

# VATSIM Germany

## Standard Instrument Departure Chart

# Frankfurt-Hahn

## EDFH

# SID

## RWY 21

After Take-Off Climb to: 5000 feet

Route	Restriction / Remark
<b>S:</b> On track 213° HAN to 6.0 DME HND, thence... <b>L/Y:</b> (not IDARO) On track 213° HAN to 11.0 DME HND, thence...	for all: Climb with 3.5% (215 ft/NM) or more until passing 1900 due to obstacles. S: Not to be used during activity of NLFS. L/Y: Cross 11.0 DME HND/FH0076 at 5000 or above due to airspace structure and NLFS. If unable to comply, inform ATC. After 11.0 DME HND BRNAV equipment necessary.
<b>DIK/MAKIK:</b> <b>S:</b> ..RT, on track 345° to intercept track 276° HAN to RUDOT (Δ), thence... <b>L/Y:</b> ..RT, on track 344° to RUDOT (Δ), thence...	After RUDOT BRNAV equipment necessary.
..LT, on track 267° to BITBU (Δ), thence... <b>DIK 1S/1L/1Y:</b> ..LT, on track 246° via ASMOX to DIK (Δ). <b>MAKIK 1S/1L/1Y:</b> ..LT, on track 266° to MAKIK (Δ).	S: 1. <b>Cross DIK at or above FL170.</b> If unable to comply, request DIK 1L. 2. PDG 5.0 % (300 ft/NM) or more until passing FL170 due to airspace structure. L: 1. <b>Cross DIK at FL170 or above.</b> If unable to comply, request DIK 1Y. 2. PDG 4.3 % (260 ft/NM) or more until passing FL170 due to airspace structure. S: 1. <b>Cross MAKIK at FL160 or above.</b> If unable to comply, request MAKIK 1L. 2. PDG 5.0 % (300 ft/NM) or more until passing FL160 due to airspace structure. L: 1. <b>Cross MAKIK at FL160 or above.</b> If unable to comply, request MAKIK 1Y. 2. PDG 4.2 % (255 ft/NM) or more until passing FL160 due to airspace structure.
<b>GEBDA 1S/1L:</b> ..RT to SOMIM (Δ), RT, on track 102° to ABSIX (Δ), RT, on track 129° to OLIVI (Δ), RT, on track 145° to GEBDA (Δ).	S: After 6.0 DME HND BRNAV equipment necessary. S/L: 1. Only available between Friday 17:00 (16:00) and Monday 07:00 (06:00). 2. Outside these times assigned by ATC only.
<b>NOR 4S:</b> ..RT, on track 345° to NOR (Δ).	1. Cross 6.0 DME HND at 4200 or above. If unable to comply, inform ATC. 2. PDG 7.8% (472 ft/NM) or more until passing 4200 due to airspace structure. 3. Not to be filed in FPL. 4. Will be assigned by ATC. 5. After 6.0 DME HND BRNAV equipment necessary.
<b>RIDSU/RUDUS:</b> ..RT to SOMIM (Δ), RT, on track 102° via ABSIX to ULKIG (Δ), thence...	S: 1. Cross 5.0 NM prior ULKIG at FL120 or above. If unable to comply, request alternate departure instructions by ATC. 2. PDG 5.2 % (315 ft/NM) or more until passing FL120 due to airspace structure. 3. After 6.0 DME HND BRNAV equipment necessary.
<b>RIDSU 1S/1L:</b> ..RT, on track 103° via SOBRA and DONAB to RIDSU (Δ).	<b>Only available for flights via DONAB at or above FL120.</b> If unable to comply, request alternate departure instructions by ATC. S: Cross 5.0 NM prior ULKIG at or above FL120. If unable to comply, request RIDSU 1L.
<b>RUDUS 6S/6L:</b> ..LT, on track 051° to RUDUS (Δ).	<b>Only available for flights via RUDUS at FL140 or above.</b> If unable to comply, request alternate departure instructions by ATC. S: Cross 9.0 NM prior RUDUS at FL140 or above. If unable to comply, request RUDUS 6L.
<b>IDARO 5L:</b> On track 213° HAN to 13.8 DME HND, RT, on track 241° to IDARO (Δ).	1. Climb with 4.2 % (255 ft/NM) or more until passing 4900 due to airspace structure..If unable to comply, inform ATC. 2. After 13.8 DME HND BRNAV equipment necessary.

**Contact Langen Radar immediately after take-off!**

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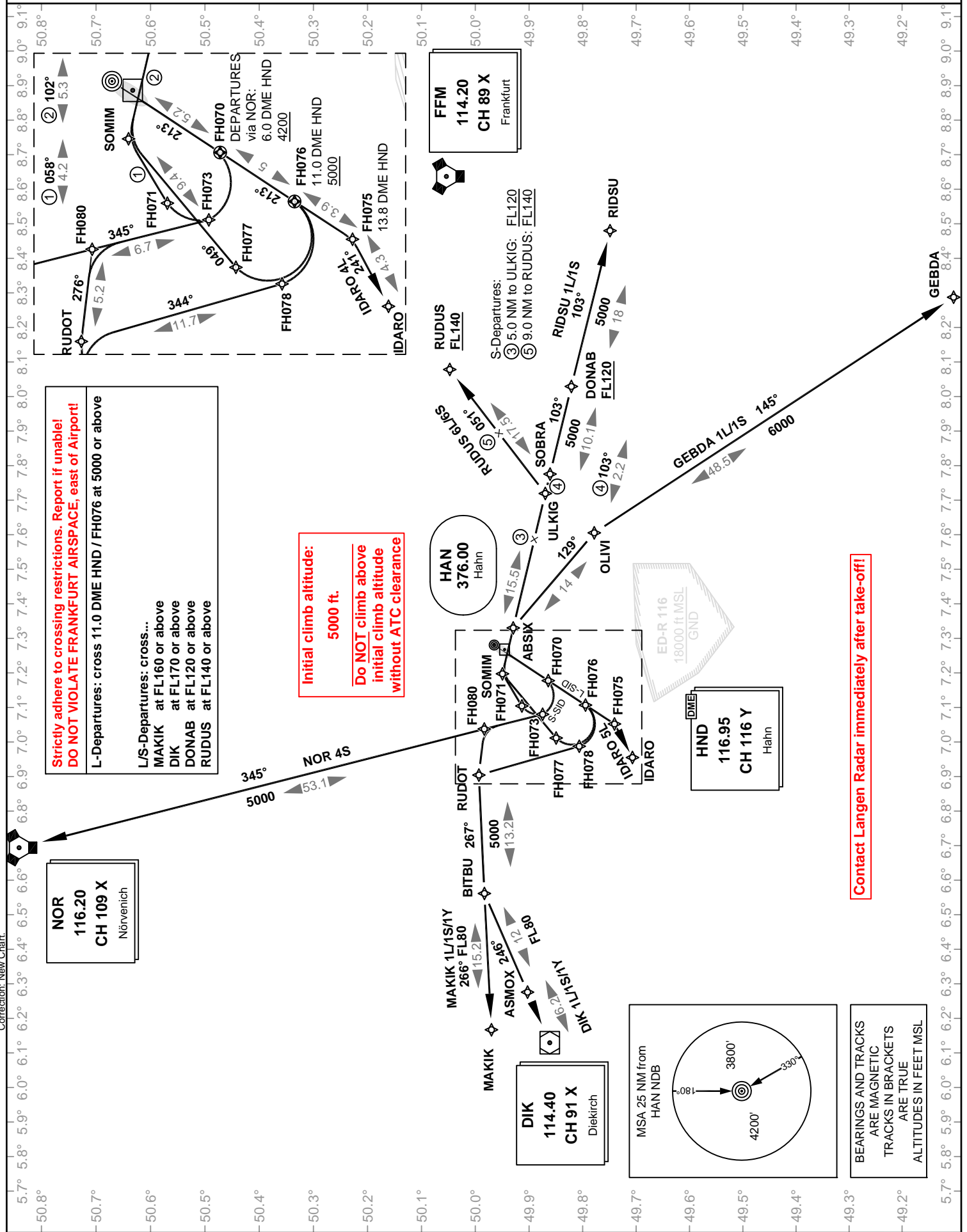
## Frankfurt-Hahn EDFH

Transition Altitude: 5000 ft.

ATIS 120.900  
Ground 121.970  
Tower 119.650  
Langen Radar 125.600

### SID RWY 21

VAR: 1° E



**Strictly adhere to crossing restrictions. Report if unable!  
DO NOT VIOLATE FRANKFURT AIRSPACE, east of Airport!**

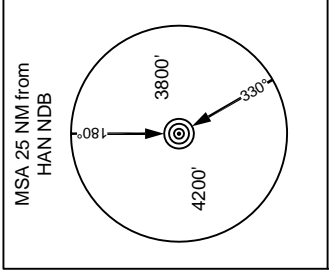
L-Departures: cross 11.0 DME HND / FH076 at 5000 or above

L/S-Departures: cross...  
MAKIK at FL160 or above  
DIK at FL170 or above  
DONAB at FL120 or above  
RUDUS at FL140 or above

**Initial climb altitude:  
5000 ft.**

**Do NOT climb above  
initial climb altitude  
without ATC clearance**

**Contact Langen Radar immediately after take-off!**



BEARINGS AND TRACKS  
ARE MAGNETIC  
TRACKS IN BRACKETS  
ARE TRUE  
ALTITUDES IN FEET MSL