

EDHI - Hamburg Finkenwerder Airport

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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	HAM	EDDH_APP	120.540	--
Hamburg West	HAMW	EDDH_W_APP	134.255	--
Arrival	DHAT	EDDH_F_APP	118.205	--

Quicksheet

SID

Standard	AMLUH	HABFU	IDEKO	ELSOB	RAMAR	WSN	HAM
05	1E	1E	9E	2E	5E	5E	2E/2R**
23	1W	1W	7W	2W	6W	4W	3W/2V**
DEP FREQ*	120.540	134.255	134.255	134.255	120.540	134.255	120.540
INIT CLB	5000 ft						

*DEP FREQ shall be transmitted with clearance during HAM+HAMW split ONLY
** HAM 2E/3W are preferred SIDs, 2R/2V SIDs for non-RNAV aircraft ONLY

TRANSITIONS

Standard	BOGMU	NOLGO	RARUP	RIBSO
05	IAF -> FAP, No specific designator			
23	IAF -> FAP, No specific designator			
LVL AT	FL 110			

Holdings

Fix	BOGMU	HAM	NOLGO	RARUP	RIBSO
MHA	4000 ft				
Max	FL 100 (COORD with ACC required for higher)				
INBD TRK [TURN]	228[R]	005[R]	004[L]	274[R]	026[R]
APP	HAM	HAM	HAM	HAM	HAMW

COMMUNICATION

ID	Freq	Callsign
AHI	135.965	Finkenwerder ATIS
HIT	123.255	Finkenwerder Tower
HAM	120.540	Bremen Radar (Pickup)
HAMW*	134.255	Bremen Radar (Pickup West)
DHAT	118.205	Hamburg Arrival
ALR	126.325	Bremen Radar
HEI	125.855	Bremen Radar
WW	127.675	Bremen Radar
WC	133.725	Bremen Radar

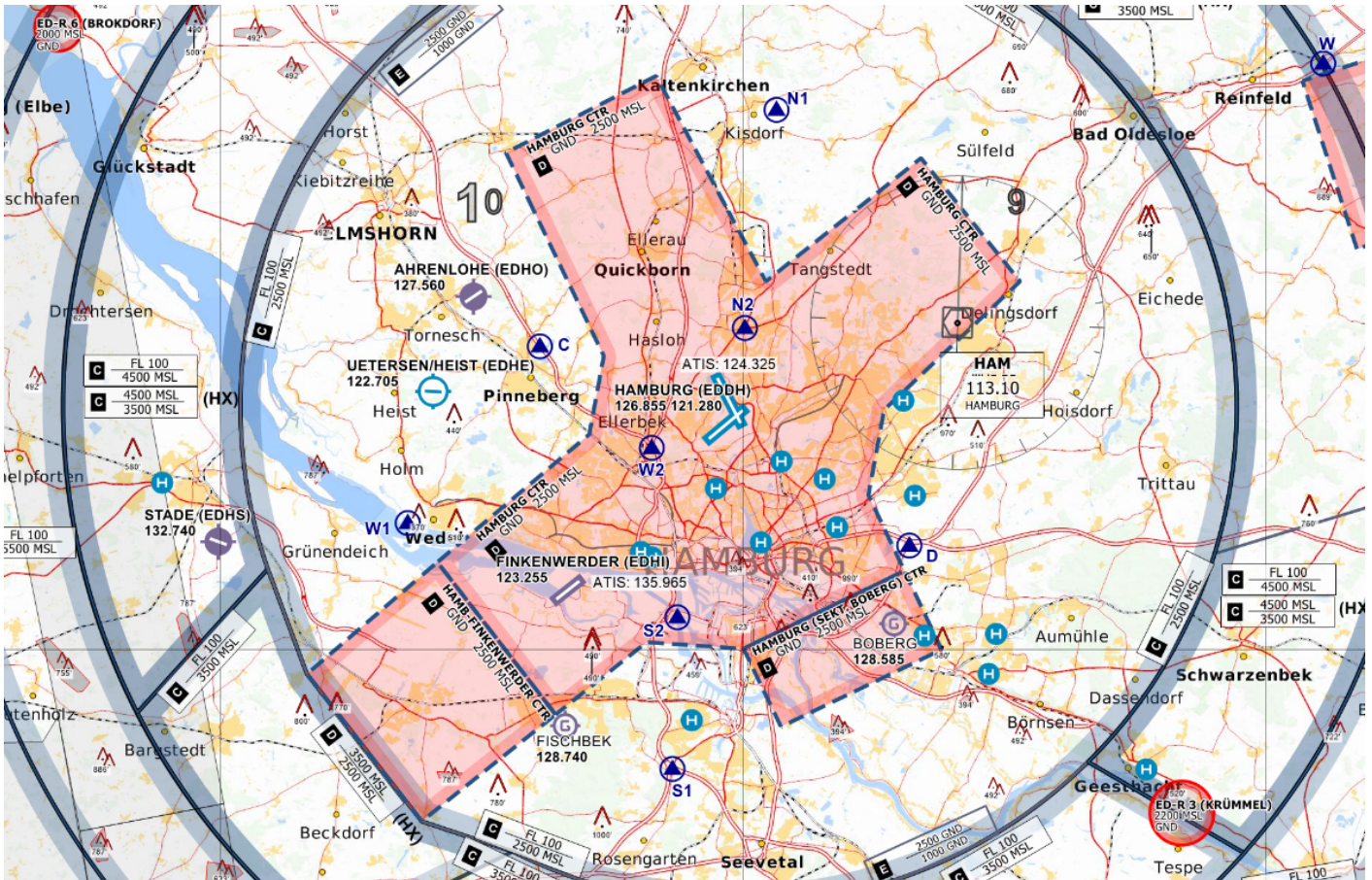
*HAMW is only to be staffed as relief station during rush hour/events

Approach Procedures

RWY	05	23
APP	ILS	ILS
ID	IHFE	IHFW
FREQ	110.70	108.50
CRS	047	227
FAP	ERLEK	TAMAB
ALT	3000 ft	3000 ft

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 HAM) 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
- Taxiway K can only be used by aircraft with a maximum wingspan of 52 m.

IFR Clearance

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

SID						
Standard	AMLUH	HABFU	IDEKO	ELSOB	RAMAR	WSN
05	1E	1E	9E	2E	5E	5E
23	1W	1W	7W	2W	6W	4W
DEP FREQ*	120.540	134.255	134.255	134.255	120.540	134.255
INIT CLB	5000 ft					

*DEP FREQ shall be transmitted with clearance during HAM+HAMW split ONLY
** HAM 2E/3W are preferred SIDs, 2R/2V SIDs for non-RNAV aircraft ONLY

TRANSITIONS				
Standard	BOGMU	NOLGO	RARUP	RIBSO
05	IAF -> FAP, No specific designator			
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LVL AT	FL 110			

Holdings					
Fix	BOGMU	HAM	NOLGO	RARUP	RIBSO
MHA	4000 ft				
Max	FL 100 (COORD with ACC required for higher)				
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APP	HAM	HAM	HAM	HAM	HAMW

COMMUNICATION		
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HIT	123.255	Finkenwerder Tower
HAM	120.540	Bremen Radar (Pickup)
HAMW*	134.255	Bremen Radar (Pickup West)
DHAT	118.205	Hamburg Arrival
ALR	126.325	Bremen Radar
HEI	125.855	Bremen Radar
WW	127.675	Bremen Radar
WC	133.275	Bremen Radar

*HAMW is only to be staffed as relief station during rush hour/events

Approach Procedures		
RWY	05	23
APP	ILS	ILS
ID	IHFE	IHEW
FREQ	110.70	108.50
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Working with two Departure Frequencies

In case both of the approach stations (HAM + HAMW) are online, Finkenwerder Tower shall add the correct departure frequency as information within the IFR clearance or at the end of the "readback correct" confirmation. This procedure does not need to be applied if only one approach station is online.

“ Readback correct. Departure frequency *when passing 2000ft* Bremen Radar 120.540 (134.255)

Departure Frequencies SIDs:

- To HAM (120.540): AMLUH, LUGEG, HAM, RAMAR
- To HAMW (134.255): ELSOB, IDEKO, HABFU, WSN

Bremen Radar will inform Tower once this procedure needs to be applied.

Departure Release

For every IFR departure, Finkenwerder Tower requires a departure release from Bremen Radar sector HAM. 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 HAM immediately. Unless otherwise coordinated, this traffic will be transferred to frequency 120.540.

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.