

VATSIM Germany Standard Instrument Departure Chart

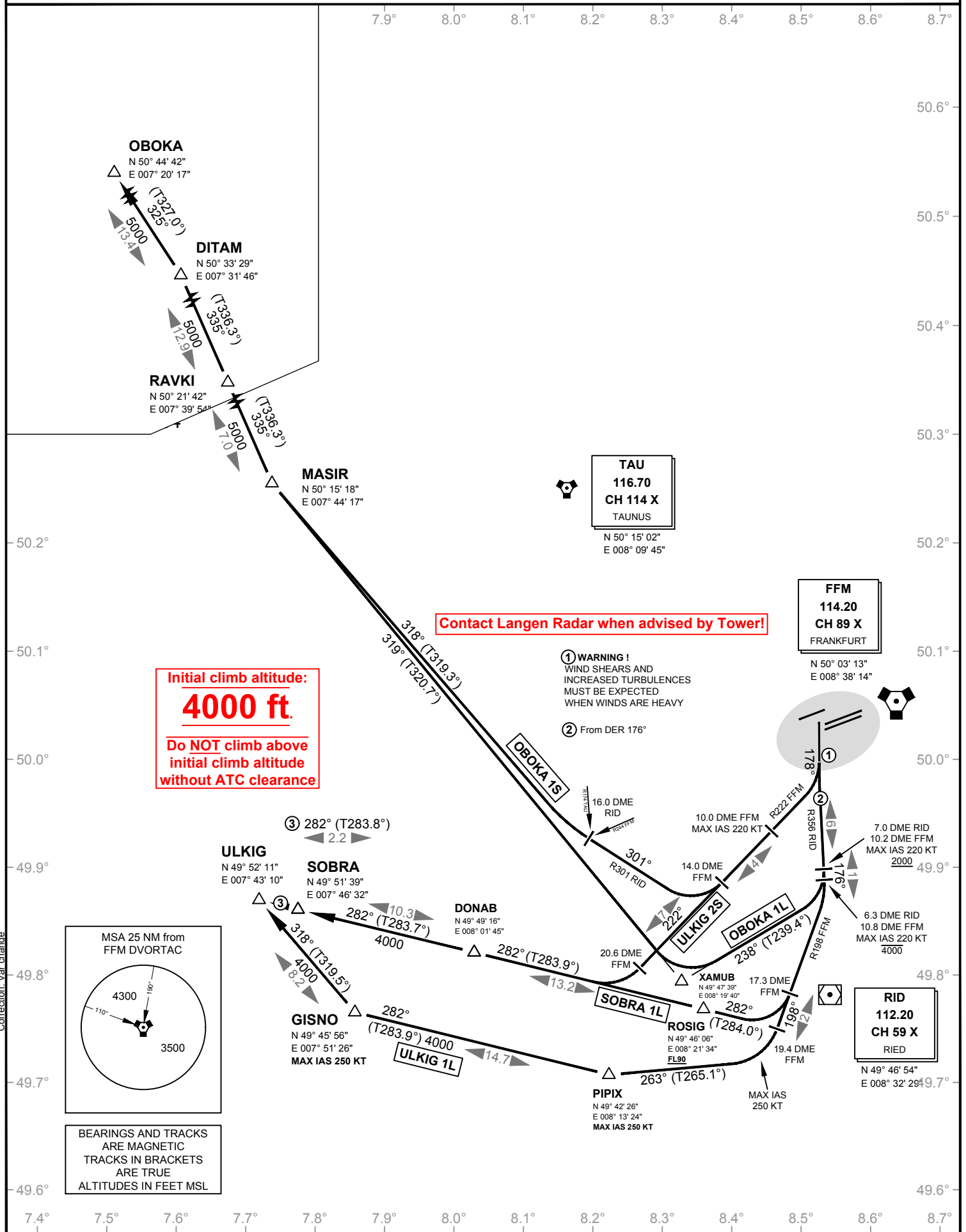
Frankfurt Main (North , West) EDDF

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	120.150

SID L / S RWY 18

VAR: 2° E

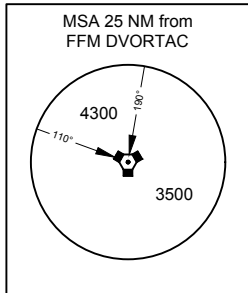


Initial climb altitude:
4000 ft.
Do NOT climb above initial climb altitude without ATC clearance

Contact Langen Radar when advised by Tower!

1 WARNING!
WIND SHEARS AND INCREASED TURBULENCES MUST BE EXPECTED WHEN WINDS ARE HEAVY

2 From DER 176°



BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany

Standard Instrument Departure Chart

Frankfurt Main (South , East)

EDDF

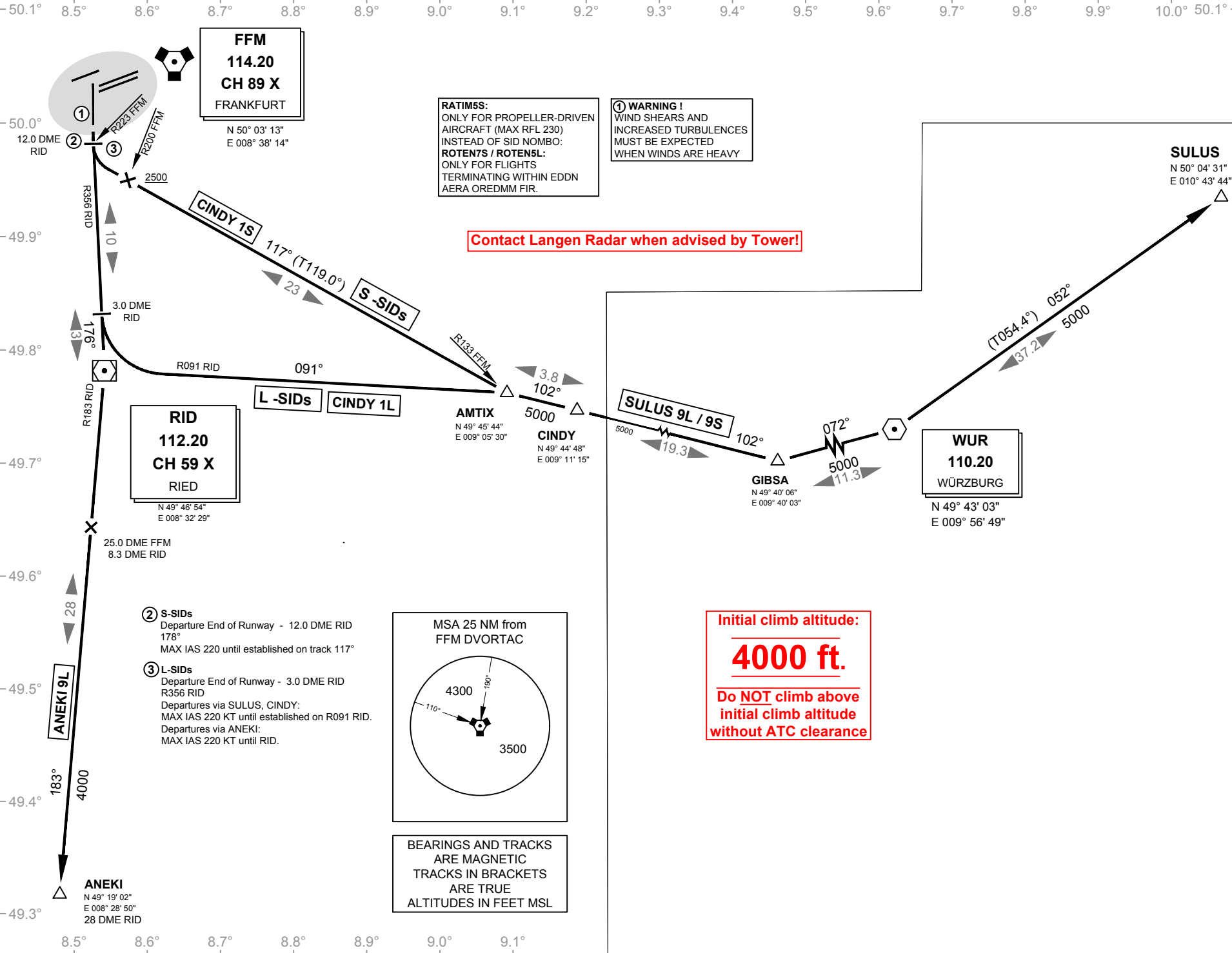
Transition Altitude: 5000 ft.

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

Langen Radar 120.150
ATIS 118.020
Ground 121.800
Tower 119.900

SID L / S
RWY 18

VAR: 2° E



For flight simulator use only. Not to be used for real world flight.

Effective: 25 APR 2019 , released 01.06.2019

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VATSIM Germany Standard Instrument Departure Chart

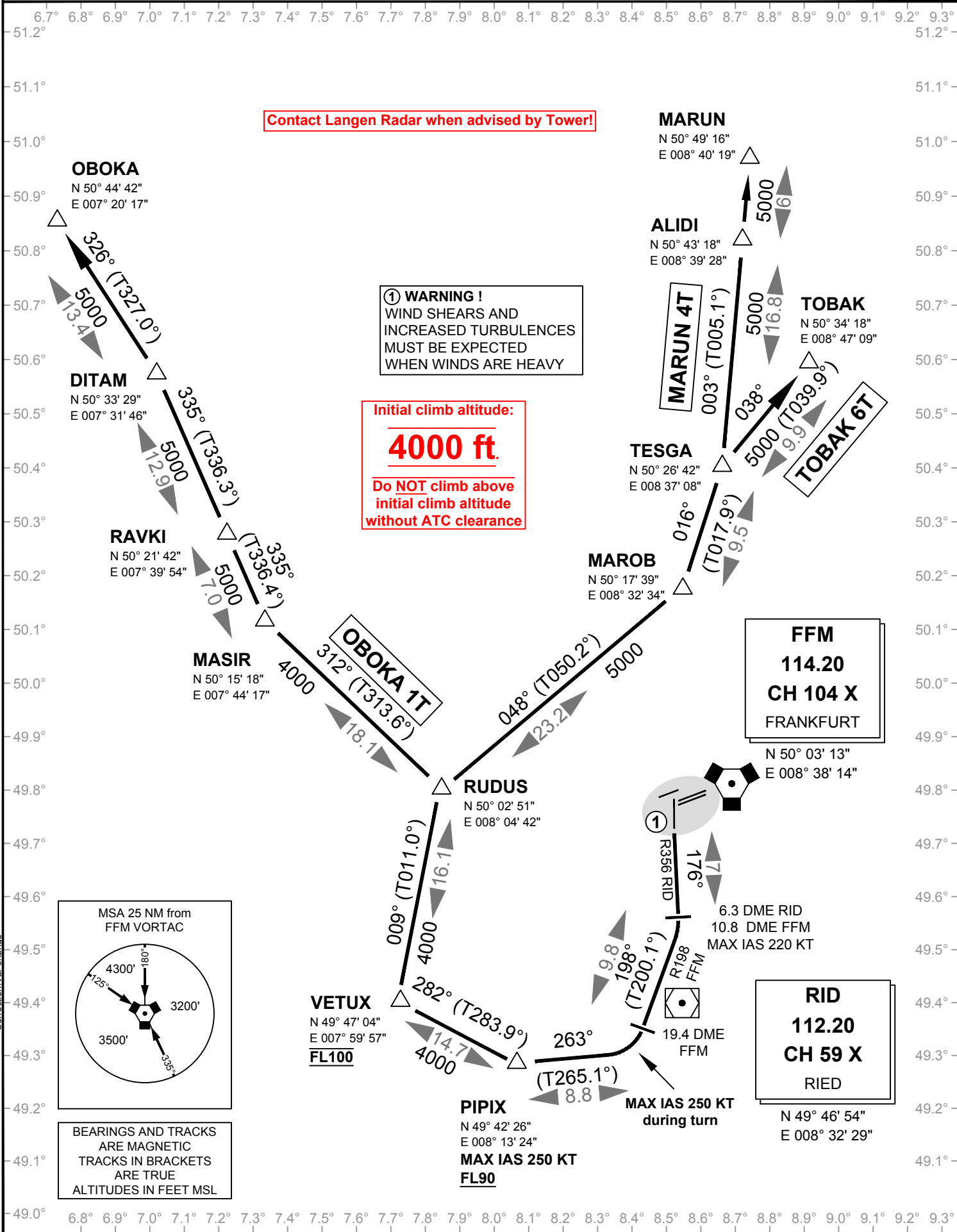
Frankfurt Main EDDF

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 120.150

SID TANGO RWY 18

VAR: 2 E



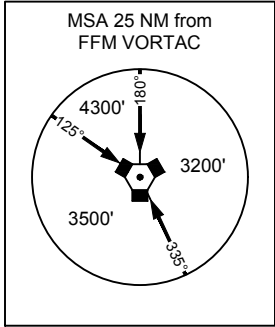
Contact Langen Radar when advised by Tower!

Ⓢ WARNING!
WIND SHEARS AND
INCREASED TURBULENCES
MUST BE EXPECTED
WHEN WINDS ARE HEAVY

Initial climb altitude:
4000 ft.
Do NOT climb above
initial climb altitude
without ATC clearance

FFM
114.20
CH 104 X
FRANKFURT

RID
112.20
CH 59 X
RIED



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (North) 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 120.150

SID Romeo & Sierra RWY 18

VAR: 2° E

8.1° 8.2° 8.3° 8.4° 8.5° 8.6° 8.7° 8.8° 8.9°

50.8°
50.7°
50.6°
50.5°
50.4°
50.3°
50.2°
50.1°
50.0°
49.9°
49.8°

Initial climb altitude:
4000 ft.
Do NOT climb above
initial climb altitude
without ATC clearance

OBOKA
N 50° 44' 42"
E 007° 20' 17"

DITAM
N 50° 33' 29"
E 007° 31' 46"

RAVKI
N 50° 21' 42"
E 007° 39' 54"

GUBAX
N 50° 17' 25"
E 007° 54' 40"

TAU
116.70
CH 114 X
TAUNUS
N 50° 15' 02"
E 008° 09' 45"

TABUM
N 50° 17' 27"
E 008 24' 18"

KUSOM
N 50° 22' 54"
E 008° 21' 57"

LIKSI
N 50° 28' 24"
E 008° 30' 16"

LORPA
N 50° 43' 32"
E 008° 37' 33"

MARUN
N 50° 49' 16"
E 008° 40' 19"

APROX
N 50° 43' 31"
E 008° 42' 57"

TOBAK
N 50° 34' 18"
E 008° 47' 09"

TESGA
N 50° 26' 42"
E 008 37' 08"

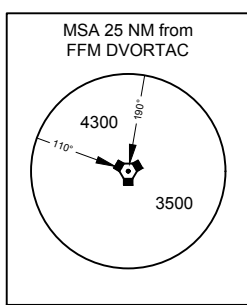
ODAGA
N 50° 19' 36"
E 008° 37' 08"

MTR
110.00
METRO
N 50° 16' 35"
E 008° 50' 55"

FFM
114.20
CH 89 X
Frankfurt
N 50° 03' 13"
E 008° 38' 14"

TUKRU
N 49° 56' 24"
E 008 43' 16"

RID
112.20
CH 59 X
RIED
N 49° 46' 54"
E 008° 32' 29"



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

- ① WARNING !
WIND SHEARS AND
INCREASED TURBULENCES
MUST BE EXPECTED
WHEN WINDS ARE HEAVY
- ② All ROMEO-Departures:
MAX IAS 220 KT until
established on track 117°.

12 DME RID
or 800,
whichever is later

10.0 DME FFM
MAX IAS 220 KT

14.0 DME
FFM

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