

# VATSIM Germany Instrument Approach Chart

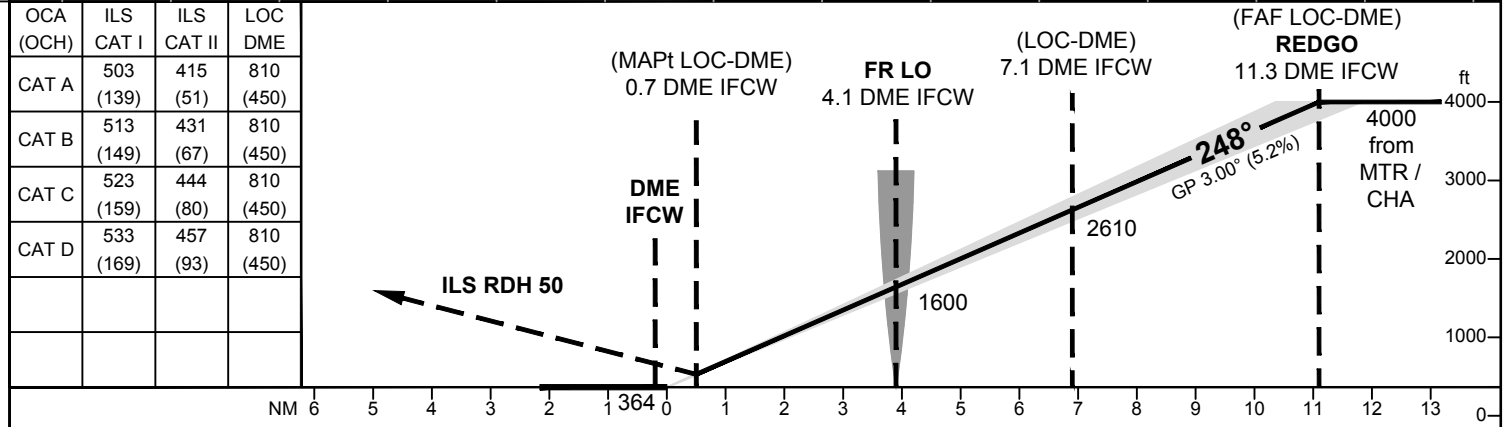
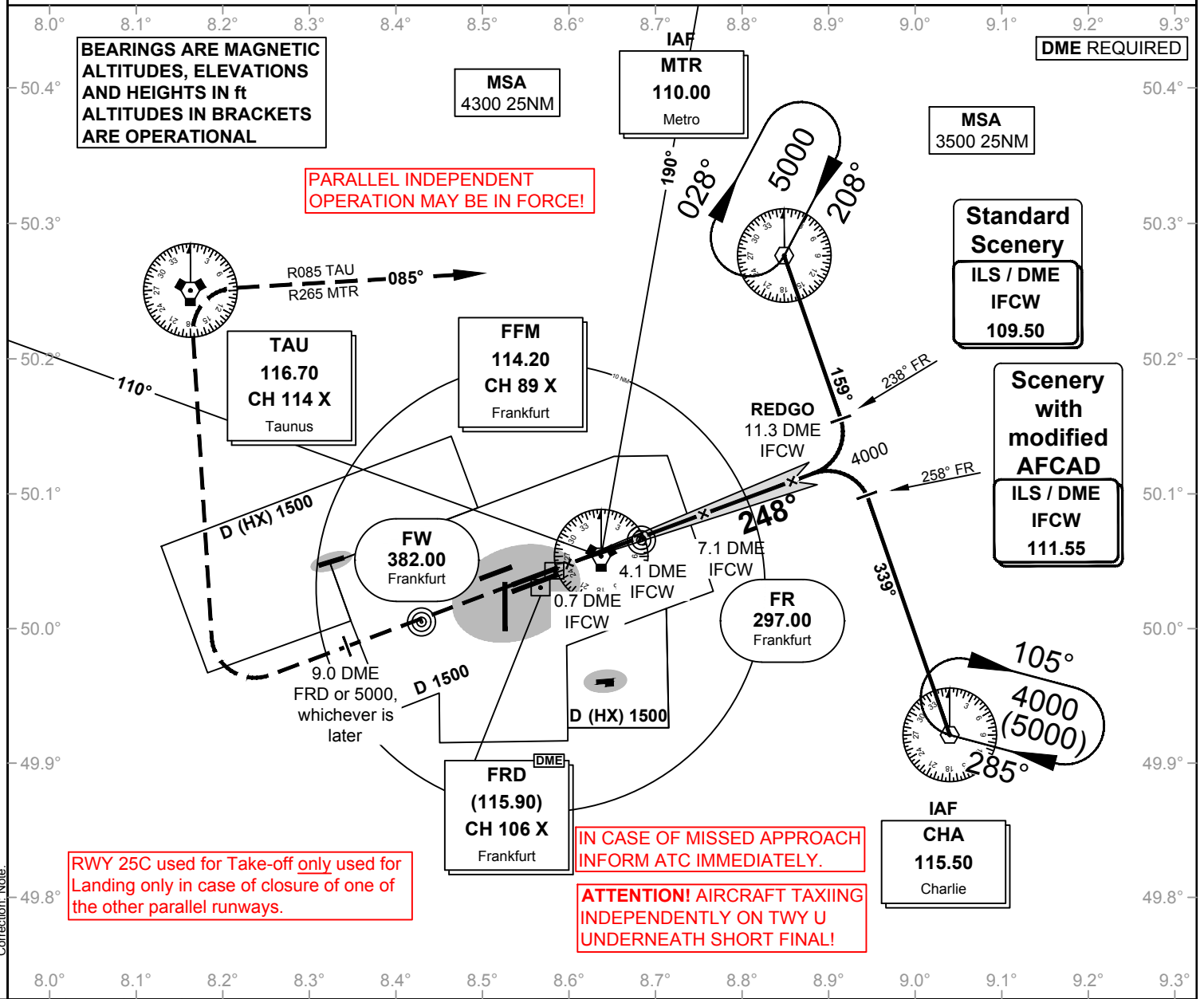
# Frankfurt Main EDDF

Elevation: THR25C ELEV 364  
VAR: 1° E

Langen Radar (N) 120.800  
Langen Radar (S) 125.350  
Director (N) 127.270  
Director (S) 118.500

Tower 119.900  
Tower (W) 124.850  
ATIS 118.020

**ILS CAT II & III or LOC  
RWY 25C**



**MISSED APPROACH:** Climb straight ahead via FW LO to 9.0 DME FRD or 5000, whichever is later; RT inbound to TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound to MTR VOR, maintain 5000.

DME IFCW	2	3	4	5	6	7	8	9	10	11	GS	kt	80	100	120	140	160	180
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8	4.1 DME IFCW - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
ALTITUDE	990	1310	1630	1950	2270	2580	2900	3220	3540	3860	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

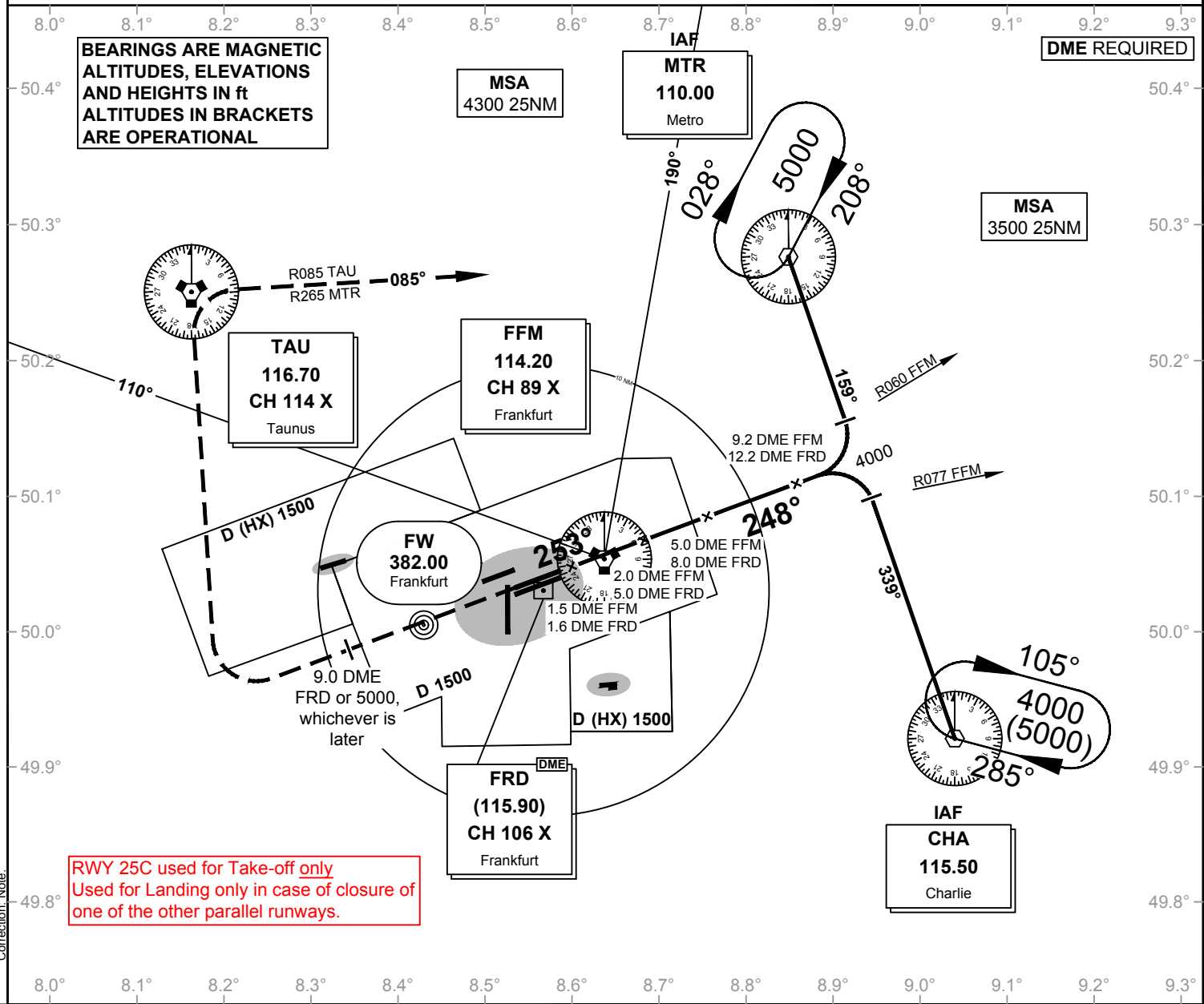
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

LOC-DME: Timing not authorized for defining the MAPt.

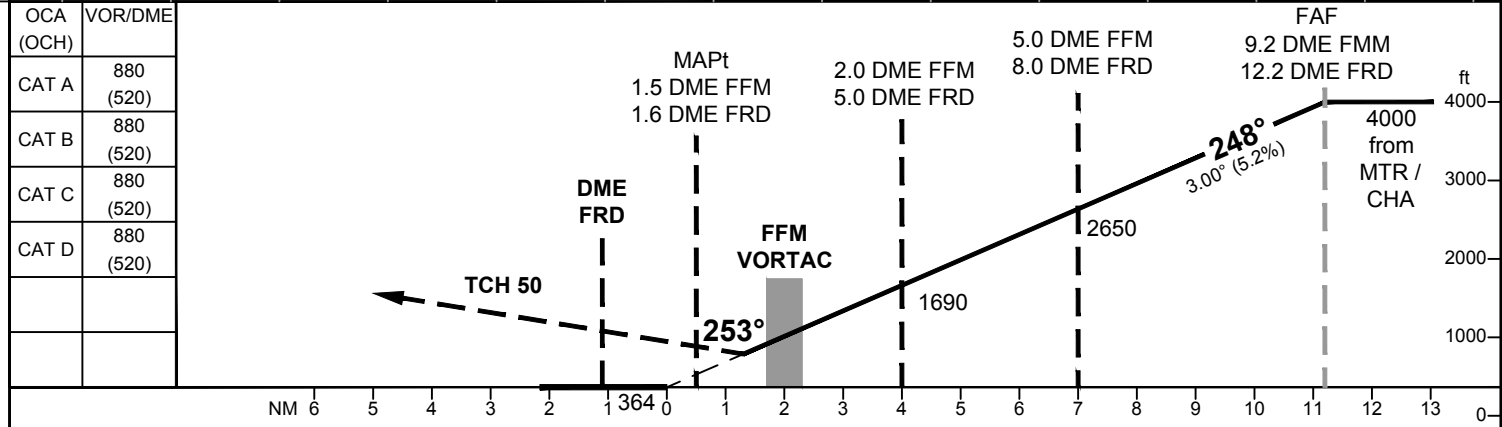
# VATSIM Germany Instrument Approach Chart

**Frankfurt Main  
EDDF  
VOR  
RWY 25C**

Elevation: THR25C ELEV 364  
 Langen Radar (N) 120.800  
 Langen Radar (S) 125.350  
 Director (N) 127.270  
 Director (S) 118.500  
 Tower 119.900  
 Tower (W) 124.850  
 ATIS 118.020  
 VAR: 1° E



**RWY 25C used for Take-off only  
Used for Landing only in case of closure of one of the other parallel runways.**



**MISSED APPROACH:** Climb straight ahead via FW LO to 9.0 DME FRD or 5000, whichever is later; RT inbound to TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound to MTR VOR, maintain 5000.

DME FFM	0	1	2	3	4	5	6	7	8	9	GS	kt	80	100	120	140	160	180
DIST THR	2	3	4	5	6	7	8	9	10	11	2DME FFM / 5DME FRD - MAPt(3.5NM)	MIN:SEC	2:37	2:06	1:45	1:30	1:19	1:10
ALTITUDE	1060	1370	1690	2010	2330	2650	2970	3280	3600	3920	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

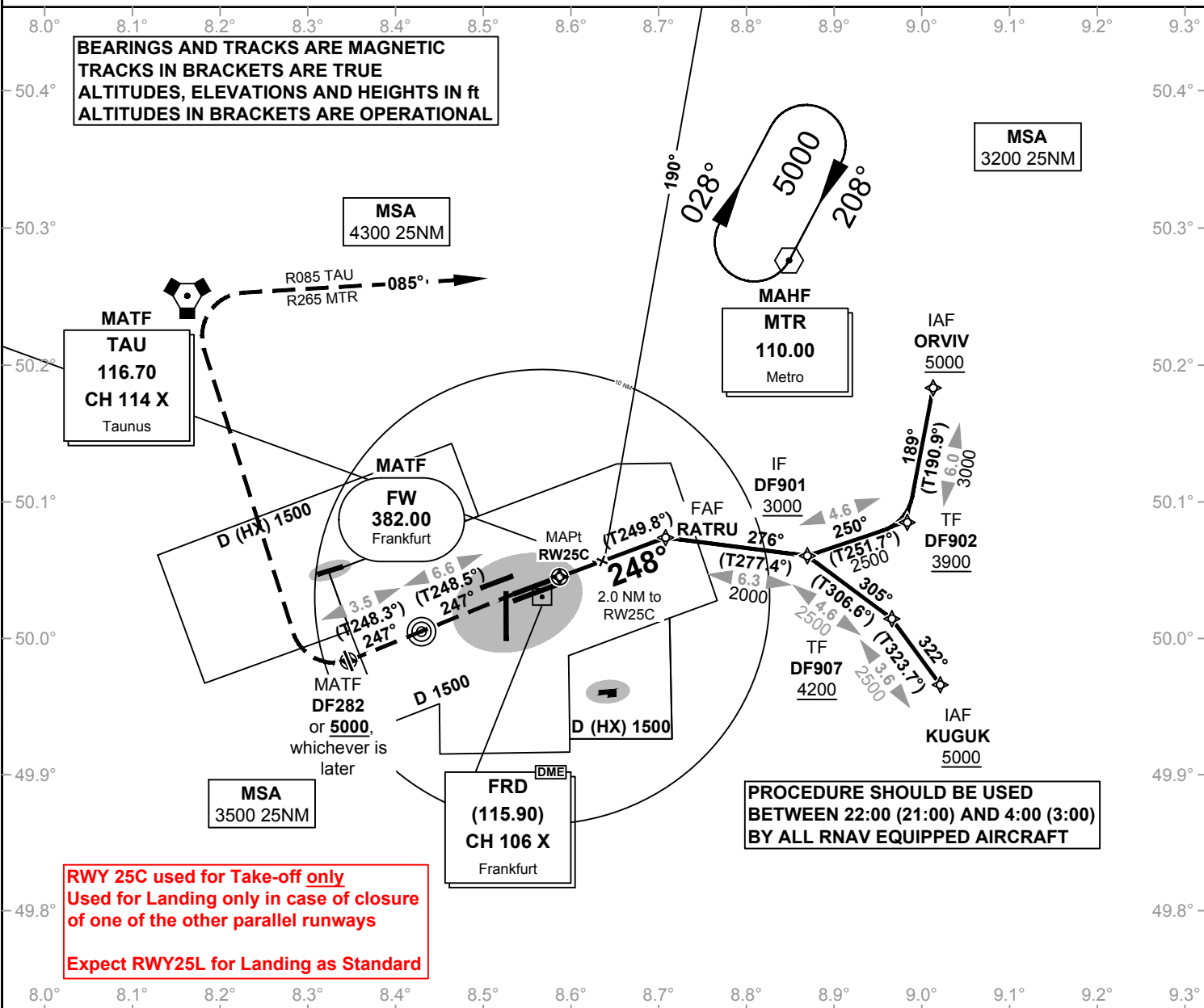
# VATSIM Germany Instrument Approach Chart

**Frankfurt Main  
EDDF  
RNAV (GPS) Y  
RWY 25C**

Elevation: THR25C ELEV 364  
Langen Radar (N) 120.800  
Langen Radar (S) 125.350  
Director (N) 127.270  
Director (S) 118.500  
Tower 119.900  
Tower (W) 124.850  
ATIS 118.020

VAR: 1° E

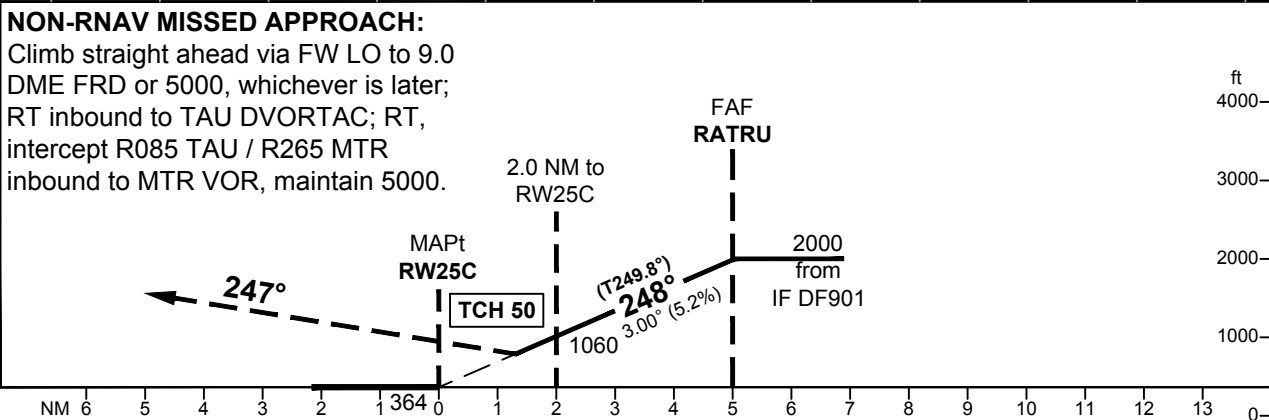
BEARINGS AND TRACKS ARE MAGNETIC  
TRACKS IN BRACKETS ARE TRUE  
ALTITUDES, ELEVATIONS AND HEIGHTS IN ft  
ALTITUDES IN BRACKETS ARE OPERATIONAL



PROCEDURE SHOULD BE USED BETWEEN 22:00 (21:00) AND 4:00 (3:00) BY ALL RNAV EQUIPPED AIRCRAFT

**RWY 25C used for Take-off only**  
**Used for Landing only in case of closure of one of the other parallel runways**  
**Expect RWY25L for Landing as Standard**

OCA (OCH)	LNAV	NON-RNAV MISSED APPROACH:
CAT A	790 (420)	Climb straight ahead via FW LO to 9.0 DME FRD or 5000, whichever is later; RT inbound to TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound to MTR VOR, maintain 5000.
CAT B	790 (420)	
CAT C	840 (470)	
CAT D	840 (470)	



**MISSED APPROACH:** Climb on track 247° via FW to DF282 or 5000, whichever is later; RT to TAU; RT, on track 085° to MTR, maintain 5000. FW - DF282 - [A5000; R] - TAU[A5000; R] - MTR[A5000]

DIST THR	2	3	4																
ALTIMUDE	1060	1370	1690																

GS	kt	80	100	120	140	160	180
RATRU - RW25C (5.0 NM)	MIN:SEC	3:45	3:00	2:30	2:09	1:53	1:40
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

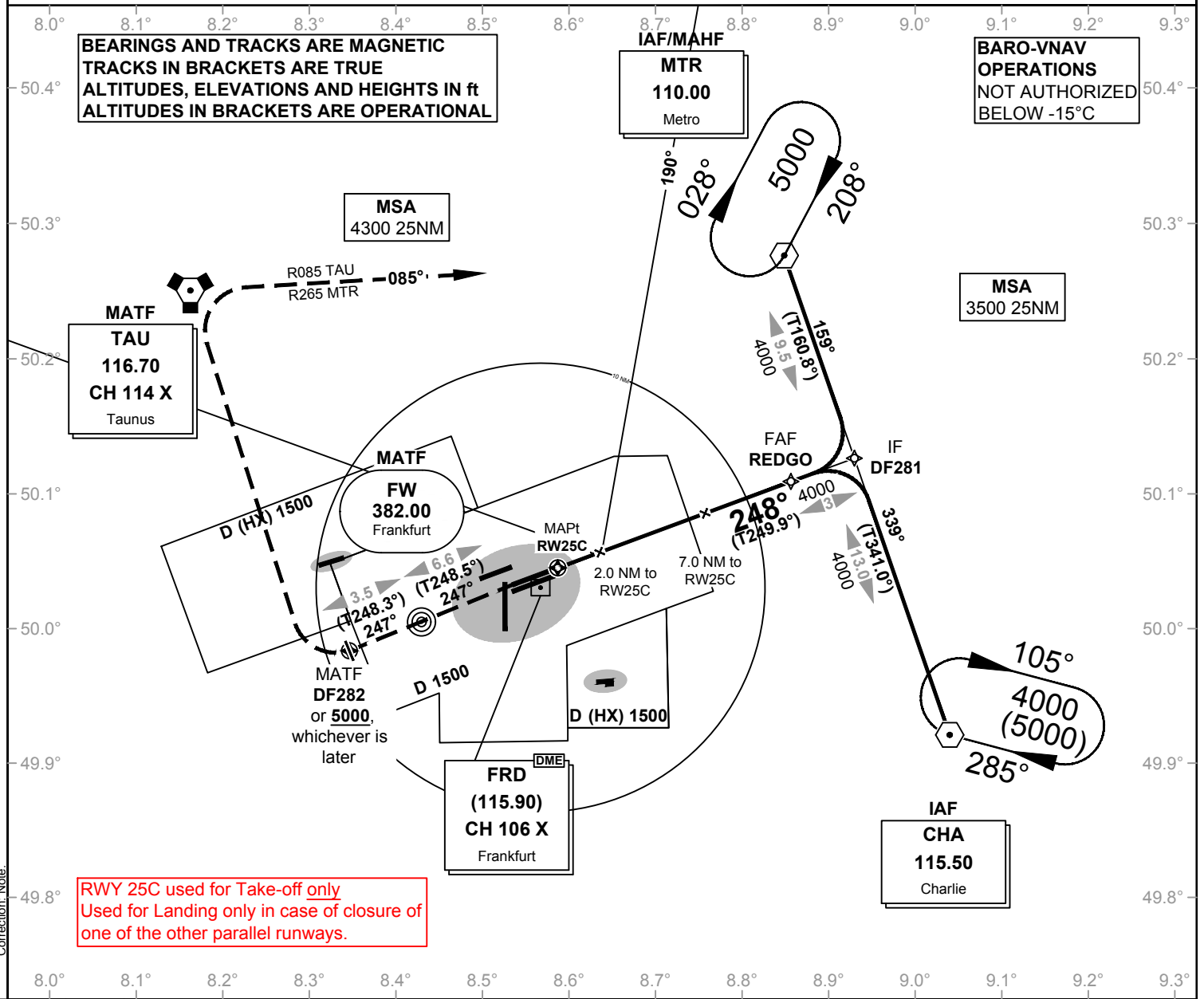
Timing not authorized for defining the MAPt.

# VATSIM Germany Instrument Approach Chart

# Frankfurt Main EDDF

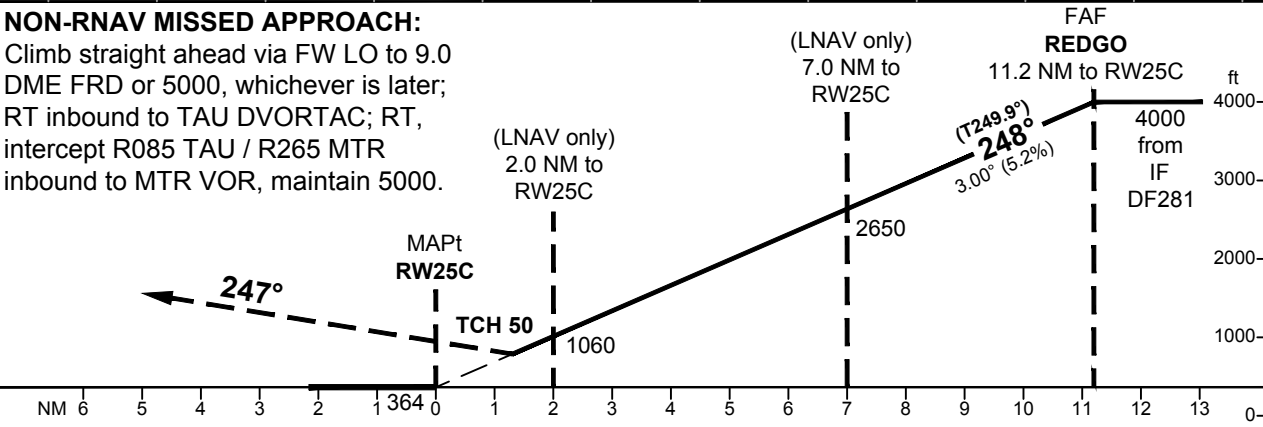
## RNAV (GPS) Z RWY 25C

Elevation: THR25C ELEV 364  
 Langen Radar (N) 120.800  
 Langen Radar (S) 125.350  
 Director (N) 127.270  
 Director (S) 118.500  
 Tower 119.900  
 Tower (W) 124.850  
 ATIS 118.020  
 VAR: 1° E



**RWY 25C used for Take-off only  
Used for Landing only in case of closure of one of the other parallel runways.**

OCA (OCH)	LNAV	LNAV / VNAV
CAT A	790 (420)	760 (400)
CAT B	790 (420)	760 (400)
CAT C	840 (470)	760 (400)
CAT D	840 (470)	760 (400)



DIST THR	2	3	4	5	6	7	8	9	10	11
ALTITUDE	1060	1370	1690	2010	2330	2650	2970	3280	3600	3920

GS	kt	80	100	120	140	160	180
REDGO - RW25C (11.2 NM)	MIN:SEC	8:24	6:43	5:36	4:48	4:12	3:44
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.