

## EDDF Quicksheet

September 2023 AIRAC 2309

### 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>7M (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>	
	M/L (ATC) if able		6F	7F	<b>5000 ft</b>
	If unable	<b>2G</b>	<b>9G</b>	<b>1G</b>	
	Night 3/4H+J+B727	5N	1N	3N	
<b>07</b>	M/L if able	<b>1E</b>	<b>5E</b>	<b>9D</b>	<b>4000 ft</b>
	H/J or unable	<b>1D</b>	<b>9D</b>	<b>9D</b>	
<b>18</b>	Only if 25 in use	4S	8S	1S	
	Night departures	2R	4R	4R	
	ATC contingency	3T	6T	8T	

C - RWY 25C / L - RWY 25L

() - On pilot's request, RNP equivalent

N-Deps only btw. 2100z-0600z

### 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	247°	247°	247°/3.2°	247°/3.0°	066°/3.2°	066°/3.0°	066°	066°
FAP	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	TANJO	SPESA	KERAX	
<b>N (A/D)</b>	RAMOB 110	ETARU 100	ETARU 100	RIPKU 130	KERAX A 110	KERAX C 120
<b>S (B/C)</b>	RAMOB 130	OSPUL 120	OSPUL 120	SPESA 110	KERAX B 110	KERAX D 130

### 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	<b>7P</b>						<b>5000 ft</b>
		8F		2F	3F		2F	
	Night 3/4H+J+B727	8N						
<b>07</b>	M/L if able	7E		5E	2D	<b>3D</b>	<b>2D</b>	<b>4000 ft</b>
	H/J or unable	7D		3D	2D	<b>3D</b>	<b>2D</b>	
	L-Alternate RNAV	(1X C, 1Y R)		(1X C, 1Y R)	(1X C, 1Y R)			
<b>18</b>	If able	<b>2L</b>	<b>2L</b>	<b>2L</b>	<b>5S</b>		<b>3S *</b>	<b>4000 ft</b>
	If unable	ULKIG1L	3S		3L		2L	
	L-Alternate RNAV	(2U)		(3A)	(2A)		(3A)	

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

() - On pilot's request, RNP equivalent

N-Deps only btw. 2100z-0600z

C - RWY 07C / R - RWY 07R

### Communication

DEL	AADF <b>ADDF</b> DFC	_D_ATIS <b>_A_ATIS</b> _DEL	118.030 <b>118.730</b> <b>121.905</b>	ATIS <b>ATIS</b> <b>Delivery</b>
GND	DFAC DFAE DFAW DFG FI DFAS	_C_GND _E_GND _W_GND _GND _ICE_GND _S_GND	<b>121.855</b> 121.955 121.755 121.805 121.985 121.655	<b>Center Apron</b> East Apron West Apron Ground Deicing South Apron
TWR	DFTC DFTW DFTN DFTS	_C_TWR _W_TWR _N_TWR _S_TWR	<b>118.780</b> 124.855 136.500 119.905	<b>Tower</b> West Tower North Tower Center Tower
APP	DFAN DFAS DFANT DFAST DFDN DFDS	_N_APP _S_APP _H_APP _L_APP _N_DEP _S_DEP	<b>120.805</b> 125.355 <b>127.280</b> 118.505 120.155 <b>136.130</b>	<b>North Arrival</b> South Arrival <b>North Director</b> South Director North Departure <b>South Departure</b>
CTR	KTG PADH GIN DKB RUD BAD SLN FUL NTM WUR	_KTG_CTR _PAH_CTR _GIN_CTR _DKB_CTR _RUD_CTR _BAD_CTR _SLN_CTR _FUL_CTR _NTM_CTR _WUR_CTR	<b>123.280</b> <b>135.650</b> 124.730 125.2 133.435 131.3 120.930 133.655 132.080 <b>134.085</b>	<b>Kitzingen</b> <b>Paderborn High</b> Gießen Dinkelsbühl Rüdesheim Baden Rhein Söllingen Rhein Fulda Rhein Nattenheim <b>Rhein Würzburg</b>

### Target spacing

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