FRANKFURT (FRA/EDDF)

Elevation xxft

CATEGORY A

AV brief not required.

Threats

CFIT

- False localiser captures have been reported on Rwy 25C, particularly when intercepting from south of the centreline.

ARRIVAL

Diversion Airports

COLOGNE	CGN/EDDK	074 nm/312°T	CAT A
STUTTGART	STR/EDDS	085 nm/162°T	CAT B
DUSSELDORF	DUS/EDDL	102 nm/317°T	CAT A
HANOVER	HAJ/EDDV	152 nm/016°T	CAT A

Approach

- Usually 25R/07L for arrivals from the north and 25L/07R for arrivals from the south, but late changes of landing runway can be expected on approach.
- It can be difficult to programme the FMS with the revised arrival or runway after having passed beyond a transition point – consider using RTE 2 to set up alternative approaches.
- UNOKO 25N/07N transition (coded in FMS as UN25N/07N) depicted for 25R/07L only but may actually be given for other runways also. If cleared on this arrival and one of the other runways, consider either selecting the landing runway and constructing the applicable STAR, or alternatively select the cleared arrival and then anticipate the final approach/runway in RTE 2.

  Note: Reselecting STAR and transition will insert many duplicated waypoints which may increase workload at a critical stage of flight.

West Arrivals

- West CTR sector clears all arrivals which are not allowed for Rwy 25R (B747, A388, MD11) on the UNOKO25S transition
- All other arrivals are cleared on UNOKO25N
- At this time ATC does not differ between 25R Y or Z but the ATIS and later arrival controller will inform if Y or Z is in use.
- From the transition clearance the pilot cannot conclude that either a Y or Z ILS approach will follow and the CTR controller cannot decide which runway the flight will be cleared on later so there is no point asking!

- ATC are aware that after a transition clearance, an approach procedure must be programmed into the FMS. However the re-programming after the approach decision Y or Z or the runway decision 25R or 25L and the re-briefing should be routine work. Normally this decision is made about 40 NM before turning onto final approach.
- Changes between the transition for 25R and the landing runway 25L happenoften during the day.
- Rwys 25C and 25L are situated close together, caution is required to land on the correct runway, especially following a NPA.
- 07L/25R have 2 ILS approach procedures, Y and Z. These have different ILS frequencies along with a different glide slope angle.
- As the Y procedure has a 3.2° glide slope angle autolands are not permitted using this ILS for some aircraft types.
- ATC track shortening is a possibility, this has led to high-energy approaches.
- False LOC capture has been reported on Rwy 07C/25C
- Landing not permitted on Rwy 18/36

GROUND

- Apron and taxiways have many roadways crossing and vehicles do not always give way with adequate clearance to aircraft – taxi with caution.
- Taxiing is VERY tight on L around stands V94-V97 for Airbus narrowbody aircraft. IN particular:
    - When on the centreline, clearance between main gear and taxiway edge lights/grass is <1m
    - There is no way to avoid infringing the runway hold short markings at T2 and U2
    - A very sharp 140° left turn on to stand is required.
    - Consider keeping both engines running
    - On departure there is insufficient clearance to turn left from Twy L to Twy U without infringing Twy T – be very careful of the inset edge lights on this corner.
- A380 – expect stand E2 and use portable PCA units for cabin cooling.

DEPARTURE

- Takeoffs not permitted from Rwy 07L/25R
- For westerly operations Rwy 25C may be requested to avoid a lengthy taxi to Rwy 18.
- For easterly operations expect Rwy 18 or 07C

WEATHER

- Frankfurt is generally warm and dry in comparison to other cities in Germany
- Winters generally mild with only a small possibility of snow, but are often dark and overcast
- Summer temperatures can be very warm with 13 days per year on average with a maximum temperature >30°C

OPERATIONAL INFORMATION

Handling Agent	Menzies (Pax) / Acciona (Ramp)
Handling Agent VHF	131.9
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use GPU for up to 3 hours, then use APU
If BOTH electrical power and air conditioning is required:	Use APU (but keep GPU connected as above to reduce APU fuel burn)