

# EDDF Pilot Briefing

June 2020

## 1 General Information

### 1.1 Frequencies

	<b>EDDF ATIS</b>	<b>118.025</b>	<b>ATIS</b>
	<b>EDDF_DEL</b>	<b>121.9</b>	<b>Frankfurt Delivery</b>
GND	<b>EDDF_C_GND</b>	<b>121.850</b>	<b>Frankfurt Apron</b>
	EDDF_E_GND	121.950	Frankfurt Apron
	EDDF_W_GND	121.750	Frankfurt Apron
	EDDF_GND	121.8	Frankfurt Ground
	EDDF_S_GND	121.650	Frankfurt Apron
TWR	<b>EDDF_TWR</b>	<b>119.9</b>	<b>Frankfurt Tower</b>
	EDDF_W_TWR	124.850	Frankfurt Tower
	EDDF_N_TWR	136.5	Frankfurt Tower
	EDDF_C_TWR	118.775	Frankfurt Tower
APP	<b>EDDF_N_APP</b>	<b>120.8</b>	<b>Langen Radar</b>
	EDDF_S_APP	125.350	Langen Radar
	EDDF_F_APP	127.275	Frankfurt Director
	EDDF_U_APP	118.5	Frankfurt Director
	EDDF_D_APP	120.150	Langen Radar
	EDDF_H_APP	136.125	Langen Radar
CTR	EDGG_CTR	135.725	Langen Radar
	<b>EDGG_E_CTR</b>	<b>127.725</b>	<b>Langen Radar</b>
	EDDG_R_CTR	124.475	Langen Radar
	EDDG_Z_CTR	120.575	Langen Radar
	<b>EDUU_W_CTR</b>	<b>133.650</b>	<b>Rhein Radar</b>
	EDUU_T_CTR	132.4	Rhein Radar
	EDUU_N_CTR	132.775	Rhein Radar
	EDUU_F_CTR	136.325	Rhein Radar

### 1.2 Airport Layout

Frankfurt has four runways, the operational concept is summarised in the following table:

RWY	Usage
18	Departures only
07L/25R	Arrivals only
07C/25C	Mainly departures
07R/25L	Mainly arrivals

07L/25R may not be used for aircraft types A124, A380, B747 and MD11, instead 07R/25L will be assigned.

**Important:** Standard scenery for FSX and P3D does not include the northernmost runway (07L/25R). If you **do not** have a newer scenery, you should report this to the controllers as early as possible.

Charts & Airport Information: <https://vatsim-germany.org/pilots/aerodrome/eddf>

## 1.3 ILS Frequencies

RWY	25L	25C	25R		07L		07C	07R
APP	ILS	ILS	ILS Y	ILS Z	ILS Y	ILS Z	ILS	ILS Z
FREQ	111.15	111.55	109.75	111.35	110.30	111.75	110.55	110.95
CRS	248°	248°	248°/3.2°	248°/3.0°	067°/3.2°	067°/3.0°	067°	067°
FAF	LEDKI	REDGO	EDEPU	NIBAP	VAGUL	NODGO	LOMPO	ROBSA

## 1.4 Parking Positions

A	B	C	D/E		F
ADH	ACA	AAL	AFR	BAG	BOX: F211-F224
ADR	ANA	AFL	BAW	COA	GEC: F211-F227
AEE	ANZ	AZA	BER	FIN	SWL: F231-F235
AUA	DLH	DLH	BMI	GAE	TAY: F231-F235
CFG	OAL	ELL	CSA	TUI	FDX: F231-F235
CTN	ATR	ELY	DAL	ICE	
DLH	LAN	JAT	EIN	JAL	
JKK	SAA	LHA	HVN	NWA	
LGL	SIA	THY	IBE	UAE	
LOT	THA	WTA	KAL	UZZ	
SAS	USA		KLM		
TAY	VRG				
UAL					

## 2 Flying to/from EDDF

### 2.1 Startup and IFR Clearance [Delivery]

For your IFR-clearance first of all listen to Frankfurt ATIS to get weather information and the active runways as well as the ATIS letter.

Clearance Delivery will issue you an IFR-clearance containing the Standard Instrument Departure (SID) to fly and the transponder code. Find below a table of SIDs used most often.

Waypoint	SID	RWY	CLB
MARUN	M	25	FL70
	F/G*	25	5000ft*
	E/D	07	5000ft
OBOKA	M	25	FL70
	F/G*	25	5000ft*
	E/D	07	5000ft
TOBAK	M	25	FL70
	F/G*	25	5000ft*
	D	07	5000ft
ULKIG	L	18	4000ft
SOBRA	L	18	4000ft
ANEKI	L	18	4000ft
CINDY	S	18	4000ft
SULUS	S	18	4000ft
	D	07	4000ft

Note "startup approved" does mean that you can expect departure in the next 20 minutes, please **do not mistake**

**this for pushback clearance.** Start your engines at your own discretion. Typically while pushing back or shortly after pushback. If unable to fly SIDs request a radar vectored departure. In this case the controller will tell you to fly runway heading and maintain either 5000ft or FL070 for 07/25-departure or 4000ft for 18-departures.

For valid routes see <http://grd.aero-nav.com/?From=EDDF>

## 2.2 Pushback and Taxi [Apron,Ground]

**General** Have a chart of the airport ready, listen carefully and readback all taxiways and hold short instructions. In case of doubt hold your position and ask ATC for help.

**Departures** "Delivery" will instruct you to contact "Frankfurt Apron" to request pushback (or taxi in case you are on a taxi-out position). Attention there is more than one apron responsible for pushback and taxi, so listen carefully for the correct frequency. For pushback and taxi you always need a clearance. Set Squawk Mode C as soon as start pushback/taxi. Please do not waste any time and start your pushback as soon as possible, thereafter also as soon as possible request taxi.

If your gate/stand is located in the east but the given departure runway is 18, it is quite common to send you via taxiways U, S, S11, R, S25 and S for an intersection departure via S. This is due to congestion on the main Apron.

**Arrivals** Arrivals entering the apron via P (from RWY 07L/25R) can expect "hold short of N11".

## 2.3 Takeoff and Landing [Tower]

**Departures** Different holding points may be used to sequence departing traffic, stick to the ground charts! If you want to make an intersection departure, tell the controller. ATC may send light and medium aircraft to an intersection directly, such as L6 for runway 25C. Check that your transponder is set prior to departure. When airborne, Tower will hand you off to "Langen Radar" (DEP/APP).

**Arrivals** For landing you will get a landing-clearance from TWR. After you landed vacate the runway as fast as possible. If you land on RWY 25L/07R vacate to the north (except you want to park in the south or ATC tells you). Tower will also will give you the first taxi instructions. Stay on tower frequency until you get a handoff to tower, ground or apron controller.

## 2.4 Approach and Departure [Approach,Director,Departure]

**Departures** Please make sure not to exceed your initial climb unless cleared by ATC. Otherwise you may cause conflicts with arriving traffic. Transition altitude is 5000ft.

**Arrivals** Thanks to airspace structure, there are NO speed restrictions for IFR-traffic below FL100 unless instructed by ATC. Check the ATIS for the current transition level and report ATIS Letter on initial contact. Approach will get you on the downwind and hand you over to director controller.

On initial contact with Frankfurt Director (EDDF\_ F/U\_APP) state callsign ONLY (just "Frankfurt Director, <callsign>"). Do not report "established on ILS". During busy times expect to be told to maintain speed 170 IAS or greater until 5 miles final / 5 DME / Final Approach Point (FAP), following traffic will be only a few miles behind!

## 2.5 Cruise [Radar]

**General** On initial call always report current flightlevel (and cleared flightlevel).

**Arrivals** STARs are not used in Frankfurt. Always expect transition or vectors. If you arrive from the north expect ROLIS/UNOKO/KERAX 07/25 **N** transition. If you arrive from the south expect SPESA (formerly PSA) 07/25 **S** transition. ATC may instruct "when ready descend to reach flight level ... at ..." make sure you start your descent accordingly.