1. Rwys 23, 05, 15: EXPECT close-in obstacles.

2. Trans level: By ATC    Trans alt: 5000'

3. SID.

**SPEED RESTRICTION**

Climb to 3000'.

**SPEED RESTRICTION**

Climb to 5000'.

**INSTRUCTION**

**RWYS**

**ROUTING**

**SID ROUTING**

**CLIMB INSTRUCTION**

**NOT TO SCALE**

**Notice:** After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 19-05.

**EICN HAMBURG, GERMANY**

2. Rwys 23, 05, 15: EXPECT close-in obstacles.

3. Rwys 23, 05, 15: EXPECT close-in obstacles.

**SIDE NOTE:** Rwys 23, 05, 15: EXPECT close-in obstacles.
CHANGES:

JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.
This SID requires a minimum climb gradient of 3% to
AMLUH 4C (N53 39.3 E009 35.7). After
intercepting 332° bearing towards GT, at ALF 4 DME turn LEFT, in-
LEFT, LBE R-234 to WSR. Intersect HAM R-297, intercept LBE R-066 inbound to LBE, turn
Intersect 050° bearing towards HAM, at ALF 3.8 DME turn LEFT,
to WSR. To FU (ALF 5.5 DME), turn RIGHT, intercept WSR R-069 inbound

NOT TO SCALE

HAMBURG, GERMANY

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.
HAMBURG, GERMANY

- Speed restriction: Max 250 KT below FL100 or as by ATC. Not applicable within airspace C.

- Rwanda 23, 05, 15, 33 RNAV departures (overlay 10-3H)
  - WESER SEVEN GOLF (WSR 7G)
  - WESER SEVEN HOTEL (WSR 6B)
  - WESER SIX CHARLIE (WSR 6C)
  - WESER SIX BRAVO (WSR 6D)

- Initial climb clearance 5000'.

- Remain on Tower frequency until passing 2000', then contact BREMEN Radar. SIDs are also noise abatement procedures (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory.

- Rwys 23, 05, 15: Expect close-in obstacles.

- Print courtesy of Jeppesen Sanderson, Inc., 2003, 2005. All rights reserved.
CONTINUOUS DESCENT APPROACH (CDA)

1. **General**

2. **Procedure**

3. **Noise Abatement**

4. **Fuel-Saving and Noise-Reducing Approach Procedures**

**Traffic Control**: Page Germany

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 19-05.
Datalink departure clearance (DCL)

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required.

All Rwys: RCLM (DAY only)

RWY 23, 33: LVP must be in Force;

RWY 23: 230' Trees

RWY 33: 325' Trees

Trees up to 10,663' Elev.

RCLM: SE 10-9B FOR PARKING POSITIONS

RWY 23: L53-37, 107' 121.7

RWY 33: L53-38, 191' 121.7

RWY 23: Trees up to 9482' Elev.

RWY 33: Trees up to 11,385' Elev.

RWY 23: 32^ PAPI-L(3.0^) HIRL

RWY 33: 33^ PAPI-L(3.0^) HIRL CL HIALS SFL REIL

RWY 23 L53-39: Threshold 46m

RWY 33 L53-39: Threshold 46m

RWY 23: 46m 10,558'

RWY 33: 46m 10,663'

For 10-9C:

RWY 23: From rwy head 2725m

RWY 33: From rwy head 2636m

1 min 5 min 1 min 1 min

Tower Apron HAMBURG

ACARS:

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.
1. START-UP PROCEDURE

2. PUSBACK PROCEDURE

3. TAXIING ON THE APRONS

4. ARRIVING AIRCRAFT

5. SPECIAL REGULATIONS FOR THE USE OF GENERAL AVIATION APRONS

6. ACT GUIDANCE UNDERckiaviATION APRONS

VISUAL DOCKING GUIDANCE SYSTEM

APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM

Yellow bar indicates stop position reference

Steer Information

- OK if correctly positioned
- STOP command
- A/C correction positioned
- Stop Information
- Steer Information (see below)
- Steer LEFT
- Steer RIGHT
- On Centerline

Steady Position Information

Pos. 10

A320

Steady Position Information

ARPS - AIRCRAFT POSITIONING & INFORMATION SYSTEM

Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 19-05.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.