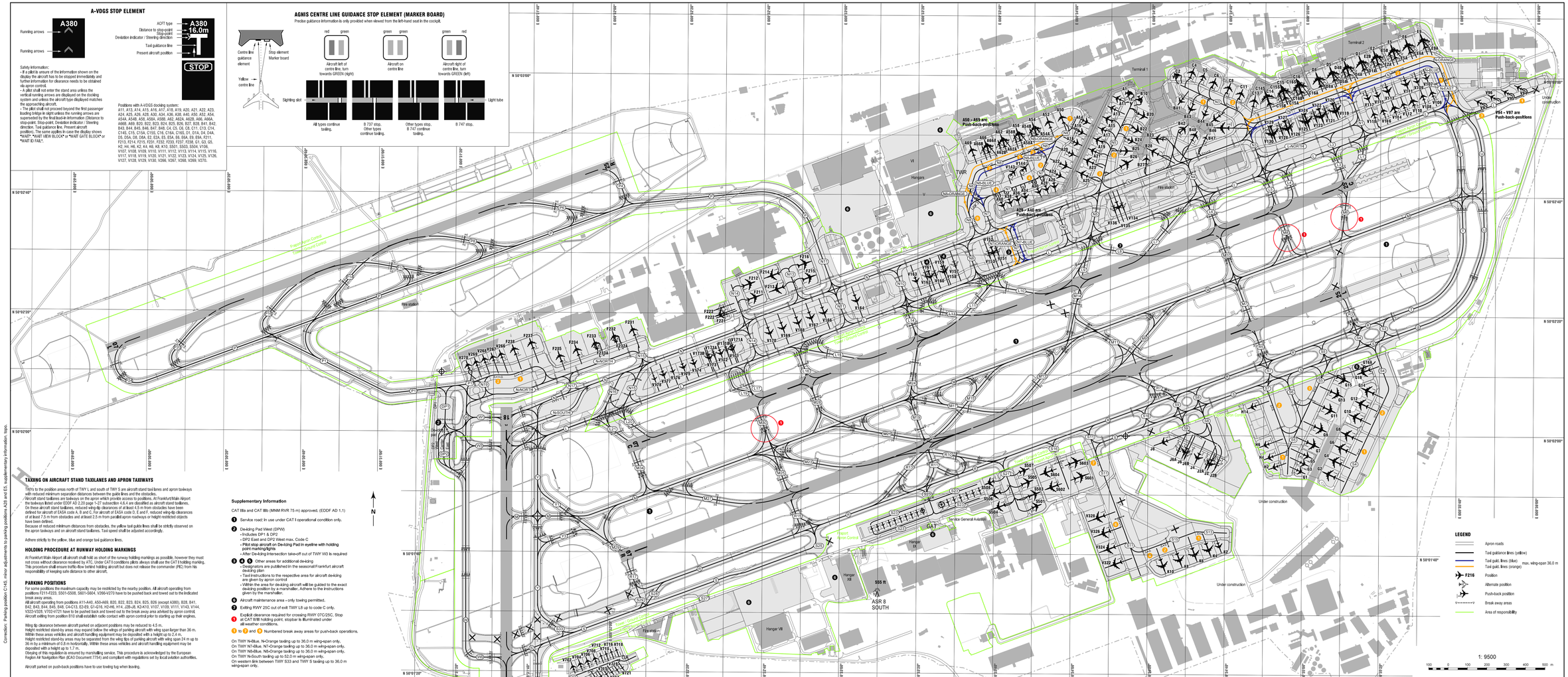
A-VDGS STOP ELEMENT
A380
Running arrows
Running arrows
ACFT type
Distance to stop-point
Stop-point
Deviation indicator / Steering direction
Taxi guidance line
Present aircraft position
A380
16.0m
STOP
Safety Information:
- If a pilot is unsure of the information shown on the display the aircraft has to be stopped immediately and further information for clearance needs to be obtained via apron control.
- A pilot shall not enter the stand area unless the vertical running arrows are displayed on the docking system and unless the aircraft type displayed matches the approaching aircraft.
- The pilot shall not proceed beyond the first passenger loading bridge in sight unless the running arrows are superseded by the final lead-in information (Distance to stop-point, Stop-point, Deviation indicator / Steering direction, Taxi guidance line, Present aircraft position). The same applies in case the display shows "WAIT", "WAIT VIEW BLOCK" or "WAIT GATE BLOCK" or "WAIT ID FAIL".
Positions with A-VDGS docking system:
A11, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A28, A30, A34, A36, A38, A40, A50, A52, A54, A54A, A54B, A58, A58A, A58B, A62, A62A, A62B, A66, A66A, A66B, A69, B20, B22, B23, B24, B25, B26, B27, B28, B41, B42, B43, B44, B45, B46, B47, 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, G3, G5, H2, H4, H6, K2, K4, K6, K8, K10, S501, S503, S504, V106, V107, V108, V109, V110, V111, V112, V113, V114, V115, V116, V117, V118, V119, V120, V121, V122, V123, V124, V125, V126, V127, V128, V129, V130, V266, V267, V268, V269, V270.
AGNIS CENTRE LINE GUIDANCE STOP ELEMENT (MARKER BOARD)
Precise guidance information is only provided when viewed from the left-hand seat in the cockpit.
Centre line guidance element
Stop element Marker board
Yellow centre line
red green
Aircraft left of centre line, turn towards GREEN (right)
green green
Aircraft on centre line
green red
Aircraft right of centre line, turn towards GREEN (left)
Sighting slot
Light tube
All types continue taxiing.
B 737 stop. Other types continue taxiing.
Other types stop. B 747 continue taxiing.
B 747 stop.
TAXING ON AIRCRAFT STAND TAXILANES AND APRON TAXIWAYS
TWY's to the position areas north of TWY L and south of TWY S are aircraft stand taxi-lanes and apron taxiways with reduced minimum separation distances between the guide lines and the obstacles.
Aircraft stand taxilanes are taxiways on the apron which provide access to positions. At Frankfurt/Main Airport the taxiways listed under EDDF AD 2.20 page 1-27 subsection 4.6.4 are classified as aircraft stand taxilanes.
On these aircraft stand taxilanes, reduced wing-tip clearances of at least 4.5 m from obstacles have been defined for aircraft of FAS/A code A, B and C. For aircraft of FAS/A code D, E and F, reduced wing-tip clearances of at least 7.5 m from obstacles and at least 2.5 m from parallel apron roadways or height restricted objects have been defined.
Because of reduced minimum distances from obstacles, the yellow taxi guide lines shall be strictly observed on the apron taxiways and on aircraft stand taxilanes. Taxi speed shall be adjusted accordingly.
Adhere strictly to the yellow, blue and orange taxi guidance lines.
HOLDING PROCEDURE AT RUNWAY HOLDING MARKINGS
At Frankfurt Main Airport all aircraft shall hold as short of the runway holding markings as possible, however they must not cross without clearance received by ATC. Under CAT I conditions pilots always shall use the CAT I holding marking.
This procedure shall ensure traffic-flow behind holding aircraft but does not release the commander (PIC) from his responsibility of keeping safe distance to other aircraft.
PARKING POSITIONS
For some positions the maximum capacity may be restricted by the nearby position. All aircraft operating from positions F211-F223, S501-S508, S601-S604, V266-V270 have to be pushed back and towed out to the indicated break away areas.
All aircraft operating from positions A11-A40, A50-A69, B20, B22, B23, B24, B25, B26 (except A380), B28, B41, B42, B43, B44, B45, B46, C4-C13, E2-E9, G1-G16, H2-H6, H14, J28-J8, K2-K10, V107, V109, V111, V143, V144, V322-V328, V702-V721 have to be pushed back and towed out to the break away area advised by apron control.
Aircraft exiting from position B10 shall establish radio contact with apron control prior to starting up their engines.
Wing tip clearance between aircraft parked on adjacent positions may be reduced to 4.5 m.
Height restricted stand-by areas may expand below the wings of parking aircraft with wing span larger than 36 m.
Within these areas vehicles and aircraft handling equipment may be deposited with a height up to 2.4 m.
Height restricted stand-by areas may be separated from the wing tips of parking aircraft with wing span 24 m up to 36 m by a minimum of 0.8 m horizontally. Within these areas vehicles and aircraft handling equipment may be deposited with a height up to 1.7 m.
Obeying of this regulation is ensured by marshalling service. This procedure is acknowledged by the European Region Air Navigation Plan (ICAO Document 7754) and compliant with regulations set by local aviation authorities.
Aircraft parked on push-back positions have to use towing tug when leaving.
Supplementary Information
CAT IIIa and CAT IIIb (MNM RVR 75 m) approved. (EDDF AD 1.1)
1 Service road; In use under CAT I operational condition only.
2 De-icing Pad West (DPW)
- Includes DP1 & DP2
- DP2 East and DP2 West max. Code C
- Pilot stop aircraft on De-icing Pad in eyeline with holding point marking/lights
- After De-icing intersection take-off out of TWY W0 is required
3 4 5 Other areas for additional de-icing
- Designations are published in the seasonal Frankfurt aircraft de-icing plan
- Taxi instructions to the respective area for aircraft de-icing are given by apron control
- Within the area for de-icing aircraft will be guided to the exact de-icing position by a marshaller. Adhere to the instructions given by the marshaller.
6 Aircraft maintenance area - only towing permitted.
7 Exiting RWY 25C out of exit TWY L8 up to code C only.
8 Explicit clearance required for crossing RWY 07C/25C. Stop at CAT III/B holding point, stopbar is illuminated under all weather conditions.
9 to 12 and 13 Numbered break away areas for push-back operations.
On TWY N-Blue, N-Orange taxiing up to 36.0 m wing-span only.
On TWY N7-Blue, N7-Orange taxiing up to 36.0 m wing-span only.
On TWY N8-Blue, N8-Orange taxiing up to 36.0 m wing-span only.
On TWY N-South taxiing up to 52.0 m wing-span only.
On western link between TWY S33 and TWY S taxiing up to 36.0 m wing-span only.
Terminal 1
Terminal 2
Terminal 3
Cargo
Hangar
Fire station
TWR
Service General Aviation
Hangar XII
Hangar VII
ASR 8 SOUTH
555 m
Under construction
Airport Apron Control
Frankfurt Apron Control
Frankfurt Ground Control
Frankfurt Tower Control
A50 - A69 are Push-back-positions
A29 - A40 are Push-back-positions
V94 - V97 are Push-back-positions
LEGEND
Apron roads
Taxi guidance lines (yellow)
Taxi guid. lines (blue)
Taxi guid. lines (orange)
max. wing-span 36.0 m
F216 Position
Alternate position
Push-back position
Break away areas
Area of responsibility
1: 9500
100 0 100 200 300 400 500 m
Correction: Parking position C14S, minor adjustments to parking positions A28 and E5, supplementary information, topo.