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General Information

Location: FRANKFURT/MAIN DEU
ICAO/IATA: EDDF / FRA
Lat/Long: N50° 02.0', E008° 34.2'
Elevation: 364 ft

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

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

Sunrise: 0322 Z
Sunset: 1938 Z

Runway Information

Runway: 18
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 326 ft
Lighting: Edge, Centerline

Runway: 07C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 329 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07L
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 305 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 328 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 364 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 362 ft
Lighting: Edge, ALS, Centerline, TDZ

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Runway: 25R
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 353 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 118.725 Departure Service
ATIS: 118.025 Arrival Service
Frankfurt Tower: 136.500
Frankfurt Tower: 127.325 Secondary
Frankfurt Tower: 124.850
Frankfurt Tower: 119.900
Frankfurt Tower: 118.775
Frankfurt Ground: 121.800
Frankfurt Apron Ramp/Taxi: 121.750
Frankfurt Apron Ramp/Taxi: 121.850
Frankfurt Apron Ramp/Taxi: 121.950
Frankfurt Apron Ramp/Taxi: 121.700
Frankfurt Apron Ramp/Taxi: 121.650
Frankfurt Delivery Clearance Delivery: 121.900
Langen Radar Approach: 119.025 At or below 33574432 ft Out to 60 mi. Secondary
Langen Radar Approach: 136.125 At or below 33574432 ft Out to 60 mi.
Langen Radar Approach: 120.150 At or below 33569432 ft Out to 40 mi.
Langen Radar Approach: 120.800 At or below 33574432 ft Out to 60 mi.
Langen Radar Approach: 126.550 At or below 33569432 ft Out to 45 mi. Departure Service Secondary
Langen Radar Approach: 125.350 At or below 33574432 ft Out to 60 mi.
Frankfurt Direct (Approach Control Radar): 118.500 At or below 33569432 ft Out to 40 mi.
Frankfurt Direct (Approach Control Radar): 127.275 At or below 33569432 ft Out to 40 mi.

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1. GENERAL

1.1. ATIS

*D-ATIS Arrival 118.025
*D-ATIS Departure 118.725

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY USAGE

1.2.1.1. ARRIVALS

RWYs 25C/L will preferably be assigned to landing ACFT, 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 RWYs is impaired by ice, snow, slush, etc., even if the tailwind component is less than 5 KT. The take-off and landing direction also depends on the availability of navigation aids or the weather in the approach and departure area.

1.2.1.2. DEPARTURES

Preferred take-off direction for landing direction 25/18:

For departures to the Northwest (OBOKA), North (MARUN) and Northeast (TOBAK), RWY 25C with the relevant standard departure route is preferred.

For departures to the Southwest (SOBRA, ULKIG), South (ANEKI) and Southeast (via AKONI in the direction NOMBO, DKB, RATIM and ROTEN for DEST area EDDN) and East (SULUS), RWY 18 with the relevant standard departure route is preferred, provided the tailwind component for RWY 18 is not greater than 15 KT.

Preferred take-off direction for landing direction 07/18:

For departures to the Northwest (OBOKA), North (MARUN), Northeast (TOBAK) and East (SULUS) incl. area EDDN (KOMIB), RWY 07C with the relevant standard departure route is preferred.

For departures to the Southwest (SOBRA), South (ANEKI) and Southeast (via AKONI in the direction NOMBO, DKB, RATIM), RWY 18 with the relevant standard departure route is preferred, provided the tailwind component for RWY 18 is not greater than 15 KT.

Exceptions are possible if required due to traffic safety, the availability of navigation aids, significant weather in the approach area or noise abatement measures or if Aerodrome Control deems that the traffic situation permits.

Tailwind component RWY 18:

If the tailwind component for RWY 18 exceeds 10 KT, this will be broadcast by ATIS.

Pilots unable to accept the greater tailwind component are requested to advise ATC at the same time they request start-up clearance.

Warning: In cases of strong winds, wind shear and increased turbulence must be expected on RWY 18.

1.2.2. NIGHT FLYING RESTRICTIONS AND OPERATIONAL RESTRICTIONS OUTSIDE NIGHTTIME HOURS FOR CIVIL AVIATION

a) Landing RWY Northwest (07L/25R) may only be used by airplanes up to and including code letter E in compliance with ICAO categorization. Airplanes with code letter F in compliance with categorization according to ICAO Attachment 14, jet airplanes, which cannot be classified into the airplane groups up to and including S 6.3 in compliance with the instructions for calculating noise protection zones as well as airplanes of the type MD11 may not use landing RWY Northwest (07L/25R). Take-offs of ACFT are not permitted from landing RWY Northwest (07L/25R).

b) ACFT without a noise certificate in accordance with ICAO Annex 16 are not permitted to take-off from or land on the whole RWY system of Frankfurt/Main APT during the entire hours of operation of Frankfurt/Main APT.

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1. GENERAL

c) ACFT that merely meet the noise certification values in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2 are not permitted to take-off from or land on the whole RWY system of Frankfurt/Main APT during the entire hours of operation of Frankfurt/Main APT unless - documented by a certificate according to Article 11c, paragraph 7 of the German Aviation Regulation (LuftVO) - the Federal Aviation Office (LBA) has granted an exemption for the ACFT concerned according to Article 11c, paragraphs 4 - 6 of the LuftVO or a Member State of the European Union has granted an exemption in accordance with Article 11c, paragraph 8 of the LuftVO.

d) The following operational provisions apply to ACFT that are marginally compliant with ICAO Annex 16, Volume 1, Part II, Chapter 3 within the meaning of Article 48a no. 4 of the Regulation on the Certification and Licensing in Aviation (LuftVZO):

Take-offs and landings are not permitted on all days of the week between 2000-0800LT, unless an exemption in accordance with Article 48f, paragraph 1 of the LuftVZO or an individual exemption in accordance with paragraph 2 of the regulation has been granted.

From the beginning of the winter 2011/2012 scheduling period, take-offs and landings are not permitted between Friday, 2000LT and Monday, 0800LT, unless they have been granted an exemption in accordance with Article 48f, paragraph 1 of the LuftVZO or an individual exemption in accordance with paragraph 2 of the regulation.

ACFT arriving late or early whose landing is planned by the APT coordinator for a slot outside the operational restrictions up to 2000LT or from 0800LT may land until 2200LT and from 0600LT, provided that the late or early arrival was not envisaged as such in the flight plan (Article 25 LuftVO).

e) Following the opening of the landing RWY Northwest, from the first day of the new scheduling period, which - because of the added capacity of the landing RWY Northwest - provides an increase in the coordinated hourly RWY capacity, take-offs and landings are not permitted on the whole RWY system of Frankfurt/Main APT between 2200-0600LT on all days of the week, unless otherwise provided.

Between 2200-2300LT as well as between 0500-0600LT, only such ACFT are permitted to take off and land that - have a noise certificate or a noise certification value in accordance with ICAO Annex 16, Volume I, Part II, Chapter 4 and whose take-off or landing has been coordinated by the APT coordinator of the Federal Republic of Germany at least one day in advance.

The following regulations apply to ACFT arriving late or early:

- ACFT that are not only marginally compliant with ICAO Annex 16, Volume I, Part III, Chapter 3 within the meaning of Article 48a of the LuftVZO, and ACFT fulfilling the provisions of ICAO Annex 16, Volume 1, Part II, Chapter 4 and whose landing is planned by the APT coordinator for a slot up to 2200LT or from 0600LT, are permitted to land until 2400LT and/or from 0500LT without being counted against the quota as well as the maximum limit, provided that the late or early arrival was not envisaged as such in the flight plan (Article 25 of the LuftVO).
- ACFT fulfilling the provisions of ICAO Annex 16, Volume I, Part II, Chapter 4 and whose landing is planned by the APT coordinator for a slot between 2200-2300LT and between 0500-0600LT under the conditions set out, are permitted to land until 2400LT without being counted against the maximum limit provided that the late arrival was not envisaged as such in the flight plan (Article 25 of the LuftVO).

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Early arrivals before 0500LT are not permitted.

ACFT are not permitted to use the landing RWY Northwest between 2300-0500LT. At Frankfurt/Main APT, take-offs and landings of ACFT conducting flight checks of radio, radar or APT facilities are permitted between 2200-0600LT only if the ACFT meet the provisions of ICAO Annex 16, Volume I, Part II, Chapter 4 and if it is absolutely necessary to conduct these checks during this period of time.

Propeller ACFT with a maximum take-off mass of less than 9,000 kg may take-off and land between 2200-0600LT only under the restrictions outlined in sections above; instead of the mentioned noise certification values they must at least fulfill the higher sound-proofing requirements defined in Article 4 of the Airfield Noise Abatement Ordinance (Landeplatz-LaermschutzV) of 5 January 1999 (Federal Law Gazette I, page 35; German-language publication Nfl I 134/99).

f) Delayed take-offs to be conducted in a period of restricted operations by an ACFT subject to the restrictions require individual permission by the local aviation supervision office. Permission may only be granted if the delay is due to reasons beyond the control of the air carrier concerned. Delayed take-offs are not permitted between 2400-0500LT unless they meet the approval requirements above.

EXCEPTIONS

Excluded from the restrictions mentioned above are:

- Landings of ACFT approaching Frankfurt/Main APT as an alternate aerodrome for meteorological, technical or other safety reasons as well as take-offs and landings of ACFT rendering medical assistance or on missions in disasters, as well as evacuation flights;
- Flights conducted particularly in the public interest.

Apart from this, the approving authority may grant exemptions from the operational restrictions only upon application in cases of particular hardship. It is not a case of particular hardship if the operational restriction makes the air carrier's ACFT turn-around planning more difficult or requires arrangements for passenger transfer or accommodation. Processing of applications is subject to charges.

As a rule, the application shall be submitted in writing - in urgent cases also via telephone - to:

Hessisches Ministerium fuer Wirtschaft, Energie,
Verkehr und Landesentwicklung
Oertliche Luftaufsichtsstelle/local Aviation Supervision Office
Gebaeude (building) 514
60547 Frankfurt am Main/Germany
Tel.: 069/690-71717
Fax: 069/690-66150

The application shall contain:

- Applicant's name and, if necessary, name of the handling partner;
- Applicant's telephone and fax numbers;
- Name and address of the airline;
- Flight number;
- Registration and type of ACFT;
- Classification of the ACFT according to noise certification level (noise certificate of the aircraft according to Section 11c LuftVO);
- Planned time of departure or landing for which the exemption is requested;
- Number of passengers;
- Weight of cargo in tonnes.

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The reasons for the application shall be specified; the applicant shall state, in particular, where the hardship lies.

Take-off or landing clearances granted by ATC as well as other clearances do not automatically include the necessary exemption by the approval authority.

ATC will not grant exemptions via radiotelephony.

The pilot-in-command (PIC) shall report any landing conducted during a period of restricted operations by an ACFT subject to the restriction which does not meet any of the grounds for exemption according to the provisions to the local aviation supervision office immediately after landing and specify the reasons (declaration of PIC).

1.2.3. REVERSE THRUST

Reverse thrust must not be used on the entire RWY system of Frankfurt/Main APT - except for safety reasons in unavoidable cases. This does not apply to idle reverse thrust.

1.2.4. RUN-UP TESTS

Engine run-ups with thrust settings above an idle power setting may only be conducted at the following positions:

- On the apron of hangar 5 and in the run-up enclosure in the time between 0600-2200LT;
- In the time between 2200-0600LT, engine run-ups with the thrust setting on part-load on the apron of hangar 5, whereby on the position hangar 5 west the maximum power setting may only be taken to part-load low (up to 50% N1), as well as in the run-up enclosure; engine run-ups with the thrust setting on full-load may only be conducted in the run-up enclosure.

Engine run-ups shall be conducted in such a way that their duration of exposure on the next built-up area shall not, on average, result in a continuous sound level higher than 57 dB(A) during the day and 50 dB(A) during the night.

Engine run-ups in the time between 2200-0600LT with a thrust setting above an idle power setting shall be notified to the local aviation supervision office.

Engine test runs and run-ups as well as extensive maintenance work on ACFT at the positions are not permitted. Apron control may grant exceptions in justified cases.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. CAT III OPERATIONS

1.3.1.1. GENERAL

RWYs 07R/25L and 07C/25C will be announced via ATIS. Unless otherwise instructed, ACFT are only permitted to taxi on TWYs with illuminated centerline lights as soon as CAT III all-weather operations have been declared.

The TWY centerline lights within the ILS-critical/sensitive area are color-coded (yellow/green) from RWY 07C/25C to TWYs L and M, from RWY 07R/25L to TWYs M and R, from RWY 07L/25R to TWY P, from RWY 18 from the North to TWY Y5 and from RWY 18 from the South to TWYs L and N. Landing ACFT are requested to report when they are clear of the color-coded TWY centerline lights to indicate that they have vacated the ILS-critical/sensitive area.

In order to facilitate ground movement, several clearance bars and stop bars are installed.

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1. GENERAL

1.3.1.2. CLEARANCE BARS

Clearance bars are operated together with the centerline lighting and consist of three unidirectional surface lights showing YELLOW in the direction of approach to the intersection, arranged at 90° to the TWY centerline and partly displaced laterally to centerline.

If the traffic situation requires, ACFT 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.

1.3.1.3. STOP BARS

Stop bars are operated independently of the centerline 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 10'/3m across the overall width of a TWY at 90° to the TWY centerline.

Taxiing across an operating stop bar is strictly prohibited.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF SSR-MODE S TRANSPONDERS

1.4.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode-S multilateration, is in operation.

1.4.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code (e.g. Mode A code = 1000 using callsign in flight).

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. callsign used in flight), ACFT ident shall also be entered from request for push-back or taxi, whichever is earlier (through FMS or transponder control panel). Aircrew must use ICAO defined format for entry of ACFT ident (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before approaching holding point. After landing, it shall be deselected after vacating RWY.

ACFT taxiing without flight plan shall select STBY.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

ACFT are permitted to taxi on the manoeuvring area between RWY 07C/25C and TWYL only with the minimum engine revolutions absolutely required.

TWYs N blue and N orange and N7 blue and N7 orange MAX wingspan 118'/36m.

TWY N South MAX wingspan 171'/52m.

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1. GENERAL

1.5.2. TAXIING ON APRON

Wing-tip clearance for B747-400 on ACFT stand taxilanes to objects is MIM 25'/7.5m, to parallel height-limited service roads is MIM 16'/5m.

Wing-tip clearance for A380 on ACFT stand taxilanes to objects is MIM 25'/7.5m, to parallel height-limited service roads is MIM 8'/2.5m.

ACFT type A380-800 will be towed with reduced obstacle clearance of 5m on TWY N11.

Heavy ACFT taxiing on apron shall apply minimum thrust only. When taxiing into parking stands, ACFT shall not stop in turns. If an ACFT comes to a stop, notify Apron Control prior to increasing engine power.

In the General Aviation Area the wing-tip clearance is MIM 15'/4.5m.

Adhere strictly to the yellow, blue and orange taxi guidance lines.

1.5.3. TAXIING IN CASES OF LOW VISIBILITY

When leaving stands S401, S402, S404, S406, S408, S410, S412, S414, S416, S418, S420, V155 and V173B at night and in other low visibility situations, nose gear lights shall generally be switched on. This shall not apply if ACFT is guided by Follow-me car and if the lights dazzle the pilot. In these situations, it is permitted to keep nose gear lights switched off even in cases of low visibility.

1.6. PARKING INFORMATION

On stands A11 thru A40, A50 thru A69, B20 thru B48, C4 thru C16, D1 thru D8A, E2 thru E9A, F211 thru F238, G1 thru G16, H2 thru H12, J13, J15, J17, S501 thru S604, V92 thru V130, V143, V144 and V310 thru V313 push-back required.

On stands A11, A13 thru A26, A28, A30, A34, A36, A38, A40, A50, A52, A54 thru A54B, A58 thru A58B, A62 thru A62B, A66 thru A66B, A69, B20, B22 thru B28, B42 thru B48, C4, C5, C6, C8, C11, C13 thru C16, D1, D4, D4A, D5, D5A, D8, D8A, E2, E2A, E5, E5A, E6, E6A, E9, E9A, F211, F213, F214, F215, F231, F232, F233, F237, F238, G1, G2, G3, G4, G5, G6, H2, H4, H6, H8, H12, S501, S503, S504, V106 thru 108, V110 thru 130 visual docking guidance system (A-VDGS) available.

1.7. OTHER INFORMATION

Glider areas in vicinity of APT.

Warning: In cases of strong winds, wind shears and increased turbulence can be expected on RWY 18.

Bird strike warning system for RWY 07L APCH available.

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Between 2300-0500LT all inbound ACFT should expect clearances whereby final will be reached not closer to the APT than:

- approximately 18NM (RWYs 25C/L); and
- approximately 19NM (RWYS 07C/R) from THR.

These "final-interception points" correspond to the GPS/FMS waypoints DF622 (RWYs 25C/L) and DF652 (RWYs 07C/R). The fly-by function of these waypoints is not affected.

Pilots should subsequently expect a clearance for an ILS approach with GP interception at 5000'.

In addition pilots should expect a clearance to descend below FL 70 only 6NM prior to reaching the above mentioned points. Pilots should adjust their speed accordingly (approximately 200-220 KT when leaving FL 70) and are urgently requested to perform their descent from FL 70 as a continuous descent whenever possible.

In the event of technical failure of the ILS equipment, i.e. the need to fly non-precision approaches, descent clearances to 4000' will be issued.

Requests for non-precision approaches for training purposes will be denied.

The above procedures will not be applied to:

- Flights with STS/HOSP;
- Flights in adverse weather conditions; and
- Flights in emergency situations.

Between 2300-0500LT approaching ACFT shall wait for clearances with the information that the final approach tracks can only be reached at a distance of 5.0NM (RWY 25C/25L) and 5.1NM (RWY 07C/07R) in front of the THR.

These "final approach points" correspond to the GPS/FMS waypoints RATRU (25C), TITUT (25L) as well as TIXAK (07C) and BOGVO (07R).

In addition, pilots should be prepared not to expect a descent clearance below FL 70 until 6NM prior to reaching KUGUV and/or ORVIV (25C/25L) and 6NM prior to reaching ULNOK and/or IBLUS (07C/07R). Pilots shall adjust their speed accordingly (approx. 200 - 220 KT when leaving FL 70) and are urgently requested to conduct the descent from FL 70 as continuous descent, whenever possible.

These procedures may not be applied to:

- Flights with STS/HOSP;
- Flights in meteorological conditions such as CB, TS;
- Flights in emergencies.

In the case that R-NAV (GPS) approach procedures cannot be applied due to the absence of RNAV (GPS) equipment, pilots will be issued with a clearance for an ILS approach (in compliance with the night approach procedure above).

In the case of the ILS not being available, i.e. for clearances for non-precision approaches, approach control will issue descent clearances after 4000'.

2.2. CAT II/III OPERATIONS

RWYs 07L, 07C, 07R, 25L, 25C and 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

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2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. HIGH INTENSITY RWY OPERATIONS

ACFT of CAT SUPER will not be included in high intensity RWY operations, but should also vacate the RWY as quickly as possible.

2.3.1.1. APPROACH

Approaching ACFT that have been assigned an ACFT stand on the Southern area of the APT (Cargo City South, GAT) shall report this to Approach Control FRANKFURT Arrival when establishing radio contact.

Irrespective of the arrival route, the preferred RWY to be assigned by Approach Control is RWY 07R/25L. As a rule, this RWY will also be assigned to ACFT to be parked on the Eastern section of the Northern apron.

2.3.1.2. APPROACHES AT A GLIDE ANGLE OF 3.2°

RWY 07L/25R is equipped with two ILS systems for each landing direction.

One ILS per landing direction radiates signals for a glide angle of 3.2°, the other one for a glide angle of 3.0°.

The PAPI systems indicate the correct path down to a height of 200ft for 3.0° and 3.2°.

Regular operations will be conducted under CAT I conditions only. The approach procedure will only be assigned if no long-lasting tail wind (more than 30 minutes) is expected. If tail wind prevails or is to be expected, the provisions of Item 1.2.1.1. will be applied and an ILS approach procedure at 3.0° will be assigned for RWY 07L/25R.

If it is not possible to conduct an approach at 3.2° for safety reasons, the pilot shall mention this in the initial call to LANGEN RADAR. Such ACFT will be assigned another RWY.

When changing frequency from LANGEN Radar to FRANKFURT Director initial call shall be restricted to **FRANKFURT DIRECTOR & CALLSIGN & WAKE TURBULENCE CATEGORY** (the latter only when HEAVY or SUPER) to avoid frequency congestion. When being transferred from approach control to aerodrome control the initial call shall consist of **FRANKFURT TOWER & CALL SIGN & TYPE OF APPROACH & RWY**.

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2. ARRIVAL

2.3.1.3. LANDINGS

Pilots are reminded:

- to plan and to name the expected rapid exit TWY during the APCH briefing;
- to vacate the RWY as quickly as possible;
- to adjust taxi speed after touchdown when it is evident that the ACFT will miss the planned rapid exit TWY. Low taxi speeds shall be avoided on the RWY.

Whenever RWY conditions permit, the following rapid exit TWYs shall be considered for planning:

RWY	ACFT	Preferred Turnoffs	Dist from THR ft (m)
07L	HEAVY (except SUPER)	P6	7382′ (2250m)
	MEDIUM (JET)	P8	5741′ (1750m)
	MEDIUM (PROP)/LIGHT	P10	4429′ (1350m)
07C DAY only	HEAVY (except SUPER)	L9	8202′ (2500m)
	MEDIUM/LIGHT	L11	5906′ (1800m)
07R DAY only	HEAVY (except SUPER)	M13	7054′ (2150m)
	MEDIUM/LIGHT	M15	5659′ (1725m)
25L	HEAVY (except SUPER)	M21	7464′ (2275m)
	MEDIUM (JET)	M17	6135′ (1870m)
25C DAY only	HEAVY (except SUPER)	L13	6742′ (2055m)
	MEDIUM (JET)	L10	5577′ (1700m)
	MEDIUM (PROP)/LIGHT	L8	3691′ (1125m)
25R	HEAVY (except SUPER)	P20	7382′ (2250m)
	MEDIUM (JET)	P16/P20	5741′ (1750m)/7382′ (2250m)
	MEDIUM (PROP)/LIGHT	P14	4429′ (1350m)

Aerodrome Control may apply reduced separation on RWYs. Any changes in separation by Aerodrome Control shall be observed.

Pilots shall only change the frequency after landing if instructed to do so by Aerodrome Control.

If pilots do not receive further taxi clearance, they must stop in front of RWYs and the corresponding landing and take-off climb surfaces and TWYs L and N11.

2.4. TAXI PROCEDURES

To maintain smooth taxiing traffic, ACFT having landed on RWY 07R/25L will be guided, if possible, to defined change-over points, depending on the assigned parking position, to cross RWY 07C/25C.

This procedure will be withdrawn during adverse weather conditions, at the latest when CAT III operation is in force.

2.5. OTHER INFORMATION

Parallel independent operation may be in force.

2.5.1. FLIGHT AND DESCENT PLANNING

For flight and descent planning purposes expect the following levels at the transfer points from Langen ACC to Frankfurt APP:

- KERAX between FL 130 and FL 110
- PSA between FL 120 and FL 100
- ROLIS at FL 150
- UNOKO between FL 130 and FL 110 (at RAMOB)

These levels shall only be used for planning purposes. The actual transfer level will be cleared by ATC individually.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Notification of ACFT de-icing may be sent on frequency 122.3 or via phone 069/690-73891 by the ACFT operator or his representative. In the period of 1 May up to and including 14 October, requests for ACFT de-icing can only be made by phone: 069/690-73891.

ACFT shall be ready at the estimated de-icing time. If this is impossible, the APT De-icing Center (ADC) shall be informed and the new "ready for de-icing time" be transmitted to the ADC.

Caution: If the ACFT 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 CFT waiting and subject flight will have to wait until other vehicles become available for disposition.

3.1.2. ACFT STANDS

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

3.1.3. REMOTE DE-ICING PADS (DPS)

The remote de-icing pad West (DPW) falls within the responsibility of Aerodrome Control and includes de-icing pads DP1 and DP2. When carrying out de-icing procedure, responsibility will temporarily be transferred to FRANKFURT Apron.

If necessary for operations, the ADC will assign ACFT to be de-iced at additional locations (TWY N7, positions V159, V161 and G16). Instructions for taxiing to and onto these positions will be issued by FRANKFURT Apron. ACFT will be guided by a marshaller to the de-icing position. The marshaller's instructions must be followed. When requested by FRANKFURT Apron, radiotelephony communication shall be established with the de-icing crew on the frequency assigned. ACFT parked on positions east of TWY N3 which intend to depart from RWY 18 can be de-iced at position G16 with running engines. As a rule, departures will be conducted from intersections S or M. Pilots unable to comply with these conditions shall communicate this during their first radiotelephony communication to request de-icing.

De-icing on DP1 and DP2 Center MAX wingspan less than 262'/80m.

De-icing on DP2 East and DP2 West MAX wingspan less than 118'/36m.

Pilot stop ACFT when LEFT Pilot position is ABEAM yellow stop line markings/ lights LEFT of centerline.

ACFT which were de-iced on DP1 will be guided to TWY W1 by Apron Control before handed over to ATC.

After de-icing on DP2 intersection take-off out of TWY W3 from RWY 18 required.

On the remote de-icing pads, only jet ACFT with running engines will be de-iced. Propeller ACFT 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 ACFT parts (e.g. hands on checks) cannot be carried out on the remote de-icing pads.

ACFT will be positioned on de-icing pad DP1 by an eyeline to the LEFT of centerline, which depicts the exact holding position to the pilot optically. This taxiing-aid is made up of 5 amber surface lights with single-sided beams. If the surface lighting or the eyeline is out of order, ACFT will be guided by a marshaller.

ACFT will be positioned on de-icing pad DP2 by an eyeline to the LEFT of the respective centerline, which enables the pilot to visualize the exact holding position. This eyeline is made up to 5 yellow surface lights which shine on one side. If centerline lighting or eyeline is out of operation, ACFT will be guided by a marshaller.

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3. DEPARTURE

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.

3.2. START-UP AND TAXI PROCEDURES

3.2.1. GENERAL

Departures from the Southern APT area shall state their position when request start-up clearance.

ACFT parking on stand B10 have to contact FRANKFURT apron, prior actual engine start-up.

COPTER on stand H322 and H323 have to contact FRANKFURT apron prior start-up .

3.2.2. FROM 0600 - 2200LT

All ACFT parked at positions East of TWY N3 and planned for departure from RWY 18 have to expect to taxi via TWYs U, T, R and S. Departure will take place basically from position S. Pilots unable to comply with these conditions shall advise Frankfurt Apron upon initial contact.

3.2.3. STANDARD TAXI ROUTE (STR)

Name	Handover from APRON to DFS	Taxi Instructions	Holding Point
TRANSITION 1	STOP U2	U-S-S11-R-S25-S	S-RWY18

If the flight crew is unable to follow the standard taxi route TRANSITION 1, they shall inform during the initial call.

If the flight crew becomes unsure about TRANSITION 1, they shall request an individual clearance.

3.2.3.1. VOICE COMMUNICATION

Standard taxi route TRANSITION 1.
ACFT CALL SIGN.
Taxi to holding point S RWY 18 via standard taxi route TRANSITION 1.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. OPERATIONAL RWY USE CONCEPT

RWY-in-use	RWY (C)enter (L)eft (R)ight	SID Route Designator	Route details see SID description. If unable to comply with restrictions, advise EDDF DELIVERY prior to start-up. Non-standards on request or if considered necessary by ATC	NAV Spec
25/18			**RWY 25C** for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK). *RWY 25L* with special authorization by *TWR only* . **RWY 18** for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (SIDs via AKONI, incl. DEST EDDN AREA), E (SULUS).	
07/18			**RWY 07C** for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK), E (SULUS) and EDDN Area (KOMIB). *RWY 07R* with special authorization by TWR only. **RWY 18** for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (SIDs via AKONI excl. DEST EDDN Area).	
25	C + *L*	FOXTROT	2-engined HEAVY ACFT to the N, NE.	BRNAV
	C + *L*	GOLF	2-engined HEAVY ACFT to the NW, N, NE. All ACFT to the NW, N, NE unable to comply with restrictions on SIDs northbound.	BRNAV
	C	MIKE	All ACFT, except 2-engined HEAVY ACFT, to the NW, N, NE.	BRNAV
	C	WHISKEY	Shall be used by all ACFT, except 2-engined HEAVY ACFT, to the NW, N, NE complying with RNP-1 and RF-leg requirements instead of MIKE.	RNP-1, RF-leg
	L	*HOTEL*	All ACFT RWY 25L (with special authorization by TWR only), except 2-engined HEAVY ACFT, to the NW, N, NE.	BRNAV
	L	*KILO*		RNP-1, RF-leg
	C + *L*	NOVEMBER	Between 2200-0700LT: All 3- and 4-engined HEAVY and SUPER ACFT, B727 and YK42 due to noise abatement.	BRNAV
	C + *L*	PAPA	Single- and Twin-Props and DASH 7 may use PAPA instead of RWY18 to the SW.	BRNAV
	C + *L*	QUEBEC	NON-RNAV equipped ACFT.	

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3. DEPARTURE

RWY-in-use	RWY (C)enter (L)eft (R)ight	SID Route Designator	Route details see SID description. If unable to comply with restrictions, advise EDDF DELIVERY prior to start-up. Non-standards on request or if considered necessary by ATC	NAV Spec
07	C + *R*	CHARLIE	NON-RNAV equipped ACFT.	
	C + *R*	DELTA	All HEAVY and SUPER ACFT to the NW, N, NE, E. All MEDIUM and LIGHT ACFT to the NE, E or if considered necessary by ATC. Between 2200-0700LT: All ACFT due to noise abatement.	BRNAV
	C + *R*	ECHO	Between 0700-2200LT: All MEDIUM and LIGHT ACFT to the NW, N.	BRNAV
18		ALPHA	All ACFT to the S, SE (by ATC only).	RNAV-1 (GPS)
		LIMA	All ACFT to the SW, S, SE.	BRNAV or RNAV-1 (GPS)*
		SIERRA	All ACFT to the SW, SE.	BRNAV
		ROMEO	Between 2300-0600LT: All ACFT to the NW, N, NE (by ATC only).	BRNAV
		TANGO	Contingency SID under special circumstances, e.g. closure RWY 07 (by ATC only).	BRNAV

* check SID descriptioin for required NAV-Specification.

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3. DEPARTURE

3.3.2. ADDITIONAL NOISE ABATEMENT MEASURES

3.3.2.1. OPERATIONAL CONCEPT "NOISE RESPITE PERIODS"

At APT, noise respite periods for operating direction 25 will be implemented in accordance with the following plan.

As a rule, the following RWY shall always be used during the times shown:

Between 0500-0600LT
- RWYs 25C/R shall be used for landing;
- RWY 25L shall be used for departing.

Between 2200-2300LT
- RWY 25L shall be used for landing;
- RWYs 18 and 25C shall be used for departing.

GENERAL

As a rule, noise respite periods will always be implemented in the time periods between 0500-0600LT and between 2200-2300LT, provided the conditions required by air traffic control are met.

In the provision of air traffic control, the following flights, among others, will be exempt from the regulations of the noise respite periods:

- Flights for which the pilot has declared an emergency or which are apparently in an emergency situation, including flights affected or threatened by unlawful interference;
- Security flights of air defense;
- Flights on search and rescue missions;
- Flights transporting sick or injured persons requiring immediate medical assistance (including flights designated as LHO (Live Human Organ);
- Government flights, including flights with Head of State status in accordance with the regulations laid down by the Federal Ministry of Transport and Digital Infrastructure (BMVI);
- Flights where a pilot requests the use of a certain RWY for safety reasons;
- Particularly endangered flights;
- Calibration flights.

In addition, noise respite periods will not be implemented when restricted by infrastructure or poor weather conditions (e.g. construction work, snow clearing).

Further information can be found in the "alliance paper" which is the basis for the respite periods (www.wirtschaft.hessen.de).

PROCEDURES

The provisions concerning delayed take-offs and landings of ACFT described in Para 1.2.2. remain unchanged.

If the APT operator Fraport or an airline using the APT thinks that the implementation of the noise respite period in the morning or evening is very likely to lead to operational disruptions, they shall inform the aviation supervision office (Luftaufsicht) about this. The aviation supervision office will then suspend the noise respite period without further formalities or verification processes.

The aviation supervision office (Luftaufsicht) will inform Fraport about the suspension of the noise respite period. Fraport will in turn inform the air navigation services and airlines using its communication channels.

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3. DEPARTURE

3.3.3. DEDICATED RWY OPERATIONS (DROPS)

When RWY 07 is in use, between 0500-0600LT RWY utilization will be arranged on **odd** calendar days:

All take-offs will be handled via RWY 18, thus avoiding the utilisation of the RWYs 07C/07R for take-offs.

When using the DROps procedures and operating direction 07 for departures to the North, only SIDs with the designation "R" will be allocated by the AD control tower. ACFT unable to adhere to "Cross FFM R-200 at or above 2500'" on the SIDs with the designation "R" will only be granted start-up approval and enroute clearance after coordination has taken place with the approach control unit.

Special Features

If meteorological conditions and/or other operational conditions do not allow the use of RWY 18, another RWY will be allocated after coordination has taken place with the approach control unit. This also applies to ambulance flights and/or flights with corresponding priority of service.

On **even** weekdays, the current procedures employed and published shall apply.

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

ACFT that are not ready to depart will not receive clearance to line up.

Pilots are requested to report to Aerodrome Control if they are not ready to depart without being asked.

Pilots shall advise Aerodrome Control on initial call of the earliest possible intersection take-off.

When RWYs 07 and 18 are the RWYs-in-use, pilots taxiing to RWY 18 via TWY N or L should calculate at an early stage whether or not they can start their takeoff run from the intersection of TWY M.

If Aerodrome Control asks pilots about their intentions in this regard for planning purposes, pilots should be able to inform Aerodrome Control about their intention without delay.

A rapid take-off run from the intersection to TWY M reduces interdependencies with traffic approaching RWY 07R.

The entire RWY complex is characterized by interdependencies. Pilots are thus expected to begin their take-off runs immediately after receiving their take-off clearance.

After take-off, ACFT should rapidly accelerate to the published maximum speed for the initial segment of the cleared SID.

3.5. OTHER INFORMATION

3.5.1. GENERAL

When glider areas in vicinity of APT activated, expect higher crossing altitude by ATC for SIDs which require higher climb gradient than standard.

Winds between 200° and 160° in a clockwise direction and speeds of 15 KT and more shall be expected on RWY 18. Gusts and strong windshifts up to tail wind components may occur.

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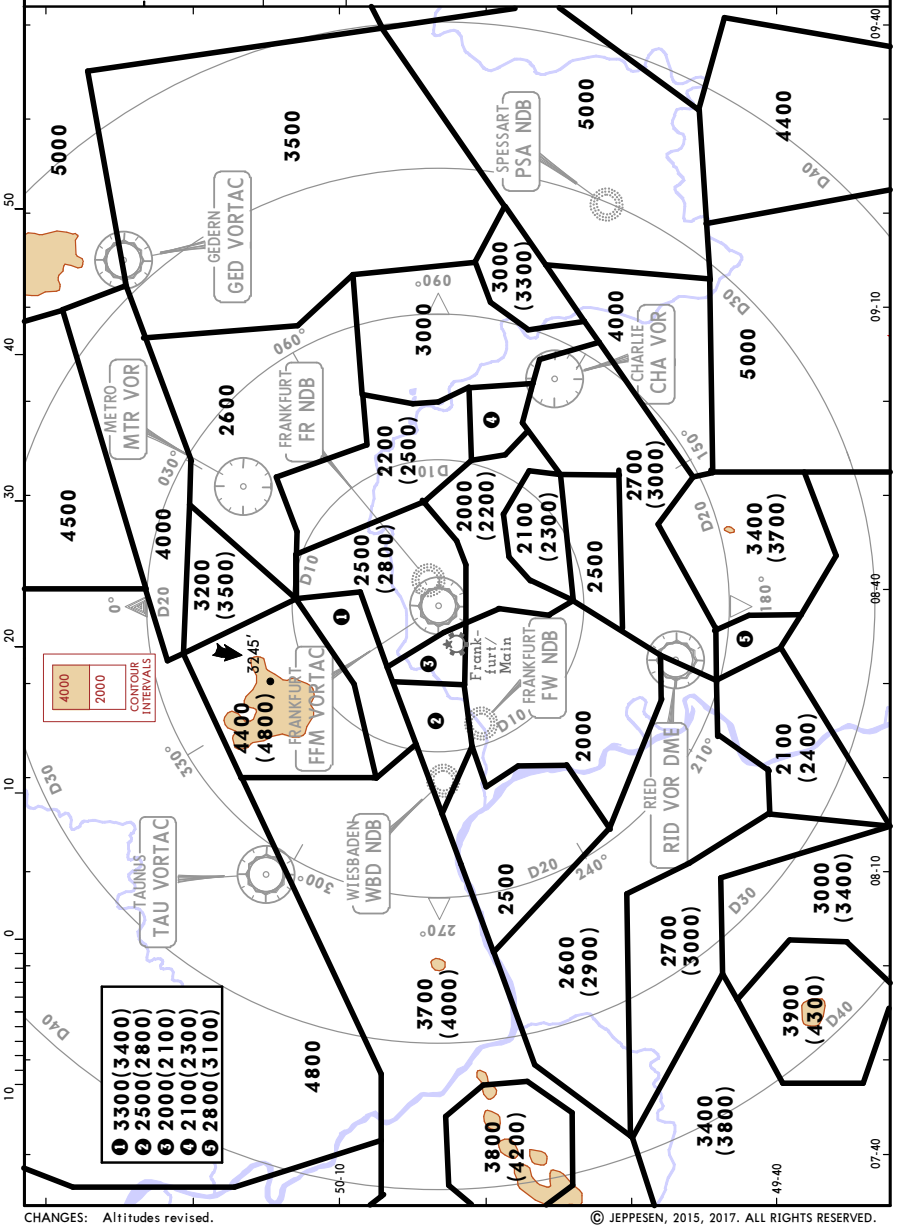
EDDF/FRA
FRANKFURT/MAIN

23 JUN 17 (10-1R)

JEPPESEN FRANKFURT/MAIN, GERMANY
RADAR MINIMUM ALTITUDES

LANGEN Radar (APP) ARRIVAL	DEPARTURE	Apt Elev	
*119.025 North 120.8 South *125.350	*120.150 136.125 *126.550	364'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' The MVA is the lowest altitude which may be used for vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MVA, IFR flights will normally be cleared on published IFR procedures only. Altitudes in brackets generally apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



CHANGES: Altitudes revised.

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EDDF/FRA
FRANKFURT/MAIN

25 AUG 17 (10-2)

JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV STAR

PETIX 2E [PETI2E]
RWY 07R RNAV ARRIVAL
BY ATC

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

LOST COMMS

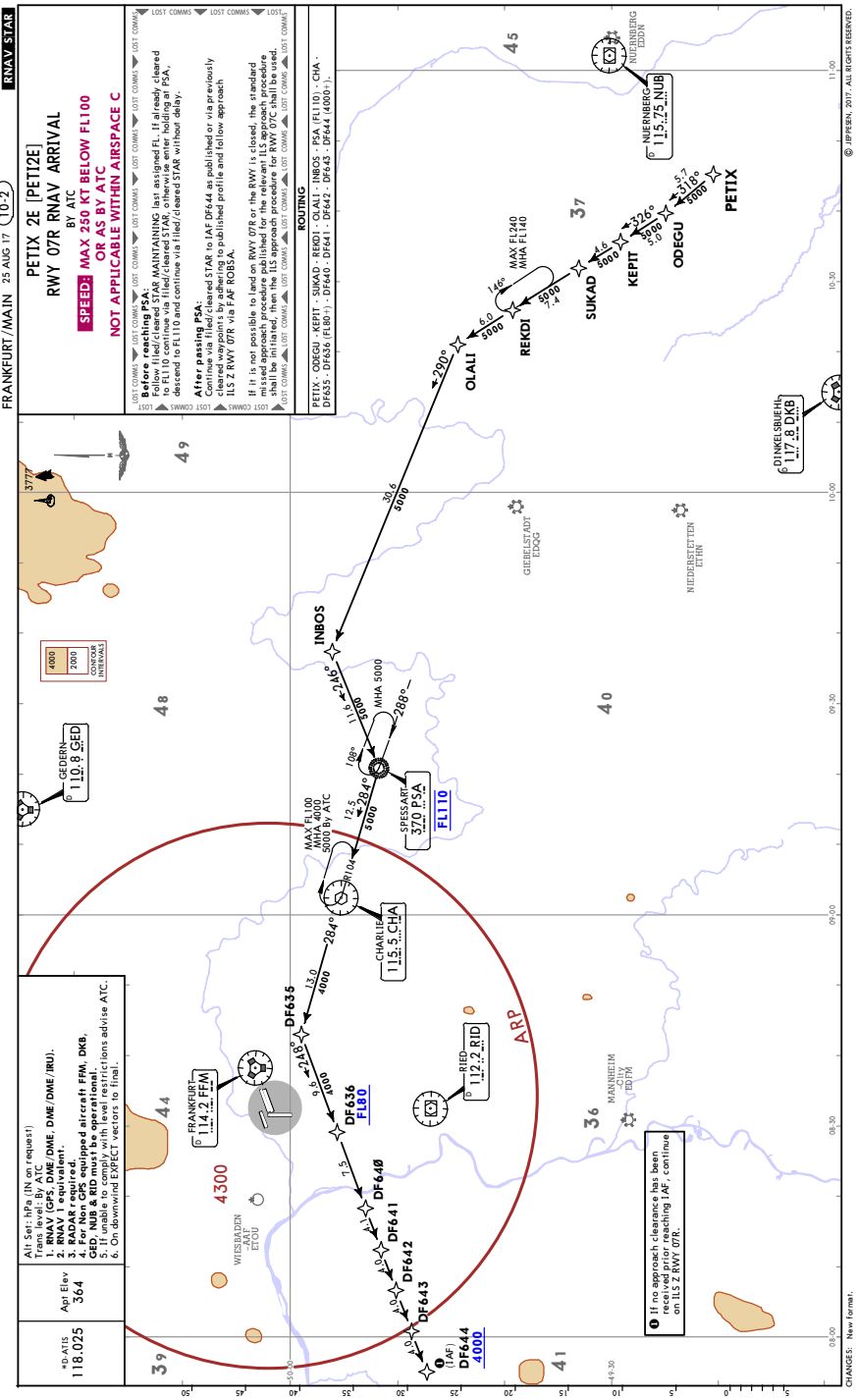
Before reaching PSA:
Follow filed/cleared STAR MAINTAINING last assigned FL. If already cleared for FL110 or lower, continue via filed/cleared STAR without passing PSA, descend to FL110 and continue via filed/cleared STAR without delay.

After passing PSA:
Continue via filed/cleared STAR to IAF DF644 as published or via previously cleared arrival route, then via published profile and follow approach ILS Z RWY 07R via FAF ROBSA.

If it is not possible to land on RWY 07R or the RWY is closed, the standard missed approach procedure shall be followed. If the missed approach procedure shall be initiated, then the ILS approach procedure for RWY 07C shall be used.

ROUTING

PETIX - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - PSA (FL110) - CHA - DF635 - DF636 (FL80+) - DF640 - DF641 - DF642 - DF643 - DF644 (4000+).



CHANGES: New format.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
25 AUG 17 (10-2A) RNAV STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC		
118.025	364		1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required.	4. For Non GPS equipped aircraft FFM, DKB, GED, NUB & RID must be operational. 5. If unable to comply with level restrictions advise ATC. 6. On downwind EXPECT vectors to final.

PETIX 2W [PETI2W]
RWY 25L RNAV ARRIVAL
BY ATC

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

LOST COMMS

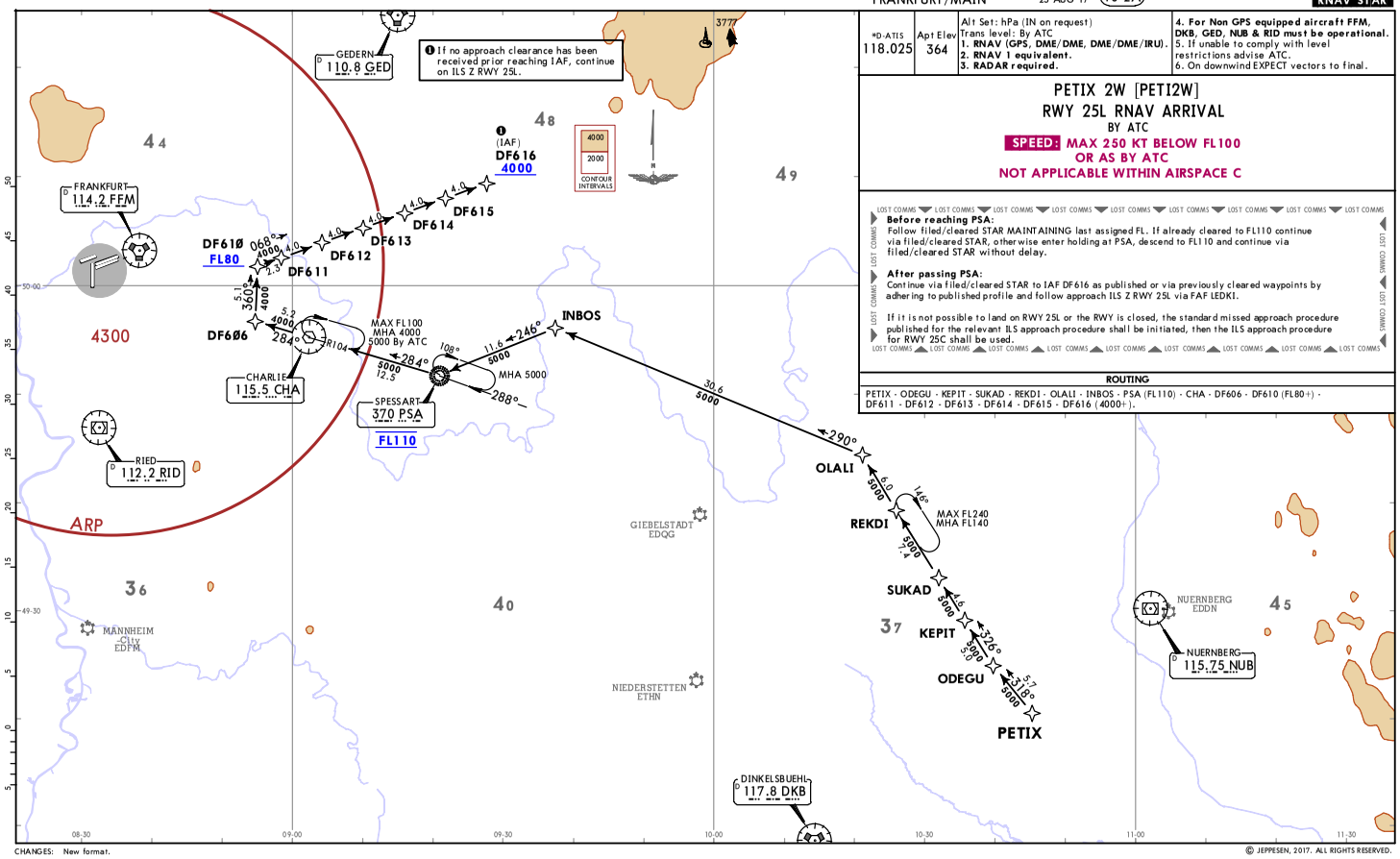
Before reaching PSA:
Follow filed/cleared STAR MAINTAINING last assigned FL. If already cleared to FL110 continue via filed/cleared STAR, otherwise enter holding at PSA, descend to FL110 and continue via filed/cleared STAR without delay.

After passing PSA:
Continue via filed/cleared STAR to IAF DF616 as published or via previously cleared waypoints by adhering to published profile and follow approach ILS Z RWY 25L via FAF LEDKI.

If it is not possible to land on RWY 25L or the RWY is closed, the standard missed approach procedure published for the relevant ILS approach procedure shall be initiated, then the ILS approach procedure for RWY 25C shall be used.

ROUTING

PETIX - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - PSA (FL110) - CHA - DF606 - DF610 (FL80+) - DF611 - DF612 - DF613 - DF614 - DF615 - DF616 (4000+).



CHANGES: New format.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
8 JUN 18 (10-2A1) Eff 21 Jun RNAV STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC		
118.025	364		1. RNAV (GPS, DME/DME, DME/DME/IRU). 2. RNAV 1 equivalent. 3. RADAR required.	4. For Non GPS equipped aircraft FFM, DKB, GED, NUB & RID must be operational. 5. If unable to comply with level restrictions advise ATC. 6. On downwind EXPECT vectors to final.

ASPAT 3E [ASPA3E]
RWY 07R RNAV ARRIVAL

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

LOST COMMS

Before reaching PSA:
Follow filed/cleared STAR MAINTAINING last assigned FL. If already cleared to FL110 continue via filed/cleared STAR, otherwise enter holding at PSA, descend to FL110 and continue via filed/cleared STAR without delay.

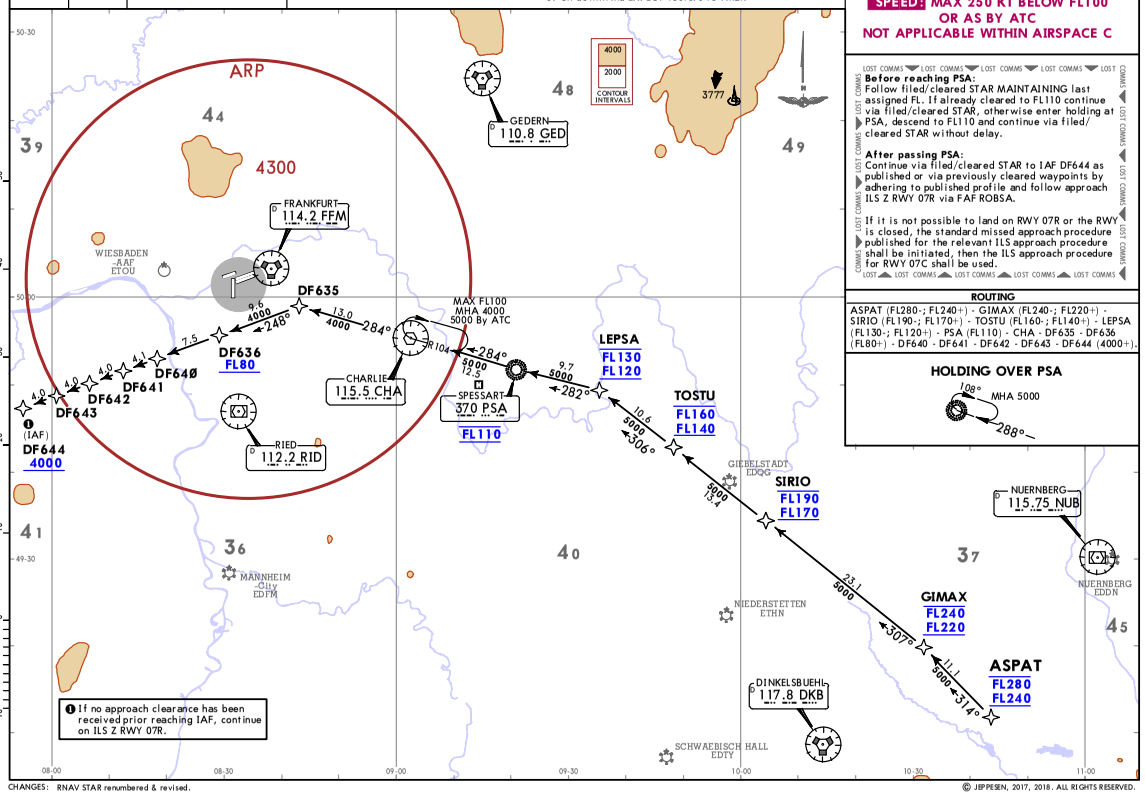
After passing PSA:
Continue via filed/cleared STAR to IAF DF644 as published or via previously cleared waypoints by adhering to published profile and follow approach ILS Z RWY 07R via FAF ROBSA.

If it is not possible to land on RWY 07R or the RWY is closed, the standard missed approach procedure published for the relevant ILS approach procedure shall be initiated, then the ILS approach procedure for RWY 07C shall be used.

ROUTING

ASPAT (FL280-; FL240+) - GIMAX (FL240-; FL220+) - SIRIO (FL190-; FL170+) - TOSTU (FL160-; FL140+) - LEPSA (FL130-; FL120+) - PSA (FL110) - CHA - DF635 - DF636 (FL80+) - DF640 - DF641 - DF642 - DF643 - DF644 (4000+).

HOLDING OVER PSA
100° MHA 5000 288°



CHANGES: RNAV STAR renumbered & revised.

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JEPPESEN FRANKFURT/MAIN, GERMANY RNAV STAR

EDDF/FRA FRANKFURT/MAIN 8 JUN 18 (10-2A2) SEE 3 WAY

*D-ATIS	Apt Elev
118.025	364

Alt Set: hPa (IN on request)
Trans level: By ATC
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent.
3. RADAR required.
4. For Non GPS equipped aircraft FFM, DKB, GED, NUB & RID must be operational.
5. If unable to comply with level restrictions advise ATC.
6. On downwind EXPECT vectors to final.

ASPAT 3W [ASPA3W]
RWY 25L RNAV ARRIVAL

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

LOST COMMS

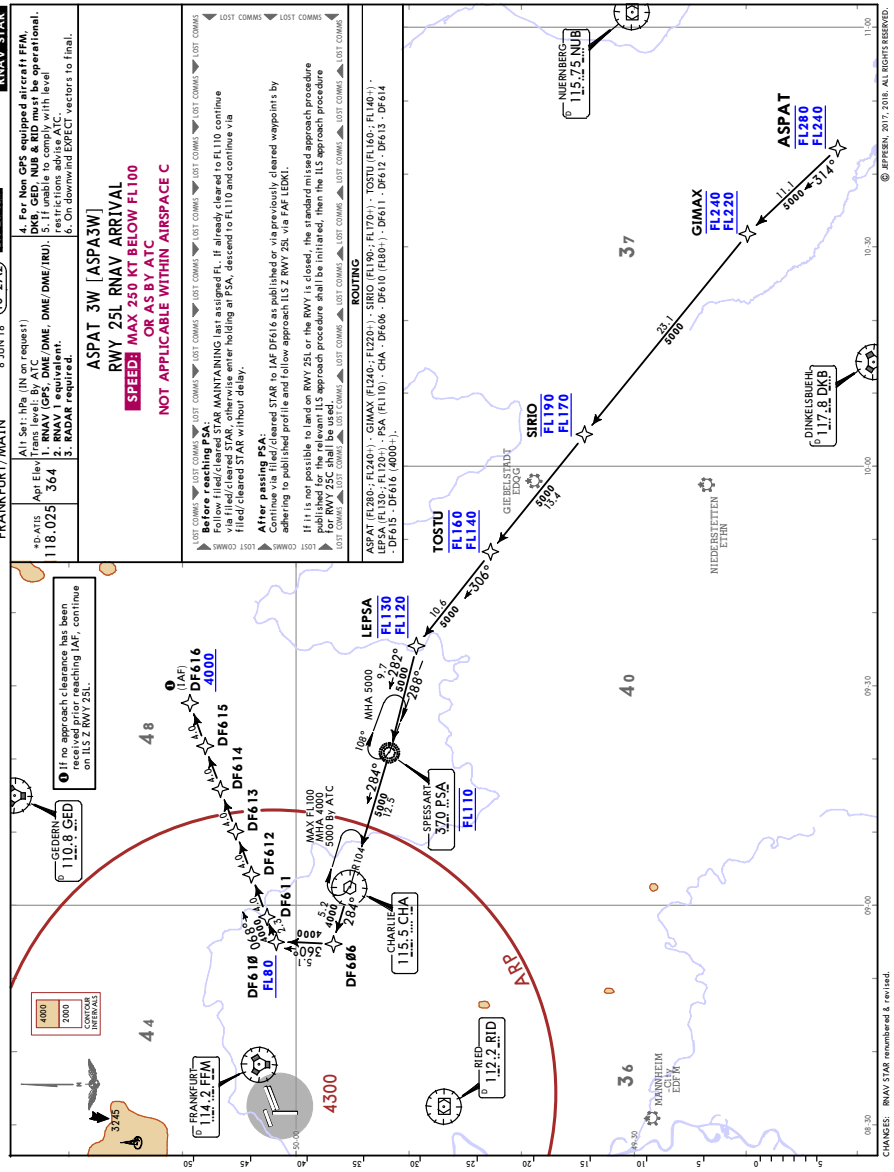
Before reaching PSA:
Follow filed/cleared STAR MAINTAINING last assigned FL. If already cleared to FL110 continue via filed/cleared STAR, otherwise enter holding at PSA, descend to FL110 and continue via filed/cleared STAR without delay.

After passing PSA:
Continue via filed/cleared STAR to IAF DF616 as published or via previously cleared waypoints by adhering to published profile and follow approach ILS Z RWY 25L via FAF LEDKI.

If it is not possible to land on RWY 25L or the RWY is closed, the standard missed approach procedure published for the relevant ILS approach procedure shall be initiated, then the ILS approach procedure for RWY 25C shall be used.

ROUTING

ASPAT (FL280-; FL240+) - GIMAX (FL240-; FL220+) - SIRIO (FL190-; FL170+) - TOSTU (FL160-; FL140+) - LEPSA (FL130-; FL120+) - PSA (FL110) - CHA - DF606 - DF610 (FL80+) - DF611 - DF612 - DF613 - DF614 - DF615 - DF616 (4000+).



❶ If no approach clearance has been received prior reaching IAF, continue on ILS Z RWY 25L.

CHANGES: RNAV STAR renumbered & revised.

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EDDF/FRA FRANKFURT/MAIN JEPPESEN (10-2A3) 25 AUG 17

*D-ATIS	Apt Elev
118.025	364

Alt Set: hPa (IN on request)
Trans level: By ATC
1. RNAV (GPS, DME/DME, DME/DME/IRU).
2. RNAV 1 equivalent.
3. RADAR required.
4. For Non GPS equipped aircraft FFM, GED, KRH & RID must be operational.
5. If unable to comply with level restrictions advise ATC.
6. On downwind EXPECT vectors to final.

EMPAX 2E [EMPA2E]
RWY 07R RNAV ARRIVAL

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

LOST COMMS

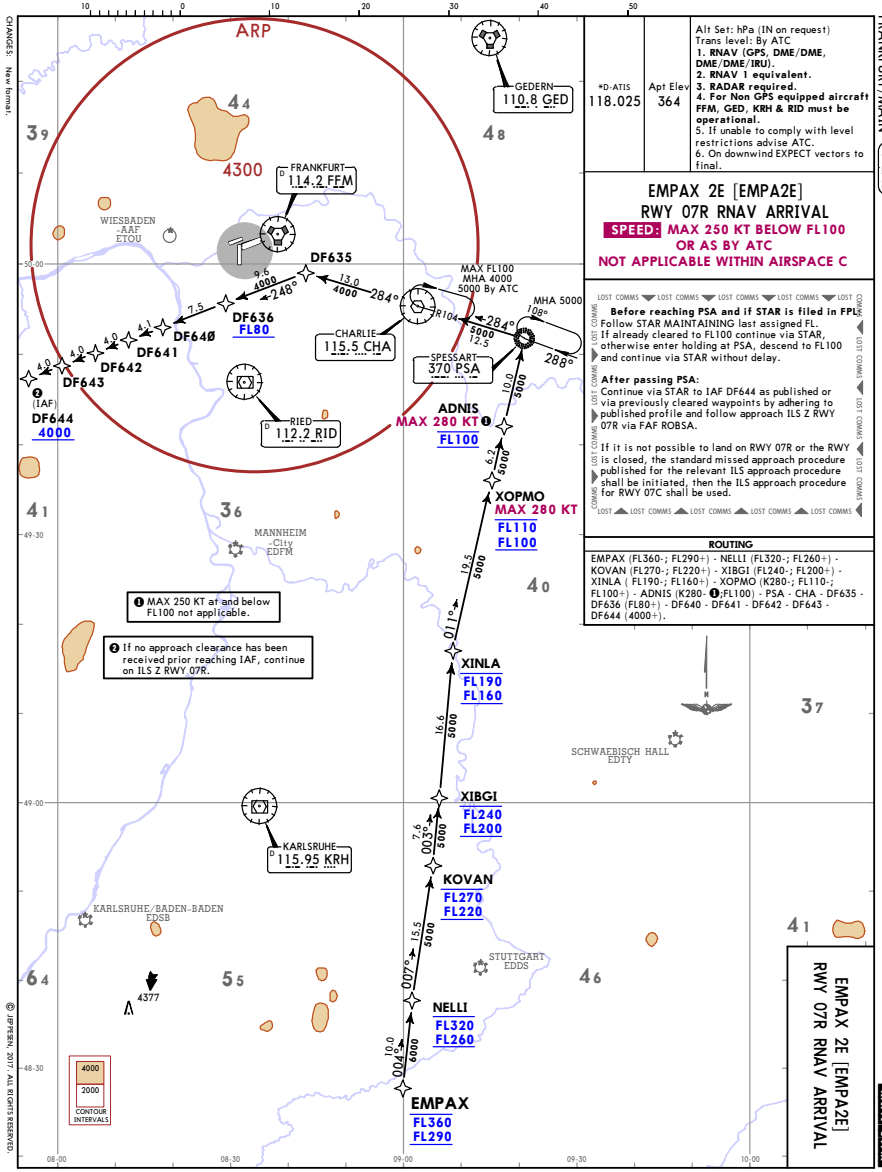
Before reaching PSA and if STAR is filed in FPL:
Follow STAR MAINTAINING last assigned FL. If already cleared to FL100 continue via STAR, otherwise enter holding at PSA, descend to FL100 and continue via STAR without delay.

After passing PSA:
Continue via STAR to IAF DF644 as published or via previously cleared waypoints by adhering to published profile and follow approach ILS Z RWY 07R via FAF ROBSA.

If it is not possible to land on RWY 07R or the RWY is closed, the standard missed approach procedure published for the relevant ILS approach procedure shall be initiated, then the ILS approach procedure for RWY 07C shall be used.

ROUTING

EMPAX (FL360-; FL290+) - NELLI (FL320-; FL260+) - KOVAN (FL270-; FL220+) - XIBGI (FL240-; FL200+) - XINLA (FL190-; FL160+) - XOPMO (K280-; FL110-; FL100+) - ADNIS (K280-❶;FL100) - PSA - CHA - DF635 - DF636 (FL80+) - DF640 - DF641 - DF642 - DF643 - DF644 (4000+).



❶ MAX 250 KT at and below FL100 not applicable.

❷ If no approach clearance has been received prior reaching IAF, continue on ILS Z RWY 07R.

CHANGES: New format.

FRANKFURT/MAIN, GERMANY RNAV STAR

EMPAX 2E [EMPA2E] RWY 07R RNAV ARRIVAL

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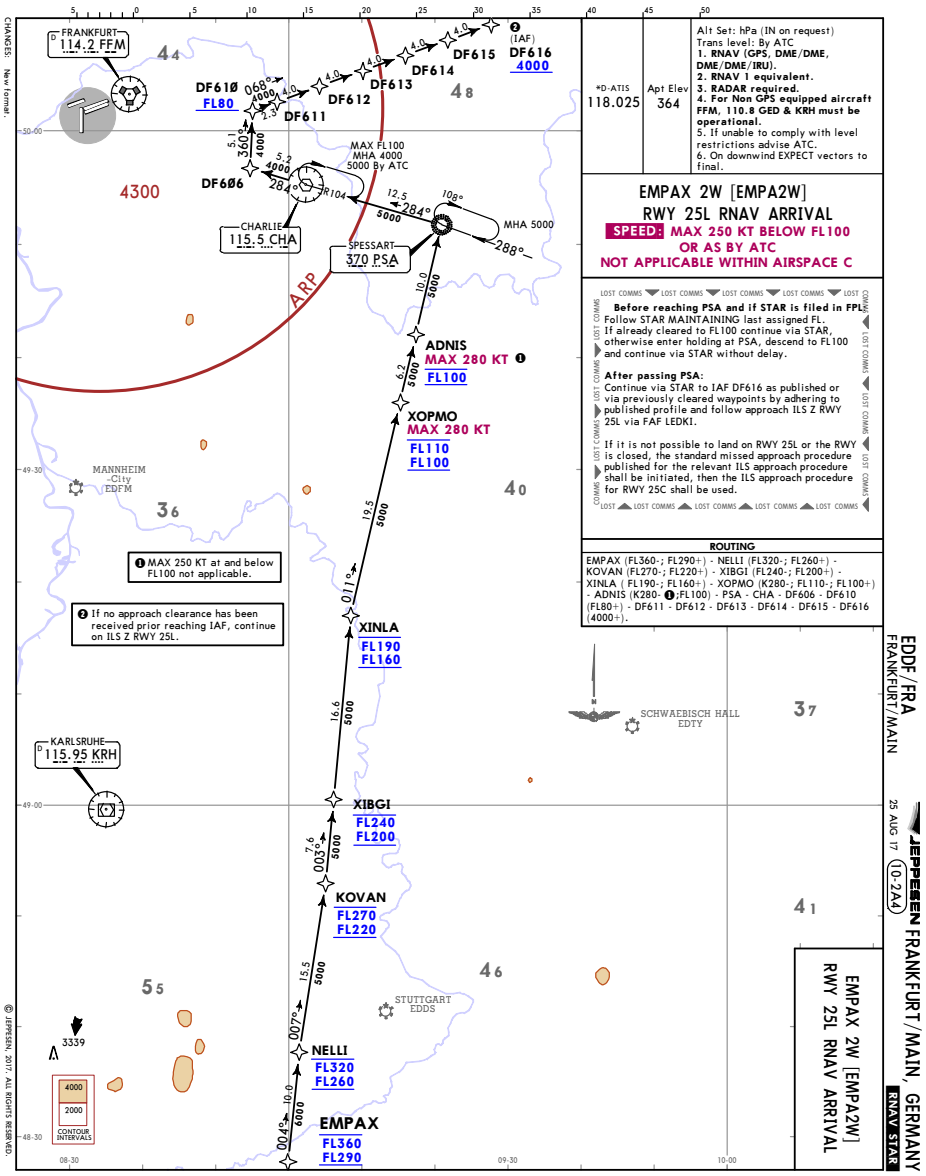

*D-ATIS	Apt Elev
118.025	364

Alt Set: hPa (IN on request)
Trans level: By ATC
1. **RNAV (GPS, DME/DME, DME/DME/IRU).**
2. **RNAV 1 equivalent.**
3. **RADAR required.**
4. **For Non GPS equipped aircraft FFM, 110.8 GED & KRH must be operational.**
5. If unable to comply with level restrictions advise ATC.
6. On downwind EXPECT vectors to final.

EMPAX 2W [EMPA2W]
RWY 25L RNAV ARRIVAL

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

LOST COMMS

Before reaching PSA and if STAR is filed in FPL: Follow STAR MAINTAINING last assigned FL. If already cleared to FL100 continue via STAR, otherwise enter holding at PSA, descend to FL100 and continue via STAR without delay.

After passing PSA: Continue via STAR to IAF DF616 as published or via previously cleared waypoints by adhering to published profile and follow approach ILS Z RWY 25L via FAF LEDKI.

If it is not possible to land on RWY 25L or the RWY is closed, the standard missed approach procedure published for the relevant ILS approach procedure shall be initiated, then the ILS approach procedure for RWY 25C shall be used.

ROUTING

EMPAX (FL360-; FL290+) - NELLI (FL320-; FL260+) - KOVAN (FL270-; FL220+) - XIBGI (FL240-; FL200+) - XINLA (FL190-; FL160+) - XOPMO (K280-; FL110-; FL100+) - ADNIS (K280- ❶;FL100) - PSA - CHA - DF606 - DF610 (FL80+) - DF611 - DF612 - DF613 - DF614 - DF615 - DF616 (4000+).

EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

25 AUG 17 (10-2A4)

RNAV STAR

EMPAX 2W [EMPA2W]
RWY 25L RNAV ARRIVAL

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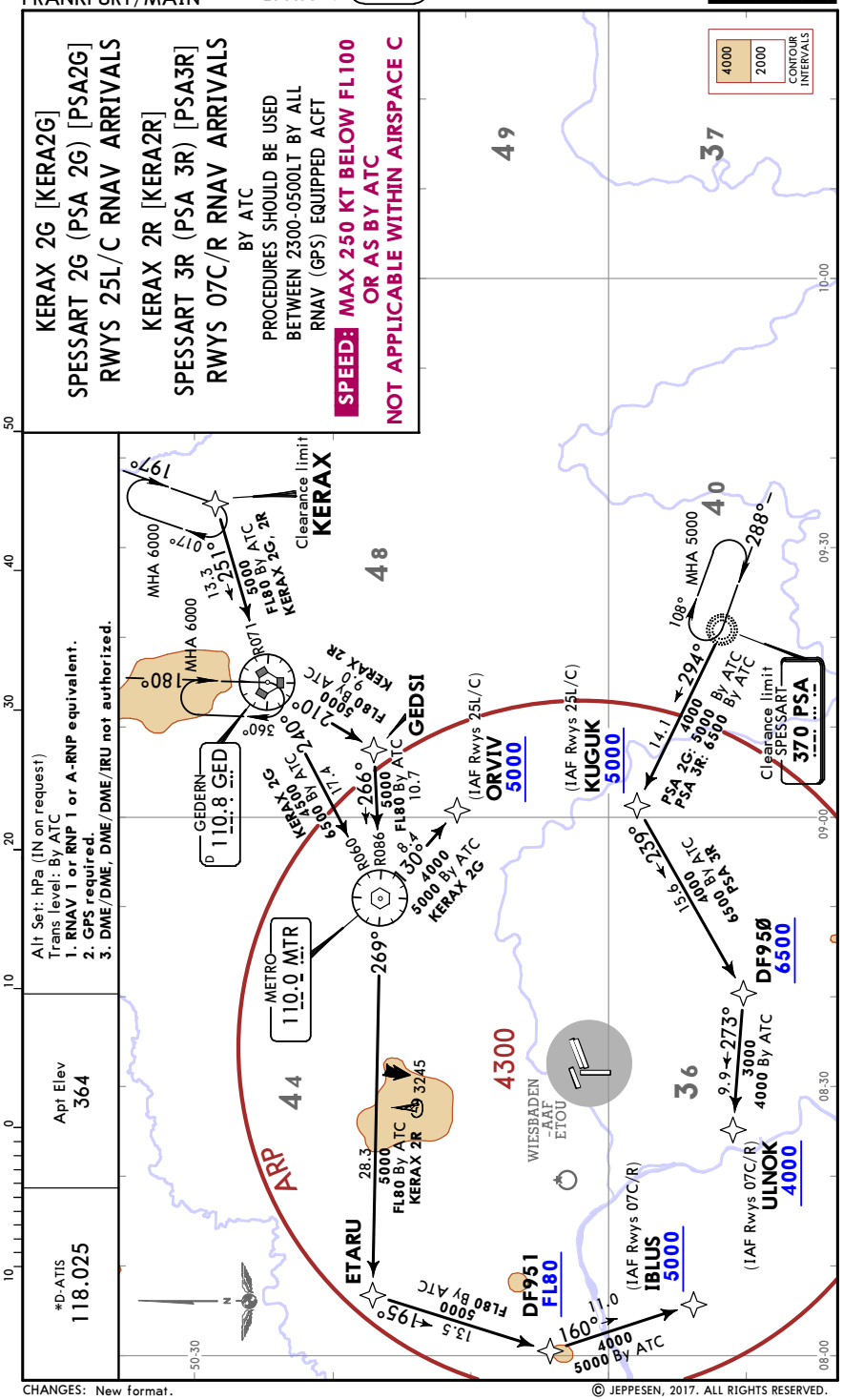
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

25 AUG 17 (10-2A5)

RNAV STAR



CHANGES: New format.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

25 AUG 17 (10-2A6)

RNAV STAR

*D-ATIS 118.025

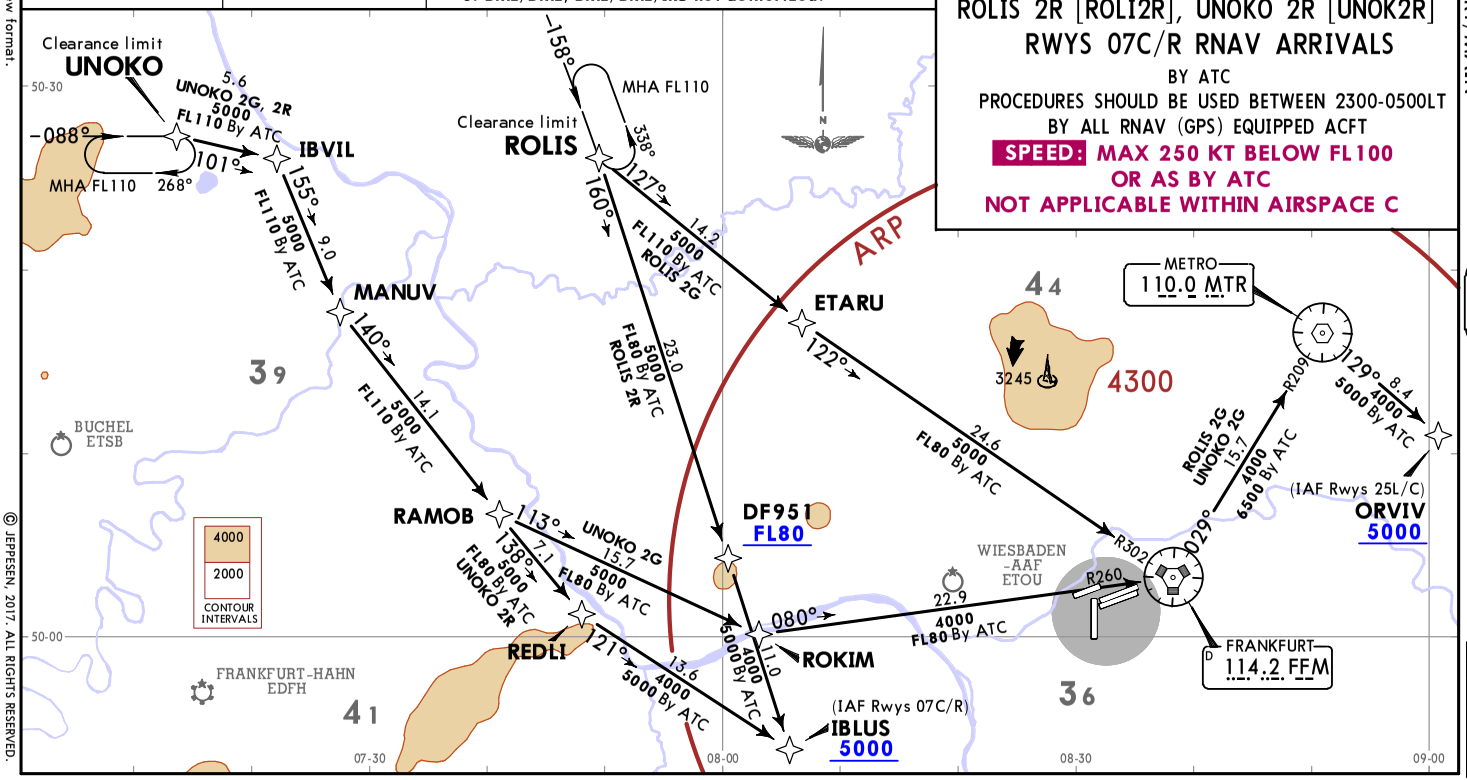
Apt Elev 364

Alt Set: hpa (IN on request)
Trans level: By ATC
1. RNAV 1 or RNP 1 or A-RNP equivalent.
2. GPS required.
3. DME/DME, DME/DME/IRU not authorized.

ROLIS 2G [ROLI2G], UNOKO 2G [UNOK2G] RWYS 25L/C RNAV ARRIVALS

ROLIS 2R [ROLI2R], UNOKO 2R [UNOK2R] RWYS 07C/R RNAV ARRIVALS

BY ATC
PROCEDURES SHOULD BE USED BETWEEN 2300-0500LT
BY ALL RNAV (GPS) EQUIPPED ACFT
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: New format.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN (10-2B) 25 AUG 17

FRANKFURT/MAIN, GERMANY

STAR

*D-ATIS 118.025

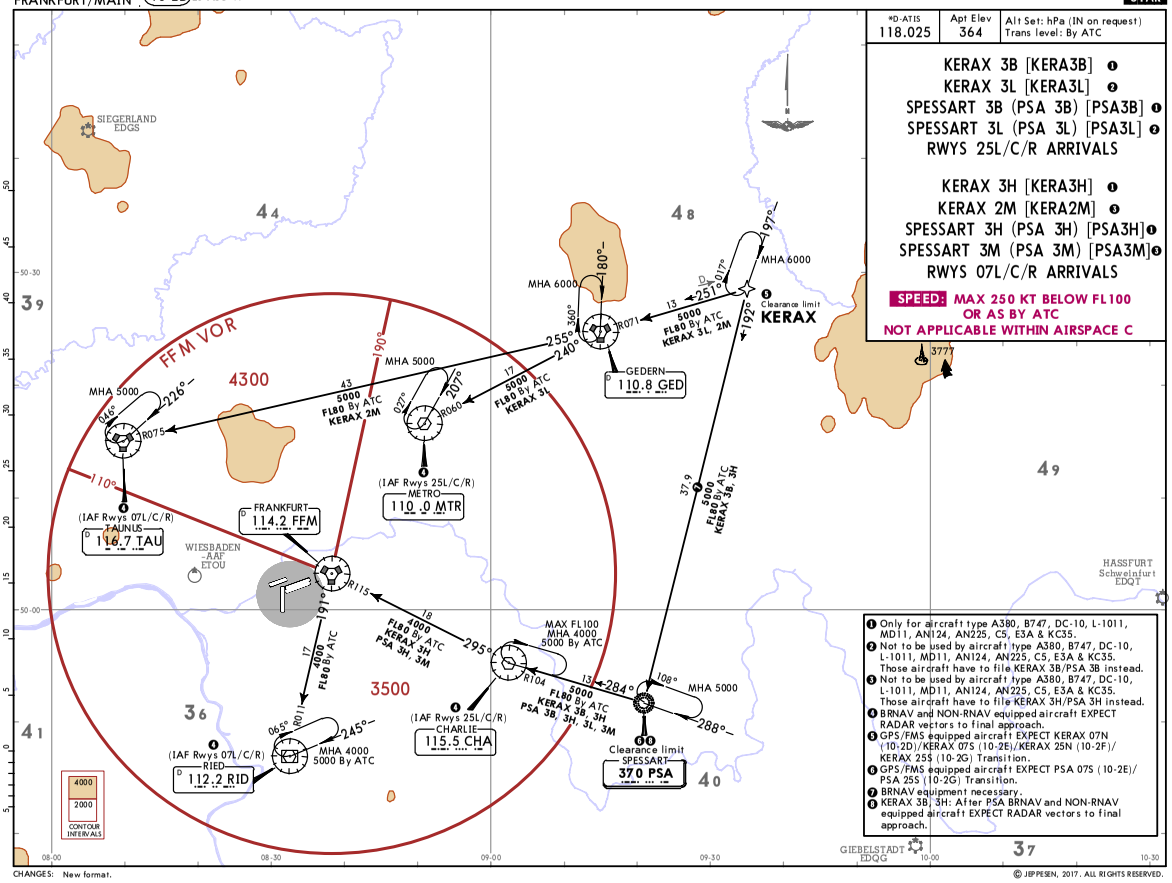
Apt Elev 364

Alt Set: hpa (IN on request)
Trans level: By ATC

KERAX 3B [KERA3B] ❶
KERAX 3L [KERA3L] ❷
SPESSART 3B (PSA 3B) [PSA3B] ❶
SPESSART 3L (PSA 3L) [PSA3L] ❷
RWYS 25L/C/R ARRIVALS

KERAX 3H [KERA3H] ❶
KERAX 2M [KERA2M] ❷
SPESSART 3H (PSA 3H) [PSA3H] ❶
SPESSART 3M (PSA 3M) [PSA3M] ❷
RWYS 07L/C/R ARRIVALS

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



❶ Only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35.
❷ Not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35. Those aircraft have to file KERAX 3B/PSA 3B instead.
❸ Not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35. Those aircraft have to file KERAX 3H/PSA 3H instead.
❹ BRNAV and NON-RNAV equipped aircraft EXPECT RADAR vectors to final approach.
❺ GPS/FMS equipped aircraft EXPECT KERAX 07N (10-2D)/KERAX 07S (10-2E)/KERAX 25N (10-2F)/ KERAX 25S (10-2G) Transition.
❻ GPS/FMS equipped aircraft EXPECT PSA 07S (10-2E)/ PSA 25S (10-2G) Transition.
❼ BRNAV equipment necessary.
❽ KERAX 3B/ 3H: After PSA BRNAV and NON-RNAV equipped aircraft EXPECT RADAR vectors to final approach.

CHANGES: New format.

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FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

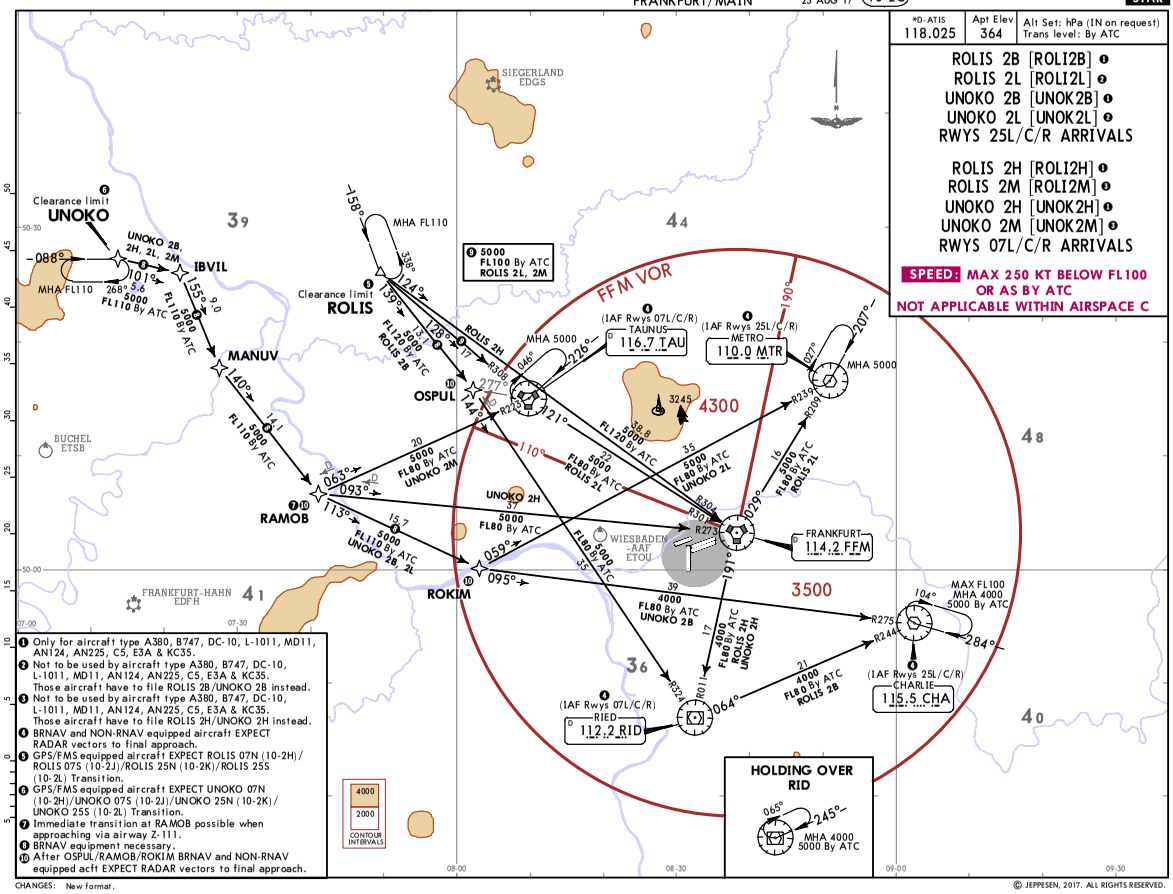
25 AUG 17 (10-2C) STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC
118.025	364	

ROLIS 2B [ROLI2B] ❶
ROLIS 2L [ROLI2L] ❷
UNOKO 2B [UNOK2B] ❶
UNOKO 2L [UNOK2L] ❷
RWYS 25L/C/R ARRIVALS

ROLIS 2H [ROLI2H] ❶
ROLIS 2M [ROLI2M] ❶
UNOKO 2H [UNOK2H] ❶
UNOKO 2M [UNOK2M] ❶
RWYS 07L/C/R ARRIVALS

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



❶ Only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35.
❷ Not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35. Those aircraft have to file ROLIS 2B/UNOKO 2B instead.
❸ Not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35. Those aircraft have to file ROLIS 2H/UNOKO 2H instead.
❹ BRNAV and NON-RNAV equipped aircraft EXPECT RADAR vectors to final approach.
❺ GPS/FMS equipped aircraft EXPECT ROLIS 07N (10-2H)/ ROLIS 07S (10-2J)/ROLIS 25N (10-2K)/ROLIS 25S (10-2L) Transition.
❻ GPS/FMS equipped aircraft EXPECT UNOKO 07N (10-2H)/UNOKO 07S (10-2J)/UNOKO 25N (10-2K)/ UNOKO 25S (10-2L) Transition.
❼ Immediate transition at RAMOB possible when approaching via airway Z-111.
❽ BRNAV equipment necessary.
❿ After OSPUL/RAMOB/ROKIM BRNAV and NON-RNAV equipped acft EXPECT RADAR vectors to final approach.

CHANGES: New format.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-2D) Eff 9 Nov

RNAV TRANSITION

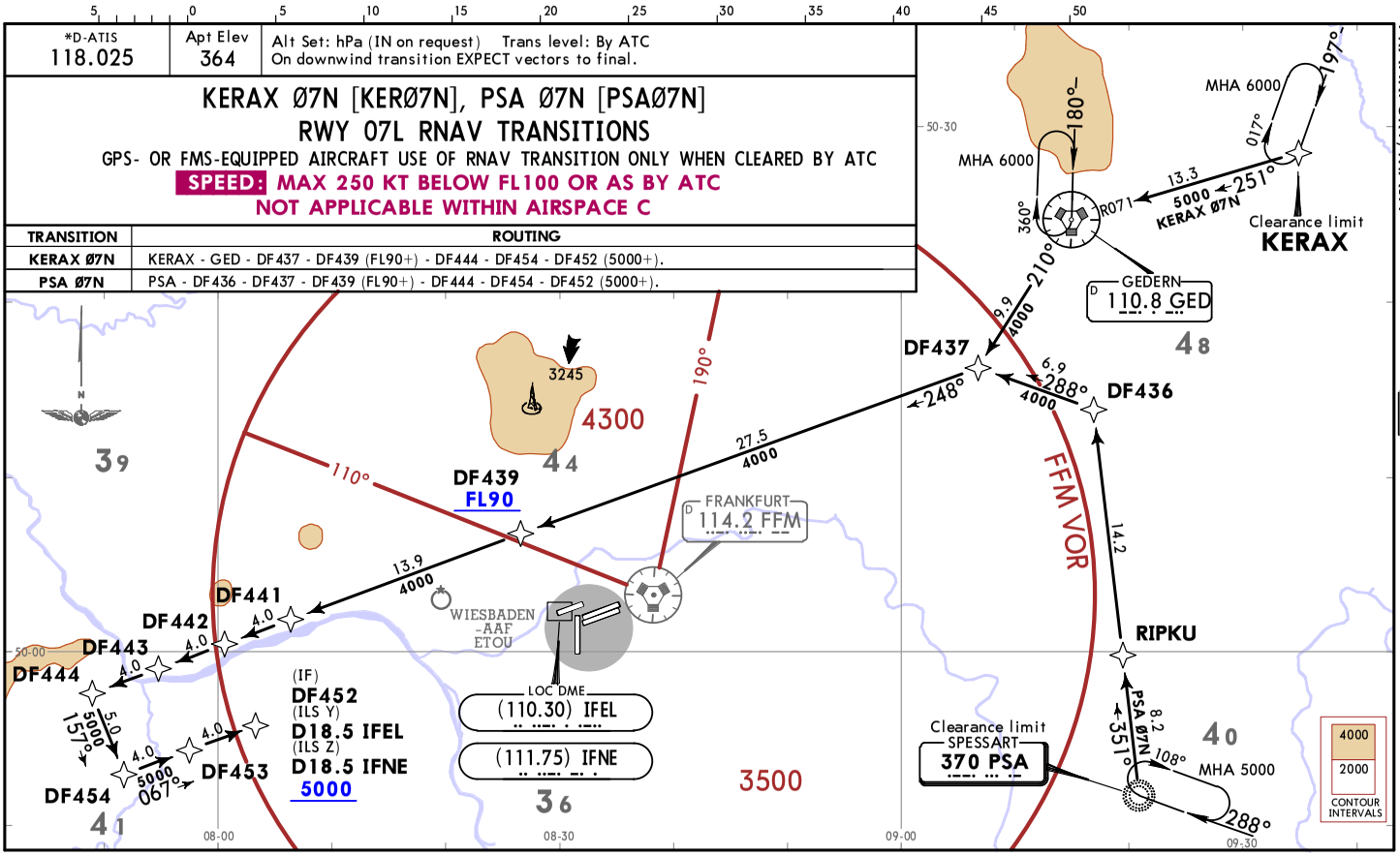
*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC
118.025	364	On downwind transition EXPECT vectors to final.

KERAX Ø7N [KERØ7N], PSA Ø7N [PSAØ7N]
RWY 07L RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

TRANSITION	ROUTING
KERAX Ø7N	KERAX - GED - DF437 - DF439 (FL90+) - DF444 - DF454 - DF452 (5000+).
PSA Ø7N	PSA - DF436 - DF437 - DF439 (FL90+) - DF444 - DF454 - DF452 (5000+).



CHANGES: Crossings.

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CHANGES: Crossings.

*D-ATIS	Apt Elev	
118.025	364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

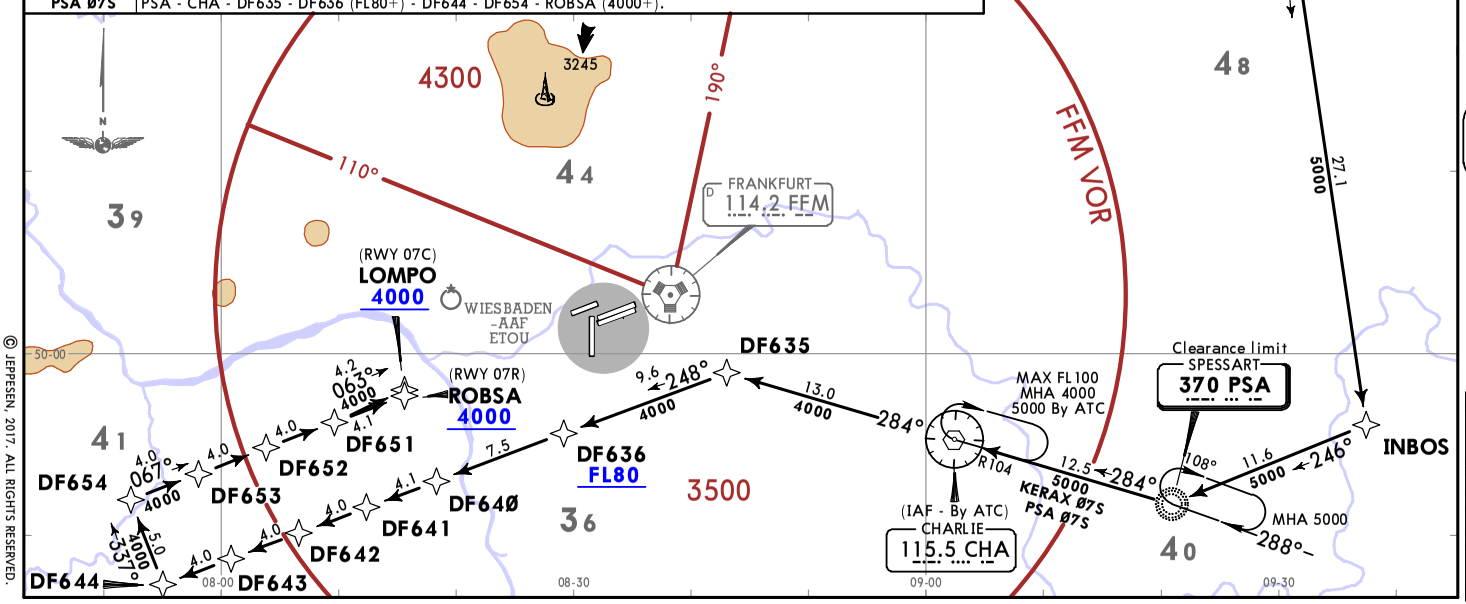
KERAX Ø7S [KERØ7S], PSA Ø7S [PSAØ7S]
RWYS 07C/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
KERAX Ø7S	KERAX - EBIPA - INBOS - PSA - CHA - DF635 - DF636 (FL80+) - DF644 - DF654 - ROBSA (4000+).
PSA Ø7S	PSA - CHA - DF635 - DF636 (FL80+) - DF644 - DF654 - ROBSA (4000+).



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*D-ATIS	Apt Elev	
118.025	364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

KERAX 25N [KER25N]
PSA 25N [PSA25N]
RWY 25R RNAV TRANSITIONS

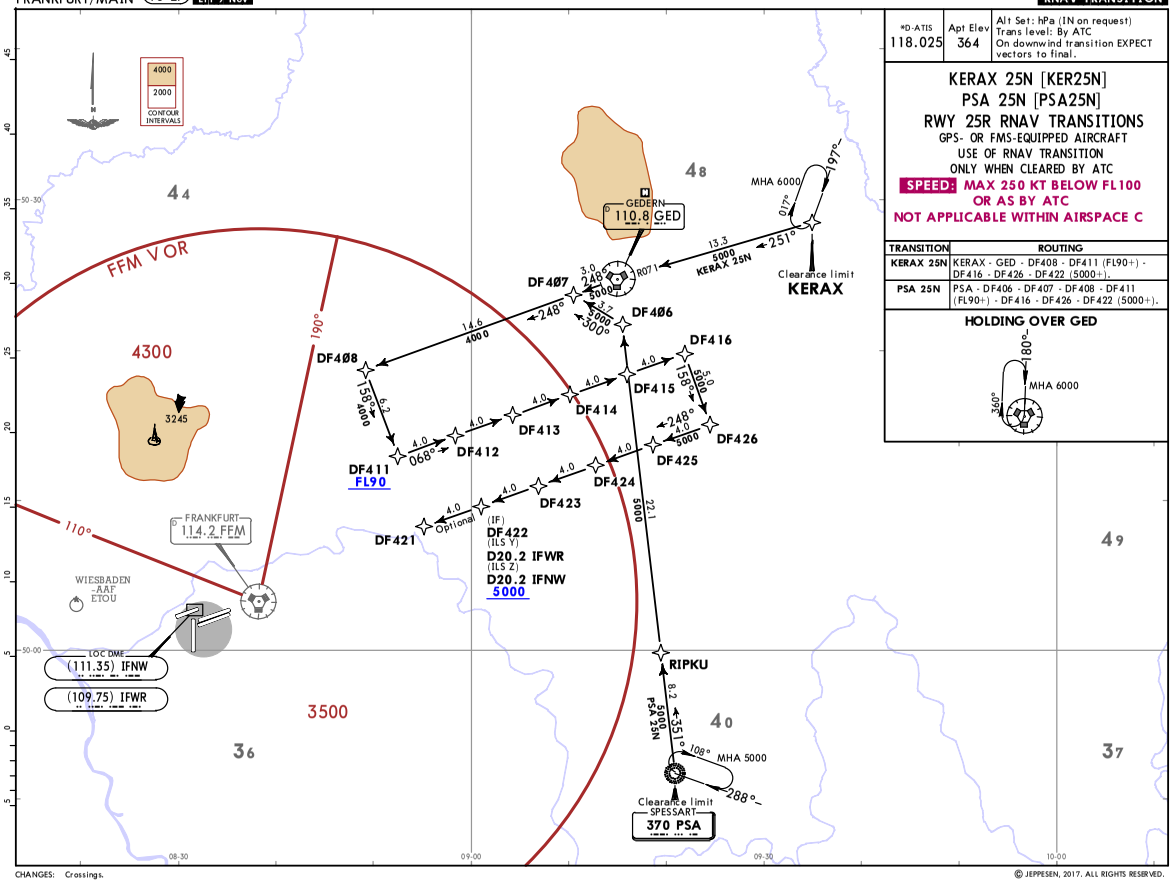
GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	ROUTING
KERAX 25N	KERAX - GED - DF408 - DF411 (FL90+) - DF416 - DF426 - DF422 (5000+).
PSA 25N	PSA - DF406 - DF407 - DF408 - DF411 (FL90+) - DF416 - DF426 - DF422 (5000+).

HOLDING OVER GED



CHANGES: Crossings.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-2G) Eff 9 Nov **RNAV TRANSITION**

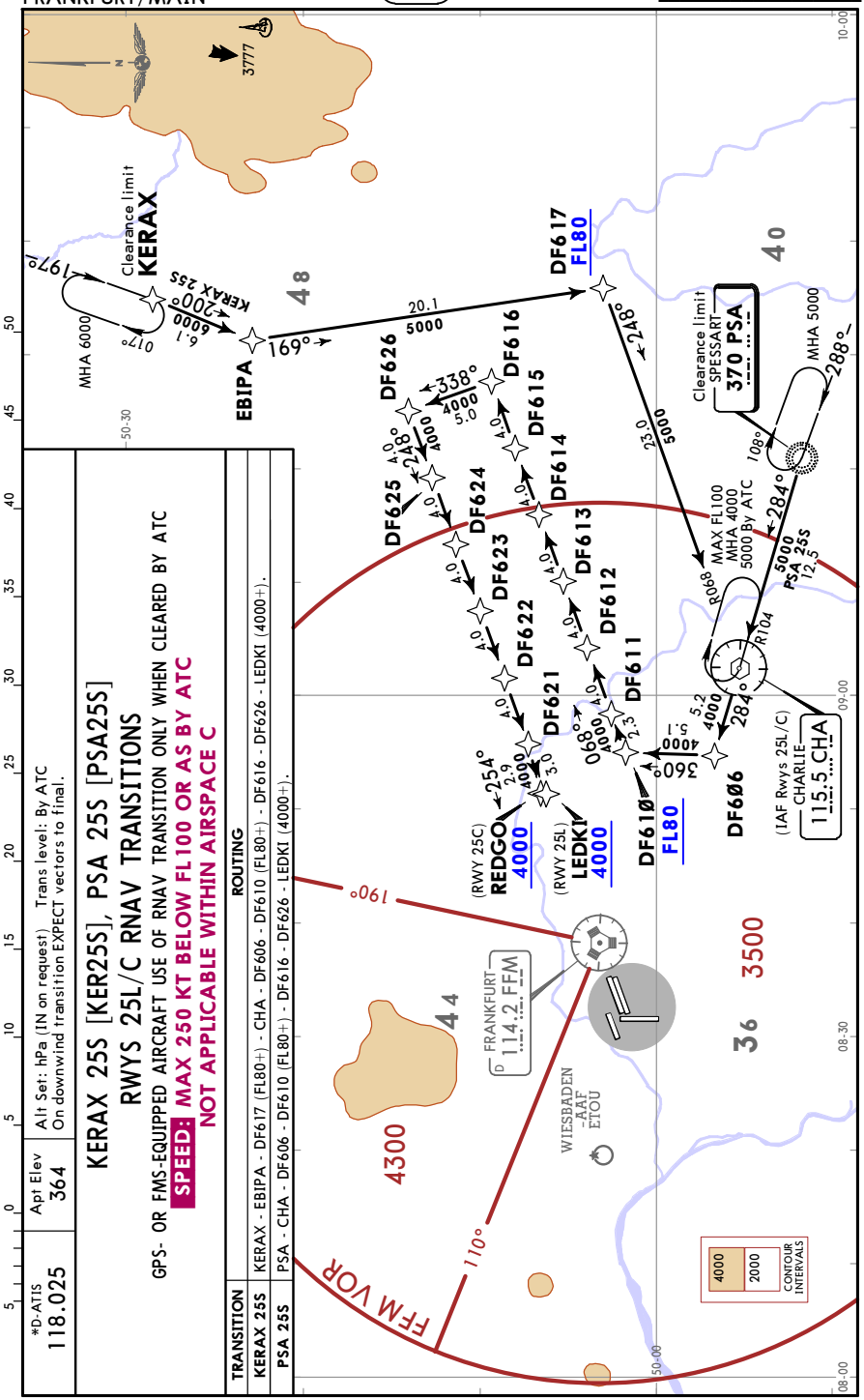
*D-ATIS 118.025	Apt Elev 364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

KERAX 25S [KER25S], PSA 25S [PSA25S]
RWYS 25L/C RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

TRANSITION	ROUTING
KERAX 25S	KERAX - EBIPA - DF617 (FL80+) - CHA - DF606 - DF610 (FL80+) - DF616 - DF626 - LEDKI (4000+).
PSA 25S	PSA - CHA - DF606 - DF610 (FL80+) - DF616 - DF626 - LEDKI (4000+).



CHANGES: Crossings.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-2H) Eff 9 Nov **RNAV TRANSITION**

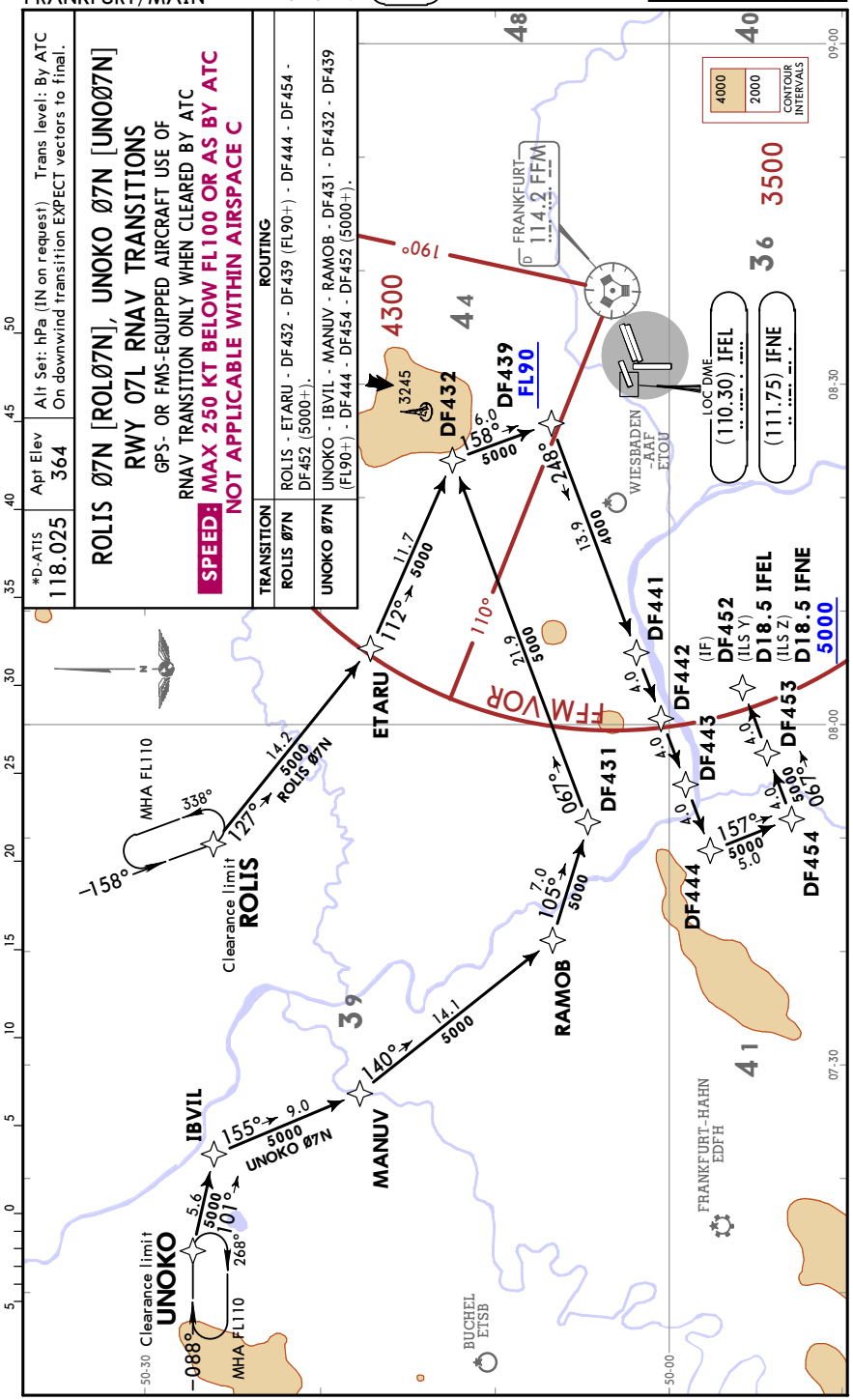
*D-ATIS 118.025	Apt Elev 364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

ROLIS Ø7N [ROLØ7N], UNOKO Ø7N [UNOØ7N]
RWY 07L RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

TRANSITION	ROUTING
ROLIS Ø7N	ROLIS - ETARU - DF432 - DF439 (FL90+) - DF444 - DF454 - DF452 (5000+).
UNOKO Ø7N	UNOKO - IBVIL - MANUV - RAMOB - DF431 - DF432 - DF439 (FL90+) - DF444 - DF454 - DF452 (5000+).



CHANGES: Crossings.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV TRANSITION

3 NOV 17 (10-2J) Eff 9 Nov

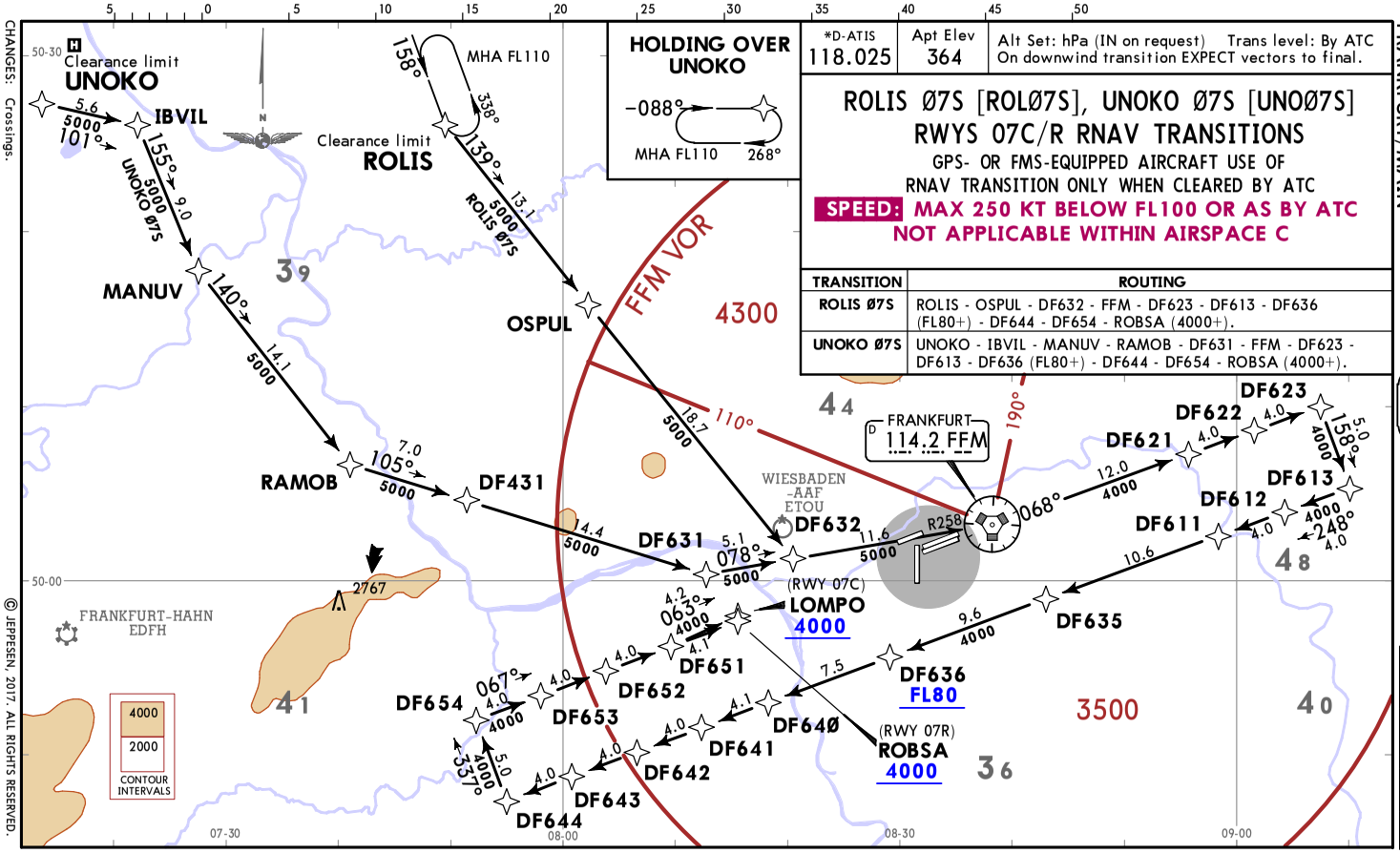
*D-ATIS	Apt Elev	
118.025	364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

ROLIS Ø7S [ROLØ7S], UNOKO Ø7S [UNOØ7S]
RWYS 07C/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

TRANSITION	ROUTING
ROLIS Ø7S	ROLIS - OSPUL - DF632 - FFM - DF623 - DF613 - DF636 (FL80+) - DF644 - DF654 - ROBSA (4000+).
UNOKO Ø7S	UNOKO - IBVIL - MANUV - RAMOB - DF631 - FFM - DF623 - DF613 - DF636 (FL80+) - DF644 - DF654 - ROBSA (4000+).



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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN (10-2K) 3 NOV 17 Eff 9 Nov

FRANKFURT/MAIN, GERMANY
RNAV TRANSITION

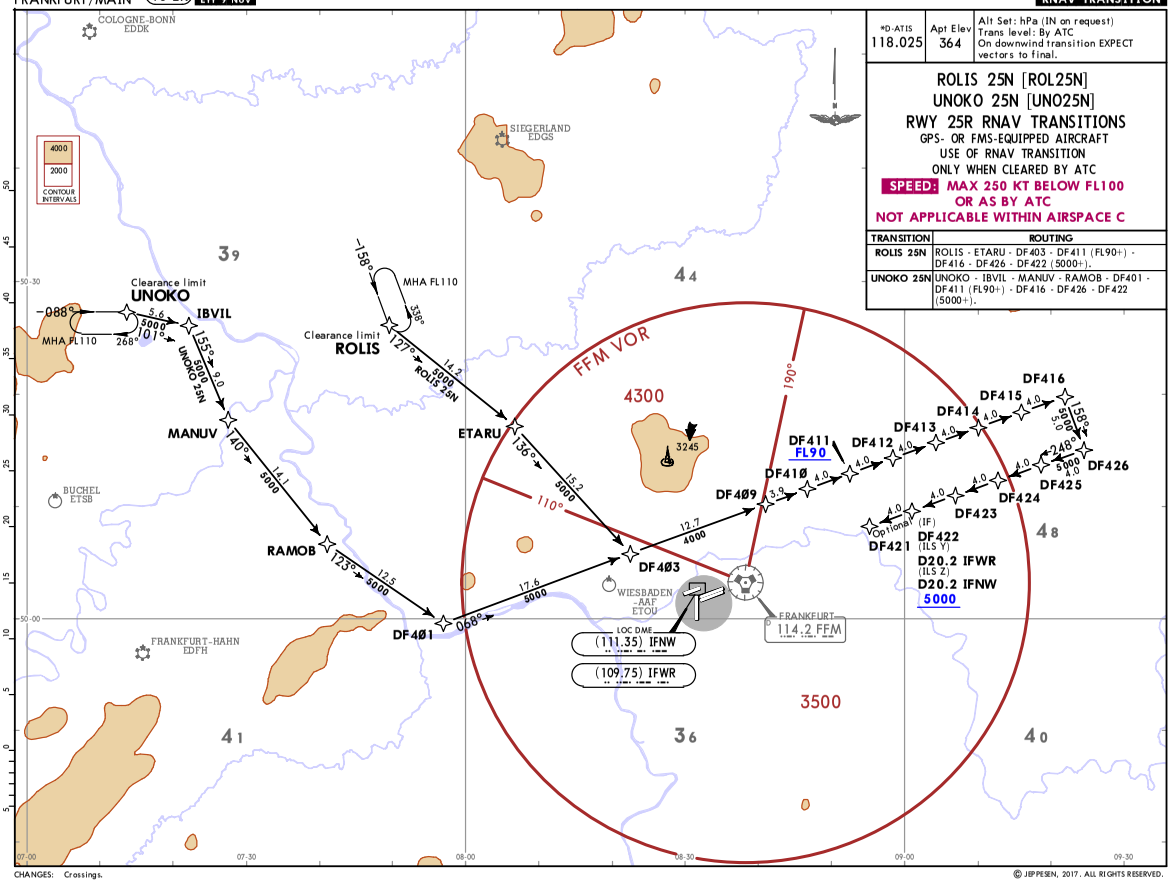
*D-ATIS	Apt Elev	
118.025	364	Alt Set: hPa (IN on request) Trans level: By ATC On downwind transition EXPECT vectors to final.

ROLIS 25N [ROL25N]
UNOKO 25N [UNO25N]
RWY 25R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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

TRANSITION	ROUTING
ROLIS 25N	ROLIS - ETARU - DF403 - DF411 (FL90+) - DF416 - DF426 - DF422 (5000+).
UNOKO 25N	UNOKO - IBVIL - MANUV - RAMOB - DF401 - DF411 (FL90+) - DF416 - DF426 - DF422 (5000+).



CHANGES: Crossings.

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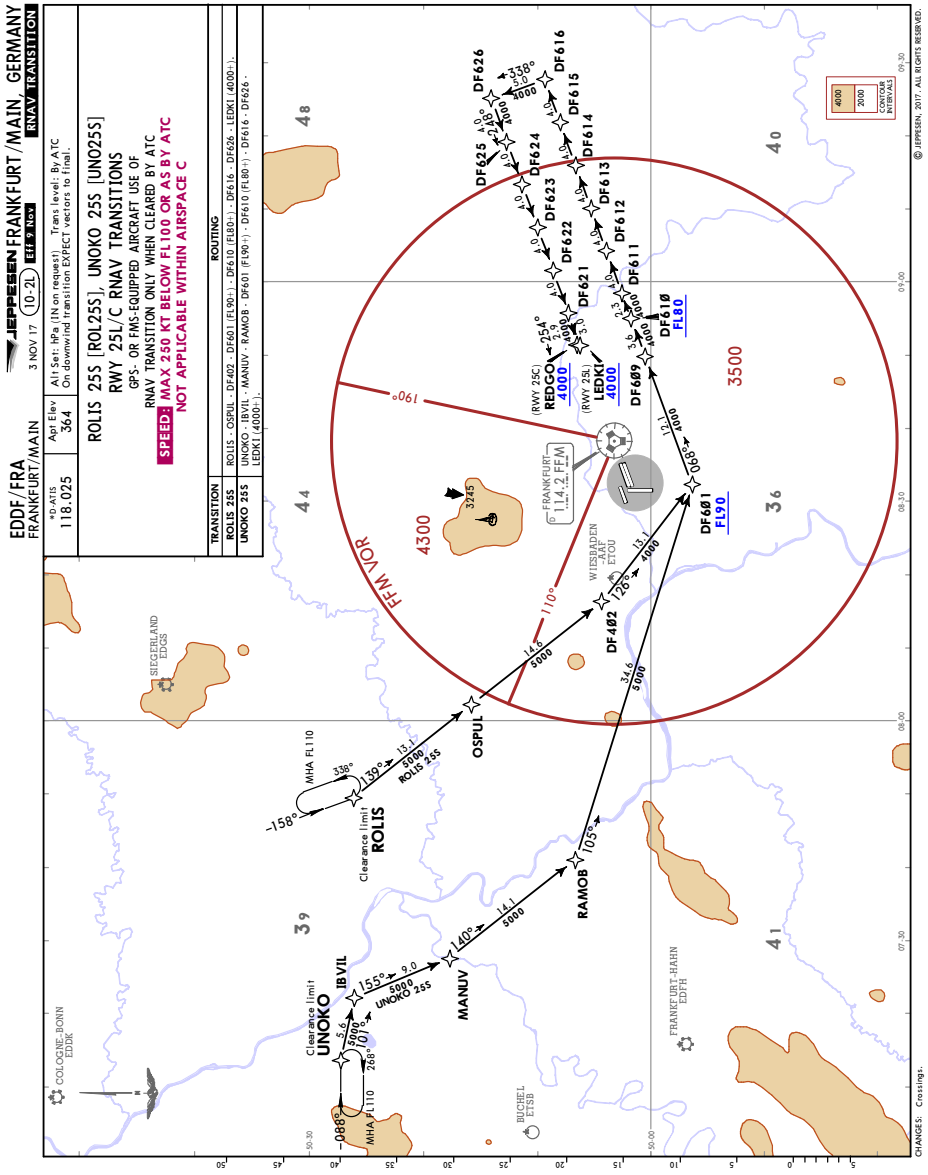

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RNAV SID DESIGNATION	REFER TO CHART
ANEKI 2A	10-3A3
DINKELSBUEHL 1A	10-3A4
MARUN 1K	10-3A5
MARUN 1W	10-3A6
NOMBO 1A	10-3B
OBOKA 1K	10-3C
OBOKA 1W	10-3C1
ROTEN 1A	10-3C2
SOBRA 1L	10-3C3
SULUS 1A	10-3C4
TOBAK 1K	10-3C5
TOBAK 1W	10-3C6

SID DESIGNATION	REFER TO CHART
ANEKI 2D, 4E	10-3C7
ANEKI 9F, 9L	10-3C8
DINKELSBUEHL 1D	10-3D
DINKELSBUEHL 8F	10-3E
DINKELSBUEHL 6L, 8S	10-3E1
KOMIB 3D	10-3E2
MARUN 9D, 5E	10-3E3
MARUN 4F, 6G	10-3E4
MARUN 4H	10-3E5
MARUN 6M	10-3E6
MARUN 6N	10-3E7
MARUN 3R	10-3E8
MARUN 5S	10-3E9
MARUN 4T	10-3F
METRO 4C	10-3G
NOMBO 1D	10-3G1
NOMBO 9F	10-3G2
NOMBO 8L, 8S	10-3G3
OBOKA 1D, 1E	10-3G4
OBOKA 1G	10-3G5

FOR FURTHER SID DESIGNATION REFER TO PAGE 10-3A

CHANGES: SIDs renumbered, withdrawn & replaced; charts reindexed.

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SID DESIGNATION	REFER TO CHART
OBOKA 1H	10-3G6
OBOKA 1M	10-3G7
OBOKA 1N	10-3G8
OBOKA 1L, 1S	10-3G9
OBOKA 1R	10-3H
OBOKA 1T	10-3J
RATIM 6D	10-3J1
RATIM 7F	10-3J2
RATIM 5S	10-3J3
RIED 8C, 3Q	10-3J4
ROTEN 8F	10-3J5
ROTEN 5L, 7S	10-3J6
SOBRA 6D	10-3J7
SOBRA 6E	10-3K
SOBRA 5F, 6N, 4P	10-3L
SULUS 1D	10-3L1
SULUS 9F	10-3L2
SULUS 8L, 8S	10-3L3
TAUNUS 4Q	10-3L4
TOBAK 9D	10-3L5
TOBAK 5F, 7G	10-3L6
TOBAK 4H	10-3L7
TOBAK 6M	10-3L8
TOBAK 8N	10-3M
TOBAK 3R	10-3N
TOBAK 7S	10-3N1
TOBAK 6T	10-3N2
ULKIG 1L, 2S	10-3N3

FOR RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A1

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RNAV SID DESIGNATION	REFER TO CHART
ANEKI 2D, 4E	10-3N4
ANEKI 9F, 9L	10-3N5
DINKELSBUEHL 1D	10-3N6
DINKELSBUEHL 8F	10-3N7
DINKELSBUEHL 6L, 8S	10-3N8
KOMIB 3D	10-3N9
MARUN 9D, 5E	10-3P
MARUN 4F, 6G	10-3Q
MARUN 4H	10-3Q1
MARUN 6M	10-3Q2
MARUN 6N	10-3Q3
MARUN 3R	10-3Q4
MARUN 5S	10-3Q5
MARUN 4T	10-3Q6
NOMBO 1D	10-3Q7
NOMBO 9F	10-3Q8
NOMBO 8L, 8S	10-3Q9
OBOKA 1D, 1E	10-3Q10
OBOKA 1G	10-3S
OBOKA 1H	10-3T
OBOKA 1M	10-3T1
OBOKA 1N	10-3T2
OBOKA 1L, 1S	10-3T3
OBOKA 1R	10-3T4
OBOKA 1T	10-3T5
RATIM 6D	10-3T6
RATIM 7F	10-3T7
RATIM 5S	10-3U
ROTEN 8F	10-3V
ROTEN 5L, 7S	10-3V1
SOBRA 6D	10-3V2
SOBRA 6E	10-3V3
SOBRA 5F, 6N, 4P	10-3V4

FOR FURTHER RNAV SID (OVERLAY) DESIGNATION REFER TO PAGE 10-3A2

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RNAV SID DESIGNATION	REFER TO CHART
SULUS 1D	10-3V5
SULUS 9F	10-3V6
SULUS 8L, 8S	10-3V7
TOBAK 9D	10-3W
TOBAK 5F, 7G	10-3X
TOBAK 4H	10-3X1
TOBAK 6M	10-3X2
TOBAK 8N	10-3X3
TOBAK 3R	10-3X4
TOBAK 7S	10-3X5
TOBAK 6T	10-3X6
ULKIG 1L, 2S	10-3X7

CHANGES: RNAV SIDs renumbered & withdrawn; charts reindexed.

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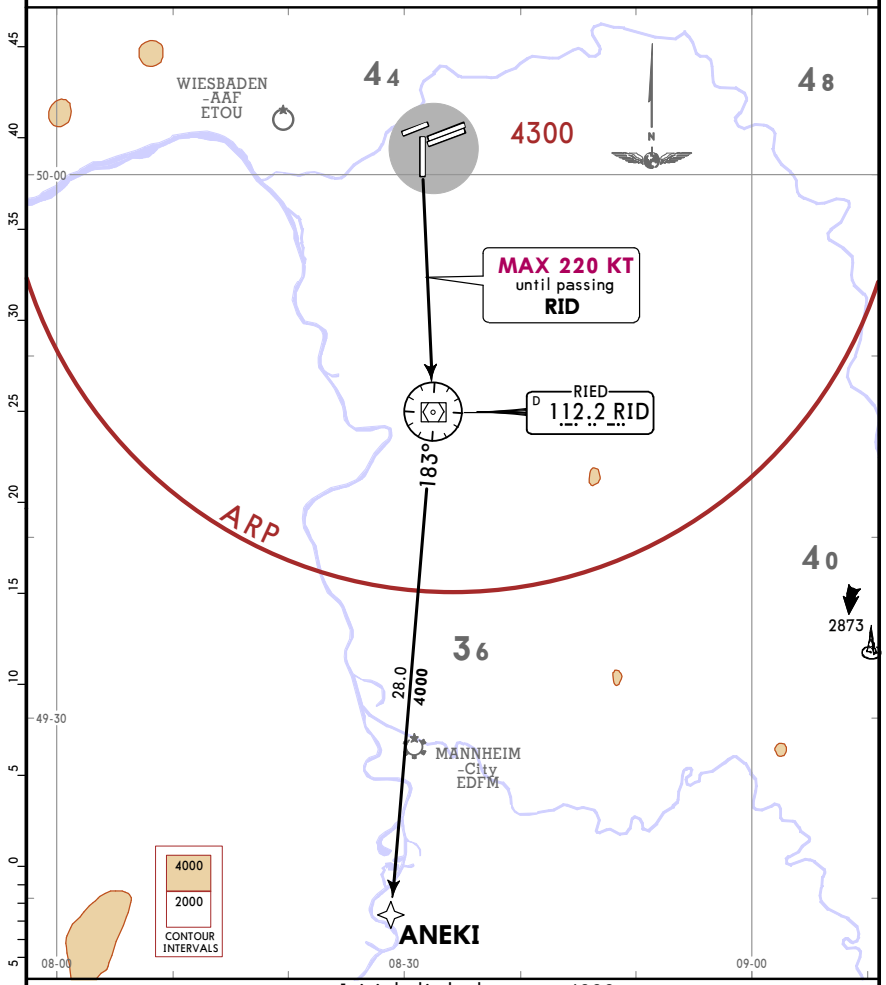
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 **1. RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.** **3. GPS required.** **4. DME/DME, DME/DME/IRU not authorized.** 5. Contact LANGEN Radar when advised by Tower. 6. EXPECT close-in obstacles. 7. Wind shears and increased turbulences must be EXPECTED when winds strong. 8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 9. For operational RWY use concept refer to 10-1P pages. 10. Do not turn before DER.

ANEKI 2A [ANEK2A]
RWY 18 RNAV DEPARTURE
BY ATC

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



Initial climb clearance **4000**

ROUTING

Climb on runway heading to 800, direct to RID, to ANEKI.

CHANGES: General notes.

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*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 **1. RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.** **3. GPS required.** **4. DME/DME, DME/DME/IRU not authorized.** 5. Contact LANGEN Radar when advised by Tower. 6. EXPECT close-in obstacles. 7. Wind shears and increased turbulences must be EXPECTED when winds strong. 8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 9. For operational RWY use concept refer to 10-1P pages. 10. Do not turn before DER.

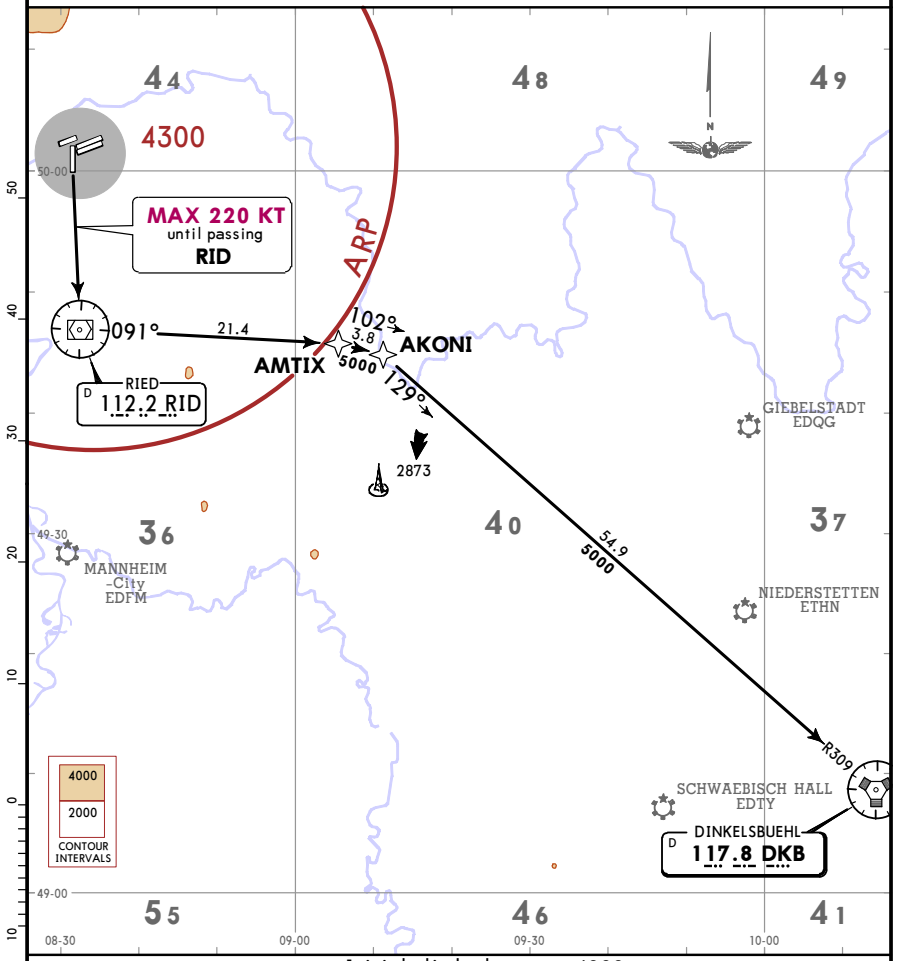
DINKELSBUEHL 1A (DKB 1A)
RWY 18 RNAV DEPARTURE

BY ATC

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

ROUTING

Climb on runway heading to 800, direct to RID, to AMTIX, to AKONI, to DKB.

CHANGES: General notes.

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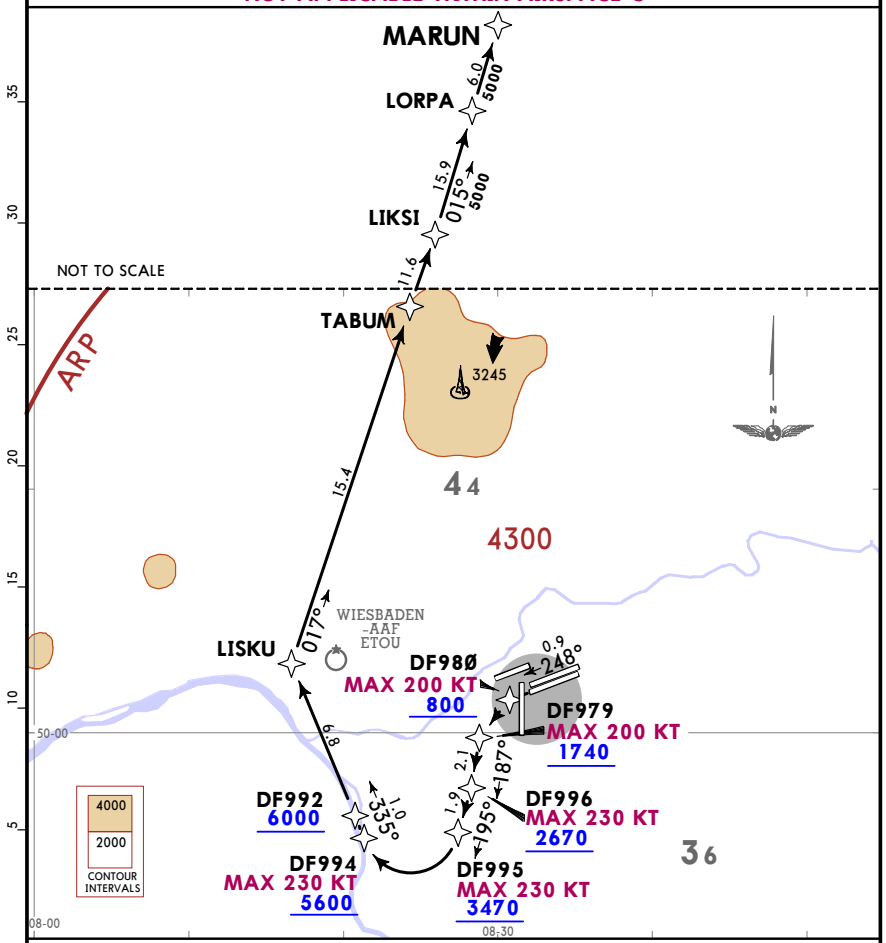
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 **1. RNP 1/A-RNP required. 2. RF required. 3. GPS required.** **4. Use of autopilot MANDATORY.** 5. Contact LANGEN Radar when advised by Tower. 6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 7. For operational RWY use concept refer to 10-1P pages.

MARUN 1K [MARU1K]
RWY 25L RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100

OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
445 per NM (7.3%) up to 2670, due to operational requirements, then
415 per NM (6.8%) up to 6000, due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
445 per NM	556	742	1113	1483	1854	2225
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF980 (K200-; 800+) - DF979 (K200-; 1740+) - DF996 (K230-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

CHANGES: Chart reindexed.

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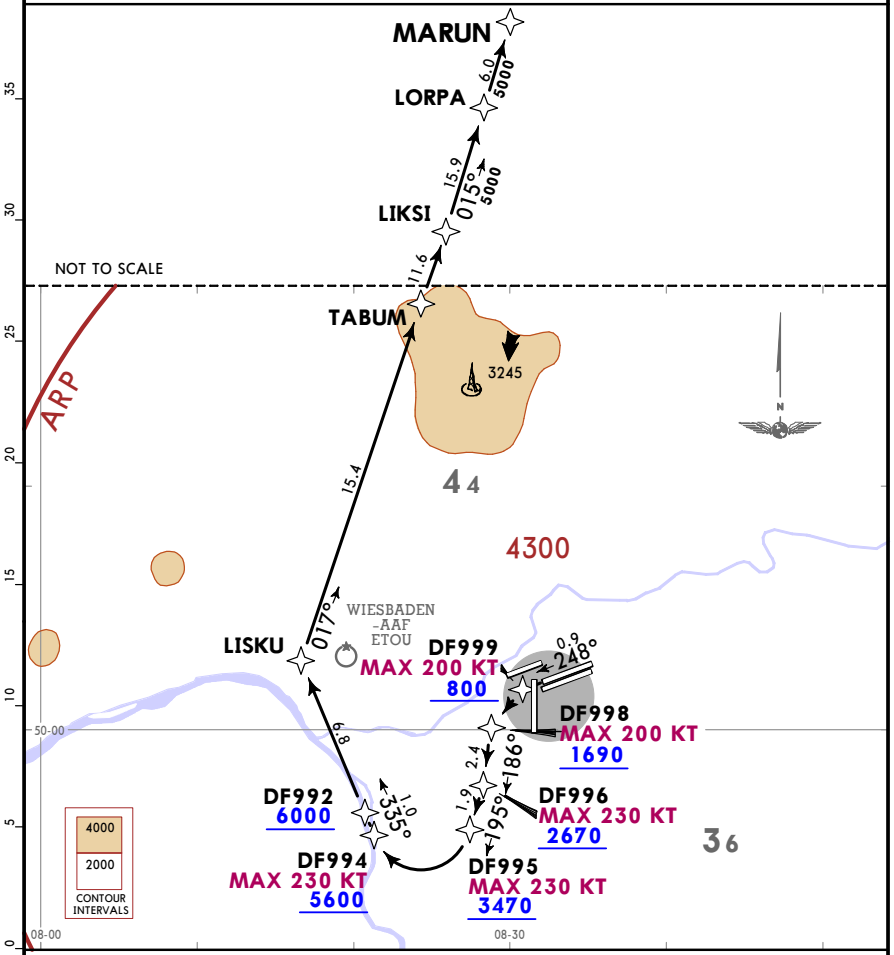
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 **1. RNP 1/A-RNP required. 2. RF required. 3. GPS required.** **4. Use of autopilot MANDATORY.** 5. Contact LANGEN Radar when advised by Tower. 6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 7. For operational RWY use concept refer to 10-1P pages.

MARUN 1W [MARU1W]
RWY 25C RNAV DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
415 per NM (6.8%) up to 6000, due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF999 (K200-; 800+) - DF998 (K200-; 1690+) - DF996 (K230-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

CHANGES: Chart reindexed.

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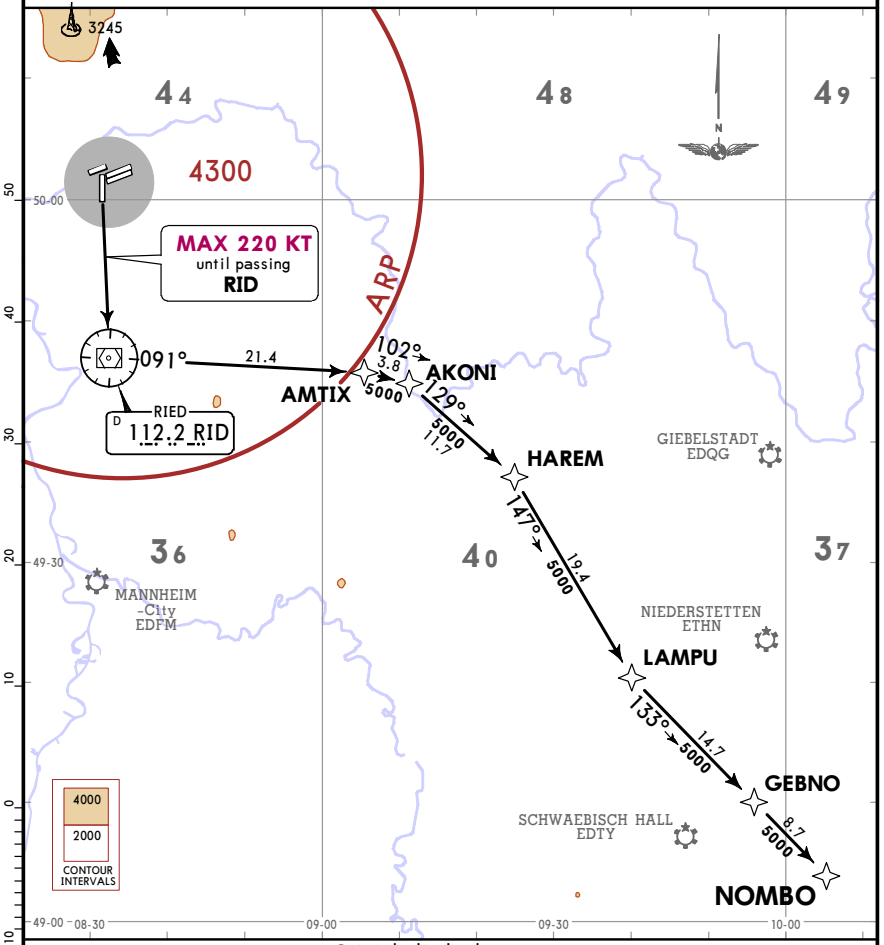
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 **1. RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.** **3. GPS required. 4. DME/DME, DME/DME/IRU not authorized.** 5. Contact LANGEN Radar when advised by Tower. 6. EXPECT close-in obstacles. 7. Wind shears and increased turbulences must be EXPECTED when winds strong. 8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 9. For operational RWY use concept refer to 10-1P pages. 10. Do not turn before DER.

NOMBO 1A [NOMB1A]
RWY 18 RNAV DEPARTURE

BY ATC

NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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



Initial climb clearance **4000**

ROUTING

Climb on runway heading to 800, direct to RID, to AMTIX, to AKONI, to HAREM, to LAMPU, to GEBNO, to NOMBO.

CHANGES: General notes.

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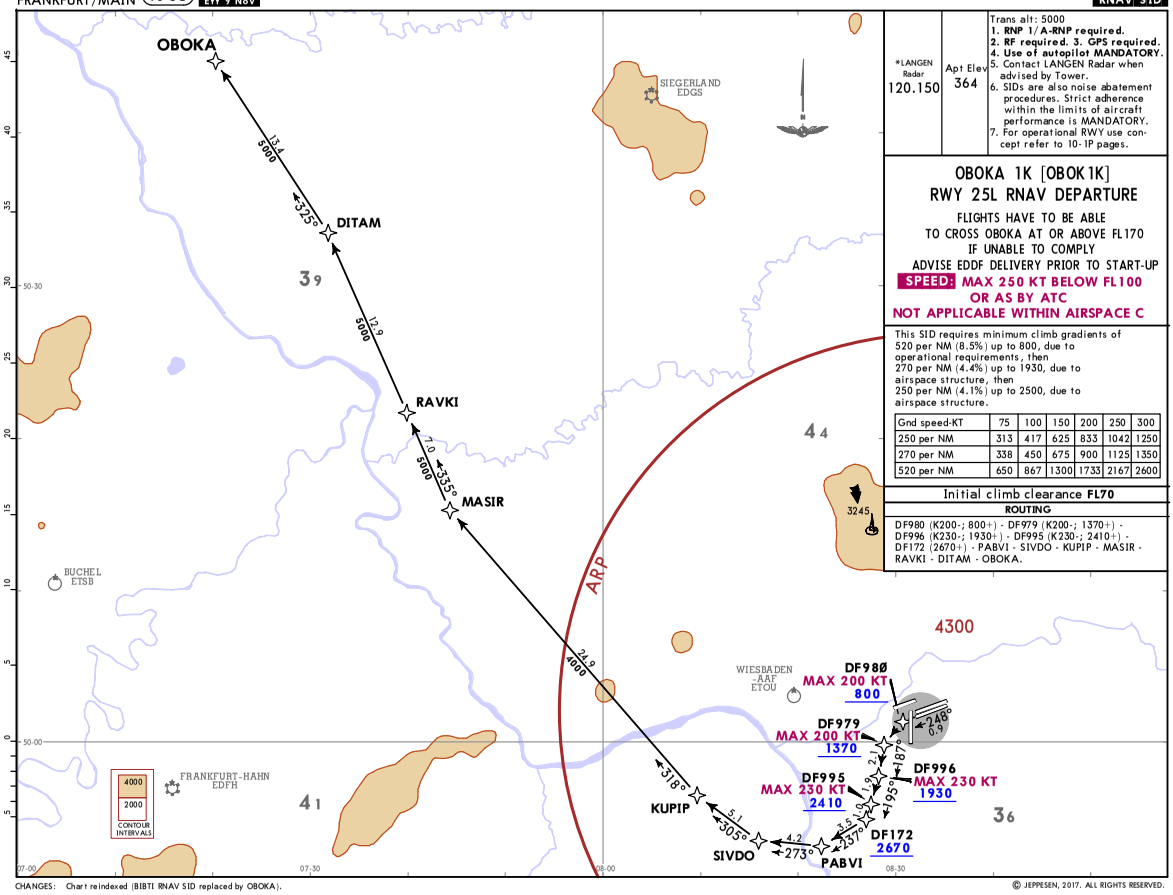

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. **RNP 1/A-RNP required.**
2. **RF required. 3. GPS required.**
4. **Use of autopilot MANDATORY.**
5. Contact LANGEN Radar when advised by Tower.
6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
7. For operational RWY use concept refer to 10-1P pages.

OBOKA 1K [OBOK1K]
RWY 25L RNAV DEPARTURE

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
270 per NM (4.4%) up to 1930, due to airspace structure, then
250 per NM (4.1%) up to 2500, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
270 per NM	338	450	675	900	1125	1350
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF980 (K200-; 800+) - DF979 (K200-; 1370+) - DF996 (K230-; 1930+) - DF995 (K230-; 2410+) - DF172 (2670+) - PABVI - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

CHANGES: Chart reindexed (BIBTI RNAV SID replaced by OBOKA).

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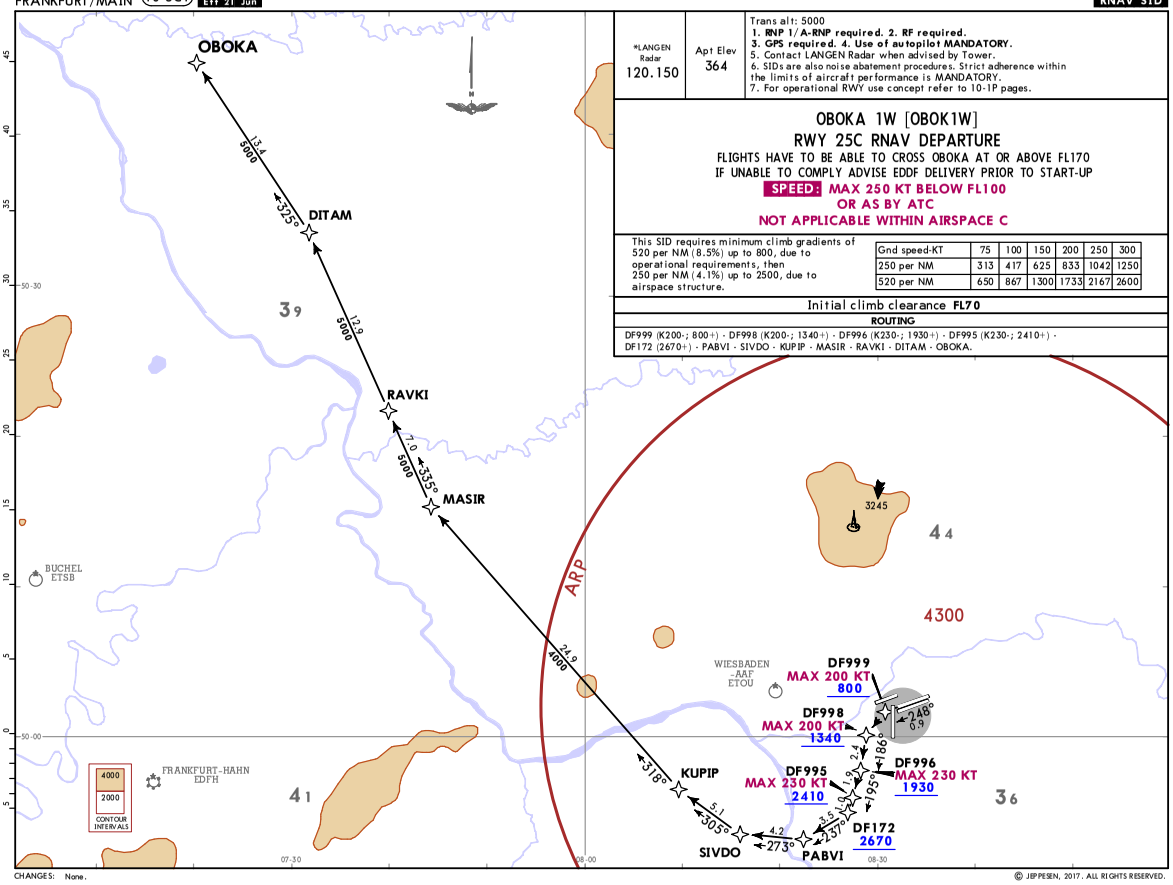

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. RNP 1/A-RNP required. 2. RF required.
3. GPS required. 4. Use of autopilot MANDATORY.
5. Contact LANGEN Radar when advised by Tower.
6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
7. For operational RWY use concept refer to 10-1P pages.

OBOKA 1W [OBOK1W]
RWY 25C RNAV DEPARTURE

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
250 per NM (4.1%) up to 2500, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF999 (K200-; 800+) - DF998 (K200-; 1340+) - DF996 (K230-; 1930+) - DF995 (K230-; 2410+) - DF172 (2670+) - PABVI - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

CHANGES: None.

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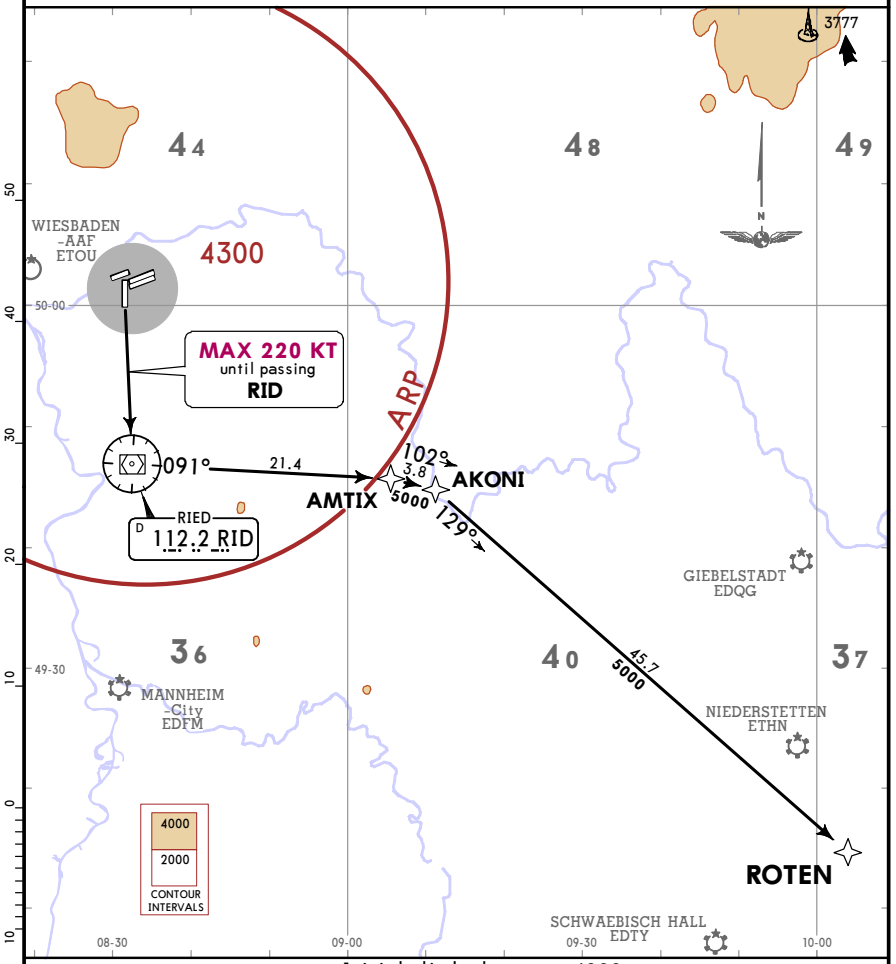
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 **1. RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.** **3. GPS required. 4. DME/DME, DME/DME/IRU not authorized.** 5. Contact LANGEN Radar when advised by Tower. 6. EXPECT close-in obstacles. 7. Wind shears and increased turbulences must be EXPECTED when winds strong. 8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 9. For operational RWY use concept refer to 10-1P pages. 10. Do not turn before DER.

ROTEN 1A [ROTE1A]
RWY 18 RNAV DEPARTURE

BY ATC

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

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



Initial climb clearance **4000**

ROUTING

Climb on runway heading to 800, direct to RID, to AMTIX, to AKONI, to ROTEN.

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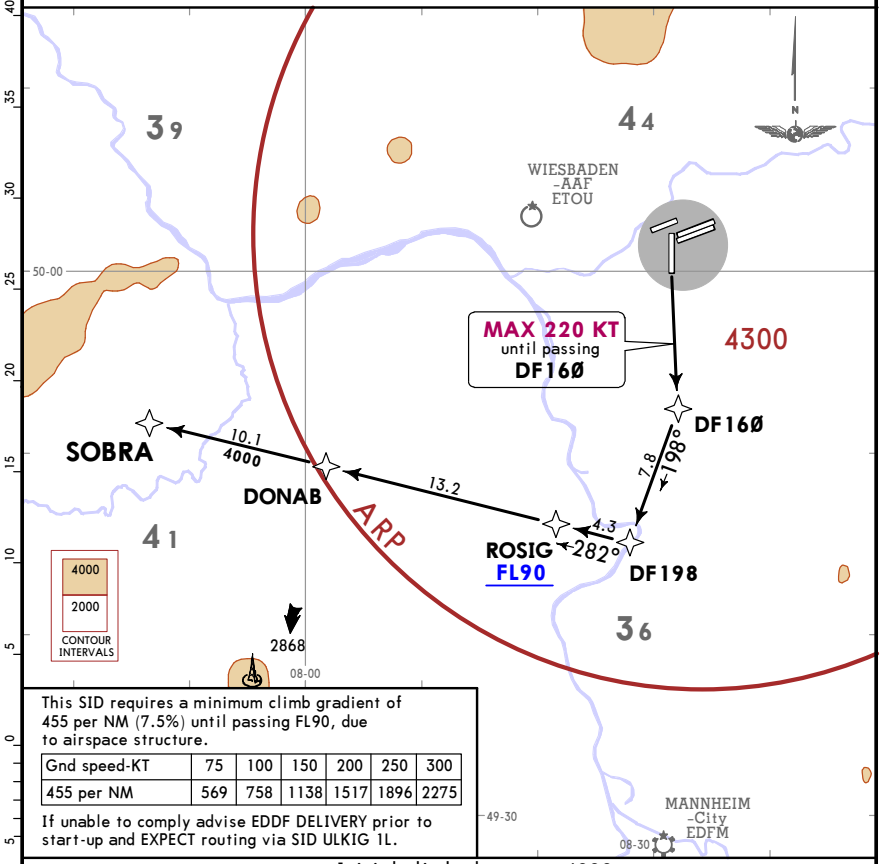
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 **1. RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.** **3. GPS required.** **4. DME/DME, DME/DME/IRU not authorized.** 5. Contact LANGEN Radar when advised by Tower. 6. EXPECT close-in obstacles. 7. Wind shears and increased turbulences must be EXPECTED when winds strong. 8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 9. For operational RWY use concept refer to 10-1P pages. 10. Do not turn before DER.

SOBRA 1L [SOBR1L]
RWY 18 RNAV 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 FPL SHALL READ
RUDOT FL220 - Y-180 - NISIV - UY-180 - DIK RFL

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



This SID requires a minimum climb gradient of 455 per NM (7.5%) until passing FL90, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
455 per NM	569	758	1138	1517	1896	2275

If unable to comply advise EDDF DELIVERY prior to start-up and EXPECT routing via SID ULKIG 1L.

Initial climb clearance **4000**

ROUTING

Climb on runway heading to 800, direct to DF160, to DF198, to ROSIG, to DONAB, to SOBRA.

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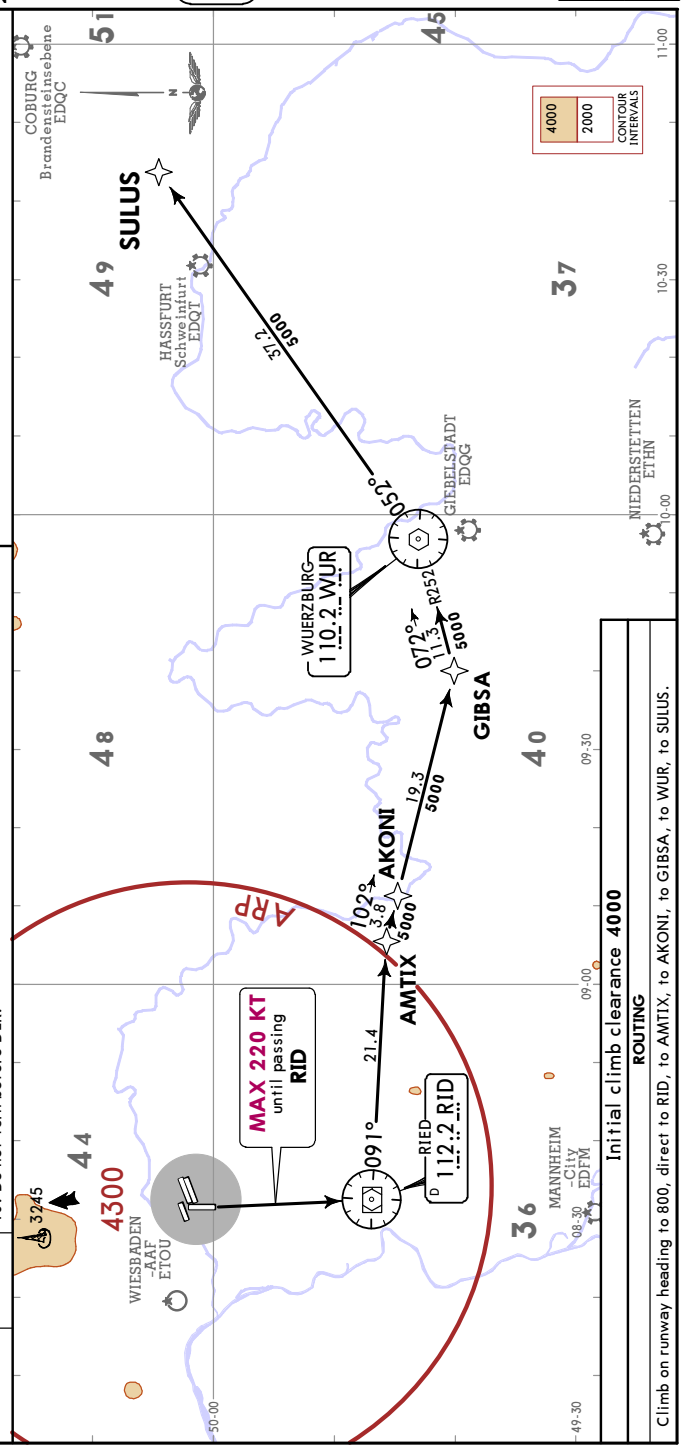
SULUS 1A [SULU1A]
RWY 18 RNAV DEPARTURE
BY ATC

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

Trans alt: 5000
1. **RNAV (GPS). 2. RNAV 1 or RNP 1 or RNP equivalent.**
3. **GPS required. 4. DME/DME, DME/DME/IRU not authorized.**
5. Contact LANGEN Radar when advised by Tower.
6. EXPECT close-in obstacles.
7. Wind shears and increased turbulences must be EXPECTED when winds strong.
8. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
9. For operational RWY use concept refer to 10-1P pages.
10. Do not turn before DER.

Apt Elev 364

*LANGEN Radar 136.125



CHANGES: General notes.
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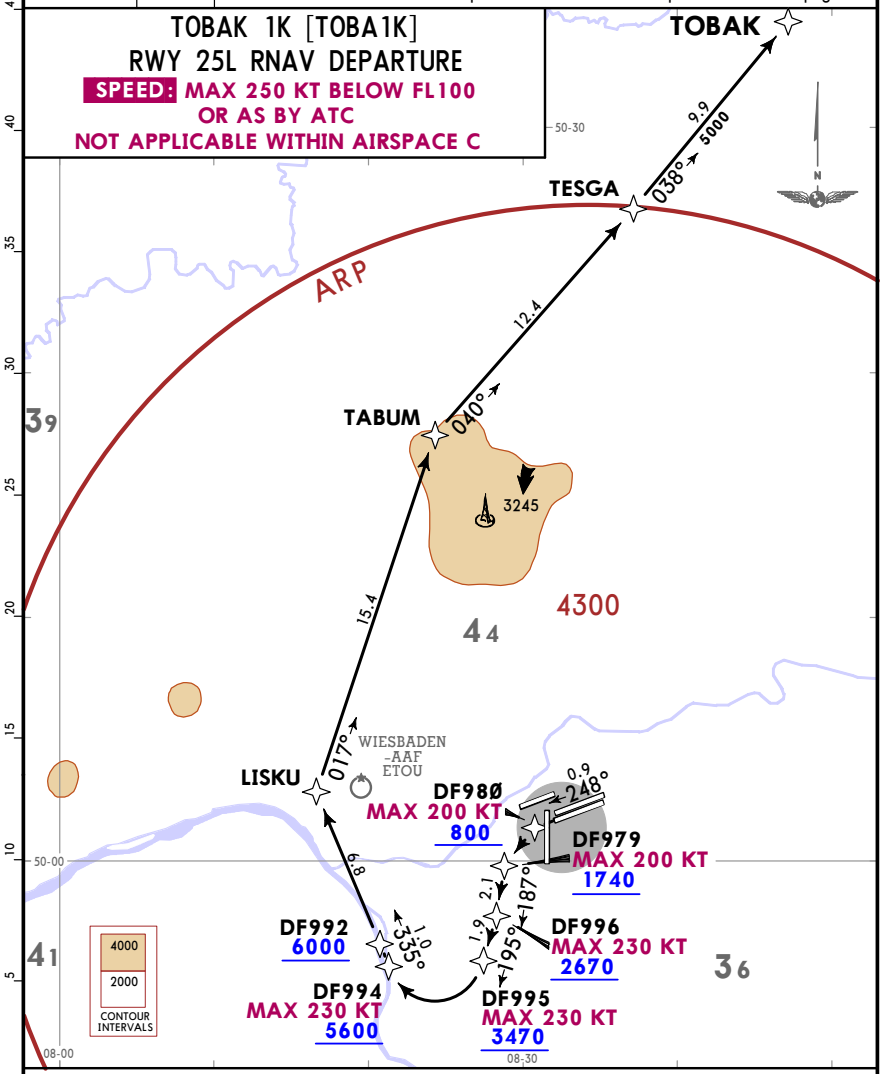
*LANGEN Radar 120.150

Apt Elev 364

Trans alt: 5000
1. RNP 1/A-RNP required. 2. RF required. 3. GPS required.
4. Use of autopilot MANDATORY.
5. Contact LANGEN Radar when advised by Tower.6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 7. For operational RWY use concept refer to 10-1P pages.

TOBAK 1K [TOBA1K]
RWY 25L RNAV DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
445 per NM (7.3%) up to 2670, due to operational requirements, then
415 per NM (6.8%) up to 6000, due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
445 per NM	556	742	1113	1483	1854	2225
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF980 (K200-; 800+) - DF979 (K200-; 1740+) - DF996 (K230-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - TESGA - TOBAK.

CHANGES: General note.
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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3C6) Eff 9 Nov

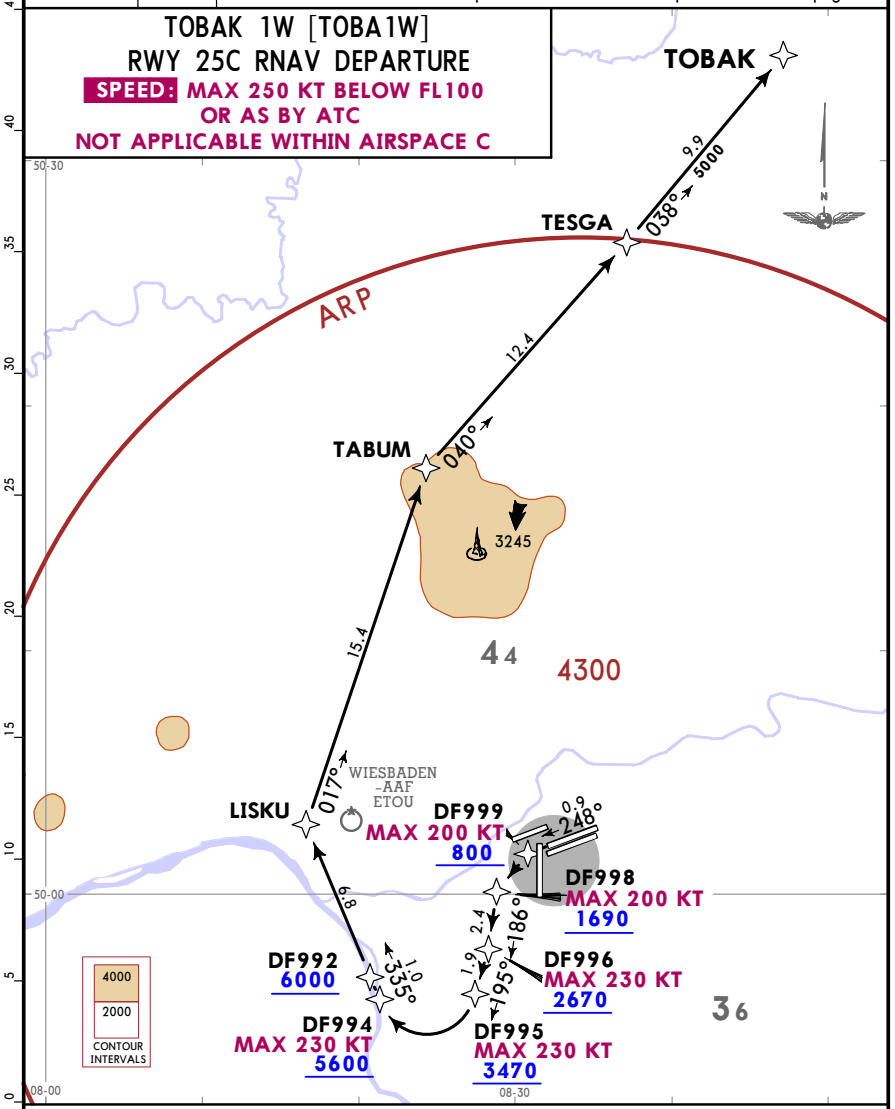
RNAV SID

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. RNP 1/A-RNP required. 2. RF required. 3. GPS required.
4. Use of autopilot MANDATORY.
5. Contact LANGEN Radar when advised by Tower. 6. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 7. For operational RWY use concept refer to 10-1P pages.

TOBAK 1W [TOBA1W]
RWY 25C RNAV DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) up to 800, due to operational requirements, then
415 per NM (6.8%) up to 6000, due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

Initial climb clearance **FL70**

ROUTING

DF999 (K200-; 800+) - DF998 (K200-; 1690+) - DF996 (K230-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - TESGA - TOBAK.

CHANGES: General note.

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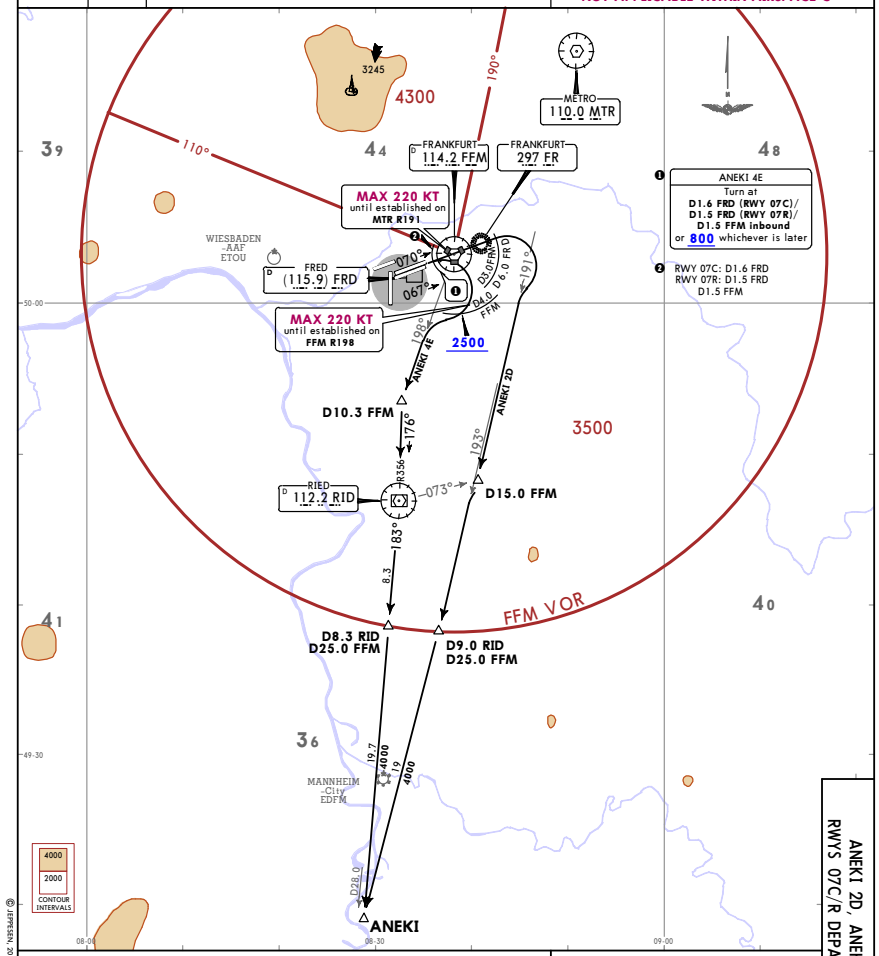
CHANGES: None.

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

ANEKI 2D, ANEKI 4E
RWYS 07C/R DEPARTURES

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



ANEKI 4E
Turn at
D1.6 FRD (RWY 07C)/ D1.5 FRD (RWY 07R)/ D1.5 FFM inbound
or **800** whichever is later

RWY 07C: D1.6 FRD
RWY 07R: D1.5 FRD
D1.5 FFM

Initial climb clearance **4000**

SID	ROUTING
ANEKI 2D	Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191 to D15.0 FFM/RID R073, turn RIGHT, intercept MTR R193 to ANEKI.
ANEKI 4E	Climb on runway track to D1.6 FRD (RWY 07C)/D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn RIGHT, intercept FFM R198, at D10.3 FFM turn LEFT, intercept RID R356 inbound to RID, turn RIGHT, RID R183 to ANEKI.

ANEKI 4E
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.

ANEKI 2D, ANEKI 4E
RWYS 07C/R DEPARTURES

EDDF/FRA FRANKFURT/MAIN

JEPPESEN 8 JUN 18 (10-3C7) Eff 21 Jun

FRANKFURT/MAIN, GERMANY SID

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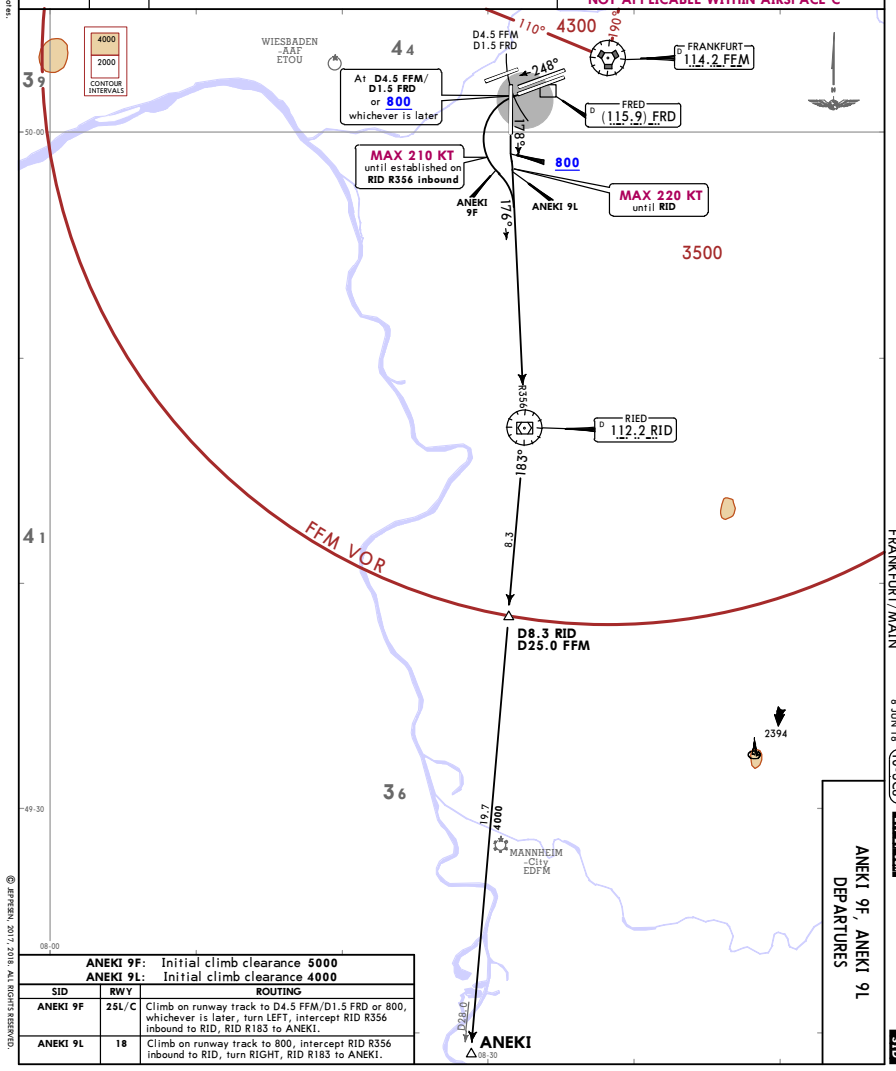
*LANGEN Radar 136.125 | Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. RWY 18: Do not turn before DER. 6. For operational RWY use concept refer to 10-1P pages.

ANEKI 9F, ANEKI 9L DEPARTURES

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



ANEKI 9F: Initial climb clearance **5000** ANEKI 9L: Initial climb clearance **4000**		
SID	RWY	ROUTING
ANEKI 9F	25L/C	Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, intercept RID R356 inbound to RID, RID R183 to ANEKI.
ANEKI 9L	18	Climb on runway track to 800, intercept RID R356 inbound to RID, turn RIGHT, RID R183 to ANEKI.

EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY 8 JUN 18 (10-3CB) Eff 21 Jun SID

ANEKI 9F, ANEKI 9L DEPARTURES

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY 3 NOV 17 (10-3D) Eff 9 Nov SID

*LANGEN Radar 136.125 | Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

DINKELSBUEHL 1D (DKB 1D) RWYS 07C/R DEPARTURE

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

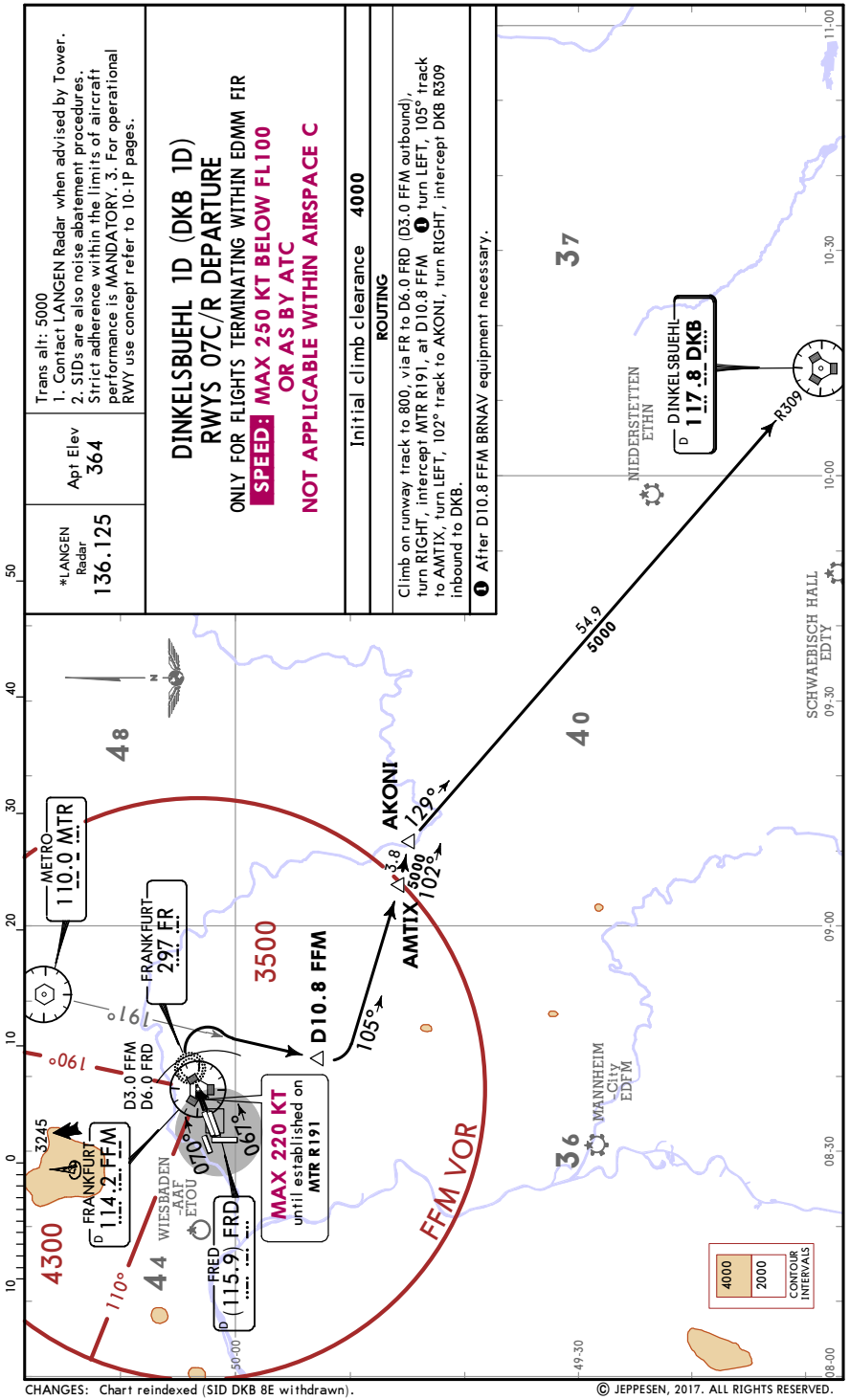
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **4000**

ROUTING

Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191, at D10.8 FFM ❶ turn LEFT, 105° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, intercept DKB R309 inbound to DKB.

❶ After D10.8 FFM BRNAV equipment necessary.



CHANGES: Chart reindexed (SID DKB 8E withdrawn).

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CHANGES: Chart reindexed (SID DKB 9G withdrawn).

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

DINKELSBUEHL 8F (DKB 8F)
RWYS 25L/C DEPARTURE

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires a minimum climb gradient of 316 per NM (5.2%) until passing 2500 due to airspace structure.

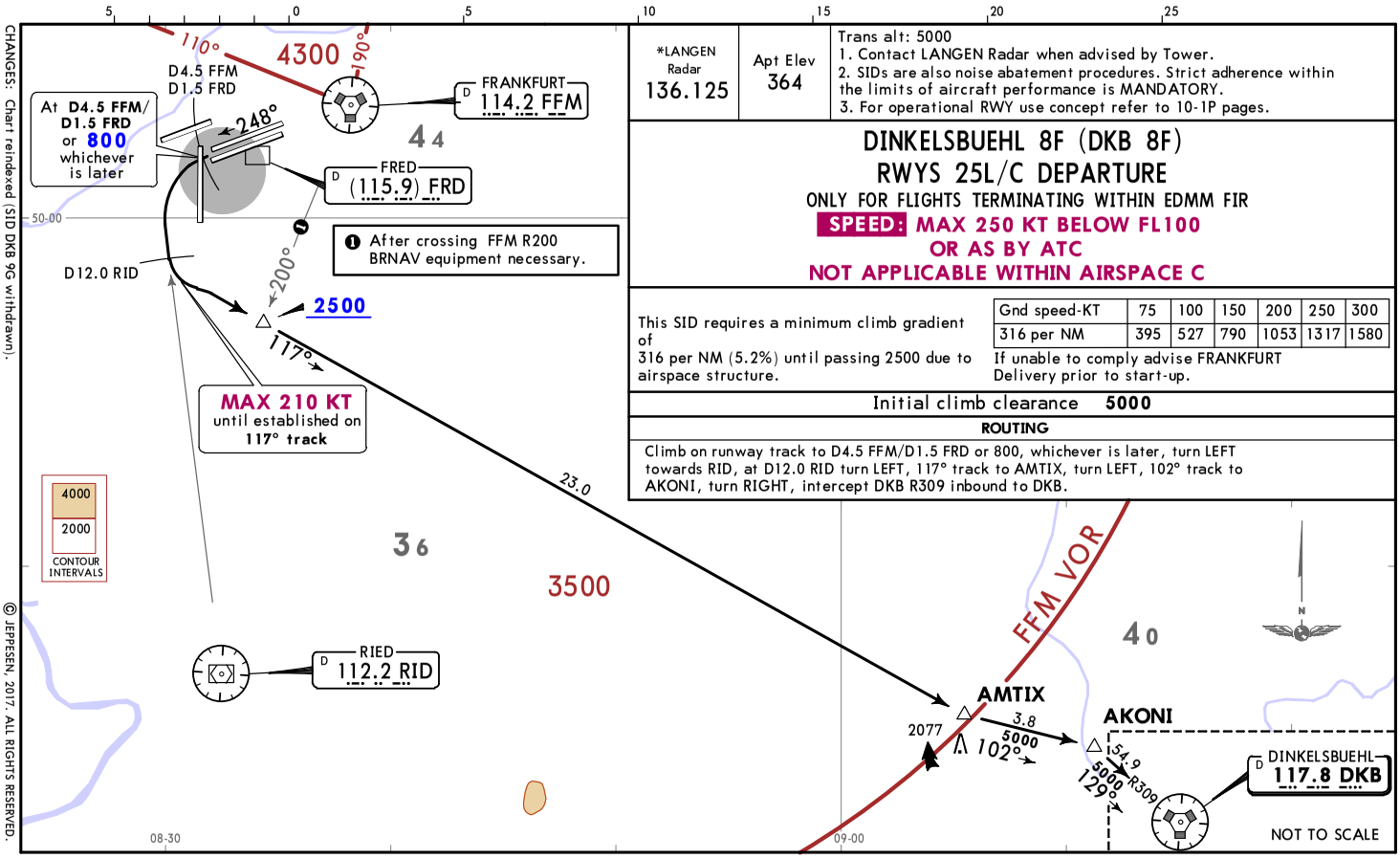
Gnd speed-KT	75	100	150	200	250	300
316 per NM	395	527	790	1053	1317	1580

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

Initial climb clearance **5000**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT towards RID, at D12.0 RID turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, intercept DKB R309 inbound to DKB.



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CHANGES: General notes.

*LANGEN Radar	Apt Elev
136.125	364

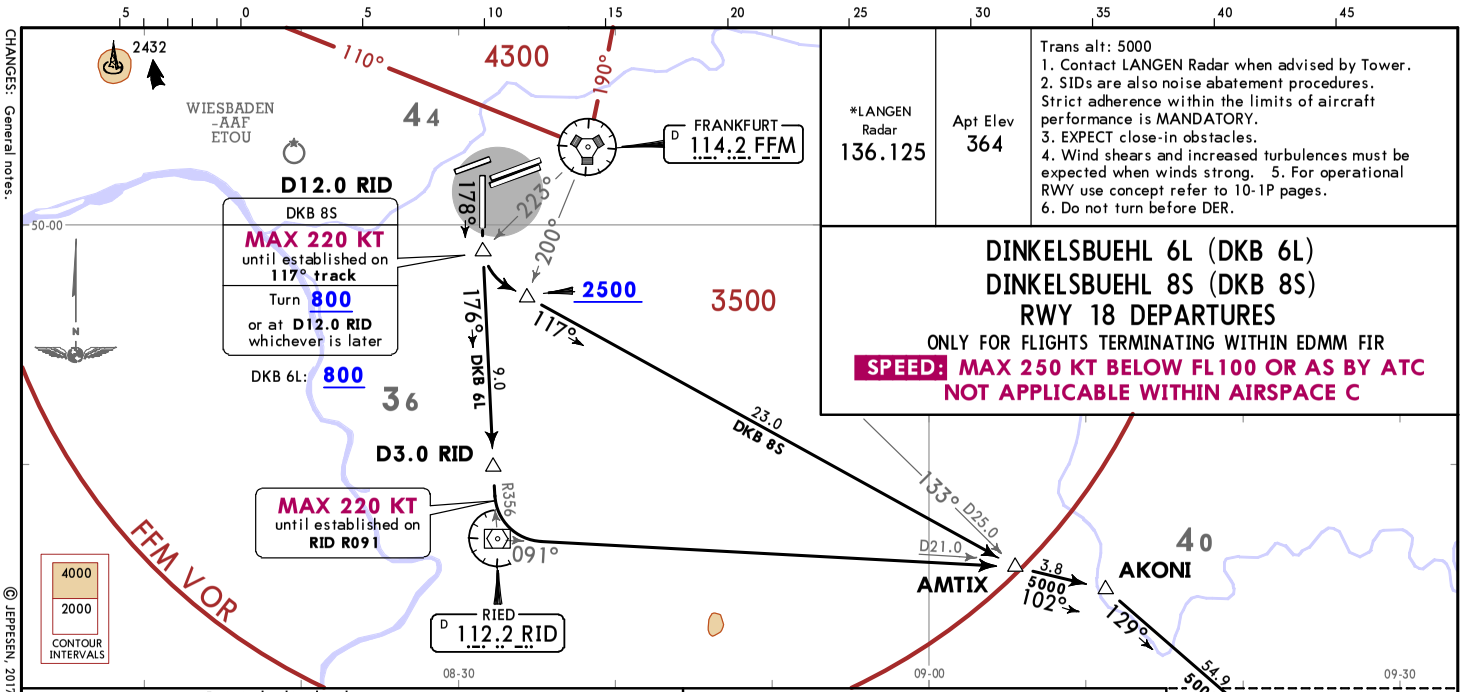
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. EXPECT close-in obstacles.
4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

DINKELSBUEHL 6L (DKB 6L)
DINKELSBUEHL 8S (DKB 8S)
RWY 18 DEPARTURES

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

SID	ROUTING
DKB 6L	Climb on runway track to 800, intercept RID R356 inbound to D3.0 RID, turn LEFT, intercept RID R091 to AMTIX ❶, turn RIGHT, 102° track to AKONI, turn RIGHT, intercept DKB R309 inbound to DKB.
DKB 8S ❷	Climb on runway track to 800 or D12.0 RID, whichever is later, turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, intercept DKB R309 inbound to DKB.

After AMTIX ❶ /passing FFM R200 ❷ BRNAV equipment necessary.

DKB 8S

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 DKB 6L.

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Apt Elev	Trans alt: 5000
364	1. Contact LANGEN Radar when advised by Tower.
*LANGEN Radar 136.125	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
	3. For operational RWY use concept refer to 10-1P pages.

KOMIB 3D
RWYS 07C/R DEPARTURE
ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

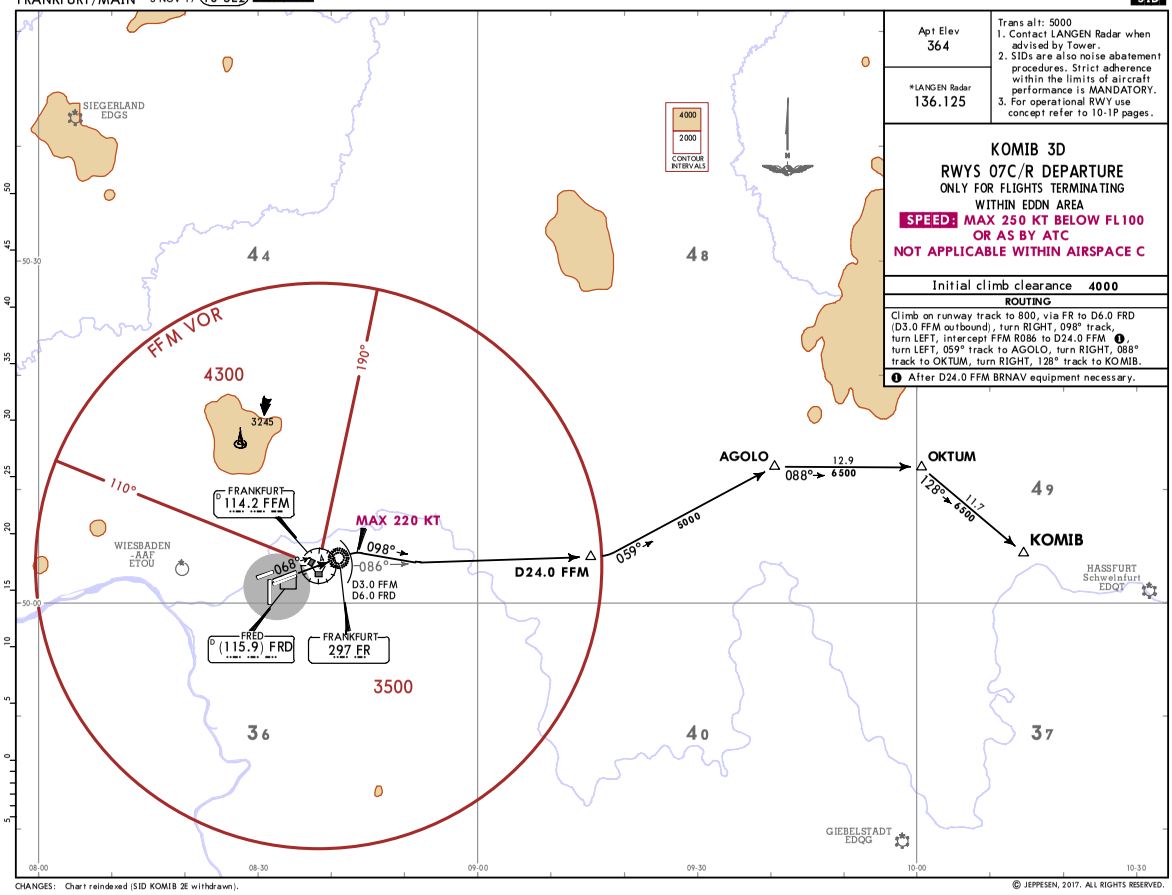
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **4000**

ROUTING

Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, 098° track, turn LEFT, intercept FFM R086 to D24.0 FFM ❶, turn LEFT, 059° track to AGOLO, turn RIGHT, 088° track to OKTUM, turn RIGHT, 128° track to KOMIB.

❶ After D24.0 FFM BRNAV equipment necessary.



CHANGES: Chart reindexed (SID KOMIB 2E withdrawn).

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*LANGEN Radar	Apt Elev	Trans alt: 5000
120.150	364	1. Contact LANGEN Radar when advised by Tower.
		2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
		3. For operational RWY use concept refer to 10-1P pages.

MARUN 9D
MARUN 5E
RWYS 07C/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

MARUN 5E

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

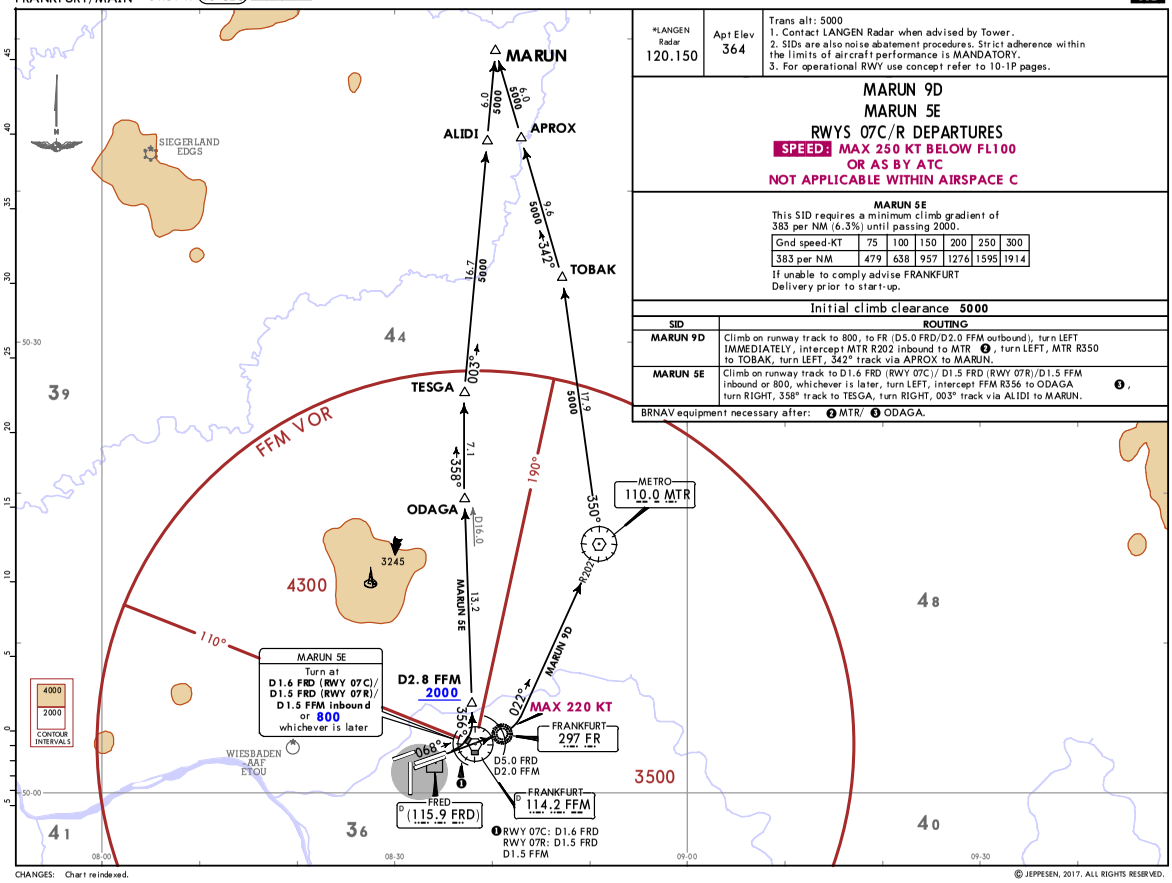
Gnd speed-KT	75	100	150	200	250	300
383 per NM	479	638	957	1276	1595	1914

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

Initial climb clearance **5000**

SID	ROUTING
MARUN 9D	Climb on runway track to 800, to FR (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY, intercept MTR R202 inbound to MTR ❷, turn LEFT, MTR R350 to TOBAK, turn LEFT, 342° track via APROX to MARUN.
MARUN 5E	Climb on runway track to D1.6 FRD (RWY 07C)/ D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn LEFT, intercept FFM R356 to ODAGA turn RIGHT, 358° track to TESGA, turn RIGHT, 003° track via ALIDI to MARUN. ❸

BRNAV equipment necessary after: ❷ MTR/ ❸ ODAGA.



CHANGES: Chart reindexed.

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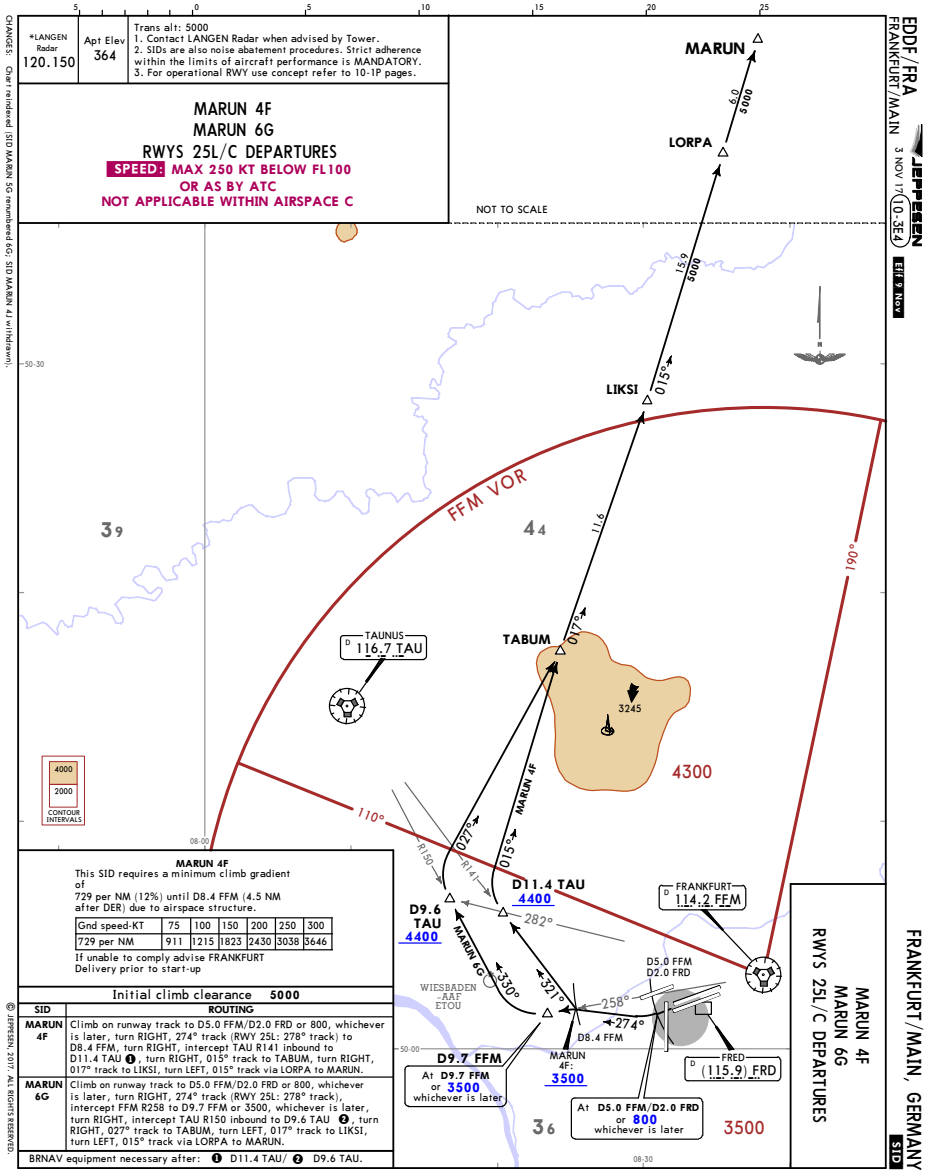
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 4F
MARUN 6G
RWYS 25L/C DEPARTURES

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



MARUN 4F
This SID requires a minimum climb gradient of
729 per NM (12%) until D8.4 FFM (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**

SID	ROUTING
MARUN 4F	Climb on runway track to D5.0 FFM/D2.0 FRD or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 278° track) to D8.4 FFM, turn RIGHT, intercept TAU R141 inbound to D11.4 TAU ❶, turn RIGHT, 015° track to TABUM, turn RIGHT, 017° track to LIKSI, turn LEFT, 015° track via LORPA to MARUN.
MARUN 6G	Climb on runway track to D5.0 FFM/D2.0 FRD or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 278° track), intercept FFM R258 to D9.7 FFM or 3500, whichever is later, turn RIGHT, intercept TAU R150 inbound to D9.6 TAU ❷, turn RIGHT, 027° track to TABUM, turn LEFT, 017° track to LIKSI, turn LEFT, 015° track via LORPA to MARUN.

BRNAV equipment necessary after: ❶ D11.4 TAU/ ❷ D9.6 TAU.

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CHANGES: Chart reindexed. SID MARUN 5G renamed 6G; SID MARUN 4 in (Hilfswert).

EDDF/FRA FRANKFURT/MAIN 3 NOV 17 (10-3E4) JEPPESEN Eff 9 Nov

FRANKFURT/MAIN, GERMANY SID

MARUN 4F MARUN 6G RWYS 25L/C DEPARTURES

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EDDF/FRA
FRANKFURT/MAIN

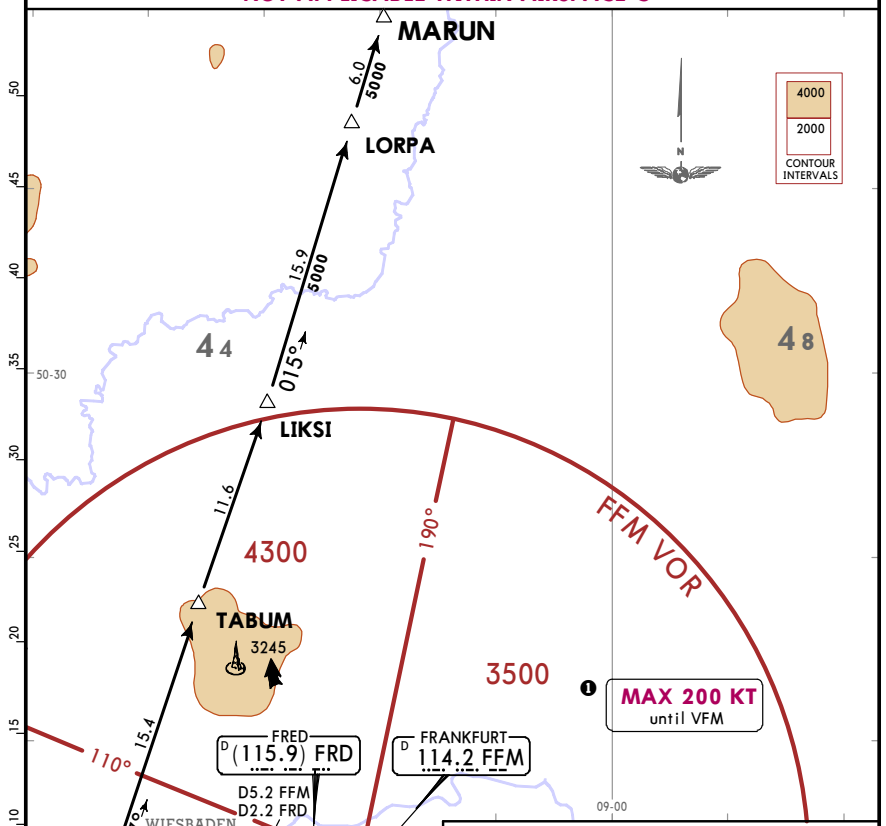
JEPPESEN **FRANKFURT/MAIN, GERMANY**

3 NOV 17 (10-3E5) **Eff 9 Nov** **SID**

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 4H
RWY 25L DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD ❷, turn RIGHT, 279° track to ROXAP, turn RIGHT, 335° track via ADEVO to LISKU, turn RIGHT, 017° track via TABUM to LIKSI, turn LEFT, 015° track via LORPA to MARUN.

❷ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3E6) Eff 9 Nov

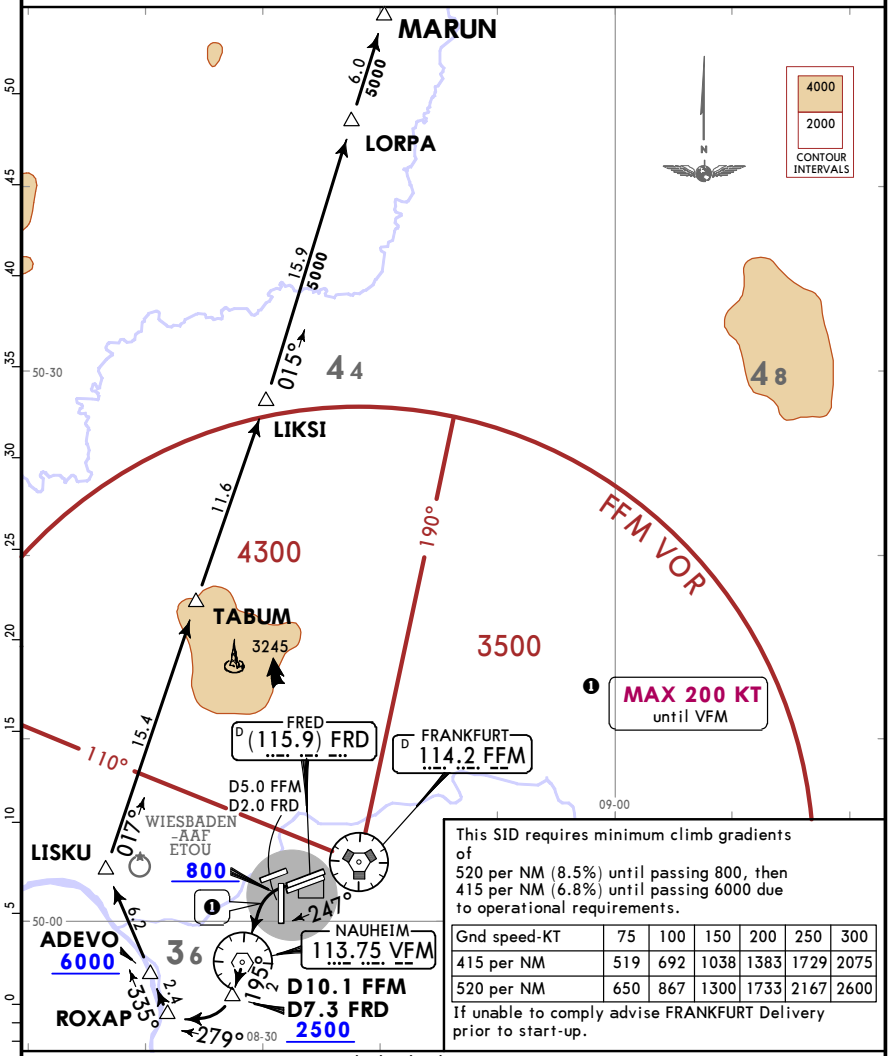
SID

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 6M
RWY 25C DEPARTURE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

On runway track to D5.0 FFM/D2.0 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD ❷, turn RIGHT, 279° track to ROXAP, turn RIGHT, 335° track via ADEVO to LISKU, turn RIGHT, 017° track via TABUM to LIKSI, turn LEFT, 015° track via LORPA to MARUN.

❷ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3E7) Eff 9 Nov

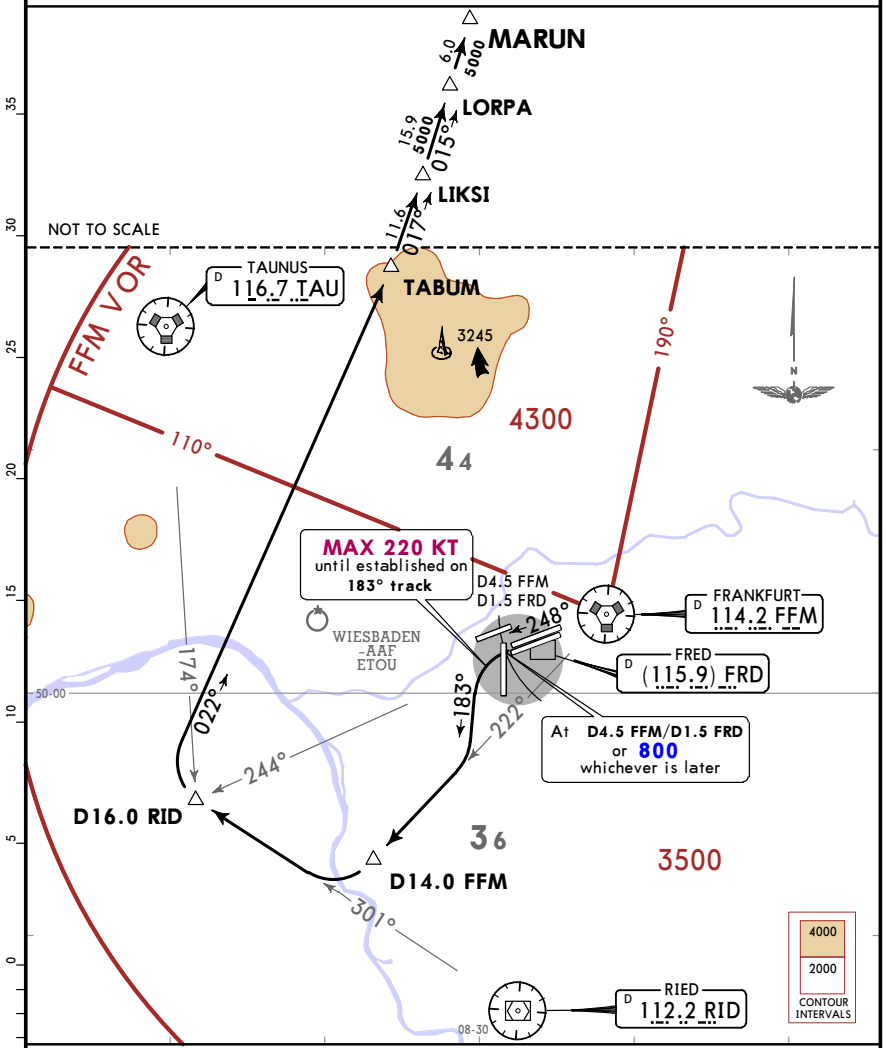
SID

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 6N
RWYS 25L/C DEPARTURE

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 183° track, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❶, turn RIGHT, 022° track to TABUM, turn LEFT, 017° track to LIKSI, turn LEFT, 015° track via LORPA to MARUN.

❶ After D16.0 RID BRNAV equipment necessary.

CHANGES: Chart reindexed.

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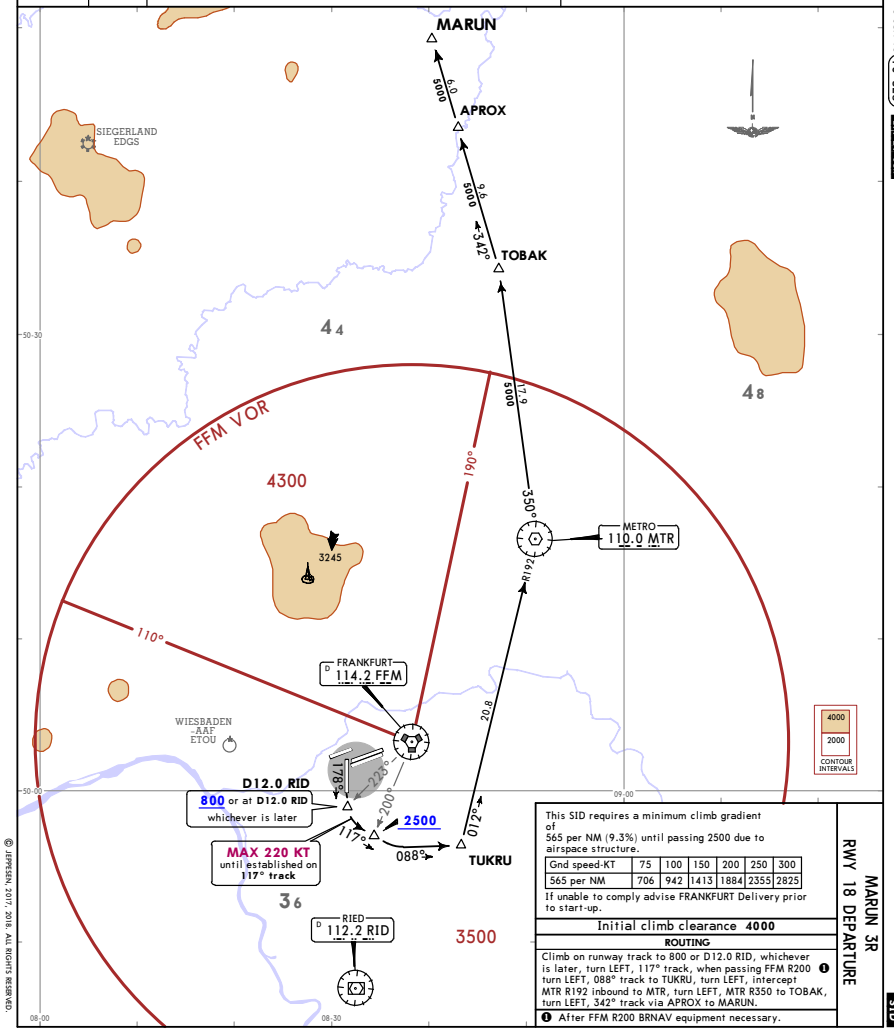
CHANGES: General notes.

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.	MARUN 3R RWY 18 DEPARTURE BY ATC SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

EDDF/FRA FRANKFURT/MAIN

JEPPESEN 8 JUN 18 (10-3E8) Eff 21 Jun



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.

Initial climb clearance 4000

ROUTING

Climb on runway track to 800 or D12.0 RID, whichever is later, turn LEFT, 117° track, when passing FFM R200 ❶ turn LEFT, 088° track to TUKRU, turn LEFT, intercept MTR R192 inbound to MTR, turn LEFT, MTR R350 to TOBAK, turn LEFT, 342° track via APROX to MARUN.

❶ After FFM R200 BRNAV equipment necessary.

MARUN 3R RWY 18 DEPARTURE

FRANKFURT/MAIN, GERMANY

SID

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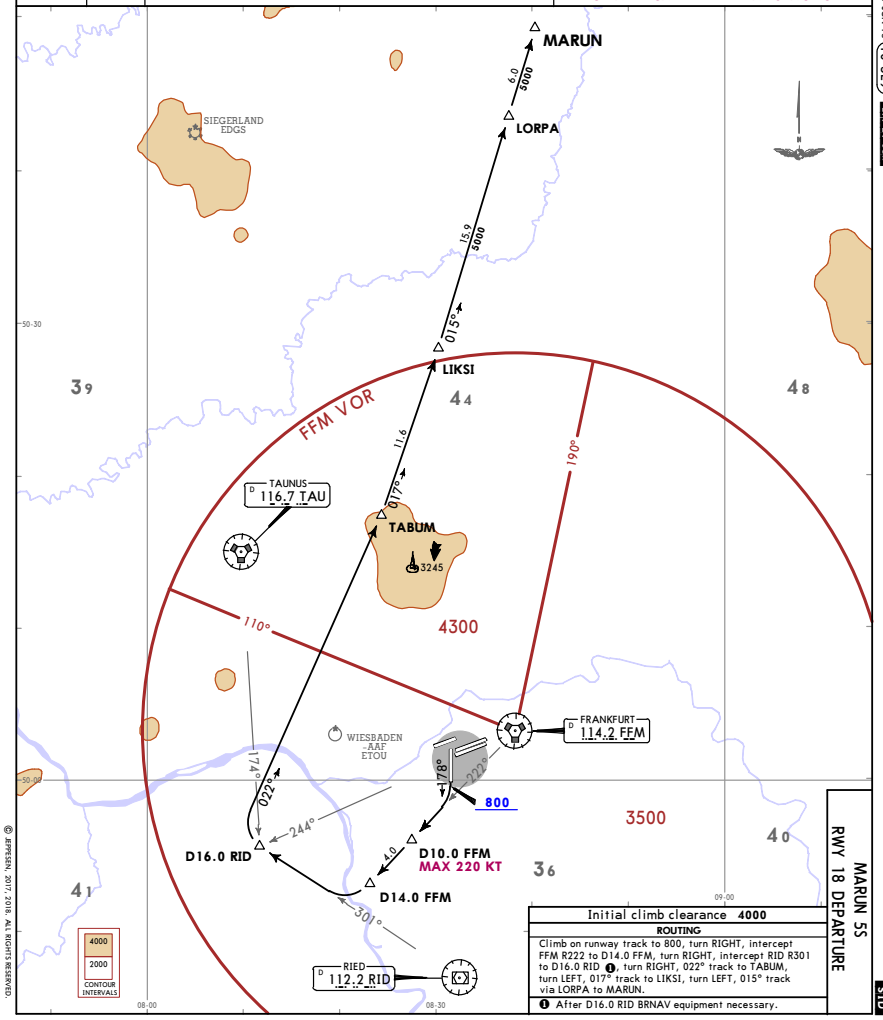
CHANGES: General notes.

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.	MARUN 5S RWY 18 DEPARTURE BY ATC WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS RWY 25 SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C

EDDF/FRA FRANKFURT/MAIN

JEPPESEN 8 JUN 18 (10-3E9) Eff 21 Jun



Initial climb clearance 4000

ROUTING

Climb on runway track to 800, turn RIGHT, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❶, turn RIGHT, 022° track to TABUM, turn LEFT, 017° track to LIKSI, turn LEFT, 015° track via LORPA to MARUN.

❶ After D16.0 RID BRNAV equipment necessary.

MARUN 5S RWY 18 DEPARTURE

FRANKFURT/MAIN, GERMANY

SID

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3F) Eff 21 Jun SID

*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

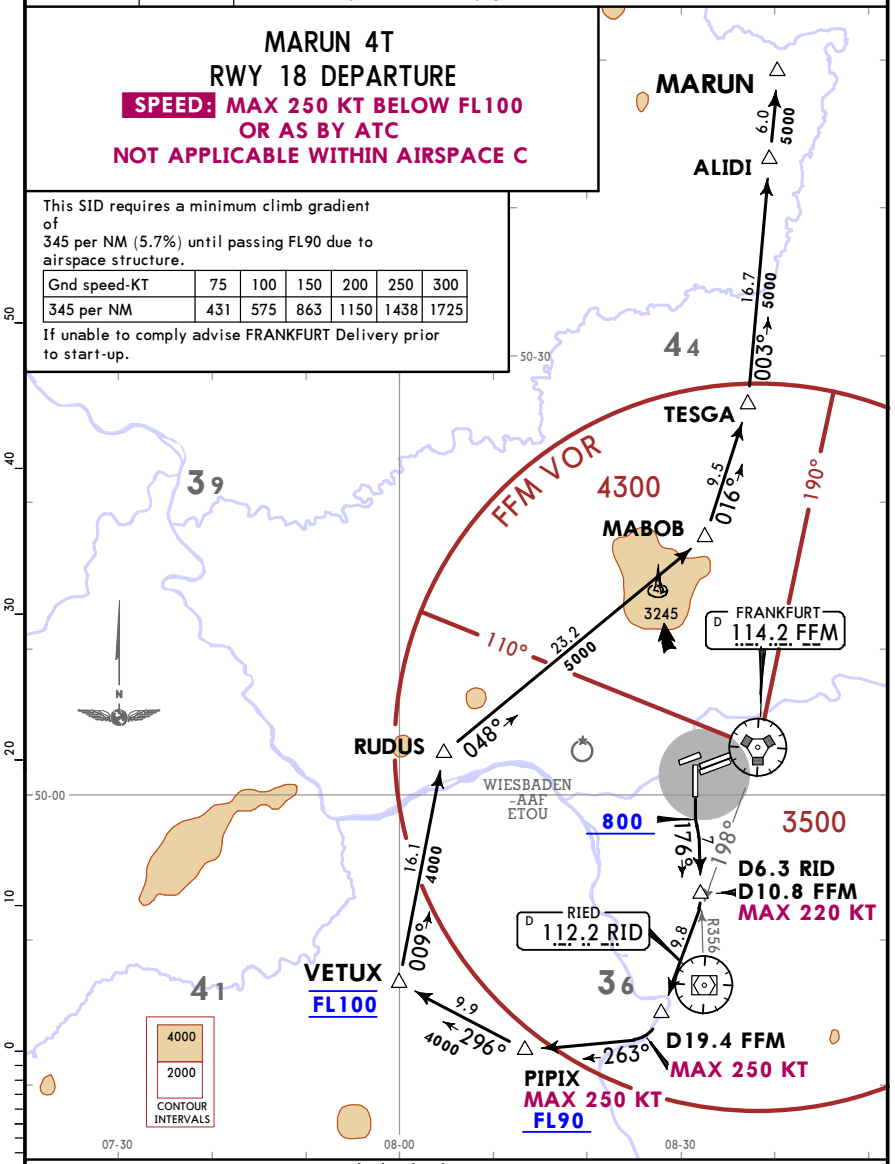
MARUN 4T
RWY 18 DEPARTURE

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

This SID requires a minimum climb gradient of 345 per NM (5.7%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
345 per NM	431	575	863	1150	1438	1725

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



Initial climb clearance **4000**

ROUTING

Climb on runway track to 800, intercept RID R356 inbound to D6.3 RID (D10.8 FFM), turn RIGHT, intercept FFM R198 to D19.4 FFM ❶, turn RIGHT, 263° track to PIPIX, turn RIGHT, 296° track to VETUX, turn RIGHT, 009° track to RUDUS, turn RIGHT, intercept 048° track to MABOB, turn LEFT, 016° track to TESGA, turn LEFT, 003° track via ALIDI to MARUN.

❶ After D19.4 FFM BRNAV equipment necessary.

CHANGES: General notes.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

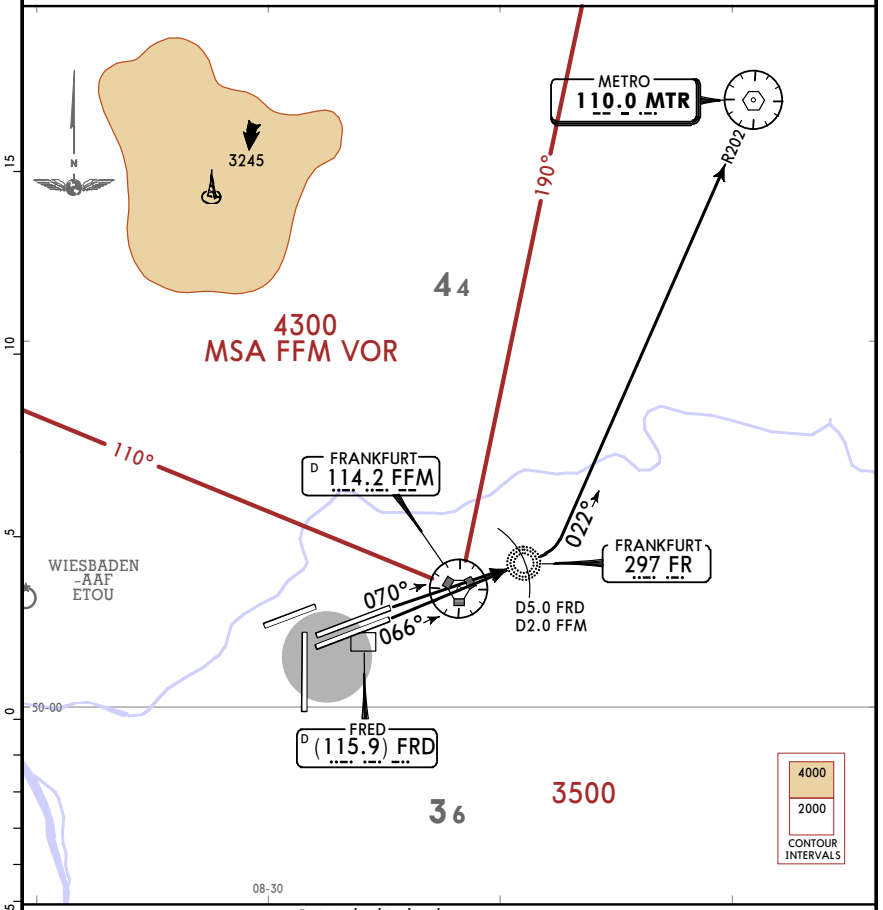
8 JUN 18 (10-3G) Eff 21 Jun SID

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

METRO 4C (MTR 4C)
RWYS 07C/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
MAX FL90
SPECIAL PERMISSION NEEDED PRIOR TO FLIGHT

SPEED: 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 (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY, intercept MTR R202 inbound to MTR.

CHANGES: None.

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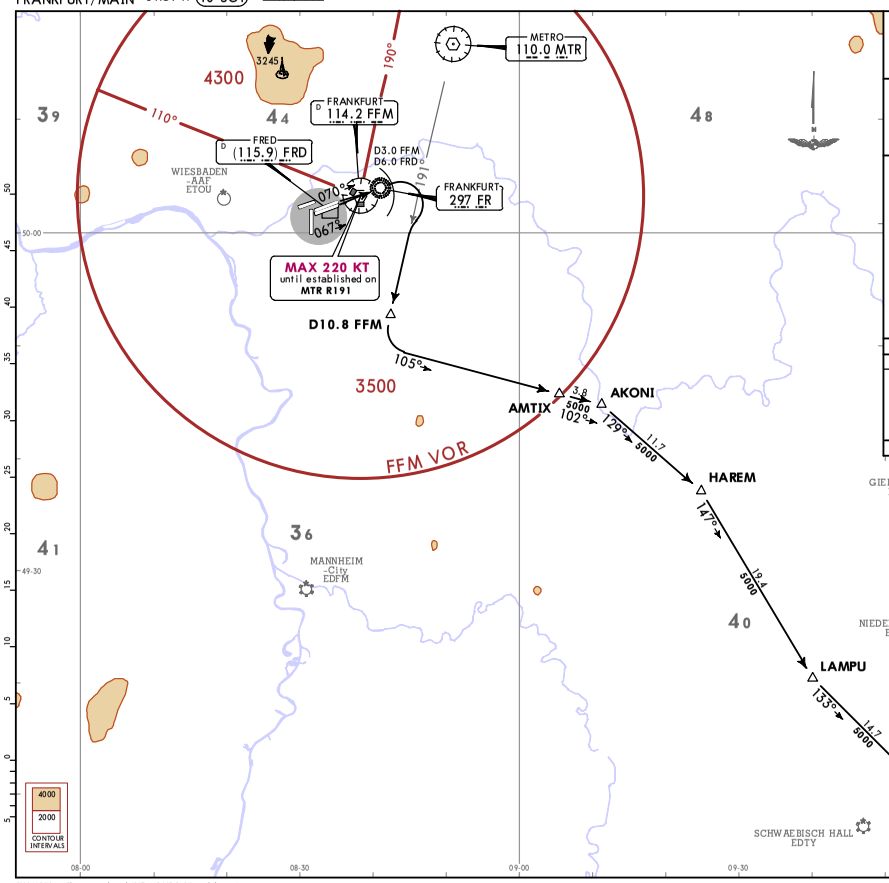
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 3 NOV 17 (10-3G1) Eff 9 Nov

FRANKFURT/MAIN, GERMANY

SID



*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

NOMBO 1D
RWYS 07C/R DEPARTURE

NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

SPEED: 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, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191, at D10.8 FFM ❶ turn LEFT, 105° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, 129° track to HAREM, turn RIGHT, 147° track to LAMPU, turn LEFT, 133° track via GEBNO to NOMBO.

❶ After D10.8 FFM BRNAV equipment necessary.

CHANGES: Chart reindexed (SID NOMBO 9E withdrawn).

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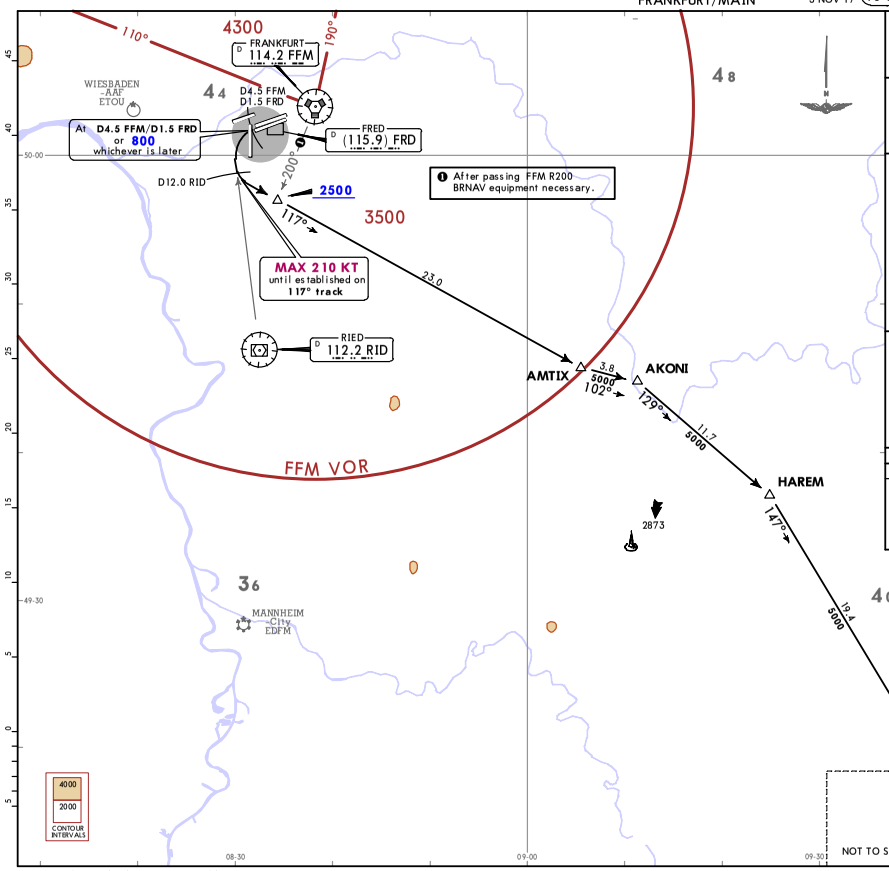
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 3 NOV 17 (10-3G2) Eff 9 Nov

FRANKFURT/MAIN, GERMANY

SID



*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

NOMBO 9F
RWYS 25L/C DEPARTURE

NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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

This SID requires 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**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT towards RID, at D12.0 RID turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, 129° track to HAREM, turn RIGHT, 147° track to LAMPU, turn LEFT, 133° track via GEBNO to NOMBO.

CHANGES: Chart reindexed (SID NOMBO 1G withdrawn).

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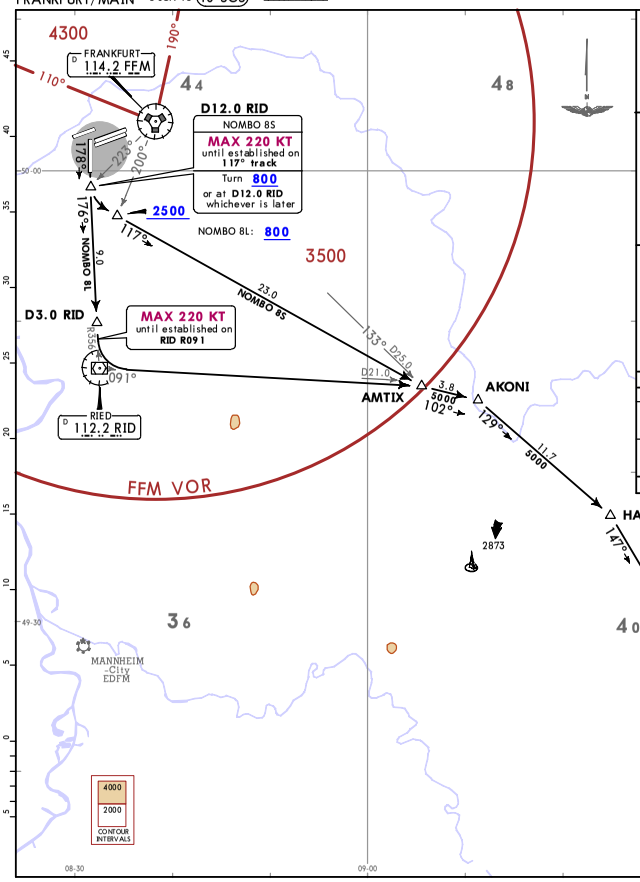

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong.
5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

NOMBO 8L, NOMBO 8S
RWY 18 DEPARTURES

NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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

NOMBO 8S
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 8L.

Initial climb clearance **4000**

SID	ROUTING
NOMBO 8L	Climb on runway track to 800, intercept RID R356 inbound to D3.0 RID, turn LEFT, intercept RID R091 to AMTIX ❶, turn RIGHT, 102° track to AKONI, turn RIGHT, 129° track to HAREM, turn RIGHT, 147° track to LAMPU, turn LEFT, 133° track via GEBNO to NOMBO.
NOMBO 8S ❷	Climb on runway track to 800, or D12.0 RID, whichever is later, turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, 129° track to HAREM, turn RIGHT, 147° track to LAMPU, turn LEFT, 133° track via GEBNO to NOMBO.

After AMTIX ❶/passing FFM R200 ❷ BRNAV equipment necessary.

CHANGES: General notes.

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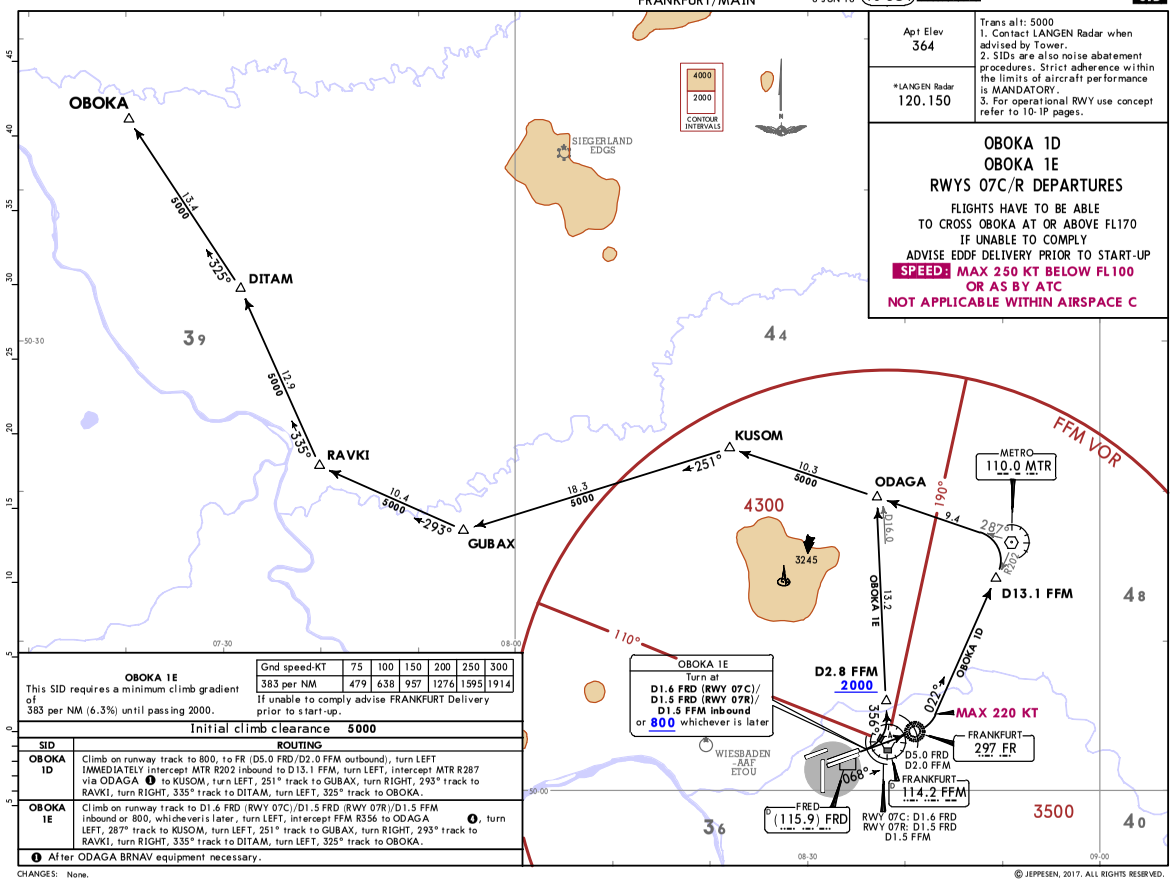

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1D
OBOKA 1E
RWYS 07C/R DEPARTURES

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP

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

OBOKA 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.

Initial climb clearance **5000**

SID	ROUTING
OBOKA 1D	Climb on runway track to 800, to FR (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY intercept MTR R202 inbound to D13.1 FFM, turn LEFT, intercept MTR R287 via ODAGA ❶ to KUSOM, turn LEFT, 251° track to GUBAX, turn RIGHT, 293° track to RAVKI, turn RIGHT, 335° track to DITAM, turn LEFT, 325° track to OBOKA.
OBOKA 1E	Climb on runway track to D1.6 FRD (RWY 07C)/D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn LEFT, intercept FFM R356 to ODAGA ❶, turn LEFT, 287° track to KUSOM, turn LEFT, 251° track to GUBAX, turn RIGHT, 293° track to RAVKI, turn RIGHT, 335° track to DITAM, turn LEFT, 325° track to OBOKA.

❶ After ODAGA BRNAV equipment necessary.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 3 NOV 17 (10-3G5) Eff 9 Nov

FRANKFURT/MAIN, GERMANY

SID

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1G
RWYS 25L/C DEPARTURE

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP

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

This SID requires 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

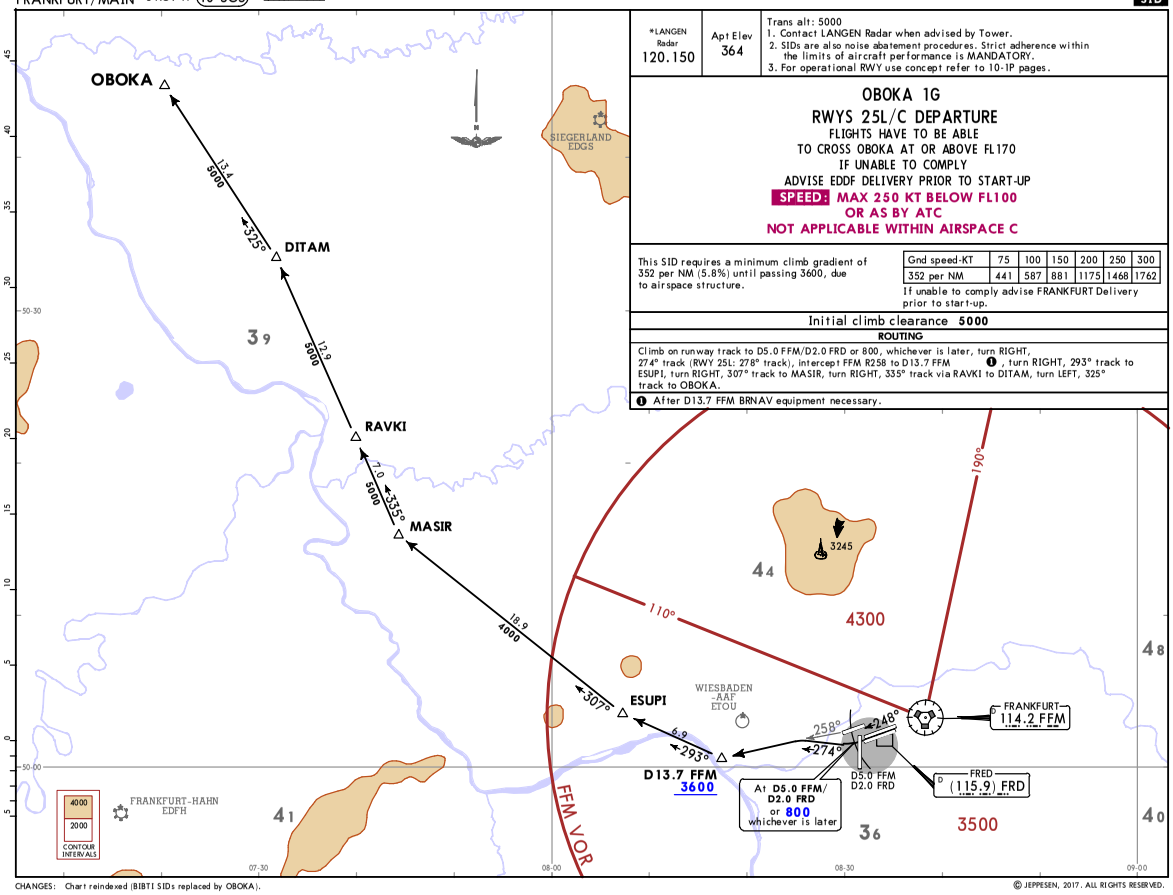
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **5000**

ROUTING

Climb on runway track to D5.0 FFM/D2.0 FRD or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 278° track), intercept FFM R258 to D13.7 FFM ❶, turn RIGHT, 293° track to ESUPI, turn RIGHT, 307° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA.

❶ After D13.7 FFM BRNAV equipment necessary.



CHANGES: Chart reindexed (BIBTI SIDs replaced by OBOKA).

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY 3 NOV 17 (10-3G6) Eff 9 Nov

SID

Apt Elev	*LANGEN Radar
364	120.150

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1H
RWY 25L DEPARTURE

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP

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

This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then 273 per NM (4.5%) until passing 2500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
273 per NM	341	455	683	910	1138	1365
520 per NM	650	867	1300	1733	2167	2600

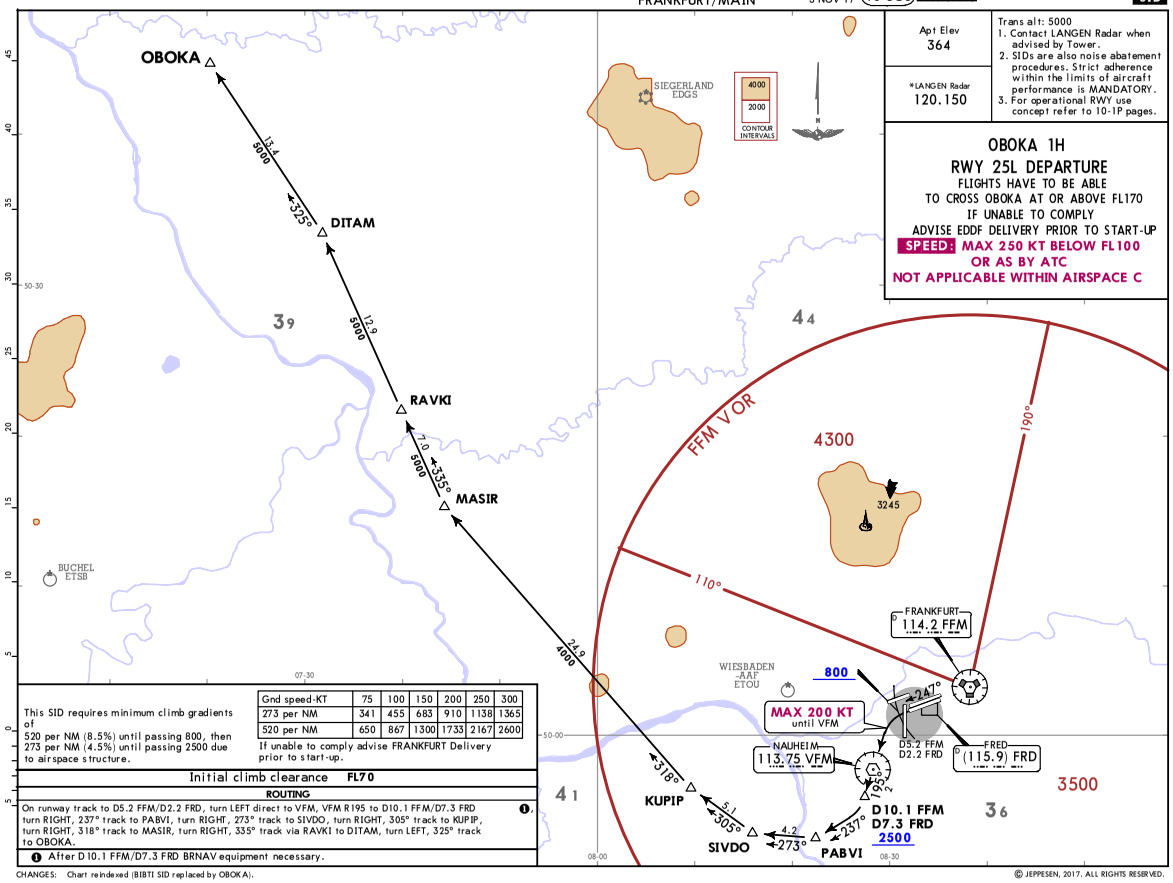
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL70**

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD turn RIGHT, 237° track to PABVI, turn RIGHT, 273° track to SIVDO, turn RIGHT, 305° track to KUPIP, turn RIGHT, 318° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA. ❶

❶ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.



CHANGES: Chart reindexed (BIBTI SID replaced by OBOKA).

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*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1M
RWY 25C DEPARTURE

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
273 per NM (4.5%) until passing 2500 due
to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
273 per NM	341	455	683	910	1138	1365
520 per NM	650	867	1300	1733	2167	2600

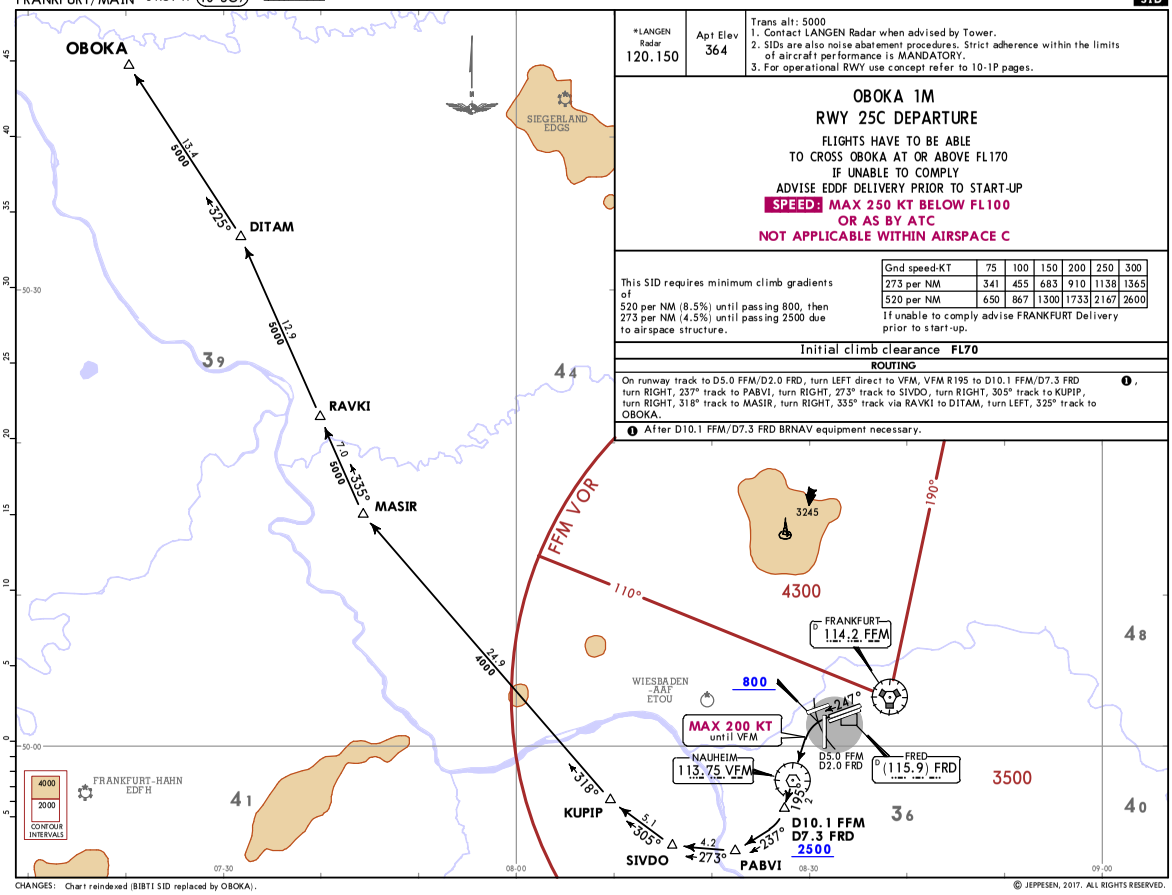
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL70**

ROUTING

On runway track to D5.0 FFM/D2.0 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD turn RIGHT, 237° track to PABVI, turn RIGHT, 273° track to SIVDO, turn RIGHT, 305° track to KUPIP, turn RIGHT, 318° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA. ❶,

❶ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.



CHANGES: Chart reindexed (BIBTI SID replaced by OBOKA).

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Apt Elev	*LANGEN Radar	
364	120.150	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1N
RWYS 25L/C DEPARTURE

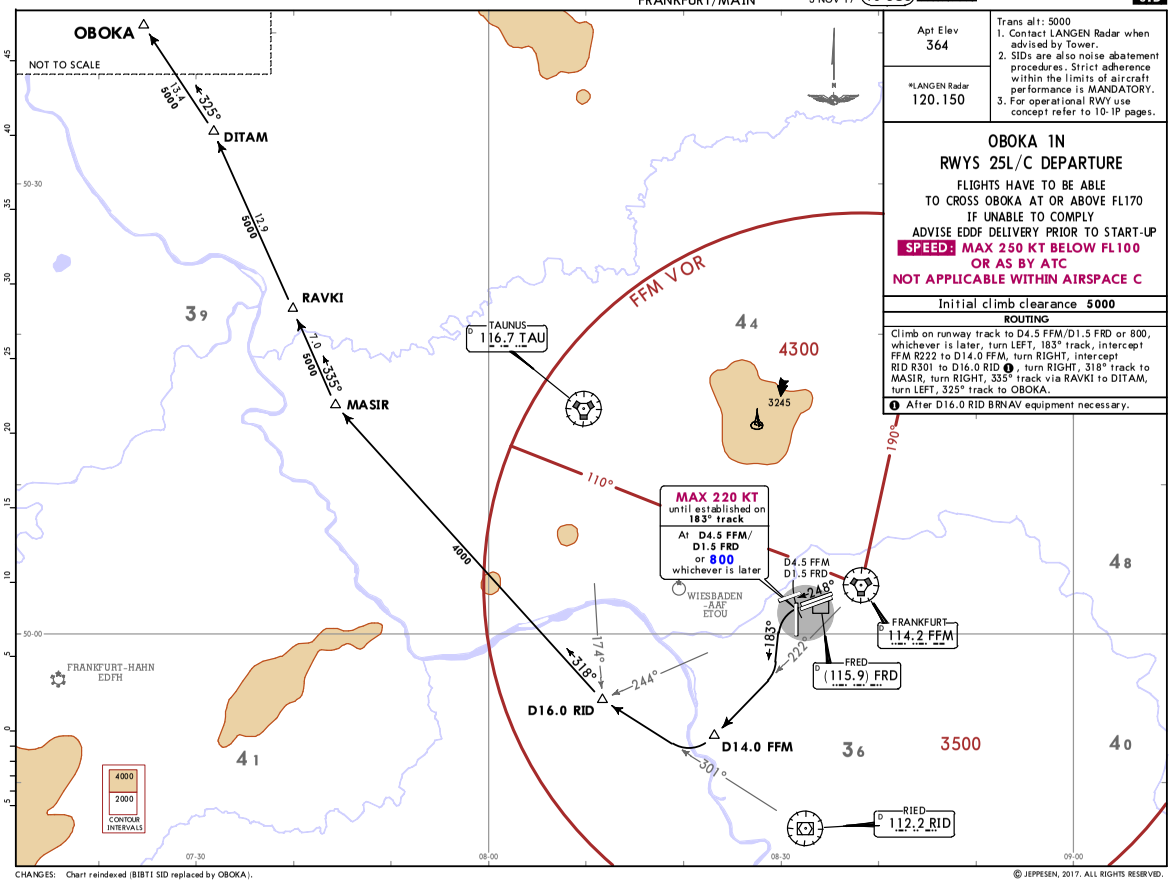
FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 183° track, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❶, turn RIGHT, 318° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA.

❶ After D16.0 RID BRNAV equipment necessary.



CHANGES: Chart reindexed (BIBTI SID replaced by OBOKA).

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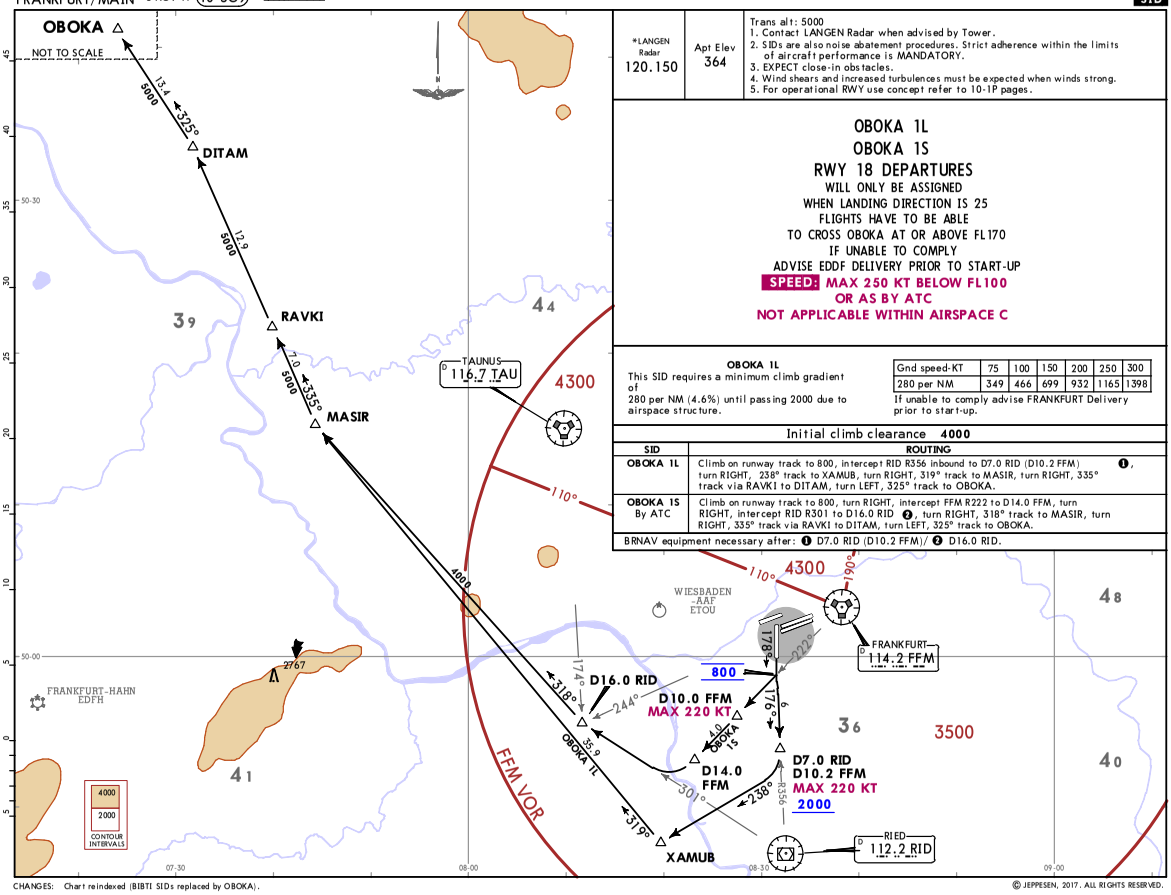

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong.
5. For operational RWY use concept refer to 10-1P pages.

OBOKA 1L
OBOKA 1S
RWY 18 DEPARTURES
WILL ONLY BE ASSIGNED
WHEN LANDING DIRECTION IS 25
FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

OBOKA 1L
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**

SID	ROUTING
OBOKA 1L	Climb on runway track to 800, intercept RID R356 inbound to D7.0 RID (D10.2 FFM) ❶, turn RIGHT, 238° track to XAMUB, turn RIGHT, 319° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA.
OBOKA 1S By ATC	Climb on runway track to 800, turn RIGHT, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❷, turn RIGHT, 318° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA.

BRNAV equipment necessary after: ❶ D7.0 RID (D10.2 FFM)/ ❷ D16.0 RID.

CHANGES: Chart reindexed (BIBTI SIDs replaced by OBOKA).

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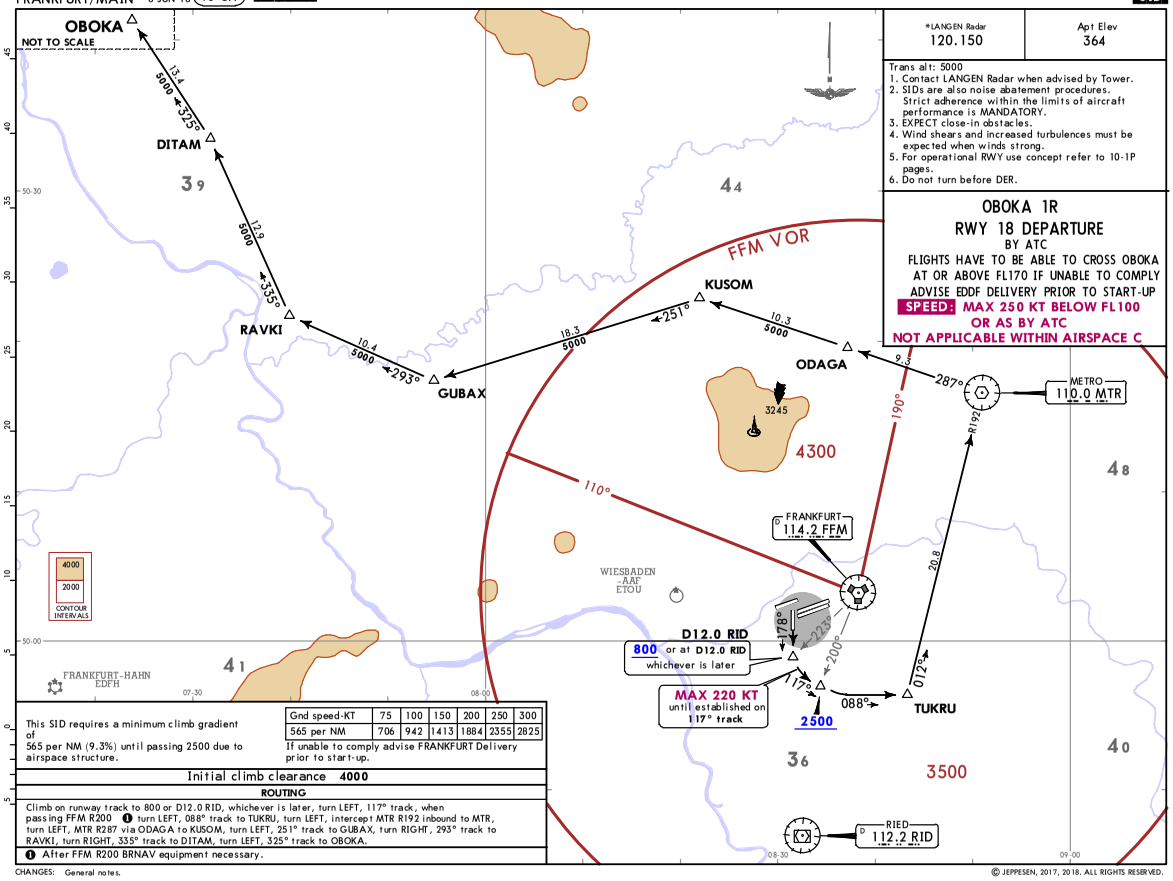

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong.
5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

OBOKA 1R
RWY 18 DEPARTURE
BY ATC
FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA
AT OR ABOVE FL170 IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: 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.

Initial climb clearance **4000**

ROUTING
Climb on runway track to 800 or D12.0 RID, whichever is later, turn LEFT, 117° track, when passing FFM R200 ❶ turn LEFT, 088° track to TUKRU, turn LEFT, intercept MTR R192 inbound to MTR, turn LEFT, MTR R287 via ODAGA to KUSOM, turn LEFT, 251° track to GUBAX, turn RIGHT, 293° track to RAVKI, turn RIGHT, 335° track to DITAM, turn LEFT, 325° track to OBOKA.
❶ After FFM R200 BRNAV equipment necessary.

CHANGES: General notes.

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JEPPESEN FRANKFURT/MAIN, GERMANY SID

8 JUN 18 (10-3J) Eff 9 Nov

EDDF/FRA
FRANKFURT/MAIN

*LANGEN Radar 136.125 | Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong.
5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

OBOKA 1T
RWY 18 DEPARTURE

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires a minimum climb gradient of 345 per NM (5.7%) until passing FL90 due to airspace structure.

Grd speed-KT	75	100	150	200	250	300
345' per NM	431	575	863	1150	1438	1725

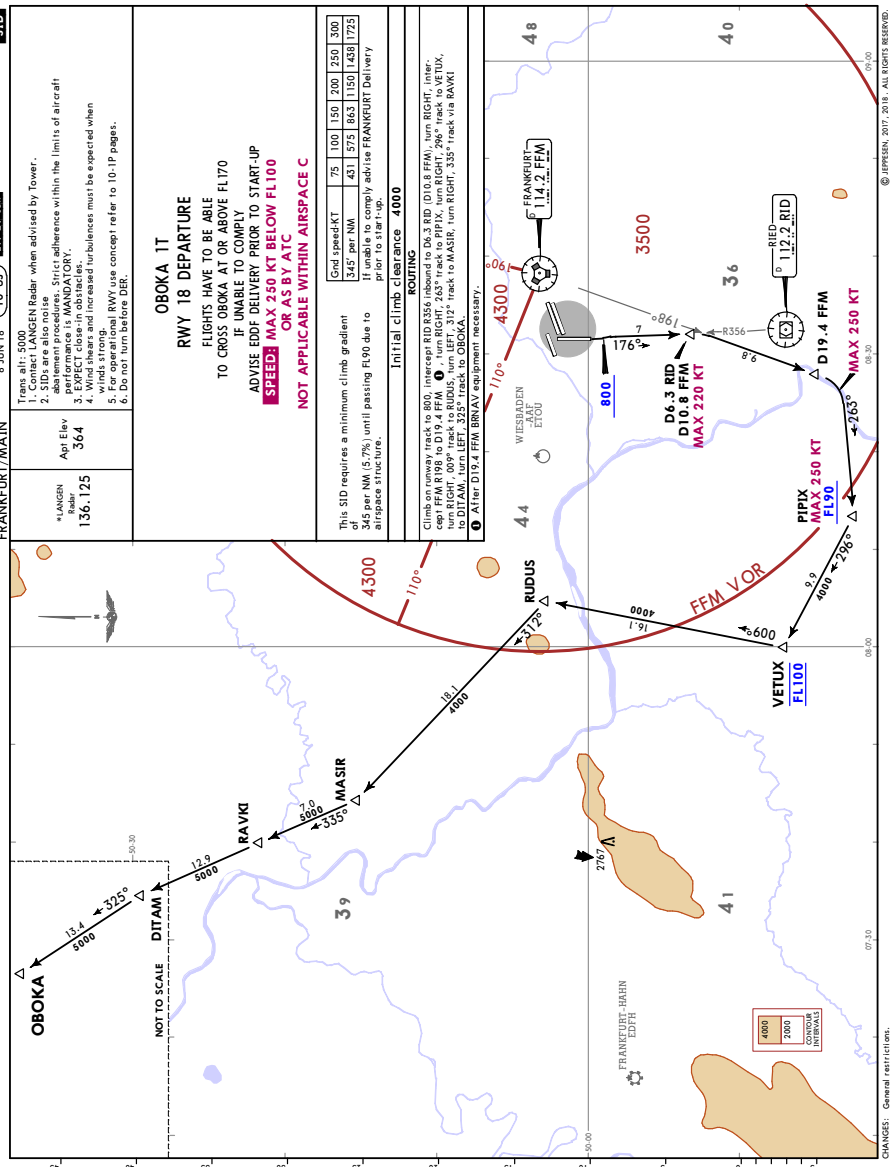
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance 4000

ROUTING

Climb on runway track to 800, intercept RID R356 inbound to D6.3 RID (D10.8 FFM), turn RIGHT, intercept FFM R198 to D19.4 FFM ❶ turn RIGHT, 263° track to PIPIX, turn RIGHT, 296° track to VETUX, turn RIGHT, 000° track to RUDUS, turn LEFT, 312° track to MASIR, turn RIGHT, 335° track via RAVKI to DITAM, turn LEFT, 325° track to OBOKA.

❶ After D19.4 FFM BRNAV equipment necessary.



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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY SID

3 NOV 17 (10-3J1) Eff 9 Nov

*LANGEN Radar 136.125 | Apt Elev 364

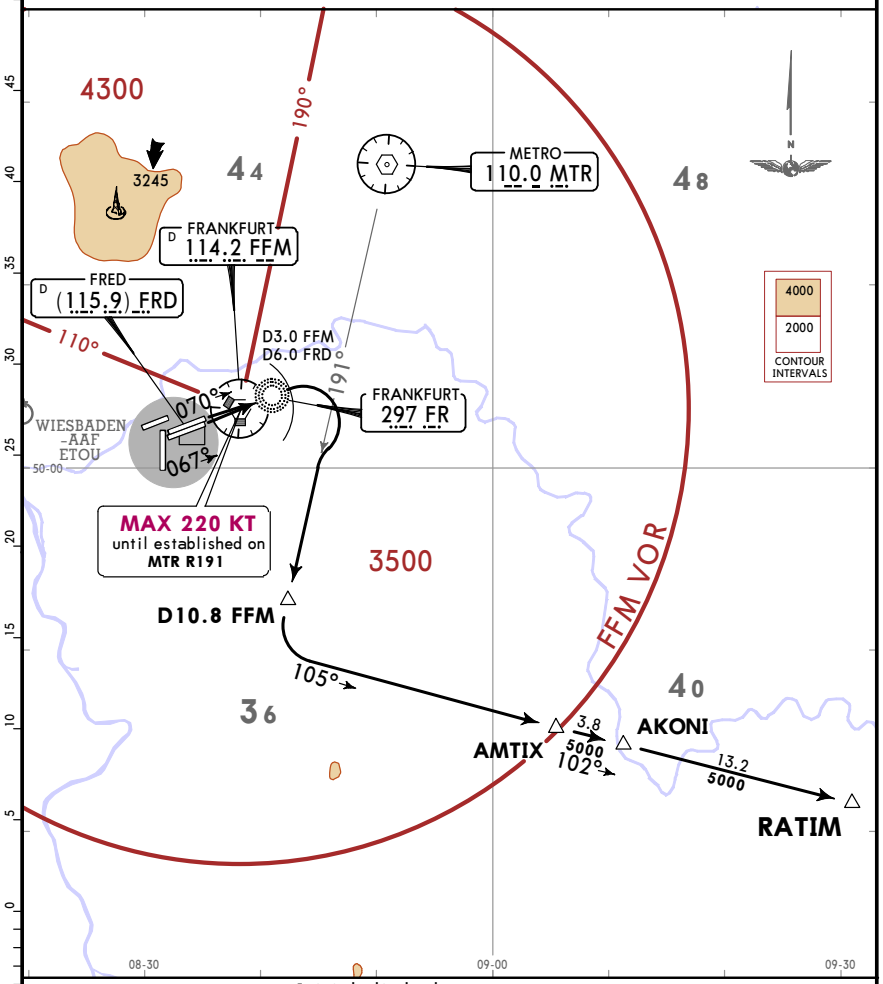
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

RATIM 6D
RWYS 07C/R DEPARTURE

ONLY PROP ACFT WITH MAX FL230 REQUESTED INSTEAD OF NOMBO SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

SPEED: 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, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191, at D10.8 FFM ❶ turn LEFT, 105° track to AMTIX, turn LEFT, 102° track via AKONI to RATIM.

❶ After D10.8 FFM BRNAV equipment necessary.

CHANGES: SID RATIM 6E withdrawn.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

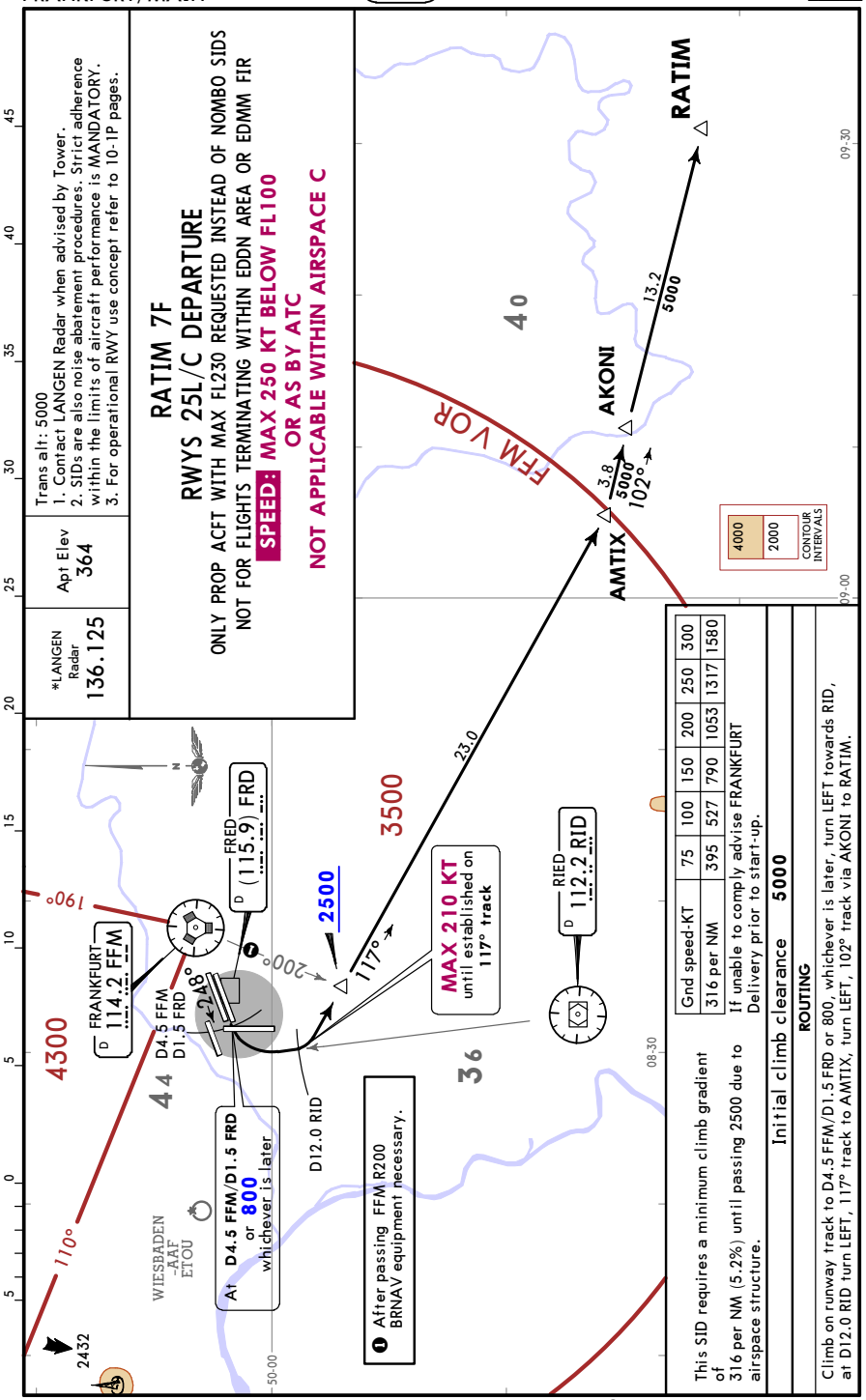
3 NOV 17 (10-3J2) Eff 9 Nov SID

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

RATIM 7F
RWYS 25L/C DEPARTURE

ONLY PROP ACFT WITH MAX FL230 REQUESTED INSTEAD OF NOMBO SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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



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

This SID requires a minimum climb gradient of 316 per NM (5.2%) until passing 2500 due to airspace structure.

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

Initial climb clearance 5000

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT towards RID, at D12.0 RID turn LEFT, 117° track to AMTIX, turn LEFT, 102° track via AKONI to RATIM.

CHANGES: SID RATIM 7G withdrawn.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

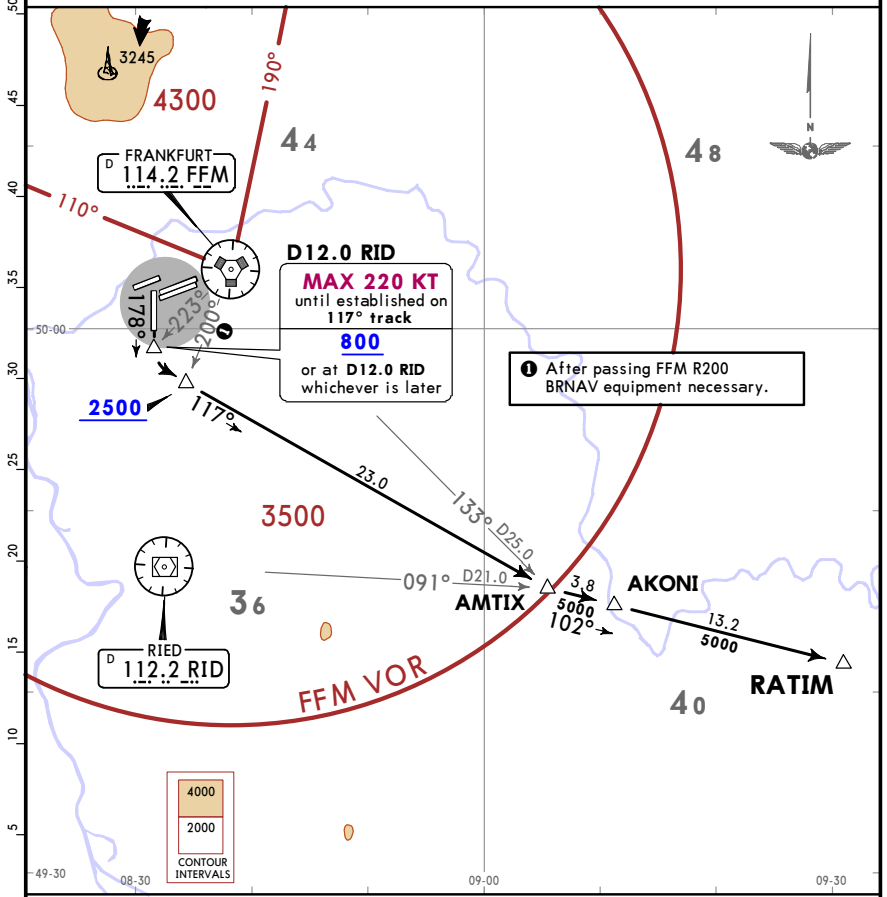
8 JUN 18 (10-3J3) Eff 21 Jun SID

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For departure designation refer to 10-1P pages. 6. Do not turn before DER.

RATIM 5S
RWY 18 DEPARTURE

ONLY PROP ACFT WITH MAX FL230 REQUESTED INSTEAD OF NOMBO SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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



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

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 alternate routing by ATC.

Initial climb clearance 4000

ROUTING

Climb on runway track to 800 or D12.0 RID, whichever is later, turn LEFT, 117° track to AMTIX, turn LEFT, 102° track via AKONI to RATIM.

CHANGES: General notes.

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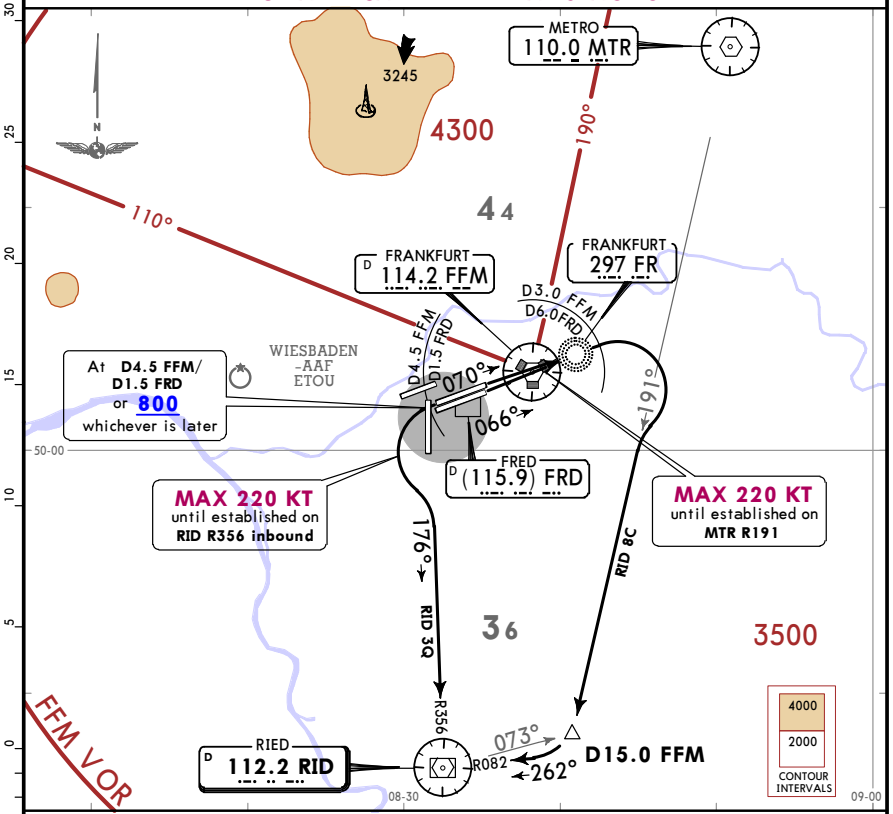
*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

RIED 8C (RID 8C)
RIED 3Q (RID 3Q)
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
MAX FL90
SPECIAL PERMISSION NEEDED PRIOR TO FLIGHT

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



RID 8C: Initial climb clearance **4000**
RID 3Q: Initial climb clearance **5000**

SID	RWY	ROUTING
RID 8C	07C/R	Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191, at D15.0 FFM turn RIGHT, intercept RID R082 inbound to RID.
RID 3Q	25L/C	Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, intercept RID R356 inbound to RID.

CHANGES: None.

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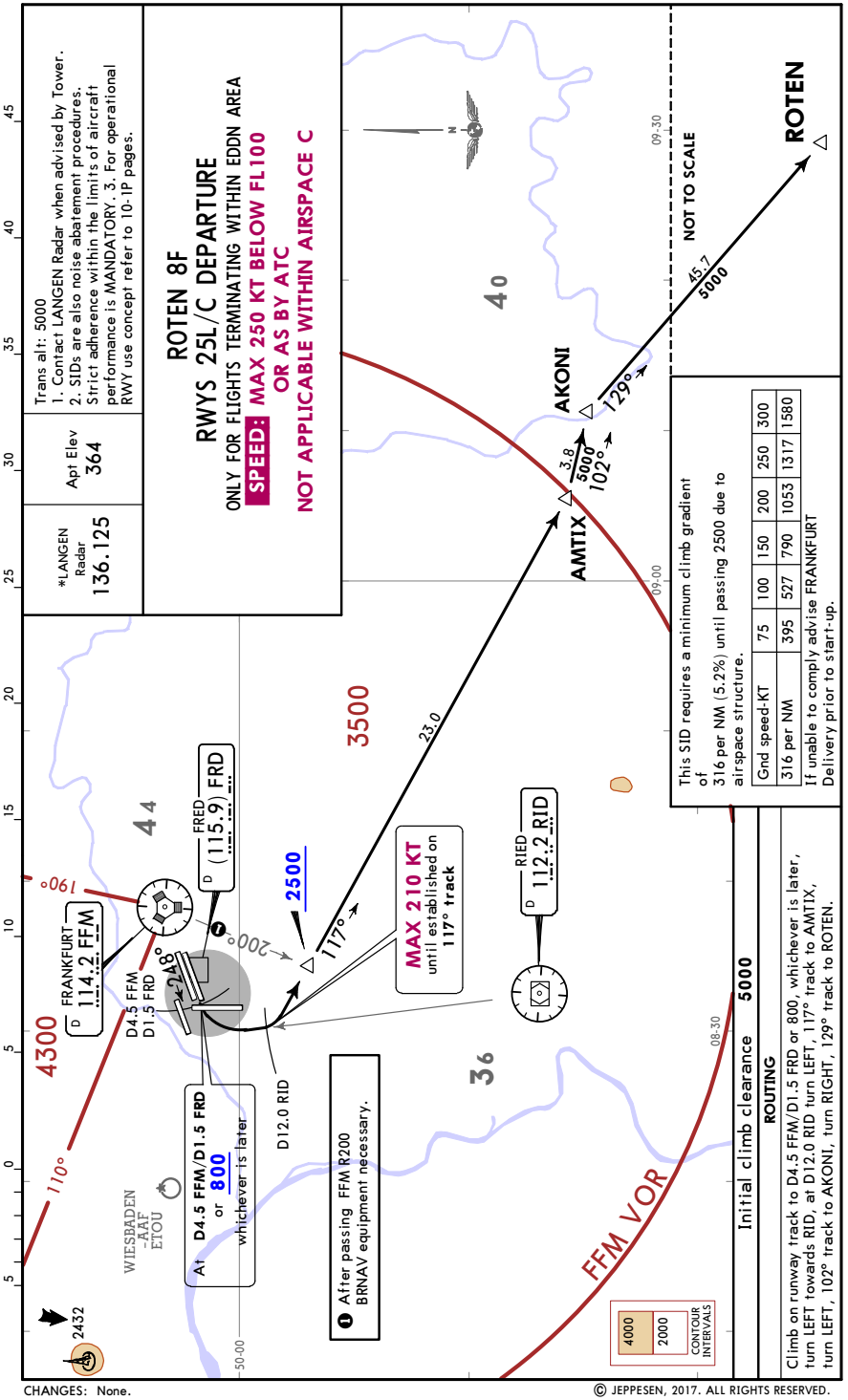
*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

ROTEN 8F
RWYS 25L/C DEPARTURE

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

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



This SID requires 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

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT towards RID, at D12.0 RID turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, 129° track to ROTEN.

CHANGES: None.

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*LANGEN Radar	Apt Elev
136.125	364

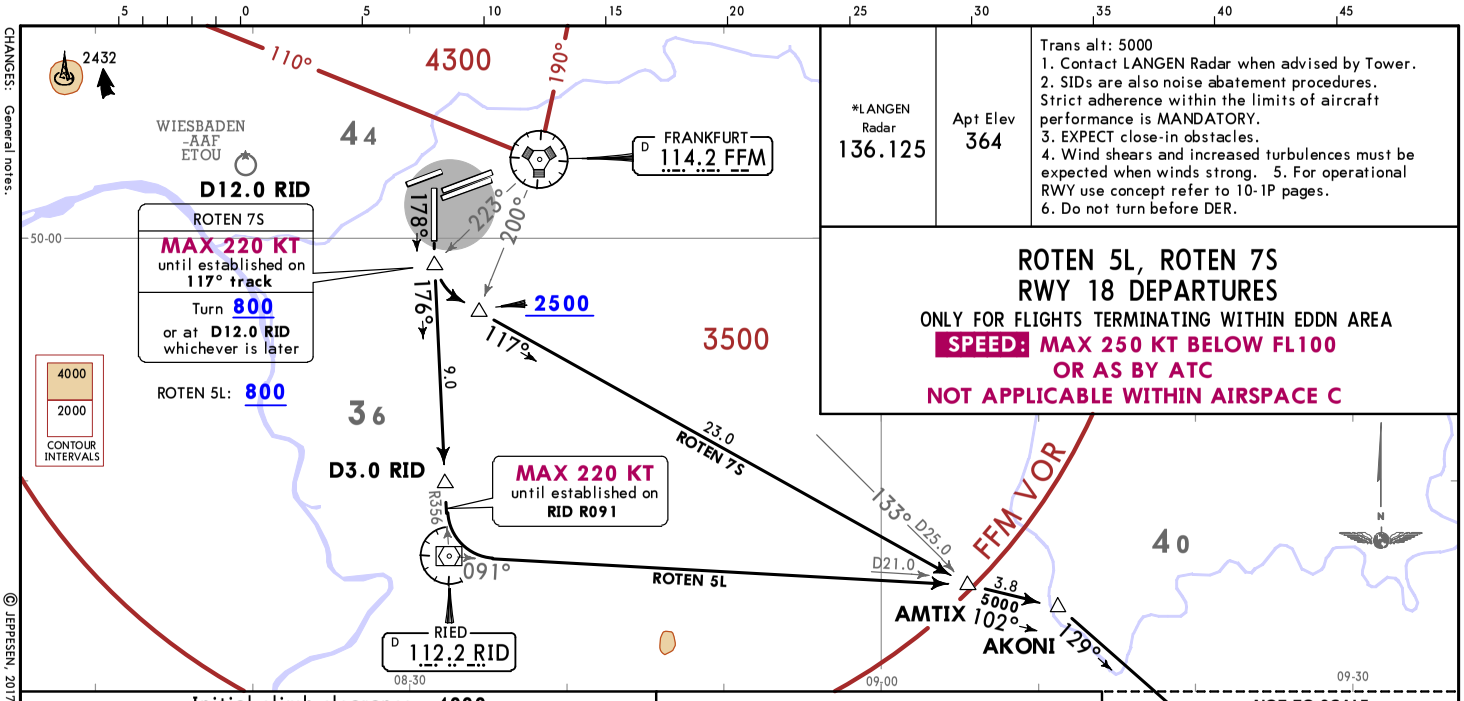
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. EXPECT close-in obstacles.
4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

ROTEN 5L, ROTEN 7S
RWY 18 DEPARTURES

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



NOT TO SCALE

Initial climb clearance 4000

SID	ROUTING
ROTEN 5L	Climb on runway track to 800, intercept RID R356 inbound to D3.0 RID, turn LEFT, intercept RID R091 to AMTIX ❶, turn RIGHT, 102° track to AKONI, turn RIGHT, 129° track to ROTEN.
ROTEN 7S ❷	Climb on runway track to 800, or D12.0 RID, whichever is later, turn LEFT, 117° track to AMTIX, turn LEFT, 102° track to AKONI, turn RIGHT, 129° track to ROTEN.

After AMTIX ❶ /passing FFM R200 ❷ BRNAV equipement necessary.

ROTEN 7S

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 ROTEN 5L.

CHANGES: General notes.
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*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

SOBRA 6D
RWYS 07C/R 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 - NISIV - UY-180 - DIK RFL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires a minimum climb gradient of 240 per NM (3.9%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

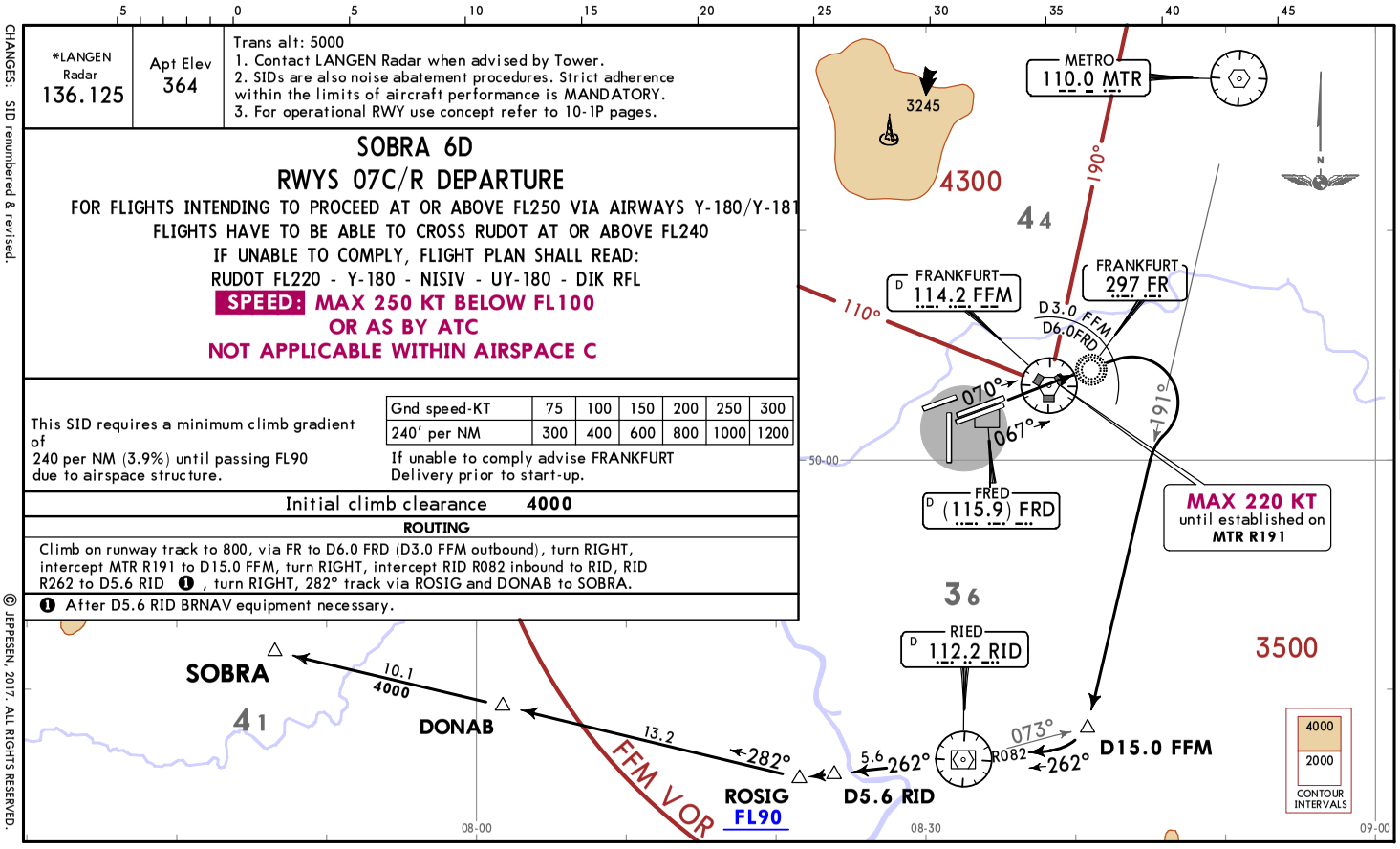
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance 4000

ROUTING

Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R191 to D15.0 FFM, turn RIGHT, intercept RID R082 inbound to RID, RID R262 to D5.6 RID ❶ , turn RIGHT, 282° track via ROSIG and DONAB to SOBRA.

❶ After D5.6 RID BRNAV equipment necessary.



CHANGES: SID renumbered & revised.
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CHANGES: SID renumbered & revised.

*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SOBRA 6E
RWYS 07C/R 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 - NISIV - UY-180 - DIK RFL

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

This SID requires a minimum climb gradient of 335 per NM (5.5%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335' per NM	419	558	838	1117	1396	1675

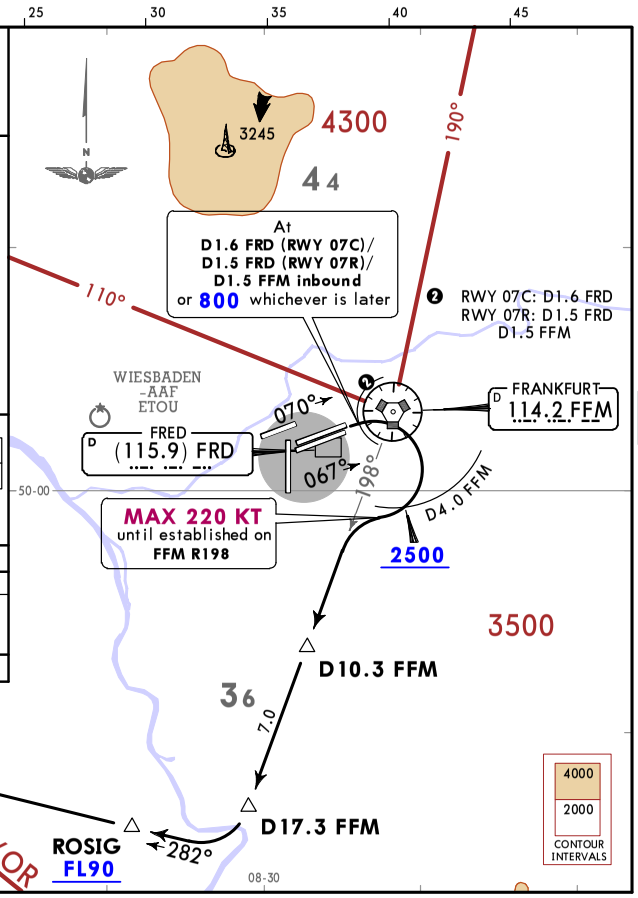
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **4000**

ROUTING

Climb on runway track to D1.6 FRD (RWY 07C)/D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn RIGHT, intercept FFM R198, at D17.3 FFM ❶, turn RIGHT, 282° track via ROSIG and DONAB to SOBRA.

❶ After D17.3 FFM BRNAV equipment necessary.



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CHANGES: SID SOBRA 5G withdrawn.

*LANGEN Radar	Apt Elev	
SOBRA 6N 120.150 SOBRA 5F, 4P 136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SOBRA 5F, SOBRA 6N, SOBRA 4P
RWYS 25L/C DEPARTURES

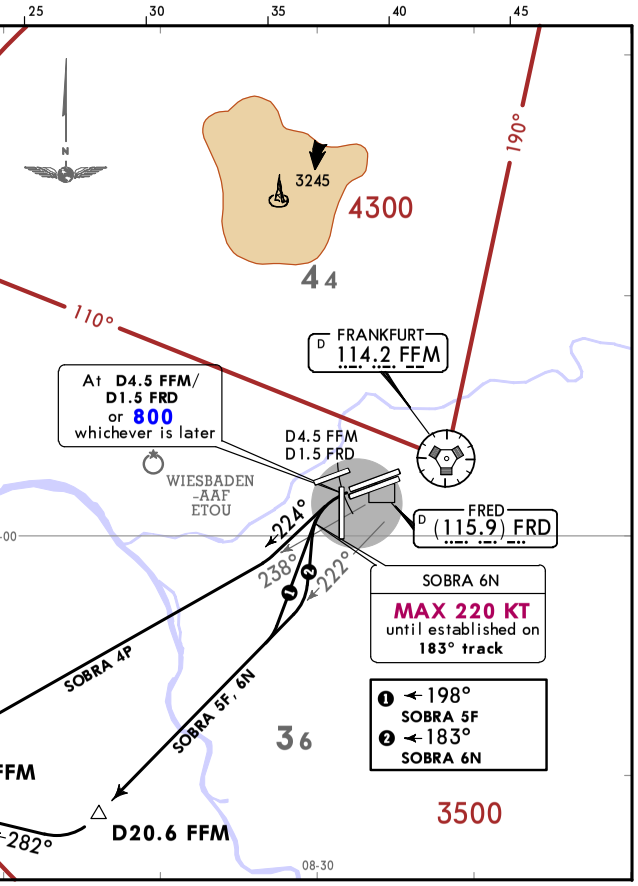
FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250
VIA AIRWAYS Y-180/Y-181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
RUDOT FL220 - Y-180 - NISIV - UY-180 - DIK RFL

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

Initial climb clearance **5000**

SID	ROUTING
SOBRA 5F	Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 198° track, turn RIGHT, intercept FFM R222, at D20.6 FFM ❸ turn RIGHT, 282° track via DONAB to SOBRA.
SOBRA 6N	Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 183° track, intercept FFM R222, at D20.6 FFM ❸ turn RIGHT, 282° track via DONAB to SOBRA.
SOBRA 4P	Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 224° track (RWY 25L: 228° track), intercept FFM R238, at D26.0 FFM ❹ turn RIGHT, 282° track to SOBRA.

BRNAV equipment necessary after: ❸ D20.6 FFM/ ❹ D26.0 FFM.



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CHANGES: SIDs withdrawn & transferred.

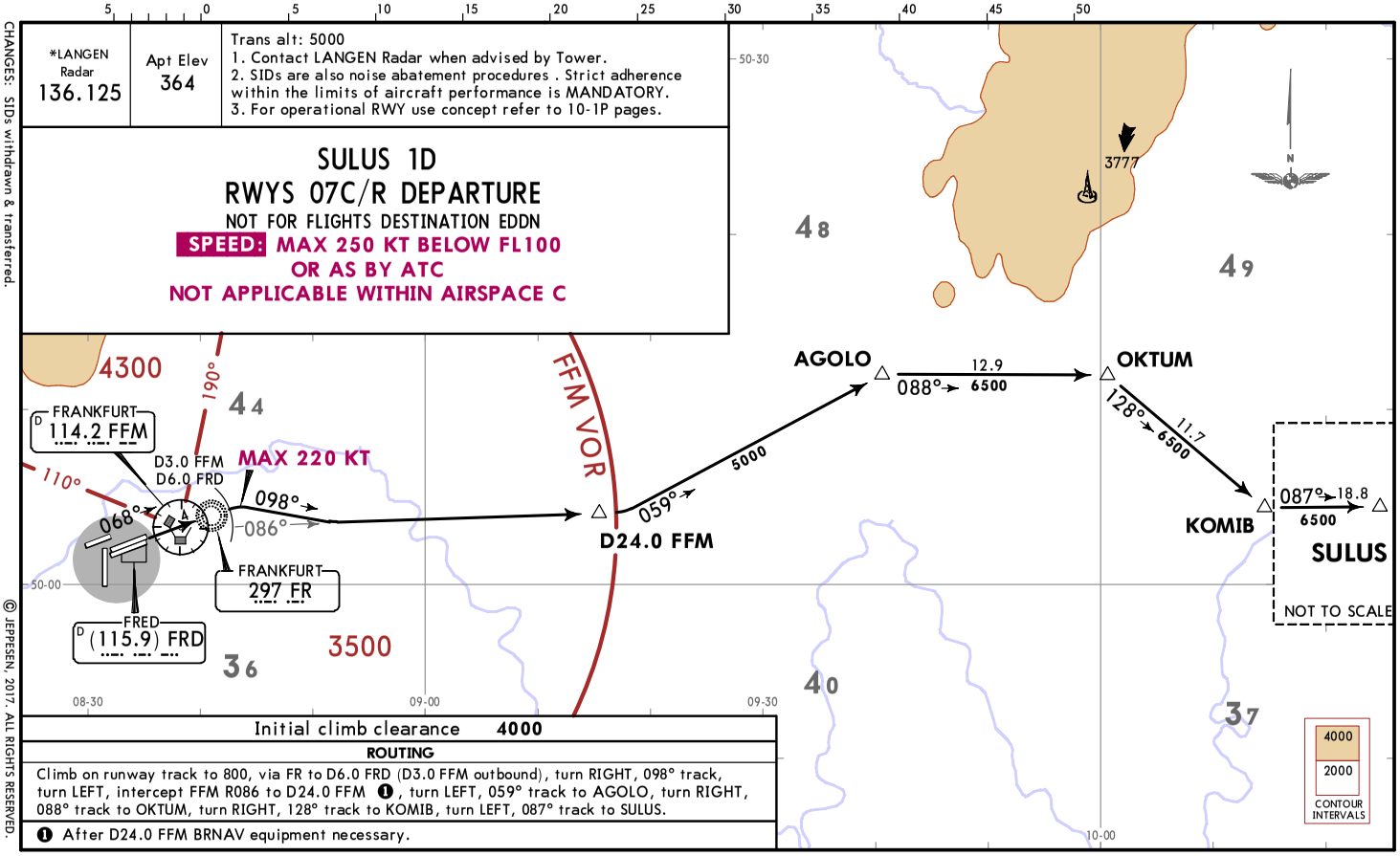
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures . Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SULUS 1D
RWYS 07C/R DEPARTURE

NOT FOR FLIGHTS DESTINATION EDDN

SPEED: 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, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, 098° track, turn LEFT, intercept FFM R086 to D24.0 FFM ❶, turn LEFT, 059° track to AGOLO, turn RIGHT, 088° track to OKTUM, turn RIGHT, 128° track to KOMIB, turn LEFT, 087° track to SULUS.

❶ After D24.0 FFM BRNAV equipment necessary.

EDDF/FRA FRANKFURT/MAIN

JEPPESEN 3 NOV 17 (10-3L1) Eff 9 Nov

FRANKFURT/MAIN, GERMANY SID

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 3 NOV 17 (10-3L2) Eff 9 Nov

FRANKFURT/MAIN, GERMANY SID

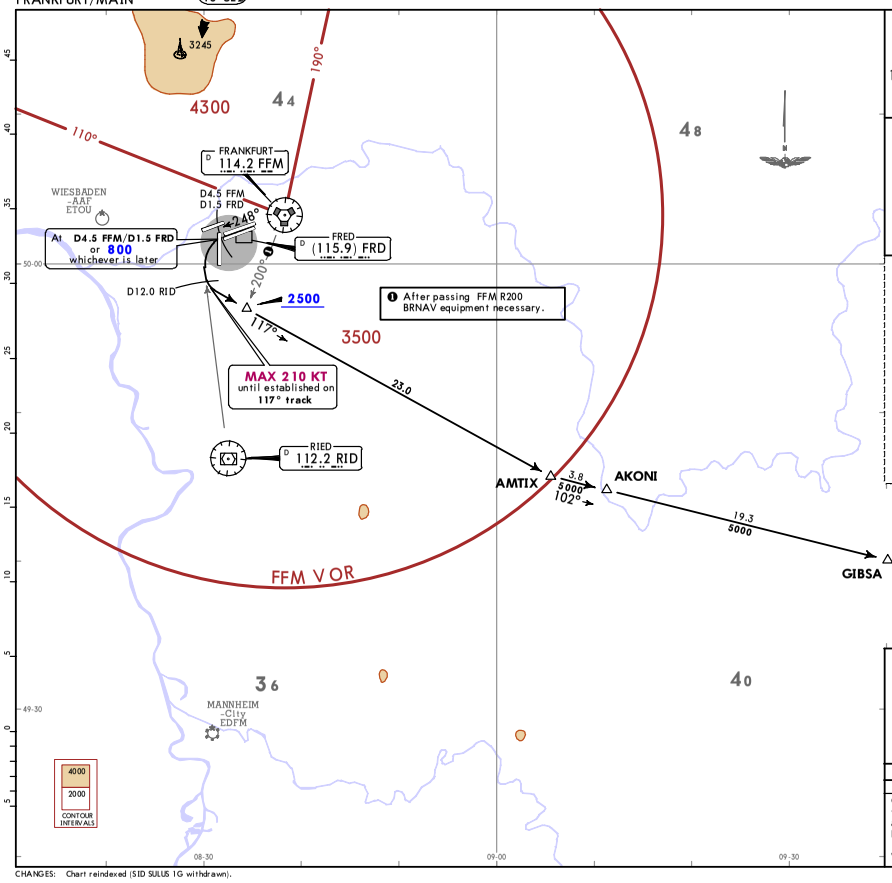
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SULUS 9F
RWYS 25L/C DEPARTURE

NOT FOR FLIGHTS DESTINATION EDDN

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires 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**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT towards RID, at D12.0 RID turn LEFT, 117° track to AMTIX, turn LEFT, 102° track via AKONI to GIBSA, turn LEFT, intercept WUR R252 inbound to WUR, turn LEFT, WUR R052 to SULUS.

CHANGES: Chart reindexed (SID SULUS 1G withdrawn).

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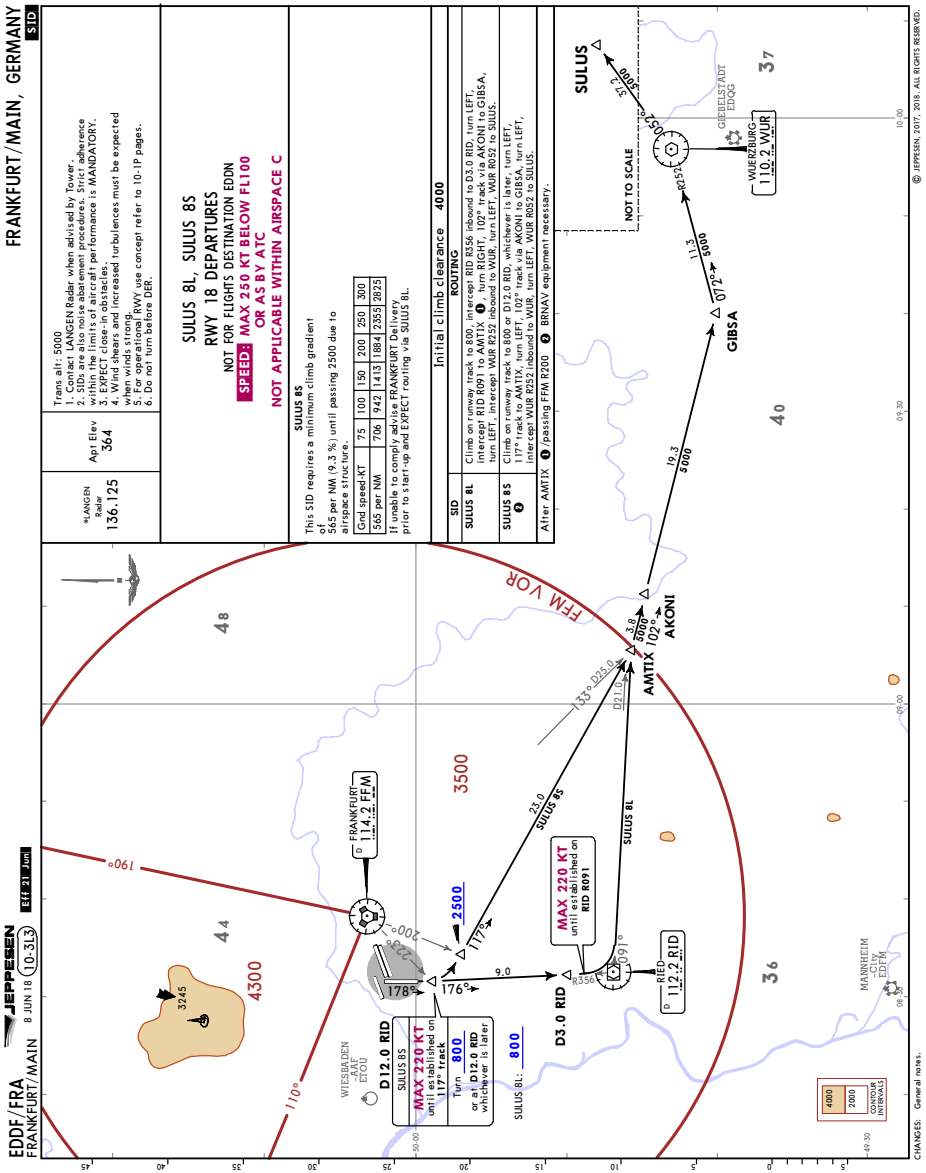

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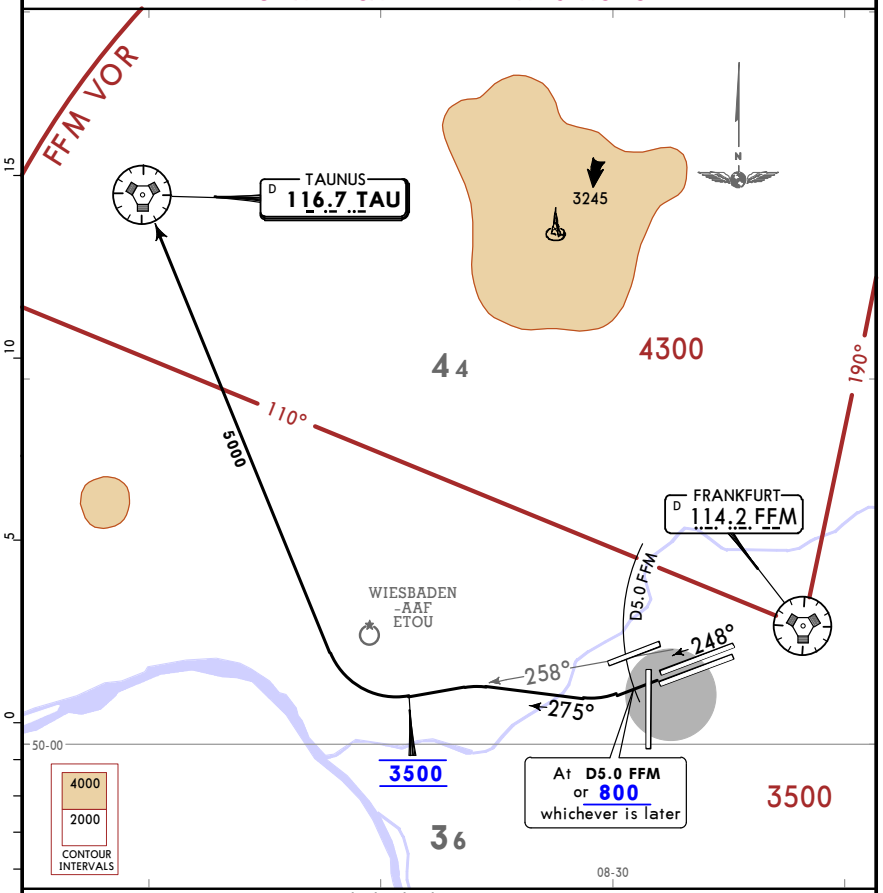
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
8 JUN 18 (10-3L4) Eff 21 Jun
SID

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TAUNUS 4Q (TAU 4Q)
RWYS 25L/C 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
MAX FL90
SPECIAL PERMISSION NEEDED PRIOR TO FLIGHT
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

ROUTING

Climb on runway track to D5.0 FFM or 800, whichever is later, turn RIGHT, 275° track (RWY 25L: 278° track), intercept FFM R258, at 3500 turn RIGHT to TAU, but not before reaching FFM R258.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3L5) Eff 9 Nov SID

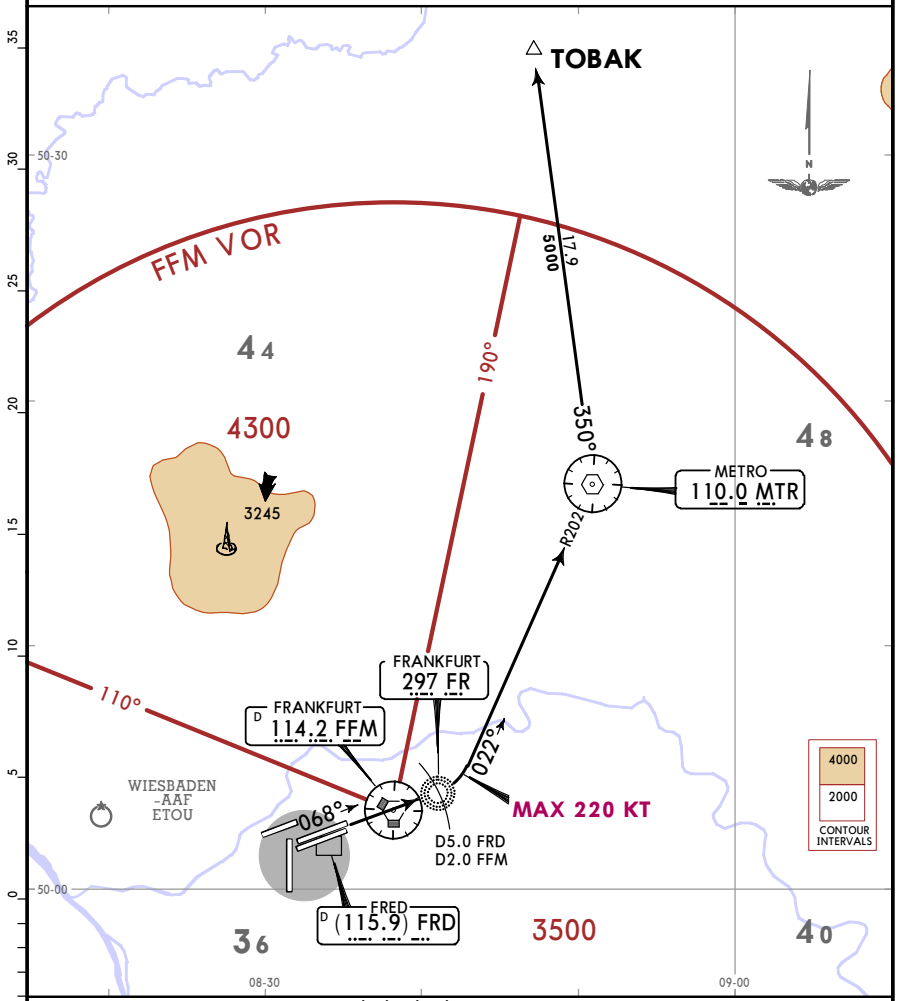
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 9D
RWYS 07C/R DEPARTURE

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: 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 (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY intercept MTR R202 inbound to MTR ❶, turn LEFT, MTR R350 to TOBAK.

❶ After MTR BRNAV equipment necessary.

CHANGES: Chart reindexed (SID TOBAK 8E withdrawn).

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3L6) Eff 9 Nov SID

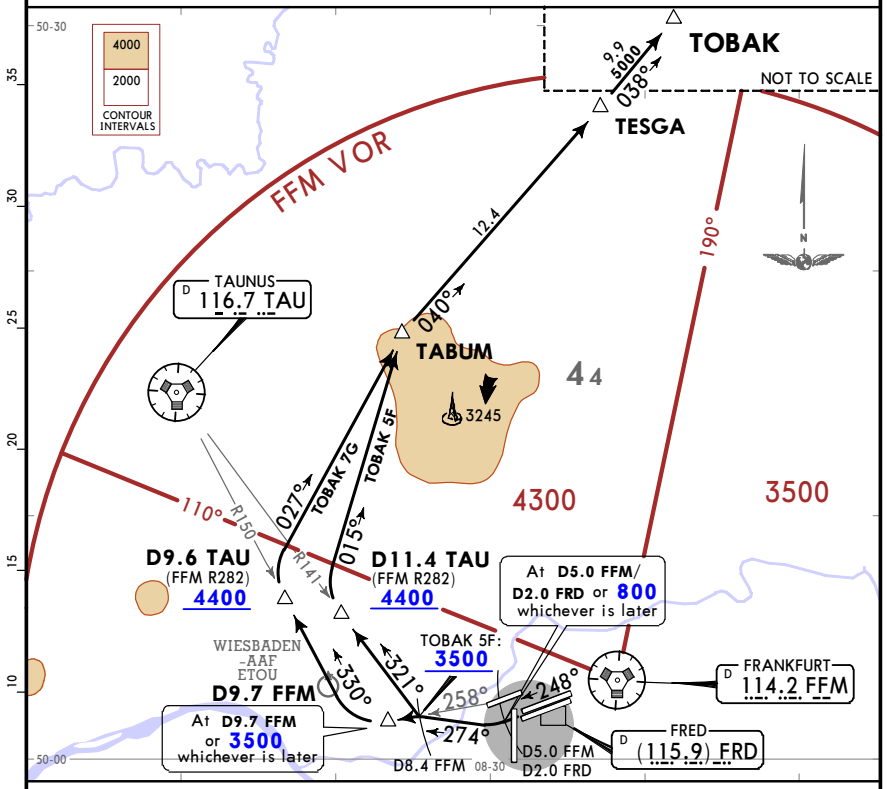
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 5F, TOBAK 7G
RWYS 25L/C DEPARTURES

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TOBAK 5F

These SIDs require a minimum climb gradient of 729 per NM (12%) until D8.4 FFM (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**

SID	ROUTING
TOBAK 5F	Climb on runway track to D5.0 FFM/D2.0 FRD or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 278° track) to D8.4 FFM, turn RIGHT, intercept TAU R141 inbound to D11.4 TAU ❶, turn RIGHT, 015° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.
TOBAK 7G	Climb on runway track to D5.0 FFM/D2.0 FRD or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 278° track), intercept FFM R258 to D9.7 FFM or 3500, whichever is later, turn RIGHT, intercept TAU R150 inbound to D9.6 TAU ❷, turn RIGHT, 027° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.

BRNAV equipment necessary after: ❶ D11.4 TAU/ ❷ D9.6 TAU.

CHANGES: Chart reindexed (SID TOBAK 6G renumbered 7G; SID TOBAK 5J withdrawn).

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EDDF/FRA
FRANKFURT/MAIN

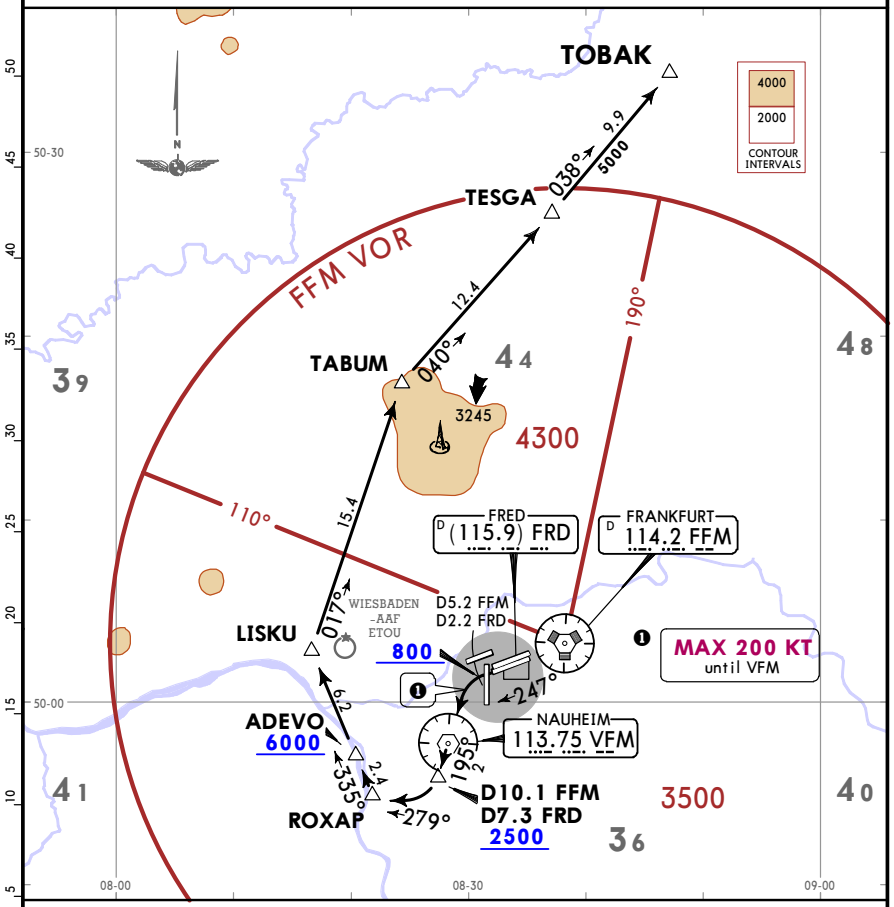
JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3L7) Eff 9 Nov **SID**

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 4H
RWY 25L DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD ❷, turn RIGHT, 279° track to ROXAP, turn RIGHT, 335° track via ADEVO to LISKU, turn RIGHT, 017° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.

❷ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

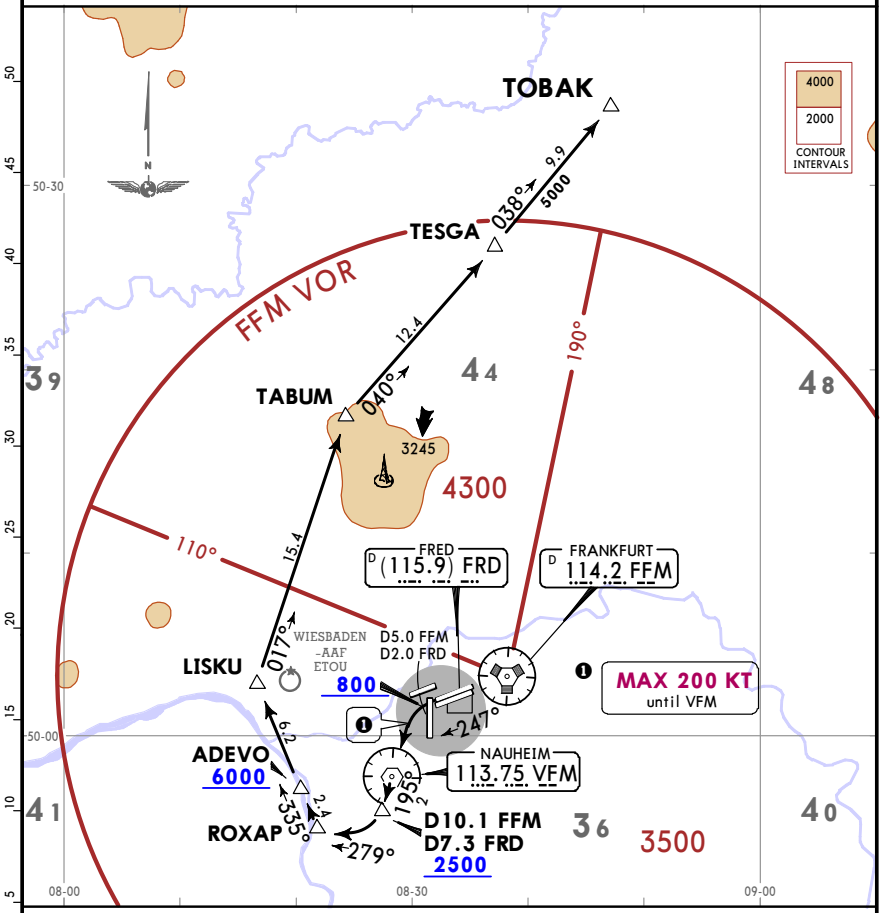
JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3L8) Eff 9 Nov **SID**

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 6M
RWY 25C DEPARTURE

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

On runway track to D5.0 FFM/D2.0 FRD, turn LEFT direct to VFM, VFM R195 to D10.1 FFM/D7.3 FRD ❷, turn RIGHT, 279° track to ROXAP, turn RIGHT, 335° track via ADEVO to LISKU, turn RIGHT, 017° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.

❷ After D10.1 FFM/D7.3 FRD BRNAV equipment necessary.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3M) Eff 21 Jun SID

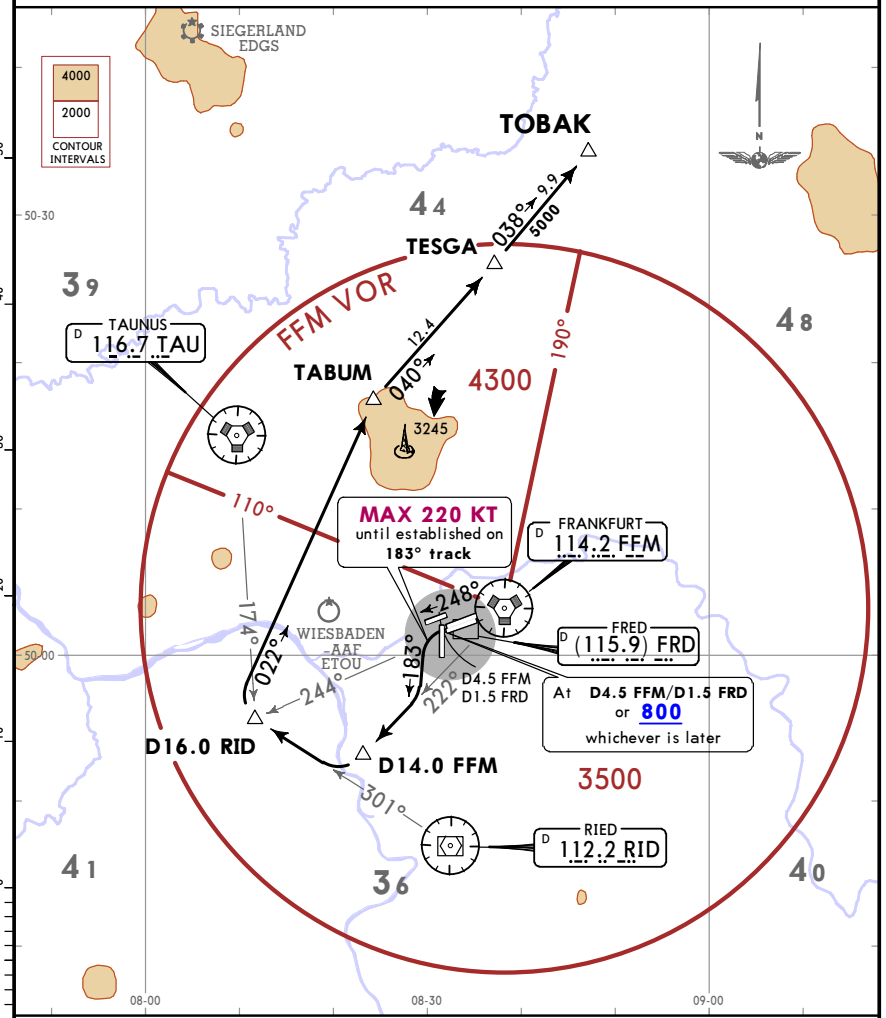
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 8N
RWYS 25L/C DEPARTURE

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

ROUTING

Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, 183° track, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❶, turn RIGHT, 022° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.

❶ After D16.0 RID BRNAV equipment necessary.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3N) Eff 21 Jun SID

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

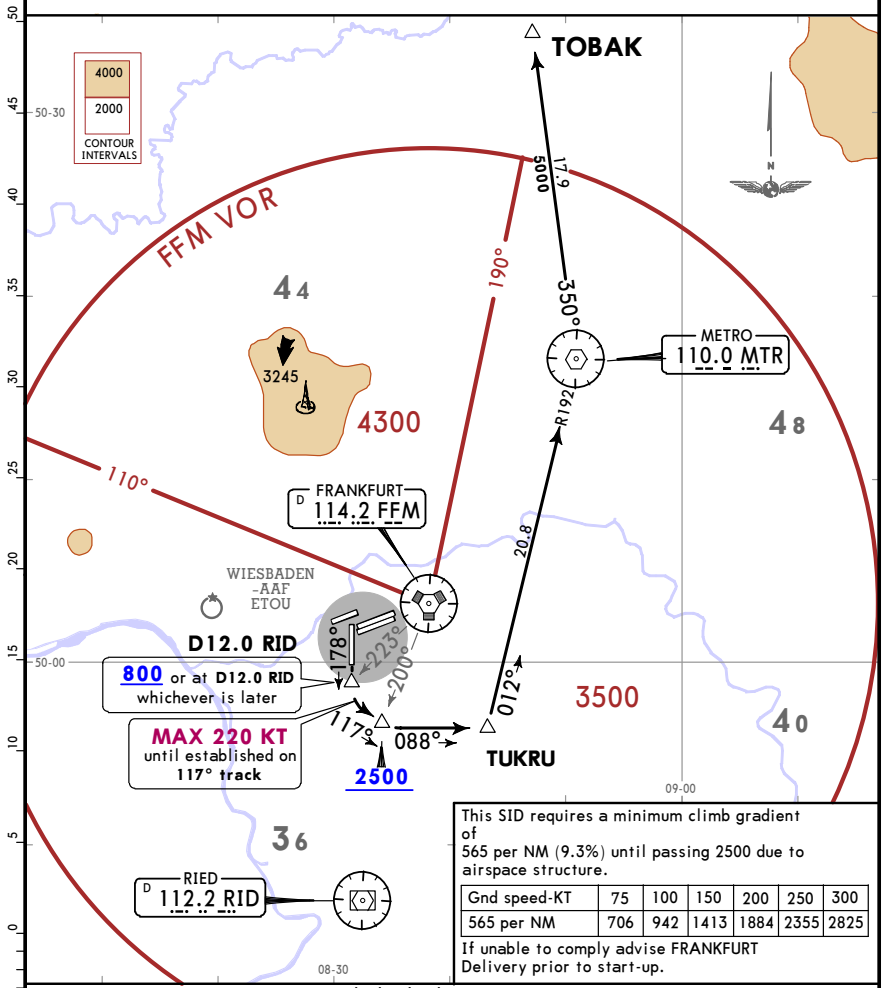
TOBAK 3R
RWY 18 DEPARTURE

BY ATC

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: 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.

Initial climb clearance **4000**

ROUTING

Climb on runway track to 800 or D12.0 RID, whichever is later, turn LEFT, 117° track, when passing FFM R200 ❶ turn LEFT, 088° track to TUKRU, turn LEFT, intercept MTR R192 inbound to MTR, turn LEFT, MTR R350 to TOBAK.

❶ After FFM R200 BRNAV equipment necessary.

CHANGES: General notes.

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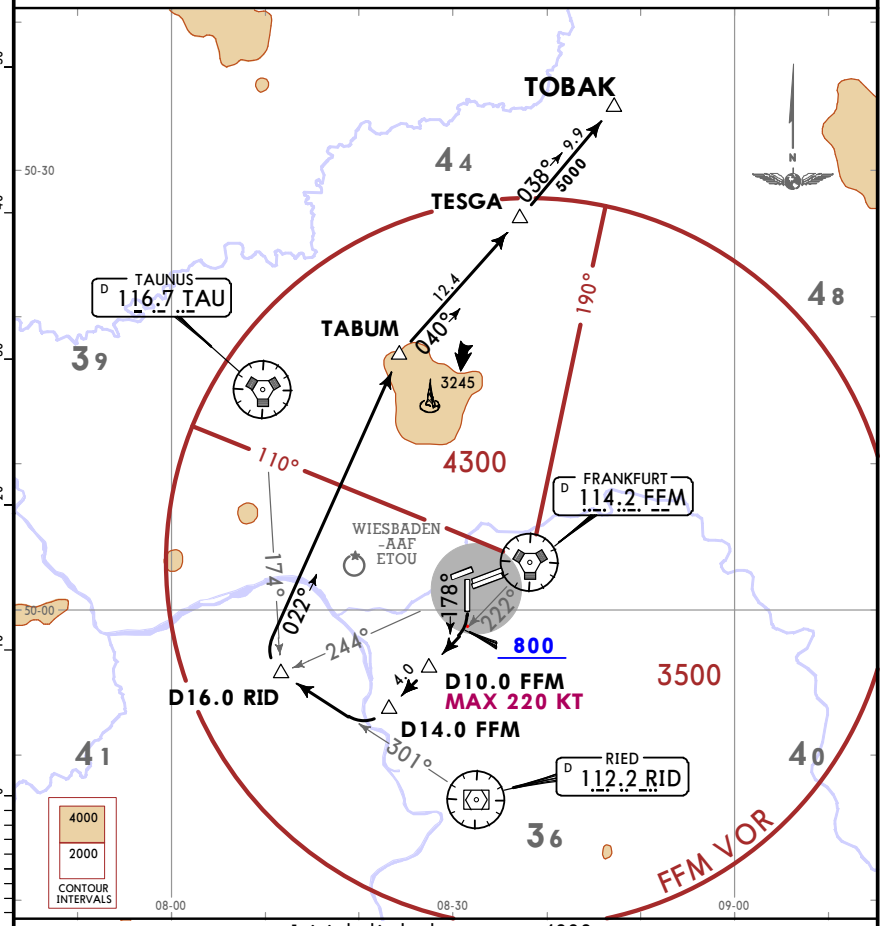
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

TOBAK 7S
RWY 18 DEPARTURE

BY ATC
WILL ONLY BE ASSIGNED
WHEN LANDING DIRECTION IS RWY 25
NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: 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, turn RIGHT, intercept FFM R222 to D14.0 FFM, turn RIGHT, intercept RID R301 to D16.0 RID ❶, turn RIGHT, 022° track to TABUM, turn RIGHT, 040° track to TESGA, turn LEFT, 038° track to TOBAK.

❶ After D16.0 RID BRNAV equipment necessary.

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*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

TOBAK 6T
RWY 18 DEPARTURE

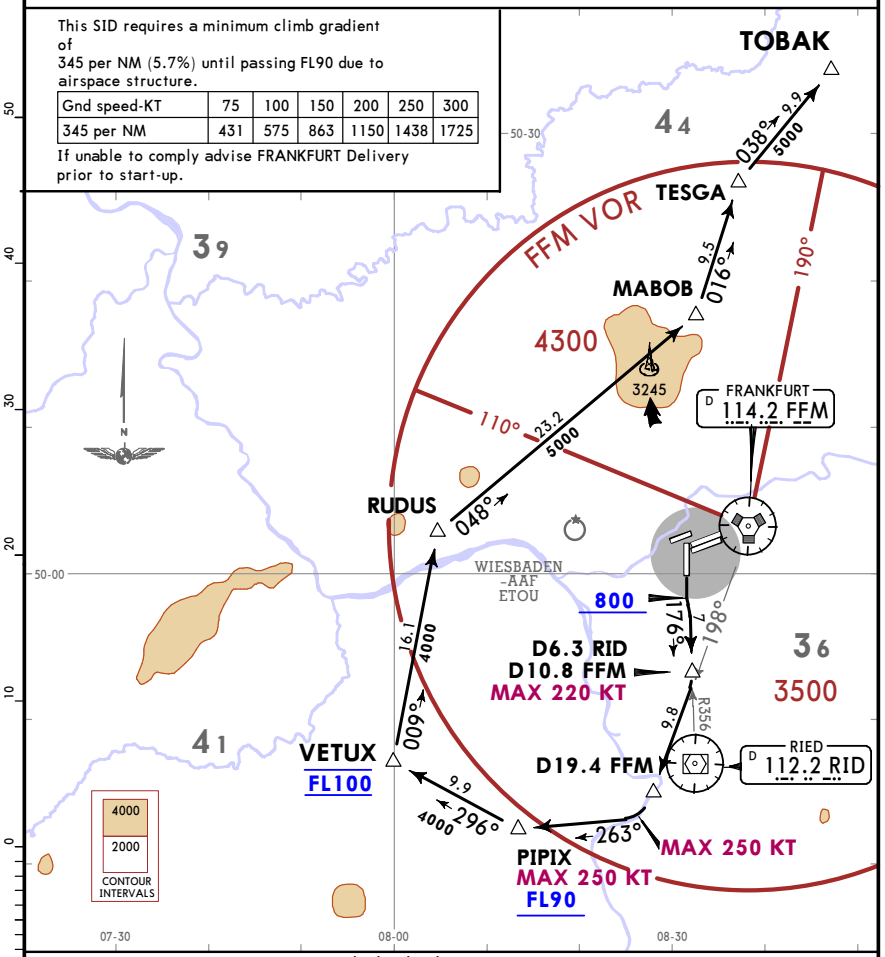
NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

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

This SID requires a minimum climb gradient of
345 per NM (5.7%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
345 per NM	431	575	863	1150	1438	1725

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



Initial climb clearance **4000**

ROUTING

Climb on runway track to 800, intercept RID R356 inbound to D6.3 RID (D10.8 FFM), turn RIGHT, intercept FFM R198 to D19.4 FFM ❶, turn RIGHT, 263° track to PIPIX, turn RIGHT, 296° track to VETUX, turn RIGHT, 009° track to RUDUS, turn RIGHT, 048° track to MABOB, turn LEFT, 016° track to TESGA, turn RIGHT, 038° track to TOBAK.

❶ After D19.4 FFM BRNAV equipment necessary.

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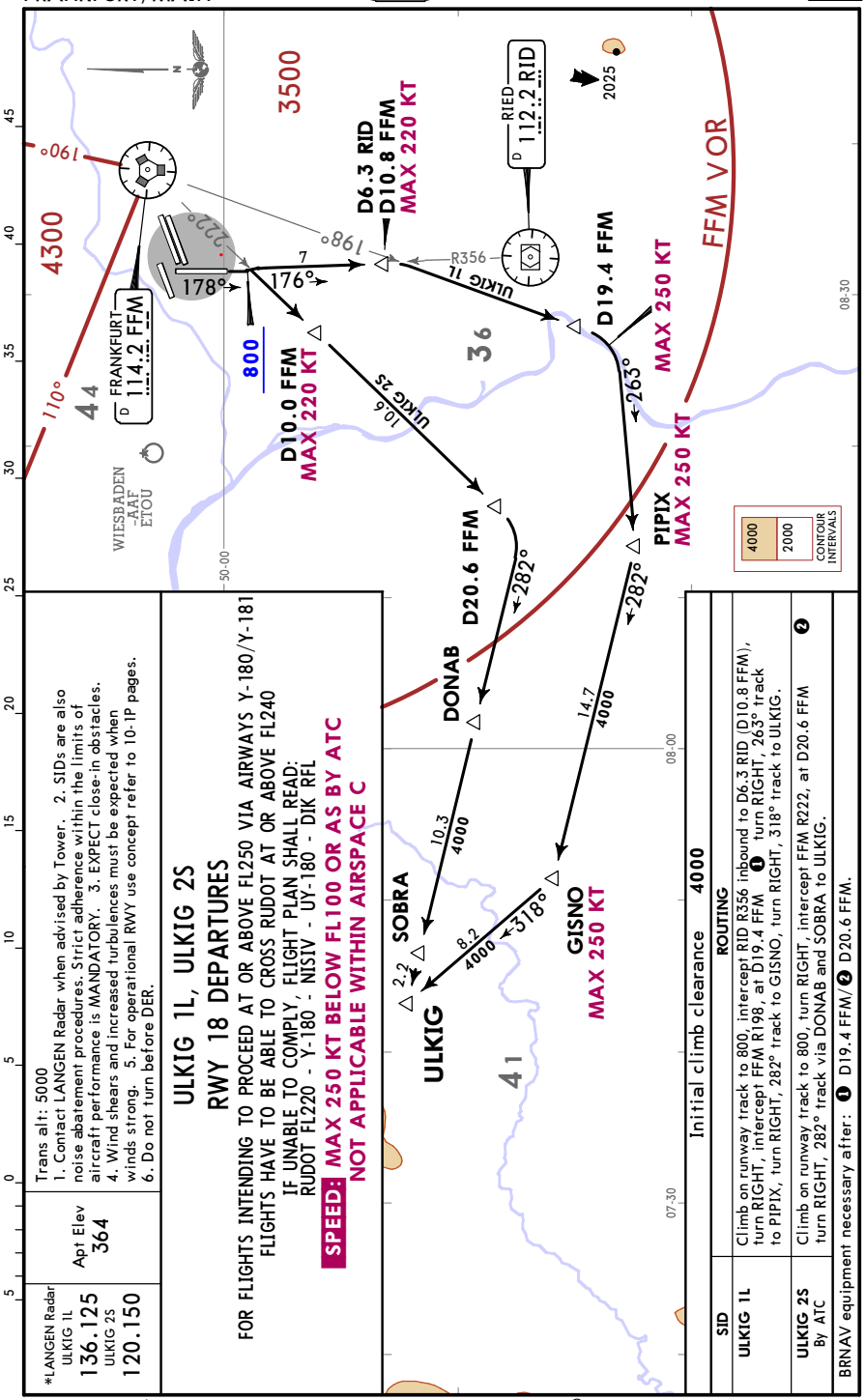
EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3N3) Eff 21 Jun SID



Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

*LANGEN Radar ULKIG 1L 136.125 ULKIG 2S 120.150

Apt Elev 364

ULKIG 1L, ULKIG 2S
RWY 18 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 - NISIV - UY-180 - DIK RFL

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

Initial climb clearance 4000

SID	ROUTING
ULKIG 1L	Climb on runway track to 800, intercept RID R356 inbound to D6.3 RID (D10.8 FFM), turn RIGHT, intercept FFM R198, at D19.4 FFM ❶ turn RIGHT, 263° track to PIPIX, turn RIGHT, 282° track to GISNO, turn RIGHT, 318° track to ULKIG.
ULKIG 2S By ATC	Climb on runway track to 800, turn RIGHT, intercept FFM R222, at D20.6 FFM ❷ turn RIGHT, 282° track via DONAB and SOBRA to ULKIG.

BRNAV equipment necessary after: ❶ D19.4 FFM/ ❷ D20.6 FFM.

CHANGES: General notes.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3N4) Eff 21 Jun RNAV SID (OVERLAY)

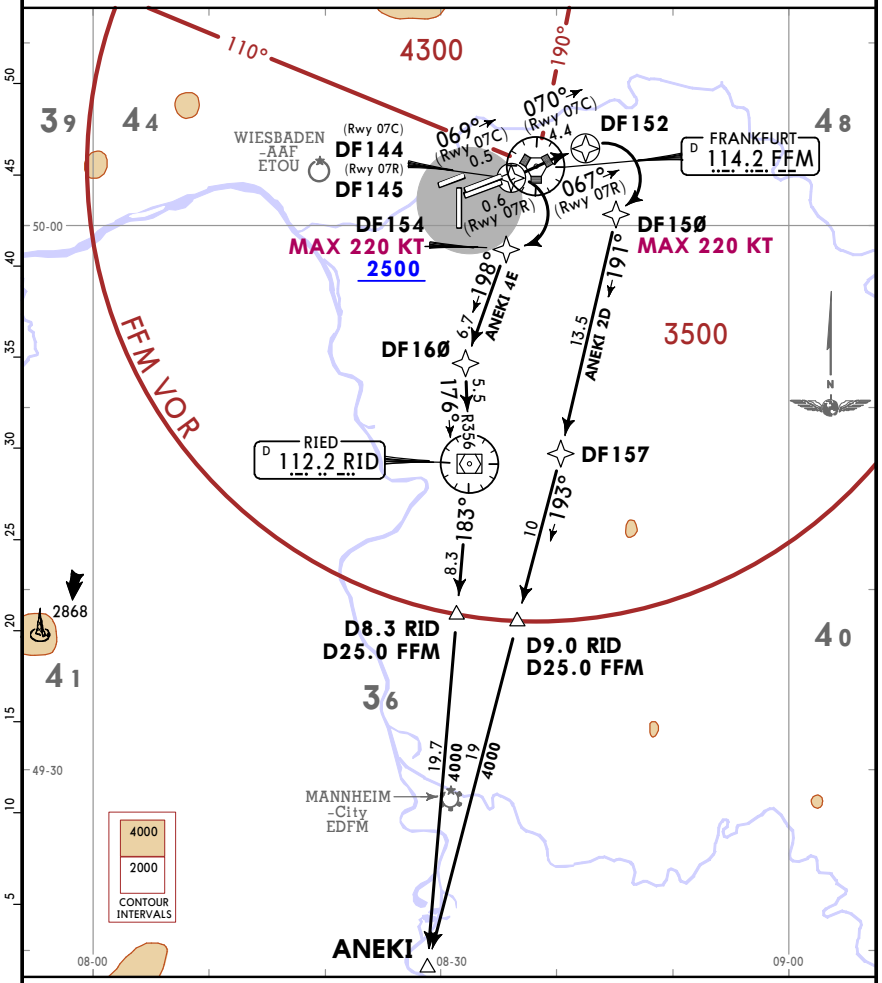
*LANGEN Radar 136.125

Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

ANEKI 2D [ANEK2D], ANEKI 4E [ANEK4E]
RWYS 07C/R RNAV DEPARTURES (OVERLAY 10-3C7)

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



ANEKI 4E
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

SID	ROUTING
ANEKI 2D	(800+) - DF152 - DF150 (K220-) - DF157 - ANEKI.
ANEKI 4E	(800+) - DF144 (07C)/DF145 (07R) - DF154 (K220-; 2500+) - DF160 - RID - ANEKI.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 8 JUN 18 (10-3N5) Eff 21 Jun

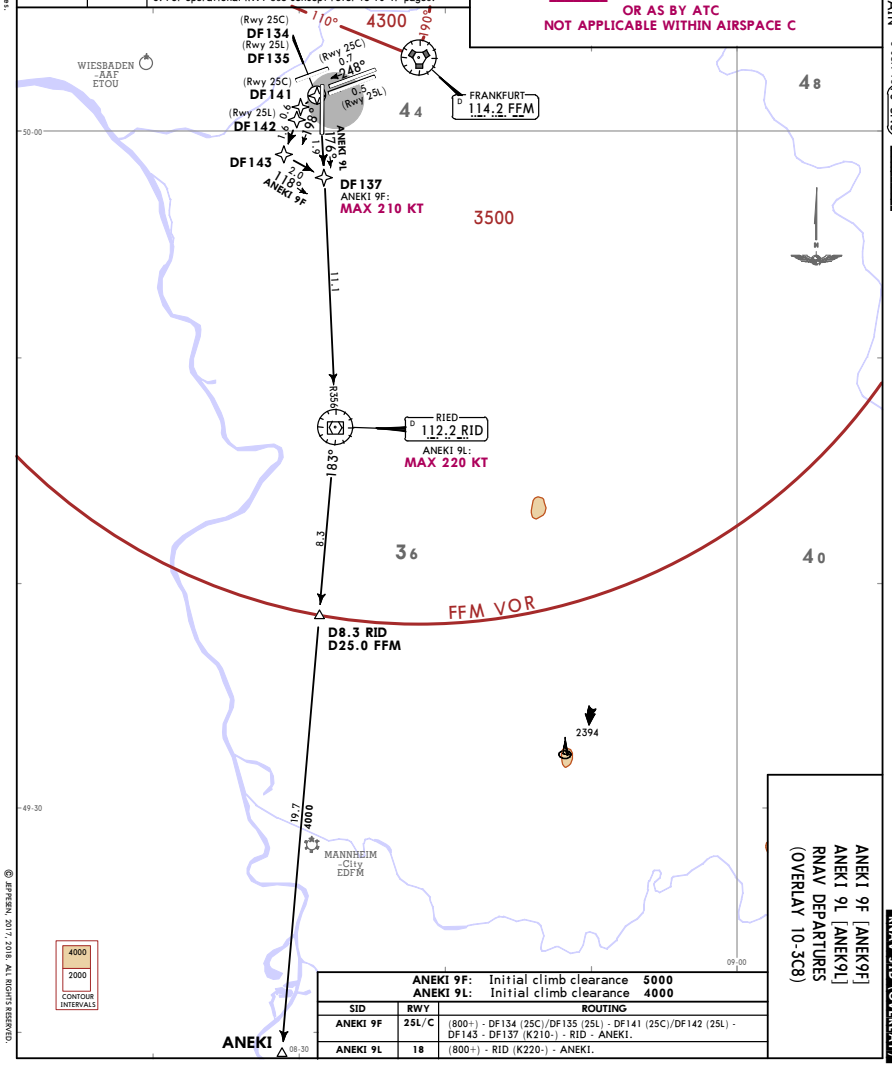
*LANGEN Radar 136.125

Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong. 5. RWY 18: Do not turn before DER.
6. For operational RWY use concept refer to 10-1P pages.

ANEKI 9F [ANEK9F]
ANEKI 9L [ANEK9L]
RNAV DEPARTURES (OVERLAY 10-3C8)

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



ANEKI 9F: Initial climb clearance 5000		
ANEKI 9L: Initial climb clearance 4000		
SID	RWY	ROUTING
ANEKI 9F	25L/C	(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - RID - ANEKI.
ANEKI 9L	18	(800+) - RID (K220-) - ANEKI.

FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)

ANEKI 9F [ANEK9F]
ANEKI 9L [ANEK9L]
RNAV DEPARTURES
(OVERLAY 10-3C8)

CONTOUR INTERVALS: 4000, 2000

CHANGES: None for this chart.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 8 JUN 18 (10-3N6) Eff 21 Jun

FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)

*LANGEN Radar 136.125

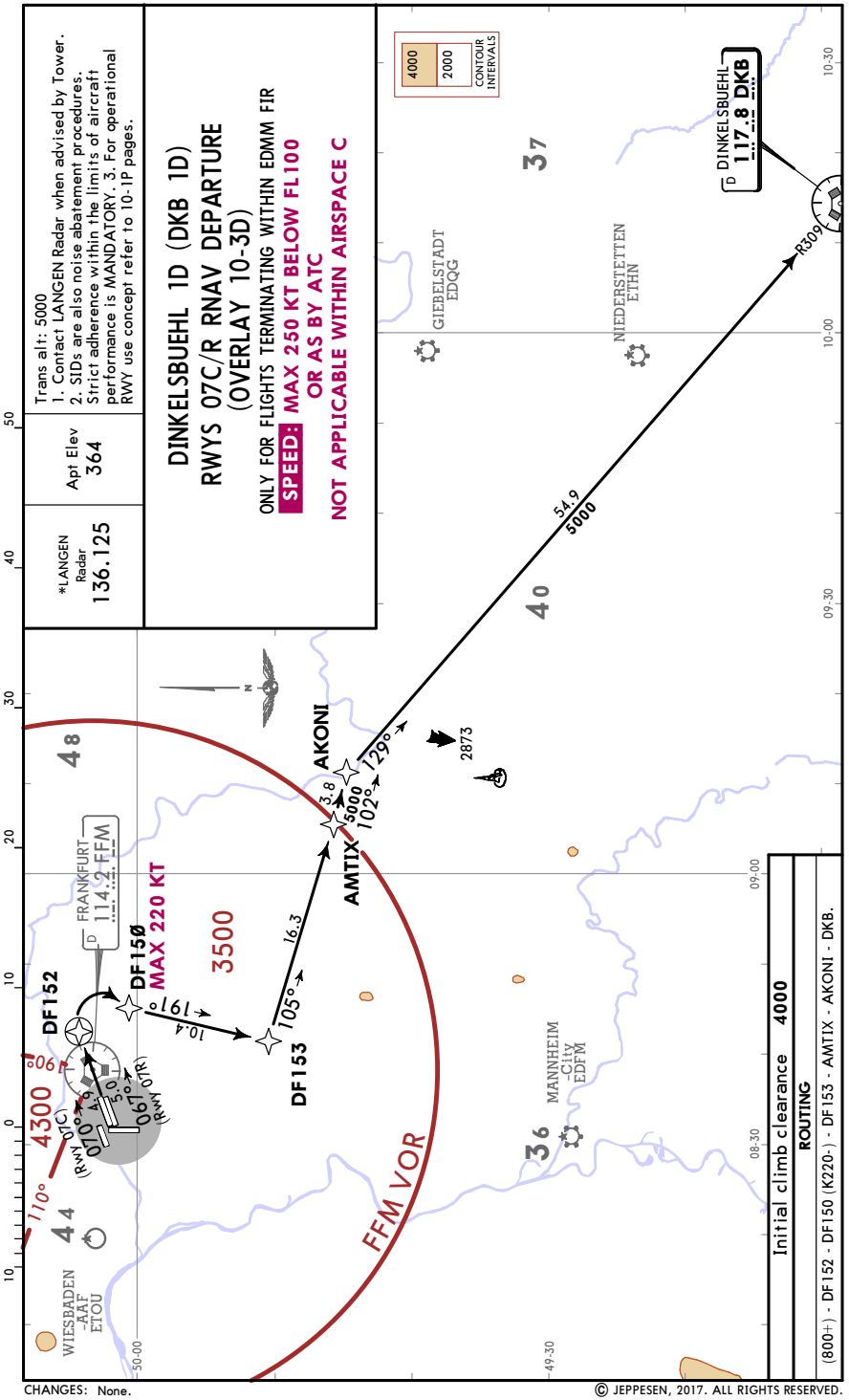
Apt Elev 364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

DINKELSBUEHL 1D (DKB 1D)
RWYS 07C/R RNAV DEPARTURE
(OVERLAY 10-3D)

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

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



Initial climb clearance 4000

ROUTING

(800+) - DF152 - DF150 (K220-) - DF153 - AMTIX - AKONI - DKB.

CHANGES: None.

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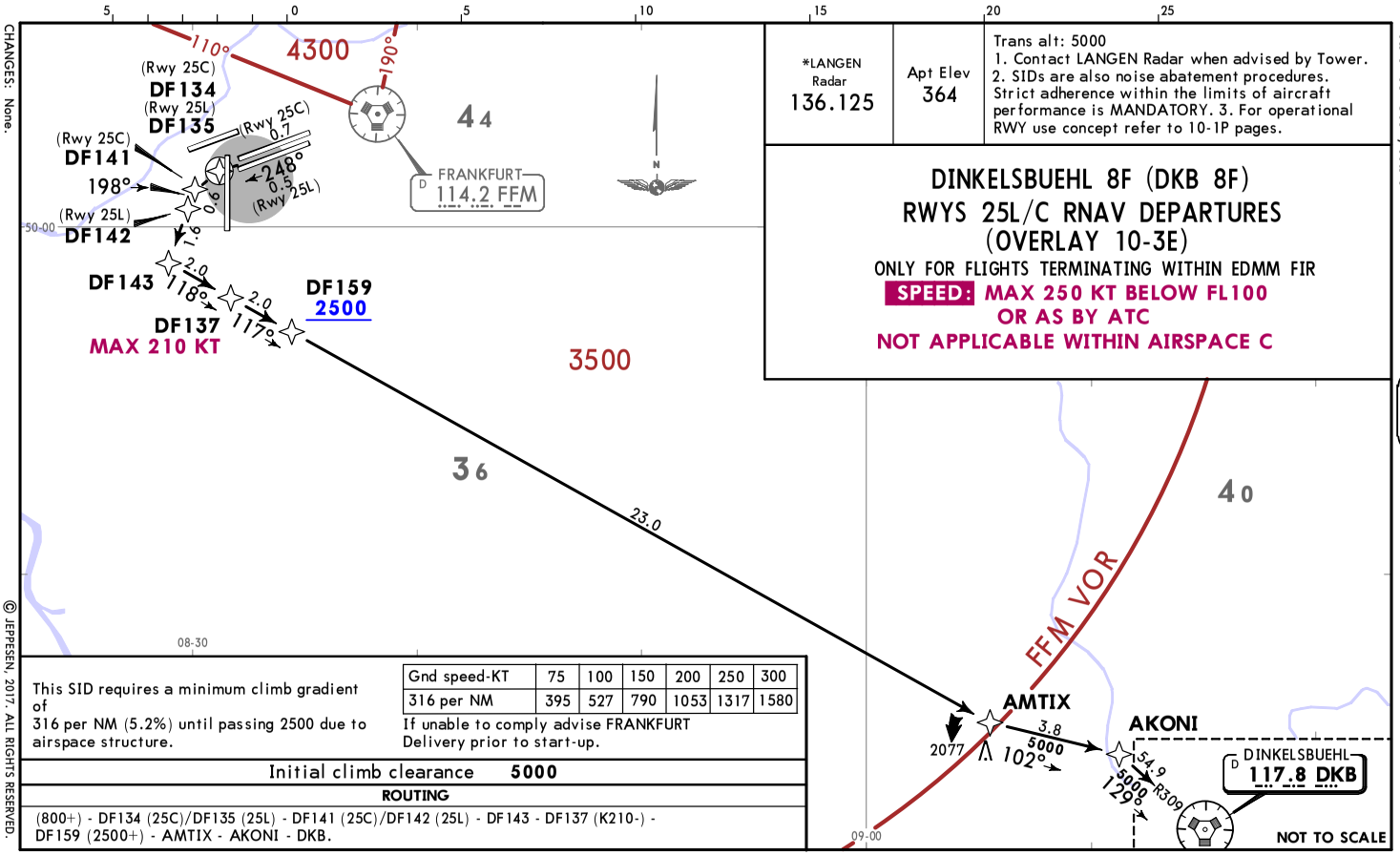

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

DINKELSBUEHL 8F (DKB 8F)
RWYS 25L/C RNAV DEPARTURES
(OVERLAY 10-3E)

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

This SID requires 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**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - DF159 (2500+) - AMTIX - AKONI - DKB.

CHANGES: None.

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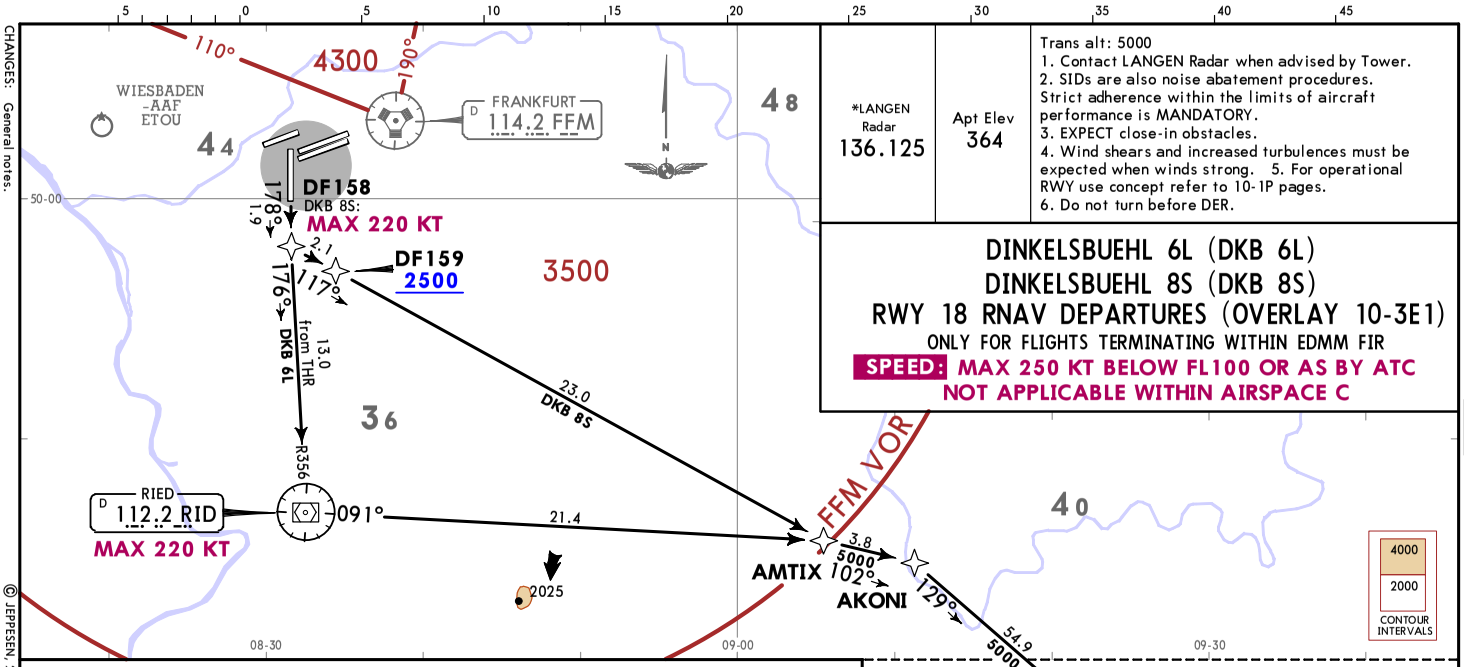

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

DINKELSBUEHL 6L (DKB 6L)
DINKELSBUEHL 8S (DKB 8S)
RWY 18 RNAV DEPARTURES (OVERLAY 10-3E1)

ONLY FOR FLIGHTS TERMINATING WITHIN EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

DKB 8S

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 DKB 6L.

Initial climb clearance **4000**

SID	ROUTING
DKB 6L	(800+) - RID (K220-) - AMTIX - AKONI - DKB.
DKB 8S	(800+) - DF158 (K220-) - DF159 (2500+) - AMTIX - AKONI - DKB.

CHANGES: General notes.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3N9) Eff 9 Nov

RNAV SID (OVERLAY)

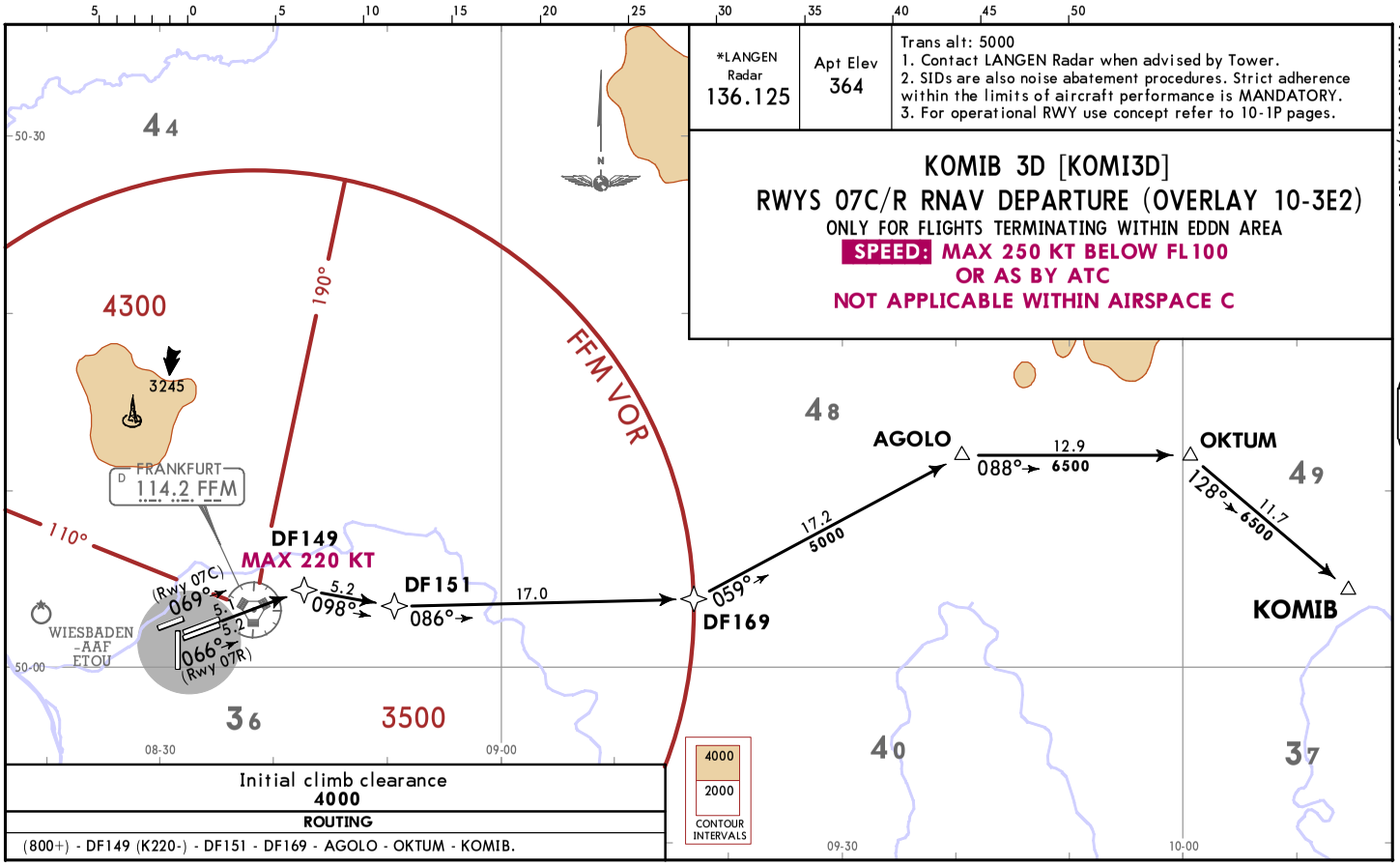
*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

KOMIB 3D [KOMI3D]
RWYS 07C/R RNAV DEPARTURE (OVERLAY 10-3E2)

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance
4000

ROUTING

(800+) - DF149 (K220-) - DF151 - DF169 - AGOLO - OKTUM - KOMIB.

CHANGES: Chart reindexed (RNAV SID KOMIB 2E withdrawn).

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN (10-3P) 3 NOV 17 Eff 9 Nov

FRANKFURT/MAIN, GERMANY

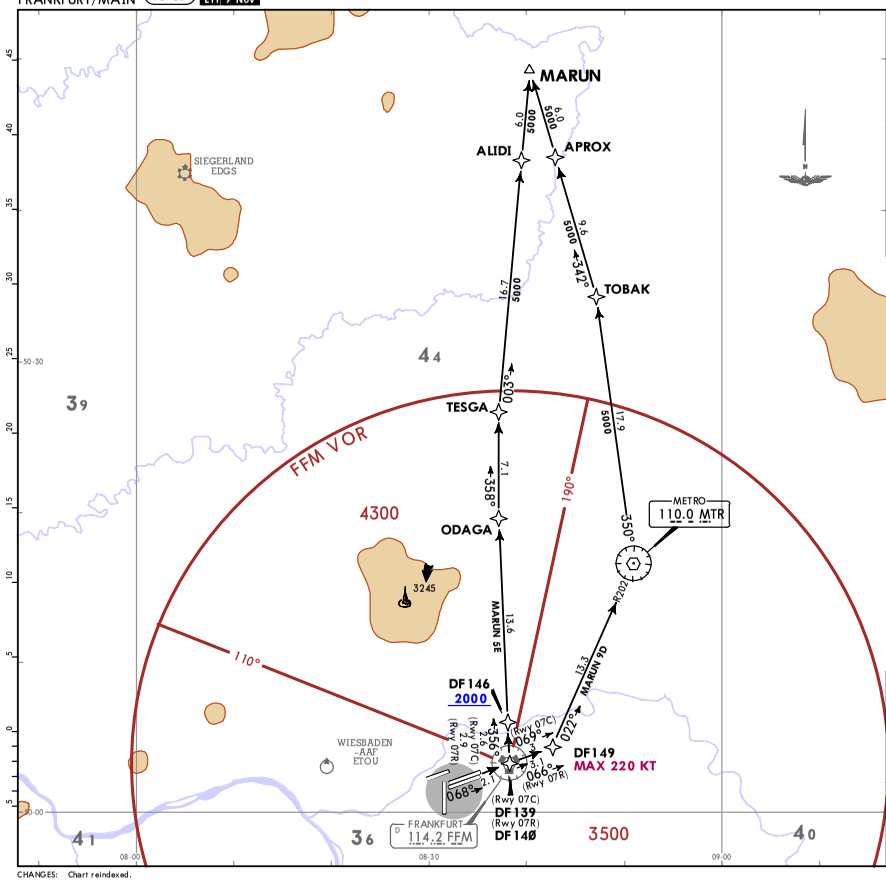
RNAV SID (OVERLAY)

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 9D [MARU9D]
MARUN 5E [MARU5E]
RWYS 07C/R RNAV DEPARTURES
(OVERLAY 10-3E3)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



MARUN 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**

SID	ROUTING
MARUN 9D	(800+) - DF149 (K220-) - MTR - TOBAK - APROX - MARUN.
MARUN 5E	(800+) - DF139 (07C)/DF140 (07R) - DF146 (2000+) - ODAGA - TESGA - ALIDI - MARUN.

CHANGES: Chart reindexed.

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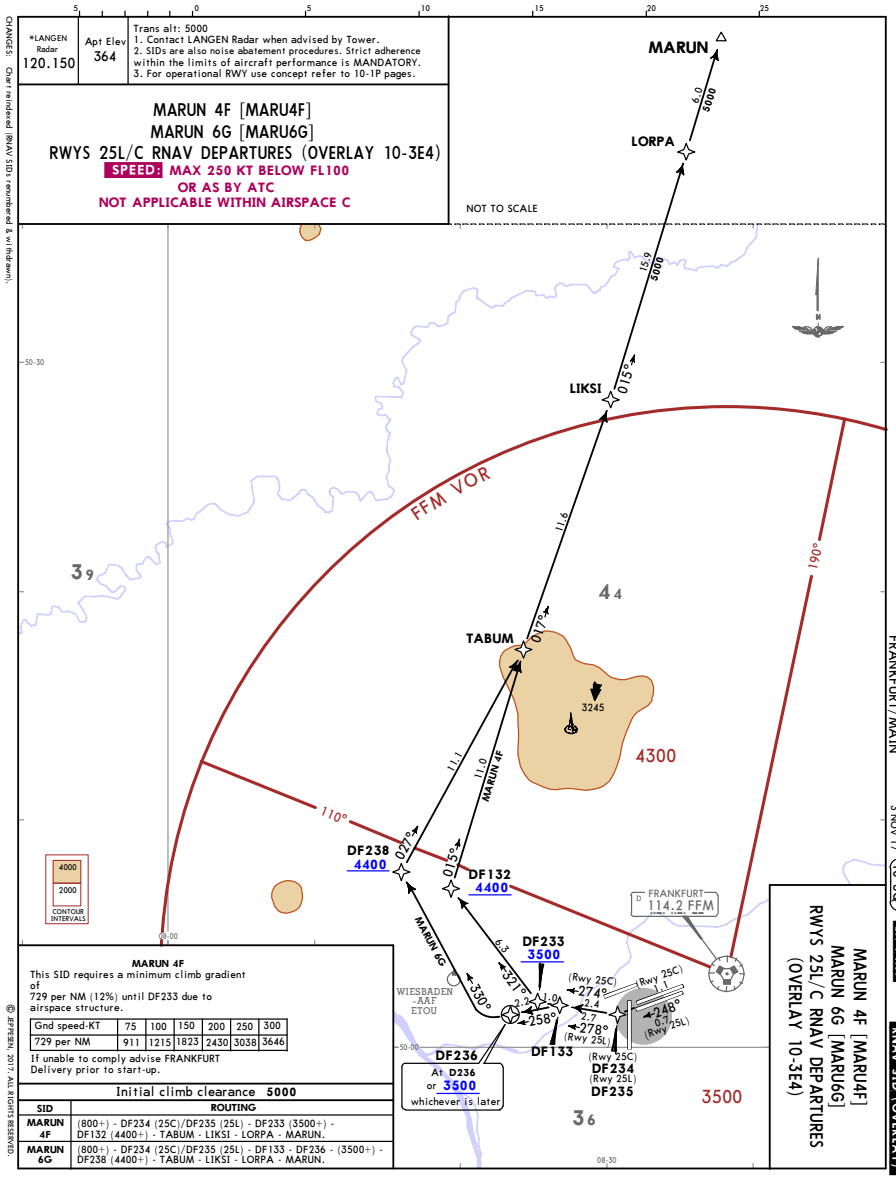
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 4F [MARU4F]
MARUN 6G [MARU6G]
RWYS 25L/C RNAV DEPARTURES (OVERLAY 10-3E4)

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



MARUN 4F
This SID requires a minimum climb gradient of 729 per NM (12%) until DF233 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**

SID	ROUTING
MARUN 4F	(800+) - DF234 (25C)/DF235 (25L) - DF233 (3500+) - DF132 (4400+) - TABUM - LIKSI - LORPA - MARUN.
MARUN 6G	(800+) - DF234 (25C)/DF235 (25L) - DF133 - DF236 - (3500+) - DF238 (4400+) - TABUM - LIKSI - LORPA - MARUN.

EDDF/FRA FRANKFURT/MAIN
JEPPESEN FRANKFURT/MAIN, GERMANY
3 NOV 17 (10-3Q) Eff 9 Nov RNAV SID (OVERLAY)
MARUN 4F [MARU4F]
MARUN 6G [MARU6G]
RWYS 25L/C RNAV DEPARTURES (OVERLAY 10-3E4)

CHANGES: Chart reindexed (RNAV SID renumbered & w/ Rdwn).

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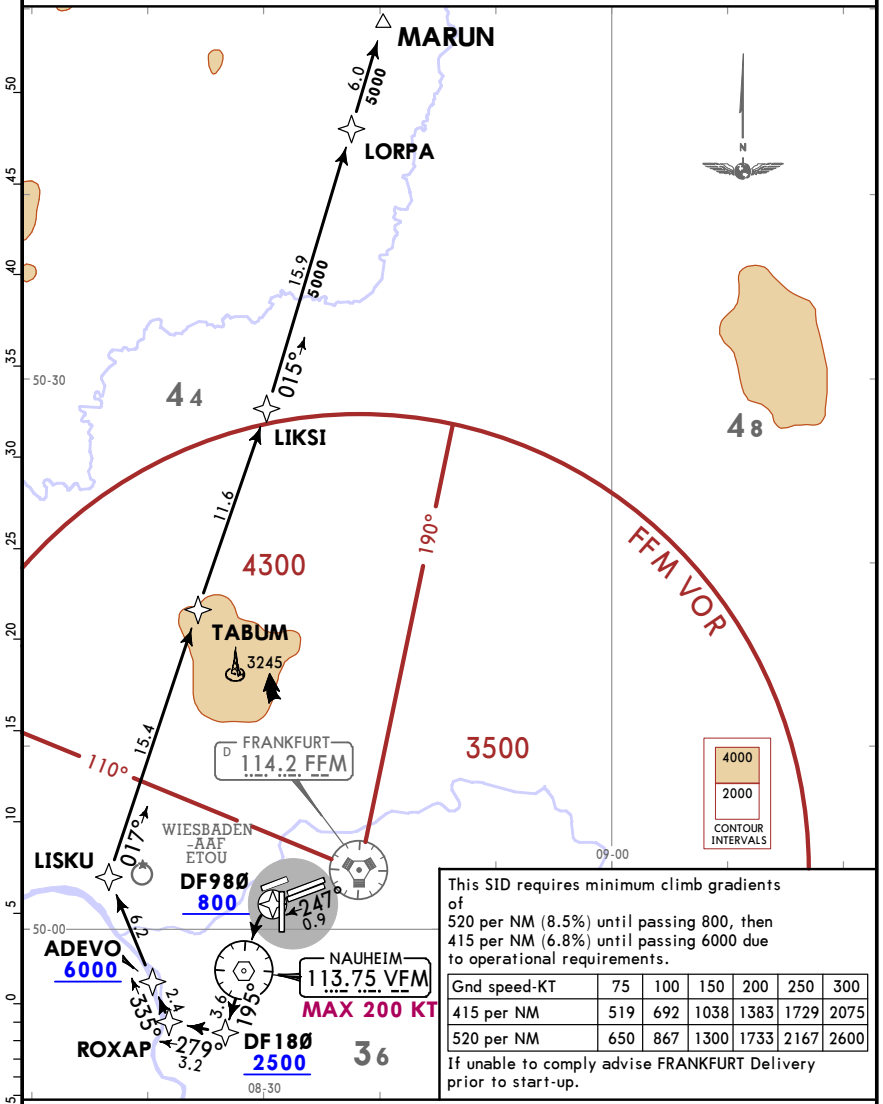
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
3 NOV 17 (10-3Q1) Eff 9 Nov RNAV SID (OVERLAY)

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 4H [MARU4H]
RWY 25L RNAV DEPARTURE (OVERLAY 10-3E5)

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF980 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP - ADEVO (6000) - LISKU - TABUM - LIKSI - LORPA - MARUN.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

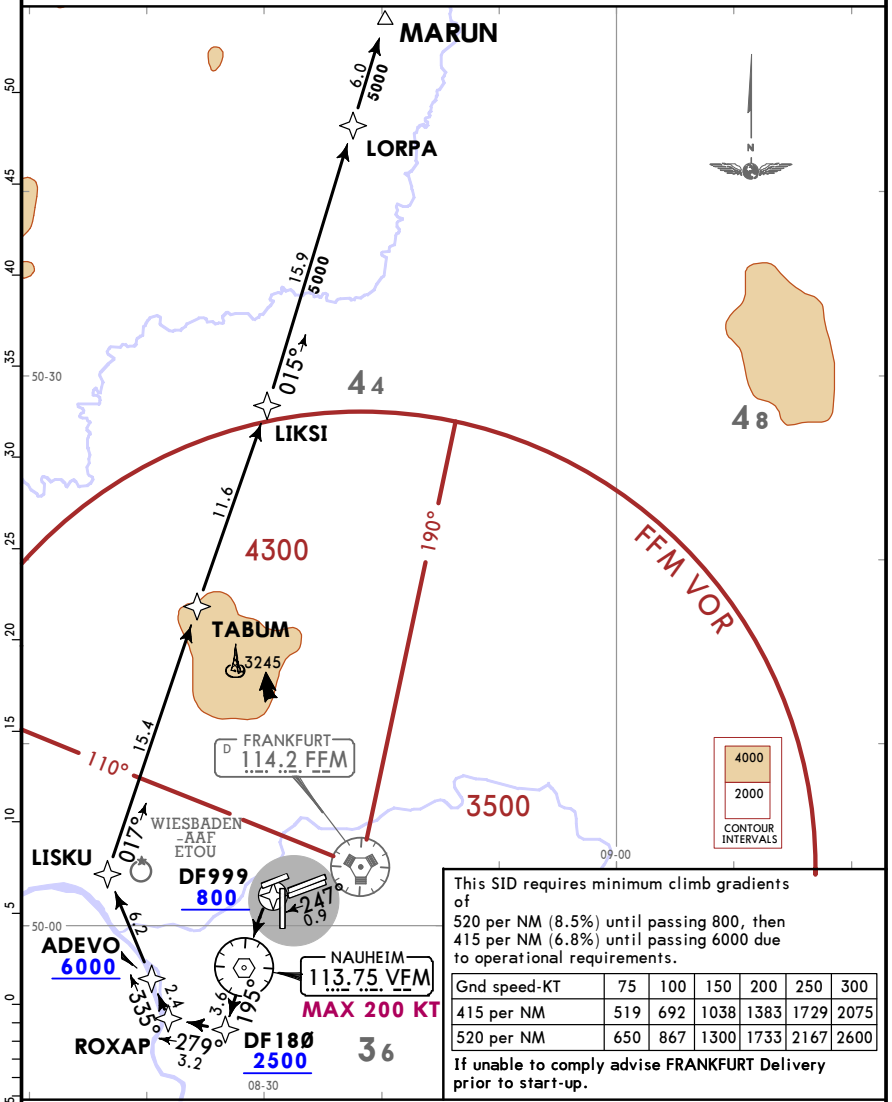
JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3Q2) Eff 9 Nov RNAV SID (OVERLAY)

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 6M [MARU6M]
RWY 25C RNAV DEPARTURE (OVERLAY 10-3E6)

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF999 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP - ADEVO (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

CHANGES: Chart reindexed.

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EDDF/FRA
FRANKFURT/MAIN

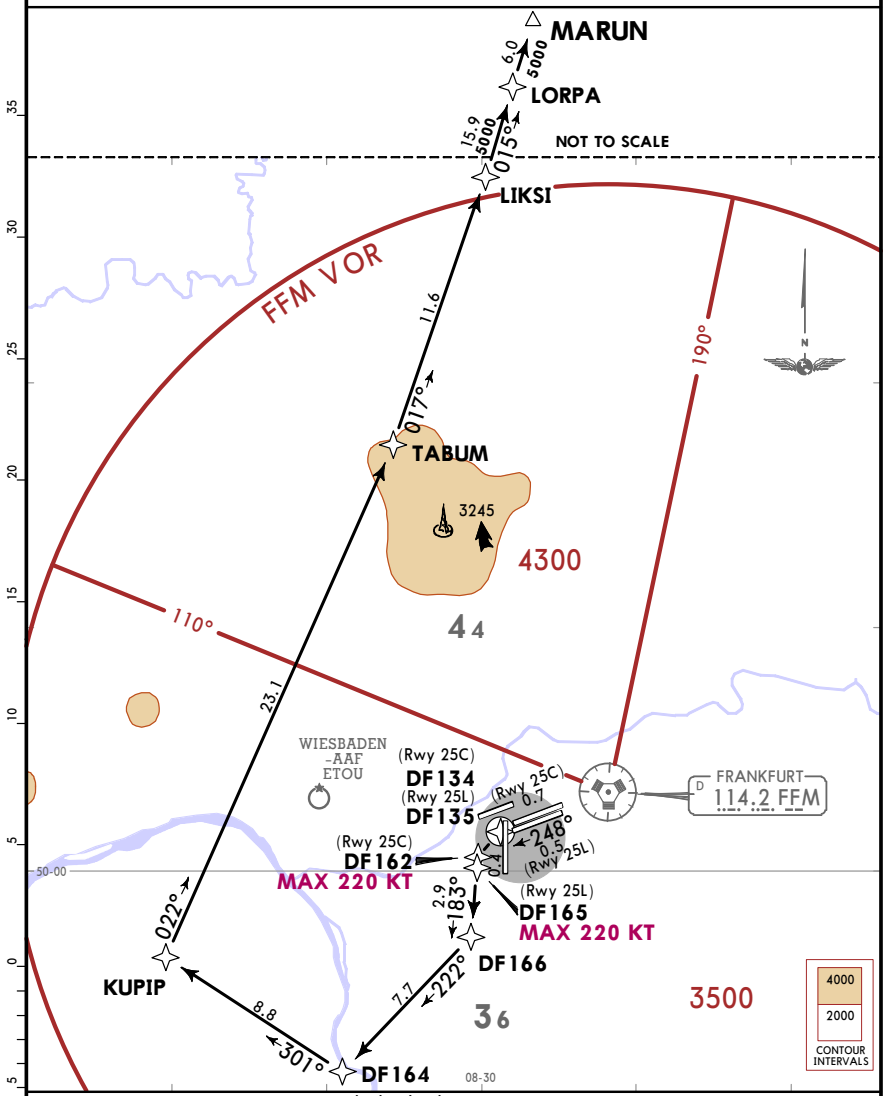
JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3Q3) Eff 21 Jun RNAV SID (OVERLAY)

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

MARUN 6N [MARU6N]
RWYS 25L/C RNAV DEPARTURE (OVERLAY 10-3E7)

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



Initial climb clearance **5000**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF162 (25C; K220-)/DF165 (25L; K220-) - DF166 - DF164 - KUPIP - TABUM - LIKSI - LORPA - MARUN.

CHANGES: None.

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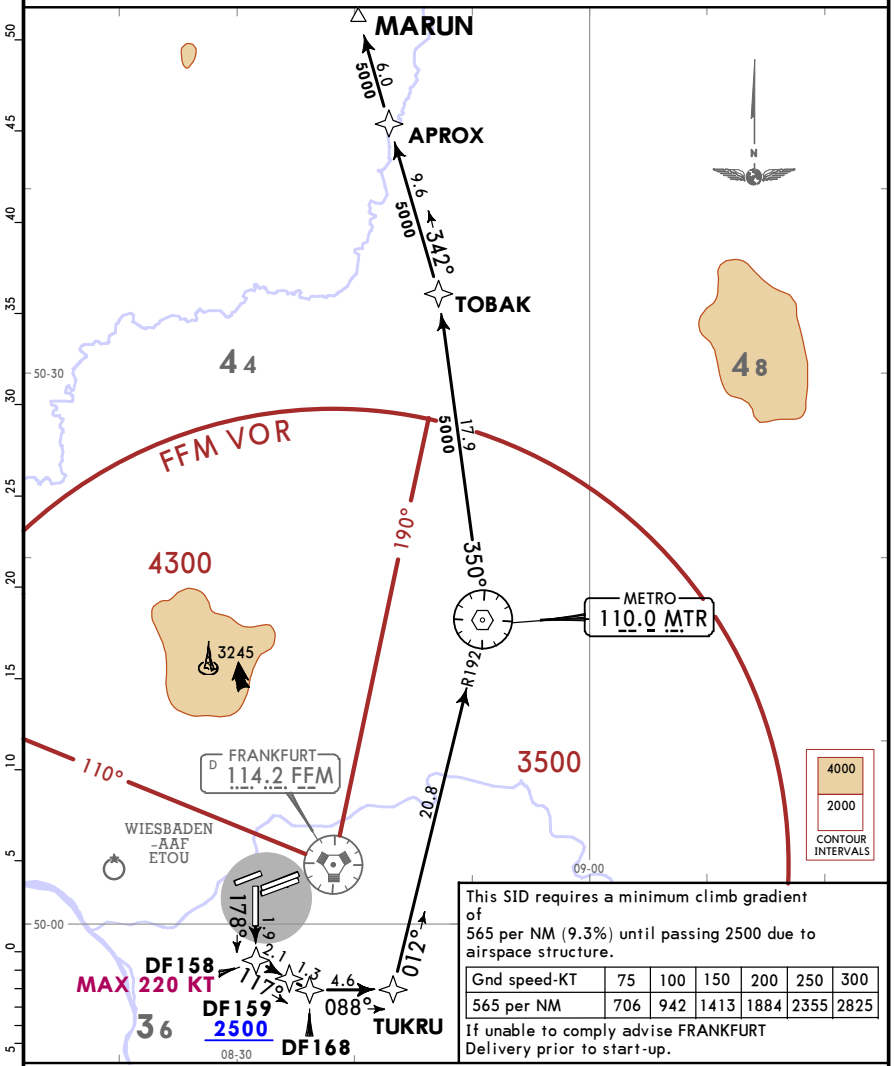
*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

MARUN 3R [MARU3R]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3E8)
BY ATC

SPEED: 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.

Initial climb clearance **4000**

ROUTING

(800+) - DF158 (K220-) - DF159 (2500+) - DF168 - TUKRU - MTR - TOBAK - APROX - MARUN.

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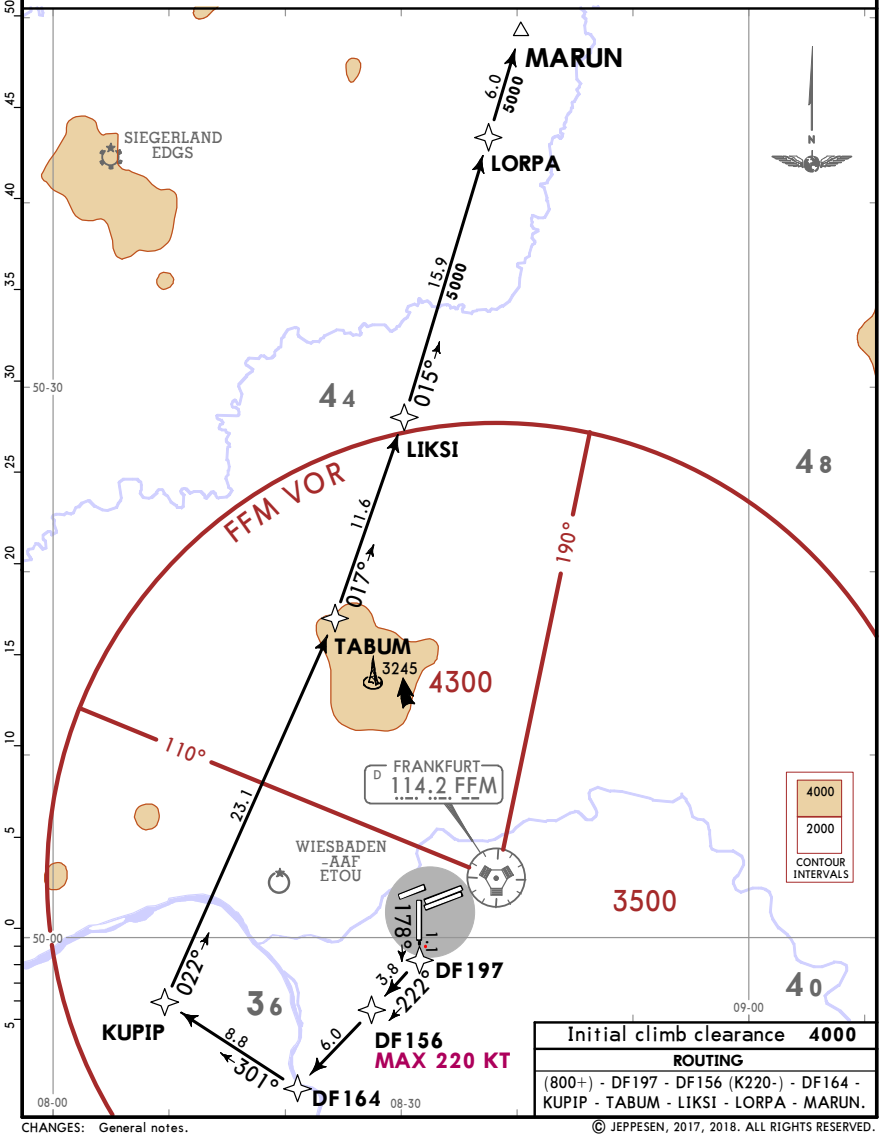
*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

MARUN 5S [MARU5S]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3E9)
BY ATC

WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS RWY 25

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



Initial climb clearance **4000**

ROUTING

(800+) - DF197 - DF156 (K220-) - DF164 - KUPIP - TABUM - LIKSI - LORPA - MARUN.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3Q6) Eff 21 Jun

RNAV SID (OVERLAY)

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

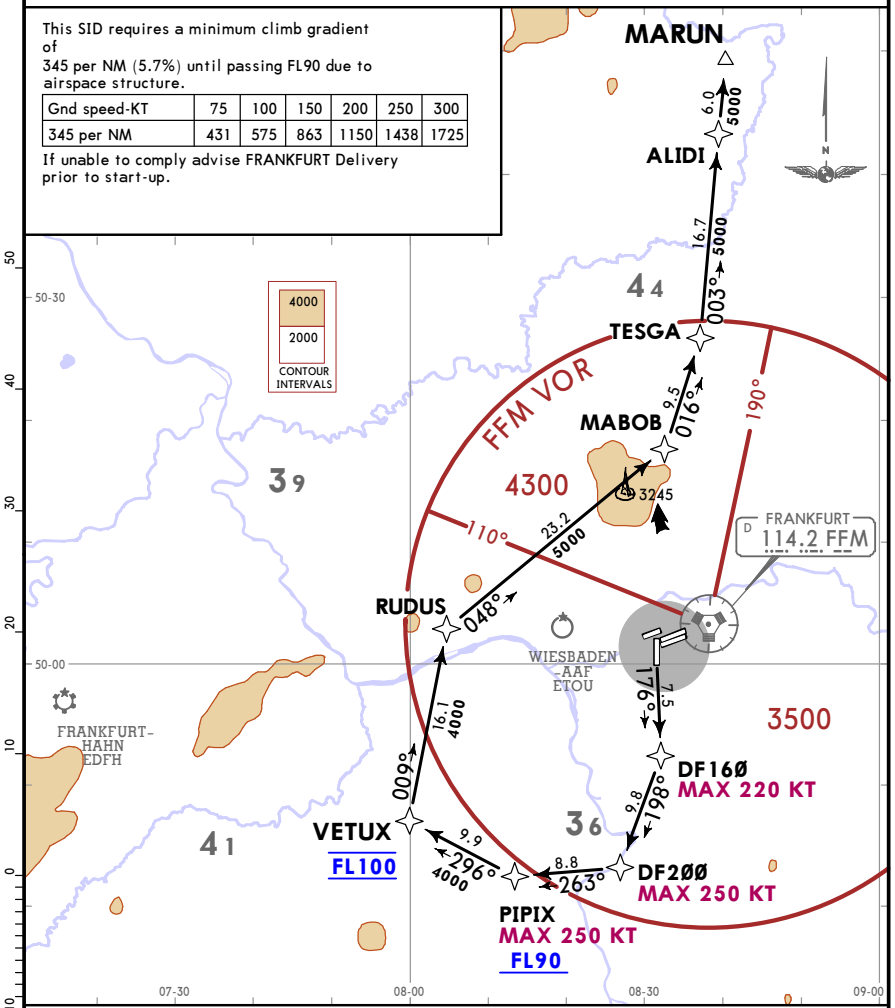
MARUN 4T [MARU4T]
RWY 18 RNAV DEPARTURE
(OVERLAY 10-3F)

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

This SID requires a minimum climb gradient of
345 per NM (5.7%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
345 per NM	431	575	863	1150	1438	1725

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



Initial climb clearance 4000

ROUTING

(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-;FL90+) - VETUX (FL100) - RUDUS - MABOB - TESGA - ALIDI - MARUN.

CHANGES: General notes.

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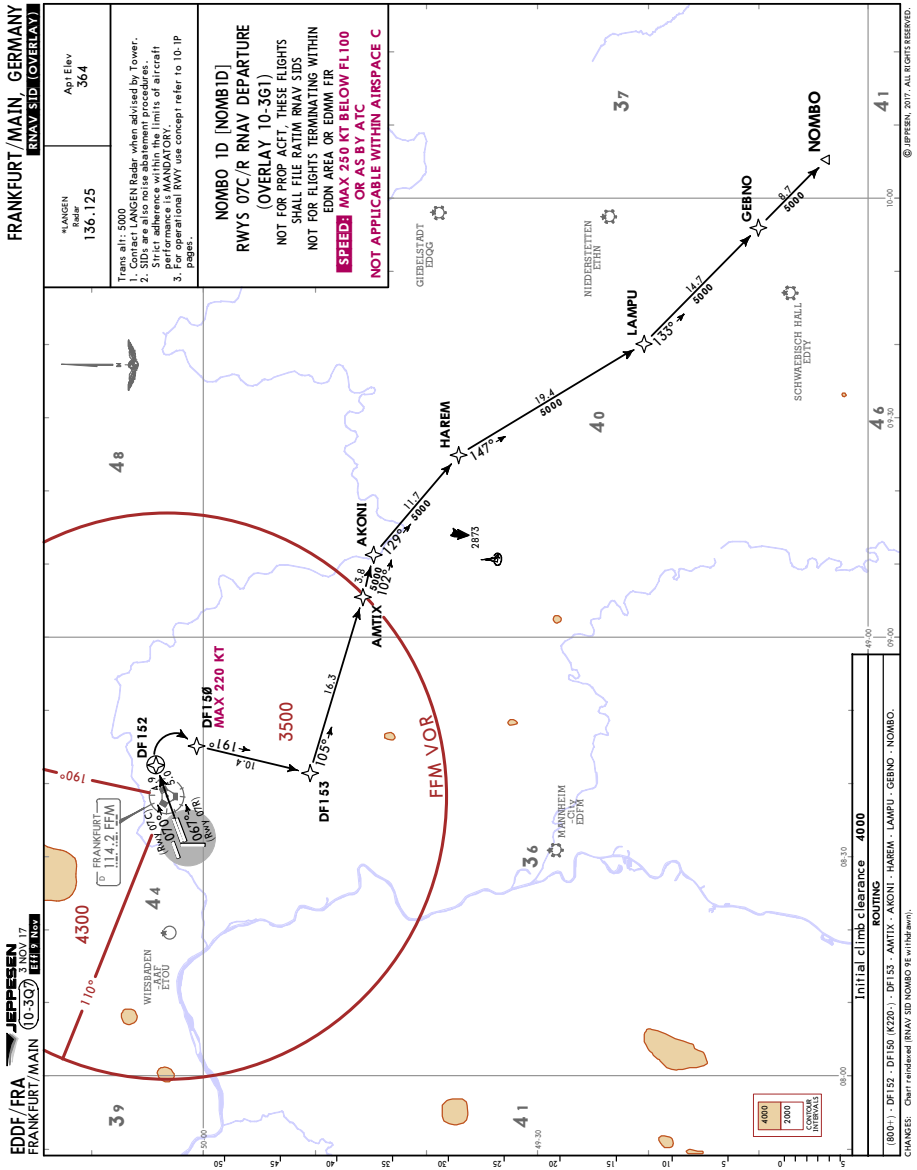

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3Q8) Eff 9 Nov

RNAV SID (OVERLAY)

*LANGEN Radar	Apt Elev
136.125	364

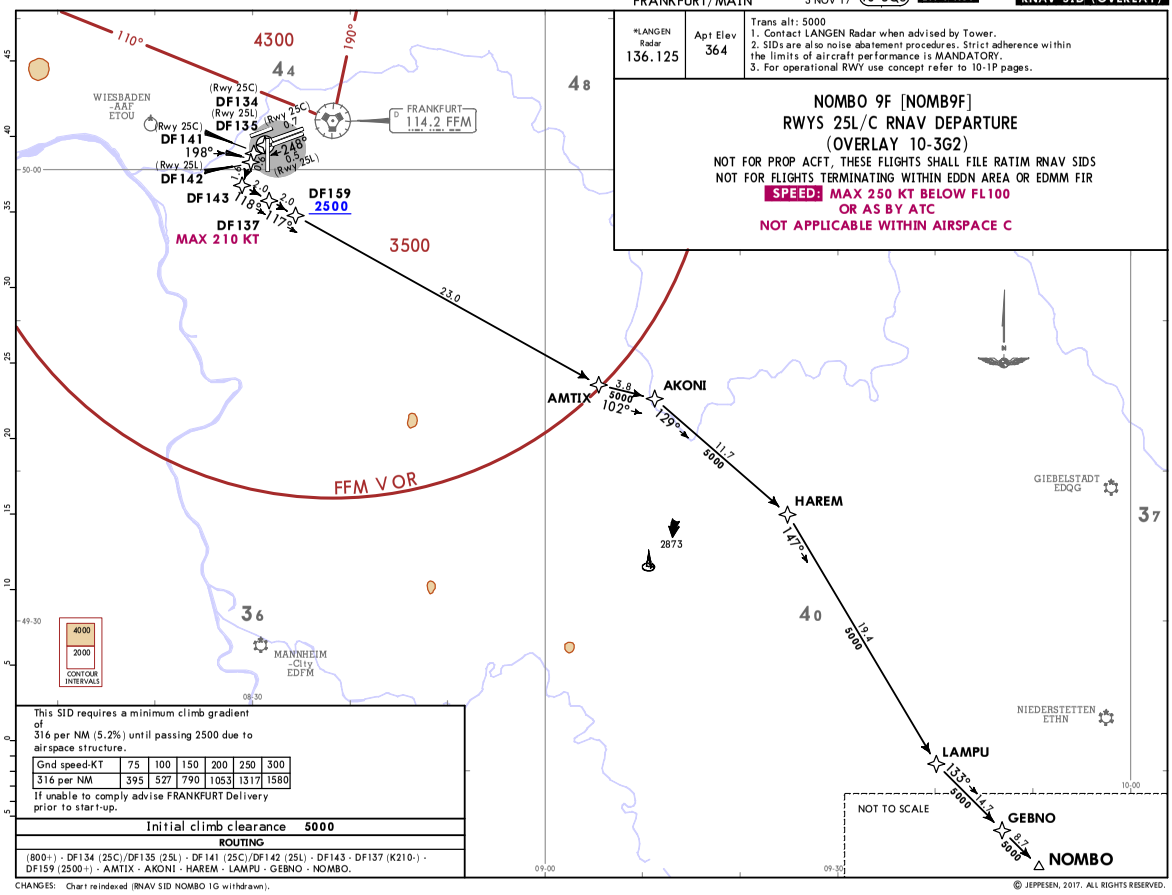
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

NOMBO 9F [NOMB9F]
RWYS 25L/C RNAV DEPARTURE
(OVERLAY 10-3G2)

NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM RNAV SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires 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**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - DF159 (2500+) - AMTIX - AKONI - HAREM - LAMPU - GEBNO - NOMBO.

CHANGES: Chart reindexed (RNAV SID NOMBO 1G withdrawn).

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN (10-3Q9) 8 JUN 18 Eff 21 Jun

FRANKFURT/MAIN, GERMANY

RNAV SID (OVERLAY)

*LANGEN Radar	Apt Elev
136.125	364

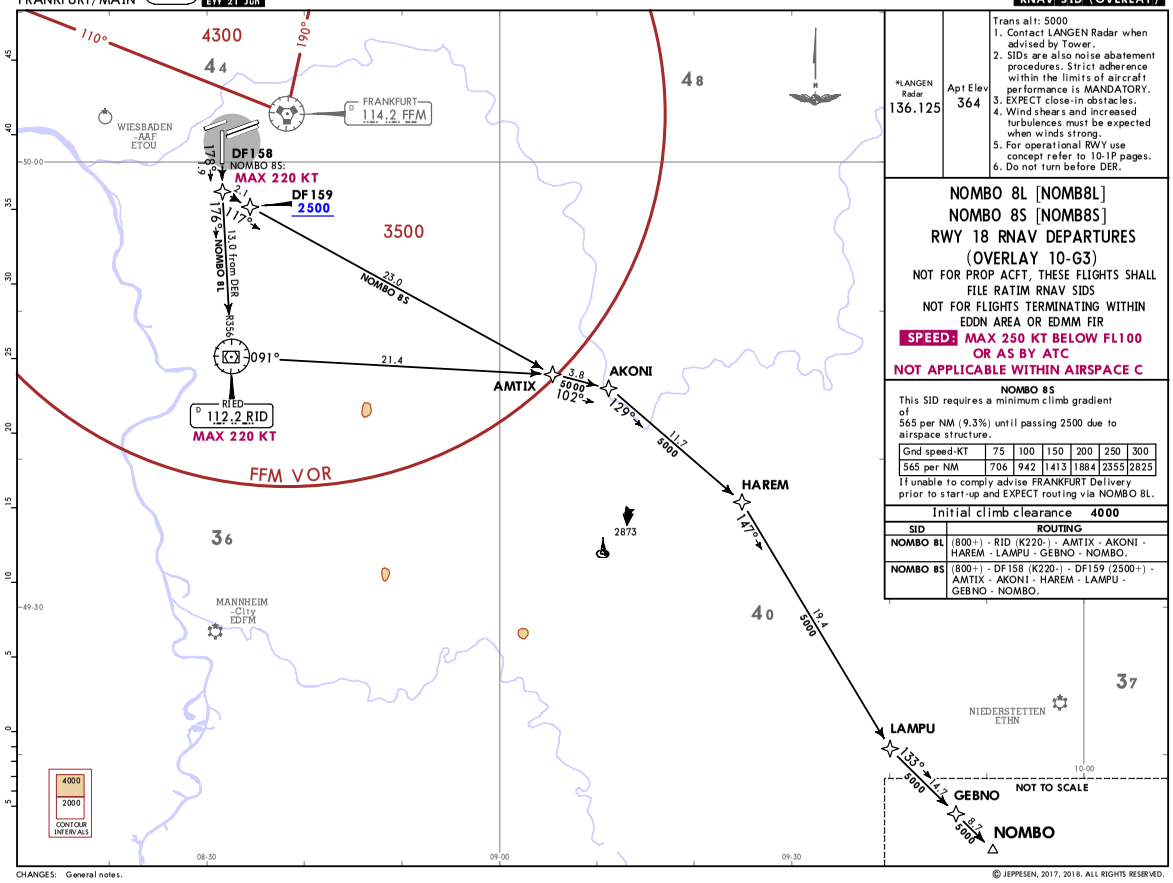
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. EXPECT close-in obstacles.
4. Wind shears and increased turbulences must be expected when winds strong.
5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

NOMBO 8L [NOMB8L]
NOMBO 8S [NOMB8S]
RWY 18 RNAV DEPARTURES
(OVERLAY 10-G3)

NOT FOR PROP ACFT, THESE FLIGHTS SHALL FILE RATIM RNAV SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



NOMBO 8S

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 8L.

Initial climb clearance **4000**

SID	ROUTING
NOMBO 8L	(800+) - RID (K220-) - AMTIX - AKONI - HAREM - LAMPU - GEBNO - NOMBO.
NOMBO 8S	(800+) - DF158 (K220-) - DF159 (2500+) - AMTIX - AKONI - HAREM - LAMPU - GEBNO - NOMBO.

CHANGES: General notes.

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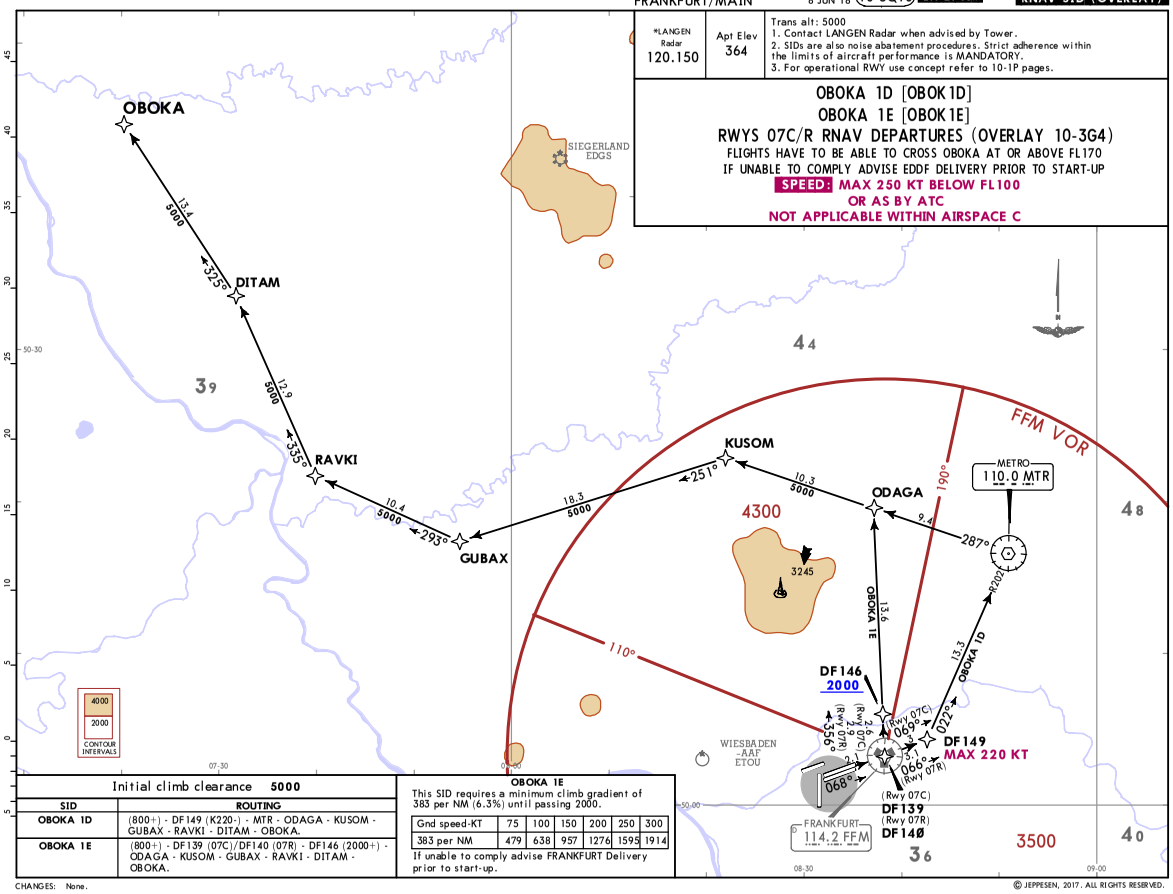
*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1D [OBOK1D]
OBOKA 1E [OBOK1E]
RWYS 07C/R RNAV DEPARTURES (OVERLAY 10-3G4)

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000	
SID	ROUTING
OBOKA 1D	(800+) - DF149 (K220-) - MTR - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - OBOKA.
OBOKA 1E	(800+) - DF139 (07C)/DF140 (07R) - DF146 (2000+) - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - OBOKA.

OBOKA 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.

CHANGES: None.

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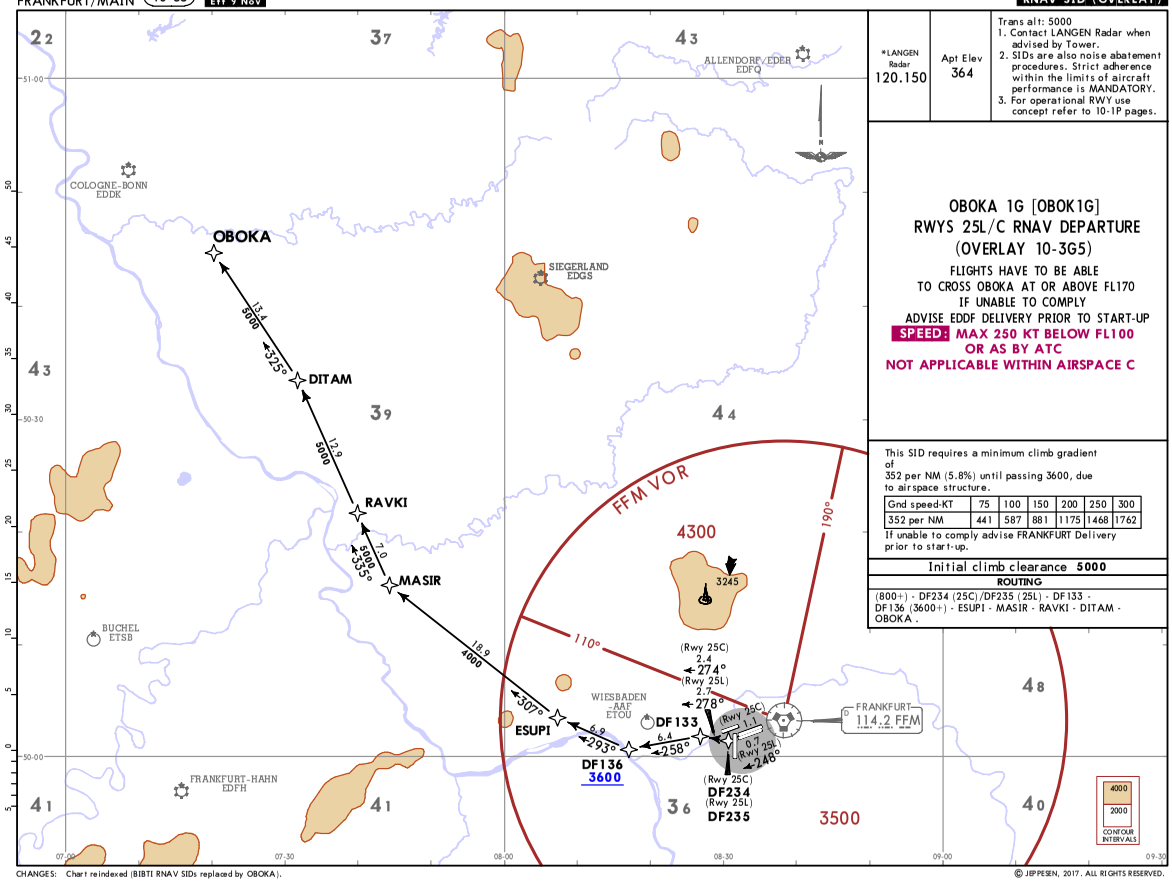
*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1G [OBOK1G]
RWYS 25L/C RNAV DEPARTURE
(OVERLAY 10-3G5)

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires 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
(800+) - DF234 (25C)/DF235 (25L) - DF133 - DF136 (3600+) - ESUPI - MASIR - RAVKI - DITAM - OBOKA .

CHANGES: Chart reindexed (BIBTI RNAV SIDs replaced by OBOKA).

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*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1H [OBOK1H]
RWY 25L RNAV DEPARTURE (OVERLAY 10-3G6)

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP

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

This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
273 per NM (4.5%) until passing 2500 due to airspace structure.

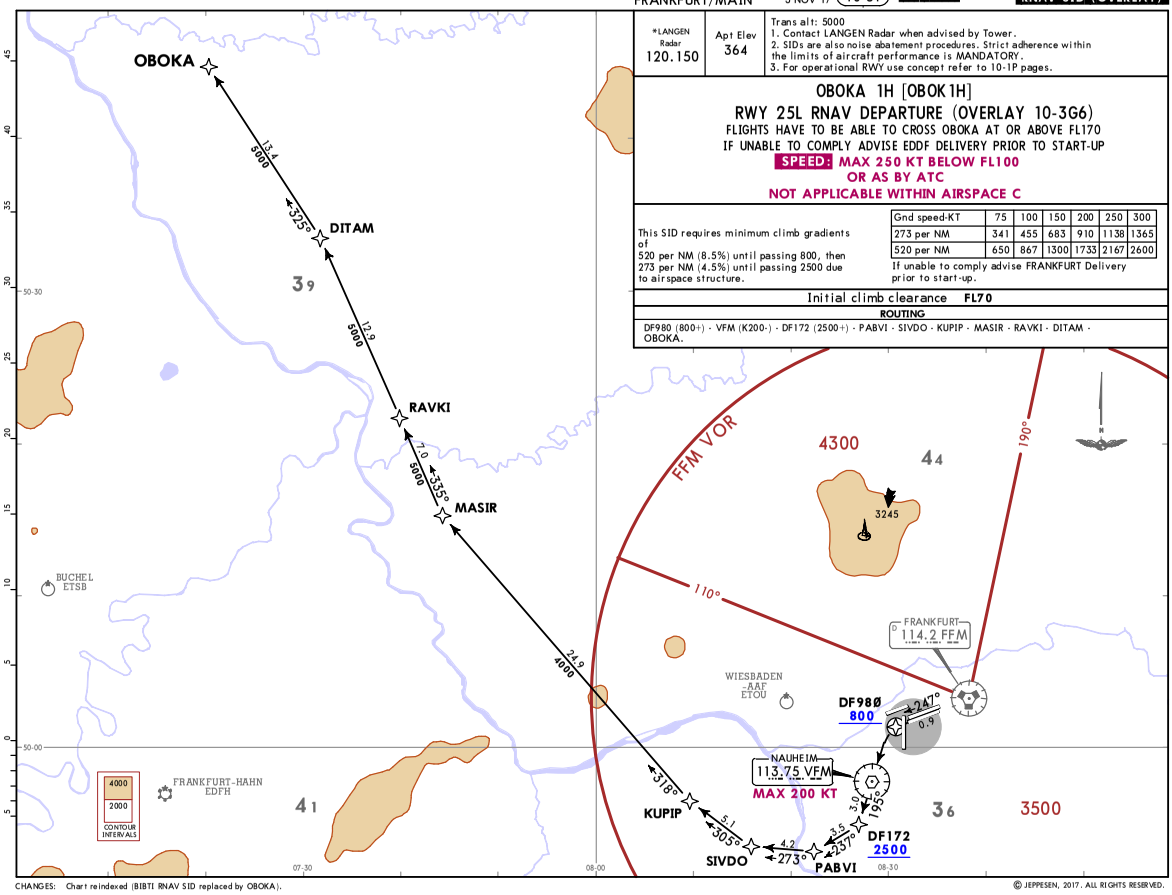
Gnd speed-KT	75	100	150	200	250	300
273 per NM	341	455	683	910	1138	1365
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF980 (800+) - VFM (K200-) - DF172 (2500+) - PABVI - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.



CHANGES: Chart reindexed (BIBTI RNAV SID replaced by OBOKA).

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*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1M [OBOK1M]
RWY 25C RNAV DEPARTURE (OVERLAY 10-3G7)

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP

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

This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
273 per NM (4.5%) until passing 2500 due to airspace structure.

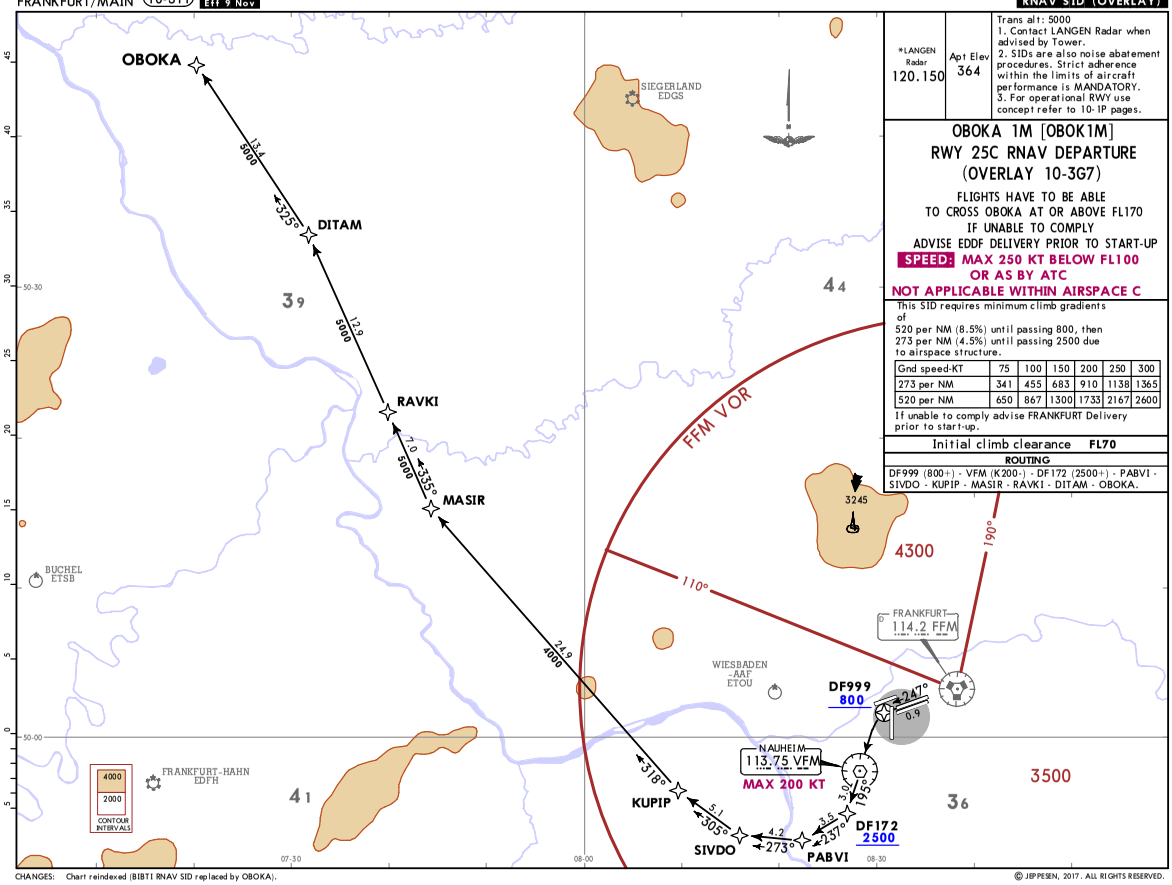
Gnd speed-KT	75	100	150	200	250	300
273 per NM	341	455	683	910	1138	1365
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF999 (800+) - VFM (K200-) - DF172 (2500+) - PABVI - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.



CHANGES: Chart reindexed (BIBTI RNAV SID replaced by OBOKA).

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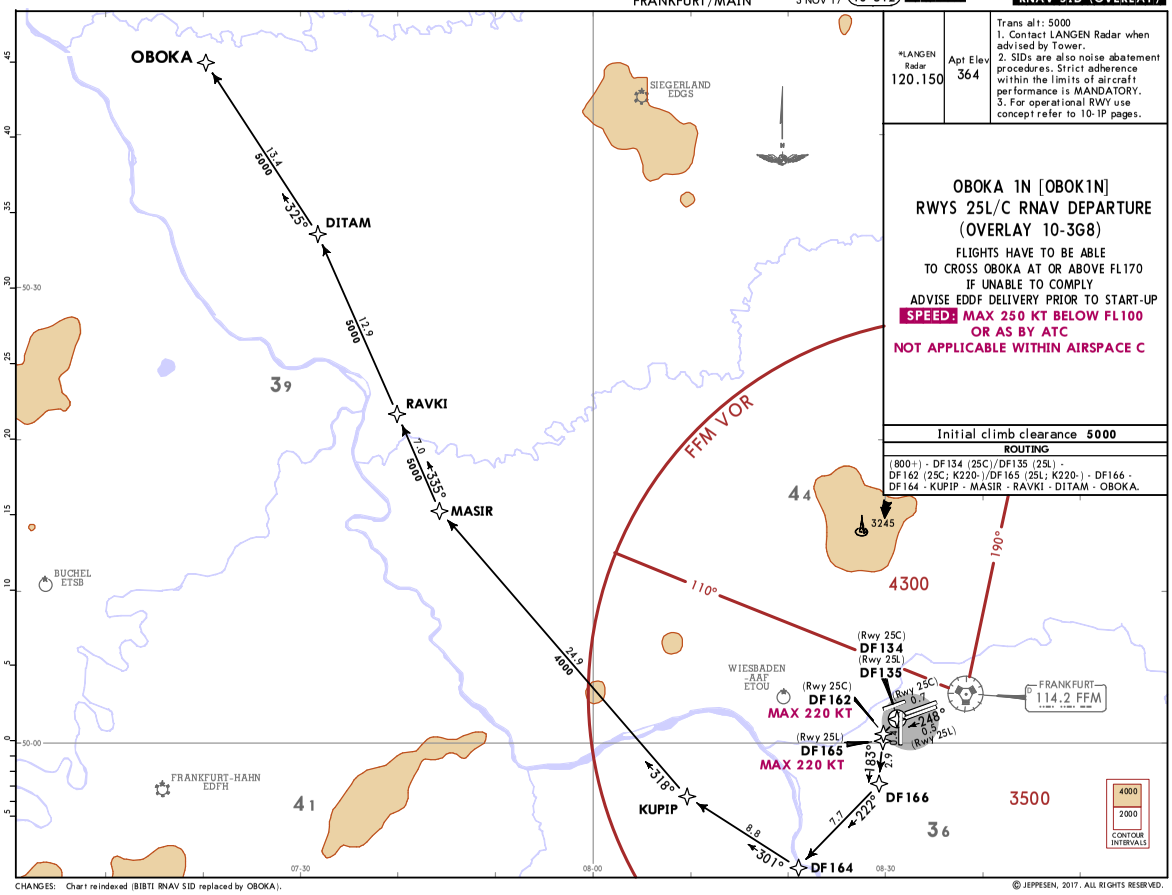

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

OBOKA 1N [OBOK1N]
RWYS 25L/C RNAV DEPARTURE
(OVERLAY 10-3G8)

FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **5000**

ROUTING
(800+) - DF134 (25C)/DF135 (25L) - DF162 (25C; K220-)/DF165 (25L; K220-) - DF166 - DF164 - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

CHANGES: Chart reindexed (BIBTI RNAV SID replaced by OBOKA).

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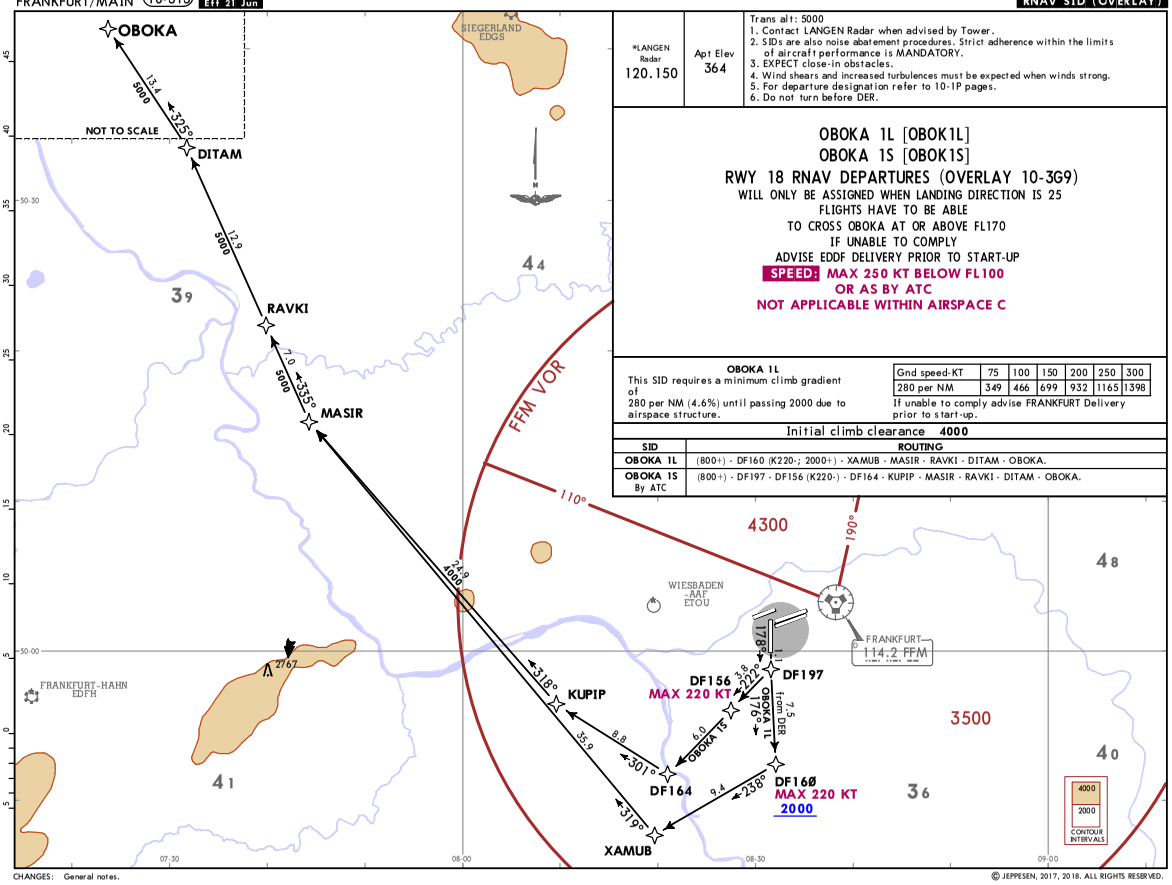

*LANGEN Radar	Apt Elev
120.150	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. 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 strong.
5. For departure designation refer to 10-1P pages.
6. Do not turn before DER.

OBOKA 1L [OBOK1L]
OBOKA 1S [OBOK1S]
RWY 18 RNAV DEPARTURES (OVERLAY 10-3G9)

WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS 25
FLIGHTS HAVE TO BE ABLE
TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

OBOKA 1L
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**

SID	ROUTING
OBOKA 1L	(800+) - DF160 (K220-; 2000+) - XAMUB - MASIR - RAVKI - DITAM - OBOKA.
OBOKA 1S By ATC	(800+) - DF197 - DF156 (K220-) - DF164 - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

CHANGES: General notes.

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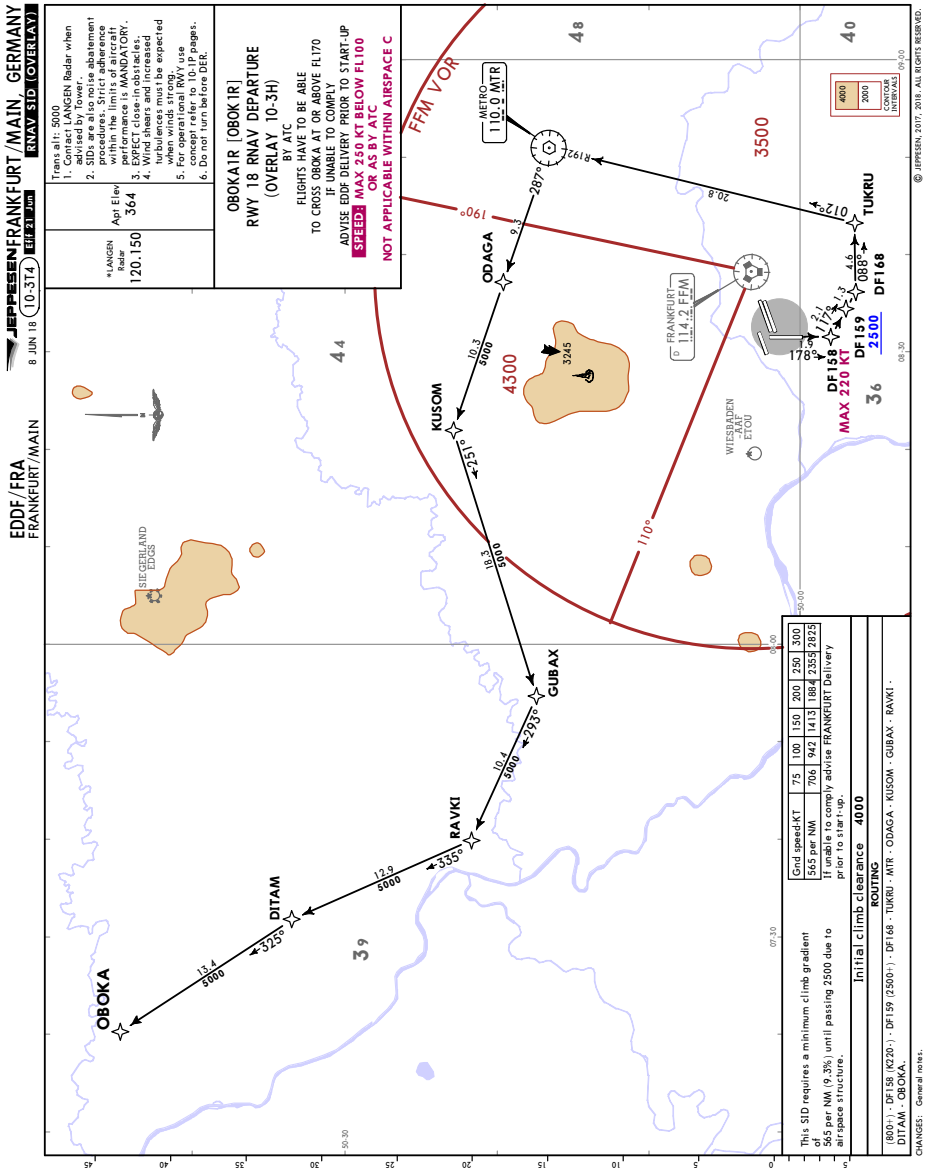

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3T5) Eff 21 Jun

RNAV SID (OVERLAY)

*LANGEN Radar	Apt Elev
136.125	364

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong.
5. For operational RWY use concept refer to 10-1P pages.
6. Do not turn before DER.

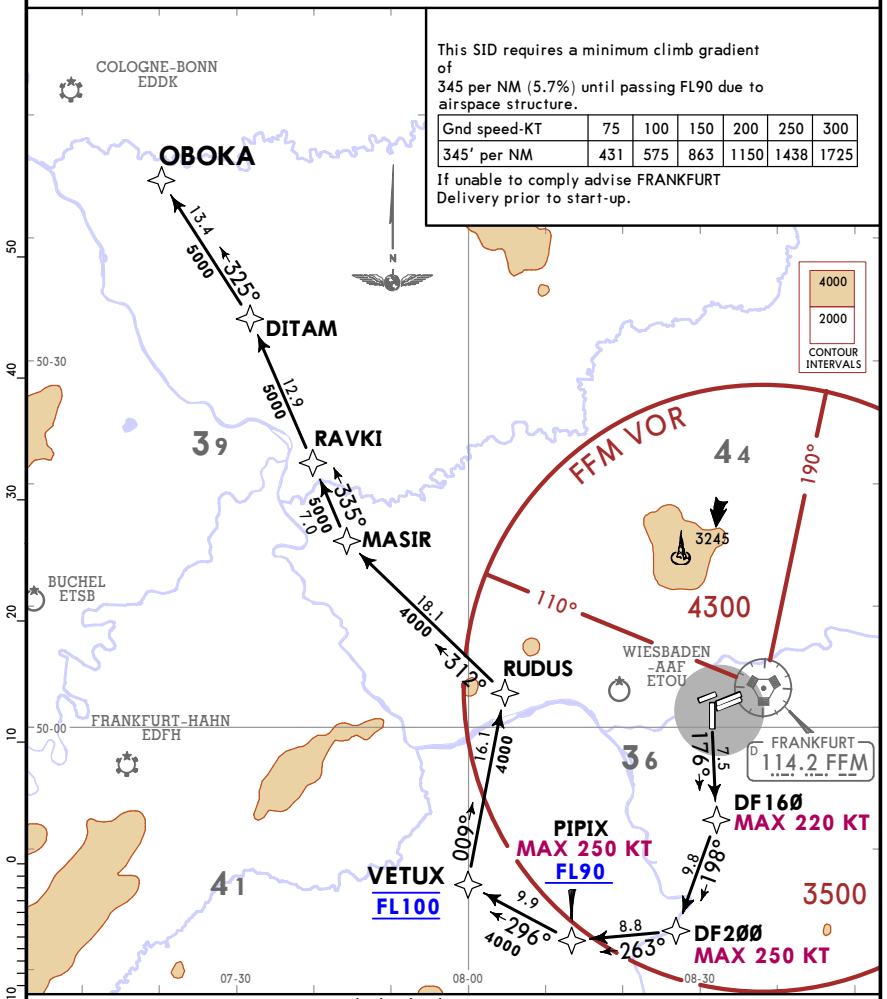
OBOKA 1T [OBOK1T]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3J)

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170
IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

This SID requires a minimum climb gradient of 345 per NM (5.7%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
345' per NM	431	575	863	1150	1438	1725

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



Initial climb clearance 4000

ROUTING

(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-; FL90+) - VETUX (FL100) - RUDUS - MASIR - RAVKI - DITAM - OBOKA.

CHANGES: General notes.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

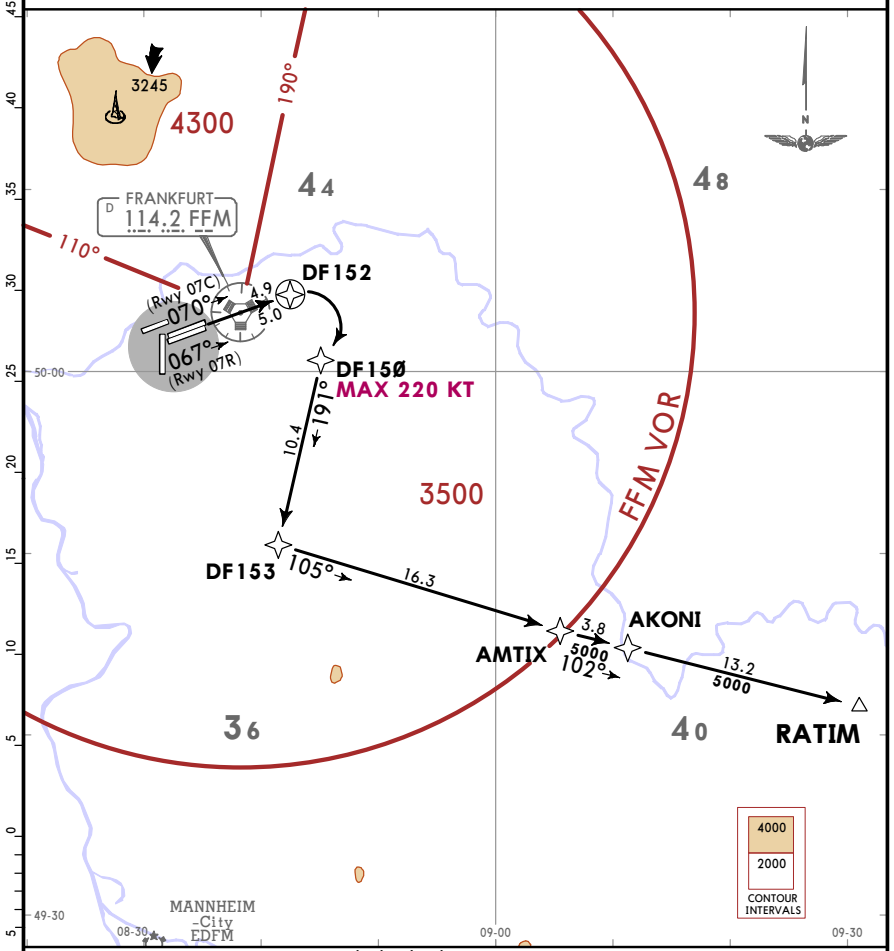
8 JUN 18 (10-3T6) Eff 21 Jun **RNAV SID (OVERLAY)**

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures). Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

RATIM 6D [RATI6D]
RWYS 07C/R RNAV DEPARTURE
(OVERLAY 10-3J1)

ONLY PROP ACFT WITH MAX FL230 REQUESTED
INSTEAD OF NOMBO RNAV SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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



Initial climb clearance **4000**

ROUTING

(800+) - DF152 - DF150 (K220-) - DF153 - AMTIX - AKONI - RATIM.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

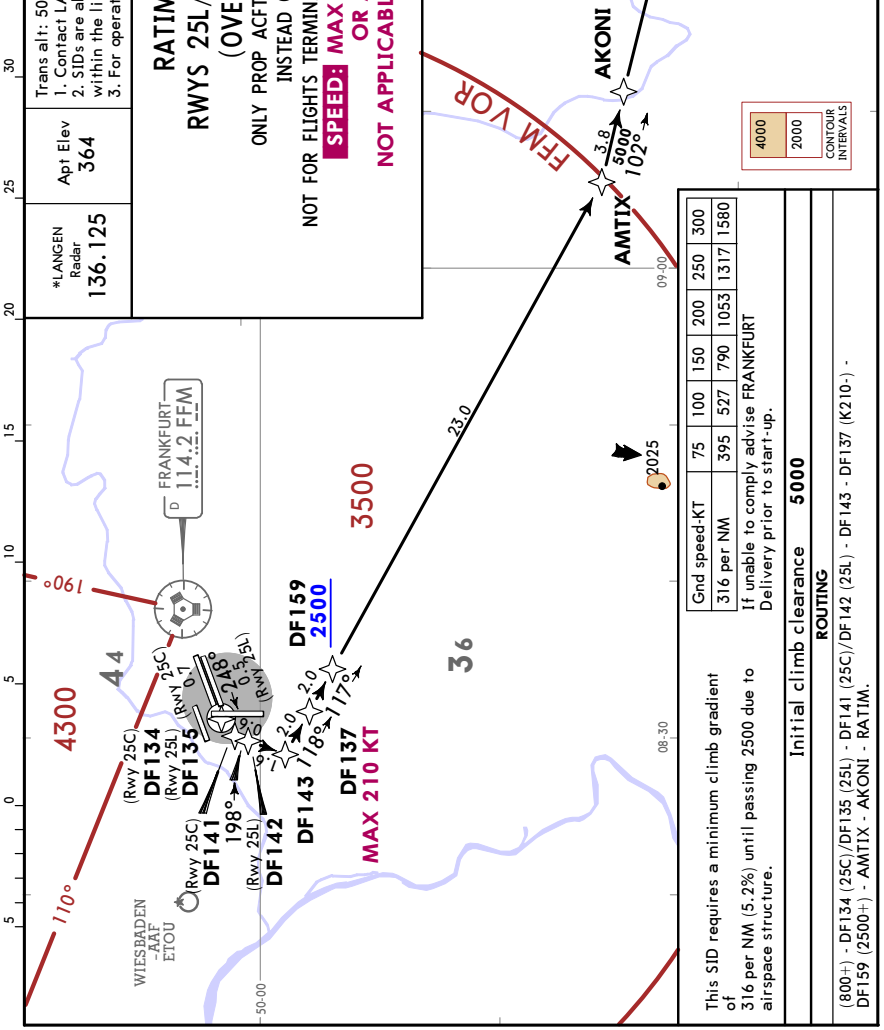
3 NOV 17 (10-3T7) Eff 9 Nov **RNAV SID (OVERLAY)**

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

RATIM 7F [RATI7F]
RWYS 25L/C RNAV DEPARTURE
(OVERLAY 10-3J2)

ONLY PROP ACFT WITH MAX FL230 REQUESTED
INSTEAD OF NOMBO RNAV SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

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



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.

This SID requires a minimum climb gradient of 316 per NM (5.2%) until passing 2500 due to airspace structure.

Initial climb clearance **5000**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - DF159 (2500+) - AMTIX - AKONI - RATIM.

CHANGES: RNAV SID RATIM 7G withdrawn.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3U) Eff 21 Jun

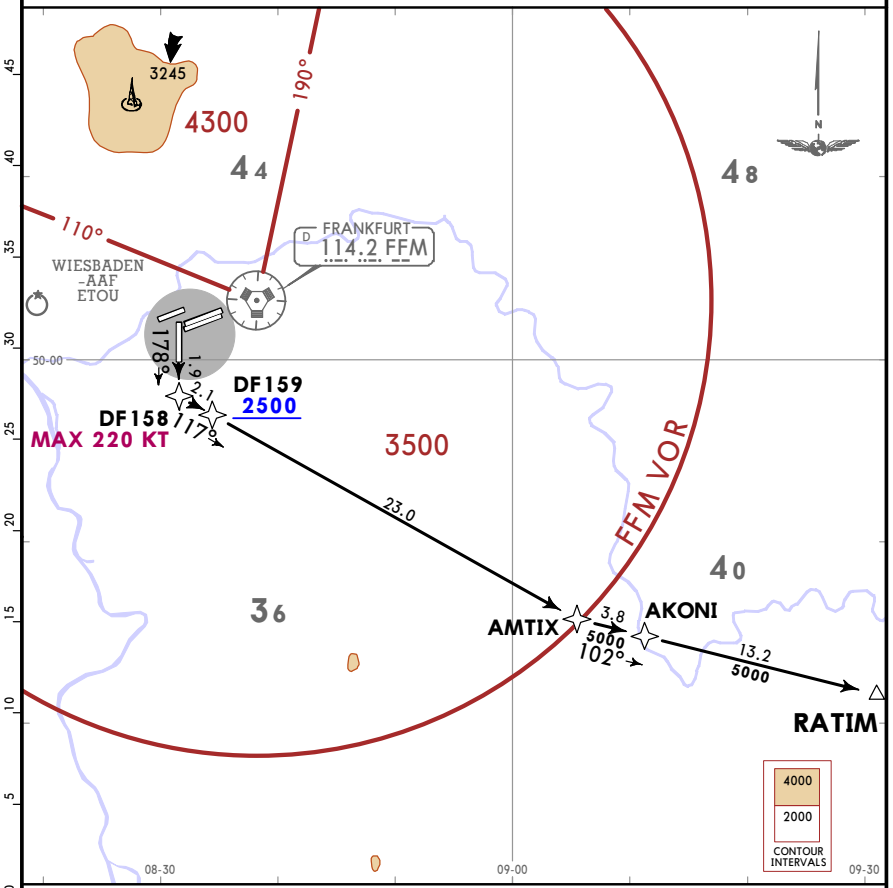
RNAV SID (OVERLAY)

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

RATIM 5S [RATI5S]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3J3)

ONLY PROP ACFT WITH MAX FL230 REQUESTED
INSTEAD OF NOMBO RNAV SIDS
NOT FOR FLIGHTS TERMINATING WITHIN EDDN AREA OR EDMM FIR

SPEED: 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 (K220-) - DF159 (2500+) - AMTIX - AKONI - RATIM.

CHANGES: General notes.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3V) Eff 21 Jun

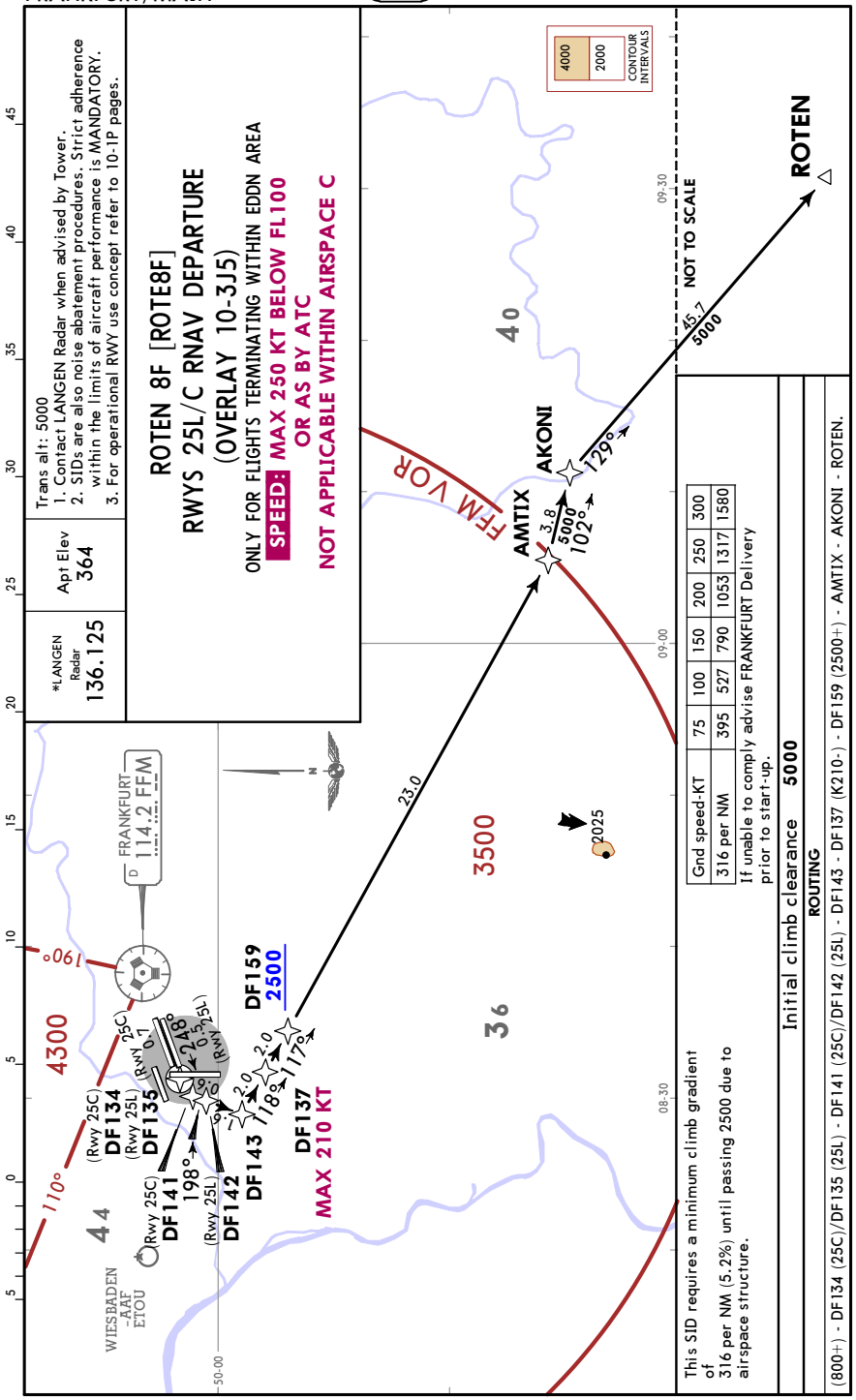
RNAV SID (OVERLAY)

*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

ROTEN 8F [ROTE8F]
RWYS 25L/C RNAV DEPARTURE
(OVERLAY 10-3J5)

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

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



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.

This SID requires a minimum climb gradient of
316 per NM (5.2%) until passing 2500 due to airspace structure.

Initial climb clearance **5000**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - DF159 (2500+) - AMTIX - AKONI - ROTEN.

CHANGES: None.

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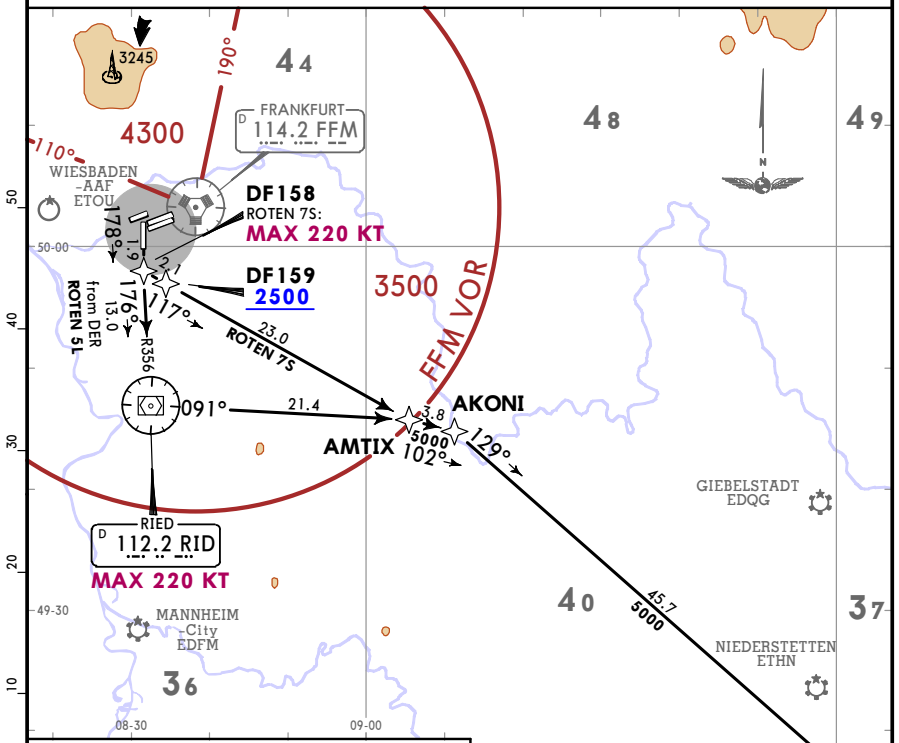
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

ROTEN 5L [ROTE5L], ROTEN 7S [ROTE7S]
RWY 18 RNAV DEPARTURES
(OVERLAY 10-3J6)

ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



ROTEN 7S

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 and EXPECT routing via ROTEN 5L.

Initial climb clearance **4000**

SID	ROUTING
ROTEN 5L	(800+) - RID (K220-) - AMTIX - AKONI - ROTEN.
ROTEN 7S	(800+) - DF158 (K220-) - DF159 (2500+) - AMTIX - AKONI - ROTEN.

CHANGES: General notes.

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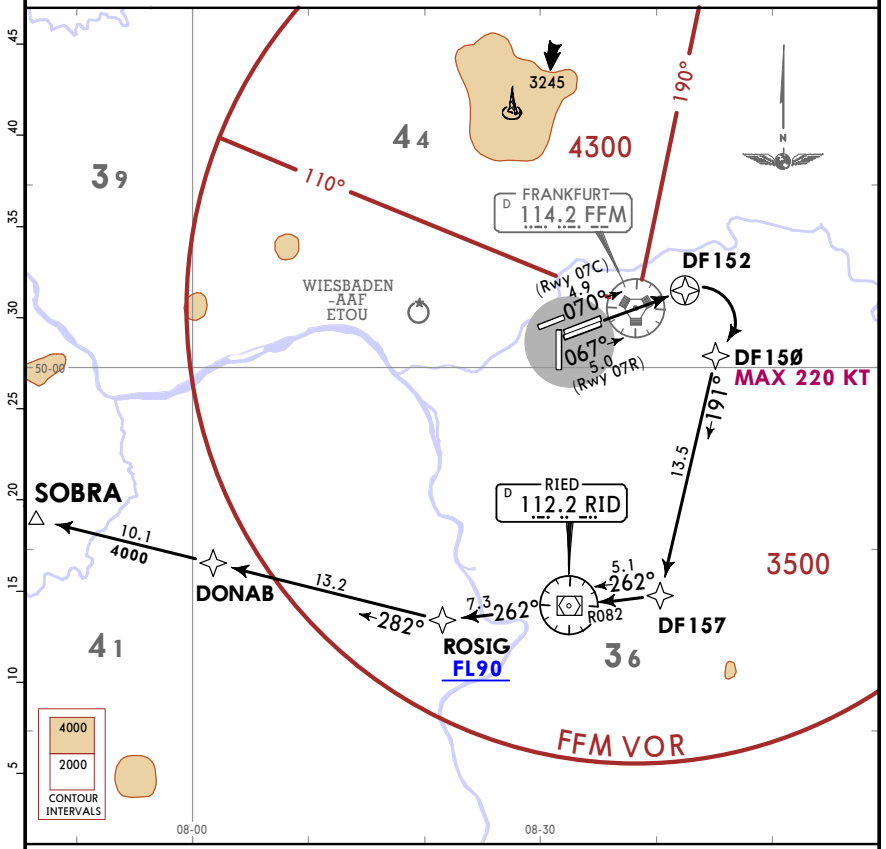
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SOBRA 6D [SOBR6D]
RWYS 07C/R RNAV DEPARTURE (OVERLAY 10-3J7)

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 - NISIV - UY-180 - DIK RFL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 240 per NM (3.9%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

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

Initial climb clearance **4000**

ROUTING
(800+) - DF152 - DF150 (K220-) - DF157 - RID - ROSIG (FL90+) - DONAB - SOBRA.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

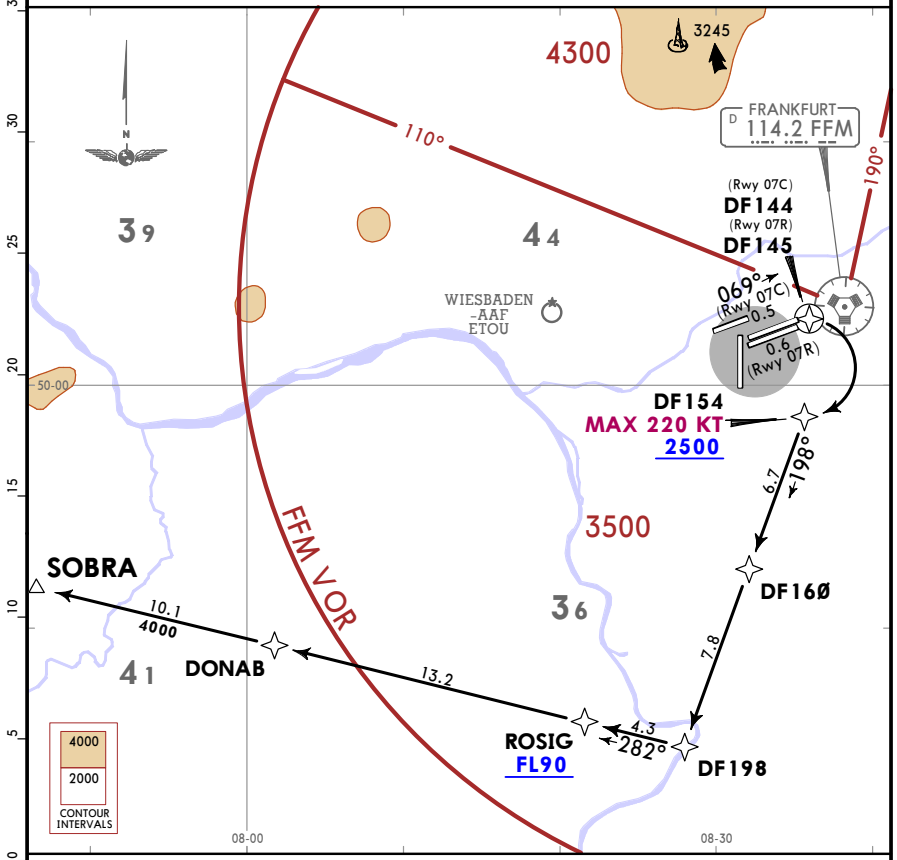
3 NOV 17 (10-3V3) Eff 9 Nov **RNAV SID (OVERLAY)**

*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SOBRA 6E [SOBR6E]
RWYS 07C/R RNAV DEPARTURE (OVERLAY 10-3K)

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 - NISIV - UY-180 - DIK RFL

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



This SID requires a minimum climb gradient of
335 per NM (5.5%) until passing FL90
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
335' per NM	419	558	838	1117	1396	1675

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

Initial climb clearance **4000**

ROUTING

(800+) - DF144 (07C)/DF145 (07R) - DF154 (K220-; 2500+) - DF160 - DF198 - ROSIG (FL90+) - DONAB - SOBRA.

CHANGES: RNAV SID renumbered & revised.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

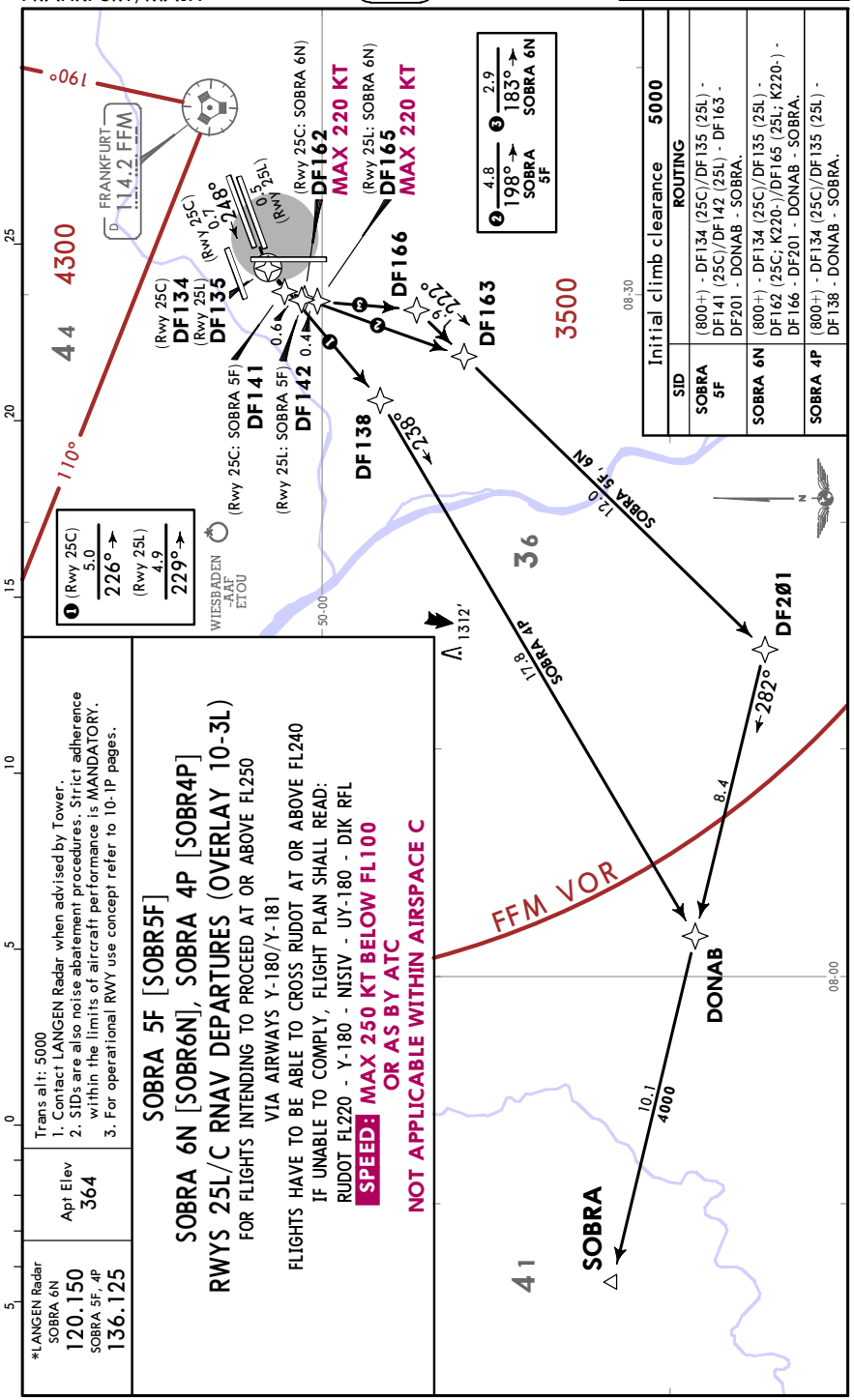
3 NOV 17 (10-3V4) Eff 9 Nov **RNAV SID (OVERLAY)**

*LANGEN Radar	Apt Elev	
SOBRA 6N 120.150 SOBRA 5F, 4P 136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SOBRA 5F [SOBR5F]
SOBRA 6N [SOBR6N], SOBRA 4P [SOBR4P]
RWYS 25L/C RNAV DEPARTURES (OVERLAY 10-3L)

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 - NISIV - UY-180 - DIK RFL

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



Initial climb clearance 5000	
SID	**ROUTING**
SOBRA 5F	(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF163 - DF201 - DONAB - SOBRA.
SOBRA 6N	(800+) - DF134 (25C)/DF135 (25L) - DF162 (25C; K220-)/DF165 (25L; K220-) - DF166 - DF201 - DONAB - SOBRA.
SOBRA 4P	(800+) - DF134 (25C)/DF135 (25L) - DF138 - DONAB - SOBRA.

CHANGES: RNAV SID SOBRA 5G withdrawn.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
3 NOV 17 (10-3V5) Eff 9 Nov
RNAV SID (OVERLAY)

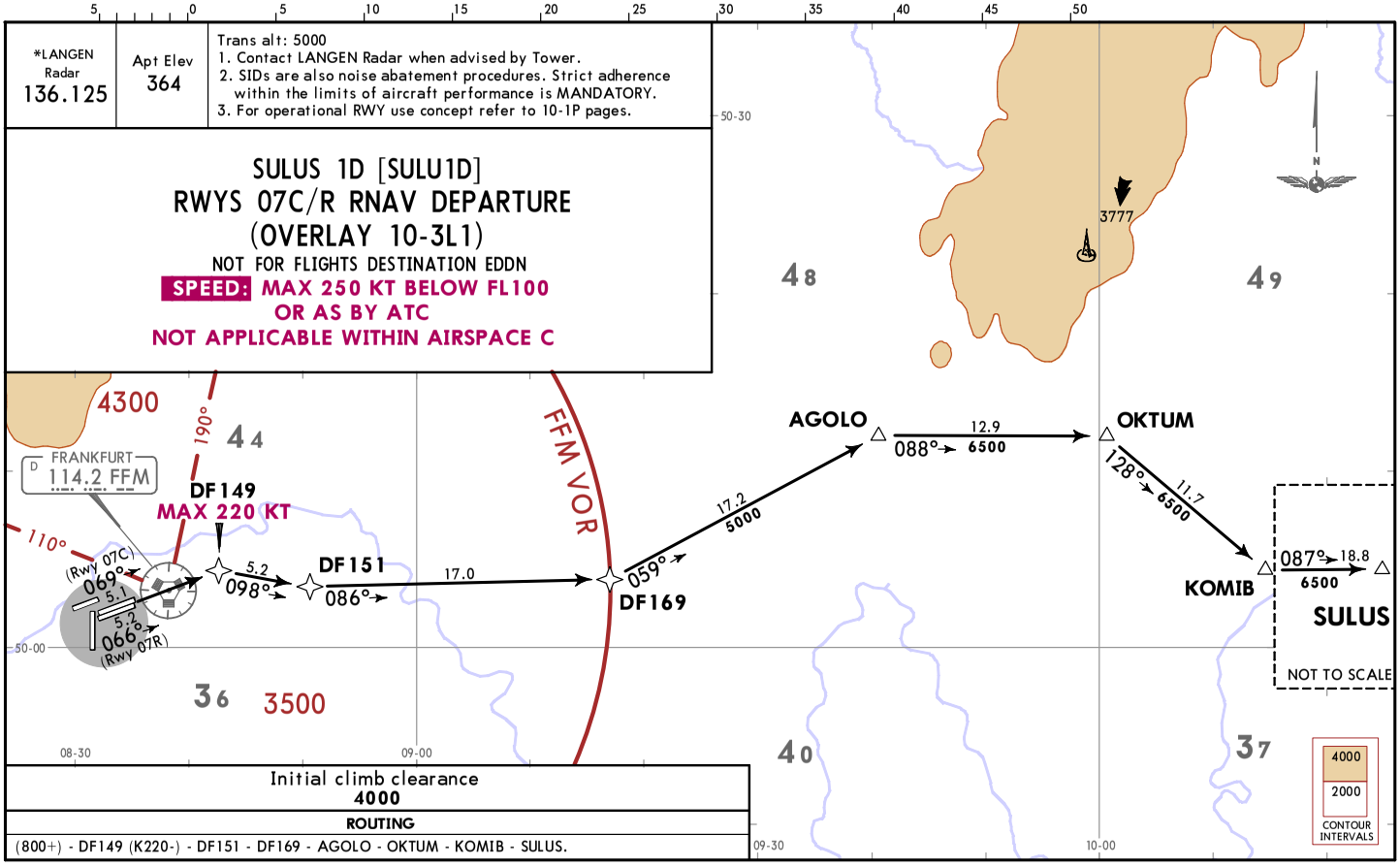
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SULUS 1D [SULU1D]
RWYS 07C/R RNAV DEPARTURE
(OVERLAY 10-3L1)

NOT FOR FLIGHTS DESTINATION EDDN

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance
4000

ROUTING

(800+) - DF149 (K220-) - DF151 - DF169 - AGOLO - OKTUM - KOMIB - SULUS.

CHANGES: RNAV SIDs withdrawn & transferred.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN
3 NOV 17 (10-3V6) Eff 9 Nov

FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)

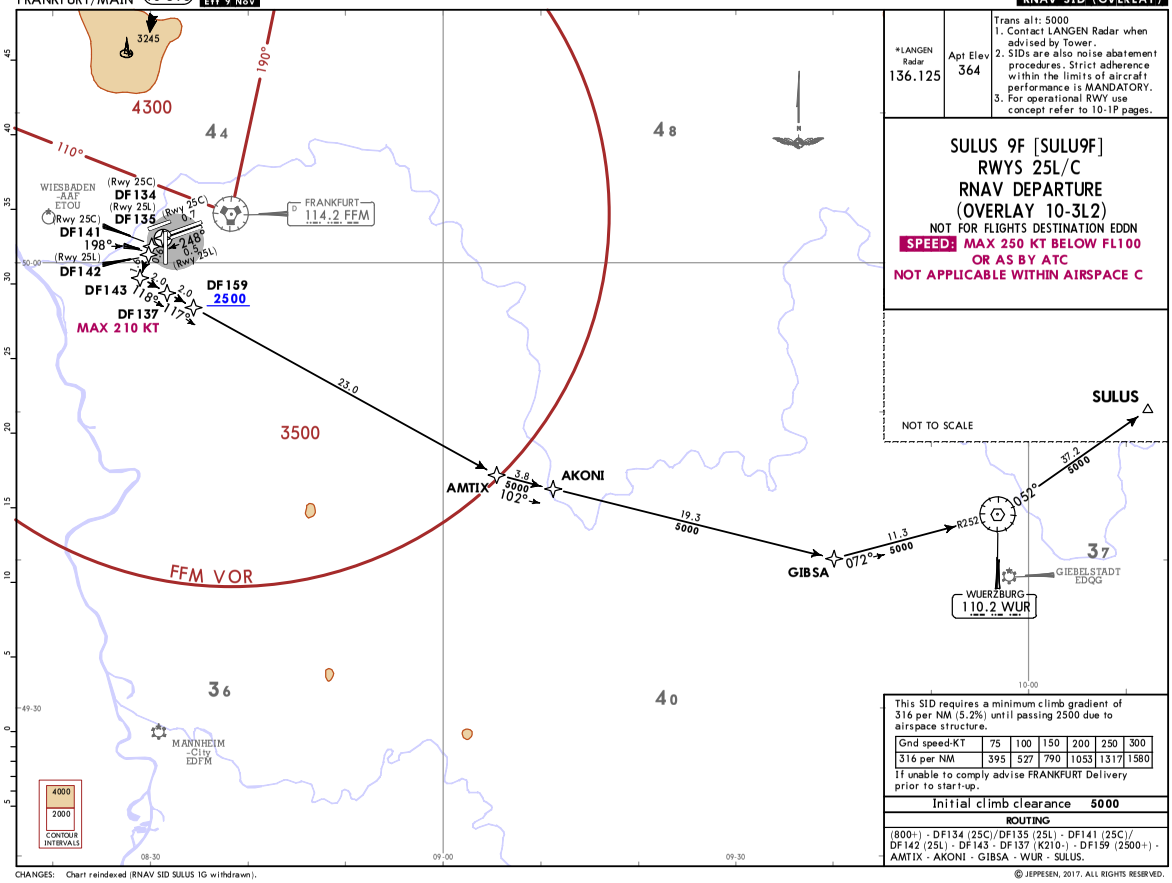
*LANGEN Radar 136.125	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

SULUS 9F [SULU9F]
RWYS 25L/C
RNAV DEPARTURE
(OVERLAY 10-3L2)

NOT FOR FLIGHTS DESTINATION EDDN

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires 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**

ROUTING

(800+) - DF134 (25C)/DF135 (25L) - DF141 (25C)/DF142 (25L) - DF143 - DF137 (K210-) - DF159 (2500+) - AMTIX - AKONI - GIBSA - WUR - SULUS.

CHANGES: Chart reindexed (RNAV SID SULUS 1G withdrawn).

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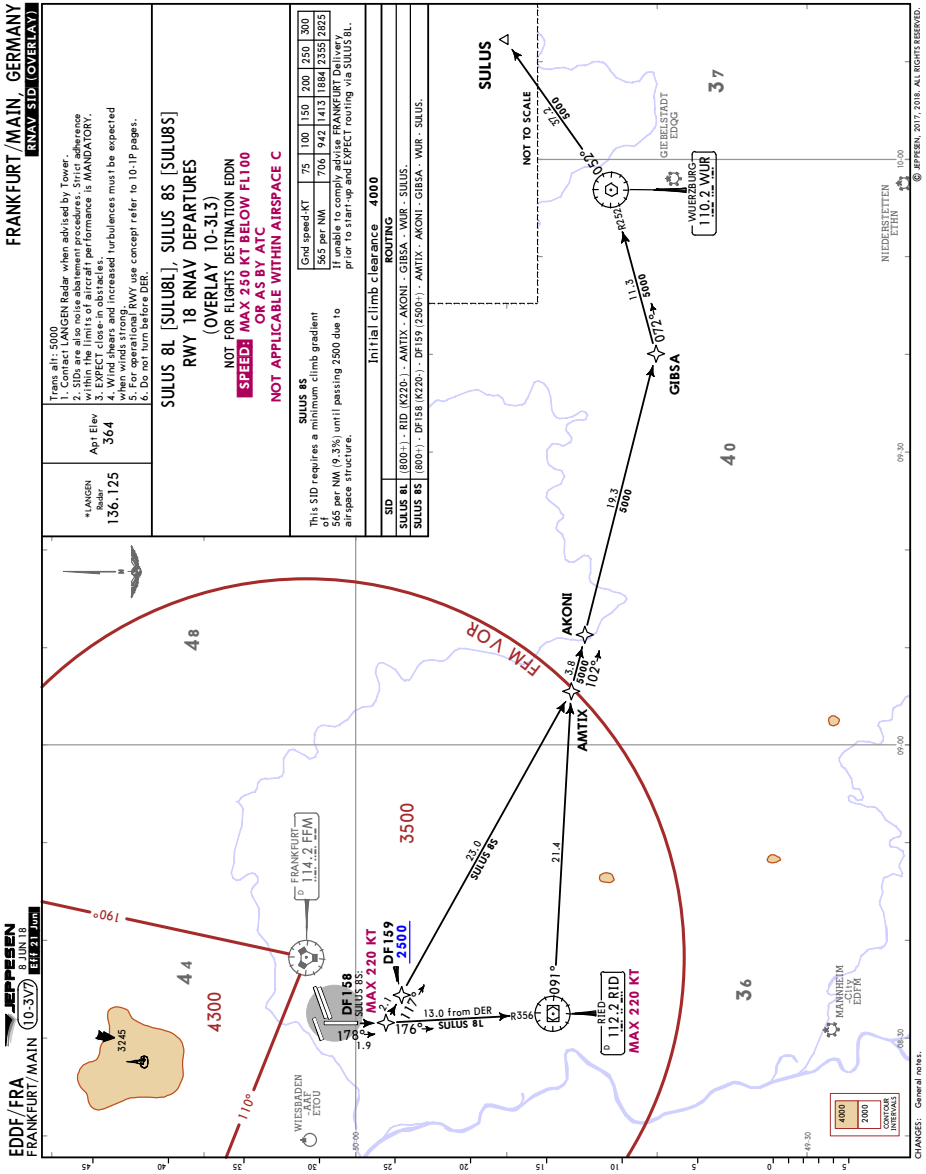

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EDDF/FRA
FRANKFURT/MAIN

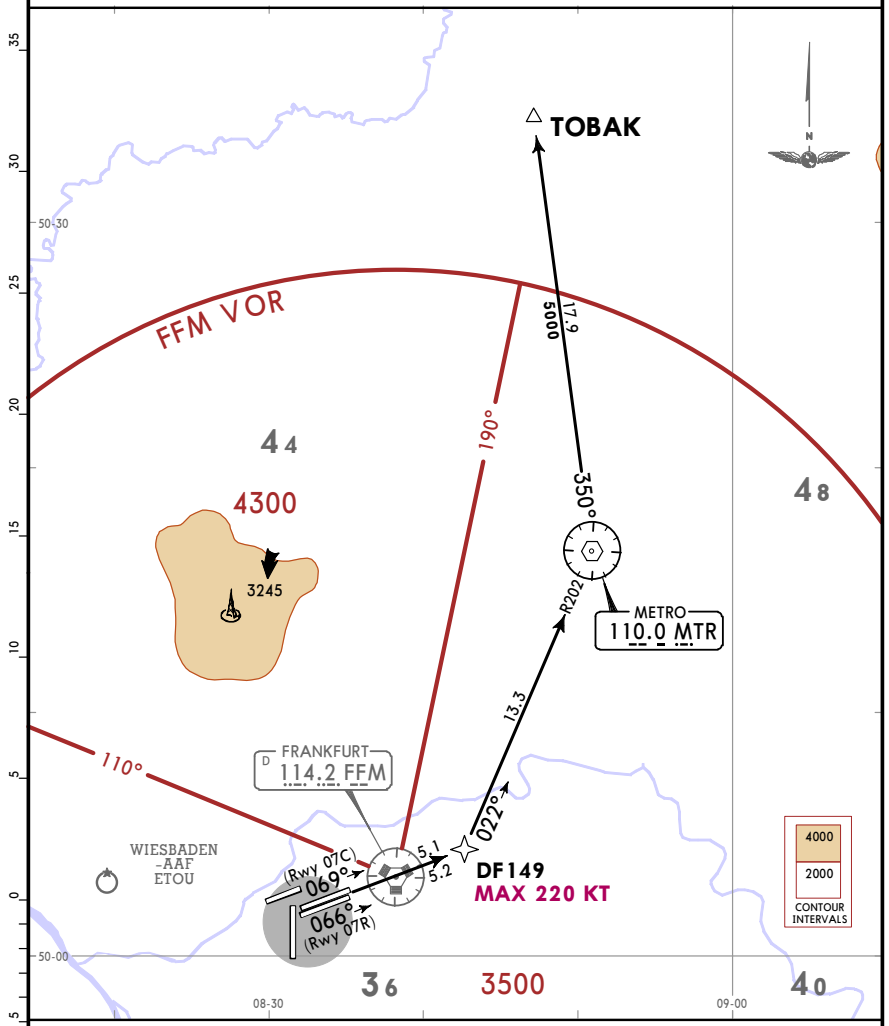
JEPPESEN FRANKFURT/MAIN, GERMANY
9 MAR 18 (10-3W)
RNAV SID (OVERLAY)

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 9D [TOBA9D]
RWYS 07C/R RNAV DEPARTURE (OVERLAY 10-3L5)

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

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



Initial climb clearance
5000

ROUTING

(800+) - DF149 (K220-) - MTR - TOBAK.

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

9 MAR 18 (10-3X) RNAV SID (OVERLAY)

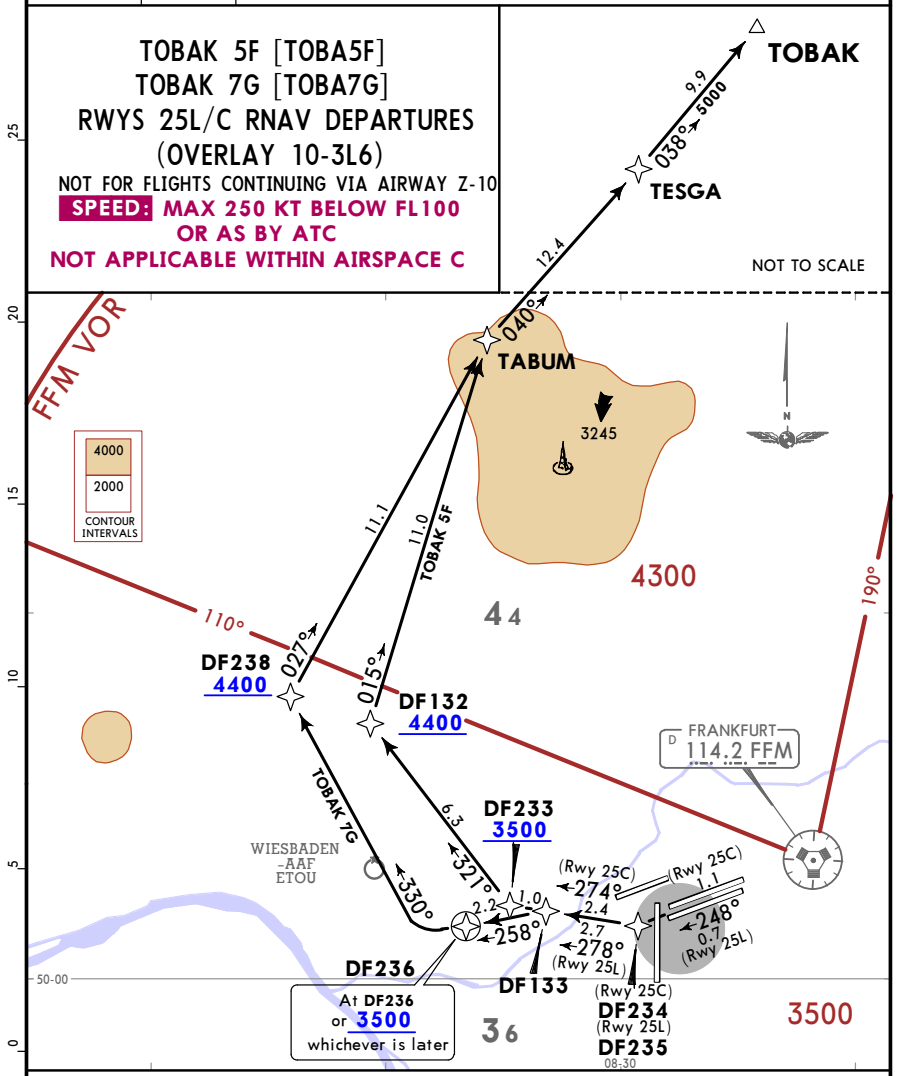
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 5F [TOBA5F]
TOBAK 7G [TOBA7G]
RWYS 25L/C RNAV DEPARTURES
(OVERLAY 10-3L6)

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



TOBAK 5F
This SID requires a minimum climb gradient of
729 per NM (12%) until DF233 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**

SID	ROUTING
TOBAK 5F	(800+) - DF234 (25C)/DF235 (25L) - DF233 (3500+) - DF132 (4400+) - TABUM - TESGA - TOBAK.
TOBAK 7G	(800+) - DF234 (25C)/DF235 (25L) - DF133 - DF236 - (3500+) - DF238 (4400+) - TABUM - TESGA - TOBAK.

CHANGES: Reissue.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

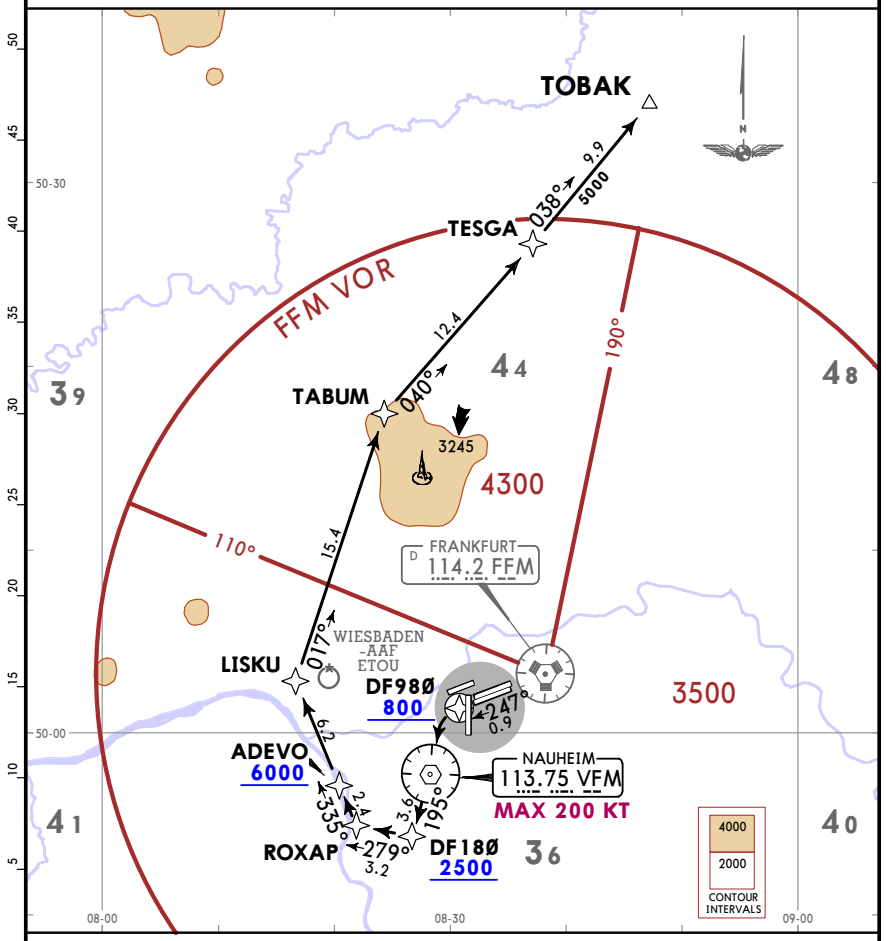
3 NOV 17 (10-3X1) Eff 9 Nov RNAV SID (OVERLAY)

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 4H [TOBA4H]
RWY 25L RNAV DEPARTURE
(OVERLAY 10-3L7)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF980 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP - ADEVO (6000+) - LISKU - TABUM - TESGA - TOBAK.

CHANGES: Reference note.

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EDDF/FRA
FRANKFURT/MAIN

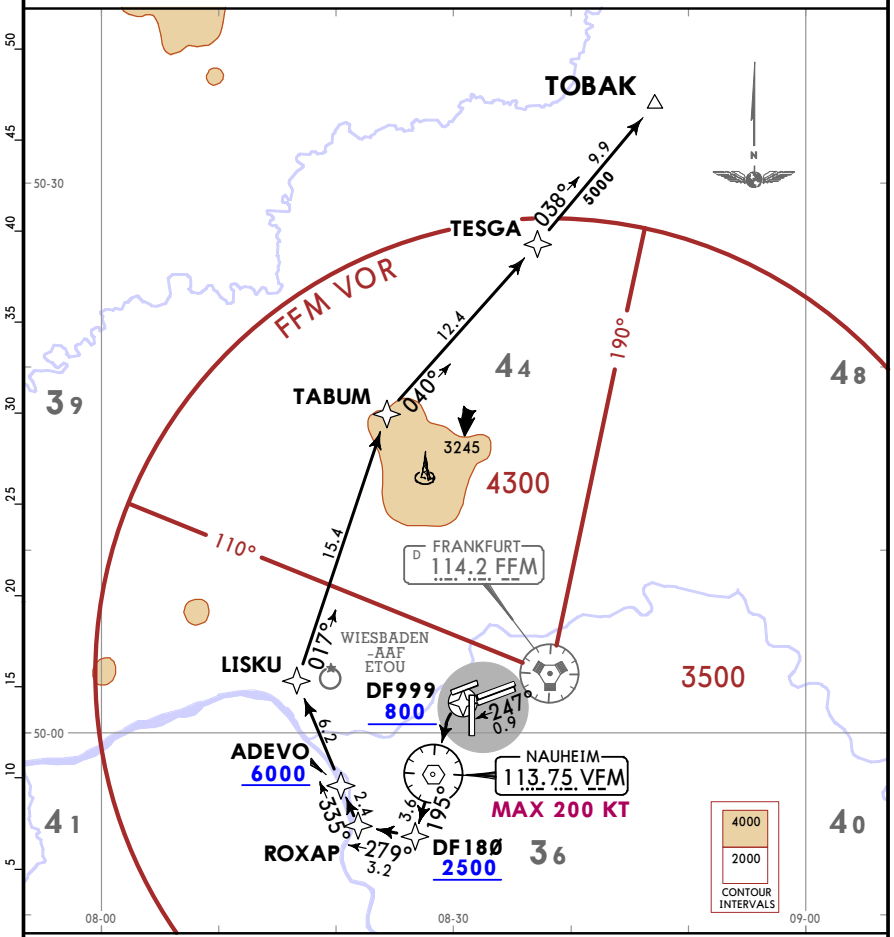
JEPPESEN FRANKFURT/MAIN, GERMANY

3 NOV 17 (10-3X2) Eff 9 Nov **RNAV SID (OVERLAY)**

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 6M [TOBA6M]
RWY 25C RNAV DEPARTURE
(OVERLAY 10-3L8)

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



This SID requires minimum climb gradients of
520 per NM (8.5%) until passing 800, then
415 per NM (6.8%) until passing 6000 due to operational requirements.

Gnd speed-KT	75	100	150	200	250	300
415 per NM	519	692	1038	1383	1729	2075
520 per NM	650	867	1300	1733	2167	2600

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

Initial climb clearance **FL70**

ROUTING

DF999 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP - ADEVO (6000+) - LISKU - TABUM - TESGA - TOBAK.

CHANGES: Reference note.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

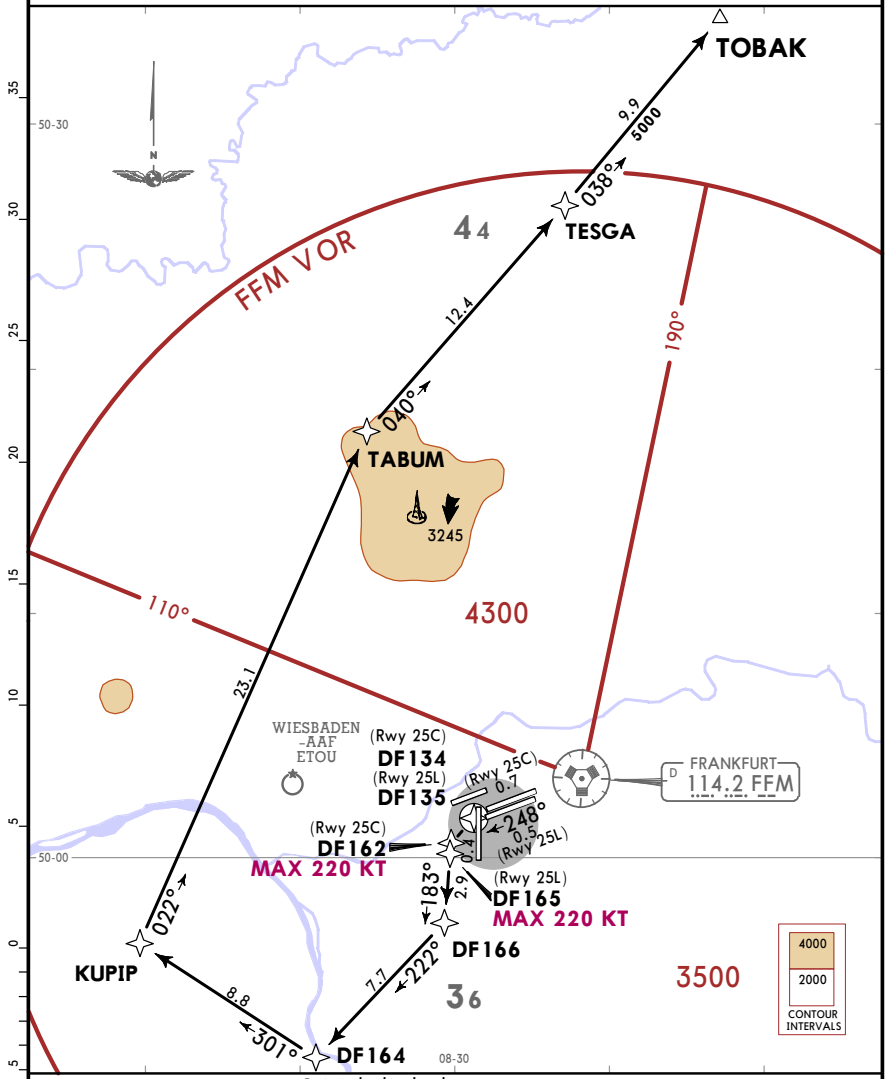
8 JUN 18 (10-3X3) Eff 21 Jun **RNAV SID (OVERLAY)**

*LANGEN Radar	Apt Elev	
120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages.

TOBAK 8N [TOBA8N]
RWYS 25L/C RNAV DEPARTURE (OVERLAY 10-3M)

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

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



Initial climb clearance **5000**

ROUTING

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

CHANGES: None.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3X4) Eff 21 Jun **RNAV SID (OVERLAY)**

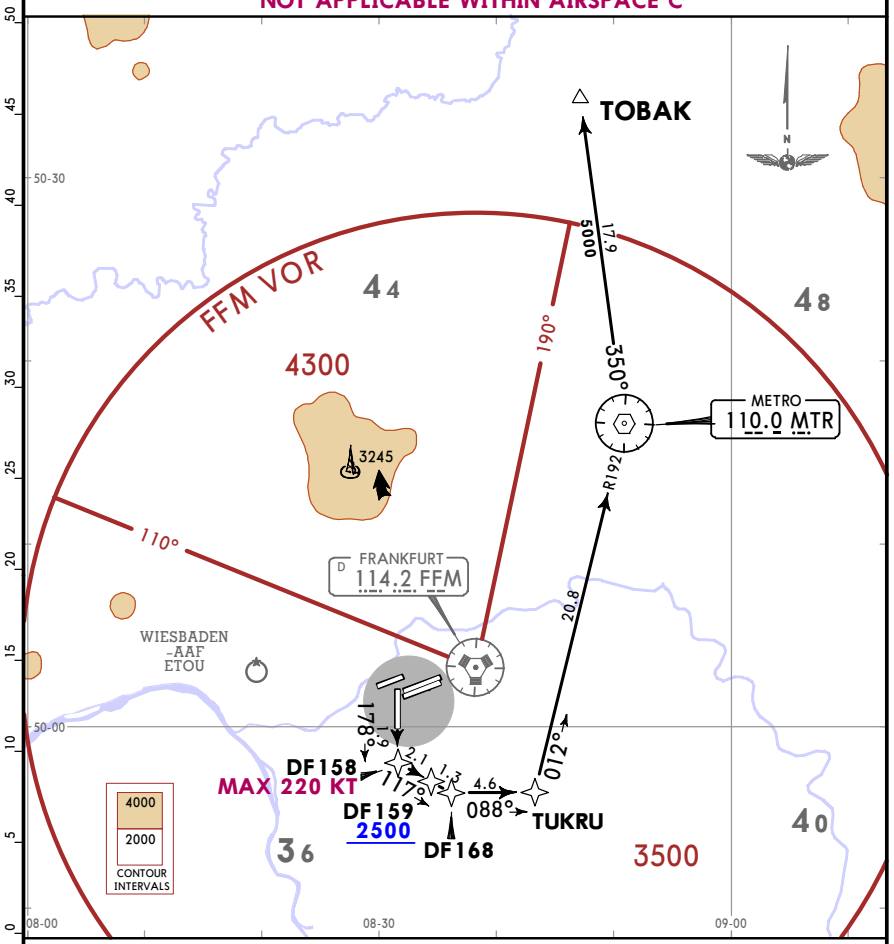
*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

TOBAK 3R [TOBA3R]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3N)
BY ATC

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: 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.

Initial climb clearance **4000**

ROUTING

(800+) - DF158 (K220-) - DF159 (2500+) - DF168 - TUKRU - MTR - TOBAK.

CHANGES: General notes.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

8 JUN 18 (10-3X5) Eff 21 Jun **RNAV SID (OVERLAY)**

*LANGEN Radar 120.150	Apt Elev 364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

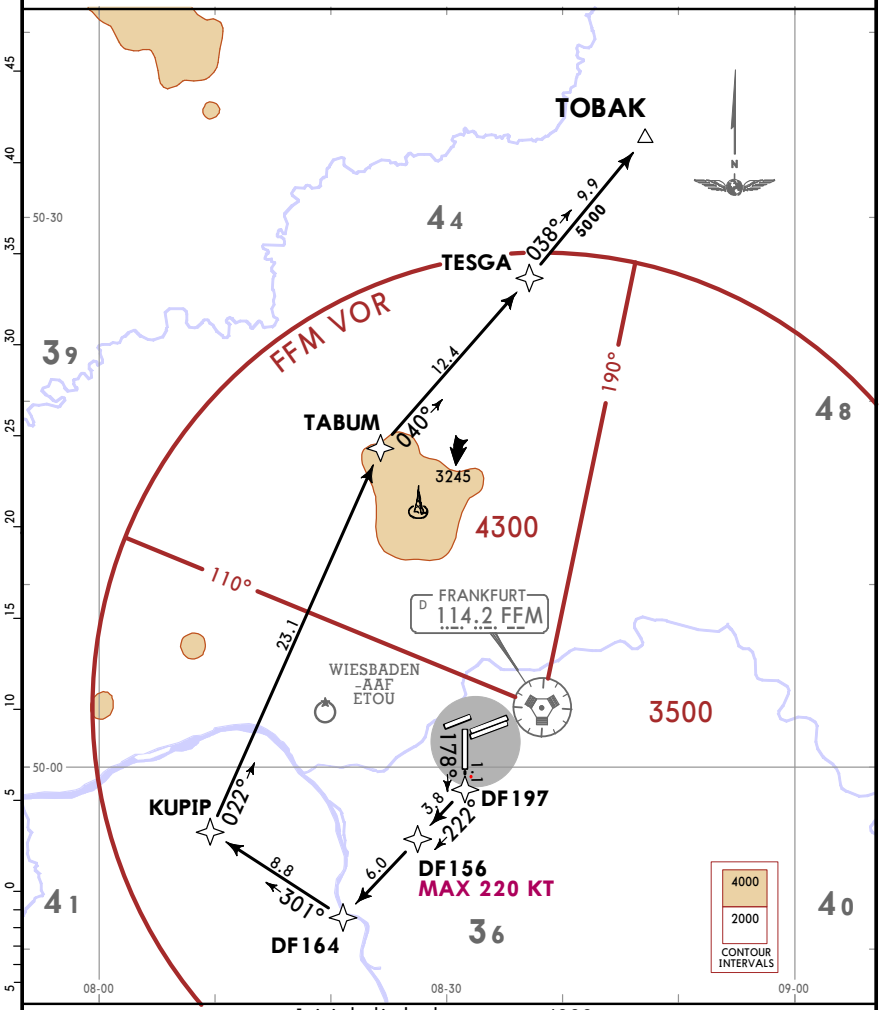
TOBAK 7S [TOBA7S]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3N1)
BY ATC

WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS RWY 25

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

ROUTING

(800+) - DF197 - DF156 (K220-) - DF164 - KUPIP - TABUM - TESGA - TOBAK.

CHANGES: General notes.

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*LANGEN Radar	Apt Elev	
136.125	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. 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 strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

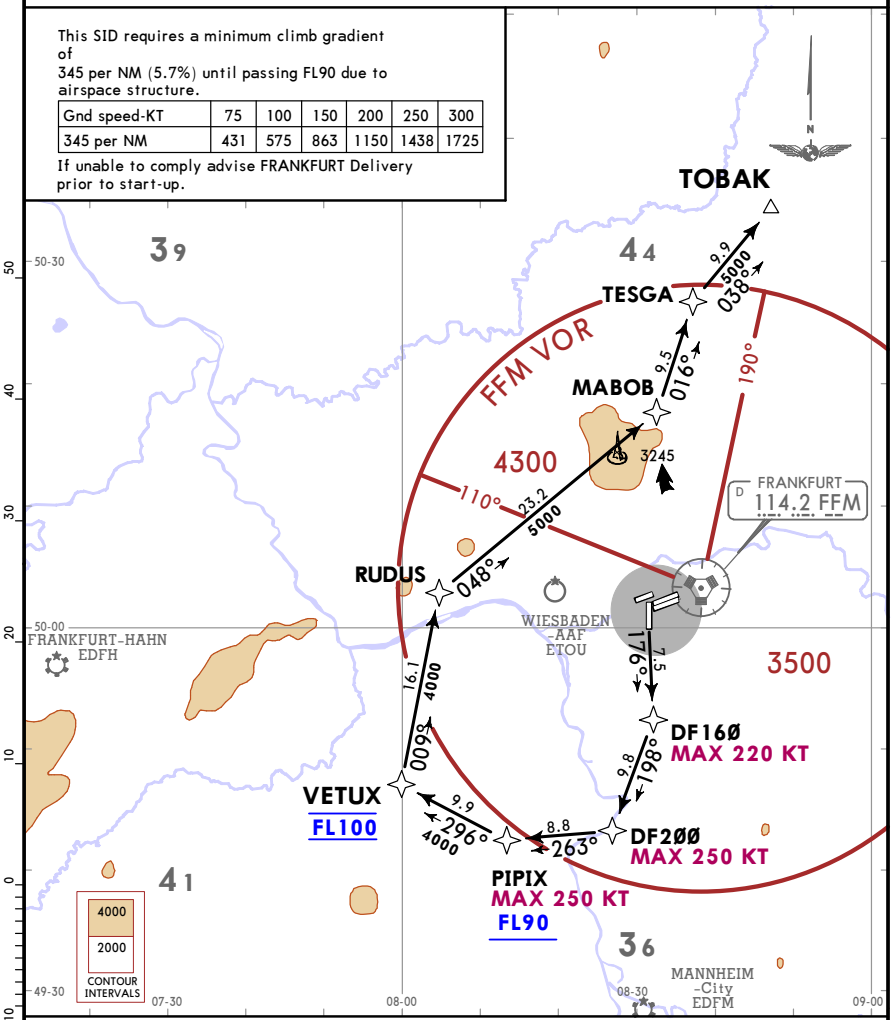
TOBAK 6T [TOBA6T]
RWY 18 RNAV DEPARTURE (OVERLAY 10-3N2)
NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

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

This SID requires a minimum climb gradient of 345 per NM (5.7%) until passing FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
345 per NM	431	575	863	1150	1438	1725

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



Initial climb clearance 4000

ROUTING

(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-; FL90+) - VETUX (FL100) - RUDUS - MABOB - TESGA - TOBAK.

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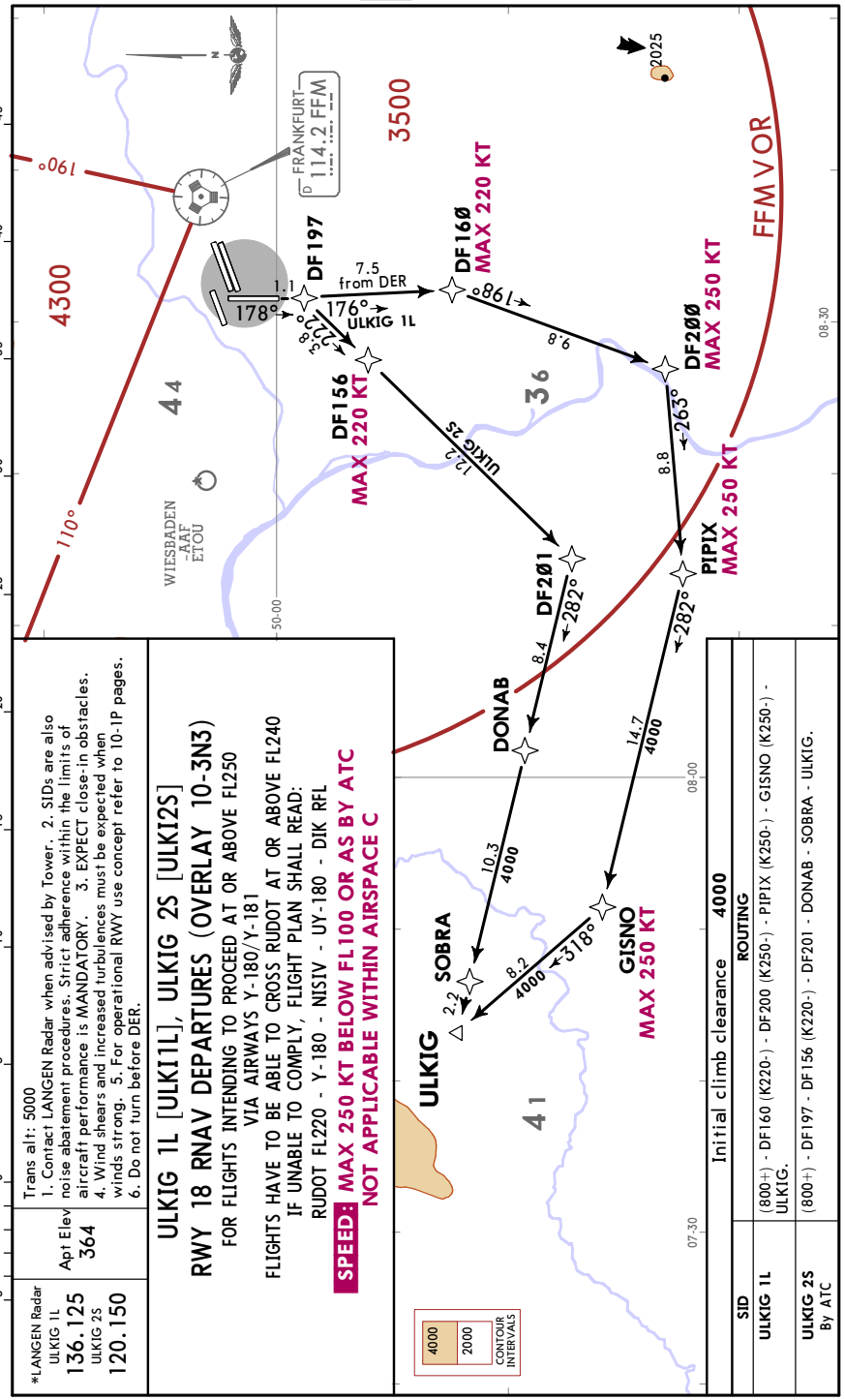
*LANGEN Radar ULKIG 1L / ULKIG 2S	Apt Elev	
136.125 / 120.150	364	Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. EXPECT close-in obstacles. 4. Wind shears and increased turbulences must be expected when winds strong. 5. For operational RWY use concept refer to 10-1P pages. 6. Do not turn before DER.

ULKIG 1L [ULKI1L], ULKIG 2S [ULKI2S]
RWY 18 RNAV DEPARTURES (OVERLAY 10-3N3)
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 - NISIV - UY-180 - DIK RFL

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



Initial climb clearance 4000

SID	ROUTING
ULKIG 1L	(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-) - GISNO (K250-) - ULKIG.
ULKIG 2S By ATC	(800+) - DF197 - DF156 (K220-) - DF201 - DONAB - SOBRA - ULKIG.

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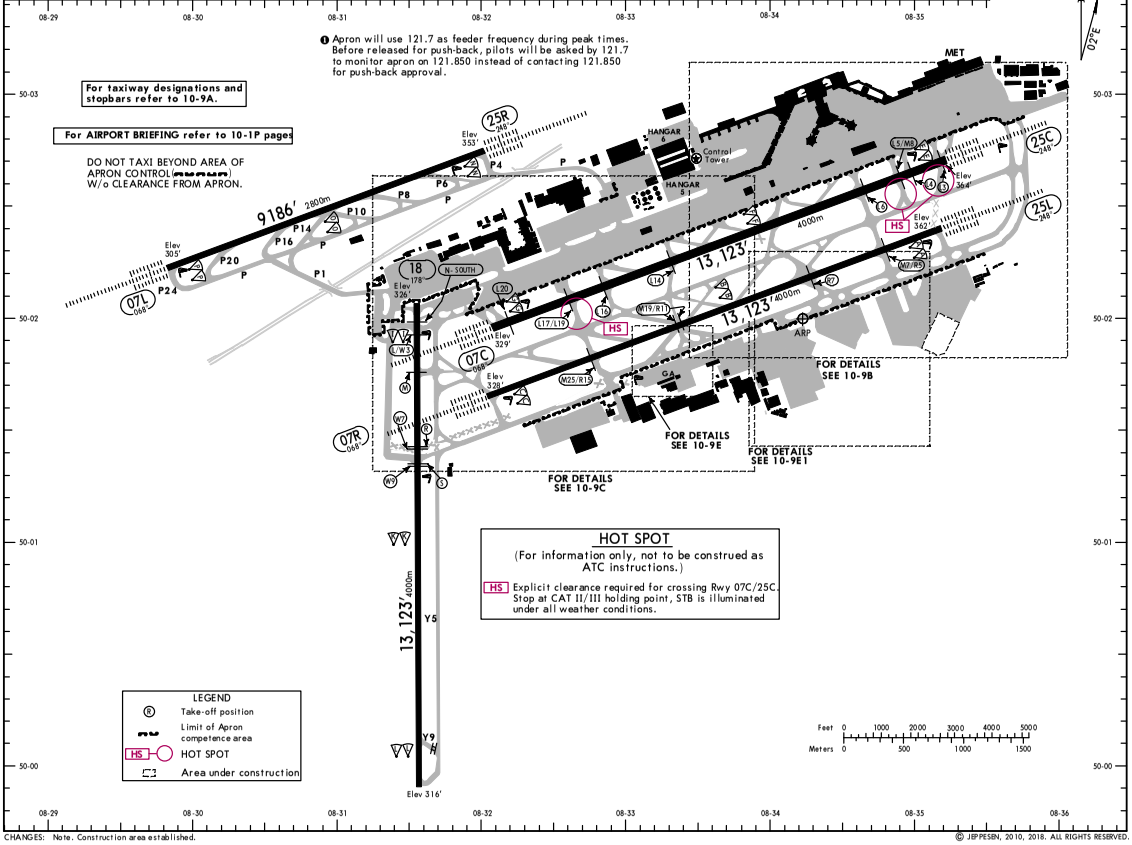
*D-ATIS Departure	Data Comm ACARS: DCL	FRANKFURT Delivery (Initial call and Start-up clearance)	*Ground	Apron			Tower RWY 07L/25R	Tower RWY 07C/25C	Tower RWY 07R/25L	*Tower DEP via RWY 18	*LANGEN Radar	
118.725		121.9	121.8	121.550	121.7❶	121.850	136.5	118.775	119.9	124.850	120.150	136.125
				121.650	121.750	121.950						



CHANGES: Note. Construction area established.

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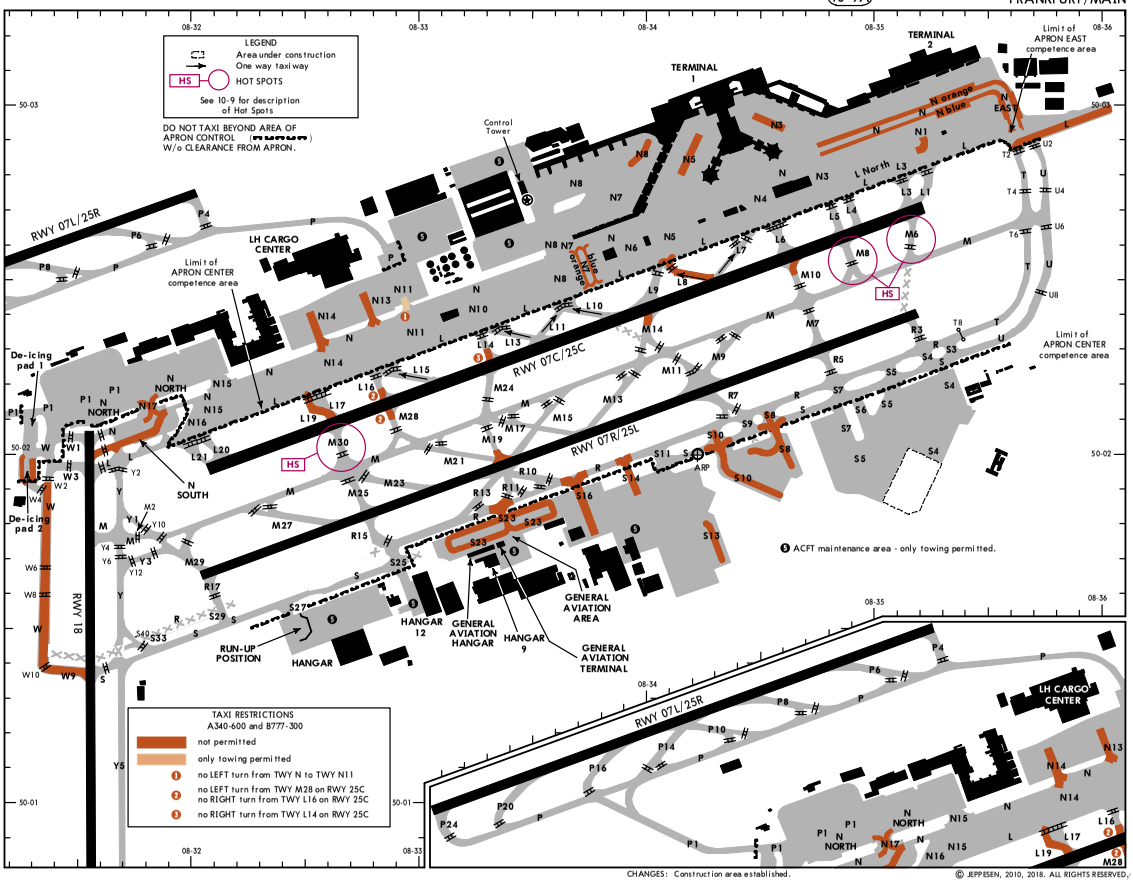

CHANGES: Construction area established.

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EDDF/FRA

JEPPESEN **FRANKFURT/MAIN, GERMANY**

16 DEC 16 (10-9A1)

FRANKFURT/MAIN

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
07L	HIRL ❶ CL ❷ ALSF-II TDZ REIL PAPI-L ❸ ❹ RVR		8214' 2504m	NA	148' 45m
25R	HIRL ❶ CL ❷ ALSF-II TDZ REIL PAPI-R ❸ ❺ RVR		7971' 2430m		

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

❶ spacing 60m. ❷ spacing 15m.
❸ (angle 3.0°/3.2°)
❹ HST-P8 & P10 ❺ HST-P16 & P20

07C	HIRL ❻ CL ❼ ALSF-II TDZ REIL PAPI-L (3.0°) ❽ RVR		11,968' 3648m	❿	197' 60m
25C	HIRL ❻ CL ❼ ALSF-II TDZ REIL PAPI-L (3.0°) ❾ RVR				

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

❻ spacing 60m. ❼ spacing 15m.
❽ HST-L11 & L7 ❾ HST-L8, L10, L13 & L15
❿ TAKE-OFF RUN AVAILABLE

RWY 07C:

From rwy head	13,123'(4000m)
position L20	12,927'(3940m)
position L17/L19/M30	10,866'(3312m)
position L16/M28	9882'(3012m)
position L14/M24	7913'(2412m)

RWY 25C:

From rwy head	13,123'(4000m)
position L3	13,031'(3972m)
position L4	12,090'(3685m)
position L5/M8	11,745'(3580m)
position L6/M10	10,689'(3258m)

07R	HIRL ⓫ CL ⓬ ALSF-II TDZ REIL PAPI-L (3.0°) ⓭ RVR		12,090' 3685m	⓯	148' 45m
25L	HIRL ⓫ CL ⓬ ALSF-II TDZ REIL PAPI-L (3.0°) ⓮ RVR		11,909' 3630m		

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

⓫ spacing 60m. ⓬ spacing 15m.
⓭ HST-M15, M13, M9 & R10
⓮ HST-M17, M21, M23, M27 & R13
⓯ TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	13,123'(4000m)
position M25/R15	10,105'(3080m)
position M19/R11	7644'(2330m)

RWY 25L:

From rwy head	13,123'(4000m)
position M7/R5	11,450'(3490m)
position R7	9350'(2850m)
position M19	5577'(1700m)

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

⓰ TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head	13,025'(3970m)
position N-SOUTH	12,746'(3885m)
position L/W3	12,467'(3800m)
position M	11,319'(3450m)
position R	9268'(2825m)
position W7	9262'(2823m)
position S	8973'(2735m)
position W9	8944'(2726m)

Standard TAKE-OFF

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

❶ RWY 07L/C/R, 25L/C/R : RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: PAPI angle rwy 07L/25R. HST. Minimums.

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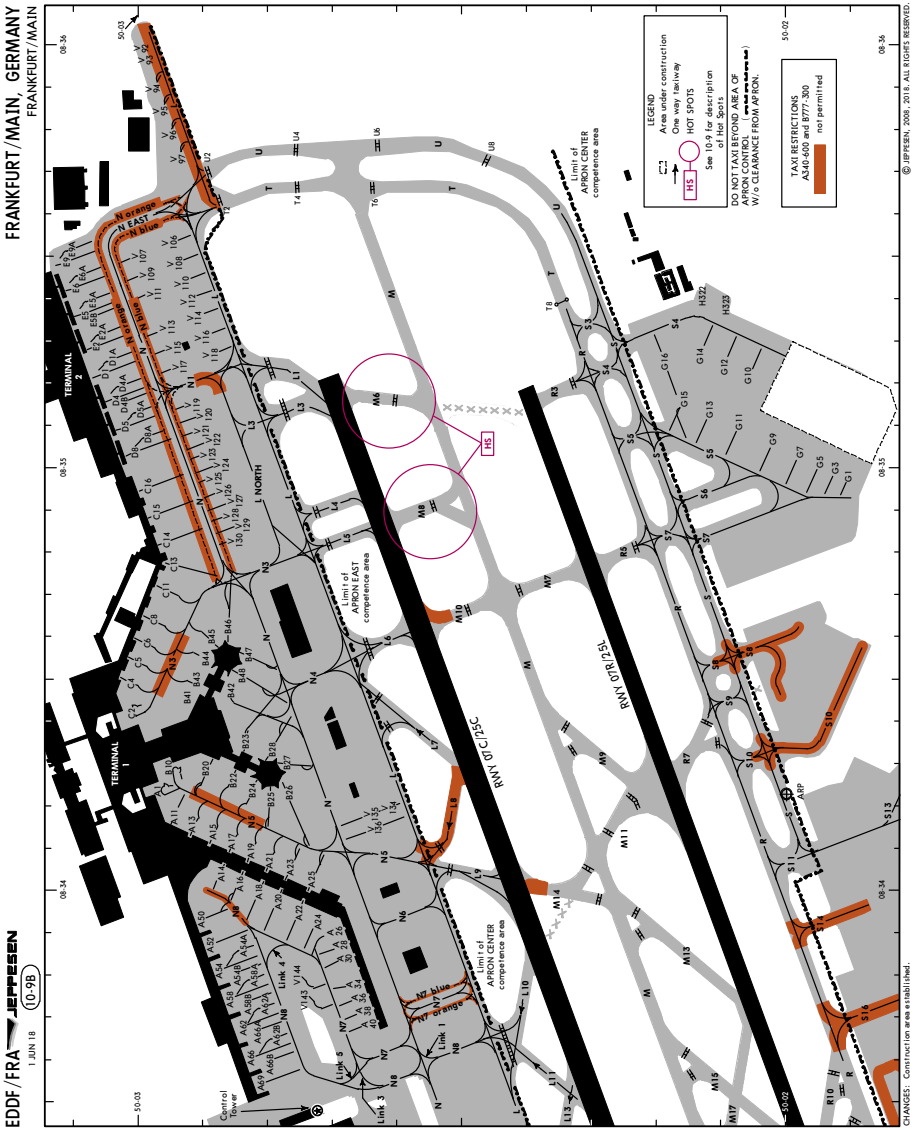

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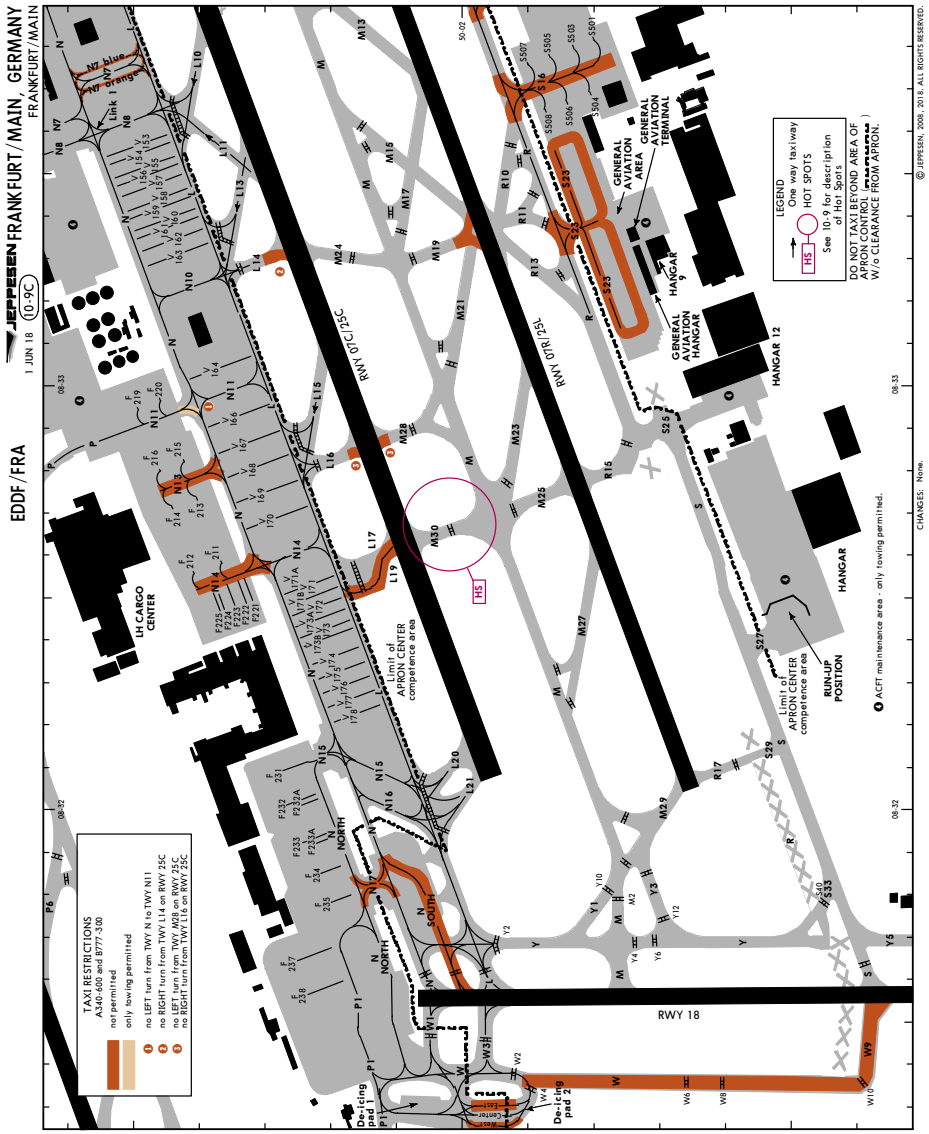

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N50 02.9 E008 34.3	F235	N50 02.2 E008 31.8
A11	N50 02.9 E008 34.2	F237	N50 02.3 E008 31.7
A13 thru A15	N50 02.9 E008 34.1	F238	N50 02.2 E008 31.6
A16	N50 02.8 E008 34.1	G1 thru G5	N50 01.9 E008 35.0
A17	N50 02.9 E008 34.1	G7, G9	N50 02.0 E008 35.1
A18	N50 02.8 E008 34.0	G10	N50 02.1 E008 35.2
A19	N50 02.8 E008 34.1	G11	N50 02.1 E008 35.1
A20	N50 02.8 E008 34.0	G12, G13	N50 02.1 E008 35.2
A21	N50 02.8 E008 34.1	G14	N50 02.1 E008 35.3
A22	N50 02.7 E008 34.0	G15	N50 02.1 E008 35.2
A23	N50 02.8 E008 34.0	G16	N50 02.2 E008 35.2
A24, A25	N50 02.7 E008 34.0	H2	N50 01.9 E008 34.9
A26 thru A30	N50 02.7 E008 33.9	H4	N50 01.9 E008 34.8
A34, A36	N50 02.6 E008 33.8	H6, H8	N50 02.0 E008 34.8
A38, A40	N50 02.6 E008 33.7	H12	N50 02.1 E008 34.8
A50, A52	N50 02.9 E008 33.9	H322, H323	N50 02.1 E008 35.4
A54 thru A58	N50 02.9 E008 33.8	J2	N50 01.9 E008 34.6
A58A	N50 02.8 E008 33.8	J4	N50 02.0 E008 34.6
A58B thru A62B	N50 02.8 E008 33.7	J6 thru J10	N50 02.0 E008 34.5
A66 thru A69	N50 02.8 E008 33.6	J12	N50 02.0 E008 34.4
B10, B20	N50 02.9 E008 34.3	J13	N50 01.9 E008 34.3
B22 thru B28	N50 02.8 E008 34.3	J15, J17	N50 01.9 E008 34.2
B41 thru B43	N50 02.9 E008 34.5	K2 thru K6	N50 01.7 E008 34.3
B44 thru B46	N50 02.9 E008 34.6	S401, S402	N50 01.8 E008 33.4
B47	N50 02.8 E008 34.6	S403	N50 01.8 E008 33.5
B48	N50 02.9 E008 34.5	S404	N50 01.8 E008 33.3
C2, C4	N50 03.0 E008 34.5	S405	N50 01.8 E008 33.5
C5, C6	N50 03.0 E008 34.6	S406	N50 01.8 E008 33.3
C8, C11	N50 03.0 E008 34.7	S407	N50 01.8 E008 33.5
C13, C14	N50 03.0 E008 34.8	S408	N50 01.8 E008 33.3
C15	N50 03.0 E008 34.9	S409	N50 01.8 E008 33.6
C16	N50 03.0 E008 35.0	S410	N50 01.8 E008 33.3
D1	N50 03.1 E008 35.2	S411	N50 01.8 E008 33.6
D1A thru D4B	N50 03.0 E008 35.2	S412	N50 01.7 E008 33.2
D5, D5A	N50 03.0 E008 35.1	S413	N50 01.8 E008 33.6
D8	N50 03.0 E008 35.0	S414 thru S418	N50 01.7 E008 33.2
D8A	N50 03.0 E008 35.1	S420	N50 01.7 E008 33.1
E2, E2A	N50 03.1 E008 35.3	S501, S503	N50 01.8 E008 33.9
E5 thru E6A	N50 03.1 E008 35.4	S504	N50 01.8 E008 33.7
E9, E9A	N50 03.1 E008 35.5	S505	N50 01.9 E008 33.8
F211	N50 02.4 E008 32.7	S506	N50 01.8 E008 33.6
F212	N50 02.4 E008 32.6	S507	N50 01.9 E008 33.8
F213, F214	N50 02.4 E008 32.7	S508	N50 01.9 E008 33.6
F215	N50 02.4 E008 32.9	S601	N50 01.9 E008 34.1
F216	N50 02.5 E008 32.9	S602	N50 01.8 E008 33.9
F219, F220	N50 02.5 E008 33.0	S603	N50 01.9 E008 34.1
F221, F222	N50 02.3 E008 32.5	S604	N50 01.9 E008 33.9
F223	N50 02.3 E008 32.4		
F224, F225	N50 02.4 E008 32.4		
F231	N50 02.3 E008 32.1		
F232	N50 02.3 E008 32.0		
F232A	N50 02.2 E008 32.0		
F233	N50 02.3 E008 31.9		
F233A	N50 02.2 E008 32.0		
F234	N50 02.3 E008 31.8		

CHANGES: Stands G2, G4, G6 and G8 withdrawn.

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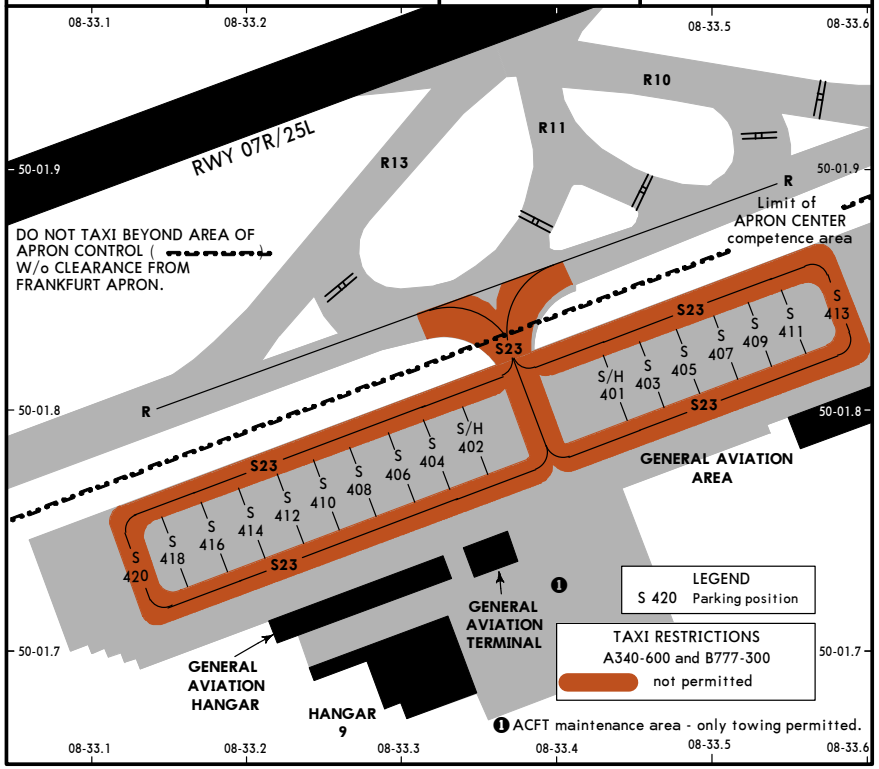
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
V92, V93	N50 03.0 E008 36.0	V164	N50 02.3 E008 33.1
V94, V95	N50 03.0 E008 35.9	V166, V167	N50 02.3 E008 32.9
V96	N50 03.0 E008 35.8	V168, V169	N50 02.3 E008 32.8
V97	N50 02.9 E008 35.7	V170	N50 02.3 E008 32.7
V106 thru V111	N50 03.0 E008 35.5	V171 thru V172	N50 02.2 E008 32.5
V112 thru V114	N50 02.9 E008 35.4	V173	N50 02.2 E008 32.4
V115 thru V118	N50 02.9 E008 35.3	V173A	N50 02.2 E008 32.5
V119	N50 02.9 E008 35.2	V173B, V174	N50 02.2 E008 32.4
V120 thru V123	N50 02.9 E008 35.1	V175, V176	N50 02.2 E008 32.3
V124, V125	N50 02.9 E008 35.0	V177, V178	N50 02.1 E008 32.2
V126	N50 02.8 E008 35.0	V310	N50 01.6 E008 34.1
V127 thru V130	N50 02.8 E008 34.9	V311, V312	N50 01.7 E008 34.1
V134 thru V136	N50 02.6 E008 34.2	V313	N50 01.8 E008 34.1
V143	N50 02.7 E008 33.7		
V144	N50 02.7 E008 33.8		
V153, V154	N50 02.5 E008 33.6		
V155, V156	N50 02.5 E008 33.5		
V157 thru V159	N50 02.4 E008 33.5		
V160 thru V162	N50 02.4 E008 33.4		
V163	N50 02.4 E008 33.3		



CHANGES: None.

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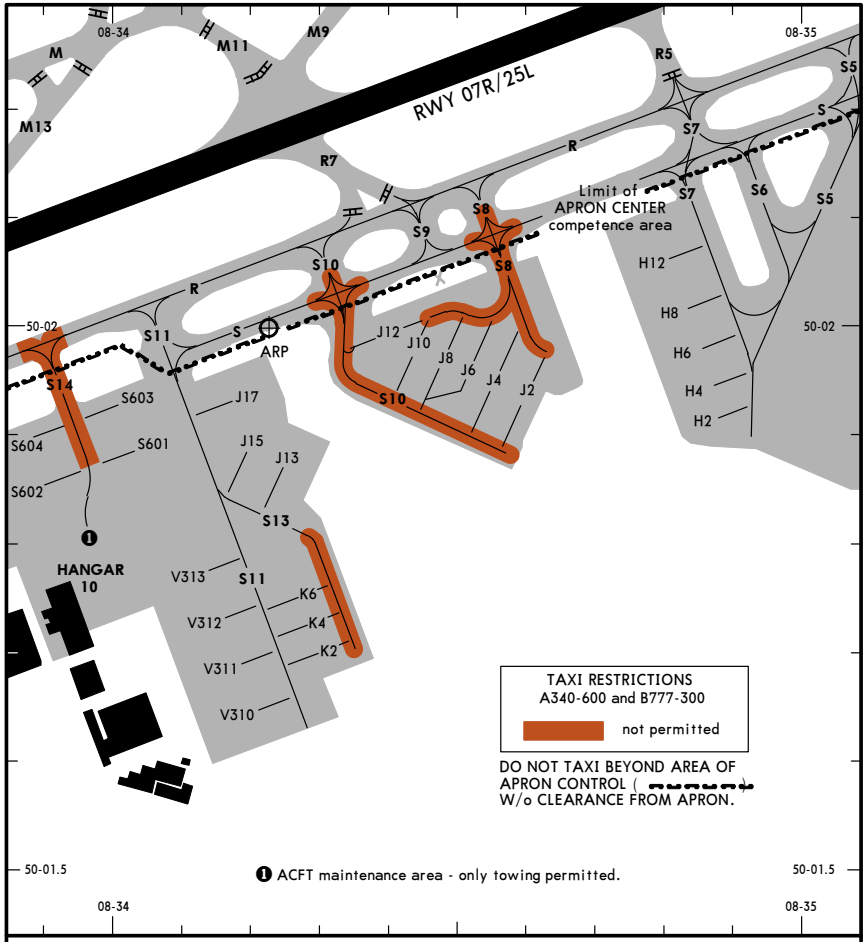

CHANGES: Taxi restrictions. Note.

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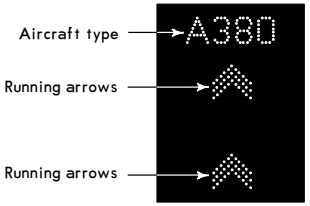
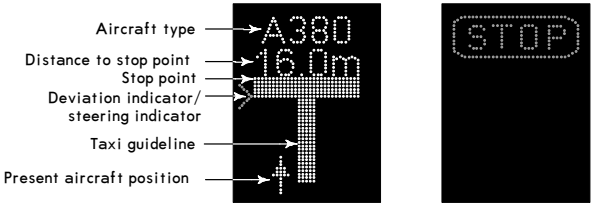
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

DISPLAY OF IMAGES AND FUNCTIONS ON THE PANEL

Examples:



Safety Information:
- If a pilot is unsure of the information shown on the display the acft has to be stopped immediately and further information for clearance needs to be obtained.
- A pilot shall not enter the stand area unless the vertical running arrows are displayed on the docking system and unless the acft type displayed matches the approaching acft.
- The pilot shall not proceed beyond the first passenger loading bridge in sight unless the running arrows are superseded by the final lead-in information (distance to stop-point, stop-point, deviation indicator or steering direction, taxi guidance line, present acft position). The same applies in case the display shows "WAIT", "WAIT VIEW BLOCK" or "WAIT GATE BLOCK" or "WAIT ID FAIL".



Depending on the system type, displays can be slightly different or additional.

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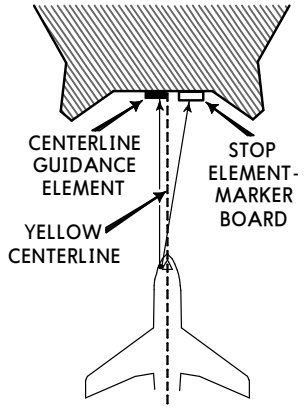
AIRCRAFT GUIDANCE FOR NOSE-IN STANDS (AGNIS)



GENERAL

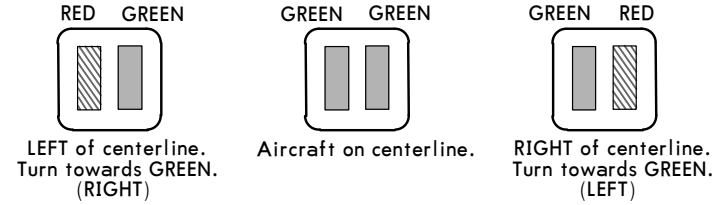
The visual guidance system for nose-in parking positions AGNIS (Aircraft Guidance for Nose-In Stands) consists of the following elements:
1. CENTERLINE GUIDANCE ELEMENT
2. YELLOW CENTERLINE
3. STOP ELEMENT - MARKER BOARD

> 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.

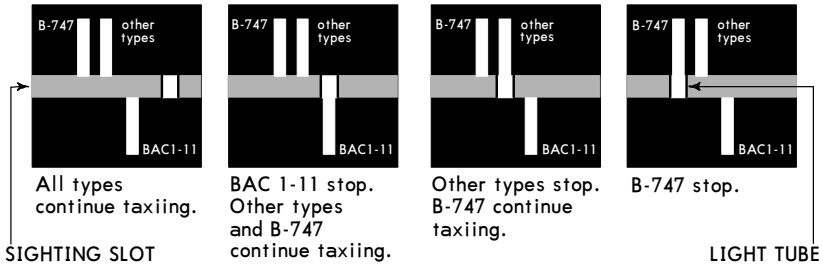


STOP ELEMENT - MARKER BOARD

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



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EDDF/FRA FRANKFURT/MAIN

JEPPESEN

12 JAN 18 (11-1)

FRANKFURT/MAIN, GERMANY

MISSED APCH CLIMB GRAD MIM 4.6%

ILS Z Rwy 07L

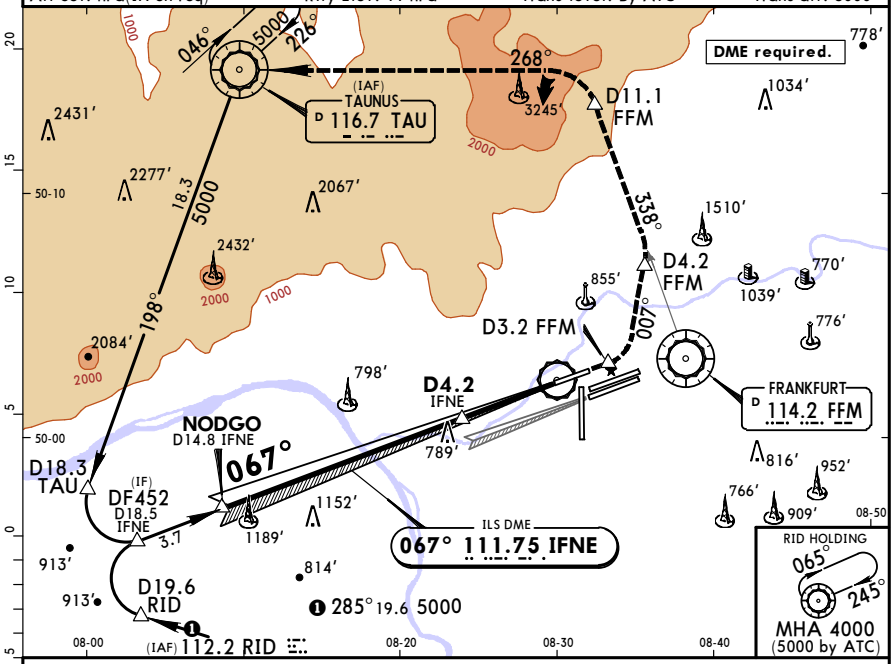
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

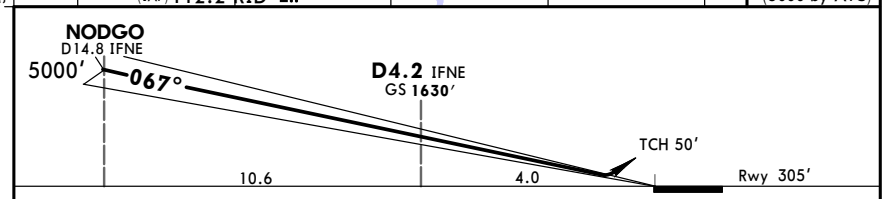
LOC IFNE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
111.75	067°	D4.2 IFNE 1630′(1325′)	Refer to Minimums	Rwy 305′

MISSED APCH: Climb STRAIGHT AHEAD. At D3.2 FFM turn LEFT onto 007°. At D4.2 FFM turn LEFT to intercept R-338 FFM. At D11.1 FFM turn LEFT to intercept R-088 inbound TAU VOR climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR: 4300 (190°, 110°), 3500

Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′





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

ALSF-II REIL PAPI | Inform ATC | D3.2 FFM | 007° LT | D4.2 FFM

Standard STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient mim 4.6% up to 3500′

DA(H) ABC: 505′(200′) D: 513′(208′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m ❶	RVR 1200m

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN

12 JAN 18 (11-1A)

FRANKFURT/MAIN, GERMANY

❶CAT II/III ILS Z Rwy 07L

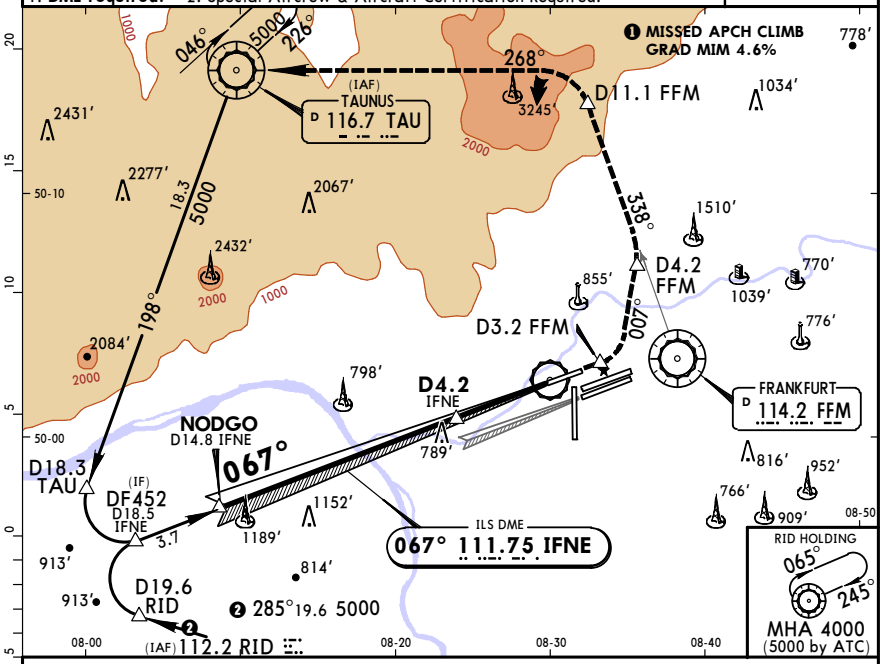
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

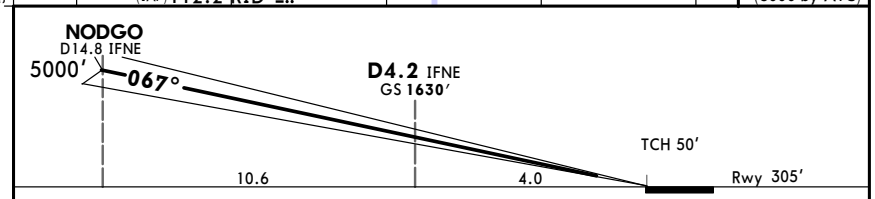
LOC IFNE	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 364′
111.75	067°	D4.2 IFNE 1630′(1325′)	Refer to Minimums	Rwy 305′

MISSED APCH: Climb STRAIGHT AHEAD. At D3.2 FFM turn LEFT onto 007°. At D4.2 FFM turn LEFT to intercept R-338 FFM. At D11.1 FFM turn LEFT to intercept R-088 inbound TAU VOR climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR: 4300 (190°, 110°), 3500

Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.





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

ALSF-II REIL PAPI | Inform ATC | D3.2 FFM | 007° LT | D4.2 FFM

Standard STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient mim 4.6% up to 3500′

PANS OPS	CAT IIIA ILS ❶	CAT II ILS	
	DH 50′	A: RA 99′ DA(H) 405′(100′) B: RA 106′ DA(H) 412′(107′) C: RA 119′ DA(H) 425′(120′)	D: RA 132′ DA(H) 438′(133′)
	RVR 200m	RVR 300m	RVR 400m

❶ CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-2)

MISSED APCH CLIMB GRAD MIN 4.6% ILS Y Rwy 07L

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

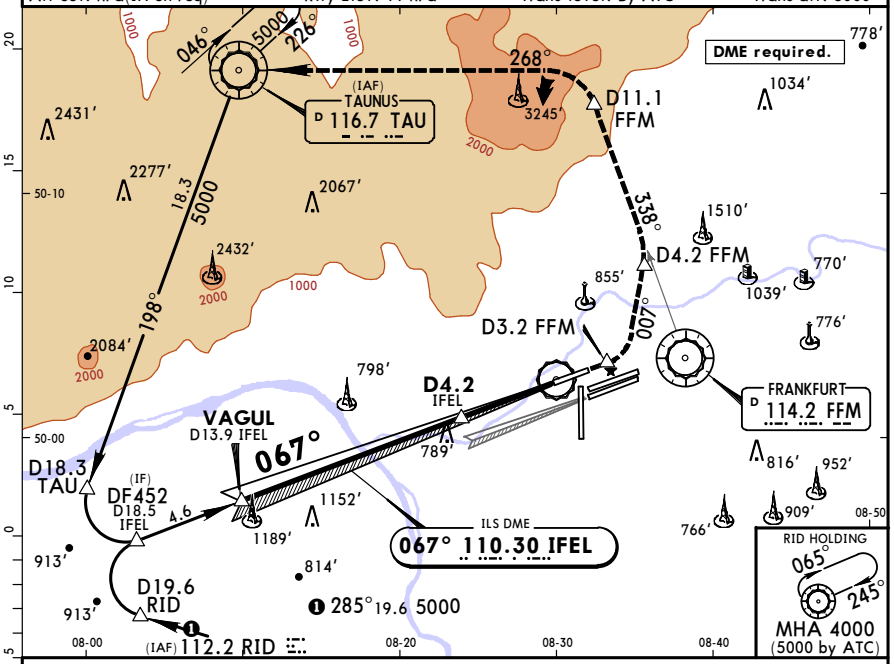
BRIEFING STRIP

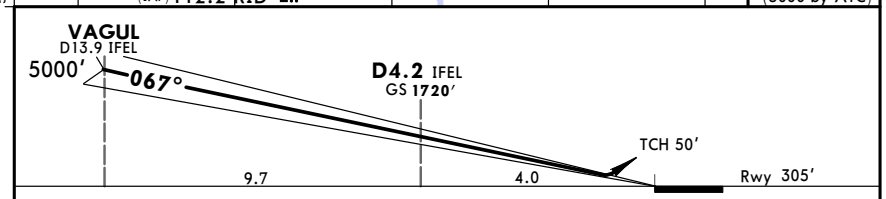
LOC IFEL	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 364′
110.30	067°	D4.2 IFEL 1720′ (1415′)		Rwy 305′

MISSED APCH: Climb STRAIGHT AHEAD. At D3.2 FFM turn LEFT onto 007°. At D4.2 FFM turn LEFT to intercept R-338 FFM. At D11.1 FFM turn LEFT to intercept R-088 inbound TAU VOR climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR (4300 / 3500)

Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI | Inform ATC | D3.2 FFM | 007° LT | D4.2 FFM

Standard STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient mim 4.6% up to 3500′
DA(H) ABC: 505′(200′) D: 513′(208′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-3)

MISSED APCH CLIMB GRAD MIN 4.6% ILS X Rwy 07L

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

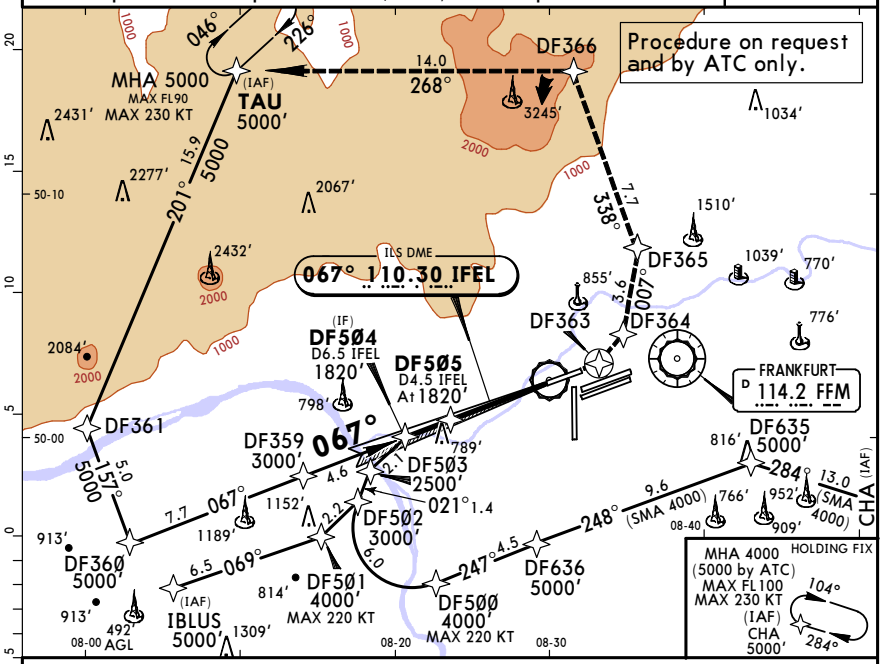
BRIEFING STRIP

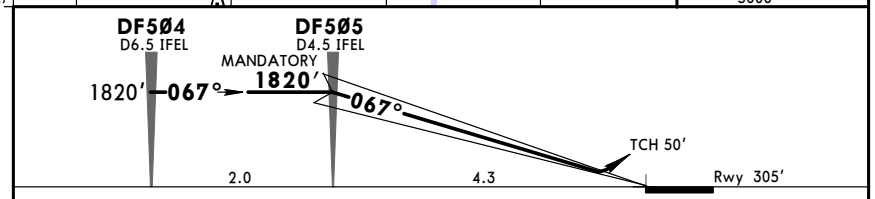
LOC IFEL	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 364′
110.30	067°	DF5Ø5 1820′ (1515′)		Rwy 305′

MISSED APCH: Climb on 067° to DF363, then turn LEFT direct to DF364, to DF365, to DF366, to TAU climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR (4300 / 3500)

Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. GPS required. 3. A-RNP/RNP-1, RF-LEG required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI | Inform ATC | DF363 on 067° | DF364 LT

Standard STRAIGHT-IN LANDING RWY 07L
Missed apch climb gradient mim 4.6% up to 3500′
DA(H) ABC: 505′(200′) D: 513′(208′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-4)

ILS or LOC Rwy 07C

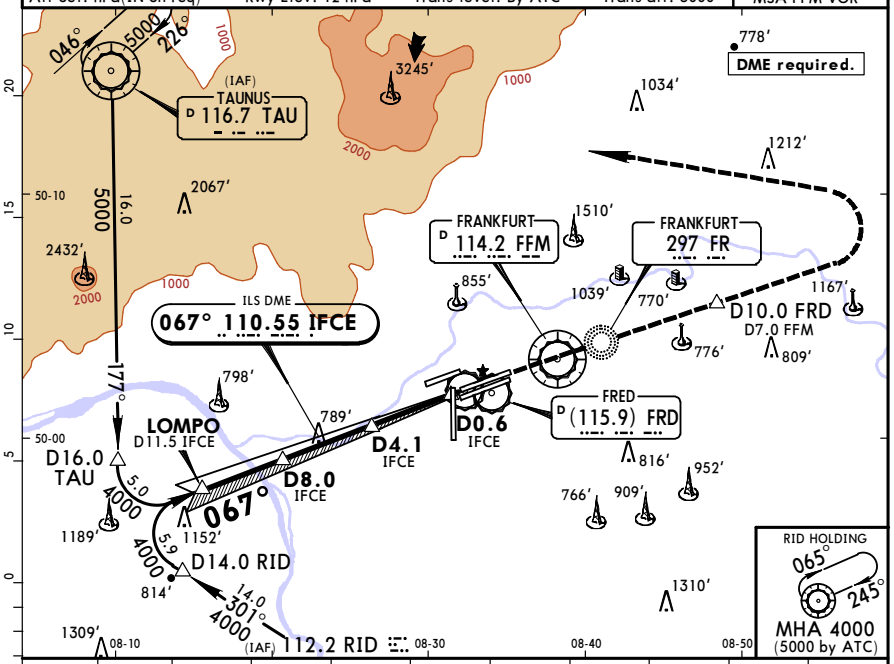
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

LOC IFCE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364'
110.55	067°	D4.1 IFCE 1630' (1301')	529' (200')	Rwy 329'

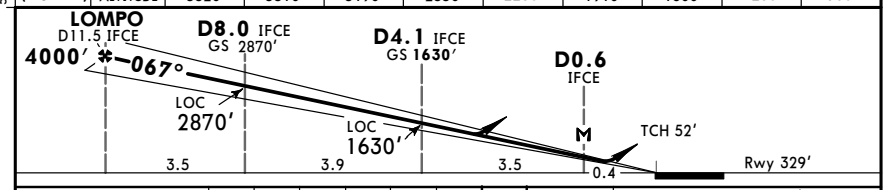
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD/D7.0 FFM or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

MSA FFM VOR: 190° 4300 110° 3500



LOC (GS out)	IFCE DME	11.0	10.0	9.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3820'	3510'	3190'	2550'	2230'	1910'	1600'	1280'	960'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.6 IFCE							

ALSF-II REIL PAPI

D10.0 FRD D7.0 FFM 5000' whichever is later via FR 297

Standard STRAIGHT-IN LANDING RWY 07C

	ILS			LOC (GS out)	
				CDFA	
	DA(H) 529' (200')			DA/MDA(H) 820' (491')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	RVR 2300m
D					

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

PANS OPS

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-4A)

CAT II/III ILS Rwy 07C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

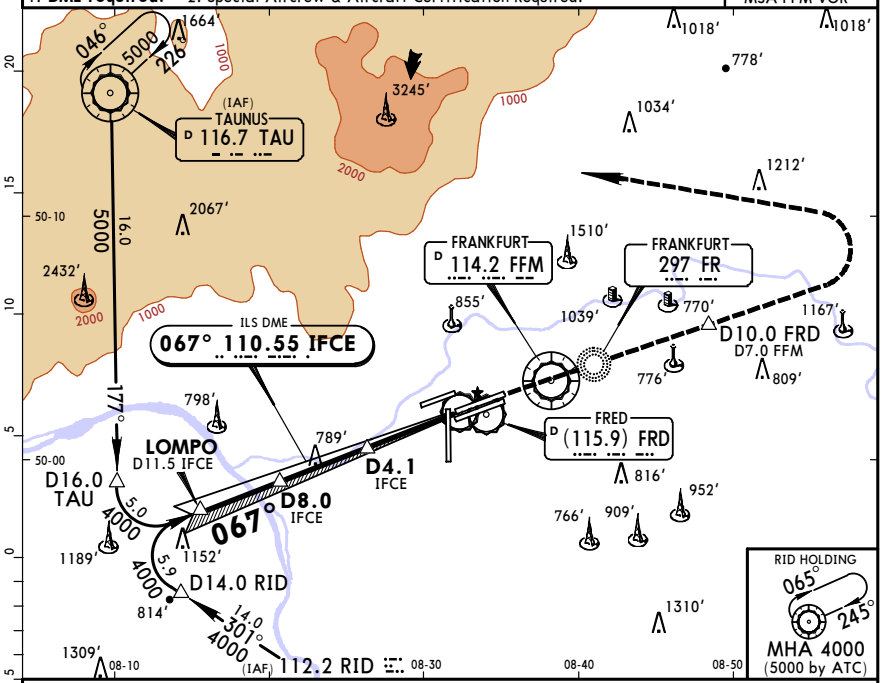
LOC IFCE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 364'
110.55	067°	D4.1 IFCE 1630' (1301')		Rwy 329'

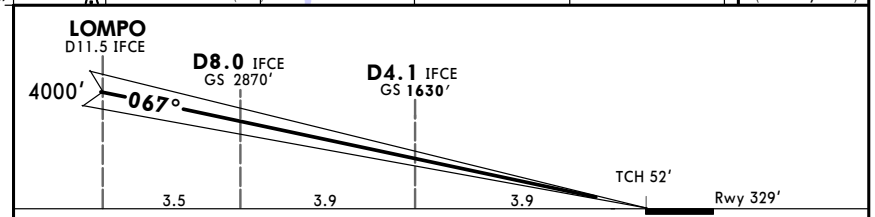
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D10.0 FRD/D7.0 FFM or 5000', whichever is later, then turn LEFT to TAU VOR maintain 5000'.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.

MSA FFM VOR: 190° 4300 110° 3500





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

ALSF-II REIL PAPI

D10.0 FRD D7.0 FFM 5000' whichever is later via FR 297

Standard STRAIGHT-IN LANDING RWY 07C

CAT IIIA ILS [1]	CAT II ILS
DH 50'	RA 102' DA(H) 429' (100')
RVR 200m	RVR 300m

[1] CAT IIIB: Mim RVR 75m

PANS OPS

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN **FRANKFURT/MAIN, GERMANY**

12 JAN 18 (11-5)

ILS Z or LOC Z Rwy 07R

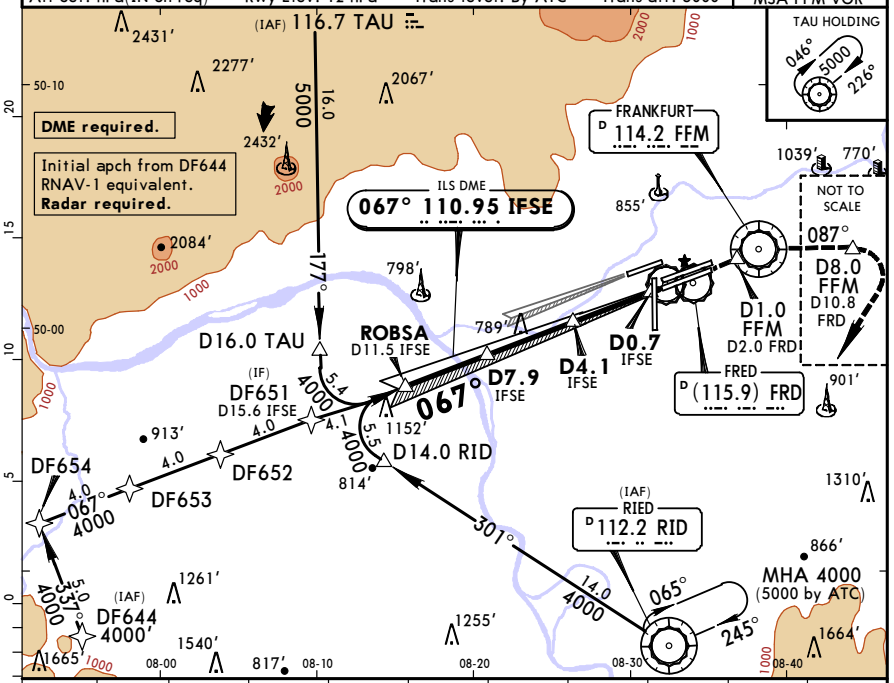
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

LOC IFSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
110.95	**067°**	**D4.1 IFSE** **1590′** (1262′)	**528′** (200′)	Rwy 328′

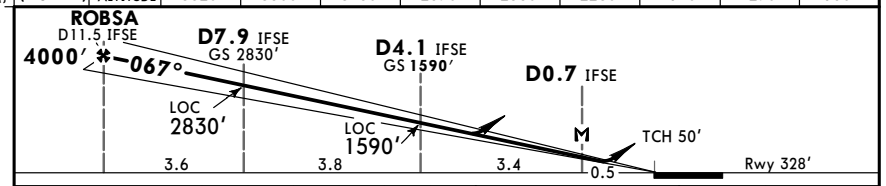
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 inbound FFM/D2.0 FRD, then turn RIGHT to intercept R-087 FFM outbound to D8.0 FFM/D10.8 FRD or 5000′, whichever is later, then turn RIGHT to RID VOR and maintain 5000′.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

MSA FFM VOR: 4300 (110°–190°), 3500



LOC (GS out)	IFSE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
	ALTITUDE	3820′	3500′	3180′	2870′	2550′	2230′	1910′	1270′	960′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IFSE							

ALSF-II, REIL, PAPI

D1.0 inbound FFM D2.0 FRD

Standard STRAIGHT-IN LANDING RWY **07R**

	ILS DA(H) **528′** (200′)			LOC (GS out) CDFA DA/MDA(H) **810′** (482′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	RVR 2300m
D					

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN **FRANKFURT/MAIN, GERMANY**

12 JAN 18 (11-5A)

CAT II/III ILS Z Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.5	121.8

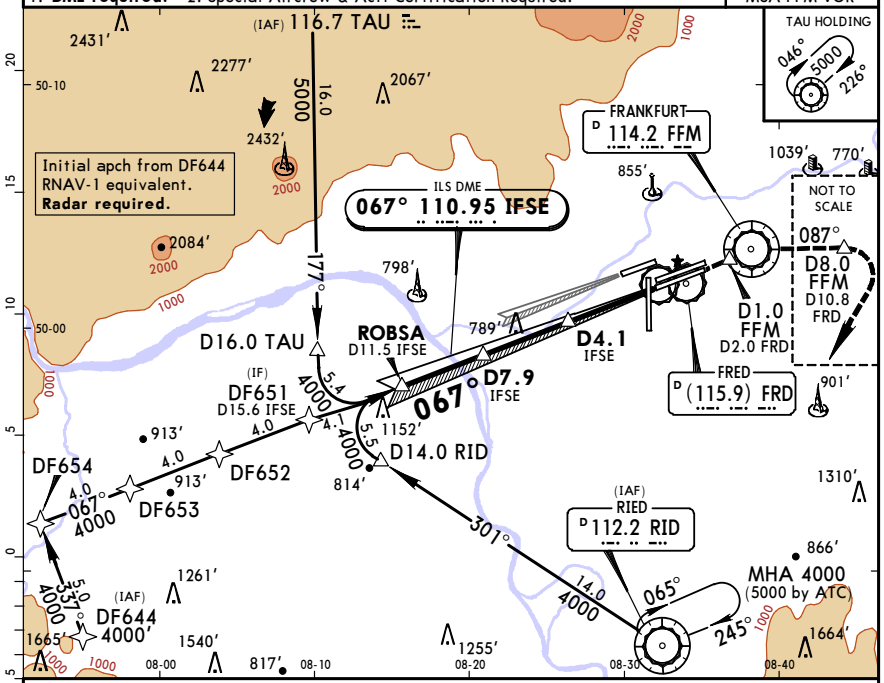
LOC IFSE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 364′
110.95	**067°**	**D4.1 IFSE** **1590′** (1262′)		Rwy 328′

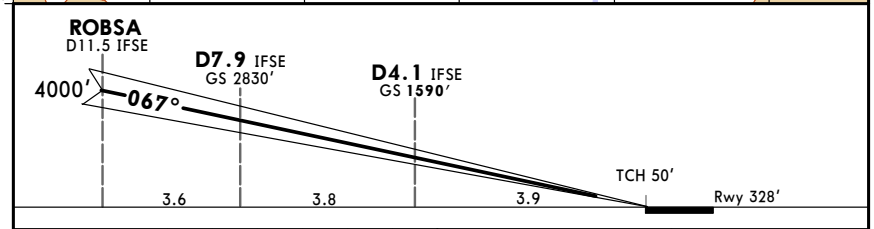
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 inbound FFM/D2.0 FRD, then turn RIGHT to intercept R-087 FFM outbound to D8.0 FFM/D10.8 FRD or 5000′, whichever is later, then turn RIGHT to RID VOR and maintain 5000′.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1. **DME required.** 2. Special Aircrew & Acft Certification Required.

MSA FFM VOR: 4300 (110°–190°), 3500





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

ALSF-II, REIL, PAPI

D1.0 inbound FFM D2.0 FRD

Standard STRAIGHT-IN LANDING RWY **07R**

CAT IIIA ILS [1]	CAT II ILS
DH **50′**	**RA 101′** DA(H) **428′** (100′)
RVR 200m	RVR 300m

[1] CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-6)

ILS X or LOC X Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

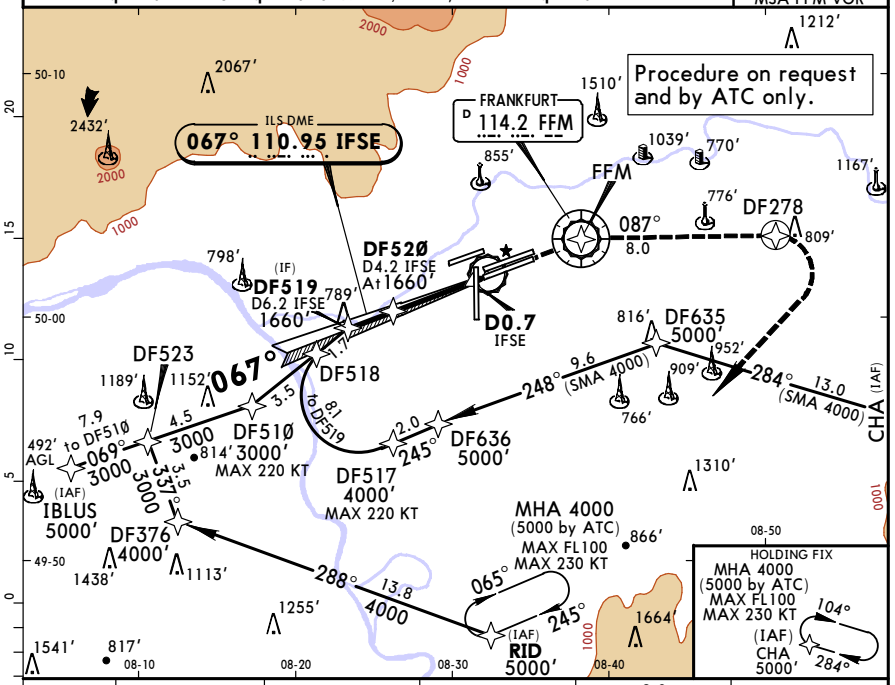
BRIEFING STRIP

LOC IFSE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
110.95	067°	DF52Ø 1660′ (1332′)	528′ (200′)	Rwy 328′

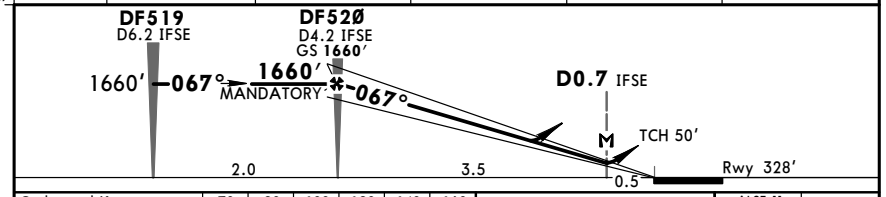
MISSED APCH: Climb to FFM, then to DF278 or 5000′, whichever is later, then turn RIGHT direct to RID and maintain 5000′.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. GPS required. 3. A-RNP/RNP-1, RF-LEG required.

MSA FFM VOR: 4300′ (190°–110°), 3500



LOC (GS out)	IFSE DME	4.0	3.0	2.0	1.0
	ALTITUDE	1590′	1270′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IFSE							

ALSF-II, REIL, PAPI — FFM

Standard STRAIGHT-IN LANDING RWY **07R**

	ILS DA(H) 528′ (200′)			LOC (GS out) CDFA DA/MDA(H) 810′ (482′)	
PANS OPS	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	RVR 2300m
D					

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-6A)

CAT II/III ILS X Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

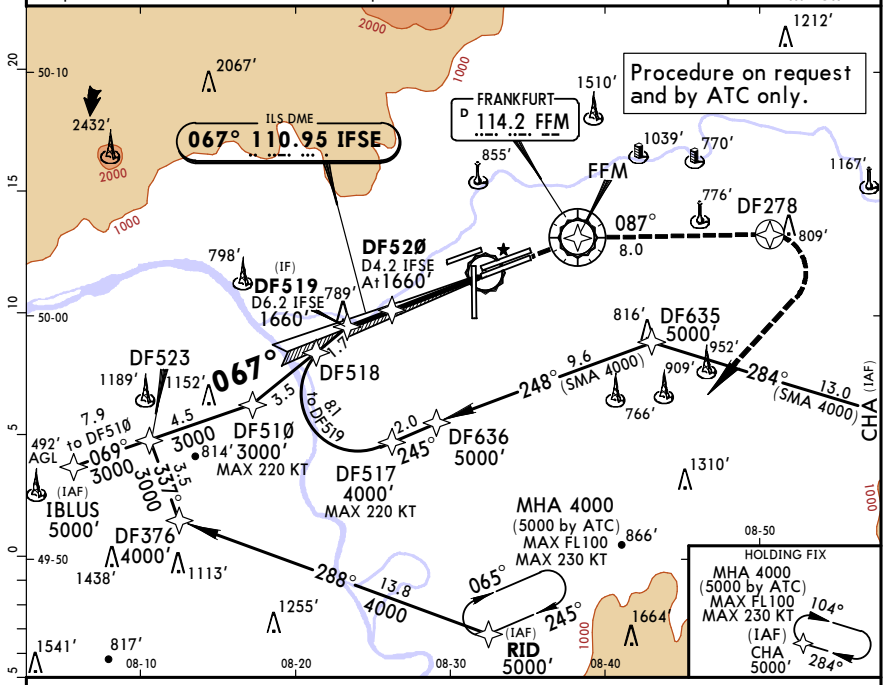
BRIEFING STRIP

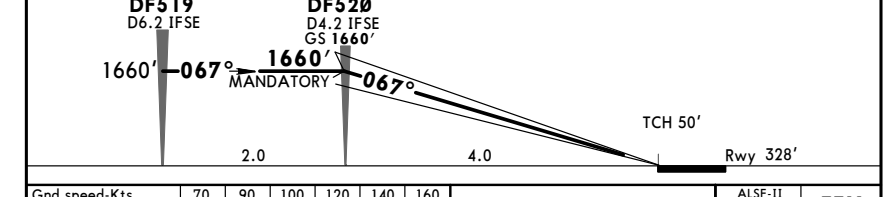
LOC IFSE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 364′
110.95	067°	DF52Ø 1660′ (1332′)		Rwy 328′

MISSED APCH: Climb to FFM, then to DF278 or 5000′, whichever is later, then turn RIGHT direct to RID and maintain 5000′.

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. GPS required. 3. A-RNP/RNP-1, RF-LEG required.
4. Special Aircrew & Acft Certification Required.

MSA FFM VOR: 4300′ (190°–110°), 3500





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

ALSF-II, REIL, PAPI — FFM

Standard STRAIGHT-IN LANDING RWY **07R**

PANS OPS	CAT IIIA ILS [1] DH 50′	CAT II ILS RA 101′ DA(H) 428′ (100′)
	RVR 200m	RVR 300m

[1] CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-7)

ILS Z or LOC Z Rwy 25L

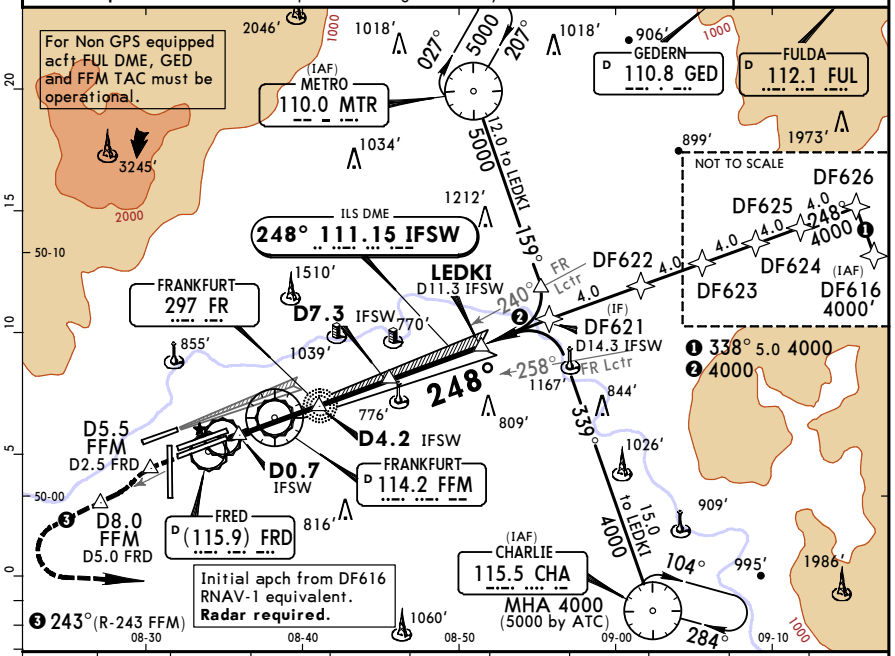
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

LOC IFSW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
111.15	248°	D4.2 IFSW 1710′(1348′)	562′(200′)	Rwy 362′

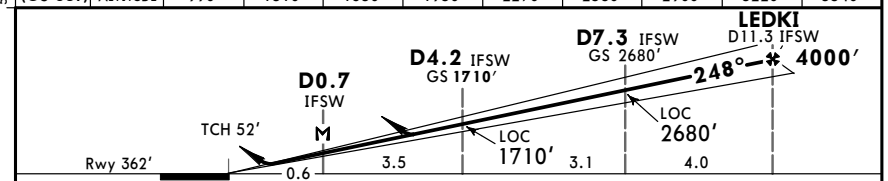
MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM/D2.5 FRD, then turn LEFT to intercept R-243 FFM. Then on R-243 FFM to D8.0 FFM/D5.0 FRD or 5000′, whichever is later, then turn LEFT to CHA VOR and maintain 5000′.

MSA FFM VOR: 4300 (190°, 110°), 3500

Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. CAUTION: Independent taxiing acft on Twy U underneath short final.



LOC (GS out)	IFSW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	990′	1310′	1630′	1950′	2270′	2580′	2900′	3220′	3540′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IFSW							

ALSF-II, REIL, PAPI — D5.5 FFM D2.5 FRD

Standard STRAIGHT-IN LANDING RWY 25L

	ILS DA(H) 562′(200′)			LOC (GS out) CDFA DA/MDA(H) 820′(458′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-7A)

CAT II/III ILS Z Rwy 25L

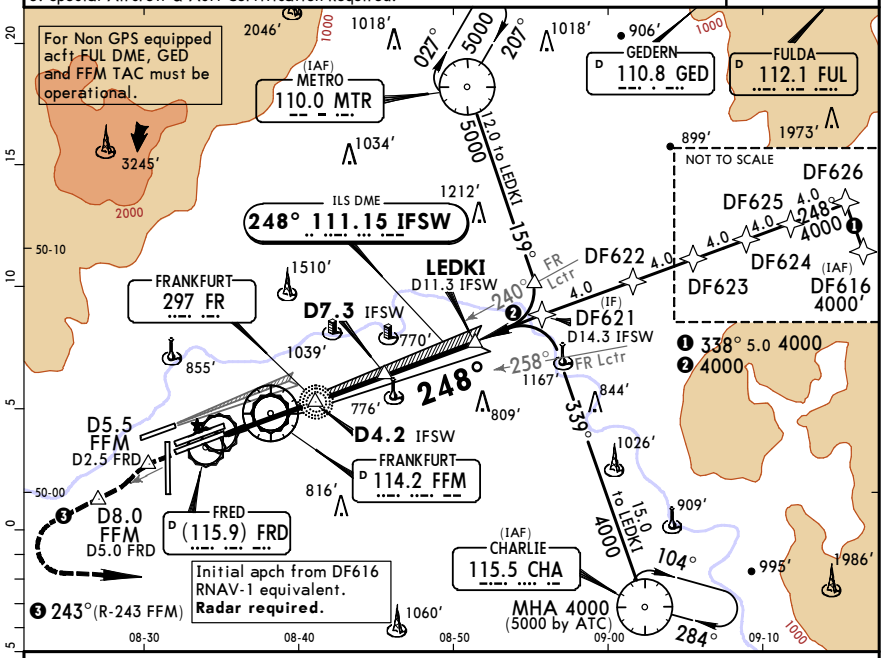
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

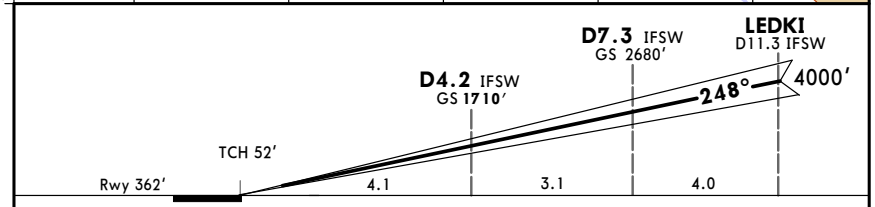
LOC IFSW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 364′
111.15	248°	D4.2 IFSW 1710′(1348′)		Rwy 362′

MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM/D2.5 FRD, then turn LEFT to intercept R-243 FFM. Then on R-243 FFM to D8.0 FFM/D5.0 FRD or 5000′, whichever is later, then turn LEFT to CHA VOR and maintain 5000′.

MSA FFM VOR: 4300 (190°, 110°), 3500

Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. CAUTION: Independent taxiing acft on Twy U underneath short final.
3. Special Aircrew & Acft Certification Required.





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

ALSF-II, REIL, PAPI — D5.5 FFM D2.5 FRD

Standard STRAIGHT-IN LANDING RWY 25L

	CAT IIIA ILS ❶	CAT II ILS
	DH 50′	RA 95′ DA(H) 462′(100′)
PANS OPS	RVR 200m	RVR 300m

❶ CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-8)

ILS or LOC Rwy 25C

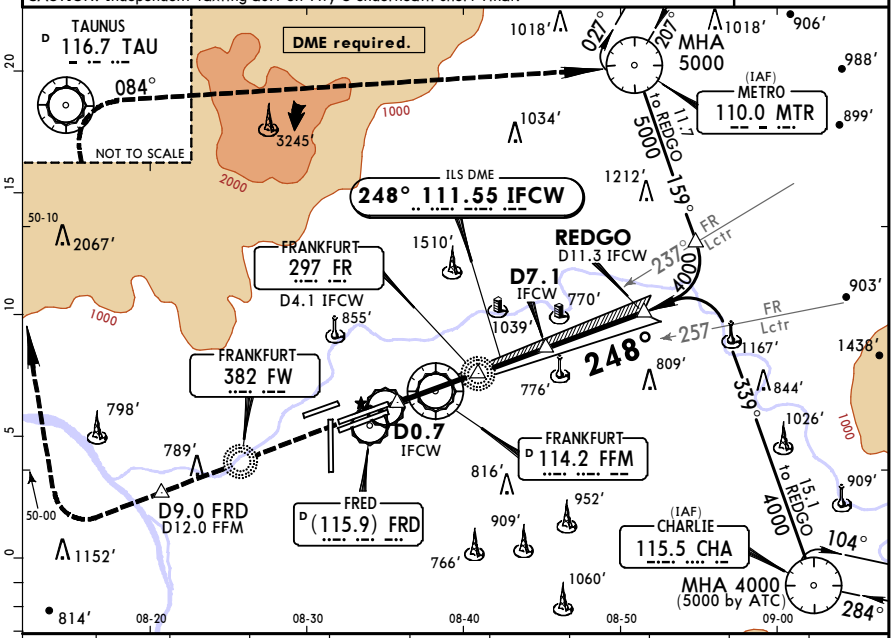
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

LOC IFCW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
111.55	248°	Lctr 1660′(1296′)	564′(200′)	Rwy 364′

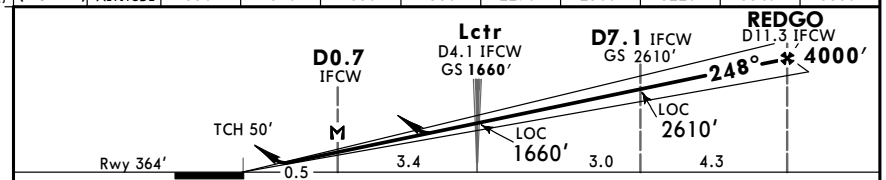
MISSED APCH: Climb STRAIGHT AHEAD via FW Lctr to D9.0 FRD/ D12.0 FFM or 5000′, whichever is later, then turn RIGHT to TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR VOR and maintain 5000′. In case of Missed apch inform ATC immediately.

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
CAUTION: Independent taxiing acft on Twy U underneath short final.

MSA FFM VOR (4300 / 3500)



LOC (GS out)	IFCW DME	2.0	3.0	4.0	5.0	6.0	8.0	9.0	10.0	11.0
	ALTITUDE	990′	1310′	1630′	1950′	2270′	2900′	3220′	3540′	3860′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IFCW							

ALSF-II REIL PAPI

Inform ATC

D9.0 FRD D12.0 FFM 5000′ whichever later

Standard STRAIGHT-IN LANDING RWY 25C

	ILS DA(H) 564′(200′)			LOC (GS out) CDFA DA/MDA(H) 810′(446′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

PANS OPS

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (11-8A)

CAT II/III ILS Rwy 25C

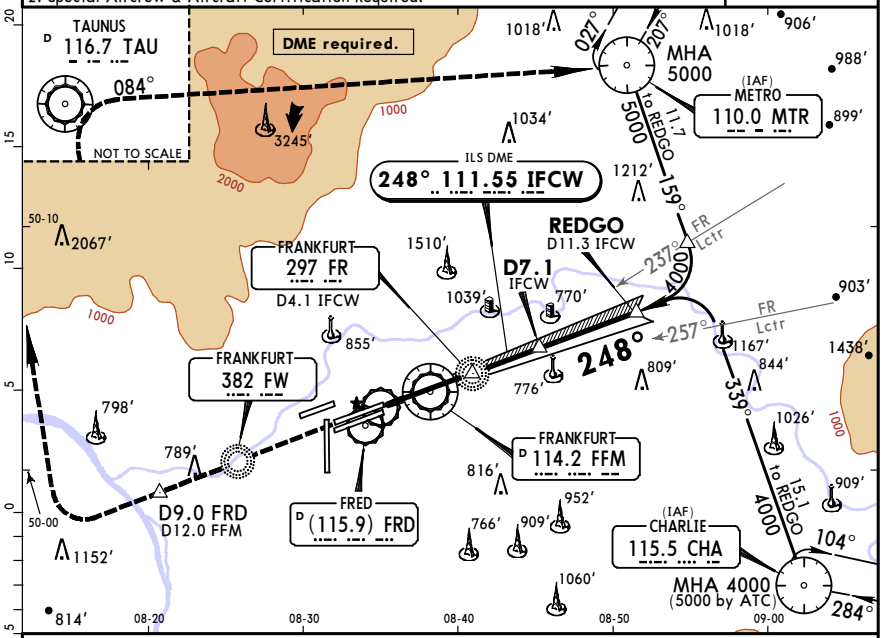
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

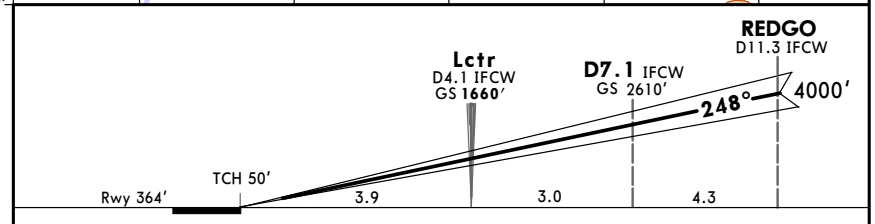
LOC IFCW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 364′
111.55	248°	Lctr 1660′(1296′)		Rwy 364′

MISSED APCH: Climb STRAIGHT AHEAD via FW Lctr to D9.0 FRD/ D12.0 FFM or 5000′, whichever is later, then turn RIGHT to TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR VOR and maintain 5000′. In case of Missed apch inform ATC immediately.

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. CAUTION: Independent taxiing acft on Twy U underneath short final.
2. Special Aircrew & Aircraft Certification Required.

MSA FFM VOR (4300 / 3500)





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

ALSF-II REIL PAPI

Inform ATC

D9.0 FRD D12.0 FFM 5000′ whichever later

Standard STRAIGHT-IN LANDING RWY 25C

	CAT IIIA ILS [1]	CAT II ILS
	DH 50′	RA 98′ DA(H) 464′(100′)
PANS OPS	RVR 200m	RVR 300m

[1] CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN

12 JAN 18 (11-9)

FRANKFURT/MAIN, GERMANY
MISSED APCH CLIMB GRAD MIM 5.0%
ILS Z Rwy 25R

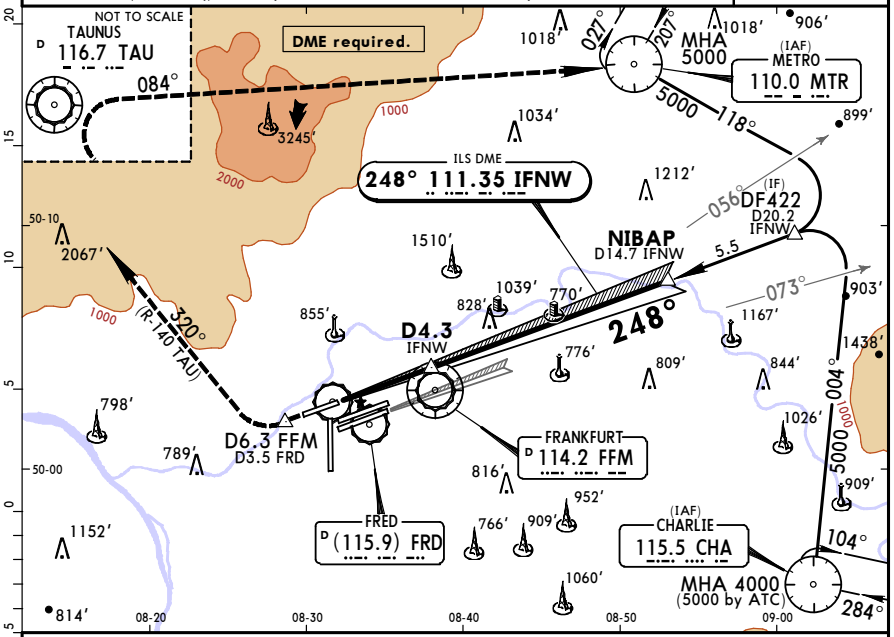
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

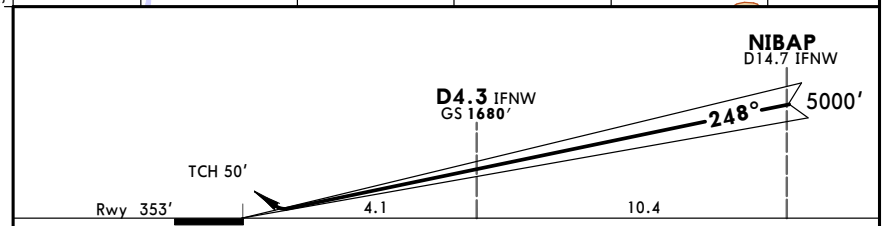
LOC IFNW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 364′
111.35	248°	D4.3 IFNW 1680′(1327′)	Refer to Minimums	Rwy 353′

MISSED APCH: Climb STRAIGHT AHEAD to D6.3 FFM/D3.5 FRD at 800′ or above, then turn RIGHT to intercept R-140 inbound TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR VOR climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR: 4300 (110°, 190°), 3500

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′





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

ALSF-II REIL PAPI | Inform ATC | MIM 800′ at D6.3 FFM D3.5 FRD

Standard STRAIGHT-IN LANDING RWY 25R
Missed apch climb gradient mim 5.0% up to 2000′
DA(H) ABC: 553′(200′) D: 559′(206′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN

12 JAN 18 (11-9A)

FRANKFURT/MAIN, GERMANY
[1]CAT II/III ILS Z Rwy 25R

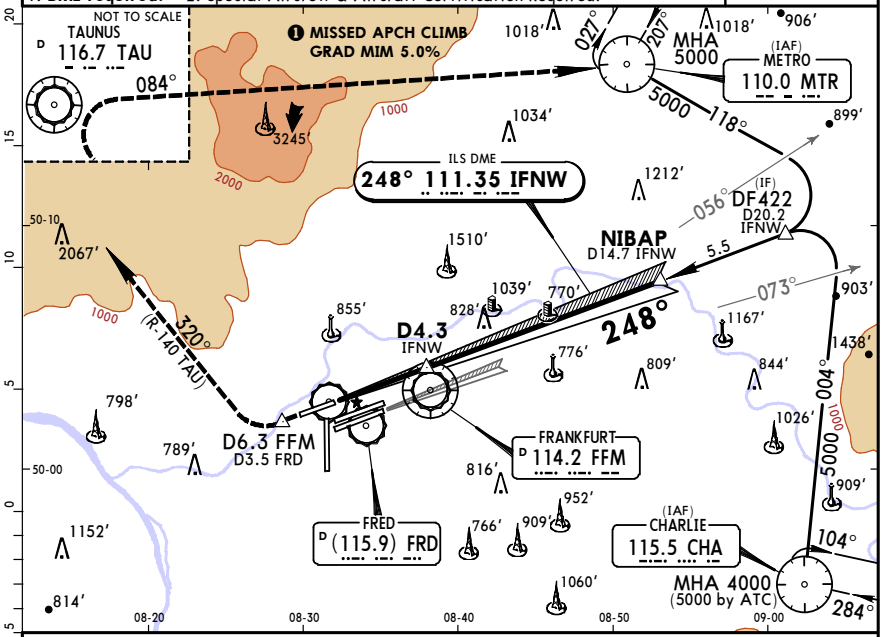
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

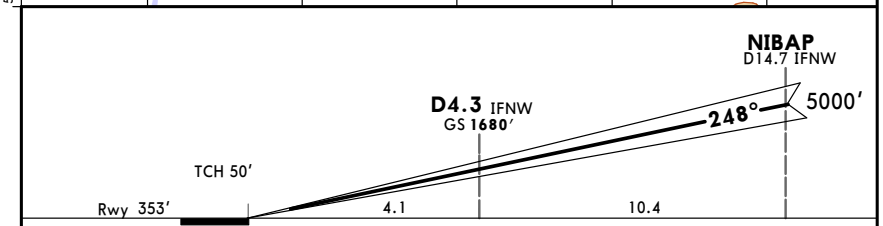
LOC IFNW	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 364′
111.35	248°	D4.3 IFNW 1680′(1327′)	Refer to Minimums	Rwy 353′

MISSED APCH: Climb STRAIGHT AHEAD to D6.3 FFM/D3.5 FRD at 800′ or above, then turn RIGHT to intercept R-140 inbound TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR VOR climbing to 5000′. In case of Missed apch inform ATC immediately.

MSA FFM VOR: 4300 (110°, 190°), 3500

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.





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

ALSF-II REIL PAPI | Inform ATC | MIM 800′ at D6.3 FFM D3.5 FRD

Standard STRAIGHT-IN LANDING RWY 25R
Missed apch climb gradient mim 5.0% up to 2000′

PANS OPS	CAT IIIA ILS [1]	CAT II ILS	
	DH 50′	A: RA 103′ DA(H) 453′(100′) B: RA 108′ DA(H) 458′(105′) C: RA 122′ DA(H) 471′(118′)	D: RA 144′ DA(H) 484′(131′)
	RVR 200m	RVR 300m	RVR 400m

[1] CAT IIIB: Mim RVR 75m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 12 JAN 18 (11-10)

FRANKFURT/MAIN, GERMANY
ILS Y Rwy 25R

MISSED APCH CLIMB GRAD MIM 5.0%

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

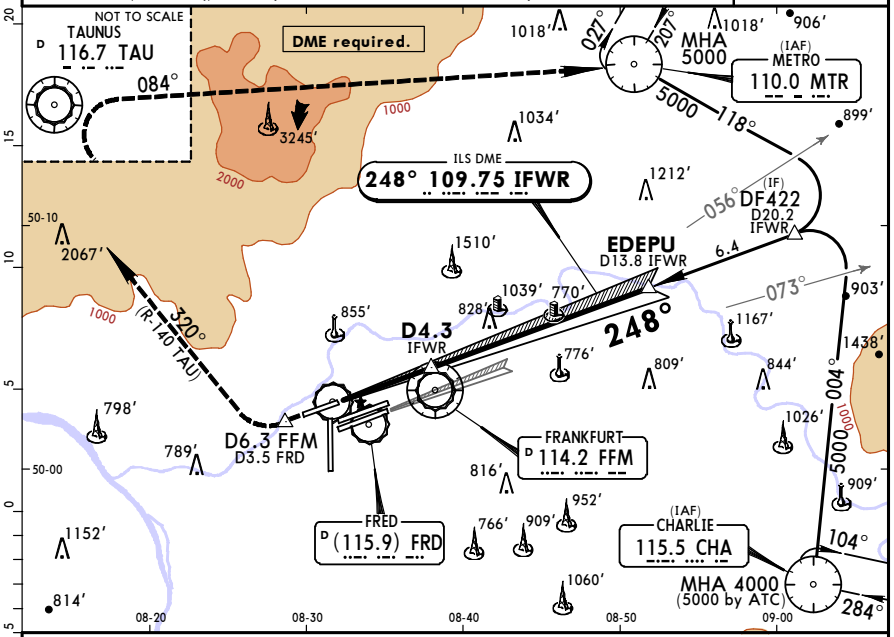
BRIEFING STRIP

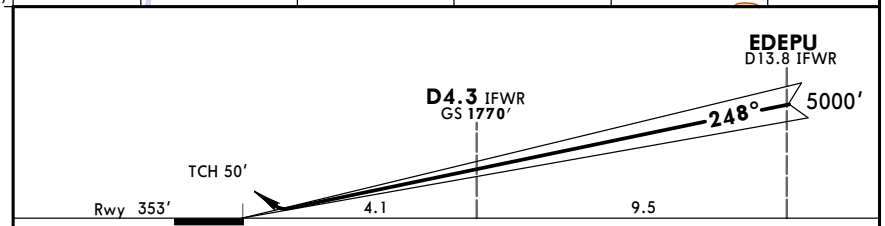
LOC IFWR	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev	
109.75	248°	D4.3 IFWR 1770′ (1417′)		Rwy	364′ 353′

MISSED APCH: Climb STRAIGHT AHEAD to D6.3 FFM/D3.5 FRD at 800′ or above, then turn RIGHT to intercept R-140 inbound TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR VOR climbing to 5000′.
In case of Missed apch inform ATC immediately.

MSA FFM VOR: 4300 (190°–110°), 3500

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

ALSF-II, REIL, PAPI — Inform ATC — MIM 800′ — at D6.3 FFM D3.5 FRD

Standard STRAIGHT-IN LANDING RWY 25R

Missed apch climb gradient mim 5.0% up to 2000′

DA(H) ABC: 553′(200′) D: 559′(206′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 12 JAN 18 (12-1)

FRANKFURT/MAIN, GERMANY
RNAV (GPS) Z Rwy 07C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

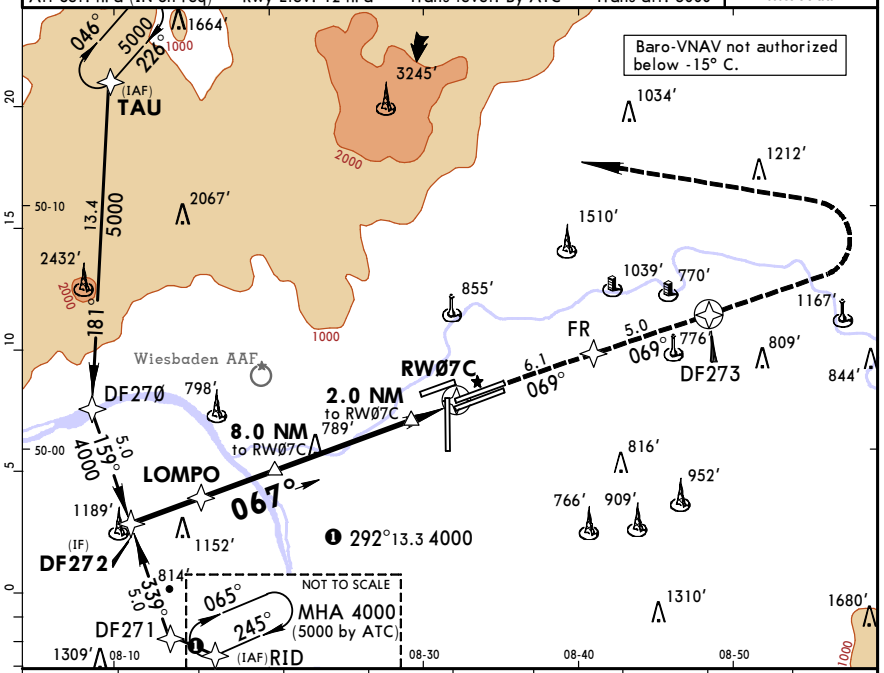
BRIEFING STRIP

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev	
	067°	LOMPO 4000′ (3671′)		Rwy	364′ 329′

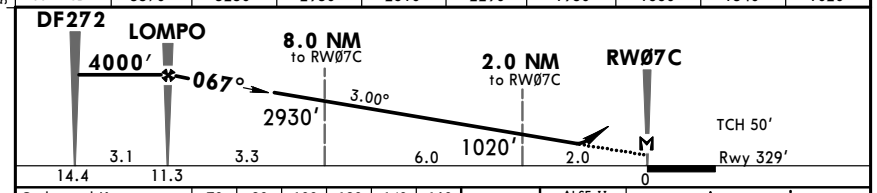
MISSED APCH: Climb on track 069° via FR to DF273 or 5000′, whichever is later, then turn LEFT to TAU maintain 5000′.

MSA ARP: 4300

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



NM to RW07C	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3570′	3250′	2930′	2610′	2290′	1980′	1660′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW07C							

ALSF-II, REIL, PAPI — DF273 5000′ via FR — whichever is later

Standard STRAIGHT-IN LANDING RWY 07C

PANS OPS	LNAV/VNAV DA(H) ABC: 679′(350′) D: 719′(390′)		LNAV CDFA DA/MDA(H) B: 820′(491′) A: 790′(461′) CD: 840′(511′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1500m	
B				
C		RVR 1600m	RVR 1600m	RVR 2400m
D	RVR 1100m	RVR 1800m		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-2)

RNAV (GPS) Y Rwy 07C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

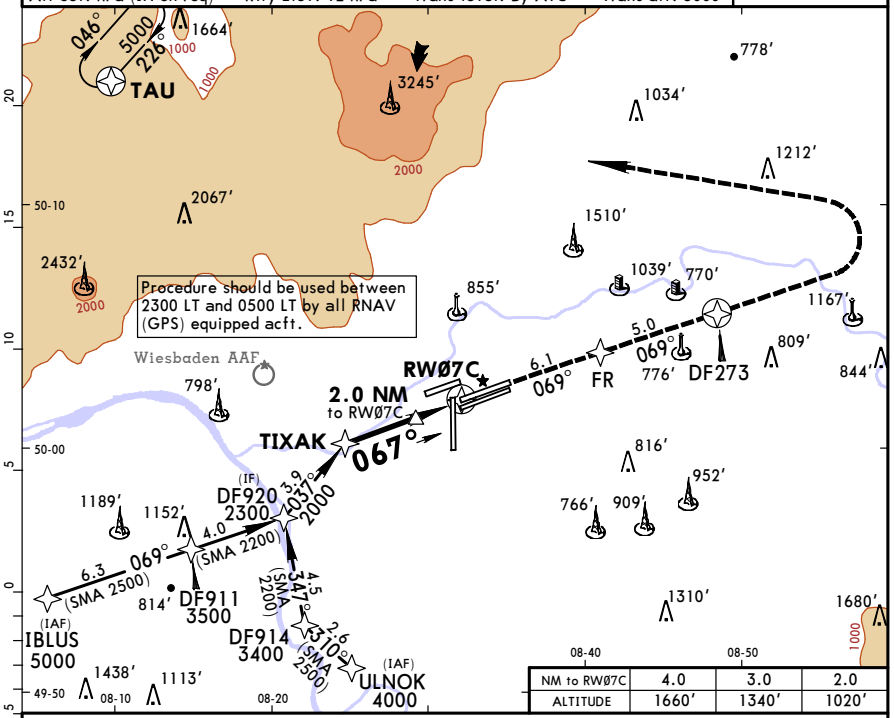
BRIEFING STRIP

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 364′
	067°	TIXAK 2000′ (1671′)	Refer to Minimums	Rwy 329′

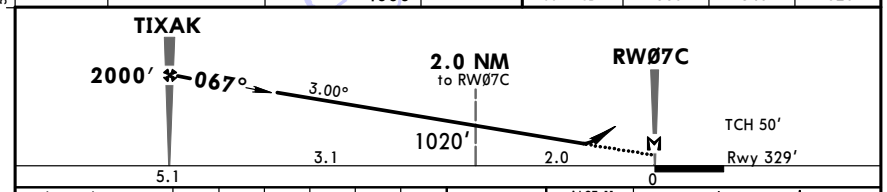
MISSED APCH: Climb on track 069° via FR to DF273 or 5000′, whichever is later, then turn LEFT to TAU maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



NM to RW07C	4.0	3.0	2.0
ALTITUDE	1660′	1340′	1020′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW07C						

ALSF-II REIL PAPI

DF273 5000′ whichever is later via **FR**

Standard STRAIGHT-IN LANDING RWY **07C**

LNAV CDFA

DA/MDA(H) A: **790′**(461′) B: **820′**(491′) CD: **840′**(511′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2400m
D		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-3)

RNAV (GPS) Z Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

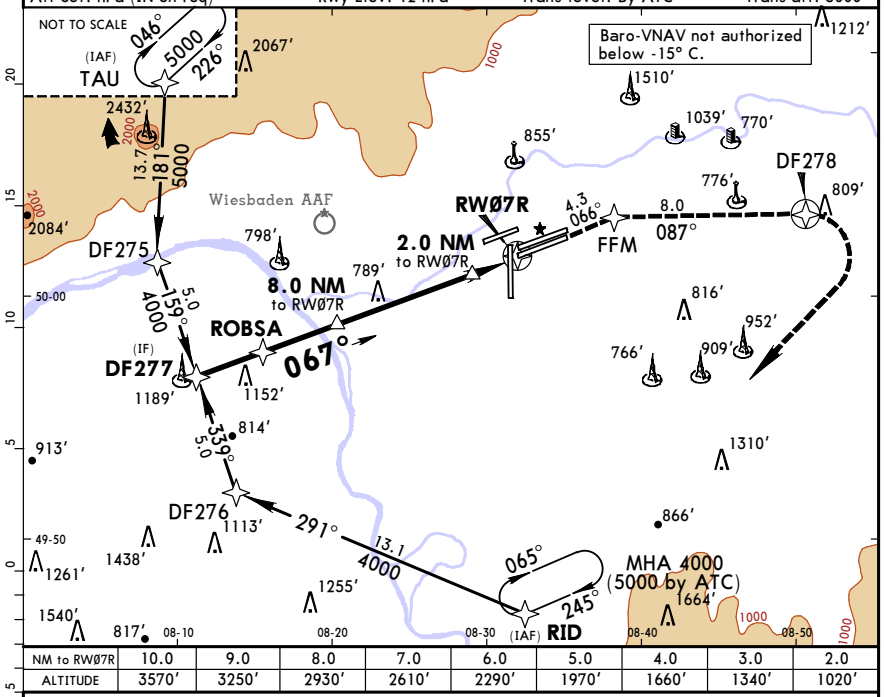
BRIEFING STRIP

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 364′
	067°	ROBSA 4000′ (3672′)	678′ (350′)	Rwy 328′

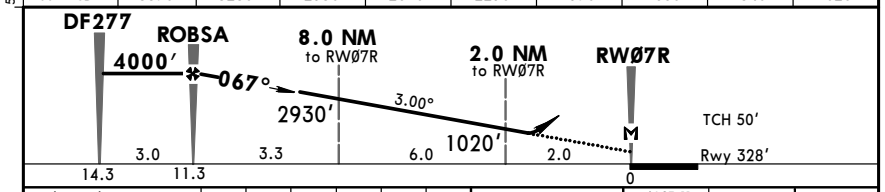
MISSED APCH: Climb on track 066° to FFM, then turn RIGHT on track 087° to DF278 or 5000′, whichever is later, then turn RIGHT to RID and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



NM to RW07R	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3570′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW07R						

ALSF-II REIL PAPI

FFM on **066°** track

Standard STRAIGHT-IN LANDING RWY **07R**

LNAV/VNAV DA(H) **678′**(350′)

LNAV CDFA DA/MDA(H) C: **830′**(502′) AB: **810′**(482′) D: **840′**(512′)

ALS out | ALS out

PANS OPS

A	RVR 900m	RVR 1500m	RVR 1500m	
B				
C		RVR 1600m	RVR 1600m	RVR 2400m
D				

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
12 JAN 18 (12-4)
RNAV (GPS) Y Rwy 07R

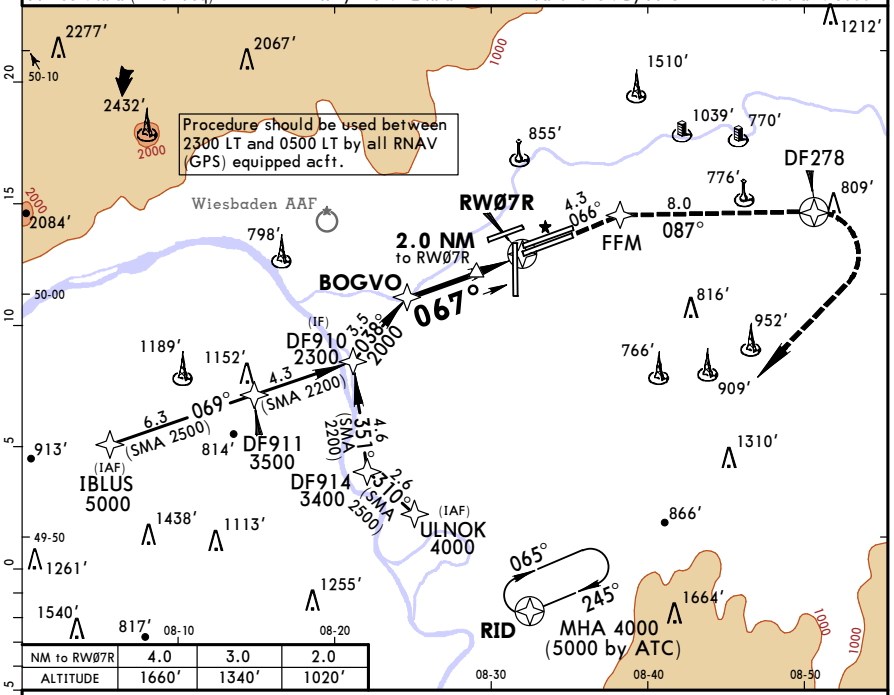
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 364′ Rwy 328′
	067°	BOGVO 2000′ (1672′)		

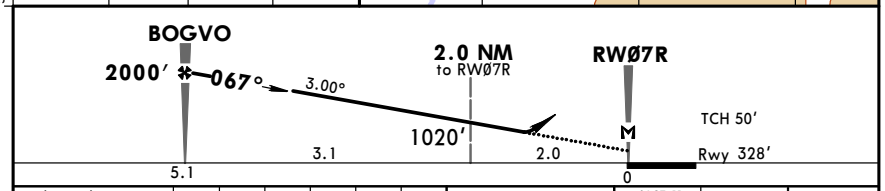
MISSED APCH: Climb on track 066° to FFM, then turn RIGHT on track 087° to DF278 or 5000′, whichever is later, then turn RIGHT to RID and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



NM to RW07R	4.0	3.0	2.0
ALTITUDE	1660′	1340′	1020′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW07R						

ALSF-II REIL PAPI

FFM on 066° track

Standard STRAIGHT-IN LANDING RWY 07R

LNAV CDFA

DA/MDA(H) C: 830′ (502′) AB: 810′ (482′) D: 840′ (512′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2400m
D		

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
12 JAN 18 (12-5)
RNAV (GPS) Z Rwy 25L

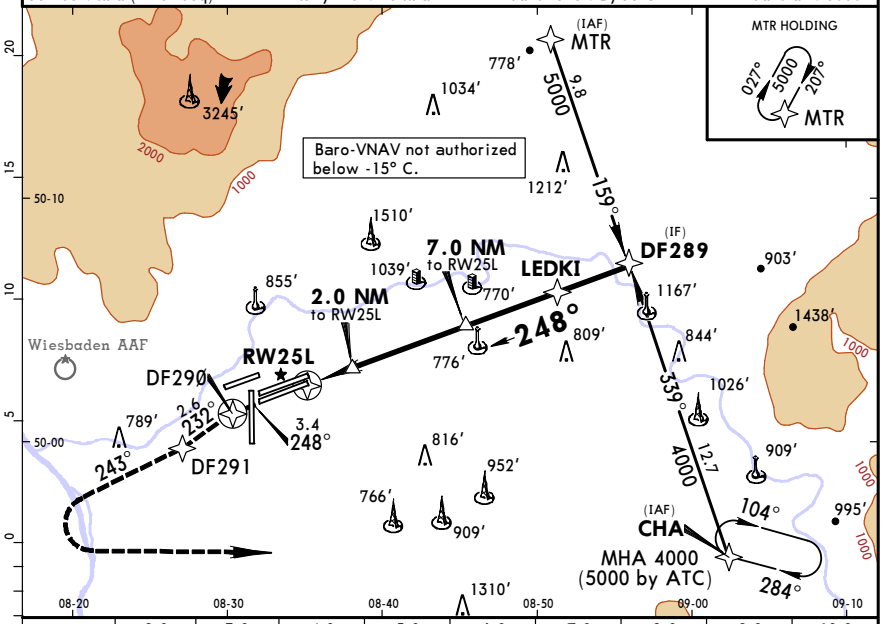
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 364′ Rwy 362′
	248°	LEDKI 4000′ (3638′)	772′ (410′)	

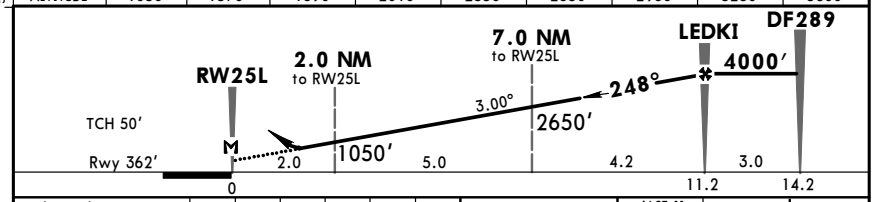
MISSED APCH: Climb on track 248° to DF29Ø, then turn LEFT on track 232° to DF291. Then turn RIGHT on track 243° climb to 5000′, then turn LEFT to CHA and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′



NM to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1050′	1370′	1690′	2010′	2330′	2650′	2960′	3280′	3600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW25L						

ALSF-II REIL PAPI

DF29Ø on 248° track

Standard STRAIGHT-IN LANDING RWY 25L

LNAV/VNAV DA(H) 772′ (410′)

LNAV CDFA DA/MDA(H) BC: 820′ (458′) A: 770′ (408′) D: 830′ (468′)

ALS out

PANS OPS

A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B			RVR 1400m	
C		RVR 1900m		RVR 2100m
D			RVR 1500m	RVR 2200m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-6)

RNAV (GPS) Y Rwy 25L

BRIEFING STRIP

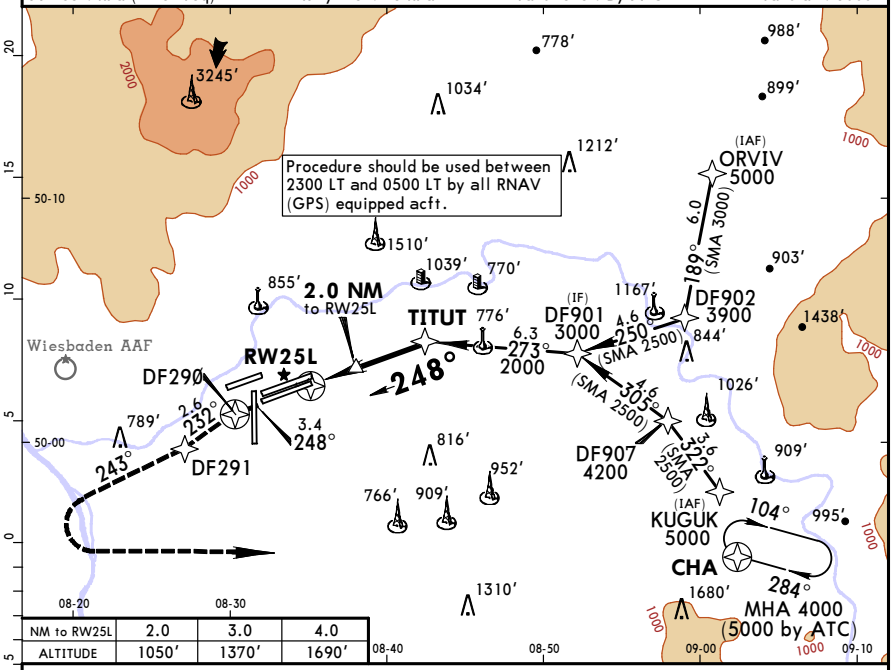
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev / Rwy
	248°	TITUT 2000′(1638′)	Refer to Minimums	364′ / 362′

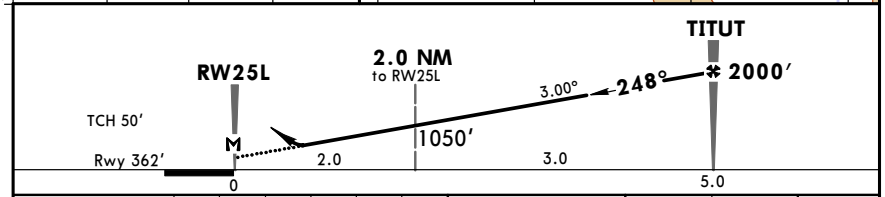
MISSED APCH: Climb on track 248° to DF29Ø, then turn LEFT on on track 232° to DF291. Then turn RIGHT on track 243° climb to 5000′, then turn LEFT to CHA and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′



NM to RW25L	2.0	3.0	4.0
ALTITUDE	1050′	1370′	1690′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

ALSF-II REIL PAPI

DF29Ø on 248° track

Standard STRAIGHT-IN LANDING RWY 25L

LNAV CDFA

DA/MDA(H) A: 770′(408′) BC: 820′(458′) D: 830′(468′)

PANS OPS		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2100m
D	RVR 1500m	RVR 2200m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-7)

RNAV (GPS) Z Rwy 25C

BRIEFING STRIP

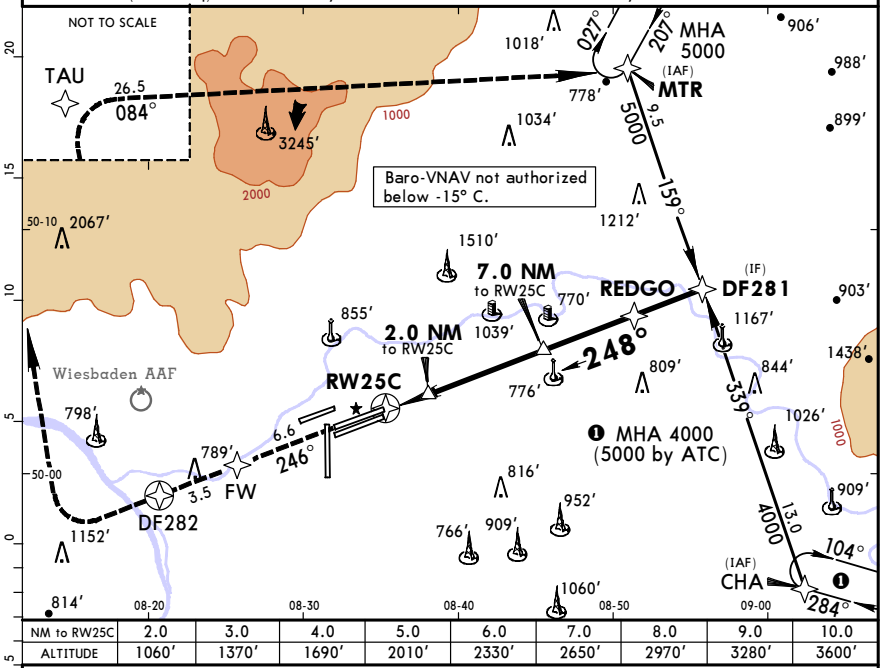
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	248°	REDGO 4000′(3636′)	794′(430′)	364′ / 364′

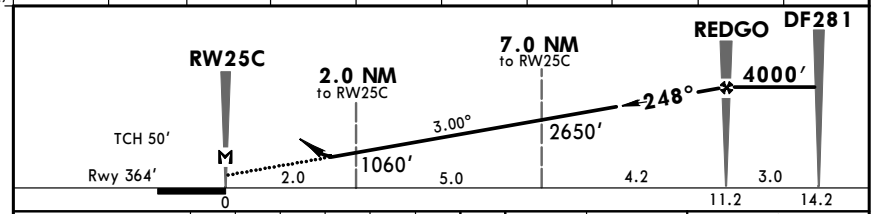
MISSED APCH: Climb on track 246° via FW to DF282 or 5000′, whichever is later, then turn RIGHT to TAU. Turn RIGHT on 084° to MTR and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′



NM to RW25C	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1060′	1370′	1690′	2010′	2330′	2650′	2970′	3280′	3600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW25C						

ALSF-II REIL PAPI

DF282 5000′ whichever later via FW

Standard STRAIGHT-IN LANDING RWY 25C

LNAV/VNAV DA(H) 794′(430′)

LNAV CDFA DA/MDA(H) AB: 800′(436′) CD: 840′(476′)

PANS OPS	LNAV/VNAV	ALS out	LNAV CDFA	ALS out
A	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m
B				
C		RVR 2000m	RVR 1500m	RVR 2200m
D				

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-8)

RNAV (GPS) Y Rwy 25C

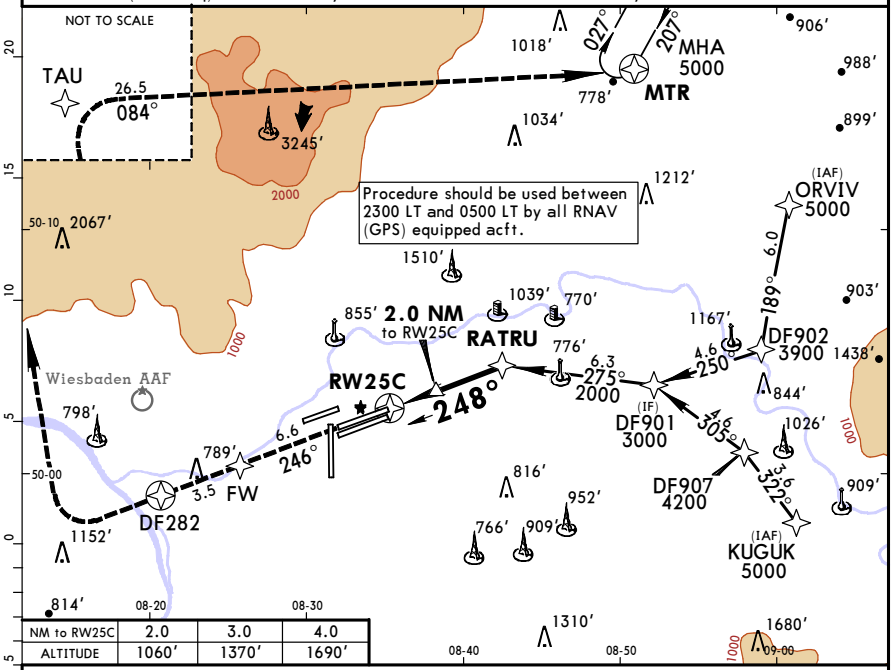
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 364′
	248°	RATRU 2000′(1636′)		Rwy 364′

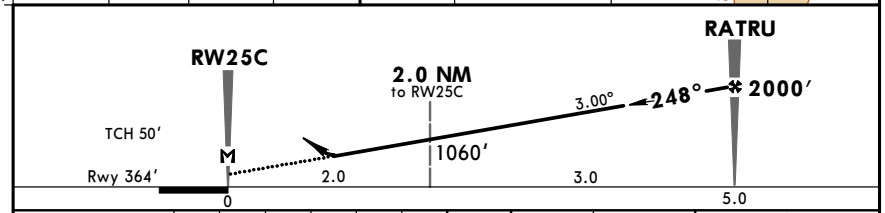
MISSED APCH: Climb on track 246° via FW to DF282 or 5000′, whichever is later, then turn RIGHT to TAU. Turn RIGHT on 084° to MTR and maintain 5000′.

4300′ MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′



NM to RW25C	2.0	3.0	4.0
ALTITUDE	1060′	1370′	1690′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25C						

ALSF-II REIL PAPI

DF282 ↑ 5000′ whichever later ↑ via FW

Standard STRAIGHT-IN LANDING RWY 25C

LNAV CDFA

DA/MDA(H) AB: 800′(436′) CD: 840′(476′)

PANS OPS		ALS out
A	RVR 1300m	RVR 1500m
B		
C	RVR 1500m	RVR 2200m
D		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-40)

❶ GLS Z Rwy 07L

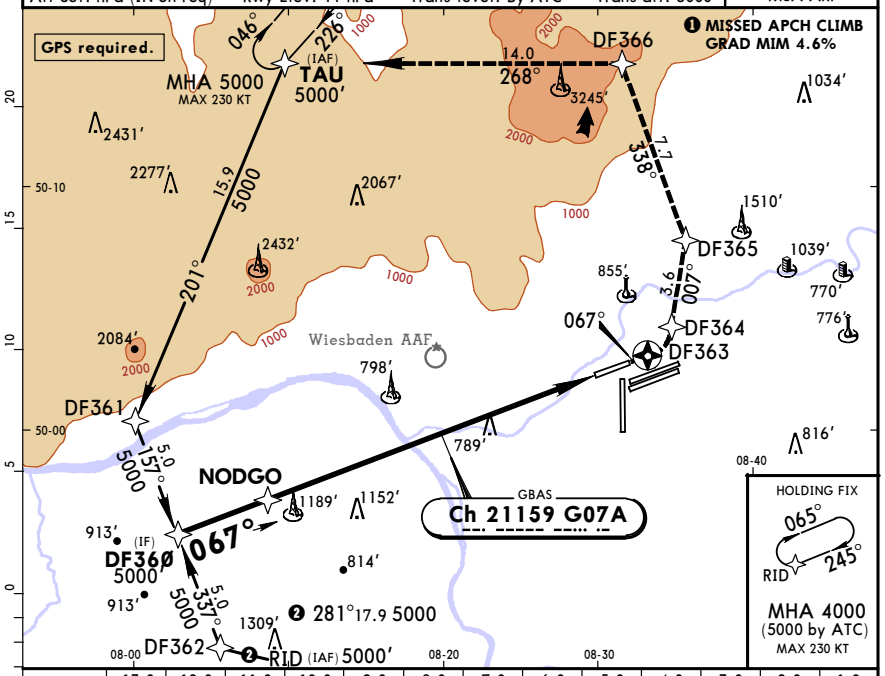
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H) Refer to Minimums	Apt Elev 364′
Ch 21159 G07A	067°	NODGO 5000′(4695′)		Rwy 305′

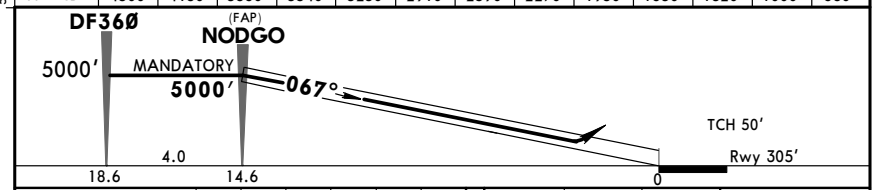
MISSED APCH: On course 067° to DF363, then turn LEFT direct to DF364, then to DF365, then to DF366, then to TAU climbing to 5000′.
In case of Missed apch inform ATC immediately.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4500′	4180′	3860′	3540′	3230′	2910′	2590′	2270′	1950′	1630′	1320′	1000′	680′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI

Inform ATC DF363 ↑ on 067° DF364 ← LT

Standard STRAIGHT-IN LANDING RWY 07L

GLS

Missed apch climb gradient mim 4.6% until passing 3500′

DA(H) ABC: 505′(200′) D: 513′(208′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m
B			
C			
D			

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-41)

❶ GLS Y Rwy 07L

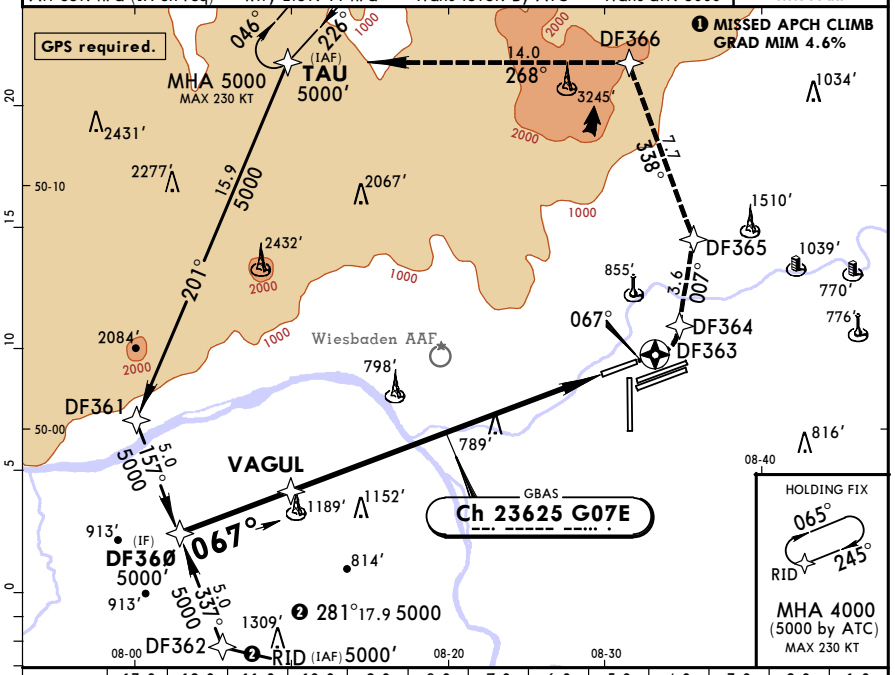
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 23625 G07E	067°	VAGUL 5000′ (4695′)	Refer to Minimums	Rwy 305′

MISSED APCH: On course 067° to DF363, then turn LEFT direct to DF364, then to DF365, then to DF366, then to TAU climbing to 5000′.
In case of Missed apch inform ATC immediately.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4780′	4440′	4100′	3760′	3420′	3080′	2740′	2400′	2060′	1720′	1380′	1040′	700′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI

Inform ATC

DF363 on 067° DF364 LT

Standard STRAIGHT-IN LANDING RWY **07L**
GLS
Missed apch climb gradient mim 4.6% until passing 3500′
DA(H) ABC: **505′**(200′) D: **513′**(208′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m
B			
C			
D			

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-42)

GLS Z Rwy 07C

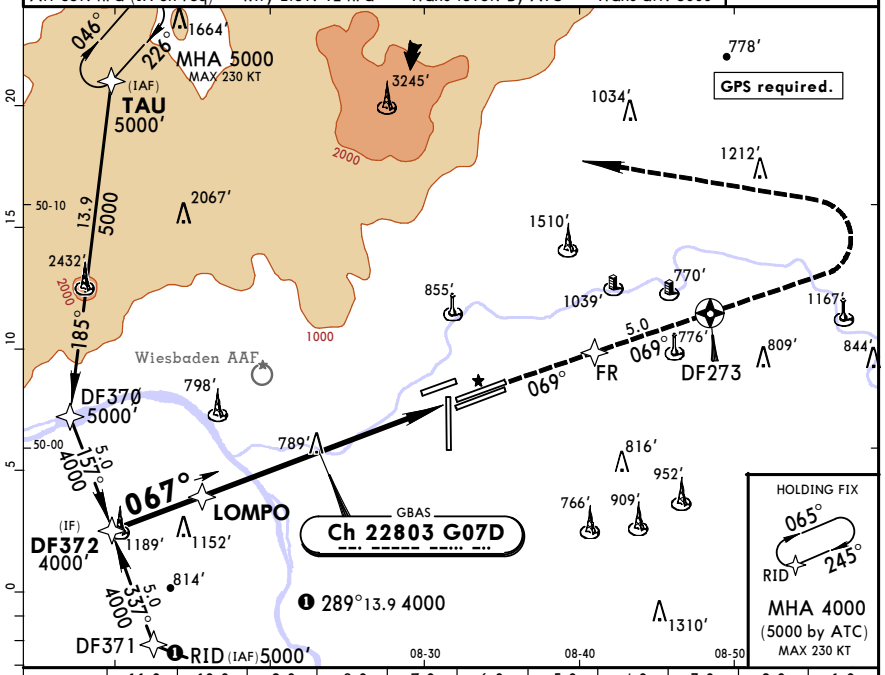
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 22803 G07D	067°	LOMPO 4000′ (3671′)	529′ (200′)	Rwy 329′

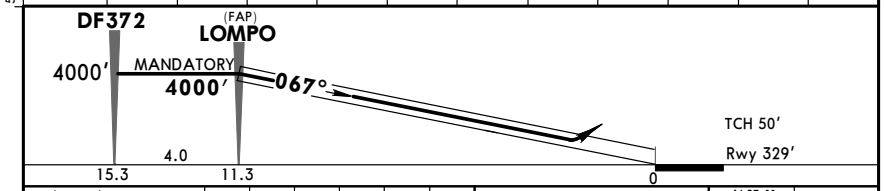
MISSED APCH: Climb to FR, then to DF273 or 5000′ whichever is later. Turn LEFT direct to TAU, maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3890′	3570′	3250′	2930′	2610′	2290′	1980′	1660′	1340′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI

FR

Standard STRAIGHT-IN LANDING RWY **07C**
GLS
DA(H) **529′**(200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m
B			
C			
D			

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-43)

GLS Y Rwy 07C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

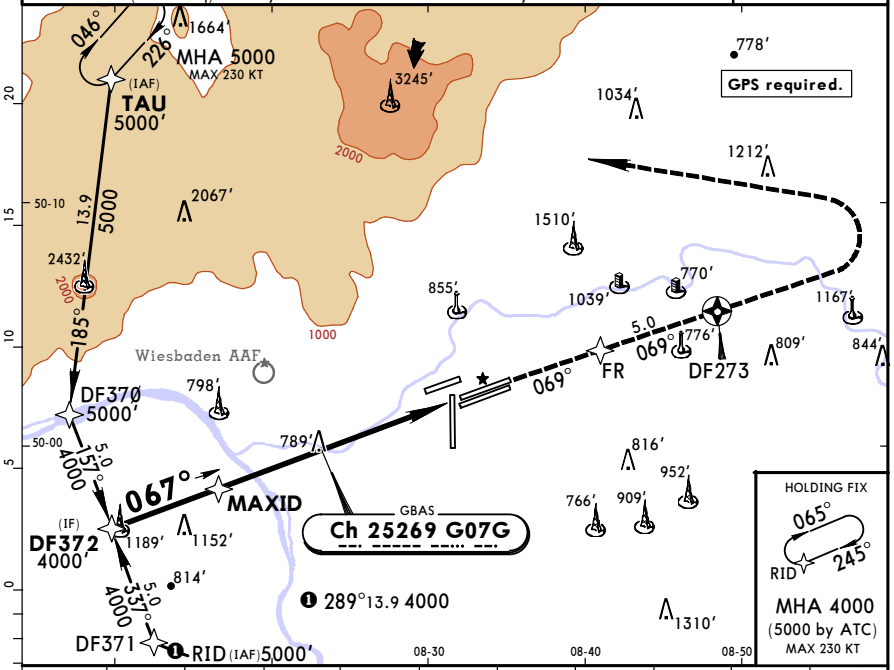
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 25269 G07G	067°	MAXID 4000′ (3671′)	529′ (200′)	Rwy 329′

MISSED APCH: Climb to FR, then to DF273 or 5000′ whichever is later. Turn LEFT direct to TAU, maintain 5000′.

4300 MSA ARP

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	1.0
ALTITUDE	3780′	3440′	3100′	2760′	2420′	2080′	1740′	1400′	1060′	720′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI FR

Standard STRAIGHT-IN LANDING RWY 07C

GLS

DA(H) 529′ (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-44)

GLS Z Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.0	121.8

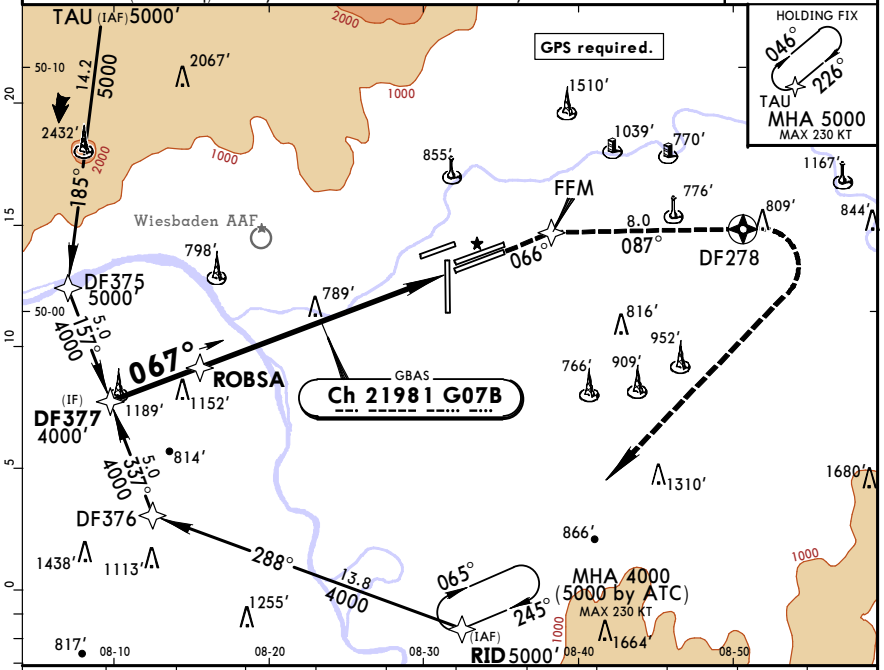
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 21981 G07B	067°	ROBSA 4000′ (3672′)	528′ (200′)	Rwy 328′

MISSED APCH: Climb to FFM, then to DF278 or 5000′ whichever is later. Turn RIGHT direct to RID, maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3890′	3570′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′	700′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI FFM on 066°

Standard STRAIGHT-IN LANDING RWY 07R

GLS

DA(H) 528′ (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-45)

GLS Y Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.0	121.8

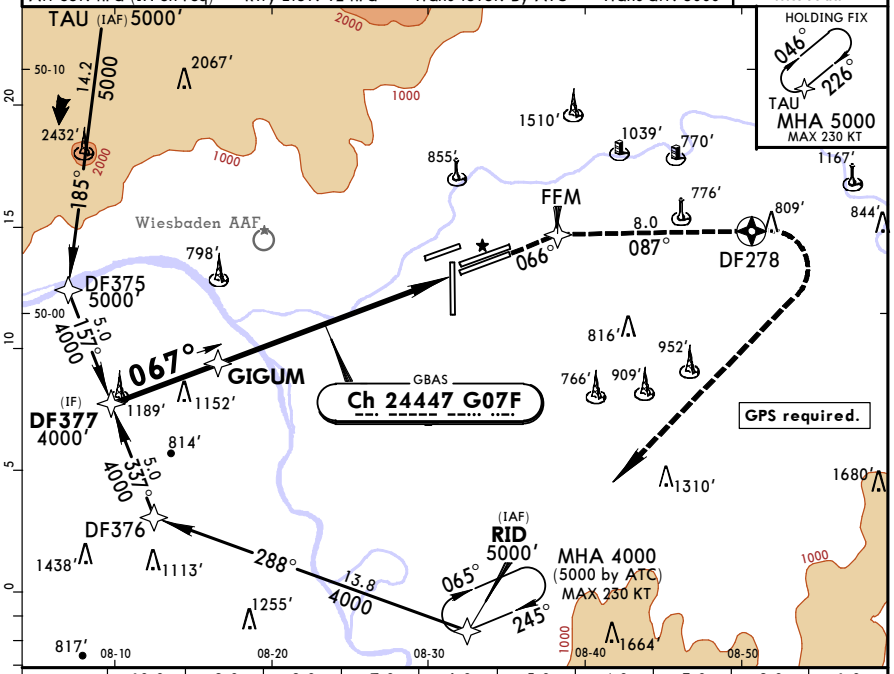
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 24447 G07F	067°	GIGUM 4000′ (3672′)	528′ (200′)	Rwy 328′

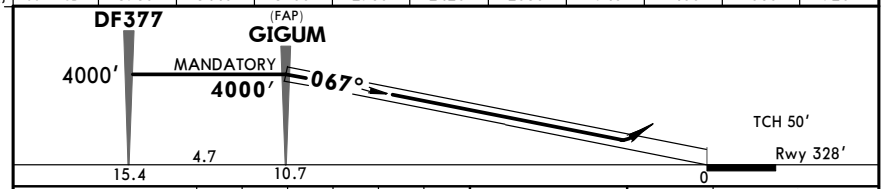
MISSED APCH: Climb to FFM, then to DF278 or 5000′ whichever is later. Turn RIGHT direct to RID, maintain 5000′.

4300 MSA ARP

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	1.0
ALTITUDE	3780′	3440′	3100′	2760′	2420′	2080′	1740′	1400′	1060′	720′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI FFM on 066°

Standard STRAIGHT-IN LANDING RWY **07R**

GLS

DA(H) **528′** (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (12-46)

GLS X Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.0	121.8

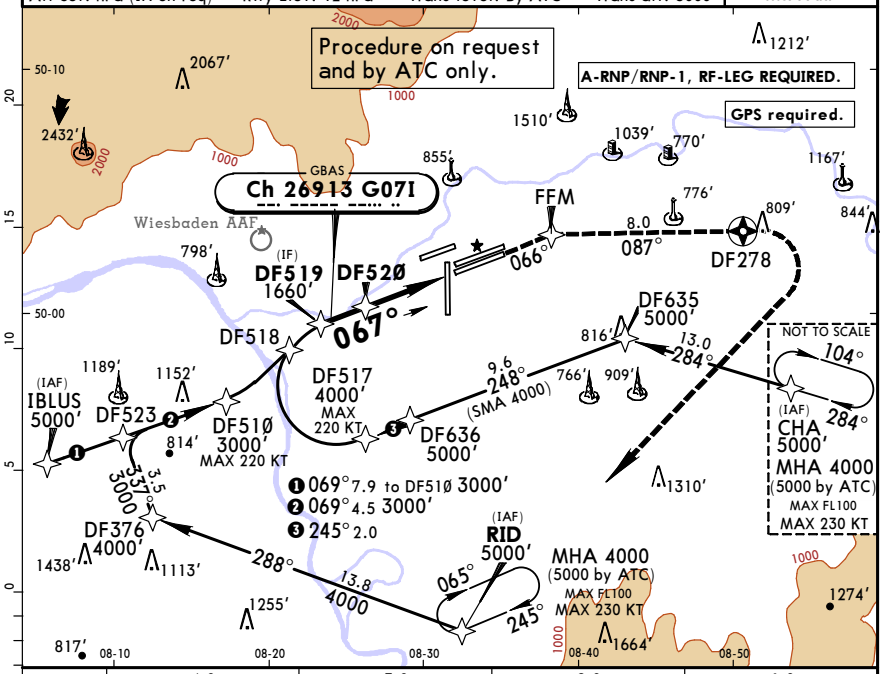
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 26913 G07I	067°	DF52Ø 1660′ (1332′)	528′ (200′)	Rwy 328′

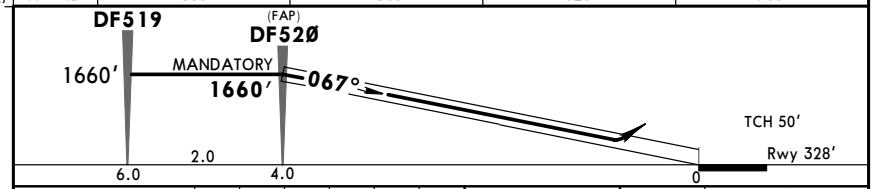
MISSED APCH: Climb to FFM, then to DF278 or 5000′ whichever is later. Turn RIGHT to RID, maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	4.0	3.0	2.0	1.0
ALTITUDE	1660′	1340′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI FFM on 066°

Standard STRAIGHT-IN LANDING RWY **07R**

GLS

DA(H) **528′** (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-47)

JEPPESEN FRANKFURT/MAIN, GERMANY

GLS Z Rwy 25L

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

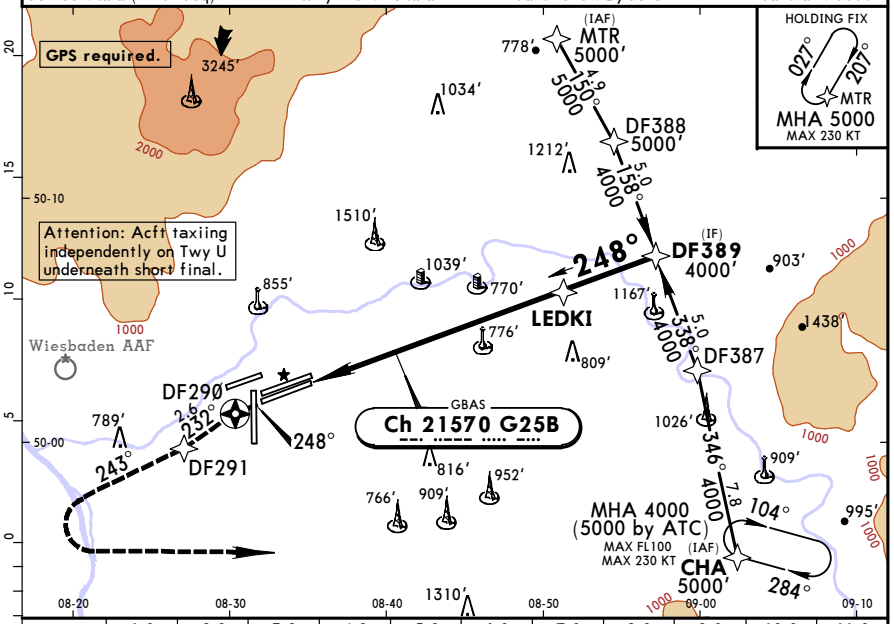
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 21570 G25B	248°	LEDKI 4000′ (3638′)	562′ (200′)	Rwy 362′

MISSED APCH: Climb to DF29Ø, then to DF291. Then on course 243° to 5000′, then turn LEFT direct to CHA and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	740′	1050′	1370′	1690′	2010′	2330′	2650′	2960′	3280′	3600′	3920′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI

DF29Ø

Standard STRAIGHT-IN LANDING RWY 25L

GLS DA(H) 562′ (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-48)

JEPPESEN FRANKFURT/MAIN, GERMANY

GLS Y Rwy 25L

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

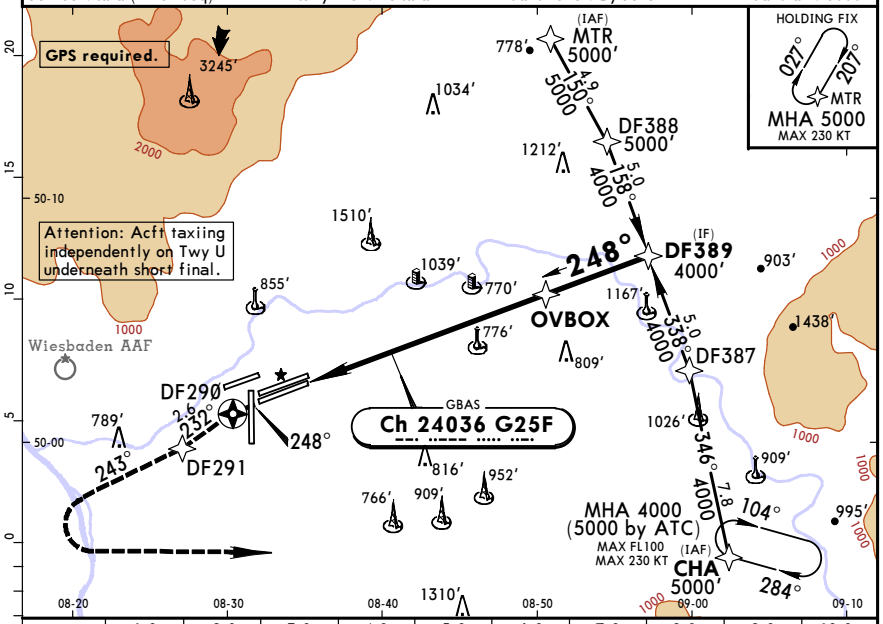
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 24036 G25F	248°	OVBOX 4000′ (3638′)	562′ (200′)	Rwy 362′

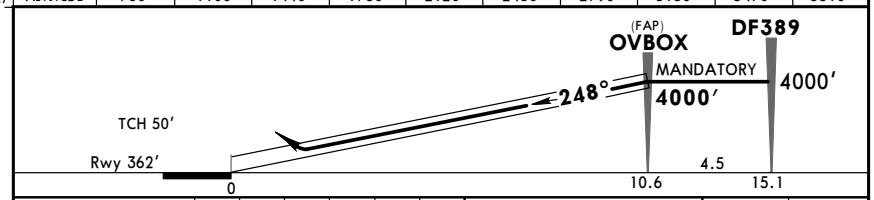
MISSED APCH: Climb to DF29Ø, then to DF291. Then on course 243° to 5000′, then turn LEFT direct to CHA and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	760′	1100′	1440′	1780′	2120′	2450′	2790′	3130′	3470′	3810′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI

DF29Ø

Standard STRAIGHT-IN LANDING RWY 25L

GLS DA(H) 562′ (200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m
B			
C			
D			

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-49)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

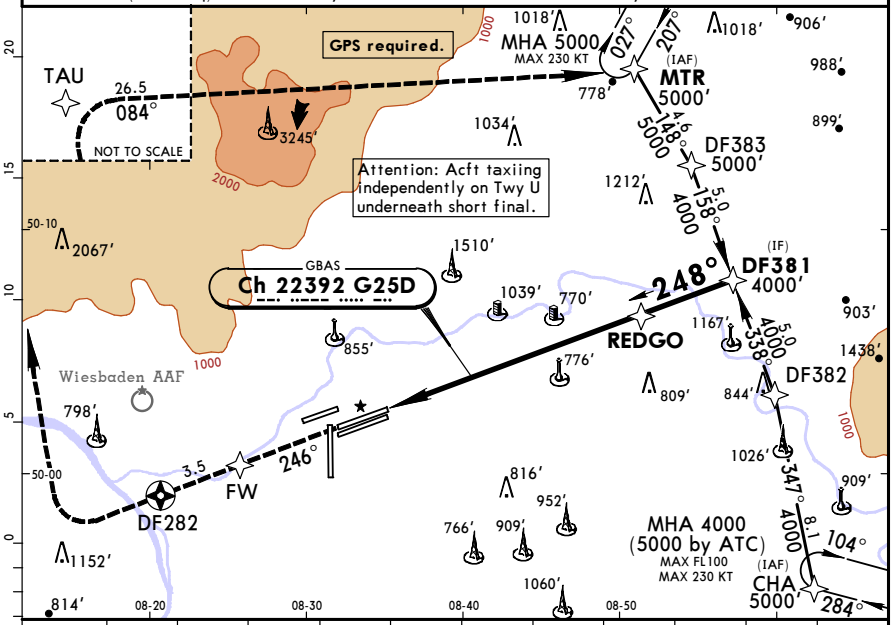
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 22392 G25D	248°	REDGO 4000′(3636′)	564′(200′)	Rwy 364′

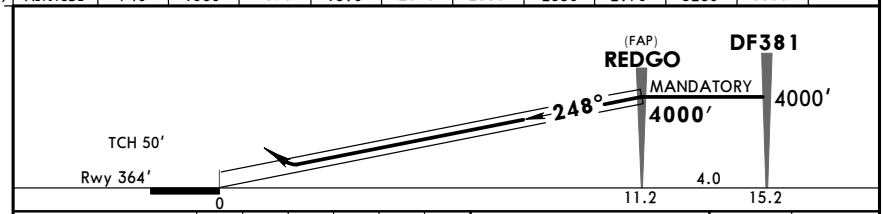
MISSED APCH: Climb to FW, then to DF282 or 5000′, whichever is later, then turn RIGHT direct to TAU. Turn RIGHT to MTR and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	740′	1060′	1370′	1690′	2010′	2330′	2650′	2970′	3280′	3600′	3920′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI FW

Standard STRAIGHT-IN LANDING RWY 25C

GLS DA(H) 564′(200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-50)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

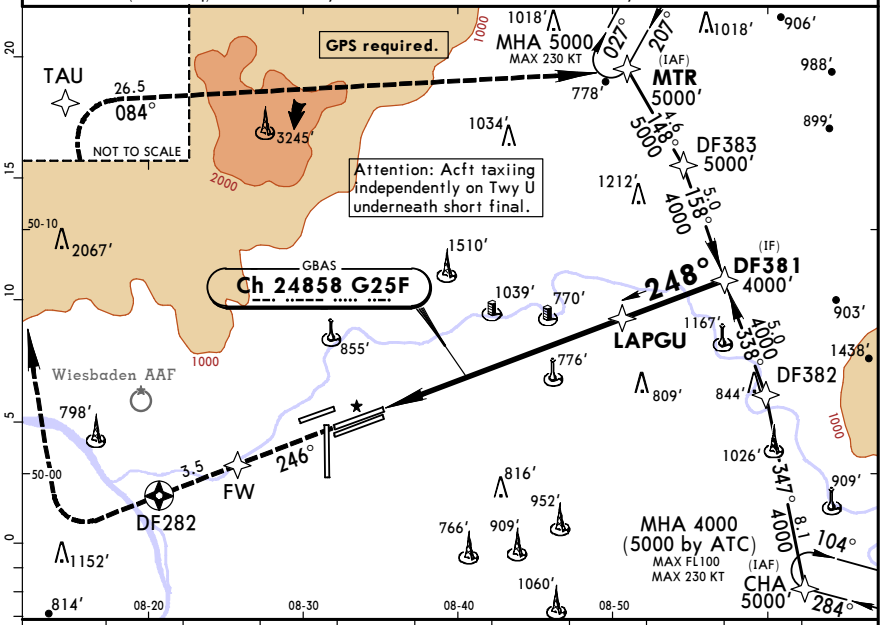
BRIEFING STRIP

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 24858 G25G	248°	LAPGU 4000′(3636′)	564′(200′)	Rwy 364′

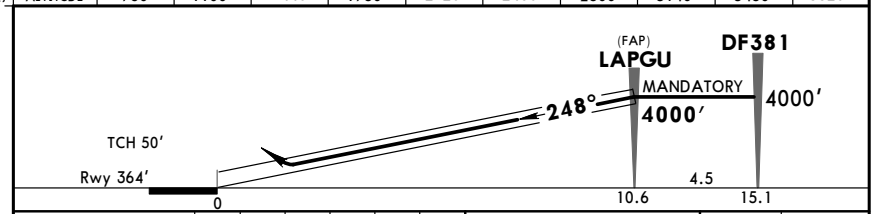
MISSED APCH: Climb to FW, then to DF282 or 5000′, whichever is later, then turn RIGHT direct to TAU. Turn RIGHT to MTR and maintain 5000′.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	760′	1100′	1440′	1780′	2120′	2460′	2800′	3140′	3480′	3820′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI FW

Standard STRAIGHT-IN LANDING RWY 25C

GLS DA(H) 564′(200′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-51)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25R

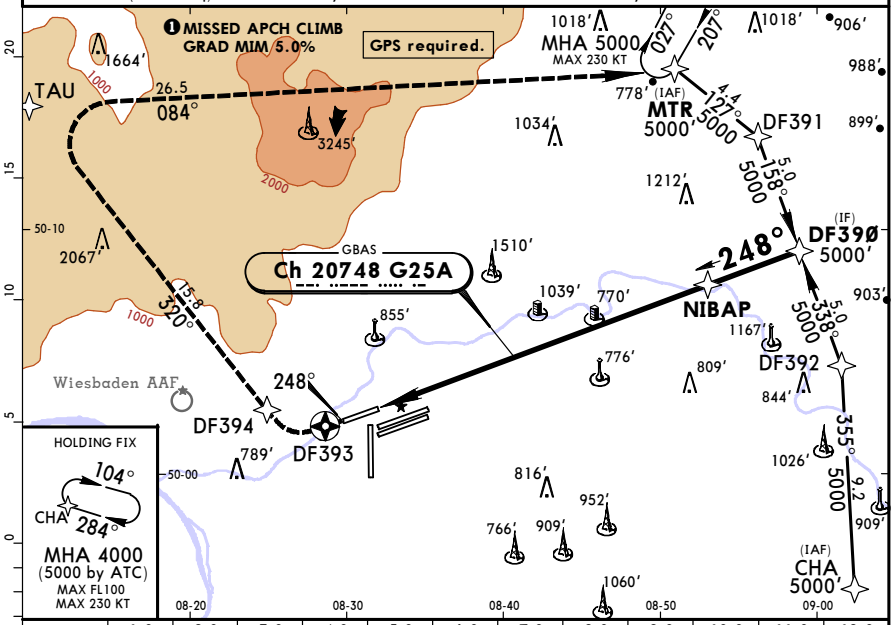
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 20748 G25A	248°	NIBAP 5000′(4647′)	Refer to Minimums	Rwy 353′

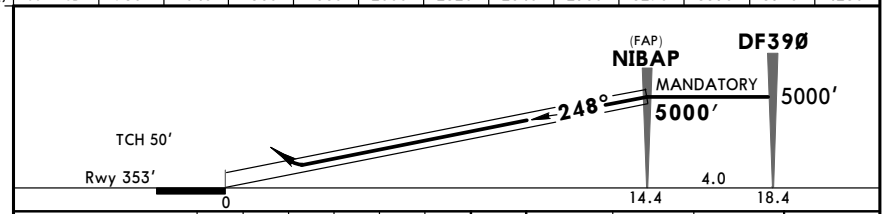
MISSED APCH: On course 248° to DF393 at or above 800′. Turn RIGHT direct to DF394, then to TAU. Turn RIGHT to MTR climbing to 5000′.
In case of Missed apch inform ATC immediately.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	730′	1040′	1360′	1680′	2000′	2320′	2640′	2960′	3270′	3590′	3910′	4230′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II REIL PAPI | Inform ATC | MIM 800′ at DF393

Standard STRAIGHT-IN LANDING RWY 25R
GLS
Missed apch climb gradient mim 5.0% until passing 2000′
DA(H) ABC: 553′(200′) D: 559′(206′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

12 JAN 18 (12-52)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25R

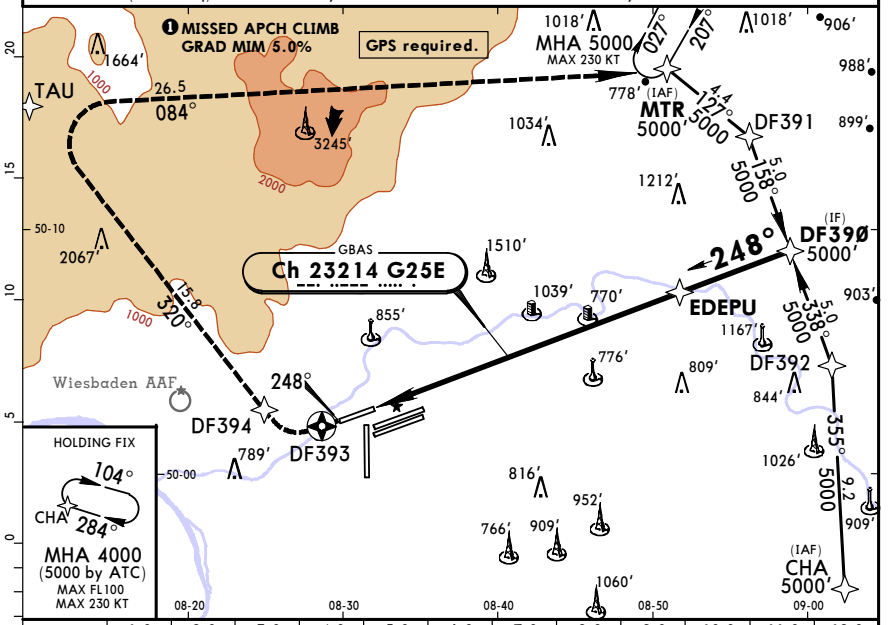
*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	136.5	121.8

GBAS	Final Apch Crs	Mandatory Alt	GLS DA(H)	Apt Elev 364′
Ch 23214 G25E	248°	EDEPU 5000′(4647′)	Refer to Minimums	Rwy 353′

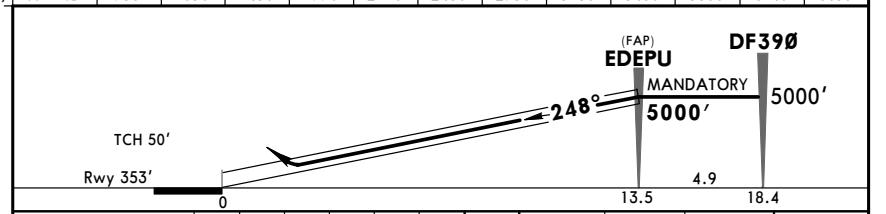
MISSED APCH: On course 248° to DF393 at or above 800′. Turn RIGHT direct to DF394, then to TAU. Turn RIGHT to MTR climbing to 5000′.
In case of Missed apch inform ATC immediately.

4300 MSA ARP

Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	750′	1090′	1430′	1770′	2110′	2450′	2790′	3130′	3460′	3800′	4140′	4480′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

ALSF-II REIL PAPI | Inform ATC | MIM 800′ at DF393

Standard STRAIGHT-IN LANDING RWY 25R
GLS
Missed apch climb gradient mim 5.0% until passing 2000′
DA(H) ABC: 553′(200′) D: 559′(206′)

PANS OPS	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m	RVR 550m [1]	RVR 1200m

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

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (13-1)

VOR Rwy 07C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

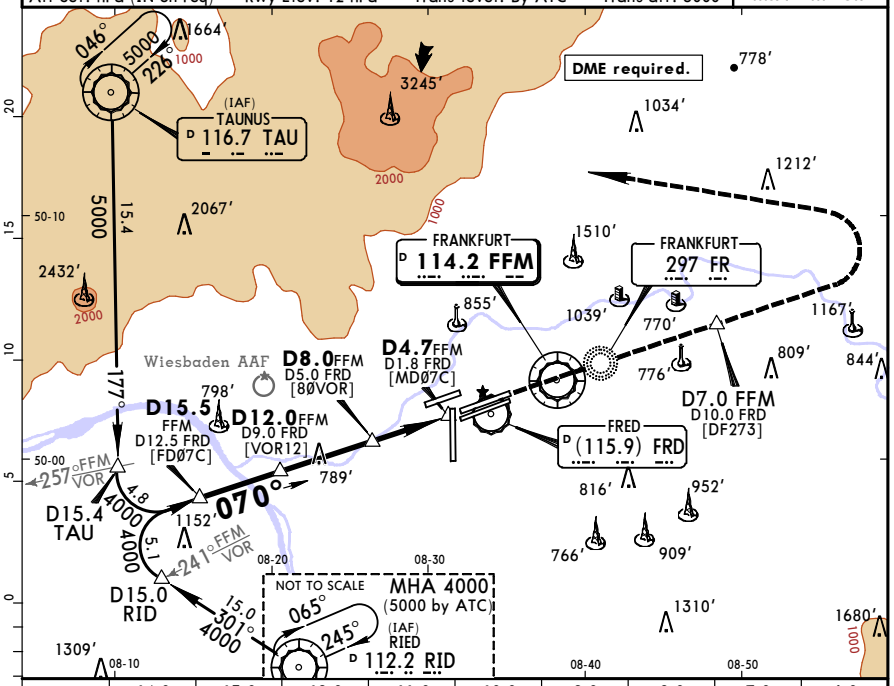
BRIEFING STRIP

VOR FFM	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 364′
114.2	070°	D15.5 FFM 4000′ (3671′)	810′ (481′)	Rwy 329′

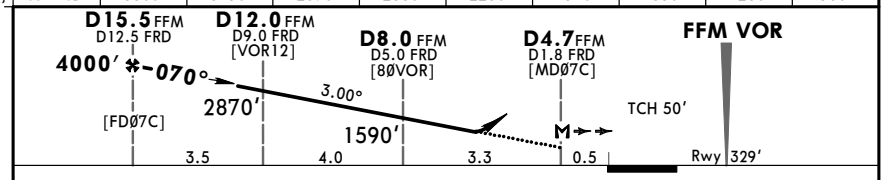
MISSED APCH: Climb STRAIGHT AHEAD via FR Lctr to D7.0 FFM/D10.0 FRD or 5000′, whichever is later, then turn LEFT to TAU VOR maintain 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

MSA FFM VOR: 4300 (110°–190°), 3500



FFM DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0
ALTITUDE	3500′	3190′	2870′	2550′	2230′	1910′	1590′	1280′	960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.7 FFM/D1.8 FRD							

ALSF-II, REIL, PAPI

D7.0 FFM D10.0 FRD 5000′ whichever is later via FR 297

Standard STRAIGHT-IN LANDING RWY **07C**

CDFA

DA/MDA(H) **810′** (481′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1500m	RVR 2300m
D		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

12 JAN 18 (13-2)

VOR Rwy 07R

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

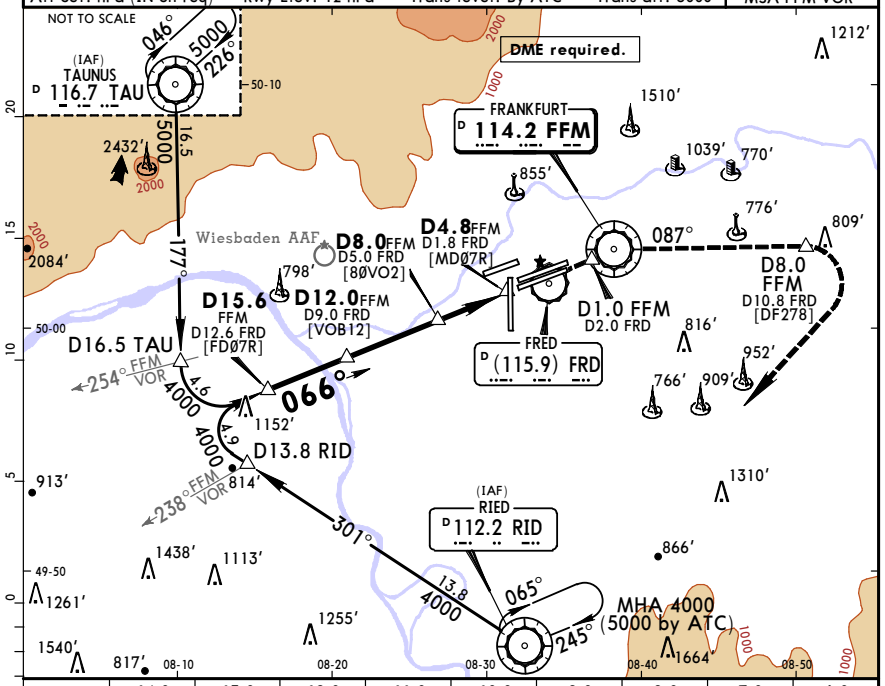
BRIEFING STRIP

VOR FFM	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 364′
114.2	066°	D15.6 FFM 4000′ (3672′)	Refer to Minimums	Rwy 328′

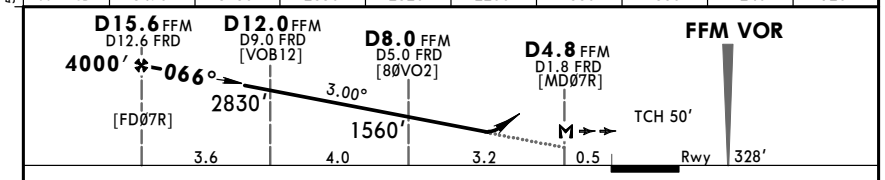
MISSED APCH: Climb STRAIGHT AHEAD to D1.0 inbound FFM/D2.0 FRD, then turn RIGHT to intercept R-087 FFM outbound to D8.0 FFM/D10.8 FRD or 5000′, whichever is later, then turn RIGHT to RID VOR and maintain 5000′.

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

MSA FFM VOR: 4300 (110°–190°), 3500



FFM DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0
ALTITUDE	3470′	3150′	2830′	2520′	2200′	1880′	1560′	1240′	920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.8 FFM/D1.8 FRD							

ALSF-II, REIL, PAPI

D1.0 inbound FFM D2.0 FRD

Standard STRAIGHT-IN LANDING RWY **07R**

CDFA

DA/MDA(H) AB: **800′** (472′) CD: **810′** (482′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1500m	RVR 2300m
D		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

12 JAN 18 (13-3)

JEPPESEN FRANKFURT/MAIN, GERMANY VOR Rwy 25L

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	119.9	121.8

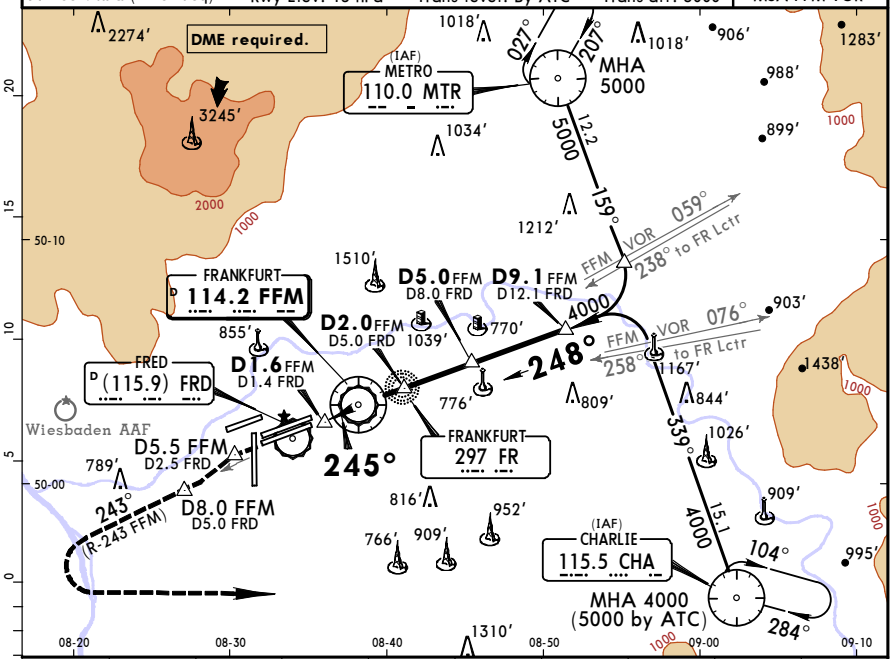
BRIEFING STRIP

VOR FFM	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 364'
114.2	See Below	D9.1 FFM 4000' (3638')	830' (468')	Rwy 362'

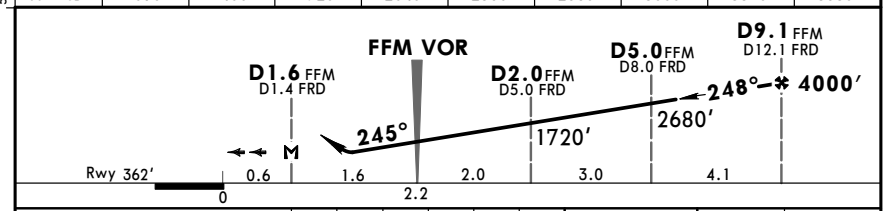
MISSED APCH: Climb STRAIGHT AHEAD to D5.5 FFM/D2.5 FRD, then turn LEFT to intercept R-243 FFM. Then on R-243 FFM to D8.0 FFM/D5.0 FRD or 5000', whichever is later, then turn LEFT to CHA VOR climb and maintain 5000'.

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

MSA FFM VOR: 4300 (110°–190°), 3500



FFM DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1090'	1400'	1720'	2040'	2360'	2680'	3000'	3310'	3630'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 after FFM VOR/D1.4 FRD							

ALSF-II, REIL, PAPI

D5.5 FFM D2.5 FRD

Standard STRAIGHT-IN LANDING RWY 25L

CDFA

DA/MDA(H) 830' (468')

ALS out

PANS OPS		
A	RVR 1500m	
B		
C	RVR 1500m	RVR 2200m
D		

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

12 JAN 18 (13-4)

JEPPESEN FRANKFURT/MAIN, GERMANY VOR Rwy 25C

*D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	*FRANKFURT Director (APP)		FRANKFURT Tower	*Ground
118.025	120.8	125.350	118.5	127.275	118.775	121.8

BRIEFING STRIP

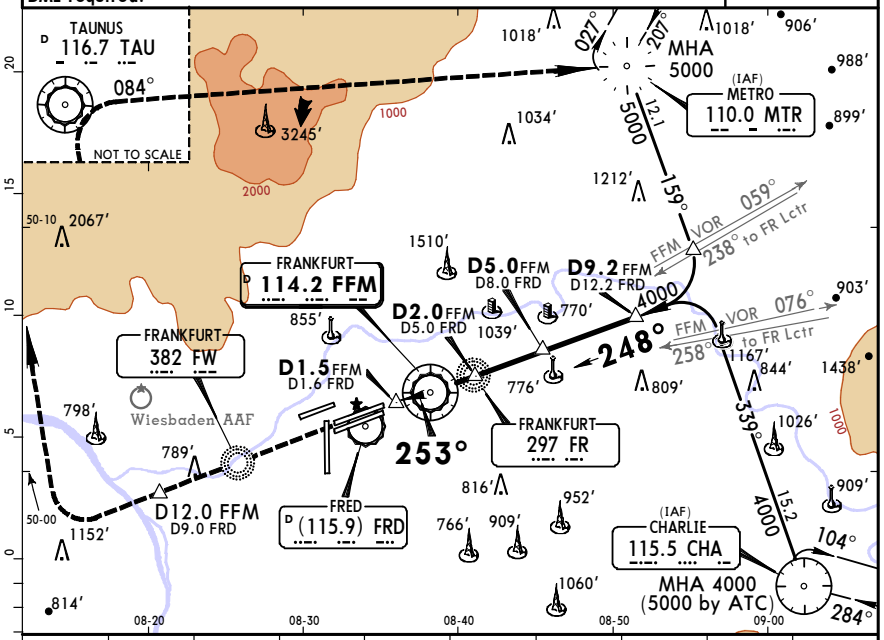
VOR FFM	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 364'
114.2	See Below	D9.2 FFM 4000' (3636')	840' (476')	Rwy 364'

MISSED APCH: Climb STRAIGHT AHEAD via FW Lctr to D12.0 FFM/D9.0 FRD or 5000', whichever is later, then turn RIGHT to TAU VOR. Turn RIGHT to intercept R-084 TAU/R-264 inbound MTR to MTR VOR and maintain 5000'.

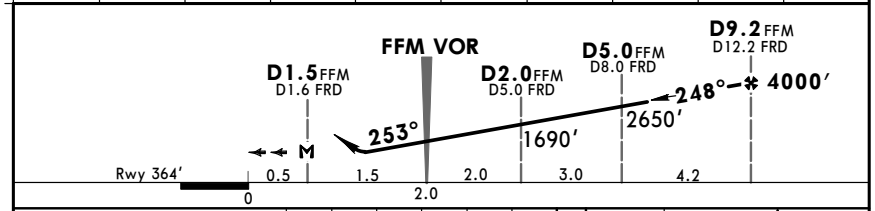
Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

DME required.

MSA FFM VOR: 4300 (110°–190°), 3500



FFM DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1060'	1370'	1690'	2010'	2330'	2650'	2970'	3280'	3600'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5 after FFM VOR/D1.6 FRD							

ALSF-II, REIL, PAPI

D12.0 FFM D9.0 FRD 5000' whichever later

Standard STRAIGHT-IN LANDING RWY 25C

CDFA

DA/MDA(H) 840' (476')

ALS out

PANS OPS		
A	RVR 1500m	
B		
C	RVR 1500m	RVR 2200m
D		

CHANGES: Communications.

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Chart changes since cycle 11-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
FRANKFURT/MAIN, (FRANKFURT/MAIN - EDDF)				
DEL	ASPAT 2E RNAV ARR	10-2A1	08 Jun 2018	21 Jun 2018
ADD	ASPAT 3E RNAV ARR	10-2A1	08 Jun 2018	21 Jun 2018
DEL	ASPAT 2W RNAV ARR	10-2A2	08 Jun 2018	21 Jun 2018
ADD	ASPAT 3W RNAV ARR	10-2A2	08 Jun 2018	21 Jun 2018
REV	ANEKI 2A RNAV DEP	10-3A3	08 Jun 2018	21 Jun 2018
REV	DINKELSBUEHL 1A RNAV DEP	10-3A4	08 Jun 2018	21 Jun 2018
REV	NOMBO 1A RNAV DEP	10-3B	08 Jun 2018	21 Jun 2018
REV	OBOKA 1W RNAV DEP	10-3C1	08 Jun 2018	21 Jun 2018
REV	ROTEN 1A RNAV DEP	10-3C2	08 Jun 2018	21 Jun 2018
REV	SOBRA 1L RNAV DEP	10-3C3	08 Jun 2018	21 Jun 2018
REV	SULUS 1A RNAV DEP	10-3C4	08 Jun 2018	21 Jun 2018
REV	ANEKI 2D & 4E DEPS	10-3C7	08 Jun 2018	21 Jun 2018
REV	ANEKI 9F & 9L DEPS	10-3C8	08 Jun 2018	21 Jun 2018
REV	DINKELSBUEHL 6L & 8S DEPS	10-3E1	08 Jun 2018	21 Jun 2018
REV	MARUN 3R DEP	10-3E8	08 Jun 2018	21 Jun 2018
REV	MARUN 5S DEP	10-3E9	08 Jun 2018	21 Jun 2018
REV	MARUN 4T DEP	10-3F	08 Jun 2018	21 Jun 2018
REV	METRO 4C DEP	10-3G	08 Jun 2018	21 Jun 2018
REV	NOMBO 8L & 8S DEPS	10-3G3	08 Jun 2018	21 Jun 2018
REV	OBOKA 1D & 1E DEPS	10-3G4	08 Jun 2018	21 Jun 2018
REV	OBOKA 1R DEP	10-3H	08 Jun 2018	21 Jun 2018
REV	OBOKA 1T DEP	10-3J	08 Jun 2018	21 Jun 2018
REV	RATIM 5S DEP	10-3J3	08 Jun 2018	21 Jun 2018
REV	RIED 8C & 3Q DEPS	10-3J4	08 Jun 2018	21 Jun 2018
REV	ROTEN 8F DEP	10-3J5	08 Jun 2018	21 Jun 2018
REV	ROTEN 5L & 7S DEPS	10-3J6	08 Jun 2018	21 Jun 2018
REV	SULUS 8L & 8S DEPS	10-3L3	08 Jun 2018	21 Jun 2018
REV	TAUNUS 4Q DEP	10-3L4	08 Jun 2018	21 Jun 2018
REV	TOBAK 8N DEP	10-3M	08 Jun 2018	21 Jun 2018
REV	TOBAK 3R DEP	10-3N	08 Jun 2018	21 Jun 2018
REV	TOBAK 7S DEP	10-3N1	08 Jun 2018	21 Jun 2018
REV	TOBAK 6T DEP	10-3N2	08 Jun 2018	21 Jun 2018
REV	ULKIG 1L & 2S DEPS	10-3N3	08 Jun 2018	21 Jun 2018
REV	ANEKI 2D & 4E RNAV DEPS (...	10-3N4	08 Jun 2018	21 Jun 2018
DEL	ANEKI 9F & 9G RNAV DEPS (...	10-3N5	08 Jun 2018	21 Jun 2018
ADD	ANEKI 9F & 9L RNAV DEPS (...	10-3N5	08 Jun 2018	21 Jun 2018
REV	DINKELSBUEHL 1D RNAV DEP ...	10-3N6	08 Jun 2018	21 Jun 2018
REV	DINKELSBUEHL 8F RNAV DEP ...	10-3N7	08 Jun 2018	21 Jun 2018
REV	DINKELSBUEHL 6L & 8S RNAV...	10-3N8	08 Jun 2018	21 Jun 2018
REV	OBOKA 1D & 1E RNAV DEPS (...	10-3Q10	08 Jun 2018	21 Jun 2018
REV	MARUN 6N RNAV DEP (OVERLA...	10-3Q3	08 Jun 2018	21 Jun 2018
REV	MARUN 3R RNAV DEP (OVERLA...	10-3Q4	08 Jun 2018	21 Jun 2018
REV	MARUN 5S RNAV DEPS (OVERL...	10-3Q5	08 Jun 2018	21 Jun 2018
REV	MARUN 4T RNAV DEP (OVERLA...	10-3Q6	08 Jun 2018	21 Jun 2018
REV	NOMBO 8L & 8S RNAV DEPS (...	10-3Q9	08 Jun 2018	21 Jun 2018
REV	OBOKA 1L & 1S RNAV DEPS (...	10-3T3	08 Jun 2018	21 Jun 2018
REV	OBOKA 1R RNAV DEP (OVERLA...	10-3T4	08 Jun 2018	21 Jun 2018
REV	OBOKA 1T RNAV DEP (OVERLA...	10-3T5	08 Jun 2018	21 Jun 2018
REV	RATIM 6D RNAV DEP (OVERLA...	10-3T6	08 Jun 2018	21 Jun 2018
REV	RATIM 5S RNAV DEP (OVERLA...	10-3U	08 Jun 2018	21 Jun 2018
REV	ROTEN 8F RNAV DEP (OVERLA...	10-3V	08 Jun 2018	21 Jun 2018
REV	ROTEN 5L & 7S RNAV DEPS (...	10-3V1	08 Jun 2018	21 Jun 2018
REV	SOBRA 6D RNAV DEP (OVERLA...	10-3V2	08 Jun 2018	21 Jun 2018
REV	SULUS 8L & 8S RNAV DEPS (...	10-3V7	08 Jun 2018	21 Jun 2018
REV	TOBAK 8N RNAV DEP (OVERLA...	10-3X3	08 Jun 2018	21 Jun 2018
REV	TOBAK 3R RNAV DEP (OVERLA...	10-3X4	08 Jun 2018	21 Jun 2018
REV	TOBAK 7S RNAV DEP (OVERLA...	10-3X5	08 Jun 2018	21 Jun 2018
REV	TOBAK 6T RNAV DEP (OVERLA...	10-3X6	08 Jun 2018	21 Jun 2018
REV	ULKIG 1L & 2S RNAV DEP (O...	10-3X7	08 Jun 2018	21 Jun 2018

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDF

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

To increase safety when crossing RWY 07C-25C a RWY incursion alerting systen (RIAS) will be installed to supplement existing CAT II-III holding with a stop bar on TWY M8. RIAS is activated when an aircraft even slightly crosses the active stop bar. This sends an alert to the pilot. Four very bright flashing red surface lights at CAT I holding as well as two elevated lights each on both shoulders of TWY M8 between CAT I and CAT II-III holding are activated and tower controllers are alerted.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Construction area established Northwest of threshold 18, North of twy P1, Left side of parking stand F238.

Chart Change Notices for Country DEU

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

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

Type: Gen Tmnl

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Effectivity: Permanent
Begin Date: 20170330
End Date: No end date

Location/airport name changed from Donauworth to Donauwoerth, Dusseldorf to Duesseldorf, Lubeck to Luebeck, Monchengladbach to Moenchengladbach, Nurnberg to Nuernberg, Schonefeld to Schoenefeld, Schwabisch Hall to Schwaebisch Hall, Zweibrucken to Zweibruecken.

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

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL andCL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m