

EDDH - Hamburg Airport

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General

Parking Positions

Parking positions with an **additional A or B** should be used for all **Medium Aircraft** except the Boeing 757 whenever available (e.g. stand 01A, 02B). If using the stand without A or B you are blocking two stands and with the limited amount of parking positions available that reduces the apron capacity at the airport a lot.

Heavy Aircraft have to park at stands **without** any A or B (**stand 01, 02, 06, etc.**). If you are using A or B you are blocking 3 stands instead of just the A and B stands next to you.

Colored Lines

To increase the apron capacity there are two additional lines (**blue and orange**) available for all aircraft with a wingspan of less than 36 m (A321/B737 family) to taxi next to each other. If you are unable to push onto such a line or use it, please report that to the controller as soon as possible!

Do not use the yellow line if you were instructed to use the orange or blue line!

Be aware that if you are using pushback helpers like GSX, you probably need a specific EDDH profile. Otherwise you may end up pushing to the yellow center line, blocking the flow of traffic. For more control manual pushback is advised.

Video

[Airport Briefing: Hamburg Airport \(German\) for VATSIM](#)

Departing Traffic

Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route. Valid routes are available at <https://grd.aero-nav.com/>.

Delivery - Clearance (Start-up and Enroute Clearance)

When requesting your IFR clearance in Germany, you will often receive a “start-up approved” within your Enroute Clearance – “start-up” does **not** mean that you are allowed to pushback on your own but states that you can expect no further delays due to traffic management.

- Always check the current **ATIS!**
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- You can also receive your clearance via Datalink (<https://www.hoppie.nl/pub/>) if the airport code is stated in the Controller Info
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)
- If one or more approach controllers are online, both departure frequencies are in use. Check your charts for the correct frequency, if not stated within your flight clearance. In case of Unicom or Center TopDown, you will find the infos in the ATIS message.

“ EWG4345, Information X, request enroute clearance (and startup)

Please do not block the frequency with an unnecessary Radio-Check or too many unwanted information.

Runway	RWY 33	RWY 23	RWY 05	RWY 15
SID Designator	G	B	C	D

Apron - Pushback

As the apron in Hamburg is not the biggest, it is even more important **that you only request pushback when you are able to start it immediately after receiving the approval.** To keep a good flow of traffic ATC might instruct you to do a specific pushback-routing (e.g. on a blue or orange line, into another taxiway, push and then pull forward, etc.). Always report when unable or if you do not understand the instruction.

- Set your assigned squawk and turn on your transponder before offblock
- Positions **44 - 48** can be used as **taxi-out positions** for aircrafts with a **wingspan of less than 25m.** For all other aircraft pushback onto taxiway Z8 is required!

Apron - Taxi

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do!

Tower/Radar - Departure

When passing 2000ft contact the Departure Controller on the Frequency stated in the ATIS, the charts or that was given to you by the Delivery Controller! You will not receive a handoff by Tower.

Do not climb above your initial climb until advised by ATC!

Possible Departure Frequencies

Station	Station ID	Login	Frequency	Remark
East Approach	HAME	EDDH_E_APP	119.510	--
West Approach	HAMW	EDDH_W_APP	134.255	--
Aller	EDWA	EDWW_A_CTR	126.325	TopDown Service

Arriving Traffic

Radar - Descend

Always check the **ATIS** and report the current letter to Bremen Radar during your initial call. In the ATIS you will find the active landing runway and the approach type you can expect.

During the initial descend **Bremen Radar will assign the appropriate STARs.**

Waypoint	23	15	05	33	Holding
RIBSO	P	D	A	S	028° right turns
NOLGO	P	D / (W)	A	S	005° left turns
RARUP	P	D	A	S	276° right turns
BOGMU	P	D	A / (N)	S	229° right turns

To meet the restrictions of the STAR you will have to be **below FL110 at the Arrival Point** (RIBSO, NOLGO, RARUP, BOGMU). This usually does not reflect the continuous decent planning of your aircrafts FMC. Plan accordingly.

Arrival - Approach

Do not expect to fly the whole STAR! You will most likely get a shortcut more or less abeam the final approach fix. This is really important for your descent planning. Do not trust the optimum profile of your aircraft! **Plan with 3000ft - 4000ft abeam the final approach fix.**

Also keep in mind that all arrivals from a certain point on have a **speed limit of 220kts.**

When contacting **Hamburg Arrival** report your **Callsign only!**

In periods of low traffic, expect shortcuts to one of the DHxxx Waypoints or radar vectors. **Be prepared!**

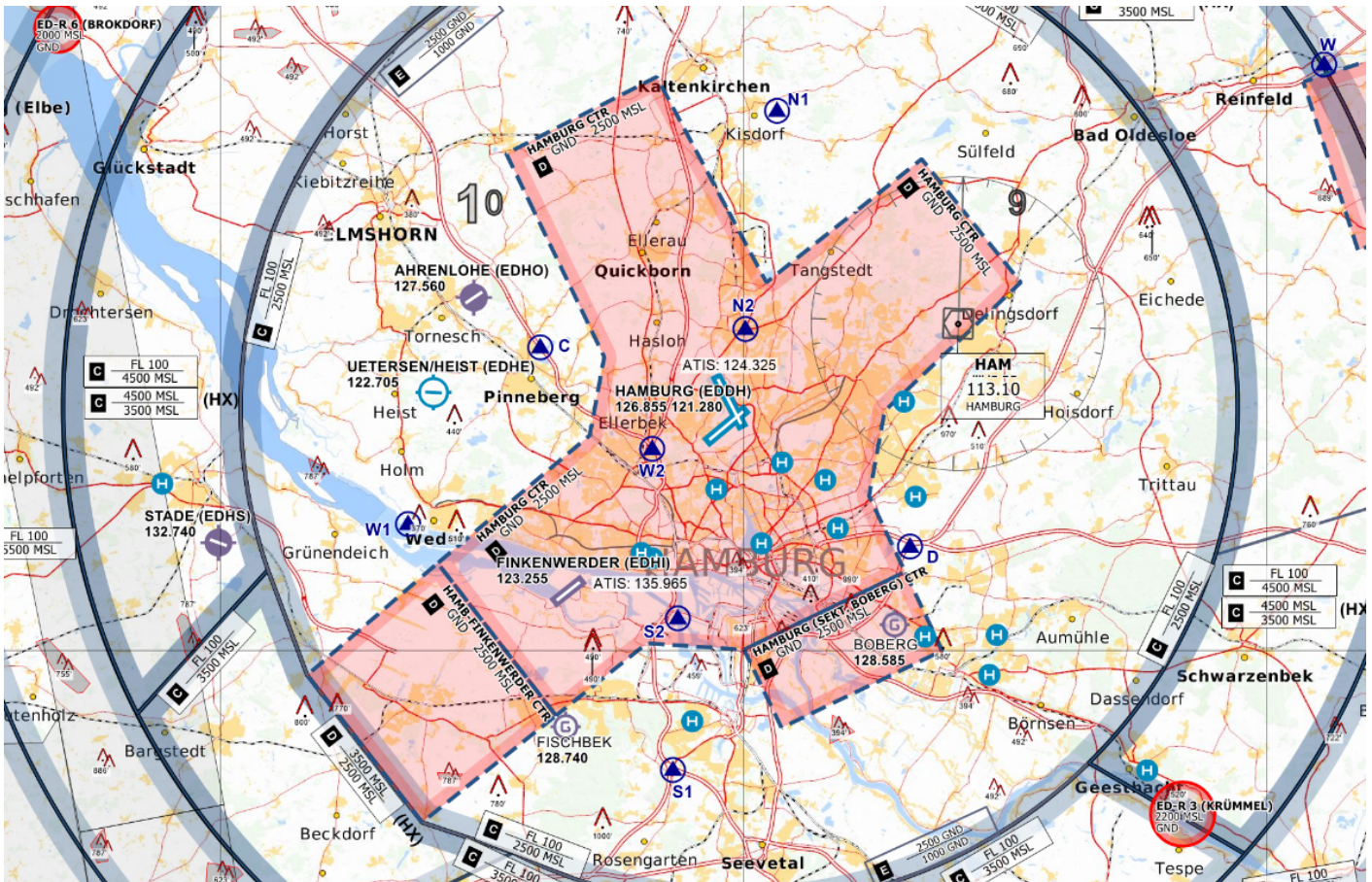
Tower - Landing

Expedite vacating the runway and **hold behind the holding line** in front of the next intersection. Otherwise the runway is still blocked for the next arrival. Contact the ground/apron controller only when instructed to do so!

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do!

VFR Traffic

The top level of the airspace D control zone is 2500ft MSL. Above this altitude, airspace C covers this area around Hamburg within responsibility of Hamburg East/West Approach. As you can see on the map Hamburg has 8 Visual Reporting Points (VRPs). When entering or leaving the CTR please use the VRPs. State your desired VRP when contacting ATC. Cross VRP in Hamburg at 2000ft or below.



Controlzone of Hamburg Airport - © openflightmaps.org

VRPs W2 + N2: these reporting points are pretty close to the runways. Be careful and respect the current runway config. Possible landing, departing and go-around traffic.

Finkenwerder: In the west side of the controlzone is the Airbus Airport Finkenwerder EDHI. Traffic to and from Finkenwerder can cause critical situations in Hamburg. As VFR pilot be cautious while flying in that area, e.g. along the Elbe river.

Charts and Scenery

IFR Charts for Hamburg Airport are available at <https://chartfox.org/EDDH> (Vatsim Login required).

VFR Charts for Germany can be found at:

- [DFS VFR AIP - EDDH](#)
- [DFS VFR AIP](#) (Overview)
- <https://www.openflightmaps.org/ed-germany/>

Airport Scenery

Sim	Freeware	Payware
MSFS	flightsim.to	Aerosoft - SimWings
X-Plane	X-Plane Default Scenery	SimMarket - Justsim *
Prepare3D V4/V5	--	Aerosoft - SimWings

* **Caution:** Justsim Hamburg V2 does not represent the current layout at the outside positions at Hamburg Airport (51 - 65). Version 1 is completely outdated for all parking positions and should not be used when flying online! For the most up to date layout X-Plane default scenery is recommended.