

# Standard North 07/25

SID RFL		OBOKA even	MARUN even	TOBAK odd	
25	M/L+3/4H+J if able	<b>1M (2W) C</b>	<b>6M (2W) C</b>	<b>6M (2W) C</b>	5000 ft
	M/L+3/4H+J if able	<b>1H (2K) L</b>	<b>4H (2K) L</b>	<b>4H (2K) L</b>	
	2H if able	<b>1G</b>	<b>8G</b>	<b>9G</b>	
	M/L (ATC) if able		6F	7F	
	If unable	<b>1G</b>	<b>8G</b>	<b>9G</b>	
07	Night departures	2N	7N	9N	4000 ft
18	M/L if able	<b>1E</b>	<b>5E</b>	<b>9D</b>	4000 ft
	H/S or unable	<b>1D</b>	<b>9D</b>	<b>9D</b>	
		2S	6S	8S	
	Only if 25 in use	1L			
	Night departures	1R	3R	3R	
	ATC contingency	1T	4T	6T	

C - RWY 25C / L - RWY 25L

EDDK Quicksheet Rework BETA!

October 2020



# Standard South 18

SID RFL		SOBRA even	ULKIG even	ANEKI odd	CINDY odd	KOMIB odd EDDN area	SULUS odd	
25	Prop 1/2	5P						5000 ft
	Night departures	6F		9F	1F		1F	
07	M/L if able	6E		4E	1D	<b>3D</b>	<b>1D</b>	4000 ft
	H/J or unable	6D		2D	1D	<b>3D</b>	<b>1D</b>	
18	If able	<b>1L (1U)</b>	<b>1L</b>	<b>9L (2A)</b>	<b>1S</b>		<b>9S *</b>	4000 ft
	If unable	ULKIG1L	2S		1L		9L	
	L-Alternate RNAV			2A	1A		2A	

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

# 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

# Target spacing

07R/25L	6NM
07L	3NM
25R	5NM

# Handoff levels

	UNOKO	ROLIS	SPESA	KERAX
<b>N</b>	RAMOB 110	ETARU 100	RIPKU 130	KERAX 110
<b>S</b>	RAMOB 130	OSPUL 120	SPESA 110	EBIPA 120

# Non-RNAV

07	MTR 5C (5000ft)	RID 8C (4000ft)
25	RID 3Q (5000ft)	TAI 1Q (5000ft)

# Communication

	ADF FC	_ATIS _DEL	118.025 121.905	ATIS Delivery
GND	<b>FAC</b>	<b>_C_GND</b>	<b>121.850</b>	<b>Center Apron</b>
	FAE	_E_GND	121.950	East Apron
	FAW	_W_GND	121.750	West Apron
	FG	_GND	121.800	Ground
	FAS	_S_GND	121.650	South Apron
TWR	<b>FT</b>	<b>_TWR</b>	<b>119.900</b>	<b>Tower</b>
	WT	_W_TWR	124.850	West Tower
	NT	_N_TWR	136.500	North Tower
	CT	_C_TWR	118.775	Center Tower
APP	<b>FN</b>	<b>_N_APP</b>	<b>120.800</b>	<b>North Arrival</b>
	FS	_S_APP	125.350	South Arrival
	FF	_F_APP	127.275	North Director
	<b>FU</b>	<b>_U_APP</b>	<b>118.500</b>	<b>South Director</b>
	<b>FD</b>	<b>_D_APP</b>	<b>120.150</b>	<b>North Departure</b>
	FH	_H_APP	136.125	South Departure
CTR	GC	_CTR	135.725	Complete
	<b>GE</b>	<b>_E_CTR</b>	<b>127.725</b>	<b>HEF Hersfeld</b>
	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
	<b>UW</b>	<b>_W_CTR</b>	<b>133.650</b>	<b>Rhein West</b>