

VATSIM Germany Standard Instrument Departure Chart

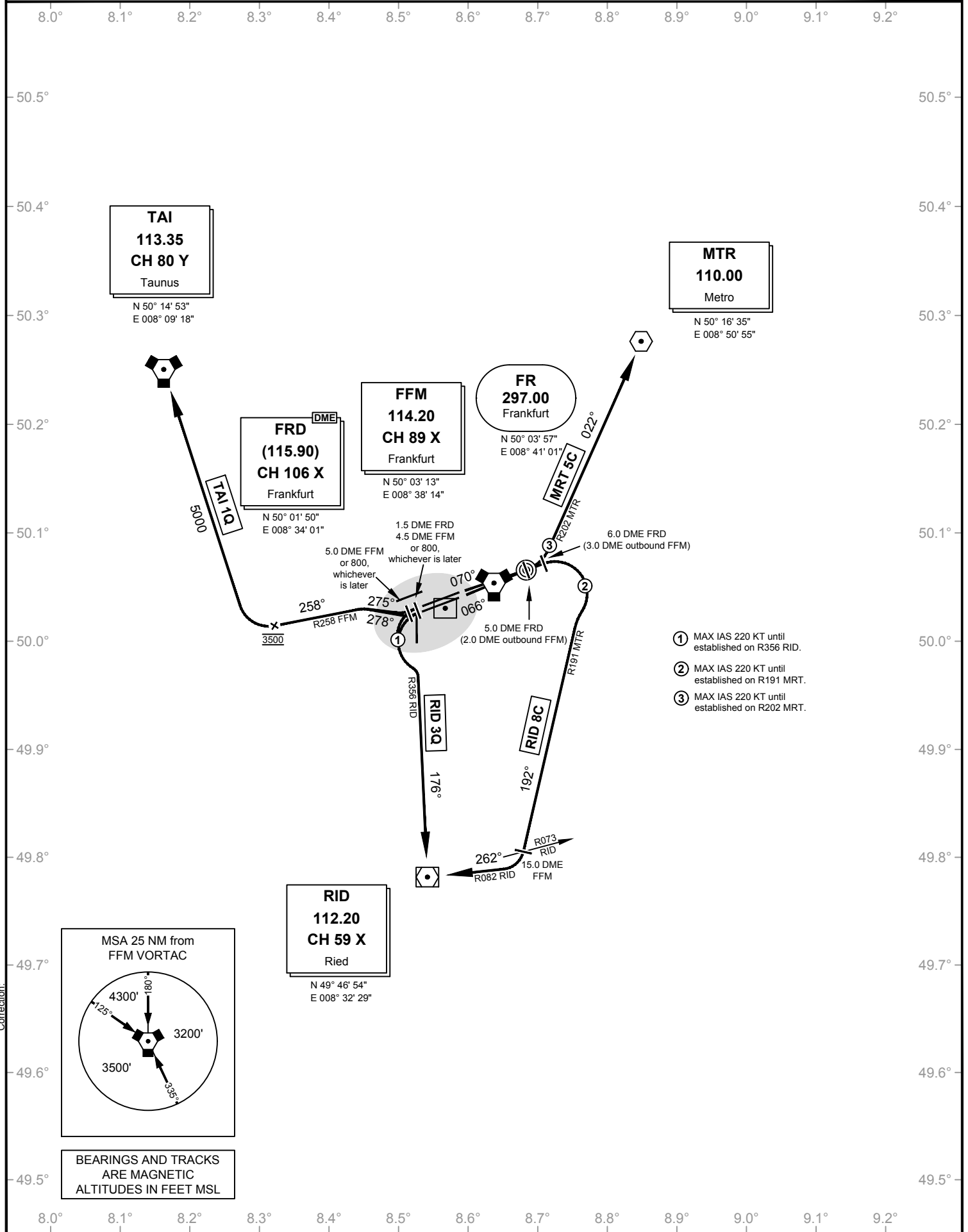
Frankfurt Main EDDF

Transition Altitude: 5000 ft.

Delivery (Initial Call)	121.900	ATIS	118.020
Apron	121.750	Ground	121.800
	121.850	Tower	119.900
	121.950	Langen Radar	120.800

SID C / Q NON-RNAV RWY 07C / 07R, 25L / 25C

VAR: 2° E



- ① MAX IAS 220 KT until established on R356 RID.
- ② MAX IAS 220 KT until established on R191 MRT.
- ③ MAX IAS 220 KT until established on R202 MRT.

Correction:

VATSIM Germany
Standard Instrument Departure Chart
Frankfurt Main
EDDF
SIDs with Route Designator CHARLIE & QUEBEC
RWY 07C / 07R, RWY 25L / 25C

1. **NON-RNAV (enroute only)** equipped aircraft only.
2. Delay has to be expected.
3. Further routing to destination shall be based on VOR and has to be coordinated with ATC prior to start-up.
4. MAX FL90 and MAX IAS 250 KT in German airspace.

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
RWY 07 C / R				
			Langen Radar 120.150*	
MTR 5C	METRO FIVE CHARLIE On RWY track to 800; then direct to FR; at FR (5.0 DME FRD / 2.0 DME outbound FFM) (MAX IAS 220 KT until established on R202 MTR) immediate LT on R202 MTR to MTR (Δ).	5000 ft		
RID 8C	RIED EIGHT CHARLIE On RWY track to 800; via FR to 6.0 DME FRD (3.0 DME out-bound FFM) (MAX IAS 220 KT until established on R191 MTR); RT, on R191 MTR to 15.0 DME FFM (crossing R073 RID); RT, on R082 RID to RID (Δ).	4000 ft		

RWY 25 C / L

RID 3Q	RIED THREE QUEBEC On RWY track to 4.5 DME FFM/1.5 DME FRD or 800, whichever is later; LT, on R356 RID (max. IAS 220KT until established on R356 RID) to RID (Δ).	5000 ft		
TAI 1Q	TAUNUS ONE QUEBEC On RWY track to 5.0 DME FFM or 800, whichever is later; RT, MT 275° (RWY 25L: MT 278°), on R258 FFM to 3500; RT to TAI (Δ), but not before reaching R258 FFM.			

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

Contact Langen Radar when advised by Tower!