

# Radio and procedure examples on how to fly in/out with an aircraft/helicopter to AERO 2025

*This handout contains examples only to illustrate procedures during AERO and is non-binding.  
Please always check and follow the official publications and procedures (NfL, AIP-SUP and NOTAM)*



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## GENERAL

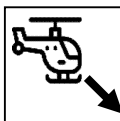
### 1. ARRIVAL BY AIRCRAFT



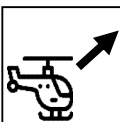
### 2. DEPARTURE BY AIRCRAFT



### 3. ARRIVAL BY HELICOPTER



### 4. DEPARTURE BY HELICOPTER



### 5. OVERVIEW HELICOPTER AREA

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## ENGLISH VERSION (DEUTSCHE VERSION IST VERFÜGBAR)

Dear visitors of the AERO 2025,

based on experience gained during the last years, we would like to support your personal flight preparation with some examples of VFR arrival/departures on runway 24. This may help to imagine the procedures and phraseology that can be expected.

Please be aware, that your flight might turn out completely different, due to weather or the actual traffic situation.

Only you as pilot in command are responsible for the safe conduct of a flight. Illustrated examples are not to be used for flight preparation or navigation and do not release any pilot from the obligation to check and follow the officially published procedures and rules of the air.

Nevertheless, we hope to give you a better picture of what to expect on your VFR arrival/departure and by that contribute to a safe experience.

Have a good flight!

Your DFS Aviation Services Team

Tower Friedrichshafen

## General

- PPR is mandatory for all VFR arrivals and departures
- PPR times are UTC
- Please file a flightplan for arrival and departure
- Please do not change the frequency until instructed to do so
- Please read back the advised frequency as confirmation before switching
- Please double-check NOTAMs and emails on your day of departure

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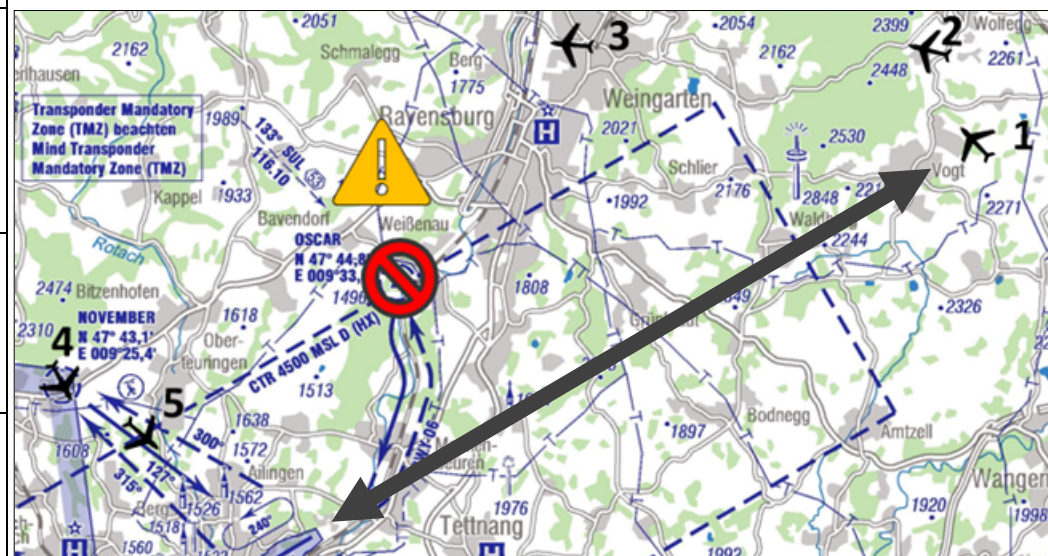
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## Example 1: VFR arrival aircraft

	<b>Enroute/ after take-off</b> <ul style="list-style-type: none"><li>▪ Call FIS if possible, report your departure time (FPL)</li><li>▪ Switch on your transponder (incl. Mode C/ALT!)</li><li>▪ Always watch out for other traffic</li></ul>
1	<b>Circumnavigate control zone spaciouly</b> <ul style="list-style-type: none"><li>▪ Cross final approach 24 in 14+ NM distance and below 3500 ft AMSL</li><li>▪ Observe minimum safe altitude</li><li>▪ Observe TMZ</li></ul>
2	<b>15 min before arriving overhead reporting point</b> <ul style="list-style-type: none"><li>▪ Check ATIS (129,605)</li><li>▪ Write down Runway-in-use and QNH</li><li>▪ Switch to TWR 120,080</li></ul>
3	<b>10 min before arriving overhead reporting point</b> (NOVEMBER FO BOTH RUNWAYS IN USE) SIERRA not available (only as exception outside peak hours) Always watch out for other traffic <u>Radio phraseology examples:</u> Acft: Friedrichshafen Tower, D-EABC Tower: D-EABC, Friedrichshafen Tower Acft: D-EABC, C172, Information Bravo, 15 Meilen north-east NOVEMBER, altitude 3000 ft, for landing (...)



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### 4 Overhead reporting point

- max. 3000ft AMSL

Acft: D-EABC, NOVEMBER 3000ft

Tower: D-EABC, enter controlzone via NOVEMBER, contact tower  
134,305

Acft: D-EABC, entering controlzone via NOVEMBER, contacting tower  
134,305

#### Examples for alternative clearances at this point:

- Hold overhead NOVEMBER
- Hold outside controlzone
- Enter controlzone, suggested heading 180, maintain VMC
- Expect (and confirm) other clearances than those above

### 5 After assigned frequency change on 134,305 (example runway 24)

Acft: Friedrichshafen tower, D-EABC 2 miles northwest, 2500ft

Tower: D-EABC when able vacate via M/E/F, make a short  
approach, wind 180°/10 kt, runway 24, cleared to land

Acft: D-EABC via M/E/F, short approach runway 24, cleared to land

#### Examples for alternative clearances at this point:

- Hold north of the field (see published VFR holding)
- Nr.2, follow PA28 on base runway 24, report traffic in sight
- Expect (and confirm) other clearances than those above



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## 6 After touchdown

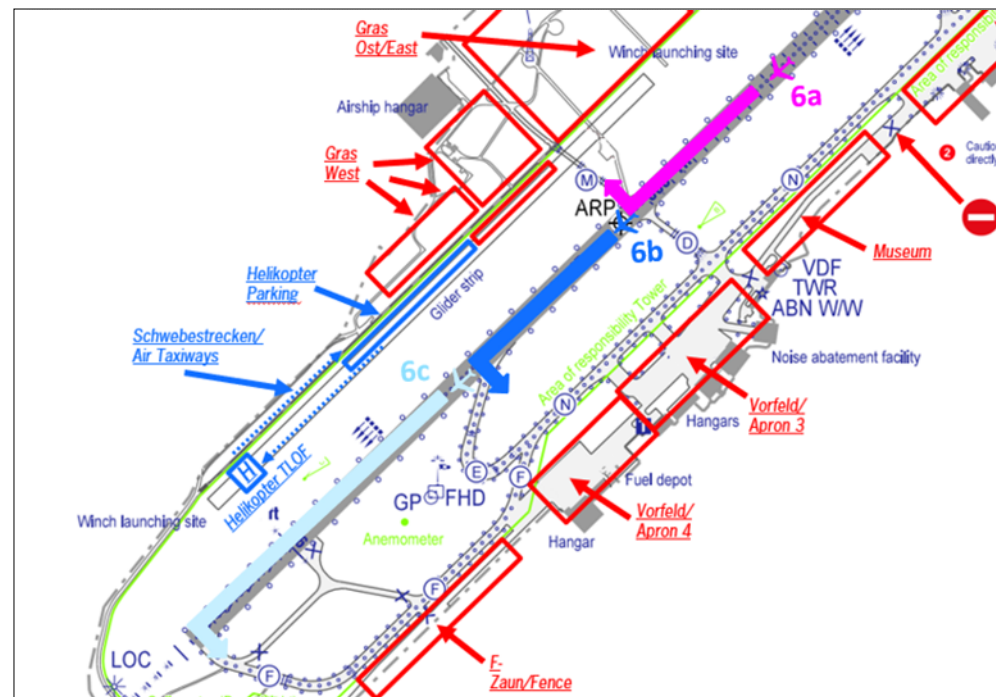
Tower: D-EABC, vacate via M/E/F, follow the marshaller (...)

- Vacate runway after landing via the taxiway cleared for.
- Please choose a touchdown point appropriate for your aircraft to avoid excessive runway occupation time due to long taxi distances on the runway, but:
- Safety first when landing!

### 6a-c:

Suggestions for touchdown points of aircraft <2t runway 24  
(Actual touchdown point is in the responsibility of the pilot in command)

- Parking position will be assigned by a marshaller via hand signal, please do not inquire about parking position on frequency.
- Switch off radio only after reaching parking position. It is not necessary to report leaving the frequency.



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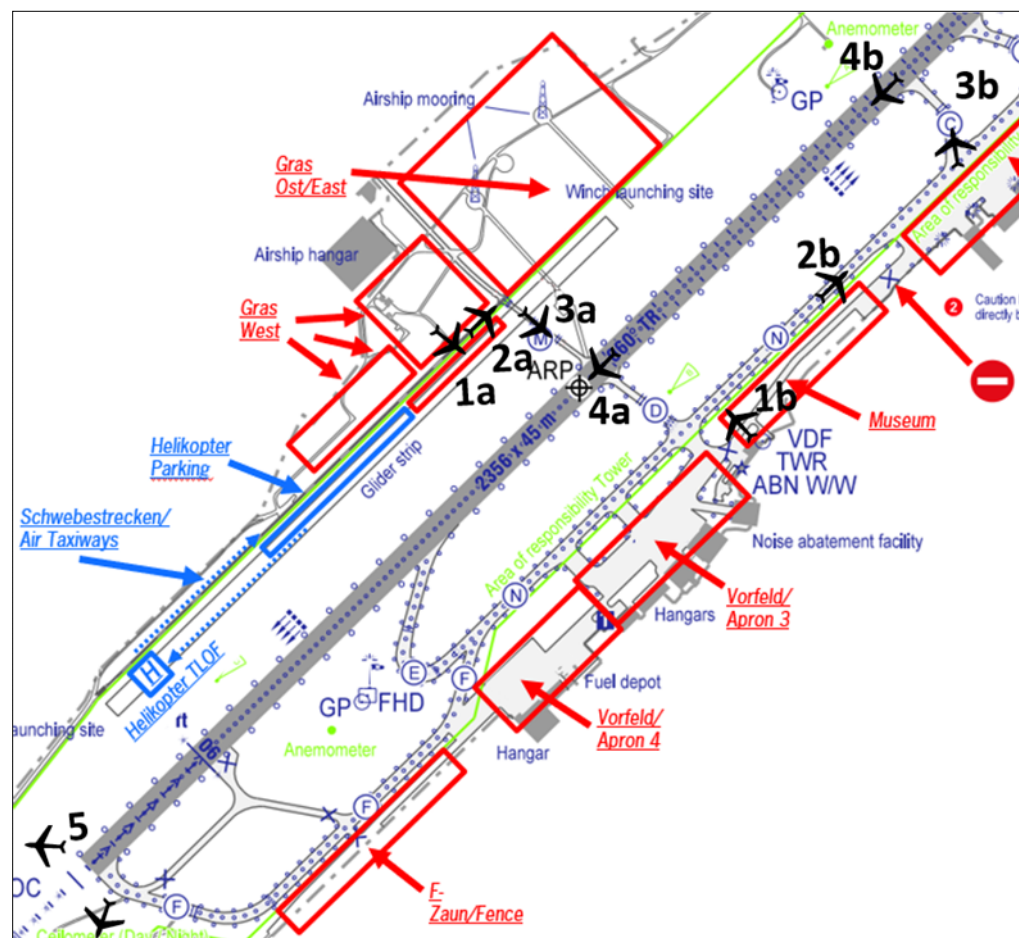
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### Example 2: VFR Departure Aircraft (Runway 24)

<b>CAUTION: All IFR departures</b> are required to request start-up & enroute clearance before taxiing, independent of parking position (Ground 121,605*).	
1a	<b>Parking <u>north</u> of the runway (Gras East/West)</b> <ul style="list-style-type: none"><li>Monitor ATIS (129,605)</li><li>Taxi on own discretion to hold short of taxiway M and watch the marshaller signs.</li></ul>
2a	<b>Hold short of taxiway M</b> <p>Acft: Stand-by on 121,605*, no initial call by pilot, Ground Control will call you</p> <p>GND: D-EABC, taxi holding point runway 24 via M, QNH 1018</p> <p>Acft: D-EABC, taxiing holding point runway 24 via M, QNH 1018</p>
1b	<b>Parking <u>south</u> of the runway (F-Zaun, Apron ¾, Museum)</b> <ul style="list-style-type: none"><li><u>Do not</u> taxi without clearance from Ground Control</li><li>Monitor ATIS (129,605)</li><li>Call Ground Control (121,605*):</li></ul> <p>Acft: Friedrichshafen Ground, D-EABC</p> <p>GND: D-EABC, Friedrichshafen Ground</p> <p>Acft: D-EABC, C172, Information Bravo, Parking Museum, VFR via WHISKEY, request taxi</p> <p>GND: D-EABC taxi holding point runway 24, intersection C via N, QNH 1018</p> <p>Acft: D-EABC, taxiing holding point runway 24, intersection C via N, QNH 1018</p>



\* If a different frequency is broadcasted, contact frequency according ATIS

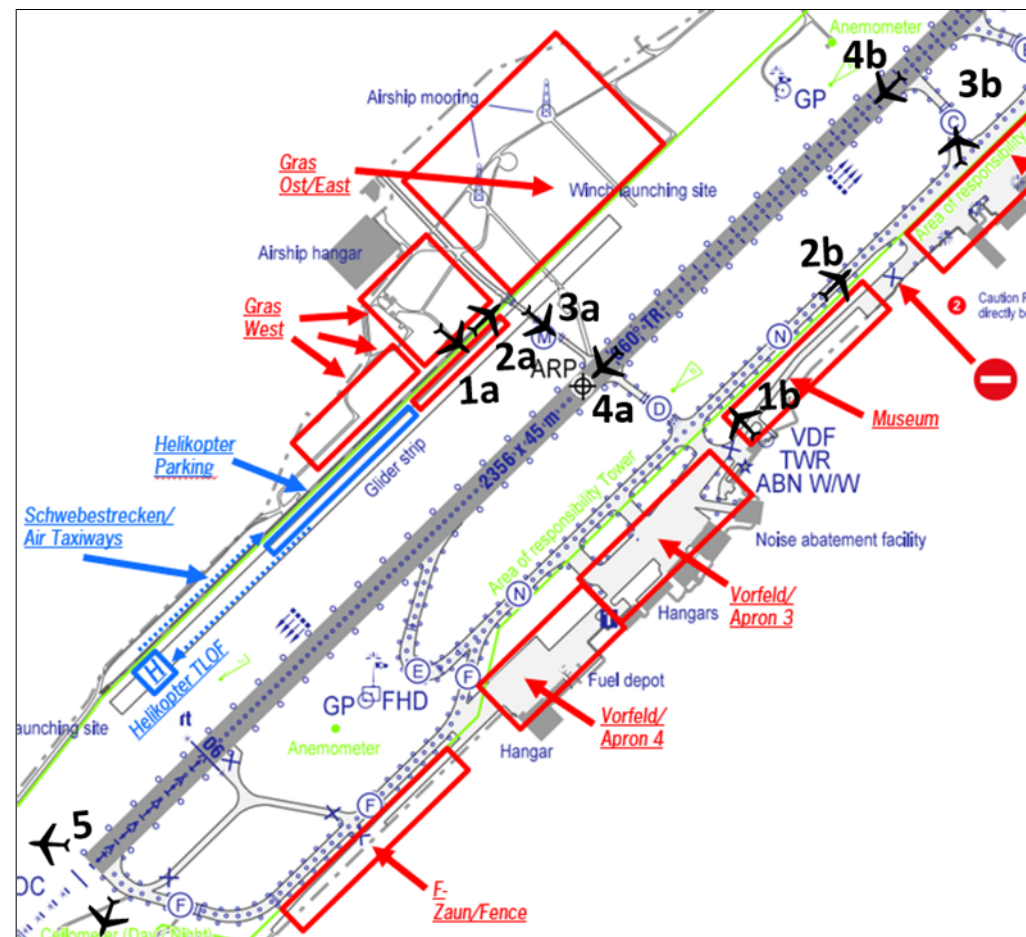
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2b	Taxi (no remarks)
3a/b	<p><b>Holding Point Runway 24</b></p> <p>GND: D-EABC, stand-by on 134,305</p> <p>Acft: D-EABC, standing-by on 134,305</p> <ul style="list-style-type: none"> <li>Stand-by on 134,305; no initial call, Tower will call you.</li> <li>Taxi no further than to the holding point.</li> <li><b>Lining-up or crossing after explicit clearance only.</b></li> <li>Please ensure to be ready for departure before lining-up. If unable, advise.</li> <li>Please do <u>not</u> conduct departure checks on the runway.</li> </ul> <p>Tower: D-EABC, leave control zone via WHISKEY, Wind 200° 5kt, runway 24, cleared for take-off</p> <p>Acft: D-EABC, leaving control zone via WHISKEY, runway 24, cleared for take-off.</p> <p><u>Examples for alternative clearances at this point:</u></p> <ul style="list-style-type: none"> <li>Line up runway 24</li> <li>Be ready for immediate departure</li> <li>3a: Cross runway 24, after crossing contact ground (...)</li> </ul>
5	<p><b>Departure</b></p> <ul style="list-style-type: none"> <li>No change of direction before overhead departure end of runway.</li> <li>Maintain listening watch until receiving approval to leave the frequency.</li> </ul>



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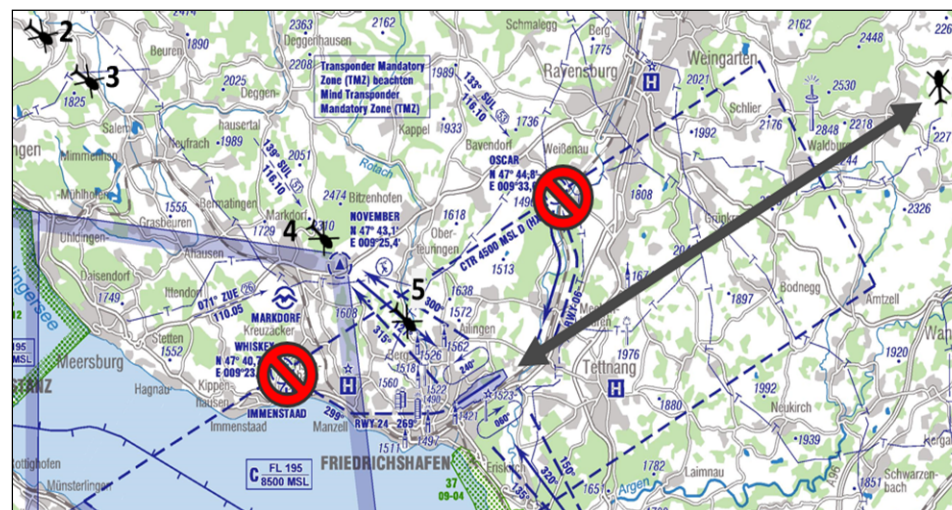
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## Example 3: VFR Arrival Helicopter

	<b>Enroute/ after take-off</b> <ul style="list-style-type: none"><li>▪ Call FIS if possible, report your departure time (FPL)</li><li>▪ Switch on transponder (Mode A/C/S);</li><li>▪ Watch out for other traffic at all times</li></ul>
1	<b>Circumnavigate controlzone spaciouly</b> <ul style="list-style-type: none"><li>▪ Cross final runway 24 in 14+ NM distance and below 3500 ft AMSL</li><li>▪ Observe minimum safe altitude</li><li>▪ Observe TMZ</li><li>▪ Avoid congested areas around OSCAR/WHISKEY</li></ul>
2	<b>15 min before arriving overhead NOVEMBER</b> <ul style="list-style-type: none"><li>▪ Check ATIS (129,605)</li><li>▪ Write down Runway-in-use and QNH</li><li>▪ Switch to TWR 120,080</li></ul>
3	<b>10 min before arriving overhead reporting point</b> (NOVEMBER independent from runway-in-use) SIERRA not available, only as exception outside peak hours <u>Radio phraseology examples:</u> Hel: Friedrichshafen Tower, D-HABC Tower: D-HABC, Friedrichshafen Tower Hel: D-HABC, R22, Information Bravo, 15 miles northwest NOVEMBER, altitude 3000 ft, for landing (...)



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### 4 Overhead reporting point NOVEMBER

- max. 3000ft AMSL

Hel: D-HABC, NOVEMBER, 3000ft

Tower: D-HABC, enter controlzone via NOVEMBER,  
contact tower 134,305

Hel: D-HABC, entering controlzone via NOVEMBER, contacting tower  
134,305

#### Examples for alternative clearances at this point:

- Hold overhead NOVEMBER
- Hold outside controlzone
- Enter controlzone, suggest heading 180, maintain VMC
- Expect (and confirm) other clearances than those above

### 5 After assigned frequency change on 134,305

Hel: Friedrichshafen Tower, D-HABC 2 miles northwest of the field,  
2500ft

Tower: D-HABC proceed west of the fair to helicopter landing area, Wind  
180°/10 kt, landing own discretion

Hel: D-HABC west of fair to helicopter landing area, landing own  
discretion

- Landing on helicopter landing area always at own discretion

#### Examples for alternative clearances at this point:

- Hold north of the field (s. published VFR holding)
- Expect (and confirm) other clearances than those above



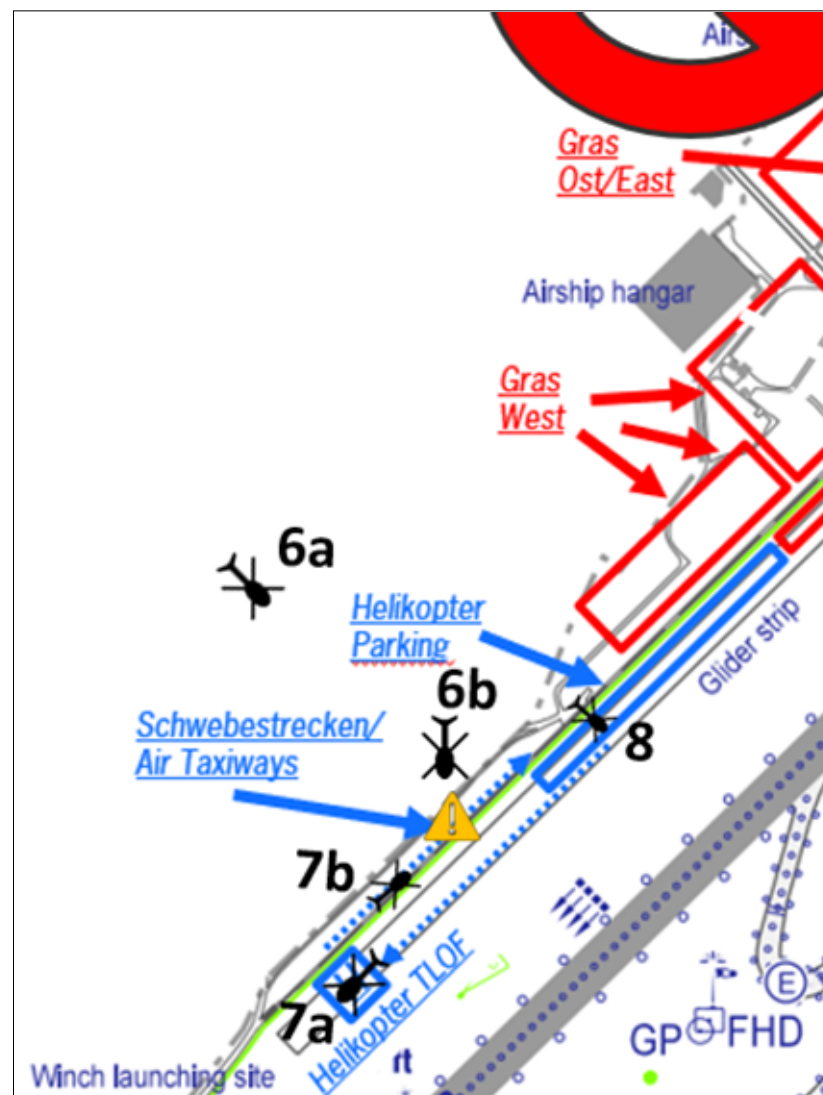
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6/7	<p><b>Landing and air-taxi to Helicopter Parking</b></p> <ul style="list-style-type: none"><li>▪ Do not overfly the exhibition site (area with exhibition halls), in that area UAV flights temporarily take place.</li><li>▪ <u>Hint</u>: Familiarize yourself with the area for the approach, e.g. using satellite pictures available in the internet.</li><li>▪ Do <u>not</u> fly south of the helicopter landing area.</li><li>▪ Landing at the parking position is <u>not</u> available.</li><li>▪ Transition from flight to hovering and vice versa overhead the marked helicopter landing area <u>only</u>.</li><li>▪ Do <u>not</u> overfly persons, taxiing/parked aircraft or vehicles at low altitudes, in particular in the parking area.</li><li>▪ Look out for airship operations and do not overfly airships. (Airship Mooring)</li><li>▪ Follow air taxiways in marked direction only</li><li>▪ In general we kindly ask for increased caution when air taxiing.</li></ul> <p>Tower: D-HABC, air-taxi at own discretion / follow the marshaller to the helicopter parking area.</p>
8	<p><b>Parking</b></p> <ul style="list-style-type: none"><li>▪ Parking position will be assigned by a marshaller via hand signal, please do not request parking position on frequency.</li><li>▪ Switch off radio only after reaching parking position. It is not necessary to report leaving the frequency.</li></ul>



## Example 4: VFR Departure Helicopter

1	<p><b>Parking Position Helicopter</b></p> <ul style="list-style-type: none"> <li>Monitor ATIS (129,605)</li> <li>Call tower 134,305*, when <u>ready</u> for air-taxi.</li> <li>Do not hover/air-taxi w/o contact to tower.</li> </ul> <p>Hel: Friedrichshafen tower, D-HABC Tower: D-HABC, Friedrichshafen tower Hel: D-HABC, R22, Information Bravo, GRAS 1, VFR via NOVEMBER, request air taxi Tower: D-HABC air taxi own discretion to the helicopter departure area/follow the marshaller to the helicopter departure area runway 24, QNH 1018, report ready (...)</p>
2-3	<p><b>Departure from helicopter departure area</b></p> <ul style="list-style-type: none"> <li>Departure directly from helicopter parking area is <u>not</u> available, please take-off only from marked area.</li> <li>Do not overfly the exhibition site and look out for persons, cars and aircraft in the surrounding.</li> <li>Tower does not issue a take-off clearances for the helicopter departure area, at own discretion only.</li> <li>All helicopter departures use NOVEMBER routing.</li> </ul> <p>Hel: D-HABC, ready at helicopter departure area Tower: D-HABC, leave controlzone via NOVEMBER, Wind 200° 5kt, take-off at own discretion (...)</p>

For Runway-in-use 06:  
Helicopter depart eastbound.  
Turn north early to avoid overflying of vehicles, aircraft and persons.



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## Overview Helicopter Area

