RG Frankfurt
International quality ATC

VATSIM Germany

EDDF - Frankfurt Pilot Briefing

Yannic Brodersen / David Kirchner

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Content

1 General Information

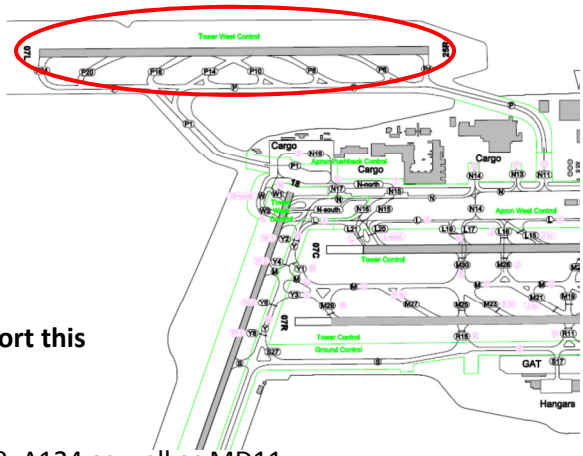
1.1 Frequencies

EDDF_ATIS	ATIS	118.020	
EDDF_DEL	**Frankfurt Delivery**	**121.900**	
EDDF_W_GND	**Frankfurt Apron**	**121.750**	**Apron West**
[EDDF_E_GND]	Frankfurt Apron	121.950	Apron East (for events only)
[EDDF_P_GND]	Frankfurt Apron	121.850	Pushback (for events only)
EDDF_TWR	**Frankfurt Tower**	**119.900**	
EDDF_W_TWR	Frankfurt Tower	124.850	Runway 18 and 07L/25R
EDDF_DEP	Langen Radar	120.150	
EDDF_N_APP	**Langen Radar**	**120.800**	
EDDF_F_APP	Frankfurt Director	127.270	Final approach (Arrivals only)
EDDF_U_APP	Frankfurt Director	118.500	
EDGG_E_CTR	**Langen Radar**	**127.720**	**Do not confuse with F_APP!**
EDGG_CTR	**Langen Radar**	**135.720**	
(EDGG_P_CTR	Langen Radar	135.650	only for BIBTI-departures, when online)

During events, other stations may be online as well, so listen carefully when being instructed to switch frequency.

1.2 Airport Layout

There has been much change in the airport layout recently. Back in 2010 all taxiways had been renamed in order to establish an alphanumeric system. Therefore, the FS default scenery is not up to date. Nevertheless, both the new/old systems are implemented in our ground charts.
In June 2011 (AIRAC 1107) the **old** runway 07L/25R has been renamed 07C/25C in order to give way to the new north-western runway opened in October 2011.



Charts & Airport Information & Sceneries

➡ http://www.vatsim-germany.org/airport/EDDF

All arriving traffic equipped with the new runway should report this to the controller as early as possible.

The new runway may **not** be used by aircraft types B747, A380, A124 as well as MD11.
Those will be assigned 07R/25L.

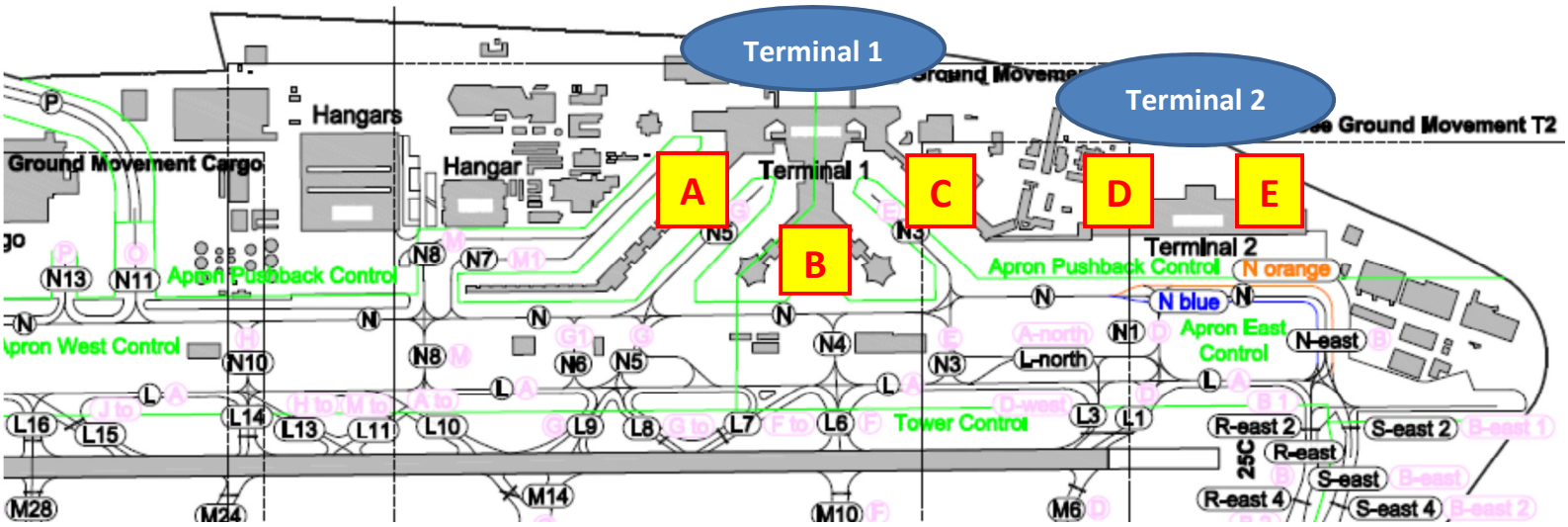
25R/25L is preferred for landings with a tailwind component of up to 5 knots. However, the direction of operation does also depend on the weather forecast.

Arrival runways : 07L/25R, 07R/25L

Departure runways: 07C/25C, 07R/25L, 18

Typical Parking Positions:

A	B	C	D	E	F
ADR	ACA	AAL	AFR	BER	DLH: F236-F240
AUA	ANA	AWE	AFL	CAL	FDX: F231-F240
CTN	CCA	CFG	AZA	ETD	GEC: F211-F227
DLH	DLH	DLH	BAW	FIN	SWL: F221-F225
GAE	ETH	ELY	BER	*GAE*	TAY: F231-F233
(JKK)	LGL	JAT	BMI	GFA	
LOT	(OAL)	*LHA*	CES	ICE	
SAS	QTR	TAR	CSA	NLY	
SWR	SAA	THY	DAL	RJA	
TAP	SIA		EIN	SBI	
UAL	TAM		HVN	TUI	
	THA		IBE	UAE	
	UAL		JAL	UZB	
	VRG		KLM		
			(MAH)		
			NMB		
			QFA		



2 Flying to/from Frankfurt

2.1 Startup (DEL)

Clearance Delivery will issue you with 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-designator*	*Runway*	*Notes*
ANEKI	L	18	
BIBTI	E, D F, G, M, H	07C/R 25C/L	
DKB	S, L	18	Only for flights terminating within EDMM FIR.
MARUN	E, D F, G, J, M ,H	07C/R 25C/L	
NOMBO	S, L	18	Jet only
OSBIT	E, D	07C/R	
RATIM	S	18	Prop only
ROTEN	S, L	18	Only for flights terminating within EDDN Area.
SOBRA	L, U	18	
SULUS	E, D S, L	07C/R 18	
TOBAK	E, D F, G, J, M,H	07C/R 25C/L	
ULKIG	S, U	18	

(Notes:

- ULKIG.S is not assigned when landing direction is 07, expect to be cleared via SOBRA.L or ULKIG.U instead
- D, G, J, L, U are primarily intended for heavy aircraft)

Non RNAV:

KNG	6C	07C/R
MTR	4C	07C/R
RID	6C 3Q	07C/R 25C/L
TAU	4Q	25C/L

If unable to fly SIDs request radar vectored departure. In this case the controller will tell you to fly runway heading and maintain either **5000ft or M/H-SIDs FL070** for 07/25-departure or **4000ft** for 18-departure. Valid Flight Plans at www.vatroute.net.

2.2 Pushback / Taxi (Ground, GND)

Always contact GND, respectively the actual responsible controller for pushback!
When moving around the Apron you will not be alone, so read back all holdshort-instructions und listen carefully.
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 S-east S R for an intersection departure via R. This is due to congestion on the main Apron.
Arrivals entering the apron via P: as the extension of taxiway N11 is not yet included in the scenery, the controller might instruct you to taxi via stand V165.

2.3 Take-off (Tower, TWR)

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 even send light and medium aircraft to an intersection directly, such as L6 for runway 25C.
Check that your transponder code is set prior to departure.
When airborne, Tower will hand you off to APP (or DEP during Events).

2.4 Approach / Departure (APP/DEP)

Departing Traffic:

Initial climb for 07/25-departures is **5000ft** and **M/H-SID FL070**
Initial climb for 18-departures is **4000ft**.
Do not climb above these altitudes unless cleared by ATC. Otherwise you may cause conflicts with arriving traffic.
Transition altitude is 5000ft.
When APP hands you off to Radar, please do not confuse the frequency with Frankfurt Director:

Radar (CTR)	**127.720**	EDDF_F_APP	127.270

Arriving Traffic:

Thanks to airspace structure, there are **NO** speed restrictions for IFR-traffic below FL100 unless instructed by ATC.
→ You can fire up the engines but remember to slow down when approaching the ILS ☺.
Check the ATIS for the current transition level.
On initial contact with Frankfurt Director (EDDF_F/U_APP) state callsign only as this is usually the busiest frequency (just “Frankfurt Director, <callsign>”).

Do not report “established on ILS” (the controllers can see it anyway ☺).
During busy times expect to be told to maintain speed 170 IAS or greater until 5 miles final / 5 DME / OM, following traffic will be only a few miles behind!

ILS frequencies:

RWY	25L	25R	25C	07R	07L	07C
FREQ	111.15 / 110.70	111.35	111.55 / 109.50	110.95	111.75	110.55 / 110.10
FAP	LEDKI	NIBAP	REDGO	ROBSA	NODGO	LOMPO

(Second frequency = Default Scenery without update)

2.5 Radar (Center, CTR)

STARs are generally not issued by ATC, use them in case of radio failure only.
Instead, you will be cleared onto a transition, either **N** (North; November) or **S** (South; Sierra).

http://nav.vatsim-germany.org/files/edgg/charts/eddf/public/EDDF_TRANSITION_RWY25.pdf
http://nav.vatsim-germany.org/files/edgg/charts/eddf/public/EDDF_TRANSITION_RWY07.pdf

Plan your descent according to the instructions (e.g. “descend FL110 to reach at KERAX”).
Clearance to any waypoint DFxxx along the transition includes clearance onto the transition.
For example, your last waypoint is UNOKO and the landing direction is 25. If the controller tells you “cleared direct DF409” you can proceed direct DF409 and thereafter follow UNOKO25N transition.

3 Phraseology

3.1 Departing Traffic Frankfurt

Departing in Frankfurt is not different than departing anywhere else. However this is the way you can expect it to be:
Example flight: EDDF-EGLL, gate B27

Pilot (DLH123): Frankfurt Delivery, DLH123, good evening. Information Alpha on board, request startup and IFR-clearence to London.

ATC: DLH123, Frankfurt Delivery, good evening. Alpha correct. Startup approved, Cleared London via SOBRA4L departure, climb 4000 ft, flight planned route, squawk 2131.

Pilot: DLH123, startup approved, cleared London via SOBRA4L departure, climb 4000 ft, flight planned route, squawk 2131.

ATC: DLH123, readback correct, contact Apron on 121.85.

Pilot: DLH123, contacting Apron on 121.85.

Notes:

- ATIS frequency is 118.02. You must check the current ATIS before your initial call. Report the ATIS designator you have checked before to Delivery.
- Startup approved has to be read back. It means that you can expect to be able to push without much delay. It also means that you CAN start your engines, but normally you should do that during pushback.
- Departure runways in Frankfurt are runway 25C/07C and runway 18. So check the runway fitting to your SID yourself. You will find the initial climb altitude in the charts, too. The initial climb altitude is the altitude you can climb after departure on your own. Do not climb higher without further instructions.
*- Initial climb altitude runway **25C/07C: 5000ft and M/H-SID FL070***
*- Initial climb altitude runway 18: **4000ft***
- Check altitude restrictions on your SID.

Pilot: Frankfurt Apron, DLH123, good evening, request pushback.

ATC: DLH123, Frankfurt Apron, good evening, pushback approved, face west.

Pilot: DLH123, pushback approved, facing west.

ATC: DLH123, contact Apron on 121.75.

Pilot: DLH123, Apron on 121.75, bye.

Notes:

- 121.85 is an Apron, who is only responsible for pushbacks. Do not worry about responsibilities of controllers. There are about 20 positions that could be staffed in Frankfurt. Just call the controllers you are sent to.
- The pushback direction is really important. Read it back and make sure that you are pushing into the correct direction.

Pilot: Frankfurt Apron, DLH123, good evening, on N, request taxi.

ATC: DLH123, Frankfurt Apron, good evening. Taxi holding point runway 18 via N, hold short N8.

Pilot: DLH123, Taxiing holding point runway 18 via N, holding short N8.

ATC: DLH123, behind next aircraft, Lufthansa Boing 737-500 crossing N from right to left, continue taxi behind.

Pilot: DLH123, behind next Lufthansa Boing 737-500 from right to left, continue taxi behind.

ATC: DLH123, contact Tower on 124.85.

Notes:

- Due to the size of Frankfurt Airport, taxi instructions can become quite long. So take a paper before requesting taxi.
- Make sure that you really stop in front of the taxiway you are told to hold short at.
- If you get a conditional clearance ("behind next…"), make sure that you know which aircraft the controller means. Otherwise just say: "Aircraft not in sight." In this case the controller will tell you when to continue.
- Do not line up on the runway unless you are cleared for line-up or take-off by the Tower controller.

Pilot: Frankfurt Tower, DLH123, good evening, on N.

ATC: DLH123, Frankfurt Tower, hello. Number 3.

Pilot: Roger.

ATC: DLH123, runway 18, cleared for immediate take-off!

Pilot: DLH123, runway 18, cleared for immediate take-off!

ATC: DLH123, contact Langen Radar on 120.15, tschüss.

Pilot: DLH123, 120.15, bye.

Notes:

- Prepare for an immediate take-off while you are waiting at the runway.
- If you are cleared for an immediate take-off, start your take-off roll without any delay. If you are unable for that, say: "DLH123, unable for immediate." and hold position. The controller will tell you what to do next.
- Do not climb above the initial climb altitude.

Pilot: Langen Radar, DLH123, Hello, 3000ft, climbing 4000ft.

ATC: DLH123, Langen Radar, hello, identified. Climb now FL110.

Pilot: DLH123, climbing now FL110.

Notes:

- There is a climb restriction on SOBRA4L departure (→charts). If the controller says "climb now", he means that you should ignore that restriction.

3.2 Arriving Traffic

The procedures for arrivals in Frankfurt are not really complex, but you definitely must read charts and prepare your approach early enough. The controllers will tell you the runway to expect as early as possible, but the controller responsible for that is N_APP, S_APP or F_APP, so prepare for runways 25R/07L and 25L/07R and be surprised what you get. If you have installed a current scenery including the new runway, please tell the first EDGG-controller you are contacting that you are able for runway 07L/25R. And please, install such a scenery !
This example starts with the first contact of EDGG_E_CTR. The flight has started in Rome, LIRF. Due to the winds runways 07 are active in Frankfurt. Runways 25R/07L and 25L/07R are used for landings. 25C/07C can be used for landings, too, but this is non-standard.

Pilot: Langen Radar, DLH123, good evening, FL360, able runway 07L.

ATC: DLH123, Langen Radar, identified. Roger. When ready descend to reach FL110 at Spessart, PSA.

Pilot: DLH123, When ready descending FL110 to reach at PSA.

ATC: DLH123, cleared PSA07S Transition.

Pilot: DLH123, cleared PSA07S Transition.

ATC: DLH123, reduce speed 250KIAS.

Pilot: DLH123, speed 250KIAS.

ATC: DLH123, contact Langen Radar on 120.80 (EDDF_N_APP).

Pilot: DLH123, Langen on 120.80, bye.

Notes:

- PSA is Spessart NDB, so do not be irritated if the controller does not say "Papa Sierra Alpha" but "Spessart".
- You can expect Transitions in Frankfurt. There is a north and a south Transition from PSA, UNOKO, ROLIS and from KERAX (possible last waypoints of your flight). Normally you get the southern one from PSA (07S) and the northern one from the other waypoints (07N). However it can be different. You can find more information about Transitions and how to programme it in your FMC on our homepage (where you downloaded this document from).
- If you are cleared direct any DFxyz waypoint, you will have to follow the whole transition affiliating to this waypoint.
- UNOKO, ROLIS, KERAX and PSA are clearance limits. If you have not a clearance what to do after one of this waypoints, enter the holding published in the Transition charts.
- When ready means: You can start now, but you do not have to. You only have to reach the mentioned FL (in this case FL110) at the mentioned waypoint latest. Usually starting descend at the latest point possible is the most effective way of doing so.
- Clearances for Transitions include the horizontal layout, not the vertical profile.
- During descend you should brief the arrival route (in this case: Transition) and the approach (both possible runways: 07R and 07L) including the missed approach!
- Maintain given speeds until they are reversed.

Pilot: Langen Radar, DLH123, Hallo, FL150 descending 110, information Alpha on board.

ATC: DLH123, Langen Radar, good evening, identified. Alpha correct. Descend FL80.

Pilot: DLH123: descending FL80.

ATC: DLH123, Descend 6000ft, QNH1023, reduce speed 220 KIAS.

Pilot: DLH123, Descending 6000ft, QNH 1023, speed 220KIAS.

ATC: DLH123, contact Director in 127.27, callsign only, bye.

Pilot: DLH123, contact Director on 127.27, callsign only.

Notes:

- Callsign only: You should call the Director with your callsign only. Normally you have to report your altitude and the cleared altitude to radar stations on the initial call.
- Report the ATIS you have on board on initial call to the fist APP-station you are contacting.

Pilot: DLH123, Frankfurt Director, hello.

ATC: Frankfurt Director, DLH123, hello, descend 4000ft, expect ILS07R.

Pilot: DLH123, Descending 4000ft, expecting ILS07R.

ATC: DLH123, turn right Heading 040, cleared ILS07R.

Pilot: DLH123, right 040, cleared ILS07R.

ATC: DLH123, speed 220KIAS until final approach fix.

Pilot: DLH123, 220KIAS until final approach fix.

ATC: DLH123, 170KIAS until 5NM final, contact Tower on 119.90, bye.

Pilot: DLH123, 170KIAS until 5NM final, Tower 119.90, bye.

Notes:

- All approach clearances cancel the speed restrictions given to you before. However if you get a new instructions, normally with the addition "until…", you will have to follow it. The until means: "Maintain xyKIAS until xy miles to the runway."
- The instruction "Intercept Localizer" is not an approach clearance. If you get this clearance you will only be allowed to join the localizer, but you must not descend or change the speed given to you before.

Pilot: Frankfurt Tower, DLH123, good evening, established ILS07R.

ATC: DLH123, Frankfurt Tower, good evening. Number two.

Pilot: DLH123, roger.

ATC: DLH123, wind 050 degrees, 7 knots, runway 07R, clear to land.

Pilot: DLH123, 07R, clear to land.

ATC: DLH123, welcome to Frankfurt, taxi via M and M14, hold short 07C.

Pilot: DLH123, taxiing via M, M14, holding short 07C.

ATC: DLH123, cross runway 07C, hold short of L, contact Apron on 121.75, bye.

Pilot: DLH123, crossing 07C, contacting Apron on 121.75.

Notes:

- Be aware of taxiway M. Many pilots just taxi straight ahead after landing. Please take a look into the charts to make sure which route the controller wants you to taxi.
- Never cross a runway without the clearance of a controller!
- Never land without landing clearance. If you do not get your landing clearance, go around and fly the missed approach as published in the charts. Inform the controller when you are ready to do so (but not too late ;)). The controller will give you further instructions. Do not leave the published missed approach procedure unless you get a new course by a controller.
- The missed approach as published finishes with a holding.

Pilot: Frankfurt Apron, DLH123, good evening, on L9.

ATC: DLH123, Frankfurt Apron, good evening. Taxi via L and N8, hold short of N.

Pilot: DLH123, taxiing via L and N8, holding short of N.

ATC: DLH123, behind next British Airways A320 passing on N from left to right, continue taxi gate A36 via N7.

Pilot: DLH123, behind next British Airways A320 passing on N from right to left, continuing taxi gate A36 via N7.

Notes:

- Due to the size of Frankfurt Airport, taxi instructions can become quite long. So take a paper before requesting taxi.
- Make sure that you really stop in front of the taxiway you are told to hold short at.
- If you get a conditional clearance (behind next…), make sure that you know which aircraft the controller means. Otherwise just say: "Aircraft no in sight." In this case the controller will tell you when to continue.
- When you are blocked at gate, no more call is needed.

Thank you for your interest in this document.
We wish you a great flight and a pleasant stay in Frankfurt!