

Customer information concerning 6 NM spacing at Frankfurt Airport (EDDF)

On the basis of a Safety Recommendation by the German Federal Bureau of Aircraft Accident Investigation (BFU) and to generally increase safety between potential missed approach procedures on runway 25L and departures from runway 25C, DFS has increased minimum spacing from 5 NM to 6 NM between aircraft approaching runway 25L. This measure was implemented on 19 FEB 2015.

Description of the procedure:

A DFS safety review revealed that overflying the threshold (as defined in the past) is not an adequate criterion for „landing assured“ in all cases.

The review came to the conclusion that either passing a defined landmark or the nose gear touching down should be considered as criteria for „landing assured“.

This means that take-off clearance for departures from runway 25C will be issued up to 30 seconds later than before. The defined minimum distance between aircraft approaching runway 25L therefore has to be increased from 5 NM to 6 NM. With this measure, DFS has implemented a BFU recommendation saying that departure procedures and missed approach procedures should be disentangled so that air traffic controllers have more time to detect potential proximities between aircraft and thus to ensure adequate spacing at any time.

The increase in spacing on final approach of runway 25L should not lead to any delays during normal approach de-

mand situations. During above-average traffic volumes, it may become necessary to implement air traffic flow management measures resulting in delays. DFS will do its utmost to keep the effects as minimal as possible.

Deviating from this general regulation, it will still be possible to use different distances (e.g. standard IFR separation) in situations where the traffic mix permits (no or only few flights turning south from runway 25C). In these cases, no capacity restrictions are to be expected.

DFS has developed, and in many cases already implemented, a set of measures taking account of the BFU Safety Recommendation. This new procedure is an additional measure. Noise abatement regulations (introduction of the southerly bypass) and the above-mentioned safety recommendations required a further modification which unfortunately entails the restrictions (delays) described above.

DFS sees this course of action as an interim measure. Alternative solutions are still under review. First results can be expected at the end of 2015.

If you have any further questions, please do not hesitate to contact us.

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