

FRANKFURT MAIN  
RWY 25L / 25C  
SIDs with Route Designator **GOLF**

STANDARD DEPARTURE  
ROUTES – INSTRUMENT  
(SID)

1. **Between 0600 (0500) and 2100 (2000):**
  - 1.1. Aircraft via **BIBTI, MARUN, TOBAK** shall use SIDs with designators:
    - **MIKE** for 3- and 4-engined **HEAVY** and **SUPER** aircraft and all **MEDIUM** and **LIGHT** aircraft **able to comply** with the climb restrictions;
    - **JULIETT** for 2-engined **HEAVY** aircraft **able to comply** with the climb restrictions, if unable file **GOLF**;
    - **FOXTROT** (by ATC only) for **MEDIUM** and **LIGHT** aircraft **able to comply** with the climb restrictions;
    - **GOLF** for all aircraft **unable to comply** with climb restrictions.
  - 1.2. Traffic to all other directions shall use SIDs with designators:
    - **FOXTROT** for all **MEDIUM** and **LIGHT** aircraft;
    - **GOLF** for all **HEAVY** and **SUPER** aircraft.
2. **Between 2100 (2000) and 0600 (0500):**
  - 2.1. All 3- and 4-engined jet aircraft, except Avroliner, BAe 146, FA 50 and FA 90, via **BIBTI, MARUN, TOBAK & SOBRA** shall use SIDs with designator **NOVEMBER**.
  - 2.2. Single- and twin-engined aircraft shall use SIDs according to **paragraphs 1 and 3**.
3. SIDs with designator **PAPA** may be used by **single and twin-engined propeller-driven** aircraft and **DASH 7** only.
4. **NON-RNAV (enroute only)** equipped aircraft shall use SIDs with designator **QUEBEC**.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
<b>RATIM 5G</b>	<b>RATIM FIVE GOLF</b> On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, inbound RID to 12.0 DME RID; LT (MAX IAS 210 KT until established on track 118°), on track 118° to AMTIX (Δ); LT, on track 102° via AKONI (Δ) to RATIM (Δ). Cross R200 FFM at 2500 or above. <b>GPS/FMS RNAV:</b> [A800+] - DF134 (25C)[L] / DF135 (25L)[L] - DF141 (25C) / DF142 (25L) - DF143[L] - DF137[K210-] - DF159[A2500+] - AMTIX[L] - AKONI - RATIM.	5000 ft	Langen Radar 136.125*	1. PDG 5.2% / 315ft/NM until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After crossing R200 FFM BRNAV equipment necessary. 3. Only for propeller-driven aircraft (MAX RFL 230) instead of SID NOMBO. 4. Not for flights terminating within EDDN Area or EDMM FIR.
<b>ROTEN 5G</b>	<b>ROTEN FIVE GOLF</b> On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, inbound RID to 12.0 DME RID; LT (MAX IAS 210 KT until established on track 118°), on track 118° to AMTIX (Δ); LT, on track 102° to AKONI (Δ); RT, on track 130° to ROTEN (Δ). Cross R200 FFM at 2500 or above. <b>GPS/FMS RNAV:</b> [A800+] - DF134 (25C)[L] / DF135 (25L)[L] - DF141 (25C) / DF142 (25L) - DF143[L] - DF137[K210-] - DF159[A2500+] - AMTIX[L] - AKONI[R] - ROTEN.			1. PDG 5.2% / 315 ft/NM until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After crossing R200 FFM BRNAV equipment necessary. 3. Only for flights terminating within EDDN Area.
<b>SOBRA 4G</b>	<b>SOBRA FOUR GOLF</b> On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, on track 198° to intercept R223 FFM; RT, on R223 FFM to 20.6 DME FFM; RT, on track 283° via DONAB to SOBRA (Δ). <b>GPS/FMS RNAV:</b> [A800+] - DF134 (25C)[L] / DF135 (25L)[L] - DF141 (25C) / DF142 (25L) - DF163[R] - DF201[R] - DONAB - SOBRA.		Langen Radar 120.150*	1. For flights intending to proceed at FL 250 or above via Y180/Y181. Flights have to be able to cross RUDOT at FL 240 or above. If unable to comply, flight plan shall read RUDOT FL 220 - Y180 - DIK RFL. 2. After 20.6 DME FFM BRNAV equipment necessary.
<b>SULUS 8G</b>	<b>SULUS EIGHT GOLF</b> On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, inbound RID to 12.0 DME RID; LT (MAX IAS 210 KT until established on track 118°), on track 118° to AMTIX (Δ); LT, on track 102° via AKONI (Δ) to GIBSA (Δ); LT, on track 073° to WUR (Δ); LT, on track 053° to SULUS (Δ). Cross R200 FFM at 2500 or above. <b>GPS/FMS RNAV:</b> [A800+] - DF134 (25C)[L] / DF135 (25L)[L] - DF141 (25C) / DF142 (25L) - DF143[L] - DF137[K210-] - DF159[A2500+] - AMTIX[L] - AKONI - GIBSA[L] - WUR[L] - SULUS.		Langen Radar 136.125*	1. PDG 5.2% / 315 ft/NM until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After crossing R200 FFM BRNAV equipment necessary. 3. Not for flights destination EDDN.
<b>TOBAK 5G</b>	<b>TOBAK FIVE GOLF</b> On RWY track to 5.0 DME FFM/2.0 DME FRD or 800, whichever is later; RT MT 275° (RWY 25L: MT 278°), on R258 FFM to 9.7 DME FFM or 3500, whichever is later; RT, on R150 TAU to 9.6 DME TAU; RT, on track 027° to TABUM; RT, on track 040° to TESGA; LT, on track 038° to TOBAK (Δ). Cross 9.6 DME TAU at 4400 or above. <b>GPS/FMS RNAV:</b> [A800+] - DF234 (25C)[R] / DF235 (25L)[R] - DF133[L] - DF236 - [A3500+; R] - DF237 - DF238[A4400+; R] - TABUM[R] - TESGA[L] - TOBAK.		Langen Radar 120.150*	1. After 9.6 DME TAU BRNAV equipment necessary. 2. Not for flights continuing via Z10.

(Sample: DF134 fly-over way point)

\* Departure frequency may deviate from the frequency published.  
Check ATIS for current departure frequency.

Contact LANGEN RADAR when advised by Tower!