

STANDARD DEPARTURE
ROUTES – INSTRUMENT
(SID)

FRANKFURT MAIN
RWY 25L / 25C

SIDs with Route Designator **JULIETT & PAPA**

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
MARUN 3J	MARUN THREE JULIETT On RWY track to 5.0 DME FFM or 800, whichever is later; RT MT 275° (RWY 25L: MT 278°) to 8.4 DME FFM; RT, on R141 TAU to 11.4 DME TAU; RT, on track 016° to TABUM; RT, on track 018° to LIKSI; LT, on track 016° via LORPA to MARUN (Δ). Cross 8.4 DME FFM at 3500 or above. Cross 11.4 DME TAU at 4400 or above. GPS/FMS RNAV: [A800+] - DF234 (25C)[R] / DF235 (25L)[R] - DF233[A3500+; R] - DF132[A4400+; R] - TABUM[R] - LIKSI[L] - LORPA - MARUN.	5000 ft	Langen Radar 120.150*	1. PDG 12% / 750 ft/NM to 8.4 DME FFM (4.5 NM after DER*) due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up and expect routing via MARUN G. 2. After 11.4 DME TAU BRNAV equipment necessary.
SOBRA 3P	SOBRA THREE PAPA On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, on track 225° (RWY25L: track 228°) to intercept R238 FFM to 26.0 DME FFM; RT, on track 283° to SOBRA (Δ). GPS/FMS RNAV: [A800+] - DF134 (25C)[L] / DF135 (25L)[L] - DF138[R] - DONAB[R] - SOBRA.			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 26.0 DME FFM BRNAV equipment necessary.
TOBAK 4J	TOBAK FOUR JULIETT On RWY track to 5.0 DME FFM or 800, whichever is later; RT MT 275° (RWY 25L: MT 278°) to 8.4 DME FFM; RT, on R141 TAU to 11.4 DME TAU; RT, on track 016° to TABUM; RT, on track 040° to TESGA; LT, on track 038° to TOBAK (Δ). Cross 8.4 DME FFM at 3500 or above. Cross 11.4 DME TAU at 4400 or above. GPS/FMS RNAV: [A800+] - DF234 (25C)[R] / DF235 (25L)[R] - DF233[A3500+; R] - DF132[A4400+; R] - TABUM[R] - TESGA[L] - TOBAK.			1. PDG 12% / 750 ft/NM to 8.4 DME FFM (4.5 NM after DER+) due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up and expect routing via TOBAK G. 2. After 11.4 DME TAU BRNAV equipment necessary. 3. Not for flights continuing via Z10.

(Sample: DF134 fly-over way point)

* DER = Departure End of Runway

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

Contact LANGEN RADAR when advised by Tower!