

Flight plan suggestion

From Frankfurt (EDDF) to
Châlons Vatry (LFOK)

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Flightgear ATC





Flight plan suggestion

Introduction

Are you interested in discovering new things about general aviation? Flight plan suggestions cover your needs : mixing interesting topics while practicing, they are intended to teach you more each flight!

In this flight plan proposal you will be flying from EDDF (Frankfort - Germany) to LFOK (Châlons Vatry - France).

We will overview how to integrate your route into your flightgear aircraft's flight managing system (FMS), how to read the ATIS and the importance of the

holding point. We assumed you can control your airplane, both manually and with autopilot help.

This document aims to provide a very realistic and comprehensive way to plan and achieve your flights.

It is the first flight plan proposal and others will follow with even more tips and advises.

Happy flying! ☀



« You have information Charlie. »

ATIS refers to Automatic Terminal Information Service. It provides information relevant to the airport and is updated frequently. Every pilot have to read the current information before contacting ATC.

ATIS Structure

Most relatively big airports have an ATIS frequency. It provides you many useful information, especially regarding weather and airport singularities. EDDF ATIS frequency is **118.02**. Set this value on your active COMM1 frequency and you should hear the automatic voice. If you don't hear anything, check the frequency using the communication menu (F12 key). If you still don't hear anything, just ask the ATIS to the ATC. ●

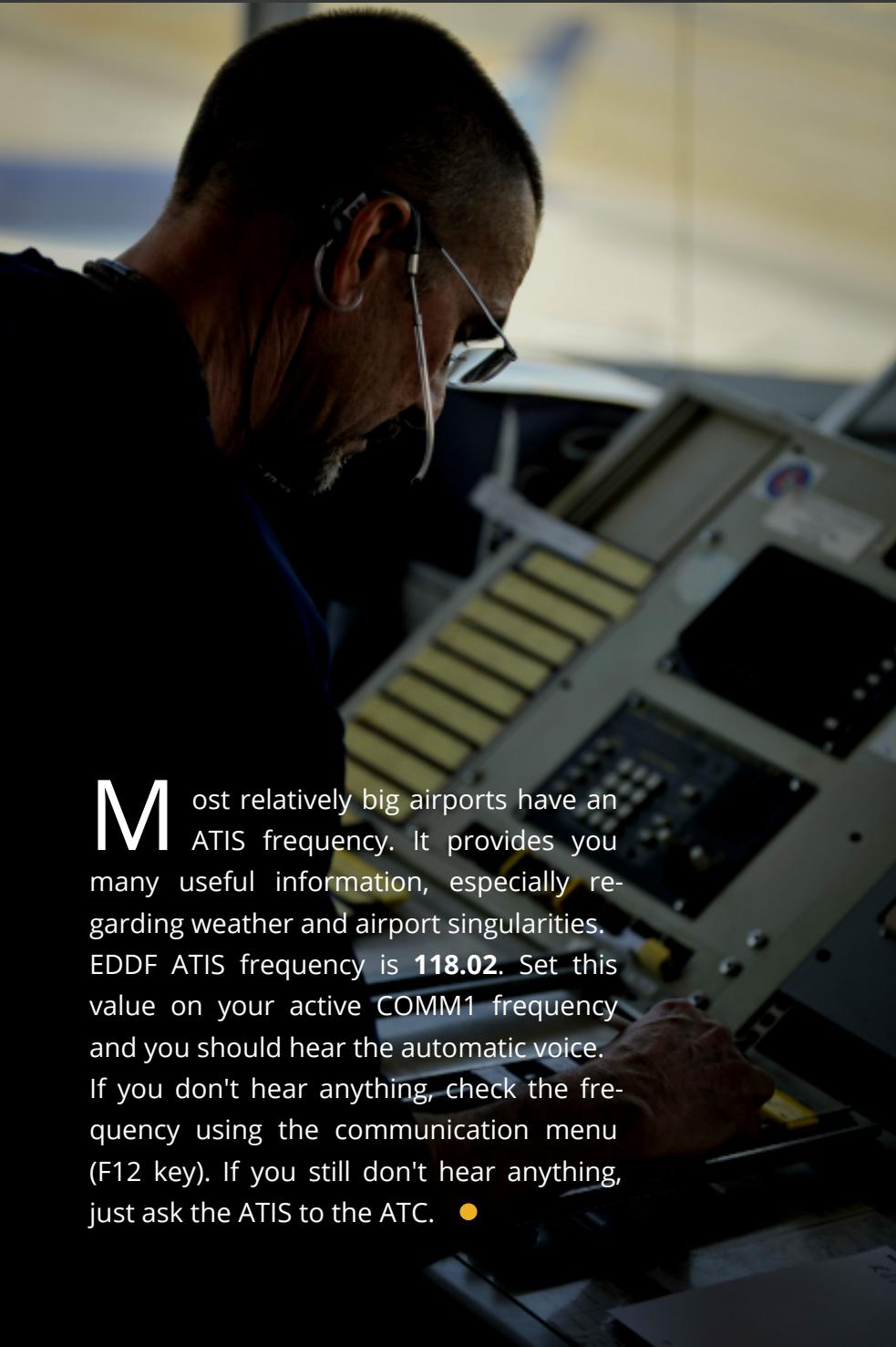
Frankfurt information Papa - Time one eight three zero zulu - Expect ILS
station name information indicator time (UTC = Zulu)

runway zero seven - Arrivals and departures runway zero seven - Winds zero
runway used for ILS runway in use for deps and arrs

nine zero at one zero knots - Ceiling and visibility OK - Temperature plus zero
winds provenance and speed clouds and visibility temperature

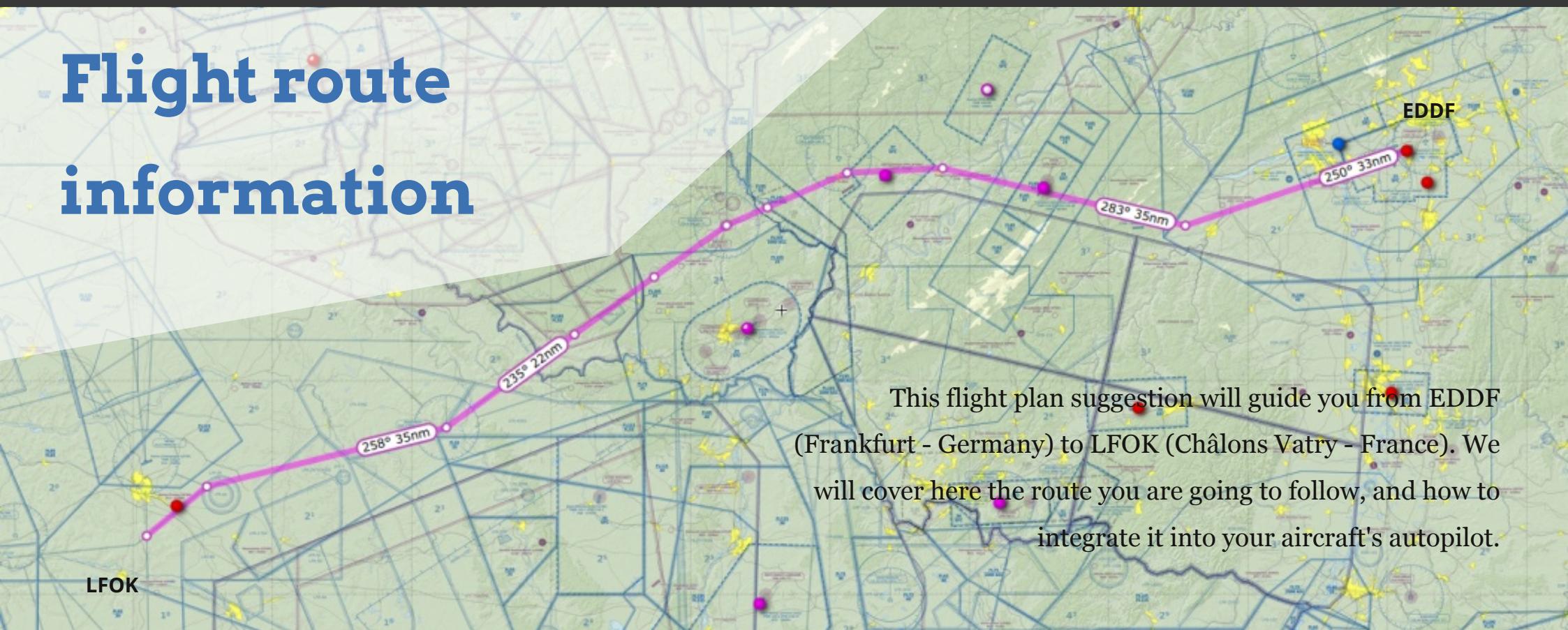
six / Dew point minus zero - QNH 1013 hectopascals or two nine decimal nine
dew point atmospheric pressure in hPa and inHg

two inches - On initial contact provide information Papa.
repetition of the indicator





Flight route information



Trip information

Departure

EDDF

Arrival

LFOK

Recommended aircraft

B777 or similar

Total distance

218 nm

Cruise altitude

FL380

Estimated time

46 min at 300 knots

Airports mostly controlled on

Sundays*

*for maximum realism, make sure both airports are controlled [here](#).

Route

EDDF -SID-> **SOBRA** -Y180->
RUDOT -Y180-> **BITBU**
-Y180-> **ASMOX** -Y180->
NISIV -UY180-> **DIK** -Y180->
IDOSA -Y180-> **TILVI** -Y180->
> **MMD** -M163-> **SUIPE** -J10->
DIKOL -STAR-> LFOK

You can integrate this route into your autopilot system by going into the "Autopilot" menu and opening the "Route manager". Set your departure airport as EDDF, arrival airport LFOK, at a cruise altitude of FL380 (38.000 ft) and enter the waypoints appearing in bold in the middle of this page. Then click "Activate". SID SOBRA and DIKOL STAR both refer to standard departure and arrival procedures, available at the end of this document. ●



Taxi to the holding point



« 737 taxiway » by Darren Wood on Flickr

There is one step you should not forget before entering on a runway : the holding point. It is important to keep in mind that stepping on a runway without ATC clearance is forbidden.

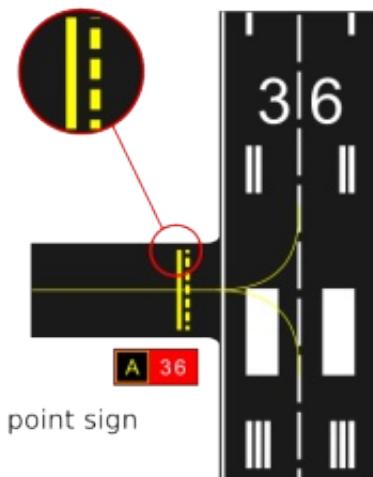
Better knowing it before ATC gets angry...

After reading the ATIS, you contact Frankfurt tower for your departure clearance (frq 119.90). If you already filed a flight plan on the [flightgear-atc website](#), the tower will know your destination and your entire route.

The ATC will give you a departure clearance, a SID (departure procedure) and a squawk (transponder code). After you copied those information, had the clearance for pushback & start and prepared your aircraft for taxi, the ATC will ask you to taxi to the holding point of a runway.

This sentence **does not** mean you are cleared to taxi on the runway. It means you can taxi before entering on the runway. The "holding point" is materialized by two yellow lines : one plain and one dashed. They are drawn on the taxiway leading to the runway. There is also a red sign indicating which runway you are going to step on, and the yellow taxiway name in a black square. You should stop there, it is dangerous to go further because of aircrafts already on this active runway. ●

Holding point

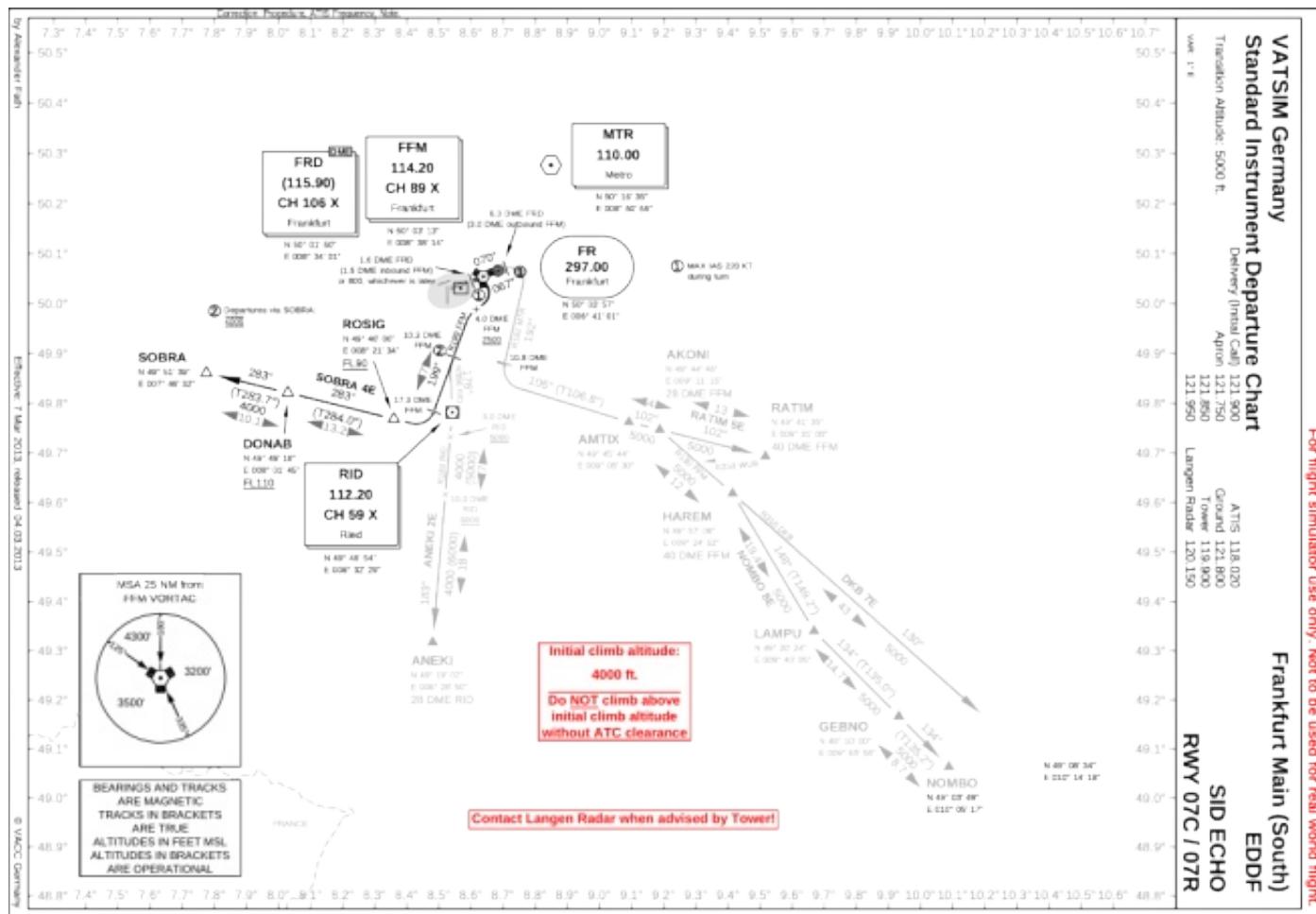


Holding point sign



EDDF Standard Initial Departure (SID) procedures

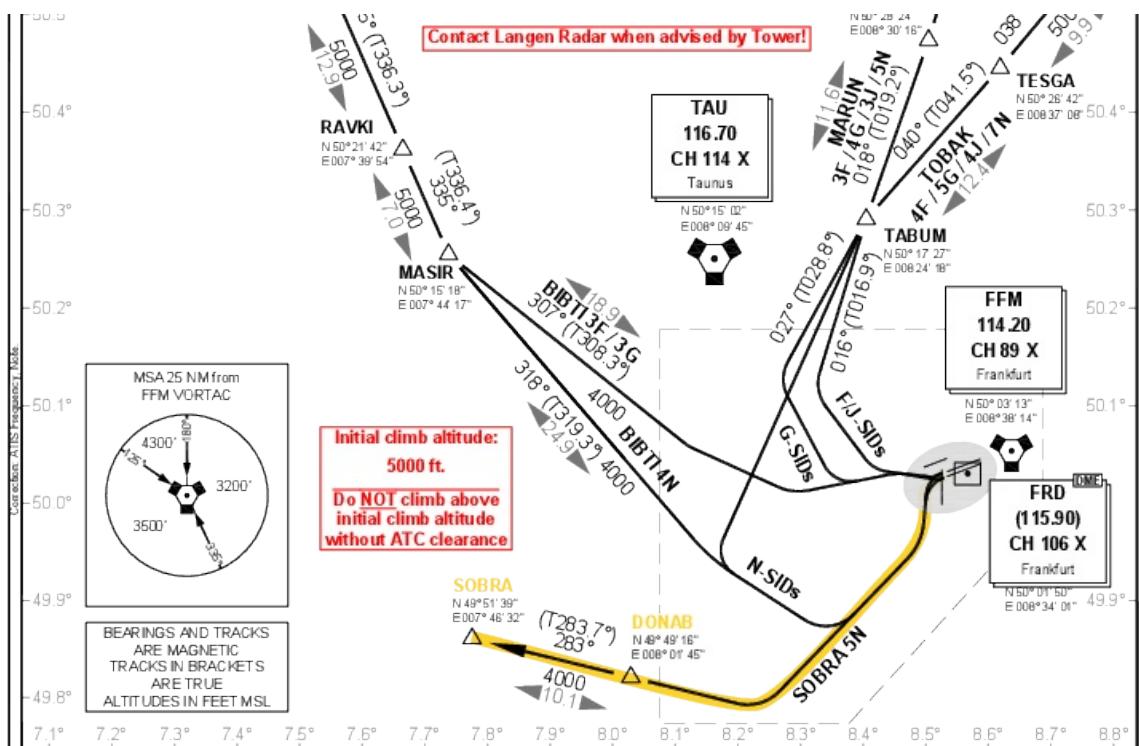
07 configuration





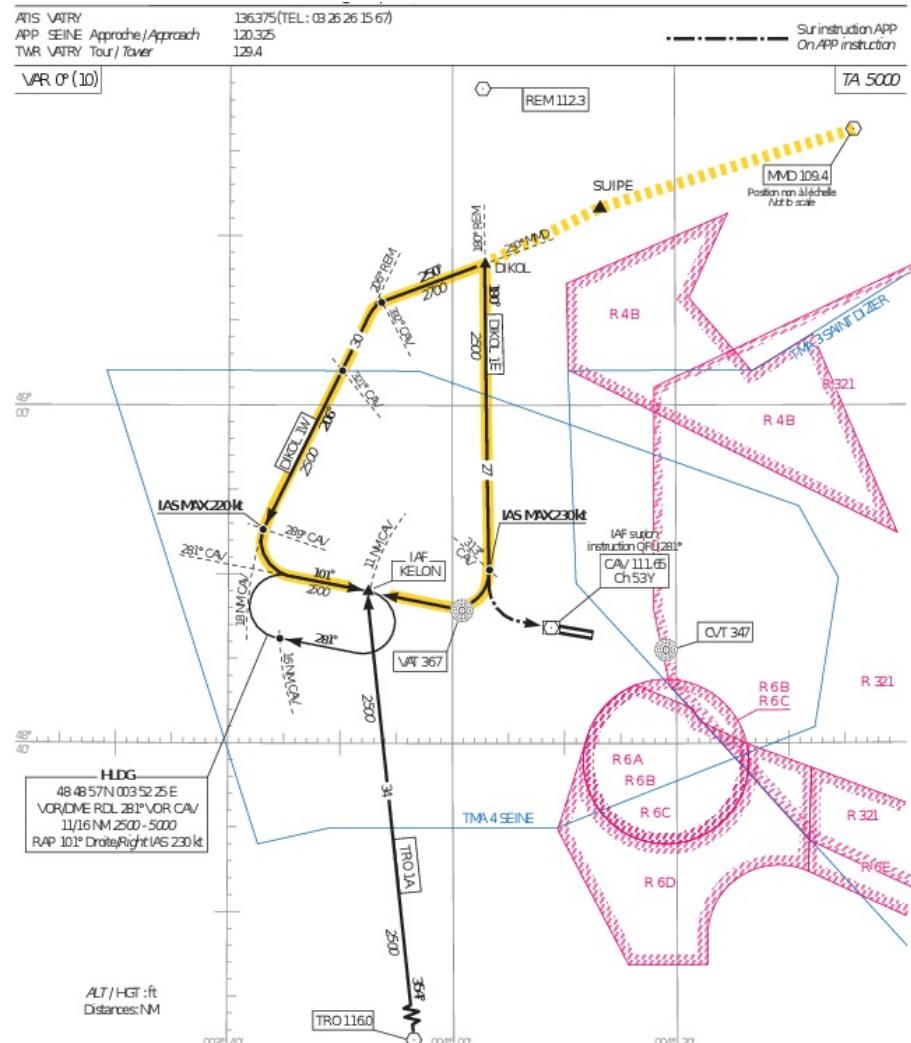
EDDF Standard Initial Departure (SID) procedures

07 configuration





LFOK Standard Terminal ARrival (STAR) procedure



PANNE DE COM:

Afficher code 7600
Appliquer la procédure définie dans la réglementation Nationale.

PANNE DE COM suivie d'une API:

Appliquer la procédure d'approche interrompue décrite sur le vollet IAC et effectuer une nouvelle procédure d'approche.

Si cette deuxième tentative est suivie d'une nouvelle API, appliquer la procédure de dégagement de la TMA.

PROCÉDURE DE DÉGAGEMENT DE TMA:

Utiliser la trajectoire de départ vers TRO à 5000 et rechercher les conditions VMC.

RADIO COMMUNICATION FAILURE:

Squawk code 7600
Comply with the procedure defined in the National Regulation

RADIO FAILURE FOLLOWED BY A MISSED APPROACH:
Comply with the missed approach procedure described in AC then attempt a new approach.

If this second attempt is followed by a new missed approach, comply with the procedure to vacate the TMA.

PROCEDURE TO VACATE THE TMA:

Comply with departure TRO at 5000 and seek VMC.