EDHI - Hamburg Finkenwerder Airport

- Overview
- Tower

Overview

> This airport can be staffed by every controller with a S2 rating or higher. There are no Moodle exams required.

Hamburg Finkenwerder is the factory airport of the aircraft manufacturer Airbus. The traffic primarily consists of test flights of new aircraft, delivery flights and individual cargo flights with Airbus' own cargo aircraft (Belugas).

ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	AHI	EDHI_ATIS	135.965	--
Tower	HIT	EDHI_TWR	123.255	--
Hamburg East	HAME	EDDH_E_APP	119.510	--
Hamburg West	HAMW	EDDH_W_APP	134.255	--
Arrival	DHAT	EDDH_F_APP	118.205	--

Quicksheet

EDHI Quicksheet

AIRAC: 2411, 31.10.2024

STANDARD INSTRUMENT DEPARTURE (SID)

SID RWY	AMLUH	BASUM	IDEKO	ELSOB	RAMAR	WSN	HAM
23	9W	1W	6W	1W	5W	3W	1V
05	9E	4E	8E	1E	4E	4E	1R
APP	E_APP	W_APP	W_APP	W_APP	E_APP	W_APP	E_APP
CLIMB	5000ft						

INSTRUMENT APPROACHES TO FAP/FAF

STAR	BOGMU	NOLGO	RARUP	RIBSO
23	NO DESIGNATOR (CLEAR INTRUMENT APP FROM FIX)			
05				
LVL AT	FL 110			

VFR PROCEDURES

VFR flights have to be coordinated with HAMBURG TOWER, all flights use VRP of EDDH

APPROACH

RWY	23	05
TYPE	ILS	ILS
FREQ	108.5	110.7
CRS	229°	049°
IDENT	IHFW	IHFE
FAP	TAMAB	ERLEK

COMMUNICATION

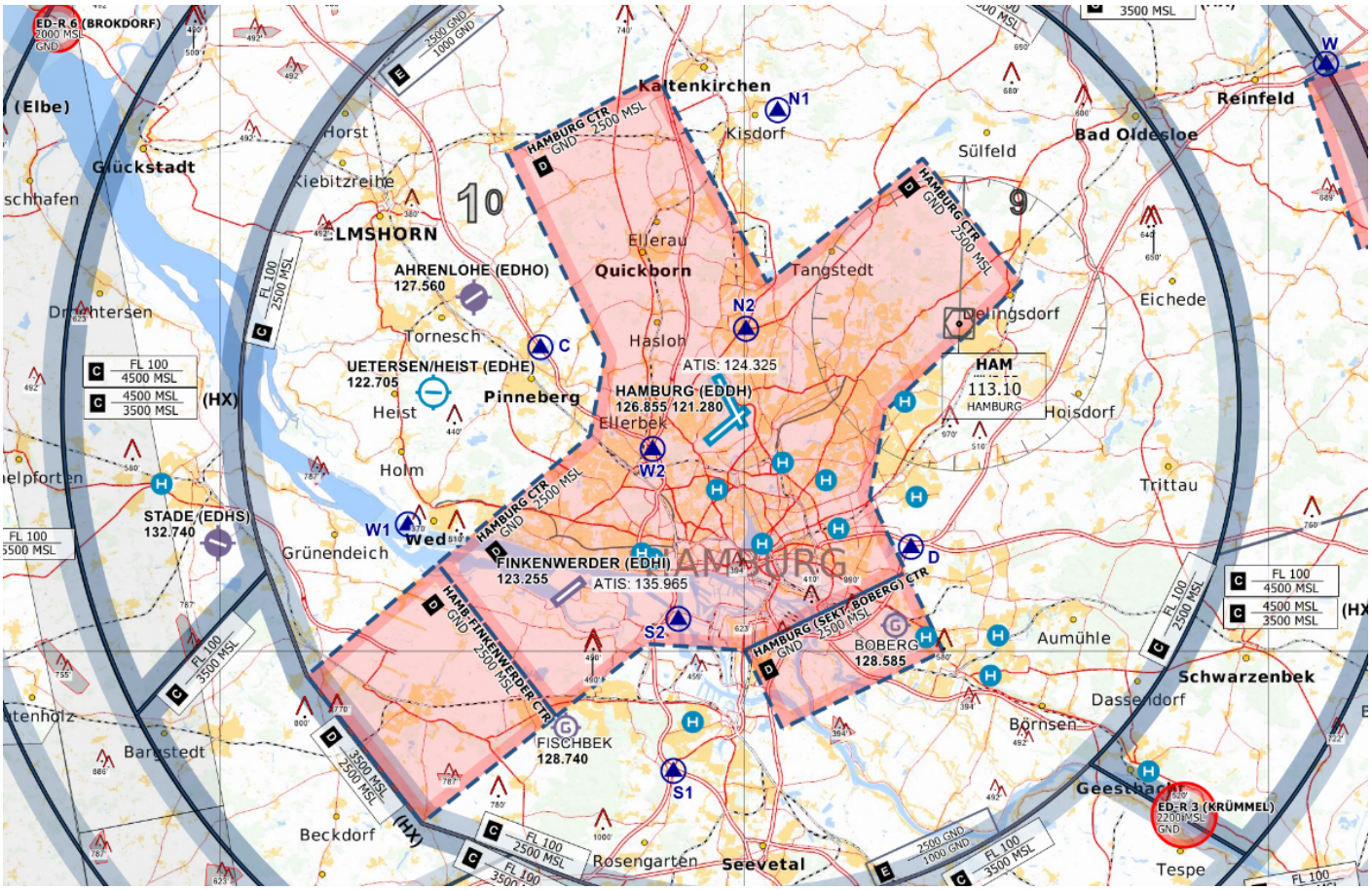
STATION	LOGIN	FREQ		CALLSIGN
ATIS	EDHI_ATIS	135.965	AHI	Finkenwerder ATIS
TWR	EDHI_TWR	123.255	HIT	Finkenwerder Tower
APP	EDDH_E_APP	119.510	HAME	Bremen Radar
	EDDH_W_APP	134.255	HAMW	Bremen Radar
	EDDH_F_APP	118.205	DHAT	Hamburg Director
CTR	EDWW_A_CTR	126.325	ALR	Bremen Radar
	EDWW_E_CTR	124.075	EIDE	Bremen Radar
	EDWW_H_CTR	125.855	HEI	Bremen Radar
	EDWW_W_CTR	120.225	EIDW	Bremen Radar
	EDWW_CTR	133.725	WC	Bremen Radar

HOLDINGS

WAYPOINT	BOGMU	HAM	NOLGO	RARUP	RIBSO
APP	E_APP	E_APP	E_APP	E_APP	W_APP
ALT	4000ft				
COURSE	229°	006°	005°	276°	028°

Tower

Finkenwerder Tower is responsible for all movements on the aprons, taxiways and runway. Hamburg-Finkenwerder airport is situated within the Hamburg (EDDH) control zone. Therefore, every movement within the CTR is subject to individual coordination with Hamburg Tower.



Control zone of Hamburg - © openflightmaps.org

Runways

Finkenwerder Tower shall determine the active runway at EDHI. If weather conditions permit, the runway direction shall be in accordance with the runway configuration at EDDH.

> Finkenwerder Tower shall inform Hamburg Tower and Bremen Radar (sector HAME) about the runway-in-use at EDHI immediately.

Runway 05/23 is equipped with three turning pads, two at the threshold of RWY 05 and one at the threshold of RWY 23. These turning pads can be used for backtracks after landing or for line-up.

Alternatively, traffic with an MTOW of 20 t or less may perform a 180-degree turn on the runway directly.

> Traffic with an MTOW of more than 20 t shall use the turning pads for 180 degrees only!

Aprons and Taxiways

Aprons

There are multiple aprons available at Finkenwerder. Apron 1 will primarily used to park aircraft which are ready for delivery to the customer as the Airbus Delivery Center is right next to this apron. Apron 1 is only available to aircraft with a maximum wingspan of 36 m.

Apron 2 is the primary apron for the Airbus production. Stands with an L (left), R (right) or N (north) designator can only be used for aircraft with a wingspan of up to 36 m. Widebody aircraft will be parked on parking positions 201, 202, 203, 204, 205, 247, 248 and in front of some hangars. Apron 3 is also used for the aircraft production.

Beluga transport traffic will park in front of hangar 82, position 382.

Taxiways

All orange and blue taxi guidance lines may be used for aircraft with a maximum wingspan of 36 m only. Orange and blue taxi lines can be used simultaneously.

Additionally, the following taxiway restrictions apply:

- All taxiways on Apron 1 can only be used by aircraft with a maximum wingspan of 36 m
- All taxiways on Apron 2 (I, K, M) can only be used by aircraft with a maximum wingspan of 80 m

IFR Clearance

Finkenwerder shall issue the IFR clearance to departing IFR traffic on the ground. The following departure routes are available:

VATSIM Germany

EDHI Quicksheet

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APP	E_APP	W_APP	W_APP	W_APP	E_APP	W_APP	E_APP
CLIMB	5000ft						

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	EDWW_E_CTR	124.075	EIDE	Bremen Radar
	EDWW_H_CTR	125.855	HEI	Bremen Radar
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	EDWW_CTR	133.725	WC	Bremen Radar

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Departure Release

> **For every IFR departure, Finkenwerder Tower requires a departure release from Bremen Radar sector HAME. Bremen Radar will coordinate this traffic with Hamburg Tower.**

Departing traffic will switch to Bremen Radar automatically after take-off. Only on request, Finkenwerder Tower may inform the pilot about the departure frequency (see quicksheet).

Arriving Traffic

Bremen Radar will transfer aircraft to Finkenwerder Tower when established on the final. In case of a missed approach, Finkenwerder Tower shall inform Bremen Radar sector HAME immediately. Unless otherwise coordinated, this traffic will be transferred to frequency 119.510.

VFR Traffic

Finkenwerder Tower is only responsible for VFR traffic approaching/departing at EDHI. In other cases, this traffic shall be coordinated with Hamburg Tower individually.

Low Visibility Operations

During Low Visibility Operations at Finkenwerder, only runway 05 can be used for arriving traffic, as runway 05 is equipped with an ILS approach up to CAT II.

Departing traffic may use both runway directions under the condition that the minimum takeoff RVR is met:

Runway	Takeoff Minima	Condition
05	800 m RVR	---
23	125 m RVR	---

> Note: It might become necessary to use Runway 05 for arriving traffic while using Runway 23 for departures. In this case, close coordination with Bremen Radar is required before issuing a line-up clearance.