

**GENERAL****Operational Hours**

**ATS Hours / AD Operator Hours:** H24

**Night Restriction**

Between 2100-0500± flight OPS are only permitted with ACFT meeting the following requirements:

- Jet ACFT must have a noise certification according to ICAO Annex 16, Volume 1, Chapter 3.
- PROP ACFT must have a noise certification according to ICAO Annex 16, Volume 1, Chapters 3, 5, 6 or 10, and/or according to the noise requirements for ACFT, Chapters III, V, VI or X.

**Airport Information**

**RFF:** CAT 10

**PCN:** RWY 03/21: 80/F/B/X/T

**Operation****Low Visibility Procedure**

During CAT II or CAT III all-weather OPS and or LVTO, ACFT are permitted to taxi only TWY C, E and F and on TWY A between B1/B2 and C up to CAT II/III stop bar.

When RVR below 350m, taxiing on ramps and on TWY without CL by follow-me only.

**RWY Restriction**

The use of turn pad south (RWY 03) is only approved up to CAT I operations.

**TWY Restriction**

TWY D width 15m / 49ft.

TWY D MAX 14t / 30865lbs MTOM.

TWY A between D and E MAX wingspan 36m / 118ft.

TWY A (north of intersection B2), TWY C MAX wingspan 36m / 118ft, unless instructed by ATC.

Vacating RWY via TWY C for ACFT with wingspan above 36m / 118ft prohibited.

TWY A (between APN 3 and 2) taxi with caution when wet.

**Taxi/Parking**

To avoid incidents on ramp 2, wheelchocks shall be used while parking due to steep slope. Wheelchocks are AVBL on the east side of ramp 2.

APN 3: Use MNM ENG PWR when taxiing to stands A1-A6 or B1-B5. If taxi is interrupted inform GND before continuing to taxi.

APN 5: Taxiing of ACFT with more than 14t / 30865lbs MTOM under own PWR prohibited. ACFT take-over and release between TWY F and ILS holding position on TWY M.

B748 OPS:

Taxiing to stands on APN 3 and 4 via TWY E only.

Only TWY B2, A and B1 in the southwest and the turning area northeast of THR 21 may be used for any turning maneuvers on RWY.

The turning area northeast of THR 21 may only be used under follow-me guidance.

**Engine Run-up Areas**

ENG run-up prohibited MON-SAT between 2100-0500± and SUN and HOL.

**GENERAL****Warnings**

**HAN NDB** unusable:

260°-340° beyond 18NM.

340°-260° beyond 25NM.

**NDB APCH RWY 21:** unusable

**FHH DME** unusable:

- 0-5NM below 2100ft MSL

- 5-10NM below 2700ft MSL

**FFM VOR:** Within R210-R060 clockwise not permitted for non-radial usage.

**NTM VOR:** Not permitted for non-radial usage.

Birds in vicinity of AD.

**ARRIVAL****Communication**

**COM Failure:** See CRAR and in addition

**RNAV RWY 03**

Maintain last cleared FL to the IAF. Descent in HLDG PROC to 6000ft for standard instrument APCH.

**RNAV RWY 21**

Maintain last cleared FL to the IF. Descent in HLDG PROC to 5000ft for standard instrument APCH.

**Arrival Procedure**

**FMS RNAV Transitions:** For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

**Noise Abatement Procedure**

From MON-SUN and HOL between 1200-1400± flight OPS are only permitted with ACFT meeting the following requirements:

- Jet ACFT must have a noise certification according to ICAO Annex 16, Volume 1, Chapter 3 or 4.
- PROP ACFT must have a noise certification according to ICAO Annex 16, Volume 1, Chapters 3-6 or 10, and/or according to the noise requirements for ACFT, Chapters III, V, VI or X.

**Visual APCH:** Prohibited between 2100-0500±, except for PROP ACFT with 14t / 30865lbs MAX permitted weight.

**Reverse:** Do not use more than idle reverse if possible.

**Non-standard GP Intercept Position on RWY 21**

GP intercepts RWY 21 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *3186m / 10453ft*.

**DEPARTURE****Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 125R	-

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure**

**Push-back:** Stands A1, A4, B1 and B4 push-back on TWY A compulsory. Permission on GND.

**Departure Notes**

**TKOF RWY 21:** Whenever possible use INT E for TKOF, TKOF from RWY head only if necessary due performance reasons.

**RWY 03****DIK 4E/4R/4T/4X/4S/4L/4Y**

Additionally AVBL for flights proceeding after BIBTU via Z110 LIMGO.

**NVO 2G/2S**

Not to be filed in FLP.

**RWY 21****IDARO 8L**

Only for flights with destination EDDR, EDRZ or EDSB and flights continuing via Z818/G21.

**IDARO 3Y**

Only for flights with destination EDDR, EDRZ or EDSB and flights continuing via G21.

**RUDOT 3S**

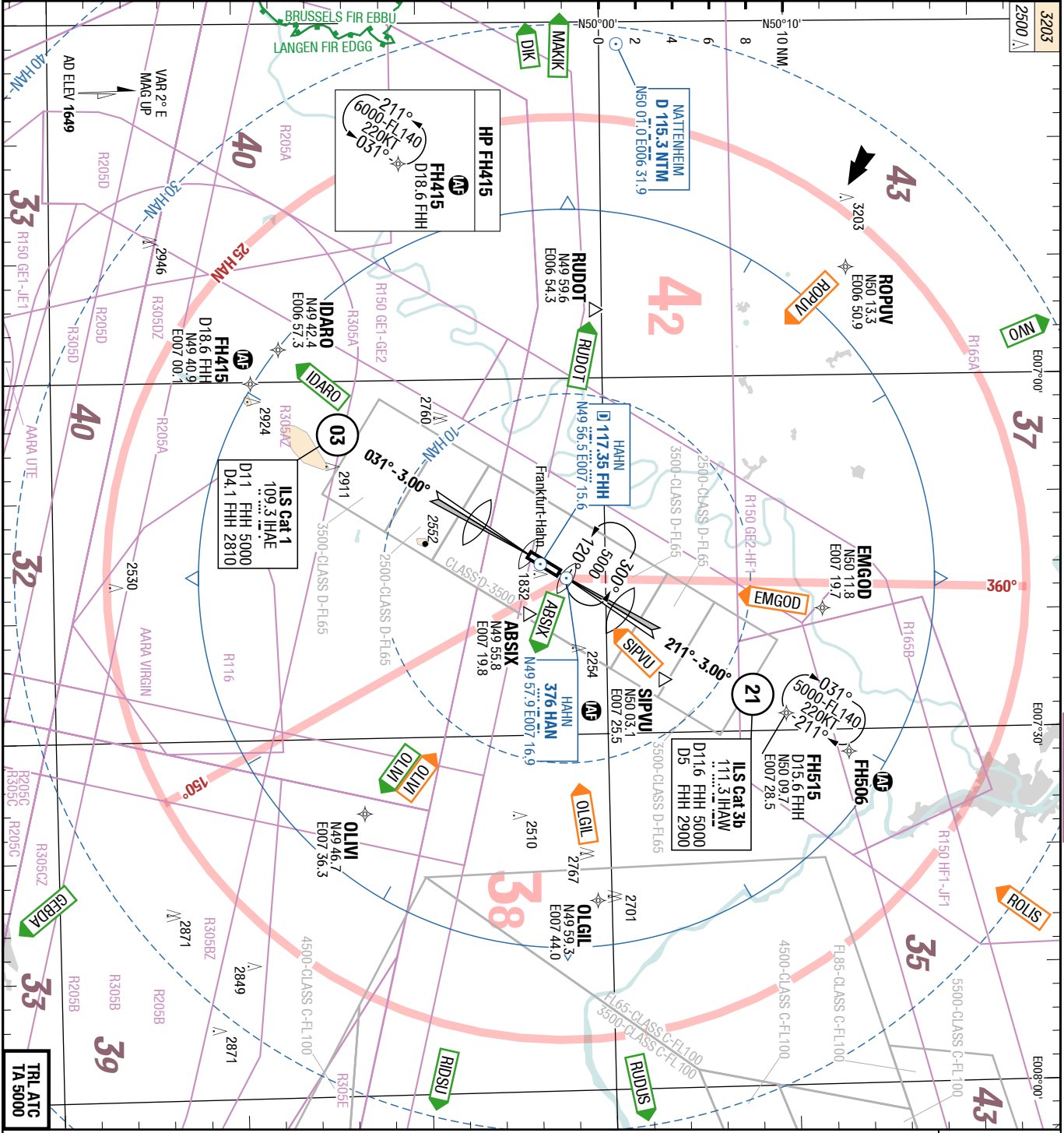
Only for flights proceeding via Y180 to DIK or via Y181 to MAKIK.

**De-Icing**

Code letter D to F ACFT on APN 3 and APN 4.

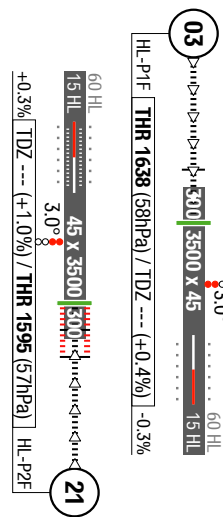
Up to code letter C ACFT:

- RWY 03 in use - guidance by follow-me vehicle to pad 03.
- RWY 21 in use - ACFT will be towed from APN 3 to pad 21.



ATIS	136.350
Langen RAD	125.600
Hahn TWR	119.650
	120.900
Hahn GND	121.975

Landing RWY system:





**09-NOV-2017**  
**HHN-EDFH**

Germany **Frankfurt-Hahn**

RNAV SIDs RWY 21

**4-10**

## RNAV SIDs RWY 03

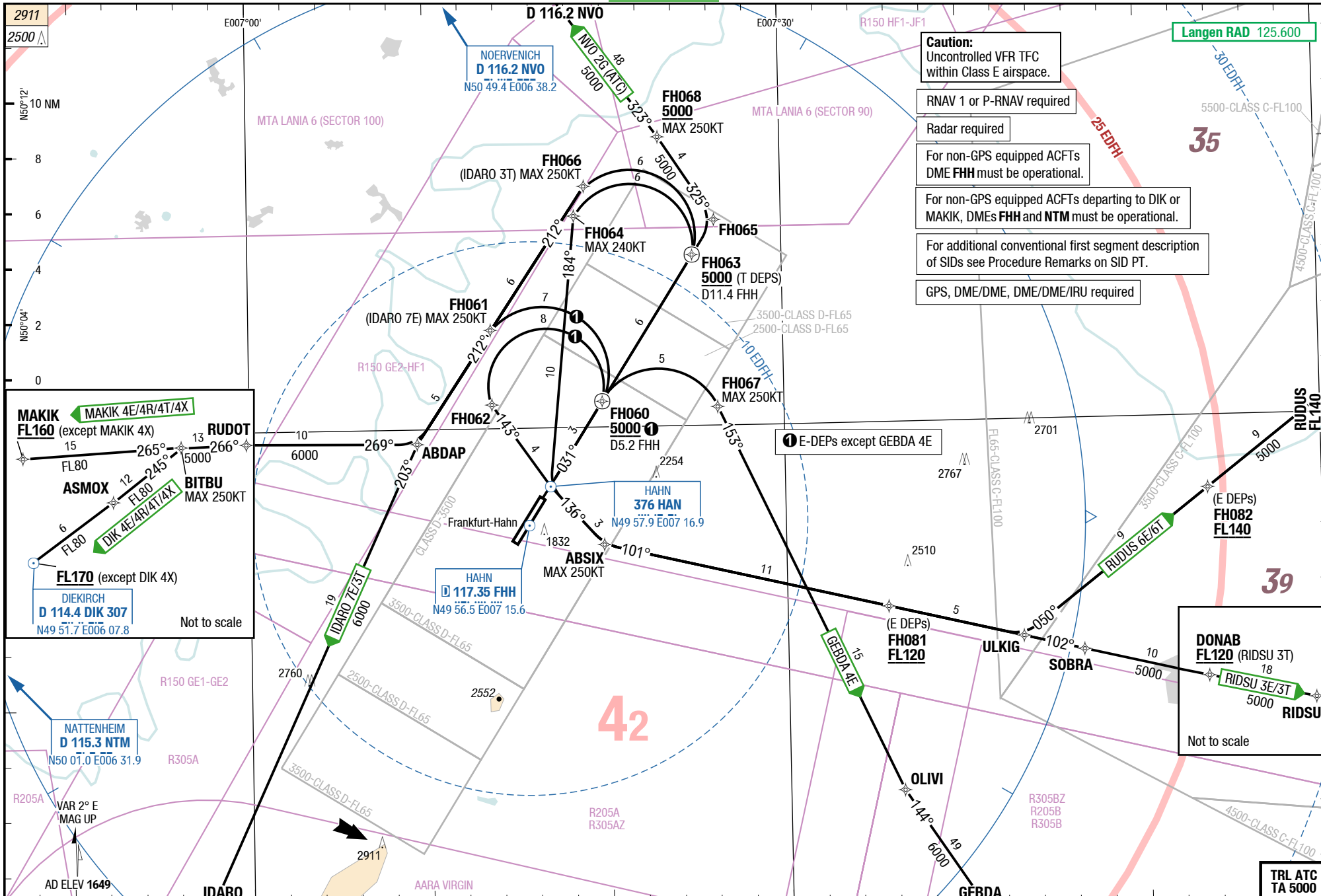
SID

SID

## Frankfurt-Hahn Germany

## RNAV SIDs RWY 21

## RNAV SIDs RWY 03



Changes: OBST

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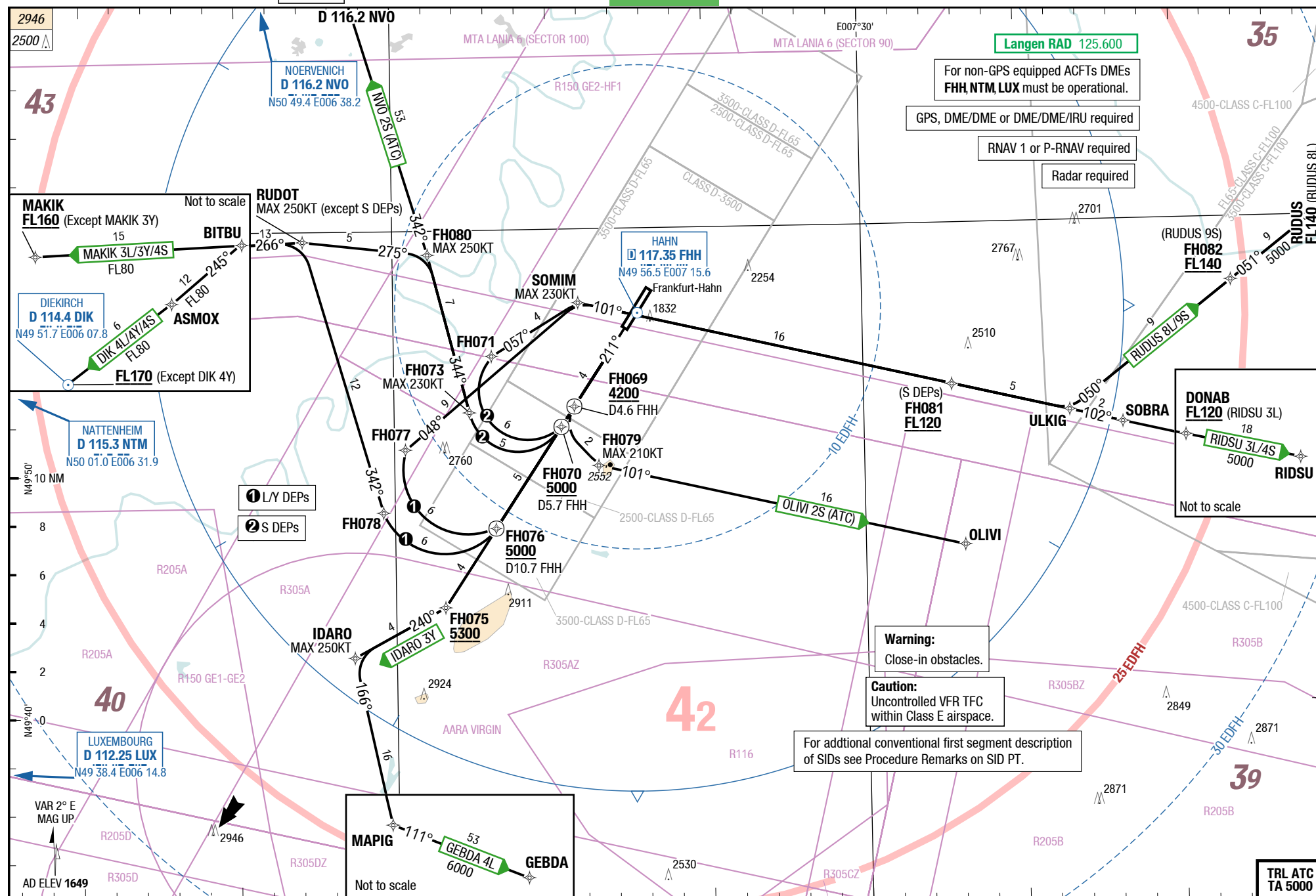
## HHN-EDFH

## RNAV SIDs RWY 21

# SID

SID

## RNAV SIDs RWY 21



Changes: OBST

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09-NOV-2017  
HHN-EDFH

Germany Frankfurt-Hahn

NIL  
SIDs

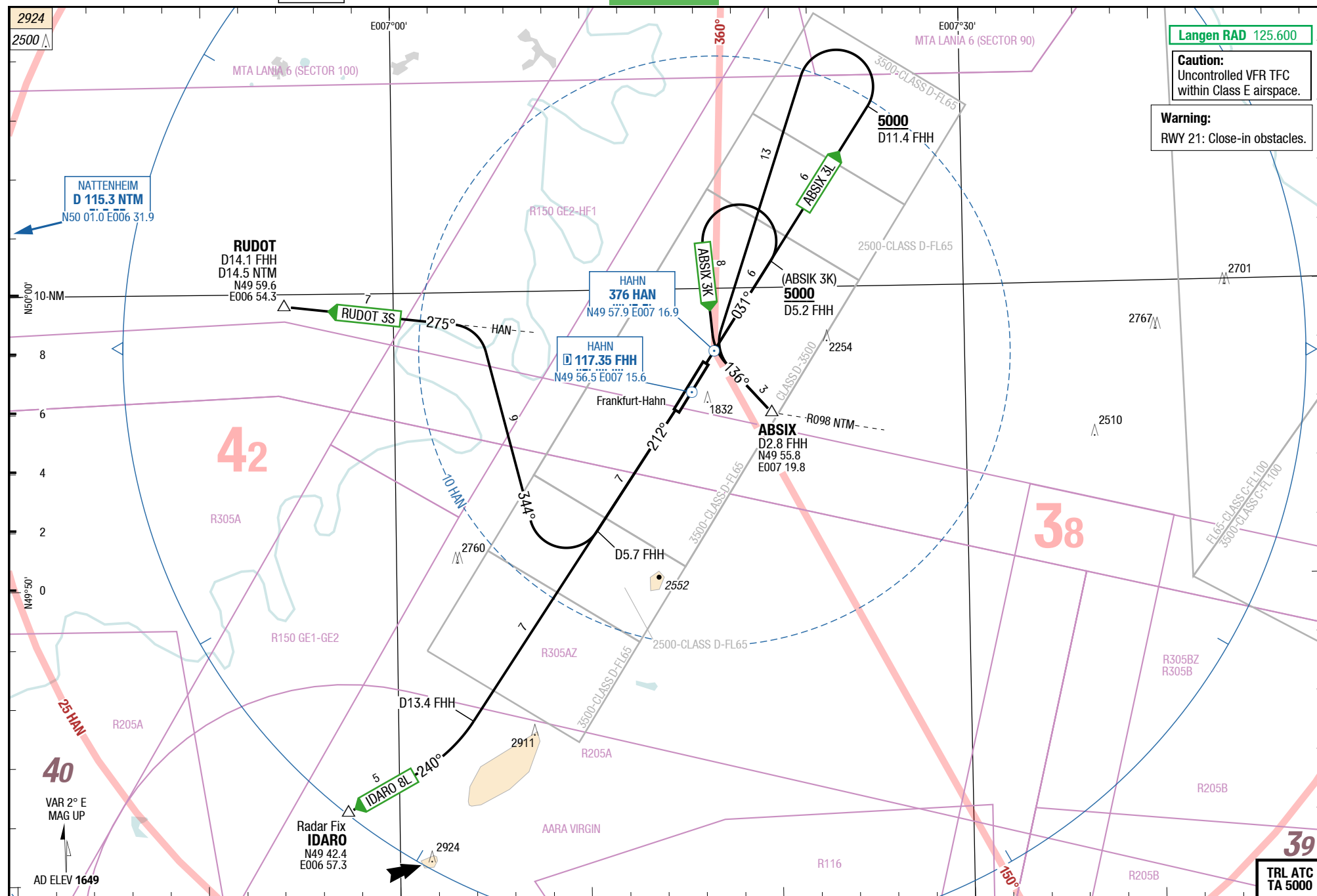
SID

SID

Frankfurt-Hahn Germany

NIL  
SIDs

4-30



Changes: OBST

## HHN-EDFH

5-10

## RNAV SIDs RWY 03

## DIEKIRCH 4E / DIEKIRCH 4R / DIEKIRCH 4T / DIEKIRCH 4X / GEBDA 4E

RWY 03 (031°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
13.5%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>DIEKIRCH 4E</b> <b>DIK 4E</b> 13.5% to 5000 <b>125.600</b> ①③⑥	<u>FH060</u> - FH061 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	FH060 MNM <b>5000</b> <b>DIK MNM FL170</b>  <b>initial climb 5000</b>
<b>DIEKIRCH 4R</b> <b>DIK 4R</b> <b>125.600</b> ④⑦	<u>FH063</u> - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	<b>DIK MNM FL170</b>  <b>initial climb 5000</b>
<b>DIEKIRCH 4T</b> <b>DIK 4T</b> 5.5% to 5000 <b>125.600</b> ①②⑧	<u>FH063</u> - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	FH063 MNM <b>5000</b> <b>DIK MNM FL170</b>  <b>initial climb 5000</b>
<b>DIEKIRCH 4X</b> <b>DIK 4X</b> <b>125.600</b> ⑦	<u>FH063</u> - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	   <b>initial climb 5000</b>
<b>GEBDA 4E</b> <b>125.600</b> ⑤⑥⑨	<u>FH060</u> - FH067 [K250-] - OLIVI - GEBDA	   <b>initial climb 5000</b>

① Climb gradient due to airspace structure.

② FH063 MNM 5000ft and DIK MNM FL170. If unable to comply request DIK R.

③ FH060 MNM 5000ft and DIK MNM FL170. If unable to comply request DIK T.

④ DIK MNM FL170. If unable to comply request DIK X.

⑤ Only available from Friday 17:00 (16:00) to Monday 07:00 (06:00). Outside this times, assigned by ATC.

⑥ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH060.

⑦ Additional conventional first segment description: climb on track 031° to D11.4 FHH.

⑧ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH063.

⑨ Additional conventional description: climb on track 031° to D5.2 FHH, RT on track 154° to 4000ft, direct OLIVI.

## HHN-EDFH

5-20

## RNAV SIDs RWY 03

## IDARO 3T / IDARO 7E / MAKIK 4E / MAKIK 4R / MAKIK 4T / MAKIK 4X

RWY 03 (031°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
13.5%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>IDARO 3T</b> 5.5% to 5000 <b>125.600</b> ①③⑨	FH063 - FH066 [K250-] - ABDAP - IDARO	FH063 MNM <b>5000</b>  <b>initial climb 5000</b>
<b>IDARO 7E</b> 13.5% to 5000 <b>125.600</b> ①②⑦	FH060 - FH061 [K250-] - ABDAP - IDARO	FH060 MNM <b>5000</b>  <b>initial climb 5000</b>
<b>MAKIK 4E</b> 13.5% to 5000 <b>125.600</b> ①④⑦	FH060 - FH061 - ABDAP - RUDOT - BITBU [K250-] - MAKIK	FH060 MNM <b>5000</b> MAKIK MNM <b>FL160</b>  <b>initial climb 5000</b>
<b>MAKIK 4R</b> <b>125.600</b> ⑥⑧	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - MAKIK	MAKIK MNM <b>FL160</b>  <b>initial climb 5000</b>
<b>MAKIK 4T</b> 5.5% to 5000 <b>125.600</b> ①⑤⑨	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - MAKIK	FH063 MNM <b>5000</b> MAKIK MNM <b>FL160</b>  <b>initial climb 5000</b>
<b>MAKIK 4X</b> <b>125.600</b> ⑧	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - MAKIK	  <b>initial climb 5000</b>

① Climb gradient due to airspace structure.

② FH060 MNM 5000ft. If unable to comply request IDARO T.

③ FH063 MNM 5000ft. If unable to comply request alternate instructions by ATC

④ FH060 MNM 5000ft and MAKIK MNM FL160. If unable to comply request MAKIK T.

⑤ FH063 MNM 5000ft and MAKIK at MNM FL160. If unable to comply request MAKIK R.

⑥ MAKIK MNM FL160. If unable to comply request MAKIK X.

⑦ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH060.

⑧ Additional conventional first segment description: climb on track 031° to D11.4 FHH.

⑨ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH063.

**NOERVENICH 2G / RIDSU 3E / RIDSU 3T / RUDUS 6E**

RWY 03 (031°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600
13.5%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>NOERVENICH 2G</b> <b>NVO 2G</b> (ATC) 3.7% to 5000 <b>125.600</b> ①③⑧	FH065 - FH068 [K250-] - NVO	FH068 MNM <b>5000</b>  <b>initial climb 5000</b>
<b>RIDSU 3E</b> 13.5% to 5000 4.2% to FL120 <b>125.600</b> ①④⑤⑨	FH060 - FH062 - <b>HAN</b> - ABSIX [K250-] - FH081 - SOBRA - DONAB - RIDSU	FH060 MNM <b>5000</b> FH081 MNM <b>FL120</b>  <b>initial climb 5000</b>
<b>RIDSU 3T</b> 5.5% to 5000 <b>125.600</b> ①②④⑩	FH063 - FH064 [K240-] - <b>HAN</b> - ABSIX [K250-] - SOBRA - DONAB - RIDSU	FH063 MNM <b>5000</b> DONAB MNM <b>FL120</b>  <b>initial climb 5000</b>
<b>RUDUS 6E</b> 13.5% to 5000 4.2% to FL120 <b>125.600</b> ①⑥⑦⑨	FH060 - FH062 - <b>HAN</b> - ABSIX [K250-] - FH081 - ULKIG - FH082 - RUDUS	FH060 MNM <b>5000</b> FH081 MNM <b>FL120</b> FH082 MNM <b>FL140</b>  <b>initial climb 5000</b>

① Climb gradient due to airspace structure.

② FH063 MNM 5000ft. If unable to comply request alternate instructions by ATC

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

④ Only for flights via DONAB at or above FL120. If unable to comply request alternate instructions by ATC.

⑤ FH060 MNM 5000ft and FH081 MNM FL120. If unable to comply request RIDSU T.

⑥ Only for flights via RUDUS at or above FL140. If unable to comply request alternate instructions by ATC.

⑦ FH060 MNM 5000ft, FH081 MNM FL120 and FH082 MNM FL140. If unable to comply request RUDUS T.

⑧ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH065.

⑨ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH060.

⑩ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH063.

**RUDUS 6T**

RWY 03 (031°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>RUDUS 6T</b> 5.5% to 5000 <b>125.600</b> ①②③④	<u>FH063</u> - FH064 [K240-] - <b>HAN</b> - ABSIX [K250-] - ULKIG - RUDUS	FH063 MNM <b>5000</b> RUDUS MNM <b>FL140</b> <b>initial climb 5000</b>

① Climb gradient due to airspace structure.

② FH063 MNM 5000ft. If unable to comply request alternate instructions by ATC

③ Only for flights via RUDUS at or above FL140. If unable to comply request alternate instructions by ATC.

④ Additional conventional first segment description: climb on track 031° to 4000ft, direct FH063.

## HHN-EDFH

5-50

## RNAV SIDs RWY 21

**DIEKIRCH 4L / DIEKIRCH 4S**

RWY 21 (211°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.7%	ft/MIN	700	900	1100	1300	1400	1600
10.1%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>DIEKIRCH 4L</b> <b>DIK 4L</b> 3.5% to 1900 5.7% to 5000 4.3% to FL170 <b>125.600</b> ①②③⑥⑦⑨⑩	FH076 - FH078 - RUDOT [K250-] - BITBU - ASMOX - DIK	FH076 MNM <b>5000</b> <b>DIK MNM FL170</b>  <b>initial climb 5000</b>
<b>DIEKIRCH 4S</b> <b>DIK 4S</b> 3.5% to 1900 10.1% to 5000 5.0% to FL170 <b>125.600</b> ①②④⑤⑧⑩	FH070 - FH073 [K230-] - FH080 [K250-] - RUDOT - BITBU - ASMOX - DIK	FH070 MNM <b>5000</b> <b>DIK MNM FL170</b>  <b>initial climb 5000</b>

- ① Climb gradient 3.5% due to obstacles.
- ② Climb gradient due to airspace structure.
- ③ Climb gradient 5.7% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.
- ④ Not to be used during activity of Night Low Flying System.
- ⑤ FH070 MNM 5000, DIK MNM FL170. If unable to comply request DIK L.
- ⑥ FH076 MNM 5000. If unable to comply inform ATC.
- ⑦ DIK MNM FL170. If unable to comply request DIK Y.
- ⑧ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH070.
- ⑨ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH076.
- ⑩ Warning: Close-in obstacles.

## HHN-EDFH

5-60

## RNAV SIDs RWY 21

DIEKIRCH 4Y / GEBDA 4L / IDARO 3Y / MAKIK 3L

RWY 21 (211°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
<b>DIEKIRCH 4Y</b> <b>DIK 4Y</b> 3.5% to 1900 5.7% to 5000 <b>125.600</b> ①③⑦⑧	FH076 - FH078 - RUDOT [K250-] - BITBU - ASMOX - DIK	FH076 MNM 5000  <b>initial climb 5000</b>
<b>GEBDA 4L</b> 3.5% to 1900 4.2% to 5300 <b>125.600</b> ①②⑥⑧	FH075 - IDARO [K250-] - MAPIG - GEBDA	FH075 MNM 5300  <b>initial climb 6000</b>
<b>IDARO 3Y</b> 3.5% to 1900 4.2% to 5300 <b>125.600</b> ①②⑥⑧	FH075 - IDARO [K250-]	FH075 MNM 5300  <b>initial climb 6000</b>
<b>MAKIK 3L</b> 3.5% to 1900 5.7% to 5000 4.2% to FL160 <b>125.600</b> ①②③④⑤⑦⑧	FH076 - FH078 - RUDOT [K250-] - BITBU - MAKIK	FH076 MNM 5000 <b>MAKIK MNM FL160</b>  <b>initial climb 5000</b>

- ① Climb gradient 3.5% due to obstacles.
- ② Climb gradient due to airspace structure.
- ③ Climb gradient 5.7% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.
- ④ FH076 MNM 5000. If unable to comply inform ATC.
- ⑤ MAKIK MNM FL160. If unable to comply request MAKIK Y.
- ⑥ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH075.
- ⑦ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH076.
- ⑧ Warning: Close-in obstacles.

**MAKIK 3Y / MAKIK 4S / NOERVENICH 2S**

RWY 21 (211°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.7%	ft/MIN	700	900	1100	1300	1400	1600
10.1%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>MAKIK 3Y</b> 3.5% to 1900 5.7% to 5000 <b>125.600</b> ①③⑦⑨⑩	FH076 - FH078 - RUDOT [K250-] - BITBU - MAKIK	FH076 MNM <b>5000</b>  <b>initial climb 5000</b>
<b>MAKIK 4S</b> 3.5% to 1900 10.1% to 5000 5.0% to FL160 <b>125.600</b> ①②④⑤⑧⑩	FH070 - FH073 [K230-] - FH080 [K250-] - RUDOT - BITBU - MAKIK	FH070 MNM <b>5000</b> <b>MAKIK MNM FL160</b>  <b>initial climb 5000</b>
<b>NOERVENICH 2S</b> <b>NVO 2S</b> (ATC) 3.5% to 1900 10.1% to 5000 <b>125.600</b> ①②④⑥⑧⑩	FH070 - FH073 [K230-] - FH080 [K250-] - NVO	FH070 MNM <b>5000</b>  <b>initial climb 5000</b>

- ① Climb gradient 3.5% due to obstacles.
- ② Climb gradient due to airspace structure.
- ③ Climb gradient 5.7% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.
- ④ Not to be used during activity of Night Low Flying System.
- ⑤ FH070 MNM 5000, MAKIK MNM FL160. If unable to comply request MAKIK L.
- ⑥ FH070 MNM 5000. If unable to comply inform ATC.
- ⑦ FH076 MNM 5000. If unable to comply inform ATC.
- ⑧ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH070.
- ⑨ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH076.
- ⑩ Warning: Close-in obstacles.

**OLIVI 2S / RIDSU 3L**

RWY 21 (211°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.7%	ft/MIN	700	900	1100	1300	1400	1600
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>OLIVI 2S</b> (ATC) 3.5% to 1900 10% to 5000 <b>125.600</b> ①③④⑦⑨⑩	<u>FH069</u> - FH079 [K210-] - OLIVI  	FH069 MNM <b>4200</b>  <b>initial climb 5000</b>
<b>RIDSU 3L</b> 3.5% to 1900 5.7% to 5000 <b>125.600</b> ①②⑤⑥⑧⑨	<u>FH076</u> - FH077 - SOMIM [K230-] - ULKIG - SOBRA - DONAB - RIDSU  	FH076 MNM <b>5000</b> DONAB MNM <b>FL120</b>  <b>initial climb 5000</b>

① Climb gradient 3.5% due to obstacles.

② Climb gradient 5.7% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.

③ Climb gradient 10% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.

④ Not to be used during activity of Night Low Flying System.

⑤ Only for flights via DONAB at or above FL120. If unable to comply request alternate instructions by ATC.

⑥ FH076 MNM 5000. If unable to comply inform ATC.

⑦ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH069.

⑧ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH076.

⑨ Warning: Close-in obstacles.

⑩ Non-Jet ACFT up to 5.7t MTOW only.

**RIDSU 4S / RUDUS 8L / RUDUS 9S**

RWY 21 (211°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>RIDSU 4S</b> 3.5% to 1900 10% to 5000 5.2% to FL120 <b>125.600</b> ①②④⑤⑦⑩⑫	FH070 - FH071 - SOMIM [K230-] - FH081 - ULKIG - SOBRA - DONAB - RIDSU	FH070 MNM <b>5000</b> FH081 MNM <b>FL120</b>  <b>initial climb 5000</b>
<b>RUDUS 8L</b> 3.5% to 1900 5.7% to 5000 <b>125.600</b> ①③⑥⑨⑪⑫	FH076 - FH077 - SOMIM [K230-] - ULKIG - RUDUS	FH076 MNM <b>5000</b> RUDUS MNM <b>FL140</b>  <b>initial climb 5000</b>
<b>RUDUS 9S</b> 3.5% to 1900 10% to 5000 5.2% to FL120 <b>125.600</b> ①②④⑥⑧⑩⑫	FH070 - FH071 - SOMIM [K230-] - FH081 - ULKIG - FH082 - RUDUS	FH070 MNM <b>5000</b> FH081 MNM <b>FL120</b> FH082 MNM <b>FL140</b>  <b>initial climb 5000</b>

- ① Climb gradient 3.5% due to obstacles.
- ② Climb gradient due to airspace structure.
- ③ Climb gradient 5.7% to 5000 due to airspace structure and Night Low Flying System. If unable to comply inform ATC.
- ④ Not to be used during activity of Night Low Flying System.
- ⑤ Only for flights via DONAB at or above FL120. If unable to comply request alternate instructions by ATC.
- ⑥ Only for flights via RUDUS at or above FL140. If unable to comply request alternate instructions by ATC.
- ⑦ FH070 MNM 5000, FH081 MNM FL120. If unable to comply request RIDSU L.
- ⑧ FH070 MNM 5000, FH081 MNM FL120 and FH082 MNM FL140. If unable to comply request RUDUS L.
- ⑨ FH076 MNM 5000. If unable to comply inform ATC.
- ⑩ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH070.
- ⑪ Additional conventional first segment description: Climb on track 211° to 4000ft, direct FH076.
- ⑫ Warning: Close-in obstacles.

**ABSIX 3K / ABSIX 3L / IDARO 8L / RUDOT 3S**

RWYs 03 (031°) / 21 (211°)

**After take-off, contact Langen RAD**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600
13.5%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ABSIX 3K</b> 13.5% to 5000 4.2% to FL120 <b>125.600</b> ①④	QDR 031 <b>HAN</b> - at D5.2 <b>FHH LT</b> direct <b>HAN</b> - LT 136° to ABSIX	D5.2 <b>FHH MNM 5000</b>  <b>initial climb 5000</b>
<b>ABSIX 3L</b> 5.5% to 5000 <b>125.600</b> ④	QDR 031 <b>HAN</b> - at D11.4 <b>FHH LT</b> direct <b>HAN</b> - LT 136° to ABSIX	D11.4 <b>FHH MNM 5000</b>  <b>initial climb 5000</b>
	<b>Runway 21</b>	
<b>IDARO 8L</b> 3.5% to 1900 4.2% to 4900 <b>125.600</b> ④⑤	QDR 212 <b>HAN</b> - at D13.4 <b>FHH RT</b> 240° to IDARO	   <b>initial climb 5000</b>
<b>RUDOT 3S</b> 3.5% to 1900 5.5% to FL160 <b>125.600</b> ②③④⑤	QDR 212 <b>HAN</b> - at D5.7 <b>FHH RT</b> 344° - intercept QDR 275 <b>HAN</b> to RUDOT	   <b>initial climb 5000</b>

① Flights must be able to cross 5NM prior to ULKIG at MNM FL120. If unable to comply, request ABSIX L.

② Flights must be able to cross 8NM after BIBTU at MNM FL160.

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

④ Climb gradient due to airspace structure.

⑤ Warning: Close-in obstacles

09-NOV-2017

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RNAV STARS RWY 21

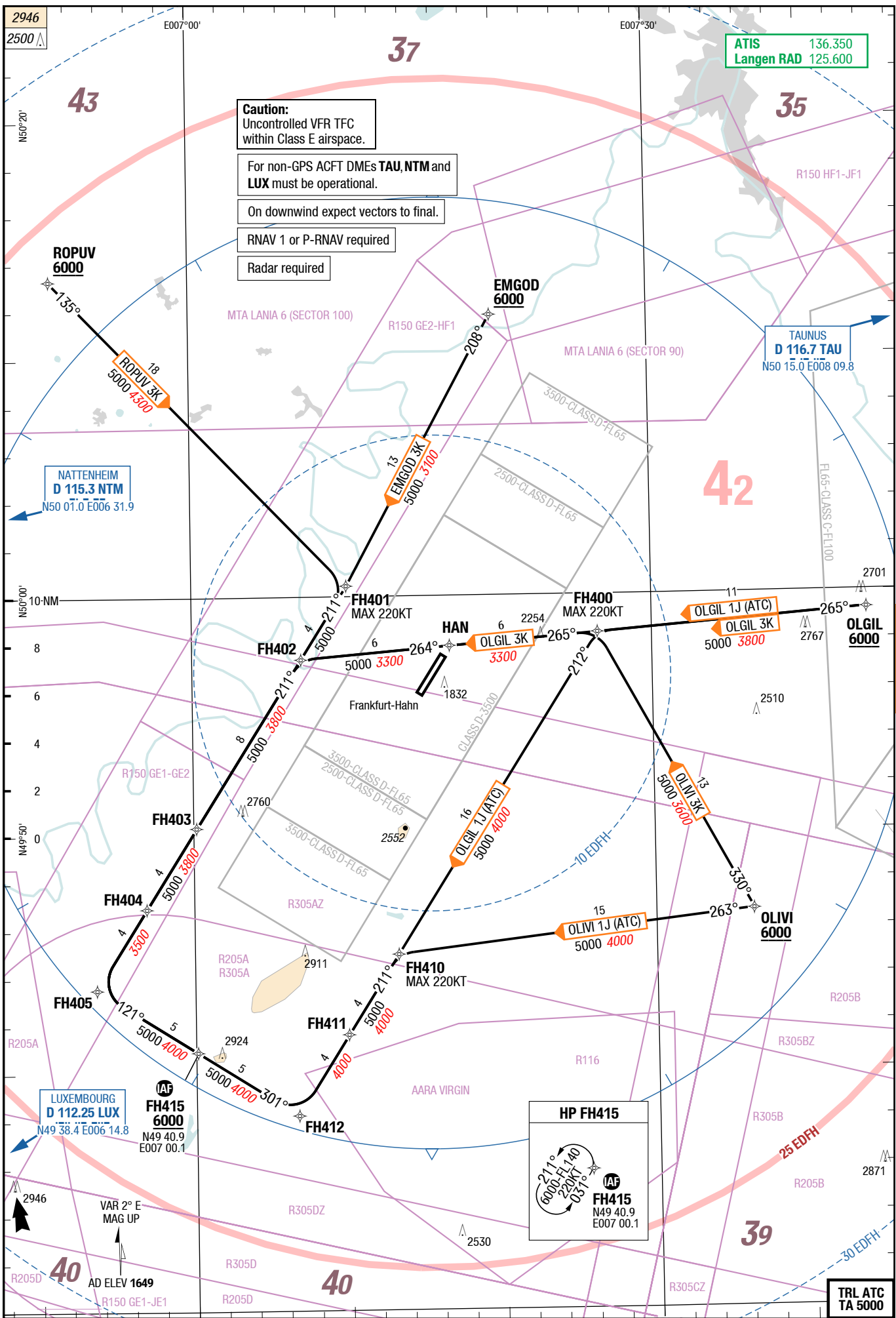
STAR

Frankfurt-Hahn Germany

RNAV STARS RWY 21

RNAV STARS RWY 03

TRL ATC  
TA 5000



Changes: OBST



**NIL**  
**STARs**



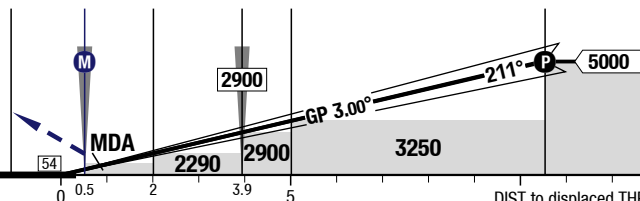
Changes: OBST

## ILS or LOC 03



## ILS or LOC 21



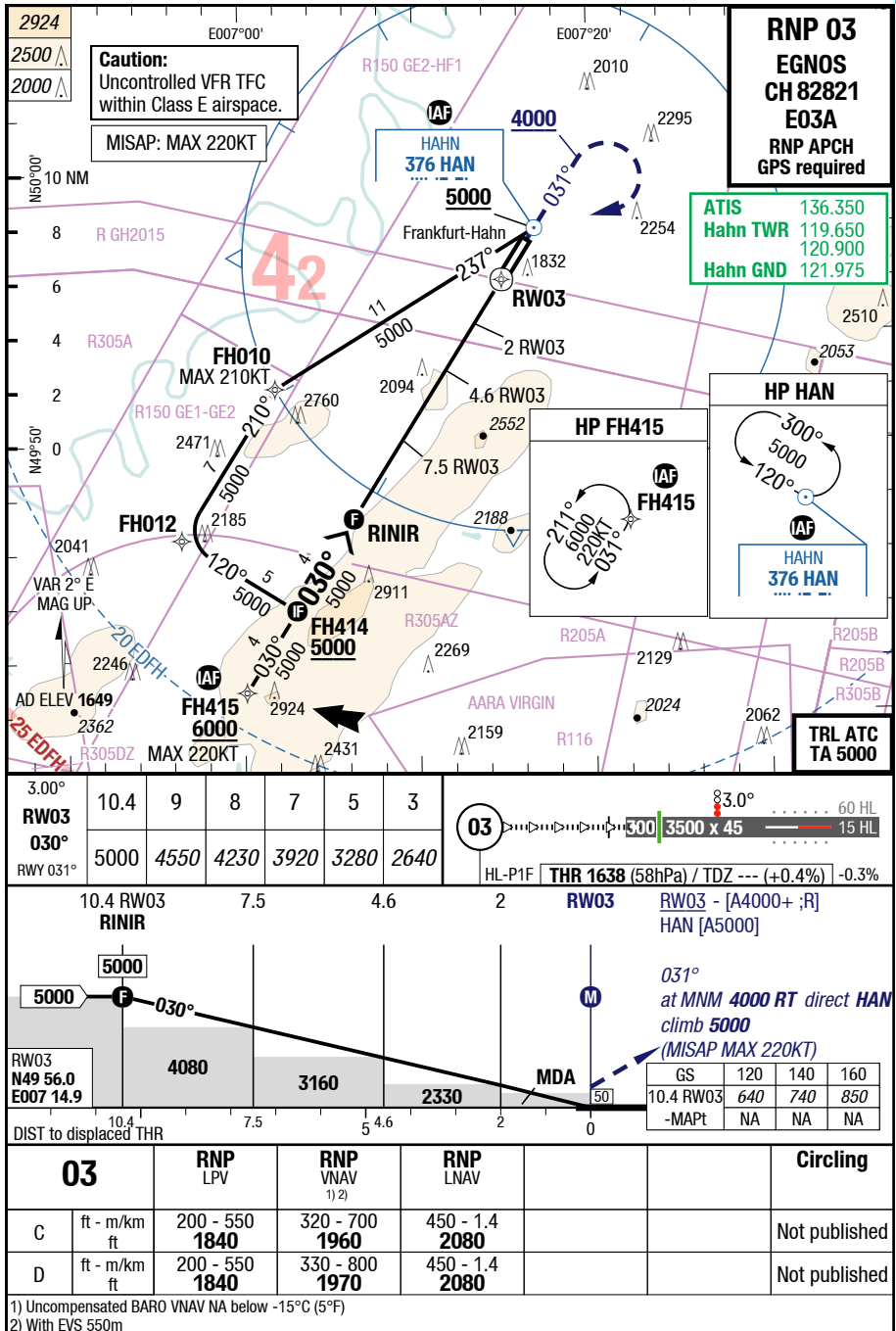
60 HL ..... 15 HL ..... 45 x 3500 300 3.0° +0.3% TDZ --- (+1.0%) / THR 1595 (57hPa) HL-P2F				4 2580		7 3540		8 3860		9 4180		11 4820		11.6 5000		LOC 3.02° D FHH	
<div>211° at D14.7 FHH RT direct HAN climb 5000</div> 																	
GS		120	140	160													
D5 FHH		640	750	850													
-MAPt		NA	NA	NA													
					DIST to displaced THR												
21		Cat 3b		Cat 2		Cat 1 <sup>1)</sup>		Cat 1 <sup>1)</sup>		LOC DME FHH		Circling					
C	ft - m/km ft	0 - 125R Company		100 - 300R 107 RA		200 - 400 1800		200 - 550 1800		400 - 1.1 1990		Not published					
D	ft - m/km ft	0 - 125R Company		100 - 300R 107 RA <sup>2)</sup>		200 - 400 1800		200 - 550 1800		400 - 1.1 1990		Not published					
1) With EVS 350m 2) If not conducting autoland RVR 350m required																	

19-APR-2018

HHN-EDFH

7-30

RNP 03



Changes: APL, MIN

19-APR-2018

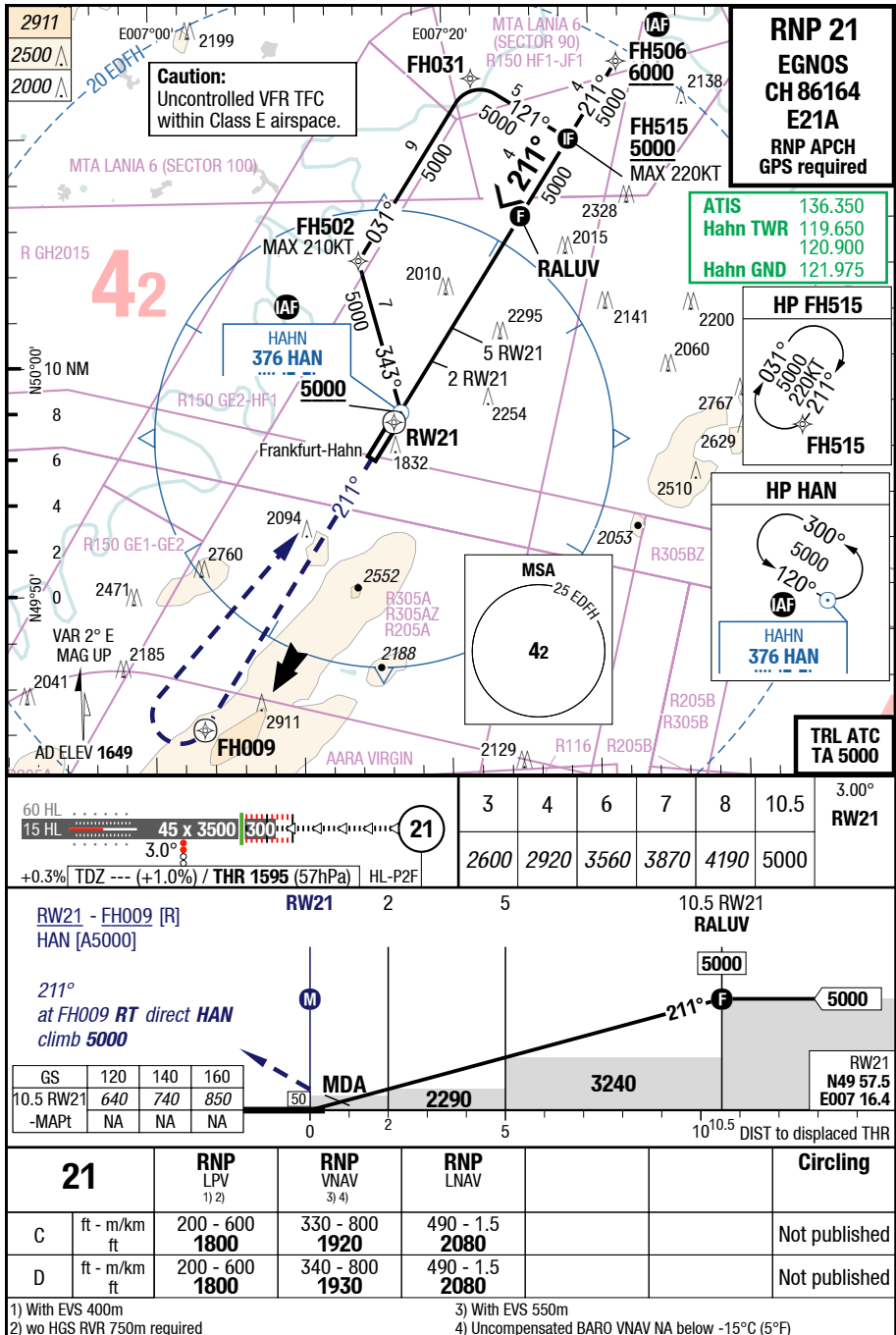
HHN-EDFH

Germany Frankfurt-Hahn

IAC

7-40

RNP 21



Changes: Nil

19-APR-2018

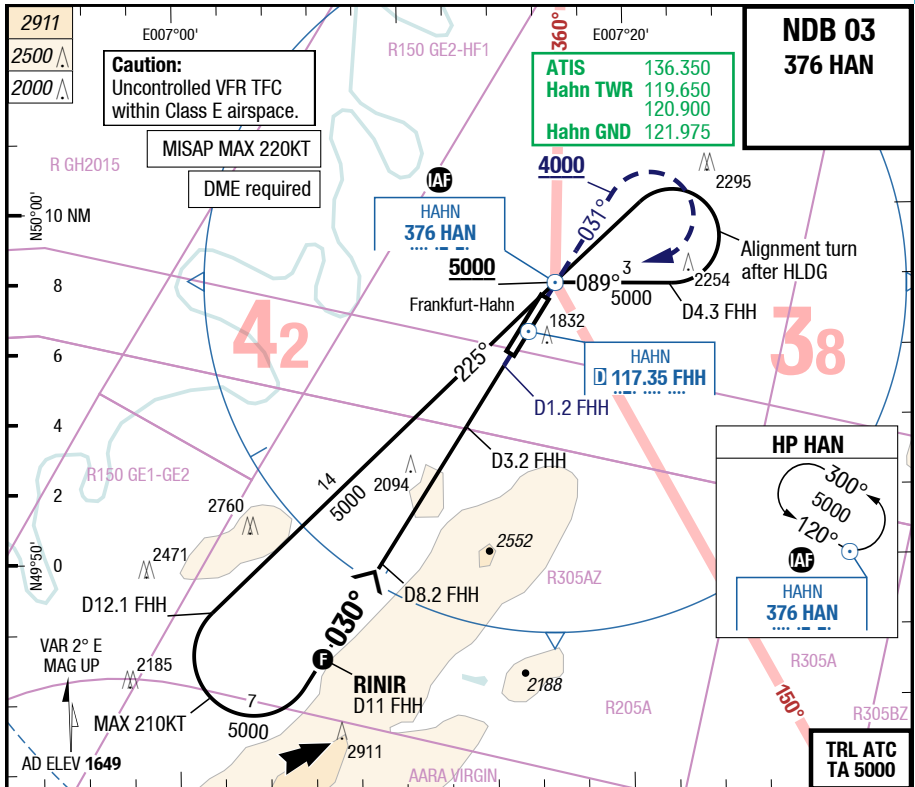
HHN-EDFH

Germany Frankfurt-Hahn

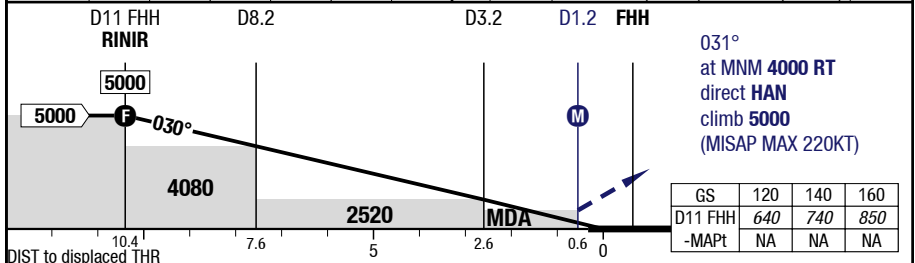
IAC

7-50

NDB 03



3.00°	11	9	7	5	4	3	03	83.0°	60 HL
<b>D FHH</b>									
<b>030°</b>									
RWY 031°	5000	4350	3710	3070	2760	2440		300 3500 x 45	15 HL
	HL-P1F							THR 1638 (58hPa) / TDZ --- (+0.4%)	-0.3%



03	NDB DME FHH					Circling
C	ft - m/km ft	580 - 1.9 2210				Not published
D	ft - m/km ft	580 - 1.9 2210				Not published

Changes: APL, MIN

19-APR-2018

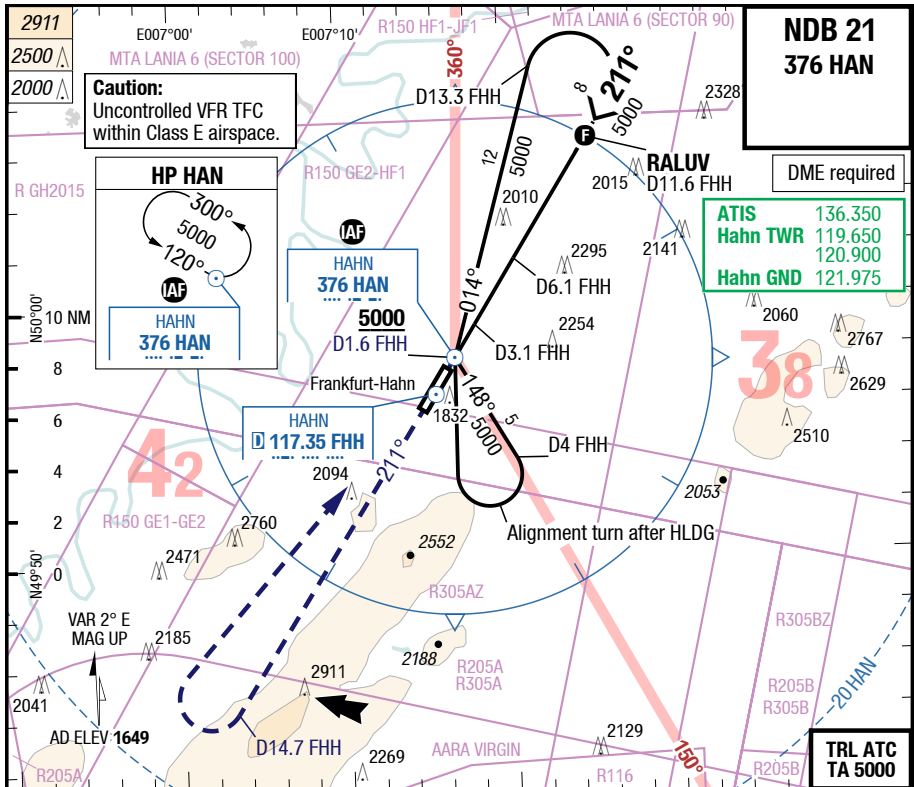
HHN-EDFH

Germany Frankfurt-Hahn

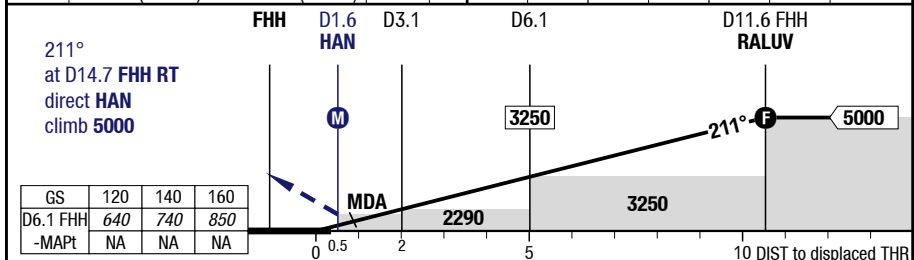
IAC

7-60

NDB 21



60 HL	45 x 3500	300	21	4	5	7	8	9	11.6	3.00°
15 HL				2580	2900	3540	3860	4180	5000	D FHH
+0.3% TDZ --- (+1.0%) / THR 1595 (57hPa) HL-P2F										



21	NDB DME FHH						Circling
C	ft - m/km ft	550 - 1.8 2140					Not published
D	ft - m/km ft	550 - 1.8 2140					Not published

Changes: Nil