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Revision Letter For Cycle 05-2025

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General Information

Location: FRANKFURT/MAIN DEU
ICAO/IATA: EDDF / FRA
Lat/Long: N50° 02.00', E008° 34.23'
Elevation: 363 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 0339 Z
Sunset: 1905 Z

Runway Information

Runway: 07C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 328 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07L
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 304 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 327 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 325 ft
Lighting: Edge, Centerline

Runway: 25C
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 363 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 13123 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 361 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 351 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 118.730 Departure Service
ATIS: 118.030 Arrival Service
Frankfurt Tower: 124.855
Frankfurt Tower: 127.330 Secondary
Frankfurt Tower: 119.905
Frankfurt Tower: 118.780
Frankfurt Tower: 136.500
Frankfurt Ground: 121.805
Frankfurt Apron Ramp/Taxi: 121.965
Frankfurt Apron Ramp/Taxi: 121.955
Frankfurt Apron Ramp/Taxi: 121.855
Frankfurt Apron Ramp/Taxi: 121.755
Frankfurt Apron Ramp/Taxi: 121.705
Frankfurt Apron Ramp/Taxi: 121.655
Frankfurt Delivery Clearance Delivery: 122.035
Langen Radar Approach: 136.130 RCO
Langen Radar Approach: 126.555 RCO
Langen Radar Approach: 125.355 RCO
Langen Radar Approach: 120.805 RCO
Langen Radar Approach: 120.155 RCO
Langen Radar Approach: 119.030 Secondary RCO
Frankfurt Arrival: 127.280
Frankfurt Arrival: 118.505
Frankfurt Deicing Operations: 121.985
Frankfurt Rescue Emergency: 121.555

EDDF/FRA
FRANKFURT/MAIN

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JEPPESEN
10-1PFRANKFURT/MAIN, GERMANY
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

| | |
|------------------|---------|
| D-ATIS Arrival | 118.030 |
| D-ATIS Departure | 118.730 |

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RWY USAGE****1.2.1.1. ARRIVALS/DEPARTURES**

RWY 25 will preferably be assigned to landing ACFT, provided the tailwind component does not exceed 5 KT. However, the take-off and landing direction will be changed from RWY 25 to RWY 07 if the braking action on the RWYs is impaired by water, snow, slush, ice, or frost, etc., even if the tailwind component is less than 5 KT. The take-off and landing direction also depends on the availability of navigation aids or significant weather in the approach and departure area.

1.2.1.2. DEPARTURES**Preferred take-off direction for landing direction 25/18:**

For departures to the Northwest (OBOKA), North (MARUN) and Northeast (TOBAK), RWY 25C is preferred.

For departures to the Southwest (SOBRA, ULKIG), South (ANEKI), Southeast (CINDY) and East (SULUS), RWY 18 is preferred, provided the tailwind component for RWY 18 is not greater than 15 KT.

Preferred take-off direction for landing direction 07/18:

For departures to the Northwest (OBOKA), North (MARUN), Northeast (TOBAK) and East (KOMIB, SULUS), RWY 07C is preferred.

For departures to the Southwest (SOBRA, ULKIG), South (ANEKI) and Southeast (CINDY), RWY 18 is preferred, provided the tailwind component for RWY 18 is not greater than 15 KT.

Exceptions are possible if required due to traffic safety, the availability of navigation aids, significant weather in the approach and departure area or noise abatement measures or if Aerodrome Control deems that the traffic situation permits.

Tailwind component RWY 18:

If the tailwind component for RWY 18 exceeds 10 KT, this will be broadcast by ATIS.

Pilots unable to accept the greater tailwind component are requested to advise ATC as early as possible - at the latest when they request start-up approval.

Warning: In cases of strong winds, wind shear and increased turbulence must be expected on RWY 18.

1.2.2. NIGHT FLYING RESTRICTIONS AND OPERATIONAL RESTRICTIONS OUTSIDE NIGHTTIME HOURS FOR CIVIL AVIATION

- Landing RWY Northwest (07L/25R) may only be used by ACFT up to and including code letter E in compliance with ICAO categorization. Airplanes with code letter F in compliance with categorization according to ICAO Attachment 14, jet airplanes, which cannot be classified into the airplane groups up to and including S 6.3 in compliance with the instructions for calculating noise protection zones as well as airplanes of the type MD11 may not use landing RWY Northwest (07L/25R). Take-offs of ACFT are not permitted from landing RWY Northwest (07L/25R).
- ACFT without a noise certification in accordance with ICAO Annex 16 are not permitted to take-off from or land on the whole RWY system of Frankfurt/Main APT during the entire hours of operation of Frankfurt/Main APT.

1. GENERAL

c) ACFT that merely comply with the noise certification values in accordance with ICAO Annex 16, Volume I, Part II, Chapter 2 are not permitted to take off from or land on the whole RWY system of Frankfurt/Main APT during the entire hours of operation of Frankfurt/Main APT unless - documented by a certificate according to Article 11c, paragraph 7 of the German Aviation Regulation (LuftVO) in the version published on 27 March 1999 (Federal Law Gazette (BGBl.) I, p. 580), last amended by the second ordinance amending aviation regulations on requirements for the operation of ACFT dated 17 November 2006 (BGBl. I, p. 2644) - the German Federal Aviation Office (LBA) has granted an exemption for the ACFT concerned according to Article 11c, paragraphs 4 - 6 of the LuftVO or a Member State of the European Union has granted an exemption in accordance with Article 11c, paragraph 8 of the LuftVO.

d) The following operational provisions apply to ACFT that are marginally compliant with ICAO Annex 16, Volume 1, Part II, Chapter 3 within the meaning of Article 48a no. 4 of the Regulation on the Certification and Licensing in Aviation (LuftVZO), last amended by the second ordinance amending aviation regulations on requirements for flight crews dated 13 June 2007 (BGBl. I, p. 1048), the following operational regulations apply:

Take-offs and landings are not permitted on all days of the week between 2000-0800LT, unless an exemption in accordance with Article 48f, paragraph 1 of the LuftVZO or an individual exemption in accordance with paragraph 2 of the regulation has been granted.

From the beginning of the winter 2011/2012 scheduling period, take-offs and landings are not permitted between Friday, 2000LT and Monday, 0800LT, unless they have been granted an exemption in accordance with Article 48f, paragraph 1 of the LuftVZO or an individual exemption in accordance with paragraph 2 of the regulation.

ACFT arriving late or early whose landing is planned by the APT coordinator for a slot outside the operational restrictions up to 2000LT or from 0800LT may land until 2200LT and from 0600LT, provided that the late or early arrival was not envisaged as such in the flight plan (Article 25 LuftVO).

e) Following the opening of the landing RWY Northwest, from the first day of the new scheduling period, which - because of the added capacity of the landing RWY Northwest - provides an increase in the coordinated hourly RWY capacity, take-offs and landings are not permitted on the whole RWY system of Frankfurt/Main APT between 2200-0600LT on all days of the week, unless otherwise provided.

Between 2200-2300LT as well as between 0500-0600LT, only such ACFT are permitted to take off and land that - have a noise certification value in accordance with ICAO Annex 16, Volume I, Part II, Chapter 4 and whose take-off or landing has been coordinated by the APT coordinator of the Federal Republic of Germany at least one day in advance.

Between 2300-0500LT scheduled ACFT movements are not permitted.

The following regulations apply to ACFT arriving late or early:

- ACFT that are not only marginally compliant with ICAO Annex 16, Volume I, Part III, Chapter 3 within the meaning of Article 48a of the LuftVZO, and ACFT fulfilling the provisions of ICAO Annex 16, Volume 1, Part II, Chapter 4 and whose landing is planned by the APT coordinator for a slot up to 2200LT or from 0600LT, are permitted to land until 2400LT and/or from 0500LT without being counted against the quota as well as the maximum limit, provided that the late or early arrival was not envisaged as such in the flight plan (Article 25 of the LuftVO).
- ACFT fulfilling the provisions of ICAO Annex 16, Volume I, Part II, Chapter 4 and whose landing is planned by the APT coordinator for a slot between 2200-2300LT and between 0500-0600LT under the conditions set out, are permitted to land until 2400LT without being counted against the maximum limit provided that the late arrival was not envisaged as such in the flight plan (Article 25 of the LuftVO).

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AIRPORT BRIEFING

1. GENERAL

Early arrivals before 0500LT are not permitted.

ACFT are not permitted to use the landing RWY Northwest between 2300-0500LT. At Frankfurt/Main APT, take-offs and landings of ACFT conducting flight checks of radio, radar or APT facilities are permitted between 2200-0600LT only if the ACFT meet the provisions of ICAO Annex 16, Volume I, Part II, Chapter 4 and if it is absolutely necessary to conduct these checks during this period of time.

Propeller ACFT with a maximum take-off mass of less than 9,000kg may take-off and land between 2200-0600LT only under the restrictions outlined in sections above; instead of the mentioned noise certification values they must at least fulfill the higher sound-proofing requirements defined in Article 4 of the Airfield Noise Abatement Ordinance (Landeplatz-LaermschutzV) of 5 January 1999 (Federal Law Gazette I, page 35; German-language publication Nfl I 134/99).

- f) Delayed take-offs to be conducted in a period of restricted operations by an ACFT subject to the restrictions require individual permission by the local aviation supervision office. Permission may only be granted if the delay is due to reasons beyond the control of the air carrier concerned. Delayed take-offs are not permitted between 2400-0500LT.

EXCEPTIONS

Excluded from the restrictions mentioned above are:

- Landings of ACFT approaching Frankfurt/Main APT as an alternate aerodrome for meteorological, technical or other safety reasons as well as take-offs and landings of ACFT rendering medical assistance or on missions in disasters, as well as evacuation flights;
- Flights conducted particularly in the public interest.

Apart from this, the approving authority may grant exemptions from the operational restrictions only upon application in cases of particular hardship. It is not a case of particular hardship if the operational restriction makes the air carrier's ACFT turn-around planning more difficult or requires arrangements for passenger transfer or accommodation. Processing of applications is subject to charges.

As a rule, the application shall be submitted in writing - in urgent cases also via telephone - to:

Hessisches Ministerium fuer Wirtschaft, Energie,
Verkehr und Wohnen
Oertliche Luftaufsichtsstelle/local Aviation Supervision Office
Gebaeude (building) 514
60547 Frankfurt am Main/Germany
Tel.: 069/690-71717
Fax: 069/690-66150

The application shall contain:

- Applicant's name and, if necessary, name of the handling partner;
- Applicant's telephone and fax numbers;
- Name and address of the air carrier;
- E-mail address of the applicant for the invoice;
- Flight number;
- Registration and type of ACFT;
- Classification of the ACFT according to noise certification level (noise certificate of the ACFT according to Section 11c LuftVO);
- Planned time of departure for which the exemption is requested;
- Number of passengers;
- Weight of cargo in tonnes.

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AIRPORT BRIEFING

1. GENERAL

The reasons for the application shall be specified; the applicant shall state, in particular, to what extent the take-off delay is due to reasons beyond the control of the airline and/or where the hardship lies.

Take-off or landing clearances granted by ATC as well as other clearances do not automatically include the necessary exemption by the approval authority.

ATC will not grant exemptions via radiotelephony.

The pilot-in-command (PIC) shall report any landing conducted during a period of restricted operations by an ACFT subject to the restriction which does not meet any of the grounds for exemption according to the provisions to the local aviation supervision office immediately after landing and specify the reasons (declaration of PIC).

1.2.3. REVERSE THRUST

On the entire RWY system of Frankfurt Main APT, reverse thrust may only be used in the idle reverse thrust mode. Exceptions are unavoidable cases for safety reasons, e.g. because of the comparatively shorter LDA on RWY 25R/07L.

1.2.4. RUN-UP TESTS

Engine run-ups with thrust settings above an idle power setting may only be conducted at the following positions:

- On the apron of hangar 5 and in the run-up enclosure in the time between 0600-2200LT;
- In the time between 2200-0600LT, engine run-ups with the thrust setting on part-load on the apron of hangar 5, whereby on the position hangar 5 west the maximum power setting may only be taken to part-load low (up to 50% N1), as well as in the run-up enclosure; engine run-ups with the thrust setting on full-load may only be conducted in the run-up enclosure.

Engine run-ups shall be conducted in such a way that their duration of exposure on the next built-up area shall not, on average, result in a continuous sound level higher than 57 dB(A) during the day and 50 dB(A) during the night.

Engine run-ups in the time between 2200-0600LT with a thrust setting above an idle power setting shall be notified to the local aviation supervision office.

Engine test runs and run-ups as well as extensive maintenance work on ACFT at the positions are not permitted. Apron control may grant exceptions in justified cases.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

1.3.1.1. GENERAL

An Advanced Surface Movement Guidance and Control System, using Mode S multilateration and Automatic Dependent Surveillance-Broadcast (ADS-B), is in operation.

1.3.1.2. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

Pilots shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall select the assigned Mode A code as well as the Mode S call sign and set the transponder to AUTO Mode or ON (eg. XPDR):

- From request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

For Mode S call sign, flight crew shall use ICAO defined format for entering the ACFT identification (e.g. DLH5MC, AFR6380, SAS589, BAW68PG).

To ensure that performance of systems based on SSR frequencies is not compromised, TCAS shall not be activated before reaching the RWY holding position.

After landing, it shall be deselected after vacating RWY.

ACFT taxiing without flight plan shall select Mode A code 2000.

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AIRPORT BRIEFING**1. GENERAL****1.4. ACFT GUIDANCE BY MEANS OF TWY CENTERLINE LIGHTS, CLEARANCE BARS AND STOP BARS****1.4.1. GENERAL**

Whenever the operation of CAT III low visibility procedures is announced, taxiing is restricted for all ACFT to TWYs with operating centerline lights, unless otherwise instructed.

The TWY centerline lights within the ILS-critical/sensitive area are color-coded (yellow/green) from RWY 07C/25C to TWYs L and M, from RWY 07R/25L to TWYs M and R, from RWY 07L/25R to TWY P, from RWY 18 from the North to TWY Y5 and from RWY 18 from the South to TWYs L and N. Landing ACFT are requested to report when they are clear of the color-coded TWY centerline lights to indicate that they have vacated the ILS-critical/sensitive area.

In order to facilitate ground movement, centerline lights, several clearance bars and stop bars are installed.

1.4.2. CLEARANCE BARS

Clearance bars are operated together with the centerline lighting and consist of three unidirectional surface lights showing YELLOW in the direction of approach to the intersection, arranged at 90° to the TWY centerline and partly displaced laterally to centerline.

If the traffic situation requires, ACFT may be instructed to hold at a specific clearance bar. If no such instruction is given, ACFT may taxi across the clearance bar without a specific clearance.

1.4.3. STOP BARS

Stop bars are operated independently of the centerline lighting and consist of unidirectional surface lights showing red in the direction of approach to a taxi-holding position/an intersection, spaced at intervals of 10'/3m across the overall width of a TWY at 90° to the TWY centerline.

Taxiing across an operating stop bar is strictly prohibited.

1.5. TAXI PROCEDURES**1.5.1. GENERAL**

ACFT are permitted to taxi on the maneuvering area between RWY 07C/25C and TWY L only with the minimum engine revolutions absolutely required.

TWY Y7 (section East of ACFT stand V718) MAX wingspan 79'/24m.

TWYs N blue, N orange, N7 blue, N7 orange, N8 blue, N8 orange, western link between TWYs S33 and S and TWY Y7 (section between TWY Y5 and ACFT stand V718) MAX wingspan 118'/36m.

TWY N South MAX wingspan 171'/52m.

TWY N7 (section North of TWY N) MAX wingspan 213'/65m.

Taxi connection between TWY S33 and TWY S (direction West) MAX wingspan 118'/36m.

On the entire operating area including ACFT hangars and their aprons, taxi maneuvers which do not take place prior to take-off or after landing of an ACFT must be carried out by means of ACFT tractors and not by means of engine power.

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AIRPORT BRIEFING

1. GENERAL

1.5.2. TAXIING ON APRON

ACFT stand taxilanes on aprons have been classified as follows:

- L (East of U);
- N (between N3 and N-East);
- N-Blue;
- N-Orange;
- N3 (North of N);
- N5 (North of N);
- N7 (North of N);
- N8 (North of N);
- N8-Blue;
- N8-Orange;
- N13;
- N14 (North of N);
- S4 (South of S);
- S5 (South of S);
- S6;
- S7 (South of S);
- S8 (South of S);
- S9 (South of S);
- S11 (South of S);
- S13;
- S15;
- S23;
- Y7

Reduced wing-tip clearance for ACFT of EASA code A, B and C on ACFT stand taxilanes is minimum 15'/4.5m from obstacles.

Reduced wing-tip clearance for ACFT of EASA code D, E and F on ACFT stand taxilanes is minimum 25'/7.5m from obstacles and is minimum 8'/2.5m from parallel apron roadways or height restricted objects.

ACFT type A380-800 will be towed with reduced obstacle clearance of 16'/5m on TWY N11.

ACFT are permitted to taxi on the apron only at the indispensable minimum engine speed. As a rule, when taxiing (especially in turns), it shall be ensured that the engine power of all engines in operation is as synchronous as possible.

ACFT are not allowed to increase engine power significantly beyond idle speed, especially when taxiing within the apron cul-de-sacs or close to buildings. This particularly applies to the area of turn positions A1, B10 and C2.

When taxiing into parking stands, ACFT shall not stop in turns. If an ACFT comes to a stop, notify Apron Control prior to increasing engine power.

In the General Aviation area the wing-tip clearance is minimum 15'/4.5m.

Adhere strictly to the yellow, blue and orange taxi guidance lines. Adjust taxi speed accordingly.

1.5.3. TAXIING IN CASES OF LOW VISIBILITY

When leaving stand V173B at night and in other low visibility situations, nose gear lights shall generally be switched on. This shall not apply if ACFT is guided by Follow-me car and if the lights dazzle the pilot. In these situations, it is permitted to keep nose gear lights switched off even in cases of low visibility.

1.5.4. FAILURE OF AN ACFT'S ANTI-COLLISION LIGHT (BEACON)

Before push-back or entering the apron, the red anti-collision lights (beacon) of an ACFT shall be switched on. If one anti-collision light (beacon) on the ACFT is inoperative, the pilot shall inform apron control and, additionally, switch on the white wing-tip strobe lights.

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AIRPORT BRIEFING

1. GENERAL

1.5.5. SEPARATE CENTERLINES FOR ACFT TYPE A380

Stands C14, C15 and C16 have separate centerlines only available for ACFT type A380 designated with C14S, C15S and C16S. To park other ACFT types, the centerlines C14, C15 and C16 shall be used. The separate centerlines C14S, C15S and C16S are parallel to centerlines C14, C15 and C16. Due to the short distance between the centerlines C14 and C14S, C15 and C15S as well as between C16 and C16S, the pilot shall pay special attention when taxiing onto the stand.

1.5.6. DEVIATIONS TO EASA REGULATIONS

1.5.6.1. TWYs

Fillets

At numerous TWYs, the distances from the taxi guideline to the TWY side strip marking are up to 1.6'/0.5m less than required in curves. Therefore, taxiing in TWY curves always has to be performed with great accuracy at Frankfurt APT.

Rapid exit TWYs: TWY L7, L8, L10, L15

The radius of the turn-off curve is significantly less than the required minimum of 550m on rapid exit TWYs.

RWY holding positions: TWY L, L1, L21, M, M29, T, U, W, W9, Y, Y1, Y3, S33

At the following holding positions, approach surface 07C and/or take-off climb surface 25C are penetrated by holding ACFT:

- TWY L: CAT I RWY holding position before RWY 18;
- TWY M: CAT I RWY holding position before RWY 18 and RWY holding position M2;
- TWY L21: CAT I RWY holding position before RWY 07C/25C;
- TWY W: RWY holding positions W4, W6 and W8;
- TWY Y: RWY holding position Y2;
- TWY Y1: RWY holding position Y10.

At the following holding positions, approach surface 25C and/or take-off climb surface 07C are penetrated by holding ACFT:

- TWY L1: CAT I RWY holding position before RWY 07C/25C;
- TWY T: RWY holding positions T2 and T4;
- TWY U: RWY holding positions U2 and U4.

At the following holding positions, approach surface 07R is penetrated by holding ACFT:

- TWY M29: CAT I RWY holding position before RWY 07R/25L;
- TWY S33: RWY holding position S40;
- TWY W: RWY holding positions W6, W8 and W10;
- TWY W9: RWY holding position W9;
- TWY Y: RWY holding position Y6;
- TWY Y3: RWY holding position Y12.

At the following holding positions, approach surface 25L and/or take-off climb surface 07R are penetrated by holding ACFT:

- TWY T: RWY holding position T6 and T8;
- TWY U: RWY holding positions U6 and U8.

TWY width: TWY Y5

The TWY width is slightly less than the required 75'/23m for ACFT with an outer main gear wheel span 30'/9m to 49'/15m.

1.5.6.2. Clearance Distances

At a majority of the ACFT stands, the clearance distances to neighbouring objects are less than required.

Especially for ACFT stands A26-A40, safe horizontal distances of at least 3.6'/0.8m to height-restricted objects are to be expected in the area of the wings.

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FRANKFURT/MAIN, GERMANY

AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

1.6.1. GENERAL

On stands A11 thru A40, A50 thru A69, B20 thru B48, C4 thru C16, D1 thru D4A, D5 thru D8A, E2, E2A, E5, E5A, E6 thru E9A, F211 thru F232, F233, F234 thru F238, G1 thru G16, H14, J2 thru J11, K2 thru K10, V93 thru V130, V143, V144, V266 thru V270, V322 thru V328 and V702 thru V721 push-back required.

In order to protect ground handling personnel from jet blast and to avoid damage, pilots are not allowed to increase engine power significantly above idle speed during taxi procedures into and out of stands, in particular for stands A1, B10 and C2.

On stands A11, A13 thru A26, A28, A30, A34, A36, A38, A40, A50, A52, A54 thru A54B, A58 thru A58B, A62 thru A62B, A66 thru A66B, A69, B20, B22 thru B28, B41 thru B48, C4, C5, C6, C8, C11, C13, C14, C14S, C15, C15A, C15S, C16, C16A, C16S, D1, D1A, D4, D4A, D5, D5A, D8, D8A, E2, E2A, E5, E5A, E6, E6A, E9, E9A, F211, F213, F214, F215, F231, F232, F233, F237, F238, G1 thru G9, K2, K4, K6, K8, K10, V106 thru V130 and V266 thru V270 Visual Docking Guidance System (A-VDGS) available.

1.6.2. USE OF AUXILIARY POWER UNIT (APU)

The use of the APU shall be reduced to the absolute minimum required. The APU should be switched off at the end of deboarding at the latest and switched on again 5 minutes before the start of boarding at the earliest, provided this is possible in line with technical/operational requirements for the respective flight operation.

1.7. OTHER INFORMATION

Glider areas in vicinity of APT.

Bird strike warning system for RWY 07L APCH available.

For APT Collaborative Decision Making (A-CDM) see ATC pages Germany.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Frankfurt ATC will apply the following "NIGHT Procedures":

Between 2200-0500LT all inbound ACFT shall expect a RNP X approach.

In addition, pilots should be prepared not to expect a descent clearance below FL070 until 6NM prior to reaching KUGUK and/or ORVIV (RWYs 25C/25L) and 6NM prior to reaching ULNOK and/or IBLUS (RWYs 07C/07R). Pilots shall adjust their speed accordingly and are urgently requested to conduct the descent from FL070 as continuous descent, whenever possible.

In the case that RNP X approach procedures cannot be applied due to the absence of RNP equipment or restricting weather minima, pilots will be issued a clearance for an ILS approach in compliance with the "NIGHT approach procedures" described below.

During "NIGHT approach procedures" inbound ACFT should expect clearances whereby the final track will be reached not closer to the APT than:

- approximately 18NM (RWYs 25 C/L); and
- approximately 19NM (RWYs 07 C/R) from THR.

This corresponds with the waypoints DF622 (25L), DF522 (25C), DF652 (07R) and DF552 (07C). The fly-by function of these waypoints is not affected.

Pilots should subsequently expect a clearance for an ILS approach with GP interception at 5000'.

2. ARRIVAL

In addition, pilots should expect a clearance to descend below FL070 only 6NM prior to reaching the above-mentioned points. Pilots should adjust their speed accordingly and are urgently requested to perform their descent from FL070 as a continuous descent whenever possible.

These procedures may not be applied:

- to flights with STS/HOSP;
- in meteorological conditions such as CB,TS;
- in emergencies.

In the event of a technical failure of the ILS equipment, i.e. the need to fly non-precision approaches, descent clearances to 4000' will be issued.

2.2. CAT II/III OPERATIONS

RWYs 07L, 07C, 07R, 25L, 25C and 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

ACFT of CAT SUPER will not be included in high intensity RWY operations, but should also vacate the RWY as quickly as possible.

At NIGHT, the use of HIRO is restricted to RWY 07L/25R and RWY 07R/25L.

2.3.1.1. APPROACH

ACFT on A- and D-STARs will be guided onto RWY 07L/25R, while ACFT on B- and C-STARs will be guided onto RWY 07R/25L. Irrespective of this, approaching ACFT which are planned to be parked at an ACFT stand in Cargo City South or at the GAT will preferably be guided to RWY 07R/25L. If operationally possible, ACFT which are parked in the Eastern section of the Northern apron and at T3 will also be guided to RWY 07R/25L.

When changing frequencies from LANGEN Radar to FRANKFURT Arrival initial call shall be restricted to

FRANKFURT ARRIVAL + CALLSIGN + WAKE TURBULENCE CATEGORY

if other than "M" to avoid frequency congestion. When being transferred from approach control to aerodrome control the initial call shall consist of FRANKFURT TOWER, CALL SIGN, TYPE OF APPROACH + RWY

2.3.1.2. APPROACHES AT A GLIDE ANGLE OF 3.2°

RWY 07L/25R is equipped with two ILS systems for each landing direction.

One ILS per landing direction radiates signals for a glide angle of 3.2°, the other one for a glide angle of 3.0°.

The PAPI systems indicate the correct path down to a height of 200' for 3.0° and 3.2°.

Regular operations will be conducted under CAT I conditions only. The approach procedure will only be assigned if no long-lasting tail wind (more than 30 minutes) is expected. If tail wind prevails or is to be expected, the provisions of Item 1.2.1.1. will be applied and an ILS approach procedure at 3.0° will be assigned for RWY 07L/25R.

If it is not possible to conduct an approach at 3.2° for safety reasons, the pilot shall mention this in the initial call to LANGEN Radar. Such ACFT will be assigned another RWY.

2.3.1.3. ARRIVALS

Pilots are reminded:

- to plan and to name the expected rapid exit TWY during the APCH briefing;
- to vacate the RWY as quickly as possible;
- to adjust taxi speed after touchdown when it is evident that the ACFT will miss the planned rapid exit TWY. Low taxi speeds shall be avoided on the RWY.

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2. ARRIVAL

Whenever RWY conditions permit, the following rapid exit TWYs shall be considered for planning:

| RWY | ACFT | Preferred Turnoffs | Dist from THR ft (m) |
|-----------------|----------------------|--------------------|-------------------------|
| 07L | HEAVY (except SUPER) | P6 | 7382' (2250m) |
| | MEDIUM (JET) | P8 | 5741' (1750m) |
| | MEDIUM (PROP)/LIGHT | P10 | 4429' (1350m) |
| 07C DAY only | HEAVY (except SUPER) | L9 | 8202' (2500m) |
| | MEDIUM/LIGHT | L11 | 5906' (1800m) |
| 07R | HEAVY (except SUPER) | M13 | 7054' (2150m) |
| | MEDIUM/LIGHT | M15 | 5659' (1725m) |
| 25L | HEAVY (except SUPER) | M21 | 7464' (2275m) |
| | MEDIUM (JET) | M17 | 6135' (1870m) |
| | MEDIUM (PROP)/LIGHT | M11 | 3560' (1085m) |
| 25C DAY only | HEAVY (except SUPER) | L13 | 6742' (2055m) |
| | MEDIUM (JET) | L10 | 5577' (1700m) |
| | MEDIUM (PROP)/LIGHT | L8 | 3691' (1125m) |
| 25R | HEAVY (except SUPER) | P20 | 7382' (2250m) |
| | MEDIUM (JET) | P16 | 5741' (1750m) |
| | MEDIUM (PROP)/LIGHT | P14 | 4429' (1350m) |

Aerodrome Control may apply reduced separation on RWYs. Any changes in separation by Aerodrome Control shall be observed.

Pilots may only change the frequency after landing if instructed to do so by Aerodrome Control.

If pilots do not receive further taxi clearance, they shall stop in front of a RWY and the corresponding landing and take-off climb surfaces and TWYs L and N11.

2.4. TAXI PROCEDURES

To maintain smooth taxiing traffic, ACFT having landed on RWY 07R/25L will be guided, if possible, to defined change-over points, depending on the assigned parking position, to cross RWY 07C/25C.

This procedure will be withdrawn during adverse weather conditions, at the latest when CAT III operation is in force.

Exiting RWY 25C out of exit TWY L8 up to code C only.

2.5. OTHER INFORMATION

Parallel independent operation may be in force.

2.5.1. FLIGHT AND DESCENT PLANNING

For flight and descent planning purposes expect the following levels at the transfer points from LANGEN ACC to FRANKFURT APP:

- KERAX between FL130 and FL110;
- SPESA between FL120 and FL100;
- ROLIS at FL150;
- UNOKO between FL130 and FL110 (at RAMOB).

These levels shall only be used for planning purposes. The actual transfer level will be cleared by ATC individually.

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3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

In addition to clearances via radio, DFS Deutsche Flugsicherung GmbH offers to issue start-up approval and en-route clearance by means of data link (Eurocae Standard ED85A).

The following time parameters apply to data link departure clearances (DCL):

- t_i 30 minutes prior to TOBT (earliest point in time for cockpit RCD message).
- t_f TSAT (latest point in time for cockpit RCD message).
- t_0 1 minute (defined standard).
- t_1 5 minutes (defined standard).
- t_2 1 minute (defined standard).

The clearance (CLD - departure clearance uplink message) issued by the tower is based on TSAT - "Start-up approved according TSAT". The TSAT issued at this point in time by means of the TSAT reporting channels applies. In addition, the pilot shall monitor TSAT updates. After completion of the data link process, the pilots shall maintain continuous air-ground voice communication watch on the frequency given in the CLD and shall refrain from asking questions about the start-up approval.

Depending on the traffic and weather situation, the process can be altered and the enroute clearance can be transmitted separately via data link (CLD) after receiving an RCD, while start-up approval will be issued at a later point in time.

Pilots are obliged to state during their initial call (RCD) whether only an enroute clearance (Request ENROUTE CLEARANCE) or a combined enroute and start-up approval (Request START-UP and ENROUTE CLEARANCE) is requested.

Pilots shall maintain continuous air-ground voice communication watch on frequency FRANKFURT Delivery throughout the complete process.

3.2. DE-ICING

3.2.1. GENERAL

Notification of ACFT de-icing may be sent on frequency 121.985 or via phone 069/690-30560 by the ACFT operator or his representative. In the period of 1 May up to and including 14 October, requests for ACFT de-icing can only be made by phone: 069/690-30560.

3.2.2. ACFT STANDS

The de-icing of ACFT at the respective ACFT stands will take place with engines switched off, passenger bridges cast off, and the ACFT clear of handling equipment.

3.2.3. REMOTE DE-ICING PADS (DPS)

The remote De-icing Pad West (DPW) falls within the responsibility of Aerodrome Control and includes de-icing pads DP1 and DP2. When carrying out de-icing procedure, responsibility will temporarily be transferred to FRANKFURT Apron.

If necessary for operations, the ADC will assign ACFT to be de-iced at additional locations (TWY N7, positions V159, V161 and G16A). Instructions for taxiing to and onto these positions will be issued by FRANKFURT Apron. ACFT will be guided by a marshaller to the de-icing position. The marshaller's instructions must be followed. When requested by FRANKFURT Apron, radiotelephony communication shall be established with the de-icing crew on the frequency assigned. ACFT parked on positions East of TWY N3 which intend to depart from RWY 18 can be de-iced at position G16A with running engines.

De-icing on DP1 and DP2 Center MAX wingspan less than 262'/80m.

De-icing on DP2 East and DP2 West MAX wingspan less than 118'/36m.

ACFT which were de-iced on DP1 will be guided to TWY W1 by Apron Control before handed over to ATC.

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After de-icing on DP2 intersection take-off out of TWY W3 from RWY 18 required.

On the remote de-icing pads, only jet ACFT with running engines will be de-iced. Propeller ACFT will not be de-iced for safety reasons.

Underwing de-icing or with hot air, de-icing of undercarriage or de-icing with special viscosities, the control of the central engines (e.g. DC10, MD11), as well as special examinations of individual ACFT parts (e.g. hands on checks) cannot be carried out on the remote de-icing pads.

ACFT will be positioned on de-icing pad DP1 by an eyeline to the LEFT of centerline, which depicts the exact holding position to the pilot optically. This taxiing-aid is made up of 5 amber surface lights with single-sided beams. If the surface lighting or the eyeline is out of order, ACFT will be guided by a marshaller.

ACFT will be positioned on de-icing pad DP2 by an eyeline to the LEFT of the respective centerline, which enables the pilot to visualize the exact holding position. This eyeline is made up to 5 yellow surface lights which shine on one side. If centerline lighting or eyeline is out of operation, ACFT will be guided by a marshaller.

During the de-icing proceedings, the pilot-in-command shall ensure continuous listening watch on the respective frequency of FRANKFURT Apron. After de-icing proceedings have been concluded, the pilot-in-command shall report to FRANKFURT Apron that he is ready to taxi.

3.3. START-UP AND TAXI PROCEDURES

3.3.1. GENERAL

At TOBT, the ACFT must be ready for start-up or on-stand de-icing, and the pilot shall maintain continuous air-ground voice communication watch on the frequency of FRANKFURT Delivery.

Start-up may be requested and approved either via radio or data link (DCL).

Starting engines on push-back stands may only take place prior to push-back operation and after prior approval by apron control.

ACFT parking on stand B10 have to contact FRANKFURT Apron, prior to actual engine start-up.

3.3.2. FROM 0600-2200LT

All ACFT parked at positions East of TWY N3 and planned for departure from RWY 18 have to expect to taxi via TWYs U, T, R and S. Departure will take place basically from position S. Pilots unable to comply with these conditions shall advise FRANKFURT Apron upon initial contact.

3.3.3. STANDARD TAXI ROUTE (STR)

| Name | Handover from Apron to DFS | Taxi Instructions | Holding Point |
|--------------|----------------------------|-------------------|---------------|
| TRANSITION 1 | STOP U2 | U-S-S11-R-S28-S | S-RWY18 |

If the flight crew is unable to follow the standard taxi route TRANSITION 1, they shall inform during the initial call.

If the flight crew becomes unsure about TRANSITION 1, they shall request an individual clearance.

3.3.3.1. VOICE COMMUNICATION

Standard taxi route TRANSITION 1.

ACFT CALL SIGN.

Taxi to holding point RWY 18, intersection Sierra, via TRANSITION 1.

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. OPERATIONAL RWY USE AND SID CONCEPT - STANDARD OPS

In general, pilots have to expect en-route clearance according to this concept. OPR are requested to file SID in flight plan according to this guideline. Deviating SID in flight plan will be changed automatically. Route details and further non-standard SIDs see 10-3 pages. Non-standards on pilot's 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 | RWY (C)enter (L)eft (R)ight | SID Route Designator | Direction/ACFT CAT | NAV Spec |
|------------|-----------------------------|----------------------|---|----------|
| 25/18 | | | <p>RWY 25C for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK). <i>RWY 25L</i> with special authorization by <i>TWR only</i> . RWY 18 for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (CINDY), E (SULUS).</p> | |
| 07/18 | | | <p>RWY 07C for DEP to the NW (OBOKA), N (MARUN), NE (TOBAK), E (SULUS) and EDDN Area (KOMIB). <i>RWY 07R</i> with special authorization by <i>TWR only</i>. RWY 18 for DEP to the SW (SOBRA, ULKIG), S (ANEKI), SE (CINDY).</p> | |

3. DEPARTURE

In general, pilots have to expect en-route clearance according to this concept. OPR are requested to file SID in flight plan according to this guideline. Deviating SID in flight plan will be changed automatically. Route details and further non-standard SIDs see 10-3 pages. Non-standards on pilot's 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 | RWY (C)enter (L)eft (R)ight | SID Route Designator | Direction/ACFT CAT | NAV Spec |
|------------|-----------------------------|--|--|----------|
| 25 | C + L | FOXTROT | 2-engined HEAVY ACFT to the N, NE. | RNAV-1 |
| | C + L | GOLF | 2-engined HEAVY ACFT to the NW, N, NE. | RNAV-1 |
| | | | All ACFT to the NW, N, NE unable to comply with restrictions on SIDs northbound. | |
| | C | MIKE | All ACFT, except 2-engined HEAVY ACFT, to the NW, N, NE unable WHISKEY. | BRNAV |
| | C | WHISKEY | Shall be used by all ACFT, except 2-engined HEAVY ACFT, to the NW, N, NE complying with RNP-1 and RF-leg requirements instead of MIKE. | RNP-1* |
| | L | HOTEL | All ACFT RWY 25L (with special authorization by TWR only), except 2-engined HEAVY ACFT, to the NW, N, NE unable KILO. Shall be used by all ACFT RWY 25L (with special authorization by TWR only), except 2-engined HEAVY ACFT, to the NW, N, NE complying with RNP-1 and RF-leg requirements instead of HOTEL. | BRNAV |
| | L | KILO | | RNP-1* |
| | C + L | NOVEMBER | Between 2200-0700LT: All 3- and 4-engined HEAVY and SUPER ACFT due to noise abatement. | RNAV-1 |
| | C + L | PAPA | Single- and Twin-Props may use PAPA to the SW instead of RWY 18. | RNAV-1 |
| C + L | QUEBEC | In case of RNAV-failure and by ATC only. | NON RNAV | |

* Check SID description for required NAV-specification/sensor restriction.

3. DEPARTURE

In general, pilots have to expect en-route clearance according to this concept. OPR are requested to file SID in flight plan according to this guideline. Deviating SID in flight plan will be changed automatically. Route details and further non-standard SIDs see 10-3 pages. Non-standards on pilot's 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 | RWY (C)enter (L)eft (R)ight | SID Route Designator | Direction/ACFT CAT | NAV Spec |
|------------|--|---|--|----------|
| 07 | C + R | CHARLIE | In case of RNAV-failure and by ATC only. | NON RNAV |
| | C + R | DELTA | All HEAVY and SUPER ACFT to the NW, N, NE, E. | BRNAV |
| | | | All MEDIUM and LIGHT ACFT to the NE, E or if considered necessary by ATC. | |
| | | | All MEDIUM and LIGHT ACFT to the NW, N if considered necessary by ATC. | |
| | Between 2200-0700LT: All ACFT to the NW, N, NE, E due to noise abatement. | | | |
| C + R | ECHO | Between 0700-2200LT: All MEDIUM and LIGHT ACFT to the NW, N. | BRNAV | |
| 18 | | BRAVO | In case of RNAV-failure and by ATC only. | NON RNAV |
| | | LIMA | All ACFT to the SW, S, SE. All ACFT to the NW (by ATC only). | RNAV-1* |
| | | UNIFORM | Shall be used by all ACFT to the SW complying with the restrictions and RNP-1 and RF-leg requirements. | RNP-1 |
| | | SIERRA | All ACFT to the SE. All ACFT to the SW, NW, N, NE (by ATC only). | RNAV-1* |
| | | ROMEO | Between 2300-0600LT: All ACFT to the NW, N, NE (by ATC only). | RNAV-1* |

* Check SID description for required NAV-specification/sensor restriction.

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10-1P15

Eff 10 Aug

AIRPORT BRIEFING

3. DEPARTURE

3.4.2. ADDITIONAL NOISE ABATEMENT MEASURES

3.4.2.1. OPERATIONAL CONCEPT "NOISE RESPITE PERIODS"

At APT, noise respite periods for operating direction 25 will be implemented in accordance with the following plan.

As a rule, the following RWY shall always be used during the times shown:

Between 0500-0600LT

- RWYs 25C/R shall be used for landing;
- RWY 25L shall be used for departing.

Between 2200-2300LT

- RWY 25L shall be used for landing;
- RWYs 18 and 25C shall be used for departing.

GENERAL

As a rule, noise respite periods will always be implemented in the time periods between 0500-0600LT and between 2200-2300LT, provided the conditions required by air traffic control are met.

In the provision of air traffic control, the following flights, among others, will be exempt from the regulations of the noise respite periods:

- Flights for which the pilot has declared an emergency or which are apparently in an emergency situation, including flights affected or threatened by unlawful interference;
- Security flights of air defense;
- Flights on search and rescue missions;
- Flights transporting sick or injured persons requiring immediate medical assistance (including flights designated as LHO (Live Human Organ));
- Government flights, including flights with Head of State status in accordance with the regulations laid down by the Federal Ministry of Transport and Digital Infrastructure (BMVI);
- Flights where a pilot requests the use of a certain RWY for safety reasons;
- Particularly endangered flights;
- Calibration flights.

In addition, noise respite periods will not be implemented when restricted by infrastructure or poor weather conditions (e.g. construction work, snow clearing).

Further information can be found in the "alliance paper" which is the basis for the respite periods (www.wirtschaft.hessen.de).

PROCEDURES

The provisions concerning delayed take-offs and landings of ACFT described in Para 1.2.2. remain unchanged.

If the APT operator Fraport or an airline using the APT thinks that the implementation of the noise respite period in the morning or evening is very likely to lead to operational disruptions, they shall inform the aviation supervision office (Luftaufsicht) about this. The aviation supervision office will then suspend the noise respite period without further formalities or verification processes.

The aviation supervision office (Luftaufsicht) will inform Fraport about the suspension of the noise respite period. Fraport will in turn inform the air navigation services and airlines using its communication channels.

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10-1P16

Eff 13 Jul

AIRPORT BRIEFING

3. DEPARTURE

3.4.3. DEDICATED RWY OPERATIONS (DROPS)

When RWY 07 is in use, between 0500-0600LT RWY utilization will be arranged on **odd** calendar days:

All take-offs will be handled via RWY 18, thus avoiding the utilisation of the RWYs 07C/07R for take-offs.

When using the DROps procedures and operating direction 07 for departures to the North, only SIDs with the designation "R" will be allocated by the AD control tower. ACFT unable to adhere to "Cross FFM R-200 at or above 2500'" on the SIDs with the designation "R" will only be granted start-up approval and enroute clearance after coordination has taken place with the approach control unit.

Special Features

If meteorological conditions and/or other operational conditions do not allow the use of RWY 18, another RWY will be allocated after coordination has taken place with the approach control unit. This also applies to ambulance flights and/or flights with corresponding priority of service.

On **even** weekdays, the current procedures employed and published shall apply.

3.5. RWY OPERATIONS

3.5.1. CALCULATED TAKE-OFF TIME (CTOT) AND SLOT PROCEDURES

Departing ACFT shall be ready for take-off at the RWY 5 minutes prior to CTOT at the earliest, and at CTOT at the latest.

3.5.2. HIGH INTENSITY RWY OPERATIONS (HIRO)

ACFT that are not ready for departure will not receive clearance to line up.

Pilots are requested to report to Aerodrome Control if they are not ready to depart without being asked.

Pilots shall advise Aerodrome Control on initial call of the earliest possible intersection take-off.

When using RWYs 07 and 18, pilots of ACFT of wake turbulence categories light and medium which are taxiing to RWY 18 via TWY N or L due to their ACFT stand shall calculate the take-off run from the intersection to TWY M in order to avoid a departure delay due to required separation from arriving ACFT on RWY 07R.

Pilots who cannot accept a take-off run from the intersection of TWY M are requested to advise ATC at the same time they request start-up approval.

The entire RWY system is characterized by interdependencies. Pilots are thus expected to begin their take-off runs immediately after receiving their take-off clearance.

After take-off, ACFT should rapidly accelerate to the published maximum speed for the initial segment of the cleared SID. Afterwards, or if there is no published MAX speed, ACFT below FL100 should rapidly accelerate to 250 KT.

3.6. OTHER INFORMATION

3.6.1. GENERAL

When glider areas in vicinity of APT activated, expect higher crossing altitude by ATC for SIDs which require higher climb gradient than standard.

Winds between 200° and 160° in a clockwise direction and speeds of 15 KT and more shall be expected on RWY 18. Gusts and strong windshifts up to tail wind components may occur.

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 FRANKFURT / MAIN, GERMANY
 RNAV STAR

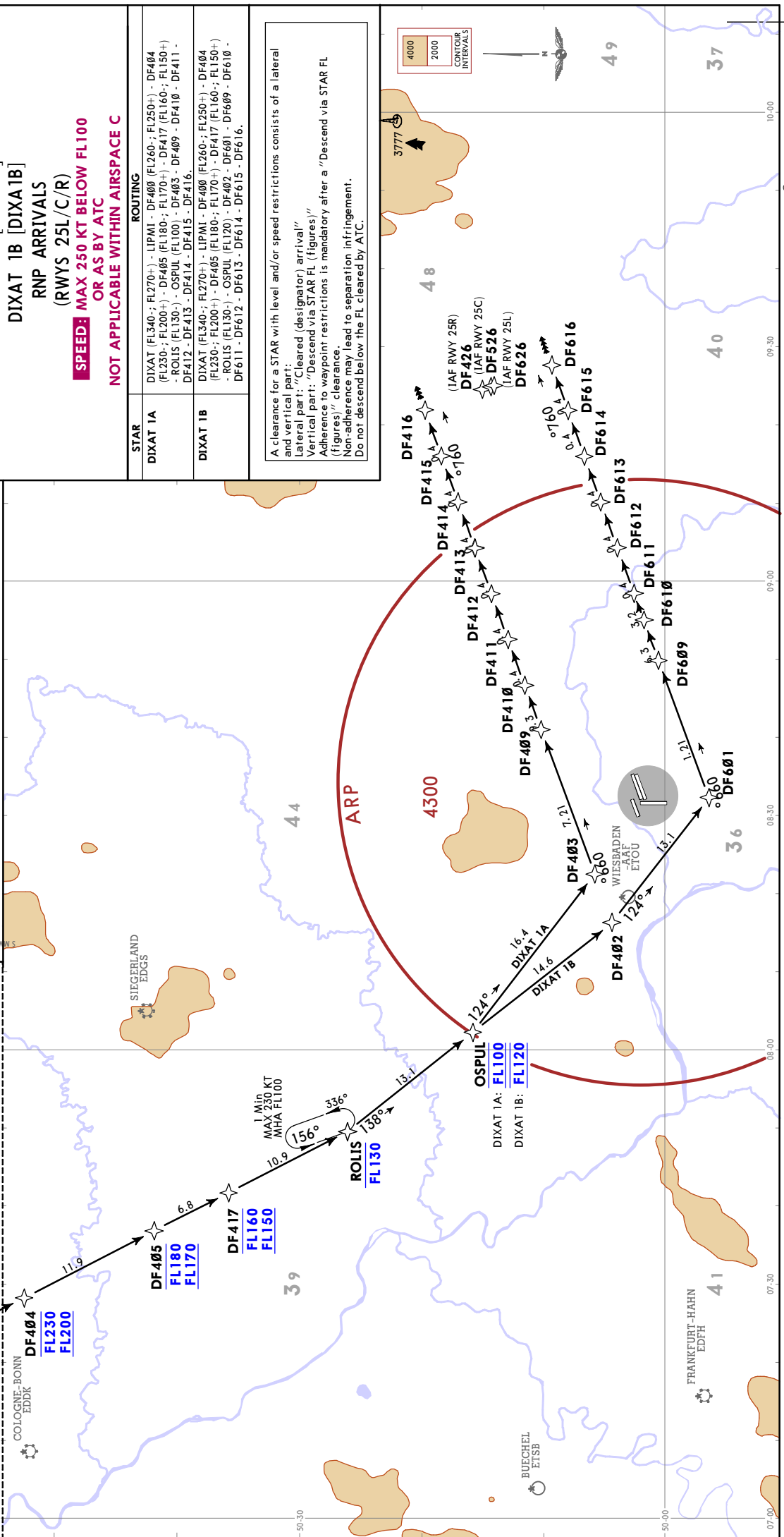
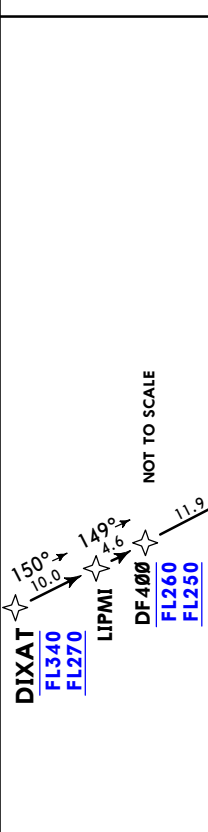
| | | | |
|---|---------|----------|-----|
| D-ATIS | 118.030 | Apt Elev | 363 |
| Alt Set: hPa (IN on request) | | | |
| Trans level: By ATC | | | |
| RNP 1 required | | | |
| 1. MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received. | | | |
| 2. If unable to comply with level restrictions advise ATC. | | | |

DIXAT 1A [DIXA1A]
DIXAT 1B [DIXA1B]
RNP ARRIVALS
(RWYS 25L/C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

| STAR | ROUTING |
|-----------------|--|
| DIXAT 1A | DIXAT (FL340+; FL270+) - LIPMI - DF400 (FL260+; FL250+) - DF404 (FL230+; FL200+) - DF405 (FL180+; FL170+) - DF417 (FL160+; FL150+) - ROLIS (FL130-) - OSPUL (FL100) - DF403 - DF409 - DF410 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| DIXAT 1B | DIXAT (FL340+; FL270+) - LIPMI - DF400 (FL260+; FL250+) - DF404 (FL230+; FL200+) - DF405 (FL180+; FL170+) - DF417 (FL160+; FL150+) - ROLIS (FL130-) - OSPUL (FL100) - DF402 - DF601 - DF609 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |

A clearance for a STAR with level and/or speed restrictions consists of a lateral and vertical part:
 Lateral part: "Cleared (designator) arrival"
 Vertical part: "Descend via STAR FL (figures)"
 Adherence to waypoint restrictions is mandatory after a "Descend via STAR FL (figures)" clearance.
 Non-adherence may lead to separation infringement.
 Do not descend below the FL cleared by ATC.

LOST COMMS
 Flights shall follow the cleared STAR laterally and comply with the following instructions:
 If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at ROLIS descend to FL130 and continue on STAR thereafter without delay.
 If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF411/DF611 (RWY 25L), continue descend to 4000.
 When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.



CHANGES: DIXAT RNP STARs established, IMCOM RNP STAR transferred.
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JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV STAR

27 SEP 24 (10-2A) EFF 3 Oct

Alt Set: hPa (IN on request)
Trans level: By ATC
RNP 1 required

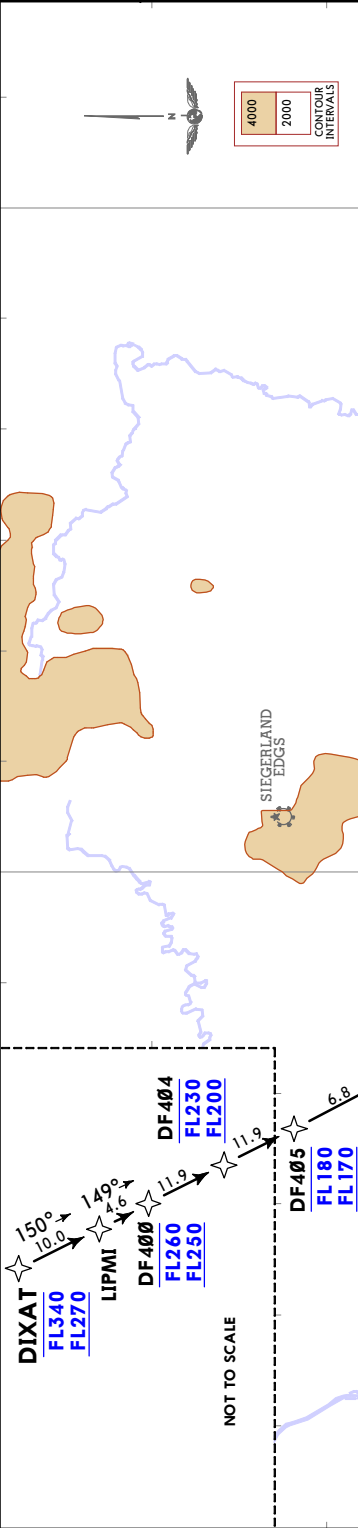
D-ATIS
118.030

Apt Elev
363

DIXAT 1C [DIXA1C]
DIXAT 1D [DIXA1D]
RNP ARRIVALS
(RWYS 07L/C/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

1. MAINTAIN downwind track beyond end point, if no succeeding instruction (vector/clearance for approach) is received.
2. If unable to comply with level restrictions advise ATC.



STAR

DIXAT 1C
DIXAT (FL340; FL270+) - LIPMI - DF400 (FL260; FL250+) - DF404 (FL230; FL200+) - DF405 (FL180; FL170+) - DF417 (FL160; FL150+) - ROLIS (FL130; - OSPUL (FL120) - DF639 - FFM - DF621 - DF622 - DF623 (K220; - DF613 - DF612 - DF611 - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644.

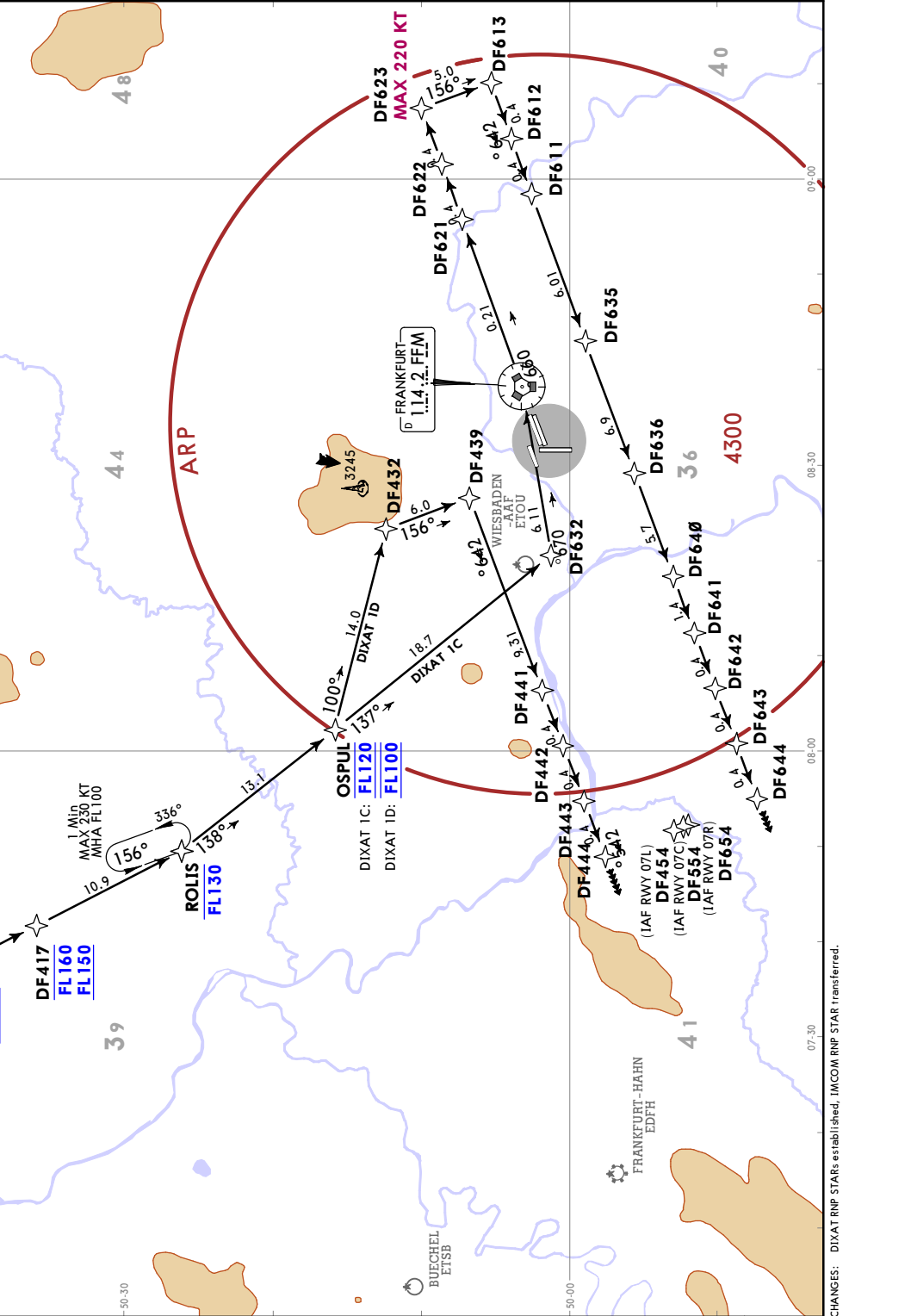
DIXAT 1D
DIXAT (FL340; FL270+) - LIPMI - DF400 (FL260; FL250+) - DF404 (FL230; FL200+) - DF405 (FL180; FL170+) - DF417 (FL160; FL150+) - ROLIS (FL130; - OSPUL (FL100) - DF432 - DF439 - DF441 - DF442 - DF443 - DF444.

ROUTING

DIXAT (FL340; FL270+) - LIPMI - DF400 (FL260; FL250+) - DF404 (FL230; FL200+) - DF405 (FL180; FL170+) - DF417 (FL160; FL150+) - ROLIS (FL130; - OSPUL (FL120) - DF639 - FFM - DF621 - DF622 - DF623 (K220; - DF613 - DF612 - DF611 - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644.

DIXAT (FL340; FL270+) - LIPMI - DF400 (FL260; FL250+) - DF404 (FL230; FL200+) - DF405 (FL180; FL170+) - DF417 (FL160; FL150+) - ROLIS (FL130; - OSPUL (FL100) - DF432 - DF439 - DF441 - DF442 - DF443 - DF444.

Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at ROLIS, descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR.
After passing DF439/DF636 (RWY07), continue descend to 4000.
When reaching end of STAR or already beyond, turn direct to IAF DF654 (RWY 07R) and follow an adequate instrument approach procedure to land on RWY 07R.



D-ATIS
118.030 Apt Elev **363**

Alt Set: hPa (IN on request)
Trans level: By ATC
RNP 1 required

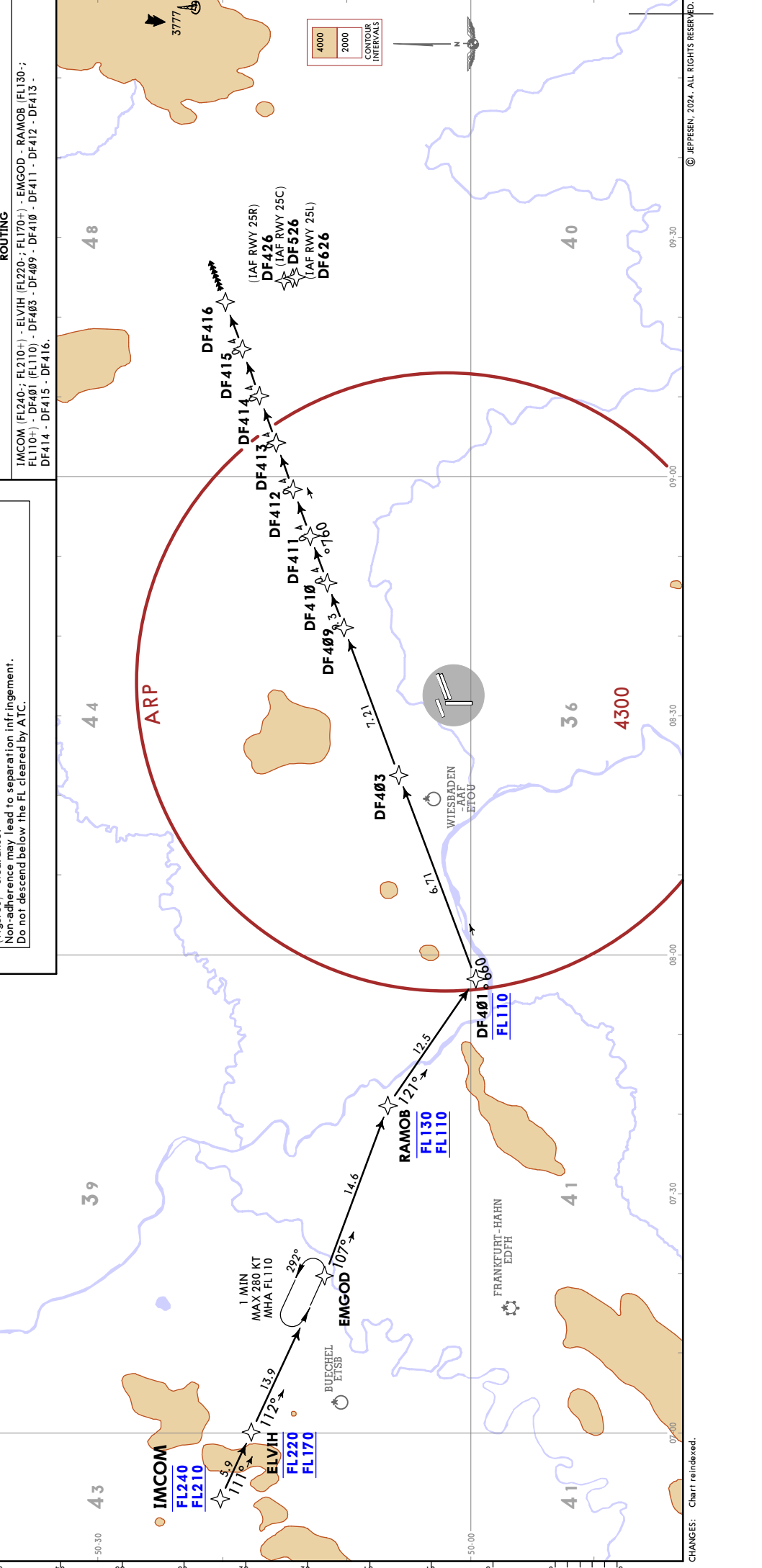
1. MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.
2. If unable to comply with level restrictions advise ATC.

IMCOM 1A [IMCO1A]
RNP ARRIVAL
(RWYS 25L/C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

COMMS LOST COMMS LOST

Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at EMGOD descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF411 (RWY 25), continue descend to 4000.
When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.

A clearance for a STAR with level and/or speed restrictions consists of a lateral and vertical part:
Lateral part: "Cleared (designator) arrival"
Vertical part: "Descend via STAR FL (figures)"
Adherence to waypoint restrictions is mandatory after a "Descend via STAR FL (figures)" clearance.
Non-adherence may lead to separation infringement.
Do not descend below the FL cleared by ATC.



EDDF / FRA
FRANKFURT / MAIN
JEPPERSENFRANKFURT / MAIN, GERMANY
RNAV STAR
 27 SEP 24 (10-2C) Eif 3 Oct

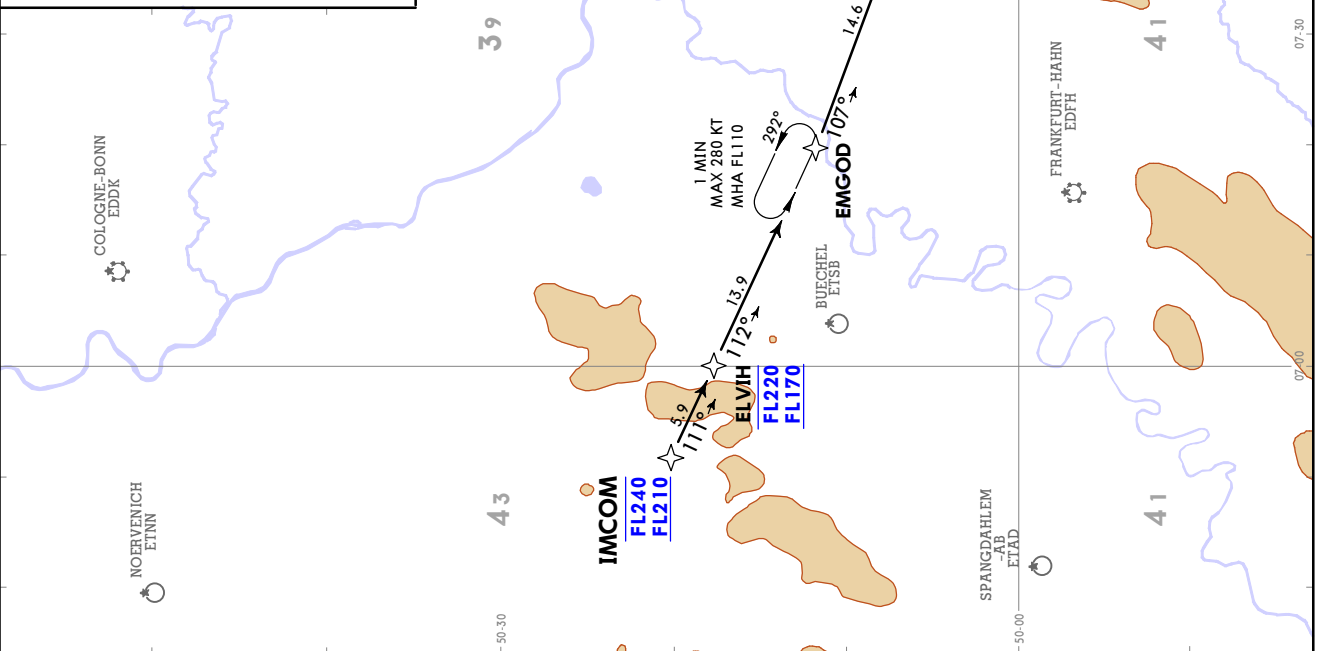
D-ATIS: **118.030** Apt Elev: **363**
 Alt Set: hPa (IN on request)
 Trans level: By ATC
 RNP 1 required
 1. MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.
 2. If unable to comply with level restrictions advise ATC.

IMCOM 1B [IMCO1B]
RNP ARRIVAL
 (RWYS 25L/C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

ROUTING
 IMCOM (FL240+; FL1210+) - ELVIH (FL220+; FL170+) - EMGOD - RAMOB (FL130) - DF401 - DF600 - DF601 - DF609 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
 Flights shall follow the cleared STAR laterally and comply with the following instructions:
 If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at EMGOD descend to FL130 and continue on STAR thereafter without delay.
 If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF611 (RWY 25), continue descend to 4000.
 When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.
 LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

A clearance for a STAR with level and/or speed restrictions consists of a lateral and vertical part:
 Lateral part: "Cleared (designator) arrival"
 Vertical part: "Descend via STAR FL (figures)"
 Adherence to waypoint restrictions is mandatory after a "Descend via STAR FL (figures)" clearance.
 Non-adherence may lead to separation infringement.
 Do not descend below the FL cleared by ATC.



JEPPESEN FRANKFURT/MAIN, GERMANY **RNAV STAR**
27 SEP 24 (10-2D) Eff 3 Oct

EDDF/FRA
FRANKFURT/MAIN

| | | |
|--|------------------------|---|
| D-ATIS 118.030 | Apt Elev 363 | Alt Set: hPa (IN on request) Trans level: By ATC |
| RNP 1 required | | |
| 1. MAINTAIN downwind track beyond end point, if no succeeding instruction (vector/clearance for approach) is received. | | |
| 2. If unable to comply with level restrictions advise ATC. | | |

IMCOM 1C [IMCO1C]
RNP ARRIVAL
(RWYS 07L/C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

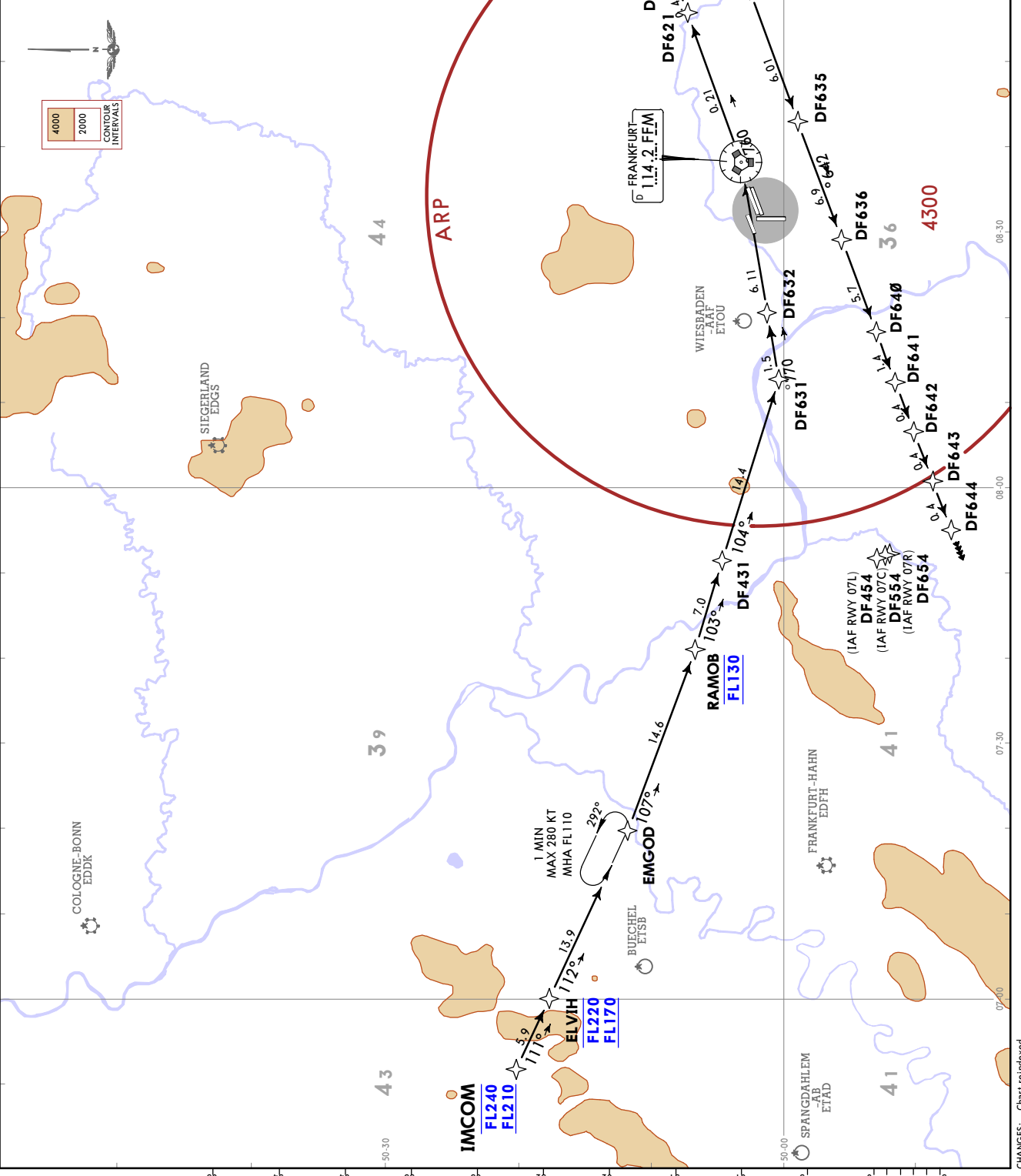
ROUTING

IMCOM (FL240+; FL170+) - ELVIH (FL220+; FL170+) - EMGOD - RAMOB (FL130) - DF431 - DF631 - FFM - DF622 - DF623 (K220+) - DF613 - DF612 - DF611 - DF635 - DF636 - DF641 - DF642 - DF643 - DF644.

LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS

Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at EMGOD, descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR.
After passing DF636 (RWY07), continue descend to 4000.
When reaching end of STAR or already beyond, turn direct to IAF DF654 (RWY 07R) and follow an adequate instrument approach procedure to land on RWY 07R.

A clearance for a STAR with level and/or speed restrictions consists of a lateral and vertical part:
Lateral part: "Cleared (designator) arrival"
Vertical part: "Descend via STAR FL (figures)"
Adherence to waypoint restrictions is mandatory after a "Descend via STAR FL (figures)" clearance.
Non-adherence may lead to separation infringement.
Do not descend below the FL cleared by ATC.



| | | | |
|----------------------------------|---------|----------|-----|
| D-ATIS | 118.030 | Apt Elev | 363 |
| Alt Set: hPa (IN on request) | | | |
| Trans level: By ATC | | | |
| RNAV (GPS, DME/DME, DME/DME/IRU) | | | |
| RNAV 1 required | | | |
| RADAR required | | | |

- 1. MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.
- 2. If unable to comply with level restrictions advise ATC.

DEBHI 1A [DEBH1A]
DEBHI 1B [DEBH1B]
RNAV ARRIVALS
(RWYS 25L/C/R)

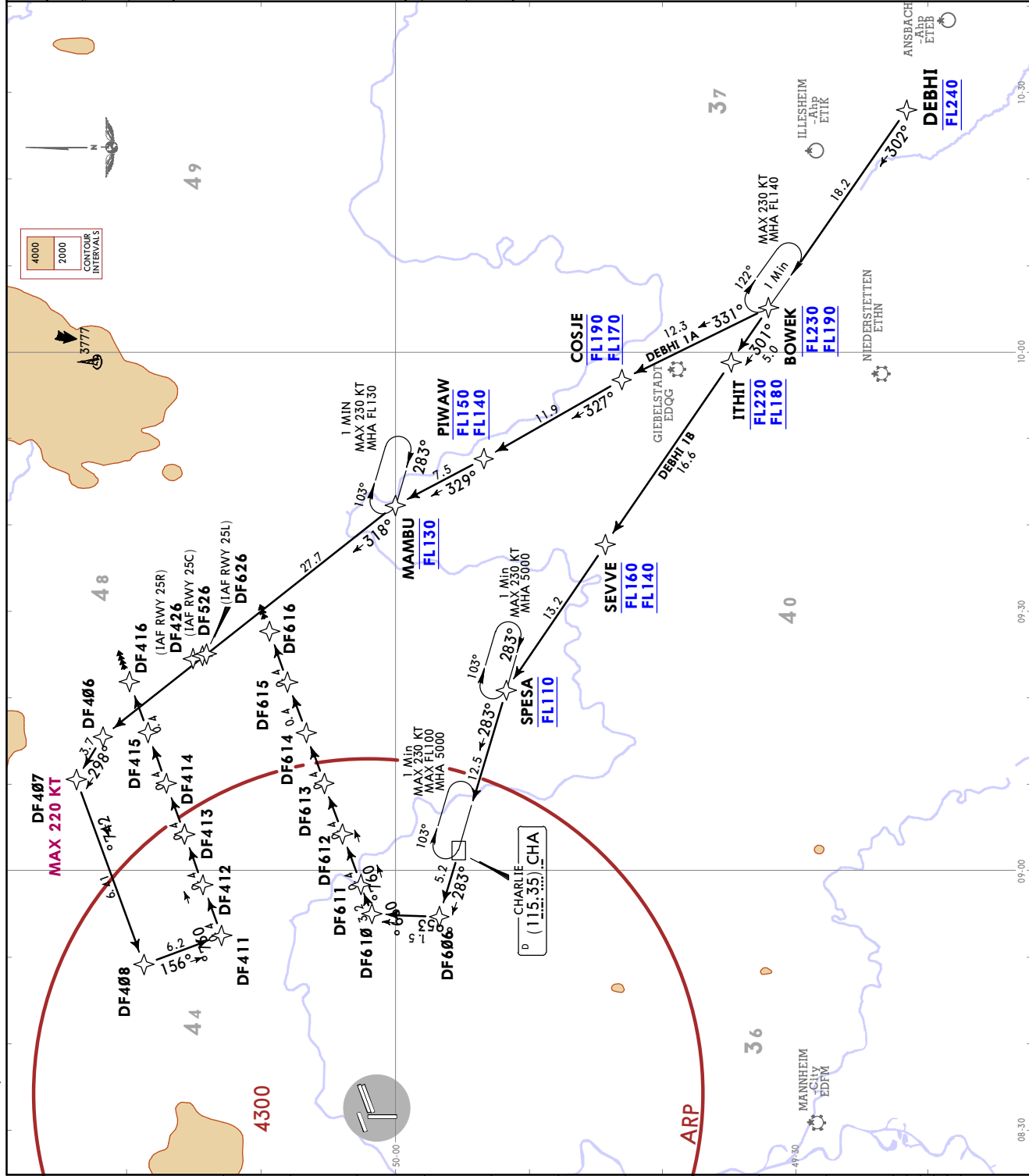
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

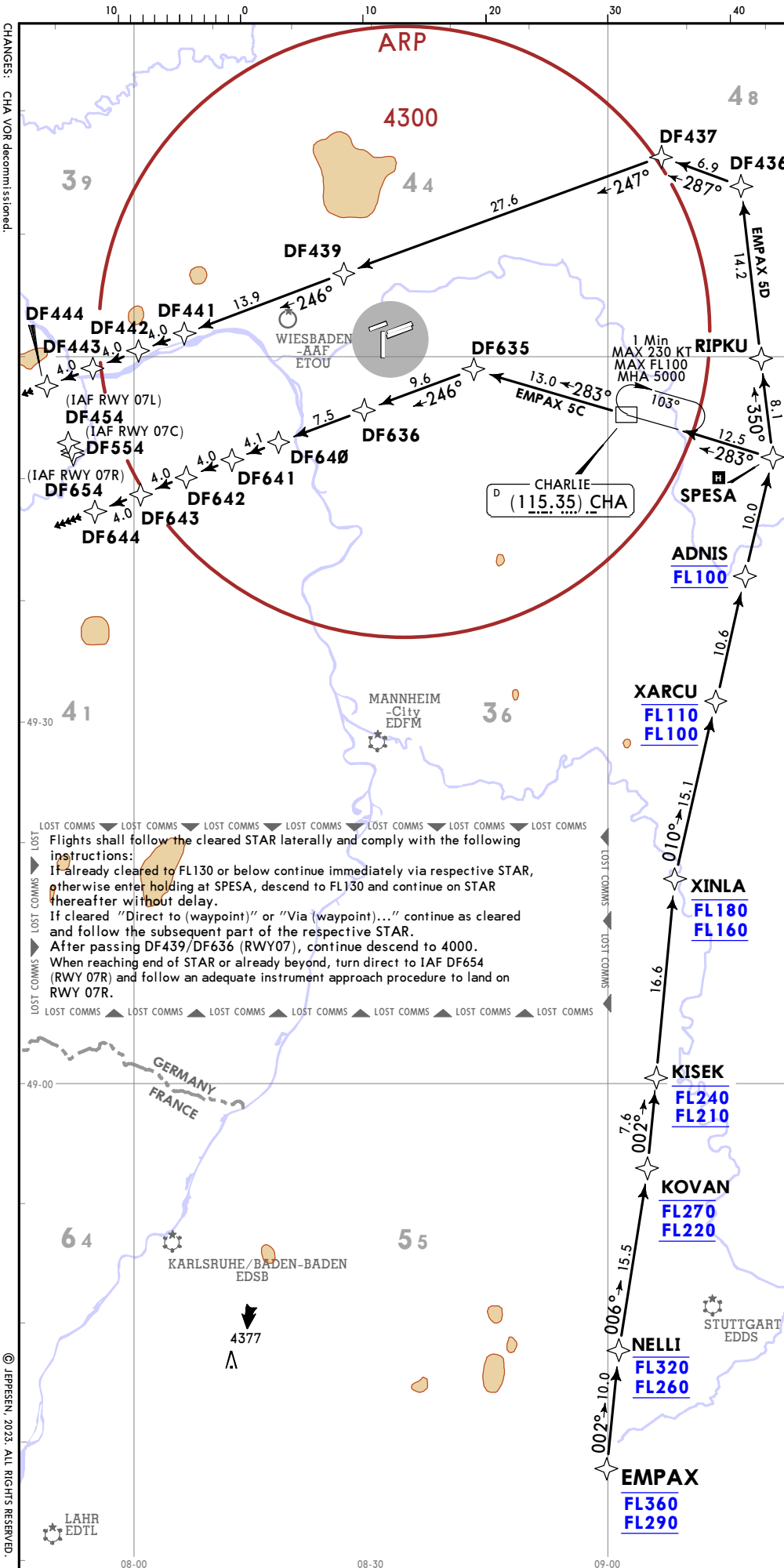
| STAR | ROUTING |
|--------------------|--|
| DEBHI 1A By ATC | DEBHI (FL240) - BOWEK (FL230; FL190+) - COSJE (FL190; FL170+) - PIWAW (FL150; FL140+) - MAMBU (FL130) - DF406 - DF407 (K220-) - DF408 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| DEBHI 1B | DEBHI (FL240) - BOWEK (FL230; FL190+) - ITHIT (FL220; FL180+) - SEVVE (FL160; FL140+) - SPESA (FL110) - CHA - DF666 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |

A clearance for a STAR with level and/or speed restrictions consists of a lateral and a vertical part:
Lateral part: 'Cleared (designator) arrival.'
Vertical part: 'Descend via STAR FL (figures).'

Adherence to waypoint restrictions is mandatory after a 'Descend via STAR FL (figures)' clearance. Non-adherence may lead to separation infringement. Do not descend below the FL cleared by ATC.

Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at MAMBU/SPESA descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)", continue as cleared and follow the subsequent part of the respective STAR. After passing DF411/DF611 (RWY 25), continue descend to 4000.
When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.





| | |
|---|--|
| D-ATIS 118.030 | Apt Elev 363 |
| Alt Set: hPa (IN on request) Trans level: By ATC | |
| RNAV (GPS, DME/DME, DME/DME/IRU) RNAV 1 required RADAR required | |
| <ol style="list-style-type: none"> 1. MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received. 2. If unable to comply with level restrictions advise ATC. | |
| EMPAX 5C [EMPA5C] EMPAX 5D [EMPA5D] RNAV ARRIVALS (RWYS 07L/C/R) SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC NOT APPLICABLE WITHIN AIRSPACE C SPEED RESTRICTION Initiate descent with last MACH number, on speed transition MAINTAIN 280 KT +/- 20 KT until SPESA or unless otherwise instructed by ATC. | |
| STAR | ROUTING |
| EMPAX 5C | EMPAX (FL360-; FL290+) - NELLI (FL320-; FL260+) - KOVAN (FL270-; FL220+) - KISEK (FL240-; FL210+) - XINLA (FL180-; FL160+) - XARCU (FL110-; FL100+) - ADNIS (FL100) - SPESA - CHA - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644. |
| EMPAX 5D By ATC | EMPAX (FL360-; FL290+) - NELLI (FL320-; FL260+) - KOVAN (FL270-; FL220+) - KISEK (FL240-; FL210+) - XINLA (FL180-; FL160+) - XARCU (FL110-; FL100+) - ADNIS (FL100) - SPESA - RIPKU - DF436 - DF437 - DF439 - DF441 - DF442 - DF443 - DF444. |

NIEDERSTETTEN
ETHN

A clearance for a STAR with level and/or speed restrictions consists of a lateral and a vertical part:
 Lateral part: 'Cleared (designator) arrival.'
 Vertical part: 'Descend via STAR FL (figures).'

Adherence to waypoint restrictions is mandatory after a 'Descend via STAR FL (figures).'

Non-adherence may lead to separation infringement.
 Do not descend below the FL cleared by ATC.

SCHWABEBISCH HALL
EDTY

SPESA

103°

1 Min

283°

MAX 230 KT
MHA 5000

EMPAX 5C [EMPA5C]
EMPAX 5D [EMPA5D]
RNAV ARRIVALS
(RWYS 07L/C/R)

CHANGES: CHA VOR decommissioned.

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EDDF/FRA
FRANKFURT/MAIN
8 DEC 23
JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV STAR

EDDF / FRA
FRANKFURT / MAIN

JEPPESEN FRANKFURT / MAIN, GERMANY
RNAV STAR

5 JUL 24 (10-2K) Eff 1 Jul

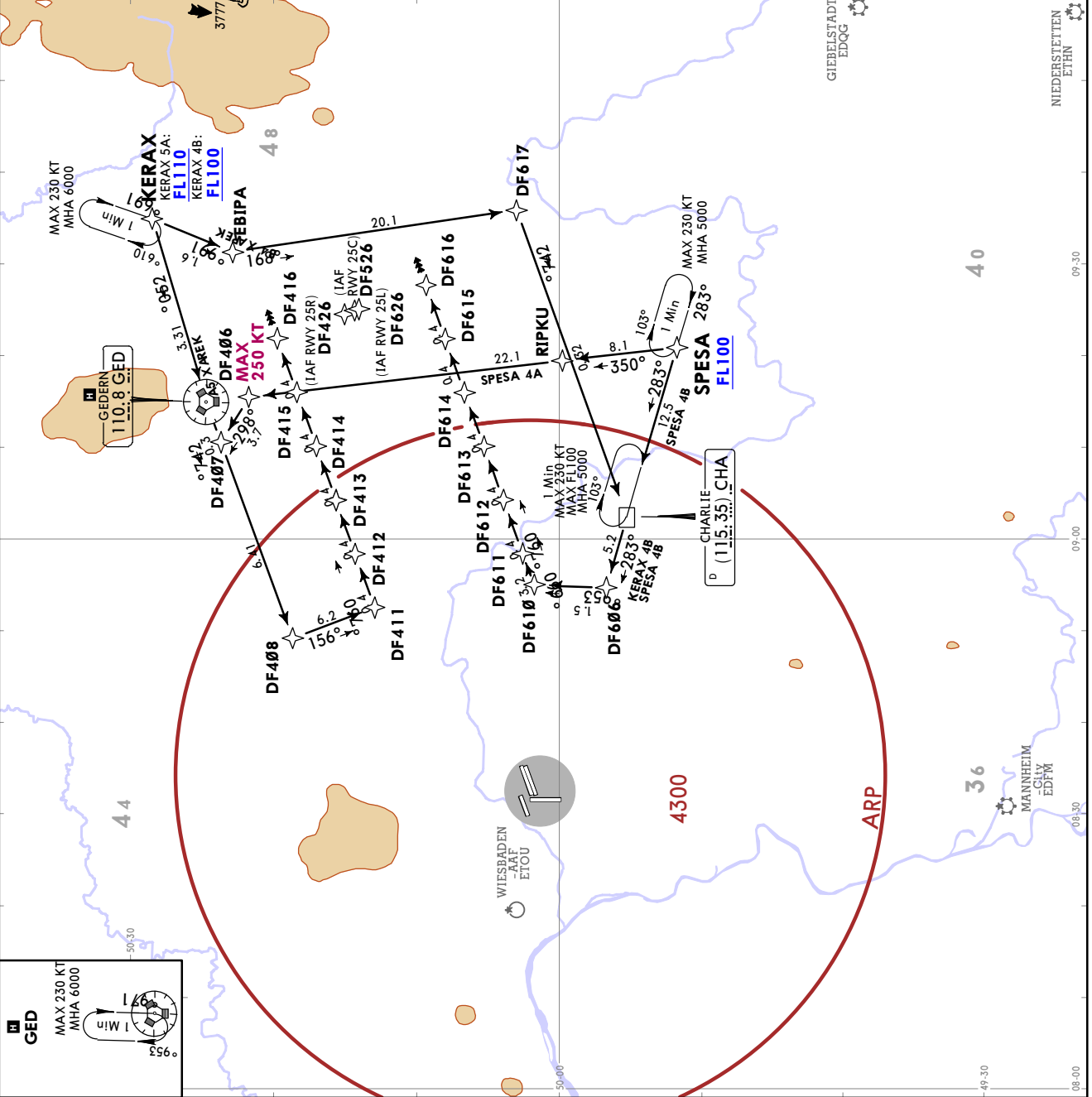
D-ATIS
118.030

Apt Elev
363

Alt Set: hPa (IN on request)
Trans level: By ATIS
RNAV (GPS, DME/DME, DME/DME/IRU)
RNAV 1 required
RADAR required
MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.

KERAX 5A [KERA5A]
KERAX 4B [KERA4B]
SPESA 4A [SPESA4A]
SPESA 4B [SPESA4B]
RNAV ARRIVALS
(RWYS 25L/C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

| STAR | ROUTING |
|---------------------|---|
| KERAX 5A | KERAX (FL110+) - GED - DF407 - DF408 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| KERAX 4B | KERAX (FL100+) - EBIPA - DF617 - CHA - DF606 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |
| SPESA 4A By ATIS | SPESA (FL100+) - RIPKU - DF406 (K250-) - DF407 - DF408 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| SPESA 4B | SPESA (FL100+) - CHA - DF606 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |



LOST COMMS
Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at KERAX (STARs)/SPESA (STARs) and descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF411/DF611 (RWY 25), continue descend to 4000.
When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.

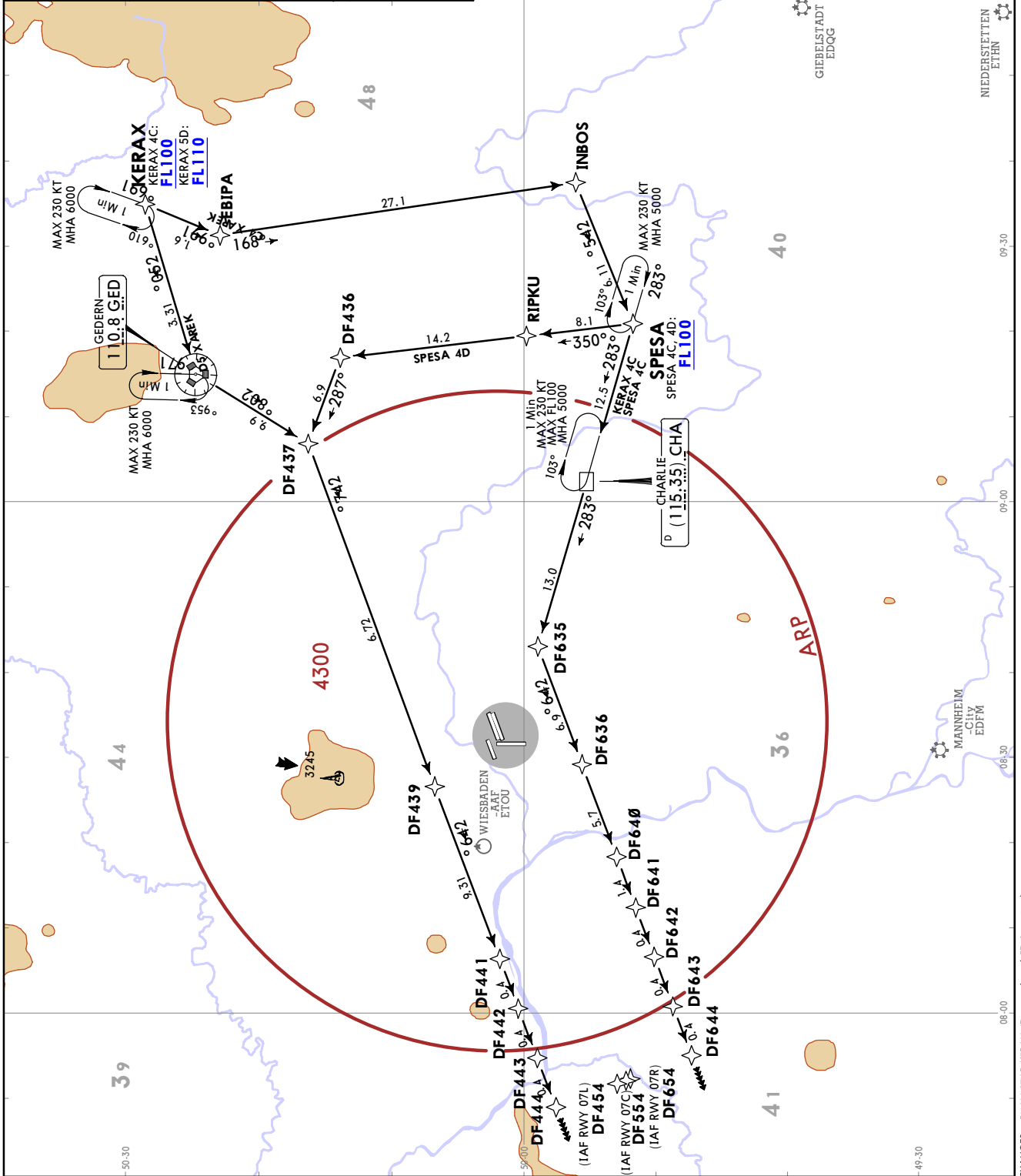
JEPPERSEN
 5 JUL 24 (10-2L) EFF 11 JUL
FRANKFURT/MAIN, GERMANY
RNAV STAR

EDDF/FRA
 FRANKFURT/MAIN

| | |
|--|------------------------|
| D-ATIS 118.030 | Apt Elev 363 |
| Alt Set: hPa (IN on request) Trans level: By ATC RNAV (GPS), DME/DME, DME/DME/IRU RNAV 1 required RADAR required MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received. | |

KERAX 4C [KERA4C]
KERAX 5D [KERA5D]
SPESA 4C [SPES4C]
SPESA 4D [SPES4D]
RNAV ARRIVALS
(RWYS 07L/C/R)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

| STAR | ROUTING |
|---------------------------|---|
| KERAX 4C | KERAX (FL100+) - EBIPA - INBOS - SPESA - SPA - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644. |
| KERAX 5D | KERAX (FL110+) - GED - DF437 - DF439 - DF441 - DF442 - DF443 - DF444. |
| SPESA 4C | SPESA (FL100+) - CHA - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644. |
| SPESA 4D By ATC | SPESA (FL100+) - RIPKU - DF436 - DF437 - DF439 - DF441 - DF442 - DF443 - DF444. |



LOST COMMS - LOST COMMS - LOST COMMS - LOST COMMS - LOST COMMS - LOST COMMS - LOST COMMS - LOST COMMS
 Flights shall follow the cleared STAR laterally and comply with the following instructions:
 If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at KERAX (KERAX STARS)/SPESA (SPESA STARS), descend to FL130 and continue on STAR thereafter without delay.
 If cleared "Direct to (waypoint)" or "Via (waypoint)", continue as cleared and follow the subsequent part of the respective STAR.
 After passing DF439/DF636 (RWY07), continue descend to 4000.
 When reaching end of STAR or already beyond, turn direct to IAF DF654 (RWY 07R) and follow an adequate instrument approach procedure to land on RWY 07R.

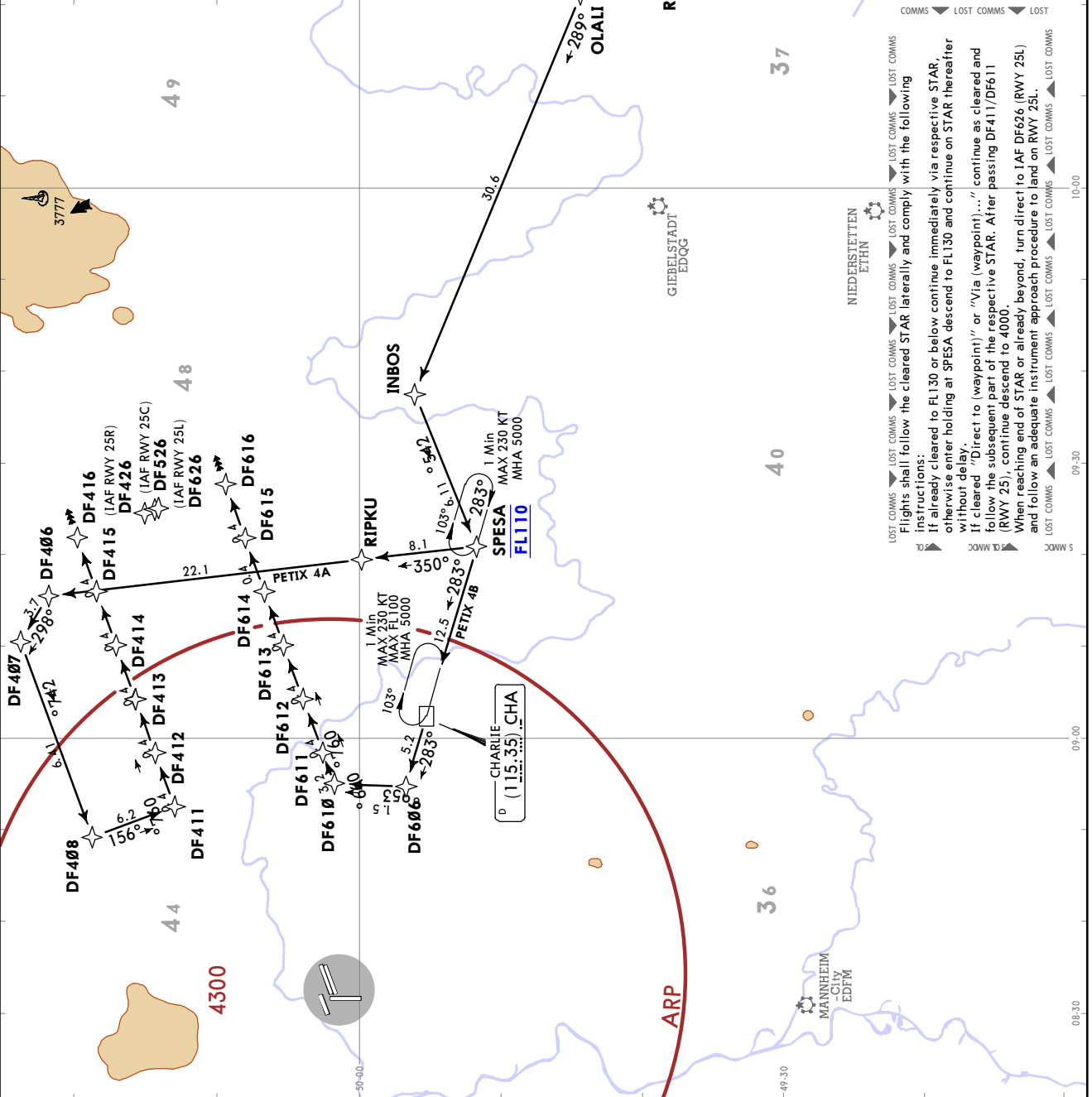
JEPPesen FRANKFURT / MAIN, GERMANY
 8 DEC 23 (10-2M) **RNAV STAR**

EDDF / FRA
 FRANKFURT / MAIN

| | | | |
|--|---------|----------|-----|
| D-ATIS | 118.030 | Apt Elev | 363 |
| Alt Set: hPa (IN on request) | | | |
| Trans level: By ATC | | | |
| RNAV (GPS, DME/DME, DME/IRU) | | | |
| RNAV 1 required | | | |
| RADAR required | | | |
| MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received. | | | |

PETIX 4A [PETI4A], PETIX 4B [PETI4B]
RNAV ARRIVALS
(RWYS 25L/C/R)
 BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

| STAR | ROUTING |
|----------|---|
| PETIX 4A | PETIX (FL110+) - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - SPESA (FL110) - RIPKU - DF406 - DF407 - DF408 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| PETIX 4B | PETIX (FL110+) - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - SPESA (FL110) - CHA - DF606 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |



LOST COMMS
 Flights shall follow the cleared STAR laterally and comply with the following instructions:
 If already cleared to FL130 or below, continue immediately via respective STAR, otherwise enter holding at SPESA descend to FL130 and continue on STAR thereafter without delay.
 If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF411/DF611 (RWY 25), continue descend to 4000.
 When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.

JEYPESEN
8 DEC 23 (10-2N)
Alt Set: hPa (IN on request)
Trans level: By ATC
RNAV (GPS, DME/DME, DME/DME/IRU)
RNAV 1 required
RADAR required
MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.

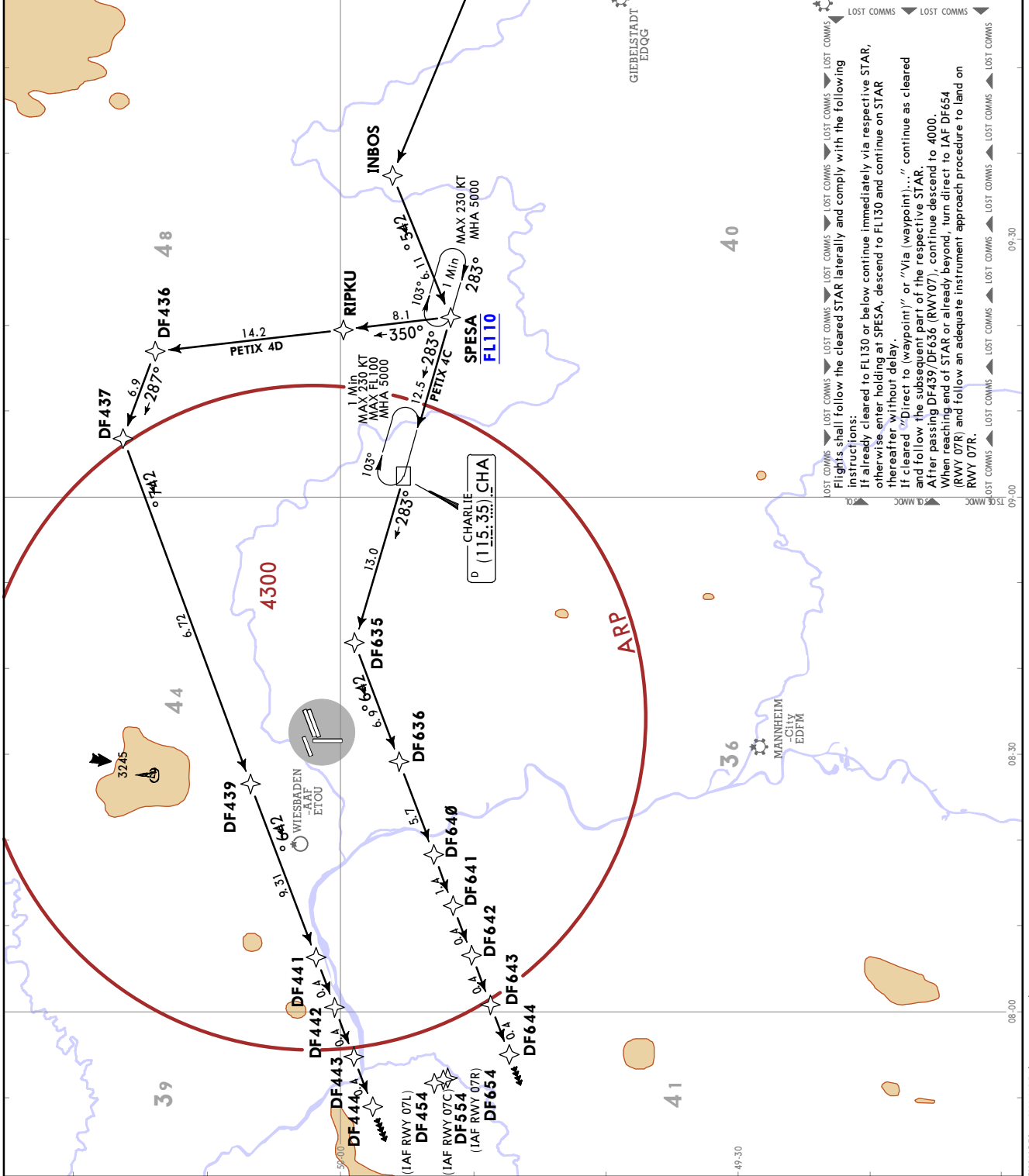
EDDF / FRA
FRANKFURT / MAIN

FRANKFURT / MAIN
RNAV STAR

| | |
|-------------------|-----------------|
| D-ATIS 118.030 | Apt Elev 363 |
|-------------------|-----------------|

PETIX 4C [PETI4C]
PETIX 4D [PETI4D]
RNAV ARRIVALS
(RWYS 07L/C/R)
BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

| STAR | ROUTING |
|----------|---|
| PETIX 4C | PETIX (FL110+) - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - SPESA (FL110) - CHA - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644. |
| PETIX 4D | PETIX (FL110+) - ODEGU - KEPIT - SUKAD - REKDI - OLALI - INBOS - SPESA (FL110) - RIPKU - DF436 - DF437 - DF439 - DF441 - DF442 - DF443 - DF444. |



LOST COMMS
Flights shall follow the cleared STAR laterally and comply with the following instructions:
If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at SPESA, descend to FL130 and continue on STAR thereafter without delay.
If cleared "Direct to (waypoint)" or "Via (waypoint)...", continue as cleared and follow the subsequent part of the respective STAR.
After reaching end of STAR or already beyond, continue descend to 4000. (RWY 07R) and follow an adequate instrument approach procedure to land on RWY 07R.

JEPPESSEN FRANKFURT/MAIN, GERMANY
EFB 2 New
 27 OCT 23

EDDF / FRA
 FRANKFURT/MAIN

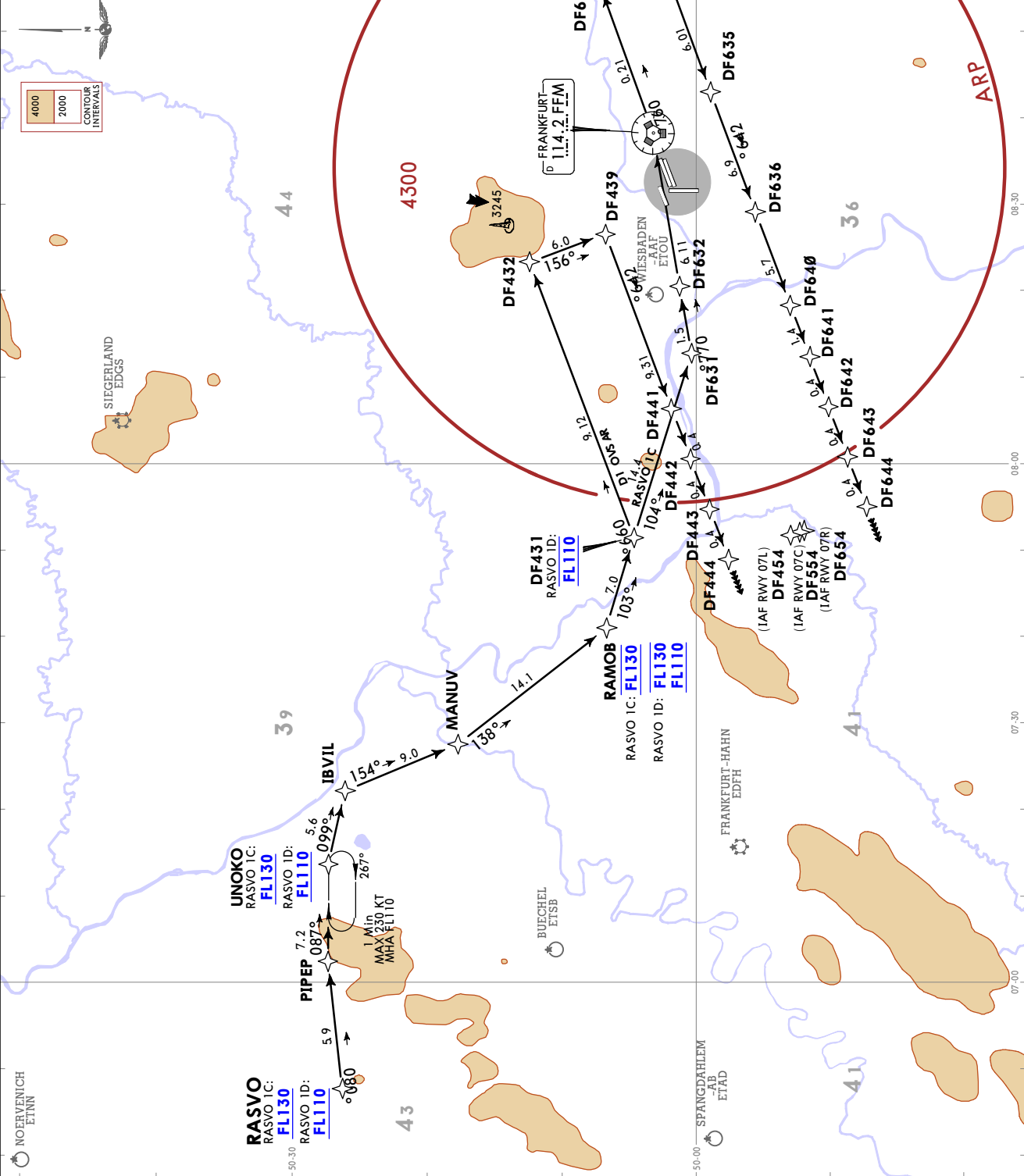
Alt Set: hPa (IN on request)
 Trans level: By ATC
 RNAV (GPS, DME/DME, DME/DME/IRU)
 RNAV 1 required
 RADAR required
 MAINTAIN downwind track beyond end point if no succeeding instruction (vector/clearance for approach) is received.

D-ATIS
118.030

Apt Elev
363

RASVO 1C [RASV1C]
RASVO 1D [RASV1D]
RNAV ARRIVALS
(RWYS 07L/C/R)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

| STAR | ROUTING |
|----------|---|
| RASVO 1C | RASVO (FL130+) - PIPEP - UNOKO (FL130+) - IBVIL - MANUV - RAMOB (FL130) - DF431 - DF631 - DF632 - FEM - DF621 - DF622 - DF623 (K220) - DF613 - DF612 - DF611 - DF635 - DF636 - DF640 - DF641 - DF642 - DF643 - DF644. |
| RASVO 1D | RASVO (FL110+) - PIPEP - UNOKO (FL110+) - IBVIL - MANUV - RAMOB (FL130; FL110+) - DF431 (FL110) - DF432 - DF439 - DF441 - DF442 - DF443 - DF444. |



LOST COMMS
 Instructions:
 If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at UNOKO, descend to FL130 and continue on STAR thereafter without delay.
 If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR.
 After passing DF439/DF636 (RWY07), continue descend to 4000.
 After reaching end of STAR or already beyond, turn direct to IAF DF654 (RWY 07R) and follow an adequate instrument approach procedure to land on RWY 07R.

JEPPESEN
14 FEB 25 **(10-25)**

EDDF / FRA
FRANKFURT / MAIN

FRANKFURT / MAIN, GERMANY
RNAV STAR

D-ATIS **118.030** Apt Elev **363**

Alt Set: hPa (IN on request)
Trans level: By ATC

RNAV (GPS, DME/DME, DME/DME/IRU)
RNAV 1 required
RADAR required

MAINTAIN downwind track beyond end point; if no succeeding instruction (vector/clearance for approach) is received.

ROLIS 5A [ROLI5A]
ROLIS 5B [ROLI5B]
RNAV ARRIVALS
(RWYS 25L/C/R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITH AIRSPACE C

| STAR | ROUTING |
|-----------------|--|
| ROLIS 5A | ROLIS (FL130) - OSPUL (FL100) - DF403 - DF409 - DF410 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416. |
| ROLIS 5B | ROLIS (FL130) - OSPUL (FL120) - DF402 - DF601 - DF609 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616. |

STAR

ROLIS 5A

ROLIS 5B

ROUTING

ROLIS (FL130) - OSPUL (FL100) - DF403 - DF409 - DF410 - DF411 - DF412 - DF413 - DF414 - DF415 - DF416.

ROLIS (FL130) - OSPUL (FL120) - DF402 - DF601 - DF609 - DF610 - DF611 - DF612 - DF613 - DF614 - DF615 - DF616.

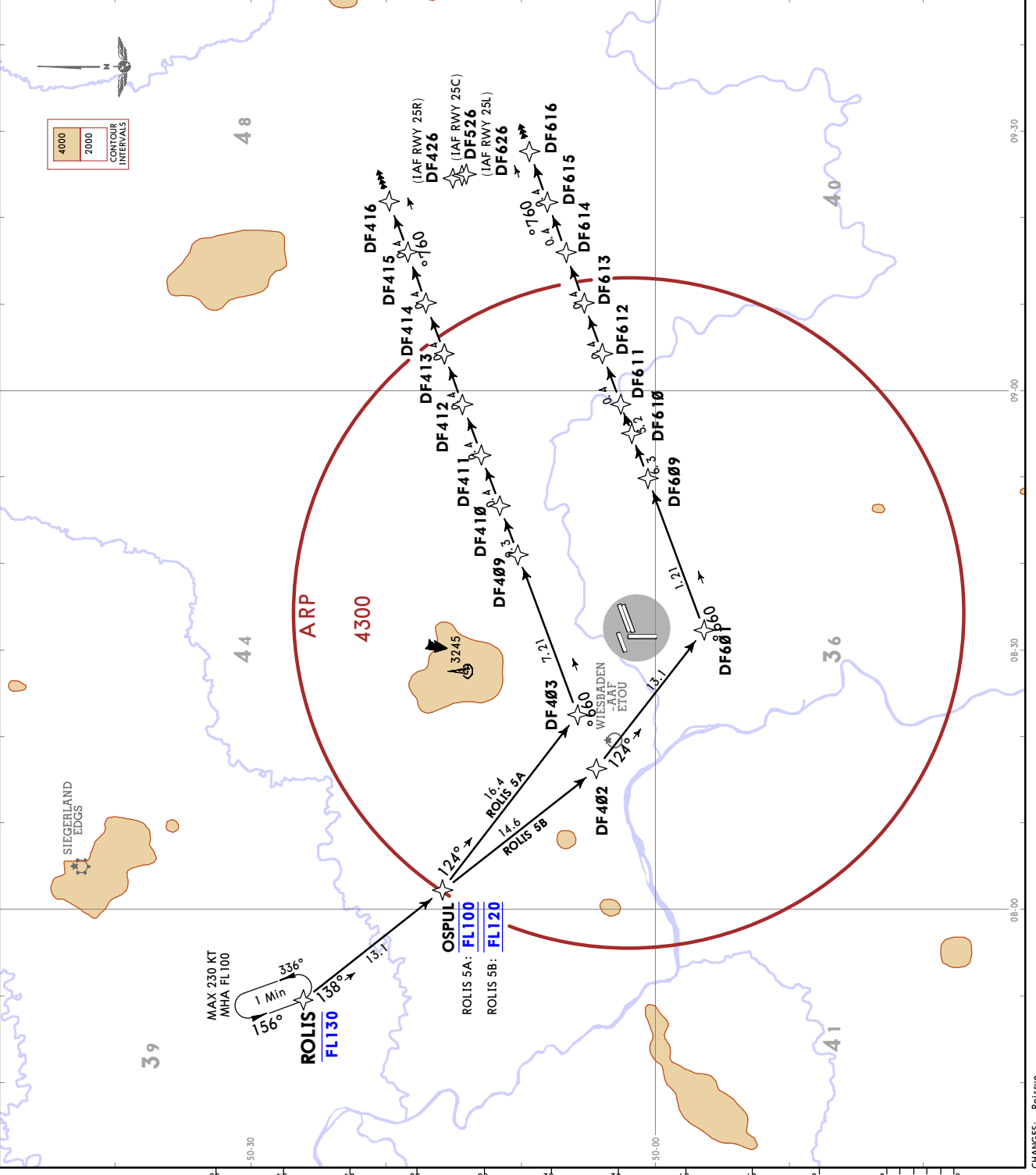
LOST COMMS

Flights shall follow the cleared STAR laterally and comply with the following instructions:

If already cleared to FL130 or below continue immediately via respective STAR, otherwise enter holding at ROLIS, descend to FL130 and continue on STAR thereafter without delay.

If cleared "Direct to (waypoint)" or "Via (waypoint)..." continue as cleared and follow the subsequent part of the respective STAR. After passing DF411/DF611 (RWY 25), continue descend to 4000.

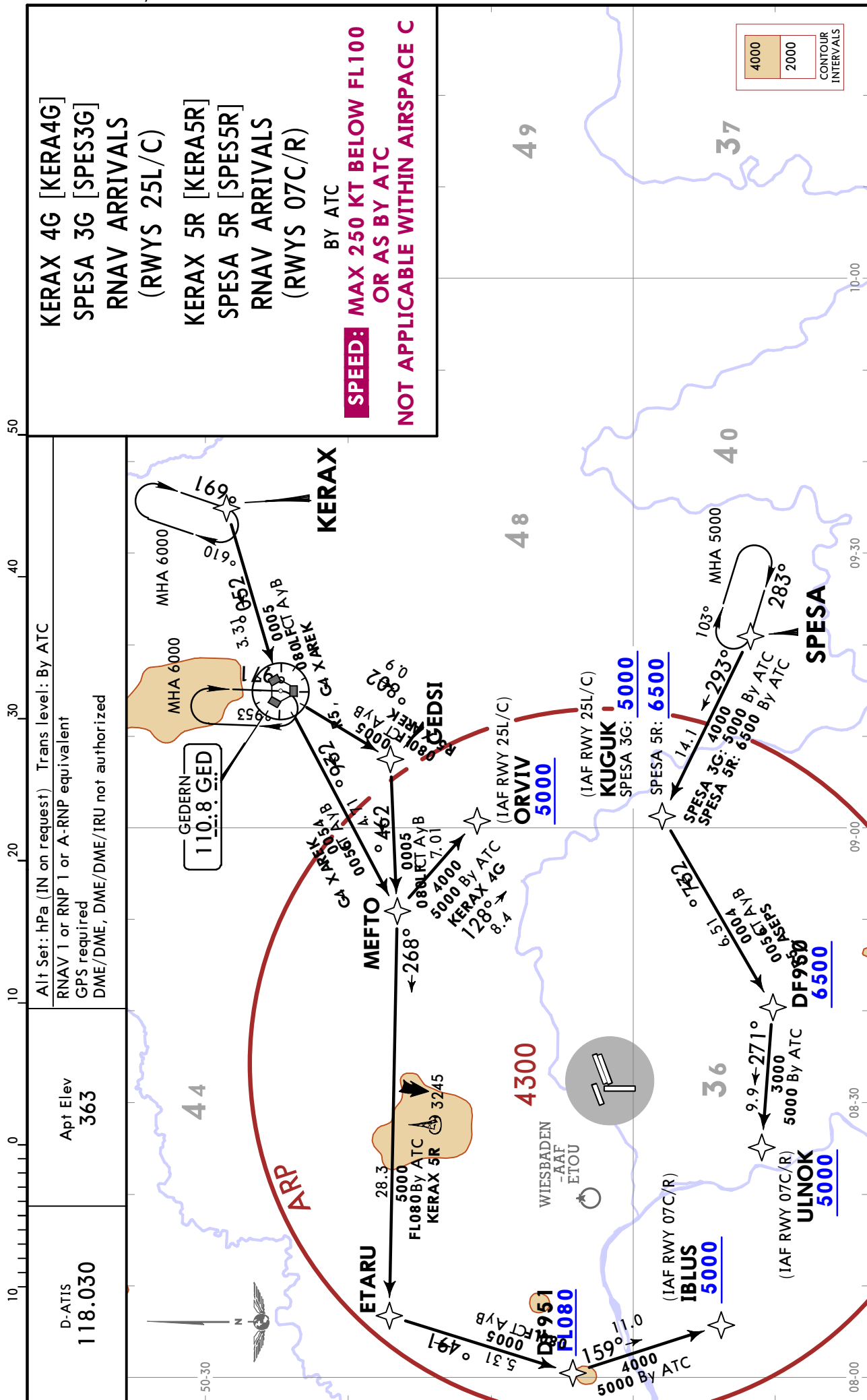
When reaching end of STAR or already beyond, turn direct to IAF DF626 (RWY 25L) and follow an adequate instrument approach procedure to land on RWY 25L.



EDDF/FRA FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY

16 AUG 24 10-2U **RNAV STAR**

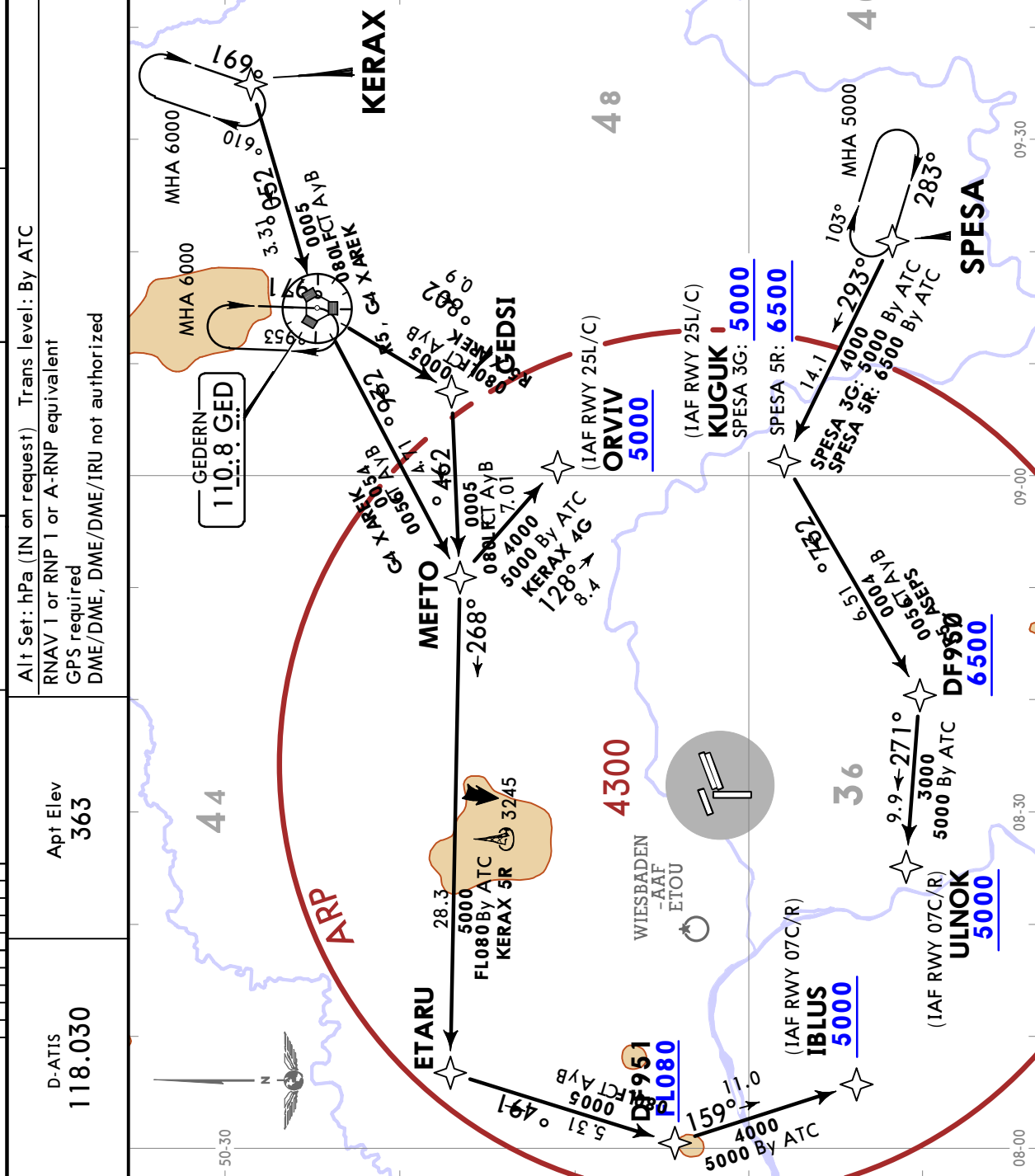


KERAX 4G [KERA4G]
SPESA 3G [SPES3G]
RNAV ARRIVALS
(RWYS 25L/C)

KERAX 5R [KERA5R]
SPESA 5R [SPES5R]
RNAV ARRIVALS
(RWYS 07C/R)

BY ATC

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



CHANGES: Crossing at KUGUK revised.

EDDF/FRA
FRANKFURT/MAIN

16 AUG 24 10-2V

JEPPESSEN FRANKFURT/MAIN, GERMANY

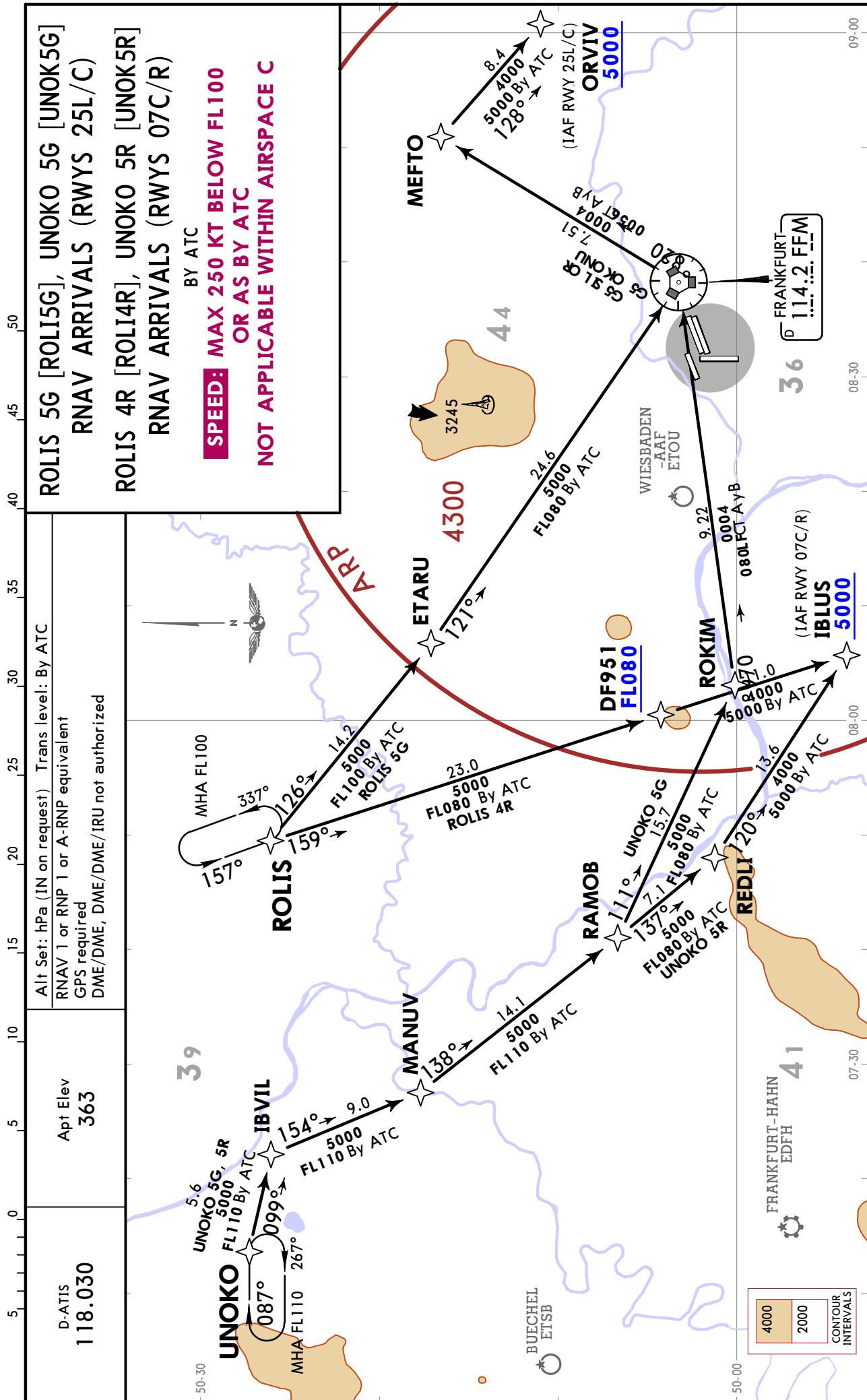
RNAV STAR

ROLIS 5G [ROLI5G], UNOKO 5G [UNOK5G]
RNAV ARRIVALS (RWYS 25L/C)

ROLIS 4R [ROLI4R], UNOKO 5R [UNOK5R]
RNAV ARRIVALS (RWYS 07C/R)

BY ATC

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



Alt Set: hPa (IN on request) Trans level: By ATC
RNAV 1 or RNP 1 or A-RNP equivalent
GPS required
DME/DME, DME/DME/IRU not authorized

Apt Elev
363

D-ATIS
118.030

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
 17 JAN 25 (10-3) Eff 23 Jan **RNAV SID**

| RNAV SID DESIGNATION | REFER TO CHART |
|----------------------|----------------|
| ANEKI 1X | 10-3A3 |
| ANEKI 1Y | 10-3A4 |
| CINDY 1X | 10-3A5 |
| CINDY 1Y | 10-3A6 |
| SOBRA 2U | 10-3A7 |
| SOBRA 1X | 10-3A8 |
| SOBRA 1Y | 10-3A9 |
| MARUN 3K | 10-3B |
| MARUN 3W | 10-3C |
| OBOKA 3K | 10-3C1 |
| OBOKA 3W | 10-3C2 |
| TOBAK 3K | 10-3C3 |
| TOBAK 3W | 10-3C4 |
| ANEKI 3D | 10-3C5 |
| ANEKI 6E | 10-3C6 |
| ANEKI 3F, 2L | 10-3C7 |
| CINDY 2D | 10-3D |
| CINDY 5F | 10-3E |
| CINDY 5L | 10-3E1 |
| CINDY 7S | 10-3E2 |
| MARUN 7F, 2G | 10-3E3 |
| MARUN 2N | 10-3E4 |
| MARUN 4R | 10-3E5 |
| MARUN 8S | 10-3E6 |
| MARUN 6T | 10-3E7 |
| OBOKA 4G | 10-3E8 |
| OBOKA 6N | 10-3E9 |
| OBOKA 2L, 4S | 10-3E10 |
| OBOKA 2R | 10-3F |
| OBOKA 3T | 10-3G |

FOR FURTHER RNAV SID DESIGNATION REFER TO PAGE 10-3A

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 (10-3A) Eff 23 Jan **RNAV SID**

| RNAV SID DESIGNATION | REFER TO CHART |
|-----------------------------|-----------------------|
| SOBRA 7D | 10-3G1 |
| SOBRA 8E | 10-3G2 |
| SOBRA 1F, 9P | 10-3G3 |
| SOBRA 9N | 10-3G4 |
| SOBRA 2L | 10-3G5 |
| SULUS 5F | 10-3G6 |
| SULUS 4L | 10-3G7 |
| SULUS 6S | 10-3G8 |
| TOBAK 8F, 3G | 10-3G9 |
| TOBAK 4N | 10-3H |
| TOBAK 4R | 10-3J |
| TOBAK 1S | 10-3J1 |
| TOBAK 8T | 10-3K |
| ULKIG 4L, 3S | 10-3L |

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
 17 JAN 25 **10-3A1** **Eff 23 Jan**
SID

| SID DESIGNATION | REFER TO CHART |
|---------------------|----------------|
| FRANKENSTEIN 1B | 10-3L1 |
| FRANKENSTEIN 1C, 1Q | 10-3L2 |
| KOMIB 5D | 10-3L3 |
| MARUN 1D, 5E | 10-3L4 |
| MARUN 5H | 10-3L5 |
| MARUN 7M | 10-3M |
| METRO 6C | 10-3N |
| OBOKA 2D, 1E | 10-3N1 |
| OBOKA 2H | 10-3N2 |
| OBOKA 2M | 10-3N3 |
| SULUS 3D | 10-3N4 |
| TAUNUS 3Q | 10-3N5 |
| TOBAK 1D | 10-3N6 |
| TOBAK 5H | 10-3N7 |
| TOBAK 7M | 10-3N8 |

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 **10-3A2** **Eff 23 Jan** **RNAV SID (OVERLAY)**

| RNAV SID DESIGNATION | REFER TO CHART |
|----------------------|----------------|
| KOMIB 5D | 10-3P |
| MARUN 1D, 5E | 10-3Q |
| MARUN 5H | 10-3Q1 |
| MARUN 7M | 10-3Q2 |
| OBOKA 2D, 1E | 10-3Q3 |
| OBOKA 2H | 10-3S |
| OBOKA 2M | 10-3T |
| SULUS 3D | 10-3U |
| TOBAK 1D | 10-3V |
| TOBAK 5H | 10-3W |
| TOBAK 7M | 10-3X |

| |
|--|
| |
|--|

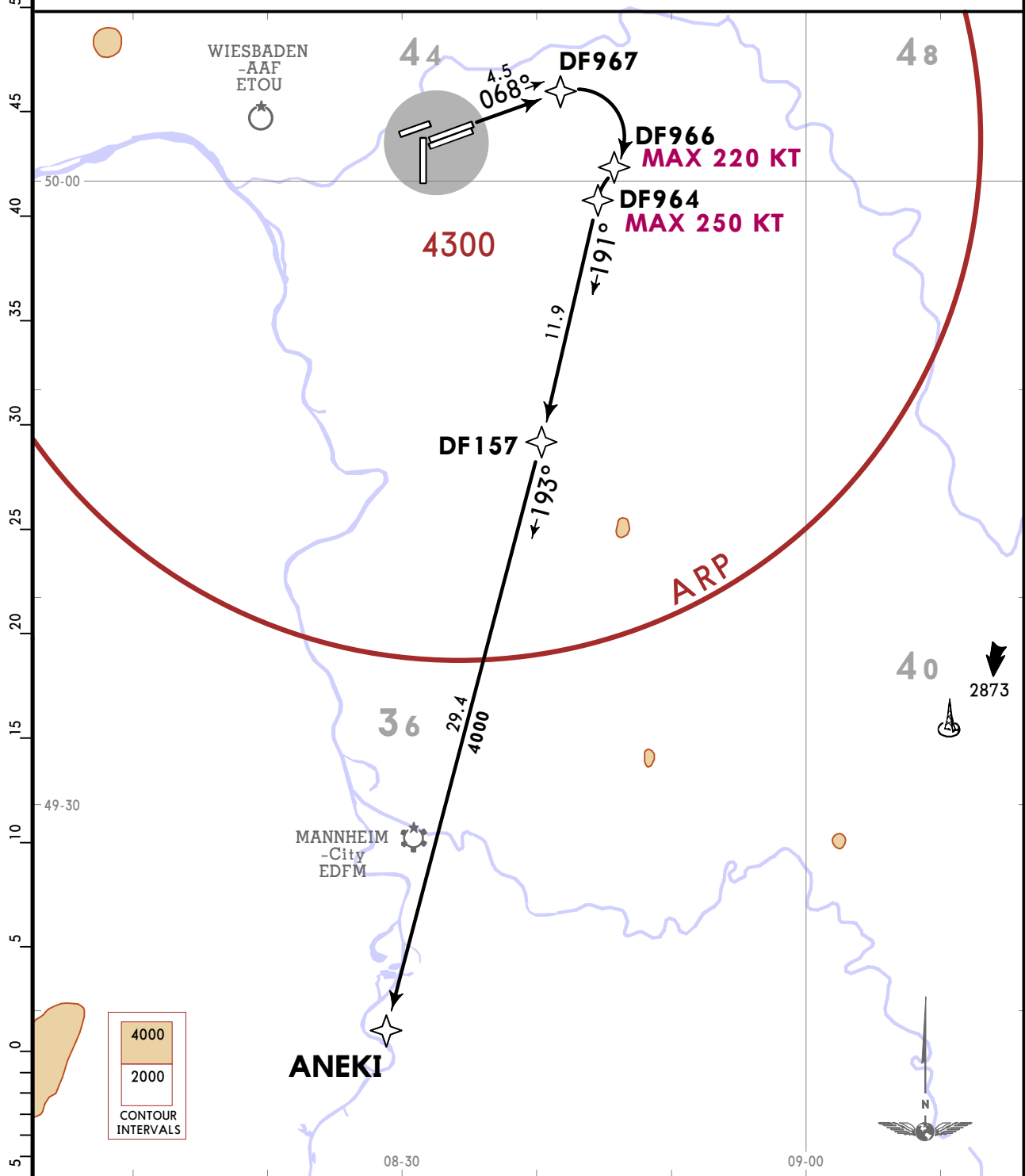
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
27 OCT 23 **10-3A3** **Eff 2 Nov** **RNAV SID**

| | | |
|---|------------------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required GPS required |
| 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. | | |

**ANEKI 1X [ANEK1X]
RNP DEPARTURE
(RWY 07C)**

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance 4000
ROUTING
On 068° track to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF157, to ANEKI.

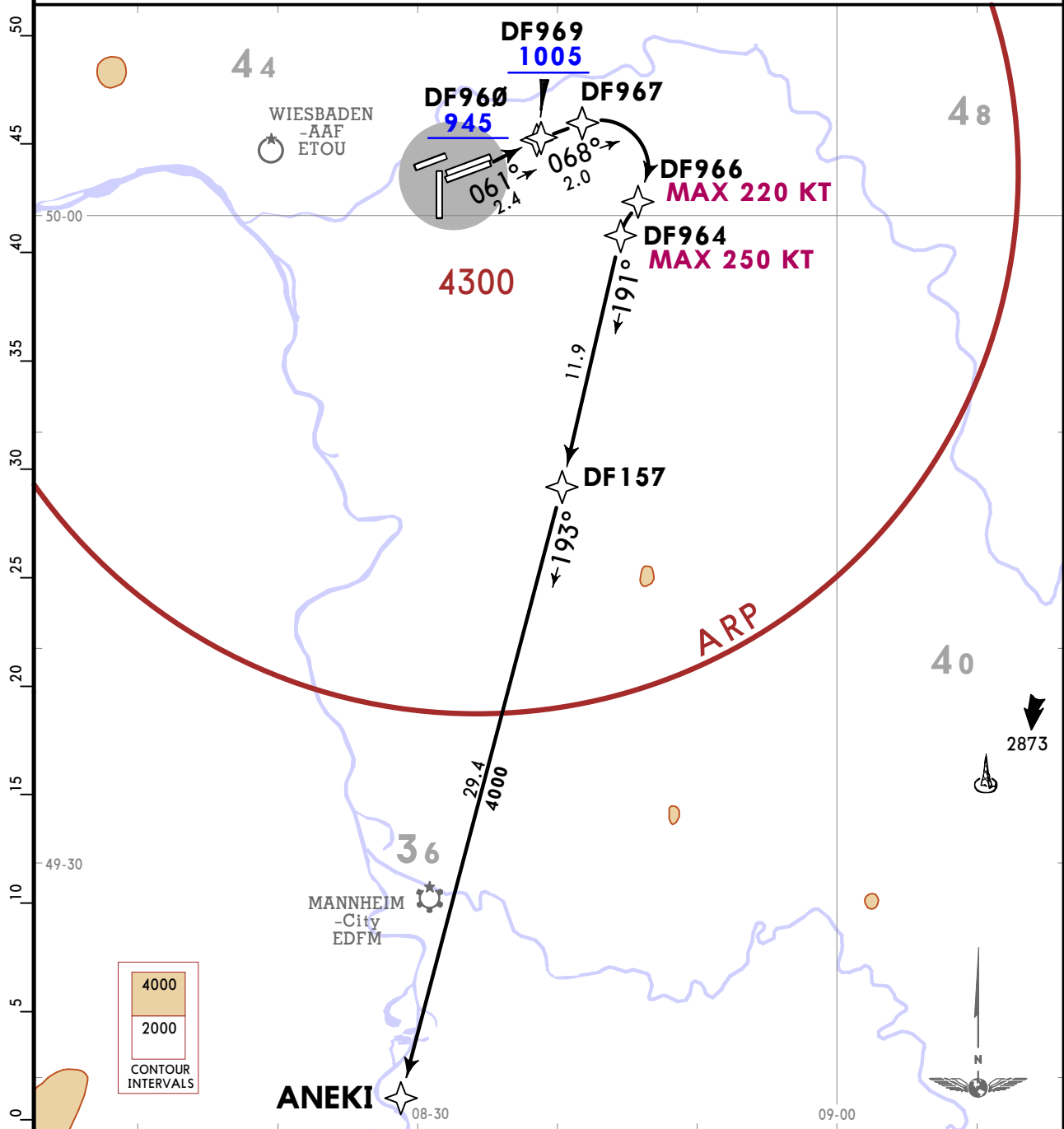
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
27 OCT 23 **10-3A4** **Eff 2 Nov** **RNAV SID**

| | | |
|---|------------------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required GPS required |
| 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. | | |

ANEKI 1Y [ANEK1Y]
RNP DEPARTURE
(RWY 07R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 3.9% (240 FT/NM) until passing 1005 due to operational reasons.

| | | | | | | |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987 | 1185 |

Initial climb clearance 4000

ROUTING

On 061° track to DF960, turn RIGHT to DF969, to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF157, to ANEKI.

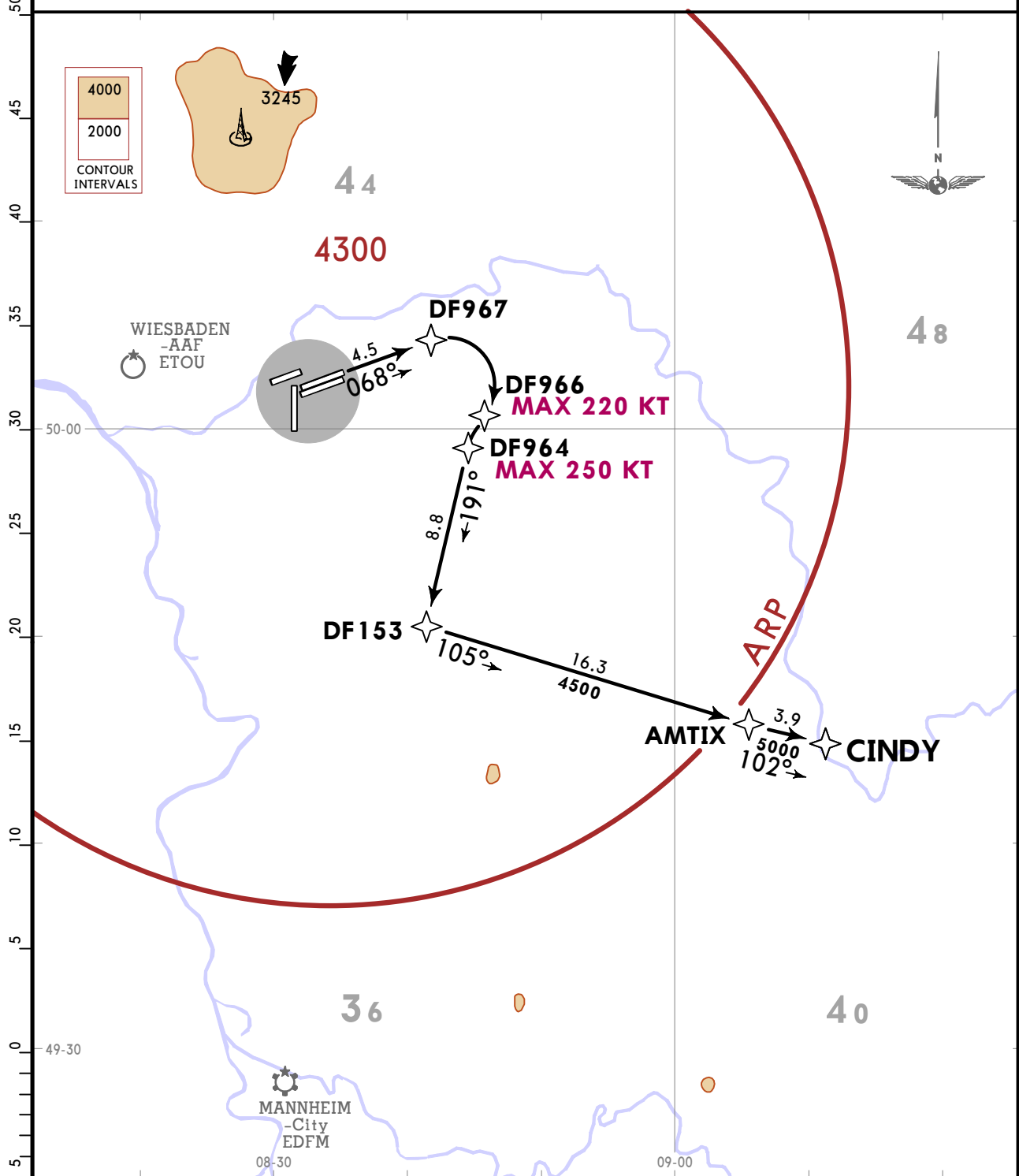
EDDF/FRA
FRANKFURT/MAIN

JEPPesen FRANKFURT/MAIN, GERMANY
27 OCT 23 **10-3A5** **Eff 2 Nov** **RNAV SID**

| | | |
|--|------------------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required GPS required |
| 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. | | |

CINDY 1X [CIND1X]
RNP DEPARTURE
(RWY 07C)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

ROUTING

On 068° track to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF153, to AMTIX, to CINDY.

EDDF/FRA
FRANKFURT/MAIN

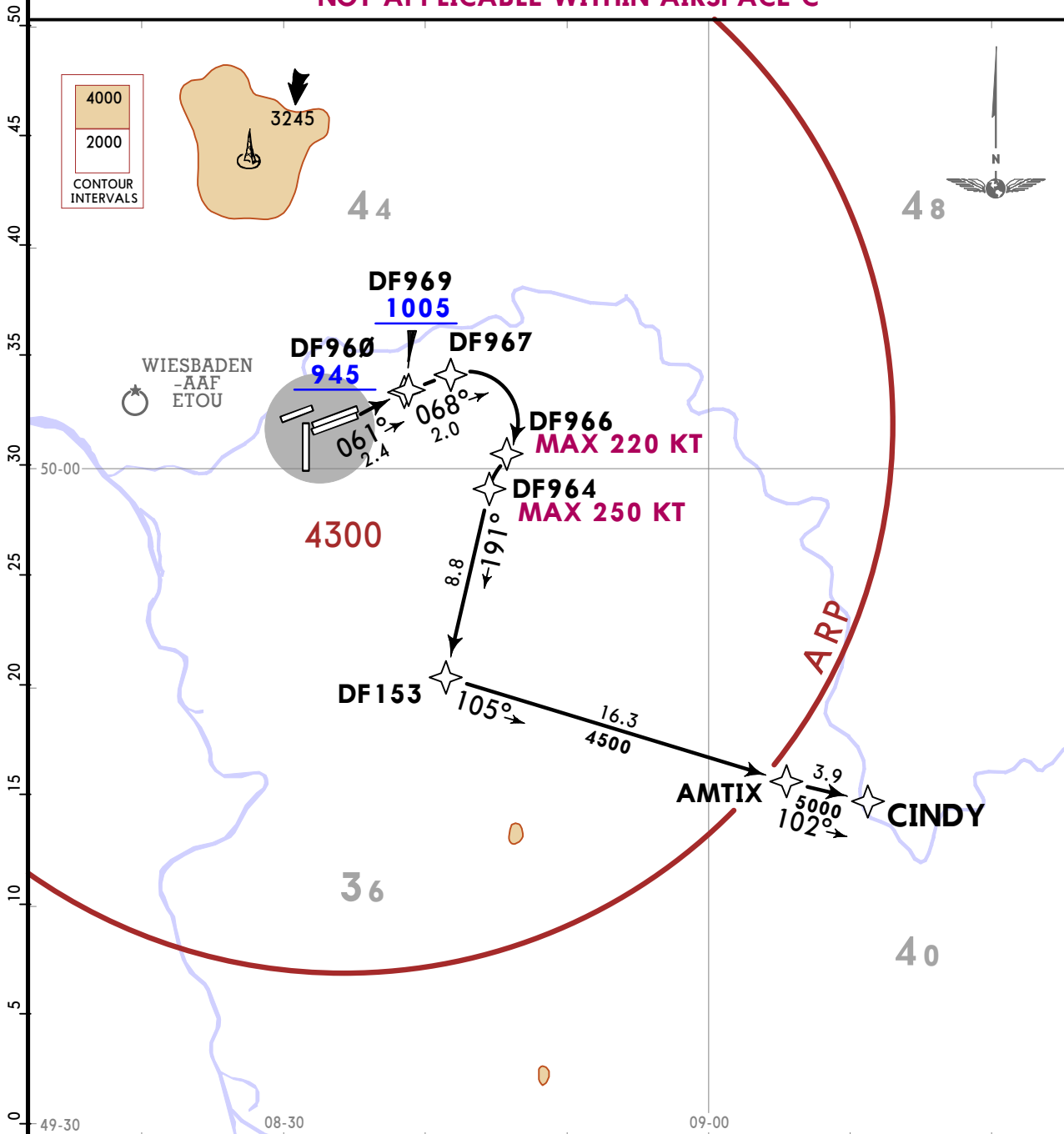
JEPPESEN FRANKFURT/MAIN, GERMANY
27 OCT 23 (10-3A6) Eff 2 Nov

RNAV SID

| | | |
|---|-----------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required GPS required |
| 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. | | |

CINDY 1Y [CIND1Y]
RNP DEPARTURE
(RWY 07R)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 3.9% (240 FT/NM) until passing 1005 due to operational reasons.

| | | | | | | |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987 | 1185 |

Initial climb clearance 4000

ROUTING

On 061° track to DF960, turn RIGHT to DF969, to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF153, to AMTIX, to CINDY.

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3A7) Eff 11 Jul RNAV SID

| | | |
|---|-----------------|---------------------------|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1, RF required GPS |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. WARNING: Close-in obstacles. WARNING: Wind shears and increased turbulences must be EXPECTED when strong winds. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. For operational RWY use concept refer to 10-1P pages. Do not turn before DER. If unable to cross DF201 at or above FL090 advise EDDF DELIVERY prior to start-up and EXPECT routing via SID ULKIG 3L. | | |

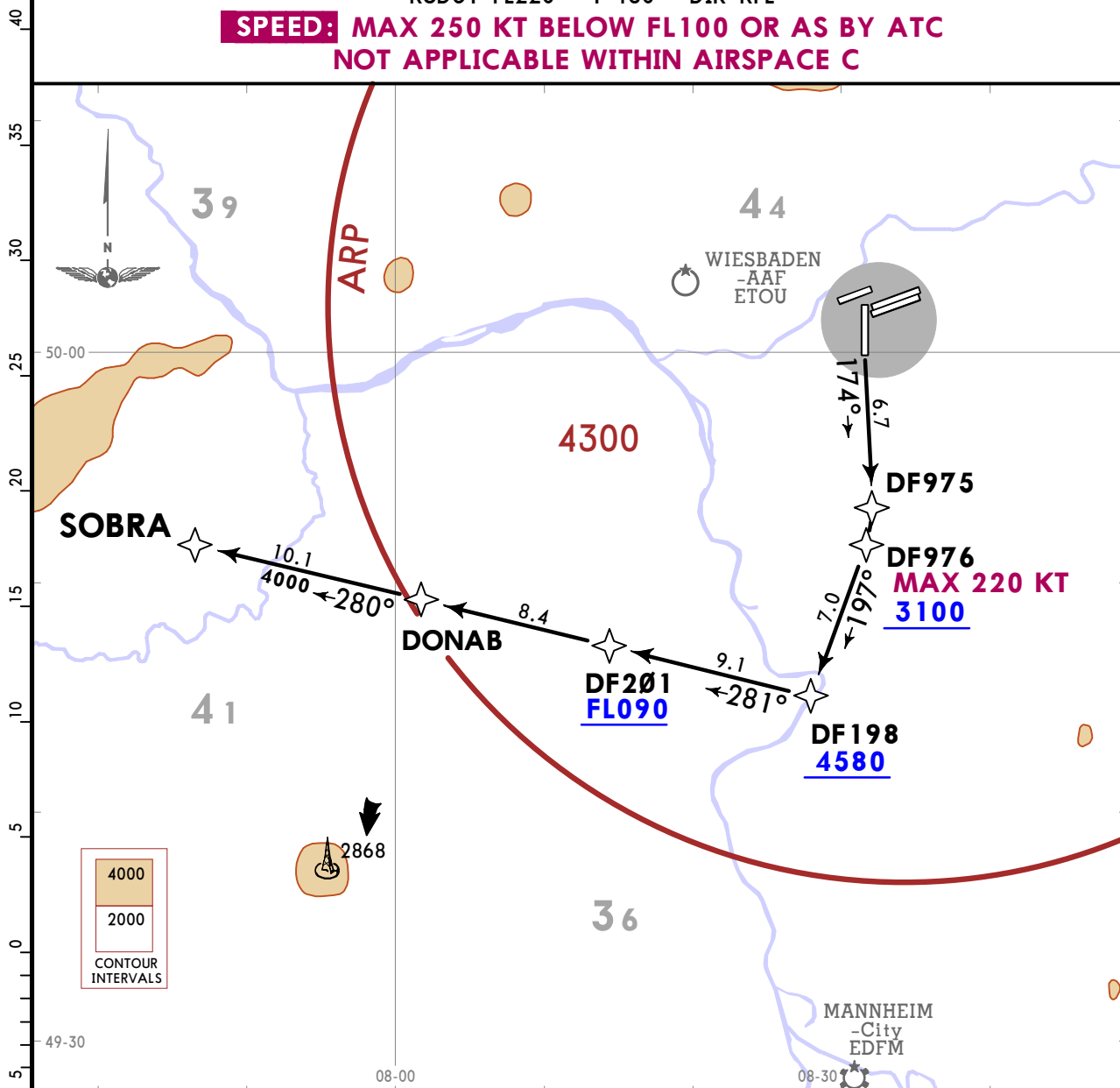
SOBRA 2U [SOBR2U]

RNP DEPARTURE

(RWY 18)

FOR FLIGHTS INTENDING TO PROCEED
AT OR ABOVE FL250 VIA AIRWAYS Y-180/Y-181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY FPL SHALL READ
RUDOT FL220 - Y-180 - DIK RFL

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance 4000

ROUTING

On 174° track to DF975, turn RIGHT to DF976, to DF198, to DF201, to DONAB, to SOBRA.

EDDF/FRA
FRANKFURT/MAIN

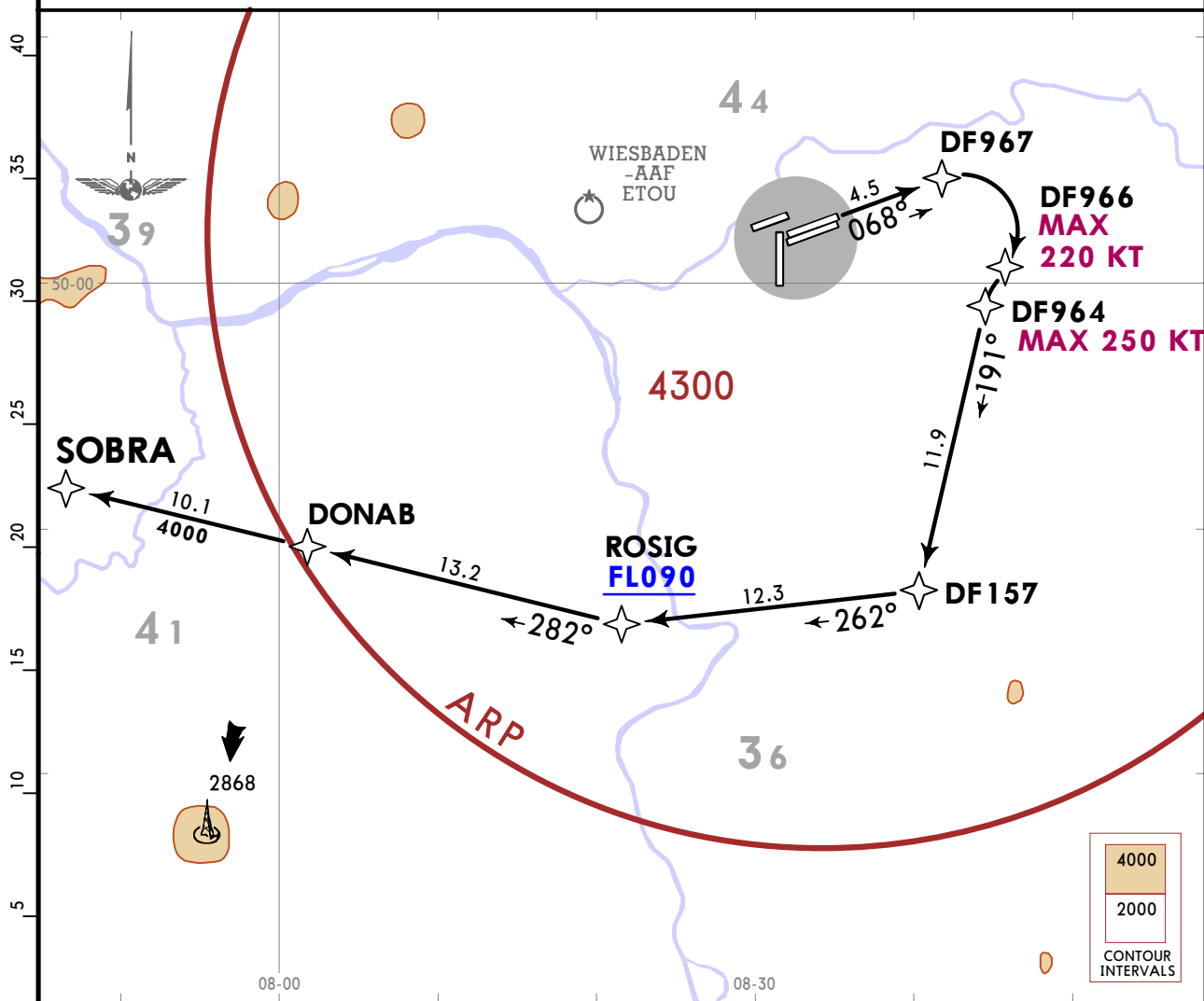
JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3A8) Eff 11 Jul RNAV SID

| | | |
|--|-----------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required. GPS required. |
| 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. | | |

**SOBRA 1X [SOBR1X]
RNP DEPARTURE
(RWY 07C)**

FOR FLIGHTS INTENDING TO PROCEED
AT OR ABOVE FL250 VIA AIRWAYS Y-180/Y-181
FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
IF UNABLE TO COMPLY FPL SHALL READ
RUDOT FL220 - Y-180 - DIK RFL

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



This SID requires a minimum climb gradient of 3.9% (240 FT/NM) until passing FL090, due to airspace structure.

| | | | | | | |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 3.9% V/V (fpm) | 296 | 395 | 592 | 790 | 987 | 1185 |

If unable to comply advise EDDF DELIVERY prior to start-up.

Initial climb clearance 4000

ROUTING

On 068° track to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF157, to ROSIG, to DONAB, to SOBRA.

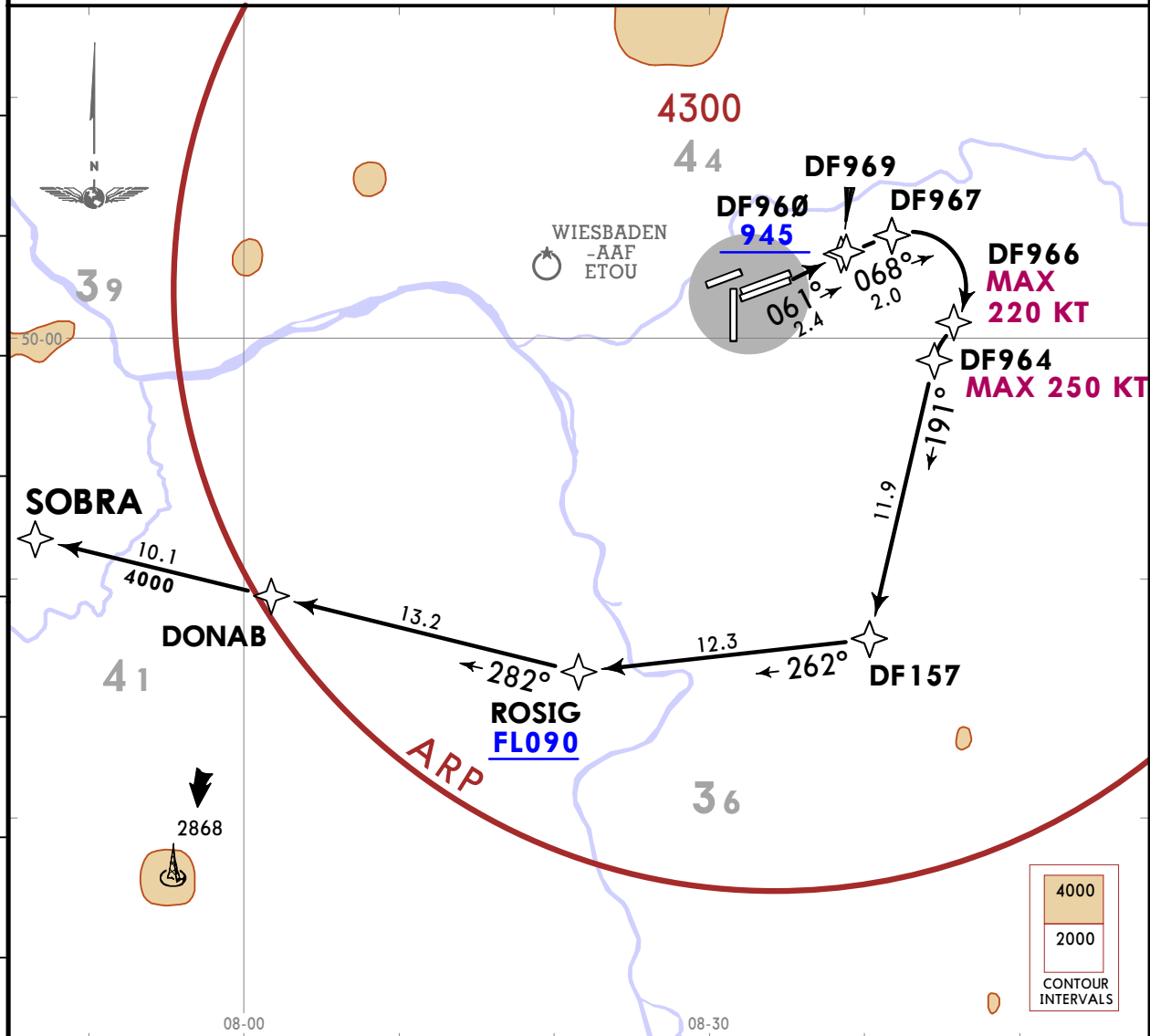
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3A9) Eff 11 Jul RNAV SID

| | | |
|--|-----------------|---|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP-1/A-RNP, RF leg required. GPS required. |
| 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. | | |

SOBRA 1Y [SOBR1Y]
RNP DEPARTURE (RWY 07R)
 FOR FLIGHTS INTENDING TO PROCEED
 AT OR ABOVE FL250 VIA AIRWAYS Y-180/Y-181
 FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
 IF UNABLE TO COMPLY FPL SHALL READ
 RUDOT FL220 - Y-180 - DIK RFL
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

50
45
40
35
30
25
20
15
10
5
0
-5



| | | | | | | | |
|--|--------------|-----|-----|-----|-----|------|------|
| This SID requires a minimum climb gradient of 240 per NM (3.9%) until passing FL90, due to airspace structure. | Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| | 240 per NM | 300 | 400 | 600 | 800 | 1000 | 1200 |

If unable to comply advise EDDF DELIVERY prior to start-up.

Initial climb clearance 4000

ROUTING

On 061° track to DF960, turn RIGHT to DF969, to DF967, turn RIGHT to DF966, turn LEFT to DF964, to DF157, to ROSIG, to DONAB, to SOBRA.

EDDF/FRA
FRANKFURT/MAIN

26 JUL 24 **10-3B**

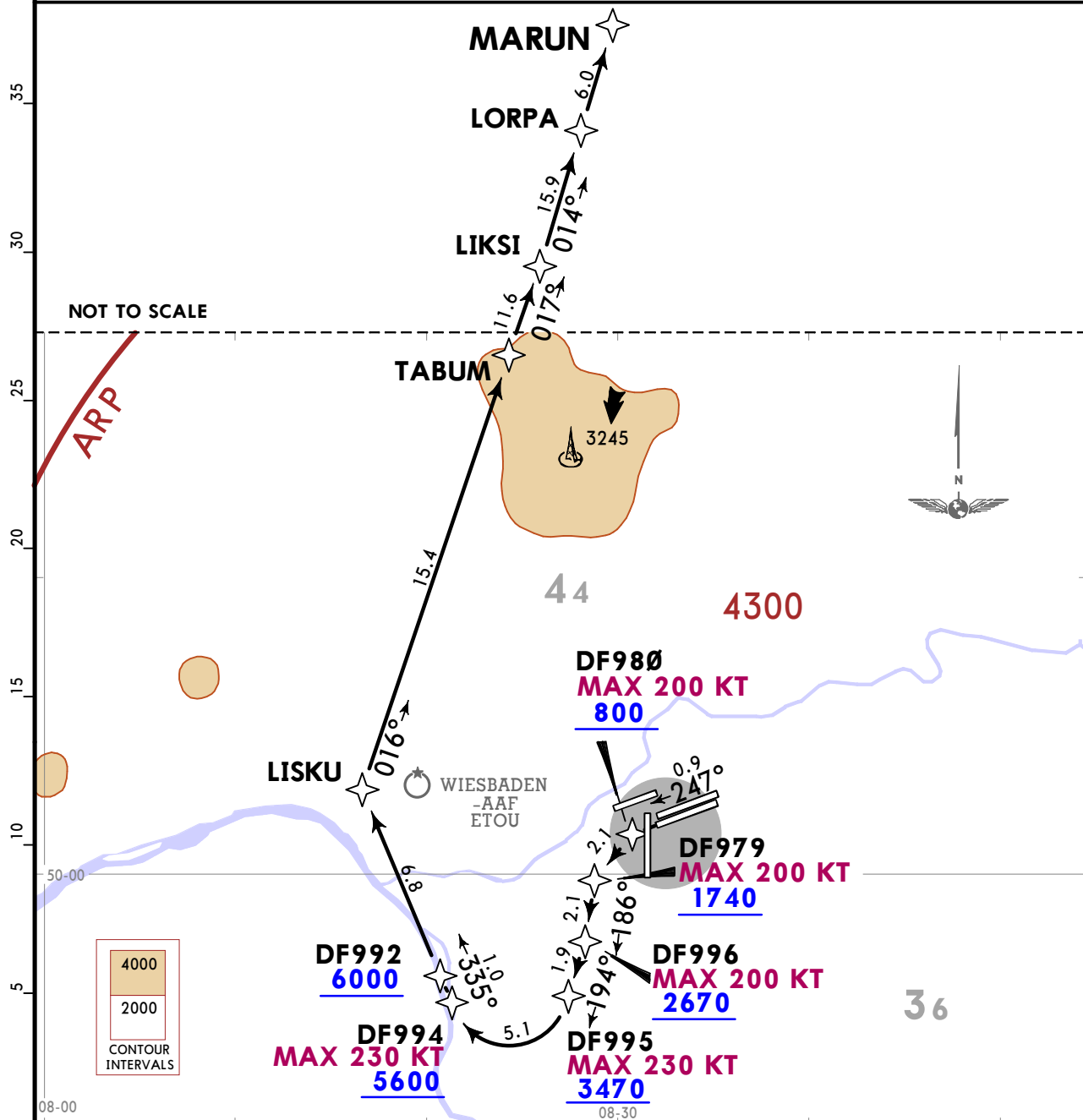
JEPPesen FRANKFURT/MAIN, GERMANY

RNAV SID

| | | |
|--|------------------------|---|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP 1/A-RNP required RF required GPS required |

- Contact LANGEN Radar when advised by Tower.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- For operational RWY use concept refer to 10-1P pages.

MARUN 3K [MARU3K]
RNP DEPARTURE (RWY 25L)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of 8.5% (520 FT/NM) up to 800, due to operational requirements, then 7.3% (445 FT/NM) up to 2670, due to operational requirements, then 6.8% (415 FT/NM) up to 6000, due to operational requirements.

Initial climb clearance FL070

ROUTING

DF980 (K200-; 800+) - DF979 (K200-; 1740+) - DF996 (K200-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

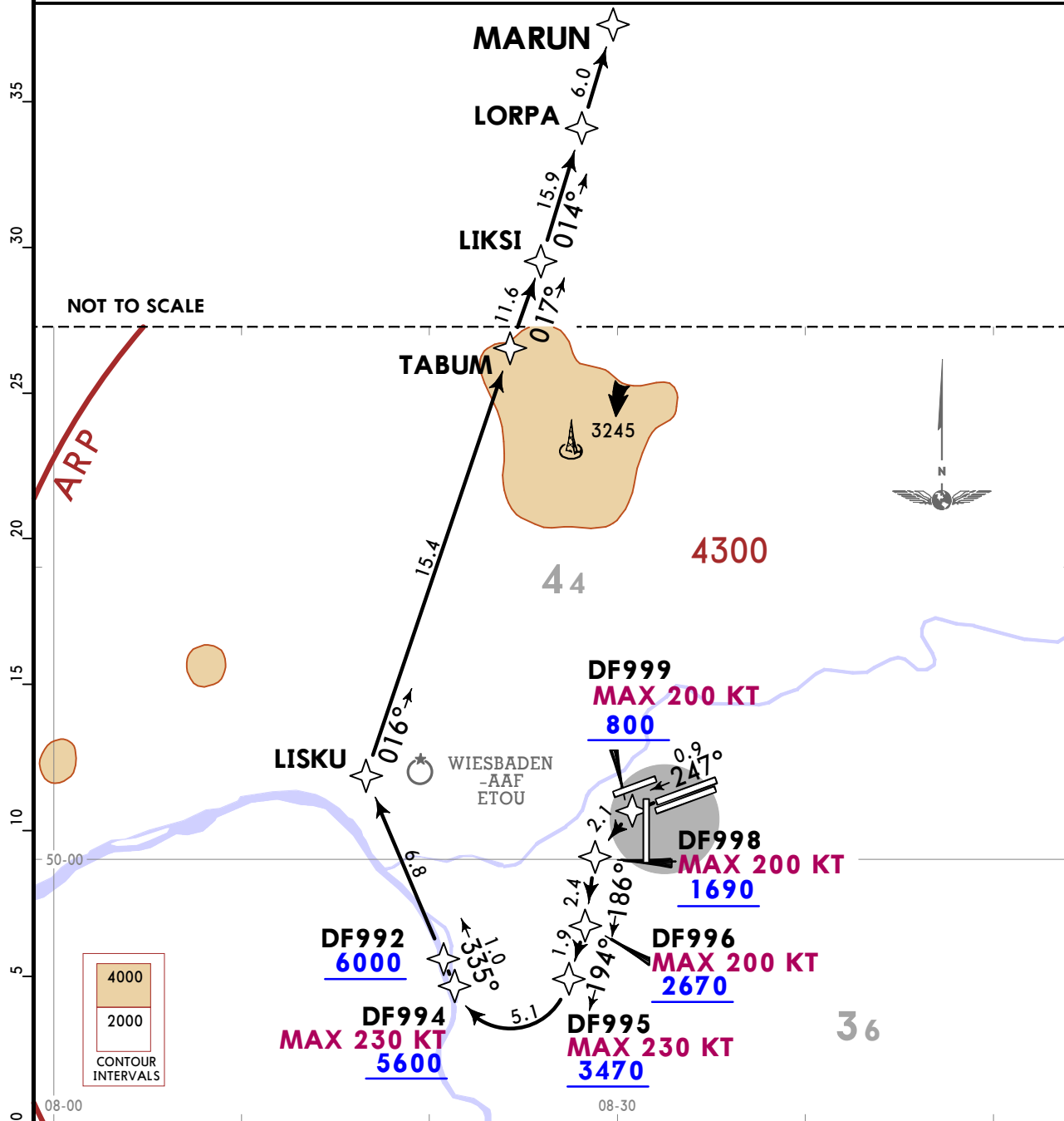
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
26 JUL 24 **10-3C**

RNAV SID

| | | |
|---|------------------------|---|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP 1/A-RNP required RF required GPS required |
| 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. | | |

MARUN 3W [MARU3W]
RNP DEPARTURE (RWY 25C)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
 8.5% (520 FT/NM) up to 800, due to operational requirements, then
 6.8% (415 FT/NM) up to 6000, due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

Initial climb clearance FL070

ROUTING

DF999 (K200-; 800+) - DF998 (K200-; 1690+) - DF996 (K200-; 2670+) - DF995 (K230-; 3470+) -
 DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

FRANKFURT/MAIN, GERMANY
RNAV SID

EDDF/FRA
FRANKFURT/MAIN (10-3C1) 26 JUL 24

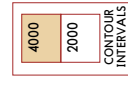
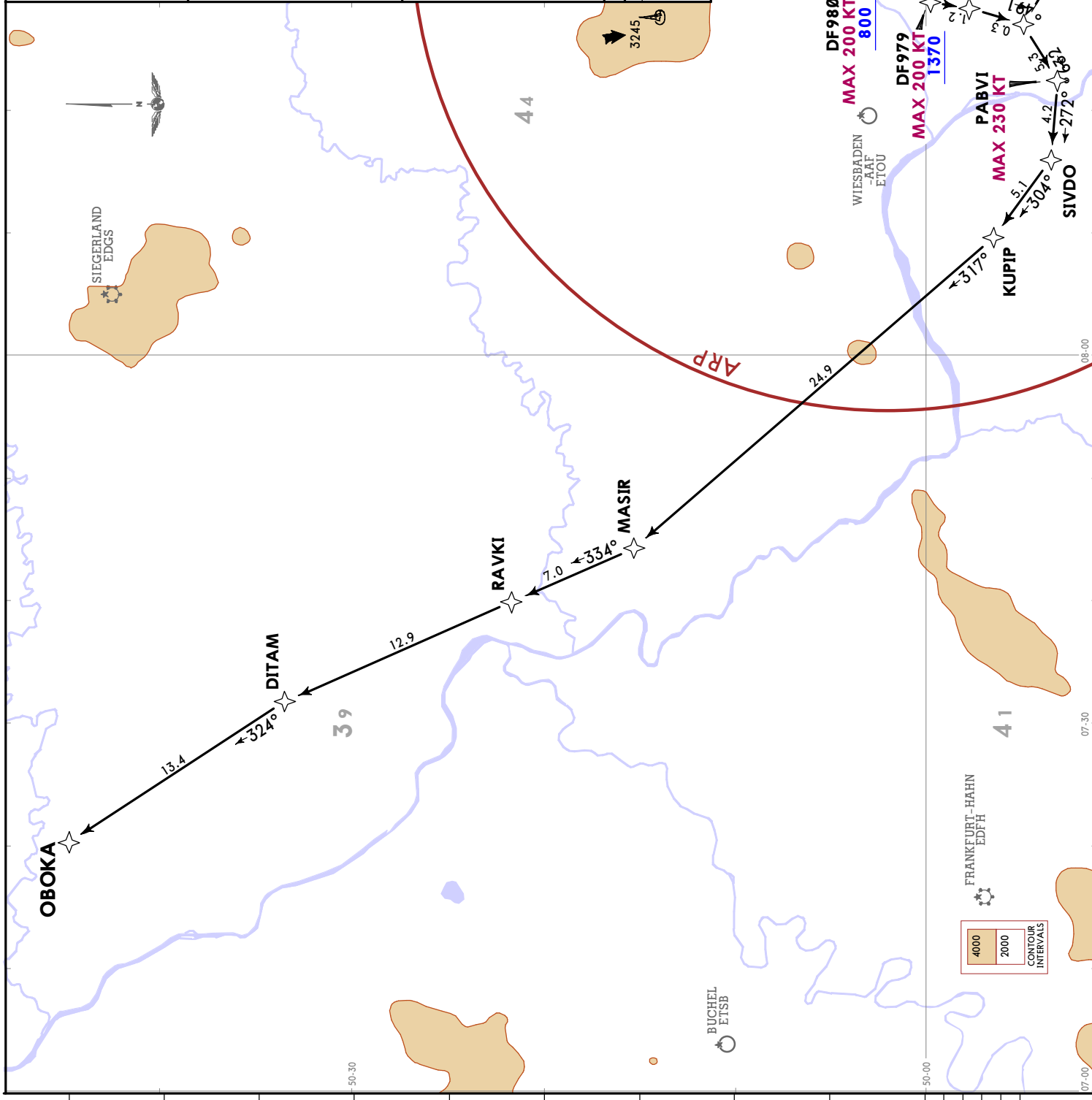
Trans alt: 5000
 RNP 1/A-RNP required
 RF required
 GPS required
 *LANGEN Radar (APP) 120.155
 Apt Elev 363
 1. Contact LANGEN Radar when advised by Tower.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. For operational RWY use concept refer to 10-IP pages.

OBOKA 3K [OBOK3K]
RNP DEPARTURE (RWY 25L)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

This SID requires minimum climb gradients of
 8.5% (520 FT/NM) up to 800, due to operational requirements, then
 4.4% (270 FT/NM) up to 1930, due to airspace structure, then
 4.1% (250 FT/NM) up to 2500, due to airspace structure.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 4.1% V/V (fpm) | 311 | 415 | 623 | 830 | 1038 | 1246 |
| 4.4% V/V (fpm) | 334 | 446 | 668 | 891 | 1114 | 1337 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

Initial climb clearance FL070
ROUTING
 DF980 (K200+; 800+) - DF979 (K200+; 1370+) - DF996 (K200+; 1930+) - DF172 (K230+; 2670+) - PABVI (K230+) - SIVDO - KUIPI - MASIR - RAVKI - DITAM - OBOKA.



JEYPESEN FRANKFURT /MAIN, GERMANY
EDDF/FRA FRANKFURT/MAIN
 26 JUL 24 (10-3C2)
 RNAV SID

Trans alt: 5000
 RNP 1/A-RNP required RF required GPS required

*LANGEN Radar (APP) 120.155
 Apt Elev 363

1. Contact LANGEN Radar when advised by Tower.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. For operational RWY use concept refer to 10-IP pages.

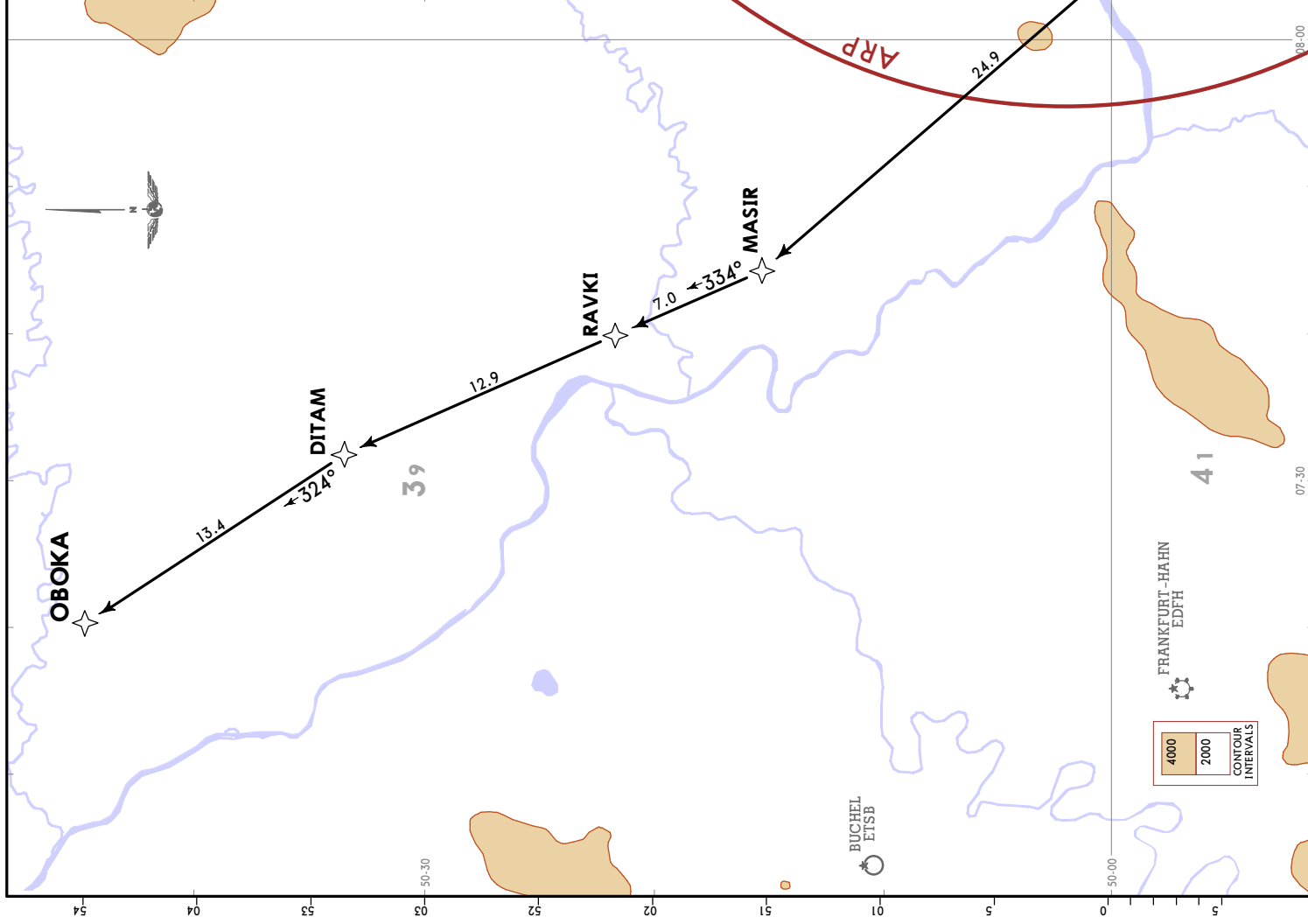
OBOKA 3W [OBOK3W]
RNP DEPARTURE (RWY 25C)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK
 IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

This SID requires minimum climb gradients of 8.5% (520 FT/NM) up to 800, due to operational requirements, then 4.1% (250 FT/NM) up to 2500, due to airspace structure.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 4.1% V/V (fpm) | 311 | 415 | 623 | 830 | 1038 | 1246 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

Initial climb clearance **FL070**

ROUTING
 DF999 (K200+; 800+) - DF998 (K200+; 1340+) - DF996 (K200+; 1930+) - DF172 (K230+; 2670+) - PABVI (K230+) - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

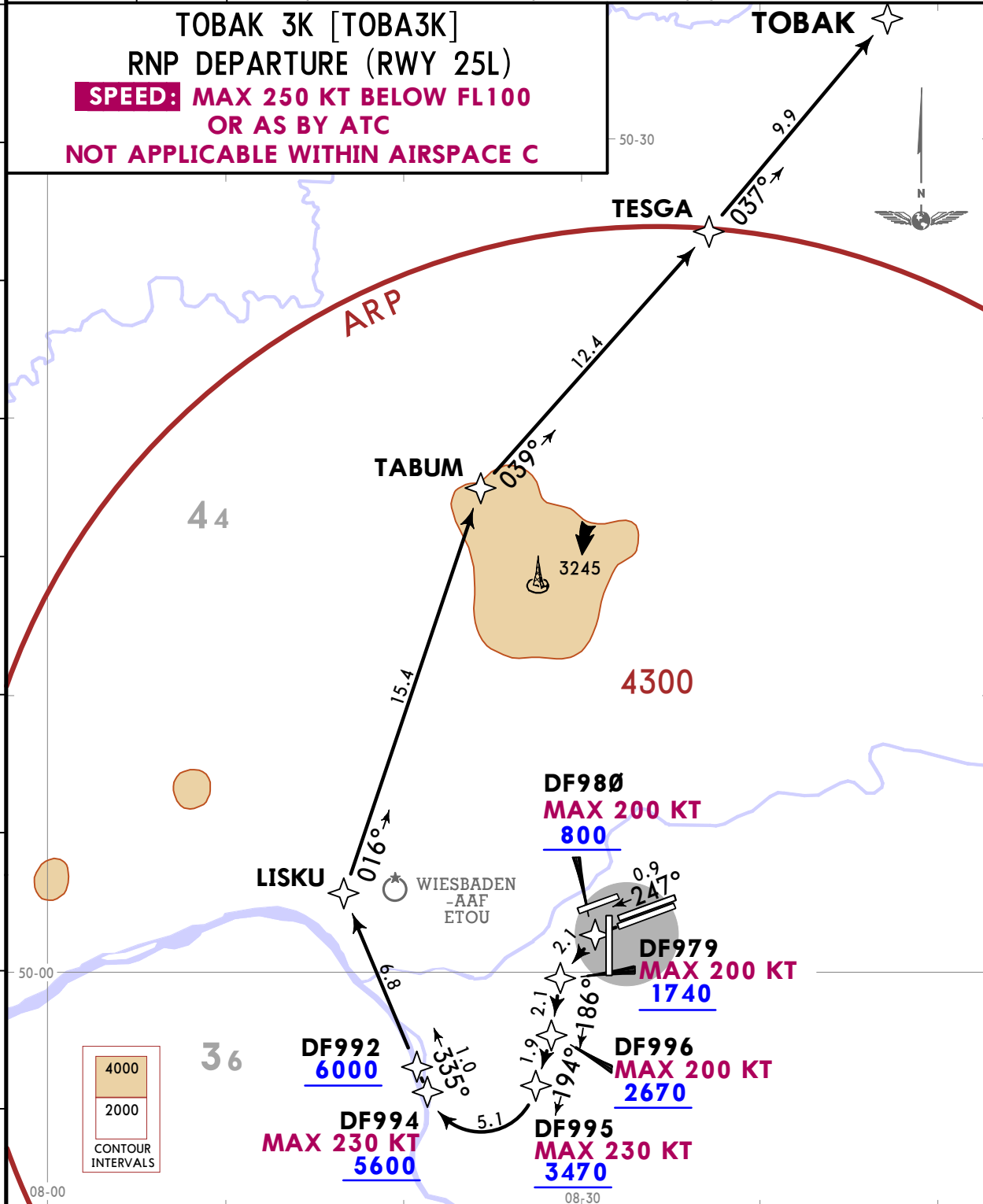


EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
26 JUL 24 (10-3C3)

RNAV SID

| | | |
|---|-----------------|--------------------------------------|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNP 1/A-RNP req'd RF req'd GPS req'd |
| 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. | | |



This SID requires minimum climb gradients of
 8.5% (520 FT/NM) up to 800, due to operational requirements, then
 7.3% (445 FT/NM) up to 2670, due to operational requirements, then
 6.8% (415 FT/NM) up to 6000, due to operational requirements.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 7.3% V/V (fpm) | 554 | 739 | 1109 | 1479 | 1848 | 2218 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

Initial climb clearance **FL070**

ROUTING

DF980 (K200-; 800+) - DF979 (K200-; 1740+) - DF996 (K200-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - TESGA - TOBAK.

EDDF/FRA
FRANKFURT/MAIN

26 JUL 24 **10-3C4**

JEPPESENFRANKFURT/MAIN, GERMANY

RNAV SID

*LANGEN
Radar (APP)
120.155

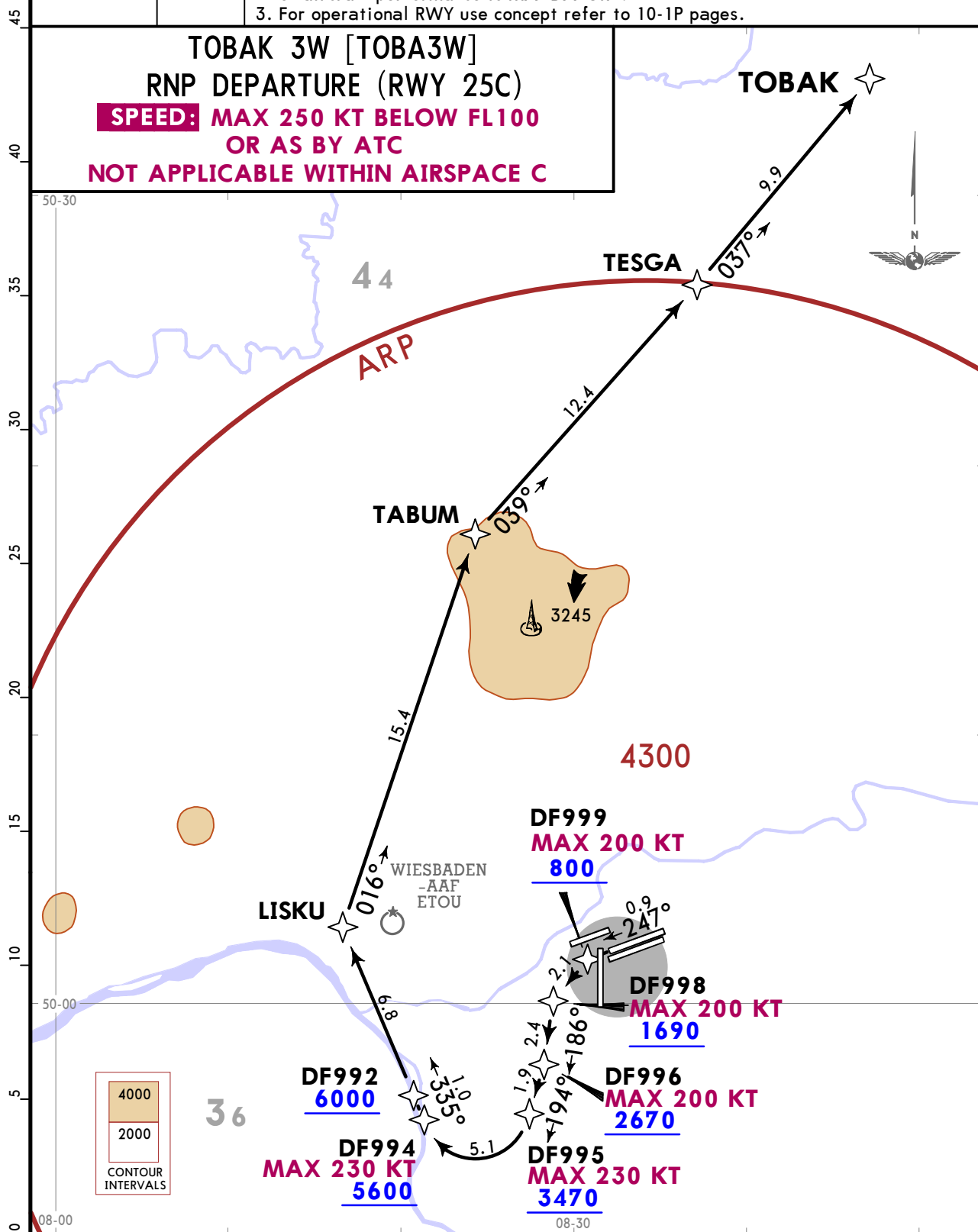
Apt Elev
363

Trans alt: 5000

RNP 1/A-RNP required RF required GPS required

1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

TOBAK 3W [TOBA3W]
RNP DEPARTURE (RWY 25C)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of 8.5% (520 FT/NM) up to 800, due to operational requirements, then 6.8% (415 FT/NM) up to 6000, due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

Initial climb clearance FL070

ROUTING

DF999 (K200-; 800+) - DF998 (K200-; 1690+) - DF996 (K200-; 2670+) - DF995 (K230-; 3470+) - DF994 (K230-; 5600+) - DF992 (6000+) - LISKU - TABUM - TESGA - TOBAK.

EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
26 JUL 24 (10-3C5) RNAV SID

*LANGEN
Radar (APP)
136.130

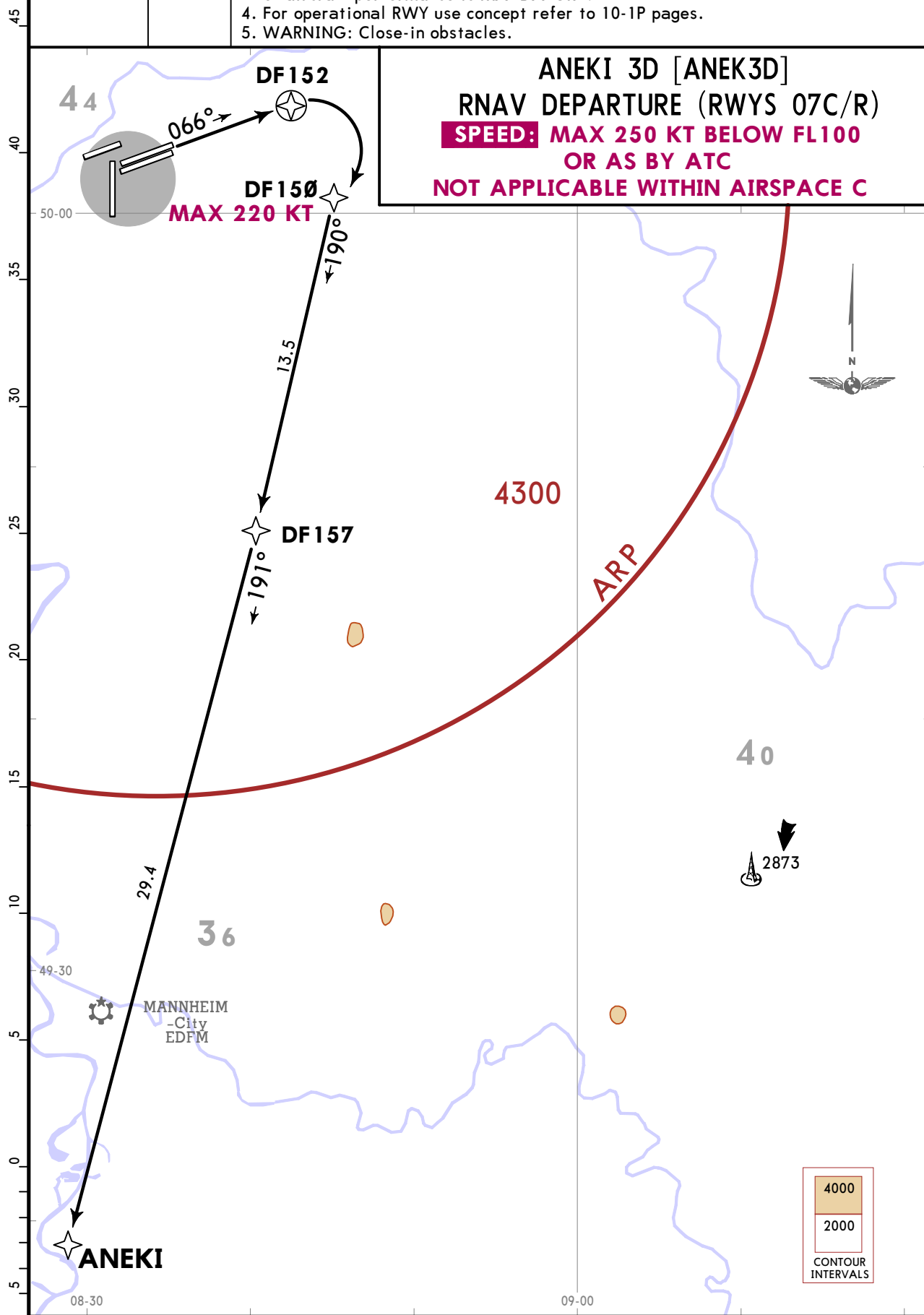
Apt Elev
363

Trans alt: 5000

RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized

1. Contact LANGEN Radar when advised by Tower. 2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. For operational RWY use concept refer to 10-1P pages.
5. WARNING: Close-in obstacles.

ANEKI 3D [ANEK3D]
RNAV DEPARTURE (RWYS 07C/R)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 4000

ROUTING

(820+) - DF152 - DF150 (K220-) - DF157 - ANEKI.

EDDF/FRA
FRANKFURT/MAIN

26 JUL 24 **10-3C6**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNAV SID

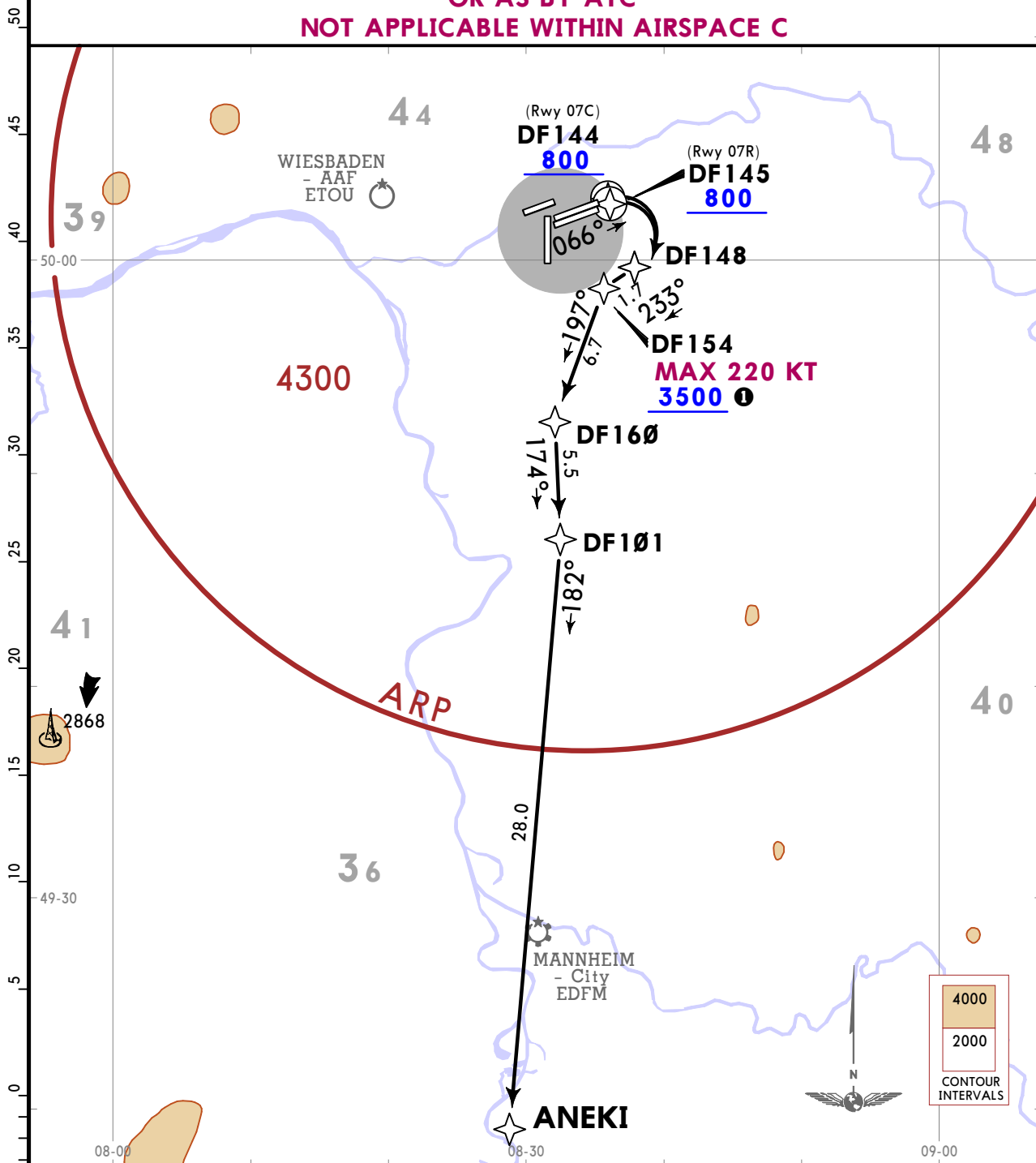
*LANGEN
Radar (APP)
136.130

Apt Elev
363

Trans alt: 5000
RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized
1. Contact LANGEN Radar when advised by Tower.
2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. For operational RWY use concept refer to 10-1P pages.
5. Altitude constraints due to operational requirements.

ANEKI 6E [ANEK6E]
RNAV DEPARTURE
(RWYS 07C/R)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



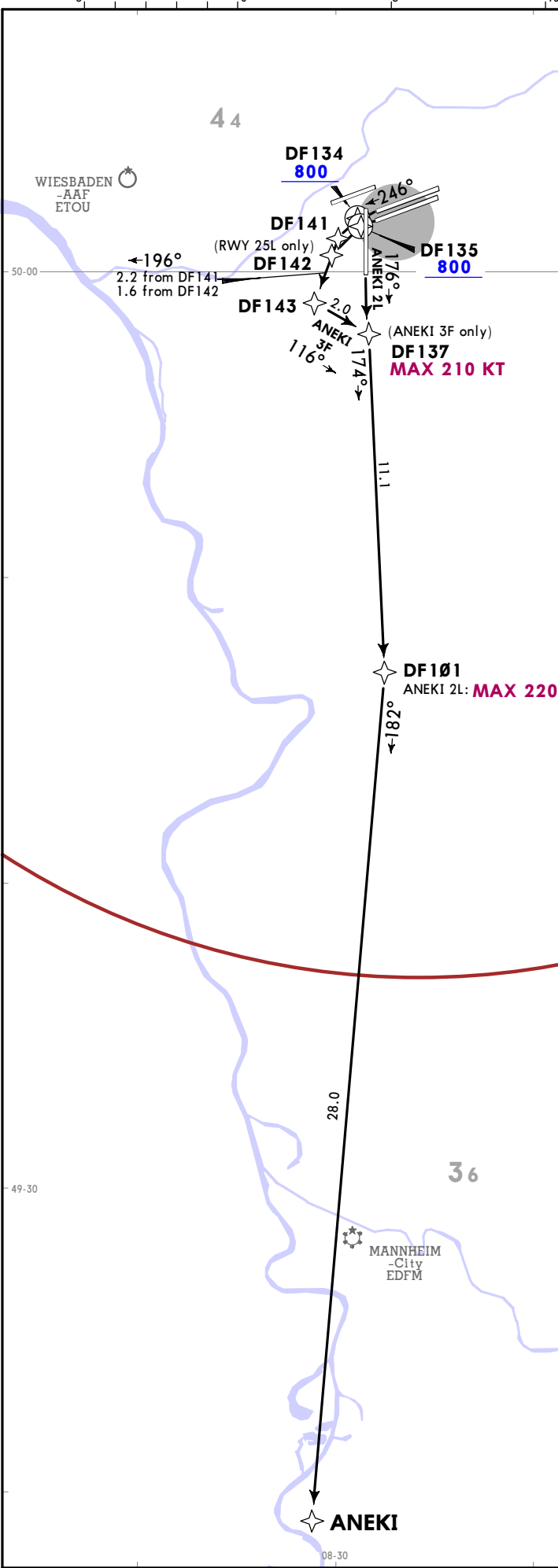
Initial climb clearance **4000**

| RWY | ROUTING |
|------------|--|
| 07C | DF144 (800+) - DF148 - DF154 (K220-; 3500+ ①) - DF160 - DF101 - ANEKI. |
| 07R | DF145 (800+) - DF148 - DF154 (K220-; 3500+ ①) - DF160 - DF101 - ANEKI. |

① If unable to comply, advise EDDF DELIVERY prior to start-up.

CHANGES: PBN note revised.

EDDF/FRA
FRANKFURT/MAIN
JEPPESSEN
10-3C7
17 JAN 25
EF 23 Jan



| | | |
|---|-----------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 RNAV 1 required DME/DME without IRU not authorized |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. RADAR required. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. RWY 18: WARNING: Close-in obstacles. RWY 18: WARNING: Wind shears and increased turbulences must be expected when strong winds. For operational RWY use concept refer to 10-1P pages. | | |

ANEKI 3F [ANEK3F]
ANEKI 2L [ANEK2L]
RNAV DEPARTURES
(RWYS 18, 25L/C)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

ANEKI 3F: Initial climb clearance 5000
ANEKI 2L: Initial climb clearance 4000

| SID | RWY | ROUTING |
|----------|-----|---|
| ANEKI 3F | 25L | DF135 (800+) - DF142 - DF143 - DF137 (K210-) - DF101 - ANEKI. |
| | 25C | DF134 (800+) - DF141 - DF143 - DF137 (K210-) - DF101 - ANEKI. |
| ANEKI 2L | 18 | (800+) - DF101 (K220-) - ANEKI. |

ANEKI 3F [ANEK3F]
ANEKI 2L [ANEK2L]
RNAV DEPARTURES
(RWYS 18, 25L/C)

FRANKFURT/MAIN, GERMANY
RNAV SID

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EDDF/FRA
FRANKFURT/MAIN

17 JAN 25

10-3D

Eff 23 Jan

RNAV SID

JEPPESEN FRANKFURT/MAIN, GERMANY

*LANGEN
Radar (APP)
136.130

Apt Elev
363

Trans alt: 5000

RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized

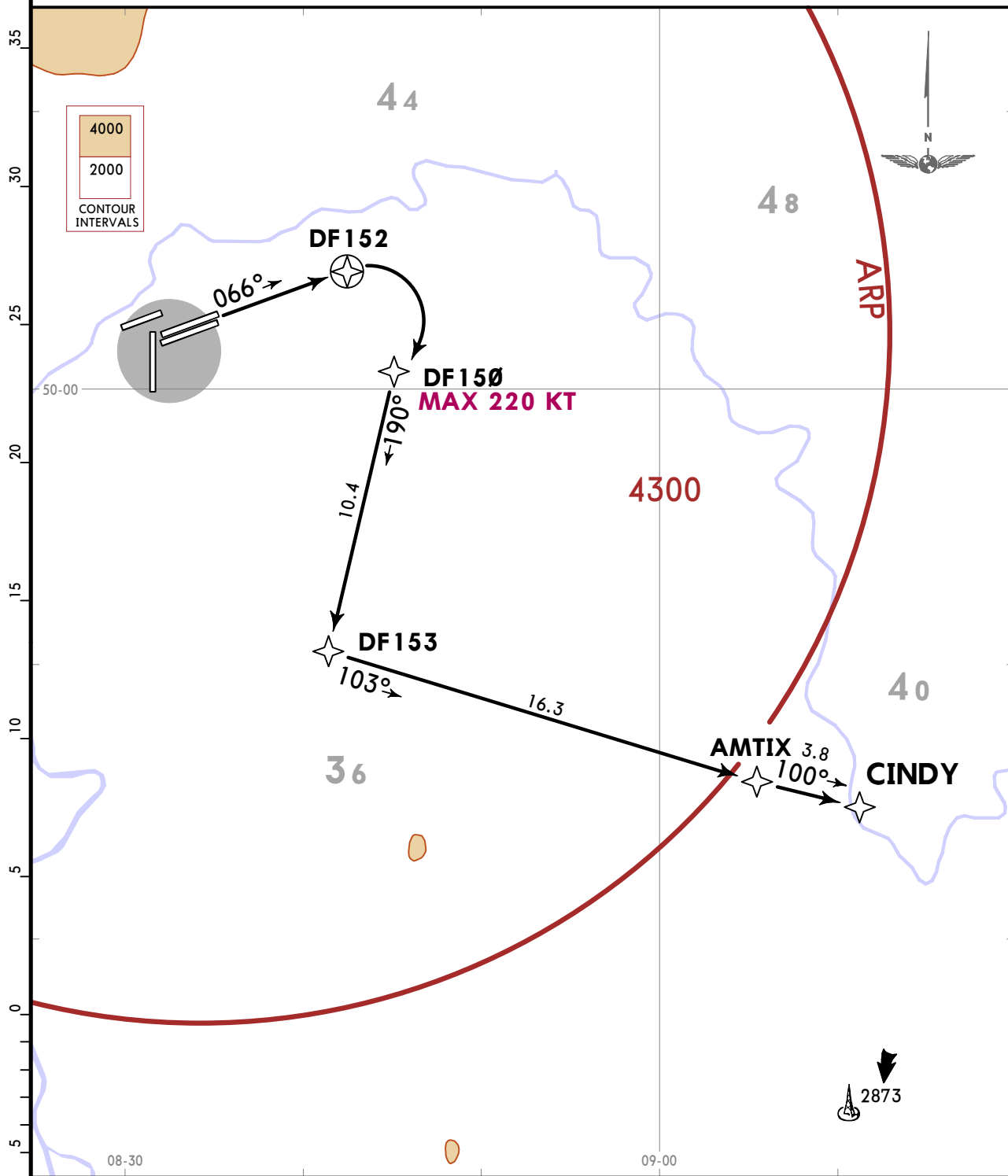
1. Contact LANGEN Radar when advised by Tower. 2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. For operational RWY use concept refer to 10-1P pages.
5. WARNING: Close-in obstacles.

CINDY 2D [CIND2D]

RNAV DEPARTURE

(RWYS 07C/R)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance 4000

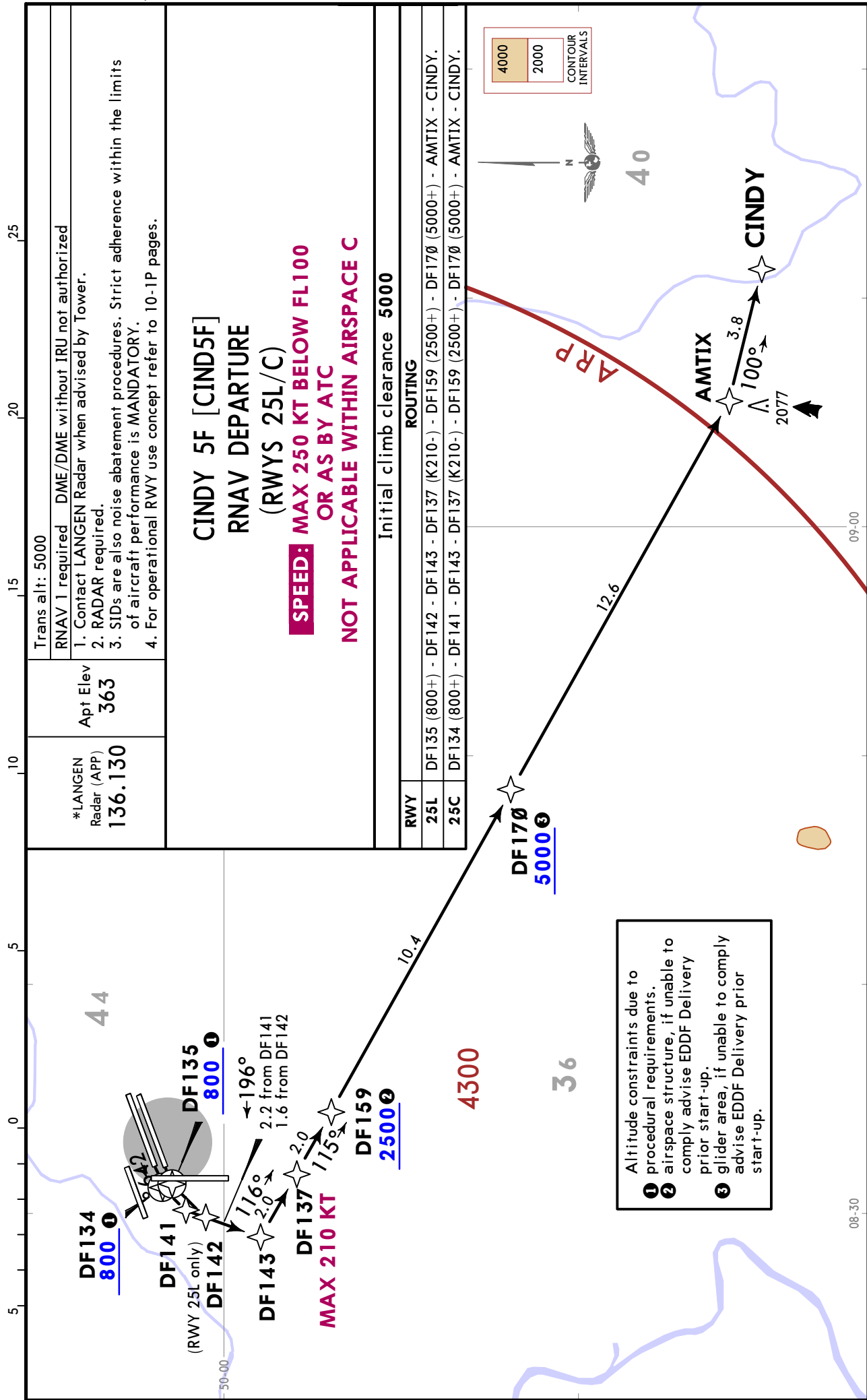
ROUTING

(820+) - DF152 - DF150 (K220-) - DF153 - AMTIX - CINDY.

CHANGES: None.

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EDDF/FRA FRANKFURT/MAIN



EDDF/FRA
FRANKFURT/MAIN

17 JAN 25

10-3E1

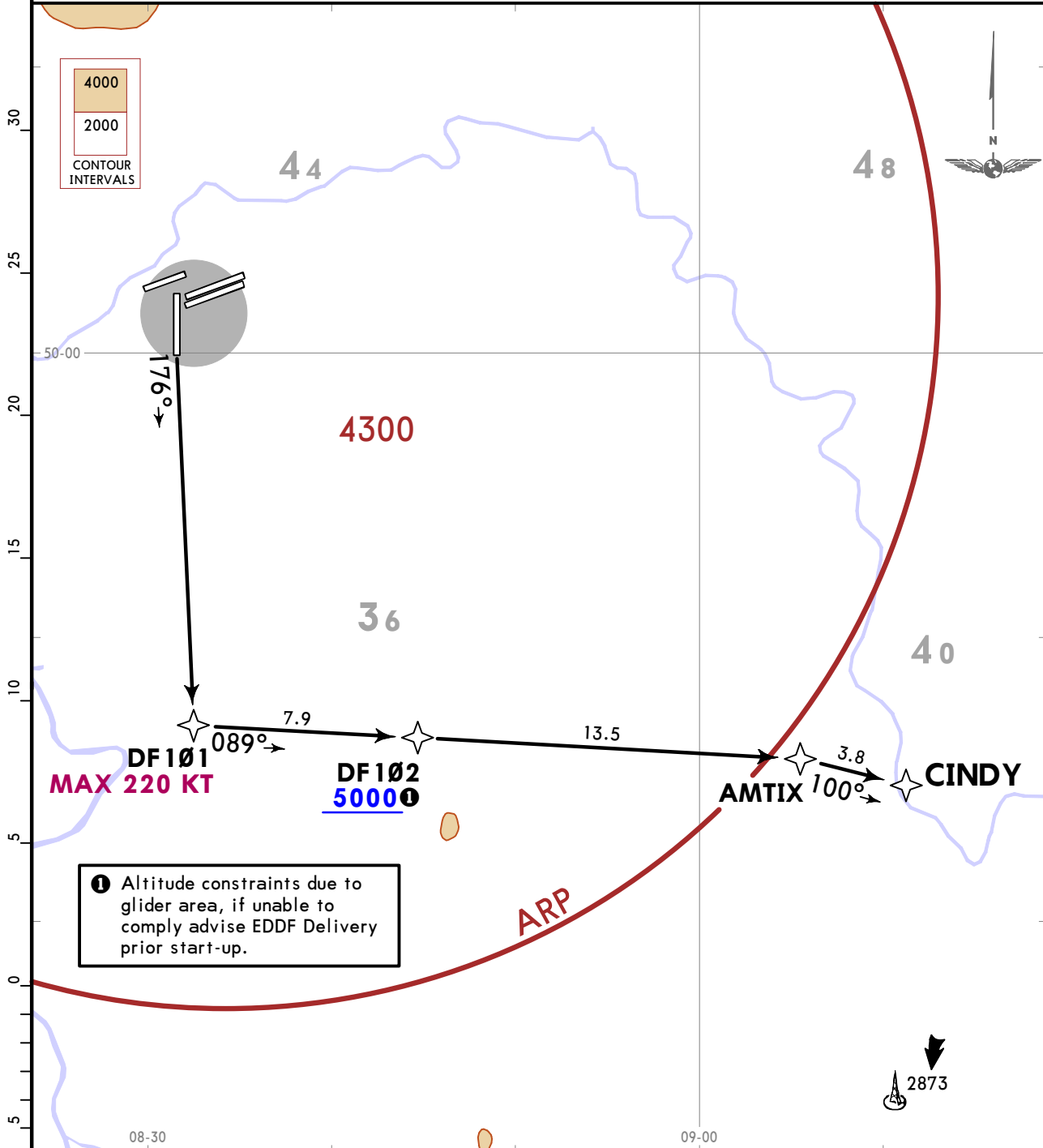
Eff 23 Jan

JEPPesen FRANKFURT/MAIN, GERMANY

RNAV SID

| | | |
|---|------------------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required DME/DME without IRU not authorized |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. RADAR required. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. WARNING: Close-in obstacles. WARNING: Wind shears and increased turbulences must be expected when strong winds. For operational RWY use concept refer to 10-1P pages. | | |

CINDY 5L [CIND5L]
RNAV DEPARTURE (RWY 18)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



① Altitude constraints due to glider area, if unable to comply advise EDDF Delivery prior start-up.

Initial climb clearance **4000**

ROUTING
 (800+) - DF101 (K220-) - DF102 (5000+) - AMTIX - CINDY.

EDDF/FRA
FRANKFURT/MAIN

17 JAN 25

10-3E2

Eff 23 Jan

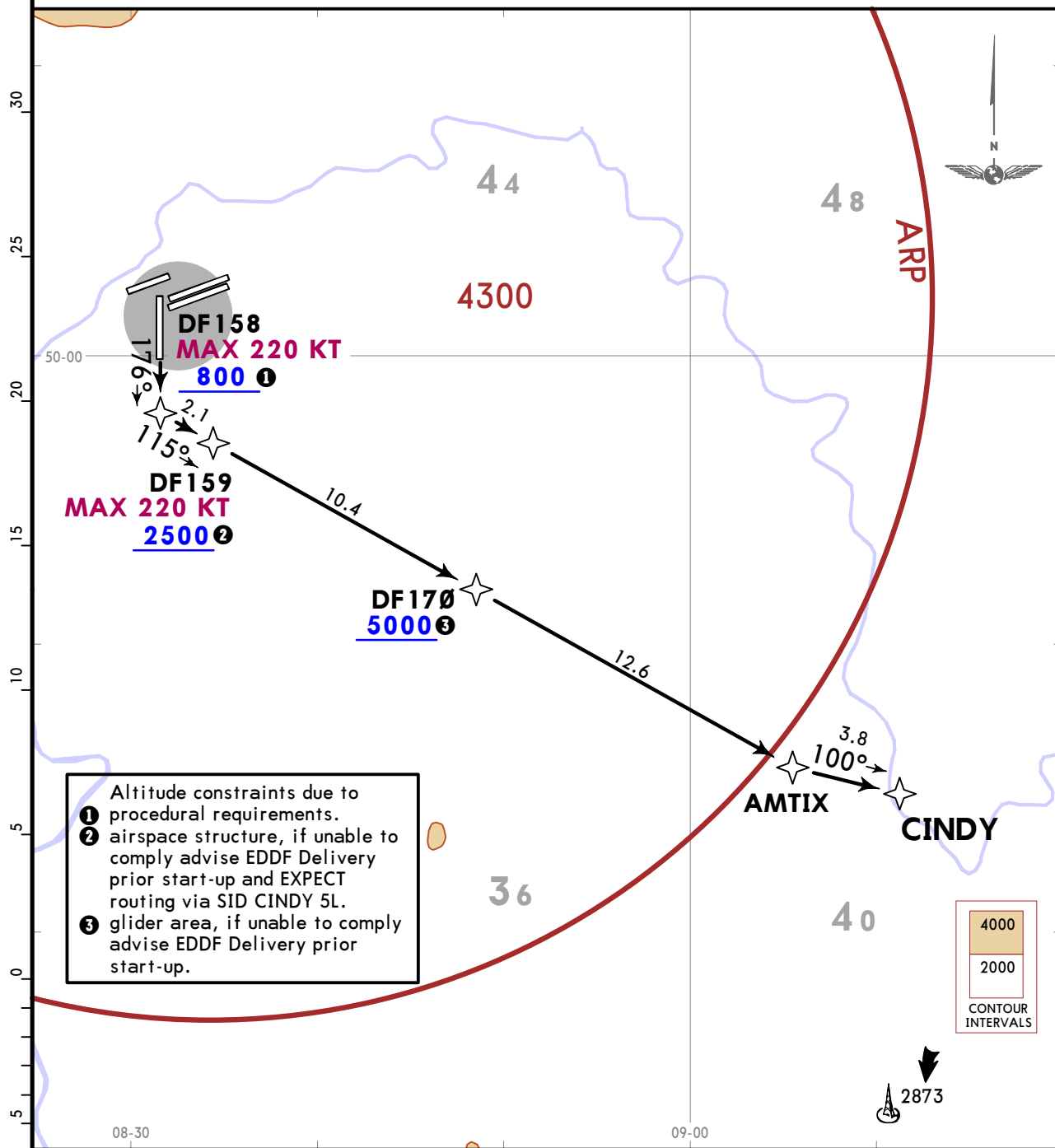
JEPPESEN FRANKFURT/MAIN, GERMANY

RNAV SID

| | | |
|---|------------------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required DME/DME without IRU not authorized |
| 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. WARNING: Close-in obstacles. 5. WARNING: Wind shears and increased turbulences must be expected when strong winds. 6. For operational RWY use concept refer to 10-1P pages. | | |

CINDY 7S [CIND7S]
RNAV DEPARTURE
(RWY 18)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Altitude constraints due to procedural requirements.

- ① procedural requirements.
- ② airspace structure, if unable to comply advise EDDF Delivery prior start-up and EXPECT routing via SID CINDY 5L.
- ③ glider area, if unable to comply advise EDDF Delivery prior start-up.

4000
2000
CONTOUR INTERVALS

Initial climb clearance **4000**

ROUTING

DF158 (K220-; 800+) - DF159 (K220-; 2500+) - DF170 (5000+) - AMTIX - CINDY.

CHANGES: SIDs replaced by RNAV SIDs, chart reindexed.

EDDF / FRA
FRANKFURT / MAIN
JEPPESSEN
10-3E3
5 JUL 24
EF 11 201

Trans alt: 5000
RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized

- Contact LANGEN Radar when advised by Tower.
- RADAR required.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- Altitude constraints due to operational requirements. If unable to comply advise EDDF Delivery prior to start-up
- For operational RWY use concept refer to 10-1P pages.

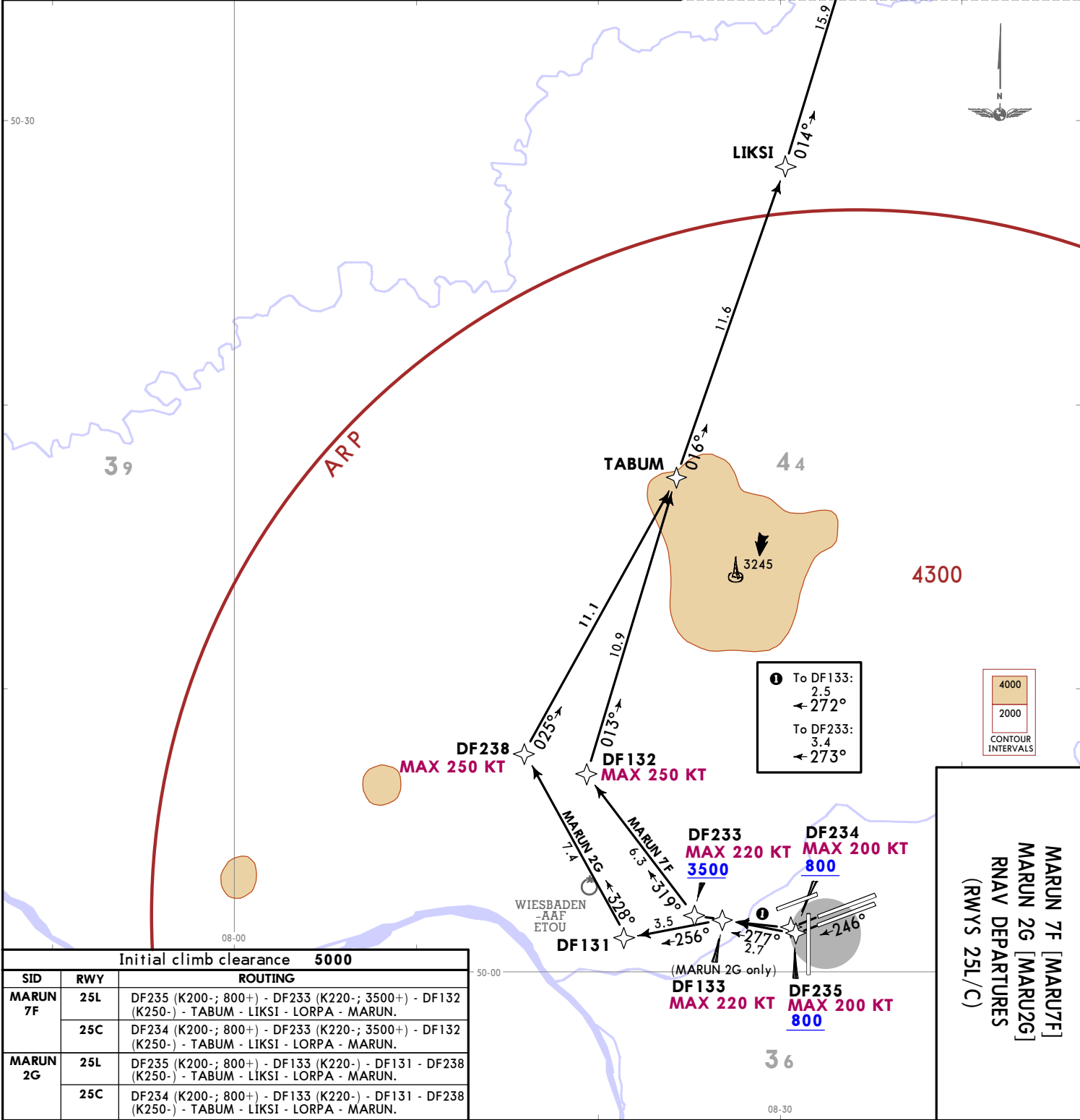
*LANGEN Radar (APP)
120.155

Apt Elev
363

MARUN 7F [MARU7F]
MARUN 2G [MARU2G]
RNAV DEPARTURES
(RWYS 25L/C)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

NOT TO SCALE



Initial climb clearance 5000

| SID | RWY | ROUTING |
|----------|-----|--|
| MARUN 7F | 25L | DF235 (K200-; 800+) - DF233 (K220-; 3500+) - DF132 (K250-) - TABUM - LIKSI - LORPA - MARUN. |
| | 25C | DF234 (K200-; 800+) - DF233 (K220-; 3500+) - DF132 (K250-) - TABUM - LIKSI - LORPA - MARUN. |
| MARUN 2G | 25L | DF235 (K200-; 800+) - DF133 (K220-) - DF131 - DF238 (K250-) - TABUM - LIKSI - LORPA - MARUN. |
| | 25C | DF234 (K200-; 800+) - DF133 (K220-) - DF131 - DF238 (K250-) - TABUM - LIKSI - LORPA - MARUN. |

MARUN 7F [MARU7F]
MARUN 2G [MARU2G]
RNAV DEPARTURES
(RWYS 25L/C)

FRANKFURT / MAIN, GERMANY
RNAV SID

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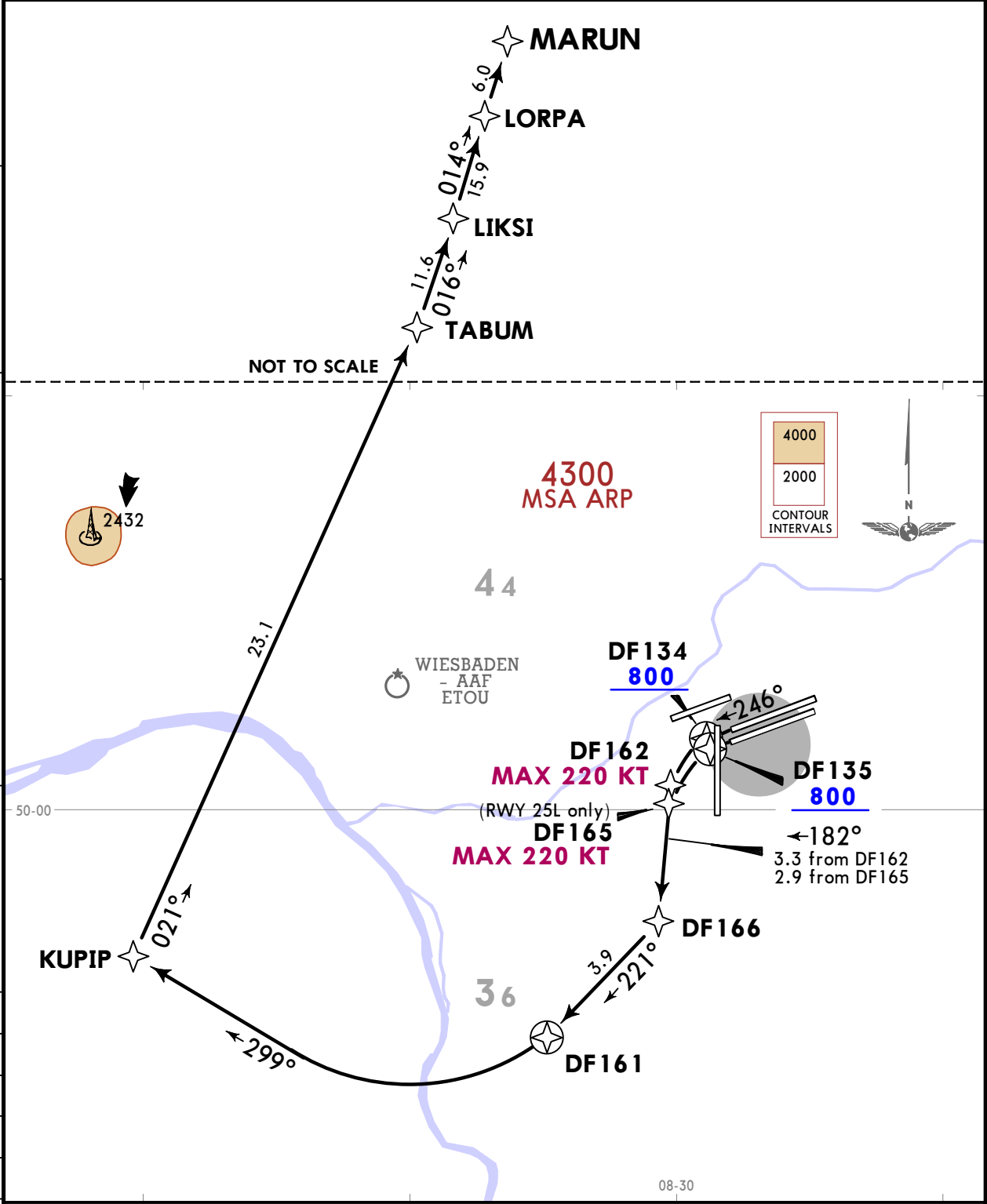
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3E4) Eff 11 Jul RNAV SID

| | | |
|-----------------------------------|-----------------|---|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. |

MARUN 2N [MARU2N]
RNAV DEPARTURE (RWYS 25L/C)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

25
20
15
10
5
0
5



Initial climb clearance 5000

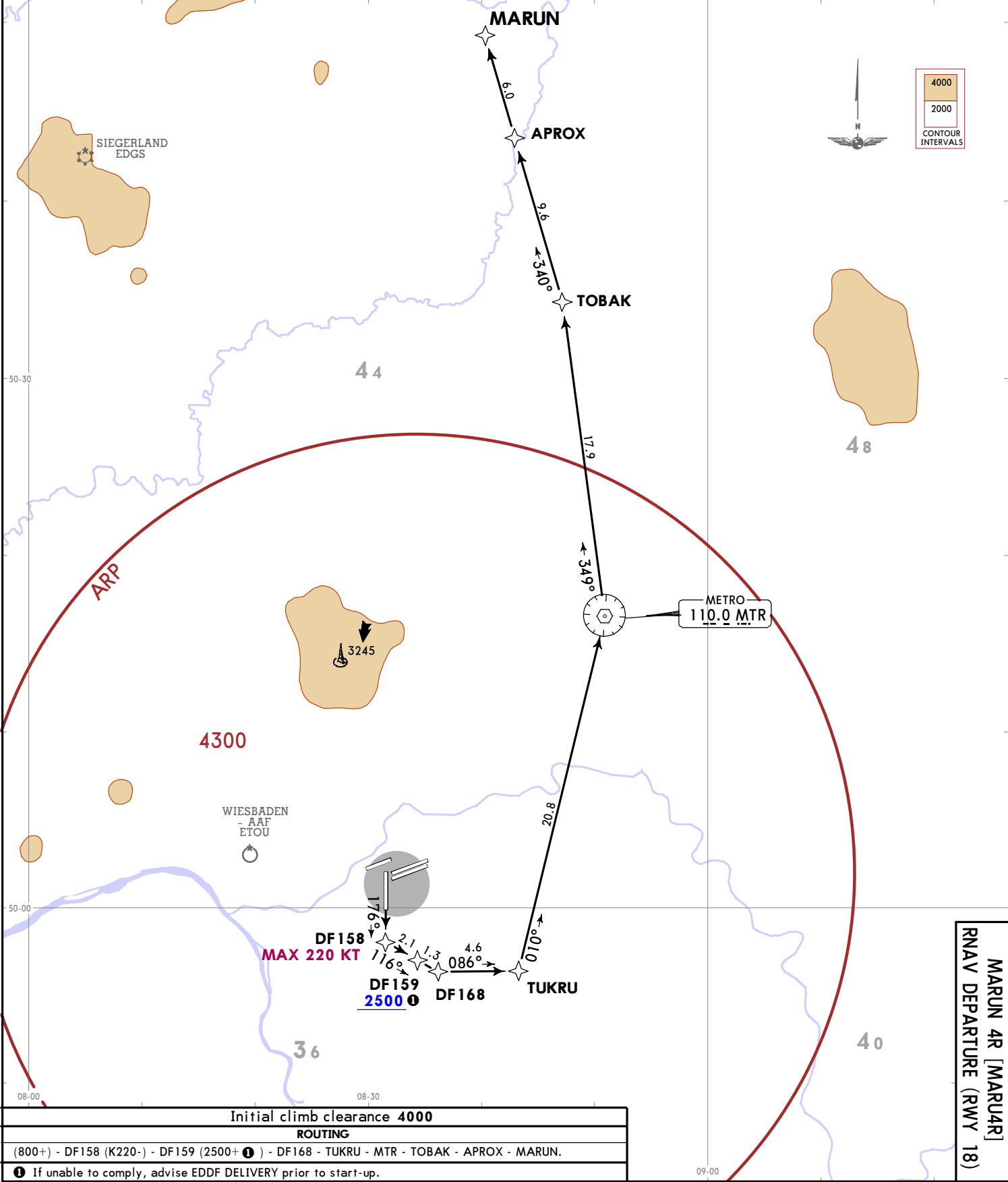
| RWY | ROUTING |
|-----|---|
| 25L | DF135 (800+) - DF165 (K220-) - DF166 - DF161 - KUPIP - TABUM - LIKSI - LORPA - MARUN. |
| 25C | DF134 (800+) - DF162 (K220-) - DF166 - DF161 - KUPIP - TABUM - LIKSI - LORPA - MARUN. |

CHANGES: Chart reindexed.

EDDF/FRA
FRANKFURT/MAIN
JEPPESSEN
5 JUL 24 (10-3E5)
EFF 11 Jul

| | | |
|--|-----------------|---|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. RADAR required. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. For operational RWY use concept refer to 10-1P pages. WARNING: Close-in obstacles. WARNING: Wind shears and increased turbulences must be expected when strong winds. Do not turn before DER. | | |

MARUN 4R [MARU4R]
RNAV DEPARTURE (RWY 18)
 BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



FRANKFURT/MAIN, GERMANY
 MARUN 4R [MARU4R]
 RNAV DEPARTURE (RWY 18)
 RNAV SID

| | |
|---|--|
| Initial climb clearance 4000 | |
| ROUTING | |
| (800+) - DF158 (K220-) - DF159 (2500+ 1) - DF168 - TUKRU - MTR - TOBAK - APROX - MARUN. | |
| 1 If unable to comply, advise EDDF DELIVERY prior to start-up. | |

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CHANGES: Chart reindexed.

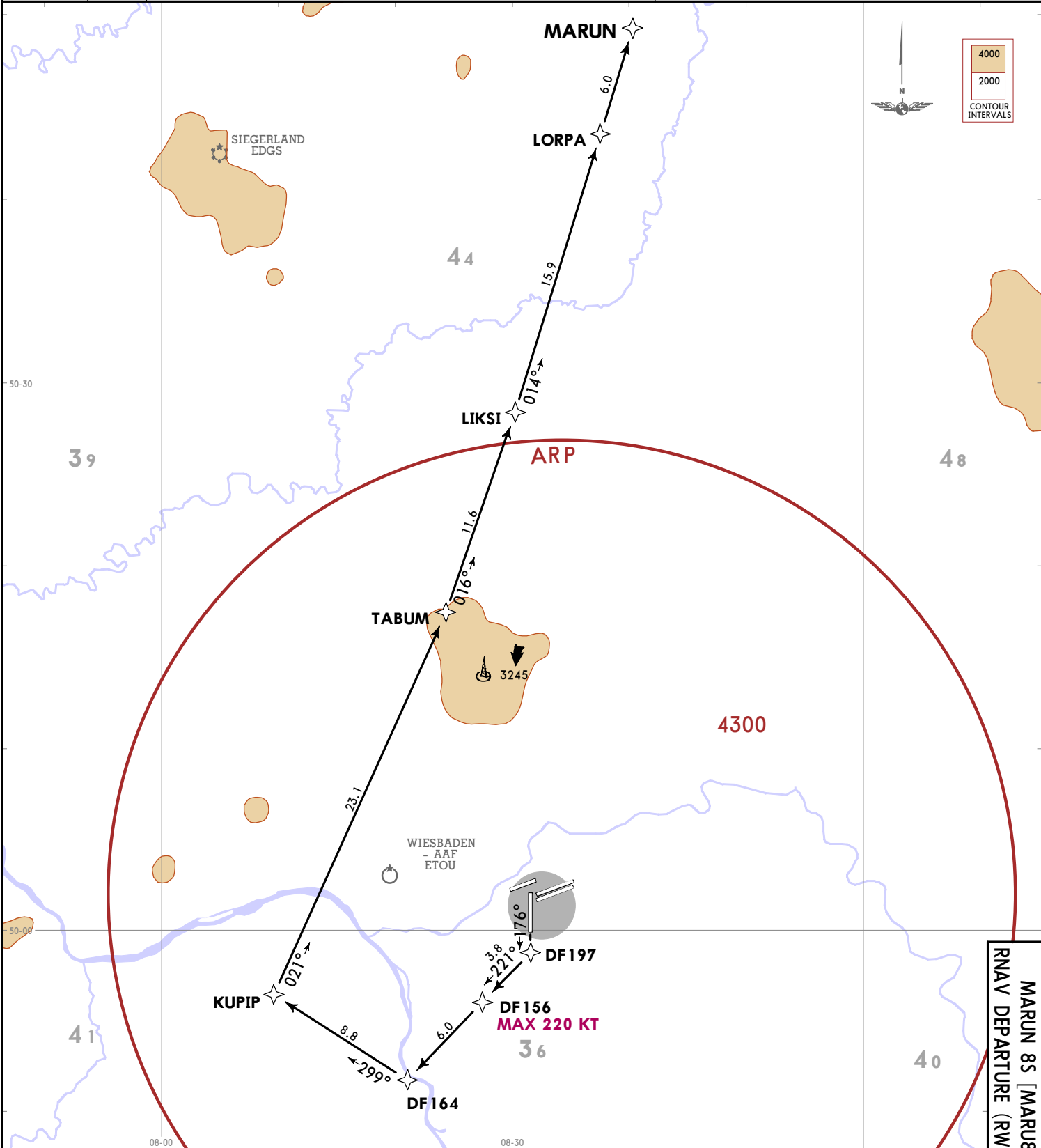
Trans alt: 5000
 RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized

*LANGEN Radar (APP)
 120.155

Apt Elev
 363

- Contact LANGEN Radar when advised by Tower.
- RADAR required.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- For operational RWY use concept refer to 10-1P pages.
- WARNING: Close-in obstacles.
- WARNING: Wind shears and increased turbulences must be expected when strong winds.
- Do not turn before DER.

MARUN 8S [MARU8S]
RNAV DEPARTURE (RWY 18)
 WILL ONLY BE ASSIGNED WHEN
 LANDING DIRECTION IS RWY 25
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 4000
ROUTING
 (800+) - DF197 - DF156 (K220-) - DF164 - KUPIP - TABUM - LIKSI - LORPA - MARUN.

EDDF / FRA
 FRANKFURT / MAIN
 JEPPESEN
 10-3E6
 5 JUL 24
 EFF 11 JUL

FRANKFURT / MAIN, GERMANY
 MARUN 8S [MARU8S]
 RNAV DEPARTURE (RWY 18)
 RNAV SID

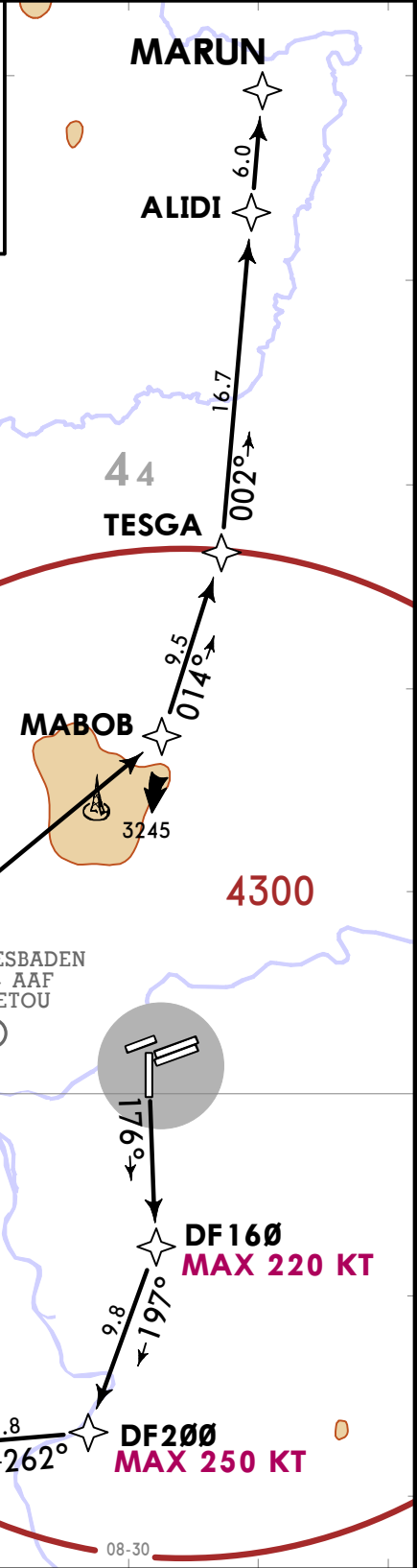
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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 **10-3E7** **Eff 11 Jul** **RNAV SID**

| | |
|--|--|
| *LANGEN Radar (APP) 136.130 | Trans alt: 5000 RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. 5. WARNING: Close-in obstacles. 6. WARNING: Wind shears and increased turbulences must be expected when strong winds. 7. Do not turn before DER. |
| Apt Elev 363 | |

MARUN 6T [MARU6T]
RNAV DEPARTURE
(RWY 18)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 4000

ROUTING
(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-) - VETUX (FL090+ **1**) - RUDUS - MABOB - TESGA - ALIDI - MARUN.

1 If unable to comply, advise EDDF DELIVERY prior to start-up.

FRANKFURT / MAIN, GERMANY
RNAV SID

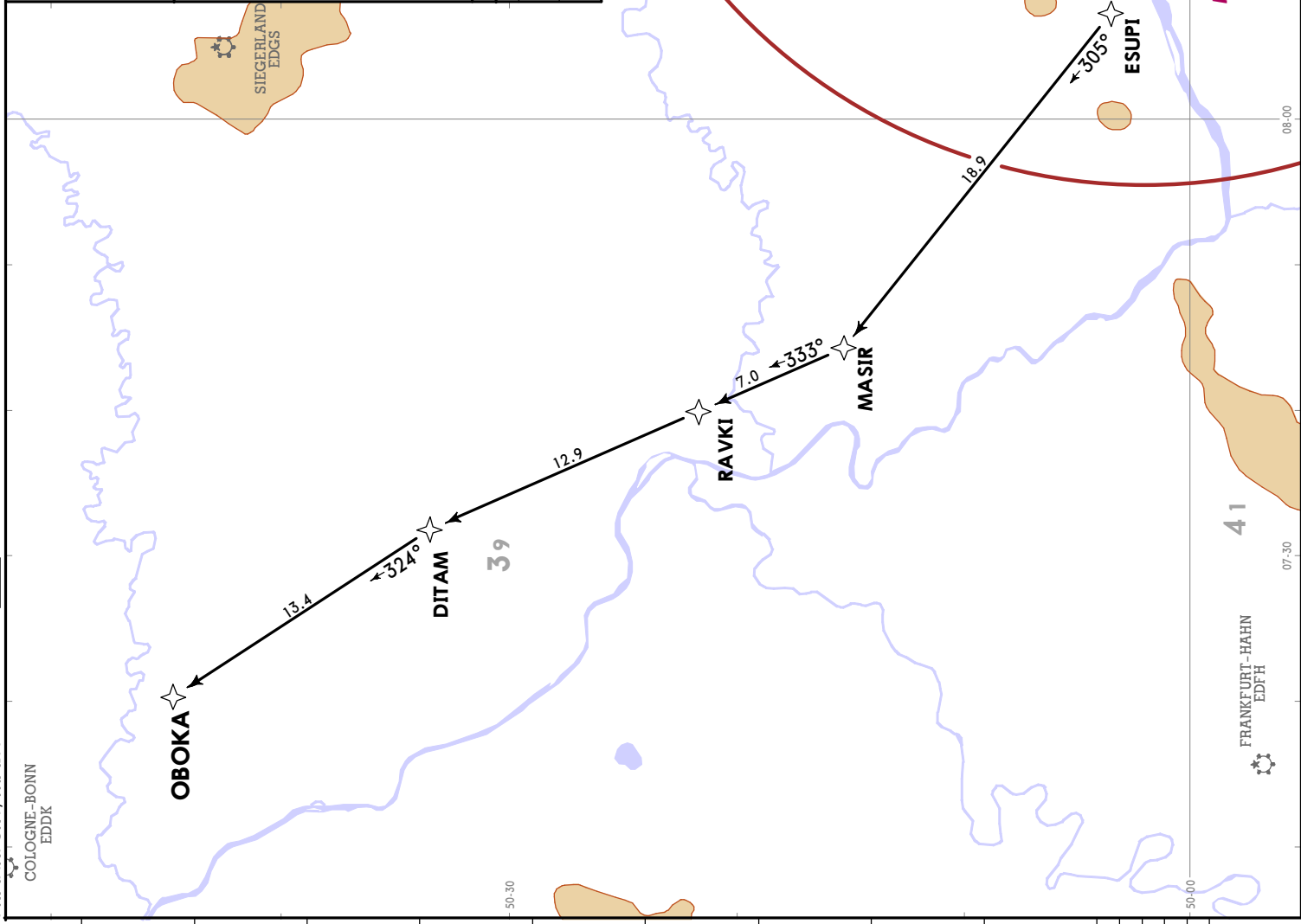
EDDF / FRA
FRANKFURT / MAIN
 5 JUL 24 (10-3E8) Eff 11 Jul

Trans alt: 5000
 RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized
 1. Contact LANGEN Radar when advised by Tower.
 2. RADAR required.
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 4. Altitude constraints due to operational requirements. If unable to comply advise EDDF Delivery prior to start-up
 5. For operational RWY use concept refer to 10-1P pages.

*LANGEN Radar
 120.155
 Apt Elev
 363

OBOKA 4G [OBOK4G]
RNAV DEPARTURE
(RWYS 25L/C)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY
 ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

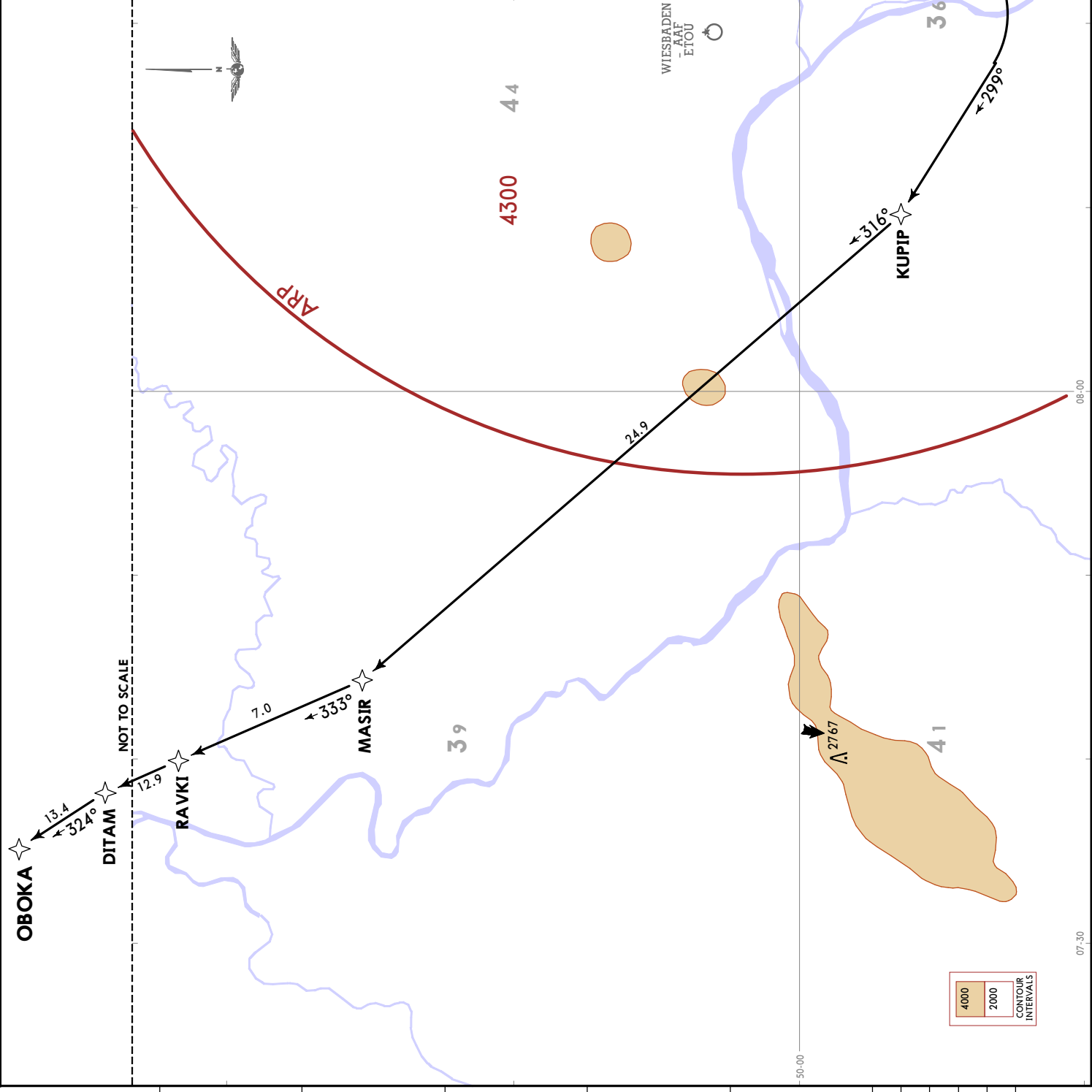
| | |
|-------------------------------------|--|
| Initial climb clearance 5000 | |
| ROUTING | |
| RWY 25L | DF235 (K200+; 800+) · DF133 (K220-) · DF136 (K250-) · ESUPI · MASIR · RAVKI · DITAM · OBOKA. |
| RWY 25C | DF234 (K200+; 800+) · DF133 (K220-) · DF136 (K250-) · ESUPI · MASIR · RAVKI · DITAM · OBOKA. |



EDDF/FRA
FRANKFURT/MAIN
10-3E9
17 JAN 25
EFF 23 Jan

FRANKFURT/MAIN, GERMANY
RNAV SID

| | | | |
|---|---|---------------------|---------|
| Apt Elev | 363 | *LANGEN Radar (APP) | 120.155 |
| Trans alt: | 5000 | | |
| RNAV 1 required DME/DME without IRU not authorized | | | |
| 1. Contact LANGEN Radar when advised by Tower. | | | |
| 2. RADAR required. | | | |
| 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. | | | |
| 4. For operational RWY use concept refer to 10-1P pages. | | | |
| OBOKA 6N [OBOK6N] | | | |
| RNAV DEPARTURE (RWYS 25L/C) | | | |
| FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY | | | |
| ADVISE EDDF DELIVERY PRIOR TO START-UP | | | |
| SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC | | | |
| NOT APPLICABLE WITHIN AIRSPACE C | | | |
| Initial climb clearance 5000 | | | |
| ROUTING | | | |
| RWY 25L | DF135 (800+) - DF165 (K220-) - DF166 - DF161 - KUPIP - MASIR - RAVKI - DITAM - OBOKA. | | |
| 25C | DF134 (800+) - DF162 (K220-) - DF166 - DF161 - KUPIP - MASIR - RAVKI - DITAM - OBOKA. | | |



CHANGES: None

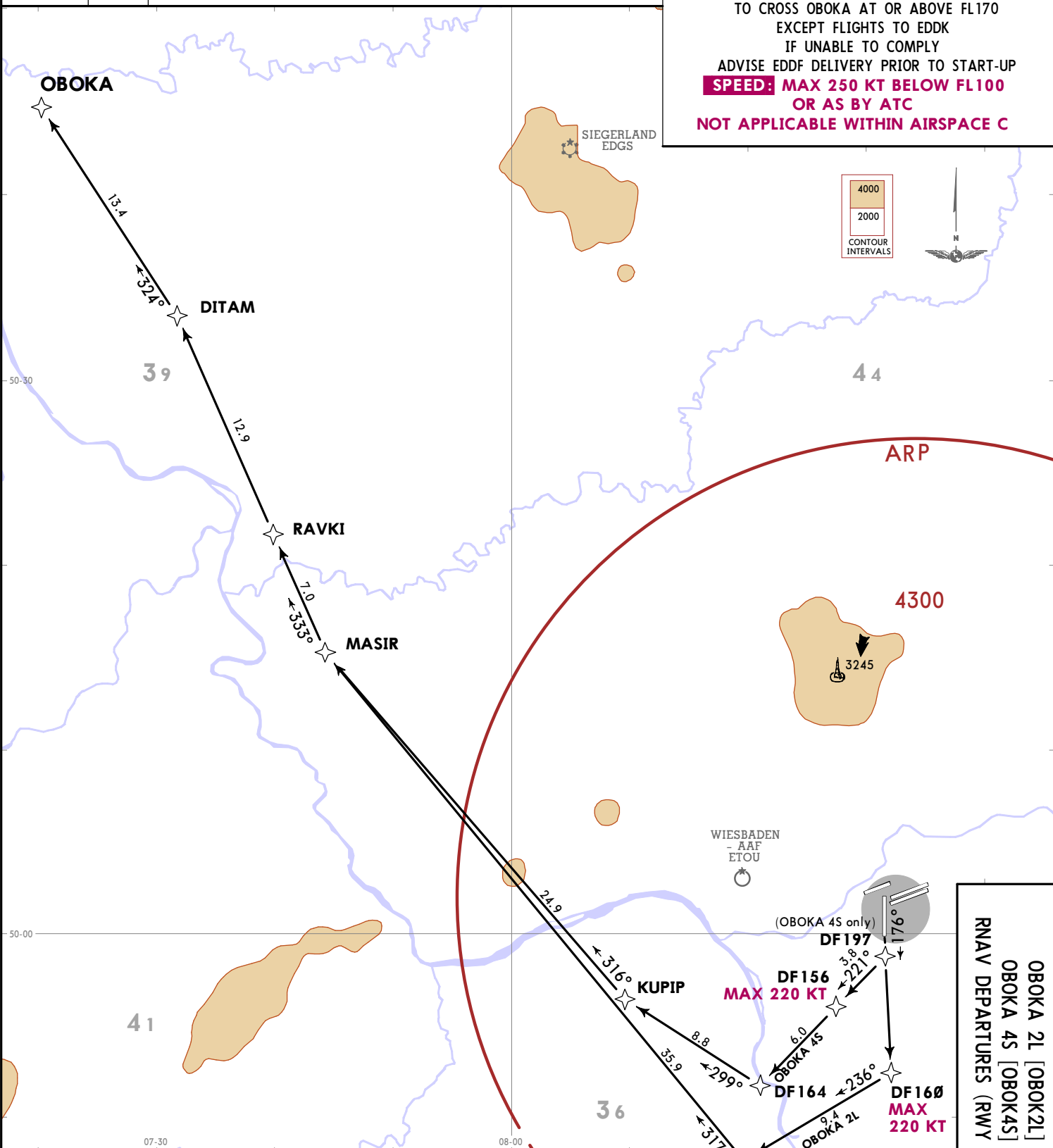
*LANGEN Radar (APP)
120.155

Apt Elev
363

Trans alt: 5000
RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized

- Contact LANGEN Radar when advised by Tower.
- RADAR required.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- For operational RWY use concept refer to 10-1P pages.
- WARNING: Close-in obstacles.
- WARNING: Wind shears and increased turbulences must be expected when strong winds.
- Do not turn before DER.

OBOKA 2L [OBOK2L]
OBOKA 4S [OBOK4S]
RNAV DEPARTURES
(RWY 18)
WILL ONLY BE ASSIGNED WHEN LANDING DIRECTION IS RWY 25
FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK
IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



| Initial climb clearance 4000 | |
|------------------------------|---|
| SID | ROUTING |
| OBOKA 2L | (800+) - DF160 (K220-) - XAMUB - MASIR - RAVKI - DITAM - OBOKA. |
| OBOKA 4S | (800+) - DF197 - DF156 (K220-) - DF164 - KUPIP - MASIR - RAVKI - DITAM - OBOKA. |

OBOKA 2L [OBOK2L]
OBOKA 4S [OBOK4S]
RNAV DEPARTURES (RWY 18)

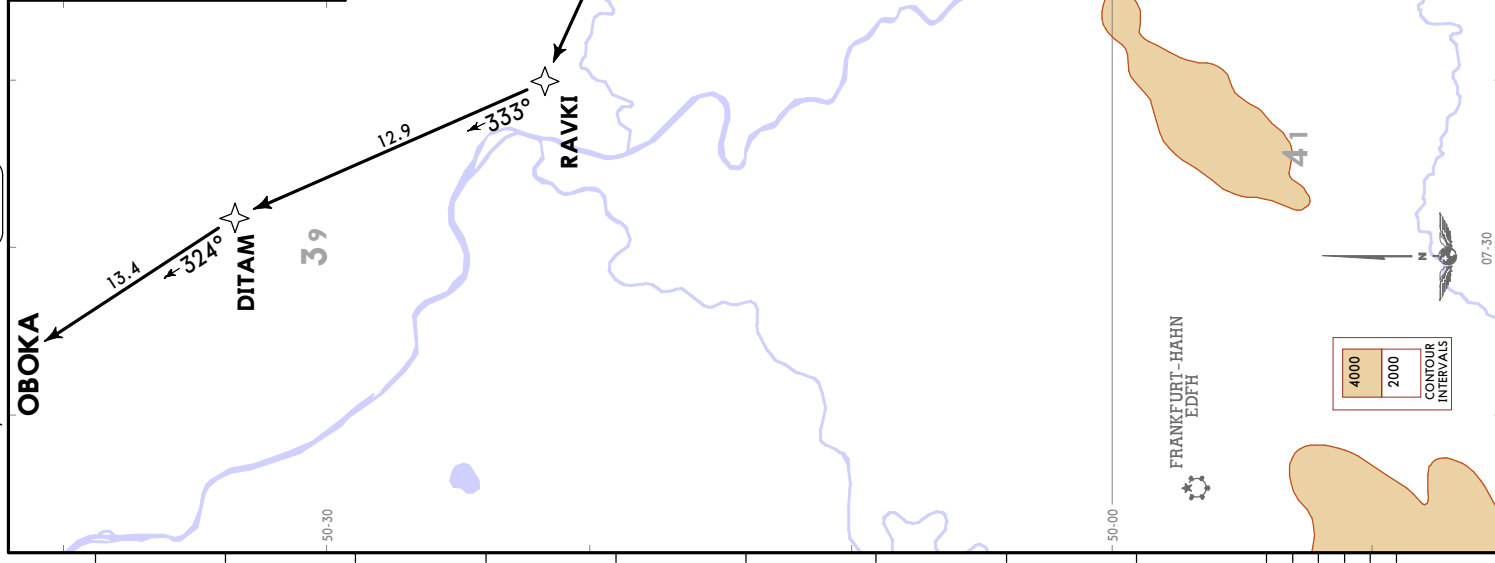
EDDF/FRA
FRANKFURT/MAIN 17 JAN 25 (10-3E10) Eff 23 Jan
JEPPERSEN
FRANKFURT/MAIN, GERMANY
RNAV SID

FRANKFURT/MAIN, GERMANY
RNAV SID

OBOKA 2R [OBOK2R]
RNAV DEPARTURE
(RWY 18)
FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

EDDF/FRA
FRANKFURT/MAIN 17 JAN 25 10-3F
Eff 23 Jan

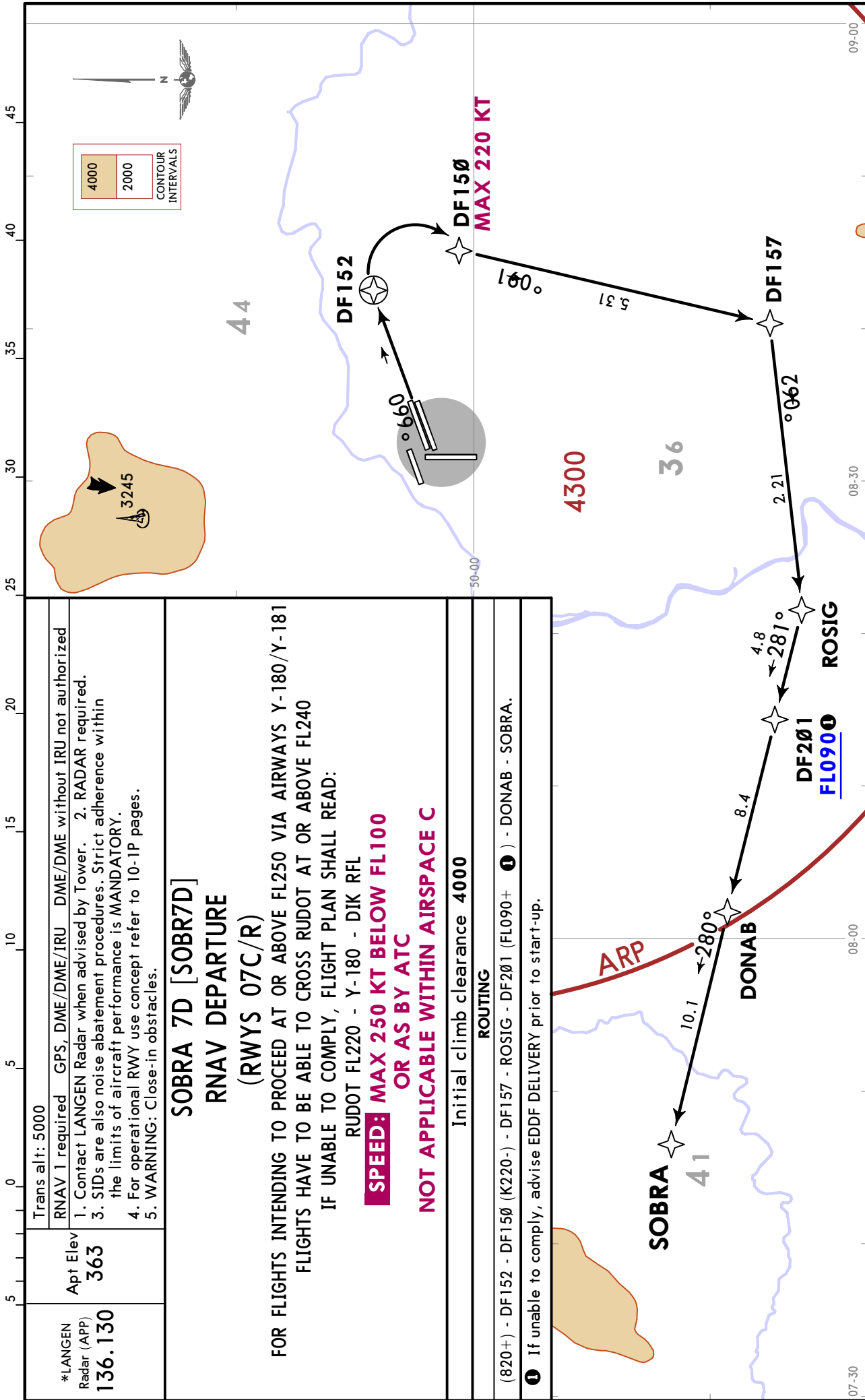
| | | | |
|--|---|------------------|------------------------------------|
| Trans alt: 5000 | RNAV 1 required | GPS, DME/DME/IRU | DME/DME without IRU not authorized |
| Apt Elev 363 | 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. | | |
| *LANGEN Radar (APP) 120.155 | 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. | | |
| 4. For operational RWY use concept refer to 10-IP pages. | | | |
| 5. WARNING: Close-in obstacles. | | | |
| 6. WARNING: Wind shears and increased turbulences must be expected when strong winds. | | | |
| 7. Do not turn before DER. | | | |
| Initial climb clearance 4000 | | | |
| ROUTING | | | |
| (800+) - DF158 (K220-) - DF159 (2500+) - DF168 - TUKRU - MTR - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - OBOKA. | | | |
| ❶ If unable to comply, advise EDDF DELIVERY prior to start-up. | | | |



EDDF/FRA
FRANKFURT/MAIN

JEPPesen
5 JUL 24 (10-3G)

FRANKFURT/MAIN, GERMANY
Eff 11 Jul
RNAV SID



| | |
|-----------------------------|---|
| Trans alt: 5000 | |
| *LANGEN Radar (APP) 136.130 | RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized |
| Apt Elev 363 | 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. |
| | 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. |
| | 4. For operational RWY use concept refer to 10-1P pages. |
| | 5. WARNING: Close-in obstacles. |

SOBRA 7D [SOBR7D]
RNAV DEPARTURE
(RWYS 07C/R)

FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250 VIA AIRWAYS Y-180/Y-181 FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240

IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:
 RUDOT FL220 - Y-180 - DIK RFL

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **4000**

ROUTING

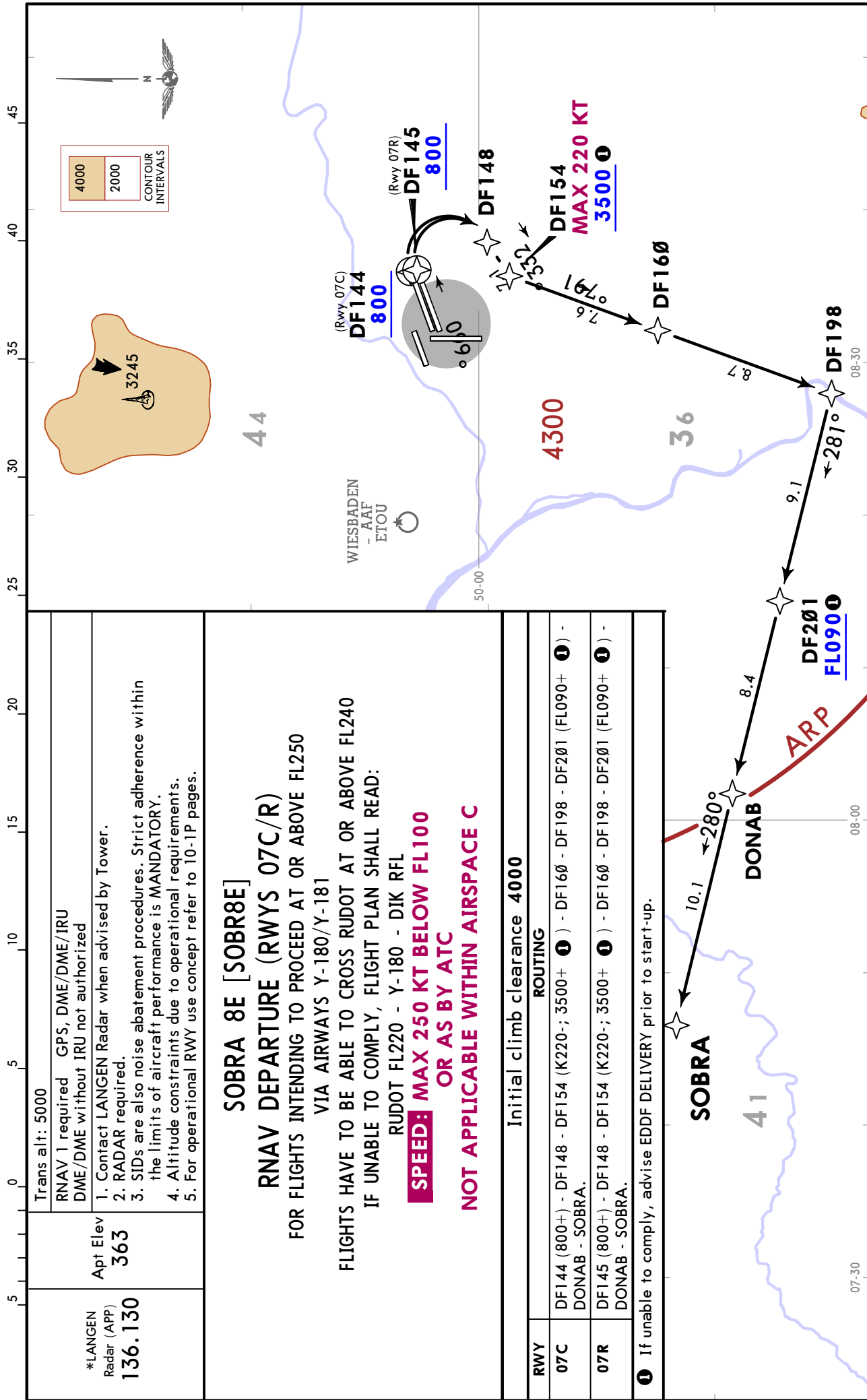
(820+) - DF152 - DF150 (K220-) - DF157 - ROSIG - DF201 (FL090+ (1)) - DONAB - SOBRA.

(1) If unable to comply, advise EDDF DELIVERY prior to start-up.

EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3G2) Eff 11 Jul

RNAV SID



| | | | |
|--|--|------------------------------------|--|
| *LANGEN Radar (APP) 136.130 | | Apt Elev 363 | |
| Trans alt: 5000 | | RNAV 1 required GPS, DME/DME/IRU | |
| | | DME/DME without IRU not authorized | |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. RADAR required. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. Altitude constraints due to operational requirements. For operational RWY use concept refer to 10-1P pages. | | | |

SOBRA 8E [SOBR8E]

RNAV DEPARTURE (RWYS 07C/R)

FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250

VIA AIRWAYS Y-180/Y-181

FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240

IF UNABLE TO COMPLY, FLIGHT PLAN SHALL READ:

RUDOT FL220 - Y-180 - DIK RFL

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 4000

ROUTING

| RWY | ROUTING |
|-----|---|
| 07C | DF144 (800+) - DF148 - DF154 (K220-; 3500+ (1)) - DF160 - DF198 - DF201 (FL090+ (1)) - DONAB - SOBRA. |
| 07R | DF145 (800+) - DF148 - DF154 (K220-; 3500+ (1)) - DF160 - DF198 - DF201 (FL090+ (1)) - DONAB - SOBRA. |

(1) If unable to comply, advise EDDF DELIVERY prior to start-up.

EDDF/FRA FRANKFURT/MAIN

| Initial climb clearance 5000 | | ROUTING |
|-------------------------------------|------------|---|
| SID | RWY | |
| SOBRA 1F | 25L | DF135 (800+) - DF142 - DF163 (K220-) - DF199 (5000+) - DF201 - DONAB - SOBRA. |
| SOBRA 9P | 25C | DF134 (800+) - DF141 - DF163 (K220-) - DF199 (5000+) - DF201 - DONAB - SOBRA. |
| SOBRA 25L | 25L | DF135 (800+) - DF138 (K220-) - DF147 (6000+) - DONAB - SOBRA. |
| SOBRA 25C | 25C | DF134 (800+) - DF138 (K220-) - DF147 (6000+) - DONAB - SOBRA. |

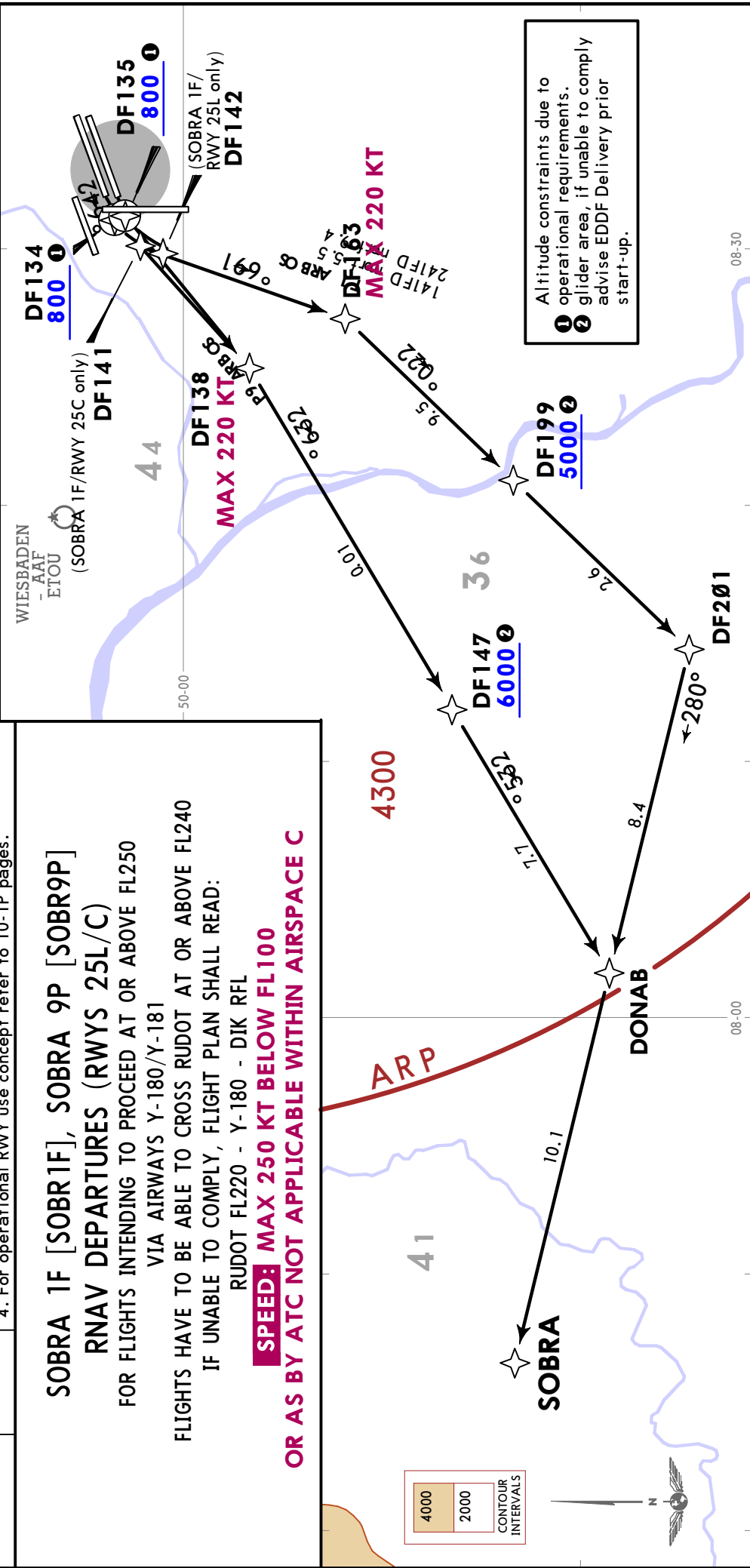
Trans alt: 5000

RNAV 1 required
DME/DME without IRU not authorized

Apt Elev **363**

*LANGEN Radar (APP) **136.130**

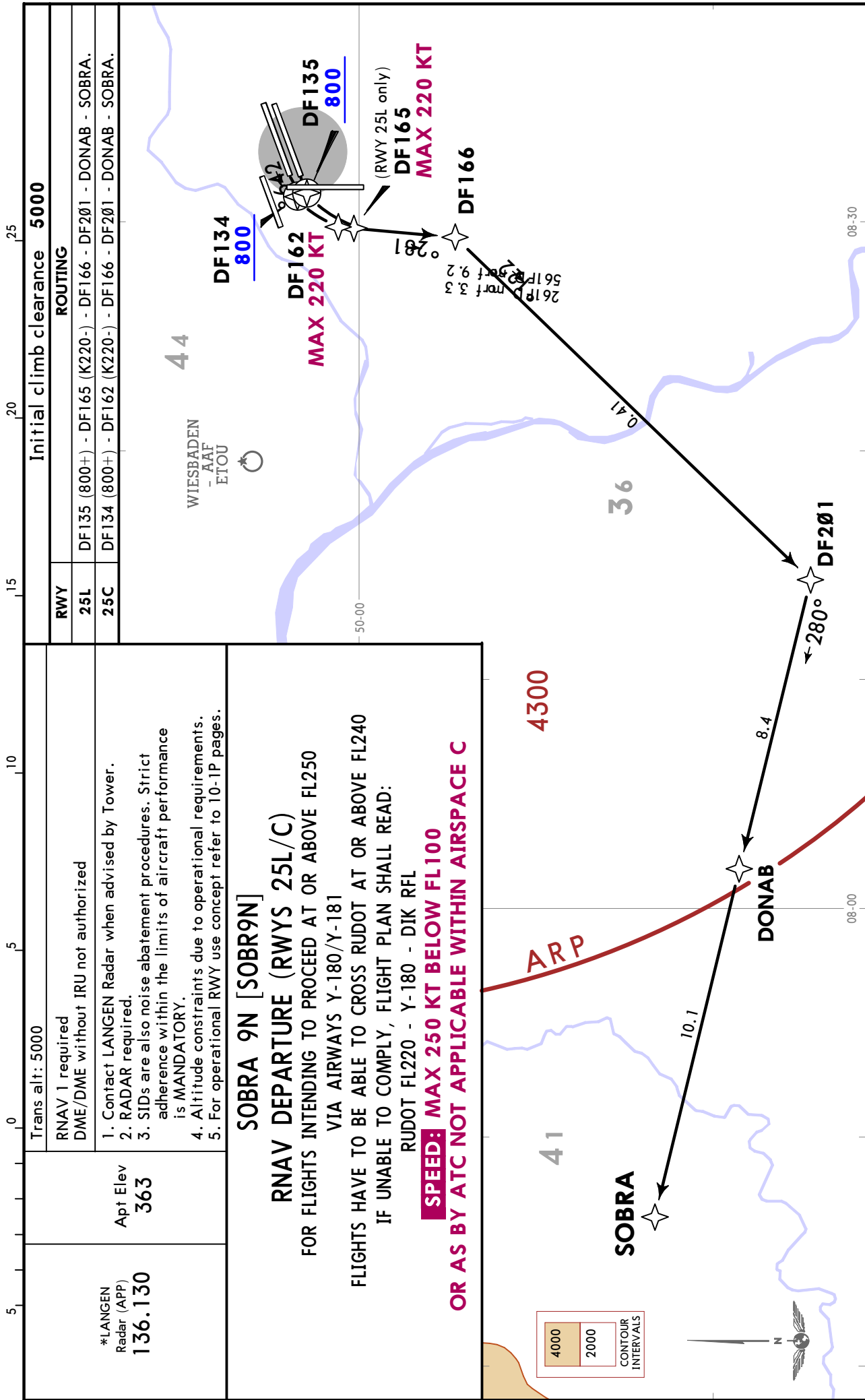
- Contact LANGEN Radar when advised by Tower.
- RADAR required.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- For operational RWY use concept refer to 10-1P pages.



EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN 17 JAN 25 **10-3G4** Eff 23 Jan

FRANKFURT/MAIN, GERMANY
RNAV SID



EDDF/FRA
FRANKFURT/MAIN

JEPPESEN
5 JUL 24 (10-3G5) Eff 11 Jul

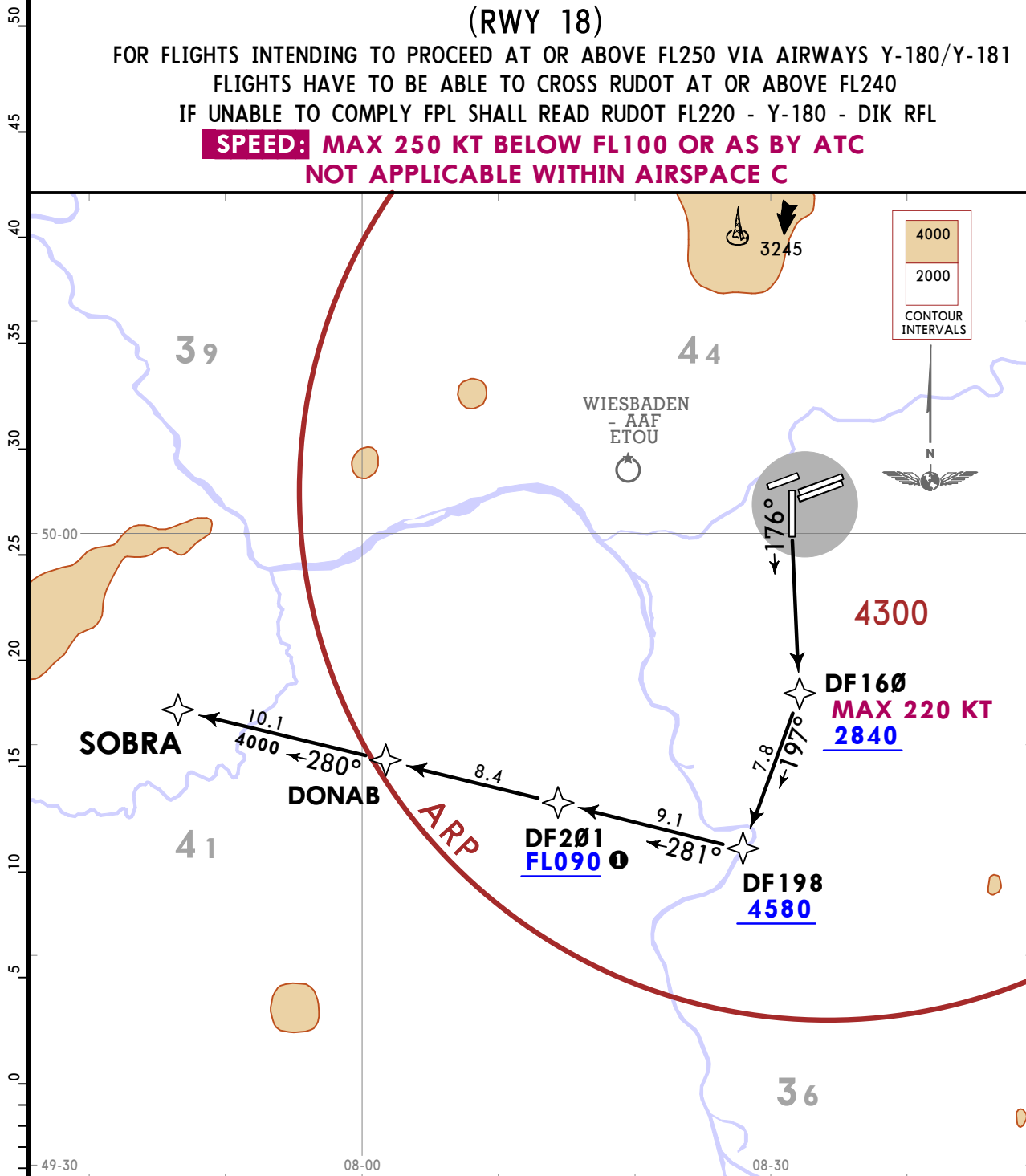
FRANKFURT/MAIN, GERMANY
RNAV SID

| | | |
|---|-----------------|--|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required GPS, DME/DME/IRU DME/DME withou IRU not authorized |
| <ol style="list-style-type: none"> Contact LANGEN Radar when advised by Tower. RADAR required. WARNING: Close-in obstacles. WARNING: Wind shears and increased turbulences must be EXPECTED when strong winds. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. Do not turn before DER. | | |

SOBRA 2L [SOBR2L] RNAV DEPARTURE (RWY 18)

FOR FLIGHTS INTENDING TO PROCEED AT OR ABOVE FL250 VIA AIRWAYS Y-180/Y-181
 FLIGHTS HAVE TO BE ABLE TO CROSS RUDOT AT OR ABOVE FL240
 IF UNABLE TO COMPLY FPL SHALL READ RUDOT FL220 - Y-180 - DIK RFL

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
 NOT APPLICABLE WITHIN AIRSPACE C**



| |
|--|
| Initial climb clearance 4000 |
| ROUTING |
| (800+) - DF160 (K220-; 2840+) - DF198 (4580+) - DF201 (FL090+ ①) - DONAB - SOBRA. |
| ① If unable to comply, advise EDDF DELIVERY prior to start-up and EXPECT routing via SID ULKIG 3L. |

FRANKFURT/MAIN, GERMANY
RNAV SID

*LANGEN Radar (APP)
136.130

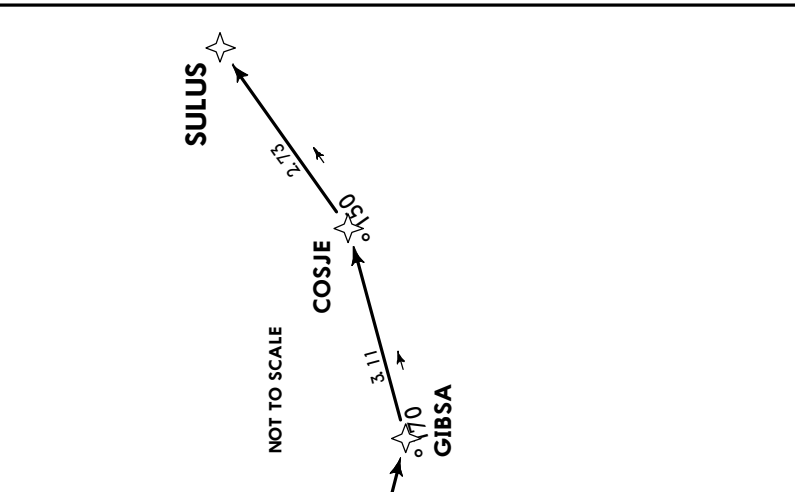
Trans alt: 5000

RNAV 1 required
DME/DME without IRU not authorized

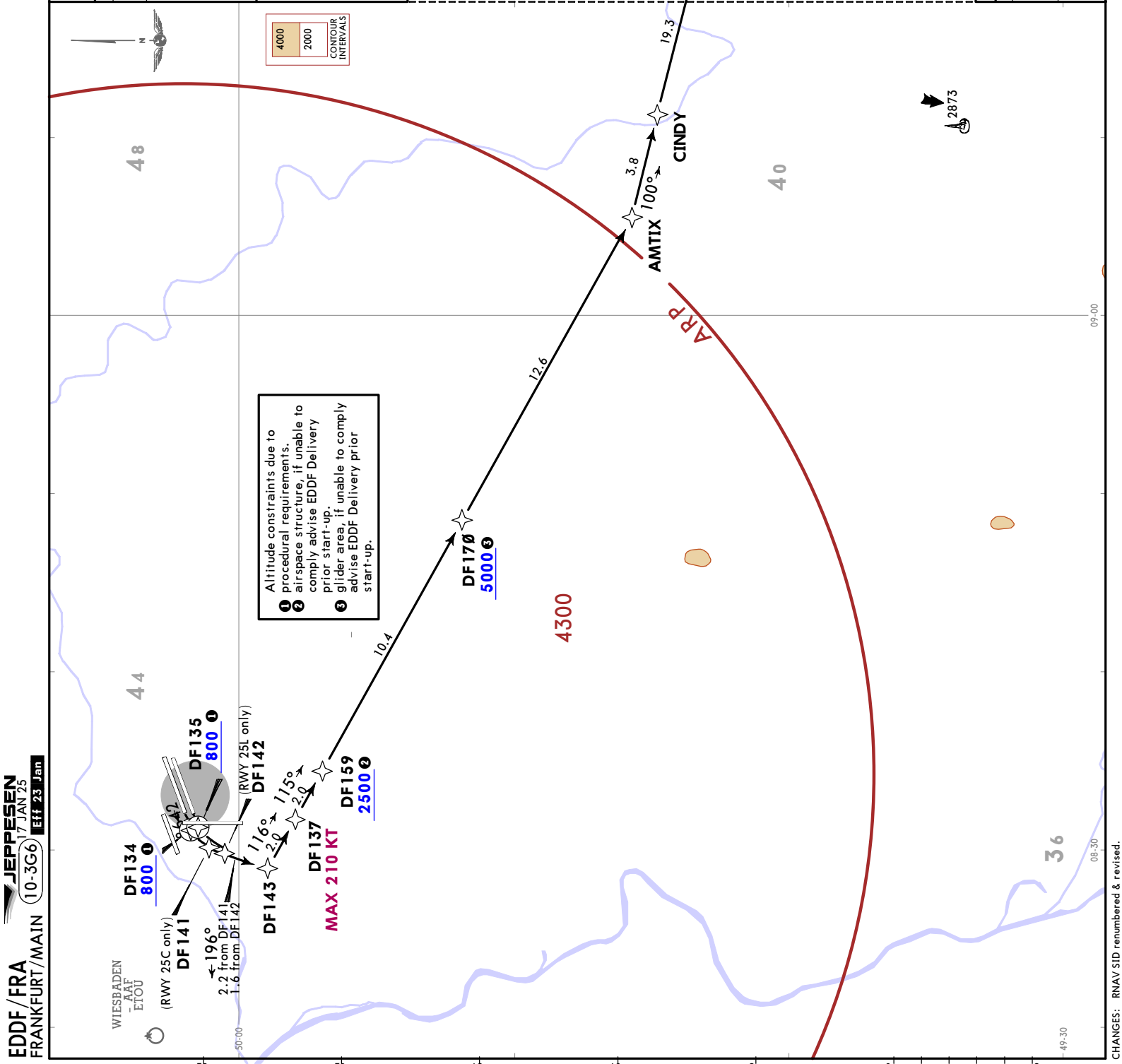
1. Contact LANGEN Radar when advised by Tower.
2. RADAR required.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. For operational RWY use concept refer to 10-1P pages.

SULUS 5F [SULU5F]
RNAV DEPARTURE
(RWYS 25L/C)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



| Initial climb clearance | 5000 |
|-------------------------|--|
| ROUTING | |
| 25L | DF135 (800+)-DF142 - DF143 - DF137 (K210-) - DF159 (2500+) - DF170 (5000+) - AMTIX - CINDY - GIBSA - COSJE - SULUS. |
| 25C | DF134 (800+)- DF141 - DF143 - DF137 (K210-) - DF159 (2500+) - DF170 (5000+) - AMTIX - CINDY - GIBSA - COSJE - SULUS. |



Altitude constraints due to procedural requirements.

- 1 comply advise EDDF Delivery prior start-up.
- 2 airspace structure, if unable to comply advise EDDF Delivery prior start-up.
- 3 glider area, if unable to comply advise EDDF Delivery prior start-up.

FRANKFURT / MAIN, GERMANY
RNAV SID

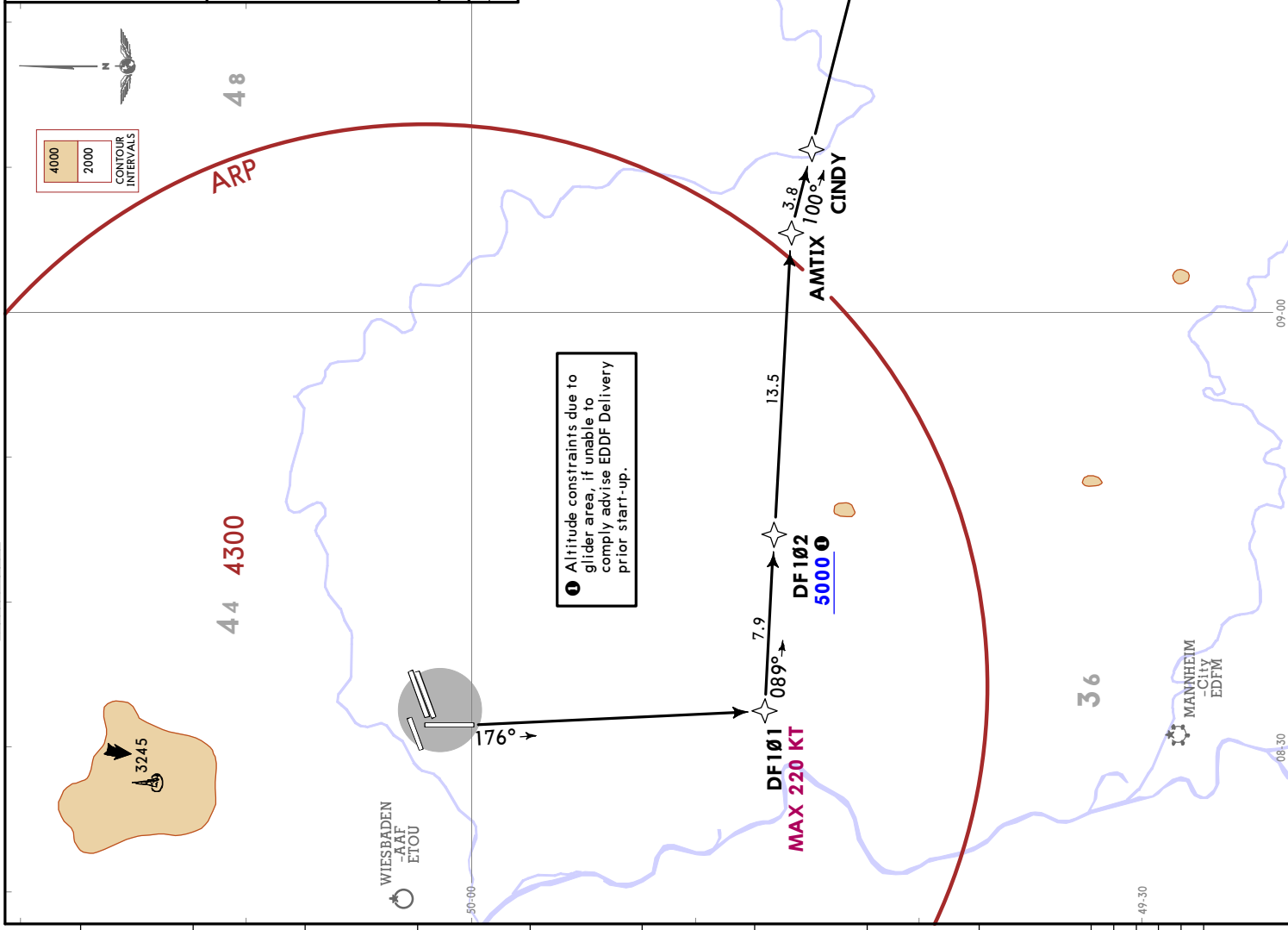
EDDF / FRA
FRANKFURT / MAIN
JEPPESSEN
 17 JAN 25
 10-3G7
 Eff 23 Jan

| | | |
|---|------------------------|--|
| Trans alt: 5000 RNAV 1 required DME/DME without IRU not authorized | Apt Elev 363 | *LANGEN Radar (APP) 136.130 |
| 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. WARNING: Close-in obstacles. 5. WARNING: Wind shears and increased turbulences must be expected when strong winds. 6. For operational RWY use concept refer to 10-1P pages. | | |

SULUS 4L [SULU4L]
RNAV DEPARTURE
(RWY 18)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance **4000**

ROUTING
 (800+) - DF101 (K220-) - DF102 (5000+) - AMTIX - CINDY - GIBSA - COSJE - SULUS.



FRANKFURT / MAIN, GERMANY
RNAV SID

EDDF / FRA
 FRANKFURT / MAIN
 17 JAN 25 (10-3GB)
 Eff: 23 Jan

JEPPESSEN
 17 JAN 25 (10-3GB)
 Eff: 23 Jan

*LANGEN Radar (APP)
 136.130
 Apt Elev 363

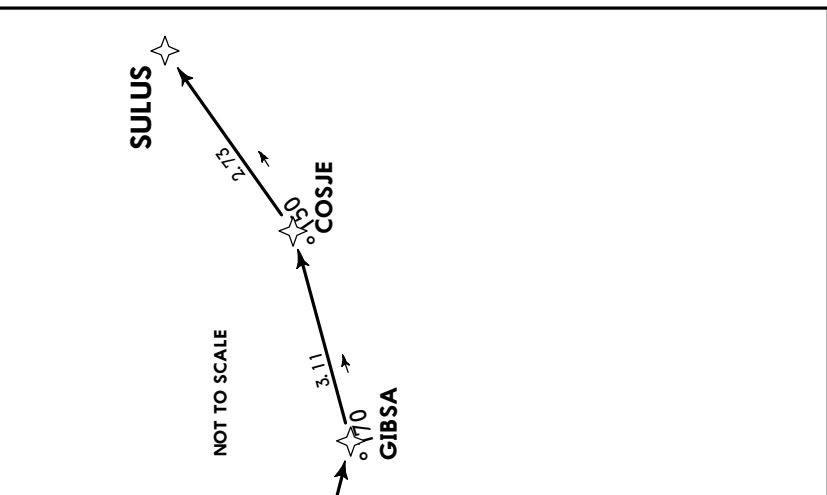
Trans alt: 5000

RNAV 1 required
 DME/DME without IRU not authorized

- Contact LANGEN Radar when advised by Tower.
- RADAR required
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- WARNING: Close-in obstacles.
- WARNING: Wind shears and turbulences must be expected when strong winds.
- For operational RWY use concept refer to 10-1P pages.

SULUS 6S [SULU6S]
RNAV DEPARTURE
(RWY 18)

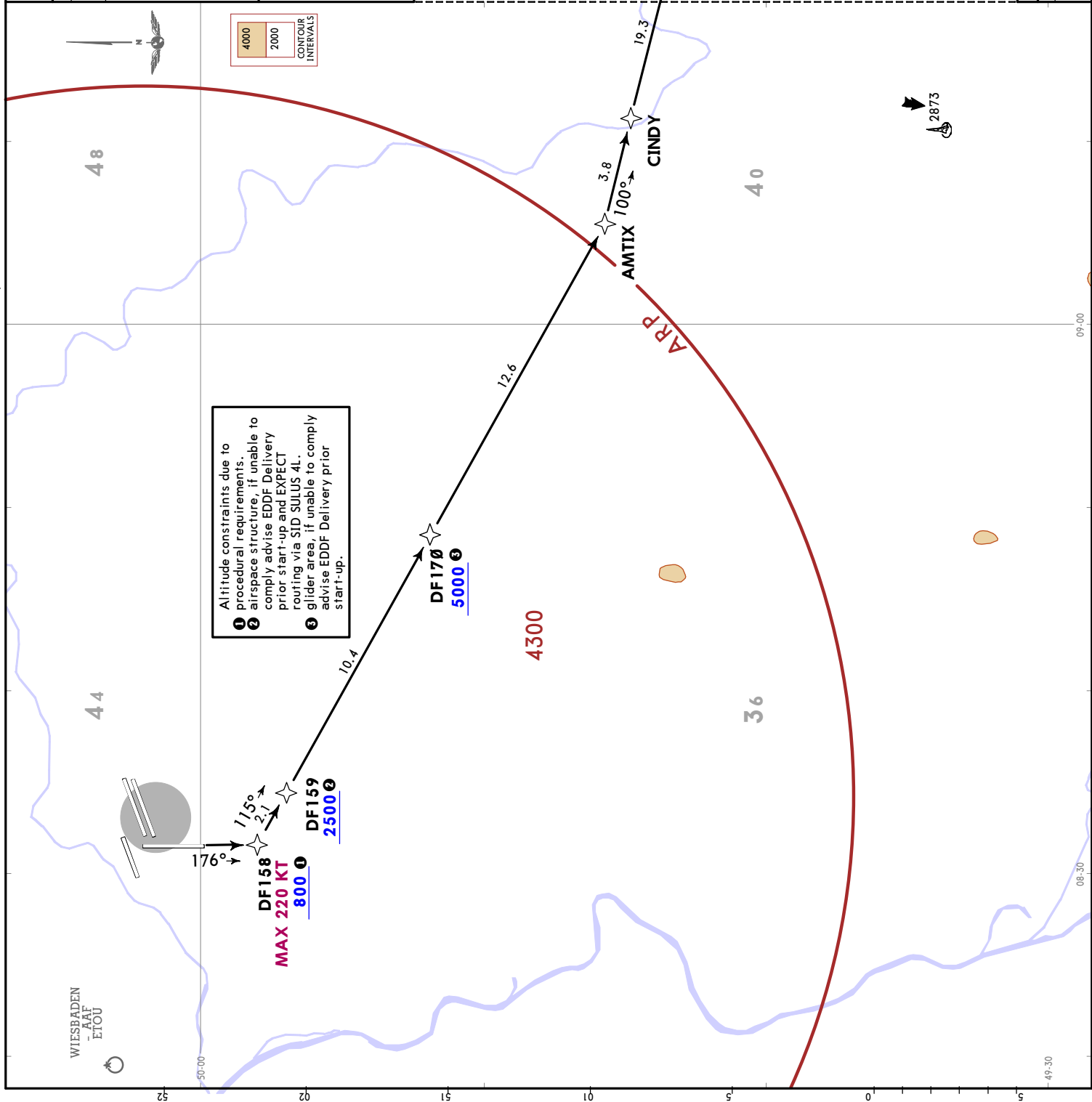
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

ROUTING

DF158 (K220-; 800+) - DF159 (2500+) - DF170 (5000+)
 - AMTIX - CINDY - GIBSA - COSJE - SULUS.



EDDF/FRA FRANKFURT/MAIN

*LANGEN
Radar (APP)
120.155

Apt Elev
363

Trans alt: 5000

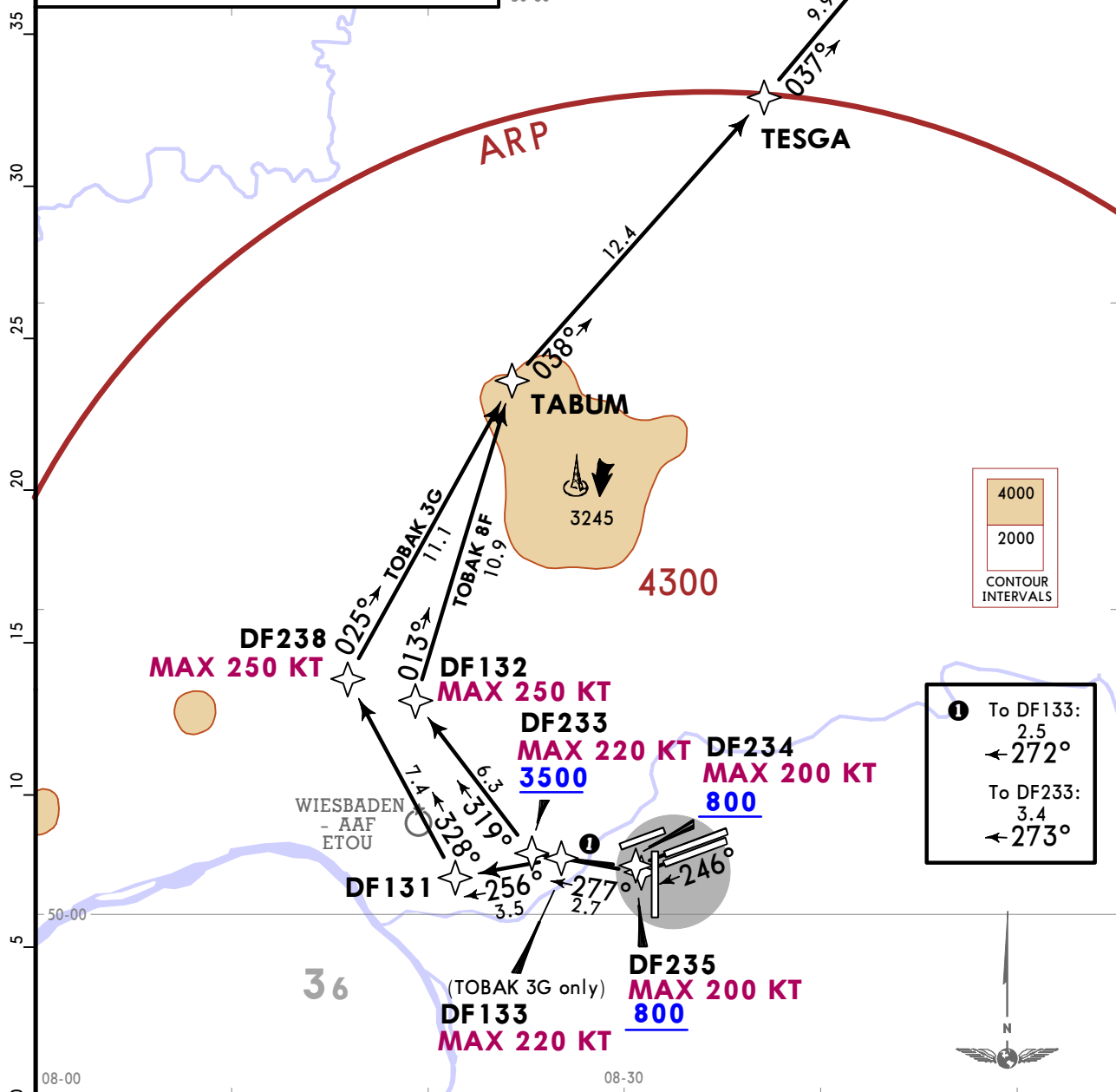
RNAV 1 required GPS, DME/DME/IRU
DME/DME without IRU not authorized

- Contact LANGEN Radar when advised by Tower.
- RADAR required.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
- Altitude constraints due to operational requirements. If unable to comply advise FRANKFURT Delivery prior to start-up
- For operational RWY use concept refer to 10-1P pages.

TOBAK 8F [TOBA8F]
TOBAK 3G [TOBA3G]
RNAV DEPARTURES
(RWYS 25L/C)

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



① To DF133:
2.5
← 272°

To DF233:
3.4
← 273°

Initial climb clearance **5000**

| SID | RWY | ROUTING |
|----------|-----|--|
| TOBAK 8F | 25L | DF235 (K200-; 800+) - DF233 (K220-; 3500+) - DF132 (K250-) - TABUM - TESGA - TOBAK. |
| | 25C | DF234 (K200-; 800+) - DF233 (K220-; 3500+) - DF132 (K250-) - TABUM - TESGA - TOBAK. |
| TOBAK 3G | 25L | DF235 (K200-; 800+) - DF133 (K220-) - DF131 - DF238 (K250-) - TABUM - TESGA - TOBAK. |
| | 25C | DF234 (K200-; 800+) - DF133 (K220-) - DF131 - DF238 (K250-) - TABUM - TESGA - TOBAK. |

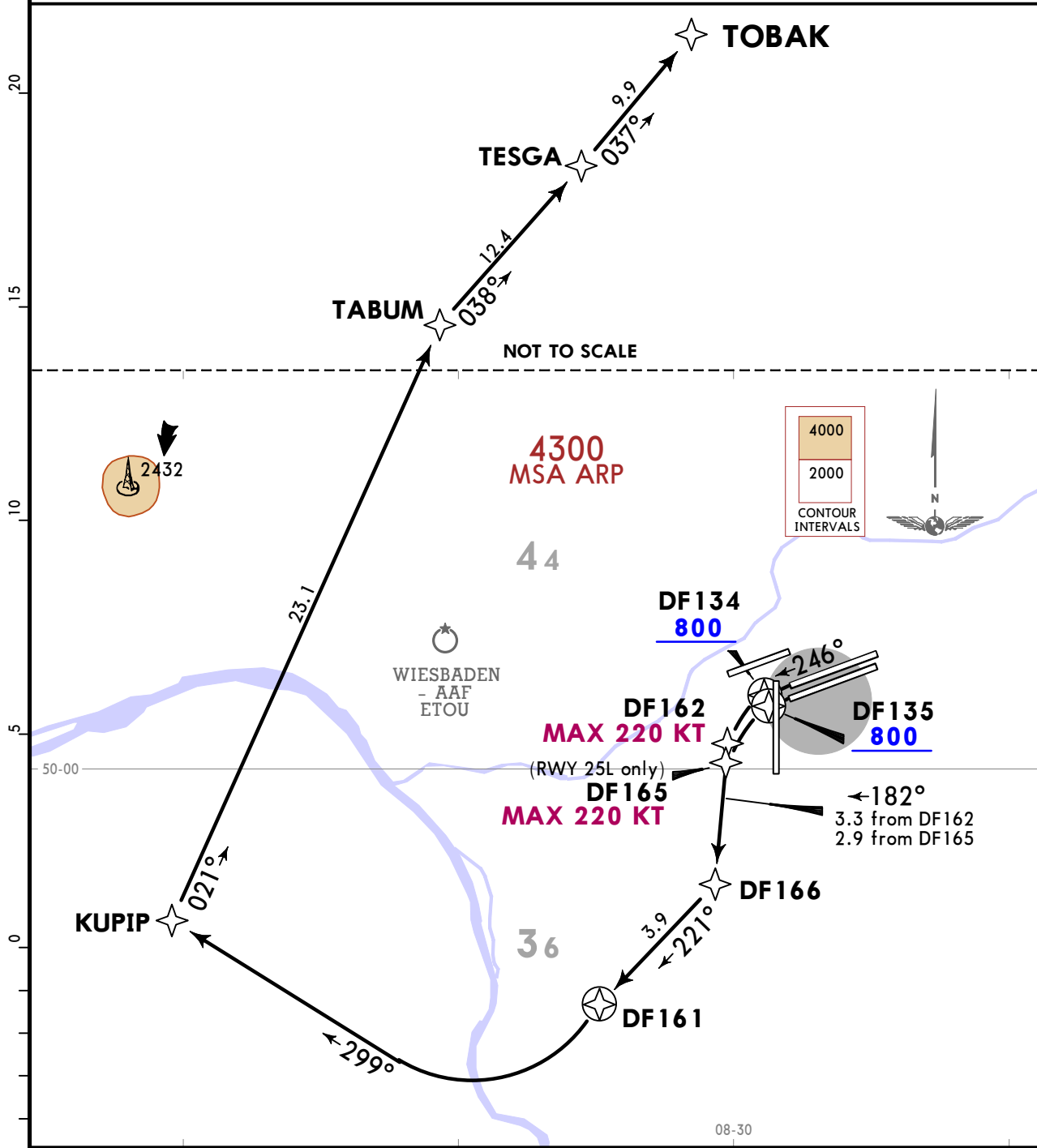
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN
17 JAN 25 (10-3H) Eff 23 Jan

FRANKFURT/MAIN, GERMANY
RNAV SID

| | | |
|---|-----------------|--|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required GPS, DME/DME/IRU DME/DME without IRU not authorized |
| 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. Altitude constraints due to operational requirements. 5. For operational RWY use concept refer to 10-1P pages. | | |

TOBAK 4N [TOBA4N]
RNAV DEPARTURE (RWYS 25L/C)
 NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



| RWY | ROUTING |
|-----|---|
| 25L | DF135 (800+) - DF165 (K220-) - DF166 - DF161 - KUPIP - TABUM - TESGA - TOBAK. |
| 25C | DF134 (800+) - DF162 (K220-) - DF166 - DF161 - KUPIP - TABUM - TESGA - TOBAK. |

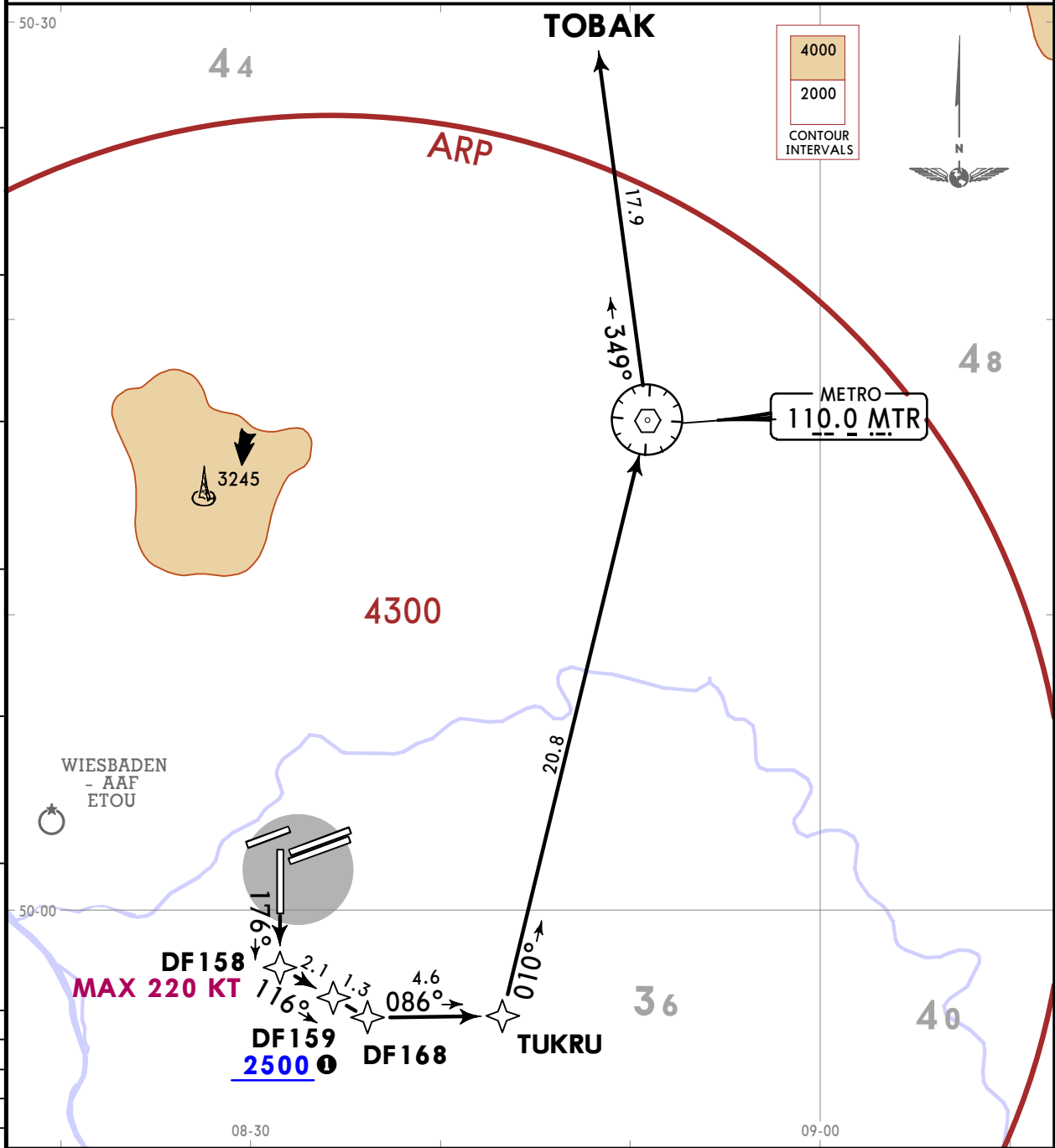
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 (10-3J) Eff 23 Jan

RNAV SID

| | | |
|--|------------------------|--|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 |
| | | RNAV 1 required DME/DME without IRU not authorized |
| 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. 5. WARNING: Close-in obstacles. 6. WARNING: Wind shears and increased turbulences must be expected when strong winds. 7. Do not turn before DER. | | |

TOBAK 4R [TOBA4R]
RNAV DEPARTURE (RWY 18)
 BY ATC
 NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**

ROUTING

(800+) - DF158 (K220-) - DF159 (2500+ ①) - DF168 - TUKRU - MTR - TOBAK.

① If unable to comply, advise EDDF DELIVERY prior to start-up.

EDDF/FRA
FRANKFURT/MAIN

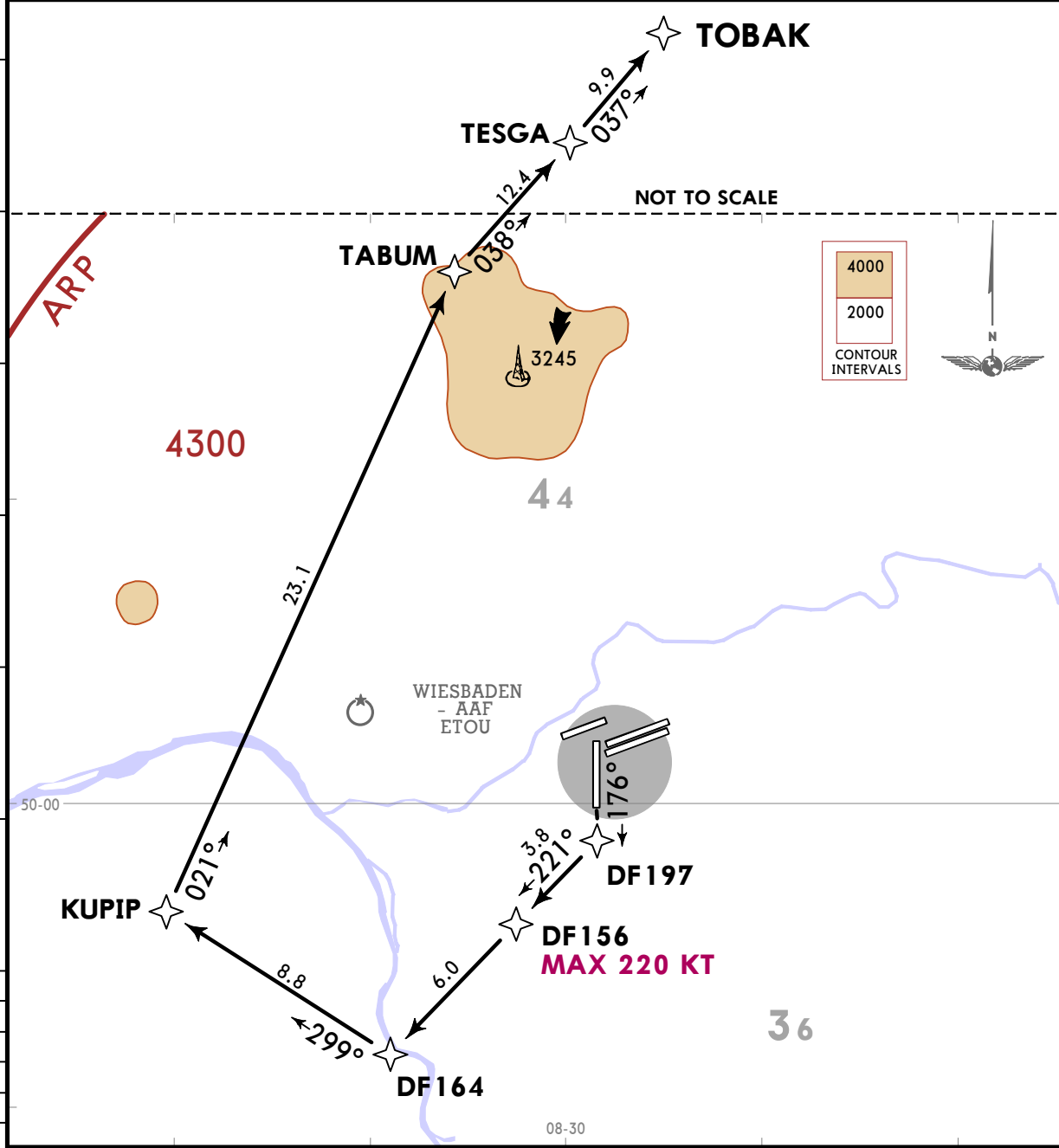
JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 (10-3J1) Eff 23 Jan RNAV SID

*LANGEN
Radar (APP)
120.155

Apt Elev
363

- Trans alt: 5000
 RNAV 1 required DME/DME without IRU not authorized
1. Contact LANGEN Radar when advised by Tower. 2. RADAR required.
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 4. For operational RWY use concept refer to 10-1P pages.
 5. WARNING: Close-in obstacles.
 6. WARNING: Wind shears and increased turbulences must be expected when strong winds.
 7. Do not turn before DER.

TOBAK 1S [TOBA1S]
RNAV DEPARTURE
 (RWY 18)
 WILL ONLY BE ASSIGNED
 WHEN LANDING DIRECTION IS RWY 25
 NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **4000**
ROUTING
 (800+) - DF197 - DF156 (K220-) - DF164 - KUIPIP - TABUM - TESGA - TOBAK.

EDDF/FRA
FRANKFURT/MAIN

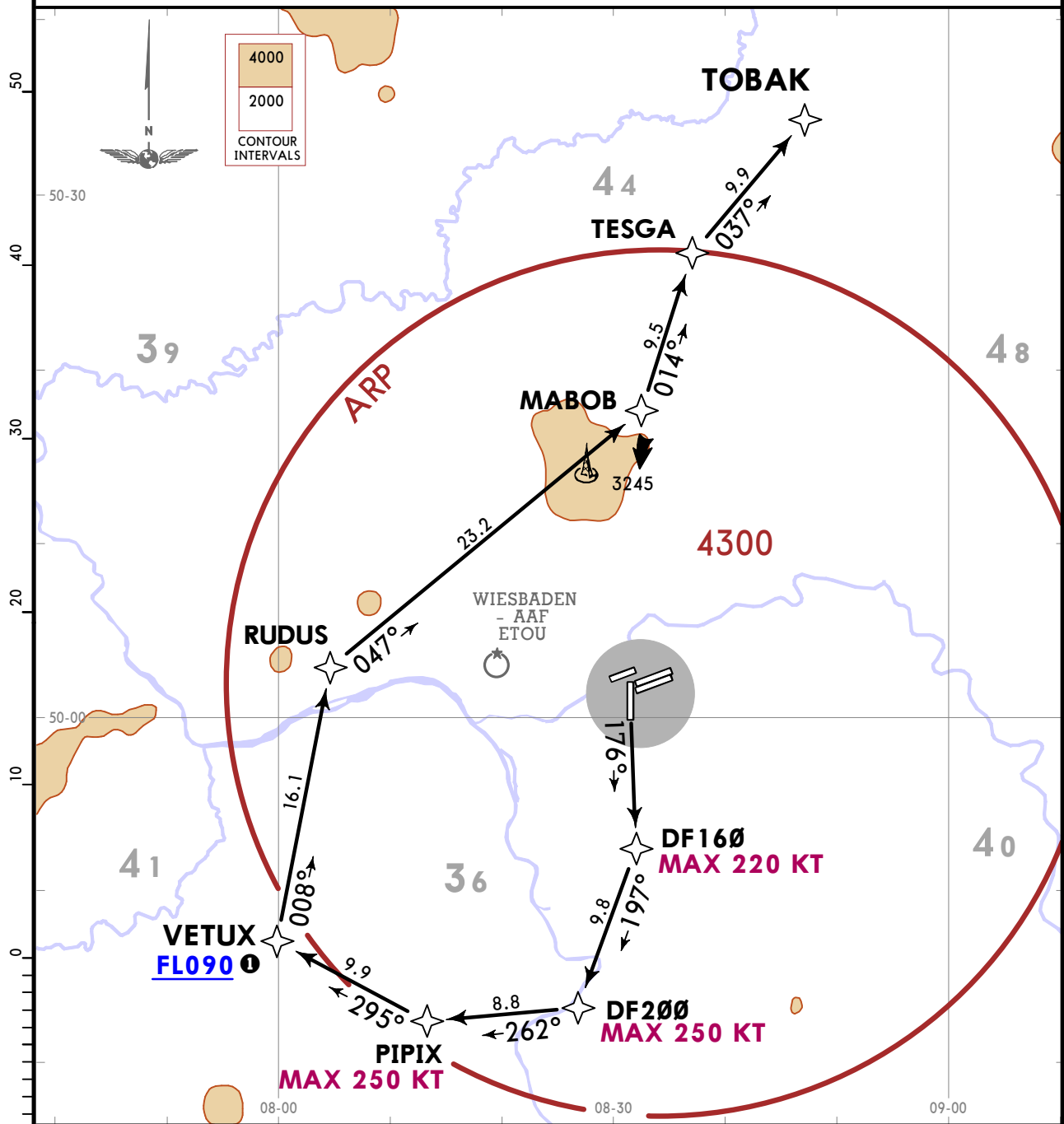
JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 **10-3K** **Eff 23 Jan** **RNAV SID**

| | |
|--|--|
| *LANGEN Radar (APP) 136.130 | Trans alt: 5000 RNAV 1 required DME/DME without IRU not authorized |
| Apt Elev 363 | 1. Contact LANGEN Radar when advised by Tower. 2. RADAR required. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. 5. WARNING: Close-in obstacles. 6. WARNING: Wind shears and increased turbulences must be expected when strong winds. 7. Do not turn before DER. |

TOBAK 8T [TOBA8T]
RNAV DEPARTURE
(RWY 18)

NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



ROUTING

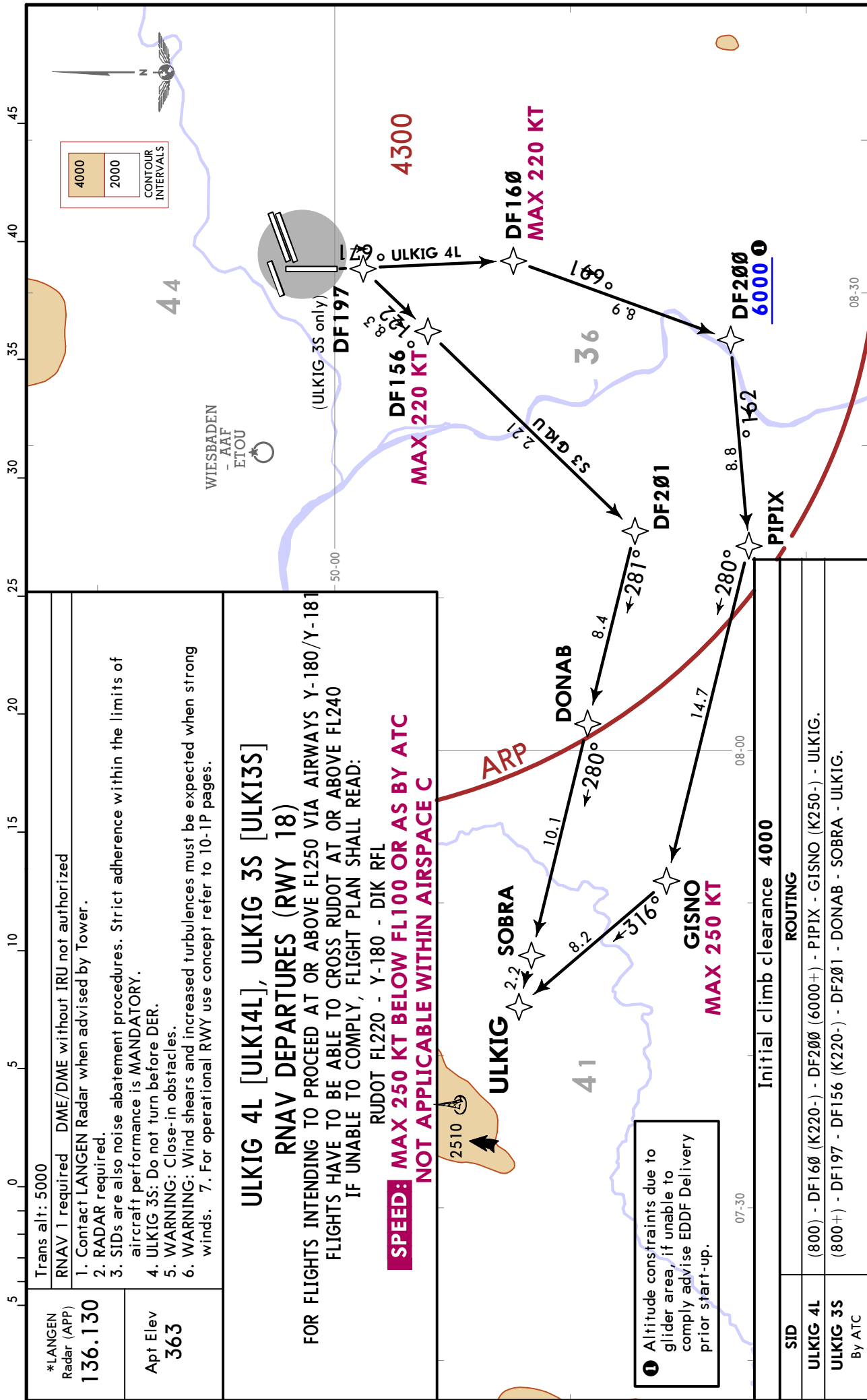
(800+) - DF160 (K220-) - DF200 (K250-) - PIPIX (K250-) - VETUX (FL090+ ①) - RUDUS - MABOB - TESGA - TOBAK.

① If unable to comply, advise EDDF DELIVERY prior to start-up.

EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
17 JAN 25 **10-3L** **Eff 23 Jan**

RNAV SID



EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
4 AUG 23 (10-3L1) Eff 10 Aug

SID

*LANGEN
Radar
136.130

Apt Elev
363

- Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 3. WARNING: Close-in obstacles.
 4. WARNING: Wind shears and increased turbulences must be expected when strong winds
 5. For operational RWY use concept refer to 10-1P pages.

FRANKENSTEIN 1B (FKS 1B)

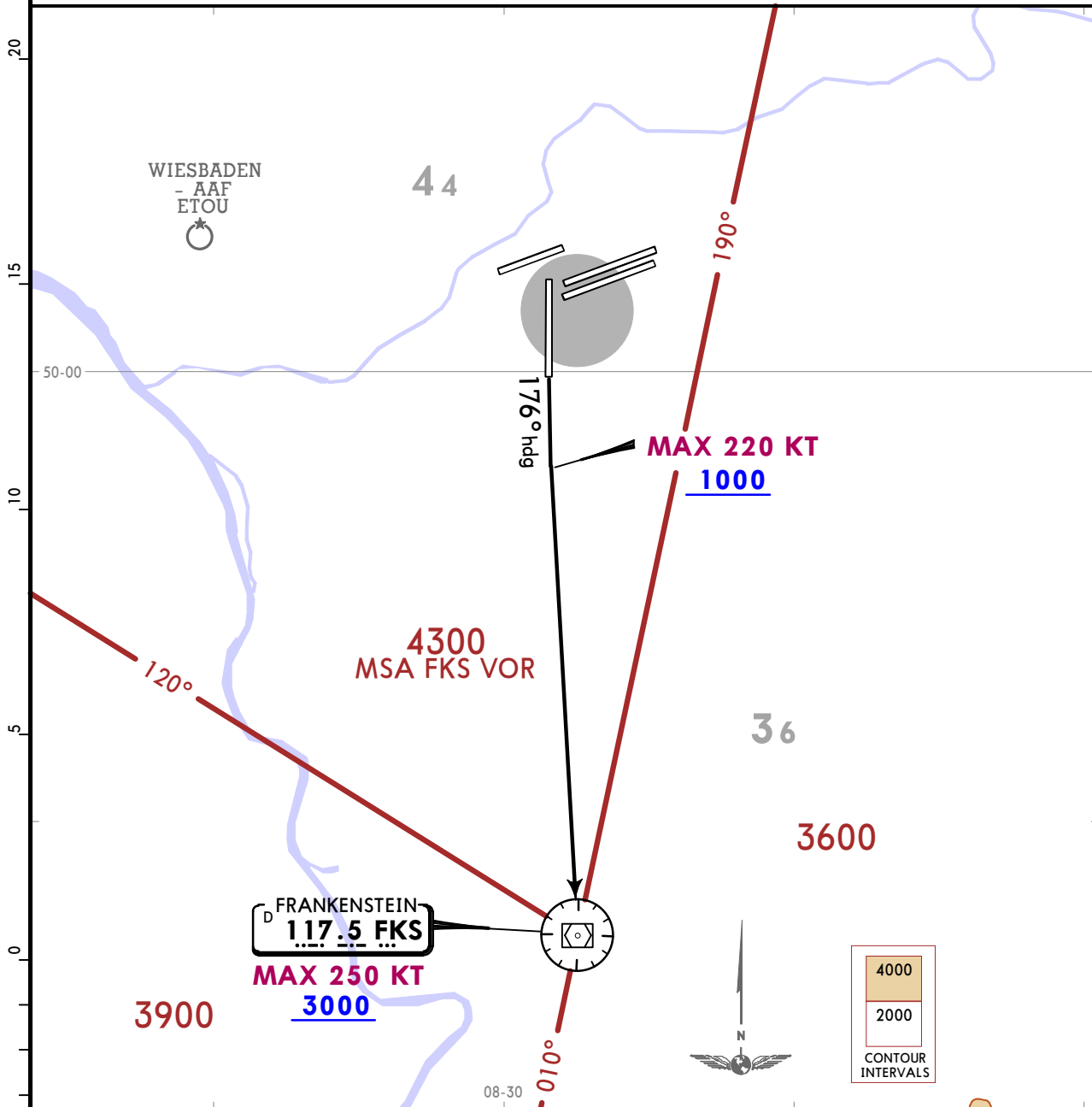
DEPARTURE

(RWY 18)

BY ATC

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires a minimum climb gradient of 3.5% until FKS.

| | | | | | | |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 3.5% V/V (fpm) | 266 | 354 | 532 | 709 | 886 | 1063 |

Initial climb clearance **4000**

ROUTING

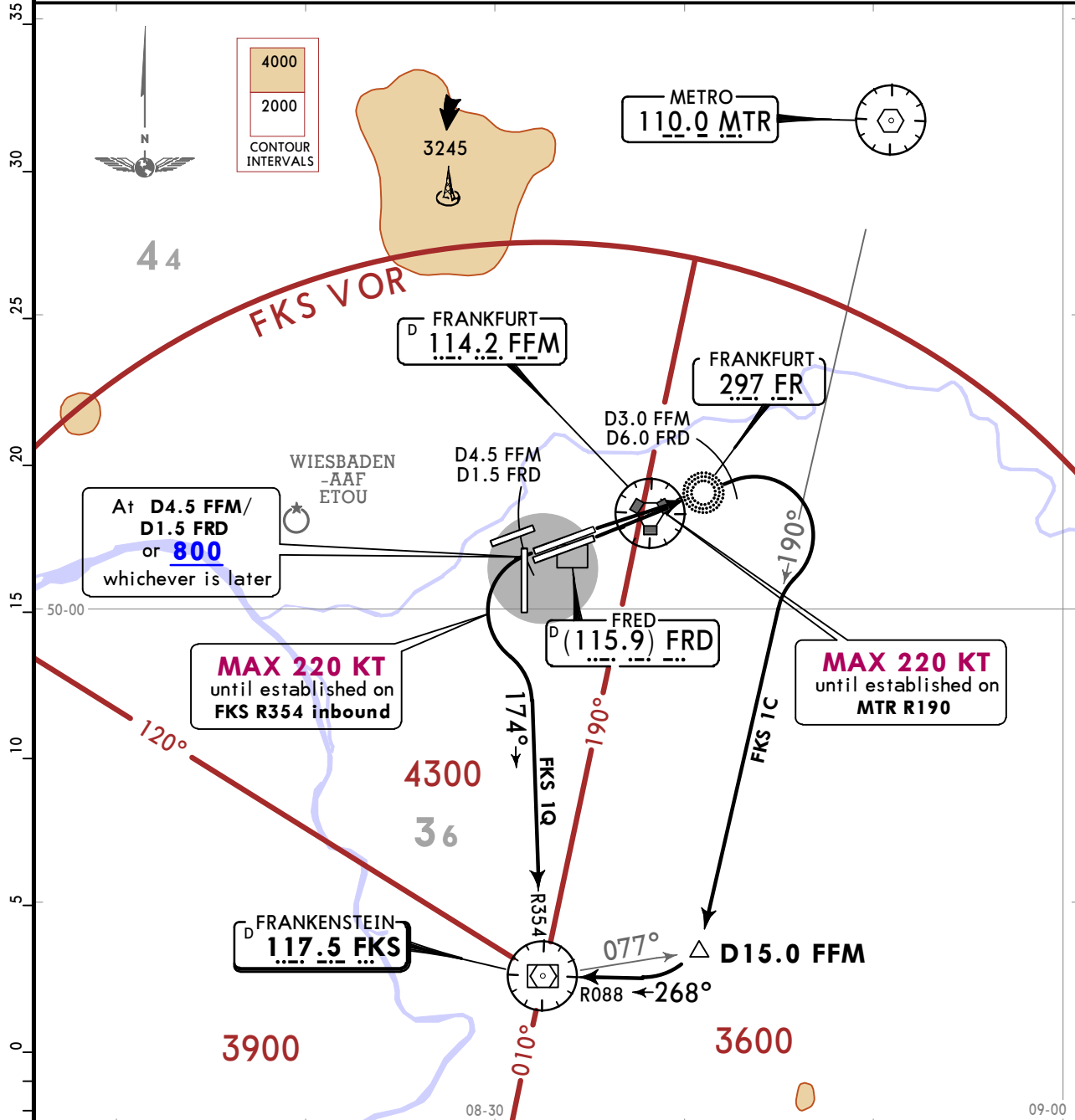
Climb on 176° heading to at or above 1000, direct to FKS.

EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
4 AUG 23 **10-3L2** **Eff 10 Aug** **SID**

| | | |
|------------------------------------|------------------------|---|
| *LANGEN Radar 136.130 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. RWYS 07C/R: WARNING: Close-in obstacles. 4. For operational RWY use concept refer to 10-1P pages. |
|------------------------------------|------------------------|---|

FRANKENSTEIN 1C (FKS 1C)
FRANKENSTEIN 1Q (FKS 1Q)
DEPARTURES (RWYS 07C/R, 25L/C)
BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



FKS 1C: Initial climb clearance 4000
FKS 1Q: Initial climb clearance 5000

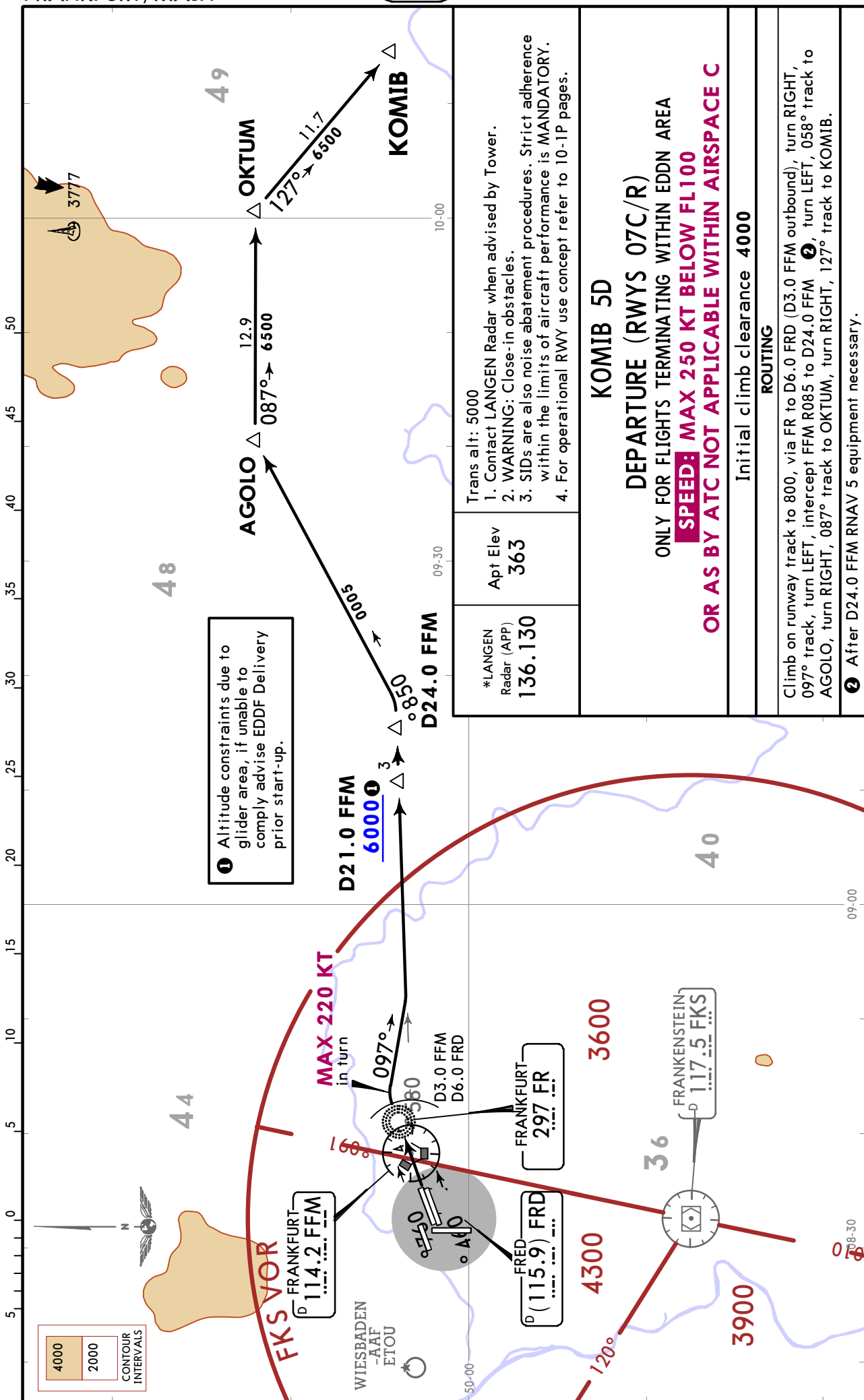
| SID | RWY | ROUTING |
|---------------|--------------|---|
| FKS 1C | 07C/R | Climb on runway track to 800, via FR to D6.0 FRD (D3.0 FFM outbound), turn RIGHT, intercept MTR R190 to D15.0 FFM, turn RIGHT, intercept FKS R088 inbound to FKS. |
| FKS 1Q | 25L/C | Climb on runway track to D4.5 FFM/D1.5 FRD or 800, whichever is later, turn LEFT, intercept FKS R354 inbound to FKS. |

EDDF/FRA
FRANKFURT/MAIN

17 JAN 25 (10-3L3)

Eff 23 Jan

SID



JEPPesen
17 JAN 25 (10-3L4) Eff 23 Jan

EDDF/FRA
FRANKFURT/MAIN

FRANKFURT/MAIN, GERMANY
SID

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. WARNING: Close-in obstacles.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
4. For operational RWY use concept refer to 10-1P pages.

*LANGEN
Radar (APP)
120.155

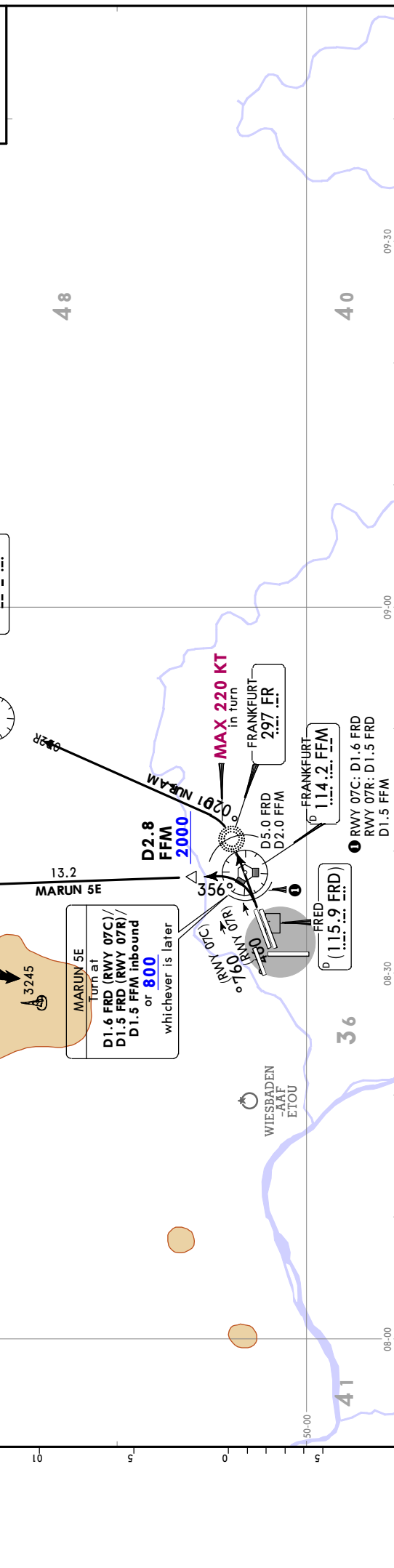
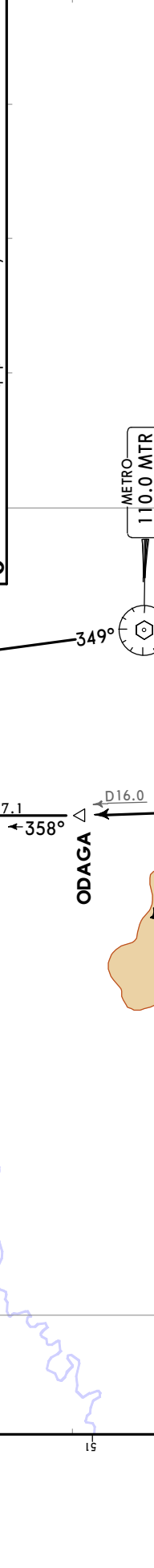
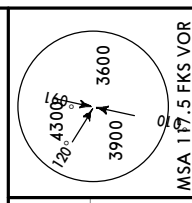
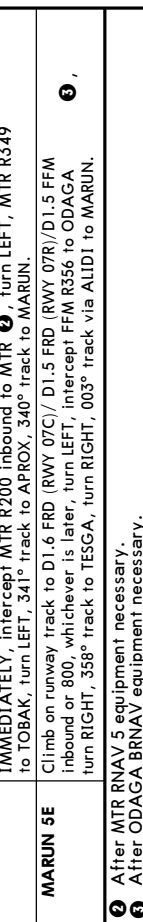
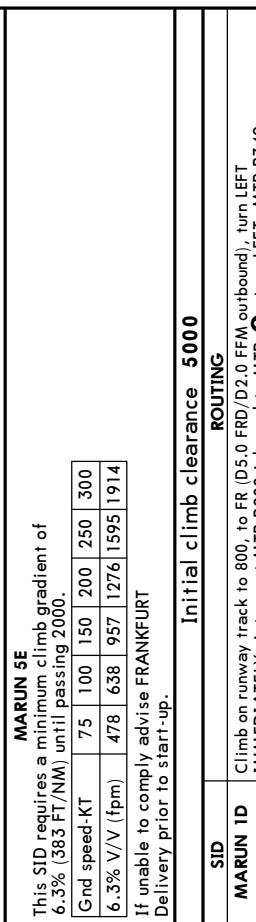
**MARUN 1D, MARUN 5E
DEPARTURES
(RWYS 07C/R)**
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C

MARUN 5E
This SID requires a minimum climb gradient of 6.3% (383 FT/NM) until passing 2000.
If unable to comply advise FRANKFURT Delivery prior to start-up.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.3% V/V (fpm) | 478 | 638 | 957 | 1276 | 1595 | 1914 |

Initial climb clearance **5000**

ROUTING
MARUN 1D Climb on runway track to 800, to FR (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY, intercept MTR R200 inbound to MTR ②, turn LEFT, MTR R349 to TOBAK, turn LEFT, 341° track to APROX, 340° track to MARUN.
MARUN 5E Climb on runway track to D1.6 FRD (RWY 07C)/D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn LEFT, intercept FFM R356 to ODAGA, turn RIGHT, 358° track to TESGA, turn RIGHT, 003° track via ALIDI to MARUN.
② After MTR RNAV 5 equipment necessary.
③ After ODAGA RNAV 5 equipment necessary.



EDDF/FRA
FRANKFURT/MAIN

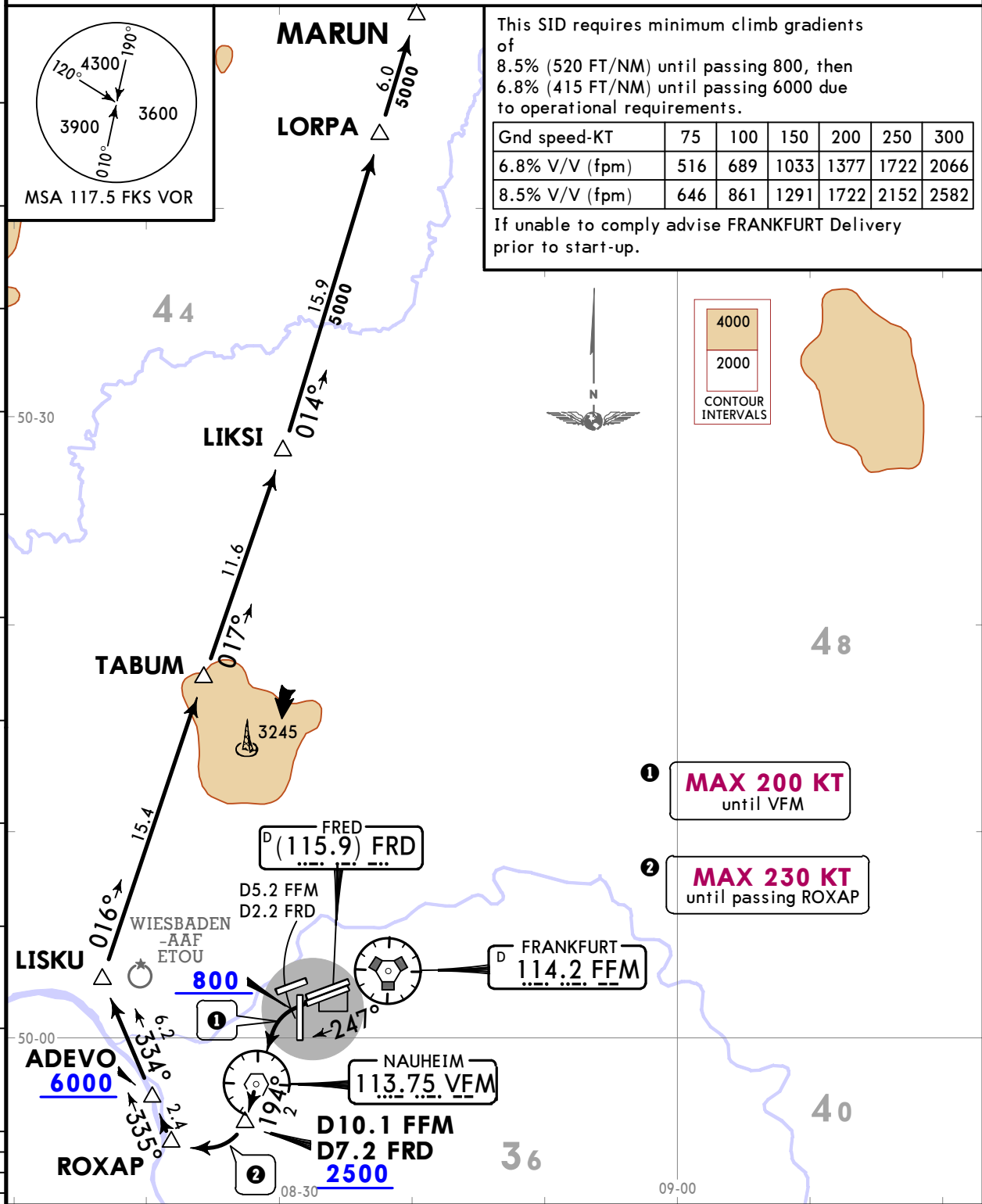
JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 **10-3L5** **Eff 11 Jul** **SID**

| | | |
|---------------------------------------|------------------------|--|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. |
|---------------------------------------|------------------------|--|

MARUN 5H

DEPARTURE (RWY 25L)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **FL070**

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD turn RIGHT to ROXAP, to ADEVO, to LISKU, to TABUM, to LIKSI, to LORPA, to MARUN.

3 After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.

EDDF/FRA
FRANKFURT/MAIN

JEPPESENFRANKFURT/MAIN, GERMANY
12 JUL 24 10-3M

SID

*LANGEN Radar (APP) 120.155
Apt Elev 363
Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

MARUN 7M

DEPARTURE (RWY 25C)

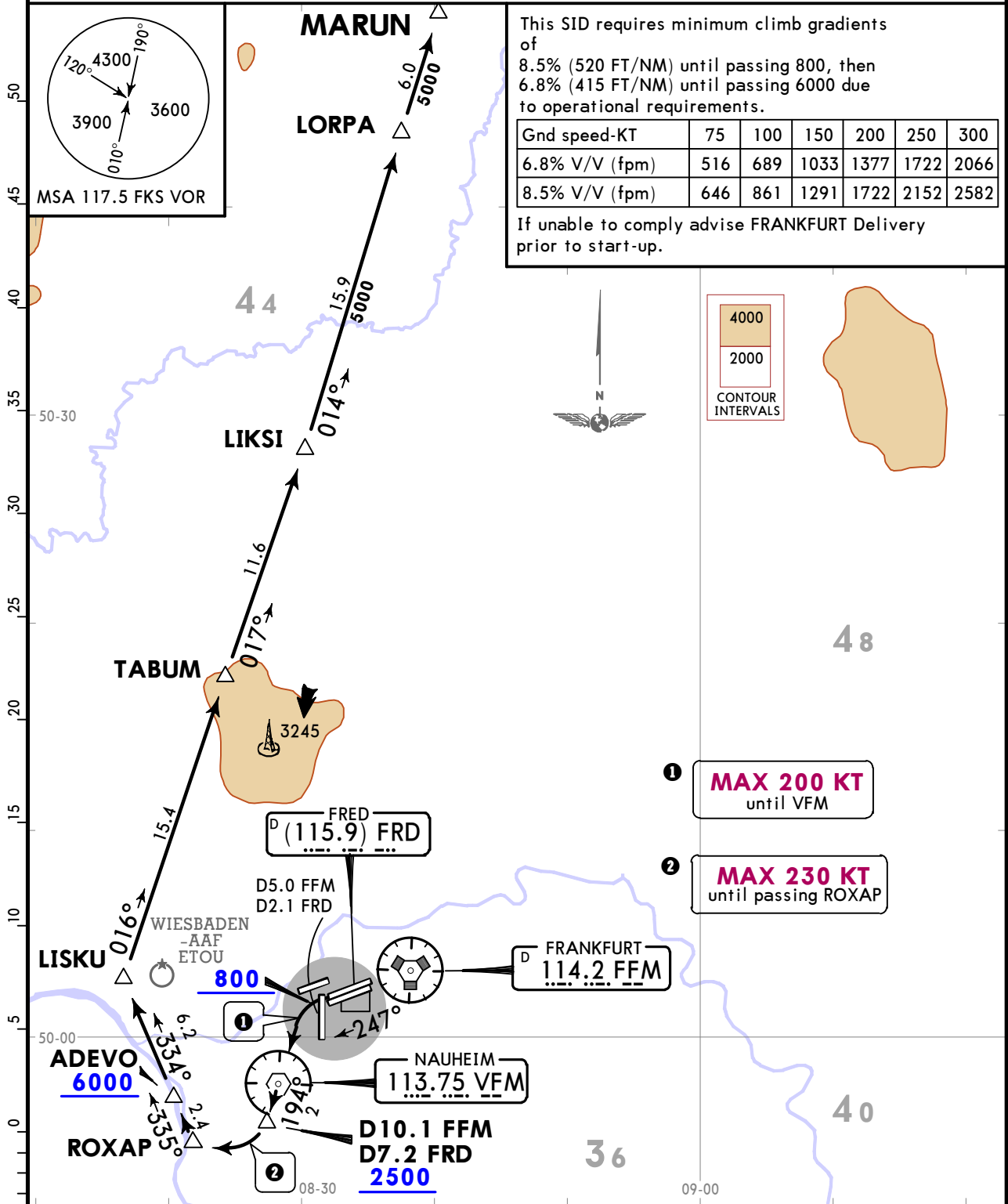
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

MSA 117.5 FKS VOR

This SID requires minimum climb gradients of
8.5% (520 FT/NM) until passing 800, then
6.8% (415 FT/NM) until passing 6000 due
to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

If unable to comply advise FRANKFURT Delivery prior to start-up.



Initial climb clearance **FL070**

ROUTING

On runway track to D5.0 FFM/D2.1 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD turn RIGHT to ROXAP, to ADEVO, to LISKU, to TABUM, to LIKSI, to LORPA, to MARUN. **3**

3 After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.

EDDF/FRA
FRANKFURT/MAIN

JEPPesen 12 JUL 24 10-3N

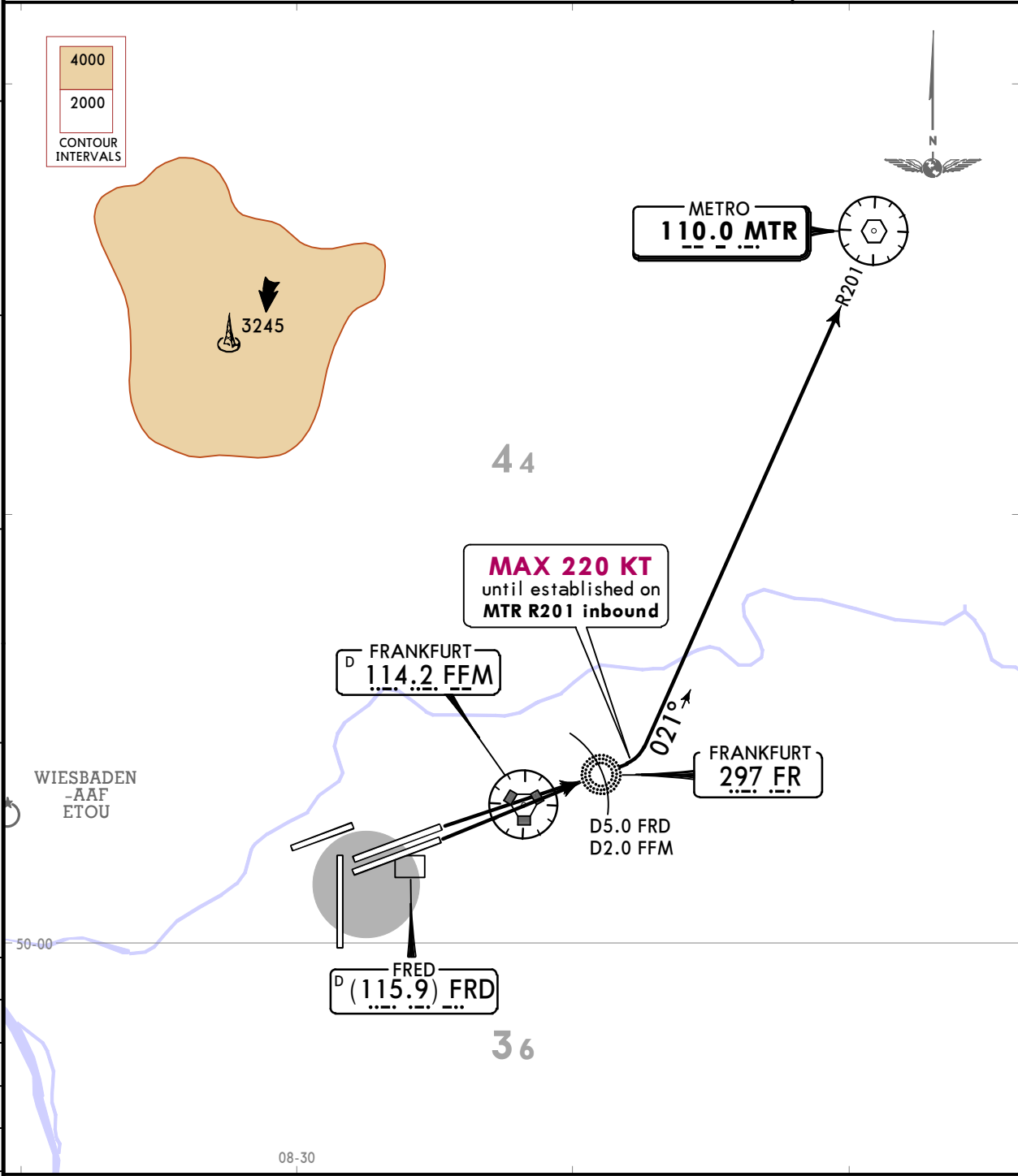
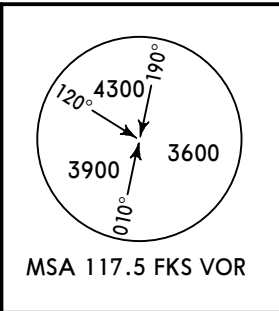
FRANKFURT/MAIN, GERMANY
SID

*LANGEN
Radar (APP)
120.155

Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. WARNING: Close-in obstacles.
4. For operational RWY use concept refer to 10-1P pages.

METRO 6C (MTR 6C)
DEPARTURE
(RWYS 07C/R)
BY ATC
**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



Initial climb clearance 5000

ROUTING

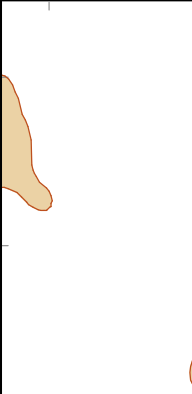
Climb on runway track to 800, direct to FR (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY, intercept MTR R201 inbound to MTR.

FRANKFURT / MAIN, GERMANY **SID**

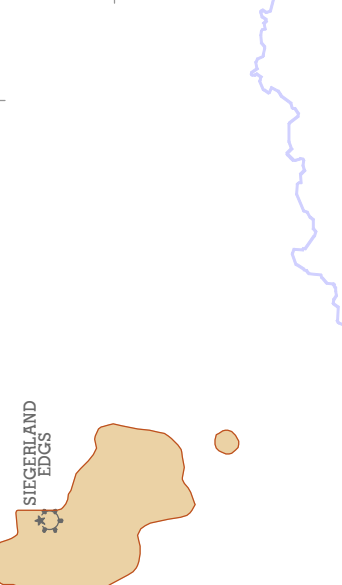
EDDF / FRA
FRANKFURT / MAIN (10-3N) **EFF 11 JUL**

Trans alt: 5000
 1. Contact LANGEN Radar when advised by Tower.
 2. **WARNING:** Close-in obstacles.
 3. SIDs are also noise abatement procedures. Strict adherence within is **MANDATORY**.
 4. For operational RWY use concept refer to 10-1P pages.

Apt Elev **363**
 *LANGEN Radar (APP) **120.155**



OBOKA 2D, OBOKA 1E DEPARTURES
(RWYS 07C/R)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK
 IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



COLOGNE-BONN EDDK
 SIEGERLAND EDGS
 WIESBADEN AAF ETOW
 METRO 110.0 MTR

OBOKA 1E
 This SID requires a minimum climb gradient of 6.3% (380 FT/NM) until passing 2000.
 If unable to comply advise FRANKFURT Delivery prior to start-up.
Initial climb clearance 5000

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 6.3% V/V (fpm) | 478 | 638 | 957 | 1276 | 1595 | 1914 |

OBOKA 2D
 Climb on runway track to 800, to FR (D5.0 FRD /D2.0 FFM outbound), turn LEFT IMMEDIATELY intercept MTR R200 inbound to D13.1 FFM, turn LEFT, intercept MTR R286 to ODAGA, 285° track to KUSOM, turn LEFT, 250° track to GUBAX, turn RIGHT, 291° track to RAVKI, turn RIGHT, 333° track to DITAM, turn LEFT, 324° track to OBOKA.

OBOKA 1E
 Climb on runway track to D1.6 FRD (RWY 07C)/D1.5 FRD (RWY 07R)/D1.5 FFM inbound or 800, whichever is later, turn LEFT, intercept FFM R356 to ODAGA, turn LEFT, 286° track to KUSOM, turn LEFT, 250° track to GUBAX, turn RIGHT, 291° track to RAVKI, turn RIGHT, 333° track to DITAM, turn LEFT, 324° track to OBOKA.

OBOKA 1E
 Turn at
 D1.6 FRD (RWY 07C) /
 D1.5 FRD (RWY 07R) //
 D1.5 FFM inbound
 or **800** whichever is later

OBOKA 1E
 Turn at
 D1.6 FRD (RWY 07C) /
 D1.5 FRD (RWY 07R) //
 D1.5 FFM inbound
 or **800** whichever is later

OBOKA 1E
 Turn at
 D1.6 FRD (RWY 07C) /
 D1.5 FRD (RWY 07R) //
 D1.5 FFM inbound
 or **800** whichever is later

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 CHANGES: SID OBOKA ID renumbered 2D & revised, chart reindexed.

EDDF/FRA
FRANKFURT/MAIN
JEPPESEN
5 JUL 24
10-3N2
EFF 11 JUL

FRANKFURT/MAIN, GERMANY
SID

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

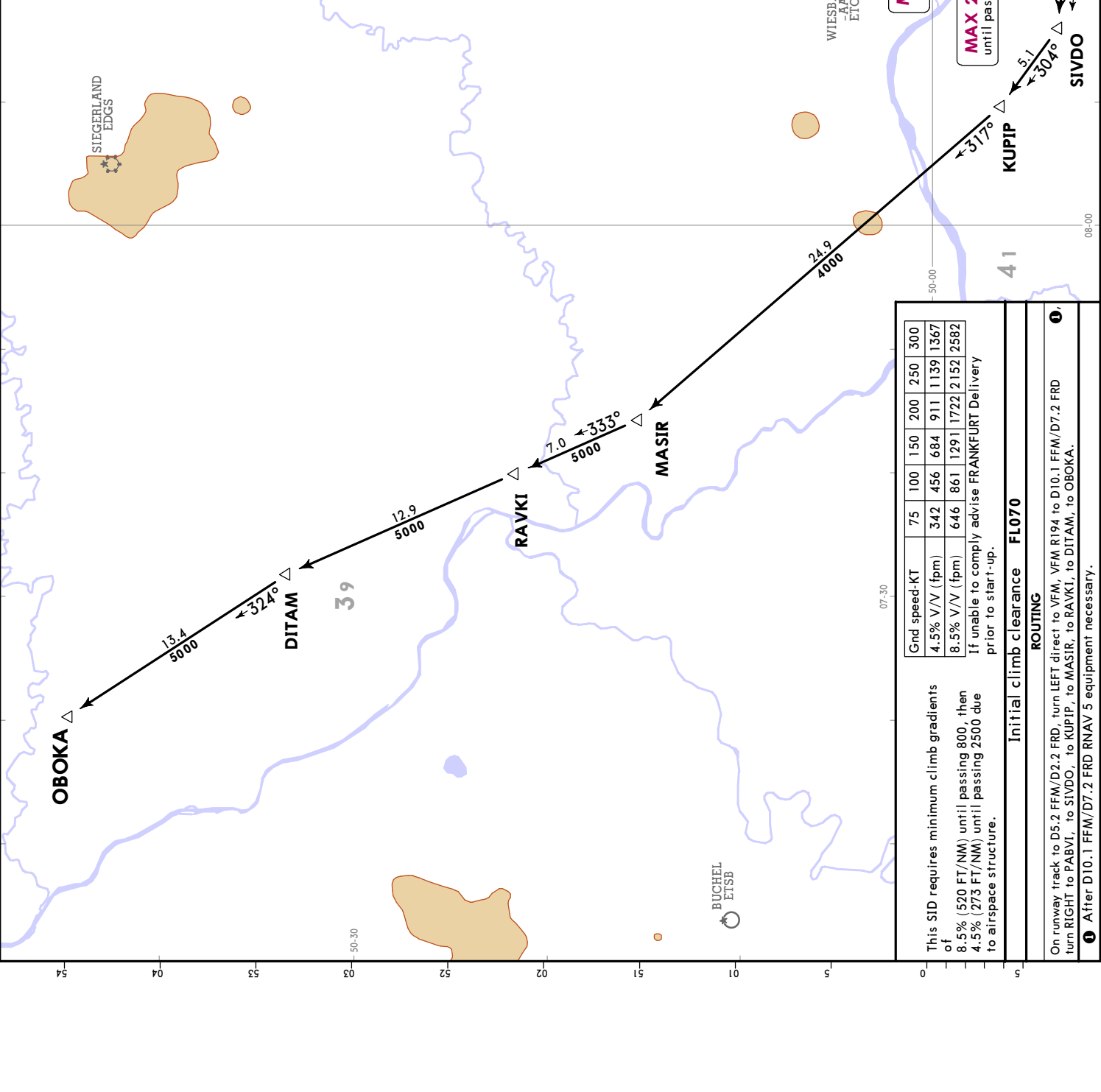
*LANGEN Radar (APP)
120.155

Apt Elev
363

MSA 1117.5 FKS VOR

OBOKA 2H
DEPARTURE (RWY 25L)
FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY
ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

44



| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

This SID requires minimum climb gradients of 8.5% (520 FT/NM) until passing 800, then 4.5% (273 FT/NM) until passing 2500 due to airspace structure.

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance FL070

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD turn RIGHT to PABVI, to SIVDO, to KUPIP, to MASIR, to RAVKI, to DITAM, to OBOKA.

① After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.

FRANKFURT/MAIN, GERMANY

SID

EDDF/FRA
FRANKFURT/MAIN 17 JAN 25 (10-3N3) Eff 23 Jan

JEPPESEN
17 JAN 25 (10-3N3) Eff 23 Jan

Trans alt: 5000
 1. Contact LANGEN Radar when advised by Tower.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is **MANDATORY**.
 3. For operational RWY use concept refer to 10-IP pages.

*LANGEN Radar (APP) 120.155
 Apt Elev 363

OBOKA 2M
DEPARTURE (RWY 25C)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK
 IF UNABLE TO COMPLY
 ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

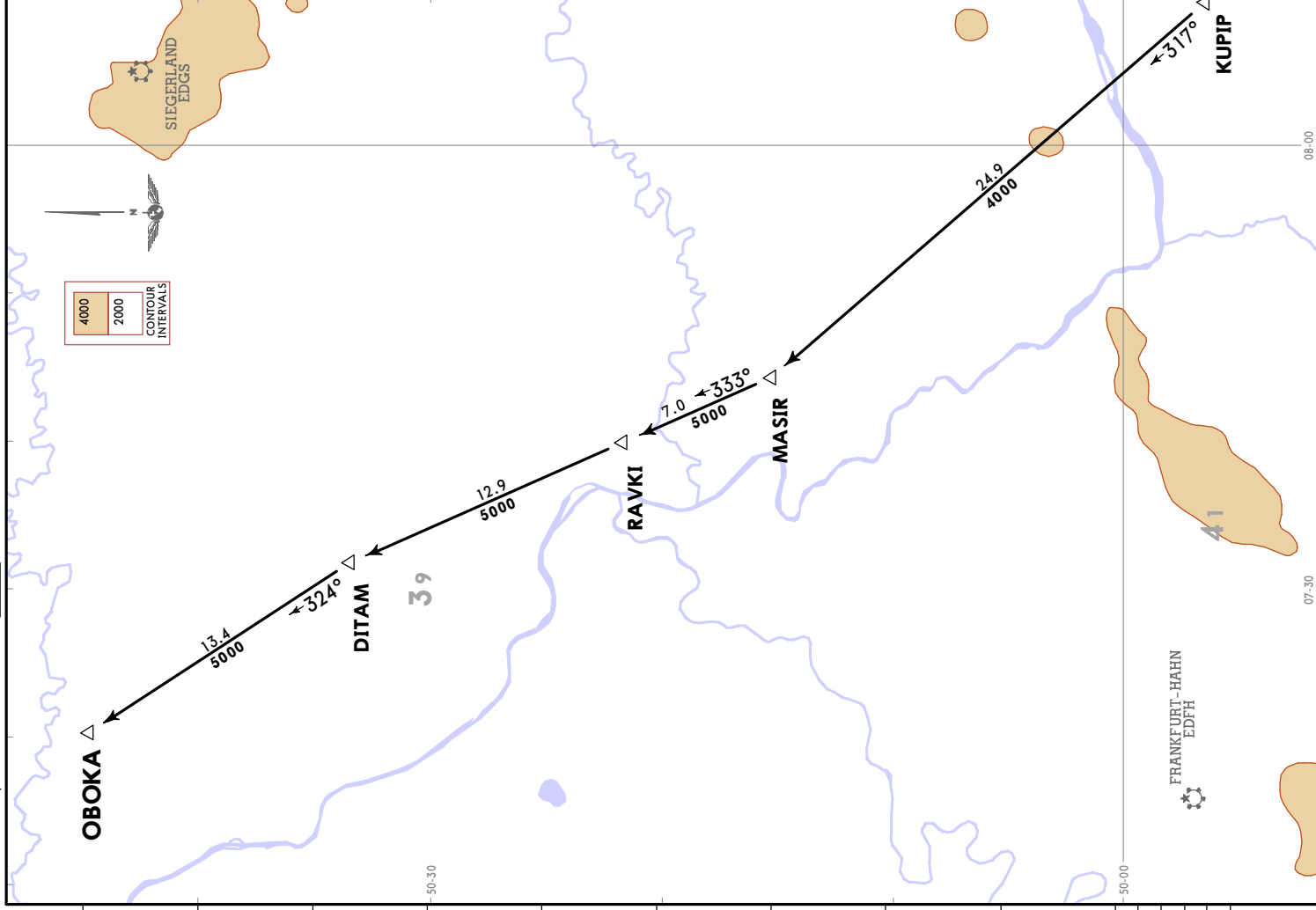
This SID requires minimum climb gradients of
 8.5% (520 FT/NM) until passing 800, then
 4.5% (273 FT/NM) until passing 2500 due to airspace structure.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance FL070

ROUTING
 On runway track to D5.0 FFM/D2.1 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD turn RIGHT to PABVI, to SIVDO, to MASIR, to RAVKI, to MASIR, to OBOKA.
 1 After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.



EDDF/FRA
FRANKFURT/MAIN

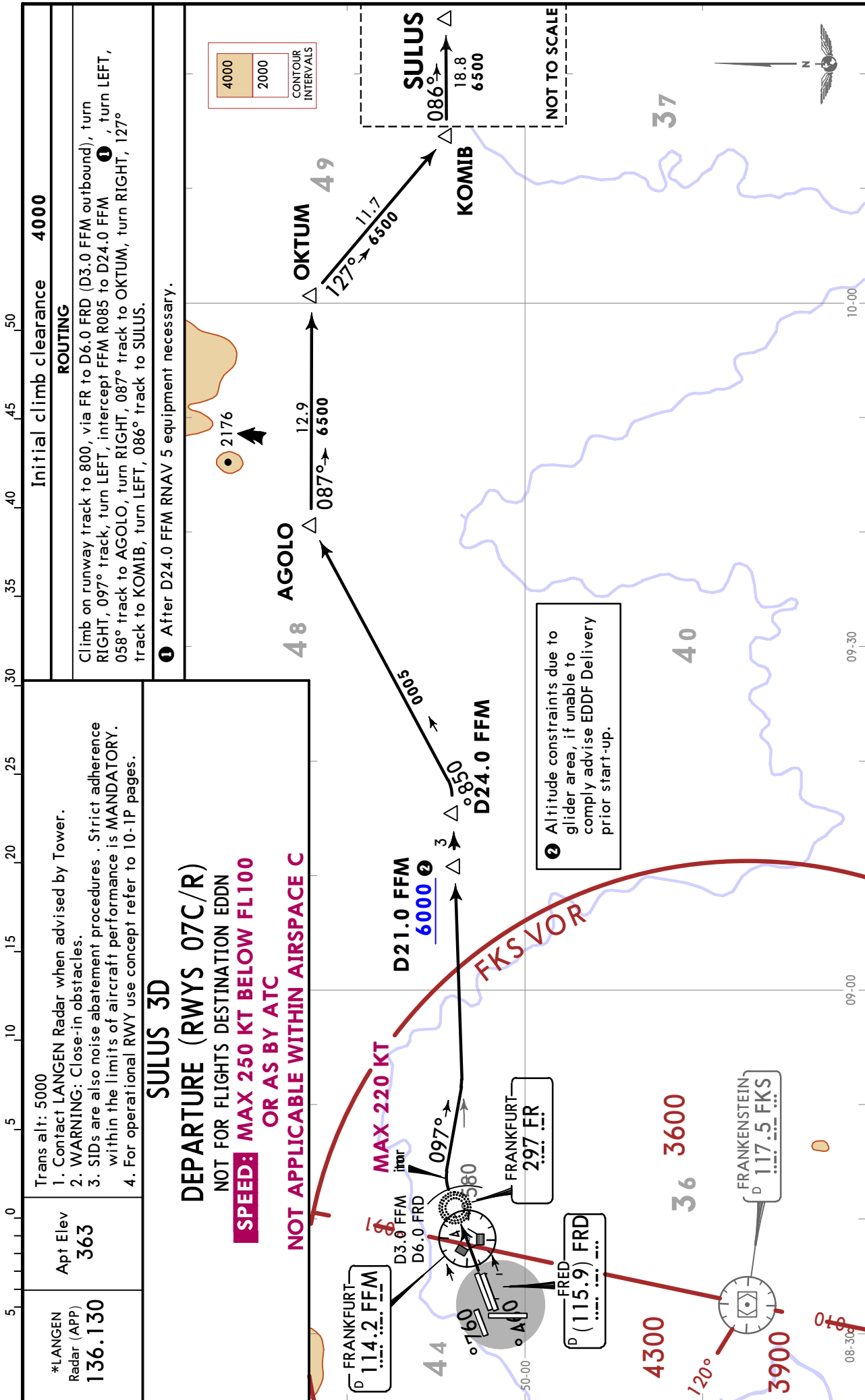
17 JAN 25

(10-3N4)

Eff 23 Jan

SID

JEPPESSEN FRANKFURT/MAIN, GERMANY



EDDF/FRA
FRANKFURT/MAIN

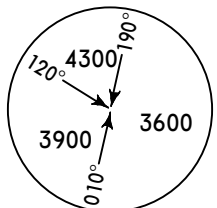
JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3N5) Eff 11 Jul

SID

*LANGEN
Radar (APP)
120.155

Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.



MSA 117.5 FKS VOR

TAUNUS 3Q (TAU 3Q)

DEPARTURE

(RWYS 25L/C)

BY ATC

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**

25

20

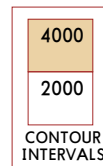
15

10

5

0

5



TAUNUS
D 113.35 TAU

44

3245

500

WIESBADEN
-AAF
ETOU

D5.0 FFM

FRANKFURT
D 114.2 FFM

At D5.0 FFM
or 800
whichever is later

3500

36

256°
274°

08-30

Initial climb clearance 5000

ROUTING

Climb on runway track to D5.0 FFM or 800, whichever is later, turn RIGHT, 274° track (RWY 25L: 281° track), intercept FFM R256, at 3500 turn RIGHT to TAU, but not before reaching FFM R258.

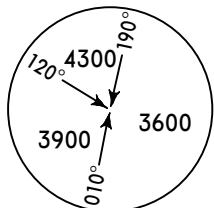
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3N6) Eff 11 Jul SID

*LANGEN
Radar (APP)
120.155

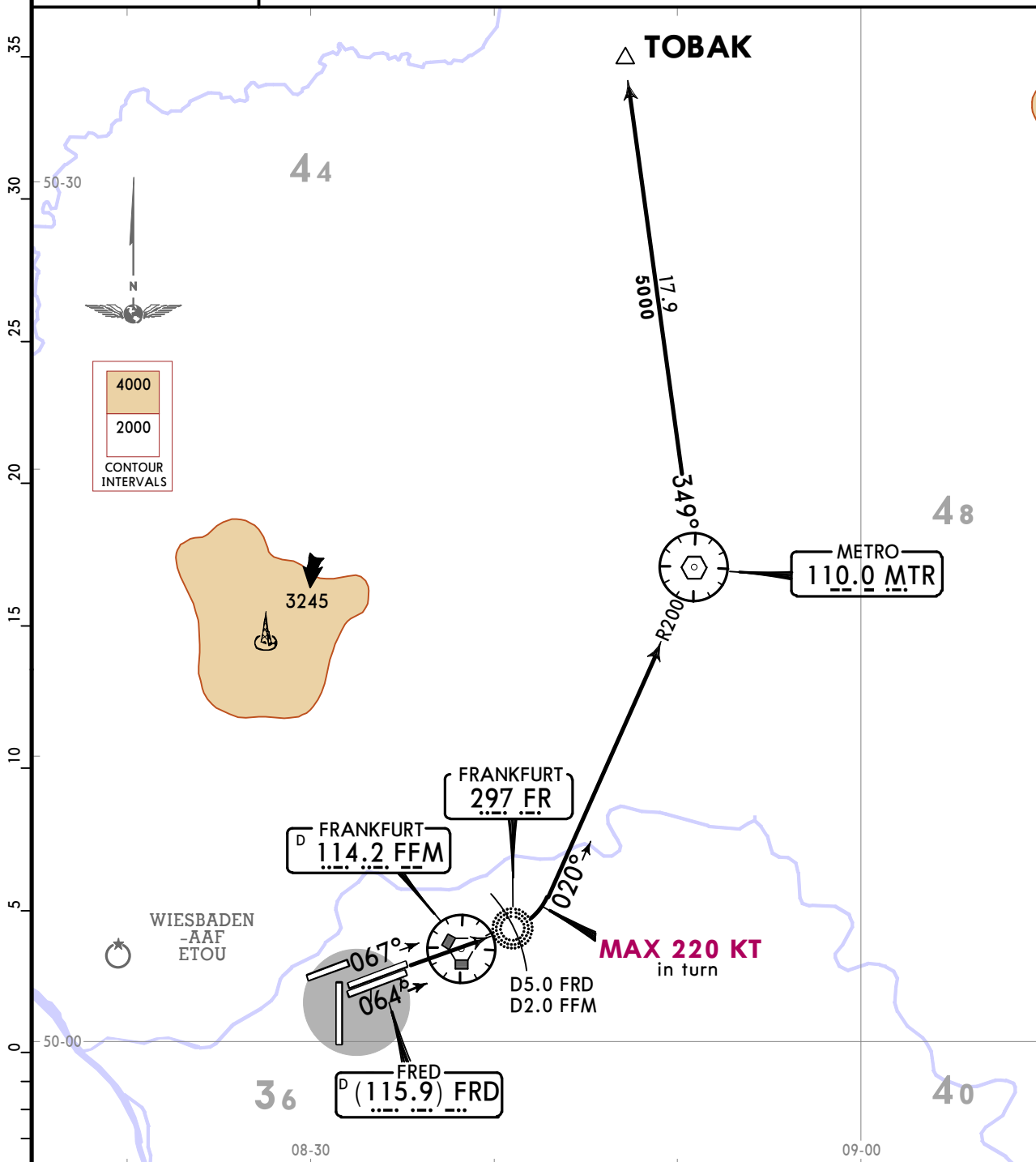
Apt Elev
363

- Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
 2. WARNING: Close-in obstacles
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 4. For operational RWY use concept refer to 10-1P pages.



MSA 117.5 FKS VOR

TOBAK 1D
DEPARTURE (RWYS 07C/R)
 NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 5000

ROUTING

Climb on runway track to 800, to FR (D5.0 FRD/D2.0 FFM outbound), turn LEFT IMMEDIATELY intercept MTR R200 inbound to MTR ①, turn LEFT, MTR R349 to TOBAK.

① After MTR RNAV 5 equipment necessary.

EDDF/FRA FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY

4 AUG 23

10-3N7

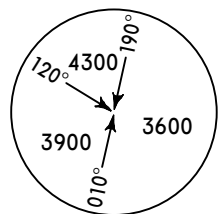
Eff 10 Aug

SID

*LANGEN
Radar
120.155

Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

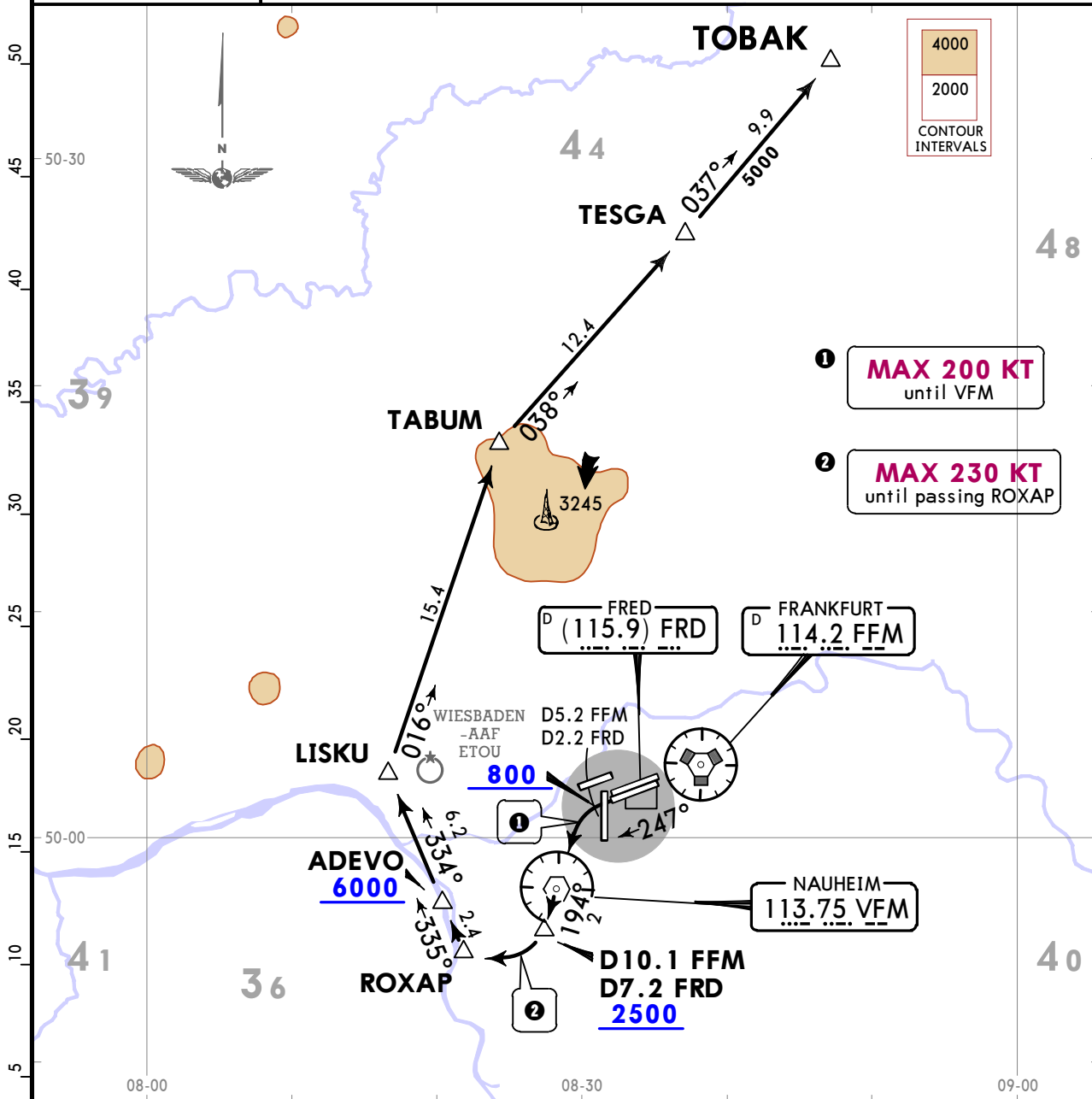


MSA 117.5 FKS VOR

TOBAK 5H DEPARTURE (RWY 25L)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of 520 per NM (8.5%) until passing 800, then 415 per NM (6.8%) until passing 6000 due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 415 per NM | 519 | 692 | 1038 | 1383 | 1729 | 2075 |
| 520 per NM | 650 | 867 | 1300 | 1733 | 2167 | 2600 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL070**

ROUTING

On runway track to D5.2 FFM/D2.2 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD, turn RIGHT to ROXAP, to ADEVO, to LISKU, to TABUM, to TESGA, to TOBAK. **3**

3 After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.

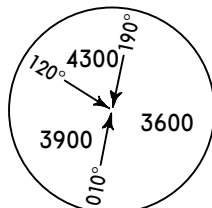
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
4 AUG 23 **10-3N8** **Eff 10 Aug** **SID**

*LANGEN Radar
120.155

Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

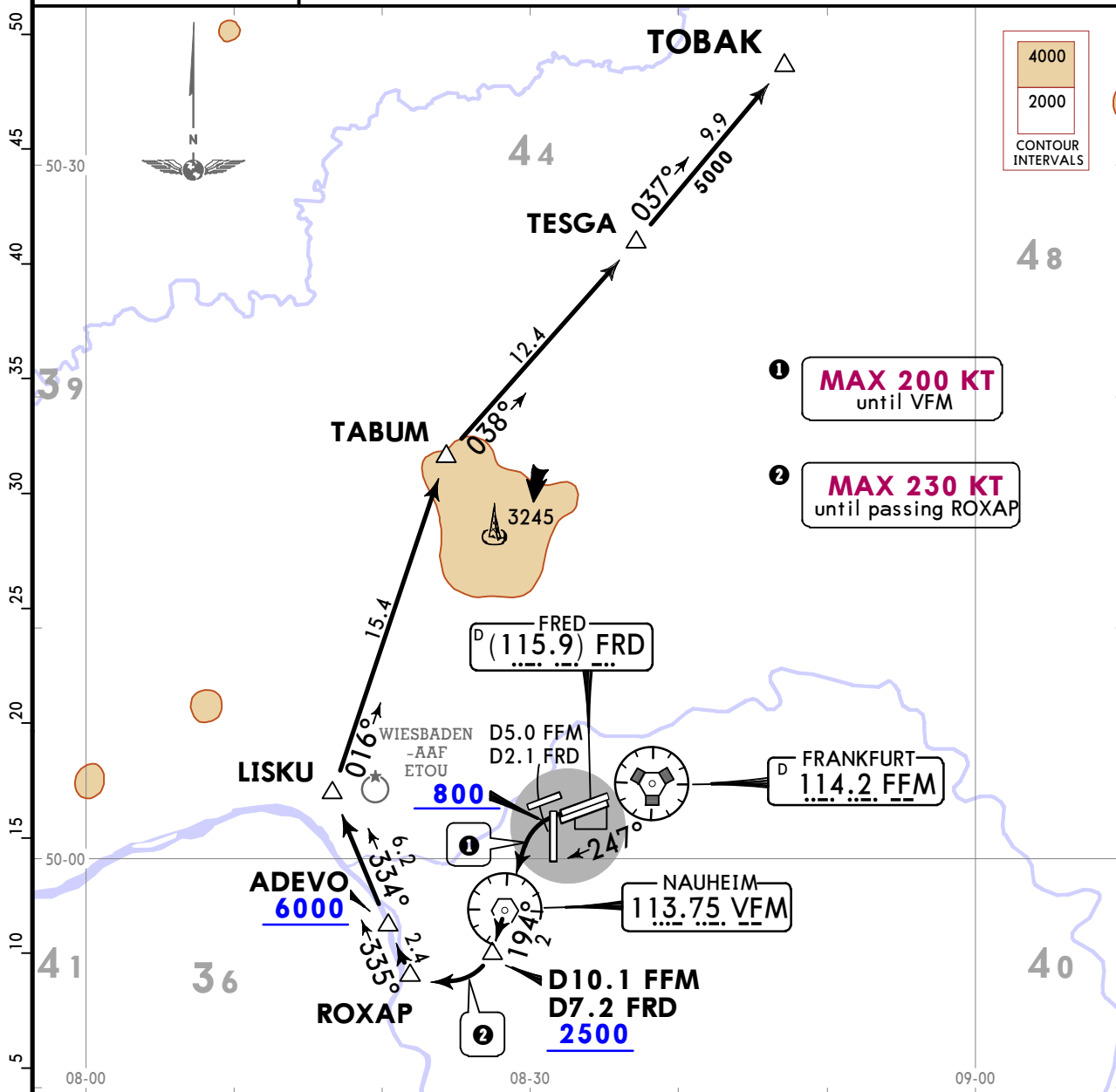


MSA 117.5 FKS VOR

TOBAK 7M
DEPARTURE (RWY 25C)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of 520 per NM (8.5%) until passing 800, then 415 per NM (6.8%) until passing 6000 due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 415 per NM | 519 | 692 | 1038 | 1383 | 1729 | 2075 |
| 520 per NM | 650 | 867 | 1300 | 1733 | 2167 | 2600 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL070**

ROUTING

On runway track to D5.0 FFM/D2.1 FRD, turn LEFT direct to VFM, VFM R194 to D10.1 FFM/D7.2 FRD, turn RIGHT to ROXAP, to ADEVO, to LISKU, to TABUM, to TESGA, to TOBAK. **3**

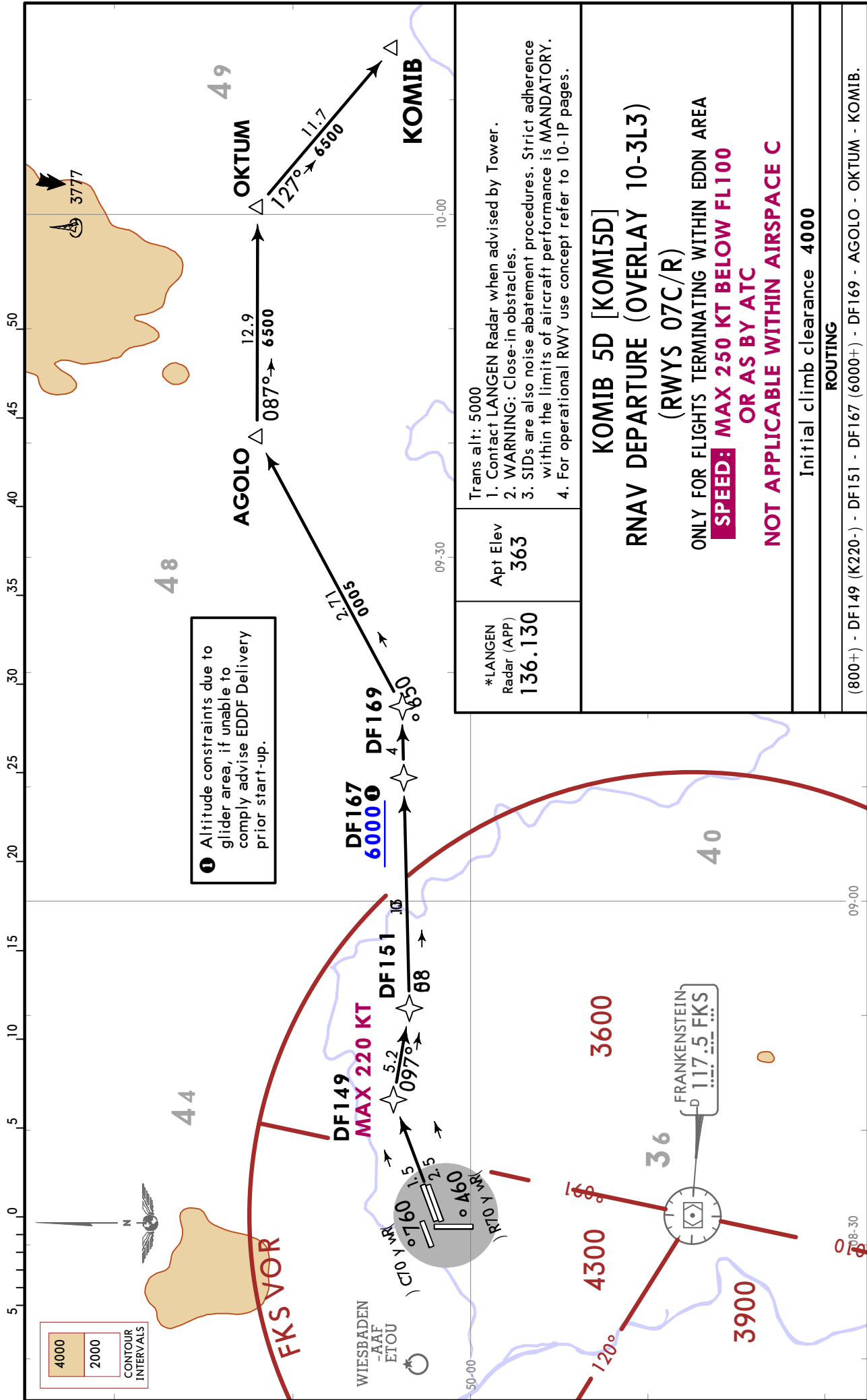
3 After D10.1 FFM/D7.2 FRD RNAV 5 equipment necessary.

EDDF/FRA
FRANKFURT/MAIN

17 JAN 25 10-3P

Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)



| | | |
|---|------------------------|---|
| *LANGEN Radar (APP) 136.130 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. |
| KOMIB 5D [KOMI5D] | | |
| RNAV DEPARTURE (OVERLAY 10-3L3) | | |
| (RWYS 07C/R) | | |
| ONLY FOR FLIGHTS TERMINATING WITHIN EDDN AREA | | |
| SPEED: MAX 250 KT BELOW FL100 | | |
| OR AS BY ATC | | |
| NOT APPLICABLE WITHIN AIRSPACE C | | |
| Initial climb clearance 4000 | | |
| ROUTING | | |
| (800+) - DF149 (K220-) - DF151 - DF167 (6000+) - DF169 - AGOLO - OKTUM - KOMIB. | | |

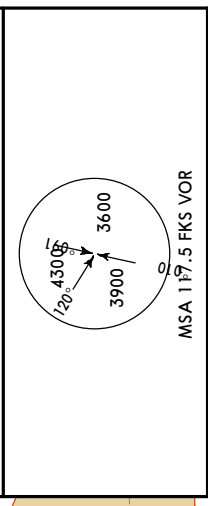
FRANKFURT/MAIN, GERMANY

RNAV SID (OVERLAY)

Trans alt: 5000
 1. Contact LANGEN Radar when advised by Tower.
 2. WARNING: Close-in obstacles.
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
 4. For operational RWY use concept refer to 10-1P pages.

*LANGEN Radar (APP) 120.155
 Apt Elev 363

MARUN 1D [MARU1D]
MARUN 5E [MARU5E]
RNAV DEPARTURES (OVERLAY 10-3L4)
(RWYS 07C/R)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



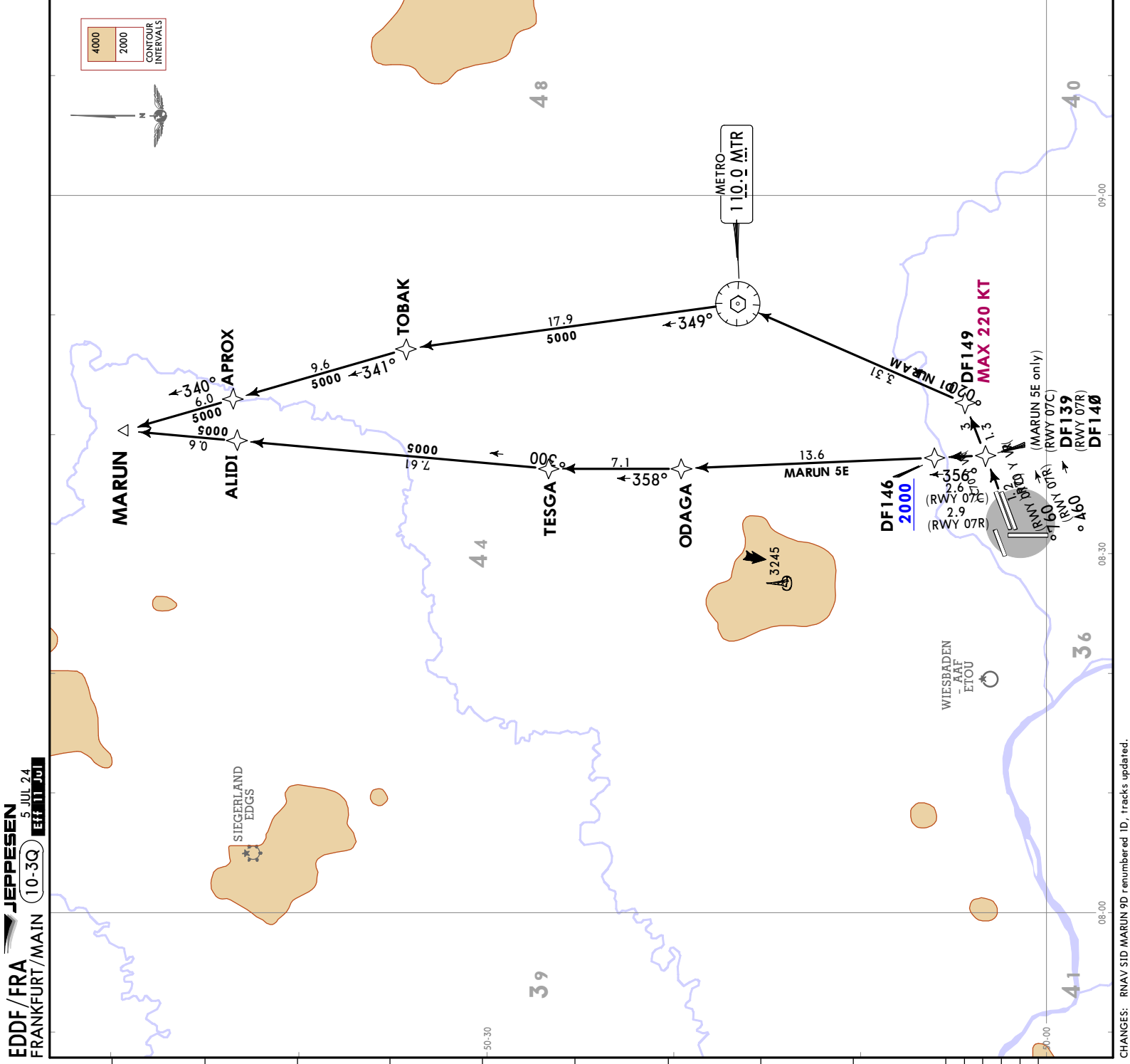
MARUN 5E
 This SID requires a minimum climb gradient of 6.3% (383 FT/NM) until passing 2000.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.3% V/V (fpm) | 478 | 638 | 957 | 1276 | 1595 | 1914 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **5000**

| SID | ROUTING |
|-----------------|---|
| MARUN 1D | (800+) - DF149 (K220-) - MTR - TOBAK - APPROX - MARUN. |
| MARUN 5E | (800+) - DF139 (07C)/DF140 (07R) - DF146 (2000+) - ODAGA - TESGA - ALIDI - MARUN. |



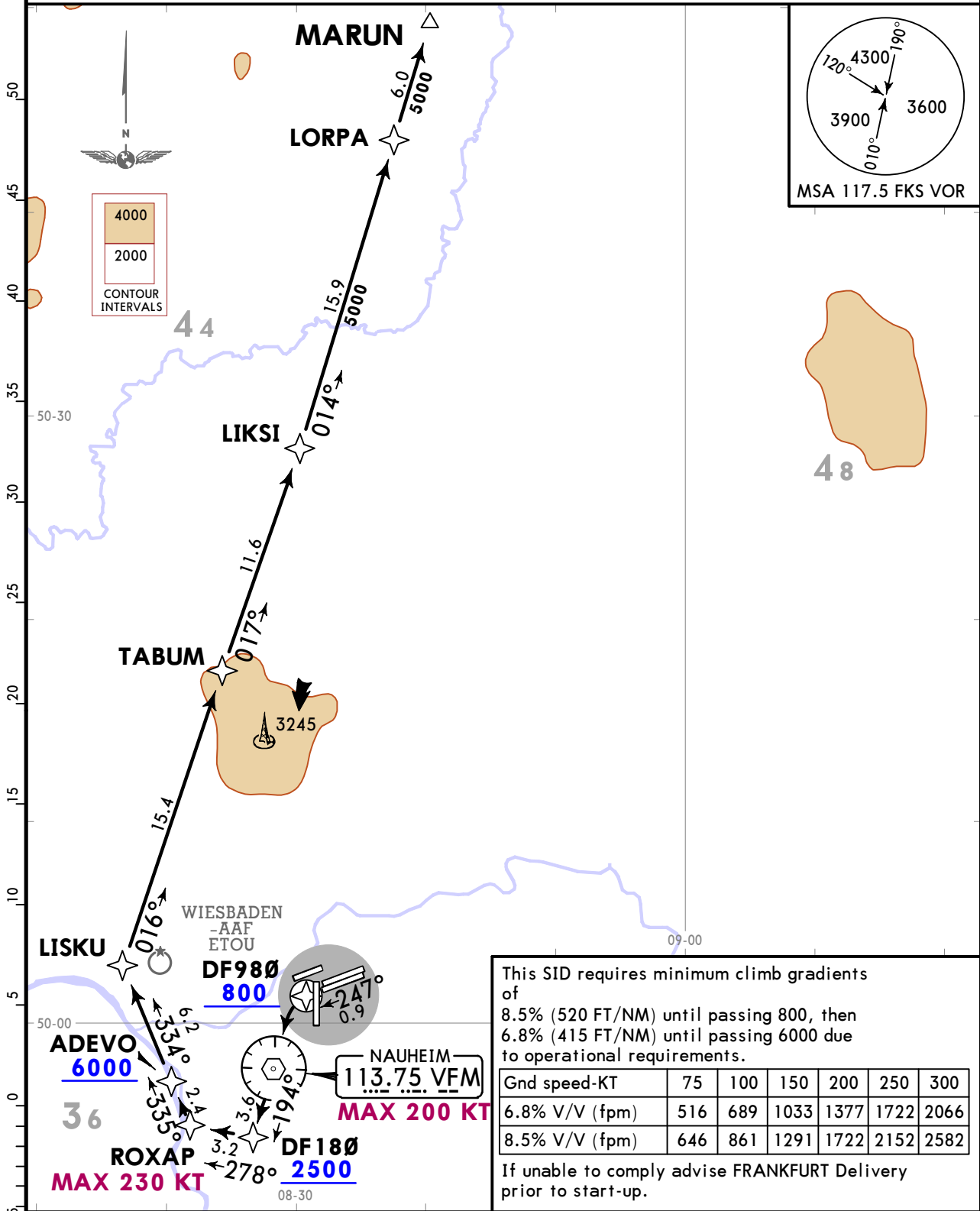
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 **10-3Q1** **Eff 11 Jul** **RNAV SID (OVERLAY)**

| | | |
|--|------------------------|--|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. |
|--|------------------------|--|

MARUN 5H [MARU5H]
RNAV DEPARTURE (OVERLAY 10-3L5) (RWY 25L)

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
8.5% (520 FT/NM) until passing 800, then
6.8% (415 FT/NM) until passing 6000 due
to operational requirements.

Initial climb clearance **FL070**

ROUTING
DF980 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP (K230-) - ADEVO (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

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FRANKFURT/MAIN

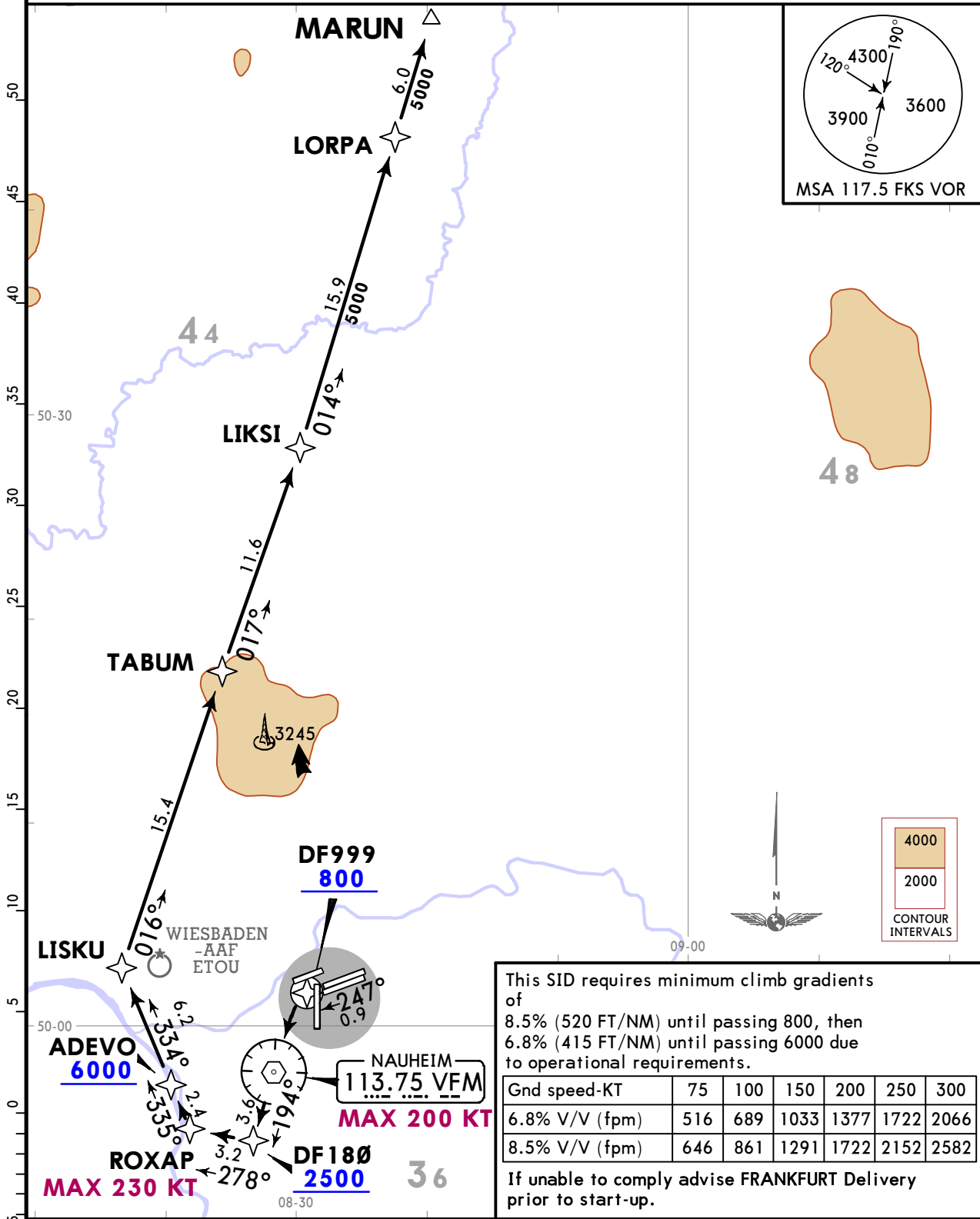
JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 (10-3Q2) Eff 11 Jul RNAV SID (OVERLAY)

*LANGEN
Radar (APP)
120.155
Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.

MARUN 7M [MARU7M]
RNAV DEPARTURE (OVERLAY 10-3M) (RWY 25C)

**SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



This SID requires minimum climb gradients of
8.5% (520 FT/NM) until passing 800, then
6.8% (415 FT/NM) until passing 6000 due
to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

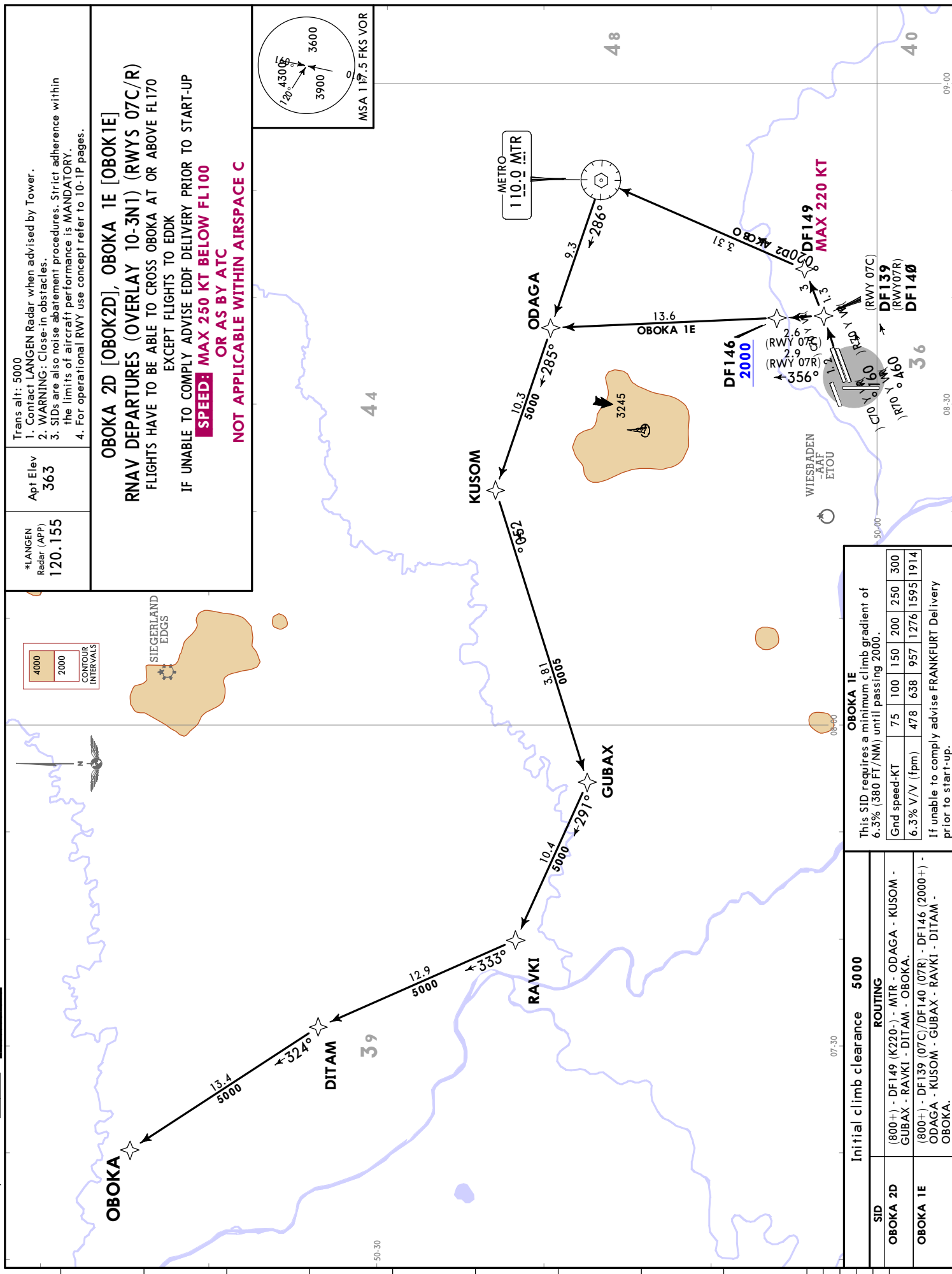
Initial climb clearance **FL070**

ROUTING

DF999 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP (K230-) - ADEVO (6000+) - LISKU - TABUM - LIKSI - LORPA - MARUN.

FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)

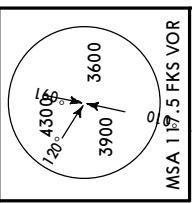
EDDF/FRA
FRANKFURT/MAIN
JEPPesen
 10-3Q3
 5 JUL 24
 EFF 11 JUL



Trans alt: 5000
 1. Contact LANGEN Radar when advised by Tower.
 2. **WARNING:** Close-in obstacles.
 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is **MANDATORY**.
 4. For operational RWY use concept refer to 10-1P pages.

*LANGEN Radar (APP) 120.155
 Apt Elev 363

OBOKA 2D [OBOK2D], OBOKA 1E [OBOK1E]
RNAV DEPARTURES (OVERLAY 10-3N1) (RWYS 07C/R)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK
 IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



OBOKA 1E
 This SID requires a minimum climb gradient of 6.3% (380 FT/NM) until passing 2000.
 If unable to comply advise FRANKFURT Delivery prior to start-up.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 6.3% V/V (fpm) | 478 | 638 | 957 | 1276 | 1595 | 1914 |

| SID | ROUTING | Initial climb clearance |
|----------|---|-------------------------|
| OBOKA 2D | (800+) - DF149 (K220-) - MTR - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - OBOKA. | 5000 |
| OBOKA 1E | (800+) - DF139 (07C)/DF140 (07R) - DF146 (2000+) - ODAGA - KUSOM - GUBAX - RAVKI - DITAM - OBOKA. | 5000 |

FRANKFURT / MAIN, GERMANY

RNAV SID (OVERLAY)

Trans alt: 5000

*LANGEN Radar (APP) 120.155

Apt Elev 363

Contact LANGEN Radar when advised by Tower.

SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

For operational RWY use concept refer to 10-IP pages.

OBOKA 2H [OBOK2H]

RNAV DEPARTURE (OVERLAY 10-3N2) (RWY 25L)

FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

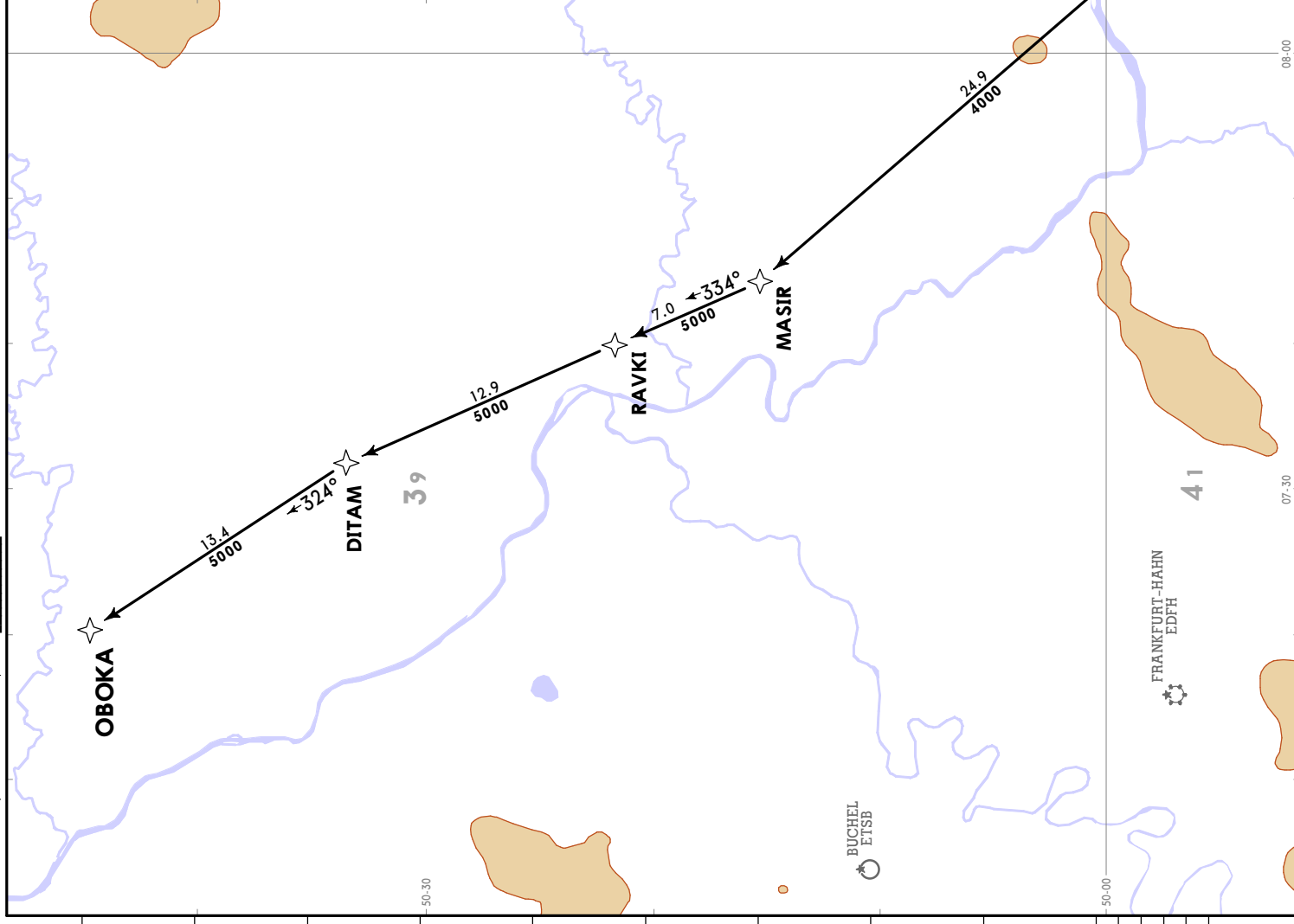
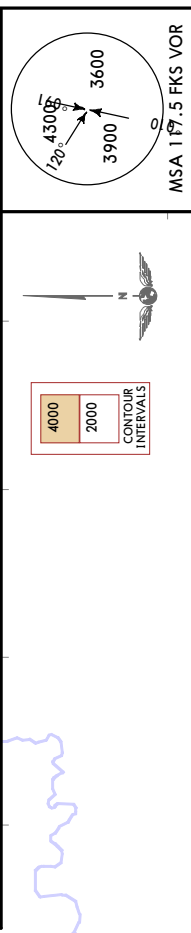
This SID requires minimum climb gradients of 8.5% (520 FT/NM) until passing 800, then 4.5% (273 FT/NM) until passing 2500 due to air-space structure.

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance FL070

ROUTING

DF980 (800+) - VFM (K200-) - DF172 (2500+) - PABVI (K230-) - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.



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JEPPESSEN
10-3S
3 JUL 24
EFF 11 JUL

FRANKFURT / MAIN, GERMANY
RNAV SID (OVERLAY)

Trans alt: 5000
 1. Contact LANGEN Radar when advised by Tower.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is **MANDATORY**.
 3. For operational RWY use concept refer to 10-1P pages.

OBOKA 2M [OBOK2M]
RNAV DEPARTURE
(OVERLAY 10-3N3) (RWY 25C)
 FLIGHTS HAVE TO BE ABLE TO CROSS OBOKA AT OR ABOVE FL170 EXCEPT FLIGHTS TO EDDK IF UNABLE TO COMPLY ADVISE EDDF DELIVERY PRIOR TO START-UP
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

| | |
|---------------------|----------|
| *LANGEN Radar (APP) | Apt Elev |
| 120.155 | 363 |

This SID requires minimum climb gradients of
 8.5% (520 FT/NM) until passing 800, then
 4.5% (275 FT/NM) until passing 2500 due to airspace structure.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

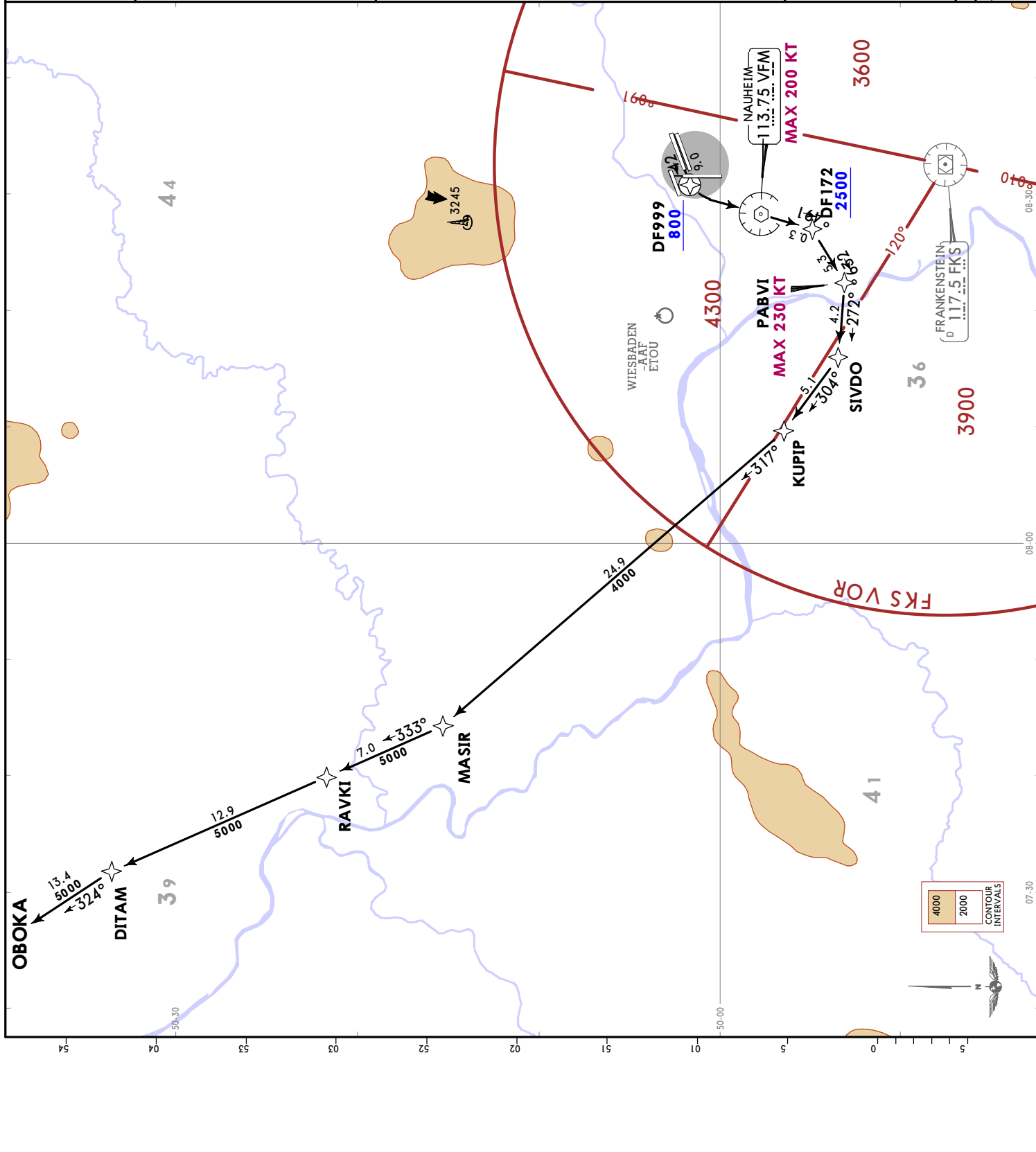
If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL070**

ROUTING
 DF999 (800+) - VFM (K200+) - DF172 (2500+) - PABVI (K230-) - SIVDO - KUPIP - MASIR - RAVKI - DITAM - OBOKA.

JEPPESSEN
 5 JUL 24 10-3T
EFF 11 JUL

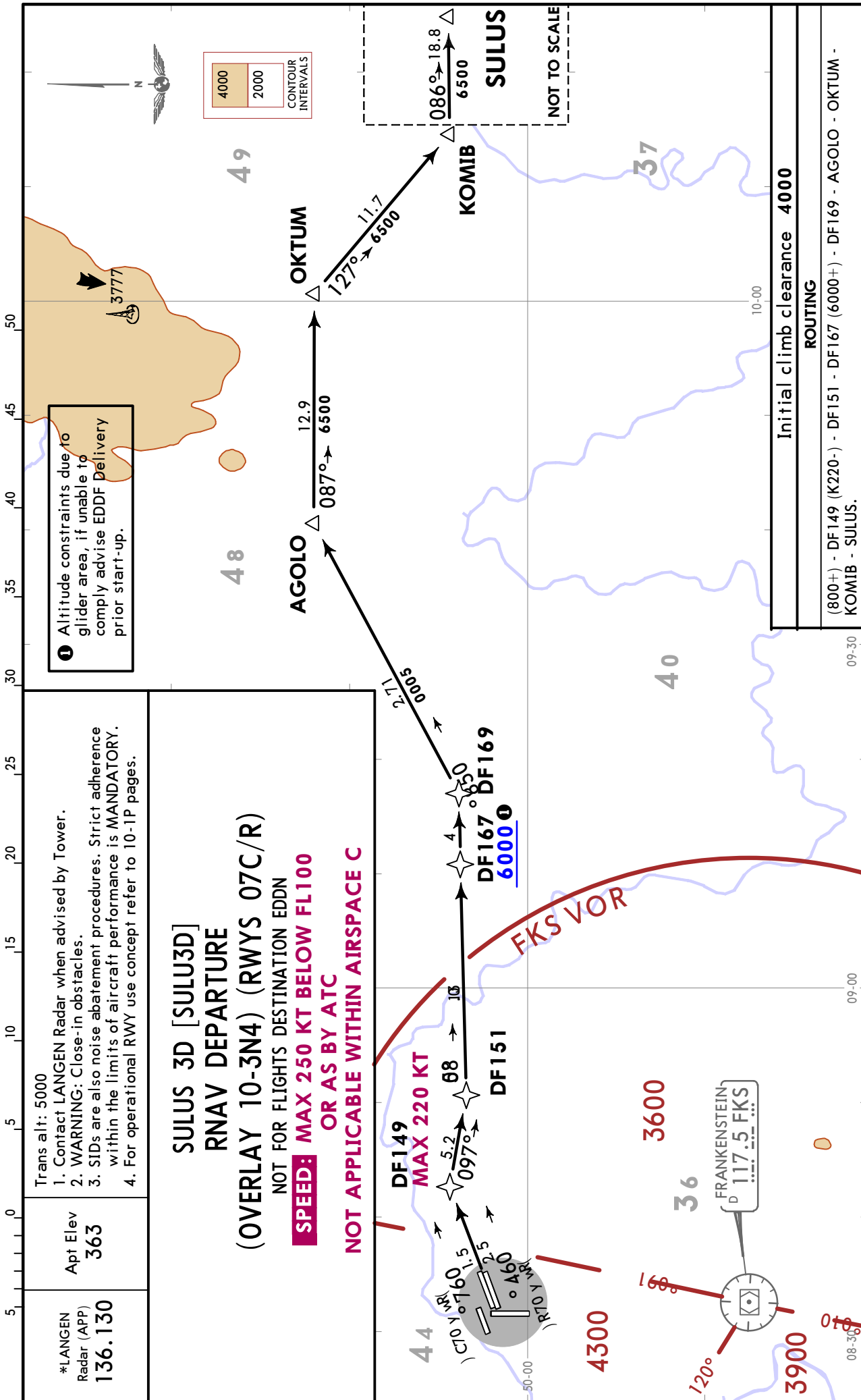
EDDF / FRA
FRANKFURT / MAIN



EDDF/FRA
FRANKFURT/MAIN

17 JAN 25 (10-3U) Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY
RNAV SID (OVERLAY)



CHANGES: SID renumbered & revised.

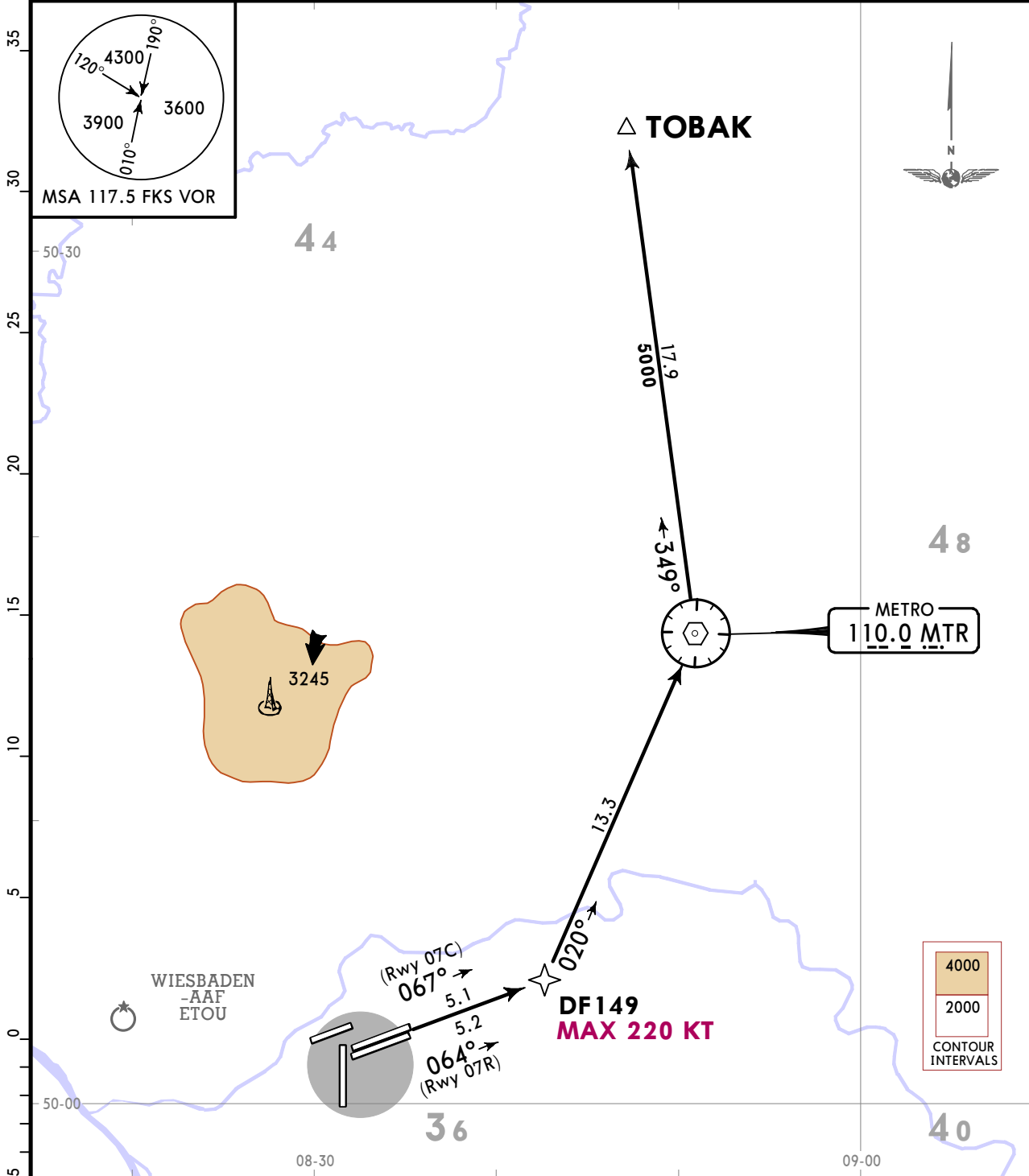
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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
17 JAN 25 10-3V Eff 23 Jan RNAV SID (OVERLAY)

| | | |
|-----------------------------------|-----------------|---|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. WARNING: Close-in obstacles. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 4. For operational RWY use concept refer to 10-1P pages. |
|-----------------------------------|-----------------|---|

TOBAK 1D [TOBA1D]
RNAV DEPARTURE (OVERLAY 10-3N6) (RWYS 07C/R)
 NOT FOR FLIGHTS CONTINUING VIA AIRWAY Z-10
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance
5000

ROUTING

(800+) - DF149 (K220-) - MTR - TOBAK.

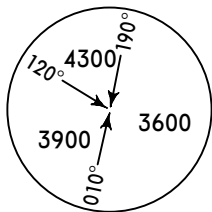
EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 **10-3W** **Eff 11 Jul** **RNAV SID (OVERLAY)**

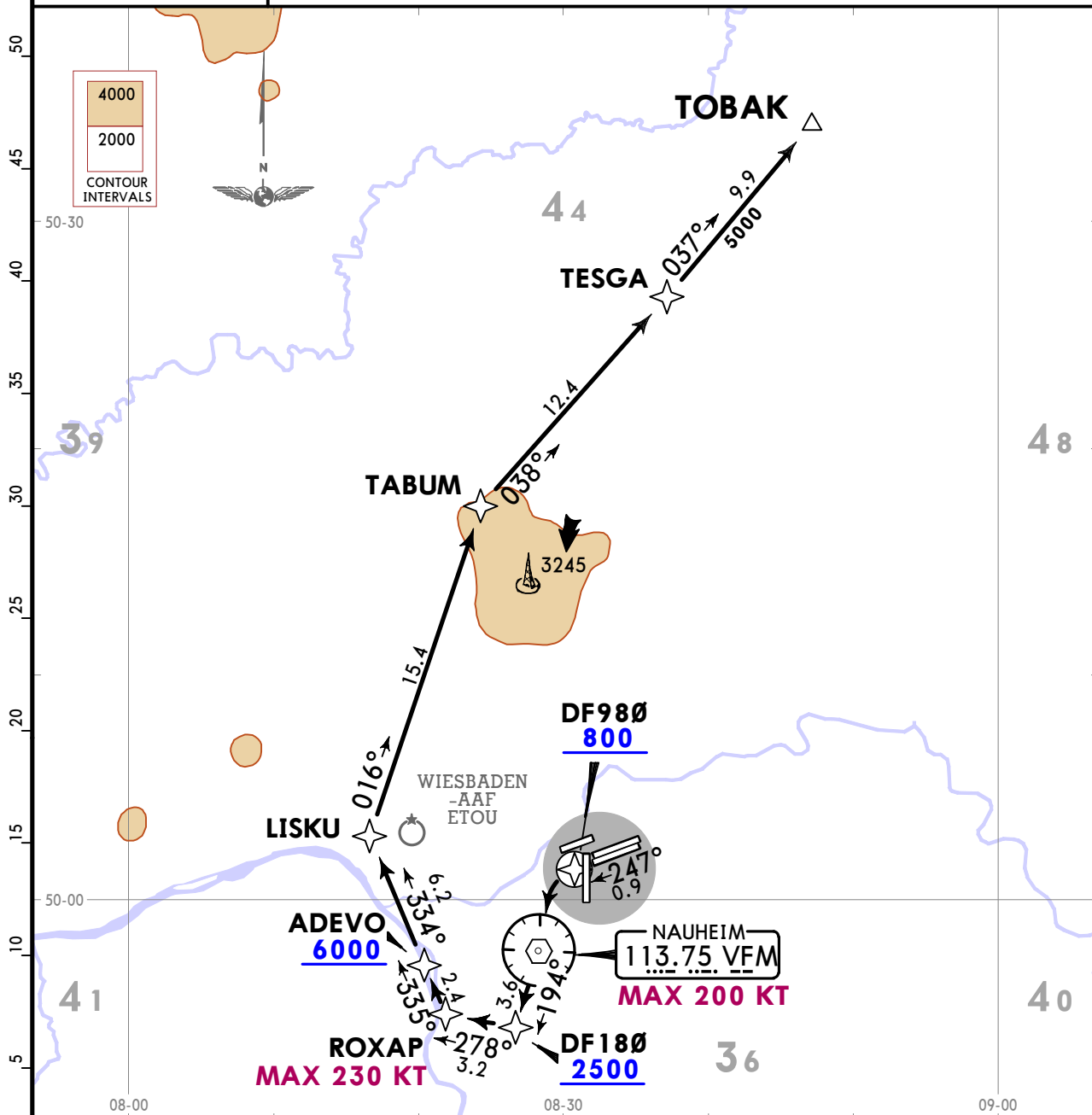
*LANGEN
Radar (APP)
120.155

Apt Elev
363

Trans alt: 5000
1. Contact LANGEN Radar when advised by Tower.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
3. For operational RWY use concept refer to 10-1P pages.



TOBAK 5H [TOBA5H]
RNAV DEPARTURE
(OVERLAY 10-3N7) (RWY 25L)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of 8.5% (520 FT/NM) until passing 800, then 6.8% (415 FT/NM) until passing 6000 due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL070**

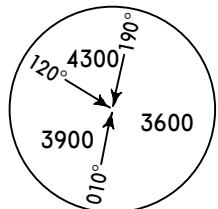
ROUTING

DF980 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP (K230-) - ADEVO (6000+) - LISKU - TABUM - TESGA - TOBAK.

EDDF/FRA
FRANKFURT/MAIN

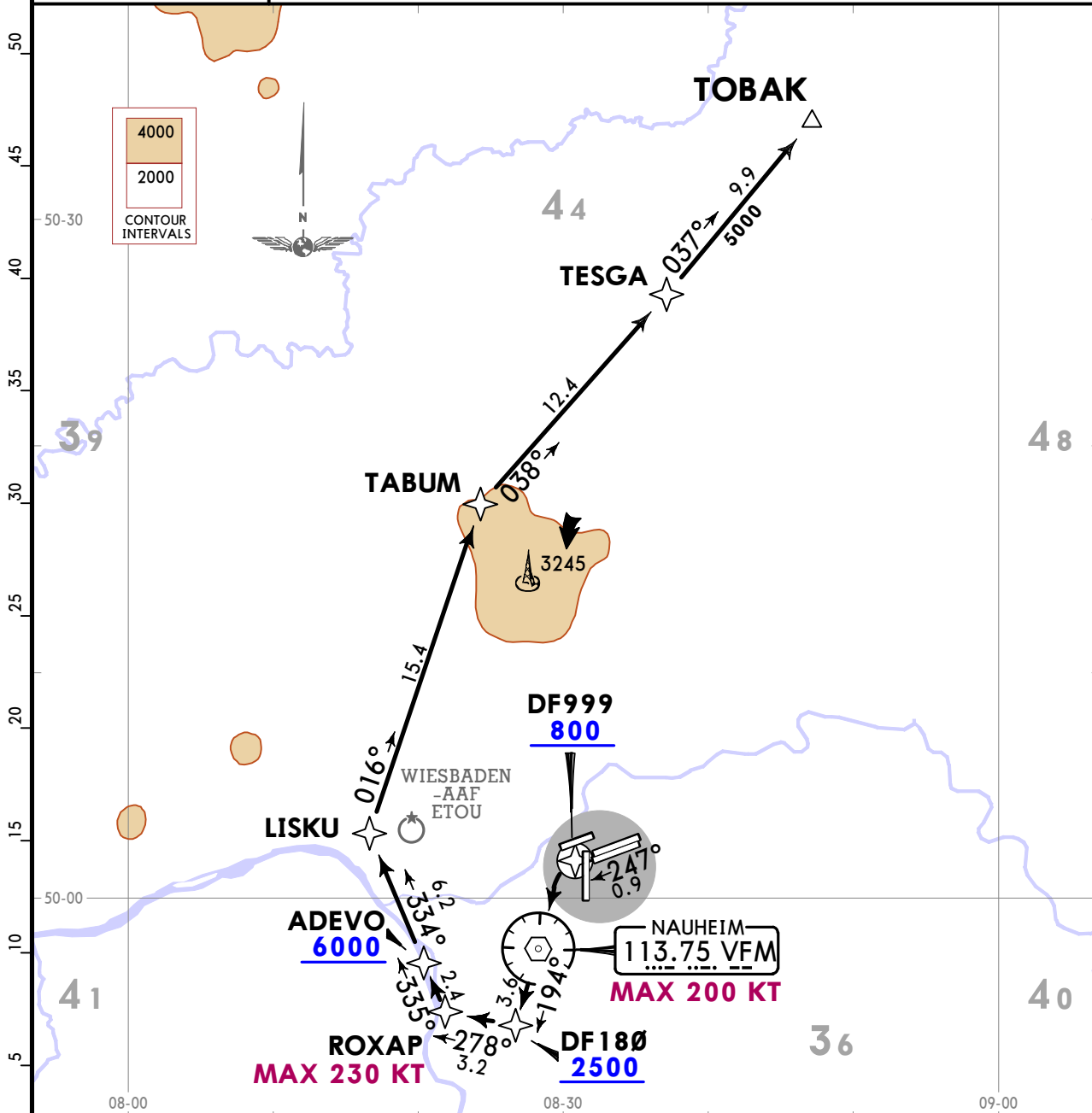
JEPPESEN FRANKFURT/MAIN, GERMANY
5 JUL 24 **10-3X** **Eff 11 Jul** **RNAV SID (OVERLAY)**

| | | |
|---------------------------------------|------------------------|--|
| *LANGEN Radar (APP) 120.155 | Apt Elev 363 | Trans alt: 5000 1. Contact LANGEN Radar when advised by Tower. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 3. For operational RWY use concept refer to 10-1P pages. |
|---------------------------------------|------------------------|--|



MSA 117.5 FKS VOR

TOBAK 7M [TOBA7M]
RNAV DEPARTURE
(OVERLAY 10-3N8) (RWY 25C)
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



This SID requires minimum climb gradients of
8.5% (520 FT/NM) until passing 800, then
6.8% (415 FT/NM) until passing 6000 due to operational requirements.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |
| 8.5% V/V (fpm) | 646 | 861 | 1291 | 1722 | 2152 | 2582 |

If unable to comply advise FRANKFURT Delivery prior to start-up.

Initial climb clearance **FL070**

ROUTING

DF999 (800+) - VFM (K200-) - DF180 (2500+) - ROXAP (K230-) - ADEVO (6000+) - LISKU - TABUM - TESGA - TOBAK.

EDDF/FRA

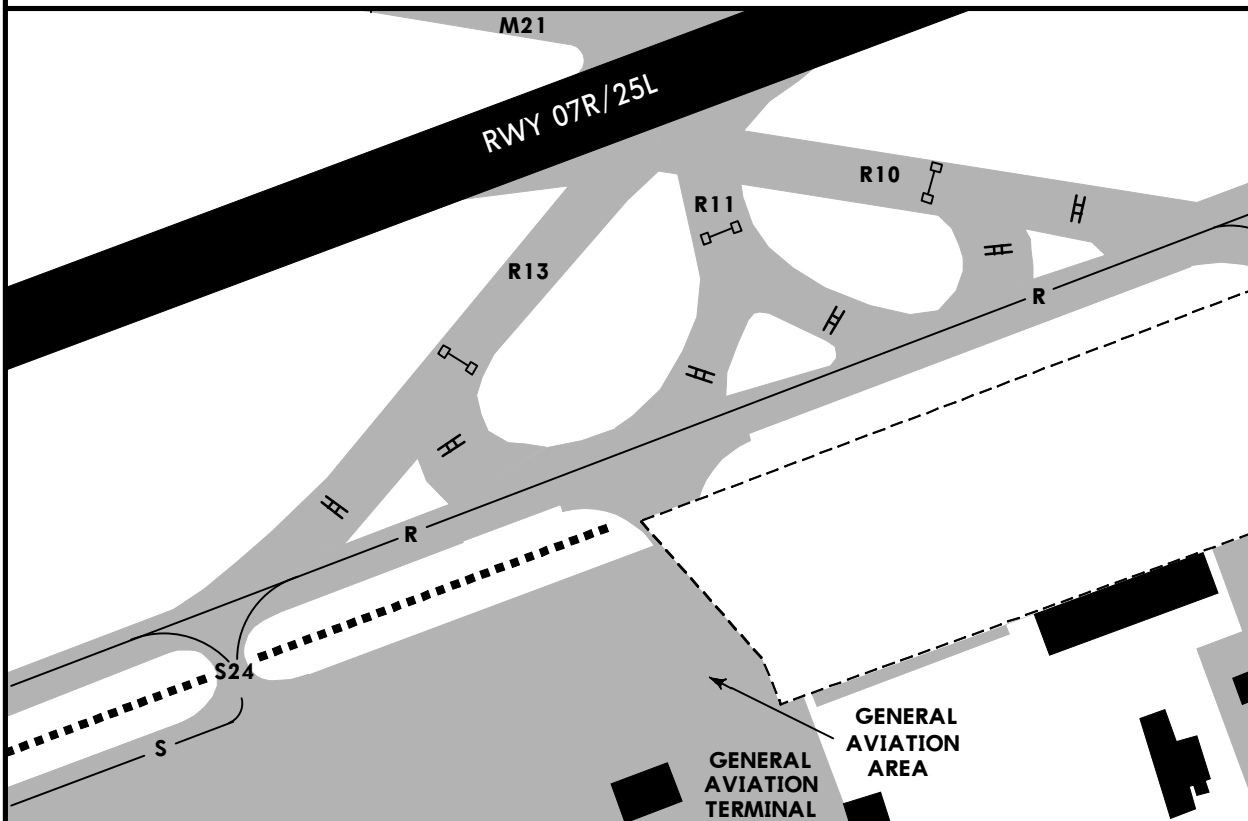
29 NOV 24 (10-8)

JEPPESEN FRANKFURT/MAIN, GERMANY
FRANKFURT/MAIN

OPENING OF TWY S24, CLOSING OF TWY S23

REFER ALSO TO LATEST NOTAMS

TWY S23 closed.
New TWY S24 in operation and available for
ACFT with MAX wingspan up to 262' / 80m.



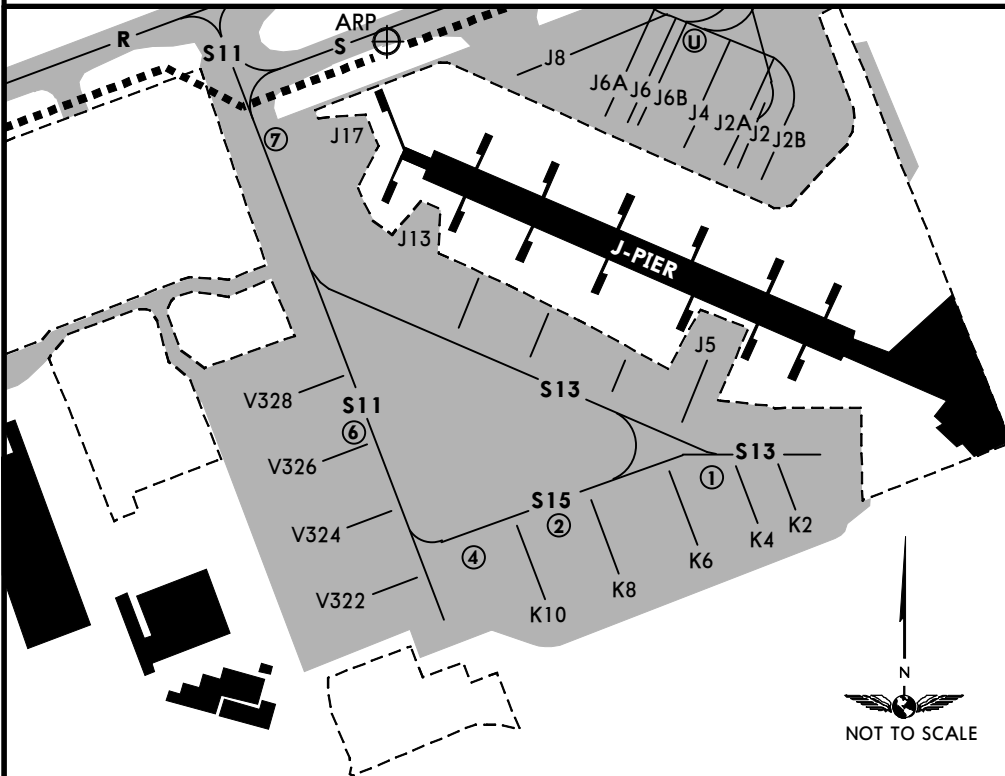
LEGEND

- [---] Construction area
- Limit of Apron competence area





OPENING AND CLOSING OF STANDS NEAR J-PIER

REFER ALSO TO LATEST NOTAMS

Stands J13 and J17 will be opened.
Stands J7, J9 and J11 will be closed.
Stand J13 and J17 can be used by ACFT with a wingspan up to 118'/36m.



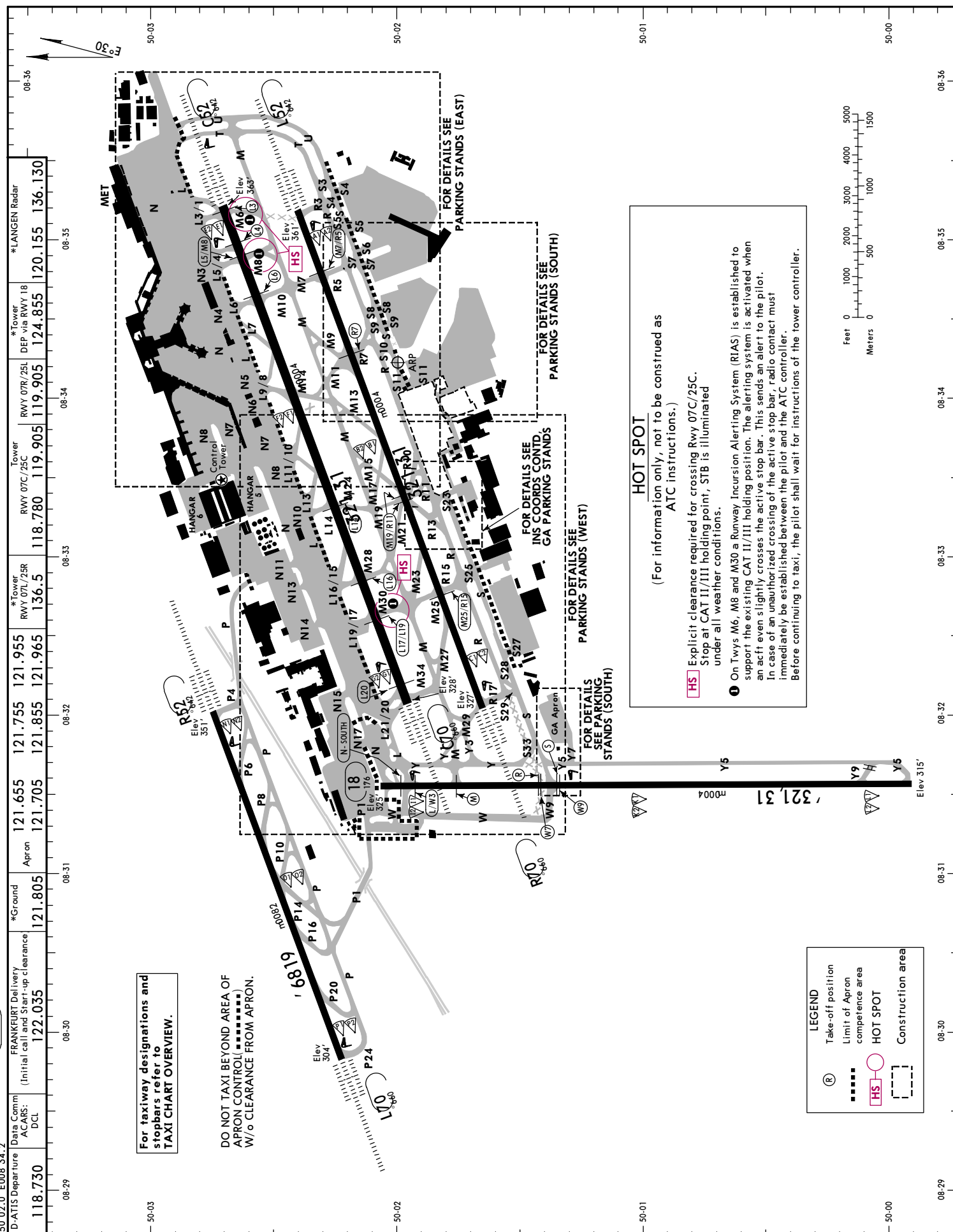
LEGEND

-  Construction area
-  Limit of Apron competence area
-  Numbered Break away areas for push-back operations
-  Unnumbered Break away areas for push-back operations

EDDF / FRA
 Apt Elev 363'
 NS0 02.0 E008 34.2

JEPPesen
 21 JUN 24 10-9

FRANKFURT / MAIN, GERMANY
 FRANKFURT / MAIN



| | | | | | | | | |
|-----------------------------|----------------------------|--------------------|---|--------------------------------|---------------------------------|----------------------------------|---------------------------|-------------------------------------|
| D-ATIS Departure 118.730 | Data Comm ACARS: DCL | *Ground 121.805 | Apron 121.655 121.705 121.855 121.965 | *Tower RWY 07L/25R 136.5 | Tower RWY 07C/25C 118.780 | *Tower RWY 07R/25L 119.905 | DEP via RWY 18 124.855 | *LANGEN Radar 120.155 136.130 |
|-----------------------------|----------------------------|--------------------|---|--------------------------------|---------------------------------|----------------------------------|---------------------------|-------------------------------------|

For taxiway designations and stopbars refer to TAXI CHART OVERVIEW.

DO NOT TAXI BEYOND AREA OF APRON CONTROL (---) W/O CLEARANCE FROM APRON.

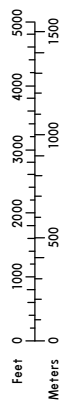
HOT SPOT
 (For information only, not to be construed as ATC instructions.)

ⓘ Explicit clearance required for crossing Rwy 07C/25C. Stop at CAT II/III holding point, STB is illuminated under all weather conditions.

ⓘ On Twys M6, M8 and M30 a Runway Ingression Alerting System (RIAS) is established to support the existing CAT II/III holding position. The alerting system is activated when an a/c even slightly crosses the active stop bar. This sends an alert to the pilot. In case of an unauthorized crossing of the active stop bar, radio contact must immediately be established between the pilot and the ATC controller. Before continuing to taxi, the pilot shall wait for instructions of the tower controller.

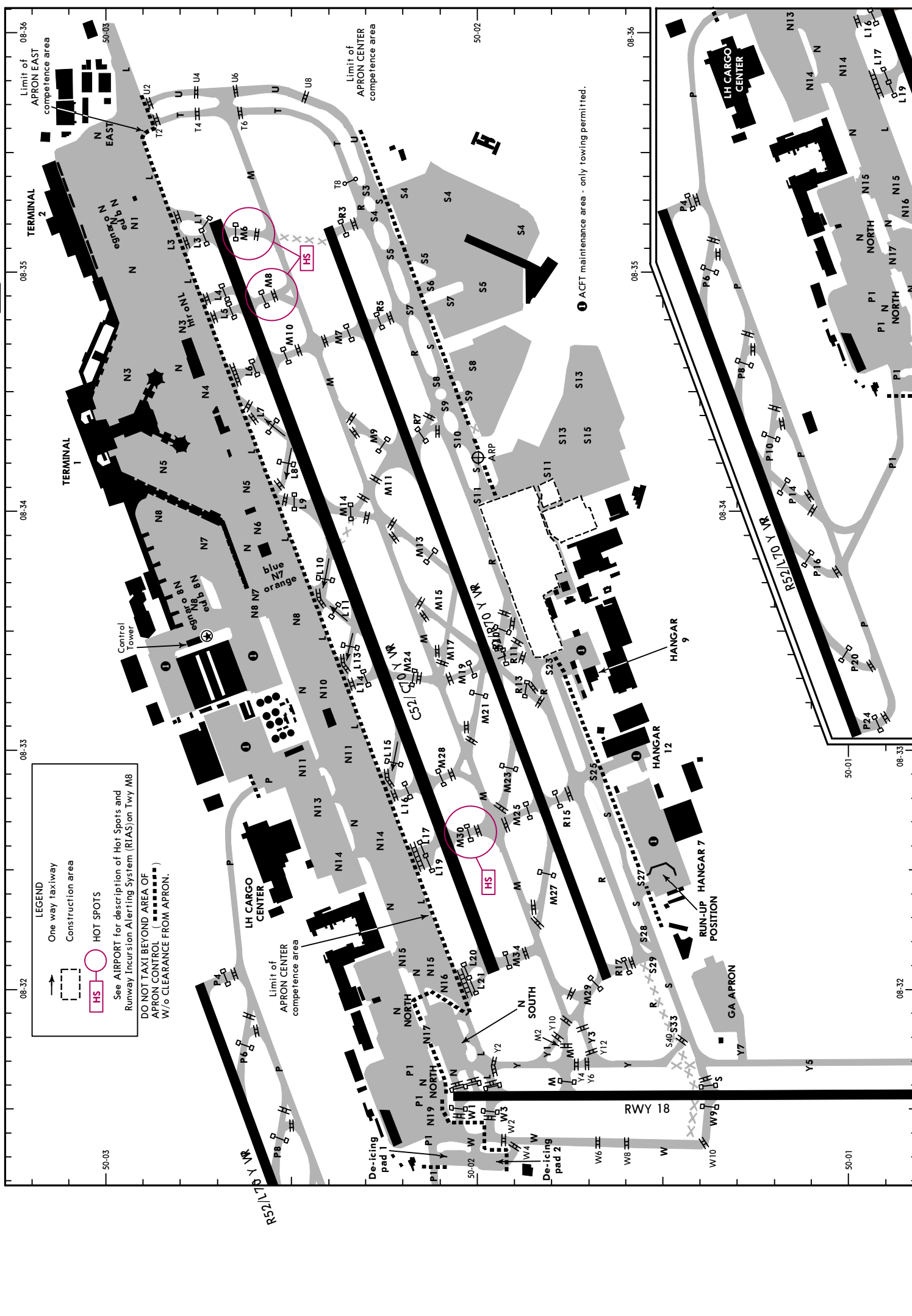
LEGEND

- (R) Take-off position
- Limit of Apron competence area
- [HS] HOT SPOT
- [---] Construction area



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FRANKFURT / MAIN

21 JUN 24 10-9A



LEGEND

- One way taxiway
- Construction area
- HS** HOT SPOTS

See AIRPORT for description of Hot Spots and Runway Inclusion Alerting System (RIAS) on Twy M8

DO NOT TAXI BEYOND AREA OF APRON CONTROL (---) W/o CLEARANCE FROM APRON.

CHANGES: Construction area on twy L reopened, twy S13.

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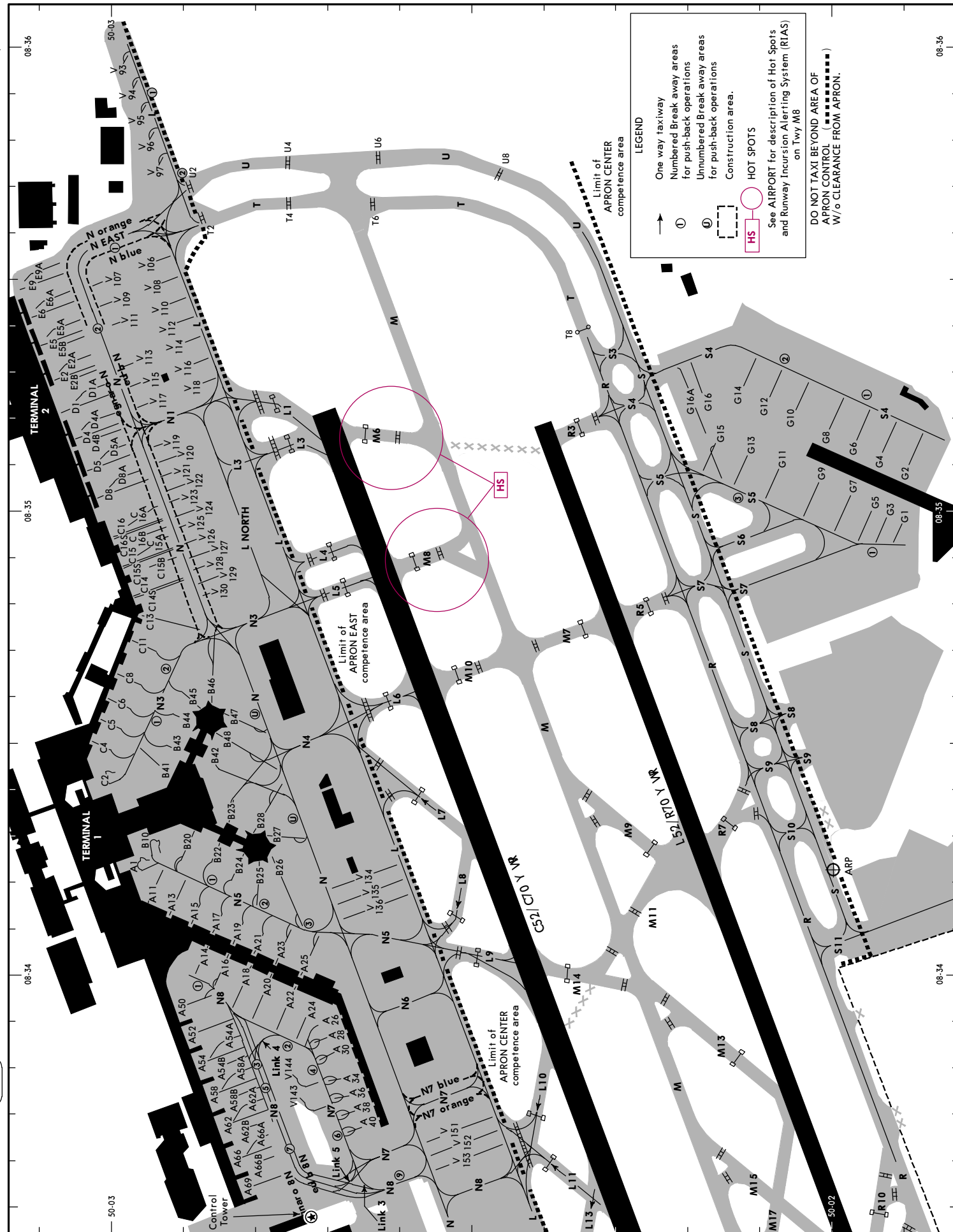
EDDF/FRA

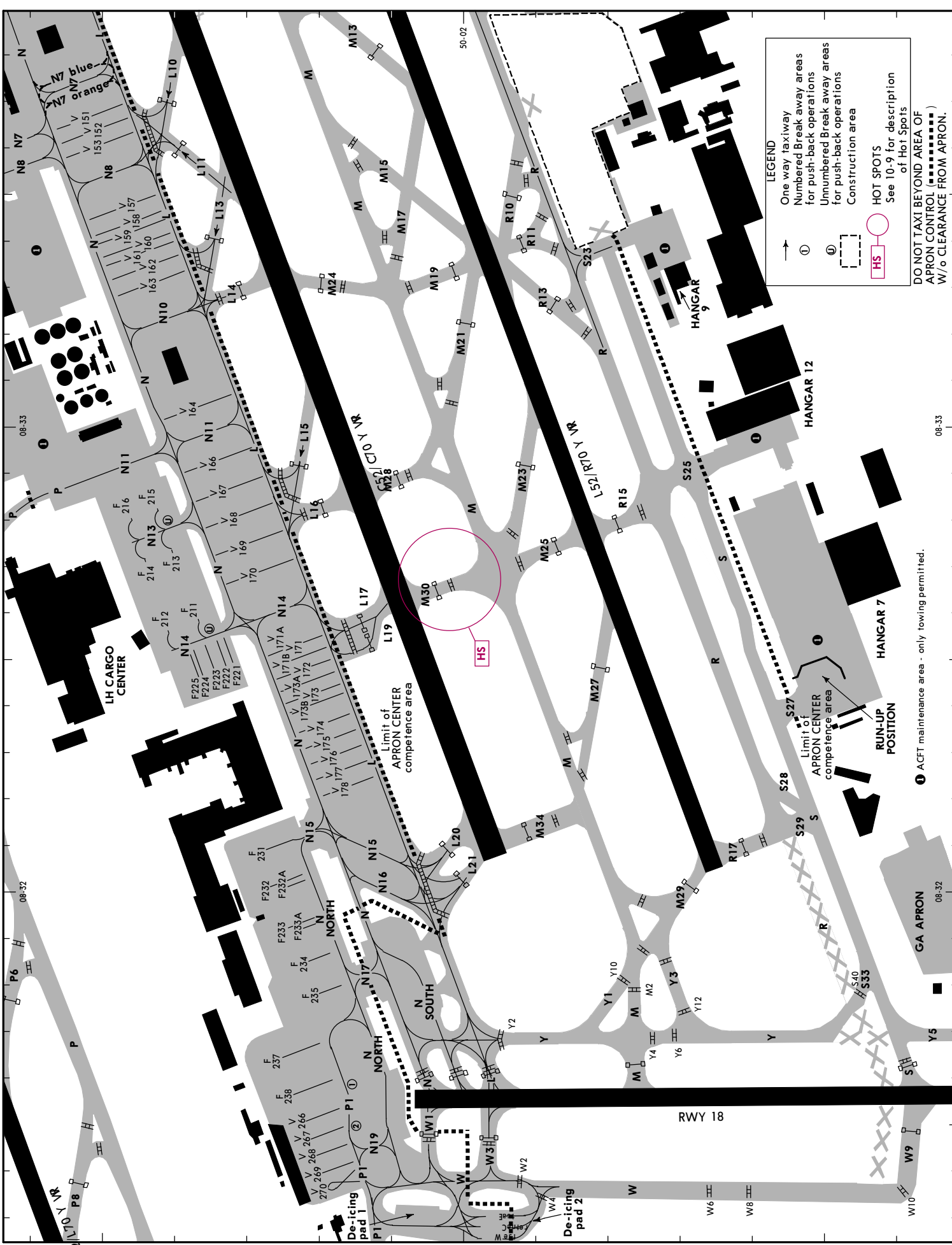
JEPESEN FRANKFURT/MAIN, GERMANY

21 FEB 25 (10-9A1)

FRANKFURT/MAIN

| ADDITIONAL RUNWAY INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------|-----------------|--------------------------|----------------|-------|---------------------|-------------|------------------|---------------|-------------|---------------|----------------|------------|---------------|------------------|------------------|----------------|--------------|----------------|----------------|----------------------|----------------|-------------|----------------|----------------|------------------|--------------|----------------|----------------|----------------|--------------|--------------|--|-----------------|----------------|--------------|--------------|--|-------------|---------------|
| RWY | | | | | | USABLE LENGTHS | | TAKE-OFF | WIDTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | LANDING BEYOND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Threshold | Glide Slope | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07L | ②HIRL | ③CL | ALSF-II | TDZ | REIL | ④PAPI-L | ⑤ | RVR | NA | 148' 45m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ①25R | ②HIRL | ③CL | ALSF-II | TDZ | REIL | ④PAPI-R | ⑥ | RVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PAPI systems: For all acft on ILS CAT I approaches PAPI is only usable up to a height of 200' referring to the respective threshold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ① RWY porous friction course (antiskid surface) ② spacing 60m. ③ spacing 15m ④ (angle 3.0°/3.2°) ⑤ HST-P8 & P10 ⑥ HST-P16 & P20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07C | ⑦⑧HIRL | ⑨⑩CL | ALSF-II | ⑪TDZ | REIL | ⑫⑬ | | RVR | 11,968' 3648m | ⑭ | 197' 60m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25C | ⑦⑧HIRL | ⑨⑩CL | ⑪ALSF-II | ⑫TDZ | REIL | ⑬⑭ | | RVR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PAPI systems: For all acft on ILS CAT I approaches PAPI is only usable up to a height of 200' referring to the respective threshold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⑦ spacing 60m ⑧ LED lights ⑨ spacing 15m ⑩ PAPI-L (3.0°/3.2°) ⑪ HST-L11 & L7 ⑫ HST-L8, L10, L13 & L15 ⑬ TAKE-OFF RUN AVAILABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RWY 07C: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">From rwy head</td> <td style="width:25%;">13,123'(4000m)</td> <td style="width:25%;">RWY 25C:</td> <td style="width:25%;">From rwy head</td> <td style="width:25%;">13,123'(4000m)</td> </tr> <tr> <td>position L20</td> <td>12,933'(3942m)</td> <td></td> <td>position L3</td> <td>13,031'(3972m)</td> </tr> <tr> <td>position L17/L19/M30</td> <td>10,866'(3312m)</td> <td></td> <td>position L4</td> <td>12,139'(3700m)</td> </tr> <tr> <td>position L16/M28</td> <td>9882'(3012m)</td> <td></td> <td>position L5/M8</td> <td>11,795'(3595m)</td> </tr> <tr> <td>position M24</td> <td>8018'(2444m)</td> <td></td> <td>position L6/M10</td> <td>10,715'(3266m)</td> </tr> <tr> <td>position L14</td> <td>7913'(2412m)</td> <td></td> <td>position L9</td> <td>8,304'(2531m)</td> </tr> </table> | | | | | | | | | | | From rwy head | 13,123'(4000m) | RWY 25C: | From rwy head | 13,123'(4000m) | position L20 | 12,933'(3942m) | | position L3 | 13,031'(3972m) | position L17/L19/M30 | 10,866'(3312m) | | position L4 | 12,139'(3700m) | position L16/M28 | 9882'(3012m) | | position L5/M8 | 11,795'(3595m) | position M24 | 8018'(2444m) | | position L6/M10 | 10,715'(3266m) | position L14 | 7913'(2412m) | | position L9 | 8,304'(2531m) |
| From rwy head | 13,123'(4000m) | RWY 25C: | From rwy head | 13,123'(4000m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position L20 | 12,933'(3942m) | | position L3 | 13,031'(3972m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position L17/L19/M30 | 10,866'(3312m) | | position L4 | 12,139'(3700m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position L16/M28 | 9882'(3012m) | | position L5/M8 | 11,795'(3595m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position M24 | 8018'(2444m) | | position L6/M10 | 10,715'(3266m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position L14 | 7913'(2412m) | | position L9 | 8,304'(2531m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07R | ⑮⑯HIRL | ⑰⑱CL | ALSF-II | ⑲TDZ | REIL | ⑳㉑ | | RVR | 12,090' 3685m | ㉒ | 148' 45m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25L | ⑮⑯HIRL | ⑰⑱CL | ⑲ALSF-II | ⑲TDZ | REIL | ⑳㉑ | | RVR | | | | 11,909' 3630m | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PAPI systems: For all acft on ILS CAT I approaches PAPI is only usable up to a height of 200' referring to the respective threshold. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⑮ spacing 60m ⑯ LED lights ⑰ spacing 15m ⑱ PAPI-L (3.0°/3.2°) ⑲ HST-M15, M13, M9 & R10 ㉑ HST-M17, M21, M23, M27 & R13 ㉒ TAKE-OFF RUN AVAILABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RWY 07R: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">From rwy head</td> <td style="width:25%;">13,123'(4000m)</td> <td style="width:25%;">RWY 25L:</td> <td style="width:25%;">From rwy head</td> <td style="width:25%;">13,123'(4000m)</td> </tr> <tr> <td>position M25/R15</td> <td>10,121'(3085m)</td> <td></td> <td>position M7/R5</td> <td>11,463'(3494m)</td> </tr> <tr> <td>position M19/R11</td> <td>7644'(2330m)</td> <td></td> <td>position R7</td> <td>9423'(2872m)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>position M19</td> <td>5577'(1700m)</td> </tr> </table> | | | | | | | | | | | From rwy head | 13,123'(4000m) | RWY 25L: | From rwy head | 13,123'(4000m) | position M25/R15 | 10,121'(3085m) | | position M7/R5 | 11,463'(3494m) | position M19/R11 | 7644'(2330m) | | position R7 | 9423'(2872m) | | | | position M19 | 5577'(1700m) | | | | | | | | | | |
| From rwy head | 13,123'(4000m) | RWY 25L: | From rwy head | 13,123'(4000m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position M25/R15 | 10,121'(3085m) | | position M7/R5 | 11,463'(3494m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position M19/R11 | 7644'(2330m) | | position R7 | 9423'(2872m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | position M19 | 5577'(1700m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | ㉓HIRL (60m) | ㉔CL (15m) | | | | | | RVR | NA | ㉕ | 148' 45m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ㉓ LED lights ㉕ TAKE-OFF RUN AVAILABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RWY 18: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">From rwy head</td> <td style="width:25%;">13,025'(3970m)</td> <td style="width:25%;">position R</td> <td style="width:25%;">9324'(2842m)</td> </tr> <tr> <td>position N-SOUTH</td> <td>12,776'(3894m)</td> <td>position W7</td> <td>9262'(2823m)</td> </tr> <tr> <td>position L</td> <td>12,543'(3823m)</td> <td>position S</td> <td>9039'(2755m)</td> </tr> <tr> <td>position W3</td> <td>12,523'(3817m)</td> <td>position W9</td> <td>8944'(2726m)</td> </tr> <tr> <td>position M</td> <td>11,332'(3454m)</td> <td></td> <td></td> </tr> </table> | | | | | | | | | | | From rwy head | 13,025'(3970m) | position R | 9324'(2842m) | position N-SOUTH | 12,776'(3894m) | position W7 | 9262'(2823m) | position L | 12,543'(3823m) | position S | 9039'(2755m) | position W3 | 12,523'(3817m) | position W9 | 8944'(2726m) | position M | 11,332'(3454m) | | | | | | | | | | | | |
| From rwy head | 13,025'(3970m) | position R | 9324'(2842m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position N-SOUTH | 12,776'(3894m) | position W7 | 9262'(2823m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position L | 12,543'(3823m) | position S | 9039'(2755m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position W3 | 12,523'(3817m) | position W9 | 8944'(2726m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| position M | 11,332'(3454m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Std/State | | TAKE-OFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rwys 07C/R, 18, 25L/C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Low Visibility Procedures required | | | | | | RCLM or RL or CL | RL or CL | Adequate Vis Ref | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approval for Low Visibility Take-off required | | | | | | | | DAY | NIGHT | DAY | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RCLM & RL & CL (spacing 15m or less) & RVR | RCLM & RL & CL & RVR | RCLM & RL & RVR | RCLM & RVR & RL or CL | DAY | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ① R125m | R150m | R300m | | R/V400m | | R/V500m | NA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ① RWY 07C/R, 25L/C: R75m with approved lateral guidance system. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |





LEGEND

- One way taxiway
- Numbered Break away areas for push-back operations
- Unnumbered Break away areas for push-back operations
- Construction area
- HOT SPOTS
- See 10-9 for description of Hot Spots

DO NOT TAXI BEYOND AREA OF APRON CONTROL (---) W/o CLEARANCE FROM APRON.

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 **JEPPESSEN FRANKFURT/MAIN, GERMANY**

15 NOV 24 (10-9D)

FRANKFURT/MAIN

| INS COORDINATES | | | |
|-----------------|--------------------|--------------|--------------------|
| STAND No. | COORDINATES | STAND No. | COORDINATES |
| A1 | N50 02.9 E008 34.3 | F237 | N50 02.3 E008 31.7 |
| A11 | N50 02.9 E008 34.2 | F238 | N50 02.2 E008 31.6 |
| A13 thru A15 | N50 02.9 E008 34.1 | G1 | N50 01.9 E008 35.0 |
| A16 | N50 02.8 E008 34.1 | G2 | N50 01.9 E008 35.1 |
| A17 | N50 02.9 E008 34.1 | G3 | N50 01.9 E008 35.0 |
| A18 | N50 02.8 E008 34.0 | G4 | N50 01.9 E008 35.1 |
| A19 | N50 02.8 E008 34.1 | G5 | N50 01.9 E008 35.0 |
| A20 | N50 02.8 E008 34.0 | G6, G7 | N50 02.0 E008 35.1 |
| A21 | N50 02.8 E008 34.1 | G8 | N50 02.0 E008 35.2 |
| A22 | N50 02.7 E008 34.0 | G9 | N50 02.0 E008 35.1 |
| A23 | N50 02.8 E008 34.0 | G10 | N50 02.1 E008 35.2 |
| A24, A25 | N50 02.7 E008 34.0 | G11 | N50 02.1 E008 35.1 |
| A26 thru A30 | N50 02.7 E008 33.9 | G12, G13 | N50 02.1 E008 35.2 |
| A34, A36 | N50 02.6 E008 33.8 | G14 | N50 02.1 E008 35.3 |
| A38, A40 | N50 02.6 E008 33.7 | G15 | N50 02.1 E008 35.2 |
| A50, A52 | N50 02.9 E008 33.9 | G16 | N50 02.2 E008 35.2 |
| A54 thru A58 | N50 02.9 E008 33.8 | G16A | N50 02.2 E008 35.3 |
| A58A | N50 02.8 E008 33.8 | H2, H4 | N50 01.9 E008 34.9 |
| A58B thru A62B | N50 02.8 E008 33.7 | H6, H8, H10 | N50 02.0 E008 34.8 |
| A66 thru A69 | N50 02.8 E008 33.6 | H12, H14 | N50 02.1 E008 34.8 |
| B10, B20 | N50 02.9 E008 34.3 | H701 | N50 01.3 E008 31.9 |
| B22 thru B28 | N50 02.8 E008 34.3 | J2A thru J2B | N50 01.9 E008 34.6 |
| B41 thru B43 | N50 02.9 E008 34.5 | J4 | N50 01.9 E008 34.5 |
| B44 thru B46 | N50 02.9 E008 34.6 | J5 | N50 01.8 E008 34.6 |
| B47 | N50 02.8 E008 34.6 | J6 thru J6B | N50 01.9 E008 34.5 |
| B48 | N50 02.9 E008 34.5 | J7 | N50 01.8 E008 34.5 |
| C2, C4 | N50 03.0 E008 34.5 | J8 | N50 02.0 E008 34.4 |
| C5, C6 | N50 03.0 E008 34.6 | J9 | N50 01.8 E008 34.4 |
| C8, C11 | N50 03.0 E008 34.7 | J11 | N50 01.9 E008 34.3 |
| C13 thru C14S | N50 03.0 E008 34.8 | K2 | N50 01.7 E008 34.7 |
| C15 thru C15S | N50 03.0 E008 34.9 | K4 | N50 01.7 E008 34.6 |
| C16 thru C16S | N50 03.0 E008 35.0 | K6, K8 | N50 01.6 E008 34.5 |
| D1 | N50 03.1 E008 35.2 | K10 | N50 01.6 E008 34.4 |
| D1A thru D4B | N50 03.0 E008 35.2 | | |
| D5, D5A | N50 03.0 E008 35.1 | | |
| D8 | N50 03.0 E008 35.0 | | |
| D8A | N50 03.0 E008 35.1 | | |
| E2 thru E2B | N50 03.1 E008 35.3 | | |
| E5 thru E6A | N50 03.1 E008 35.4 | | |
| E9, E9A | N50 03.1 E008 35.5 | | |
| F211 | N50 02.4 E008 32.7 | | |
| F212 | N50 02.4 E008 32.6 | | |
| F213, F214 | N50 02.4 E008 32.7 | | |
| F215 | N50 02.4 E008 32.9 | | |
| F216 | N50 02.5 E008 32.9 | | |
| F221, F222 | N50 02.3 E008 32.5 | | |
| F223 | N50 02.3 E008 32.4 | | |
| F224, F225 | N50 02.4 E008 32.4 | | |
| F231 | N50 02.3 E008 32.1 | | |
| F232 | N50 02.3 E008 32.0 | | |
| F232A | N50 02.2 E008 32.0 | | |
| F233 | N50 02.3 E008 31.9 | | |
| F233A | N50 02.2 E008 32.0 | | |
| F234 | N50 02.3 E008 31.8 | | |
| F235 | N50 02.2 E008 31.8 | | |

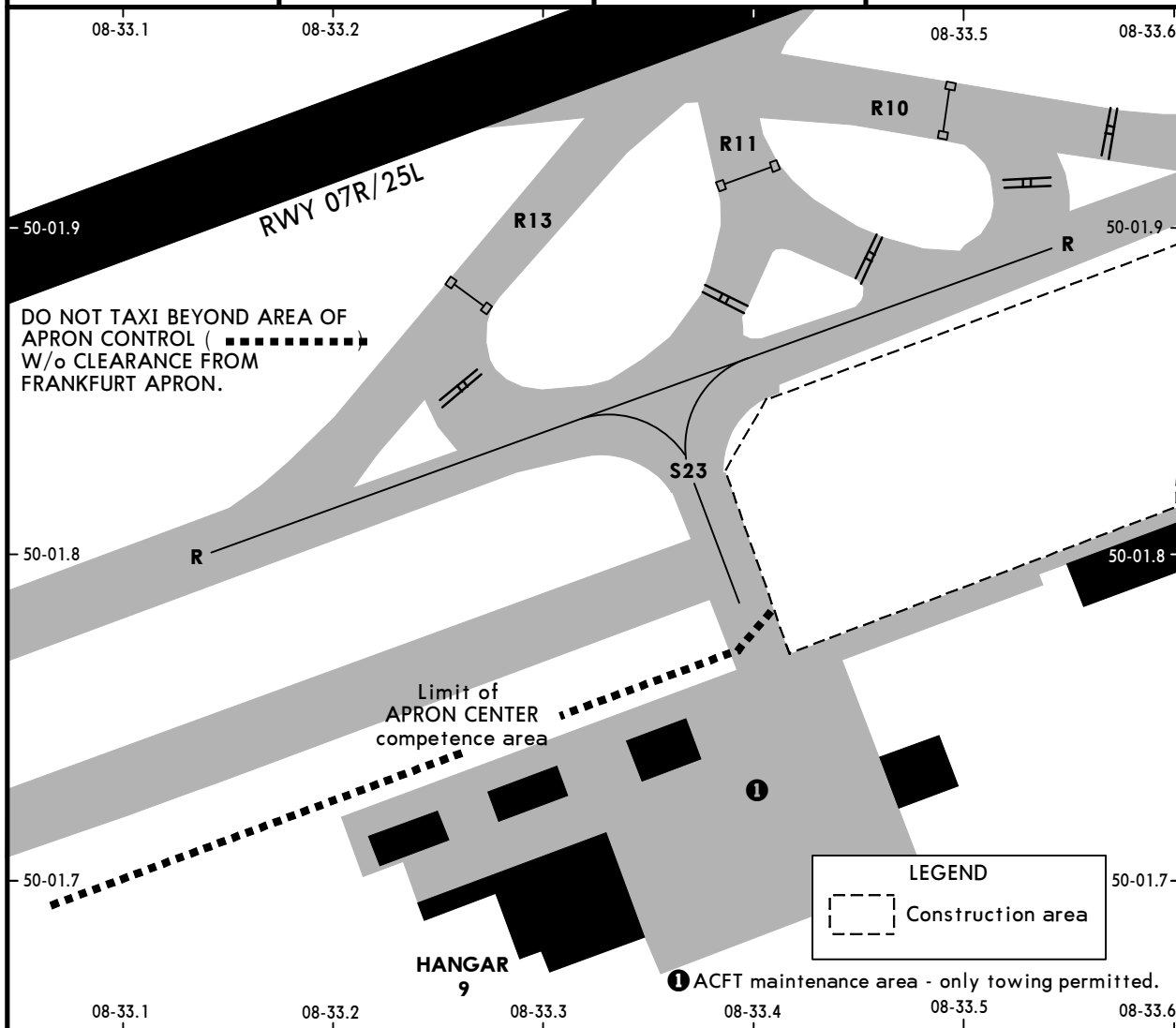
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JEPPESEN FRANKFURT/MAIN, GERMANY

15 NOV 24 (10-9E)

FRANKFURT/MAIN

| INS COORDINATES | | | |
|-----------------|--------------------|------------------|--------------------|
| STAND No. | COORDINATES | STAND No. | COORDINATES |
| V93 | N50 03.0 E008 36.0 | V171 thru V172 | N50 02.2 E008 32.5 |
| V94, V95 | N50 03.0 E008 35.9 | V173 | N50 02.2 E008 32.4 |
| V96 | N50 03.0 E008 35.8 | V173A | N50 02.2 E008 32.5 |
| V97 | N50 02.9 E008 35.7 | V173B, V174 | N50 02.2 E008 32.4 |
| V106 thru V111 | N50 03.0 E008 35.5 | V175, V176 | N50 02.2 E008 32.3 |
| V112 thru V114 | N50 02.9 E008 35.4 | V177, V178 | N50 02.1 E008 32.2 |
| V115 thru V118 | N50 02.9 E008 35.3 | V322 | N50 01.6 E008 34.1 |
| V119 | N50 02.9 E008 35.2 | V324, V326 | N50 01.7 E008 34.1 |
| V120 thru V123 | N50 02.9 E008 35.1 | V328 | N50 01.8 E008 34.1 |
| V124, V125 | N50 02.9 E008 35.0 | V266 thru V268 | N50 02.2 E008 31.5 |
| V126 | N50 02.8 E008 35.0 | V269, V270 | N50 02.2 E008 31.4 |
| V127 thru V130 | N50 02.8 E008 34.9 | V701 | N50 01.3 E008 31.9 |
| V134 thru V136 | N50 02.6 E008 34.2 | V702 | N50 01.4 E008 31.8 |
| V143 | N50 02.7 E008 33.7 | V704, V706, V708 | N50 01.4 E008 31.9 |
| V144 | N50 02.7 E008 33.8 | V711 | N50 01.3 E008 32.0 |
| V151, V152 | N50 02.5 E008 33.7 | V712 | N50 01.4 E008 32.0 |
| V153 | N50 02.5 E008 33.6 | V713 | N50 01.3 E008 32.0 |
| V157 | N50 02.5 E008 33.5 | V714 | N50 01.4 E008 32.0 |
| V158, V159 | N50 02.4 E008 33.5 | V715 | N50 01.3 E008 32.0 |
| V160 thru V162 | N50 02.4 E008 33.4 | V716 | N50 01.4 E008 32.0 |
| V163 | N50 02.4 E008 33.3 | V717 | N50 01.3 E008 32.0 |
| V164 | N50 02.3 E008 33.1 | V718 | N50 01.4 E008 32.0 |
| V166, V167 | N50 02.3 E008 32.9 | V719, V721 | N50 01.3 E008 32.1 |
| V168, V169 | N50 02.3 E008 32.8 | | |
| V170 | N50 02.3 E008 32.7 | | |



CHANGES: None.

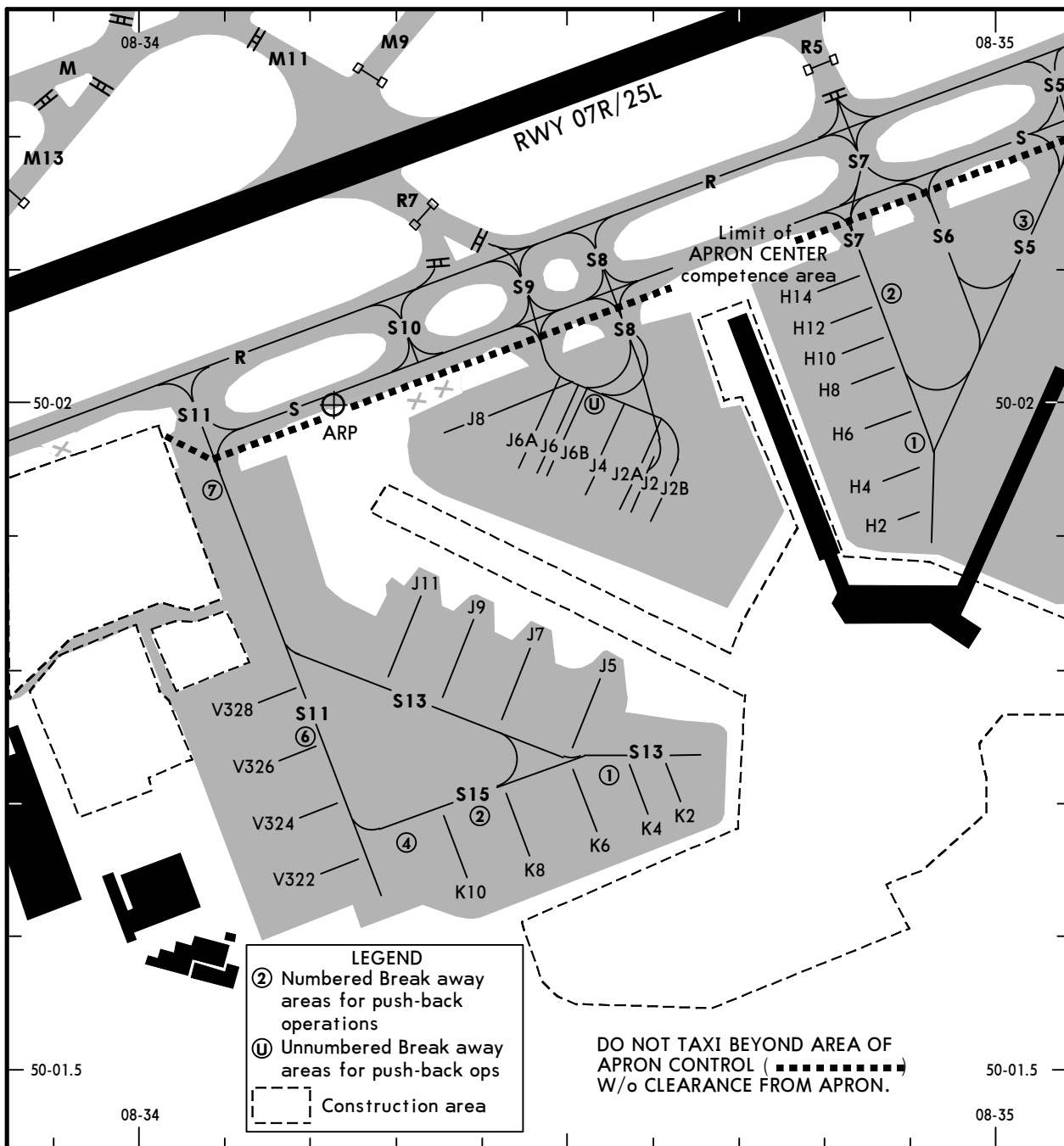
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JEPPESEN FRANKFURT/MAIN, GERMANY

15 NOV 24 **10-9E1**

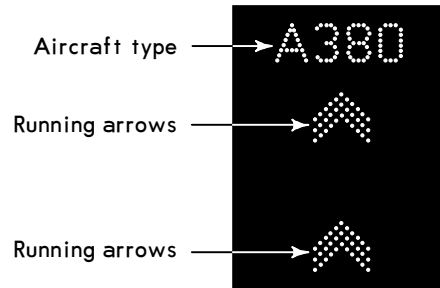
FRANKFURT/MAIN



ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS)

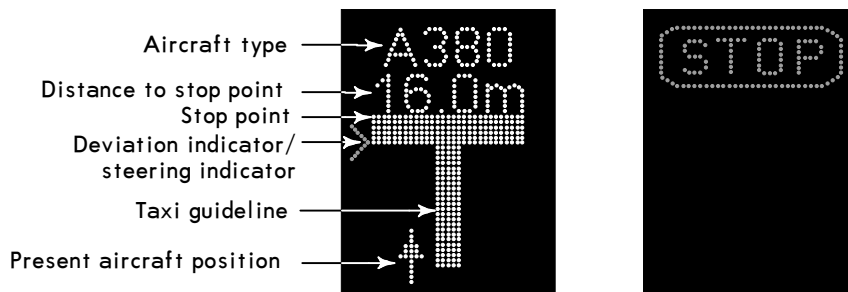
DISPLAY OF IMAGES AND FUNCTIONS ON THE PANEL

Examples:



Safety Information:

- If a pilot is unsure of the information shown on the display the acft has to be stopped immediately and further information for clearance needs to be obtained.
- A pilot shall not enter the stand area unless the vertical running arrows are displayed on the docking system and unless the acft type displayed matches the approaching acft.
- The pilot shall not proceed beyond the first passenger loading bridge in sight unless the running arrows are superseded by the final lead-in information (distance to stop-point, stop-point, deviation indicator or steering direction, taxi guidance line, present acft position). The same applies in case the display shows "WAIT", "WAIT VIEW BLOCK" or "WAIT GATE BLOCK" or "WAIT ID FAIL".



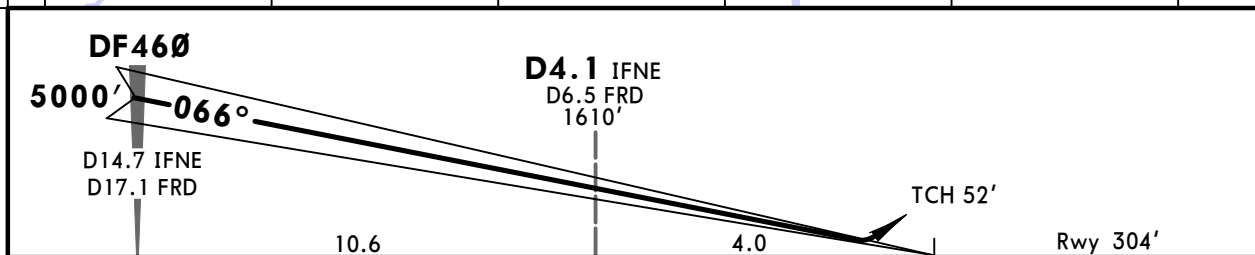
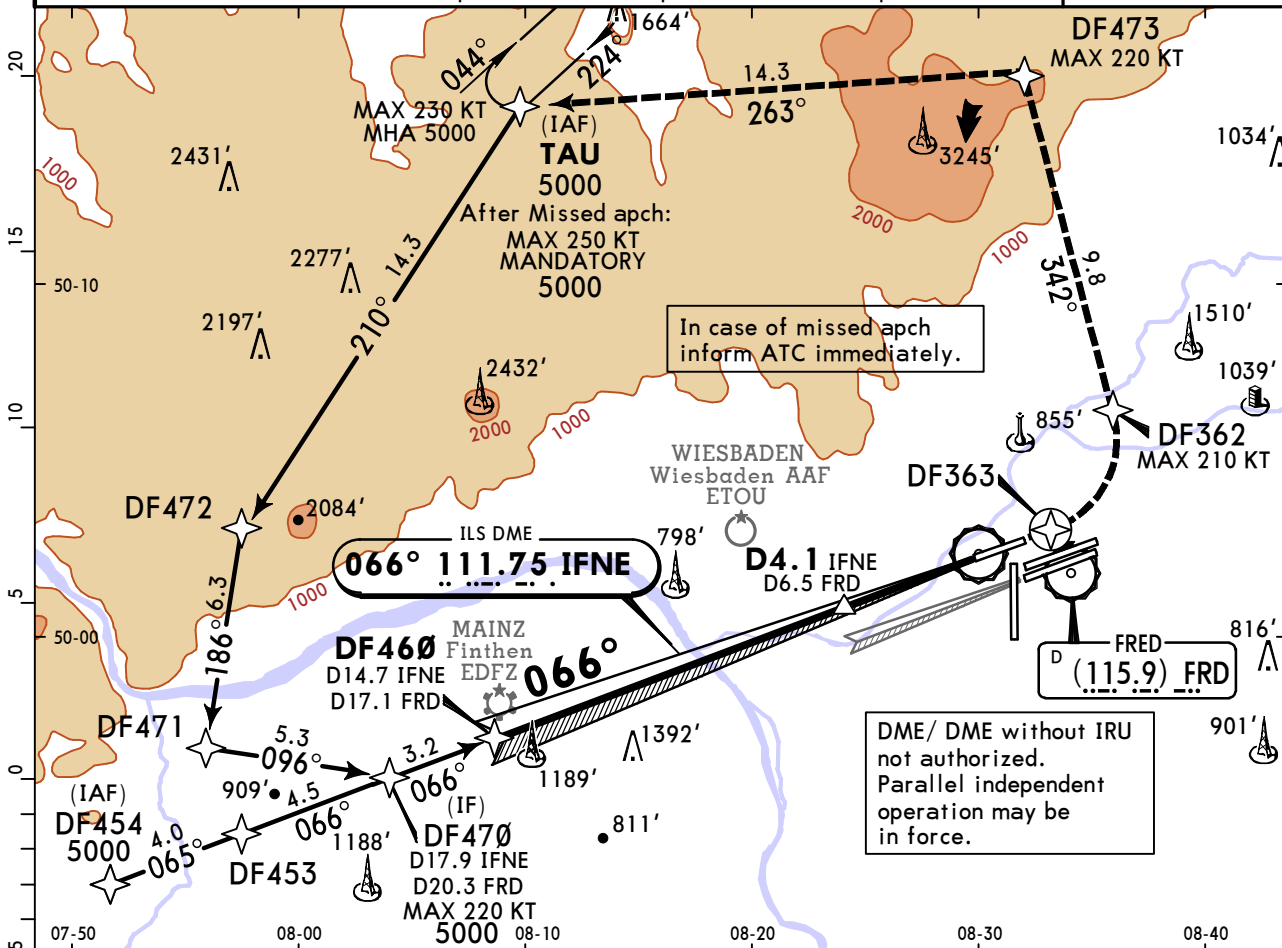
Depending on the system type, displays can be slightly different or additional.

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JEPPesen FRANKFURT/MAIN, GERMANY
17 JAN 25 **(11-1)** Eff 23 Jan

ILS Z Rwy 07L

| | | | | | |
|--|---|--------------------------------------|-------------------------------------|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| LOC IFNE 111.75 | Final Apch Crs 066° | DF460 5000' (4696') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | 4300 MSA ARP |
| MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | | |
| 1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required. | | | | | |



| | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------|------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF363 ↑ |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | |

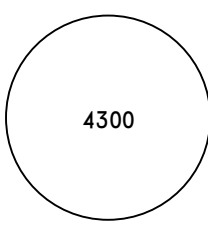
| Std/State | | STRAIGHT-IN LANDING | | | |
|---|---------------|--|---------------|---------|--|
| Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 504' (200') D: 512' (208') | | DA(H) A: 504' (200') C: 546' (242') B: 511' (207') D: 557' (253') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | | | | | |
| B | R550m | ■ R550m | R550m | ■ R550m | |
| C | | | | R1200m | |
| D | | | R600m | ■ R600m | |
| | | | | R1300m | |

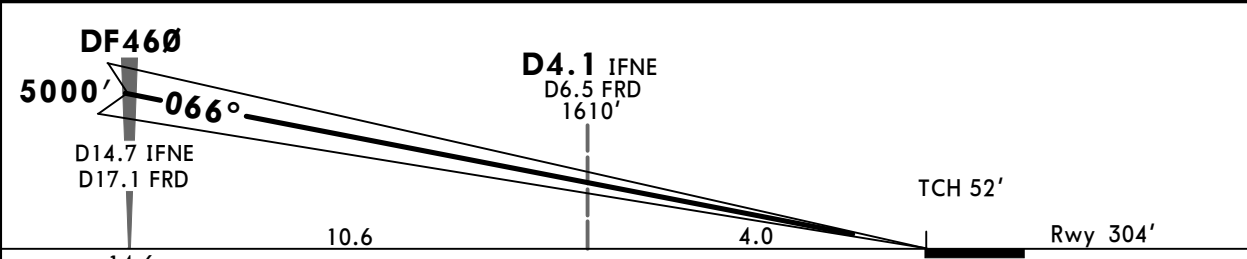
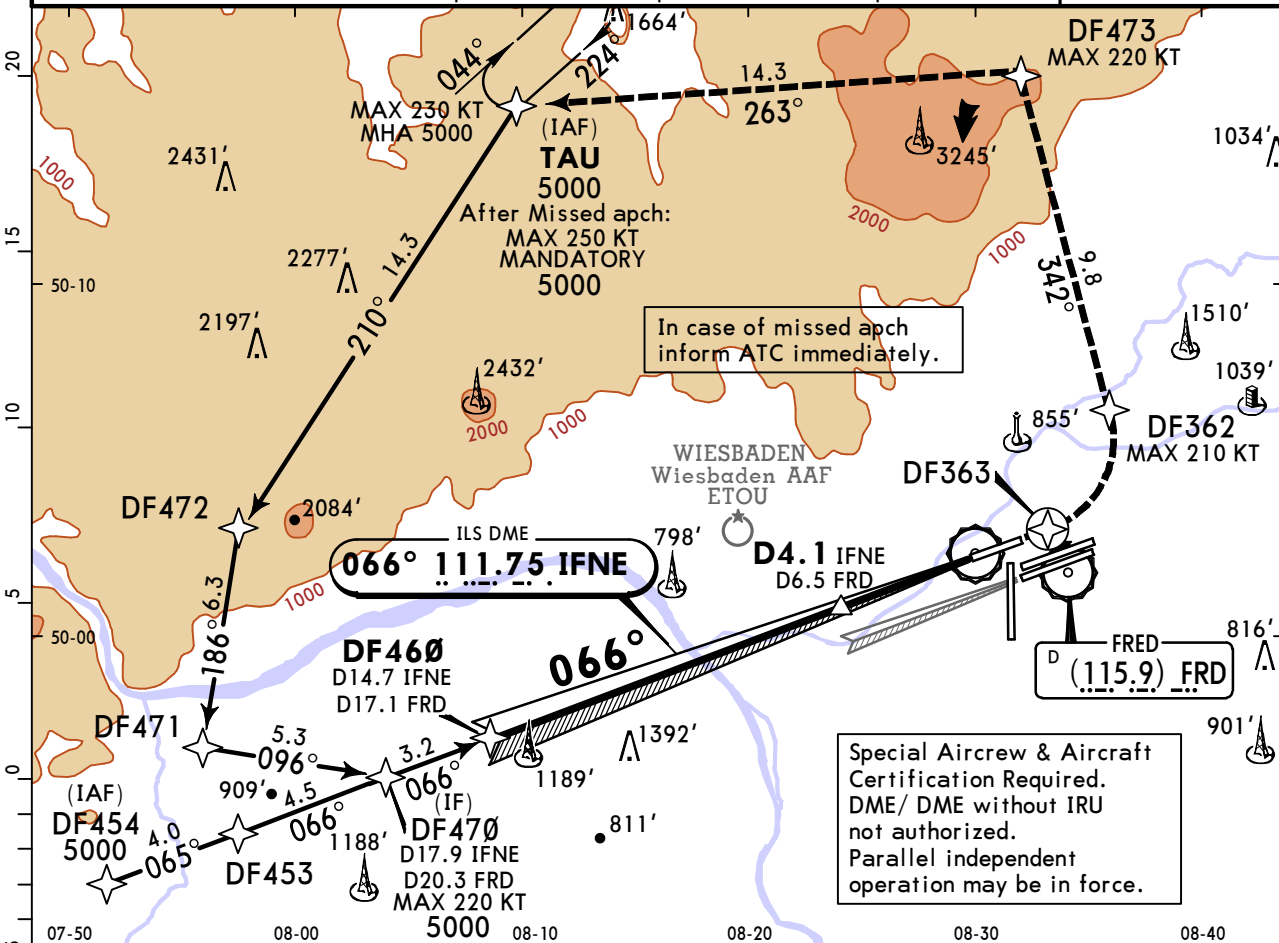
CHANGES: Arrival bearing, missed apch, minimums. © JEPPesen, 2011, 2025. ALL RIGHTS RESERVED.

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FRANKFURT/MAIN



JEPPESEN
17 JAN 25
Eff 23 Jan **(11-1A)**

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 07L

| | | | | | |
|---|---|--------------------------------------|---|----------------------------------|---|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| LOC IFNE 111.75 | Final Apch Crs 066° | DF460 5000' (4696') | CAT III & II ILS Refer to Minimums | Apt Elev 363' Rwy 304' |  4300 MSA ARP |
| MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle. | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' 1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required. | | | | | |



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

ALSIF-II
REIL PAPI


DF363

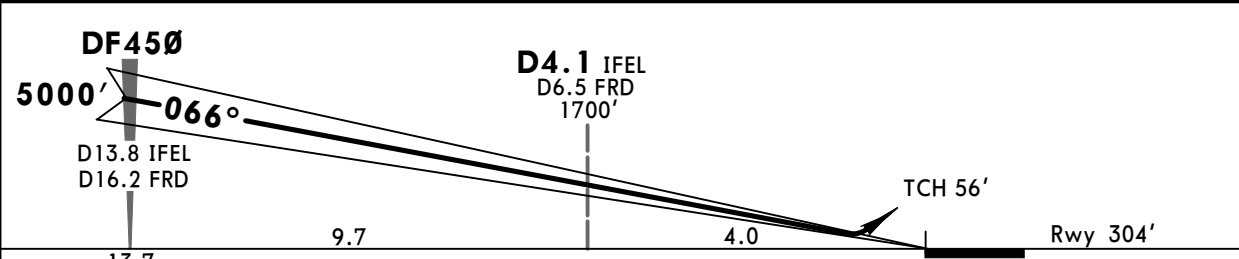
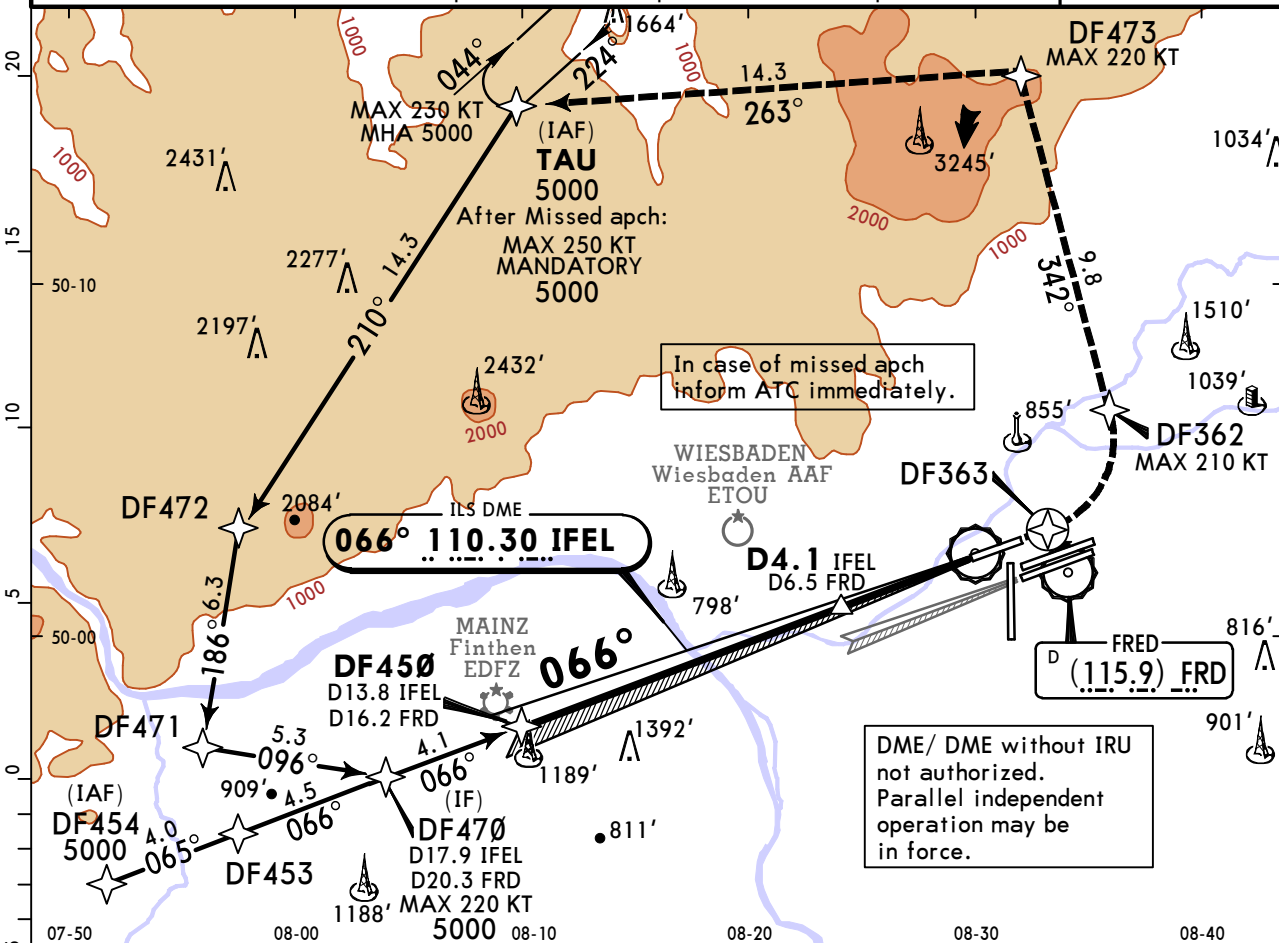
| | | | | | |
|--------------------|--|--|----------------------------|--|--|
| Std/State | | | STRAIGHT-IN LANDING | | |
| CAT III ILS | | CAT II ILS | | | |
| | | A: RA 99' DA(H) 404' (100') | | D: RA 132' DA(H) 437' (133') | |
| | | B: RA 106' DA(H) 411' (107') | | | |
| | | C: RA 117' DA(H) 422' (118') | | | |
| R75m | | R300m | | R400m | |

EDDF/FRA
FRANKFURT/MAIN

17 JAN 25 **(11-2)** Eff 23 Jan

JEPPESSEN FRANKFURT/MAIN, GERMANY
ILS Y Rwy 07L

| | | | | | | |
|--|---|--------------------------------------|-------------------------------------|-------------------------------------|----------------------------|----------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower *127.280 | *Ground 136.5 | 121.805 |
| LOC IFEL 110.30 | Final Apch Crs 066° | DF450 5000' (4696') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | <p>4300</p> <p>MSA ARP</p> | |
| MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' 1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required. | | | | | | |



| | | |
|---------|--|--|
| ALSF-II | | |
| REIL | | |

| Std/State | | STRAIGHT-IN LANDING | | | |
|---|---------------|--|---------------|---------|--|
| Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 504' (200') D: 512' (208') | | A: 504' (200') C: 546' (242') DA(H) B: 511' (207') D: 557' (253') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | | | | | |
| B | R550m | ■ R550m | R550m | ■ R550m | |
| C | | R1200m | | R1200m | |
| D | | | R600m | ■ R600m | |
| | | | | R1300m | |

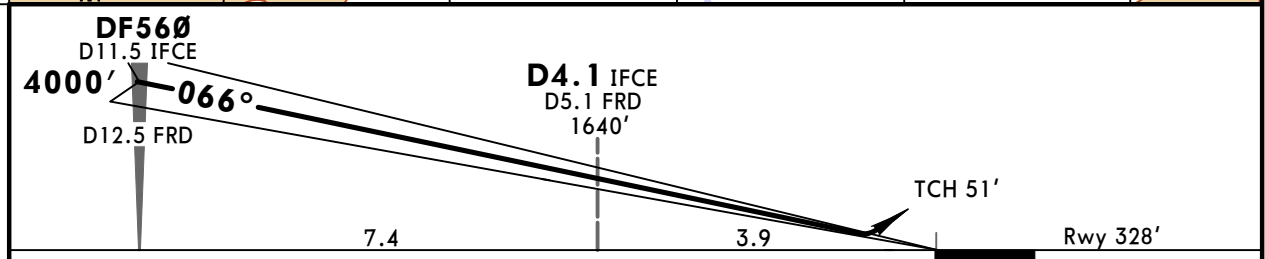
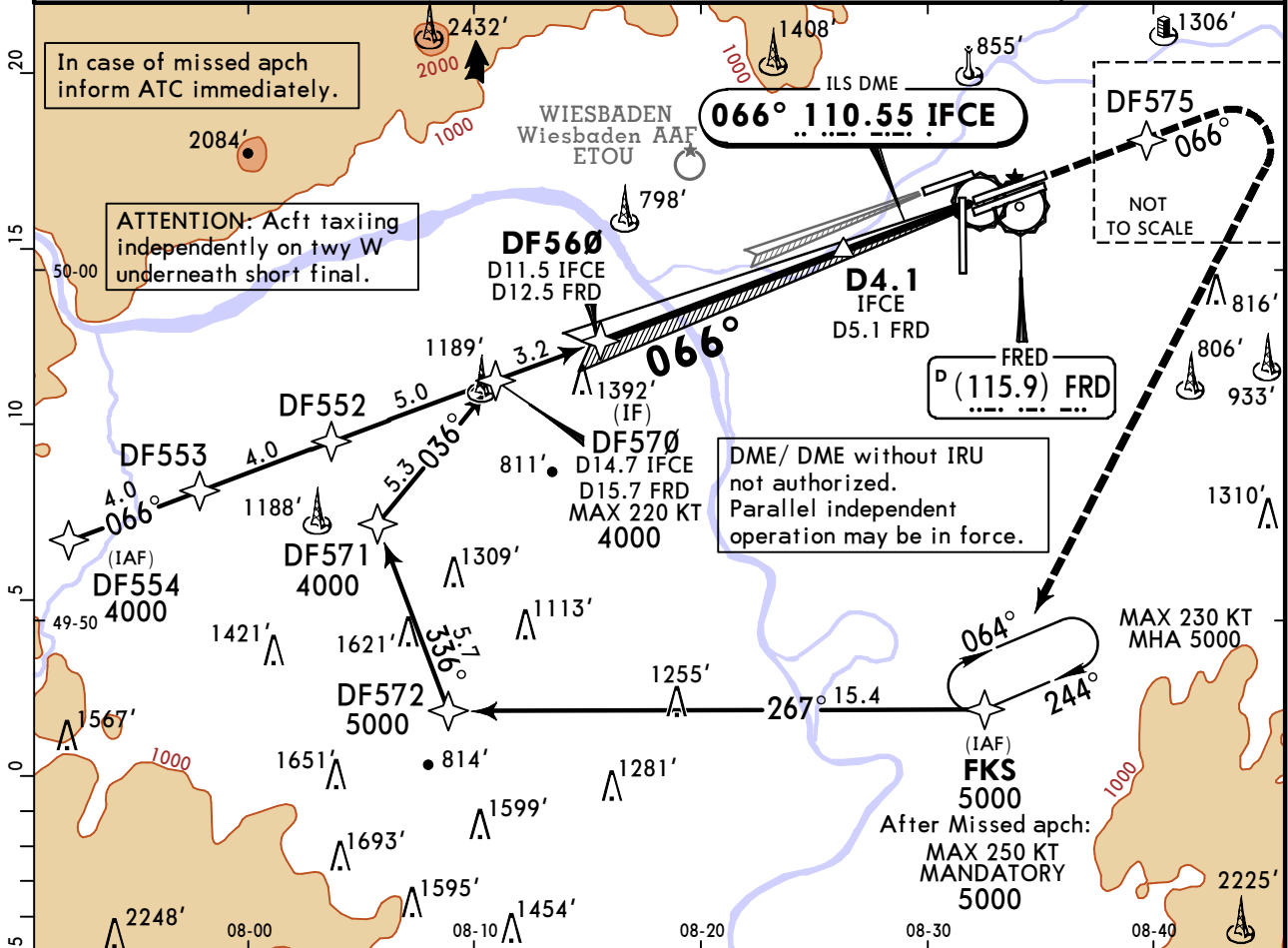
■ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed apch, minimums. © JEPPESSEN, 2012, 2025. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
13 DEC 24 **(11-3)**
ILS Z Rwy 07C

| | | | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| LOC IFCE 110.55 | Final Apch Crs 066° | DF560 4000' (3672') | ILS DA(H) 528' (200') | Apt Elev 363' Rwy 328' | | | |
| MISSED APCH: Climb direct to DF575, on course 066° to 5000' (MAX 220 KT), then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | MSA ARP | |
| 1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required. | | | | | | | |



| | | | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|---------|-----------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | REIL PAPI | DF575 |
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |

| | | | |
|------------------|--------------------------|---------------|---------|
| Std/State | STRAIGHT-IN LANDING ILS | | |
| | DA(H) 528' (200') | | |
| | | TDZ or CL out | ALS out |
| A | | | |
| B | R550m | R550m | R1200m |
| C | | | |
| D | | | |

R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

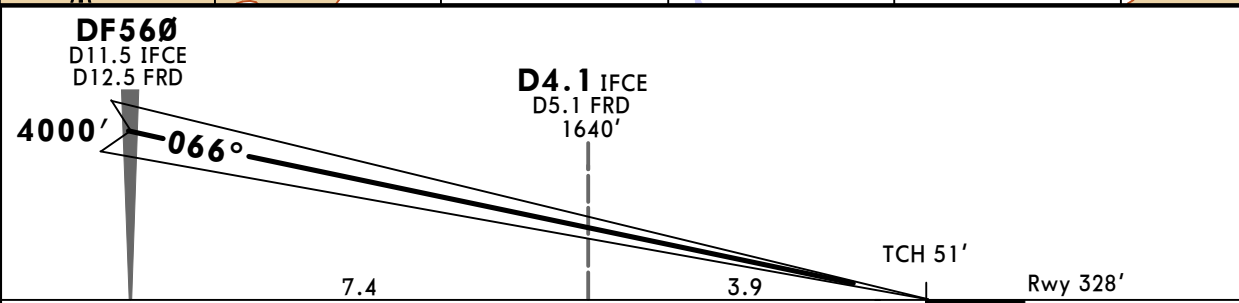
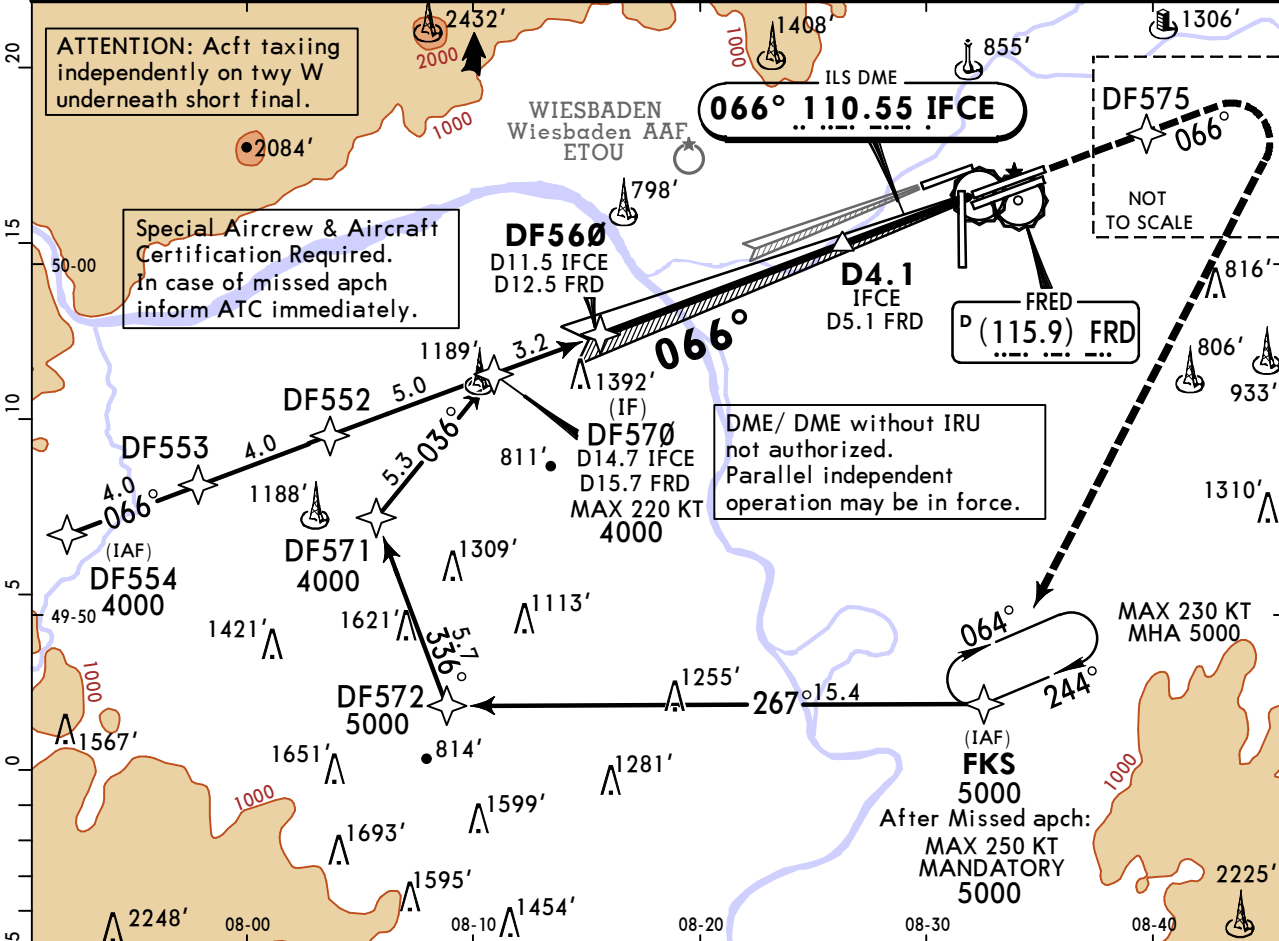
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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 **11-3A**

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 07C

| | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------------------------|--|---------------------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| LOC IFCE 110.55 | Final Apch Crs 066° | DF560 4000' (3672') | CAT III ILS Refer to Minimums | CAT II ILS RA 102' DA(H) 428' (100') | Apt Elev 363' Rwy 328' | | 4300 |
| MISSED APCH: Climb direct to DF575, on course 066° to 5000' (MAX 220 KT), then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |
| 1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required. | | | | | | | |



| | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 |

ALSIF-II
REIL PAPI
DF575

| | | |
|------------------|-----------------------------|--|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | CAT II ILS | |
| | RA 102' DA(H) 428'(100') | |
| R75m | R300m | |

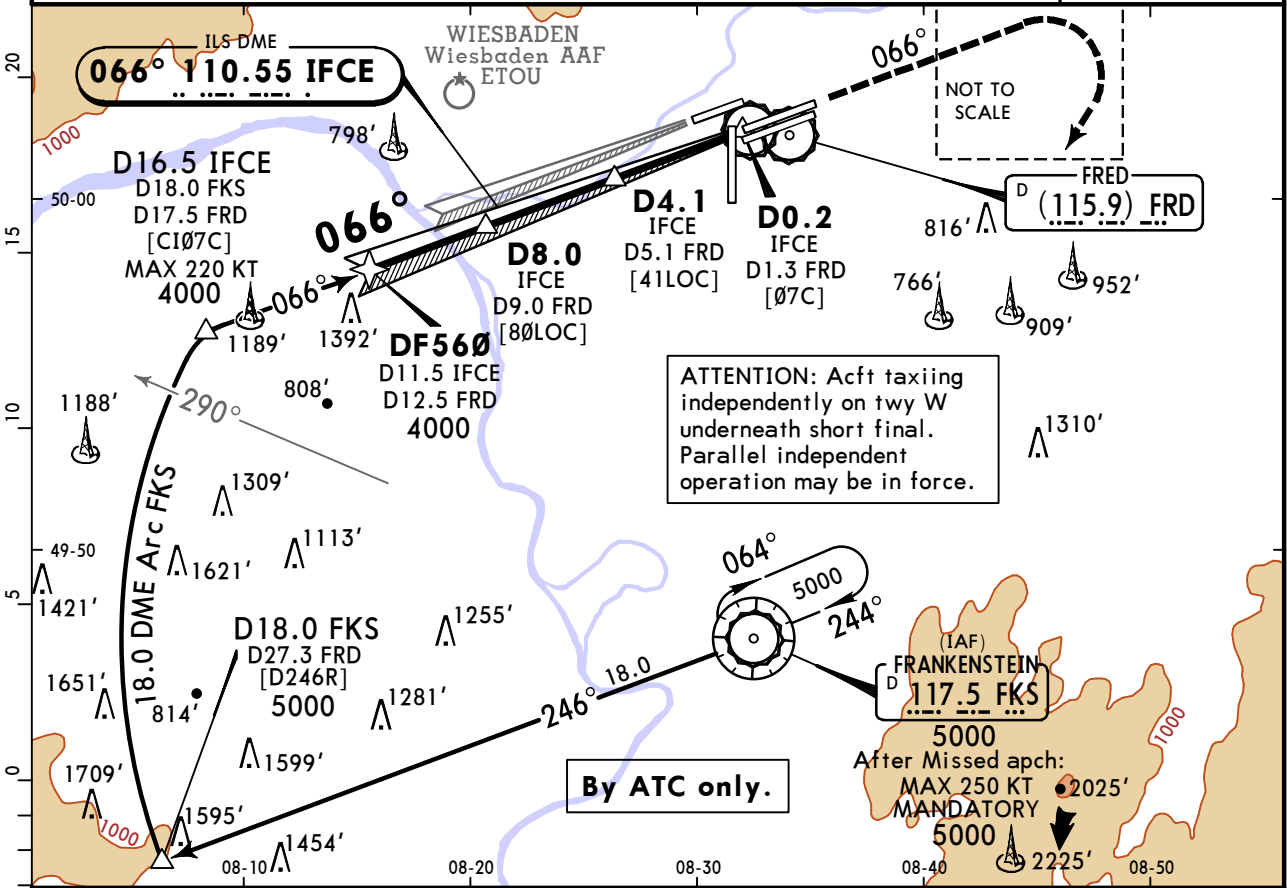
■ CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

JEPPesen
13 DEC 24 **(11-4)**

FRANKFURT/MAIN, GERMANY
ILS X or LOC Rwy 07C

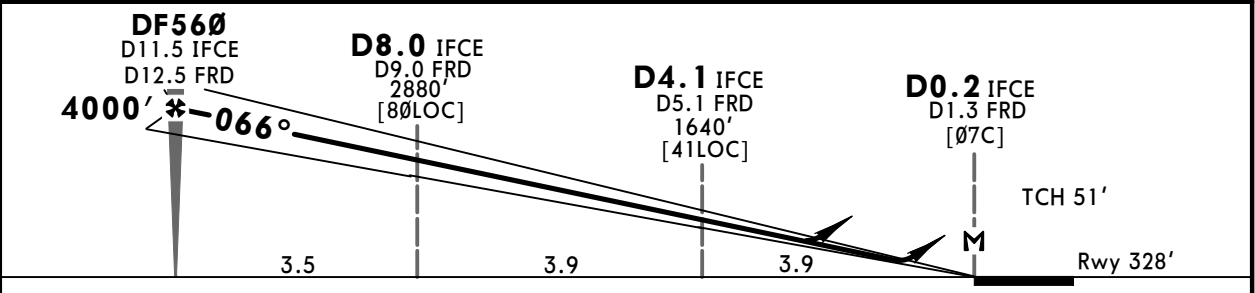
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|--|----------------------------------|-------------------|------------------------------------|---------------------------|-----------------|---------|-------------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| ILS IFCE 110.55 | Final Apch Crs 066° | DF560 | ILS DA(H) 528' (200') | Apt Elev 363' Rwy 328' | | | |
| MISSED APCH: Climb on course 066° to 5000' (MAX 220 KT), then turn RIGHT direct to FKS at 5000' (MAX 250 KT). | | | | | | | MSA FKS VOR |
| Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. DME required. 2. In case of missed apch inform ATC immediately. | | | | | | | |



ATTENTION: Acft taxiing independently on twy W underneath short final. Parallel independent operation may be in force.

By ATC only.

| | | | | | | | | | | | |
|--------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| LOC (GS out) | IFCE DME | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| | ALTITUDE | 3820' | 3500' | 3190' | 2870' | 2550' | 2230' | 1910' | 1590' | 1270' | 960' |



| | | | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|-------------------------|---------------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | 220 KT MAX | 5000' on 066° |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at D0.2 IFCE/ D1.3 FRD | | | | | | | | | |

| | | | | | | | | |
|----------|--------------------------|--|---------|--|------------------------------|--|---------|--|
| PANS OPS | Std/State | | | | STRAIGHT-IN LANDING | | | |
| | ILS | | | | LOC (GS out) CDFA | | | |
| | DA(H) 528' (200') | | | | DA/MDA(H) 850' (522') | | | |
| | TDZ or CL out | | ALS out | | TDZ or CL out | | ALS out | |
| A | R550m | | R550m | | R1200m | | R1500m | |
| B | R550m | | R1200m | | R1700m | | R2400m | |
| C | R550m | | R1200m | | R1700m | | R2400m | |
| D | R550m | | R1200m | | R1700m | | R2400m | |

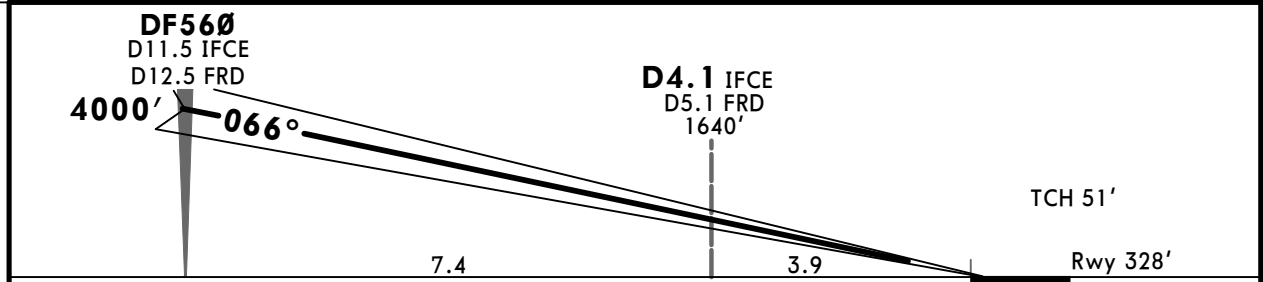
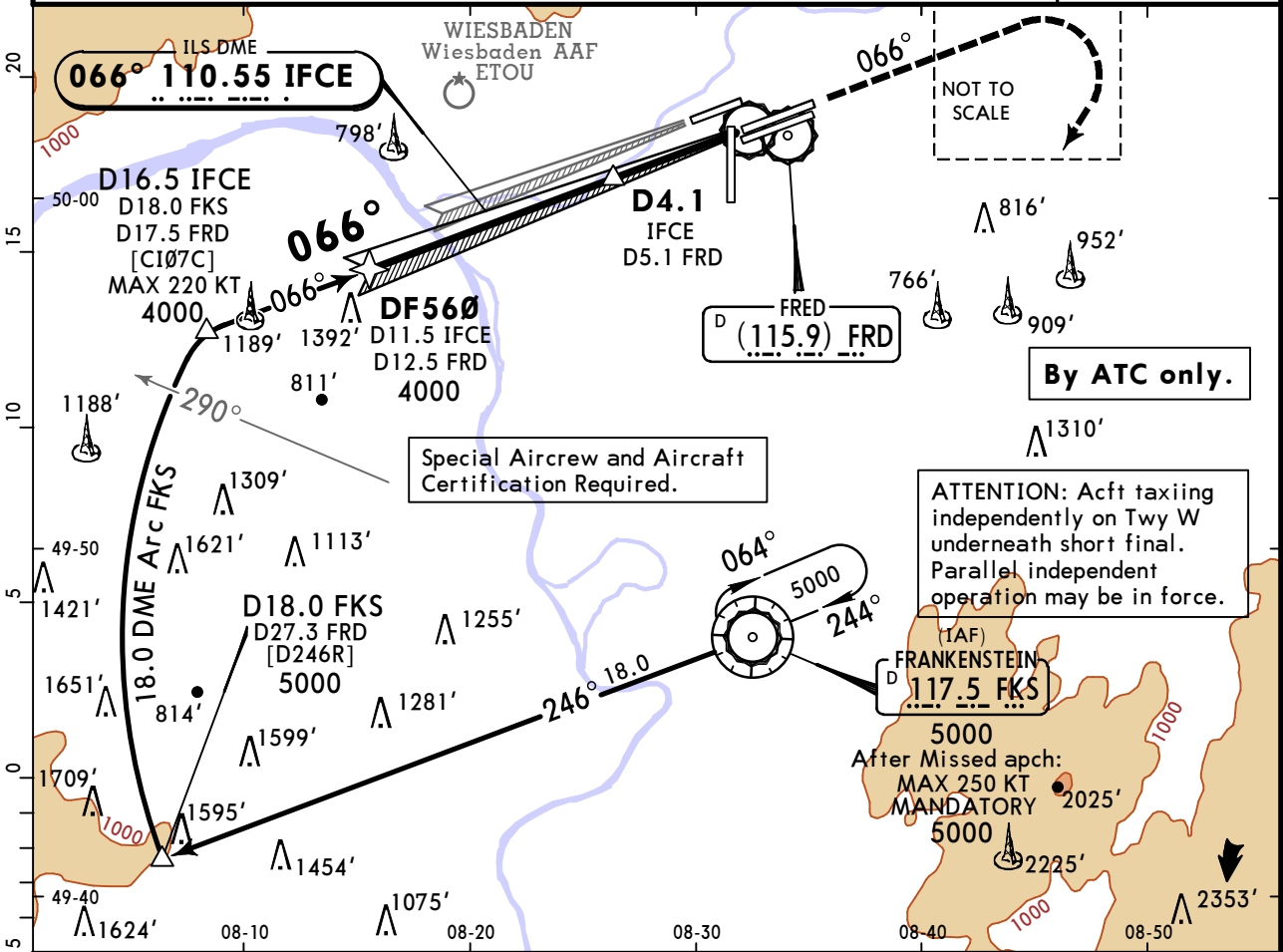
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 **(11-4A)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II/III ILS X Rwy 07C

| | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------------------------|--|---------------------------|---------|-------------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| ILS IFCE 110.55 | Final Apch Crs 066° | DF560 4000' (3672') | CAT III ILS Refer to Minimums | CAT II ILS RA 102' DA(H) 428' (100') | Apt Elev 363' Rwy 328' | | |
| MISSED APCH: Climb on course 066° to 5000' (MAX 220 KT), then turn RIGHT direct to FKS at 5000' (MAX 250 KT). | | | | | | | MSA FKS VOR |
| Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. DME required. 2. In case of missed apch inform ATC immediately. | | | | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------|---------------|-------|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | 220 KT MAX | 5000' | on 066° |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

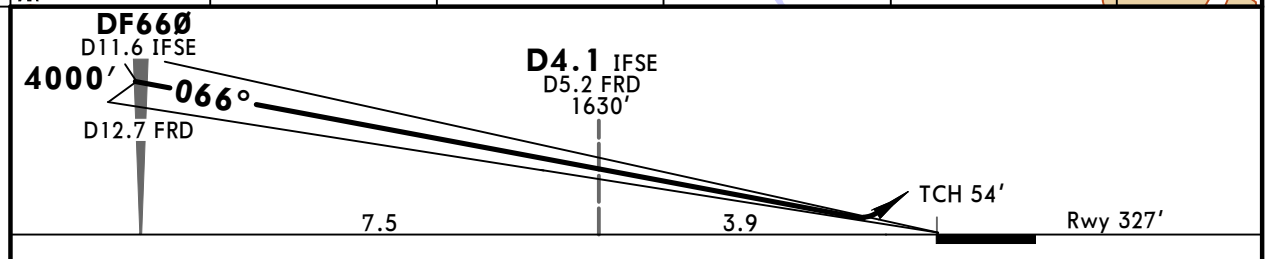
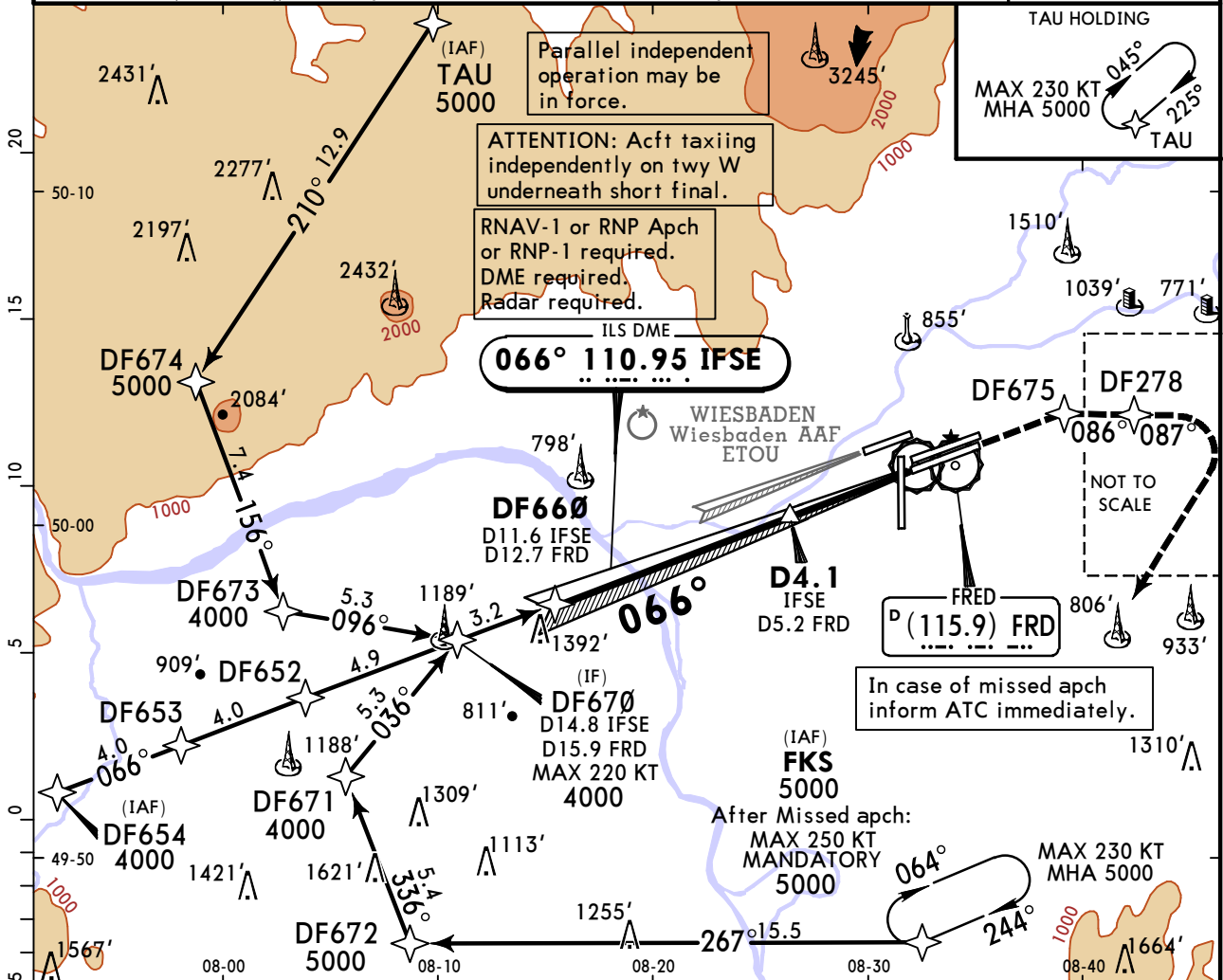
| | | |
|------------------|-------------------------------------|--|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | CAT II ILS | |
| | RA 102' DA(H) 428' (100') | |
| R75m | R300m | |

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN FRANKFURT/MAIN, GERMANY
13 DEC 24 **(11-5)**
ILS Rwy 07R

| | | | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| LOC IFSE 110.95 | Final Apch Crs 066° | DF660 4000' (3673') | ILS DA(H) 527' (200') | Apt Elev 363' Rwy 327' | | 4300 | |
| MISSED APCH: Climb to DF675, then to DF278, then on course 087° to 5000' (MAX 220 KT). Then turn RIGHT direct to FKS at 5000' (MAX 250 KT). | | | | | | | MSA ARP |
| Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |



| | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------|-----------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF675 ↑ DF278 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | |

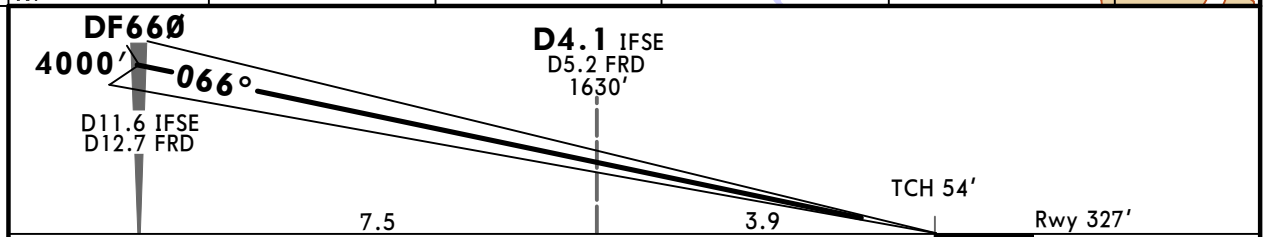
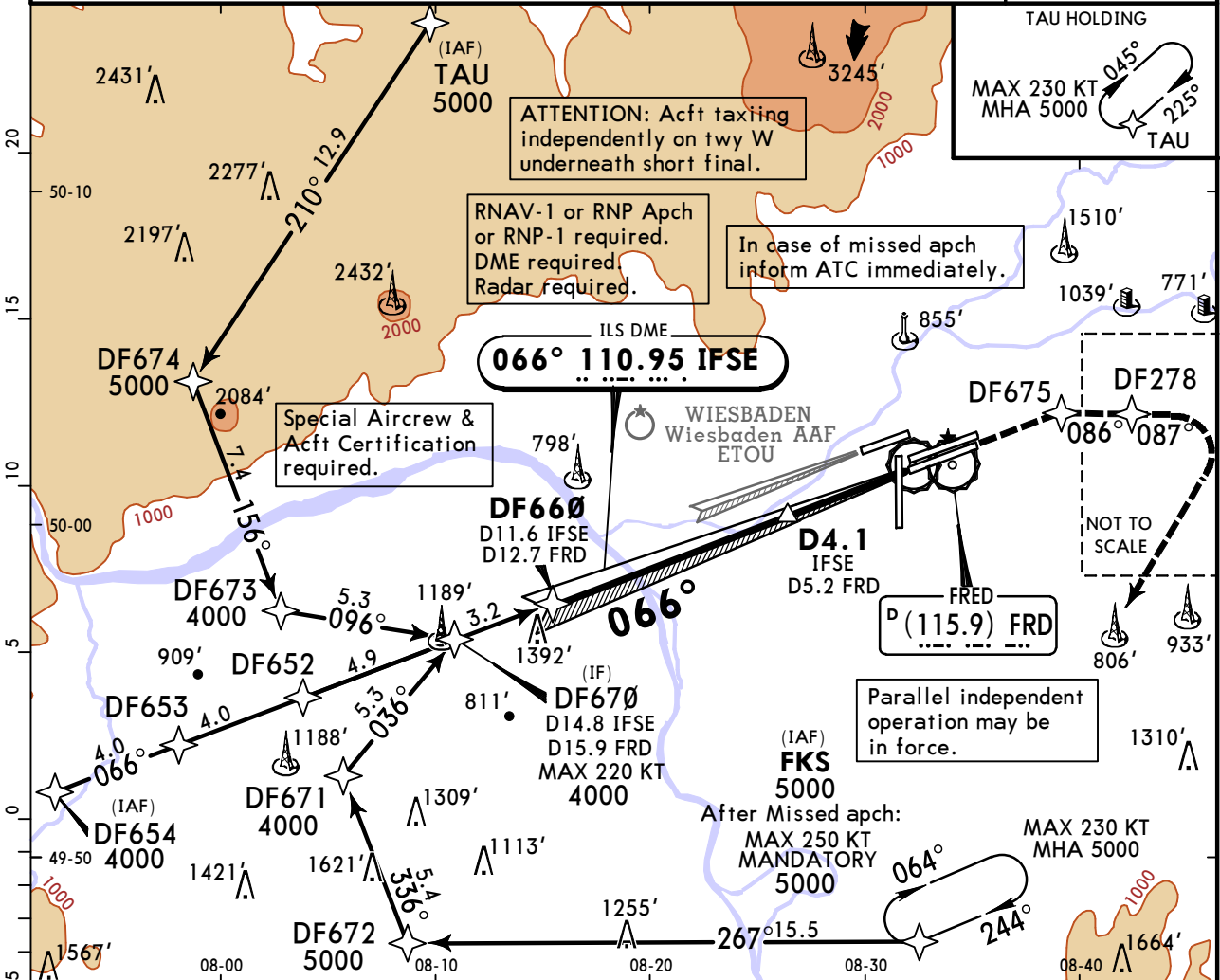
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|--|----------------------------|---------|
| Std/State | STRAIGHT-IN LANDING ILS | |
| | DA(H) 527' (200') | |
| | TDZ or CL out | ALS out |
| A | R550m | R550m |
| B | | |
| C | | R1200m |
| D | | |
| R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | |

EDDF/FRA
FRANKFURT/MAIN

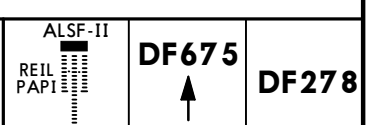
JEPPESSEN 13 DEC 24 **(11-5A)**

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Rwy 07R

| | | | | | | | | |
|--|------------------------------|----------------------------------|-------------------------------|-------------------------------------|--|---------------------------|---------|---------------------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| | 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| | LOC IFSE 110.95 | Final Apch Crs 066° | DF660 4000' (3673') | CAT III ILS Refer to Minimums | CAT II ILS RA 101' DA(H) 427' (100') | Apt Elev 363' Rwy 327' | | 4300 MSA ARP |
| MISSED APCH: Climb to DF675, then to DF278, then on course 087° to 5000' (MAX 220 KT). Then turn RIGHT direct to FKS at 5000' (MAX 250 KT). | | | | | | | | |
| Alt Set: hPa(IN on req) | | Rwy Elev: 12 hPa | | Trans level: By ATC | | Trans alt: 5000' | | |



| | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
| Gs | 3.00° | 372 | 478 | 531 | 637 | 849 |



| | | |
|------------------|---------------------|-------------------------------------|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | R75m | CAT II ILS |
| | | RA 101' DA(H) 427' (100') |
| | | R300m |

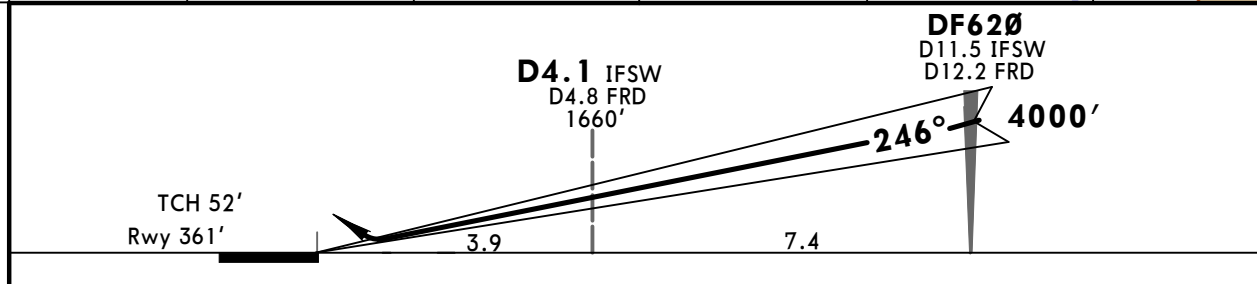
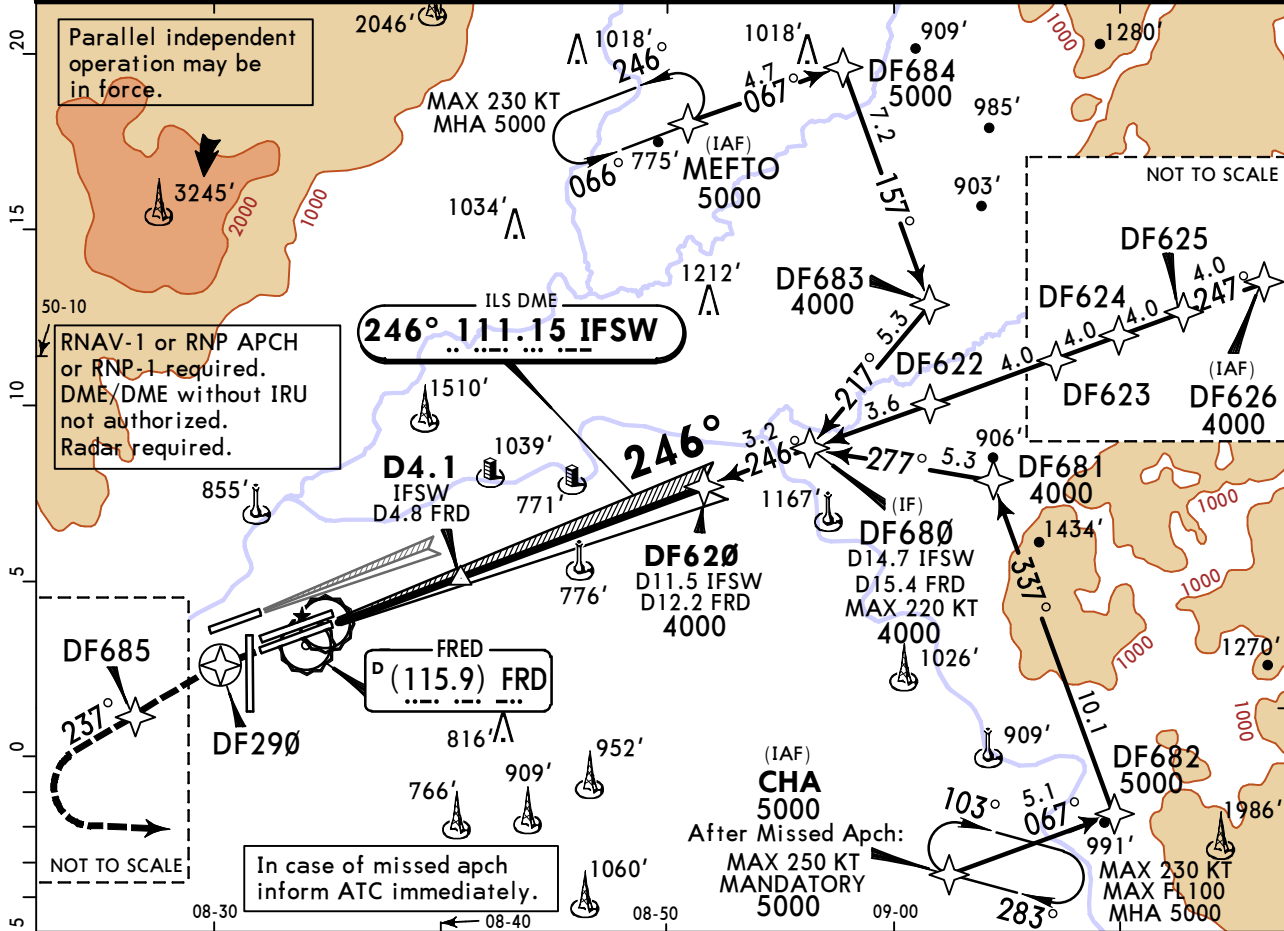
■ CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA FRANKFURT/MAIN

JEPPesen FRANKFURT/MAIN, GERMANY ILS Rwy 25L

13 DEC 24 (11-6)

| | | | | | | | |
|--|-----------------------------------|-------------------------------|---------------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| LOC IFSW 111.15 | Final Apch Crs 246° | DF620 4000' (3639') | ILS DA(H) 561' (200') | Apt Elev 363' Rwy 361' | | | |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. DME required. 2. ATTENTION: Acft taxiing independently on Twy U underneath short final. | | | | | | | |



| | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | |

| | | | | | |
|--|-------|--|----------------------------|--|---------|
| Std/State | | | STRAIGHT-IN LANDING | | |
| ILS | | | | | |
| DA(H) 561' (200') | | | | | |
| | | | TDZ or CL out | | ALS out |
| A | R550m | | R550m | | R1200m |
| B | | | | | |
| C | | | | | |
| D | | | | | |
| DL: DA(H) 588' (227'). R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | | |

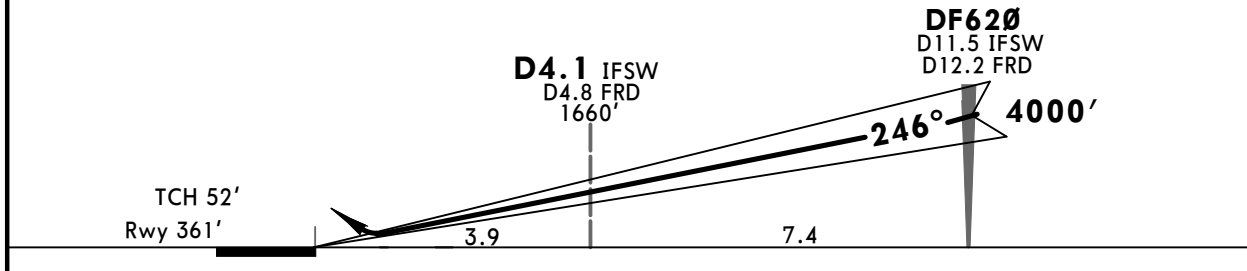
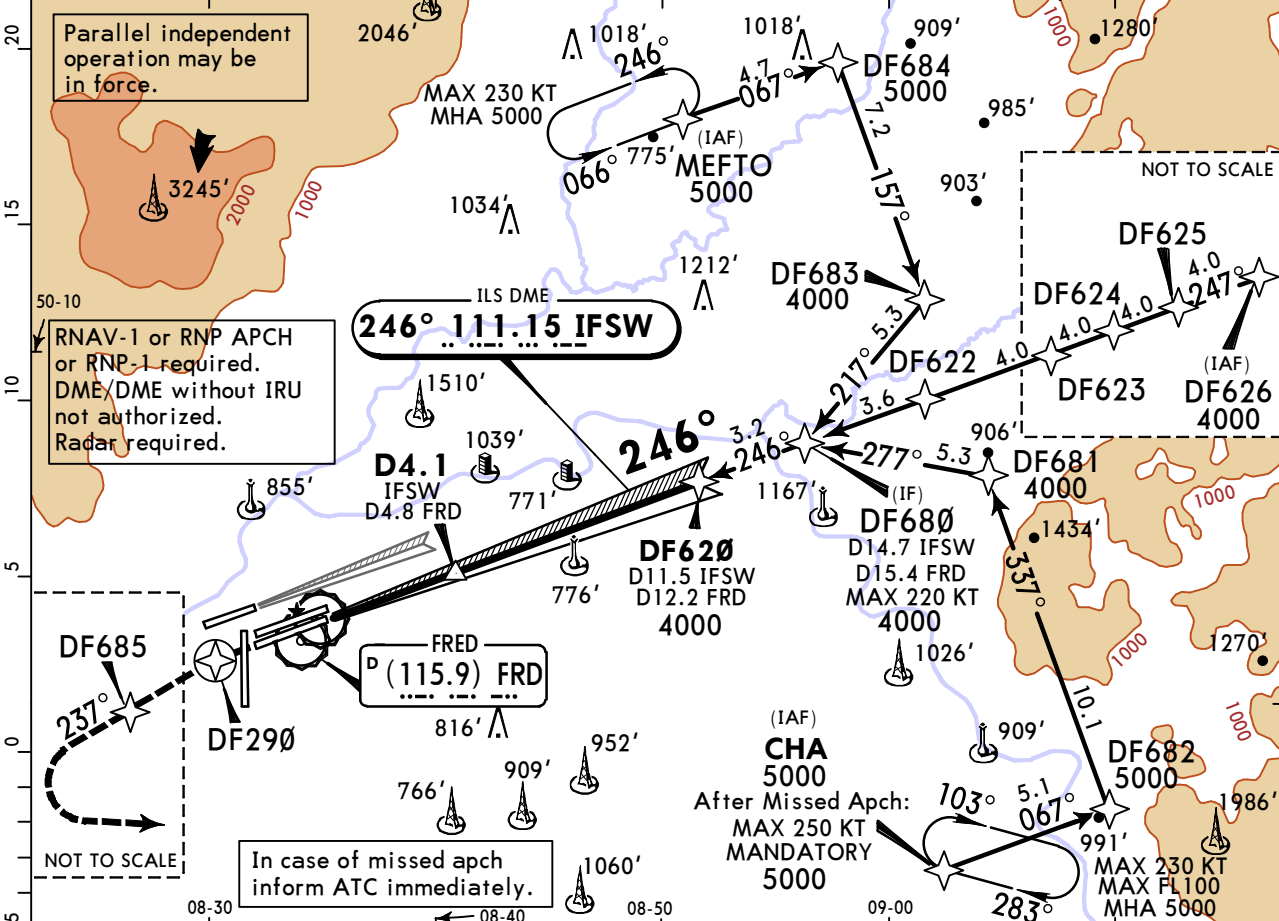
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

11-6A

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II/III ILS Rwy 25L

| | | | | | | | | |
|--|--|-------------------------------|-------------------------------|----------------------------------|---|---------------------------|---------|---------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| | 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| | LOC IFSW 111.15 | Final Apch Crs 246° | DF620 4000' (3639') | CAT III ILS Refer to Minimums | CAT II ILS RA 95' DA(H) 461' (100') | Apt Elev 363' Rwy 361' | | 4300 |
| | MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | | MSA ARP |
| 1. DME required. 2. ATTENTION: Acft taxiing independently on Twy U underneath short final. 3. Special Aircrew & Acft Certification Required. | | | | | | | | |



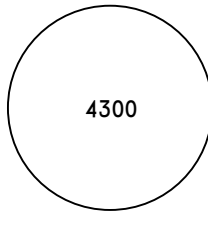
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|---------------|-------|-----|-----|-----|-----|-----|-----------------------|-----|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D → | DF290 ↑ |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

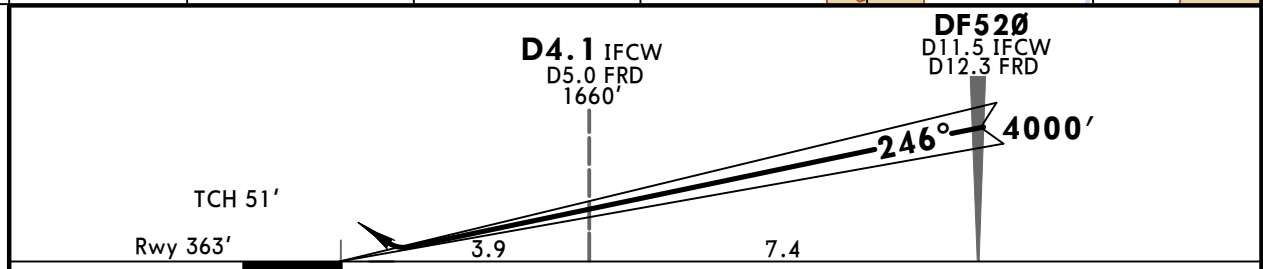
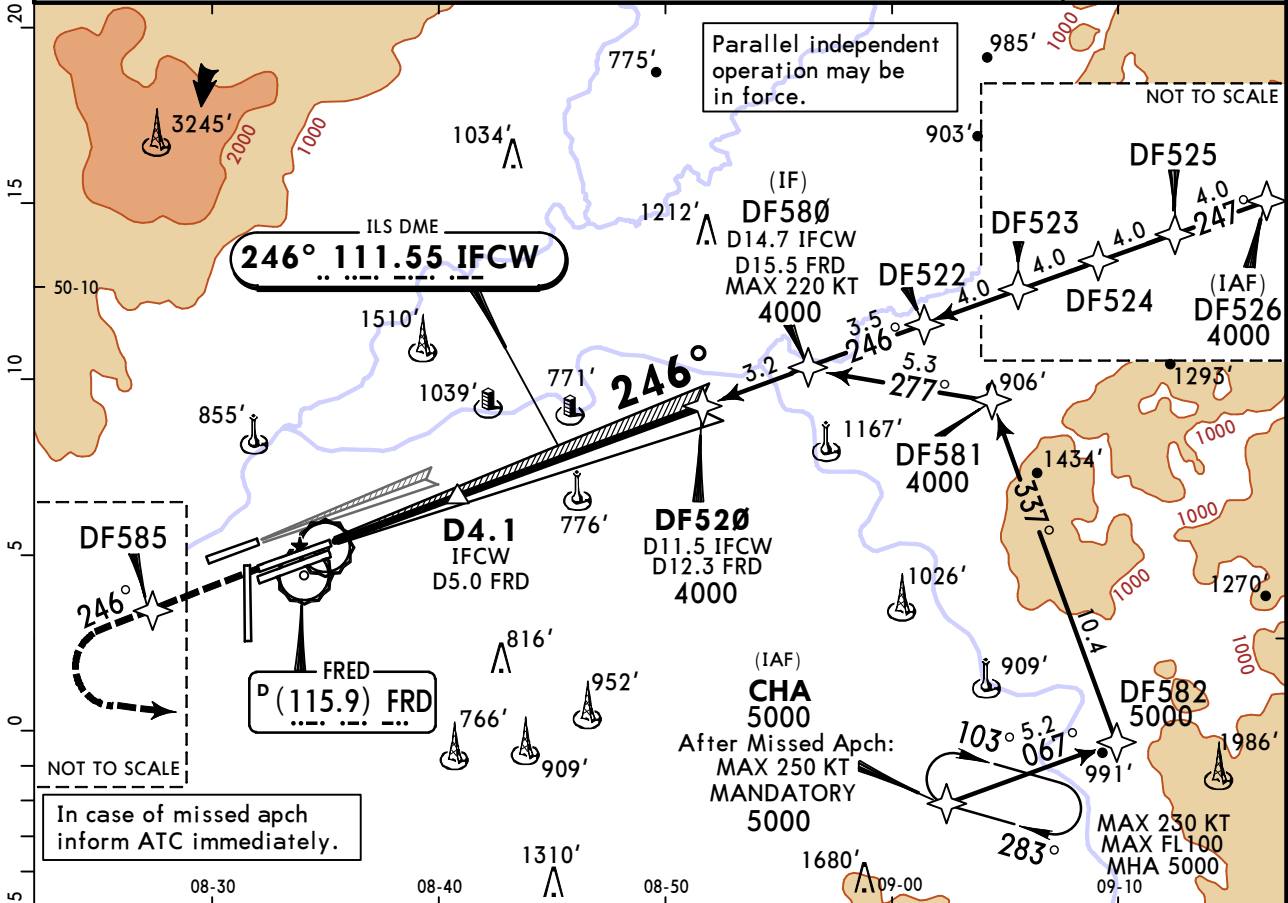
| | | |
|------------------|------------------------------------|--|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | CAT II ILS | |
| | RA 95' DA(H) 461' (100') | |
| R75m | R300m | |

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EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
13 DEC 24 **(11-7)**
ILS Z Rwy 25C

| | | | | | | | | |
|---|----------------------------------|-------------------------------|------------------------------------|---------------------------|-----------------|--|---------|--|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground | |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 | |
| LOC IFCW 111.55 | Final Apch Crs 246° | DF520 4000' (3637') | ILS DA(H) 563' (200') | Apt Elev 363' Rwy 363' | |  4300 MSA ARP | | |
| MISSED APCH: Climb direct to DF585, on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | | |
| 1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. ATTENTION: Acft taxiing independently on Twy U underneath short final. | | | | | | | | |



| | | |
|----------|-----------|-------|
| ALSIF-II | REIL PAPI | DF585 |
|----------|-----------|-------|

| | | | |
|---|----------------------------|---------|--------|
| Std/State | STRAIGHT-IN LANDING | | |
| ILS | | | |
| DA(H) 563' (200') | | | |
| TDZ or CL out | | ALS out | |
| A | R550m | R550m | R1200m |
| B | | | |
| C | | | |
| D | | | |
| PANS OPS: R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | |

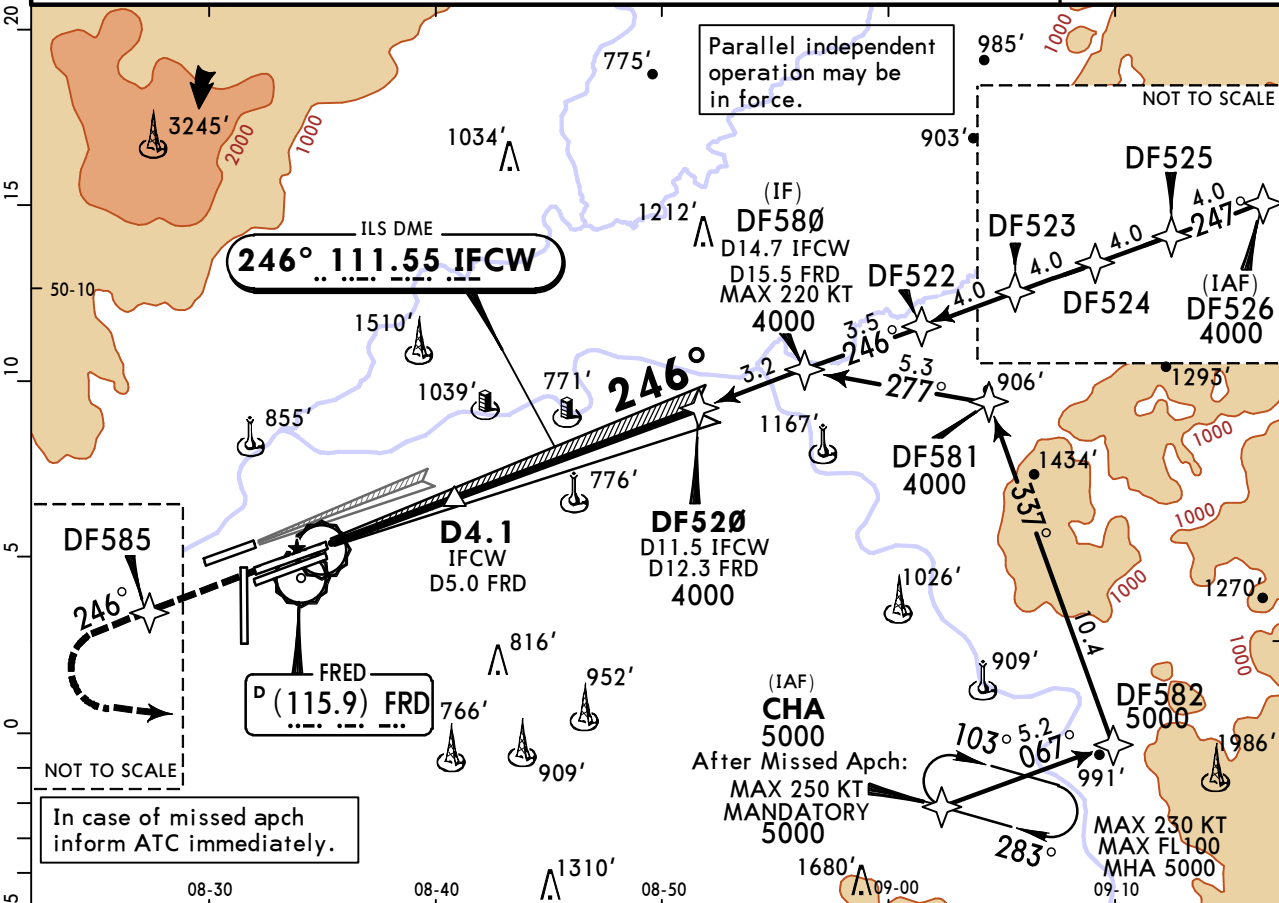
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

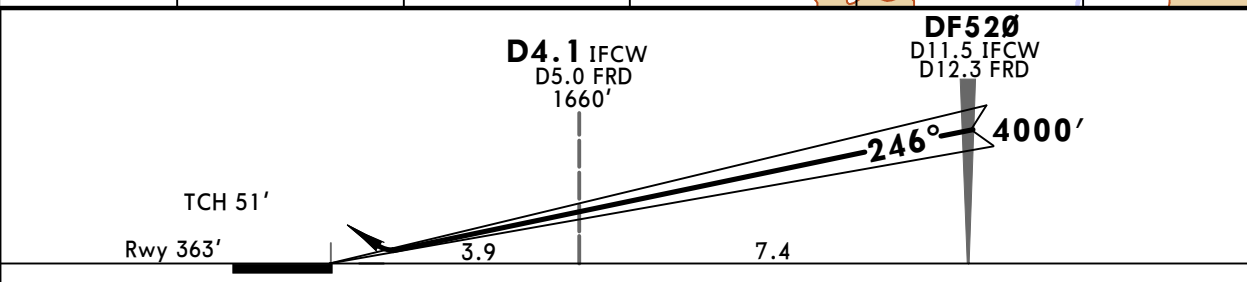
11-7A

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 25C

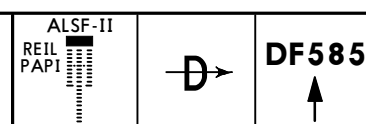
| | | | | | | | |
|-----------------|---|-------------------------------|--------------------------------------|----------------------------------|---|---------------------------|--|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground | |
| | 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 | |
| | LOC IFCW 111.55 | Final Apch Crs 246° | DF520 4000' (3637') | CAT III ILS Refer to Minimums | CAT II ILS RA 98' DA(H) 463' (100') | Apt Elev 363' Rwy 363' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>4300</p> <p>MSA ARP</p> |
| | <p>MISSED APCH: Climb direct to DF585, on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).</p> <p>Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'</p> <p>1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. ATTENTION: Acft taxiing independently on Twy U underneath short final. 6. Special Aircrew & Acft Certification Required.</p> | | | | | | |



In case of missed apch inform ATC immediately.



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |



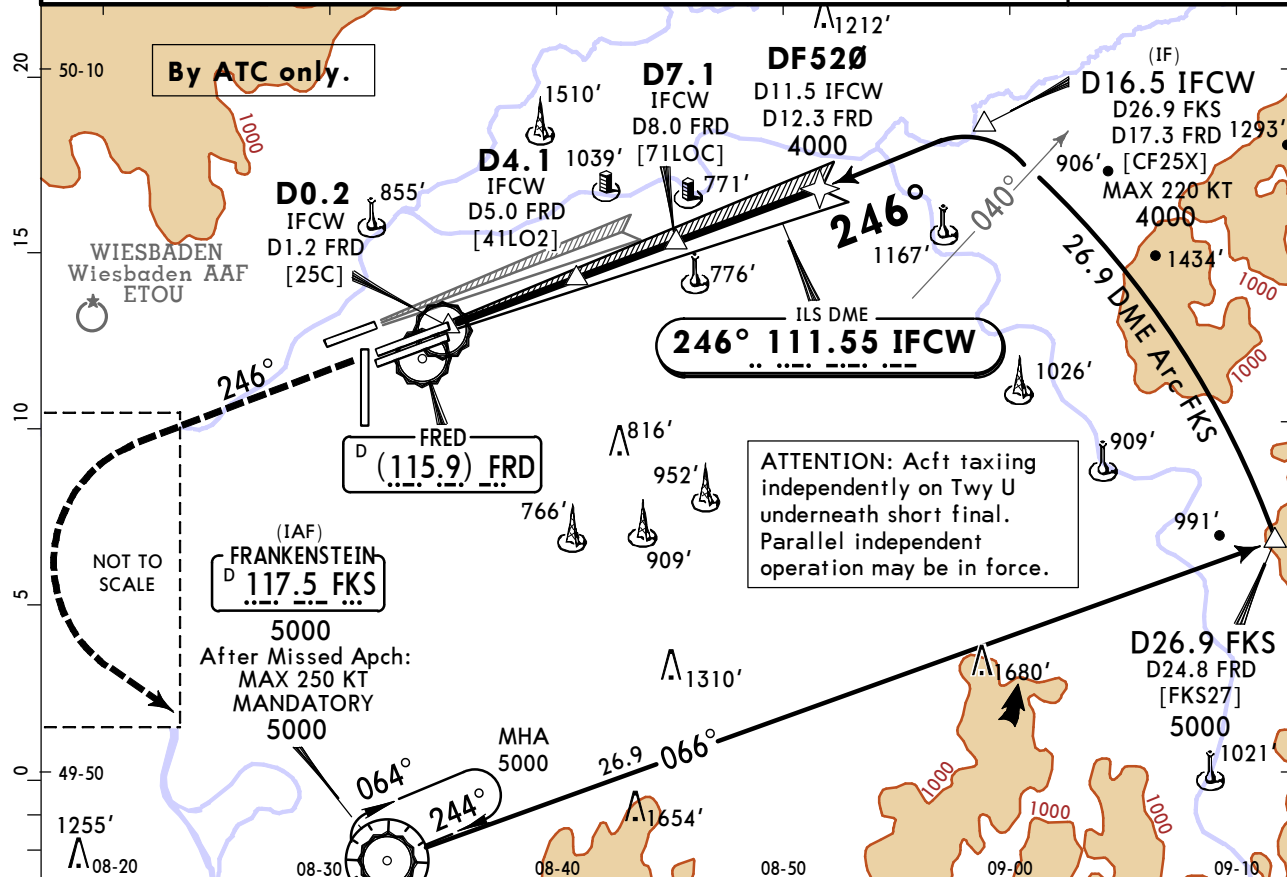
| | | |
|---|---|--|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | CAT II ILS | |
| | RA 98' DA(H) 463' (100') | |
| R75m | R300m | |
| <p>☐ CAT D requires autoland or HUDLS, otherwise: R350m.</p> | | |

EDDF/FRA FRANKFURT/MAIN

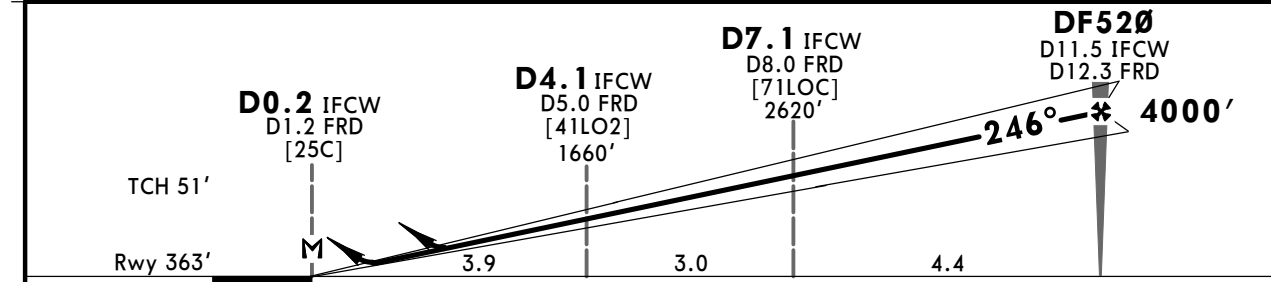
13 DEC 24 **(11-8)**

JEPPESEN FRANKFURT/MAIN, GERMANY ILS X or LOC Rwy 25C

| | | | | | | | |
|---|-------------------------------|--------------|---------------------------------|---------------------------|-----------------|---------|-------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| ILS IFCW 111.55 | Final Apch Crs 246° | DF520 | ILS DA(H) 563' (200') | Apt Elev 363' Rwy 363' | | | |
| MISSED APCH: Climb on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. DME required. 2. In case of missed apch inform ATC immediately. | | | | | | | MSA FKS VOR |



| | | | | | | | | | | | |
|----------|----------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| LOC | IFCW DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| (GS out) | ALTITUDE | 990' | 1310' | 1630' | 1950' | 2270' | 2580' | 2900' | 3220' | 3540' | 3860' |



| | | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|--|----------------------|--------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 220 KT MAX | 5000' on 246° |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at D0.2 IFCW/ D1.2 FRD | | | | | | | | | |

| | | | | | | | |
|----------|--------------------------|--------------|---------------------|-------------------------|--------|---------|--|
| PANS OPS | Std/State | | STRAIGHT-IN LANDING | | | | |
| | ILS | | | LOC (GS out) | | | |
| | DA(H) 563' (200') | | | CDFA 840' (477') | | | |
| | TDZ or CL out | | ALS out | TDZ or CL out | | ALS out | |
| A | | | | | R1500m | | |
| B | R550m | R550m | R1200m | R1500m | R1500m | | |
| C | | | | | R2200m | | |
| D | | | | | | | |

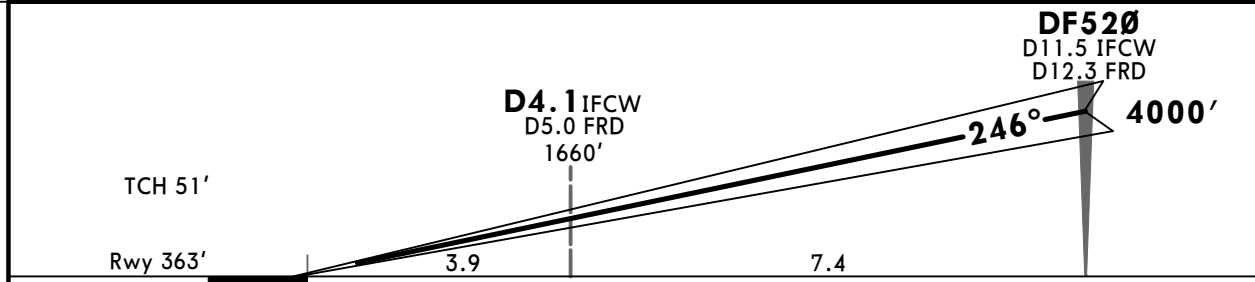
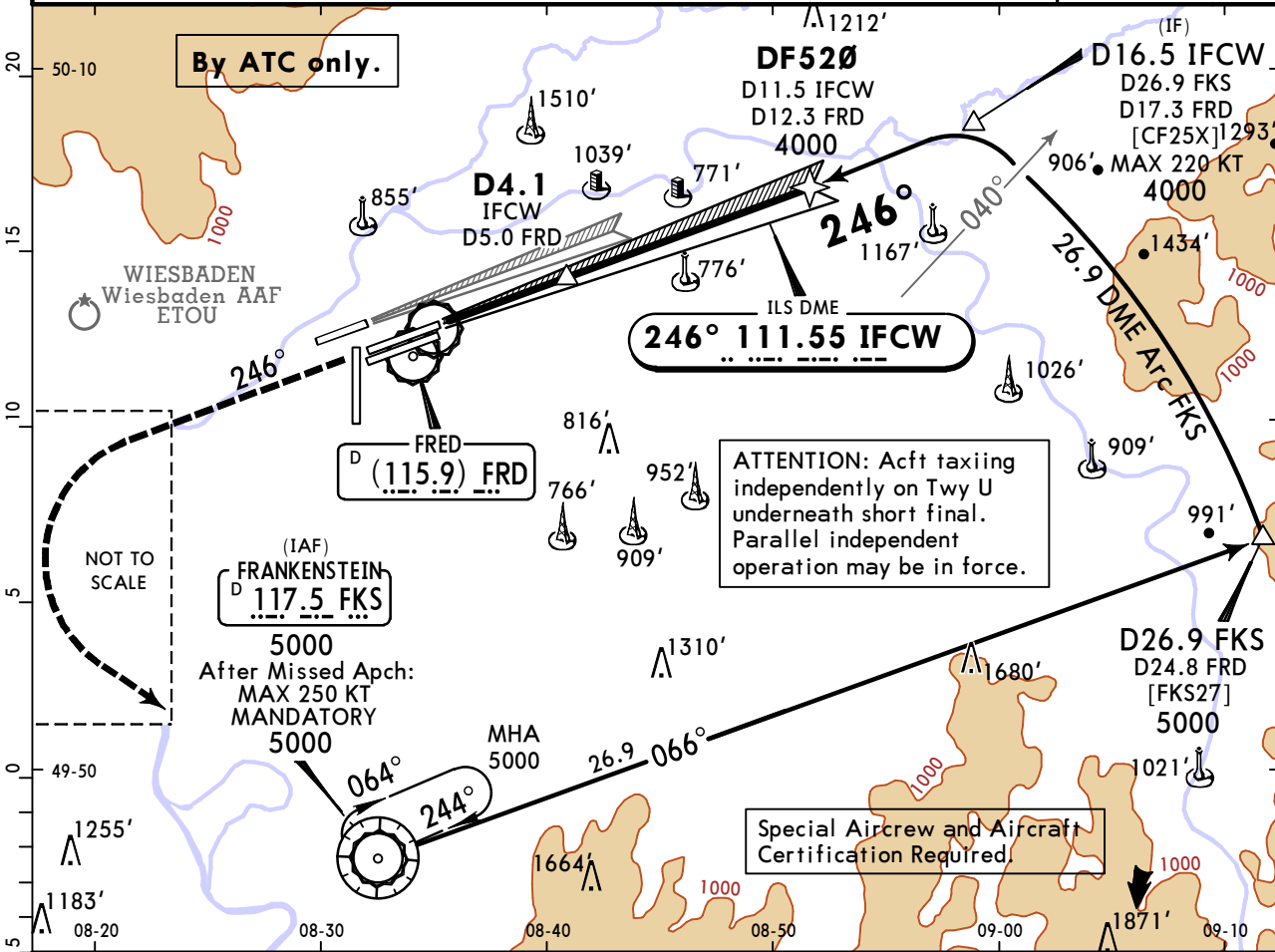
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN 13 DEC 24 **(11-8A)**

FRANKFURT/MAIN, GERMANY
CAT II/III ILS X Rwy 25C

| | | | | | | | |
|---|-------------------------------|-------------------------------|-------------------------------|---|---------------------------|---------|-------------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| ILS IFCW 111.55 | Final Apch Crs 246° | DF520 4000' (3637') | CAT III ILS Refer to Minimums | CAT II ILS RA 98' DA(H) 463' (100') | Apt Elev 363' Rwy 363' | | |
| MISSED APCH: Climb on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. DME required. 2. In case of missed apch inform ATC immediately. | | | | | | | MSA FKS VOR |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------|---------------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | 220 KT MAX | 5000' on 246° |
| Gs | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

| | | |
|---|---|--|
| Std/State | STRAIGHT-IN LANDING | |
| CAT III ILS | CAT II ILS | |
| | RA 98' DA(H) 463' (100') | |
| R75m | R300m | |
| CAT D requires autoland or HUDLS, otherwise: R350m. | | |

EDDF/FRA
FRANKFURT/MAIN

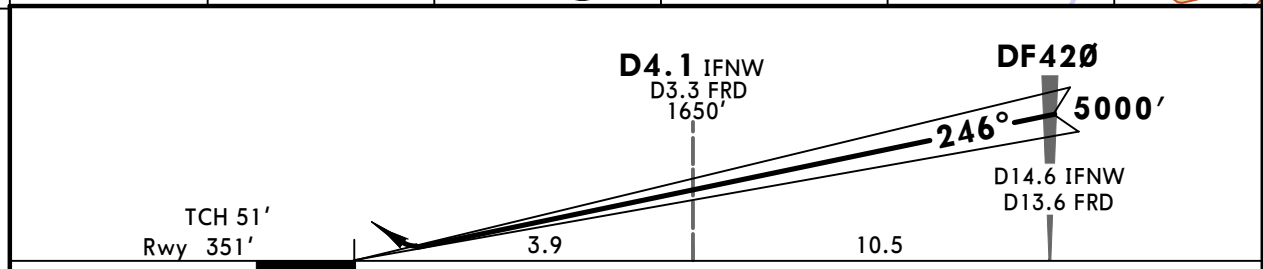
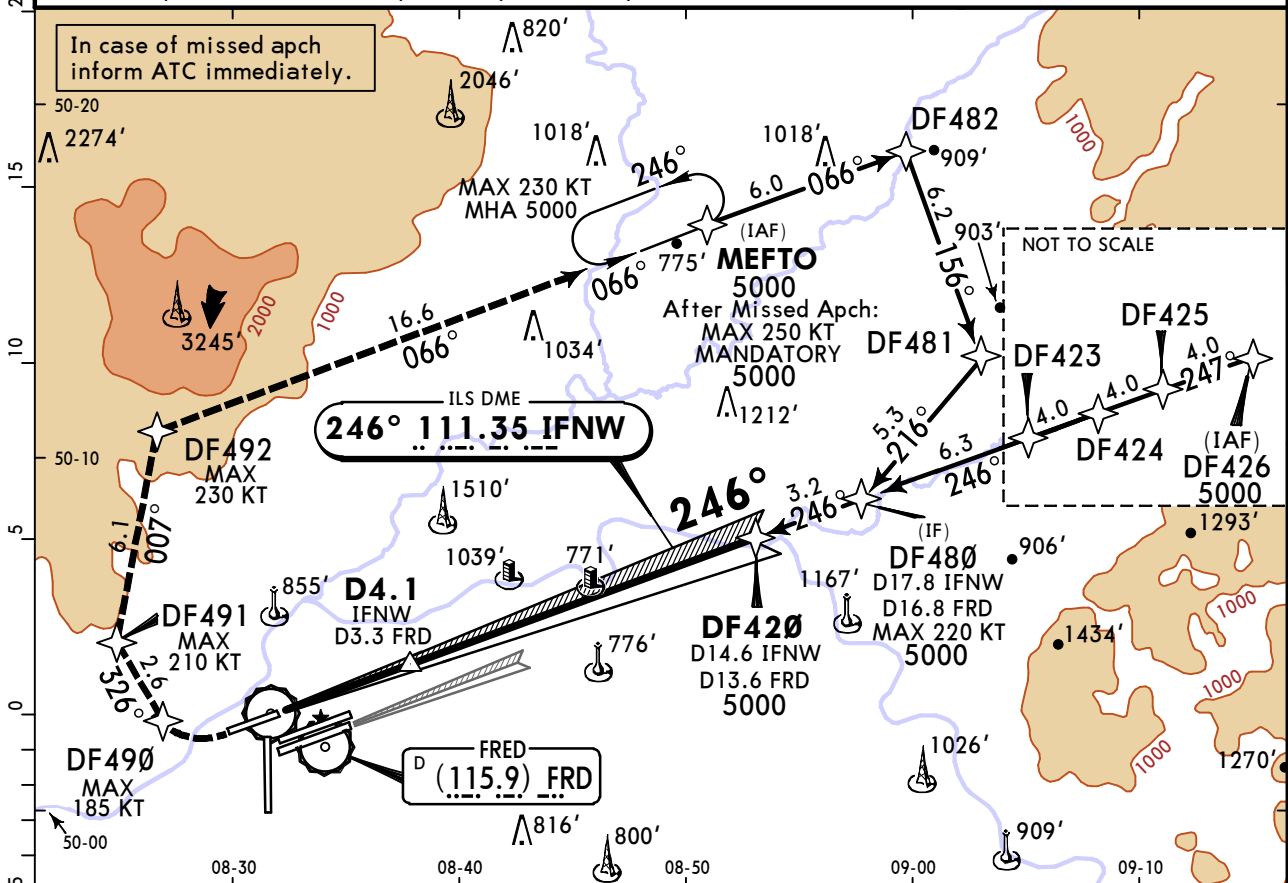
JEPPESSEN 17 JAN 25 **(11-9)** Eff 23 Jan

FRANKFURT/MAIN, GERMANY
ILS Z Rwy 25R

| | | | | | |
|--|---|--------------------------------------|-------------------------------------|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| LOC IFNW 111.35 | Final Apch Crs 246° | DF420 5000' (4649') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | | |

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force.



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------------|-------------|---------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' | on 246° | DF490 185 KT MAX |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | |

| Std/State | STRAIGHT-IN LANDING | |
|--|---|--|
| Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle. | Missed apch climb grad MIN 2.5% (152'/NM) | |
| DA(H) ABC: 551' (200') D: 561' (210') | A: 1330' (979') C: 1350' (999') DA(H) B: 1340' (989') D: 1360' (1009') | |

| | | | | |
|---|---------------|---------|---------------|---------|
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out |
| A | | | R1500m | |
| B | R550m | R550m | | |
| C | | R1200m | | |
| D | | | R2400m | |

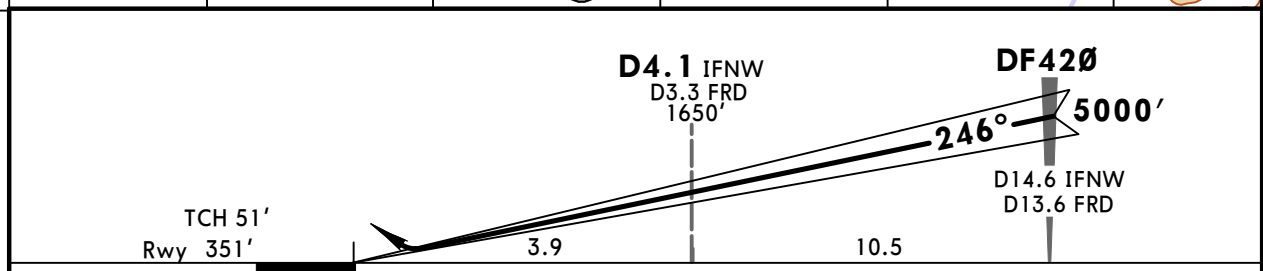
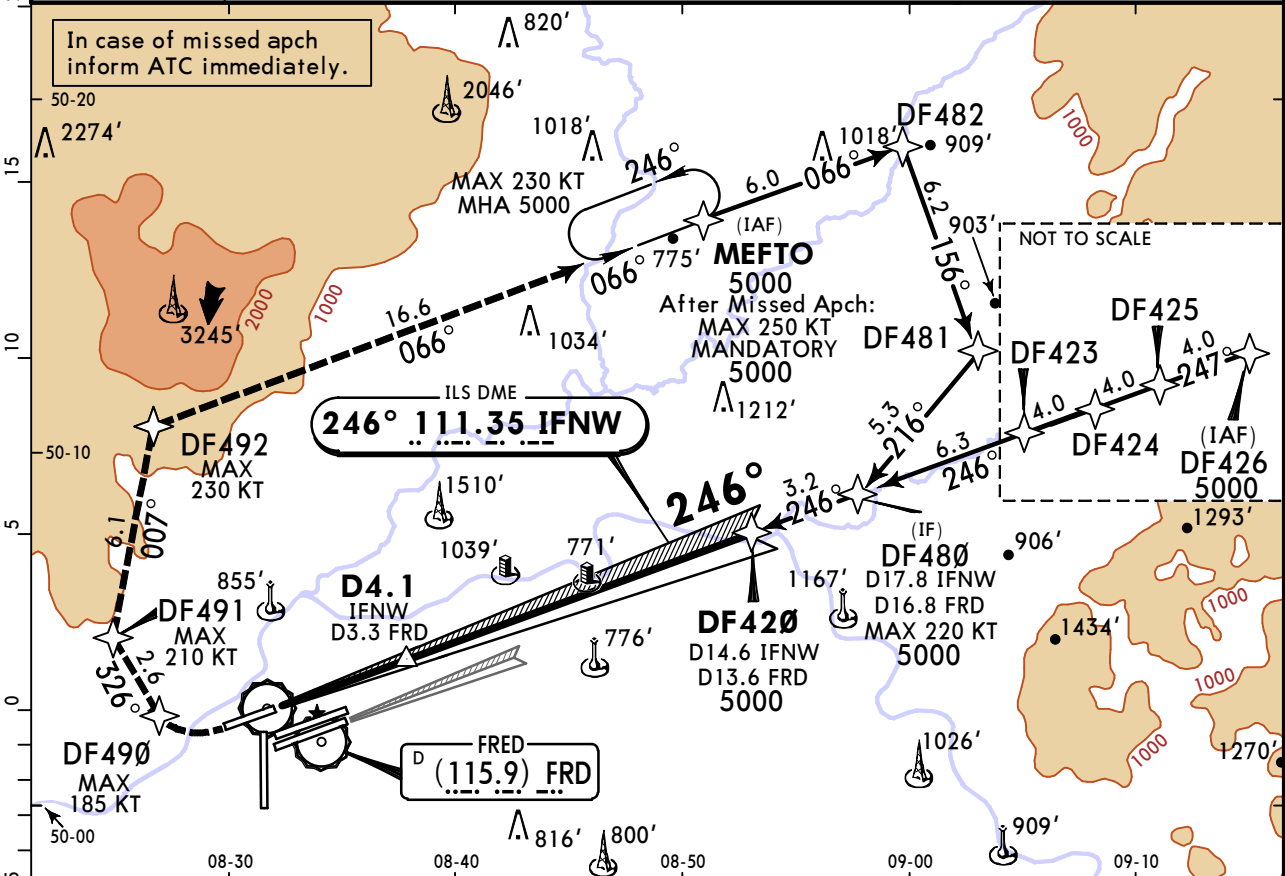
R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

EDDF/FRA
FRANKFURT/MAIN

17 JAN 25
Eff 23 Jan **11-9A**

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 25R

| | | | | | | |
|--|---|--------------------------------------|-------------------------------------|-------------------------------------|---------------------------|------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower *127.280 | *Ground 136.5 | 121.805 |
| LOC IFNW 111.35 | Final Apch Crs 246° | DF420 5000' (4649') | CAT III ILS Refer to Minimums | CAT II ILS Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Missed apch climb gradient MIN 4.5% (275'/NM) up to 2300' due to obstacle. | | | | | | |
| Alt Set: hPa (IN on req) | | Rwy Elev: 13 hPa | | Trans level: By ATC | | Trans alt: 5000' |
| 1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force. 6. Special Aircrew & Actf Certification Required. | | | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------------|---------------------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' on 246° | DF490 185 KT MAX RT |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

| | | | | | |
|-----------------------------|--|-----------------------------|----------------------------|-------|--|
| Std/State | | | STRAIGHT-IN LANDING | | |
| CAT III ILS | | CAT II ILS | | | |
| A: RA 103' DA(H) 451'(100') | | D: RA 145' DA(H) 483'(132') | | | |
| B: RA 109' DA(H) 457'(106') | | | | | |
| C: RA 121' DA(H) 468'(117') | | | | | |
| R75m | | R300m | | R400m | |

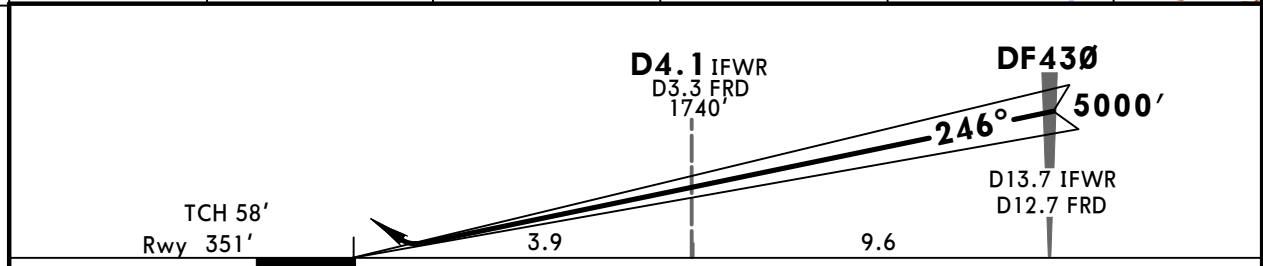
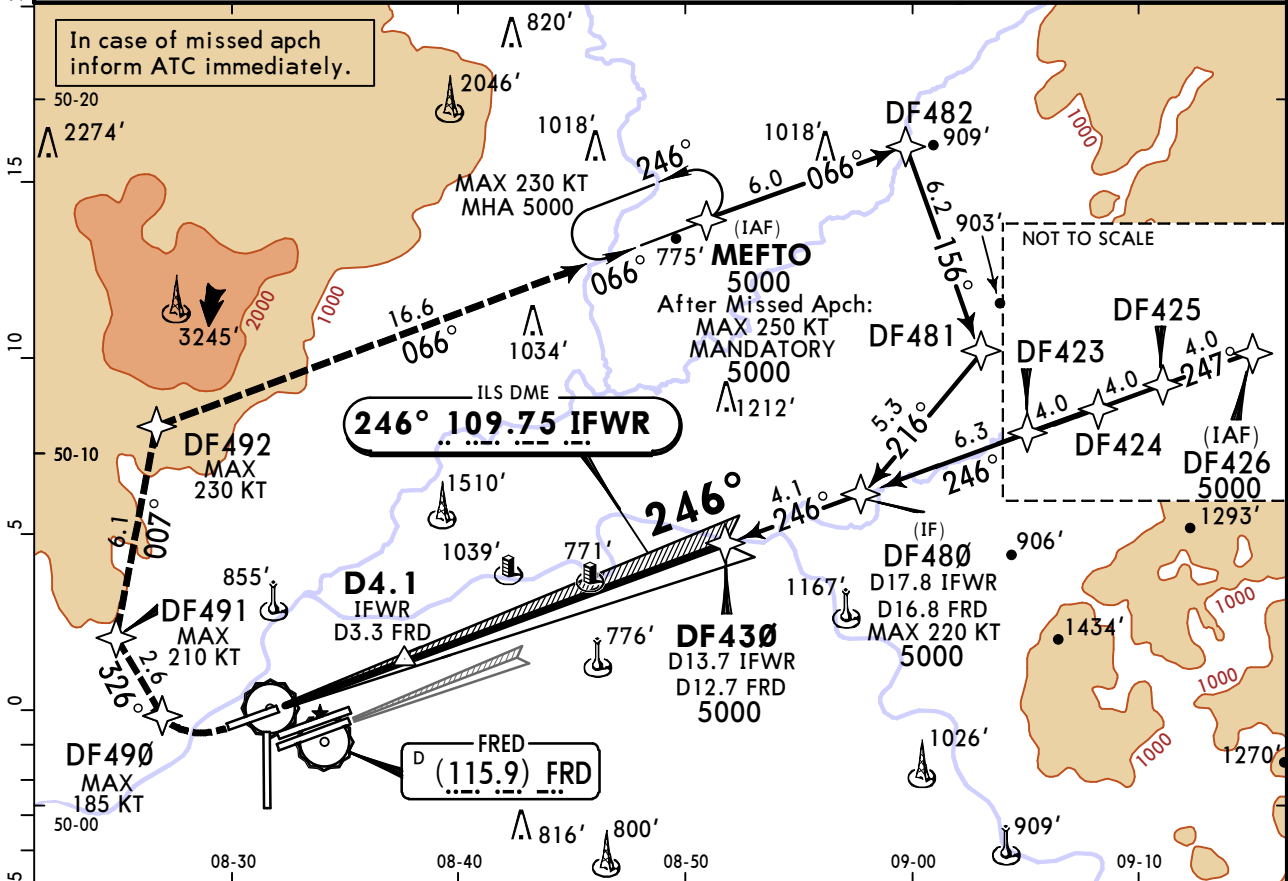
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
17 JAN 25 **11-10** **Eff 23 Jan**
ILS Y Rwy 25R

| | | | | |
|--|---|--|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North South 120.805 * 125.355 | FRANKFURT Arrival 118.505 * 127.280 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| LOC IFWR 109.75 | Final Apch Crs 246° | DF430 5000' (4649') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | 4300 MSA ARP |

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force.



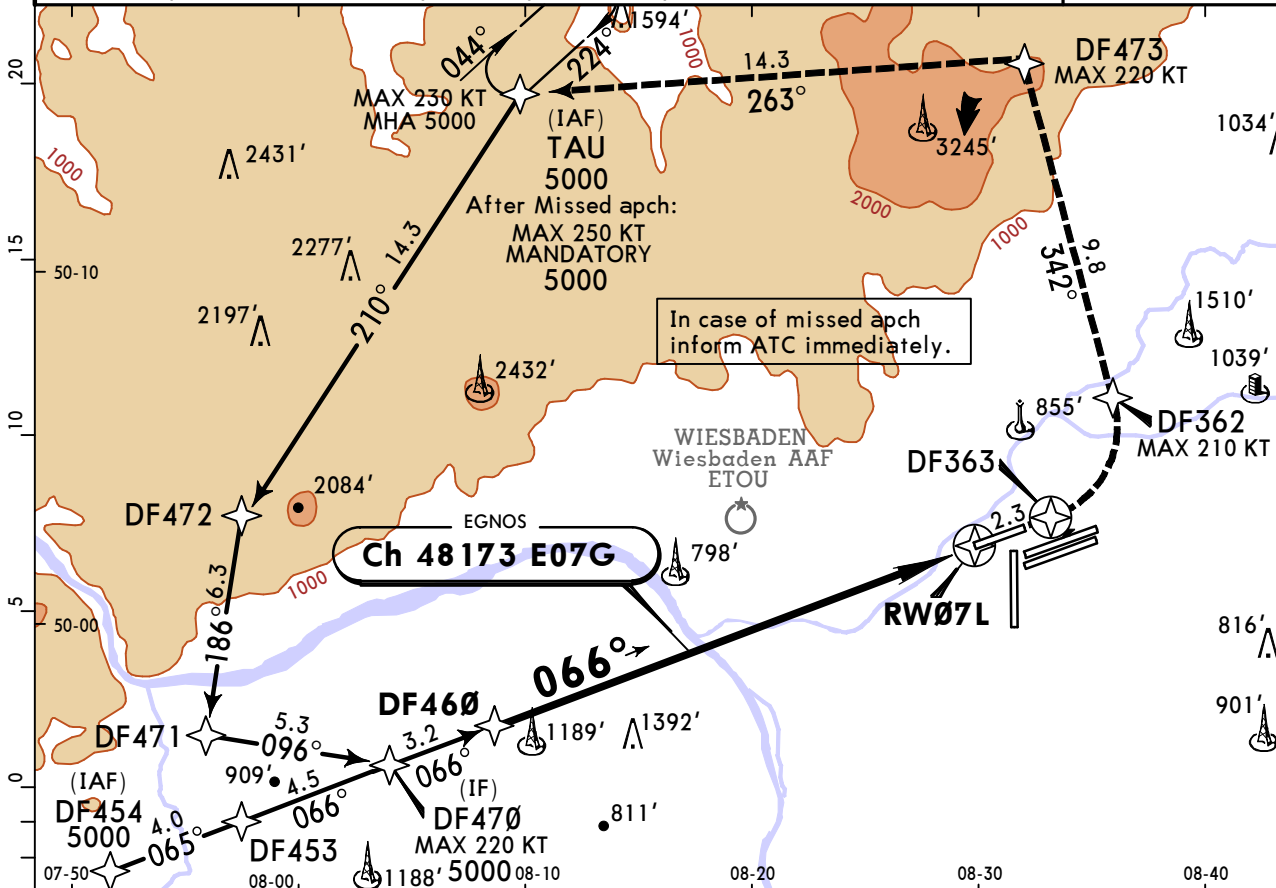
| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------------|-------------|-----------|---------------------|----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' | ↑ on 246° | DF490 185 KT MAX | RT |
| GS | 3.20° | 396 | 510 | 566 | 679 | 793 | | | | | |

| | | | | |
|---|--|---------|---|---------|
| Std/State | STRAIGHT-IN LANDING | | | |
| | Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle. | | Missed apch climb grad MIN 2.5% (152'/NM) | |
| | DA(H) ABC: 551' (200') D: 561' (210') | | A: 1330' (979') C: 1350' (999') DA(H) B: 1340' (989') D: 1360' (1009') | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out |
| A | | | R1500m | |
| B | R550m | R550m | | |
| C | | R1200m | | |
| D | | | R2400m | |
| PANS OPS | | | | |
| R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | |

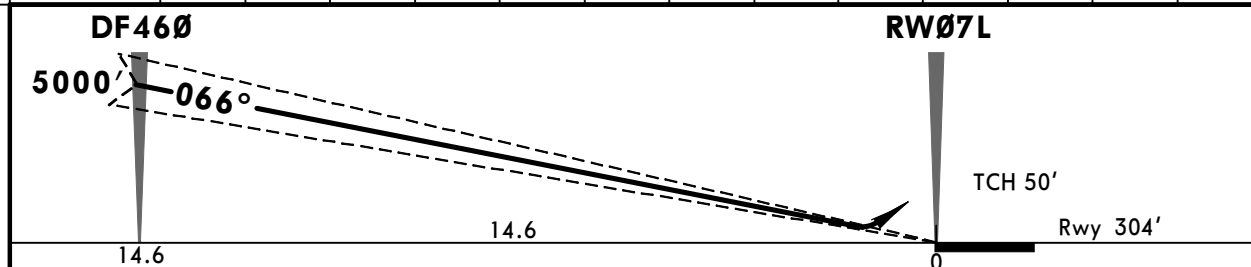
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN FRANKFURT/MAIN, GERMANY
17 JAN 25 (12-1) **Eff 23 Jan**
RNP Z Rwy 07L

| | | | | | | | |
|---|---|--------------------------------------|--------------------------------------|---------------------------|----------------------------------|---------------------------|--|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *127.280 | *FRANKFURT Tower 136.5 | *Ground 121.805 | |
| EGNOS Ch 48173 E07G | Final Apch Crs 066° | DF460 5000' (4696') | LPV DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | 4300 MSA ARP | | |
| MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | | | |
| RNP Apch Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | | | |



| | | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07L | 14.0 | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4820' | 4500' | 4180' | 3860' | 3540' | 3220' | 2910' | 2590' | 2270' | 1950' | 1630' | 1310' | 1000' |



| | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|----------------------|------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF363 ↑ |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |

| Std/State | | STRAIGHT-IN LANDING | | | |
|---|---------------|--|---------------|----------------|--|
| Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 504' (200') D: 512' (208') | | DA(H) A: 504' (200') C: 546' (242') B: 511' (207') D: 557' (253') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | | | | | |
| B | R550m | 2 R550m | R550m | 2 R550m | |
| C | | R1200m | | R1200m | |
| D | | R1300m | | R1300m | |
| | | R600m | | 2 R600m | |

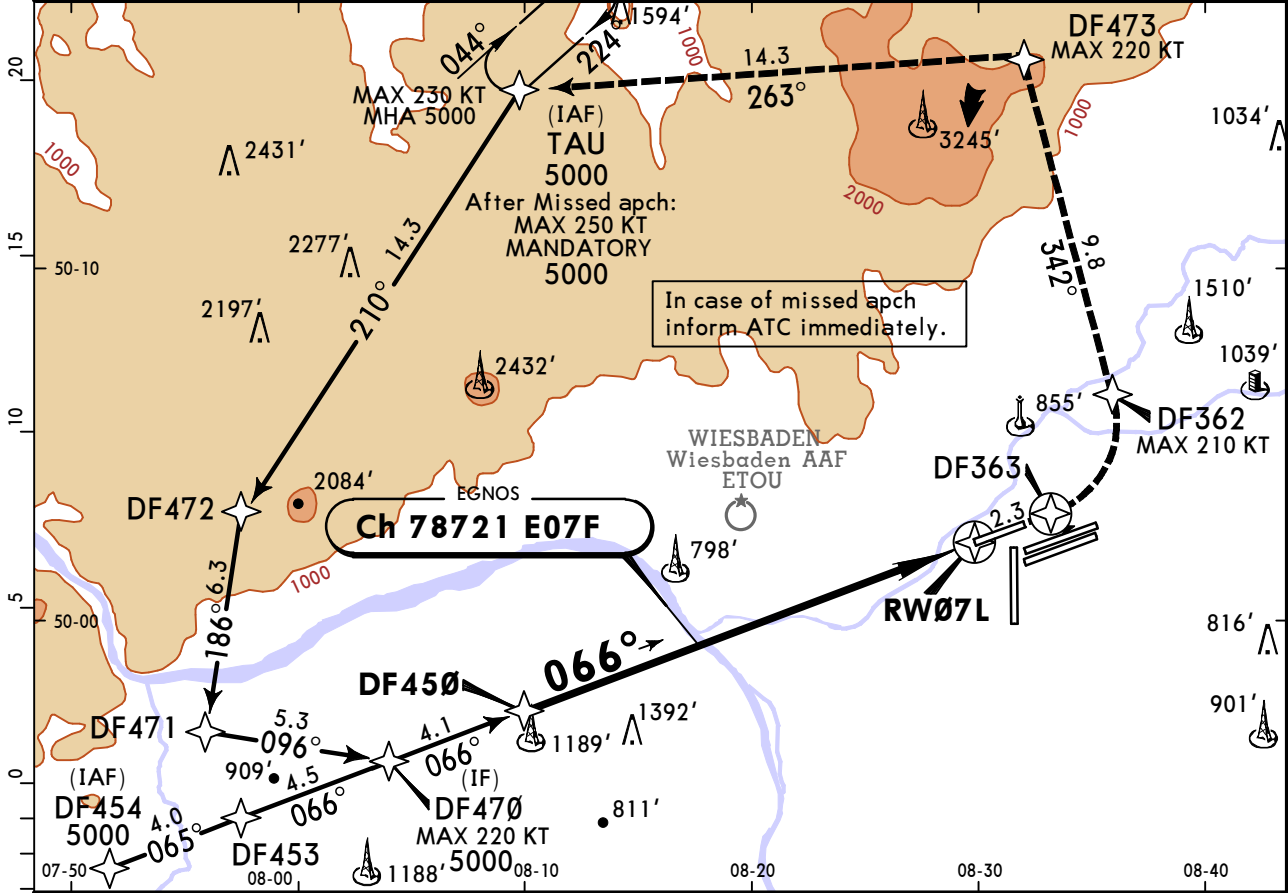
1 LPV (VAL 35m) **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
CHANGES: Arrival bearing, missed approach, minimums. © JEPPESSEN, 2023, 2025. ALL RIGHTS RESERVED.

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FRANKFURT/MAIN

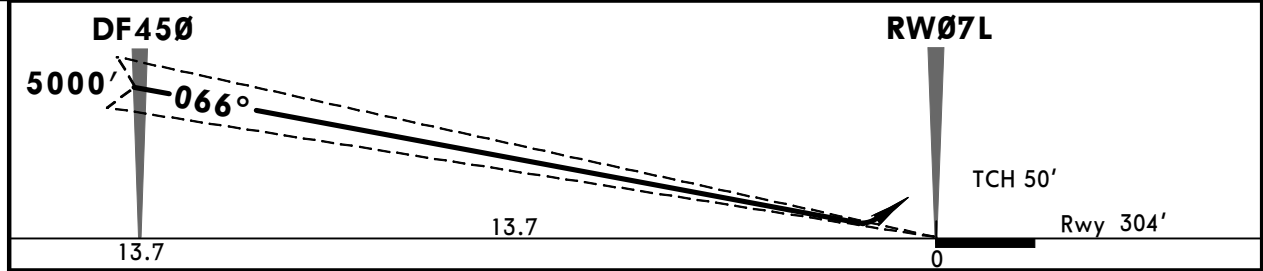
JEPPesen FRANKFURT/MAIN, GERMANY
RNP Y Rwy 07L

17 JAN 25 (12-2) Eff 23 Jan

| | | | | | | | |
|---|---|--------------------------------------|--------------------------------------|---------------------------|----------------------------------|---------------------------|--|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *127.280 | *FRANKFURT Tower 136.5 | *Ground 121.805 | |
| EGNOS Ch 78721 E07F | Final Apch Crs 066° | DF450 5000' (4696') | LPV DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | | | |
| MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | | | |
| RNP Apch Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | | | |



| | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07L | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4780' | 4440' | 4100' | 3760' | 3420' | 3080' | 2740' | 2400' | 2060' | 1720' | 1380' | 1040' |



| | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-------------------------|--|-------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | | DF363 ↑ |
| Glide Path Angle 3.20° | 396 | 510 | 566 | 679 | 793 | 906 | | | |

| | | | | | |
|---|---------------|--|---------------|----------------|----------------|
| Std/State | | STRAIGHT-IN LANDING | | | |
| Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 504' (200') D: 512' (208') | | DA(H) A: 504' (200') C: 546' (242') B: 511' (207') D: 557' (253') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | | | | | |
| B | R550m | 2 R550m | R1200m | R550m | 2 R550m |
| C | | | | | |
| D | R550m | R1200m | R550m | 2 R550m | R1200m |
| | | | | | |
| | | | R600m | 2 R600m | R1300m |

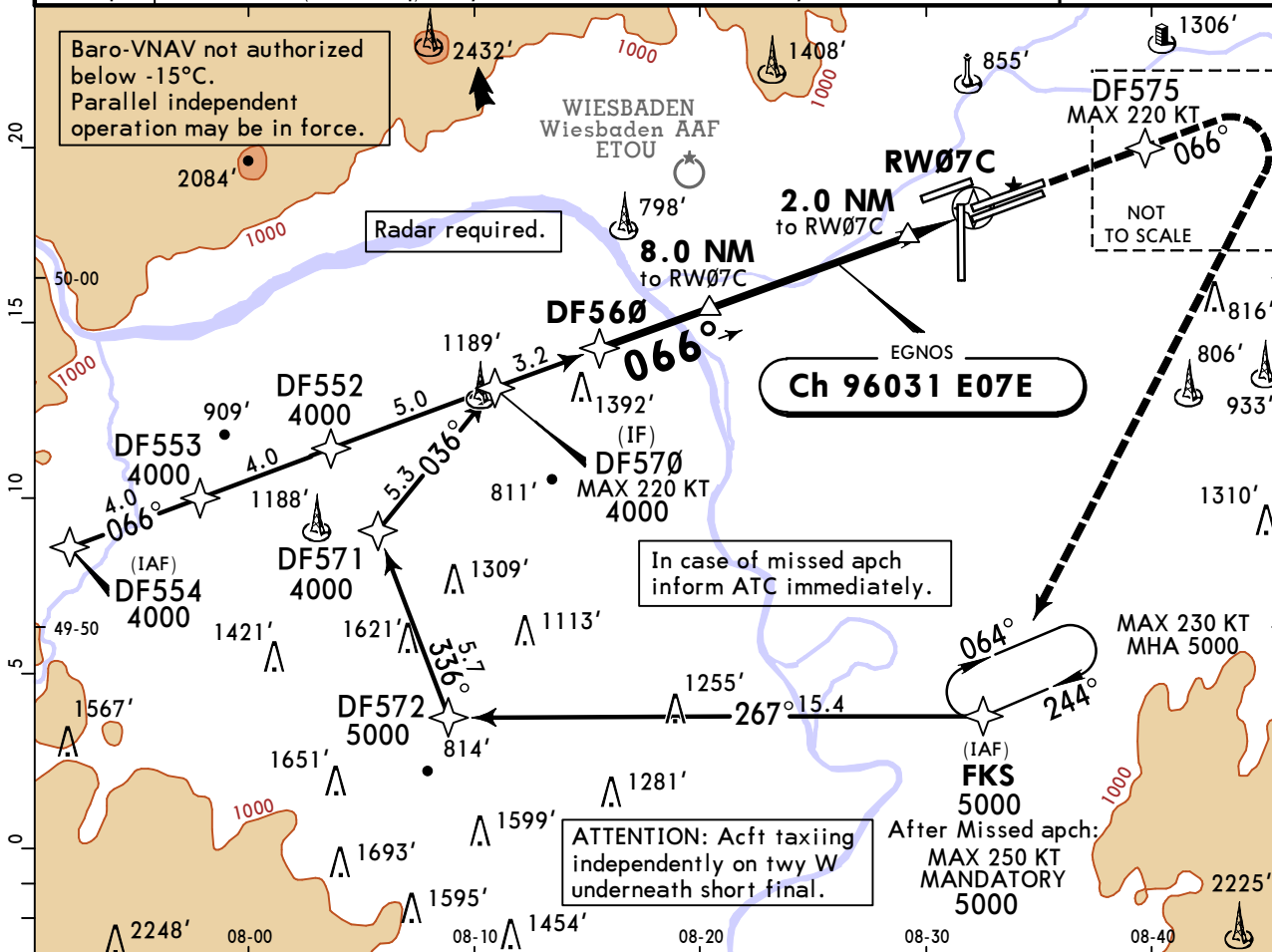
1 LPV (VAL 35m) **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
CHANGES: Arrival bearing, missed approach, minimums. © JEPPesen, 2023, 2025. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN

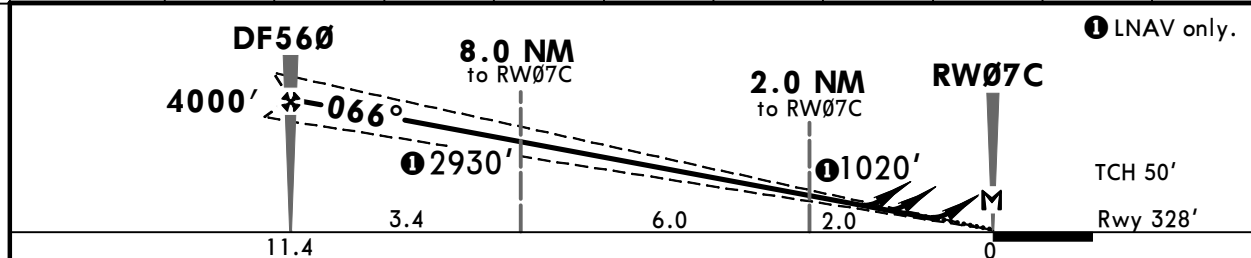
13 DEC 24 **(12-3)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP Z Rwy 07C

| | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| EGNOS Ch 96031 E07E | Final Apch Crs 066° | DF560 4000' (3672') | LPV DA(H) 528' (200') | Apt Elev 363' Rwy 328' | 4300 |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000' | MSA ARP |



| | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07C | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3890' | 3570' | 3250' | 2930' | 2610' | 2290' | 1970' | 1660' | 1340' | 1020' |



| | | | | | | | | | | | |
|------------------|-------|------|------|------|------|------|-----------------------|-----|-------|---------------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSII REIL PAPI | D → | DF575 | 220 KT MAX | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | 849 |
| MAP at RW07C | | | | | | | | | | | |
| DF560 to MAP | 11.4 | 9:46 | 7:36 | 6:50 | 5:42 | 4:53 | | | | | 4:17 |

| | | | | | | | | | | | |
|--------------------------|-------|---------------|--------|---------|--|---|--|---|--|------------------------------|--|
| Std/State | | LPV | | | | STRAIGHT-IN LANDING LNAV/VNAV | | | | LNAV CDFA | |
| DA(H) 528' (200') | | TDZ or CL out | | ALS out | | DA(H) A: 652' (324') C: 692' (364') | | DA(H) B: 665' (337') D: 701' (373') | | DA/MDA(H) 770' (442') | |
| A | | | | | | | | | | | |
| B | R550m | R550m | R1200m | R800m | | R1500m | | R1400m | | R1500m | |
| C | | | | R1000m | | R1700m | | | | R2100m | |
| D | | | | | | | | | | | |

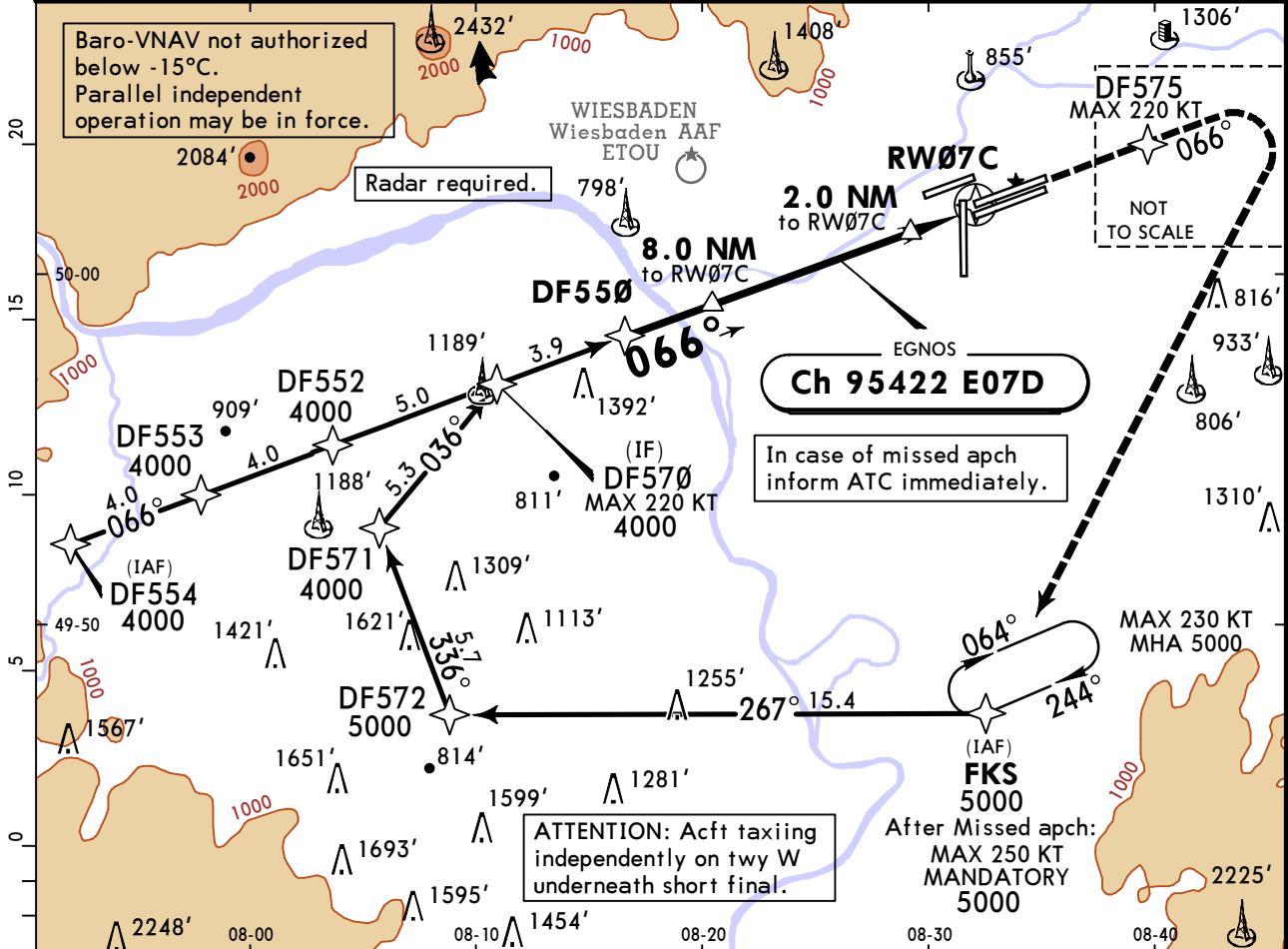
1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA FRANKFURT/MAIN

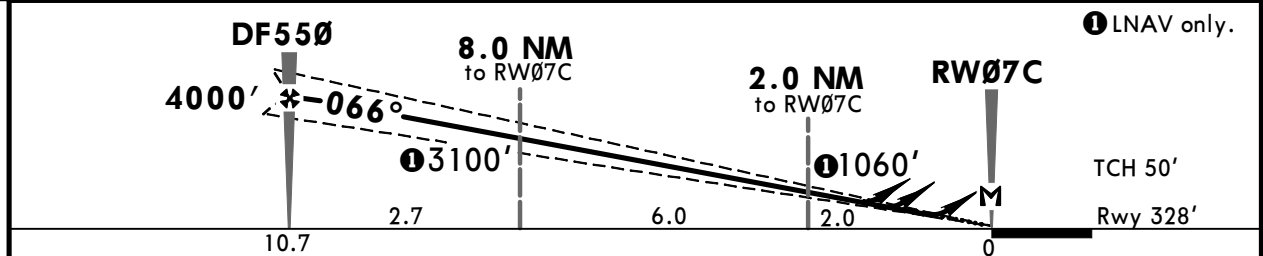
13 DEC 24 (12-4)

JEPPESSEN FRANKFURT/MAIN, GERMANY RNP Y Rwy 07C

| | | | | |
|--|-----------------------------------|-------------------------------|------------------------------------|---------------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| EGNOS Ch 95422 E07D | Final Apch Crs 066° | DF550 4000' (3672') | LPV DA(H) 528' (200') | Apt Elev 363' Rwy 328' |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | 4300 |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000' |
| | | | | MSA ARP |



| | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07C | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2770' | 2430' | 2090' | 1750' | 1410' | 1060' |



| | | | | | | | | |
|------------------|-------|------|------|------|------|------|---------------------------------|-------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI -D-> | DF575 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | |
| MAP at RW07C | | | | | | | | |
| DF550 to MAP | 10.7 | 9:10 | 7:08 | 6:25 | 5:21 | 4:35 | | |

| | | | | | | | | |
|--|--|---------|--------|---------------|---|--|---------------|---------|
| Std/State 1 LPV 2 R550m 3 VNAV DA(H) | STRAIGHT-IN LANDING LNAV/VNAV A: 652' (324') C: 692' (364') DA(H) B: 665' (337') D: 701' (373') | | | | LNAV CDFA 3 DA/MDA(H) 770' (442') | | | |
| | DA(H) 528' (200') | | | | | | | |
| | TDZ or CL out | ALS out | | TDZ or CL out | ALS out | | TDZ or CL out | ALS out |
| | A | | | R800m | R1500m | | | R1500m |
| B | R550m | 2 R550m | R1200m | | | | | |
| C | | | | R1000m | R1700m | | R1400m | |
| D | | | | | | | R2100m | |

1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

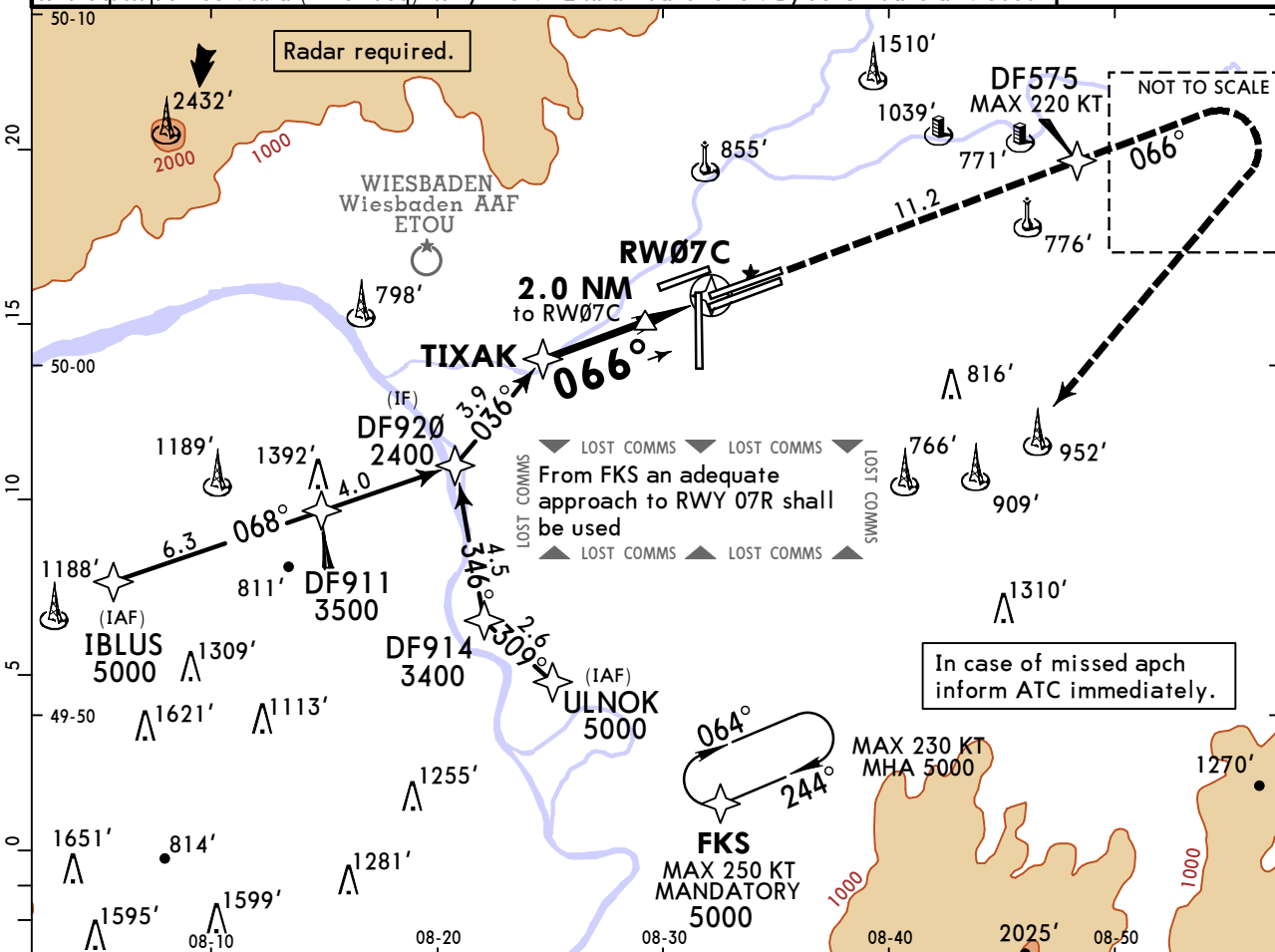
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

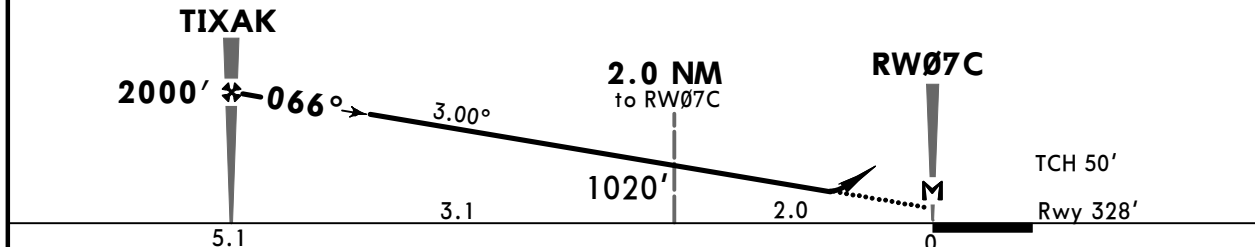
(12-5)

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP X Rwy 07C

| | | | | | | | |
|--|--|-------------------------------|-----------------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| RNAV | Final Apch Crs 066° | TIXAK 2000' (1672') | DA/MDA(H) Refer to Minimums | Apt Elev 363' Rwy 328' | 4300 | | |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | MSA ARP |



| | | | | |
|---------------|-------|-------|-------|-------|
| DIST to RW07C | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 1970' | 1660' | 1340' | 1020' |



| | | | | | | | |
|---------------------|-----|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI DF575 220 KT MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at RW07C | | | | | | | |
| TIXAK to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | |

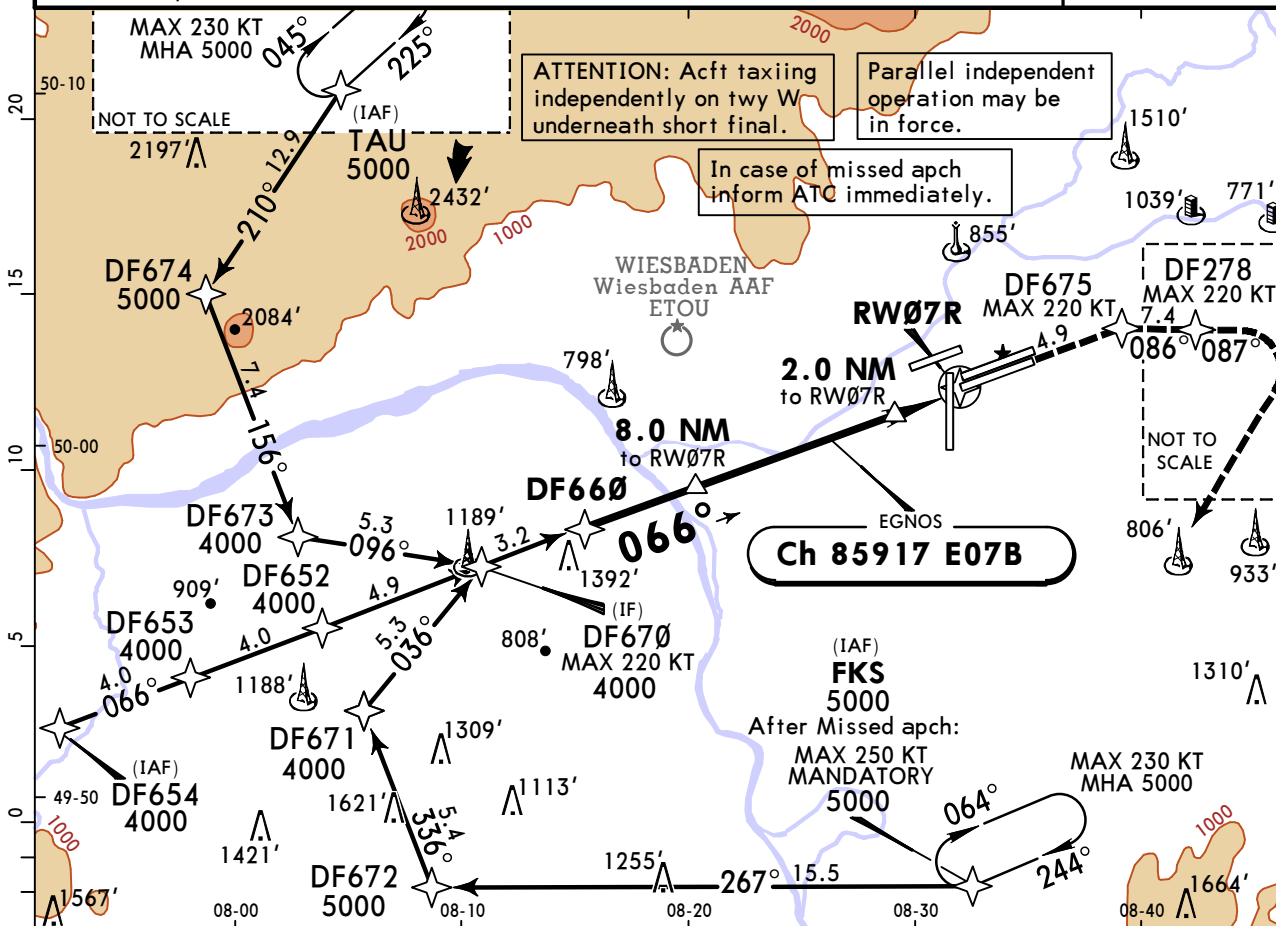
| | | | |
|--|--------|-------------------------------------|---------|
| Std/State | | STRAIGHT-IN LANDING LNAV CDFA | |
| DA/MDA(H) A: 780' (452') BC: 820' (492') D: 840' (512') | | | |
| | | TDZ or CL out | ALS out |
| A | R1400m | | R1500m |
| B | R1500m | | R2300m |
| C | R1600m | | R2400m |
| D | R1600m | | R2400m |

EDDF/FRA
FRANKFURT/MAIN

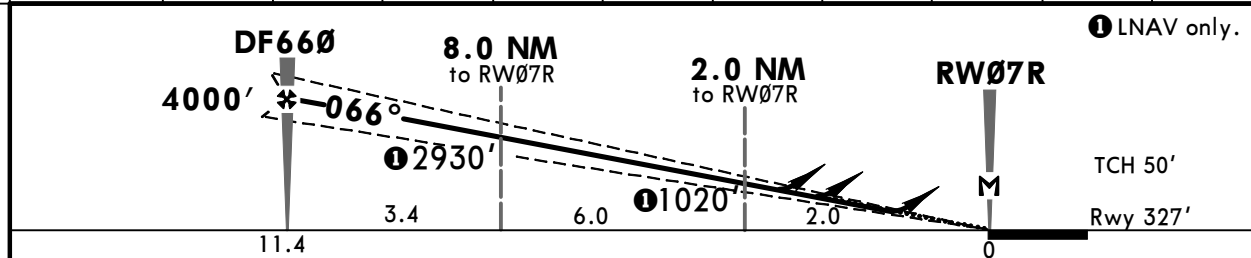
13 DEC 24 **(12-6)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP Z Rwy 07R

| | | | | | | | |
|--|--|-------------------------------|------------------------------------|---------------|-----------------|---------|------------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| EGNOS Ch 85917 E07B | Final Apch Crs 066° | DF660 4000' (3673') | LPV DA(H) 527' (200') | Apt Elev 363' | 4300 | | |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | MSA ARP |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | |
| 1. Radar required. 2. Baro-VNAV not authorized below -15° C. | | | | | | | |



| | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07R | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3880' | 3570' | 3250' | 2930' | 2610' | 2290' | 1970' | 1660' | 1340' | 1020' |



| | | | | | | | | |
|------------------------|------|------|------|------|------|------|-------------------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF675 220 KT MAX |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW07R | | | | | | | | |
| DF660 to MAP | 11.4 | 9:46 | 7:36 | 6:50 | 5:42 | 4:53 | | |

| | | | | | | | | | | | | | |
|--------------------------|-------|----------------|--------|---------|--|---|--------|---|--|------------------------------|--|---------------------------------|--|
| Std/State | | 1 LPV | | | | STRAIGHT-IN LANDING | | | | LNAV | | | |
| DA(H) 527' (200') | | TDZ or CL out | | ALS out | | DA(H) A: 652' (325') C: 673' (346') | | DA(H) B: 665' (338') D: 715' (388') | | CDFA ABC: 740' (413') | | DA/MDA(H) D: 750' (423') | |
| A | | | | | | | | | | | | | |
| B | R550m | 2 R550m | R1200m | | | R800m | R1500m | | | R1200m | | R1500m | |
| C | | | | | | R900m | R1600m | | | | | R1900m | |
| D | | | | | | R1100m | R1800m | | | R1300m | | R2000m | |

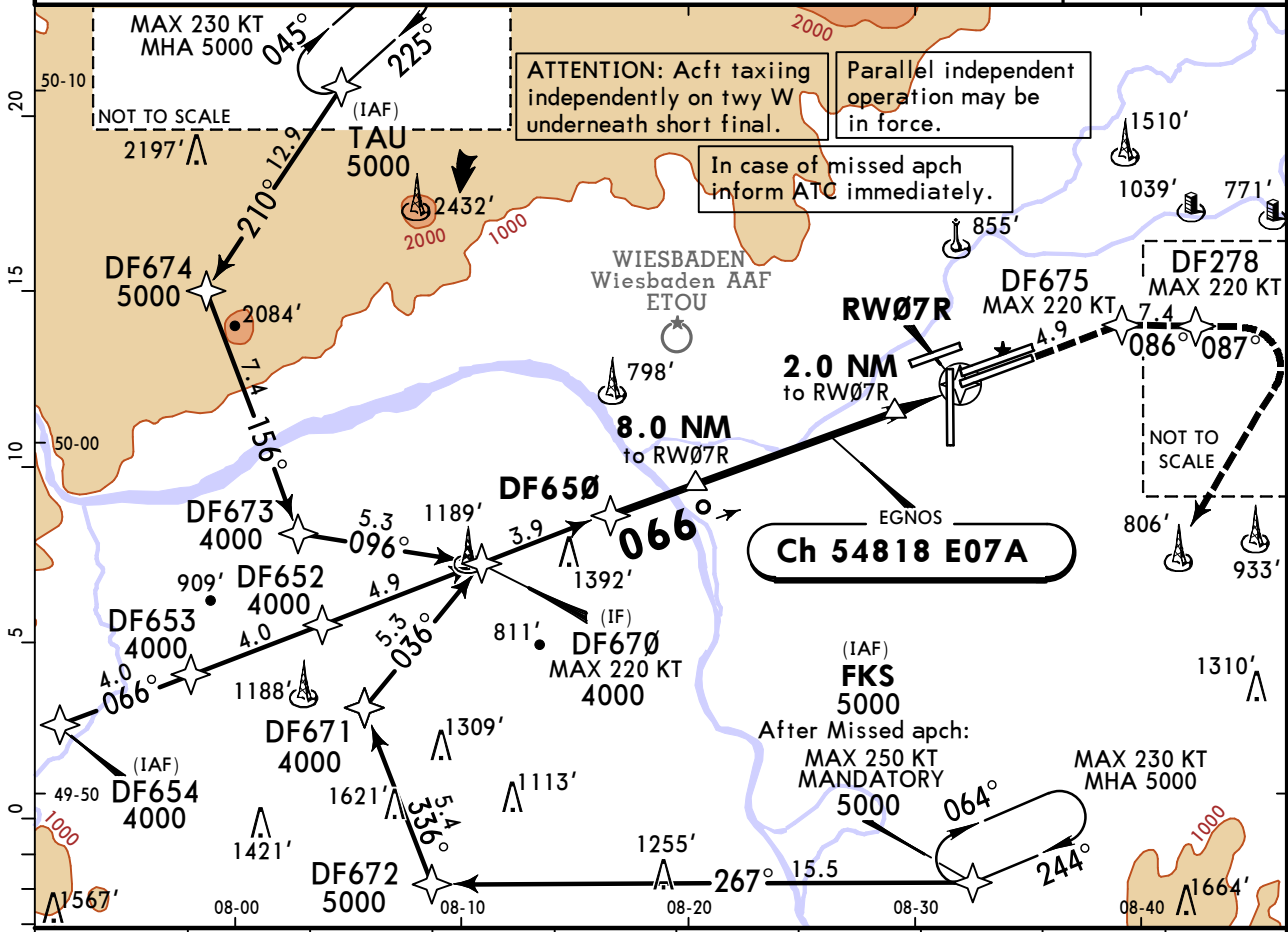
1 LPV (VAL 35m). **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA FRANKFURT/MAIN

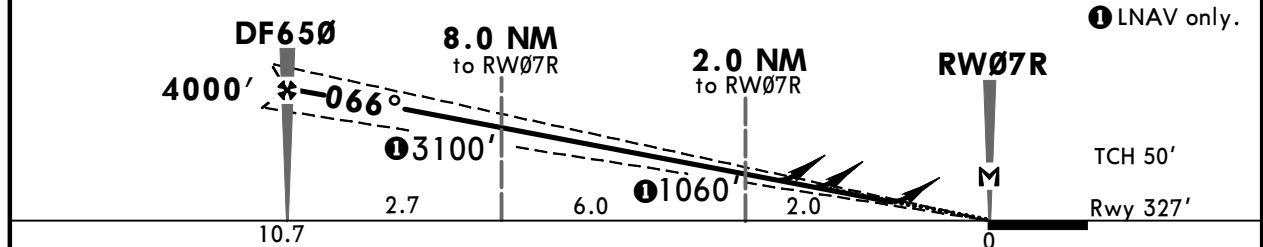
13 DEC 24 (12-7)

JEPPESSEN FRANKFURT/MAIN, GERMANY RNP Y Rwy 07R

| | | | | | |
|---|----------------------------------|-------------------------------|------------------------------------|---------------------------|------------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| EGNOS Ch 54818 E07A | Final Apch Crs 066° | DF650 4000' (3673') | LPV DA(H) 527' (200') | Apt Elev 363' Rwy 327' | 4300 MSA ARP |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' 1. Radar required. 2. Baro-VNAV not authorized below -15° C. | | | | | |



| | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW07R | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2760' | 2420' | 2080' | 1740' | 1400' | 1060' |



| | | | | | | | |
|------------------|-------|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI → DF675 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | |
| MAP at RW07R | | | | | | | |
| DF650 to MAP | 10.7 | 9:10 | 7:08 | 6:25 | 5:21 | 4:35 | |

| | | | | | | | | | |
|--------------------------|-------|----------------|--------|---------------------|--------|--|--------|---|--------|
| Std/State | | 1 LPV | | STRAIGHT-IN LANDING | | | | LNAV | |
| DA(H) 527' (200') | | TDZ or CL out | | ALS out | | DA(H) A: 652' (325') C: 673' (346') B: 665' (338') D: 715' (388') | | CDFA ABC: 740' (413') DA/MDA(H) D: 750' (423') | |
| A | | | | | | | | | |
| B | R550m | 2 R550m | R1200m | R800m | R1500m | | R1200m | | R1500m |
| C | | | | R900m | R1600m | | | | R1900m |
| D | | | | R1100m | R1800m | | R1300m | | R2000m |

1 LPV (VAL 35m). **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Communications. © JEPPESSEN, 1999, 2024. ALL RIGHTS RESERVED.

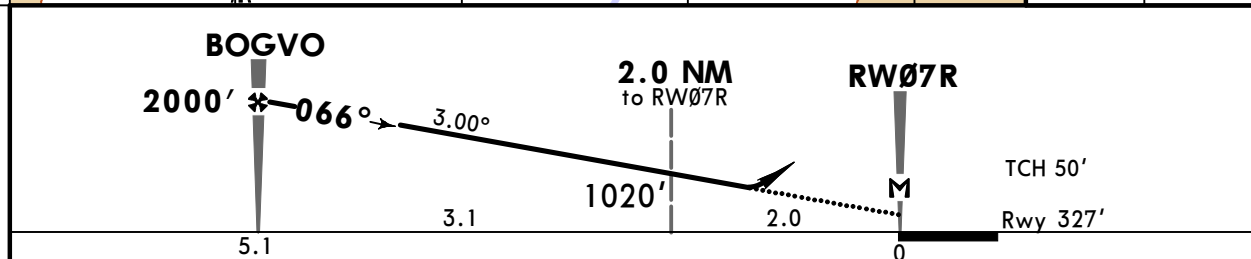
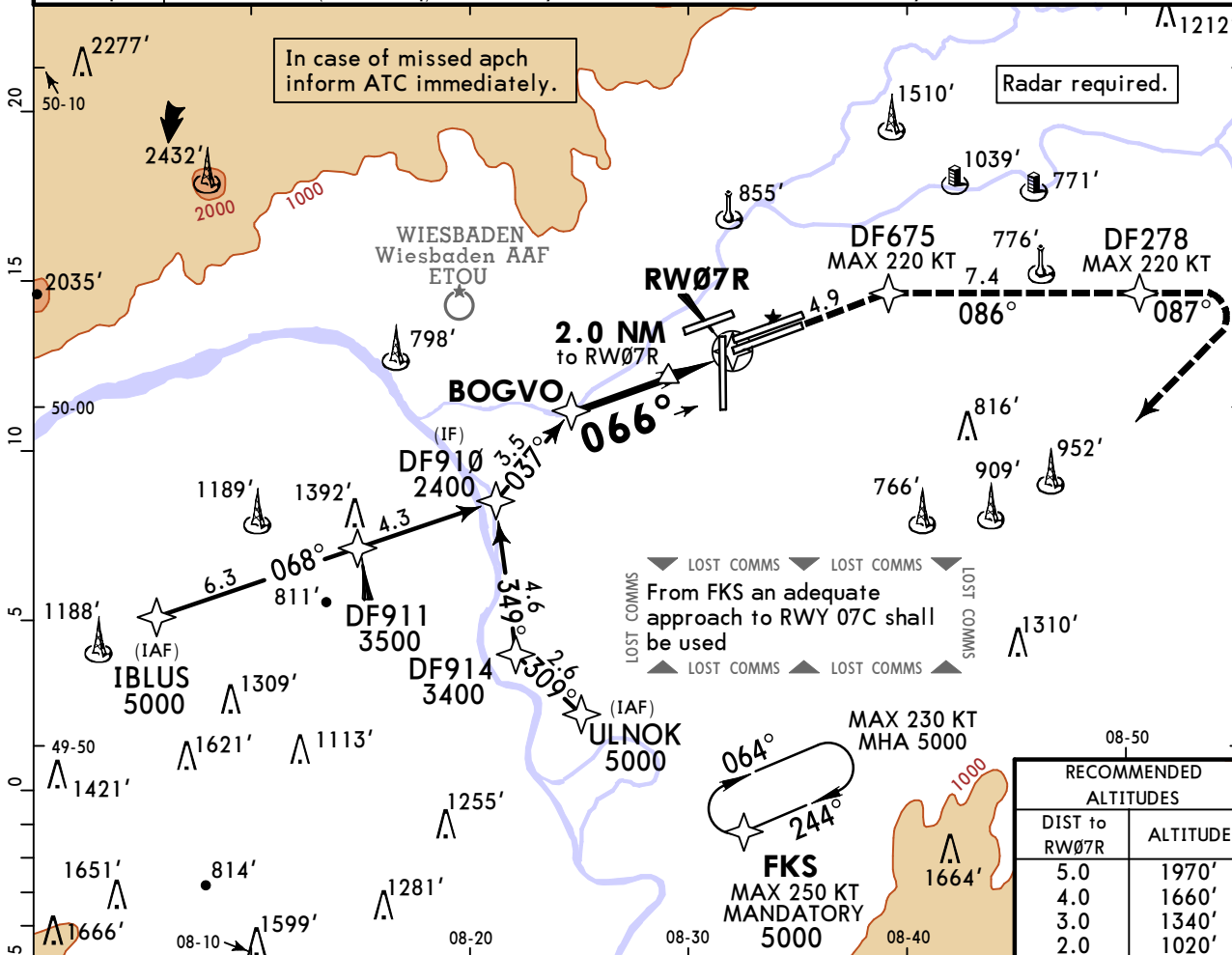
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 **(12-8)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP X Rwy 07R

| | | | | | | | |
|--|----------------------------------|-------------------------------|-----------------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| RNAV | Final ApcH Crs 066° | BOGVO 2000' (1673') | DA/MDA(H) Refer to Minimums | Apt Elev 363' Rwy 327' | 4300 MSA ARP | | |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |

RNP ApcH | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'



| | | | | | | | | |
|---------------------|-----|------|------|------|------|------|-------------------------|------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → DF675 220 KT MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW07R | | | | | | | | |
| BOGVO to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | | |

Std/State STRAIGHT-IN LANDING
LNAV
CDFA
DA/MDA(H) AB: **810'**(483') C: **830'**(503') D: **840'**(513')

| | | | | |
|---|---------------|--|---------|--|
| | TDZ or CL out | | ALS out | |
| A | R1500m | | | |
| B | R1600m | | | |
| C | R1600m | | R2400m | |
| D | R1600m | | | |

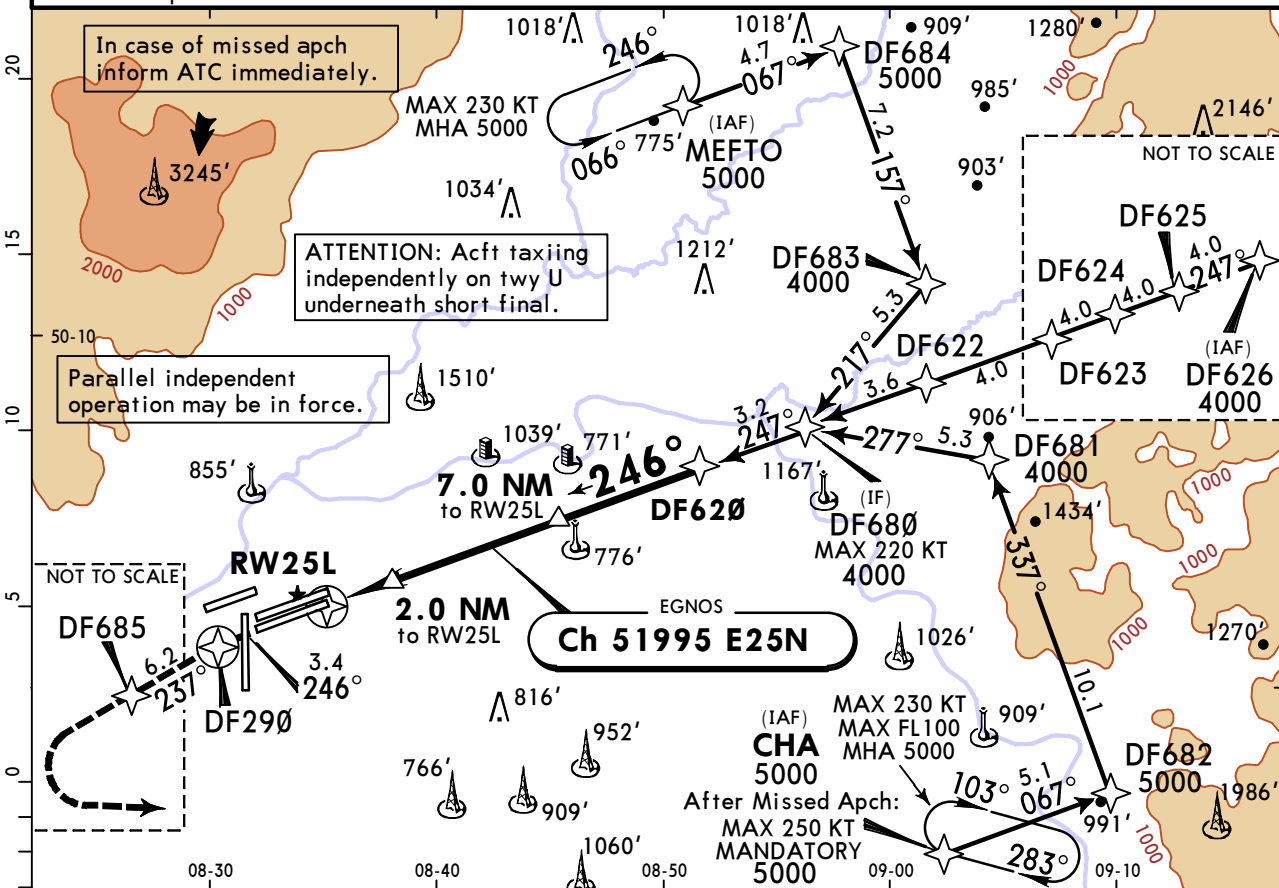
VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA FRANKFURT/MAIN

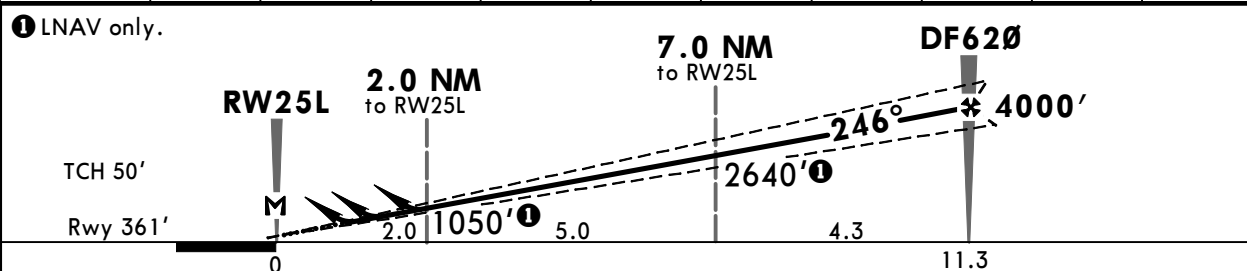
13 DEC 24 **(12-9)**

JEPPESSEN FRANKFURT/MAIN, GERMANY RNP Z Rwy 25L

| | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|---------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| EGNOS Ch 51995 E25N | Final Apch Crs 246° | DF620 4000' (3639') | LPV DA(H) 561' (200') | Apt Elev 363' Rwy 361' | 4300 MSA ARP |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |
| 1. Radar required. 2. Baro-VNAV not authorized below -15°C. | | | | | |



| | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW25L | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| ALTITUDE | 1050' | 1370' | 1690' | 2010' | 2330' | 2640' | 2960' | 3280' | 3600' | 3920' |



| | | | | | | | | | |
|------------------|-------|------|------|------|------|------|-------------------------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF290 | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at RW25L | | | | | | | | | |
| DF620 to MAP | 11.3 | 9:41 | 7:32 | 6:47 | 5:39 | 4:51 | | | 4:14 |

| Std/State | | STRAIGHT-IN LANDING | | | | |
|---------------------|---------------|-------------------------------------|---------------|---|---------------|---------|
| 1 LPV | | LNNAV/VNAV | | | | |
| 2 DA(H) 561' (200') | | DA(H) A: 726' (365') C: 747' (386') | | 4 DA/MDA(H) LNNAV CDF A: 770' (409') C: 800' (439') | | |
| | | B: 738' (377') D: 757' (396') | | B: 780' (419') D: 820' (459') | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | TDZ or CL out | ALS out |
| A | | | R1000m | R1500m | R1200m | R1500m |
| B | R550m | 3 R550m | R1200m | | | |
| C | | | | | R1300m | R2000m |
| D | | | R1100m | R1800m | R1400m | R2100m |

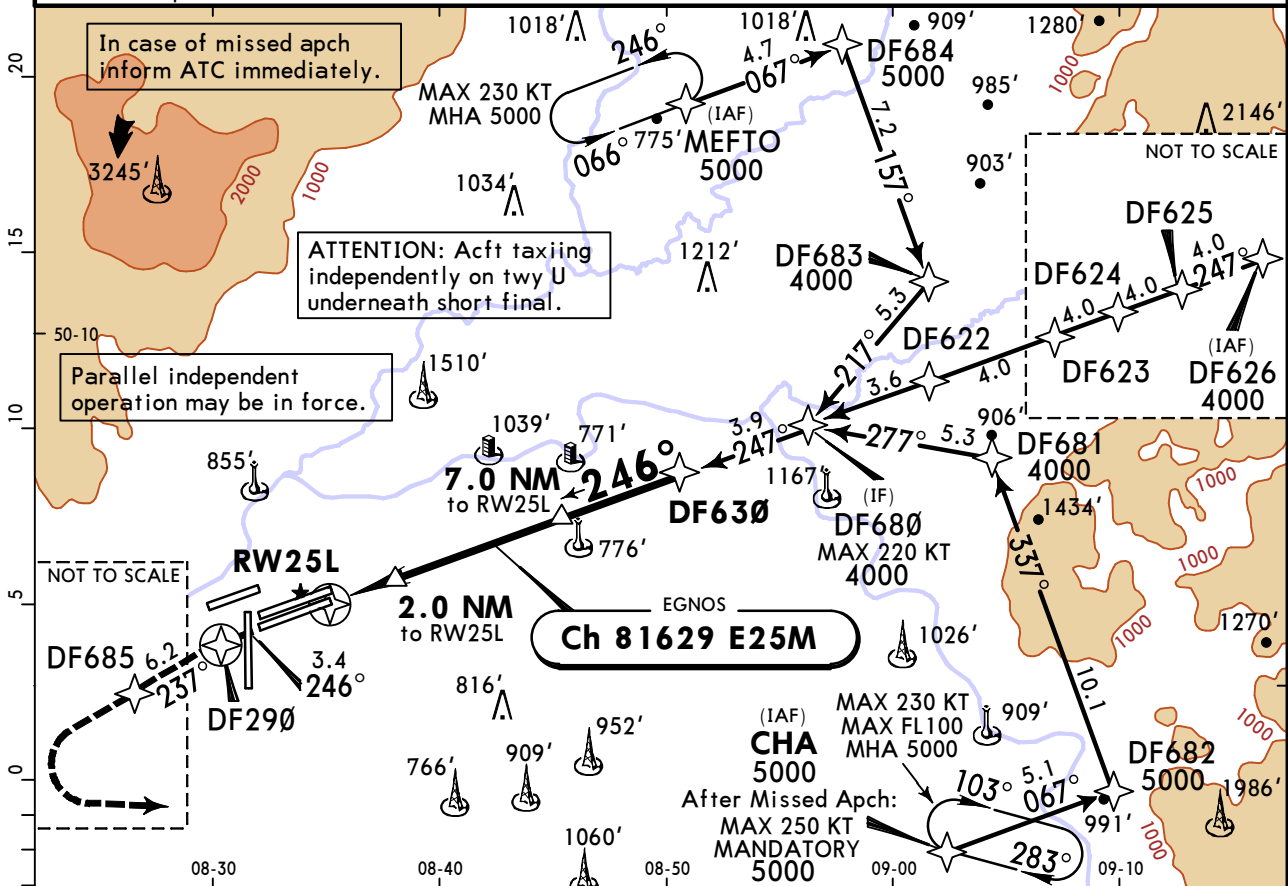
1 LPV (VAL 35m). 2 DL: DA(H) 588' (227'). 3 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 4 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA FRANKFURT/MAIN

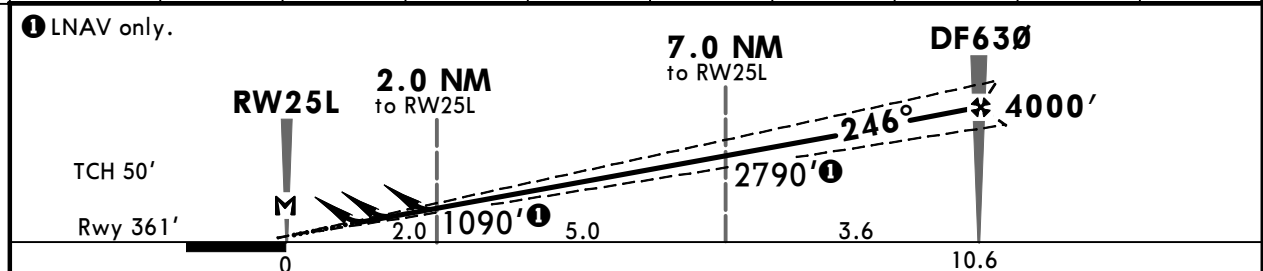
13 DEC 24 **(12-10)**

JEPPESEN FRANKFURT/MAIN, GERMANY RNP Y Rwy 25L

| | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|-----------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| EGNOS Ch 81629 E25M | Final Apch Crs 246° | DF630 4000' (3639') | LPV DA(H) 561' (200') | Apt Elev 363' Rwy 361' | 4300 MSA ARP |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |
| 1. Radar required. 2. Baro-VNAV not authorized below -15°C. | | | | | |



| | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW25L | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1090' | 1430' | 1770' | 2110' | 2450' | 2790' | 3130' | 3470' | 3810' |



| | | | | | | | | | |
|------------------|-------|------|------|------|------|------|--------------------------|-----------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D → DF290 | |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | 906 |
| MAP at RW25L | | | | | | | | | |
| DF630 to MAP | 10.6 | 9:05 | 7:04 | 6:22 | 5:18 | 4:33 | 3:59 | | |

| Std/State | | STRAIGHT-IN LANDING | | | | DA/MDA(H) LNAV CDFA | | |
|-------------------|---------------|--|--------|---------------|---------|--|---------------|---------|
| 1 LPV | | LNAV/VNAV | | | | 3 | | |
| DA(H) 561' (200') | | A: 729' (368') C: 750' (389') B: 742' (381') D: 760' (399') | | | | A: 770' (409') C: 800' (439') B: 780' (419') D: 820' (459') | | |
| | TDZ or CL out | ALS out | | TDZ or CL out | ALS out | | TDZ or CL out | ALS out |
| A | | | R1000m | | R1500m | | R1200m | R1500m |
| B | R550m | 2 R550m | | | | | R1300m | R2000m |
| C | | | R1100m | | R1800m | | R1400m | R2100m |
| D | | | | | | | | |

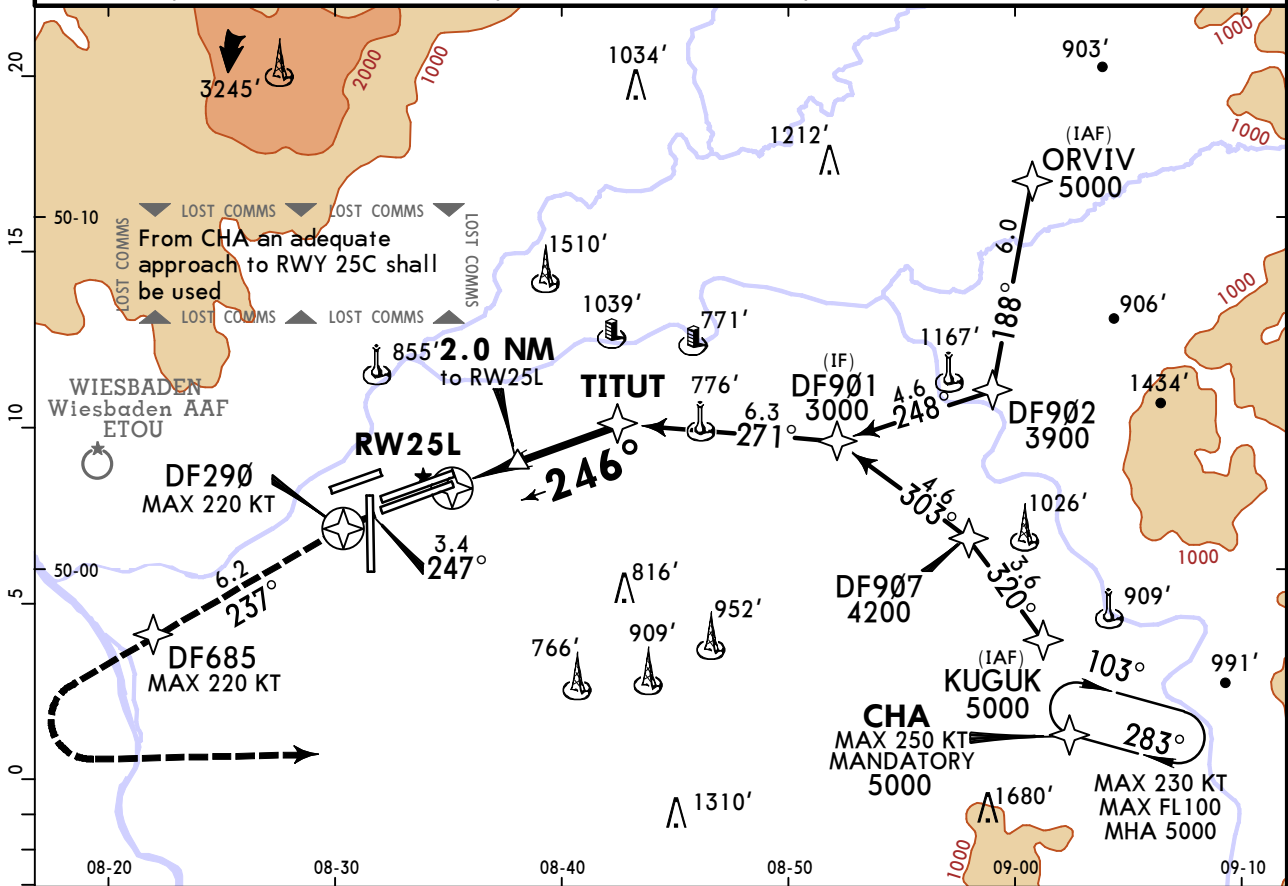
1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA
FRANKFURT/MAIN

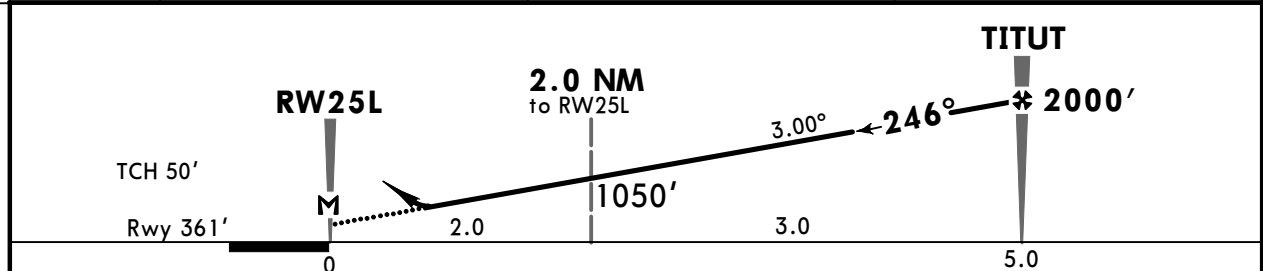
13 DEC 24 **12-11**

JEPPESEN FRANKFURT/MAIN, GERMANY
RNP X Rwy 25L

| | | | | | | | |
|--|-----------------------------------|-------------------------------|---------------------------------|---------------------------|------------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| RNAV | Final Apch Crs 246° | TITUT 2000' (1639') | DA/MDA(H) 840' (479') | Apt Elev 363' Rwy 361' | 4300 MSA ARP | | |
| MISSED APCH: Direct to DF290 (MAX 220 KT), then direct to DF685 (MAX 220 KT). Climb on course 237° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | | Trans alt: 5000' | | |
| 1. Radar required. 2. In case of missed apch inform ATC immediately. | | | | | | | |



| | | | |
|---------------|-------|-------|-------|
| DIST to RW25L | 2.0 | 3.0 | 4.0 |
| ALTITUDE | 1050' | 1370' | 1690' |



| | | | | | | | | |
|---------------------|-----|------|------|------|------|------|--------------------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS-F-II REIL PAPI | DF290 220 KT MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW25L | | | | | | | | |
| TITUT to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 | |

| | | | |
|------------------|--------|------------------------------|---------|
| Std/State | | STRAIGHT-IN LANDING | |
| | | LNAV CDFA | |
| | | DA/MDA(H) 840' (479') | |
| | | TDZ or CL out | ALS out |
| A | R1500m | | R1500m |
| B | | | R2200m |
| C | R1500m | | |
| D | | | |

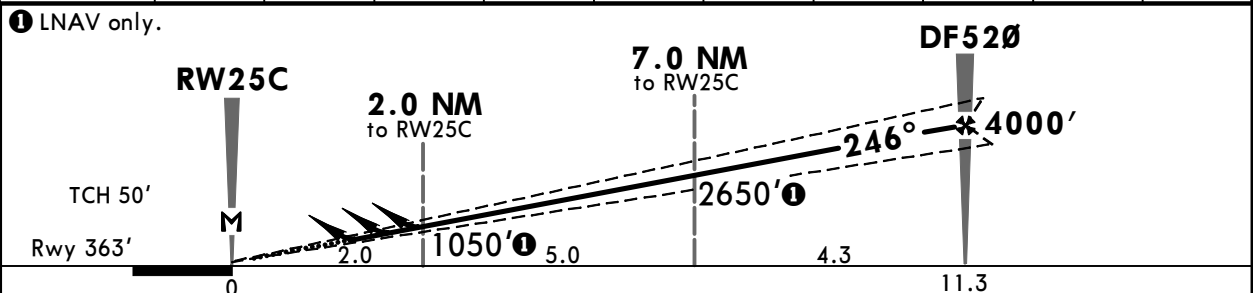
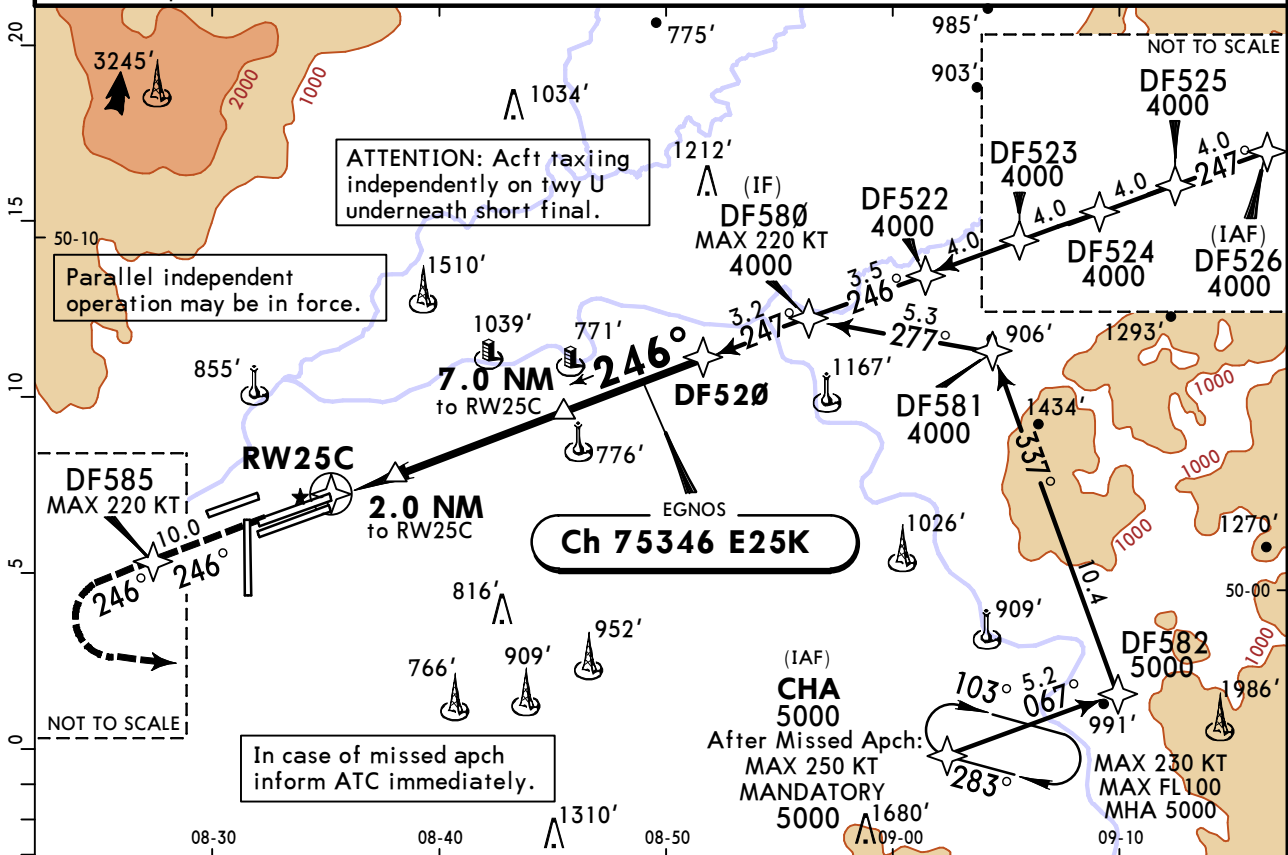
V VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 **(12-12)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP Z Rwy 25C

| | | | | | | | |
|---|--------------------------------------|------------------------------|-----------------------------------|---------------------------|-----------------|------------------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| EGNOS Ch 75346 E25K | Final Apch Crs 246° | DF520 4000'(3637') | LPV DA(H) 563'(200') | Apt Elev 363' Rwy 363' | 4300 MSA ARP | | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT). | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | | Rwy Elev: 13 hPa | Trans level: By ATC | | Trans alt: 5000' | |
| 1. Radar required. 2. Baro-VNAV not authorized below -15°C. | | | | | | | |



| | | | | | | | |
|--------------|------|------|------|------|------|------|------|
| DF520 to MAP | 11.3 | 9:41 | 7:32 | 6:47 | 5:39 | 4:51 | 4:14 |
|--------------|------|------|------|------|------|------|------|

| | | | | | | | | | | | | | |
|-------------------------|---------------|---|---------------|---|---------------|--------------------------------------|---------------|---------|--|------------------|--|--|--|
| Std/State | | LPV | | | | STRAIGHT-IN LANDING LNAV/VNAV | | | | LNAV CDFA | | | |
| DA(H) 563'(200') | | A: 691'(328') C: 706'(343') | | B: 700'(337') D: 714'(351') | | DA/MDA(H) 790'(427') | | | | | | | |
| A | TDZ or CL out | ALS out | TDZ or CL out | ALS out | TDZ or CL out | ALS out | TDZ or CL out | ALS out | | | | | |
| B | R550m | 2 R550m | R1200m | R800m | R1500m | R1300m | R1500m | R1500m | | | | | |
| C | R550m | 2 R550m | R1200m | R900m | R1600m | R1300m | R1500m | R2000m | | | | | |
| D | R550m | 2 R550m | R1200m | R900m | R1600m | R1300m | R1500m | R2000m | | | | | |

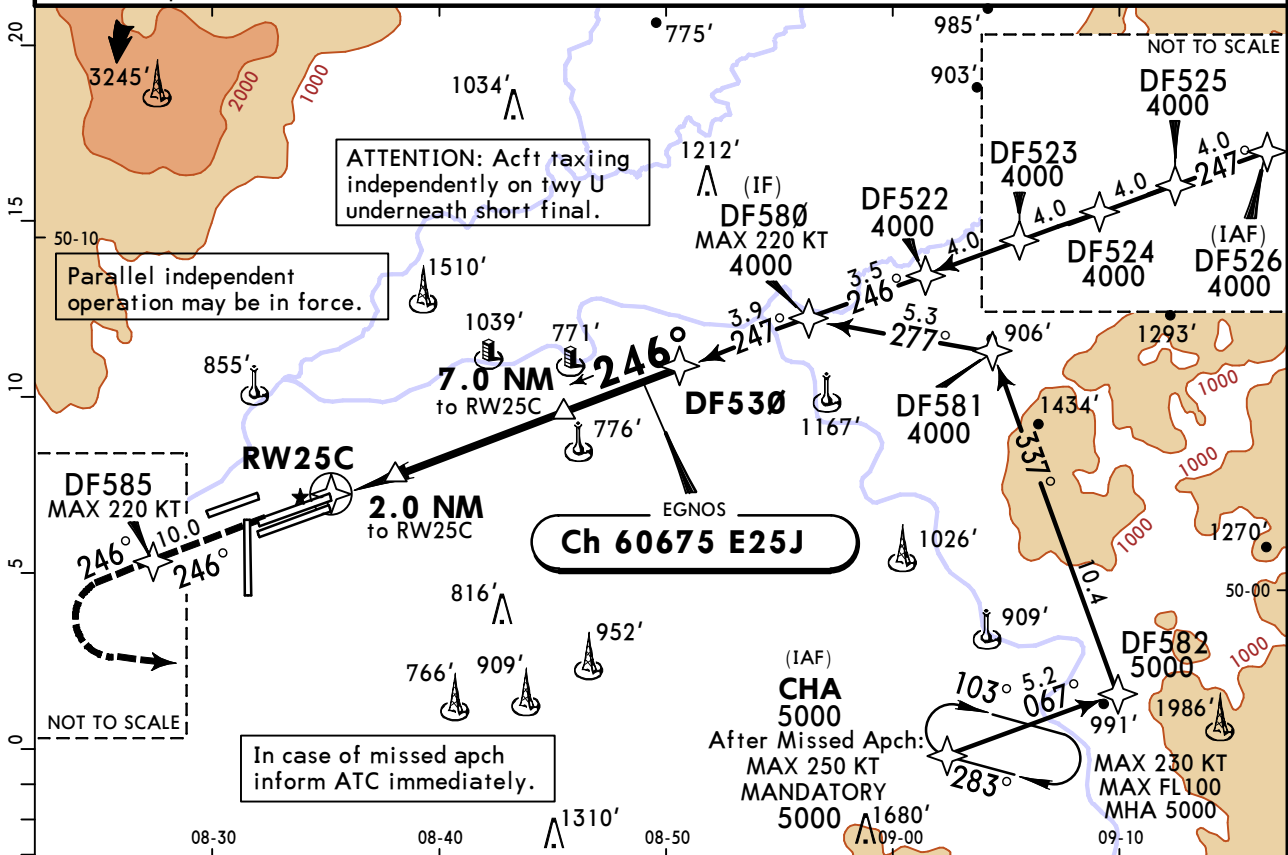
1 LPV (VAL 35m). **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA
FRANKFURT/MAIN

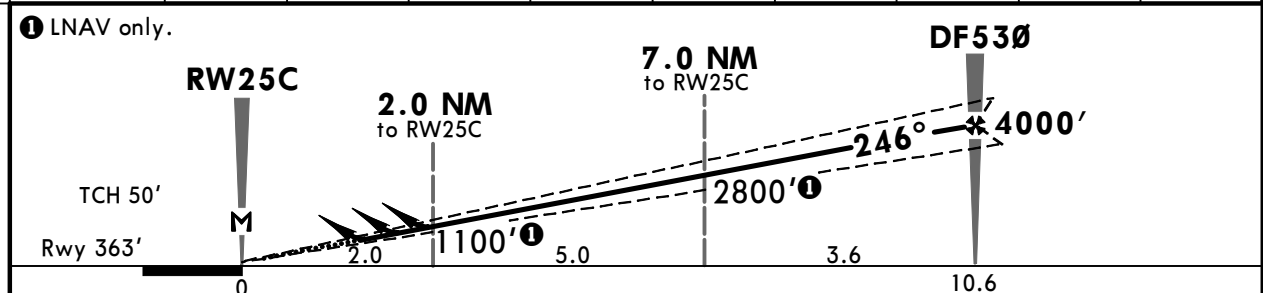
13 DEC 24 **(12-13)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP Y Rwy 25C

| | | | | | | | |
|---|----------------------------------|------------------------------|-----------------------------------|---------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| EGNOS Ch 60675 E25J | Final Apch Crs 246° | DF530 4000'(3637') | LPV DA(H) 563'(200') | Apt Elev 363' | Rwy 363' | | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT). | | | | | | | 4300 |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |
| 1. Radar required. 2. Baro-VNAV not authorized below -15°C. | | | | | | | |



| | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW25C | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1100' | 1450' | 1790' | 2130' | 2470' | 2800' | 3140' | 3480' | 3820' |



| | | | | | | | | | | |
|------------------------|------|------|------|------|------|------|--------------------------|-----|--------------|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D → | DF585 | 220 KT MAX |
| Glide Path Angle 3.20° | 396 | 510 | 566 | 679 | 793 | 906 | | | | |
| MAP at RW25C | | | | | | | | | | |
| DF530 to MAP | 10.6 | 9:05 | 7:04 | 6:22 | 5:18 | 4:33 | 3:59 | | | |

| | | | | | | | | | | | |
|------------------|-------|-------------------------|---------|--|-------|--|---------|--|--|-----------------------------|---------|
| Std/State | | LPV | | | | STRAIGHT-IN LANDING | | | | LNAV | |
| | | DA(H) 563'(200') | | | | A: 694'(331') C: 709'(346') B: 703'(340') D: 716'(353') | | | | DA/MDA(H) 790'(427') | |
| | | TDZ or CL out | ALS out | | | TDZ or CL out | ALS out | | | TDZ or CL out | ALS out |
| A | | | | | | | | | | | |
| B | R550m | R550m | R1200m | | R800m | R1500m | | | | R1300m | R1500m |
| C | | | | | | | | | | | |
| D | | | | | R900m | R1600m | | | | | R2000m |

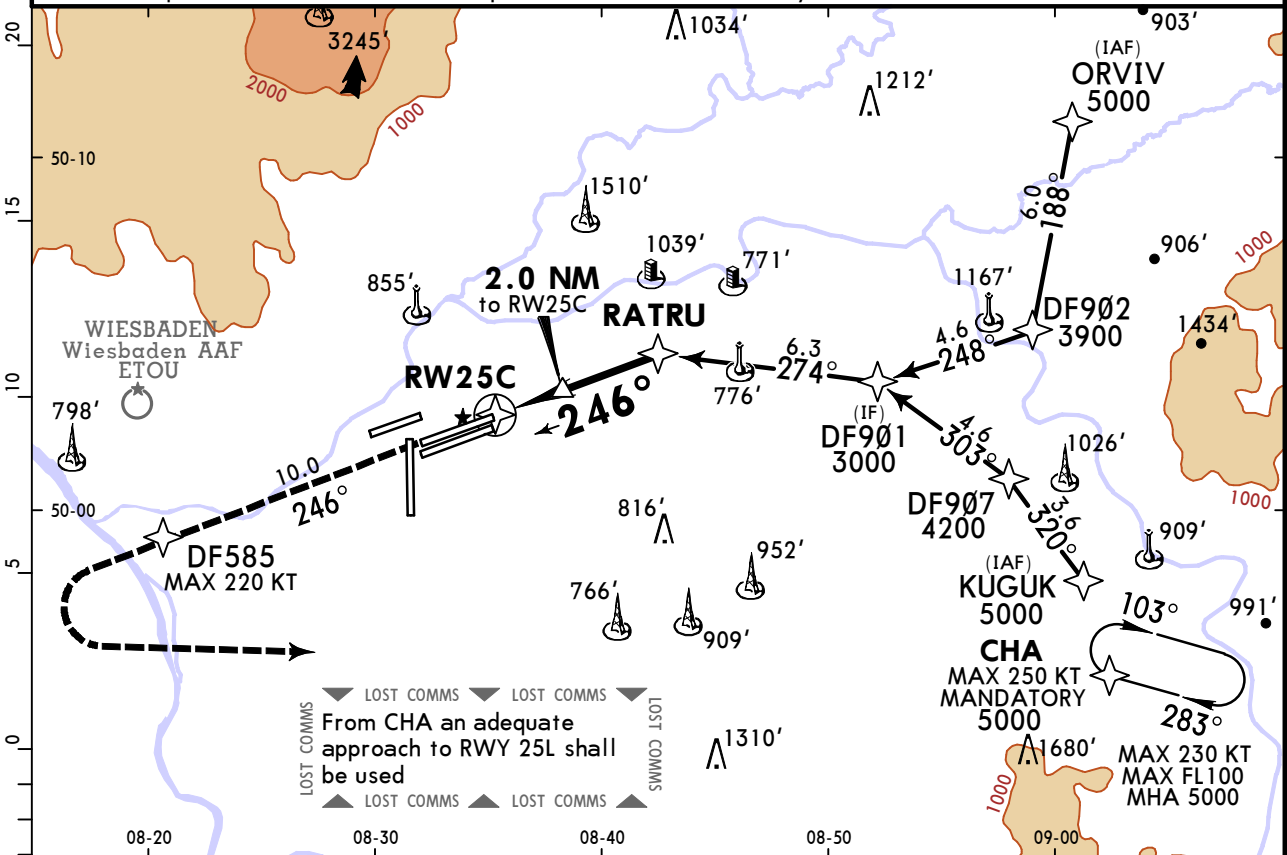
1 LPV (VAL 35m). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EDDF/FRA
FRANKFURT/MAIN

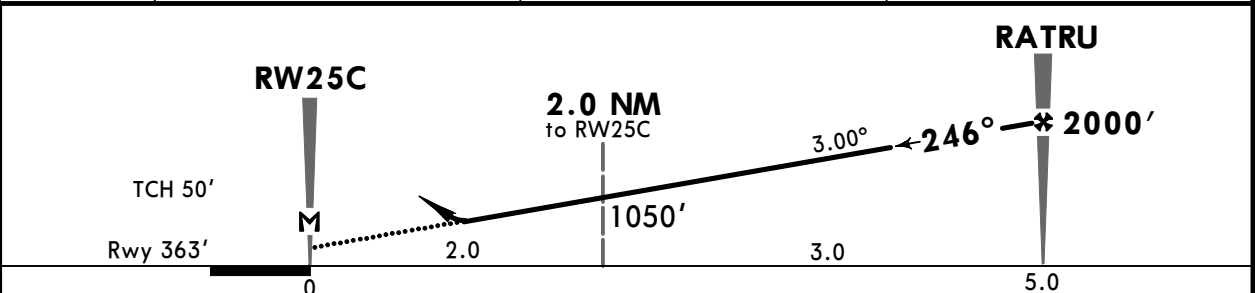
13 DEC 24 **(12-14)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
RNP X Rwy 25C

| | | | | | | | | |
|---|----------------|-----------------------------------|--------------------------------------|-------------------|-----------------------------------|---------------------------|------------------|---------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| | 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| | RNAV | Final Apch Crs 246° | RATRU 2000' (1637') | | DA/MDA(H) Refer to Minimums | Apt Elev 363' Rwy 363' | 4300 MSA ARP | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT). | | | | | | | | |
| RNP Apch | | Alt Set: hPa (IN on req) | | Rwy Elev: 13 hPa | Trans level: By ATC | | Trans alt: 5000' | |
| 1. Radar required. 2. In case of missed apch inform ATC immediately. | | | | | | | | |



| | | | |
|---------------|-------|-------|-------|
| DIST to RW25C | 2.0 | 3.0 | 4.0 |
| ALTITUDE | 1050' | 1370' | 1690' |



| | | | | | | | | | | |
|---------------------|-----|------|------|------|------|------|-------------------------|-----|-------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF585 | 220 KT MAX |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| MAP at RW25C | | | | | | | | | | |
| RATRU to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 | | | |

Std/State STRAIGHT-IN LANDING
LNAV
CDFA
DA/MDA(H) AB: **790'**(427') CD: **840'**(477')
TDZ or CL out ALS out

| | | |
|---|--------|--------|
| A | R1300m | R1500m |
| B | | |
| C | R1500m | R2200m |
| D | | |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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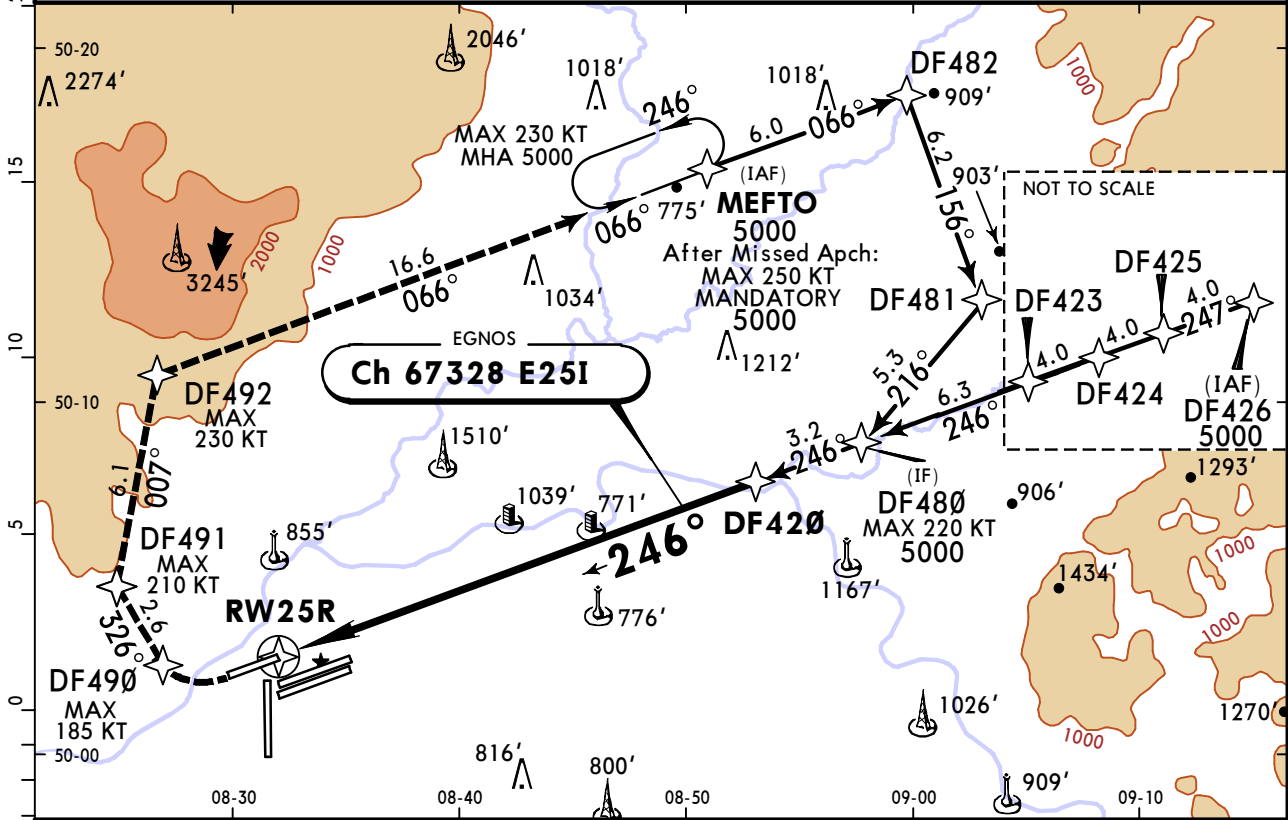
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN **FRANKFURT/MAIN, GERMANY**
17 JAN 25 **12-15** **Eff 23 Jan**

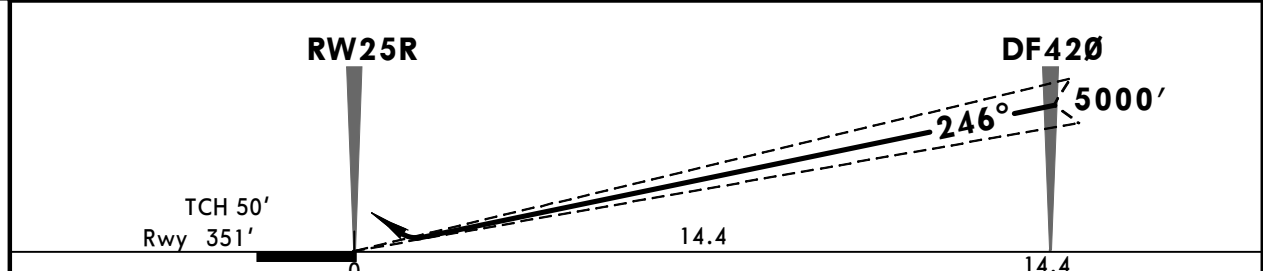
RNP Z Rwy 25R

| | | | | | |
|--|---|--------------------------------------|--------------------------------------|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| EGNOS Ch 67328 E251 | Final Apch Crs 246° | DF420 5000' (4649') | LPV DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |

1. Radar required. 2. Parallel independent operation may be in force.
3. In case of missed apch inform ATC immediately.



| | | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW25R | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 12.0 | 13.0 | 14.0 |
| ALTITUDE | 1040' | 1360' | 1680' | 2000' | 2320' | 2640' | 2950' | 3270' | 3590' | 3910' | 4230' | 4550' | 4860' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|--------------------------------------|-------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' on 246° | DF490 185 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

| | | | | | |
|---|---------------|--|---------------|---------|--|
| Std/State | | STRAIGHT-IN LANDING | | | |
| Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 551' (200') D: 561' (210') | | A: 1330' (979') C: 1350' (999') | | | |
| | | DA(H) B: 1340' (989') D: 1360' (1009') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | | | R1500m | | |
| B | R550m | 2 R550m | R1200m | | |
| C | | | | R2400m | |
| D | | | | | |

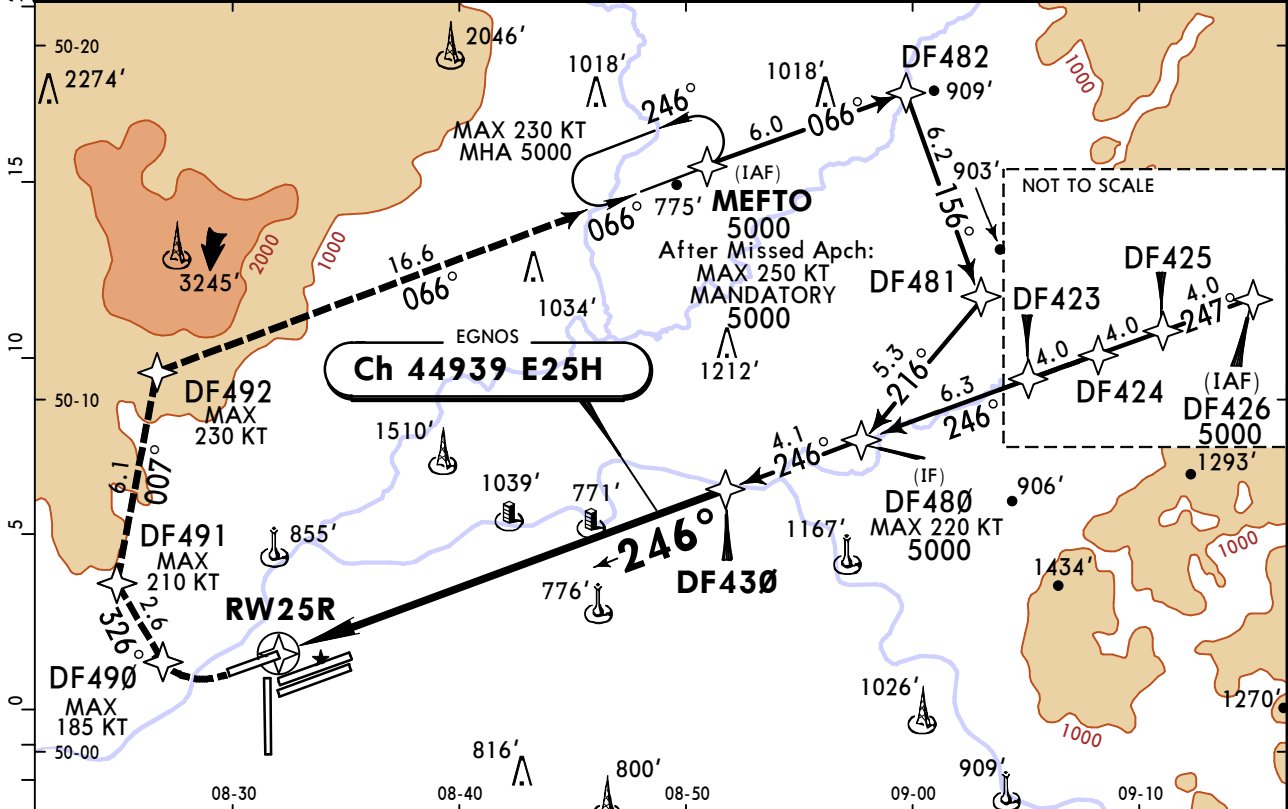
1 LPV (VAL 35m). **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
CHANGES: Arrival bearings, missed apch, minimums. © JEPPESSEN, 2023, 2025. ALL RIGHTS RESERVED.

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FRANKFURT/MAIN

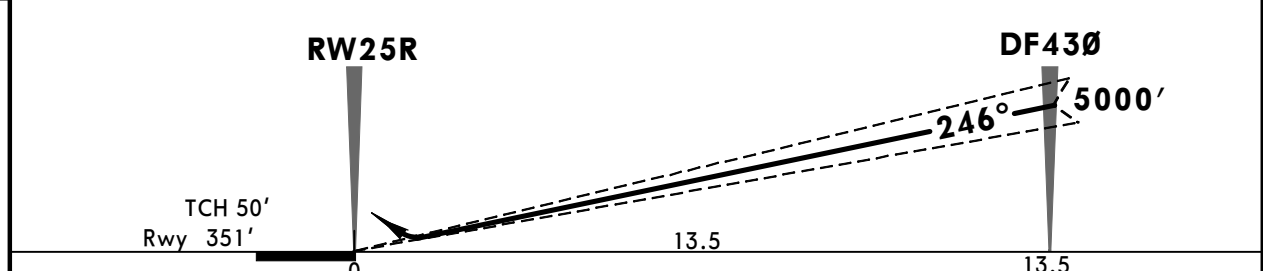
JEPPESSEN FRANKFURT/MAIN, GERMANY
17 JAN 25 **12-16** **Eff 23 Jan**
RNP Y Rwy 25R

| | | | | | |
|--|---|--------------------------------------|--|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 *127.280 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| EGNOS Ch 44939 E25H | Final Apch Crs 246° | DF430 5000' (4649') | LPV DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |

1. Radar required. 2. Parallel independent operation may be in force.
3. In case of missed apch inform ATC immediately.



| | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW25R | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 | 12.0 | 13.0 |
| ALTITUDE | 1090' | 1430' | 1770' | 2100' | 2440' | 2780' | 3120' | 3460' | 3800' | 4140' | 4480' | 4820' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|---|-------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' on 246° | DF490 185 KT MAX RT |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | |

| | | | | | | |
|---|----------------------------|--------------|--|---------------|--|--|
| Std/State | STRAIGHT-IN LANDING | | | | | |
| Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle | | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 551' (200') D: 561' (210') | | | DA(H) B: 1340' (989') D: 1360' (1009') | | | |
| TDZ or CL out | | ALS out | | TDZ or CL out | | |
| A | | | R1500m | | | |
| B | R550m | R550m | R1200m | | | |
| C | | | R2400m | | | |
| D | | | | | | |
| LPV (VAL 35m). R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | | | |

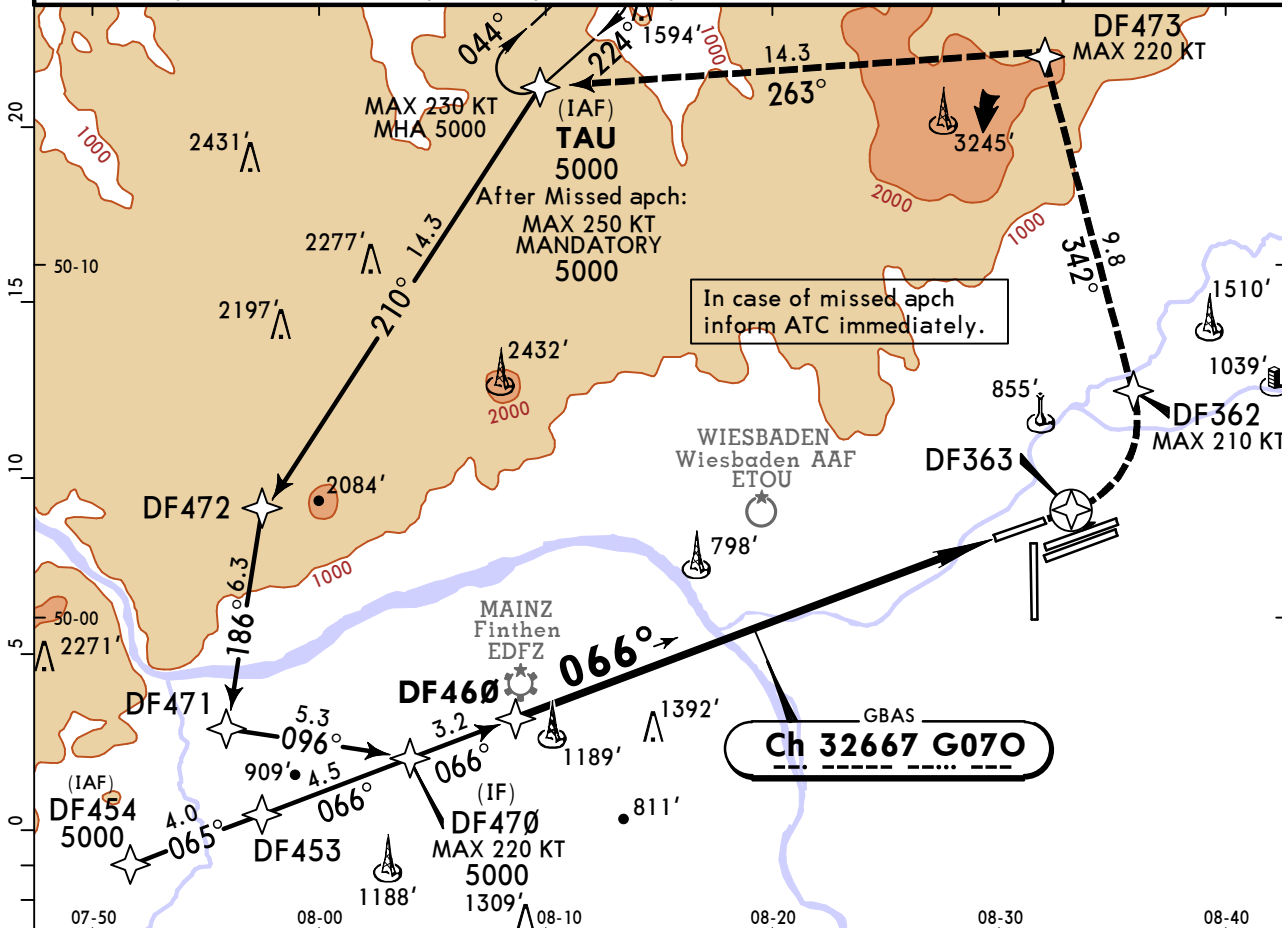
EDDF/FRA
FRANKFURT/MAIN

17 JAN 25

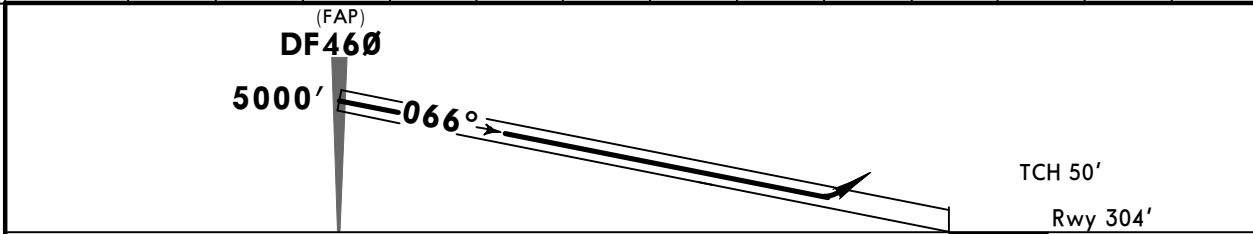
JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 07L

12-40 Eff 23 Jan

| | | | | | | | |
|--|--|-------------------------------|-------------------------------|---------------------------|------------------|---------|--|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | *FRANKFURT Tower | *Ground | |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 136.5 | 121.805 | |
| GBAS Ch 32667 G070 | Final Apch Crs 066° | DF460 5000' (4696') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | | | |
| MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | | MSA ARP | |



| | | | | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 14.0 | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4820' | 4500' | 4180' | 3860' | 3540' | 3220' | 2910' | 2590' | 2270' | 1950' | 1630' | 1310' | 1000' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| | | | | | | | | | |

| Std/State | | STRAIGHT-IN LANDING | | | |
|---|---------------|---|--------|---|---------|
| | | GLS | | GLS | |
| | | Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | |
| DA(H) ABC: 504' (200') D: 512' (208') | | A: 504' (200') C: 546' (242') | | DA(H) B: 511' (207') D: 557' (253') | |
| | TDZ or CL out | ALS out | | TDZ or CL out | ALS out |
| A | | | | | |
| B | R550m | R550m | R1200m | R550m | R550m |
| C | | | | | R1200m |
| D | | | | R600m | R600m |
| | | | | | R1300m |

EDDF/FRA
FRANKFURT/MAIN

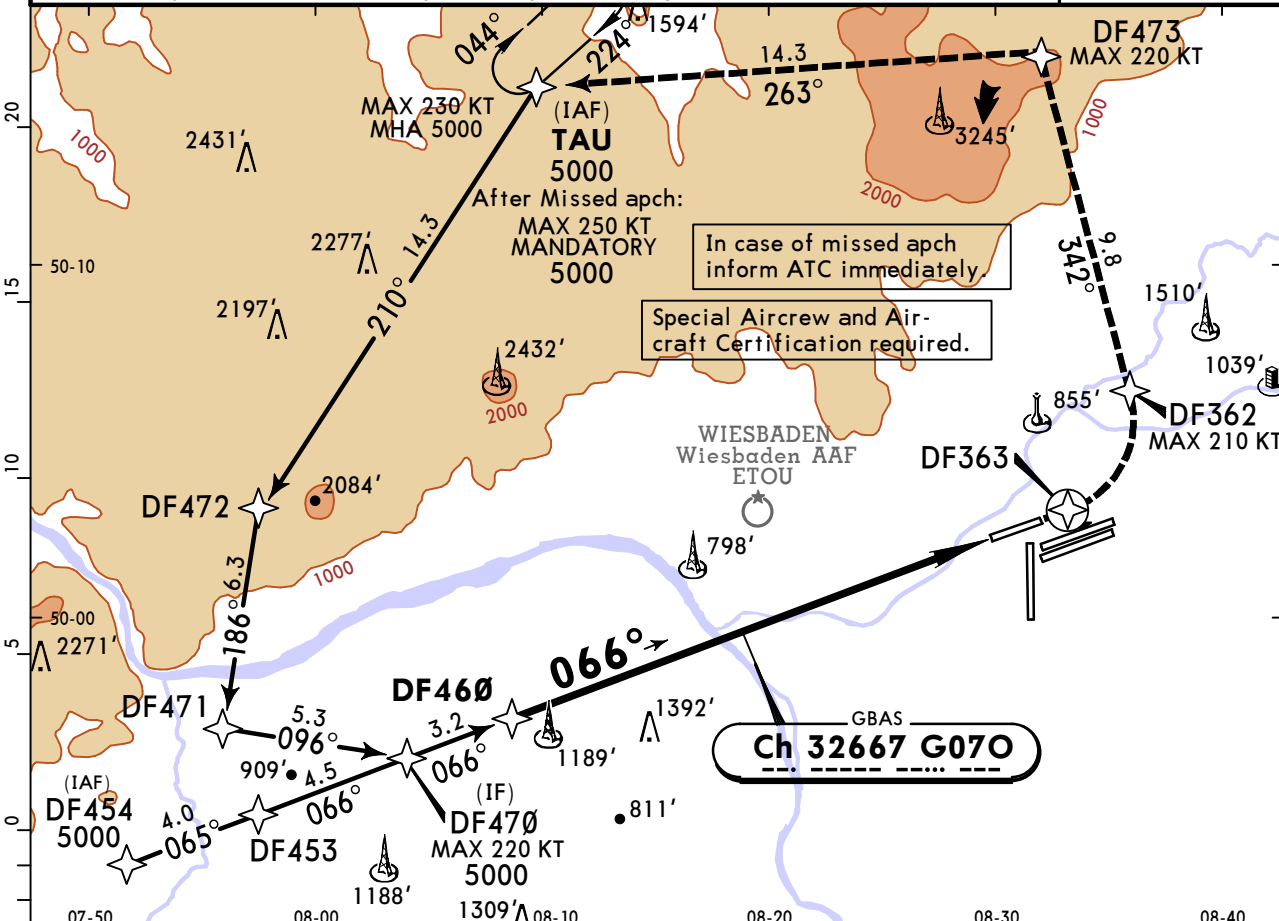
17 JAN 25

(12-40A)

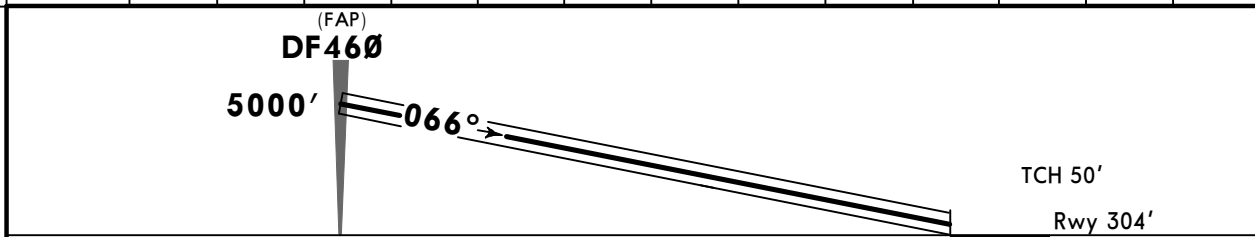
Eff 23 Jan

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 07L

| | | | | | |
|--|--|-------------------------------|------------------------------------|---------------------------|---------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | *FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 136.5 | 121.805 |
| GBAS Ch 32667 G070 | Final Apch Crs 066° | DF460 5000' (4696') | CAT II GLS Refer to Minimums | Apt Elev 364' Rwy 304' | 4300 MSA ARP |
| MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Missed apch climb gradient MIN 4.1% (250'/NM) up to 3500' due to obstacle. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | |



| | | | | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 14.0 | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4820' | 4500' | 4180' | 3860' | 3540' | 3220' | 2910' | 2590' | 2270' | 1950' | 1630' | 1310' | 1000' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|-----|---------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF363 ↑ | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | 849 |
| | | | | | | | | | | |

| | | |
|-----------------------------|---------------------|-----------------------------|
| Std/State | STRAIGHT-IN LANDING | |
| A: RA 99' DA(H) 404'(100') | | D: RA 132' DA(H) 437'(133') |
| B: RA 106' DA(H) 411'(107') | | |
| C: RA 117' DA(H) 422'(118') | | |

| | | |
|----------|-------|-------|
| PANS OPS | R300m | R400m |
|----------|-------|-------|

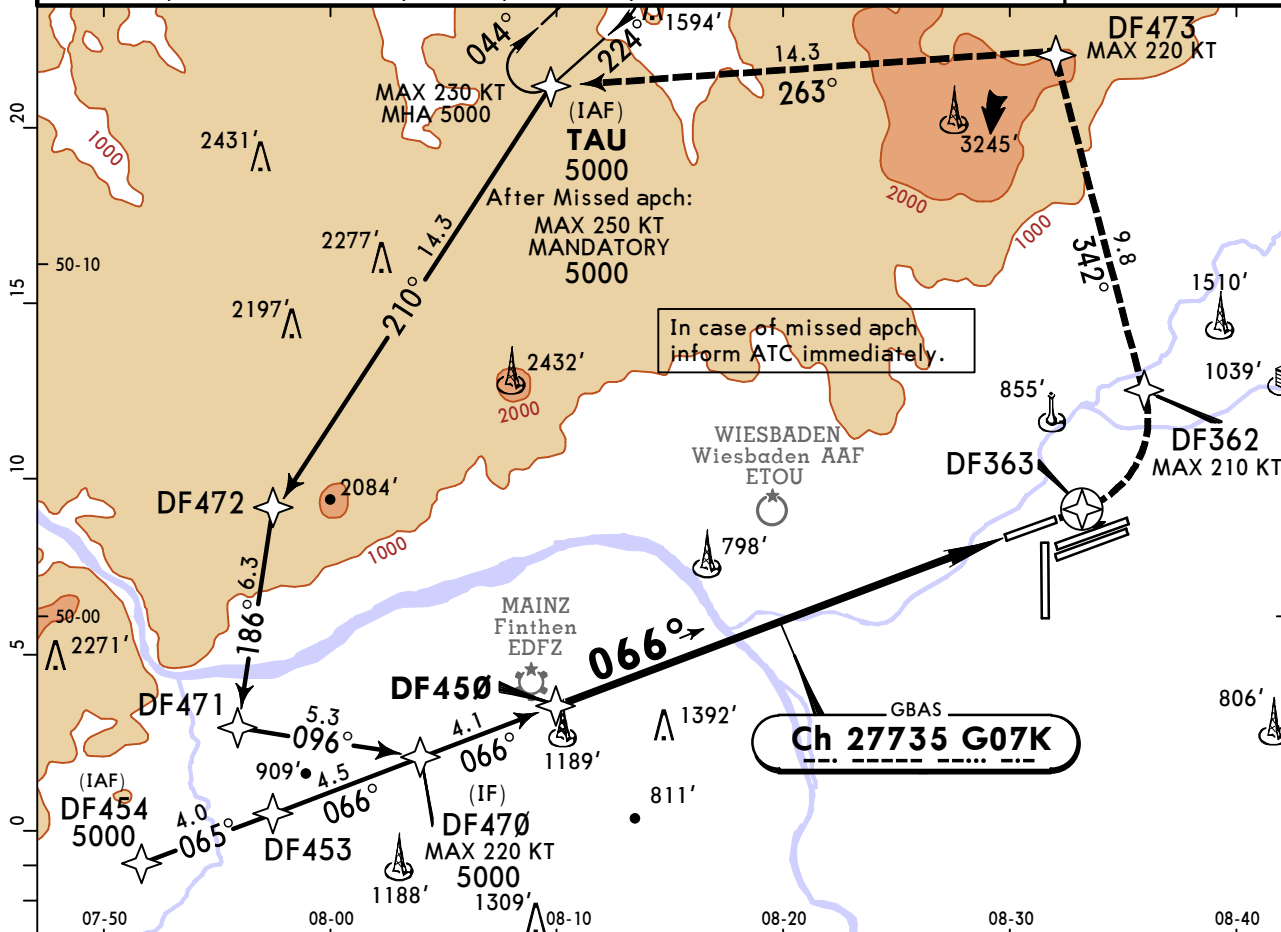
EDDF/FRA
FRANKFURT/MAIN

17 JAN 25

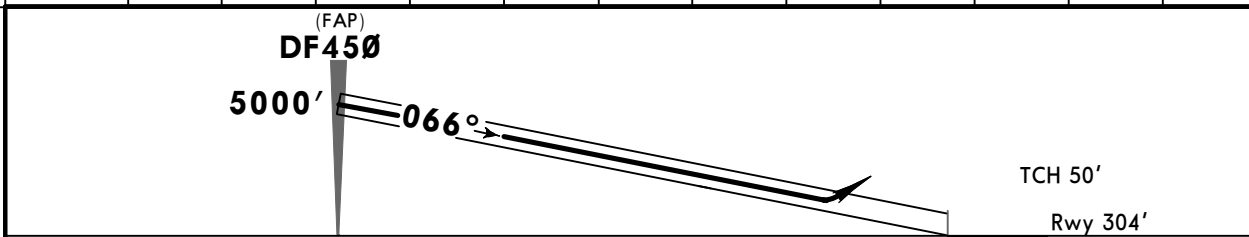
12-41 Eff 23 Jan

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07L

| | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------------------|---------------------------|------------------|---------|--|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | *FRANKFURT Tower | *Ground | |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 136.5 | 121.805 | |
| GBAS Ch 27735 G07K | Final Apch Crs 066° | DF450 5000' (4696') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 304' | | | |
| MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients. | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | | MSA ARP | |



| | | | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4780' | 4440' | 4100' | 3760' | 3420' | 3080' | 2740' | 2400' | 2060' | 1720' | 1380' | 1040' |



| | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 906 | | |
| | | | | | | | | |

| | | | | | |
|---|---------------|--|---------------|---------|--|
| Std/State | | STRAIGHT-IN LANDING | | | |
| Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | | | |
| DA(H) ABC: 504' (200') D: 512' (208') | | DA(H) A: 504' (200') C: 546' (242') B: 511' (207') D: 557' (253') | | | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out | |
| A | R550m | R1200m | R550m | R1200m | |
| B | R550m | | R550m | | |
| C | | | | R1300m | |
| D | | | R600m | | |

R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
CHANGES: Arrival bearing, missed approach, minimums. © JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.

EDDF/FRA
FRANKFURT/MAIN

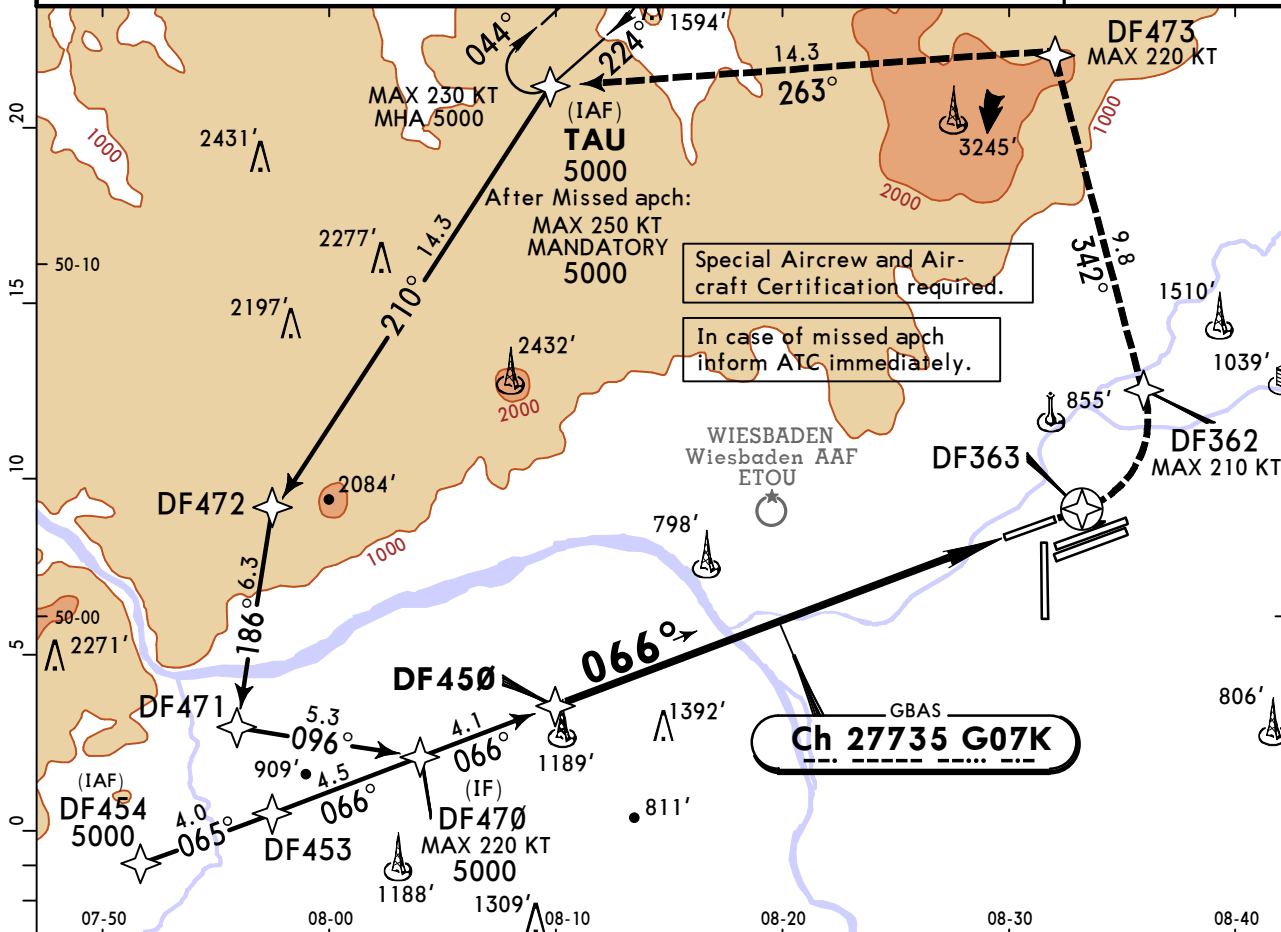
17 JAN 25

12-41A

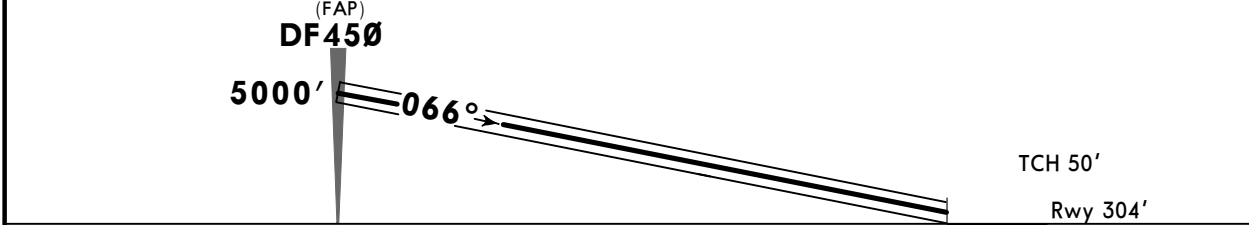
Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 07L

| | | | | | |
|--|--|-------------------------------|------------------------------------|---------------------------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | *FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 136.5 | 121.805 |
| GBAS Ch 27735 G07K | Final Apch Crs 066° | DF450 5000' (4696') | CAT II GLS Refer to Minimums | Apt Elev 363' Rwy 304' | 4300 |
| MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Missed apch climb gradient MIN 4.1% (250'/NM) up to 3500' due to obstacle. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | MSA ARP |



| | | | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 13.0 | 12.0 | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 4780' | 4440' | 4100' | 3760' | 3420' | 3080' | 2740' | 2400' | 2060' | 1720' | 1380' | 1040' |



| | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-------------------------|-----|------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF363 ↑ |
| Glide Path Angle 3.20° | 396 | 510 | 566 | 679 | 793 | 906 | | | |

| | | |
|-----------------------------|-----------------------------|--|
| Std/State | STRAIGHT-IN LANDING | |
| A: RA 99' DA(H) 404'(100') | D: RA 132' DA(H) 437'(133') | |
| B: RA 106' DA(H) 411'(107') | | |
| C: RA 117' DA(H) 422'(118') | | |

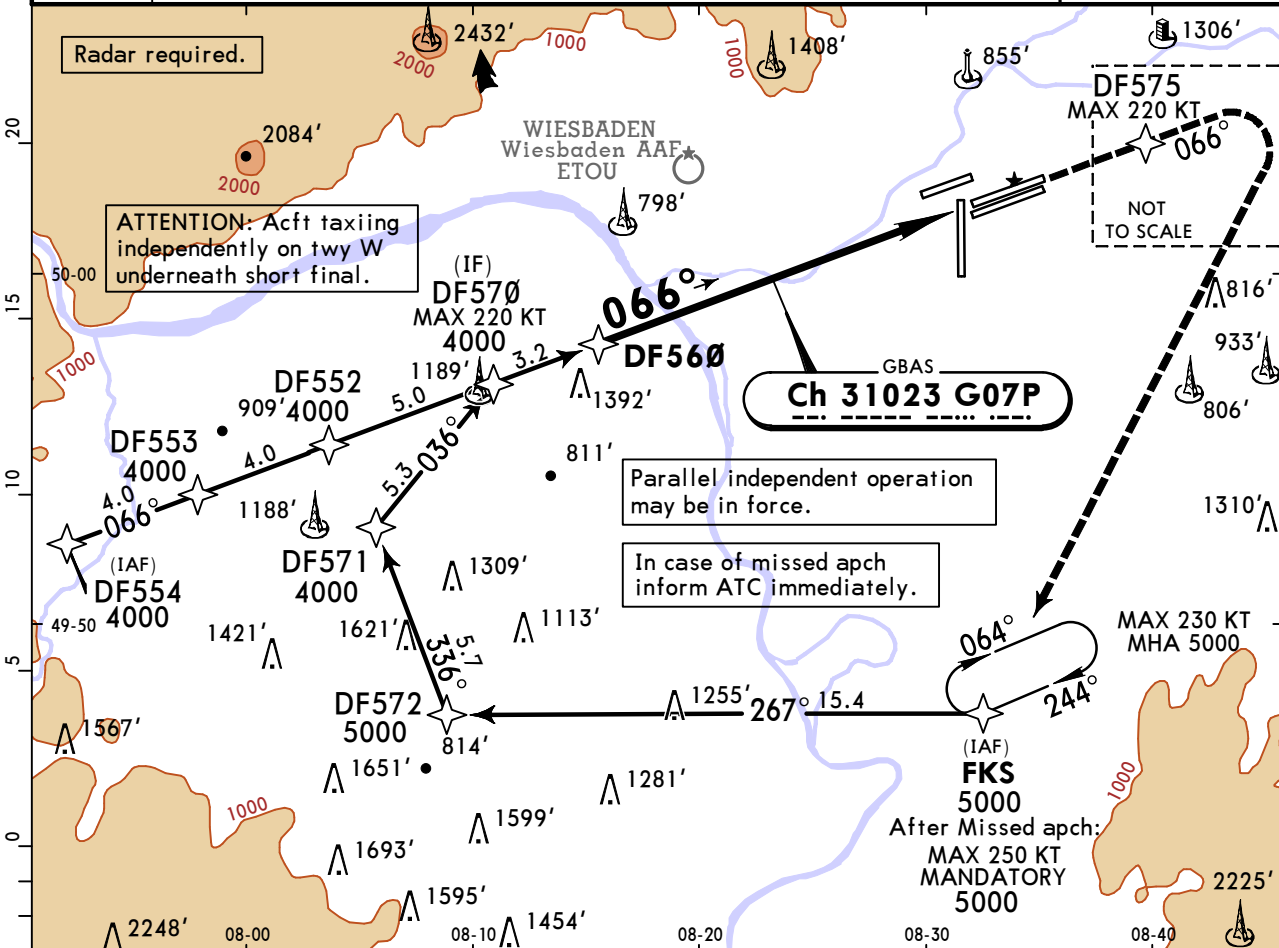
| | | |
|----------|-------|-------|
| PANS OPS | R300m | R400m |
|----------|-------|-------|

EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 **(12-42)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 07C

| | | | | | | |
|--|---------------------------------|----------------------------------|-------------------------------|-----------------------------|---------------------------|---------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| | 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| | GBAS Ch 31023 G07P | Final Apch Crs 066° | DF560 4000' (3672') | DA(H) 528' (200') | Apt Elev 363' Rwy 328' | 4300 |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000' | MSA ARP | |



| | | | | | | | | | | |
|--|-------|-----|-----|-----|-----|-----|--------------------------|----|--------------|----------------------|
| <p>(FAP) DF560 4000' 066° 11.4</p> <p>TCH 50' Rwy 328'</p> | | | | | | | | | | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D➔ | DF575 | 220 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

| | | | | | |
|---|-------|---------|--------------------------|--|--------|
| Std/State | | | STRAIGHT-IN LANDING | | |
| GLS | | | DA(H) 528' (200') | | |
| TDZ or CL out | | ALS out | | | |
| A | R550m | | R550m | | R1200m |
| B | | | | | |
| C | | | | | |
| D | | | | | |
| <p>R750m when a Flight Director or Autopilot or HUDLS to DA is not used.</p> | | | | | |

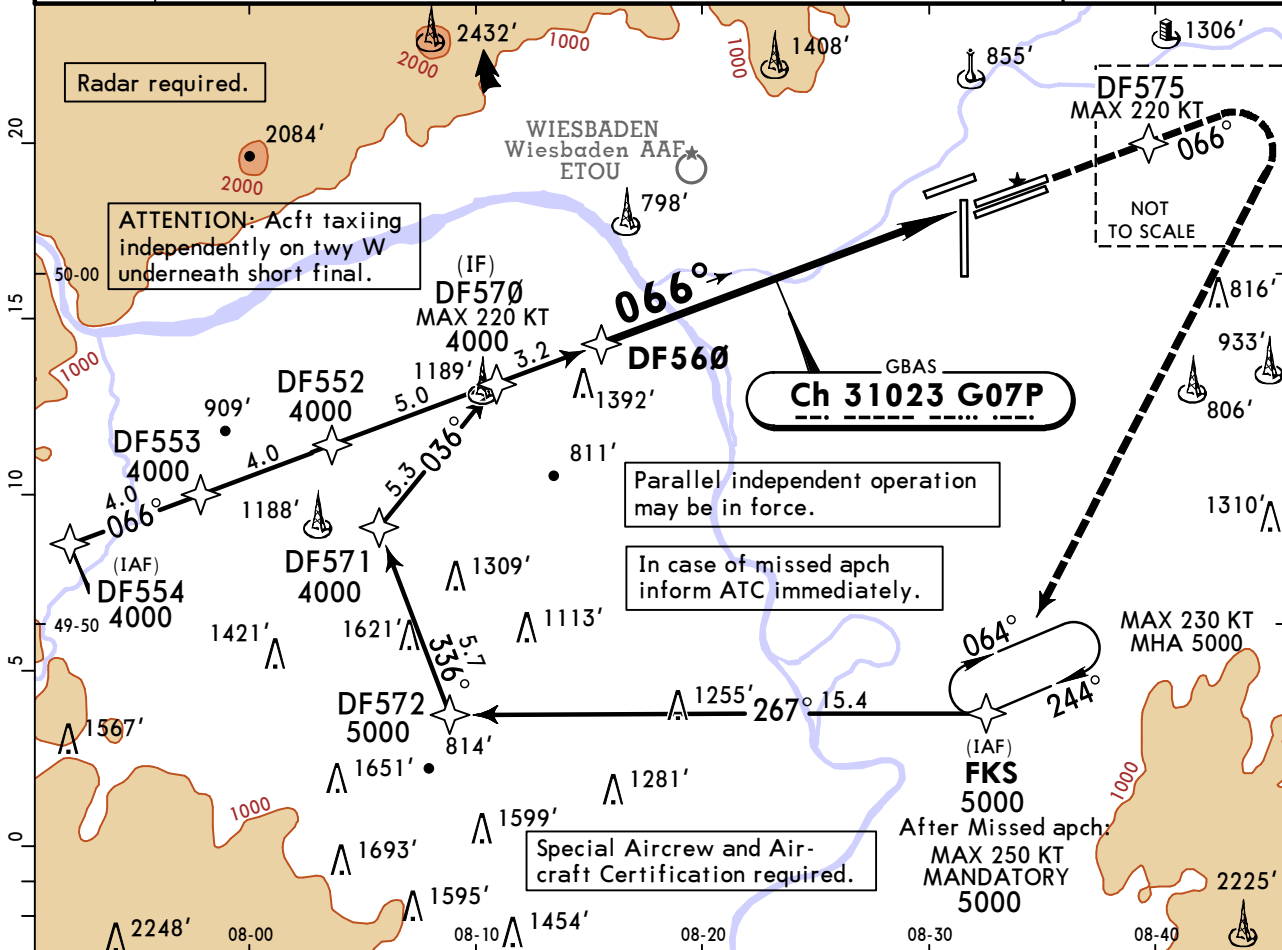
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

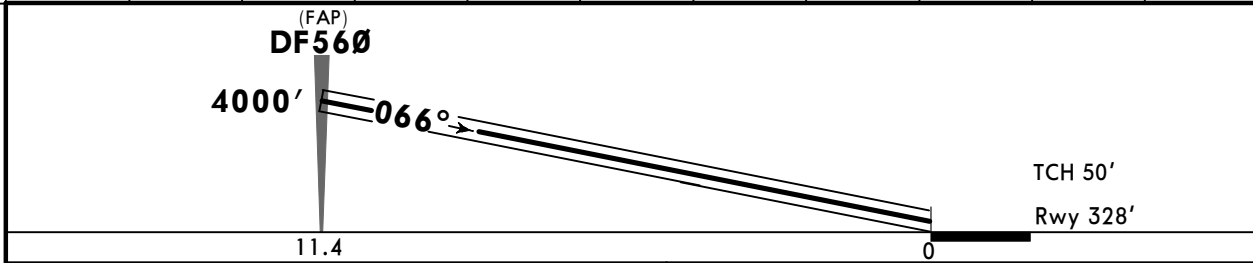
12-42A

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 07C

| | | | | | |
|--|--|-------------------------------|---|---------------------------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| GBAS Ch 31023 G07P | Final Apch Crs 066° | DF560 4000' (3672') | CAT II GLS RA 102' DA(H) 428'(100') | Apt Elev 363' Rwy 328' | 4300 |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | MSA ARP |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3890' | 3570' | 3250' | 2930' | 2610' | 2290' | 1980' | 1660' | 1340' | 1020' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|-----|-------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF575 | 220 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

Std/State STRAIGHT-IN LANDING

RA 102'
DA(H) **428'(100')**

R300m

CAT D requires autoland or HUDLS, otherwise: R350m.

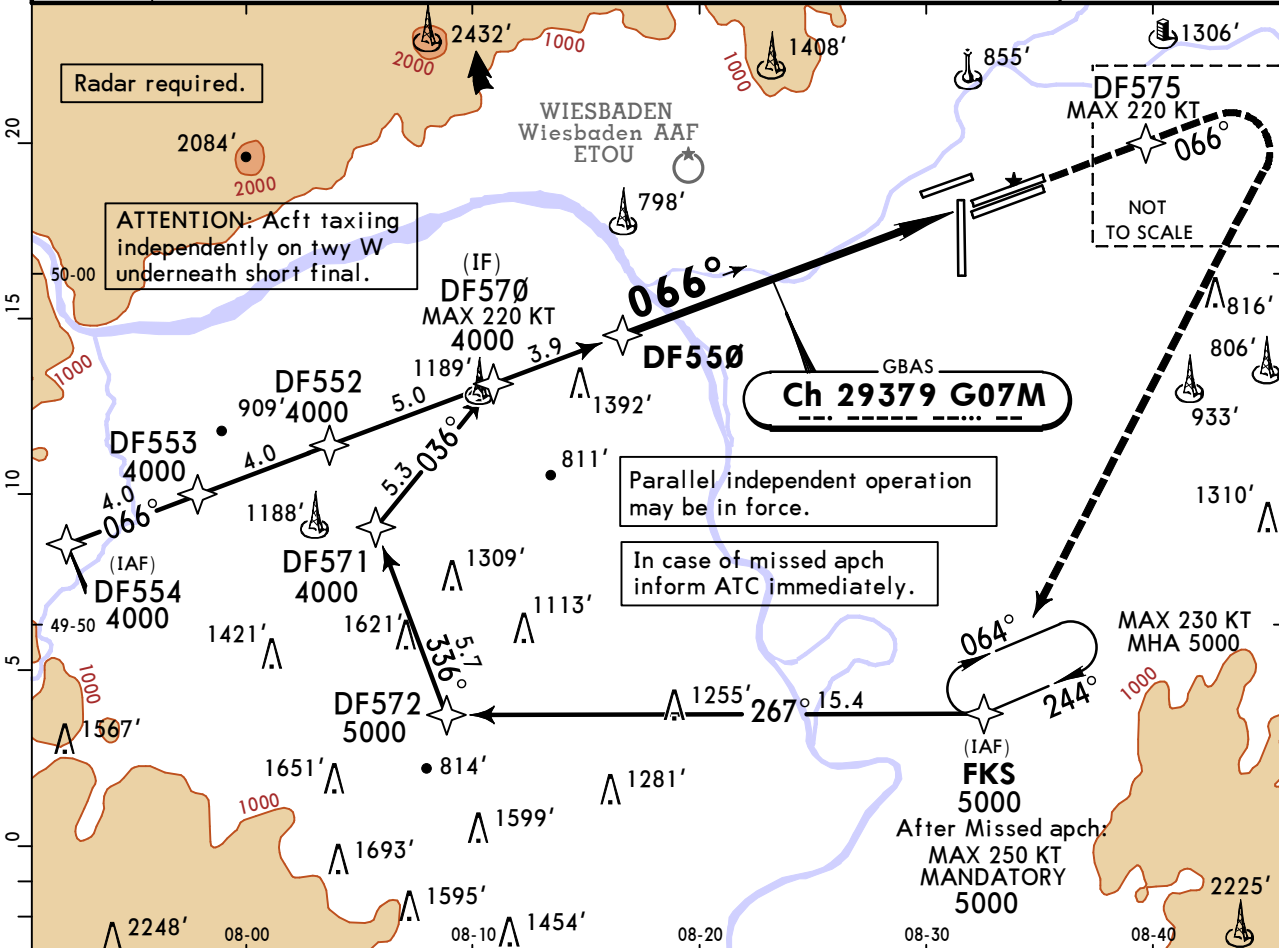
PANS OPS

EDDF/FRA
FRANKFURT/MAIN

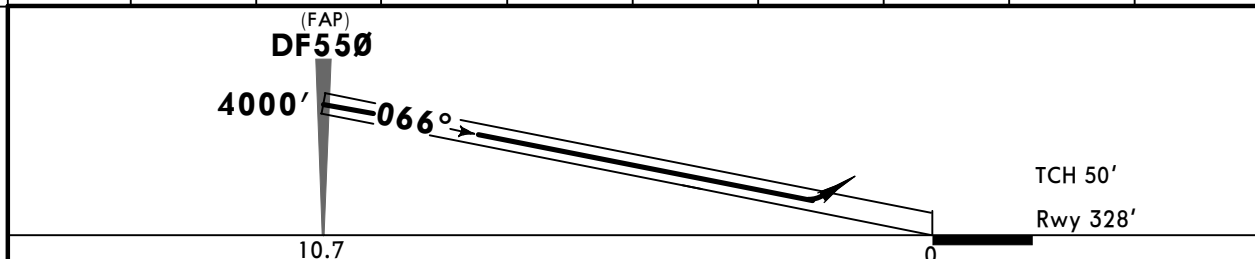
13 DEC 24 **(12-43)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07C

| | | | | | | | | |
|--|--|----------------------------------|-------------------------------|-----------------------------|---------------------------|-----------------|---------|---------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| | 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| | GBAS Ch 29379 G07M | Final Apch Crs 066° | DF550 4000' (3672') | DA(H) 528' (200') | Apt Elev 363' Rwy 328' | 4300 | | |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | MSA ARP | |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2760' | 2420' | 2080' | 1740' | 1400' | 1060' |



| | | | |
|---------|-----------|-------|------------|
| ALSF-II | REIL PAPI | DF575 | 220 KT MAX |
|---------|-----------|-------|------------|

Std/State STRAIGHT-IN LANDING
GLS
 DA(H) **528'** (200')
 TDZ or CL out ALS out

| | | | | |
|----------|---|-------|-------|--------|
| PANS OPS | A | R550m | R550m | R1200m |
| | B | | | |
| | C | | | |
| | D | | | |

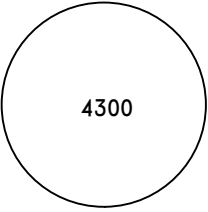
■ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

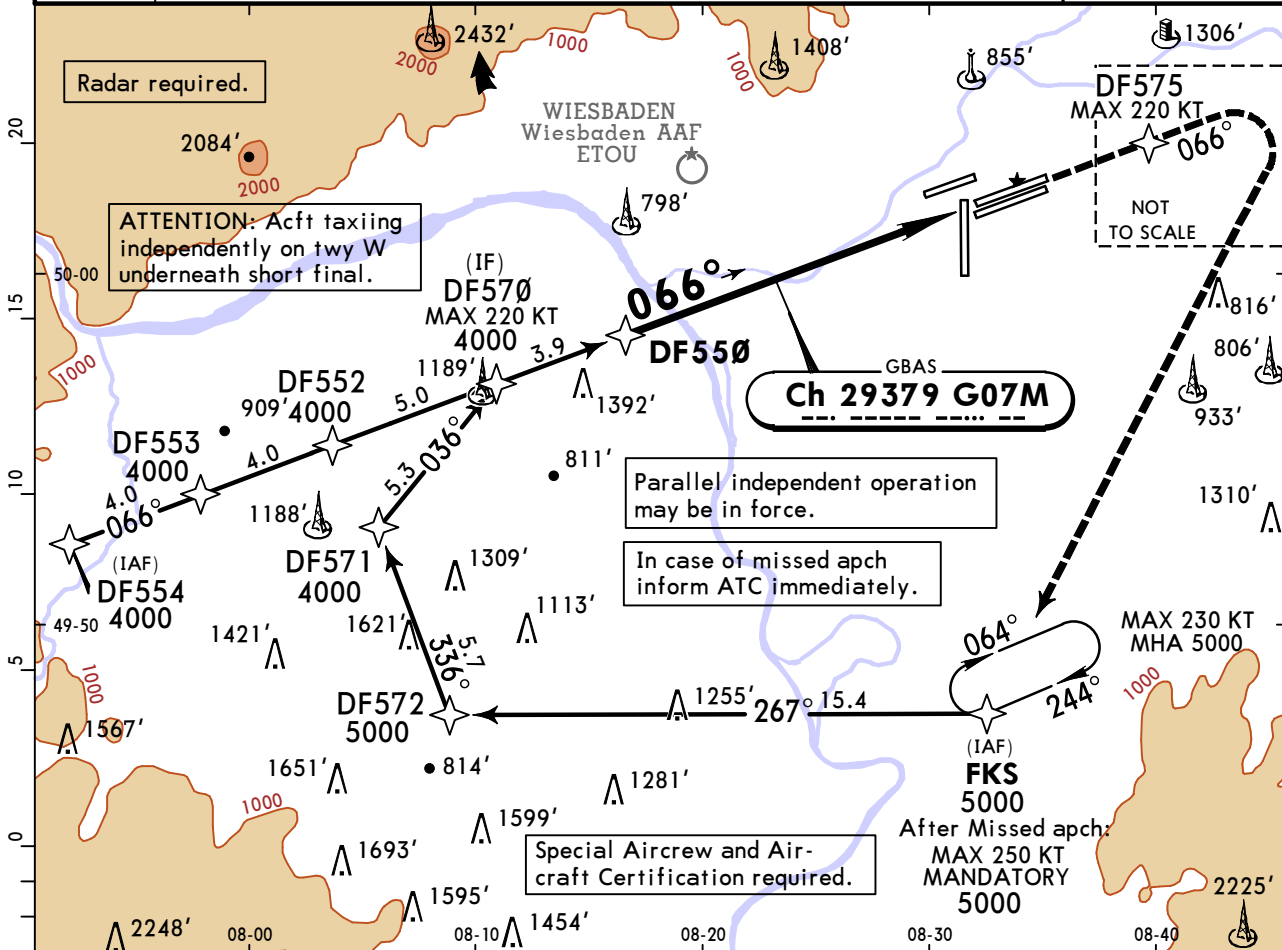
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

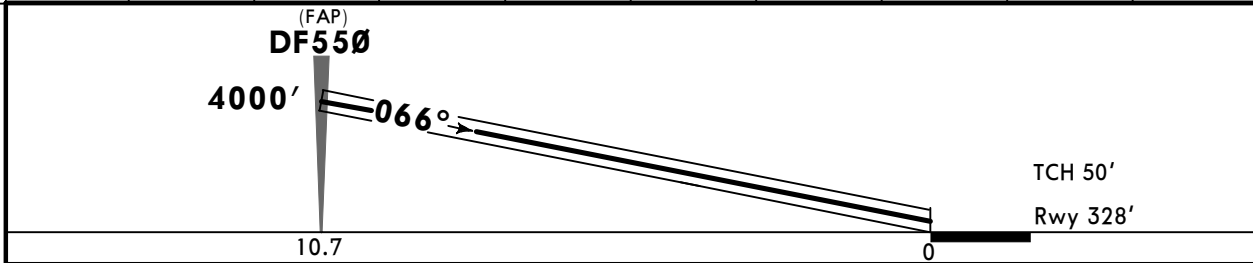
(12-43A)

JEPPESEN FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 07C

| | | | | | | | |
|--|---|--------------------------------------|---|-----------------|-----------------------------------|---|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *127.280 | FRANKFURT Tower 118.780 | 119.905 | *Ground 121.805 |
| GBAS Ch 29379 G07M | Final Apch Crs 066° | DF550 4000' (3672') | CAT II GLS RA 102' DA(H) 428'(100') | Apt Elev 363' | Rwy 328' |  | |
| MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2760' | 2420' | 2080' | 1740' | 1400' | 1060' |



| | | | | | |
|---------|------|------|--|--------------|----------------------|
| ALSF-II | REIL | PAPI | | DF575 | 220 KT MAX |
|---------|------|------|--|--------------|----------------------|

Std/State STRAIGHT-IN LANDING

RA 102'
DA(H) **428'(100')**

R300m

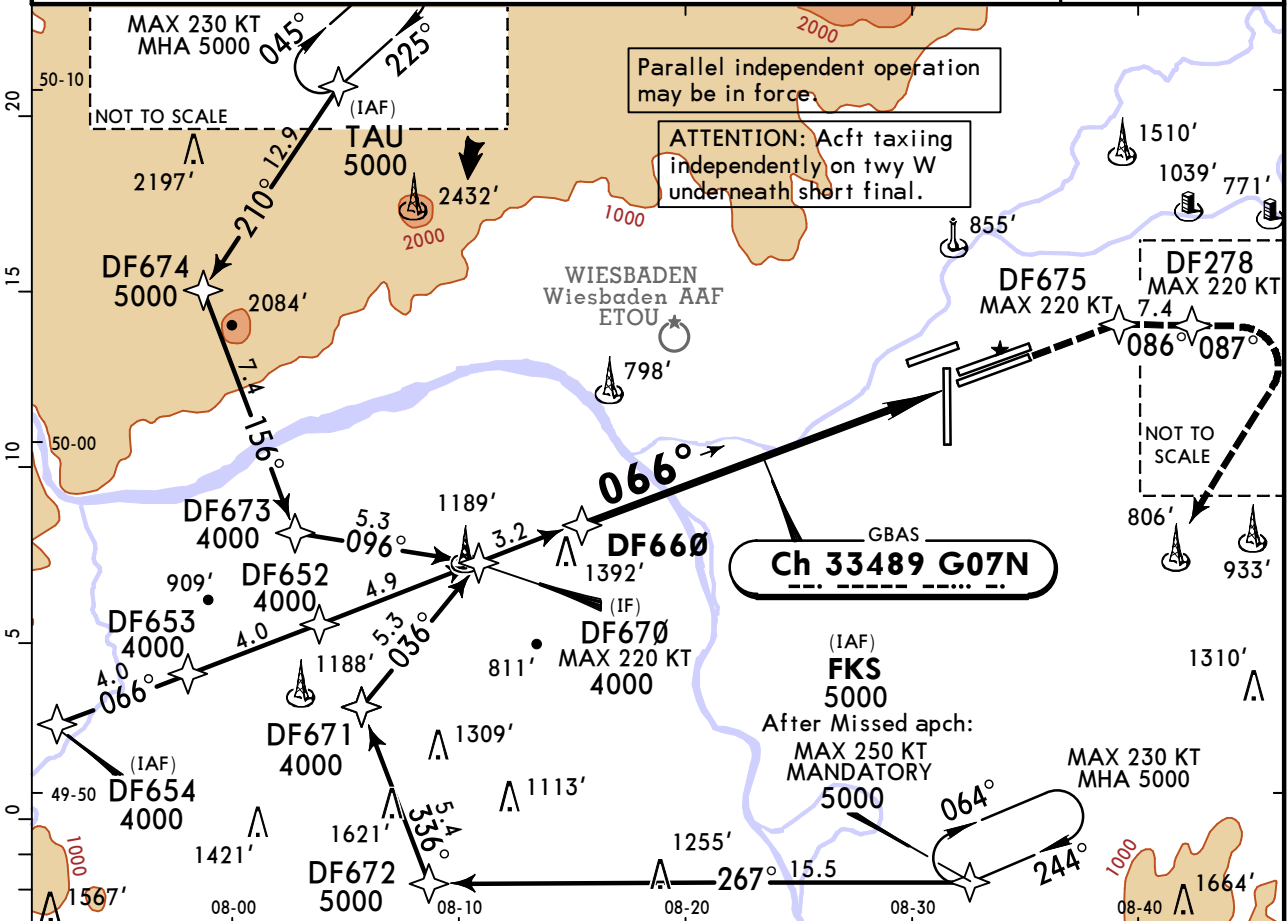
CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

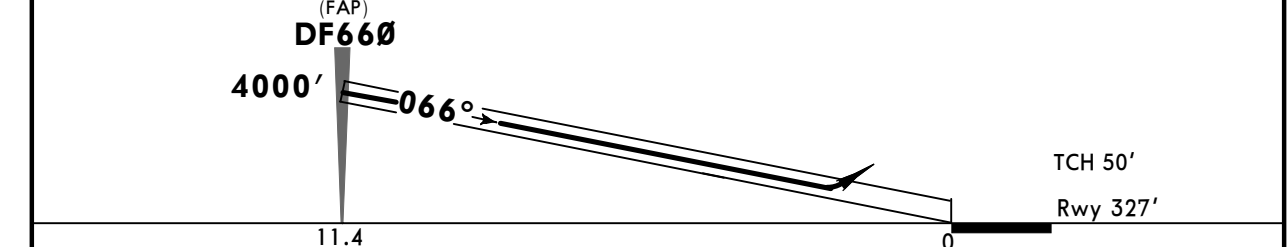
13 DEC 24 **12-44**

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 07R

| | | | | | | | | |
|--|---|----------------------------------|-------------------------------|-----------------------------|---------------------------|-----------------|---------|---------|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| | 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| | GBAS Ch 33489 G07N | Final Apch Crs 066° | DF660 4000' (3673') | DA(H) 527' (200') | Apt Elev 363' Rwy 327' | 4300 | | |
| | MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| | RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000' | MSA ARP | | |
| 1. Radar required. 2. In case of missed apch inform ATC immediately. | | | | | | | | |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3880' | 3570' | 3250' | 2930' | 2610' | 2290' | 1970' | 1660' | 1340' | 1020' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--------------------------|----|-------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D➔ | DF675 | 220 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

| | | | | | |
|---|-------|---------|--------------------------|--|--------|
| Std/State | | | STRAIGHT-IN LANDING | | |
| GLS | | | DA(H) 527' (200') | | |
| TDZ or CL out | | ALS out | | | |
| A | R550m | | R550m | | R1200m |
| B | | | | | |
| C | | | | | |
| D | | | | | |
| PANS OPS R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | | |

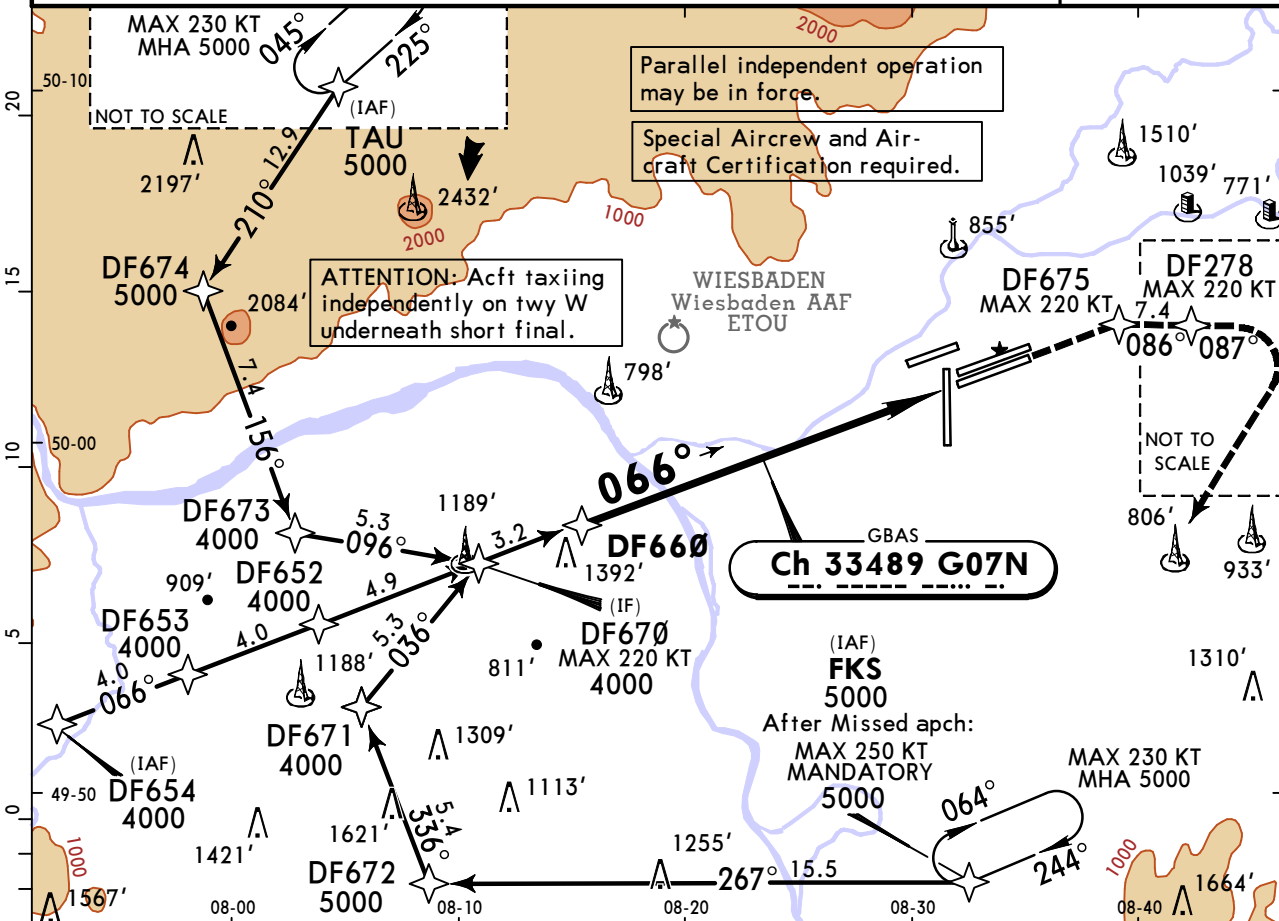
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

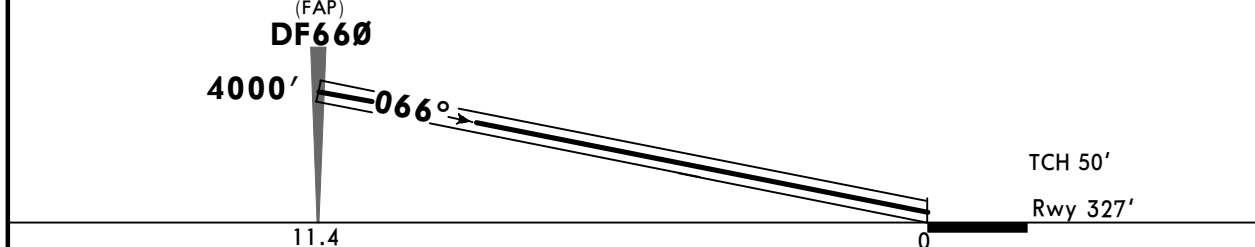
12-44A

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 07R

| | | | | | | | | |
|--|----------------------------------|-------------------------------|--|------------------|-----------------|---------------------|---------|--|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground | |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 | |
| GBAS Ch 33489 G07N | Final Apch Crs 066° | DF660 4000' (3673') | CAT II GLS RA 101' DA(H) 427' (100') | Apt Elev 363' | Rwy 327' | 4300 MSA ARP | | |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000' | | | | |
| 1. Radar required. 2. In case of missed apch inform ATC immediately. | | | | | | | | |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 11.0 | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3880' | 3570' | 3250' | 2930' | 2610' | 2290' | 1970' | 1660' | 1340' | 1020' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------------------|------------------|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | DF675 | 220 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

Std/State STRAIGHT-IN LANDING

RA 101'
DA(H) **427'**(100')

R300m

CAT D requires autoland or HUDLS, otherwise: R350m.

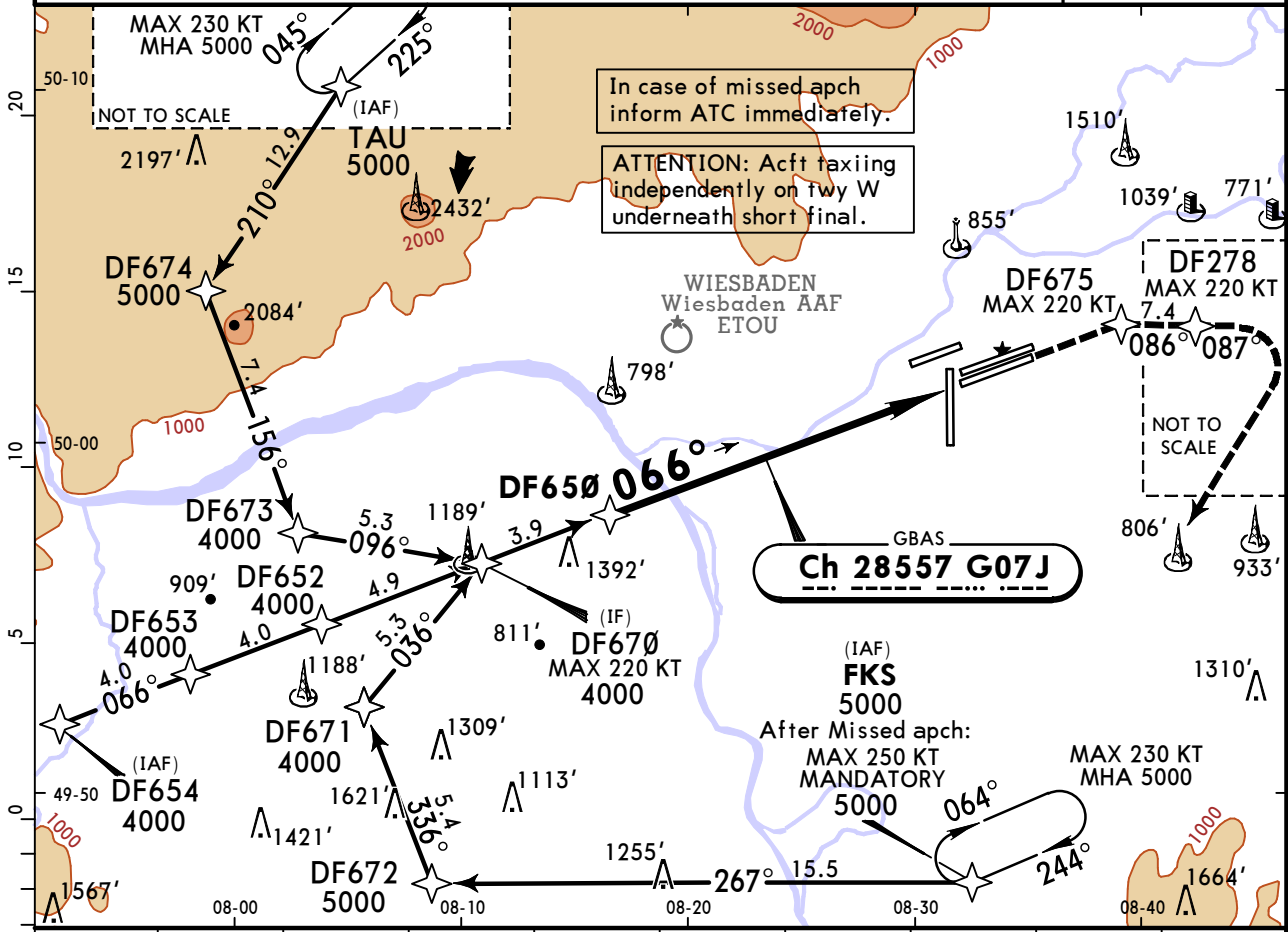
PANS OPS

EDDF/FRA
FRANKFURT/MAIN

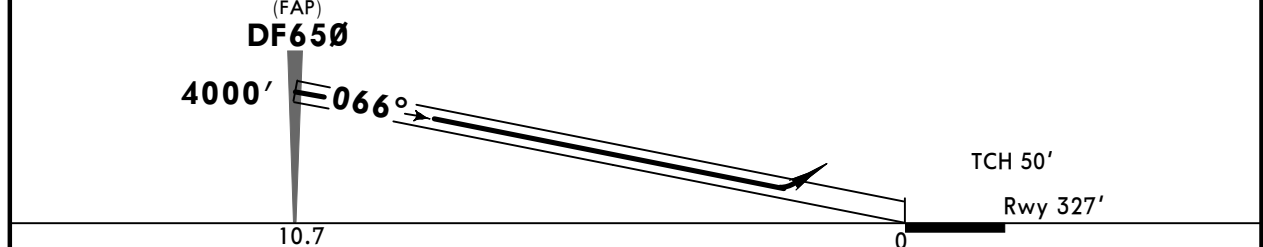
13 DEC 24 **(12-45)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07R

| | | | | | |
|---|----------------------------------|-------------------------------|-----------------------------|---------------------------|---------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| GBAS Ch 28557 G07J | Final Apch Crs 066° | DF650 4000' (3673') | DA(H) 527' (200') | Apt Elev 363' Rwy 327' | 4300 MSA ARP |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2760' | 2420' | 2080' | 1740' | 1400' | 1060' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--------------------------|-----|-------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D → | DF675 | 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | | |

| | | | |
|---|--------------------------|---------------|---------|
| Std/State | STRAIGHT-IN LANDING | | |
| | GLS | | |
| | DA(H) 527' (200') | | |
| | | TDZ or CL out | ALS out |
| A | | | |
| B | R550m | R550m | R1200m |
| C | | | |
| D | | | |
| R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | |

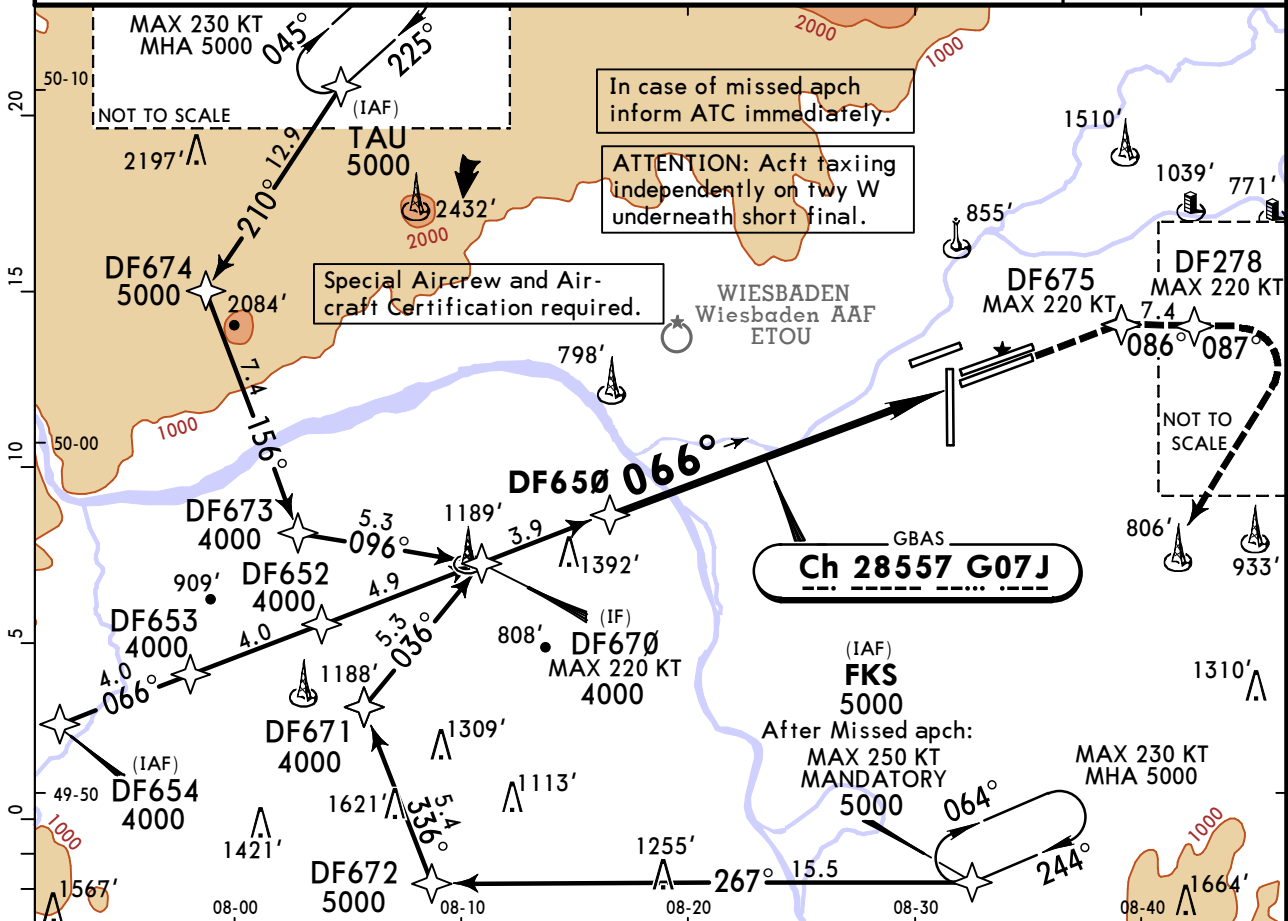
PANS OPS

EDDF/FRA
FRANKFURT/MAIN

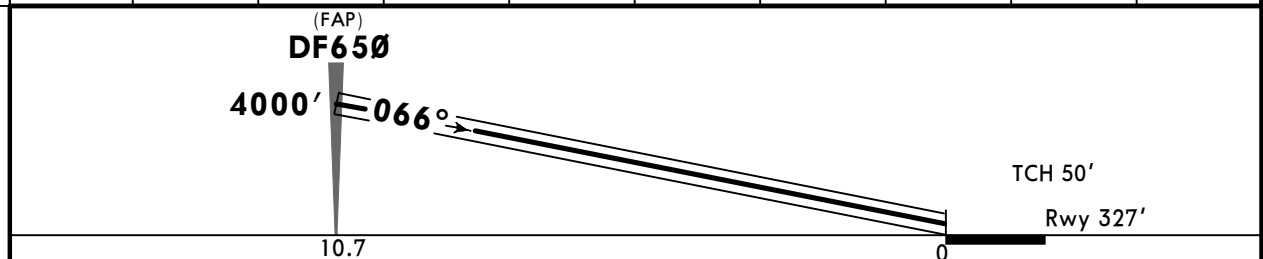
13 DEC 24 **(12-45A)**

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 07R

| | | | | | | | |
|--|-----------------------------------|-------------------------------|------------------------------------|----------|---------------------------|---------|---------------------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 28557 G07J | Final Apch Crs 066° | DF650 4000' (3673') | CAT II GLS Refer to Minimums | | Apt Elev 363' Rwy 327' | | 4300 MSA ARP |
| MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. Parallel independent operation may be in force. | | | | | | | |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 3780' | 3440' | 3100' | 2760' | 2420' | 2080' | 1740' | 1400' | 1060' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-----------------------|-----|-------|---------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II REIL PAPI | D → | DF675 | 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 906 | | | | |

| | | |
|--|--|--|
| Std/State | STRAIGHT-IN LANDING | |
| ABC: RA 101' DA(H) 427'(100') | D: RA 103' DA(H) 429'(102') | |

R300m

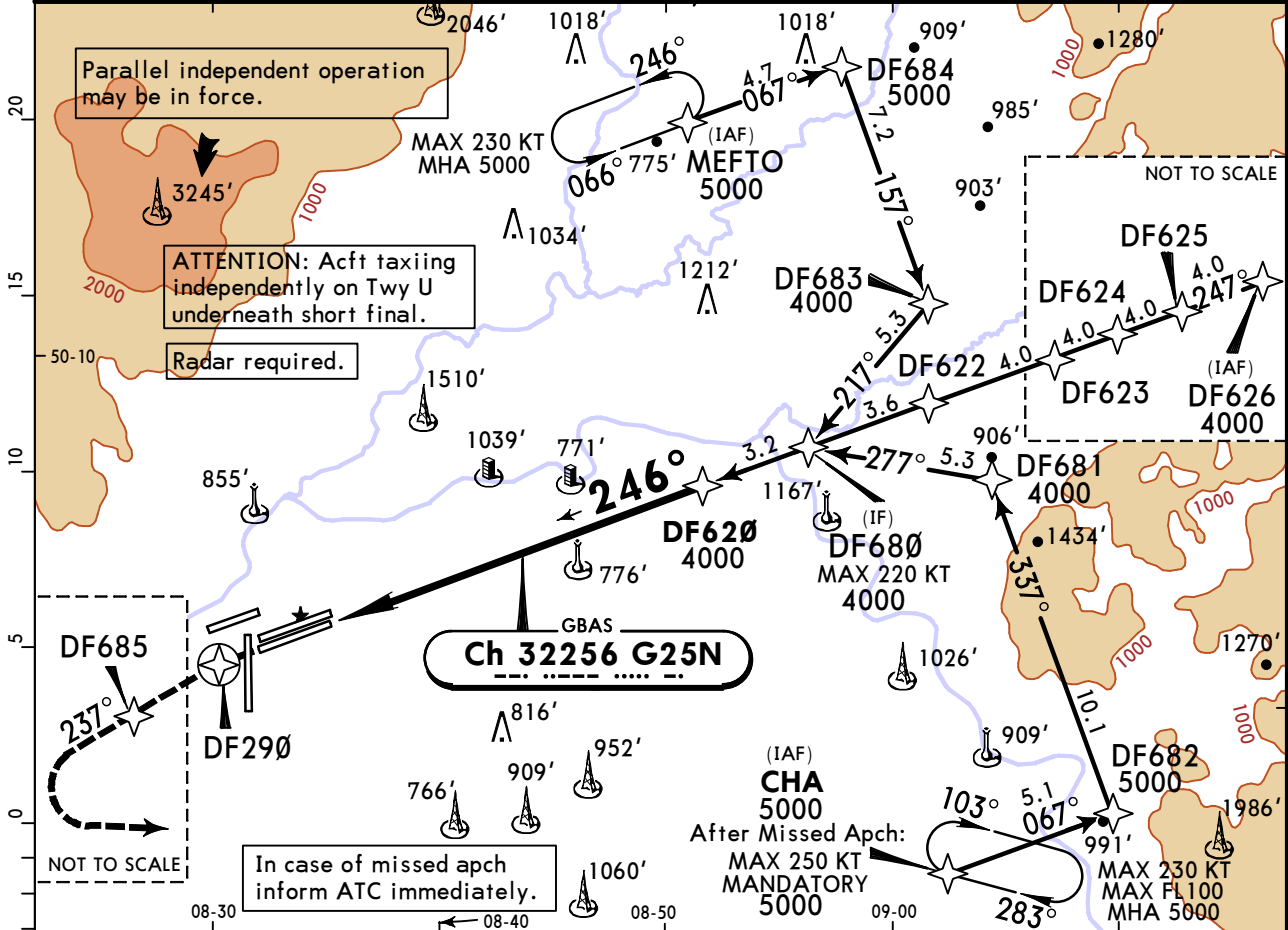
CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

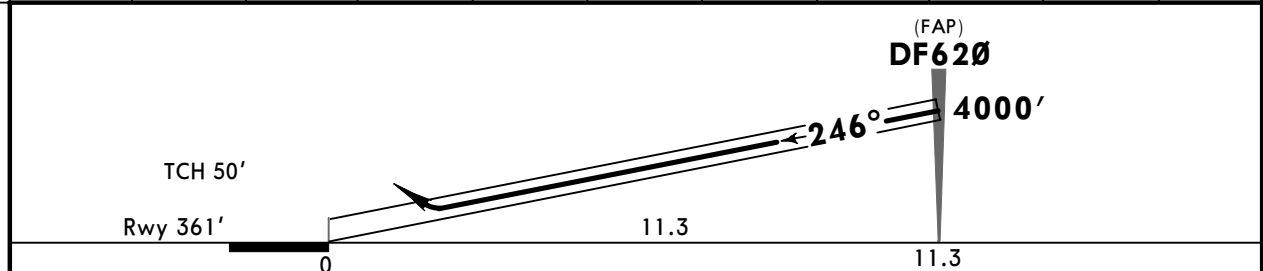
13 DEC 24 **12-46**

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25L

| | | | | | | | |
|--|-----------------------------------|-------------------------------|-----------------------------|---------------------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 32256 G25N | Final Apch Crs 246° | DF620 4000' (3639') | DA(H) 561' (200') | Apt Elev 363' Rwy 361' | | 4300 | |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| ALTITUDE | 1050' | 1370' | 1690' | 2010' | 2330' | 2640' | 2960' | 3280' | 3600' | 3920' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|---------|-----------|-----|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | REIL PAPI | D → | DF290 ↑ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

| | | | |
|--|--|--------------------------|---------|
| Std/State | | STRAIGHT-IN LANDING | |
| 1 GLS | | DA(H) 561' (200') | |
| A | | TDZ or CL out | ALS out |
| B | | 2 R550m | R1200m |
| C | | | |
| D | | | |
| 1 D1: DA(H) 588' (227'). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | |

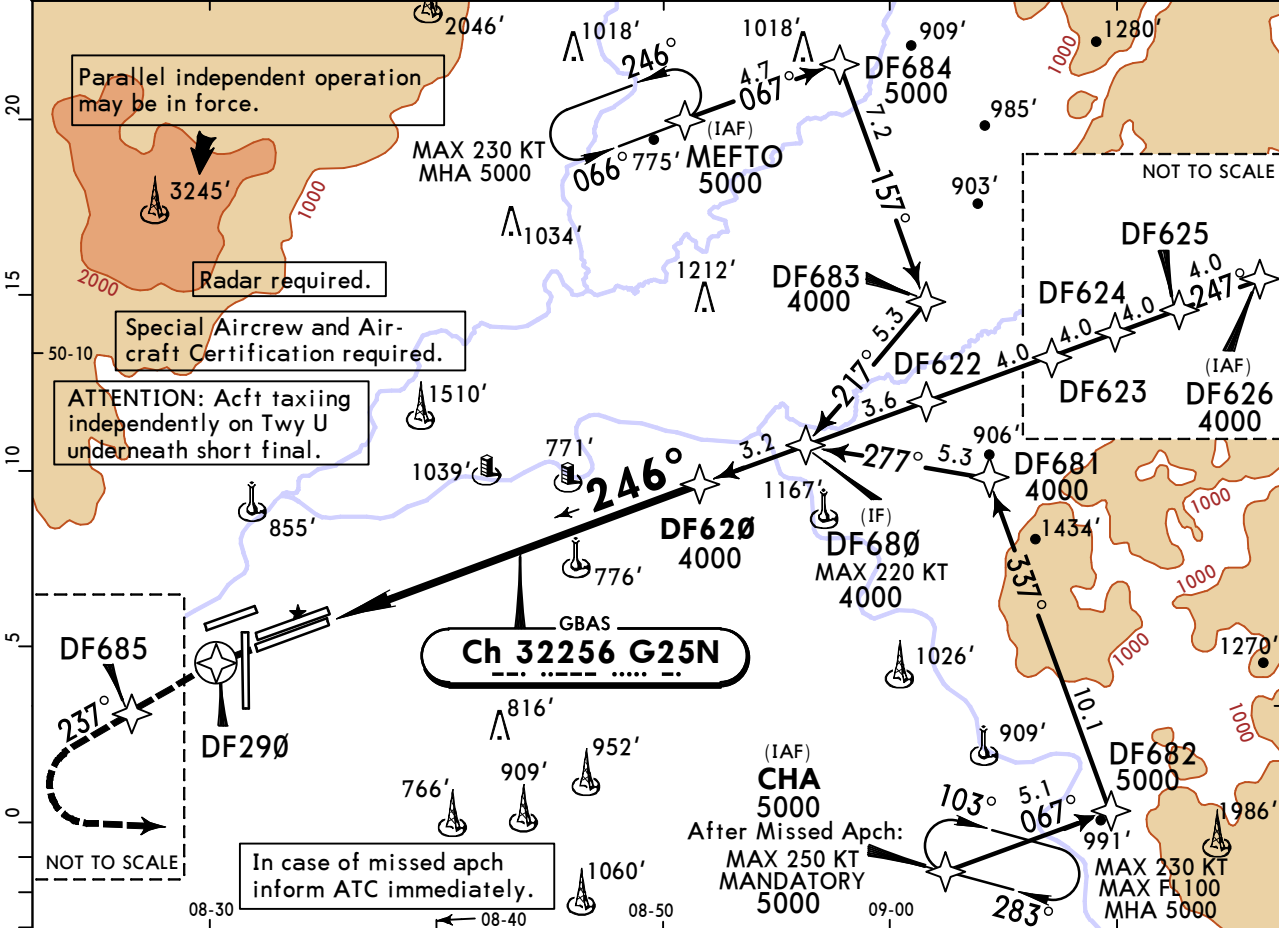
EDDF/FRA FRANKFURT/MAIN

13 DEC 24

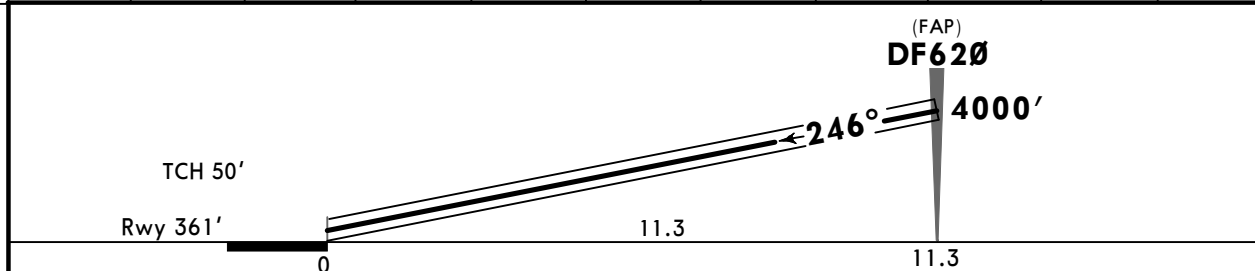
12-46A

JEPPESEN FRANKFURT/MAIN, GERMANY CAT II GLS Z Rwy 25L

| | | | | | | | |
|--|---|-------------------------------|---|---------------------------|-----------------------------------|----------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *127.280 | FRANKFURT Tower 118.780 | 119.905 | *Ground 121.805 |
| GBAS Ch 32256 G25N | Final Apch Crs 246° | DF620 4000' (3639') | CAT II GLS RA 95' DA(H) 461' (100') | Apt Elev 363' Rwy 361' | 4300 | | |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| ALTITUDE | 1050' | 1370' | 1690' | 2010' | 2330' | 2640' | 2960' | 3280' | 3600' | 3920' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|-----|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF290 ↑ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

Std/State STRAIGHT-IN LANDING

RA 95'
DA(H) **461'** (100')

R300m

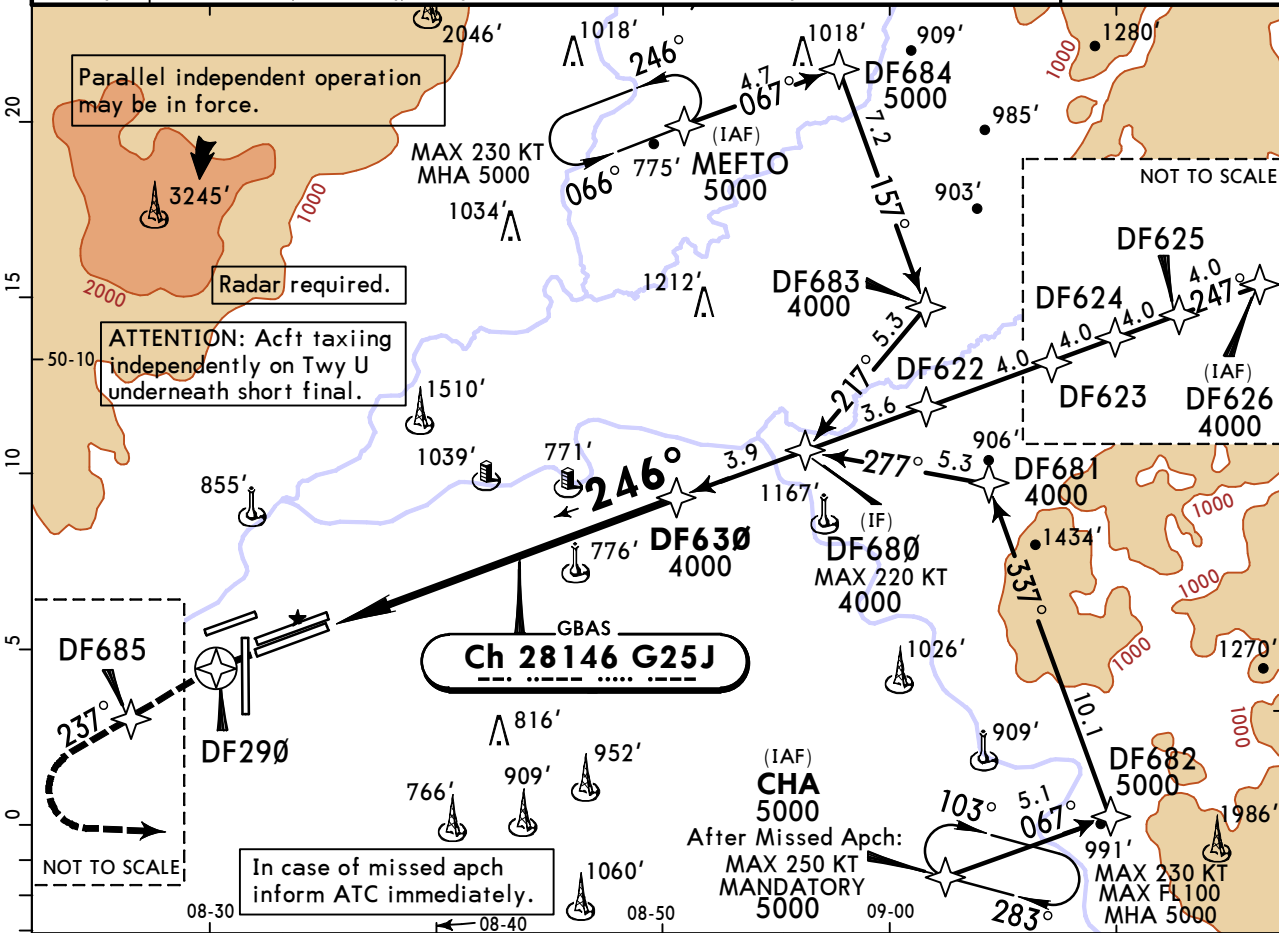
CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

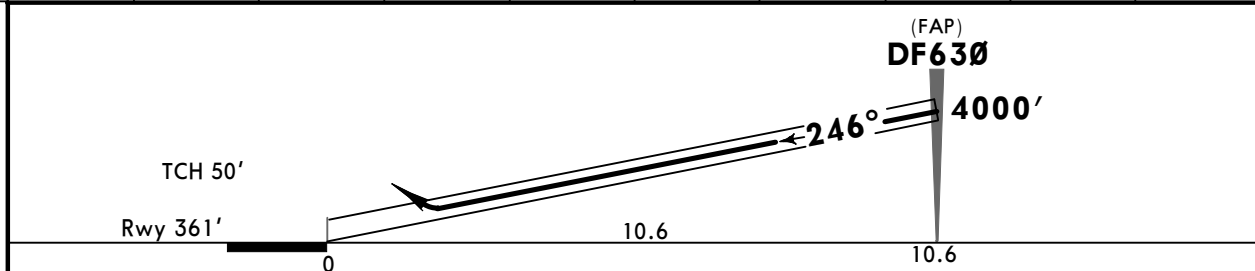
13 DEC 24 **12-47**

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25L

| | | | | | |
|--|----------------------------------|-------------------------------|-----------------------------|----------------------------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| GBAS Ch 28146 G25J | Final Apch Crs 246° | DF630 4000' (3639') | DA(H) 561' (200') | Appt Elev 363' Rwy 361' | 4300 |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | MSA ARP |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1100' | 1430' | 1770' | 2110' | 2450' | 2790' | 3130' | 3470' | 3810' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|-----|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF290 ↑ |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 906 | | | |

| | | | |
|--|--------------------------|--|---------|
| Std/State | STRAIGHT-IN LANDING | | |
| | GLS | | |
| | DA(H) 561' (200') | | |
| | TDZ or CL out | | ALS out |
| A | R550m | | R1200m |
| B | R550m | | |
| C | R550m | | |
| D | R550m | | |
| R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | |

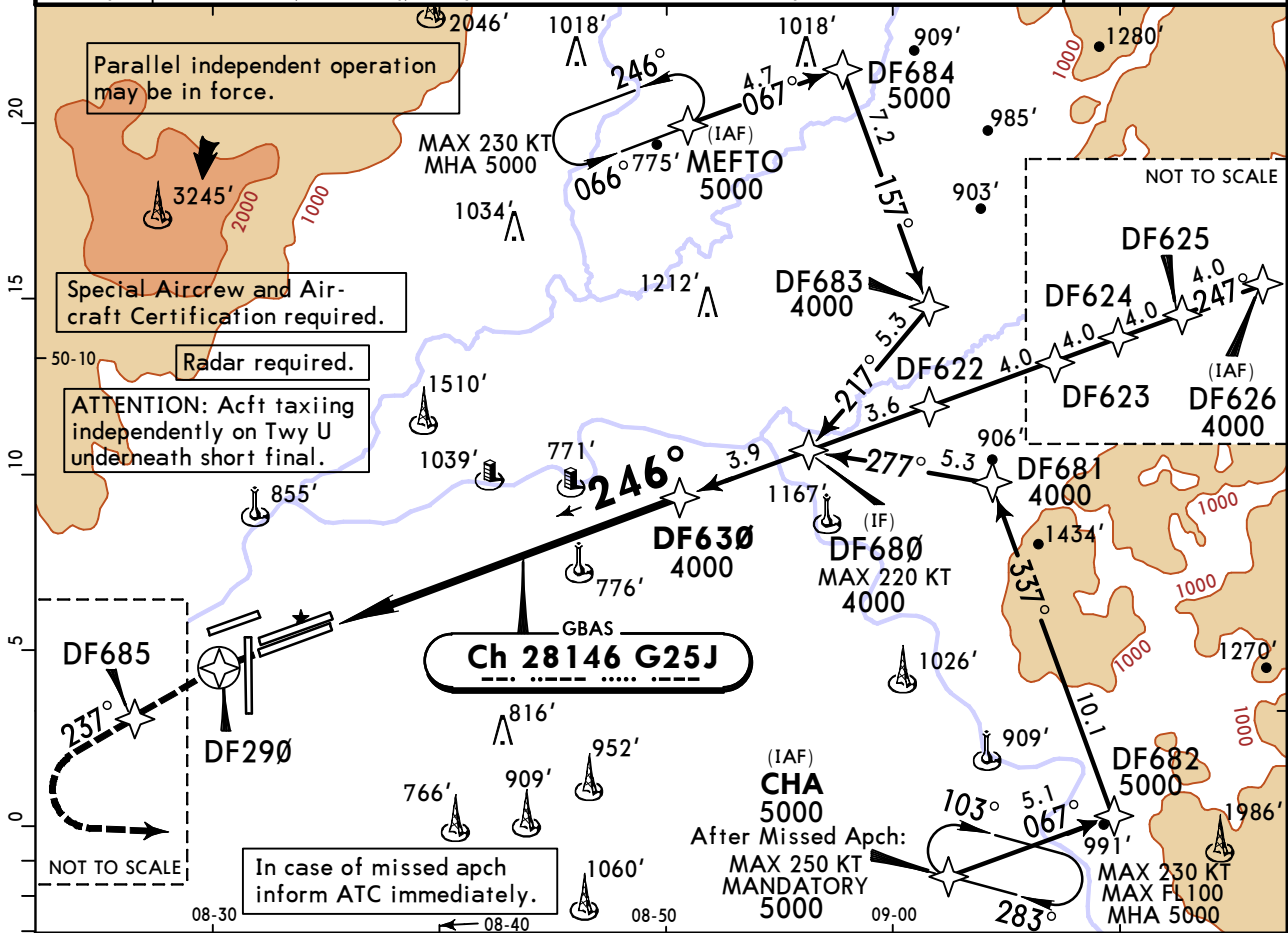
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

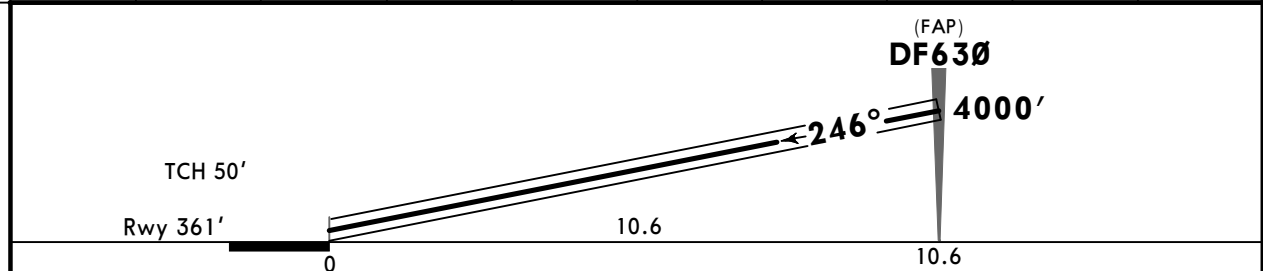
12-47A

JEPPESEN FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 25L

| | | | | | | | |
|--|-----------------------------------|----------------------------------|-------------------------------|---|---------------------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) North South | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 28146 G25J | | Final Apch Crs 246° | DF630 4000' (3639') | CAT II GLS RA 95' DA(H) 461' (100') | Apt Elev 363' Rwy 361' | | 4300 |
| MISSED APCH: Climb direct to DF290, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | MSA ARP |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1100' | 1430' | 1770' | 2110' | 2450' | 2790' | 3130' | 3470' | 3810' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|-----|---------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF290 ↑ |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | |

Std/State STRAIGHT-IN LANDING

RA 95'
DA(H) 461' (100')

R300m

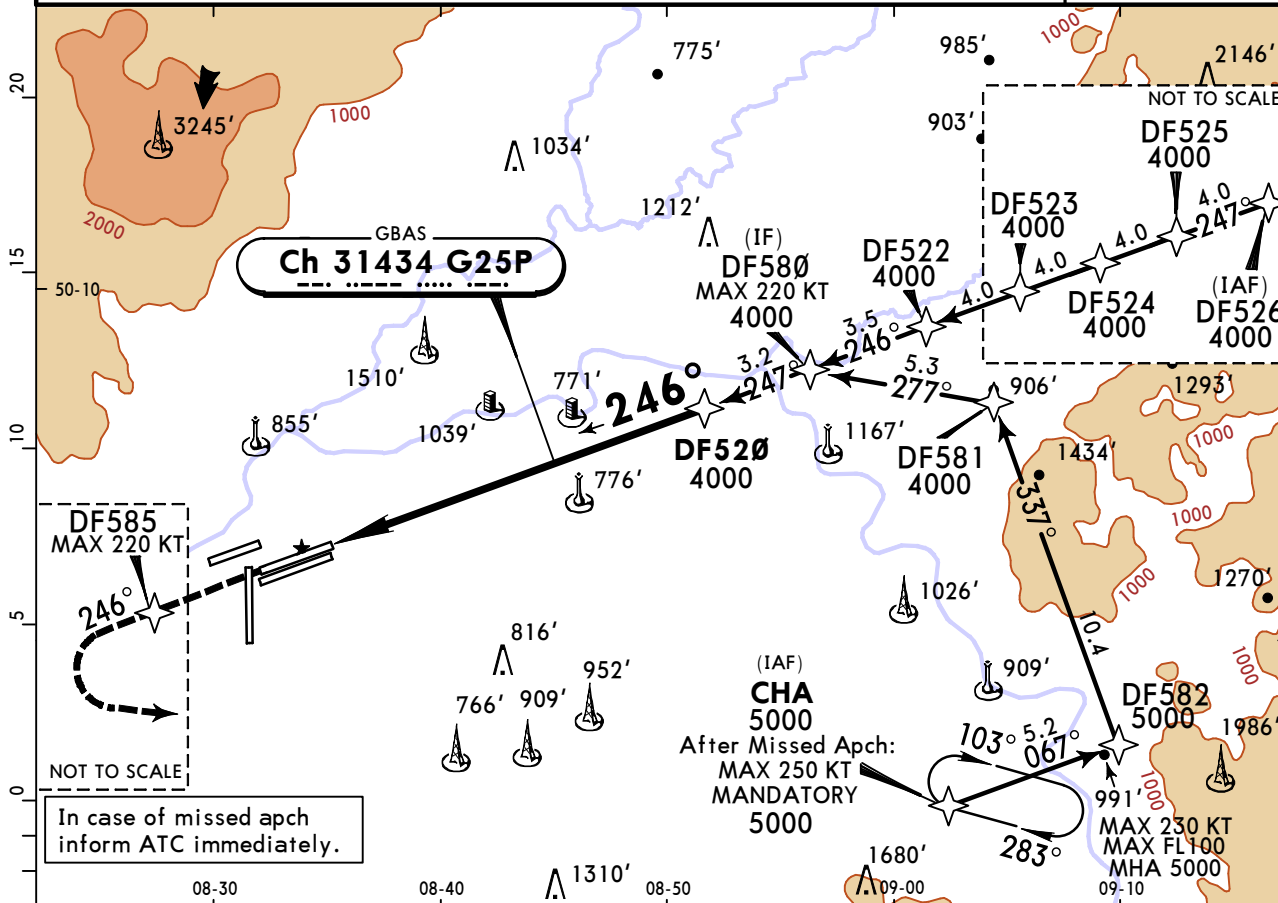
CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

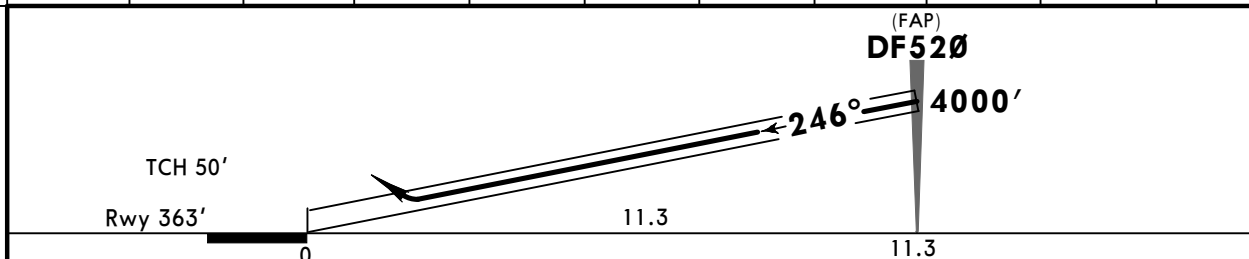
13 DEC 24 **12-48**

JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25C

| | | | | | | | |
|--|----------------------------------|-------------------------------|-----------------------------|---------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 31434 G25P | Final Apch Crs 246° | DF520 4000' (3637') | DA(H) 563' (200') | Apt Elev 363' | Rwy 363' | | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250 KT). | | | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. ATTENTION: Acft taxiing independently on Twy U underneath short final. 3. Parallel independent operation may be in force. | | | | | | | |



| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| ALTITUDE | 1050' | 1370' | 1690' | 2010' | 2330' | 2650' | 2970' | 3280' | 3600' | 3920' |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|--|-------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | | DF585 220 KT MAX |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

| | | | |
|------------------|--------------------------|---------------|---------|
| Std/State | STRAIGHT-IN LANDING | | |
| | GLS | | |
| | DA(H) 563' (200') | | |
| | | TDZ or CL out | ALS out |
| A | | | |
| B | | | |
| C | R550m | R550m | R1200m |
| D | | | |

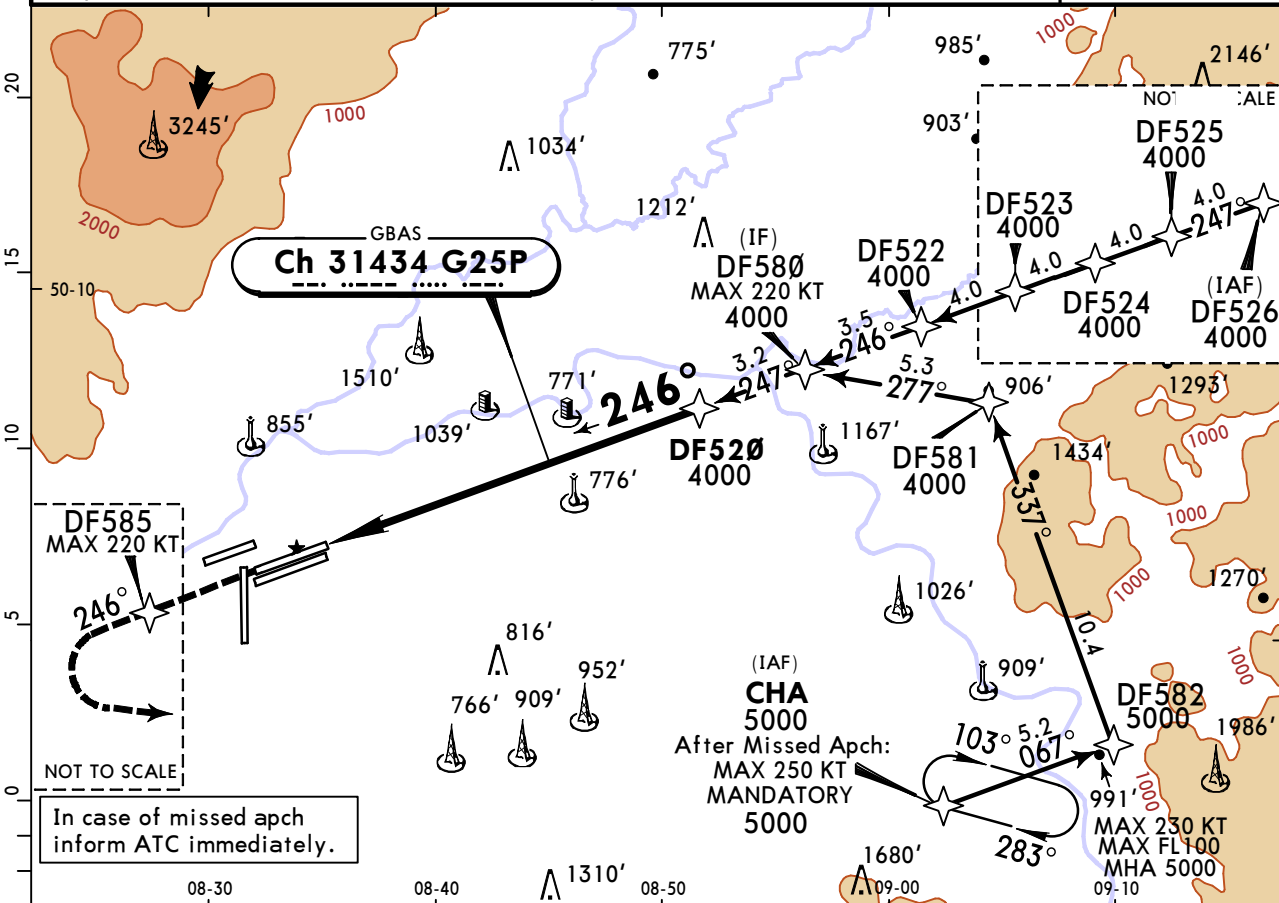
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

12-48A

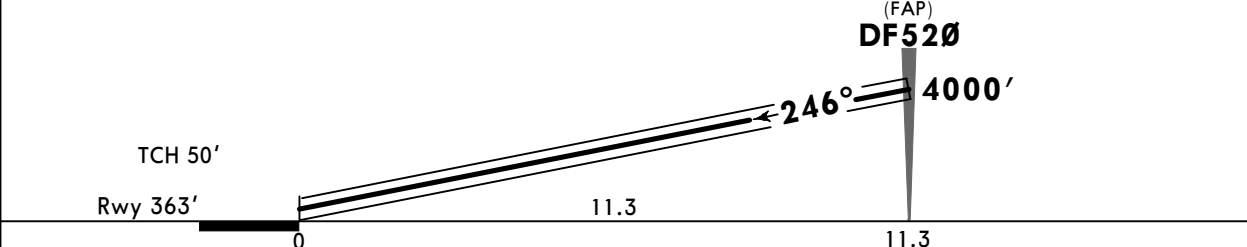
JEPPesen FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 25C

| | | | | | | | |
|--|----------------------------------|-------------------------------|---|---------------|-----------------|---------|----------------------------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 31434 G25P | Final Apch Crs 246° | DF520 4000' (3637') | CAT II GLS RA 98' DA(H) 463' (100') | Apt Elev 363' | Rwy 363' | | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250 KT). | | | | | | | <p>4300</p> <p>MSA ARP</p> |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | | |
| 1. Radar required. 2. ATTENTION: Acft taxiing independently TWY U underneath short final. 3. Parallel independent operation may be in force. | | | | | | | |
| 4. Special Aircrew and Aircraft Certification required. | | | | | | | |



In case of missed apch inform ATC immediately.

| | | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 | 11.0 |
| ALTITUDE | 1050' | 1370' | 1690' | 2010' | 2330' | 2650' | 2970' | 3280' | 3600' | 3920' |



| | | | |
|-----------|----------|-------|------------|
| REIL PAPI | ALSIF-II | DF585 | 220 KT MAX |
|-----------|----------|-------|------------|

Std/State STRAIGHT-IN LANDING

RA 98'
DA(H) **463'** (100')

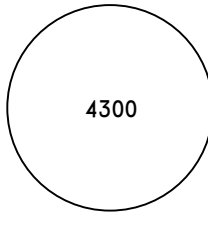
R300m

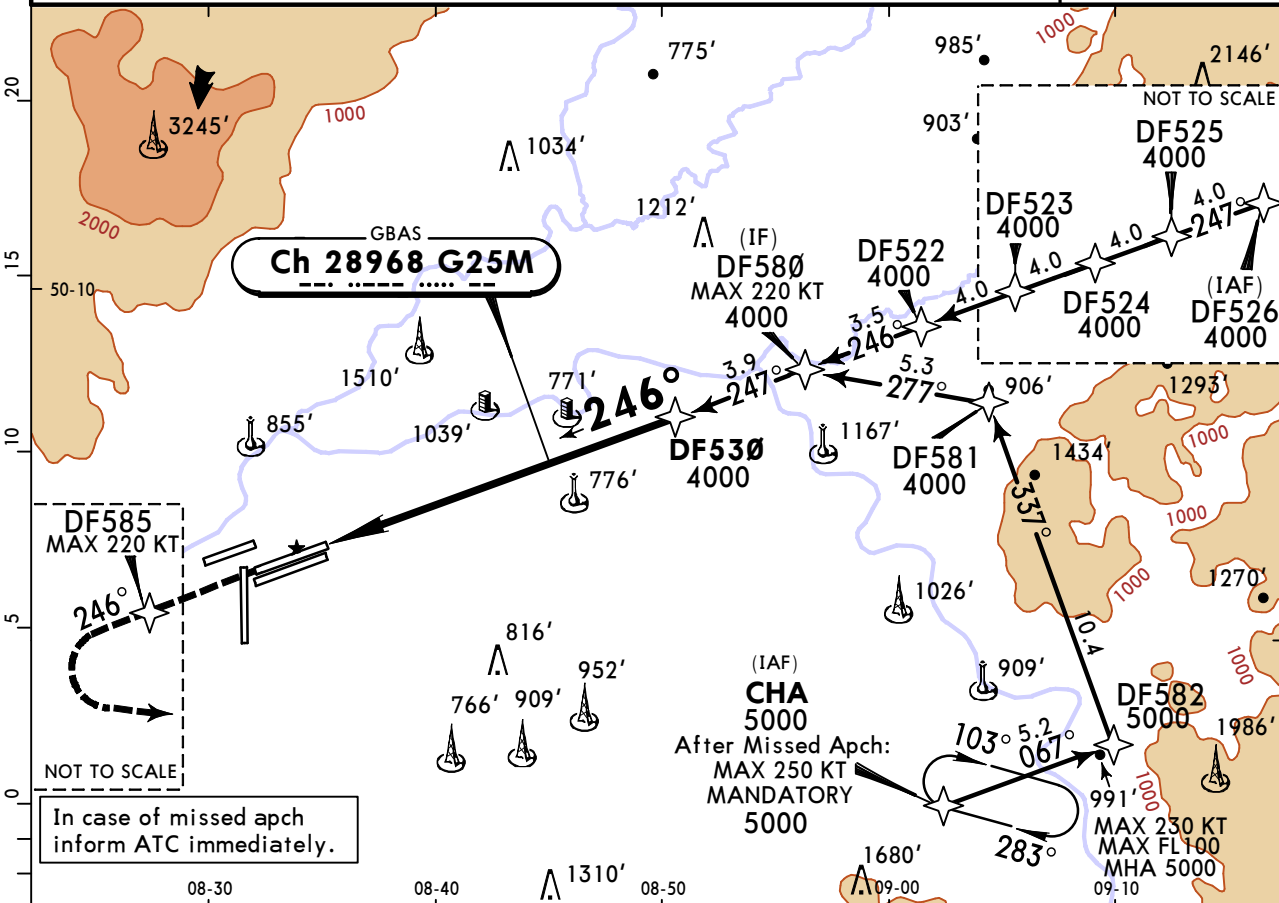
CAT D requires autoland or HUDLS, otherwise: R350m.

EDDF/FRA
FRANKFURT/MAIN

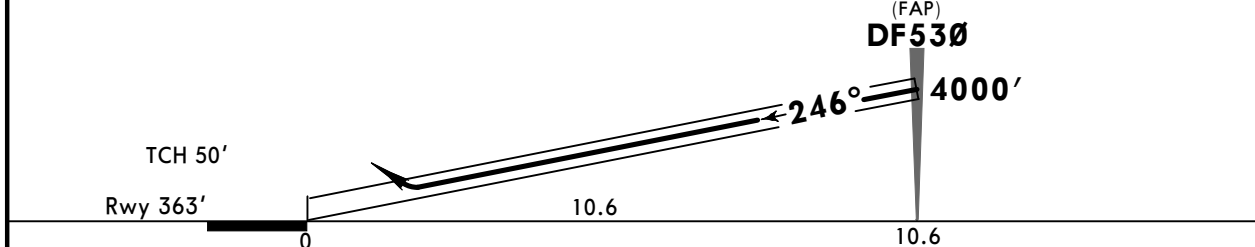
13 DEC 24 **(12-49)**


JEPPESSEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25C

| | | | | | | |
|---|--|----------------------------------|-------------------------------|-----------------------------|---------------------------|--|
| BRIEFING STRIP™ | D-ATIS Arrival | LANGEN Radar (APP) North | LANGEN Radar (APP) South | FRANKFURT Arrival | FRANKFURT Tower | *Ground |
| | 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 118.780 119.905 | 121.805 |
| | GBAS Ch 28968 G25M | Final Apch Crs 246° | DF530 4000' (3637') | DA(H) 563' (200') | Apt Elev 363' Rwy 363' |  4300 MSA ARP |
| | MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250 KT). | | | | | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | |
| 1. Radar required. 2. ATTENTION: Independently taxiing acft on Twy U underneath short final. 3. Parallel independent operation may be in force. | | | | | | |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1100' | 1440' | 1780' | 2120' | 2460' | 2800' | 3140' | 3480' | 3820' |



| | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI |  DF585 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | |

| | | | | | |
|------------------|---|---------------|--------------------------|--|--|
| Std/State | | | STRAIGHT-IN LANDING | | |
| GLS | | | DA(H) 563' (200') | | |
| | | TDZ or CL out | ALS out | | |
| A | | | | | |
| B | | | | | |
| C | R550m | ■ R550m | R1200m | | |
| D | ■ R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | |

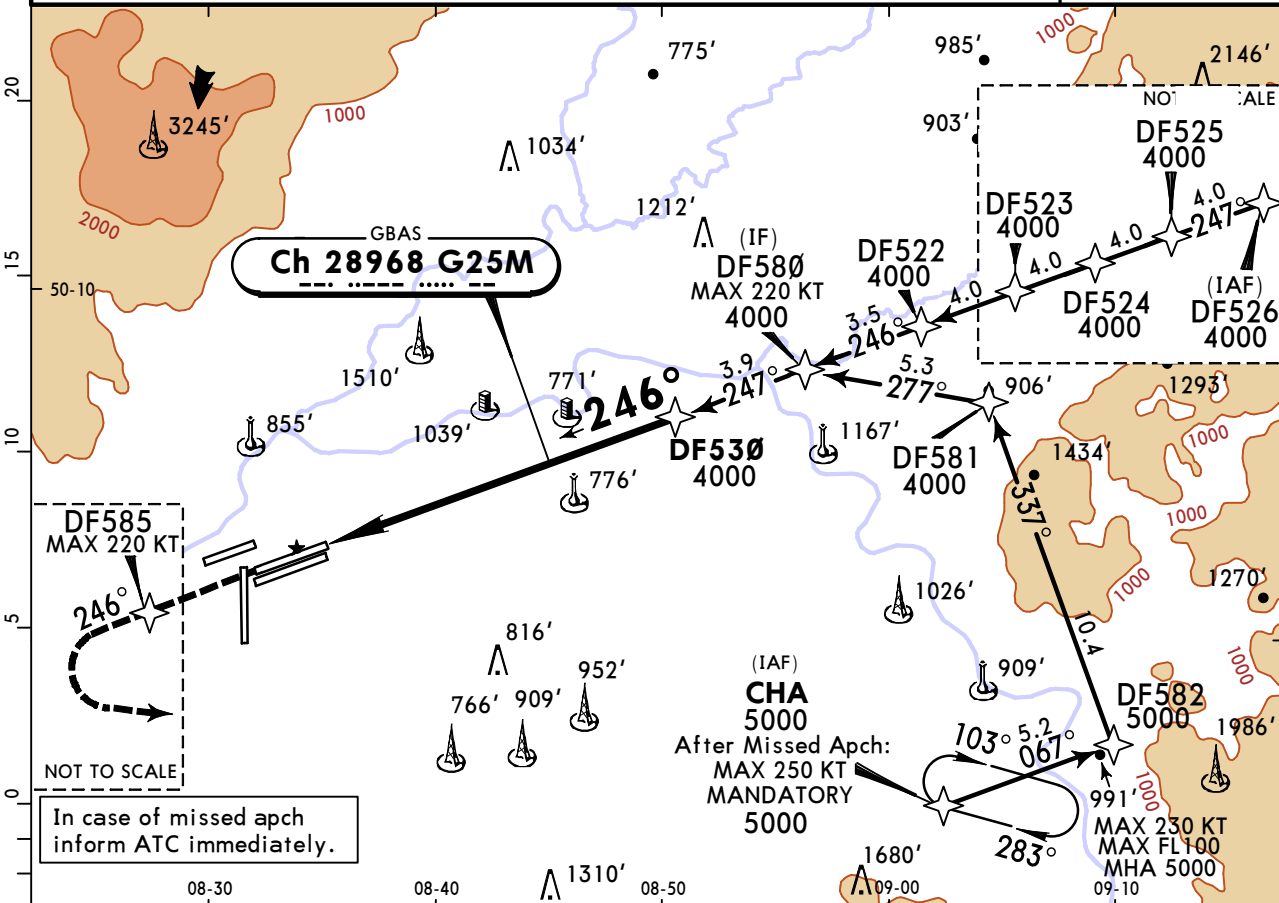
EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

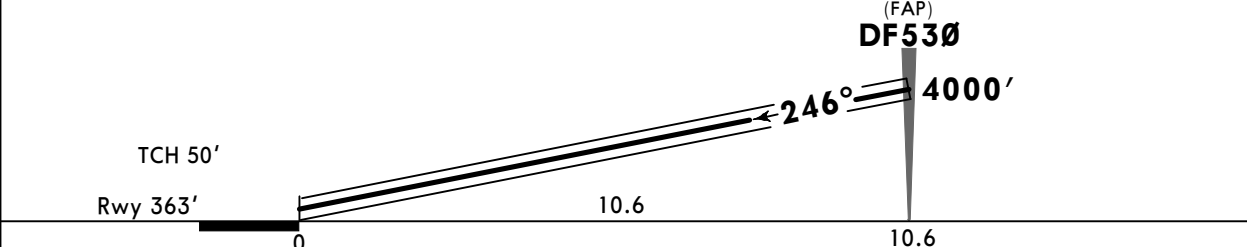
12-49A

JEPPESSEN FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 25C

| | | | | | | | |
|---|----------------------------------|-------------------------------|---|---------------|-----------------|---------|---------|
| D-ATIS Arrival | LANGEN Radar (APP) | | FRANKFURT Arrival | | FRANKFURT Tower | | *Ground |
| 118.030 | North 120.805 | South *125.355 | 118.505 | *127.280 | 118.780 | 119.905 | 121.805 |
| GBAS Ch 28968 G25M | Final Apch Crs 246° | DF530 4000' (3637') | CAT II GLS RA 98' DA(H) 463' (100') | Apt Elev 363' | Rwy 363' | | |
| MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250 KT). | | | | | | 4300 | |
| RNP Apch Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000' | | | | | | MSA ARP | |
| 1. Radar required. 2. ATTENTION: Independently taxiing acft on Twy U underneath short final. 3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required. | | | | | | | |



| | | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | 1100' | 1440' | 1780' | 2120' | 2460' | 2800' | 3140' | 3480' | 3820' |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------------------|-----|--------------|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | D → | DF585 | 220 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | | |

Std/State STRAIGHT-IN LANDING

RA 98'
DA(H) **463'** (100')

R300m

CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

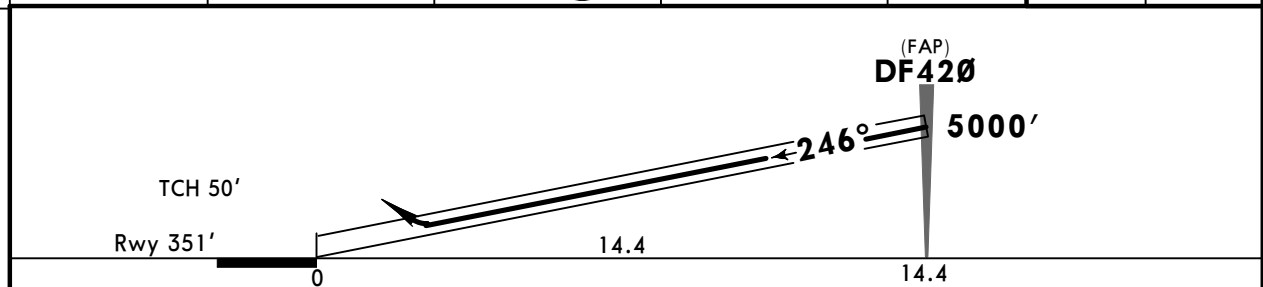
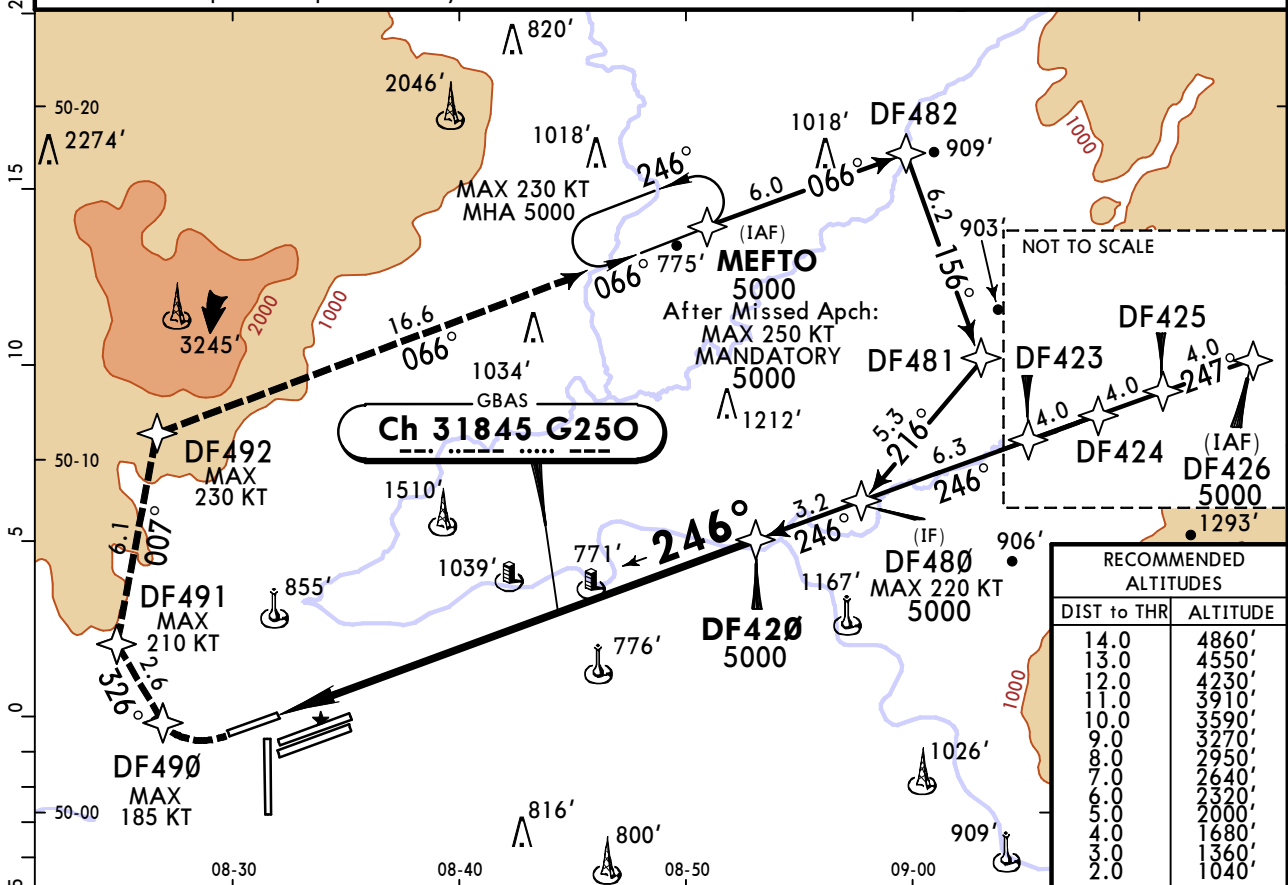
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN 17 JAN 25 **(12-50)** **Eff 23 Jan**

FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25R

| | | | | | | |
|--|---|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------|----------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower *127.280 | *Ground 136.5 | 121.805 |
| GBAS Ch 31845 G250 | Final Apch Crs 246° | DF420 5000' (4649') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' | | |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | | |

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force.



| | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI MIN 680' on 246° DF490 185 KT MAX RT |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |

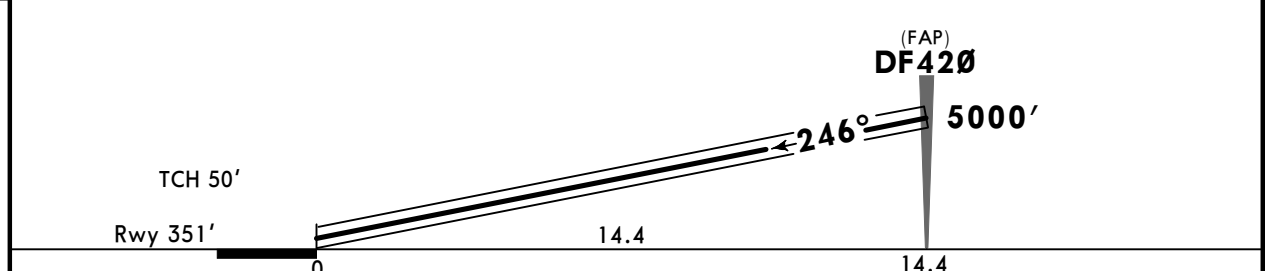
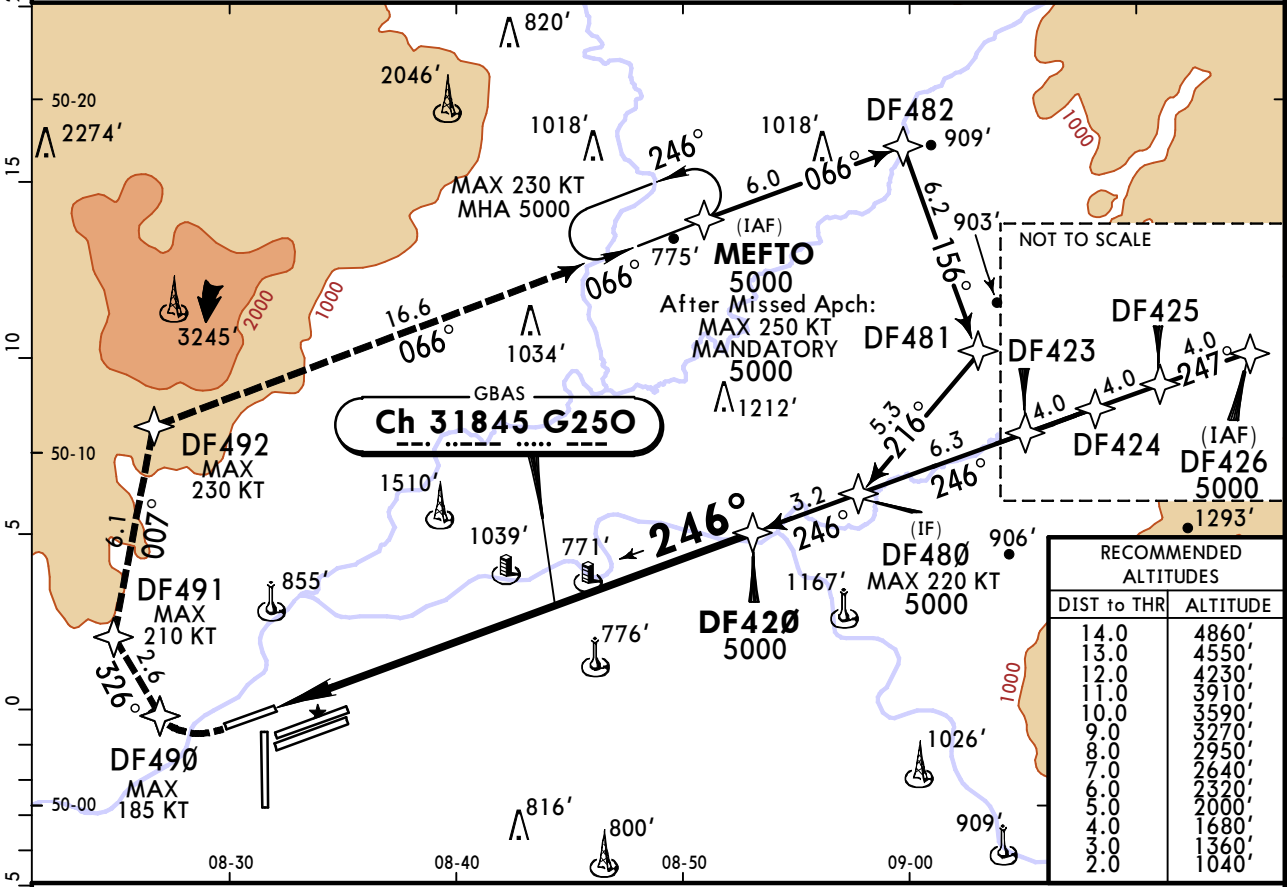
| | | | | |
|---|---|---------|---|---------|
| Std/State | STRAIGHT-IN LANDING | | | |
| | Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle | | Missed apch climb grad MIN 2.5% (152'/NM) | |
| | DA(H) ABC: 551' (200') D: 561' (210') | | A: 1330' (979') C: 1350' (999') B: 1340' (989') D: 1360' (1009') | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out |
| A | | | R1500m | |
| B | R550m | R550m | | |
| C | | R1200m | | |
| D | | | R2400m | |
| PANS OPS R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | |

EDDF/FRA FRANKFURT/MAIN, GERMANY

17 JAN 25 **12-50A** Eff 23 Jan CAT II GLS Z Rwy 25R

| | | | | | |
|--|---|--------------------------------------|-------------------------------------|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| GBAS Ch 31845 G250 | Final Apch Crs 246° | DF420 5000' (4649') | CAT II GLS Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Missed apch climb gradient 4.5% (275'/NM) up to 2300' due to obstacle. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required.



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|-----------------------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' ↑ on 246° | DF490 185 KT MAX RT |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

Std/State STRAIGHT-IN LANDING

| | |
|-----------------------------|-----------------------------|
| A: RA 103' DA(H) 451'(100') | D: RA 145' DA(H) 483'(132') |
| B: RA 109' DA(H) 457'(106') | |
| C: RA 121' DA(H) 468'(117') | |

PANS OPS

| | |
|-------|-------|
| R300m | R400m |
|-------|-------|

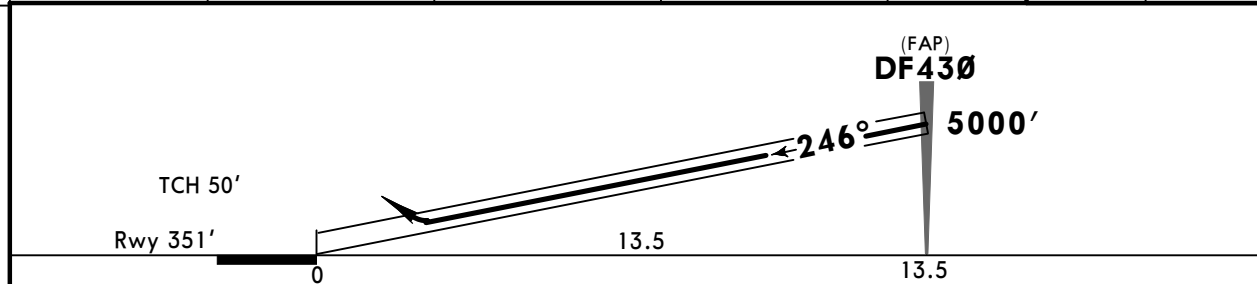
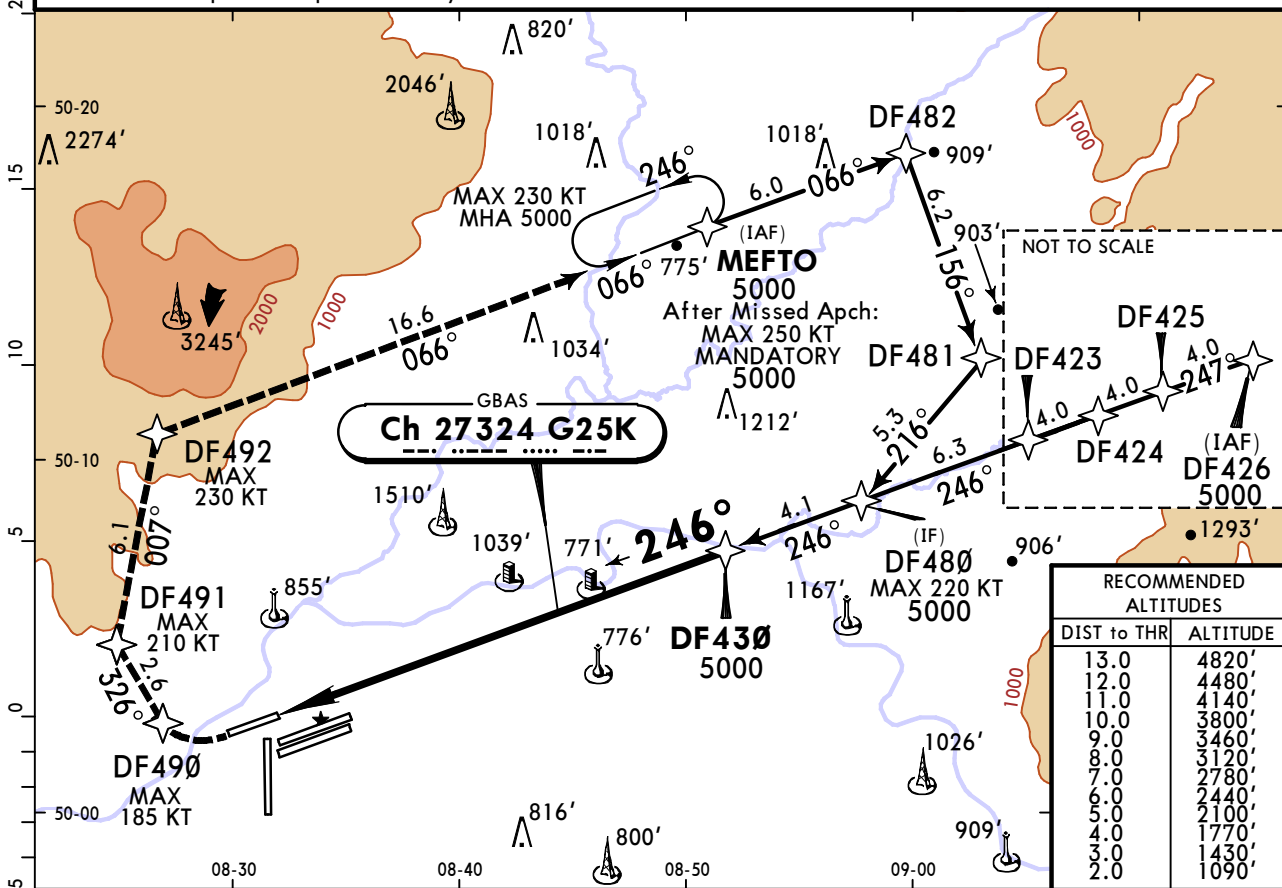
EDDF/FRA
FRANKFURT/MAIN

JEPPESSEN 17 JAN 25 (12-51) Eff 23 Jan

FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25R

| | | | | | |
|--|---|--------------------------------------|-------------------------------------|----------------------------------|---------------------------|
| D-ATIS Arrival 118.030 | LANGEN Radar (APP) North 120.805 | South *125.355 | FRANKFURT Arrival 118.505 | *FRANKFURT Tower 136.5 | *Ground 121.805 |
| GBAS Ch 27324 G25K | Final Apch Crs 246° | DF430 5000' (4649') | DA(H) Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Refer to minimums for missed apch climb gradients. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force.



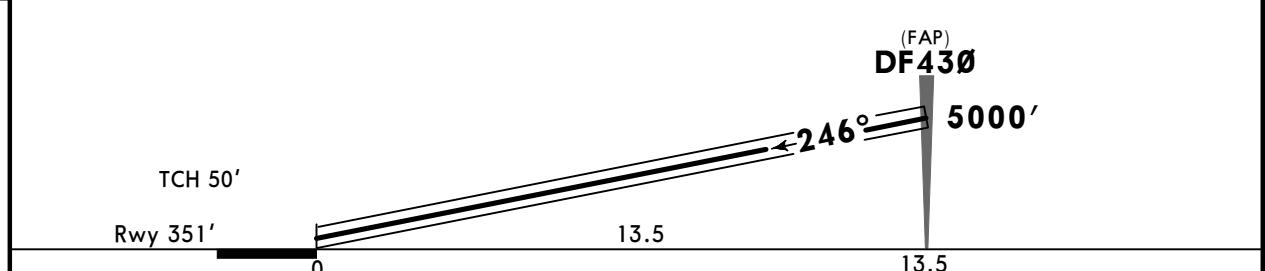
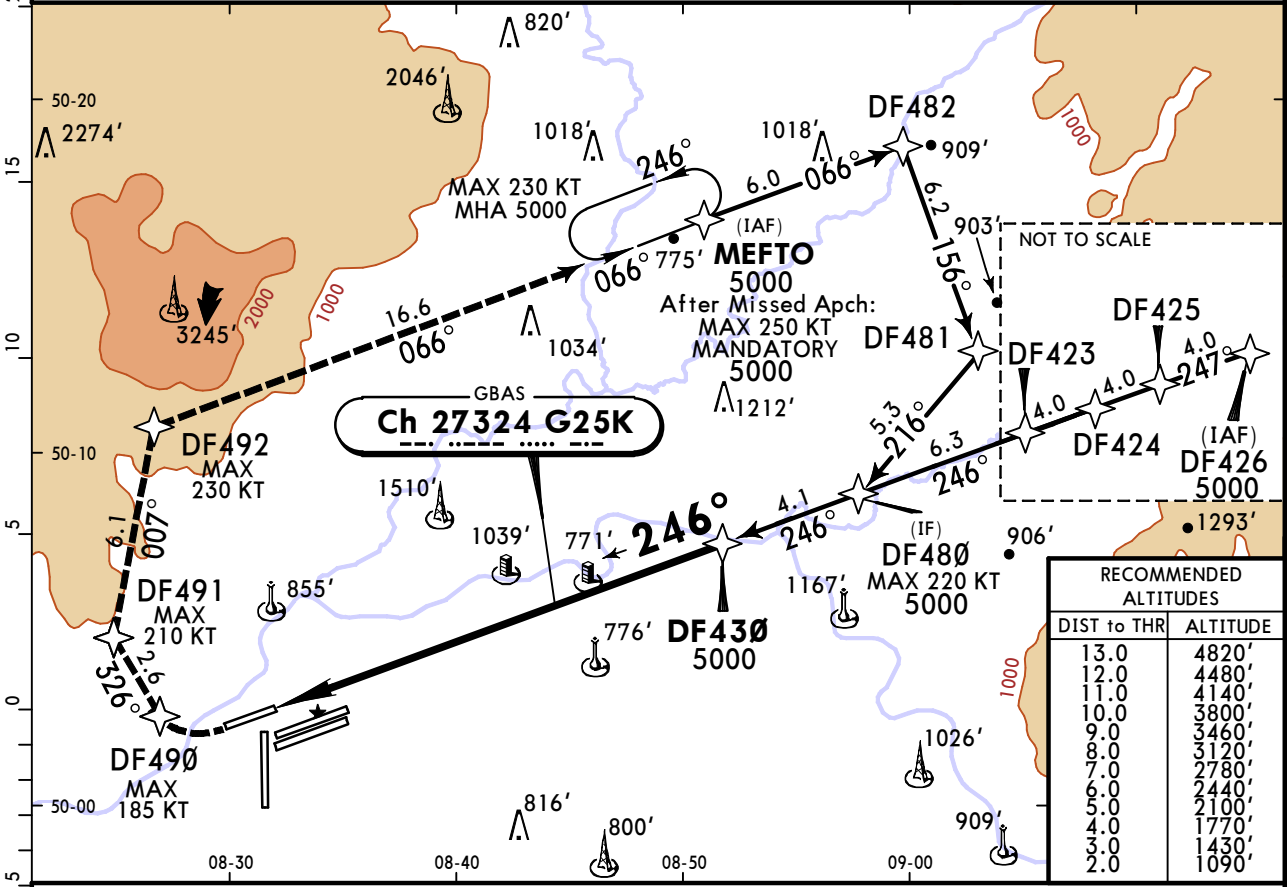
| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|---------------------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' on 246° | DF490 185 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | |

| | | | | |
|--|--|---------|--|---------|
| Std/State | STRAIGHT-IN LANDING | | | |
| | Missed apch climb grad MIN 4.5% (275'/NM) up to 2300' due to obstacle DA(H) ABC: 551' (200') D: 561' (210') | | Missed apch climb grad MIN 2.5% (152'/NM) A: 1330' (979') C: 1350' (999') DA(H) B: 1340' (989') D: 1360' (1009') | |
| | TDZ or CL out | ALS out | TDZ or CL out | ALS out |
| A | | | R1500m | |
| B | R550m | R550m | | |
| C | | R1200m | | |
| D | | | R2400m | |
| R750m when a Flight Director or Autopilot or HUDLS to DA is not used. | | | | |

EDDF/FRA FRANKFURT/MAIN, GERMANY

17 JAN 25 **12-51A** Eff 23 Jan CAT II GLS Y Rwy 25R

| | | | | | |
|--|----------------------------------|-------------------------------|------------------------------------|---------------------------|-----------------|
| D-ATIS Arrival | LANGEN Radar (APP) North | South | FRANKFURT Arrival | *FRANKFURT Tower | *Ground |
| 118.030 | 120.805 | *125.355 | 118.505 *127.280 | 136.5 | 121.805 |
| GBAS Ch 27324 G25K | Final Apch Crs 246° | DF430 5000' (4649') | CAT II GLS Refer to Minimums | Apt Elev 363' Rwy 351' | 4300 MSA ARP |
| MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF490 (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT). Missed apch climb gradient 4.5% (275'/NM) up to 2300' due to obstacle. | | | | | |
| RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000' | |
| 1. Radar required. 2. In case of missed apch inform ATC immediately. 3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required. | | | | | |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|----------------------|---------------------|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II REIL PAPI | MIN 680' on 246° | DF490 185 KT MAX |
| Glide Path Angle | 3.20° | 396 | 510 | 566 | 679 | 793 | | | |

| | | |
|-----------------------------|----------------------------|-----------------------------|
| Std/State | STRAIGHT-IN LANDING | |
| A: RA 102' DA(H) 451'(100') | | D: RA 136' DA(H) 483'(132') |
| B: RA 108' DA(H) 457'(106') | | |
| C: RA 121' DA(H) 468'(117') | | |

| | | |
|----------|-------|-------|
| PANS OPS | R300m | R400m |
|----------|-------|-------|

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|--|------------------------------|--------|-------------|----------|
| FRANKFURT/MAIN, (FRANKFURT/MAIN - EDDF) | | | | |
| REV | AIRPORT INFO, TAKE-OFF MN... | 10-9A1 | 21 Feb 2025 | |

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDF

Type: Terminal

Effectivity: Temporary

Begin Date: 20241201

End Date: Until Further Notice

Opening and closing of stands near J-Pier (based on SUP 44/24). Refer to temp chart 10-8B and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20241201

End Date: Until Further Notice

Opening of TWY S24, closing of TWY S23 (based on SUP 45/24). Refer to temp chart 10-8 and latest NOTAMs.

Chart Change Notices for Country DEU

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeberg, Norvenich to Noervenich.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20210326

End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.