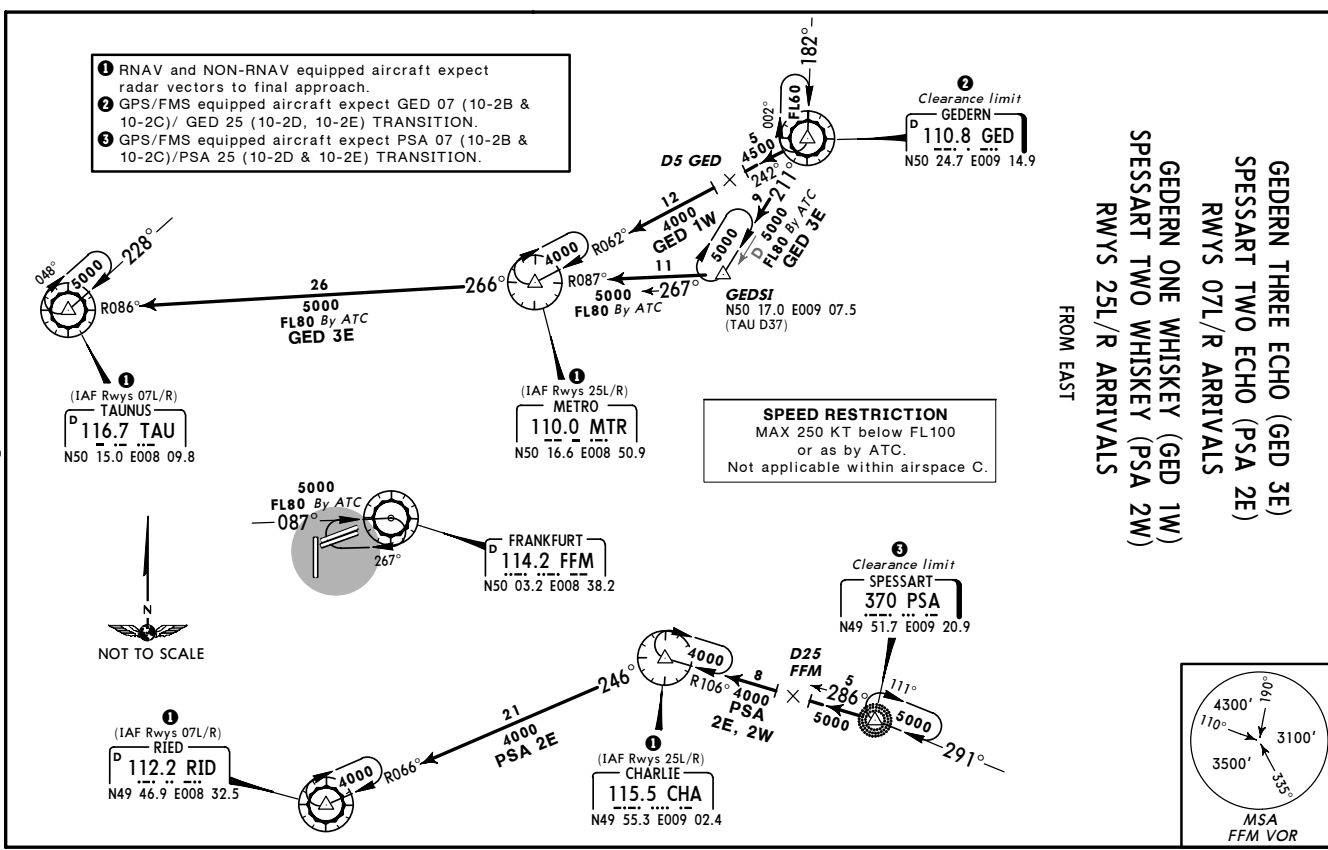


EDDF / FRA FRANKFURT / MAIN	25 JUN 04	10-2	EFF 8 JUL	STAR
--------------------------------	-----------	------	-----------	------

Alt Set: hPa (IN on request)	Alt Set: hPa (IN on request)
Trans level: By ATC	Trans level: By ATC
Trans alt: 5000	Trans alt: 5000

GEDERN THREE ECHO (GED 3E)
SPESSART TWO ECHO (PSA 2E)
RWYS 07L/R ARRIVALS



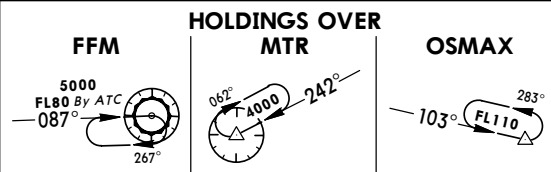
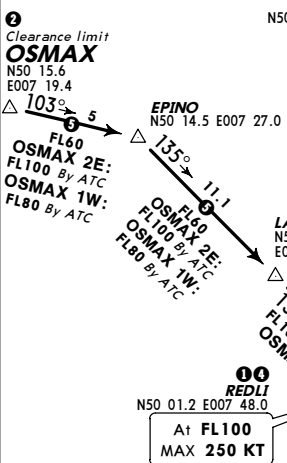
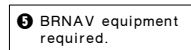
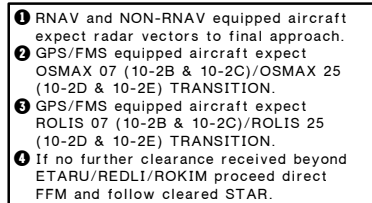
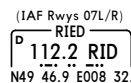
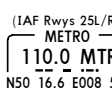
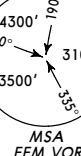
STAR

ROLIS ONE ECHO (ROLIS 1E) [ROL11E]

RWYS 07L/R ARRIVALS

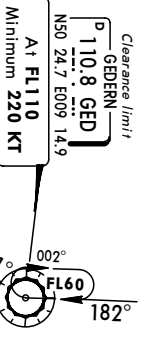
MAX ONE WHISKEY (OSMAX 1W) [OSMA1W]

RWYS 25L/R ARRIVALS 38.2 M



© JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED

GED 07, OSMAX 07
PSA 07, ROLIS 07
RWY 07L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC



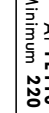
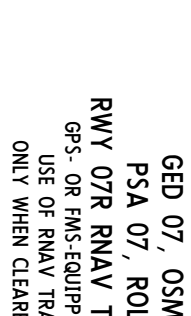
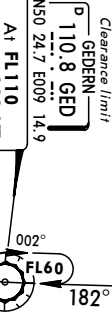
Eff 8 Jul

GED 07, OSMAX 07
PSA 07, ROLIS 07
RWY 07R RNAV TRANSITIONS

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

1. On downwind transition expect vectors to final
2. Speed restrictions on Transition (even without
are always mandatory, unless cancelled by ATC.

ONLY WHEN CLEARED BY ATC



NOT TO SCALE

Minimum	220
---------	-----

5000
D 0,

SPEED RESTRICTION

5000
D 0,

Minimum
320 KT

5000

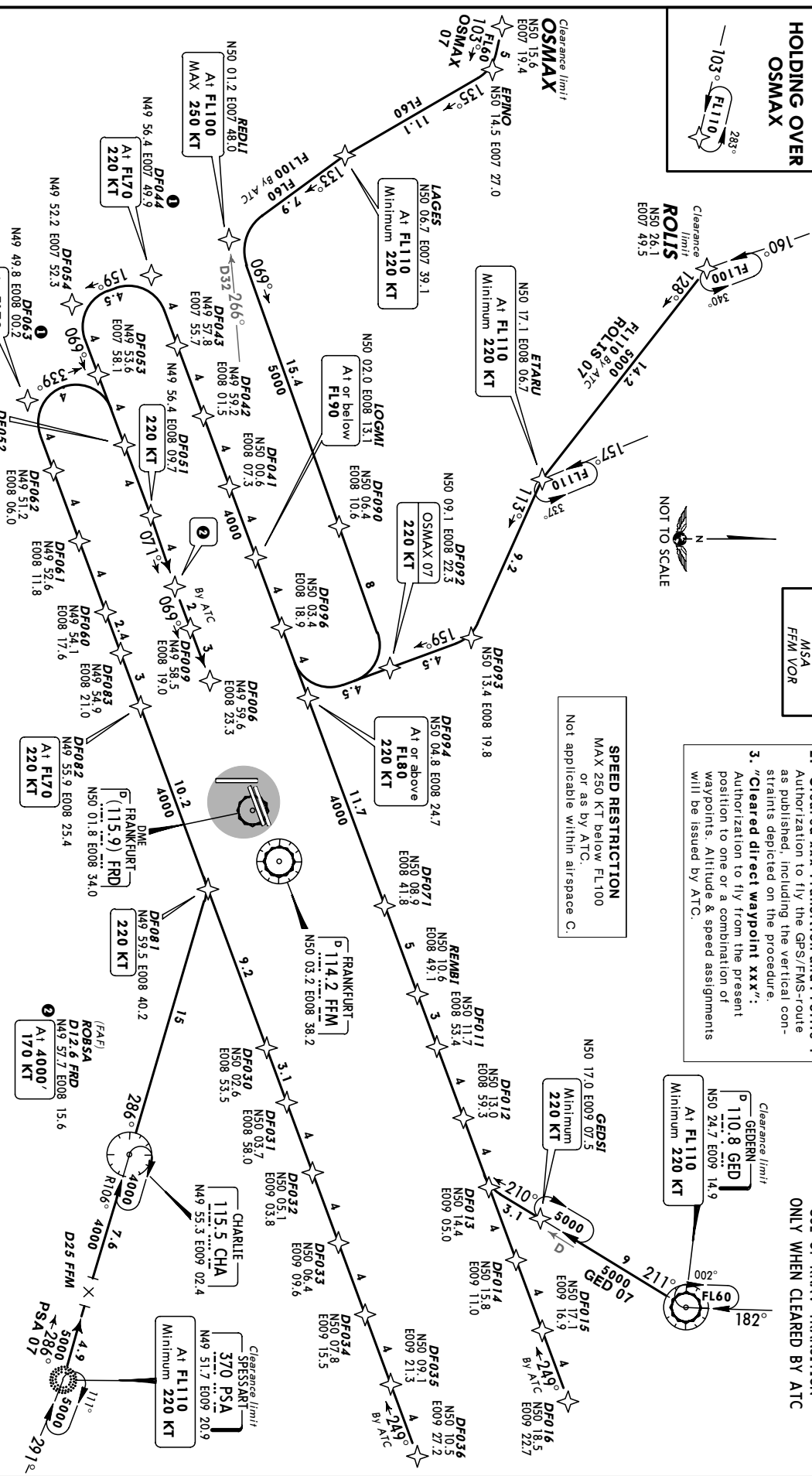
N50 12
E009 10

Not applicable within airspace C.

Minimum
220 Kt

5000

N50 12
E009 10



At or above
5000'

TRANSITION	ROUTING
GED 07	GED (FL110; K220+) - GEDSI (K220+) - DF013 (K220) - DF094 (FL80+; K220) - LOGMI (FL90-) - DF044 (FL70; K220) - DF054 (5000+) - DF051 (K220) - ROBSA (4000; K170).
OSMAX 07	OSMAX - EPINO - LAGES (FL110; K220+) - REDLI (FL100; K250-) - DF092 (K220) - DF094 (FL80+; K220) - LOGMI (FL90-) - DF044 (FL70; K220) - DF052 (5000+) - DF051 (K220) - ROBSA (4000; K170).
PSA 07	PSA (FL110; K220+) - CHA - DF081 (K220) - DF082 (5000+) - DF051 (K220) - ROBSA (4000; K170).
VALID FOR LOST COMM SITUATION	
ROLIS 07	ROLIS - ETARU (FL110; K220+) - DF093 - DF094 (FL80+; K220) - LOGMI (FL90-) - DF044 (FL70; K220) - DF054 - DF052 (5000+) - DF051 (K220) - ROBSA (4000; K170).

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

EDDF/FRA
FRANKFURT/
MAIN

JEPPESEN
10-20

FRANKFURT/MAIN, GERMANY
RNAV TRANSITION

***ATIS**
118.02
114.2

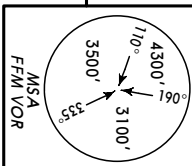
Apv Elev
364'

Alt Set: hPa (IN on request)
Trans alt: 5000'
1. On downwind transition expect vectors to final.
2. Speed restrictions on Transition (even without profile) are always mandatory, unless cancelled by ATC.

HOLDING OVER
OSMAX

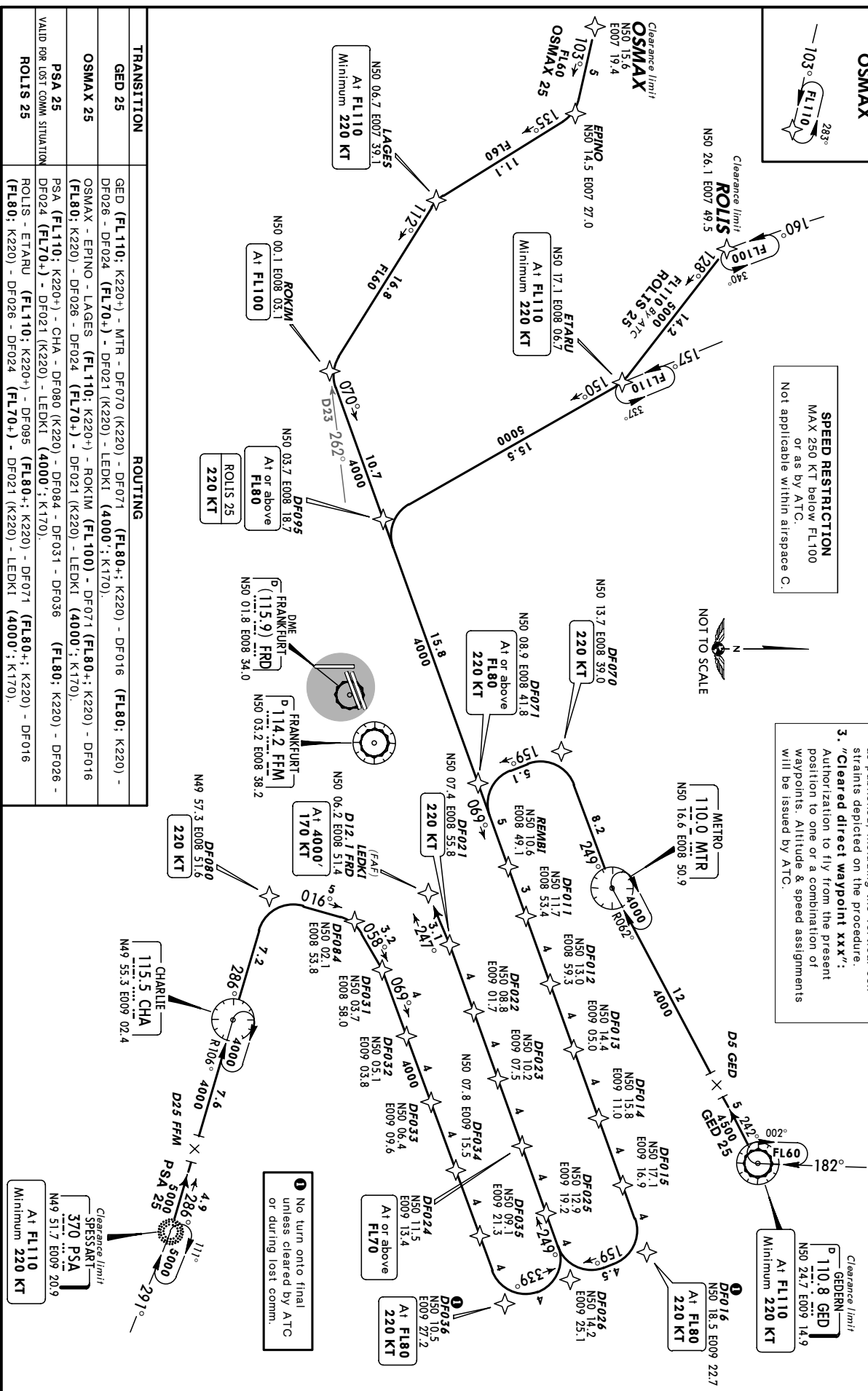


SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



- GPS/FMS CLEARANCE PHRASEOLOGY**
- "Cleared xxx Transition":
Authorization to fly the lateral GPS/FMS-route. Altitude & speed assignments will be issued by ATC.
 - "Cleared xxx Transition and Profile":
Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
 - "Cleared direct waypoint xxx":
Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

GED 25, OSMAX 25
PSA 25, ROLIS 25
RWY 25L RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC



TRANSITION

ROUTING

GED 25	GED (FL110; K220+) - MTR - DFO70 (K220) - DFO71 (FL80+; K220) - DFO16 (FL80; K220) - DFO26 - DFO24 (FL70+) - DFO21 (K220) - LEDKI (4000'; K170).
OSMAX 25	OSMAX - ERINO - LAGES (FL110; K220+) - ROKIM (FL100) - DFO71 (FL80+; K220) - DFO16 (FL80; K220) - DFO26 - DFO24 (FL70+) - DFO21 (K220) - LEDKI (4000'; K170).
PSA 25	PSA (FL110; K220+) - CHA - DFO80 (K220) - DFO31 - DFO36 (FL80; K220) - DFO26 - DFO24 (FL70+) - DFO21 (K220) - LEDKI (4000'; K170).
ROLIS 25	ROLIS - ETARU (FL110; K220+) - DFO95 (FL80+; K220) - DFO71 (FL80+; K220) - DFO16 (FL80; K220) - DFO26 - DFO24 (FL70+) - DFO21 (K220) - LEDKI (4000'; K170).
VALID FOR LOST COMM SITUATION	

JEPPESSEN
10-2E
25 JUN 04
Eff 8 Jul
EDDF/FRA
FRANKFURT/
MATN

GED 25, OSMAX 25
PSA 25, ROLIS 25
RWY 25R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC

GED 25, OSMAX 25
PSA 25, ROLIS 25
RWY 25R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC

Clearance limit
GEDERN
110.8 GED
N50 24.7 E009 1
A FL110



SID DESIGNATION	REFER TO CHART
ANEKI 5D, 7E	10-3B
ANEKI 5F, 5G, 4L	10-3C
ARPEG 1D, 1E	10-3D
ARPEG 2F, 2G, 2J	10-3E
ARPEG 2N	10-3F
ARPEG 2S	10-3G
ARPEG 1T	10-3G1
BIBOS 5D, 5E	10-3G2
BIBOS 5F, 5G, 5N	10-3G3
BIBOS 5L, 5S	10-3G4
BIBOS 6T	10-3G5
DKB 5D, 3E, 2F, 3G	10-3G6
DKB 2L, 4S	10-3G7
HAB 1C, 6D, 1E	10-3G8
KIR 4C, 4Q, 4Z	10-3H
KNG 2C, 1Q	10-3J
KNG 2Z	10-3J1
MTR 1C	10-3J2
NEKOM 1D, 1E	10-3J3
NEKOM 1F, 1G, 1L	10-3J4
NOMBO 4D, 3E, 2F, 3G	10-3J5
NOMBO 3L, 3S	10-3J6
RATIM 1D, 1E, 1F, 1G	10-3J7
RATIM 1S	10-3J8
RID 2C, 1Q, 2Z	10-3K
ROTEN 2F, 1G, 1L, 3S	10-3L
SOBRA 1D, 1E	10-3L1
SOBRA 1F, 1G, 1N, 1P	10-3L2
SOBRA 1L, 1S, 1U	10-3L3
SULUS 2D, 1E, 2F, 3G	10-3L4
SULUS 4L, 3S	10-3L5
TAU 1Q	10-3L6
TOBAK 1D, 1E	10-3L7
TOBAK 2F, 2G, 2J	10-3L8
TOBAK 2N	10-3M
TOBAK 2S, 2T	10-3N
ULKIG 2U	10-3N1
WRB 9D, 6E	10-3N2
WRB 3F, 2G, 4J	10-3N3
WRB 6N	10-3N4
WRB 5S	10-3N5
WRB 7T	10-3N6

FOR RNAV SID DESIGNATION REFER TO PAGE 10-3A

RNAV SID DESIGNATION	REFER TO CHART
ANEKI 5D, 7E	10-3N7
ANEKI 5F, 5G, 4L	10-3N8
ARPEG 1D, 1E	10-3P
ARPEG 2F, 2J	10-3Q
ARPEG 2N	10-3Q1
ARPEG 2S	10-3Q2
ARPEG 1T	10-3Q3
BIBOS 5D, 5E	10-3Q4
BIBOS 5F, 5G, 5N	10-3Q5
BIBOS 5L, 5S	10-3Q6
BIBOS 6T	10-3Q7
DKB 5D, 3E, 2F, 3G	10-3Q8
DKB 2L, 4S	10-3S
HAB 6D, 1E	10-3T
NEKOM 1D, 1E	10-3T1
NEKOM 1F, 1G, 1L	10-3T2
NOMBO 4D, 3E, 2F, 3G	10-3T3
NOMBO 3L, 3S	10-3T4
RATIM 1D, 1E, 1F, 1G	10-3T5
RATIM 1S	10-3T6
ROTEN 2F, 1G, 1L, 3S	10-3T7
SOBRA 1D, 1E	10-3T8
SOBRA 1F, 1G, 1N, 1P	10-3U
SOBRA 1L, 1S, 1U	10-3V
SULUS 2D, 1E, 2F, 3G	10-3V1
SULUS 4L, 3S	10-3V2
TOBAK 1D, 1E	10-3V3
TOBAK 2F, 2J	10-3V4
TOBAK 2N	10-3V5
TOBAK 2S, 2T	10-3V6
ULKIG 2U	10-3V7
WRB 9D, 6E	10-3V8
WRB 3F, 4J	10-3W
WRB 6N	10-3X
WRB 5S	10-3X1
WRB 7T	10-3X2

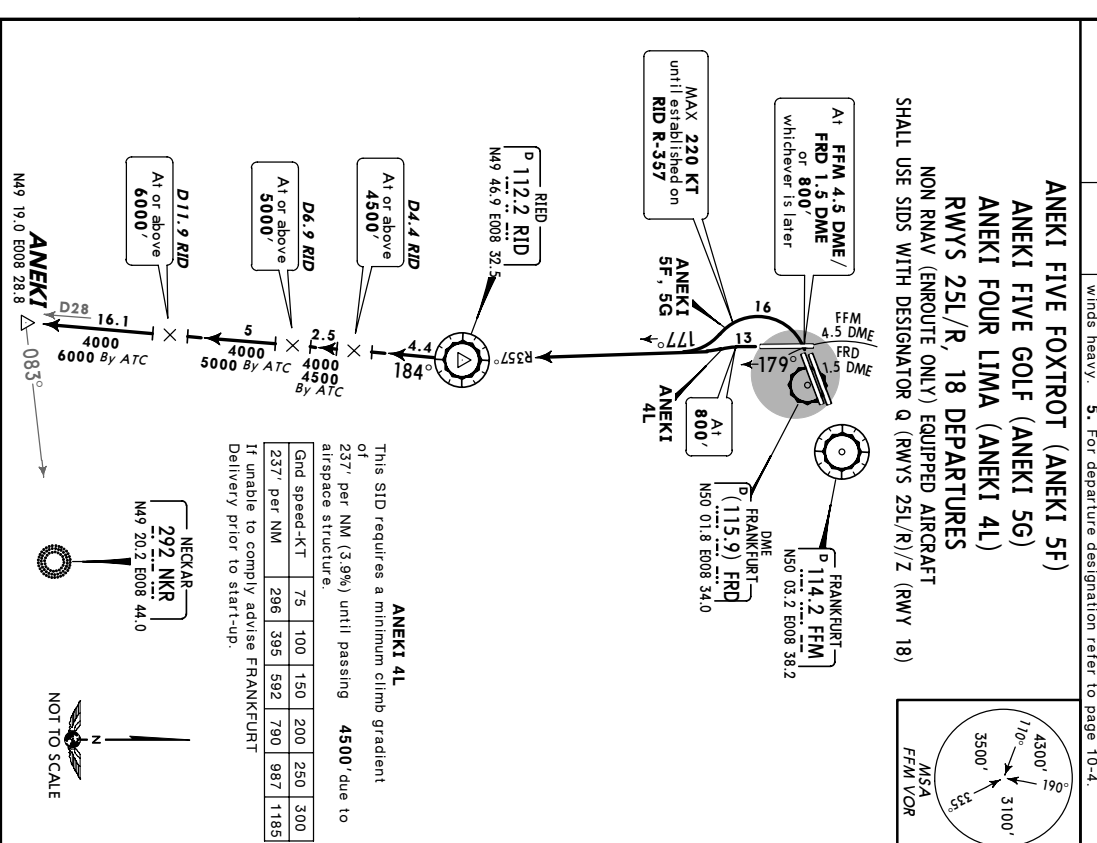
EDDF/FRA
FRANKFURT/MAIN
16 SEP 05
JEPPSEN FRANKFURT/MAIN, GERMAN
10-3C
Eft 29 Sep
SILENT

Trans level: By ATC Trans alt: 5000'

1. Contact FRANKFURT Departure immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-40).

Strict adherence within the limits of aircraft performance is mandatory.

3. Rwy 18: EXPECT close-in obstacles.
4. Rwy 18: Wind shears and increased turbulence must be expected when

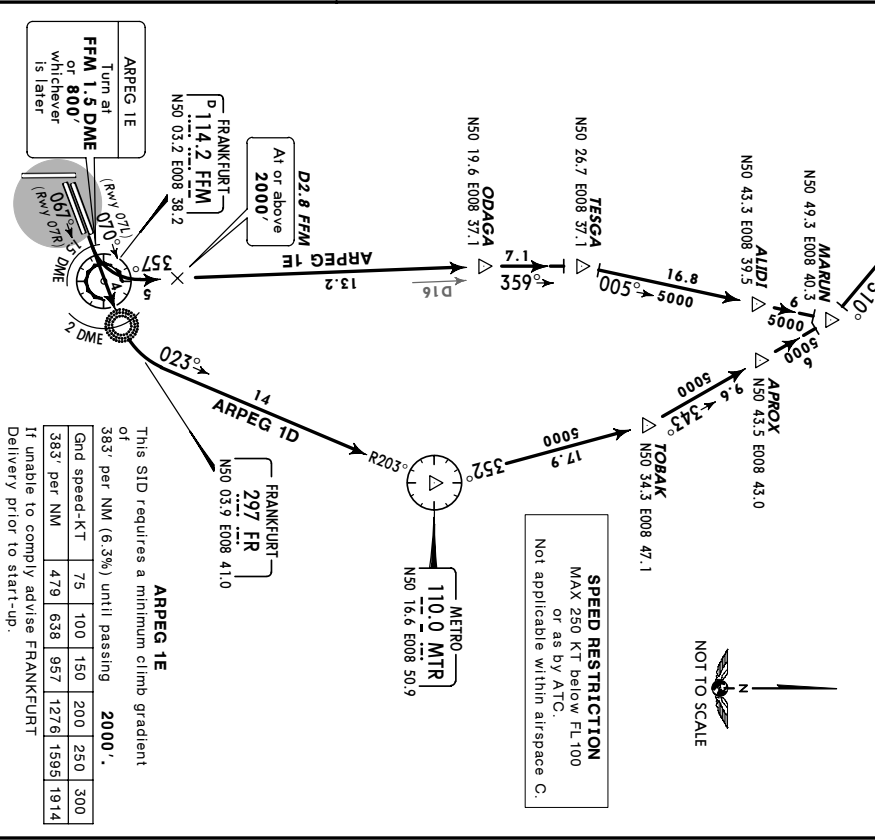


ANEKI 4L: INITIAL CLIMB CLEARANCE 4000	
SID	RWY ROUTING
ANEKI 5F, 5G	25L/R Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or ever is later, turn LEFT, intercept RID R-357 inbound to RID, RID R-184 to ANEKI.
ANEKI 4L	18 Climb on runway track to 800', intercept RID R-357 inbound to RID, turn RIGHT, RID R-184 to ANEKI.

EDDF / FRA
 FRANKFURT / MAIN
 8 APR 05 **(10-3D)** **EFF 14 APR** **SID**

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	---

ARPEG ONE DELTA (ARPEG 1D)
ARPEG ONE ECHO (ARPEG 1E)
RWYS 07L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED
AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR C

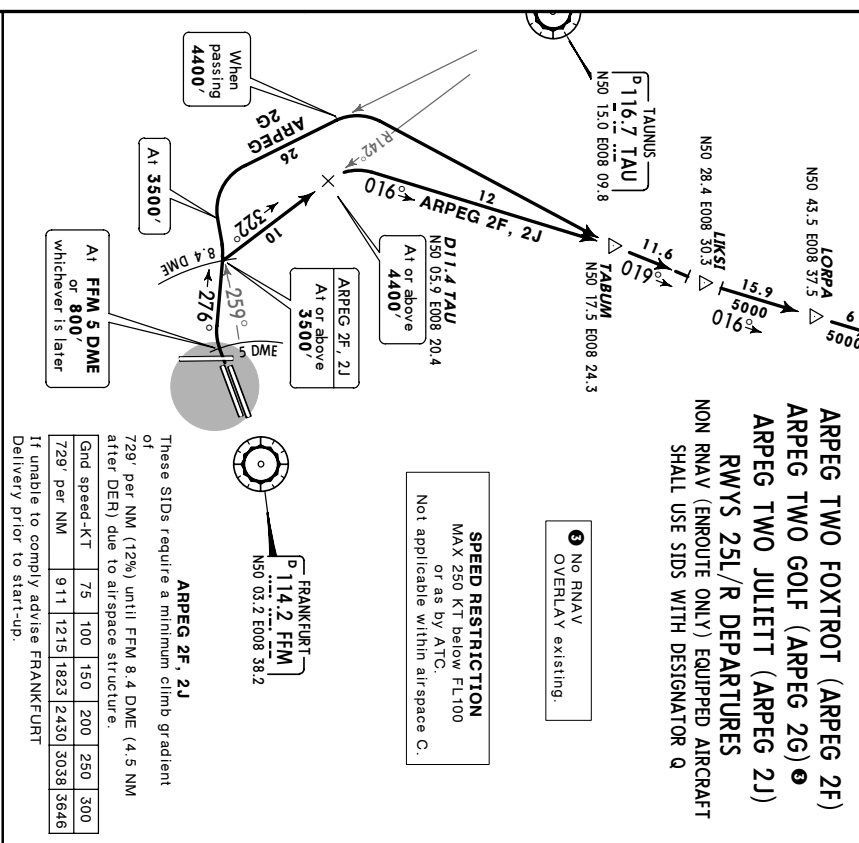


SID	ROUTING
ARPEG 1D	Climb on runway track to 800' , to FR (2 DME east of FFM), turn LEFT Immediately , intercept MTR R-203 inbound to MTR 1 , turn LEFT, MTR R-352 to TOBAK, turn LEFT, 343° track via APROX to MARUN, turn LEFT, 310° track to ARPEG.
ARPEG 1E	Climb on runway track to 1.5 DME west of FFM or 800' , whichever is later, turn LEFT, intercept FFM R-357 to ODAGA 2 , turn RIGHT, 359° track to TESGA, turn RIGHT, 005° track via ALDI to MARUN, turn LEFT, 310° track to ARPEG.
After MTR 1 /ODAGA 2 BRNAV equipment necessary.	

EDDF / FRA
 FRANKFURT / MAIN
 8 APR 05 **(10-3E)** **EFF 12 APR** **SID**

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	---

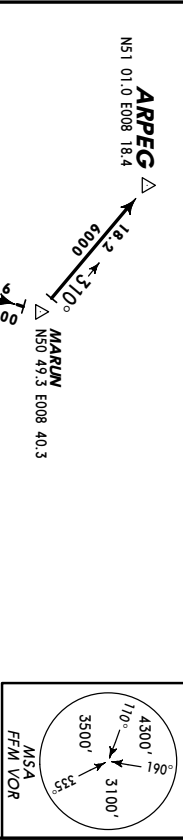
ARPEG TWO FOXTROT (ARPEG 2F)
ARPEG TWO GOLF (ARPEG 2G) 2
ARPEG TWO JULIETT (ARPEG 2J)
RWYS 25L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
SHALL USE SIDS WITH DESIGNATOR Q



SID	ROUTING
ARPEG 2F, 2J	Climb on runway track to FFM 5 DME or 800' , whichever is later, turn RIGHT, 276° track (RWY 25L: 279° track) to FFM 8.4 DME, turn RIGHT, intercept TAU R-142 inbound to D11.4 TAU 1 , turn RIGHT, 016° track to TABUM, turn RIGHT, 019° track to LIKSI, turn LEFT, 016° track via LORPA to MARUN, turn LEFT, 310° track to ARPEG.
ARPEG 2G	Climb on runway track to FFM 5 DME or 800' , whichever is later, turn RIGHT, 276° track (RWY 25L: 279° track), intercept FFM R-259, at 3500' turn RIGHT towards TAU, when passing 4400' 2 turn RIGHT to TABUM, 019° track to LIKSI, turn LEFT, 016° track via LORPA to MARUN, turn LEFT, 310° track to ARPEG.
After D11.4 TAU 1 /passing 4400' 2 BRNAV equipment necessary.	

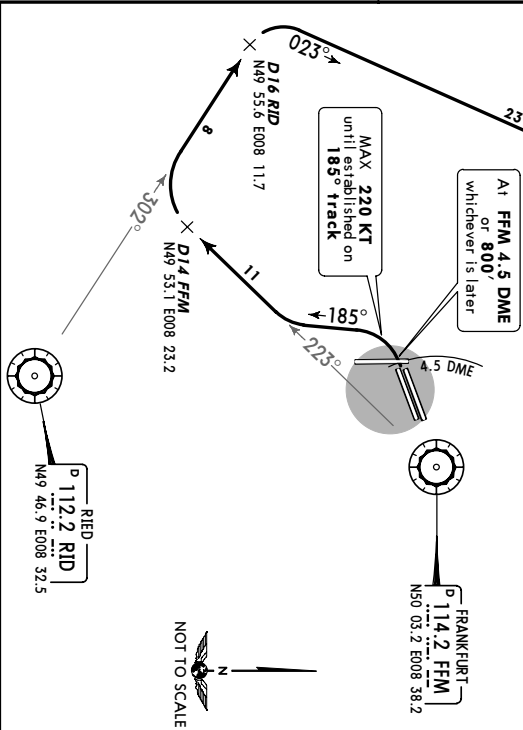
EDDF / FRA
 FRANKFURT / MAIN
 8 APR 05 **(10-3F)** **EFF 14 APR** **STD**

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--



ARPEG TWO NOVEMBER (ARPEG 2N)
 RWYS 25L/R DEPARTURE
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
 SHALL USE SIDS WITH DESIGNATOR Q

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

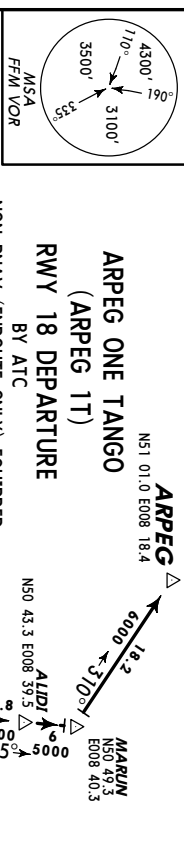


Initial climb clearance 5000'
 ROUTING

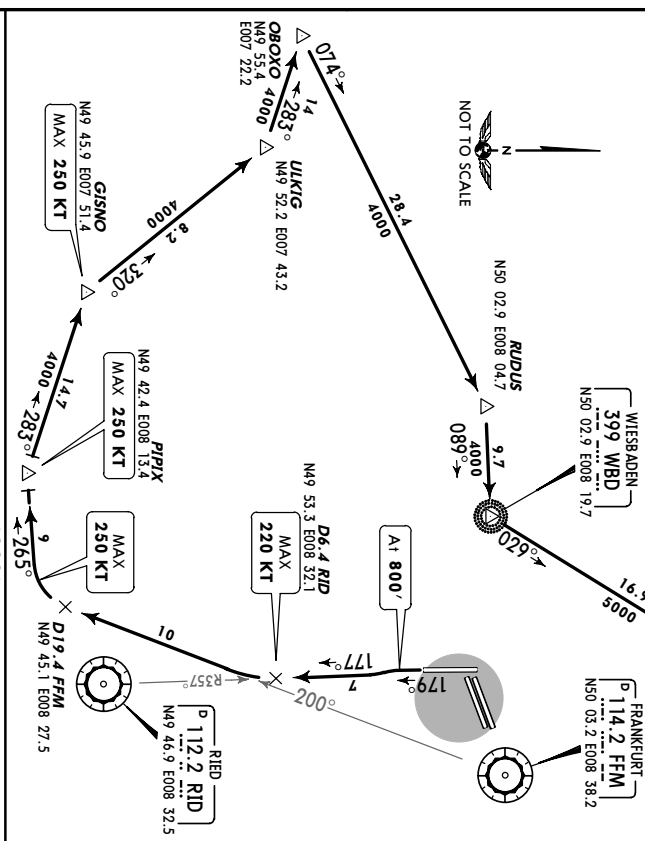
Climb on runway track to FFM 4.5 DME or 800', whichever is later, turn LEFT, 185° track, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID ①, turn RIGHT, 023° track to TABUM, turn LEFT, 019° track to LIKSI, turn LEFT, 016° track via LORPA to MARUN, turn LEFT, 310° track to ARPEG.
 ① After D16 RID RNAV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 **(10-3G1)** **EFF 29 SEP** **STD**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	---



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



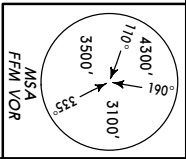
Initial climb clearance 4000'
 ROUTING

Climb on runway track to 800', intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200 to D19.4 FFM ①, turn RIGHT, 265° track to PIPIX, turn RIGHT, 283° track to GJSNO, turn RIGHT, 320° track to LIKIG, turn LEFT, 283° track to OBOXO, turn RIGHT, 074° track to RUUDS, turn RIGHT, intercept 089° bearing to WRD, turn LEFT, 029° bearing to MABOB, turn LEFT, 017° track to TESGA, turn LEFT, 005° track via ALIDI to MARUN, turn LEFT, 310° track to ARPEG.
 ① After D19.4 FFM RNAV equipment necessary.

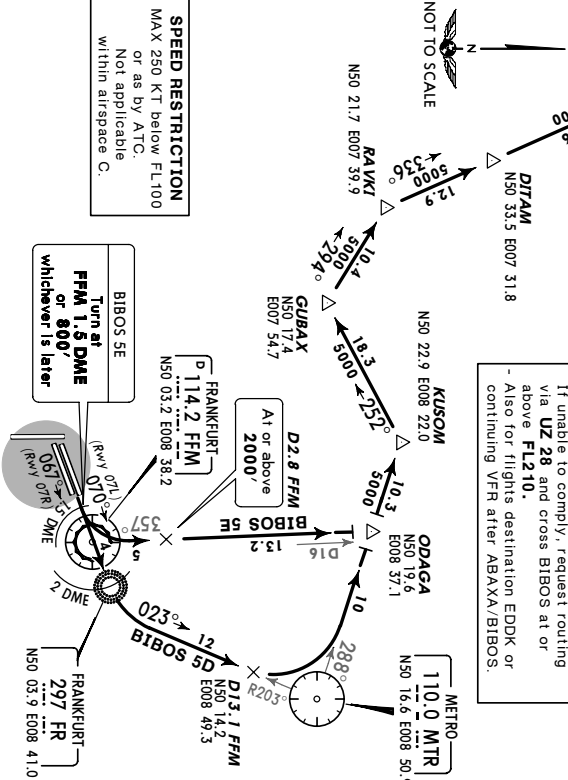
EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3G2) EFF 29 Sep SID

FRANKFURT Departure (R) 120.15	Ap1 Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

BIBOS FIVE DELTA (BIBOS 5D)
BIBOS FIVE ECHO (BIBOS 5E)
RWYS 07L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
SHALL USE SIDS WITH DESIGNATOR C



- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
 If unable to comply, request routing via UZ 28 and cross BIBOS at or above FL210.
 - Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



BIBOS 5E
 This SID requires a minimum climb gradient of 383' per NM (6.3%) until passing 2000'.
 Delivery prior to start-up.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914

Initial climb clearance 5000'

ROUTING

BIBOS 5D Climb on runway track to 800', to FR (2 DME east of FFM), turn LEFT immediately, intercept MTR R-203 inbound to D13.1 FFM, turn LEFT, intercept MTR R-288 via ODAGA 1 to KUSOM, turn LEFT, 252° track to GUBAX, turn RIGHT, 294° track to RAVKI, turn RIGHT, 336° track via DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

BIBOS 5E Climb on runway track to 1.5 DME west of FFM or 800', whichever is later, turn LEFT, intercept FFM R-357 to ODAGA 1, turn LEFT, 288° track to KUSOM, turn LEFT, 252° track to GUBAX, turn RIGHT, 294° track to RAVKI, turn RIGHT, 336° track via DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

BIBOS 5F After ODAGA BRNAV equipment necessary.

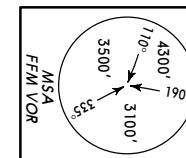
CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

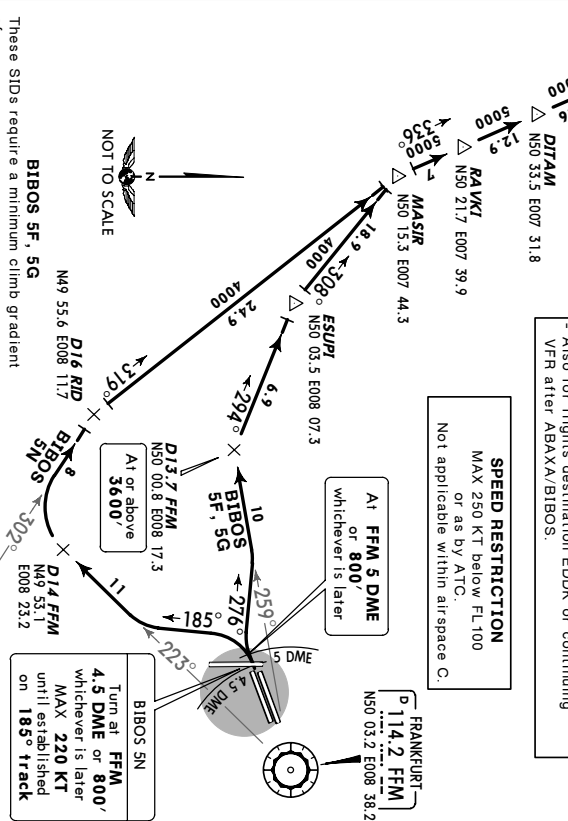
EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3G3) EFF 29 Sep SID

FRANKFURT Departure (R) 120.15	Ap1 Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

BIBOS FIVE FOXTROT (BIBOS 5F)
BIBOS FIVE GOLF (BIBOS 5G)
BIBOS FIVE NOVEMBER (BIBOS 5N)
RWYS 25L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
SHALL USE SIDS WITH DESIGNATOR Q



- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
 If unable to comply, request routing via and cross BIBOS at or above FL210.
 - Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



These SIDs require a minimum climb gradient of 352' per NM (5.8%) until passing 3600', due to airspace structure.
 Delivery prior to start-up.

Gnd speed-KT	75	100	150	200	250	300
352' per NM	441	587	881	1175	1468	1762

Initial climb clearance 5000'

ROUTING

BIBOS 5F, 5G Climb on runway track to FFM 5 DME or 800', whichever is later, turn RIGHT, 276° track (RWY 25L: 279° track), intercept FFM R-259 to D13.7 FFM 1, turn RIGHT, 294° track to ESUP1, turn RIGHT, 308° track to MASIR, turn RIGHT, 336° track via RAVKI and DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

BIBOS 5N Climb on runway track to FFM 4.5 DME or 800', whichever is later, turn LEFT, 185° track, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID 2, turn RIGHT, 319° track to MASIR, turn RIGHT, 336° track via RAVKI and DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

After D13.7 FFM 1/D16 RID 2 BRNAV equipment necessary.

CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

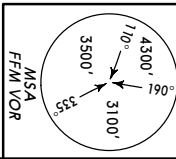
16 SEP 05 (10-3G4) EFF 29 Sep

SID

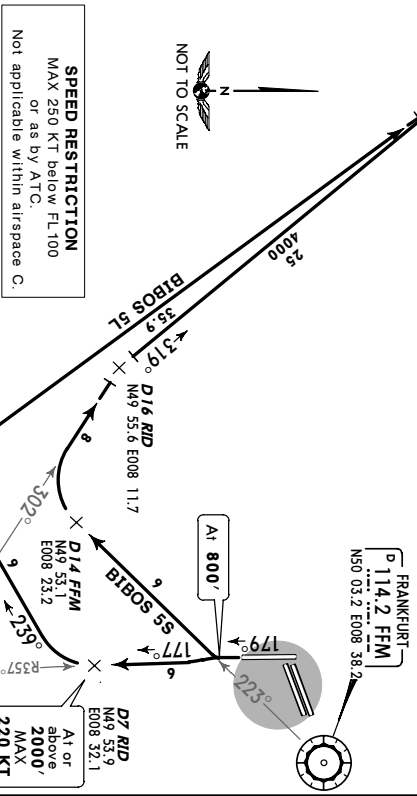
- Trans level: By ATC Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. EXPECT close-in obstacles.
 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

BIBOS FIVE LIMA (BIBOS 5L)
 BIBOS FIVE SIERRA (BIBOS 5S)
 BY ATC

RWY 18 DEPARTURES
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
 SHALL USE SIDS WITH DESIGNATOR Z
 WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS 25



- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
- If unable to comply, request routing via and cross BIBOS at or above FL210.
- Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

This SID requires a minimum climb gradient of 280' per NM (4.6%) until passing 2000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	349	466	699	932	1165	1398

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

Initial climb clearance 4000'

ROUTING

BIBOS 5L
 Climb on runway track to 800', intercept RID R-357 inbound to D7 RID, turn RIGHT, 239° track to XAMUB, turn RIGHT, 320° track to MASIR, turn RIGHT, 336° track via RAVKI and DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

BIBOS 5S
 Climb on runway track to 800', turn RIGHT, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-502 to D16 RID, turn RIGHT, 319° track to MASIR, turn RIGHT, 336° track via RAVKI and DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

After D7 RID D16 RID BRNAV equipment necessary.

EDDF/FRA
 FRANKFURT/MAIN

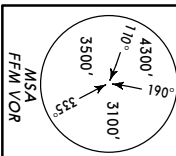
16 SEP 05 (10-3G5) EFF 29 Sep

SID

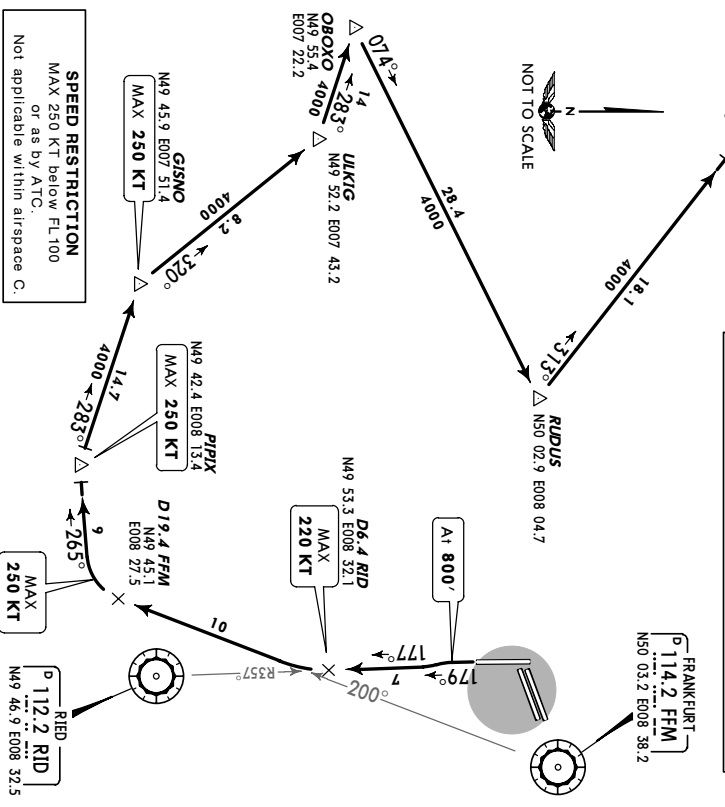
- Trans level: By ATC Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. EXPECT close-in obstacles.
 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

BIBOS SIX TANGO (BIBOS 6T)
 RWY 18 DEPARTURE
 BY ATC

NON RNAV (ENROUTE ONLY) EQUIPPED
 AIRCRAFT SHALL USE SIDS
 WITH DESIGNATOR Z



- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
- If unable to comply, request routing via and cross BIBOS at or above FL210.
- Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

Initial climb clearance 4000'

ROUTING

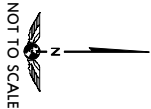
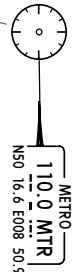
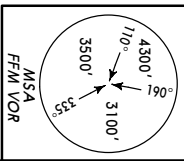
Climb on runway track to 800', intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200 to D19.4 FFM, turn RIGHT, 285° track to PIPX, turn RIGHT, 283° track to GISO, turn RIGHT, 320° track to UKIG, turn LEFT, 283° track to OBOXO, turn RIGHT, 074° track to RUDUS, turn LEFT, 313° track to MASIR, turn RIGHT, 336° track via RAVKI and DITAM to ABAXA, turn LEFT, 329° track to BIBOS.

After D19.4 FFM BRNAV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3G6) EFF 29 Sep

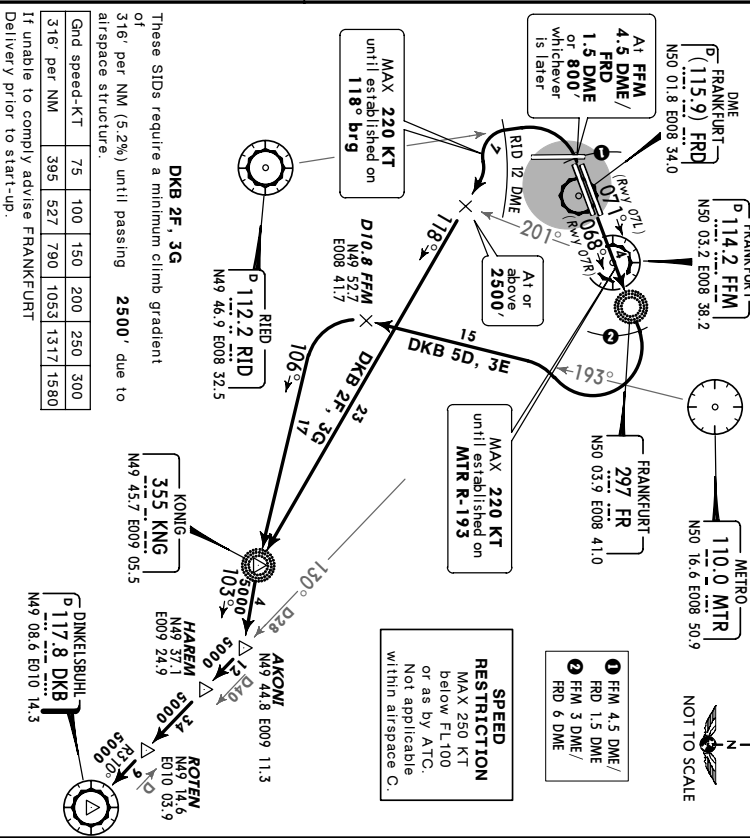
FRANKFURT Departure (R) 136.12	Ap ¹ Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	--

DINKELSBUHL FIVE DELTA (DKB 5D)
 DINKELSBUHL THREE ECHO (DKB 3E)
 DINKELSBUHL TWO FOXTROT (DKB 2F)
 DINKELSBUHL THREE GOLF (DKB 3G)
 RWYS 07L/R, 25L/R DEPARTURES
 ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS
 WITH DESIGNATOR C (RWYS 07L/R)/Q (RWYS 25L/R)



- 1 FFM 4.5 DME / FRD 1.5 DME
- 2 FFM 3 DME / FRD 6 DME

SPEED RESTRICTION
 MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing 2500' due to airspace structure.
 DKB 2F, 3G
 DKB 5D, 3E: Initial climb clearance 4000'
 DKB 2F, 3G: Initial climb clearance 5000'

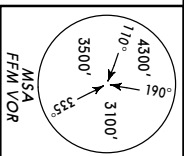
ROUTING

SID	RWY	Initial climb clearance
DKB 5D, 3E	07L/R	4000'
DKB 2F, 3G	25L/R	5000'

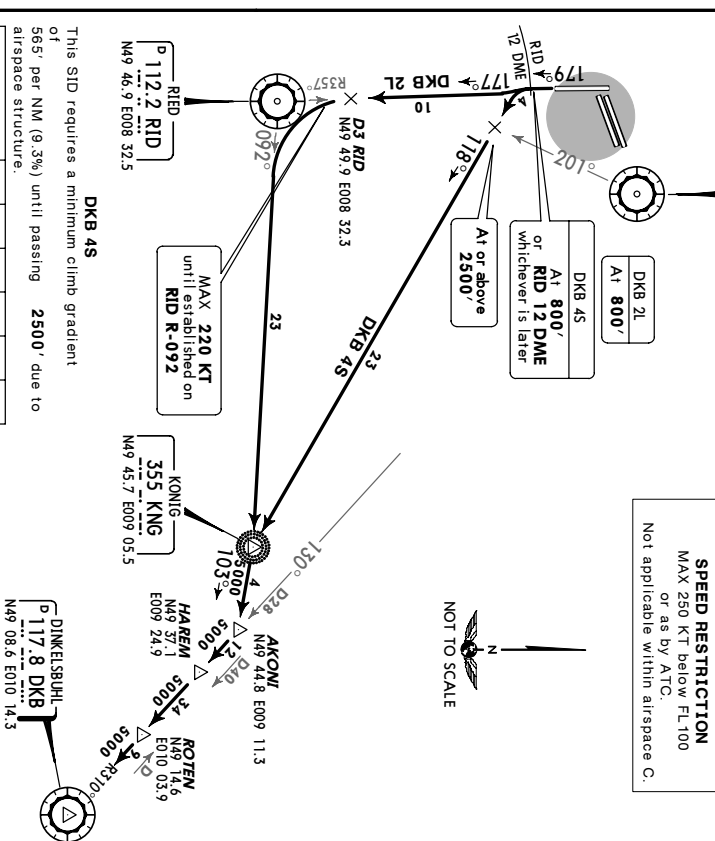
EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3G7) EFF 29 Sep

FRANKFURT Departure (R) 136.12	Ap ¹ Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	--

DINKELSBUHL TWO LIMA (DKB 2L)
 DINKELSBUHL FOUR SIERRA (DKB 4S)
 RWY 18 DEPARTURES
 ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
 SHALL USE SIDS WITH DESIGNATOR Z



SPEED RESTRICTION
 MAX 250 KT below FL100 or as by ATC. Not applicable within airspace C.



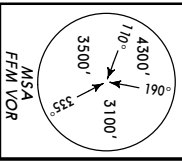
This SID requires a minimum climb gradient of 565' per NM (9.3%) until passing 2500' due to airspace structure.
 DKB 4S
 Initial climb clearance 4000'

SID	Initial climb clearance
DKB 2L	4000'
DKB 4S	4000'

EDDF / FRA
FRANKFURT / MAIN
JEPPesenFRANKFURT / MAIN, GERMANY
16 SEP 05 (10-3G8) EFF 29 Sep STD

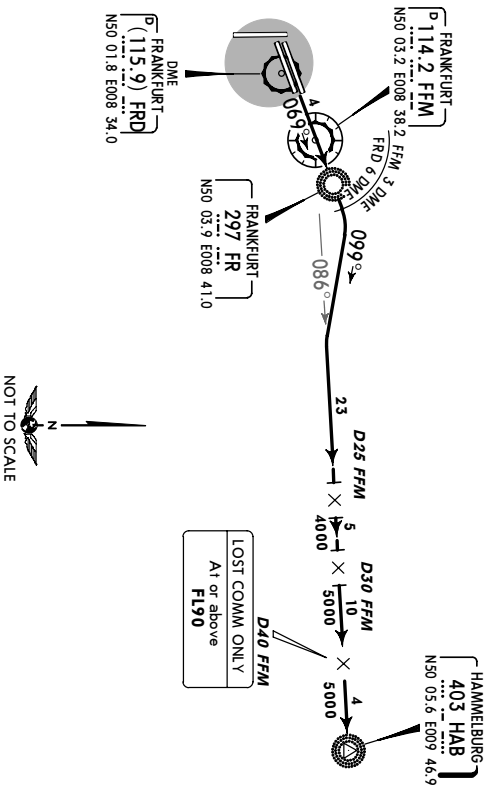
FRANKFURT Departure (R) 120.15	<i>Apt Elev</i> 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--

HAMMELBURG ONE CHARLIE (HAB 1C)
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
DELAY HAS TO BE EXPECTED
FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND
HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP
NO RNAV OVERLAY EXISTING



HAMMELBURG SIX DELTA (HAB 6D)
HAMMELBURG ONE ECHO (HAB 1E)
ONLY FOR FLIGHTS TERMINATING WITHIN EDN AREA
RWYS 07L/R DEPARTURES

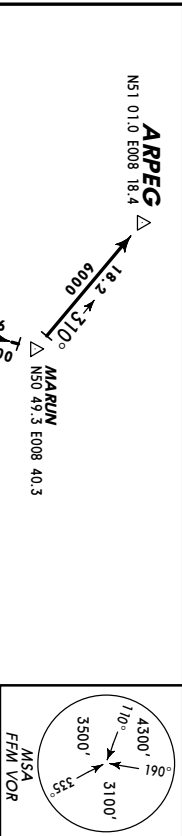
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SID	ROUTING
HAB 1C	Climb on runway track to 800', via FR to FFM 3 DME, turn RIGHT, 099° track, intercept FFM R-086 to HAB.
HAB 6D, 1E	Climb on runway track to 800' via FR to FFM 3 DME /FRD 6 DME, turn RIGHT, 099° track, intercept FFM R-086 to HAB.

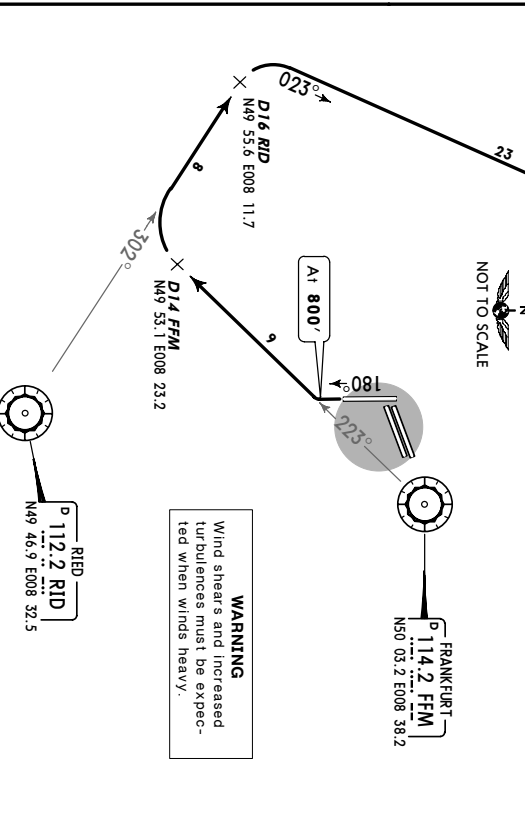
EDDF / FRA
FRANKFURT / MAIN
JEPPesenFRANKFURT / MAIN, GERMANY
8 APR 05 (10-3G) EFF 14 Apr STD

FRANKFURT Departure (R) 120.15	<i>Apt Elev</i> 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	---



ARPEG TWO SIERRA (ARPEG 2S)
RWY 18 DEPARTURE
BY ATC
WILL ONLY BE ASSIGNED WHEN
LANDING DIRECTION IS RWY 25
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
SHALL USE SIDS WITH DESIGNATOR Z

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SID	ROUTING
HAB 1C	Climb on runway track to 800', turn RIGHT, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID, turn RIGHT, 023° track to TABUM, turn LEFT, 019° track to LIKSI, turn LEFT, 016° track via LORPA to MARUN, turn LEFT, 310° track to ARPEG.
HAB 6D, 1E	Climb on runway track to 800' via FR to FFM 3 DME /FRD 6 DME, turn RIGHT, 099° track, intercept FFM R-086 to HAB.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05

10-3H

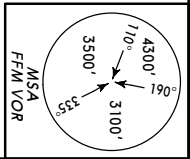
EFF 29 Sep

SID

Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L, 18: EXPECT close-in obstacles. 4. MAX 250 KT until KIR. 5. Rwy 18: Wind shears and increased turbulence must be expected when winds heavy. 6. For departure designation refer to 10-4.

FRANKFURT
 Departure (R)
 136.12

Apt Elev
 364'

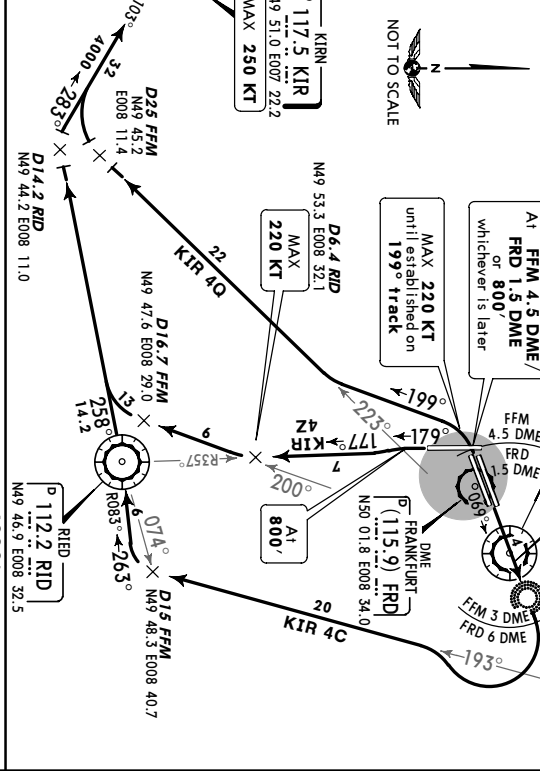
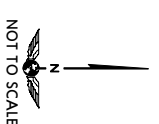


KIRN FOUR CHARLIE (KIR 4C)
 KIRN FOUR QUEBEC (KIR 4Q)
 KIRN FOUR ZULU (KIR 4Z)
 RWYS 07L/R, 25L/R, 18 DEPARTURES
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
 DELAY HAS TO BE EXPECTED
 FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND
 HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP
 NO RNAV OVERLAY EXISTING

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

MAX 220 KT
 until established on
 MTR R-193

MAX 220 KT
 until established on
 MTR R-193



SID	RWY	ROUTING
KIR 4C	07L/R	Climb on runway track to 800', via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, intercept MTR R-193, when passing RID R-074/D15 FFM turn RIGHT, intercept RID R-083 inbound to RID, RID R-258 to D14.2 RID, turn RIGHT, intercept KIR R-103 inbound to KIR.
KIR 4Q	25L/R	Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or 800', whichever is later, turn LEFT, 199° track, turn RIGHT, intercept FFM R-223 to D25 FFM, turn RIGHT, intercept KIR R-103 inbound to KIR.
KIR 4Z	18	Climb on runway track to 800', intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200 to D16.7 FFM, turn RIGHT, intercept RID R-258 to D14.2 RID, turn RIGHT, intercept KIR R-103 inbound to KIR.

CHANGES: Note box item 5 added; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05

10-3J1

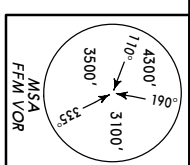
EFF 29 Sep

SID

Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.

FRANKFURT
 Departure (R)
 136.12

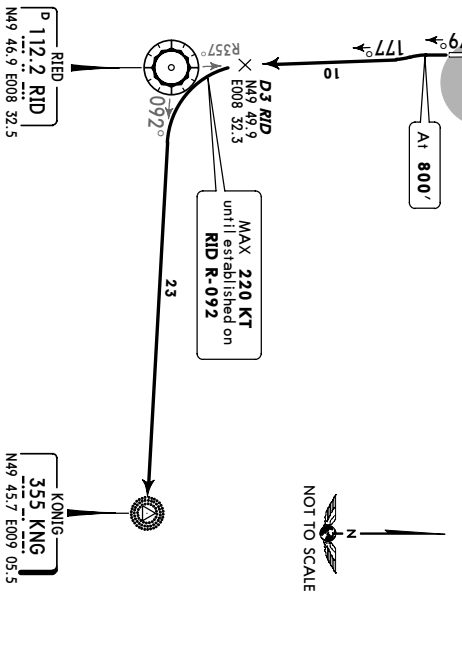
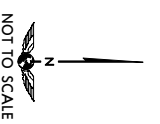
Apt Elev
 364'



KOENIG TWO ZULU (KNG 2Z)
 RWY 18 DEPARTURE
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
 DELAY HAS TO BE EXPECTED
 FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND
 HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP
 NO RNAV OVERLAY EXISTING

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

MAX 220 KT
 until established on
 RID R-092



ROUTING
Climb on runway track to 800', intercept RID R-357 inbound to D3 RID, turn LEFT, intercept RID R-092 to KNG.

CHANGES: Note box item 4 added; chart reinforced. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

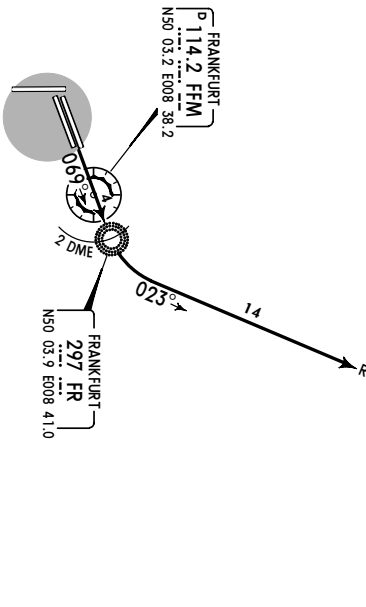
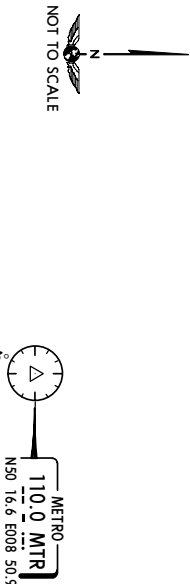
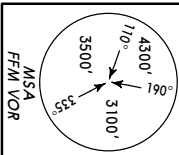
EDDF / FRA
FRANKFURT / MAIN
16 SEP 05 (10-312) EFF 29 Sep
JEPPesenFRANKFURT / MAIN, GERMANY
SID

- Trans level: By ATC. Trans alt: 5000'.
1. Contact FRANKFURT Departure immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4C).
Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles.
4. For departure designation refer to page 10-4.

FRANKFURT
Departure (R)
120.15

Apt Elev
364'

METRO ONE CHARLIE (MTR 1C)
RWYS 07L/R DEPARTURE
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
DELAY HAS TO BE EXPECTED
FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND
HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP
NO RNAV OVERLAY EXISTING



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 5000'

ROUTING

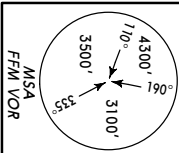
Climb on runway track to 800', to FR (2 DME east of FFM), turn LEFT immediately, intercept MTR R-203 inbound to MTR.

EDDF / FRA
FRANKFURT / MAIN
16 SEP 05 (10-313) EFF 29 Sep
JEPPesenFRANKFURT / MAIN, GERMANY
SID

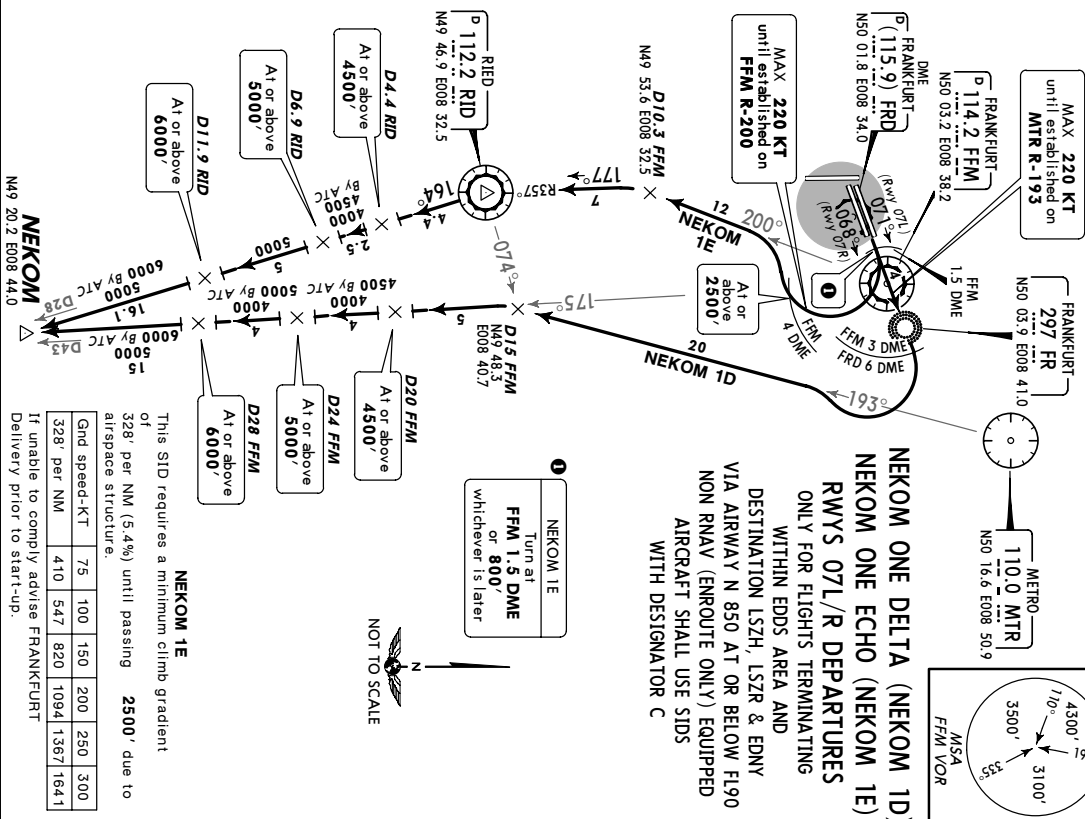
- Trans level: By ATC. Trans alt: 5000'.
1. Contact FRANKFURT Departure immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4C).
Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles.
4. For departure designation refer to page 10-4.

FRANKFURT
Departure (R)
136.12

Apt Elev
364'



NEKOM ONE DELTA (NEKOM 1D)
NEKOM ONE ECHO (NEKOM 1E)
RWYS 07L/R DEPARTURES
ONLY FOR FLIGHTS TERMINATING
WITHIN EDDS AREA AND
DESTINATION LSZH, LSZR & EDNY
VIA AIRWAY N 850 AT OR BELOW FL90
NON RNAV (ENROUTE ONLY) EQUIPPED
AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR C



NEKOM 1E
This SID requires a minimum climb gradient of 328' per NM (5.4%) until passing 2500' due to airspace structure.
Gnd speed-KT 75 100 150 200 250 300
328' per NM 410 547 820 1094 1367 1641
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance 4000'

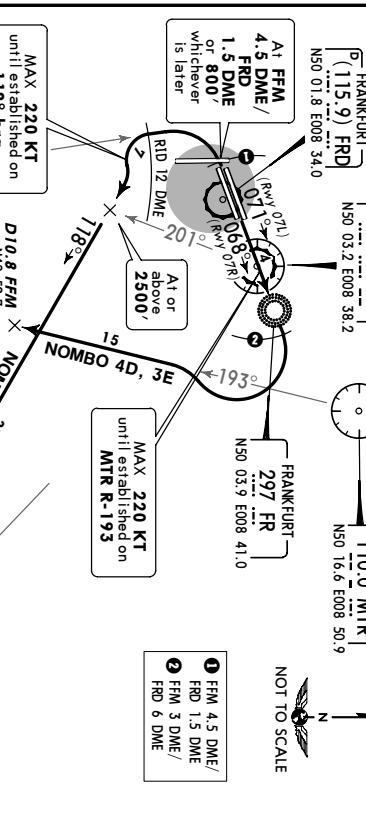
ROUTING

NEKOM 1D Climb on runway track to 800', via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, intercept MTR R-193 to D15 FFM, turn LEFT, intercept FFM R-175 to NEKOM.
NEKOM 1E Climb on runway track to 1.5 DME west of FFM or 800', whichever is later, turn RIGHT, intercept FFM R-200 at D10.3 FFM turn LEFT, intercept RID R-357 inbound to RID, turn LEFT, RID R-164 to NEKOM.

JEPPSEN FRANKFURT/MAIN, GERMANY
16 SEP 05 10-3J5 Eff 29 Sep SID

FRANKFURT Departure (R) 136.12	Apr Elev 364'	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L. EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------	---

NOMBO THREE ECHO (NOMBO 3E)
NOMBO TWO FOXTROT (NOMBO 2F)
NOMBO THREE GOLF (NOMBO 3G)
RWYS 07L/R, 25L/R DEPARTURES
NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDNN AREA OR EDMM FIR
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR C (RWYS 07L/R/q (RWYS 25L/R)
FRANKFURT METRO



316' per NM 395 527 790 1053 1317 1580
 If unable to comply advise FRANKFURT
 Delivery prior to start-up.
 N49 03.8 E010 05.3
 (112.8 WLD R-304/D50)

SID	RWY	ROUTING
NOMBO 2F, 3G	Initial climb clearance	5000'

RIGHT, intercept MTR R-193, at D10.8 FFM turn LEFT, intercept 106°

NOMBO 2F, 3G	25L/R	
	Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or 800', whichever is later, turn LEFT towards RID, at RID 12 DME, turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130 to HAREM ③, turn RIGHT, 148° track to LAMPU, turn LEFT, 134° track to NOMBO.	③ After HAREM. BINAIV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05

10-316
 EFF 29 Sep

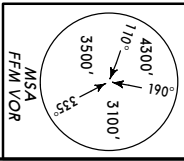
 JEPPESEN FRANKFURT / MAIN, GERMANY

SID

FRANKFURT Departure (R) 136.12	Appt Elev 364'	Trans level: By ATC Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	--	--

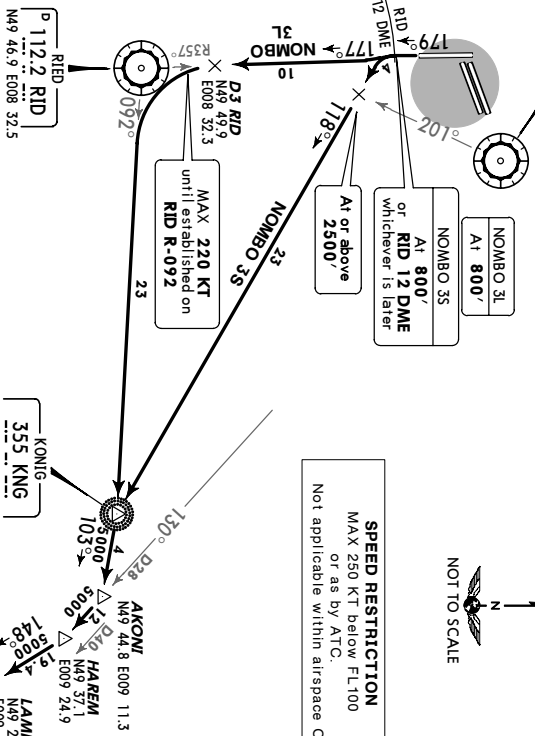
NOMBO THREE LIMA (NOMBO 3L)
 NOMBO THREE SIERRA (NOMBO 3S)
 Rwy 18 DEPARTURES

NOT FOR PROP ACFT. THESE FLIGHTS SHALL FILE RATIM SIDS
 NOT FOR FLIGHTS TERMINATING WITHIN EDN AREA OR EDMM FIR
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT
 SHALL USE SIDS WITH DESIGNATOR Z



NOT TO SCALE

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



NOMBO 3S

This SID requires a minimum climb gradient of 565' per NM (9.3%) until passing 2500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825

If unable to comply advise FRANKFURT
 Delivery prior to start-up and expect routing
 via NOMBO 3L.

Initial climb clearance 4000'

SID ROUTING

NOMBO 3L	Climb on runway track to 800', intercept RID R-357 inbound to D3 RID, turn LEFT, intercept RID R-092 to KNG, turn RIGHT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130 to HAREM ①, turn RIGHT, 148° track to LAMPU, turn LEFT, 134° track to NOMBO.
NOMBO 3S	Climb on runway track to 800' or RID 12 DME, whichever is later, turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130 to HAREM ①, turn RIGHT, 148° track to LAMPU, turn LEFT, 134° track to NOMBO.

① After HAREM BRNAV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05

10-317
 EFF 29 Sep

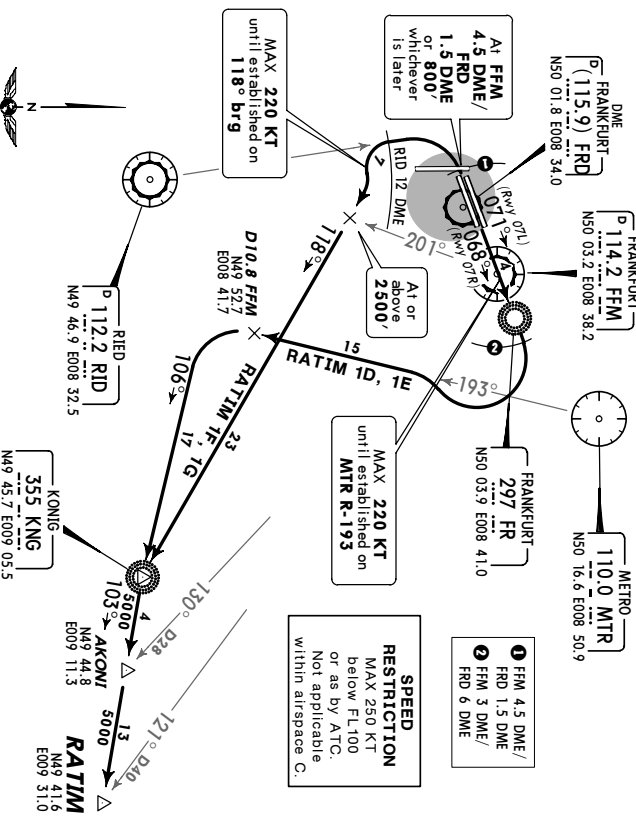
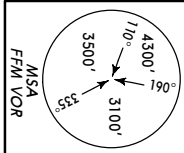
 JEPPESEN FRANKFURT / MAIN, GERMANY

SID

FRANKFURT Departure (R) 136.12	Appt Elev 364'	Trans level: By ATC Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L. EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--	---

RATIM ONE DELTA (RATIM 1D)
 RATIM ONE ECHO (RATIM 1E)
 RATIM ONE FOXTROT (RATIM 1F)
 RATIM ONE GOLF (RATIM 1G)
 RWYS 07L/R, 25L/R DEPARTURES

ONLY PROP ACFT WITH MAX FL230 REQUESTED INSTEAD OF NOMBO SIDS
 NOT FOR FLIGHTS TERMINATING WITHIN EDN AREA OR EDMM FIR
 NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS
 WITH DESIGNATOR C (RWYS 07L/R)/Q (RWYS 25L/R)



RATIM 1F, 1G

These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing 2500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

Initial climb clearance 5000'

SID ROUTING

RATIM 07L/R, 1D, 1E	Climb on runway track to 800', via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, intercept MTR R-193, at D10.8 FFM turn LEFT, intercept 106° bearing to KNG, turn LEFT, 103° bearing via AKONI to RATIM.
RATIM 25L/R, 1F, 1G	Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or 800', whichever is later, turn LEFT towards RID, at RID 12 DME turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing via AKONI to RATIM.

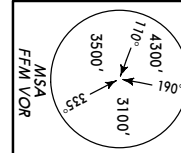
CHANGES: KBN SIDS transferred; RATIM SIDS established.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

FRANKFURT Departure (R) 136.12	Apr Elev 364'	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. Contact also noise abatement procedures (refer to 10-4C). 3. SIDs are also noise abatement procedures within the limits of aircraft performance is mandatory. 4. For departure designation refer to page 10-4.
---	--------------------------	--

KOENIG TWO CHARLIE (KNG 2C)
KOENIG ONE QUEBEC (KNG 1Q)
TWWS 021 /P 021 /P DEPARTING

NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
 DELAY HAS TO BE EXPECTED
 FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND
 HAS TO BE COORDINATED WITH ATC PRIOR TO STARTING

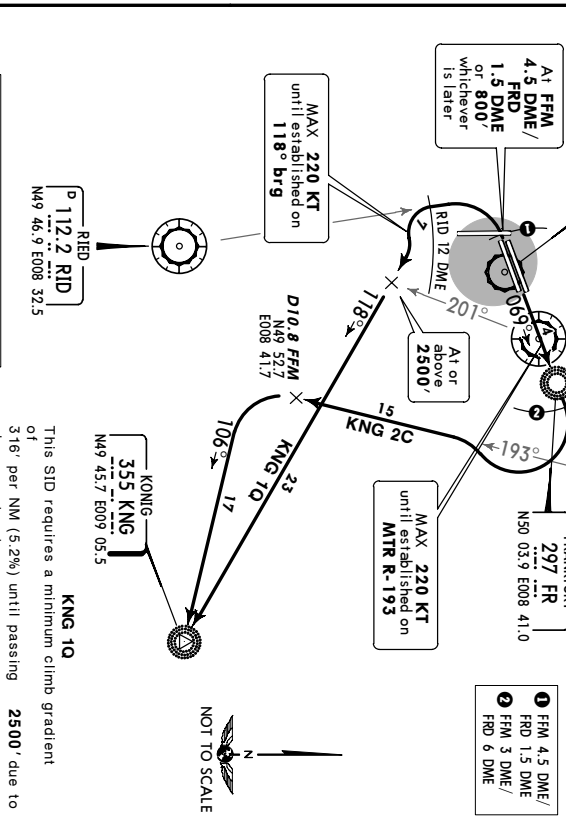


DME
 FRANKFURT
 (115.9) FRD
 NSD 01.8 E008 34.0

TANKING OUT
 D 114.2 FFM
 NSD 03.2 E008 38.2

METRO
 110.0 MTR
 NSD 16.6 E008 50.2

FRANKFURT



SPEED RESTRICTION	
MAX 250 KT below FL100 or as by ATC.	
Gnd speed-KT	75 100 150 200 250 300
316' per NM	395 527 790 1053 1317 1580

Delivery prior to start-up.

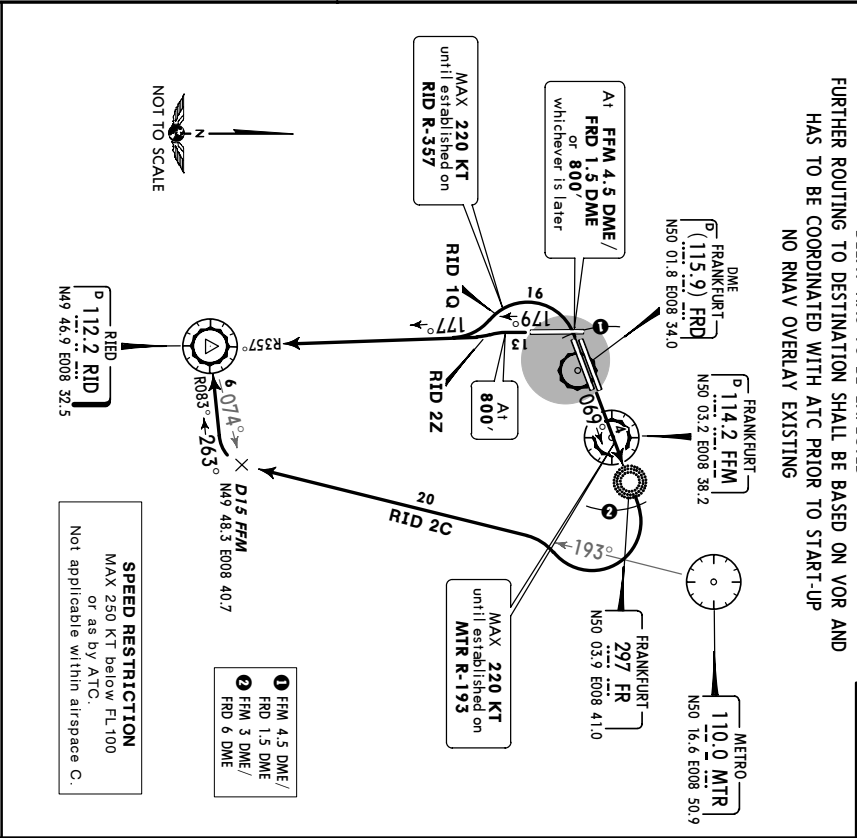
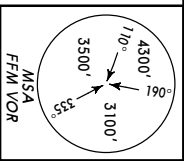
3/FRD 1.5

is later, turn LEFT towards RID, at RID 12 DME turn LEFT, intercept 118° bearing to KNG.

EDDF / FRA
 FRANKFURT / MAIN
 JEPPESEN
 FRANKFURT / MAIN, GERMANY
 SID

FRANKFURT Departure (R) 136.12	Ap ^t Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L, 18: EXPECT close-in obstacles. 4. Rwy 18: Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	---

RIED TWO CHARLIE (RID 2C)
RIED ONE QUEBEC (RID 1Q)
RIED TWO ZULU (RID 2Z)
RWYS 07L/R, 25 L/R, 18 DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY
DELAY HAS TO BE EXPECTED
FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP
NO RNAV OVERLAY EXISTING



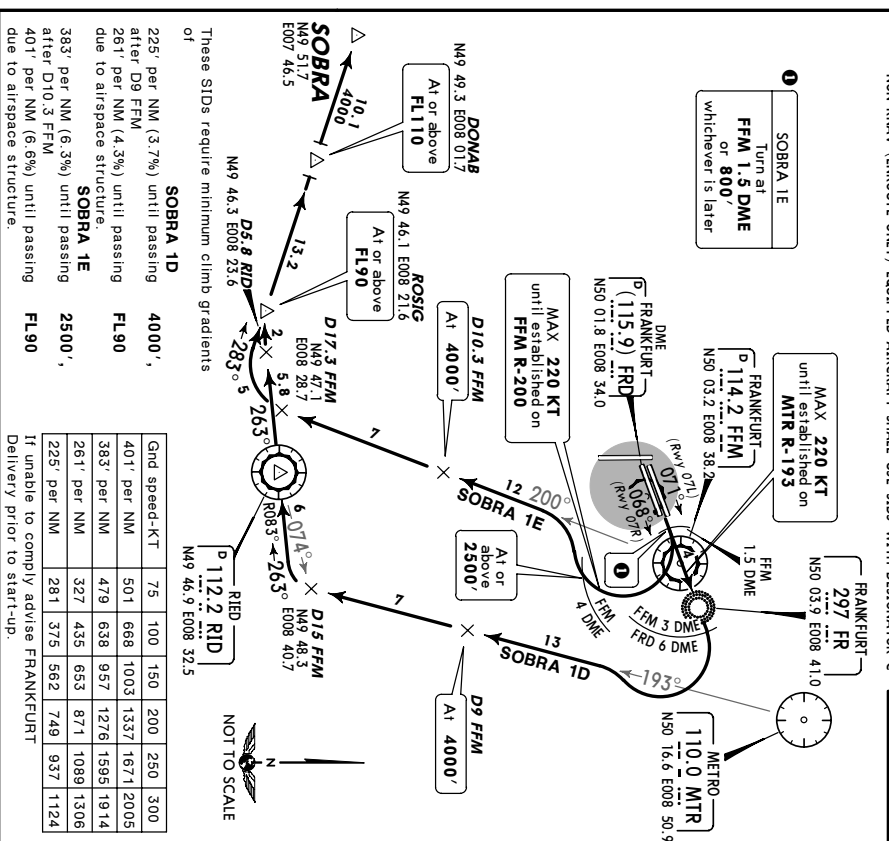
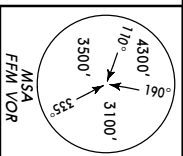
RID 2C, 2Z: Initial climb clearance 4000' RID 1Q: Initial climb clearance 5000'	
SID	ROUTING
RID 2C 07L/R	Climb on runway track to 800' , via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, intercept MTR R-193, at D15 FFM turn RIGHT, intercept RID R-083 inbound to RID.
RID 1Q 25L/R	Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or 800' , whichever is later, turn LEFT, intercept RID R-357 inbound to RID.
RID 2Z 18	Climb on runway track to 800' , intercept RID R-357 inbound to RID.

CHANGES: Note box, item 4 added; chart reinforced.
 © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF / FRA
 FRANKFURT / MAIN
 JEPPESEN
 FRANKFURT / MAIN, GERMANY
 SID

FRANKFURT Departure (R) 136.12	Ap ^t Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	--

SOBRA ONE DELTA (SOBRA 1D)
SOBRA ONE ECHO (SOBRA 1E)
RWYS 07L/R DEPARTURES
FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250 VIA AIRWAYS Y 180/Y 181 FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUDOT FL220 - Y 180 - DIK REL (REQUESTED FL)
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS WITH DESIGNATOR C



Initial climb clearance 4000'	
SID	ROUTING
SOBRA 1D	Climb on runway track to 800' , via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, intercept MTR R-193 to D15 FFM, turn RIGHT, intercept RID R-083 inbound to RID.
SOBRA 1E	Climb on runway track to 1.5 DME west of FFM or 800' , whichever is later, turn RIGHT, intercept FFM R-200, at D17.3 FFM turn RIGHT, 283° track via ROSIG and DONAB to SOBRA.
SOBRA 1A	After D5.8 RID turn RIGHT, intercept RID R-200, at D17.3 FFM turn RIGHT, 283° track via ROSIG and DONAB to SOBRA.

CHANGES: Chart reinforced.
 © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

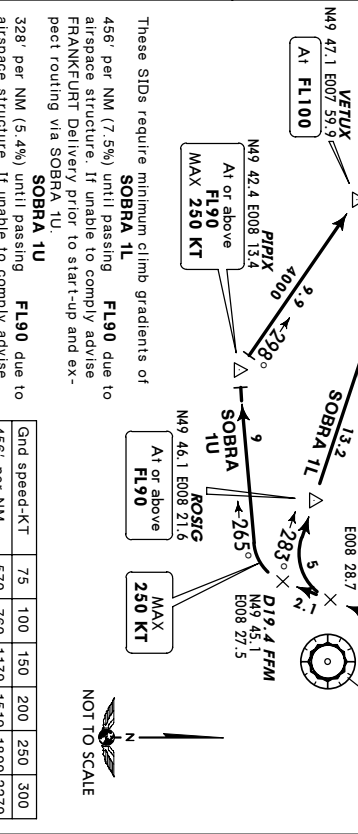
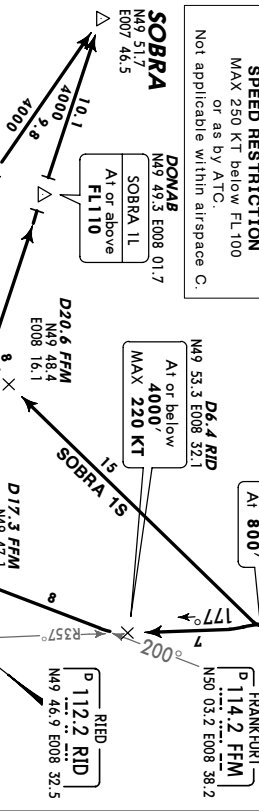
Trans level: By ATC Trans alt: 5000'

1. Contact FRANKFURT Departure immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4C).
Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and

FRANKFURT
Departure (R)
136.12

Apt Elev
364'

FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
VIA AIRWAYS Y 180/Y 181
RIGHTS HAVE TO BE ABLE TO CROSS RUODT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUODT FL220 - Y 180 - DIK RPL (REQUESTED FL)
NON RUDV (ENROUTE ONLY). EQUIPPED AIRCRAFT SHALL USE
SIDS WITH DESIGNATOR Z



Initial climb clearance	4000'
-------------------------	-------

SID	ROUTING
SOBRA 1L Will be assigned when landing direction is 07°	Climb on runway track to 800° , intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200, at D17.3 FFM 1 turn RIGHT, 283° track via ROSIG and DONAB to SOBRA.
SOBRA 1S Only to be used when landing direction is 25°	Climb on runway track to 800° , turn RIGHT, intercept FFM R-223, at D20.6 FFM 2 turn RIGHT, 283° track via DONAB to SOBRA.
SOBRA 1U	Climb on runway track to 800° , intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200, at D19.4 FFM 3 turn RIGHT, 265° track to P1P1X, turn RIGHT, 298° track via VETUX to SOBRA.
After D17.3 FFM 1 /D20.6 FFM 2 /D19.4 FFM 3	BRNAV equipment necessary.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05 (10-314) EFF 29 Sep
 Jeppesen FRANKFURT/MAIN, GERMANY
 SID

FRANKFURT Departure (R)	SULUS 2D, 1E 120.15 136.12	Apt Elev 364'
1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.		

SULUS TWO DELTA (SULUS 2D)
SULUS ONE ECHO (SULUS 1E)
SULUS TWO FOXTROT (SULUS 2F)
SULUS THREE GOLF (SULUS 3G)
RWYS 07L/R, 25L/R DEPARTURES
 NOT FOR FLIGHTS DESTINATION EDNN
 NON RNAV (ENROUTE ONLY) EQUIPPED
 AIRCRAFT SHALL USE SIDS WITH
 DESIGNATOR C (RWYS 07L/R)/
 Q (RWYS 25L/R)

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

SULUS
 N50 04.5
 E010 43.7

HAMMELBURG
 403 HAB
 N50 05.6 E009 46.9

WURZBURG
 110.2 WUR
 N49 43.1 E009 56.8

NOT TO SCALE

MSA
 FFM VOR

FRANKFURT 114.2 FFM
 N50 03.2 E008 38.2

FRANKFURT 297 FR
 N50 03.9 E008 41.0

FRANKFURT (115.9) FRD
 N50 01.8 E008 34.0

KONIG 355 KNG
 N49 45.7 E009 05.5

RATIM
 N49 41.6
 E009 31.0
 (FFM R-121/D40)

WURZBURG 110.2 WUR
 N49 43.1 E009 56.8

AKONI
 N49 44.8
 E009 11.3
 (FFM R-130/D28)

GIBSA
 N49 40.1
 E009 40.1
 (FFM R-119/D46)

RID 12 DME
 N49 46.9 E008 32.5

RID 112.2 RID
 N49 46.9 E008 32.5

SULUS 2D, 1E: Initial climb clearance **4000'**
 SULUS 2F, 3G: Initial climb clearance **5000'**

ROUTING

SULUS 2D, 1E
 07L/R
 Climb on runway track to **800'**, via FR to FFM 3 DME/FRD 6 DME, turn RIGHT, 099° track, intercept FFM R-086 to HAB ①, turn RIGHT, 090° bearing to SULUS.

SULUS 2F, 3G
 25L/R
 Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or **800'**, whichever is later, turn LEFT towards RID, at RID 12 DME turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing via AKONI to GIBSA, turn LEFT, intercept WUR R-254 inbound to WUR ②, turn LEFT, WUR R-054 to SULUS.

After HAB ①/WUR ② BRNAV equipment necessary.

MAX 220 KT
 until established on
 118° brg

These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing **2500'** due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580

If unable to comply advise FRANKFURT Delivery prior to start-up.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05 (10-315) EFF 29 Sep
 Jeppesen FRANKFURT/MAIN, GERMANY
 SID

FRANKFURT Departure (R)	SULUS 4L 136.12	Apt Elev 364'
1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.		

SULUS FOUR LIMA (SULUS 4L)
SULUS THREE SIERRA (SULUS 3S)
RWY 18 DEPARTURES
 NOT FOR FLIGHTS DESTINATION EDNN
 NON RNAV (ENROUTE ONLY) EQUIPPED
 AIRCRAFT SHALL USE SIDS
 WITH DESIGNATOR Z

SULUS
 N50 04.5
 E010 43.7

WURZBURG
 110.2 WUR
 N49 43.1 E009 56.8

NOT TO SCALE

MSA
 FFM VOR

FRANKFURT 114.2 FFM
 N50 03.2 E008 38.2

SULUS 4L
 At **800'**

SULUS 3S
 At **800'**
 or RID 12 DME
 whichever is later

At or above **2500'**

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

KONIG 355 KNG
 N49 45.7 E009 05.5

RATIM
 N49 41.6
 E009 31.0
 (FFM R-121/D40)

WURZBURG 110.2 WUR
 N49 43.1 E009 56.8

AKONI
 N49 44.8 E009 11.3
 (FFM R-130/D28)

GIBSA
 N49 40.1
 E009 40.1
 (FFM R-119/D46)

RID 12 DME
 N49 46.9 E008 32.5

RID 112.2 RID
 N49 46.9 E008 32.5

Initial climb clearance **4000'**

ROUTING

SULUS 4L
 Climb on runway track to **800'**, intercept RID R-357 inbound to D3 RID, turn LEFT, intercept RID R-092 to KNG, turn RIGHT, 103° bearing via AKONI to GIBSA, turn LEFT, intercept WUR R-254 inbound to WUR ①, turn LEFT, WUR R-054 to SULUS.

SULUS 3S
 Climb on runway track to **800'** or RID 12 DME, whichever is later, turn LEFT, intercept 118° bearing to KNG, turn LEFT, intercept 103° bearing via AKONI to GIBSA, turn LEFT, intercept WUR R-254 inbound to WUR ①, turn LEFT, WUR R-054 to SULUS.

After WUR BRNAV equipment necessary.

MAX 220 KT
 until established on
 RID R-092

This SID requires a minimum climb gradient of 565' per NM (9.3%) until passing **2500'** due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825

If unable to comply advise FRANKFURT Delivery prior to start-up and expect routing via SULUS 4L.

EDDF / FRA
 FRANKFURT / MAIN

JEPPESEN
 FRANKFURT / MAIN, GERMANY

 STD

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

TAUNUS ONE QUEBEC (TAU 1Q)

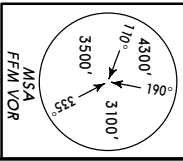
RWYS 25L/R DEPARTURE

NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT ONLY

DELAY HAS TO BE EXPECTED

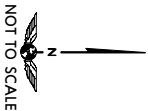
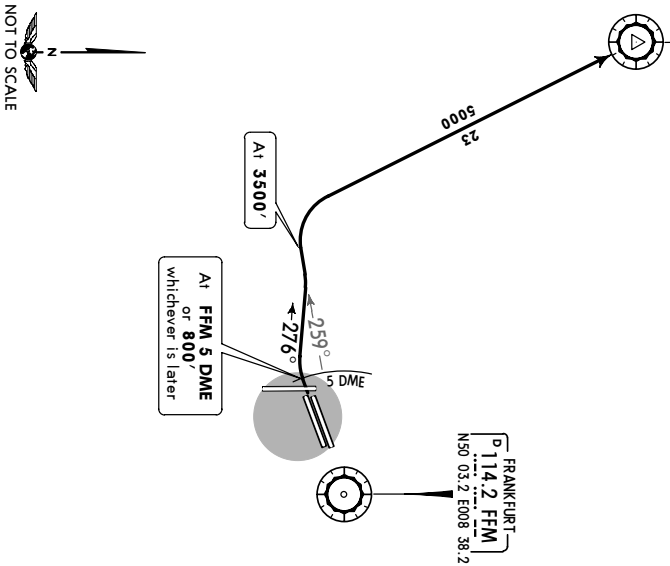
FURTHER ROUTING TO DESTINATION SHALL BE BASED ON VOR AND HAS TO BE COORDINATED WITH ATC PRIOR TO START-UP

NO RNAV OVERLAY EXISTING



TAU 1Q
 116.7
 NS0 15.0 E008 09.8

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



Initial climb clearance 5000'

ROUTING

Climb on runway track to FFM 5 DME or 800', whichever is later, turn RIGHT, 276° track (RWY 25L, 279° track), intercept FFM R-259, at 3500', turn RIGHT to TAU.

EDDF / FRA
 FRANKFURT / MAIN

JEPPESEN
 FRANKFURT / MAIN, GERMANY

 STD

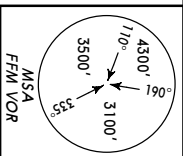
FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

TOBAK ONE DELTA (TOBAK 1D)

TOBAK ONE ECHO (TOBAK 1E)

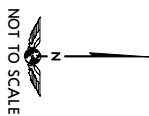
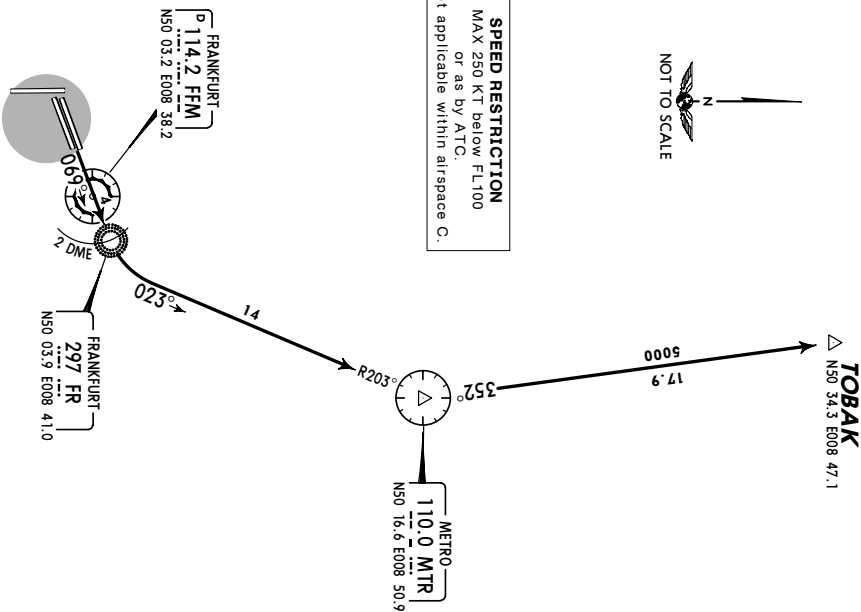
RWYS 07L/R DEPARTURES

NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS WITH DESIGNATOR C



TOBAK
 34.3
 NS0 34.3 E008 47.1

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



Initial climb clearance 5000'

ROUTING

Climb on runway track to 800', to FR (2 DME east of FFM), turn LEFT immediately, intercept MTR R-203 inbound to MTR 1, turn LEFT, MTR R-352 to TOBAK.

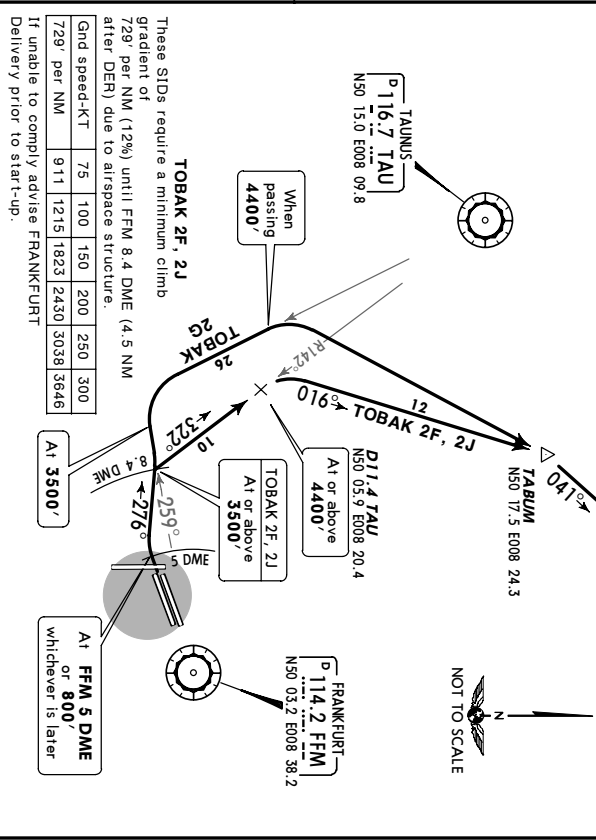
1 After MTR BRNAV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 10-318 EFF 29 Sep
 JEPPESEN FRANKFURT / MAIN, GERMANY
 SID

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

TOBAK TWO FOXTROT (TOBAK 2F)
TOBAK TWO GOLF (TOBAK 2G)
TOBAK TWO JULIETT (TOBAK 2J)
RWYS 25L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE
SIDS WITH DESIGNATOR Q

3 No RNAV OVERFLY existing
SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



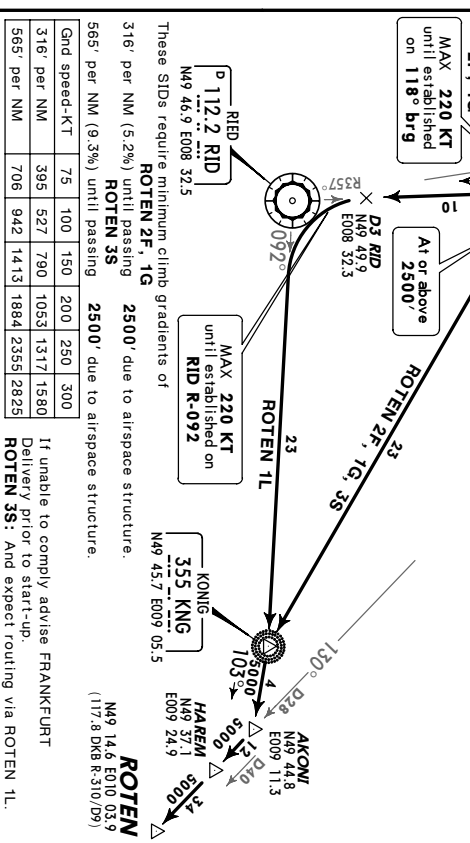
Initial climb clearance 5000'	
SID	ROUTING
TOBAK 2F, 2J	Climb on runway track to FFM 5 DME or 800', whichever is later, turn RIGHT, 276° track (RWY 25L: 279° track) to FFM 8.4 DME, turn RIGHT, intercept TAU R-142 inbound to D11.4 TAU ①, turn RIGHT, 016° track to TABUM, turn RIGHT, 041° track to TESGA, turn LEFT, 039° track to TOBAK.
TOBAK 2G	Climb on runway track to FFM 5 DME or 800', whichever is later, turn RIGHT, 276° track (RWY 25L: 279° track), intercept FFM R-259, at 3500' turn RIGHT towards TAU, when passing 4400' ②, turn RIGHT to TABUM, 041° track to TESGA, turn LEFT, 039° track to TOBAK.
After D11.4 TAU ①	passing 4400' ② BRNAV equipment necessary.

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 10-318 EFF 29 Sep
 JEPPESEN FRANKFURT / MAIN, GERMANY
 SID

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. RWY 18: EXPECT close-in obstacles. 4. RWY 18: wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	------------------	---

ROTEN TWO FOXTROT (ROTEN 2F)
ROTEN ONE GOLF (ROTEN 1G)
ROTEN ONE LIMA (ROTEN 1L)
ROTEN THREE SIERRA (ROTEN 3S)
RWYS 25L/R, 18 DEPARTURES
RWYS 25L/R, 18 DEPARTURES
ONLY FOR FLIGHTS TERMINATING WITHIN EDNA AREA
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR Q (RWYS 25L/R/Z (RWY 18)

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



ROUTING		
SID	RWY	
ROTEN 2F, 1G	25L/R	Climb on runway track to FFM 4.5 DME/FRD 1.5 DME or 800', whichever is later, turn LEFT towards RID, at RID 12 DME turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130/DKB R-310 inbound to ROTEN.
ROTEN 1L	18	Climb on runway track to 800', intercept RID R-357 inbound to D3 RID, turn LEFT, intercept RID R-092 to KNG, turn RIGHT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130/DKB R-310 inbound to ROTEN.
ROTEN 3S		Climb on runway track to 800' or RID 12 DME, whichever is later, turn LEFT, intercept 118° bearing to KNG, turn LEFT, 103° bearing to AKONI, turn RIGHT, intercept FFM R-130/DKB R-310 inbound to ROTEN.

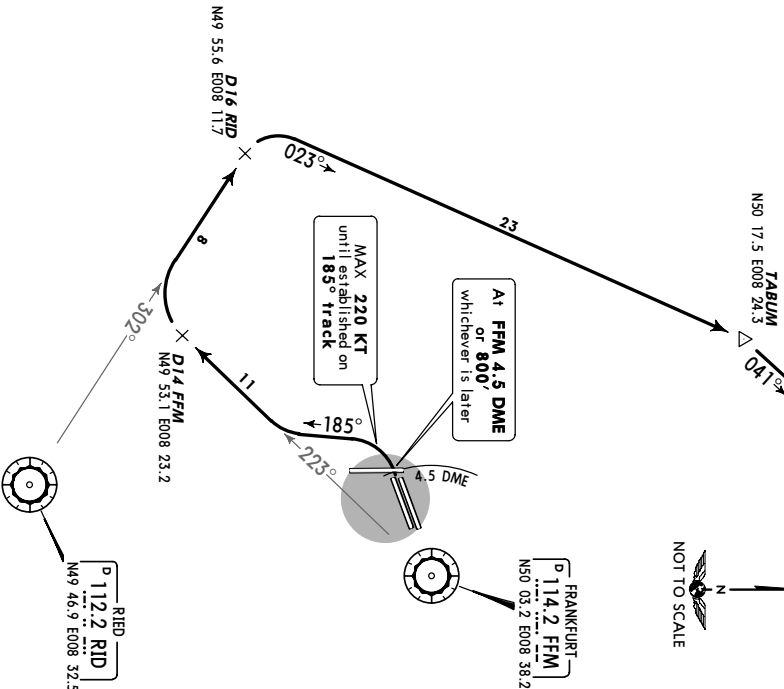
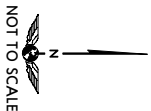
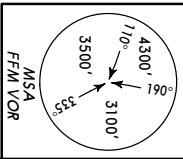
CHANGES: SIDs renumbered & revised; chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN
JEPPesen FRANKFURT/MAIN, GERMANY
16 SEP 05 (10-3M) EFF 29 Sep
SID

FRANKFURT Departure (R) 120.15	Ap ^r Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	--

TOBAK TWO NOVEMBER (TOBAK 2N)
RWYS 25L/R DEPARTURE
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE
SIDS WITH DESIGNATOR Q

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Climb on runway track to FFM 4.5 DME or 800', whichever is later, turn LEFT, 185° track, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID ①, turn RIGHT, 023° track to TABUM, turn RIGHT, 041° track to TESGA, turn LEFT, 039° track to TOBAK.
① After D16 RID RNAV equipment necessary.

Initial climb clearance 5000'

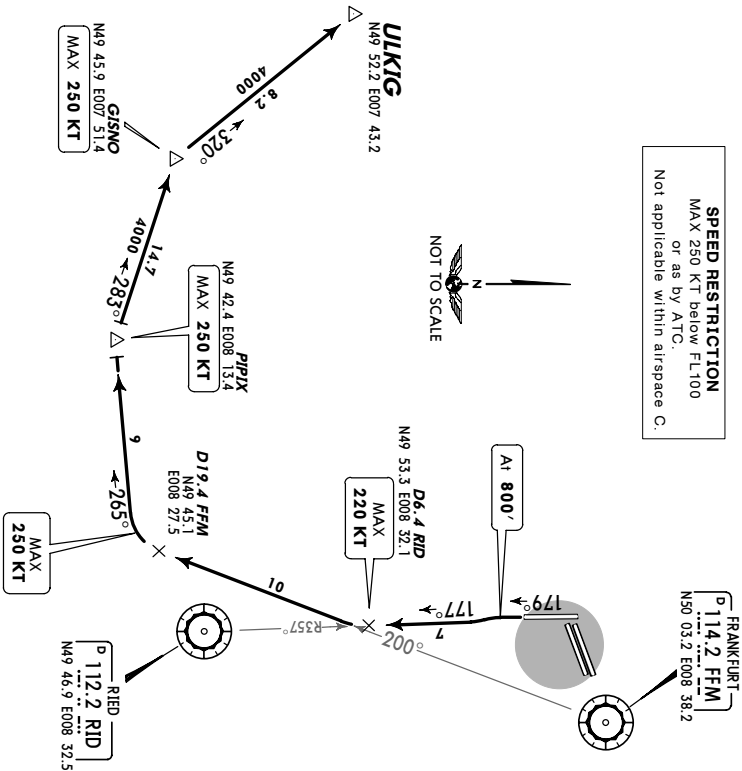
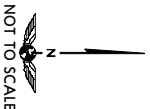
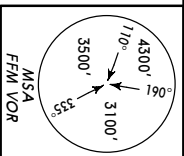
ROUTING

EDDF/FRA
FRANKFURT/MAIN
JEPPesen FRANKFURT/MAIN, GERMANY
16 SEP 05 (10-3N1) EFF 29 Sep
SID

FRANKFURT Departure (R) 136.12	Ap ^r Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	------------------------------	---

ULKIG TWO UNIFORM (ULKIG 2U)
RWY 18 DEPARTURE
FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
VIA AIRWAYS Y 180/Y 181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUDOT FL220 - Y 180 - DIK RFL (REQUESTED FL)
NON RNAV (ENROUTE ONLY) EQUIPPED AIRCRAFT SHALL USE
SIDS WITH DESIGNATOR Z

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Climb on runway track to 800', intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200, at D19.4 FFM ① turn RIGHT, 265° track to PIPX, turn RIGHT, 283° track to GISNO, turn RIGHT, 320° track to ULKIG.
① After D19.4 FFM RNAV equipment necessary.

Initial climb clearance 4000'

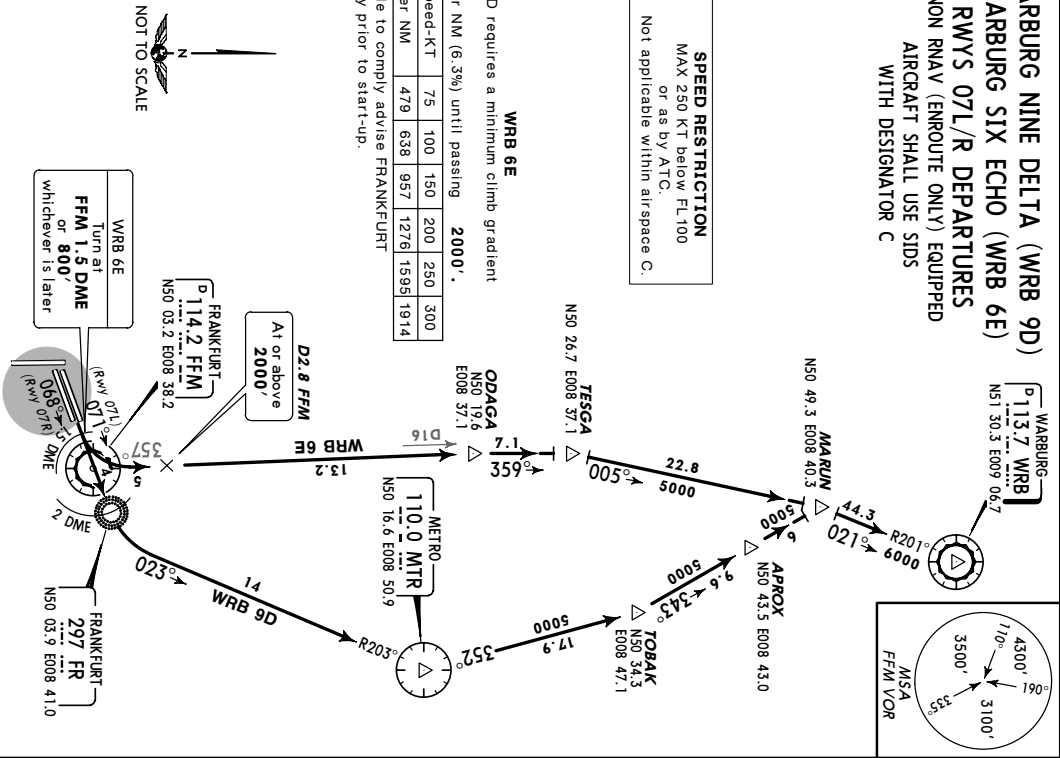
ROUTING

EDDF / FRA
 FRANKFURT / MAIN

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

WARBURG NINE DELTA (WRB 9D)
WARBURG SIX ECHO (WRB 6E)
RWYS 07L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED
AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR C

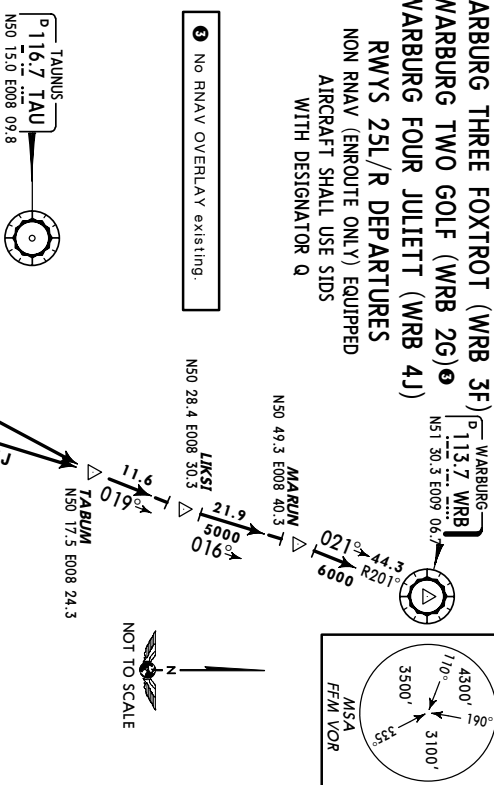
SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



EDDF / FRA
 FRANKFURT / MAIN

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

WARBURG THREE FOXTROT (WRB 3F)
WARBURG TWO GOLF (WRB 2G)
WARBURG FOUR JULIETT (WRB 4J)
RWYS 25L/R DEPARTURES
NON RNAV (ENROUTE ONLY) EQUIPPED
AIRCRAFT SHALL USE SIDS
WITH DESIGNATOR Q



EDDF / FRA
FRANKFURT / MAIN

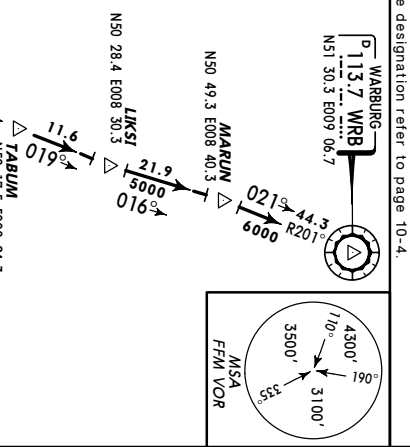
JEPPESSEN FRANKFURT / MAIN, GERMANY

16 SEP 05 **10-3N5** **EFF 29 Sep** **SID**

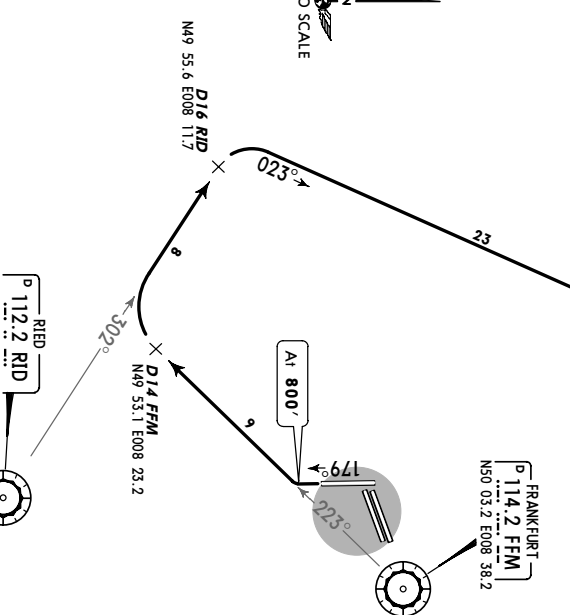
FRANKFURT Departure (R) 120.15	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and
--------------------------------------	--

WARBURG FIVE SIERRA
(WBF-FC)

RWY 18 DEPARTURE
BY ATC
WILL ONLY BE ASSIGNED



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **4000'**

ROUTING

ROUTING

Climb on runway track to 800', turn RIGHT, intercept FFM R-223, to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID ①, turn RIGHT, 023° track to TABUM, turn LEFT, 019° track to LKLSI, turn LEFT, 016° track to MAJUN, turn RIGHT, intercept WRB R-201 inbound to WRB.

① After D16 RID BRNAV equipment necessary.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 **(10-3N6)** **EFF 29 SEP** **STD**

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT close-in obstacles.
 4. For departure designation refer to page 10-4.

FRANKFURT
 Departure (R)
 136.12

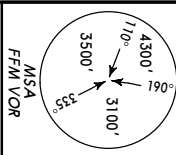
Apt Elev
 364'

WARBURG SEVEN TANGO
 (WRB 7T)

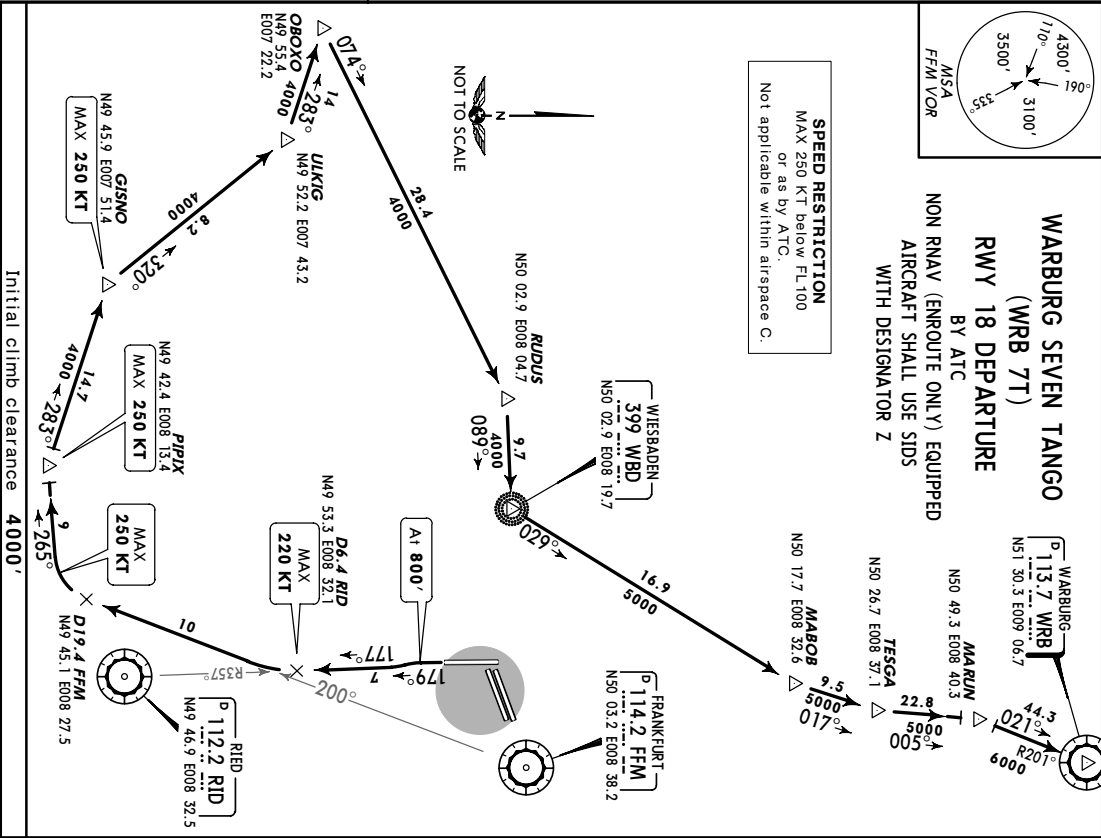
RWY 18 DEPARTURE

BY ATC

NON RNAV (ENROUTE ONLY) EQUIPPED
 AIRCRAFT SHALL USE SIDS
 WITH DESIGNATOR Z



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



Initial climb clearance **4000'**

ROUTING

Climb on runway track to **800'**, intercept RID R-357 inbound to D6.4 RID, turn RIGHT, intercept FFM R-200 to D19.4 FFM, turn RIGHT, 285° track to PIPIX, turn RIGHT, 283° track to OBOXO, turn LEFT, 283° track to ULKIG, turn LEFT, 283° track to RUUDS, turn RIGHT, 074° bearing to MABOB, turn LEFT, 017° track to TESGA, turn LEFT, 005° track to MARUN, turn RIGHT, intercept WRB R-201 inbound to WRB.

CHANGES: Chart reinstated.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

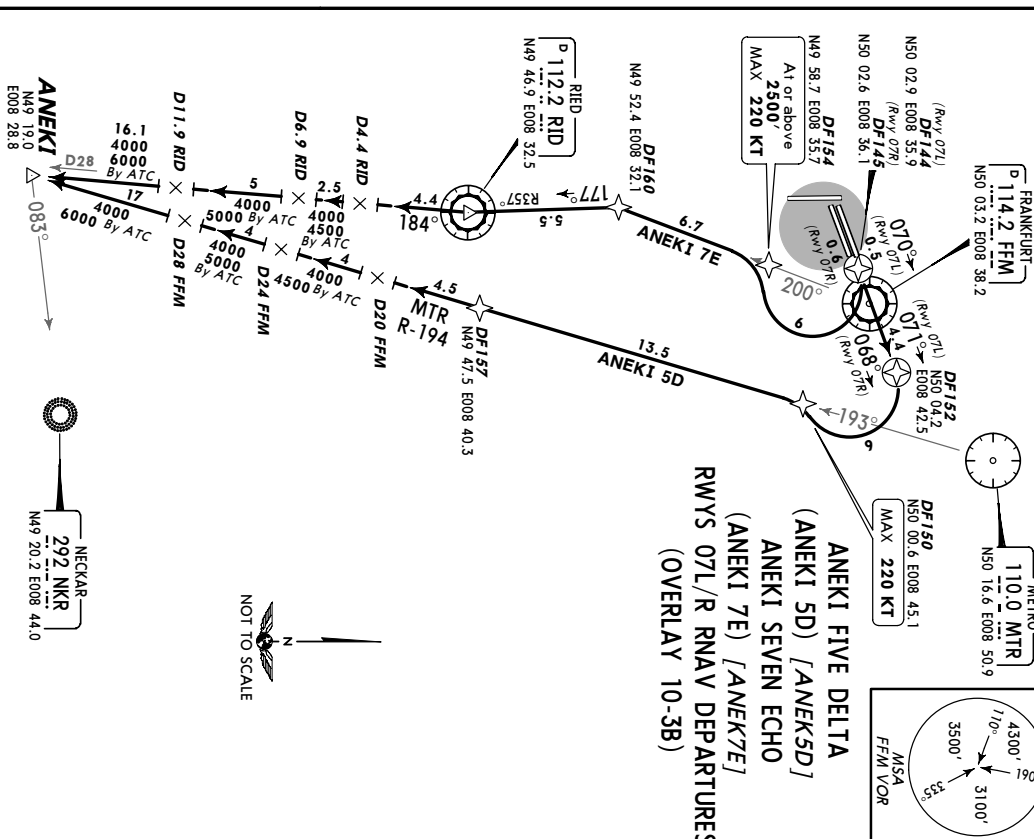
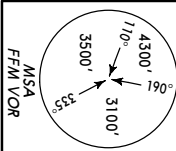
16 SEP 05 **(10-3N7)** **EFF 29 SEP** **RNAV SID (OVERLAY)**

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 07L: EXPECT close-in obstacles.
 4. For departure designation refer to page 10-4.

FRANKFURT
 Departure (R)
 136.12

Apt Elev
 364'

RWYS 07L/R RNAV DEPARTURES
 (OVERLAY 10-3B)



Initial climb clearance **4000'**

ROUTING

ANEKI 5D (800' +) - DF152 - DF150 (K220-) - DF157 - ANEKI.
 ANEKI 7E (800' +) - DF144 (07L)/DF145 (07R) - DF154 (2500' +; K220-) - DF160 - RID - ANEKI.

CHANGES: Chart reinstated.

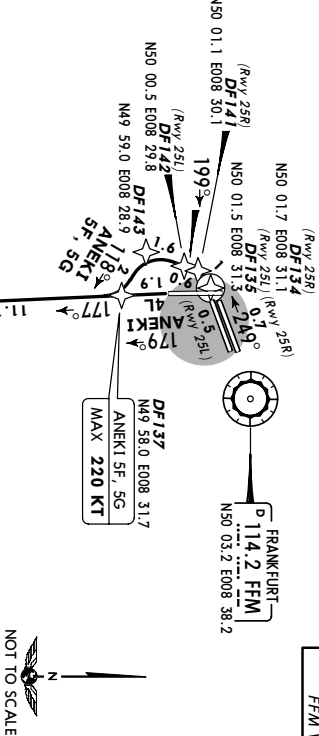
© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 **(10-3N8)** **EFF 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-40C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 18: EXPECT close-in obstacles. 4. Rwy 18: Wind shears and increased turbulences must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	---

ANEKI FIVE FOXTROT (ANEKI 5F) [ANEK5F]
 ANEKI FIVE GOLF (ANEKI 5G) [ANEK5G]
 ANEKI FOUR LIMA (ANEKI 4L) [ANEK4L]
 RWYS 25L/R, 18 RNAV DEPARTURES (OVERLAY 10-3C)



ANEKI 4L

This SID requires a minimum climb gradient of 237' per NM (3.9%) until passing 4500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

If unable to comply advise FRANKFURT Delivery prior to start-up.



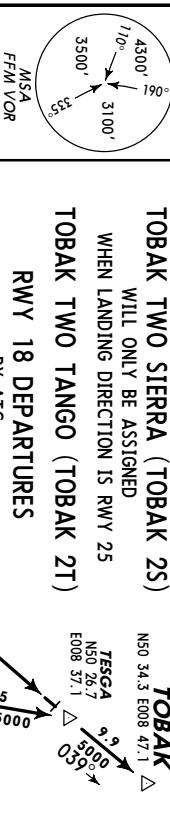
SID	RWY	ROUTING
ANEKI 5F, 5G	25L/R	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - RID - ANEKI
ANEKI 4L	18	(800' +) - RID - ANEKI

ANECI 5F, 5G: Initial climb clearance 5000'
 ANEKI 4L: Initial climb clearance 4000'

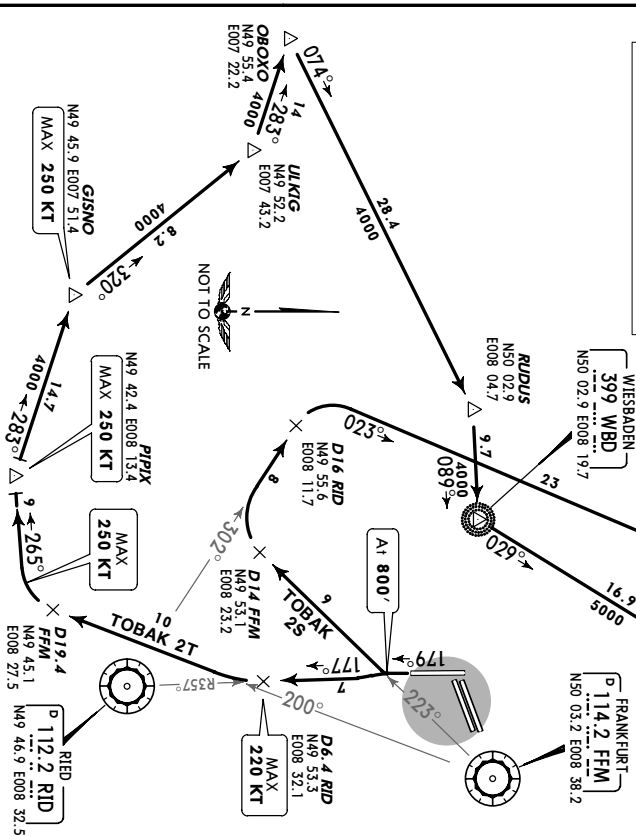
EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 **(10-3N)** **EFF 29 SEP** **SID**

FRANKFURT Departure (R) TOBAK 25 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-40C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
---	-------------------------	---



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



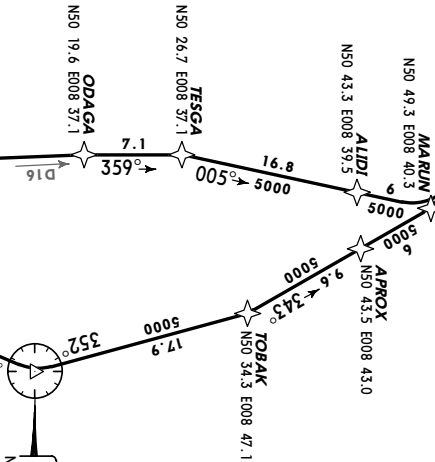
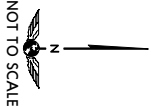
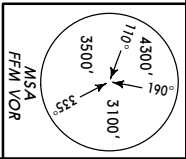
SID	ROUTING
TOBAK 2S	Climb on runway track to 800', turn RIGHT, intercept FFM R-223 to D14 FFM, turn RIGHT, intercept RID R-302 to D16 RID, turn RIGHT, 023° track to TABUM, turn RIGHT, 041° track to TESGA, turn LEFT, 039° track to TOBAK.
TOBAK 2T	Climb on runway track to 800', intercept RID R-357 inbound to D6.4 RID, intercept FFM R-200 to D19.4 FFM, turn RIGHT, 265° track to PIPX, turn RIGHT, 283° track to GISNO, turn RIGHT, 320° track to UUKIG, turn LEFT, 283° track to OBOXO, turn RIGHT, 074° track to RUDUS, turn RIGHT, intercept 089° bearing to WBD, turn LEFT, 029° bearing to MABOB, turn LEFT, 017° track to TESGA, turn RIGHT, 039° track to TOBAK.

After D16 RID 1. BRNAV equipment necessary.

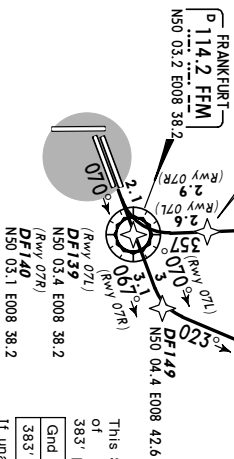
EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3P) **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 120.15	Api Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

ARPEG ONE DELTA (ARPEG 1D) [ARPE1D]
ARPEG ONE ECHO (ARPEG 1E) [ARPE1E]
RWYS 07L/R RNAV DEPARTURES
(OVERLAY 10-3D)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



ARPEG 1E
 This SID requires a minimum climb gradient of 383' per NM (6.3%) until passing 2000'.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914

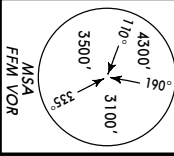
If unable to comply advise FRANKFURT Delivery prior to start-up.

SID	Initial climb clearance 5000'	ROUTING
ARPEG 1D	(800' +) - DF149 - MTR - TOBAK - APROX - MARUN - ARPEG.	
ARPEG 1E	(800' +) - DF139 (07L)/DF140 (07R) - DF146 (2000' +) - ODAGA - TESGA - ALDI - MARUN - ARPEG.	

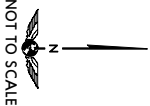
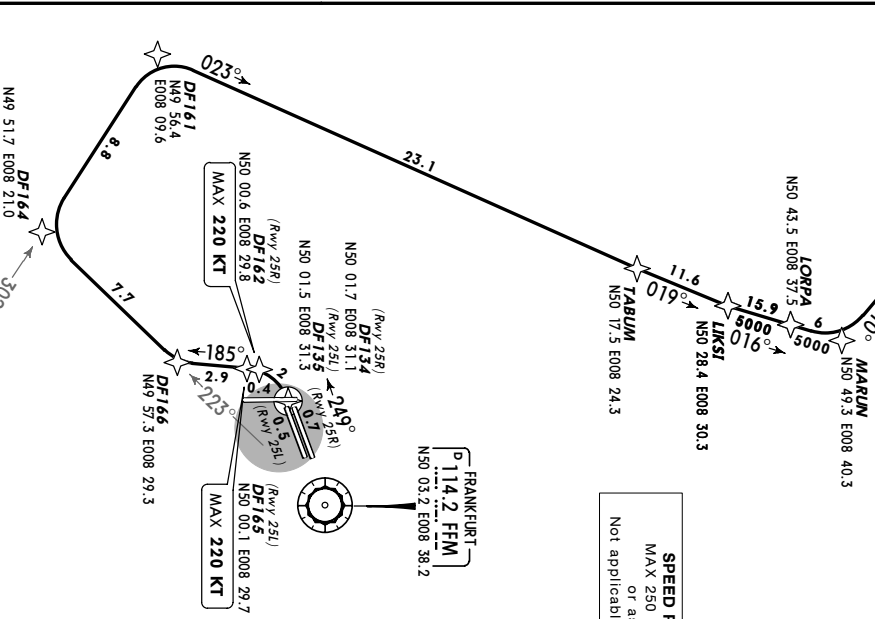
EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 (10-3Q) **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 120.15	Api Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

ARPEG TWO NOVEMBER
(ARPEG 2N) [ARPE2N]
RWYS 25L/R RNAV DEPARTURE
(OVERLAY 10-3F)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



ROUTING	Initial climb clearance 5000'
(800' +) - DF134 (25R)/DF135 (25L) - DF162 (25R: K220-)/DF165 (25L: K220-) - DF166 - DF164 - DF161 - TABUN - LIKSI - LORPA - MARUN - ARPEG.	

EDDF/FRA
FRANKFURT/MAIN

16 SEP 05 (10-3Q2) **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--

ARPEG TWO SIERRA
(ARPEG 2S) [ARPEG2S]
RWY 18 RNAV DEPARTURE
(OVERLAY 10-3G)
BY ATC
WILL ONLY BE ASSIGNED WHEN
LANDING DIRECTION IS RWY 25

(800' +/-) - DF197 - DF164 - TABUM - LIKSI - MARUN - ARPEG.
CHANGES: Chart reindexed.

EDDF/FRA
FRANKFURT/MAIN

16 SEP 05 (10-3Q3) **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--

ARPEG ONE TANGO
(ARPEG 1T) [ARPEG1T]
RWY 18 RNAV DEPARTURE
(OVERLAY 10-3G1)
BY ATC

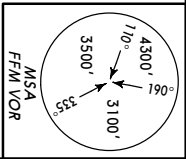
(800' +/-) - DF160 (K220-) - DF200 (K250-) - PIPX (K250-) - GISNO (K250-) - ULKIG - OBOXO - RUDUS - WBD - MABOB - TESGA - ALIDI - MARUN - ARPEG.
CHANGES: Note box item 4 added; chart reindexed.

EDDF / FRA
 FRANKFURT / MAIN

16 SEP 05 (10-3Q4) EFT 29 Sep RNAV SID (OVERLAY)

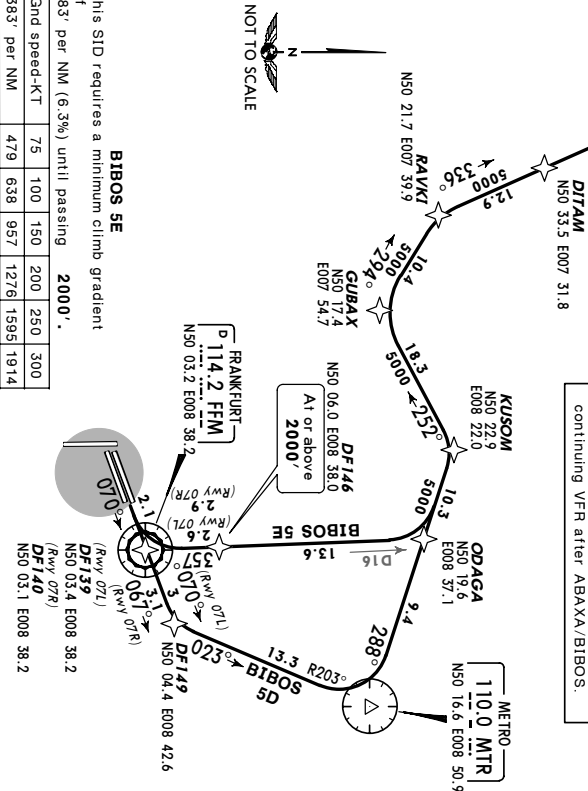
FRANKFURT Departure (R) 120.15	<i>Ap1 Elev</i> 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	---

BIBOS FIVE DELTA (BIBOS 5D) [BIBO5D]
 BIBOS FIVE ECHO (BIBOS 5E) [BIBO5E]
 RWYS 07L/R RNAV DEPARTURES (OVERLAY 10-3G2)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
 If unable to comply, request routing via UZ 28.
 - Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



BIBOS 5E

This SID requires a minimum climb gradient of 383' per NM (6.3%) until passing 2000'.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

Initial climb clearance 5000'

ROUTING

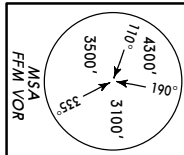
SID	(800' +) - DF149 - MTR - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - ABAXA - BIBOS.
BIBOS 5D	(800' +) - DF139 (07L)/DF140 (07R) - DF146
BIBOS 5E	GUBAX - RAVKI - DITAM - ABAXA - BIBOS.

EDDF / FRA
 FRANKFURT / MAIN

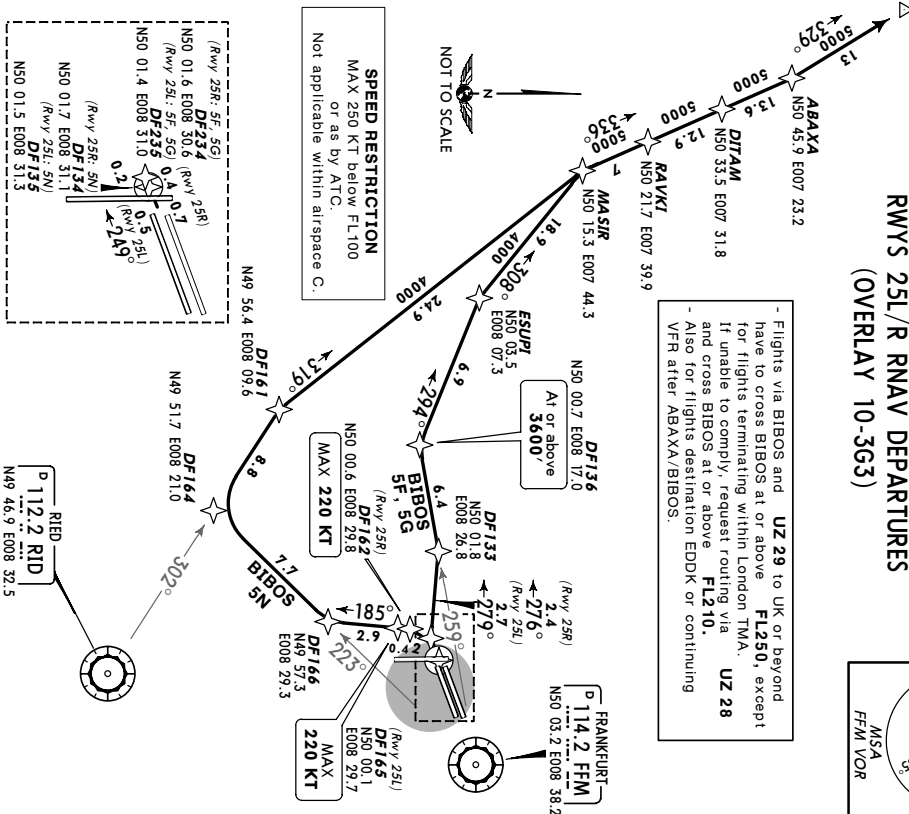
16 SEP 05 (10-3Q5) EFT 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R) 120.15	<i>Ap1 Elev</i> 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	---

BIBOS FIVE FOXTROT (BIBOS 5F) [BIBO5F]
 BIBOS FIVE GOLF (BIBOS 5G) [BIBO5G]
 BIBOS FIVE NOVEMBER (BIBOS 5N) [BIBO5N]
 RWYS 25L/R RNAV DEPARTURES
 (OVERLAY 10-3G3)



- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA.
 If unable to comply, request routing via and cross BIBOS at or above FL210.
 - Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



BIBOS 5F, 5G

These SIDs require a minimum climb gradient of 352' per NM (5.8%) until passing 3600', due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
352' per NM	441	587	881	1175	1468	1762

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

Initial climb clearance 5000'

ROUTING

SID	(800' +) - DF234 (25R)/DF235 (25L) - DF133 - DF136
BIBOS 5F, 5G	MASIR - RAVKI - DITAM - ABAXA - BIBOS.
BIBOS 5N	(800' +) - DF134 (25R)/DF135 (25L) - DF162 (25R, K220-)/DF165 (25L, K220-) - DF166 - DF164 - DF161 - MASIR - RAVKI - DITAM - ABAXA - BIBOS.

EDDF / FRA
 FRANKFURT / MAIN

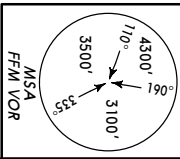
16 SEP 05 (10-3Q6) EFT 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R) 120.15	Apt Elev 364'
--------------------------------------	------------------

- Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

BIBOS FIVE LIMA (BIBOS 5L) [BIBO5L]
 BIBOS FIVE SIERRA (BIBOS 5S) [BIBO5S]
 BY ATC

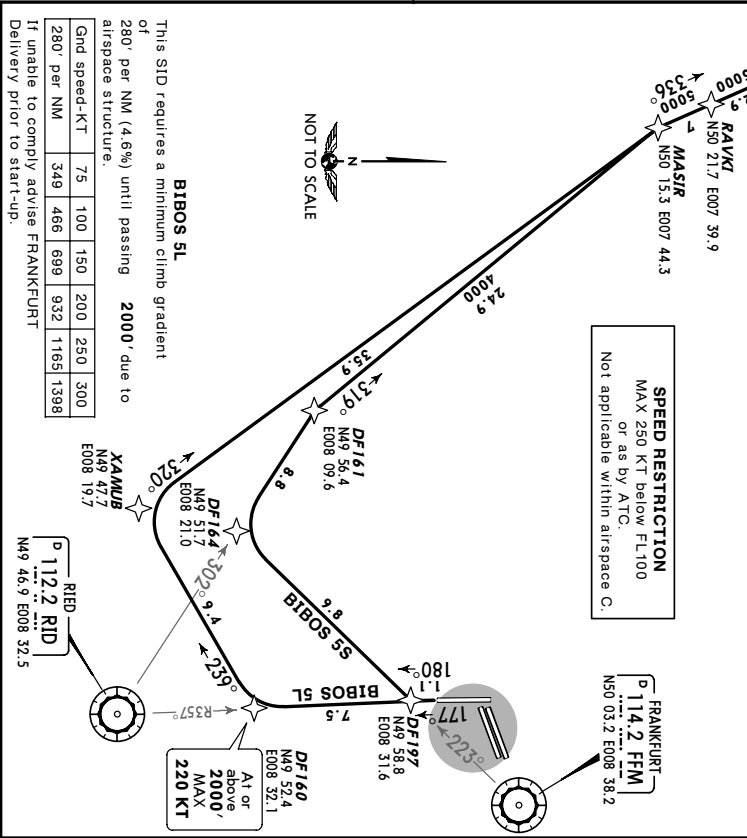
RWY 18 RNAV DEPARTURES (OVERLAY 10-3G4)
 WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS 25



BIBOS
 NS0 56.9 E007 12.5

- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA. If unable to comply, request routing via and cross BIBOS at or above FL210. Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



SID	Initial climb clearance 4000'
BIBOS 5L	(800' +) - DF160 (2000' +; K220-) - XAMUB - MASIR - RAVKI - DITAM - ABAXA - BIBOS.
BIBOS 5S	(800' +) - DF197 - DF164 - DF161 - MASIR - RAVKI - DITAM - ABAXA - BIBOS.

CHANGES: Note box item 4 added; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

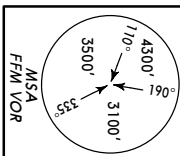
EDDF / FRA
 FRANKFURT / MAIN

16 SEP 05 (10-3Q7) EFT 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R) 136.12	Apt Elev 364'
--------------------------------------	------------------

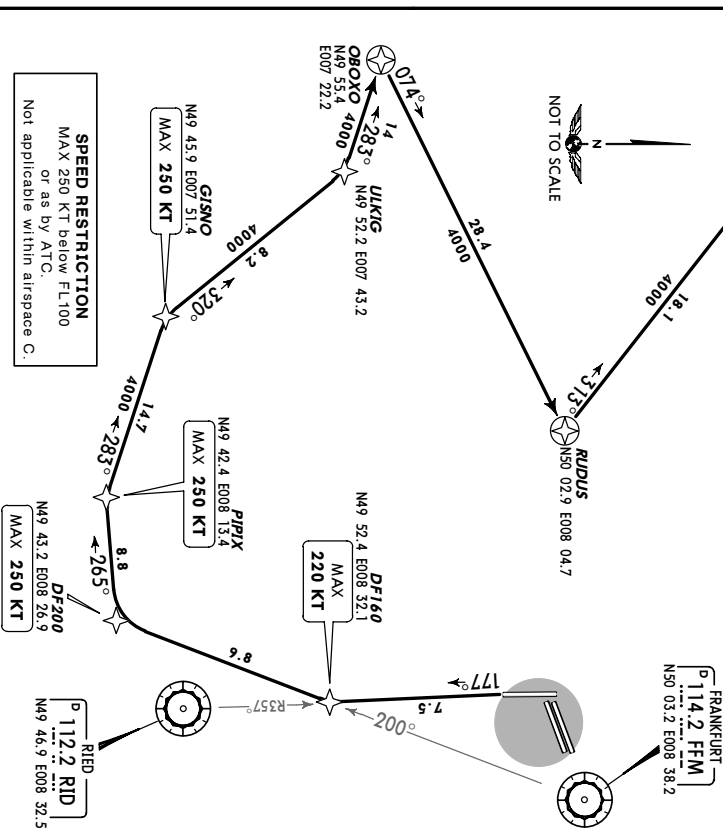
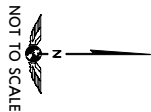
- Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

BIBOS SIX TANGO (BIBOS 6T) [BIBO6T]
 RWY 18 RNAV DEPARTURE
 (OVERLAY 10-3G5)
 BY ATC



BIBOS
 NS0 56.9 E007 12.5

- Flights via BIBOS and UZ 29 to UK or beyond have to cross BIBOS at or above FL250, except for flights terminating within London TMA. If unable to comply, request routing via and cross BIBOS at or above FL210. Also for flights destination EDDK or continuing VFR after ABAXA/BIBOS.



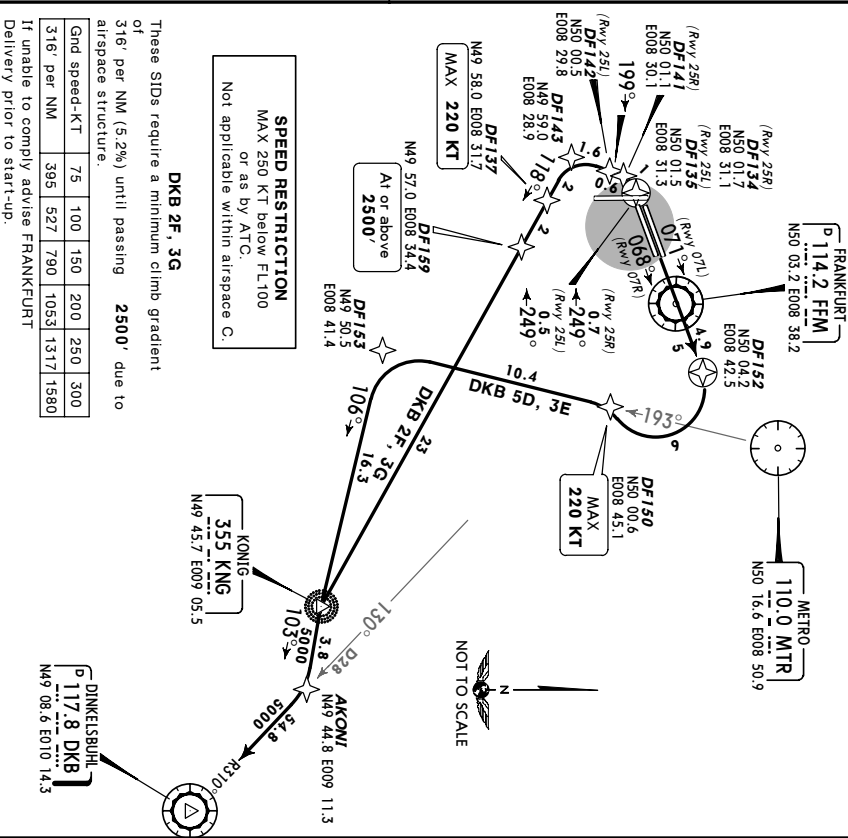
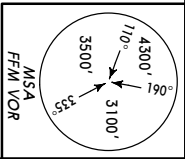
SID	Initial climb clearance 4000'
BIBOS 6T	(800' +) - DF160 (K220-) - DF200 (K250-) - PIPX (K250-) - GINSO (K250-) - ULKIG - OBOXO - RUDUS - MASIR - RAVKI - DITAM - ABAXA - BIBOS.

CHANGES: Note box item 4 added; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

FRANKFURT Departure (R) 136.12	Apv Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

DINKELSBUHL FIVE DELTA (DKB 5D)
 DINKELSBUHL THREE ECHO (DKB 3E)
 DINKELSBUHL TWO FOXTROT (DKB 2F)
 DINKELSBUHL THREE GOLF (DKB 3G)
 RWYS 07L/R, 25L/R RNAV DEPARTURES
 (OVERLAY 10-3G6)
 ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR



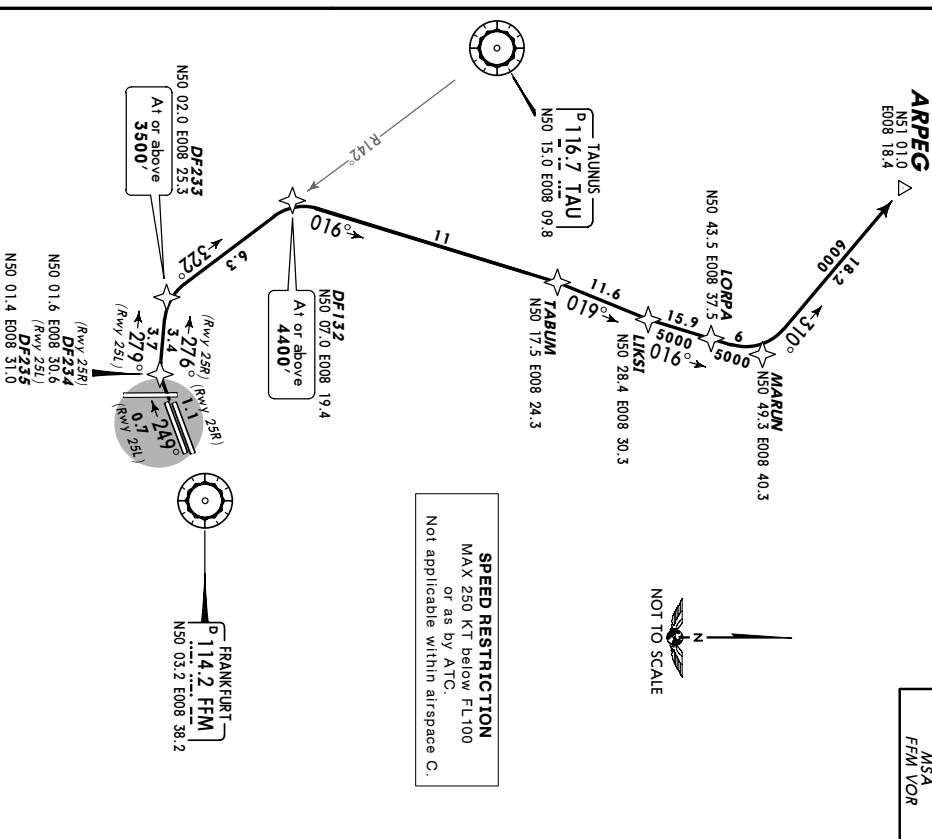
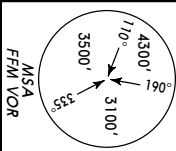
SID	RWY	DKB 5D, 3E: Initial climb clearance 4000'	ROUTING
DKB 5D, 3E	07L/R	(800' +) - DF152 - DF150 (K220-) - DF153 - KNG - AKONI - DKB.	DKB 2F, 3G: Initial climb clearance 5000'
DKB 2F, 3G	25L/R	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - DF159 (2500' +) - KNG - AKONI - DKB.	

These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing 2500' due to airspace structure.
 Gnd speed-KT 75 100 150 200 250 300
 316' per NM 395 527 790 1053 1317 1580
 If unable to comply advise FRANKFURT
 Delivery prior to start-up.

EDDF/FRA
 FRANKFURT/MAIN

FRANKFURT Departure (R) 120.15	Apv Elev 364'	Trans level: By ATC. Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	------------------	--

ARPEG TWO FOXTROT (ARPEG 2F) [ARPE2F]
 ARPEG TWO JULIETT (ARPEG 2J) [ARPE2J]
 RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3E)



SID	RWY	Initial climb clearance 5000'	ROUTING
(800' +) - DF234 (25R)/DF235 (25L) - DF233	(3500' +) - DF132 (4400' +) - TABUM - LIKSI - LORPA - MARUN - ARPEG.		

These SIDs require a minimum climb gradient of 729' per NM (12%) until FFM 8.4 DME (4.5 NM after DER) due to airspace structure.
 Gnd speed-KT 75 100 150 200 250 300
 729' per NM 911 1215 1823 2430 3038 3646
 If unable to comply advise FRANKFURT
 Delivery prior to start-up.

JEPPESEN FRANKFURT/MAIN, GERMANY
 RNAV SID (OVERLAY)

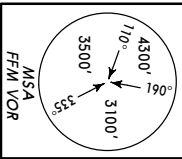
© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.
 CHANGES: Chart reindexed.

EDDF / FRA
FRANKFURT / MAIN

JEPPESEN **FRANKFURT / MAIN, GERMANY**
16 SEP 05 **10-35** **EFF 29 Sep** **RNAV SID (OVERLAY)**

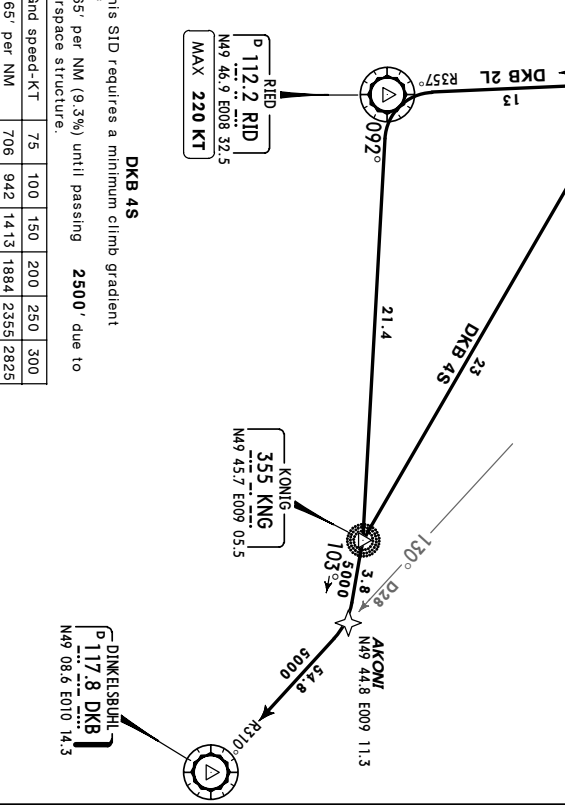
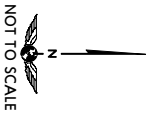
FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	---

DINKELSBUHL TWO LIMA (DKB 2L)
DINKELSBUHL FOUR SIERRA (DKB 4S)
RWY 18 RNAV DEPARTURES (OVERLAY 10-367)
ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

FRANKFURT
P 114.2 FFM
... ..
N50 03.2 E008 38.2



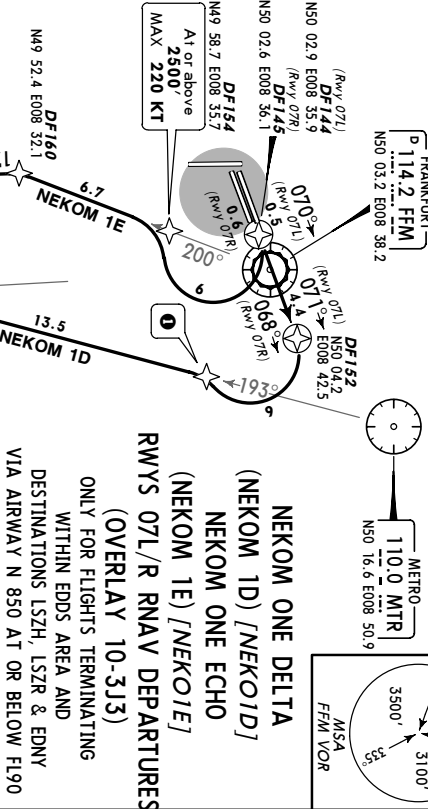
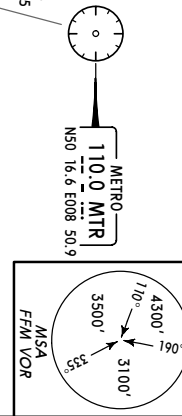
SID	Initial climb clearance 4000'	ROUTING
DKB 2L	(800' +) - RID (K220-) - KNG - AKONI - DKB.	
DKB 4S	(800' +) - DF158 - DF159 (2500' +) - KNG - AKONI - DKB.	

CHANGES: RNAV SIDs renumbered & revised; chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF / FRA
FRANKFURT / MAIN

JEPPESEN **FRANKFURT / MAIN, GERMANY**
16 SEP 05 **10-37I** **EFF 29 Sep** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L. EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	---



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SID	Initial climb clearance 4000'	ROUTING
NEKOM 1D	(800' +) - DF152 - DF150 (K220-) - DF157 - NEKOM.	
NEKOM 1E	(800' +) - DF144 (07L) / DF145 (07R) - DF154 (2500' +; K220-) - DF160 - RID - NEKOM.	

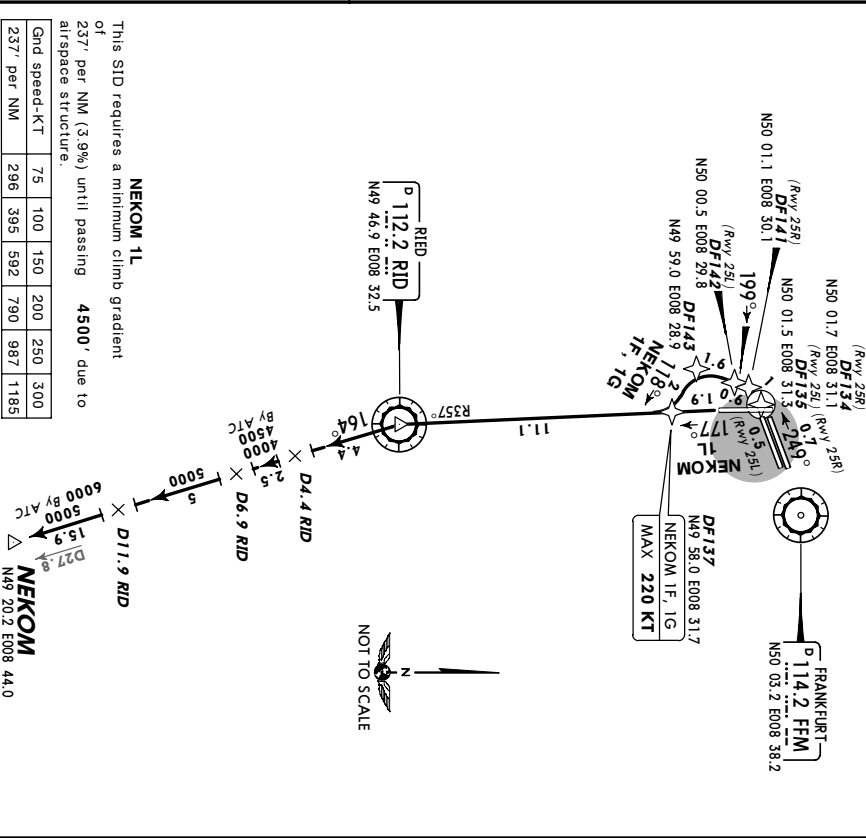
CHANGES: Chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 **(10-3T2)** **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 18: EXPECT close-in obstacles. 4. Rwy 18: Wind shears and increased turbulences must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--

NEKOM ONE FOXTROT (NEKOM 1F) [NEKO1F]
 NEKOM ONE GOLF (NEKOM 1G) [NEKO1G]
 NEKOM ONE LIMA (NEKOM 1L) [NEKO1L]
 RWYS 25L/R, 18 RNAV DEPARTURES (OVERLAY 10-3J4)
 ONLY FOR FLIGHTS TERMINATING WITHIN EDDS AREA AND
 DESTINATIONS LSZH, LSZR & EDNY VIA AIRWAY N 850 AT OR BELOW FL90



This SID requires a minimum climb gradient of 237' per NM (3.9%) until passing 4500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

If unable to comply advise FRANKFURT

Delivery prior to start-up.

SID	RWY	ROUTING
NEKOM 1F, 1G	25L/R	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - RID - NEKOM.
NEKOM 1L	18	(800' +) - RID - NEKOM.

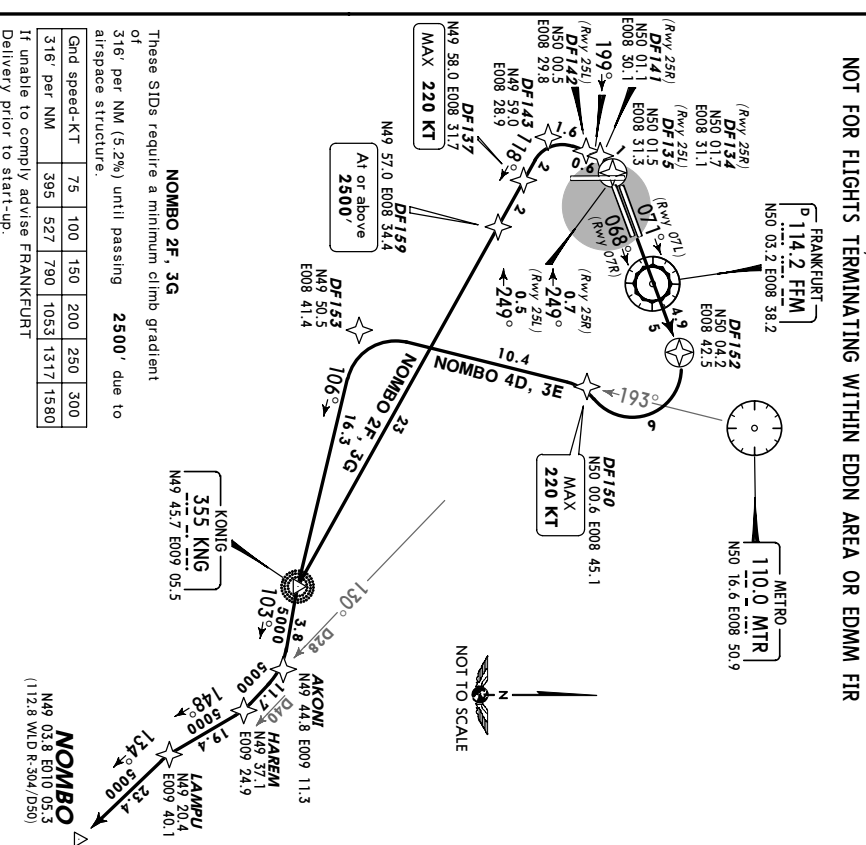
CHANGES: Note box item 4 added; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 **(10-3T3)** **ET 29 Sep** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	-------------------------	--

NOMBO FOUR DELTA (NOMBO 4D) [NOMB4D]
 NOMBO THREE ECHO (NOMBO 3E) [NOMB3E]
 NOMBO TWO FOXTROT (NOMBO 2F) [NOMB2F]
 NOMBO THREE GOLF (NOMBO 3G) [NOMB3G]
 RWYS 07L/R, 25L/R RNAV DEPARTURES
 (OVERLAY 10-3J5)



These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing 2500' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580

If unable to comply advise FRANKFURT

Delivery prior to start-up.

SID	RWY	ROUTING
NOMBO 4D, 3E	07L/R	(800' +) - DF152 - DF150 (K220-) - DF153 - KNG - AKONI - HAREM - LAMPU - NOMBO.
NOMBO 2F, 3G	25L/R	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - DF159 (2500' +) - KNG - AKONI - HAREM - LAMPU - NOMBO.

CHANGES: RNAV SIDs renumbered & revised; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05

10-314
 EFF 29 Sep
 RNAV SID (OVERLAY)

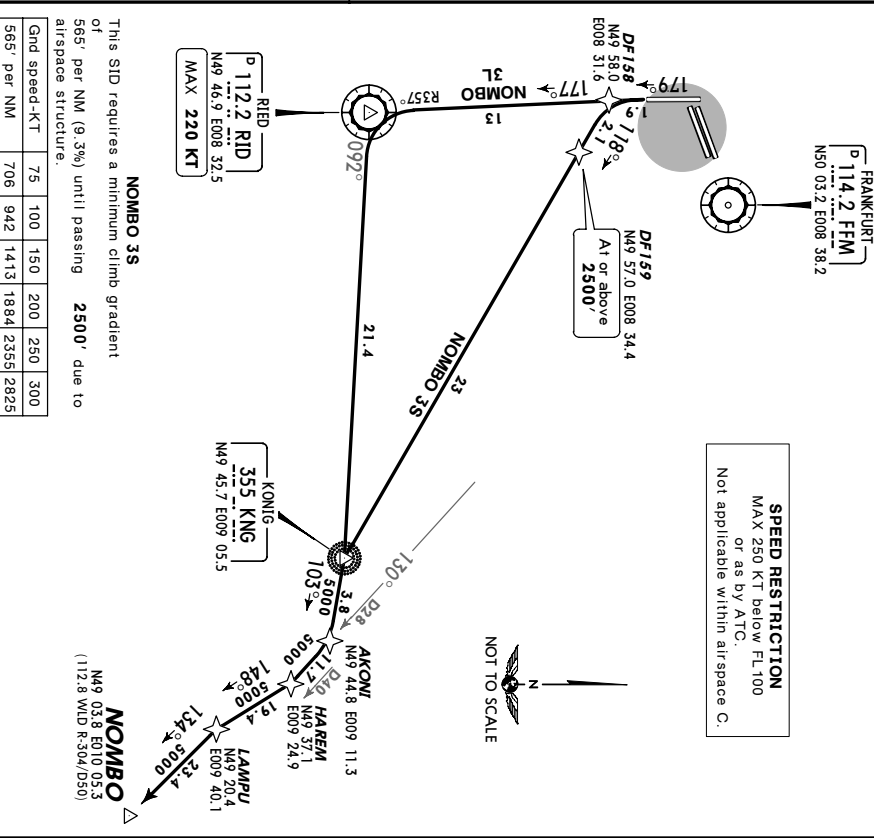
FRANKFURT Departure (R) 136.12	Apt Elev 364' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	---

NOMBO THREE LIMA (NOMBO 3L) [NOMB3L]
 NOMBO THREE SIERRA (NOMBO 3S) [NOMB3S]
 RWY 18 RNAV DEPARTURES (OVERLAY 10-316)
 NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM RNAV SIDS
 NOT FOR FLIGHTS TERMINATING WITHIN EDN AREA OR EDMM FIR

FRANKFURT
 114.2 FFM
 NS0 03.2 E008 38.2

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

MSA
 FFM VOR
 4300'
 110°
 3100'
 3500'
 335°



NOMBO 3S This SID requires a minimum climb gradient of 565' per NM (9.3%) until passing 2500' due to airspace structure. Gnd speed-KT 75 100 150 200 250 300 565' per NM 706 942 1413 1884 2355 2825 If unable to comply advise FRANKFURT Delivery prior to start-up and expect routing via NOMBO 3L.	
SID	Initial climb clearance 4000'
NOMBO 3L	(800' +) - RID (K220-) - KNG - AKONI - HAREM - LAMPU - NOMBO.
NOMBO 3S	(800' +) - DF158 - DF159 (2500' +) - KNG - AKONI - HAREM - LAMPU - NOMBO.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05

10-315
 EFF 29 Sep
 RNAV SID (OVERLAY)

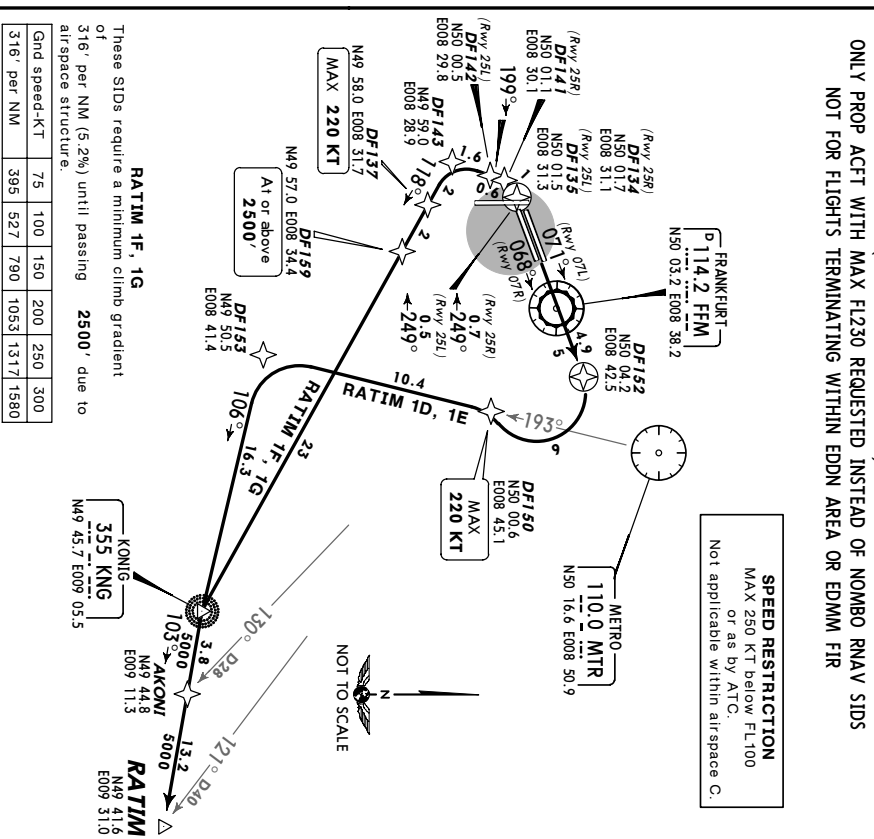
FRANKFURT Departure (R) 136.12	Apt Elev 364' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--

RATIM ONE DELTA (RATIM 1D) [RATI1D]
 RATIM ONE ECHO (RATIM 1E) [RATI1E]
 RATIM ONE FOXTROT (RATIM 1F) [RATI1F]
 RATIM ONE GOLF (RATIM 1G) [RATI1G]
 RWYS 07L/R, 25L/R RNAV DEPARTURES
 (OVERLAY 10-317)

FRANKFURT
 114.2 FFM
 NS0 03.2 E008 38.2

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.

MSA
 FFM VOR
 4300'
 110°
 3100'
 3500'
 335°



RATIM 1F, 1G These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing 2500' due to airspace structure. Gnd speed-KT 75 100 150 200 250 300 316' per NM 395 527 790 1053 1317 1580 If unable to comply advise FRANKFURT Delivery prior to start-up.	
SID	RATIM 1D, 1E: Initial climb clearance 4000' RATIM 1F, 1G: Initial climb clearance 5000'
RATIM 1D, 1E	07L/R (800' +) - DF152 - DF150 (K220-) - DF153 - KNG - AKONI - RATIM.
RATIM 1F, 1G	25L/R (800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - DF159 (2500' +) - KNG - AKONI - RATIM.

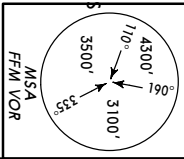
EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 (10-316) EFF 29 Sep RNAV SID (OVERLAY)

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. Strict adherence within the limits of aircraft performance is mandatory.
 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

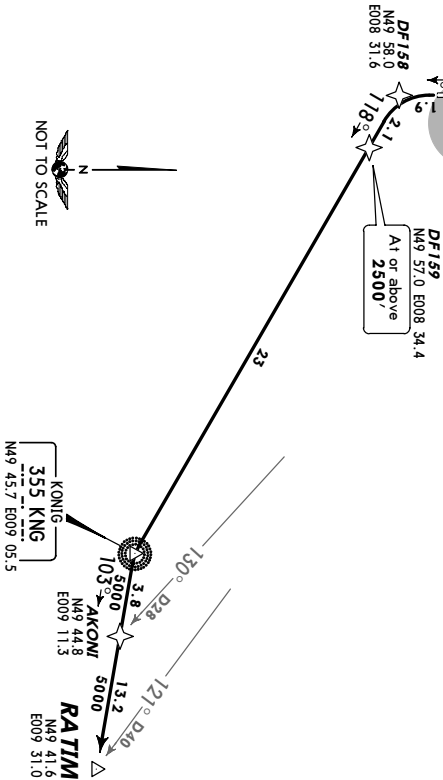
FRANKFURT
 Departure (R)
 136.12
 Apt Elev
 364'

RATIM ONE SIERRA (RATIM 1S) [RAT11S]
 Rwy 18 RNAV DEPARTURES (OVERLAY 10-318)
 ONLY PROP AGT WITH MAX FL230 REQUESTED INSTEAD OF NOMB RNAV SIDS
 NOT FOR FLIGHTS TERMINATING WITHIN EDN AREA OR EDMM FIR



FRANKFURT
 114.2 FFM
 NS0 03.2 E008 38.2

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



This SID requires a minimum climb gradient of
 565' per NM (9.3%) until passing 2500' due to
 airspace structure.

Gnd speed-KT	75	100	150	200	250	300
565' per NM	706	942	1413	1884	2355	2825

If unable to comply advise FRANKFURT
 Delivery prior to start-up and expect alternate
 routing by ATC.

Initial climb clearance 4000'

ROUTING

(800'+) - DF158 - DF159 (2500'+) - KNG - AKONI - RATIM.

CHANGES: HAB RNAV SIDS transferred; RATIM RNAV SID esbld. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

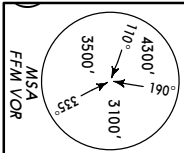
EDDF/FRA
 FRANKFURT/MAIN

16 SEP 05 (10-317) EFF 29 Sep RNAV SID (OVERLAY)

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. Strict adherence within the limits of aircraft performance is mandatory.
 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

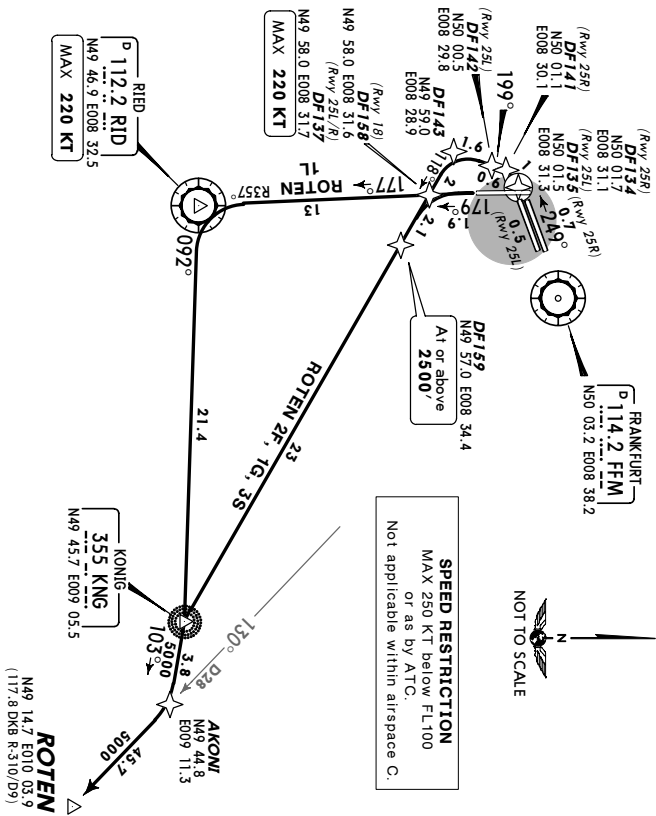
FRANKFURT
 Departure (R)
 136.12
 Apt Elev
 364'

ROTEN TWO FOXTROT (ROTEN 2F) [ROTE2F]
 ROTEN ONE GOLF (ROTEN 1G) [ROTE1G]
 ROTEN ONE LIMA (ROTEN 1L) [ROTE1L]
 ROTEN THREE SIERRA (ROTEN 3S) [ROTE3S]
 RWYS 25L/R, 18 RNAV DEPARTURES (OVERLAY 10-31L)
 ONLY FOR FLIGHTS TERMINATING WITHIN EDN AREA



FRANKFURT
 114.2 FFM
 NS0 03.2 E008 38.2

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



These SIDs require minimum climb gradients
 of
 565' per NM (9.3%) until passing 2500' due to
 airspace structure. If unable to comply advise
 FRANKFURT Delivery prior to start-up.

Gnd speed-KT	75	100	150	200	250	300
565' per NM	395	527	790	1053	1317	1580
565' per NM	706	942	1413	1884	2355	2825

ROTEN 2F, 1G: Initial climb clearance 5000'
 ROTEN 1L, 3S: Initial climb clearance 4000'

SID

Rwy

ROTEN 2F, 1G 25L/R (800'+) - DF134 (258R)/DF135 (25L) - DF141 (258R)/DF142 (25L) - DF143 - DF137 (K220-) - DF159 (2500'+) - KNG - AKONI - ROTEN.

ROTEN 1L

(800'+) - RID (K220-) - KNG - AKONI - ROTEN.

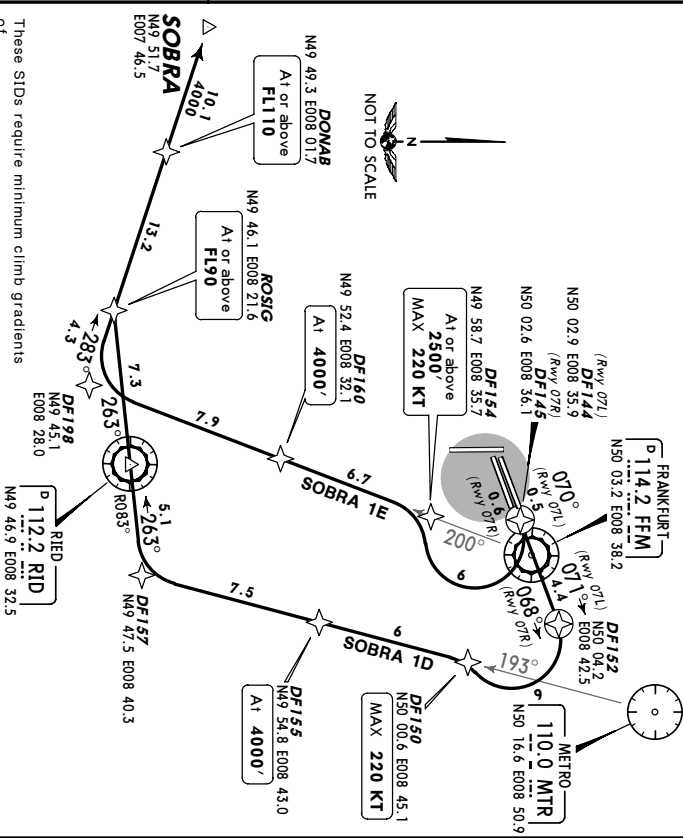
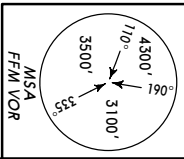
CHANGES: RNAV SIDS renumbered & revised; chart reinforced. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN

16 SEP 05 **(10-3T8)** **EFF 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

SOBRA ONE DELTA (SOBRA 1D) [SOBR1D]
SOBRA ONE ECHO (SOBRA 1E) [SOBR1E]
RWYS 07L/R RNAV DEPARTURES (OVERLAY 10-3L1)
FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
VIA AIRWAYS Y 180/Y 181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUDOT FL220 - Y 180 - DIK RFL (REQUESTED FL)



These SIDs require minimum climb gradients of

SOBRA 1D 225' per NM (3.7%) until passing after D9 FFM 261' per NM (4.3%) until passing due to airspace structure	SOBRA 1E 383' per NM (6.3%) until passing after D10.3 FFM 401' per NM (6.6%) until passing due to airspace structure
--	---

SOBRA 1D 4000', FL90	SOBRA 1E 2500', FL90
-----------------------------------	-----------------------------------

Grd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
383' per NM	479	638	957	1276	1595	1914
261' per NM	327	435	653	871	1089	1306
225' per NM	281	375	562	749	937	1124

If unable to comply advise FRANKFURT
Delivery prior to start-up.

SID	Initial climb clearance 4000'	ROUTING
SOBRA 1D	(800'+) - DF152 - DF150 (K220-) - DF155 (4000') - DF157 - RID - ROSIG (FL90+) - DONAB (FL110+.) - SOBRA.	
SOBRA 1E	(800'+) - DF144 (07L)/DF145 (07R) - DF154 (2500'+; K220-) - DF160 (4000') - DF198 - ROSIG (FL90+) - DONAB (FL110+) - SOBRA.	

CHANGES: Chart reindexed.

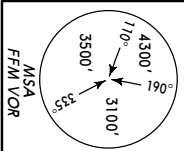
© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN

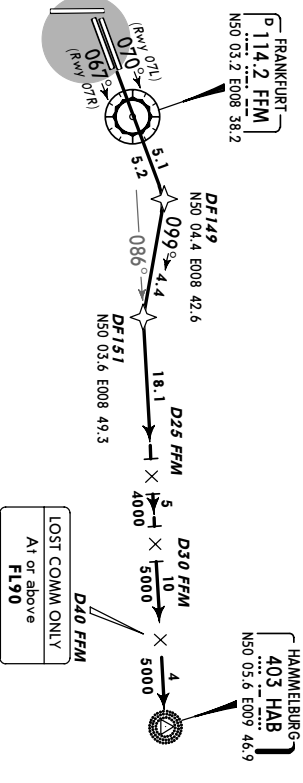
16 SEP 05 **(10-3T)** **EFF 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 120.15	Apt Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L: EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.
--------------------------------------	--------------------------------	--

HAMMELBURG SIX DELTA (HAB 6D)
HAMMELBURG ONE ECHO (HAB 1E)
RWYS 07L/R RNAV DEPARTURES (OVERLAY 10-3G8)
ONLY FOR FLIGHTS TERMINATING WITHIN EDN AREA



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SID	Initial climb clearance 4000'	ROUTING
HAB 6D	(800'+) - DF149 - DF151 - HAB.	

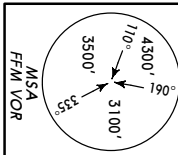
CHANGES: Chart reindexed.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

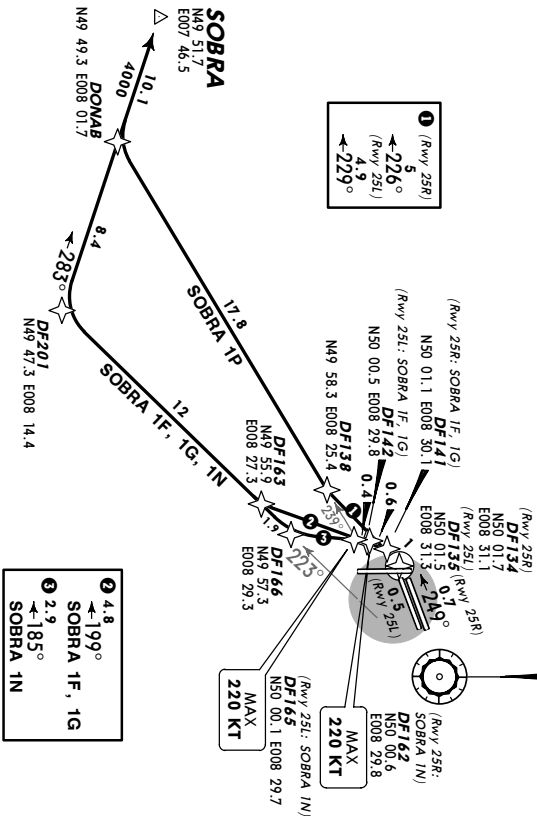
EDDF/FRA
FRANKFURT/MAIN
16 SEP 05 (10-3U) EET 29 Sep RNAV SID (OVERLAY)

FRANKFURT
 Departure (R)
 136.12
 Apt Elev
 364'
 Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is
 mandatory. 3. For departure designation refer to page 10-4.

SOBRA ONE FOXTROT (SOBRA 1F) [SOBR1F]
 SOBRA ONE GOLF (SOBRA 1G) [SOBR1G]
 SOBRA ONE NOVEMBER (SOBRA 1N) [SOBR1N]
 SOBRA ONE PAPA (SOBRA 1P) [SOBR1P]
 RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3L2)
 FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
 VIA AIRWAYS Y 180/Y 181
 FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
 IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
 RUDOT FL220 - Y 180 - DIK RFL (REQUESTED FL)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



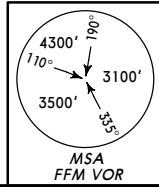
SID	ROUTING	Initial climb clearance
SOBRA 1F, 1G	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF163 - DF201 - DONAB - SOBRA.	5000'
SOBRA 1N	(800' +) - DF134 (25R)/DF135 (25L) - DF162 (25R: K220-) /DF165 (25L: K220-) - DF166 - DF201 - DONAB - SOBRA.	
SOBRA 1P	(800' +) - DF134 (25R)/DF135 (25L) - DF138 - DONAB - SOBRA.	

CHANGES: Chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

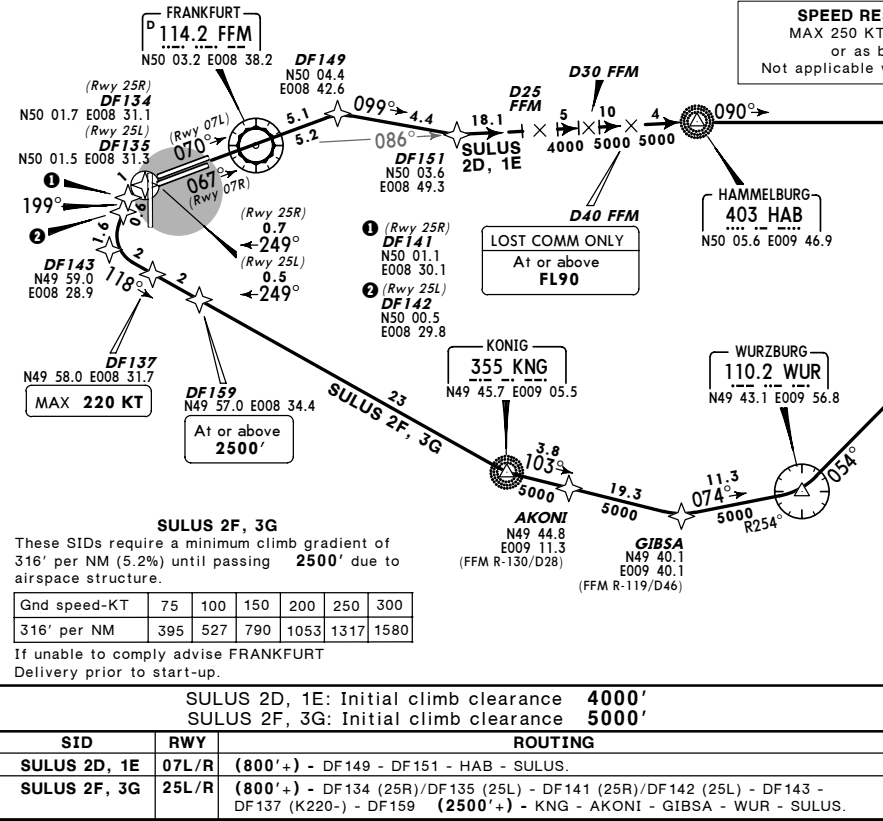
EDDF/FRA
FRANKFURT/MAIN
16 SEP 05 (10-3V1) EET 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R)
 SULUS 2D, 1E
 120.15
 136.12
 Apt Elev
 364'
 Trans level: By ATC. Trans alt: 5000'.
 1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 Strict adherence within the limits of aircraft performance is mandatory. 3. Rwy 07L, EXPECT close-in obstacles. 4. For departure designation refer to page 10-4.

SULUS TWO DELTA (SULUS 2D) [SULU2D]
 SULUS ONE ECHO (SULUS 1E) [SULU1E]
 SULUS TWO FOXTROT (SULUS 2F) [SULU2F]
 SULUS THREE GOLF (SULUS 3G) [SULU3G]
 RWYS 07L/R, 25L/R RNAV
 DEPARTURES (OVERLAY 10-3L4)
 NOT FOR FLIGHTS DESTINATION EDDN



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



SID	RWY	ROUTING
SULUS 2D, 1E	07L/R	(800' +) - DF149 - DF151 - HAB - SULUS.
SULUS 2F, 3G	25L/R	(800' +) - DF134 (25R)/DF135 (25L) - DF141 (25R)/DF142 (25L) - DF143 - DF137 (K220-) - DF159 (2500' +) - KNG - AKONI - GIBSA - WUR - SULUS.

SULUS 2D, 1E: Initial climb clearance **4000'**
 SULUS 2F, 3G: Initial climb clearance **5000'**

These SIDs require a minimum climb gradient of 316' per NM (5.2%) until passing **2500'** due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

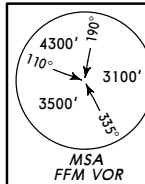
CHANGES: SULUS 1F, 2G renumbered & revised; chart reindexed. © JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05 (10-3V2) EET 29 Sep
 JEPPESEN FRANKFURT/MAIN, GERMANY
 RNAV SID (OVERLAY)

- Trans level: By ATC Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory.
 3. EXPECT close-in obstacles.
 4. Wind shears and increased turbulence must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

FRANKFURT
 Departure (R)
 136.12
 Apt Elev
 364'

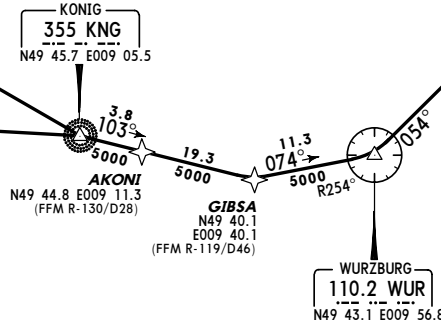
SULUS
 N50 04.5 E010 43.7
 (SULUS 4L) [SULU4L]
 (SULUS THREE SIERRA)
 (SULUS 3S) [SULU3S]
 RWY 18 RNAV DEPARTURES
 (OVERLAY 10-3L5)
 NOT FOR FLIGHTS
 DESTINATION EDDN



SULUS 3S
 This SID requires a minimum climb gradient of 565' per NM (9.3 %) until passing 2500' due to airspace structure.

If unable to comply advise FRANKFURT
 Delivery prior to start-up and expect routing via SULUS 4L.

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



FRANKFURT
 114.2 FFM
 N50 03.2 E008 38.2

DF159
 N49 57.0 E008 34.4
 At or above
 2500'

DF158
 N49 58.0 E008 31.6
 179°
 177°
 118°
 13
 SULUS
 R357°
 092°
 RIED
 112.2 RID
 N49 46.9 E008 32.5
 MAX 220 KT

Initial climb clearance 4000'

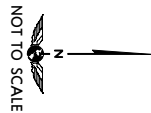
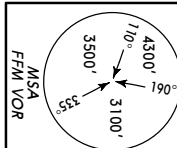
SID	ROUTING
SULUS 4L	(800' +) - RID (K220-) - KNG - AKONI - GIBSA - WUR - SULUS.
SULUS 3S	(800' +) - DF158 - DF159 (2500' +) - KNG - AKONI - GIBSA - WUR - SULUS.

EDDF/FRA
 FRANKFURT/MAIN
 16 SEP 05 (10-3V3) EET 29 Sep
 JEPPESEN FRANKFURT/MAIN, GERMANY
 RNAV SID (OVERLAY)

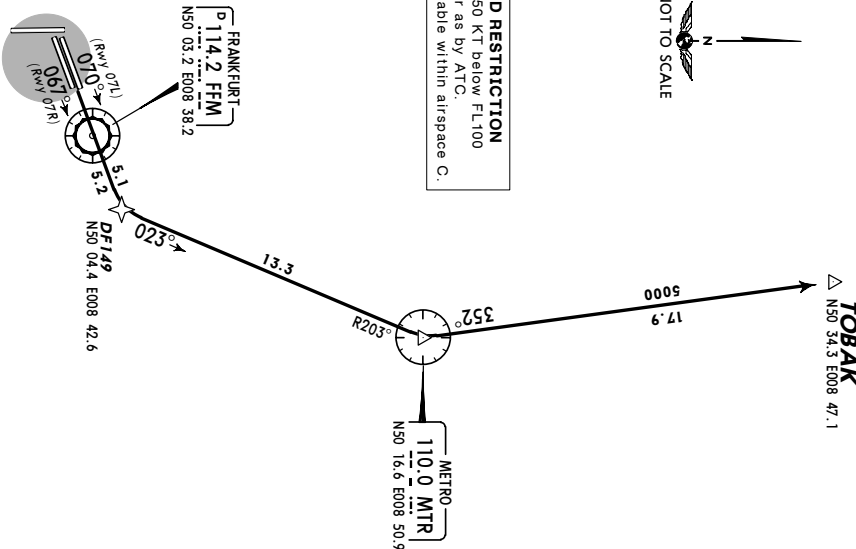
- Trans level: By ATC Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory.
 3. Rwy 07L. EXPECT close-in obstacles.
 4. For departure designation refer to page 10-4.

FRANKFURT
 Departure (R)
 120.15
 Apt Elev
 364'

TOBAK ONE DELTA (TOBAK 1D) [TOBA1D]
TOBAK ONE ECHO (TOBAK 1E) [TOBA1E]
 RWYS 07L/R RNAV DEPARTURES (OVERLAY 10-3L7)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



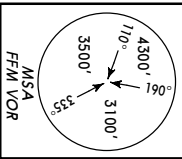
Initial climb clearance 5000'

SID	ROUTING
(800' +) - DF149 - MTR - TOBAK.	

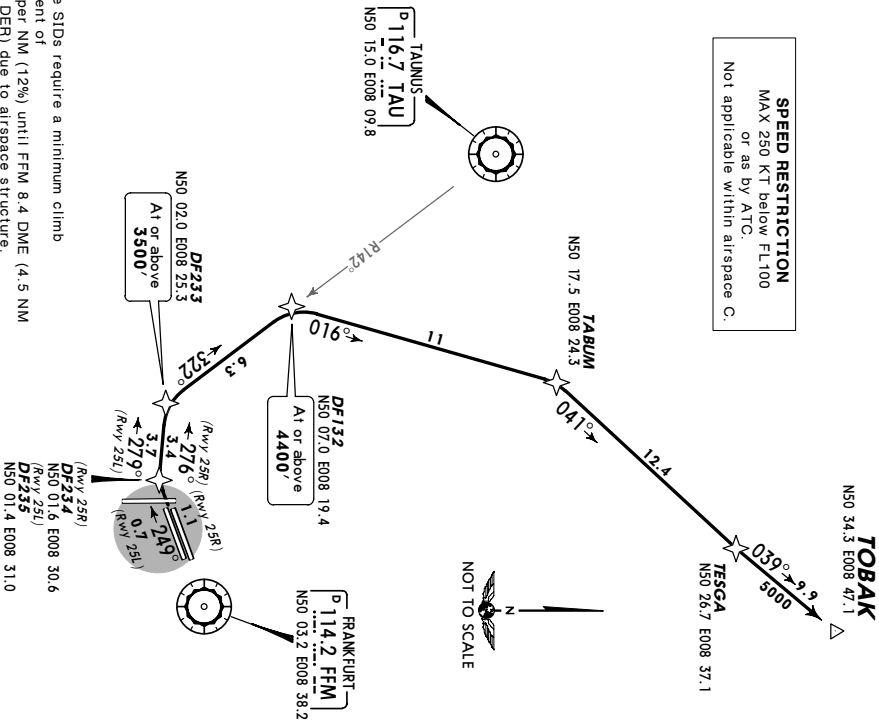
EDDF/FRA
FRANKFURT/MAIN
16 SEP 05 (10-3V4) EFF 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R) 120.15	Ap'l Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	-------------------	--

TOBAK TWO FOXTROT (TOBAK 2F) [TOBA2F]
TOBAK TWO JULETT (TOBAK 2J) [TOBA2J]
RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3L8)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require a minimum climb gradient of 729' per NM (12%) until FFM 8.4 DME (4.5 NM after DER) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
729' per NM	911	1215	1823	2430	3038	3646

If unable to comply advise FRANKFURT
Delivery prior to start-up.

Initial climb clearance 5000'

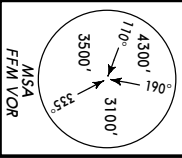
ROUTING

(800' +) - DF234 (25R)/DF235 (25L) - DF233 (3500' +) - DF132 (4400' +) - TABUM - TESGA - TOBAK.

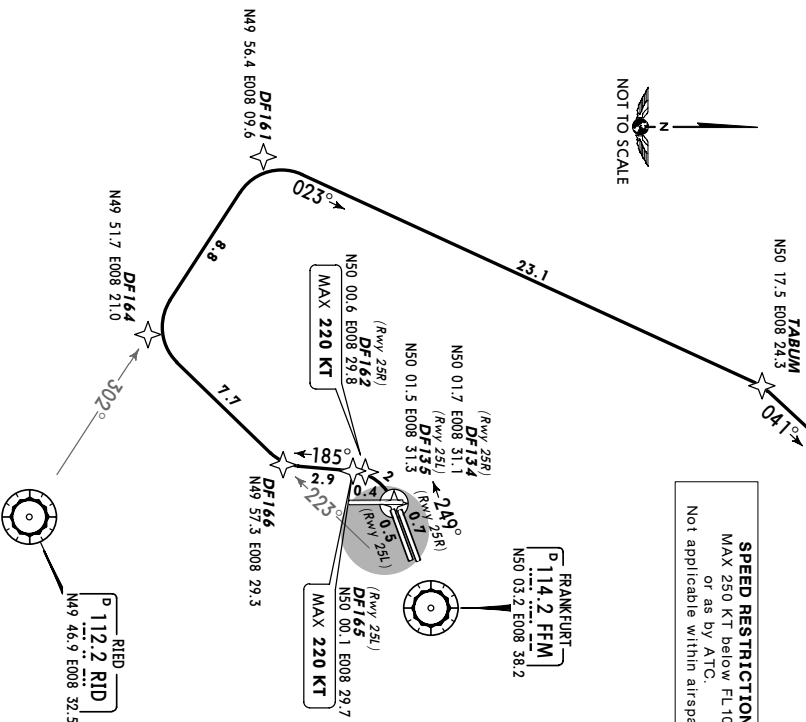
EDDF/FRA
FRANKFURT/MAIN
16 SEP 05 (10-3V5) EFF 29 Sep RNAV SID (OVERLAY)

FRANKFURT Departure (R) 120.15	Ap'l Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	-------------------	--

TOBAK TWO NOVEMBER
(TOBAK 2N) [TOBA2N]
RWYS 25L/R RNAV DEPARTURE
(OVERLAY 10-3M)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



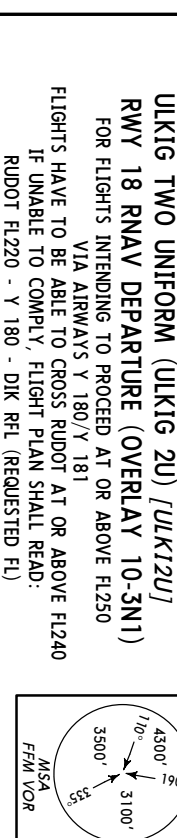
Initial climb clearance 5000'

ROUTING

(800' +) - DF134 (25R)/DF135 (25L) - DF162 (25R; K220-)/DF165 (25L; K220-) - DF166 - DF164 - DF161 - TABUM - TESGA - TOBAK.

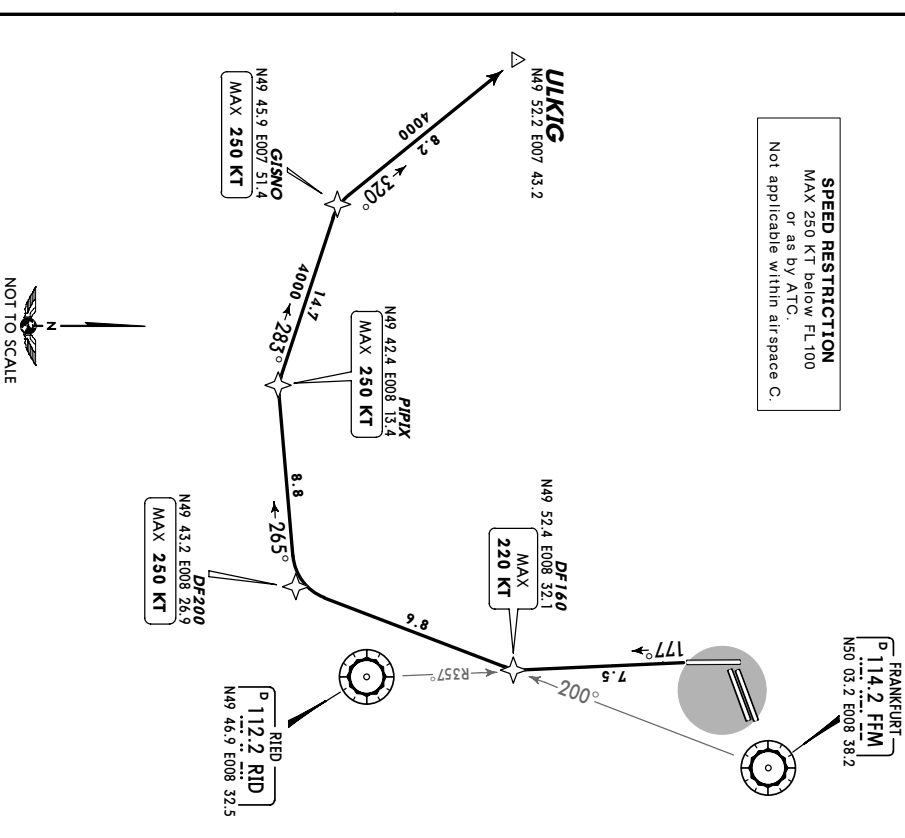
EDDF / FRA
FRANKFURT / MAIN
16 SEP 05 10-3V7 Eff 29 Sep
JEPPesen FRANKFURT / MAIN, GERMAN
RNAV SID (OVERLAY)

FRANKFURT Departure (R) 136.12	Trans level: By ATC Trans alt: 5000' 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4D). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	---



ULKIG TWO UNIFORM (ULKIG 2U) *[ULK12U]*
RWY 18 RNAV DEPARTURE (OVERLAY 10-3N1)
FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
VIA AIRWAYS Y 180/Y 181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUDOT FL220 - Y 180 - DIK RFL (REQUESTED FL)

SPEED RESTRICTION
MAX 250 KT below FL 100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance **4000'**

Initial climb clearance	400'
ROUTING	
(800' +) - DF160 (K220-) - DF200 (K250-) - PIP1X (K250-) - GISNO (K250-) - ULK1G.	

EDDF / FRA
 FRANKFURT / MAIN

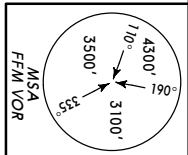
16 SEP 05 (10-3V8) EFF 29 Sep RNAV SID (OVERLAY)

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. Strict adherence within the limits of aircraft performance is mandatory.
 4. For departure designation refer to page 10-4.

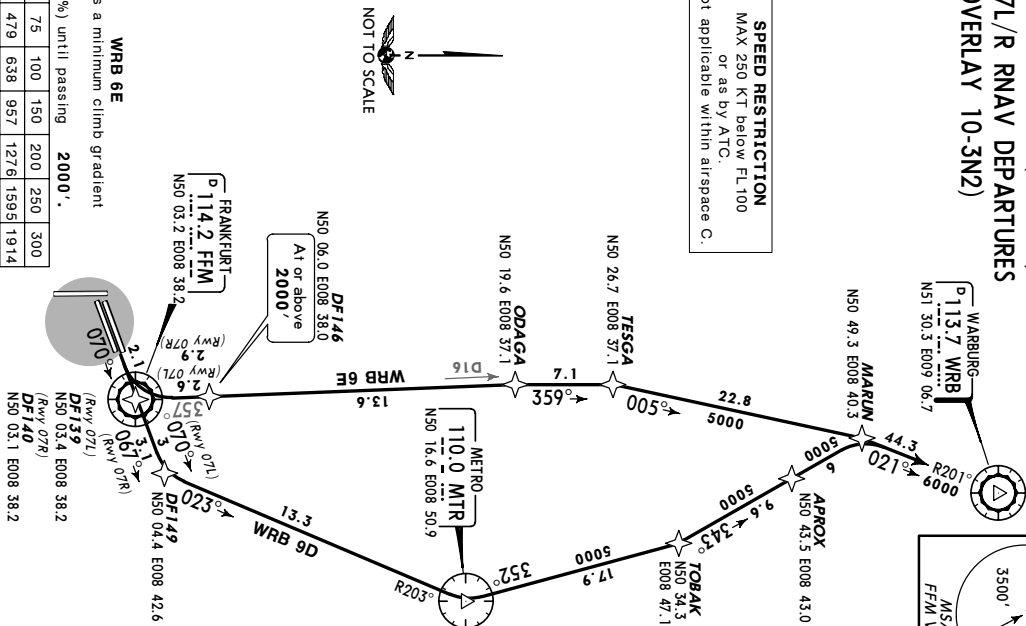
FRANKFURT
 Departure (R)
 120.15

Apt Elev
 364'

WARBURG NINE DELTA (WRB 9D)
 WARBURG SIX ECHO (WRB 6E)
 RWYS 07L/R RNAV DEPARTURES
 (OVERLAY 10-3N2)



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



WRB 6E

This SID requires a minimum climb gradient of 383' per NM (6.3%) until passing 2000'.

Grnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914

If unable to comply advise FRANKFURT
 Delivery prior to start-up.

SID	Initial climb clearance 5000'	ROUTING
WRB 9D	(800' +) - DF149 - MTR - TOBAK - APROX - MARUN - WRB.	
WRB 6E	(800' +) - DF139 (07L)/DF140 (07R) - DF146 (2000' +) - ODAGA - TESGA - MARUN - WRB.	

EDDF / FRA
 FRANKFURT / MAIN

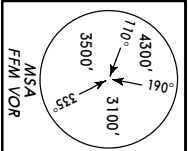
16 SEP 05 (10-3V) EFF 29 Sep RNAV SID (OVERLAY)

- Trans alt: 5000'
1. Contact FRANKFURT Departure immediately after take-off.
 2. SIDs are also noise abatement procedures (refer to 10-4C).
 3. Strict adherence within the limits of aircraft performance is mandatory.
 4. Wind shears and increased turbulences must be expected when winds heavy.
 5. For departure designation refer to page 10-4.

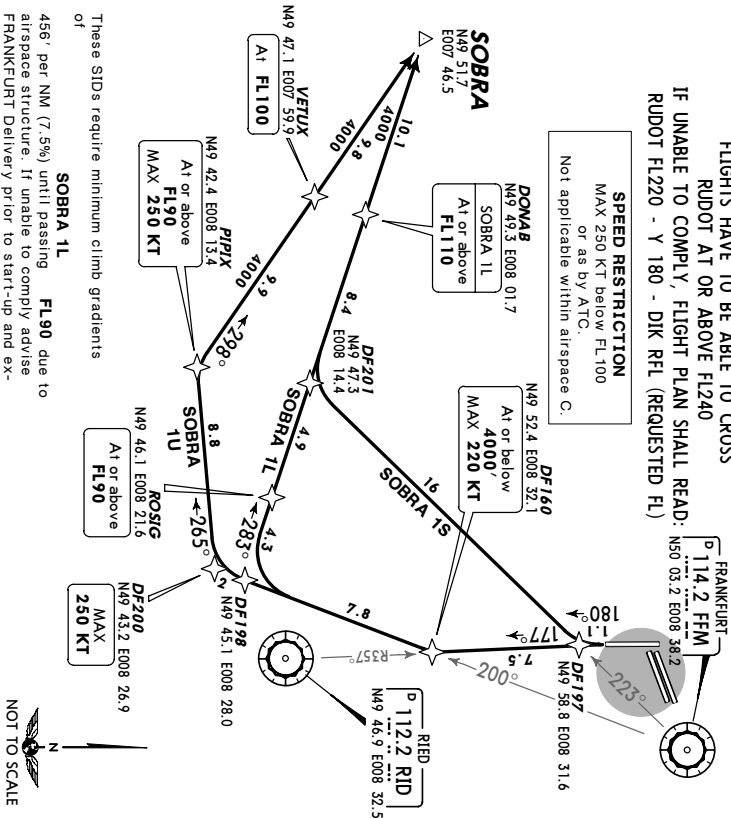
FRANKFURT
 Departure (R)
 136.12

Apt Elev
 364'

SOBRA ONE LIMA (SOBRA 1L) [SOBR1L]
 SOBRA ONE SIERRA (SOBRA 1S) [SOBR1S]
 SOBRA ONE UNIFORM (SOBRA 1U) [SOBR1U]
 RWY 18 RNAV DEPARTURES (OVERLAY 10-3L3)
 FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
 VIA AIRWAYS Y 180/Y 181



SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.
 Not applicable within airspace C.



SOBRA 1L

These SIDs require minimum climb gradients of 456' per NM (7.5%) until passing FL90 due to airspace structure. If unable to comply advise FRANKFURT Delivery prior to start-up and expect routing via SOBRA 1U.

SOBRA 1U

328' per NM (5.4%) until passing FL90 due to airspace structure. If unable to comply advise FRANKFURT Delivery prior to start-up and expect routing via ULKIG 2U.

Grnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
328' per NM	410	547	820	1084	1367	1641

SID	Initial climb clearance 4000'	ROUTING
SOBRA 1L	(800' +) - DF160 (4000' -) K220 -) - DF198 - ROSIG (FL90 -) - DONAB (FL110 -) - SOBRA.	
SOBRA 1S	(800' +) - DF197 - DF201 - DONAB - SOBRA.	
SOBRA 1U	(800' +) - DF160 (4000' -) K220 -) - DF200 (K250 -) - PIP1X (FL90 -) K250 -) - VETUX (FL100) - SOBRA.	

JEPPesenFRANKFURT / MAIN, GERMANY
10-3W **Eff 29 Sep**
RNAV SID (OVERLAY)
 16 SEP 05

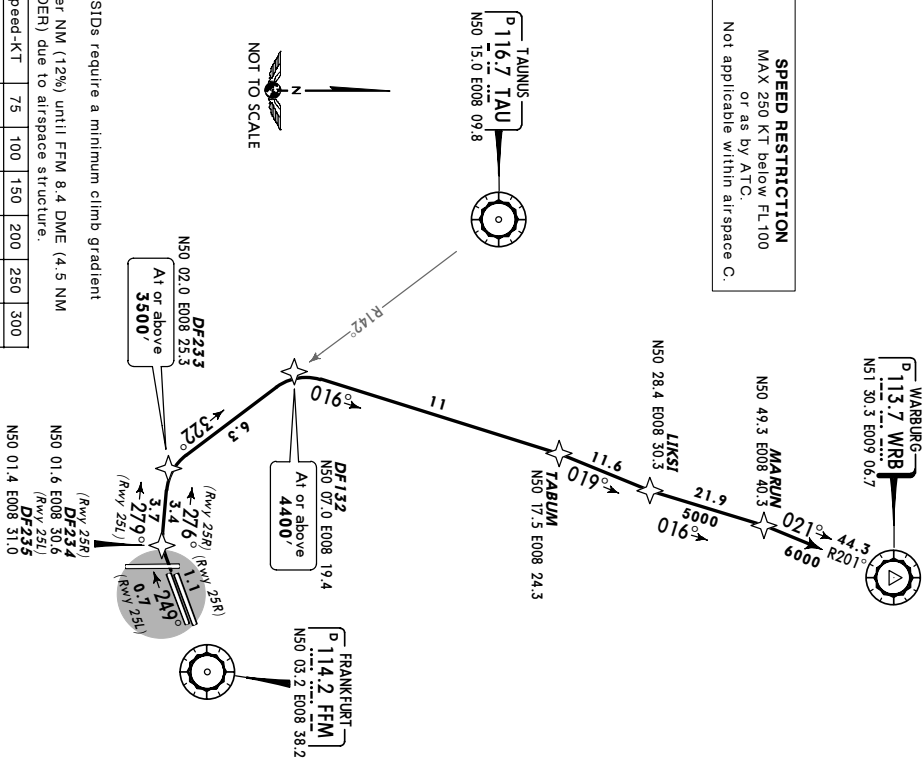
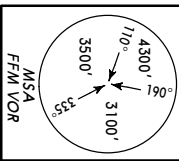
Trans level: By AIC Trans alt: 5000'

1. Contact FRANKFURTI Departure immediately after take-off.

2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory.

3. For departure designation refer to page 10-4.

WARBURG THREE FOXTROT (WRB 3F)
WARBURG FOUR JULIETT (WRB 4J)
RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3N3)



These SIDs require a minimum climb gradient of 729' per NM (12%) until FFM 8.4 DME (4.5 NM after DER) due to airspace structure.

Grid	speed-KT	75	100	150	200	250	300
729' per NM	911	1215	1823	2430	3038	3646	

It unable to comply advise FRANKFURT delivery prior to start-up.

0	150	200	250	300
5	1823	2430	3038	3646

Delivery prior to start-up.

Initial climb clearance **5000'**

ROUTING

(800' +) - DF234 (25R)/DF235 (25L) - DF233 (3500' +) - DF132 (4400' +) - TABUM - LIKSI - MARUN - WRB.

JEPPSENFRANKFURT/MAIN, GERMANY
 16 SEP 05 **(10-3X1)** **Eff 29 Sep** **RNAV SID (OVERLAY)**

Trans level: ATC Trans alt: 5000'

1. Contact PANKFURT Departure immediately after take-off.

2. SIDs are also noise abatement procedures (refer to 10-4C).

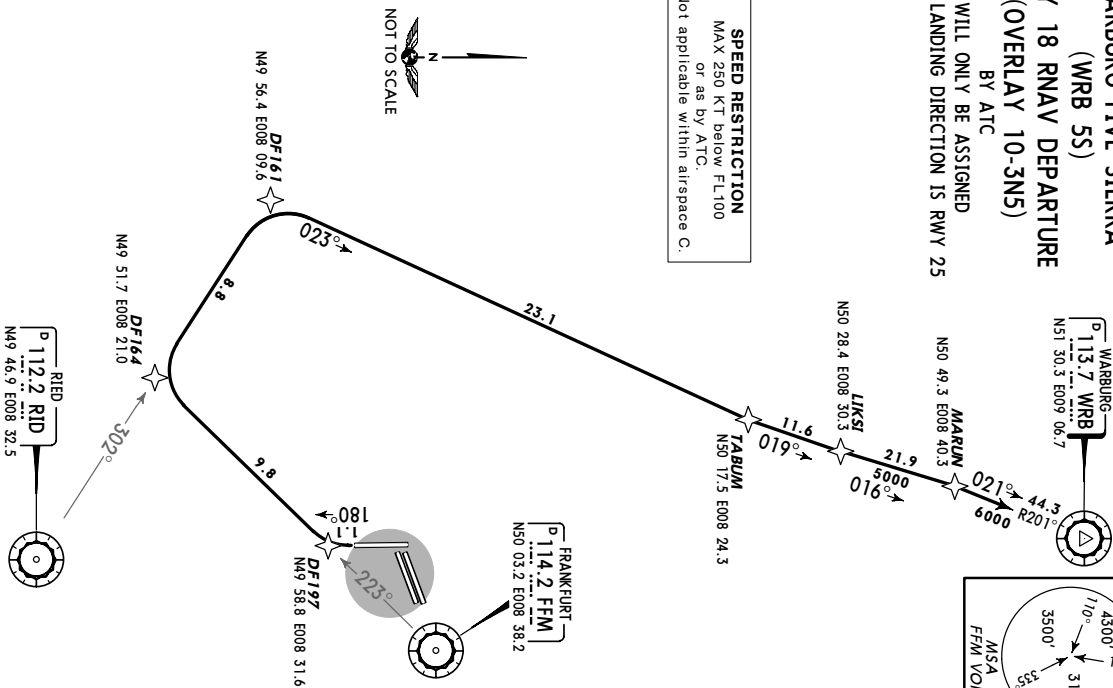
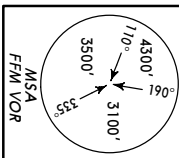
Strict adherence within the limits of aircraft performance is mandatory.

3. EXPECT close-in obstacles.

4. Wind shears and increased turbulence must be expected when winds heavy.

5. For departure designation refer to page 10-4.

WARBURG FIVE SIERRA
(WRB 5S)
RWY 18 RNAV DEPARTURE
(OVERLAY 10-3N5)

Initial climb clearance **4000**

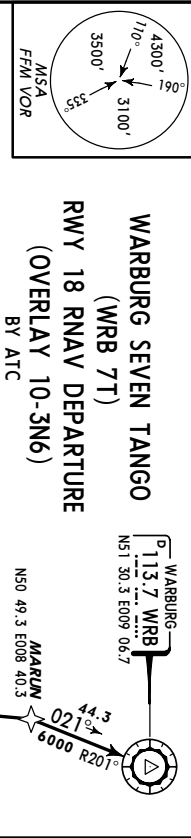
ROUTING

ROUTING
 (800' +) - DF197 - DF164 - DF161 - TABUM - LIKSI - MARUN - WRB

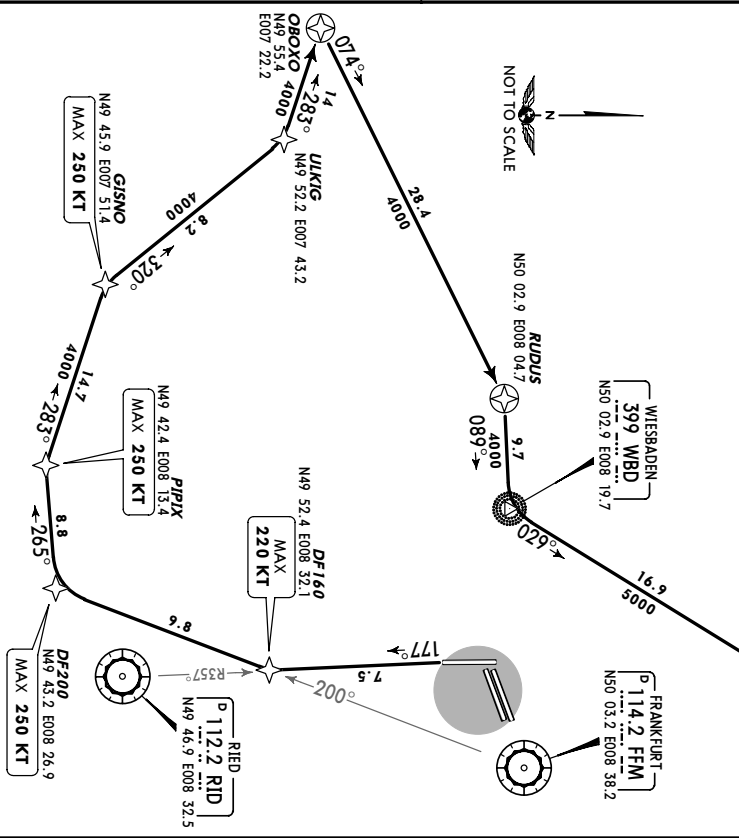
EDDF/FRA
FRANKFURT/MAIN

16 SEP 05 **(10-3X2)** **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 136.12	Appl Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulence must be expected when winds heavy. 5. For departure designation refer to page 10-4.
--------------------------------------	-------------------	---



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **4000'**

ROUTING

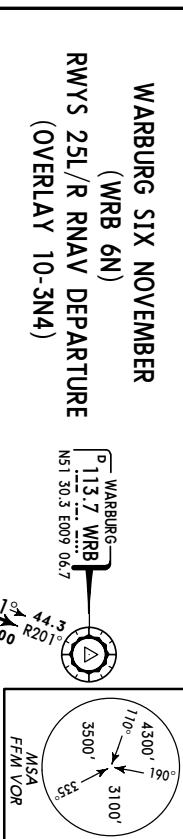
(800'-+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-) - GISNO (K250-) - ULKIG - OBOYO -
RUDUS - WRB - MABOB - TESGA - MARUN - WRB.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.
CHANGES: Chart reindexed.

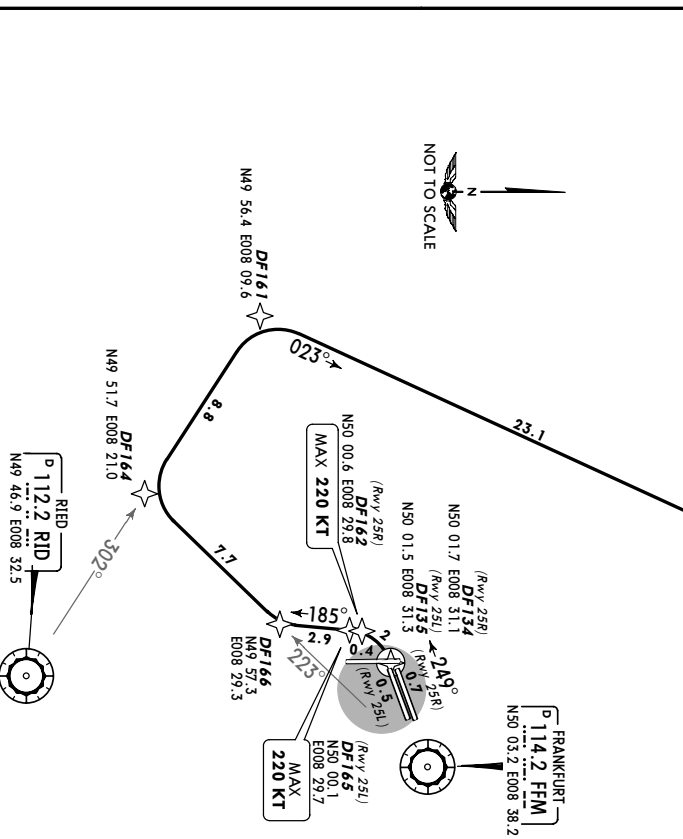
EDDF/FRA
FRANKFURT/MAIN

16 SEP 05 **(10-3X)** **ET 29 SEP** **RNAV SID (OVERLAY)**

FRANKFURT Departure (R) 120.15	Appl Elev 364'	Trans alt: 5000'. 1. Contact FRANKFURT Departure immediately after take-off. 2. SIDs are also noise abatement procedures (refer to 10-4C). Strict adherence within the limits of aircraft performance is mandatory. 3. For departure designation refer to page 10-4.
--------------------------------------	-------------------	---



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Initial climb clearance **5000'**

ROUTING

(800'-+) - DF134 (25R)/DF135 (25L) - DF162 (25R; K220-)/DF165 (25L; K220-) - DF166 -
DF164 - DF161 - TABUN - LIKSI - MARUN - WRB.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.
CHANGES: Chart reindexed.

EDDF / FRA
 FRANKFURT / MAIN
 15 OCT 04
 10-4
 EFF 28 OCT
 NOISE

NOISE ABATEMENT PROCEDURES

SUMMER	:	LT minus 2 HOURS	=	UTC (Z)
WINTER	:	LT minus 1 HOUR	=	UTC (Z)

RUNWAY USAGE
 ARRIVALS

Runways 25R/L will preferably be assigned to landing aircraft, provided the tailwind component does not exceed 5 KT. The landing direction will be changed, however, even if the tailwind component is less than 5 KT when braking action on the runways is impaired by ice, snow, slush, etc.

DEPARTURES

In case of landing direction 07:

Runway 07L will preferably be assigned to departures into northern and eastern directions.

In case of landing direction 25:

Runway 25R will preferably be assigned to departures into northern directions.

In case of landing direction 07 or 25:

Runway 18 will generally be assigned to departures into south-eastern, southern and western directions, provided the tailwind component does not exceed 15 KT.

If the tailwind component for runway 18 is more than 10 KT this will be announced on the ATIS. Pilots-in-command who cannot accept the higher tailwind component are requested to advise ATC at the same time as the request for the start-up clearance.

Exceptions are possible if the traffic situation permits or for reasons of traffic safety.

DEPARTURES

DEPARTURE DESIGNATION

Runways 07L/R:

1. Between 0700-2200LT:

- SIDs with designator **ECHO** may be used by all **MEDIUM** and **LIGHT** aircraft able to comply with the climb restrictions;

- SIDs with designator **DELTA** shall be used by all **HEAVY** aircraft and by all aircraft unable to comply with the climb restrictions in SIDs with designator **ECHO**.

2. Between 2200-0700LT **ALL AIRCRAFT** shall use SIDs with designator **DELTA**.
 3. **NON RNAV** (enroute only) equipped aircraft shall use SIDs with designator **CHARLIE**.

Runways 25L/R:

1. Between 0700-2200LT:

- SIDs with designator **FOXTROT** may be used by all **MEDIUM** and **LIGHT** aircraft able to comply with the climb restrictions;

- SIDs with designator **JULIETT** shall be used by all **HEAVY** aircraft northbound able to comply with the climb restrictions;

- SIDs with designator **GOLF** shall be used by all aircraft unable to comply with the climb restrictions in SIDs with designators **FOXTROT** or **JULIETT** and by all **HEAVY** aircraft west-, south- and southeastbound;

EXCEPTION: Aircraft via BIBOS shall use SIDs with designators **FOXTROT** for **MEDIUM** or **LIGHT** aircraft and **GOLF** for **HEAVY** aircraft.

2. Between 2200-0700LT:

- All 3- and 4-engined jet aircraft, except Avroliner and BAe 146 via ARPEG, BIBOS, TOBAK, WRB and SOBRA, shall use SIDs with designator **NOVEMBER**;
 - Single- and twin-engined aircraft shall use SIDs according to paragraphs 1 & 3 respectively.

3. SIDs with designator **PAPA** may be used by single and twin-engined propeller-driven aircraft and DASH 7 only.

4. **NON RNAV** (enroute only) equipped aircraft shall use SIDs with designator **QUEBEC**.

Runway 18:

NON RNAV (enroute only) equipped aircraft shall use SIDs with designator **ZULU**.

EDDF / FRA
 FRANKFURT / MAIN
 15 OCT 04
 10-4A
 EFF 28 OCT
 NOISE

NOISE ABATEMENT PROCEDURES

NIGHT FLYING RESTRICTIONS AS WELL AS OPERATIONAL
 RESTRICTIONS OF CHAPTER 2 AIRCRAFT OUTSIDE NIGHTTIME FOR
 CIVIL AVIATION

1. Aircraft which have no noise certificate in accordance with ICAO Annex 16 are not permitted to take-off or land.
 2. Aircraft licensed in accordance with ICAO Annex 16, Chapter 2 are not permitted to take-off or land as follows:
 - 2000-0800LT on weekdays
 - additionally, FRI 2000LT - MON 0800LT.

3. For aircraft licensed in accordance with ICAO Annex 16, Chapter 3 the following restrictions apply:

a) Between 2200-0600LT take-offs and landings are not permitted unless they have been coordinated at least one day in advance by the Scheduling Coordinator (ad hoc charter flights, in particular individual flights for specific reasons, but of no public interest).

b) Between 2300-0600LT take-offs and landings for the performance of exercise flights, check flights and training flights are not permitted.

c) Between 0000-0500LT landings are not permitted for all kinds of flights.

EXCEPTIONS

Excluded from the restrictions mentioned above are:

- Landings of aircraft provably approaching Frankfurt Main Airport as alternate aerodrome for meteorological, technical or other safety reasons as well as take-offs and landings of aircraft rendering medical assistance, on missions in disasters or evacuation flights.

- Flights in the special interest of public.

Excluded from the restrictions according to paras 2. and 3. only:

Take-offs and landings of aircraft used for checking radio and radar as well as airport facilities.

Excluded from the restrictions according to para 3. only:

Aircraft of operators having proved to the approving authority that their main base and maintenance facilities are located at Frankfurt; however, such aircraft are not permitted to land between 0100-0400LT.

In justified cases the approving authority may grant exceptions on request for particular and specified flights. The application shall generally be submitted in writing to:

Hessisches Ministerium fuer Wirtschaft, Verkehr
 und Landesentwicklung
 - Referat Vlb 3 -
 Kaiser-Friedrich-Ring 75
 65185 Wiesbaden/Germany
 Teletex: ISDN 126119850370
 Telefax: 0611/815-2226

In urgent cases the application shall be submitted in writing or verbally to:

Oerftliche Luftaufsichtsstelle
 Flughafen Frankfurt/Main
 Gebaeude (building) 514
 60547 Frankfurt am Main/Germany
 Tel.: 069/690-71715, 71717
 Teletex: 40305 - 186 fad
 Telefax: 069/690-66150

cont'd

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 **(10-4B)** **EFF 29 SEP** **NOISE**

NOISE ABATEMENT

NIGHT FLYING RESTRICTIONS AS WELL AS OPERATIONAL
 RESTRICTIONS OF CHAPTER 2 AIRCRAFT OUTSIDE NIGHTTIME FOR
 CIVIL AVIATION (cont'd)

The application shall contain:

- Name and address of aircraft operating agency and aircraft operator,
- aerodrome of departure or destination,
- radio call sign of the aircraft,
- type, year of construction and noise certificate according to paragraph 11c of the Luftverkehrs-Ordnung (LuftVO) of the aircraft,
- time of departure or landing for which the exception is requested.

The reasons for the application have to be specified; the applicant has to state, in particular, that the aircraft will be flown by a pilot who is familiar with the noise abatement procedures at Frankfurt/Main Airport.

If detailed reasons cannot be given because of urgency, these reasons shall be forwarded subsequently in writing within 24 hours to "Hessisches Ministerium fuer Wirtschaft, Verkehr und Landesentwicklung" or to the "Oertliche Luftaufsichtsstelle Frankfurt/Main Airport".

Take-off or landing clearance granted by ATC, as well as other clearances, do not automatically include the necessary exceptional permission by the approving authority.

Exceptional permission will not be granted by ATC via radio telephony. The pilot shall report landing outside the times permitted, which have not previously been approved, and justify this in writing to the "Oertliche Luftaufsichtsstelle" immediately after landing.

REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2200-0600LT except for safety reasons.

RUN-UP TESTS

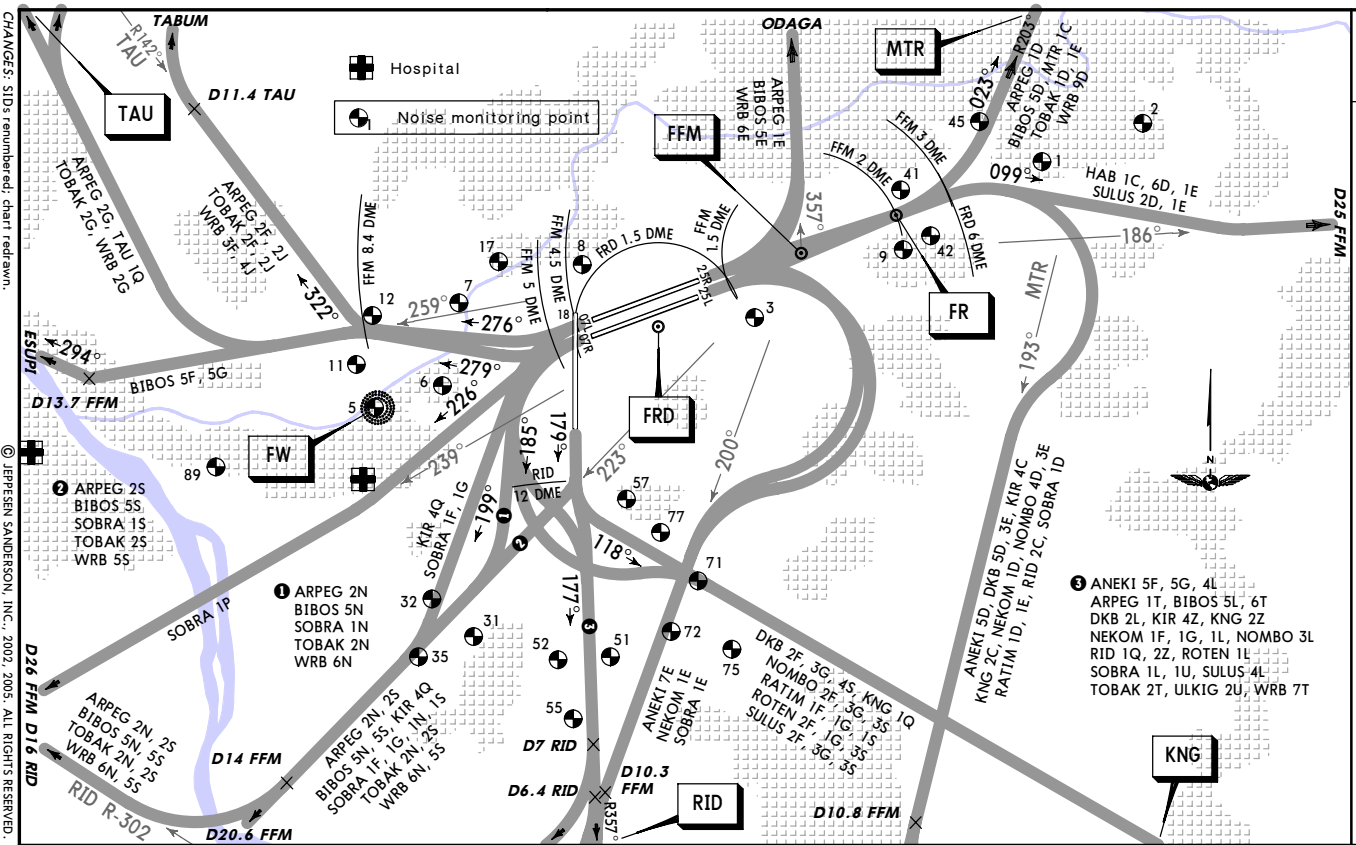
Run-up tests and engine test runs as well as extensive maintenance work on aircraft at the positions are not permitted. Apron Control may grant exceptions in justified cases.

(graphic on page 10-4C)

EDDF / FRA
 FRANKFURT / MAIN
 16 SEP 05 **(10-4C)** **EFF 29 SEP** **NOISE**

NOISE ABATEMENT

Apt Elev
 364'



EDDF/FRA
Apt Elev 364'
NSO 02.0 E008 34.2

JEPPesen FRANKFURT/MAIN, GERMANY
9 APR 04 (10-9)
FRANKFURT/MAIN

ATIS Departure	FRANKFURT Delivery (Initial call and start-up clearance)	*Ground	121.8	121.7	121.85	East
118.72	121.9	Tower	119.9		120.15	136.12
	Ramp (All)	*Tower DEP via RWY 18				
	131.97					

For taxiway designations and
stopbars refer to 10-9B.

For details of lights and markings
at THR 26L refer to 10-9F/10-9G.

W-WEST
De-icing area

FOR PARKING POSITIONS
SEE 10-9D

LEGEND
① Take-off position
② Limit of Apron/Ramp
③ Competence

FOR PARKING POSITIONS
SEE 10-9H

FOR PARKING POSITIONS
SEE 10-9E

Approaching act which parking posn is designated
to southern aprons are requested to inform
FRANKFURT Arrival 120.8 and 118.45.

DO NOT TAXI BEYOND AREA OF
APRON CONTROL (wavy line)
w/o CLEARANCE FROM FRANKFURT
APRON.

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

EDDF/FRA

JEPPesen FRANKFURT/MAIN, GERMANY
9 APR 04 (10-9A)
FRANKFURT/MAIN

GENERAL
Rwy 07L/25R and rwy 07R/25L (except THR 26L) approved for CAT II/III operations, special aircraft and
act certification required.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL	CL	ALSF-II	TDZ REIL	PAPI-L	3.0°	RVR	USABLE LENGTHS		
								LANDING BEYOND Threshold	Glide Slope	TAKE-OFF Width
07L	HIRL	CL	ALSF-II	TDZ REIL	PAPI-L	3.0°	RVR			197'
25R	HIRL	CL	ALSF-II	TDZ REIL	PAPI-L	3.0°	RVR			60m

PAPI systems: For all act on ILS CAT I approaches PAPI is only usable up to a height of 200'
referring to the respective threshold.

- ① spacing 60m. ② spacing 15m.
③ HST-Mto & HST-Fto
④ HST-Gto, HST-Ato, HST-Hto, HST-Jto
⑤ TAKE-OFF RUN AVAILABLE

Rwy 07L:
From rwy head
position L-EAST 13,123' (4000m)
position K 12,927' (3940m)
position J 10,866' (3312m)
position H 9887' (3012m)
position H 7913' (2412m)

Rwy 25R:
From rwy head
position F 13,123' (4000m)
position F 10,689' (3258m)

07R	HIRL	CL	ALSF-II	TDZ REIL	PAPI-L	3.0°	RVR	11,975' 3650m	①	148'
25L	HIRL	CL	ALSF-II	TDZ REIL	PAPI-L	3.0°	RVR	12,021' 3664m	①	148'
THR 26L	HIRL	CL	CHALS	SFL	TDZ	PAPI-L	3.0°	8202' 2500m	7143' 2177m	NA

PAPI systems: For all act on ILS CAT I approaches PAPI is only usable up to a height of 200'
referring to the respective threshold.

- ⑥ TDZ Rwy 25L grooved.
⑦ spacing 60m. ⑧ spacing 15m.
⑨ HST-Cto, HST-Gto & HST-Fto
⑩ HST-Hto, HST-Jto, HST-Kto & HST-Rto
⑪ TAKE-OFF RUN AVAILABLE

Rwy 07R:
From rwy head
position K 13,123' (4000m)
position H 10,105' (3080m)
position H 7644' (2330m)

Rwy 25L:
From rwy head
position F 13,123' (4000m)
position G 11,450' (3490m)
position H 9514' (2900m)
position H 5607' (1709m)

18	HIRL (60m) CL (15m)	RVR	NA	②	148'
					45m

⑫ TAKE-OFF RUN AVAILABLE
Rwy 18:
From rwy head
position N-SOUTH 13,025' (3970m)
position A 12,746' (3885m)
position C 12,467' (3800m)
position S-NORTH 11,319' (3450m)
position S 9203' (2805m)
position S 8973' (2735m)

JAR-OPS

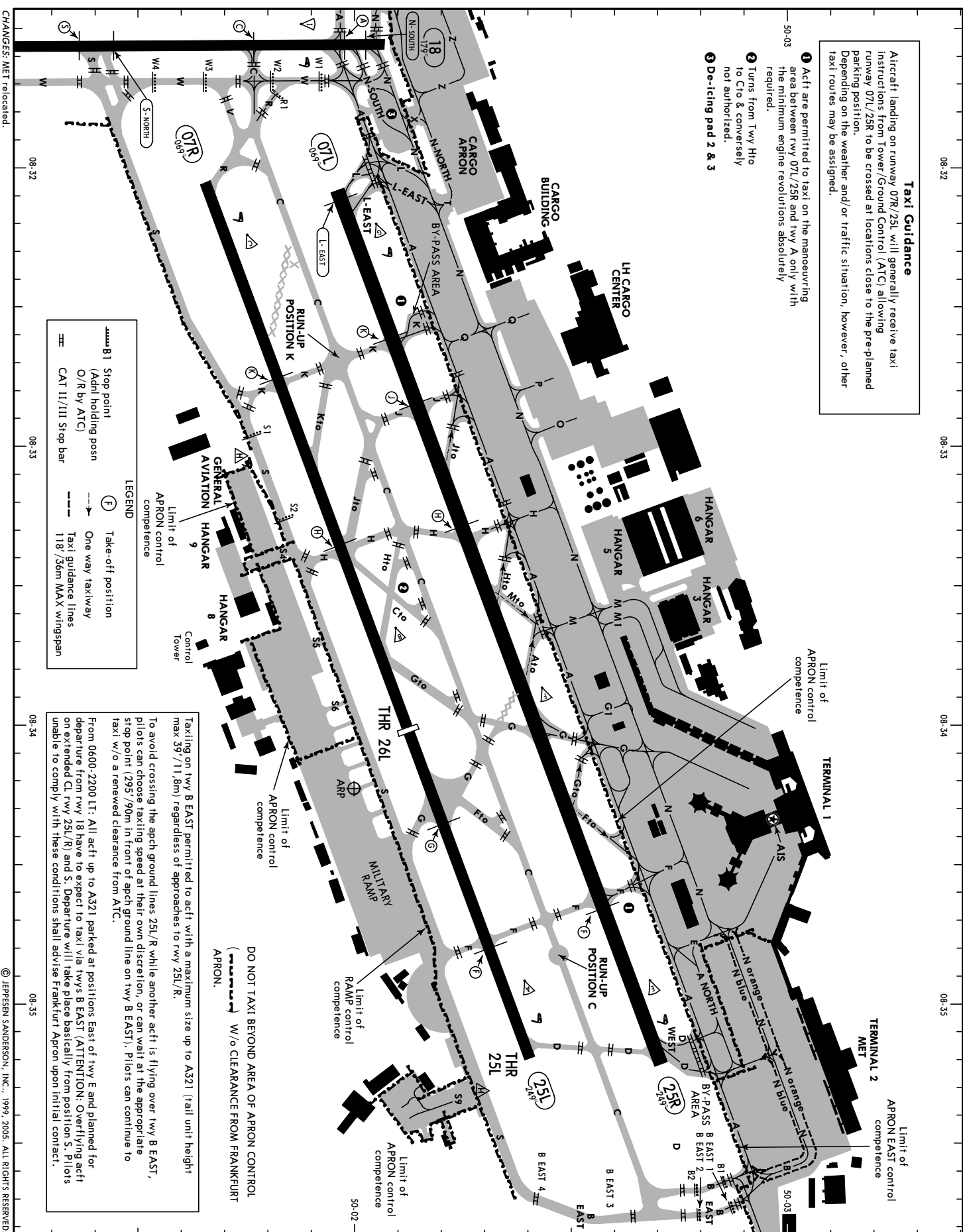
TAKE-OFF ⑬

Rwys 07L/25R, 07R/25L, 18
LVP must be in Force

A	Approved Operators HIRL, CL & mult. RVR req	Rt. CL & mult. RVR req	Rt. & CL	RCIM (DAY only) or RL	RCIM (DAY only) or RL	NIL (DAY only)
B	125m	150m	200m	250m		
C					400m	
D	150m	200m	250m	300m		500m

⑭ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required
below 150m.

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

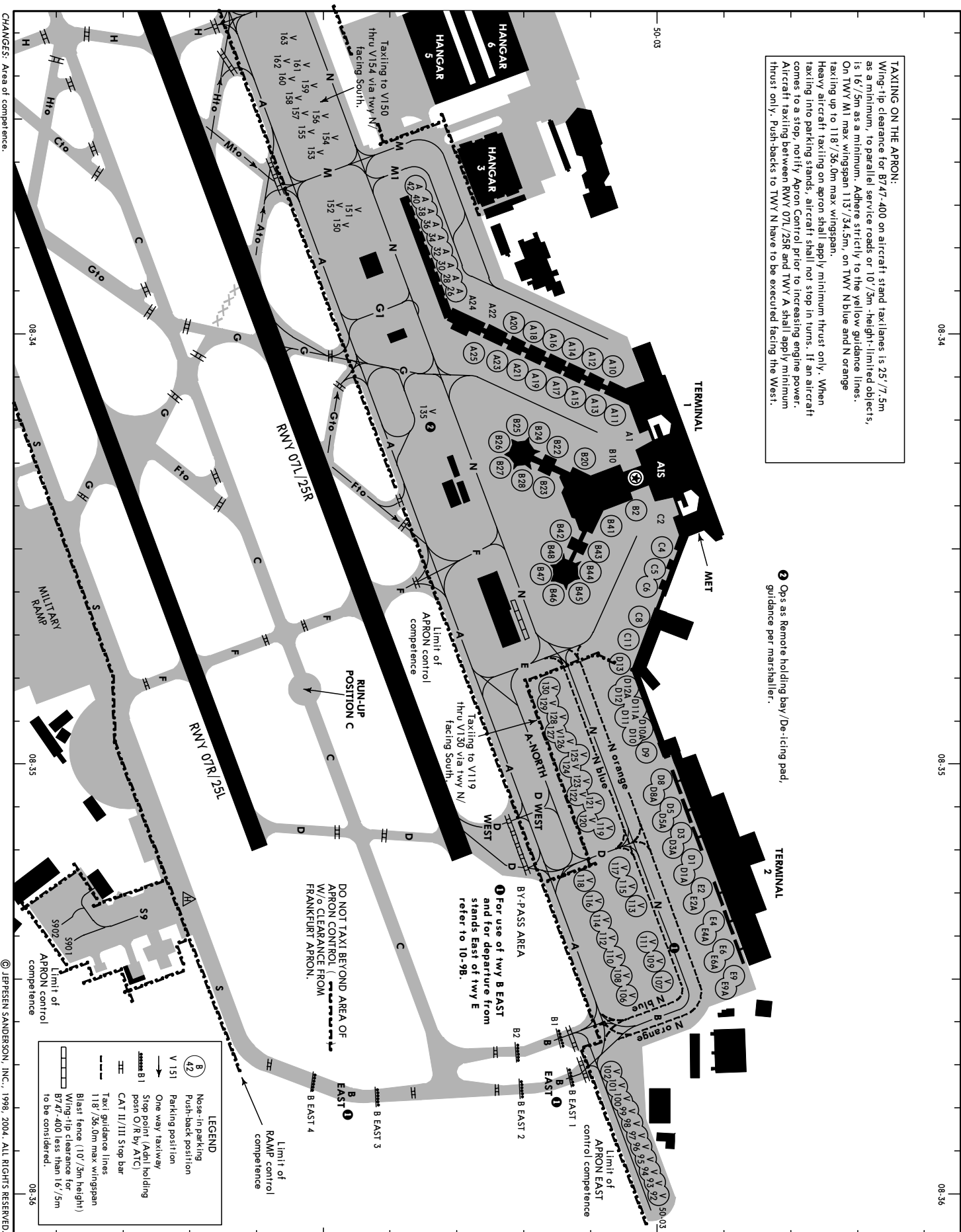


INS COORDINATES			INS COORDINATES		
STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A1 A10, A11 A12 A13 A14 A15 A16, A17 A18 A19 A20 A21 A22 A23 A24 A25	N50 02.9 E008 34.2 N50 02.9 E008 34.1 N50 02.8 E008 34.0 N50 02.9 E008 34.1 N50 02.8 E008 34.0 N50 02.8 E008 34.1 N50 02.8 E008 34.0 N50 02.7 E008 33.9 N50 02.7 E008 34.0 N50 02.7 E008 34.0 N50 02.7 E008 34.0 N50 02.7 E008 33.9 N50 02.7 E008 34.0 N50 02.7 E008 34.0	H401 H424, H426 H428 S401, S403 S402, S404 S405, S407, S409 S406 S408, S410 S411, S413 S412, S414, S416 S418 thru S426 S428 S430 thru S436 S438 thru S444 S446 thru S452	N50 01.8 E008 33.4 N50 01.7 E008 33.1 N50 01.7 E008 33.0 N50 01.8 E008 33.4 N50 01.8 E008 33.3 N50 01.8 E008 33.5 N50 01.7 E008 33.3 N50 01.7 E008 33.2 N50 01.7 E008 33.2 N50 01.8 E008 33.6 N50 01.7 E008 33.2 N50 01.7 E008 33.2 N50 01.7 E008 33.0 N50 01.7 E008 33.1 N50 01.7 E008 33.2	V264 thru V266 V267 thru V269 V270	N50 02.2 E008 31.5 N50 02.2 E008 31.4 N50 02.2 E008 31.3
LOW VISIBILITY PROCEDURES DURING CAT III OPERATIONS					
RWYS 07R/25L & 07L/25R will be announced via ATIS. Taxiing for all acft is restricted to taxiways with operating centerline lights. The taxiway centerline lights within the ILS sensitive area from RWY 07L/25R towards twy A and from RWY 07R/25L towards twy C are colourcoded (yellow/green) . Landing aircraft are requested to report Rwy vacated at the end of the colourcoded taxiway centerline lights to indicate that the acft has vacated the ILS sensitive area. In order to facilitate ground movement several clearance bars and stop bars are installed.					
CLEARANCE BARS					
Clearance bars are operated together with the center line lighting and consist of three unidirectional surface lights showing amber in the direction of approach to the intersection, arranged at 90° to the twy center line and partly displaced laterally to center line.					
STOP BARS					
Stop bars are operated independently of the center line lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi-holding position/an intersection, spaced at intervals of 3 m across the overall width of a twy at 90° to the twy center line.					
Taxiing across an operating stop bar is strictly prohibited.					
If the traffic situation requires, aircraft may be instructed to hold at a specific clearance bar. If no such instruction is given, acft may taxi across the clearance bar without a specific clearance.					
OPERATION OF SSR-MODE S TRANSPONDERS					
An improved surface surveillance system using Mode S multilateration has been installed.					
OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND					
Acft operators shall ensure that the Mode S transponders are able to operate when the acft is on the ground. Therefore it is necessary that aircrews select AUTO mode or its equivalent, according to specific installation and assigned mode A code, if AUTO mode is not available select ON (e.g. XPDR) and assigned mode A code under the following conditions:					
- From the request for push-back or taxi, whichever comes first.					
- After landing, continuously until the acft is fully parked on the stand.					
When fully parked on the stand, the transponder shall be switched off.					
Whenever the acft is capable of reporting acft identification (i.e. call sign used in flight), the acft's identification should also be entered from the request for push-back or taxi, whichever comes first (through the FMS or the transponder control panel). Aircrews shall use the format as defined in field 7 of the ICAO flight plan for entry of the acft identification (e.g. DLH123, TAP234, AFR6380,...).					
To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before receiving the clearance to line up. After landing, it shall be deactivated after vacating the runway.					

Notice: After 13.10.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

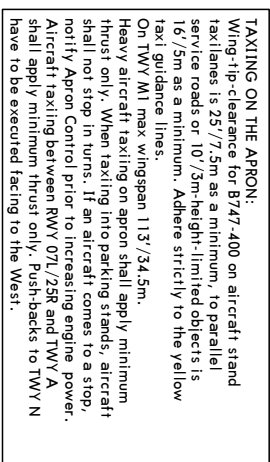
Wing-tip clearance for B747-400 aircraft's stand taxilanes is 25/17.5m as a minimum, to parallel service roads or 10/5m -height-limited objects, is 16/5m as a minimum. Adhere strictly to the yellow guidance lines. On TWY M1, max wingspan 115/34.5m, on TWY N blue and N orange taxiing up to 118/36.0m max wingspan. Heavy aircraft taxiing on apron shall apply minimum thrust only. When taxiing into parking stands, aircraft shall not stop in turns. If an aircraft comes to a stop, notify Aeron Control prior to increasing engine power. Aircraft taxiing between RWY 07L/25R and TWY A shall apply minimum thrust only. Push-backs to TWY N have to be executed facing the West.

2 TERMINAL



CHANGES: Area of competence.

© JEPPESEN SANDERSON, INC., 1998, 2004. ALL RIGHTS RESERVED.



Second Landing Threshold 26L established on Runway 25L in connection
 with the High Approach Landing System (HALS)

1. General

The HALS offers the possibility to reduce wake turbulence separation for aircraft of categories Medium or Light to the permissible Radar separation minima. For this purpose, runway 25L is provided with a second landing threshold designated as 26L

2. Description of the second landing threshold 26L

Threshold 26L is only permitted for landings of aircraft with a maximum certified take-off mass of less than 136.000 kg. THR 26L is displaced by 4921' (1500m) from landing threshold 25L. Simultaneous operation of two thresholds on one runway is not permitted.

3. Markings and Lighting

For operation on THR 26L, special markings and lighting are installed which deviate from the "Guidelines for the Markings and Lighting at Airports", as well as ICAO. For detailed depiction refer to page 10-9G.

Lighting for THR 26L, including PAPI, will be kept working together with the edge and centerline lights while operations are being conducted. Approach-, Threshold- and TDZ lighting 25L, as well as PAPI 25L, will be turned off when THR 26L is in operation.

4. HALS operation

4.1. Approach procedure

An additional instrument landing system (ILS DME 26L) has been installed.

4.2. ATIS broadcasts

As soon as the HALS operations begin, the ATIS broadcast will provide pilots with the pertinent information.

4.3. Use of procedure

Pilots who do not wish to use the THR 26L approach procedure must explicitly inform Frankfurt Approach when establishing initial contact.

4.4. Taxi procedure

Two types of standard taxi guidance procedures will be used for aircraft having landed after use of THR 26L.

Type 1: Guidance via taxiway C and intersection of runway North.

Type 2: Guidance via taxiways R, W and A to destinations West of taxiway H.

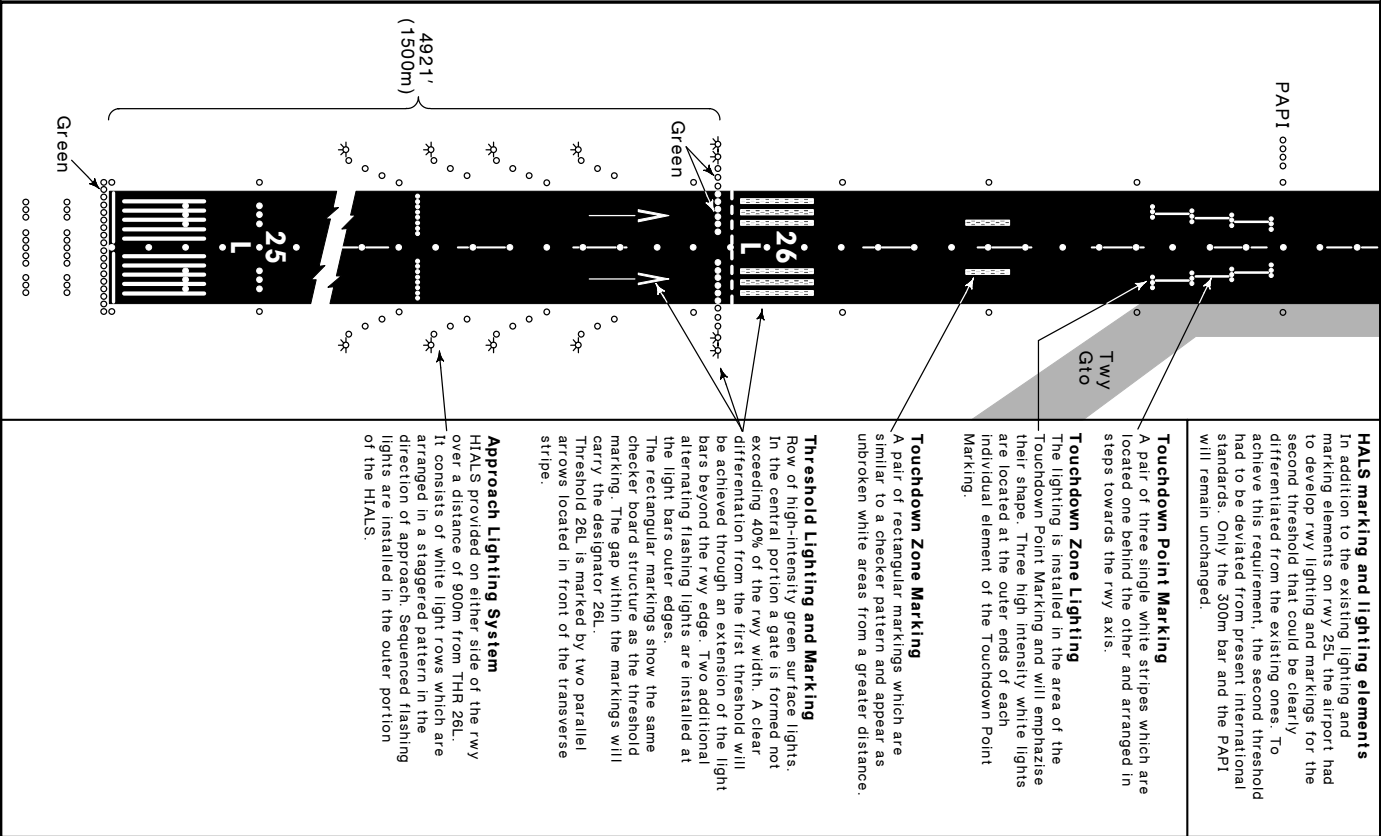
5. Meteorological and Flight Operations Conditions

THR 26L will be used under the following conditions:

- a. Ground visibility is 2400m or more;
- b. Ceiling is approx. 400 ft (ceiling must be such that THR 26L is in sight at outer marker);
- c. No tailwind prevails;
- d. Braking action is good;
- e. All ILS DME facilities are fully serviceable;
- f. Lighting for use of threshold 26L, including PAPI 26L, is fully serviceable.

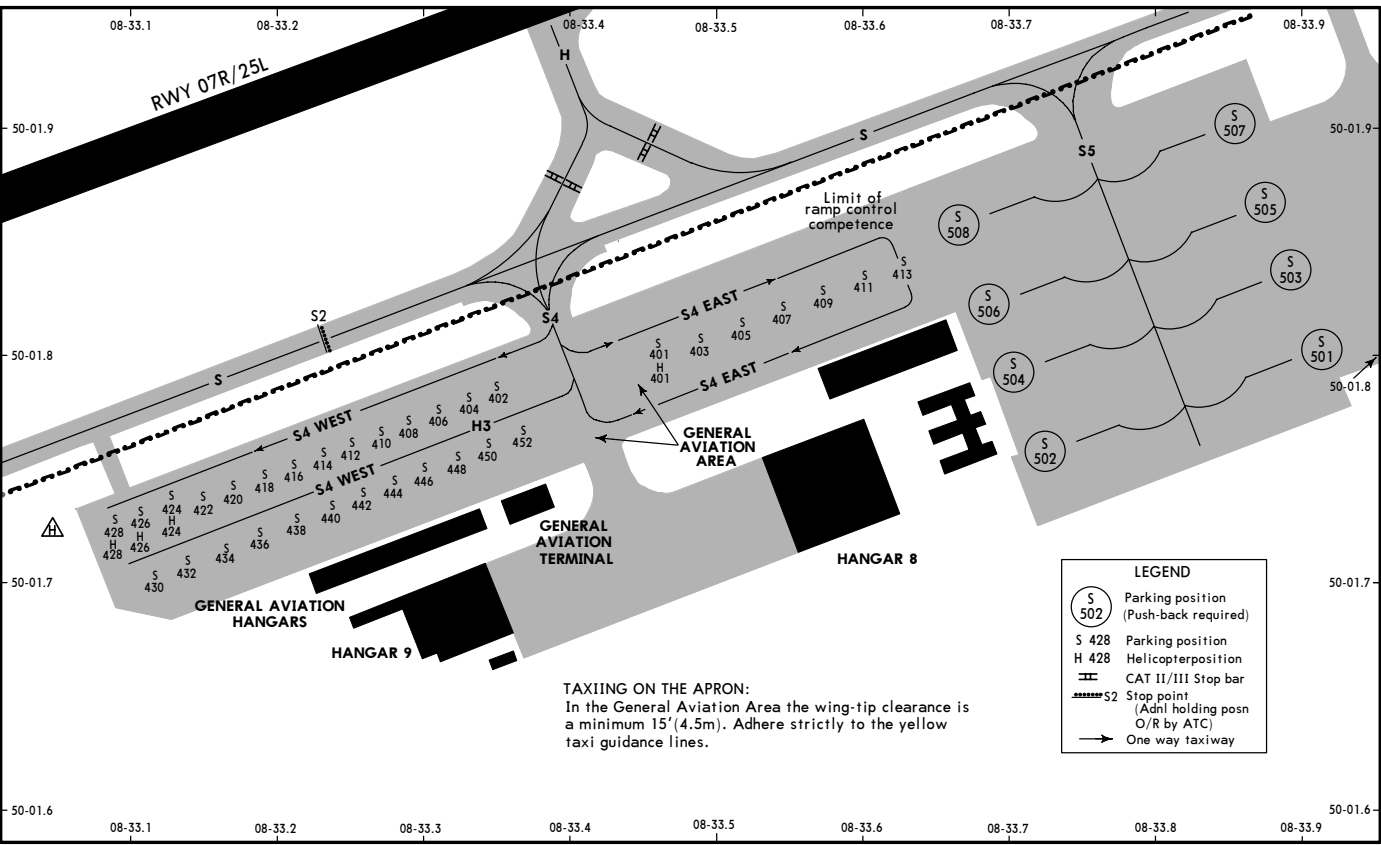
EDDF / FRA

JEPPESEN FRANKFURT / MAIN, GERMANY
 13 FEB 04 10-9G EFF 19 Feb
 FRANKFURT / MAIN



EDDF

JEPPESEN FRANKFURT / MAIN, GERMANY
 5 NOV 99 10-9H
 FRANKFURT / MAIN



NOSE-IN PARKING PROCEDURES

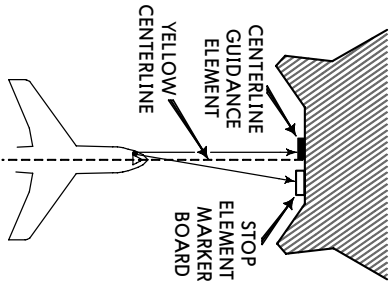
GENERAL

The visual guidance system for nose-in parking positions AGNIS (Aircraft Guidance for Nose-In Stands) consists of the following elements:

1. CENTERLINE GUIDANCE ELEMENT
 2. YELLOW CENTERLINE
 3. STOP ELEMENT - MARKER BOARD

CAUTION

The system is aligned with the LEFT hand pilot seat only. In case of AGNIS failure, nose-in positioning will be guided by marshaller.

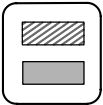


NOTE: Nose-in parking aircraft (on push-back position) have to use towing truck when leaving parking position.

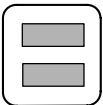
CENTERLINE GUIDANCE ELEMENT

Approach the parking position along the yellow centerline so that both vertical slots in the Centerline Guidance Element show GREEN. Adjustments to the left or right shall always be made towards the GREEN.

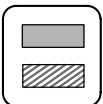
RED GREEN



GREEN GREEN



GREEN RED



LEFT of centerline.
 Turn towards GREEN. (RIGHT)

Aircraft on centerline.

RIGHT of centerline.
 Turn towards GREEN. (LEFT)

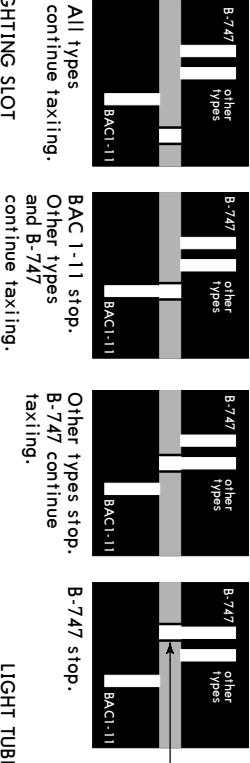
STOP ELEMENT - MARKER BOARD

The aircraft is stopped at the correct position by means of the Stop Element. When the tubular light, visible through the horizontal slot in the marker board, registers in line with the appropriate vertical reference mark, the aircraft has reached the correct stopping position.

CAUTION

Be sure to select the correct vertical reference mark corresponding to your type of aircraft. Marker board layouts are different for the various nose-in parking positions.

AGNIS CENTRE LINE GUIDANCE STOP ELEMENT - MARKER BOARD



HIGH INTENSITY RUNWAY OPERATIONS

APPROACH

Approaching act for which a parking position is designated on the Southern airport area (GA AREA, MILITARY RAMP) shall advise FRANKFURT Arrival.
 These act and propeller-driven act which park in the Eastern part of the Northern apron will preferably be assigned to rwy 07R/25L.

When changing frequency from FRANKFURT Arrival to FRANKFURT Director initial contact shall be restricted to
FRANKFURT DIRECTOR & CALLSIGN
 In order to avoid frequency congestion.
 When being transferred to FRANKFURT Tower initial contact shall consist of
FRANKFURT TOWER, CALLSIGN & RWY.

LANDINGS

Pilots are reminded that by leaving the rwy quickly, ATC will be able to guide act on final using minimum radar separation.

In order to reduce rwy occupancy times, pilots shall apply the following procedures:
 The rwys shall, as a rule, be left via the existing high-speed turn-offs.
 When rwy conditions permit, pilots should prepare their landings in order to leave the rwys via the high-speed turn-offs listed below:

Rwy	Act	Turn off intersections	Dist from thr ft (m)
07L	heavy	G	8202' (2500m)
	medium / light	Mto	5906' (1800m)
07R	heavy	Gto	7054' (2150m)
	medium / light	Cto	5577' (1700m)
25L	heavy	Jto	7546' (2300m)
	medium (JET)	Hto	6070' (1850m)
	medium (PROP) / light	G	3609' (1100m)
	heavy	Hto	6890' (2100m)
25R	medium (JET)	Ato	6070' (1850m)
	medium (PROP) / light	Gto	3773' (1150m)

Name the expected high-speed turn-off during the approach briefing to ensure a minimum rwy occupancy time.
 The possibility of FRANKFURT Tower applying reduced runway separation remains unaffected and shall continue to be observed.

The frequency change after landing from FRANKFURT Tower to FRANKFURT Apron shall only be carried out on request.

If the pilot-in-command does not receive further taxi clearance, he should stop in front of twy A.

TAKE-OFFS

Cockpit checks should be completed prior to line-up and any checks requiring completion on the rwy should be kept to a minimum.
A/c't ready for departure should be in a position to taxi directly from hold upon receiving take-off clearance from FRANKFURT Tower.
When using landing direction 07, the pilot shall advise FRANKFURT Tower on initial contact of the earliest possible take-off intersection.
Departures from the Southern airport area (GA AREA, MILITARY RAMP) shall state their position when request start-up clearance.

DE-ICING PROCEDURES

De-icing notification shall be directed to FRANKFURT De-icing 135.22 or via tel. 069/690-73891.
Aircraft shall be ready at the estimated de-icing time. If this is impossible, the Airport De-icing Center (ADC) shall be informed and the new "ready for de-icing time" be transmitted to the ADC.
CAUTION: If the a/c't is not ready at the estimated de-icing time (i.e. doors not closed) the de-icing vehicles will be directed to the next a/c't waiting and subject flight will have to wait until other vehicles become available for disposition.

DE-ICING/ANTI-ICING AT ACFT STANDS

The de-icing/anti-icing of aircraft at the respective aircraft stands will take place with engines switched off, passenger bridges cast off, and the aircraft clear of handling equipment.

DE-ICING/ANTI-ICING AT REMOTE DE-ICING PADS (DPs)

The remote de-icing pads are located West of twy L and West of the head of rwy 18 and fall within the responsibility of FRANKFURT Tower. When carrying out de-icing procedure, responsibility will temporarily be transferred to FRANKFURT Apron.

On the remote de-icing pads, only jet aircraft with running engines will be de-iced.
Propeller a/c't will not be de-iced for safety reasons.

Underwing de-icing, de-icing of undercarriage or with hot air, the control of the central engines (e.g. DC10), as well as special examinations of individual a/c't parts (e.g. hands on checks) cannot be carried out on the remote de-icing pads.

Taxing manoeuvres may only be carried out at the indispensable minimum engine speed. On the de-icing pads aircraft shall stop in front of the clearance bar or follow the advice of the marshaller and will be advised by FRANKFURT Apron to establish radio contact with the de-icing crew teamleader on an assigned frequency.

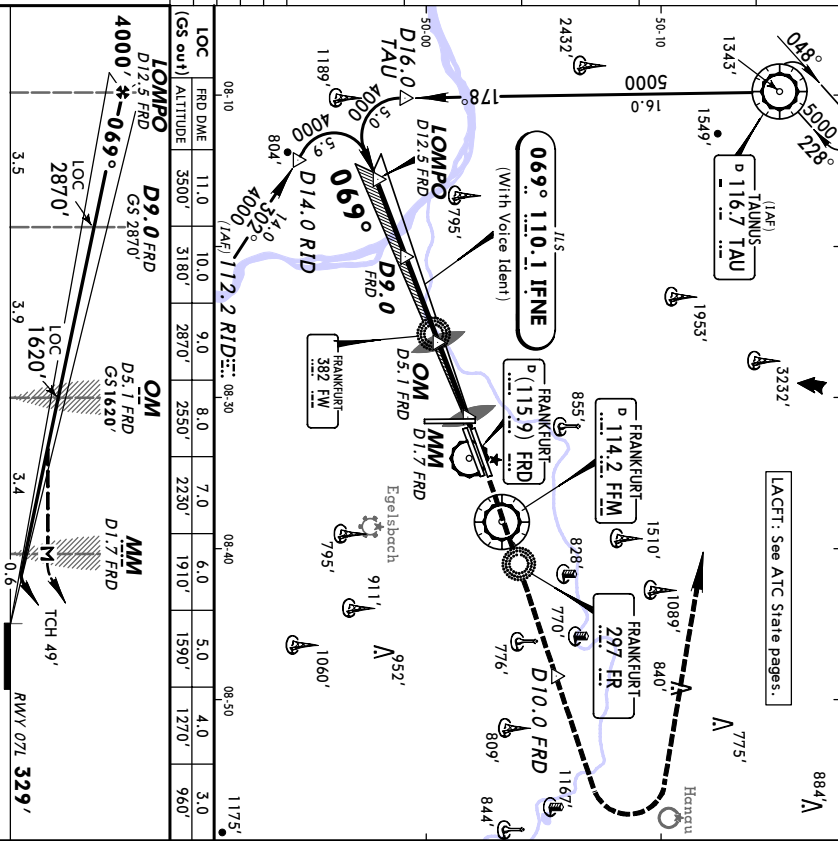
During the de-icing proceedings, the pilot-in-command shall ensure continuous listening watch on the respective frequency of FRANKFURT Apron. After de-icing proceedings have been concluded, the pilot-in-command shall report to FRANKFURT Apron that he is ready to taxi.

Trial Operations of Fixed Speeds for Approaches

- (Based on Nfl 1 - 64/05)
1. In addition to the German publication "Bekanntmachungen über Iarmindernde Ab- und Anflugverfahren in der Bundesrepublik Deutschland, Nfl 1 - 22/89", the following regulations are additionally published:
The following speeds, related to the distances specified, are generally laid down for approaches:
MIM 210 KT to 14 NM on final approach;
(RWY 07/25: D 15.0 FRD)
180 KT from 14 NM to 6 NM on final approach;
(RWY 07/25: D 7.0 FRD)
160 KT from 6 NM to the outer marker.
(RWY 07/25: D 5.0 FRD)
 2. The pilot shall maintain the speeds mentioned above without being asked, as long as the air traffic control unit did not particularly assign an other speed.
 3. If unable to maintain the speeds given, the responsible ATC unit shall be informed without delay in order to receive a new clearance.

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (11-1)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 ILS Rwy 07L

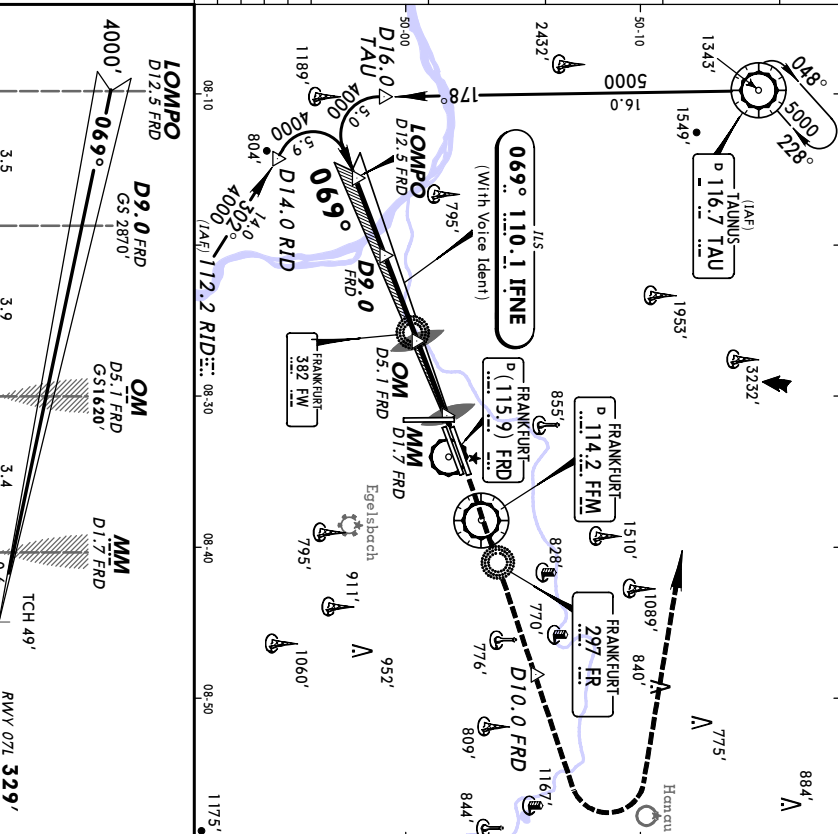
*ATIS Arrival	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9
LOC	Final	GS	DA(H)	Ap ^t Elev	
110.1	IFNE	069°	1620' (1291')	529' (200')	Rwy 329'
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.					
Alt Set: MPAIN on req) Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 5000' MSA FFM VOR					



LOC	FRD DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
(GS out)	ALTITUDE	3500'	3180'	2870'	2550'	2230'	1910'	1590'	1270'	960'
LOMPO D12.5 FRD GS 2870' OM D5.1 FRD GS 1620' MM D1.7 FRD GS 1620' TCH 49' Rwy 07L 329'										
4000' * -069° LOC 2870' LOC 1620' LOC 0.6'										
Gnd speed-Kts 70 90 100 120 140 160										
ILS GS 3.00° or LOC Descend Gradient 5.2%										
MAP at MM/D1.7 FRD										
JAR-OPS STRAIGHT-IN LANDING Rwy 07L LOC (GS out)										
ILS I DA(H) 529' (200') MDA(H) 790' (461')										
FULL ALS out										
RVR 550m RVR 1000m RVR 1500m RVR 2000m										
LACFT: DA(H) 529' (200').										

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (11-1A)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 CAT II ILS Rwy 07L

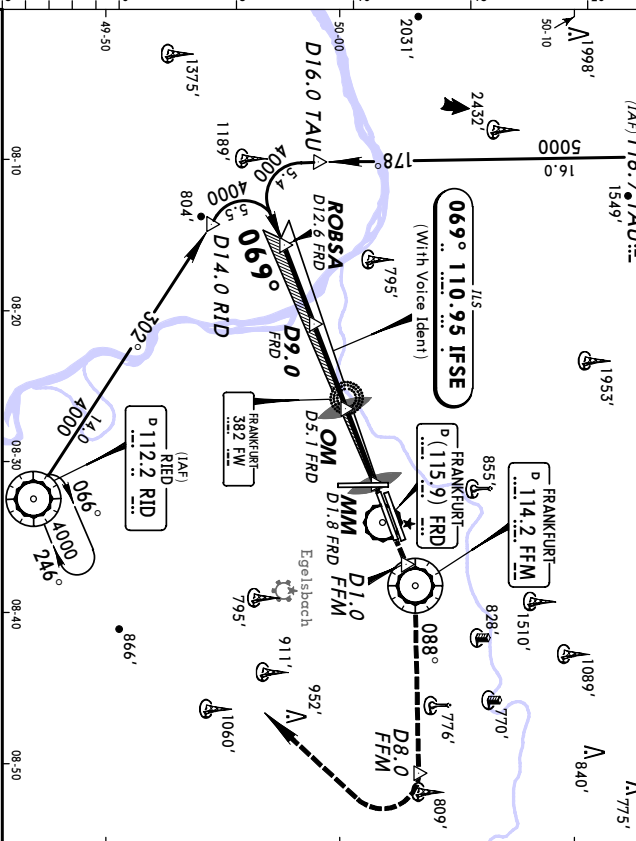
*ATIS Arrival	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9
LOC	Final	GS	CAT II ILS DA(H)	Ap ^t Elev	
110.1	IFNE	069°	1620' (1291')	529' (200')	Rwy 329'
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.					
Alt Set: MPAIN on req) Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 5000' MSA FFM VOR					



LOC	FRD DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
(GS out)	ALTITUDE	3500'	3180'	2870'	2550'	2230'	1910'	1590'	1270'	960'
LOMPO D12.5 FRD GS 2870' OM D5.1 FRD GS 1620' MM D1.7 FRD GS 1620' TCH 49' Rwy 07L 329'										
4000' * -069° LOC 2870' LOC 1620' LOC 0.6'										
Gnd speed-Kts 70 90 100 120 140 160										
ILS GS 3.00° or LOC Descend Gradient 5.2%										
MAP at MM/D1.7 FRD										
JAR-OPS STRAIGHT-IN LANDING Rwy 07L CAT II ILS										
ABCD + LACFT RA 100' DA(H) 429' (100')										
RVR 300m										
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.										

EDDF/FRA
FRANKFURT/MAIN
18 FEB 05
JEPPesen
FRANKFURT/MAIN, GERMANY
CAT II ILS Rwy 07R
(11-2A)

*ATIS Arrival	FRANKFURT Arrival (APP) North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9
BRIEFING STRIP LOC Final IFSE Apch Crs 069° OM 15900 (1262') CAT II ILS RA 1011'S DA(H) 428 (100') Apt Elev 364' 110.95 MISSED APCH: Climb STRAIGHT AHEAD to D1.0 West of FFM, then turn RIGHT to intercept R-088 FFM outbound to D8.0 FFM. Climbing turn RIGHT to RID VOR and maintain 5000'. Alt Set: HPALIN on freq. Rwy Elev: 12 fha Trans level: BY ATIS Trans alt: 5000' 1. Special Atcrw & Acti Certification Required. 2. LACR: See ATIS State pages.					
MSA FFM VOR					



Ground speed-Kts	70	90	100	120	140	160
GS	3,00'	377	485	539	647	755
						862

REL
PAR

ALSF-II

West of FFM

D1.0

CAT II ILS ABCD + LACFT RA 101' DAH/ 428' (100')	RVR 300m 
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.	

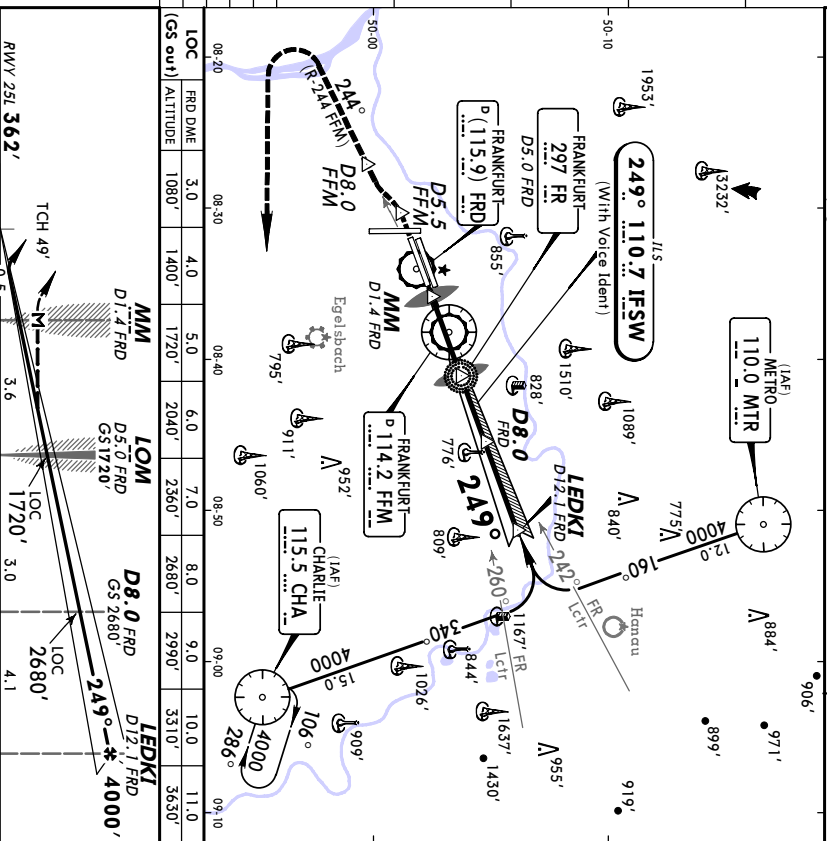
EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (1-3)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 ILS Rwy 25L

*ATIS Arrival		FRANKFURT Arrival (APP)	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9	121.8
LOC	IFSW	Final	GS	ILS	Appt Elev	364'
110.7	249°	Apch Crs	1720' (1358')	DA(H) Refer to Minimums	RWY	362'

MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM, then turn LEFT to intercept R-244 FFM. Then on R-244 FFM to D8.0 FFM or 4000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'.

1. CAUTION: Independent taxiing act on Twy B-EAST underneath short final.
 2. LACFT: See ATC State pages.

Rwy Elev: 13 hPa Trans alt: 5000'
 MSA FFM VOR



LOC	FRD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
LOC (GS out)	1080'	1400'	1720'	2040'	2360'	2680'	2990'	3310'	3630'	3950'

RWY 25L 3621' TCH 49' 0.5 3.6 3.0 4.1

Gnd speed-Kts 70 90 100 120 140 160
 ILS GS 3.00° or 377 485 539 647 755 862
 LOC Descent Gradient 5.2%
 MAP at MM/D1.4 FRD
 STRAIGHT-IN LANDING RWY 25L
 LOC (GS out) 810' (148')
 DA(H) 562' (200')
 FULL A15 out
 RWY 900m RWY 1000m RWY 1500m RWY 1800m RWY 2000m

JAR-OPS STRAIGHT-IN LANDING RWY 25L
 CAT II ILS
 ABCD + LACFT
 RA 94'
 DA(H) 462' (100')

PANS OPS 4
 CHANGES: Approach frequency.

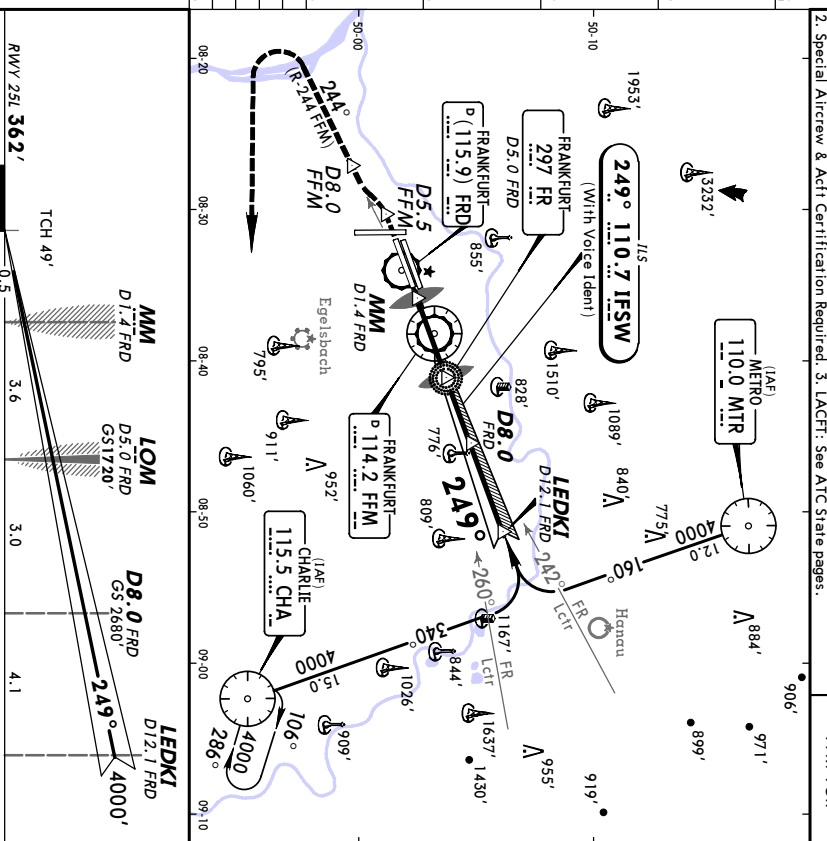
EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (1-3A)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 CAT II ILS Rwy 25L

*ATIS Arrival		FRANKFURT Arrival (APP)	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9	121.8
LOC	IFSW	Final	GS	CAT II ILS	Appt Elev	364'
110.7	249°	Apch Crs	1720' (1358')	RA 94' (100')	RWY	362'

MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM, then turn LEFT to intercept R-244 FFM. Then on R-244 FFM to D8.0 FFM or 4000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'.

1. CAUTION: Independent taxiing act on Twy B-EAST underneath short final.
 2. Special Aircrew & Acti Certification Required. 3. LACFT: See ATC State pages.

Rwy Elev: 13 hPa Trans alt: 5000'
 MSA FFM VOR



LOC	FRD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
LOC (GS out)	1080'	1400'	1720'	2040'	2360'	2680'	2990'	3310'	3630'	3950'

RWY 25L 3621' TCH 49' 0.5 3.6 3.0 4.1

Gnd speed-Kts 70 90 100 120 140 160
 ILS GS 3.00° or 377 485 539 647 755 862
 LOC Descent Gradient 5.2%
 MAP at MM/D1.4 FRD
 STRAIGHT-IN LANDING RWY 25L
 CAT II ILS
 ABCD + LACFT
 RA 94'
 DA(H) 462' (100')

JAR-OPS STRAIGHT-IN LANDING RWY 25L
 CAT II ILS
 ABCD + LACFT
 RA 94'
 DA(H) 462' (100')

PANS OPS 4
 CHANGES: Approach frequency.

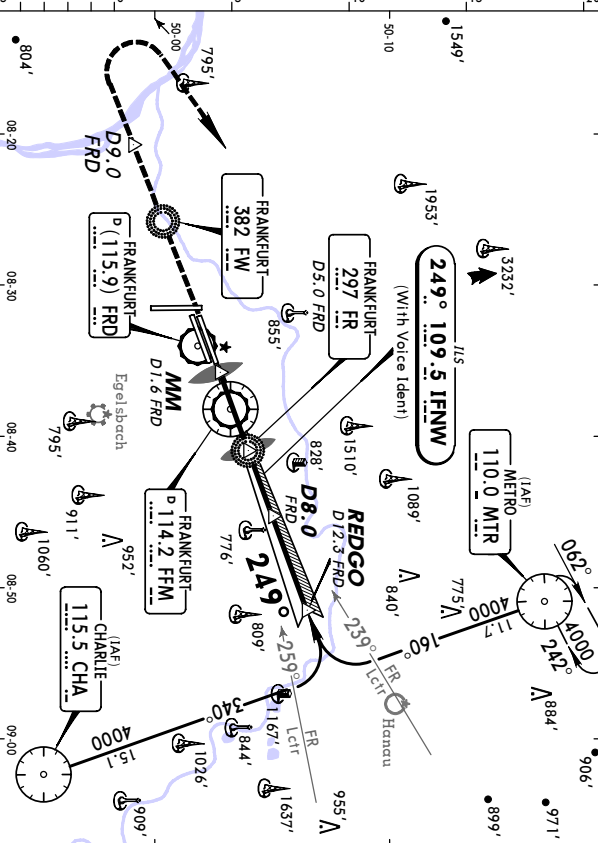
EDDF/FRA FRANKFURT/MAIN	18 FEB 05	JEPPSEN (11-4A)	FRANKFURT/MAIN, GERMANY CAT II ILS Rwy 25R
----------------------------	-----------	--------------------	---

*AIS Arrival	FRANKFURT Arrival (APP)	FRANKFURT Tower	*Ground
118.02 114.2	120.8 North	118.45 South	127.27
LOC 109.5	Final Apch Crs 249°	GS LOM 1660 (11296')	CAT II ILS RA 100' DA (100') RWY 364'
MISSSED APCH: Climb STRAIGHT AHEAD via F.W. 100' to 2500'. Altitude			119.9
			121.8

At Set: PPa (IN on read) Pw Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. CAUTION: Independent taxiing actn on Twy B-EAST underneath short final.	MSA FFM VOR
2. Special Aircrew & Aircraft Certification Required. 3. LACFI: See ATC State pages.	

884' • 971'



Profile view diagram of runway construction. The diagram shows a runway layout with various aircraft types and their corresponding elevations and distances from the runway end.

- Runway End:** Elevation 364'.
- Distances:** 0.5, 3.4, 3.0, 4.3.
- Aircraft Types and Elevations:**
 - MM (D1.6 FRD):** Elevation 49'.
 - LOM (D5.0 FRD, GS 16.60'): 249°:** Elevation 16.60'.
 - REDGO (D12.3 FRD): 4000':** Elevation 26.10'.
- Grnd speed-Kts:** 70, 90, 100, 120, 140, 160.
- GS (Ground Speed):** 3.00°, 377, 485, 539, 647, 755, 862.
- ASR-11:** Aeronautical Information System (AIS) 11.
- Inform ATC:** Inform ATC via 2500'.
- FW (Fuel Weight):** 382.

JAR-OPS

STRAIGHT-IN LANDING RWY 25R

CAT II ILS
ABCD + LACFT
PA 1007

KA 100
DA(H) 464' (100')

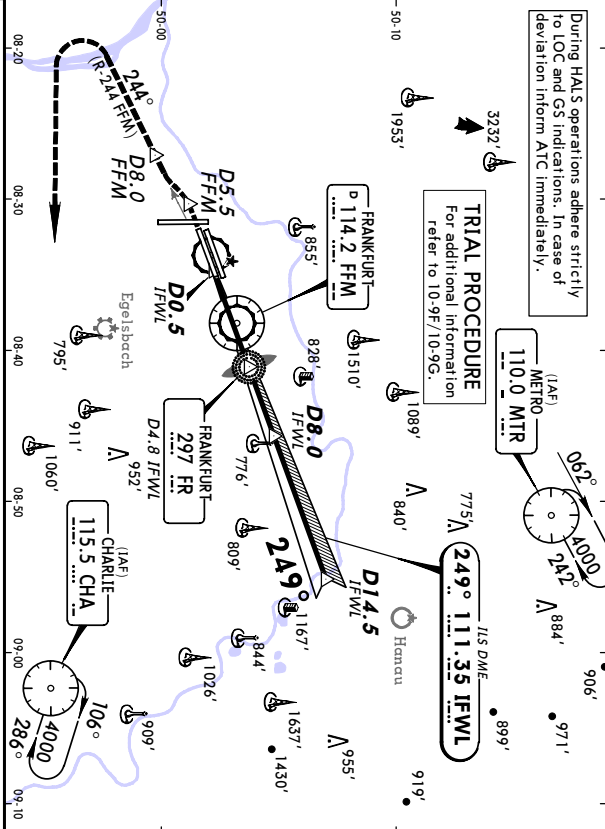
[illegible]

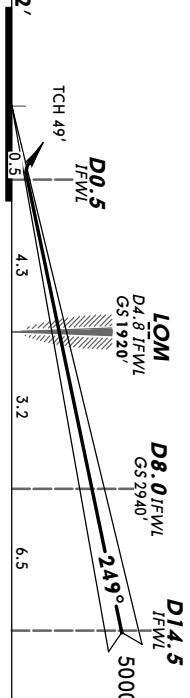
RVR 300m D

I Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (1-5)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 ILS DME Rwy 26L

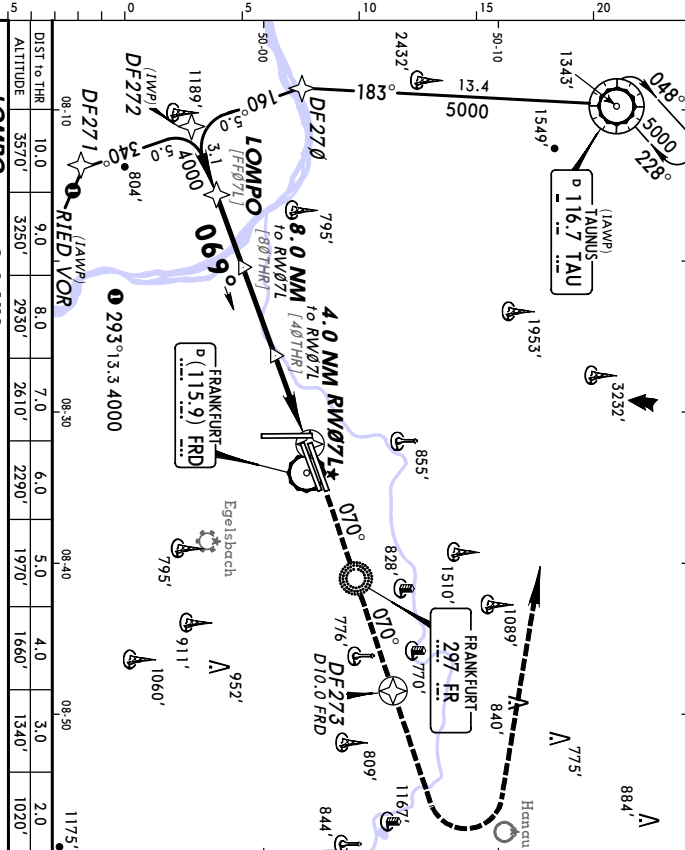
*ATIS Arrival	FRANKFURT Arrival (APP)	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	North 120.8 South 118.45	127.27	119.9	121.8
LOC	Final 111.35 Appch Crs 249°	GS 1920' (1578')	ILS DA(H) 542' (200')	Appt Elev 364' RWY 342'
MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM, then turn LEFT to intercept R-244 FFM. Then on R-244 FFM to D8.0 FFM or 4000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'. Alt Set: IFA (IN on req) Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 5000'. 1. Pader vectoring will be provided onto final approach track. 2. Ignore MM indications. 3. ILS DME reads zero at rwy 26L threshold. 4. ILS GS utilization permitted at an angle of 6° horizontally centerline up to a range of 15 NM.				
During HALS operations adhere strictly to LOC and GS indications. In case of deviation inform ATC immediately.				MSA FFM VOR



RWY 26L 342'											
Grnd speed Kts		70	90	100	120	140	160	HAIS		D5.5	
GS		3.00°	377	485	539	647	755	862	FFM		↑
JAR-OPS		STRAIGHT-IN LANDING RWY 26L									
ILS		LOC (GS out)									
DA(H) 542' (200')		FULL									
A		NOT AUTHORIZED									
B											
C											
D											

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (12-1)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 RNAV (GPS) Rwy 07L

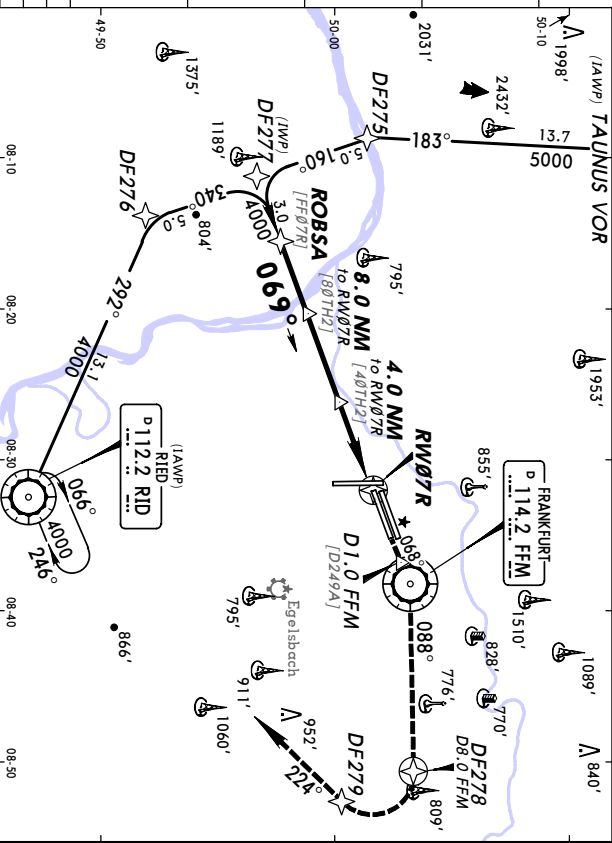
*ATIS Arrival	FRANKFURT Arrival (APP)	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	North 120.8 South 118.45	127.27	119.9	121.8
GPS	Final 111.35 Appch Crs 069°	Minimum Alt 4000' (3671')	MDA(H) 830' (501')	Appt Elev 364' RWY 329'
MISSED APCH RNAV: Climb on track 070° via FR Lctr to DF273 or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'. NON-RNAV: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'. Alt Set: IFA (IN on req) Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 5000'.				
During HALS operations adhere strictly to LOC and GS indications. In case of deviation inform ATC immediately.				MSA ARP



JAR-OPS	ILS	LOC (GS out)	CEILING REQUIRED					
DA(H) 830' (501')	FULL							
Grnd speed-Kts	70	90	100	120	140	160	HAIS	D5.5
GS	3.00°	377	478	531	637	743	849	FFM
STRAIGHT-IN LANDING RWY 07L STRAIGHT-IN LANDING RWY 07L								
NOT AUTHORIZED								

EDDF/FRA
FRANKFURT/MAIN
JEPPesen
FRANKFURT/MAIN
GERMANY
18 FEB 05
12-2
RNAV (GPS) Rwy 07R

*ATIS Arrival	FRANKFURT Arrival (APP)	#FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	120.8 118.45	127.27	119.9	121.8
GPS	Final Apch Crs 069°	Minimum Alt ROBSA 4000' (3622')	MDA(h) 830' (502')	Rwy Elev 364' RWY 328'
MISSED APCB RNAV: Climb on track 086° to FFM VOR, then turn RIGHT on track 086° to DFZ78, then turn RIGHT via DFZ79 on track 224° to RID VOR climb and maintain 5000'. NON-RNAV: Climb STRAIGHT AHEAD to D1.0 West of FFM. Turn RIGHT to Intercept R-088 FFM outbound to DB.0 FFM. Turn RIGHT to RID VOR climb and maintain 5000'. 4300'				
Alt Set: hPa (IN on req)		Rwy Elev: 12 hPa		Trans level: By ATC
				Trans alt: 5000'



DIST to THR	10.0'	9.0'	8.0'	7.0'	6.0'	5.0'	4.0'	3.0'	2.0'
ALTITUDE	3370'	3250'	2930'	2610'	2290'	1970'	1660'	1340'	1020'

ROBSA
 (FFWD/R)
 8.0 NM to RW07R
 [80°TH2]
 4000' * 069°
 2930'
 [3.00°]
 1660'
 [40°TH2]
 4.0 NM to RW07R
 RW07R
 [TCH 49°]
 RWY 07R 328'
 11.3
 3.3
 0

Grd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849

MAP at RW07R						
	Refer to Missed apch above					

ASFL-I1

JAR-OPS	STRAIGHT-IN LANDING RWY 07R
---------	-----------------------------

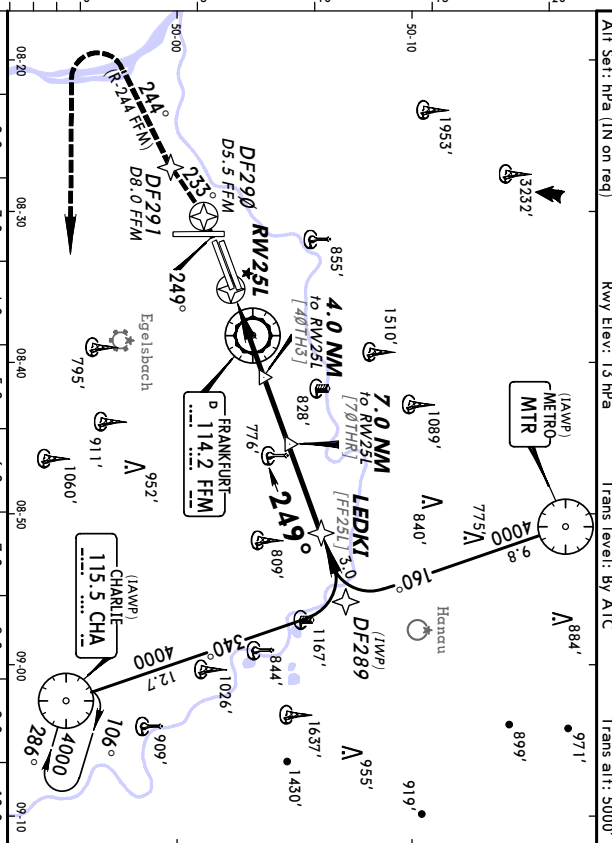
MDA(H) 830' (502')		
ALS out		
A	RVR 1000m	
B	RVR 1200m	
C	RVR 2000m	
D	RVR 1600m	

EDDF / FRA
FRANKFURT / MAIN
18 FEB 05
JEPPesen
FRANKFURT / MAIN, GERMANY
RNAV (GPS) Rwy 25L

*ATIS Arrival	*FRANKFURT Arrival (APP North)	*FRANKFURT South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9
GPS	Final Arrch Crs 249°	Minimum Alt LEDKI 4000' (3638')	MDA(H) 840' (478')	Apt Elev 364' RWY 36Z	4300'

MISSSED ARCH RNAV: Climb on track 249° to Df29g, then turn LEFT on track 235° to Df29l. Then turn RIGHT on track 244° climb to 4000', then turn LEFT to CHA VOR climb and maintain 5000'. **NON-RNAV:** Climb STRAIGHT AHEAD to D5.5 FFM, then turn LEFT to Intercept R-244 FFM. Then on R-244 FFM to D8.0 FFM or 4000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'.

MSA APP



DIST to THR	2.0'	3.0'	4.0'	5.0'	6.0'	7.0'	8.0'	9.0'	10.0'
ALTITUDE	1050'	1370'	1690'	2010'	2330'	2640'	2960'	3280'	3600'

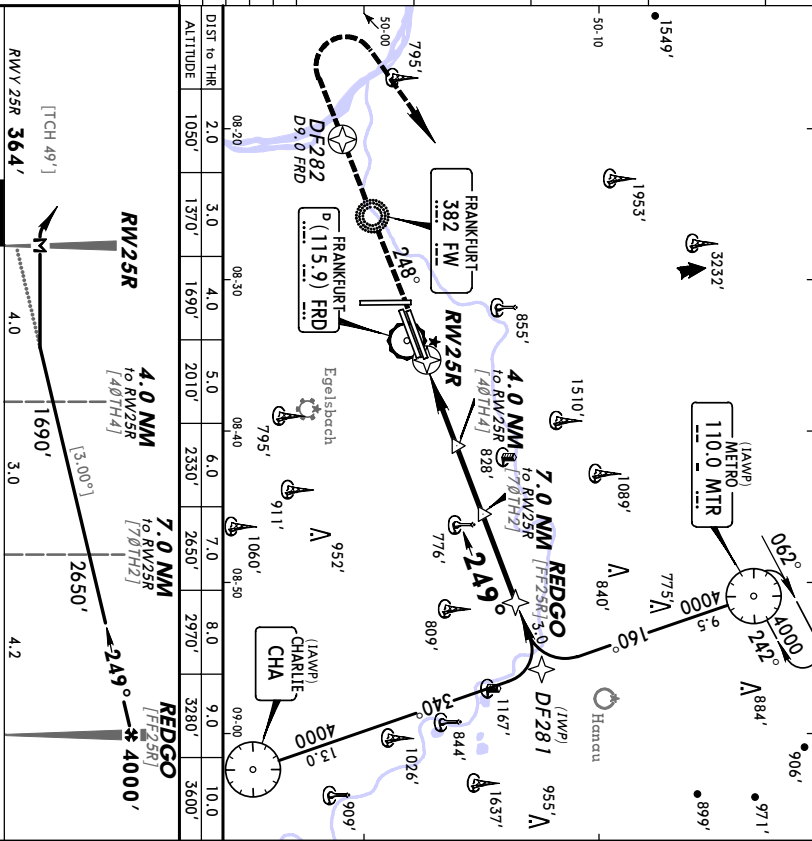
TCH 49'
 RWY 25L 362'
 RWY 25L
 4.0 NM to RW25L [40THS]
 7.0 NM to RW25L [70THR]
 LEDEKI (F75L) #4000'
 4.0' 1690' 2640' 2960' 3280' 3600'
 3.0' 4.2' 11.2'
 Gnd speed-Kts 70 90 100 120 140 160
 Descent angle [3.00°] 372 478 531 637 743 849
 MAP at RW25L
 REL PLAN
 DF2990
 DS.5 FTM

JAR-OPS	STRAIGHT-IN LANDING RWY 25L		
---------	-----------------------------	--	--

MDA(H) 840' (478')			
ALS out			
A	RVR 1000m	RVR 1500m	
B			
C	RVR 1200m		
D	RVR 1600m	RVR 2000m	

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (12-4)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 RNAV (GPS) Rwy 25R

*ATIS Arrival	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	120.8	118.45	127.27	119.9	121.8
GPS	Final Apch Crs 249°	Minimum Alt REDGO 4000' (3636')	MDA(H) 840' (476')	Appt Elev 364'	RWY 364'
MISSED APCH RNAV: Climb on track 248° via FW Lctr to 2500'. After passing FW Lctr continue climb on track 248° to DF282 or 5000', whichever is later, then turn RIGHT to MTR VOR maintain 5000'. NON-RNAV: Climb STRAIGHT AHEAD via FW Lctr to 2500'. After passing FW Lctr continue climb to DF,0 FRD or 5000', whichever is later, then turn RIGHT to MTR VOR maintain 5000'.					
Alt Set: hPa (IN on req)				Rwy Elev: 13 hPa	Trans alt: 5000'



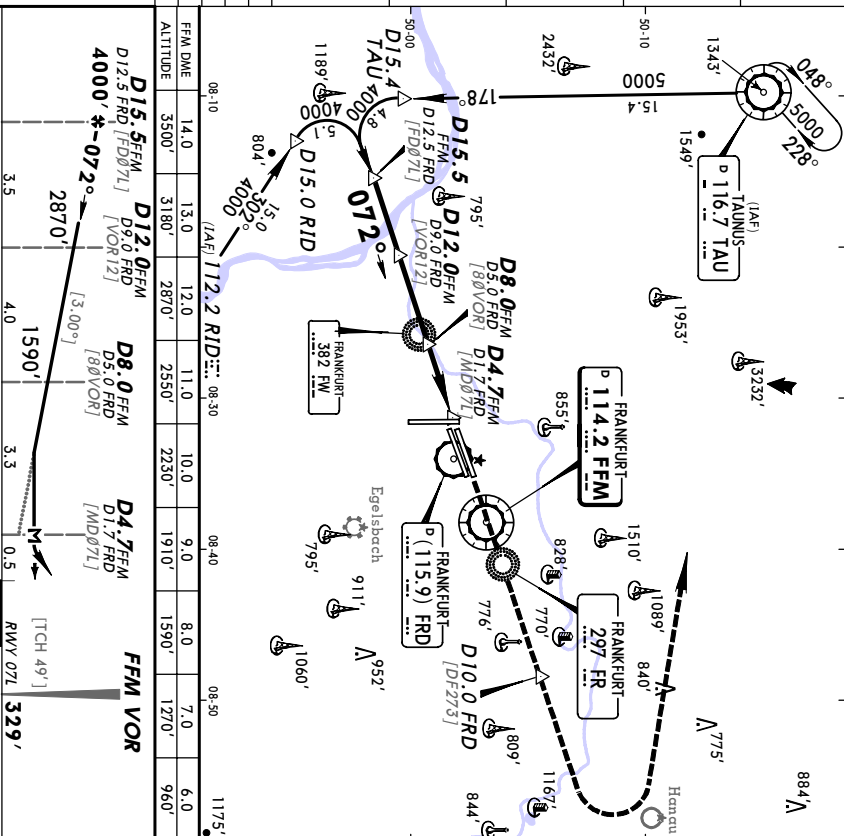
Grnd speed-Kts	70	90	100	120	140	160	ALSIF-11
Descent angle	3.00°	372	478	531	637	743	849
MAP at RWY 25R							

STRAIGHT-IN LANDING RWY 25R

JAR OPS	MDA(H) 840' (476')	ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	RVR 2000m
D	RVR 1600m	RVR 2000m

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (13-1)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 VOR DME Rwy 07L

*ATIS Arrival	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	120.8	118.45	127.27	119.9	121.8
VOR	Final Apch Crs 072°	Minimum Alt D15.5 FFM 4000' (3671')	MDA(H) 830' (501')	Appt Elev 364'	RWY 329'
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.					
Alt Set: hPa (IN on req)				Rwy Elev: 12 hPa	Trans alt: 5000'



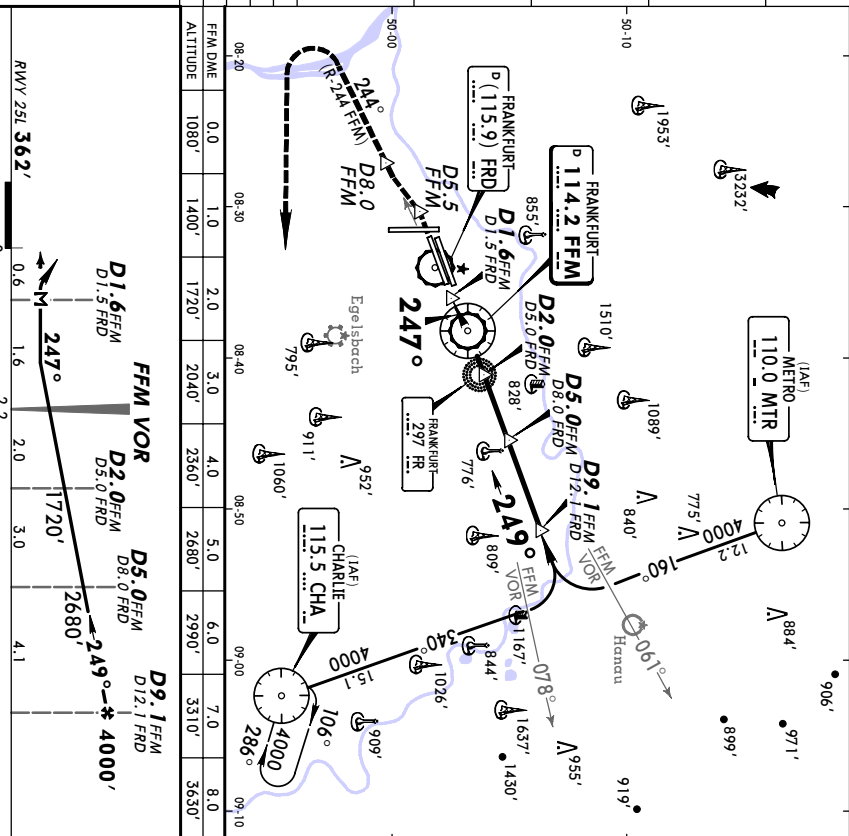
Grnd speed-Kts	70	90	100	120	140	160	ALSIF-11
Descent angle	5.24% or 3.00°	372	478	531	637	743	849
MAP at D4.7 FFM/D1.7 FRD							

STRAIGHT-IN LANDING RWY 07L

JAR OPS	MDA(H) 830' (501')	ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	RVR 2000m
C	RVR 1600m	RVR 2000m
D	RVR 1600m	RVR 2000m

EDDF/FRA FRANKFURT/MAIN	JEPPSEN 18 FEB 05 13-3	FRANKFURT/MAIN, GERMANY VOR DME Rwy 25
----------------------------	------------------------------	---

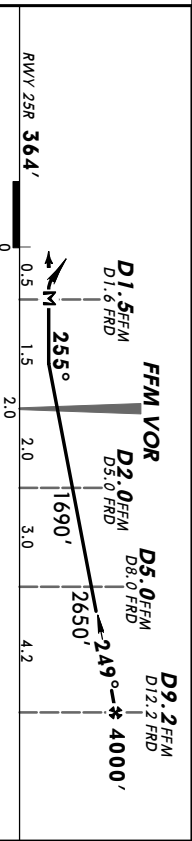
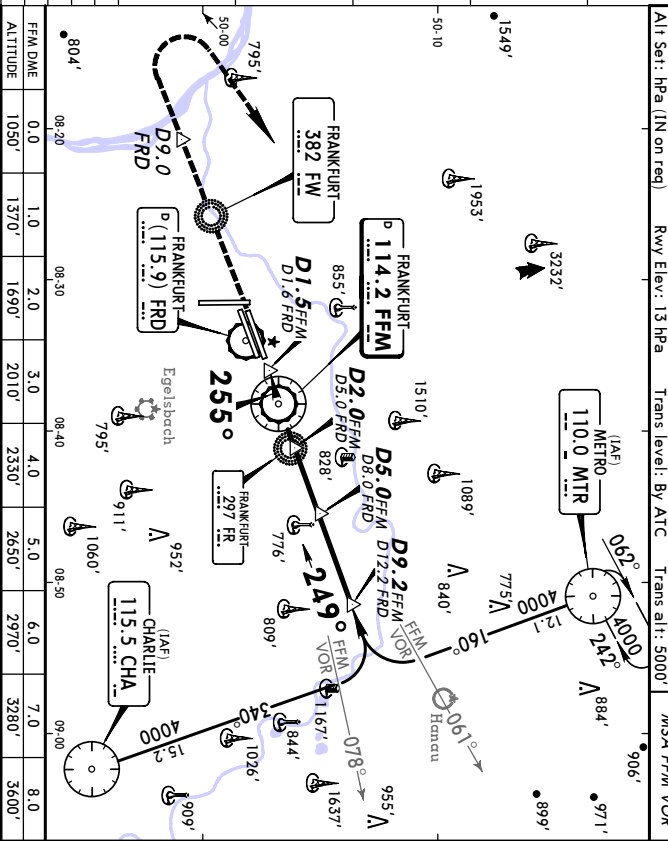
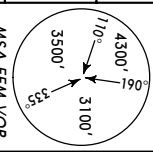
*ATIS Arrival	FRANKFURT Arrival (APP)	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	120.8 North 118.45 South	127.27	119.9	121.8
VOR FFM 114.2	Final Apch Crs See Below	Minimum Alt D9.1 FFM 4000' (3636')	MDA(h) 840' (478')	Appt Elev 364' RWY 362'
MISSED APPROACH: Climb STRAIGHT AHEAD to D5.5 FFM, then turn LEFT to intercept R-244 FFM. Then on R-244 FFM to D8.0 FFM or 4000', which-ever is later, then turn LEFT to CHA VOR climb and maintain 5000'.				
Alt Set: MPA (IN on req)	Rwy Elev: 13 MPA	Trans level: By ATIS	Trans alt: 5000'	MSA FFM VOR



Grid speed-Kts	70	90	100	120	140	160	ALSF-II	D5.5 FFM
Descent Gradient	5.2%	369	474	527	632	737	843	
MAP at D1.6 after FFM VOR/D1.5RD							REL PAP	
JAR-OPS								STRAIGHT-IN LANDING RWY 25L
MDA(H) 840' (478')								
						ALS out		
A	RVR 1000m					RVR 1500m		
B	RVR 1200m							
C						RVR 2000m		
D	RVR 1600m							

EDDF/FRA
FRANKFURT/MAIN
18 FEB 05 (13-4)
JEPPRESEN FRANKFURT/MAIN, GERMANY
VOR DME Rwy 25R

*ATIS Arrival	FRANKFURT Arrival (APP)	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	North 120.8 South 118.45	127.27	119.9	121.8
VOR	Final FM 114.2	Minimum Alt D9.2 FFM 4000' (3636')	MDA(H) 840' (476')	Appt Elev 364' RWY 364'
MISSED APCH: Climb STRAIGHT AHEAD via FW Lctr to 2500'. After passing FW Lctr continue climb to D9.0 FRD or 5000', whichever is later, then turn RIGHT to MTR VOR maintain 5000'.				
Alt Set: MPA (IN on req) Rwy Elev: 13 MPA Trans level: By ATC Trans alt: 5000'				



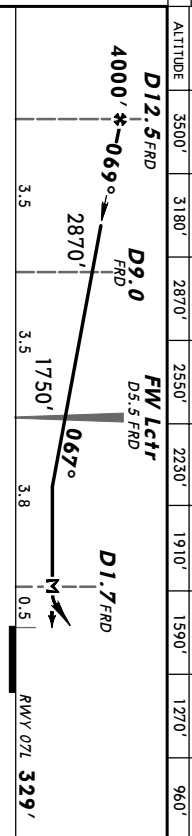
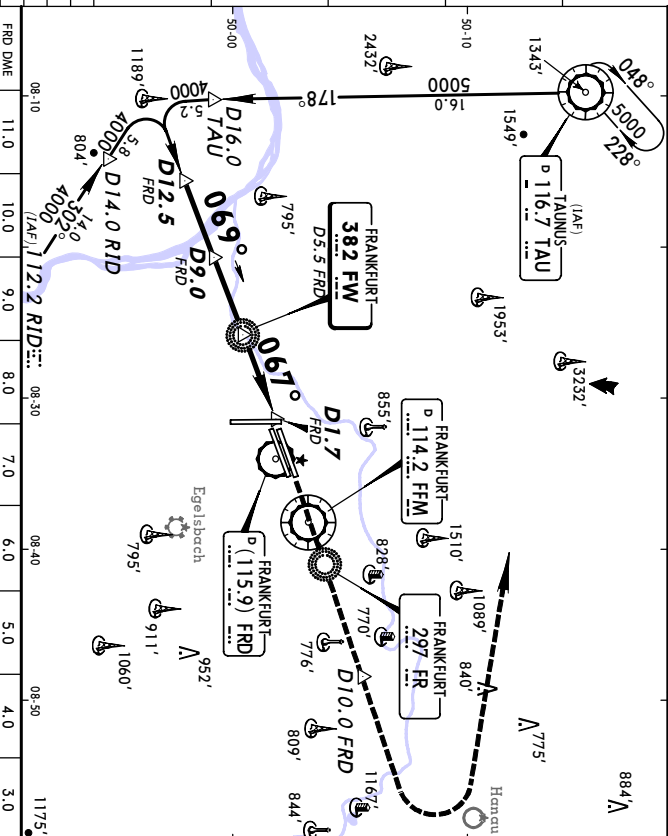
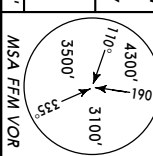
Grnd speed-Kts	70	90	100	120	140	160	ALSf-II
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D1.5 after FFM VOR/D1.6 FRD							

JAR-OPS	STRAIGHT-IN LANDING RWY 25R
MDA(H) 840' (476')	ALS out

A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

EDDF/FRA
FRANKFURT/MAIN
18 FEB 05 (16-1)
JEPPRESEN FRANKFURT/MAIN, GERMANY
NDB DME Rwy 07L

*ATIS Arrival	FRANKFURT Arrival (APP)	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02 114.2	North 120.8 South 118.45	127.27	119.9	121.8
Lctr	Final FW 382	Minimum Alt D12.5 FRD 4000' (3671')	MDA(H) 830' (501')	Appt Elev 364' RWY 329'
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.				
Alt Set: MPA (IN on req) Rwy Elev: 12 MPA Trans level: By ATC Trans alt: 5000'				



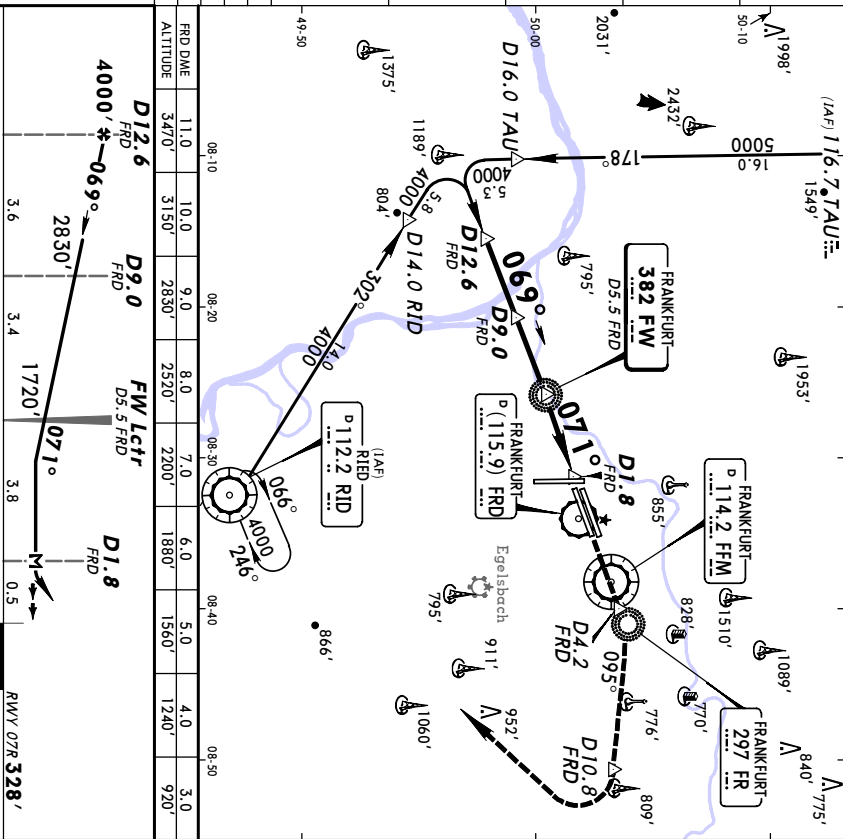
Grnd speed-Kts	70	90	100	120	140	160	ALSf-II
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D1.7 FRD							

JAR-OPS	STRAIGHT-IN LANDING RWY 07L
MDA(H) 830' (501')	ALS out

A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (16-2)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 NDB DME Rwy 07R

*ATIS Arrival	FRANKFURT Arrival (APP)	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9	121.8
Lctr	Final	Minimum Alt	MDA(H)	Appt Elev	364'	
FW	Apch Crs	D12.6 FRD	830' (502')	RWY 328'		
382	See Below	4000' (3672')				
MISSED APCH: Climb inbound FR NDB to D4.2 FRD, then turn RIGHT on 095° outbound FR NDB to D10.8 FRD. Then turn RIGHT to RID VOR, climb and maintain 5000'.						
All Set: MPA(IN on req) Rwy Elev: 12 Hpa Trans level: By ATC Trans alt: 5000' MSA FFM VOR						

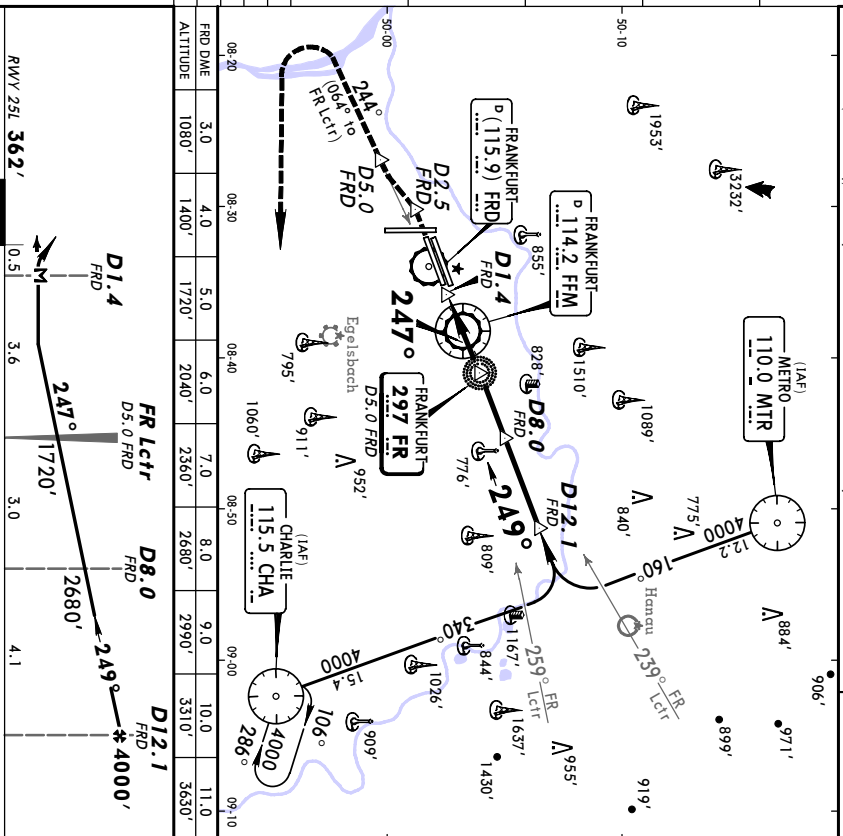


FRD DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3470'	3150'	2830'	2520'	2200'	1880'	1560'	1240'	920'
D12.6 FRD D9.0 FRD D5.5 FRD D1.8 FRD									
4000' * -069° 2830' 1720' 071° 1720' 3.6 3.4 3.8 0.5									
Rwy 07R 328'									

JAR-OPS STRAIGHT-IN LANDING RWY 07R									
MDA(H) 830' (502')									
ALS out									
A	RVR 1000m								
B	RVR 1200m								
C	RVR 1600m								
D	RVR 2000m								

EDDF/FRA
 FRANKFURT/MAIN
 18 FEB 05 (16-3)
 JEPPESEN FRANKFURT/MAIN, GERMANY
 NDB DME Rwy 25L

*ATIS Arrival	FRANKFURT Arrival (APP)	North	South	*FRANKFURT Director (APP)	FRANKFURT Tower	*Ground
118.02	114.2	120.8	118.45	127.27	119.9	121.8
Lctr	Final	Minimum Alt	MDA(H)	Appt Elev	364'	
FR	Apch Crs	D12.1 FRD	930' (568')	RWY 362'		
297	See Below	4000' (3638')				
MISSED APCH: Climb STRAIGHT AHEAD to D2.5 FRD, then turn LEFT on track 244° outbound FR NDB to D5.0 FRD or 4000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'.						
All Set: MPA(IN on req) Rwy Elev: 13 Hpa Trans level: By ATC Trans alt: 5000' MSA FFM VOR						



FRD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1080'	1400'	1720'	2040'	2360'	2680'	2990'	3310'	3630'
D1.4 FRD D5.0 FRD D2.5 FRD									
247° 1720' 2680' 249° * 4000' 286°									
Rwy 25L 362'									

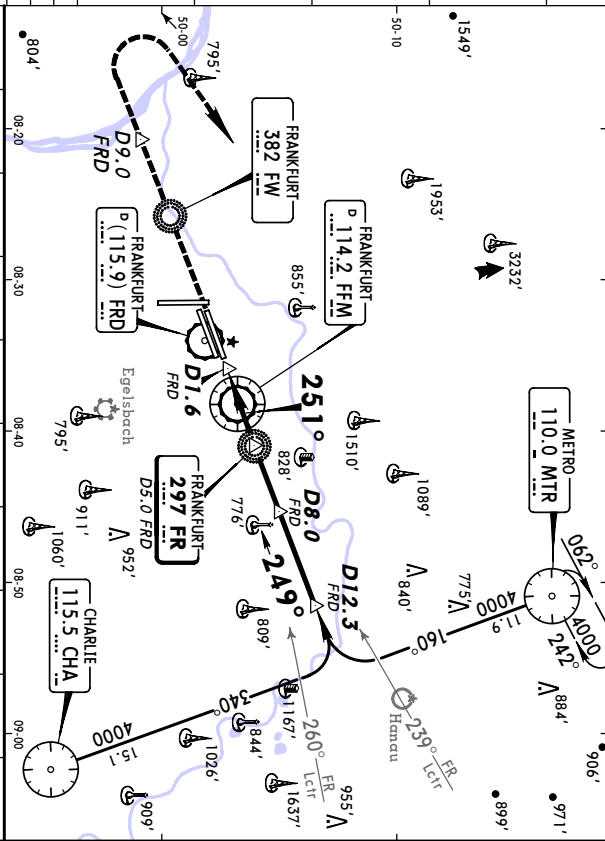
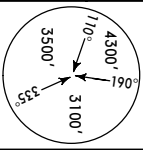
JAR-OPS STRAIGHT-IN LANDING RWY 25L									
MDA(H) 930' (568')									
ALS out									
A	RVR 1000m								
B	RVR 1200m								
C	RVR 1600m								
D	RVR 2000m								

EDDF/FRA
FRANKFURT/MAIN
18 FEB 05 (16-4)
JEPPRESEN FRANKFURT/MAIN, GERMANY
NDB DME Rwy 25R

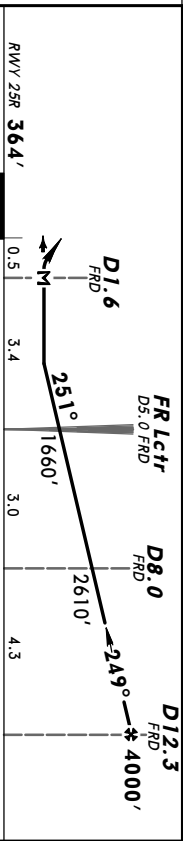
*ATIS Arrival		FRANKFURT Arrival (APP)		*FRANKFURT Director (APP)		FRANKFURT Tower		*Ground
North	South	North	South	North	South	North	South	
118.02	114.2	120.8	118.45	127.27	119.9	121.8		
Lctr	Final	Minimum Alt	MDA(H)	Apt Elev	364'			
FR	Apch Crs	D12.3 FRD	930' (566')	RWY 364'				
297	See Below	4000' (3636')						

MISSED APCH: Climb STRAIGHT AHEAD via FW Lctr to 2500'.
After passing FW Lctr continue climb to D9.0 FRD or 5000',
whichever is later, then turn RIGHT to MTR VOR maintain
5000'.

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' MSA FFM VOR



FRD DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1020'	1340'	1660'	1980'	2300'	2610'	2930'	3250'	3570'



Grnd speed-Kts	70	90	100	120	140	160	ALS-F-11
Descent Gradient 5.2%	369	474	527	632	737	843	2500'
MAP at D1.6 FRD							FW
							382

JAR-OPS STRAIGHT-IN LANDING RWY 25R

JAR-OPS		MDA(H) 930' (566')		ALS out	
A	RVR 1000m				
B	RVR 1200m				
C	RVR 1600m				
D	RVR 2000m				