FLUGPLATZROLLKARTE
AERODROME GROUND MOVEMENT CHART

FRANKFURT MAIN

AGNIS CENTRE LINE GUIDANCE STOP ELEMENT (MARKER BOARD)

TAXIING ON AIRCRAFT STAND TAXILANES

Taxiways north of taxiway A are Aircraft Stand Taxilanes with reduced minimum separation distances between taxilane centre line and objects. The separation distance between centre line and an object such as parked aircraft is 40 m as a minimum.
On TWY M1 taxiing up to 34,5 m wing-span only.
On TWY N blue, N orange and TWY Z taxiing up to 36,0 m wing-span only.
On TWY K south of TWY S and TWY N-SOUTH taxiing up to 52,0 m wing-span only.
The separation distance between taxilane centre line and edges of parallel service-roads or 3 m-height-limited obstacles such as blast fences is 37,5 m as a minimum.
Wing-tip-clearance for B 747-400 on Aircraft Stand Taxilanes is 7,5 m as a minimum, to edges of parallel service roads or 3 m-height-limited objects is 5 m as a minimum.
Obstacles extending into these separation distances (blast fences) are depicted separately on the chart.
Due to reduced wing-tip-clearance adhere strictly to the yellow taxi guidance lines. Taxi speed to be adjusted accordingly.

HOLDING PROCEDURE AT RUNWAY HOLDING MARKINGS

At Frankfurt Main Airport all aircraft shall hold as short of the runway holding markings as possible, however they must not cross without clearance received by ATC. Under CAT I conditions pilots always shall use the CAT I holding marking. This procedure shall ensure traffic-flow behind holding aircraft but does not release the commander (PIC) from his responsibility of keeping safe distance to other aircraft.

PARKING POSITIONS

For some positions the maximum capacity may be restricted by the nearby position. All aircraft operating from positions A 10, A 11, A 12, A 13, A 14, A 15, A 16, A 17, A 18, A 19, A 21, A 23, A 26, A 28, A 30, B 2, B 20, B 22, B 24, B 25, B 41, B 43, C 4, C 5, F 211 - 235, S 501 - 504, V 111, V 261 - 263 have to be pushed back and towed out to the indicated break away areas.

Wing tip clearance between aircraft parked on adjacent positions may be reduced to 5 m.

Adhere strictly to the yellow, blue and orange taxi guidance lines.

Positions without underground refueling device:
V 92-102, S801-S804, S701-S717 and S801-S810.

Note:
Aircraft parked on push-back positions have to use towing tug when leaving.
Push back into TWY N have to be executed facing to the west.

INS REFERENCE POINTS

A 1	N 50°03,0'	E 008°34,3'	B 28	N 50°02,8'	E 008°34,3'	E 6A	N 50°03,1'	E 008°35,4'	S 702	N 50°02,0'	E 008°34,3'	V 110	N 50°03,0'	E 008°35,5'	V 164	N 50°02,4'	E 008°33,1'
A 10	N 50°02,9'	E 008°34,1'	B 41	N 50°02,2'	E 008°34,3'	E 6A	N 50°03,1'	E 008°35,4'	S 703	N 50°01,9'	E 008°34,3'	V 111	N 50°03,0'	E 008°35,5'	V 165	N 50°02,3'	E 008°33,0'
A 11	N 50°03,0'	E 008°34,2'	B 42	N 50°02,9'	E 008°34,5'	E 9	N 50°03,1'	E 008°35,5'	S 704	N 50°02,0'	E 008°34,3'	V 112	N 50°03,0'	E 008°35,4'	V 166	N 50°02,3'	E 008°32,9'
A 12	N 50°02,9'	E 008°34,1'	B 43	N 50°02,9'	E 008°34,9'	E 9A	N 50°03,1'	E 008°35,5'	S 705	N 50°01,9'	E 008°34,4'	V 113	N 50°03,0'	E 008°35,4'	V 167	N 50°02,3'	E 008°32,9'
A 13	N 50°02,9'	E 008°34,2'	B 44	N 50°02,9'	E 008°34,8'	F 211	N 50°02,4'	E 008°32,7'	S 706	N 50°02,0'	E 008°34,4'	V 114	N 50°02,9'	E 008°35,4'	V 168	N 50°02,3'	E 008°32,8'
A 14	N 50°02,9'	E 008°34,1'	B 45	N 50°02,9'	E 008°34,6'	F 212	N 50°02,4'	E 008°32,6'	S 707	N 50°01,9'	E 008°34,4'	V 115	N 50°02,9'	E 008°35,3'	V 169	N 50°02,3'	E 008°32,8'
A 15	N 50°02,9'	E 008°34,1'	B 46	N 50°02,9'	E 008°34,6'	F 213	N 50°02,4'	E 008°32,7'	S 708	N 50°02,0'	E 008°34,4'	V 116	N 50°02,9'	E 008°35,3'	V 170	N 50°02,3'	E 008°32,7'
A 16	N 50°02,8'	E 008°34,1'	B 47	N 50°02,8'	E 008°34,6'	F 214	N 50°02,4'	E 008°32,7'	S 709	N 50°01,9'	E 008°34,4'	V 117	N 50°02,9'	E 008°35,3'	V 171	N 50°02,2'	E 008°32,5'
A 17	N 50°02,9'	E 008°34,1'	B 48	N 50°02,9'	E 008°34,5'	F 215	N 50°02,4'	E 008°32,9'	S 710	N 50°02,1'	E 008°34,4'	V 118	N 50°02,9'	E 008°35,3'	V 171A	N 50°02,2'	E 008°32,5'
A 18	N 50°02,8'	E 008°34,1'	C 2	N 50°03,0'	E 008°34,5'	F 216	N 50°02,5'	E 008°32,8'	S 711	N 50°01,9'	E 008°34,5'	V 119	N 50°02,9'	E 008°35,2'	V 171B	N 50°02,2'	E 008°32,5'
A 19	N 50°02,8'	E 008°34,1'	C 4	N 50°03,0'	E 008°34,5'	F 218	N 50°02,5'	E 008°33,0'	S 713	N 50°02,0'	E 008°34,6'	V 120	N 50°02,9'	E 008°35,2'	V 172	N 50°02,2'	E 008°32,5'
A 20	N 50°02,8'	E 008°34,0'	C 5	N 50°03,0'	E 008°34,6'	F 219	N 50°02,5'	E 008°33,0'	S 715	N 50°02,1'	E 008°34,6'	V 121	N 50°02,9'	E 008°35,1'	V 173	N 50°02,2'	E 008°32,5'
A 21	N 50°02,8'	E 008°34,1'	C 6	N 50°03,0'	E 008°34,6'	F 220	N 50°02,5'	E 008°33,0'	S 717	N 50°02,1'	E 008°34,6'	V 122	N 50°02,9'	E 008°35,1'	V 173A	N 50°02,2'	E 008°32,5'
A 22	N 50°02,7'	E 008°34,0'	C 8	N 50°03,0'	E 008°34,7'	F 221	N 50°02,3'	E 008°32,5'	S 801	N 50°02,9'	E 008°34,7'	V 123	N 50°02,9'	E 008°35,1'	V 173B	N 50°02,2'	E 008°32,5'
A 23	N 50°02,8'	E 008°34,0'	C 11	N 50°03,0'	E 008°34,7'	F 222	N 50°02,3'	E 008°32,5'	S 802	N 50°02,0'	E 008°34,6'	V 124	N 50°02,9'	E 008°35,0'	V 174	N 50°02,2'	E 008°32,4'
A 24	N 50°02,7'	E 008°34,0'	D 1	N 50°03,1'	E 008°35,2'	F 223	N 50°02,3'	E 008°32,5'	S 803	N 50°02,0'	E 008°34,8'	V 125	N 50°02,9'	E 008°35,0'	V 175	N 50°02,2'	E 008°32,3'
A 25	N 50°02,7'	E 008°34,0'	D 1A	N 50°03,1'	E 008°35,2'	F 224	N 50°02,4'	E 008°32,4'	S 804	N 50°02,0'	E 008°34,7'	V 126	N 50°02,8'	E 008°35,0'	V 176	N 50°02,2'	E 008°32,3'
A 26	N 50°02,7'	E 008°33,9'	D 3	N 50°03,1'	E 008°35,2'	F 225	N 50°02,4'	E 008°32,4'	S 806	N 50°02,0'	E 008°34,8'	V 127	N 50°02,8'	E 008°35,0'	V 177	N 50°02,2'	E 008°32,3'
A 28	N 50°02,7'	E 008°33,9'	D 3A	N 50°03,1'	E 008°35,2'	F 231	N 50°02,3'	E 008°32,1'	S 808	N 50°02,0'	E 008°34,8'	V 128	N 50°02,8'	E 008°34,9'	V 178	N 50°02,1'	E 008°32,2'
A 30	N 50°02,7'	E 008°33,9'	D 5	N 50°03,0'	E 008°35,1'	F 232	N 50°02,3'	E 008°32,0'	S 810	N 50°02,0'	E 008°34,8'	V 129	N 50°02,8'	E 008°34,9'	V 251	N 50°02,2'	E 008°31,7'
A 32	N 50°02,7'	E 008°33,8'	D 5A	N 50°03,0'	E 008°35,1'	F 232A	N 50°02,3'	E 008°32,0'	V 92	N 50°03,0'	E 008°36,0'	V 130	N 50°02,8'	E 008°34,9'	V 251A	N 50°02,2'	E 008°31,7'
A 34	N 50°02,7'	E 008°33,8'	D 8	N 50°03,0'	E 008°35,1'	F 233	N 50°02,3'	E 008°31,9'	V 93	N 50°03,0'	E 008°36,0'	V 150	N 50°02,5'	E 008°33,8'	V 252	N 50°02,2'	E 008°31,6'
A 36	N 50°02,6'	E 008°33,8'	D 8A	N 50°03,0'	E 008°35,1'	F 233A	N 50°02,3'	E 008°31,9'	V 94	N 50°03,0'	E 008°36,0'	V 151	N 50°02,5'	E 008°33,7'	V 253	N 50°02,2'	E 008°31,6'
A 38	N 50°02,6'	E 008°33,7'	D 9	N 50°03,0'	E 008°35,0'	F 234	N 50°02,3'	E 008°31,9'	V 95	N 50°03,0'	E 008°35,9'	V 152	N 50°02,5'	E 008°33,7'	V 253A	N 50°02,2'	E 008°31,6'
A 40	N 50°02,6'	E 008°33,7'	D 10	N 50°03,0'	E 008°34,9'	F 234A	N 50°02,3'	E 008°31,8'	V 96	N 50°03,0'	E 008°35,9'	V 153	N 50°02,5'	E 008°33,6'	V 261	N 50°02,3'	E 008°31,7'
A 42	N 50°02,6'	E 008°33,7'	D 10A	N 50°03,0'	E 008°34,9'	F 235	N 50°02,2'	E 008°31,8'	V 97	N 50°03,0'	E 008°35,9'	V 154	N 50°02,5'	E 008°33,6'	V 262	N 50°02,3'	E 008°31,6'
B 2	N 50°03,0'	E 008°34,4'	D 11	N 50°03,0'	E 008°34,9'	F 235A	N 50°02,3'	E 008°31,8'	V 98	N 50°03,0'	E 008°35,9'	V 155	N 50°02,5'	E 008°33,6'	V 263	N 50°02,3'	E 008°31,6'
B 10	N 50°02,9'	E 008°34,3'	D 11A	N 50°03,0'	E 008°34,9'	F 236	N 50°02,3'	E 008°31,8'	V 99	N 50°03,0'	E 008°35,8'	V 156	N 50°02,5'	E 008°33,5'	V 264	N 50°02,3'	E 008°31,6'
B 20	N 50°02,9'	E 008°34,3'	D 12	N 50°03,0'	E 008°34,8'	F 237	N 50°02,2'	E 008°31,8'	V 100	N 50°03,0'	E 008°35,8'	V 157	N 50°02,5'	E 008°33,5'	V 265	N 50°02,3'	E 008°31,5'
B 22	N 50°02,8'	E 008°34,3'	D 12A	N 50°03,0'	E 008°34,8'	F 237A	N 50°02,2'	E 008°31,6'	V 101	N 50°03,0'	E 008°35,8'	V 158	N 50°02,4'	E 008°33,5'	V 266	N 50°02,3'	E 008°31,5'
B 23	N 50°02,8'	E 008°34,3'	D 13	N 50°03,0'	E 008°34,8'	F 238	N 50°02,2'	E 008°31,6'	V 102	N 50°02,9'	E 008°35,7'	V 159	N 50°02,4'	E 008°33,5'	V 267	N 50°02,3'	E 008°31,5'
B 24	N 50°02,8'	E 008°34,3'	E 2	N 50°03,1'	E 008°35,3'	F 238A	N 50°02,2'	E 008°31,5'	V 106	N 50°03,0'	E 008°35,6'	V 160	N 50°02,4'	E 008°33,4'	V 268	N 50°02,2'	E 008°31,4'
B 25	N 50°02,8'	E 008°34,3'	E 2A	N 50°03,1'	E 008°35,3'	F 239	N 50°02,2'	E 008°31,5'	V 107	N 50°03,0'	E 008°35,5'	V 161	N 50°02,4'	E 008°33,4'	V 269	N 50°02,2'	E 008°31,4'
B 26	N 50°02,8'	E 008°34,3'	E 4	N 50°03,1'	E 008°35,4'	F 240	N 50°02,2'	E 008°31,5'	V 108	N 50°03,0'	E 008°35,5'	V 162	N 50°02,4'	E 008°33,4'	V 270	N 50°02,2'	E 008°31,4'
B 27	N 50°02,8'	E 008°34,3'	E 4A	N 50°03,1'	E 008°35,4'	S 701	N 50°01,9'	E 008°34,3'	V 109	N 50°03,0'	E 008°35,5'	V 163	N 50°02,4'	E 008°33,3'			

LEGEND

- Apron roads
- Taxi guidance lines (yellow)
- Taxi guid. lines (blue) — max. wing-span 36,0 m
- Taxi guid. lines (orange)
- One way traffic
- By-pass line
- Taxiway intersection markings (partly with clearance bars)
- Stop bar
- Taxi holding position
- F219 Position
- Alternate position
- Push-back position
- Break away areas
- Obstacle WSZ (blast fence, 3 m-height-limited, wing-tip-clearance for B 747-400 less than 5 m to be considered)
- Area of competency

Nur für Simulationszwecke zu verwenden !
Mit freundlicher Genehmigung der DFS
Deutsche Flugsicherung GmbH
für IVAO-DE.

Correction: Hangars VIII and IX out of service, parking positions, INS Ref. Points.

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