

VATSIM Germany Instrument Approach Chart

Frankfurt Main EDDF

Elevation: THR25L ELEV 362

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 Z CAT II & III or LOC Z RWY 25L

VAR: 2° E

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

PARALLEL INDEPENDENT
OPERATION MAY BE IN FORCE!

DME REQUIRED

MSA
4300 25NM

FFM
114.20
CH 89 X
Frankfurt

Standard
Scenery
ILS / DME
IFSW
110.70

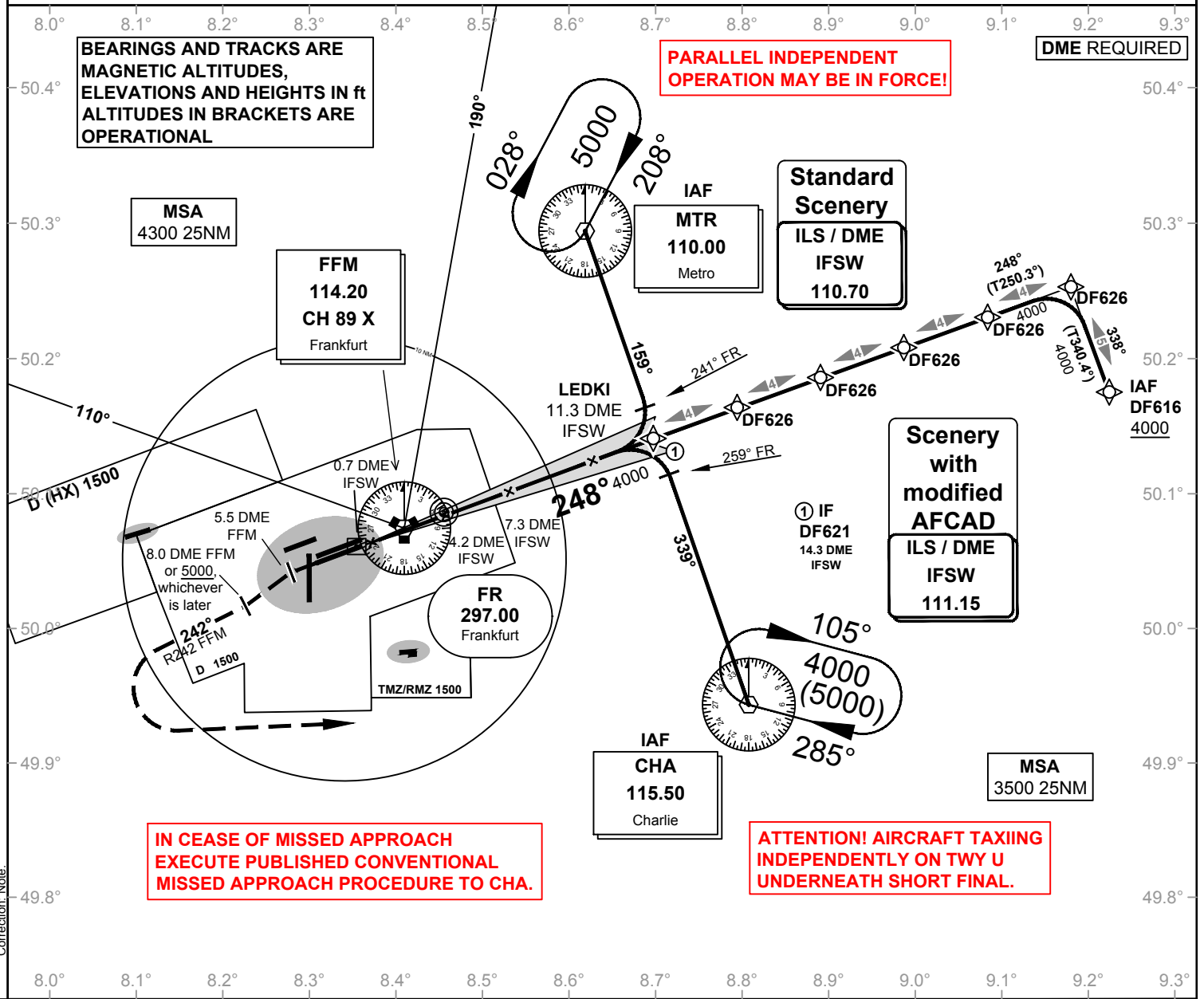
Scenery
with
modified
AFCAD
ILS / DME
IFSW
111.15

IAF
CHA
115.50
Charlie

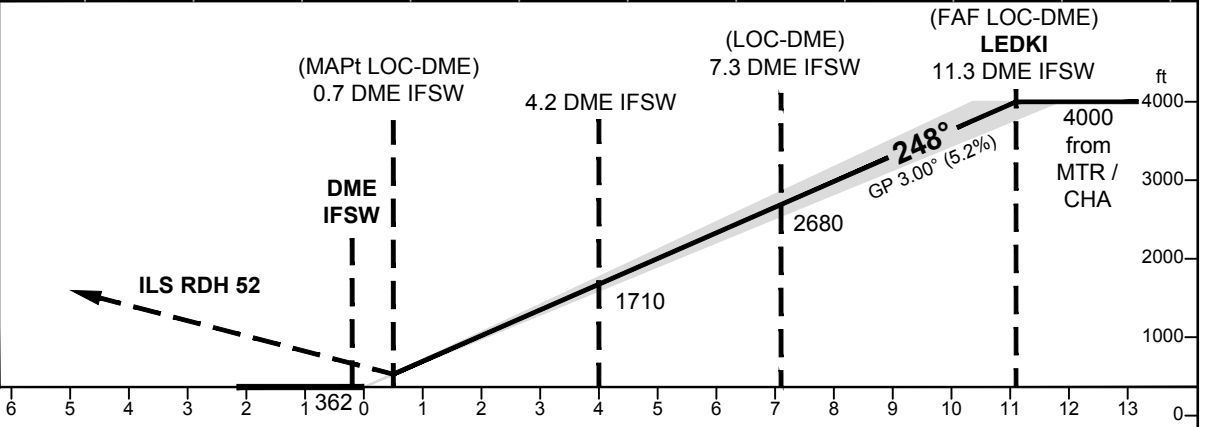
MSA
3500 25NM

IN CEASE OF MISSED APPROACH
EXECUTE PUBLISHED CONVENTIONAL
MISSED APPROACH PROCEDURE TO CHA.

ATTENTION! AIRCRAFT TAXIING
INDEPENDENTLY ON TWY U
UNDERNEATH SHORT FINAL.



OCA (DA)	ILS CAT I	ILS CAT II	LOC DME
CAT A	502 (562)	414 100*	820 (460)
CAT B	512 (562)	430 100*	820 (460)
CAT C	522 (562)	443 100*	820 (460)
CAT D	532 (562)	456 100*	444 (142)
		*DH	



MISSED APPROACH: Climb straight ahead to 5.5 DME FFM; LT, intercept R242 FFM to 8.0 DME FFM or 5000, whichever is later; LT to CHA VOR, maintain 5000.

DME IFSW	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	4.2 DME IFSW - THR (4.1 NM)	MIN:SEC	3:05	2:28	2:03	1:45	1:32	1:22
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

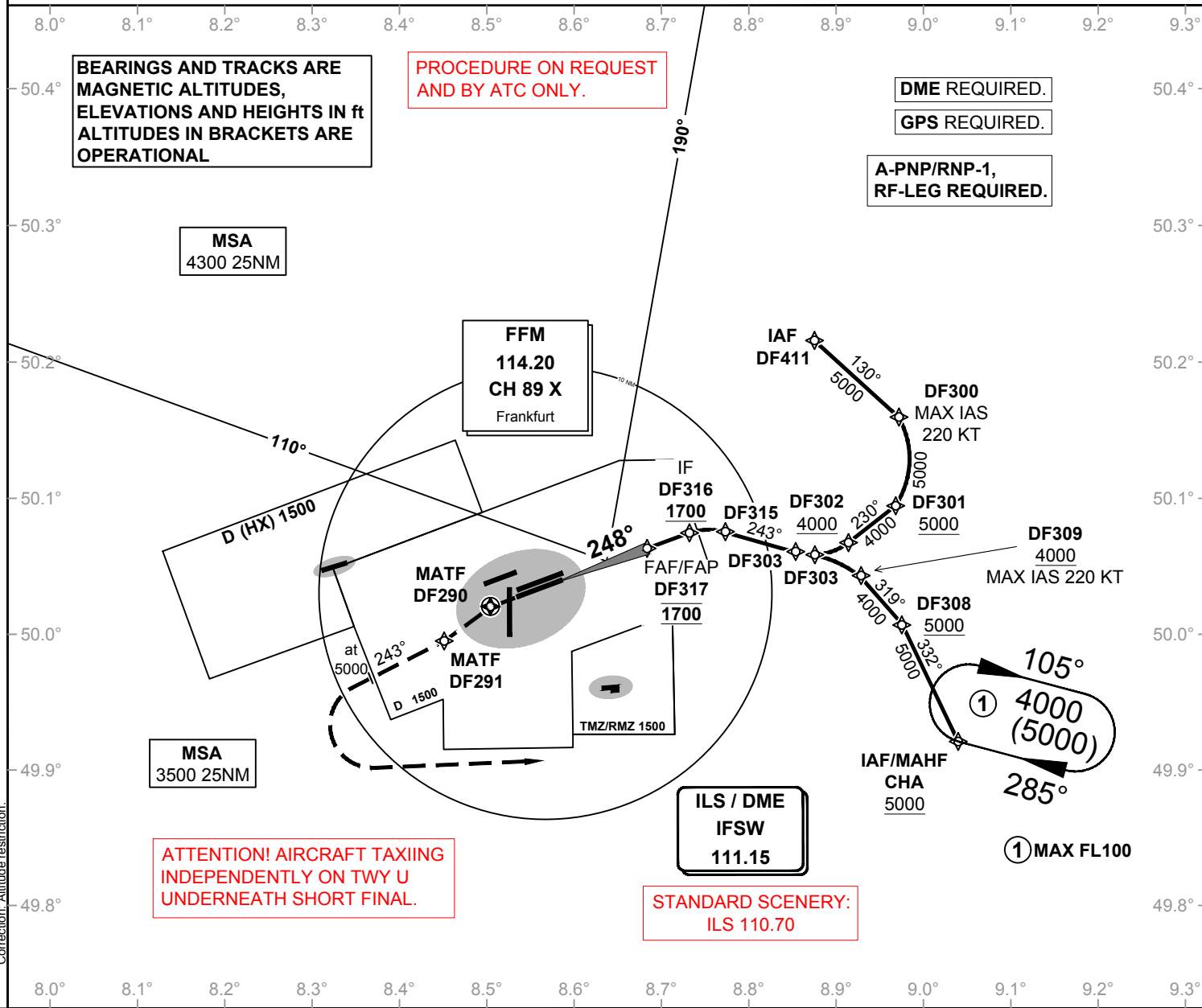
Frankfurt Main EDDF

Elevation: THR25L ELEV 362
VAR: 1° E

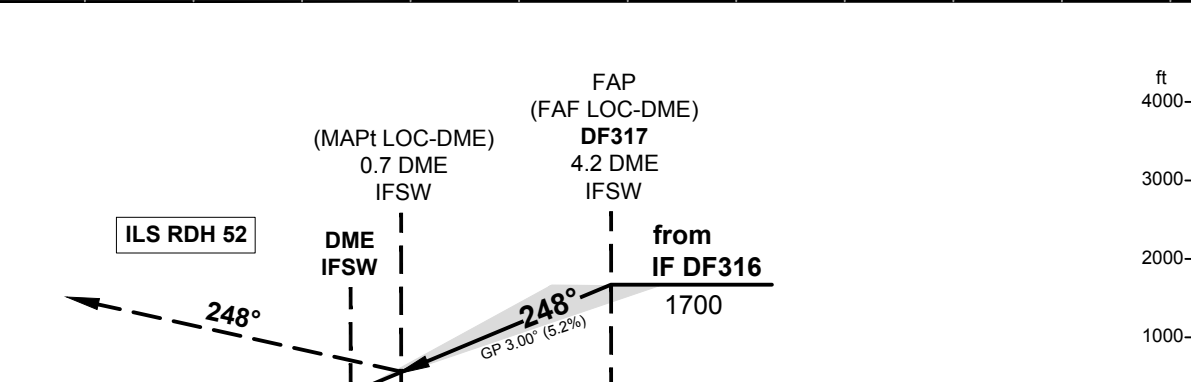
Langen Radar (N) 120.800
Langen Radar (S) 125.320
Director (N) 127.270
Director (S) 118.500

Tower 119.900
Tower (W) 124.850
ATIS 118.020

ILS X CAT II & III or LOC X RWY 25L



OCA (DA)	ILS CAT I	ILS CAT II	LOC DME
CAT A	502 (562)	414 100*	820 (460)
CAT B	512 (562)	430 100*	820 (460)
CAT C	522 (562)	443 100*	820 (460)
CAT D	532 (562)	456 100*	820 (460)
		*RA	



MISSED APPROACH: Climb on track 248° to DF290; LT, on course 232° to DF291; on course 243° to 5000; LT direct to CHA, maintain 5000. **DF290[L] - DF291[R] - [A5000; L] - CHA[A5000]**

DME IFSW	1	2	3	4
DIST THR	0.8	1.8	2.8	3.8
ALTITUDE	670	990	1310	1630

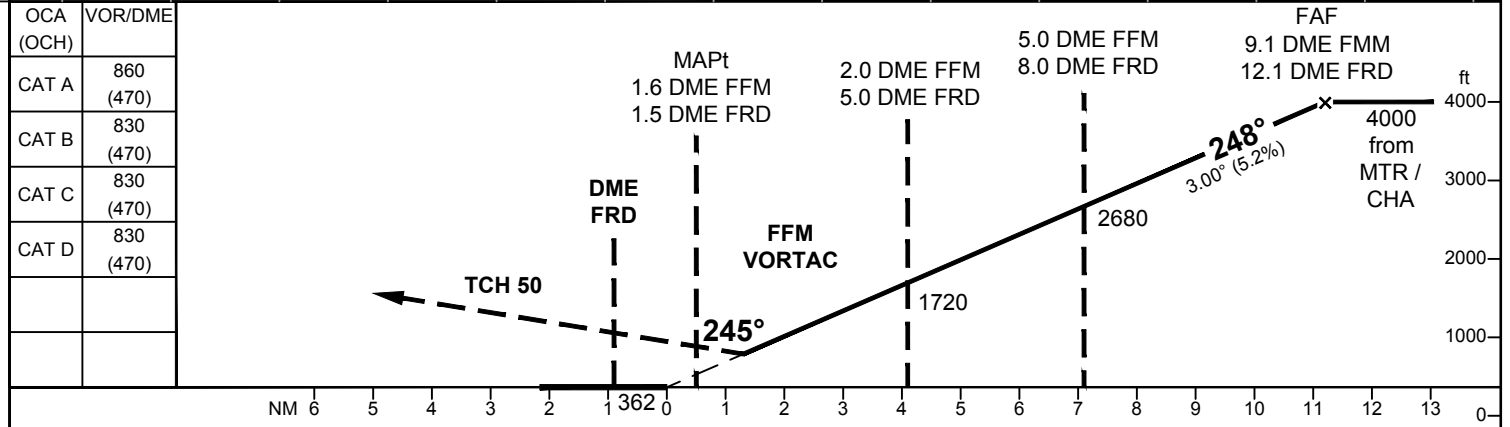
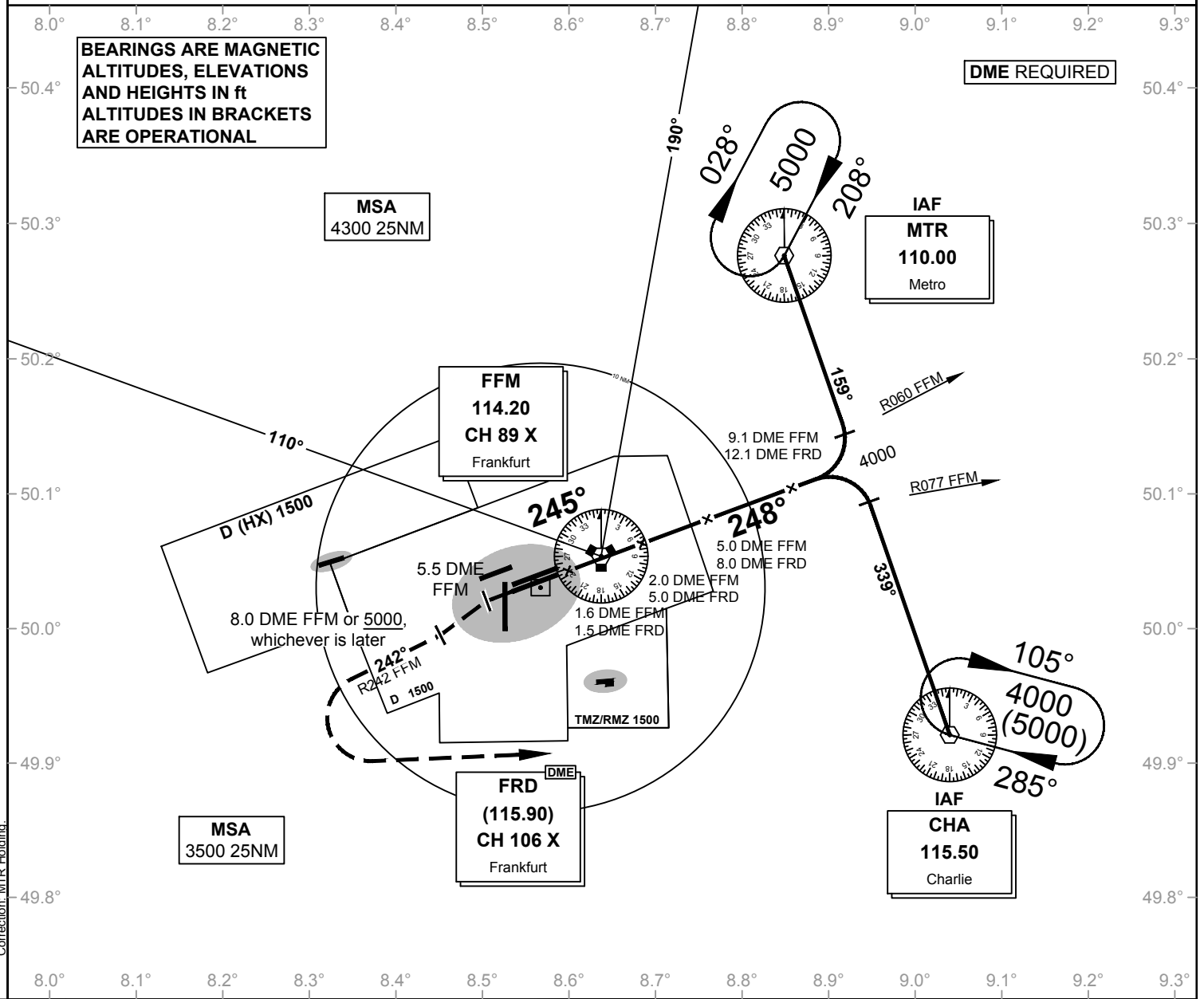
GS	kt	80	100	120	140	160	180
TITUT - RW25L (5.0 NM)	MIN:SEC	3:45	3:00	2:30	2:09	1:53	1:40
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

**Frankfurt Main
EDDF
VOR
RWY 25L**

Elevation: THR25L ELEV 362
 Langen Radar (N) 120.800
 Langen Radar (S) 125.350
 Direktor (N) 127.270
 Direktor (S) 118.500
 Tower 119.900
 Tower (W) 124.850
 ATIS 118.020
 VAR: 1° E



MISSED APPROACH: Climb straight ahead to 5.5 DME FFM; LT, intercept R242 FFM to 8.0 DME FFM or 5000, whichever is later; LT to CHA 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	2.1	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1	2DME FFM / 5DME FRD - MAPt(3.5NM)	MIN:SEC	2:37	2:06	1:45	1:30	1:19	1:10
ALTITUDE	1090	1400	1720	2040	2360	2680	3000	3310	3630	3950	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

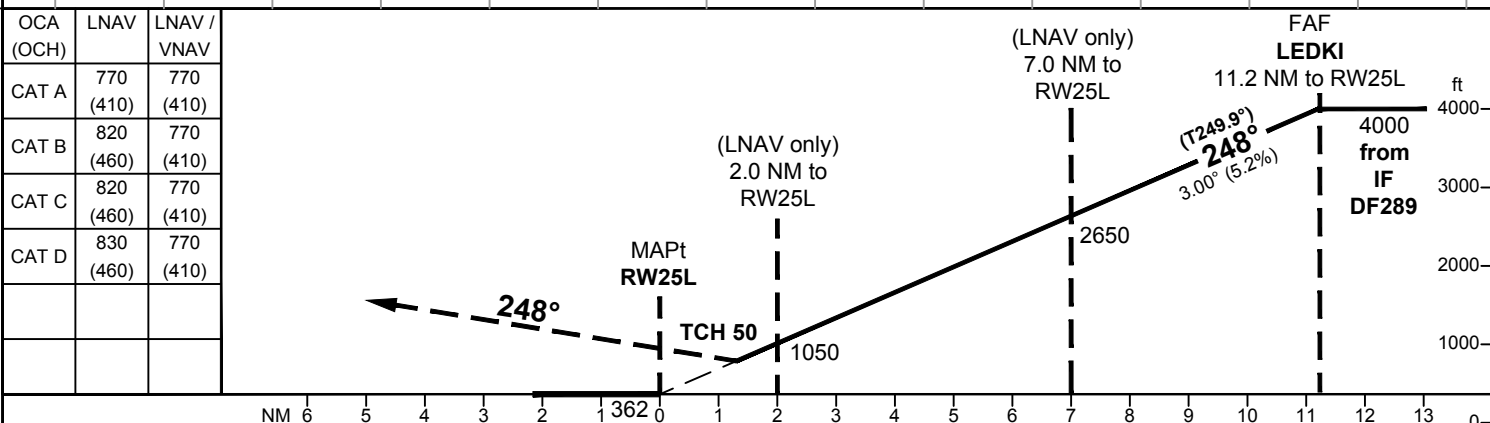
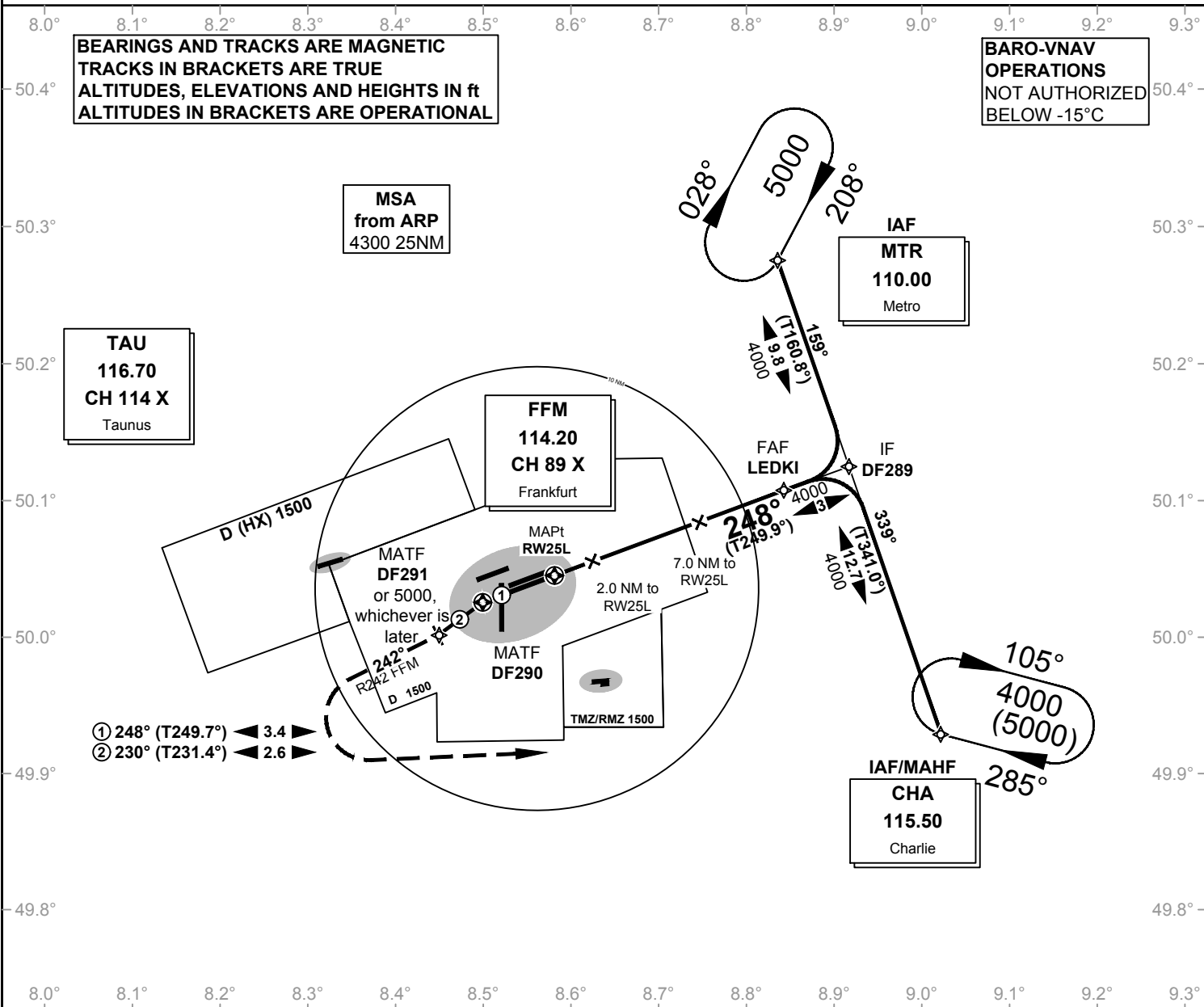
**Frankfurt Main
EDDF
RNAV (GPS) Z
RWY 25L**

Elevation: THR25L ELEV 362
 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

BARO-VNAV
 OPERATIONS
 NOT AUTHORIZED
 BELOW -15°C



MISSED APPROACH: Climb on track 248° to DF290; LT, on track 230° to DF291; RT, on track 242°, climb to 5000; RNAV (GPS) LT to CHA, maintain 5000. DF290[L] - DF291[R] - [A5000; L] - CHA[A5000]

DIST THR	2	3	4	5	6	7	8	9	10	11	GS	kt	80	100	120	140	160	180
ALTIMETER	1050	1370	1690	2010	2330	2650	2960	3280	3600	3920	LEDKI - RW25L (11.2 NM)	MIN:SEC	8:24	6:43	5:36	4:48	4:12	3:44
ALTIMETER											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 25L

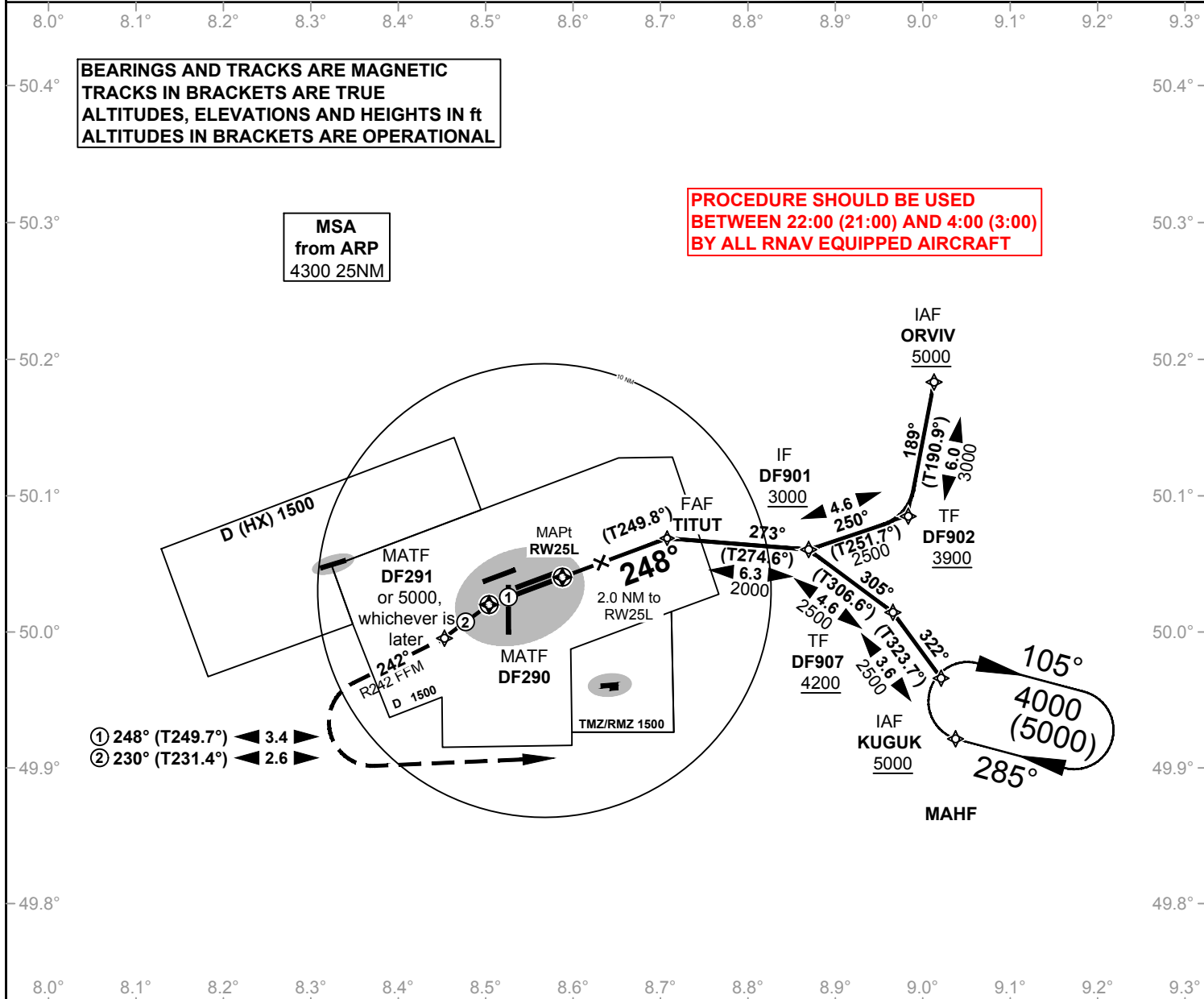
Elevation: THR25L ELEV 362
Langen Radar (N) 120.800
Langen Radar (S) 121.750
Director (N) 127.27
Director (S) 118.500
Tower 119.900
Tower (W) 124.850
ATIS 118.020

VAR: 1° E

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

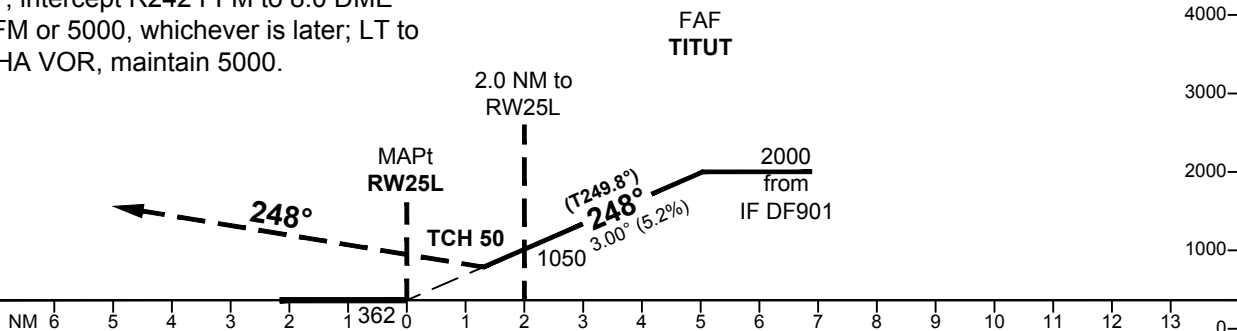
**PROCEDURE SHOULD BE USED
BETWEEN 22:00 (21:00) AND 4:00 (3:00)
BY ALL RNAV EQUIPPED AIRCRAFT**

MSA
from ARP
4300 25NM



OCA (OCH)	LNAV	
CAT A	770 (410)	
CAT B	820 (460)	
CAT C	820 (460)	
CAT D	830 (460)	

NON-RNAV MISSED APPROACH:
Climb straight ahead to 5.5 DME FFM; LT, intercept R242 FFM to 8.0 DME FFM or 5000, whichever is later; LT to CHA VOR, maintain 5000.



MISSED APPROACH: RNAV (GPS) Climb on track 248° to DF290; LT, on track 230° to DF291; RT, on track 242°, climb to 5000; LT to CHA, maintain 5000. DF290[L] - DF291[R] - [A5000; L] - CHA[A5000]

DIST THR	2	3	4																		
ALTITUDE	1050	1370	1690																		

GS	kt	80	100	120	140	160	180
TITUT - RW25L (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.