

Arrival

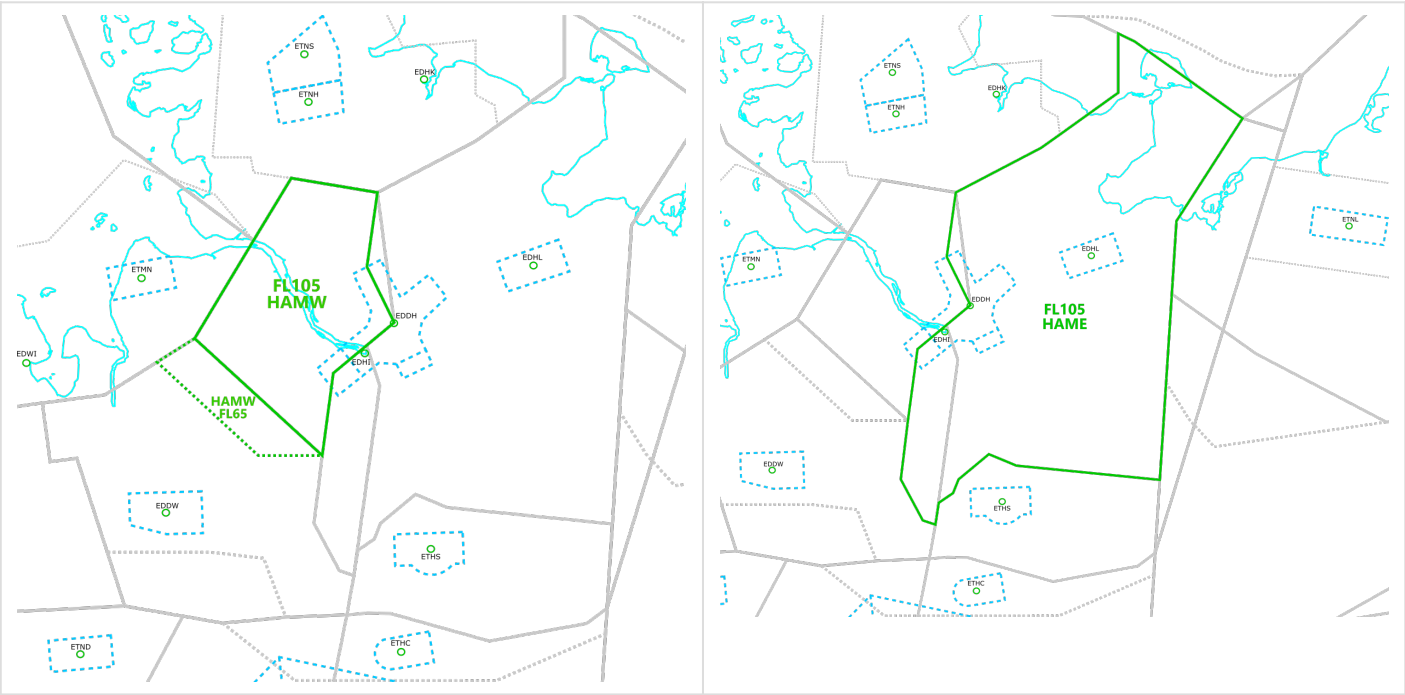
Hamburg East	HAME	EDDH_E_APP	119.510	Primary Station
Hamburg West	HAMW	EDDH_W_APP	134.255	--
Arrival	DHAT	EDDH_F_APP	118.205	--

If only Hamburg East is online, it will cross-couple both frequencies of HAME + HAMW.

Area of Responsibility: The Hamburg Approach airspace reaches up to FL105 and covers Hamburg Fuhlsbüttel (EDDH), Hamburg Finkenwerder (EDHI) and Lübeck Blankensee (EDHL). To the west of the Elbe River, the AoR is divided. The lower part up to FL65 belongs to the Friesland Sector (EDDW_APP), between FL65 and FL105, HAMW is responsible.

The airports Lübeck Blankensee (EDHL) and Hamburg Finkenwerder (EDHI) are covered by HAME 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.



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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