

VATSIM Germany Aerodrome Ground Movement Chart

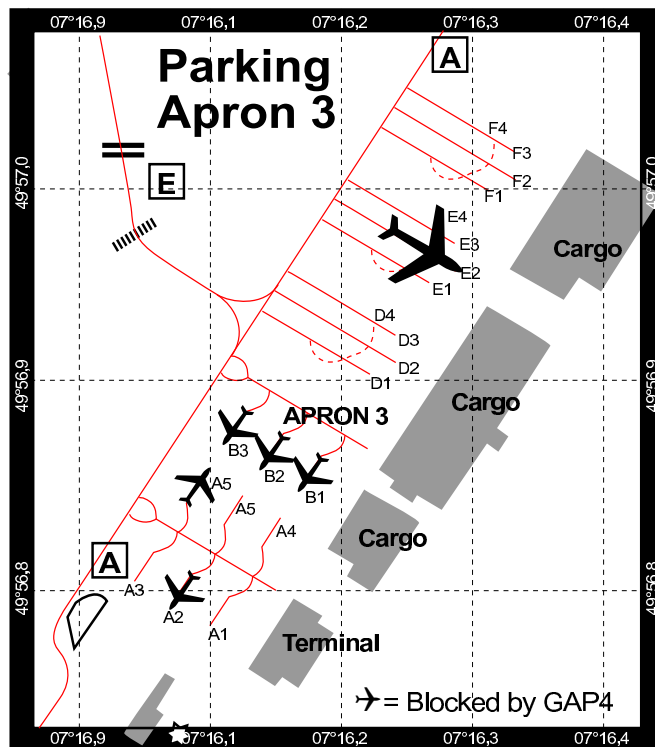
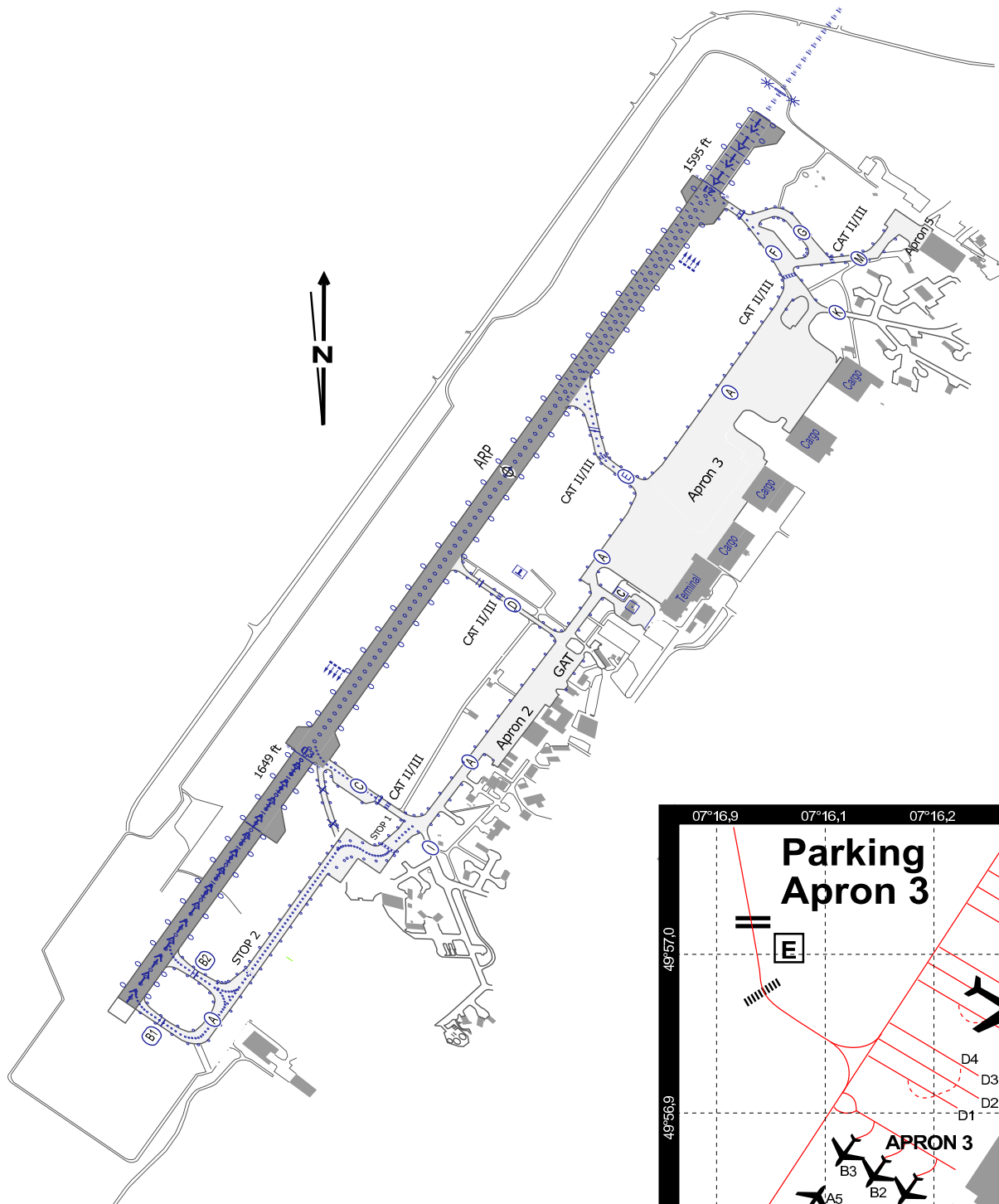
Frankfurt-Hahn EDFH

Elevation: 1649 feet

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

N 49° 56' 55.22"
E007° 15' 50.01"

VAR: 1° E



LANDING AIDS

RWY	APCH	PAPI	Seq. Flash	THR&RWZ End
03	W VRB LIH/LIL	3°	x	G/R VFR LIH
21	W VRB LIH/LIL	3°	x	G/R VFR LIH

Correction: New Chart.

VATSIM Germany
Standard Instrument Arrival Chart
Frankfurt-Hahn
EDFH
STAR
RWY 03/21

Designator	Identification Significant Points	MAG Track (TRUE)	Dist NM	MNM IFR Cruising Level (*Operational Level)	Remarks
I EMGOD 1R	EMGOD ONE ROMEO Δ EMGOD Δ Hahn NDB			6000	
		187	14		
I NOR 2R	NÖRVENICH TWO ROMEO Δ Nörvenich VORTAC Δ Hahn NDB				
		156	57		
I OLGIL 1R	OLGIL ONE ROMEO Δ OLGIL Δ Hahn NDB				
		265	18		
I OLIVI 1R	OLIVI ONE ROMEO Δ OLIVI Δ Hahn NDB				
		311	17		
I ROPUV 1R	ROPUV ONE ROMEO Δ ROPUV Δ Hahn NDB				
		132	23		

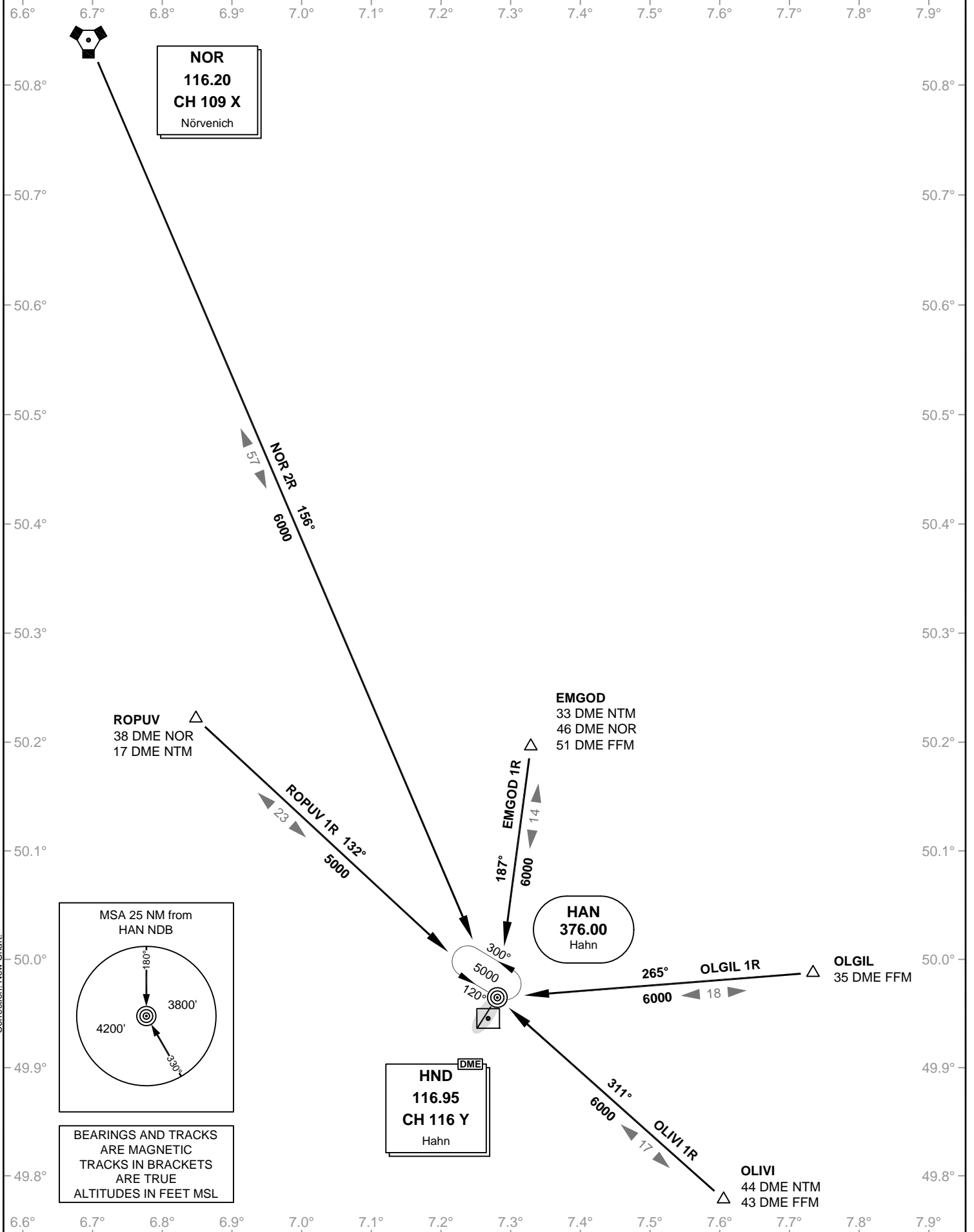
VATSIM Germany Standard Instrument Arrival Chart

Frankfurt-Hahn
EDFH
STAR
RWY 03/21

Transition Altitude: 5000 ft.

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

VAR: 1° E



Correction: New Chart.

VATSIM Germany GPS / FMS RNAV Arrival Chart

Frankfurt-Hahn EDFH

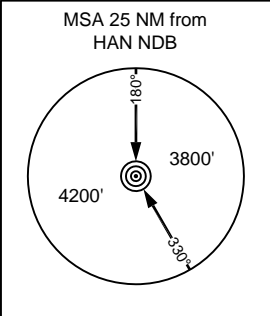
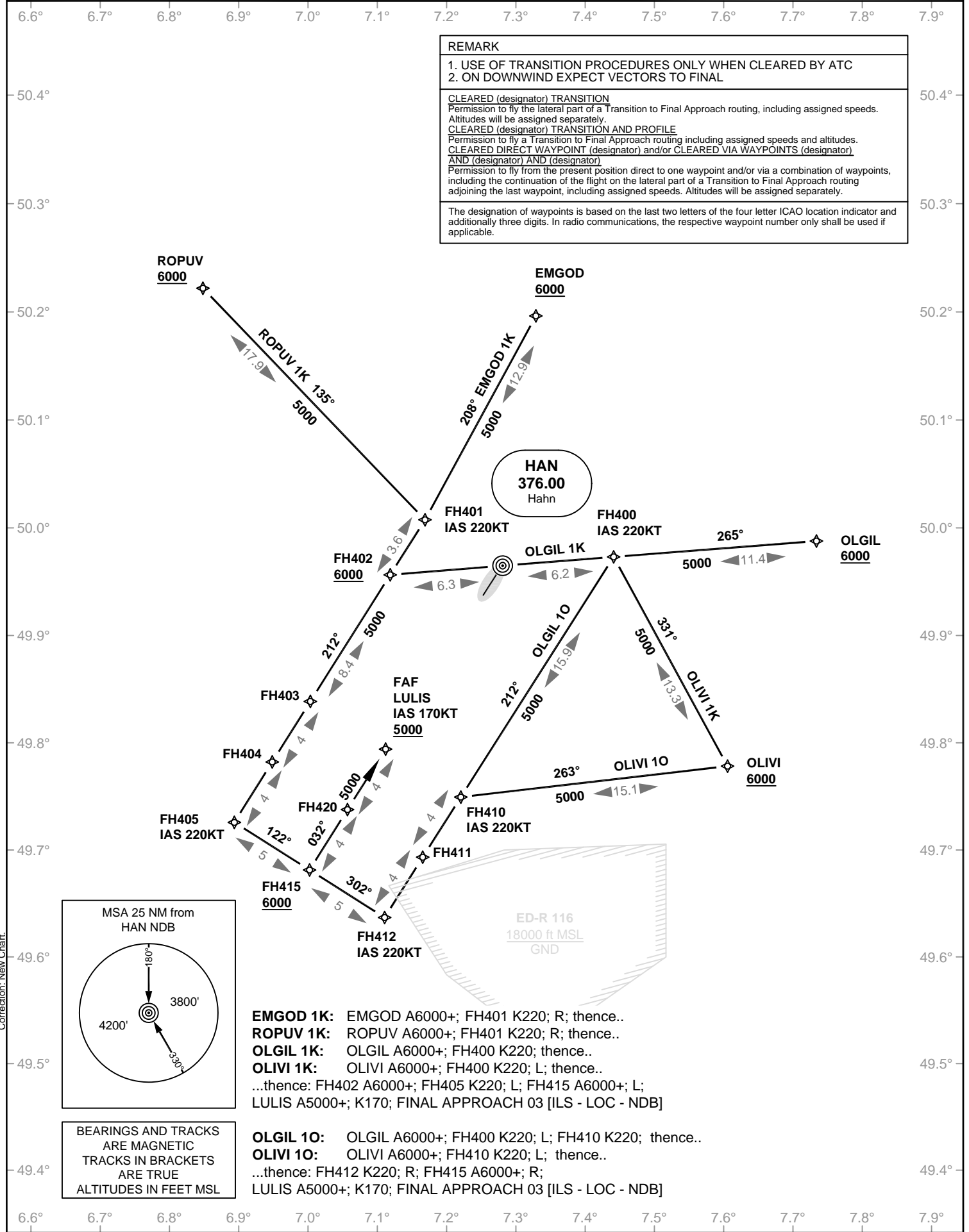
Transition Altitude: 5000 ft.

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

Transition to Final Approach RWY 03

VAR: 1° E

REMARK
1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC 2. ON DOWNWIND EXPECT VECTORS TO FINAL
CLEARED (designator) TRANSITION Permission to fly the lateral part of a Transition to Final Approach routing, including assigned speeds. Altitudes will be assigned separately.
CLEARED (designator) TRANSITION AND PROFILE Permission to fly a Transition to Final Approach routing including assigned speeds and altitudes.
CLEARED DIRECT WAYPOINT (designator) and/or CLEARED VIA WAYPOINTS (designator) AND (designator) AND (designator) Permission to fly from the present position direct to one waypoint and/or via a combination of waypoints, including the continuation of the flight on the lateral part of a Transition to Final Approach routing adjoining the last waypoint, including assigned speeds. Altitudes will be assigned separately.
The designation of waypoints is based on the last two letters of the four letter ICAO location indicator and additionally three digits. In radio communications, the respective waypoint number only shall be used if applicable.



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

- EMGOD 1K:** EMGOD A6000+; FH401 K220; R; thence..
- ROPUV 1K:** ROPUV A6000+; FH401 K220; R; thence..
- OLGIL 1K:** OLGIL A6000+; FH400 K220; thence..
- OLIVI 1K:** OLIVI A6000+; FH400 K220; L; thence..
- ...thence: FH402 A6000+; FH405 K220; L; FH415 A6000+; L; LULIS A5000+; K170; FINAL APPROACH 03 [ILS - LOC - NDB]
- OLGIL 10:** OLGIL A6000+; FH400 K220; L; FH410 K220; thence..
- OLIVI 10:** OLIVI A6000+; FH410 K220; L; thence..
- ...thence: FH412 K220; R; FH415 A6000+; R; LULIS A5000+; K170; FINAL APPROACH 03 [ILS - LOC - NDB]

VATSIM Germany GPS / FMS RNAV Arrival Chart

Frankfurt-Hahn EDFH

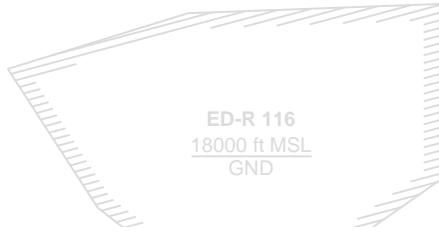
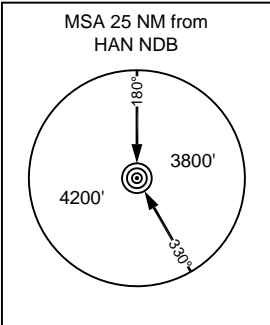
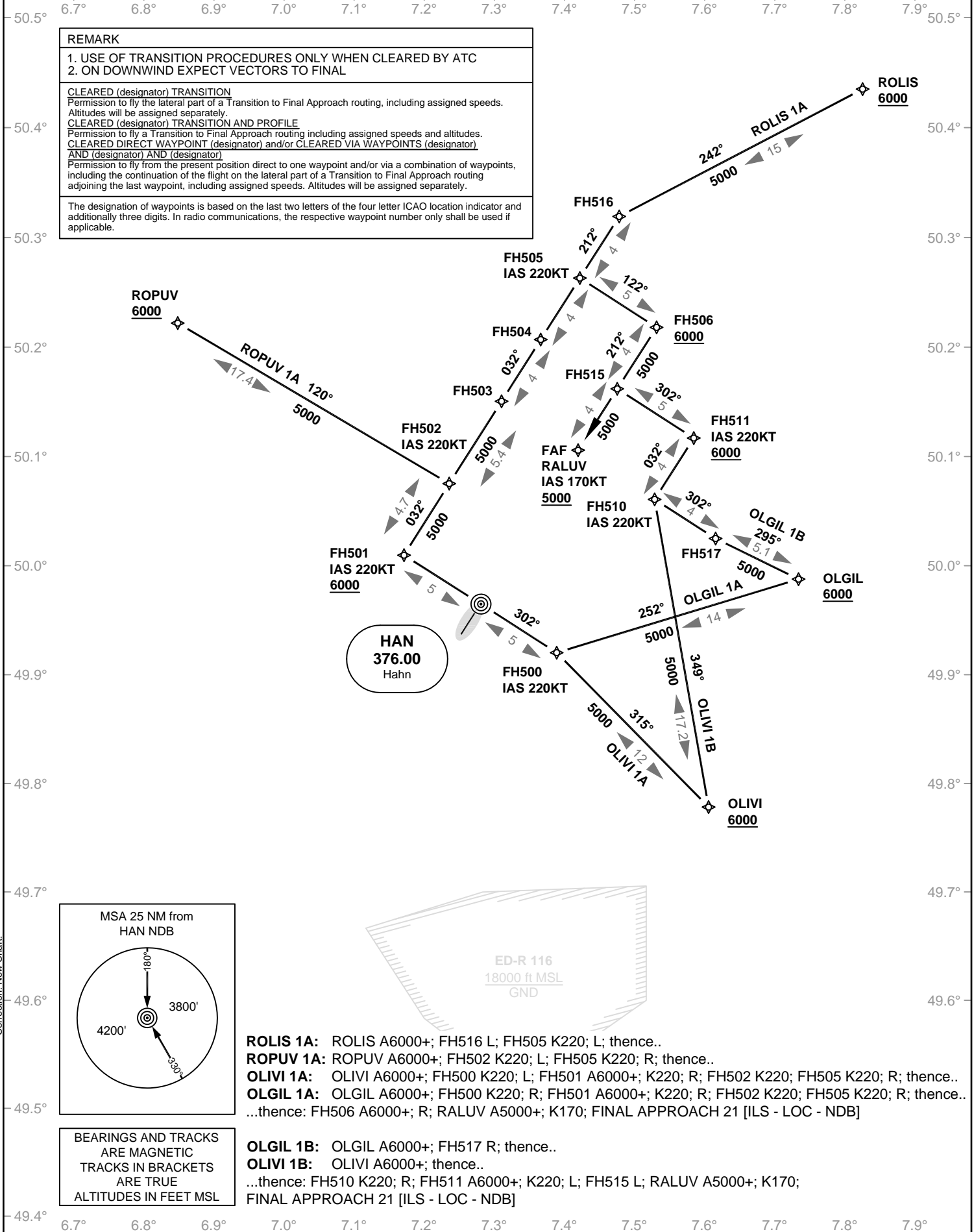
Transition Altitude: 5000 ft.

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

Transition to Final Approach RWY 21

VAR: 1° E

REMARK
1. USE OF TRANSITION PROCEDURES ONLY WHEN CLEARED BY ATC 2. ON DOWNWIND EXPECT VECTORS TO FINAL
CLEARED (designator) TRANSITION Permission to fly the lateral part of a Transition to Final Approach routing, including assigned speeds. Altitudes will be assigned separately.
CLEARED (designator) TRANSITION AND PROFILE Permission to fly a Transition to Final Approach routing including assigned speeds and altitudes.
CLEARED DIRECT WAYPOINT (designator) and/or CLEARED VIA WAYPOINTS (designator) AND (designator) AND (designator) Permission to fly from the present position direct to one waypoint and/or via a combination of waypoints, including the continuation of the flight on the lateral part of a Transition to Final Approach routing adjoining the last waypoint, including assigned speeds. Altitudes will be assigned separately.
The designation of waypoints is based on the last two letters of the four letter ICAO location indicator and additionally three digits. In radio communications, the respective waypoint number only shall be used if applicable.



- ROLIS 1A:** ROLIS A6000+; FH516 L; FH505 K220; L; thence..
- ROPUV 1A:** ROPUV A6000+; FH502 K220; L; FH505 K220; R; thence..
- OLVI 1A:** OLVI A6000+; FH500 K220; L; FH501 A6000+; K220; R; FH502 K220; FH505 K220; R; thence..
- OLGI 1A:** OLGIL A6000+; FH500 K220; R; FH501 A6000+; K220; R; FH502 K220; FH505 K220; R; thence..
- ...thence: FH506 A6000+; R; RALUV A5000+; K170; FINAL APPROACH 21 [ILS - LOC - NDB]
- OLGI 1B:** OLGIL A6000+; FH517 R; thence..
- OLVI 1B:** OLVI A6000+; thence..
- ...thence: FH510 K220; R; FH511 A6000+; K220; L; FH515 L; RALUV A5000+; K170; FINAL APPROACH 21 [ILS - LOC - NDB]

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

VATSIM Germany Instrument Approach Chart

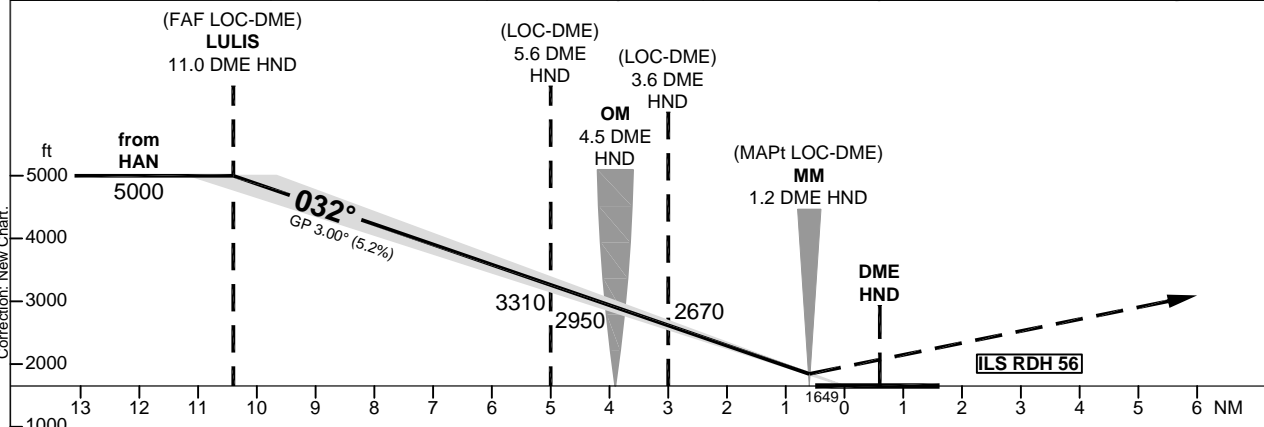
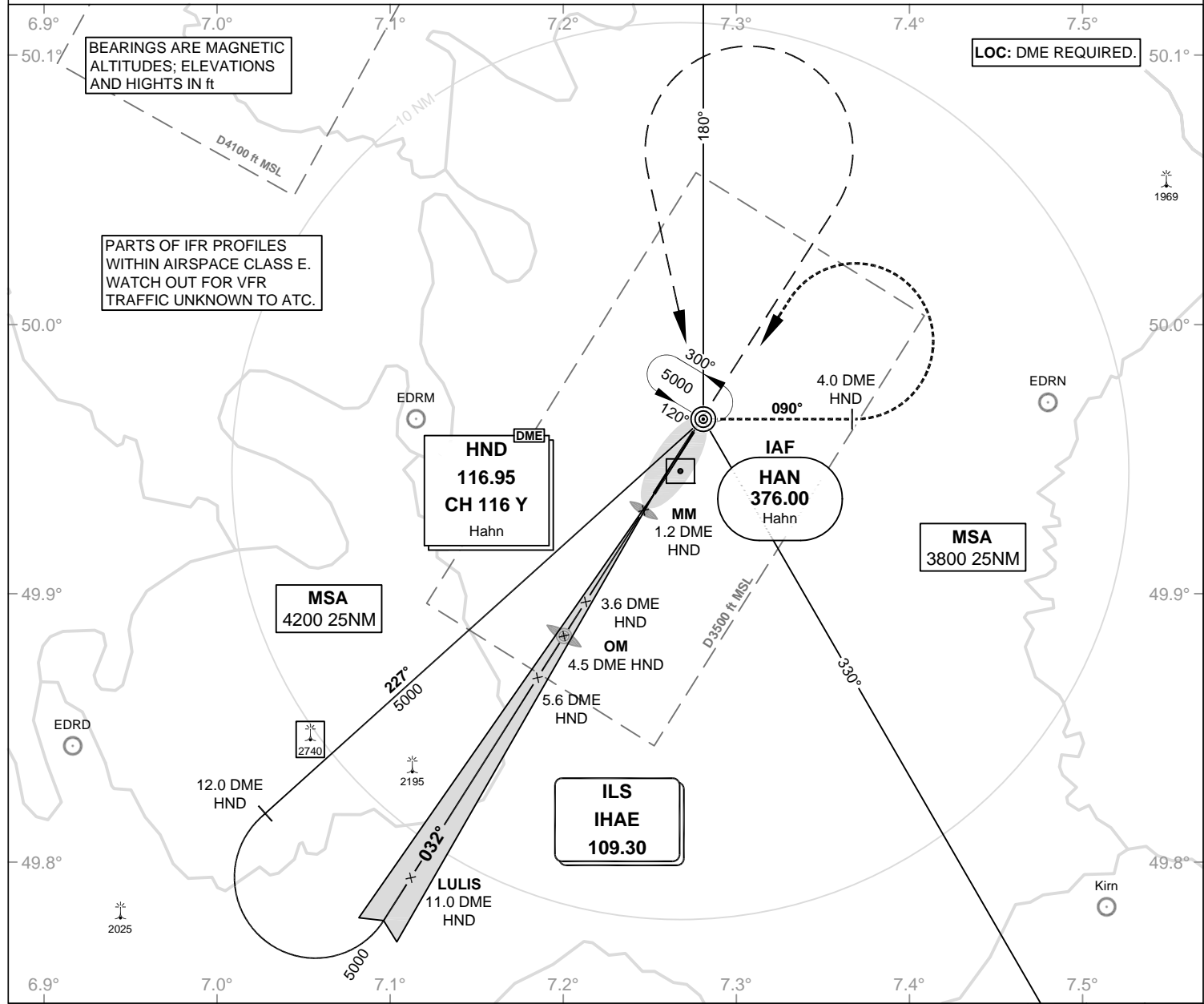
Frankfurt-Hahn EDFH

Elevation: 1649 feet

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

ILS or LOC RWY 03

VAR: 1° E



OCA (OCH)	ILS CAT I	LOC DME
CAT A	1797 (148)	2040 (390)
CAT B	1807 (158)	2040 (390)
CAT C	1817 (168)	2040 (390)
CAT D	1827 (178)	2040 (390)
CAT E		
Large Aircraft	1827 (178)	

DME HND	10	9	8	7	6	5	4	3	2
DME THR	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4
ALTITUDE	4700	4380	4070	3750	3430	3110	2790	2470	2160

GS	kt	80	100	120	140	160	180
OM - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

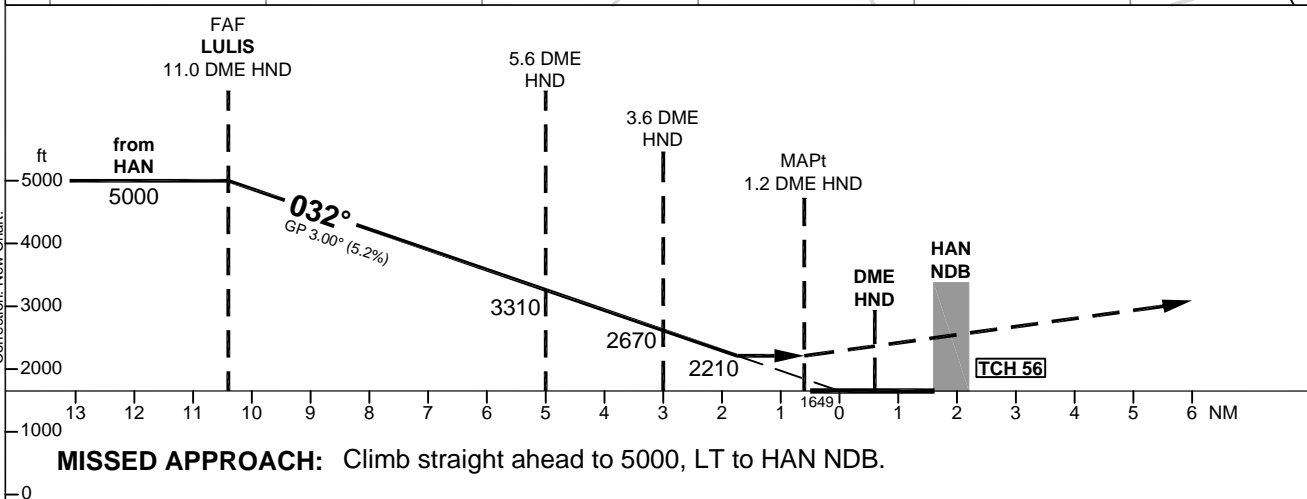
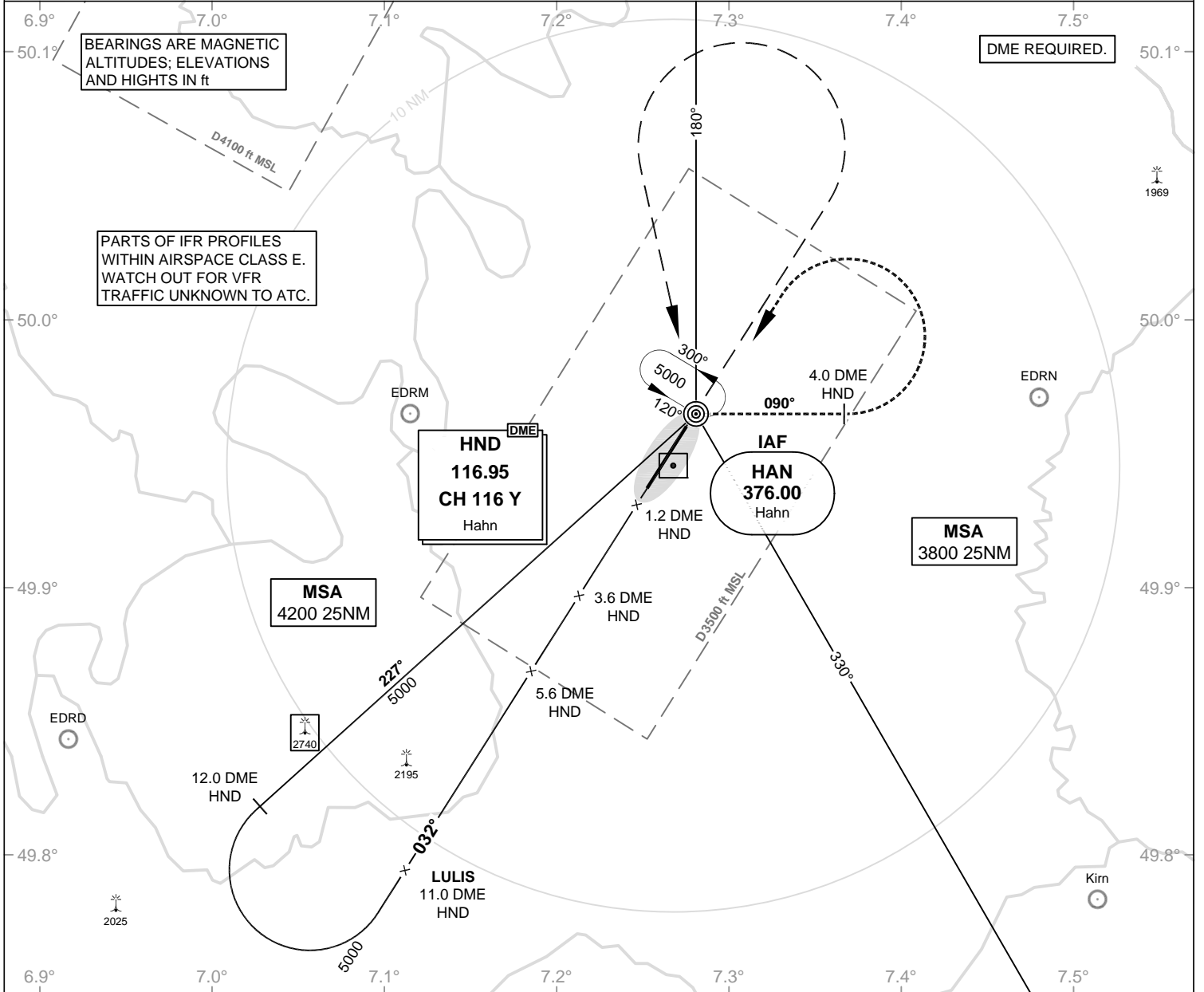
Frankfurt-Hahn EDFH

Elevation: 1649 feet

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

NDB RWY 03

VAR: 1° E



OCA (OCH)	NDB-DME
CAT A	2210 (560)
CAT B	2210 (560)
CAT C	2210 (560)
CAT D	2210 (560)
CAT E	
Large Aircraft	

MISSED APPROACH: Climb straight ahead to 5000, LT to HAN NDB.

DME HND	10	9	8	7	6	5	4	3	2
DME THR	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4
ALTITUDE	4700	4380	4070	3750	3430	3110	2790	2470	2160

GS	kt	80	100	120	140	160	180
5.6 HND - MAPt (4.4 NM)	MIN:SEC	3:16	2:38	2:12	1:53	1:39	1:28
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Frankfurt-Hahn EDFH

Elevation: 1649 feet

VAR: 1° E

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

**ILS CAT II & III or LOC
RWY 21**

BEARINGS ARE MAGNETIC
ALTITUDES; ELEVATIONS
AND HIGHTS IN ft

PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR
TRAFFIC UNKNOWN TO ATC.

LOC: DME REQUIRED.

**ILS
IHAW
111.30**

**MSA
4200 25NM**

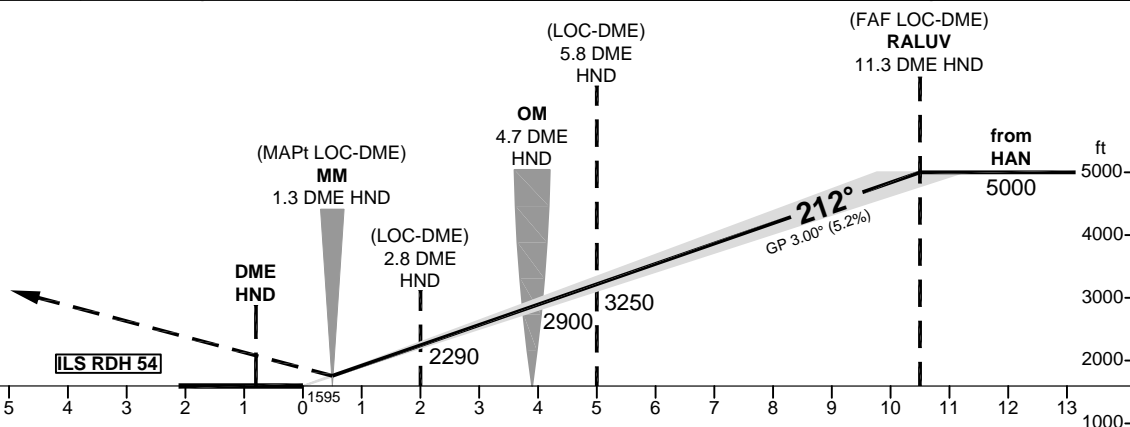
**HND
116.95
CH 116 Y
Hahn**

**MSA
3800 25NM**

**IAF
HAN
376.00
Hahn**

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	1740 (145)	1651 (56)	1990 (390)
CAT B	1750 (155)	1668 (73)	1990 (390)
CAT C	1760 (165)	1681 (86)	1990 (390)
CAT D	1770 (175)	1694 (99)	1990 (390)
CAT E			
Large Aircraft	1770 (175)	1694 (99)	

Correction: New Chart.



MISSED APPROACH: Climb straight ahead to 5000, RT to HAN NDB.

DME HND	2	3	4	5	6	7	8	9	10
DME THR	1.2	2.2	3.2	4.2	5.2	6.2	7.2	8.2	9.2
ALTITUDE	2040	2350	2670	2990	3310	3630	3950	4260	4580

GS	kt	80	100	120	140	160	180
OM - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

CAT IIIA AND CAT IIIB (MNM RVR 125m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Frankfurt-Hahn EDFH

Elevation: 1649 feet

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

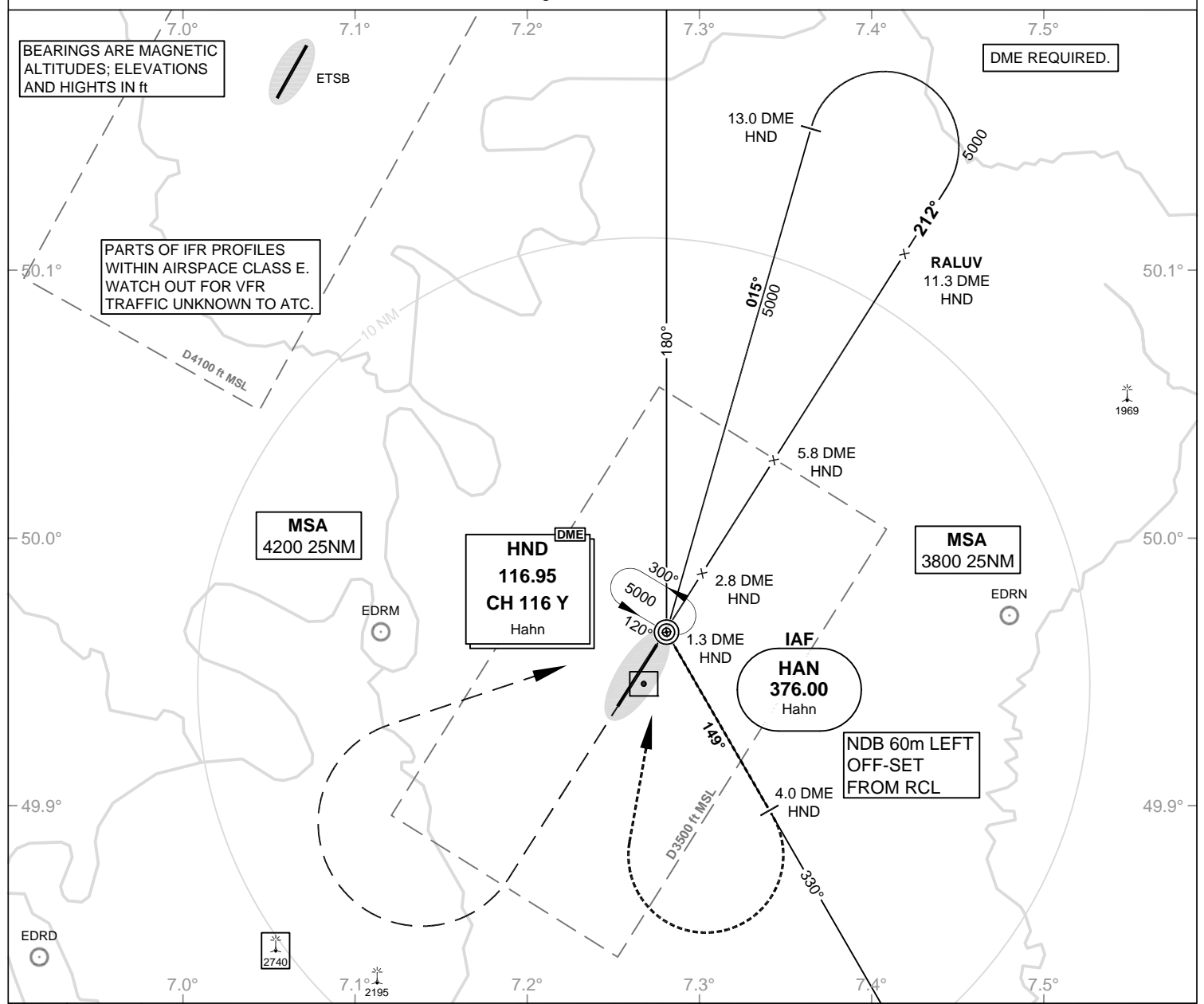
NDB RWY 21

VAR: 1° E

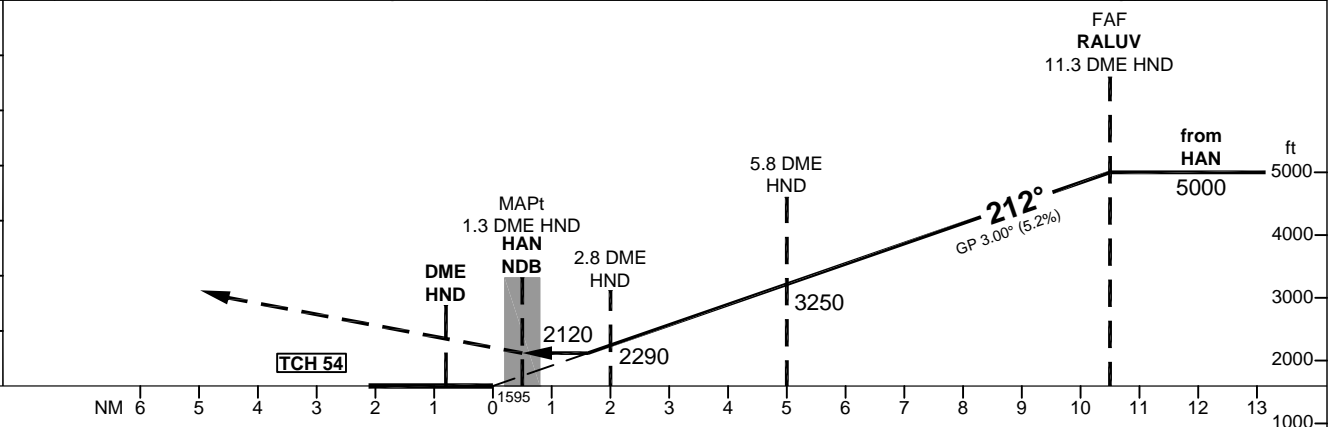
BEARINGS ARE MAGNETIC
ALTITUDES; ELEVATIONS
AND HIGHTS IN ft

PARTS OF IFR PROFILES
WITHIN AIRSPACE CLASS E.
WATCH OUT FOR VFR
TRAFFIC UNKNOWN TO ATC.

DME REQUIRED.



OCA (OCH)	NDB-DME
CAT A	2120 (530)
CAT B	2120 (530)
CAT C	2120 (530)
CAT D	2120 (530)
CAT E	
Large Aircraft	



MISSED APPROACH: Climb straight ahead to 5000, RT to HAN NDB.

DME HND	2	3	4	5	6	7	8	9	10
DME THR	1.2	2.2	3.2	4.2	5.2	6.2	7.2	8.2	9.2
ALTITUDE	2040	2350	2670	2990	3310	3630	3950	4260	4580

GS	kt	80	100	120	140	160	180
5.8 HND - MAPt (4.5 NM)	MIN:SEC	3:23	2:42	2:15	1:56	1:41	1:30
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany

Standard Instrument Departure Chart

Frankfurt-Hahn

EDFH

SID

RWY 03

After Take-Off Climb to: 5000 feet

Route	Restriction / Remark
E: On track 032° HAN to 5.0 DME HND, thence... T/X/R: On track 032° HAN to 11.0 DME HND, thence...	Cross 5.0 DME HND/FH060 at 5000 or above (not GEBDA1E), If unable to comply, request T. PDG 13.5% (820 ft/NM) or more until passing 5000 due to airspace structure. After 5.0 DME HND BRNAV equipment necessary. T: Cross 11.0 DME HND/FH063 at 5000 or above. If unable to comply, request R or alternate departure instructions by ATC. T: PDG 5.5 % (330 ft/NM) or more until passing 5000 due to airspace structure.
GEBDA 1E: ...RT, on track 154° to OLIVI (Δ), LT, on track 145° to GEBDA (Δ).	After 11.0 DME HND BRNAV equipment necessary. Only available between Friday 17:00 (16:00) and Monday 07:00 (06:00). Outside these times assigned by ATC only.
IDARO 5E/1T: ...LT, on track 213° to ABDAP (Δ), LT, on track 204° to IDARO (Δ).	
DIK/MAKIK: ...LT, on track 213° to ABDAP (Δ), RT, on track 270° to RUDOT (Δ), LT, on track 267° to BITBU (Δ), thence...	
DIK 1E/1T/1R/1X: ...LT, on track 246° via ASMOX to DIK (Δ). MAKIK 1E/1T/1R/1X: ...LT, on track 266° to MAKIK (Δ).	E/T/R: Cross DIK at FL170 or above. If unable to comply, request DIK 1X. E/T/R: Cross MAKIK at FL160 or above. If unable to comply, request MAKIK 1X.
RIDSU/RUDUS: ...LT to HAN NDB (Δ); LT, on track 137° to ABSIX (Δ), LT, on track 102° to ULKIG (Δ), thence...	E: Cross 5.0 NM prior ULKIG at FL120 or above E: PDG 4.2 % (255 ft/NM) or more until passing FL120 due to airspace structure. After ABSIX BRNAV equipment necessary.
RIDSU 1E/1T: ...RT, on track 103° via SOBRA and DONAB to RIDSU (Δ).	Cross DONAB at FL120 or above Only available for flights via DONAB at or above FL120.
RUDUS 4E/4T: ...LT, on track 051° to RUDUS (Δ).	E: Cross 9.0 NM prior RUDUS at FL140 or above Only available for flights via RUDUS at or above FL140.
NÖRVENICH FIVE GOLF NOR 5G: On track 032° HAN to 11.0 DME HND, LT, on R146 NOR to NOR (Δ). Cross 48.0 DME NOR at 5000 or above	Cross 48.0 DME NOR at 5000 or above 1. Not to be filed in FPL. 2. Will be assigned by ATC. 3. Not to be used during activity of NLFS. 4. PDG 3.7 % (225 ft/NM) or more until passing 5000 due to airspace structure.

Contact Langen Radar immediately after take-off!

VATSIM Germany Standard Instrument Departure Chart

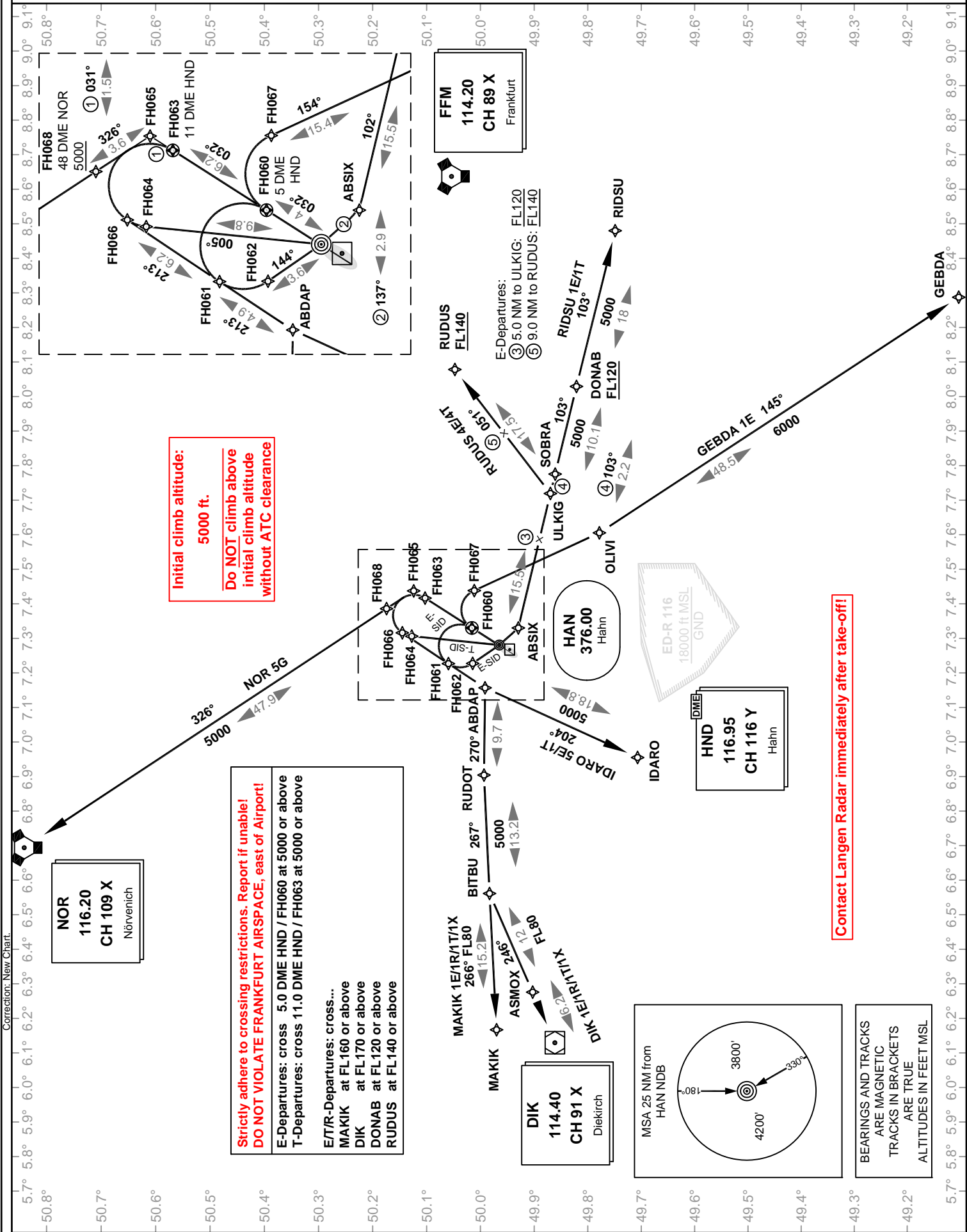
Frankfurt-Hahn EDFH

Transition Altitude: 5000 ft.

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

SID RWY 03

VAR: 1° E



Initial climb altitude:
5000 ft.
Do NOT climb above initial climb altitude without ATC clearance

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

E-Departures: cross 5.0 DME HND / FH060 at 5000 or above
T-Departures: cross 11.0 DME HND / FH063 at 5000 or above

E/T-R-Departures: cross...
MAKIK at FL160 or above
DIK at FL170 or above
DONAB at FL120 or above
RUDUS at FL140 or above

Contact Langen Radar immediately after take-off!

Correction: New Chart.

VATSIM Germany

Standard Instrument Departure Chart

Frankfurt-Hahn

EDFH

SID

RWY 21

After Take-Off Climb to: 5000 feet

Route	Restriction / Remark
S: On track 213° HAN to 6.0 DME HND, thence... L/Y: (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.
DIK/MAKIK: S: ..RT, on track 345° to intercept track 276° HAN to RUDOT (Δ), thence... L/Y: ..RT, on track 344° to RUDOT (Δ), thence...	After RUDOT BRNAV equipment necessary.
..LT, on track 267° to BITBU (Δ), thence... DIK 1S/1L/1Y: ..LT, on track 246° via ASMOX to DIK (Δ). MAKIK 1S/1L/1Y: ..LT, on track 266° to MAKIK (Δ).	S: 1. Cross DIK at or above FL170. 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. Cross DIK at FL170 or above. 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. Cross MAKIK at FL160 or above. 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. Cross MAKIK at FL160 or above. If unable to comply, request MAKIK 1Y. 2. PDG 4.2 % (255 ft/NM) or more until passing FL160 due to airspace structure.
GEBDA 1S/1L: ..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.
NOR 4S: ..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.
RIDSU/RUDUS: ..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.
RIDSU 1S/1L: ..RT, on track 103° via SOBRA and DONAB to RIDSU (Δ).	Only available for flights via DONAB at or above FL120. 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.
RUDUS 6S/6L: ..LT, on track 051° to RUDUS (Δ).	Only available for flights via RUDUS at FL140 or above. 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.
IDARO 5L: 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!

VATSIM Germany Standard Instrument Departure Chart

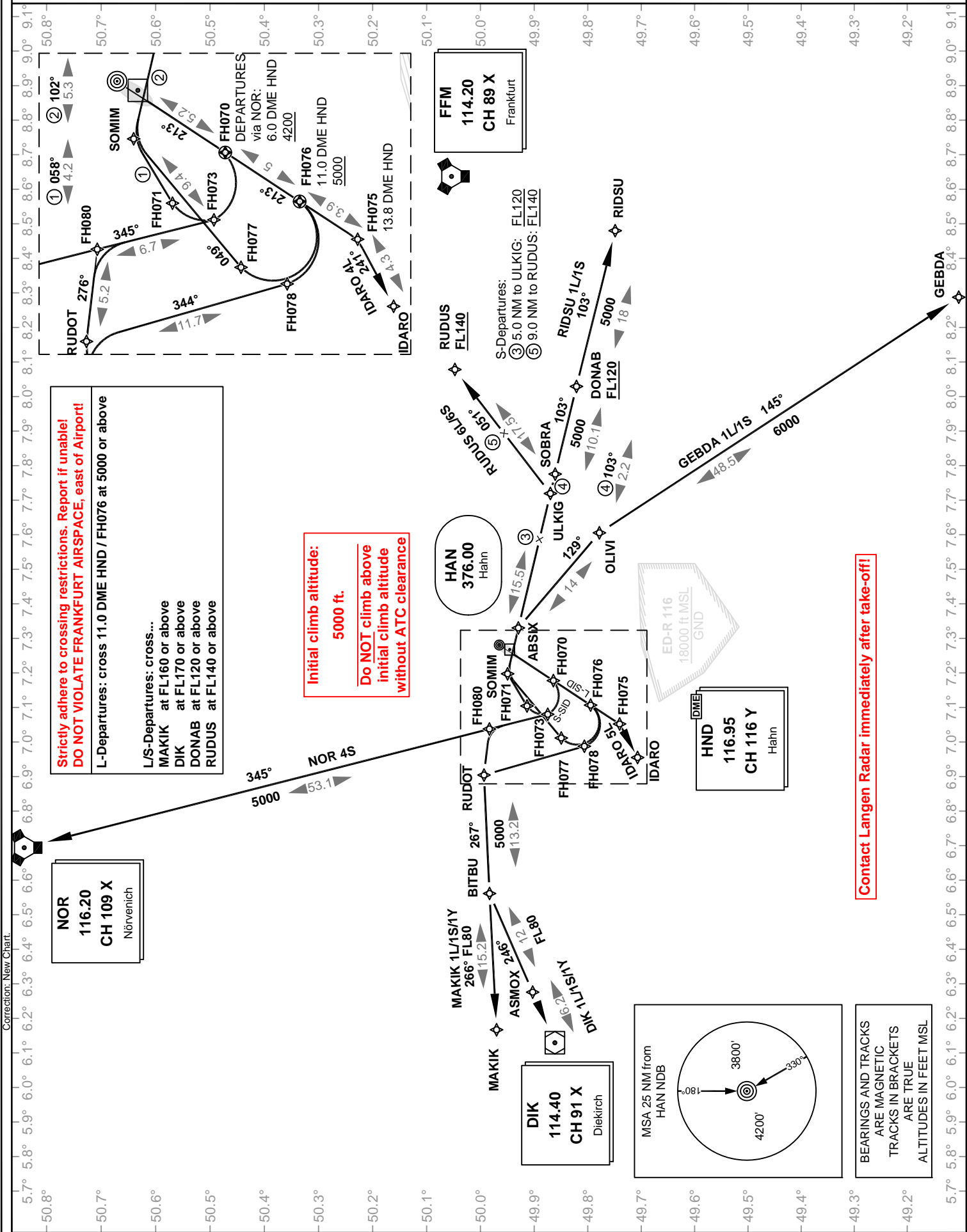
Frankfurt-Hahn EDFH

Transition Altitude: 5000 ft.

ATIS 120.900
Ground 121.970
Tower 119.650
Langen Radar 125.600

SID RWY 21

VAR: 1° E



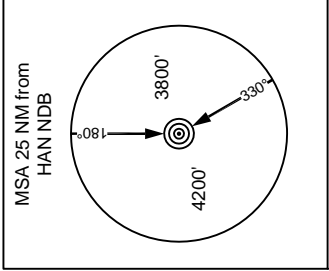
**Strictly adhere to crossing restrictions. Report if unable!
DO NOT VIOLATE FRANKFURT AIRSPACE, east of Airport!**

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

Correction: New Chart.