

24-MAY-2018

HHN-EDFH

1-10

AOI

AOI

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.

24-MAY-2018

HHN-EDFH

1-20

AOI

AOI

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.

24-MAY-2018

HHN-EDFH**1-30****AOI****AOI****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 to 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

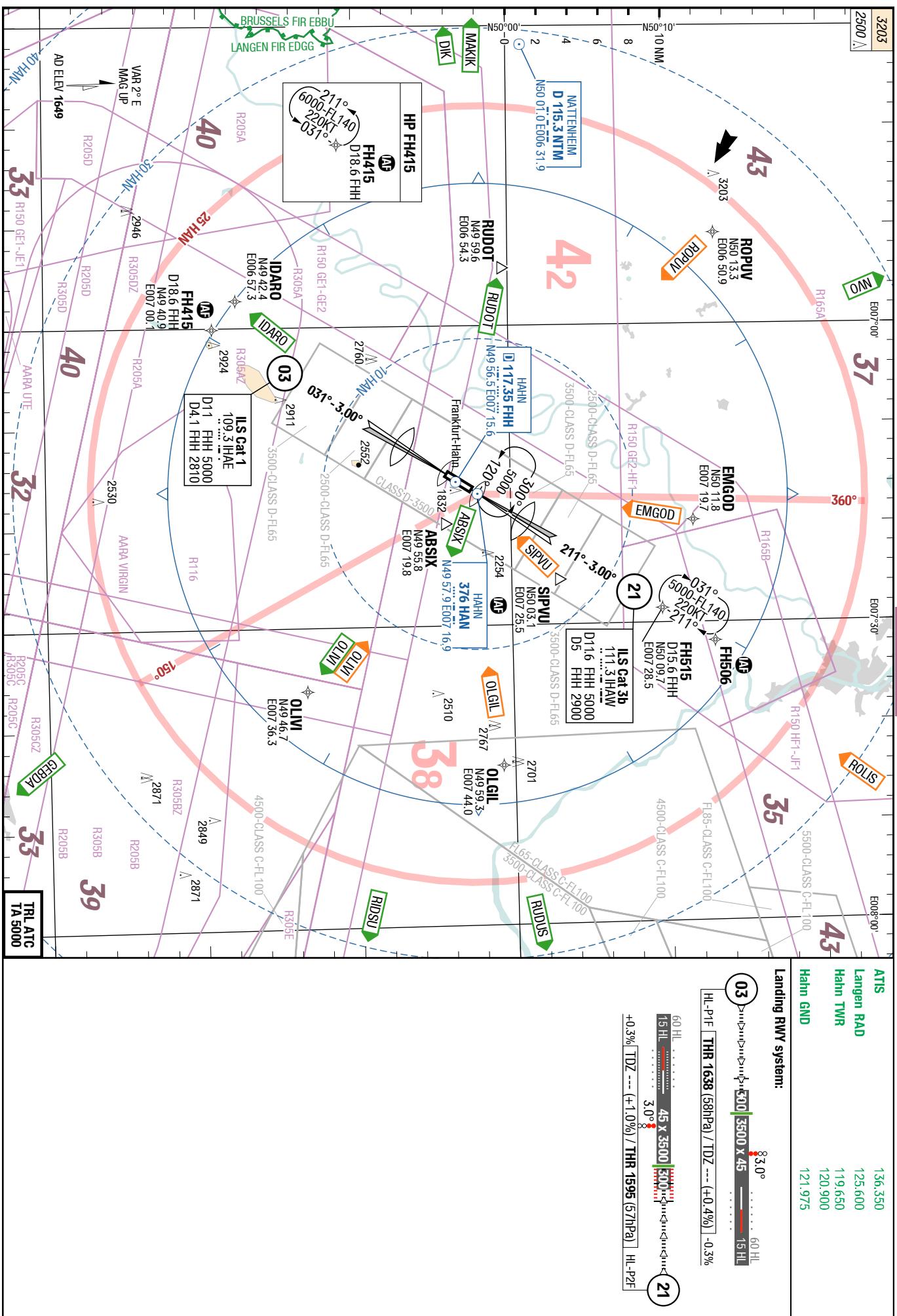
Only for flights proceeding via Y180 to DIK or via Y181 to MAKIK.

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.



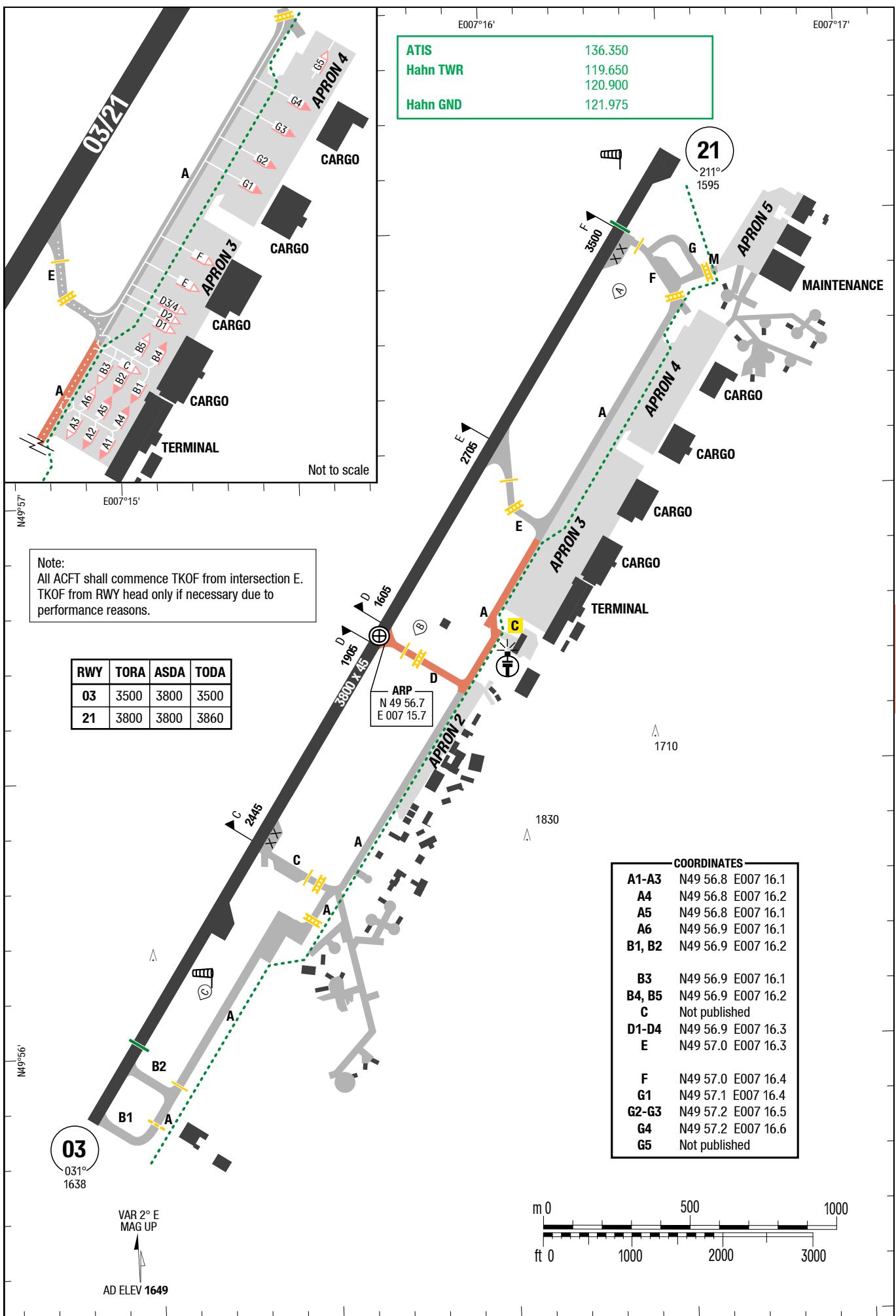
19-APR-2018

HHN-EDFH

Germany Frankfurt-Hahn

AGC
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Frankfurt-Hahn Germany



09-NOV-2017

HHH-EDFH

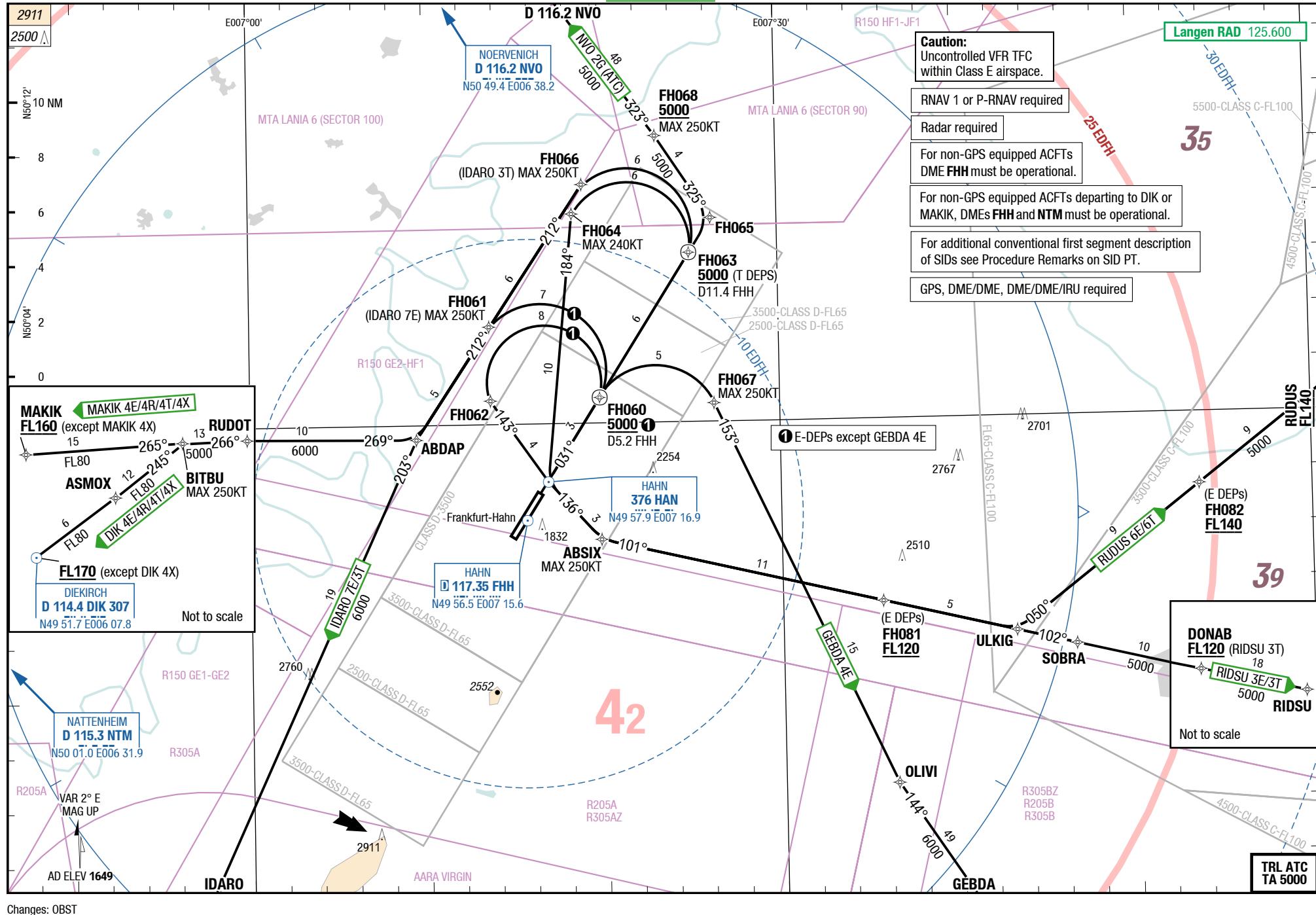
Germany Frankfurt-Hahn

RNAV SIDs RWY 21
RNAV SIDs RWY 03

4-10

SID
SID

Frankfurt-Hahn Germany

RNAV SIDs RWY 21
RNAV SIDs RWY 03

09-NOV-2017

Germany Frankfurt-Hahn

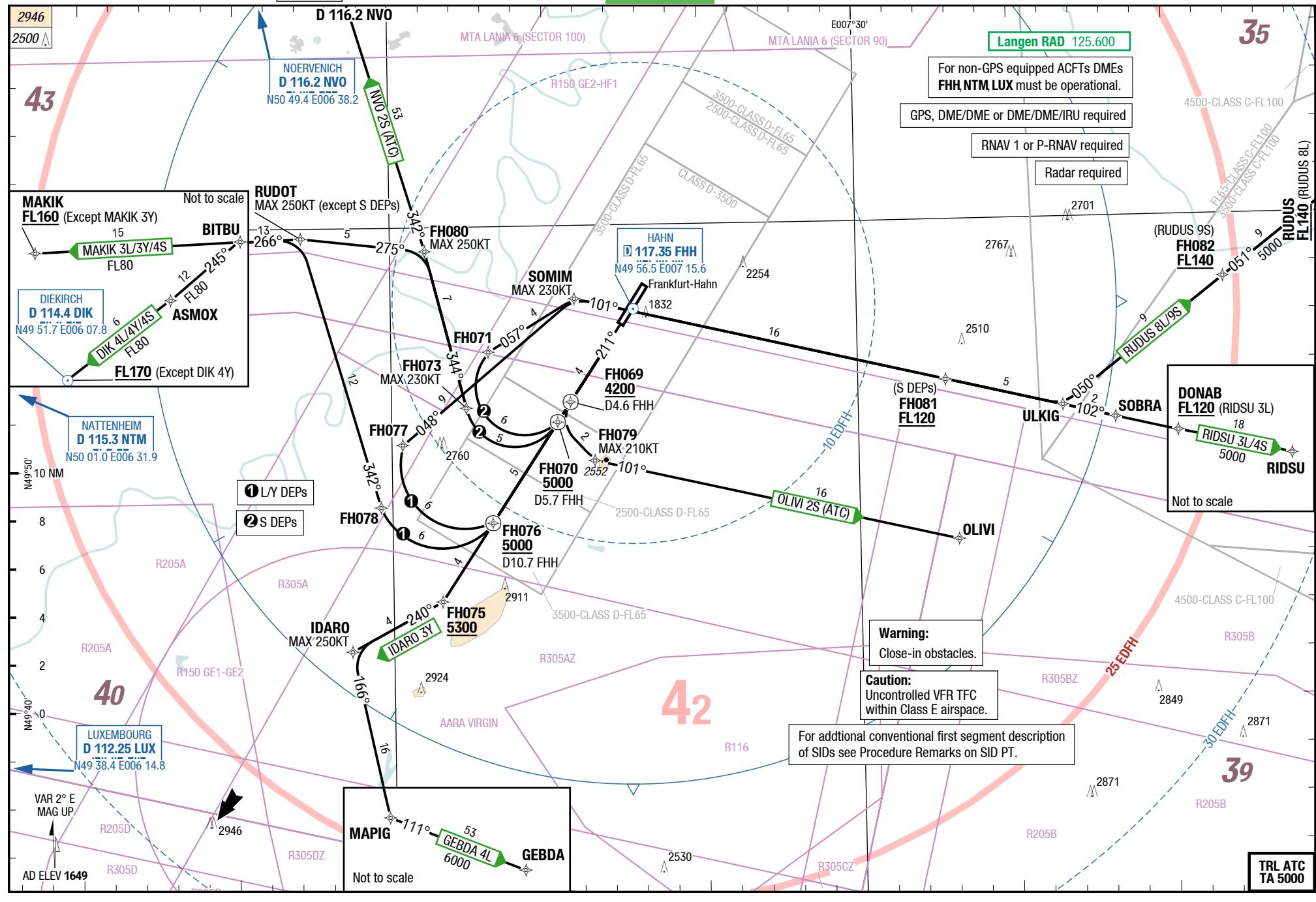
HHN-EDFH

RNAV SIDs RWY 21

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RNAV SIDs RWY 21

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09-NOV-2017

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4-30

SIDs

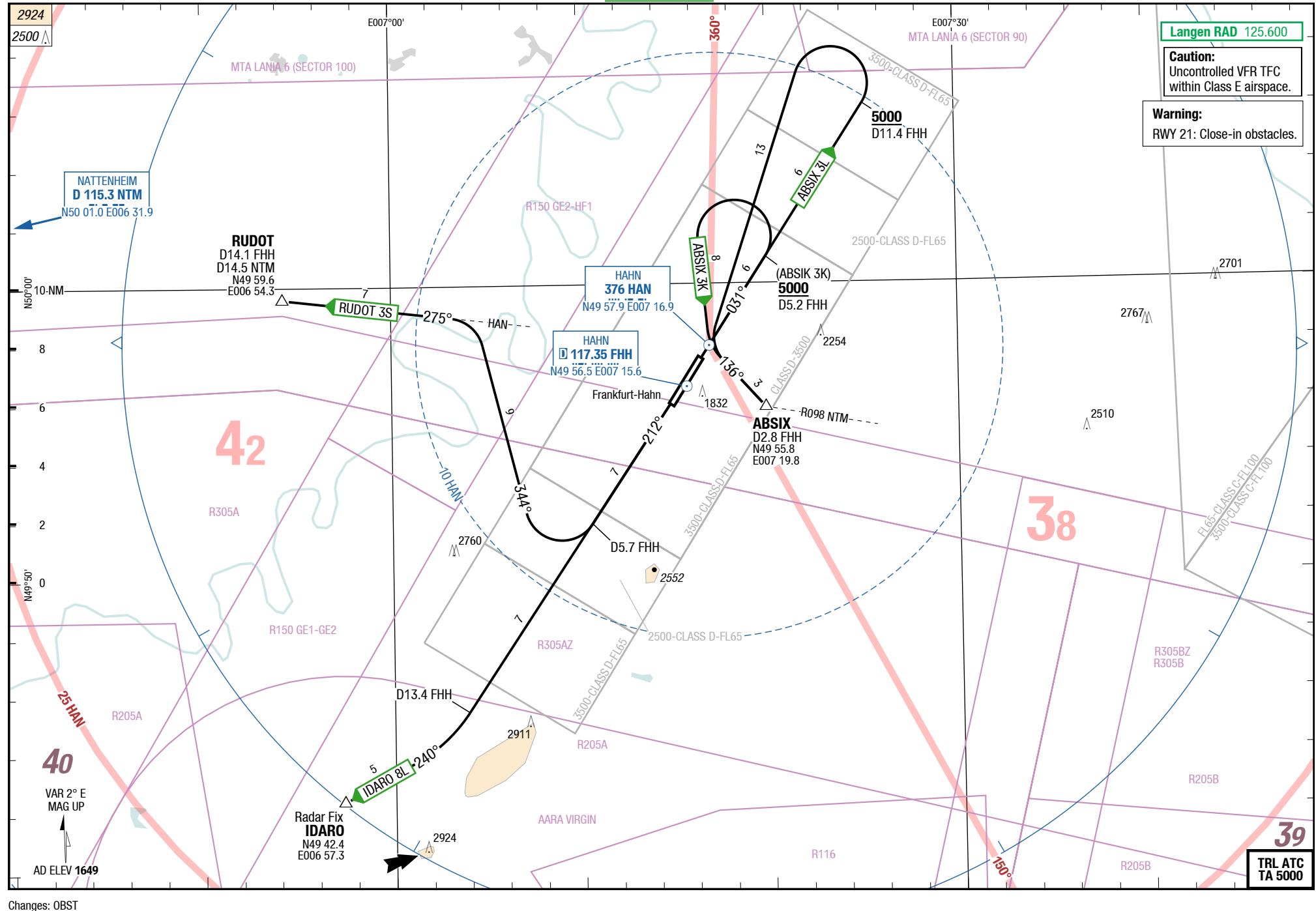
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SIDs

Langen RAD 125.60

Caution:
Uncontrolled VFR TFC
within Class E airspace

Warning:
RWY 21: Close-in obstacles



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
Runway 03		
DIEKIRCH 4E DIK 4E 13.5% to 5000 125.600 ①③⑥	FH060 - FH061 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	FH060 MNM 5000 DIK MNM FL170 Initial climb 5000
DIEKIRCH 4R DIK 4R 13.5% to 5000 125.600 ④⑦	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	DIK MNM FL170 Initial climb 5000
DIEKIRCH 4T DIK 4T 5.5% to 5000 125.600 ①②⑧	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	FH063 MNM 5000 DIK MNM FL170 Initial climb 5000
DIEKIRCH 4X DIK 4X 13.5% to 5000 125.600 ⑦	FH063 - FH066 - ABDAP - RUDOT - BITBU [K250-] - ASMOX - DIK	 Initial climb 5000
GEBDA 4E 125.600 ⑤⑥⑨	FH060 - FH067 [K250-] - OLIVI - GEBDA	 Initial climb 5000

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**

SIDPT

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

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

- 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
	Runway 03	
RUDUS 6T 5.5% to 5000 125.600 ①②③④	FH063 - FH064 [K240-] - HAN - ABSIX [K250-] - ULKIG - RUDUS	FH063 MNM 5000 RUDUS MNM FL140 Initial climb 5000

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.

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

- 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 FH076 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.

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

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

- 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
	Runway 21	
OLIVI 2S (ATC) 3.5% to 1900 10% to 5000 125.600 ①③④⑦⑨⑩	FH069 - FH079 [K210-] - OLIVI	FH069 MNM 4200 Initial climb 5000
RIDSU 3L 3.5% to 1900 5.7% to 5000 125.600 ①②⑤⑥⑧⑨	FH076 - FH077 - SOMIM [K230-] - ULKIG - SOBRA - DONAB - RIDSU	FH076 MNM 5000 DONAB MNM FL120 Initial climb 5000

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

- 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.

HHN-EDFH**5-100****SIDs****ABSIX 3K / ABSIX 3L / IDARO 8L / RUDOT 3S**

RWYs 03 (031°) / 21 (211°)

After take-off, contact Langen RAD

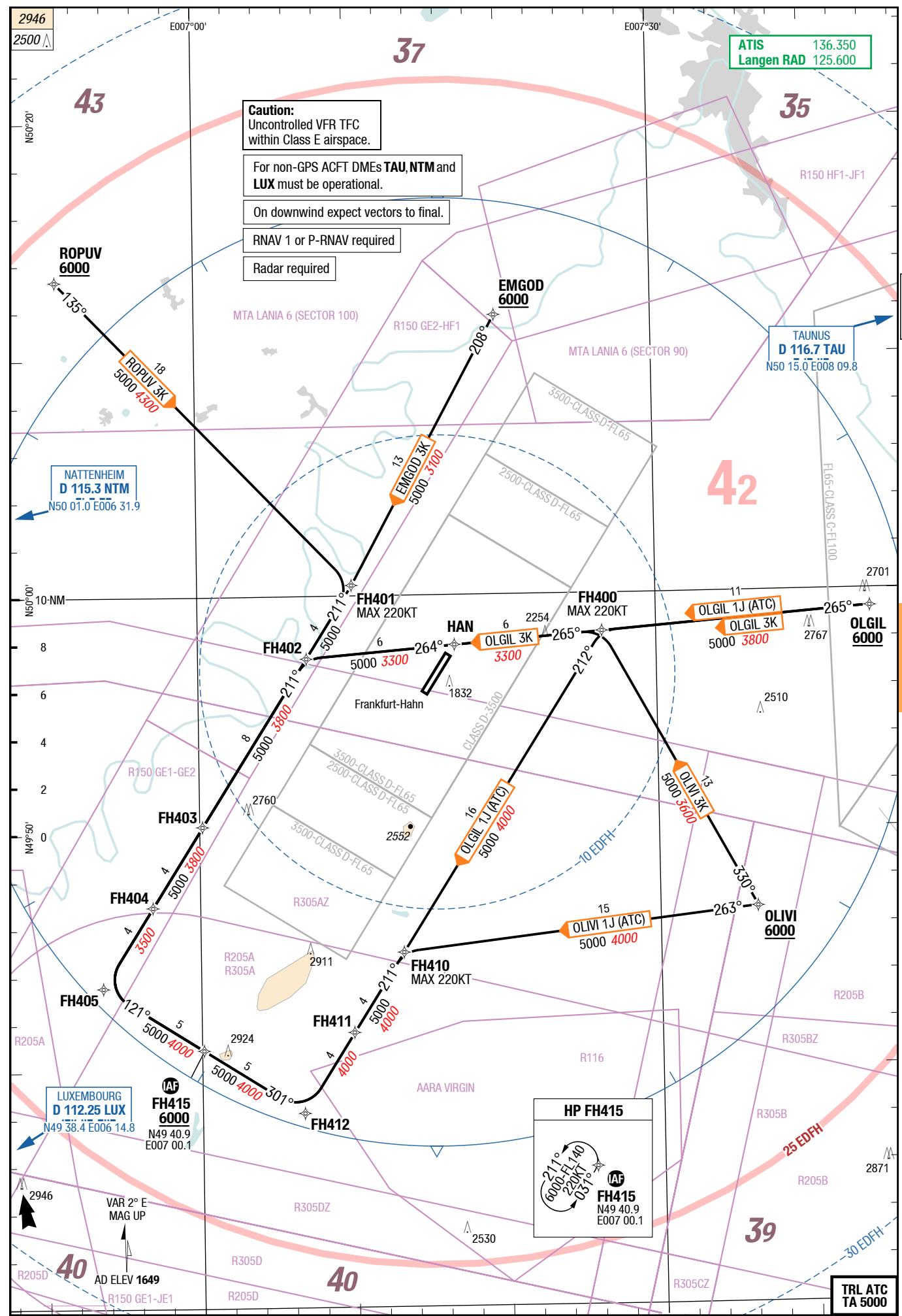
	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600
13.5%	ft/MIN	1700	2100	2500	2900	3300	3700

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

- 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

HHN-EDFH

Germany Frankfurt-Hahn
RNAV STARS RWY 03STAR
STARFrankfurt-Hahn Germany
RNAV STARS RWY 21
RNAV STARS RWY 03

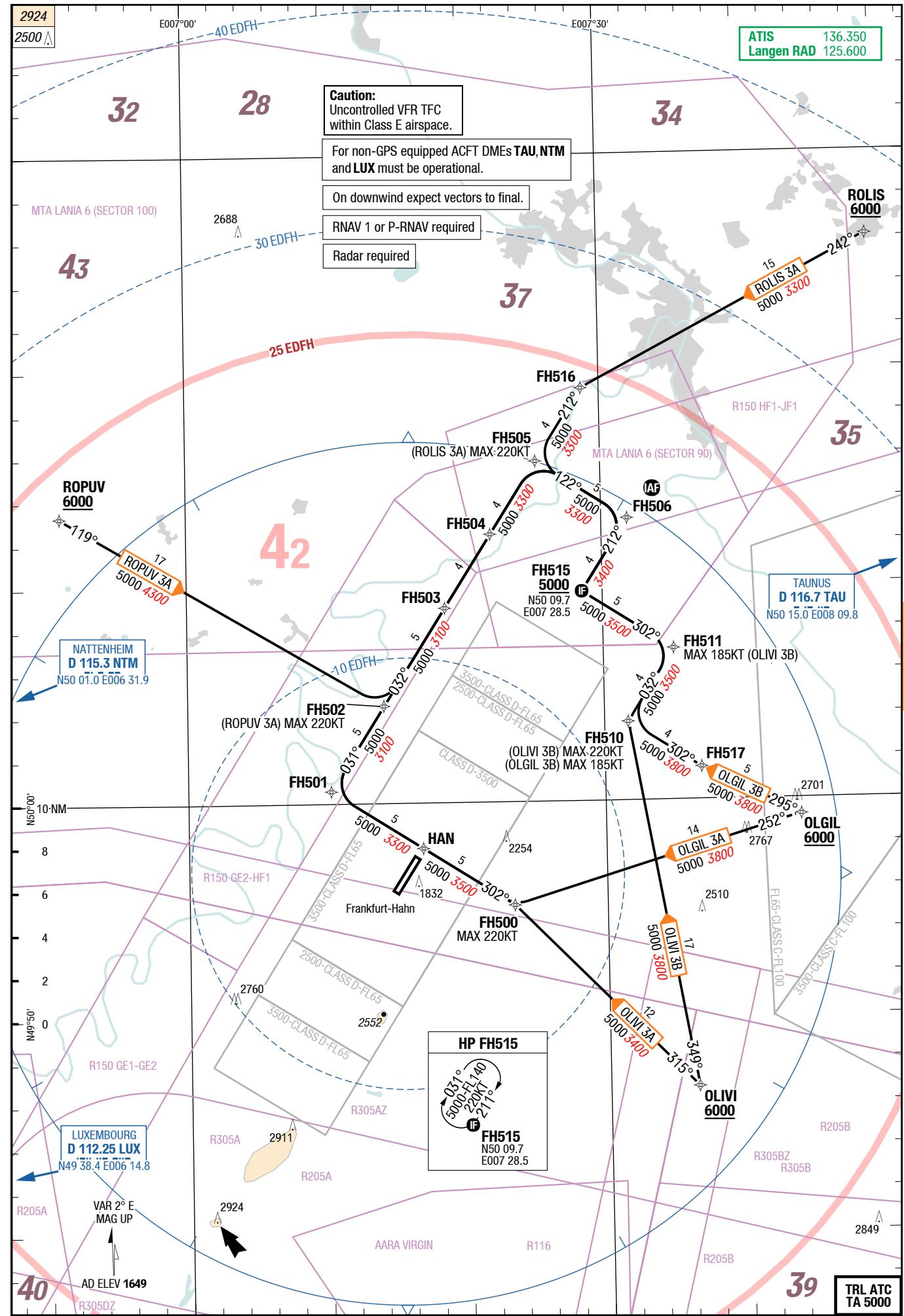
09-NOV-2017

HHN-EDFH

6-20 Germany Frankfurt-Hahn RNAV STARS RWY 21

STAR

RNAV STARS RWY 21



09-NOV-2017

HHN-EDFH

Germany Frankfurt-Hahn

Frankfurt-Hahn Germany

5-30

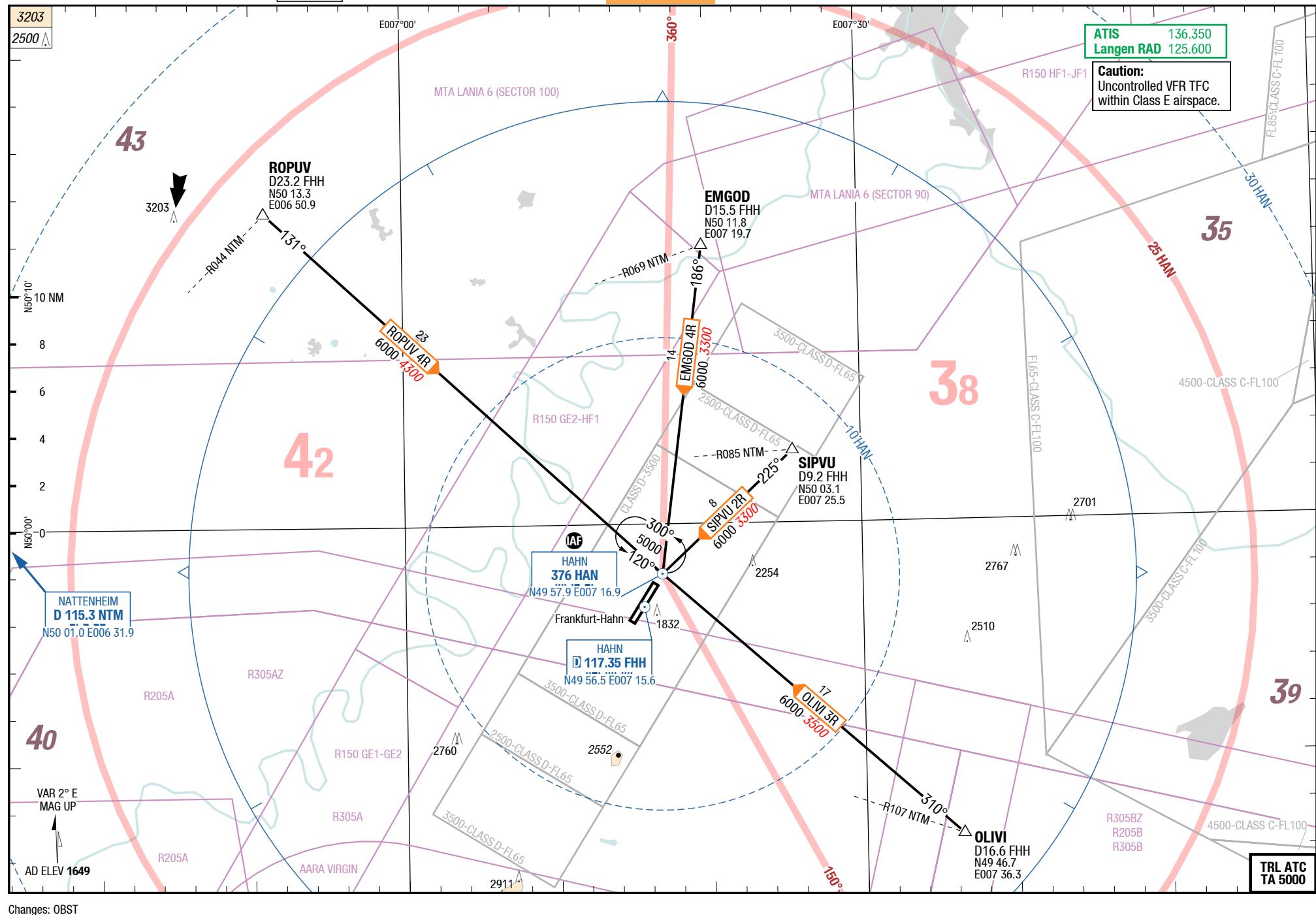
STARS

STAR

STAR

Frankfurt-Hahn Germany

STARS

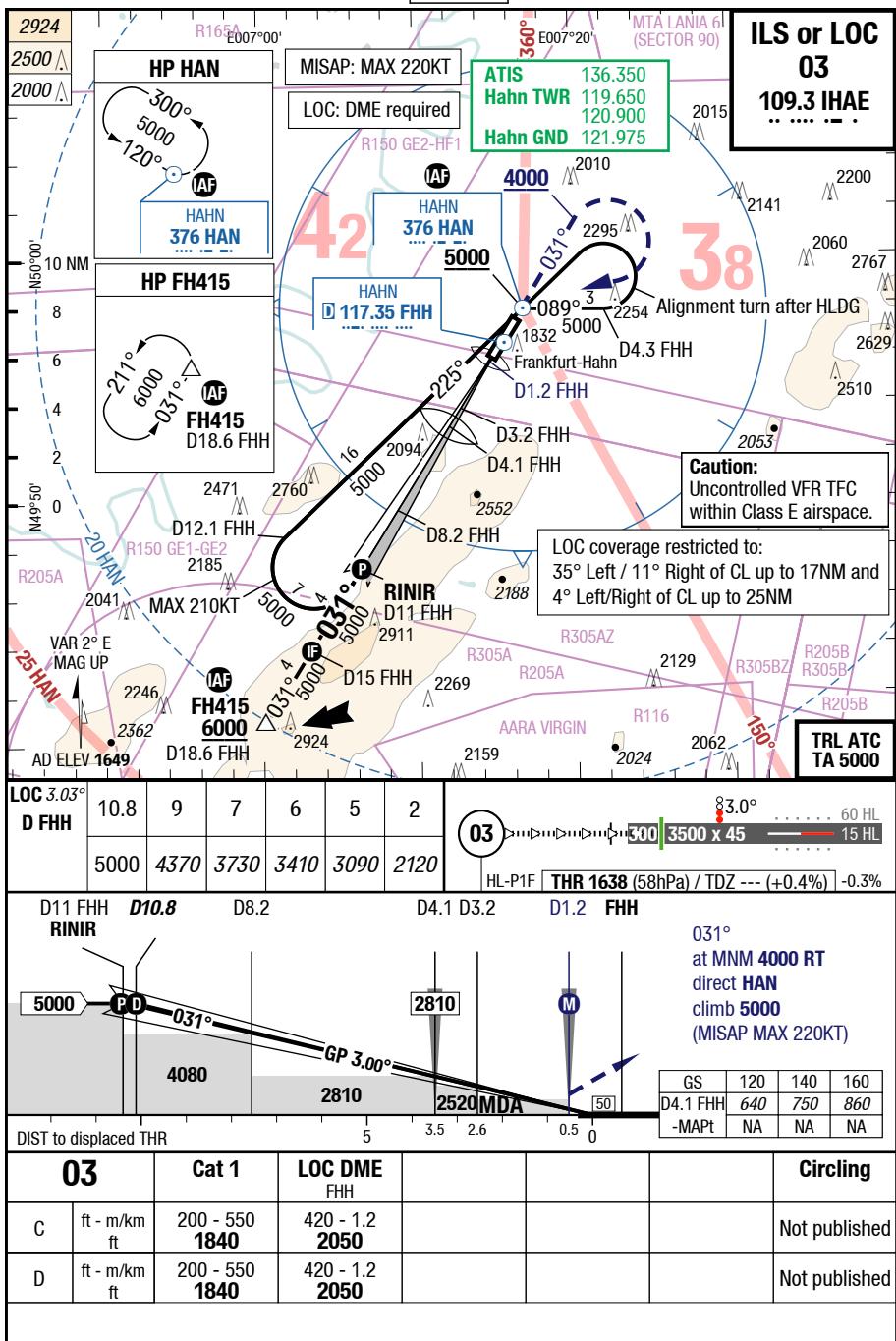


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7-10

ILS or LOC 03



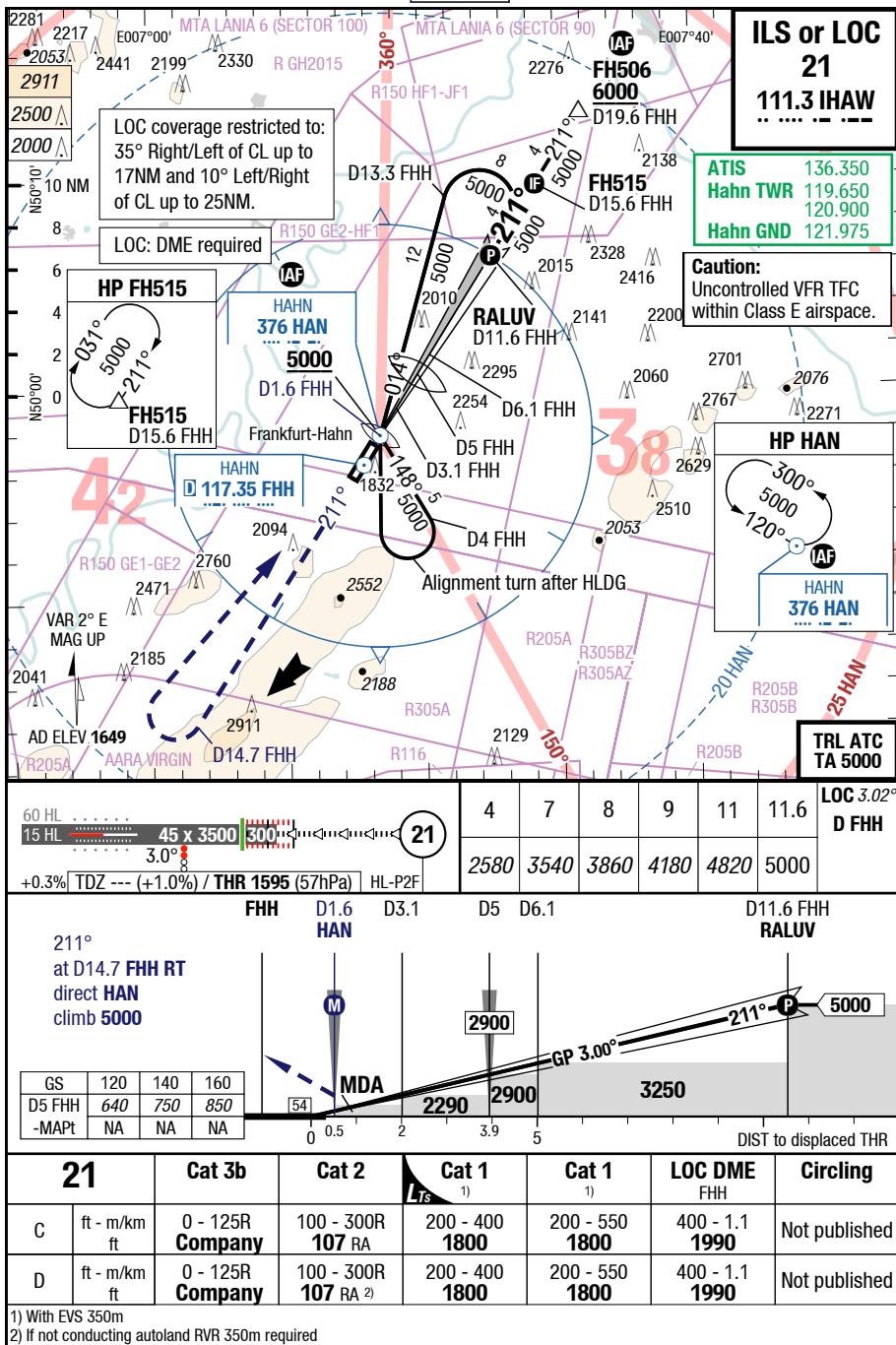
Changes: APL, MIN, SUAs, Note

19-APR-2018

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7-20

ILS or LOC 21



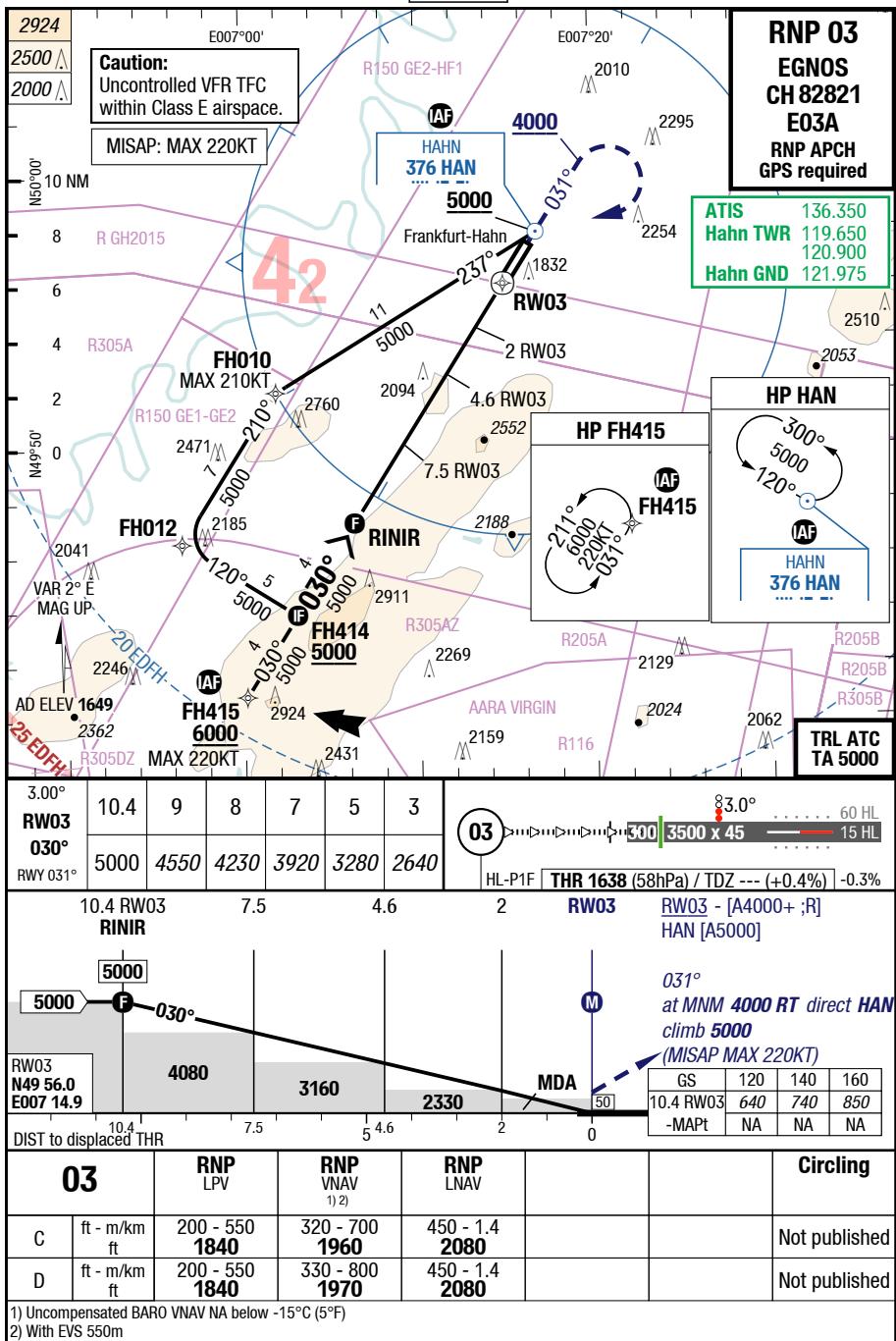
Changes: Nil

19-APR-2018

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7-30

RNP 03



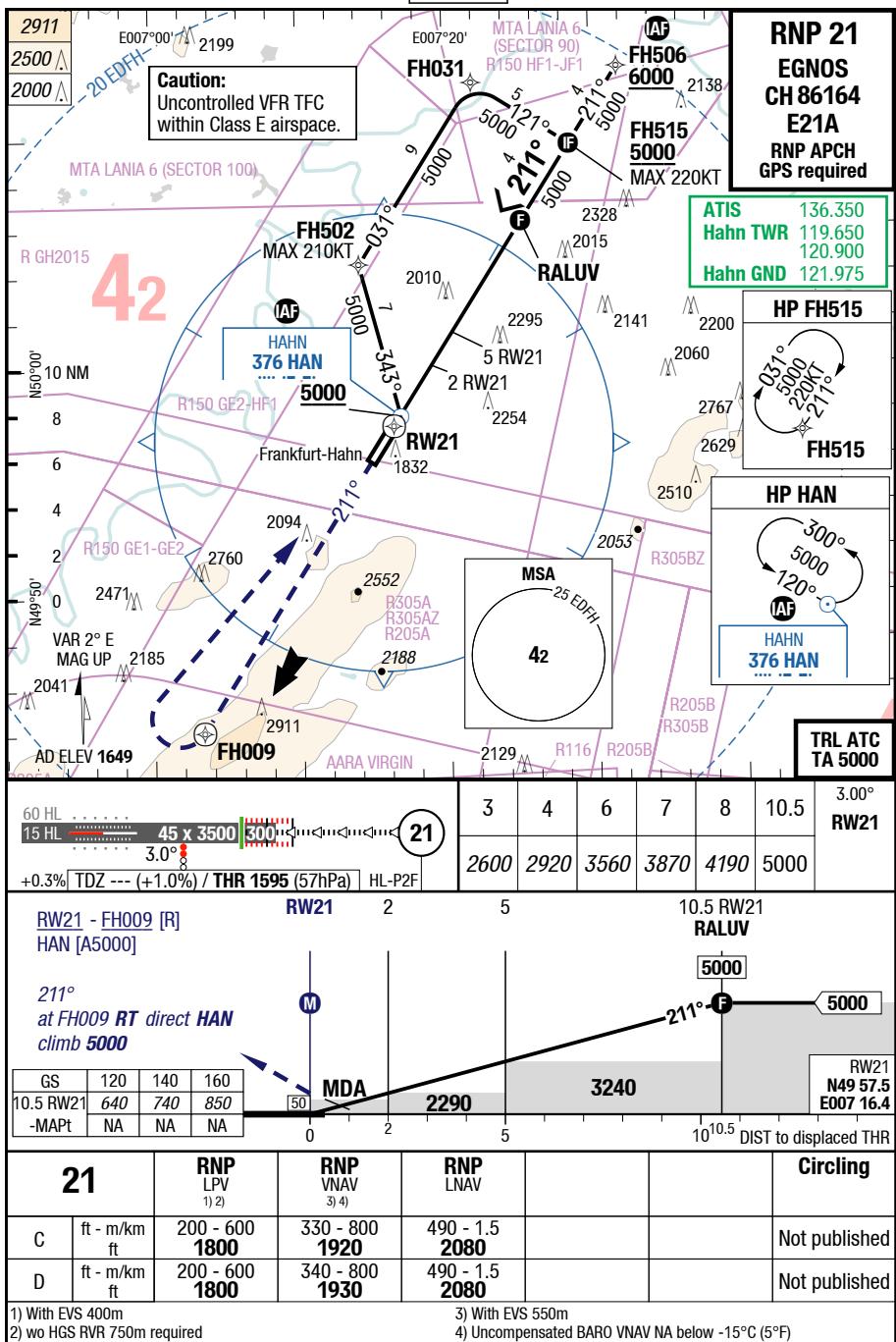
Changes: APL, MIN

19-APR-2018

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7-40

RNP 21



Changes: Nil

19-APR-2018

Germany Frankfurt-Hahn

14

HHN-EDFH

7-50

NDB 03

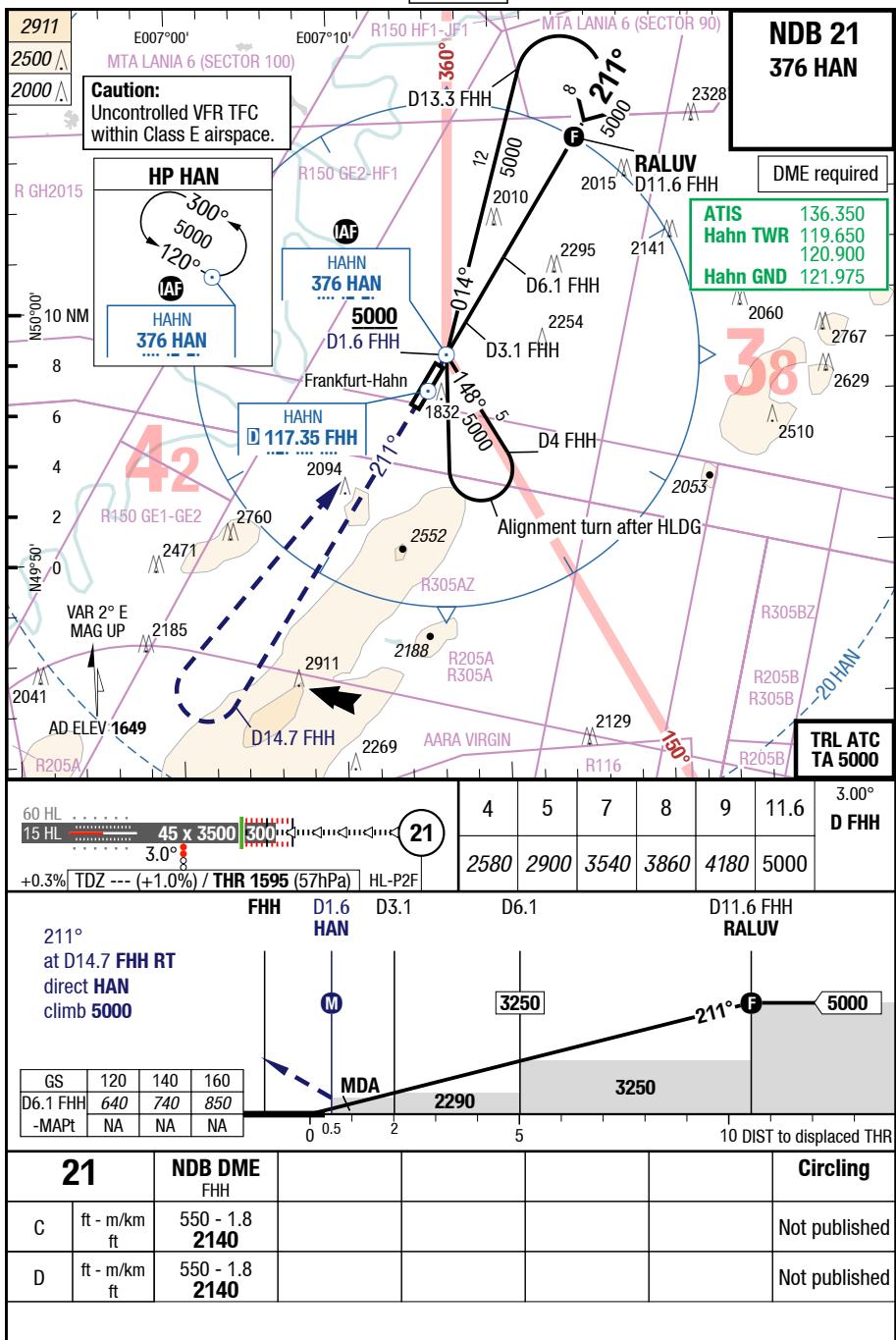
Changes: APL, MIN

19-APR-2018

HHN-EDFH

7-60

NDB 21



Changes: Nil