

## List of pages in this Trip Kit

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Terminal Charts For EDDH

Revision Letter For Cycle 05-2025

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Notebook

## General Information

Location: HAMBURG DEU  
ICAO/IATA: EDDH / HAM  
Lat/Long: N53° 37.8', E009° 59.3'  
Elevation: 53 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 3.0° 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: 0550 Z  
Sunset: 1711 Z

## Runway Information

Runway: 05  
Length x Width: 10663 ft x 151 ft  
Surface Type: concrete  
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: concrete  
TDZ-Elev: 53 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 23  
Length x Width: 10663 ft x 151 ft  
Surface Type: concrete  
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: concrete

TDZ-Elev: 35 ft

Lighting: Edge, ALS, Centerline, REIL

Displaced Threshold: 1463 ft

## Communication Information

ATIS: 124.325

Hamburg Tower: 121.280

Hamburg Tower: 126.855

Hamburg Ground: 121.805

Hamburg Apron Ramp/Taxi: 121.705

Hamburg Apron Ramp/Taxi: 121.980

Hamburg Arrival: 118.205 RCO

Bremen Radar Radar: 119.510 RCO

Bremen Radar Radar: 134.255 RCO

EDDH/HAM  
HAMBURG

JEPPESEN

29 NOV 24

10-1P

HAMBURG, GERMANY  
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 124.325

**1.2. NOISE ABATEMENT PROCEDURES**

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

**1.2.1. RWY USAGE**

RWY 33 shall be used for take-offs. Exceptions are permitted only if required by the 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 met and for reasons of air traffic safety as well as in exceptional traffic situations.

Additional exceptions may be granted by the aerodrome Control Tower in agreement with the competent local aeronautical authority.

**1.2.2. NIGHT FLYING RESTRICTIONS****1.2.2.1. JET-ACFT WITHOUT NOISE CERTIFICATION ACCORDING TO ICAO ANNEX 16**

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

**1.2.2.2. JET-ACFT WITH NOISE CERTIFICATION ACCORDING TO ICAO ANNEX 16, VOLUME I, PART II, CHAPTER 2**

- Take-offs are not permitted between 2000-0700LT.
- Landings are not permitted between 2100-0700LT.
- Delayed take-offs of scheduled air services and regular inclusive tour flights with scheduled times of departure before 2000LT are exempt from the night flight restrictions until 2100LT if the delay was provably unavoidable.

**1.2.2.3. JET-ACFT WITH NOISE CERTIFICATION ACCORDING TO 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.
- Delayed take-offs and landings of scheduled air services and regular inclusive tour flights with scheduled times of departure or arrival before 2300LT are exempt from the night flight restrictions until 2400LT if the delay was provably unavoidable.

**1.2.2.4. EXCEPTIONS**

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

- ACFT using Hamburg APT as alternate or emergency aerodrome for meteorological, technical or other safety reasons.
- ACFT on disaster relief and medical assistance flights, SAR services or urgent police missions.
- ACFT operated in the night airmail service of the 'Deutsche Post AG', as specified in detail by the Hamburg Ministry of Economics.

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

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HAMBURG

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29 NOV 24

10-1P1

HAMBURG, GERMANY  
AIRPORT BRIEFING

## 1. GENERAL

Requests shall be submitted - if possible, no later than 2230LT - to:

Behoerde fuer Umwelt und Energie  
Fluglaermschutz  
Neuenfelder Strasse 19  
21109 Hamburg  
Tel.: +49 40 42840-2548

The ATC clearance does not include the exceptional permission from the noise abatement officer (Fluglaermschutzbeauftragter) required as stated above.

### 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 in accordance with specific instructions by the aviation supervision office (Luftaufsicht) of the Hamburg Ministry of Economics, +49 40 50752599 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 taxi clearance.

#### Engine test runs of rotorcraft:

Engine test runs shall be reported to the traffic observer (Tel.: +49 40 50751713) 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 purpose and marked by a white cross. Hover flights to this position are not allowed. The APT operator reserves the right to allocate another position if necessary. Compass calibration runs may be conducted on request on RWY 33 abeam TWY R and on the helipad West.

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

### 1.2.5. AUXILIARY POWER UNITS (APUs)

ACFT shall shut down the APU directly after arriving at the ACFT stand, provided external power is available. At the pier positions, the central infrastructure for air conditioning and electricity shall be used. At remote stands, ACFT operators must request mobile devices from ground handling service providers.

The APU shall remain turned off for the whole time at the ACFT stand.

The APU may only be turned on 8 minutes (pier position) or 5 minutes (remote stand) before the last possible time to leave the ACFT stand.

Exceptions from the prohibition on the use of the APU are issued by the central apron management service (HAMBURG Apron on frequency 121.705 or 121.980).

## 1.3. LOW VISIBILITY PROCEDURES

### 1.3.1. ACFT GUIDANCE UNDER CAT II/III OPERATIONS

ACFT having landed are requested to report leaving the colour-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, ACFT will be guided by means of green centerline lights when CAT II/III operations are activated. In the apron areas without centerline lighting, Follow-me cars will be assigned by apron if required, or at request of the pilot.

EDDH/HAM  
HAMBURG

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23 JUN 23

10-1P2

HAMBURG, GERMANY  
AIRPORT BRIEFING

## 1. GENERAL

The intermediate holding position lights on apron 2 are operated in conjunction with the lighting for the taxi guidelines.

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

### 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, blue (Z1 blue) and orange (Z1 orange) taxi guidelines and are permitted only at minimum thrust. In exceptional cases, taxiing off the guideline is permitted only after explicit instruction by HAMBURG Apron and under the guidance of a Follow-me vehicle.

Taxi guidelines Z1 orange and Z1 blue may be used independently and in parallel in opposite directions as well.

Taxi guidelines Z1 center may only be used depending on the taxiing traffic on the taxi guidelines Z1 blue and Z1 orange. To use these guidelines, either surface lights will be activated (Z1 orange will be lighted in alternating orange/green, Z1 blue in alternating blue/green) or a Follow-me vehicle will be employed.

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

ACFT crossing RWY 33 via TWY B3 in direction TWY G, may only taxi along the yellow guidelines.

Within the General Aviation area, the wingtip clearance on TWY Y4 is 13'/4m, on TWYs Y5 thru Y7 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 G from Ground.

ACFT shall stop on TWY Y4 immediately after vacating TWY G or D1 (the entire ACFT must be on apron 2) until escort vehicle arrives and taxiing continued. Arriving ACFT on TWYs Y4 thru Y7 only taxi under guidance of a Follow-me vehicle.

## 1. GENERAL

Additional preceding holding positions are located on TWYs B3, B4, B5, G, B1, B6 and D1.

If instructed by HAMBURG Apron/HAMBURG Ground/HAMBURG Tower, pilots shall stop at these points.

### TWY T RESTRICTIONS

ACFT with a wingspan of 213'/65m or more will be guided by Follow-me vehicle on TWY T in both directions. On TWY T and apron 6, they must be towed in the presence of a wing-walker.

ACFT with a wingspan less than 262'/80m may taxi through the gateway under their own power. ACFT 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 be towed to its destination.

ACFT with a wingspan of 262'/80m 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.

ACFT wanting to leave apron 6 in the direction of TWY T 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.

### 1.5.2. TWY LIMITATIONS

TWYs D6, D8, F and Y1 suitable for ACFT code letter D.

TWY U will be marked off by a gateway between TWY G 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 TWY Y4 for ACFT with wingspan less than 79'/24m.

TWYs Y5 and Y6 MAX wingspan 39'/12m.

TWY Y7 MAX wingspan 95'/29m.

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

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

### 1.6. PARKING INFORMATION

A dark ACFT livery on the nose of the ACFT or poor visibility can disturb the Visual Docking Guidance System (VDGS). A pilot shall not proceed onto the parking position unless the final lead-in information (distance to stop) is displayed. The same applies in cases when the display shows "STOP" or "WAIT". Further instructions need to be obtained from apron control and assistance from a marshaller is needed.

Reduced clearance distance of ACFT stands 01, 04, 05, 06, 07, 08, 52, 53, 54 and 65 on the basis of VDGS and good conditioning of marking and signage. From 25'/7.5m down to 15'/4.5m.

On stands 01A thru 43 and 81 thru 93B push-back required.

ACFT parked on stands 106 and 107 with their nose to the West, may taxi out only under the guidance of a Follow-me vehicle.

East of taxi guideline Y4, ACFT of an overall length of 89'/27m or more will be towed to their stand.

ACFT of code letter B or higher may only use taxilane Y7 to taxi to and from the adjacent stands 101 to 107. Only ACFT of code letter A are permitted to taxi through Y7.

#### 1.6.1. TAXI-OUT/PUSH-BACK STANDS 44 THRU 48

ACFT with a wingspan of less than 82'/25m may leave their positions under their own power.

EDDH/HAM  
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8 DEC 23

10-1P4

HAMBURG, GERMANY  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.7. OTHER INFORMATION

Caution: Birds in vicinity of APT.

For APT Collaborative Decision Making see ATC pages Germany.

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## 2. ARRIVAL

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### 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 D1, ACFT will be guided from end of RWY 23 to TWY D3, 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.

ACFT with a wingspan of 171'/52m or more may only use TWY B1 to vacate RWY15/33 if guided by traffic supervision/Follow-me vehicles.

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## 3. DEPARTURE

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### 3.1. START-UP, PUSH-BACK AND 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 AND 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.

ACFT with MAX wingspan of 213'/65m may use TWY B1 to taxi onto RWY 15/33 without further guidance.

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HAMBURG

JEPPESEN

8 DEC 23

10-1P5

HAMBURG, GERMANY  
AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 3.1.3 USE OF RWY 33

ACFT up to code letter C, taxiing on the northern part of apron 1, will usually be assigned checkpoint M (TWY B5).

ACFT up to code letter E will usually be assigned checkpoint L (TWY B4).

#### 3.2. NOISE ABATEMENT PROCEDURES

The use of the noise abatement take-off and climb procedure NADP1 is recommended for all jet ACFT departures from Hamburg APT.

Climb with MAX climb gradient to 3000':

- Use the high lift devices TKOF configuration.
- TKOF PWR reduction to climb PWR at 1500'.

Automatic measuring equipment is used to MNT adherence.

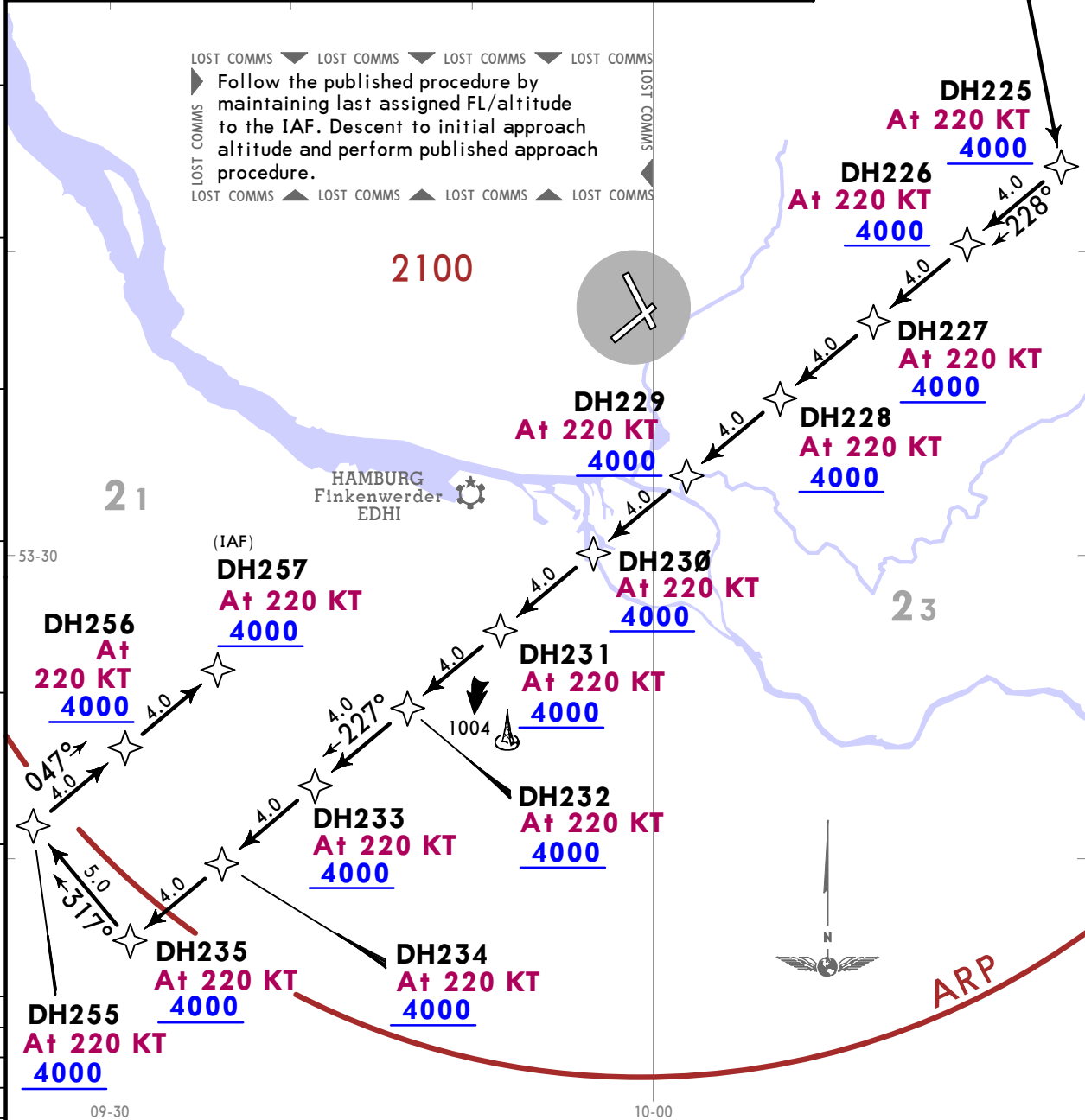
EDDH/HAM  
HAMBURG

JEPPESEN  
5 AUG 22 10-2 Eff 11 Aug

HAMBURG, GERMANY  
RNAV STAR

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC. 4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.

**BOGMU 4A [BOGM4A]**  
**RNAV ARRIVAL**  
**(RWY 05)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**  
BOGMU (FL110-; 4000+) - DH225 (K220; 4000+) - DH226 (K220; 4000+) - DH227 (K220; 4000+) - DH228 (K220; 4000+) - DH229 (K220; 4000+) - DH230 (K220; 4000+) - DH231 (K220; 4000+) - DH232 (K220; 4000+) - DH233 (K220; 4000+) - DH234 (K220; 4000+) - DH235 (K220; 4000+) - DH255 (K220; 4000+) - DH256 (K220; 4000+) - DH257 (K220; 4000+).

**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 **10-2A** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

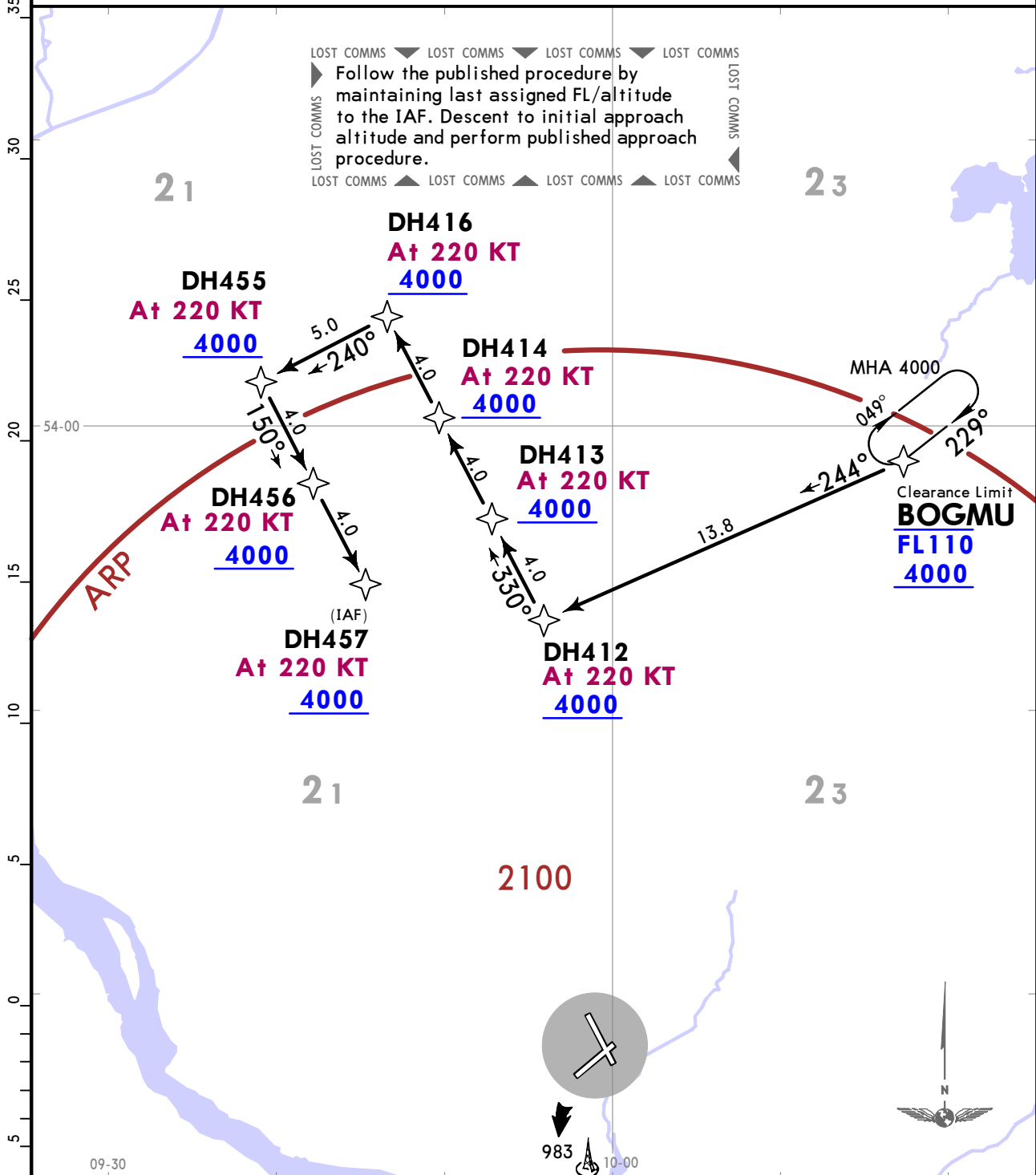
*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
Apt Elev <b>53</b>	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required. 1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**BOGMU 2D [BOGM2D]**

**RNAV ARRIVAL**

**(RWY 15)**

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



**ROUTING**  
 BOGMU (FL110-; 4000+) - DH412 (K220; 4000+) - DH413 (K220; 4000+) - DH414 (K220; 4000+) - DH416 (K220; 4000+) - DH455 (K220; 4000+) - DH456 (K220; 4000+) - DH457 (K220; 4000+).

**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 **10-2B** Eff 11 Aug

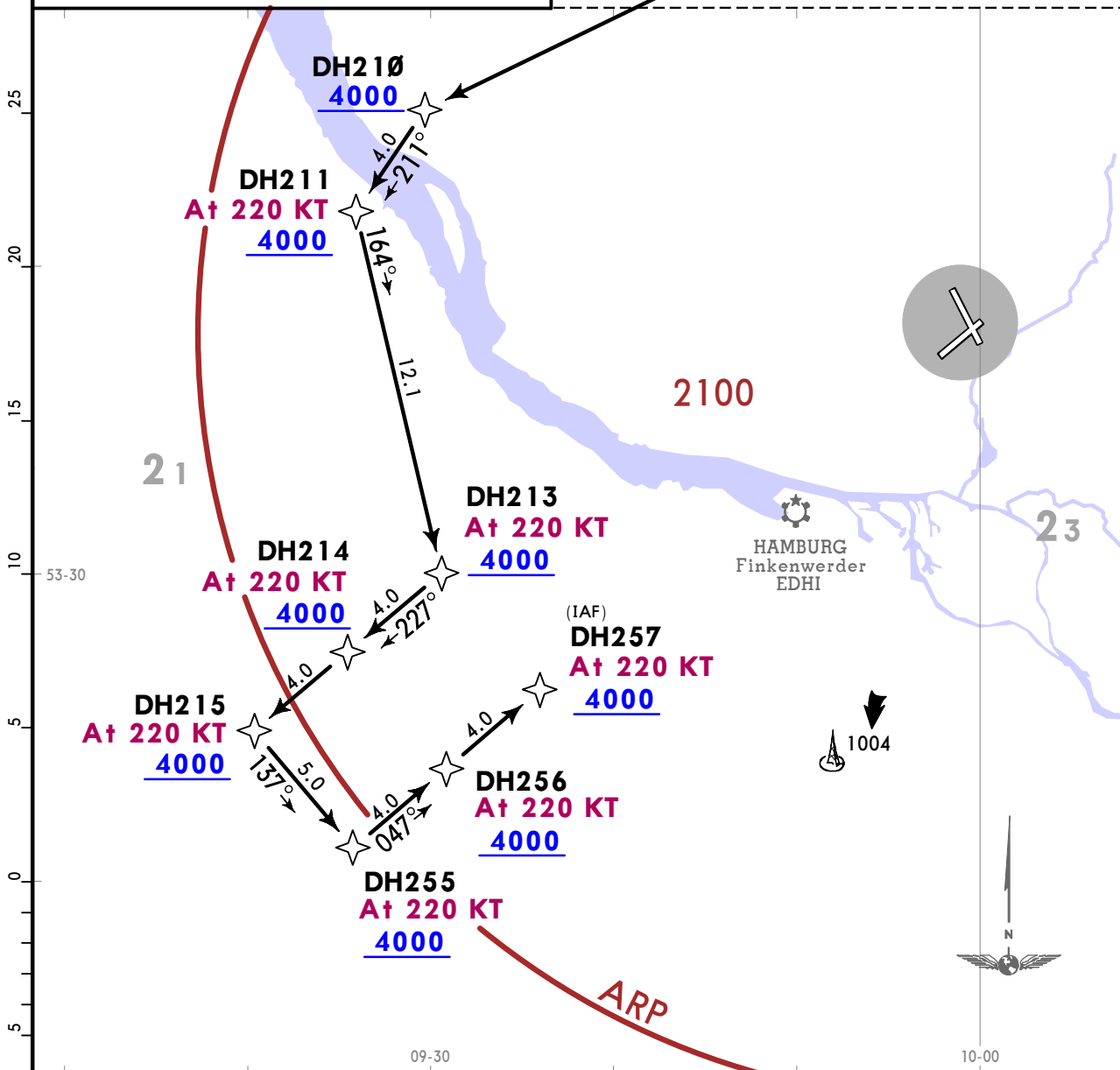
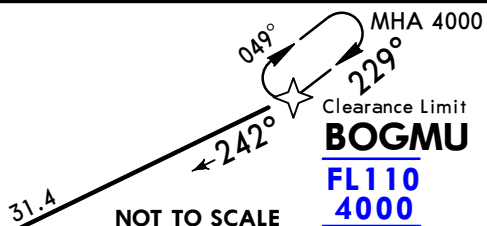
**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**BOGMU 2N [BOGM2N]**  
**RNAV ARRIVAL (RWY 05)**  
BY ATC

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
▶ Follow the published procedure by maintaining last assigned FL/altitude to the IAF. Descent to initial approach altitude and perform published approach procedure.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



**ROUTING**  
BOGMU (FL110-; 4000+) - DH210 (4000+) - DH211 (K220; 4000+) - DH213 (K220; 4000+) - DH214 (K220; 4000+) - DH215 (K220; 4000+) - DH255 (K220; 4000+) - DH256 (K220; 4000+) - DH257 (K220; 4000+).

CHANGES: RNAV STAR renumbered & revised.

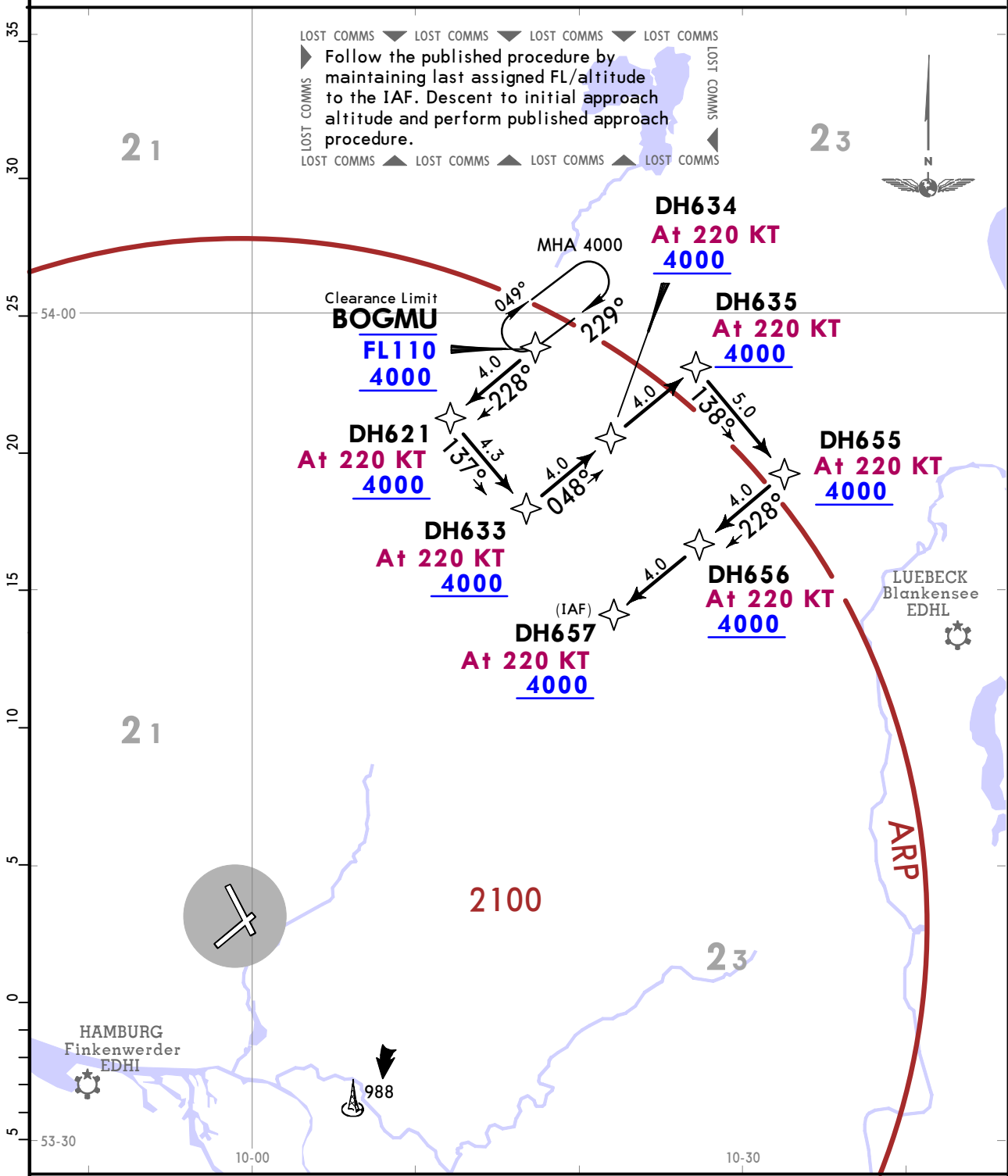
**EDDH/HAM**  
**HAMBURG**

**JEPPESEN**  
5 AUG 22 **10-2C** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**BOGMU 2P [BOGM2P]**  
**RNAV ARRIVAL (RWY 23)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**

BOGMU (FL110-; 4000+) - DH621 (K220; 4000+) - DH633 (K220; 4000+) - DH634 (K220; 4000+) - DH635 (K220; 4000+) - DH655 (K220; 4000+) - DH656 (K220; 4000+) - DH657 (K220; 4000+).

**EDDH/HAM**  
HAMBURG

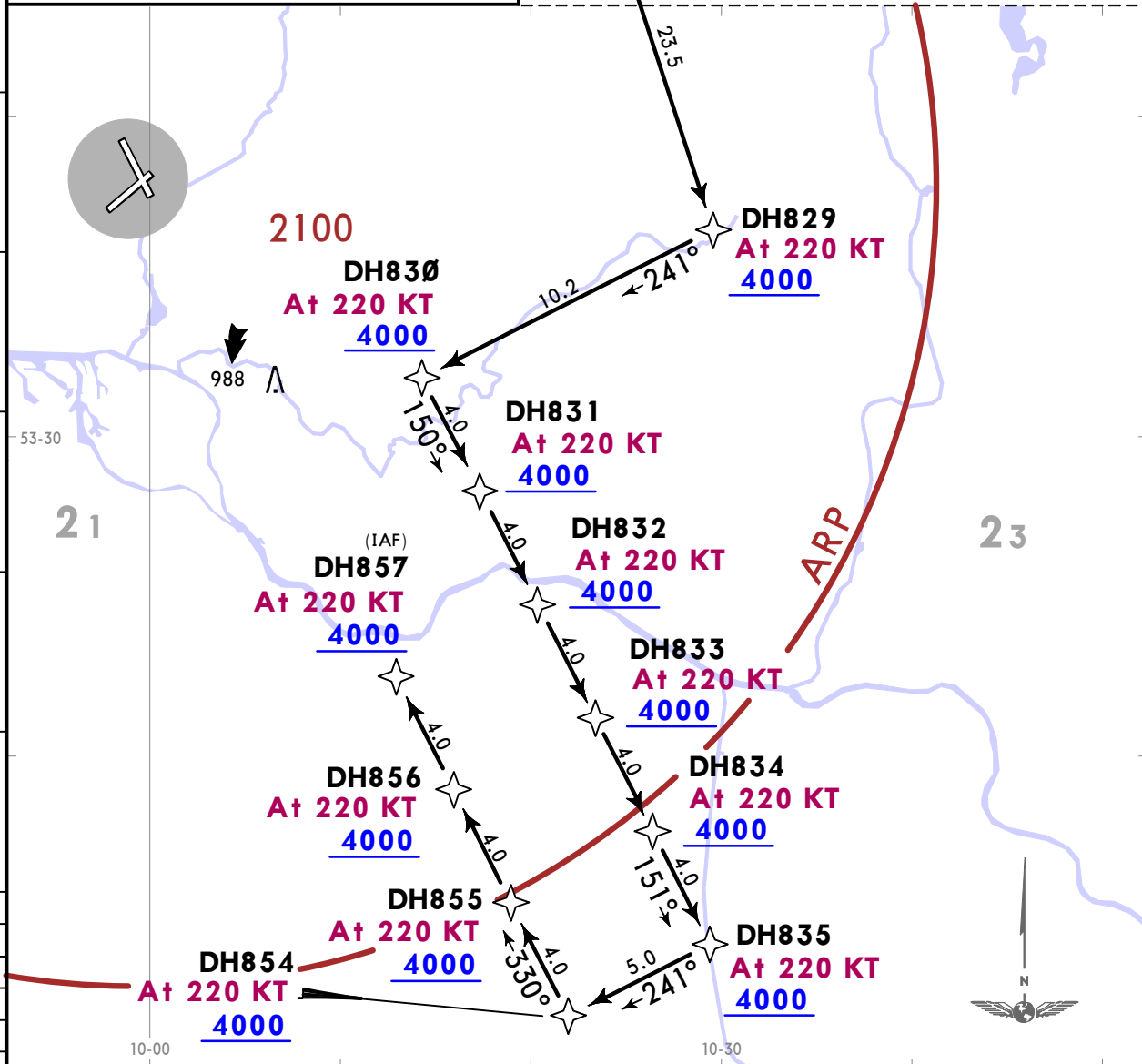
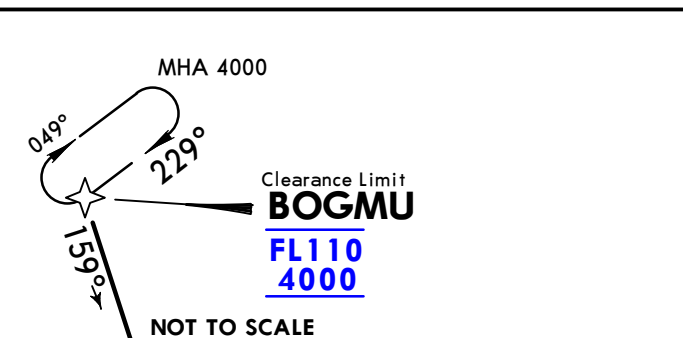
**JEPPESEN**  
5 AUG 22 **10-2D** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>  Apt Elev <b>53</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.	

**BOGMU 2S [BOGM2S]**  
**RNAV ARRIVAL (RWY 33)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Follow the published procedure by maintaining last assigned FL/altitude to the IAF. Descent to initial approach altitude and perform published approach procedure.  
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



**ROUTING**

BOGMU (FL110-; 4000+) - DH829 (K220; 4000+) - DH830 (K220; 4000+) - DH831 (K220; 4000+) - DH832 (K220; 4000+) - DH833 (K220; 4000+) - DH834 (K220; 4000+) - DH835 (K220; 4000+) - DH854 (K220; 4000+) - DH855 (K220; 4000+) - DH856 (K220; 4000+) - DH857 (K220; 4000+).

**EDDH/HAM**  
**HAMBURG**

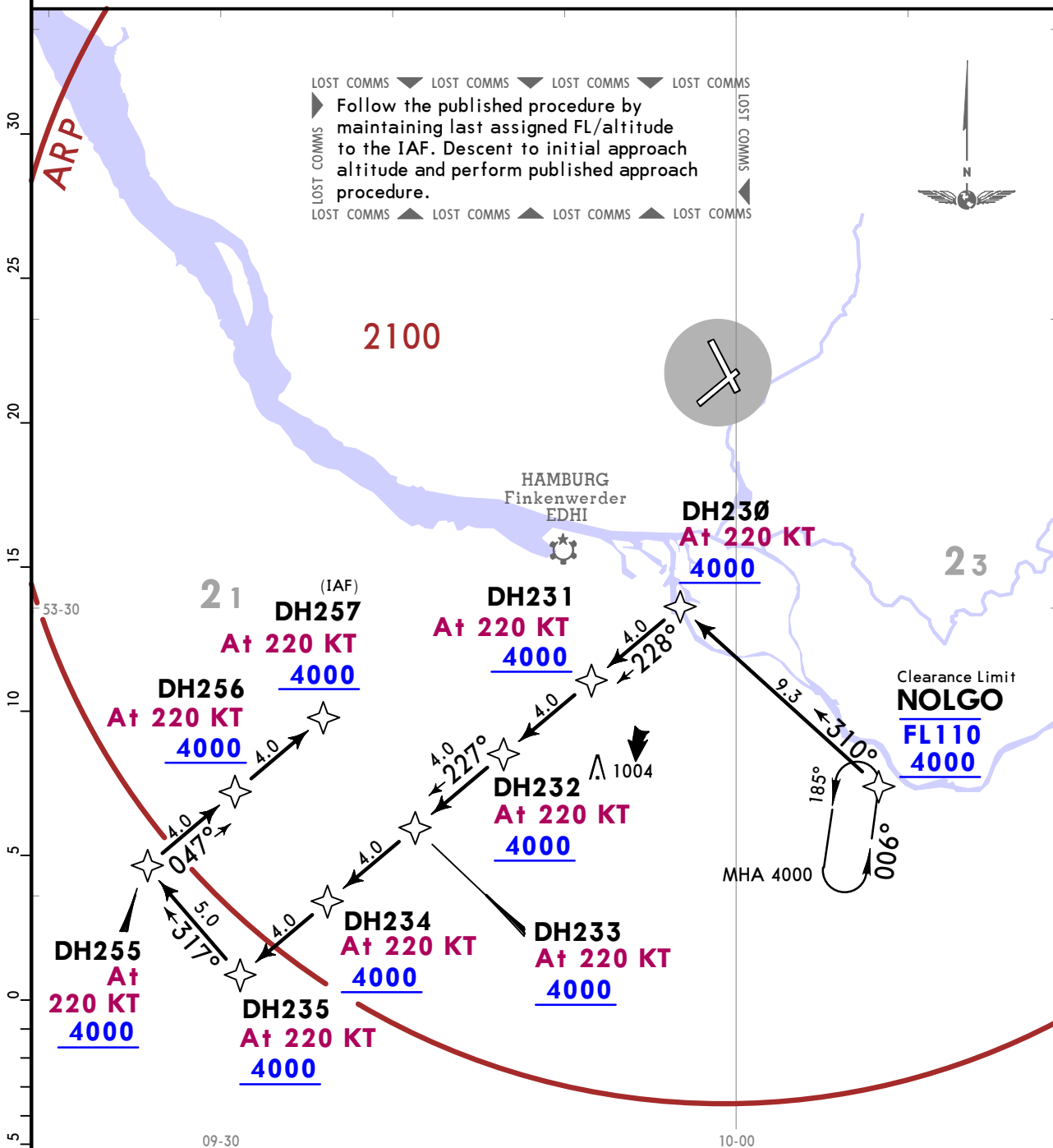
**JEPPESEN**  
5 AUG 22 **10-2E** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**NOLGO 5A [NOLG5A]**  
**RNAV ARRIVAL**  
**(RWY 05)**

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



**ROUTING**

NOLGO (FL110+; 4000+) - DH230 (K220; 4000+) - DH231 (K220; 4000+) - DH232 (K220; 4000+) - DH233 (K220; 4000+) - DH234 (K220; 4000+) - DH235 (K220; 4000+) - DH255 (K220; 4000+) - DH256 (K220; 4000+) - DH257 (K220; 4000+).

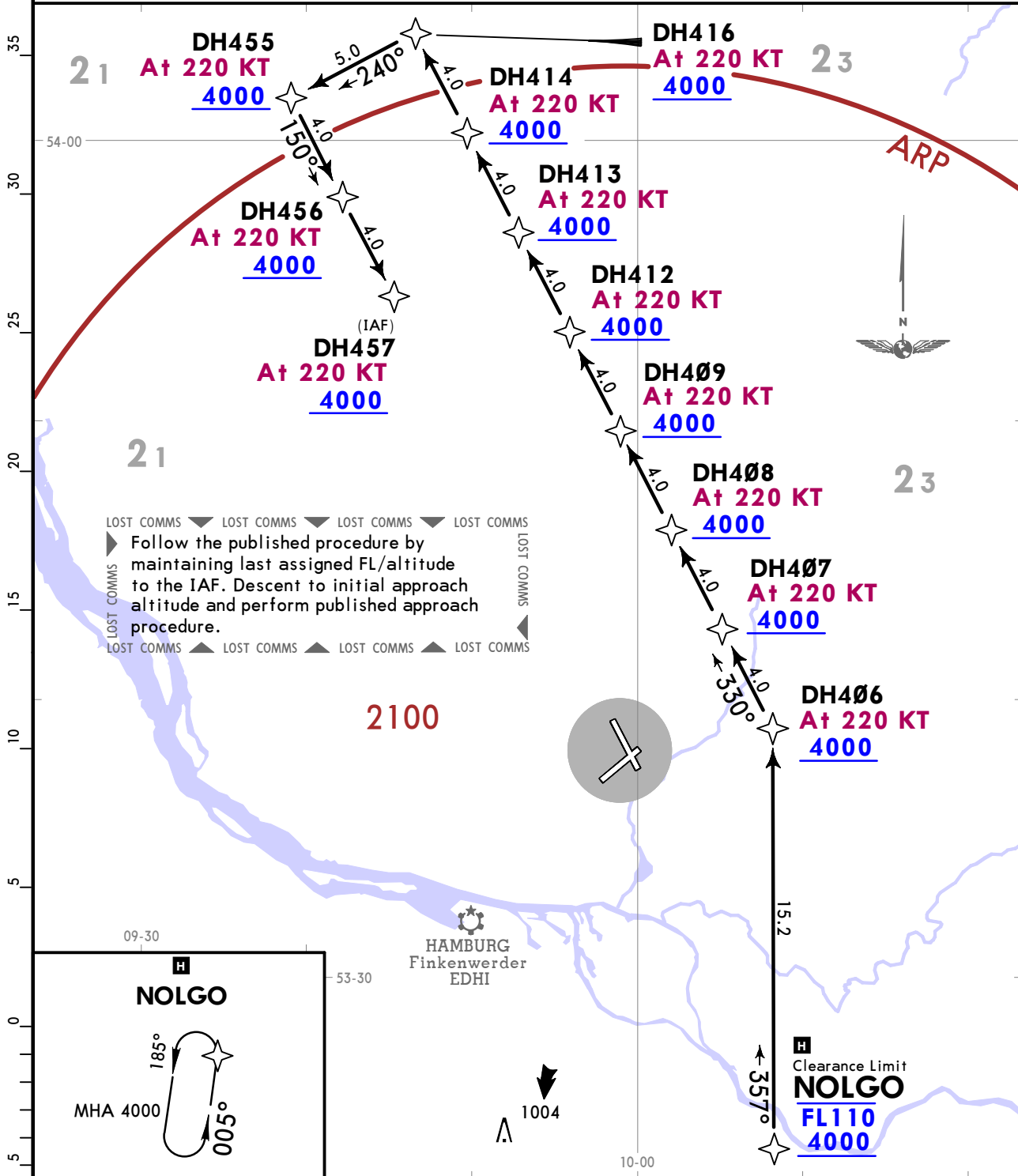
**EDDH/HAM**  
**HAMBURG**

**JEPPESEN**  
5 AUG 22 **10-2F** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**NOLGO 2D [NOLG2D]**  
**RNAV ARRIVAL (RWY 15)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**  
NOLGO (FL110-; 4000+) - DH406 (K220; 4000+) - DH407 (K220; 4000+) - DH408 (K220; 4000+) - DH409 (K220; 4000+) - DH412 (K220; 4000+) - DH413 (K220; 4000+) - DH414 (K220; 4000+) - DH416 (K220; 4000+) - DH455 (K220; 4000+) - DH456 (K220; 4000+) - DH457 (K220; 4000+).

**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 **10-2G** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

\*D-ATIS  
**124.325**

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

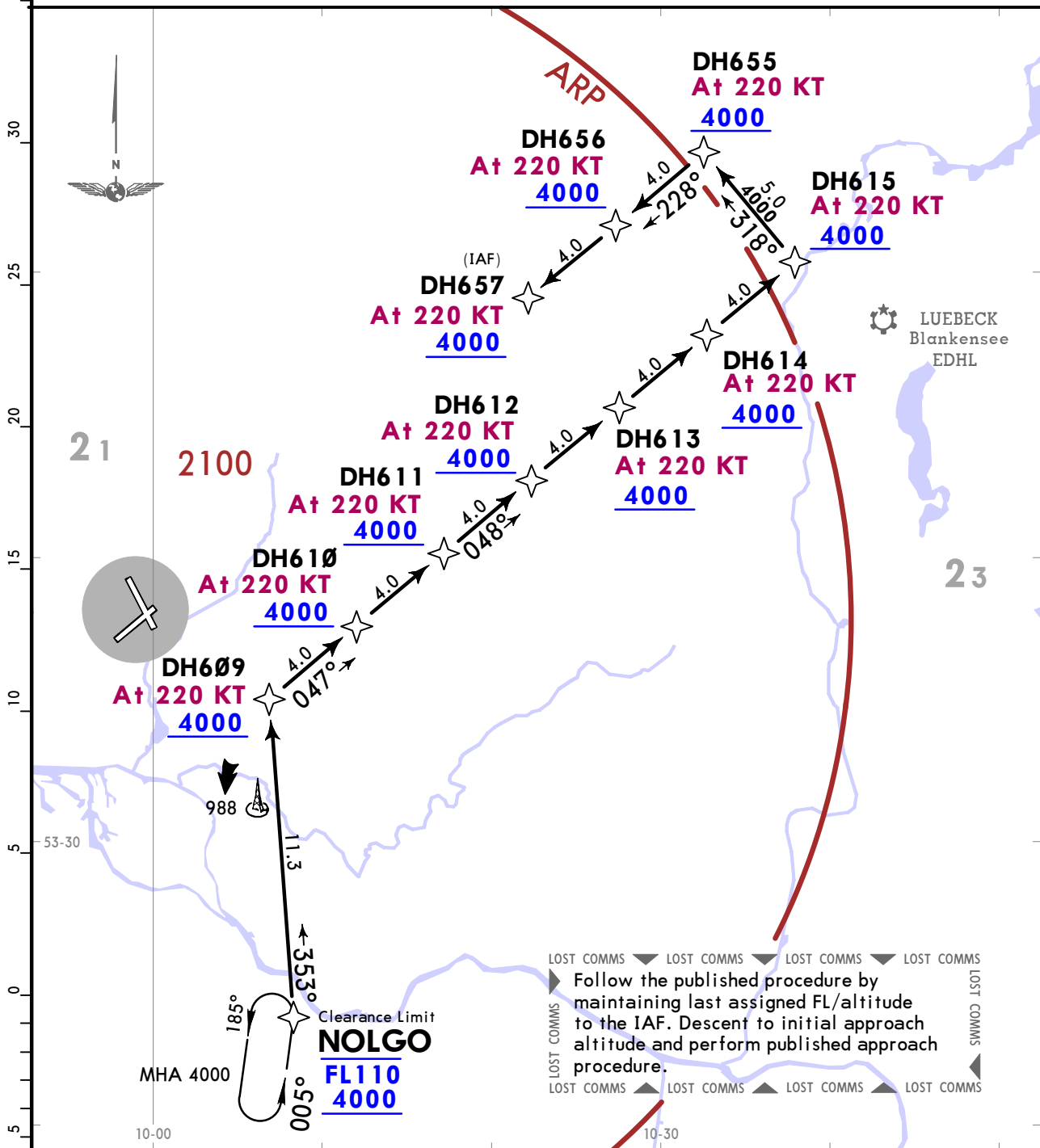
RNAV-1 equivalent.  
RNAV (GPS, DME/DME, DME/DME/IRU).  
RADAR required.

Apt Elev  
**53**

1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.
4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.

**NOLGO 2P [NOLG2P]**  
**RNAV ARRIVAL**  
**(RWY 23)**

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



**ROUTING**  
NOLGO (FL110-; 4000+) - DH609 (K220; 4000+) - DH610 (K220; 4000+) - DH611 (K220; 4000+) - DH612 (K220; 4000+) - DH613 (K220; 4000+) - DH614 (K220; 4000+) - DH615 (K220; 4000+) - DH655 (K220; 4000+) - DH656 (K220; 4000+) - DH657 (K220; 4000+).

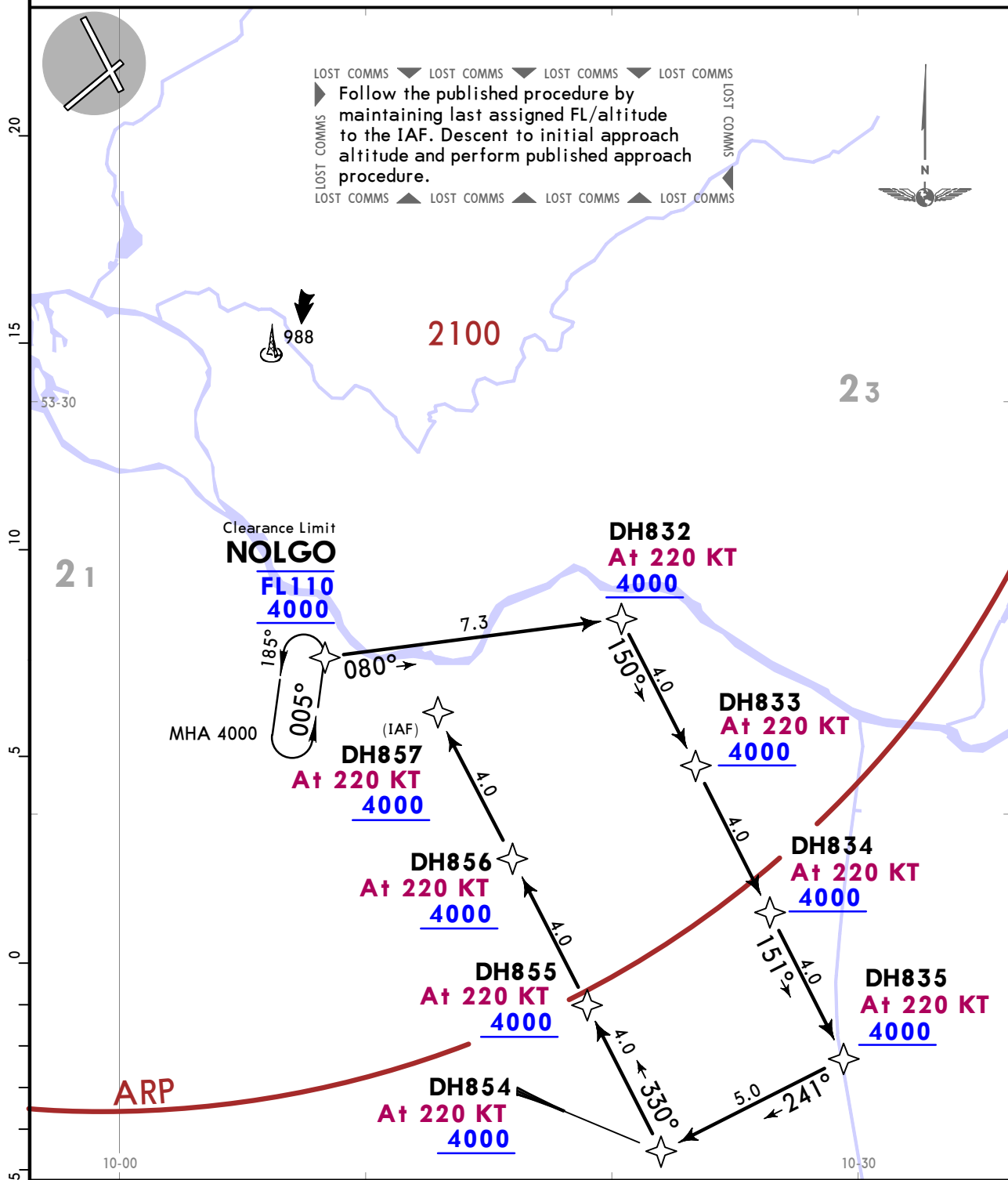
**EDDH/HAM**  
**HAMBURG**

**JEPPESEN**  
5 AUG 22 **(10-2H)** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**NOLGO 2S [NOLG2S]**  
**RNAV ARRIVAL (RWY 33)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**

NOLGO (FL110-; 4000+) - DH832 (K220; 4000+) - DH833 (K220; 4000+) - DH834 (K220; 4000+) - DH835 (K220; 4000+) - DH854 (K220; 4000+) - DH855 (K220; 4000+) - DH856 (K220; 4000+) - DH857 (K220; 4000+).

**EDDH/HAM**  
**HAMBURG**

**JEPPESSEN**

**HAMBURG, GERMANY**

5 AUG 22

**10-2J**

**Eff 11 Aug**

**RNAV STAR**

\*D-ATIS  
**124.325**

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

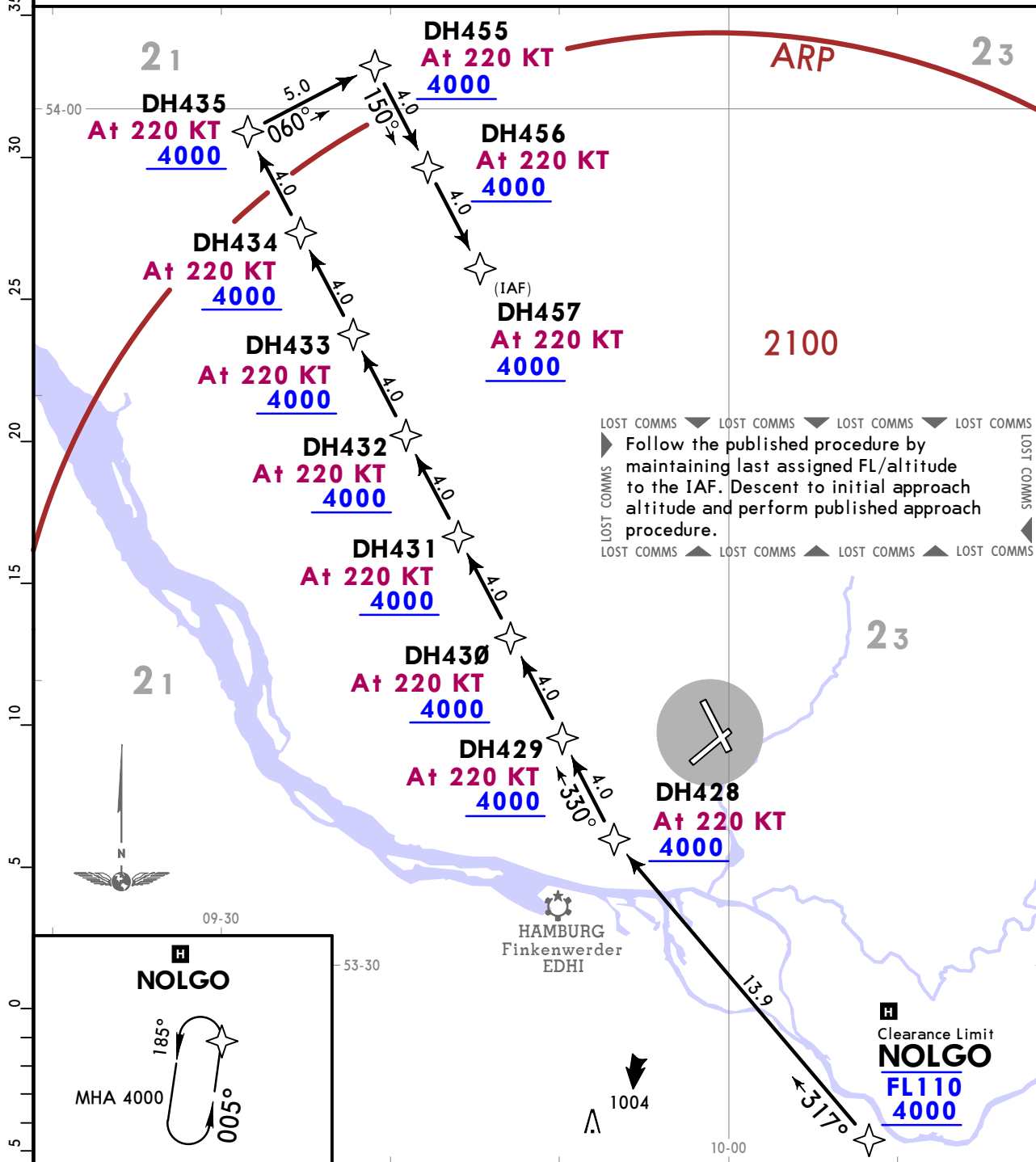
RNAV-1 equivalent.  
RNAV (GPS, DME/DME, DME/DME/IRU).  
RADAR required.

Apt Elev  
**53**

1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**NOLGO 2W [NOLG2W]**  
**RNAV ARRIVAL (RWY 15)**  
BY ATC

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



**ROUTING**  
NOLGO (FL110-; 4000+) - DH428 (K220; 4000+) - DH429 (K220; 4000+) - DH430 (K220; 4000+) - DH431 (K220; 4000+) - DH432 (K220; 4000+) - DH433 (K220; 4000+) - DH434 (K220; 4000+) - DH435 (K220; 4000+) - DH455 (K220; 4000+) - DH456 (K220; 4000+) - DH457 (K220; 4000+).

CHANGES: RNAV STAR renumbered & revised.

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**EDDH/HAM**  
HAMBURG

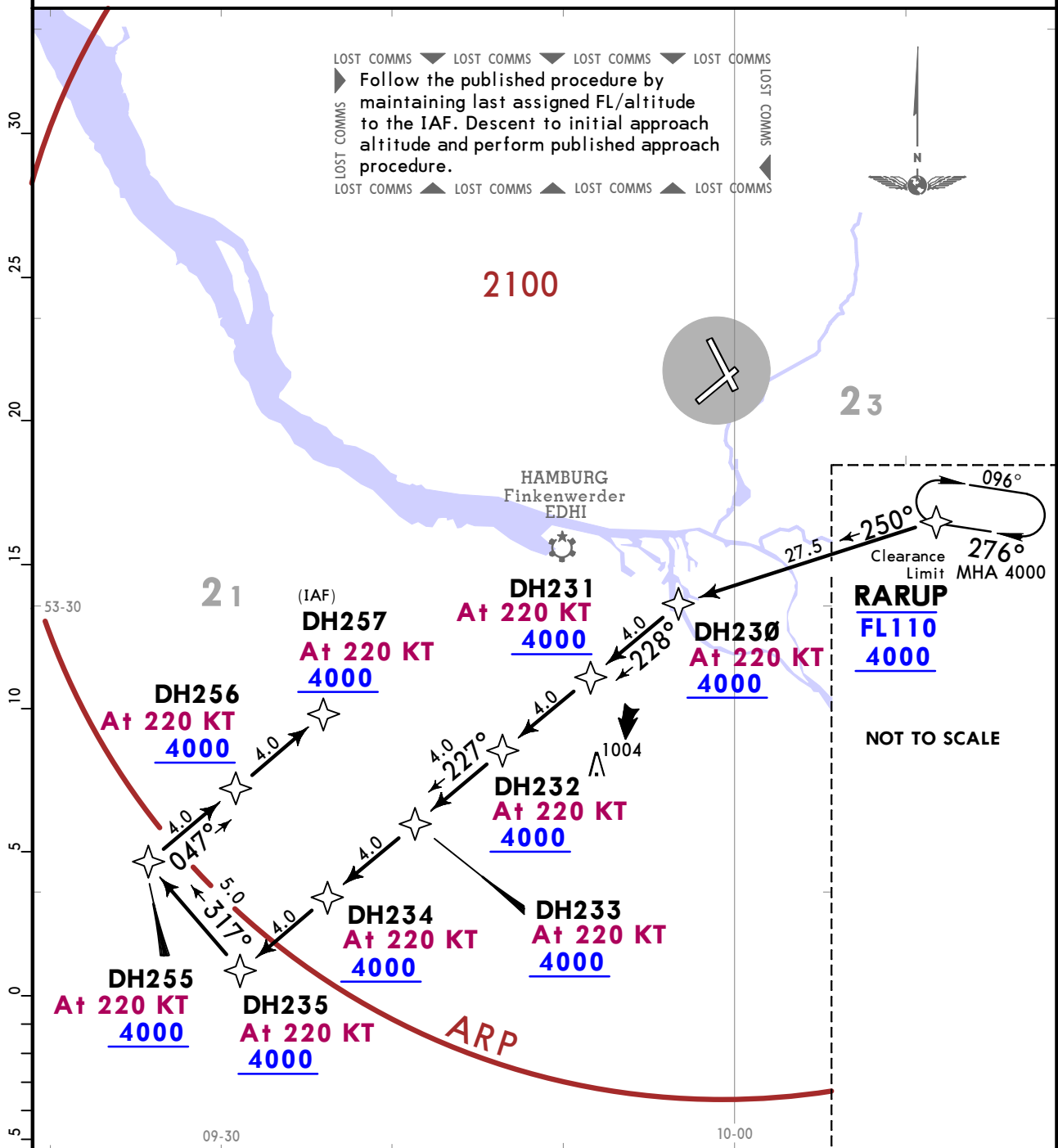
**JEPPESEN**  
5 AUG 22 **10-2K** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**RARUP 5A [RARU5A]**  
**RNAV ARRIVAL**  
**(RWY 05)**

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



**EDDH/HAM**  
HAMBURG

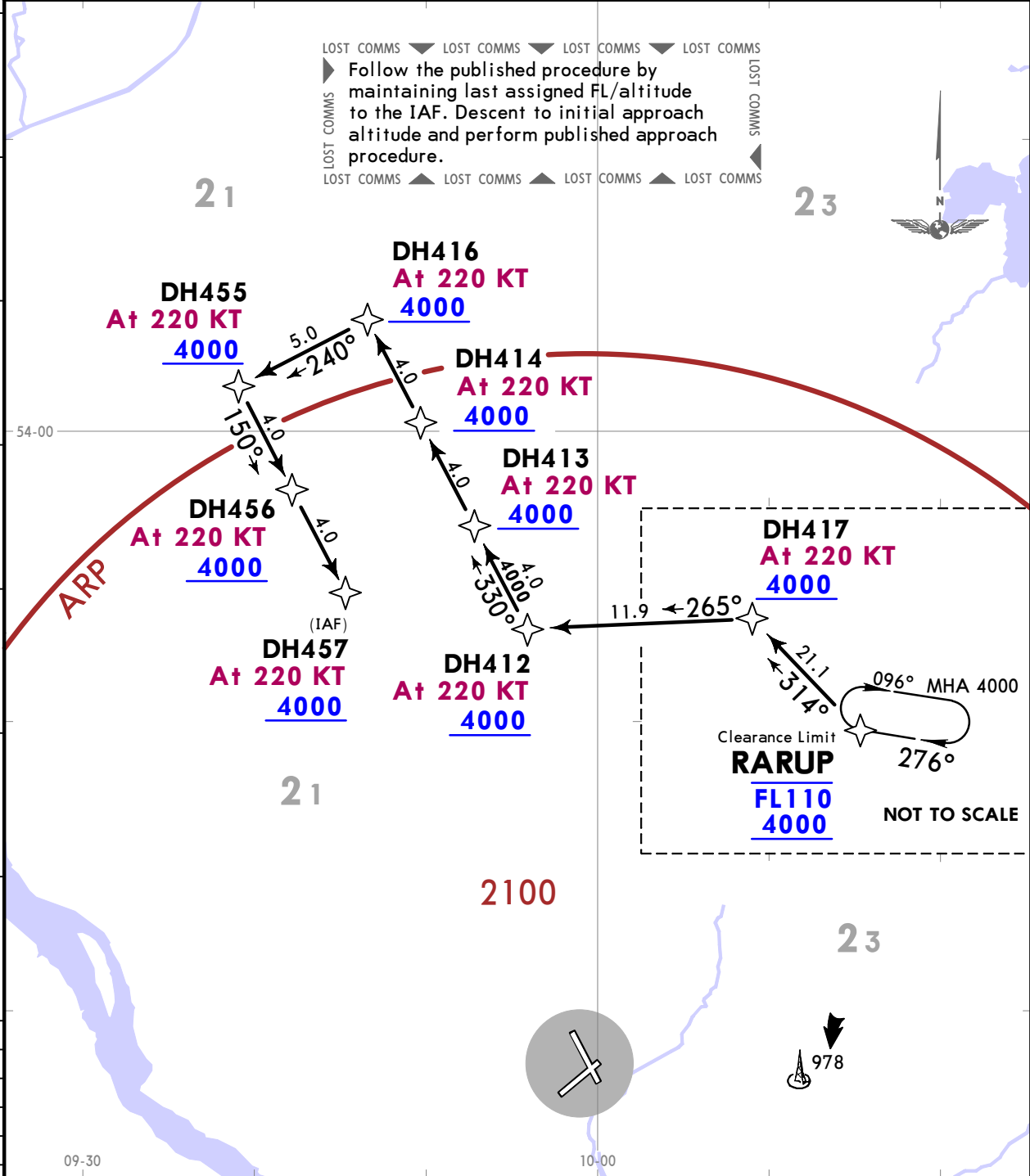
**JEPPESEN**  
5 AUG 22 **10-2L** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
Apt Elev <b>53</b>	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**RARUP 2D [RARU2D]**  
**RNAV ARRIVAL**  
**(RWY 15)**

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



**ROUTING**

RARUP (FL110-; 4000+) - DH417 (K220; 4000+) - DH412 (K220; 4000+) - DH413 (K220; 4000+) - DH414 (K220; 4000+) - DH416 (K220; 4000+) - DH455 (K220; 4000+) - DH456 (K220; 4000+) - DH457 (K220; 4000+).

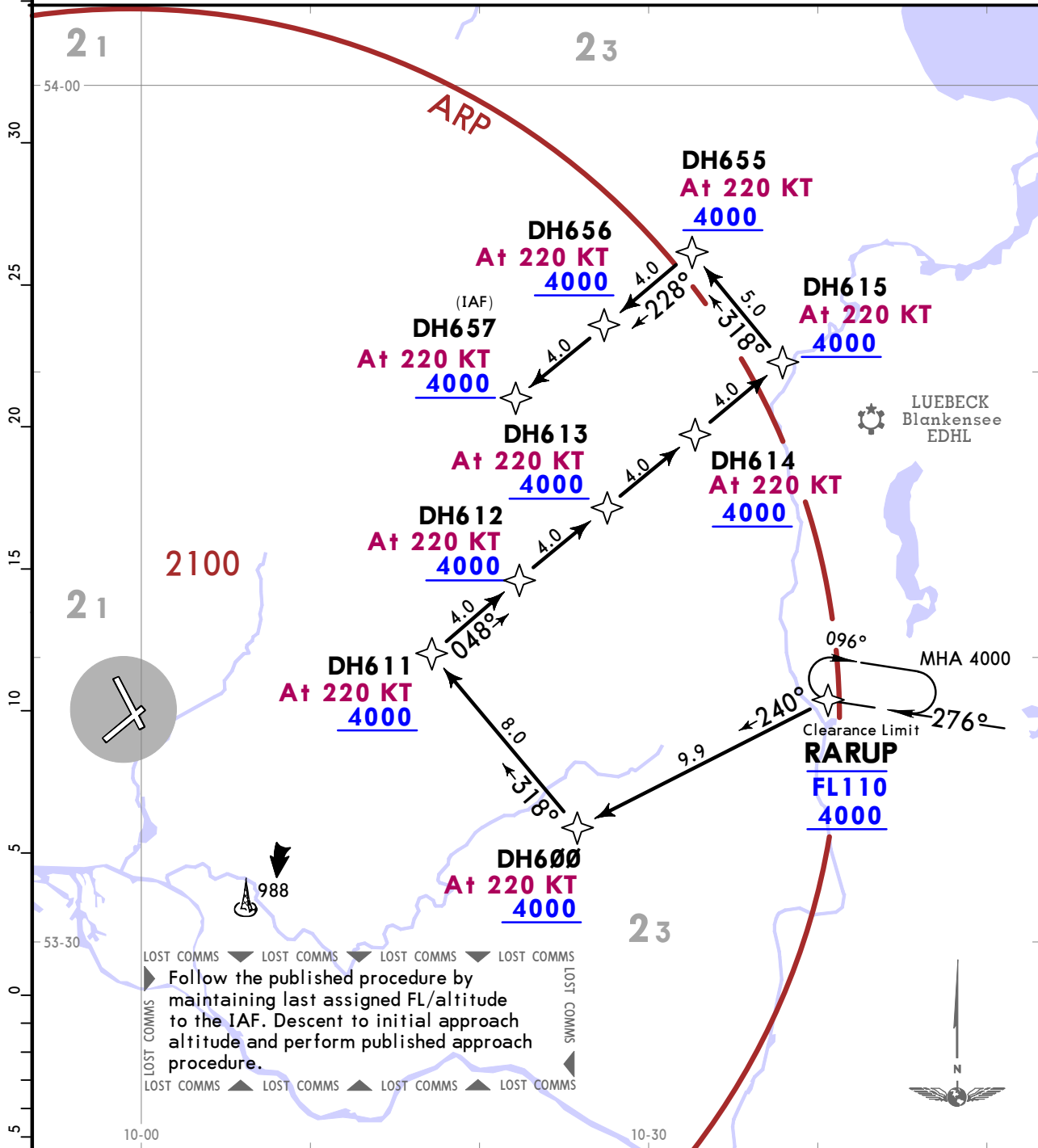
**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 (10-2M) Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**RARUP 2P [RARUP2P]**  
**RNAV ARRIVAL**  
**(RWY 23)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**  
RARUP (FL110-; 4000+) - DH600 (K220; 4000+) - DH611 (K220; 4000+) - DH612 (K220; 4000+) - DH613 (K220; 4000+) - DH614 (K220; 4000+) - DH615 (K220; 4000+) - DH655 (K220; 4000+) - DH656 (K220; 4000+) - DH657 (K220; 4000+).

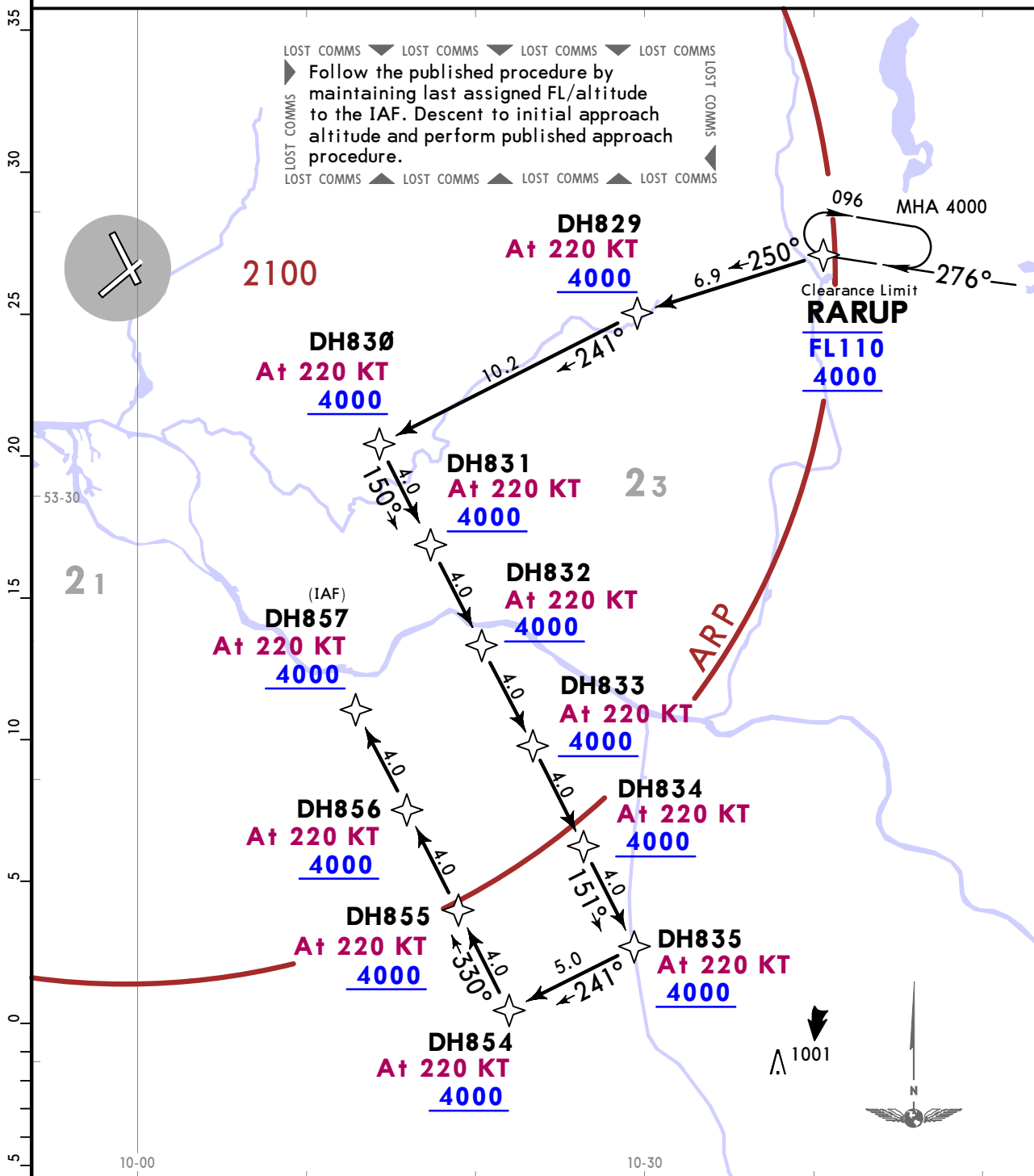
**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 **10-2N** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**RARUP 2S [RARU2S]**  
**RNAV ARRIVAL**  
**(RWY 33)**  
**SPEED: MAX 250 KT BELOW FL100**  
**OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C**



**ROUTING**

RARUP (FL110-; 4000+) - DH829 (K220; 4000+) - DH830 (K220; 4000+) - DH831 (K220; 4000+) - DH832 (K220; 4000+) - DH833 (K220; 4000+) - DH834 (K220; 4000+) - DH835 (K220; 4000+) - DH854 (K220; 4000+) - DH855 (K220; 4000+) - DH856 (K220; 4000+) - DH857 (K220; 4000+).

**EDDH/HAM**  
HAMBURG

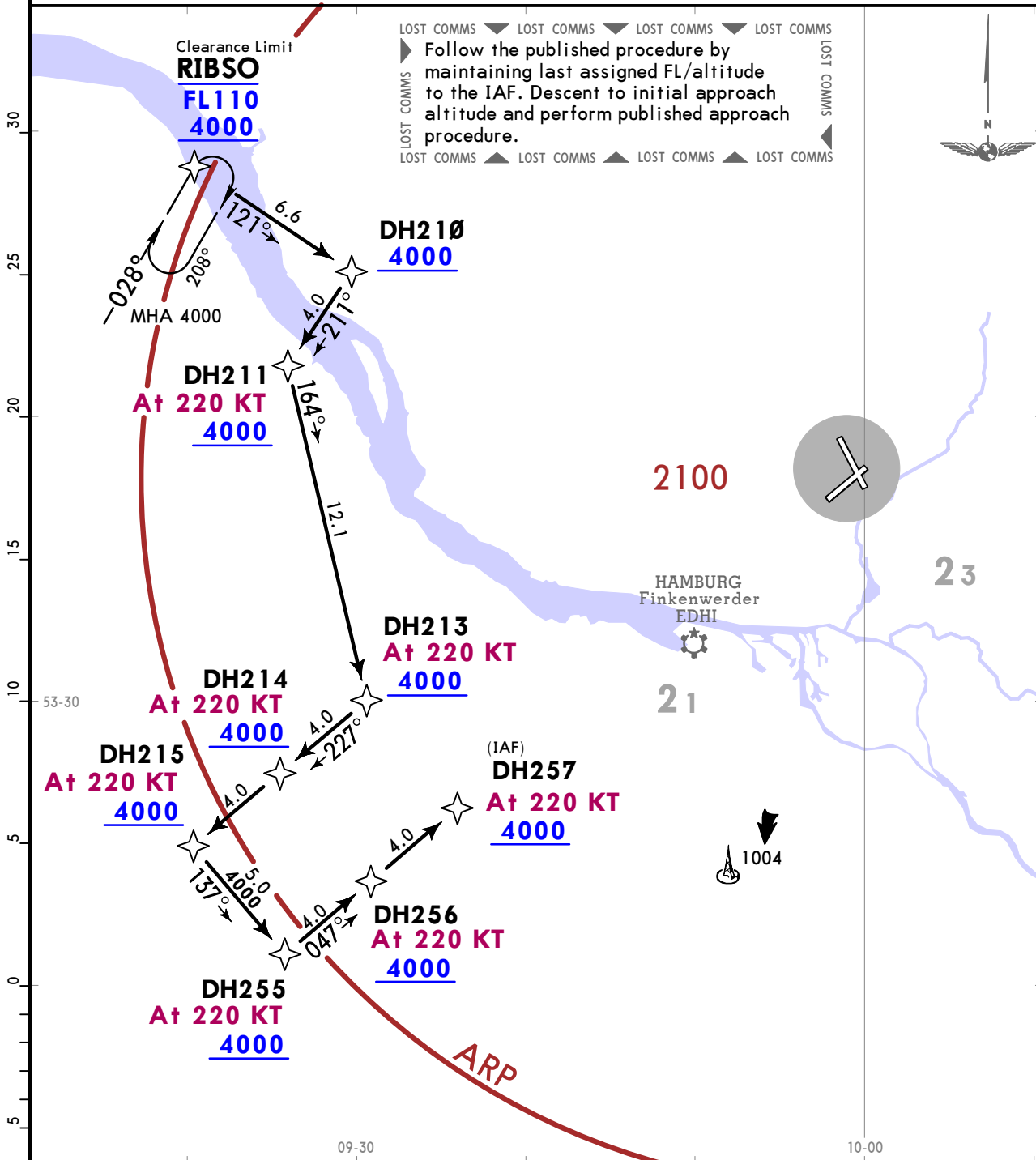
**JEPPESEN**  
5 AUG 22 **10-2P** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	<ol style="list-style-type: none"> <li>1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.</li> <li>2. On downwind EXPECT vectors to final.</li> <li>3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.</li> <li>4. Do not mistake Hamburg-Finkenwerder (EDHI) 9.0 NM SW of airport.</li> </ol>

**RIBSO 6A [RIBS6A]**  
**RNAV ARRIVAL**  
**(RWY 05)**

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



**ROUTING**  
RIBSO (FL110-; 4000+) - DH210 (4000+) - DH211 (K220; 4000+) - DH213 (K220; 4000+) - DH214 (K220; 4000+) - DH215 (K220; 4000+) - DH255 (K220; 4000+) - DH256 (K220; 4000+) - DH257 (K220; 4000+).

CHANGES: RNAV STAR renumbered & revised.

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**EDDH/HAM**  
HAMBURG

**JEPPESEN**  
5 AUG 22 **10-2Q** Eff 11 Aug

**HAMBURG, GERMANY**  
**RNAV STAR**

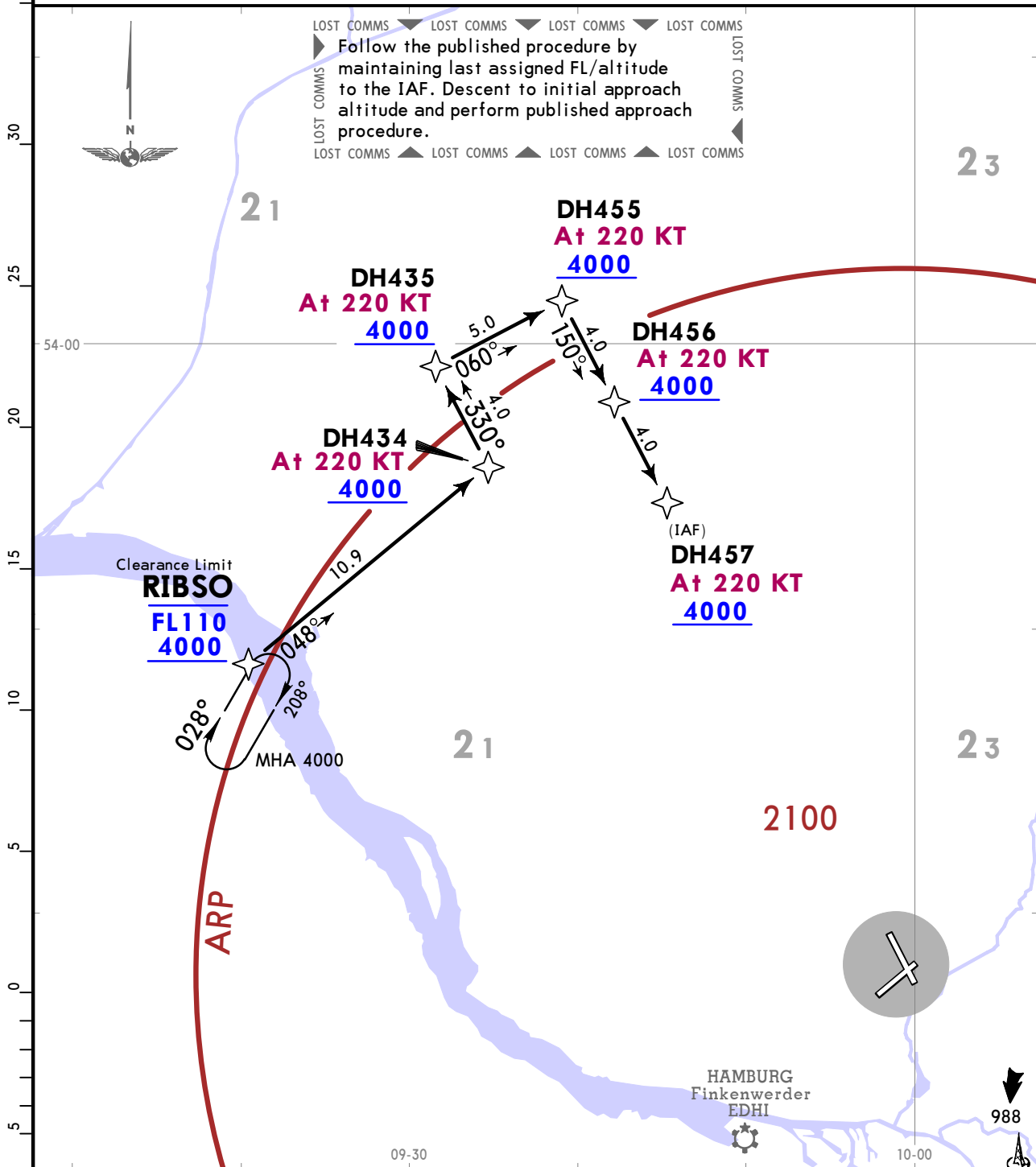
*D-ATIS <b>124.325</b>	Alt Set: hPa (IN on request) Trans level: By ATC
	RNAV-1 equivalent. RNAV (GPS, DME/DME, DME/DME/IRU). RADAR required.
Apt Elev <b>53</b>	1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED. 2. On downwind EXPECT vectors to final. 3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**RIBSO 2D [RIBS2D]**

**RNAV ARRIVAL**

(RWY 15)

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



ROUTING	
RIBSO (FL110-; 4000+)	- DH434 (K220; 4000+) - DH435 (K220; 4000+) - DH455 (K220; 4000+) - DH456 (K220; 4000+) - DH457 (K220; 4000+).



**EDDH/HAM**  
**HAMBURG**

**JEPPESEN**

**HAMBURG, GERMANY**

5 AUG 22

10-2T

Eff 11 Aug

**RNAV STAR**

\*D-ATIS  
**124.325**

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

RNAV-1 equivalent.  
RNAV (GPS, DME/DME, DME/DME/IRU).  
RADAR required.

Apt Elev  
**53**

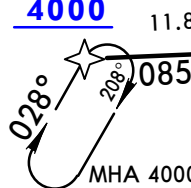
1. During DME/DME operations changes in bank, respective heading and momentary wrong turn directions have to be EXPECTED.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STAR are always mandatory unless cancelled by ATC. If unable to comply with speed restrictions advice ATC.

**RIBSO 2S [RIBS2S]**  
**RNAV ARRIVAL (RWY 33)**

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

Clearance Limit  
**RIBSO**

**FL110**  
**4000**



**DH804**

**A+ 220 KT**  
**4000**

**DH805**

**A+ 220 KT**  
**4000**

**DH806**

**A+ 220 KT**  
**4000**

**DH807**

**A+ 220 KT**  
**4000**

**DH808**

**A+ 220 KT**  
**4000**

**DH809**

**A+ 220 KT**  
**4000**

**DH810**

**A+ 220 KT**  
**4000**

**DH811**

**A+ 220 KT**  
**4000**

**DH812**

**A+ 220 KT**  
**4000**

**DH813**

**A+ 220 KT**  
**4000**

**DH814**

**A+ 220 KT**  
**4000**

**DH815**

**A+ 220 KT**  
**4000**

**DH857**

**A+ 220 KT**  
**4000**

**DH856**

**A+ 220 KT**  
**4000**

**DH855**

**A+ 220 KT**  
**4000**

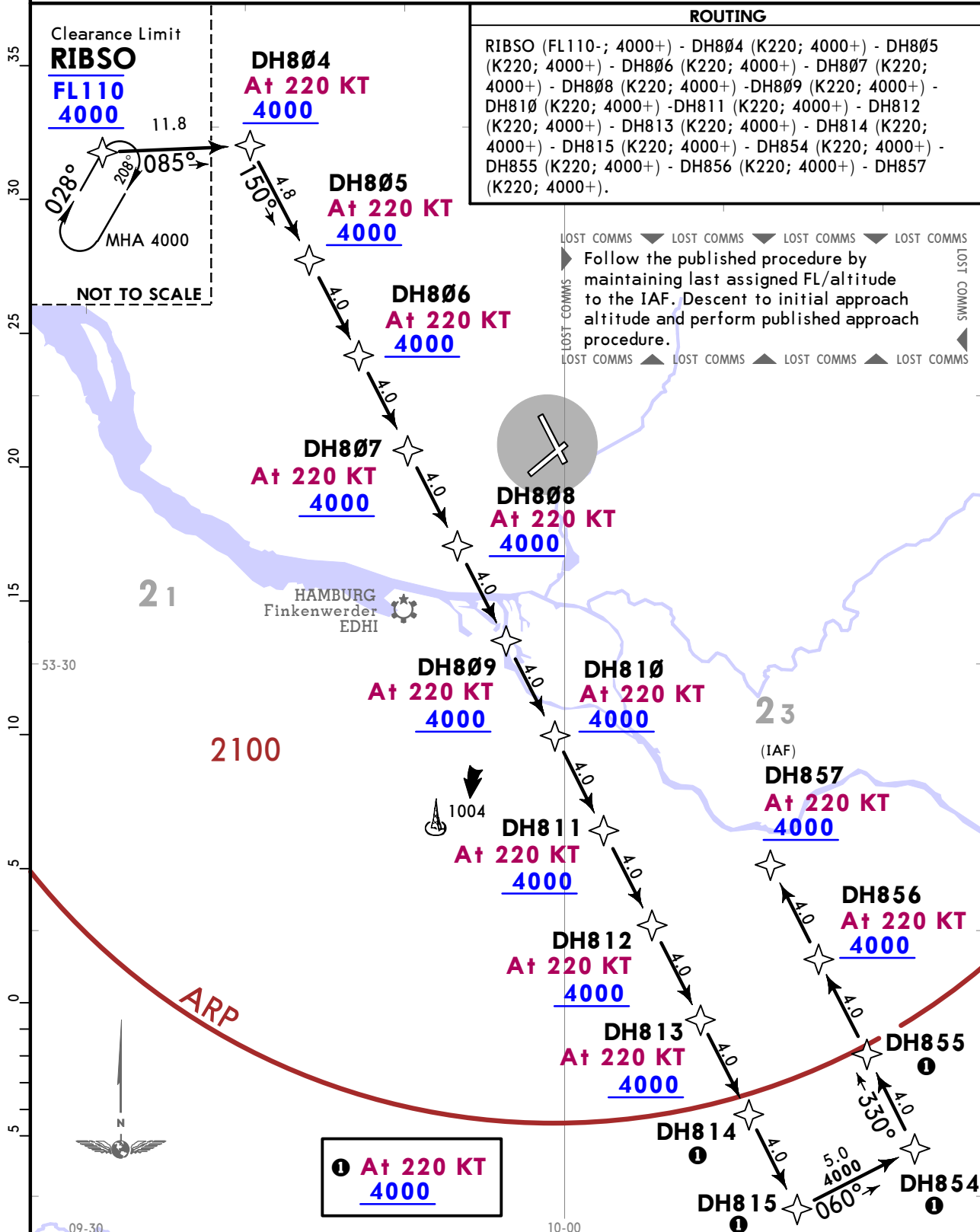
**DH854**

**A+ 220 KT**  
**4000**

**ROUTING**

RIBSO (FL110-; 4000+) - DH804 (K220; 4000+) - DH805 (K220; 4000+) - DH806 (K220; 4000+) - DH807 (K220; 4000+) - DH808 (K220; 4000+) - DH809 (K220; 4000+) - DH810 (K220; 4000+) - DH811 (K220; 4000+) - DH812 (K220; 4000+) - DH813 (K220; 4000+) - DH814 (K220; 4000+) - DH815 (K220; 4000+) - DH854 (K220; 4000+) - DH855 (K220; 4000+) - DH856 (K220; 4000+) - DH857 (K220; 4000+).

Follow the published procedure by maintaining last assigned FL/altitude to the IAF. Descent to initial approach altitude and perform published approach procedure.



BREMEN Radar (APP) **119.510**

Apt Elev **53**

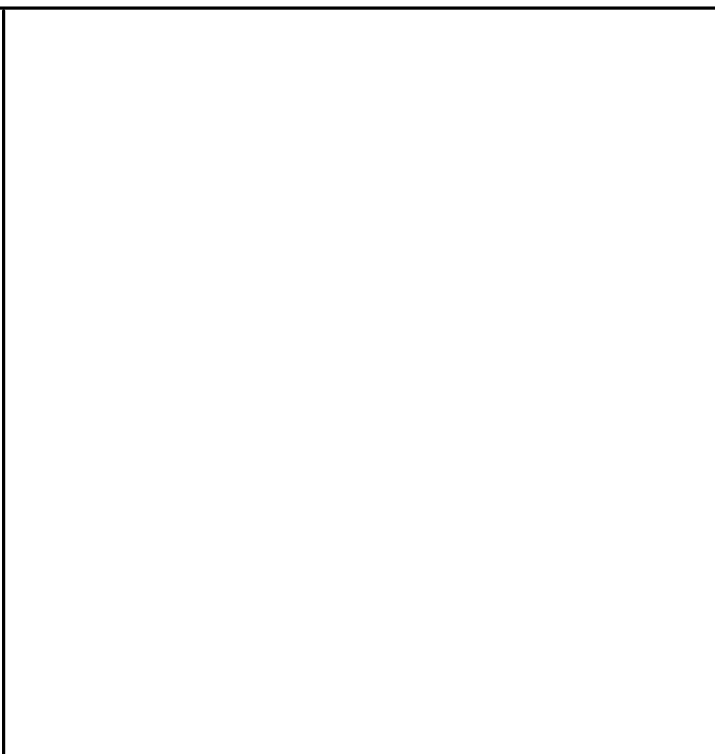
Trans alt: 5000

RNAV-1 required.  
 RNAV (GPS, DME/DME/IRU).  
 DME/DME without IRU not authorized.  
 RADAR required.

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. EXPECT close-in obstacles.

**AMLUH 2B [AMLU2B]**  
**AMLUH 1C [AMLU1C]**  
**AMLUH 1D [AMLU1D]**  
**AMLUH 1G [AMLU1G]**  
**RNAV DEPARTURES**  
**(ALL RWYS)**

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



Initial climb clearance		5000
SID	RWY	ROUTING
AMLUH 2B	23	(K210+; 500+) - DH111 (K210+) - DH108 (K210+) - DH109 (4000+ Ⓛ) - DH115 - AMLUH.
AMLUH 1C	05	(K210+; 500+) - DH152 (K210+) - AMLUH.
AMLUH 1D	15	(K210+; 500+) - DH208 (K210+; 2300+ Ⓛ) - DH222 (K210+; 2800+ Ⓛ) - AMLUH.
AMLUH 1G	33	(K210+; 500+) - DH250 (K210+; 670+) - DH251 (K210+) - DH252 (K210+) - DH262 (4000+ Ⓛ) - HAM - AMLUH.

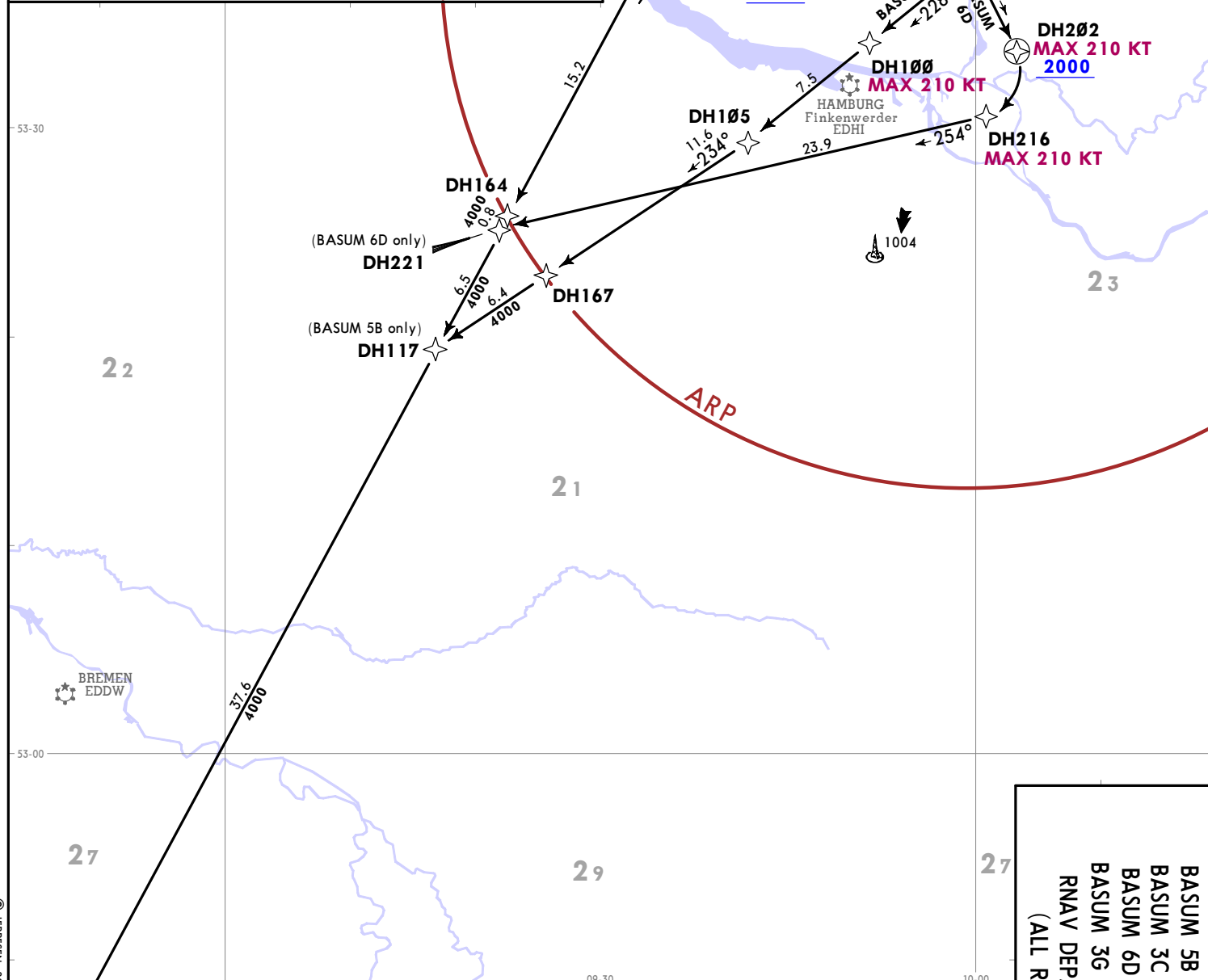
Ⓛ If unable to cross advice ATC upon start -up.  
 Ⓛ Due to High Intensity Transmission Area (HIRTA).

CHANGES: RNAV SIDs renumbered & revised.

BREMEN Radar (APP) <b>134.255</b>	Trans alt: 5000 RNAV-1 required. RNAV (GPS, DME/DME/IRU). DME/DME without IRU not authorized. RADAR required.
Apt Elev <b>53</b>	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. EXPECT close-in obstacles.

**BASUM 5B [BASU5B]**  
**BASUM 3C [BASU3C]**  
**BASUM 6D [BASU6D]**  
**BASUM 3G [BASU3G]**  
**RNAV DEPARTURES**  
**(ALL RWYS)**

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



BASUM

Initial climb clearance <b>5000</b>		
SID	RWY	ROUTING
BASUM 5B	23	(K210-; 500+) - DH100 (K210-) - DH105 - DH167 - DH117 - BASUM.
BASUM 3C	05	(K210-; 500+) - DH150 (K210-) - DH153 (4000+ ①) - ELSOB - DH164 - BASUM.
BASUM 6D	15	(K210-; 500+) - DH202 (K210-; 2000+) - DH216 (K210-) - DH221 - BASUM.
BASUM 3G	33	(K210-; 500+) - DH254 (K210-) - DH260 (5000+ ②) - ELSOB - DH164 - BASUM.

① If unable to cross advice ATC upon start -up.  
 ② Due to glider area, if unable to comply advice ATC upon start -up.

EDDH/HAM  
 HAMBURG  
 5 AUG 22  
 JEPPESSEN  
 10-3A  
 Eff. 11 Aug  
 HAMBURG, GERMANY  
 RNAV SID



BREMEN Radar (APP) **134.255**

Apt Elev **53**

Trans alt: 5000

RNAV-1 required.  
 RNAV (GPS, DME/DME/IRU).  
 DME/DME without IRU not authorized.  
 RADAR required.

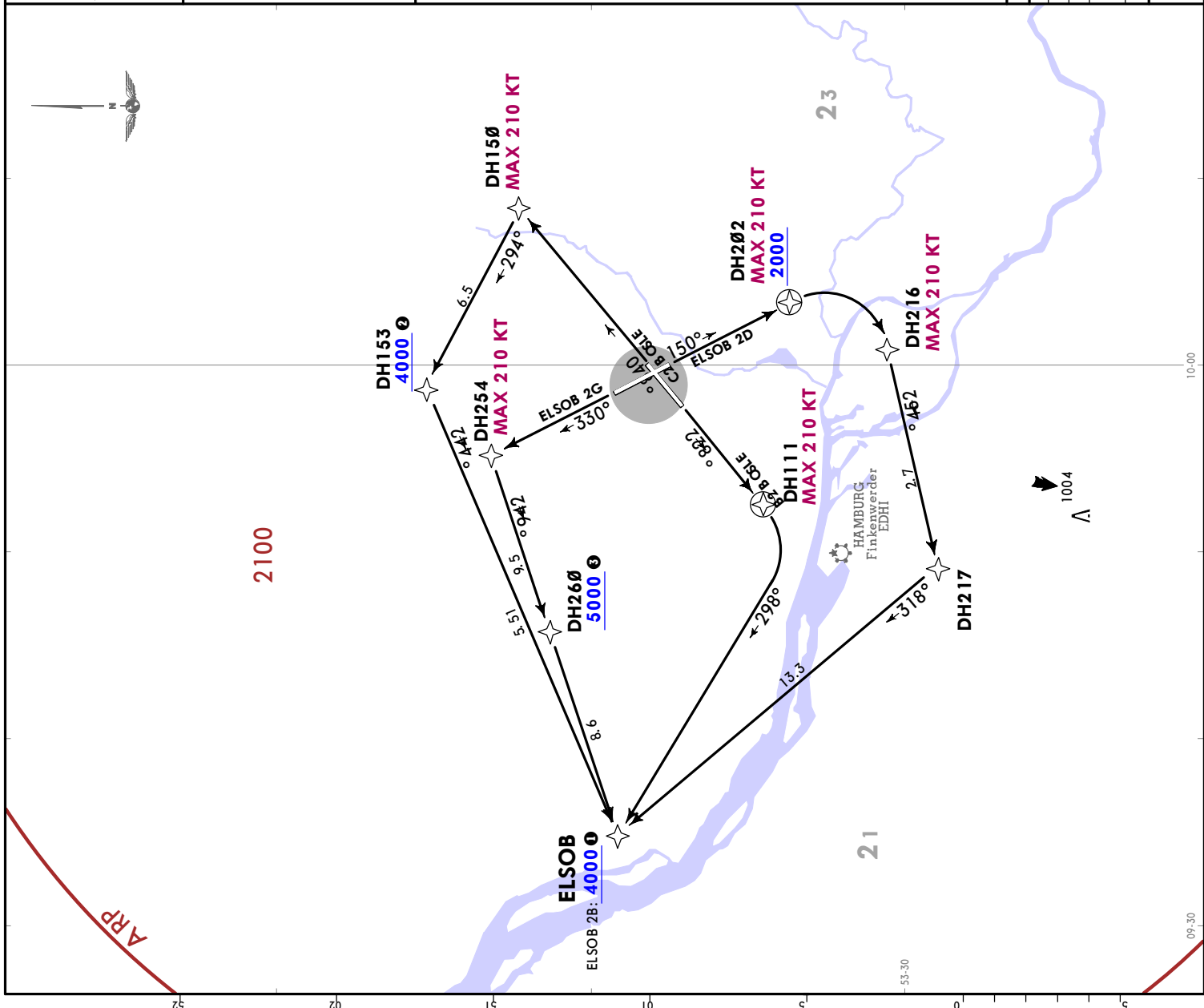
1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar.  
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.  
 3. EXPECT close-in obstacles.

**ELSOB 2B [ELSO2B]**  
**ELSOB 2C [ELSO2C]**  
**ELSOB 2D [ELSO2D]**  
**ELSOB 2G [ELSO2G]**  
**RNAV DEPARTURES**  
**(ALL RWYS)**

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

Initial climb clearance		5000
SID	RWY	ROUTING
ELSOB 2B	23	(K210-; 500+) - DH111 (K210-) - ELSOB (4000+ <b>①</b> ).
ELSOB 2C	05	(K210-; 500+) - DH150 (K210-) - DH153 (4000+ <b>②</b> ) - ELSOB.
ELSOB 2D	15	(K210-; 500+) - DH202 (K210-; 2000+) - DH216 (K210-) - DH217 - ELSOB.
ELSOB 2G	33	(K210-; 500+) - DH254 (K210-) - DH260 (5000+ <b>③</b> ) - ELSOB.

**①** Due to MEA.  
**②** If unable to cross advice ATC upon start -up.  
**③** Due to glider area, if unable to comply advice ATC upon start -up.



BREMEN Radar (APP) **134.255**

Apt Elev **53**

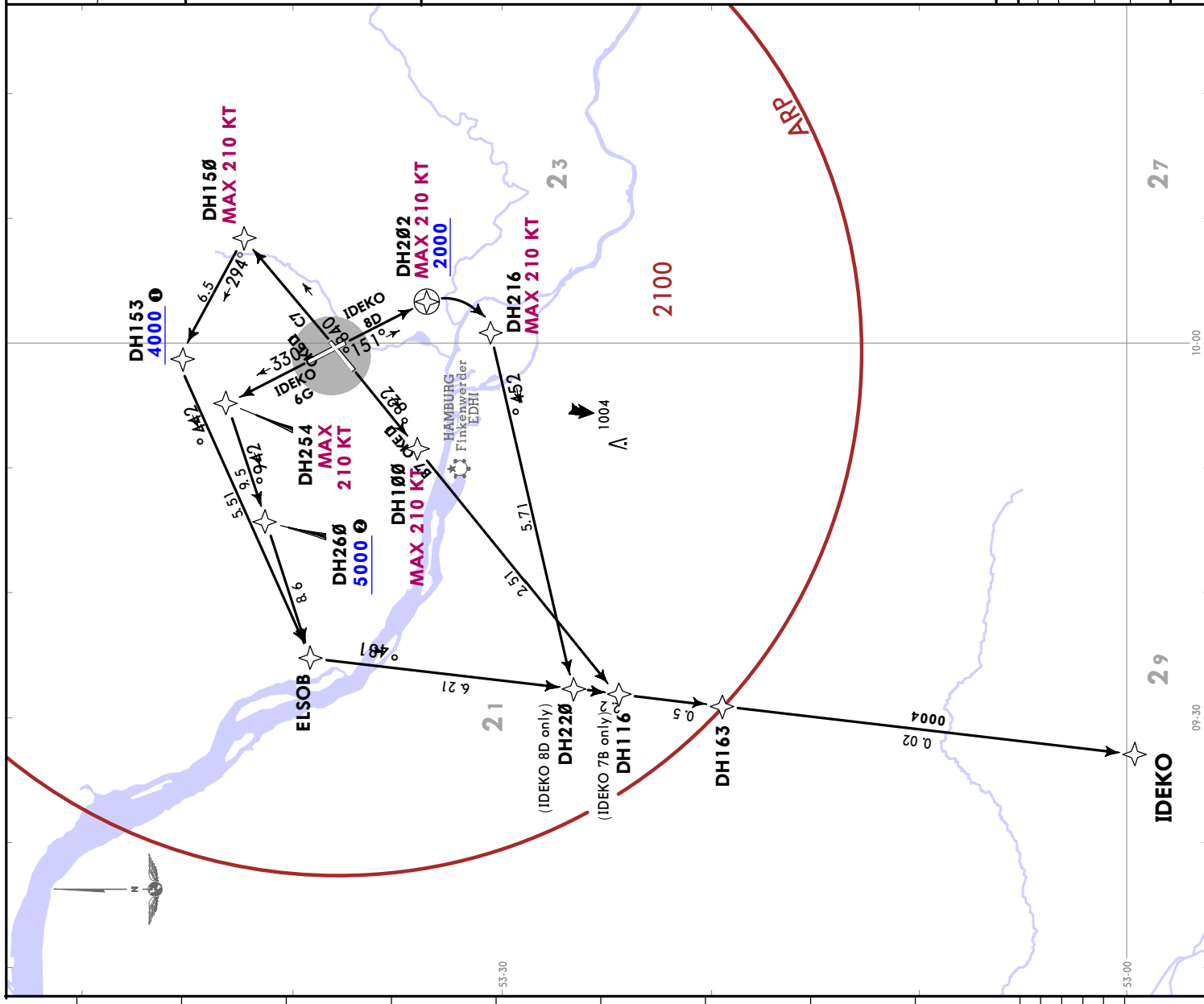
Trans alt: 5000

RNAV-1 required.  
RNAV (GPS), DME/DME/IRU).  
DME/DME without IRU not authorized.  
RADAR required.

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. EXPECT close-in obstacles.

**IDEKO 7B [IDEK7B]**  
**IDEKO 7C [IDEK7C]**  
**IDEKO 8D [IDEK8D]**  
**IDEKO 6G [IDEK6G]**  
**RNAV DEPARTURES**  
**(ALL RWYS)**

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



Initial climb clearance		5000
SID	RWY	ROUTING
IDEKO 7B	23	(K210-; 500+) - DH100 (K210-) - DH116 - DH163 - IDEKO.
IDEKO 7C	05	(K210-; 500+) - DH150 (K210-) - DH153 (4000+0) - ELSOB - DH163 - IDEKO.
IDEKO 8D	15	(K210-; 500+) - DH202 (K210-; 2000+) - DH216 (K210-) - DH220 - DH163 - IDEKO.
IDEKO 6G	33	(K210-; 500+) - DH254 (K210-) - DH260 (5000+0) - ELSOB - DH163 - IDEKO.

① If unable to cross advice ATC upon start-up.  
② Due to glider area, if unable to comply advice ATC upon start-up.

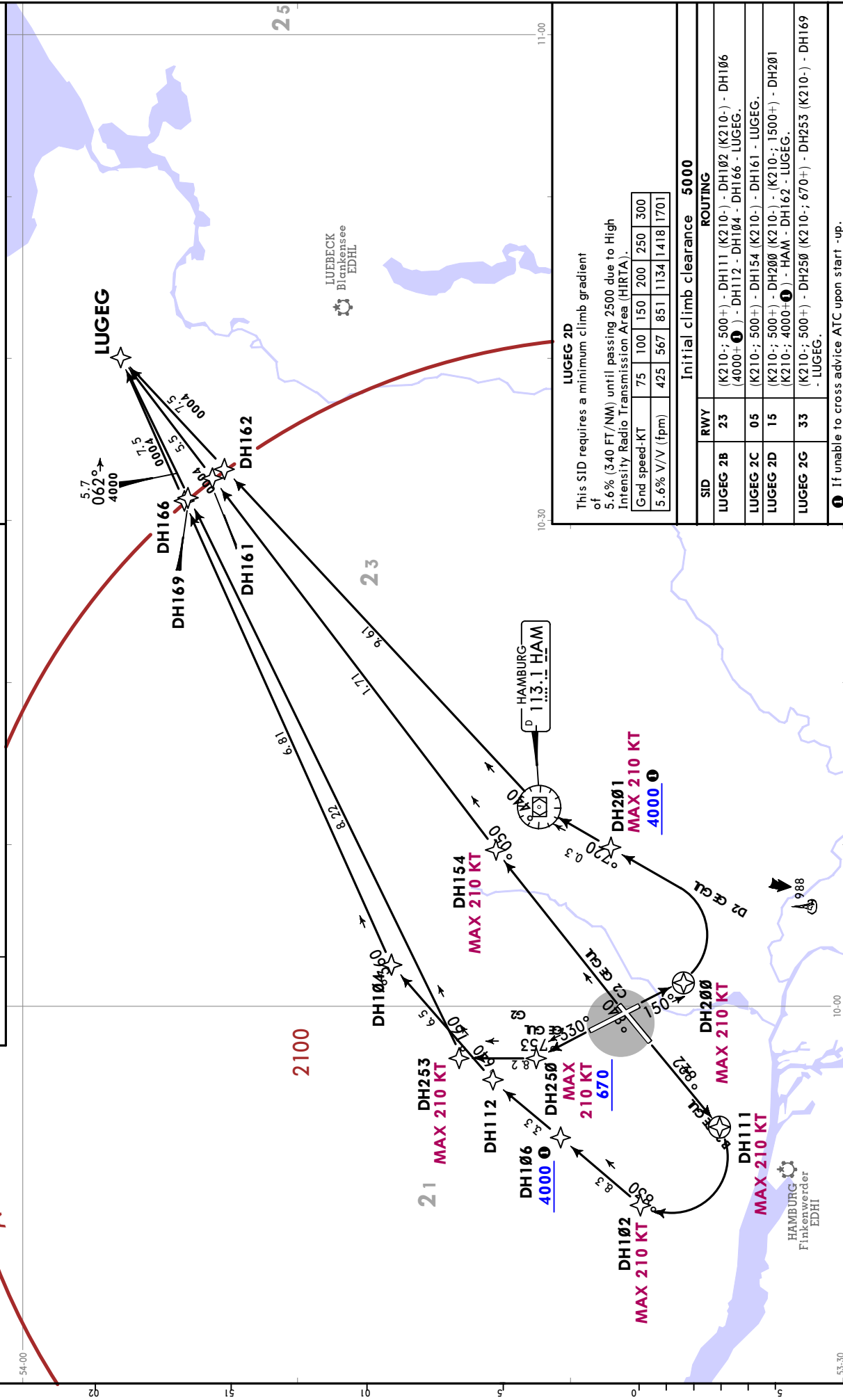
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Trans alt: 5000  
RNAV-1 required.  
RNAV (GPS, DME/DME/IRU).  
DME/DME without IRU not authorized.  
RADAR required.  
1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar.  
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.  
3. EXPECT close-in obstacles.

BREMEN Radar (APP)  
**119.510**  
Apt Elev  
**53**

LUGEG 2B [LUGE2B]  
LUGEG 2C [LUGE2C]  
LUGEG 2D [LUGE2D]  
LUGEG 2G [LUGE2G]  
RNAV DEPARTURES  
(ALL RWYS)  
**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**  
**NOT APPLICABLE WITHIN AIRSPACE C**

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

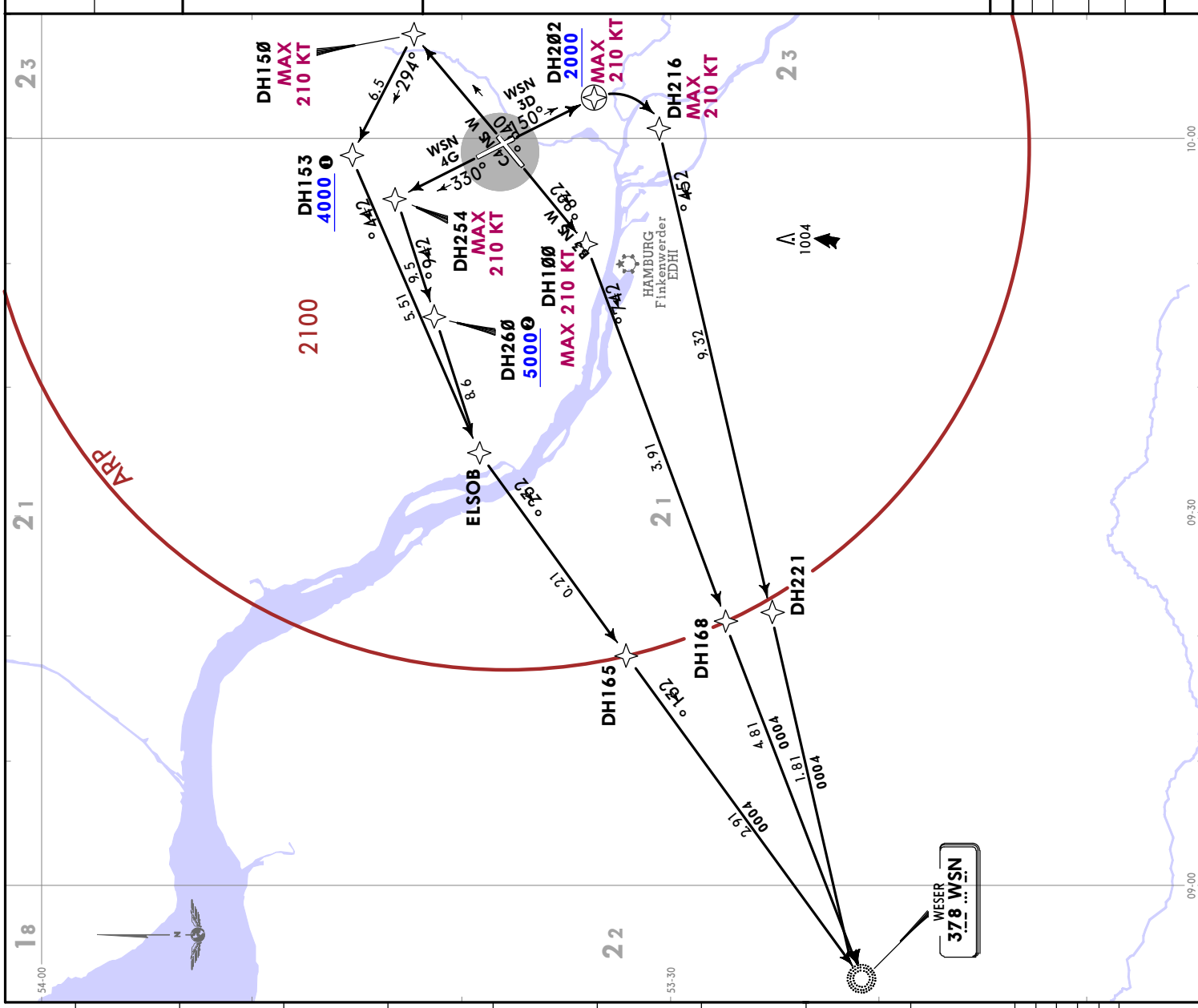




BREMEN Radar (APP) 134.255  
Apt Elev 53  
Trans alt: 5000  
RNAV-1 required.  
RNAV (GPS, DME/DME/IRU).  
DME/DME without IRU not authorized.  
RADAR required.

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. EXPECT close-in obstacles.

**WESER 3B (WSN 3B)**  
**WESER 4C (WSN 4C)**  
**WESER 3D (WSN 3D)**  
**WESER 4G (WSN 4G)**  
**RNAV DEPARTURES**  
**(ALL RWYS)**  
**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**  
**NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance		5000
SID	RWY	ROUTING
WSN 3B	23	(K210+; 500+) - DH100 (K210-) - DH168 - WSN.
WSN 4C	05	(K210+; 500+) - DH150 (K210-) - DH153 (4000+ ) - ELSOB - DH165 - WSN.
WSN 3D	15	(K210+; 500+) - DH202 (K210+; 2000+) - DH216 (K210-) - DH221 - WSN.
WSN 4G	33	(K210+; 500+) - DH254 (K210-) - DH260 (5000+ ) - ELSOB - DH165 - WSN.

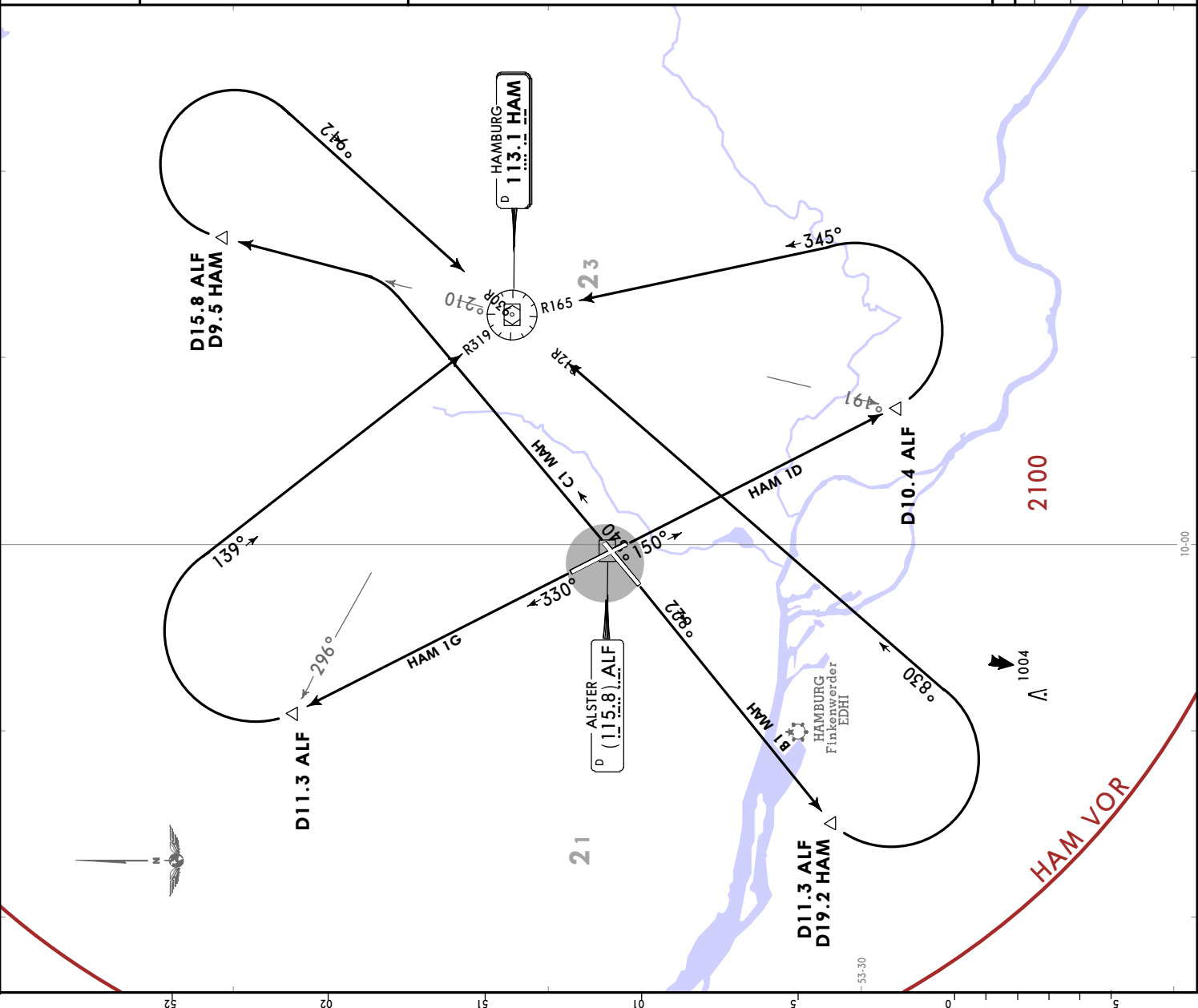
① If unable to cross advice ATC upon start -up.  
② Due to glider area, if unable to comply advice ATC upon start -up.

BREMEN Radar (APP) 119.510 134.255  
 Apt Elev 53  
 Trans alt: 5000  
 1. Remain on Tower frequency until passing 2000.  
 2. BREMEN Radar frequency will be assigned by HAMBURG Tower.  
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.  
 4. WARNING: Rwy 05, 15, 23: Close-in obstacles.

**HAMBURG 1B (HAM 1B)**  
**HAMBURG 1C (HAM 1C)**  
**HAMBURG 1D (HAM 1D)**  
**HAMBURG 1G (HAM 1G)**

**DEPARTURES**  
 ONLY FOR NON RNAV-1 EQUIPPED ACFT OR OR WHEN ADVISED BY ATC  
**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**  
**NOT APPLICABLE WITHIN AIRSPACE C**

Initial climb clearance		5000
SID	RWY	ROUTING
HAM 1B	23	Climb on 228° track to D11.3 ALF/D19.2 HAM, turn LEFT, intercept HAM R218 inbound to HAM.
HAM 1C	05	Climb on 048° track, intercept HAM R012 to D15.8 ALF/D9.5 HAM, turn RIGHT, intercept HAM R039 inbound to HAM.
HAM 1D	15	Climb on 150° track to D10.4 ALF, turn LEFT, intercept HAM R165 inbound to HAM.
HAM 1G	33	Climb on 330° track to D11.3 ALF, turn RIGHT, intercept HAM R319 inbound to HAM.



# EDDH/HAM

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

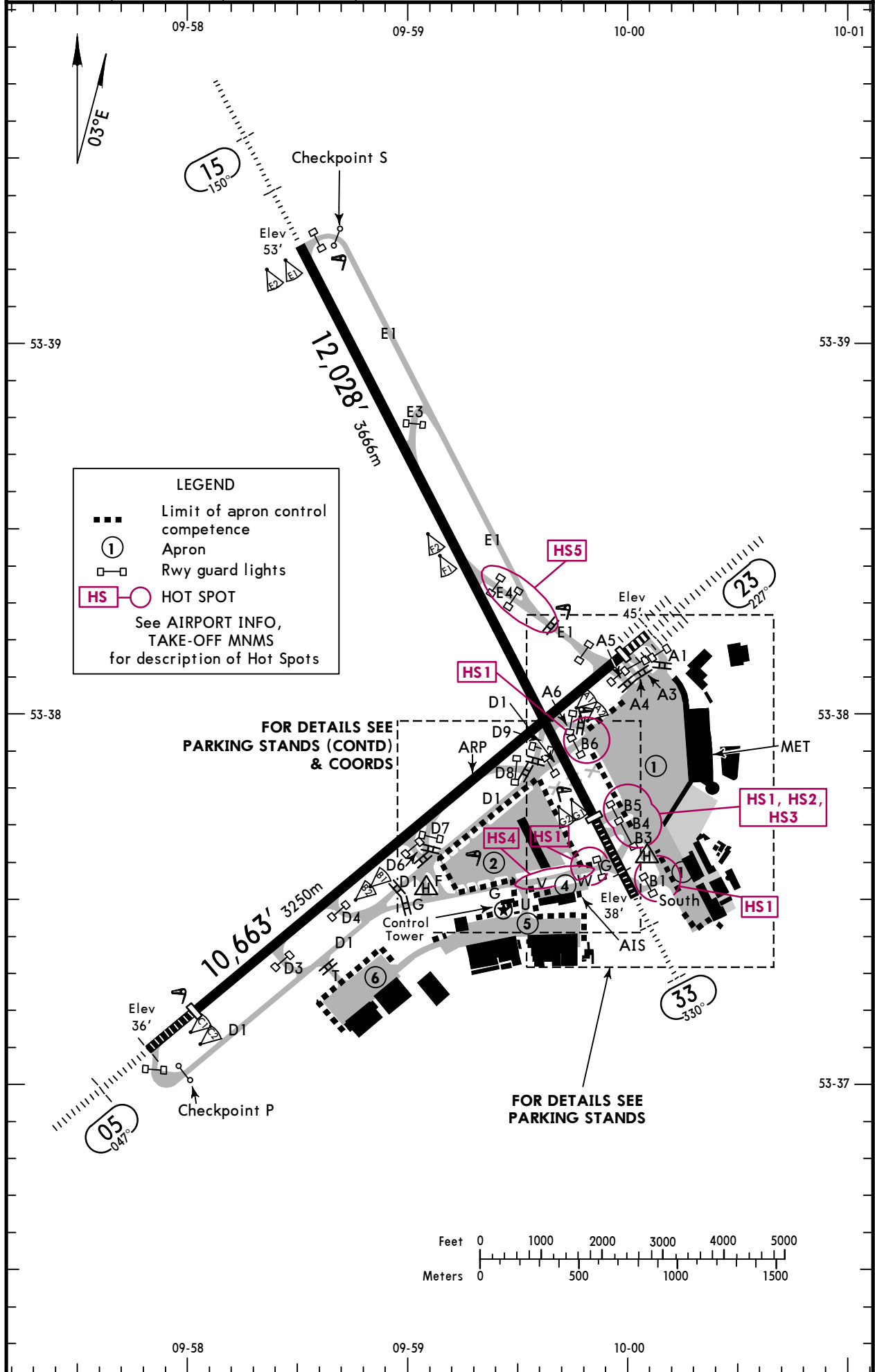


# HAMBURG, GERMANY

HAMBURG

15 NOV 24 (10-9)

D-ATIS	ACARS: DCL D-ATIS	HAMBURG Ground	Apron Apron 1	Apron Apron 2	Tower
124.325		121.805	121.705	121.980	126.855 121.280 315.925



EDDH/HAM



HAMBURG, GERMANY

15 NOV 24 **10-9A**

HAMBURG

ADDITIONAL RUNWAY INFORMATION																																	
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH																									
					LANDING BEYOND																												
					Threshold	Glide Slope																											
05	HIRL CL (15m)	ALSF-I	REIL	PAPI-L(3.0°)	RVR	9685' 2952m	8591' 2619m	④	151' 46m																								
23	HIRL CL (15m)	① ALSF-II	② TDZ REIL	③	RVR	10,151' 3094m	9058' 2761m																										
<p>① LED lights after 720m                      ② LED lights                      ③ PAPI-L(3.0°)                      ④ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 05:</u></p> <table> <tr><td>From rwy head</td><td>10,663' (3250m)</td></tr> <tr><td>twy D3 int</td><td>8054' (2455m)</td></tr> <tr><td>twy D4 int</td><td>6824' (2080m)</td></tr> <tr><td>twy D6 int</td><td>5233' (1595m)</td></tr> <tr><td>twy D7 int</td><td>4774' (1455m)</td></tr> </table> <p><u>RWY 23:</u></p> <table> <tr><td>From rwy head</td><td>10,663' (3250m)</td></tr> <tr><td>twy A3 int</td><td>10,295' (3138m)</td></tr> <tr><td>twy A4 int</td><td>10,148' (3093m)</td></tr> <tr><td>twy A6 int</td><td>8694' (2650m)</td></tr> <tr><td>twy D8 int</td><td>7415' (2260m)</td></tr> <tr><td>twy D6 int</td><td>5495' (1675m)</td></tr> </table>										From rwy head	10,663' (3250m)	twy D3 int	8054' (2455m)	twy D4 int	6824' (2080m)	twy D6 int	5233' (1595m)	twy D7 int	4774' (1455m)	From rwy head	10,663' (3250m)	twy A3 int	10,295' (3138m)	twy A4 int	10,148' (3093m)	twy A6 int	8694' (2650m)	twy D8 int	7415' (2260m)	twy D6 int	5495' (1675m)		
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twy D6 int	5495' (1675m)																																
15	⑤ HIRL	⑤ CL (30m)	ALSF-I	REIL	⑥ RVR		10,995' 3351m	⑨	151' 46m																								
33	⑤ HIRL	⑤ CL (30m)	⑦ ALSF-I	REIL	⑥ RVR	10,564' 3220m				⑧ ⑨																							
<p>⑤ LED lights                      ⑥ PAPI-L(3.0°)                      ⑦ LED lights after 450m                      ⑧ 10,892' (3320m) available from Twy B4 intersection.                      If full RWY length is needed, advise Apron Control.                      ⑨ TAKE-OFF RUN AVAILABLE</p> <p><u>RWY 15:</u></p> <table> <tr><td>From rwy head</td><td>10,564' (3220m)</td></tr> <tr><td>twy E3 int</td><td>6870' (2094m)</td></tr> <tr><td>twy E4 int</td><td>4344' (1324m)</td></tr> </table> <p><u>RWY 33:</u></p> <table> <tr><td>From rwy head</td><td>12,028' (3666m)</td></tr> <tr><td>twy G int</td><td>11,368' (3465m)</td></tr> <tr><td>twy B4 int</td><td>10,892' (3320m)</td></tr> <tr><td>twy B5 int</td><td>10,676' (3254m)</td></tr> <tr><td>twy D1 int</td><td>9482' (2890m)</td></tr> <tr><td>twy B6 int</td><td>9449' (2880m)</td></tr> <tr><td>twy D9 int</td><td>8973' (2735m)</td></tr> <tr><td>twy A6 int</td><td>8957' (2730m)</td></tr> <tr><td>twy E4 int</td><td>6266' (1910m)</td></tr> </table>										From rwy head	10,564' (3220m)	twy E3 int	6870' (2094m)	twy E4 int	4344' (1324m)	From rwy head	12,028' (3666m)	twy G int	11,368' (3465m)	twy B4 int	10,892' (3320m)	twy B5 int	10,676' (3254m)	twy D1 int	9482' (2890m)	twy B6 int	9449' (2880m)	twy D9 int	8973' (2735m)	twy A6 int	8957' (2730m)	twy E4 int	6266' (1910m)
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**HOT SPOTS**

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

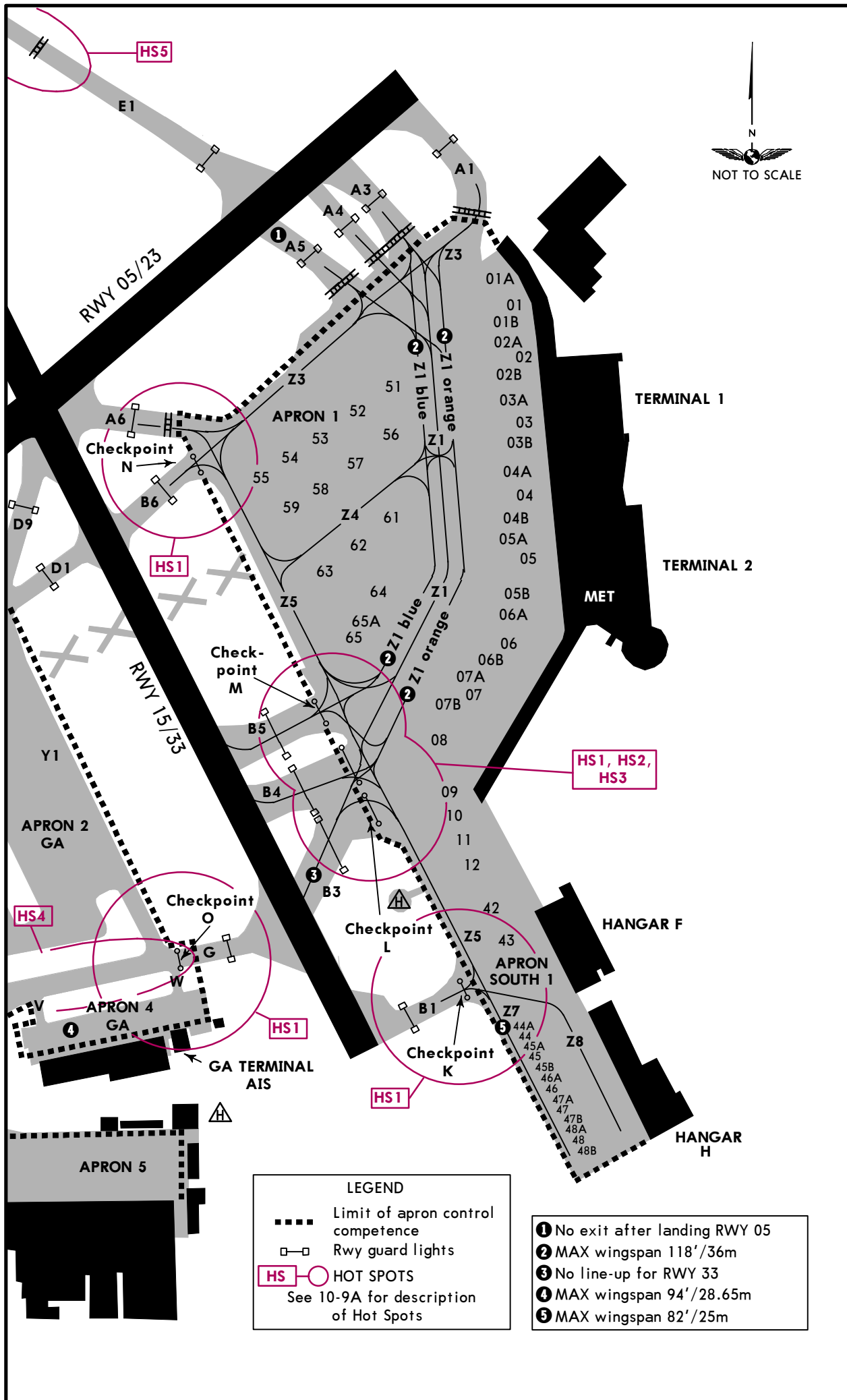
- HS1** Attention Checkpoints - Do NOT cross without clearance.
- HS2** Due to lack of separation, TWY B3 and B4 are not to be used simultaneously.
- HS3** CAUTION:  
When taxiing from Z5 to RWY 33 use TWY B4 or B5 for line-up.
- HS4** CAUTION:  
Uncontrolled vehicles are often crossing the eastern part of TWY/taxilane G. For this reason MAX speed on TWY/taxilane G between Y1 and Y3 is limited to 15 KT.
- HS5** CAUTION:  
RWY incursion risk by mistaking TWY E4 for E1. The TWY E1 (leading to holding point RWY 15) does not have TWY centerline lights.

Standard TAKE-OFF						
Low Visibility Take-off						
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						
① RWY 23: RVR 75m with approved guidance system or HUD/HUDLS.						

EDDH/HAM

JEPPESEN  
22 JUL 22 (10-9B)

HAMBURG, GERMANY  
HAMBURG



**LEGEND**

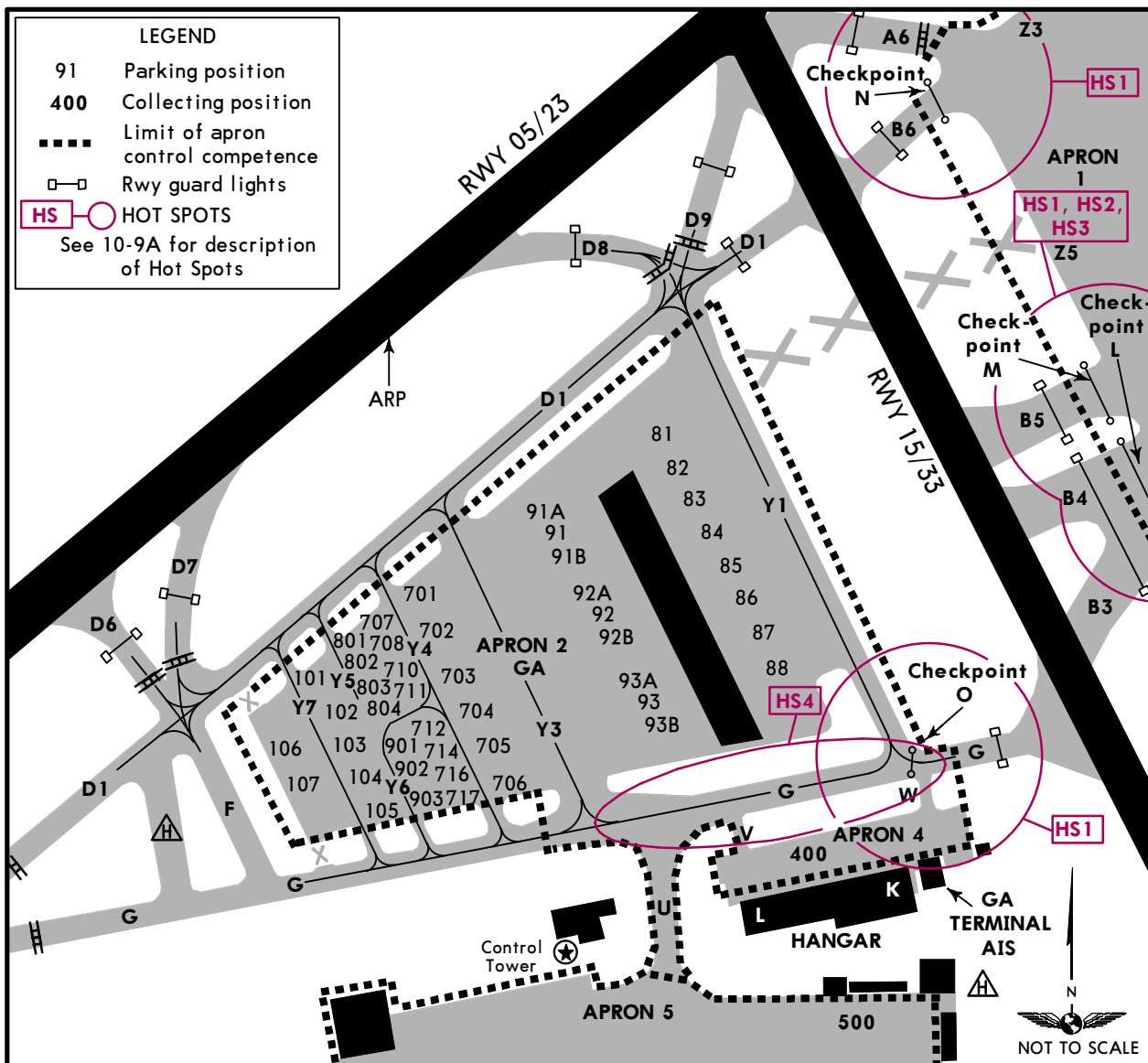
- Limit of apron control competence
- Rwy guard lights
- HS-○ HOT SPOTS  
See 10-9A for description of Hot Spots

- ① No exit after landing RWY 05
- ② MAX wingspan 118'/36m
- ③ No line-up for RWY 33
- ④ MAX wingspan 94'/28.65m
- ⑤ MAX wingspan 82'/25m

EDDH/HAM

JEPPESEN  
22 JUL 22 (10-9C)

HAMBURG, GERMANY  
HAMBURG



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
01	N53 38.0 E010 00.2	65, 65A	N53 37.8 E010 00.0
01A	N53 38.1 E010 00.2	81	N53 37.8 E009 59.5
01B thru 03A	N53 38.0 E010 00.2	82	N53 37.7 E009 59.5
03B thru 04B	N53 37.9 E010 00.2	83 thru 86	N53 37.7 E009 59.6
05	N53 37.9 E010 00.3	87	N53 37.6 E009 59.6
05A	N53 37.9 E010 00.2	88	N53 37.6 E009 59.7
05B thru 07B	N53 37.8 E010 00.2	91A thru 92B	N53 37.7 E009 59.5
08	N53 37.7 E010 00.2	93A	N53 37.6 E009 59.5
09	N53 37.7 E010 00.1	93, 93B	N53 37.6 E009 59.6
10, 11	N53 37.7 E010 00.2	101, 102	N53 37.6 E009 59.2
12 thru 43	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	N53 38.0 E010 00.1	703 thru 706	N53 37.6 E009 59.4
52 thru 54	N53 38.0 E010 00.0	707 thru 716	N53 37.6 E009 59.3
55	N53 37.9 E009 59.9	717	N53 37.6 E009 59.4
56	N53 38.0 E010 00.0	801 thru 903	N53 37.6 E009 59.3
57, 58	N53 37.9 E010 10.0		
59	N53 37.9 E009 59.9		
61	N53 37.9 E010 00.1		
62 thru 64	N53 37.9 E010 00.0		

EDDH/HAM



EASA AIR OPS

HAMBURG, GERMANY  
HAMBURG

COPTER

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
05	① ILS	232' (200')
	LOC	520' (488')
	①② RNP (LPV)	232' (200')
	① RNP (LNAV/VNAV)	371' (339')
	RNP (LNAV)	500' (468')
	SRE	750' (718')
15	① ILS	253' (200')
	LOC	510' (457')
	①② RNP (LPV)	253' (200')
	① RNP (LNAV/VNAV)	466' (413')
	RNP (LNAV)	560' (507')
	SRE	620' (567')
23	① ILS	243' (200')
	LOC	510' (467')
	①② RNP (LPV)	243' (200')
	① RNP (LNAV/VNAV)	341' (298')
	RNP (LNAV)	480' (437')
	SRE	620' (577')
33	①② RNP (LPV)	235' (200')
	① RNP (LNAV/VNAV)	361' (326')
	RNP (LNAV)	580' (545')
	SRE	1240' (1205')

① With coupled autopilot, otherwise R800m.

② LPV (VAL 35m)

TAKE-OFF RWY 05, 15, 23, 33

③ Low Visibility Procedures required			No markings (NIGHT)
③ Approval for Low Visibility Take-off required			
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	④ R250m	V800m

③ Otherwise: R/V400m

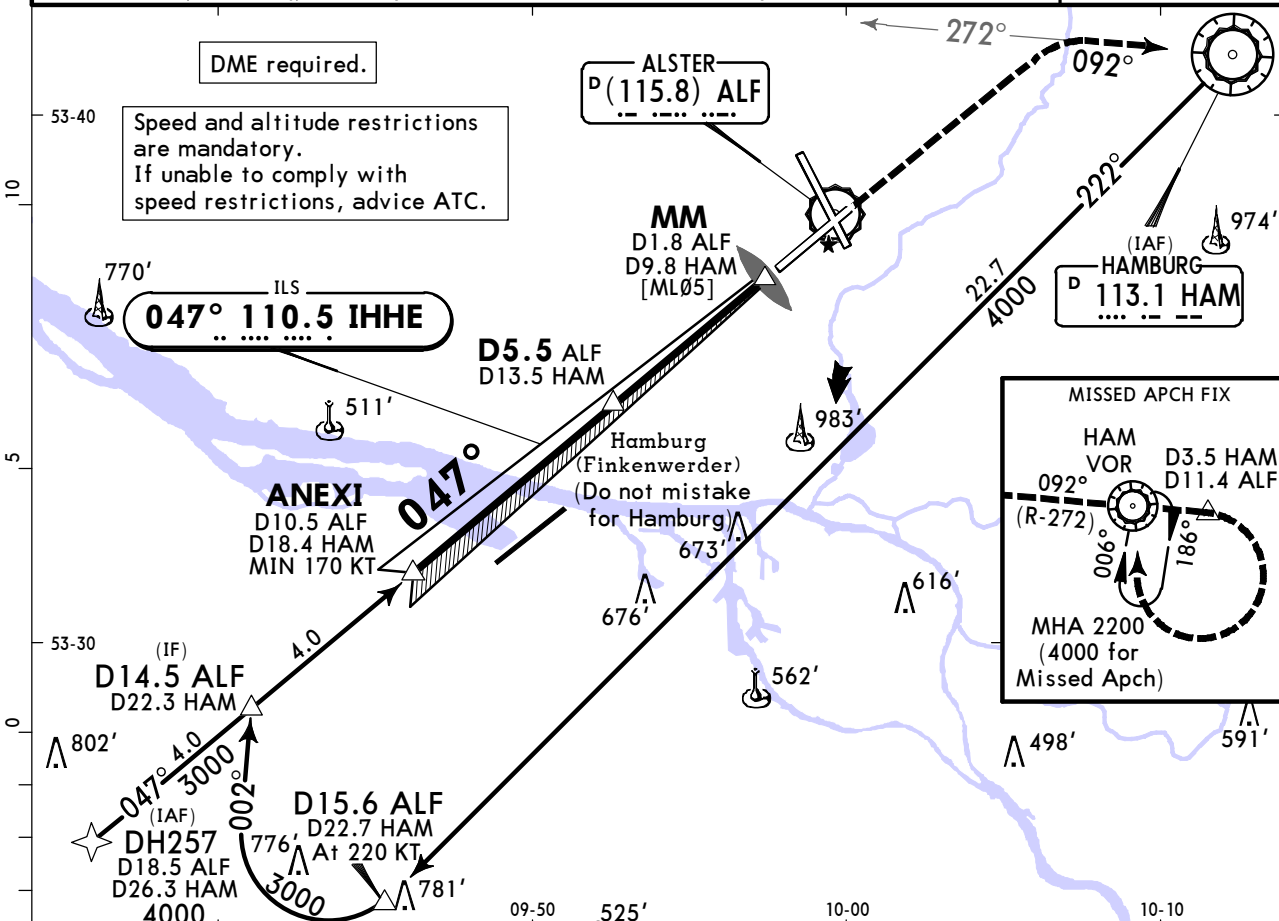
④ Or rejected take-off distance whichever is the greater.

# EDDH/HAM HAMBURG

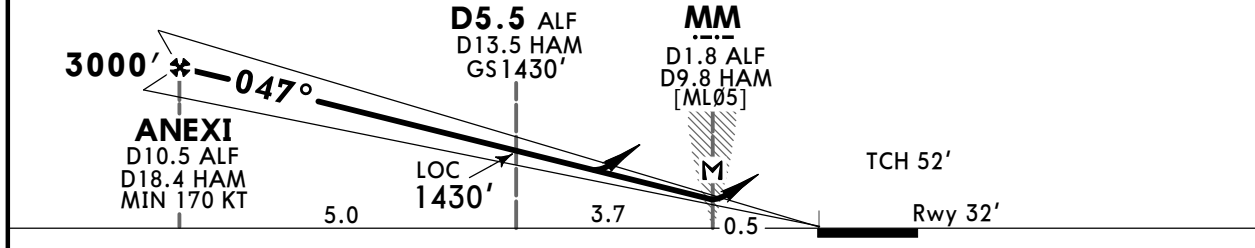
**JEPPESSEN**  
29 NOV 24 (11-1)

# HAMBURG, GERMANY ILS or LOC Rwy 05

D-ATIS <b>124.325</b>	BREMEN Radar (APP) <b>134.255 119.510</b>	HAMBURG Arrival <b>118.205</b>	HAMBURG Tower <b>126.855</b>	Ground <b>121.805</b>
LOC IHHE <b>110.5</b>	Final Apch Crs <b>047°</b>	ANEXI <b>3000'</b> (2968')	ILS DA(H) Refer to Minimums	Apt Elev 53' Rwy 32'
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to intercept and follow R-272 HAM to HAM VOR, then continue on R-092 HAM to D3.5 HAM/D11.4 ALF, then turn RIGHT (MAX 230 KT) direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req)    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 5000'				



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'	1580'	1270'	950'	630'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at MM/D1.8 ALF/D9.8 HAM								

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 05</b>			
DA(H) A: <b>232'</b> (200')		C: <b>264'</b> (232')		LOC (GS out) CDFA DA/MDA(H) <b>520'</b> (488')			
B: <b>237'</b> (205')		D: <b>274'</b> (242')				ALS out	
FULL		ALS out					
A					RVR 1500m		
B					RVR 1200m		
C	RVR 550m <b>I</b>				RVR 1500m		
D			RVR 1300m		RVR 2300m		

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

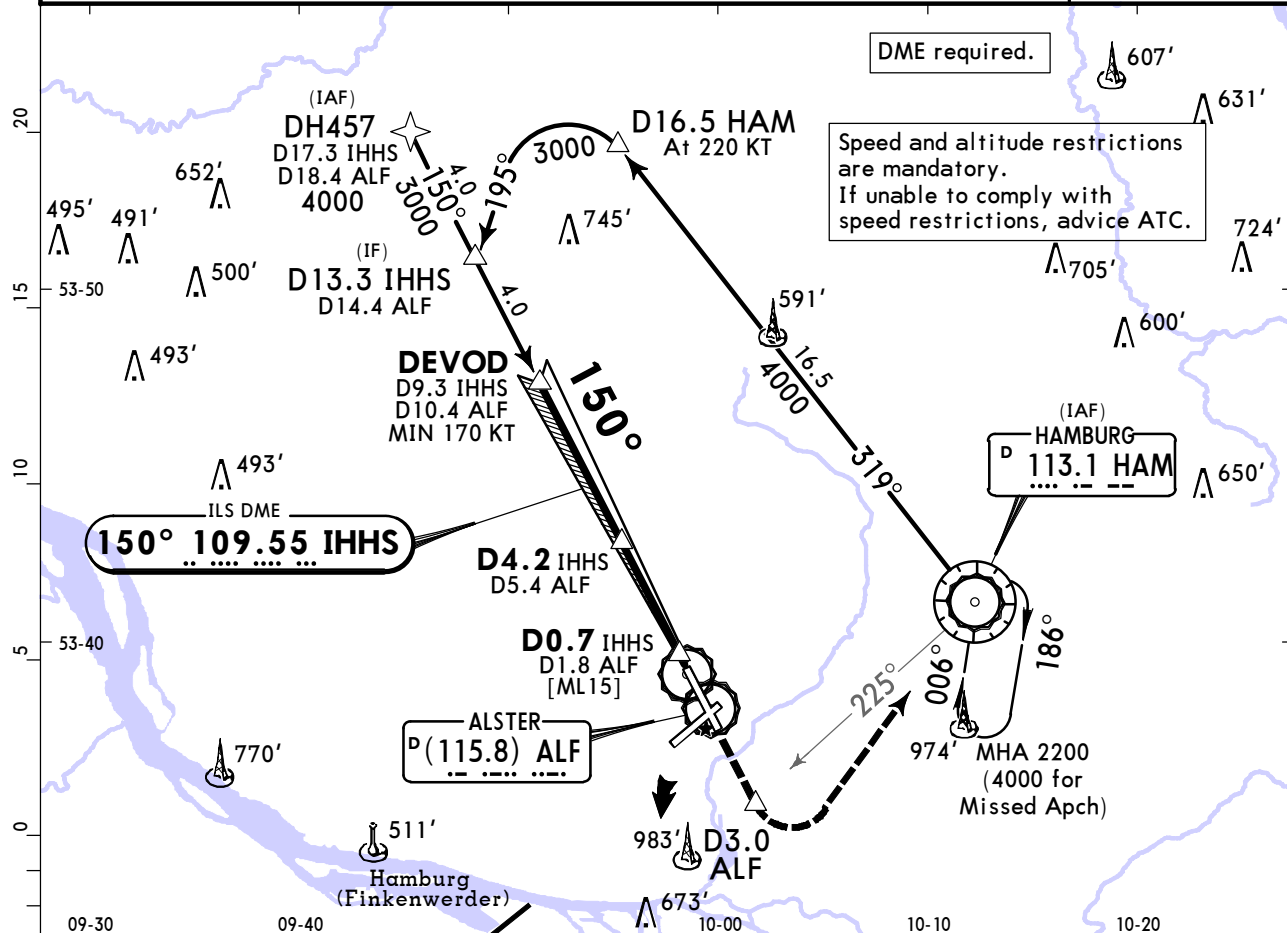
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# EDDH/HAM HAMBURG

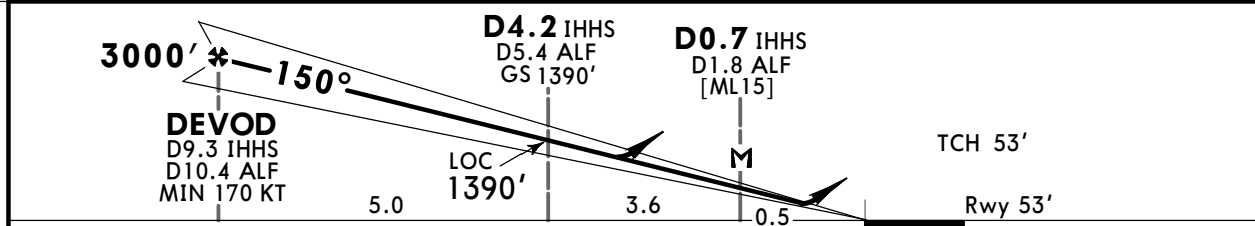
**JEPPESSEN**  
29 NOV 24 **(11-2)**

# HAMBURG, GERMANY ILS or LOC Rwy 15

D-ATIS <b>124.325</b>	BREMEN Radar (APP) <b>134.255 119.510</b>	HAMBURG Arrival <b>118.205</b>	HAMBURG Tower <b>126.855</b>	Ground <b>121.805</b>
LOC IHHS <b>109.55</b>	Final Apch Crs <b>150°</b>	DEVOD <b>3000'</b> (2947')	ILS DA(H) Refer to Minimums	Apt Elev 53' Rwy 53'
<b>MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ALF (crossing R-225 HAM), then turn LEFT direct to HAM VOR climbing to 4000'.</b>				
Alt Set: hPa (IN on req)		Rwy Elev: 2 hPa	Trans level: By ATC	



LOC (GS out)	IHHS DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2910'	2590'	2270'	1950'	1640'	1320'	1000'	680'



Gnd speed-Kts	70	90	100	120	140	160		<b>D3.0 ALF</b>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IHHS/D1.8 ALF									

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 15</b>			
ILS		LOC (GS out)		ILS		LOC (GS out)	
C: <b>255'</b> (202')		CDFA		C: <b>255'</b> (202')		D: <b>265'</b> (212')	
DA(H) AB: <b>253'</b> (200')		DA/MDA(H) <b>510'</b> (457')		D: <b>265'</b> (212')			
FULL		ALS out		ALS out		ALS out	
A							RVR 1500m
B							RVR 1500m
C	RVR 550m <b>I</b>		RVR 1200m		RVR 1400m		RVR 2100m
D							RVR 2100m

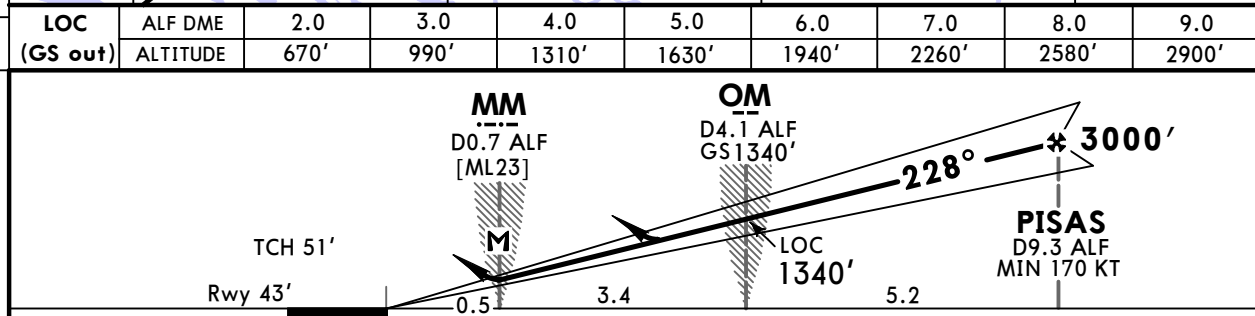
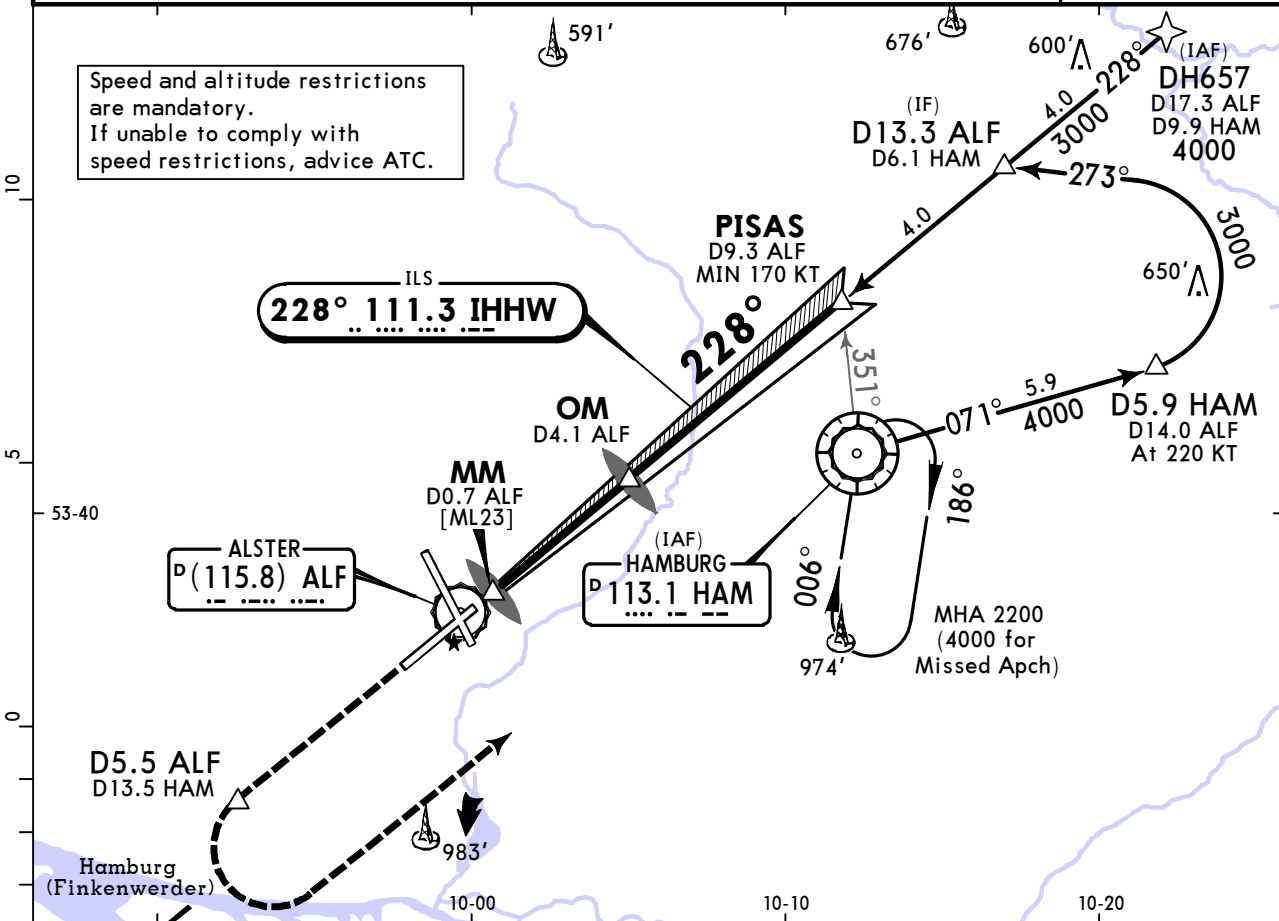
**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
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# EDDH/HAM HAMBURG

**JEPPESEN**  
31 JAN 25 **(11-3)**

# HAMBURG, GERMANY ILS or LOC Rwy 23

D-ATIS <b>124.325</b>	BREMEN Radar (APP) <b>134.255 119.510</b>	HAMBURG Arrival <b>118.205</b>	HAMBURG Tower <b>126.855</b>	Ground <b>121.805</b>
LOC IHHW <b>111.3</b>	Final Apch Crs <b>228°</b>	PISAS <b>3000'</b> (2957')	ILS DA(H) Refer to Minimums	Apt Elev 53' Rwy 43'
<b>MISSED APCH: Climb STRAIGHT AHEAD to D5.5 ALF/D13.5 HAM, then turn LEFT direct to HAM VOR climbing to 4000'.</b>				2100  MSA HAM VOR
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				
LOC: DME required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	<b>D5.5 ALF</b> D13.5 HAM ↑	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at MM/D0.7 ALF									

<b>Std/State</b>			STRAIGHT-IN LANDING			LOC (GS out)			
ILS 1			CDFA			3 DA/MDA(H) 510' (467')			
DA(H) A: 243' (200') B: 252' (209') C: 262' (219') D: 272' (229')			3 DA/MDA(H) 510' (467')						
TDZ or CL out			ALS out			TDZ or CL out ALS out			
A	R550m			R1200m			R1500m		
B	R550m 2			R1200m			R1500m		
C	R550m			R1200m			R1500m		
D	R550m			R1200m			R1500m		

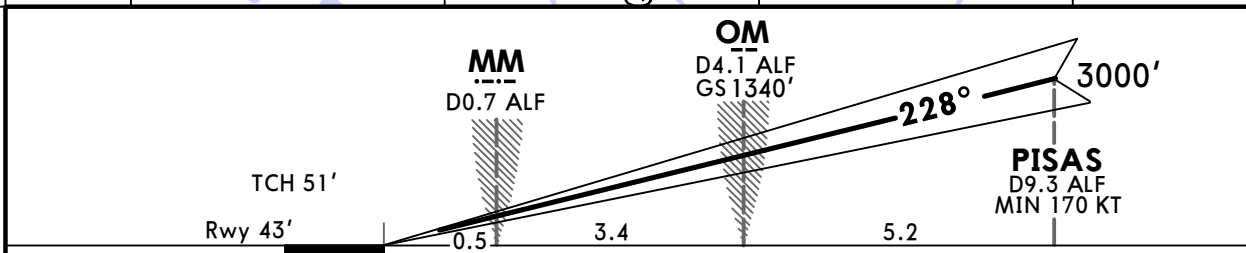
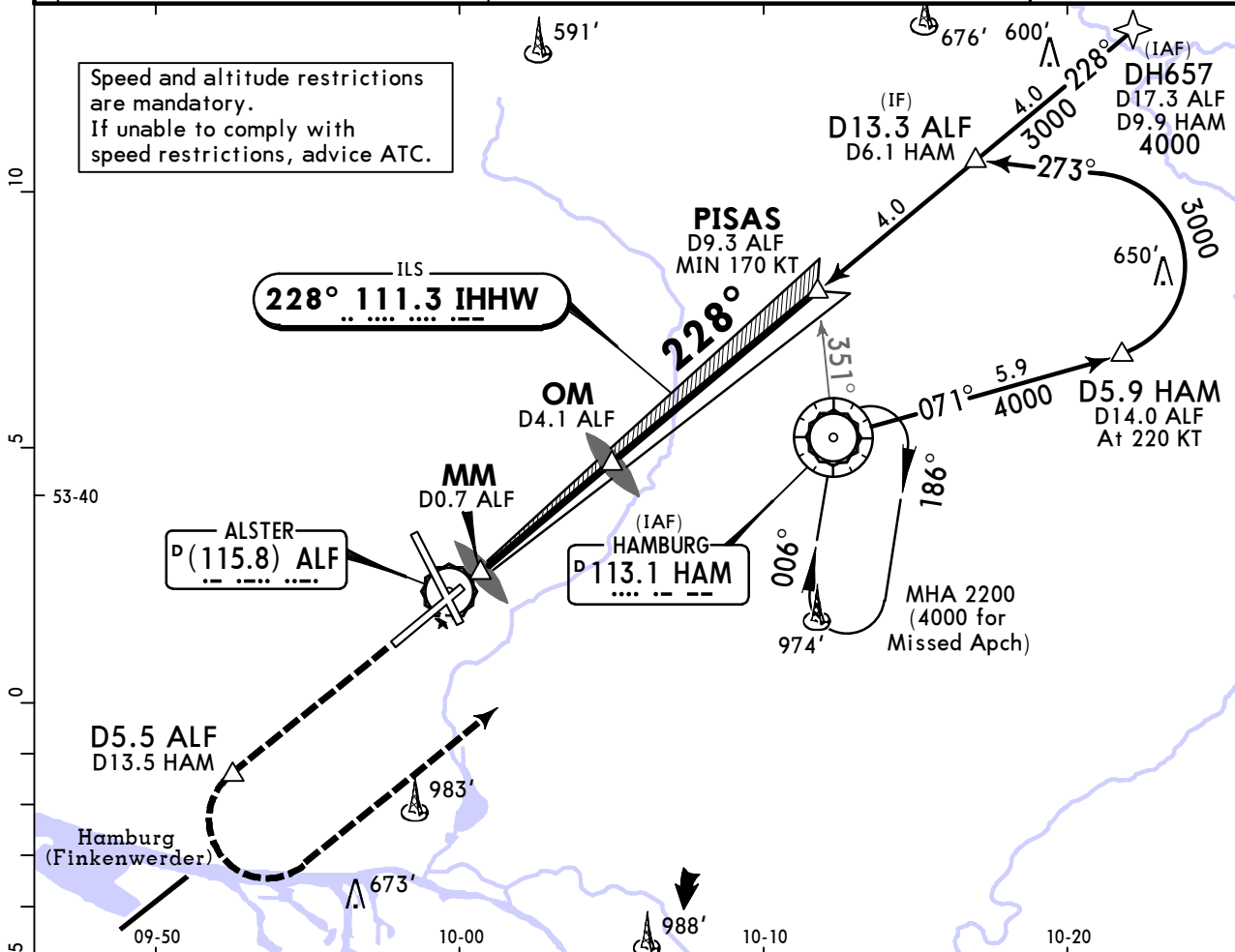
1 D1: DA(H) 298' (255'), FULL and TDZ or CL out: R600m, see also 2, ALS out: R1300m.  
 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.  
 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**EDDH/HAM**  
**HAMBURG**

**JEPPESSEN**  
31 JAN 25 **(11-3A)**

**HAMBURG, GERMANY**  
**CAT II/III ILS Rwy 23**

D-ATIS <b>124.325</b>	BREMEN Radar (APP) <b>134.255 119.510</b>	HAMBURG Arrival <b>118.205</b>	HAMBURG Tower <b>126.855</b>	Ground <b>121.805</b>
LOC IHHW <b>111.3</b>	Final Apch Crs <b>228°</b>	PISAS <b>3000'</b> (2957')	CAT III & II ILS Refer to Minimums	Apt Elev 53' Rwy 43'
<b>MISSED APCH: Climb STRAIGHT AHEAD to D5.5 ALF/D13.5 HAM, then turn LEFT direct to HAM VOR climbing to 4000'.</b>				2100  MSA HAM VOR
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				
Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	<b>D5.5 ALF</b> D13.5 HAM
GS	3.00°	372	478	531	637	743		

<b>Std/State</b>	<b>STRAIGHT-IN LANDING</b>	
<b>CAT III ILS</b>	<b>CAT II ILS 1</b>	
	A: <b>RA 98'</b> DA(H) 143' (100')	D: <b>RA 126'</b> DA(H) 171' (128')
	B: <b>RA 100'</b> DA(H) 145' (102')	
	C: <b>RA 111'</b> DA(H) 156' (113')	
<b>R75m</b>	<b>R300m</b>	<b>R400m</b>

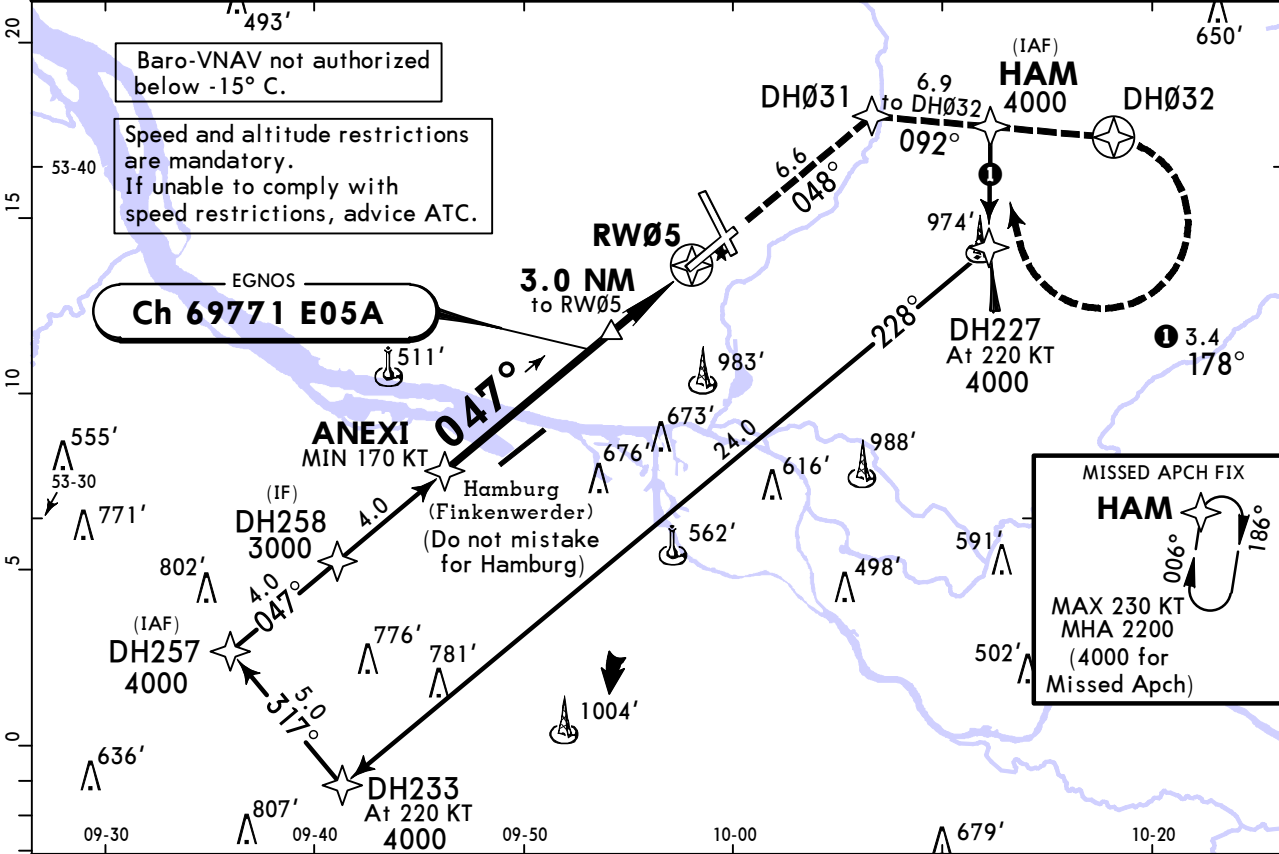
**1** D<sub>L</sub>: RA 132', DA(H) 190' (147'), R450m.

# EDDH/HAM HAMBURG

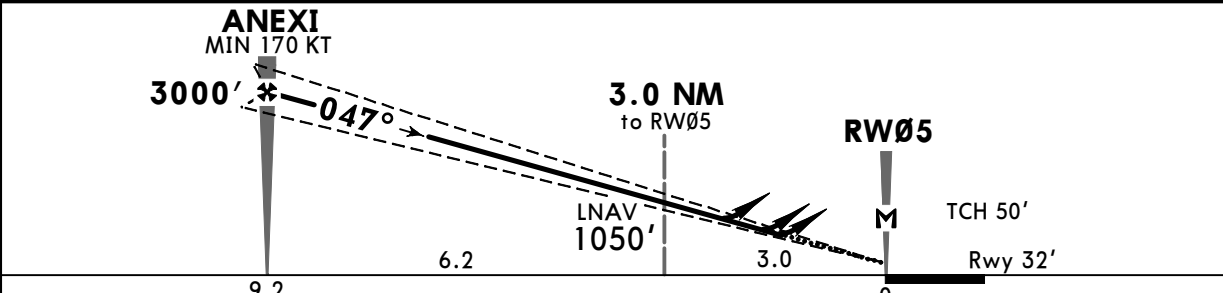
**JEPPESSEN**  
29 NOV 24 (12-1)

# HAMBURG, GERMANY RNP Rwy 05

D-ATIS <b>124.325</b>	BREMEN Radar (APP) <b>134.255 119.510</b>	HAMBURG Arrival <b>118.205</b>	HAMBURG Tower <b>126.855</b>	Ground <b>121.805</b>
EGNOS <b>Ch 69771 E05A</b>	Final Apch Crs <b>047°</b>	ANEXI <b>3000'</b> (2968')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 53' Rwy 32'
<b>MISSED APCH: Climb on 048° to DH031, then to DH032, then turn RIGHT direct to HAM climbing to 4000'. MAX 230 KT</b>				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	ALSIF-I REIL PAPI	230 KT MAX	DH031 on 048°
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW05									

STRAIGHT-IN LANDING RWY 05					
LPV CAT I		LNAV/VNAV		LNAV CDFA	
A: 232' (200') C: 264' (232')		A: 371' (339') C: 388' (356')		DA/MDA(H) 500' (468')	
DA(H) B: 237' (205') D: 274' (242')		DA(H) B: 380' (348') D: 397' (365')			
	ALS out		ALS out		ALS out
A	RVR 550m <b>I</b>	RVR 800m	RVR 1500m	RVR 1500m	RVR 1500m
B		RVR 1200m	RVR 1600m		RVR 2200m
C		RVR 900m			
D		RVR 1300m	RVR 1000m		RVR 1700m

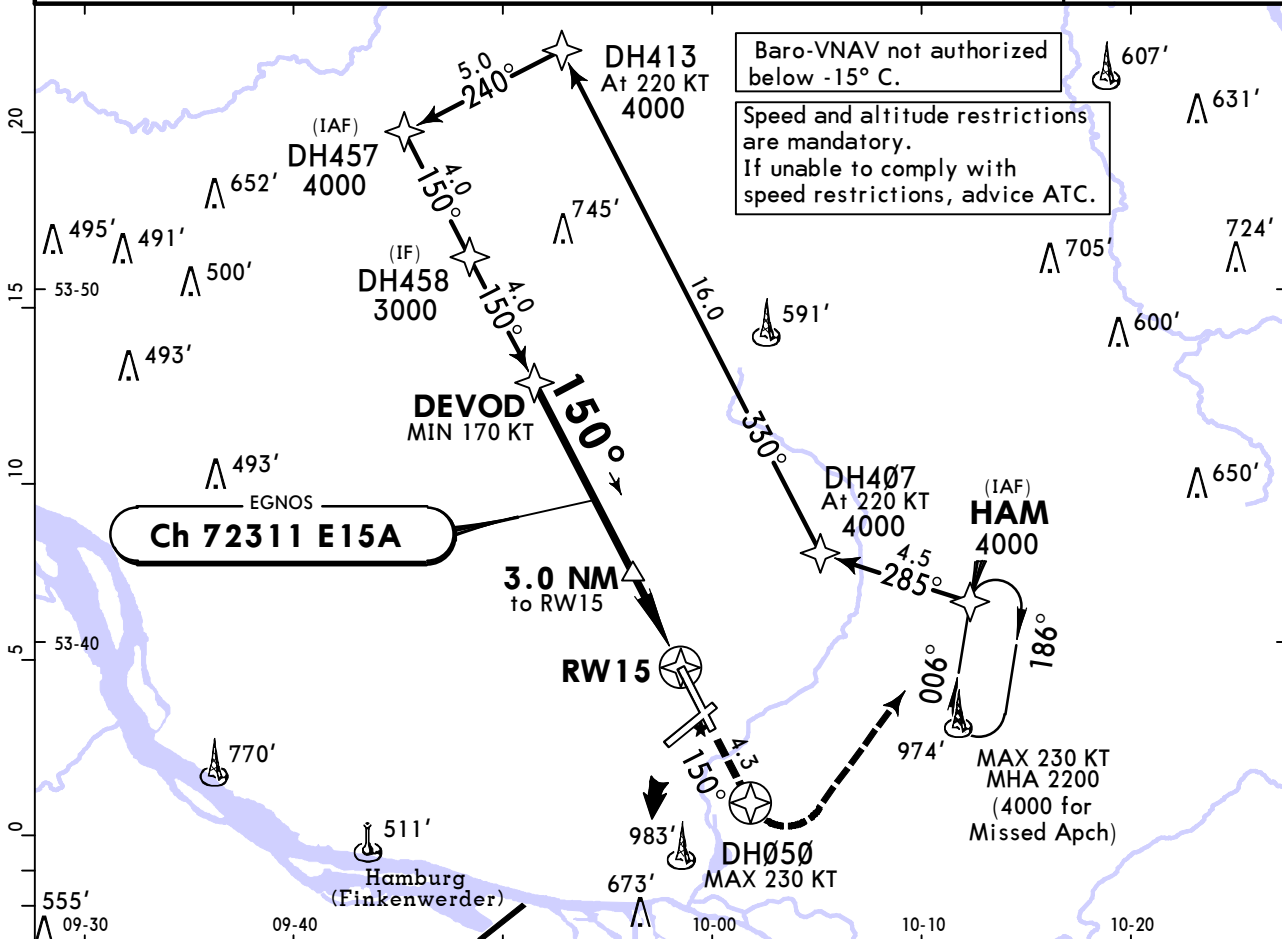
**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

# EDDH/HAM HAMBURG

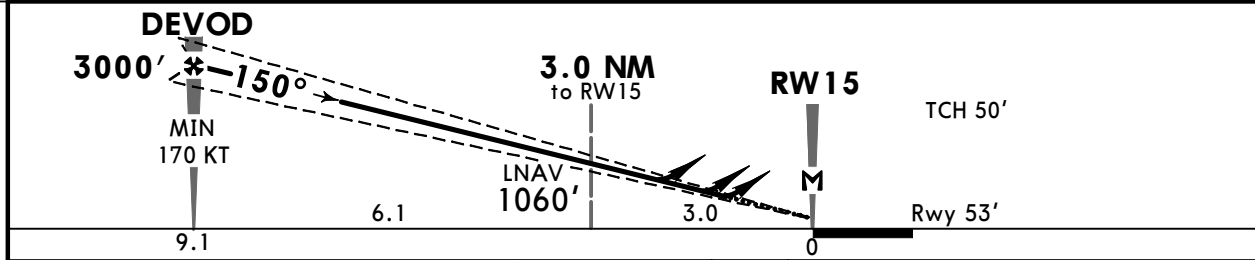
**JEPPESSEN**  
29 NOV 24 (12-2)

# HAMBURG, GERMANY RNP Rwy 15

BRIEFING STRIP™	D-ATIS	BREMEN Radar (APP)	HAMBURG Arrival	HAMBURG Tower	Ground
	124.325	134.255 119.510	118.205	126.855	121.805
	EGNOS <b>Ch 72311</b> E15A	Final Apch Crs <b>150°</b>	<b>DEVOD</b> 3000' (2947')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 53' Rwy 53'
<b>MISSED APCH: Climb on track 150° to DH050, then turn LEFT direct to HAM climbing to 4000'. MAX 230 KT</b>					
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'					MSA ARP



DIST to RW15	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2970'	2660'	2340'	2020'	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	230 KT MAX	DH050 on 150°
Glide Path Angle	3.00°	372	478	531	637	743			

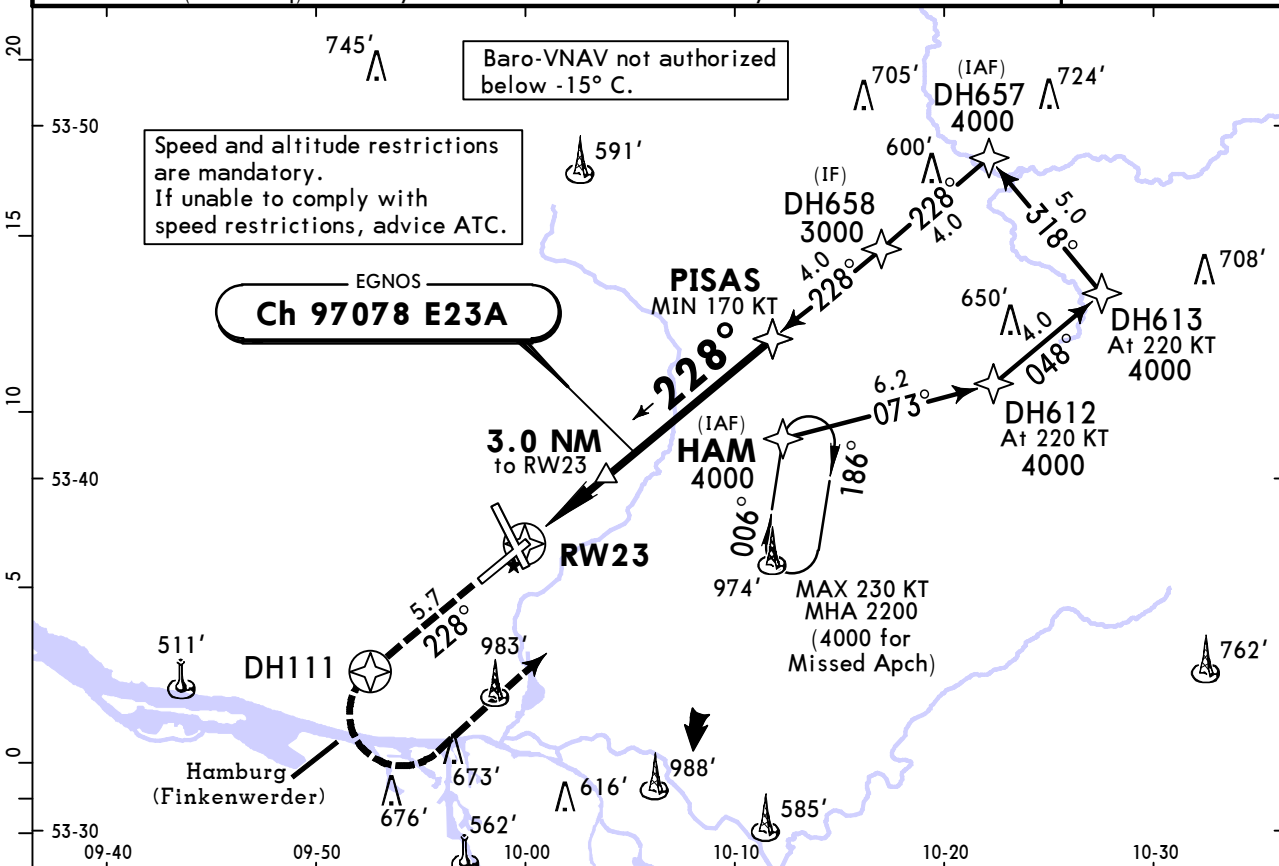
MAP at RW15 <b>Standard</b>					
LPV CAT I			LNAV/VNAV		LNAV CDFA
DA(H) C: 255' (202') AB: 253' (200') D: 265' (212')			DA(H) A: 466' (413') C: 482' (429') B: 474' (421') D: 490' (437')		DA/MDA(H) 560' (507')
ALS out			ALS out		ALS out
A	RVR 550m <b>I</b>		RVR 1200m	RVR 1500m	RVR 1500m
B	RVR 1200m		RVR 1300m	RVR 2000m	RVR 1600m
C	RVR 1200m		RVR 1300m	RVR 2000m	RVR 2400m
D	RVR 1200m		RVR 1300m	RVR 2000m	RVR 2400m

**EDDH/HAM**  
**HAMBURG**

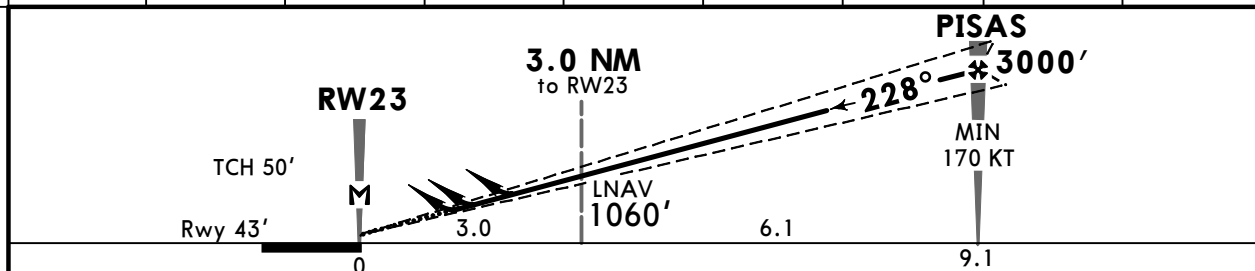
**JEPPESEN**  
29 NOV 24 **(12-3)**

**HAMBURG, GERMANY**  
**RNP Rwy 23**

BRIEFING STRIP™	D-ATIS	BREMEN Radar (APP)	HAMBURG Arrival	HAMBURG Tower	Ground
	124.325	134.255 119.510	118.205	126.855	121.805
	EGNOS <b>Ch 97078</b> E23A	Final Apch Crs <b>228°</b>	PISAS <b>3000'</b> (2957')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 53' Rwy 43'
<b>MISSED APCH: Climb on track 228° to DH111, then turn LEFT direct to HAM climbing to 4000'.</b>					
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'					MSA ARP



DIST to RW23	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	740'	1060'	1370'	1690'	2010'	2330'	2650'	2970'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	DH111 on 228°
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW23								

<b>Standard</b>		<b>STRAIGHT-IN LANDING</b>					
		<b>LPV CAT I 1</b>		<b>RNAV/VNAV</b>		<b>RNAV CDFA</b>	
		A: <b>243'</b> (200') C: <b>262'</b> (219')		A: <b>341'</b> (298') C: <b>361'</b> (318')		DA/MDA(H) <b>480'</b> (437')	
		DA(H) B: <b>252'</b> (209') D: <b>272'</b> (229')		DA(H) B: <b>351'</b> (308') D: <b>391'</b> (348')			
		TDZ or CL out	ALS out	ALS out	ALS out	ALS out	
A				3 R750m			R1500m
B	R550m	2 R550m	R1200m	4 R750m	R1400m	R1300m	R1500m
C							R2000m
D				R900m	R1600m		

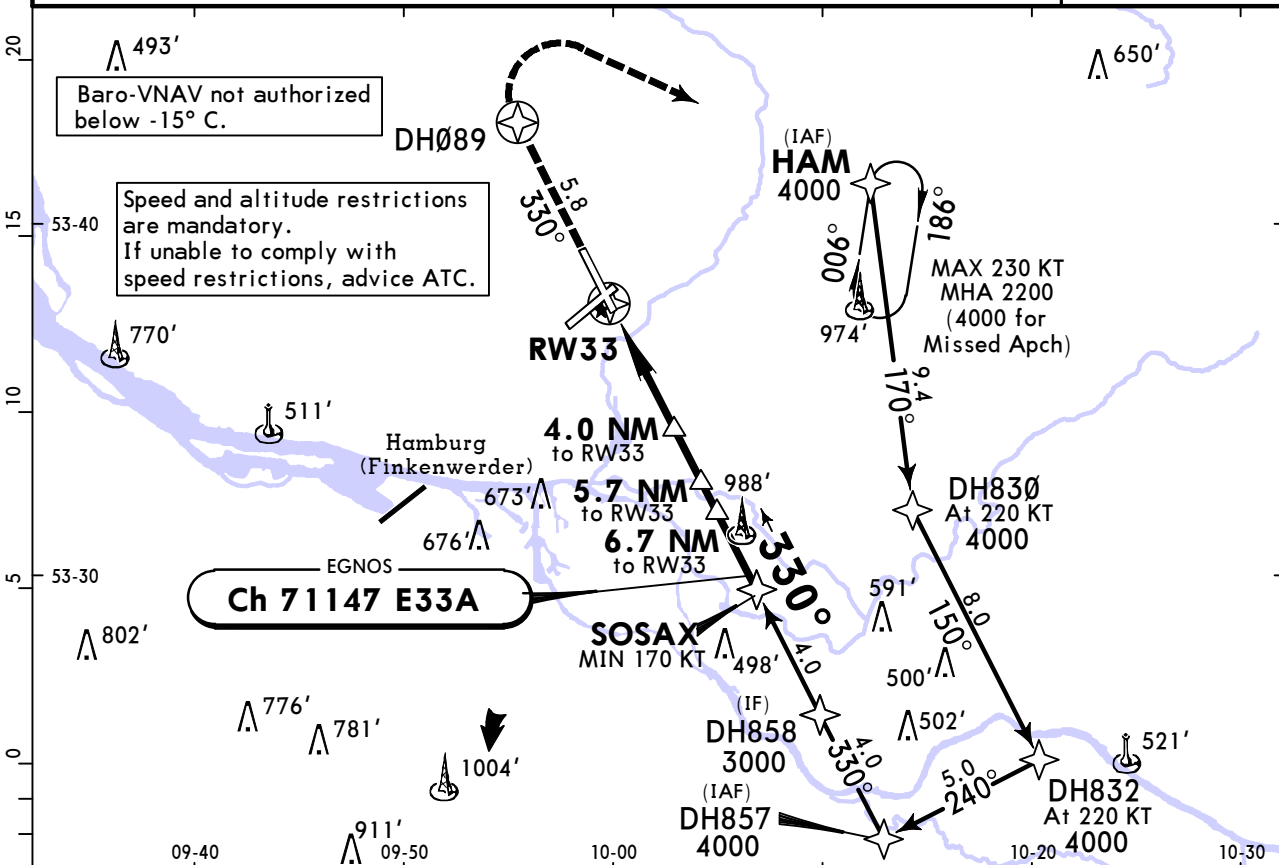
**1** D<sub>L</sub>: DA(H) 298' (255'), FULL and TDZ or CL out: RVR 600m, see also **2** ALS out: RVR 1300m.  
**2** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
**3** With TDZ & CL & HUD: RVR 650m. **4** With TDZ & CL & HUD: RVR 700m.

# EDDH/HAM HAMBURG

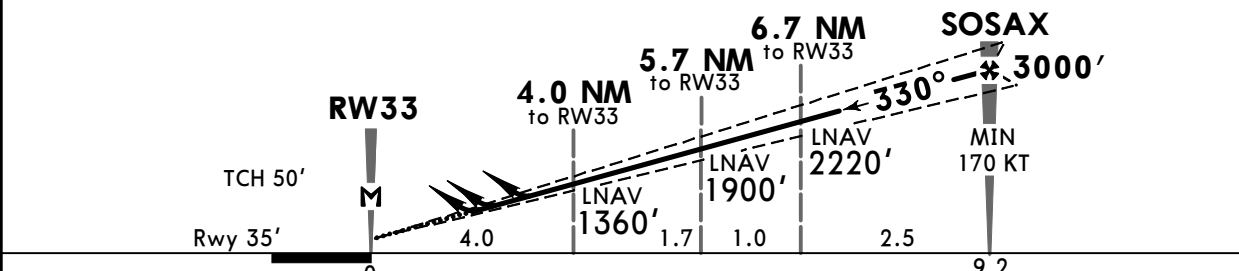
**JEPPESSEN**  
29 NOV 24 (12-4)

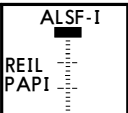
# HAMBURG, GERMANY RNP Rwy 33

BRIEFING STRIP™	D-ATIS	BREMEN Radar (APP)	HAMBURG Arrival	HAMBURG Tower	Ground
	124.325	134.255 119.510	118.205	126.855	121.805
	EGNOS <b>Ch 71147 E33A</b>	Final Apch Crs <b>330°</b>	<b>SOSAX</b> 3000' (2965')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 53' Rwy 35'
<b>MISSED APCH: Climb on track 330° to DH089, then turn RIGHT direct to HAM climbing to 4000'.</b>					
Alt Set: hPa (IN on req)		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP



DIST to RW33	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	730'	1050'	1360'	1680'	2000'	2320'	2640'	2960'



Gnd speed-Kts	70	90	100	120	140	160		DH089 on 330°
Glide Path Angle	3.00°	372	478	531	637	849		
MAP at RW33								

<b>STRAIGHT-IN LANDING RWY 33</b>					
<b>LPV CAT I</b>		<b>LNAV/VNAV</b>		<b>LNAV CDFA</b>	
A: <b>235'</b> (200') C: <b>247'</b> (212') B: <b>237'</b> (202') D: <b>257'</b> (222')		A: <b>361'</b> (326') C: <b>381'</b> (346') B: <b>371'</b> (336') D: <b>391'</b> (356')		DA/MDA(H) <b>580'</b> (545')	
ALS out		ALS out		ALS out	
A		RVR 800m	RVR 1500m	RVR 1500m	
B	RVR 550m <b>I</b>	RVR 1200m			
C		RVR 900m	RVR 1600m	RVR 1800m	RVR 2400m
D					

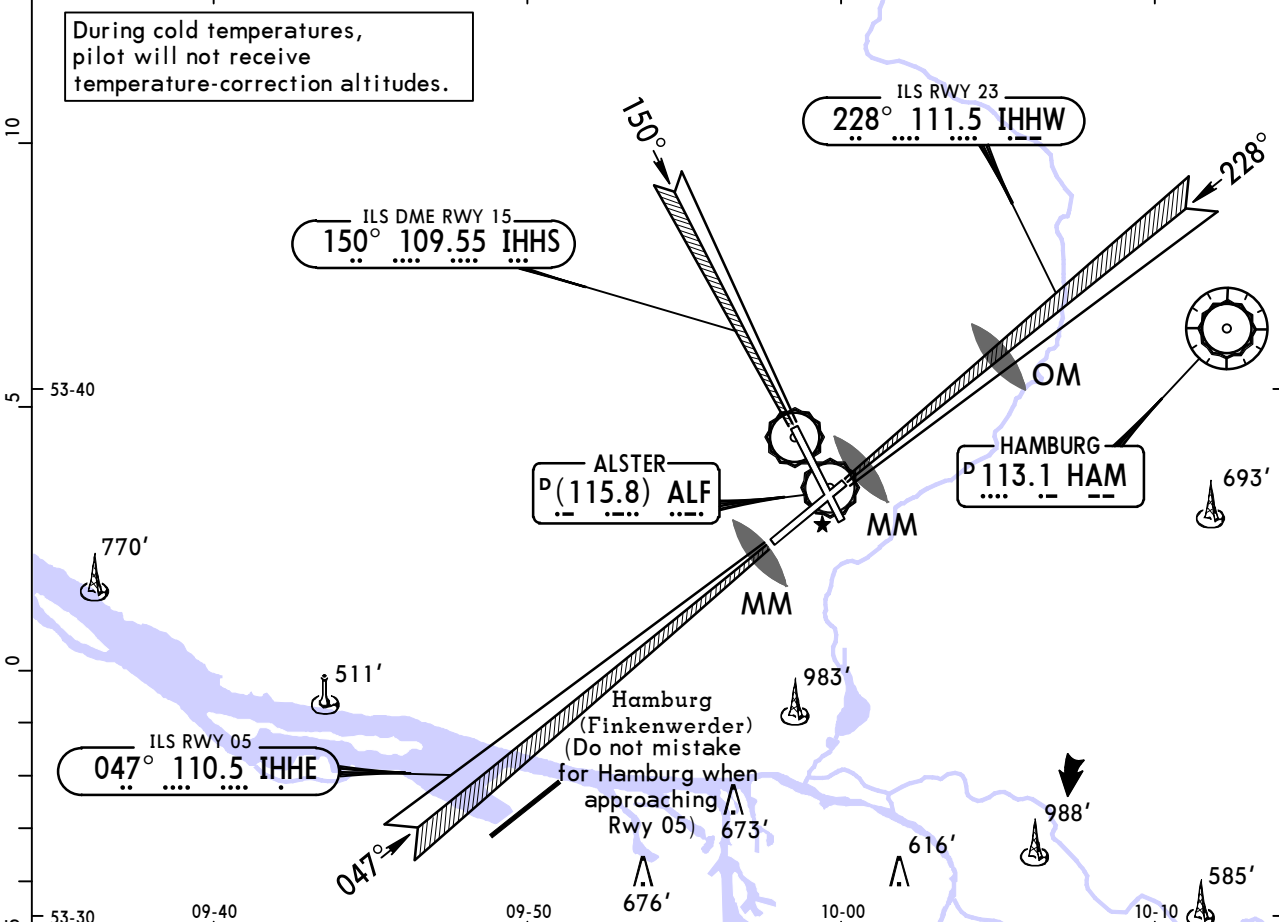
**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
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# EDDH/HAM HAMBURG

**JEPPESSEN**  
29 NOV 24 (18-1)

# HAMBURG, GERMANY SRE All Rwys

BRIEFING STRIP™	D-ATIS	BREMEN Radar (APP)	HAMBURG Arrival	HAMBURG Tower	Ground
	124.325	134.255 119.510	118.205	126.855	121.805
	RADAR	Final Apch Crs By ATC	No FAF	DA/MDA(H) Refer to Minimums	Apt Elev 53' RWY -See below
MISSED APCH: Climb STRAIGHT AHEAD to 4000'.					
Alt Set: hPa (IN on req)		Apt Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	MSA HAM VOR



RWY	05	15	23	33
BASED ON ELEV.	32'	53'	43'	35'

Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	4000' ↑	
Descent Angle	2.83°	350	450	500	600	700			800
MAP at THR									

PANS OPS	<b>STRAIGHT-IN LANDING</b>							
	<b>SRE 05</b> CDFA DA/MDA(H) <b>750'</b> (718')		<b>SRE 15</b> CDFA DA/MDA(H) <b>620'</b> (567')		<b>SRE 23</b> CDFA DA/MDA(H) <b>620'</b> (577')		<b>SRE 33</b> CDFA DA/MDA(H) <b>1240'</b> (1205')	
	ALS out		ALS out		ALS out		ALS out	
	A	RVR 1500m		RVR 1500m		RVR 1500m		RVR 5000m
	B	RVR 1500m		RVR 1500m		RVR 1500m		
C	RVR 2400m	RVR 1900m	RVR 2400m	RVR 1900m	RVR 2400m			
D	RVR 2400m	RVR 1900m	RVR 2400m	RVR 1900m	RVR 2400m			

### Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>HAMBURG, (HAMBURG - EDDH)</b>				

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport EDDH

### Chart Change Notices for Country DEU

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

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

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** 20210326

**End Date:** No end date

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