

## Hahn Airport

IATA/ICAO CODE: HHN/EDFH  
CITY: Lautzenhausen  
COUNTRY: Germany

### AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

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Airport Web Site: [www.hahn-airport.de/](http://www.hahn-airport.de/)

ELEVATION: 1659 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	3800	-	-	45

### NOISE ABATEMENT PROCEDURES

#### Reverse Thrust

When landing, reverse thrust, other than idle thrust, may only be used as far as necessary for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

### AIRPORT CURFEWS

#### Restrictions of Night Flights

4.1 Take-offs and landings between 2100 – 0500 (2000 – 0400) are only allowed:

4.1.1 With jet aircraft which are noise certificated according to ICAO Annex 16, Volume 1, Chapter 3.

4.1.2 With propeller-driven aircraft which are noise certificated according to ICAO Annex 16, Volume 1, Chapters 3, 5, 6 or 10 and/or LSL, Chapter III, V, VI or X (published by the Federal Office of Civil Aviation (LBA) on January

1st 1991, BAnz. No 54a).

4.2 Exempt from the restrictions under 4.1.1 and 4.1.2 are:

4.2.1 Landings of aircraft provably approaching Frankfurt-Hahn Airport as alternate aerodrome for meteorological, technical or other safety reasons.

4.2.2 Take-offs and landings of aircraft on a mission in disasters or rendering medical assistance.

4.2.3 Take-offs and landings which are permitted „Landesbetrieb Straßen und Verkehr Rheinland-Pfalz, Referat Luftverkehr“, in substantiated individual cases to avoid serious disturbance to air traffic or for other compelling reasons in cases of special public interest.

4.3 From 2100 – 0500 (2000 – 0400), visual approaches for aircraft with a MTOM of more than 14 t are prohibited.

PREFERENTIAL RUNWAYS

Runway 21

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs of aircraft may not be conducted

- on Sundays and Public Holidays as well as
- on weekdays from 2100-0500 (2000-0400) local.

Exceptions may be applied for from the airport operator in justified individual cases.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Current Charges provided by the airport 6/2007 - current 10/2009 \(11/2011 verified as current per IATA Airport, ATC and Fuel Charges Monitor](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-

Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Information provided by Topsonic

A noise monitoring system was installed in 1995. It consists of 4 stationary noise monitoring terminals and 2 mobile monitoring terminals. The manufacturer of the system is Topsonic (Germany). Noise contour program (compatible with the AzB: the German definition of noise modeling) is available. The correlation of noise and aircraft is done by radar data coming from the local ATC system. Now a new release is installed.

FLIGHT TRACK MONITORING SYSTEM

Yes - correlation of noise and aircraft is done by radar data coming from the local ATC system.

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)