

EDFH - Frankfurt Hahn

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Departing Traffic

A380 parking positions

Frankfurt-Hahn **does not serve A380 aircraft in the real world**, but as an airport that regularly sees large cargo aircraft it has some cargo stands that are large enough to park the aircraft. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

Please only use the following stands when flying an A380 from/to Frankfurt-Hahn airport:

- **411, 421, 431** (primary)
- 326, 331, 333, 451 (overflow positions)

Start-Up and Enroute (IFR) Clearance

In Germany you have to request “start-up” to get your IFR clearance. This does not include the pushback, therefore a separate approval is required!

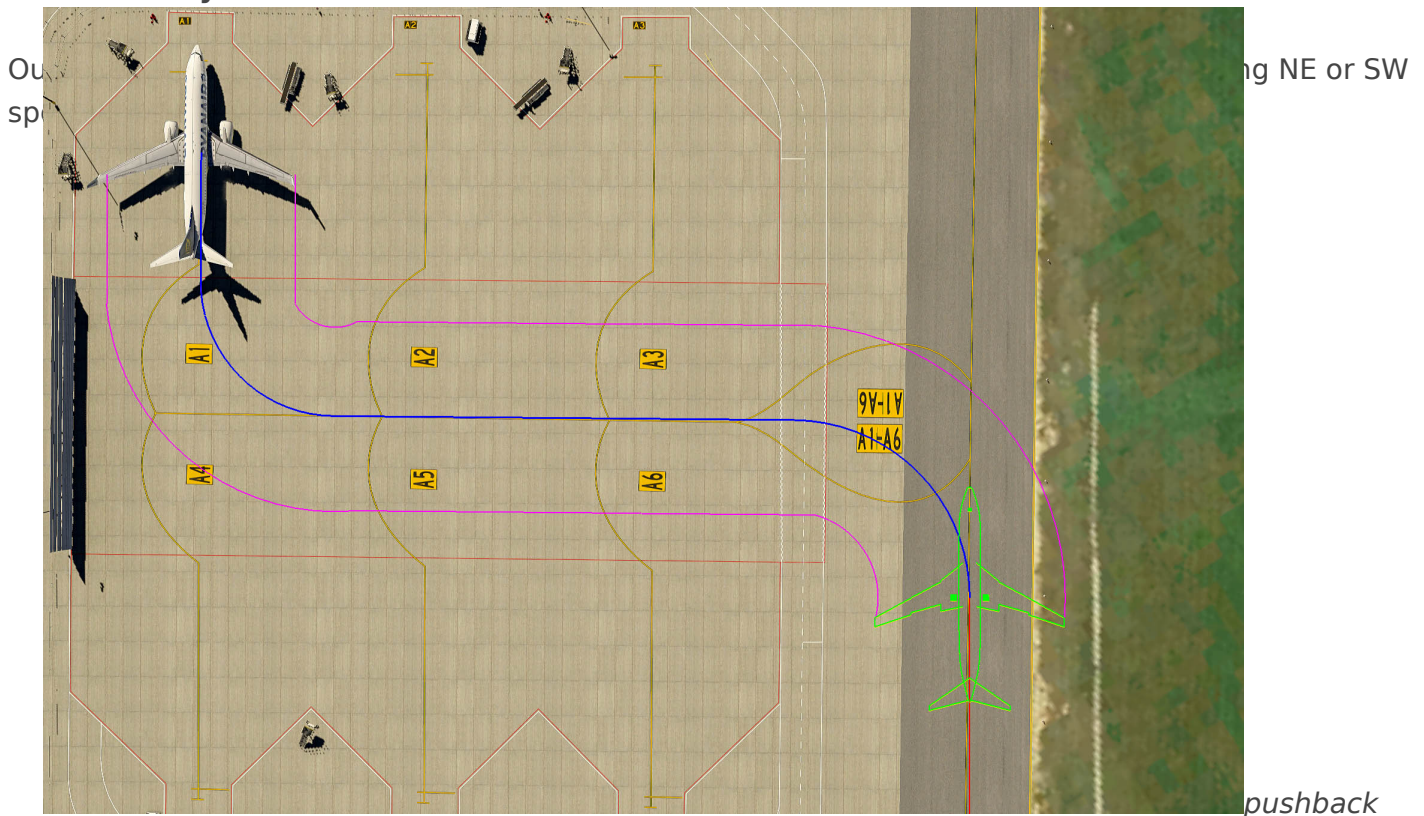
- **Always check the current ATIS first!**
- Report Callsign, ATIS Information and request start-up and enroute clearance
- **Only request start-up when you are ready for pushback within the next 5 minutes**
- Clearance also available via Datalink (PDC/DCL via Hopple ACARS System) - check Controller Info for Airport Code!
- Valid routes out of Frankfurt/Hahn are available via **grd.aero-nav.com**. For more details check additional information at the end.
- There are a number of different SID available for different performances, please report on initial contact if you are unable to comply with a climb restriction. Make sure you will always fly the assigned SID!

NOTE: The Controller may change your planned departure route due to operational reasons.

“ RYR123, Information A, request start-up and enroute clearance.

Pushback

Only ask for Pushback if you are able to **start pushback immediately when receiving pushback approval!** It might be possible that ATC will instruct you to do a specific routing for pushback (into a specific taxiway, push and then pull forward, etc.). **Always report when unable or if you do not understand the instruction!**



from A1 on taxiway A

Intersection Departure

Runway 21 intersection take-off via taxiway E should be used whenever in performance parameters. Departing medium aircraft (max. B739/A321) should always **expect intersection E**. Report if unable before pushback!

Departure Frequency

Departing IFR traffic have to **contact Langen Radar** without separate instruction, **immediately when airborne**. You will always find the correct departure frequency in the ATIS!

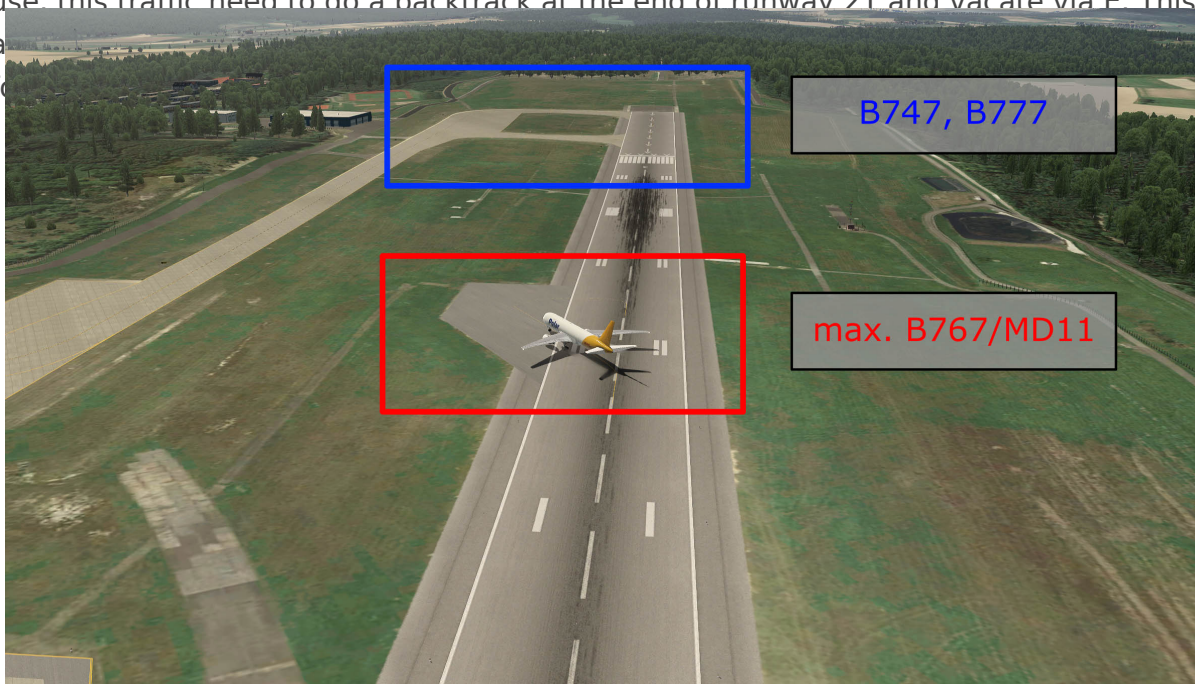
Arriving Traffic

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There is a **250KTS/FL100 restriction** at EDFH within airspace E (more or less everywhere around the airport). Normal descent speeds are 250kt until instructed by ATC. As a general guidance on base you should be around 220kt, when cleared for the final approach between 200-180kt. Expect to cross the FAF/FAP between 200 -180kt and to maintain 170kt until 5 DME.

Expect RNAV Arrivals into EDFH. On downwind expect vectors to final, mostly shortly after passing abeam the FAF/FAP. Plan your descent accordingly! Maintain good speeds.

Traffic with **WTC Heavy** can vacate the runway only via taxiways **F** or **E**. When RWY 21 is in use, this traffic need to do a backtrack at the end of runway 21 and vacate via F. This will be a **one-way** operation. Taxiway **F** will only be used for **WTC Heavy** traffic.



backtrack at

Hahn airport for heavy aircraft

Charts and Scenery

IFR Charts for Frankfurt-Hahn are available at <https://chartfox.org/EDFH> (Vatsim Login required).

VFR Charts are available for every airfield in Germany via <https://www.vfraip.de/> (official DFS VFR AIP) or with less information at <https://www.openflightmaps.org/ed-germany/>.

Airport Scenery

Sim	Freeware	Payware
MSFS	flightsim.to	simmarket.com
X-Plane	X-Plane Default Scenery	--
Prepare3D V4/V5	--	simmarket.com