

**GENERAL****Operational Hours**

**ATS Hours / AD Operator Hours:** PPR H24

**Airport Information**

**RFF:** CAT 9

**PCN:** RWY 05/23: 110 ASPH

**Customs:** PPR +49 (0)40 426205-0, +49 (0) 40 238560-400

AD approved for check and technical ferry flights as well as flights for business purposes.

**Operation****Low Visibility Procedure**

Unaided taxiing to/from HLDG position is only permitted on the APNs under guidance of a follow-me. On APN 1 and 3, only after prior CLR from TWR. On APN 2, only after prior CLR from APN.

It is not permitted to taxi over stop bar that have been switched on. Taxiing up to the stop bar is only permitted after prior CLR from TWR.

**TWY Restriction**

TWY E width 21m / 69ft.

To/from Hangar 11: TWY E, MAX wingspan 24m / 79ft.

TWY B, C, D north/south, O MAX wingspan 52m / 171ft.

**Taxi/Parking**

Bigger ACFT approved by tow only, except A380 which is prohibited.

Nose-in parking PSN exit by push-back only.

RWY 05/23: ACFT with MTOW above 20t / 44092lbs make 180° turns on turn pads only.

**Warnings**

Danger from aquaplaning on asphalt part of RWY.

Tall vessels up to 230ft may cross final APCH sector RWY 23.

**ARRIVAL****Communication**

**COM Failure:** See CRAR.

BOGMU: Proceed direct LBV VOR/DME.

RIBSO: Proceed via TOPRA to LBV VOR/DME.

RARUP, NOLGO: Proceed via HAM VOR/DME to LBV VOR/DME.

On MISAP: Proceed from HAM VOR/DME to LBV VOR/DME.

**ARRIVAL****Arrival Procedure****FMS RNAV Transition**

For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

**Visual APCH:** Fly final APCH MNM 4NM and do not descend below 2000ft before reaching final APCH.

**Reverse:** Do not use more than idle reverse if possible.

For ILS RWY 05 followed by a circling APCH RWY 23 MNM GND VIS: 2000m.

**Non-standard GP intercept position on RWY 05**

GP intercepts RWY 05 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2200m / 7218ft.

**DEPARTURE****Take-off Minima**

RWY		23	
All ACFT	ft - m/km	0 - 125R	-
		0 - 400R/400V	Refer to SIDs
RWY		05	
All ACFT	ft - m/km	0 - 125R	-
		0 - 800R/800V	Refer to SIDs

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure****Start-up/Push-back**

For start-up and push-back on APN 1 and 3 contact TWR, on APN 2 by APN Control.

Taxi CLR on APN 1 and 3 performed by TWR, on APN 2 by APN Control.

ATC CLR AVBL from TWR.

**De-icing**

AVBL.

Effective 19-JUL-2018

12-JUL-2018

XFW-EDHI

Germany Hamburg Finkenwerder

AGC

AFC

AFC

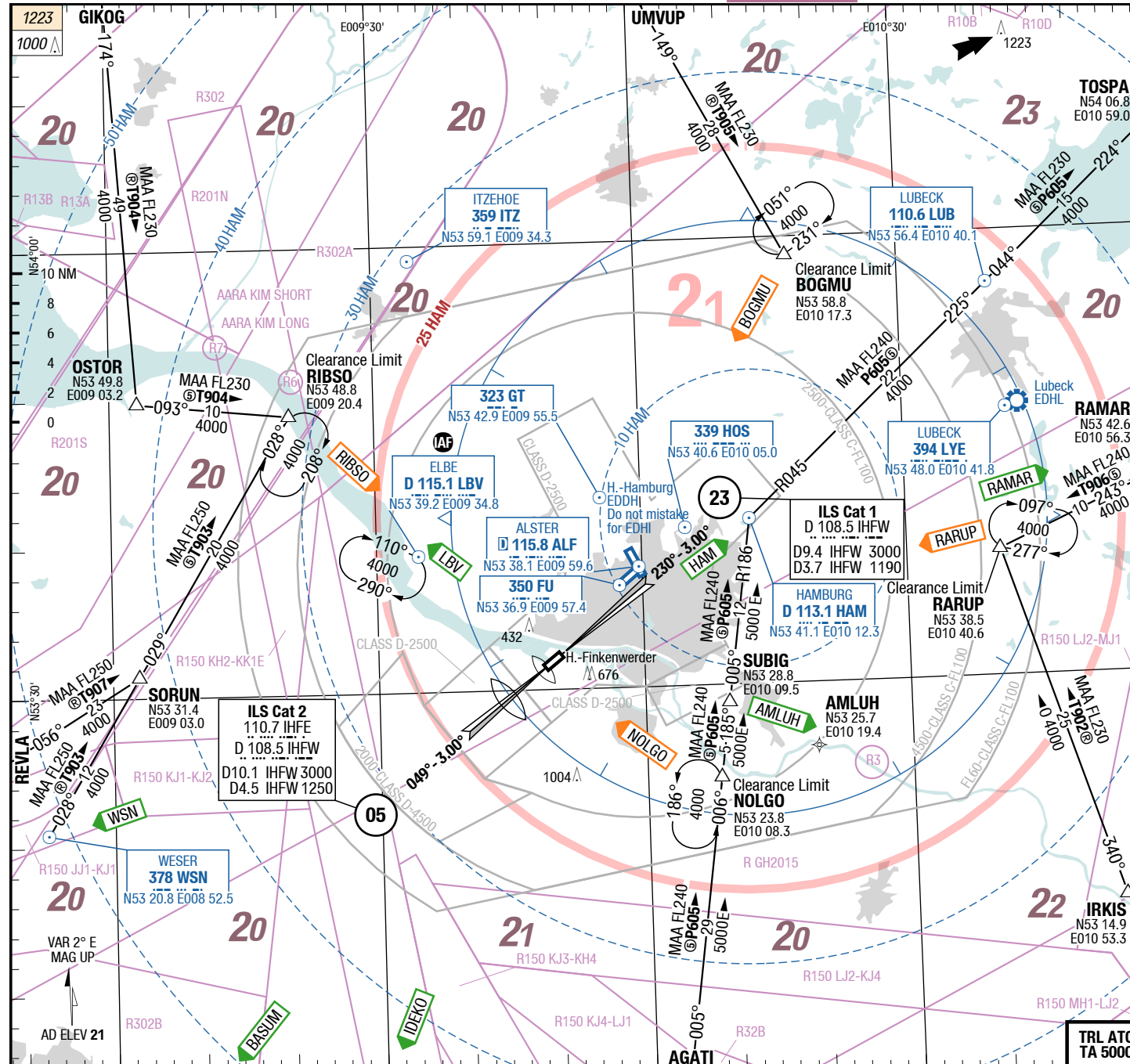
AFC

Finkenwerder Hamburg Germany

AGC

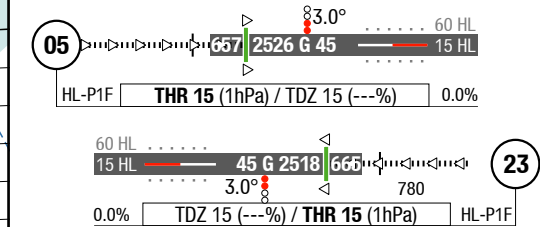
AFC

2-10

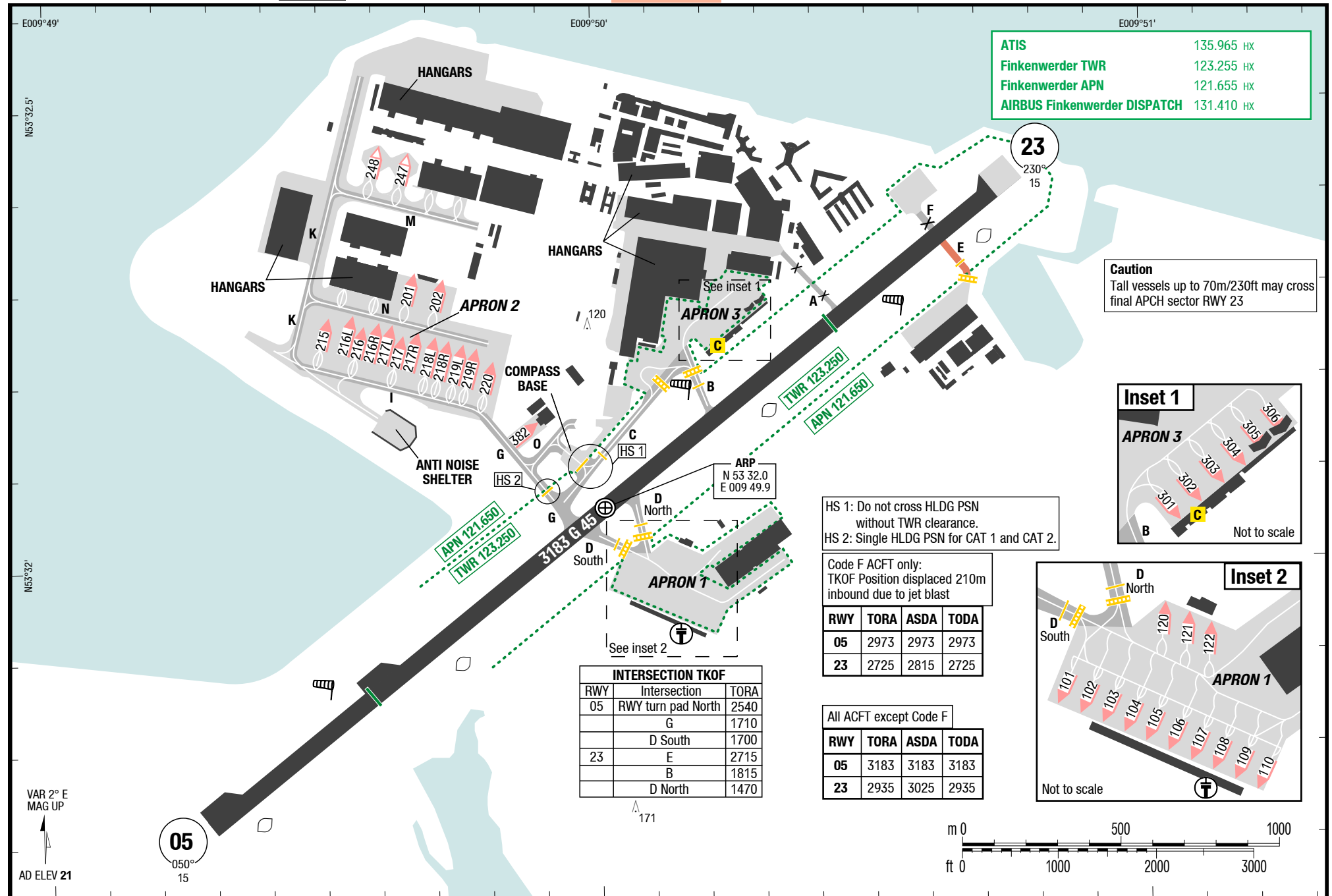


ATIS 135.965 HX  
Bremen RAD 134.250  
136.675  
DIR 118.200 HX  
Finkenwerder TWR 123.255 HX  
Finkenwerder APN 121.655 HX  
AIRBUS Finkenwerder DISPATCH 131.410 HX

Landing RWY system:



Changes: FREQ



Effective 25-MAY-2017

18-MAY-2017

XFW-EDHI

Germany **Hamburg** Finkenwerder

SIDs RWY 23 (RNAV Overlay)

4-10 SIDs RWY 05 (RNAV Overlay)

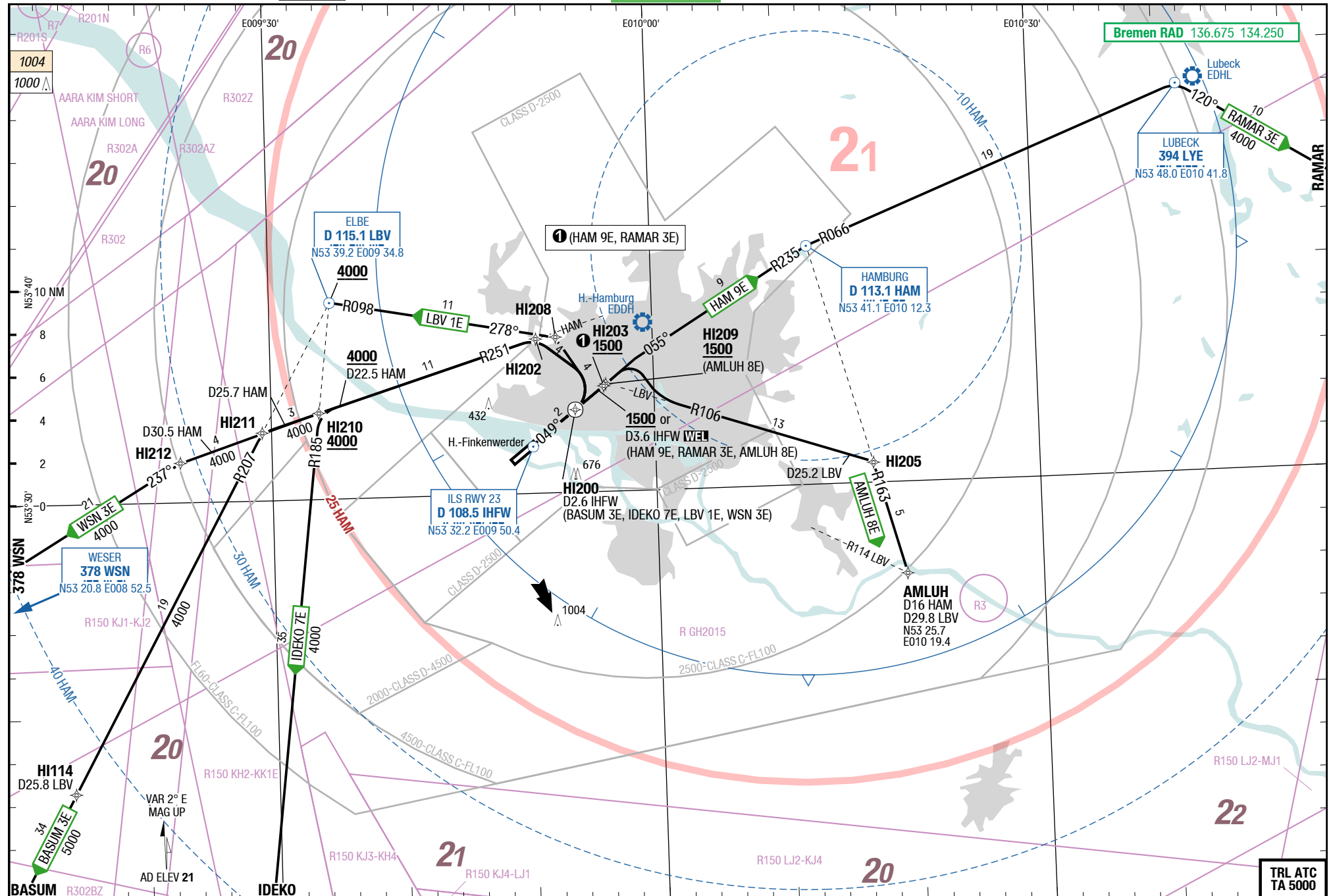
SID

SID

Finkenwerder **Hamburg** Germany

SIDs RWY 23 (RNAV Overlay)

SIDs RWY 05 (RNAV Overlay)



Changes: PROC, SUAs

TRL ATC  
TA 5000

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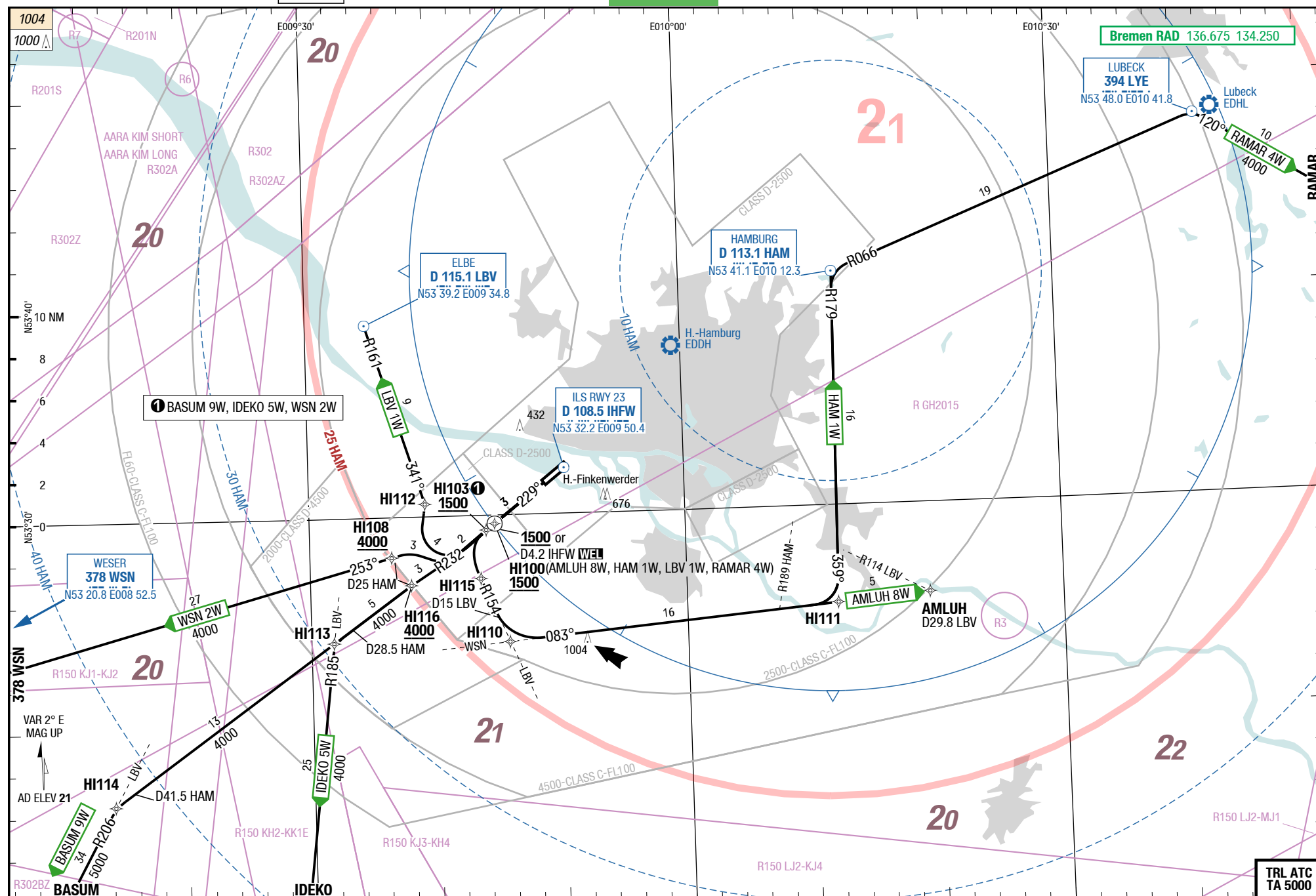
## XFW-EDHI

## 4-20 **SIDs RWY 23 (RNAV Overlay)**

SID

SID

### SIDs RWY 23 (RNAV Overlay)



Changes: Note, SUAs

TRL ATC  
TA 5000

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18-MAY-2017

**XFW-EDHI**

5-10

**SIDs RWY 05 (RNAV Overlay)****SIDPT****AMLUH 8E / BASUM 3E / ELBE 1E / HAMBURG 9E**

RWY 05 (050°)

**After take-off, contact Bremen RAD.**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>AMLUH 8E</b> 5.1% to 300 <b>136.675</b> ①④	049° - at D3.6 <b>IHF</b> W or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R106 <b>LBV</b> - at D25.2 <b>LBV</b> <b>RT</b> intercept R163 <b>HAM</b> to AMLUH  <b>FMS</b> [A500+] - HI209 [R] - HI205 [R] - AMLUH	HI209 MNM <b>1500</b> <b>initial climb 5000</b>
<b>BASUM 3E</b> 5.1% to 300 4.3% to D22.5 HAM <b>134.250</b> ①③④	049° - at D2.6 <b>IHF</b> W <b>LT</b> intercept R251 <b>HAM</b> - at D25.7 <b>HAM</b> <b>LT</b> intercept R207 <b>LBV</b> to BASUM  <b>FMS</b> [A500+] - HI200 [L] - HI202 - HI210 - HI211 [L] - HI114 - BASUM	D22.5 <b>HAM</b> MNM <b>4000</b>  HI210 MNM <b>4000</b> <b>initial climb 5000</b>
<b>ELBE 1E</b> <b>LBV 1E</b> 5.1% to 300 4.0% to LBV <b>134.250</b> ①②④	049° - at D2.6 <b>IHF</b> W <b>LT</b> intercept R098 <b>LBV</b> to <b>LBV</b>  <b>FMS</b> [A500+] - HI200 [L] - HI208 - LBV	<b>LBV</b> MNM <b>4000</b>  <b>LBV</b> MNM <b>4000</b> <b>initial climb 5000</b>
<b>HAMBURG 9E</b> <b>HAM 9E</b> 5.1% to 300 <b>136.675</b> ①④	049° - at D3.6 <b>IHF</b> W or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R235 <b>HAM</b> to <b>HAM</b>  <b>FMS</b> [A500+] - HI203 [R] - HAM	HI203 MNM <b>1500</b> <b>initial climb 5000</b>

① Close-in obstacles.

② Climb gradient 4.0% due to MSA.

③ Climb gradient 4.3% due to MSA.

④ Climb gradient 5.1% due to obstacles.

Changes: ALT, Note



18-MAY-2017

**XFW-EDHI****5-20****SIDs RWY 05 (RNAV Overlay)****SIDPT****IDEKO 7E / RAMAR 3E / WESER 3E**

RWY 05 (050°)

**After take-off, contact Bremen RAD.**

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>IDEKO 7E</b> 5.1% to 300 4.3% to D22.5 HAM <b>134.250</b> ①②③	049° - at D2.6 <b>IHFW LT</b> intercept R251 <b>HAM</b> - at D22.5 <b>HAM LT</b> intercept R185 <b>LBV</b> to IDEKO  <b>FMS</b> [A500+] - <u>HI200</u> [L] - HI202 - HI210 [L] - IDEKO	D22.5 <b>HAM MNM 4000</b>   HI210 MNM <b>4000</b> <b>initial climb 5000</b>
<b>RAMAR 3E</b> 5.1% to 300 <b>136.675</b> ①③	049° - at D3.6 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R235 <b>HAM</b> to <b>HAM</b> - <b>RT</b> R066 <b>HAM</b> to <b>LYE</b> - QDR 120 <b>LYE</b> to RAMAR  <b>FMS</b> [A500+] - HI203 [R] - HAM [R] - LYE [R] - RAMAR	HI203 MNM <b>1500</b> <b>initial climb 5000</b>
<b>WESER 3E</b> <b>WSN 3E</b> 5.1% to 300 4.3% to D22.5 HAM <b>134.250</b> ①②③	049° - at D2.6 <b>IHFW LT</b> intercept R251 <b>HAM</b> to <b>HAM</b> - at D30.5 <b>HAM LT</b> intercept QDM 237 <b>WSN</b> to <b>WSN</b>  <b>FMS</b> [A500+] - <u>HI200</u> [L] - HI202 - HI210 - HI212 [L] - WSN	D22.5 <b>HAM MNM 4000</b>   HI210 MNM <b>4000</b> <b>initial climb 5000</b>

① Close-in obstacles.

② Climb gradient 4.3% due to MSA.

③ Climb gradient 5.1% due to obstacles.

Changes: ALT, PROC, Note



18-MAY-2017

**XFW-EDHI**

5-30

**SIDs RWY 23 (RNAV Overlay)****SIDPT****AMLUH 8W / BASUM 9W / ELBE 1W / HAMBURG 1W**

RWY 23 (230°)

**After take-off, contact Bremen RAD.**

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>AMLUH 8W</b> <b>136.675</b> ①	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>LT</b> intercept R154 <b>LBV</b> - at D15 <b>LBV LT</b> intercept QDR 083 <b>WSN</b> to AMLUH  <b>FMS</b> [A500+] - <u>HI100</u> [L] - HI115 - HI110 [L] - AMLUH	HI100 MNM <b>1500</b> <b>initial climb 5000</b>
<b>BASUM 9W</b> 7.7% to D25 HAM <b>134.250</b> ①②	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R232 <b>HAM</b> - at D41.5 <b>HAM LT</b> intercept R206 <b>LBV</b> to BASUM  <b>FMS</b> [A500+] - HI103 [R] - HI116 - HI114 [L] - BASUM	D25 <b>HAM MNM 4000</b>  HI103 MNM <b>1500</b> HI116 MNM <b>4000</b> <b>initial climb 5000</b>
<b>ELBE 1W</b> <b>LBV 1W</b> <b>134.250</b> ①	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R161 <b>LBV</b> to <b>LBV</b>  <b>FMS</b> [A500+] - <u>HI100</u> [R] - HI112 - LBV	HI100 MNM <b>1500</b> <b>initial climb 5000</b>
<b>HAMBURG 1W</b> <b>HAM 1W</b> <b>136.675</b> ①	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>LT</b> intercept R154 <b>LBV</b> - at D15 <b>LBV LT</b> intercept QDR 083 <b>WSN</b> - crossing R189 <b>HAM LT</b> intercept R179 <b>HAM</b> to <b>HAM</b>  <b>FMS</b> [A500+] - <u>HI100</u> [L] - HI115 - HI110 [L] - HI111 [L] - HAM	HI100 MNM <b>1500</b> <b>initial climb 5000</b>

① Close-in obstacles.

② Climb gradient 7.7% due to MSA.

18-MAY-2017

**XFW-EDHI**

5-40

**SIDs RWY 23 (RNAV Overlay)****SIDPT****IDEKO 5W / RAMAR 4W / WESER 2W**

RWY 23 (230°)

**After take-off, contact Bremen RAD.**

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>IDEKO 5W</b> 7.7% to D25 HAM <b>134.250</b> ①②	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept R232 <b>HAM</b> - at D28.5 <b>HAM LT</b> intercept R185 <b>LBV</b> to IDEKO  <b>FMS</b> [A500+] - HI103 [R] - HI116 - HI113 [L] - IDEKO	D25 <b>HAM MNM 4000</b>   HI103 MNM <b>1500</b> HI116 MNM <b>4000</b> <b>initial climb 5000</b>
<b>RAMAR 4W</b> <b>136.675</b> ①	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>LT</b> intercept R154 <b>LBV</b> - at D15 <b>LBV LT</b> intercept QDR 083 <b>WSN</b> - crossing R189 <b>HAM LT</b> intercept R179 <b>HAM</b> to <b>HAM</b> - <b>RT</b> R066 <b>HAM</b> to <b>LYE</b> - QDR 120 <b>LYE</b> to RAMAR  <b>FMS</b> [A500+] - HI100 [L] - HI115 - HI110 [L] - HI111 [L] - HAM [R] - LYE [R] - RAMAR	HI100 MNM <b>1500</b> <b>initial climb 5000</b>
<b>WESER 2W</b> <b>WSN 2W</b> 7.7% to D25 HAM <b>134.250</b> ①②	229° - at D4.2 <b>IHFW</b> or MNM <b>1500</b> , whichever is later, <b>RT</b> intercept QDM 253 <b>WSN</b> to <b>WSN</b>  <b>FMS</b> [A500+] - HI103 [R] - HI108 - WSN	D25 <b>HAM MNM 4000</b>   HI103 MNM <b>1500</b> HI108 MNM <b>4000</b> <b>initial climb 5000</b>

① Close-in obstacles.

② Climb gradient 7.7% due to MSA.

## XFW-EDHI

Germany **Hamburg** Finkenwerder

NIL

## STARS

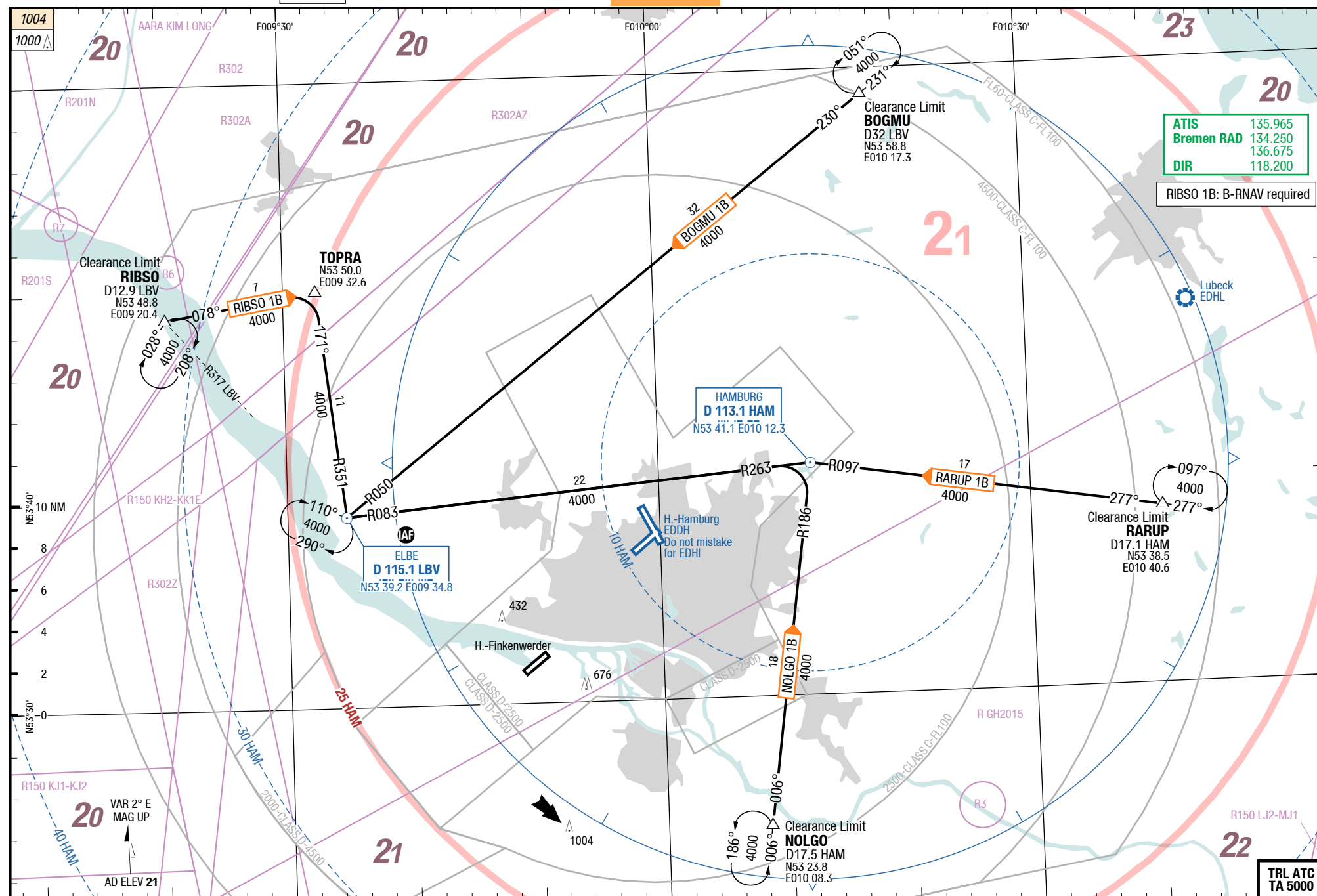
# STAR

# STAR

Finkenwerder **Hamburg** Germany

NIL

## STARS



Changes: FREQ

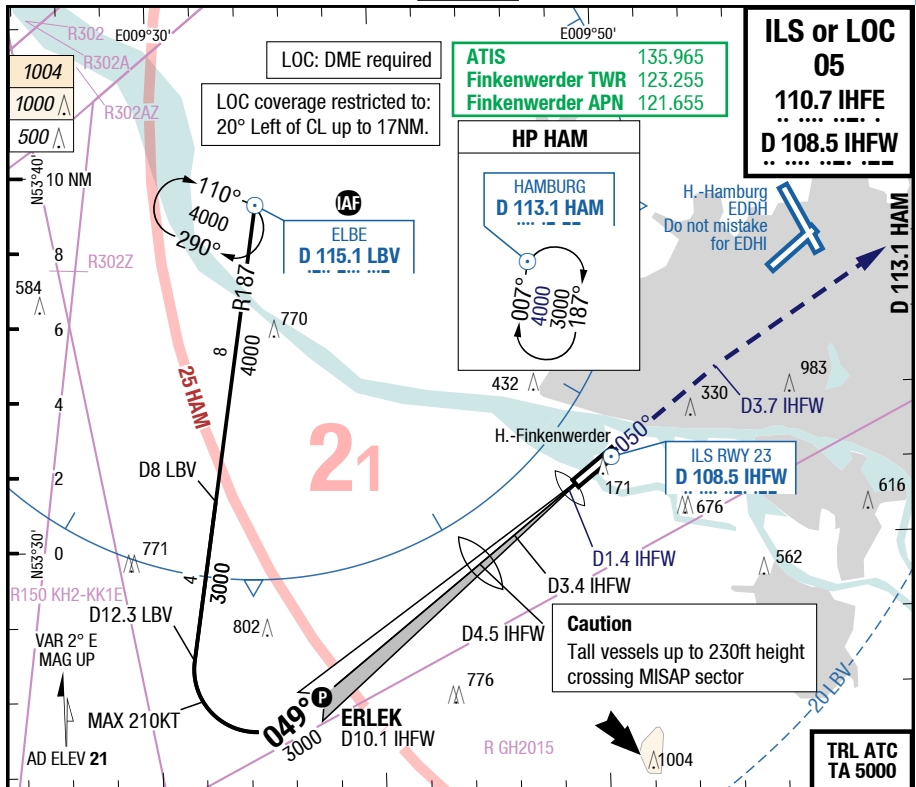
TRL ATC  
TA 5000

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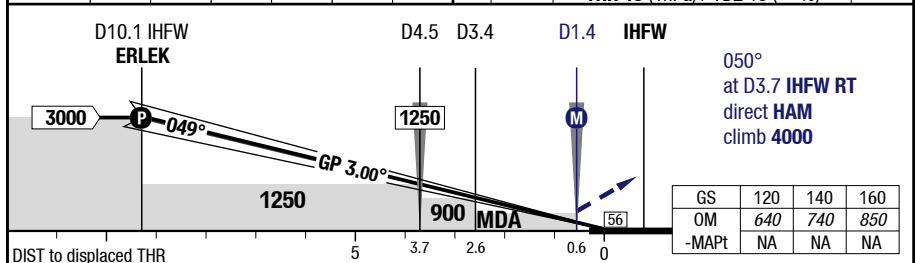
## XFW-EDHI

**7-10**

## ILS or LOC 05



<b>LOC 3.00°</b> <b>D IHFW</b> <b>049°</b> RWY 050°	10.1	9	7	6	4	3	
	3000	2680	2040	1720	1080	760	

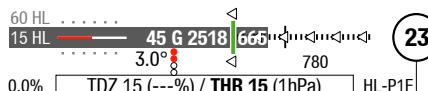
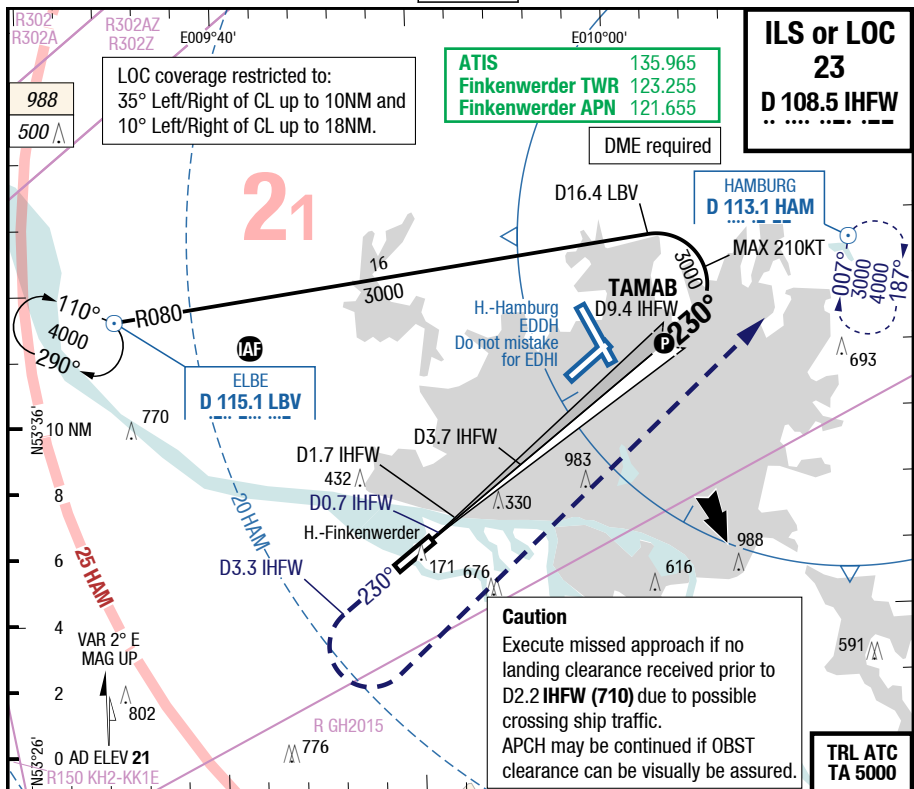


<b>05</b>		<b>Cat 2</b> ACFT MAX 65/7	<b>Cat 2</b>	<b>Cat 1</b> ACFT MAX 65/7 <sup>1)</sup>	<b>Cat 1</b> <sup>1)</sup>	<b>LOC DME</b> IHFV	<b>Circling</b> NW of AD only
<b>C</b>	ft - m/km ft	120 - 300R <b>118 RA</b>	150 - 450R <b>152 RA</b>	220 - 550 <b>230</b>	230 - 550 <b>240</b>	380 - 1.0 <b>390</b>	890 - 2.4V <b>910</b>
<b>D</b>	ft - m/km ft	130 - 400R <b>132 RA</b>	150 - 450R <b>152 RA</b>	230 - 550 <b>240</b>	230 - 550 <b>240</b>	380 - 1.0 <b>390</b>	890 - 3.6V <b>910</b>

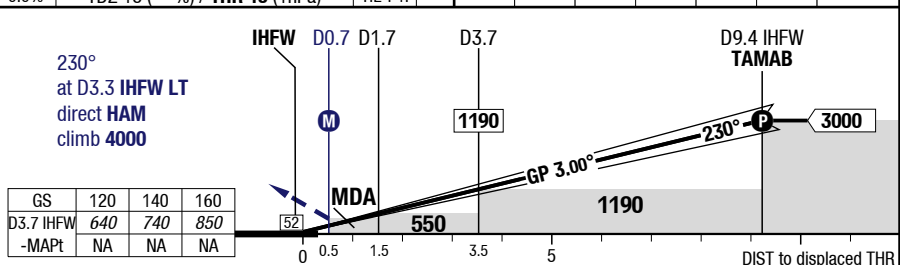
1) With EVS 350m

**XFW-EDHI**

7-20

**ILS or LOC 23**

2	3	4	5	7	9.4	LOC 3.00° D IHW
650	970	1290	1610	2250	3000	



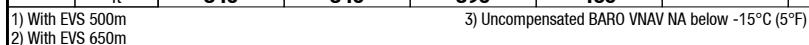
<b>23</b>		Cat 1 DME ACFT MAX 65/7 1)	Cat 1 DME 1)	LOC DME	SRA 2)	Circling NW of AD only	Circling SRA
C	ft - m/km ft	260 - 1.0V <b>280</b>	270 - 1.0V <b>290</b>	560 - 1.2V <b>570</b>	570 - 1.5V <b>580</b>	890 - 2.4V <b>910</b>	Not published
D	ft - m/km ft	270 - 1.0V <b>290</b>	270 - 1.0V <b>290</b>	560 - 1.2V <b>570</b>	730 - 1.6V <b>740</b>	890 - 3.6V <b>910</b>	Not published

1) With EVS VIS 800m

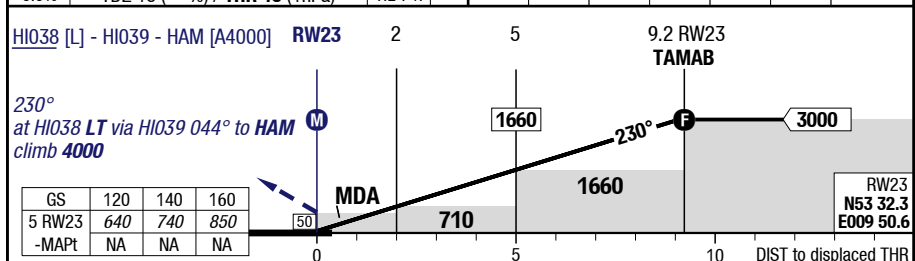
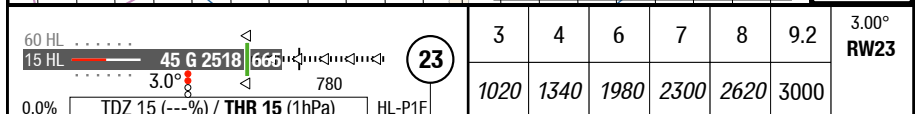
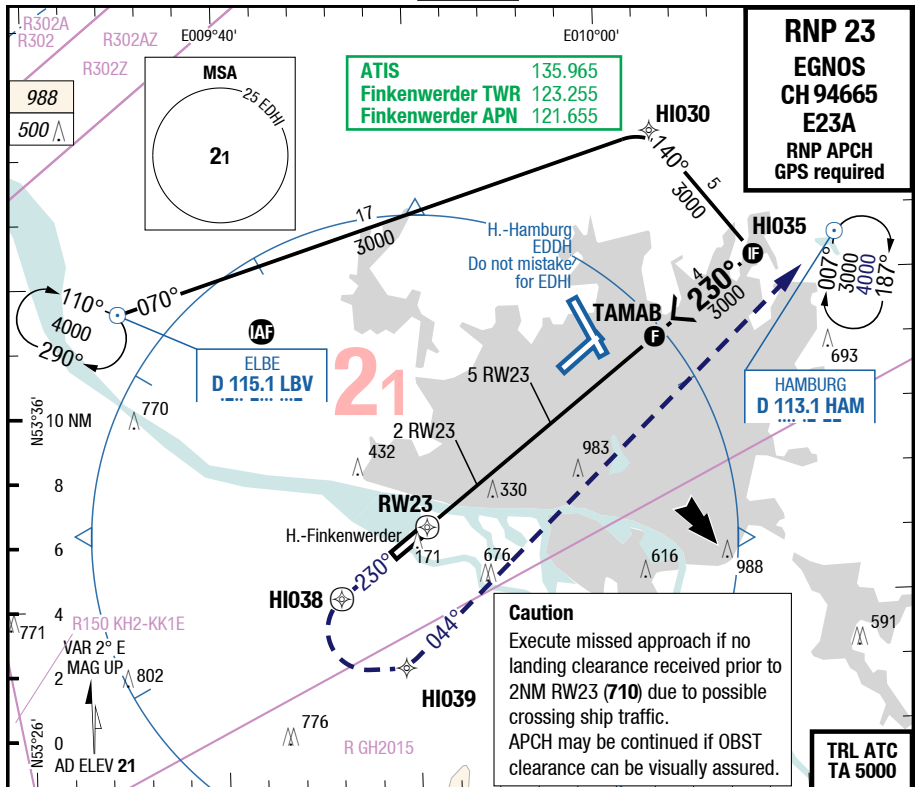
2) In low temperatures expect corrected barometric ALT

Changes: FREQ

## RNP 05



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**XFW-EDHI****7-40****RNP 23**

23		RNP LPV ACFT MAX 65/7 1)	RNP LPV 1)	RNP VNAV 1) 2)	RNP LNAV	Circling NW of AD only
C	ft - m/km ft	320 - 1.0V 340	330 - 1.0V 350	460 - 1.0V 470	460 - 1.0V 470	890 - 2.4V 910
D	ft - m/km ft	330 - 1.0V 350	330 - 1.0V 350	460 - 1.0V 470	460 - 1.0V 470	890 - 3.6V 910

1) With EVS VIS 800m

2) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: FREQ



**XFW-EDHI****7-50****WxMinima Overflow**

<b>05</b>		<b>SRA</b> 1)					<b>Circling</b> SRA
C	ft - m/km ft	560 - 1.5V <b>570</b>					Not published
D	ft - m/km ft	580 - 1.5V <b>590</b>					Not published

1) In low temperatures expect corrected barometric ALT