Departing Traffic

> We ask all pilots to also read the General section with **information relevant to all pilots**.

> **Please use all available parking positions** to improve the trafic flow and to reduce delay, not only A and B stands! Check free parking positions here: https://vatsim-radar.com/airport/EDDF

Preparation

A thorough preparation is important for any flight, but even more so when flying at a busy and complex airport like Frankfurt/Main. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

Route planning

You can find valid routes for many destinations in the AeroNav Global Route Database.

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will usually be valid.
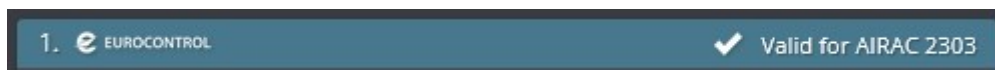
> When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance. While ATC might occasionally be able to provide you with a valid route to your destination, this is not guaranteed. It is ultimately **your responsibility as the pilot to plan and file a valid route**.

SID assignment

ATC will usually assign SIDs according to the table below, but deviations are possible. If the first waypoint of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the restrictions** for each of the available initial waypoints.

Default SID assignment

Waypoint	25C	07C	18	Restrictions
ANEKI	-	-	L	not to FIR München (EDMM)
CINDY	-	-	S	via **T104** only to destination within FIR München (EDMM) via **T604** only for propeller aircraft with maximum requested FL230
KOMIB	-	D	-	only to EDDN area
OBOKA	M / G	E / D	-	
MARUN	M / F	E / D	-	
SOBRA	-	-	L	
SULUS	-	D	S	
TOBAK	M / F	D	-	**not** via Z10
ULKIG	-	-	L	
MTR	-	C	-	only for non-RNAV capable aircraft with maximum requested FL90
FKS	Q	C	B	
TAU	Q	-	-	

Enroute clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

> **Pilot**: Frankfurt Delivery, Lufthansa 2FT, stand B27, request enroute clearance, information F.

Be aware that **SIDs in Germany are usually runway dependent**, so ATC will only inform you of your departure runway if it is not obvious from your SID assignment. As there are multiple different SIDs per waypoint and runway in Frankfurt/Main, it is very important that you **brief and program the correct SID** to avoid separation issues.

Datalink clearance (DCL)

Frankfurt/Main also offers electronic datalink clearances (DCL) - similar to pre-departure clearances (PDC) - using the Hoppie ACARS system. The station code can always be found in the controller info for the controller currently issuing the enroute clearances; usually it is **EDDF**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone easyCPDLC client.

> Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

Startup

Startup approval is the controller's **assurance that you will be cleared to start moving within the next few minutes**. If Delivery and Apron are separately staffed, it is requested and approved separately from pushback.
Do not start your engines at the gate, unless you have a taxi-out position. Even with startup approval, the engines are started during pushback.

> Pushback will <u>not</u> be issued by Delivery. **Startup approval is <u>not</u> a clearance for pushback!**

ACDM procedures

Frankfurt/Main employs ACDM procedures for more efficient operations. This requires pilots to **comply with assigned ACDM times**. Please **set your TOBT** and **update it whenever your estimate changes by more than 5 minutes** using the vACDM pilot interface to help controllers with preplanning and reducing delays.

> If you are unfamiliar with ACDM procedures, **please read the vACDM pilot guide**.

Startup request

If you are unable to comply with any restriction on your assigned SID or cannot accept a wind component on your assigned departure runway, you need to **inform ATC prior to your startup**

request so that they can coordinate another solution.

Pushback

Pushback instructions at a busy and complex airport like Frankfurt/Main can be **longer and more precise than what you might be used to**. It is very important that you follow these instructions promptly and accurately.

Only request pushback if you are actually ready to start pushing back. If you take longer than **1-2 minutes to start moving**, ATC might have to cancel your pushback clearance to avoid delays for other pilots.
Keep in mind that some positions on Frankfurt/Main's apron are **taxi-out stands**. If you are parked on one of these taxi out stands, you won't need a pushback.

> ATC might issue a pushback instruction that requires a **push and pull procedure**. Do not accept these clearances unless you are able to comply with them.

Pushback areas

Busy areas of Frankfurt/Main's apron utilize **pushback areas for more efficient operations**. The position of these areas can be found on the ground charts. With a properly realistic scenery, you will also see **ground markings** for each area, indicating where your nose gear has to be located after the pushback.
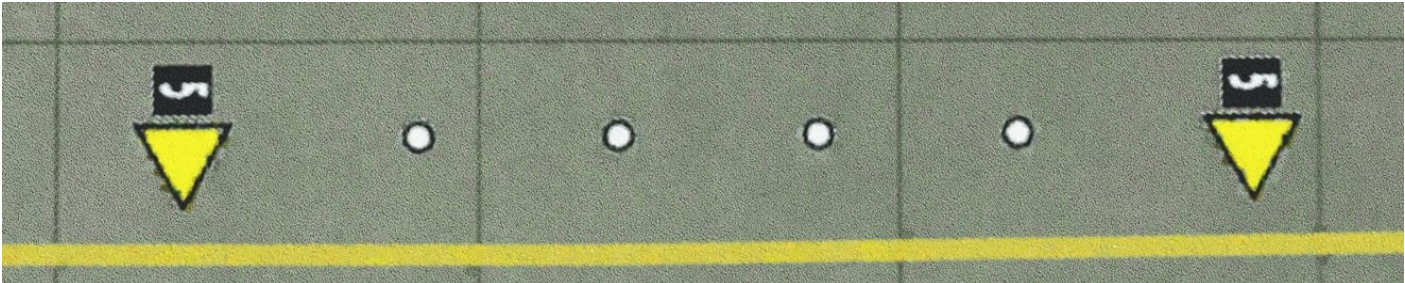
ground markings for area 5 on taxiway N8

> " **ATC**: Lufthansa 123, pushback approved, area 5.

For more information on the facing and position of each pushback area, have a look at the table below. Be aware that **some of these areas require a push and pull procedure** depending on where you were parked.

Pushback areas			
Taxiway	**Area**	**Nose gear abeam stand**	**Facing**

N	2	E5 / V111	*West/East*
N-East	1	*nose gear abeam service road between V106 and V107*	North
N3	1	C6 / B44	South
	2	C11 / B45	South
N5	1	A15 / B22	South
	2	B25 / A21	South
	3	B26 / A25	South
N7	2	A24	South-West
	4	A30	West
	6	A40	West
N8	1	A16	West
	3	A58A	West
	5	A58B	**East**
	7	A66B	West
	9	*short of N*	South
P1	1	F238	*West/East*
	2	V267	West
S4	1	G6	North
	2	G12	North
S5	1	H4	North
	3	G13	North
S7	2	H12	North

	6	V326	North
S11			
	7	*short of S*	North
S13	1	K4	West
	2	K10	West
S15			
	4	*short of S11*	West

> If you are parked at taxiway N7, ATC might instruct you to use one of the pushback areas on N8, and vice versa.

> The latest version of the GSX profile for the MSFS virtualFRA scenery now includes all pushback areas, including those requiring push and pull. If you use MSFS and own GSX, **we highly recommend using the virtualFRA scenery and the accompanying GSX profile** to make it easy for you to comply with the pushback area assignments promptly and accurately.

Taxi-out stands

A1, B10, C2, S401-S420, V134-V136, and V151-V178 are taxi-out positions, so no pushback is required if you are parked there. However, you should be prepared to receive an **initial taxi instruction away from your assigned departure runway**. This will allow the Apron controller to **smoothly integrate you into the traffic stream** without undue delay.

Taxi

Frankfurt/Main's complex layout demands a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

Intersection departures

Frankfurt Apron has no authority to assign intersections for runway 25C/07C. Because of this, you will always be instructed to **hold short of L3 or L20**. Frankfurt Tower will assign intersections to achieve an efficient departure sequence.

> **ATC**: Lufthansa 123, runway 25C, taxi via N7 L, hold short of L3.
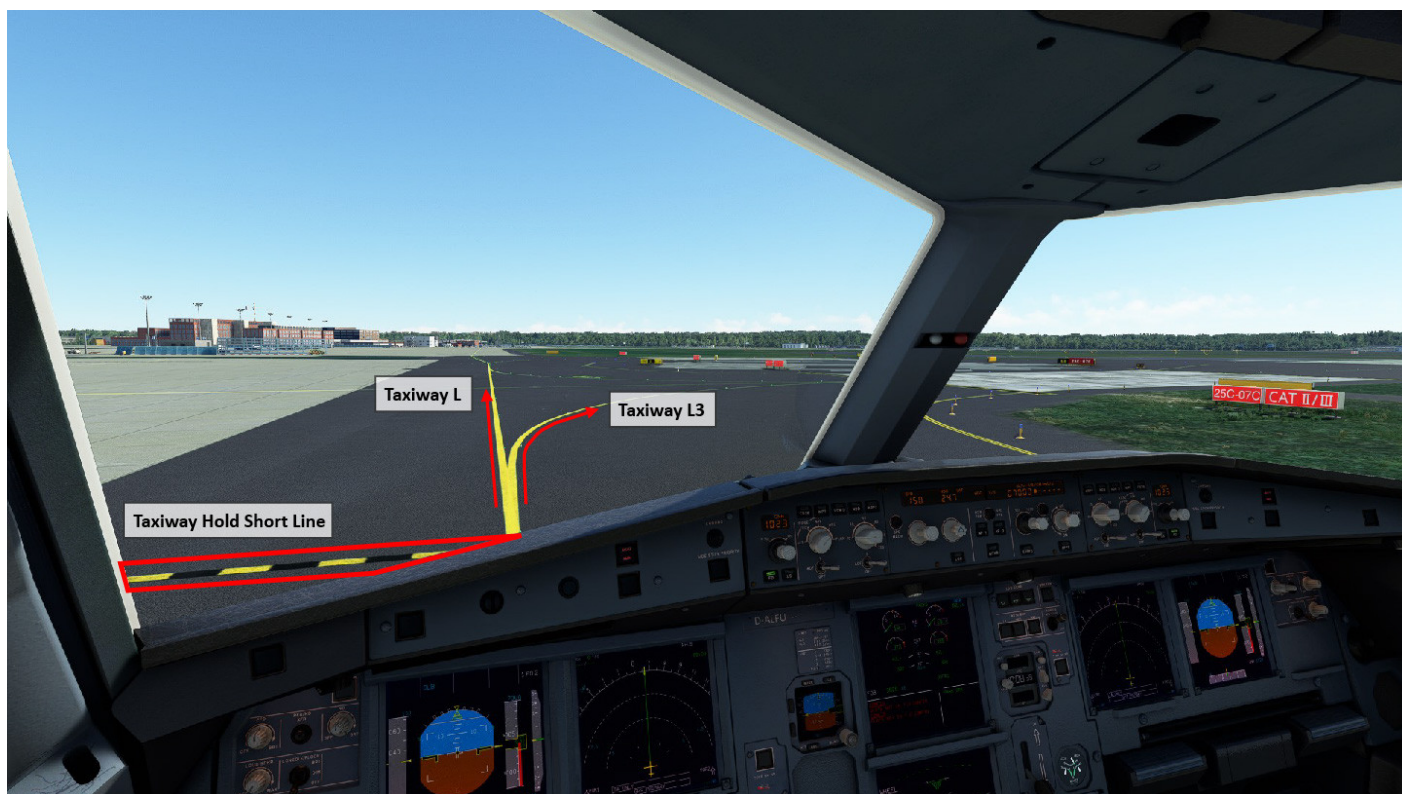
holding short of L3

Do not turn into any runway intersection **without an explicit instruction to do so by Frankfurt Tower**.

Pilots should **report the earliest intersection they can depart from to Frankfurt Tower** on initial contact.

Transition 1 (Standard Taxi Route)

All aircraft parked east of N3 (or in the Southern part of the airport) and departing out of runway 18 must be prepared for a departure from **intersection S**. While controllers will usually ask pilots if they are able to depart from there, they are not required to do so. Keep in mind that you need explicit clearance to cross stopbars U2 and U6.

If you are unable to depart from intersection S, you have to **inform the Apron controller on initial contact**. The TORA from intersection S is 2755 m, which is **enough for most light and medium aircraft** (especially on short haul routes).

Handover point from Apron to Ground	Routing Transition 1
holding short of U2 (stopbar)	U - S - S11 - R - S28 - S

> **ATC**: Lufthansa 123, taxi to holding point runway 18, intersection S, via Transition 1, cross U2 and U6.

Takeoff

Only use the absolute minimum amount of time necessary on the runway before beginning your takeoff roll. Due to various dependencies to other runways, there might be **as little as 5 seconds for you to begin your takeoff roll** after receiving your clearance. If you take too long, **ATC will have to cancel your takeoff clearance**.

> At Frankfurt/Main, **all aircraft are considered ready for departure by Tower**. If you are not yet ready, **inform Tower on initial contact**.

Runway 18 - Intersection M

During 07 operations, ATC might instruct you to **taxi down the runway to intersection M** to reduce separation requirements with inbounds for 07R, thus improving efficiency. If you are unable to depart from this intersection, **inform Tower on initial contact**!

> **ATC**: Lufthansa 123, line up runway 18, on the runway taxi down intersection M.

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