For flight simulator use only. Not to be used for real world flight.

VATSIM Germany
Instrument Approach Chart

Frankfurt Main
EDDF

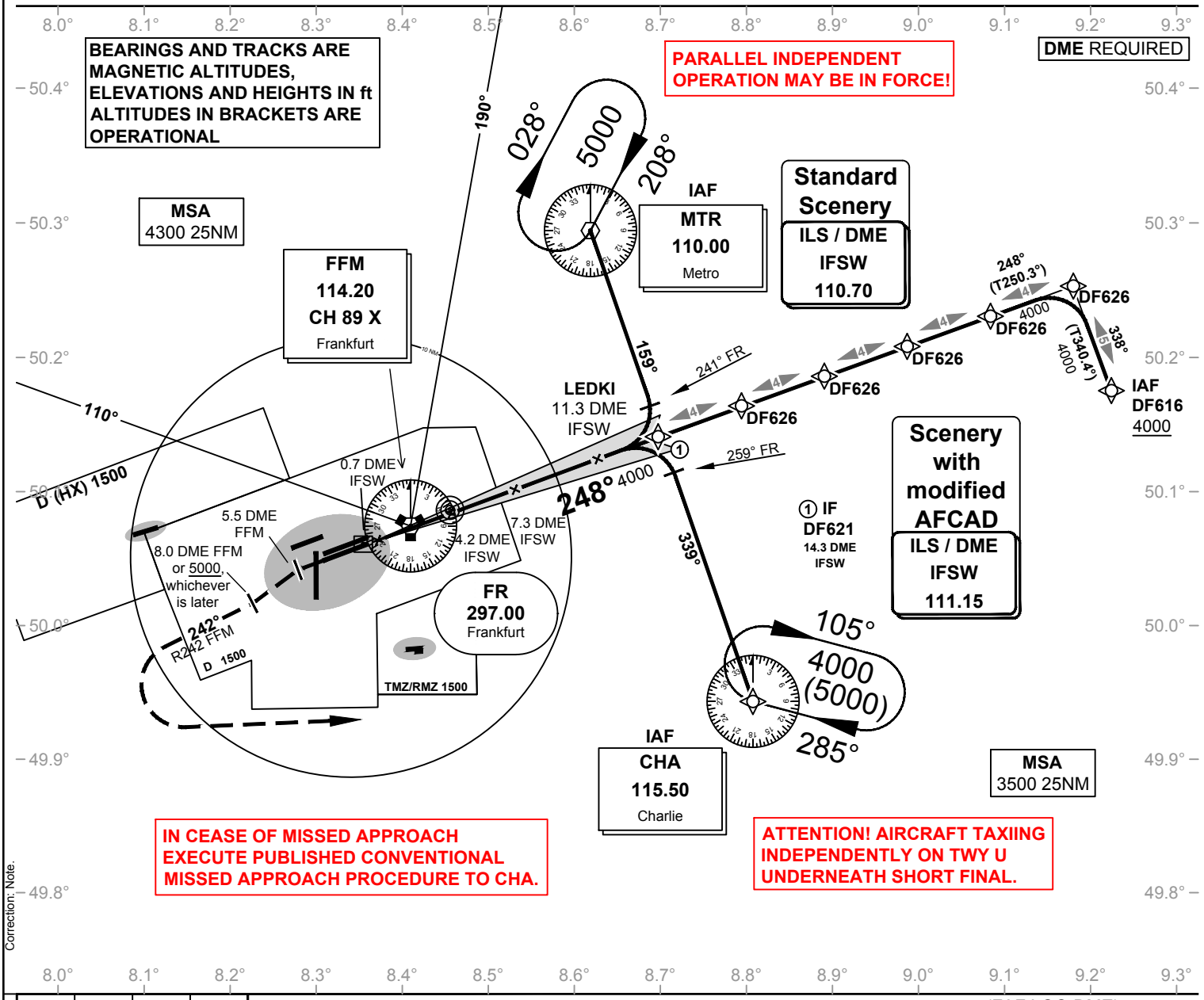
Elevation: THR25L ELEV 362

VAR: 2° E

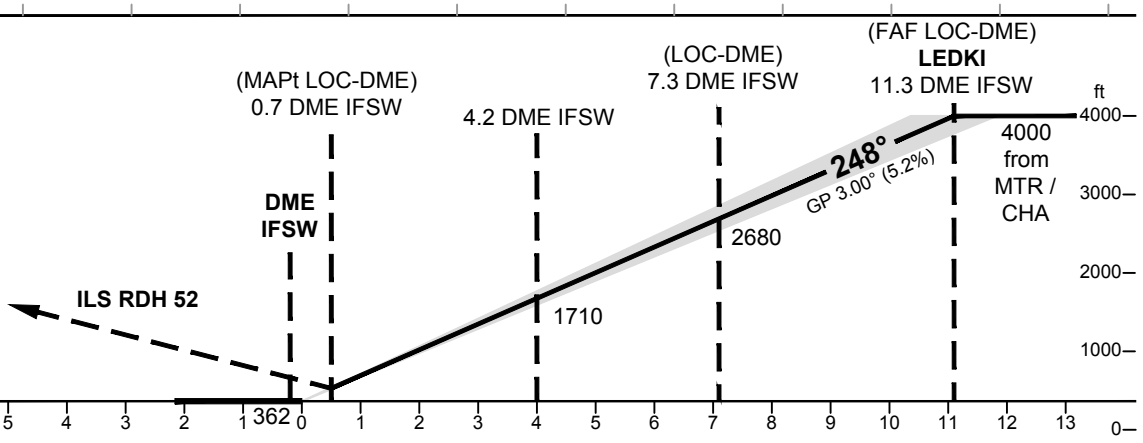
Langen Radar (N) 120.800
Langen Radar (S) 125.350
Director (N) 127.270
Director (S) 118.500

Tower 119.900
Tower (W) 124.850
ATIS 118.020

ILS CAT II & III or LOC RWY 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*	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
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8
ALTITUDE	990	1310	1630	1950	2270	2580	2900	3220	3540	3860

GS	kt	80	100	120	140	160	180
4.2 DME IFSW - THR (4.1 NM)	MIN:SEC	3:05	2:28	2:03	1:45	1:32	1:22
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.

Effective: 02 Feb, 2014, released 15.02.2017

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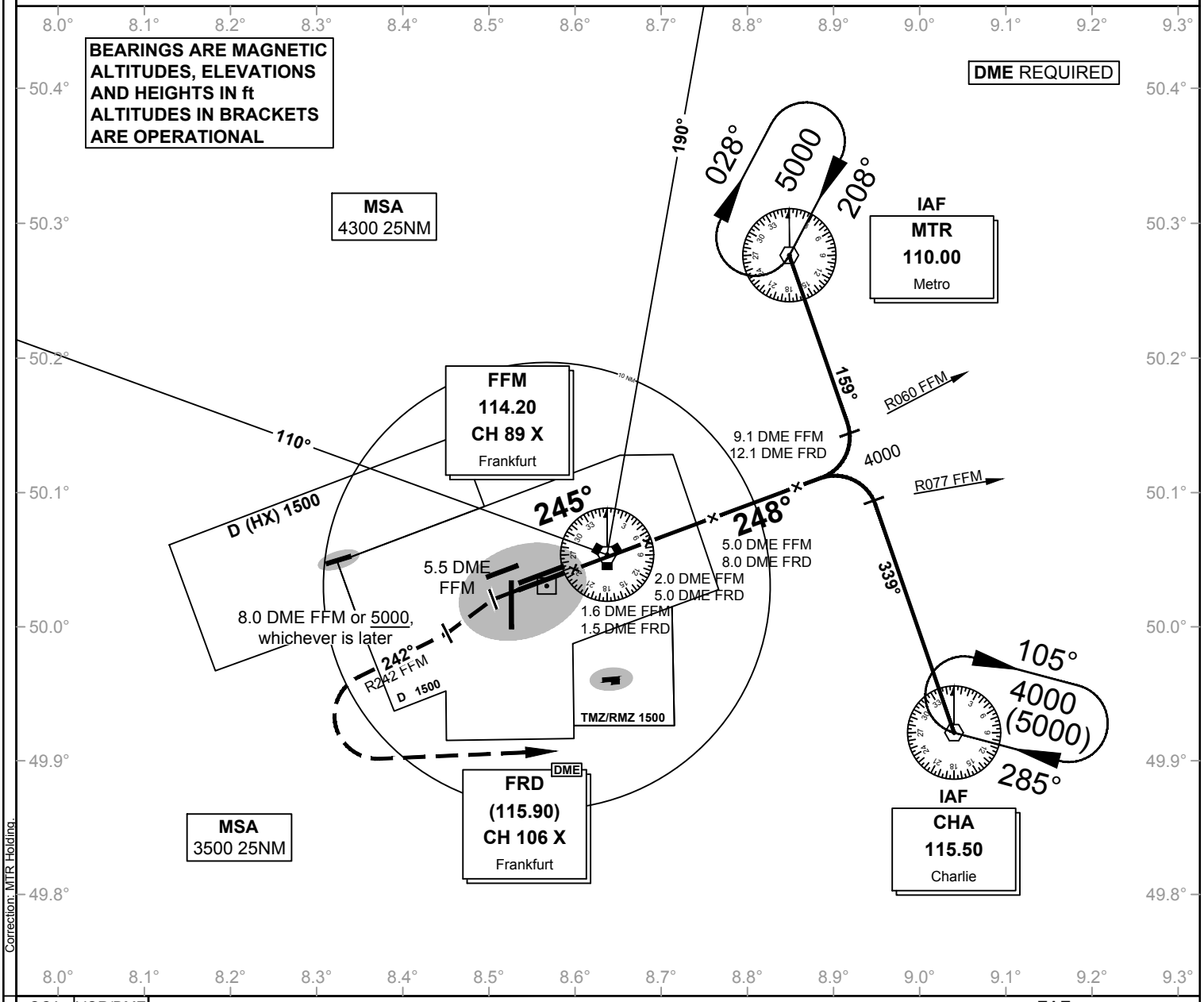
VATSIM Germany
Instrument Approach Chart

Frankfurt Main
EDDF
VOR
RWY 25L

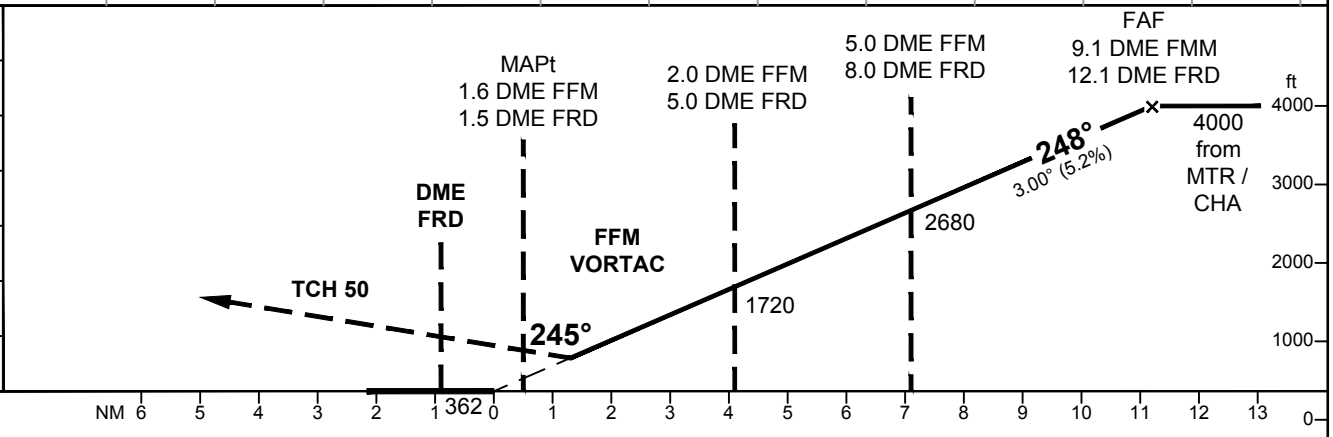
Elevation: THR25L ELEV 362

VAR: 1° E

Langen Radar (N) 120.800
Langen Radar (S) 125.350
Direktor (N) 127.270
Director (S) 118.500
Tower 119.900
Tower (W) 124.850
ATIS 118.020



OCA (OCH)	VOR/DME
CAT A	860 (470)
CAT B	830 (470)
CAT C	830 (470)
CAT D	830 (470)



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
DIST THR	2.1	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1
ALTITUDE	1090	1400	1720	2040	2360	2680	3000	3310	3630	3950

GS	kt	80	100	120	140	160	180
2DME FFM / 5DME FRD - MAPt(3.5NM)	MIN:SEC	2:37	2:06	1:45	1:30	1:19	1:10
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

Effective: 02. Feb 2017, released 15.02.2017

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VATSIM Germany
Instrument Approach Chart

Frankfurt Main
EDDF

Elevation: THR25L ELEV 362

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

RNAV (GPS) Z
RWY 25L

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

MSA
from ARP
4300 25NM

TAU
116.70
CH 114 X
Taunus

FFM
114.20
CH 89 X
Frankfurt

IAF
MTR
110.00
Metro

028° 5000 208°

159° (T160.8°) 9.8 4000

FAF **LEDKI**

IF **DF289**

248° (T249.9°) 4000 3

339° (T341.0°) 12.7 4000

105° 4000 (5000) 285°

IAF/MAHF
CHA
115.50
Charlie

D (HX) 1500

MAPt **RW25L**

MATF **DF291** or 5000, whichever is later

MATF **DF290**

242° R242 FFM D 1500

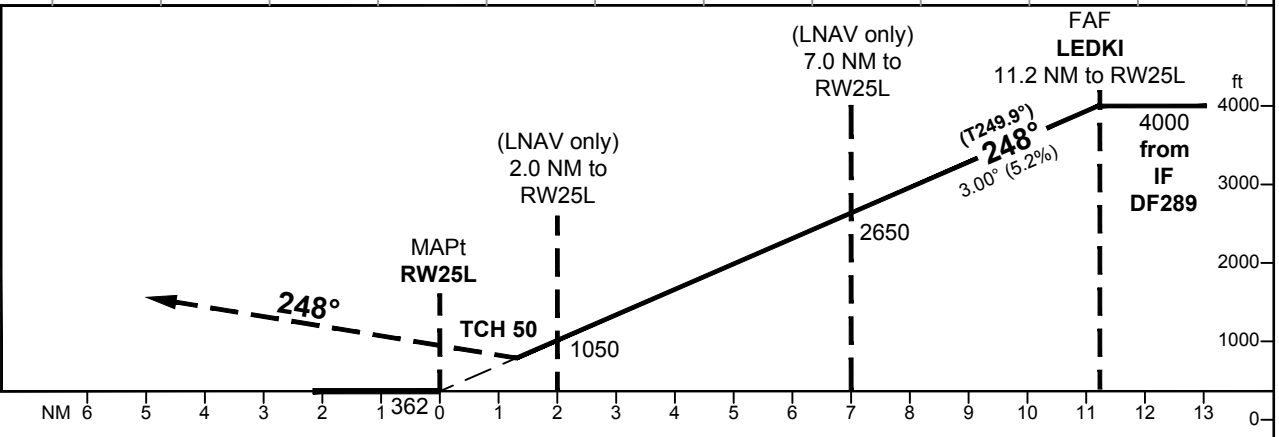
7.0 NM to RW25L

2.0 NM to RW25L

TMZ/RMZ 1500

① 248° (T249.7°) ◀ 3.4
② 230° (T231.4°) ◀ 2.6

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



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
ALTITUDE	1050	1370	1690	2010	2330	2650	2960	3280	3600	3920

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

Effective: 02 Feb 2017, released 15.02.2017

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VATSIM Germany
Instrument Approach Chart

Frankfurt Main
EDDF

RNAV (GPS) Y
RWY 25L

Elevation: THR25L ELEV 362

VAR: 1° E

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

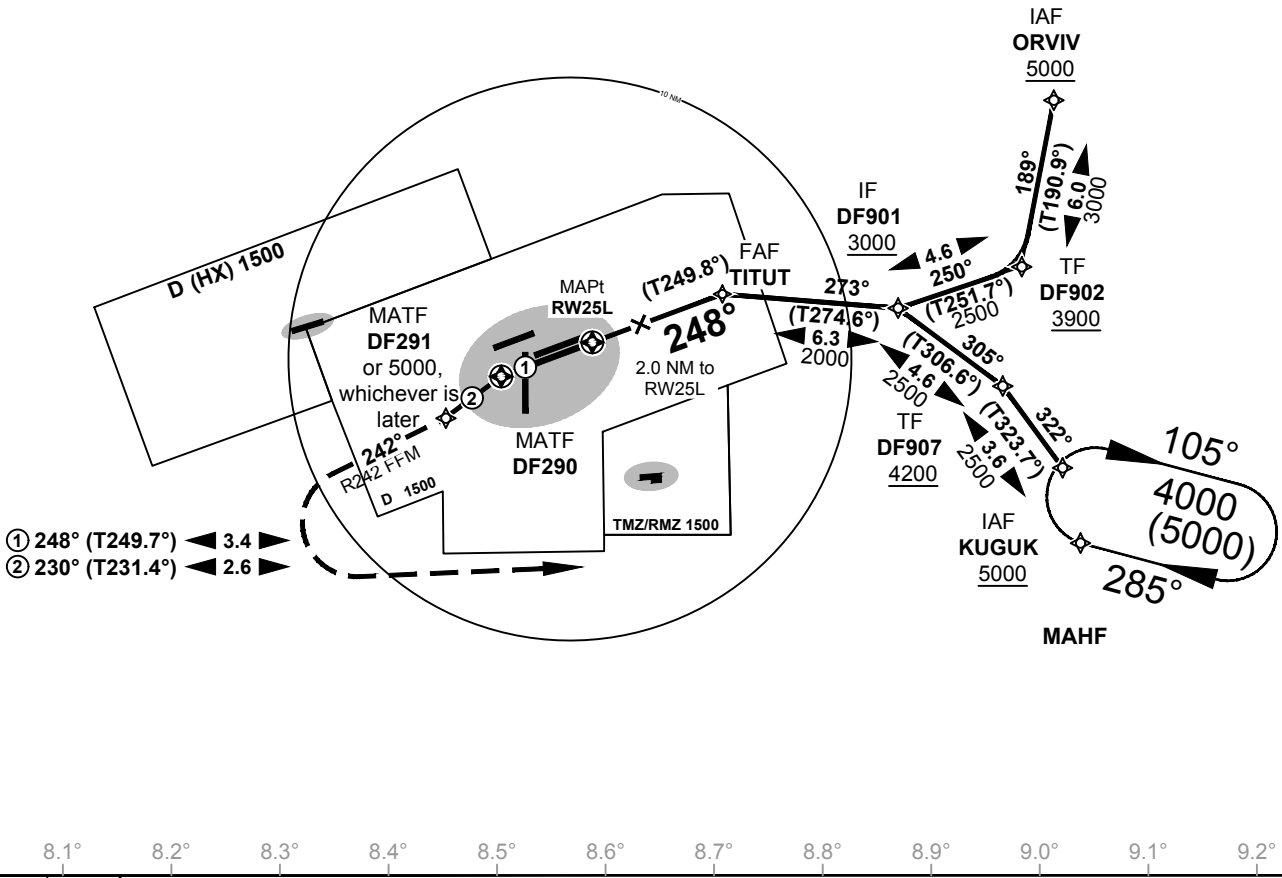
8.0° 8.1° 8.2° 8.3° 8.4° 8.5° 8.6° 8.7° 8.8° 8.9° 9.0° 9.1° 9.2° 9.3°

50.4° 50.3° 50.2° 50.1° 50.0° 49.9° 49.8°

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

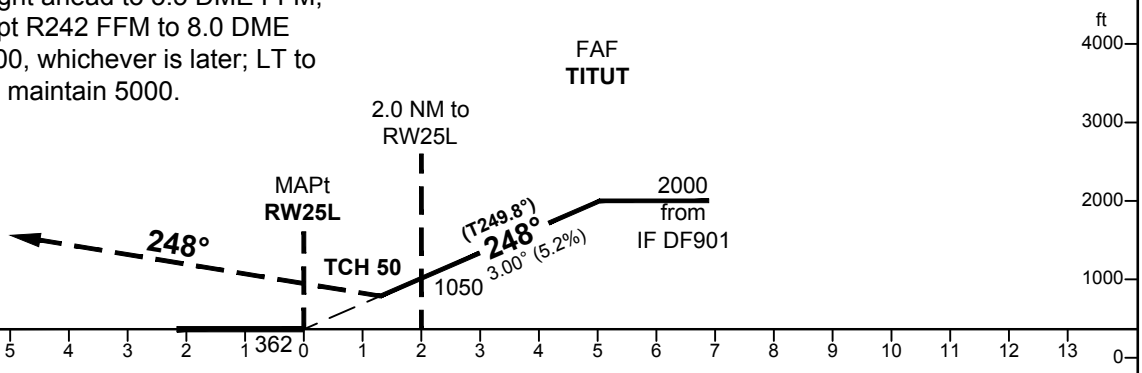
PROCEDURE SHOULD BE USED BETWEEN 22:00 (21:00) AND 4:00 (3:00) BY ALL RNAV EQUIPPED AIRCRAFT

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: 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]
RNAV (GPS)

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.

Effective: 02 feb 2017, released 15.02.2017

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