

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_APP	Bremen Radar	124.220
EDDH_E_APP	Bremen Radar	124.220
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	350.5
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	152°
ILS/LOC 23	IHHW	111.50	229°
LOC 33	IHHN	109.90	332°

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. Turboprop aircrafts may additionally use B-EAST for departure.

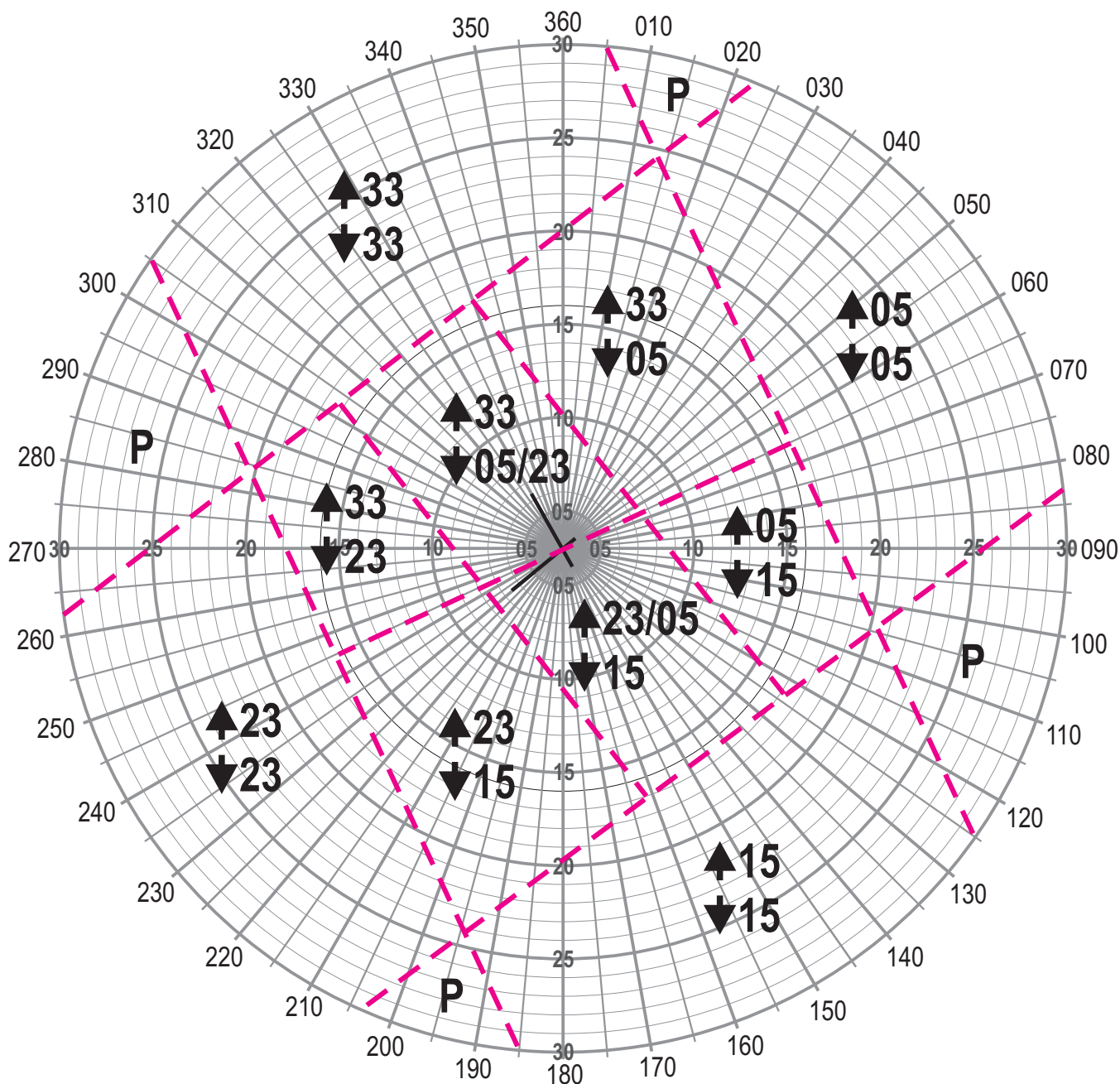
Aircraft with MTOW > 136t and freighters shall only use intersection R for departure on runway 33. All other jet aircraft should use I-NORTH.

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.

Valid for flight simulation use only - do not use for real life navigation



↑ Departure

↓ Arrival

P Pilot's choice

Radials = wind direction

Inner circles = wind speed (kts)