

# VATSIM Germany Instrument Approach Chart

# Frankfurt Main EDDF

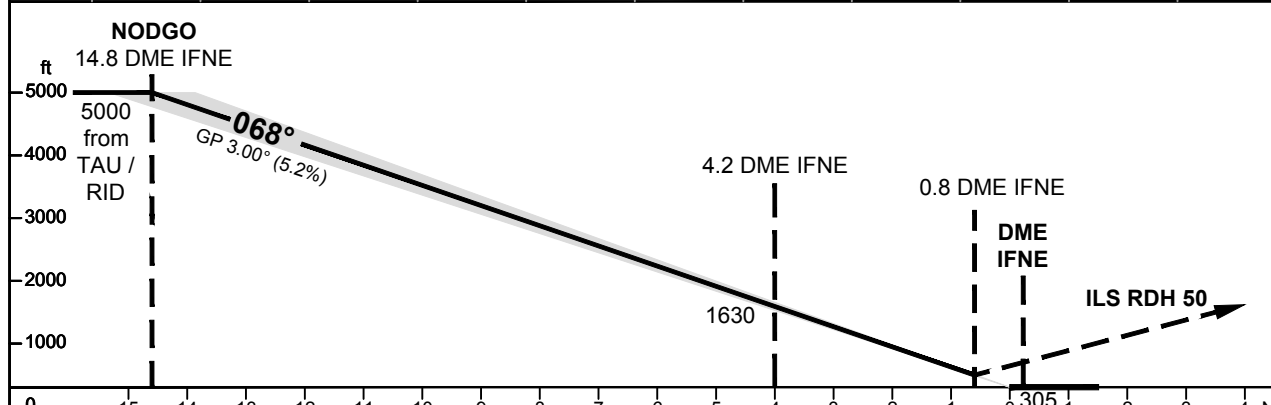
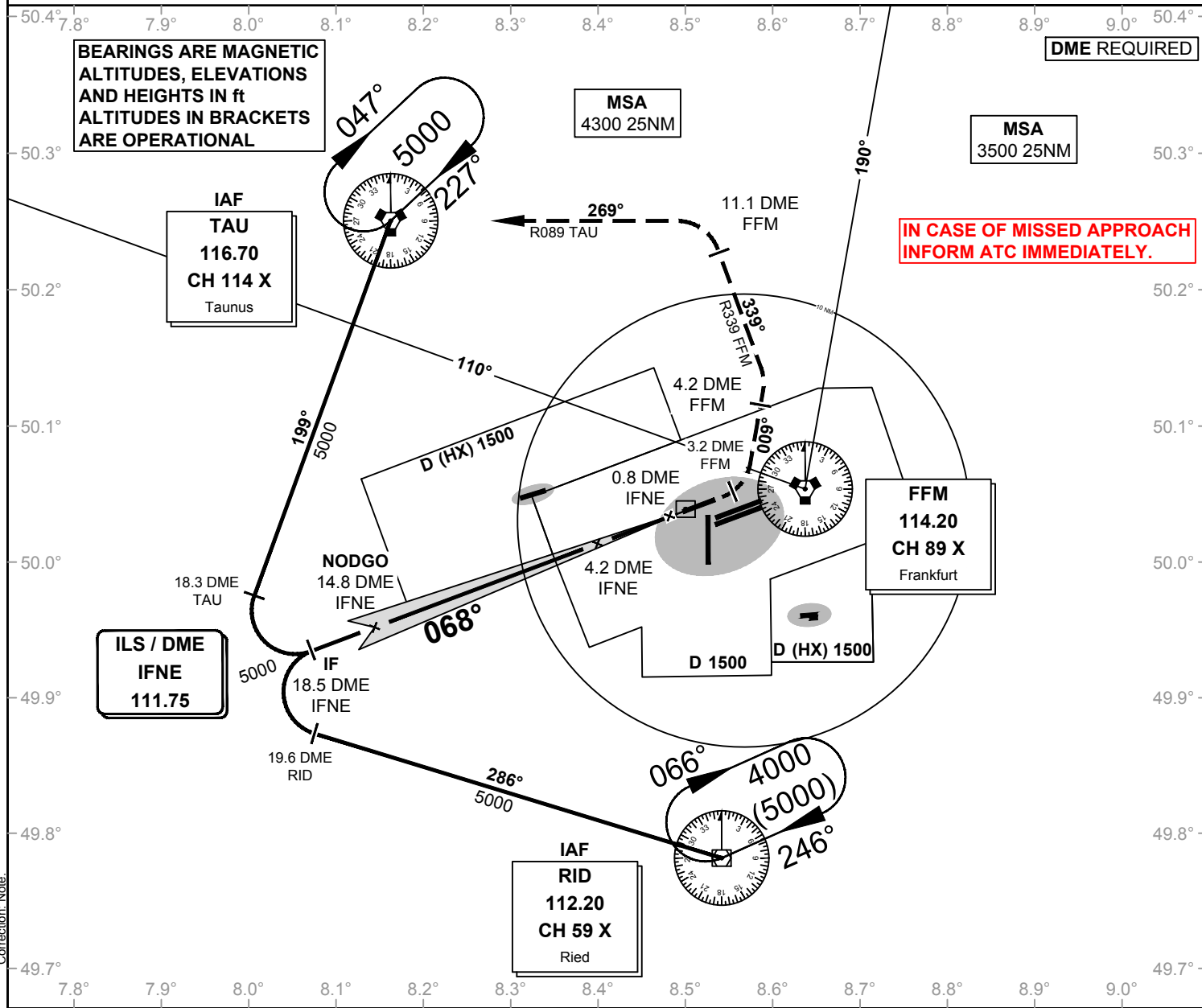
Elevation: THR07L ELEV 305

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 RWY 07L

VAR: 1° E



OCA (OCH)	ILS CAT I	ILS CAT II
CAT A	484 (179)	395 (90)
CAT B	494 (189)	412 (107)
CAT C	503 (198)	425 (120)
CAT D	513 (208)	438 (133)

**MISSED APPROACH:** Climb straight ahead to 3.2 DME FFM; LT on track 009° to 4.2 DME FFM; LT to intercept and follow R339 FFM outbound FFM DVORTAC to 11.1 DME FFM, LT to intercept and follow R089 TAU inbound TAU DVORTAC to 5000.

DME IFNE	11	10	9	8	7	6	5	4	3	2	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	4.2 DME IFNE - THR (4.0 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
ALTITUDE	3800	3480	3160	2840	2530	2210	1890	1570	1250	930	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

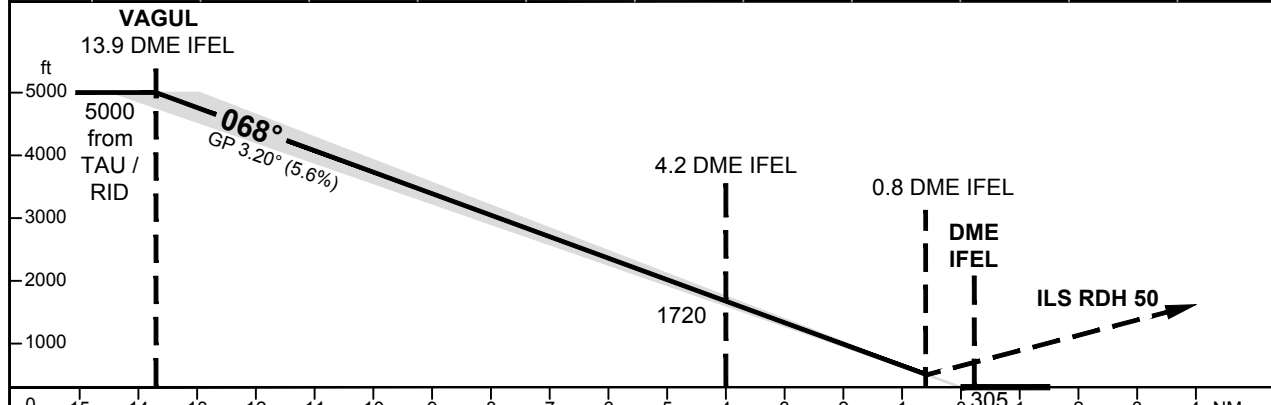
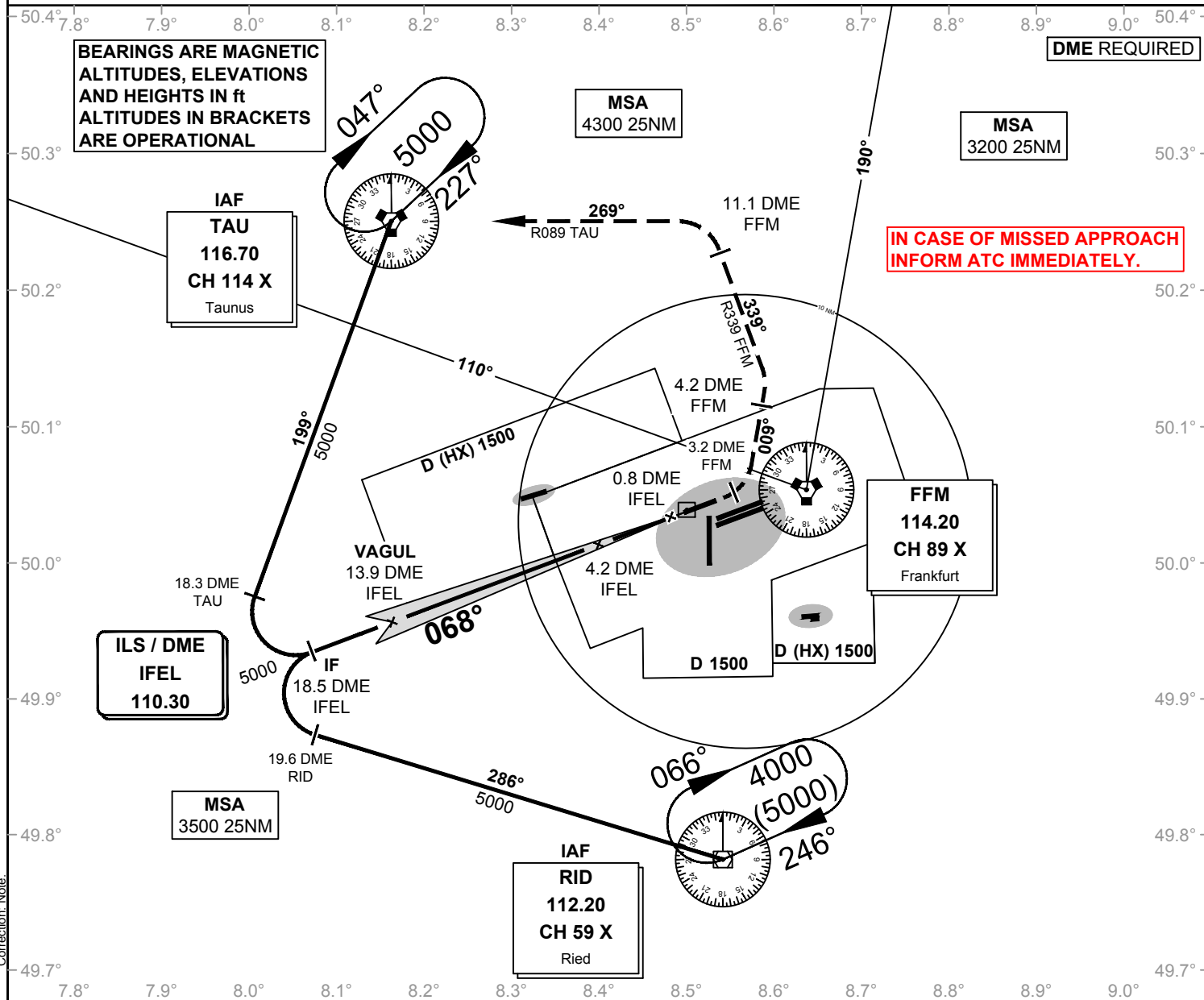
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

# VATSIM Germany Instrument Approach Chart

**Frankfurt Main  
EDDF  
ILS Y  
RWY 07L**

Elevation: THR07L ELEV 305  
 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



OCA (OCH)	ILS CAT I	
CAT A	484 (179)	
CAT B	494 (189)	
CAT C	503 (198)	
CAT D	513 (208)	

**MISSED APPROACH:** Climb straight ahead to 3.2 DME FFM; LT on track 009° to 4.2 DME FFM; LT to intercept and follow R339 FFM outbound FFM DVORTAC to 11.1 DME FFM, LT to intercept and follow R089 TAU inbound TAU DVORTAC to 5000.

DME IFEL	12	11	10	9	8	7	6	5	4	3	GS	kt	80	100	120	140	160	180
DIST THR	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	4.2 DME IFEL - THR (4.0 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
ALTITUDE	4370	4030	3690	3350	3010	2670	2330	1990	1650	1310	Rate of descent (5.6%)	ft / MIN	450	570	680	790	910	1020

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