

STANDARD DEPARTURE  
ROUTES - INSTRUMENT  
(SID)

FRANKFURT MAIN  
RWY 25/07/18  
OPERATIONAL RUNWAY USE CONCEPT

**Operational RWY Use and SID Concept  
– Standard OPS –**

In general, pilots have to expect en-route clearance according this concept. OPR are requested to file SID in FPL according this guide-line. Deviating SID in FPL will be changed automatically. Route details and further non-standard SIDs see following SID pages. Non-standards on pilots request only. Non-standard operation temporarily possible, if considered necessary by ATC. If unable to comply with restrictions, advise EDDF DELIVERY prior to start-up.

RWY-in-use	Direction / ACFT Category	RWY (C)enter (L)eft (R)ight	SID Route Designator	NAV-Spec
<b>25 / 18</b>	<b>RWY 25C</b> for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK). <i>RWY 25L with special authorization by TWR only</i> <b>RWY 18</b> for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (CINDY), E (SULUS)			
<b>07 / 18</b>	<b>RWY 07C</b> for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK), E (SULUS) and EDDN Area (KOMIB) <i>RWY 07R with special authorization by TWR only</i> <b>RWY 18</b> for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (CINDY)			
<b>25</b>	2-engined HEAVY aircraft to the N, NE	<b>C + L</b>	<b>FOXTROT</b>	RNAV-1
	2-engined HEAVY aircraft to the NW, N, NE	<b>C + L</b>	<b>GOLF</b>	RNAV-1
	All aircraft to the NW, N, NE unable to comply with restrictions on SIDs northbound.			
	All aircraft, except 2-engined HEAVY aircraft, to the NW, N, NE unable WHISKEY.	<b>C</b>	<b>MIKE</b>	BRNAV
	Shall be used by all aircraft, except 2-engined HEAVY aircraft, to the NW, N, NE complying with RNP-1 and RF-leg requirements instead of MIKE.	<b>C</b>	<b>WHISKEY</b>	RNP-1*
	<i>All aircraft RWY 25L (with special authorization by TWR only), except 2-engined HEAVY aircraft, to the NW, N, NE unable KILO.</i>	<b>L</b>	<b>HOTEL</b>	BRNAV
	<i>Shall be used by all aircraft RWY 25L (with special authorization by TWR only), except 2-engined HEAVY aircraft, to the NW, N, NE complying with RNP-1 and RF-leg requirements instead of HOTEL.</i>	<b>L</b>	<b>KILO</b>	RNP-1*
	<u>2100 (2000) until 0600 (0500):</u> All 3- and 4-engined HEAVY and SUPER aircraft, due to noise abatement.	<b>C + L</b>	<b>NOVEMBER</b>	RNAV-1
	Single- and Twin-Props may use PAPA to the SW instead of RWY18.	<b>C + L</b>	<b>PAPA</b>	RNAV-1
	In case of RNAV-failure and by ATC only.	<b>C + L</b>	<b>QUEBEC</b>	NON RNAV

\*check SID description for required NAV-Specification / sensor restriction