JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: FRANKFURT-HAHN DEU
ICAO/IATA: EDFH / HHN
Lat/Long: N49° 56.75', E007° 15.66'
Elevation: 1649 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0456 Z
Sunset: 1802 Z

Runway Information

Runway: 03
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1638 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 984 ft

Runway: 21
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1595 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 136.355
Hahn Tower: 120.905 Secondary
Hahn Tower: 119.655
Hahn Ground: 121.980
Langen Radar Radar: 125.600 RCO

1. GENERAL

1.1. ATIS

ATIS 136.355

1.2. REGULATIONS

1.2.1. NIGHTTIME RESTRICTIONS

Between 2200-0600LT flight operations are subject to the following regulations for noise abatement reasons.

Between 2200-0600LT take-offs and landings are permitted:

- With jet ACFT which are noise certificated according to ICAO Annex 16, Vol 1, Chapter 3;
- For propeller-driven ACFT with one of the following noise licenses: ICAO Annex 16, Volume 1, Chapter 3, 5, 6 or 10.
- Landings of ACFT using Frankfurt-Hahn as alternate aerodrome for meteorological, technical or other verifiable safety reasons.
- Take-offs and landings of disaster relief and medical assistance flights.
- Take-offs and landings which have been approved by the competent authority of Rhineland-Palatinate, i.e. "Landesbetrieb Mobilitaet", in justified exceptional cases to avoid significant disruptions to air traffic or for other compelling reasons in cases of special public interest.

Not permitted are:

Between 2200-0600LT visual approaches (VFR) to Frankfurt-Hahn APT by ACFT with a maximum certificated take-off mass of more than 14,000kg (MTOM).

1.2.2. REVERSE THRUST

For landings, reverse thrust other than idle thrust, may only be used to the extent necessary for safety reasons.

1.2.3. RUN-UP TESTS

Engine run-ups may not be conducted on Sun and Hol H24, Mon-Sat 2200-0600LT. Exceptions may be applied for from the Aviation Supervision Office (Tel.: +49 6543-8780 1670 or email: luftaufsicht@lbm.rlp.de) in justified individual cases.

1.3. LOW VISIBILITY PROCEDURES

During CAT II or III all-weather operations and/or LVTO procedures, ACFT are only permitted to taxi on TWY A between B1 and C, B2 and C and on TWYs C, E and F up to the CAT II/III stop bar. They may taxi without further guidance if the centerline lighting is illuminated. When the RVR is less than 350m, taxiing on the ramps and on TWYs without centerline lighting is only permitted under the guidance of a Follow-me vehicle.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWY A between TWYs D and E MAX wingspan less than 118'/36m.

Taxi with CAUTION on TWY A between apron 2 and 3 when wet.

ACFT with wingspan of more than 118'/36m are not allowed to taxi onto TWY A North of intersection B2 unless instructed by ATC.

TWY C not usable for ACFT with wingspan of more than 118'/36m unless instructed by ATC.

TWY D not usable for ACFT exceeding 14t MTOW.

ACFT taxiing is allowed only with reduced speed. Stopping on sloped areas is not permitted.

ACFT are permitted to taxi on the apron only at the indispensable minimum engine speed when taxiing into ACFT stands.

1. GENERAL

ACFT are not allowed to increase engine power considerably beyond IDLE motion speed.

ACFT taxiing to stands A1 thru A6 or B1 thru B5 on apron 3 are permitted to taxi only at the absolute minimum Revolutions Per Minute (RPM). If taxiing on the apron is interrupted, HAHN Ground shall be informed before continuing to taxi.

1.4.2. OPERATION OF ACFT TYPE B747-800 AND AN124

Taxiing guidance of ACFT type B747-800 and AN124 between the RWY and the stands on aprons 3 and 4 shall exclusively take place via TWY E or TWY F.

Only TWYs B2, A and B1 in the Southwest and the turning area Northeast of THR 21 may be used for any turning maneuvers that may become necessary on the RWY.

The turning area Northeast of THR 21 may only be used by ACFT type B747-800 under the guidance of a Follow-me vehicle.

1.4.3. OPERATION OF MAINTENANCE APRON 5

ACFT with more than 14000kg MTOW may not taxi on apron 5 under their own power. ACFT will be towed to and from the maintenance hangars. ACFT are taken over and released between TWY F and CAT II/III holding position of TWY M.

1.4.4. USE OF THE TURN PAD SOUTH

Turn pad South may only be used by ACFT up to CAT D. It may not be used in visibilities below RVR 350m.

1.5. PARKING INFORMATION

To avoid incidents on apron 2, wheel chocks shall be used while parking due to steep slope. Wheel chocks are available on the East side of apron 2.

On stands A1, A4, B1 and B4 push-back required.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 21 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT with code letters C to F is only possible on aprons 3, 4 and 5.

De-icing of ACFT up to code letter C shall be conducted on areas provided for this purpose (pads), depending on the RWY in use. If RWY 03 is in use, ACFT are guided to pad 03 by a Follow-me car and instructed there. If RWY 21 is in use, ACFT are towed from apron 3 to pad 21.

ATIS	Apt Elev
136.355	1649

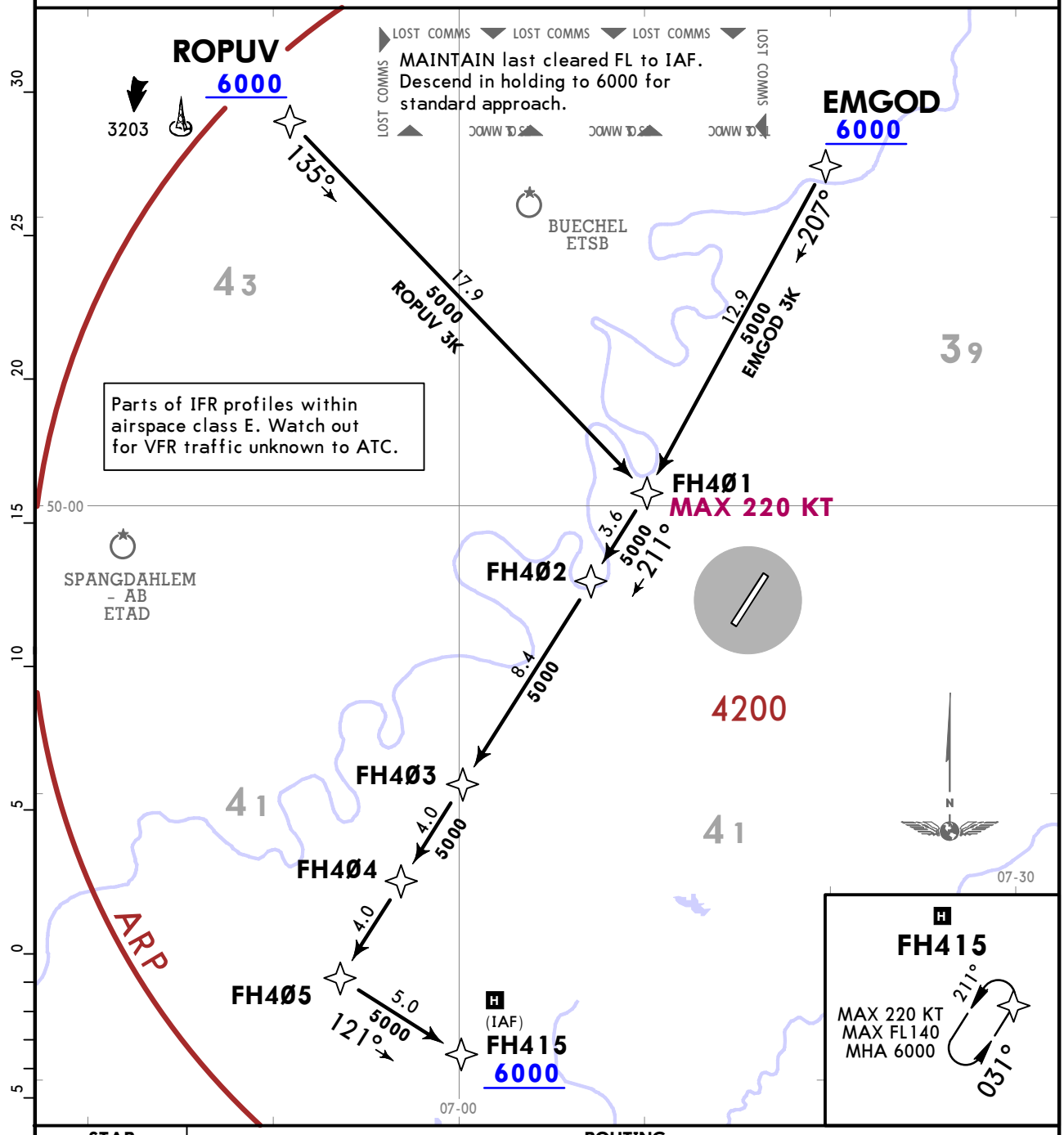
Alt Set: hPa Trans level: By ATC

RNAV (GPS, DME/DME, DME/DME/IRU).
RNAV 1 equivalent.

1. RADAR required.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
4. For non GPS-equipped aircraft DME 112.25 LUX and 113.35 TAU must be operational.

EMGOD 3K [EMGO3K]
ROPUV 3K [ROPU3K]
RNAV ARRIVALS
(RWY 03)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



STAR	ROUTING
EMGOD 3K	EMGOD (6000+) - FH401 (K220-) - FH402 - FH403 - FH404 - FH405 - FH415 (6000+).
ROPUV 3K	ROPUV (6000+) - FH401 (K220-) - FH402 - FH403 - FH404 - FH405 - FH415 (6000+).

CHANGES: None.

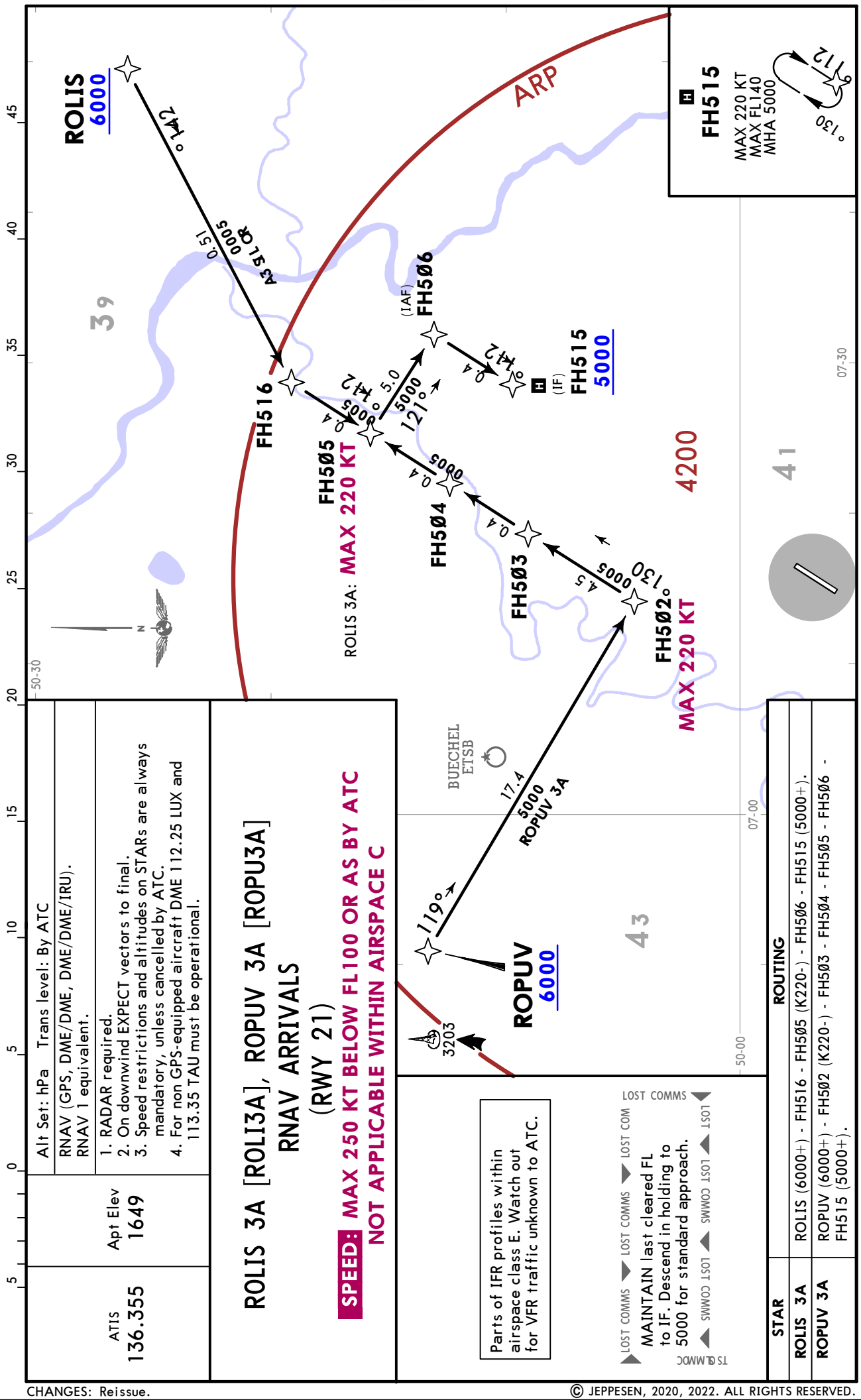
EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

4 NOV 22

20-2A

FRANKFURT-HAHN, GERMANY
RNAV STAR



CHANGES: Reissue.

ATIS	Apt Elev
136.355	1649

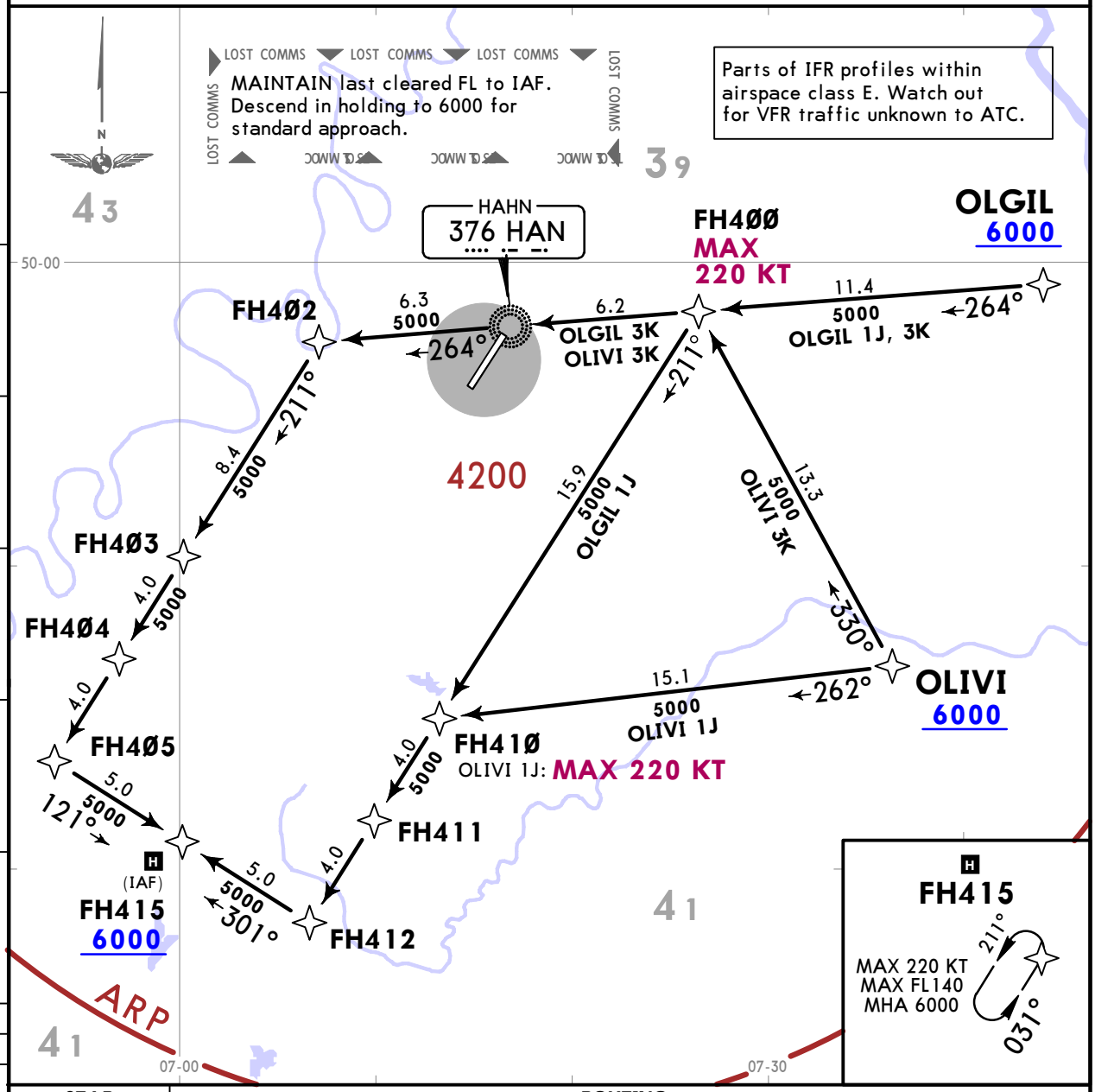
Alt Set: hPa Trans level: By ATC

RNAV (GPS, DME/DME, DME/DME/IRU).
RNAV 1 equivalent.

1. RADAR required.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
4. For non GPS-equipped aircraft DME 112.25 LUX and 113.35 TAU must be operational.

OLGIL 1J [OLGI1J], OLGIL 3K [OLGI3K]
OLIVI 1J [OLIV1J], OLIVI 3K [OLIV3K]
RNAV ARRIVALS
(RWY 03)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



STAR	ROUTING
OLGIL 1J By ATC	OLGIL (6000+) - FH4ØØ (K220-) - FH41Ø - FH411 - FH412 - FH415 (6000+).
OLGIL 3K	OLGIL (6000+) - FH4ØØ (K220-) - HAN - FH4Ø2 - FH4Ø3 - FH4Ø4 - FH4Ø5 -FH415 (6000+).
OLIVI 1J By ATC	OLIVI (6000+) - FH41Ø (K220-) - FH411 - FH412 - FH415 (6000+).
OLIVI 3K	OLIVI (6000+) - FH4ØØ (K220-) - HAN - FH4Ø2 - FH4Ø3 - FH4Ø4 - FH4Ø5 - FH415 (6000+).

CHANGES: None.

ATIS	Apt Elev
136.355	1649

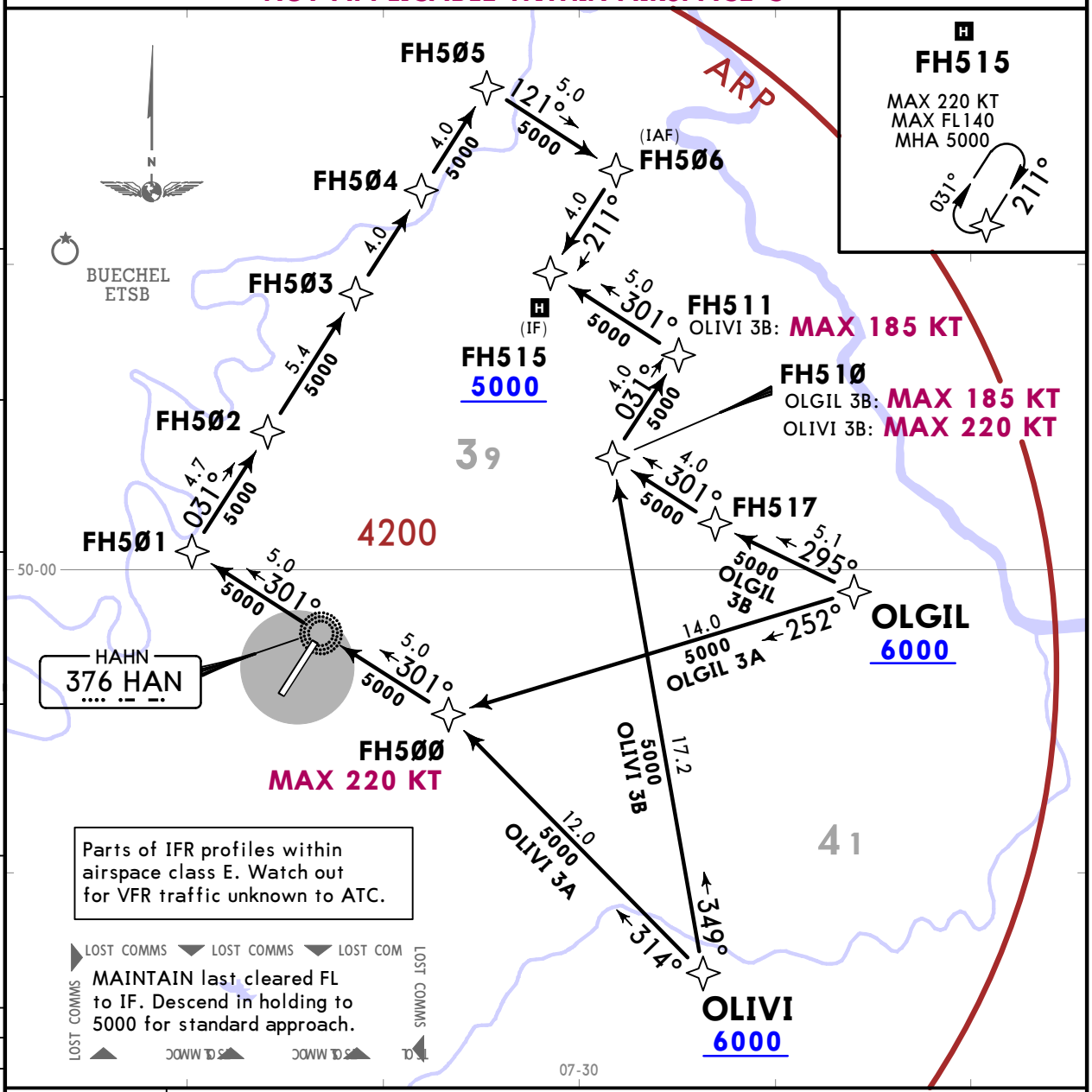
Alt Set: hPa Trans level: By ATC

RNAV (GPS, DME/DME, DME/DME/IRU).
RNAV 1 equivalent.

1. RADAR required.
2. On downwind EXPECT vectors to final.
3. Speed restrictions and altitudes on STARs are always mandatory, unless cancelled by ATC.
4. For non GPS-equipped aircraft DME 112.25 LUX and 113.35 TAU must be operational.

OLGIL 3A [OLGIL3A], OLGIL 3B [OLGI3B]
OLIVI 3A [OLIV3A], OLIVI 3B [OLIV3B]
RNAV ARRIVALS
(RWY 21)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



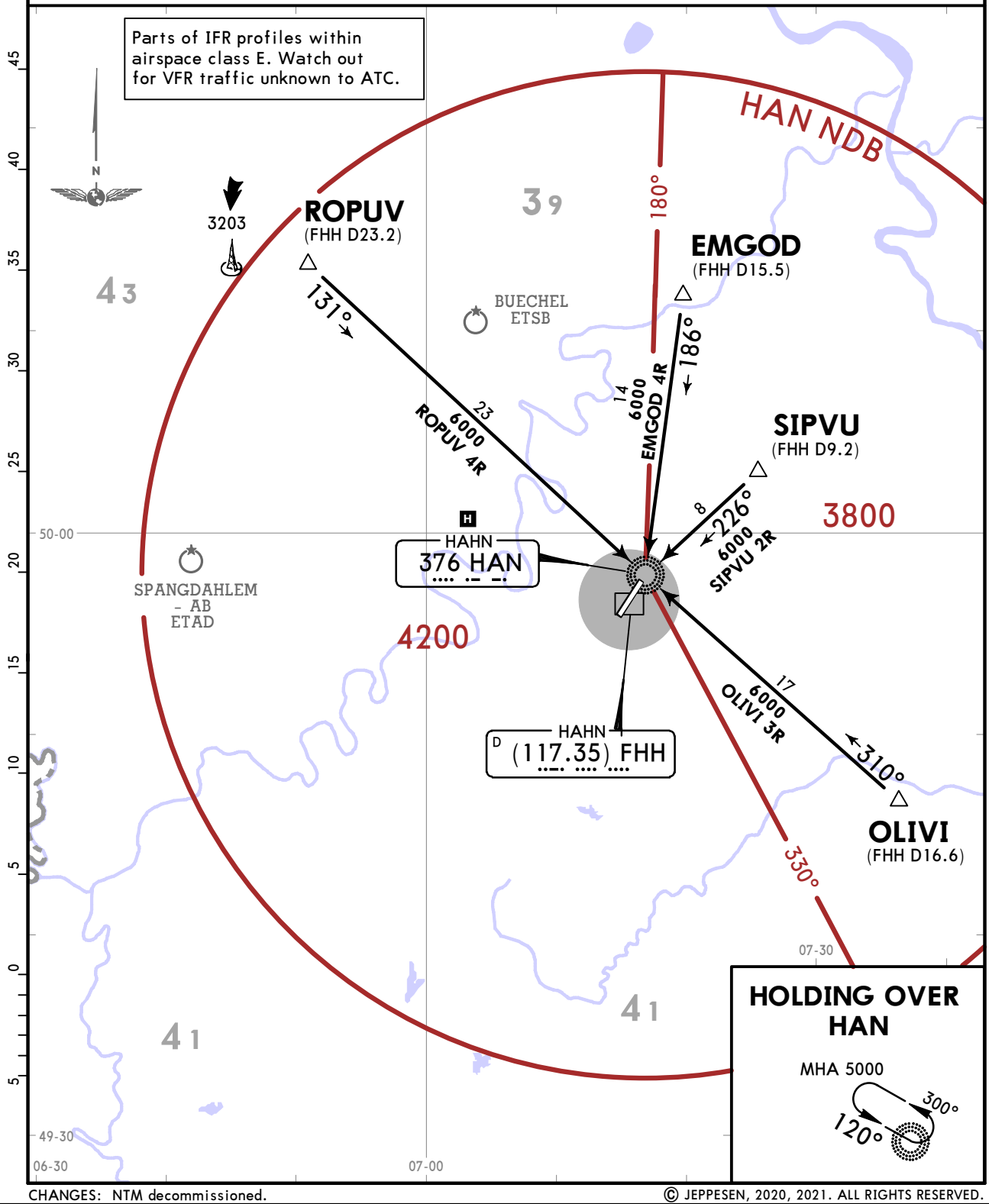
STAR	ROUTING
OLGIL 3A	OLGIL (6000+) - FH500 (K220-) - HAN - FH501 - FH502 - FH503 - FH504 - FH505 - FH506 - FH515 (5000+).
OLGIL 3B	OLGIL (6000+) - FH517 - FH510 (K185-) - FH511 - FH515 (5000+).
OLIVI 3A	OLIVI (6000+) - FH500 (K220-) - HAN - FH501 - FH502 - FH503 - FH504 - FH505 - FH506 - FH515 (5000+).
OLIVI 3B	OLIVI (6000+) - FH510 (K220-) - FH511 (K185-) - FH515 (5000+).

CHANGES: Reissue.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
136.355	1649	

EMGOD 4R [EMGO4R]
OLIVI 3R [OLIV3R]
ROPUV 4R [ROPU4R]
SIPVU 2R [SIPV2R]
ARRIVALS
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

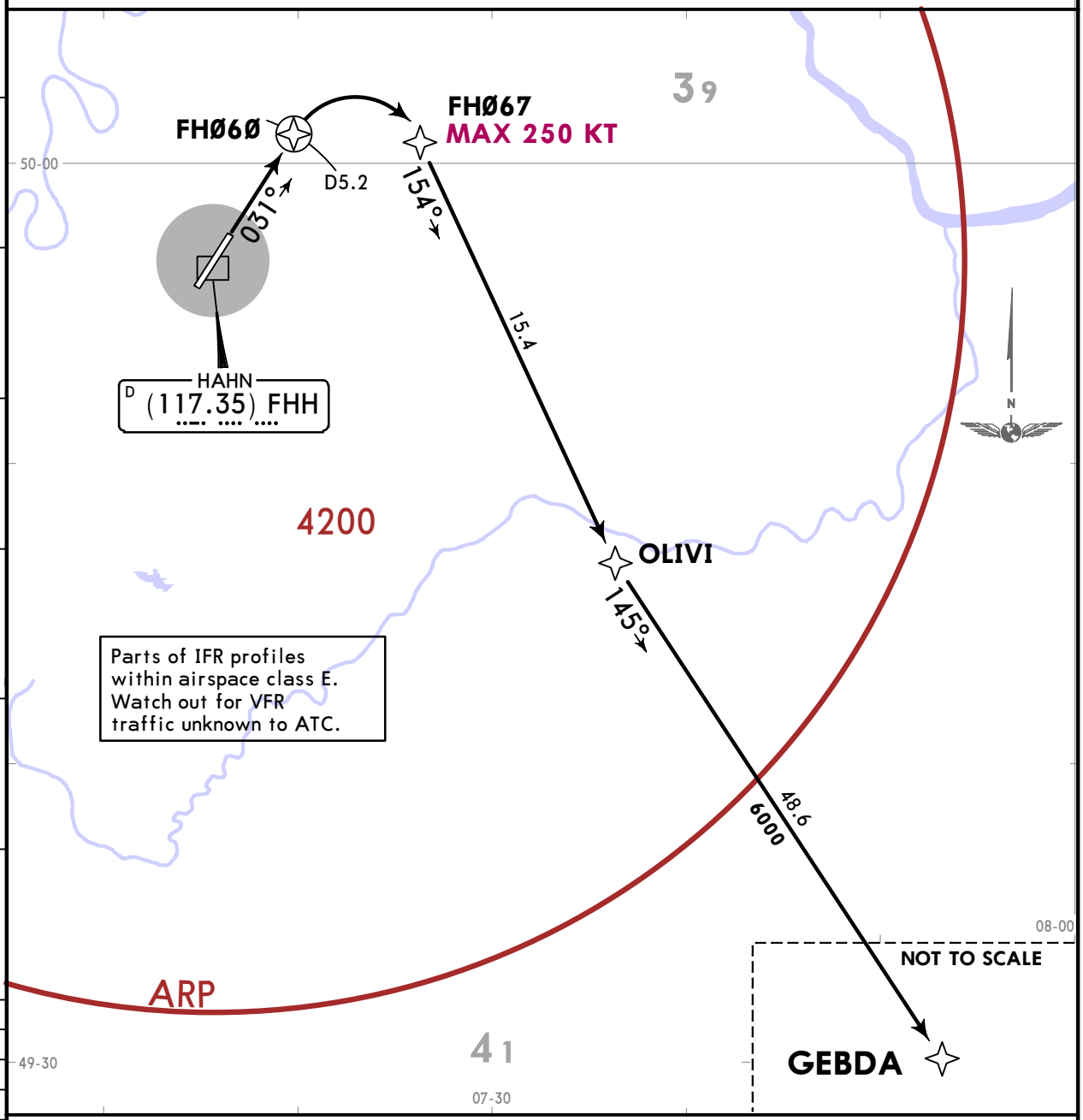


CHANGES: NTM decommissioned.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.

GEBDA 5E [GEBD5E]
RNAV DEPARTURE
(RWY 03)

AVAILABLE BETWEEN FRI 1800 LT - MON 0800 LT
OUTSIDE THESE TIMES ASSIGNED BY ATC ONLY
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

ROUTING

Climb on 031° track to FH060 ❶, turn RIGHT direct to FH067, to OLIVI, to GEBDA.

❶ Additional conventional first segment: Climb on 031° track to D5.2 FHH, turn RIGHT, 154° track to 4000, direct to OLIVI.

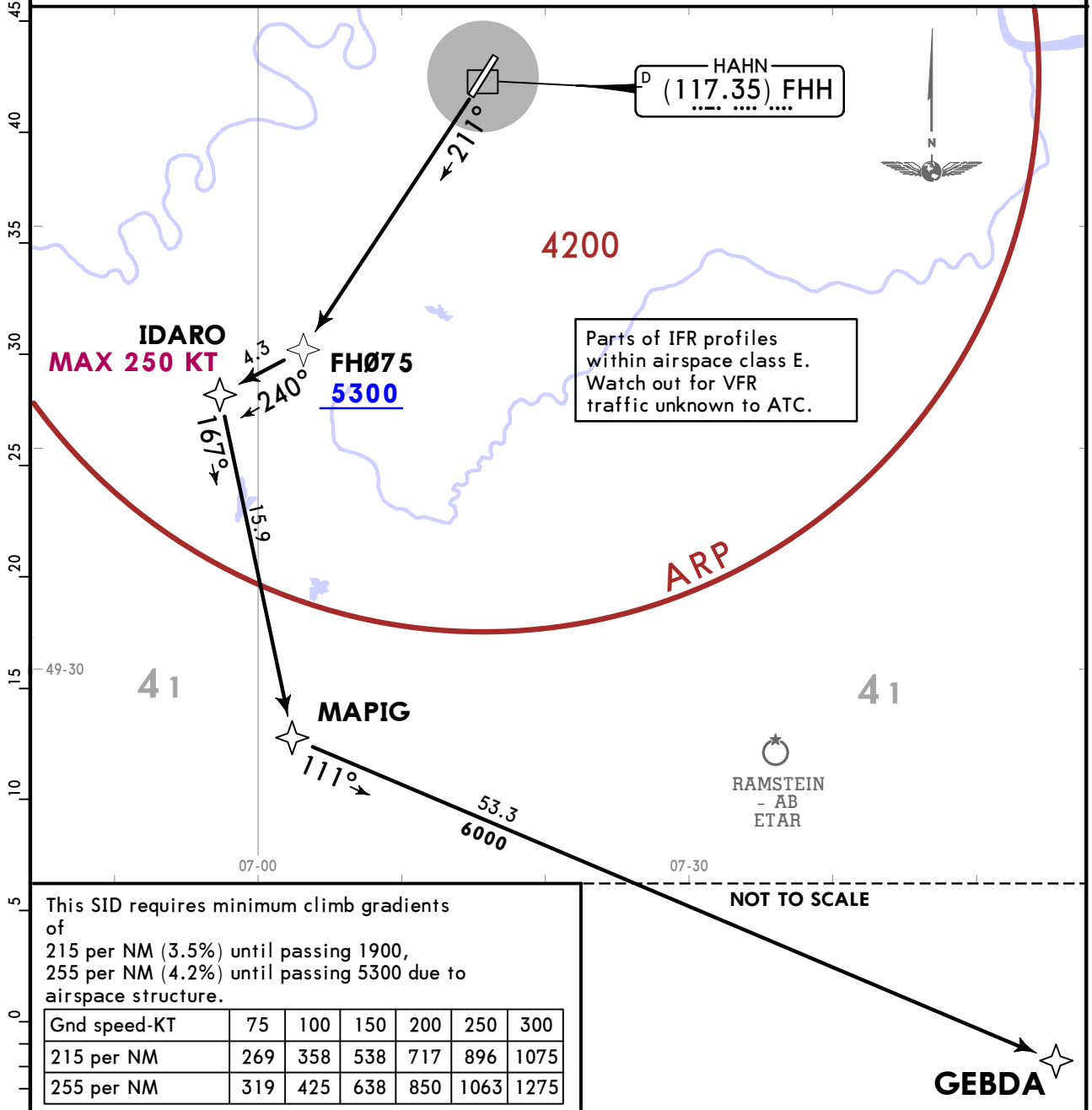
CHANGES: None.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles. 7. For non GPS-equipped aircraft DME FHH and 112.25 LUX must be operational.

GEBDA 5L [GEBD5L]
RNAV DEPARTURE
(RWY 21)

AVAILABLE BETWEEN FRI 1800 LT - MON 0800 LT
OUTSIDE THESE TIMES ASSIGNED BY ATC ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
215 per NM (3.5%) until passing 1900,
255 per NM (4.2%) until passing 5300 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
255 per NM	319	425	638	850	1063	1275

NOT TO SCALE

GEBDA

Initial climb clearance **6000**

ROUTING

Climb on 211° track to FH075 ❶, to IDARO, to MAPIG, to GEBDA.

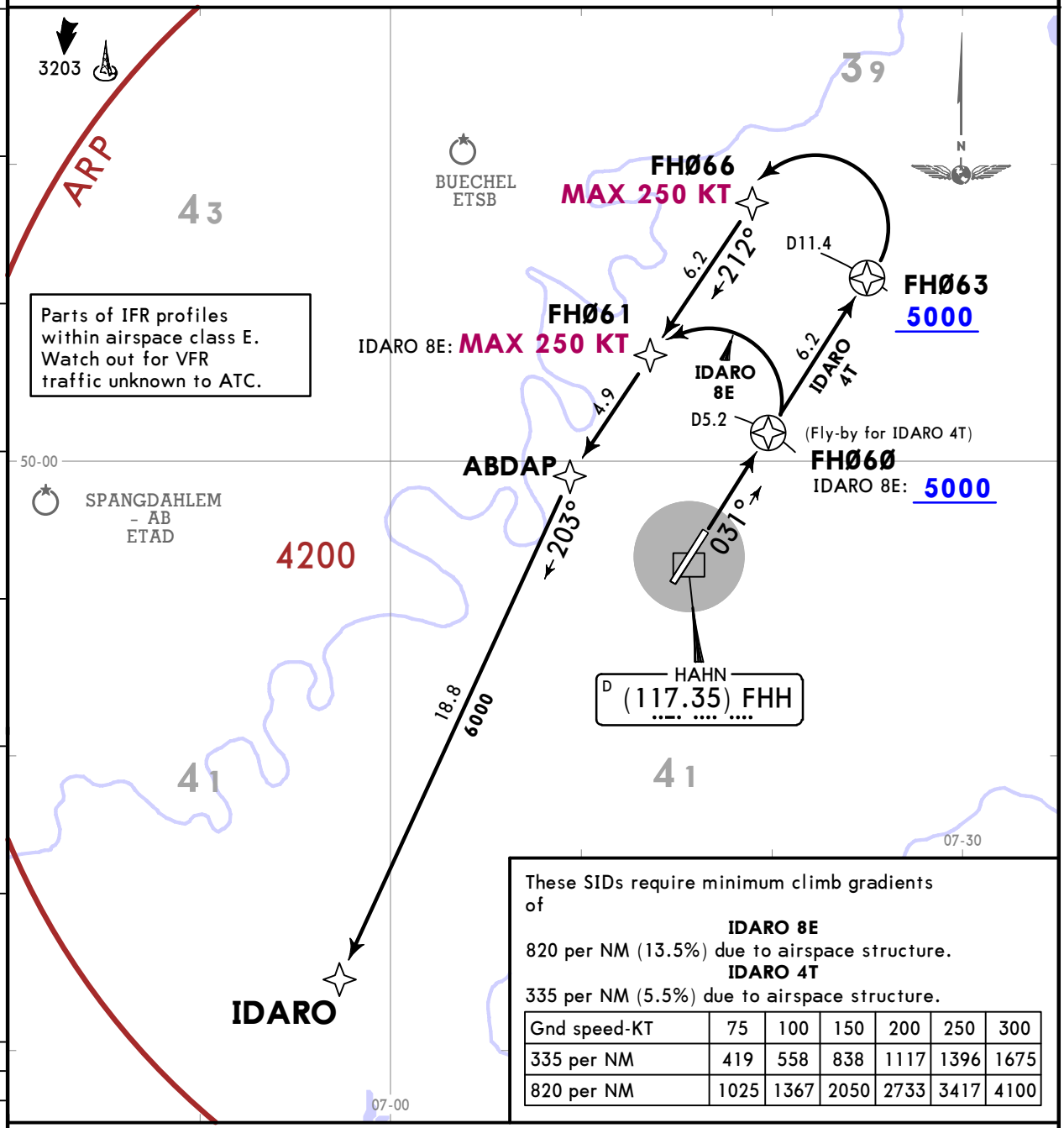
❶ Additional conventional first segment: Climb on 211° track to 4000, direct to FH075.

CHANGES: General note 7: 115.3 NTM removed.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.

IDARO 8E [IDAR8E]
IDARO 4T [IDAR4T]
RNAV DEPARTURES
(RWY 03)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

IDARO 8E

820 per NM (13.5%) due to airspace structure.

IDARO 4T

335 per NM (5.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
820 per NM	1025	1367	2050	2733	3417	4100

Initial climb clearance **5000**

SID	ROUTING
IDARO 8E	Climb on 031° track to FH060 ❶, turn LEFT direct to FH061, to ABDAP, to IDARO.
IDARO 4T	Climb on 031° track to FH063 ❷, turn LEFT direct to FH066, to ABDAP, to IDARO.

❶ Additional conventional first segment: Climb on 031° track to 4000, direct to FH060.
❷ Additional conventional first segment: Climb on 031° track to 4000, direct to FH063.

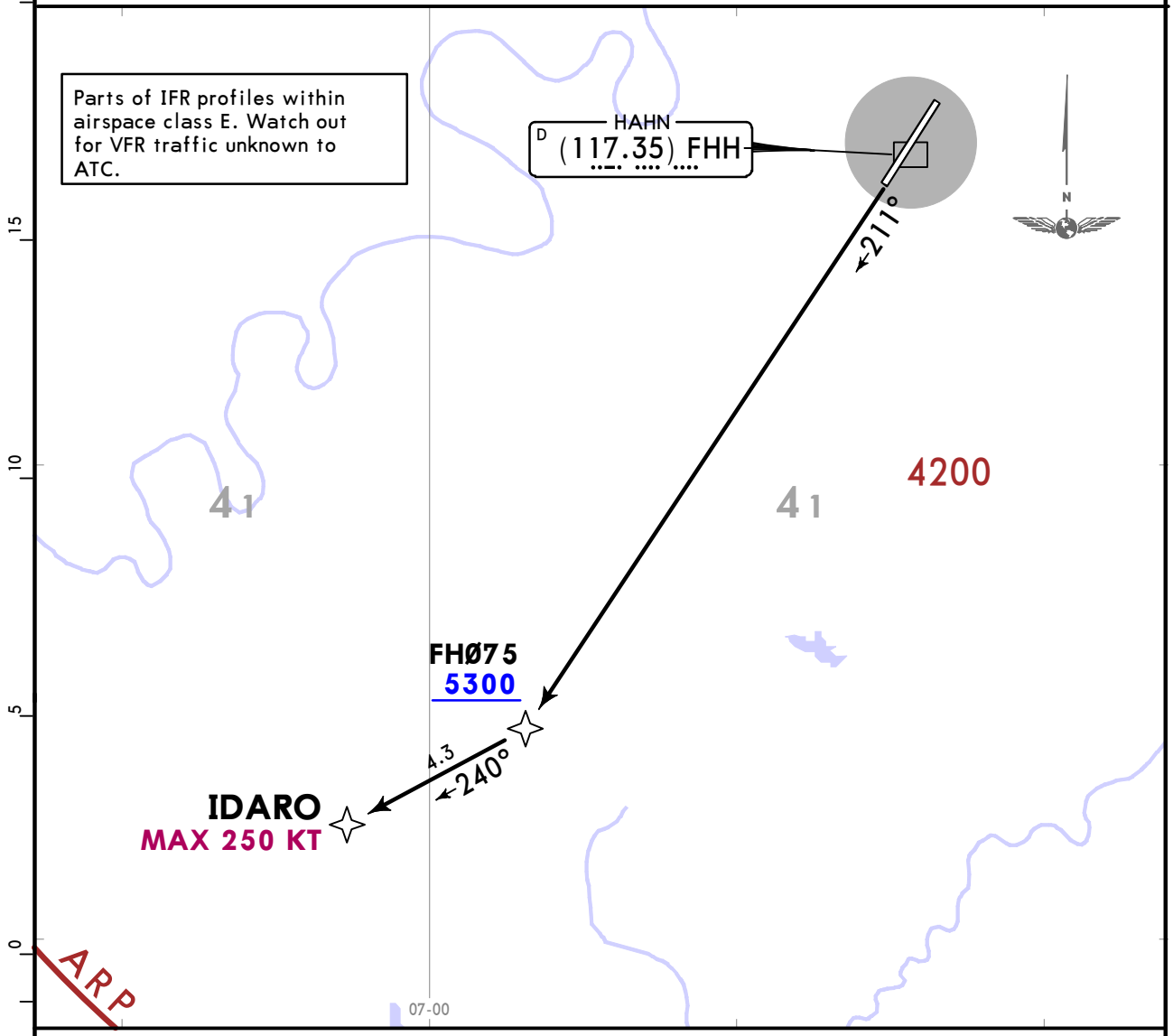
CHANGES: None.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles. 7. For non GPS-equipped aircraft DME FHH and 112.25 LUX must be operational.

IDARO 4Y [IDAR4Y]
RNAV DEPARTURE
(RWY 21)

ONLY FOR FLIGHTS TO EDDR, EDRZ OR EDSB
AND FLIGHTS CONTINUING VIA Z-818

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
215 NM (3.5%) until passing 1900,
255 per NM (4.2%) until passing 5300 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
255 per NM	319	425	638	850	1063	1275

Initial climb clearance **6000′**

ROUTING

Climb on 211° track to FH075 ❶, to IDARO.

❶ Additional conventional first segment: Climb on 211° track to 4000, direct to FH075.

CHANGES: General note 7: 115.3 NTM removed.

FRANKFURT-HAHN, GERMANY

RNAV SID

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 6. For non GPS-equipped aircraft FHH DME must be operational.

NOERVENICH 3G (NVO 3G)
NOERVENICH 3S (NVO 3S)
RNAV DEPARTURES

BY ATC
NOT TO BE USED DURING ACTIVITY OF NIGHT LOW FLYING SYSTEM

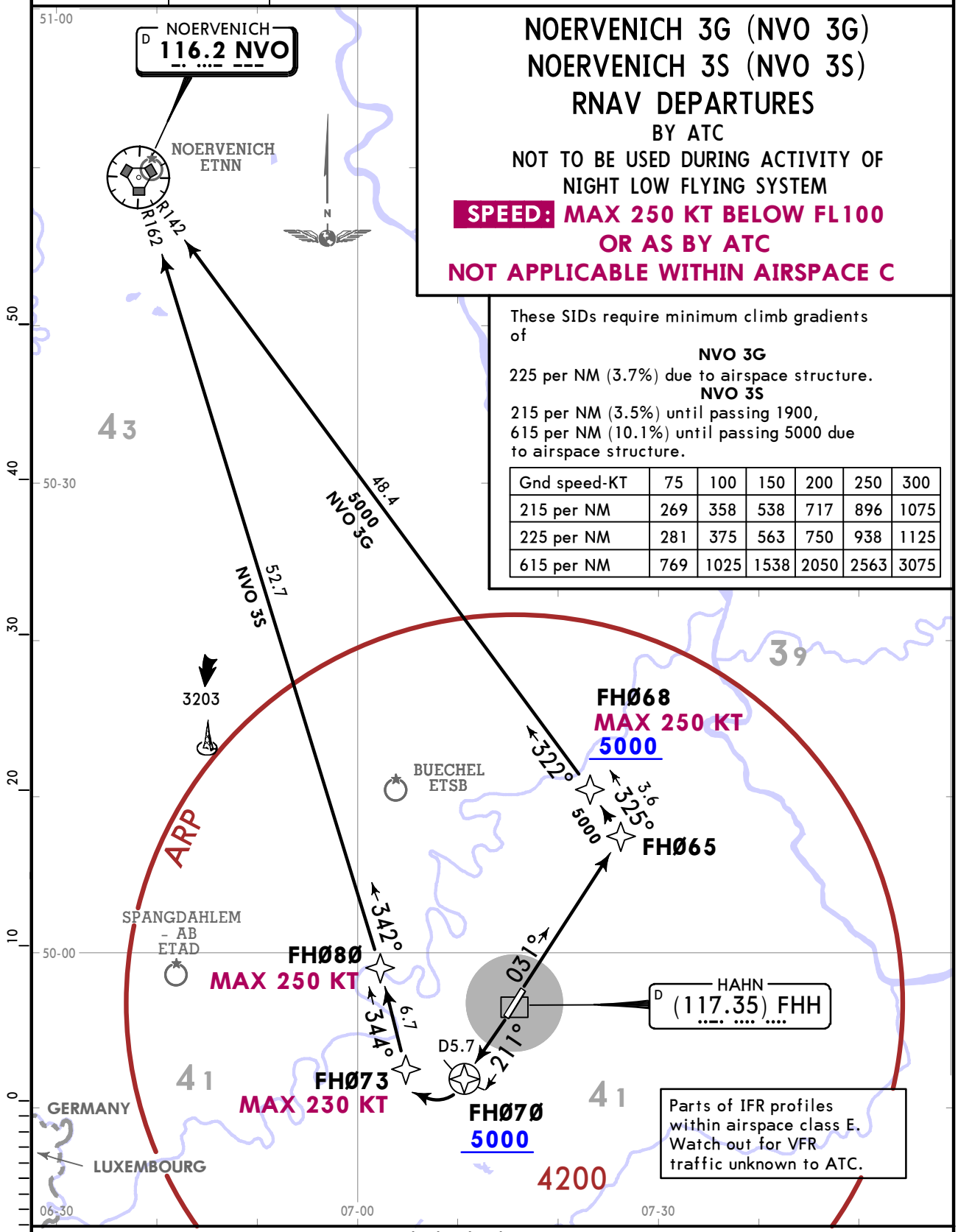
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

NVO 3G
225 per NM (3.7%) due to airspace structure.

NVO 3S
215 per NM (3.5%) until passing 1900,
615 per NM (10.1%) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
225 per NM	281	375	563	750	938	1125
615 per NM	769	1025	1538	2050	2563	3075



Initial climb clearance **5000**

SID	RWY	ROUTING
NVO 3G	03	Climb on 031° track to FH065 ❶, to FH068, to NVO.
NVO 3S	21	Climb on 211° track to FH070 ❷, turn RIGHT direct to FH073, to FH080, to NVO.

❶ Additional conventional first segment: Climb on 031° track to 4000, direct to FH065.
❷ Additional conventional first segment: Climb on 211° track to 4000, direct to FH070.

CHANGES: None.

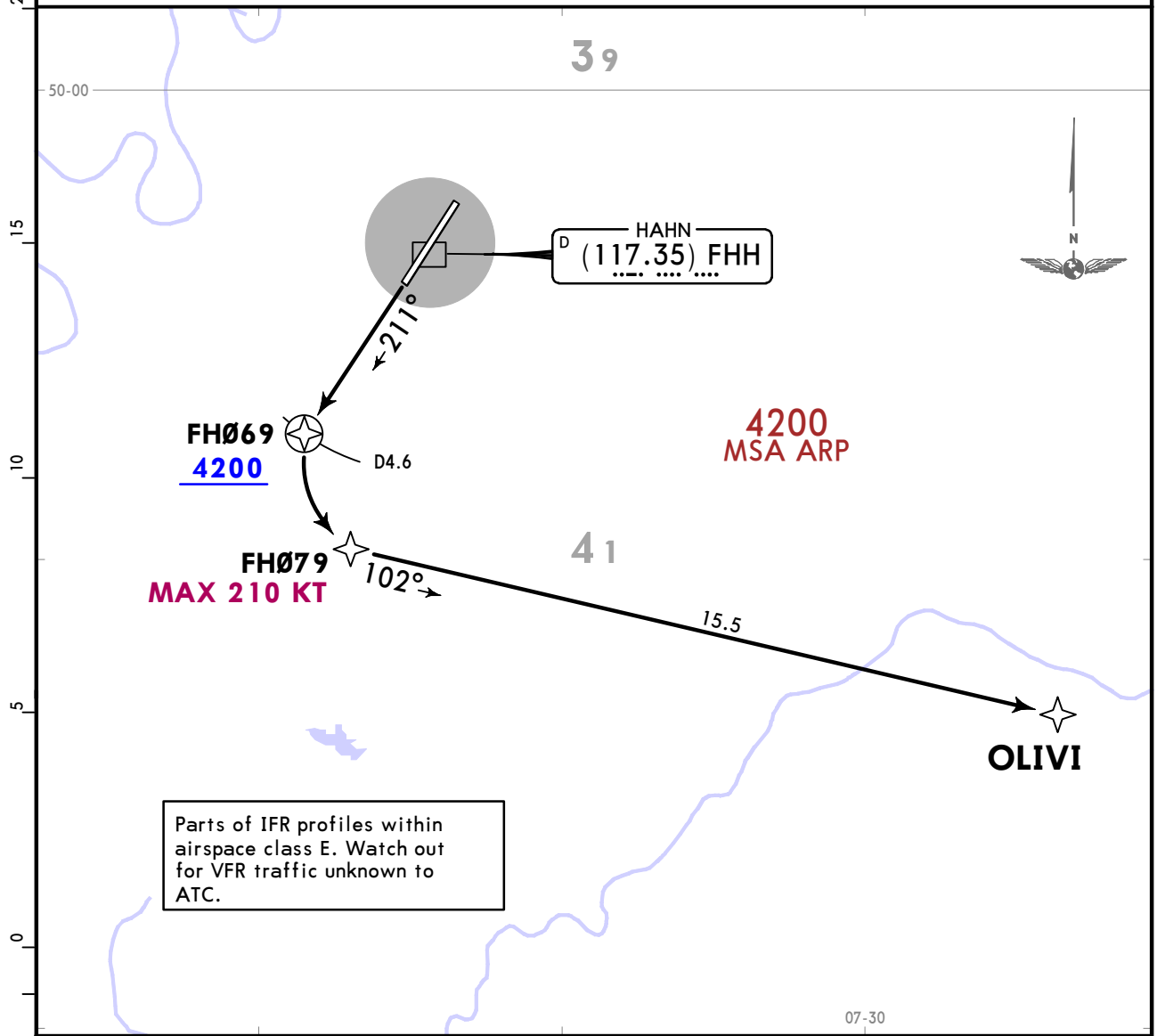
LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles. 7. For non GPS-equipped aircraft DME FHH and 112.25 LUX must be operational.

OLIVI 3S [OLIV3S]
RNAV DEPARTURE
(RWY 21)

BY ATC

NON-JET ACFT UP TO 5.7T MTOW ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
215 per NM (3.5%) until passing 1900,
610 per NM (10.0%) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
610 per NM	763	1017	1525	2033	2542	3050

Initial climb clearance **5000**

ROUTING

Climb on 211° track to FH069 ❶, turn LEFT direct to FH079, to OLIVI.

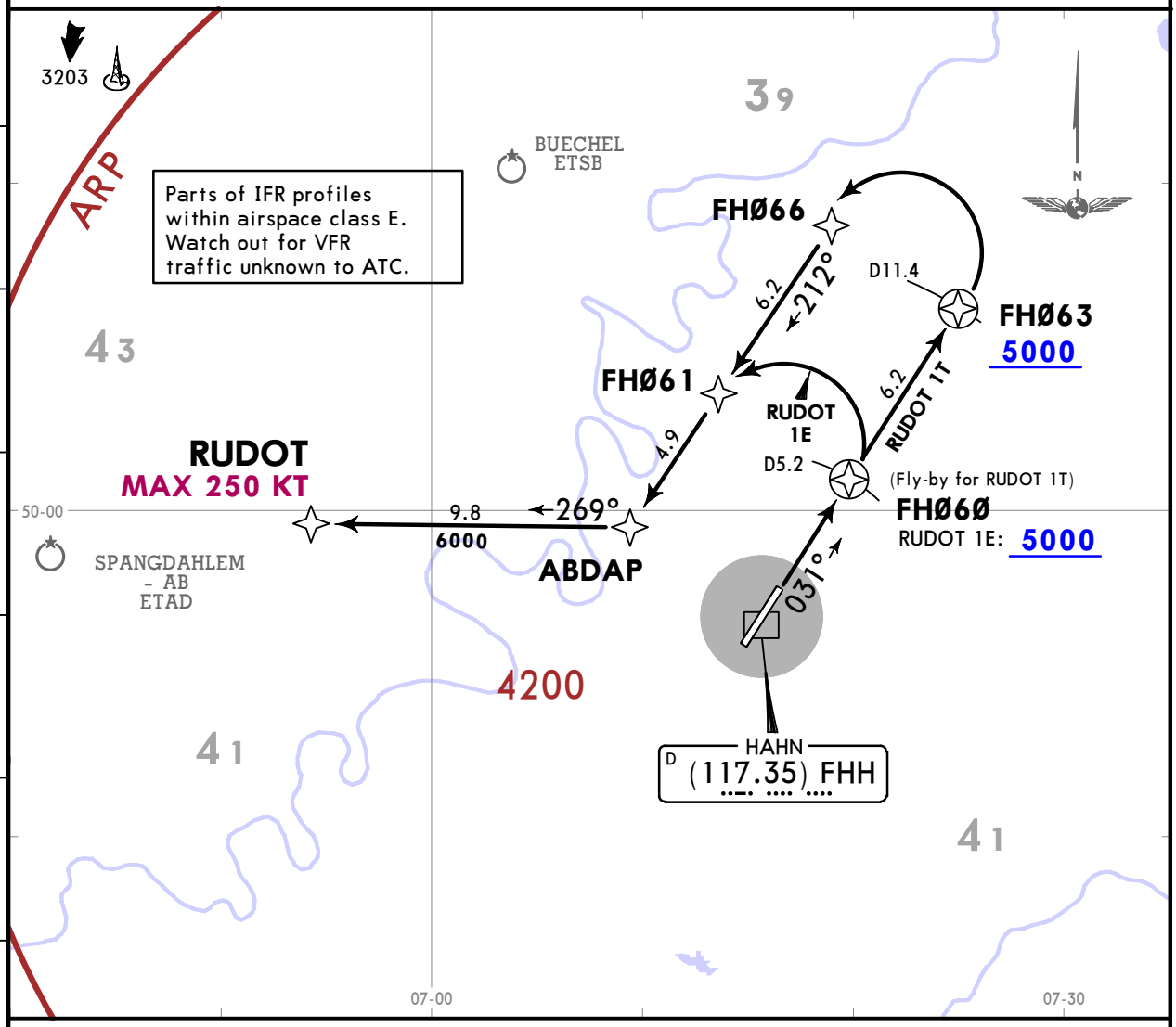
❶ Additional conventional first segment: Climb on 211° track to 4000, direct to FH069.

CHANGES: General note 7: 115.3 NTM removed.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.

RUDOT 1E [RUDO1E]
RUDOT 1T [RUDO1T]
RNAV DEPARTURES
(RWY 03)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

RUDOT 1E
820 per NM (13.5%) due to airspace structure.

RUDOT 1T
335 per NM (5.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
820 per NM	1025	1367	2050	2733	3417	4100

Initial climb clearance **5000**

SID	ROUTING
RUDOT 1E	Climb on 031° track to FH060 ❶, turn LEFT direct to FH061, to ABDAP, to RUDOT.
RUDOT 1T	Climb on 031° track to FH063 ❷, turn LEFT direct to FH066, to ABDAP, to RUDOT.

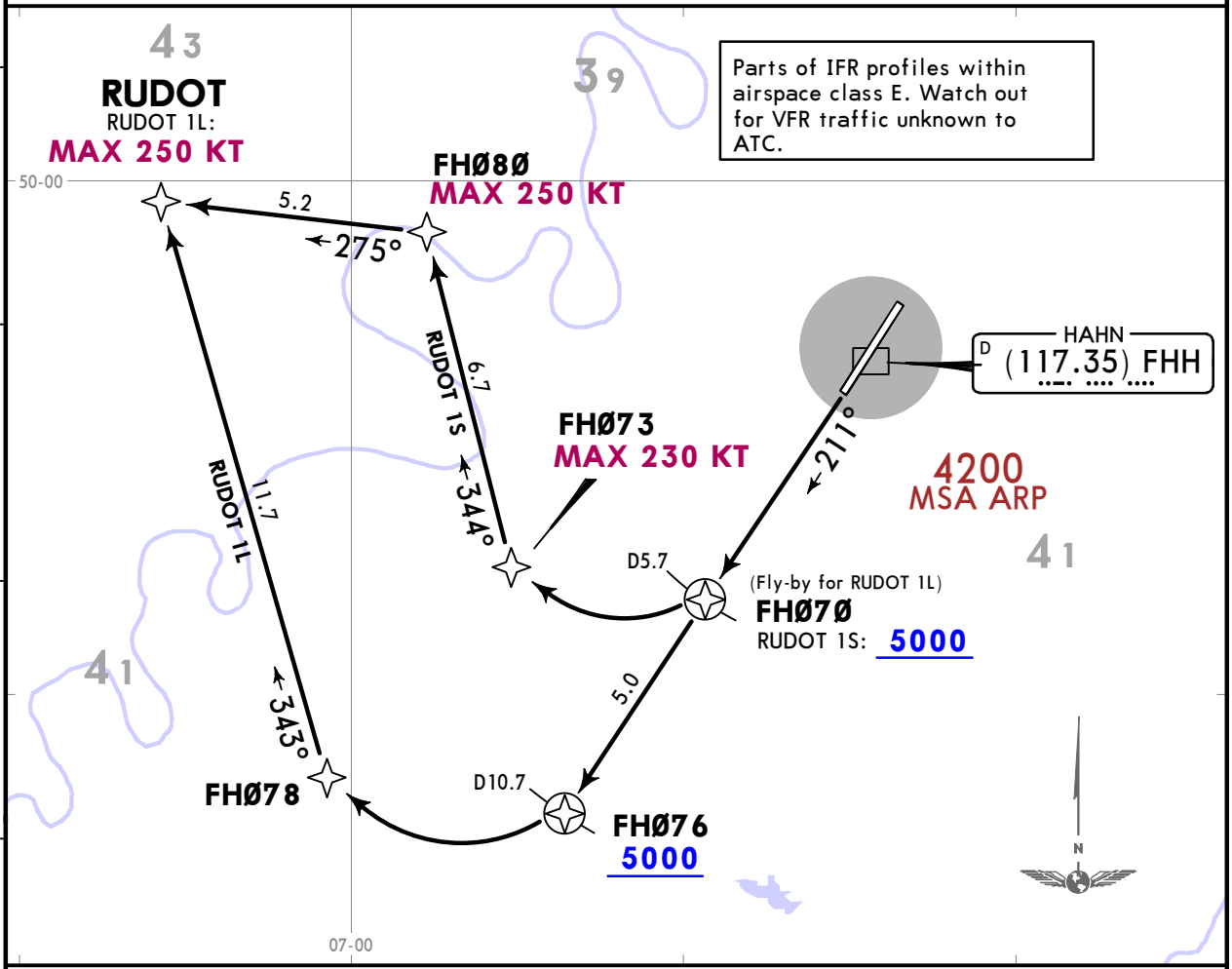
❶ Additional conventional first segment: Climb on 031° track to 4000, direct to FH060.
❷ Additional conventional first segment: Climb on 031° track to FH063.

CHANGES: None.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. EXPECT close-in obstacles. 7. For non GPS-equipped aircraft DME FHH, 112.25 LUX must be operational.

RUDOT 1L [RUDO1L]
RUDOT 1S [RUDO1S]
RNAV DEPARTURES
(RWY 21)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

RUDOT 1L

215 per NM (3.5%) until passing 1900,
350 per NM (5.7%) until passing 5000 due to airspace structure.

RUDOT 1S

215 per NM (3.5%) until passing 1900,
615 per NM (10.1%) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
350 per NM	438	583	875	1167	1458	1750
615 per NM	769	1025	1538	2050	2563	3075

Initial climb clearance **5000**

SID	ROUTING
RUDOT 1L	Climb on 211° track to FH076 ❷, turn RIGHT direct to FH078, to RUDOT.
RUDOT 1S ❶	Climb on 211° track to FH070 ❸, turn RIGHT direct to FH073, FH080, to RUDOT.

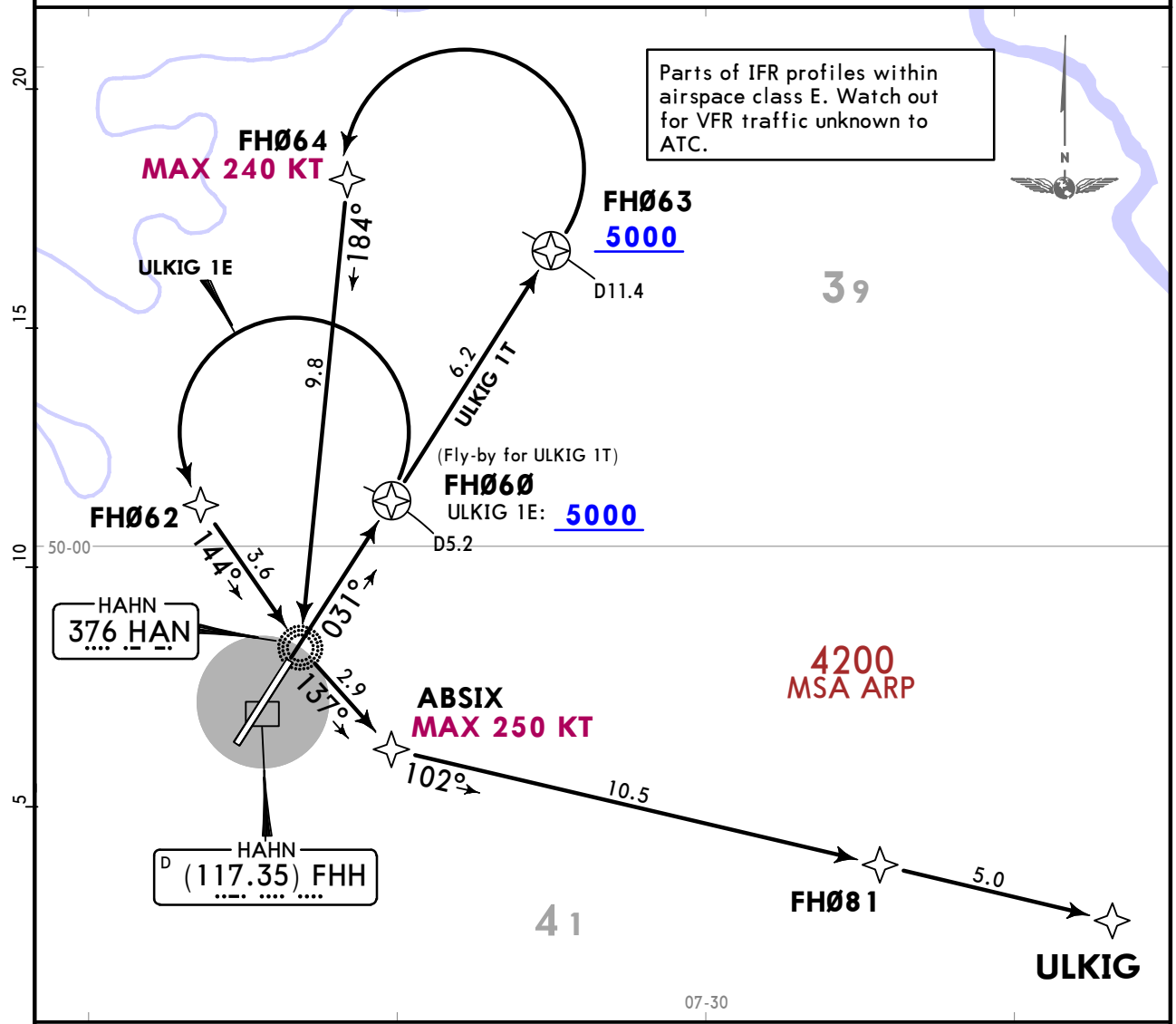
❶ Not to be used during activity of Night Low Flying System.
❷ Additional conventional first segment: Climb on 211° track to 4000, direct to FH076.
❸ Additional conventional first segment: Climb on 211° track to 4000, direct to FH070.

CHANGES: General note 7: 115.3 NTM removed.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required. 4. Contact LANGEN Radar IMMEDIATELY after take-off. 5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 6. For non GPS-equipped aircraft FHH DME must be operational.

ULKIG 1E [ULKI1E]
ULKIG 1T [ULKI1T]
RNAV DEPARTURES
(RWY 03)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ULKIG 1E
820 per NM (13.5%) due to airspace structure.

ULKIG 1T
335 per NM (5.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
820 per NM	1025	1367	2050	2733	3417	4100

Initial climb clearance **5000**

SID	ROUTING
ULKIG 1E	Climb on 031° track to FH060 ❶, turn LEFT direct to FH062, to HAN, to ABSIX, to FH081, to ULKIG.
ULKIG 1T	Climb on 031° track to FH063 ❷, turn LEFT direct to FH064, to HAN, to ABSIX, to ULKIG.

❶ Additional conventional first segment: Climb on 031° track to 4000, direct to FH060.
❷ Additional conventional first segment: Climb on 031° track to 4000, direct to FH063.

CHANGES: None.

ULKIG 1L [ULKI1L]
ULKIG 1S [ULKI1S]
RNAV DEPARTURES
(RWY 21)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

Trans alt: 5000
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent.
3. RADAR required.
4. Contact LANGEN Radar IMMEDIATELY after take-off.
5. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
6. EXPECT close-in obstacles.
7. For non GPS-equipped aircraft FHH DME and 112.25 LUX must be operational.

Apt Elev 1649

LANGEN Radar (APP) 125.6

Parts of IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

These SIDs require minimum climb gradients of

ULKIG 1L
215 per NM (3.5%) until passing 1900,
350 per NM (5.7%) until passing 5000 due to airspace structure.

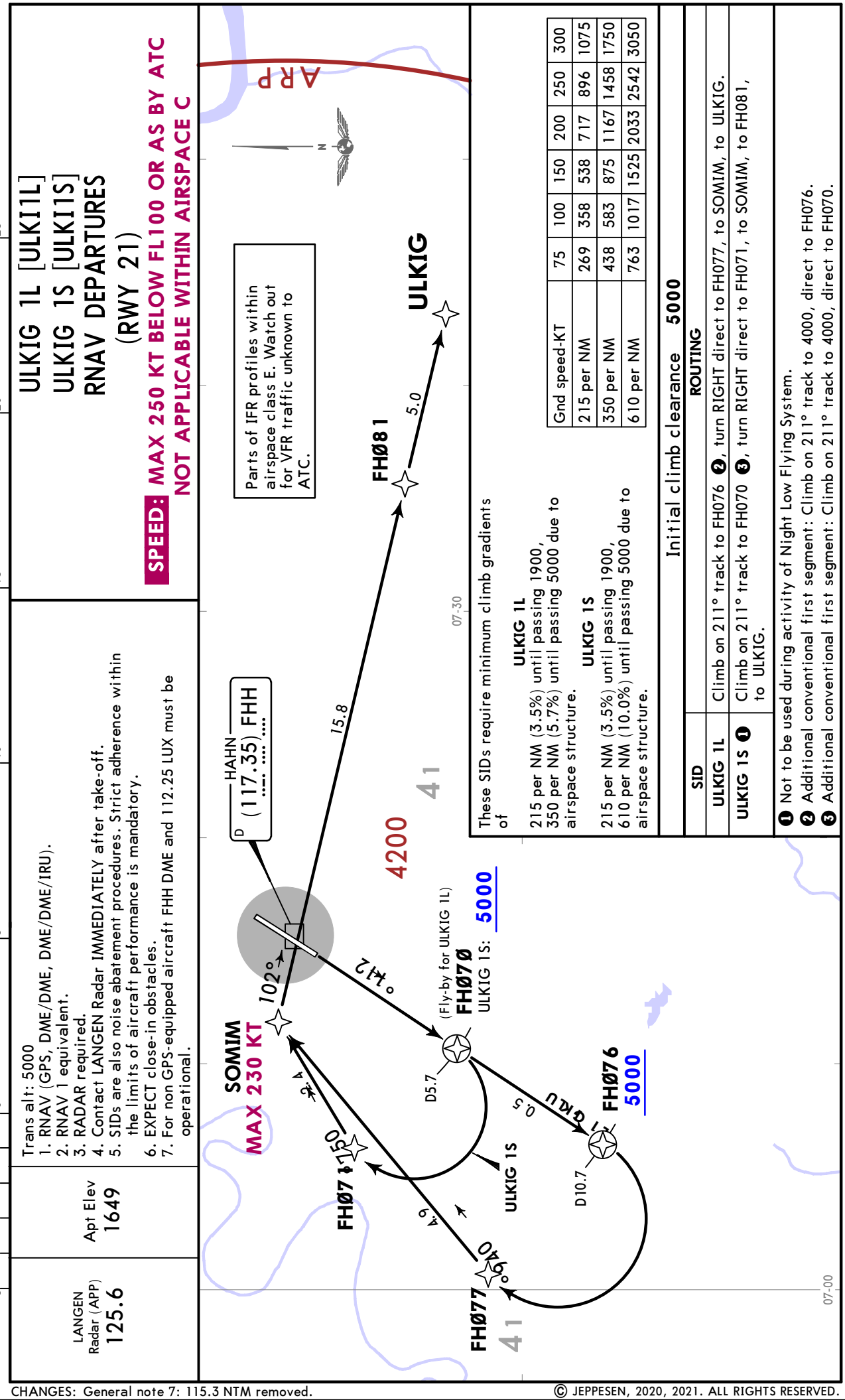
ULKIG 1S
215 per NM (3.5%) until passing 1900,
610 per NM (10.0%) until passing 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
350 per NM	438	583	875	1167	1458	1750
610 per NM	763	1017	1525	2033	2542	3050

Initial climb clearance 5000

SID	ROUTING
ULKIG 1L	Climb on 211° track to FH076 ❷, turn RIGHT direct to FH077, to SOMIM, to ULKIG.
ULKIG 1S ❶	Climb on 211° track to FH070 ❸, turn RIGHT direct to FH071, to SOMIM, to FH081, to ULKIG.

❶ Not to be used during activity of Night Low Flying System.
❷ Additional conventional first segment: Climb on 211° track to 4000, direct to FH076.
❸ Additional conventional first segment: Climb on 211° track to 4000, direct to FH070.

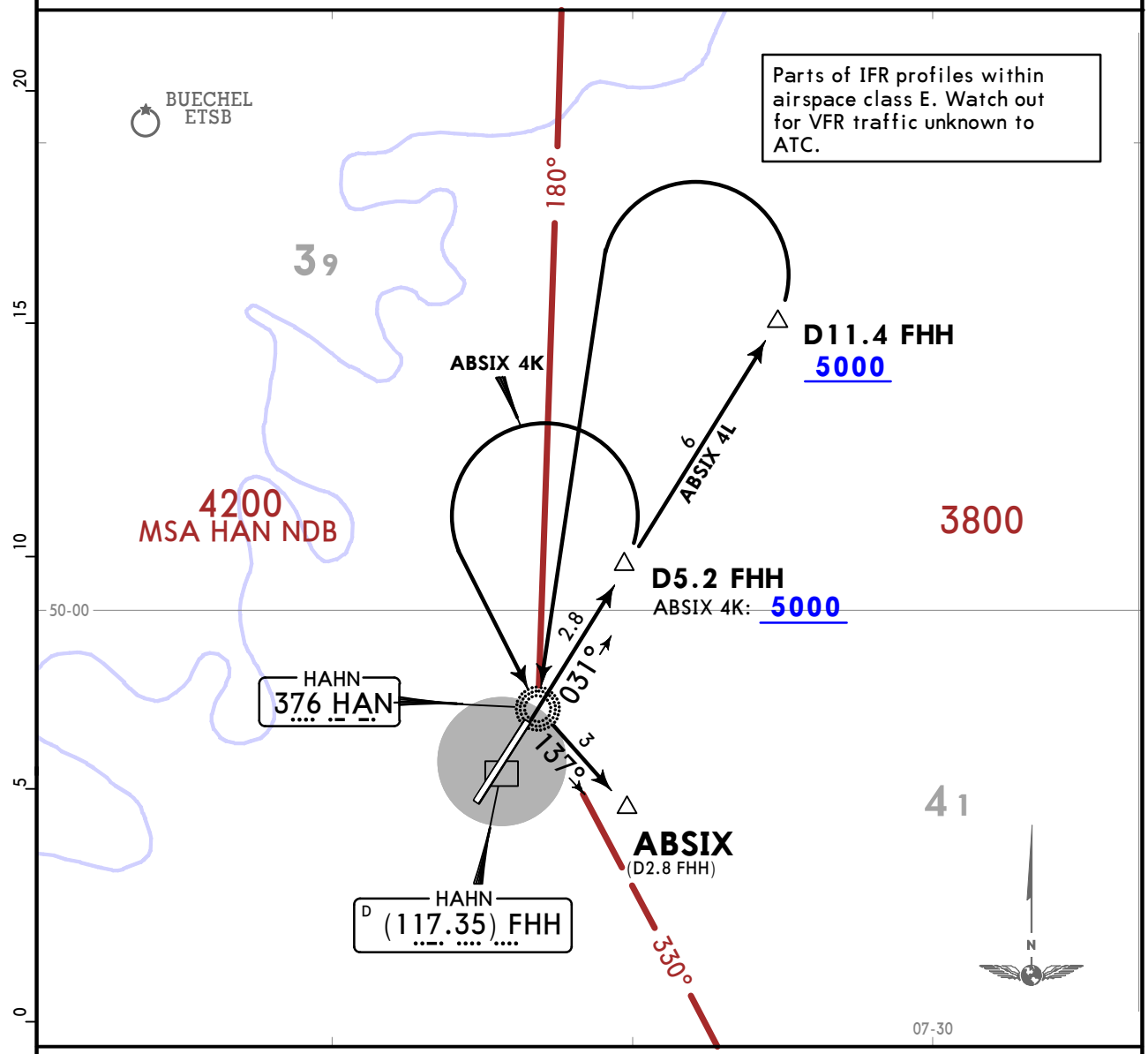


LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ABSIX 4K [ABSI4K]
ABSIX 4L [ABSI4L]
DEPARTURES
(RWY 03)

ONLY AVAILABLE FOR IFR TRAINING FLIGHTS OR FLIGHTS INTENDING TO PROCEED VIA Z-100

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

ABSIX 4K
820 per NM (13.5%) due to airspace structure.
ABSIX 4L
335 per NM (5.5%) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335 per NM	419	558	838	1117	1396	1675
820 per NM	1025	1367	2050	2733	3417	4100

Initial climb clearance **5000**

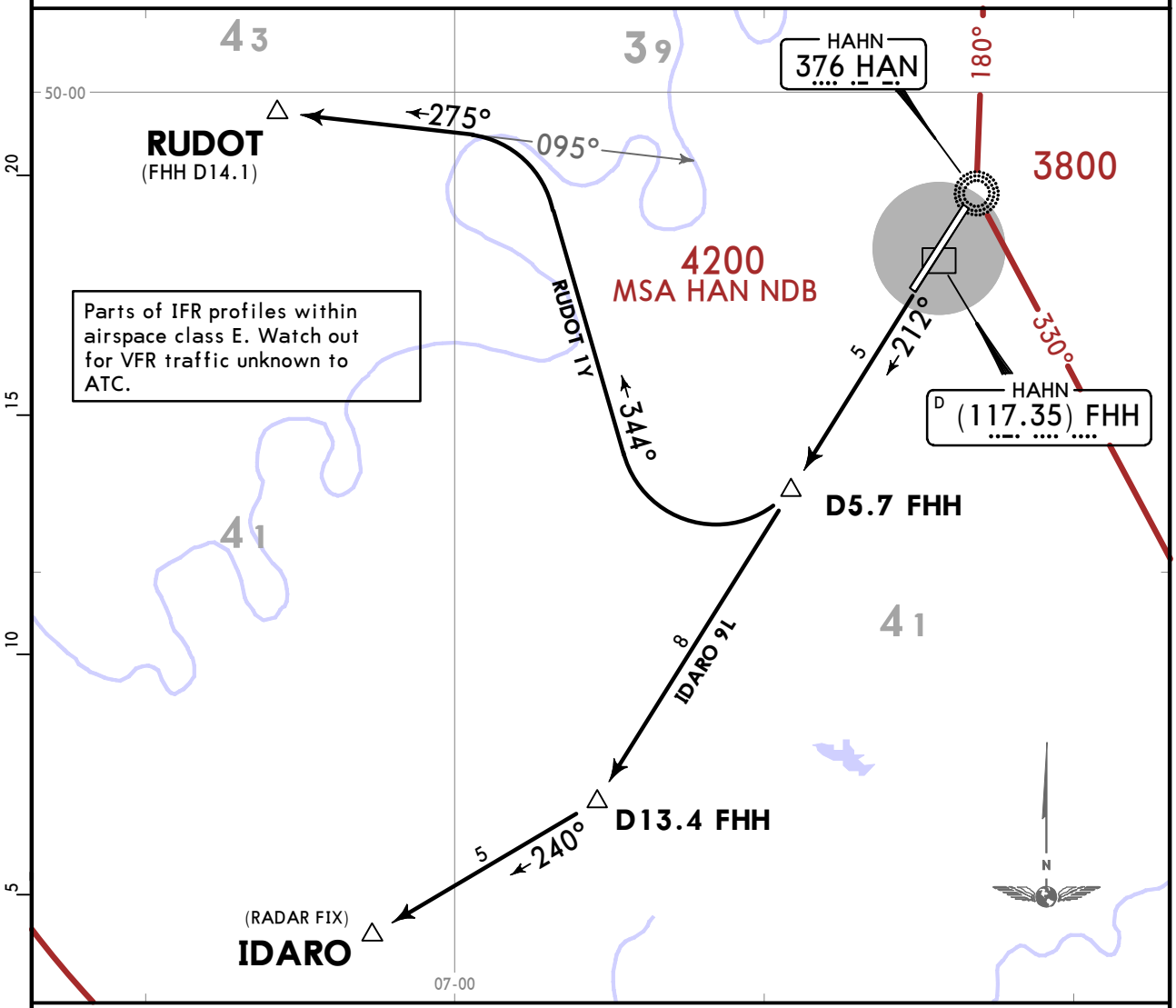
SID	ROUTING
ABSIX 4K	Intercept 031° bearing from HAN to D5.2 FHH, turn LEFT direct to HAN, turn LEFT, 137° bearing to ABSIX.
ABSIX 4L	Intercept 031° bearing from HAN to D11.4 FHH, turn LEFT direct to HAN, turn LEFT, 137° bearing to ABSIX.

CHANGES: None.

LANGEN Radar (APP) 125.6	Apt Elev 1649	Trans alt: 5000 1. Contact LANGEN Radar IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles.

IDARO 9L [IDAR9L]
RUDOT 1Y [RUDO1Y]
DEPARTURES
(RWY 21)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

IDARO 9L
215 per NM (3.5%) until passing 1900,
255 per NM (4.2%) until passing 4900 due to airspace structure.

RUDOT 1Y
215 per NM (3.5%) until passing 1900.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	538	717	896	1075
255 per NM	319	425	638	850	1063	1275

Initial climb clearance **5000**

SID	ROUTING
IDARO 9L ❶	Intercept 212° bearing from HAN to D13.4 FHH, turn RIGHT, 240° track to IDARO.
RUDOT 1Y ❷❸	Intercept 212° bearing from HAN to D5.7 FHH, turn RIGHT, 344° track, intercept 275° bearing from HAN to RUDOT.

❶ Only for flights with destination EDDR, EDRZ or EDSB and flights continuing via Z-818/ G-21.
❷ Only for flights proceeding via Y-180 to DIK and via Y-181 to MAKIK.
❸ Not to be used during activity of Night Low Flying System.

CHANGES: Reissue.

EDFH/HHN

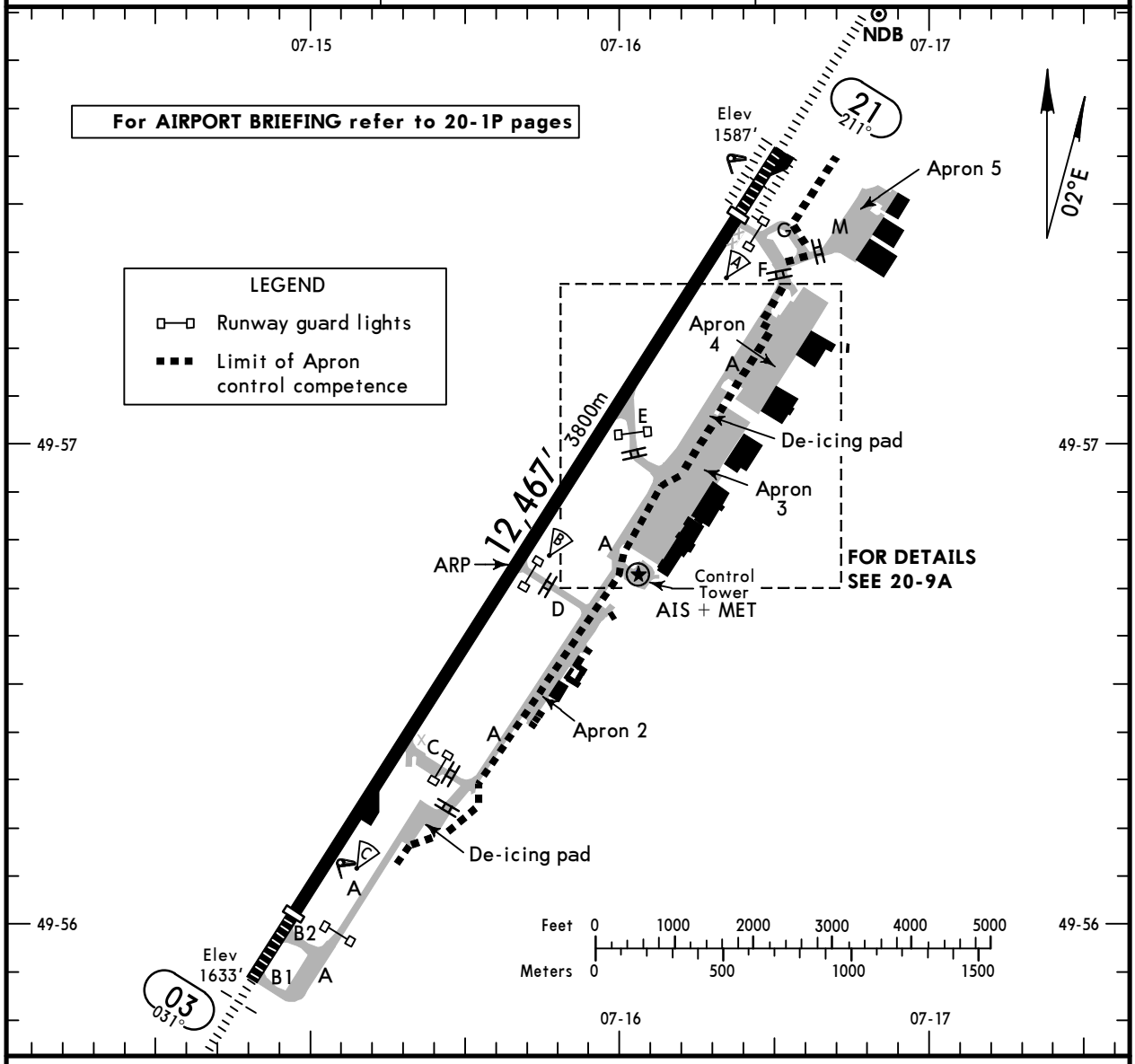
Apt Elev **1649′**
N49 56.7 E007 15.7

JEPPESEN **FRANKFURT-HAHN, GERMANY**

18 SEP 20 (20-9)

FRANKFURT-HAHN

ATIS	*HAHN Ground	Tower
136.355	121.980	119.655



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL CL ❶ ALSF-I PAPI-L(3.0°)	RVR	11,483′ 3500m	10,571′ 3222m	❷	148′ 45m
21	HIRL CL ❶ ALSF-II TDZ REIL PAPI-L(3.0°)	RVR		10,512′ 3204m		

❶ spacing 15m
❷ TAKE-OFF RUN AVAILABLE

RWY 03:
From rwy head 11,483′ (3500m)
twy C int 8022′ (2445m)
twy D int 5266′ (1605m)

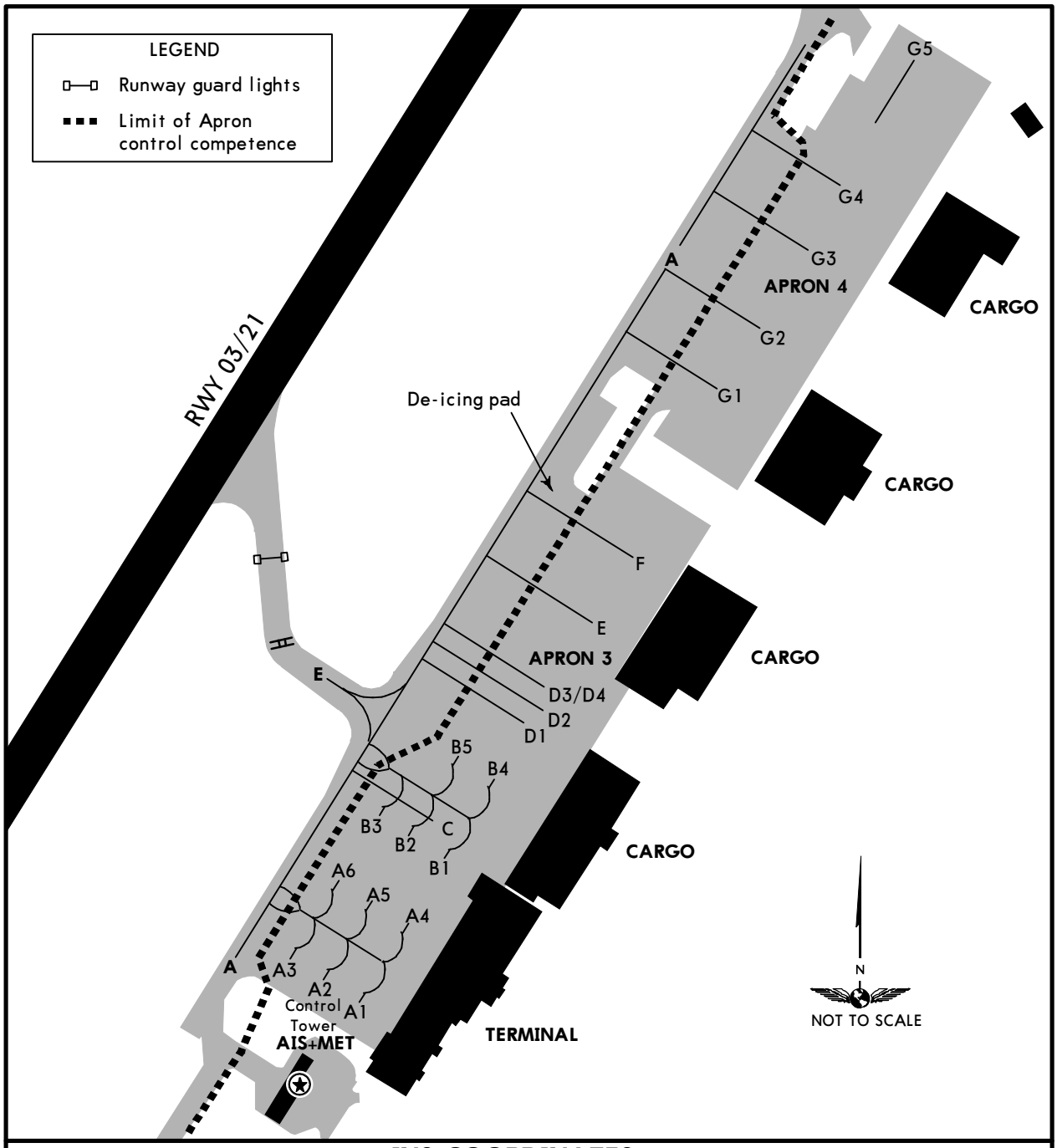
RWY 21:
From rwy head 12,467′ (3800m)
twy F int 11,483′ (3500m)
twy E int 8875′ (2705m)
twy D int 6250′ (1905m)

Standard TAKE-OFF

	Low Visibility Take-off: ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 21: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: De-icing pads added.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A3	N49 56.8 E007 16.1	G1	N49 57.1 E007 16.4
A4	N49 56.8 E007 16.2	G2	N49 57.1 E007 16.5
A5	N49 56.8 E007 16.1	G3, G4	N49 57.2 E007 16.5
A6	N49 56.9 E007 16.1	G5	N49 57.3 E007 16.6
B1, B2	N49 56.9 E007 16.2		
B3	N49 56.9 E007 16.1		
B4 thru C	N49 56.9 E007 16.2		
D1 thru D4	N49 56.9 E007 16.3		
E	N49 57.0 E007 16.3		
F	N49 57.0 E007 16.4		

CHANGES: De-icing pad added.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

11 JAN 19 (21-1)

FRANKFURT-HAHN, GERMANY
ILS or LOC Rwy 03

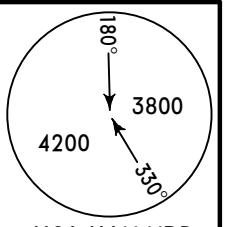
ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

BRIEFING STRIP

LOC IHAE	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 1649′ / Rwy 1638′
109.3	031°	2810′ (1172′)	1838′ (200′)	

MISSED APCH: Climb on track 031° to 4000′, then turn RIGHT to NDB climbing to 5000′. MAX 220 KT.

Alt Set: hPa | Rwy Elev: 59 hPa | Trans level: By ATC | Trans alt: 5000′



MSA HAN NDB

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

LOC: DME required.

ALIGNMENT TURN AFTER HOLDING

(IAF) HAHN 376 HAN

HAHN D (117.35) FHH

D4.3 FHH

MM D1.2 FHH

D3.2 FHH

OM D4.1 FHH

D8.2 FHH

D12.1 FHH

ILS 031° 109.3 IHAE

RINIR D11.0 FHH

(IAF) FH415 D18.6 FHH 6000′

(IF) D15.0 FHH

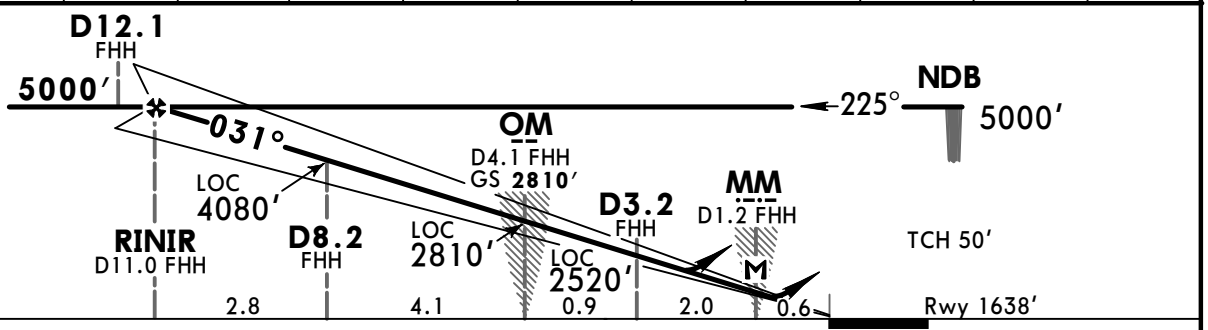
NOT TO SCALE

MAX 210 KT

❶ 031° 3.6 5000
❷ 031° 4.0 5000

HOLDING FIX
211°
6000
031°
FH415

LOC (GS out)	FHH DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4690′	4370′	4050′	3730′	3410′	3090′	2780′	2460′	2140′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D1.2 FHH						

HIALS | PAPI

MAX 220 KT

4000′ on 031°

Standard STRAIGHT-IN LANDING RWY 03

	ILS DA(H) 1838′ (200′) FULL	ILS DA(H) 1838′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 2050′ (412′)	LOC (GS out) CDFA DA/MDA(H) 2050′ (412′) ALS out
A	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B				
C				RVR 1900m
D				

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

20 MAR 20 (21-2)

FRANKFURT-HAHN, GERMANY
ILS or LOC Rwy 21

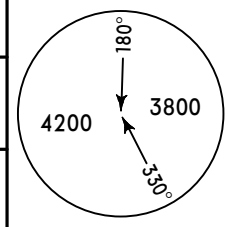
BRIEFING STRIP

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

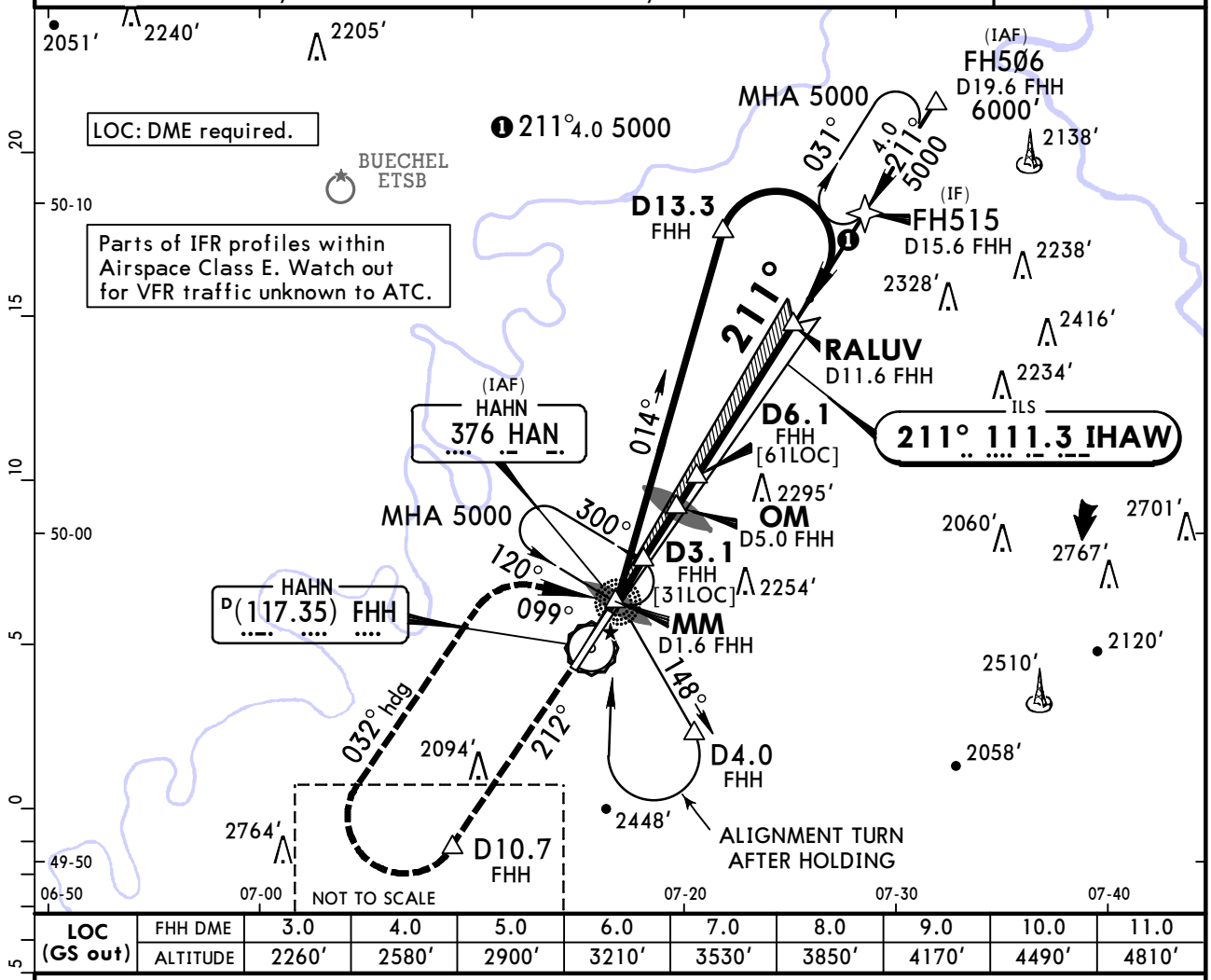
LOC IHAW	Final Apch Crs	RALUV	ILS DA(H)	Apt Elev 1649′
111.3	211°	5000′ (3405′)	1795′ (200′)	Rwy 1595′

MISSED APCH: Climb on course 212° from NDB to D10.7 FHH, then turn RIGHT on heading 032° to intercept 099° inbound to NDB climbing to 5000′.

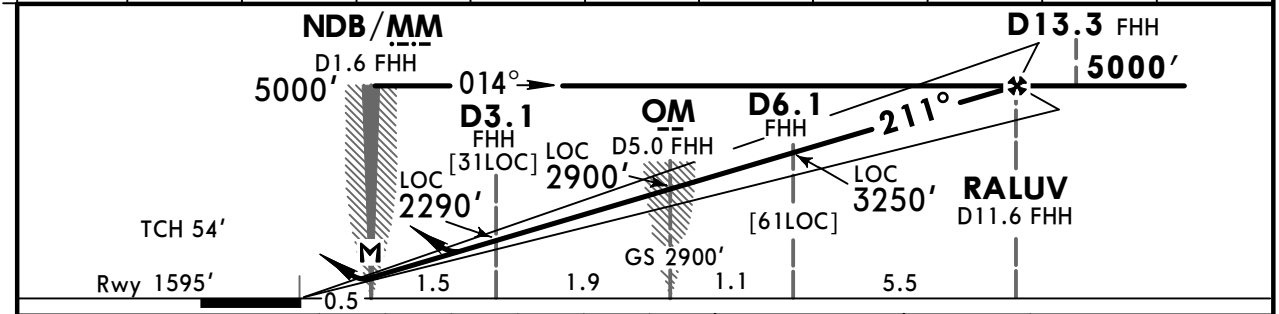
Alt Set: hPa	Rwy Elev: 57 hPa	Trans level: By ATC	Trans alt: 5000′



MSA HAN NDB



LOC (GS out)	FHH DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	2260′	2580′	2900′	3210′	3530′	3850′	4170′	4490′	4810′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB/MM/D1.6 FHH						

ALSF-II
REIL
PAPI

D10.7 FHH on 212°

Standard STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 1795′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1990′ (395′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

20 MAR 20 (21-2A)

FRANKFURT-HAHN, GERMANY
CAT II/III ILS Rwy 21

BRIEFING STRIP

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

LOC IHAW 111.3	Final Apch Crs 211°	RALUV 5000′ (3405′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1649′ Rwy 1595′

MISSED APCH: Climb on course 212° from NDB to D10.7 FHH, then turn RIGHT on heading 032° to intercept 099° inbound to NDB climbing to 5000′.

Alt Set: hPa | Rwy Elev: 57 hPa | Trans level: By ATC | Trans alt: 5000′

MSA HAN NDB: 180°–3800, 4200, 330°

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

211° 4.0 5000

BUECHEL ETSB

Special Aircrew & Acft Certification Required.

(IAF) FH506 D19.6 FHH 6000′

MHA 5000

031° 4.0 211° 5000

(IF) FH515 D15.6 FHH

D13.3 FHH

211°

RALUV D11.6 FHH

ILS 211° 111.3 IHAW

(IAF) HAHN 376 HAN

014°

MHA 5000

300°

120°

099°

OM D5.0 FHH

MM D1.6 FHH

HAHN (117.35) FHH

148°

212°

032° hdg

D4.0 FHH

ALIGNMENT TURN AFTER HOLDING

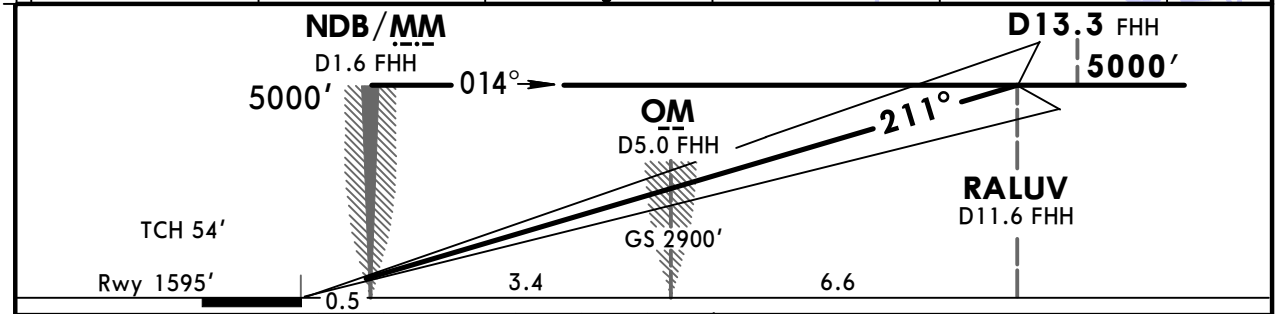
D10.7 FHH

2271′ 2330′ 2276′ 2051′ 2205′ 2138′ 2238′ 2328′ 2416′ 2234′ 2295′ 2060′ 2701′ 2767′ 2120′ 2510′ 2058′ 2094′ 2764′ 2195′ 2448′ 2553′ 2082′ 2375′ 2189′

20 15 10 5 0 5

50-10 50-00 49-50

06-50 07-00 07-10 07-20 07-30 07-40



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

D10.7 FHH 212°

Standard STRAIGHT-IN LANDING RWY 21

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 107′ DA(H) 1695′ (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: CAT IIIB Minimums.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

11 JAN 19 (22-1)

FRANKFURT-HAHN, GERMANY
RNP Rwy 03

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

BRIEFING STRIP

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy
Ch 82821 E03A	031°	RINIR 5000′ (3362′)	1838′ (200′)	Apt Elev 1649′ / Rwy 1638′

MISSED APCH: Climb on course 031° to 4000′, then turn RIGHT direct to HAN climbing to 5000′. MAX 220 KT.

Alt Set: hPa | Rwy Elev: 59 hPa | Trans level: By ATC | Trans alt: 5000′

4200

MSA ARP

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

BARO-VNAV operations not authorized below -15°C.

SPANGDAHLEM
Spangdahlem AB
ETAD

2123′ 2141′ 2295′ 2254′ 2094′ 2195′ 2553′ 2185′ 2375′ 2189′ 2911′ 2246′ 2924′ 2269′ 2129′ 2363′ 2205′ 2386′ 2493′ 2431′ 2159′ 2062′

031° 300° 5000 120°

(IAF) HAN 5000′

RWØ3

11.3 238° 5000

2.0 NM to RWØ3

FHØ1Ø MAX 210 KT

4.6 NM to RWØ3

6.6 211° 5000

EGNOS Ch 82821 E03A

7.5 NM to RWØ3

RINIR

FHØ12

5.0 121° 5000

031°

(IF) FH414 5000′

211°

(IAF) FH415 6000′ MAX 220 KT

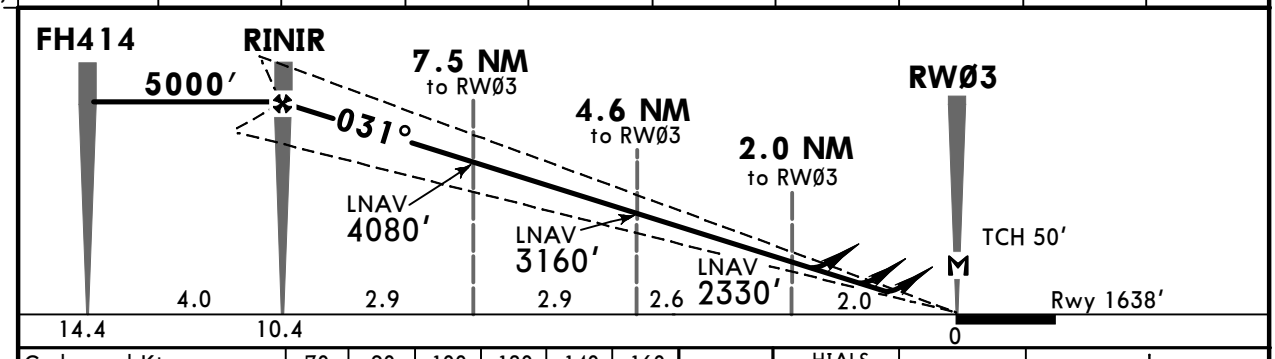
6000 031°

1 031° 3.5 5000
2 MAX 220 KT.

49-50 49-40 50-00

06-40 06-50 07-00 07-10 07-20 07-30

DIST to RWØ3	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4880′	4560′	4240′	3920′	3600′	3280′	2970′	2650′	2330′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ3						

HIALS PAPI

MAX 220 KT

4000′ on 031°

Standard STRAIGHT-IN LANDING RWY 03

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H) 1838′ (200′)	DA(H) A: 1931′ (293′) C: 1951′ (313′) B: 1941′ (303′) D: 1961′ (323′)	DA/MDA(H) 2080′ (442′)

PANS OPS

	ALS out		ALS out		ALS out
A B C	RVR 550m 1	RVR 1200m	RVR 750m	RVR 1400m	RVR 1400m	RVR 1500m
D			RVR 800m	RVR 1500m		RVR 2100m

1 W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

11 JAN 19 (22-2)

FRANKFURT-HAHN, GERMANY
RNP Rwy 21

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

BRIEFING STRIP™

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1649′
Ch 86164 E21A	**211°**	**RALUV** **5000′** (3405′)	**1795′** (200′)	Rwy 1595′

MISSED APCH: Climb on course 212° to FHØ76, then turn RIGHT direct to FH5Ø7, then to HAN climbing to 5000′.

Alt Set: hPa | Rwy Elev: 57 hPa | Trans level: By ATC | Trans alt: 5000′

4200

MSA ARP

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

BUECHEL ETSB

BARO-VNAV operations not authorized below -15°C.

MAX 220 KT
MHA 5000

(IAF) FH5Ø6 6000′

FHØ31

5.0 121° 5000

031°

4.0 211°

2138′

(IF) FH515 5000′

from FH5Ø6: MAX 220 KT

9.4 031° 5000

211°

RALUV

2328′ 2416′ 2234′

FH5Ø2 MAX 210 KT

EGNOS Ch 86164 E21A

5.0 NM to RW21

2141′ 2200′

2295′

6.9 344° 5000

2.0 NM to RW21

2060′ 2767′

FH5Ø7

8.6 099°

120° 5000

2254′

(IAF) HAN 5000′

RW21

2120′

2510′

11.7 212°

2058′

FHØ76

2448′

2553′

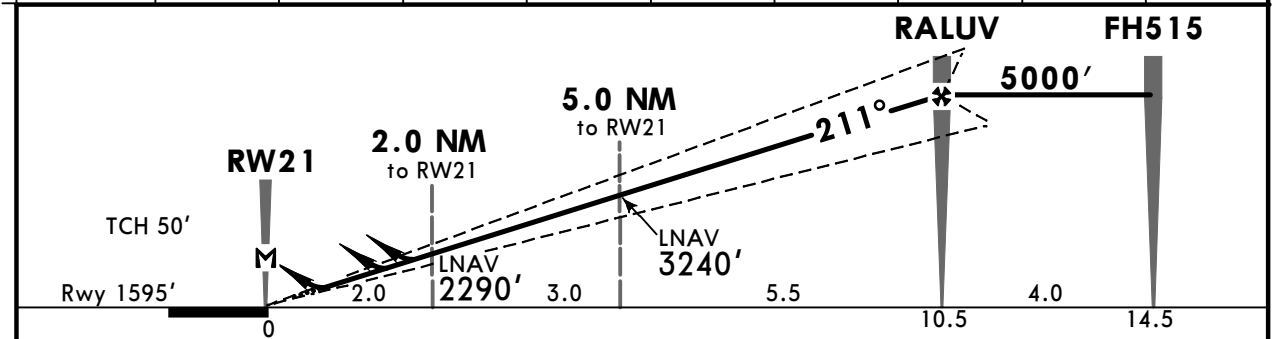
50-10 50-00 49-50

20 15 10 5 0 5

06-50 07-20 07-30 07-40

NOT TO SCALE

DIST to RW21	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	2290′	2610′	2920′	3240′	3560′	3880′	4200′	4520′	4830′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW21						

ALSF-II
REIL
PAPI

FHØ76 on 212°

Standard

STRAIGHT-IN LANDING RWY **21**

LPV CAT I
DA(H) **1795′** (200′)

DA(H) **LNAV/VNAV**
A: **1902′** (307′) C: **1920′** (325′)
B: **1911′** (316′) D: **1929′** (334′)

CDFA **LNAV**
DA/MDA(H) A: **2030′** (435′)
BCD: **2080′** (485′)

PANS OPS

		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1300m	RVR 1500m
B							
C				RVR 800m	RVR 1500m	RVR 1500m	RVR 2300m
D							

1 W/o HUD/AP/FD: 750m. 2 With TDZ & CL & HUD: 700m.

CHANGES: Communications.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

20 MAY 22 (26-1)

FRANKFURT-HAHN, GERMANY
NDB Rwy 03

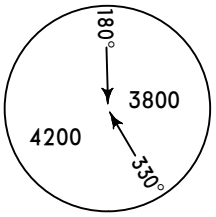
BRIEFING STRIP™

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

NDB HAN	Final Apch Crs	RINIR	DA/MDA(H)	Apt Elev 1649′
376	031°	5000′ (3362′)	2210′ (572′)	Rwy 1638′

MISSED APCH: Climb on track 031° to 4000′, then turn RIGHT direct to NDB climbing to 5000′. MAX 220 KT.

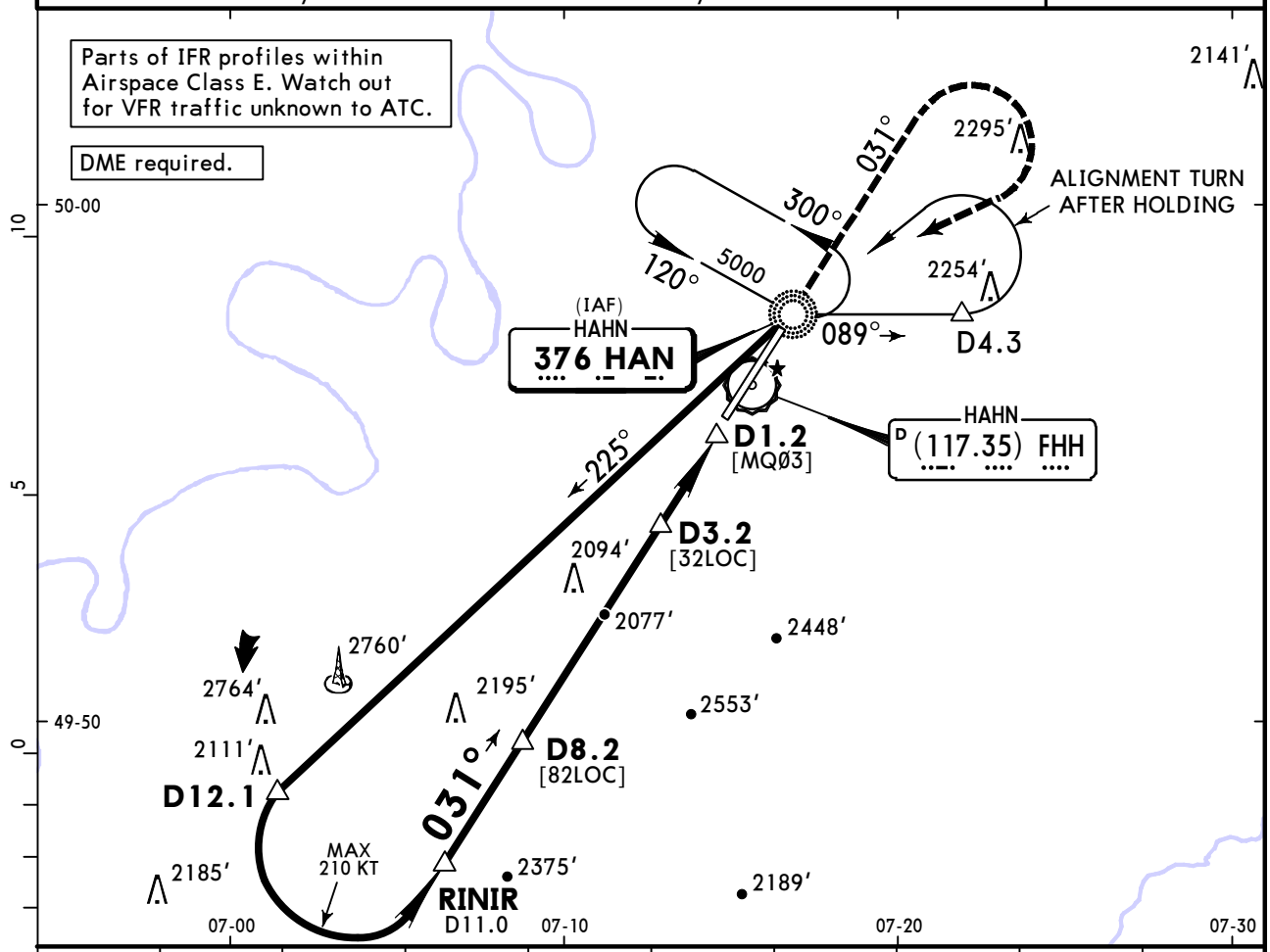
Alt Set: hPa | Rwy Elev: 59 hPa | Trans level: By ATC | Trans alt: 5000′



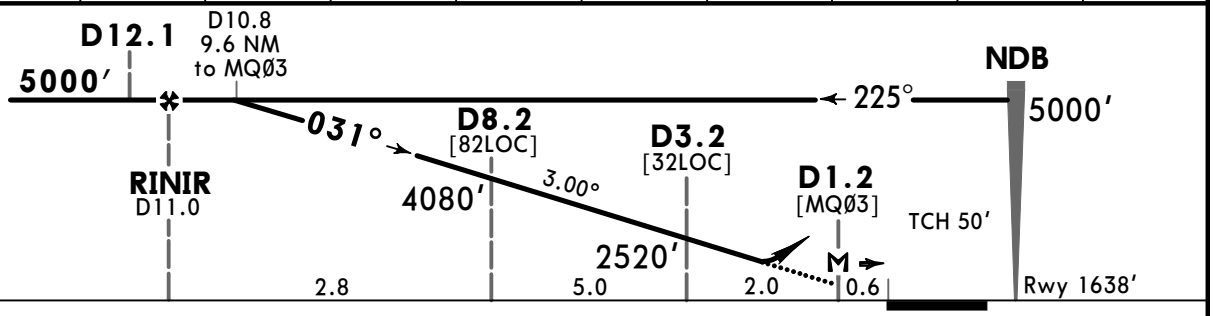
MSA HAN NDB

Parts of IFR profiles within Airspace Class E. Watch out for VFR traffic unknown to ATC.

DME required.



FHH DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4690′	4370′	4050′	3730′	3410′	3090′	2780′	2460′	2140′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2							

HIALS | PAPI

MAX 220 KT

4000′ on 031°

Standard STRAIGHT-IN LANDING RWY 03

CDFA

DA/MDA(H) 2210′ (572′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1900m	RVR 2400m
D		

CHANGES: Descent angle.

EDFH/HHN
FRANKFURT-HAHN

JEPPESEN

20 MAY 22 (26-2)

FRANKFURT-HAHN, GERMANY
NDB Rwy 21

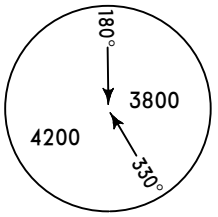
BRIEFING STRIP TM

ATIS	LANGEN Radar (APP)	HAHN Tower	*Ground
136.355	125.6	119.655	121.980

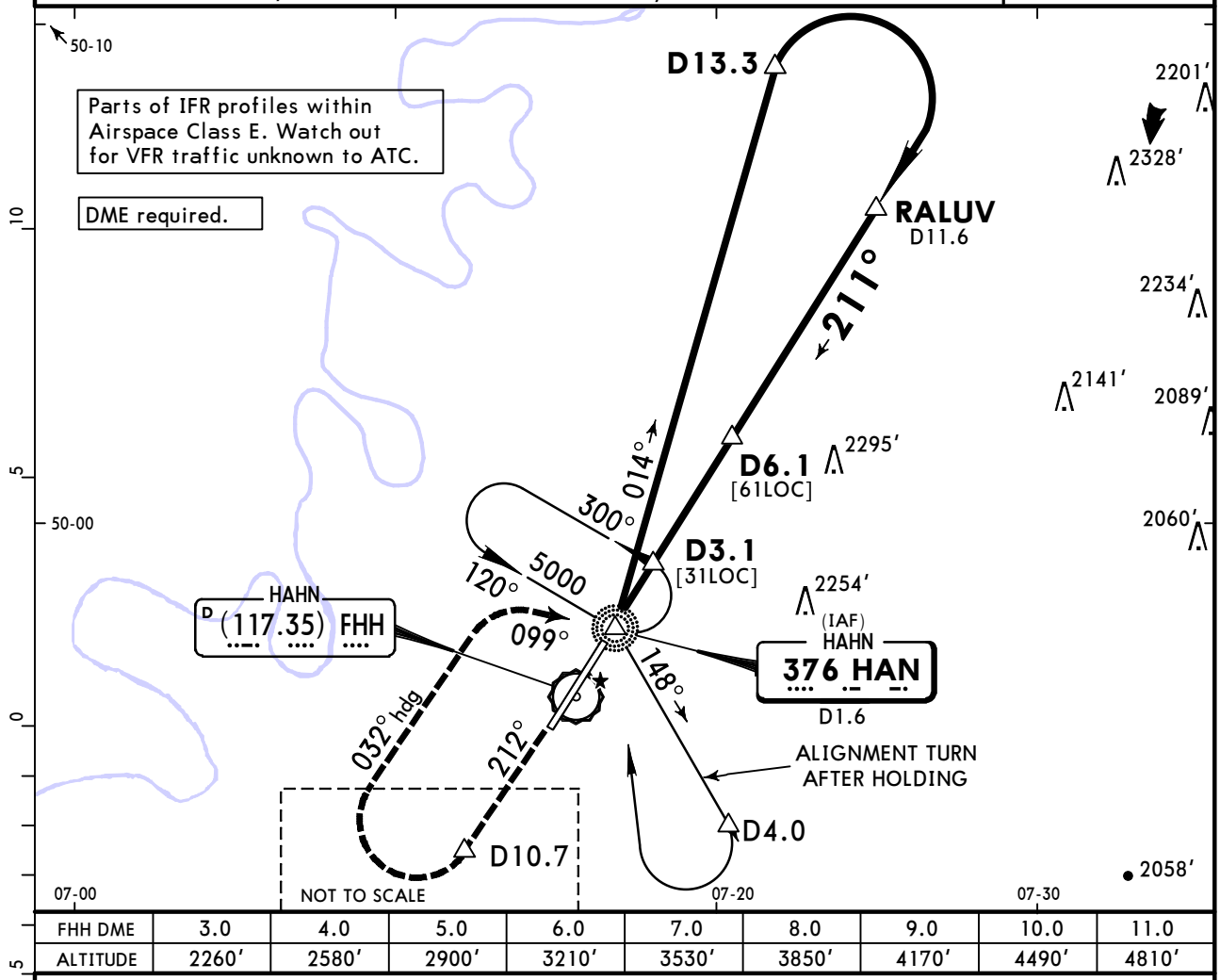
NDB HAN 376	Final Apch Crs 211°	RALUV 5000′ (3405′)	DA/MDA(H) 2140′ (545′)	Apt Elev 1649′ Rwy 1595′

MISSED APCH: Climb on course 212° from NDB to D10.7, then turn RIGHT on heading 032° to intercept 099° inbound to NDB climbing to 5000′.

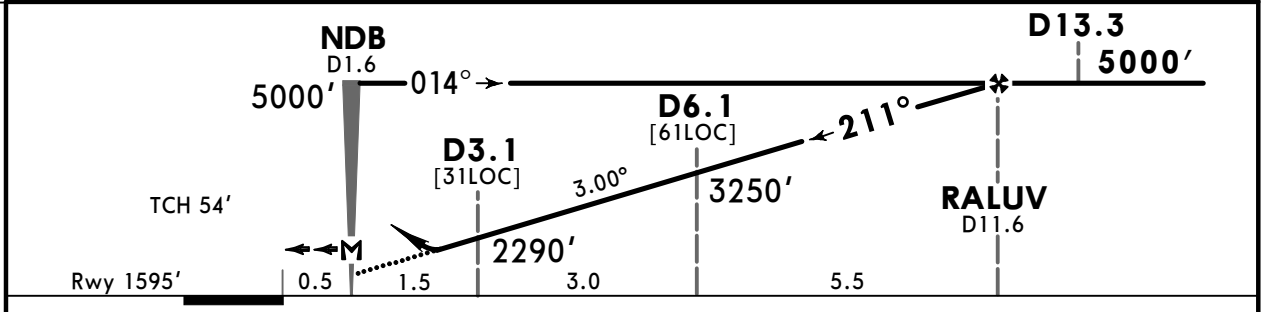
Alt Set: hPa | Rwy Elev: 57 hPa | Trans level: By ATC | Trans alt: 5000′



MSA HAN NDB



FHH DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	2260′	2580′	2900′	3210′	3530′	3850′	4170′	4490′	4810′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/D1.6							

ALSF-II
REIL
PAPI

D10.7 on 212°

Standard

STRAIGHT-IN LANDING RWY **21**

CDFA

DA/MDA(H) **2140′** (545′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1800m	RVR 2400m
D		

CHANGES: None.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
FRANKFURT-HAHN, (FRANKFURT-HAHN - EDFH)				
REV	AIRPORT BRIEFING (GEN)	20-1P	28 Jul 2023	
REV	AIRPORT BRIEFING (GEN CON...	20-1P1	28 Jul 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDFH

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.