ATIS

123.125

TRANSITION

STANDARD ARRIVAL

**HAMBURG** ALTITUDE 5000 **CHART - INSTRUMENT** BREMEN RADAR 134.250 RWY 05/23, 15/33 VAR 1° E (STAR) 136.675 30,23 9 540 LÜBECK 110.60 LUB N 53° 56' 27" E 010° 40' 04" CLEARANCE N 53° 38' 30" E 010° 40' 37" 17 DME HAM LIMIT Rarup  $\odot$ PILOT SHOULD PLAN FOR POSSIBLE DESCENT CLEARANCE AS DETAILED IN THE TABLE BELOW. VERTICAL PLANNING INFORMATION BOGMU AT FL 110 OR BELOW RIBSO AT FL 110 OR BELOW RARUP AT FL 110 OR BELOW NOLGO AT FL 110 OR BELOW ACTUAL CLEARANCE WILL BE RARUP 1A AS DIRECTED BY ATC. 10° 30 10° 30 CLEARANCE LIMIT BOGMU N 53° 58' 45" E 010' 17' 20" 31 DME LBE 278° 000 CLEARANCE LIMIT NOLGO N 53° 23' 49" E 010° 08' 18" 18 DME HAM HAMBURG 113.10 HAM CH 78 X N 53° 41' 08" E 010° 12' 18" 000t R084 LBE R264 HAM 0400 (81) AT 0210N MAH 781A 000t ۰28۱ PROCEED FROM RARUP / NOLGO VIA HAM TO LBE. PROCEED FROM RIBSO VIA TOPRA TO LBE. PROCEED FROM BOGMU DIRECT LBE. 10° 00' IN CASE OF RADIO COMMUNICATION FAILURE HAMBURG FINKENWERDFER 4000 (22) HAMBURG-264° N 20 9 15 115.10 LBE CH 98 X TOPRA N 53° 50° 00° E 009° 32° 38° 11 DME LBE N 53° 39' 15" E 009° 35' 42 ELBE 10 AF 169° 1 4000 % 200 000 R349 LBE 4000 019% RIBSO 2A 960 6 4 2 3 2 1 0000 쥰 Σ HSM OEOH BEARINGS AND TRACKS ARE CLEARANCE LIMIT RIBSO N 53° 48' 46" E 009° 20' 25" 13 DME LBE MAGNETIC ALTITUDES IN FEET MSL MSA 25 NM from HAM VORTAC WESER 112.90 WSR 2100 Þ N 53° 20' 52" E 008° 52' 31" 95.0

Correction: Communications, MSA.

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR)

HAMBURG RWY 05/23, RWY 15/33

Effective: 20 NOV 2008

AD 2 EDDH 3-1-1

Designator	Identification Significant Points	Mag Track	Dist NM	MNM IFR Cruising Level	Remarks
1	2	3	4	5	6
BOGMU 1A	BOGMU ONE ALPHA				Clearance limit BOGMU. In case of lost communication, proceed direct Elbe VOR/DME (LBE) for standard approach.     BRNAV and Non-RNAV aircraft expect radar vectors to final approach.
	△ Elbe VOR/DME	230	31	4000	
	Z EIBO VOI VBINIE				GPS/FMS aircraft expect BOGMU 05/15/23/33     Transition-to-Final.
					4. Arrange your flight to cross BOGMU max. FL 110.
RIBSO 2A	RIBSO TWO ALPHA				Clearance limit RIBSO. In case of lost communication, proceed via TOPRA to Elbe     VOR/DME (LBE) for standard approach.
	△ TOPRA  △ Elbe VOR/DME	079	7	4000	BRNAV and Non-RNAV aircraft expect radar vectors to final approach.     GPS/FMS aircraft expect RIBSO 05/15/23/33 Transition-to-Final.
		169	11		
					4. Arrange your flight to cross RIBSO max. FL 110.
RARUP 1A	RARUP ONE ALPHA				Clearance limit RARUP. In case of lost communication, proceed via Hamburg DVORTAC (HAM) to Elbe VOR/DME (LBE) for standard approach     BRNAV and Non-RNAV aircraft expect radar vectors to final approach.
	<ul> <li>△ RARUP</li> <li>△ Hamburg DVORTAC</li> <li>△ Elbe VOR/DME</li> </ul>	278	17	4000	
		264	22		3. GPS/FMS aircraft expect RARUP 05/15/23/33 Transition-to-Final.
	Z. Ello VOIVBINE				Arrange your flight to cross RARUP max. FL 110.
NOLGO 1A	NOLGO ONE ALPHA				Clearance limit NOLGO. In case of lost commu- nication, proceed via Hamburg DVORTAC (HAM)
	<ul><li>△ NOLGO</li><li>△ Hamburg DVORTAC</li><li>△ Elbe VOR/DME</li></ul>	007	18	4000	to Elbe VOR/DME (LBE) for standard approach  2. BRNAV and Non-RNAV aircraft expect radar vectors to final approach.
		264	22		3. GPS/FMS aircraft expect NOLGO 05/15/23/33 Transition-to-Final.
					4. Arrange your flight to cross NOLGO max. FL 110.