

FRANKFURT MAIN
RWY 25C
SIDs with Route Designator **MIKE**

STANDARD DEPARTURE
ROUTES - INSTRUMENT
(SID)

| For Operational Runway Use Concept see AD 2 EDDF 5-7-1 and 5-7-2 | | | | |
|--|---|----------------|-----------------------|--|
| Pilots of GPS/FMS-RNAV-equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:" and charted in addition on "CHART - INSTRUMENT (OVERLAY)". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times. | | | | |
| Designator | Route | After Take-Off | | Remarks |
| | | Climb to | Contact | |
| 1 | 2 | 3 | 4 | 5 |
| OBOKA 2M | OBOKA TWO MIKE On RWY track to 5.0 DME FFM/2.1 DME FRD; LT, direct VFM (MAX IAS 200 KT until VFM); on track 194° to 10.1 DME FFM/7.2 DME FRD. RT (MAX IAS 230 KT), to PABVI (MAX IAS 230 KT) (Δ); to SIVDO to KUPIP (Δ); to MASIR (Δ); to RAVKI (Δ) to DITAM (Δ); to OBOKA (Δ). Cross 5.0 DME FFM/2.1 DME FRD at or above 800. Cross 10.1 DME FFM/7.2 DME FRD at or above 2500. GPS/FMS RNAV: DF999[A800+; L] - VFM[K200-] - DF172[A2500+] - PABVI[K230-] - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA. Recommended Path Terminator for initial departure turn: Direct to a Fix (DF). | FL 70 | Langen Radar 120.155* | 1. PDG 8.8% / 535 ft/NM or more until passing 800, then PDG 4.5% / 275 ft/ NM or more until passing 2500 due to airspace structure. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After 10.1 DME FFM (7.2 DME FRD) RNAV 5 equipment necessary. 3. Flights have to be able to cross OBOKA at FL 170 or above except flights to EDDK. If unable to comply, advise EDDF DELIVERY prior to start-up. |
| MARUN 7M | MARUN SEVEN MIKE On RWY track to 5.0 DME FFM/2.1 DME FRD; LT, direct VFM (MAX IAS 200 KT until VFM); on track 194° to 10.1 DME FFM/7.2 DME FRD. RT (MAX IAS 230 KT), to ROXAP (MAX IAS 230 KT) (Δ); to ADEVO (Δ) to LISKU (Δ); to TABUM (Δ) to LIKSI (Δ); to LORPA (Δ) to MARUN (Δ). Cross 5.0 DME FFM/2.1 DME FRD at or above 800. Cross 10.1 DME FFM/7.2 DME FRD at or above 2500. Cross ADEVO at or above 6000. GPS/FMS RNAV: DF999[A800+; L] - VFM[K200-] - DF180[A2500+] - ROXAP[K230-] - ADEVO[A6000+] - LISKU - TABUM - LIKSI - LORPA - MARUN. Recommended Path Terminator for initial departure turn: Direct to a Fix (DF). | | | 1. PDG 8.8% / 535 ft/NM or more until passing 800, then PDG 6.8% / 415 ft/ NM or more until passing 6000 due to operational requirements. If unable to comply, advise EDDF DELIVERY prior to start-up. 2. After 10.1 DME FFM (7.2 DME FRD) RNAV 5 equipment necessary. |
| TOBAK 7M | TOBAK SEVEN MIKE On RWY track to 5.0 DME FFM/2.1 DME FRD; LT, direct VFM (MAX IAS 200 KT until VFM); on track 194° to 10.1 DME FFM/7.2 DME FRD. RT (MAX IAS 230 KT), to ROXAP (MAX IAS 230 KT) (Δ); to ADEVO (Δ) to LISKU (Δ); to TABUM (Δ); to TESGA (Δ); to TOBAK (Δ). Cross 5.0 DME FFM/2.1 DME FRD at or above 800. Cross 10.1 DME FFM/7.2 DME FRD at or above 2500. Cross ADEVO at or above 6000. GPS/FMS RNAV: DF999[A800+; L] - VFM[K200-] - DF180[A2500+] - ROXAP[K230-] - ADEVO[A6000+] - LISKU - TABUM - TESGA - TOBAK. Recommended Path Terminator for initial departure turn: Direct to a Fix (DF). | | | |

(Sample: DF999 fly-over way point)

* Departure frequency may deviate from the frequency published.
Check ATIS for current departure frequency.

Contact LANGEN RADAR when advised by Tower!