

STANDARD DEPARTURE
ROUTES – INSTRUMENT
(SID)

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

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.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
1	2	3	4	5
BIBTI 2M	BIBTI TWO MIKE On RWY track to 5.0 DME FFM/2.0 DME FRD (RWY 25L: 5.1 DME FFM/2.1 DME FRD) or 800, whichever is later; LT (MAX IAS 185 KT until established on R015 VFM), to intercept and follow R015 VFM inbound VFM; at 10.1 DME FFM RT, on track 238° to PABVI; RT, on track 273° to SIDVO; RT, on track 305° to KUPIP; RT, on track 318° to MASIR; RT, on track 335° via RAVKI to DITAM; LT, on track 326° via OBOKA to BIBTI (△). Cross 10.1 DME FFM at 2500 or above. GPS/FMS RNAV: [A800+] - DF234 (25C)[L] / DF235 (25L)[L] - DF170 (25C)[K185-] / DF171 (25L)[K185-] - DF172[A2500+, R] - PABVI[R] - SIDVO[R] - KUPIP[R] - MASIR[R] - RAVKI - DITAM[L] - OBOKA - BIBTI.	5000 ft	Langen Radar 120.150*	1. PDG 4.1% / 250 ft/NM or more until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. Flights via BIBTI and UZ28/UZ29 to UK or beyond, except for flights terminating within LONDON TMA. 3. Flights via UZ29 have to cross BIBTI at FL 250 or above. If unable to comply, request routing via UZ28 crossing BIBTI at FL 210 or above. 4. Also for flights destination EDDK or continuing VFR after OBOKA / BIBTI. Traffic with DEST EDDK shall file SID BIBTI - OBOKA - DCT. In case of radio communication failure, flights with DEST EDDK shall proceed OBOKA - COL or OBOKA - WYP depending on RWY in use. 5. After 10.1 DME FFM BRNAV equipment necessary.
MARUN 2M	MARUN TWO MIKE On RWY track to 5.0 DME FFM/2.0 DME FRD (RWY 25L: 5.1 DME FFM/2.1 DME FRD) or 800, whichever is later; LT (MAX IAS 185 KT until established on R015 VFM), to intercept and follow R015 VFM inbound VFM; at 10.1 DME FFM RT, on track 279° to ROXAP; RT, on track 336° to LISKU; RT, on track 017° to TABUM; RT, on track 018° to LIKSI; LT, on track 016° via LORPA to MARUN (△). Cross 10.1 DME FFM at 2500 or above. GPS/FMS RNAV: [A800+] - DF234 (25C)[L] / DF235 (25L)[L] - DF170 (25C)[K185-] / DF171 (25L)[K185-] - DF180[A2500+, R] - ROXAP[R] - LISKU[R] - TABUM[R] - LIKSI[L] - LORPA - MARUN.			1. PDG 4.1% / 250 ft/NM or more until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After 10.1 DME FFM BRNAV equipment necessary.
TOBAK 2M	TOBAK TWO MIKE On RWY track to 5.0 DME FFM/2.0 DME FRD (RWY 25L: 5.1 DME FFM/2.1 DME FRD) or 800, whichever is later; LT (MAX IAS 185 KT until established on R015 VFM), to intercept and follow R015 VFM inbound VFM, at 10.1 DME FFM RT, on track 279° to ROXAP; RT, on track 336° to LISKU; RT, on track 017° to TABUM; RT, on track 040° to TESGA; LT, on track 038° to TOBAK (△). Cross 10.1 DME FFM at 2500 or above. GPS/FMS RNAV: [A800+] - DF234 (25C)[L] / DF235 (25L)[L] - DF170 (25C)[K185-] / DF171 (25L)[K185-] - DF180[A2500+, R] - ROXAP[R] - LISKU[R] - TABUM[R] - TESGA[L] - TOBAK.			1. PDG 4.1% / 250 ft/NM or more until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After 10.1 DME FFM BRNAV equipment necessary.

(Sample: DF234 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!