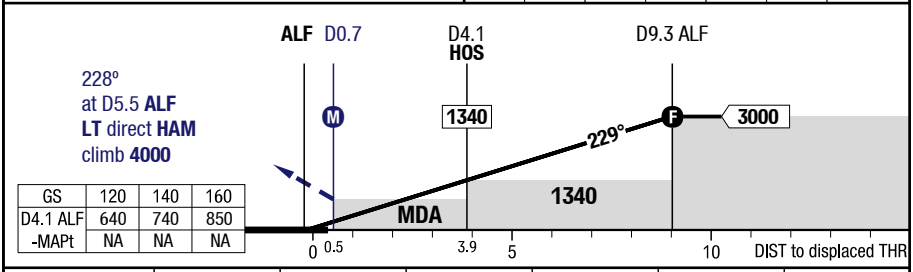
7-150

NDB 23





2	3	5	6	8	9.3	3.00°
670	*990*	*1630*	*1950*	*2580*	3000	**D ALF** **229°** RWY 228°



GS	120	140	160
D4.1 ALF	640	740	850
-MAPt	NA	NA	NA

23		**NDB DME** ALF					**Circling**
C	ft - m/km ft	490 - 1.5 **530**					Not published
D	ft - m/km ft	490 - 1.5 **530**					Not published

Changes: FREQ

HAM-EDDH

WxMinima Overflow

23		LOC DME ALF	SRA				
C	ft - m/km ft	470 - 1.5 **510**	530 - 1.7 **570**				
D	ft - m/km ft	470 - 1.5 **510**	530 - 1.7 **570**				

Changes: Reprint

20-APR-2017

HAM-EDDH

8-10

Germany **Hamburg**

NIL

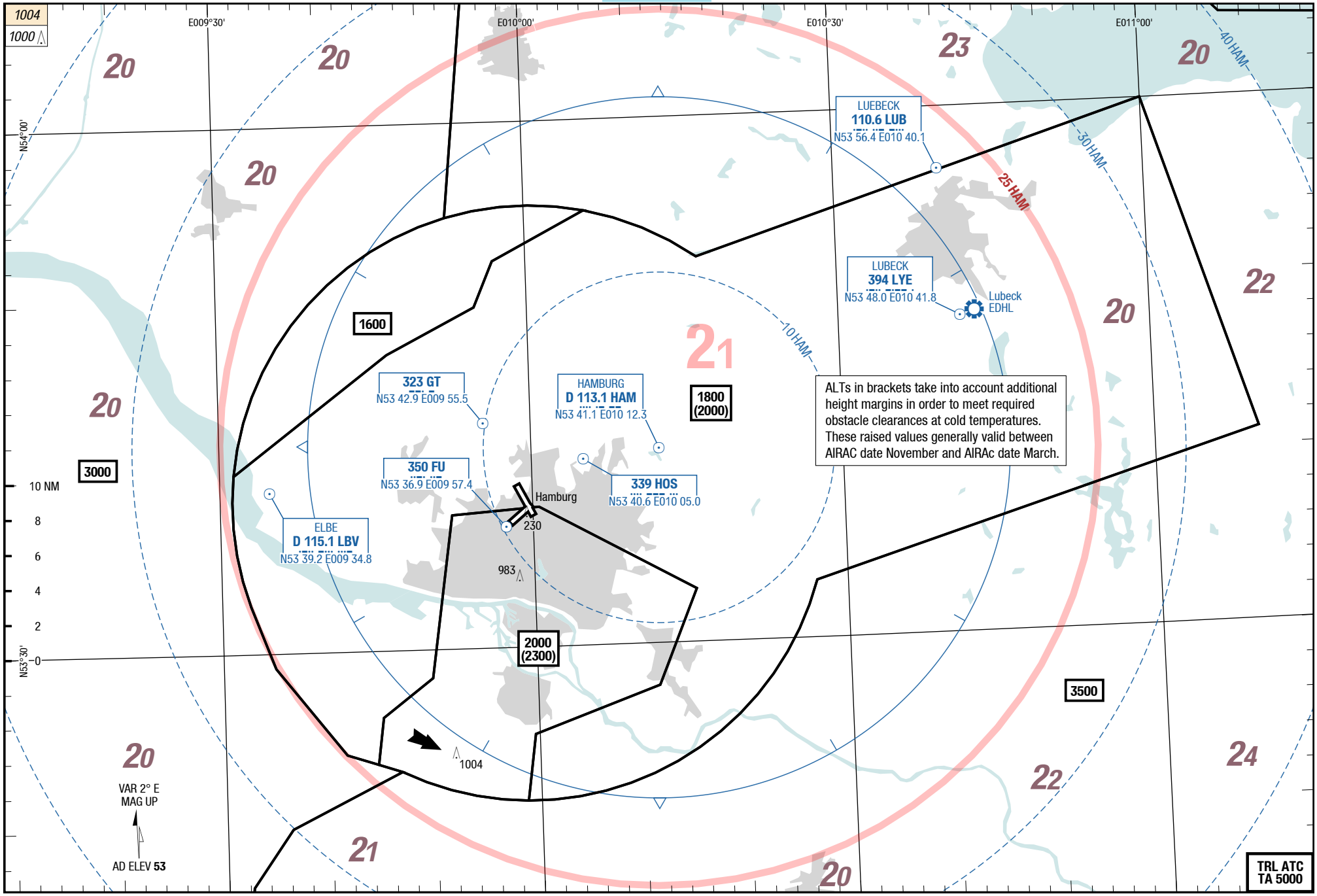
MRC

MRC MRC

Hamburg Germany

NIL

MRC



Changes: RADAR SECT, OBST