

# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Frankfurt/Main's airspace and amount of jetliner traffic make the airport **very unsuitable for VFR traffic** in the real world. As there is a high level of traffic on VATSIM as well, controllers will often be unable to accommodate many VFR requests. Especially during events you can expect to be denied traffic circuits and might face significant delays for takeoffs, landings, and CTR crossings.

You should be prepared for the controller to **instruct you to leave the control zone** if the traffic load rises or you fail to comply with instructions promptly and accurately.

In the real world, **most non-airline traffic will fly to [Frankfurt-Egelsbach](#)** instead of Frankfurt/Main.

## Airspace Structure

The Frankfurt/Main CTR has a **top altitude of 2500 ft MSL, about 2100 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace D or C above**.

There are four mandatory reporting points around the CTR. Romeo 1 and Sierra are generally only available for departures. If Egelsbach Radio is staffed, **traffic via Lima is subject to approval by Egelsbach Radio**. Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

**Two VFR holdings** are charted for Frankfurt, one in the North and one in the South of the field. If no further clearance has been given after entering the CTR, you are expected to hold using these VFR holdings.

Frankfurt/Main is bordered by the **Egelsbach ATZ in the Southeast** and the **Wiesbaden CTR(HX) in the Northwest**.

## Departure

VFR departures have to **initially call Frankfurt Delivery**.

When departing runways 25L or 25C, you can expect to be instructed to not overfly runway 18. If you are unable to comply with this instruction, **inform ATC on initial contact** that you need to overfly runway 18.

## Arrival

Runway 25R/07L is **not available for VFR traffic**.

## Traffic circuits

Due to the layout of Frankfurt/Main, the airspace around it, and the high amount of jetliner traffic, the airport is **not well suited for VFR traffic circuits**. This means that **pilots need to be very proficient** and can expect to spend a lot of time in one of the holdings.

During periods of high traffic, ATC might need to fit you into **very tight gaps**, resulting in very short to non-existent finals as well as early crosswind turns. Please follow all instructions accurately and immediately to avoid go arounds and ensure separation.

## Who to contact?

When multiple Tower stations are staffed, it might not be immediately obvious who you should contact. Please **refer to the following table** in such cases:

Intention	Frequency (contact topmost station online)
Outbound	122.035 ( <i>Frankfurt Delivery</i> )
Inbound from the North	136.500 ( <i>Frankfurt Tower</i> )
	124.855 ( <i>Frankfurt Tower</i> )
	118.780 ( <i>Frankfurt Tower</i> )
Inbound from the South	119.905 ( <i>Frankfurt Tower</i> )
	118.780 ( <i>Frankfurt Tower</i> )

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