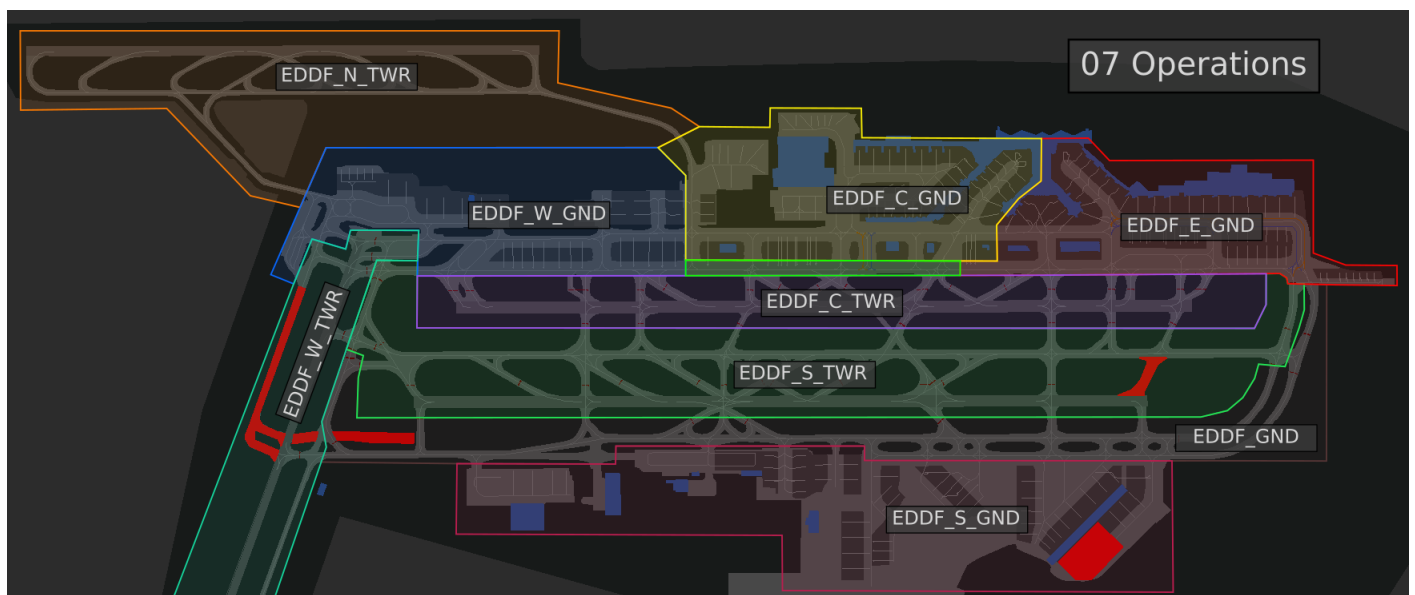


# EDDF - Apron/Ground

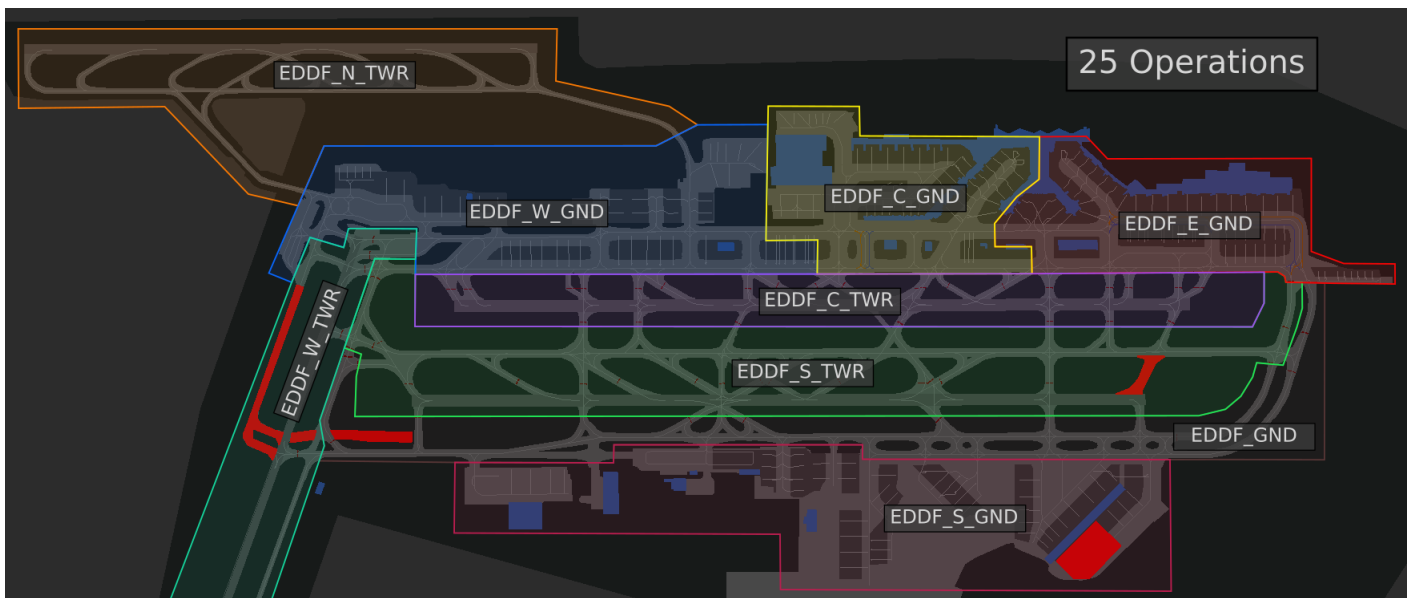
Frankfurt **Apron** can be split into 4 stations as shown in the table and images below. Additionally, there exists a **Ground** station which will always be taken over by Tower though if not staffed.

If more than one of these stations is staffed, Delivery needs to be staffed first. If just one Apron is online, this Apron takes over all other Apron stations, but not Frankfurt Ground.

Station	Station ID	Login	Frequency	Remark
Center Apron	DFGC	EDDF_C_GND	121.855	<b>primary</b>
East Apron	DFGE	EDDF_E_GND	121.955	<b>secondary</b>
West Apron	DFGW	EDDF_W_GND	121.755	will be taken over be DFGC if not staffed
South Apron	DFGS	EDDF_S_GND	121.655	will be taken over by DFGE if not staffed not yet operational in the real world
Deicing	DFGI	EDDF_ICE_GND	121.985	deicing operations only
Ground	DFG	EDDF_GND	121.805	will be taken over bei DFDS if not staffed



*AoR for 07 operations*

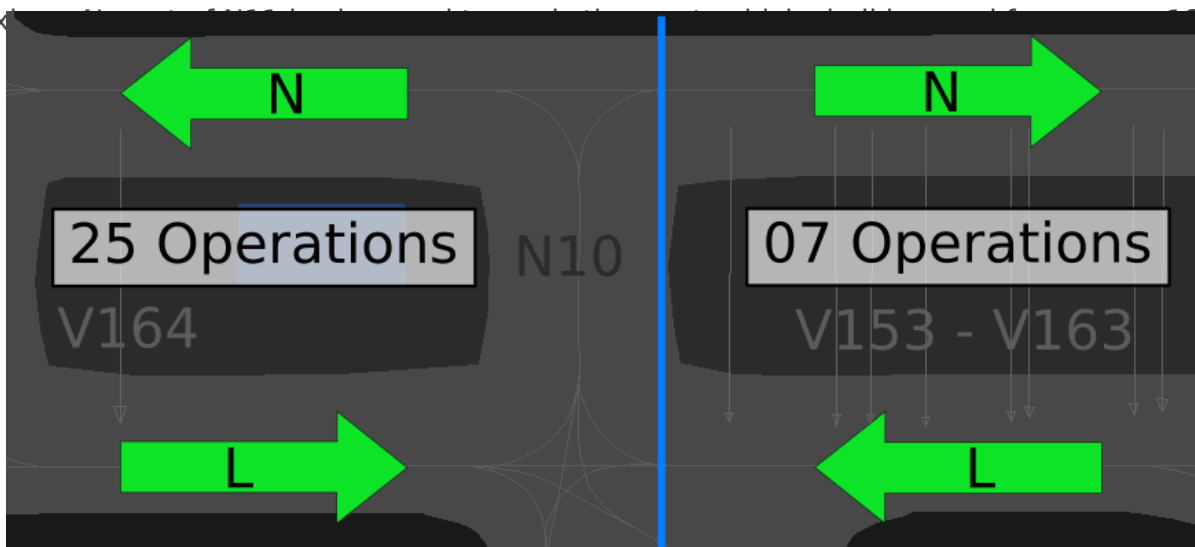


*AoR for 25 operations*

# General Procedures

## Taxiway Usage

Taxiway L is always used in the direction towards the holding point of the center runway, depending on runway in use. Taxiway N is used the other way (see image). During 07 operations taxiway N is used for inbound flights and taxiway L for outbounds (L, N).



*Usage of*

*Taxiways N and L*

## Taxiway Restrictions

All relevant restrictions can be found in the Euroscope Ground Radar (Functions -> Maps -> Restrictions). For B747, A380, A346 and B77W, charts can also be found [here](#). The auto gate assignment will take care of that, so if a stand is auto assigned, the aircraft is allowed to taxi on the

taxiway to get there.

## Taxiway Links

Links connect taxiways N7 and N8 at different locations to enable the best traffic flow. If N7 and N8 are used within the same instruction, **Links 3, 4 or 5** shall be used whenever applicable. These Links should be used with care because some pilots might not find/know them (Links are difficult to find as there are no signs, just visible at the charts). More images are available [here](#).

**Link 1** does not exist in real life anymore, and can not be found on any charts! Link 3 or N8 - N - N7 should be used instead.



*1 and Link 3 between N7 and N8*

## Colored Lines

Colored lines (orange and blue) can be used by all aircraft up to code C aircraft (A321/B739). Preplanning is required to use them the most efficient way.



Orange used at the same time for parallel taxi

# Pushback

V134 - V178 (all facing south), as well as positions C2, B10 and A1 are taxi out positions. V143 and V144 are pushback positions! Almost all stands at the new GAT (V702-V721) are pushback positions, only V701 is a taxi out stand.

## Straight pushbacks

Pushback from positions **V108 - V118** (even numbers) always have to be done straight back. Straight pushback out of **V106** will end behind position V108 facing north, when a GSX profile is used. Otherwise the intersection L/N-East - T is blocked.

“DLH123, pushback approved, straight back, no turn.



Straight

*pushback at positions V108 - V118 without turn*

Straight pushback is also possible from positions V266 - V270 instead of using pushback areas 1 and 2.

In the real world, a straight pushback from V270 will result make a slight curve to end up behind stand V269 facing North. Some GSX profiles may simulate this, so controllers should consider V269 blocked until the straight pushback from V270 has concluded.

## Pushback Areas

Various areas of Frankfurt's apron utilize predefined pushback areas to which pilots can be instructed to push. Depending on the combination of the stand and the pushback area, a push and pull maneuver may be required which not all pilots are able to comply with; if in doubt, controllers should ask the pilot if they are able to conduct a push and pull maneuver. Additionally, some GSX profiles now only offer presets for these areas at appropriate parking positions so pilots may explicitly request an area if they are given a normal pushback; this should be accommodated when possible, but GSX also allows pilots to manually edit their pushback route, so when a normal pushback makes more sense, the pushback to an area can also be denied.

These areas are always only available for the applicable yellow taxiline; when instructing an aircraft to push onto a colored line, areas may not be used.

As charts don't inform pilots of the possible directions for each area, the **direction shall always be given with the clearance when instructing a pilot to push to an area.**

Taxiway	Area	Nose gear abeam stand	Facing	Restriction
N	2	E5 / V111	West/East	

N-East	1	<i>nose gear abeam service road between V106 and V107</i>	North	
N3	1	C6 / B44	South	max. Code C
	2	C11 / B45	South	max. Code E
N5	1	A15 / B22	South	max. Code C
	2	B25 / A21	South	max. Code E
	3	B26 / A25	South	
N7/N8	1	A16	West	max. Code C
	2	A24	South-West	max. Code E
	3	A58A	West	
	4	A30	West	max. Code C
	5	A58B	East	max. Code E
	6	A40	West	max. Code E
	7	A66B	West	
	9 (should not be used)	<i>short of N</i>	South	
P1	1	F238	<i>West/East</i>	
	2	V267	West	
S4	1	G6	North	
	2	G12	North	
S5	1	H4	North	max. Code C
	3	G13	North	
S7	2	H12	North	
S11/S15	6	V326	North	



7	<i>short of S</i>	North		
1	K4	West	max. Code C	
2	K10	West		
4	<i>short of S11</i>	West		
L	1	V94	West	max. Code C
	2	V97	West	max. Code C

## Other restrictions

Pushbacks from **position F231** are only possible facing East.

Pushbacks from **positions B23, B28, B42 and B48** have to finish the pushback on taxiway N (or in N4). While the pushback is still in progress, the intersection N - N4 can **not** be used!

## Gate Assignment

Gates will be assigned by Ground Radar Plugin according to the real world. A-Stands are mainly used for DLH, AUA, TAP, AEE, SWR and UAL (Schengen and Non-Schengen area). Gates A50 to Gates A69 are DLH only. B and C-Stands are used for Star Alliance flights outside the Schengen area. Terminal 2 is mostly used for non-Star Alliance members and low cost operators, that are also located at the V-Positions in front of Terminal 2.

The first apron controller the inbound traffic contacts will always tell them their gate, even if it's under another Apron's responsibility.

“ **Frankfurt Apron (West):** DLH1255, gate A25, taxi via N11, L hold short of N8.

**Frankfurt Apron (West):** DLH1255, contact Apron on 121.855.

## Inbounds 25C/07C

Inbound traffic from runway 25C/07C will be handed over from Tower with a hold short of L. This traffic is still blocking the runway after vacating and has to be treated with number one priority.

## Handoff

Handoff to the next Apron controller will always take place with a hold short instruction of the next intersection close to the border of the area of responsibility (e.g. traffic from Center to West at N with a hold short of N10). Do not label any hold short for the transfer that is defined by the SOP!

# Traffic Flow

If you have any “potential conflict” that will just generate waiting time for the pilot, please try to solve the problem without assigning a new gate. That will improve your preplanning skills a lot. Always try to work with conditional information as precisely as possible, but do not overload the pilot with useless information!

“ **Frankfurt Apron:** DLH123 at L give way to opposite company A320.

**Frankfurt Apron:** DLH456 at N4 number two behind Singapore A350 from right.

**Frankfurt Apron:** DLH789 behind opposite British Airways A319 taxi to holding point runway 18 via N, hold short of N5.

## Tricks

- keep the traffic flow dynamical and use conditional instructions as often as practicable. Resolve a hold short with a conditional instruction as soon as practicable.
- you may deviate from the default taxi flow (coordination might be required) to enable an efficient flow (e.g. via N3, N, N1 instead of L).
- you may have to adjust the routing to avoid conflicts and holdshorts
- you have to monitor taxiway M and the holding points to see what you can expect entering your sector within the next minutes

# Use of Intersections

**Runway 07C/25C:** Apron will not clear outbound traffic into intersections for runway 25C/07C. All outbounds are instructed to hold short of the intersection and Tower will instruct them to join the intersection that might be the best for the departure sequence.

“ **Frankfurt Apron:** DLH123, taxi to runway 25C via N4 and L, hold short of L3.

“ **Frankfurt Apron (Center):** DLH505, taxi to runway 25C via N8 and L, hold short of N4.

**Frankfurt Apron (Center):** DLH505, contact Apron on 121.955.

**Frankfurt Apron (East):** DLH505, hallo, continue via L, hold short of L3.



**Frankfurt Apron (East):** DLH505, contact Tower on 118.780.

“ **Frankfurt Apron:** AAL71, taxi to runway 25C via N, N1, hold short of L.

**Frankfurt Apron:** BAW906U, taxi to runway 18 via orange line and N, hold short of N5.

It is important that every handoff takes place as early as possible and has to be free of conflicts. Every potential conflict needs to be solved prior to the handoff. As soon as the outbound traffic is in contact with Tower, it is released by Apron up to L1 and Tower has the possibility to use every further intersection available. Even if the pilot reported to Apron to be able for L6, Tower still can use L3 (or L1) intersection if there is no benefit for the outbound to use an intersection. In that situation with traffic on L under control of Tower, other outbound traffic e.g. joining L via N3 needs to be number 2 behind the traffic on L.

Intersections a pilot is able for should be noted in the remarks. Do not label any hold short for the transfer that is defined by the SOP!

Keep in mind that if you would like to solve a conflict it might be useful to let outbound traffic continue via L even if he would be able for L6.

**Runway 18:** Departures out of runway 18 will always be sent directly to the holding point via N/L. Handoff should take place early, so that Tower still has the chance to take outbounds via N-South. During 25 operations intersection L needs to be coordinated. During 07 Operations N is still preferred for all heavy aircraft (routing via L, N14, N).

During high traffic load (decision rests with apron control) All MEDIUM and LIGHT aircraft departing via runway 18 and parking east of taxiway N3 shall be asked if they are able for departure out of intersection S. If they are, they should taxi to hold short of U2. Frankfurt Ground is responsible for further taxi (see "Transition 1" below).

“ **Frankfurt Apron:** DLH123A, advise able to depart from runway 18 intersection S?

## Transition 1

Outbounds via runway 18 intersection S will taxi via the southside of the airport and are transferred from Apron to Ground (if staffed, otherwise Center Tower) short of stopbar U2. Further taxi will be issued via U - S - S11 - R - S28 - S. Explicit crossing of stopbars U2 and U6 is required. This is a standard taxi routing called "Transition 1". It can only be found in the AIP EDDF, there are no markings on the taxiways.

“ **Frankfurt Ground:** DLH123A, cross U2 and U6, taxi via transition 1 to holding point S runway 18.

If the pilot seems to be unfamiliar with Transition 1, issue the taxiways as usual. Depending on the inbound traffic for runway 25L/07R (there should be no opposite during taxi) further taxi via M can be used to save time.

## Runway Crossing

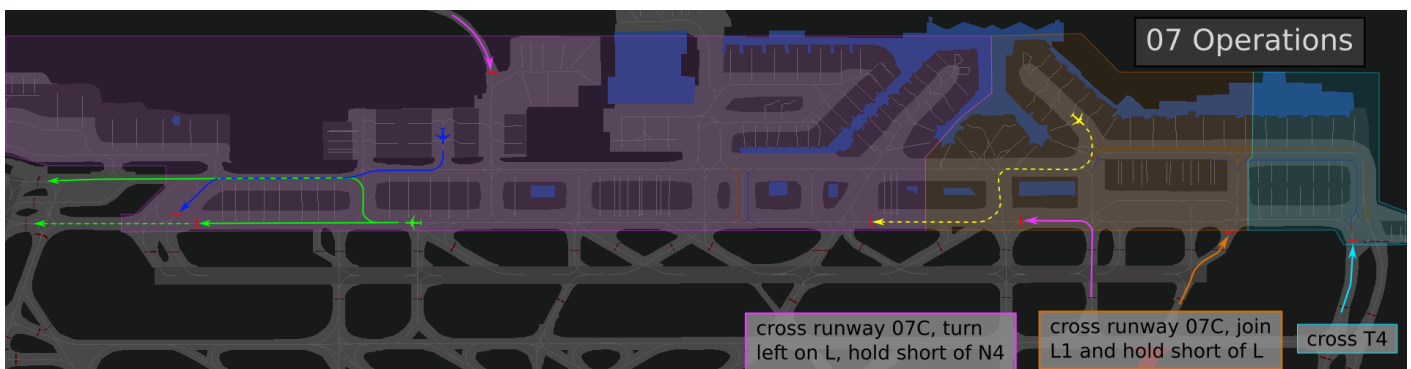
The taxiways used for crossing are based on the planned parking position and runway in use (see image below). These taxiways are mandatory and only if a pilot uses the wrong taxiway the Tower controller should deviate from that after coordination with Apron. It is also possible to coordinate a different crossing taxiway (M6, M10, M30, Y, T) or procedure between Tower and Apron for crossing.

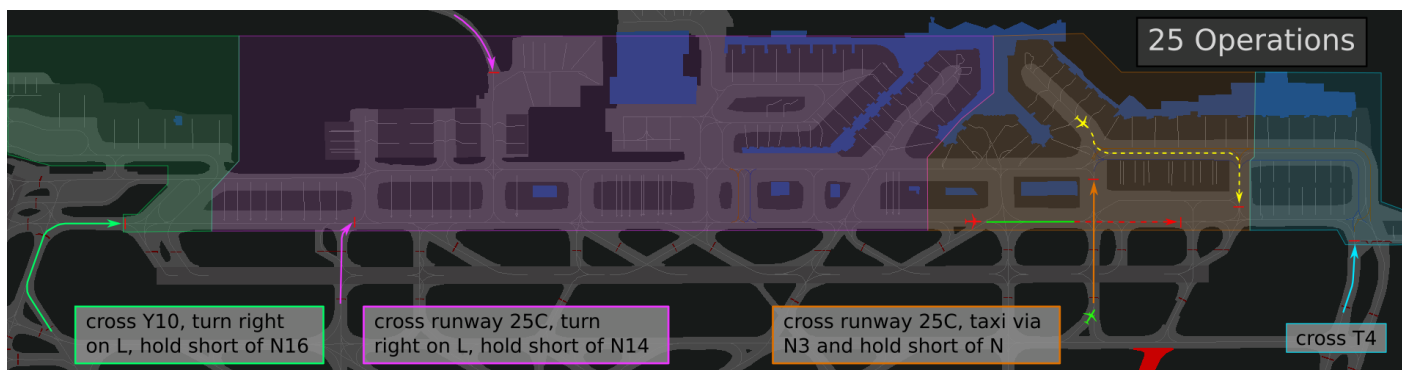
**LVO:** During LVO inbound traffic landed on runway 25L/07R will not cross the center runway. All traffic needs to taxi via T or Y, depending on their planned stand.

Tower is not allowed to issue take-off clearances as long as the intersection is blocked by just crossed traffic. That's why **Tower will issue the initial taxi route after crossing** to the Pilot. This depends on the runway in use and the intersection used (see images).

When traffic crossed the runway it shall be sent to the according apron control as soon as possible, so traffic does not need to stop.

Apron is responsible for separation in the Apron at all times. Tower can issue the crossing clearances without looking at potential conflicts. A lot of planning is required for that.





Inbound traffic entering the Apron without crossing the runway will be instructed according to the table below. Frankfurt Apron is always responsible for all GAT and movements at the southern apron!

Entry	Stand	Hold short of
<b>P</b>	all except those via P1	N11
<b>P1</b>	F231 - F238 and V266 - V270	W
<b>S4 - S23</b>	South Parking (S, V3xx, J, K, G)	S4 - S23, according to the stand

## Stopbars

Stopbars U2 - U8, T2 - T8, Y2 - Y12 and S40 close to the extended centerline are used to avoid conflicts between taxiing and arriving / departing aircraft. They can be seen on the Airport Chart and on the Euroscope Radar. Taxiway U should be used southbound and Taxiway T should be used northbound.

**Stopbars at T and U:** There must not be any traffic between T2 and T4 (RWY 25C) or T6 and T8 (RWY 25L) when there is landing traffic vertically above TWY T or departures out of 07C/07R still below 500ft AGL. The same applies for U2/U4/U6/U8.

However, there is one exception for U: Taxiing traffic with a tail height **not greater than 11,81 m** (all light and medium aircraft except A318 and B737 NG/MAX) may cross all stopbars at U **independently from arrivals if they are on a precision approach** (ILS / GLS). This helps especially for traffic on Transition 1 (see above)

As a rule of thumb, the crossing clearance at a stopbar for may be given when the inbound is on minimum 4 NM final.



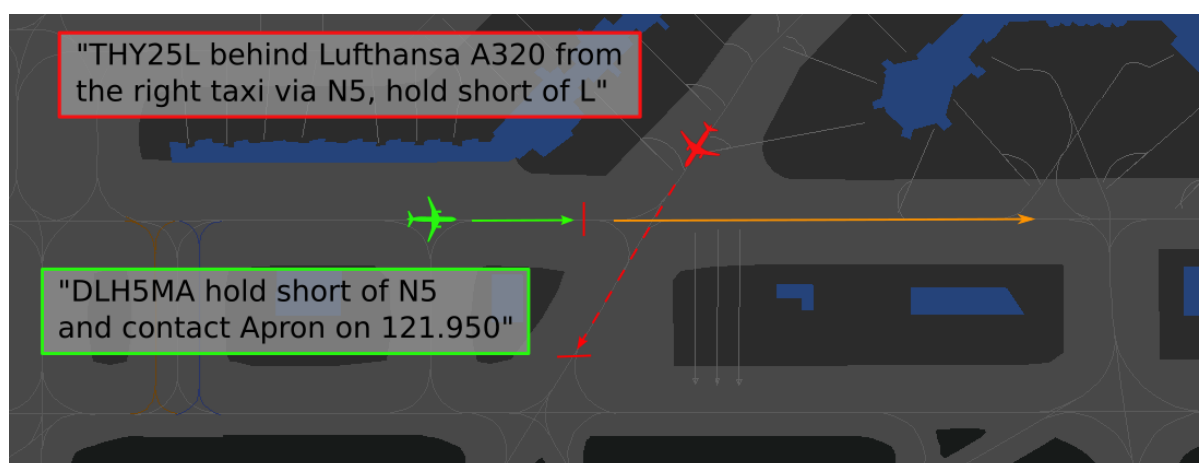
Inbounds

*have to hold short of stopbar T4 (yellow lines on the ground).  
Name of the stopbar at the red sign on the left.*

**Stopbars at Y:** There must not be any traffic between Y4/Y10 and Y2 (RWY 07C) or Y6/Y12 and S40 (RWY 07R), when there is landing traffic vertically above TWY Y or outbounds runway 25C/25L still below 500ft AGL.

## Specialties during 07 Operations

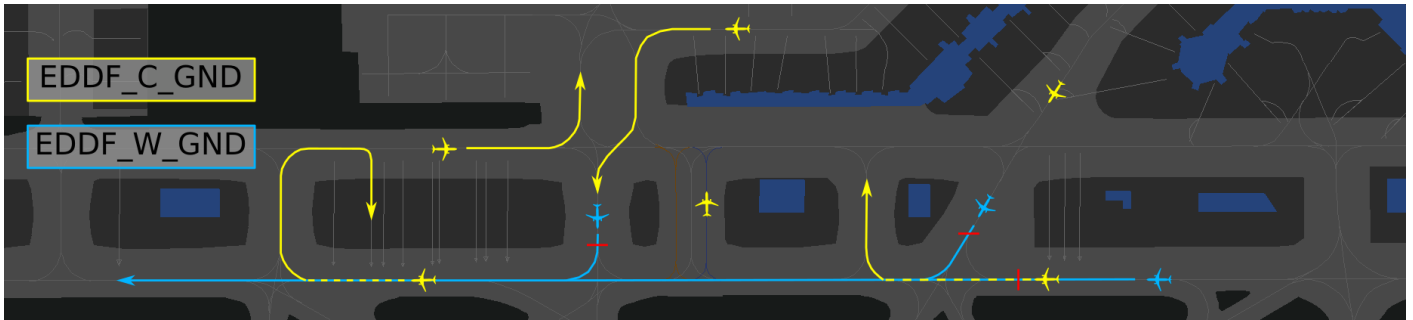
**Border at N5:** Traffic from Center to East Apron needs to hold short of N5. As soon as the handoff is initiated, this traffic is released and will always be number one (green aircraft). Only hand off aircraft which you do not need to stay there (e.g. if you would like to have your outbound at N5 as number 1 - see image, THY25L).



**Mixed Area:** Taxiway L between N5 and N11 is used in mixed responsibility and owned by West and Center Apron. Inbound Traffic with parking position inside the area of Center Apron will get the handoff from East to Center Apron short of N5.

Outbound traffic from V151 - V178 is handed over from Delivery to West Apron.

Outbound traffic towards runway 07C and 18 will be handed over from East to West Apron also short of N5. Outbound traffic from Center to West Apron need to hold short of L and is released for further taxi on handoff by Center. After the handoff this traffic is always number one to turn on L if there is other inbound traffic under control of Center Apron. So West Apron do not need to take care of inbound traffic under control of Center.



---

Revision #7

Created 9 January 2025 18:43:35 by 1288197

Updated 23 January 2025 18:43:43 by 1288197