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Airport Information For EDDH
Terminal Charts For EDDH
Revision Letter For Cycle 12-2018
Change Notices
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: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0256 Z
Sunset: 1952 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: asphalt
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: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1463 ft

Communication Information

ATIS: 124.325
Hamburg Tower: 126.850
Hamburg Tower: 121.275
Hamburg Ground: 121.800
Hamburg Apron Ramp/Taxi: 121.700
Hamburg Apron Ramp/Taxi: 121.975
Bremen Radar Approach: 136.675

Bremen Radar Approach: 134.250
Hamburg Direct (Approach Control Radar): 118.200

EDDH/HAM
HAMBURG

15 SEP 17

 **JEPPESEN**
10-1P

HAMBURG, GERMANY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 123.125

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 WITHOUT 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.

EDDH/HAM
HAMBURG

15 SEP 17

JEPPesen
10-1P1HAMBURG, GERMANY
AIRPORT BRIEFING**1. GENERAL**

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

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

The ATC clearance does not include the exceptional permission from the noise abatement officer (Fluglaerschutzbeauftragter) 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 121.7 or 121.975).

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 (Apron 2, Y1 and Y3 only), ACFT will be guided by means of green centerline lights when CAT II/III operations are activated. In the apron areas without centerline lighting (Aprons 1 and 4, as well as parts of Apron 2), Follow-me cars will be assigned by Apron if required, or at the request of the pilot.

EDDH/HAM
HAMBURG

11 MAY 18

JEPPesen
10-1P2HAMBURG, 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 guidelines and are permitted only at minimum thrust.

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

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

Within the General Aviation area, the wingtip clearance on TWY Y4 is 10'/3m, 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.

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.

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JEPPESEN
11 MAY 18 (10-1P3)

HAMBURG, GERMANY
AIRPORT BRIEFING

1. GENERAL

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

Apron 1 South of TWY B1 MAX wingspan 118'/36m.

ACFT with a wingspan of more than 171'/52m may only use TWY B1 to vacate RWY 15/33 when guided by Follow-me vehicles. ACFT with MAX wingspan of 213'/65m may use TWY B1 to taxi onto RWY 15/33 without guidance.

TWY B3 may only be used for crossing RWY 15/33. It cannot be used to enter RWY 15/33 for take-offs or to exit it after landings.

TWY B5 is available only to ACFT with wingspan of up to but not including 118'/36m (ICAO code letter C).

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 MAX wingspan less than 98'/30m.

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.

TWY Z7 MAX wingspan 82'/25m.

Apron 4 MAX wingspan less than 94'/28.65m.

1.6. PARKING INFORMATION

Stands 01A, 01, 01B, 02A, 02B, 03A, 03B thru 11 equipped with Visual Docking Guidance System.

On stands 01A thru 43 and 81 thru 95A push-back required.

On stands 01A thru 48, onboard APU must be switched off as long as power supply and fresh air are provided in return for extra fees.

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

ACFT with a wingspan of more than 82'/25m must be pushed back from their positions.

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

1.7. OTHER INFORMATION

Caution: Birds in vicinity of APT.

For APT Collaborative Decision Making see ATC pages Germany.

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15 DEC 17 (10-1P4)

HAMBURG, GERMANY
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

In case of a long landing on RWY 23 with subsequent vacating of RWY via TWY 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.

2.3. OTHER INFORMATION

2.3.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES (CONTINUOUS DESCENT APPROACH - CDA)

2.3.1.1. GENERAL

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

2.3.1.2. PROCEDURE

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

Intermediate approach altitude: 3000'.

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

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

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

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

2.3.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs.

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15 DEC 17 10-1P5

HAMBURG, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

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 manoeuvre immediately.

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':

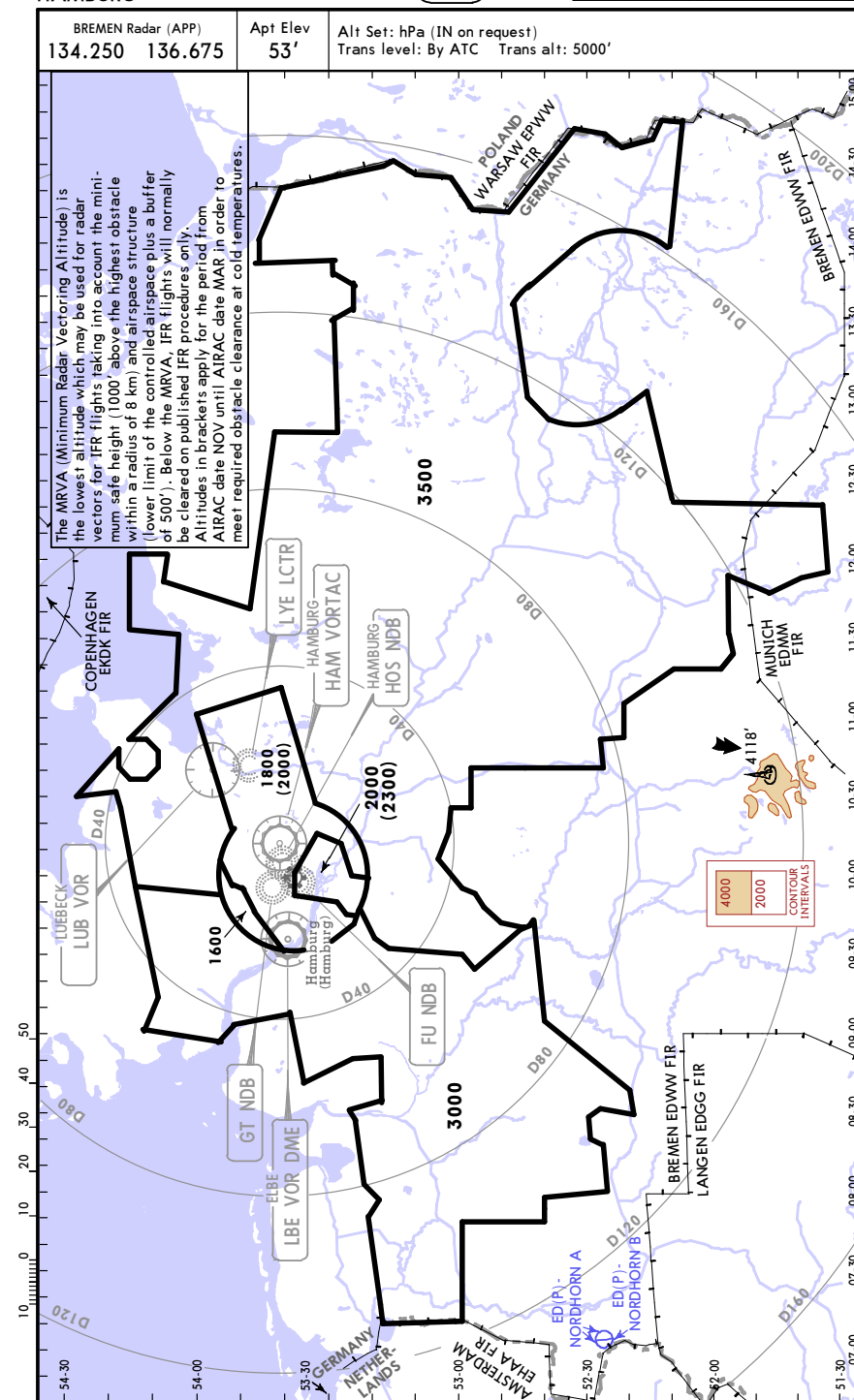
- Use the high lift devices TKOF configuration.
- TKOF PWR reduction to climb PWR at 1500'.

Automatic measuring equipment is used to MNT adherence.

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7 APR 17 10-1R

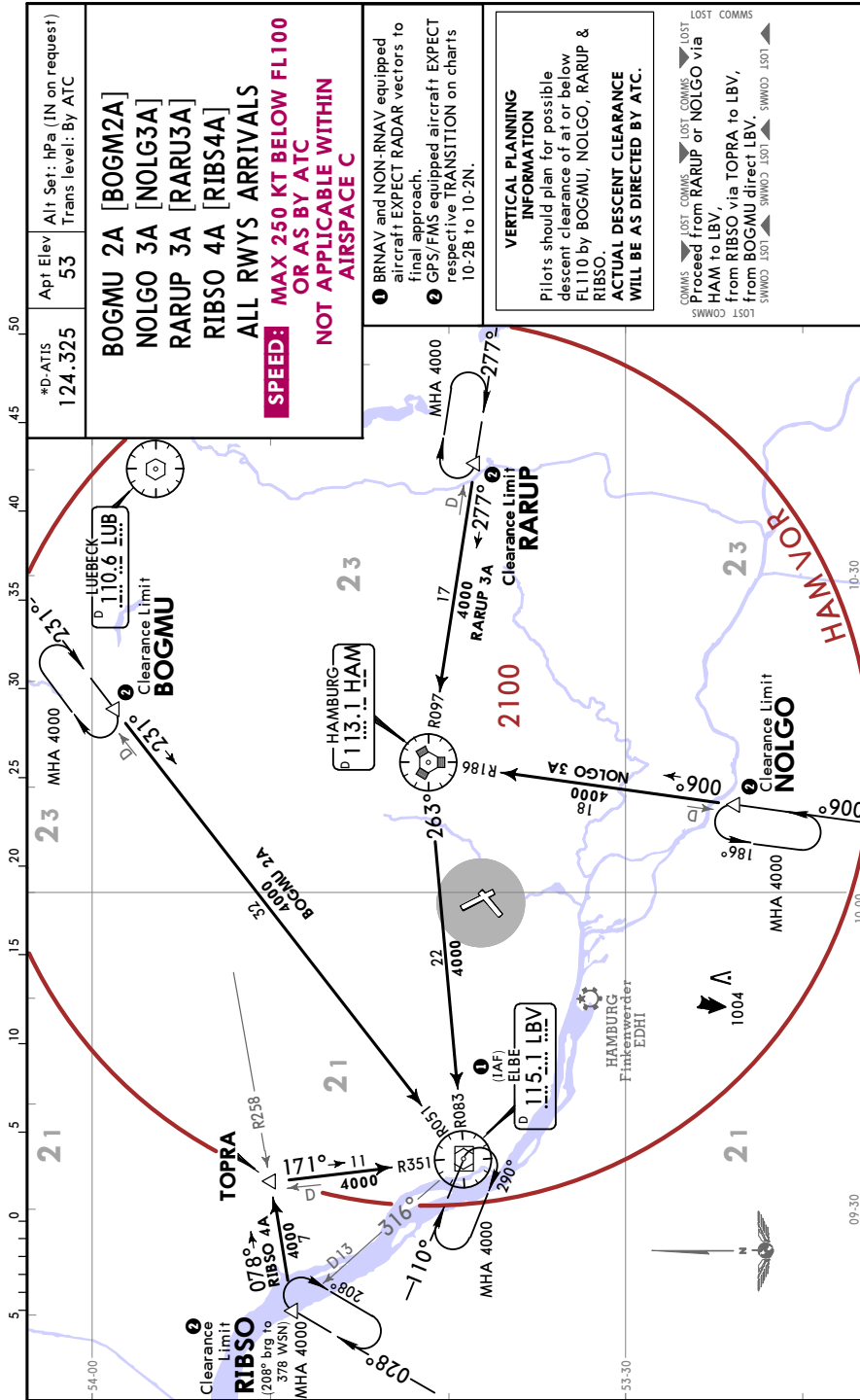
HAMBURG, GERMANY
RADAR MINIMUM ALTITUDES



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HAMBURG

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25 MAY 18 (10-2)

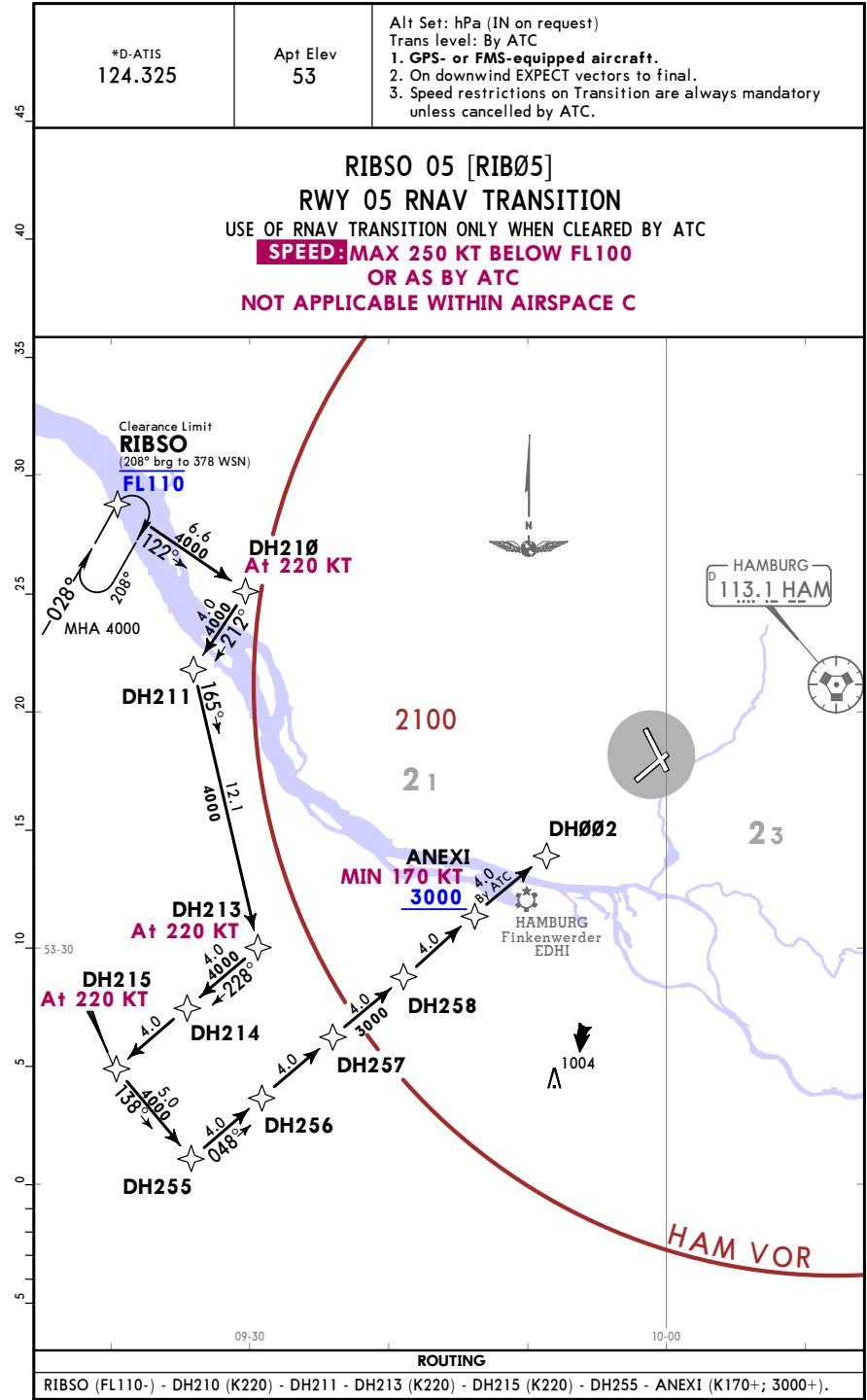
HAMBURG, GERMANY
STAR

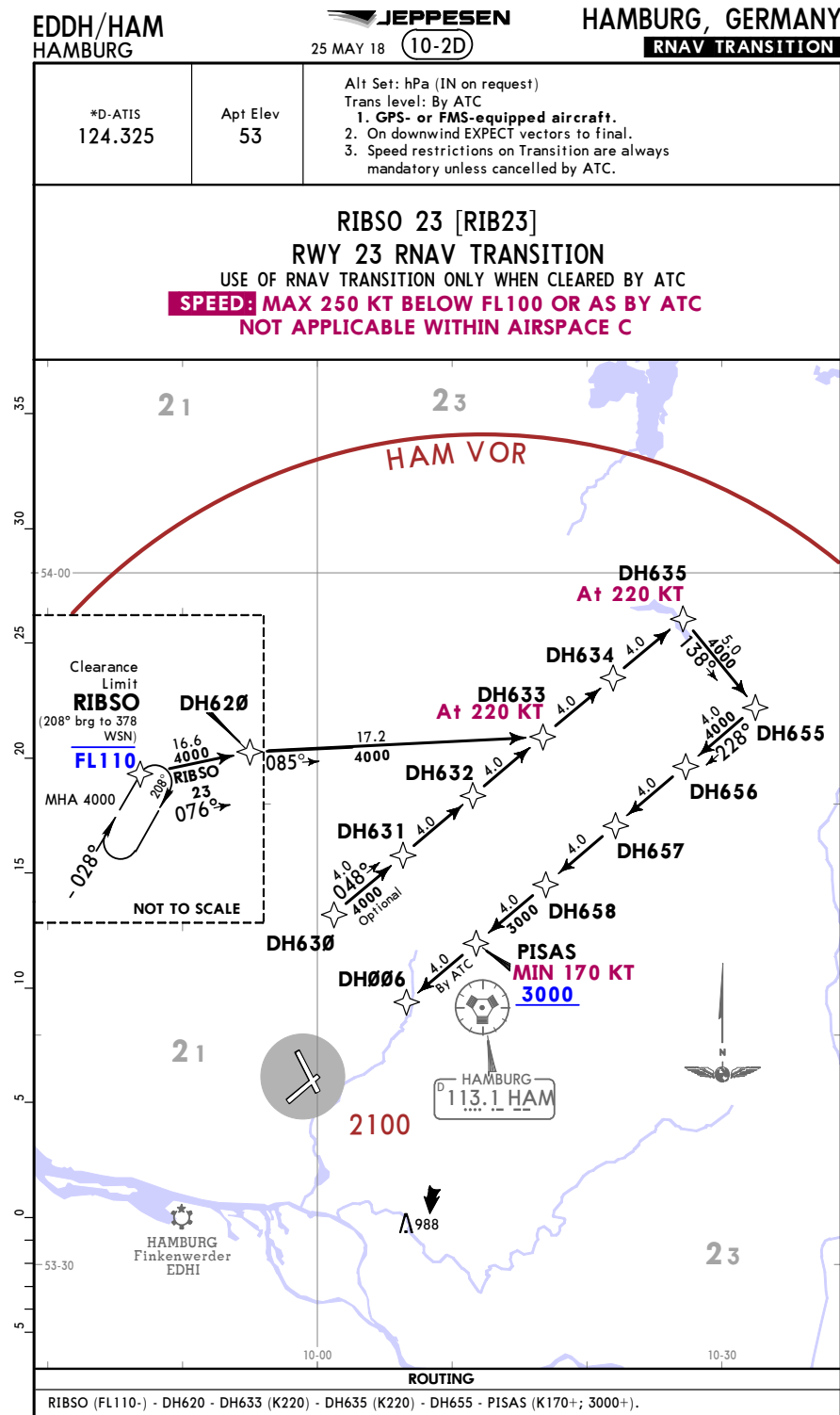


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25 MAY 18 (10-2B)

HAMBURG, GERMANY
RNAV TRANSITION

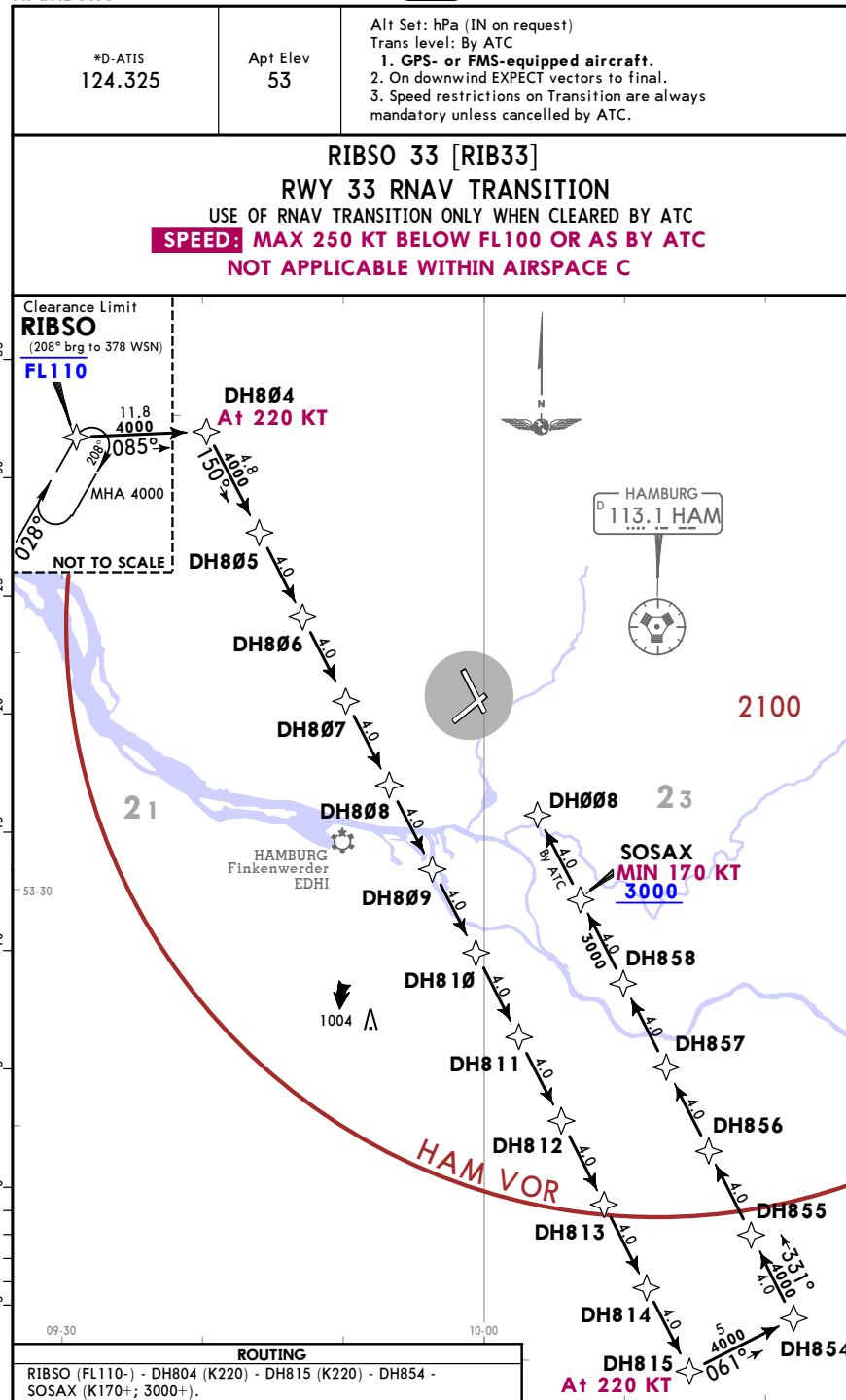




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HAMBURG

JEPPESSEN
25 MAY 18 10-2E

HAMBURG, GERMANY
RNAV TRANSITION

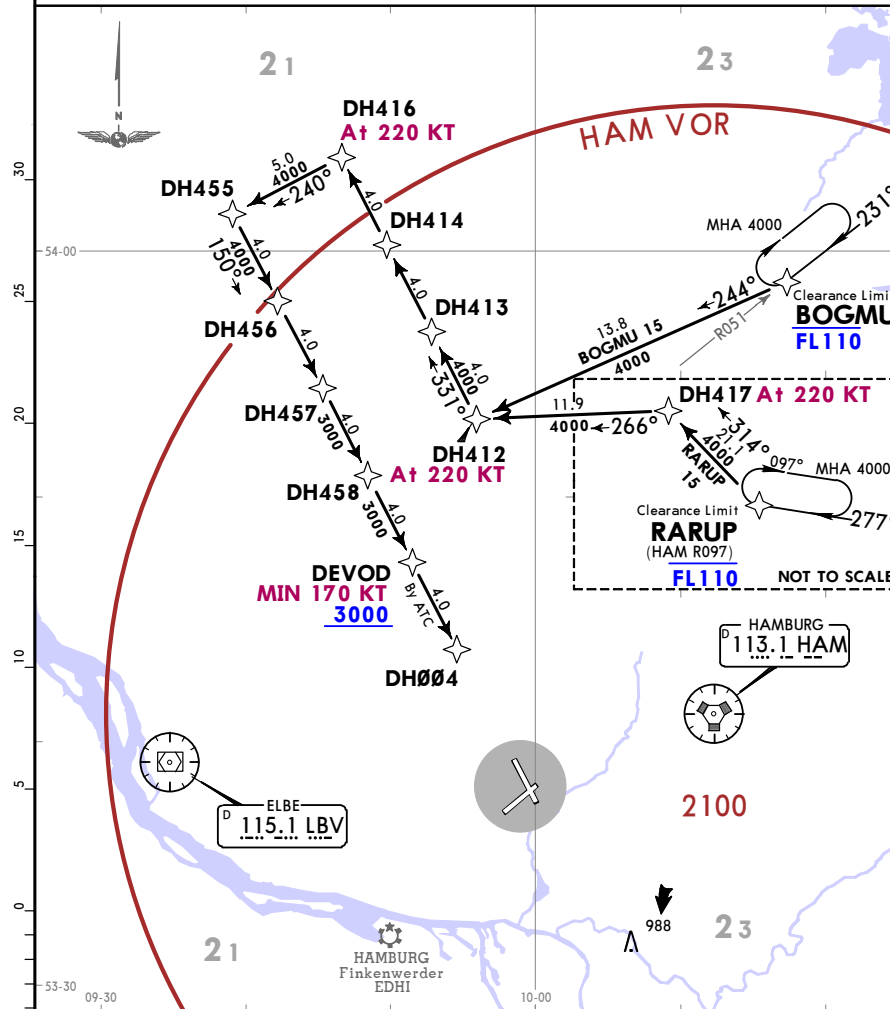


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25 MAY 18 (10-2G)HAMBURG, GERMANY
RNAV TRANSITION

*D-ATIS 124.325	Apt Elev 53	Alt Set: hPa (IN on request) Trans level: By ATC 1. GPS- or FMS-equipped aircraft. 2. On downwind EXPECT vectors to final. 3. Speed restrictions on Transition are always mandatory unless cancelled by ATC.
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BOGMU 15 [BOG15], RARUP 15 [RAR15]
RWY 15 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

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

CHANGES: ATIS.

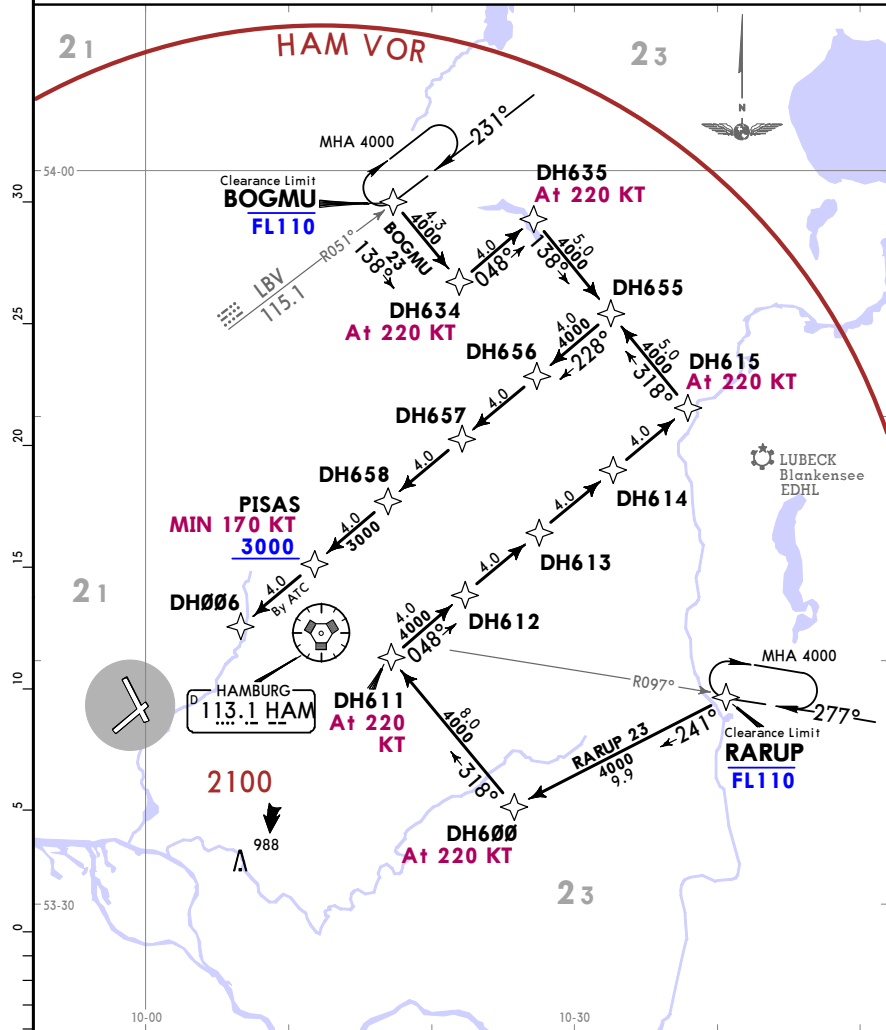
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25 MAY 18 (10-2H)HAMBURG, GERMANY
RNAV TRANSITION

*D-ATIS 124.325	Apt Elev 53	Alt Set: hPa (IN on request) Trans level: By ATC 1. GPS- or FMS-equipped aircraft. 2. On downwind EXPECT vectors to final. 3. Speed restrictions on Transition are always mandatory unless cancelled by ATC.
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BOGMU 23 [BOG23], RARUP 23 [RAR23]
RWY 23 RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

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

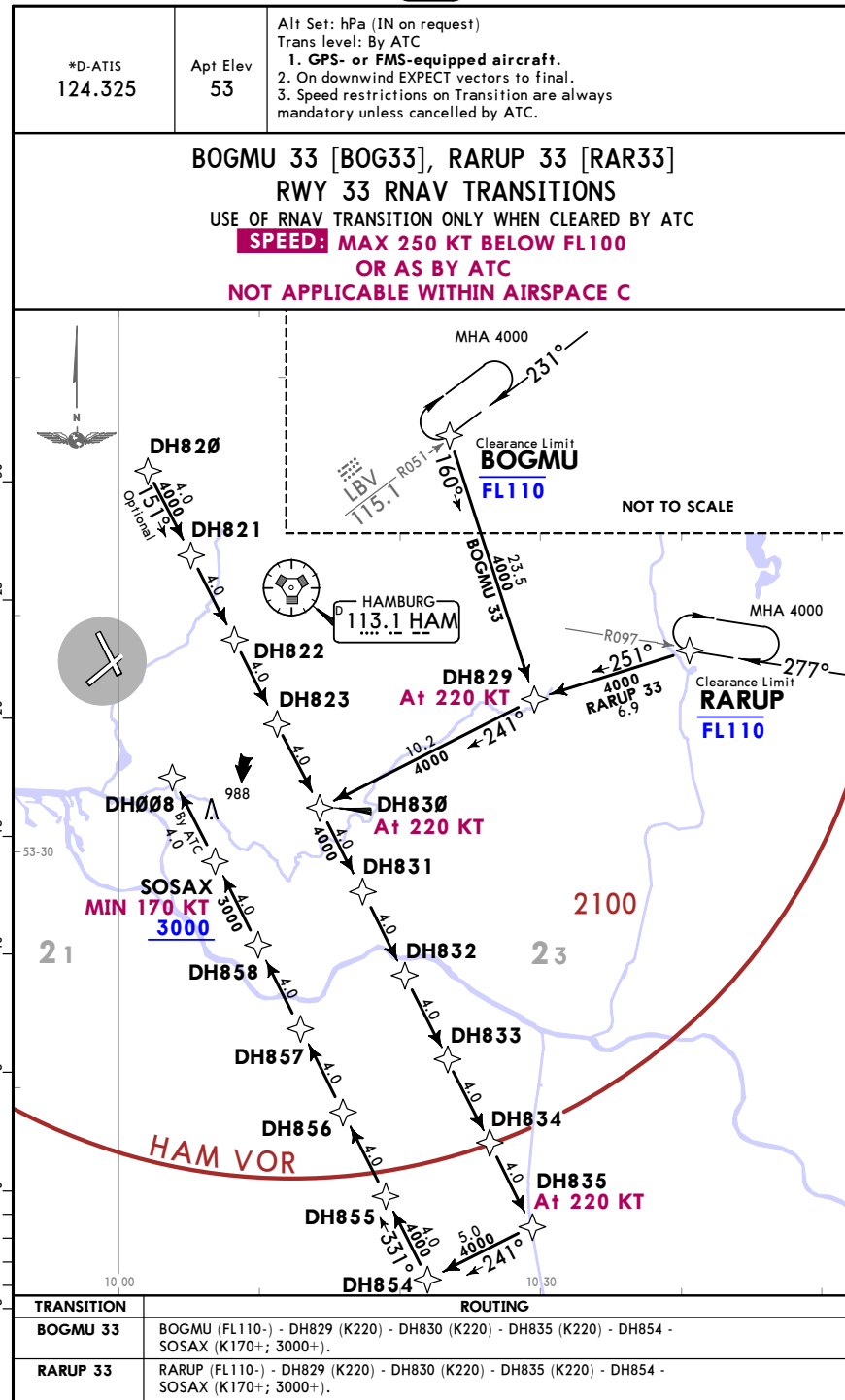
CHANGES: ATIS.

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25 MAY 18 (10-2J)

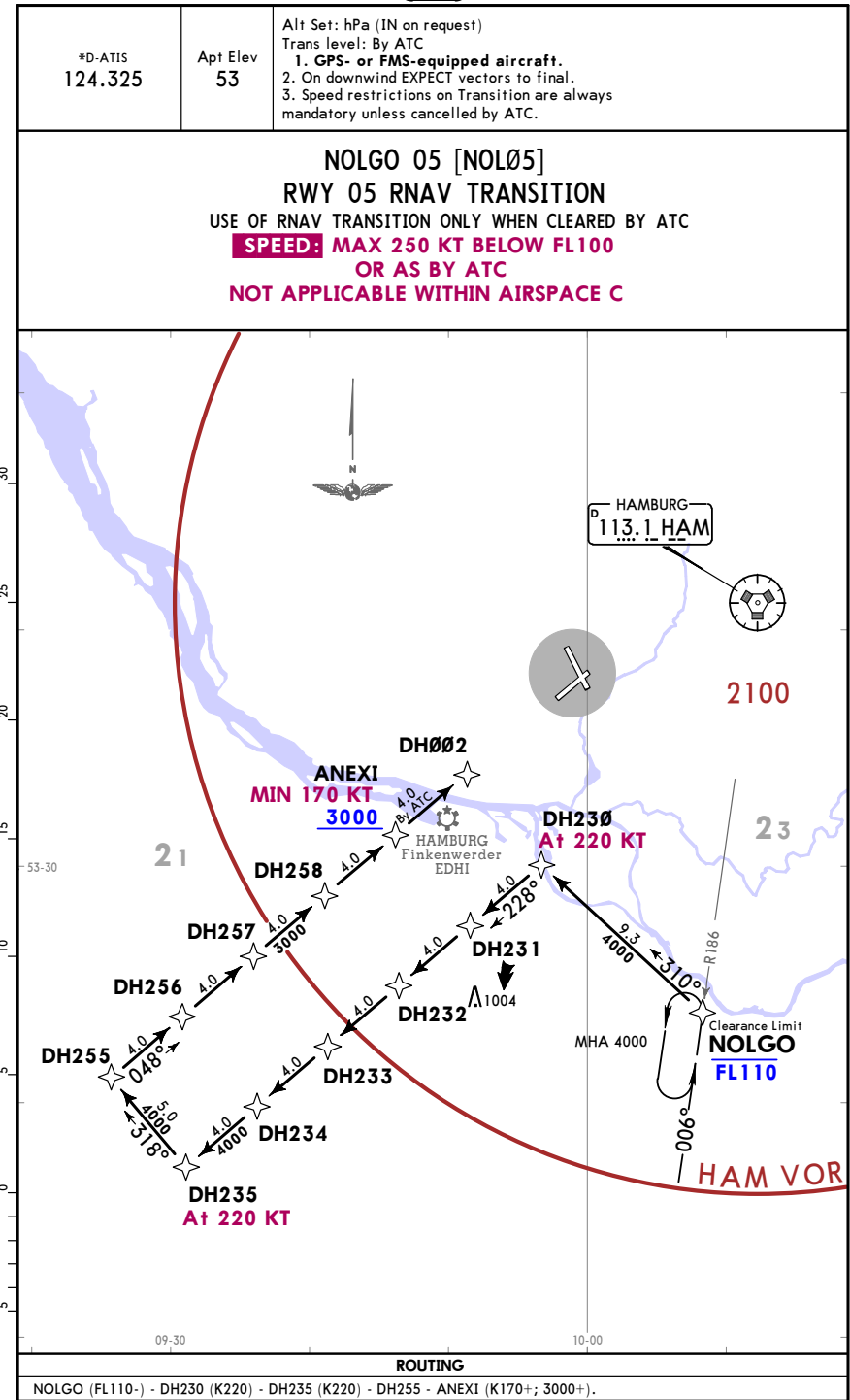
HAMBURG, GERMANY
RNAV TRANSITION

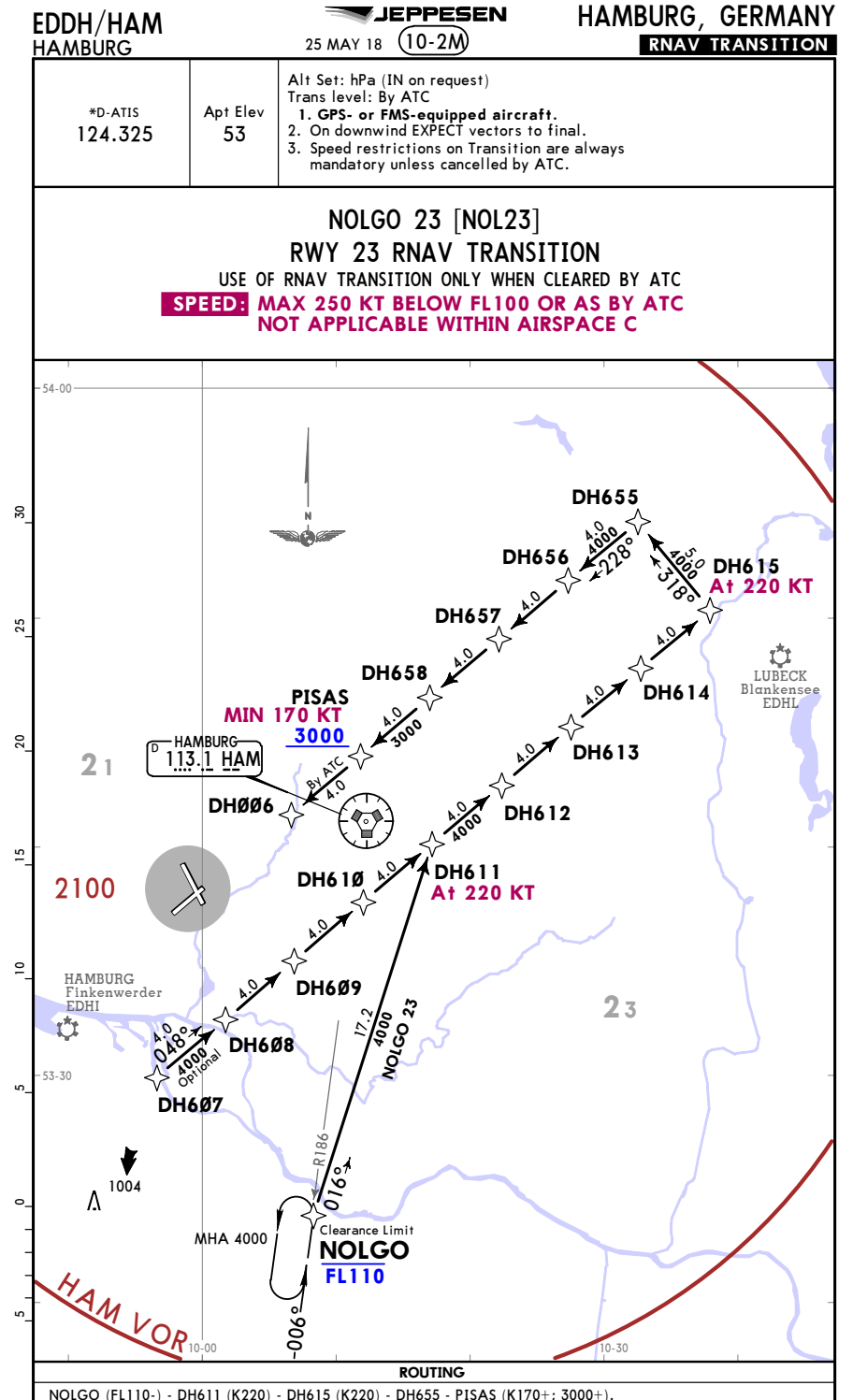
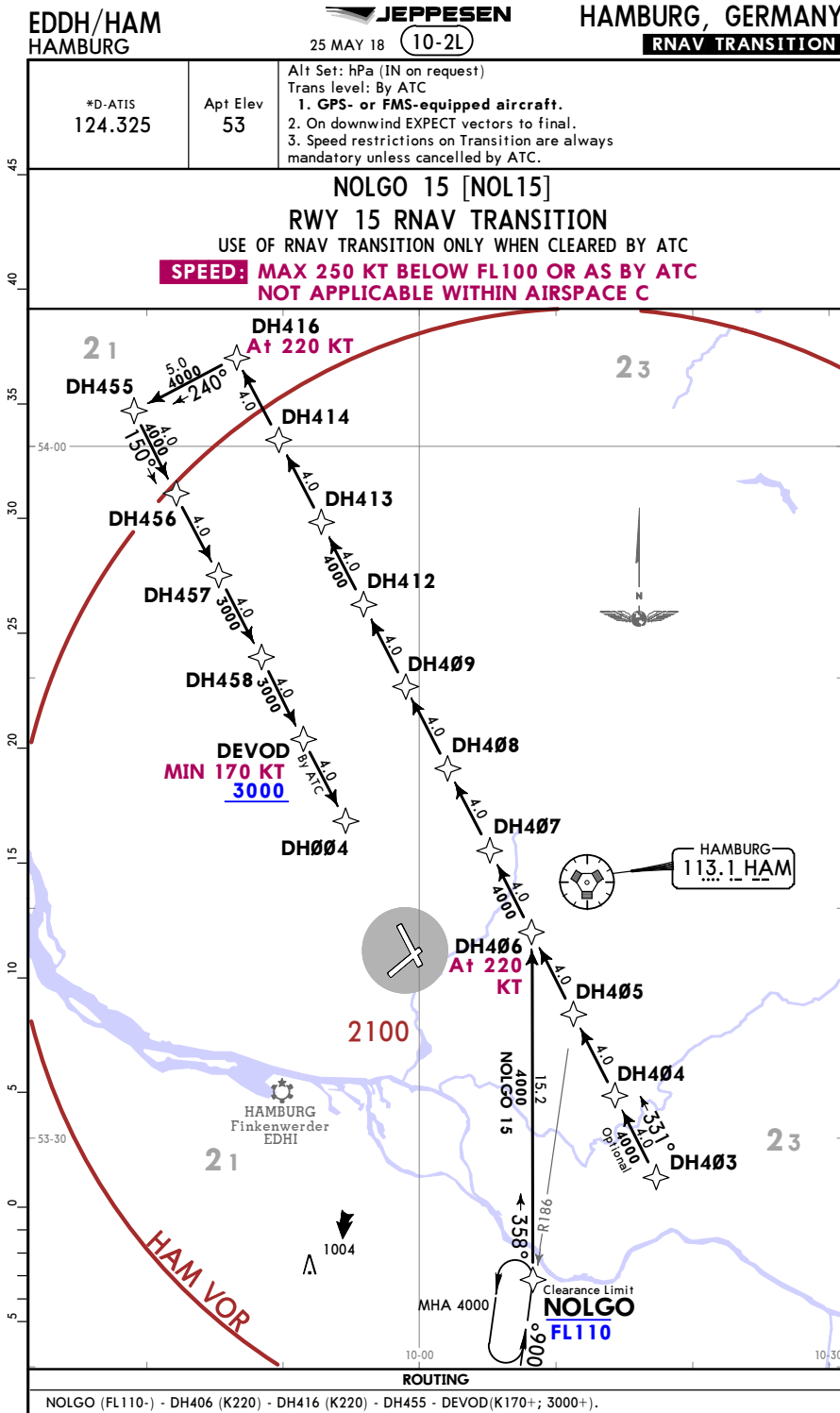


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25 MAY 18 (10-2K)

HAMBURG, GERMANY
RNAV TRANSITION





EDDH/HAM
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25 MAY 18 (10-2N)

HAMBURG, GERMANY
RNAV TRANSITION

*D-ATIS
124.325

Apt Elev
53

Alt Set: hPa (IN on request)

Trans level: By ATC

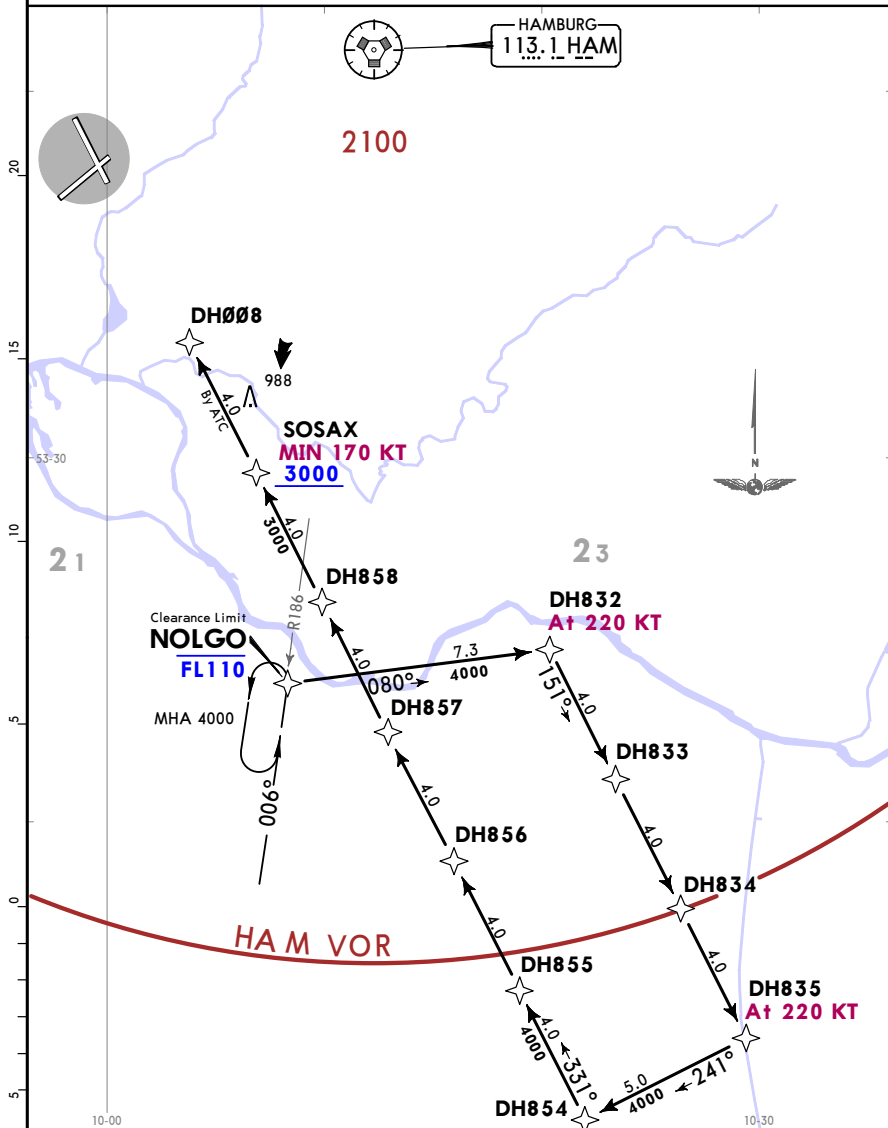
1. GPS- or FMS-equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Speed restrictions on Transition are always mandatory unless cancelled by ATC.

NOLGO 33 [NOL33]

RWY 33 RNAV TRANSITION

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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



ROUTING

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

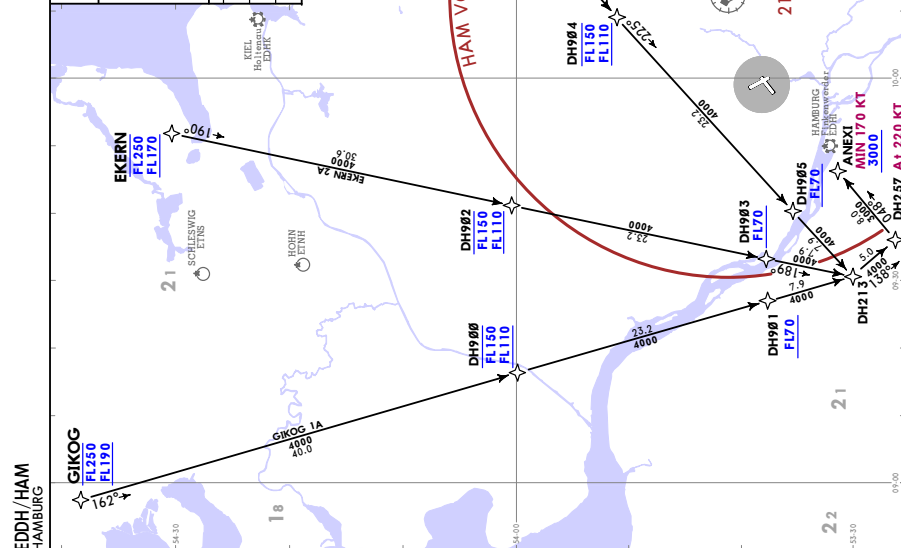
CHANGES: ATIS.

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HAMBURG, GERMANY
RNAV TRANSITION

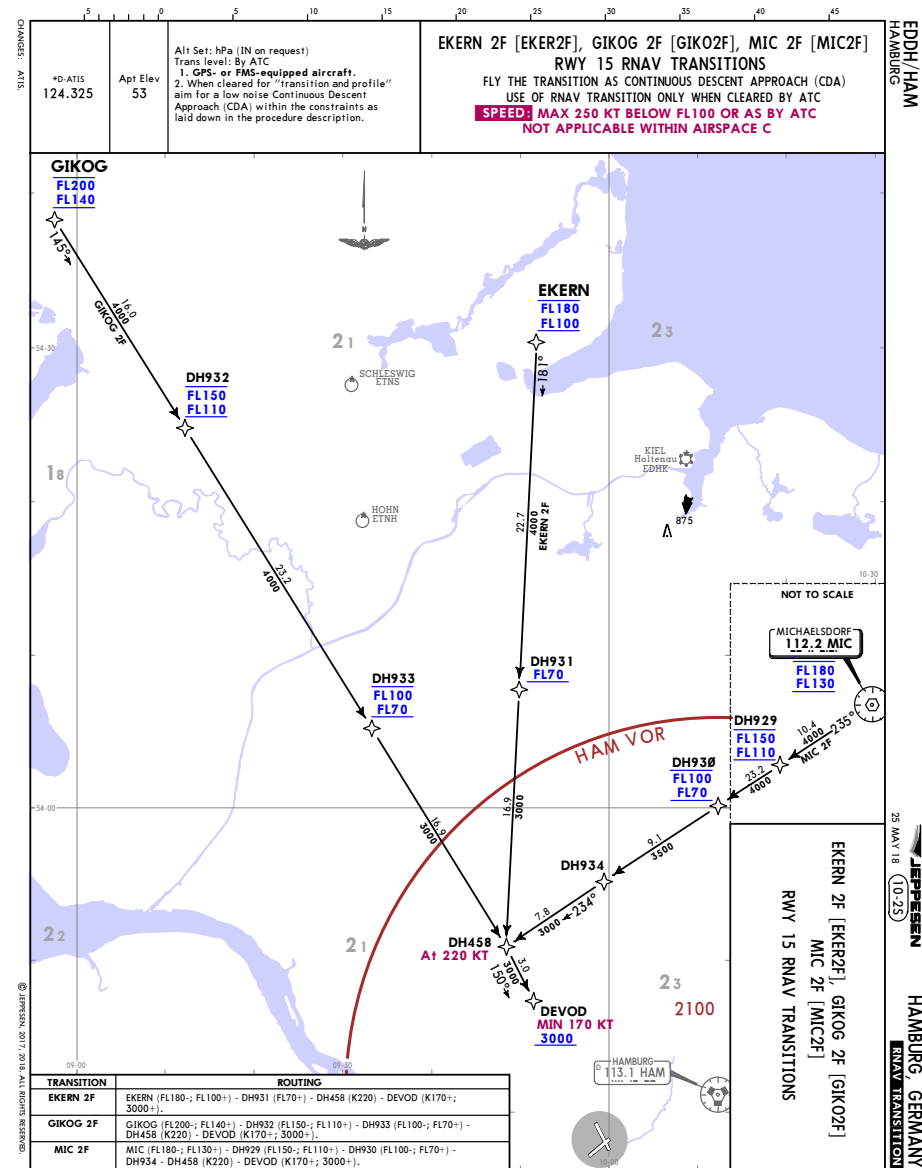
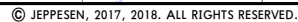
JEPPesen
25 MAY 18 (10-2P)

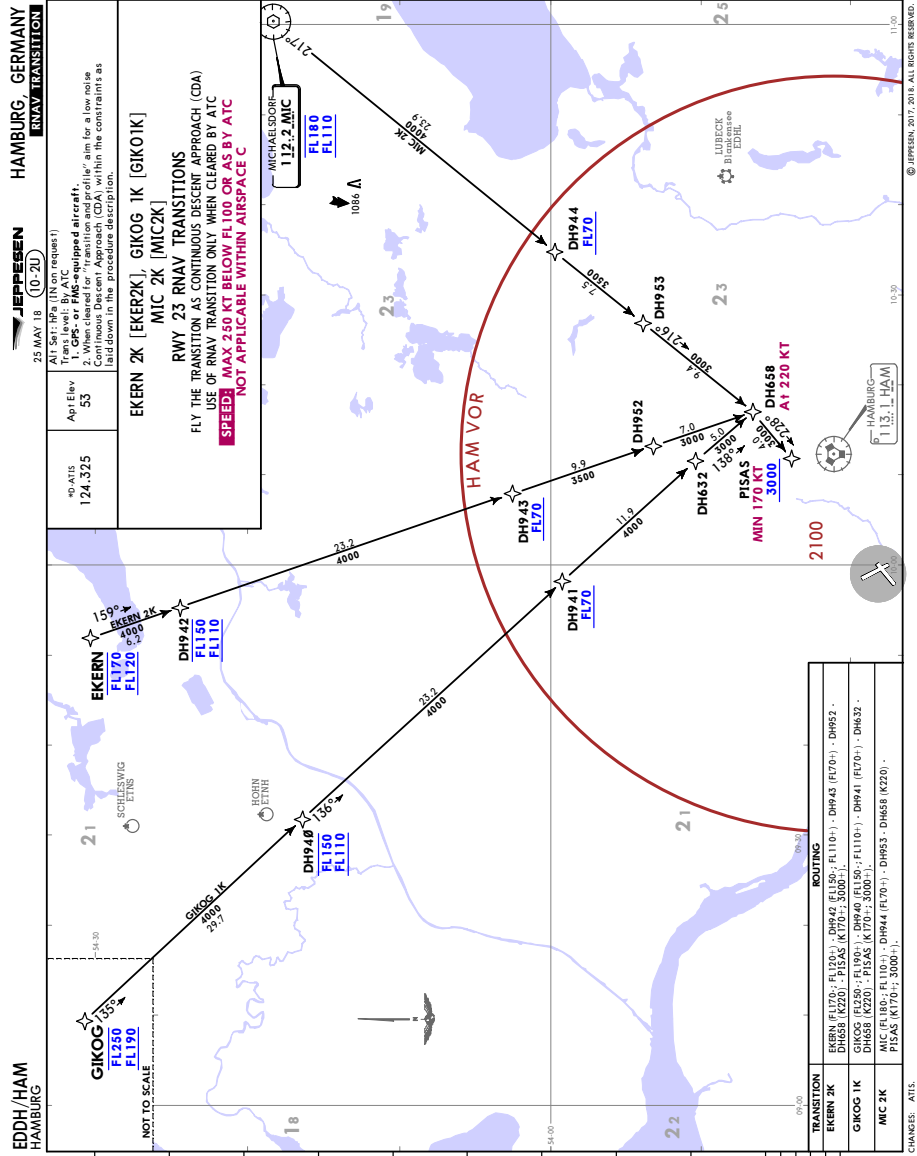
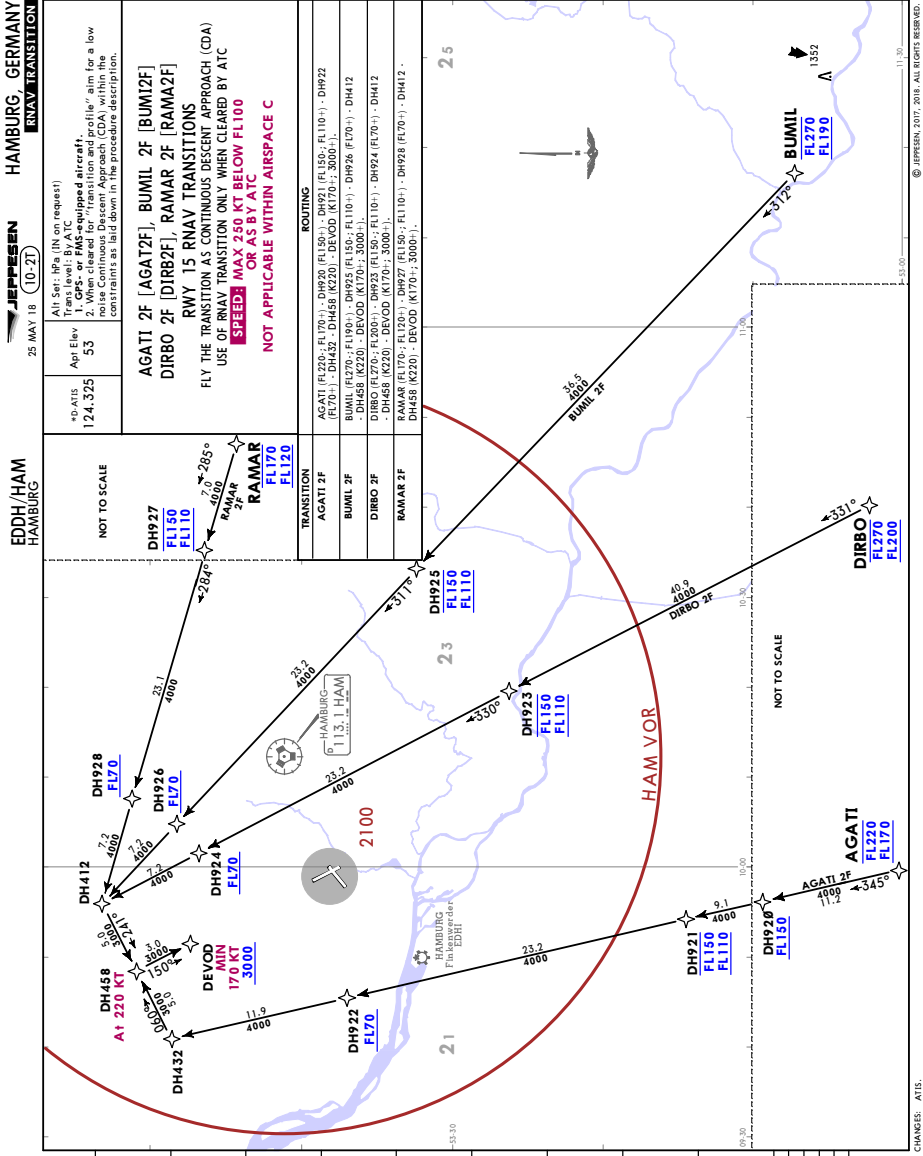
*D-ATIS 124.325	Apt Elev 53	Alt Set: hPa (IN on request) 1. GPS- or FMS-equipped aircraft. 2. When cleared for "transition and profile" aim for a low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
EKERN 2A [EKER2A], GIKOG 1A [GIKOG1A], MIC 2A [MIC2A] RWY 05 RNAV TRANSITIONS FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA) USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C		
ROUTING		
BERN (FL250-; FL170+); DH02 (FL150-; FL110+); DH03 (FL170+); DH03 (K220-);		
ANEXI (K170+; 3000+).		
GIKOG (FL250-; FL190+); DH90 (FL150-; FL110+); DH01 (FL170+); DH01 (K220-);		
ANEXI (K170+; 3000+).		
MIC 2A (FL250-; FL170+); DH04 (FL150-; FL110+); DH05 (FL170+); DH05 (K220-);		
ANEXI (K170+; 3000+).		



CHANGES: ATIS.

HAMBURG, GERMANY
RNAV TRANSITION





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JEPPESEN
25 MAY 18 (10-2V)

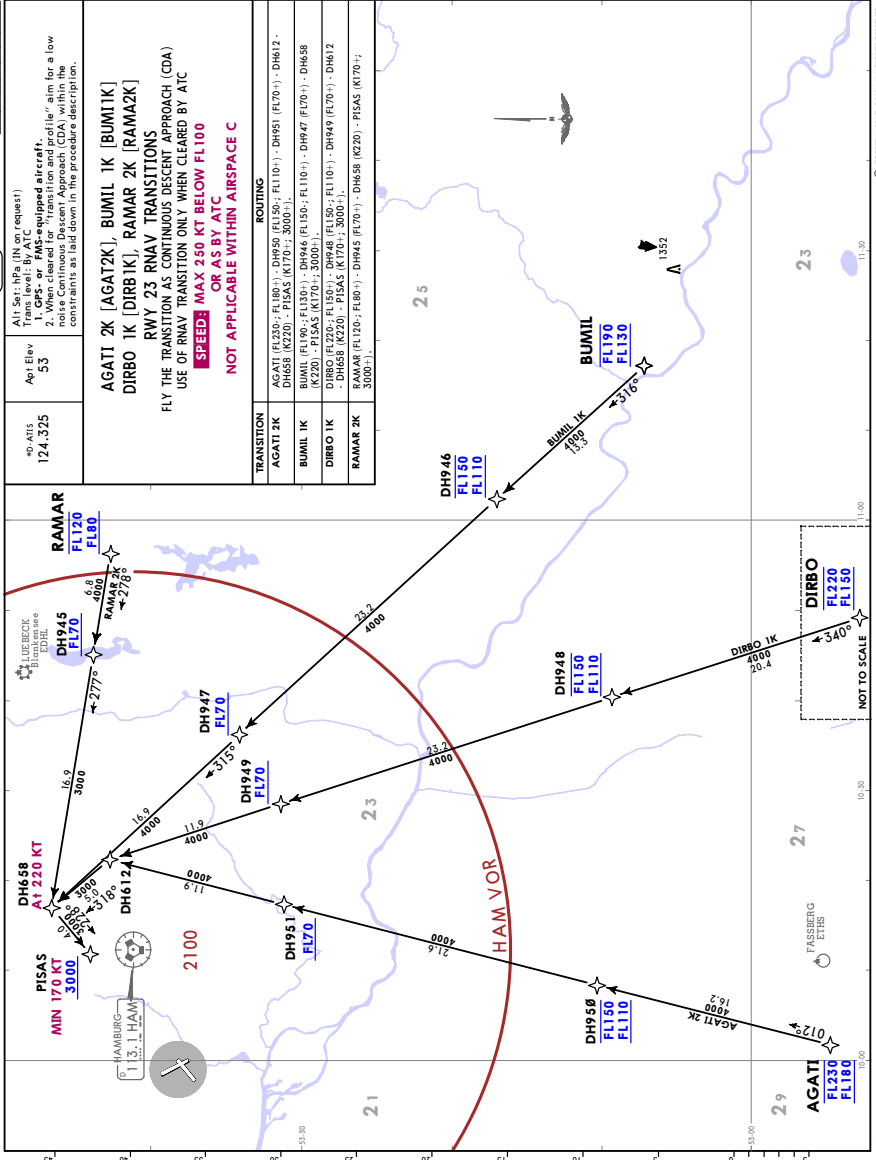
HAMBURG GERMANY
RNAV TRANSITION

NO ATIS
124.325

Alt Set: IPR (IN or request)
1. GPS- or FMS-equipped aircraft.
2. When cleared for "transition and profile" aim for a low
altitude approach. Do not descend below the minimum
constraints as laid down in the procedure description.

AGATI 2K [AGAT2K], BUMIL 1K [BUM11K]
DIRBO 1K [DIRB1K], RAMAR 2K [RAMA2K]
RWY 23 RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
AGATI 2K	AGATI (FL230; FL180) - DH950 (FL150; FL110) - DH951 (FL70+) - DH612 - DH658 (K220) - PISAS (K170+; 3000+).
BUMIL 1K	BUMIL (FL230; FL180) - DH946 (FL150; FL110+) - DH947 (FL70+) - DH658 (K220) - PISAS (K170+; 3000+).
DIRBO 1K	DIRBO (FL230; FL150+) - DH948 (FL150; FL110+) - DH949 (FL70+) - DH612 - DH658 (K220) - PISAS (K170+; 3000+).
RAMAR 2K	RAMAR (FL170; FL180+) - DH945 (FL70+) - DH658 (K220) - PISAS (K170+; 3000+).



CHANGES: ATIS.

EDDH/HAM
HAMBURG

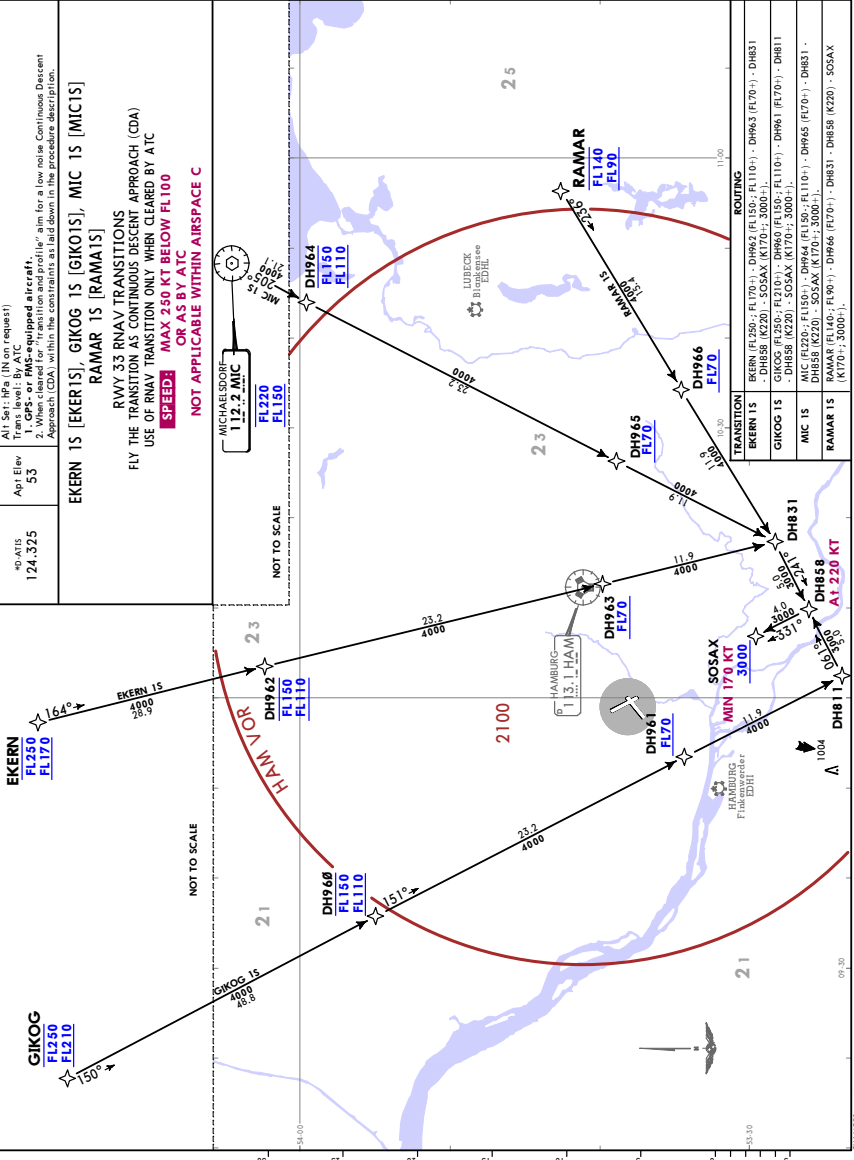
JEPPESEN
25 MAY 18 (10-2W)

HAMBURG GERMANY
RNAV TRANSITION

NO ATIS
124.325

Alt Set: IPR (IN or request)
1. GPS- or FMS-equipped aircraft.
2. When cleared for "transition and profile" aim for a low noise Continuous Descent
Approach (CDA) within the constraint as laid down in the procedure description.

EKERN 1S [EKER1S], GIKOG 1S [GIK01S], MIC 1S [MIC1S]
RAMAR 1S [RAMA1S]
RWY 33 RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
SPEED MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

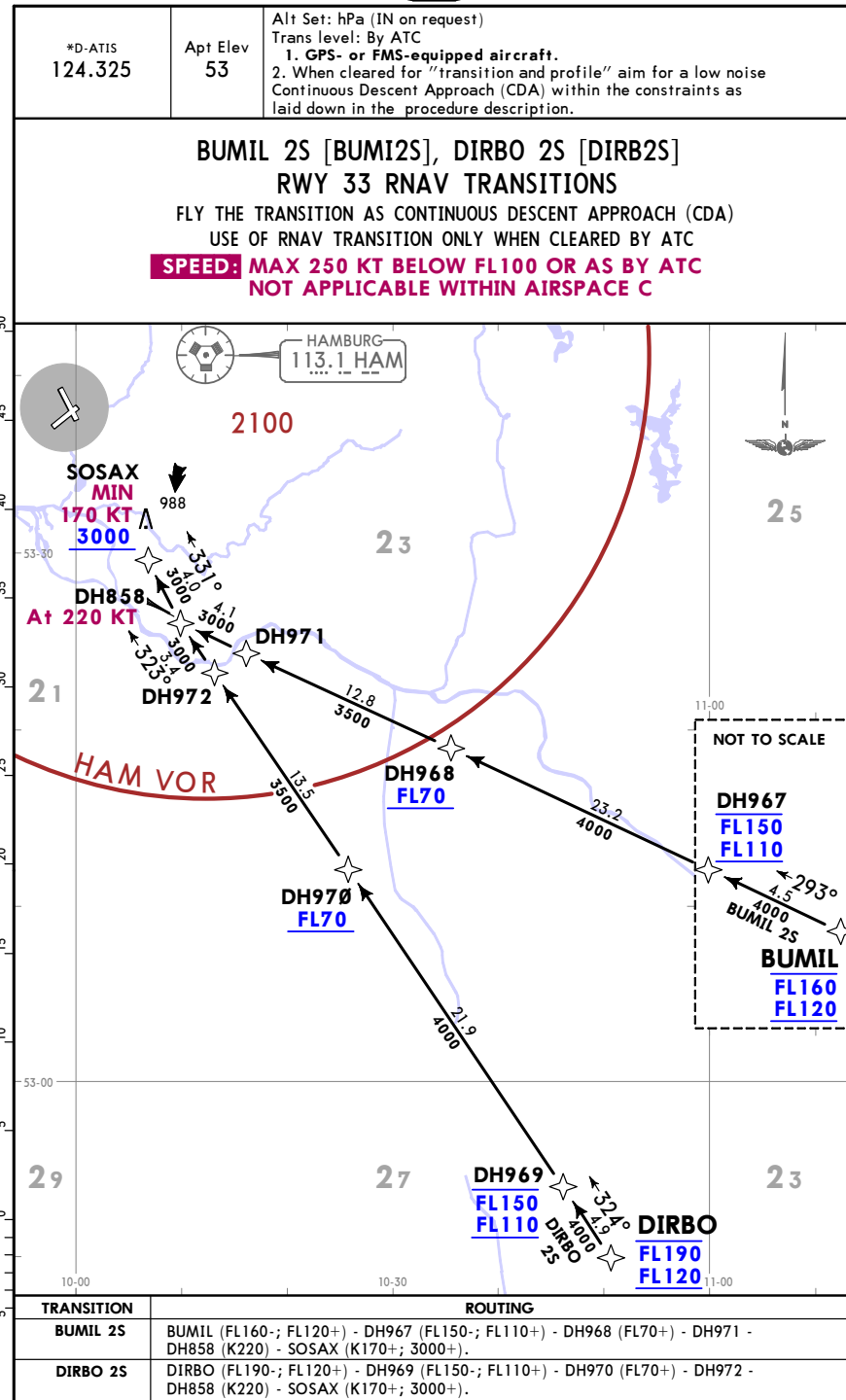


CHANGES: ATIS.

EDDH/HAM
HAMBURG

JEPPESEN
25 MAY 18 (10-2X)

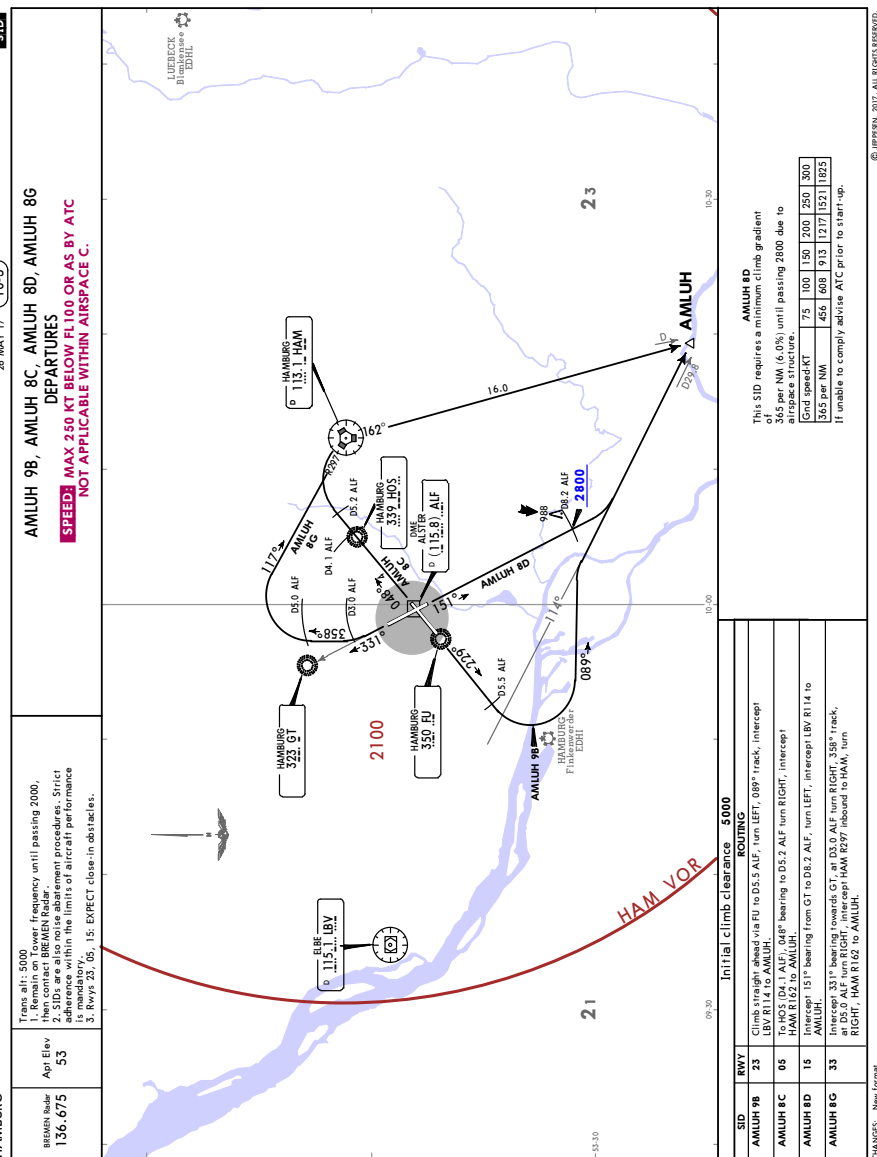
HAMBURG, GERMANY
RNAV TRANSITION

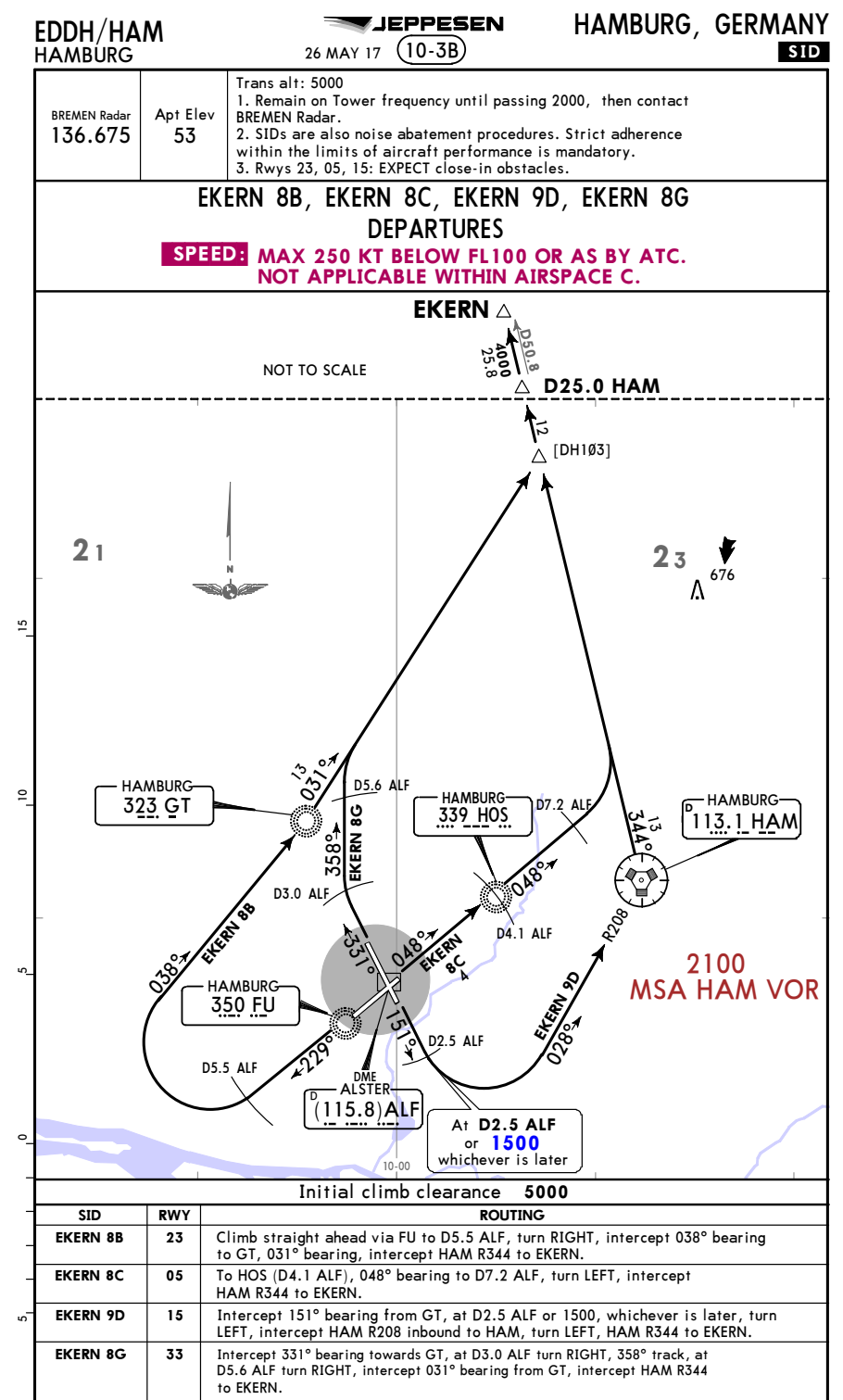
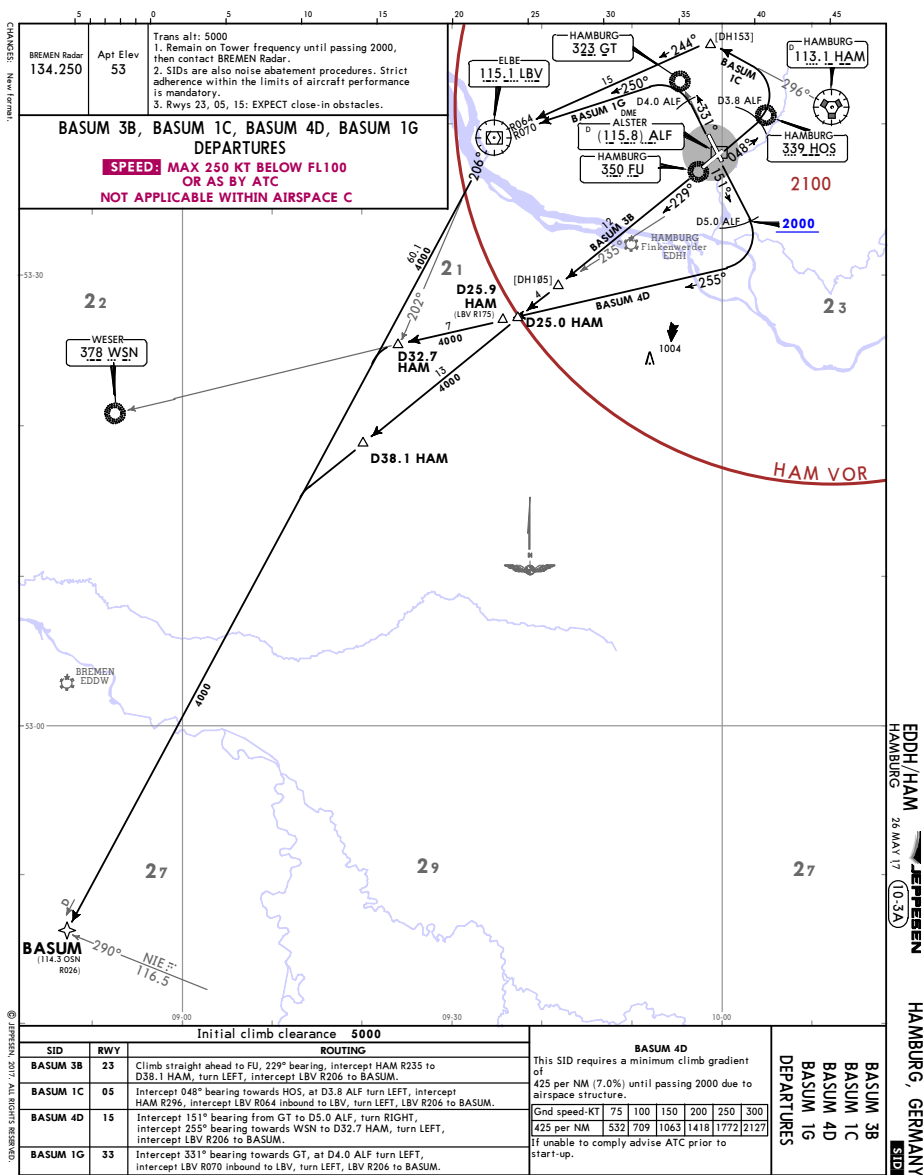


EDDH/HAM
HAMBURG

JEPPESEN
26 MAY 17 (10-3)

HAMBURG, GERMANY
SID





EDDH/HAM
HAMBURG

26 MAY 17 10-3C

HAMBURG, GERMANY

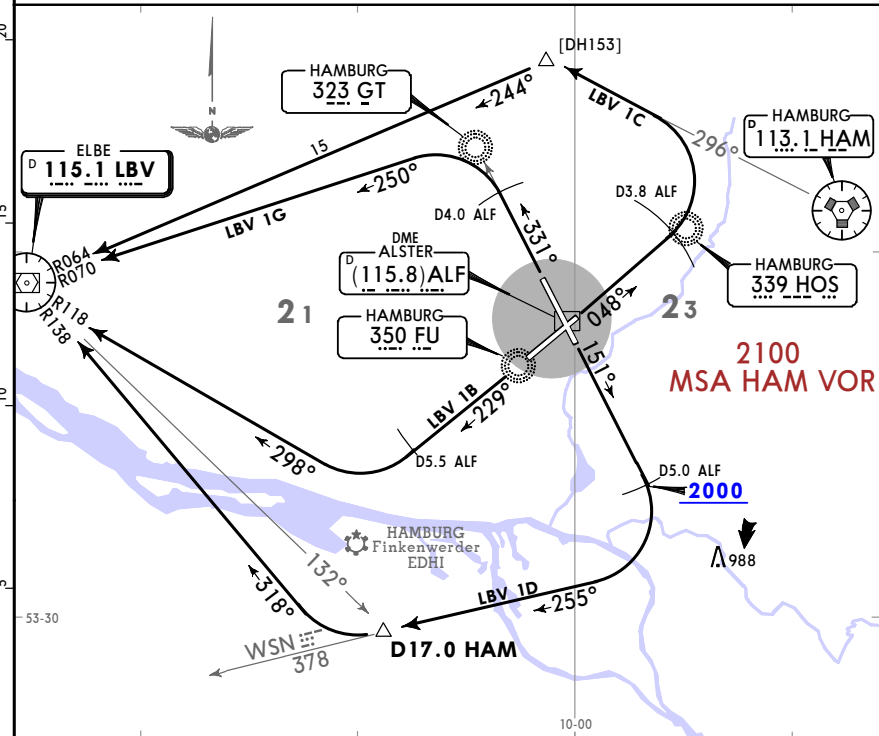
SID

BREMEN Radar 134.250	Apt Elev 53	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 23, 05, 15: EXPECT close-in obstacles.
-------------------------	----------------	--

ELBE 1B (LBV 1B)
ELBE 1C (LBV 1C)
ELBE 1D (LBV 1D)
ELBE 1G (LBV 1G)

DEPARTURES

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

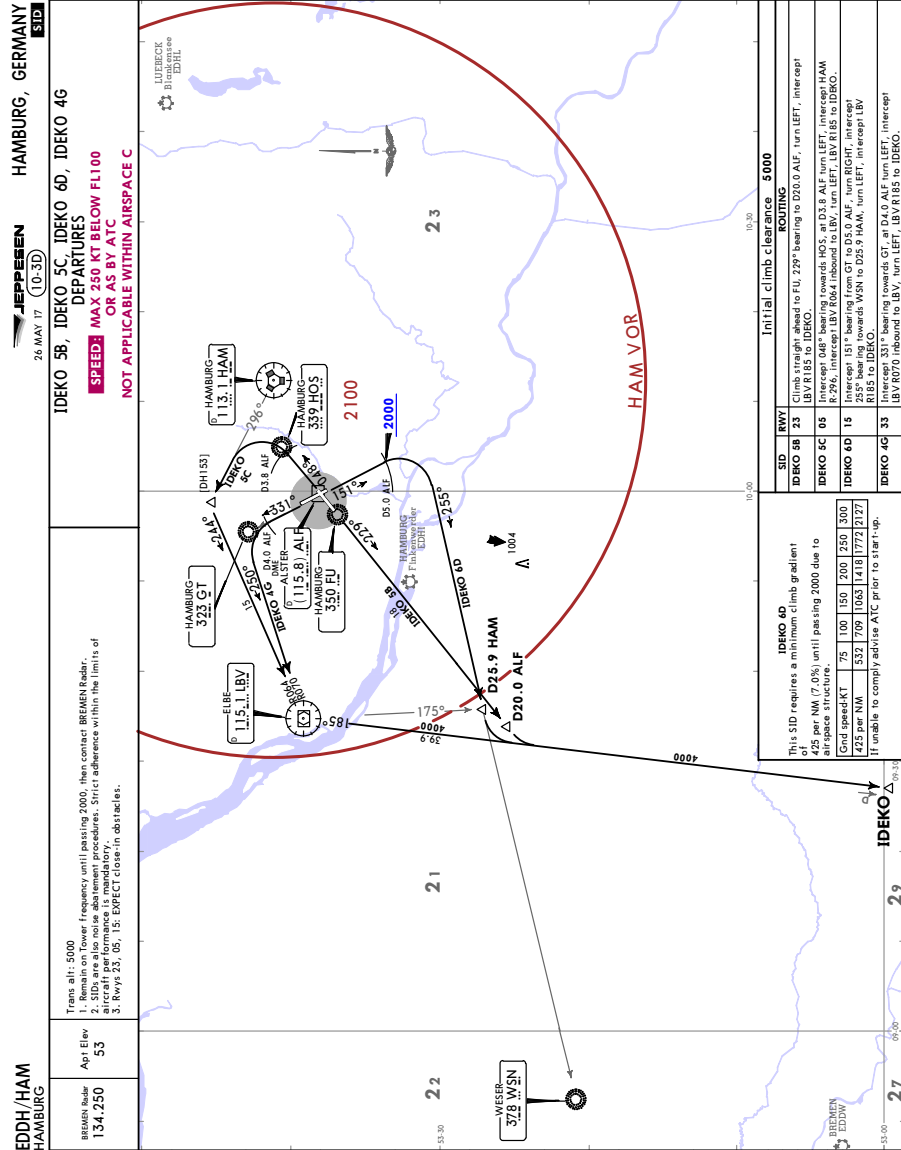


LBV 1D		Gnd speed-KT	75	100	150	200	250	300
This SID requires a minimum climb gradient of 425 per NM (7.0%) until passing 2000 due to airspace structure.		425 per NM	532	709	1063	1418	1772	2127
		If unable to comply advise ATC prior to start-up.						

Initial climb clearance 5000		
SID	RWY	ROUTING
LBV 1B	23	Climb straight ahead via FU to D5.5 ALF, turn RIGHT, intercept LBV R118 inbound to LBV.
LBV 1C	05	Intercept 048° bearing towards HOS, at D3.8 ALF turn LEFT, intercept HAM R296, intercept LBV R064 inbound to LBV.
LBV 1D	15	Intercept 151° bearing from GT to D5.0 ALF, turn RIGHT, intercept 255° bearing towards WSN to D17.0 HAM, turn RIGHT, intercept LBV R138 inbound to LBV.
LBV 1G	33	Intercept 331° bearing towards GT, at D4.0 ALF turn LEFT, intercept LBV R070 inbound to LBV.

CHANGES: New format.

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CHANGES: New format.

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EDDH/HAM
HAMBURG

JEPPESSEN
 2 MAR 18 (10-3H)

HAMBURG, GERMANY
RNAV SID (OVERLAY)

Trans alt: 5000
 1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar.
 2. After contact, follow ATIS and Tower instructions. Strict adherence within the limits of aircraft performance.
 3. Rwy 23, 05, 15. EXPECT close-in obstacles.

AMLUH 9B [AMLU9B]
 AMLUH 8C [AMLU8C]
 AMLUH 8D [AMLU8D]
 AMLUH 8G [AMLU8G]
 RNAV DEPARTURES
 (OVERLAY 10-3)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Appt Elev
 53
 136.675

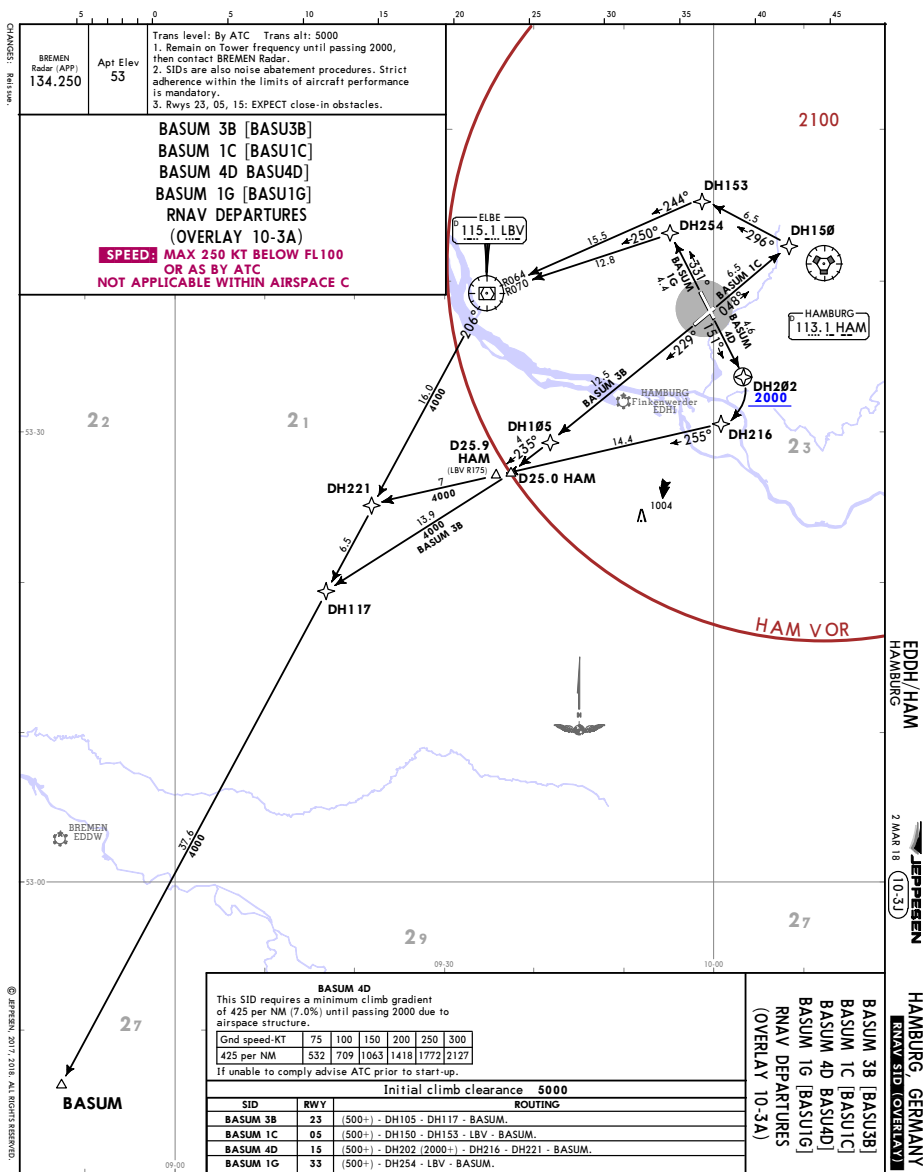
This SID requires a minimum climb gradient of 3.65 per NM (6.0%) until passing 2800 due to airspace structure.

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

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

Initial climb clearance 5000	
SID	RNAV ROUTING
AMLUH 9B	23 500+1 - DH111 - DH108 - DH115 - AMLUH.
AMLUH 8C	05 500+1 - HOS - DH151 - AMLUH.
AMLUH 8D	15 500+1 - DH222 (2800+) - AMLUH.
AMLUH 8G	33 500+1 - DH250 - DH251 - DH252 - HAM - AMLUH.

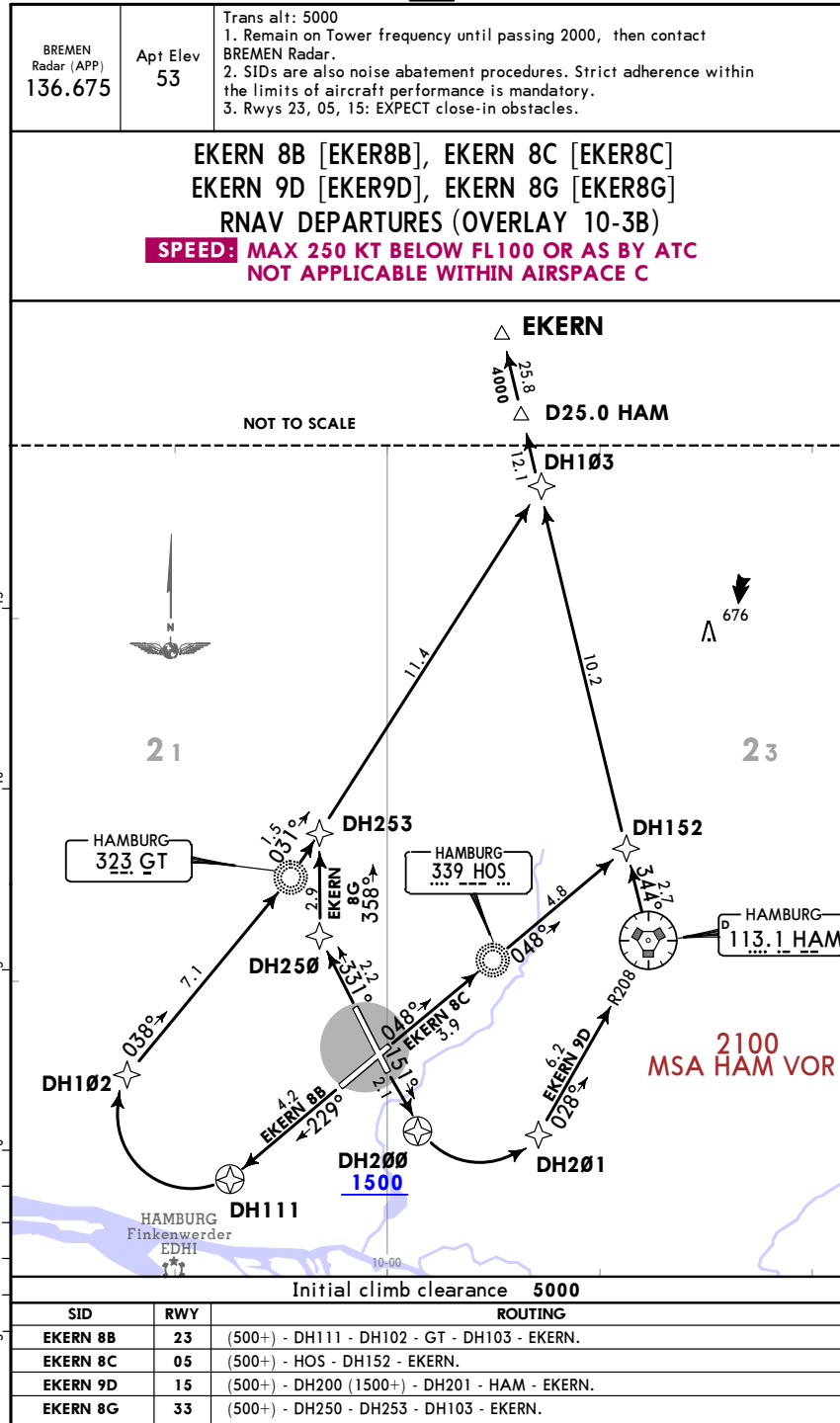
CHANGES: None



EDDH/HAM
HAMBURG

JEPPESSEN
2 MAR 18 (10-3K)

HAMBURG, GERMANY
RNAV SID (OVERLAY)



EDDH/HAM
HAMBURG

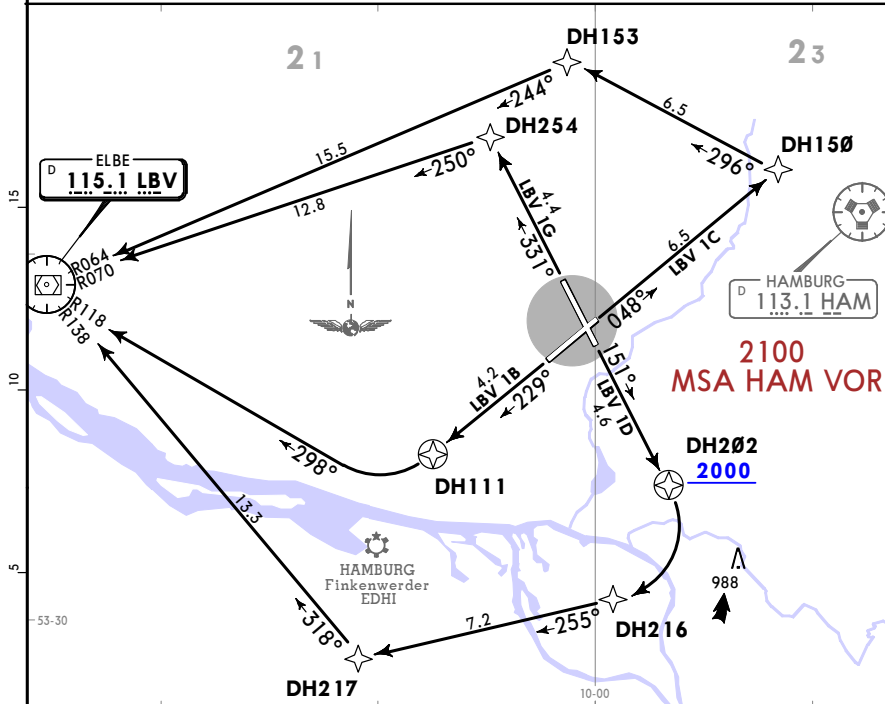
JEPPesen
2 MAR 18 (10-3L)

HAMBURG, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar (APP) 134.250	Apt Elev 53	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 23, 05, 15: EXPECT close-in obstacles.
----------------------------------	----------------	--

ELBE 1B (LBV 1B)
ELBE 1C (LBV 1C)
ELBE 1D (LBV 1D)
ELBE 1G (LBV 1G)
RNAV DEPARTURES
(OVERLAY 10-3C)

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



LBV 1D

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

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

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

Initial climb clearance **5000**

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

CHANGES: Reissue.

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EDDH/HAM
HAMBURG

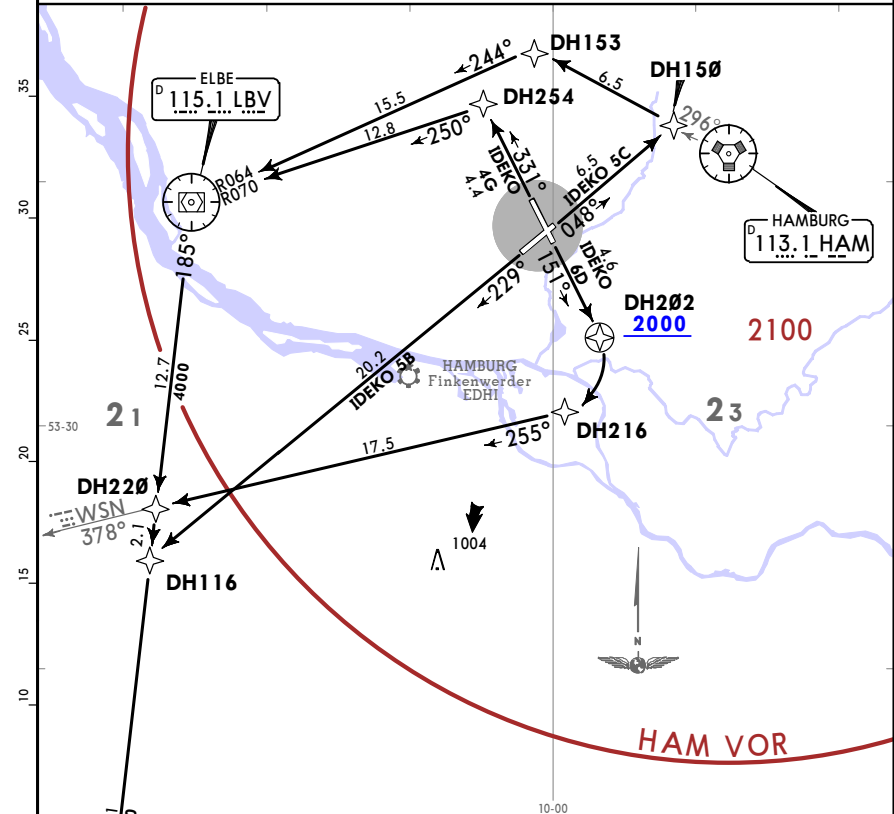
JEPPesen
26 MAY 17 (10-3M)

HAMBURG, GERMANY
RNAV SID (OVERLAY)

BREMEN Radar 134.250	Apt Elev 53	Trans alt: 5000 1. Remain on Tower frequency until passing 2000, then contact BREMEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 23, 05, 15: EXPECT close-in obstacles.
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IDEKO 5B [IDEK5B], IDEKO 5C [IDEK5C]
IDEKO 6D [IDEK6D], IDEKO 4G [IDEK4G]
RNAV DEPARTURES (OVERLAY 10-3D)

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



IDEKO 6D

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

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

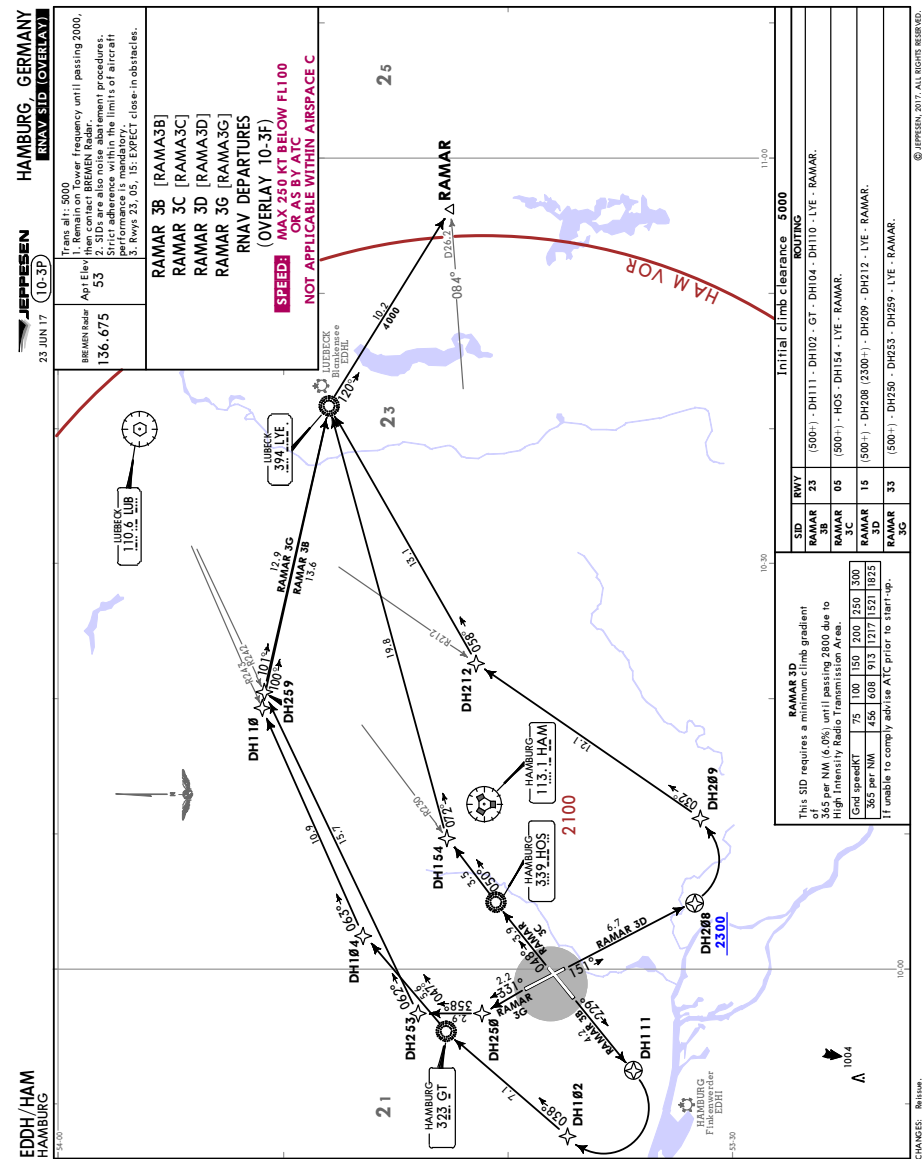
If unable to comply advise ATC prior to start-up.

Initial climb clearance **5000**

SID	RWY	ROUTING
IDEKO 5B	23	(500+) - DH116 - IDEKO.
IDEKO 5C	05	(500+) - DH150 - DH153 - LBV - IDEKO.
IDEKO 6D	15	(500+) - DH202 (2000+) - DH216 - DH220 - IDEKO.
IDEKO 4G	33	(500+) - DH254 - LBV - IDEKO.

CHANGES: New format.

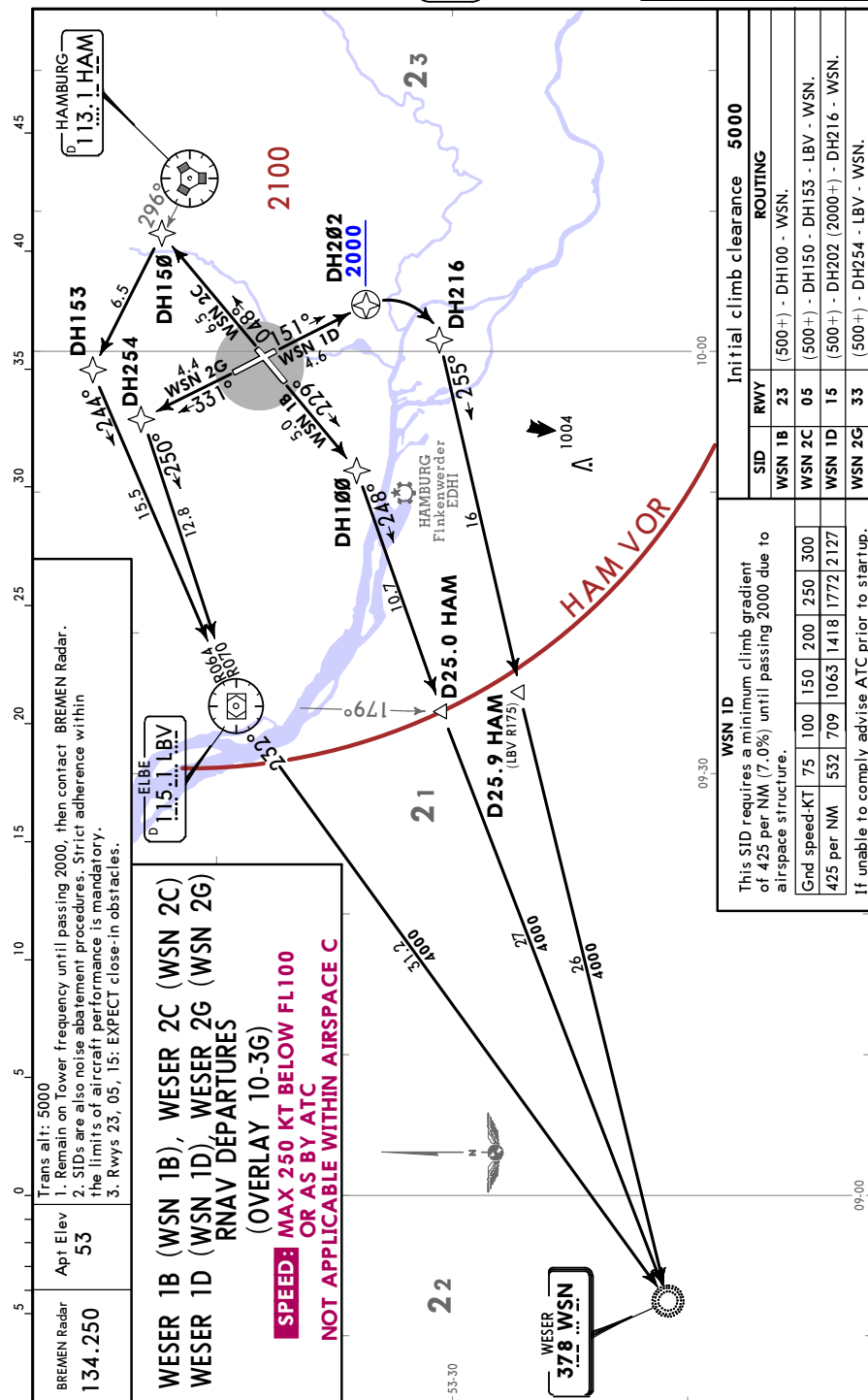
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JEPPesen
23 JUN 17 10-3Q

HAMBURG, GERMANY
RNAV SID (OVERLAY)



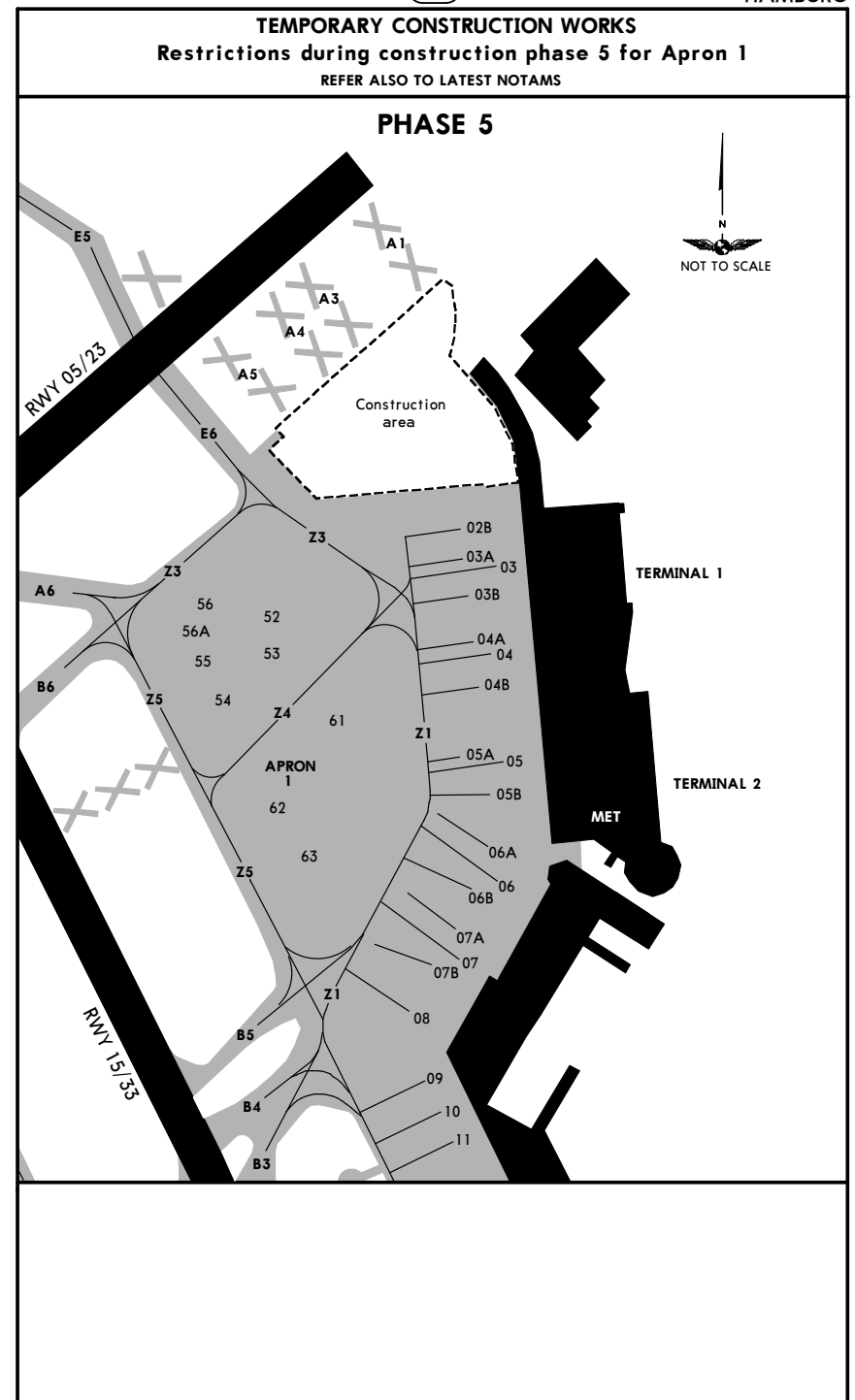
CHANGES: None.

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EDDH/HAM

JEPPesen
8 JUN 18 10-8

HAMBURG, GERMANY
HAMBURG



CHANGES: Construction area.

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EDDH/HAM

8 JUN 18 **10-8A**

HAMBURG, GERMANY
HAMBURG

TEMPORARY CONSTRUCTION WORKS
Restrictions during construction phase 5 for Apron 1
REFER ALSO TO LATEST NOTAMS

RESTRICTIONS AND CHANGES FOR TWYS

Opening of TWYs E5 and E6 (capable of Code F with follow-me vehicle).
Closure of TWYs A1, A3, A4, A5 and E1 between E5 and RWY 05/23 .

TWY edge lights will be installed and the signs adapted.
Stop bar lighting at the CAT II/III holding position on TWY E6 will be installed.

New RWY 23 TAKE OFF RUN AVAILABLE from twy E6 int 9659'(2944m).

RESTRICTIONS AND CHANGES FOR APRON TWYS

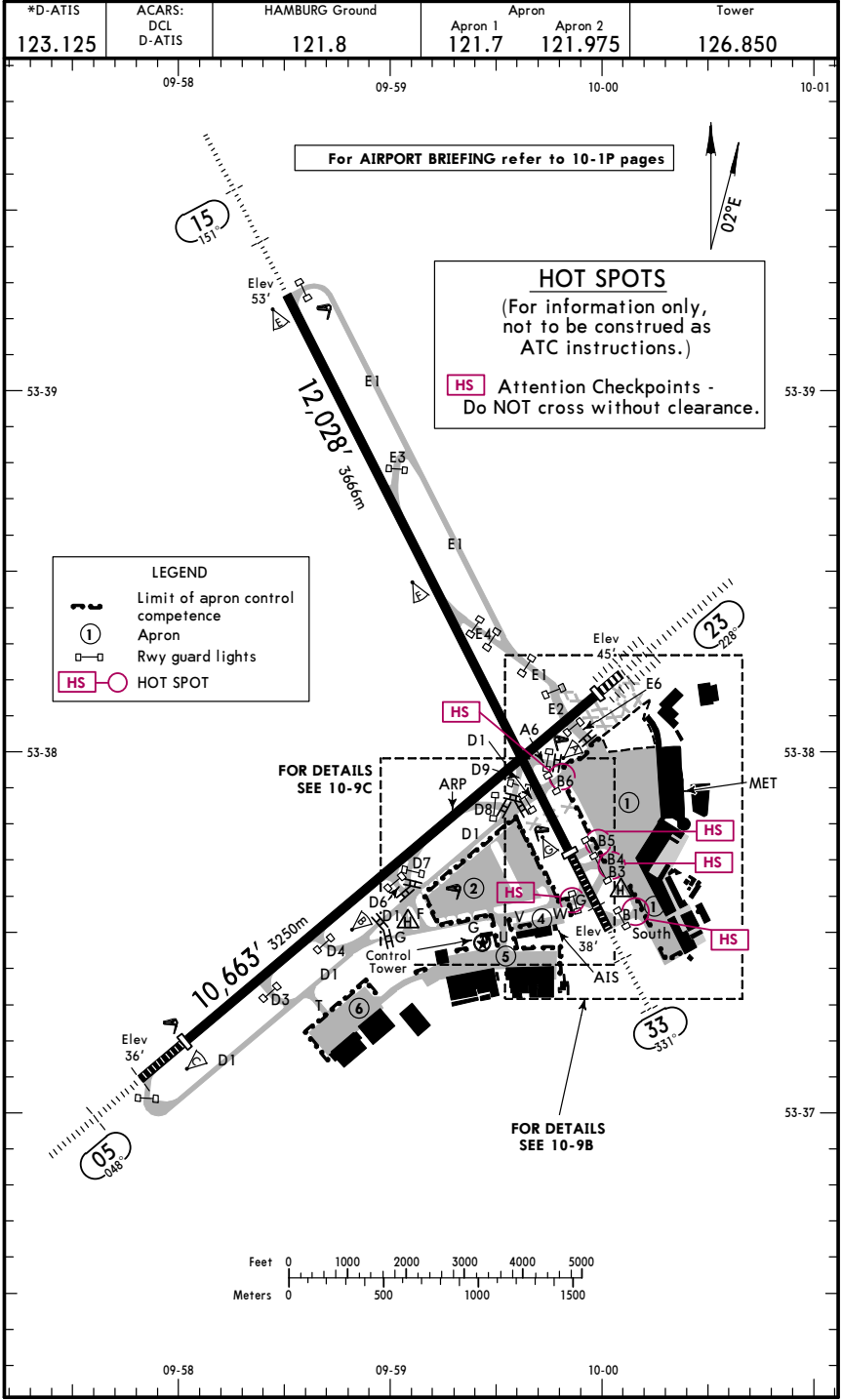
TAXI GUIDE LINES	MAX ACFT CATEGORY
Line Z1	Code F
Line Z3 East	Code F
Line Z3 West	Code E
Line Z4	Code C
Line Z5	Code E

EDDH/HAM

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

16 FEB 18 **10-9**

HAMBURG, GERMANY
HAMBURG



ADDITIONAL RUNWAY INFORMATION										USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							LANDING BEYOND						
							Threshold	Glide Slope					
05	HIRL CL (15m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR	9685'	2952m			①	151' 46m	
23	HIRL CL (15m)	ALSF-II	TDZ	REIL	PAPI-L(3.0°)	RVR	10,151'	3094m	9118'	2779m			
① TAKE-OFF RUN AVAILABLE													
RWY 05:							RWY 23:						
From rwy head 10,663' (3250m)							From rwy head 10,663' (3250m)						
twy D3 int 8054' (2455m)							twy A3 int 10,558' (3218m)						
twy D4 int 6824' (2080m)							twy A4 int 10,007' (3050m)						
twy D6 int 5233' (1595m)							twy A6 int 8694' (2650m)						
twy D7 int 4774' (1455m)							twy D8 int 7415' (2260m)						
							twy D6 int 5512' (1680m)						
15	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR			10,995' 3351m		②	151' 46m	
33	HIRL CL (30m)	HIALS	SFL	REIL	PAPI-L(3.0°)	RVR	10,565' 3220m						

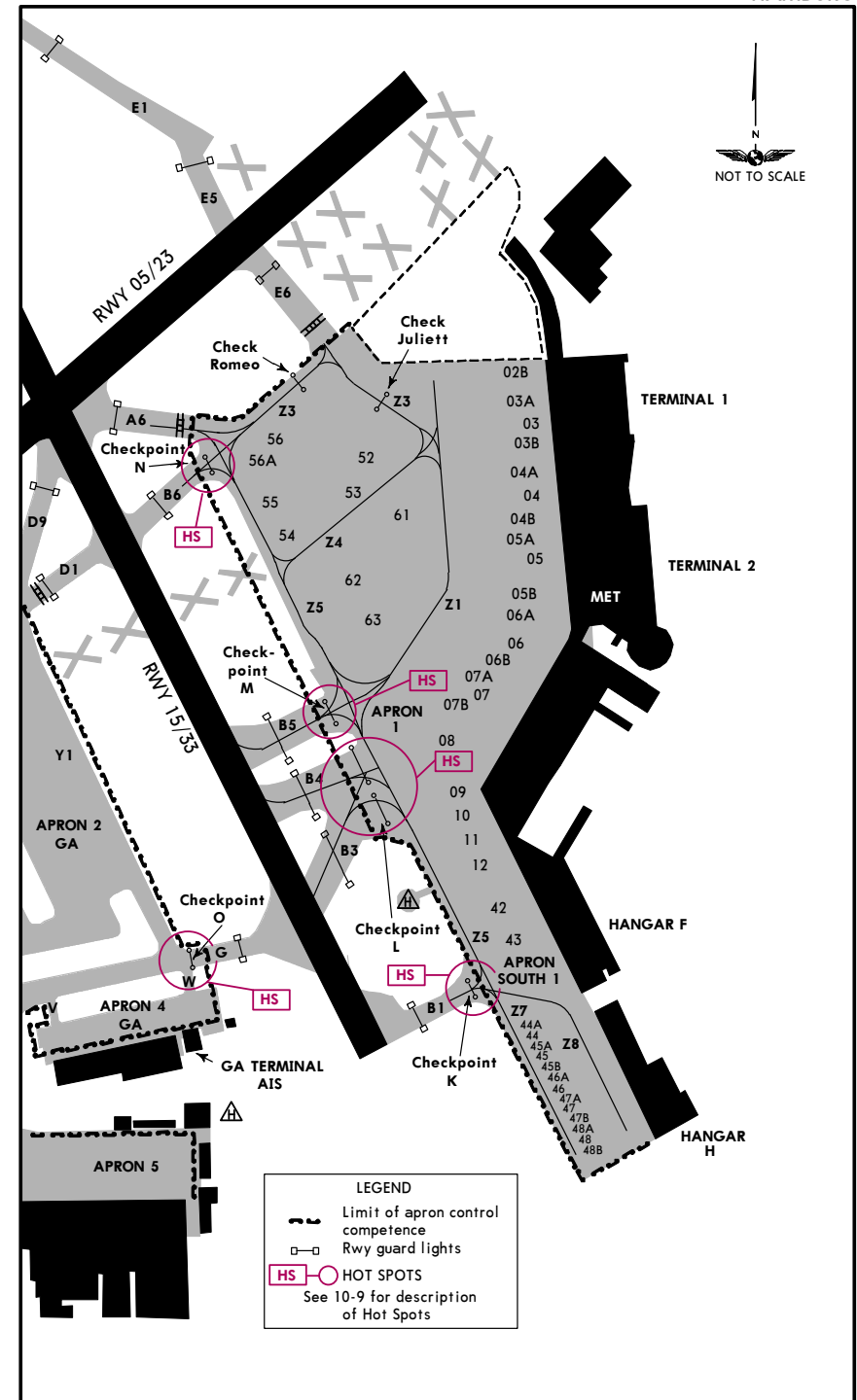
② TAKE-OFF RUN AVAILABLE					
<u>RWY 15:</u>			<u>RWY 33:</u>		
From rwy head	10,564'	(3220m)	From rwy head	12,028'	(3666m)
twy E3 int	6870'	(2094m)	twy G int	11,368'	(3465m)
twy E4 int	4344'	(1324m)	twy B4 int	10,892'	(3320m)
			twy B5 int	10,676'	(3254m)
			twy B6/D1 int	9482'	(2890m)
			twy D9 int	8973'	(2735m)
			twy A6 int	8957'	(2730m)
			twy E4 int	6201'	(1890m)

Standard TAKE-OFF						
	Low Visibility Take-off					
	I 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.

CHANGES: None.

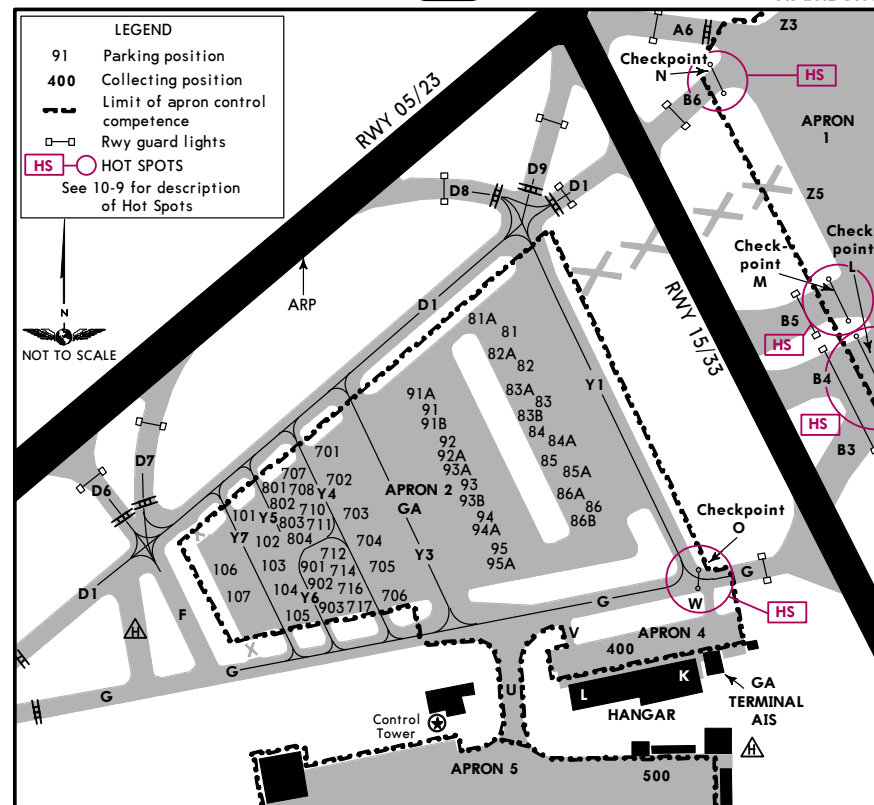
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CHANGES: Checkpoints.

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EDDH/HAM

JEPPESEN
13 APR 18 (10-9C)HAMBURG, GERMANY
HAMBURG

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
02B thru 03A	N53 38.0 E010 00.2	83 thru 85	N53 37.7 E009 59.6
03B thru 04B	N53 37.9 E010 00.2	85A thru 86B	N53 37.6 E009 59.6
05	N53 37.9 E010 00.3	91 thru 93A	N53 37.7 E009 59.5
05A	N53 37.9 E010 00.2	93B thru 94A	N53 37.6 E009 59.5
05B thru 07B	N53 37.8 E010 00.2	95, 95A	N53 37.6 E009 59.6
08	N53 37.7 E010 00.2	101, 102	N53 37.6 E009 59.2
09	N53 37.7 E010 00.1	103 thru 105	N53 37.6 E009 59.3
10, 11	N53 37.7 E010 00.2	106, 107	N53 37.6 E009 59.2
12 thru 43	N53 37.6 E010 00.2	701	N53 37.7 E009 59.3
44 thru 45B	N53 37.5 E010 00.2	702	N53 37.6 E009 59.3
46 thru 47B	N53 37.5 E010 00.3	703 thru 706	N53 37.6 E009 59.4
48 thru 48B	N53 37.4 E010 00.3	707 thru 716	N53 37.6 E009 59.3
52 thru 54	N53 37.9 E010 00.0	717	N53 37.6 E009 59.4
55	N53 37.9 E009 59.9	801 thru 903	N53 37.6 E009 59.3
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		

CHANGES: None.

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JEPPESEN
1 AUG 14 (10-9Y)JAA COPTER MINIMUMS
HAMBURG, GERMANY
HAMBURG

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	ILS	232' (200')	500m / 1000m
	LOC	560' (528')	1000m / 1000m
	RNAV (LNAV/VNAV)	480' (448')	800m / 1000m
	RNAV (LNAV)	500' (468')	1000m / 1000m
	NDB	600' (568')	1000m / 1000m
	SRE	560' (528')	1000m / 1000m
15	ILS	253' (200')	500m / 1000m
	LOC	520' (467')	1000m / 1000m
	RNAV (LNAV/VNAV)	560' (507')	1000m / 1000m
	RNAV (LNAV)	560' (507')	1000m / 1000m
	NDB	620' (567')	1000m / 1000m
	SRE	560' (507')	1000m / 1000m
23	CAT 2 ILS	143' (100')	RA 98' - 300m
	ILS	260' (217')	550m / 1000m
	LOC	510' (467')	1000m / 1000m
	RNAV (LNAV/VNAV)	420' (377')	800m / 1000m
	RNAV (LNAV)	480' (437')	800m / 1000m
	NDB	530' (487')	1000m / 1000m
	SRE	570' (527')	1000m / 1000m
33	LOC	480' (445')	800m / 1000m
	RNAV (LNAV/VNAV)	480' (445')	800m / 1000m
	RNAV (LNAV)	530' (495')	1000m / 1000m
	SRE	600' (565')	1000m / 1000m

TAKE-OFF RWY 05, 15, 23, 33

LVP must be in Force ①				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ②	800m

① Without LVP 400m are stipulated.

② Or rejected take-off distance whichever is the greater.

CHANGES: Minimums.

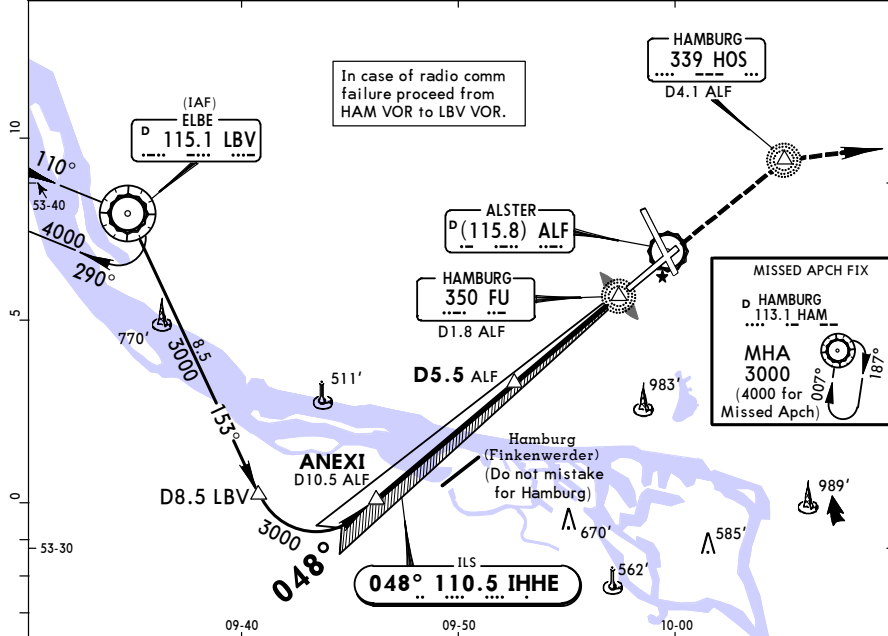
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HAMBURG

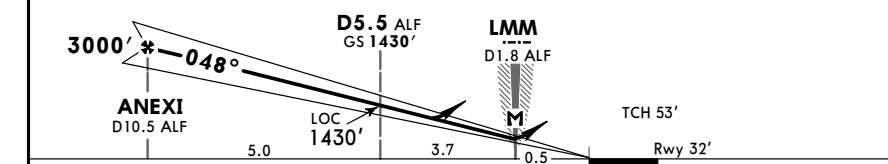
JEPPESSEN
4 DEC 15 11-1 Eff 10 Dec

HAMBURG, GERMANY
ILS or LOC Rwy 05

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
LOC IHHE 110.5	Final Apch Crs 048°	GS D5.5 ALF 1430' (1398')	ILS DA(H) Refer to Minimums Apt Elev 53' Rwy 32'	2100'
MISSED APCH: Climb direct to HOS NDB, then turn RIGHT direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. LACFT: See ATC State pages.				



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



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at LMM/D1.8 ALF									

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

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

CHANGES: Procedure.

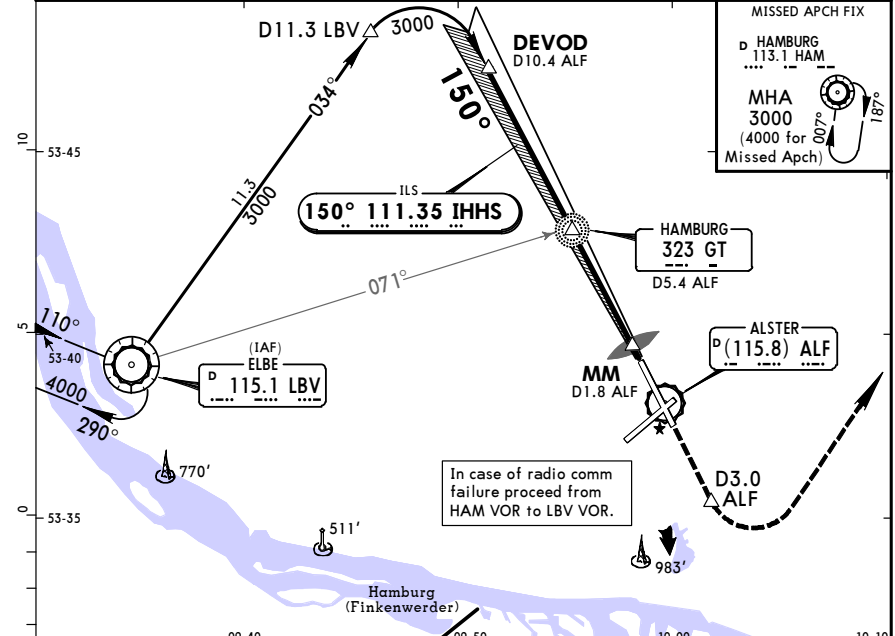
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EDDH/HAM
HAMBURG

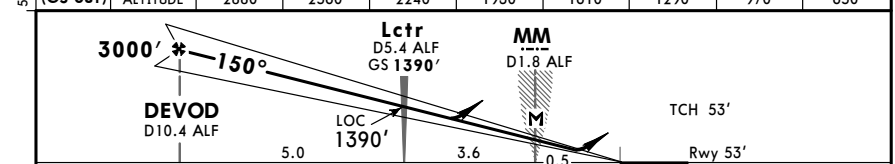
JEPPESSEN
4 DEC 15 11-2 Eff 10 Dec

HAMBURG, GERMANY
ILS or LOC Rwy 15

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
LOC IHHS 111.35	Final Apch Crs 150°	GS Lctr 1390' (1337')	ILS DA(H) Refer to Minimums Apt Elev 53' Rwy 53'	2100'
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ALF, then turn LEFT direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'				
DME required.				



LOC (GS out)	ALF DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2880'	2560'	2240'	1930'	1610'	1290'	970'	650'	



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at MM/D1.8 ALF									

ILS STRAIGHT-IN LANDING RWY 15				LOC (GS out)	
DA(H) ABC: 253' (200') D: 261' (208')				DA(H) 520' (467')	
FULL				ALS out	
Limited				ALS out	
ALS out				ALS out	
A				RVR 1500m	RVR 1500m
B				RVR 1500m	RVR 1500m
C				RVR 1200m	CMV 2200m
D					

CHANGES: Procedure.

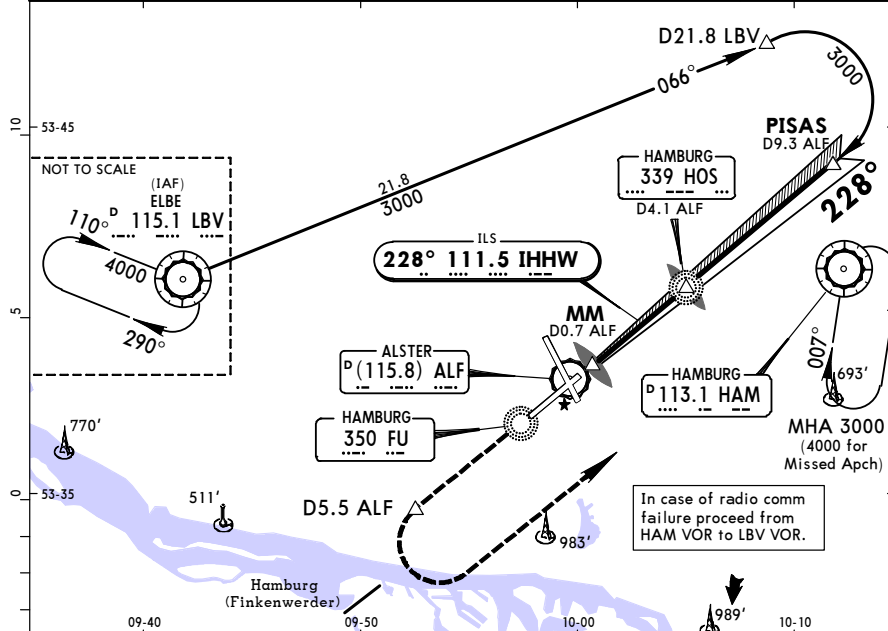
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EDDH/HAM HAMBURG

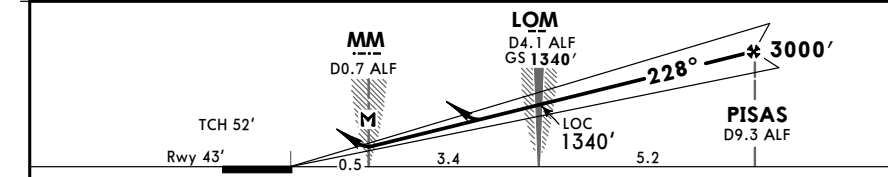
HAMBURG, GERMANY

4 DEC 15 11-3 Eff 10 Dec ILS or LOC Rwy 23

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



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



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

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

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

CHANGES: Procedure.

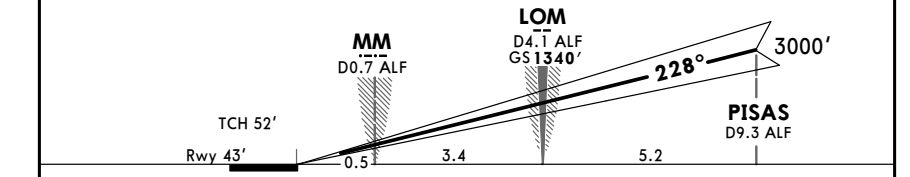
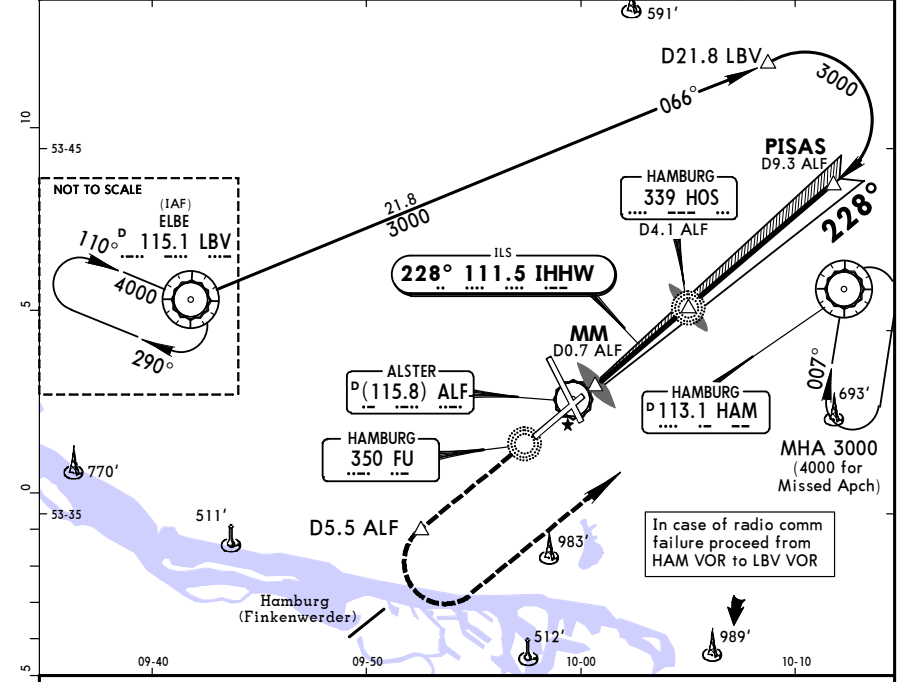
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HAMBURG, GERMANY

4 DEC 15 11-3A Eff 10 Dec CAT II/III ILS Rwy 23

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



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

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

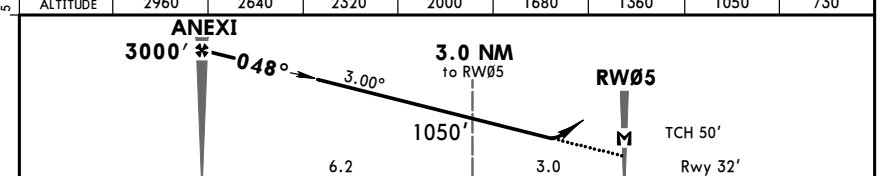
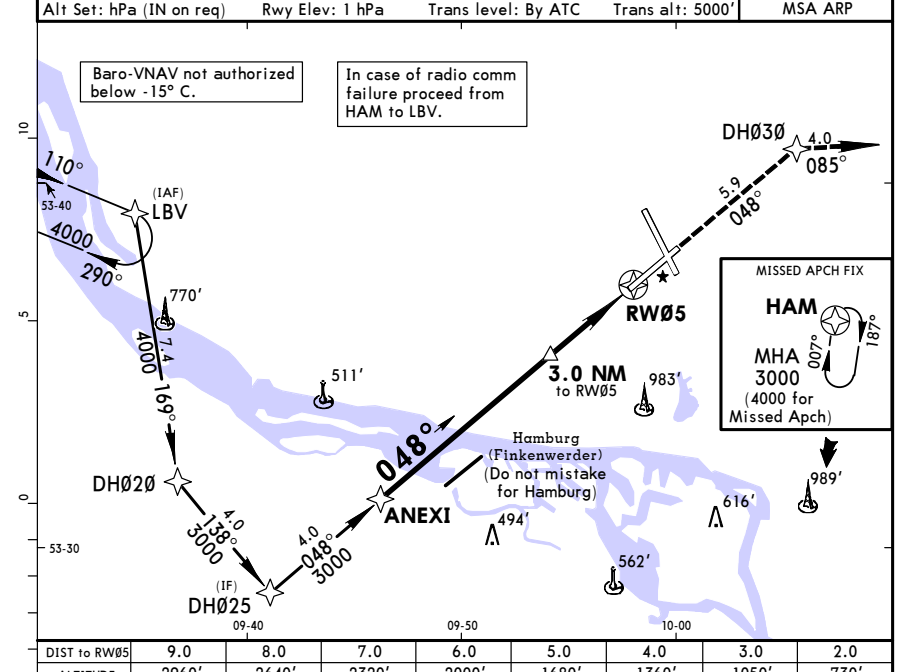
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure.

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HAMBURG, GERMANY
RNP Rwy 05

BRIEFING STRIP ™	*D-ATIS	BREMEN Radar (APP)		HAMBURG Director (APP/R)		HAMBURG Tower		Ground	
	123.125	134.250 136.675		118.2		126.850		121.8	
	RNAV	Final Apch Crs 048°		Minimum Alt ANEXI 3000' (2968')		LNNAV/VNAV DA(H) 482' (450')		Apt Elev 53' Rwy 32'	
	MISSED APCH: Climb on track 048° to DH030, then turn RIGHT on track 085° to HAM climbing to 4000'.								

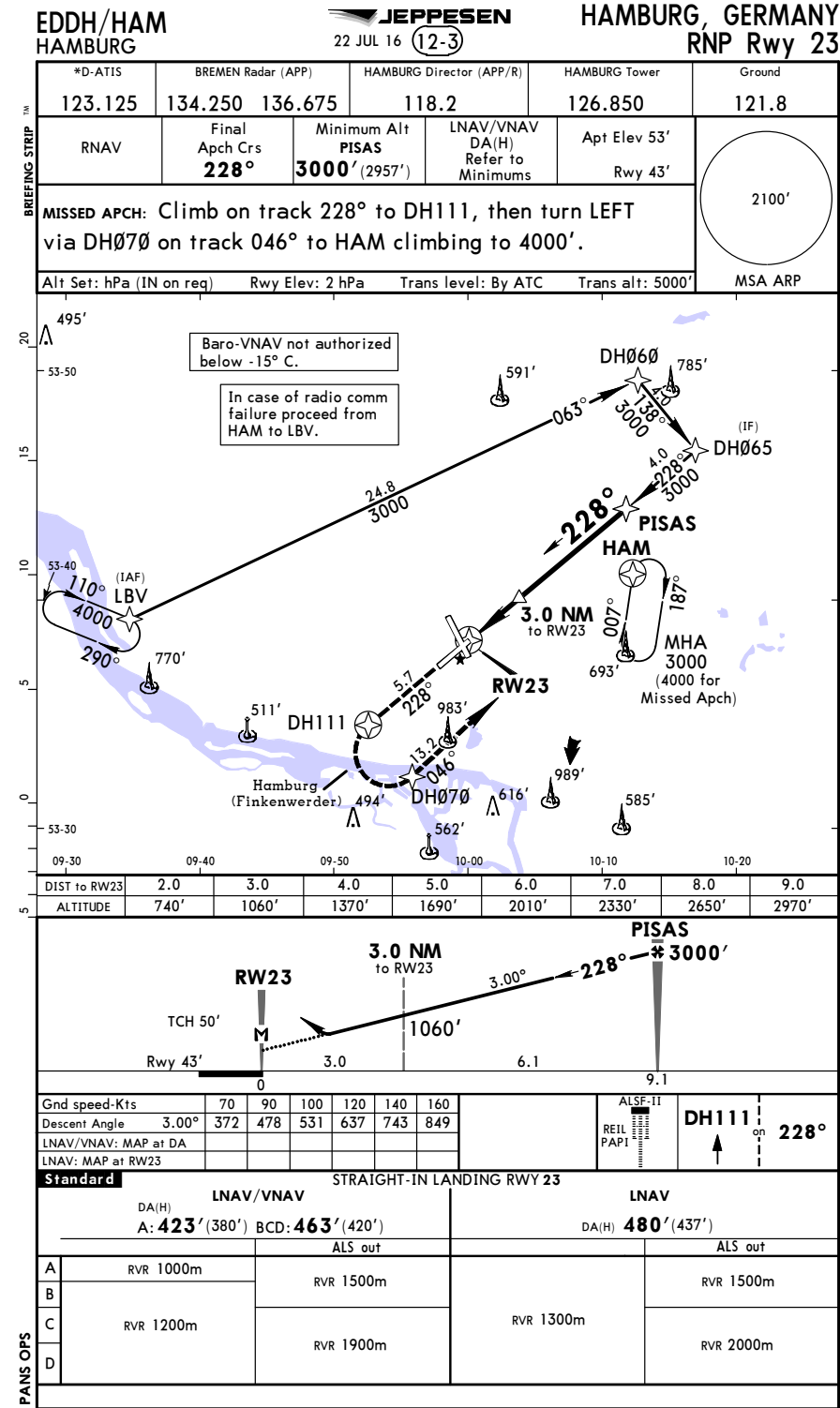
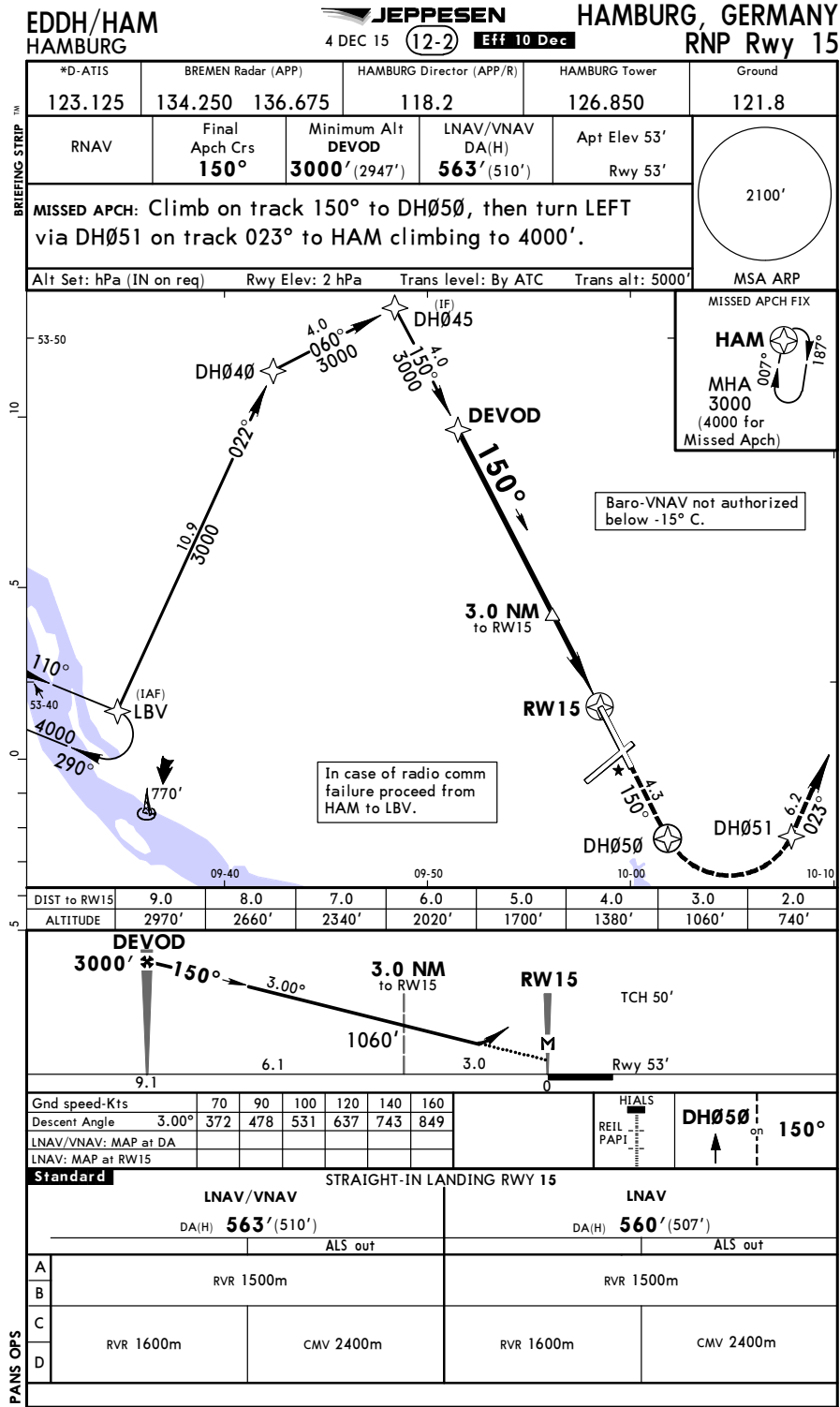


9.2							0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAP1 DH030 on 048°	
Descent Angle	3.00°	372	478	531	637	743		849
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW05								

Standard	STRAIGHT-IN LANDING RWY 05
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LNAV/VNAV	LNAV
DA(H) 482' (450')	DA(H) 500' (468')

ALS OPS	A	RVR 1400m	ALS out	RVR 1500m	ALS out
	B		RVR 1500m		
	C		CMV 2100m		RVR 2200m
	D				

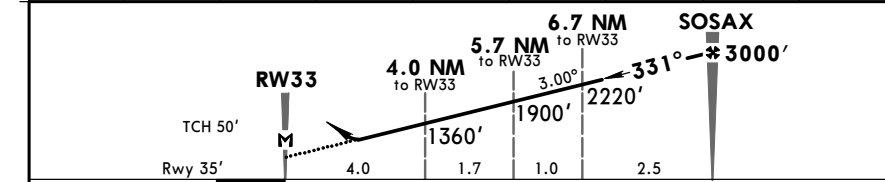
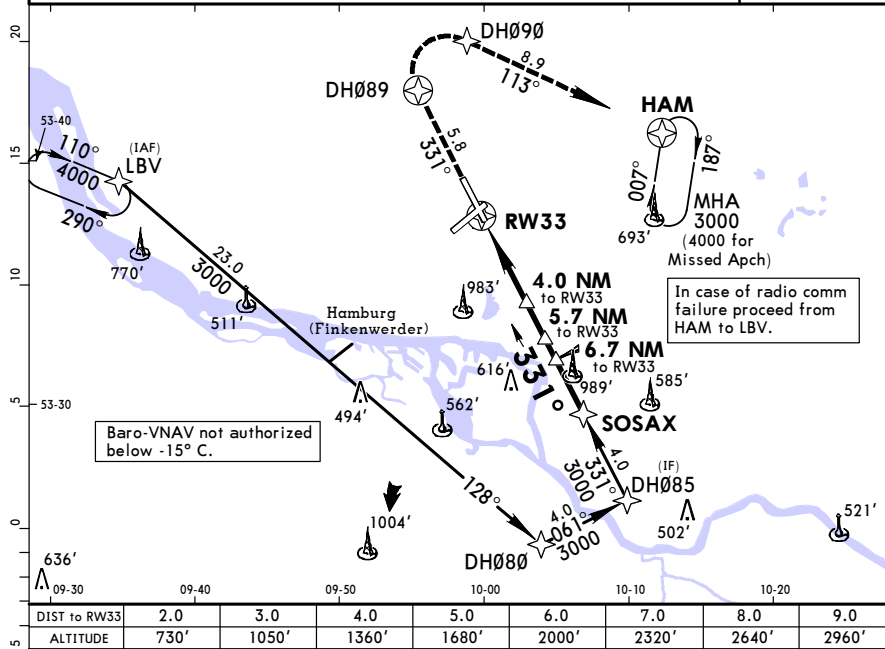


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22 JUL 16 (12-4)

HAMBURG, GERMANY
RNP Rwy 33

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
RNAV	Final Apch Crs 331°	Minimum Alt SOSAX 3000' (2965')	LNNAV/VNAV DA(H) 475' (440')	Apt Elev 53' Rwy 35'
MISSED APCH: Climb on track 331° to DH089, then turn RIGHT via DH090 on track 113° to HAM climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNNAV/VNAV: MAP at DA						
LNNAV: MAP at RW33						

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

CHANGES: Minimums.

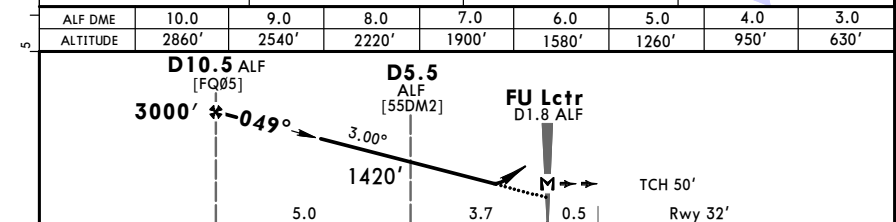
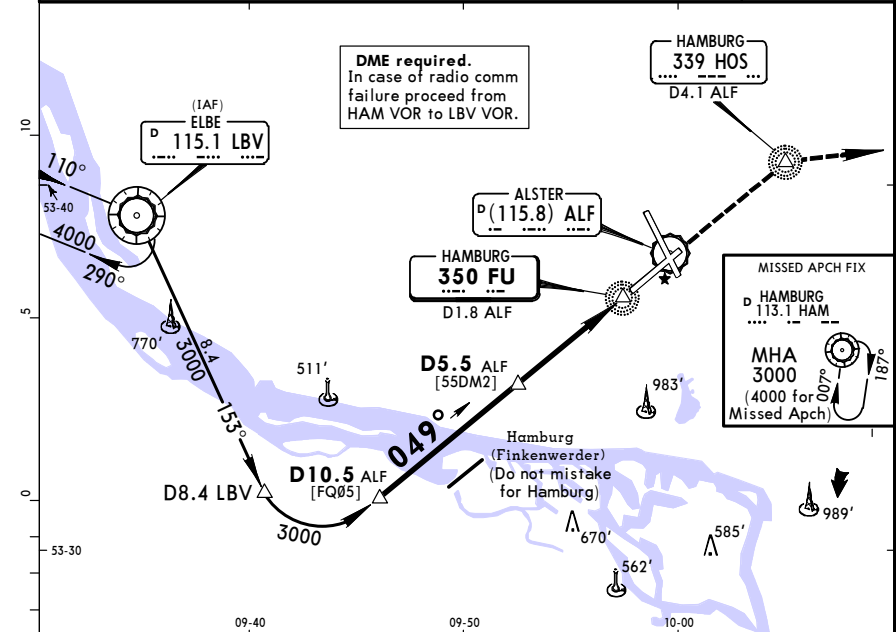
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JEPPESSEN
4 DEC 15 (16-1) Eff 10 Dec

HAMBURG, GERMANY
NDB Rwy 05

*D-ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.125	134.250 136.675	118.2	126.850	121.8
Lctr FU 350	Final Apch Crs 049°	Minimum Alt D10.5 ALF 3000' (2968')	DA(H) 600' (568')	Apt Elev 53' Rwy 32'
MISSED APCH: Climb direct to HOS NDB, then turn RIGHT direct to HAM VOR climbing to 4000'.				
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at FU Lctr/D1.8 ALF						

STRAIGHT-IN LANDING RWY 05			
LNNAV/VNAV		LNNAV	
DA(H) 600' (568')		DA(H) 600' (568')	
ALS out		ALS out	
A	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 1900m	RVR 1500m	CMV 2400m
D			

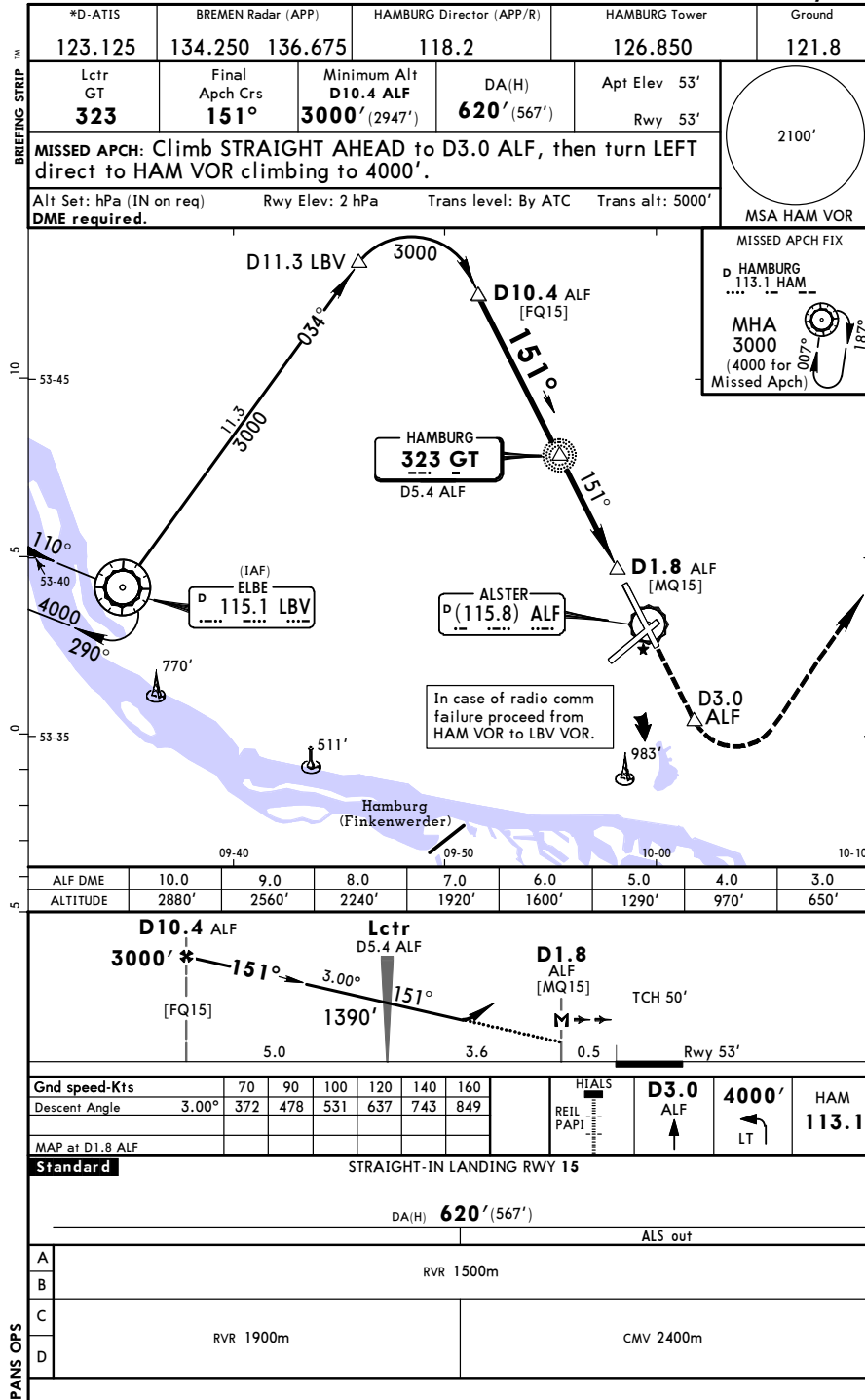
CHANGES: Procedure.

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4 DEC 15 (16-2) Eff 10 Dec

HAMBURG, GERMANY
NDB Rwy 15



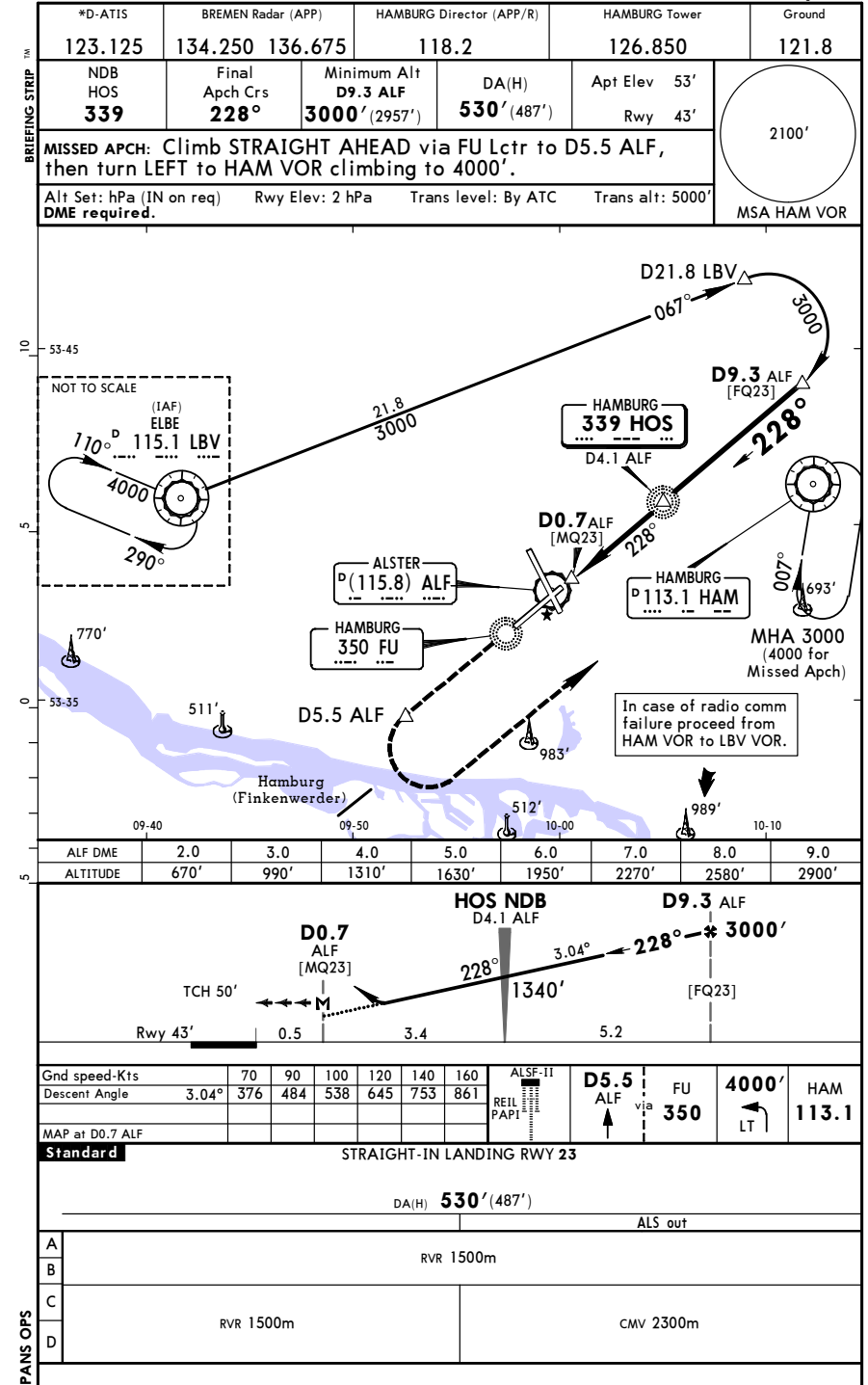
CHANGES: Procedure.

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22 JUL 16 (16-3)

HAMBURG, GERMANY
NDB Rwy 23



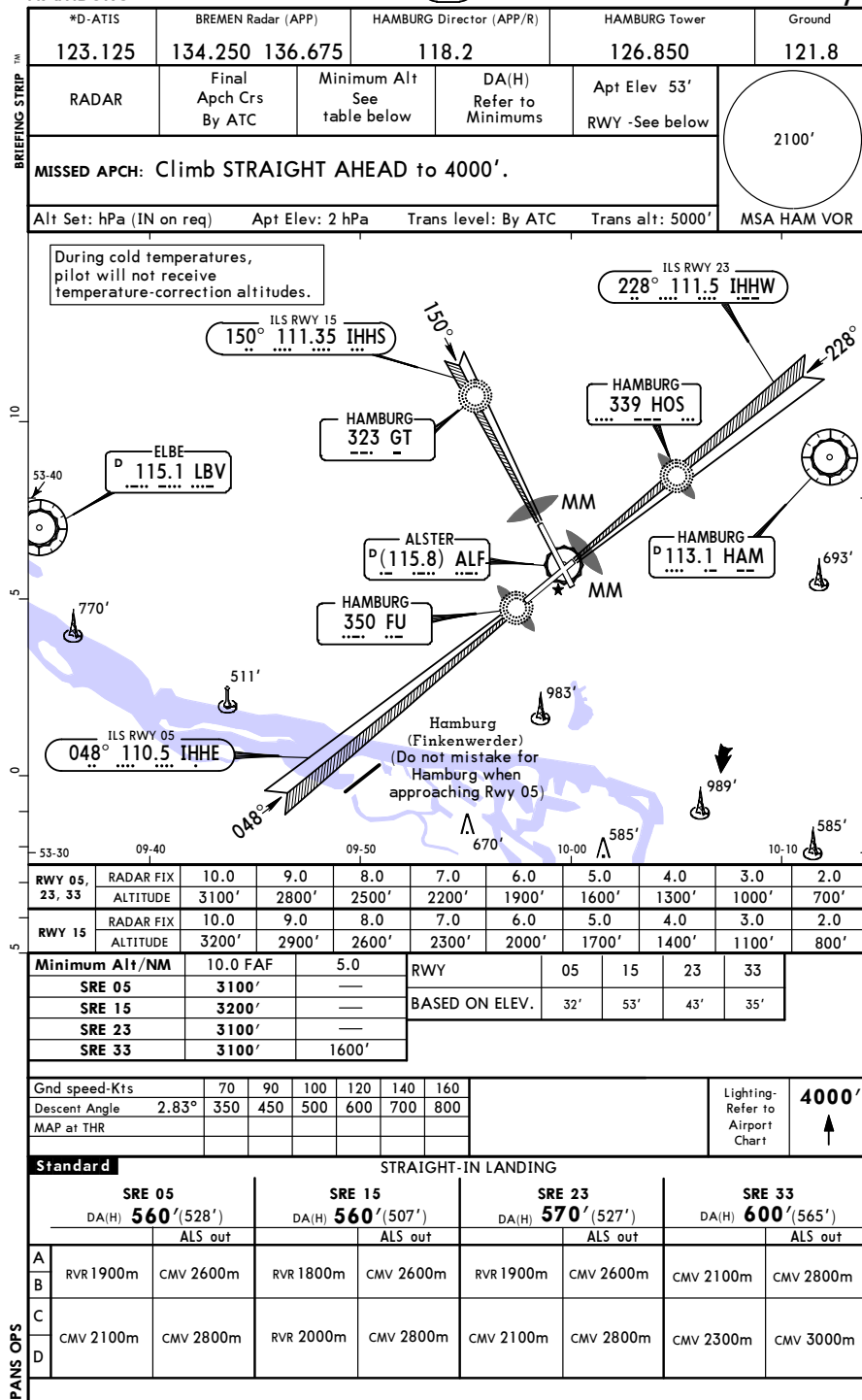
CHANGES: None.

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JEPPESSEN
22 JUL 16 (18-1)

HAMBURG, GERMANY
SRE All Rws



Revision Letter For Cycle 12-2018

Printed on 03 Jul 2018

Page 1

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JEPPESSEN

JeppView for Windows

Chart changes since cycle 11-2018

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

ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

HAMBURG, (HAMBURG - EDDH)

REV CONSTRUCTION WORKS (TEMP) 10-8 08 Jun 2018

REV CONSTRUCTION WORKS (TEMP)... 10-8A 08 Jun 2018

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDH

Type: Terminal

Effectivity: Temporary

Begin Date: 20180607

End Date: Until Further Notice

For construction works information related to phase 5 refer to 10-8/10-8A and latest NOTAMs (based on SUP 18-18).

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 only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20170330

End Date: No end date

Location/airport name changed from Donauworth to Donauwoerth, Dusseldorf to Duesseldorf, Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Nurnberg to Nuernberg, Schonefeld to Schoenefeld, Schwabisch Hall to Schwaebisch Hall, Zweibrucken to Zweibruecken.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m