FRANKFURT MAIN AERODROME GROUND MOVEMENT CHART - ICAO A-VDGS STOP ELEMENT AGNIS CENTRE LINE GUIDANCE STOP ELEMENT (MARKER BOARD)
Precise guidance information is only provided when viewed from the left-hand seat in the cockpit. Present aircraft position 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 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The pilot shall not proceed beyond the first passenger loading bridge in sight unless the running arrows are superseded by the final lead-in information (Distance to stop-point, 100-point, 100 Positions with A-VDGS docking system: A11, A13-A26, A28, A30, A34, A36, A38, A40, A50, A52, A54, A54A, A54B, A58, A58A, A58B, A62, A62A, A62B, A66, A66A, A589, A59, B20, B22-B28, B42-B48, C4, C5, C6, C8, C11, C13, C14, C15, C16, 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, H8, H12, S501, S503, S504, V106, V107, V108, V109, V110-V130, V266-V270. 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". TAXIING ON AIRCRAFT STAND TAXILANES Taxiways north of TWY L leading to aircraft parking positions and south of TWY S are Aircraft Stand Taxilanes with reduced minimum separation distances between taxilane centre line and objects.

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 N-South taxiing up to 52,0 m wing-span only.

Wing-tip-clearance for B 747-400 on Aircraft Stand Taxilanes is 7,5 m as a minimum to objects and 5 m to parallel beight. Implications are supported to the space of height-limited service roads. Wing-tip-clearance for A380 on Aircraft Stand Taxilanes is 7,5 m as a minimum to objects and 2,5 m to parallel height-limited service roads. Due to reduced wing-tip-clearance adhere strictly to the yellow taxi guidance lines. Taxi speed to be adjusted accordingly Construction and maintenance on northern and southern apron may cause partial and temporary closure of textways and aircraft stands. Adhere strictly to taxi advisories by apron control and ATC instructions. Regularly published NOTAMs and Supplementary Information CAT IIIa and CAT IIIb (MNM RVR 75 m) approved. (EDDF AD 1.1) Taxi guidance lines (yellow) HOLDING PROCEDURE AT RUNWAY HOLDING MARKINGS Taxi guid. lines (blue) max. wing-span 36,0 m
Taxi guid. lines (orange) 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 Service road; in use under CAT I operational condition only. De-icing Pad West (DPW)Includes DP1 & DP2 responsibility of keeping safe distance to other aircraft. - 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 W3 is required Alternate position Push-back position For some positions the maximum capacity may be restricted by the nearby position. All aircraft operating from positions F211-F225, S501-S508, S601-S604, V266-V270 have to be pushed back and towed out to the indicated 3 4 5 Other areas for additional de-icing positions P211-P225, S501-S508, S601-S604, V200-V270 have to be pushed back and lowed out to the indicated break away areas.

All aircraft operating from positions A11-A40, A50-A69, B20, B22, B23, B24, B25, B26 (exceptA380), B28, B41, B42, B43, B44, B45, B48, C4-C13, E2-E9, G1-G16, H2-H12, J13-J17, V107, V109, V111, V143, V144, V310-V313 have to be pushed back and towed out to the break away area advised by apron control. Aircraft exiting from position B10 and helicopters wishing to leave positions H322 an H323 shall establish radio contact with apron control prior to starting up their engines. ¬·····

Break away areas Designators 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. ------ Area of responsibility Wing tip clearance between aircraft parked on adjacent positions may be reduced to 5 m.

Height-restricted stand-by areas may expand below the wings of parking aircraft. Within these areas vehicles and aircraft handling equipment may be deposited with a height up to 2,40 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. 6 Aircraft maintenance area - only towing permitted. Exiting RWY 25C out of exit TWY L8 up to code C only. Explicit clearance required for crossing RWY 07C/25C. Stop at CAT II/III holding point, stopbar is illuminated under all weather conditions. Adhere strictly to the yellow, blue and orange taxi guidance lines.

Aircraft parked on push-back positions have to use towing tug when leaving.

🚺 to 7 and 🧐 Numbered break away areas for push-back operations.