

FRANKFURT MAIN

RWY 07C / 07R

SDs with Route Designator **DELTA**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 2D	OBOKA TWO DELTA On RWY track to 800; then direct to FR; at FR (5.0 DME FRD / 2.0 DME outbound FFM) immediate LT (MAX IAS 220 KT during turn), on R200 MTR inbound MTR to 13.1 DME FFM; LT, on R286 MTR to ODAGA (Δ) on track 285° to KUSOM (Δ); LT, on track 250° to GUBAX (Δ); RT, on track 291° to RAVKI (Δ); RT, on track 333° to DITAM (Δ); LT, on track 324° to OBOKA (Δ). GPS/FMS RNAV: [A800+] - DF149[K220;-L] - MTR[L] - ODAGA - KUSOM[L] - GUBAX[R] - RAVKI[R] - DITAM[L] - OBOKA.	5000 ft	Langen Radar 120.155*	1. After ODAGA RNAV-5 equipment necessary. 2. 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.
KOMIB 5D	KOMIB FIVE DELTA On RWY track to 800; via FR to 6.0 DME FRD (3.0 DME outbound FFM); RT (MAX IAS 220 KT during turn), on track 097°; LT, intercept R085 FFM to 24.0 DME FFM; LT, on track 058° to AGOLO (Δ); RT, on track 087° to OKTUM (Δ); RT, on track 127° to KOMIB (Δ). Cross 21.0 DME FFM at or above 6000. GPS/FMS RNAV: [A800+] - DF149[K220;-R] - DF151[L] - DF167[A6000+] - DF169[L] - AGOLO[R] - OKTUM[R] - KOMIB.	4000 ft	Langen Radar 136.130*	1. Only for flights terminating within EDDN Area. 2. Altitude constraint at 21.0 DME FFM/ DF167 due to glider area, if unable to comply advise EDDF DELIVERY prior start-up. 3. After 24.0 DME FFM RNAV-5 equipment necessary.
MARUN 1D	MARUN ONE DELTA On RWY track to 800; then direct to FR; at FR (5.0 DME FRD / 2.0 DME outbound FFM) immediate LT (MAX IAS 220 KT during turn), on R200 MTR to MTR (Δ); LT, on track 349° to TOBAK (Δ); LT, on track 341° to APROX (Δ); on track 340° to MARUN (Δ). GPS/FMS RNAV: [A800+] - DF149[K220;-L] - MTR[L] - TOBAK[L] - APROX - MARUN.	5000 ft	Langen Radar 120.155*	After MTR RNAV-5 equipment necessary.
SULUS 3D	SULUS THREE DELTA On RWY track to 800; via FR to 6.0 DME FRD (3.0 DME outbound FFM); RT (MAX IAS 220 KT during turn), on track 097°; LT, intercept R085 FFM to 24.0 DME FFM; LT, on track 058° to AGOLO (Δ); RT, on track 087° to OKTUM (Δ); RT, on track 127° to KOMIB (Δ); LT, on track 086° to SULUS(Δ). Cross 21.0 DME FFM at or above 6000. GPS/FMS RNAV: [A800+] - DF149[K220-,R] - DF151[L] - DF167[A6000+] - DF169[L] - AGOLO[R] - OKTUM[R] - KOMIB[L] - SULUS.	4000 ft	Langen Radar 136.130*	1. Not for flights destination EDDN. 2. Altitude constraint at 21.0 DME FFM/ DF167 due to glider area, if unable to comply advise EDDF DELIVERY prior start-up. 3. After 24.0 DME FFM RNAV-5 equipment necessary.
TOBAK 1D	TOBAK ONE DELTA On RWY track to 800; then direct to FR; at FR (5.0 DME FRD / 2.0 DME outbound FFM) immediate LT (MAX IAS 220 KT during turn), on R200 MTR to MTR (Δ); LT, on track 349° to TOBAK (Δ). GPS/FMS RNAV: [A800+] - DF149[K220;-L] - MTR[L] - TOBAK.	5000 ft	Langen Radar 120.155*	1. After MTR RNAV-5 equipment necessary. 2. Not for flights continuing via Z10.

(Sample: DF152 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!