

### Standard North Departure

SID RFL	Restrictions	OBOKA even	MARUN even	TOBAK odd	
<b>25</b>	M/L+3/4H+J if able	<b>1M (2W) C</b>	<b>6M (2W) C</b>	<b>6M (2W) C</b>	<b>FL70</b>
	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>2G</b>	<b>6F</b>	<b>7F</b>	
	M/L (ATC) if able		6F	7F	
	If unable	<b>2G</b>	<b>9G</b>	<b>1G</b>	
	Night 3/4H+J+B727	4N	9N	2N	
<b>07</b>	M/L if able	<b>1E</b>	<b>5E</b>	<b>9D</b>	<b>5000 ft</b>
	H/J or unable	<b>1D</b>	<b>9D</b>	<b>9D</b>	
<b>18</b>	Only if 25 in use	3S	7S	9S	<b>4000 ft</b>
		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	<b>25L</b>	<b>25C</b>	<b>25R</b>		<b>07L</b>		<b>07C</b>	<b>07R</b>
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	
<b>N</b> (A/D)	RAMOB 110	ETARU 100	RIPKU 130	KERAX A 110	KERAX C 120
<b>S</b> (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	
<b>25</b>	Prop 1/2	5P						<b>5000 ft</b>
		6F		9F	1F		1F	
	Night 3/4H+J+B727	7N						
<b>07</b>	M/L if able	<b>6E</b>		<b>4E</b>	<b>1D</b>	<b>3D</b>	<b>1D</b>	<b>4000 ft</b>
	H/J or unable	<b>6D</b>		<b>2D</b>	<b>1D</b>	<b>3D</b>	<b>1D</b>	
	L-Alternate RNAV	(1X C, 1Y R)		(1X C, 1Y R)	(1X C, 1Y R)			
<b>18</b>	If able	<b>1L</b>	<b>1L</b>	<b>9L</b>	<b>2S</b>		<b>1S *</b>	<b>4000 ft</b>
	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

	<b>ADF FC</b>	<b>_ATIS _DEL</b>	<b>118.025 121.905</b>	<b>ATIS Delivery</b>
<b>GND</b>	<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
	FI	_I_GND	122.300	Deicing
	FAS	_S_GND	121.650	South Apron
<b>TWR</b>	<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
<b>APP</b>	<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
<b>CTR</b>	GC	_CTR	135.725	Complete
	<b>GE</b>	<b>_E_CTR</b>	<b>127.725</b>	<b>HEF Hersfeld</b>
	<b>GP</b>	<b>_P_CTR</b>	<b>135.650</b>	<b>PADH Paderborn High</b>
	GR	_R_CTR	124.475	RUD Rüdeshheim
	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>