

# Arrival

<b>Hamburg</b>	HAM	EDDH_APP	120.540	Primary Station
<b>Arrival</b>	DHAT	EDDH_F_APP	118.205	--
<b>Hamburg West</b>	HAMW	EDDH_W_APP	134.255	Relief Station/Event

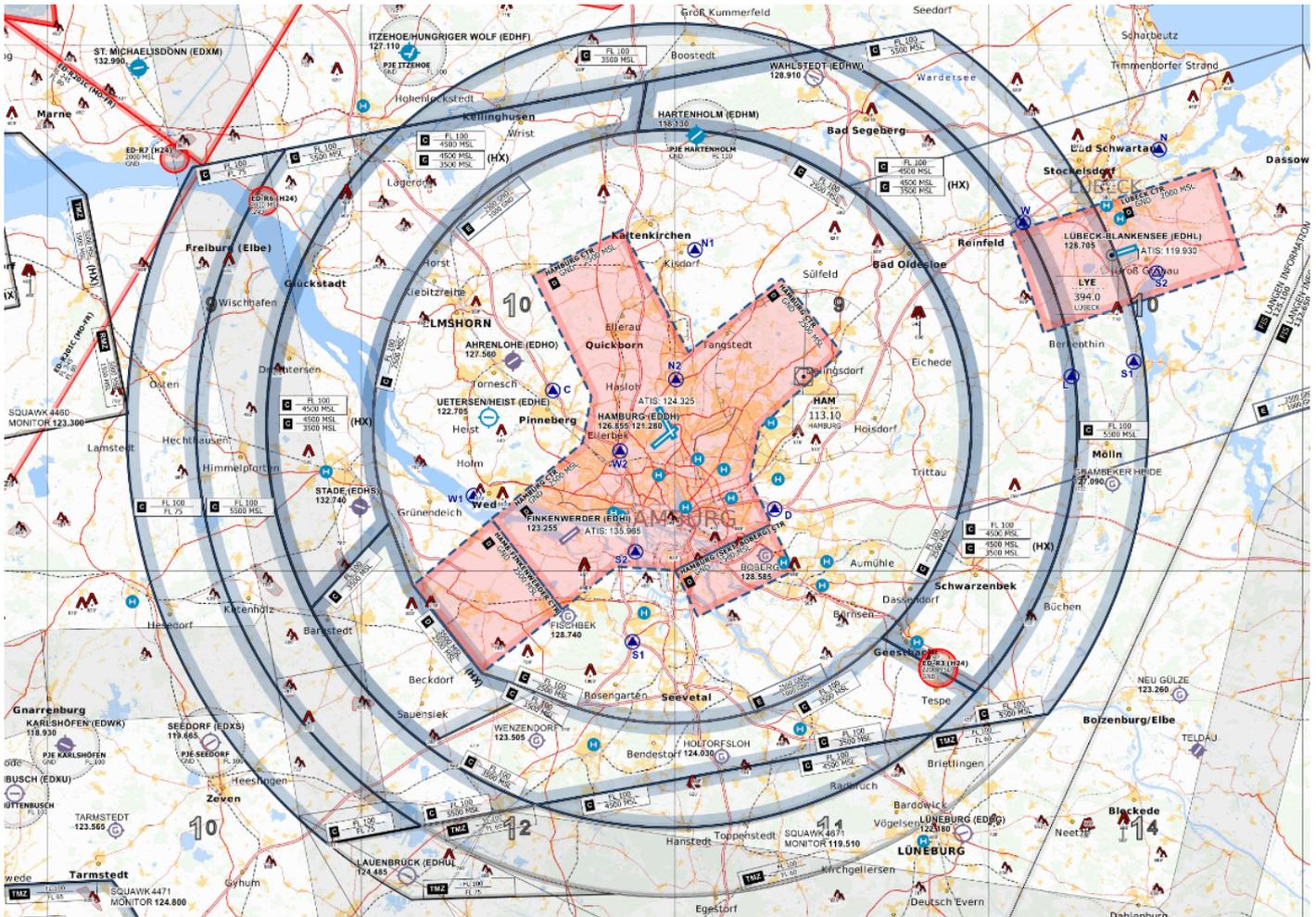
**By default, HAM shall not cross-couple frequency 134.255.**

**Area of Responsibility:** The Hamburg Approach airspace reaches up to FL105 and covers Hamburg Fuhlsbüttel (EDDH), Hamburg Finkenwerder (EDHI) and Lübeck Blankensee (EDHL).

The airports Lübeck Blankensee (EDHL) and Hamburg Finkenwerder (EDHI) are covered by **HAM** in the absence of a tower.

Operations at Hamburg Finkenwerder (EDHI) can be in parts/temporarily delegated to EDDH\_TWR, e.g. for a touch and go of a VFR pilot in the EDDH\_TWR CTR.





Charlie + TMZ Airspace of Hamburg and Lübeck - © [openflightmaps.org](http://openflightmaps.org)

**Minimum Vector Altitude:** The minimum vector altitude can be displayed in the DFS Pack with `Alt + M`.

# Arrivals

**Approach types:**

Runway	SRE	RNP	ILS CAT I / LOC	ILS CAT II	ILS CAT III
23					
05					
15					
33					

All, precision and non-precision approaches start a 3000ft.

**Normal Procedures:** During normal and low-traffic operations, radar vectors are used for arriving traffic before reaching the IAF.

Early directs to DH/HI/HL waypoints in coordination with adjacent sectors are to be used.

**STAR Usage:** By default, the STARs will not be cleared by ACC. Sector HAM may clear traffic on STARs for tactical reasons. If required, APP may request ACC to clear STARs before transferring traffic to APP.

**Hamburg Finkenwerder Arrivals:** For Finkenwerder, there are no STARs available; instead, RNAV procedures can be cleared from RIBSO/BOGMU/RARUP/NOLGO. These procedures terminate at IF HI256 or HI035, respectively. Arrivals and departures to/from Finkenwerder pose an increased potential for conflict with EDDH procedures. A departure stop for EDDH may be imposed in certain runway configurations for safety reasons. Coordination with Hamburg Tower should be done in all cases, as a go-around could become problematic.

If possible, all flights to/from Hamburg and Finkenwerder should be kept within controlled airspace (TMZ/D/C). In Lübeck, the procedure is not applicable due to the airspace structure.

## Hamburg Arrival

Hamburg Arrival is responsible for all arriving aircraft at EDDH and EDHI. There is no area of responsibility for Hamburg Arrival. The transfer from Bremen Radar to Hamburg Arrival shall be done when the aircraft is cleared for the downwind as coordinated.

## Sector Hamburg West

Sector Hamburg West is a fictional working position to be used during events, as the traffic amount on Vatsim can exceed real-world capacities. Furthermore, coordination procedures between APP and ACC differ from the real-world counterpart due to the missing planner positions.

Sector Hamburg West shall only be opened if the traffic situation requires. **The opening and closure of this position shall be announced to sectors ALR, HEI, EID and FRI as well as to Hamburg Tower, Hamburg Ground and Finkenwerder Tower.**

When online, Hamburg West will control inbound traffic to EDDH/EDHI via RIBSO. During 23 operations, Hamburg West shall also be responsible for inbound traffic via BOGMU. During 05 operations, HAMW is also responsible for inbound traffic via BOGMU when the northern downwind shall be used (N STARs). **In any case, sectors HAM or HAMW shall inform sector HEI and EID about the responsible sector for inbound traffic via BOGMU.**

Additionally, Hamburg West will take over departing traffic from EDDH and EDHI via ELSOB, HABFU, IDEKO and WSN. OIDs are subject to coordination with HAM.

Comparable to Hamburg Arrival, Sector Hamburg West does not have its own AoR but operates within the limits of the AoR of sector HAM. Hamburg West shall apply agreements to other sectors as described in the LOP of EDWW ACC for sector HAM. Traffic in the responsibility of HAMW is fully released from HAM.

## Target separation

*In principle, these values are to be understood as minima and should be extended upon request from a tower for VFR traffic. The separations are chosen in a way that the gaps for departures are sufficiently large. Smaller spacing values can be coordinated at any time.*

### **The wake turbulence separation must be assured!**

Departure Runway	Arrival Runway	Target Separation (nm)
33	23	3
33	05	5
23	15	5
05	15	5
05	05	6
15	15	6
23	23	6
33	33	6
33 (LVO)	23 (LVO)	7
23 (LVO)	23 (LVO)	10

## Holdings

See [Holdings Hamburg Inbounds](#)

*In future there will be more information on this page either.*

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