

VATSIM Germany

Standard Instrument Arrival Chart

Hamburg
EDDH
STAR
ALL RWY

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Cruising Level ^f	Remarks
BOGMU 2A	BOGMU TWO ALPHA Δ BOGMU Δ Elbe VOR/DME				1. Clearance limit BOGMU. In case of lost communication, proceed direct Elbe VOR/DME (LBV) for standard approach. 2. BRNAV and Non-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS aircraft expect BOGMU 05/15/23/33 Transition-to-Final. 4. Arrange your flight to cross BOGMU max. FL 110.
		231	32	4000	
RIBSO 4A	RIBSO FOUR ALPHA Δ RIBSO Δ TOPRA Δ Elbe VOR/DME				1. Clearance limit RIBSO. In case of lost communication, proceed via TOPRA to Elbe VOR/DME (LBV) for standard approach. 2. BRNAV and Non-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS aircraft expect RIBSO 05/15/23/33 Transition-to-Final. 4. Arrange your flight to cross RIBSO max. FL 110.
		78	7	4000	
		171	11		
RARUP 3A	RARUP THREE ALPHA Δ RARUP Δ Hamburg DVORTAC Δ Elbe VOR/DME				1. Clearance limit RARUP. In case of lost communication, proceed via Hamburg DVORTAC (HAM) to Elbe VOR/DME (LBV) for standard approach. 2. BRNAV and Non-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS aircraft expect RARUP 05/15/23/33 Transition-to-Final. 4. Arrange your flight to cross RARUP max. FL 110.
		277	17	4000	
		263	22		
NOLGO 3A	NOLGO THREE ALPHA Δ NOLGO Δ Hamburg DVORTAC Δ Elbe VOR/DME				1. Clearance limit NOLGO. In case of lost communication, proceed via Hamburg DVORTAC (HAM) to Elbe VOR/DME (LBV) for standard approach. 2. BRNAV and Non-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS aircraft expect NOLGO 05/15/23/33 Transition-to-Final. 4. Arrange your flight to cross NOLGO max. FL 110.
		006	18	4000	
		263	22		

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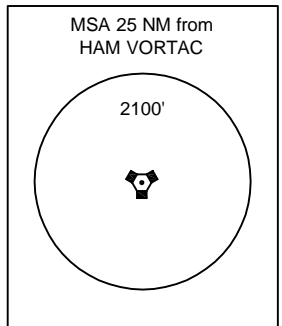
Transition Altitude: 5000 ft.
ATIS 124.320
Director 118.200
Bremen Radar 127.670
Tower 126.850
VAR: 1° E

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Correction: ATIS Frequency

IN CASE OF RADIO COMMUNICATION FAILURE.
PROCEED FROM RARUP / NOLGO VIA HAM TO LBV.
PROCEED FROM RIBSO VIA TOPRA TO LBV.
PROCEED FROM BOGMU DIRECT LBV.

WSN
400
Weser



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VERTICAL PLANNING INFORMATION
PILOTS SHOULD PLAN FOR POSSIBLE DESCEND CLEARANCE AS DETAILED IN THE TABLE BELOW.
ACTUAL CLEARANCE WILL BE AS DIRECTED BY ATC.
BOGMU AT FL110 OR BELOW RIBSO AT FL110 OR BELOW RARUP AT FL110 OR BELOW NOLGO AT FL110 OR BELOW

