

**Communication**

<u>Station</u>	<u>Callsign</u>	<u>Frequency</u>
EDDH_ATIS	Hamburg ATIS	123.120
EDDH_DEL	Hamburg Ground	121.800
EDDH_GND	Hamburg Apron	121.700
EDDH_TWR	Hamburg Tower	126.850
EDDH_F_APP	Hamburg Director	118.200
EDDH_E_APP	Bremen Radar	127.670
EDDH_W_APP	Bremen Radar	134.250

**Nav aids**

<u>VOR/DME</u>			<u>NDB</u>	
ALF (DME)	115.80		HOS	339.0
HAM (DVORTAC)	113.10		FU	350.0
LBE (DVOR)	115.10		GT	323.0

<u>TYPE</u>	<u>ID</u>	<u>Freq.</u>	<u>Course</u>
ILS/LOC 05	IHHE	110.50	049°
ILS/LOC 15	IHHS	111.35	151°
ILS/LOC 23	IHHW	111.50	229°
LOC 33	IHHN	109.90	331°

**Standard Operation Procedures**

**Initial climb altitude 5000 ft - when passing 2000ft contact Bremen Radar!**

Departure on runway 15 and arrival on runway 33 is only admissible during special weather or runway conditions (for example very strong winds from the northwest or southeast). Refer to page 2.

Jet aircrafts shall only use intersections A-EAST or A-WEST for departure on runway 23. Turboprob aircrafts may additionally use B-EAST for departure.

Aircraft with MTOW > 136t and freighters shall only use intersection R for departure on runway 33. All other jet aircraft should use I-NORTH.

Taxiing aircraft on Apron 1, especially Line 1 and Line 3, should expect taxi instructions as follows:

<i>clockwise</i>	<i>counter clockwise</i>
05 dep / 05 arr	15 dep / 15 arr
05 dep / 15 arr	23 dep / 15 arr
33 dep / 05 arr	23 dep / 23 arr
33 dep / 33 arr	33 dep / 23 arr

ATC may deviate from standard procedures depending on traffic situation.

**Do not use for real life navigation**

ATIS: 123.120  
Delivery: 121.800

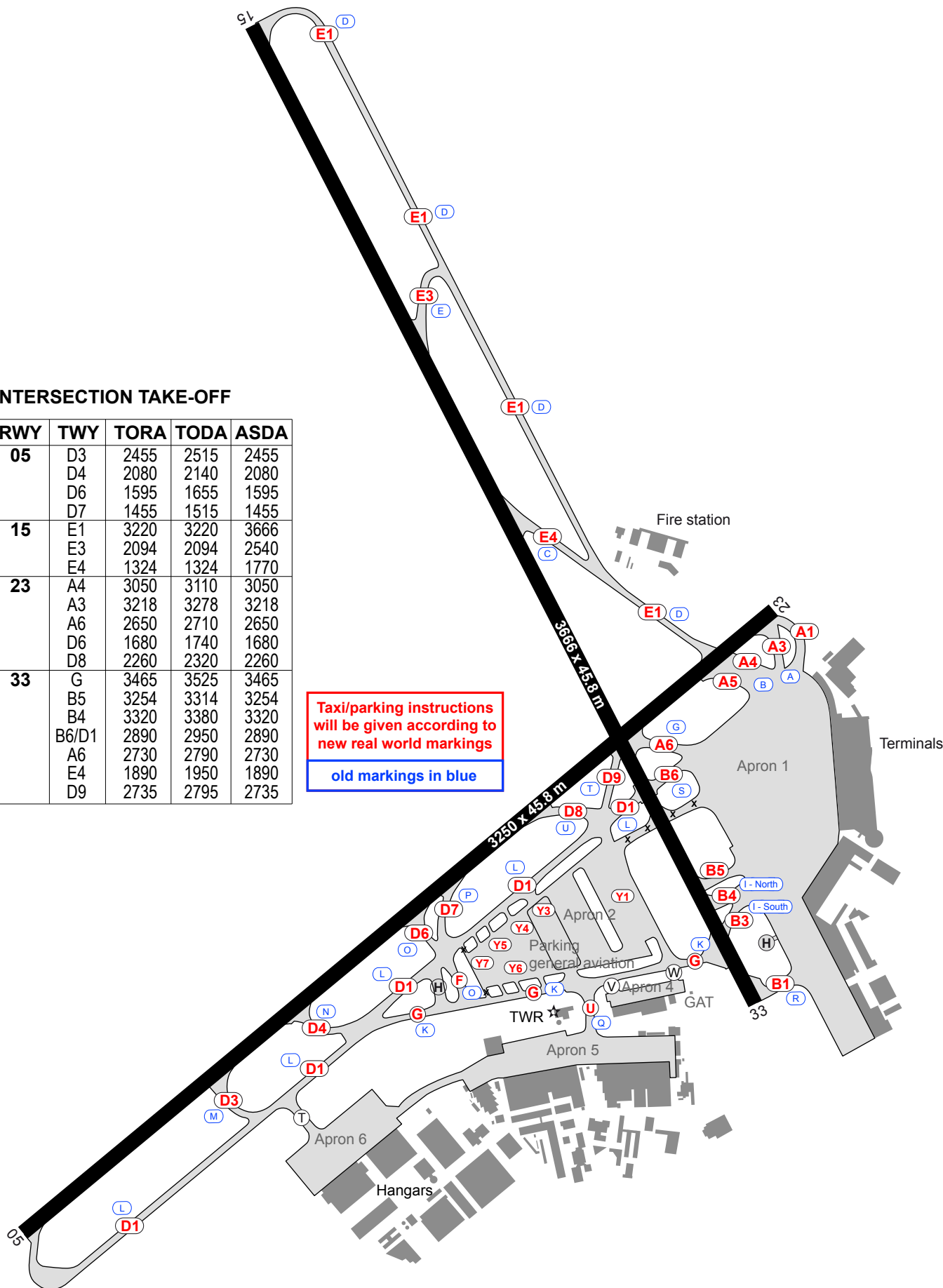
Apron: 121.700  
Tower: 126.850

Aerodrome Elevation: 53ft

**INTERSECTION TAKE-OFF**

RWY	TWY	TORA	TODA	ASDA
05	D3	2455	2515	2455
	D4	2080	2140	2080
	D6	1595	1655	1595
	D7	1455	1515	1455
	D7	1455	1515	1455
15	E1	3220	3220	3666
	E3	2094	2094	2540
	E4	1324	1324	1770
	E4	1324	1324	1770
23	A4	3050	3110	3050
	A3	3218	3278	3218
	A6	2650	2710	2650
	D6	1680	1740	1680
	D8	2260	2320	2260
	D8	2260	2320	2260
33	G	3465	3525	3465
	B5	3254	3314	3254
	B4	3320	3380	3320
	B6/D1	2890	2950	2890
	A6	2730	2790	2730
	E4	1890	1950	1890
	D9	2735	2795	2735
	D9	2735	2795	2735

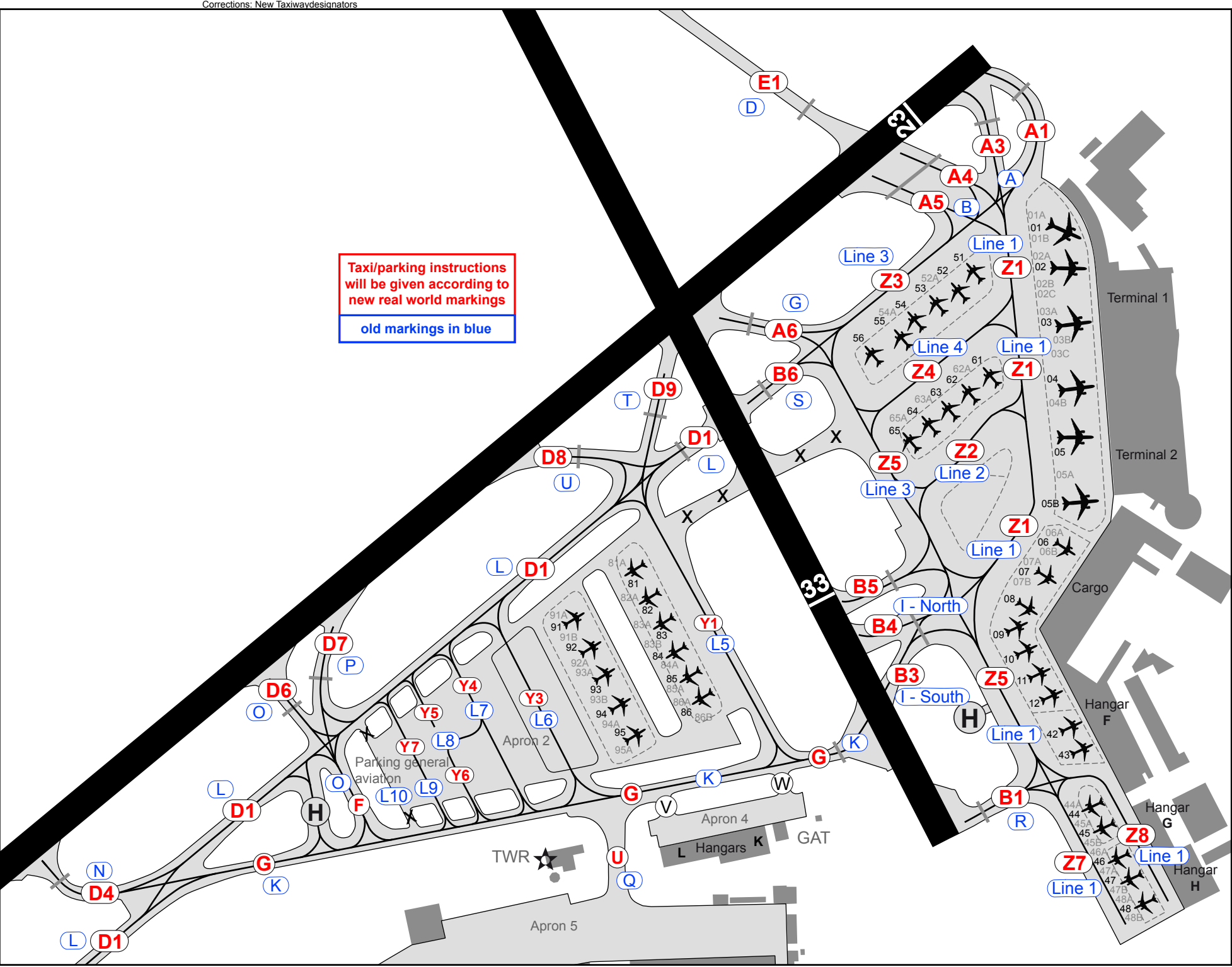
Taxi/parking instructions will be given according to new real world markings  
old markings in blue



Corrections: New taxiwaydesignators



Aerodrome Elevation: 53ft



Taxi/parking instructions  
will be given according to  
new real world markings

old markings in blue

Corrections: New Taxiwaydesignators

ATIS: 123.120  
Delivery: 121.800

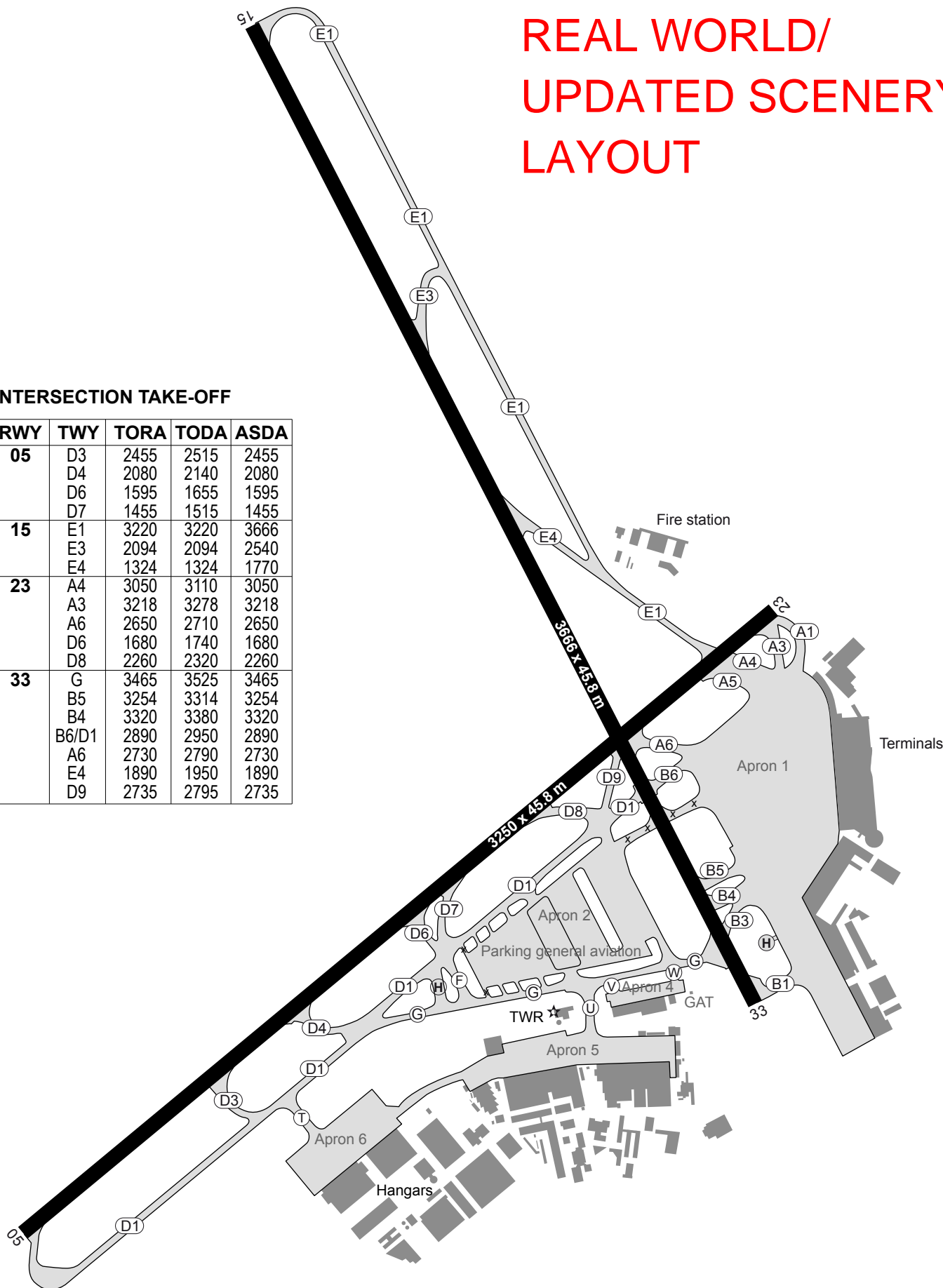
Apron: 121.700  
Tower: 126.850

Aerodrome Elevation: 53ft

**REAL WORLD/  
UPDATED SCENERY  
LAYOUT**

**INTERSECTION TAKE-OFF**

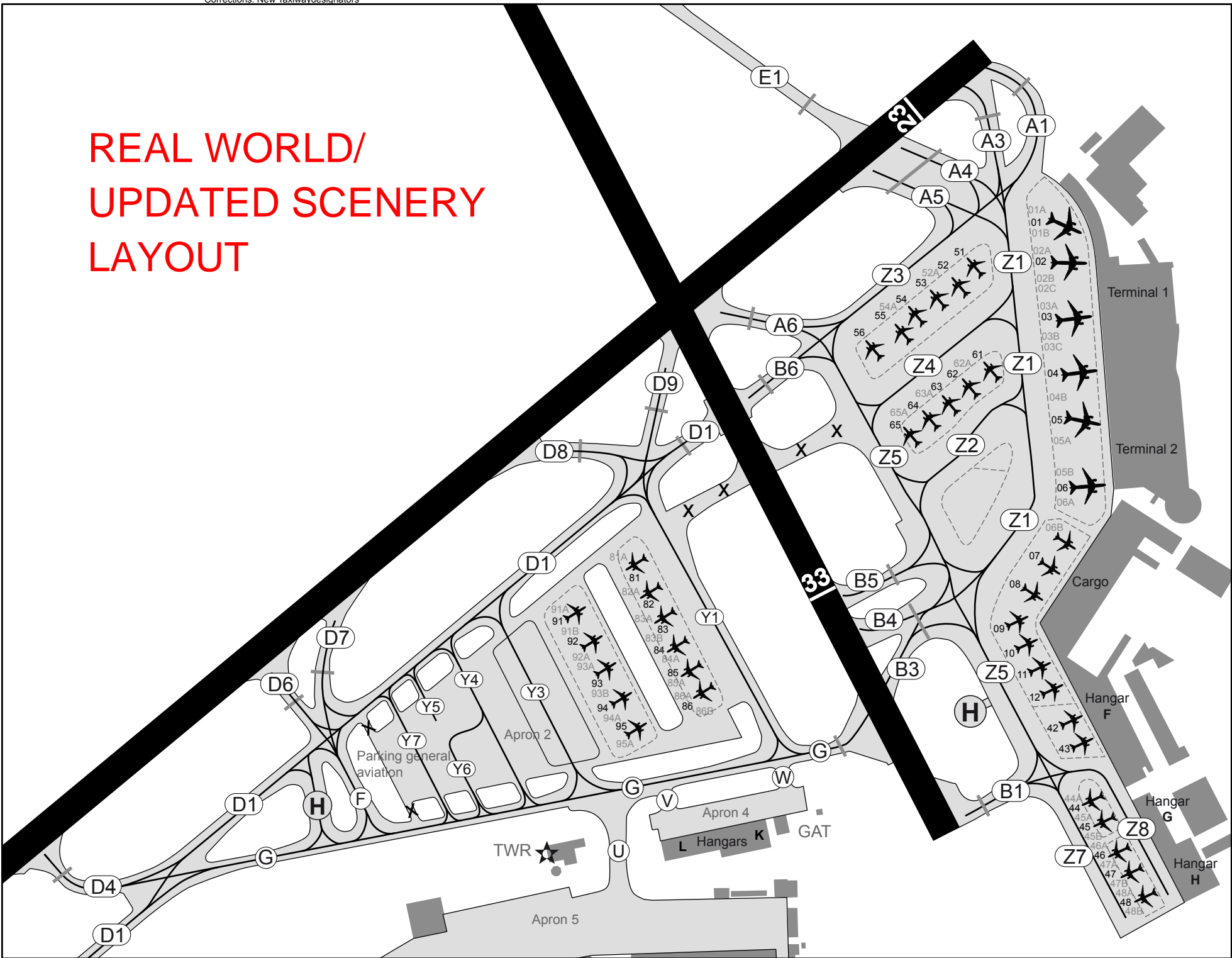
RWY	TWY	TORA	TODA	ASDA
05	D3	2455	2515	2455
	D4	2080	2140	2080
	D6	1595	1655	1595
	D7	1455	1515	1455
15	E1	3220	3220	3666
	E3	2094	2094	2540
	E4	1324	1324	1770
23	A4	3050	3110	3050
	A3	3218	3278	3218
	A6	2650	2710	2650
	D6	1680	1740	1680
	D8	2260	2320	2260
33	G	3465	3525	3465
	B5	3254	3314	3254
	B4	3320	3380	3320
	B6/D1	2890	2950	2890
	A6	2730	2790	2730
	E4	1890	1950	1890
	D9	2735	2795	2735



Corrections: New taxiwaydesignators



# REAL WORLD/ UPDATED SCENERY LAYOUT

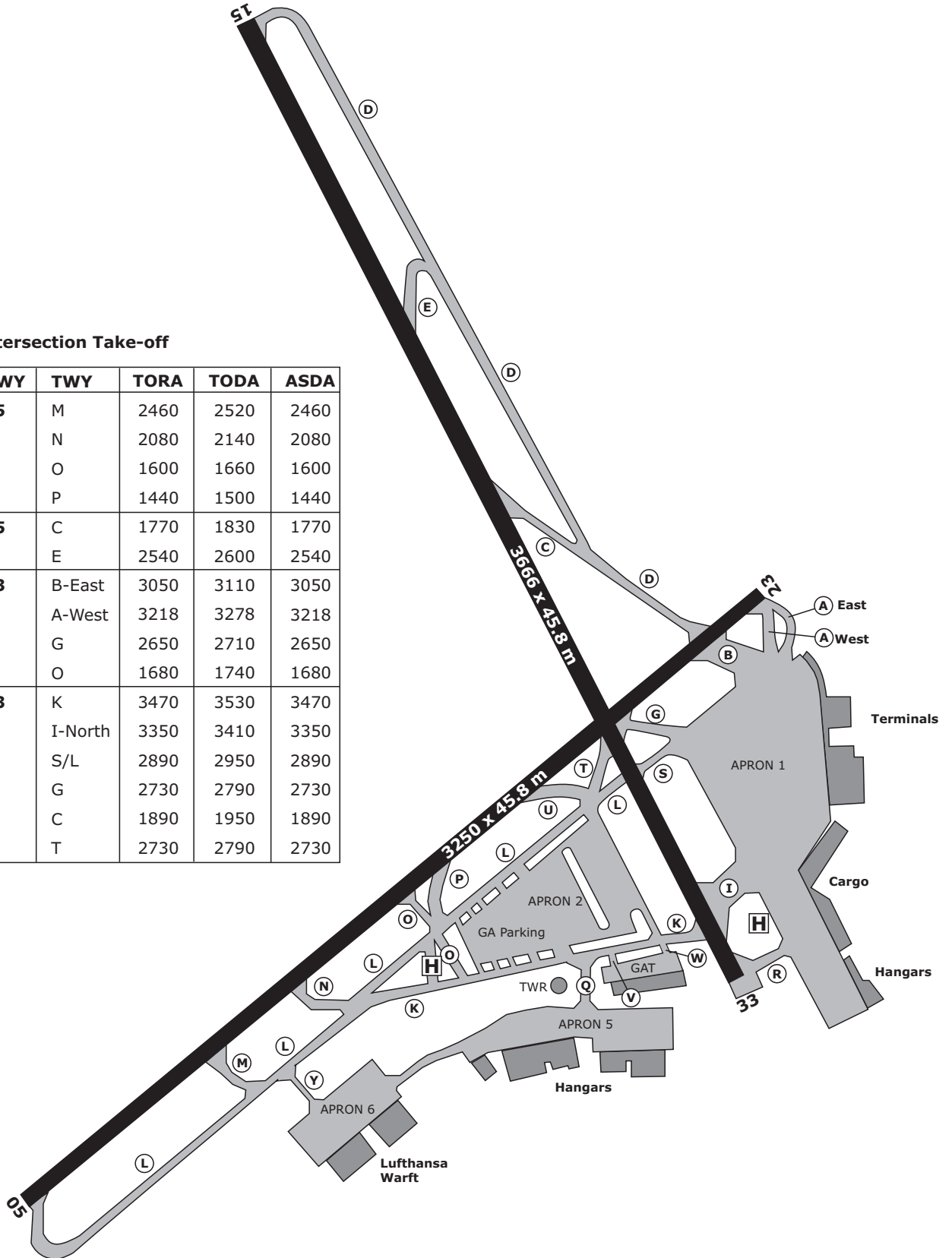


# OLD LAYOUT

Do not use for real life navigation

**Intersection Take-off**

RWY	TWY	TORA	TODA	ASDA
<b>05</b>	M	2460	2520	2460
	N	2080	2140	2080
	O	1600	1660	1600
	P	1440	1500	1440
<b>15</b>	C	1770	1830	1770
	E	2540	2600	2540
<b>23</b>	B-East	3050	3110	3050
	A-West	3218	3278	3218
	G	2650	2710	2650
	O	1680	1740	1680
<b>33</b>	K	3470	3530	3470
	I-North	3350	3410	3350
	S/L	2890	2950	2890
	G	2730	2790	2730
	C	1890	1950	1890
	T	2730	2790	2730

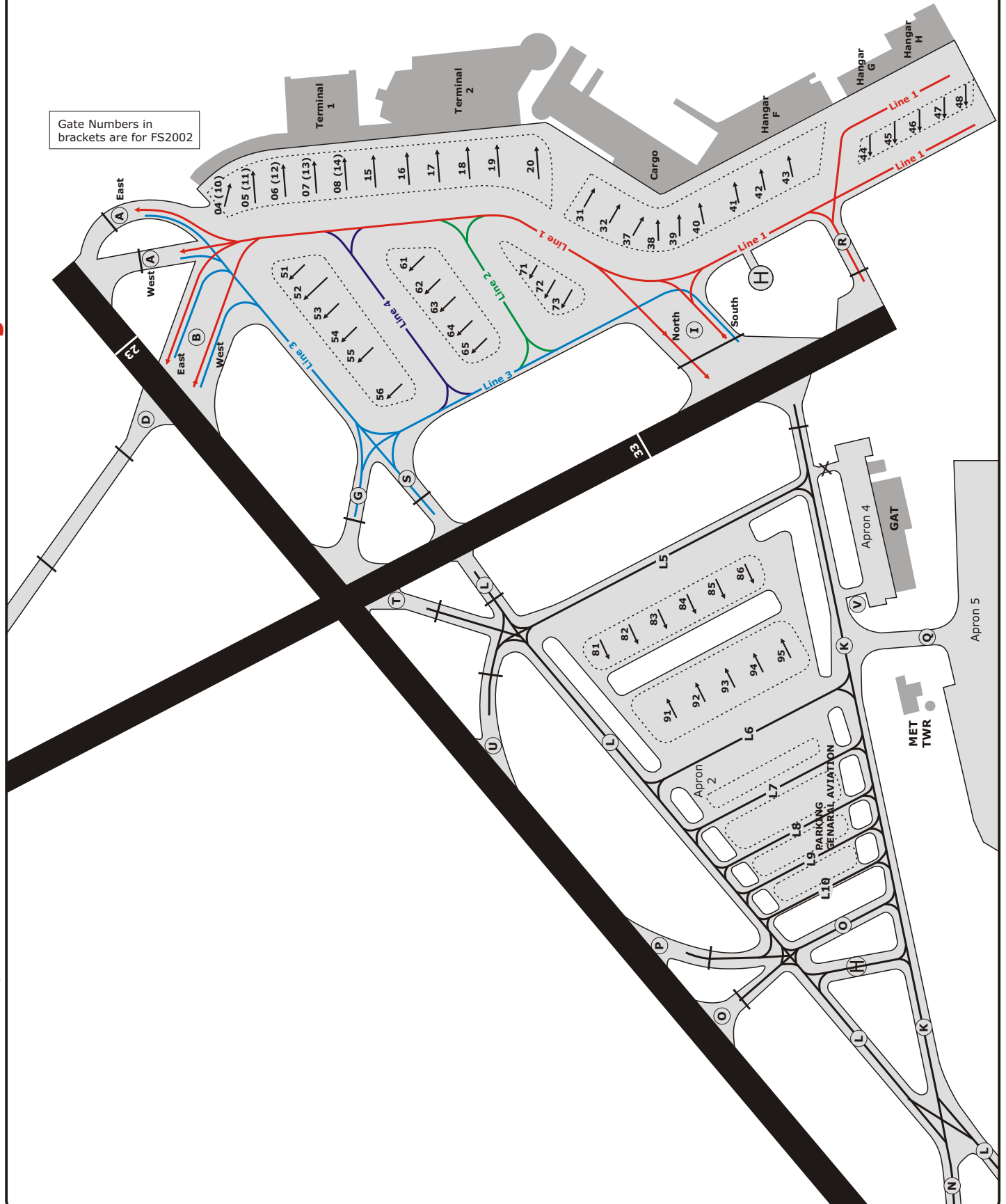




# OLD LAYOUT

**Do not use for real life navigation**

Gate Numbers in brackets are for FS2002



# VATSIM Germany

## Standard Instrument Departure Chart

**Hamburg**  
**EDDH**  
**SID**  
**RWY 05**

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
<b>EKERN 8C</b>	<b>EKERN EIGHT CHARLIE</b> Direct HOS (4.1 DME ALF) (Δ); on track 048° HOS to 7.2 DME ALF; LT, on R344 HAM to EKERN (Δ). <b>GPS/FMS RNAV:</b> [A500+] - HOS - DH152[L] - EKERN.	5000 ft	Bremen Radar 127.675	
<b>LUB 9C</b>	<b>LÜBECK NINE CHARLIE</b> Direct HOS (4.1 DME ALF) (Δ); RT; on R230 LUB to LUB (Δ). <b>GPS/FMS RNAV:</b> [A500+] - HOS[R] - LUB.			
<b>AMLUH 8C</b>	<b>AMLUH EIGHT CHARLIE</b> Direct to HOS (4.1 DME ALF) (Δ); on track 048° HOS to 5.2 DME ALF; RT, on R163 HAM to AMLUH (Δ). <b>GPS/FMS RNAV:</b> [A500+] - HOS - DH151[R] - AMLUH.			
<b>RAMAR 3C</b>	<b>RAMAR THREE CHARLIE</b> Direct HOS (4.1 DME ALF) (Δ); RT, on R230 LUB to 7.2 DME ALF; RT, on track 072° LYE to LYE (Δ); RT, on track 120° LYE to RAMAR(Δ). <b>GPS/FMS RNAV:</b> [A500+] - HOS[R] - DH154[R] - LYE[R] - RAMAR.			
<b>IDEKO 5C</b>	<b>IDEKO FIVE CHARLIE</b> On track 048° inbound HOS to 3.8 DME ALF; LT, on R296 HAM to intercept R064 LBV; on R064 LBV to LBV (Δ); LT, on R185 LBV to IDEKO (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH150[L] - DH153[L] - LBV[L] - IDEKO.		Bremen Radar 134.250	
<b>BASUM 1C</b>	<b>BASUM ONE CHARLIE</b> On track 048° inbound HOS to 3.8 DME ALF; LT, on R296 HAM to intercept R064 LBV; on R064 LBV to LBV (Δ); LT, on R206 LBV to BASUM (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH150[L] - DH153[L] - LBV[L] - BASUM.			
<b>WSN 2C</b>	<b>WESER TWO CHARLIE</b> On track 048° inbound HOS to 3.8 DME ALF; LT, on R296 HAM to intercept R064 LBV; on R064 LBV to LBV (Δ); LT, on R232 LBV to WSN (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH150[L] - DH153[L] - LBV[L] - WSN.			
<b>LBV 1C</b>	<b>ELBE ONE CHARLIE</b> On track 048° inbound HOS to 3.8 DME ALF; LT, on R296 HAM to intercept R064 LBV; on R064 LBV to LBV (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH150[L] - DH153[L] - LBV.			

**Remain on TWR frequency until passing 2000, then contact Bremen Radar.**



# VATSIM Germany Standard Instrument Departure Chart

## Hamburg EDDH

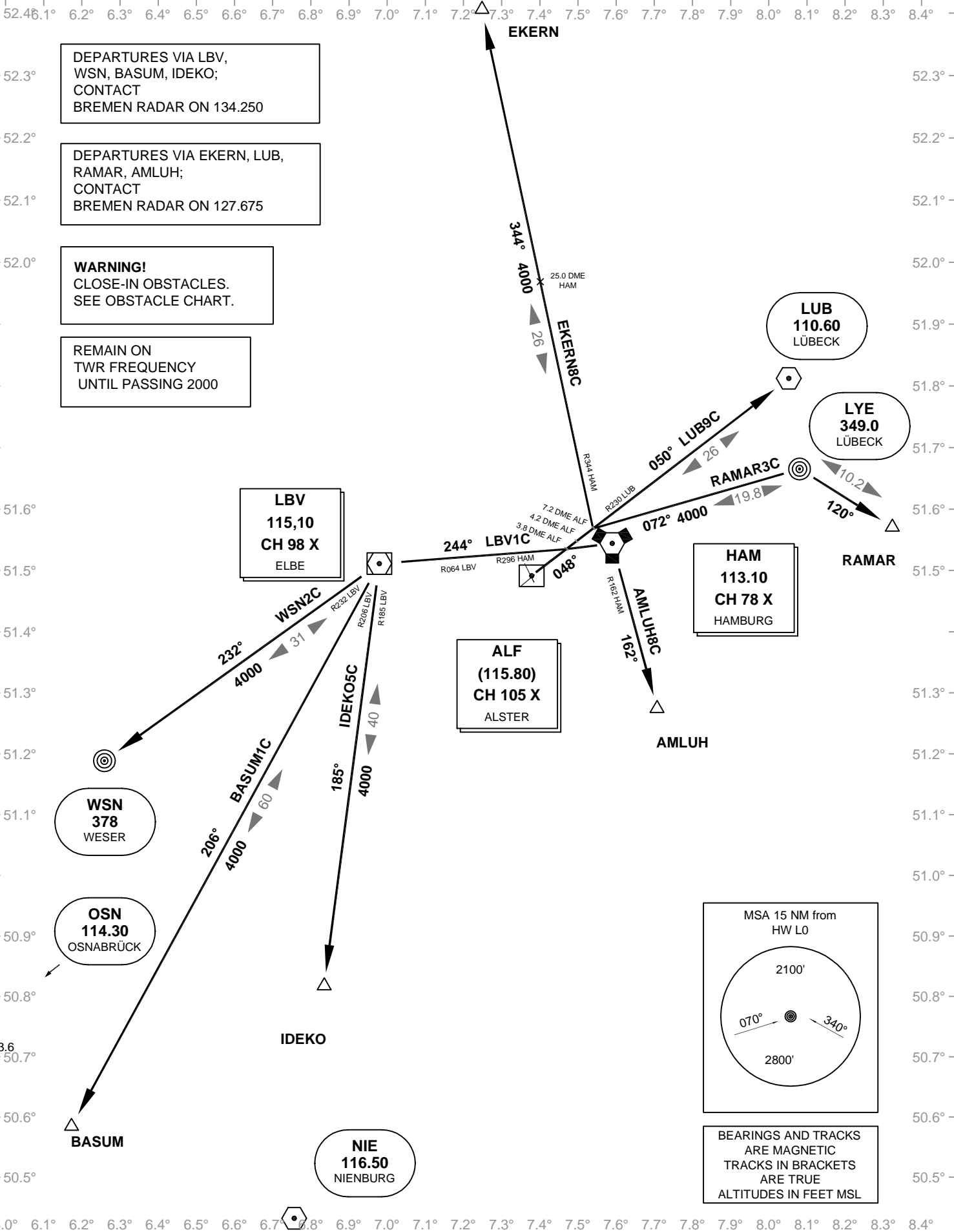
### SID RWY 05

Transition Altitude: 5000 ft.

ATIS 123.125  
Apron 121.700  
Ground 121.800

Tower 126.850  
Bremen Radar 127.675  
Bremen Radar 134.250

VAR: 2°E



Corrections: LBE YOR replaced by LBV YOR procedure

# VATSIM Germany

## Standard Instrument Departure Chart

**Hamburg**  
**EDDH**  
**SID**  
**RWY 15**

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
<b>EKERN 9D</b>	<b>EKERN NINE DELTA</b> On track 151° GT to 2.5 DME ALF or 1500 ft, whichever is later; LT, on R208 HAM to HAM (Δ); LT, on R344 HAM to EKERN (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH200[L] - [A1500+; L] - DH201 - HAM[L] - EKERN.	5000 ft	Bremen Radar 127.670	
<b>LUB 9D</b>	<b>LÜBECK NINE DELTA</b> On track 151° GT to 2.5 DME ALF or 1500 ft, whichever is later; LT, on R208 HAM to HAM (Δ); RT, on R045 HAM to LUB (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH200[L] - [A1500+; L] - DH201 - HAM[R] - LUB.			
<b>AMLUH 8D</b>	<b>AMLUH EIGHT DELTA</b> On track 151° GT to 8.2 DME ALF; LT, on R114 LBV to AMLUH (Δ). Cross 8.2 DME ALF at 2800 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH222[A2800+, L] - AMLUH.			
<b>RAMAR 3D</b>	<b>RAMAR THREE DELTA</b> On track 151° GT to 7.1 DME ALF; LT, on R212 LUB until crossing R093 HAM; RT, on track 058° LYE to LYE (Δ); RT, on track 120° LYE to RAMAR (Δ). Cross 7.1 DME ALF at 2300 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH208[A2300+; L] - DH209 - DH212[R] - LYE[R] - RAMAR.			
<b>IDEKO 6D</b>	<b>IDEKO SIX DELTA</b> On track 151° GT to 5.0 DME ALF; RT, on bearing 255° WSN inbound WSN until crossing R175 LBV / 25.9 DME HAM; LT, on R185 LBV to IDEKO (Δ). Cross 5.0 DME ALF at 2000 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH202[A2000+; R] - DH216 - DH220[L] - IDEKO.	Bremen Radar 134.250		Climb with 7.0% / 430 ft per NM or more until passing 2000. PDG due to airspace structure. If unable to comply advise ATC prior to start-up.
<b>BASUM 4D</b>	<b>BASUM FOUR DELTA</b> On track 151° GT to 5.0 DME ALF; RT, on bearing 255° WSN inbound WSN until crossing R202 LBV / 32.7 DME HAM; LT, on R206 LBV to BASUM (Δ). Cross 5.0 DME ALF at 2000 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH202[A2000+; R] - DH216 - DH221[L] - BASUM.			
<b>WSN 1D</b>	<b>WESER ONE DELTA</b> On track 151° GT to 5.0 DME ALF; RT, on bearing 255° WSN inbound WSN (Δ). Cross 5.0 DME ALF at 2000 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH202[A2000+; R] - DH216 - WSN.			
<b>LBV 1D</b>	<b>ELBE ONE DELTA</b> On track 151° GT to 5.0 DME ALF; RT, on bearing 255° WSN inbound WSN until crossing R132 LBV / 17.0 DME HAM; RT, on R138 LBV to LBV (Δ). Cross 5.0 DME ALF at 2000 or above. <b>GPS/FMS RNAV:</b> [A500+] - DH202[A2000+; R] - DH216 - DH217[R] - LBV.			

(Sample: DH200 fly-over way point)

**Remain on TWR frequency until passing 2000ft, then contact Bremen Radar.**

# VATSIM Germany Standard Instrument Departure Chart

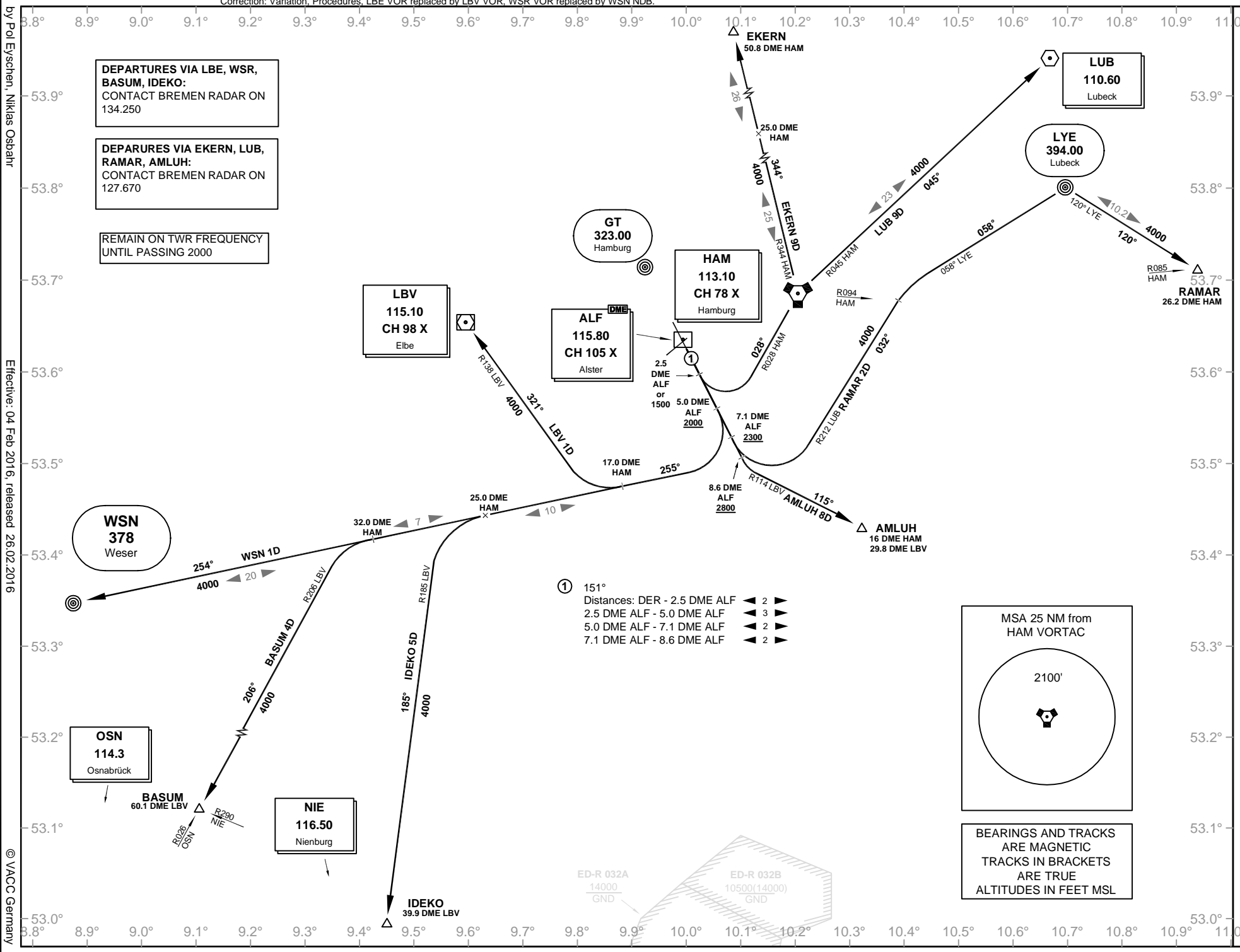
Transition Altitude: 5000 ft.

Ground (Initial Call) 121.800  
Apron 121.700

Tower 126.850  
ATIS 123.120  
Bremen Radar 127.670  
134.250

**Hamburg**  
**EDDH**  
**SID**  
**RWY 15**

VAR: 2° E



DEPARTURES VIA LBE, WSR, BASUM, IDEKO:  
CONTACT BREMEN RADAR ON 134.250

DEPARTURES VIA EKERN, LUB, RAMAR, AMLUH:  
CONTACT BREMEN RADAR ON 127.670

REMAIN ON TWR FREQUENCY UNTIL PASSING 2000

# VATSIM Germany

## Standard Instrument Departure Chart

**Hamburg**  
**EDDH**  
**SID**  
**RWY 23**

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
<b>EKERN 8B</b>	<b>EKERN EIGHT BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; RT, on track 038° GT to GT (Δ); on track 031° GT to intercept R344 HAM to EKERN (Δ). GPS/FMS RNAV: [A500+] - DH111[R] - DH102 - GT[L] - DH103[L] - EKERN.	5000 ft	Bremen Radar 127.670	
<b>LUB 1B</b>	<b>LÜBECK ONE BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; RT, on track 038° GT to GT (Δ); on track 047° GT to intercept R243 LUB to LUB (Δ). GPS/FMS RNAV: [A500+] - DH111[R] - DH102 - GT[R] - DH104[R] - LUB.			
<b>AMLUH 9B</b>	<b>AMLUH NINE BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; LT, on track 089° to intercept R114 LBV to AMLUH (Δ). GPS/FMS RNAV: [A500+] - DH111[L] - DH108 - DH115[R] - AMLUH.			
<b>RAMAR 3B</b>	<b>RAMAR THREE BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; RT, on track 038° GT to GT (Δ); on track 047° GT to intercept R243 LUB to 28.2 DME LBV; RT, on track 100° LYE to LYE (Δ); RT, on track 120° LYE to RAMAR(Δ). GPS/FMS RNAV: [A500+] - DH111[R] - DH102 - GT[R] - DH104[R] - DH110[R] - LYE[R] - RAMAR.			
<b>IDEKO 5B</b>	<b>IDEKO FIVE BRAVO</b> Climb straight ahead via FU on track 229° FU to 20.0 DME ALF; LT, on R185 LBV to IDEKO (Δ). GPS/FMS RNAV: [A500+] - DH116[L] - IDEKO.		Bremen Radar 134.250	
<b>BASUM 3B</b>	<b>BASUM THREE BRAVO</b> Climb straight ahead via FU on track 229° FU to intercept R235 HAM; on R235 HAM to 38.1 DME HAM; LT, on R206 LBV to BASUM (Δ). GPS/FMS RNAV: [A500+] - DH105[R] - DH117[L] - BASUM.			
<b>WSN 1B</b>	<b>WESER ONE BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; RT, on bearing 248° WSN inbound WSN (Δ). GPS/FMS RNAV: [A500+] - DH100[R] - WSN.			
<b>LBV 1B</b>	<b>ELBE ONE BRAVO</b> Climb straight ahead via FU to 5.5 DME ALF; RT, on R118 LBV to LBV (Δ). GPS/FMS RNAV: [A500+] - DH111[R] - LBV.			

(Sample: DH111 fly-over way point)

**Remain on TWR frequency until passing 2000ft, then contact Bremen Radar.**

# VATSIM Germany Standard Instrument Departure Chart

## Hamburg EDDH

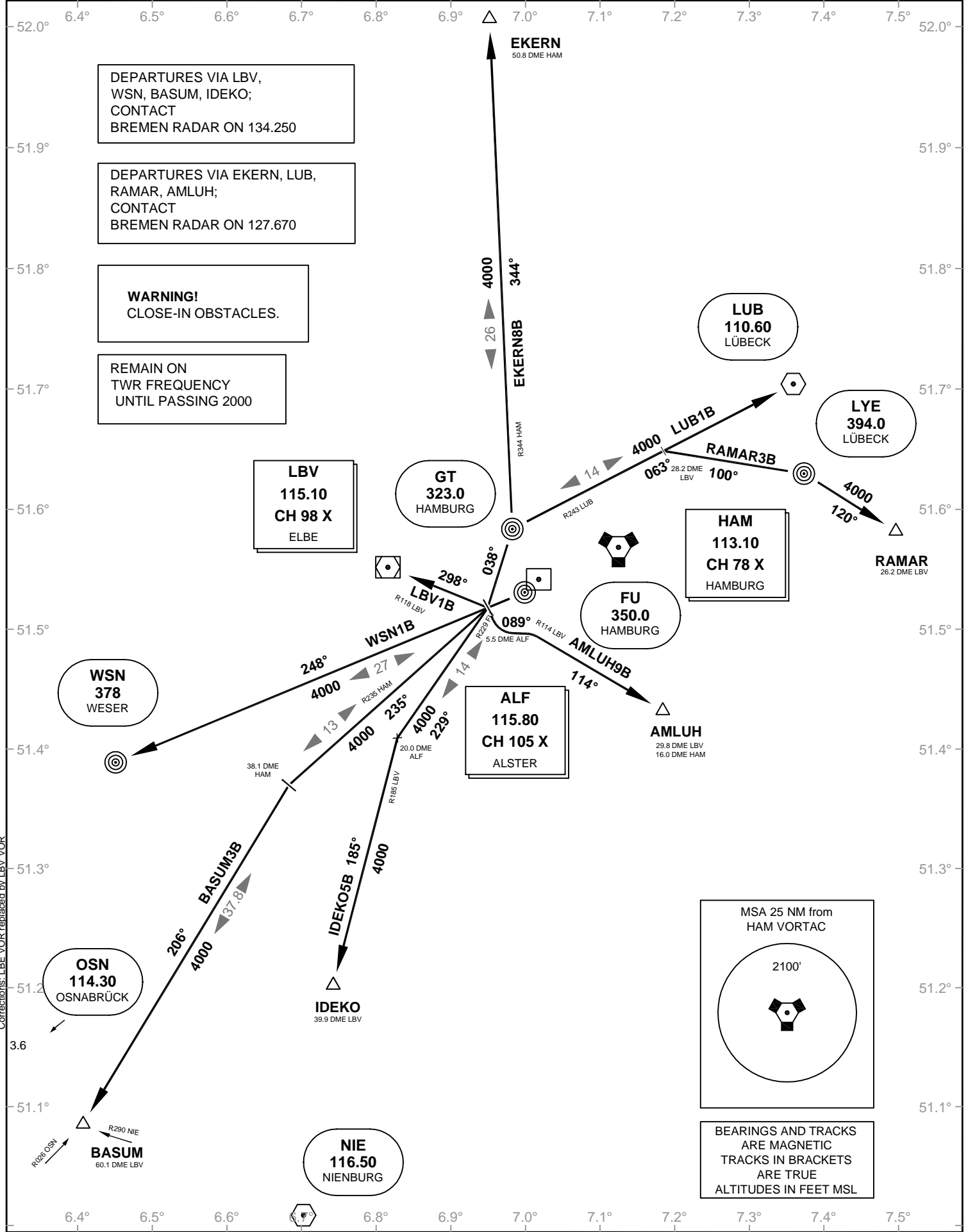
### SID RWY 23

Transition Altitude: 5000 ft

ATIS 123.120  
Bremen Radar 127.670  
Bremen Radar 134.250

Director 118.200  
Tower 126.850  
Apron 121.700

VAR: 2° E



Corrections: LBE VOR replaced by LBV VOR

# VATSIM Germany

## Standard Instrument Departure Chart

**Hamburg**  
**EDDH**  
**SID**  
**RWY 33**

Designator	Route	After Take-Off		Remarks	
		Climb to	Contact		
<b>EKERN 8G</b>	<b>EKERN EIGHT GOLF</b> On track 331° inbound GT to 3.0 DME ALF; RT, on track 358° to 5.6 DME ALF; RT, on track 031° GT to intercept R344 HAM; on R344 HAM to EKERN (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH250[R] - DH253[R] - DH103[L] - EKERN.	5000 ft	Bremen Radar 127.670		
<b>LUB 9G</b>	<b>LÜBECK NINE GOLF</b> On track 331° inbound GT to 3.0 DME ALF; RT, on track 358° to 5.0 DME ALF; RT, on R242 LUB to LUB (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH250[R] - DH253[R] - LUB.				
<b>AMLUH 8G</b>	<b>AMLUH EIGHT GOLF</b> On track 331° inbound GT to 3.0 DME ALF; RT, on track 358° to 5.0 DME ALF; RT, on R297 HAM to HAM (Δ); RT, on R162 HAM to AMLUH (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH250[R] - DH251[R] - DH252 - HAM[R] - AMLUH.				
<b>RAMAR 3G</b>	<b>RAMAR THREE GOLF</b> On track 331° inbound GT to 3.0 DME ALF; RT, on track 358° to 5.0 DME ALF; RT, on R242 LUB to 28.8 DME LBV; RT, on track 101° LYE to LYE (Δ); RT, on track 120° LYE to RAMAR (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH250[R] - DH253[R] - DH259[R] - LYE[R] - RAMAR.				
<b>IDEKO 4G</b>	<b>IDEKO FOUR GOLF</b> On track 331° inbound GT to 4.0 DME ALF; LT, on R070 LBV to LBV (Δ); LT, on R185 LBV to IDEKO (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH254[L] - LBV[L] - IDEKO.				Bremen Radar 134.250
<b>BASUM 1G</b>	<b>BASUM ONE GOLF</b> On track 331° inbound GT to 4.0 DME ALF; LT, on R070 LBV to LBV (Δ); LT, on R206 LBV to BASUM (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH254[L] - LBV[L] - BASUM.				
<b>WSN 2G</b>	<b>WESER TWO GOLF</b> On track 331° inbound GT to 4.0 DME ALF; LT, on R070 LBV to LBV (Δ); LT, on R232 LBV to WSN (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH254[L] - LBV[L] - WSN.				
<b>LBV 1G</b>	<b>ELBE ONE GOLF</b> On track 331° inbound GT to 4.0 DME ALF; LT, on R070 LBV to LBV (Δ). <b>GPS/FMS RNAV:</b> [A500+] - DH254[L] - LBV.				

(Sample: DH251 fly-over way point)

**Remain on TWR frequency until passing 2000ft, then contact Bremen Radar.**



For flight simulator use only. Not to be used for real world flight.

# VATSIM Germany Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

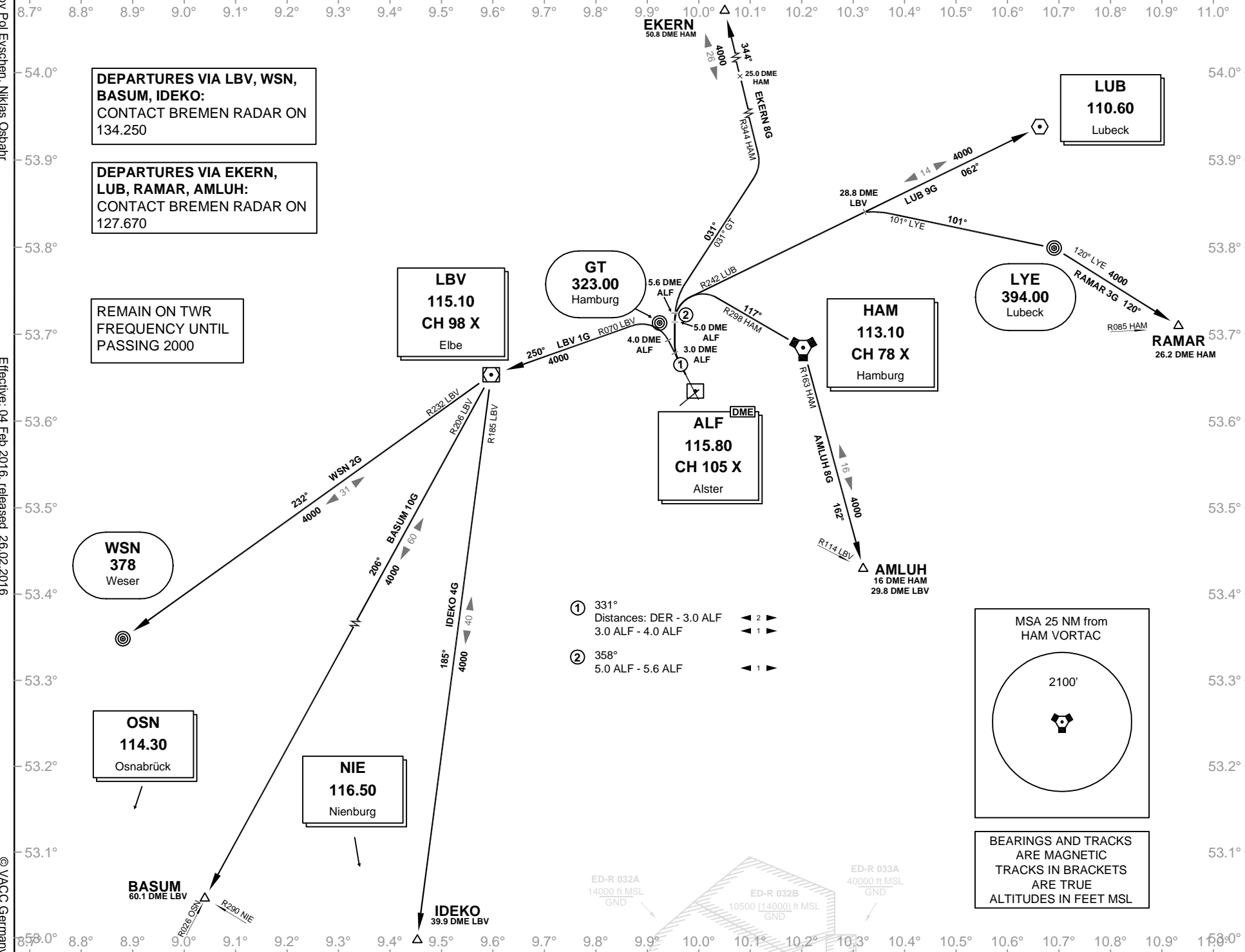
Ground (Initial Call) 121.800  
Apron 121.700

Tower 126.850  
ATIS 123.120

**Hamburg**  
**EDDH**  
**SID**  
**RWY 33**

VAR: 2° E

Correction: Variation, Procedures, LBE VOR replaced by LBV BOR, WSR VOR replaced by WSN NDB.



**DEPARTURES VIA LBV, WSN, BASUM, IDEKO:**  
CONTACT BREMEN RADAR ON 134.250

**DEPARTURES VIA EKERN, LUB, RAMAR, AMLUH:**  
CONTACT BREMEN RADAR ON 127.670

REMAIN ON TWR  
FREQUENCY UNTIL  
PASSING 2000

**WSN 378**  
Weser

**OSN 114.30**  
Osnabrück

**NIE 116.50**  
Nienburg

- ① 331°  
Distances: DER - 3.0 ALF    2 >>  
3.0 ALF - 4.0 ALF        1 >>
- ② 358°  
5.0 ALF - 5.6 ALF        1 >>

by Pol Eyschen, Niklas Osbahn

Effective: 04 Feb 2016, released 26.02.2016

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# VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.  
ATIS 123.120  
Director 118.200  
Bremen Radar 127.670  
134.250  
Tower 126.850

**Hamburg**  
**EDDH**  
**STAR**  
**ALL RWY**

Correction: variation, LBE VOR replaced by LBV VOR, procedure

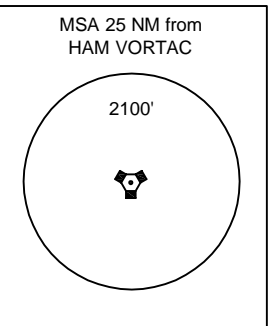
IN CASE OF RADIO COMMUNICATION FAILURE.  
PROCEED FROM RARUP / NOLGO VIA HAM TO LBV.  
PROCEED FROM RIBSO VIA TOPRA TO LBV.  
PROCEED FROM BOGMU DIRECT LBV.

**LUB**  
110.60  
Lubeck

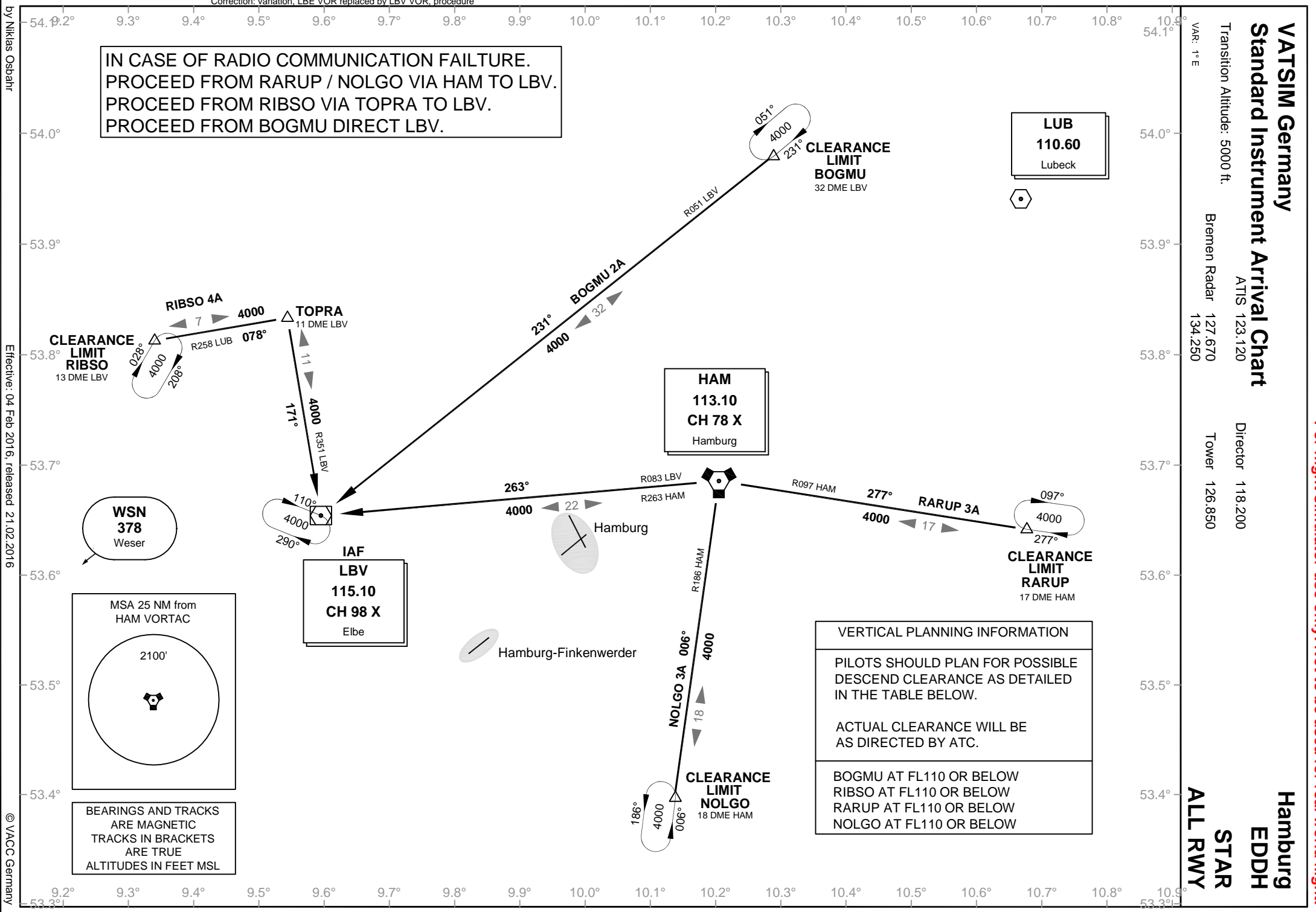
**HAM**  
113.10  
CH 78 X  
Hamburg

**IAF**  
**LBV**  
115.10  
CH 98 X  
Elbe

VERTICAL PLANNING INFORMATION
PILOTS SHOULD PLAN FOR POSSIBLE DESCEND CLEARANCE AS DETAILED IN THE TABLE BELOW.
ACTUAL CLEARANCE WILL BE AS DIRECTED BY ATC.
BOGMU AT FL110 OR BELOW RIBSO AT FL110 OR BELOW RARUP AT FL110 OR BELOW NOLGO AT FL110 OR BELOW



BEARINGS AND TRACKS ARE MAGNETIC  
TRACKS IN BRACKETS ARE TRUE  
ALTITUDES IN FEET MSL



# VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

## Hamburg EDDH RWY 05

Transition Altitude: 5000 ft.  
Bremen Radar 127.670  
VAR: 2° E

Director 118.200  
Tower 126.850

ATIS 123.120  
**Transition to Final Approach  
RWY 05**

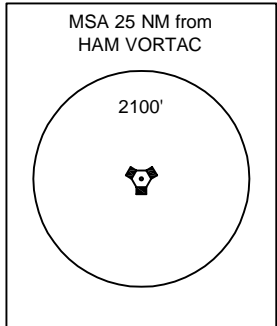
Correction: Procedure, Variation, LBE VOR replaced by LBV

REMARK

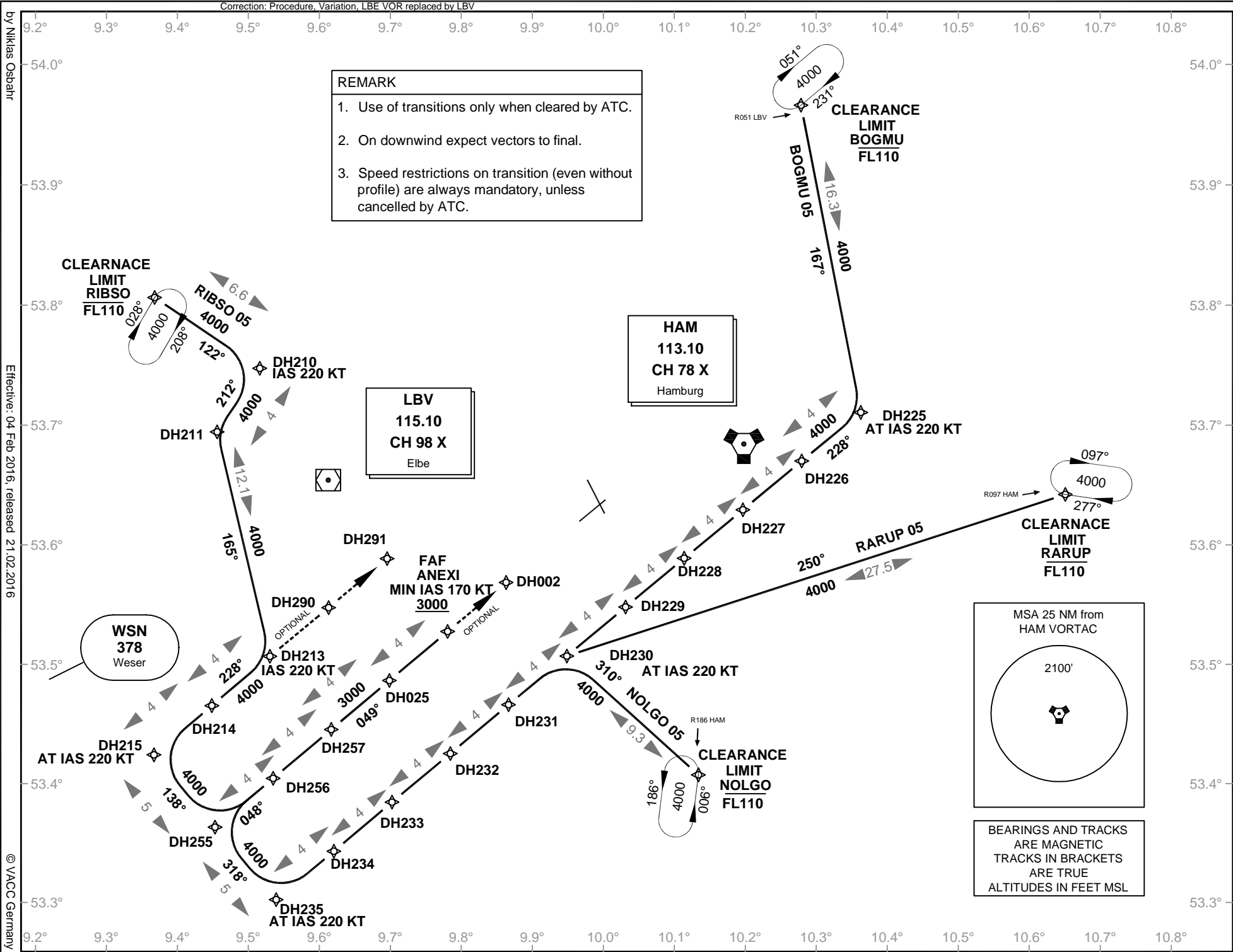
1. Use of transitions only when cleared by ATC.
2. On downwind expect vectors to final.
3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.

**HAM**  
113.10  
CH 78 X  
Hamburg

**LBV**  
115.10  
CH 98 X  
Elbe



BEARINGS AND TRACKS  
ARE MAGNETIC  
TRACKS IN BRACKETS  
ARE TRUE  
ALTITUDES IN FEET MSL



# VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

Hamburg  
EDDH

Transition Altitude: 5000 ft.  
VAR: 2° E

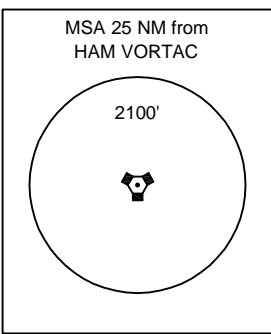
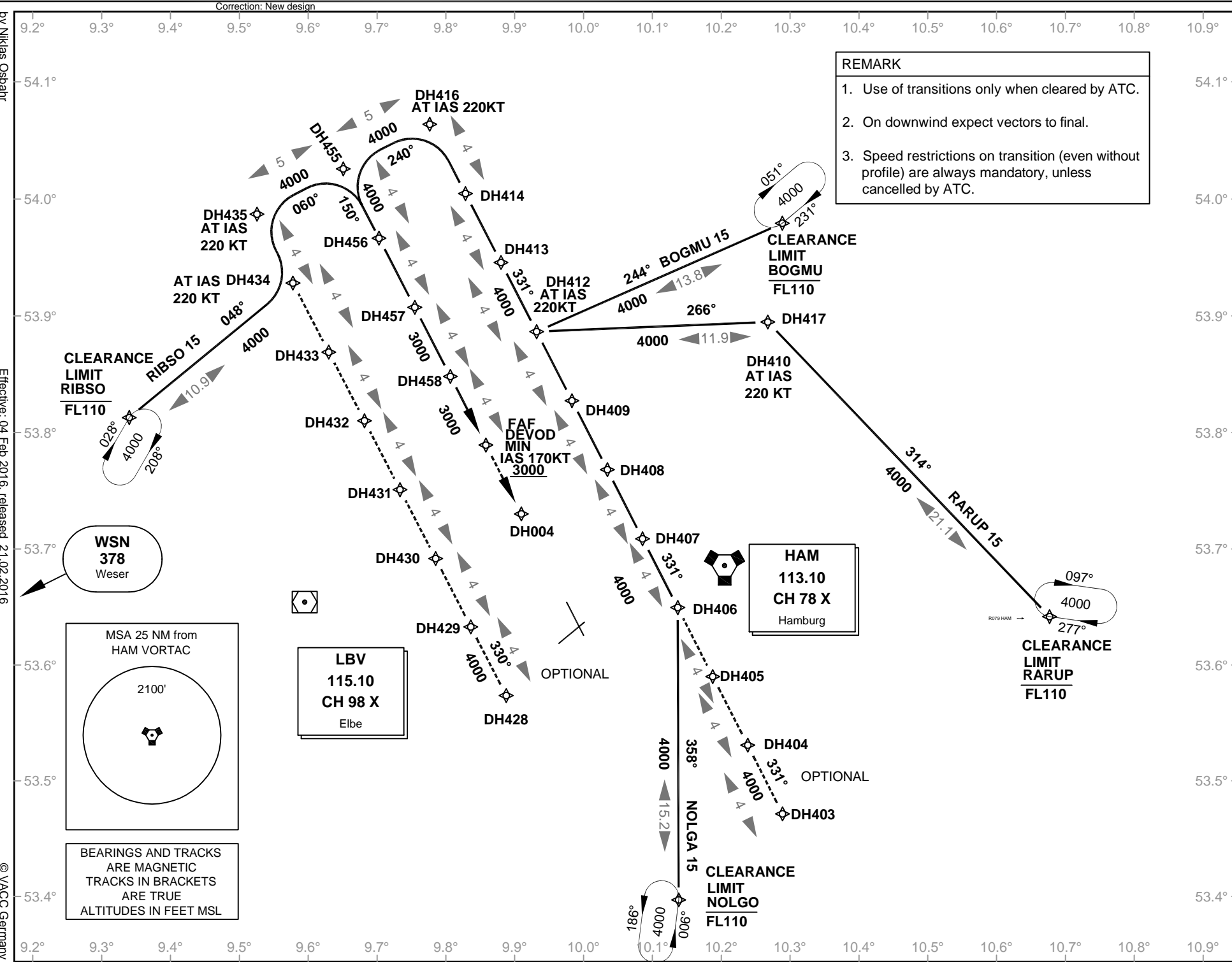
Bremen Radar  
127.670  
134.250

Director  
118.200  
Tower  
126.850

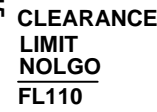
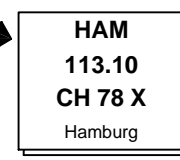
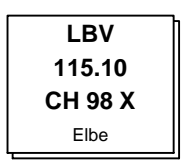
Transition to Final Approach  
RWY 15

ATIS 123.120

- REMARK
1. Use of transitions only when cleared by ATC.
  2. On downwind expect vectors to final.
  3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.



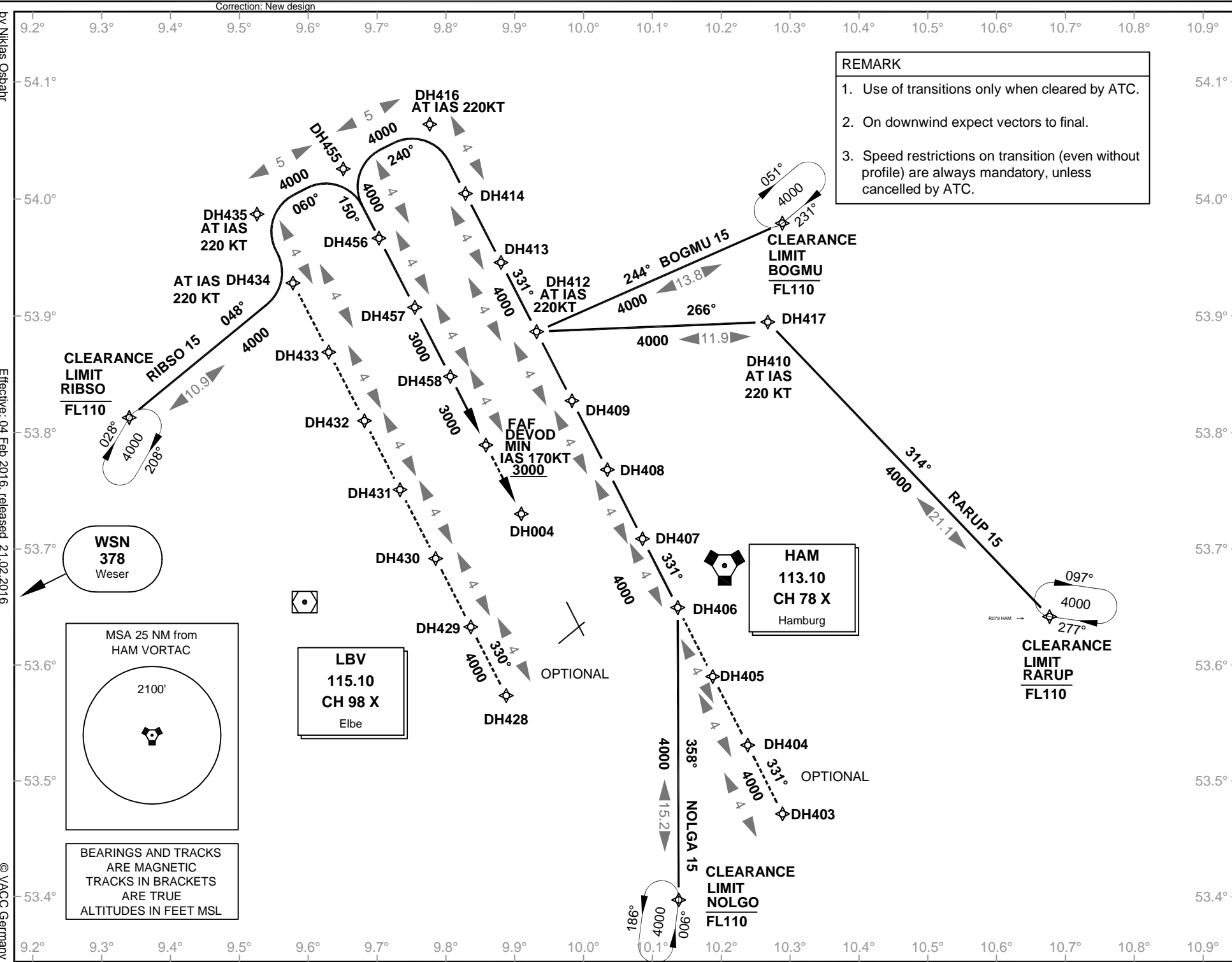
BEARINGS AND TRACKS ARE MAGNETIC  
TRACKS IN BRACKETS ARE TRUE  
ALTITUDES IN FEET MSL



OPTIONAL

OPTIONAL

FAF DEVOD  
MIN IAS 170KT  
3000





# VATSIM Germany GPS / FMS RNAV ARRIVAL CHART

## HAMBURG EDDH

Transition Altitude: 5000 ft

ATIS 123.120  
Bremen Radar 127.670  
134.250

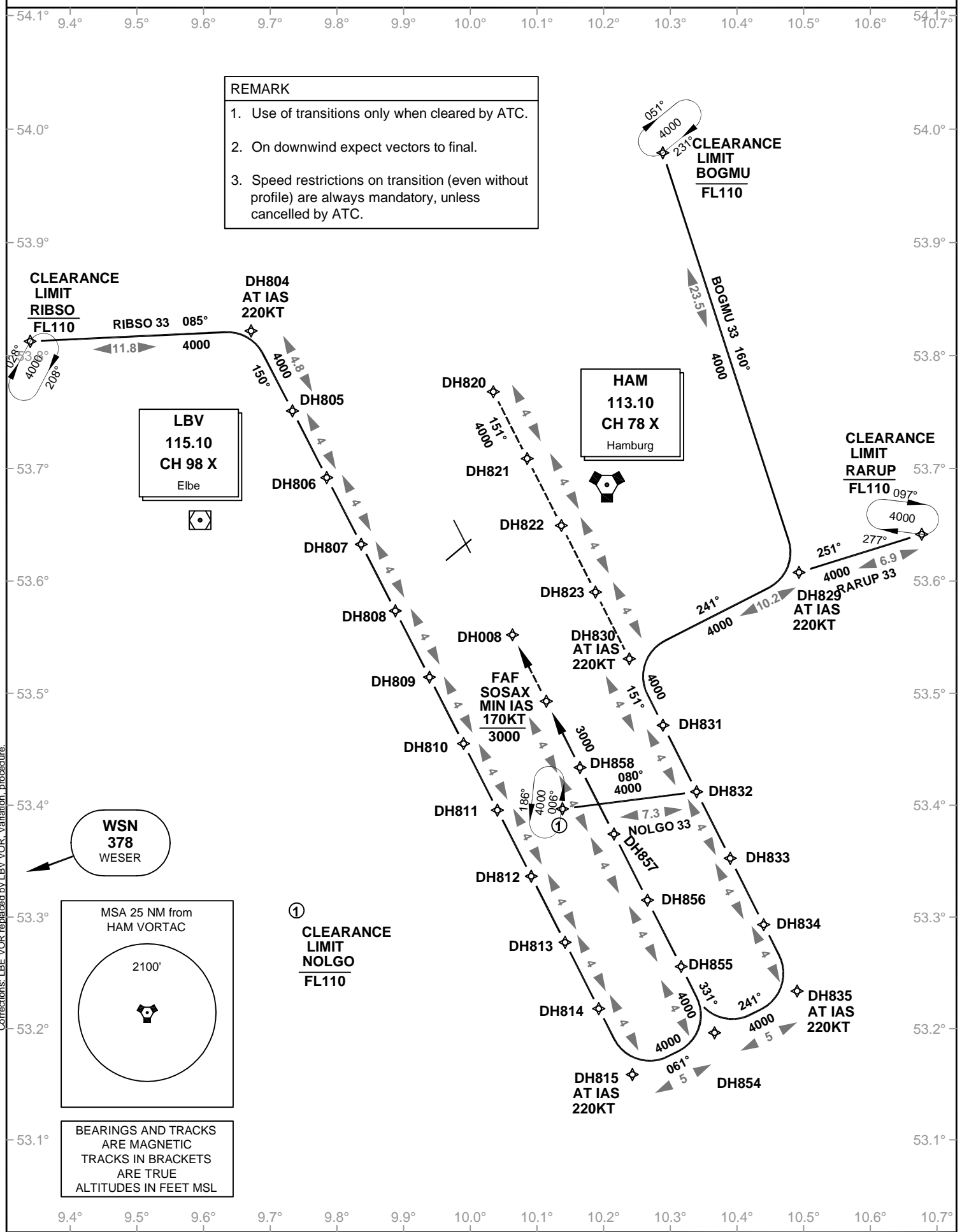
Director 118.200  
Tower 126.850

### Transition to Final Appr. RWY 33

VAR: 2°E

**REMARK**

1. Use of transitions only when cleared by ATC.
2. On downwind expect vectors to final.
3. Speed restrictions on transition (even without profile) are always mandatory, unless cancelled by ATC.



Corrections: LBE VOR replaced by LBV VOR. Variation procedure.

BEARINGS AND TRACKS  
ARE MAGNETIC  
TRACKS IN BRACKETS  
ARE TRUE  
ALTITUDES IN FEET MSL



# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
ILS or LOC  
RWY 05**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

Bremen Radar 134.250

Bremen Radar 127.670

VAR: 2° E

**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**

**DO NOT MISTAKE HAMBURG-FINKENWERDER  
9.0 NM SW OF HAMBURG FUHLBUETTEL  
WHEN APPROACHING RWY 05.**

**LOC:  
DME REQUIRED**

**MSA  
from  
HAM DVORTAC  
2100 25 NM**

**HAM  
113.10  
CH 78 X  
Hamburg**

**IAF  
LBV  
115.10  
CH 98 X  
Elbe**

**ALF  
115.80  
CH 105 X  
Alster**

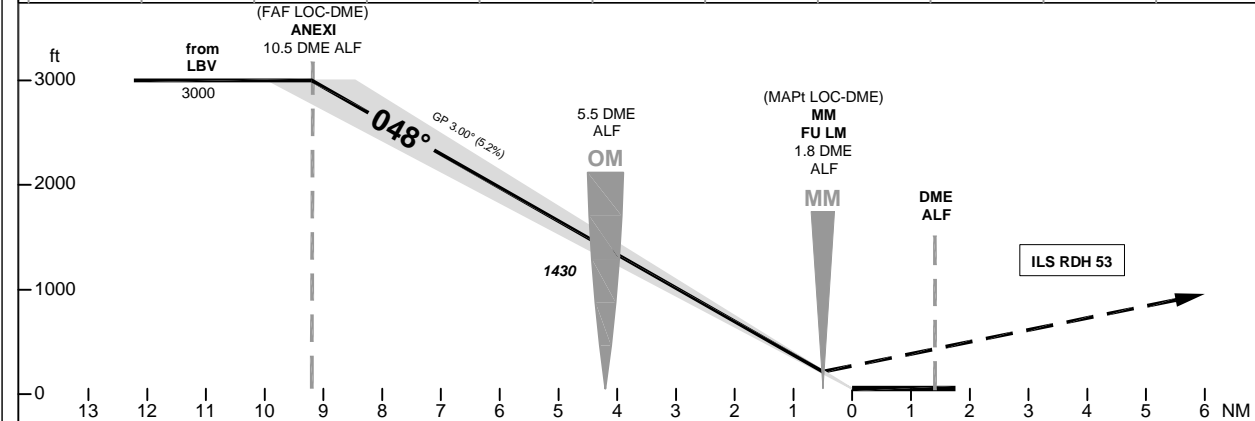
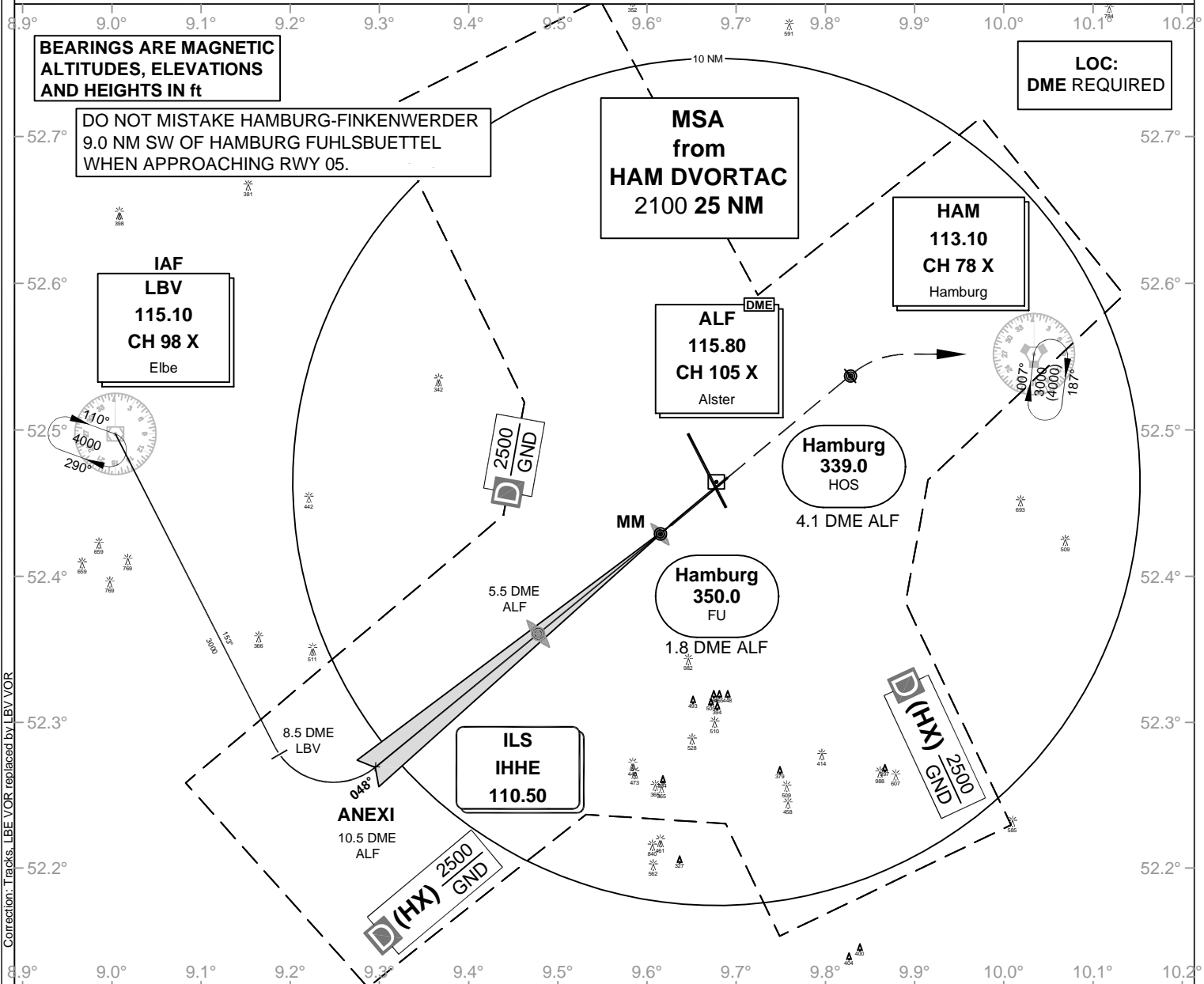
**Hamburg  
339.0  
HOS**  
4.1 DME ALF

**Hamburg  
350.0  
FU**  
1.8 DME ALF

**ILS  
IHHE  
110.50**

**ANEXI  
10.5 DME ALF**

Correction: Tracks, LBE VOR replaced by LBV VOR



OCA (OCH)	ILS CAT I	LOC DME
CAT A	220 (188)	560 (530)
CAT B	229 (197)	560 (530)
CAT C	239 (207)	560 (530)
CAT D	249 (217)	560 (530)
CAT E		
Large Aircraft		

**MISSED APPROACH:** Climb direct HOS (4.1 DME ALF); RT direct HAM climbing to 4000.

DME VOR	10	9	8	7	6	5	4	3		
DIST THR	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7		
ALTITUDE	2860	2540	2220	1900	1590	1270	950	630		

GS	kt	80	100	120	140	160	180
5.5 DME ALF - THR (4.2 NM)	MIN:SEC	3:09	2:31	2:06	1:48	1:35	1:24
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

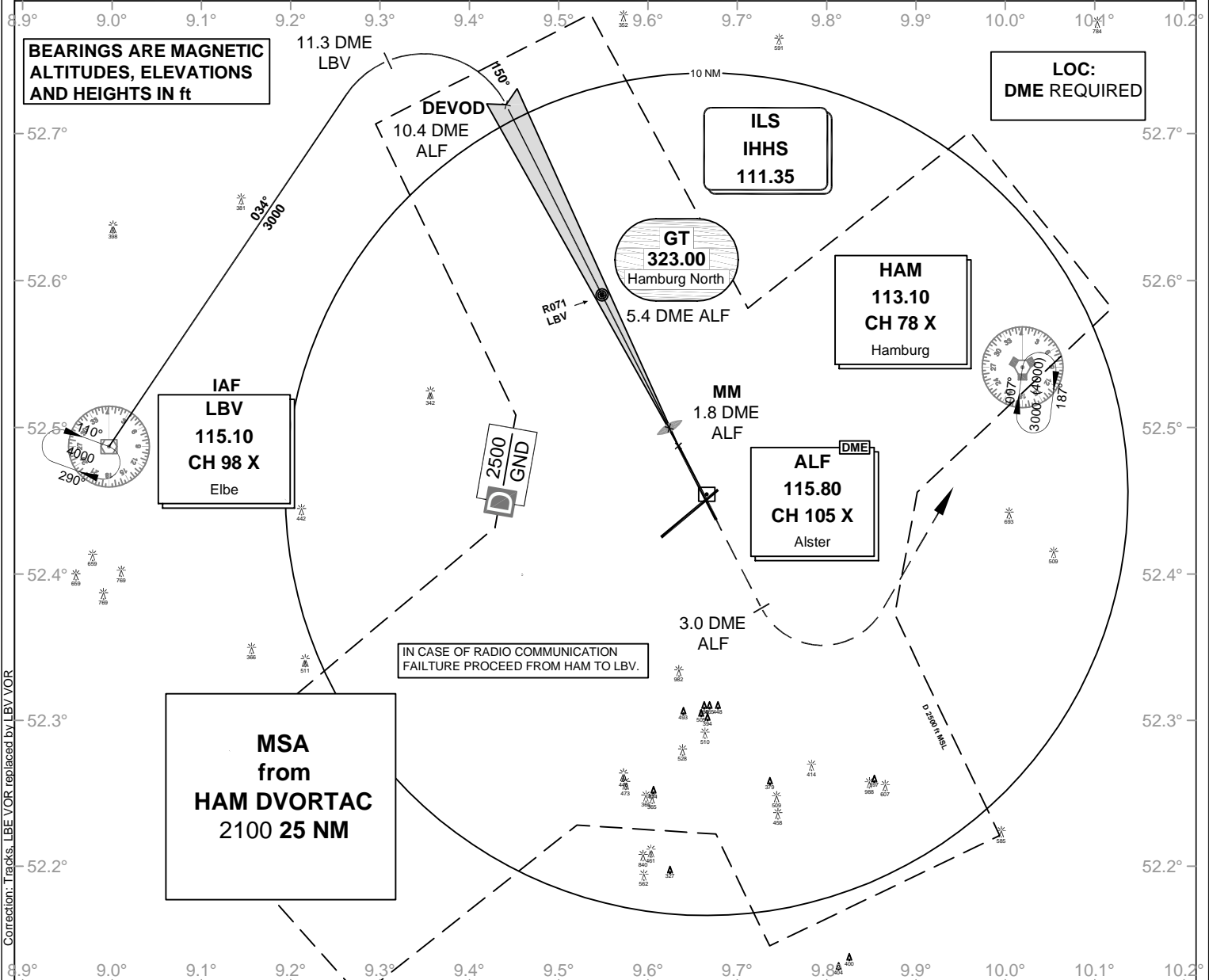
**Hamburg  
EDDH  
ILS or LOC  
RWY 15**

Elevation: 53

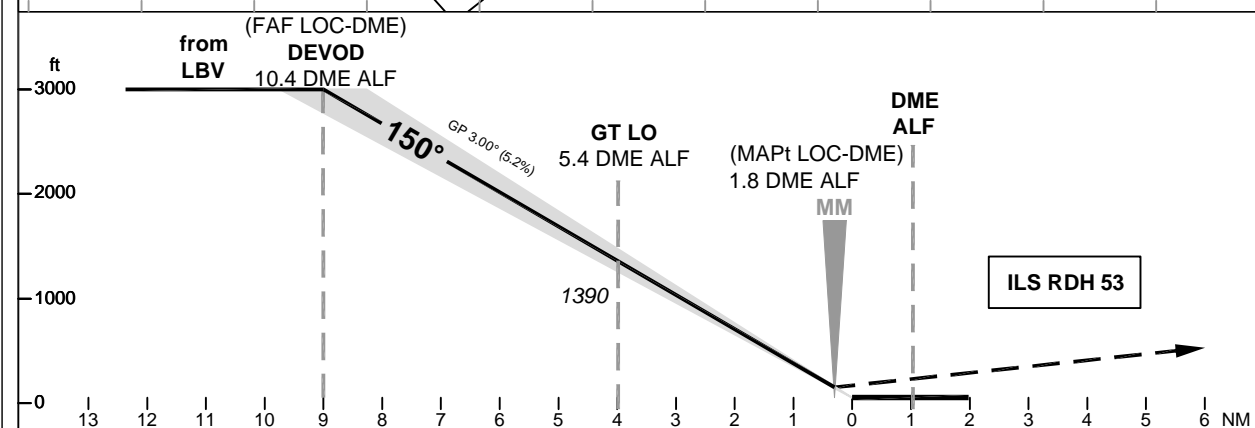
ATIS 123.120  
Director 118.200  
Bremen Radar 134.250  
Bremen Radar 127.670

Ground 121.800  
Apron 121.700  
Tower 126.850

VAR: 2° E



Correction: Tracks, LBE, VOR replaced by LBV VOR



OCA (OCH)	ILS CAT I	LOC DME
CAT A	232 (179)	520 (470)
CAT B	241 (188)	520 (470)
CAT C	251 (198)	520 (470)
CAT D	261 (208)	520 (470)
CAT E		
Large Aircraft		

**MISSED APPROACH:** Climb straight ahead to 3.0 DME ALF, LT direct HAM climbing to 4000.

DME ALF	10	9	8	7	6	5	4	3		GS	kt	80	100	120	140	160	180
DIST THR	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7		GT LO - THR (4.0NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
ALTITUDE	2880	2560	2240	1930	1610	1290	970	650		Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

**LOC-DME:** Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

## Hamburg EDDH

Elevation: 53

ATIS 123.125

Director 118.200

Bremen Radar 134.250

Bremen Radar 127.670

Ground 121.800

Tower 126.850

Apron 121.700

### ILS CAT II RWY 23

VAR: 2° E

**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**

**LOC:  
DME REQUIRED**

**ILS  
IHHW  
111.50**

**IAF  
LBV  
115.10  
CH 98 X  
Elbe**

**ALF <sup>DME</sup>  
115.80  
CH 105 X  
Alster**

**HOS  
339.0  
Hamburg**

**FU  
350.00  
Hamburg**

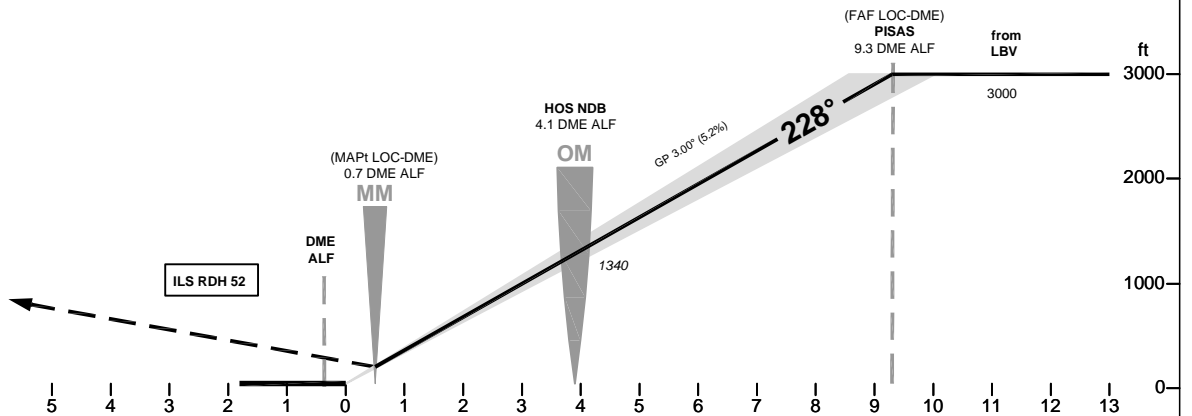
**HAM  
113.10  
CH 78 X  
Hamburg**

IN CASE OF RADIO COMMUNICATION  
FAILURE PROCEED FROM HAM TO LBV.

**MSA from  
HAM DVORTAC  
2100 25 NM**

Correction: Tracks, LBE VOR replaced by LBV VOR

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	260 (217)	98 (55)	510 (460)
CAT B	270 (227)	114 (71)	510 (460)
CAT C	280 (237)	127 (84)	510 (460)
CAT D	290 (247)	141 (98)	510 (460)
CAT DL	295 (252)	141 (98)	
Large Aircraft			



**MISSED APPROACH:** Climb straight ahead via FU to 5.5 DME ALF; LT to HAM climbing to 4000.

DME ALF	2	3	4	5	6	7	8	9
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8
ALTITUDE	670	990	1310	1630	1950	2270	2580	2900

GS	kt	80	100	120	140	160	180
OM - THR (3.8 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIa AND CAT IIIb (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
LOC  
RWY 33**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

Bremen Radar 134.250

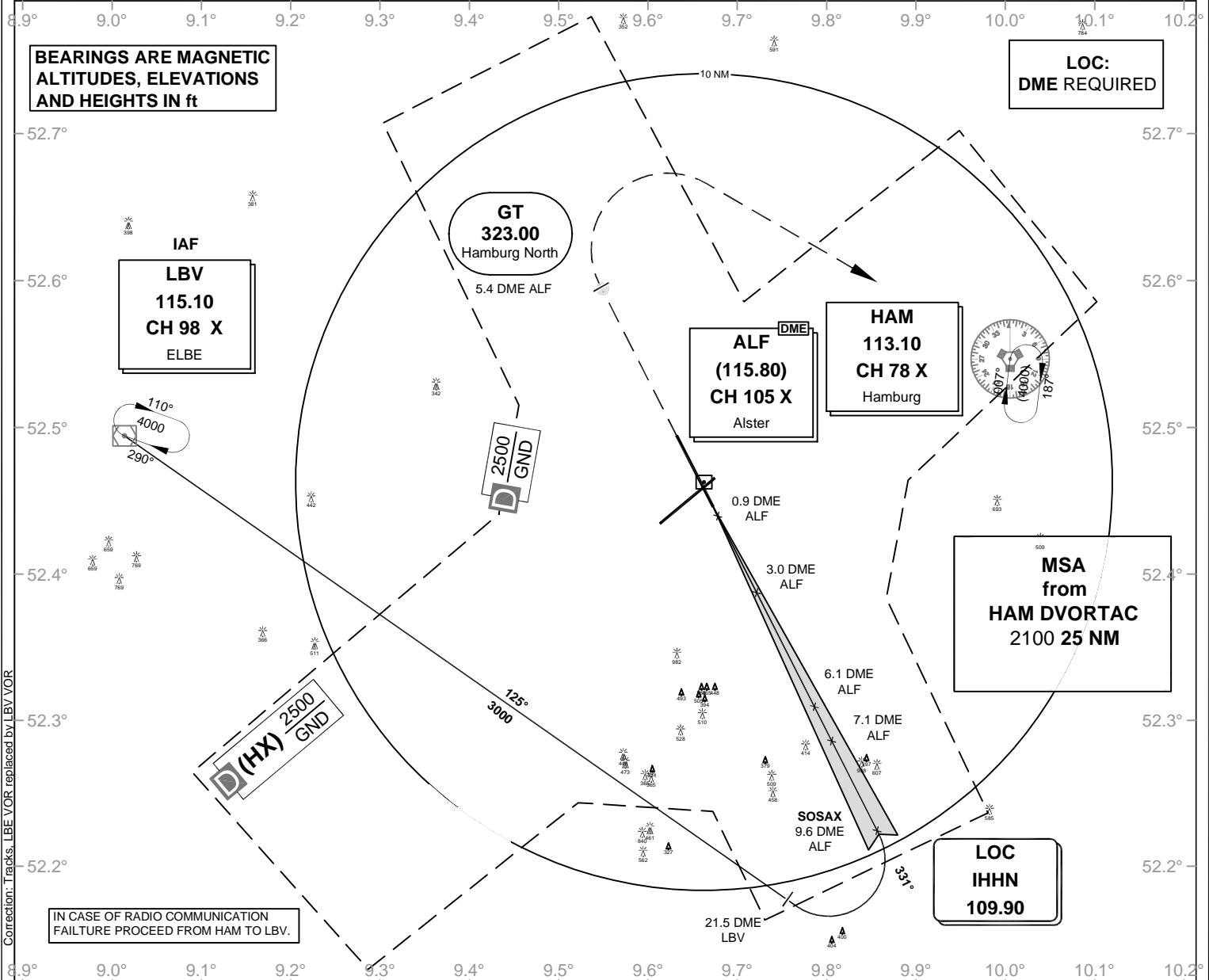
Tower 126.850

Bremen Radar 127.670

VAR: 2° E

**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**

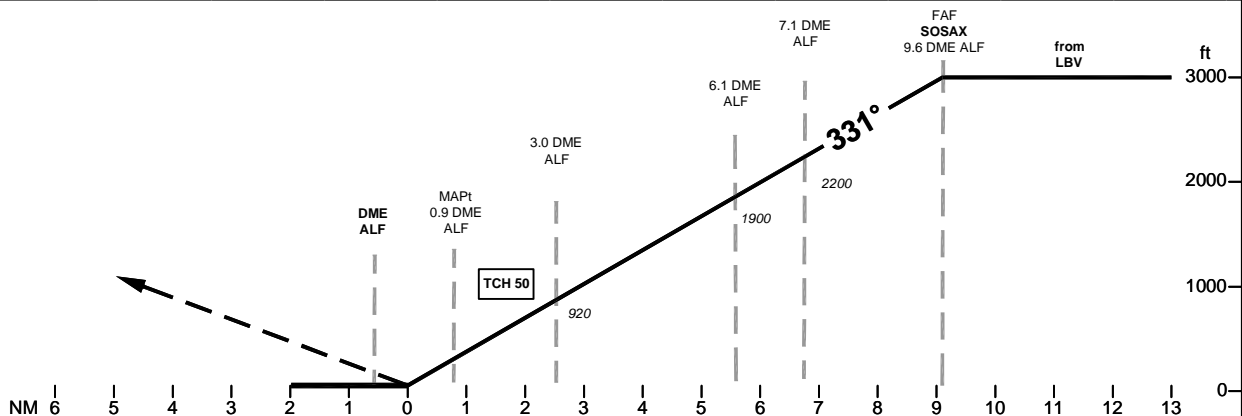
**LOC:  
DME REQUIRED**



Correction: Tracks, LBE, VOR replaced by LBV, VOR

IN CASE OF RADIO COMMUNICATION FAILURE PROCEED FROM HAM TO LBV.

OCA (OCH)	ILS CAT I	LOC DME
CAT A	-	480 (440)
CAT B	-	480 (440)
CAT C	-	480 (440)
CAT D	-	480 (440)
CAT E	-	-
Large Aircraft	-	-



**MISSED APPROACH:** Climb direct to GT (5.4 DME ALF); RT to HAM climbing to 4000.

DME ALF	2	3	4	5	6	7	8	9
DIST THR	1.6	2.6	3.6	4.6	5.6	6.6	7.6	8.6
ALTITUDE	600	920	1240	1550	1870	2190	2510	2830

GS	kt	80	100	120	140	160	180
7.0 DME ALF - MAPt (6.1 NM)	MIN:SEC	4:35	3:40	3:03	2:37	2:17	2:02
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
NDB  
RWY 05**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

Bremen Radar 134.250

Tower 126.850

Bremen Radar 127.670

VAR: 2° E

**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**

**DME REQUIRED**

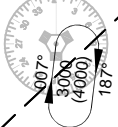
**DO NOT MISTAKE HAMBURG-FINKENWERDER  
9.0 NM SW OF HAMBURG FUHLBUETTEL  
WHEN APPROACHING RWY 05.**

**MSA  
from  
HAM DVORTAC  
2100 25 NM**

**HAM  
113.10  
CH 78 X  
Hamburg**

**IAF  
LBV  
115.10  
CH 98 X  
Elbe**

**ALF  
115.80  
CH 105 X  
Alster**

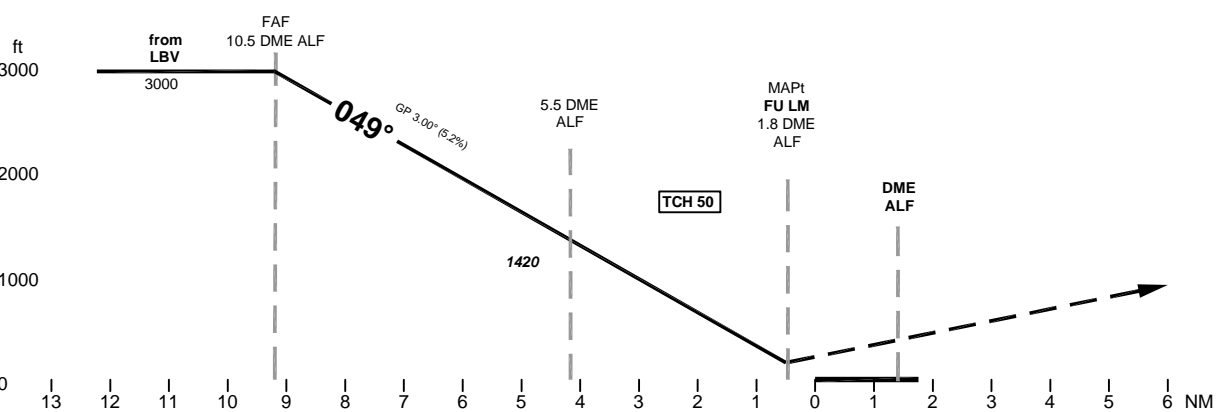


**Hamburg  
339.0  
HOS  
4.1 DME ALF**

**Hamburg  
350.0  
FU  
1.8 DME ALF**

**(HX) 2500  
GND**

**(HX) 2500  
GND**



OCA (OCH)	NDB-DME
CAT A	600 (570)
CAT B	600 (570)
CAT C	600 (570)
CAT D	600 (570)
CAT E	
Large Aircraft	

**MISSED APPROACH:** Climb direct HOS (4.1 DME ALF); RT direct HAM climbing to 4000.

DME VOR	10	9	8	7	6	5	4	3		
DIST THR	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7		
ALTITUDE	2860	2540	2220	1900	1590	1270	950	630		

GS	kt	80	100	120	140	160	180
5.5 DME ALF - MAPt (3.7NM)	MIN:SEC	2:47	2:13	1:51	1:35	1:23	1:14
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

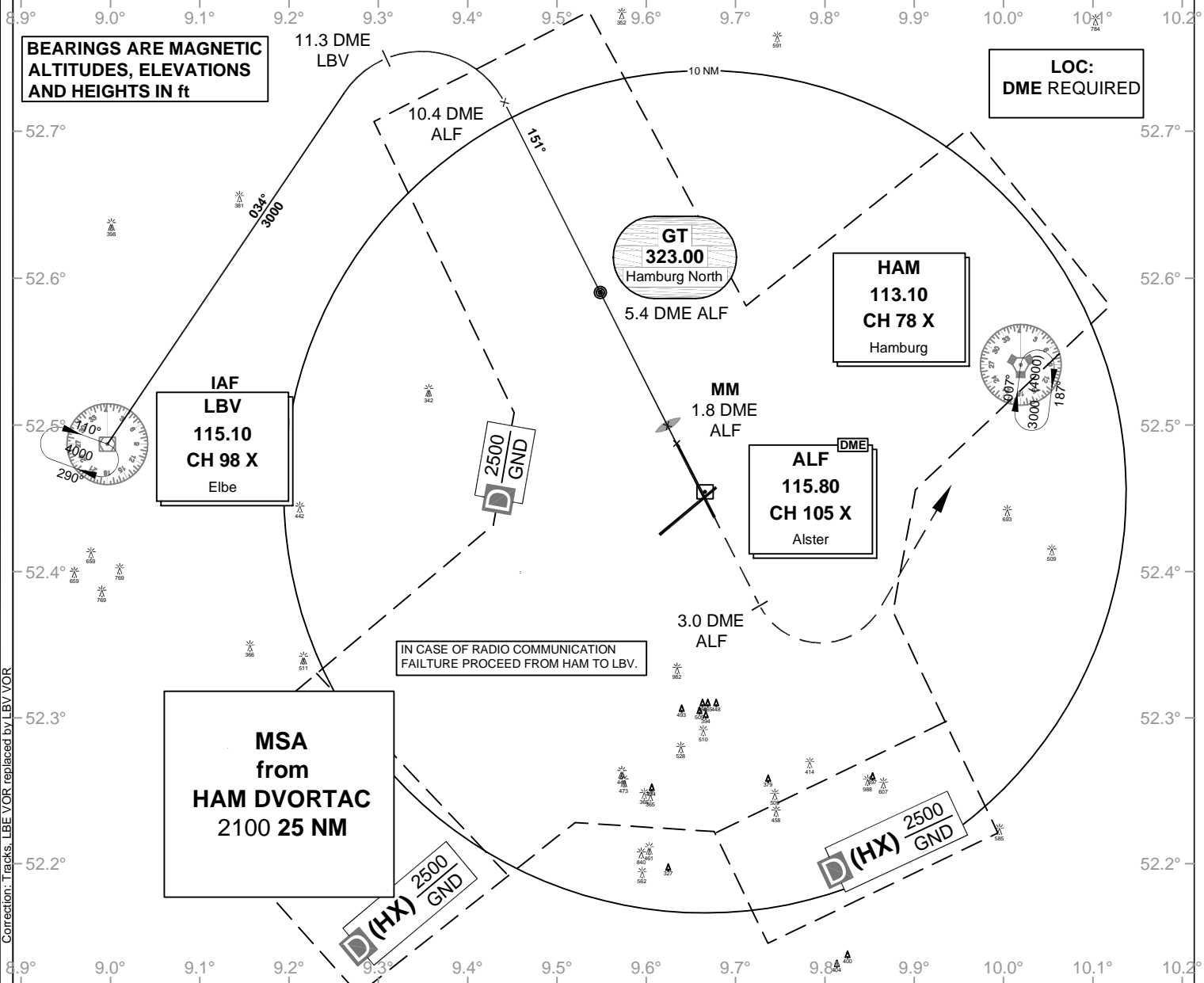
# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
NDB  
RWY 15**

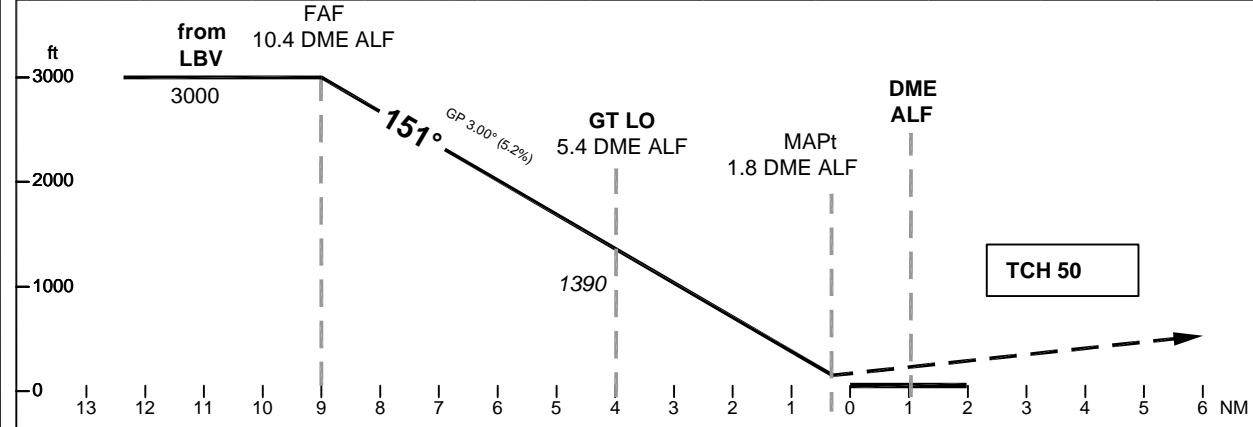
Elevation: 53  
VAR: 2° E

ATIS 123.120  
Director 118.200  
Bremen Radar 134.250  
Bremen Radar 127.670

Apron 121.700  
Tower 126.850



Correction: Tracks, LBE, VOR replaced by LBV VOR



OCA (OCH)	NDB-DME CAT I
CAT A	620 (560)
CAT B	620 (560)
CAT C	620 (560)
CAT D	620 (560)
CAT E	
Large Aircraft	

**MISSED APPROACH:** Climb straight ahead to 3.0 DME ALF, LT direct HAM climbing to 4000.

DME ALF	10	9	8	7	6	5	4	3			GS	kt	80	100	120	140	160	180
DIST THR	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7			GT LO - THR (4.0NM)	MIN:SEC	2:42	2:10	1:48	1:33	1:21	1:12
ALTITUDE	2880	2560	2240	1930	1610	1290	970	650			Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960



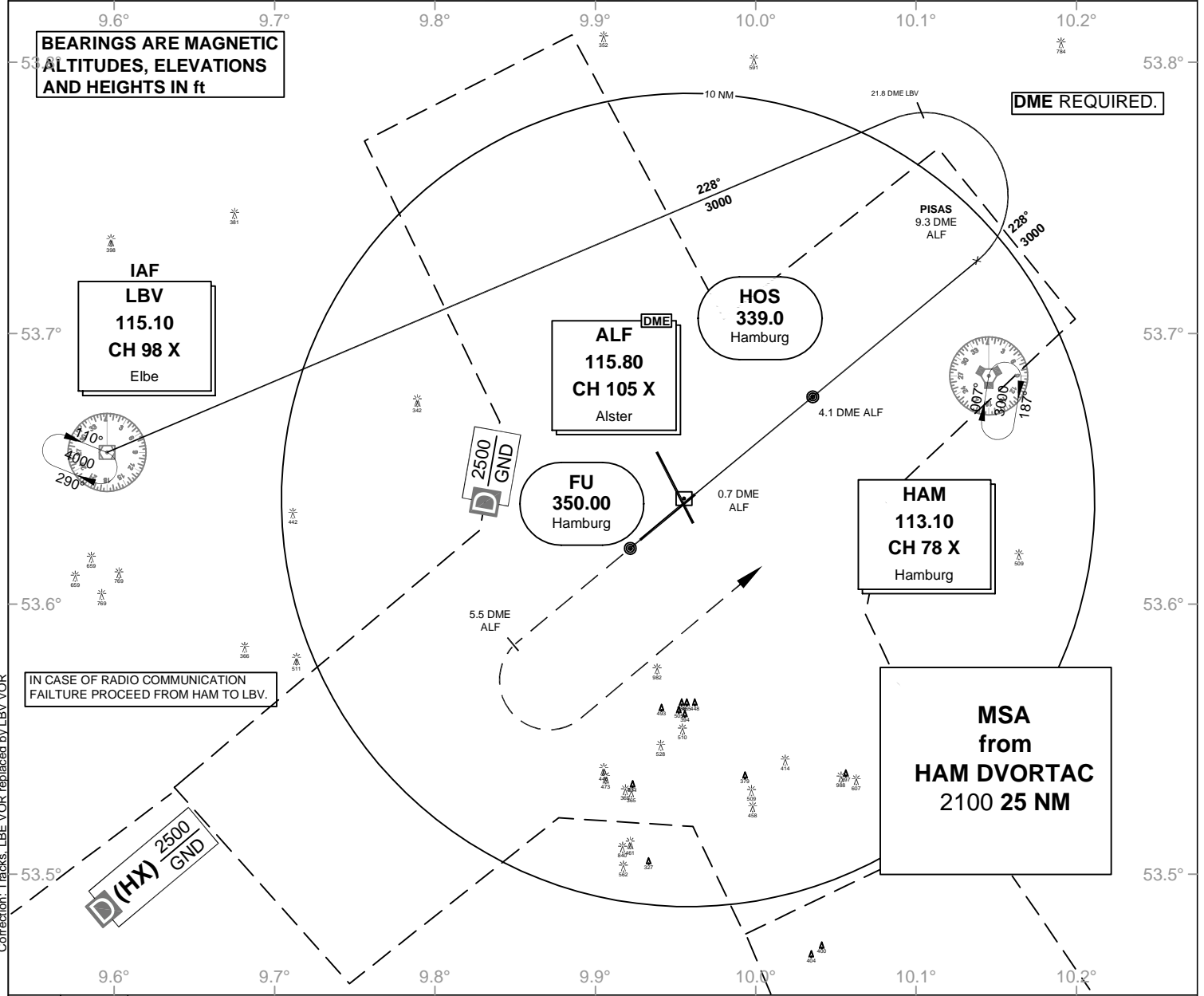
# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
NDB  
RWY 23**

Elevation: 53  
VAR: 2° E

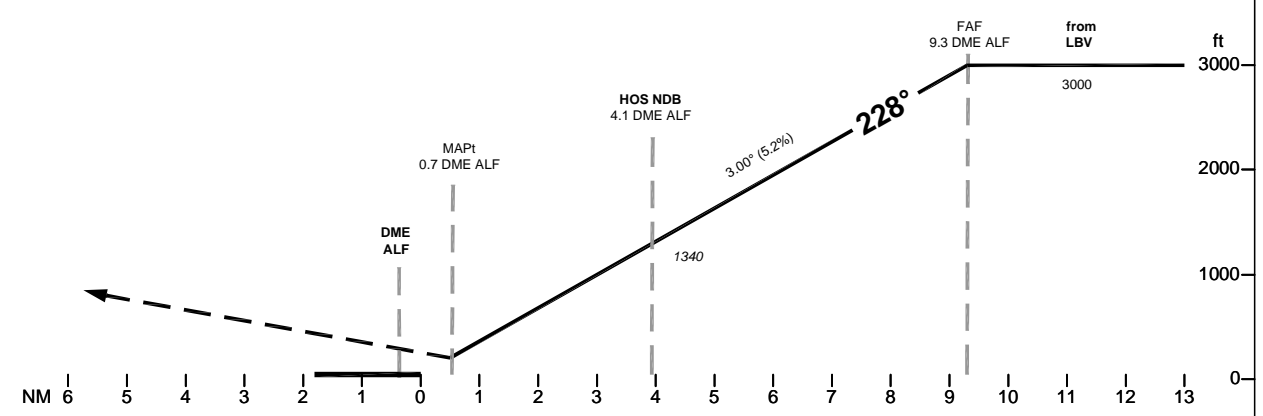
ATIS 123.125  
Director 118.200  
Bremen Radar 134.250  
Bremen Radar 127.670

Ground 121.800  
Tower 126.850  
Apron 121.700



Correction: Tracks, LBE, VOR replaced by LBV, VOR

OCA (OCH)	NDB-DME
CAT A	530 (490)
CAT B	530 (490)
CAT C	530 (490)
CAT D	530 (490)
CAT E	
Large Aircraft	



**MISSED APPROACH:** Climb straight ahead via FU to 5.5 DME ALF; LT to HAM climbing to 4000.

DME ALF	2	3	4	5	6	7	8	9			GS	kt	80	100	120	140	160	180
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8			HOS NDB - MAPt (3.4NM)	MIN:SEC	2:33	2:02	1:42	1:27	1:17	1:08
ALTITUDE	670	990	1310	1630	1950	2270	2580	2900			Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
RNP  
RWY 05**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

Bremen Radar 134.250

Bremen Radar 127.670

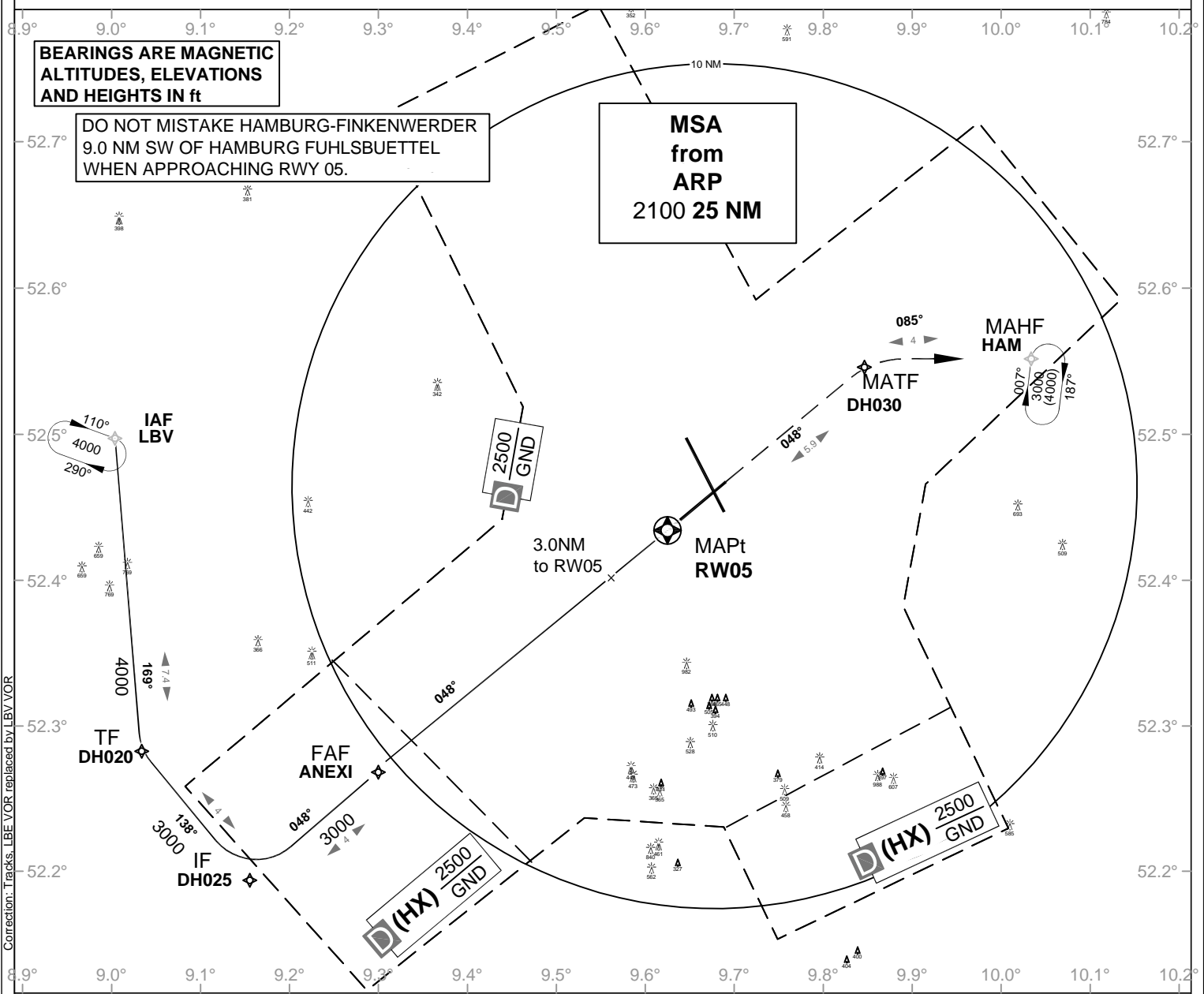
Tower 126.850

VAR: 2° E

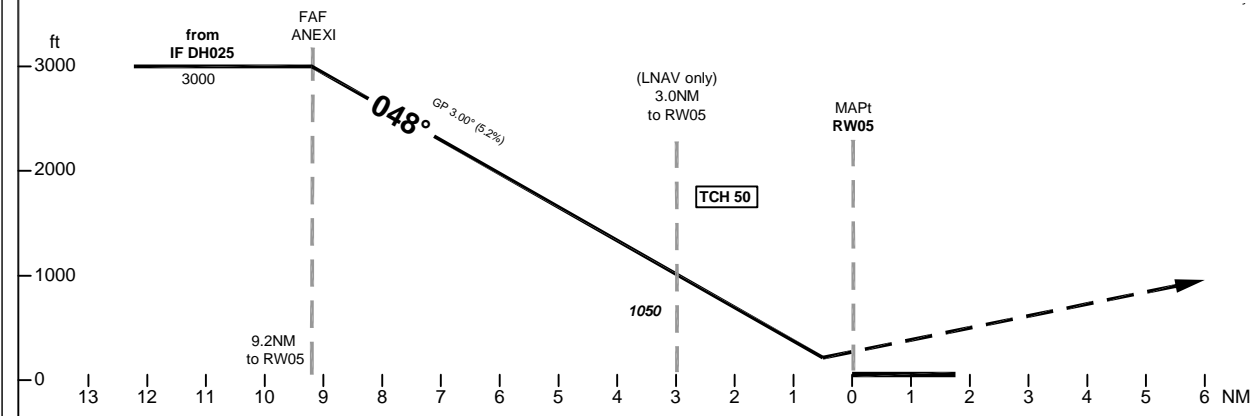
**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**

**DO NOT MISTAKE HAMBURG-FINKENWERDER  
9.0 NM SW OF HAMBURG FUHLBUETTEL  
WHEN APPROACHING RWY 05.**

**MSA  
from  
ARP  
2100 25 NM**



Contraction: Tracks, LBE, VOR replaced by LBV, VOR



OCA (OCH)	LNAV	LNAV VNAV
A	500 (470)	480 (450)
B	500 (470)	480 (450)
C	500 (470)	480 (450)
D	500 (470)	480 (450)
E		
LARGE AC		

**MISSED APPROACH:** Climb on track 048° to DH030; RT on track 085° to HAM to 4000.

	9	8	7	6	5	4	3	2	
DIST THR									
ALTITUDE	2960	2640	2320	2000	1680	1360	1050	730	

GS	kt	80	100	120	140	160	180
ANEXI - RW05 (9.2NM)	MIN:SEC	6:54	5:31	4:36	3:57	3:27	3:04
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
RNP  
RWY 15**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

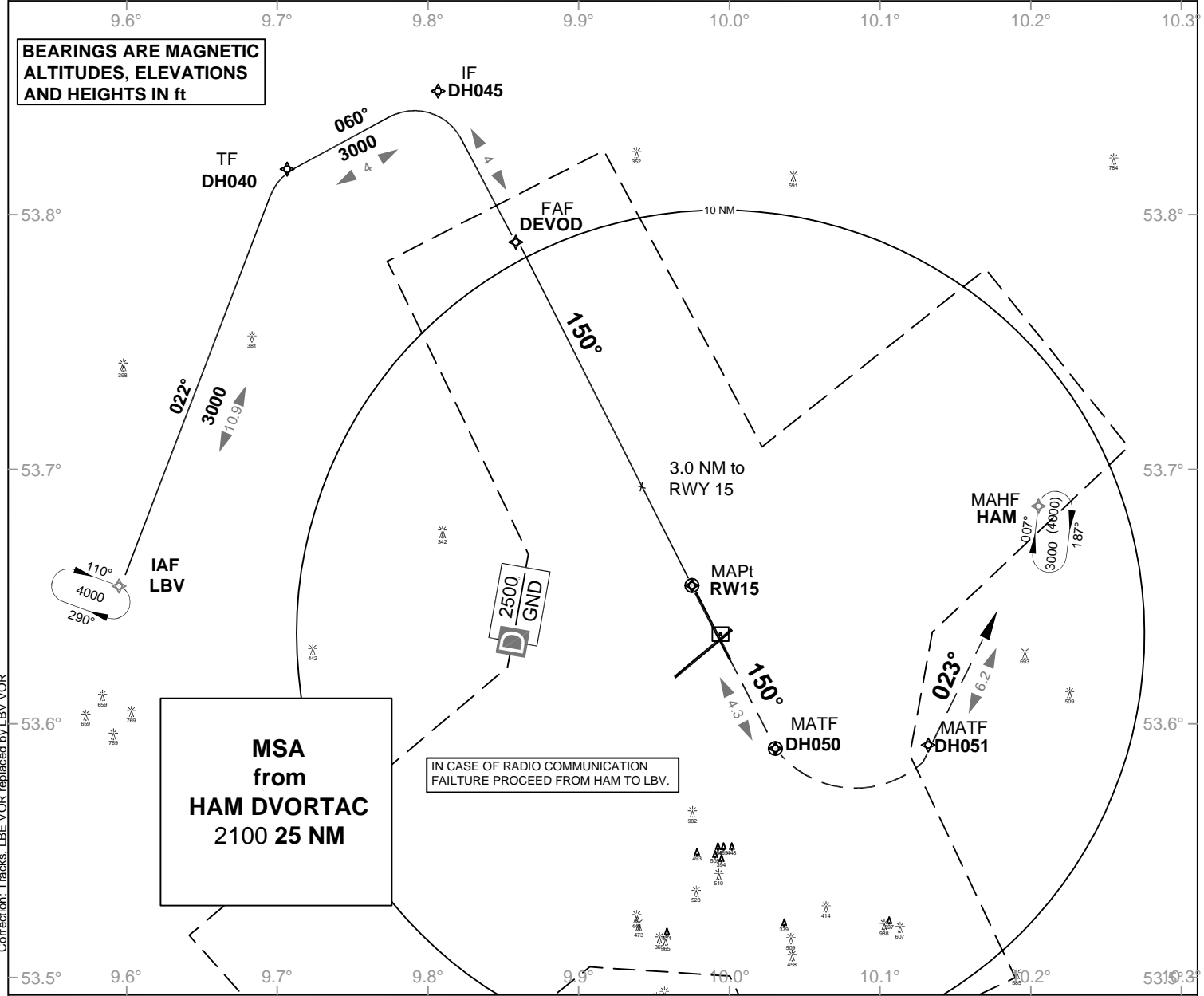
Bremen Radar 134.250

Tower 126.850

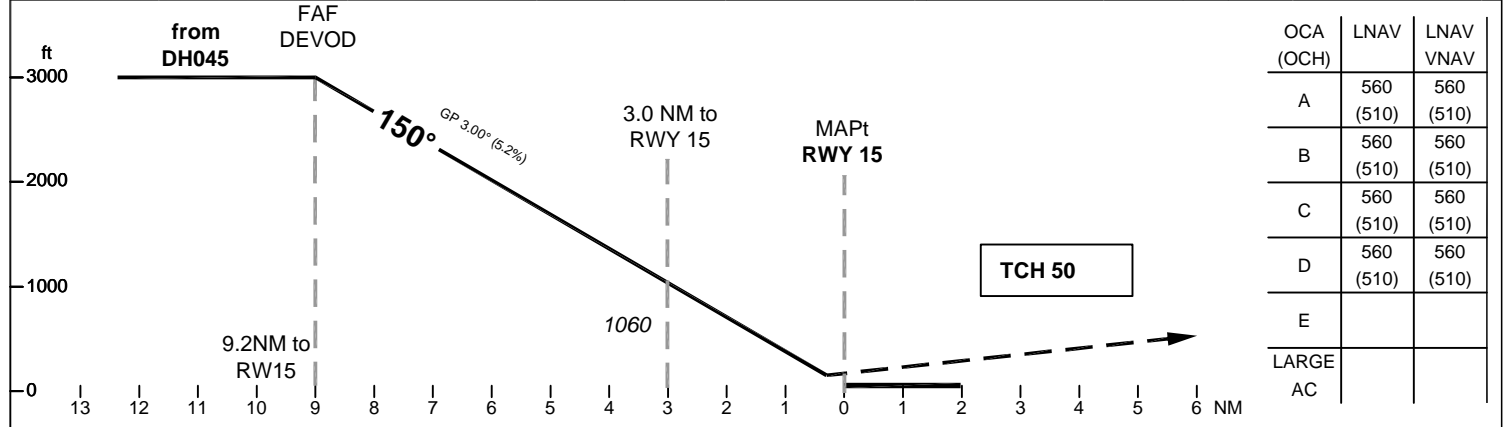
Bremen Radar 127.670

VAR: 2° E

**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**



Correction: Tracks, LBE, VOR replaced by LBV, VOR



OCA (OCH)	LNAV (510)	LNAV VNAV (510)
A	560 (510)	560 (510)
B	560 (510)	560 (510)
C	560 (510)	560 (510)
D	560 (510)	560 (510)
E		
LARGE AC		

**MISSED APPROACH:** Climb on track 150° to DH050; LT via DH051 on track 023° to HAM to 4000.

DIST THR	9	8	7	6	5	4	3	2		GS	kt	80	100	120	140	160	180
ALTITUDE	2970	2660	2340	2020	1700	1380	1060	740		DEVOD - RWY15 (9.1NM)	MIN:SEC	6:45	5:28	4:33	3:54	3:25	3:02
										Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
NDB  
RWY 23**

Elevation: 53

ATIS 123.125

Director 118.200

Bremen Radar 134.250

Bremen Radar 127.670

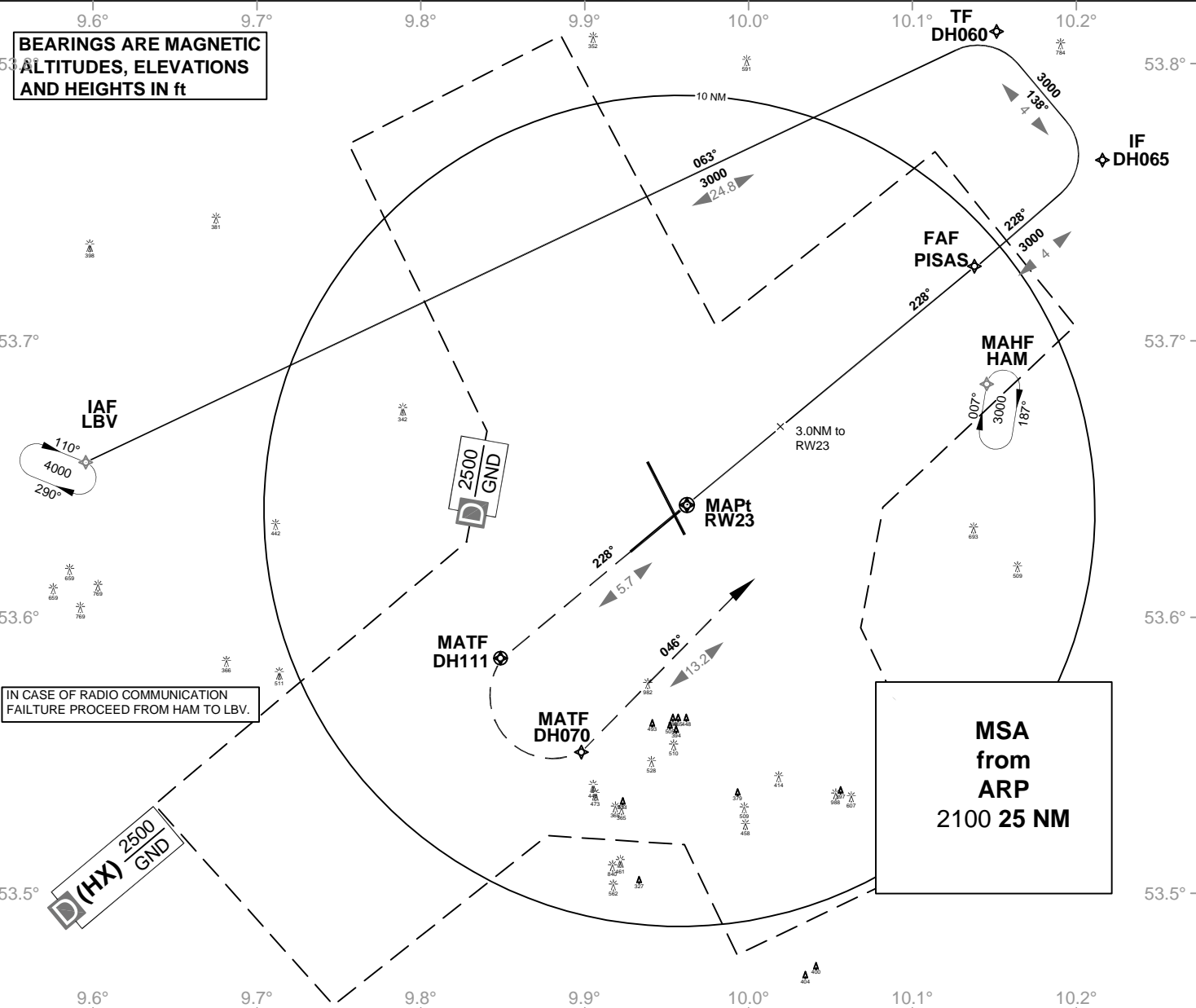
Ground 121.800

Tower 126.850

Apron 121.700

VAR: 2° E

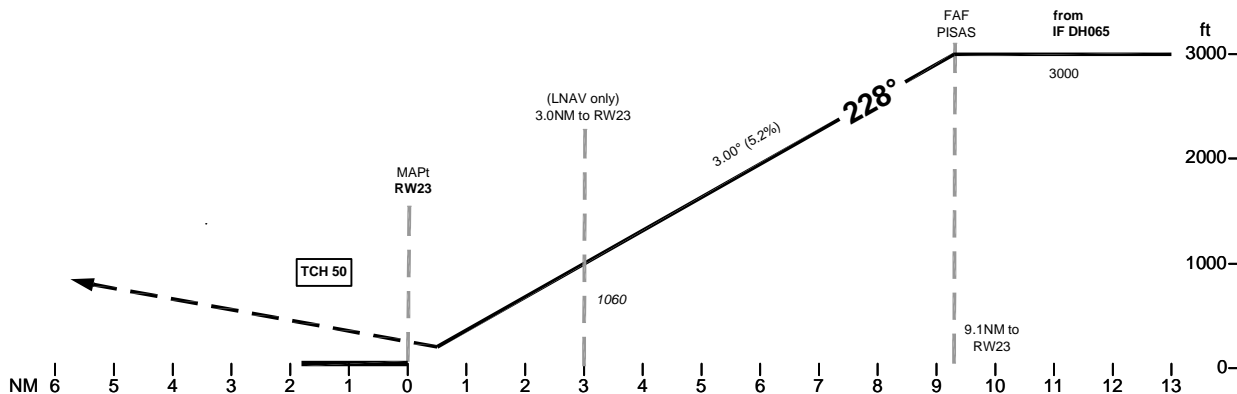
**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**



IN CASE OF RADIO COMMUNICATION FAILURE PROCEED FROM HAM TO LBV.

**MSA from  
ARP  
2100 25 NM**

OCA (OCH)	LNAV	LNAV VNAV
A	480 (440)	420 (380)
B	480 (440)	460 (420)
C	480 (440)	460 (420)
D	480 (440)	460 (420)
E		
LARGE AC		



**MISSED APPROACH:** Climb on track 228° to DH111; LT via DH070 on track 046° to HAM to 4000.

	2	3	4	5	6	7	8	9		GS	kt	80	100	120	140	160	180
DIST THR										PISAS - RW23 (9.1NM)	MIN:SEC	6:50	5:25	4:33	3:54	3:25	3:02
ALTITUDE	740	1060	1370	1690	2010	2330	2650	2970		Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt

# VATSIM Germany Instrument Approach Chart

**Hamburg  
EDDH  
RNAV  
RWY 33**

Elevation: 53

ATIS 123.120

Ground 121.800

Director 118.200

Apron 121.700

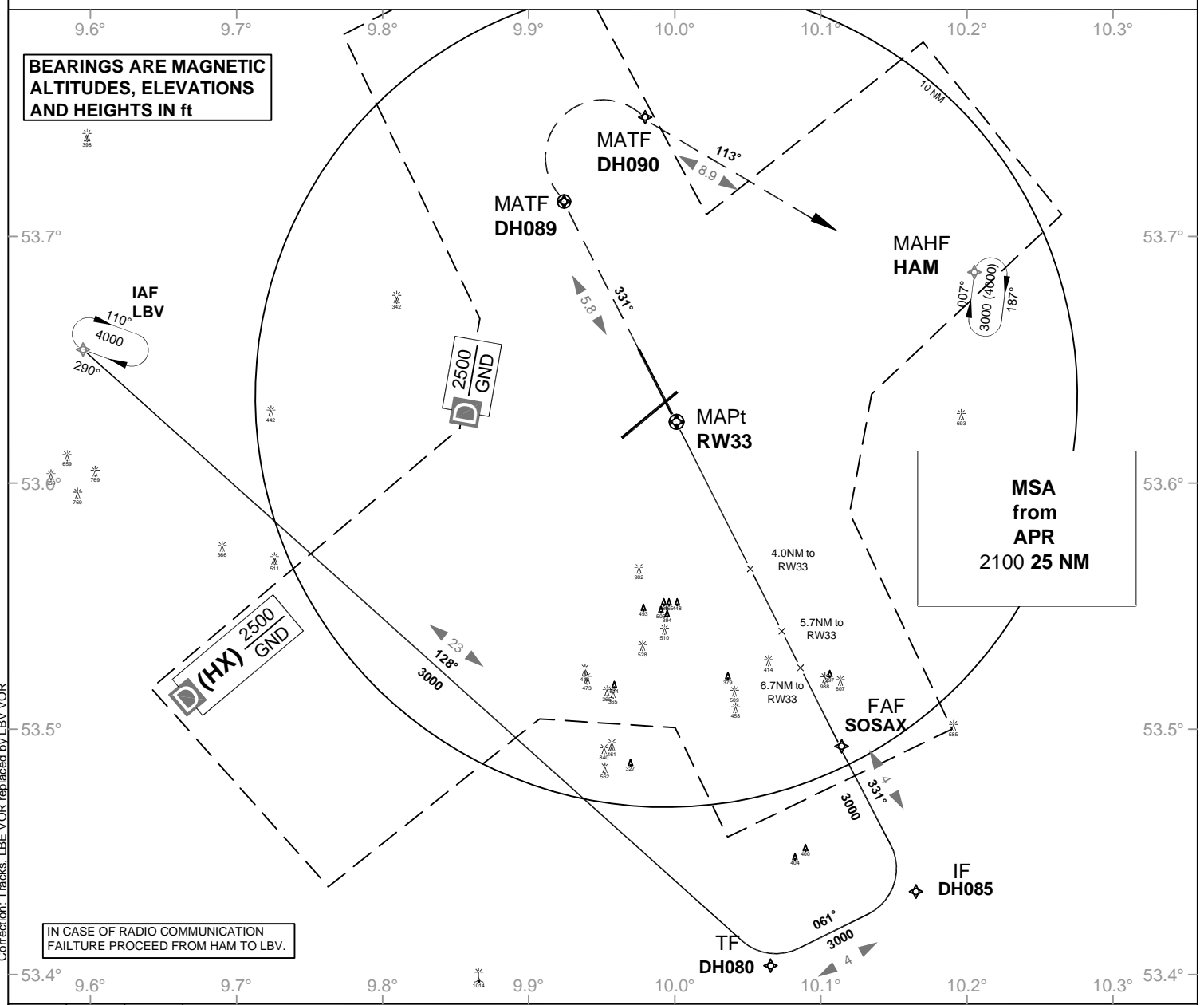
Bremen Radar 134.250

Tower 126.850

Bremen Radar 127.670

VAR: 2° E

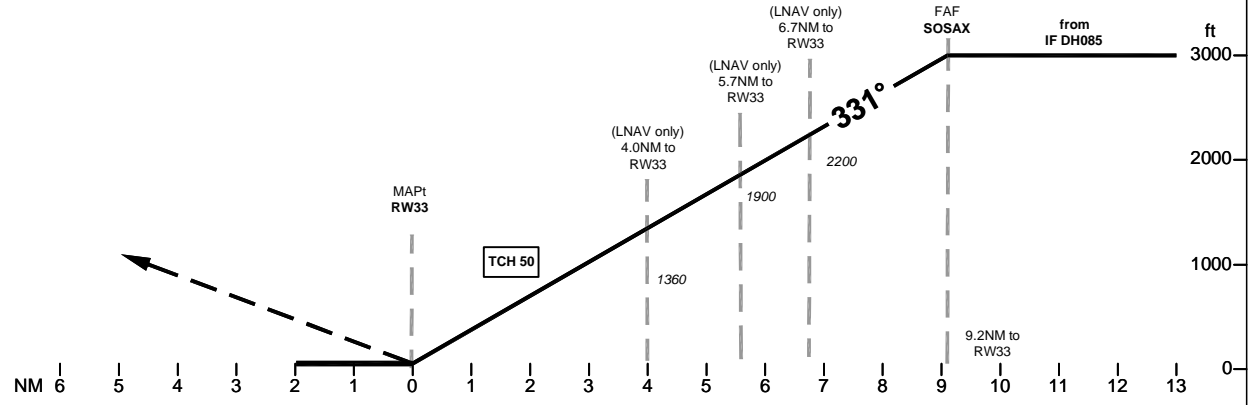
**BEARINGS ARE MAGNETIC  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN ft**



IN CASE OF RADIO COMMUNICATION FAILURE PROCEED FROM HAM TO LBV.

Correction: Tracks, LBE, VOR replaced by LBV, VOR

OCA (OCH)	ILS CAT I	LOC DME
CAT A	-	480 (440)
CAT B	-	480 (440)
CAT C	-	480 (440)
CAT D	-	480 (440)
CAT E	-	-
Large Aircraft	-	-



**MISSED APPROACH:** Climb on track 331° to DH089; RT via DH090 on track 113° to HAM to 4000.

DIST THR	2	3	4	5	6	7	8	9		GS	kt	80	100	120	140	160	180
ALTITUDE	730	1050	1360	1680	2000	2320	2640	2960		SOSAX - RW33 (9.2NM)	MIN:SEC	6:54	5:31	4:36	3:57	3:27	3:04
										Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt