EDFH - Frankfurt Hahn

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Departing Traffic

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 Hoppie 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 foreward, etc.). **Always report when unable or if you do not understand the instruction!**

Outbound traffic at Positions **A1, A4, B1, B4** has to be pushed **on taxiway A** with facing NE or SW specified by ATC.
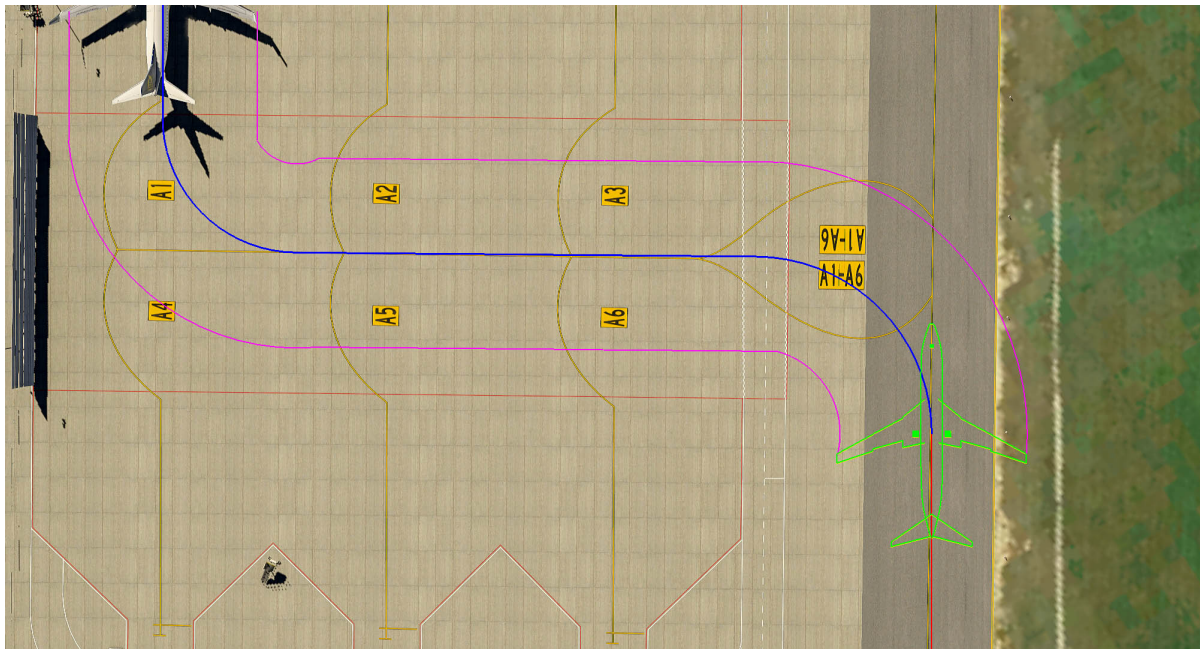
pushback

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

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 E. This will be a_____ only be used f_____
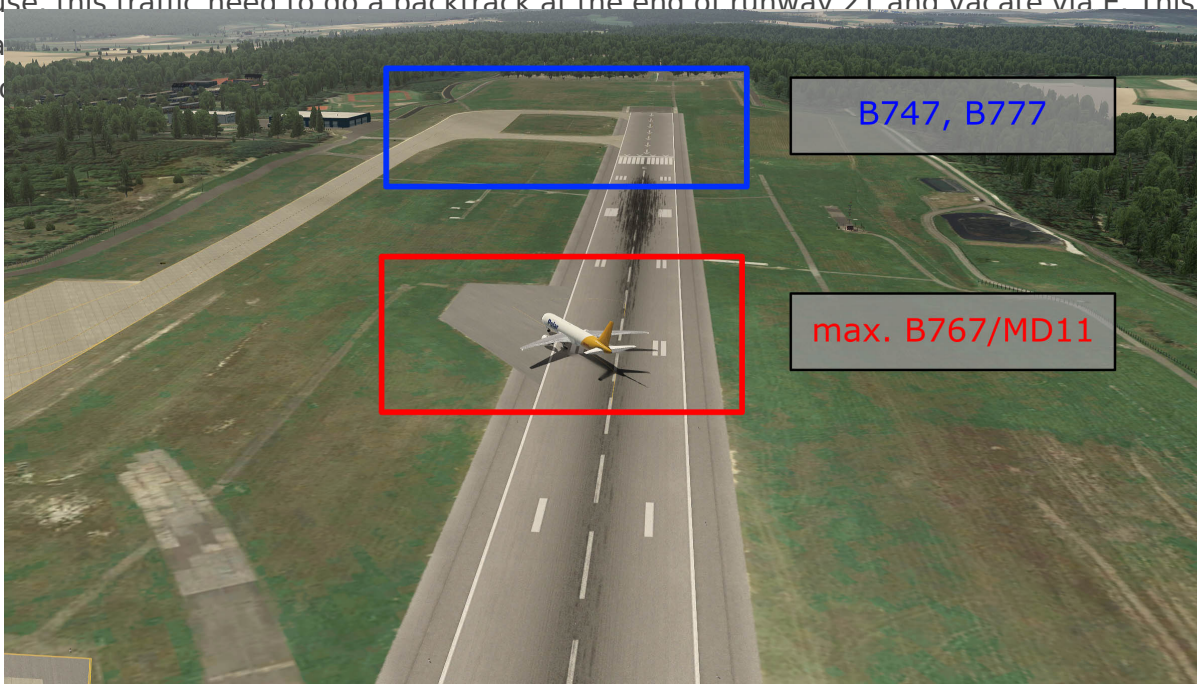
backtrack at Hahn airport for heavy aircraft

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