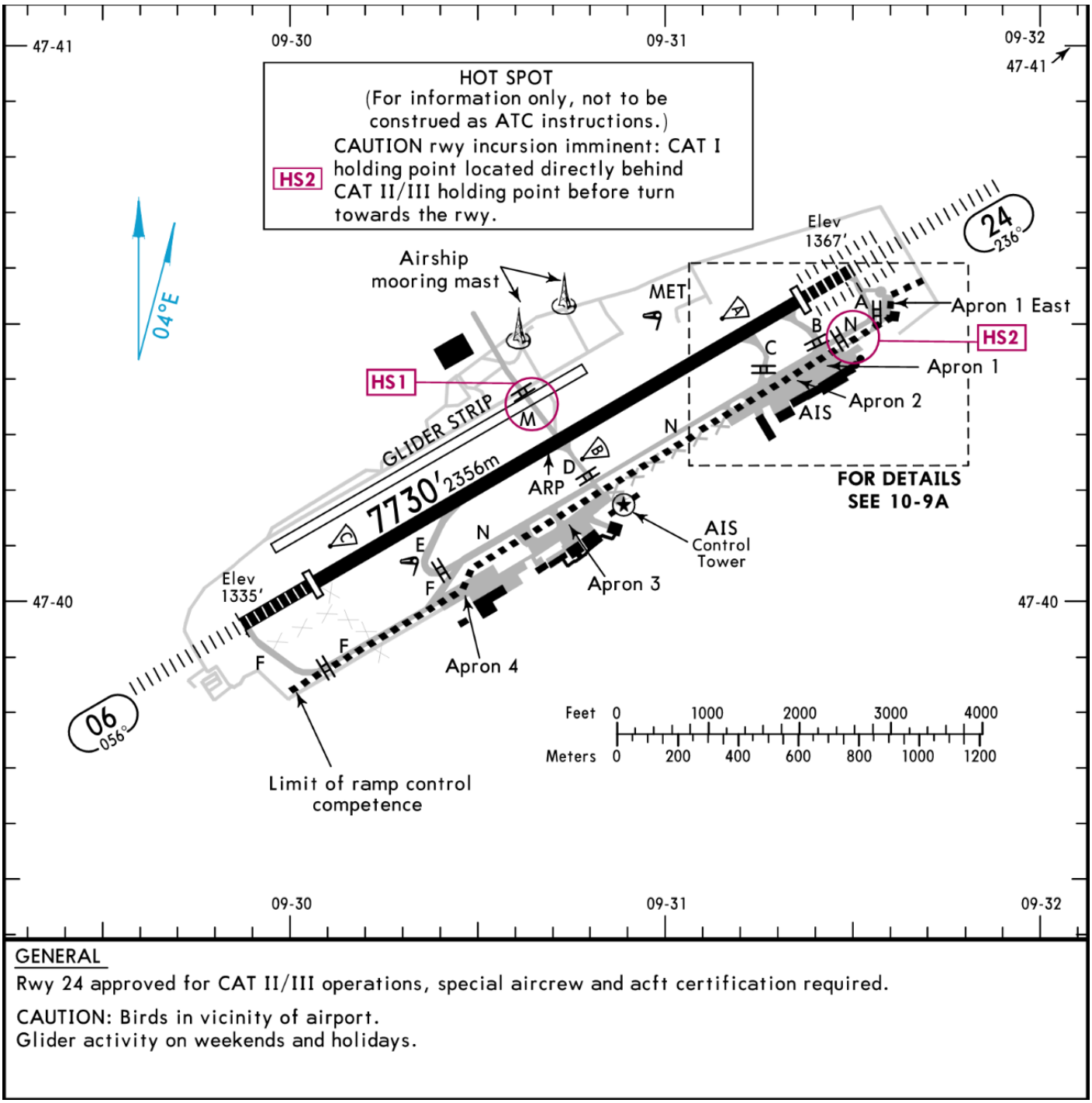
Airport

- Layout
- Gates
- Taxiways
- Runway
- Specials

Layout



EDNY features a compact and straightforward airport layout with a single runway and a relatively small apron environment. The airport infrastructure is optimized for regional and short-haul operations, resulting in short taxi distances and simple ground routing procedures.

The passenger terminal and main commercial apron are located south of the runway. Commercial airliner operations are primarily conducted from stands 201 to 203, which are the only dedicated airliner parking positions at the airport. All stands are configured for taxi-in and taxi-out operations,

meaning no pushback procedures are required.

General aviation facilities and smaller parking areas are located southwest of the main commercial apron. Helicopter and business aviation traffic can frequently be observed in these areas, especially during seasonal traffic peaks and regional events.

Taxiway infrastructure at EDNY is limited but efficient, with direct apron access to the runway and minimal routing complexity. Due to the compact airport design, taxi times are usually very short and rarely exceed a few minutes under normal traffic conditions.

The runway is oriented roughly perpendicular to the Lake Constance shoreline, creating visually distinctive arrival and departure environments. During RWY 06 operations, aircraft are frequently vectored along the lakeside shoreline before turning northbound onto final approach. The open lake area south of the airport provides excellent visual references during both arrivals and departures, while rising terrain becomes increasingly visible further towards Austria and the Alpine region.

Due to the limited apron space and compact maneuvering areas, situational awareness during ground operations remains important, particularly during online network events or periods of increased general aviation activity.

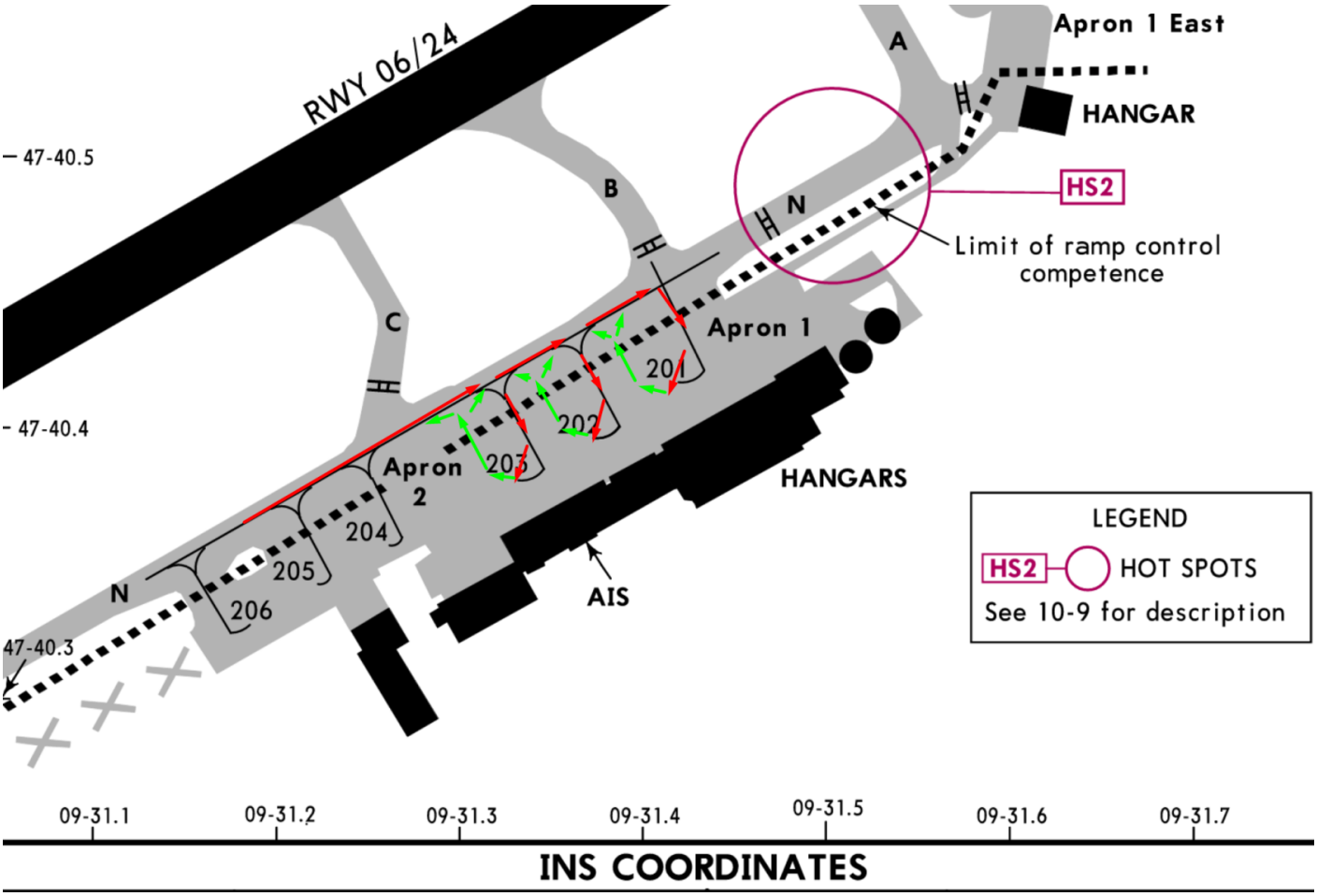
Gates

BlueLake Airways operations at EDNY are limited to parking positions 201 through 203, which are the only stands suitable for regular A319 operations. All positions are located on the main commercial apron south of the runway and provide direct access to the terminal building.

The stands are configured for taxi-in and taxi-out operations only. Pushback procedures are not used at EDNY due to the apron layout and limited maneuvering area. Crews should therefore carefully consider departure routing and nosewheel alignment during stand entry to ensure sufficient clearance for the subsequent taxi-out.

Taxi routing between the runway and the commercial apron is generally straightforward due to the compact airport layout. After landing, aircraft are usually instructed directly onto the apron area with minimal taxi distance. During RWY 24 operations, crews should remain aware of the relatively short taxi routing and prepare for early taxi speed reduction when entering the apron environment.

When departing from stands 201–203, taxi-out is performed under own power with a forward taxi maneuver onto the apron taxi lane before proceeding towards the active runway. Due to the limited apron space and potential presence of general aviation traffic nearby, precise taxi handling and continuous situational awareness are essential.



During turn-out from the parking positions, only the outer (left) engine should be used in order to minimize impact on the surrounding area. Additionally, taxi and turn-off lights should remain switched off while maneuvering out of the stand.

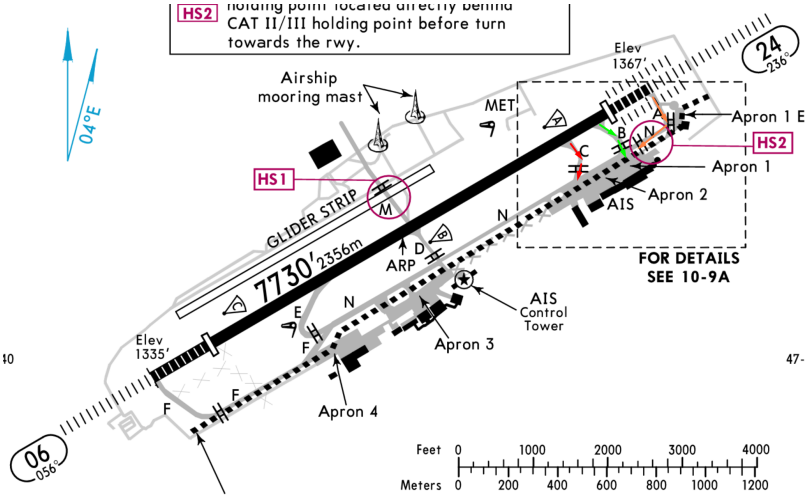
During online network events or increased traffic situations, temporary holding on the apron may be required before taxi clearance can be issued, as the maneuvering space for simultaneous ground movements at EDNY is limited.

Taxiways

EDNY features a simple and compact taxiway system with short taxi distances and minimal routing complexity. Due to the limited maneuvering area and tight apron environment, careful taxi handling and situational awareness remain important during both arrival and departure operations.

RWY 06 Operations

Arrivals

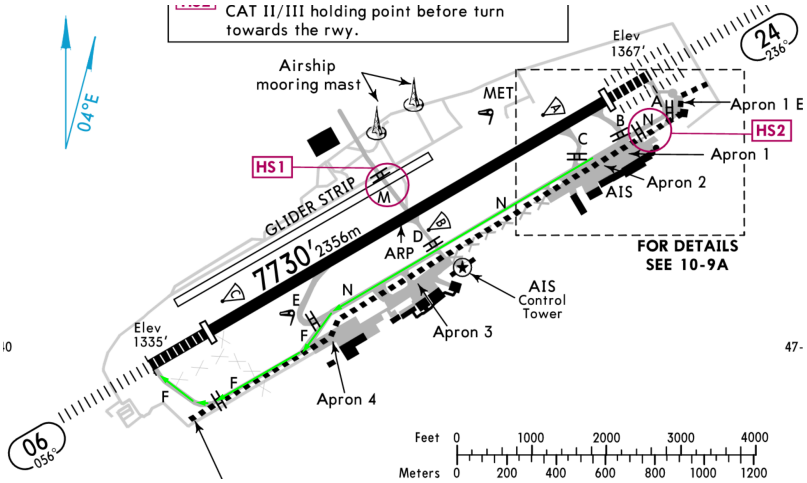


During RWY 06 operations, BlueLake Airways aircraft are expected to vacate the runway via taxiway B whenever operationally possible. After vacating via B, taxi routing towards the commercial apron is performed directly via taxiway N towards stands 201–203.

If taxiway B is missed, aircraft should continue to taxiway A and proceed back towards the apron via taxiway N.

Taxiway C is not used during RWY 06 operations. Due to the required left turn onto taxiway N and the limited maneuvering geometry in this area, taxiway C is considered unsuitable for routine A319 operations.

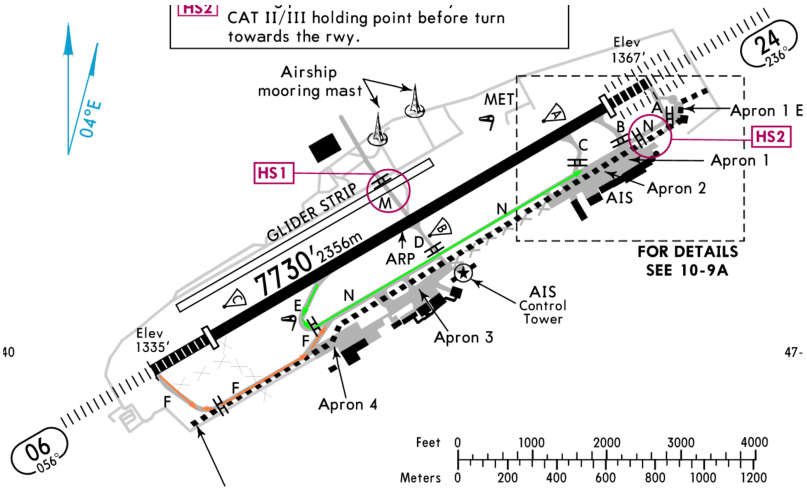
Departures



For RWY 06 departures, aircraft normally taxi from the commercial apron via taxiway N and continue towards the runway via taxiway F.

RWY 24 Operations

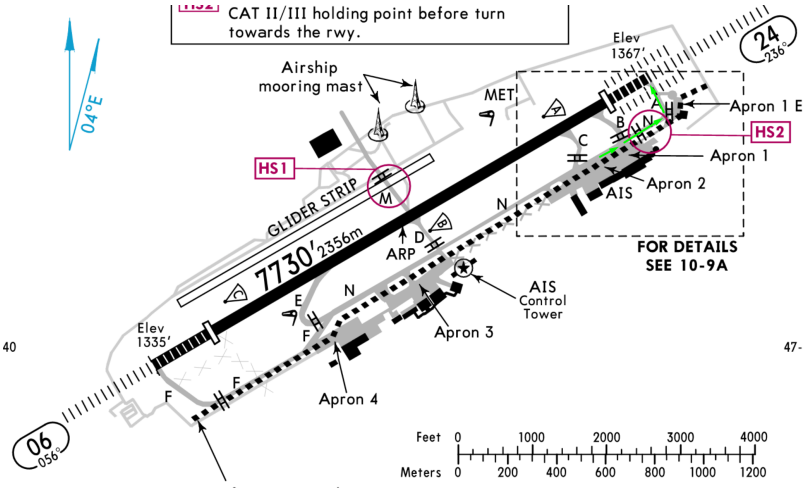
Arrivals



During RWY 24 operations, the preferred runway exit is taxiway E. After vacating the runway, aircraft should continue via taxiway N towards the commercial apron and stands 201–203.

If taxiway E is missed, aircraft should continue to taxiway F and taxi back towards the apron area via taxiway N.

Departures



For RWY 24 departures, aircraft normally taxi from the commercial apron via taxiway N and continue towards the runway via taxiway A.

Continuous situational awareness is required during all ground operations due to the compact maneuvering area and possible general aviation traffic near the apron environment.

Runway

RWY 06

RWY 06 is one half of the single runway system at EDNY and has an approximate magnetic orientation of 058°. The runway surface is asphalt and forms part of the airport’s only operational runway, designated 06/24.

The runway measures approximately 2,356 meters in length and 45 meters in width, providing sufficient operational capability for regional and medium narrowbody aircraft operations, including regular Airbus A319 services. The runway is equipped with standard centerline and edge lighting systems as well as precision approach infrastructure supporting IFR operations.

RWY 06 features a displaced threshold configuration and includes standard runway markings for precision operations. Due to the relatively limited overall runway length compared to major international airports, accurate performance calculations remain important, particularly during adverse weather conditions, contaminated runway operations or high-weight departures.

For RWY 06 arrivals, the preferred runway exit is taxiway B. Aircraft can expect an approximate landing distance of around 1,500 meters before reaching the preferred exit point. If taxiway B is missed, taxiway A is available further down the runway.

RWY 24

RWY 24 represents the reciprocal direction of EDNY’s single runway system and has an approximate magnetic orientation of 238°. Like RWY 06, the runway surface consists of asphalt and supports all commercial airline operations at the airport.

The runway dimensions are approximately 2,356 meters in length and 45 meters in width. RWY 24 is equipped with the airport’s primary precision approach infrastructure and serves as the standard operational runway during most prevailing wind conditions. The runway provides full centerline and edge lighting as well as the required visual aids for low visibility and nighttime operations.

The available runway length allows unrestricted routine A319 operations under normal conditions, although performance considerations remain relevant during wet, contaminated or winter runway conditions due to the airport’s regional infrastructure and limited turnaround area.

For RWY 24 arrivals, the preferred runway exit is taxiway E. Aircraft can expect an approximate landing distance of around 950 meters before reaching the preferred exit point. If taxiway E is

missed, taxiway F is available further down the runway.

To generate a bigger landing distance, the final approach can be flown visually, which increases the landing distance until taxiway E up to 1,150 meters.

Specials

Boarding Procedures

All commercial stands at EDNY are configured for walk boarding operations. Passenger boarding bridges and apron buses are not used. Boarding and deboarding are conducted directly on the apron via mobile stairs, requiring increased awareness for surrounding ground activity during turnaround operations.

Weather Conditions

Weather conditions around EDNY can change rapidly, particularly during morning operations and colder seasons. Reduced visibility, fog and changing cloud layers can develop quickly due to the airport’s proximity to Lake Constance.

General Aviation Activity

Increased general aviation and business jet traffic can frequently be expected around taxiway N and the general aviation apron areas, especially during summer operations and good weather conditions. Crews should maintain continuous situational awareness during taxi operations due to the close interaction between commercial and private aviation traffic.