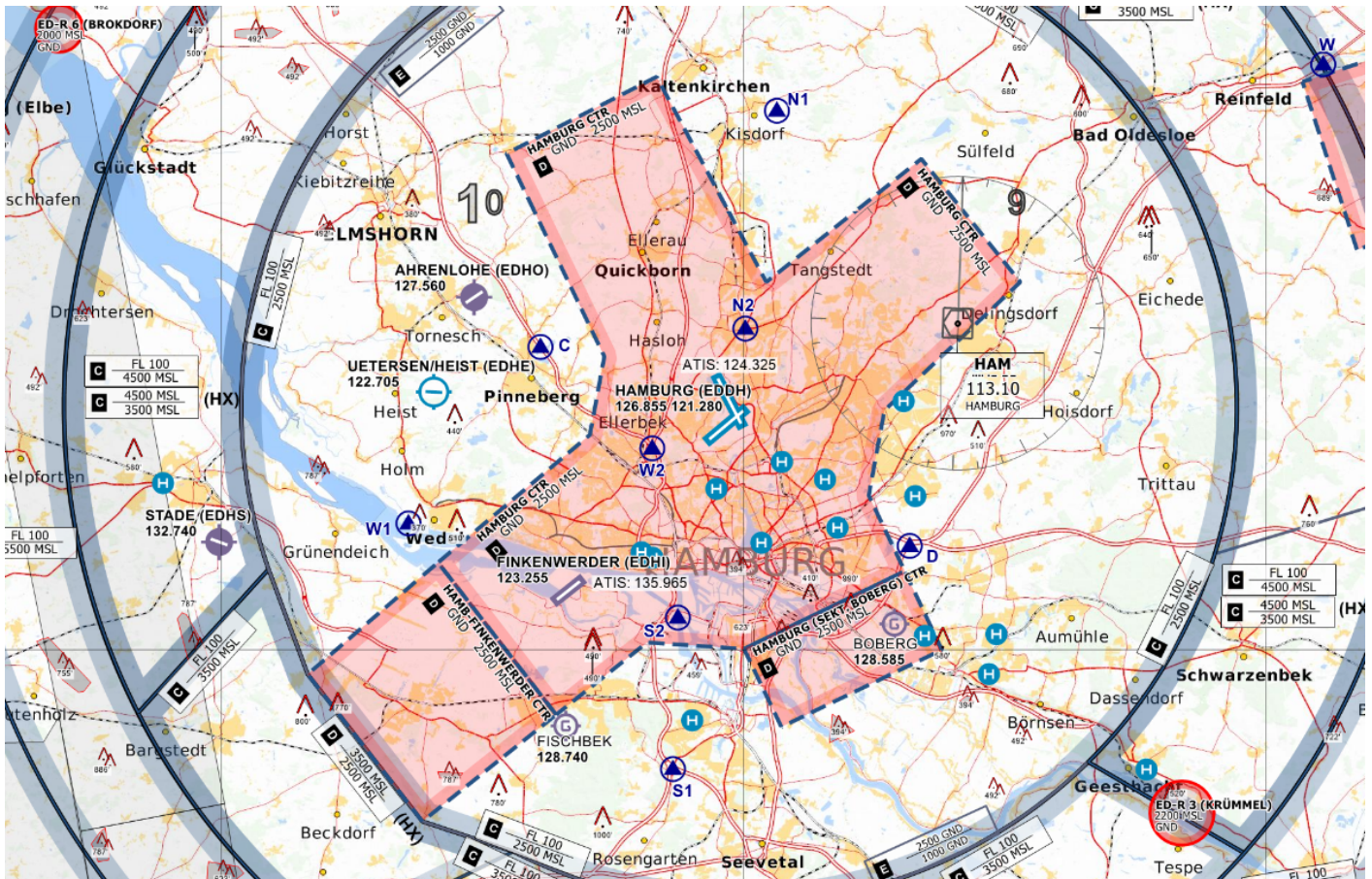


# Tower

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](https://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:



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.