

# EDDF TWR Quicksheet BETA!

July 28, 2021

## Standard North Departure

SID RFL	Restrictions	OBOKA even	MARUN even	TOBAK odd	
<b>25</b>	M/L+3/4H+J if able	<b>2M (3W) C</b>	<b>7M (3W) C</b>	<b>6M (3W) C</b>	<b>FL70</b>
	M/L+3/4H+J if able	<b>2H (3K) L</b>	<b>5H (3K) L</b>	<b>5H (3K) L</b>	
	2H if able	<b>2G</b>	<b>6F</b>	<b>7F</b>	<b>5000 ft</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>	
	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	

## Non-RNAV

RWY	North Dep	South Dep
07	MTR5C (5000ft)	RID8C (4000ft)
25	TAU2Q (5000ft)	RID3Q (4000ft)

## RWY Dependencies

25R - 5,5NM	Foxtrott, Golf
25L - 4NM	Mike, Hotel
07R - 4NM	18 DEP
07R - 2NM	Delta South

## VFR Airspace D

Flugsicht 5km
Frei von Wolken
Hauptwolkenuntergrenze 1500ft
Bodensicht 5 km

## Wake Turbulence

Preceding	Succeeding	Spacing
M	L	5NM
M	M, H, J	3NM
H	L	6NM
H	M	5NM
H	H, J	4NM
J	L	8NM
J	M	7NM
J	H, J	6 NM

## 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>
		<b>6F</b>		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>3S</b>		<b>2S *</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/25C / R - RWY 07R/25L

## Communication

	ADF FC	_ATIS _DEL	<b>118.025</b> <b>121.905</b>	<b>ATIS</b> <b>Delivery</b>
GND	<b>FGC</b>	<b>_C_GND</b>	<b>121.850</b>	<b>Center Apron</b>
	FGE	_E_GND	121.950	East Apron
	FGW	_W_GND	121.750	West Apron
	FGS	_S_GND	121.650	South Apron
	FG	_GND	121.800	Ground
	FI	_I_GND	122.300	Deicing
TWR	<b>FT</b>	<b>_TWR</b>	<b>119.900</b>	<b>Tower</b>
	FWT	_W_TWR	124.850	West Tower
	FNT	_N_TWR	136.500	North Tower
	FCT	_C_TWR	118.775	Center Tower
APP	<b>FAN</b>	<b>_N_APP</b>	<b>120.800</b>	<b>North Arrival</b>
	<b>FFS</b>	_L_APP	118.500	South Director
	FAS	_S_APP	125.350	South Arrival
	<b>FFN</b>	<b>_H_APP</b>	<b>127.275</b>	<b>North Director</b>
	<b>FDN</b>	<b>_N_DEP</b>	<b>120.150</b>	<b>North Departure</b>
	FDS	_S_DEP	136.125	South Departure
CTR	GC	_CTR	135.725	Complete
	<b>GK</b>	<b>_K_CTR</b>	<b>123.275</b>	<b>KTG Kitzingen</b>
	<b>GG</b>	<b>_G_CTR</b>	<b>124.725</b>	<b>GIN Gießen</b>
	GP	_P_CTR	135.650	PADH Paderborn High
	GD	_D_CTR	125.2	DKB Dinkelsbühl
	GR	_R_CTR	124.475	RUD Rüdesheim
	GB	_B_CTR	131.3	BAD Baden