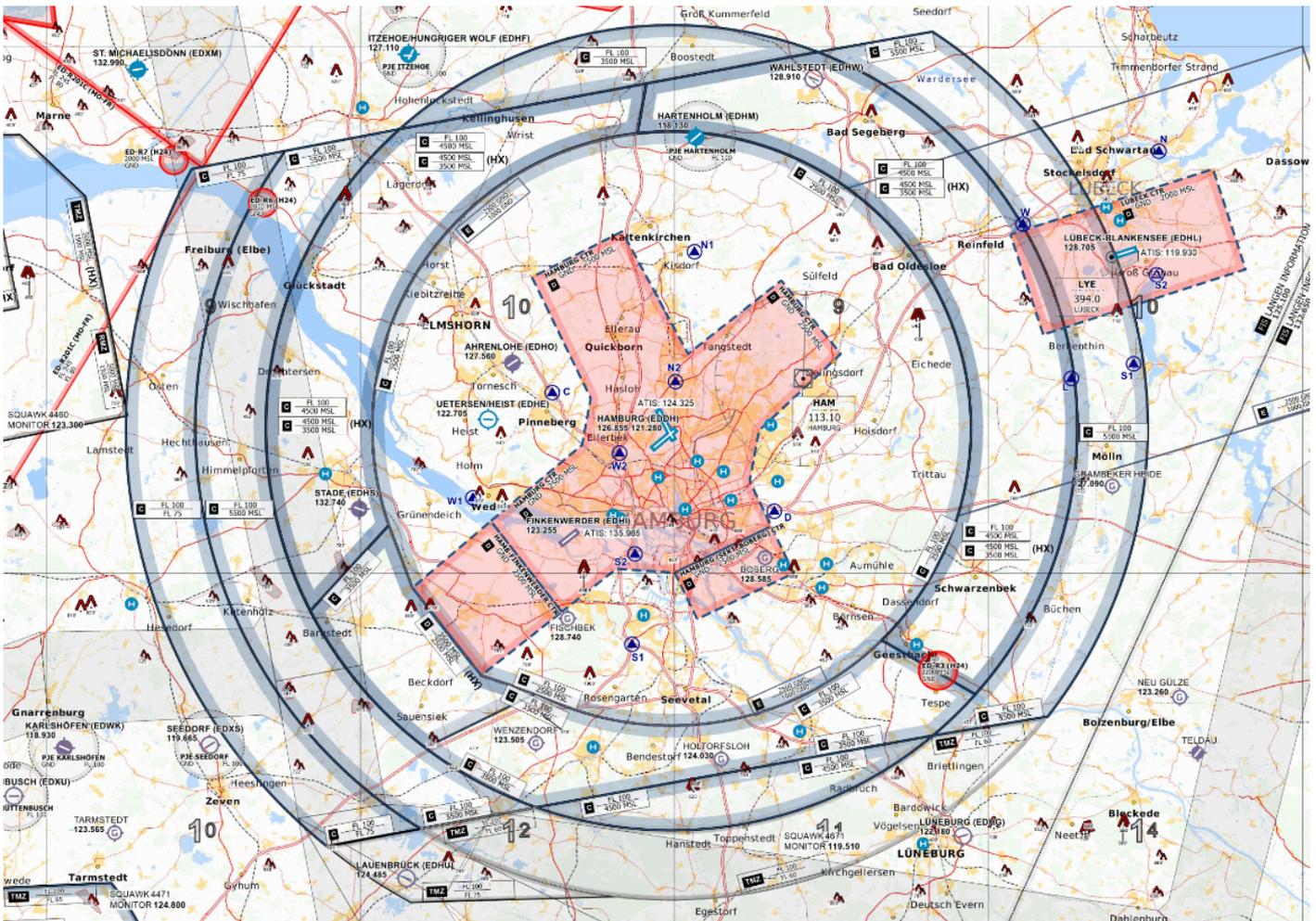


Airspace: The inner ring of airspace C starts at 2500 feet MSL and ends at FL100. Additional rings are similarly dimensioned and start at 3500/4500/5500ft MSL or FL75 respectively. In order to keep arriving IFR traffic inside protected airspace, a TMZ located north of NOLGO between FL60/FL75 and FL100 has been set up.

Airspace C (HX) sectors east and west of Hamburg are generally considered active and may be deactivated on pilot's request.

Airspace D (HX) west of Finkenwerder is generally active if RWY 05 is in use at Hamburg-Finkenwerder.



Charlie + TMZ Airspace of Hamburg and Lübeck - © openflightmaps.org

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

Arrivals

According to SOP, all arriving aircraft are cleared for a STAR by Center. Individual coordination and operating changes can be made anytime depending on the expected traffic.

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.

High-traffic operation: With increasing traffic density, it is typically common to refrain from using direct routes and instead utilize published procedures (STARs). It is important to ensure that arriving traffic descends promptly to separate it from departures.

Very high traffic operation: If an extremely high traffic density leads to the inability to maintain the target spacing, the center sectors are to be informed immediately. See Holding section

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.

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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