

# EDFH - Frankfurt- Hahn Airport

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# Overview

Frankfurt-Hahn is located around 100 km West of the city of Frankfurt/Main and known for its low-cost and cargo traffic.

**Frankfurt-Hahn is an unrestricted airport** and **part of the S1 minor program**. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. The Eifel sector (APP) can be staffed by all controllers with an **S3** rating or higher.

**Training:** Controllers with an S2 rating can staff APP during their training (active EDFH\_EIF\_APP solo endorsement required).

## Frankfurt-Hahn ATC Stations

Station	Station ID	Login	Frequency	Remark	Endorsement
<b>ATIS</b>	AFH	EDFH_ATIS	136.355	--	--
<b>Ground</b>	FHG	EDFH_GND	121.980	--	unrestricted: <u>EDFH CBT</u>
<b>Tower</b>	FHT	EDFH_TWR	119.655	--	unrestricted: <u>EDFH CBT</u>
<b>Eifel sector</b>	EIF	EDFH_EIF_APP	125.600	--	unrestricted: no course

## Quickview

# TOWER QUICKSHEET FRANKFURT-HAHN AIRPORT (EDFH) 1649 ft

up to date for: AIRAC 2309

Runway 21 ↑ climb via SID  
Runway 03

## ENROUTE CLEARANCE

5000ft ↑	4K 4L	ABSIX	
local IFR or Z100			
5000ft ↑	1E 1T	ULKIG	1S 1L ↑ 5000ft
		OLIVI	3S
no jet & MTOW ≤ 5.7t & ATC only			
5000ft ↑	5E	GEBDA	5L ↑ 6000ft
Fri 1800 LT - Mon 0800 LT or ATC only			
5000ft ↑	8E	IDARO	9L 5000ft DR/RZ/SB or Z818/G21
5000ft ↑	4T		4Y ↑ 6000ft DR/RZ/SB or Z818
5000ft ↑	1E 1T	RUDOT	1S ↑ 5000ft 1L
			1Y 5000ft Y180 DIK or Y181 MAKIK
5000ft ↑	3G	NVO	3S ↑ 5000ft ATC only

! IFR departures require departure release by Langen Radar prior to takeoff clearance

## SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM

! 5 NM spacing between departures on the same SID

## HANDOFFS

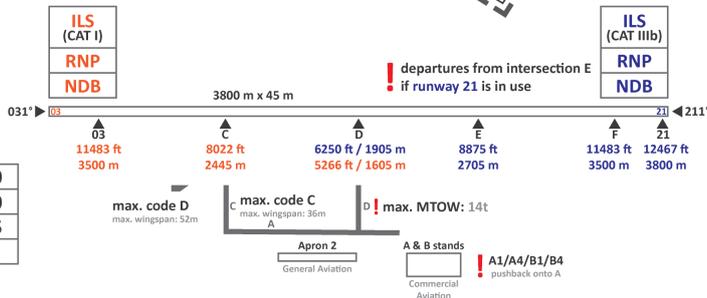
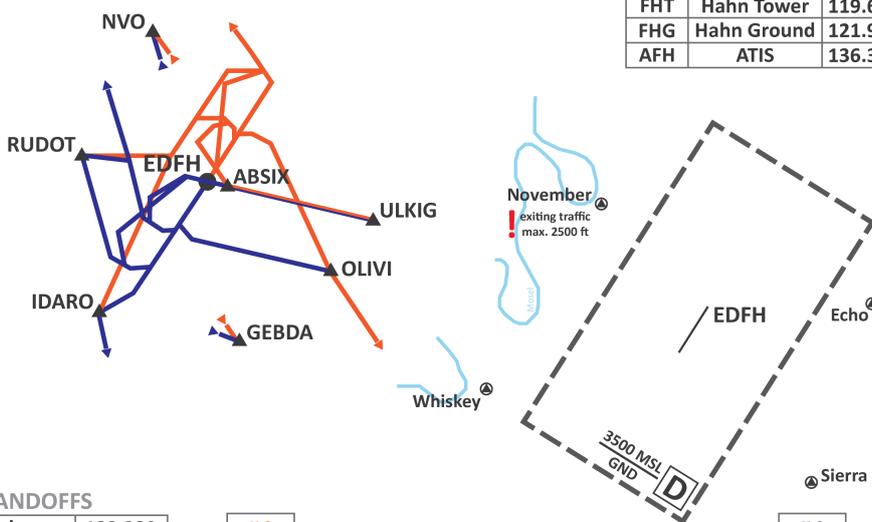
KTG	Kitzingen	123.280
GIN	Gießen	124.730
RUD	Rüdesheim	133.435
KIR	Kirn	133.460
EIF	Eifel	125.600

## NAV AIDS

IHAW	ILS or LOC 21	111.30
IHAE	ILS or LOC 03	109.30
FHH	DME	117.35
HAN	NDB	376

## FREQUENCIES

FHT	Hahn Tower	119.655
FHG	Hahn Ground	121.980
AFH	ATIS	136.355



[click on the image to open the printable Quicksheet](#)

# Ground

Hahn Ground is responsible for startup and enroute clearance and all aircraft movements at the airport.

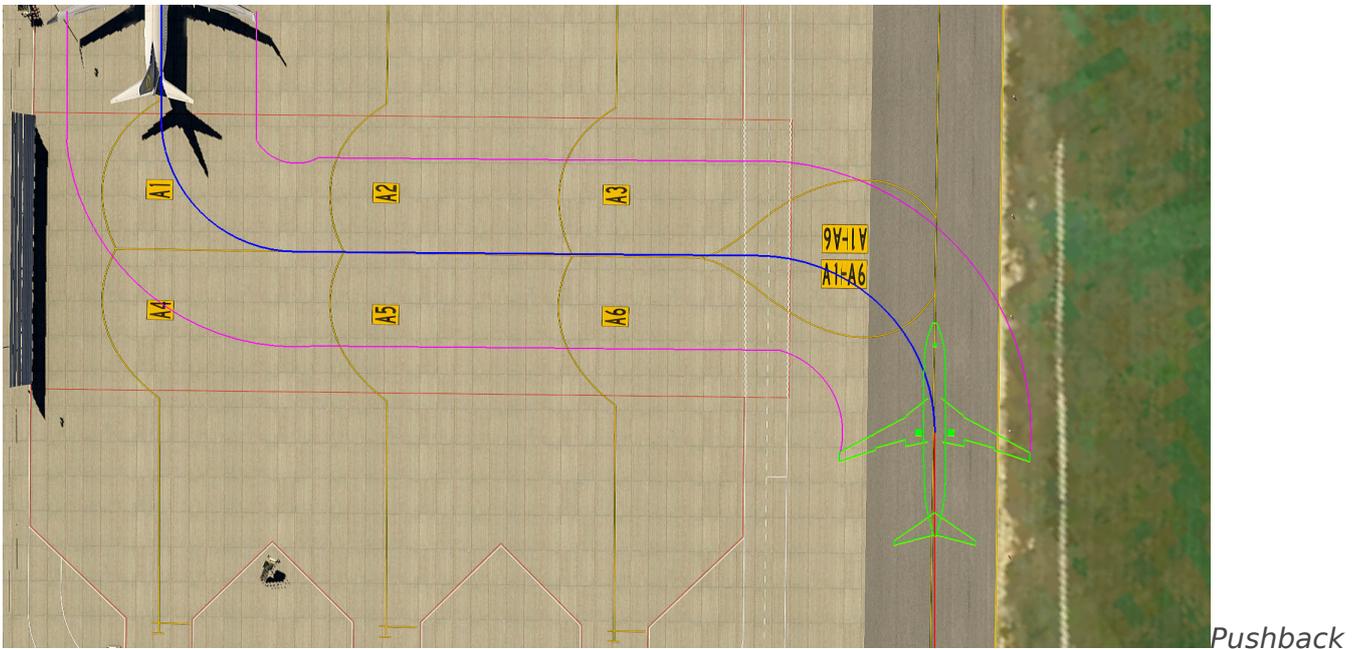
## SID Assignment

For RWY 03 SIDs with designator E/K should be used primarily (highest climb rate required). For RWY 21 SIDs with designator S should be used.

SID	Restriction
<b>ABSIX</b>	only local IFR and flights via Z100 (NON-RNAV)
<b>IDARO #Y</b>	only flights to EDDR, EDRZ, EDSB or via Z818
<b>NVO</b> <i>Nörvenich</i>	by ATC only
<b>OLIVI</b>	by ATC only, Non-Jet up to 5,7 t MTOW
<b>RUDOT #Y</b>	only via Y180 DIK or Y181 MAKIK (NON-RNAV)
<b>IDARO #L</b>	only flights to EDDR, EDRZ, EDSB or via Z818, G21 (NON-RNAV)

## Ground Movement

Outbound traffic at Positions **311, 314, 321, and 324** has to be pushed on taxiway A with facing NE or SW. For gate assignment the Groundradar Plugin should be used.



from stand [311](#) at Hahn Airport

During 21 operations, medium and light type traffic should be guided to the runway via E whenever possible. The TORA of 2700m should be enough for most of this traffic. The pilot should be informed about that on time.

## Taxiway Restrictions

There are multiple taxiway restrictions that need to be considered:

- TWY A between TWY D and E for aircraft up to category C (wingspan below 36 m - A321/B739) only
- TWY D cannot be used by aircraft exceeding 14.000 kg MTOW (only available for registration D-Cxxx and smaller)

# Tower

**Approaches:** For both runways ILS (RWY 21 CAT III, RWY 03 CAT I), RNP and NDB approaches are available.

## IFR Departures

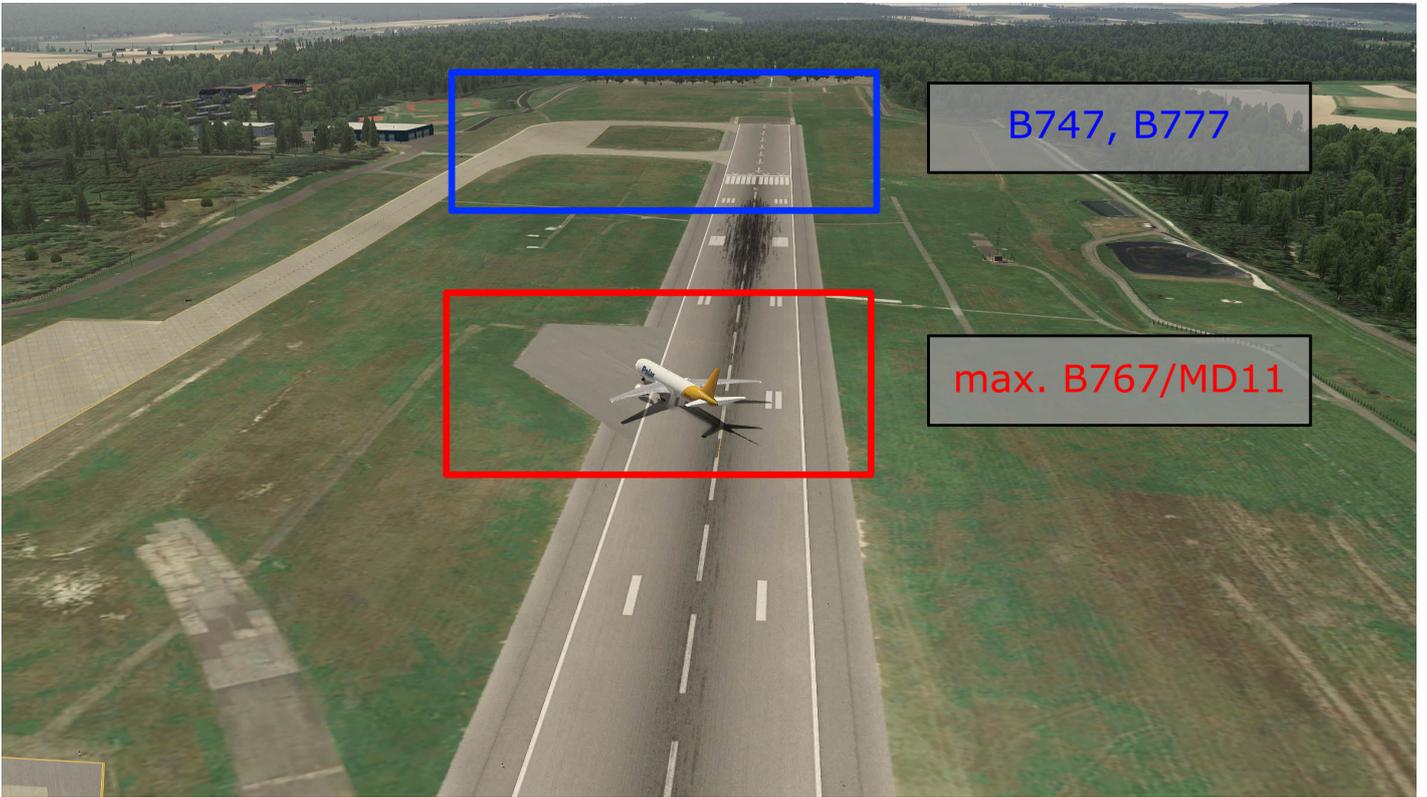
Departing IFR traffic switches to Radar (APP) frequency without separate instruction, immediately when airborne. Make sure the correct frequency is set inside the ATIS.

All departures shall be separated by radar separation or wake turbulence separation, whichever is greater. Departures flying the same SID shall be spaced by at least 5 NM when the following aircraft overflies the departure end of runway.

## WTC Heavy Aircraft

**Outbound Traffic:** Traffic with WTC Heavy can only enter the runway via F or E. When RWY 03 is in use, this traffic has to enter RWY 21 via E and need to do a backtrack at the end of the runway. If more spacing between inbound traffic is required due to this, it has to be coordinated with the Arrival Sector.

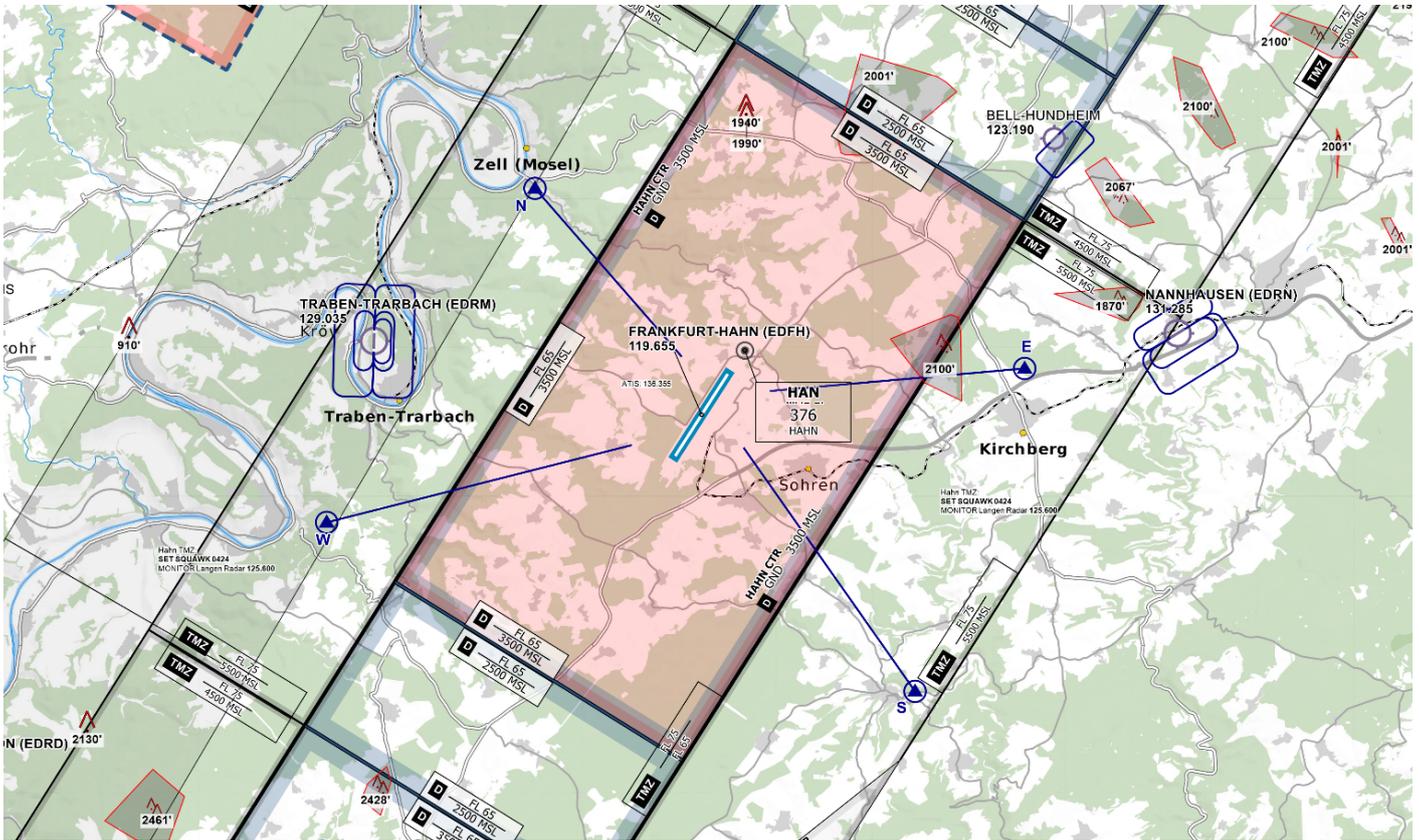
**Inbound Traffic:** A backtrack is also required for Heavies landing on RWY 21 who need to vacate via E. The "turnpad south" between taxiway C and B2 may only be used for aircraft up to CAT D (B764/MD11). To prevent that Heavies will vacate via C it might be necessary to tell the pilot before issuing the landing clearance or shortly after landing, that a backtrack will be required.



*Backtrack for Heavies at Hahn Airport*

## VFR Traffic

The control zone in Hahn extends from ground to 3500ft AMSL. VFR traffic exiting the control zone via reporting point NOVEMBER must stay at or below 2500 ft, for all other reporting points maximum is 3500 ft.



Controlzone Frankfurt/Hahn - © [openflightmaps.org](http://openflightmaps.org)

# Auto-Handoff

Frankfurt/Hahn utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

# Arrival - Sector Eifel

Responsible for all arrivals and departures into Frankfurt/Hahn is Langen Sector Eifel (EIF).

This sector provides ATC service for all IFR traffic with origin or destination EDFH as well as for the military airports ETAD (Spangdahlem) and ETSB (Büchel). For each RWY ILS, NDB and RNP approaches are available. Only the ILS for RWY 21 is desinged for CAT III approaches, all the other approaches are CAT I only.

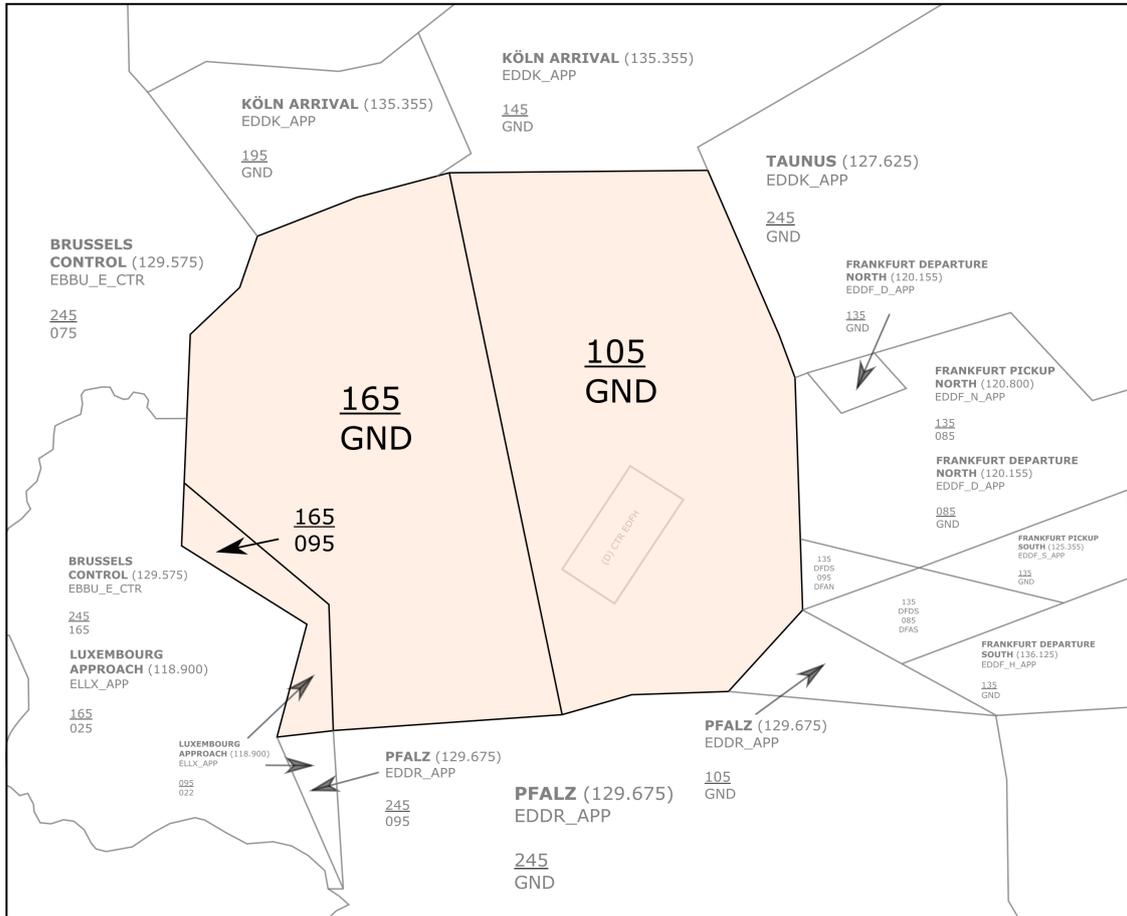
**Heavies:** For 21 operations inbound with WTC Heavy need to do a backtrack to vacate the runway. Therefore a target spacing of around 12 NM behind a heavy is recommended.

Usually transitions are used, directs may be coordinated with Center. Inbounds via OLGIL and OLIVI should stay clear of the arrival area of Frankfurt if not released by Frankfurt Arrival.

The MVA within the sector is between 3000ft and 5000ft MSL (see Euroscope for details). MIL charts are available via MILAIS (GEMIL FLIP VAD).

# VATSIM Germany

## Sektor Eifel (EDFH\_APP)



by Nikolas Görlitz

05.09.2020

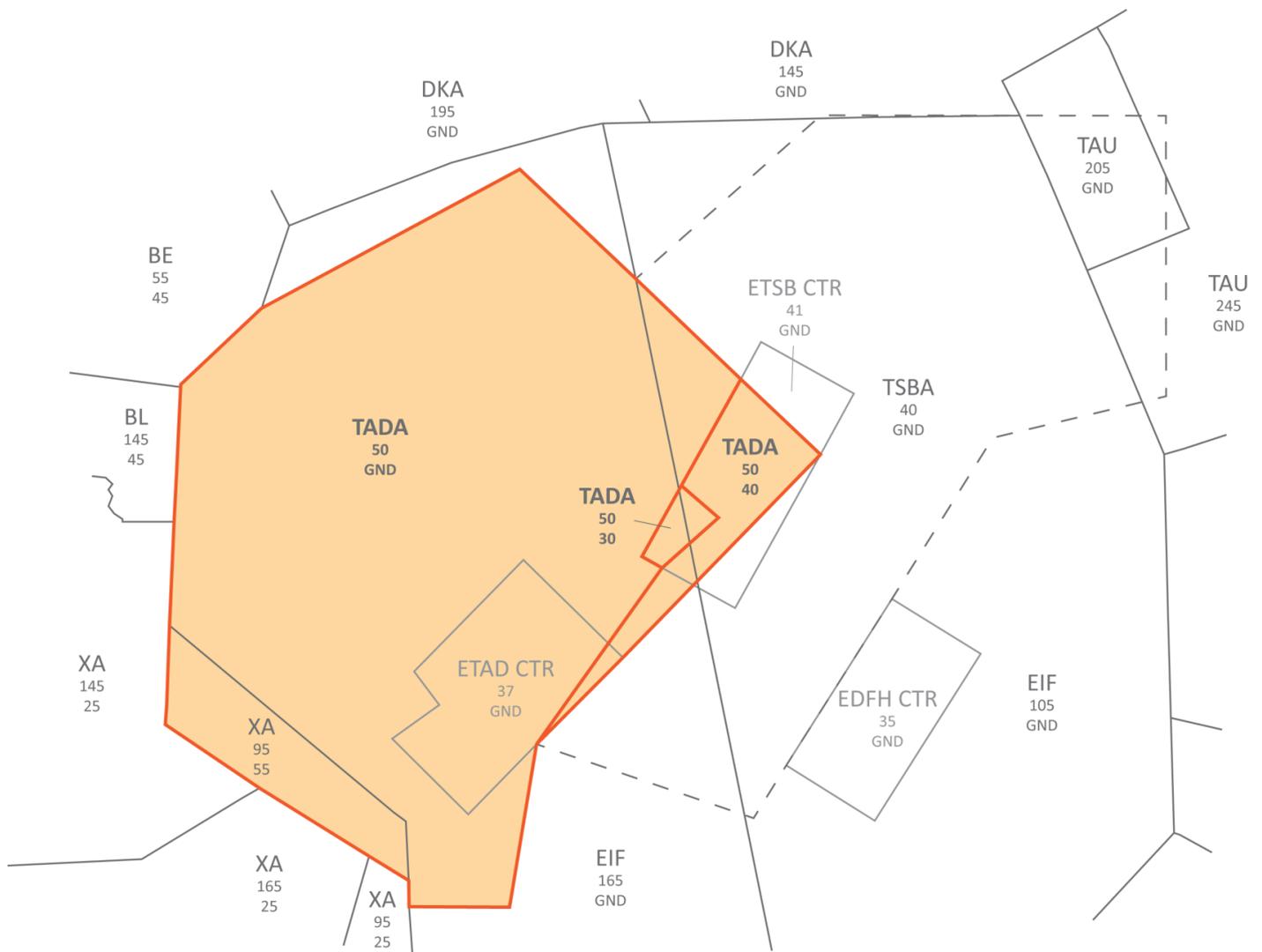
© vACC Germany

Langen Radar Sector Eifel

## Military approach positions

Both military airports below the EIF sector, ETAD and ETSB, have their own approach positions. While these positions are online, they are delegated parts of EIF's airspace.

### Spangdahlem GCA (TADA)



Spangdahlem GCA covers about half of the Western part of the EIF sector up to 5000ft. Langen Radar is responsible for maintaining full vertical separation to the sector, i.e. **EIF may not clear traffic above the sector below 6000ft.**

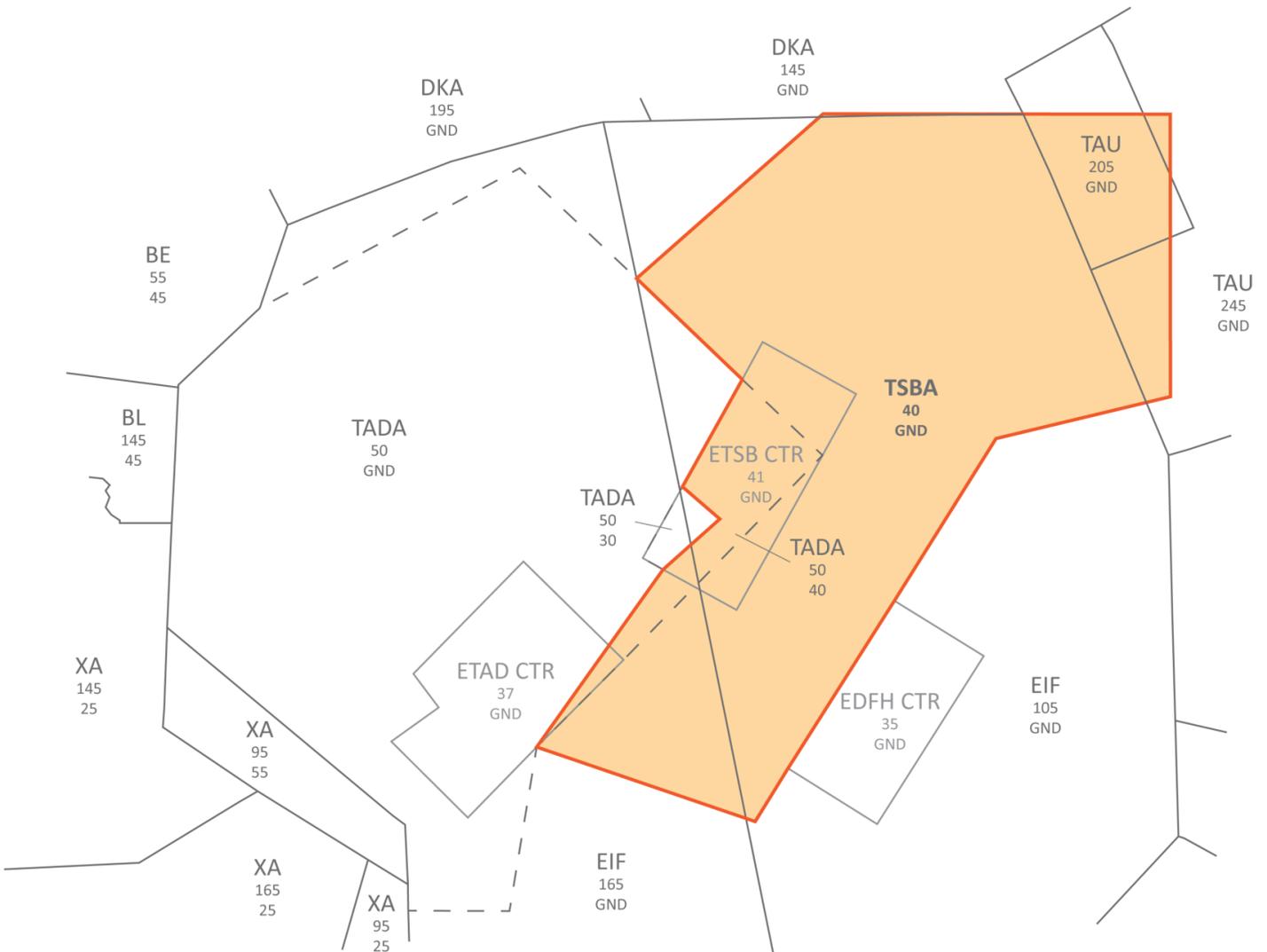
ETAD inbounds shall always be coordinated individually, but **usually a DCT to SPA at 5000ft with a full release is the best solution.**

If any position at ETAD is staffed, they will issue **the last point of the cleared SID as the clearance limit.** Thus, ETAD outbounds shall receive an enroute clearance for the rest of their route by Langen Radar.

- “ **RCH15:** Langen Radar, Reach 15, 3900ft, climbing 5000ft.
- Langen Radar:** Reach 15, Langen Radar, identified, climb FL160, cleared to Virginia Beach via flight planned route.
- RCH15:** Reach 15, climbing FL160, cleared to Virginia Beach via flight planned route.

If a departing aircraft requests or requires an omnidirectional departure, Spangdahlem GCA will coordinate this with EIF.

## Büchel Radar (TSBA)



Büchel Radar covers about half of the Eastern part of the EIF sector up to 4000ft. Langen Radar is responsible for maintaining full vertical separation to the sector, i.e. **EIF may not clear traffic above the sector below 5000ft.**

ETSB inbounds shall always be coordinated individually, but **usually a DCT to BUE at 4000ft with a full release is the best solution.**

ETSB outbounds shall always be coordinated individually, but **usually a DCT to the first waypoint is the best solution.**

## Handoff

**Departing Traffic:** Outbounds via NVO, ABSIX, ULKIG, OLIVI and GEBDA is handed over to CTR climbing FL100. Outbounds via RUDOT, IDARO with RFL higher than FL160 will be handed over

climbing to FL160.

**Arriving traffic:** Inbounds via ROLIS (on arrival or via Z658 EMGOD) and RASVO (Q760) will enter the sector at FL100. Traffic from Brussels via ARCHKY L607 ROPUV is handed over at FL170 and should cross the border at FL150 or below. OLGIL, OLIVI inbounds are already cleared for the transition by Center. Traffic via OLIVI and will be handed over at FL110, traffic via OLGIL at FL140.

Inbounds to ETAD from Brussels via BETEX Z110 BITBU are handed over FL110 at BETEX.

**Crossing Traffic:** Inbounds to ELLX will enter the sector descending to FL110 and need to be handed over at FL90 or lower if coordinated otherwise. They also have to be cleared for the appropriate arrival.