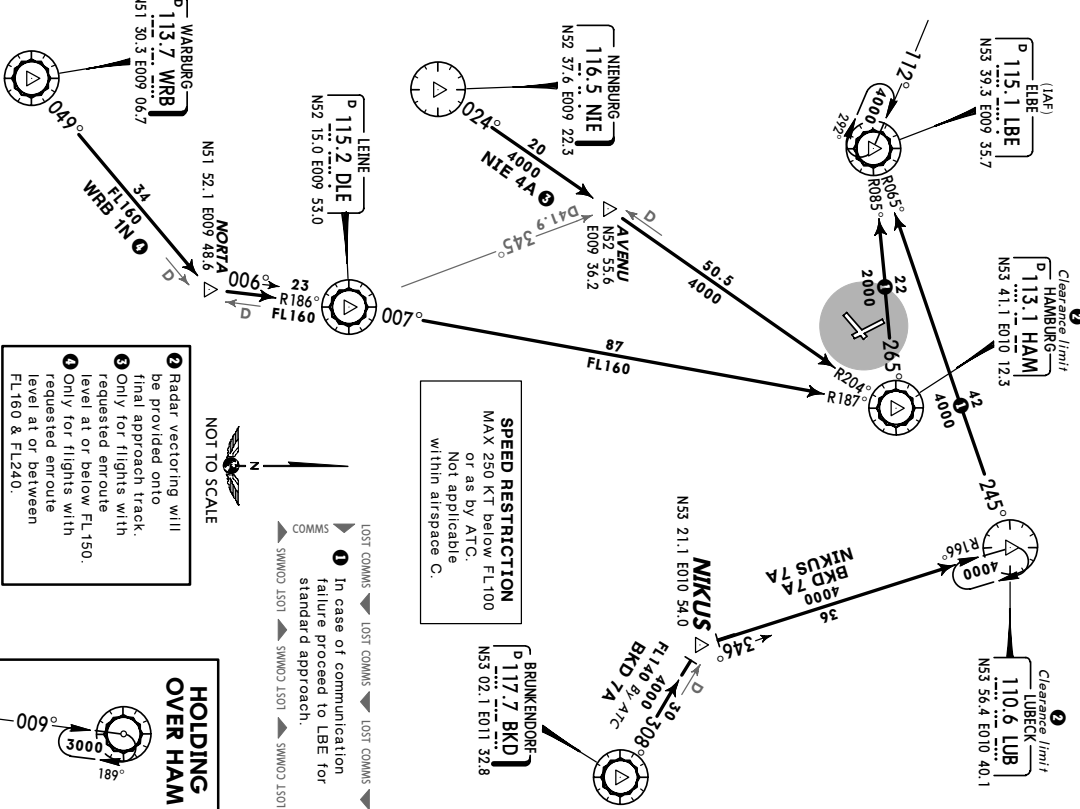


**JEPPesen** **HAMBURG, GERMANY**  
**STAR**

EDDH/HAM  
 HAMBURG  
 18 FEB 05 (10-2)

\*ATIS 123.12  
 Apt Elev 53'  
 Alt Set: MPA (IN on request)  
 Trans level: By ATC Trans alt: 5000'

**BRUNKENDORF SEVEN ALFA (BKD 7A)**  
**NIENBURG FOUR ALFA (NIE 4A) (N)**  
**NIKUS SEVEN ALFA (NIKUS 7A) [NIKU7A]**  
**WARBURG ONE NOVEMBER (WRB 1N) (D)**  
**RWYS 05, 15, 23, 35 ARRIVALS**  
**FROM SOUTHEAST & SOUTH**



**NOT TO SCALE**

1 Radar vectoring will be provided onto final approach track.  
 2 Only for flights with requested enroute level at or below FL150.  
 3 Only for flights with requested enroute level at or between FL160 & FL240.

LOST COMMS  
 1 In case of communication failure proceed to LBE for standard approach.  
 2 SWWD 150T  
 3 SWWD 150T  
 4 SWWD 150T

**HOLDING OVER HAM**

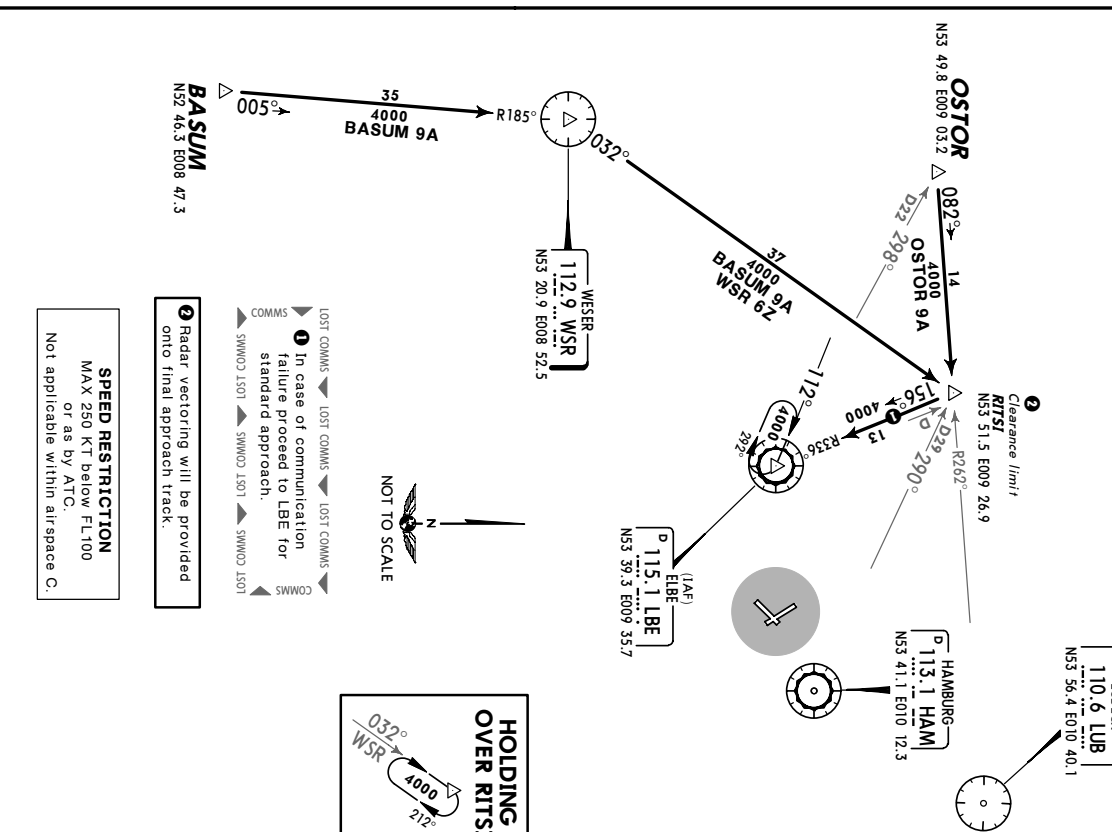
3000  
 186°  
 009°

**JEPPesen** **HAMBURG, GERMANY**  
**STAR**

EDDH/HAM  
 HAMBURG  
 18 FEB 05 (10-2A)

\*ATIS 123.12  
 Apt Elev 53'  
 Alt Set: MPA (IN on request)  
 Trans level: By ATC Trans alt: 5000'

**BASUM NINE ALFA (BASUM 9A) [BASU9A]**  
**OSTOR NINE ALFA (OSTOR 9A) [OSTO9A]**  
**WESER SIX ZULU (WSR 6Z)**  
**RWYS 05, 15, 23, 35 ARRIVALS**  
**FROM SOUTHWEST & WEST**



**NOT TO SCALE**

1 Radar vectoring will be provided onto final approach track.  
 2 Only for flights with requested enroute level at or below FL150.  
 3 Only for flights with requested enroute level at or between FL160 & FL240.

LOST COMMS  
 1 In case of communication failure proceed to LBE for standard approach.  
 2 SWWD 150T  
 3 SWWD 150T  
 4 SWWD 150T

**HOLDING OVER RTSI**

4000  
 032°  
 212°  
 WSR

**EDDH/HAM**  
HAMBURG

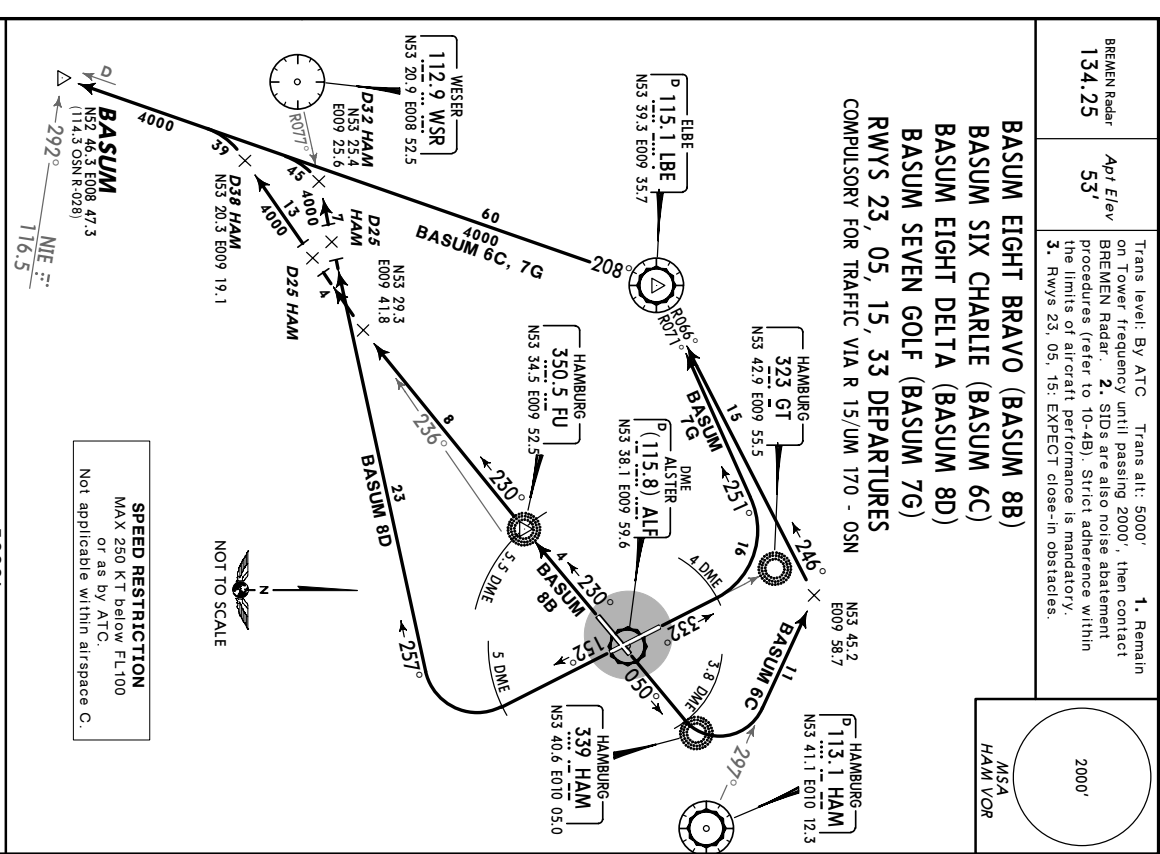
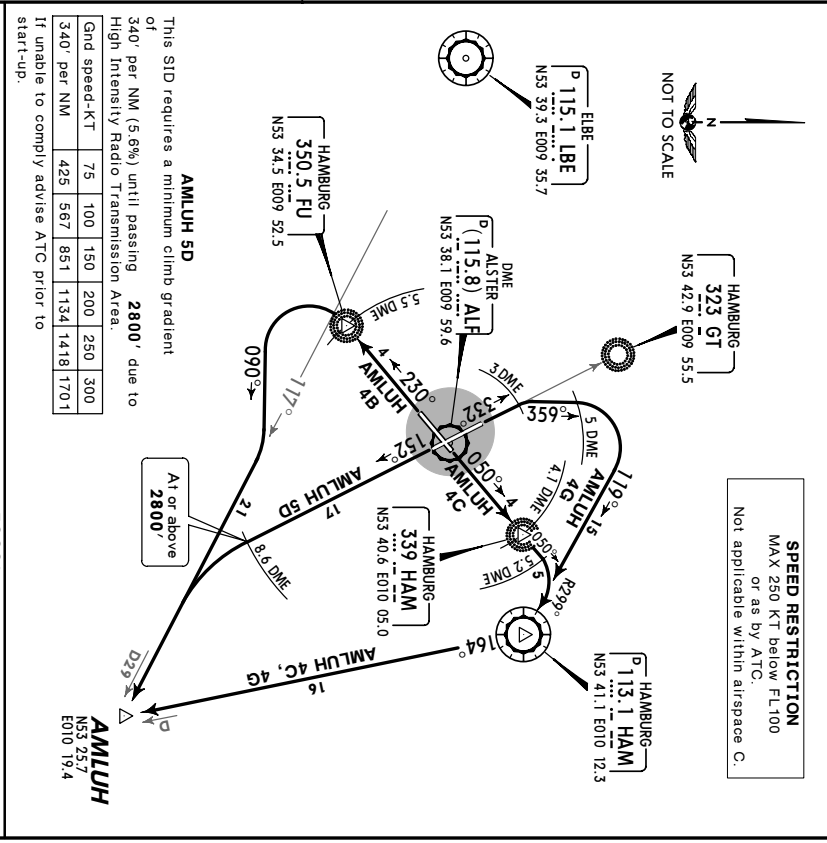
**EDDH/HAM**  
HAMBURG

Trans level: By ATC Trans alt: 5000'  
on Tower/frequency until passing 5000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy: 23, 05, 15; EXPECT close-in obstacles.

Trans level: By ATC Trans alt: 5000'  
on Tower/frequency until passing 5000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-48). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy: 23, 05, 15; EXPECT close-in obstacles.

**AMLUH FOUR BRAVO (AMLUH 4B)**  
**AMLUH FOUR CHARLIE (AMLUH 4C)**  
**AMLUH FIVE DELTA (AMLUH 5D)**  
**AMLUH FOUR GOLF (AMLUH 4G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**

**BASUM EIGHT BRAVO (BASUM 8B)**  
**BASUM SIX CHARLIE (BASUM 6C)**  
**BASUM EIGHT DELTA (BASUM 8D)**  
**BASUM SEVEN GOLF (BASUM 7G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**  
**COMPULSORY FOR TRAFFIC VIA R 15/UM 170 - OSN**



SID	RWY	ROUTING
AMLUH 4B	23	To FU (ALF 5.5 DME), turn LEFT, 090° track, intercept LBE R-117 to AMLUH.
AMLUH 4C	05	To HAM NDB (ALF 4.1 DME), 050° bearing to ALF 5.2 DME, turn RIGHT, intercept HAM R-164 to AMLUH.
AMLUH 5D	15	Intercept 152° bearing from GT to ALF 8.6 DME, turn LEFT, intercept LBE R-117 to AMLUH.
AMLUH 4G	33	Intercept 332° bearing towards GT, at ALF 3 DME turn RIGHT, 359° track, at ALF 5 DME turn RIGHT, intercept HAM R-299 inbound to HAM VORTAC, turn RIGHT, HAM R-164 to AMLUH.

SID	RWY	ROUTING
BASUM 8B	23	To FU (ALF 5.5 DME), 230° bearing, intercept HAM R-236 to D38 HAM, turn LEFT, intercept LBE R-208 to BASUM.
BASUM 6C	05	Intercept 050° bearing towards HAM NDB, at ALF 3.8 DME turn LEFT, intercept HAM R-297, intercept LBE R-066 inbound to LBE, turn LEFT, LBE R-208 to BASUM.
BASUM 8D	15	Intercept 152° bearing from GT to ALF 5 DME, turn RIGHT, intercept WSR R-077 inbound to D32 HAM, turn LEFT, intercept LBE R-208 to BASUM.
BASUM 7G	33	Intercept 332° bearing towards GT, at ALF 4 DME turn LEFT, intercept LBE R-071 inbound to LBE, turn LEFT, LBE R-208 to BASUM.

CHANGES: SID AMLUH 4D renubered 5D & revised. © JEPPESEN SANDERSON, INC., 2005, 2005. ALL RIGHTS RESERVED.

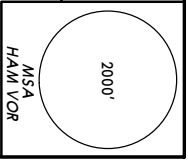
CHANGES: None. © JEPPESEN SANDERSON, INC., 2005, 2004. ALL RIGHTS RESERVED.

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

25 JUL 03 **(10-3B)** **EFF 7 AUG** **STD**

BREMEN Radar  
**124.22**  
 Apt Elev  
**53'**

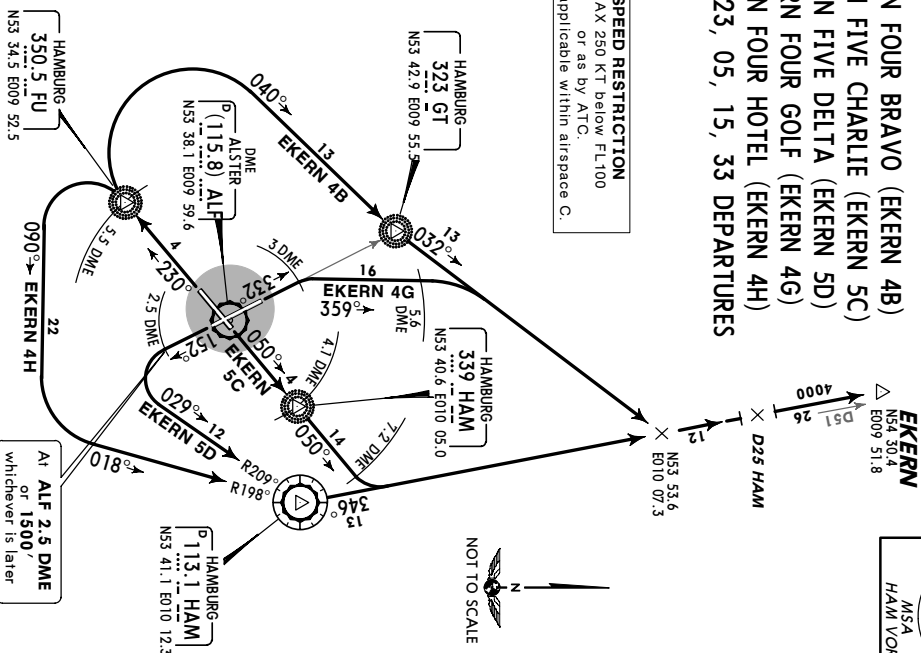
Trans level: By ATC Trans alt: 5000'. 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**EKERN**  
 NS4 30.4  
 E009 51.8

**EKERN FIVE CHARLIE (EKERN 4B)**  
**EKERN FIVE DELTA (EKERN 5D)**  
**EKERN FOUR GOLF (EKERN 4G)**  
**EKERN FOUR HOTEL (EKERN 4H)**  
**RWYS 23, 05, 15, 33 DEPARTURES**

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



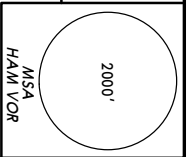
SID	RWY	ROUTING	CLIMB INSTRUCTION
EKERN 4B	23	To FU (ALF 5.5 DME), turn RIGHT, intercept 040° bearing to GT, 032° bearing, intercept HAM R-346 to EKERN.	Climb to 5000'.
EKERN 5C	05	DME, turn LEFT, intercept HAM R-346 to EKERN.	
EKERN 5D	15	Intercept 152° bearing from GT, at ALF 2.5 DME or 1500', whichever is later, turn LEFT, intercept HAM R-209 inbound to HAM VORTAC, HAM R-346 to EKERN.	
EKERN 4G	33	Intercept 332° bearing towards GT, at ALF 3 DME turn RIGHT, 359° track, at ALF 5.5 DME turn RIGHT, intercept 032° bearing from GT, intercept HAM R-346 to EKERN, HAM R-198 inbound to HAM VORTAC, turn LEFT, HAM R-346 to EKERN.	
EKERN 4H	23		

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

25 JUL 03 **(10-3C)** **EFF 7 AUG** **STD**

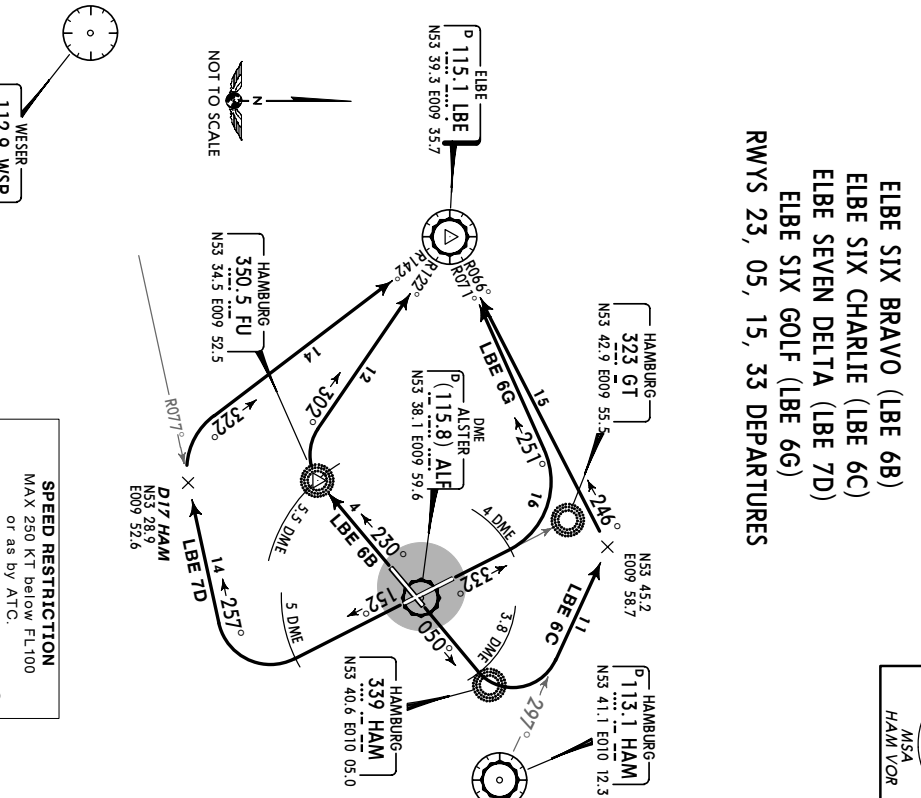
BREMEN Radar  
**134.25**  
 Apt Elev  
**53'**

Trans level: By ATC Trans alt: 5000'. 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**ELBE SIX BRAVO (LBE 6B)**  
**ELBE SIX CHARLIE (LBE 6C)**  
**ELBE SEVEN DELTA (LBE 7D)**  
**ELBE SIX GOLF (LBE 6G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**

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

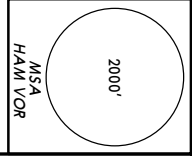


SID	RWY	ROUTING	CLIMB INSTRUCTION
LBE 6B	23	To FU (ALF 5.5 DME), turn RIGHT, intercept LBE R-122 inbound to LBE.	Climb to 5000'.
LBE 6C	05	Intercept 050° bearing towards HAM NDB, at ALF 3.8 DME turn LEFT, intercept HAM R-297, intercept LBE R-066 inbound to LBE.	
LBE 7D	15	Intercept 152° bearing from GT to ALF 5 DME, turn RIGHT, intercept WSR R-077 inbound to D17 HAM, turn RIGHT, intercept LBE R-142 inbound to LBE.	
LBE 6G	33	Intercept 332° bearing towards GT, at ALF 4 DME turn LEFT, intercept LBE R-071 inbound to LBE.	

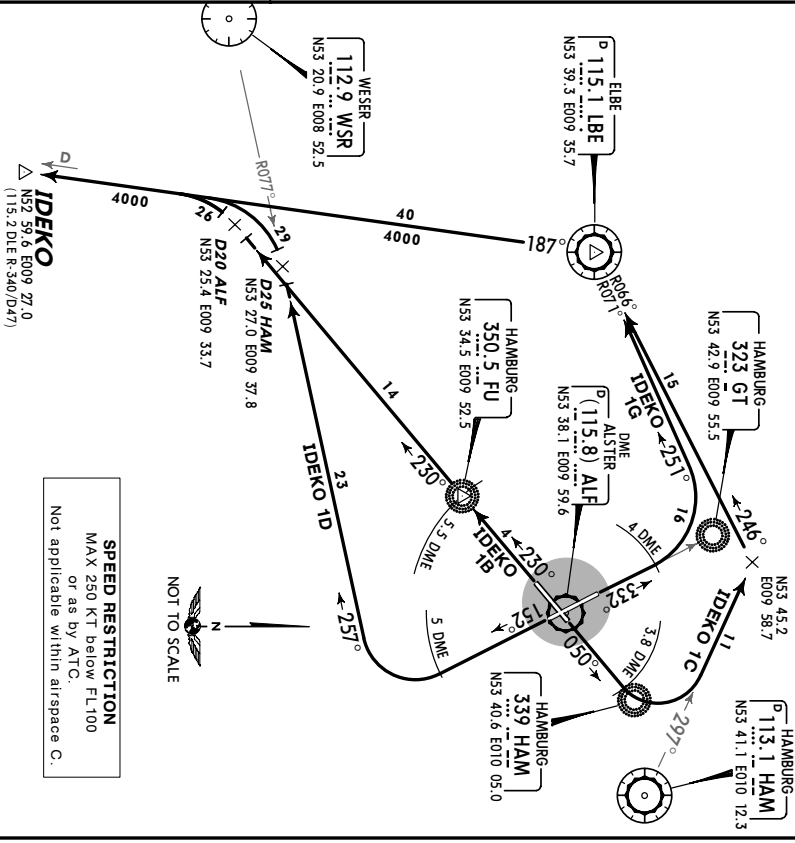
**EDDH/HAM**  
**HAMBURG**

JEPPESSEN  
 3 JUN 05 (10-3D) EFF 9 JUN  
**STID**

BREMEN Radar 134.25	Apt Elev 53'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.
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**IDEKO ONE BRAVO (IDEKO 1B)**  
**IDEKO ONE CHARLIE (IDEKO 1C)**  
**IDEKO ONE DELTA (IDEKO 1D)**  
**IDEKO ONE GOLF (IDEKO 1G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**  
 COMPULSORY FOR TRAFFIC VIA N 850/Y 900 - TIMEN - UL 126



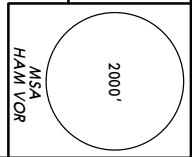
SID	RWY	ROUTING
IDEKO 1B	23	To FU (ALF 5.5 DME), 230° bearing to D20 ALF, turn LEFT, intercept LBE R-187 to IDEKO.
IDEKO 1C	05	Intercept 050° bearing towards HAM NDB, at ALF 3.8 DME turn LEFT, intercept HAM R-297. Intercept LBE R-066 inbound to LBE, turn LEFT, LBE R-187 to IDEKO.
IDEKO 1D	15	Intercept 152° bearing from GT to ALF 5 DME, turn RIGHT, intercept WSR R-077 inbound to D25 HAM, turn LEFT, intercept LBE R-187 to IDEKO.
IDEKO 1G	33	Intercept 332° bearing towards GT at ALF 4 DME turn LEFT, intercept LBE R-071 inbound to LBE, turn LEFT, LBE R-187 to IDEKO.

CHANGES: Chart revised: NIE SIDS withdr. IDEKO SIDS estd. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

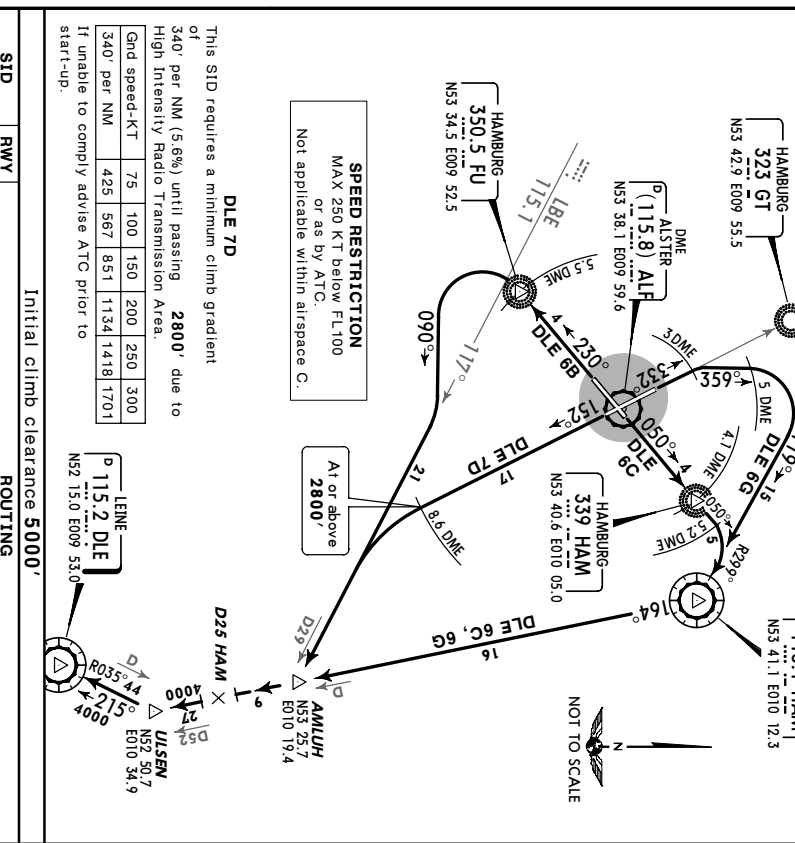
**EDDH/HAM**  
**HAMBURG**

JEPPESSEN  
 3 JUN 05 (10-3E) EFF 9 JUN  
**STID**

BREMEN Radar 124.22	Apt Elev 53'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.
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**LEINE SIX BRAVO (DLE 6B)**  
**LEINE SIX CHARLIE (DLE 6C)**  
**LEINE SEVEN DELTA (DLE 7D)**  
**LEINE SIX GOLF (DLE 6G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**  
 FOR FLIGHTS WITH REQUESTED FL240 OR BELOW



SID	RWY	ROUTING
DLE 6B	23	To FU (ALF 5.5 DME), turn LEFT, 090° track, intercept LBE R-117 to AMLUH, turn RIGHT, intercept HAM R-164 to ULSEN, turn RIGHT, intercept DLE R-035 inbound to DLE.
DLE 6C	05	To HAM NDB (ALF 4.1 DME), 050° bearing to ALF 5.2 DME, turn RIGHT, intercept HAM R-164 via AMLUH to ULSEN, turn RIGHT, intercept DLE R-035 inbound to DLE.
DLE 7D	15	Intercept 152° bearing from GT to ALF 8.6 DME, turn LEFT, intercept LBE R-117 to AMLUH, turn RIGHT, intercept HAM R-164 to ULSEN, turn RIGHT, intercept DLE R-035 inbound to DLE.
DLE 6G	33	Intercept 332° bearing towards GT, at ALF 3 DME turn RIGHT, 359° track, at ALF 5 DME turn RIGHT, intercept HAM R-299 inbound to HAM VORTAC, turn RIGHT, HAM R-164 via AMLUH to ULSEN, turn RIGHT, intercept DLE R-035 inbound to DLE.

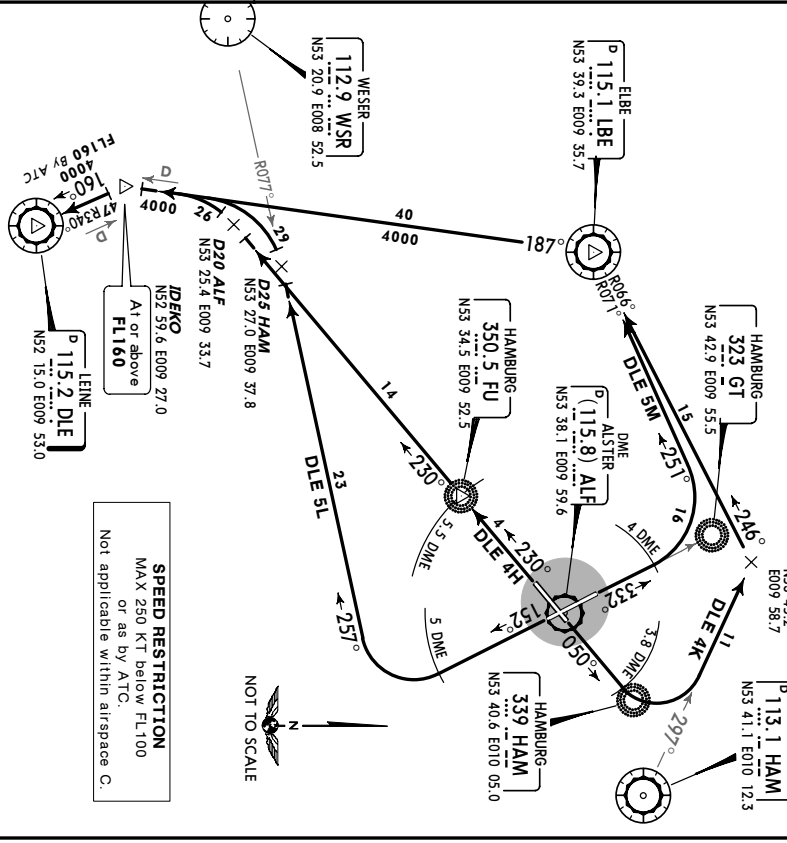
CHANGES: Chart reindexed: SID DLE 6D renumbered 7D & rev. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

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

JEPPESSEN  
 3 JUN 05 (10-3F) EFF 9 JUN  
**HAMBURG, GERMANY**  
**STD**

BREMEN Radar 134.25	Ap/ Elev 53'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.
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**LEINE FOUR HOTEL (DLE 4H)**  
**LEINE FOUR KILO (DLE 4K)**  
**LEINE FIVE LIMA (DLE 5L)**  
**LEINE FIVE MIKE (DLE 5M)**  
**RWYS 23, 05, 15, 33 DEPARTURES**  
**FOR FLIGHTS WITH REQUESTED FL250 OR ABOVE**



STD	RWY	ROUTING
DLE 4H	23	To FU (ALF 5.5 DME), 230° bearing to D20 ALF, turn LEFT, intercept LBE R-187 to IDEKO, turn LEFT, intercept DLE R-340 inbound to DLE.
DLE 4K	05	Intercept 050° bearing towards HAM NDB, at ALF 3.8 DME turn LEFT, intercept HAM R-297, intercept LBE R-066 inbound to LBE, LBE R-187 to IDEKO, turn LEFT, intercept DLE R-340 inbound to DLE.
DLE 5L	15	Intercept 152° bearing from GT to ALF 5 DME, turn RIGHT, intercept WSR R-077 inbound to D25 HAM, turn LEFT, intercept LBE R-187 to IDEKO, turn LEFT, intercept DLE R-340 inbound to DLE.
DLE 5M	33	Intercept 332° bearing towards GT, at ALF 4 DME turn LEFT, intercept LBE R-071 inbound to LBE, turn LEFT, LBE R-187 to IDEKO, turn LEFT, intercept DLE R-340 inbound to DLE.

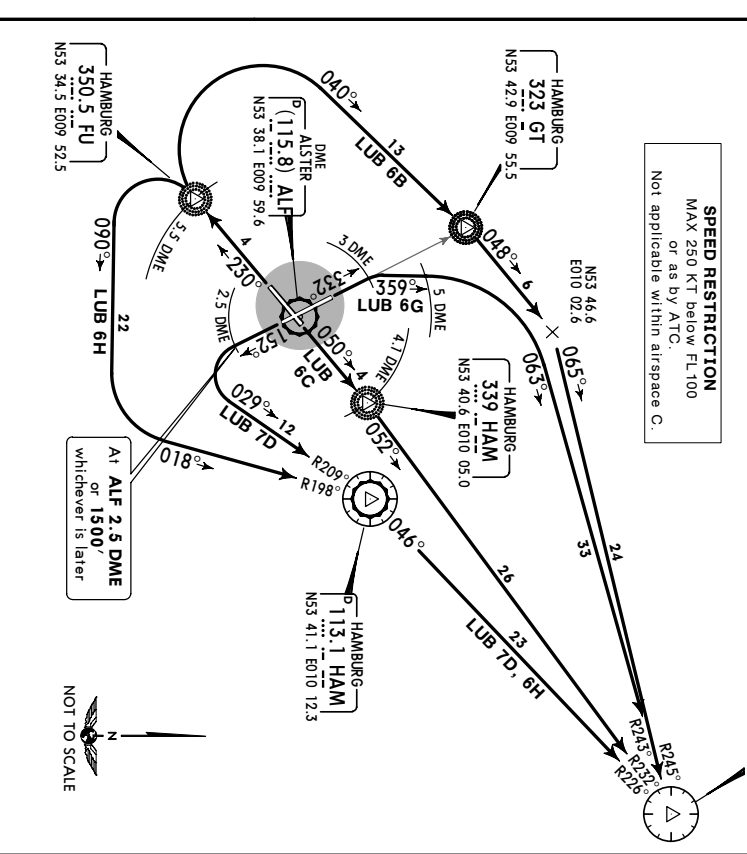
CHANGES: Chart reindexed. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

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

JEPPESSEN  
 3 JUN 05 (10-3G) EFF 9 JUN  
**HAMBURG, GERMANY**  
**STD**

BREMEN Radar 124.22	Ap/ Elev 53'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.
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**LUBECK SIX BRAVO (LUB 6B)**  
**LUBECK SIX CHARLIE (LUB 6C)**  
**LUBECK SEVEN DELTA (LUB 7D)**  
**LUBECK SIX GOLF (LUB 6G)**  
**LUBECK SIX HOTEL (LUB 6H)**  
**RWYS 23, 05, 15, 33 DEPARTURES**

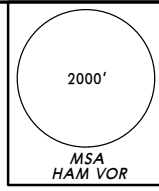


STD	RWY	ROUTING
LUB 6B	23	To FU (ALF 5.5 DME), turn RIGHT, intercept 040° bearing to GT, 048° bearing, intercept LUB R-245 inbound to LUB.
LUB 6C	05	Direct to HAM NDB (ALF 4.1 DME), intercept LUB R-232 inbound to LUB, intercept 152° bearing from GT, at ALF 2.5 DME or 1500', whichever is later, turn LEFT, intercept HAM R-209 inbound to HAM VORTAC, turn RIGHT, HAM R-046 to LUB.
LUB 6G	33	Intercept 332° bearing towards GT, at ALF 3 DME turn RIGHT, 359° track, at ALF 5 DME turn RIGHT, intercept LUB R-243 inbound to LUB.
LUB 6H	23	To FU (ALF 5.5 DME), turn RIGHT, intercept HAM R-198 inbound to HAM VORTAC, turn RIGHT, HAM R-046 to LUB.

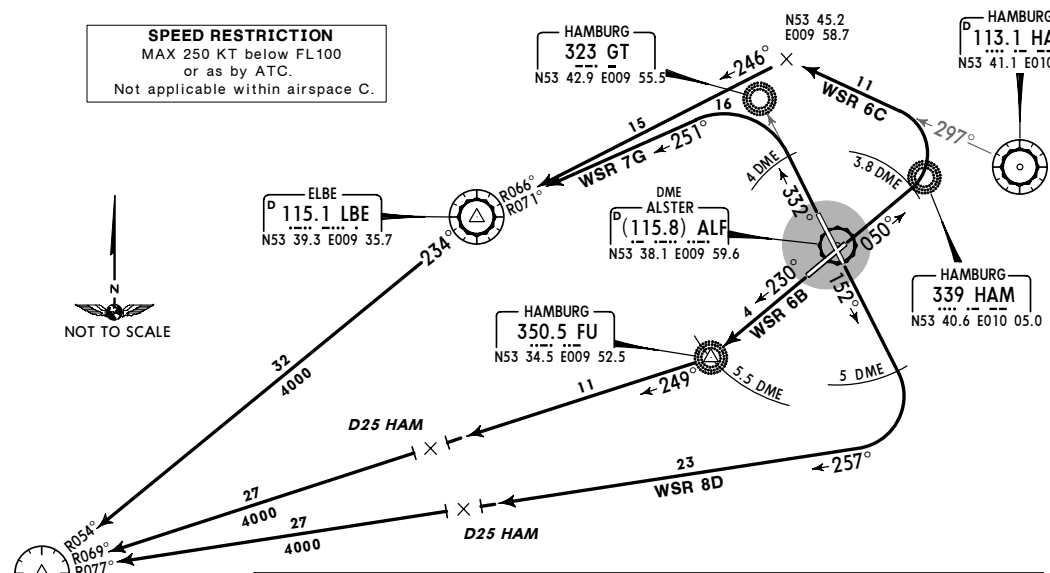
CHANGES: Chart reindexed. © JEPPESSEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

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

BREITEN Radar  
 134.25  
 Apt Elev  
 53'



**JEPPesen** **HAMBURG, GERMANY**  
 3 JUN 05 (10-3J) EFF 9 JUN RNAV SID (OVERLAY)  
**WESER SIX BRAVO (WSR 6B)**  
**WESER SIX CHARLIE (WSR 6C)**  
**WESER EIGHT DELTA (WSR 8D)**  
**WESER SEVEN GOLF (WSR 7G)**  
**RWYS 23, 05, 15, 33 DEPARTURES**  
**COMPULSORY FOR TRAFFIC VIA G 10/UG 10 - EEL**



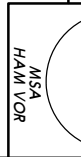
Initial climb clearance 5000'		ROUTING
WSR 6B	23	To FU (ALF 5.5 DME), turn RIGHT, intercept WSR R-069 inbound to WSR.
WSR 6C	05	Intercept 050° bearing towards HAM, at ALF 3.8 DME turn LEFT, intercept HAM R-297, intercept LBE R-066 inbound to LBE, turn LEFT, LBE R-234 to WSR.
WSR 8D	15	Intercept 152° bearing from GT to ALF 5 DME, turn RIGHT, intercept WSR R-077 inbound to WSR.
WSR 7G	33	Intercept 332° bearing towards GT, at ALF 4 DME turn LEFT, intercept LBE R-071 inbound to LBE, turn LEFT, LBE R-234 to WSR.

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

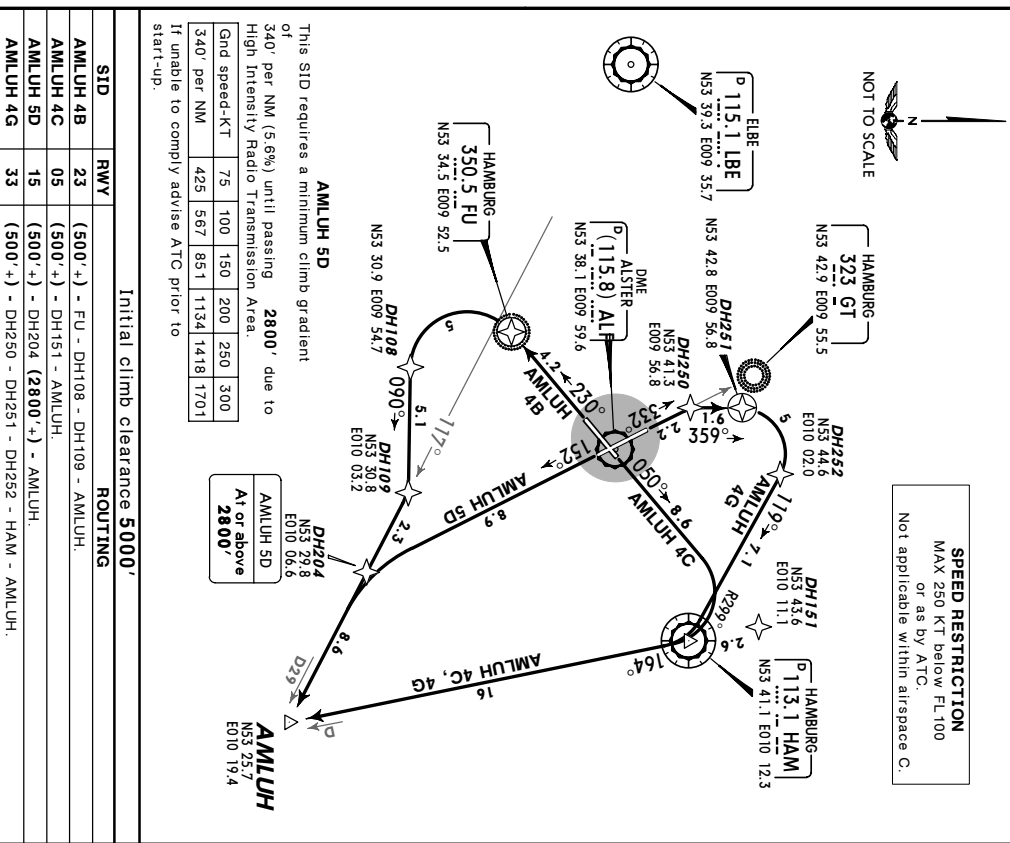


**EDDH/HAM**  
**HAMBURG**

BREITEN Radar  
 124.22  
 Apt Elev  
 53'



**JEPPesen** **HAMBURG, GERMANY**  
 3 JUN 05 (10-3J) EFF 9 JUN RNAV SID (OVERLAY)  
**AMLUH FOUR BRAVO (AMLUH 4B) [AMLU4B]**  
**AMLUH FOUR CHARLIE (AMLUH 4C) [AMLU4C]**  
**AMLUH FIVE DELTA (AMLUH 5D) [AMLU5D]**  
**AMLUH FOUR GOLF (AMLUH 4G) [AMLU4G]**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3)**



Initial climb clearance 5000'		ROUTING
AMLUH 4B	23	(500' +) - FU - DH108 - DH109 - AMLUH.
AMLUH 4C	05	(500' +) - DH151 - AMLUH.
AMLUH 5D	15	(500' +) - DH204 (2800' +) - AMLUH.
AMLUH 4G	33	(500' +) - DH250 - DH251 - DH252 - HAM - AMLUH.

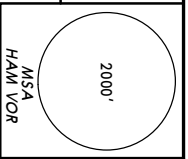
This SID requires a minimum climb gradient of 340' per NM (5.6%) until passing 2800' due to High Intensity Radio Transmission Area.  
 Gnd speed-KT  
 75 100 150 200 250 300  
 425 567 851 1134 1418 1701  
 If unable to comply advise ATC prior to start-up.

EDDH/HAM  
HAMBURG

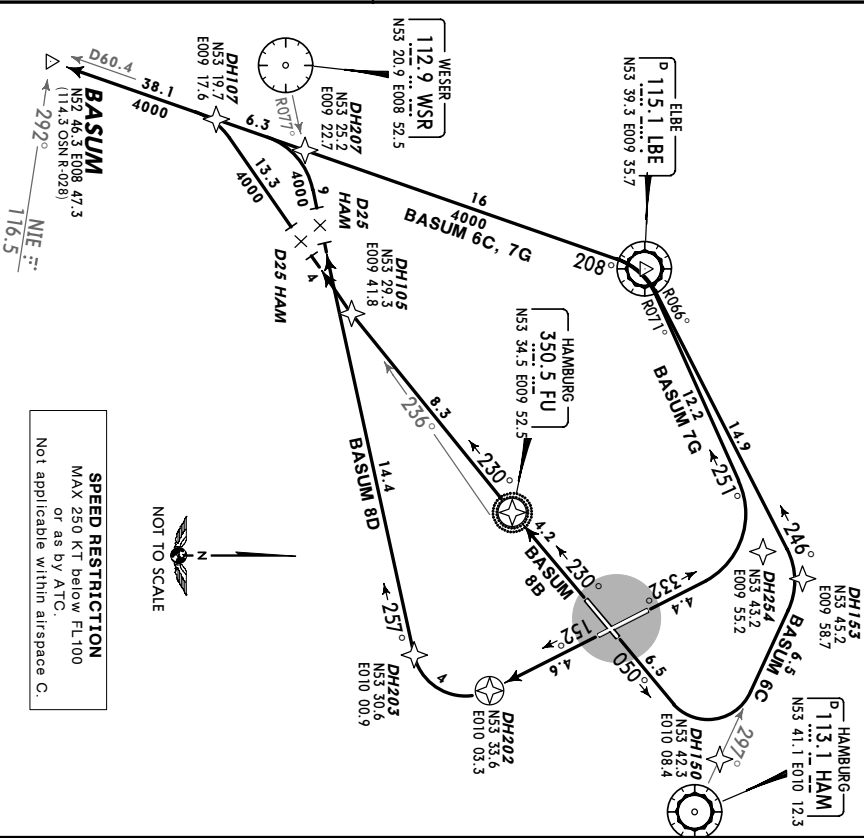
JEPPESSEN  
(10-3K)  
RNAV SID (OVERLAY)

HAMBURG, GERMANY  
RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**BASUM EIGHT BRAVO (BASUM 8B) [BASUB8]**  
**BASUM SIX CHARLIE (BASUM 6C) [BASUB6C]**  
**BASUM EIGHT DELTA (BASUM 8D) [BASUBD]**  
**BASUM SEVEN GOLF (BASUM 7G) [BASUG]**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3A)**  
 COMPULSORY FOR TRAFFIC VIA R 15/UM 170 - OSN



Initial climb clearance 5000'

SID	RWY	ROUTING
BASUM 8B	23	(500' +) - FU - DH105 - DH107 - BASUM.
BASUM 6C	05	(500' +) - DH150 - DH153 - LBE - BASUM.
BASUM 8D	15	(500' +) - DH202 - DH203 - DH207 - BASUM.
BASUM 7G	33	(500' +) - DH254 - LBE - BASUM.

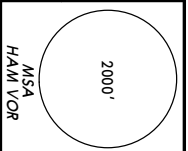
SPEED RESTRICTION  
MAX 250 KT below FL100  
or as by ATC.  
Not applicable within airspace C.

EDDH/HAM  
HAMBURG

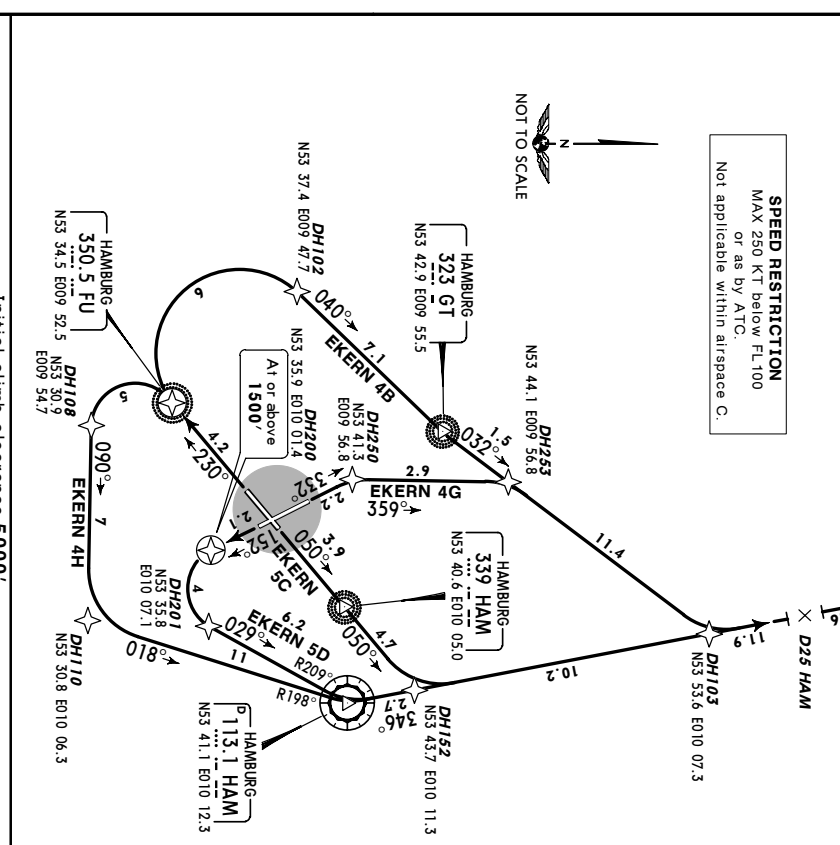
JEPPESSEN  
(10-3L)  
RNAV SID (OVERLAY)

HAMBURG, GERMANY  
RNAV SID (OVERLAY)

Trans level: By ATC Trans alt: 5000'  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**EKERN FIVE BRAVO (EKERN 4B) [EKER4B]**  
**EKERN FIVE CHARLIE (EKERN 5C) [EKER5C]**  
**EKERN FIVE DELTA (EKERN 5D) [EKER5D]**  
**EKERN FOUR GOLF (EKERN 4G) [EKER4G]**  
**EKERN FOUR HOTEL (EKERN 4H) [EKER4H]**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3B)**



Initial climb clearance 5000'

SID	RWY	ROUTING
EKERN 4B	23	(500' +) - FU - DH102 - GT - DH103 - EKERN.
EKERN 5C	05	(500' +) - HAM NDB - DH152 - EKERN.
EKERN 5D	15	(500' +) - DH200 (1500' +) - DH201 - HAM VORTAC - EKERN.
EKERN 4G	33	(500' +) - DH250 - DH253 - DH103 - EKERN.
EKERN 4H	23	(500' +) - FU - DH108 - DH110 - HAM VORTAC - EKERN.

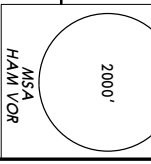
SPEED RESTRICTION  
MAX 250 KT below FL100  
or as by ATC.  
Not applicable within airspace C.

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

**JEPPesen** **HAMBURG, GERMANY**  
 3 JUN 05 (10-3M) **EFF 9 Jun** **RNAV SID (OVERLAY)**

BREMEN Radar  
 134.25  
 Apt Elev  
 53'

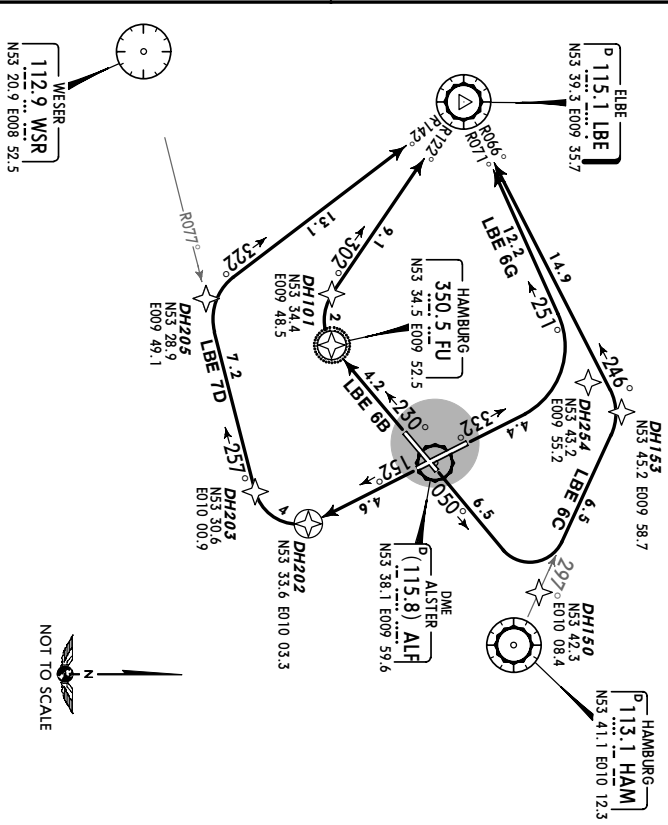
Trans level: By ATC Trans alt: 5000'  
 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



MSA  
 HAM VOR

**ELBE SIX BRAVO (LBE 6B)**  
**ELBE SIX CHARLIE (LBE 6C)**  
**ELBE SEVEN DELTA (LBE 7D)**  
**ELBE SIX GOLF (LBE 6G)**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3C)**

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



Initial climb clearance 5000'

ROUTING

SID	RWY	ROUTING
LBE 6B	23	(500' +) - FU - DH101 - LBE.
LBE 6C	05	(500' +) - DH150 - DH153 - LBE.
LBE 7D	15	(500' +) - DH202 - DH203 - DH205 - LBE.
LBE 6G	33	(500' +) - DH254 - LBE.

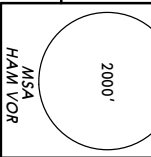
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**EDDH/HAM**  
**HAMBURG**

**JEPPesen** **HAMBURG, GERMANY**  
 3 JUN 05 (10-3M) **EFF 9 Jun** **RNAV SID (OVERLAY)**

BREMEN Radar  
 134.25  
 Apt Elev  
 53'

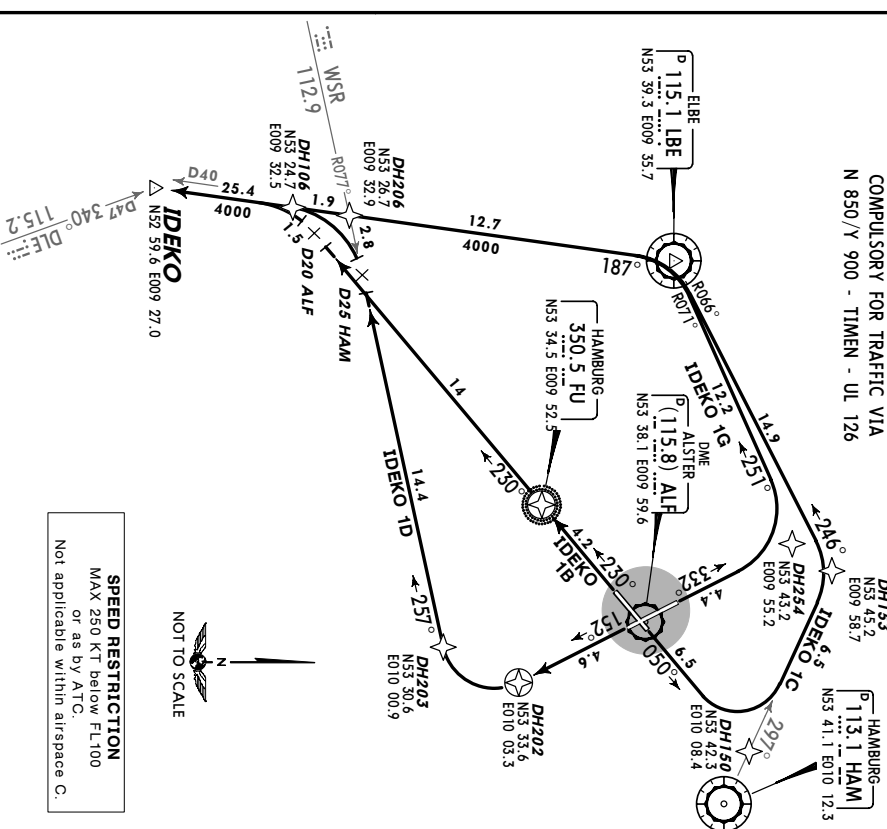
Trans level: By ATC Trans alt: 5000'  
 1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



MSA  
 HAM VOR

**IDEKO ONE BRAVO (IDEKO 1B) [IDEK1B]**  
**IDEKO ONE CHARLIE (IDEKO 1C) [IDEK1C]**  
**IDEKO ONE DELTA (IDEKO 1D) [IDEK1D]**  
**IDEKO ONE GOLF (IDEKO 1G) [IDEK1G]**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3D)**  
 COMPULSORY FOR TRAFFIC VIA  
 N 850/Y 900 - TIMEN - UL 126

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



Initial climb clearance 5000'

ROUTING

SID	RWY	ROUTING
IDEKO 1B	23	(500' +) - FU - DH106 - IDEKO.
IDEKO 1C	05	(500' +) - DH150 - DH153 - LBE - IDEKO.
IDEKO 1D	15	(500' +) - DH202 - DH203 - DH206 - IDEKO.
IDEKO 1G	33	(500' +) - DH254 - LBE - IDEKO.

CHANGES: Chart rebind; NIE SIDS withdr.; IDEKO SIDs establd. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



**EDDH/HAM**  
HAMBURG

**EDDH/HAM**  
HAMBURG

**JEPPesen** **HAMBURG, GERMANY**  
3 JUN 05 (10-3P) **EFF 9 Jun** **RNAV SID (OVERLAY)**

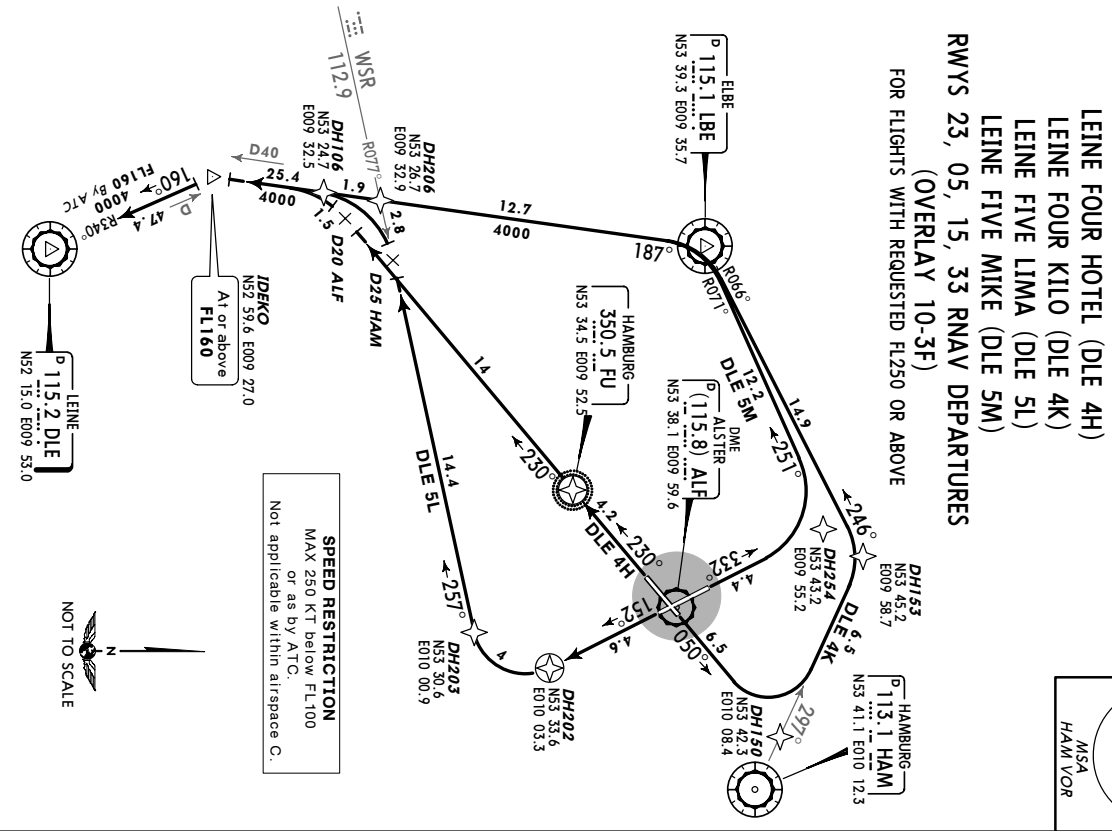
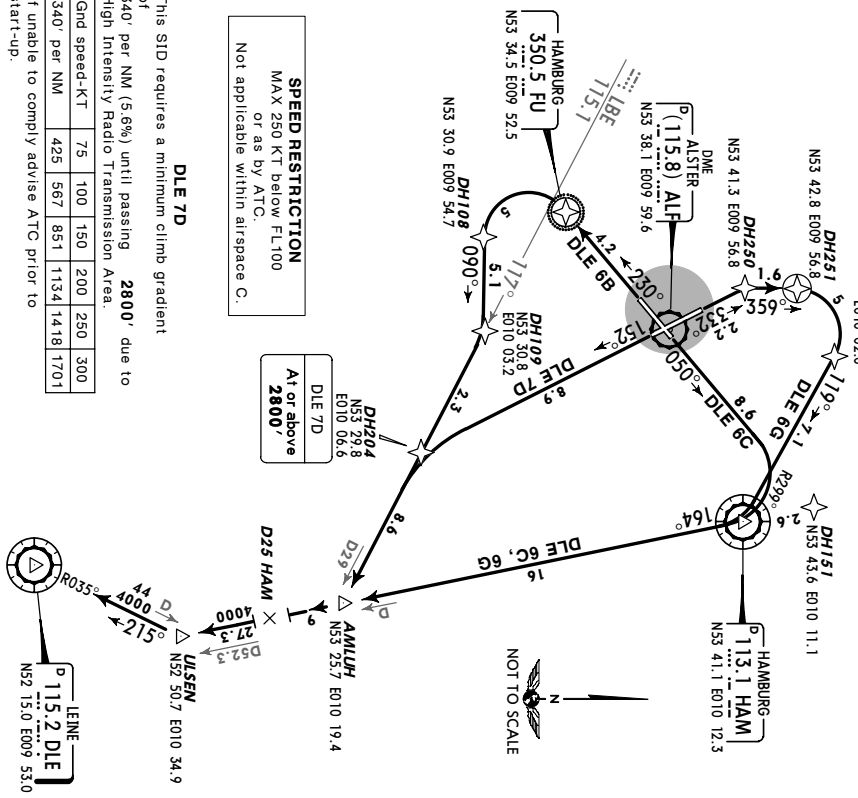
**JEPPesen** **HAMBURG, GERMANY**  
3 JUN 05 (10-3Q) **EFF 9 Jun** **RNAV SID (OVERLAY)**

Trans level: By ATC Trans alt: 5000'  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.

Trans level: By ATC Trans alt: 5000'  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.

**LEINE SIX BRAVO (DLE 6B)**  
**LEINE SIX CHARLIE (DLE 6C)**  
**LEINE SEVEN DELTA (DLE 7D)**  
**LEINE SIX GOLF (DLE 6G)**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3E)**  
FOR FLIGHTS WITH REQUESTED  
FL240 OR BELOW

FOR FLIGHTS WITH REQUESTED  
FL240 OR BELOW



SID	RWY	ROUTING
DLE 6B	23	(500' +) - FU - DH108 - DH109 - AMLUH - ULSEN - DLE.
DLE 6C	05	(500' +) - DH151 - AMLUH - ULSEN - DLE.
DLE 7D	15	(500' +) - DH204 (2800' +) - AMLUH - ULSEN - DLE.
DLE 6G	33	(500' +) - DH250 - DH251 - HAM - AMLUH - ULSEN - DLE.

SID	RWY	ROUTING
DLE 4H	23	(500' +) - FU - DH106 - IDEKO (FL160+) - DLE.
DLE 4K	05	(500' +) - DH150 - DH153 - LBE - IDEKO (FL160+) - DLE.
DLE 5L	15	(500' +) - DH202 - DH203 - DH206 - IDEKO (FL160+) - DLE.
DLE 5M	33	(500' +) - DH254 - LBE - IDEKO (FL160+) - DLE.

CHANGES: Chart reindexed. RNAV SID DLE 6D renumbered 7D & rev. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

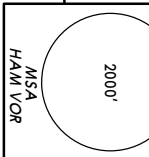
CHANGES: Chart reindexed. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

**EDDH/HAM**  
HAMBURG

**JEPPesen** **ET 9 Jun** **RNAV SID (OVERLAY)**  
3 JUN 05 **(10-35)**

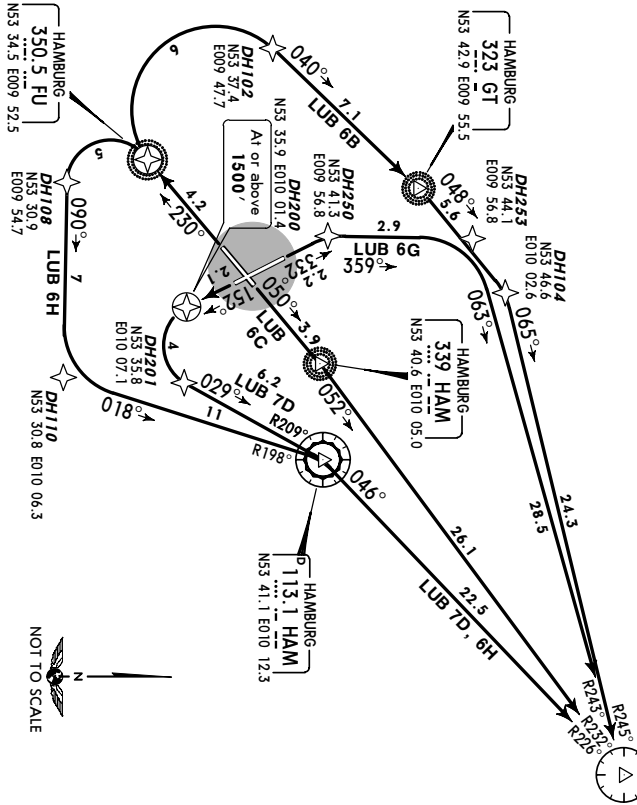
BREMEN Radar  
124.22  
53'  
Ap'l Elev

Trans level: By ATC. Trans alt: 5000'.  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**LUBECK SIX BRAVO (LUB 6B)**  
**LUBECK SIX CHARLIE (LUB 6C)**  
**LUBECK SEVEN DELTA (LUB 7D)**  
**LUBECK SIX GOLF (LUB 6G)**  
**LUBECK SIX HOTEL (LUB 6H)**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3G)**

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



SID	RWY	ROUTING
LUB 6B	23	(500' +) - FU - DH102 - GT - DH104 - LUB
LUB 6C	05	(500' +) - HAM NDB - LUB
LUB 7D	15	(500' +) - DH200 (1500' +) - DH201 - HAM VORTAC - LUB
LUB 6G	33	(500' +) - FU - DH108 - DH253 - LUB
LUB 6H	23	(500' +) - FU - DH108 - DH110 - HAM VORTAC - LUB

Initial climb clearance 5000'

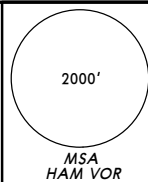
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**EDDH/HAM**  
HAMBURG

**JEPPesen** **ET 9 Jun** **RNAV SID (OVERLAY)**  
3 JUN 05 **(10-31)**

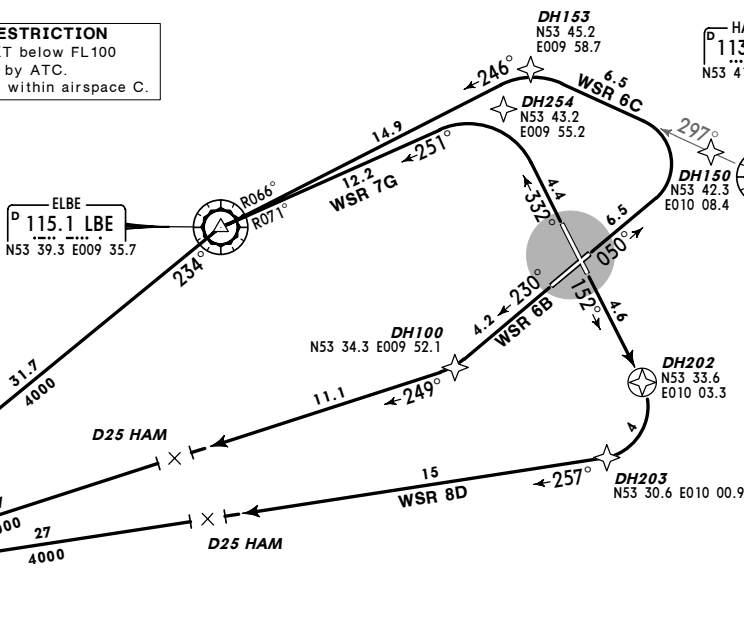
BREMEN Radar  
134.25  
53'  
Ap'l Elev

Trans level: By ATC. Trans alt: 5000'.  
1. Remain on Tower frequency until passing 2000', then contact BREMEN Radar. 2. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy's 23, 05, 15: EXPECT close-in obstacles.



**WESER SIX BRAVO (WSR 6B)**  
**WESER SIX CHARLIE (WSR 6C)**  
**WESER EIGHT DELTA (WSR 8D)**  
**WESER SEVEN GOLF (WSR 7G)**  
**RWYS 23, 05, 15, 33 RNAV DEPARTURES**  
**(OVERLAY 10-3H)**  
**COMPULSORY FOR TRAFFIC VIA G 10/JG 10 - EEL**

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



SID	RWY	ROUTING
WSR 6B	23	(500' +) - DH100 - WSR.
WSR 6C	05	(500' +) - DH150 - DH153 - LBE - WSR.
WSR 8D	15	(500' +) - DH202 - DH203 - WSR.
WSR 7G	33	(500' +) - DH254 - LBE - WSR.

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**JEPPESSEN**

4 DEC 98

10-4

**NOISE**  
**HAMBURG, GERMANY**  
HAMBURG

NOISE ABATEMENT PROCEDURES

**SUMMER: LT minus 2 HOURS = UTC(Z)**  
**WINTER: LT minus 1 HOUR = UTC(Z)**

**RUNWAY USAGE**

Aircraft of more than 200 tons AUVW shall land on runway 05 or runway 15. Exceptions are permitted only for reasons of air traffic safety, especially due to weather and runway conditions.

Runway 33 shall be used for take-offs. Exceptions are permitted only if required by traffic situation or for reasons of air traffic safety, especially due to weather and runway conditions. Take-offs from runway 15 and landings on runway 33 are permitted only if required for reasons of air traffic safety, especially due to weather and runway conditions.

**2200-0700LT**

Runway 15 shall be used for landings. Exceptions are permitted only if the weather minima established for the IFR approach procedure to runway 15 are not reached and for reasons of air traffic safety as well as in exceptional traffic situations. Additional exceptions may be granted by the Aerodrome Control Service in agreement with the "Luftaufsichtsstelle".

**SPEED RESTRICTION**

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

**ARRIVAL AND DEPARTURE RECOMMENDATIONS**

The following take-off and approach procedure have proved to be highly efficient in respect of noise abatement in the vicinity of the airport. Subject to approval, it is recommended that all operators apply these procedures, except for safety reasons.

**ARRIVALS**

Leave initial approach fix at 210 KT IAS  $\pm$  10 KT, maintain until 12 nm from touchdown (unless higher IAS is required for control purposes). Reduce to 160 KT IAS  $\pm$  10 KT using an intermediate flap setting with landing gear retracted. Intercept glide slope not lower than prescribed glide slope. Intersection altitude. Lower landing gear, set flaps for landing and establish final approach speed shortly before or over Outer Marker. Due to the possibility of danger caused by turbulences in Approach Sector 23, especially by large aircraft, approaching aircraft shall avoid flying below the glide path up to the Middle Marker.

**DEPARTURES**

For aircraft licensed in accordance with ICAO Annex 16, Chapter 2:

Take-off to 1500' AGL

Take-off power.

Take-off flaps.

Climb at  $V_2 + 10$  KT (or as limited by body angle).

Reduce power to not less than climb power.

Climb at  $V_2 + 10$  KT.

Normal speed and flap retraction schedules to en-route climb.

At 1500' AGL  
1500'-3000' AGL  
At 3000' AGL

For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for take-off pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:  
Take-off to 1500' AGL  
Take-off power  
Take-off flaps  
Climb at  $V_2 + 10$  KT (or as limited by body angle).  
Reduce power to not less than climb power.  
Normal speed and flap retraction schedules to en-route climb.

At 1500' AGL

cont'd

**JEPPESSEN**

4 DEC 98

10-4A

**NOISE**  
**HAMBURG, GERMANY**  
HAMBURG

NOISE ABATEMENT PROCEDURES

**REVERSE THRUST**

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

**RUN-UP TESTS**

Engine test-runs outside the noise abatement hangar are permitted only after prior consent and on specific instruction by the "Luftaufsichtsstelle" of the "Wirtschaftsbehörde". Tel.: (040) 5075 2599 or 2600. Idle thrust test runs between 0600-2300LT are not covered by this regulation.

The permission for a run-up-test from the "Luftaufsichtsstelle" does not include the necessary ATC clearance for taxiing.

**NIGHT FLYING RESTRICTIONS**

**Jet-Aircraft not licensed in accordance with ICAO Annex 16**

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

**Jet-Aircraft licensed in accordance with ICAO Annex 16, Volume I, Chapter 2**

- Take-offs are not permitted between 2000-0700LT.
- Landings are not permitted between 2100-0700LT.
- For take-offs in scheduled air services and regular inclusive tour charter traffic with scheduled time of departure before 2000LT an exception to the night flying restrictions may be taken for granted in cases of provably unavoidable delays until 2100LT.

**Jet-Aircraft licensed in accordance with ICAO Annex 16, Volume I, Chapter 3 and propeller-driven aircraft**

- Take-offs and landings are not permitted between 2300-0600LT.
- For take-offs and landings in scheduled air services and regular inclusive tour charter traffic with scheduled time of arrival or departure before 2300LT an exception to the night flying restriction may be taken for granted in cases of provably unavoidable delay until 2400LT.

Exceptions from the above regulations may be granted in individual cases, especially if required to avoid serious disturbances in air traffic or in cases of special public interest. Requests shall be submitted

- if possible until 2230LT at the latest;
- to:

Umweltbehörde  
-Der Fluglärmschutzbeauftragte-  
Flughafen  
22335 Hamburg  
Tel.: (040) 5075 2348 or 2349

The ATC clearance does not comprise the exceptional permission from the "Fluglärmschutzbeauftragten" required as stated above.

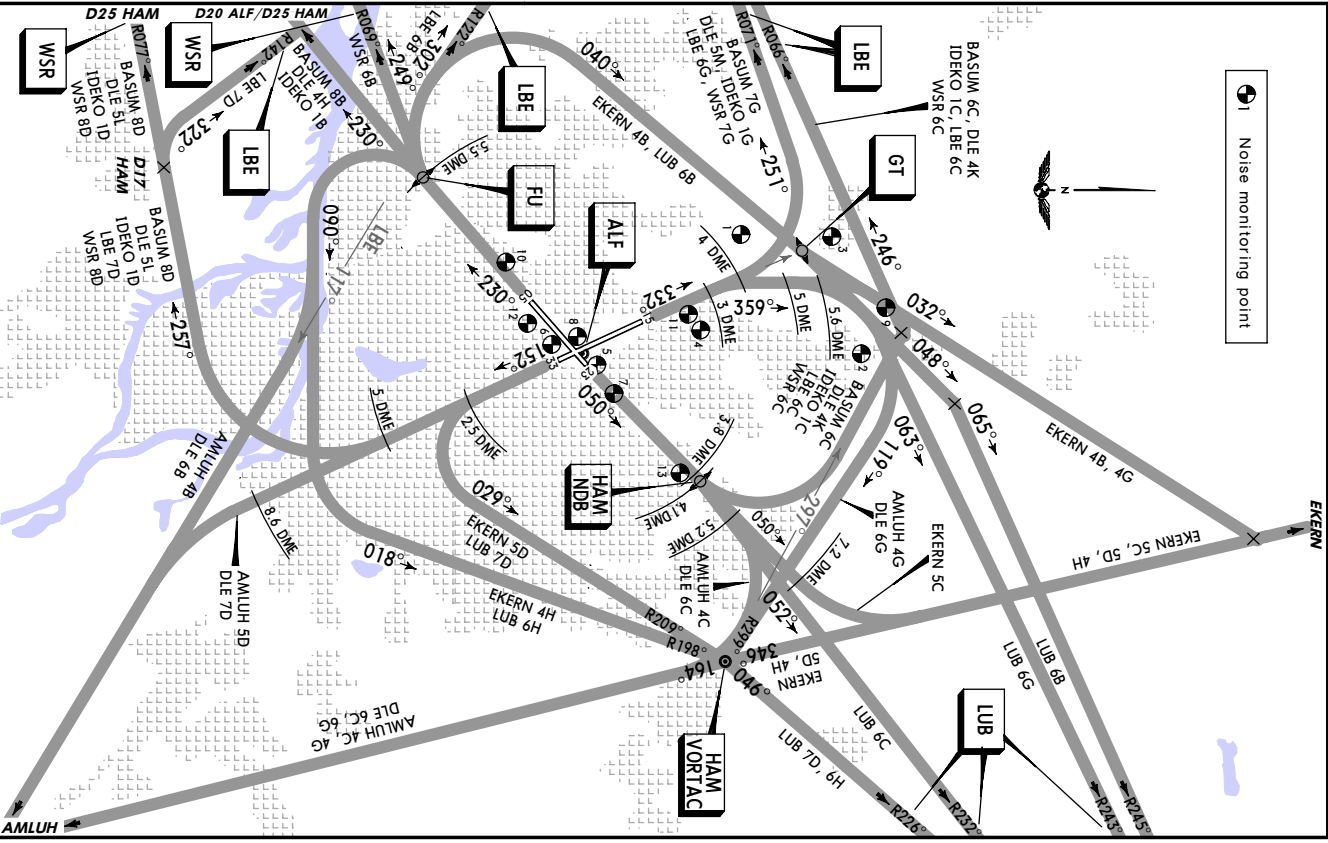
**Excluded are:**

- Aircraft provably approaching Hamburg airport as alternate or emergency aerodrome for meteorological technical or other safety reasons.
- Aircraft on an mission in disasters, rendering medical assistance and SAR services or on an urgent police mission.
- Aircraft operated in the night air mail service of the "Deutsche Post AG" after detailed instructions by the "Wirtschaftsbehörde".

**NOISE ABATEMENT**

Apr Elev  
 53'

1 Noise monitoring point



**FUEL-SAVING AND NOISE-REDUCING ILS APPROACH PROCEDURES**

**CONTINUOUS DESCENT APPROACH (CDA)**

**1. General**  
 The Continuous Descent Approach (CDA) may be requested by the pilot or offered by the controller. It can be conducted only in connection with an ILS approach.

**2. Procedure**  
 2.1. Aircraft will be guided by Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that the altitude will be reached on the localizer course approach. 8 NM from touchdown, it is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx. 3°), down to the cleared altitude.  
 If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.  
 After reaching the intermediate approach altitude, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

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

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

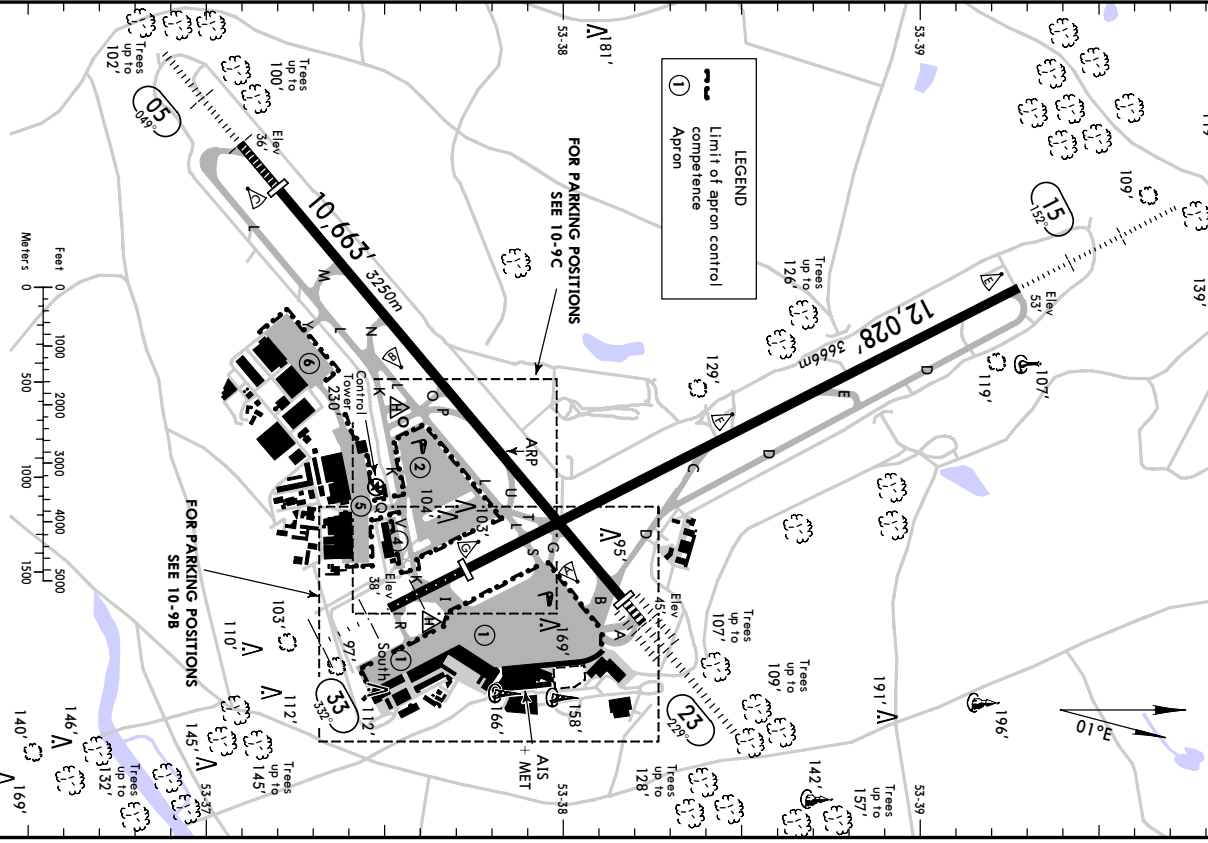
**3. Noise Abatement**  
 On approaches in accordance with the CDA, pilots are also expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports (see AIR TRAFFIC CONTROL page GERMANY-1).

**EDDH/HAM**  
 Apt Elev 537  
 NS3 37.8 E09 59.3

**JEPPesen**  
 7 MAY 04 (10-9)

**HAMBURG, GERMANY**  
 HAMBURG

*A/TIS	ACARS	HAMBURG Ground	DCI	Apron 1	Apron 2	Tower
123.12	(see 10-9A etc)	121.8	121.7	121.75	126.85	121.27X

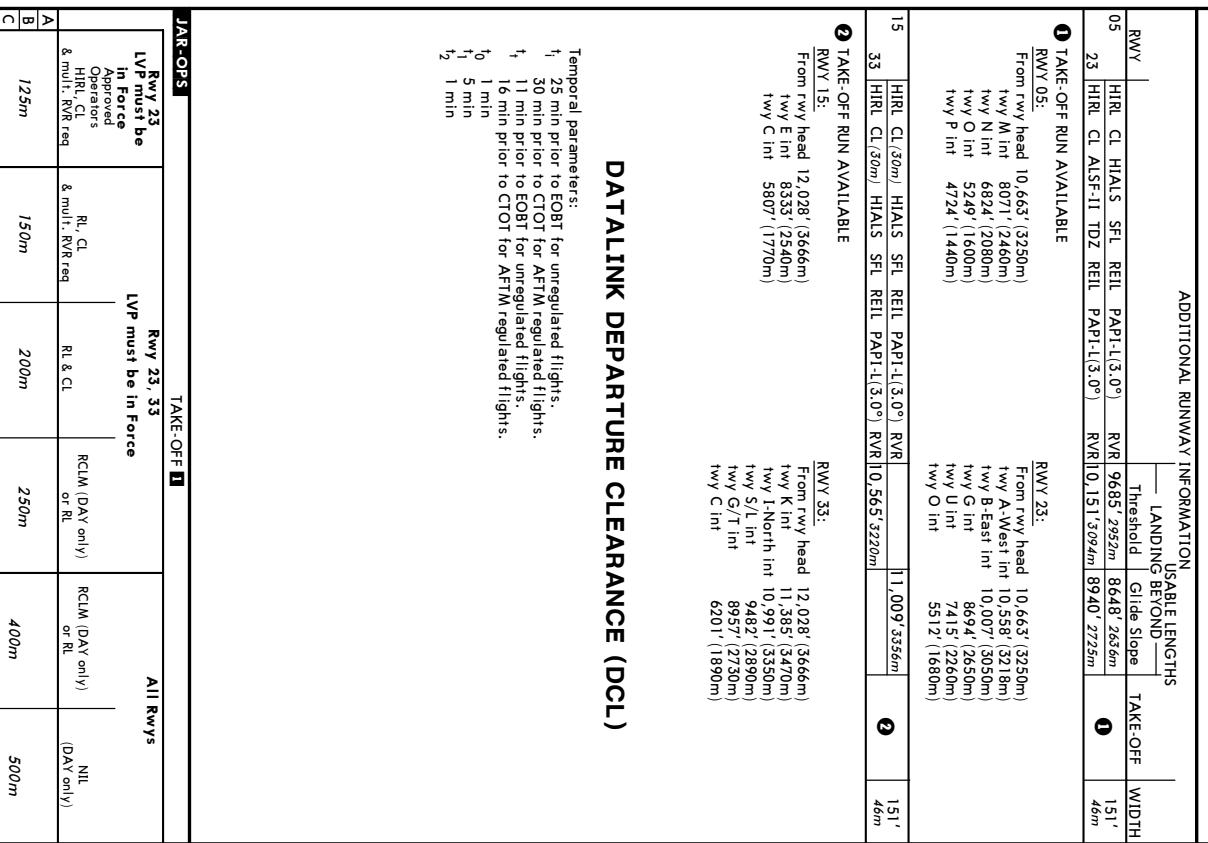


**EDDH/HAM**  
 7 MAY 04 (10-9A)

**JEPPesen**

**HAMBURG, GERMANY**  
 HAMBURG

*A/TIS	ACARS	HAMBURG Ground	DCI	Apron 1	Apron 2	Tower
123.12	(see 10-9A etc)	121.8	121.7	121.75	126.85	121.27X



**GENERAL**  
 Rwy 23 approved for CAT II/III operations, special aircrew and acti certification required.  
 B747 and larger acti will be guided by follow-me cars.  
 CAUTION: Birds in vicinity of airport.

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL CL	HI/ALS SFL	REIL PAPI-L(3.0°)	RVR	LANDING BEYOND Threshold	GLIDE Slope		
05	HIRL CL ALSF-II	TDZ REIL	PAPI-L(3.0°)	RVR 10.151 (3092m)	8940	2725m	1	151' 46m
23	HIRL CL	ALSF-II	TDZ REIL	PAPI-L(3.0°)	RVR 11.009 (3356m)	2220m	2	151' 46m

- 1 TAKE-OFF RUN AVAILABLE**
- Rwy 05:**  
 From rwy head 10,663' (3250m)  
 twy M Int 8071' (2460m)  
 twy N Int 6824' (2080m)  
 twy O Int 5249' (1600m)  
 twy P Int 4724' (1440m)
- Rwy 23:**  
 From rwy head 10,663' (3250m)  
 twy A-West Int 10,558' (3218m)  
 twy B-East Int 10,007' (3050m)  
 twy G Int 8694' (2650m)  
 twy U Int 7415' (2260m)  
 twy O Int 5512' (1680m)

- 2 TAKE-OFF RUN AVAILABLE**
- Rwy 15:**  
 From rwy head 12,028' (3666m)  
 twy E Int 8333' (2540m)  
 twy C Int 5807' (1770m)
- Rwy 33:**  
 From rwy head 12,028' (3666m)  
 twy K Int 11,385' (3470m)  
 twy L-North Int 10,991' (3350m)  
 twy S/L Int 9482' (2890m)  
 twy G/T Int 8957' (2730m)  
 twy C Int 6201' (1890m)

**DATALINK DEPARTURE CLEARANCE (DCL)**

Temporal parameters:  
 1<sub>1</sub> 25 min prior to EOBT for unregulated flights.  
 1<sub>2</sub> 30 min prior to CTOT for AFIM regulated flights.  
 1<sub>3</sub> 11 min prior to EOBT for unregulated flights.  
 1<sub>4</sub> 16 min prior to CTOT for AFIM regulated flights.  
 1<sub>5</sub> 1 min  
 1<sub>6</sub> 1 min  
 1<sub>7</sub> 5 min  
 1<sub>8</sub> 1 min

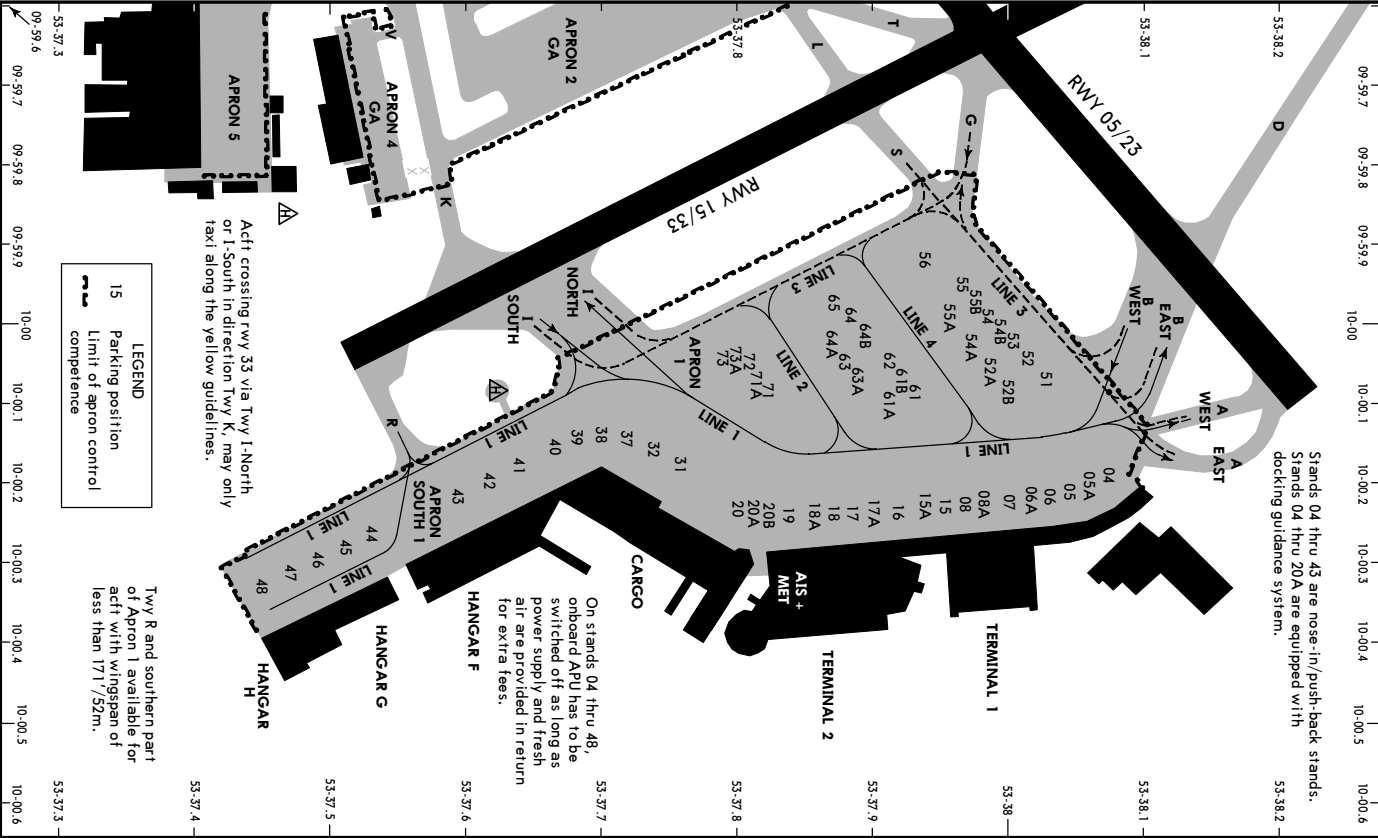
JAR-OPS	LVP must be in Force		LVP must be in Force		ALL Rwys	
	Rwy 23	Rwy 33	Rwy 23, 33	Rwy 33	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	150m	200m	250m	300m	400m	500m
B	125m	150m	200m	250m	400m	500m
C	150m	200m	250m	300m	400m	500m
D	150m	200m	250m	300m	400m	500m

**1** Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

JEPPESSEN  
17 JUN 05 (10-9B)

HAMBURG, GERMANY  
HAMBURG

Stands 04 thru 43 are nose-in/push-back stands.  
Stands 04 thru 20A are equipped with docking guidance system.



Act crossing rwy 33 via Twy 1-North or 1-south in direction Twy K, may only taxi along the yellow guidelines.

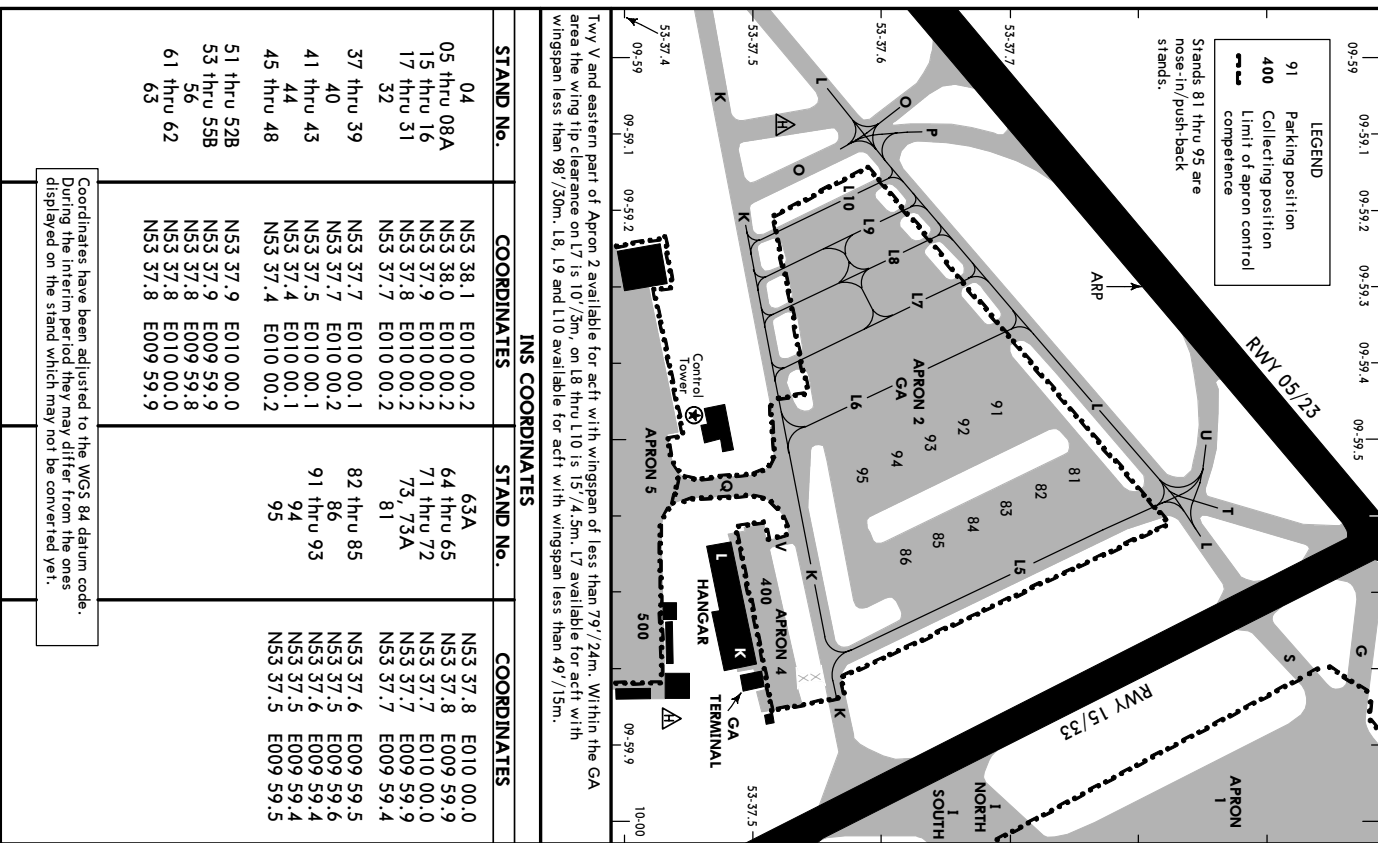
On stands 04 thru 48, onboard APU has to be switched off as long as power supply and fresh air are provided in return for extra fees.

Twy R and southern part of Apron 1 available for act with wingspan of less than 171' / 52m.

JEPPESSEN  
17 JUN 05 (10-9C)

HAMBURG, GERMANY  
HAMBURG

Stands 81 thru 95 are nose-in/push-back stands.



Twy V and eastern part of Apron 2 available for act with wingspan of less than 79' / 24m. Within the GA area the wing tip clearance on L7 is 10' / 3m, on L8 thru L10 is 15' / 4.5m. L7 available for act with wingspan less than 98' / 30m. L8, L9 and L10 available for act with wingspan less than 49' / 15m.

Coordinates have been adjusted to the WGS 84 datum code. During the interim period they may differ from the ones displayed on the stand which may not be converted yet.

STAND No.	COORDINATES	STAND No.	COORDINATES
04	N53 38.1 E010 00.2	63A	N53 37.8 E010 00.0
05 thru 08A	N53 38.0 E010 00.2	64 thru 65	N53 37.8 E009 59.9
15 thru 16	N53 37.9 E010 00.2	71 thru 72	N53 37.7 E010 00.0
17 thru 31	N53 37.8 E010 00.2	73, 73A	N53 37.7 E009 59.9
32	N53 37.7 E010 00.2	81	N53 37.7 E009 59.4
37 thru 39	N53 37.7 E010 00.1	82 thru 85	N53 37.6 E009 59.5
40	N53 37.7 E010 00.2	86	N53 37.5 E009 59.6
41 thru 43	N53 37.5 E010 00.1	91 thru 93	N53 37.6 E009 59.4
44	N53 37.4 E010 00.1	94	N53 37.5 E009 59.4
45 thru 48	N53 37.4 E010 00.2	95	N53 37.5 E009 59.5
51 thru 52B	N53 37.9 E010 00.0		
53 thru 55B	N53 37.9 E009 59.9		
56	N53 37.8 E009 59.8		
61 thru 62	N53 37.8 E010 00.0		
63	N53 37.8 E009 59.9		



25 FEB 00



**HAMBURG, GERMANY**  
HAMBURG

**START-UP, PUSH-BACK AND TAXI PROCEDURES**

**1. START-UP PROCEDURE**

Pilots shall request start-up clearance from HAMBURG Ground.  
On initial radio contact the respective apron designation shall always be indicated.  
After starting the engines, pilots will receive instruction to establish contact on the frequency of HAMBURG Apron.

**2. PUSH-BACK / TAXI-OUT PROCEDURE**

"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 HAMBURG 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 HAMBURG Apron.

To obtain instructions for taxiing from a taxi-out position, pilots must request taxi clearance from HAMBURG Apron reporting "ready to taxi".

On initial radio contact with HAMBURG Apron, pilots shall report position and runway assigned. Permission for push-back or taxiing from a position may only be requested if the pilot can perform the maneuver immediately.

**3. TAXIING ON THE APRONS**

Aircraft taxiing on the aprons shall apply minimum thrust only.  
Adhere strictly to the yellow taxi guidance lines.

**4. ARRIVING AIRCRAFT**

Arriving aircraft will be passed by the Tower to HAMBURG Apron and will taxi as instructed by Apron Control to the position assigned. Change-over will take place as early as possible, at the latest when reaching the boundary of competency. Parking of a/c at all positions without visual docking guidance system performed by marshaller.

**5. SPECIAL REGULATIONS FOR THE USE OF GENERAL AVIATION APRONS (APRON 2 AND 4)**

Pilots taxiing between aprons 4 and 2 on taxi guidelines L5 or L6 or between aprons 2 and 4 on taxi guidelines L7 thru L10 shall request clearance for crossing Twy K from HAMBURG Ground. Departing a/c shall request clearance for starting the engines from HAMBURG Ground. On initial radio contact the respective apron designation and taxi guideline shall always be indicated.

**6. ACFT GUIDANCE UNDER CAT II/III OPERATIONS**

Aircraft having/landed are requested to report leaving the colour coded section of the twy in order to draw attention to the fact that the aircraft has left the L5 protection zone.

At CAT II/III taxi holding positions and on additional twy sections equipped with holding bars, the latter may, under no circumstances, be taxied over without a clearance when they are switched on.

In apron areas with lighted taxi guidance lines (Apron 2, L5 and L6 only), aircraft will be guided by means of green center line lights when Cat II/III operations are activated. In the apron areas without center line lighting (Aprons 1 and 4, as well as parts of Apron 2), Follow-me cars will be assigned by HAMBURG APRON if required, or at the request of the pilot-in-command.

The taxi guidance lines L5, L6 and L7 on Apron 2 have clearance bars at the exits to twys K and L. On taxi guidance lines L5 and L6, the clearance bars will be operated together with the twy center line lighting.

The clearance bars consist of 5 yellow surface lights, installed on one side. Aircraft may taxi over these without special permission - unless they are expressly requested to halt.

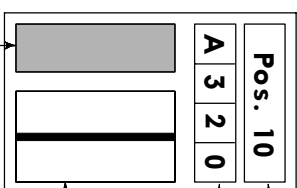


25 FEB 00



**HAMBURG, GERMANY**  
HAMBURG

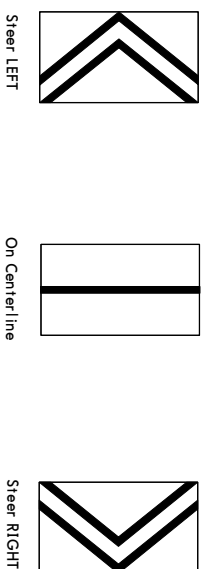
**VISUAL DOCKING GUIDANCE SYSTEM  
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM**



- Steady Position Information
- Alphanumerical Information
- Flight number until turning into centerline
- ACFT Type after entering centerline
- STOP command
- OK if correctly positioned
- Steer Information (see below)

Yellow bar indicates stop position reference

**STEER INFORMATION**





**EDDH/HAM** **HAMBURG, GERMANY**  
**HAMBURG** **ILS or LOC Rwy 05**

3 JUN 05 **(1-1)** **Eff 9 Jun**

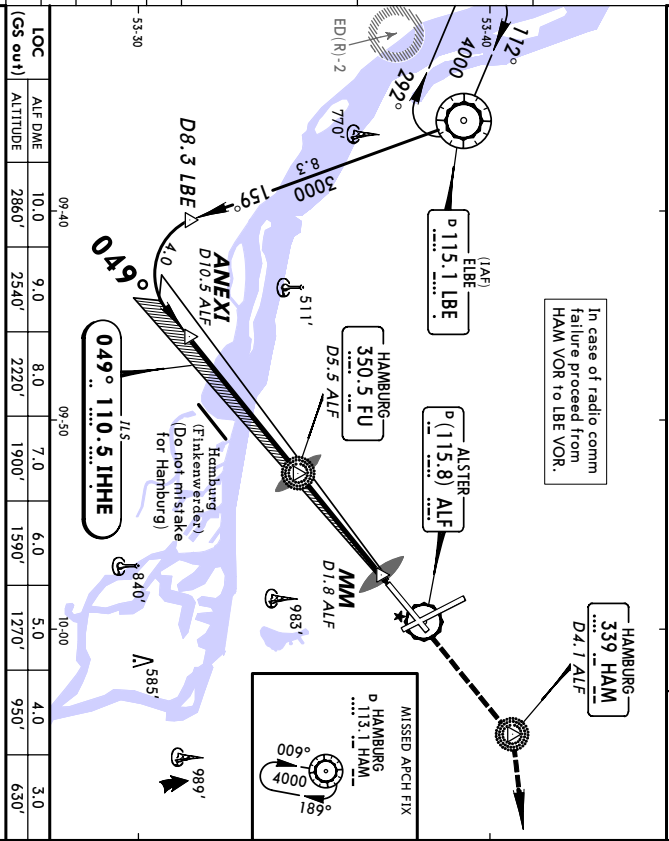
*ATIS	BREMEN Rader (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
LOC	Final IHHE Aptch Crs <b>049°</b>	GS LOM <b>1430'</b> (1398')	DA(H) Refer to Minimums RWY <b>32'</b>	Apt Elev 53'
<b>110.5</b>				

**MISSED APCH:** Climb direct to HAM 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. LOC: DME REQUIRED 2. LACT: See ATC State pages.

MSA HAM VOR



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

**3000' \* -0.49°**  
**ANEXI** D10.5 ALF  
**LOM** D5.5 ALF GS1430'  
**MM** D1.8 ALF  
**LOC** 1430'  
**TCH displ** threshold 53'  
**Rwy 05/32'**

Grid speed-Kts: 70 90 100 120 140 160  
 ILS GS 3.00° or LOC Descent Grad 5.2%  
 MAP at MM/D1.8 ALF

**JAR OPS** STRAIGHT-IN LANDING RWY 05 LOC (GS out)

DA(H) A: **232'** (200') C: **260'** (228')  
 B: **241'** (209') D: **270'** (238')

MDA(H) **560'** (528')

Full ALS out

HAAS	HAM	HAM
REL PAPI	<b>339</b>	<b>4000'</b>
		<b>113.1</b>

Full ALS out

RVR	550m	1000m	1500m	2000m
A				
B	RVR 550m	RVR 1000m	RVR 1500m	
C	RVR 600m	RVR 1000m	RVR 1800m	
D	RVR 600m	RVR 1600m	RVR 2000m	

LACT: DA(H) 271' (239'), FULL: RVR 600m, ALS out: RVR 1000m.

**EDDH/HAM** **HAMBURG, GERMANY**  
**HAMBURG** **ILS or LOC Rwy 15**

3 JUN 05 **(1-2)** **Eff 9 Jun**

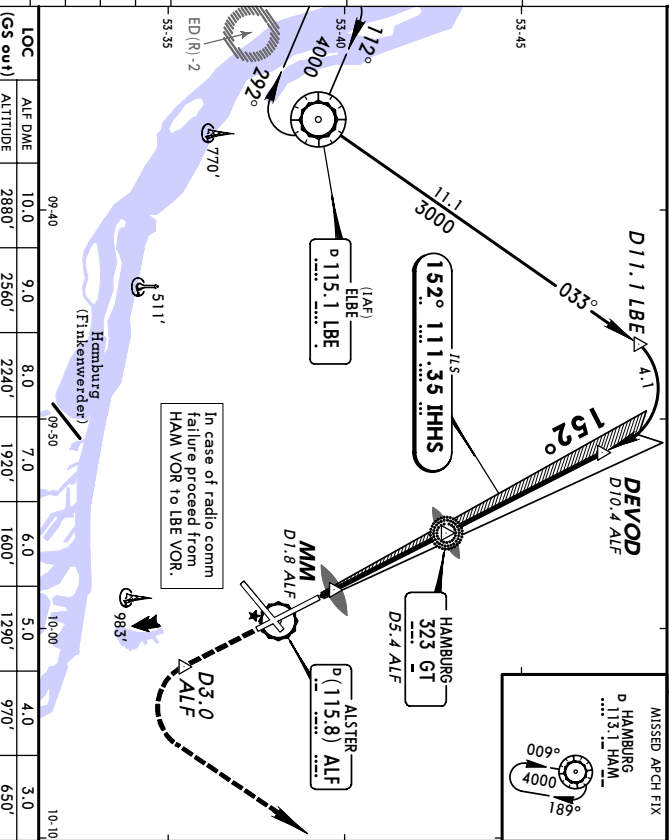
*ATIS	BREMEN Rader (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
LOC	Final IHHS Aptch Crs <b>152°</b>	GS LOM <b>1390'</b> (1337')	DA(H) Refer to Minimums RWY <b>53'</b>	Apt Elev 53'
<b>111.35</b>				

**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'

1. LOC: DME REQUIRED 2. LACT: See ATC State pages.

MSA HAM VOR



LOC	ALT DME	10.0'	9.0'	8.0'	7.0'	6.0'	5.0'	4.0'	3.0'
(GS out)	ALTIMETER	2880'	2560'	2240'	1920'	1600'	1290'	970'	650'

**3000' \* -1.52°**  
**DEVOD** D10.4 ALF  
**LOM** D5.4 ALF GS1390'  
**MM** D1.8 ALF  
**LOC** 1390'  
**TCH** 50'  
**Rwy 15/53'**

Grid speed-Kts: 70 90 100 120 140 160  
 ILS GS 3.00° or LOC Descent Grad 5.2%  
 MAP at MM/D1.8 ALF

**JAR OPS** STRAIGHT-IN LANDING RWY 15 LOC (GS out)

DA(H) AB: **253'** (200') C: **267'** (214')  
 LACT & D: **277'** (224')

MDA(H) **500'** (447')

Full ALS out

HAAS	HAM	HAM
REL PAPI	<b>D3.0</b>	<b>4000'</b>
	ALF	<b>113.1</b>

Full ALS out

RVR	900m	1000m	1500m	1800m	2000m
A					
B	RVR 550m	RVR 900m	RVR 1000m	RVR 1500m	
C	RVR 600m	RVR 1000m	RVR 1800m	RVR 2000m	
D	RVR 600m	RVR 1400m	RVR 2000m		

LACT: None.



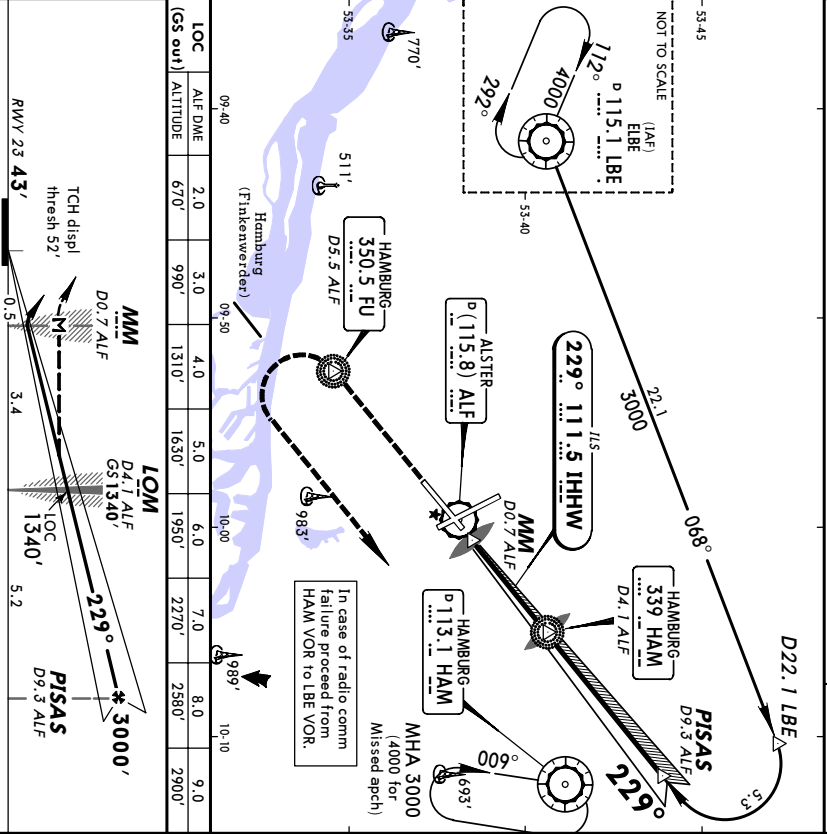
29 JUL 05 (1-3)

HAMBURG, GERMANY  
 ILS of LOC RWY 23

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/RI)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
LOC H11.5	Final Apch Crs 229°	GS LOM 1340' (1297')	ILS DA(H) Refer to Minimums	Apv Elev 53' RWY 43'

**MISSD APCH:** Climb direct to FU Lctr, then turn LEFT to HAM VOR climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'  
 1. LOC: DME REQUIRED 2. LACFT: See ATC State pages.



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

Grid speed/Kts: 70 90 100 120 140 160  
 LOC Descend Grad 5.2%  
 MAP at MM/DO.7 ALF

**JAR OPS:** STRAIGHT-IN LANDING RWY 23  
 ILS ILS ILS  
 DA(H) A: 271' (228') C: 291' (248')  
 B: 281' (238') D: 301' (258')  
 MDA(H) 500' (457')

A	RVR 1000m	ALS out
B	RVR 600m	RVR 1000m
C	RVR 600m	RVR 1200m
D	RVR 650m	RVR 1200m

**LACFT:** DA(H) 312' (269'), FULL: RVR 650m, ALS out: RVR 1200m.

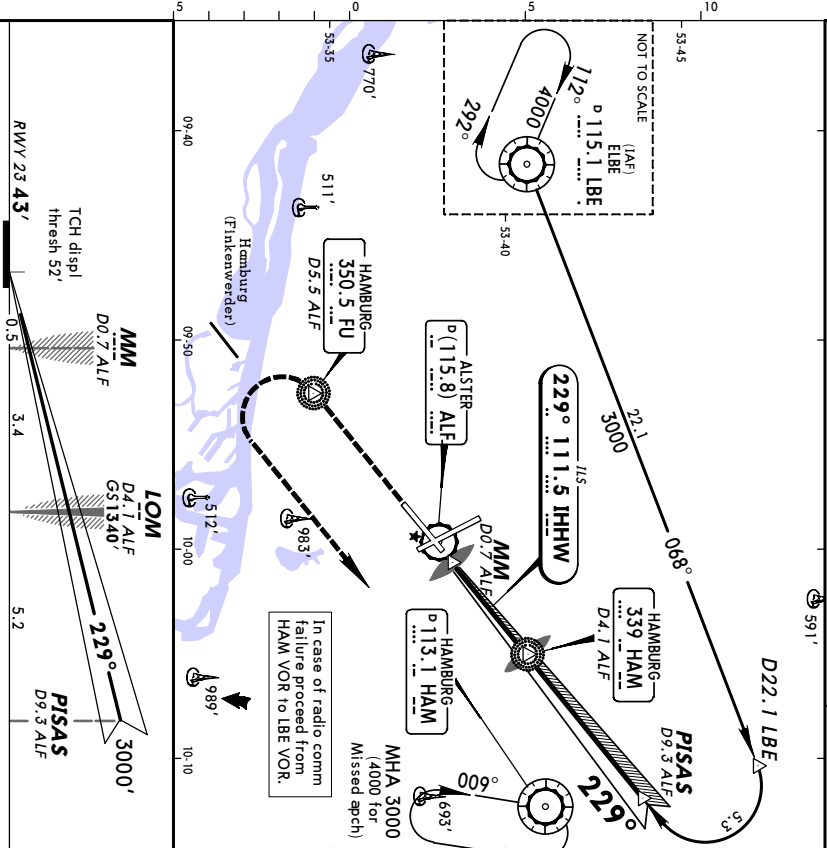
29 JUL 05 (1-3A)

HAMBURG, GERMANY  
 CAT II ILS RWY 23

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/RI)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
LOC H11.5	Final Apch Crs 229°	GS LOM 1340' (1297')	CAT II ILS DA(H) RA 97' 143' (100')	Apv Elev 53' RWY 43'

**MISSD APCH:** Climb direct to FU Lctr, then turn LEFT to HAM VOR climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 5000'  
 1. Special Aircrew & Actt Certification Required 2. LACFT: See ATC State pages.



LOC	ALT DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
GS	3.00°	377	485	539	647	755	862		

Grid speed/Kts: 70 90 100 120 140 160  
 GS 3.00° 377 485 539 647 755 862

**JAR OPS:** STRAIGHT-IN LANDING RWY 23  
 CAT II ILS  
 ABCD & LACFT  
 RA 97'  
 DA(H) 143' (100')

A	RVR 300m	ALS out
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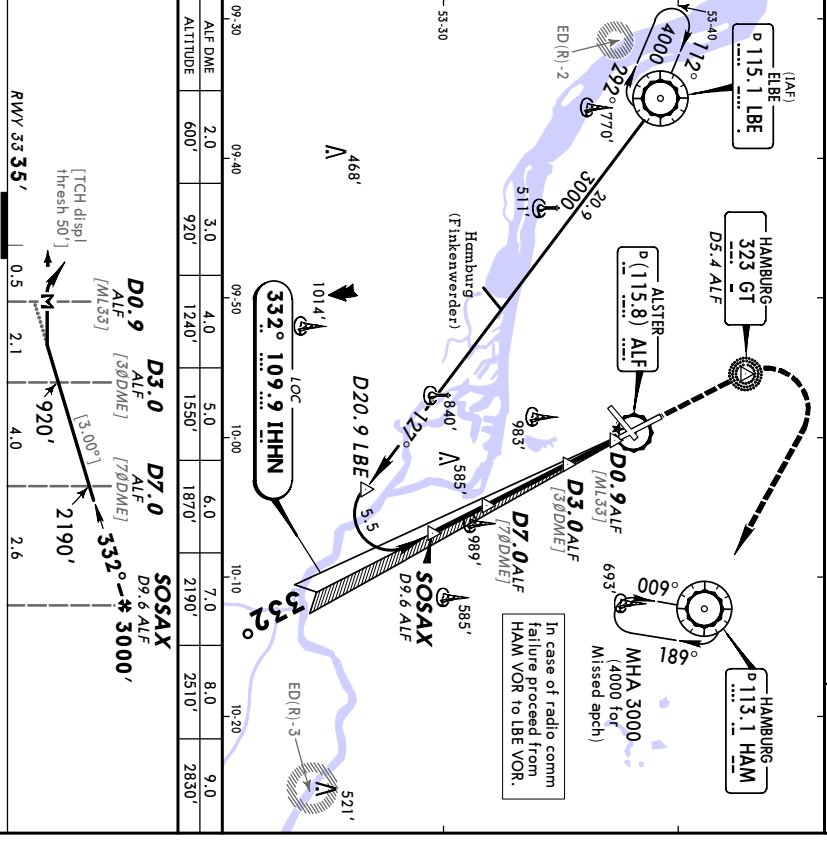
**Operator's applying U.S. Ops Specs:** Autoland or HGS required below RVR 350m.

**EDDH/HAM**  
HAMBURG

11 MAR 05 **(11-4)**

**HAMBURG, GERMANY**  
LOC DME RWY 33

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
LOC	Final HHN Apch Crs <b>332°</b>	Minimum Alt <b>SOSAX</b> 3000' (2965')	MDA(H) <b>480' (445')</b>	Appt Elev 53' RWY <b>35'</b>
<b>109.9</b>	MISSED APCH: Climb direct to GT Lctr, 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'				



Altitude	600'	920'	1240'	1550'	1870'	2190'	2510'	2830'
Time	09-30	09-40	09-50	10-00	10-10	10-20		
Distance	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
Ground speed-Kts	70	90	100	120	140	160		
Descent Gradient	5.24%	3.72	4.78	5.31	6.37	7.43	8.49	
Descent angle	[3.00°]							
MAP at D0.9 ALF								
JAR OPS	STRAIGHT-IN LANDING RWY 33							
MDA(H)	<b>480' (445')</b>							
ALS out								
HAAS								
REIL								
PAPI								
GT								
HAM								
HAAS								
REIL								
PAPI								
GT								
HAM								

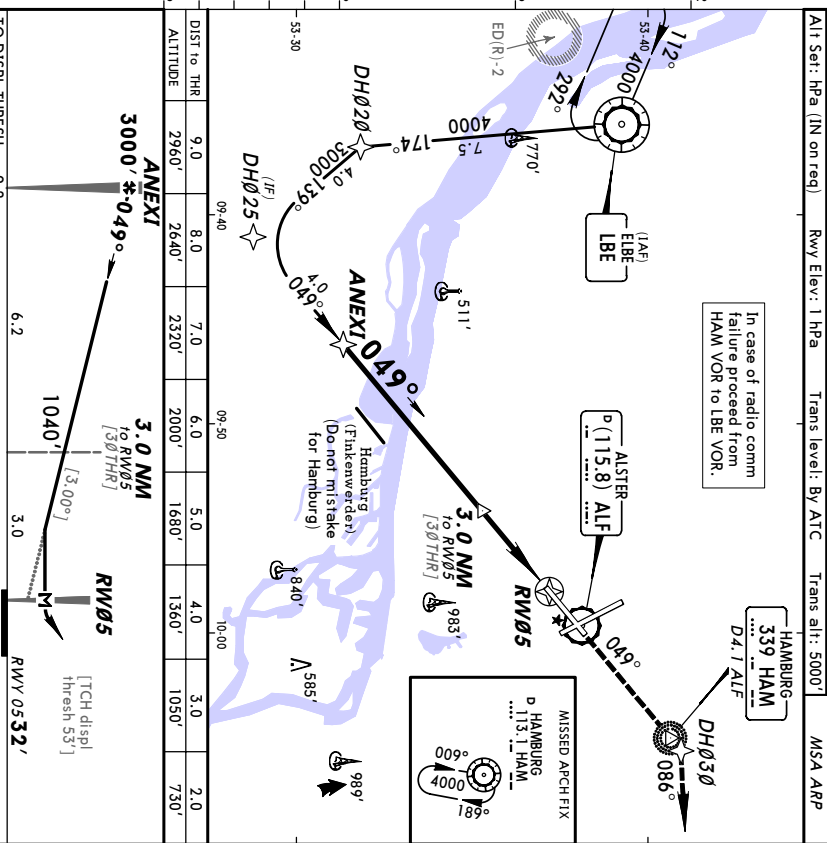
Runway	RVR 900m	RVR 1500m	RVR 1800m	RVR 2000m
Category	A	B	C	D
Length	1400m	1000m	1000m	1400m

**EDDH/HAM**  
HAMBURG

3 JUN 05 **(12-1)** **EFF 9 JUN**

**HAMBURG, GERMANY**  
RNAV (GPS) RWY 05

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
GPS	Final Apch Crs <b>049°</b>	Minimum Alt <b>ANEXI</b> 3000' (2968')	MDA(H) <b>470' (438')</b>	Appt Elev 53' RWY <b>32'</b>
<b>049°</b>	MISSED APCH RNAV: Climb on track 049° to DH030°, then turn RIGHT on track 086° to HAM VOR climbing to 4000'. NON-RNAV: Climb direct to HAM NDB (D4.1 ALF), 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'				



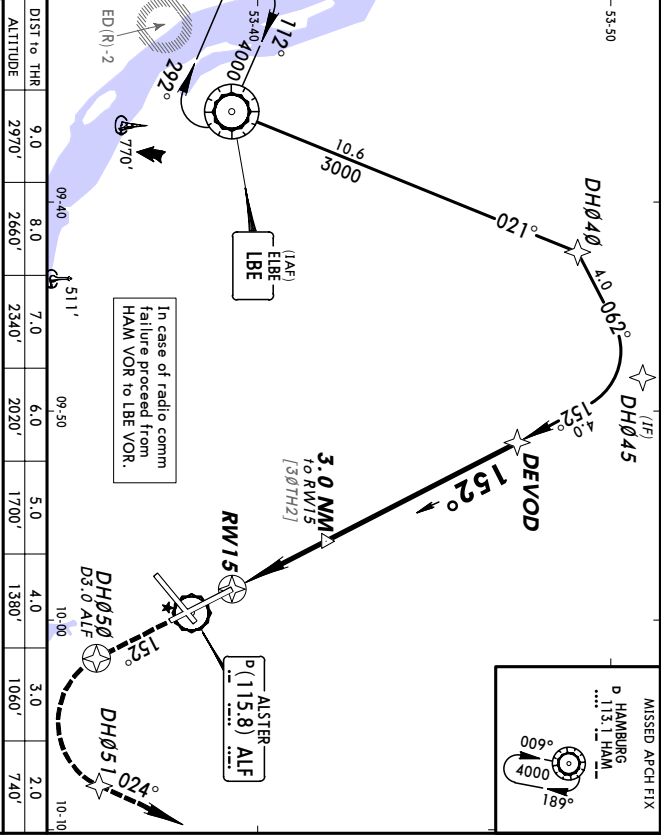
Distance to THR	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	2960'	2640'	2320'	2000'	1680'	1360'	1050'	730'
Time	09-40	09-50	10-00					
TO DISPL THRESH	9.2							
Ground speed-Kts	70	90	100	120	140	160		
Descent Gradient	5.24%	3.72	4.78	5.31	6.37	7.43	8.49	
Descent angle	[3.00°]							
MAP at RW05								
JAR OPS	STRAIGHT-IN LANDING RWY 05							
MDA(H)	<b>470' (438')</b>							
ALS out								
HAAS								
REIL								
PAPI								
Refer to Missed Apch above								

Runway	RVR 900m	RVR 1500m	RVR 1800m	RVR 2000m
Category	A	B	C	D
Length	1400m	1000m	1000m	1400m

**EDDH/HAM HAMBURG** **JEPPESEN** **HAMBURG, GERMANY**  
 3 JUN 05 **(12-2)** **EFF 9 JUN** **RNAV (GPS) RWY 15**

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
GPS	Final Appch Crs <b>152°</b>	Minimum Alt <b>DEVOID</b> 3000' (2947')	MDA(H) <b>470'</b> (417')	Apr Elev 53' RWY <b>53'</b>

MISSED APCH RNAV: Climb on track 152° to DH050, then turn LEFT via DH051 on track 024° to HAM VOR climbing to 4000'.  
 NON-RNAV: 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'



DIST to THR	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'

**DEVOID** 3000' ± 152°  
 3.0 NM to RWY 15 [30TH2]  
 1060' [3.00°]  
 RWY 15 (TCH 50')  
 RWY 15 53'

Grnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849

MAP at RWY 15

**JAR OPS** STRAIGHT-IN LANDING RWY 15

MDA(H) **470'** (417')

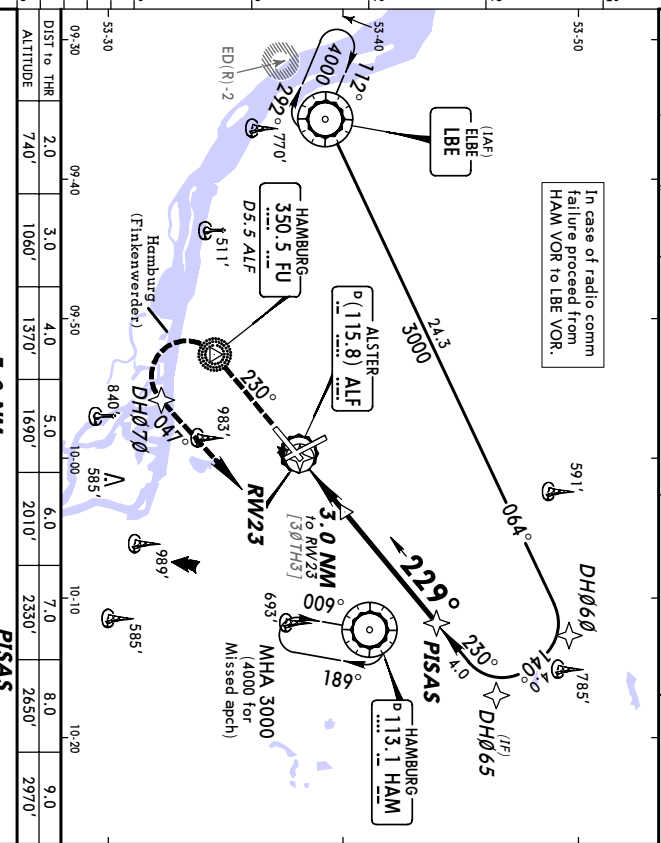
ALS out

A	RVR 900m	
B	RVR 1000m	
C	RVR 1800m	
D	RVR 1400m	

**EDDH/HAM HAMBURG** **JEPPESEN** **HAMBURG, GERMANY**  
 3 JUN 05 **(12-3)** **EFF 9 JUN** **RNAV (GPS) RWY 23**

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
GPS	Final Appch Crs <b>229°</b>	Minimum Alt <b>PISAS</b> 3000' (2957')	MDA(H) <b>470'</b> (427')	Apr Elev 53' RWY <b>43'</b>

MISSED APCH RNAV: Climb on track 230° to FU Lctr, then turn LEFT via DH070 on track 047° to HAM VOR climbing to 4000'.  
 NON-RNAV: Climb direct to FU Lctr (D5.5 ALF), then turn LEFT to HAM VOR climbing to 4000'.  
 Alt Set: hPa (IN on req) Rwy Elev: 2 Hpa Trans level: By ATC Trans alt: 5000'



DIST to THR	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'

**DEVOID** 3.0 NM to RWY 23 [30TH3]  
 1060' [3.00°]  
 RWY 23 43' (TCH disp) [threshold 52']  
 RWY 23 229° ± 3000'

Grnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849

MAP at RWY 23

**JAR OPS** STRAIGHT-IN LANDING RWY 23

MDA(H) **470'** (427')

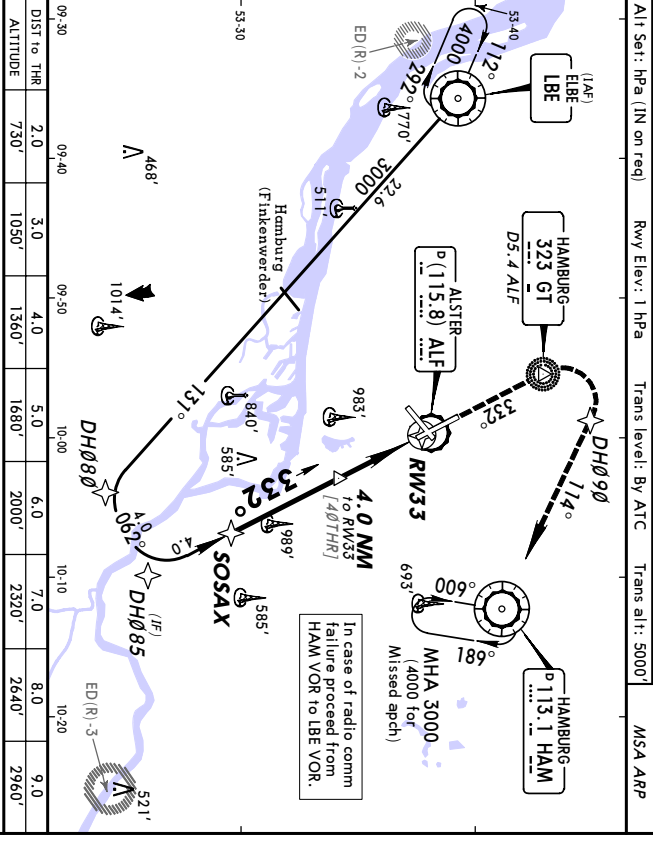
ALS out

A	RVR 900m	
B	RVR 1000m	
C	RVR 1800m	
D	RVR 1400m	

**EDDH/HAM HAMBURG** **JEPPESSEN** **HAMBURG, GERMANY**  
 3 JUN 05 **(12-4)** **EFF 9 Jun** **RNAV (GPS) RWY 33**

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
GPS	Final Apch Crs <b>332°</b>	Minimum Alt <b>SOSAX</b> 3000' (2965')	MDA(H) <b>550'</b> (515')	Apv Elev 53' RWY <b>35'</b>

MISSED APCH RNAV: Climb on track 332° to GT Lctr, then turn RIGHT via DH090 on track 114° to HAM VOR climbing to 4000'.  
 NON-RNAV: Climb direct to GT Lctr (D5.4 ALF), then turn RIGHT to HAM VOR climbing to 4000'.



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	730'	1050'	1650'	1680'	2000'	2320'	2640'	2960'

Grid speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWY33	Refer to Missed Apch above					

**JAR OPS** STRAIGHT-IN LANDING RWY 33

MDA(H) **550'** (515')

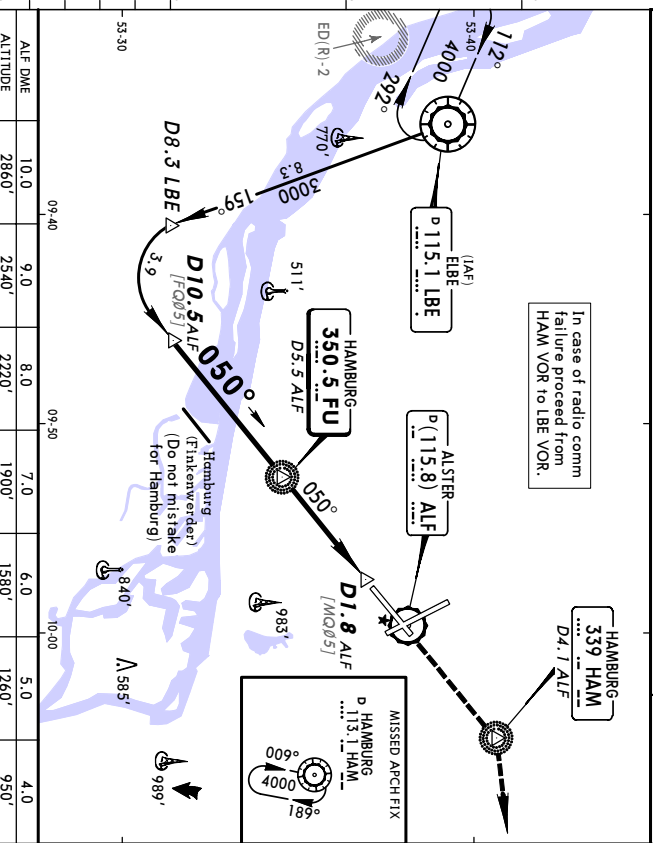
ALS out

A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	
D	RVR 1600m	

**EDDH/HAM HAMBURG** **JEPPESSEN** **HAMBURG, GERMANY**  
 11 MAR 05 **(6-1)** **NDB DME RWY 05**

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
Lctr FU	Final Apch Crs <b>050°</b>	Minimum Alt <b>D10.5 ALF</b> 3000' (2968')	MDA(H) <b>560'</b> (528')	Apv Elev 53' RWY <b>32'</b>

MISSED APCH: Climb direct to HAM NDB, then turn RIGHT direct to HAM VOR climbing to 4000'.



ALF DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2860'	2340'	2220'	1900'	1580'	1260'	950'

Grid speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.8 ALF	Refer to Missed Apch above					

**JAR OPS** STRAIGHT-IN LANDING RWY 05

MDA(H) **560'** (528')

ALS out

A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	
D	RVR 1600m	



JEPPesen HAMBURG, GERMANY  
NDB Rwy 15

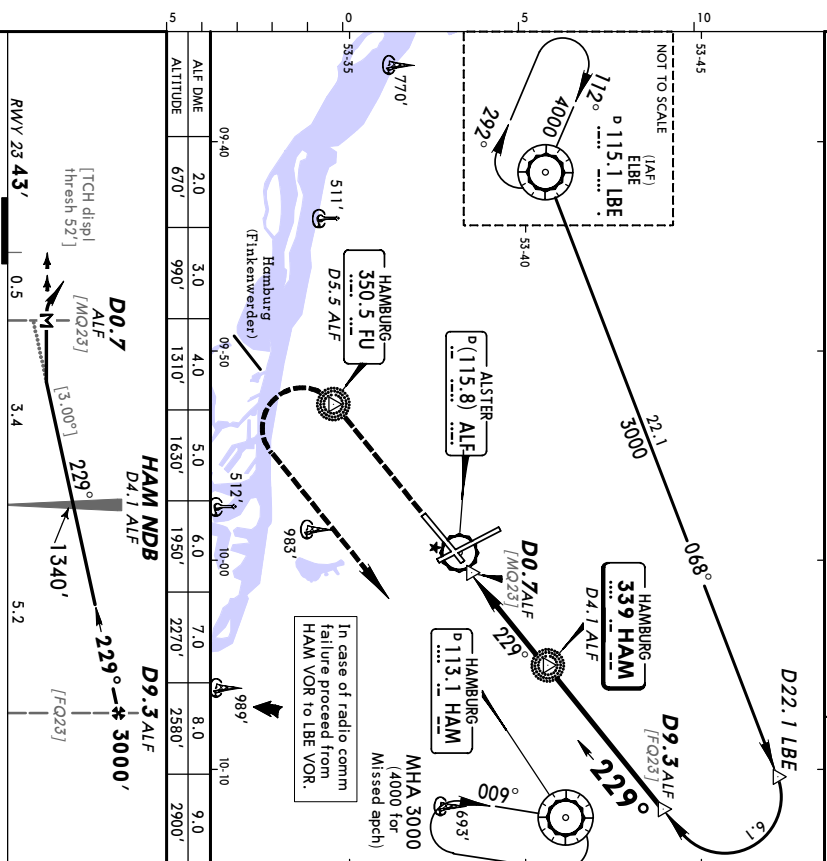
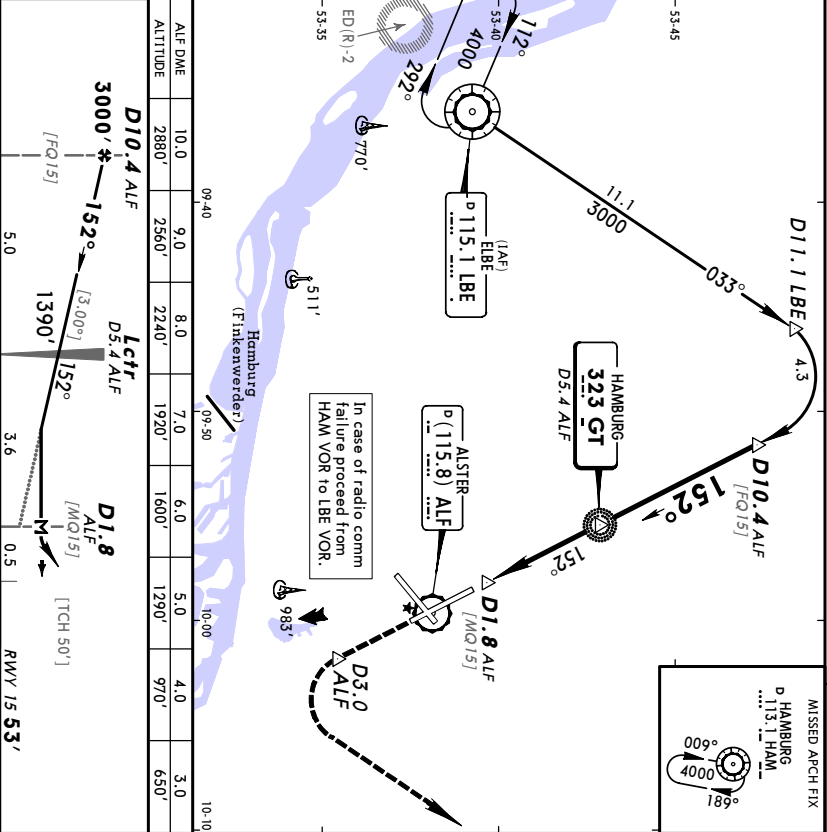
JEPPesen HAMBURG, GERMANY  
NDB Rwy 23

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
Lctr GT 323	Final Apch Crs 152°	Minimum Alt D10.4 ALF 3000' (2947')	MDA(H) 560' (507')	Apr Elev 53' RWY 53'

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
NDB HAM 339	Final Apch Crs 229°	Minimum Alt D9.3 ALF 3000' (2957')	MDA(H) 570' (527')	Apr Elev 53' RWY 43'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 ALF, then turn LEFT direct to HAM VOR climbing to 4000'.

MISSED APCH: Climb direct to FU Lctr, then turn LEFT to HAM VOR climbing to 4000'.



Alt DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2880'	2560'	2240'	1920'	1600'	1290'	970'	650'

ALF DME 10.0 9.0 8.0 7.0 6.0 5.0 4.0 3.0  
ALTITUDE 2880' 2560' 2240' 1920' 1600' 1290' 970' 650'

Alt 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'

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'

PANS OPS 4

PANS OPS 4

Grnd speed/Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle (3.00°)	372	478	531	637	743	849

Grnd speed/Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle (3.00°)	372	478	531	637	743	849

MAP at D1.8 ALF	STRAIGHT-IN LANDING RWY 15					
MAP at D1.8 ALF	MDA(H) 560' (507')					
	ALS out					
A	RVR 1000m					
B	RVR 1500m					
C	RVR 1200m					
D	RVR 1600m					

MAP at D0.7 ALF	STRAIGHT-IN LANDING RWY 23					
MAP at D0.7 ALF	MDA(H) 570' (527')					
	ALS out					
A	RVR 1000m					
B	RVR 1500m					
C	RVR 1200m					
D	RVR 1600m					

CHANGES: Procedure title, TCH, Descent angle.

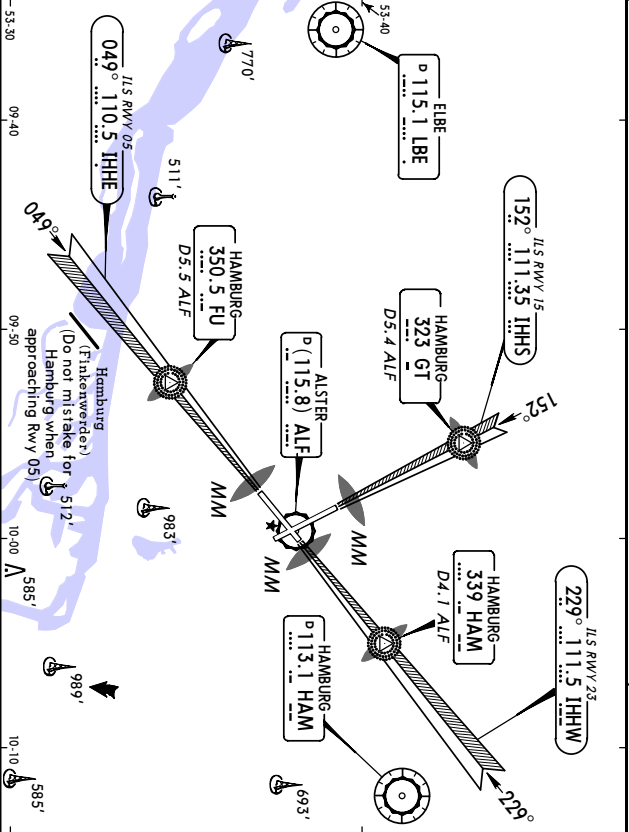
CHANGES: Procedure title, Minimums.

**EDDH/HAM** **HAMBURG** **JEPPesen** **HAMBURG, GERMANY**  
 11 MAR 05 (8-1) **SRE All RwyS**

*ATIS	BREMEN Radar (APP)	HAMBURG Director (APP/R)	HAMBURG Tower	Ground
123.12	134.25 124.22	118.2 124.62	126.85 121.27X	121.8
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Appt Elev <b>53'</b> Rwy - See below

**MISSED APCH: Climb STRAIGHT AHEAD to 4000'.**

Alt. Set: hPa (IN on req) Appt Elev: 2 hPa Trans level: By ATC Trans alt: 5000' MSA HAM VOR



RADAR FIX	10.0'	9.0'	8.0'	7.0'	6.0'	5.0'	4.0'	3.0'
ALTITUDE	3100'	2800'	2500'	2200'	1900'	1600'	1300'	1000'
Minimum Alt/MM	10.0' FAF	5.0'						
SRE 05	3100'							
SRE 15	3100'							
SRE 23	3100'							
SRE 33	3100'	1400'						
RWY	05	15	23	33				
BASED ON ELEV.	32'	53'	43'	35'				
Grd speed-Kts	70	90	100	120	140	160		
Descent Gradient	4.9%	3.47	4.47	4.96	5.95	6.95	7.94	
MAP at THR								

**JAR OPS**

SRE 05	SRE 15	SRE 23	SRE 33
MDA(H) <b>560'</b> (528')	MDA(H) <b>500'</b> (447')	MDA(H) <b>570'</b> (527')	MDA(H) <b>600'</b> (565')
ALS out	ALS out	ALS out	ALS out

**STRAIGHT-IN LANDING**

A	RVR 1000m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 1000m	RVR 1800m	RVR 1200m	RVR 1500m
C	RVR 2000m	RVR 1400m	RVR 2000m	RVR 1600m	RVR 2000m
D	RVR 1600m	RVR 1400m	RVR 2000m	RVR 1600m	RVR 2000m

Lighting- Refer to Airport Chart! **4000'**