

General Information

Location: FRANKFURT-HAHN DEU
ICAO/IATA: EDFH / HHN
Lat/Long: N49° 56.75', E007° 15.66'
Elevation: 1649 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0713 Z
Sunset: 1530 Z

Runway Information

Runway: 03
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1638 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft

Runway: 21
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1595 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 136.350
Hahn Tower: 27.910
Hahn Tower: 119.650 Out to 25 mi.
Hahn Tower: 120.900 Secondary
Hahn Ground: 121.975
Langen Radar Approach: 125.600
Langen Radar Approach: 37.570 Military

EDFH/HHN
FRANKFURT-HAHN

27 OCT 17

JEPPesen

20-1P

FRANKFURT-HAHN, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 136.350

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHTTIME RESTRICTIONS**

Take-offs and landings between 2200-0600LT are only allowed:

- With jet ACFT which are noise certificated according to ICAO Annex 16, Vol 1, Chapter 3;
- With propeller-driven ACFT which are noise certificated according to ICAO Annex 16, Vol 1, Chapter 3, 5, 6 or 10 and/or according to the noise requirements for ACFT (LSL), Chapter III, V, VI or X (promulgation by the Federal Office of Civil Aviation (LBA) on January 1st 1991, BAnz, No 54a).

Exempted from restrictions stated above are:

- Landings of ACFT using Frankfurt-Hahn as alternate aerodrome for meteorological, technical or other verifiable safety reasons.
- Take-offs and landings of ACFT on disaster relief and medical assistance flights.
- Take-offs and landings which have been approved by the competent authority of Rhineland-Palatinate, i.e. "Landesbetrieb Mobilität, Fachgruppe Luftverkehr", in justified exceptional cases to avoid significant disruptions to air traffic or for other compelling reasons in cases of special public interest.

1.2.2. REVERSE THRUST

For landings, reverse thrust other than idle thrust, may only be used to the extent necessary for safety reasons.

1.2.3. RUN-UP TESTS

Engine run-ops may not be conducted on Sun and Hol H24, Mon-Sat 2200-0600LT. Exceptions may be applied for from the Aviation Supervision Office (Tel.: +49 (0)6543-508809 or email: luftaufsicht@lbm.rlp.de) in justified individual cases.

1.3. LOW VISIBILITY PROCEDURES

During CAT II or III all-weather operations and/or LVTO procedures, ACFT are only permitted to taxi on TWY A between B1 and C, B2 and C and on TWYs C, E and F up to the CAT II/III stop bar. They may taxi without further guidance if the centerline lighting is illuminated. When the RVR is less than 350m, taxiing on the ramps and on TWYs without centerline lighting is only permitted under the guidance of a Follow-me vehicle.

1.4. TAXI PROCEDURES**1.4.1. GENERAL**

TWY A between TWYs D and E MAX wingspan less than 118'/36m.

Taxi with CAUTION on TWY A between apron 2 and 3 when wet.

ACFT with wingspan of more than 118'/36m are not allowed to taxi onto TWY A north of intersection B2 unless instructed by ATC.

TWY C not usable for ACFT with wingspan of more than 118'/36m unless instructed by ATC.

TWY D not usable for ACFT exceeding 14t MTOW.

ACFT are permitted to taxi on the apron only at the indispensable minimum engine speed when taxiing into ACFT stands.

ACFT are not allowed to increase engine power considerably beyond IDLE motion speed.

ACFT taxiing to stands A1 thru A6 or B1 thru B5 on apron 3 are permitted to taxi only at the absolute minimum rpm. If taxiing on the apron is interrupted, HAHN Ground shall be informed before continuing to taxi.

EDFH/HHN
FRANKFURT-HAHN

27 OCT 17

JEPPESEN

(20-1P1)

FRANKFURT-HAHN, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.4.2. OPERATION OF ACFT TYPE B747-800

Taxiing guidance of ACFT type B747-800 between the RWY and the stands on aprons 3 and 4 shall exclusively take place via TWY E.

Only TWYs B2, A and B1 in the Southwest and the turning area Northeast of threshold 21 may be used for any turning manoeuvres that may become necessary on the RWY.

The turning area Northeast of threshold 21 may only be used under the guidance of a Follow-me vehicle.

1.4.3. OPERATION OF MAINTENANCE APRON 5

ACFT with more than 14000kg MTOW may not taxi on apron 5 under their own power. ACFT will be towed to and from the maintenance hangars. ACFT are taken over and released between TWY F and CAT II/III holding position of TWY M.

1.5. PARKING INFORMATION

To avoid incidents on apron 2, wheel chocks shall be used while parking due to steep slope. Wheel chocks are available on the East side of apron 2.

On stands A1, A4, B1 and B4 push-back required.

1.6. OTHER INFORMATION

DANGER: Possible wake turbulence.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 21 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT with code letters D to F is only possible on aprons 3 and 4.

De-icing of ACFT up to code letter C shall be conducted on areas provided for this purpose (pads), depending on the RWY-in-use. If RWY 03 is in use, ACFT are guided to pad 03 by a Follow-me car and instructed there. If RWY 21 is in use, ACFT are towed from apron 3 to Pad 21.

3.2. RWY OPERATIONS

RWY 21 intersection take-off via TWY E shall be used whenever within performance parameters.

EDFH/HHN
FRANKFURT-HAHN

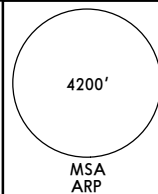
JEPPESEN FRANKFURT-HAHN, GERMANY
4 NOV 16 20-2 Eff 10 Nov RNAV STAR

ATIS
136.350

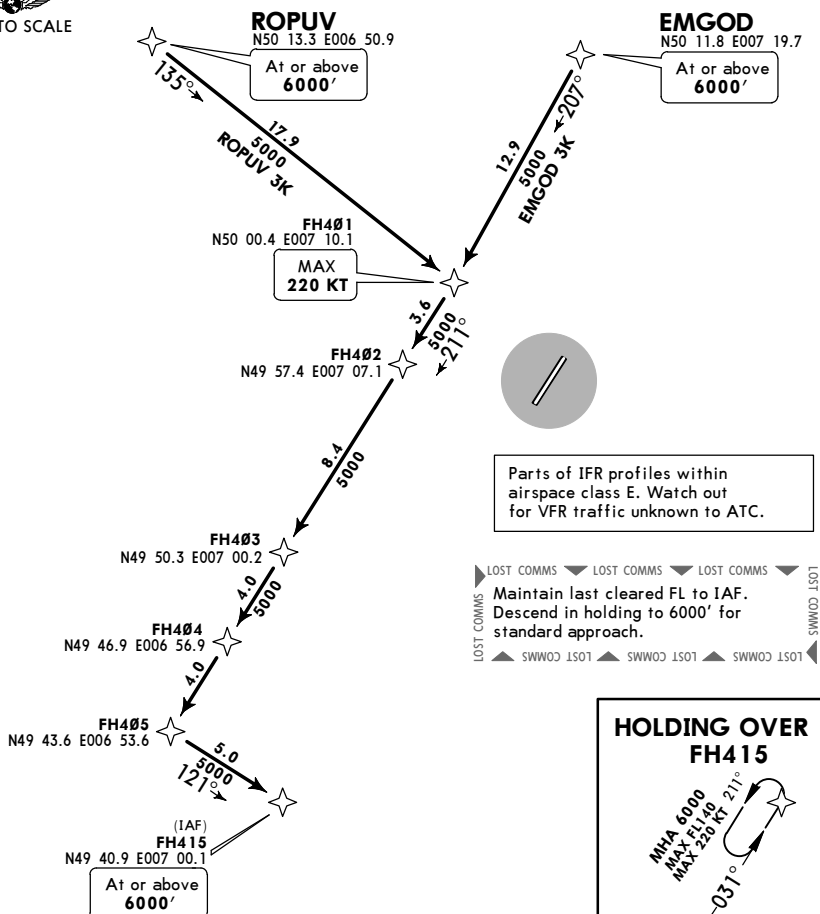
Apt Elev
1649'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent.
3. RADAR required.
4. On downwind EXPECT vectors to final.
5. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
6. For non GPS-equipped aircraft DME 112.25 LUX, 115.3 NTM and 116.7 TAU must be operational.

EMGOD 3K [EMGO3K] ROPUV 3K [ROPU3K] RWY 03 RNAV ARRIVALS



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



STAR	ROUTING
EMGOD 3K	EMGOD (6000'+) - FH401 (K220-) - FH402 - FH403 - FH404 - FH405 - FH415 (6000'+).
ROPUV 3K	ROPUV (6000'+) - FH401 (K220-) - FH402 - FH403 - FH404 - FH405 - FH415 (6000'+).

EDFH/HHN
FRANKFURT-HAHN

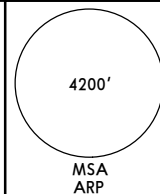
JEPPESEN FRANKFURT-HAHN, GERMANY
4 NOV 16 **(20-2A)** **Eff 10 Nov** **RNAV STAR**

ATIS
136.350

Apt Elev
1649'

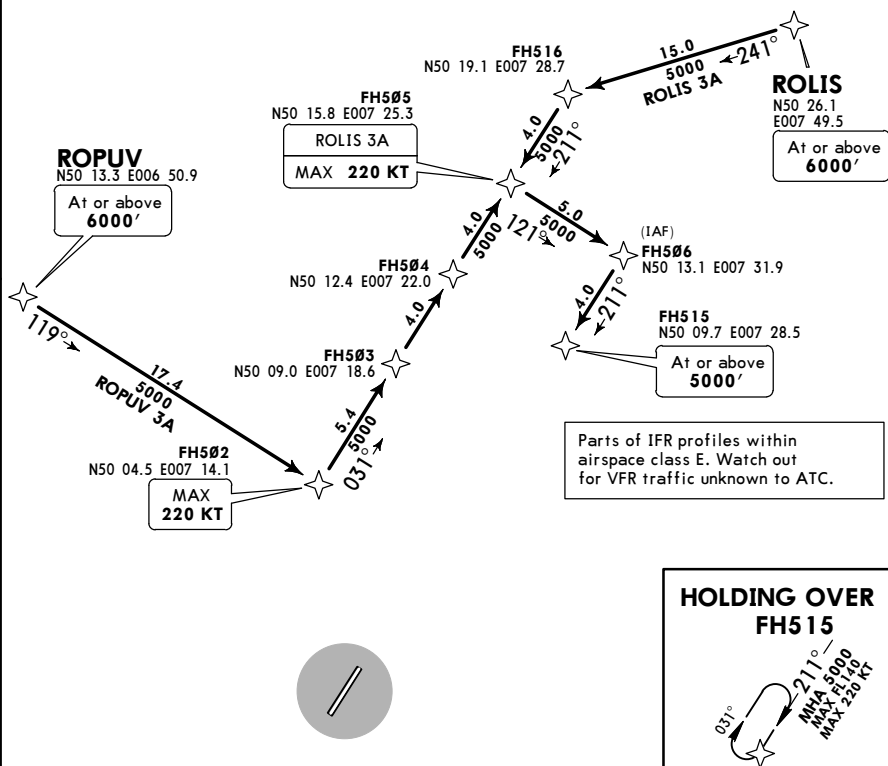
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent.
3. **RADAR required.**
4. On downwind EXPECT vectors to final.
5. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
6. For non GPS-equipped aircraft DME 112.25 LUX, 115.3 NTM and 116.7 TAU must be operational.

ROLIS 3A [ROLI3A]
ROPUV 3A [ROPU3A]
RWY 21 RNAV ARRIVALS



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last cleared FL to IAF.
Descend in holding to 5000' for standard approach.
▲ SIIWOC 1501 ▲ SIIWOC 1501 ▲ SIIWOC 1501 ▲



STAR	ROUTING
ROLIS 3A	ROLIS (6000'+) - FH516 - FH505 (K220-) - FH506 - FH515 (5000'+).
ROPUV 3A	ROPUV (6000'+) - FH502 (K220-) - FH503 - FH504 - FH505 - FH506 - FH515 (5000'+).

EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
4 NOV 16 (20-2C) Eff 10 Nov

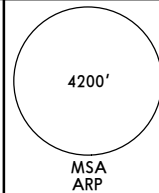
RNAV STAR

ATIS
136.350

Apt Elev
1649'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent.
3. **RADAR required.**
4. On downwind EXPECT vectors to final.
5. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
6. For non GPS-equipped aircraft DME 112.25 LUX, 115.3 NTM and 116.7 TAU must be operational.

OLGIL 3A [OLGIL3A]
OLGIL 3B [OLGI3B]
OLIVI 3A [OLIV3A]
OLIVI 3B [OLIV3B]
RWY 21 RNAV ARRIVALS

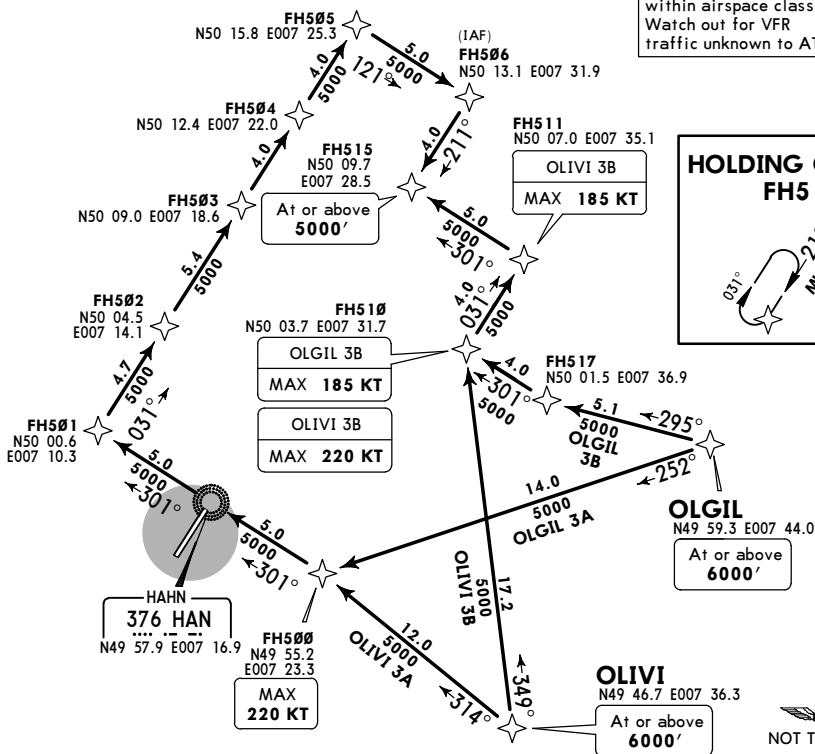


SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared FL to IAF.
Descend in holding to 5000' for standard approach.
LOST COMMS ▲ SSWOC 1501 ▲ SSWOC 1501 ▲ SSWOC 1501

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

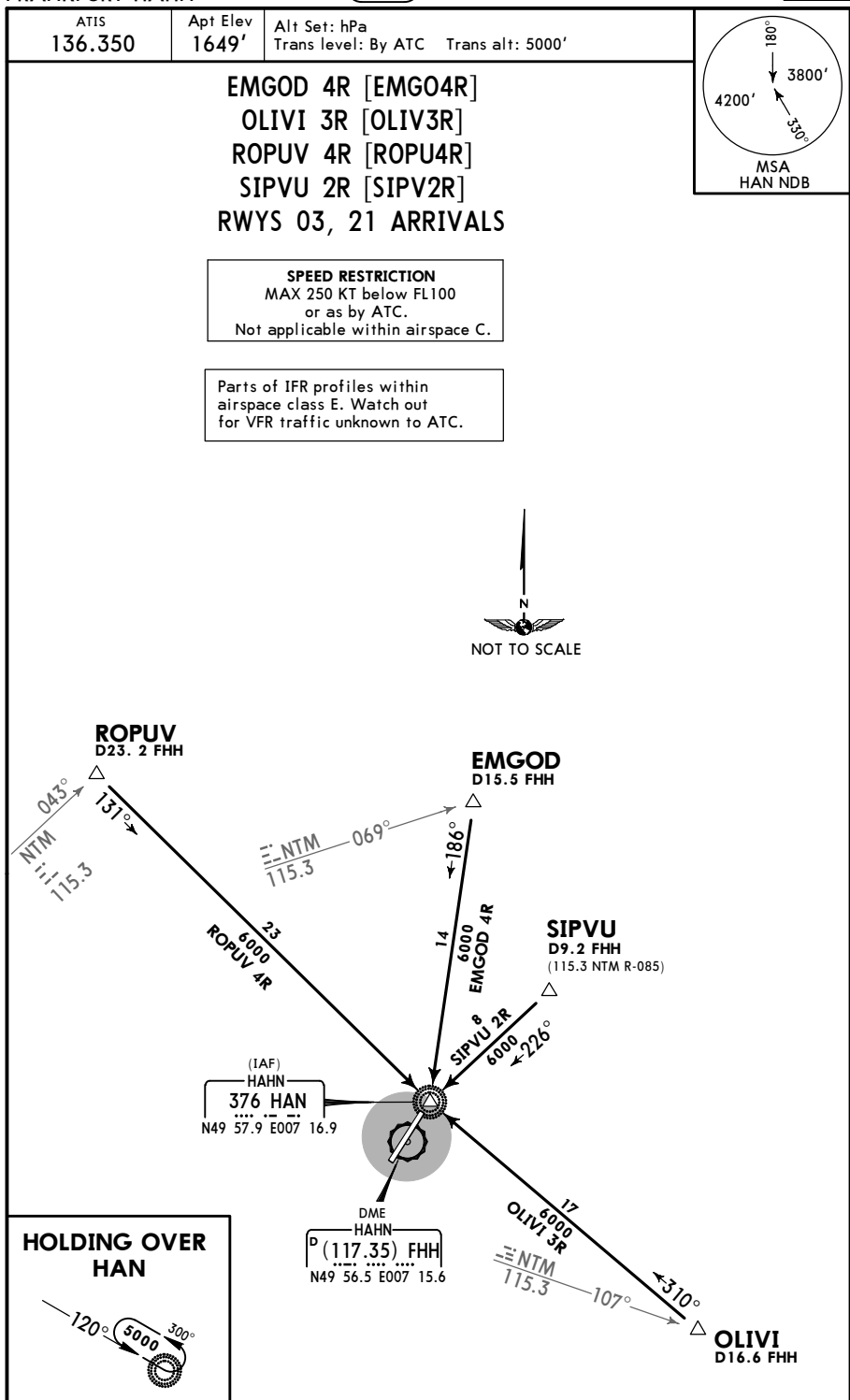
HOLDING OVER FH515



STAR	ROUTING
OLGIL 3A	OLGIL (6000'+) - FH500 (K220-) - HAN - FH501 - FH502 - FH503 - FH504 - FH505 - FH506 - FH515 (5000'+).
OLGIL 3B	OLGIL (6000'+) - FH517 - FH510 (K185-) - FH511 - FH515 (5000'+).
OLIVI 3A	OLIVI (6000'+) - FH500 (K220-) - HAN - FH501 - FH502 - FH503 - FH504 - FH505 - FH506 - FH515 (5000'+).
OLIVI 3B	OLIVI (6000'+) - FH510 (K220-) - FH511 (K185-) - FH515 (5000'+).

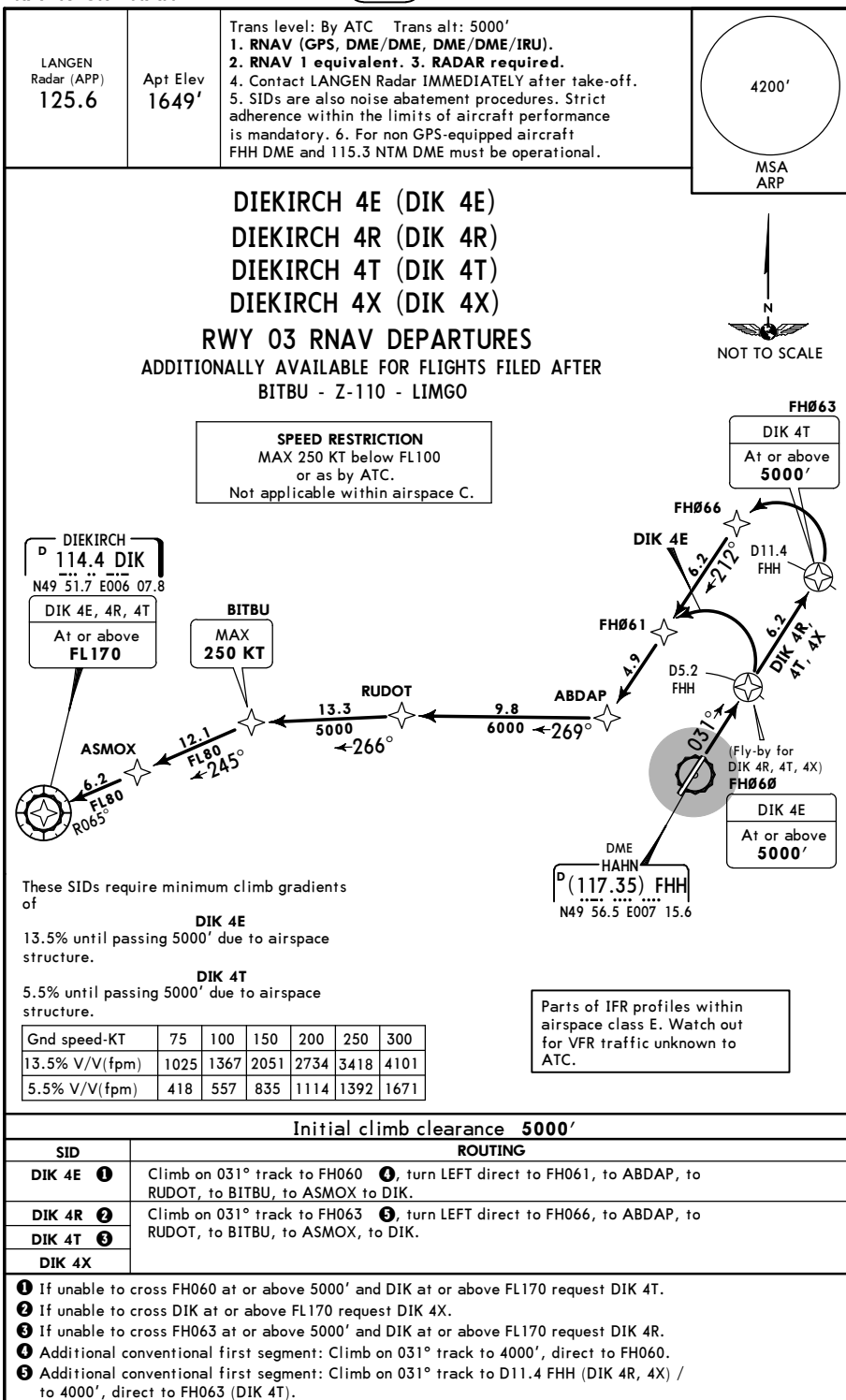
EDFH/HHN
FRANKFURT-HAHN

JEPPesen **FRANKFURT-HAHN, GERMANY**
8 SEP 17 **(20-2D)** **Eff 14 Sep** **STAR**



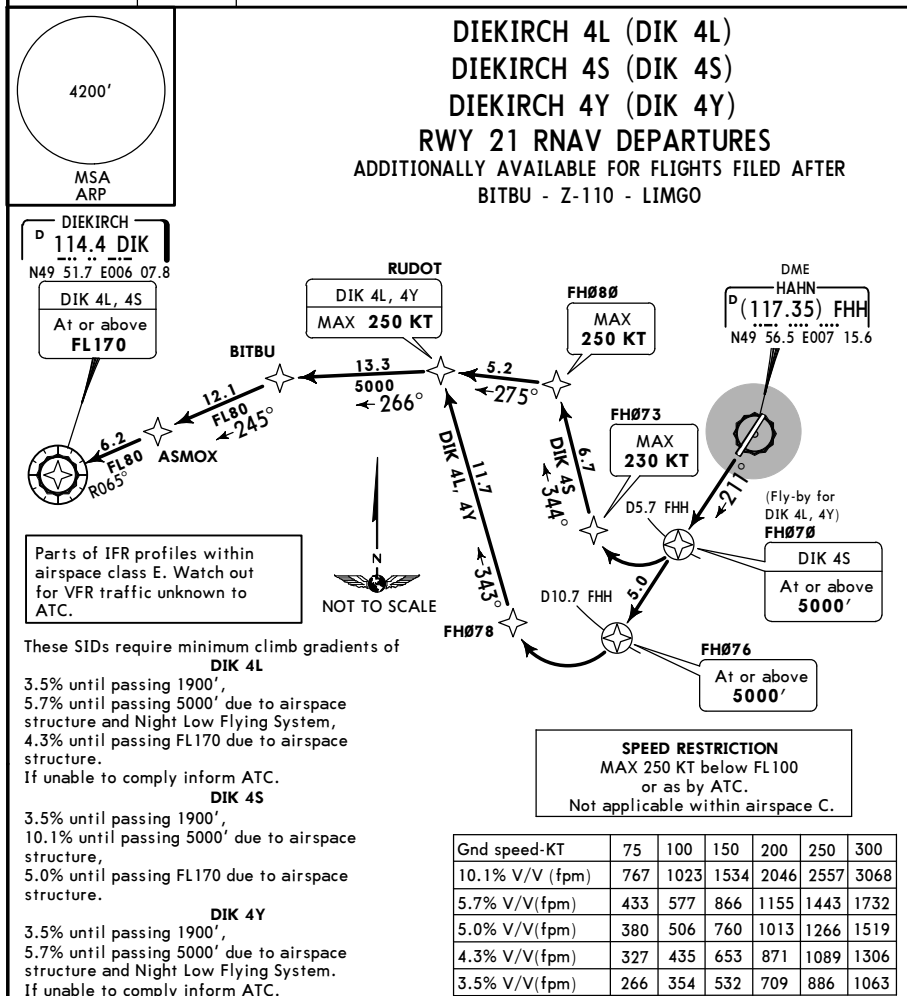
EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
8 SEP 17 **20-3** **Eff 14 Sep** **RNAV SID**



EDFH/HHN
FRANKFURT-HAHNJEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 (20-3A) Eff 14 Sep RNAV SID

LANGEN Radar (APP) 125.6	Apt Elev 1649'	Trans level: By ATC Trans alt: 5000' 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles. 7. For non GPS-equipped aircraft FHH DME, 112.25 LUX and 115.3 NTM must be operational.
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Initial climb clearance 5000'

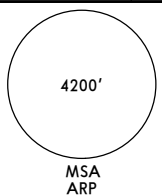
SID	ROUTING
DIK 4L 1 2	Climb on 211° track to FH076 ⑤, turn RIGHT direct to FH078, to RUDOT, to BITBU, to ASMOX, to DIK.
DIK 4S 2 3 4	Climb on 211° track to FH070 ⑥, turn RIGHT direct to FH073, FH080, to RUDOT, to BITBU, to ASMOX, to DIK.
DIK 4Y	Climb on 211° track to FH076 ⑤, turn RIGHT direct to FH078, to RUDOT, to BITBU, to ASMOX, to DIK.

- ① If unable to cross FH076 at or above 5000' inform ATC.
- ② If unable to cross DIK at or above FL170 request DIK 4Y.
- ③ If unable to cross FH070 at or above 5000' request DIK 4L.
- ④ Not to be used during activity of Night Low Flying System.
- ⑤ Additional conventional first segment: Climb on 211° track to 4000', direct to FH076.
- ⑥ Additional conventional first segment: Climb on 211° track to 4000', direct to FH070.

EDFH/HHN
FRANKFURT-HAHNJEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 (20-3B) Eff 14 Sep RNAV SIDLANGEN
Radar (APP)
125.6Apt Elev
1649'

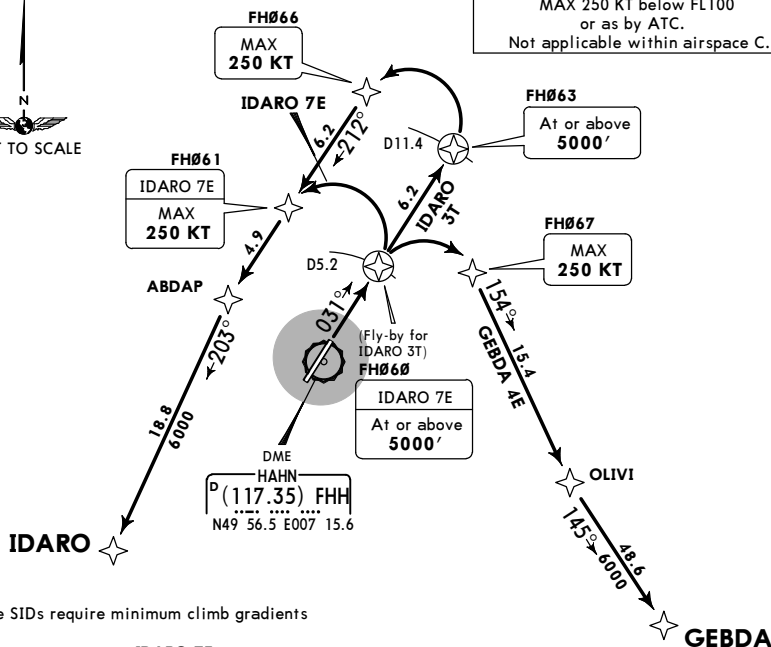
Trans level: By ATC Trans alt: 5000'

1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
6. For non GPS-equipped aircraft FHH DME must be operational.



GEBDA 4E [GEBD4E] IDARO 7E [IDAR7E] IDARO 3T [IDAR3T] RWY 03 RNAV DEPARTURES

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

IDARO 7E
13.5% until passing 5000' due to airspace structure.
IDARO 3T
5.5% until passing 5000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
13.5% V/V(fpm)	1025	1367	2051	2734	3418	4101
5.5% V/V(fpm)	418	557	835	1114	1392	1671

Parts of IFR profiles
within airspace class E.
Watch out for VFR
traffic unknown to ATC.

Initial climb clearance 5000'

SID	ROUTING
GEBDA 4E ①	Climb on 031° track to FH060 ④, turn RIGHT direct to FH067, to OLIVI, to GEBDA.
IDARO 7E ②	Climb on 031° track to FH060 ⑤, turn LEFT direct to FH061, to ABDAP, to IDARO.
IDARO 3T ③	Climb on 031° track to FH063 ⑥, turn LEFT direct to FH066, to ABDAP, to IDARO.

- ① Available between FRI 1800LT-MON 0800LT. Outside these times assigned by ATC only.
- ② If unable to cross FH060 at or above 5000' request IDARO 3T.
- ③ If unable to cross FH063 at or above 5000' request alternate departure instructions by ATC.
- ④ Additional conventional first segment: Climb on 031° track to D5.2 FHH, turn RIGHT, 154° track to 4000', direct to OLIVI.
- ⑤ Additional conventional first segment: Climb on 031° track to 4000', direct to FH060.
- ⑥ Additional conventional first segment: Climb on 031° track to 4000', direct to FH063.

EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 **(20-3C)** **Eff 14 Sep** **RNAV SID**

LANGEN
Radar (APP)
125.6

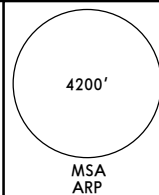
Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles.
7. For non GPS-equipped aircraft FHH DME, 112.25 LUX and 115.3 NTM must be operational.

GEBDA 4L [GEBD4L]
AVAILABLE BETWEEN FRI 1800 LT - MON 0800 LT.
OUTSIDE THESE TIMES ASSIGNED BY ATC ONLY.

IDARO 3Y [IDAR3Y]
ONLY FOR FLIGHTS TO EDDR, EDZR OR EDSB
AND FLIGHTS CONTINUING VIA Z-818

RWY 21 RNAV DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

DME
HAHN
(117.35) FHH
N49 56.5 E007 15.6



IDARO

MAX
250 KT

FH075

At or above
5300'

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.

GEBDA 4L

MAPIG

GEBDA

These SIDs require minimum climb gradients
of
3.5% until passing 1900',
4.2% until passing 5300' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
3.5% V/V(fpm)	266	354	532	709	886	1063

If unable to comply inform ATC.

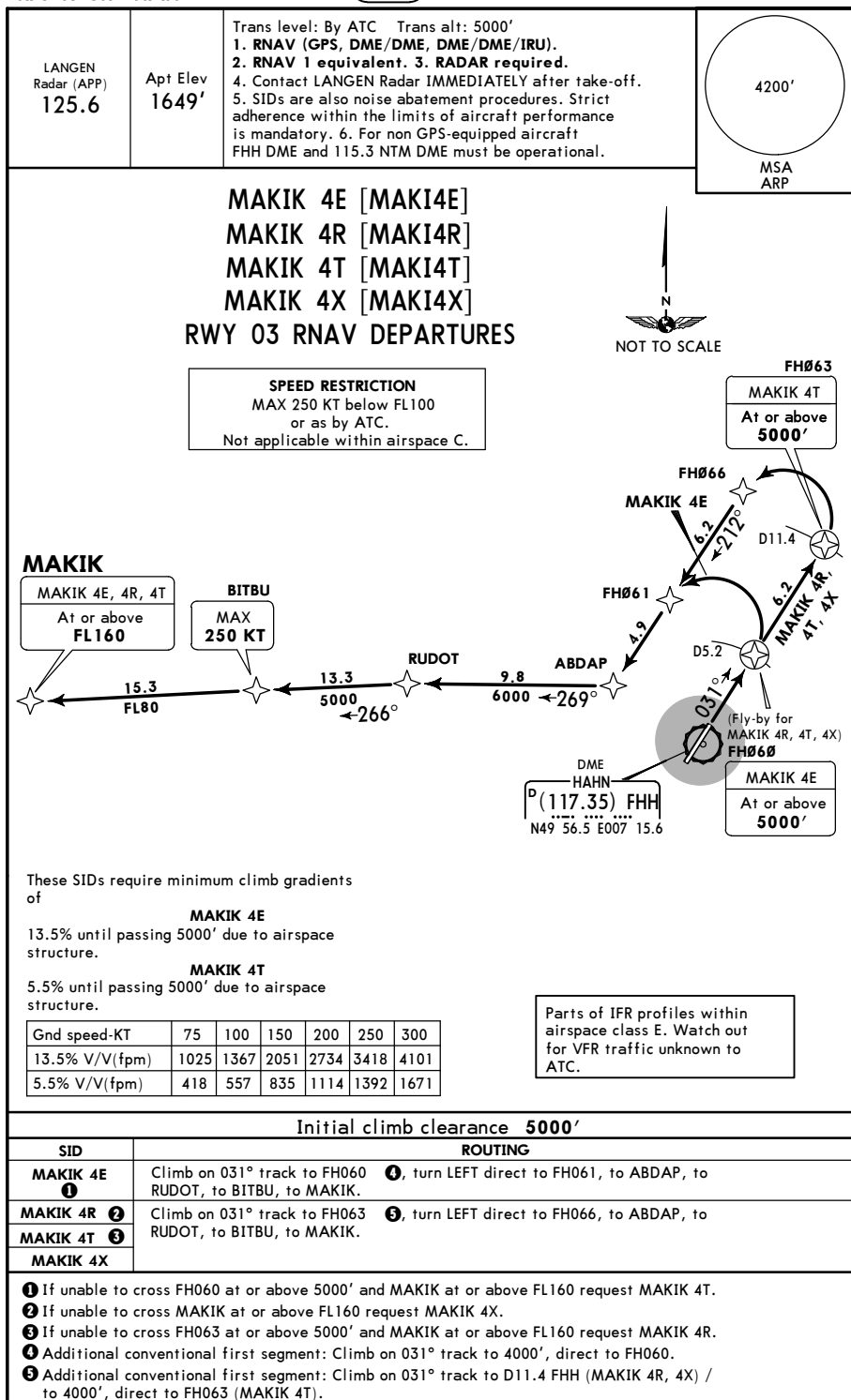
Initial climb clearance 6000'

SID	ROUTING
GEBDA 4L	Climb on 211° track to FH075 ①, to IDARO, to MAPIG, to GEBDA.
IDARO 3Y	Climb on 211° track to FH075 ①, to IDARO.

① Additional conventional first segment: Climb on 211° track to 4000', direct to FH075.

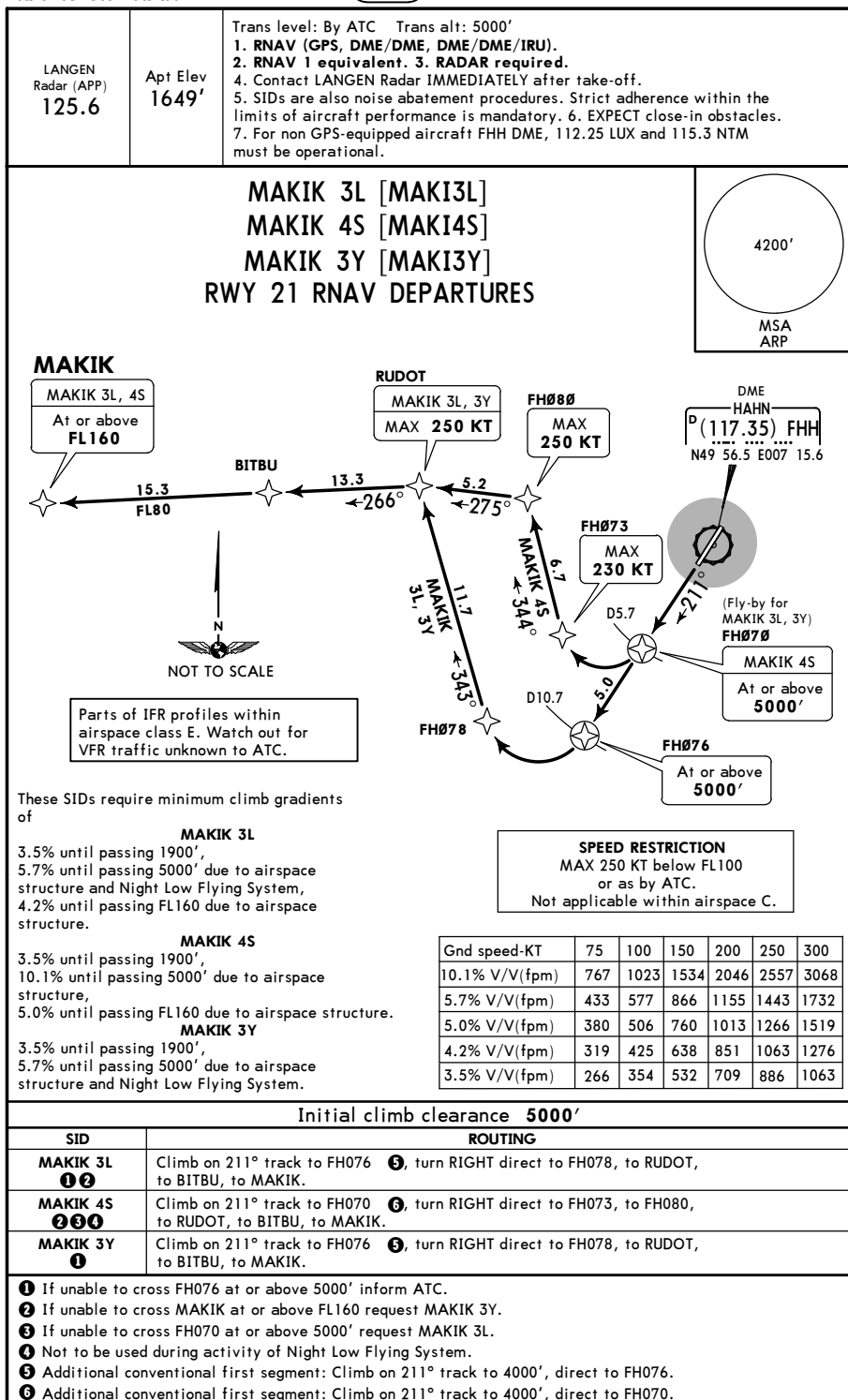
EDFH/HHN
FRANKFURT-HAHNJEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 (20-3D) Eff 14 Sep

RNAV SID



EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 **(20-3E)** **Eff 14 Sep** **RNAV SID**



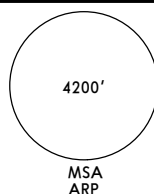
EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
8 SEP 17 **(20-3F)** Eff 14 Sep **RNAV SID**

LANGEN
Radar (APP)
125.6

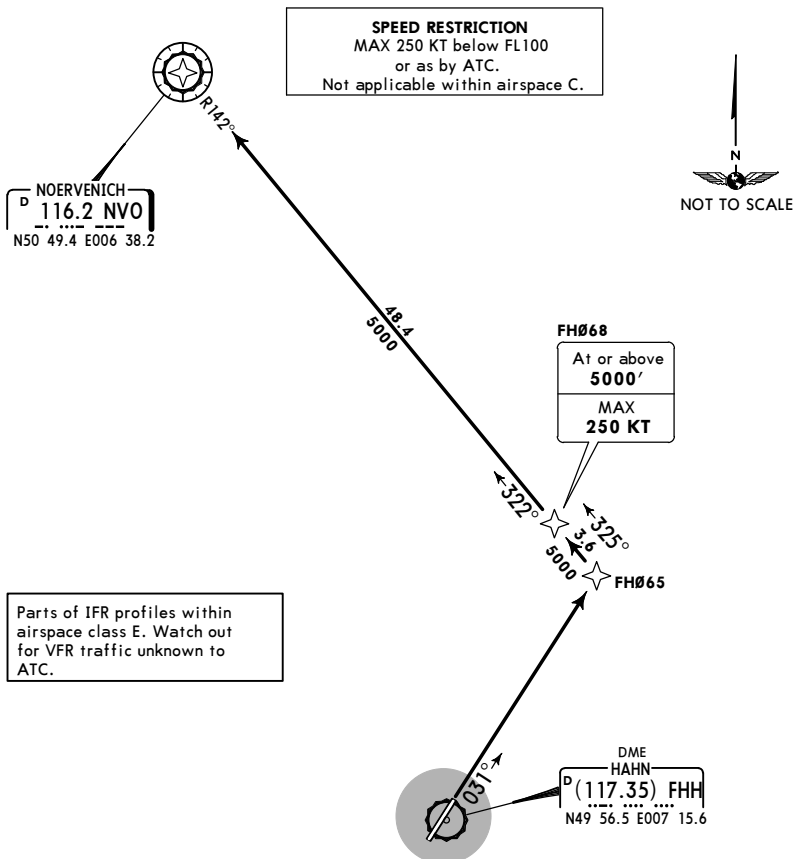
Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. **RNAV (GPS, DME/DME, DME/DME/IRU).**
2. **RNAV 1 equivalent. 3. RADAR required.**
4. Contact LANGEN Radar **IMMEDIATELY** after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is **MANDATORY**.
6. For non GPS-equipped aircraft FHH DME must be operational.



NOERVENICH 2G (NVO 2G)
RWY 03 RNAV DEPARTURE
BY ATC

NOT TO BE FILED IN FLIGHT PLAN
NOT TO BE USED DURING ACTIVITY OF NIGHT LOW FLYING SYSTEM



This SID requires a minimum climb gradient
of
3.7% until passing 5000' due to airspace
structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

Initial climb clearance 5000'

ROUTING

Climb on 031° track to FH065 ①, to FH068, to NVO.

① Additional conventional first segment: Climb on 031° track to 4000', direct to FH065.

EDFH/HHN
FRANKFURT-HAHNJEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 **20-3G** Eff 14 Sep **RNAV SID**LANGEN
Radar (APP)
125.6Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'

1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 6. EXPECT close-in obstacles.
7. For non GPS-equipped aircraft FHH DME, 112.25 LUX and 115.3 NTM must be operational.

NOERVENICH 2S (NVO 2S)

NOT TO BE FILED IN FLIGHT PLAN

OLIVI 2S [OLIV2S]

NON-JET ACFT UP TO 5.7T MTOW ONLY

RNAV DEPARTURES

BY ATC

NOT TO BE USED DURING ACTIVITY
OF NIGHT LOW FLYING SYSTEM

4200'

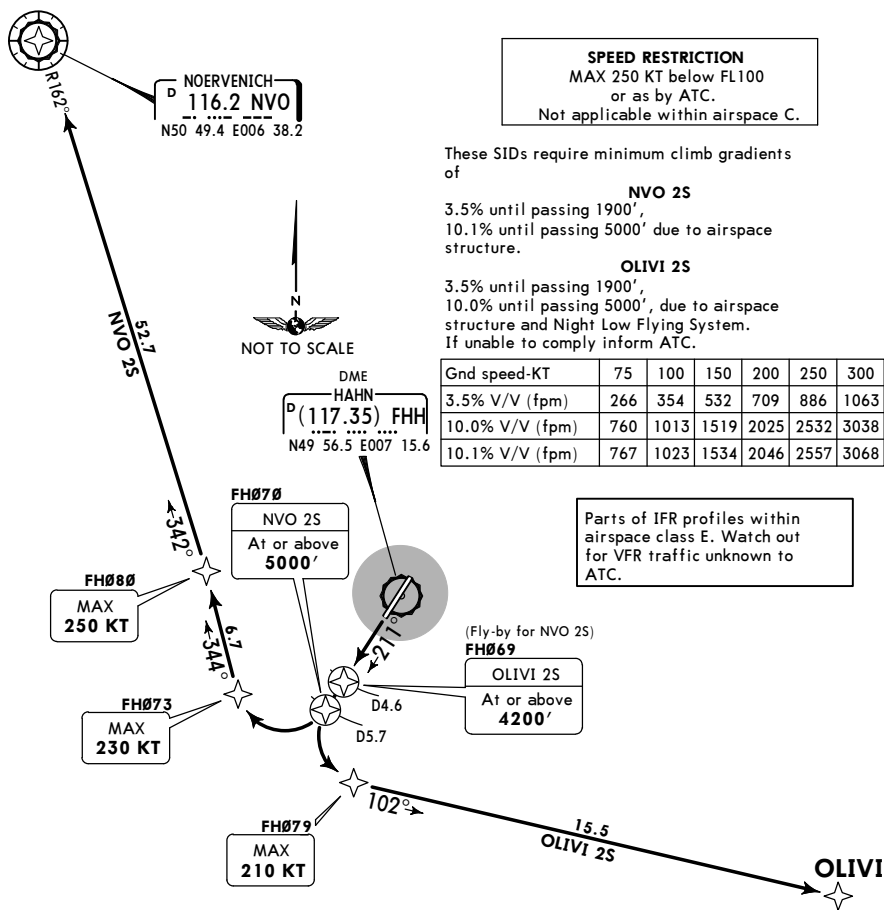
MSA
ARP**SPEED RESTRICTION**MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

These SIDs require minimum climb gradients of

NVO 2S3.5% until passing 1900',
10.1% until passing 5000' due to airspace structure.**OLIVI 2S**3.5% until passing 1900',
10.0% until passing 5000', due to airspace structure and Night Low Flying System.
If unable to comply inform ATC.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038
10.1% V/V (fpm)	767	1023	1534	2046	2557	3068



SID	RWY	ROUTING
NVO 2S ①	21	Climb on 211° track to FH070 ②, turn RIGHT direct to FH073, to FH080, to NVO.
OLIVI 2S		Climb on 211° track to FH069 ③, turn LEFT direct to FH079, to OLIVI.

① If unable to cross FH070 at or above 5000' inform ATC.

② Additional conventional first segment: Climb on 211° track to 4000', direct to FH070.

③ Additional conventional first segment: Climb on 211° track to 4000', direct to FH069.

EDFH/HHN
FRANKFURT-HAHN

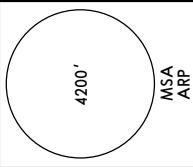
JEPPesen
20-3H Eff 14 Sep

FRANKFURT-HAHN, GERMANY
RNAV SID

LANGEN
Radar (APP)
125.6

Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.



RIDSU 3E [RIDS3E]
RIDSU 3T [RIDS3T]
RWY 03 RNAV DEPARTURES

ONLY AVAILABLE FOR FLIGHTS VIA DONAB AT OR ABOVE FL120
IF UNABLE TO COMPLY REQUEST ALTERNATE
DEPARTURE INSTRUCTIONS BY ATC

These SIDs require minimum climb gradients of

RIDSU 3E

13.5% until passing 5000',
4.2% until passing FL120 due to airspace structure.

RIDSU 3T

5.5% until passing 5000' due to airspace structure.

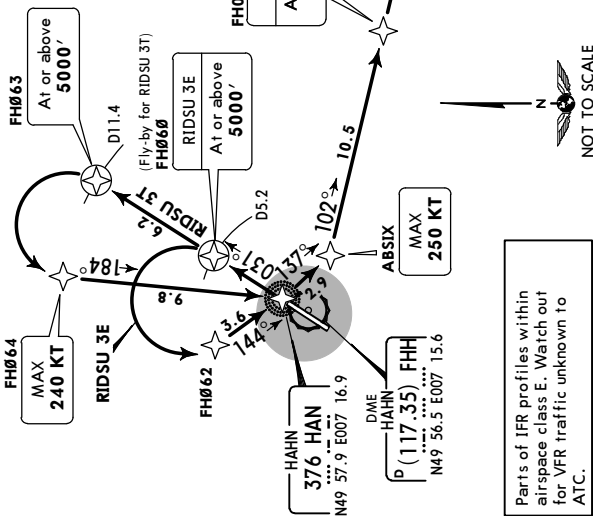
Gnd speed-KT	75	100	150	200	250	300
13.5% V/V(fpm)	1025	1367	2051	2734	3418	4101
5.5% V/V(fpm)	418	557	835	1114	1392	1671
4.2% V/V(fpm)	319	425	638	851	1063	1276

DONAB

RIDSU 3T
At or above
FL120

RIDSU

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance 5000'

ROUTING

RIDSU 3E ①
Climb on 031° track to FH060 ③, turn LEFT direct to FH062, to HAN, to ABSIX, to FH081, to SOBRA, to DONAB, to RIDSU.

RIDSU 3T ②
Climb on 031° track to FH063 ④, turn LEFT direct to FH064, to HAN, to ABSIX, to SOBRA, to DONAB, to RIDSU.

- ① If unable to cross FH060 at or above 5000' and FH081 at or above FL120 request RIDSU 3T.
- ② If unable to cross FH063 at or above 5000' request alternate departure instructions by ATC.
- ③ Additional conventional first segment: Climb on 031° track to 4000', direct to FH060.
- ④ Additional conventional first segment: Climb on 031° track to 4000', direct to FH063.

EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 (20-3J) Eff 14 Sep

RNAV SID

LANGEN
Radar (APP)
125.6

Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'

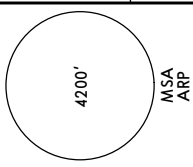
1. RNAV (GPS, DME/DME, DME/IRU).

2. RNAV 1 equivalent. 3. RADAR required.

4. Contact LANGEN Radar IMMEDIATELY after take-off.

5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles.

7. For non GPS-equipped aircraft FHH DME, 112.25 LUX and 115.3 NTM must be operational.



RIDSU 3L [RIDS3L]

RIDSU 4S [RIDS4S]

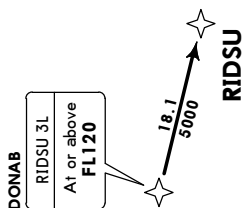
RWY 21 RNAV DEPARTURES

ONLY AVAILABLE FOR FLIGHTS VIA DONAB AT OR ABOVE FL120.

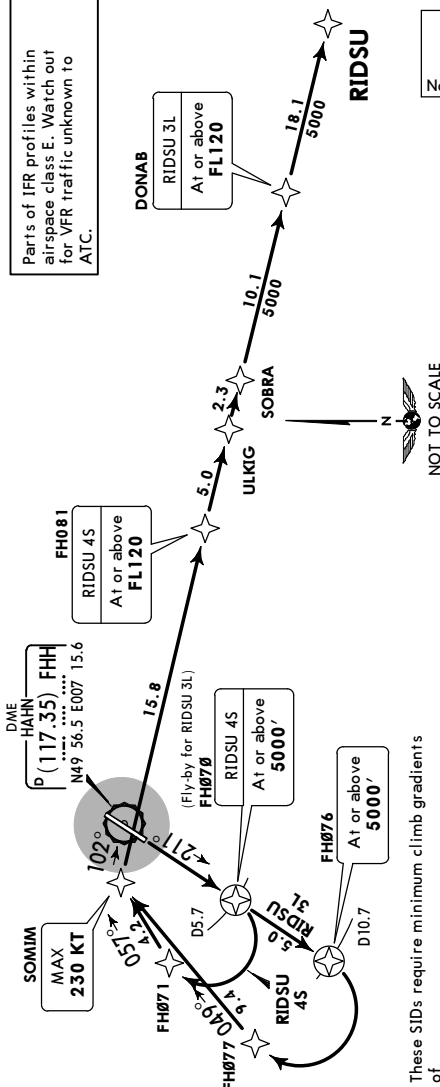
IF UNABLE TO COMPLY REQUEST ALTERNATE

DEPARTURE INSTRUCTIONS BY ATC

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Gnd speed-KT	75	100	150	200	250	300
10.0% V/V(fpm)	760	1013	1519	2025	2532	3038
5.7% V/V(fpm)	433	577	866	1155	1443	1732
5.2% V/V(fpm)	395	527	790	1053	1317	1580
3.5% V/V(fpm)	266	354	532	709	886	1063

Initial climb clearance 5000'
ROUTING

SID	ROUTING
RIDSU 3L 1	Climb on 211° track to FH076 ① turn RIGHT direct to FH077, to SOMIM, to ULKIG, to SOBRA, to DONAB, to RIDSU.
RIDSU 4S 2 3	Climb on 211° track to FH070 ② turn RIGHT direct to FH071, to SOMIM, to FH081, to ULKIG, to SOBRA, to DONAB, to RIDSU.

① If unable to cross FH076 at or above 5000' inform ATC.

② If unable to cross FH070 at or above 5000' and FH081 at or above FL120 request RIDSU 3L.

③ Not to be used during activity of Night Low Flying System.

④ Additional conventional first segment: Climb on 211° track to 4000', direct to FH076.

⑤ Additional conventional first segment: Climb on 211° track to 4000', direct to FH070.

EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 20-3K Eff 14 Sep

RNAV SID

LANGEN
Radar (APP)
125.6

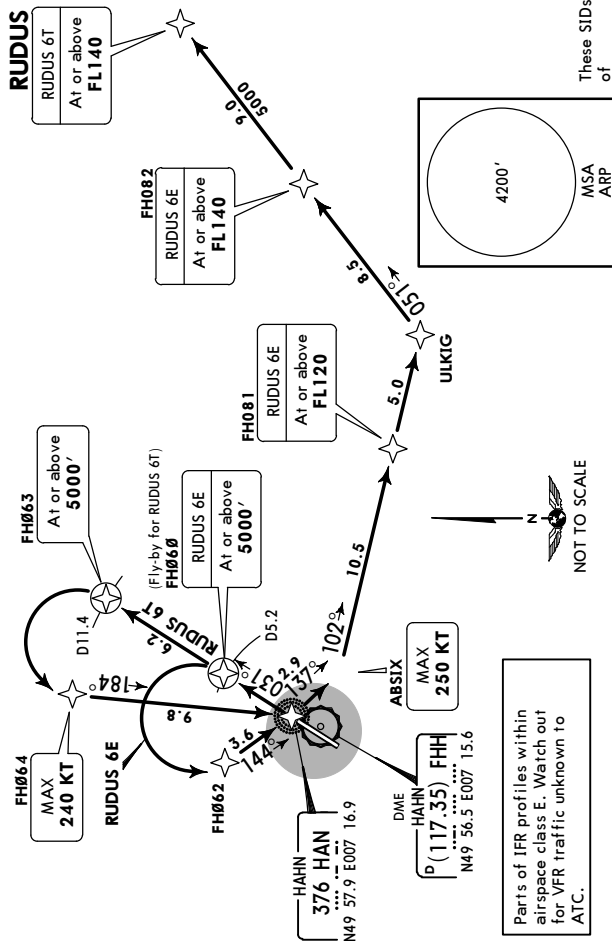
Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.

RUDUS 6E [RUDU6E]
RUDUS 6T [RUDU6T]
RWY 03 RNAV DEPARTURES

ONLY AVAILABLE FOR FLIGHTS VIA
RUDUS AT OR ABOVE FL140
IF UNABLE TO COMPLY REQUEST ALTERNATE
DEPARTURE INSTRUCTIONS BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of

RUDUS 6E

13.5% until passing 5000',

4.2% until passing FL120 due to airspace structure.

RUDUS 6T

5.5% until passing 5000' due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
13.5% V/V (fpm)	1025	1367	2051	2734	3418	4101
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.2% V/V (fpm)	319	425	638	851	1063	1276

Initial climb clearance 5000'

ROUTING

RUDUS 6E 1 Climb on 031° track to FH060 3 turn LEFT direct to FH062, to HAN, to ABSIX, to FH081, to ULKIG, to FH082, to RUDUS.

RUDUS 6T 2 Climb on 031° track to FH063 4 turn LEFT direct to FH064, to HAN, to ABSIX, to ULKIG, to RUDUS.

1 If unable to cross FH060 at or above 5000', FH081 at or above FL120 and FH082 at or above FL140 request RUDUS 6T.

2 If unable to cross FH063 at or above 5000' request alternate departure instructions by ATC.

3 Additional conventional first segment: Climb on 031° track to 4000', direct to FH060.

4 Additional conventional first segment: Climb on 031° track to 4000', direct to FH063.

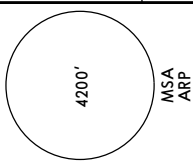
EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
8 SEP 17 (20-3L) Eff 14 Sep RNAV SID

LANGEN
RADAR (APP)
125.6

Apt Elev
1649'

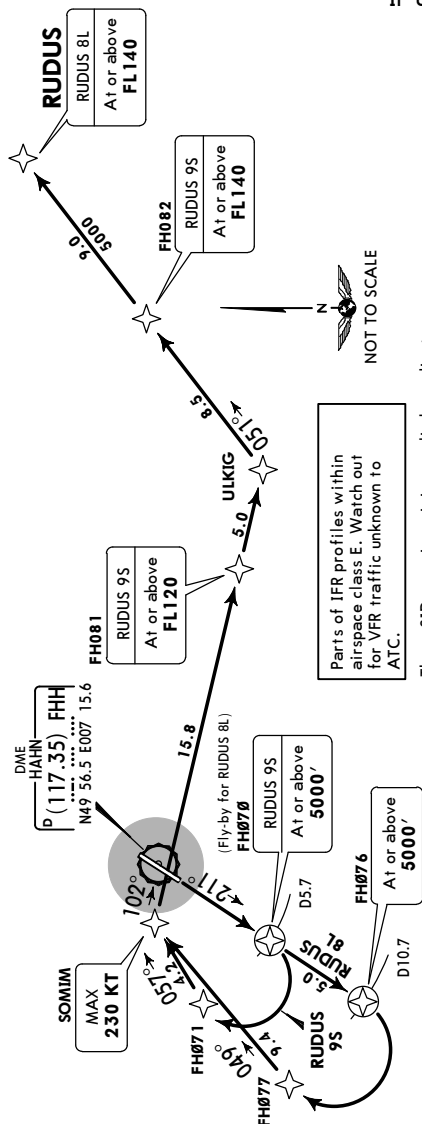
Trans level: By ATC Trans alt: 5000'
1. RNAV (GPS, DME/DME, DME/IRU).
2. RNAV 1 equivalent. 3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles.
7. For non GPS-equipped aircraft FHH DME, 112.25 LUX and 115.3 NTM must be operational.



RUDUS 8L [RUDU8L]
RUDUS 9S [RUDU9S]
RWY 21 RNAV DEPARTURES
ONLY AVAILABLE FOR FLIGHTS VIA
RUDUS AT OR ABOVE FL140.

IF UNABLE TO COMPLY REQUEST ALTERNATE
DEPARTURE INSTRUCTIONS BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients
of

RUDUS 8L
3.5% until passing 1900',
5.7% until passing 5000' due to airspace
structure and Night Low Flying System.
RUDUS 9S
3.5% until passing 1900',
10.0% until passing 5000' due to airspace structure,
5.2% until passing FL120 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
10.0% V/V(fpm)	760	1013	1519	2025	2532	3038
5.7% V/V(fpm)	433	577	866	1155	1443	1732
5.2% V/V(fpm)	395	527	790	1053	1317	1580
3.5% V/V(fpm)	266	354	532	709	886	1063

Initial climb clearance 5000'	
SID	ROUTING
RUDUS 8L ①	Climb on 211° track to FH076 ①, turn RIGHT direct to FH077, to SOMIM, to ULKIG, to RUDUS.
RUDUS 9S ② ③	Climb on 211° track to FH070 ②, turn RIGHT direct to FH071, to SOMIM, to FH081, to ULKIG, to FH082, to RUDUS.
① If unable to cross FH076 at or above 5000' inform ATC. ② Not to be used during activity of Night Low Flying System. ③ If unable to cross FH070 at or above 5000', FH081 at or above FL120 and FH082 at or above FL140 request RUDUS 8L. ④ Additional conventional first segment: Climb on 211° track to 4000', direct to FH076. ⑤ Additional conventional first segment: Climb on 211° track to 4000', direct to FH070.	

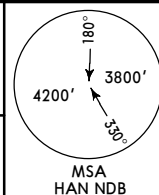
EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
8 SEP 17 **(20-3M)** **Eff 14 Sep** **SID**

LANGEN Radar (APP)
125.6

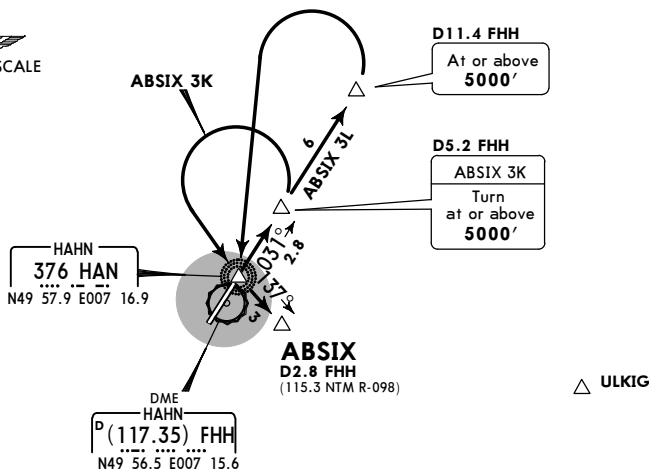
Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



ABSIX 3K [ABSIX3K]
ABSIX 3L [ABSIX3L]
RWY 03 DEPARTURES
ONLY AVAILABLE FOR IFR TRAINING FLIGHTS OR
FLIGHTS INTENDING TO PROCEED VIA Z-100

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.

These SIDs require minimum climb gradients
of

ABSIX 3K
820' per NM (13.5%) until passing 5000' due to
airspace structure,
255' per NM (4.2%) until passing FL120 due to
airspace structure.

ABSIX 3L
335' per NM (5.5%) until passing 5000' due to
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	850	1063	1275
335' per NM	419	558	838	1117	1396	1675
820' per NM	1025	1367	2050	2733	3417	4100

Initial climb clearance 5000'

SID	ROUTING
ABSIX 3K ①	Intercept 031° bearing from HAN to D5.2 FHH, turn LEFT direct to HAN, turn LEFT, 137° bearing to ABSIX.
ABSIX 3L	Intercept 031° bearing from HAN to D11.4 FHH, turn LEFT direct to HAN, turn LEFT, 137° bearing to ABSIX.

① If unable to cross 5.0 NM before ULKIG at or above FL120, request ABSIX 3L.

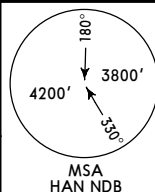
EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
8 SEP 17 **(20-3N)** **Eff 14 Sep** **SID**

LANGEN Radar (APP)
125.6

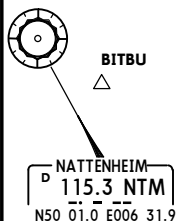
Apt Elev
1649'

Trans level: By ATC Trans alt: 5000'
1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
3. EXPECT close-in obstacles.



IDARO 8L [IDAR8L]
RUDOT 3S [RUDO3S]
RWY 21 DEPARTURES

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



RUDOT
D14.1 FHH
D14.5 NTM

HAHN
376 HAN
N49 57.9 E007 16.9

DME
HAHN
(117.35) FHH
N49 56.5 E007 15.6

(RADAR FIX)
IDARO
D13.4 FHH



These SIDs require minimum climb gradients of

IDARO 8L

215' per NM (3.5%) until passing 1900',
255' per NM (4.2%) until passing 4900' due to
airspace structure.
If unable to comply inform ATC.

RUDOT 3S

215' per NM (3.5%) until passing 1900',
335' per NM (5.5%) until passing FL160 due to
airspace structure.

Parts of IFR profiles within
airspace class E. Watch out
for VFR traffic unknown to
ATC.

Gnd speed-KT	75	100	150	200	250	300
215' per NM	269	358	538	717	896	1075
255' per NM	319	425	638	850	1063	1275
335' per NM	419	558	838	1117	1396	1675

Initial climb clearance 5000'

SID	ROUTING
IDARO 8L ①	Intercept 112° bearing from HAN to D13.4 FHH, turn RIGHT, 240° track to IDARO.
RUDOT 3S ②③④	Intercept 112° bearing from HAN to D5.7 FHH, turn RIGHT, 344° track, intercept 275° bearing from HAN to RUDOT.

- ① Only for flights with destination EDDR, EDRZ or EDSB and flights continuing via Z-818/ G-21.
- ② Only for flights proceeding via Y-180 to DIK and via Y-181 to MAKIK.
- ③ Not to be used during activity of Night Low Flying System.
- ④ Flights must be able to cross 8 NM after BITBU at or above FL160.

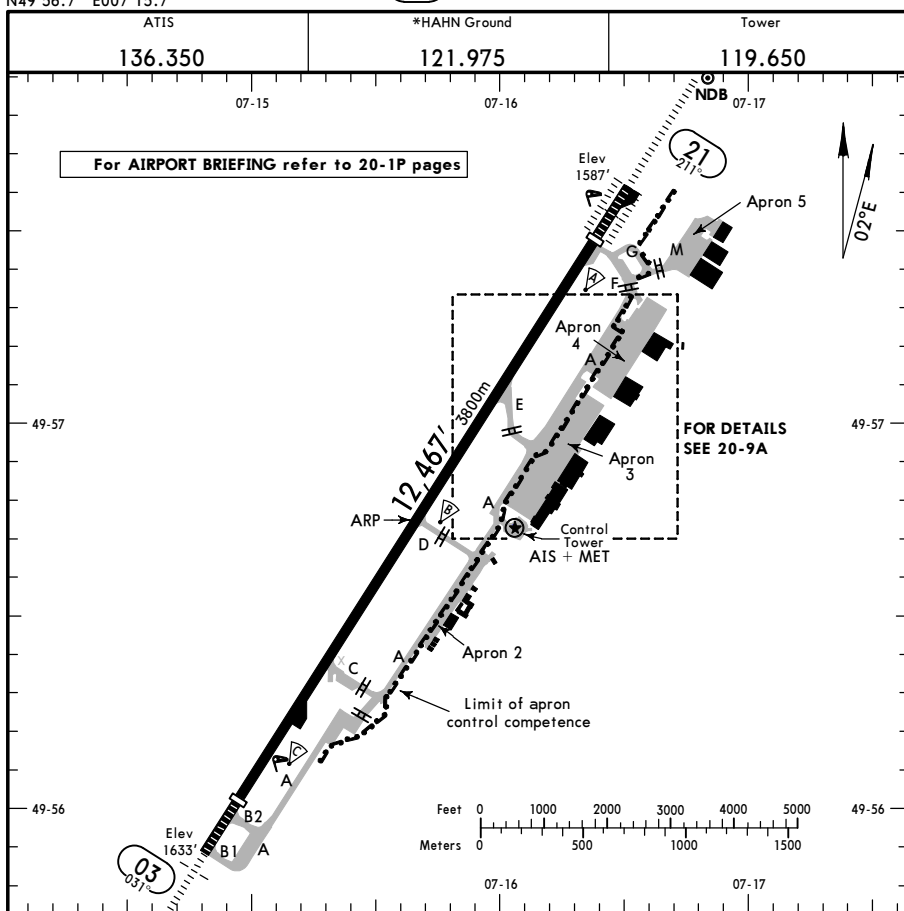
EDFH/HHN

Apt Elev **1649'**
N49 56.7 E007 15.7

JEPPesen FRANKFURT-HAHN, GERMANY

1 SEP 17 **(20-9)** Eff 14 Sep

FRANKFURT-HAHN



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			TAKE-OFF	WIDTH
			Threshold	Landing Beyond	Glide Slope		
03	HIRL CL ① HIALS PAPI-L(3.0°)	RVR	11,483' 3500m	10,571' 3222m		②	148' 45m
21	HIRL CL ① ALSF-II TDZ REIL PAPI-L(3.0°)	RVR		10,512' 3204m			

① spacing 15m

② TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 11,483' (3500m)
twy C int 8022' (2445m)
twy D int 5266' (1605m)

RWY 21:

From rwy head 12,467' (3800m)
twy F int 11,483' (3500m)
twy E int 8875' (2705m)
twy D int 6250' (1905m)

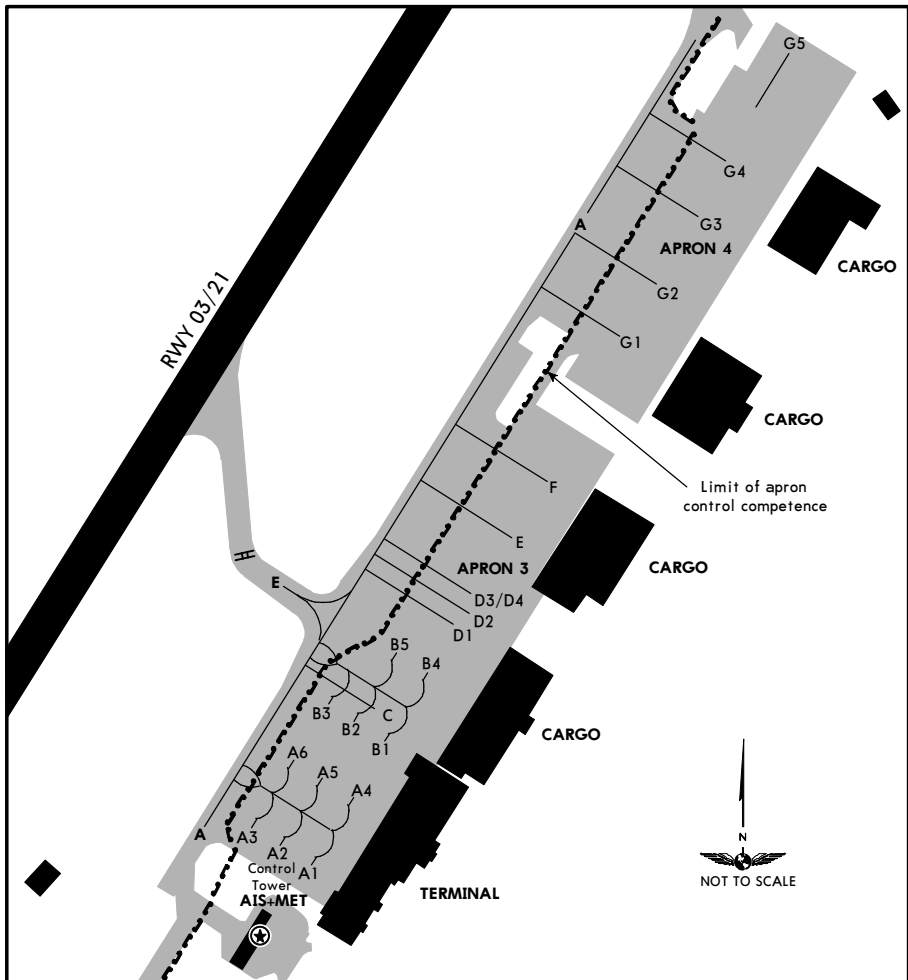
Standard

TAKE-OFF

Low Visibility Take-off					
HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

EDFH/HHN

JEPP **EDFH/HHN** **FRANKFURT-HAHN, GERMANY**
 1 SEP 17 **(20-9A)** **Eff 14 Sep** **FRANKFURT-HAHN**

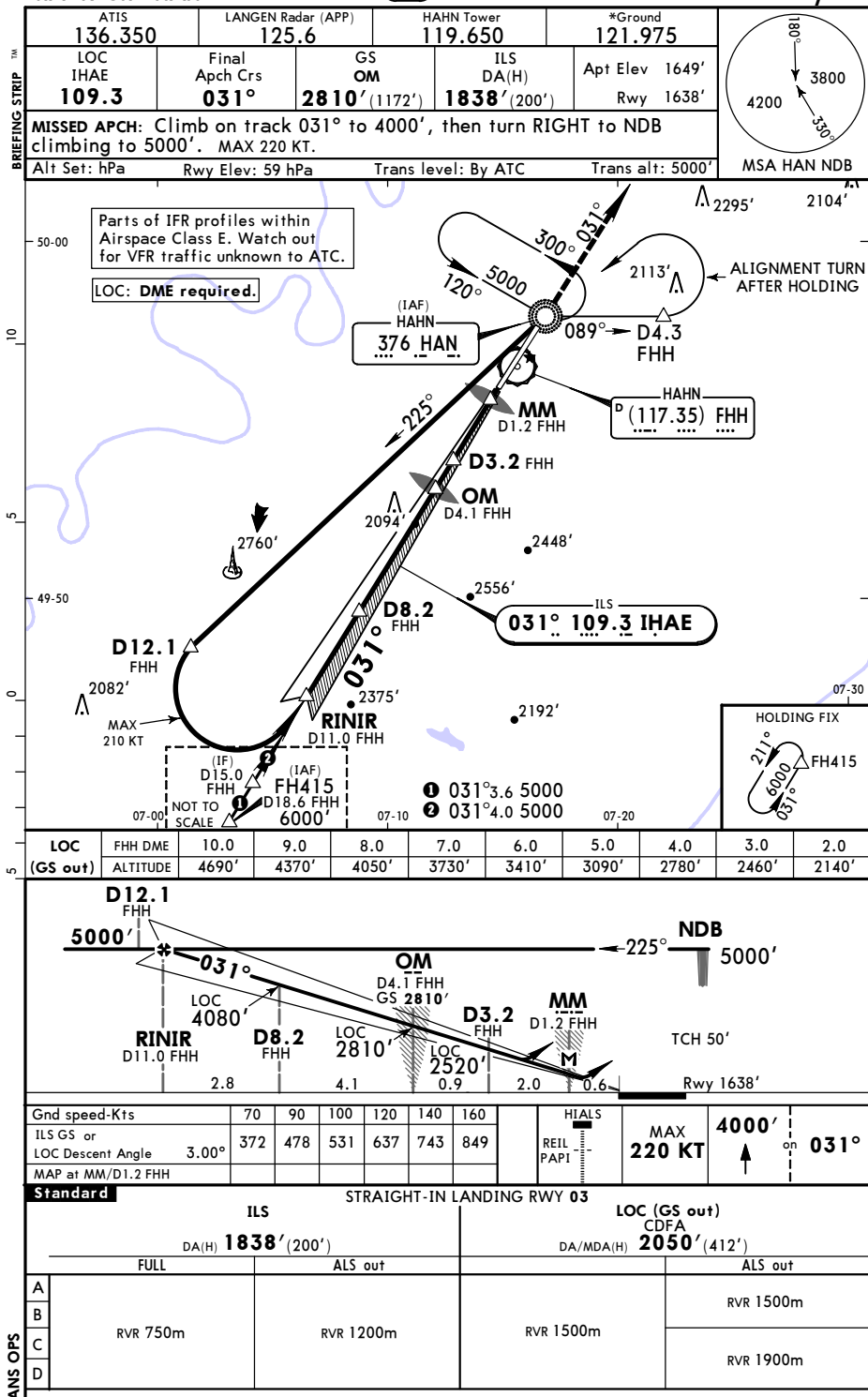


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A3	N49 56.8 E007 16.1	G1	N49 57.1 E007 16.4
A4	N49 56.8 E007 16.2	G2	N49 57.1 E007 16.5
A5	N49 56.8 E007 16.1	G3, G4	N49 57.2 E007 16.5
A6	N49 56.9 E007 16.1	G5	N49 57.3 E007 16.6
B1, B2	N49 56.9 E007 16.2		
B3	N49 56.9 E007 16.1		
B4 thru C	N49 56.9 E007 16.2		
D1 thru D4	N49 56.9 E007 16.3		
E	N49 57.0 E007 16.3		
F	N49 57.0 E007 16.4		

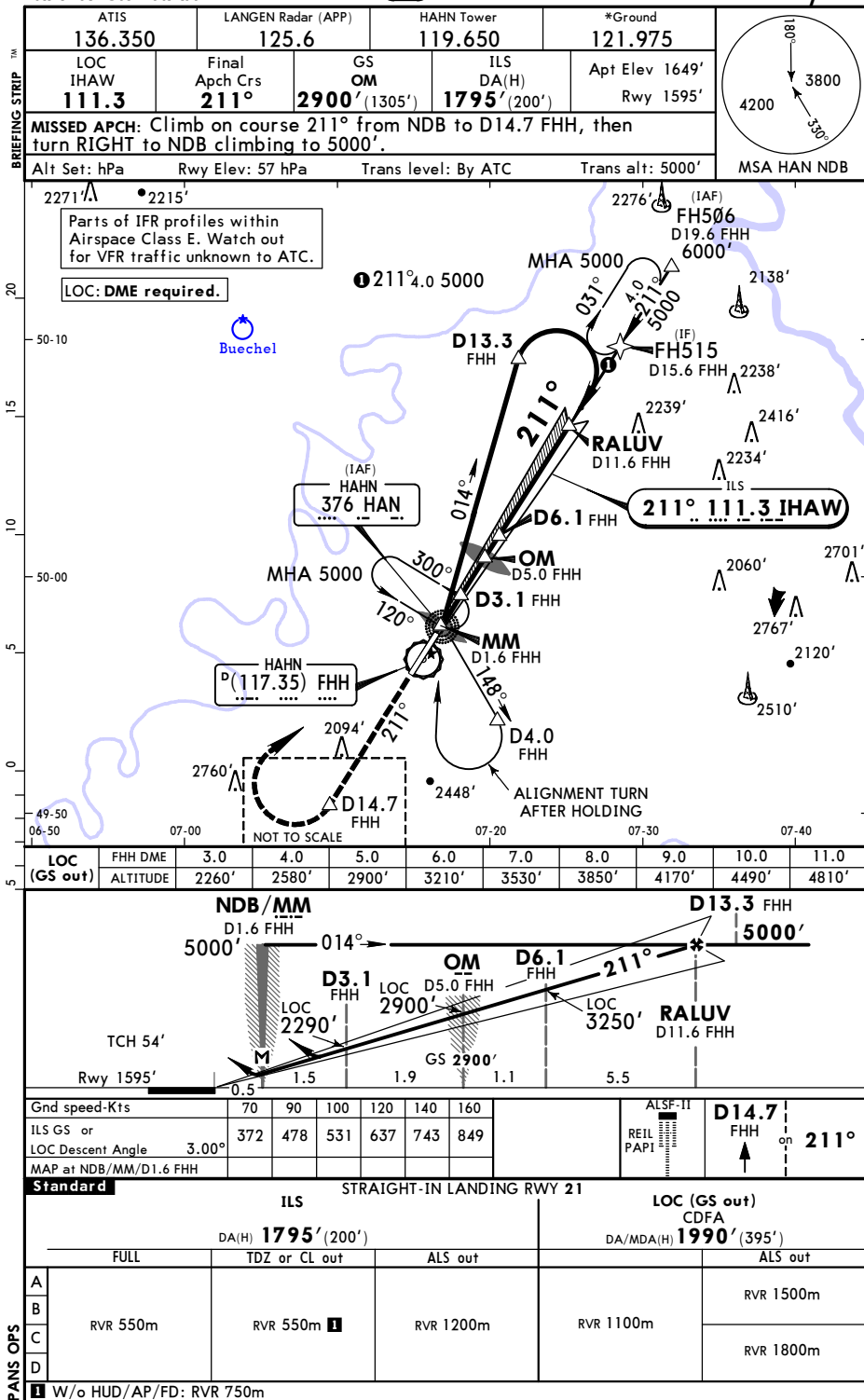
EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
1 SEP 17 **(21-1)** Eff 14 Sep **ILS or LOC Rwy 03**



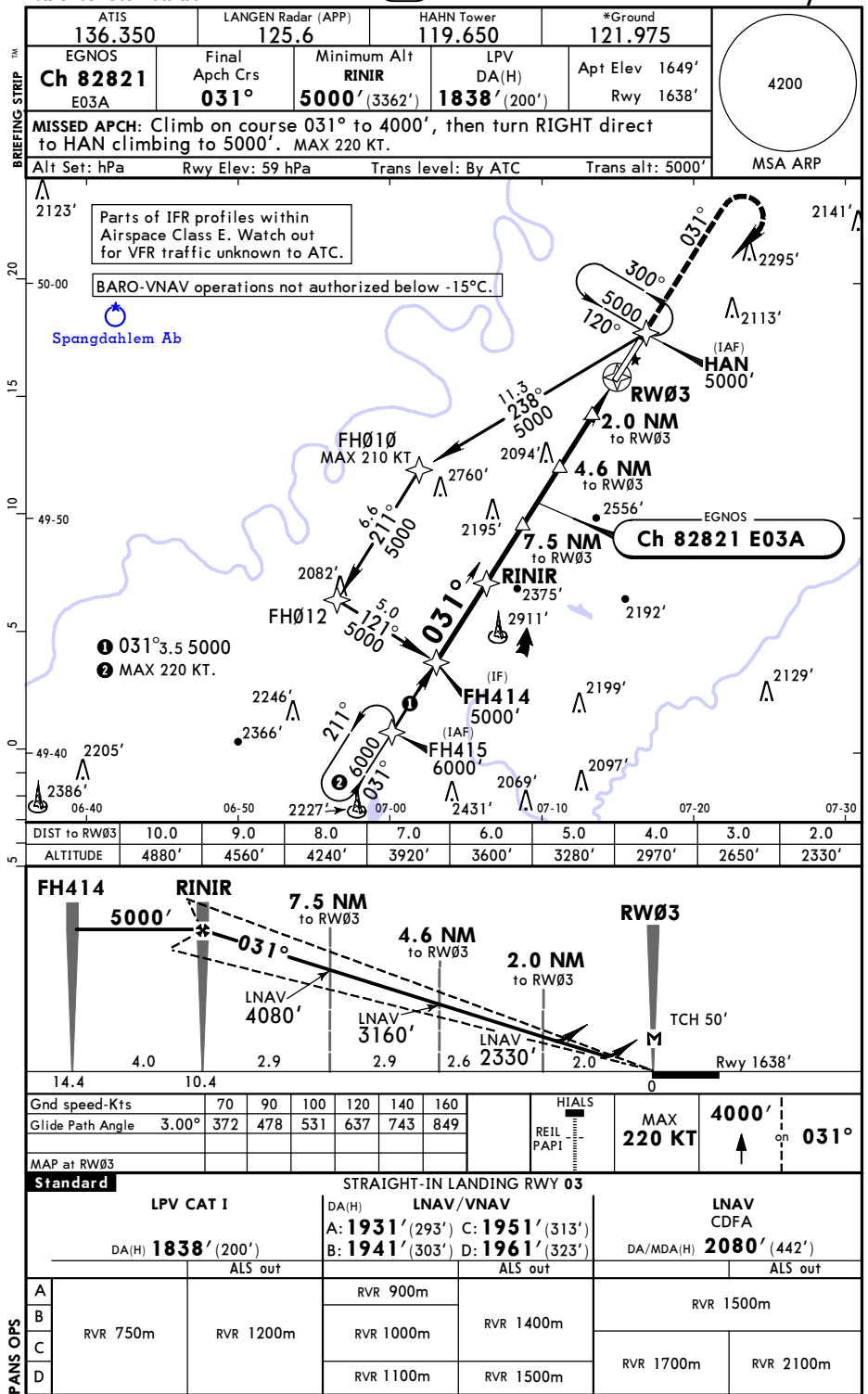
EDFH/HHN
FRANKFURT-HAHN

JEPPESSEN FRANKFURT-HAHN, GERMANY
1 SEP 17 (21-2) Eff 14 Sep ILS or LOC Rwy 21



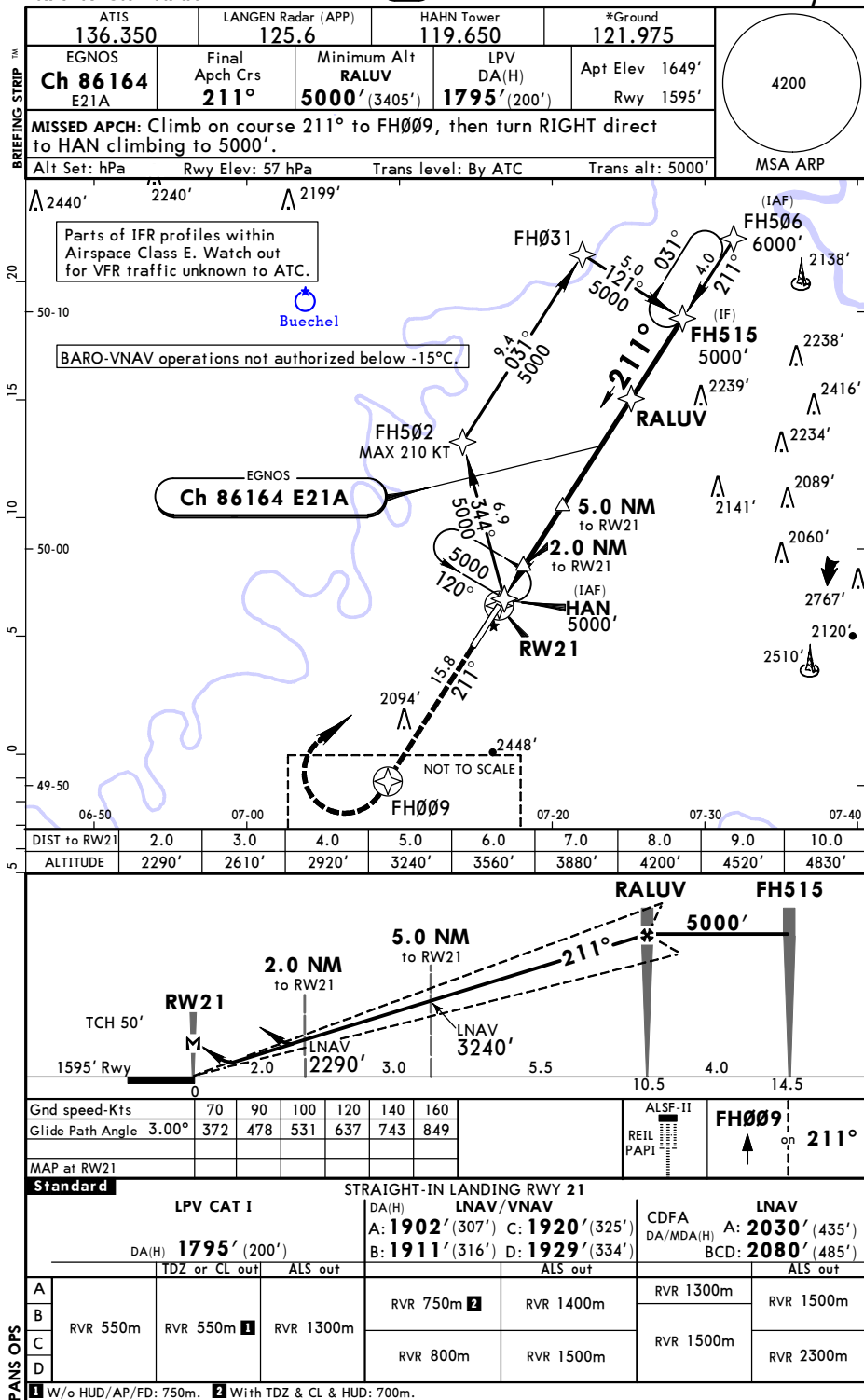
EDFH/HHN
FRANKFURT-HAHN

JEPPESEN FRANKFURT-HAHN, GERMANY
1 SEP 17 (22-1) Eff 14 Sep RNP Rwy 03



EDFH/HHN
FRANKFURT-HAHN

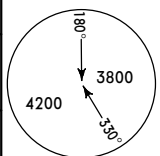
JEPPESEN FRANKFURT-HAHN, GERMANY
1 SEP 17 (22-2) Eff 14 Sep RNP Rwy 21



EDFH/HHN
FRANKFURT-HAHN

JEPPesen **FRANKFURT-HAHN, GERMANY**
1 SEP 17 **(26-1)** **Eff 14 Sep** **NDB Rwy 03**

ATIS 136.350	LANGEN Radar (APP) 125.6	HAHN Tower 119.650	*Ground 121.975
NDB HAN 376	Final Apch Crs 031°	Minimum Alt RINIR 5000' (3362')	DA/MDA(H) 2210' (572')
Apt Elev 1649' Rwy 1638'			
MISSED APCH: Climb on track 031° to 4000', then turn RIGHT direct to NDB climbing to 5000'. MAX 220 KT.			
Alt Set: hPa	Rwy Elev: 59 hPa	Trans level: By ATC	Trans alt: 5000'

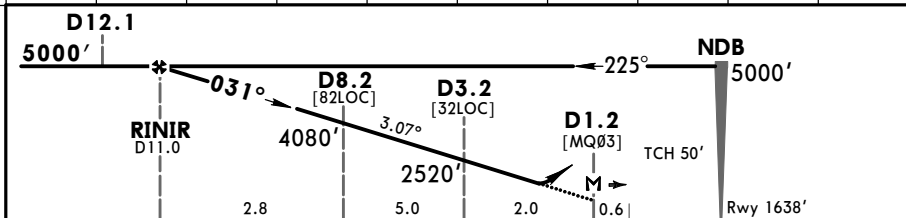


Parts of IFR profiles within
Airspace Class E. Watch out
for VFR traffic unknown to ATC.

DME required.



FHH DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4690'	4370'	4050'	3730'	3410'	3090'	2780'	2460'	2140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		4000'
Descent Angle	3.07°	380	489	543	652	760	869	REIL PAPI	MAX 220 KT
MAP at D1.2									on 031°

Standard									
STRAIGHT-IN LANDING RWY 03									
CDFA									
DA/MDA(H) 2210' (572')									
ALS out									

TRANS OPS	A		
	B	RVR 1500m	
	C	RVR 2200m	RVR 2400m
	D		

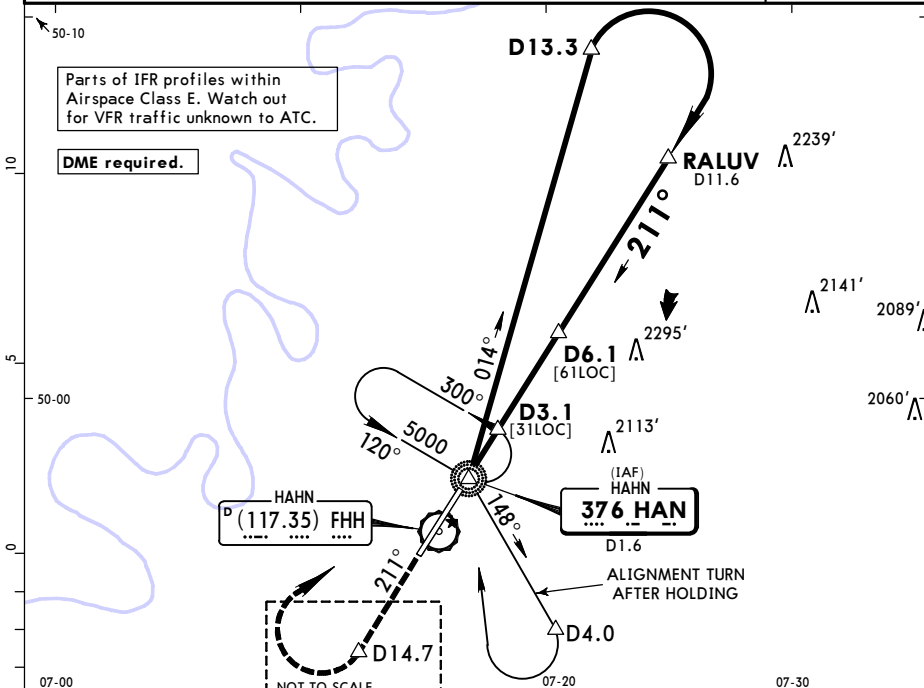
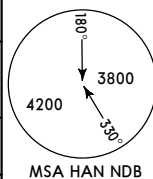
CHANGES: Rwy elev. Procedure. Minimums.

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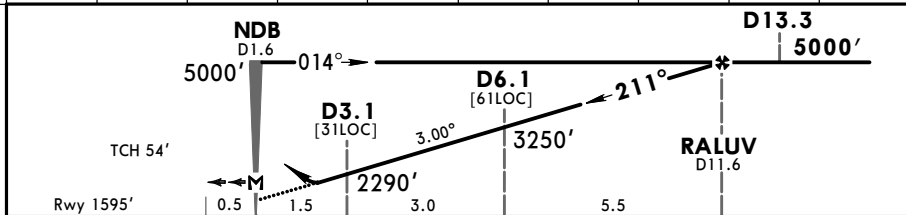
EDFH/HHN
FRANKFURT-HAHN

JEPPesen FRANKFURT-HAHN, GERMANY
1 SEP 17 (26-2) Eff 14 Sep
NDB Rwy 21

ATIS 136.350	LANGEN Radar (APP) 125.6	HAHN Tower 119.650	*Ground 121.975
NDB HAN 376	Final Appch Crs 211°	Minimum Alt RALUV 5000' (3405')	DA/MDA(H) 2140' (545')
Apt Elev 1649' Rwy 1595'			
MISSED APCH: Climb on course 211° from NDB to D14.7, then turn RIGHT direct to NDB climbing to 5000'.			
Alt Set: hPa	Rwy Elev: 57 hPa	Trans level: By ATC	Trans alt: 5000'



FHH DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	2260'	2580'	2900'	3210'	3530'	3850'	4170'	4490'	4810'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D14.7	211°
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI		
MAP at NDB/D1.6									

Standard		STRAIGHT-IN LANDING RWY 21	
		CDFA	
		DA/MDA(H) 2140' (545')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1800m		RVR 2400m
D			