

VATSIM Germany Instrument Approach Chart

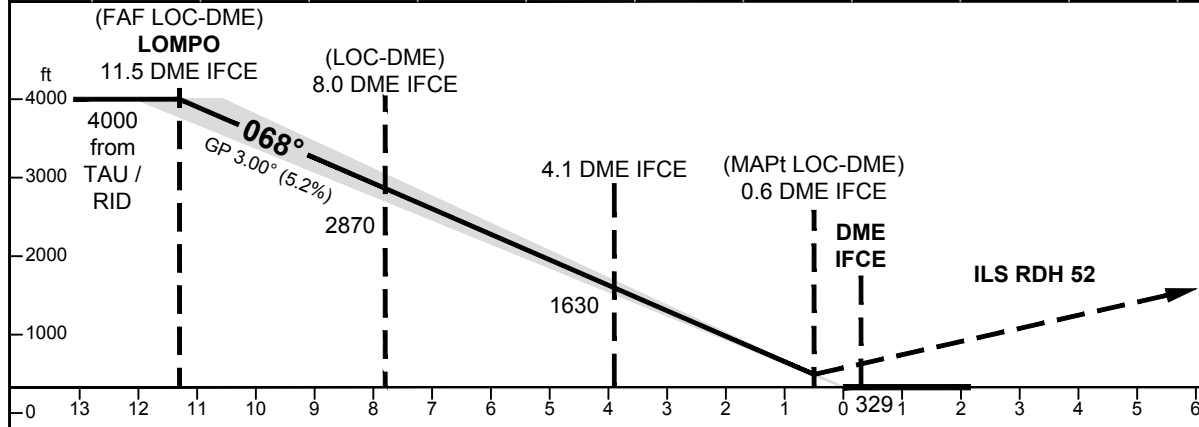
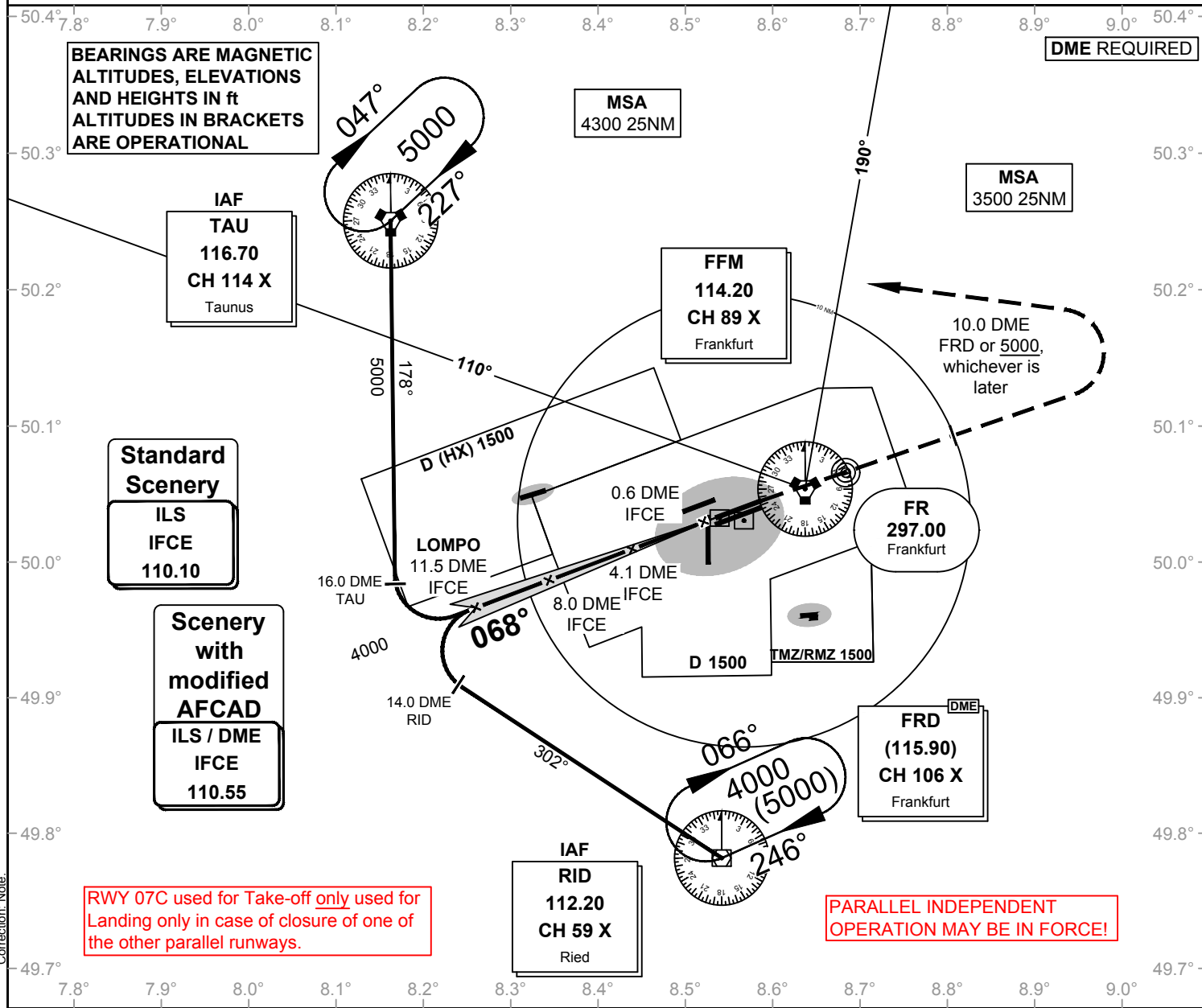
Frankfurt Main EDDF

Elevation: THR07C ELEV 329
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 07C**



| OCA (OCH) | ILS CAT I | ILS CAT II | LOC DME |
|-----------|-----------|------------|-----------|
| CAT A | 473 (144) | 384 (55) | 820 (490) |
| CAT B | 483 (154) | 400 (71) | 820 (490) |
| CAT C | 493 (164) | 414 (85) | 820 (490) |
| CAT D | 503 (174) | 427 (98) | 820 (490) |

MISSED APPROACH: Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

| DME IFCE | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|----------|------|------|------|------|------|------|------|------|------|-----|
| DIST THR | 10.8 | 9.8 | 8.8 | 7.8 | 6.8 | 5.8 | 4.8 | 3.8 | 2.8 | 1.8 |
| ALTITUDE | 3820 | 3510 | 3190 | 2870 | 2550 | 2230 | 1910 | 1600 | 1280 | 960 |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------------------|----------|------|------|------|------|------|------|
| 4.1 DME IFCE - THR (4.0 NM) | MIN:SEC | 3:00 | 2:24 | 2:00 | 1:43 | 1:30 | 1:20 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

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

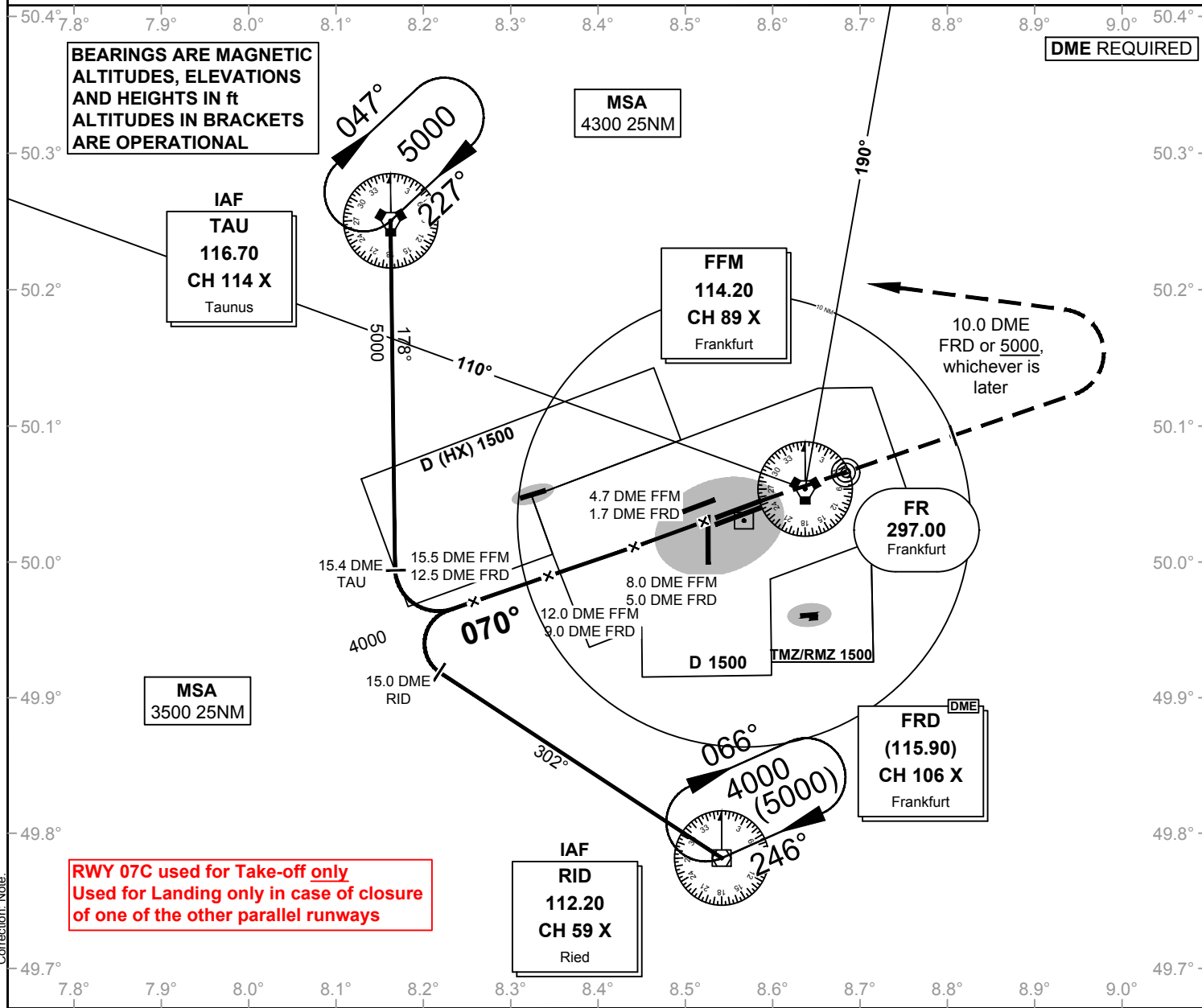
LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

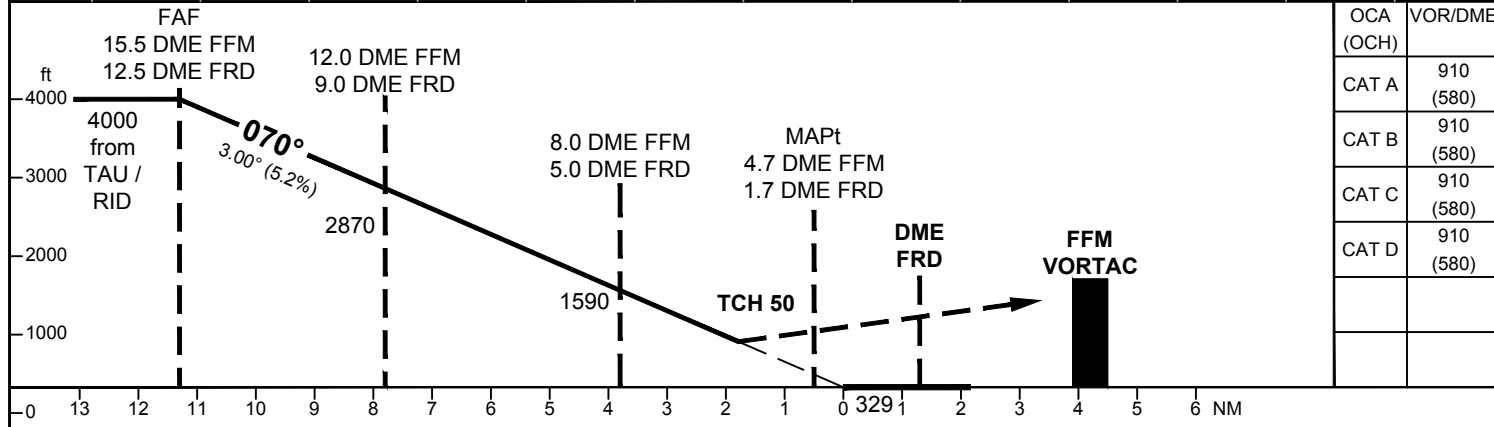
**Frankfurt Main
EDDF
VOR
RWY 07C**

Elevation: THR07C ELEV 329
 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 07C 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 FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

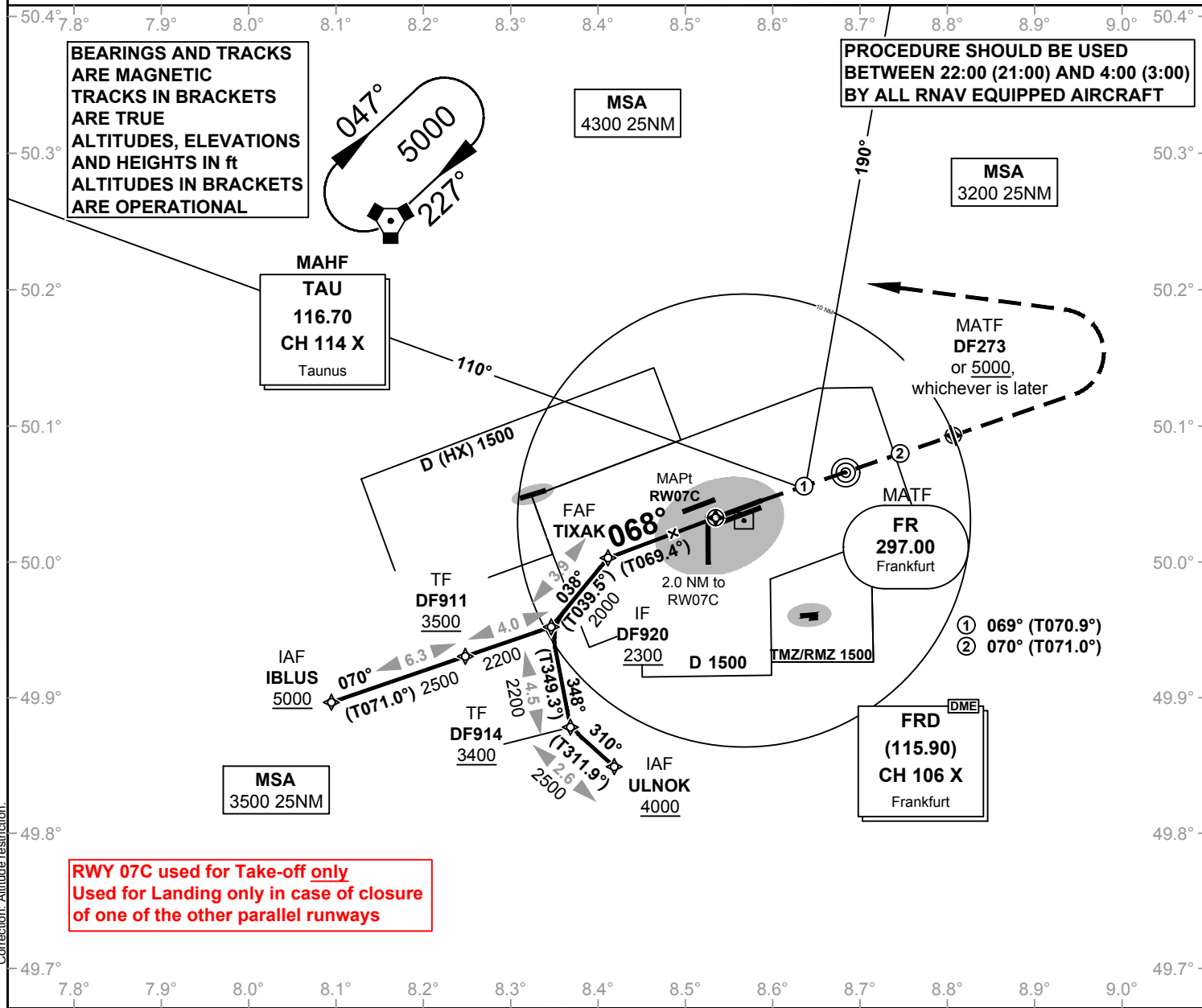
| | | | | | | | | | | | | | | | | | | |
|----------|------|------|------|------|------|------|------|------|------|-----|-----------------------------------|----------|------|------|------|------|------|------|
| DME FFM | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| DIST THR | 10.8 | 9.8 | 8.8 | 7.8 | 6.8 | 5.8 | 4.8 | 3.8 | 2.8 | 1.8 | 8DME FFM / 5DME FRD - MAPt(3.3NM) | MIN:SEC | 2:29 | 1:59 | 1:39 | 1:25 | 1:14 | 1:06 |
| ALTITUDE | 3820 | 3500 | 3190 | 2870 | 2550 | 2230 | 1910 | 1590 | 1280 | 960 | 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 07C**

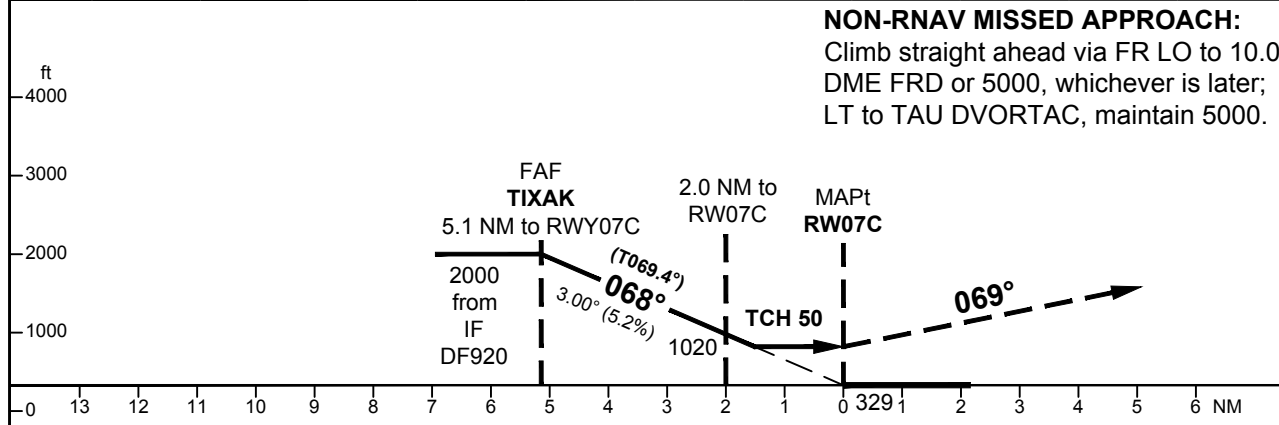
Elevation: THR07C ELEV 329
 Langen Radar (N) 120.800
 Langen Radar (S) 125.350
 Director (N) 127.270
 Director (S) 118.500
 Tower 119.900
 Tower (W) 124.850
 ATIS 118.020
 VAR: 1° E



**RWY 07C used for Take-off only
Used for Landing only in case of closure of one of the other parallel runways**

NON-RNAV MISSED APPROACH:
Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

| OCA (OCH) | LNAV |
|-----------|-----------|
| CAT A | 790 (460) |
| CAT B | 820 (490) |
| CAT C | 840 (510) |
| CAT D | 840 (510) |



| | | | | | | | | | |
|----------|------|------|------|--|--|--|--|--|--|
| DIST THR | 4 | 3 | 2 | | | | | | |
| ALTITUDE | 1660 | 1340 | 1020 | | | | | | |

| | | | | | | | |
|------------------------|----------|------|------|------|------|------|------|
| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| TIXAK - RW07C (5.1 NM) | MIN:SEC | 3:50 | 3:04 | 2:33 | 2:11 | 1:55 | 1:42 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

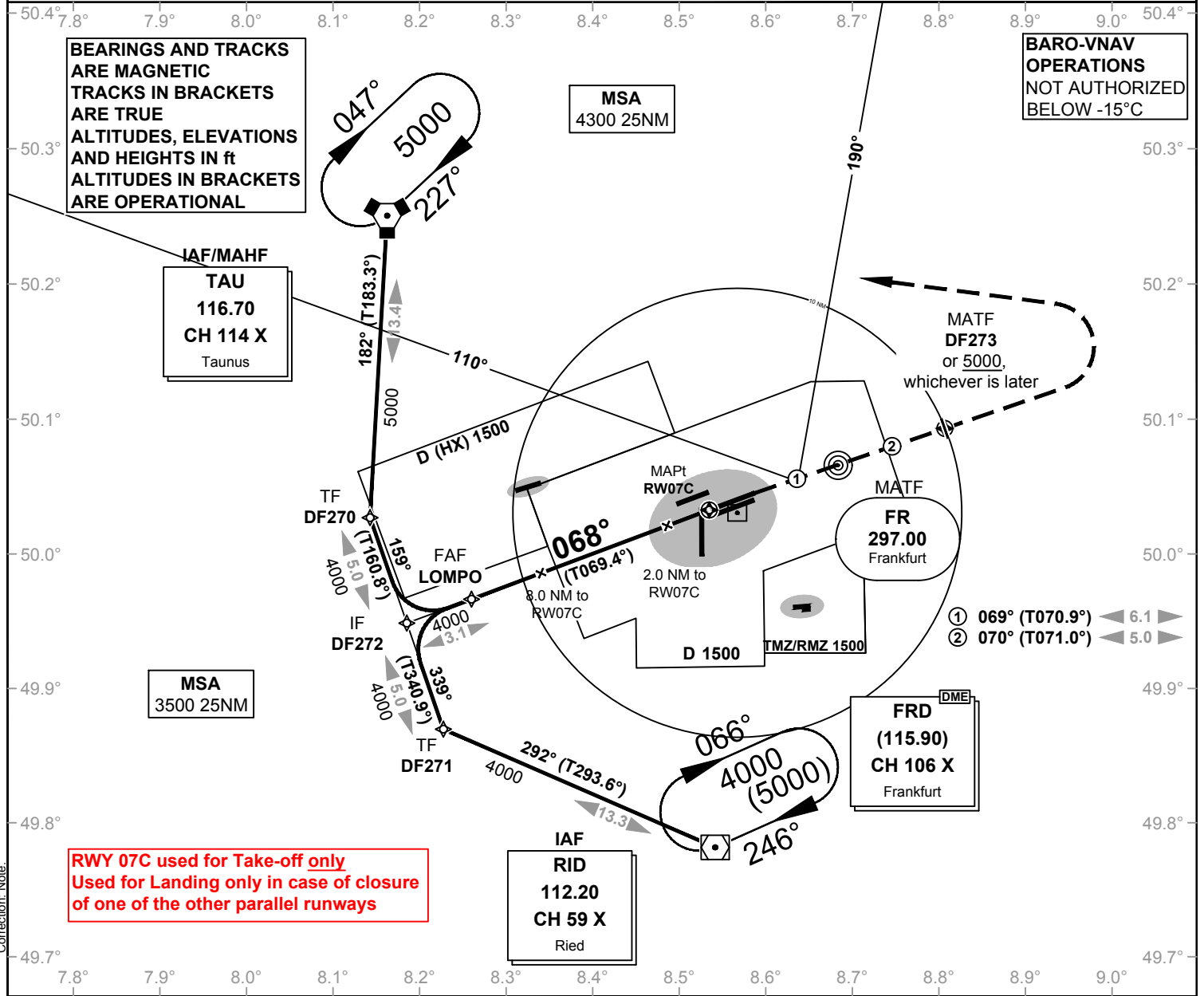
Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

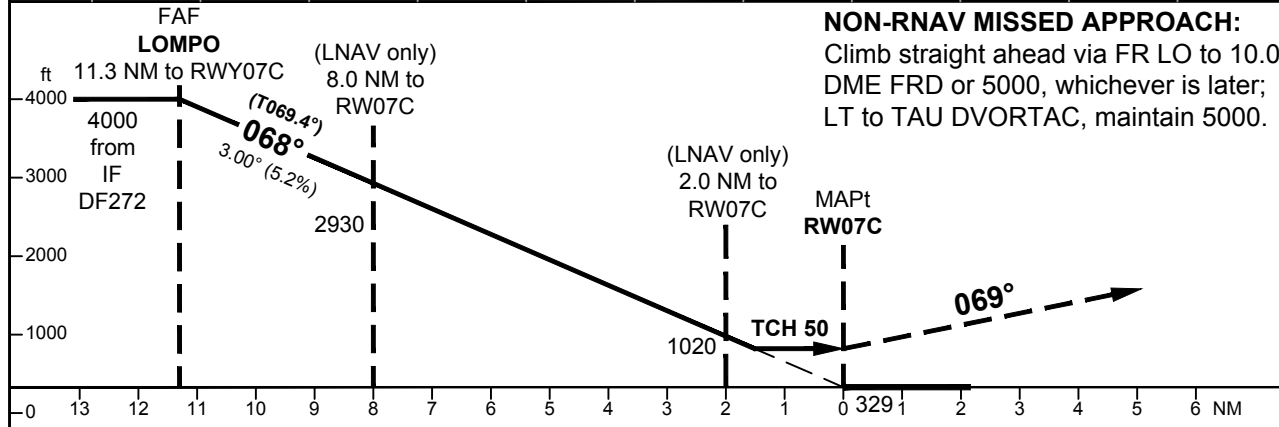
Frankfurt Main EDDF RNAV (GPS) Z RWY 07C

Elevation: THR07C ELEV 329
 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 07C used for Take-off only
Used for Landing in case of closure
of one of the other parallel runways



NON-RNAV MISSED APPROACH:
 Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

| OCA (OCH) | LNAV | LNAV / VNAV |
|-----------|-----------|-------------|
| CAT A | 790 (460) | 690 (360) |
| CAT B | 820 (490) | 690 (360) |
| CAT C | 840 (510) | 690 (360) |
| CAT D | 840 (510) | 720 (390) |

MISSED APPROACH: Climb on track 069° via FR to DF273 or 5000, whichever is later; LT to TAU, maintain 5000.
RNAV (GPS) FR - DF273[A5000; L] - TAU[A5000]

| | | | | | | | | | | | | | | | | | | |
|----------|------|------|------|------|------|------|------|------|------|------|-------------------------|----------|------|------|------|------|------|------|
| DIST THR | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| ALTITUDE | 3890 | 3570 | 3250 | 2930 | 2610 | 2290 | 1980 | 1660 | 1340 | 1020 | LOMPO - RW07C (11.3 NM) | MIN:SEC | 8:29 | 6:47 | 5:39 | 4:51 | 4:14 | 3:46 |
| | | | | | | | | | | | Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

Timing not authorized for defining the MAPt.