

| SID | standard North 07 / 25 departure | | | | standard South 18 departure | | | | | | | | |
|------------------|--|-------|-------|-------|---|-----------------|--------------------|-----------------|-------|-----------------|-----------------|-------|-----------------|
| | RFL | BIBTI | MARUN | TOBAK | SOBRA | ULKIG | ANEKI | DKB | KOMIB | ROTEN | NOMBO | RATIM | SULUS |
| RWY | even | even | odd | even | even | odd | odd | odd | odd | odd | odd | odd | odd |
| 25C | M/L+3/4H+S if ✓ | 5M * | 5M * | 5M * | | | | | | | | | |
| | 2H if ✓ | | 4J | 5J | Prop 1-2Eng | 4P | | | | | | | |
| | M/L (ATC) if ✓ | 4F | 4F | 5F | M/L if ✓ | 5F | | 9F | 8F | | 8F | 9F | 7F |
| | if ✗ | 4G | 5G | 6G | H/S or ✗ | 5G | | 9G | 9G | | 7G | 1G | 9F |
| 3/4-Eng at Night | 5N | 6N | 8N | | 6N | | | | | | | 1G | |
| 07 | M/L if ✓ | 4E | 5E | 8E | M/L if ✓ | 5E | | 4E | 8E | 2E | | 9E | |
| | H or ✗ | 5D | 9D | 9D | H/S or ✗ | 5D | | 2D | 1D | 3D | | 1D | |
| 18 | only if 25 in use | 5S | 5S | 7S | if ✓ | | 2S by ATC | 8L ² | 8S | | 7S | 8S | |
| | | 3L | | | if ✗ | 5L ² | | 6L ² | | 5L ² | 8L ² | | 8L ² |
| | Night | 3R | 3R | 3R | | 5U | 6U Sobra alternate | | | | | | |
| | ATC contingency | 3T | 3T | 5T | | | | | | | | | |

| Communication | | | |
|---------------|--------|------------|-----------------|
| APR | AX | 118.02 | ATIS |
| | FC | 121.90 | Delivery |
| | FW | 121.75 | West Apron |
| | FP | 121.85 | Pushback |
| TWR | FE | 121.95 | East Apron |
| | FG | 121.80 | Ground |
| | FT | 119.90 | Tower |
| | WT | 124.85 | West Tower |
| APP | FN | 120.80 | North Arrival |
| | FS | 125.35 | South Arrival |
| | FF | 127.27 | North Feeder |
| | FU | 118.50 | South Feeder |
| | FD | 120.15 | Nord Departure |
| | FH | 119.02 | South Departure |
| CTR | GC | 135.72 | Complete |
| | GE | 127.72 | HEF Hersfeld |
| | GR | 124.47 | RUD Rüdeshheim |
| | GZ | 120.57 | KTG Kitzingen |
| | UT | 132.40 | Rhein TGO |
| | UN | 132.77 | Rhein NTM |
| UW | 133.65 | Rhein West | |

RFL=Requested Flight Level ✓ able (short-haul) / ✗ unable (long-haul) to comply with the climb restriction L-Light / M-Medium / H-Heavy / S-Super

| | | | | | | | | | | | |
|--------------------|--|---------------|-----------|-----------|---|-----------|---------------|--------|--|--|--|
| Precision Approach | * 25L Departure with 3H. Initial climb on M/H dep FL070. | | | | ² 1A SID alternate RNAV-only | | | | ³ if 07 in use don't use RWY 18 | | |
| RWY | 25L | 25C | 25R | | 07L | | 07C | 07R | Non-RNAV | | |
| APP | ILS Z | ILS | ILS Y | ILS Z | ILS Y | ILS Z | ILS | ILS Z | RWY 07 | | |
| FREQ | 111.15/110.70 | 111.55/109.50 | 109.75 | 111.35 | 110.30 | 111.75 | 110.55/110.10 | 110.95 | MTR 4C RID 7C | | |
| CRS | 248° | 248° | 248°/3.2° | 248°/3.0° | 068°/3.2° | 068°/3.0° | 069° | 069° | RWY 25 | | |
| FAF | LEDKI | REDGO | EDEPU | NIBAP | VAGUL | NODGO | LOMPO | ROBSA | RID 3Q TAU 4Q | | |

| Handoff Level | | | | | |
|---------------|-----------|-----------|-----------|-----------|--|
| | UNOKO | ROLIS | PSA | KERAX | |
| N | RAMOB 110 | ETARU 100 | RIPKU 130 | KERAX 110 | |
| S | RAMOB 130 | OSPUL 120 | PSA 110 | EBIPA 120 | |

| Holdings | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|--|
| | UNOKO | ROLIS | KERAX | GED | PSA | CHA | TAU | RID | MTR | |
| CTR | CTR | CTR | APP | APP | APP | APP | APP | APP | APP | |
| FL110 | FL110 | 6000 | 6000 | 5000 | 5000 | 5000 | 5000 | 5000 | 5000 | |
| 089°R | 160°L | 200°R | 181°R | 290°R | 285°R | 227°R | 246°R | 208°R | | |

| Parking | | | | | |
|---------|-----|-----|-----|-----|----------------|
| A | B | C | D | E | F |
| ADH | ACA | AAL | AFR | BAG | DLH: F236-F240 |
| ADR | ANA | AFL | BAW | COA | FDX: F231-F240 |
| AUA | ANZ | AZA | BER | FIN | GEC: F211-F227 |
| CFG | DLH | ELL | BMI | GAE | SWL: F221-F225 |
| CTN | OAL | ELY | CSA | HLX | TAY: F231-F233 |
| DLH | SAA | JAT | DAL | ICE | |
| GAE | SIA | LHA | EIN | NWA | |
| JKK | THA | THY | IBE | UZB | |
| LGL | UAL | UAE | KLM | | |
| LOT | USA | WTA | LTU | | |
| SAS | VRG | | MAH | | |

| Departure Interval - general 2 minutes between a/c inbound same sector | | | | | |
|--|-----------------------|---------|---------------|----------------|---------|
| Preceding a/c on SID | Succeeding a/c on SID | Minutes | Preceding a/c | Succeeding a/c | Minutes |
| RATIM | NOMBO/DKB/ROTEN/SULUS | IFR sep | TOBAK...F/G | TOBAK...M/S/L | 0 |
| NOMBO/DKB/ROTEN/SULUS | RATIM | IFR sep | TOBAK...M/S/L | TOBAK...F/G | 6 |
| BIBTI...E | BIBTI...D | 2 | TOBAK...M | MARUN...M | 2 |
| BIBTI...D | BIBTI...E | 6 | TOBAK...F/J/G | MARUN...F/J/G | 2 |
| BIBTI...F/G | BIBTI...M/S/L | 0 | TOBAK...S/L | MARUN...S/L | 2 |
| BIBTI...M/S/L | BIBTI...F/G | 6 | ULKIG...U | SOBRA...U | 4 |
| MARUN...F/G | MARUN...M/S/L | 0 | SOBRA...U | SOBRA...L | 4 |
| MARUN...M/S/L | MARUN...F/G | 6 | ULKIG...U | SOBRA...L | 5 |
| MARUN...M | TOBAK...M | 2 | SOBRA...U | ULKIG...U | 2 |
| MARUN...F/J/G | TOBAK...F/J/G | 2 | SOBRA...L | SOBRA...U | 2 |
| MARUN...S/L | TOBAK...S/L | 2 | | | |

Effective 22 MAY 2017
AIRAC 1705