Hamburg

IATA/ICAO CODE:	HAM/EDDH
CITY:	Hamburg
COUNTRY:	Germany

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Jurgen Wachtler	Michael Eggenschwiler
Title:	Director Airport Operations	Airport Manager
Airport:	Hamburg Airport	Hamburg Airport
Address:	Hamburg Airport Flughafen Hamburg GmbH Postfach 22331 Hamburg Germany	Hamburg Airport Flughafen Hamburg GmbH Postfach 22331 Hamburg Germany
Phone:	+49 40 5075 2564	+49 40 5075 2640
Fax:	+49 40 5075 1337	+49 40 5075 1234
Email:	jwaechtler@ham.airport.de	

Airport Web Site: www.ham.airport.de

ELEVATION: 53 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	10663	-	-	-
15/33	12028	-	-	-

NOISE ABATEMENT PROCEDURES

See AIP Germany ENR 1.5 for details of noise abatement procedures.

Departures
Chapter 2
Aircraft licensed in accordance with ICAO Annex 16, Chapter 2:
Operation within the European Union is not permitted since April 1, 2002

Chapter 3
For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 as well as B737-200 as far as the noise levels for takeoff pursuant to ICAO Annex 16, Chapter 3 have provably been reached by supplementary equipment:

Takeoff to 1500 feet AGL	Takeoff power Takeoff flaps Climb at V2 + 10 KT (or as limited by body angle).
At 1500 feet AGL	Reduce power to not less than climb power. Normal speed and flap retraction schedules to enroute climb

Arrivals
Pilots should arrange their flight so as to leave the initial approach fix at a speed which permits operation of the aircraft in clean configuration. This speed should be maintained until reaching a distance of approximately 12 NM from touchdown. For this portion of the approach, an indicated airspeed of 210 kt +/- 10 kt is recommended unless a higher airspeed is required for performance reasons.

The subsequent portion of the approach up to a point shortly prior to the Outer Marker should be flown at an airspeed of 160 kt +/- 10 kt using an intermediate flap setting as appropriate for the type of aircraft concerned with the landing gear retracted. This phase will normally include the transition from level flight to descent on the glide path which should be intercepted at a height of not lower than 2000 ft above touchdown zone elevation.

Landing configuration should be established shortly prior to or over the Outer Marker, i.e. at this time the landing gear should be extended, the flaps set for landing and the aircraft stabilized at a safe approach speed.

Reverse Thrust
Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA)

Fuel -Saving and Noise-Reducing ILS Approach Procedures (based on Nfl 1-78/96)

1. General
For the purpose of fuel-saving and noise abatement during approach, the following procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2. Procedure
2.1 Aircraft will be guided by Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach level in such a way that after reaching this intermediate approach level on the localizer course, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx.3) down to the cleared level.

If for specific reasons (e.g. separation, airspace structure, obstacles), levels above the intermediate approach level have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.
Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

2.2 In case of traffic situations allowing no CDA (e.g. approaches of aircraft with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to previous procedures.

3. Noise Abatement
On approaches in accordance with the CDA, pilots are expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports.

4. The CDA Procedure may be used at the following airports:
Stuttgart - RWY 25 (Zwischenanflughohe/intermediate approach altitude 3500)

Nurnberg - RWY 10 (Zwischenanflughohe/intermediate approach altitude 4000)
RWY 28 (Zwischenanflughohe/intermediate approach altitude 4000)
Hamburg - RWY 23 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 05 (Zwischenanflughohe/intermediate approach altitude 3000)
RWY 15 (Zwischenanflughohe/intermediate approach altitude 3000)
Hannover - RWY 27L (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 27R (Zwischenanflughohe/intermediate approach altitude 2000)
RWY 09L (Zwischenanflughohe/intermediate approach altitude 2000)
Munich - RWY 26L/R (Zwischenanflughohe/intermediate approach altitude 5000)
RWY 08L/R (Zwischenanflughohe/intermediate approach altitude 5000)

AIRPORT CURFEWS

Nighttime Restrictions

Jet aircraft not licensed in accordance with ICAO Annex 16:
- Takeoffs and landings are not permitted between 1900-0600 (1800-0500)

Jet aircraft licensed in accordance with ICAO Annex 16, Chapter 2
- Operation within the European Union is not permitted since April 1, 2002

Jet aircraft licensed in accordance with ICAO Annex 16, Chapter 3 and propeller driven aeroplanes:
- Takeoffs and landings are not permitted between 2200-0500 (2100-0400)

- For takeoffs and landings in scheduled air services and regular inclusive tour charter traffic with scheduled time of arrival or departure before 2200 and exception to the night flying restriction may be taken for granted in cases of provably unavoidable delay until 2300 (2200)

Exceptions from the above regulations may be granted in individual cases, especially if required to avoid serious disturbances in air traffic or in cases of special public interest.

Exemptions exist from the nighttime restrictions for airmail service, emergencies, etc.

PREFERENTIAL RUNWAYS

For landings of aircraft with a maximum permissible landing weight of more than 200000 kg, runway 05 or 15 shall be used. Exceptions are permitted only if required for reasons of air traffic safety, especially due to weather and runway conditions.

For takeoffs runway 33 shall be used. Exceptions are permitted only if required in view of the traffic situation or for reasons of air traffic safety, especially due to weather and runway conditions.

Takeoffs from runway 15 and landings on runway 33 are permitted only if required for reasons of air traffic safety, especially due to weather and runway conditions.

Between 2200-0700, runway 15 shall be used.

Exceptions are permitted only if the weather minima established for the IFR approach procedure to runway 15 are not reached and under the conditions of paragraph 2.3 as well as

in exceptional traffic situations.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine test runs outside the noise abatement hanger are permitted only after prior consent and on specific instruction by the "Luftaufsichtsstelle" of the "Behörde für Wirtschaft, und Arbeit" Tel 040 5075 2599/2600.

APU OPERATING RESTRICTIONS

Quote from their Airport Utilization Regulations: "On positions where energy and fresh air can be provided against payment, the on-board APU must be switched off."

NOISE BUDGET RESTRICTIONS - NONE

EMISSIONS SURCHARGE

Emissions surchage information provided by the airport 1/2011
Hamburg Airport Charges January 1, 2011 Part 1

NOISE SURCHARGE

Noise surchage information provided by the airport 1/2011
Hamburg Airport Charges January 1, 2011 Part 1

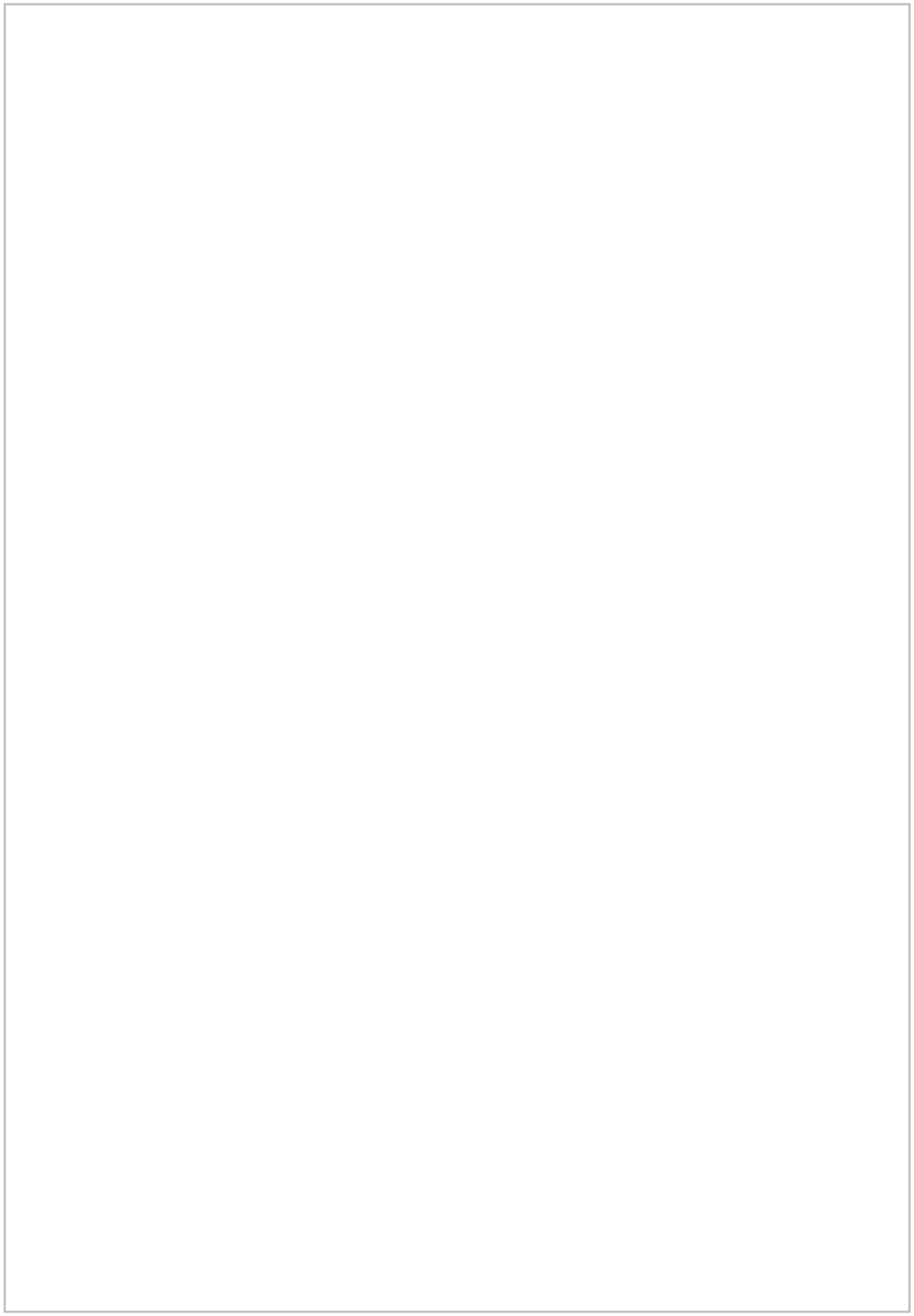
NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	Mid 1970s	From the mid seventies to now 5 voluntary noise abatement programmes to supply household with sound insulation. Those programmes based upon different noise criteria or noise contours, respectively. The last programme started in 1999 and ended by end of June 2004.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	No avigation easements have been set out
Zoning Laws	-	According to law on protection against aircraft noise, 2 noise protection zones have been implemented: zone 1: > 75 dB(A) Leq4, zone 2: > 67 dB(A)
Real Estate/Property Disclosure Laws	-	City council of Hamburg has implemented a special zone only for the city of Hamburg, where within building of new homes is restricted (so called "zone 3", defined by exposure to noise above 62 dB(A) Leq4)

Acquire Land for Noise Compatibility to date	-	No land was acquired by Hamburg Airport
Population within each noise contour level relative to aircraft operations	-	Approximately 14.000 households have yet benefited from noise abatement programmes
Airport Noise Contour Overlay Maps	-	See information at www.fluglaerm-hh.de
Total Cost of Noise Mitigation Programs to Date	-	Overall costs of all noise abatement programmes approximately 36 Mio. €.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Financed by revenues of airport and by noise related landing fees

NOISE MONITORING SYSTEM

There airport has 13 monitoring stations.



Noise Monitor	Latitude	Longitude	Latitude	Longitude
M01	53°41'53.50"N	9°55'34.56"E	53.698194°	9.926267°
M02	53°44'1.62"N	9°59'54.27"E	53.733783°	9.998409°
M03	53°43'25.58"N	9°54'50.48"E	53.723773°	9.914021°
M04	53°40'50.20"N	9°58'36.65" E	53.680612°	9.976848°
M05	53°38'29.29"N	10° 0'23.90" E	53.641470°	10.006638°
M06	53°37'25.51"N	9°59'8.37" E	53.623752°	9.985658°

M07	53°38'58.40"N	10° 1'35.79" E	53.649554°	10.026609°
M08	53°38'4.15"N	9°58'54.75" E	53.634486°	9.981874°
M09	53°44'32.11"N	9°57'28.73" E	53.742253°	9.957981°
M10	53°36'16.73"N	9°56'9.72" E	53.604648°	9.936034°
M11	53°40'29.70"N	9°57'48.84" E	53.674916°	9.963566°
M12	53°36'54.96"N	9°58'20.42" E	53.615268°	9.972339°
M13	53°40'4.45"N	10° 4'21.53" E	53.667904°	10.072648°

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Jet aircraft licensed in accordance with ICAO Annes 16, Chapter 3 and propeller driven aeroplanes

- Takeoffs and landings are not permitted between 2200-0500 (2100-0400)

- For takeoffs and landings in scheduled air services and regular inclusive tour charter traffic with scheduled time of arrival or departure before 2200 and exception to the night flying restriction may be taken for granted in cases of provably unavoidable delay until 2300 (2200).