

Standard North Departure

| SID RFL | Restrictions | OBOKA even | MARUN even | TOBAK odd | |
|------------|--------------------|------------------|------------------|------------------|----------------|
| 25 | M/L+3/4H+J if able | 1M (2W) C | 6M (2W) C | 6M (2W) C | FL70 |
| | M/L+3/4H+J if able | 1H (2K) L | 4H (2K) L | 4H (2K) L | |
| | 2H if able | 2G | 6F | 7F | |
| | M/L (ATC) if able | | 6F | 7F | |
| | If unable | 2G | 9G | 1G | |
| | Night 3/4H+J+B727 | 4N | 9N | 2N | |
| 07 | M/L if able | 1E | 5E | 9D | 5000 ft |
| | H/J or unable | 1D | 9D | 9D | |
| 18 | Only if 25 in use | 3S | 7S | 9S | 4000 ft |
| | | 1L | | | |
| | Night departures | 1R | 3R | 3R | |
| | ATC contingency | 1T | 4T | 6T | |

C - RWY 25C / L - RWY 25L

() - On pilot's request, RNP equivalent

Precision Approach

| RWY | 25L | 25C | 25R | | 07L | | 07C | 07R |
|------|------------|------------|------------|-----------|------------|-----------|------------|------------|
| APP | ILS | ILS | ILS Y | ILS Z | ILS Y | ILS Z | ILS | ILS Z |
| FREQ | 111.15 | 111.55 | 109.75 | 111.35 | 110.30 | 111.75 | 110.55 | 110.95 |
| CRS | 248° | 248° | 248°/3.2° | 248°/3.0° | 068°/3.2° | 068°/3.0° | 069° | 069° |
| FAF | LEDKI | REDGO | EDEPU | NIBAP | VAGUL | NODGO | LOMPO | ROBSA |

Holdings

| UNOKO | ROLIS | KERAX | GED | SPESA | CHA | TAI | RID | MTR |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| CTR | CTR | CTR | APP | APP | APP | APP | APP | APP |
| FL110 | FL110 | 6000 | 6000 | 5000 | 5000 | 5000 | 5000 | 5000 |
| 088° R | 158° L | 200° R | 180° R | 284° R | 284° R | 226° R | 246° R | 207° R |

Handoff levels

| | UNOKO | ROLIS | SPESA | KERAX | |
|----------------|-----------|-----------|-----------|-------------|-------------|
| N (A/D) | RAMOB 110 | ETARU 100 | RIPKU 130 | KERAX A 110 | KERAX C 120 |
| S (B/C) | RAMOB 130 | OSPUL 120 | SPESA 110 | KERAX B 110 | KERAX D 130 |

Non-RNAV

| | | |
|----|-----------------|-----------------|
| 07 | MTR 5C (5000ft) | RID 8C (4000ft) |
| 25 | TAI 2Q (5000ft) | RID 3Q (5000ft) |

Standard South Departure

| SID RFL | Restrictions | SOBRA even | ULKIG even | ANEKI odd | CINDY odd | KOMIB odd EDDN area | SULUS odd | |
|------------|-------------------|---------------|---------------|--------------|--------------|------------------------|--------------|----------------|
| 25 | Prop 1/2 | 5P | | | | | | 5000 ft |
| | | 6F | | 9F | 1F | | 1F | |
| | Night 3/4H+J+B727 | 7N | | | | | | |
| 07 | M/L if able | 6E | | 4E | 1D | 3D | 1D | 4000 ft |
| | H/J or unable | 6D | | 2D | 1D | 3D | 1D | |
| | L-Alternate RNAV | (1X C, 1Y R) | | (1X C, 1Y R) | (1X C, 1Y R) | | | |
| 18 | If able | 1L | 1L | 9L | 2S | | 1S * | 4000 ft |
| | If unable | ULKIG1L | 2S | | 1L | | 9L | |
| | L-Alternate RNAV | (1U) | | (2A) | (1A) | | (2A) | |

* If RWY 07 in use, DO NOT use RWY 18 for SULUS departures

() - On pilot's request, RNP equivalent

C - RWY 07C / R - RWY 07R

Communication

| | ADF FC | _ATIS _DEL | 118.025 121.905 | ATIS Delivery |
|------------|-------------------|-----------------------|----------------------------|----------------------------|
| GND | FAC | _C_GND | 121.850 | Center Apron |
| | FAE | _E_GND | 121.950 | East Apron |
| | FAW | _W_GND | 121.750 | West Apron |
| | FG | _GND | 121.800 | Ground |
| | FI | _I_GND | 122.300 | Deicing |
| | FAS | _S_GND | 121.650 | South Apron |
| TWR | FT | _TWR | 119.900 | Tower |
| | WT | _W_TWR | 124.850 | West Tower |
| | NT | _N_TWR | 136.500 | North Tower |
| | CT | _C_TWR | 118.775 | Center Tower |
| APP | FN | _N_APP | 120.800 | North Arrival |
| | FS | _S_APP | 125.350 | South Arrival |
| | FF | _F_APP | 127.275 | North Director |
| | FU | _U_APP | 118.500 | South Director |
| | FD | _D_APP | 120.150 | North Departure |
| | FH | _H_APP | 136.125 | South Departure |
| CTR | GC | _CTR | 135.725 | Complete |
| | GE | _E_CTR | 127.725 | HEF Hersfeld |
| | GP | _P_CTR | 135.650 | PADH Paderborn High |
| | GR | _R_CTR | 124.475 | RUD Rüdesheim |
| | GZ | _Z_CTR | 120.575 | KTG Kitzingen |
| | UT | _T_CTR | 132.400 | Rhein TGO |
| | UN | _N_CTR | 132.775 | Rhein NTM |
| | UW | _W_CTR | 133.650 | Rhein West |