

# 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!

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