

EDDF - Delivery

Frankfurt Delivery is responsible for enroute and startup clearances for all departing IFR aircraft. VFR aircraft have to call Delivery for departure information. For all departures (IFR and VFR) Frankfurt Delivery is the first station to contact.

Startup: When startup clearance cannot be given immediately or the pilot is not ready for startup within the next 5 minutes during high traffic situations, the pilot needs to stay on Delivery frequency until he receives startup clearance. If an expected startup time (TSAT) exists, the pilot should be informed about it. This procedure might be necessary during events with a lot of outbound traffic.

Maximim active Startup Approvals at the same time (status SUG until DEP) per runway (use the vSID startup counter):

RWY 25: 10 - 12

RWY 07/18: 15

Depending on the traffic situation, only for a short time more startup approvals shall be used.

With startup Delivery transfers the aircraft to the responsible Apron station depending on the current stand.

Events: For events Delivery has a very important role regarding the efficient traffic flow at the airport and runways. Check the usage of slots as well as the Event Coordinator article for more information. During events startup should only be issued when the outbound is ready for pushback within the next 5 minutes. Otherwise clearance can already be given and the pilot needs to report ready for startup on Delivery frequency.

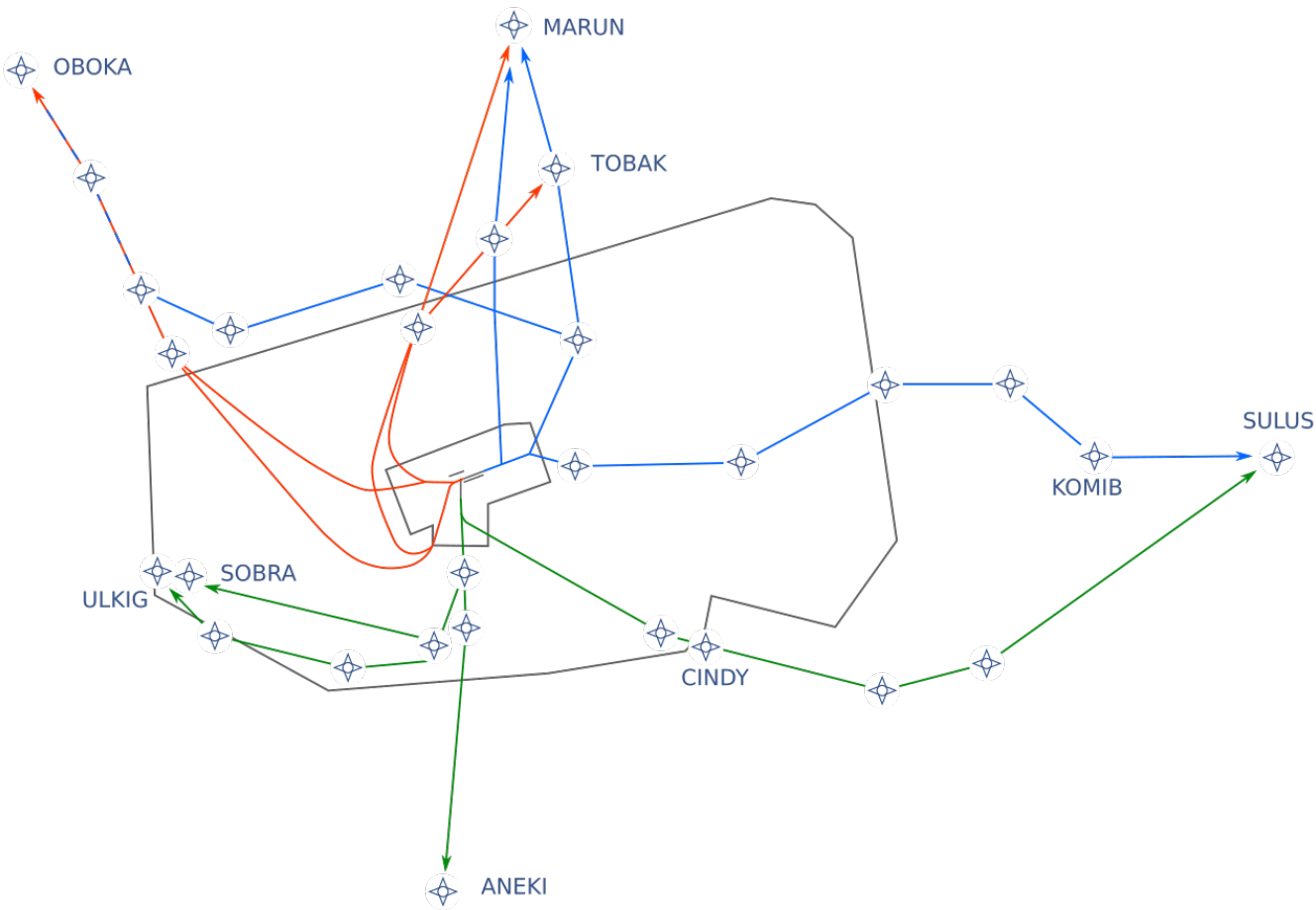
SID Assignment

The runway used for departure and the corresponding SID are based on the first waypoint of a flight plan. Outbounds to the north will always use runway 25C/07C. Departures to the east, south and west will get runway 18 for departure. There is only one exception of that during 07 operations, where outbounds to the east will also use runway 07C.

South Apron: Aircraft parked in the southern part of the airport can be told to prepare both runways (25C/07C and 07R/25L), final decision will be by Tower later on during taxi depending on inbound traffic. This should be noted in the remark section (e.g. "25C/25L"). During low traffic situation, runway 25L/07R can be issued directly.

The default SID designator for each runway and waypoint can be seen in the table below.

| Waypoint | RWY 25C | RWY 18 | RWY 07C |
|----------|---------|--------|---------|
| ANEKI | - | L | - |
| CINDY | - | S | - |
| KOMIB | - | - | D |
| OBOKA | M / G | - | E / D |
| MARUN | M / F | - | E / D |
| SOBRA | - | L | - |
| SULUS | - | S | D |
| TOBAK | M / F | - | D |
| ULKIG | - | L | - |



Location of waypoints that are available for flights out of Frankfurt

For a quick overview the **Quicksheet for EDDF** includes all assignment rules.

The Quicksheet includes all useful SIDs outbound EDDF, with the ones for standard operation set in bold font. For deviation from these rules, **coordination between Delivery and the Tower** controllers is required, as he is responsible for the departure sequences. Be advised that non-standard SIDs can create dependencies to other arrivals and departures. **Exemption:** Departures in brackets can be cleared **without prior coordination** when filed or requested by a pilot.

For almost all SIDs, **no** coordination with APP is required as the routes are designed in a way that they don't affect the inbounds. Only the Non-RNAV-SIDs (Q/C/B) as well as R/T SIDs from runway 18 need prior coordination with APP

Especially during high workload for TWR default SIDs have to be used. If necessary the pilot's filed route has to be amended by Delivery (often a complete new route is required).

Additionally you can use the **SOP-Quicksheet for EDDF** as a reference (this is by no means the entire SOP but covers the most important procedures)

Departure Routes

Runway 25C/25L

M/H/W/K-Departures: Runway 25C/25L is primarily used for northbound flights. All aircraft except 2-engine Heavies are always assigned the M/H-Departures (so called "Südumfliegung") by default. After departure they lead with a left turn towards the south before turning to the north. This is for two reasons: Noise abatement for cities directly west of the airport and to avoid conflicts with 25R missed approaches. If the above mentioned aircraft types are not able to fly this departure route (e.g. they cannot comply with the climb restriction), they need to use the F and G-Departures.

W and K departures have exactly the same flight path as M/H departures but they require special equipment (RNP + fixed radius). Therefore they will only be assigned when filed in the flight plan or requested by the pilot. Coordination with TWR / APP is not necessary because of the identical flight path.

F/G-Departures: Heavies with 2 engines will get a departure route with Designator F/G and turn directly north after take-off (deviations due to weather possible). Departures towards the south that use runway 25C/25L will also use Designator F.

N/P-Departures: Night Departures with Designator N shall be used for all 3- and 4-engined Heavy and Super aircraft between 2200-0700LT. Single- and Twin-Props may use Designator P to SOBRA instead of runway 18.

Low Visibility Operations: During LVO all departing traffic that is able to fulfill the climb restriction (including two engined heavies) out of runway 25C/25L should get the M/H SIDs due to

restrictions with approaching traffic.

Runway 07C/07R

E/D-Departures: Runway 07C/07R is used for north- and eastbound flights. Light and Medium aircraft are assigned a departure with Designator E, if available. Heavy and Super aircraft are assigned a departure with Designator D.

Between 2200-0700 LT all flights towards the north and east should get Designator D due to noise abatement.

SULUS-Departures: During 07 operations departures to the east (SULUS, KOMIB) are sent only via runway 07C/07R and not via runway 18.

X/Y-Departures: Designator X and Y are only available for departures to the south and west and for aircraft with special equipment (RNP + fixed radius). They should not be used.

Runway 18

In standard configuration runway 18 is used for outbound flights to the south, west and east. SIDs with Designator S and L should be used according to the table above. S is always the shorter routing, while L is the one used if someone cannot comply with the restrictions on the S route (exception: ULKIG#L shall be preferred). SOBRA#U can be used when filed while all other SIDs with designator R and T should not be used. During 07 operations runway 18 is not used for flights to the east.

Datalink Clearance (PDC/DCL)

At Frankfurt Airport we offer Datalink Clearance to the pilots throughout the **Hopple System** and the Topsky Plugin. The airport code EDDF should be used (already preselected).

An example of the DCL message the pilot will receive can be seen below. **Startup option in the DCL window need to be set to "YES" when startup should be approved via Datalink.** By default every outbound has to call Delivery for startup.

Other DCL messages can be enabled within the Topsky CPDLC settings file manually.

```
CLD 2042 220117 EDDF PDC 026 SAS461L CLRD TO EKCH OFF 25C VIA MARUN7M SQUAWK  
2037 ADT MDI NEXT FREQ 122.035 ATIS H REPORT READY ON 122.035
```

Additional Information

vSID Rules/Areas

The following alias commands (.command<space><enter>) can be used to toggle vSID rules/areas.

| Alias | vSID Command | Description |
|-----------|--------------------------|---|
| .south | .vsid area eddf south | all northbound outbounds parking in the south will get runway 25L/07R for departure |
| .east25 | .vsid area eddf east25 | all outbounds parking east of N5 will get runway 25C for departure |
| .west18 | .vsid area eddf west18 | all outbounds parking west of N11 will get runway 18 for departure |
| .gat18 | .vsid area eddf gat18 | all outbounds parking at the new GAT will get runway 18 for departure |
| .sulus18 | .vsid rule eddf sulus18 | all SULUS outbounds via runway 18 instead of runway 07C/07R |
| .allnorth | .vsid rule eddf allnorth | all outbounds to the north will get F/G departures out of runway 25C |
| .night | .vsid night eddf | disable night SIDs (enabled by default) |
| .lvp | .vsid lvp eddf | no F/G departures out of runway 25C |

Old SIDs

Over time several SIDs have been replaced. New controllers might not know the old ones that a pilot with an older AIRAC cycle could have in his database. If someone only has an outdated AIRAC cycle, the old SIDs could be used instead of a vectored departure. You will find the current equivalents in the table below.

| Old Waypoint | Current Waypoint | Route to use in case of old AIRAC |
|--------------|------------------|--|
| BIBTI | OBOKA | BIBTI #M/#G or #E/#D SID |
| DKB | CINDY | DKB #S SID for CINDY Z74 HAREM T104 DKB |
| NOMBO | CINDY | NOMBO #S SID for CINDY Z74 LAMPU DCT NOMBO |
| RATIM | CINDY | RATIM #S SID for CINDY L603 RATIM (Prop only) |
| ROTEN | CINDY | ROTEN #S SID - ROTEN #T STAR (DEST EDDN only) |
| AKONI | CINDY | AKONI #S SID for CINDY SID |

SID Restrictions

Due to a lot of different route planning tools, some non valid routes out of Frankfurt exist. To ensure an efficient operation within the upper and lower airspace several restrictions should be met if workload permits. To solve the issue, usually **a completely new route has to be filed!** Therefore **grd.aero-nav.com** can be used. All restrictions can be found in the table below.

| Waypoint | Restriction | Remark |
|------------------------|--|---|
| ANEKI | not for DEST EDDM + EDMM FIR | reroute via CINDY |
| CINDY / KOMIB | EDDN only: CINDY mandatory during 25 ops, KOMIB mandatory during 07 ops | reroute if wrong waypoint in FPL |
| CINDY | via CINDY [...] T104 [...] DEST EDDM, EDDN only | reroute for other DEST required |
| CINDY | via CINDY L603 [...] Prop only, max. FL230 | reroute for non prop |
| TOBAK | not via TOBAK Z10 [...] | reroute via MARUN |
| MTR / TAU / FKS | NON-RNAV only, max. FL90 | reroute for RNAV capable aircraft (e.g. A320, B738) |

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