

VATSIM Germany Ground Movement Chart

Elevation: 364ft

Delivery (Initial Call)	121.900
Apron	121.750
	121.850
	121.950

ATIS	118.020
Ground	121.800
Tower	119.900
Tower West	124.850
Langen Radar	120.800

Frankfurt Main EDDF

APT OVERVIEW



VATSIM Germany Ground Movement Chart

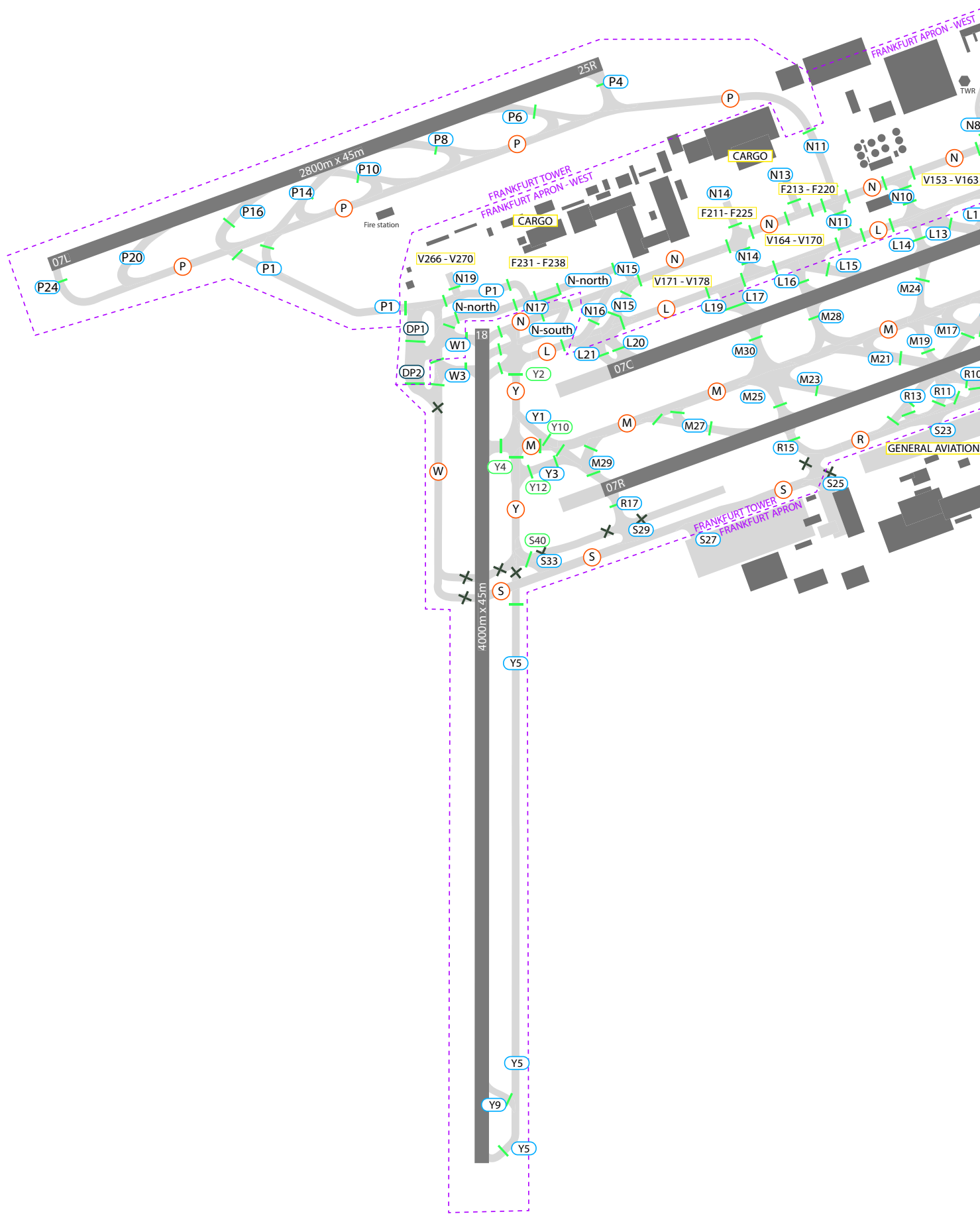
Frankfurt Main EDDF

Elevation: 364ft

Delivery (Initial Call)	121.900
Apron	121.750
	121.850
	121.950

ATIS	118.020
Ground	121.800
Tower	119.900
Langen Radar	120.800

APT OVERVIEW



VATSIM Germany Ground Movement Chart

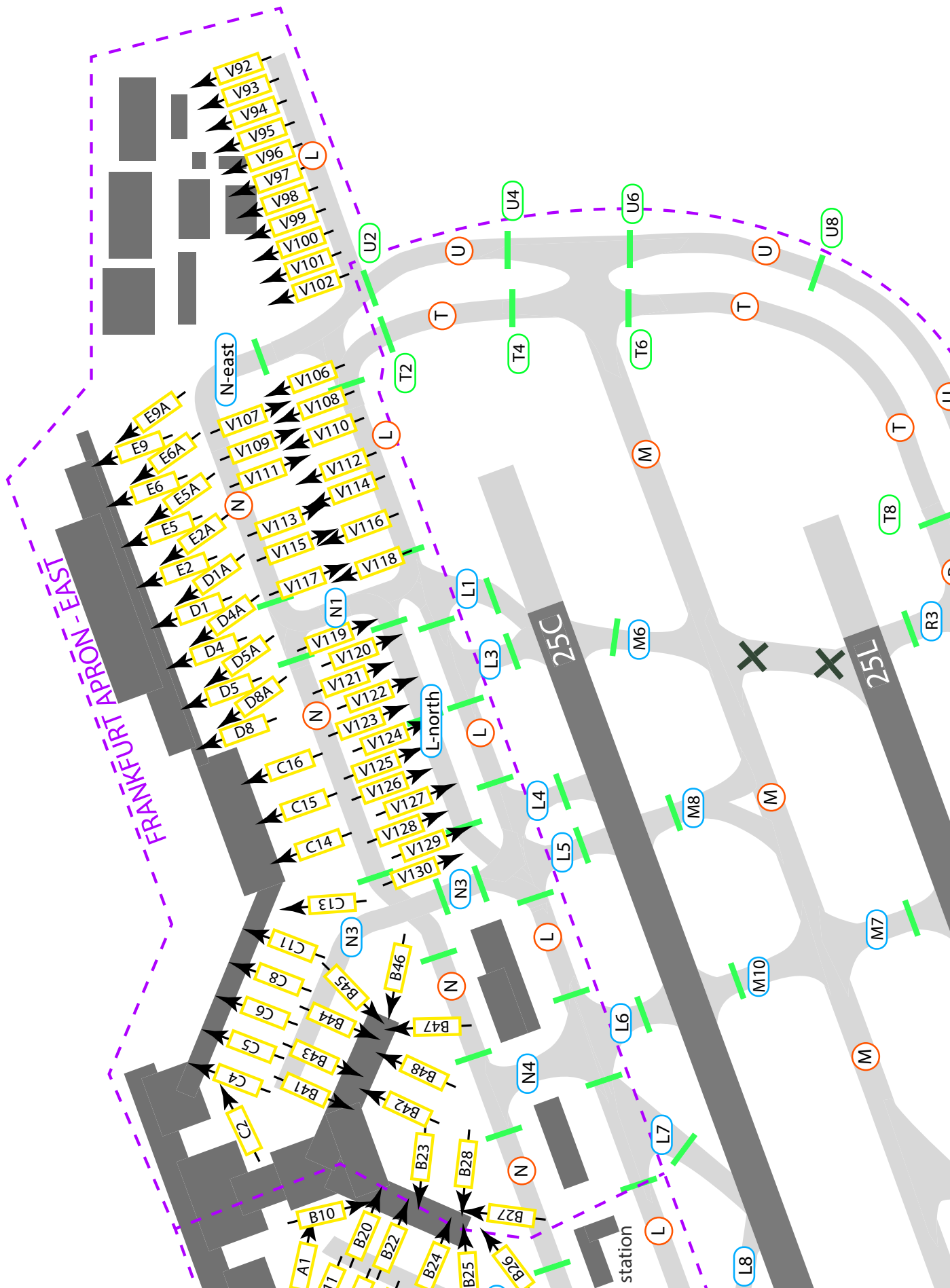
Frankfurt Main EDDF

Elevation: 364ft

Delivery (Initial Call)	121.900
Apron	121.750
	121.850
	121.950

ATIS	118.020
Ground	121.800
Tower	119.900
Langen Radar	120.800

PARKING EAST



VATSIM Germany Ground Movement Chart

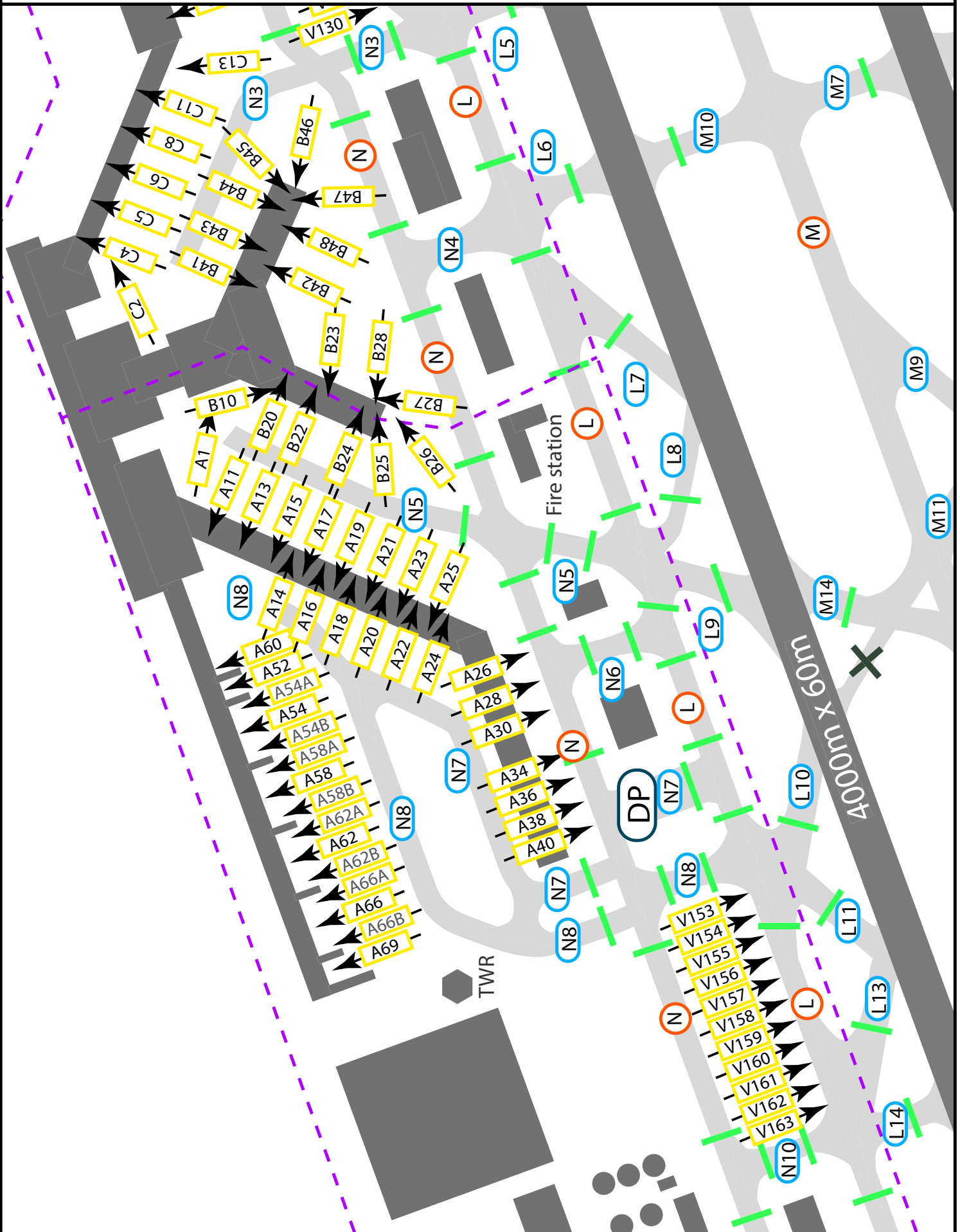
Frankfurt Main EDDF

Elevation: 364ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.800

PARKING WEST



VATSIM Germany Ground Movement Chart

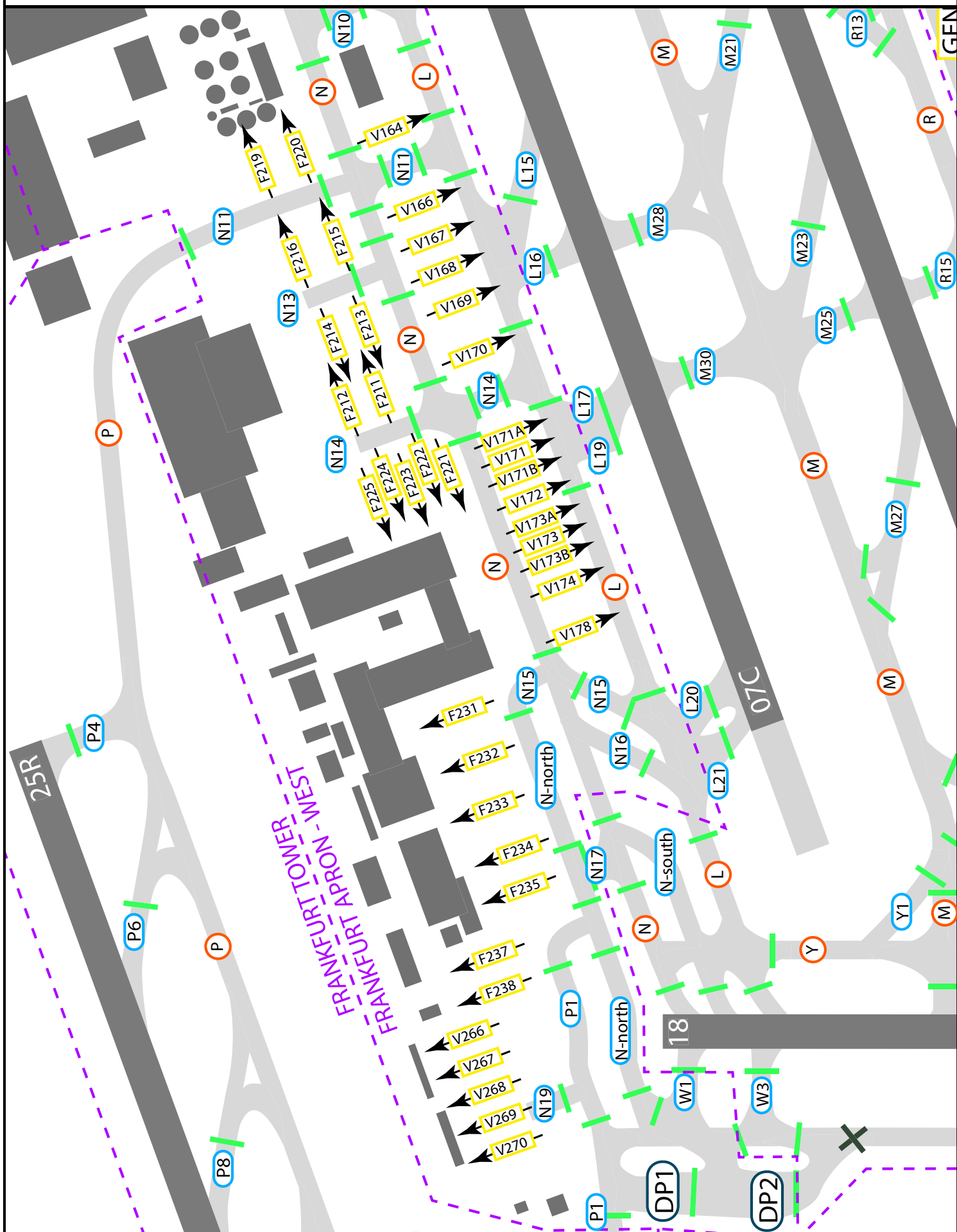
Frankfurt Main EDDF

Elevation: 364ft

Delivery (Initial Call)	121.900
Apron	121.750
	121.850
	121.950

ATIS	118.020
Ground	121.800
Tower	119.900
Langen Radar	120.800

PARKING CARGO



VATSIM Germany Instrument Approach Chart

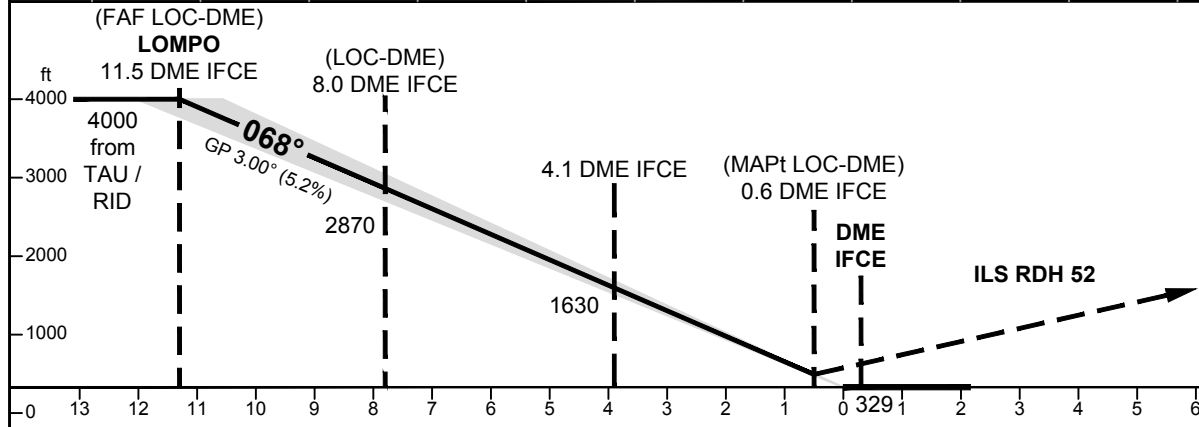
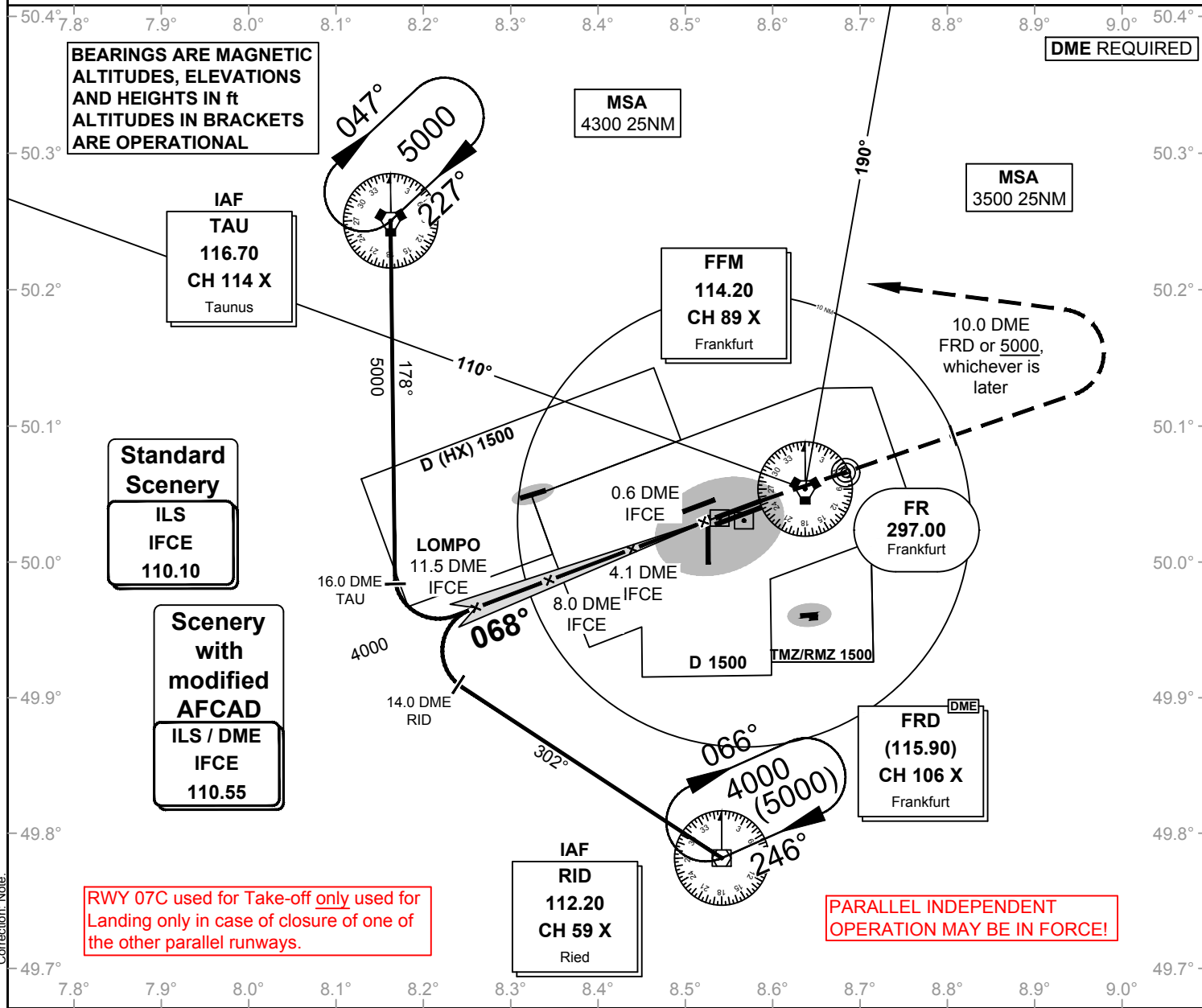
Frankfurt Main EDDF

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.

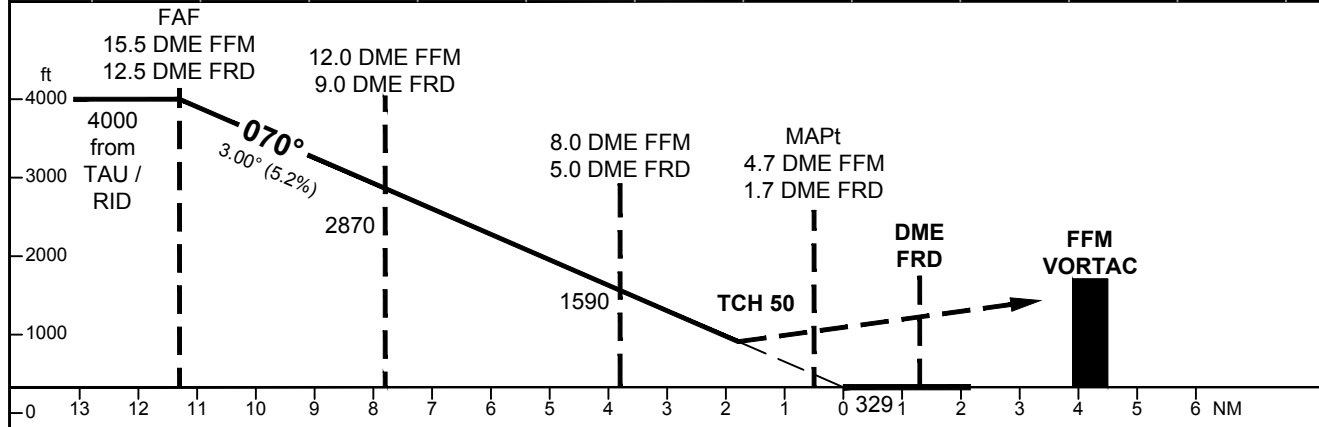
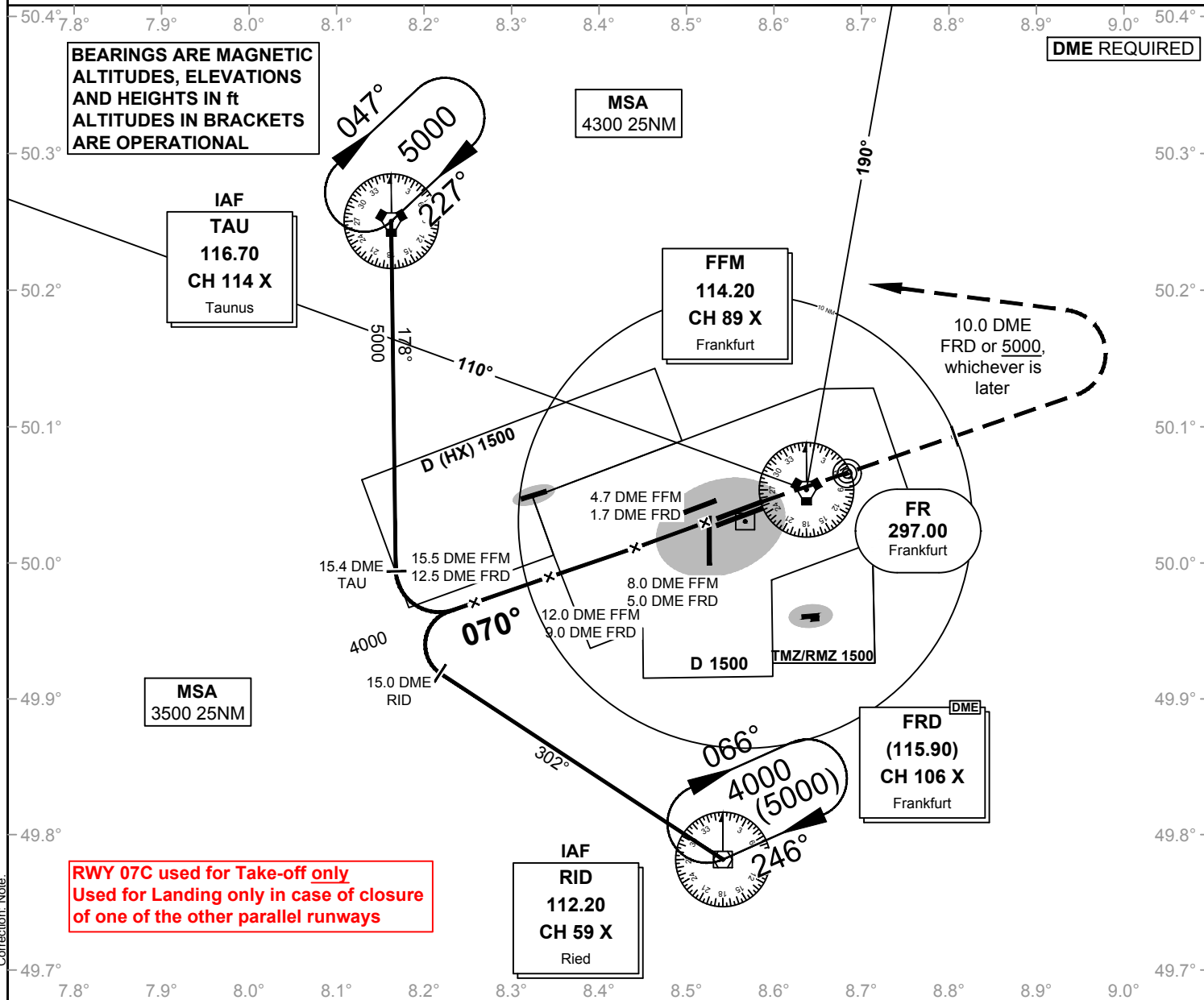
LOC-DME: Timing not authorized for defining the MAPt.

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



OCA (OCH)	VOR/DME
CAT A	910 (580)
CAT B	910 (580)
CAT C	910 (580)
CAT D	910 (580)

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.

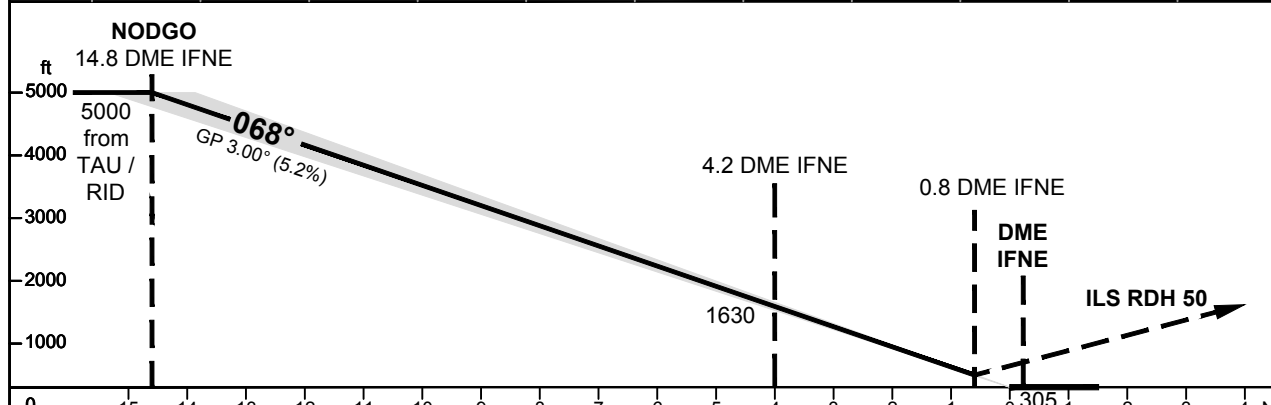
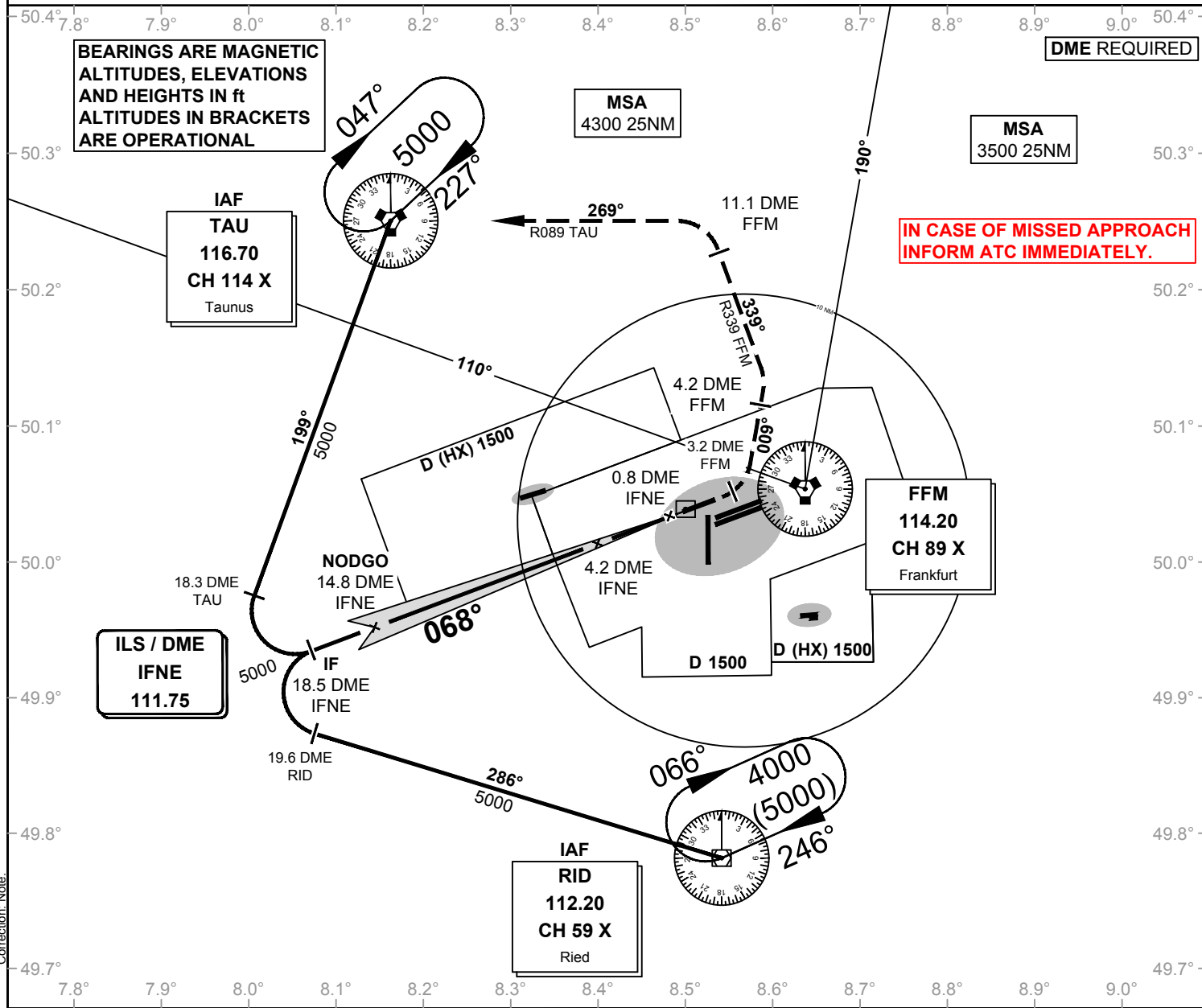
VATSIM Germany Instrument Approach Chart

Frankfurt Main EDDF

ILS Z CAT II & III 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	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

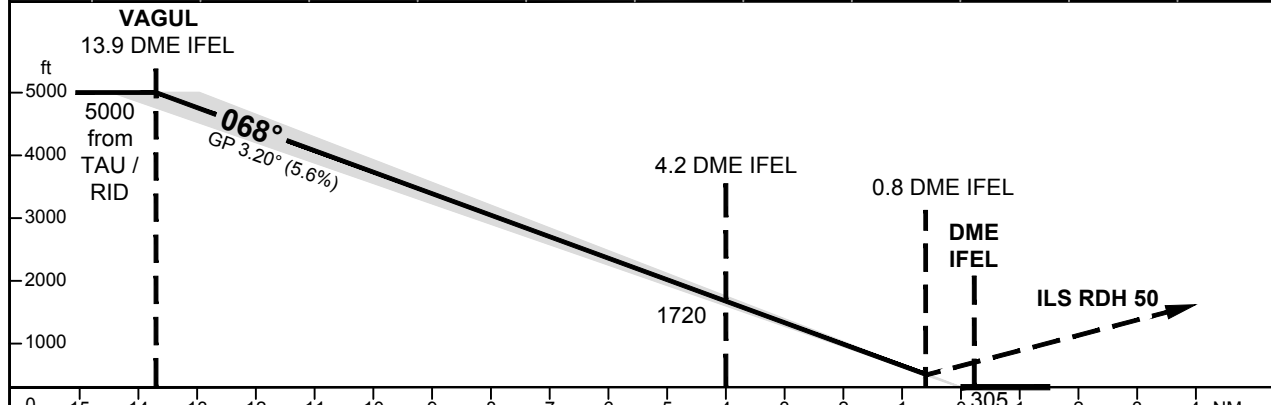
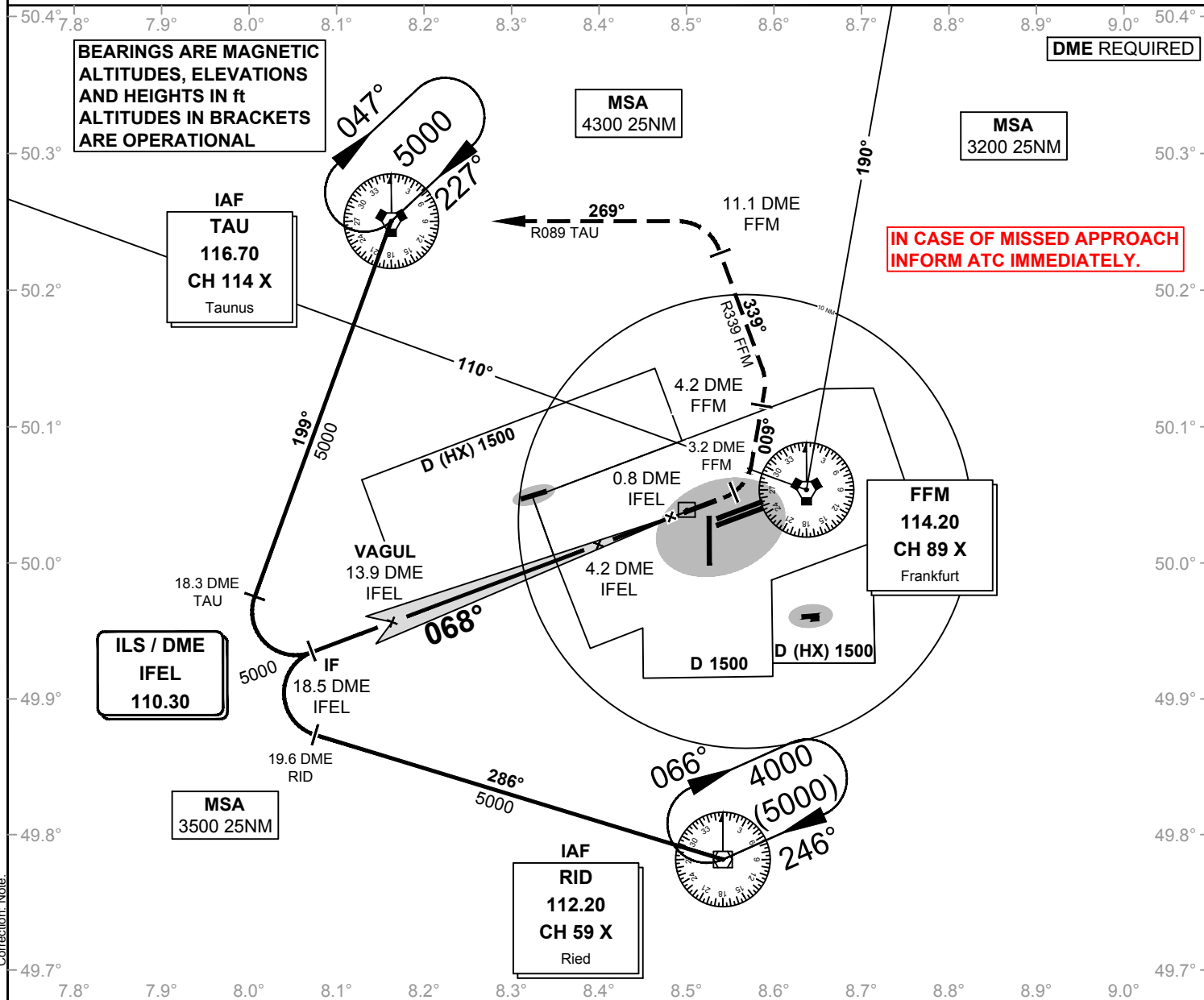
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

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.

VATSIM Germany Instrument Approach Chart

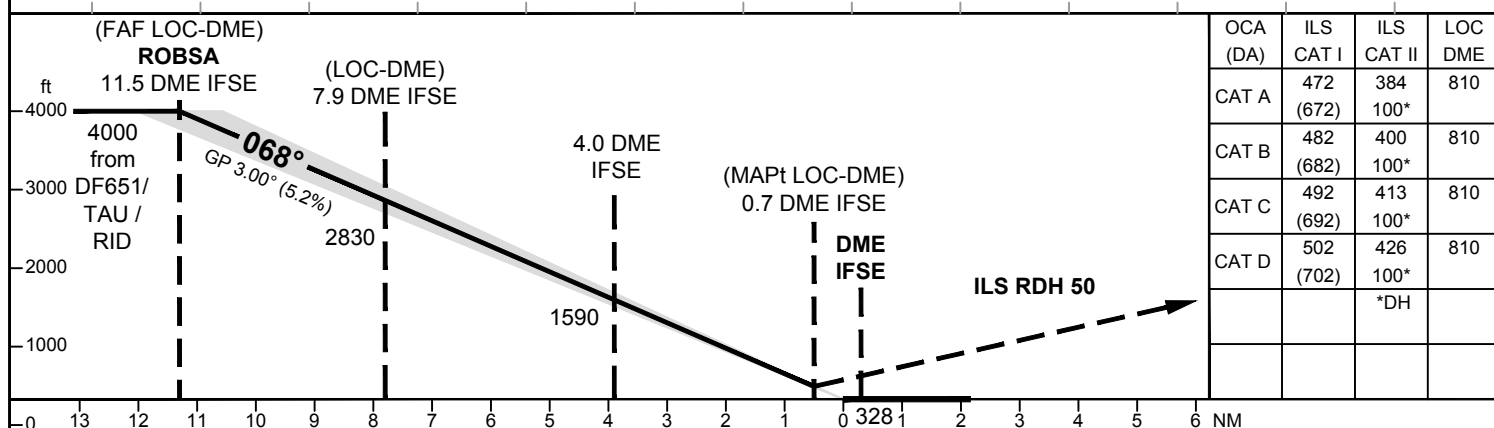
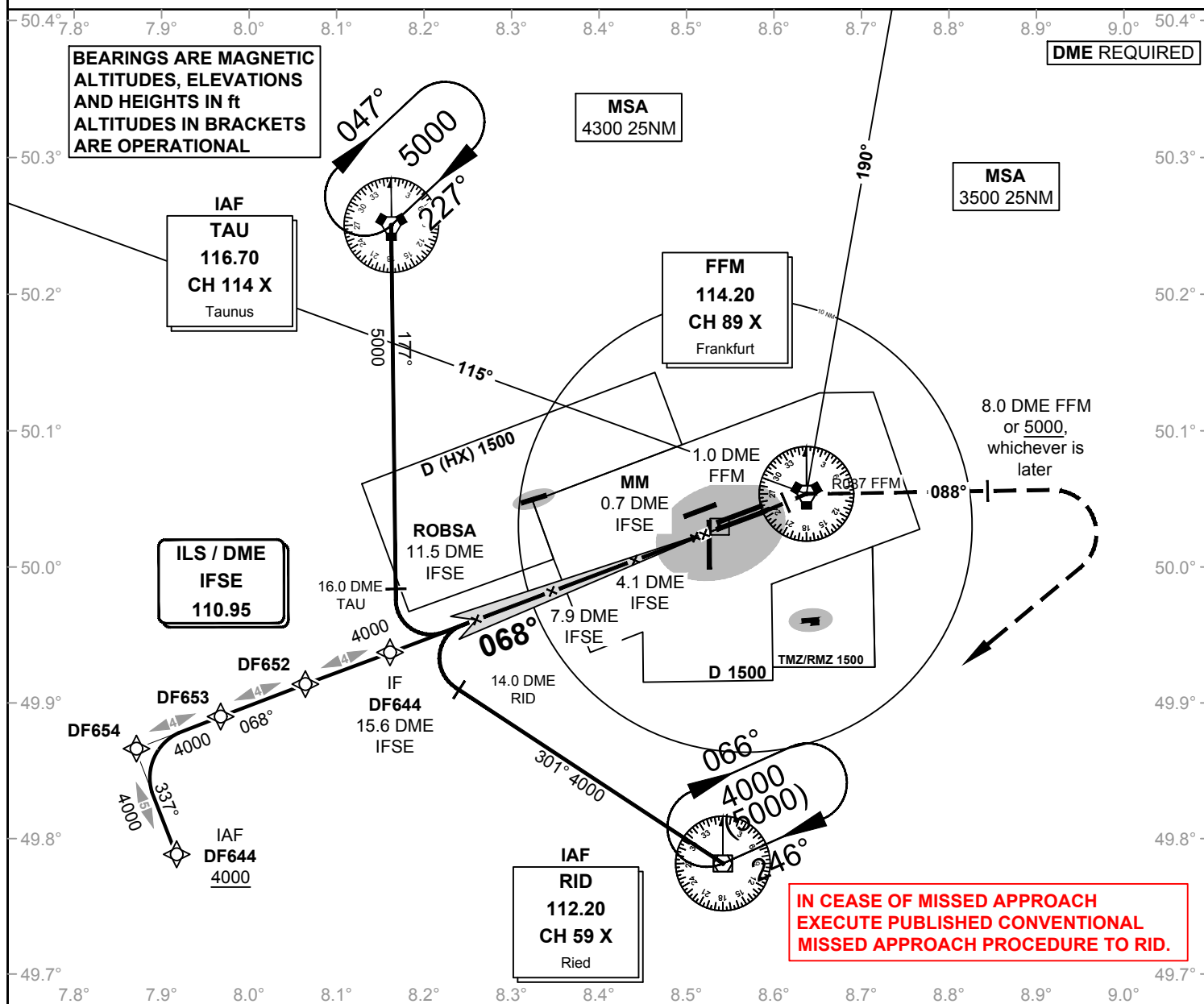
Frankfurt Main EDDF

Elevation: THR07R ELEV 328
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 Z CAT II & III or LOC Z RWY 07R



OCA (DA)	ILS CAT I	ILS CAT II	LOC DME
CAT A	472 (672)	384 100*	810
CAT B	482 (682)	400 100*	810
CAT C	492 (692)	413 100*	810
CAT D	502 (702)	426 100*	810
		*DH	

MISSED APPROACH: Climb straight ahead to 1.0 DME inbound FFM; RT, intercept R087 FFM outbound to 8.0 DME FFM or 5000, whichever is later; RT to RID DVOR/DME, maintain 5000.

DME IFSE	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	4.0 DME IFSE - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
ALTITUDE	3820	3500	3180	2870	2550	2230	1910	1590	1270	960	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.

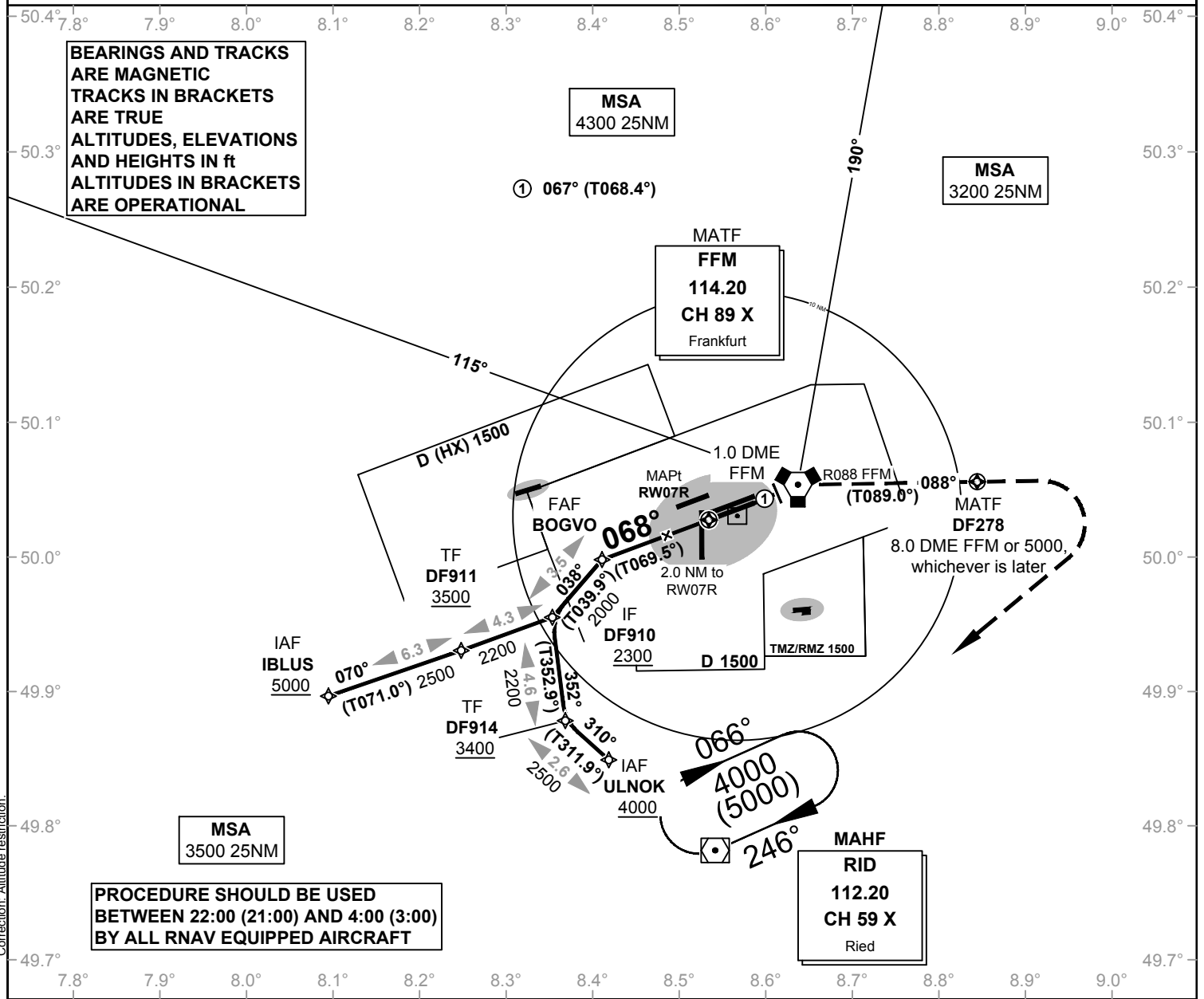
VATSIM Germany Instrument Approach Chart

**Frankfurt Main
EDDF
RNAV (GPS) Y
RWY 07R**

Elevation: THR07R ELEV 328
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

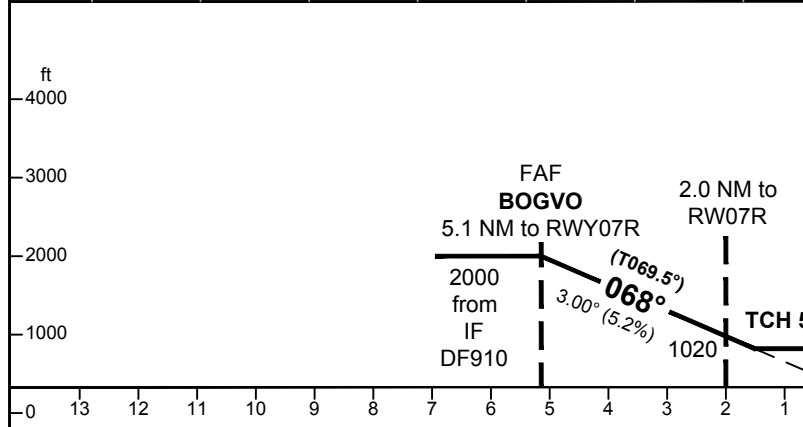
**BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft
ALTITUDES IN BRACKETS
ARE OPERATIONAL**



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

NON-RNAV MISSED APPROACH:
Climb straight ahead to 1.0 DME
inbound FFM; RT, intercept R088 FFM
outbound to 8.0 DME FFM or 5000,
whichever is later; RT to RID
DVOR/DME, maintain 5000.

OCA (OCH)	LNAV
CAT A	810 (480)
CAT B	810 (480)
CAT C	830 (500)
CAT D	840 (510)



MISSED APPROACH: Climb on track 067° to FFM; RT on track 088° to DF278 or 5000, whichever is later; RT to RID, maintain 5000.
RNAV (GPS) FFM[R] - DF278[A5000; R] - RID[A5000]

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

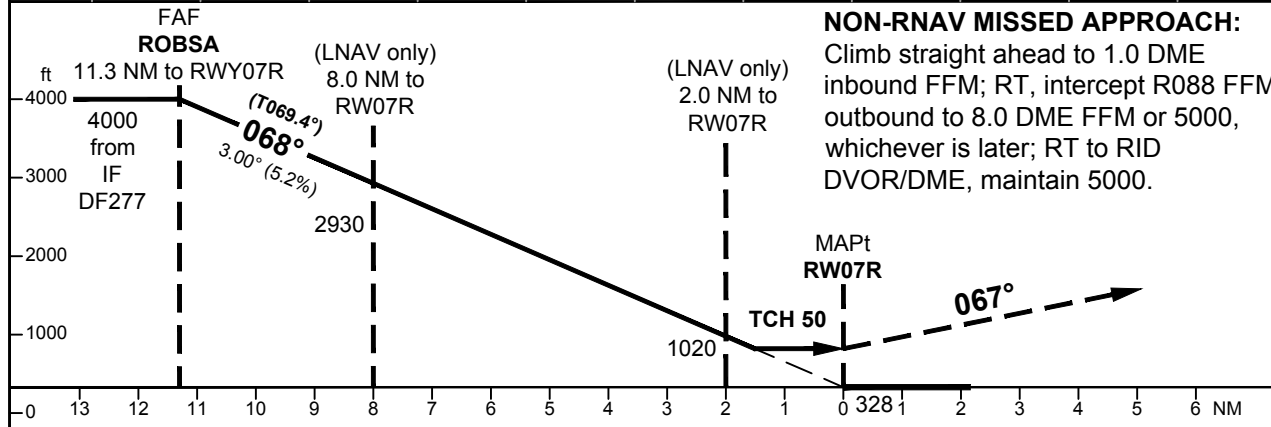
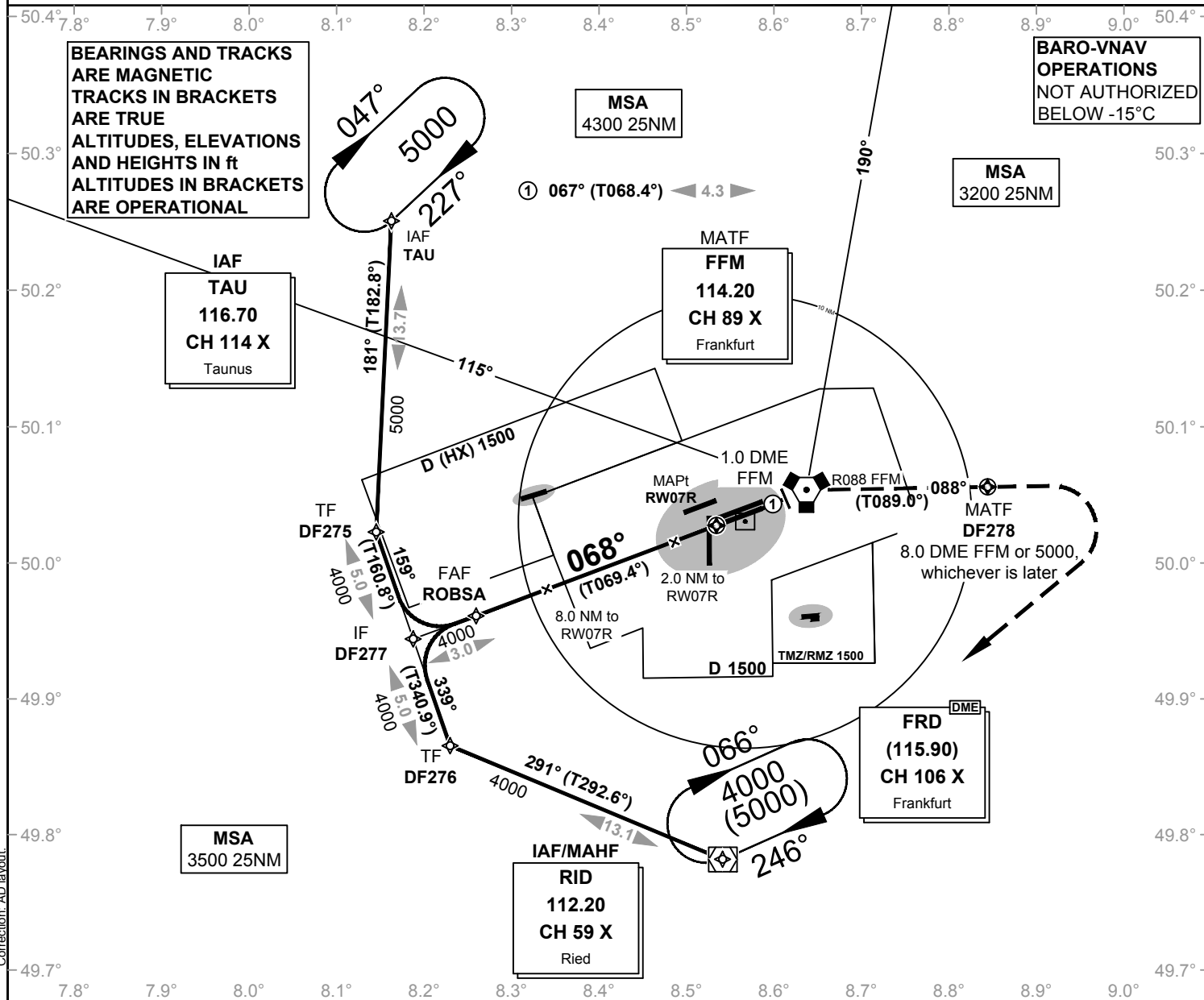
**Frankfurt Main
EDDF
RNAV (GPS) Z
RWY 07R**

Elevation: THR07R ELEV 328

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

ATIS
Tower 119.900
Tower (W) 124.850
ATIS 118.020

VAR: 1° E



NON-RNAV MISSED APPROACH:
Climb straight ahead to 1.0 DME inbound FFM; RT, intercept R088 FFM outbound to 8.0 DME FFM or 5000, whichever is later; RT to RID DVOR/DME, maintain 5000.

OCA (OCH)	LNAV	LNAV / VNAV
CAT A	810 (480)	680 (350)
CAT B	810 (480)	680 (350)
CAT C	830 (500)	680 (350)
CAT D	840 (510)	680 (350)

MISSED APPROACH: Climb on track 067° to FFM; RT on track 088° to DF278 or 5000, whichever is later; RT to RID, maintain 5000.
RNAV (GPS) FFM[R] - DF278[A5000; R] - RID[A5000]

DIST THR	11	10	9	8	7	6	5	4	3	2
ALTITUDE	3890	3570	3250	2930	2610	2290	1970	1660	1340	1020

GS	kt	80	100	120	140	160	180
ROBSA - RW07R (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.

VATSIM Germany Instrument Approach Chart

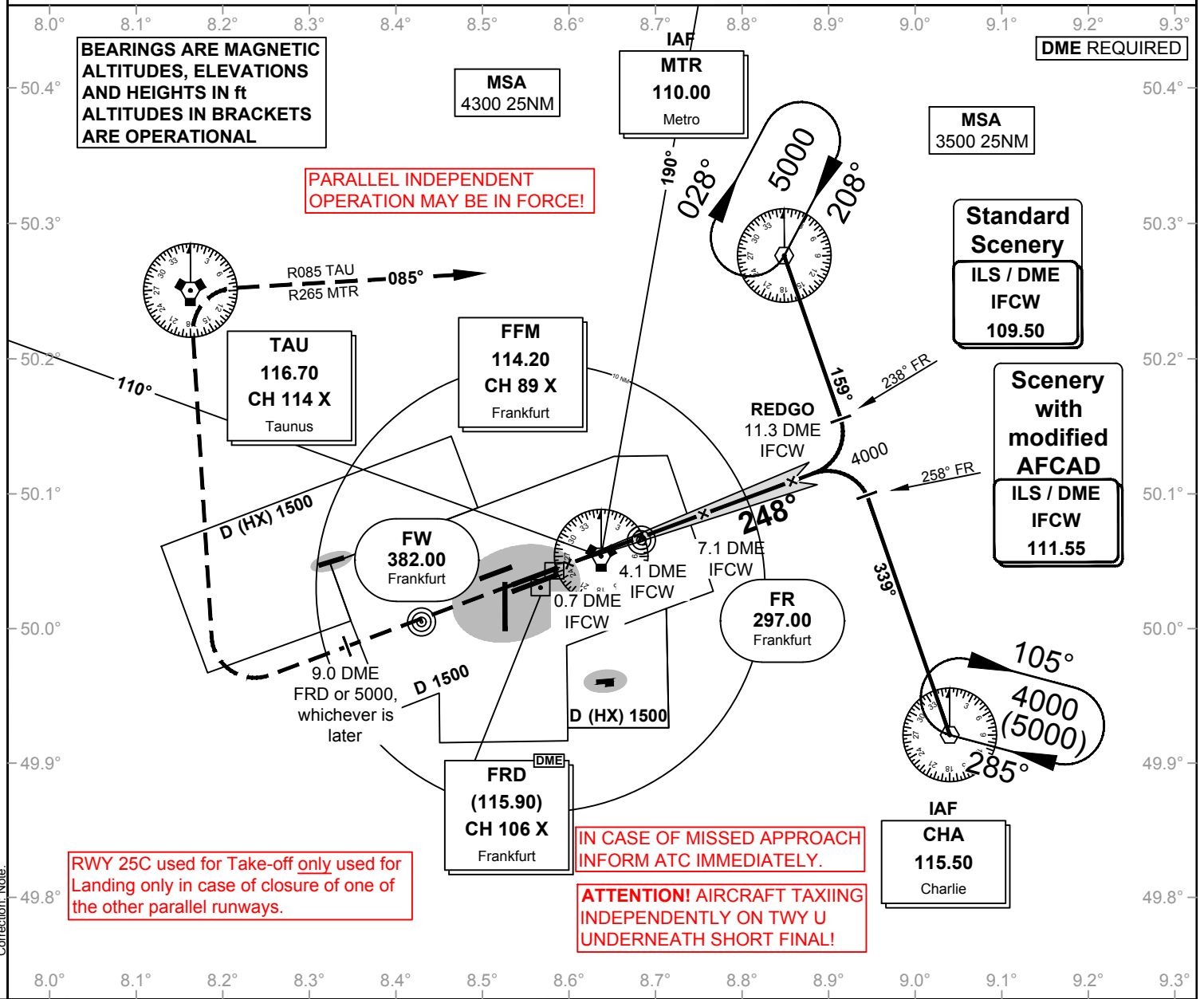
Frankfurt Main EDDF

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**

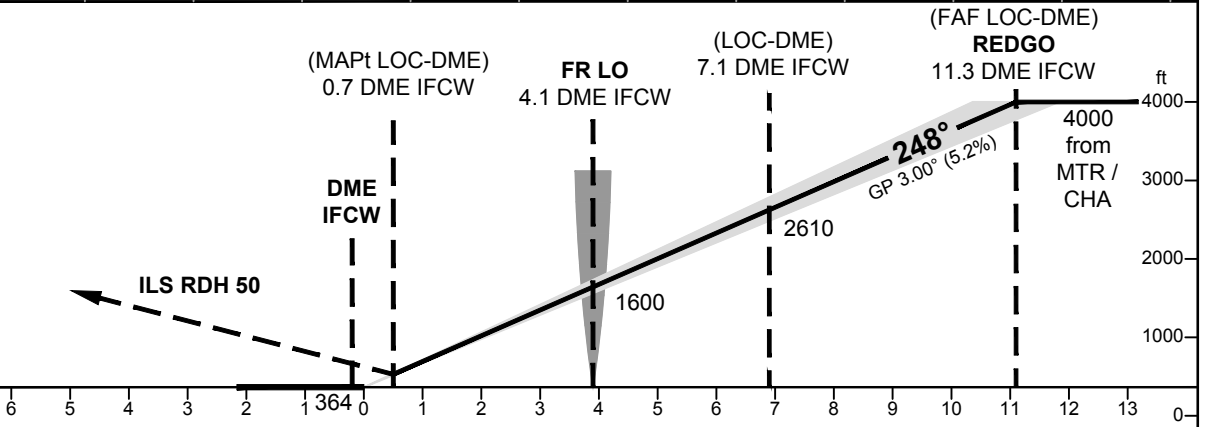


RWY 25C used for Take-off only used for Landing only in case of closure of one of the other parallel runways.

IN CASE OF MISSED APPROACH INFORM ATC IMMEDIATELY.

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

OCA (OCH)	ILS CAT I	ILS CAT II	LOC DME
CAT A	503 (139)	415 (51)	810 (450)
CAT B	513 (149)	431 (67)	810 (450)
CAT C	523 (159)	444 (80)	810 (450)
CAT D	533 (169)	457 (93)	810 (450)



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

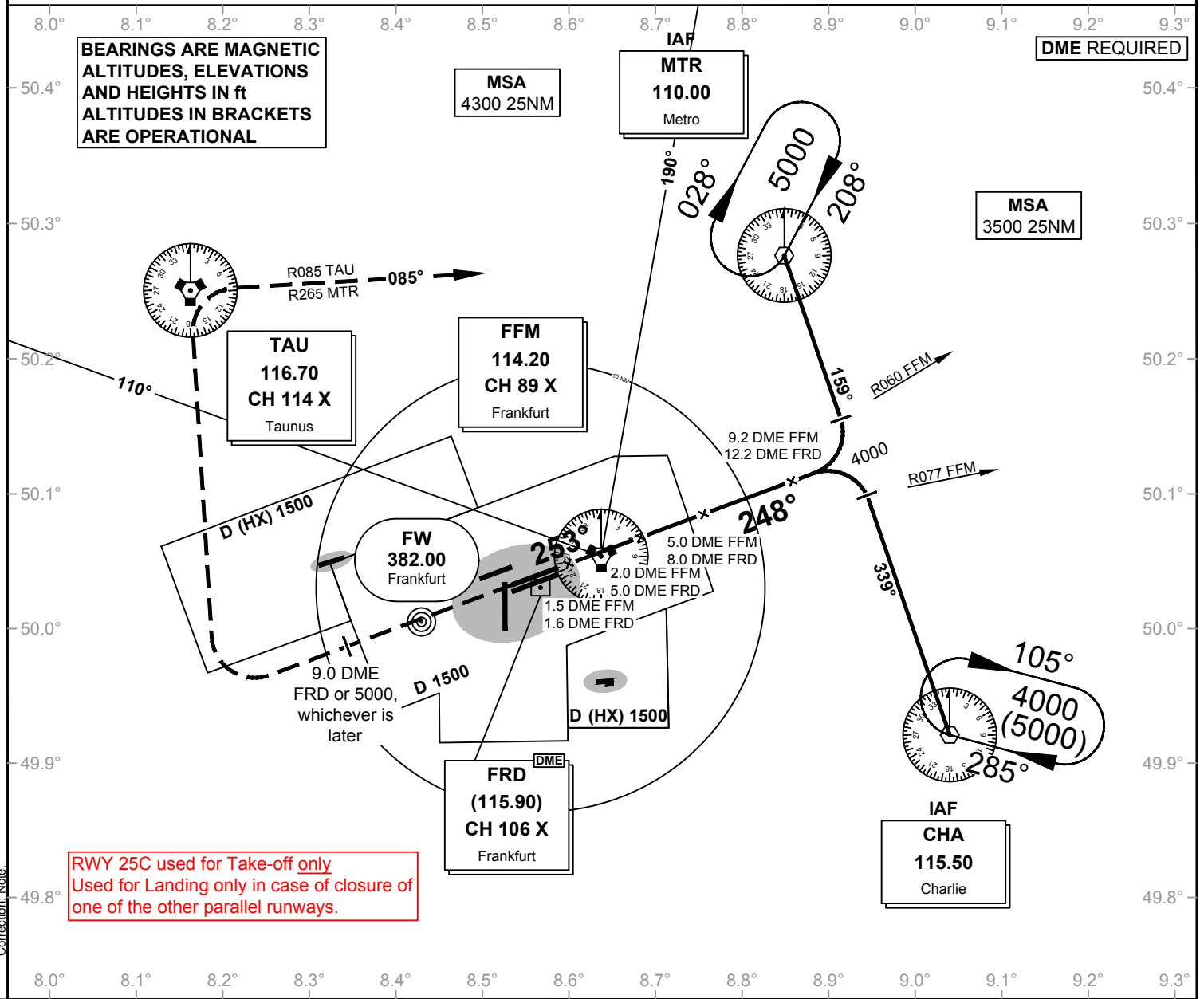
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

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

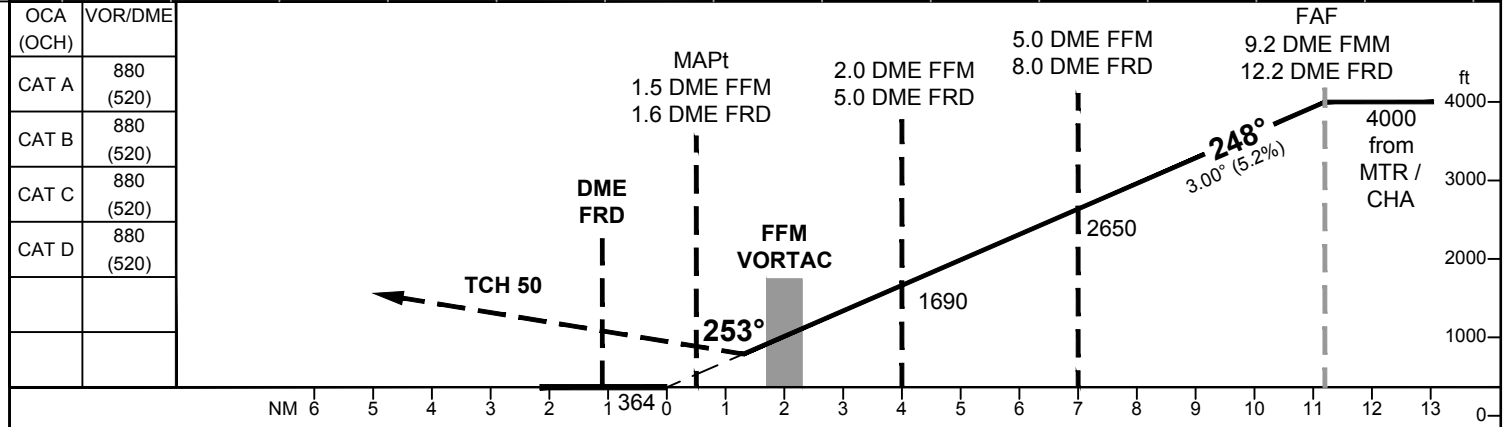
VATSIM Germany Instrument Approach Chart

**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.

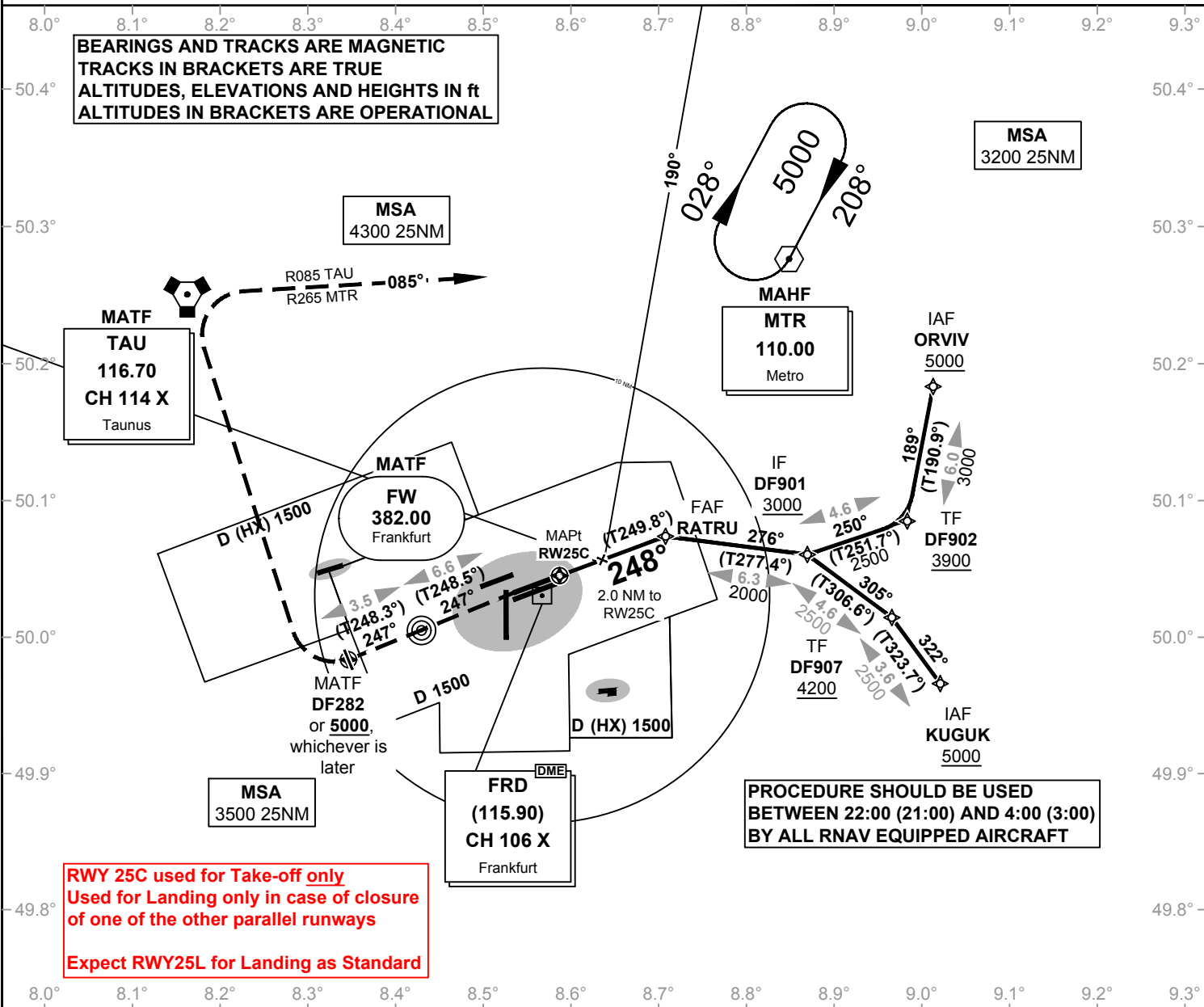
VATSIM Germany Instrument Approach Chart

**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

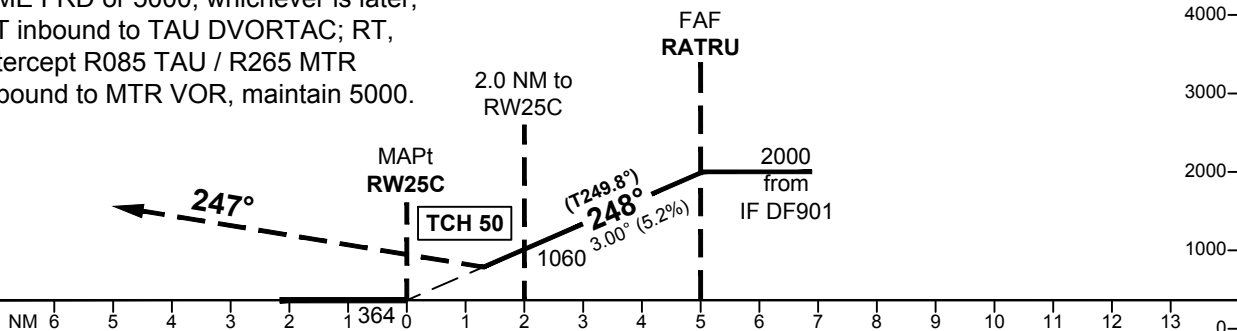


RWY 25C used for Take-off only
Used for Landing only in case of closure
of one of the other parallel runways
Expect RWY25L for Landing as Standard

Correction: Altitude restriction.

OCA (OCH)	LNAV	Altitude
CAT A	790 (420)	
CAT B	790 (420)	
CAT C	840 (470)	
CAT D	840 (470)	

NON-RNAV 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.



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	5	6	7	8	9	10	11	12	13	0
ALTIMETER	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.

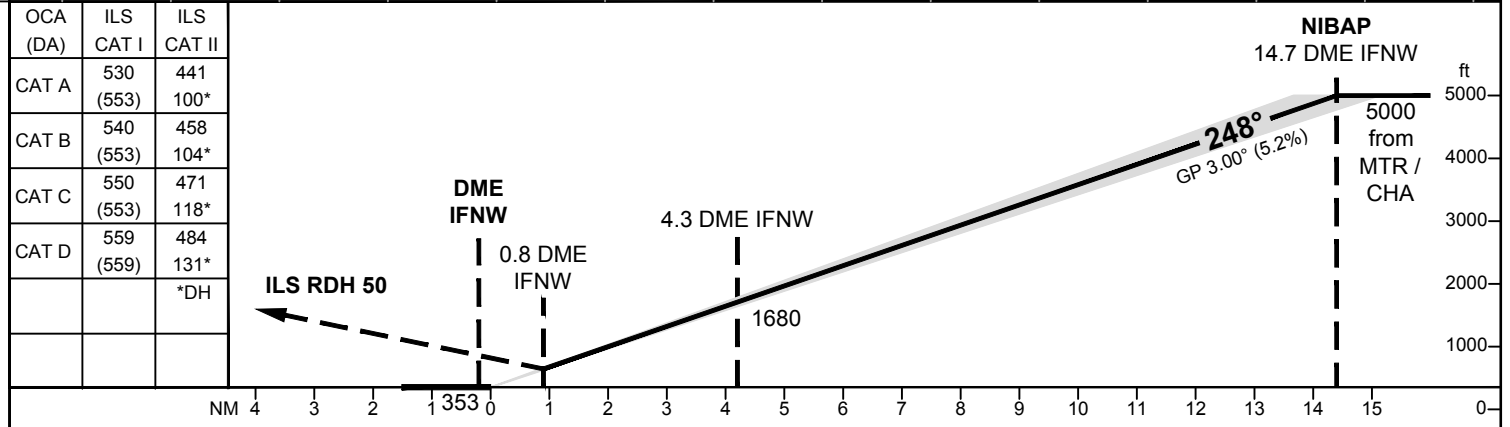
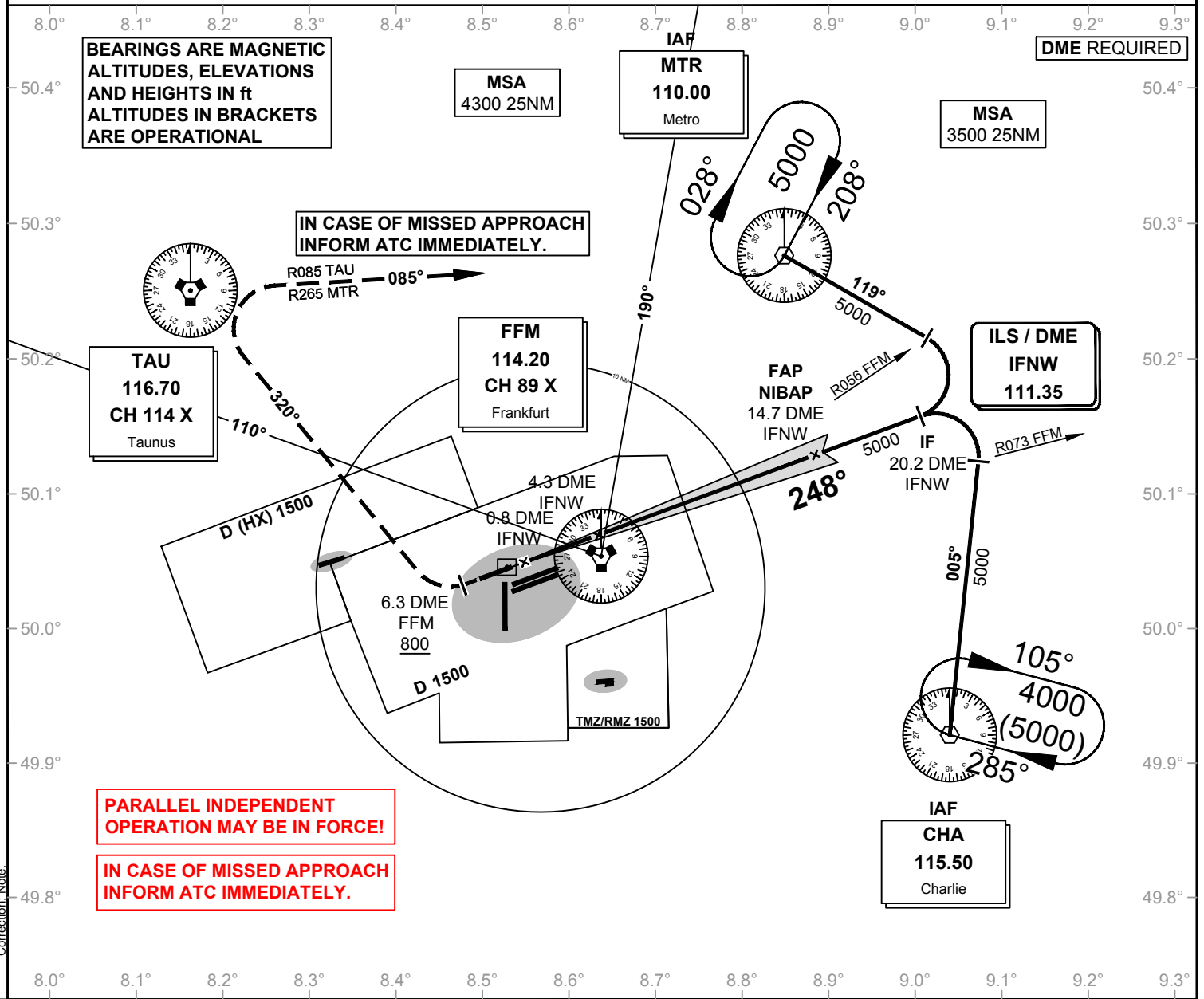
VATSIM Germany Instrument Approach Chart

Frankfurt Main EDDF ILS Z CAT II & III RWY 25R

Elevation: THR25R ELEV 353

Apron 121.750
121.850
121.950
Ground 121.800
Langen Radar 120.800
ATIS 118.020
Tower 124.850
119.900
120.800

VAR: 1° E



MISSED APPROACH: Climb straight ahead to 6.3 DME FFM, at or above 800ft; RT to intercept and follow R140 TAU inbound TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound MTR VOR, to 5000.

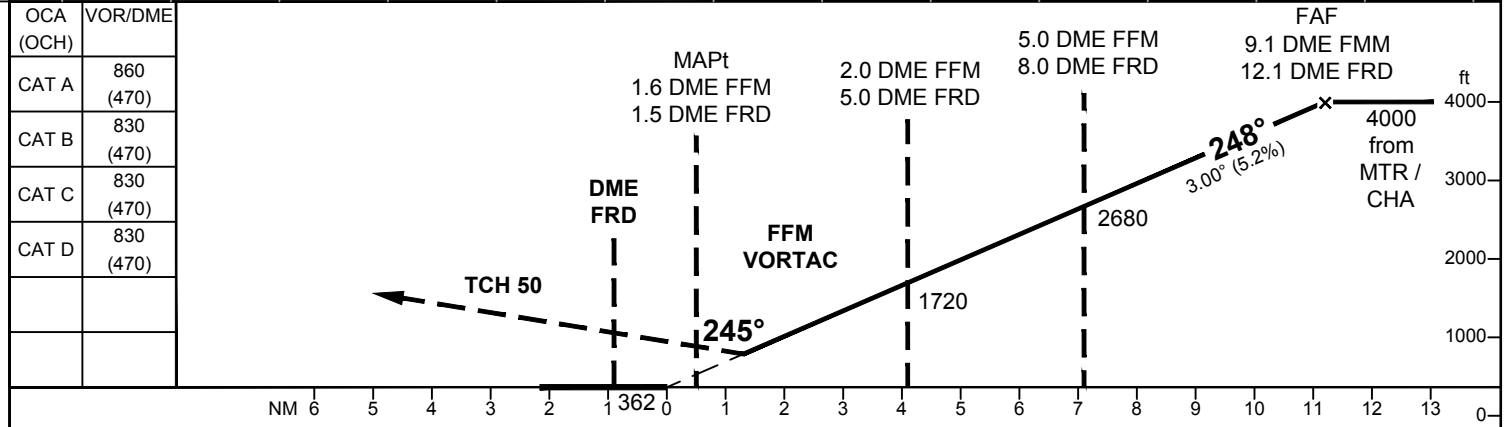
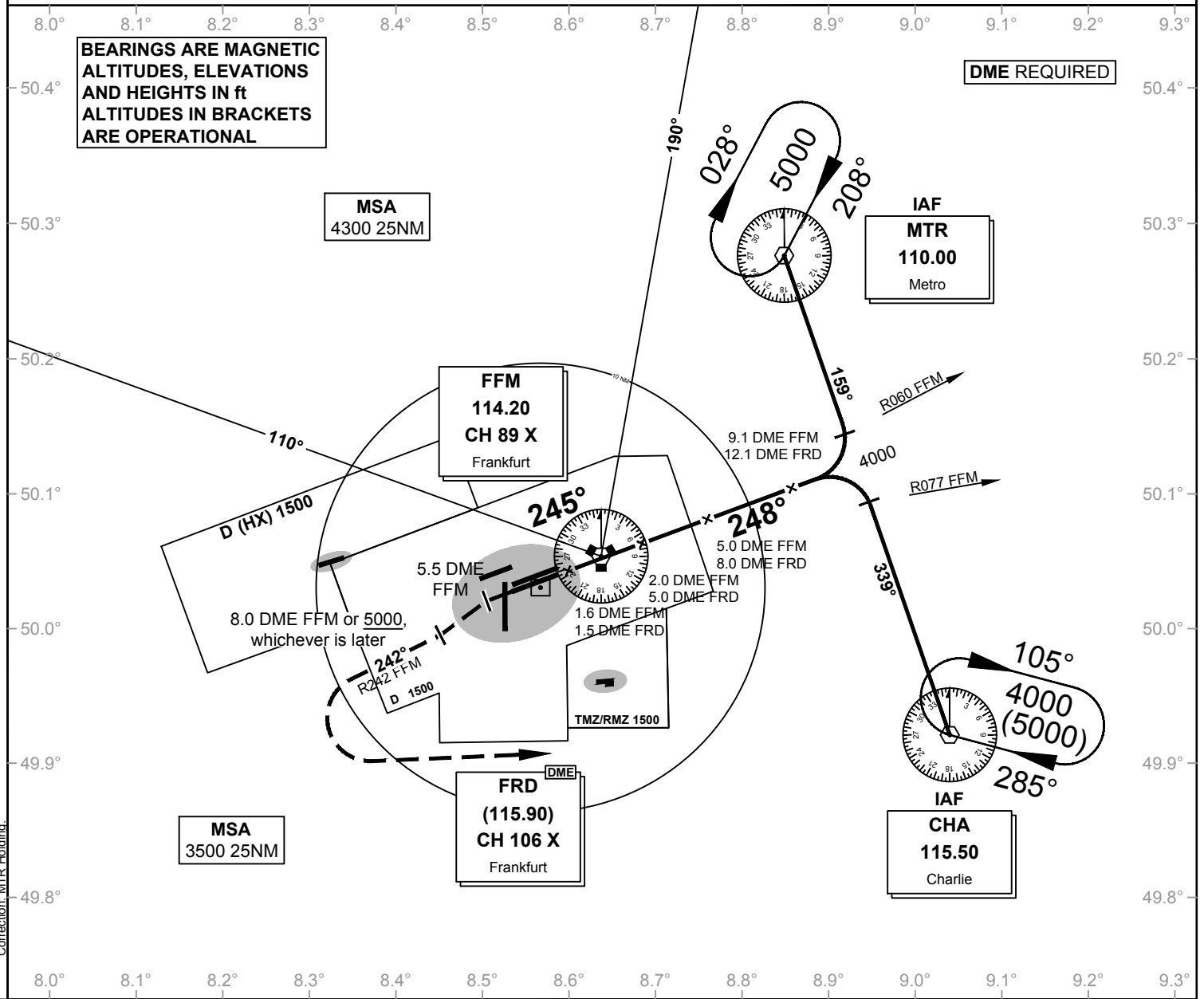
DME IFNW	2	3	4	5	6	7	8	9	10	11	GS	kt	80	100	120	140	160	180
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8	4.3 DME IFNW - THR (4.0 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
ALTITUDE	980	1300	1620	1940	2250	2570	2890	3210	3530	3850	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

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

VATSIM Germany Instrument Approach Chart

**Frankfurt Main
EDDF
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

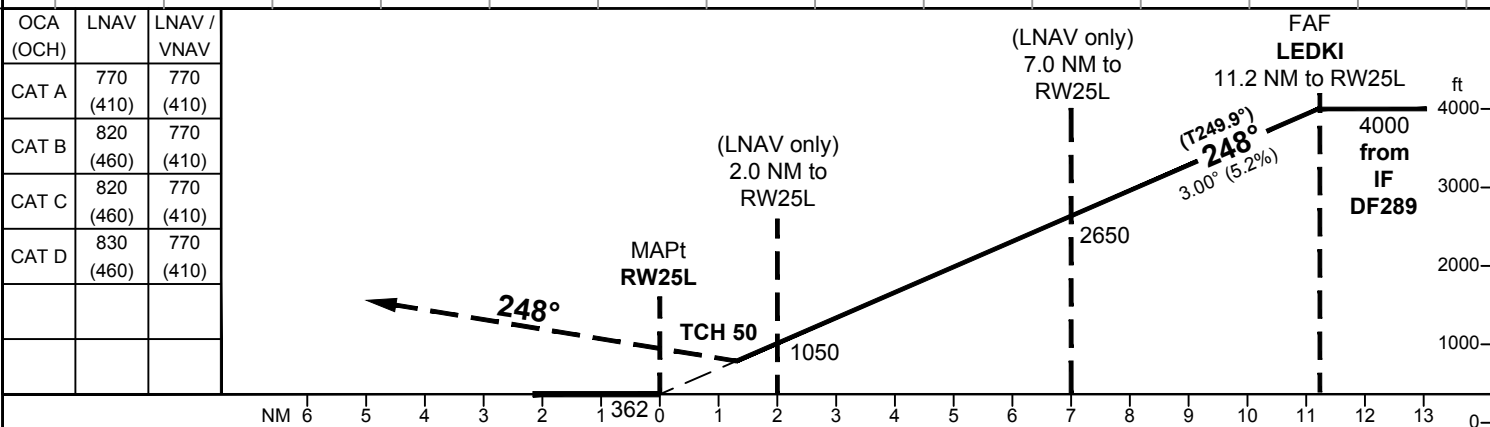
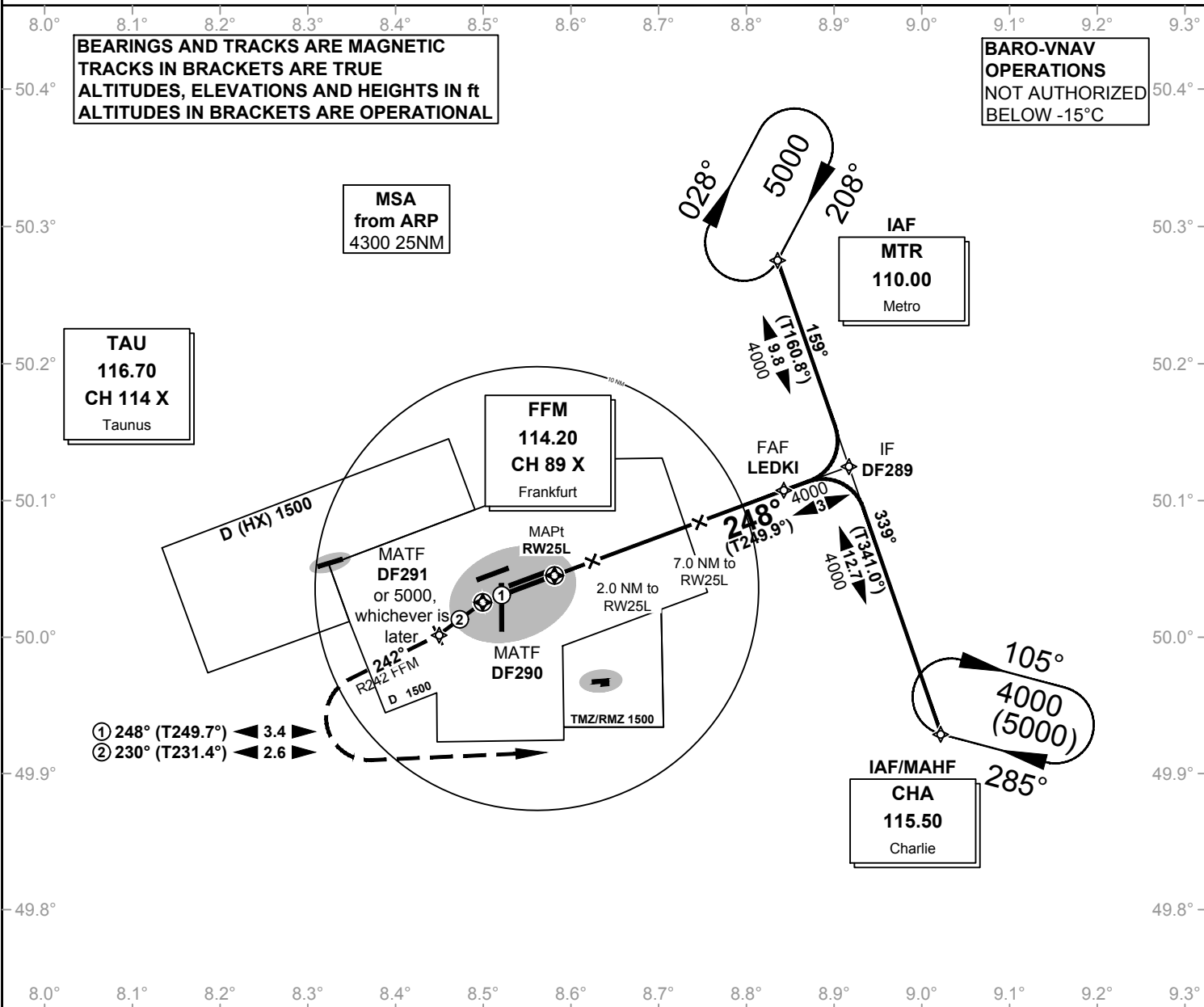
**Frankfurt Main
EDDF
RNAV (GPS) Z
RWY 25L**

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	1050	1370	1690	2010	2330	2650	2960	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 Standard Instrument Departure Chart

Frankfurt Main EDDF

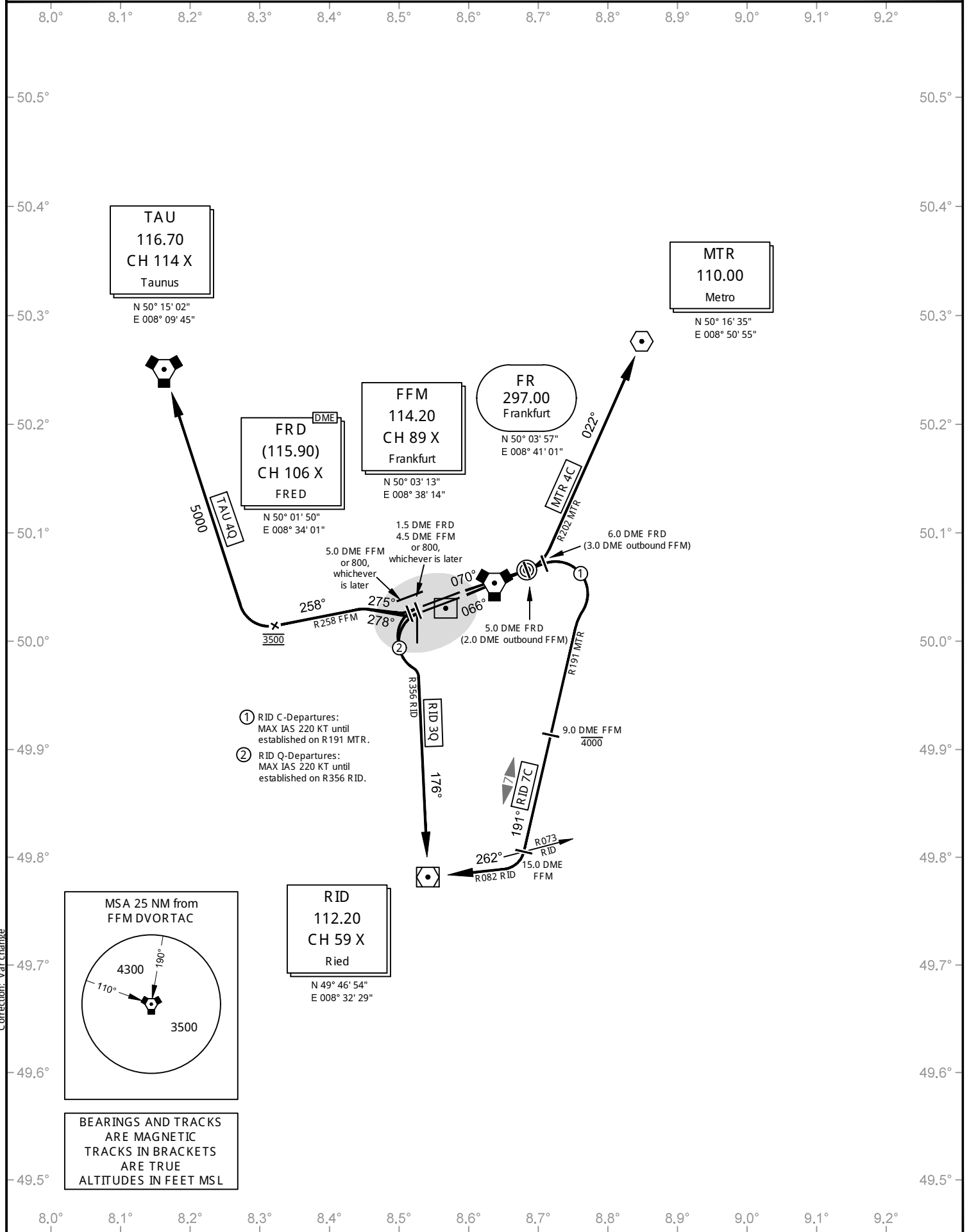
Transition Altitude: 5000 ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

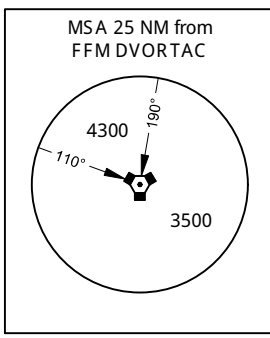
ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID C / Q NON-RNAV RWY 07C / 07R, 25L / 25C

VAR: 2° E



- ① RID C-Departures:
MAX IAS 220 KT until
established on R191 MTR.
- ② RID Q-Departures:
MAX IAS 220 KT until
established on R356 RID.



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

Correction: Var change

VATSIM Germany Standard Instrument Departure Chart

FRANKFURT MAIN EDDF

SID HOTEL RWY 25 L

Transition Altitude: 5000 ft

ATIS 118.050

TOWER 119.900

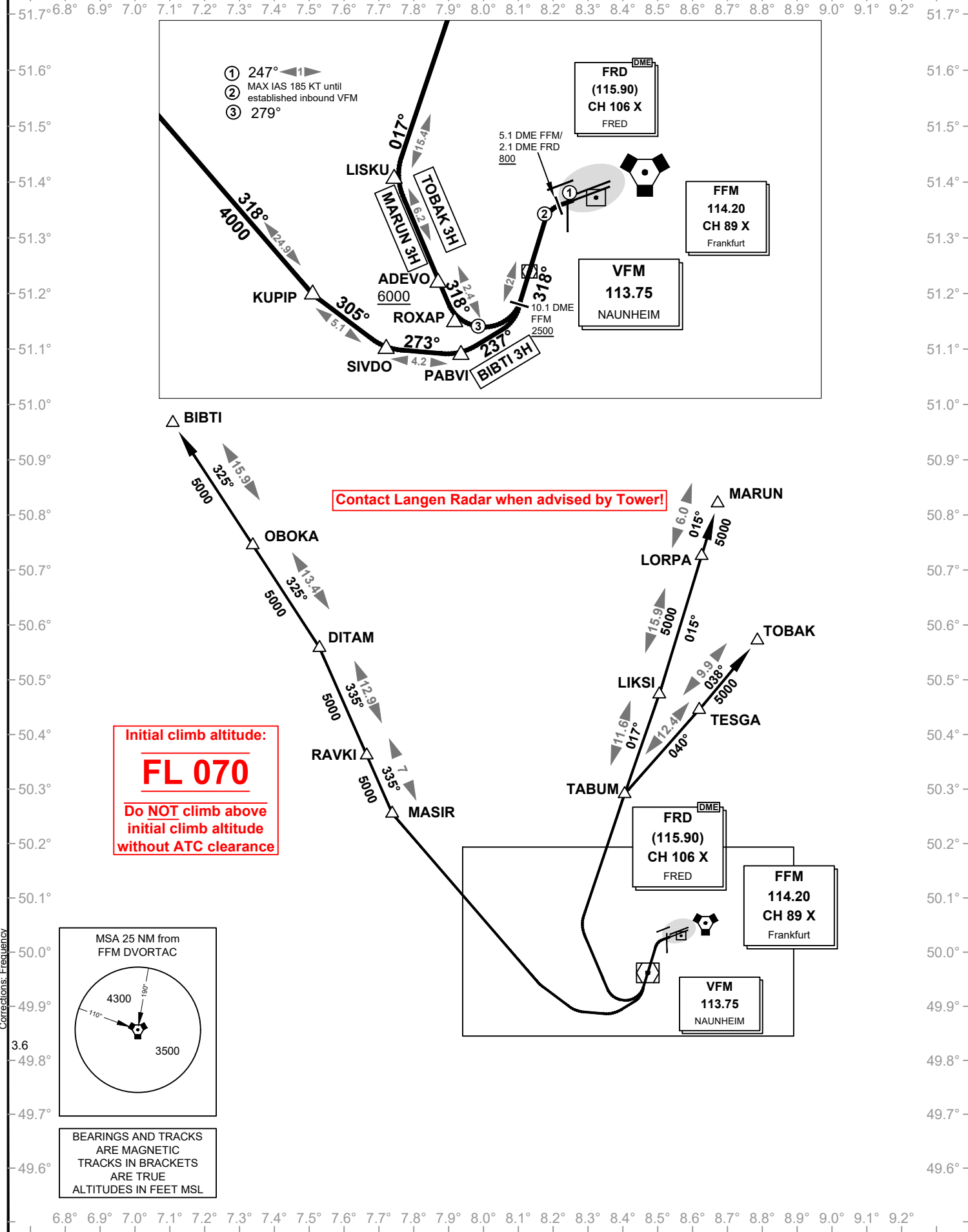
Delivery 121.900

Langen Radar (N) 120.800

Apron 121.750

Langen Radar 120.150

VAR: 2° E



VATSIM Germany Standard Instrument Departure Chart

FRANKFURT MAIN EDDF

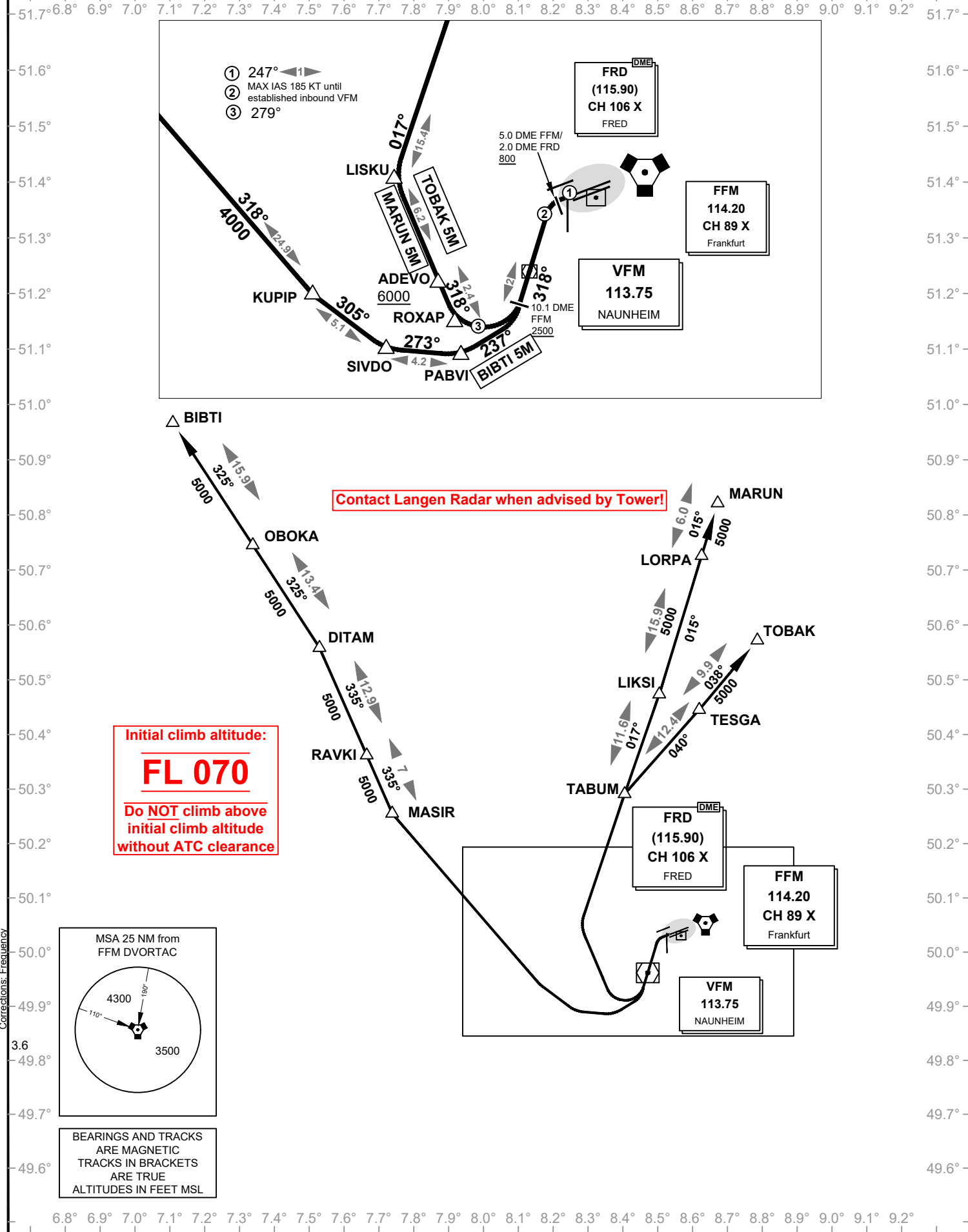
SID MIKE RWY 25 C

Transition Altitude: 5000 ft

ATIS 118.050
Delivery 121.900
Apron 121.750

TOWER 119.900
Langen Radar (N) 120.800
Langen Radar 120.150

VAR: 2° E



VATSIM Germany Standard Instrument Departure Chart

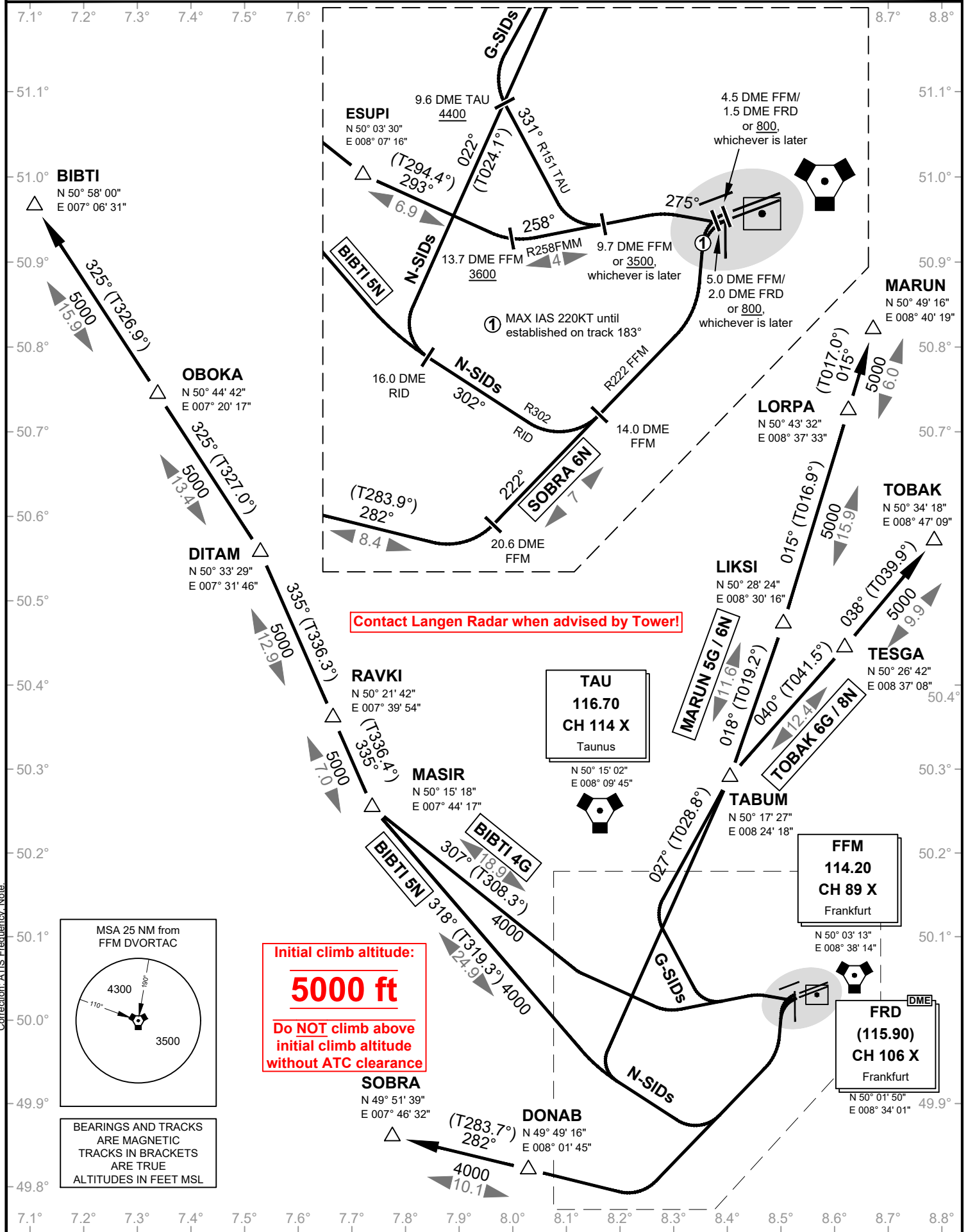
Frankfurt Main (North) EDDF

Transition Altitude: 5000 ft.

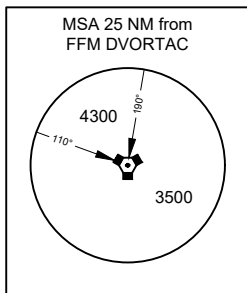
Delivery (Initial Call) 121.900	ATIS 118.020
Apron 121.750	Ground 121.800
121.850	Tower 119.900
121.950	Langen Radar 120.150

SID G / N RWY 25L / 25C

VAR: 2° E



Correction: ATIS Frequency Note.



BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

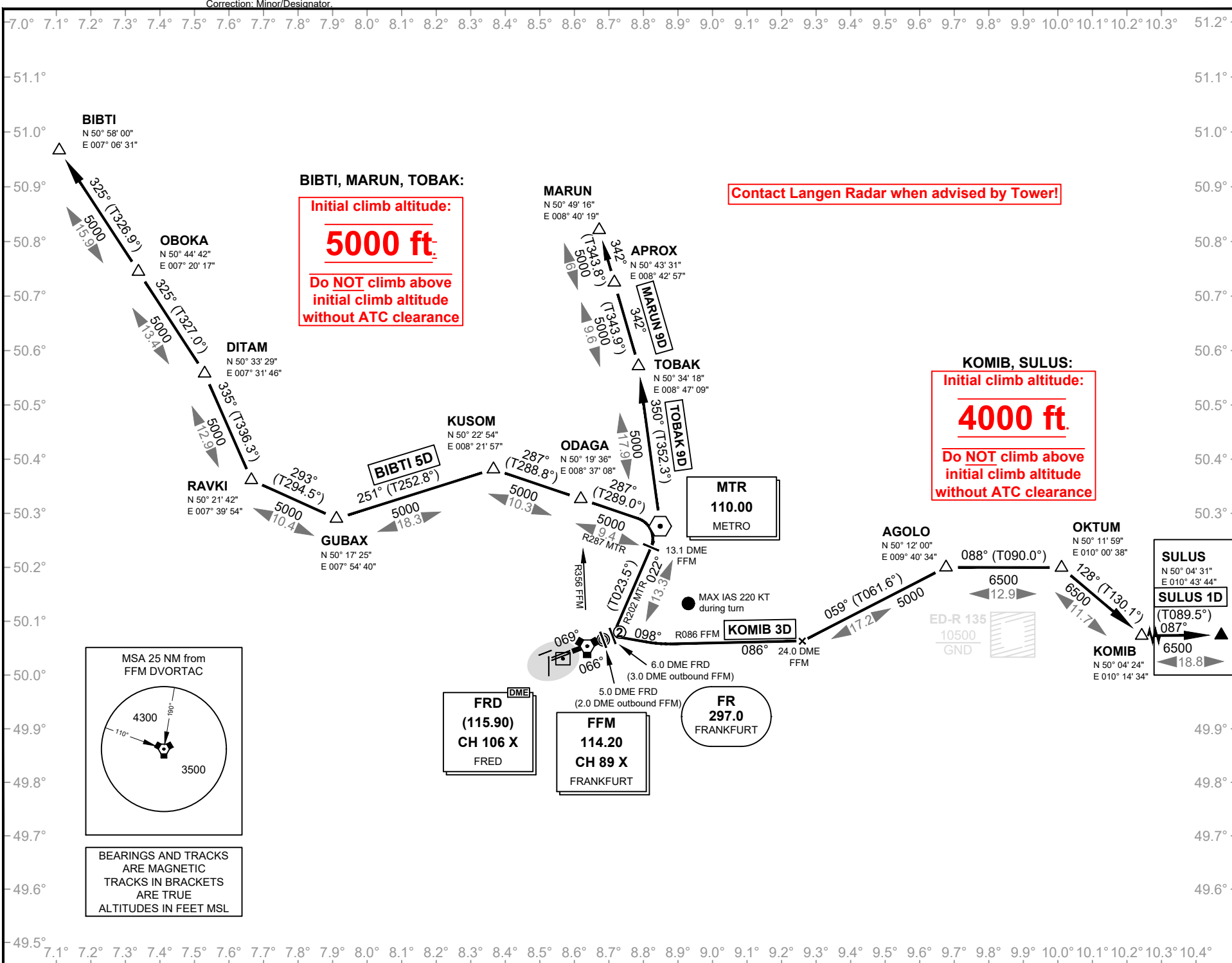
Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

Frankfurt Main (North)
EDDF

SID DELTA
RWY 07C / 07R

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



Effective: 13 OCT 2016, released 25 02 2017

© VACC Germany

VATSIM Germany Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

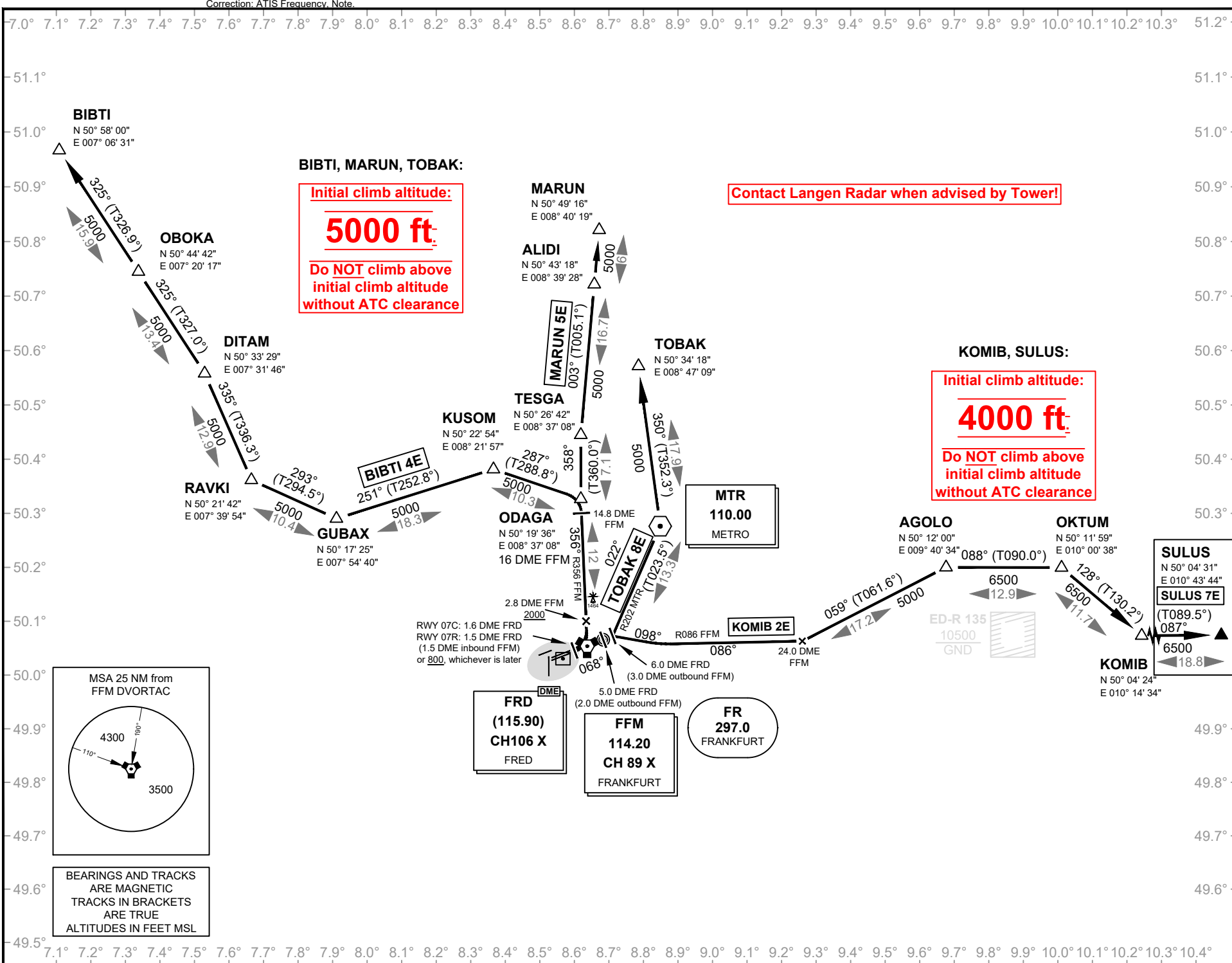
Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Tower 121.800
Ground 119.900
Langen Radar 120.150

Frankfurt Main (North) EDDF

SID ECHO
RWY 07C / 07R

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



Effective: 13 OCT 2016, released 25 02 2017

© VACC Germany

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

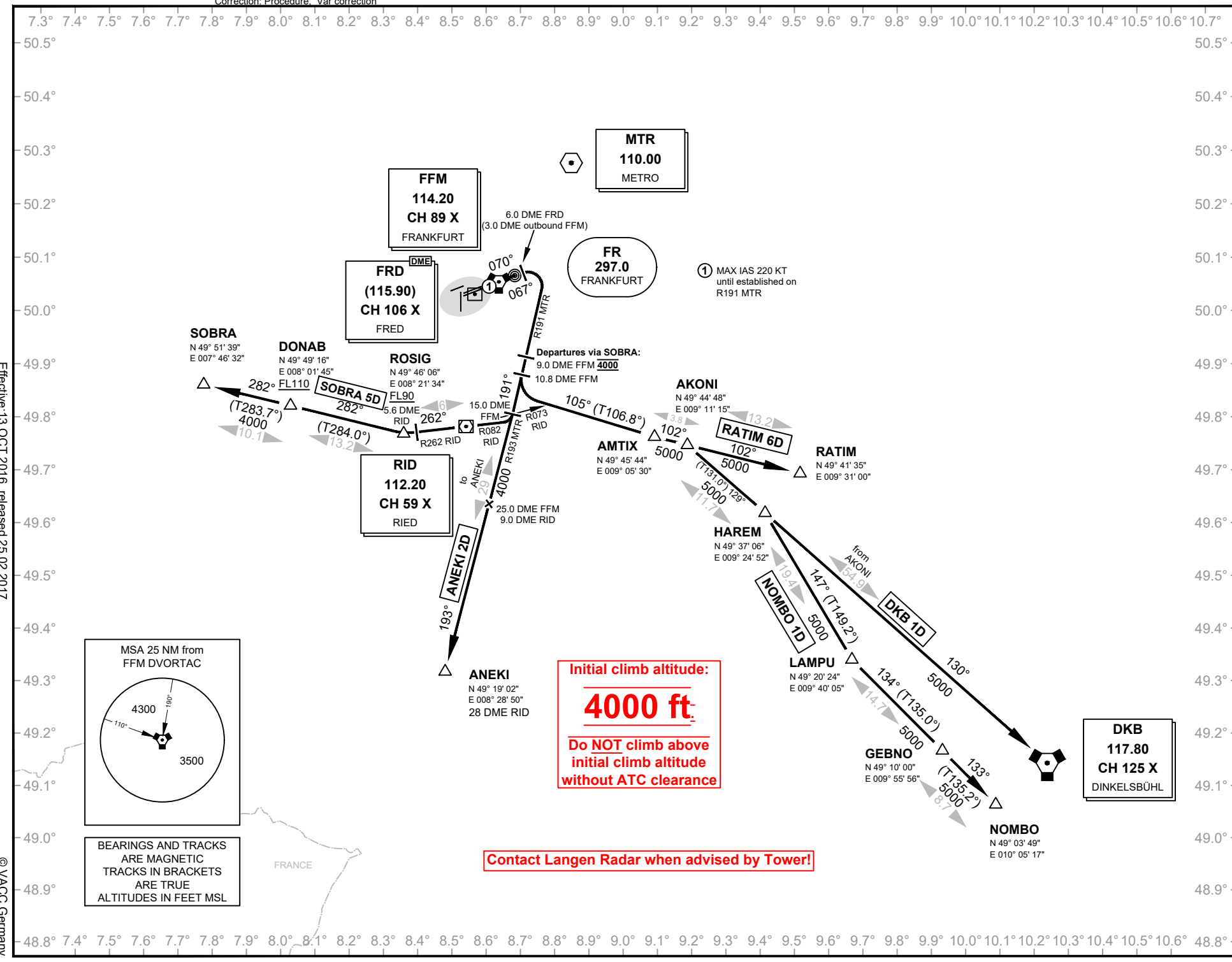
VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (South) EDDF

Transition Altitude: 5000 ft.
 Delivery (Initial Call) 121.900
 Apron 121.750
 Tower 121.850
 Langen Radar 121.950

ATIS 118.020
 Ground 121.800
 Tower 119.900
 Langen Radar 120.150

SID DELTA
RWY 07C / 07R



Effective: 13 OCT 2016, released 25.02.2017

© VAACC Germany

VATSIM Germany Standard Instrument Departure Chart

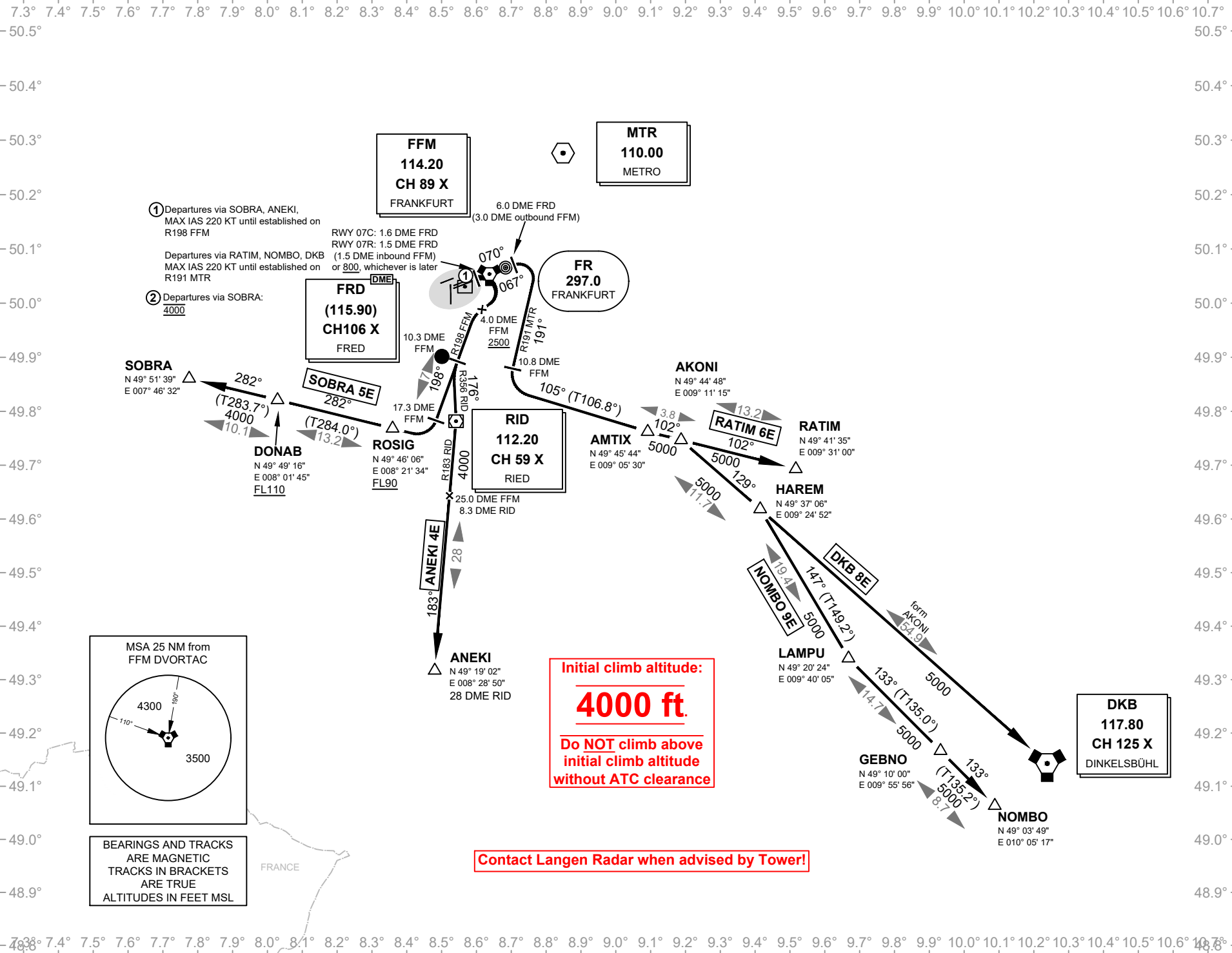
Frankfurt Main (South) EDDF

Transition Altitude: 5000 ft.
VAR: 2° E

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID ECHO
RWY 07C / 07R



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

VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (North , West) EDDF

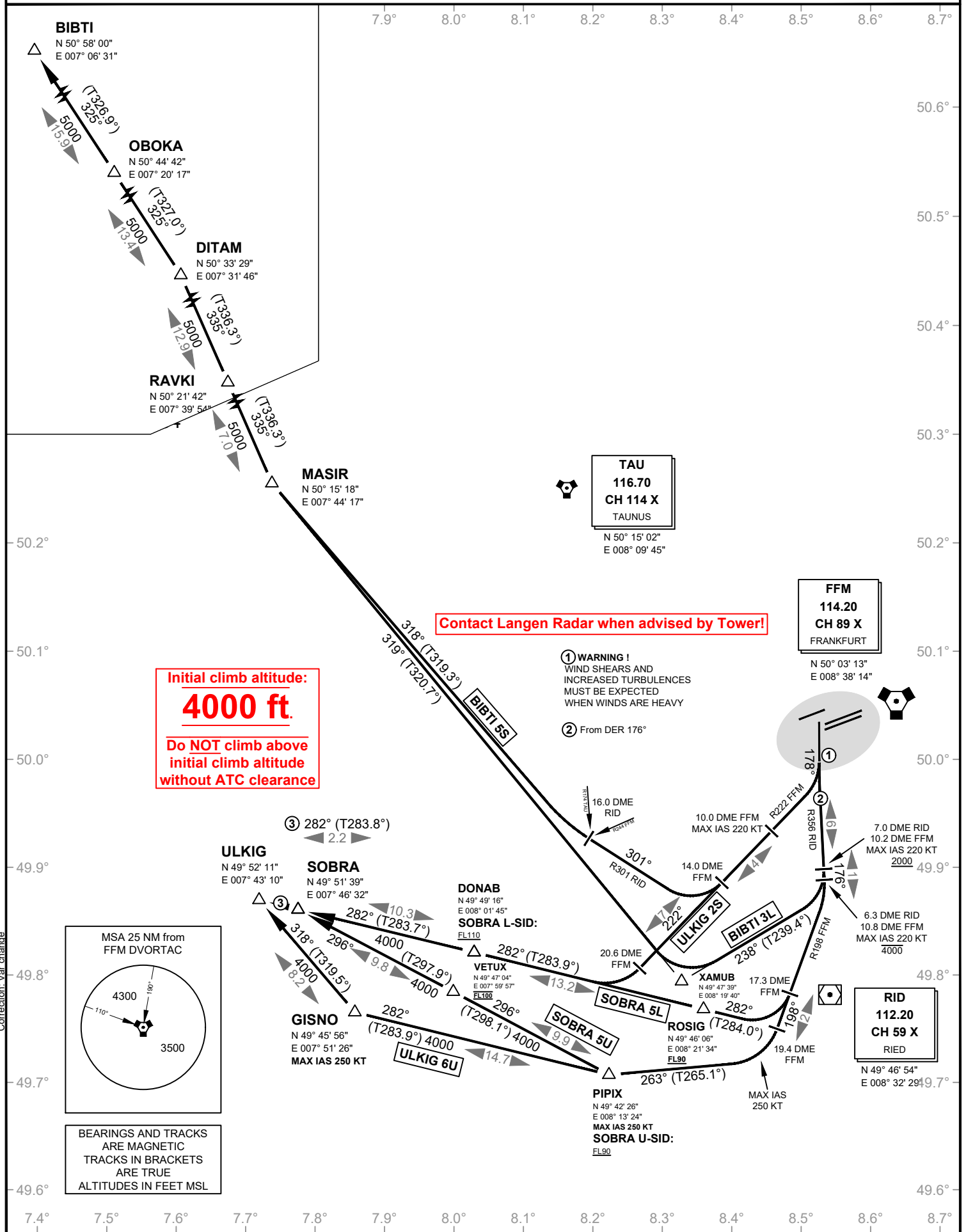
Transition Altitude: 5000 ft.

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID L / S / U RWY 18

VAR: 2° E

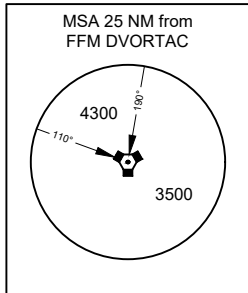


Initial climb altitude:
4000 ft.
Do NOT climb above initial climb altitude without ATC clearance

Contact Langen Radar when advised by Tower!

1 WARNING!
WIND SHEARS AND INCREASED TURBULENCES MUST BE EXPECTED WHEN WINDS ARE HEAVY

2 From DER 176°



BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany

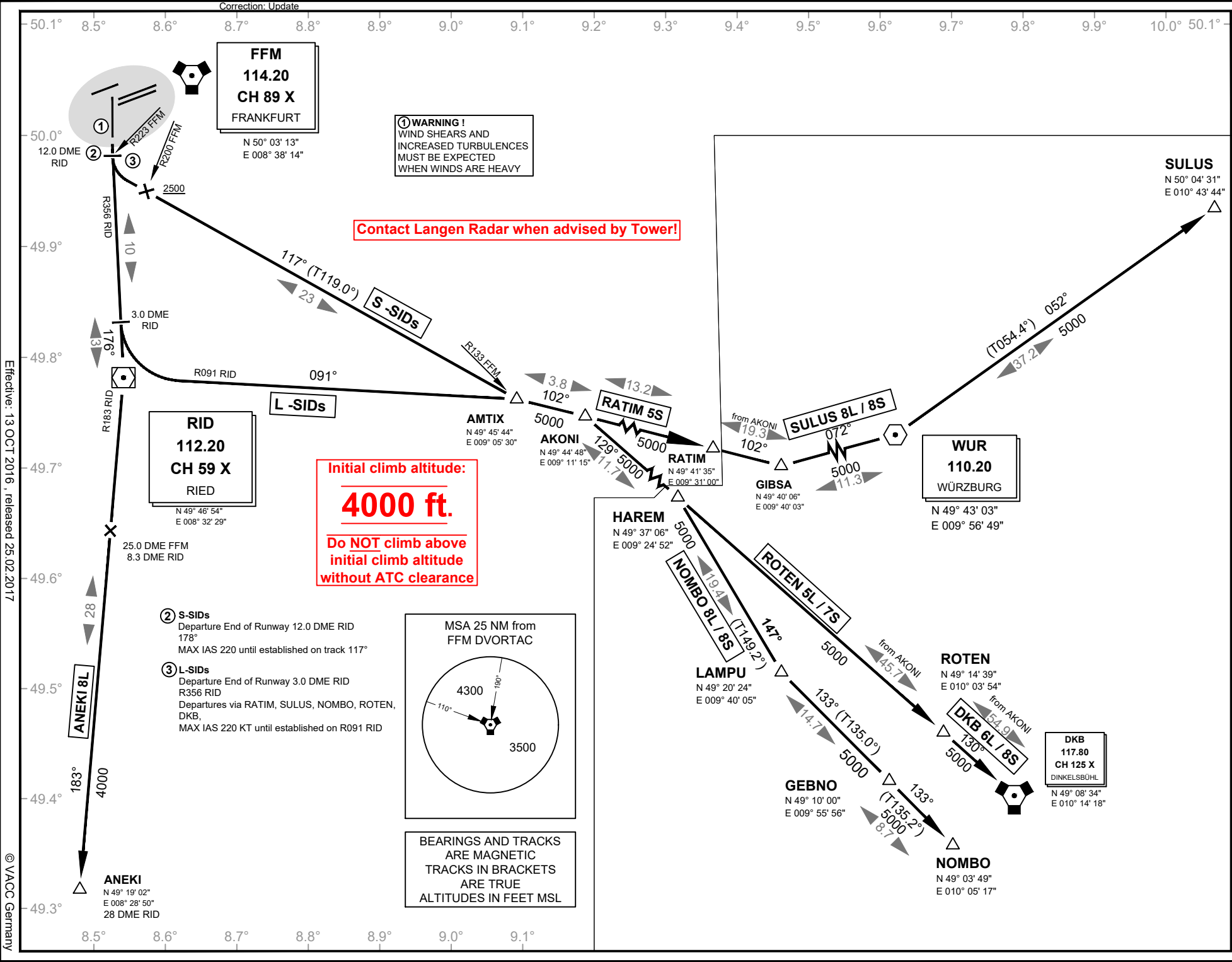
Standard Instrument Departure Chart

Frankfurt Main (South, East)

EDDF

Transition Altitude: 5000 ft.
Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950
ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID L / S
RWY 18



Effective: 13 OCT 2016, released 25.02.2017

© VACC Germany

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

VATSIM Germany Standard Instrument Departure Chart

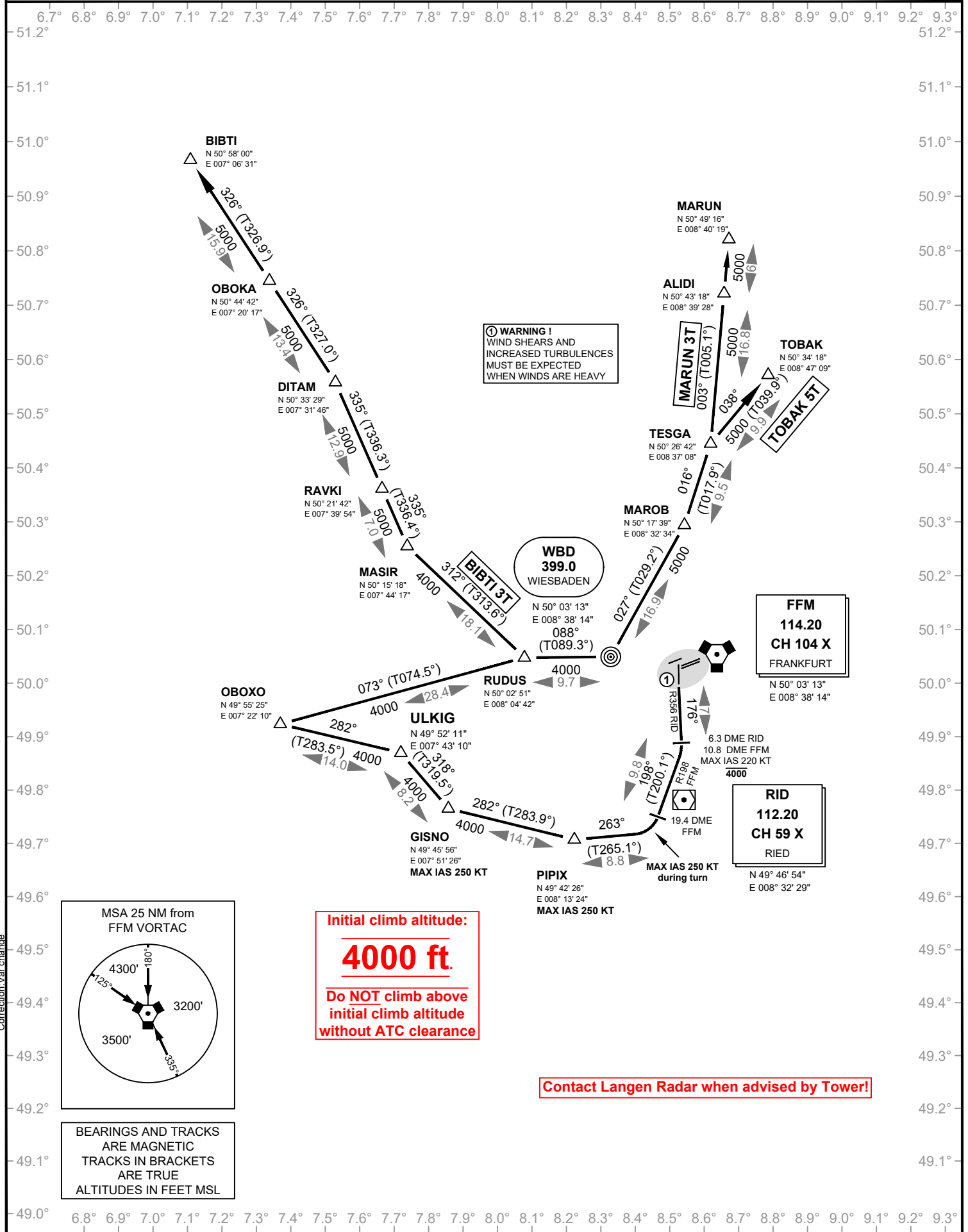
Frankfurt Main EDDF

Transition Altitude: 5000 ft.

Delivery (Initial Call) 121.900	ATIS 118.020
Apron 121.750	Ground 121.800
121.850	Tower 119.900
121.950	Langen Radar 120.150

SID TANGO RWY 18

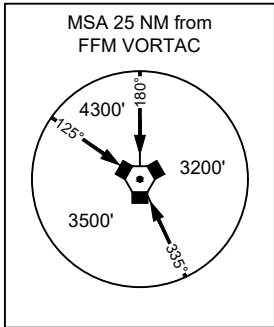
VAR: 2 E



⚠ WARNING !
WIND SHEARS AND
INCREASED TURBULENCES
MUST BE EXPECTED
WHEN WINDS ARE HEAVY

Initial climb altitude:
4000 ft.
**Do NOT climb above
initial climb altitude
without ATC clearance**

Contact Langen Radar when advised by Tower!



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (North) EDDF

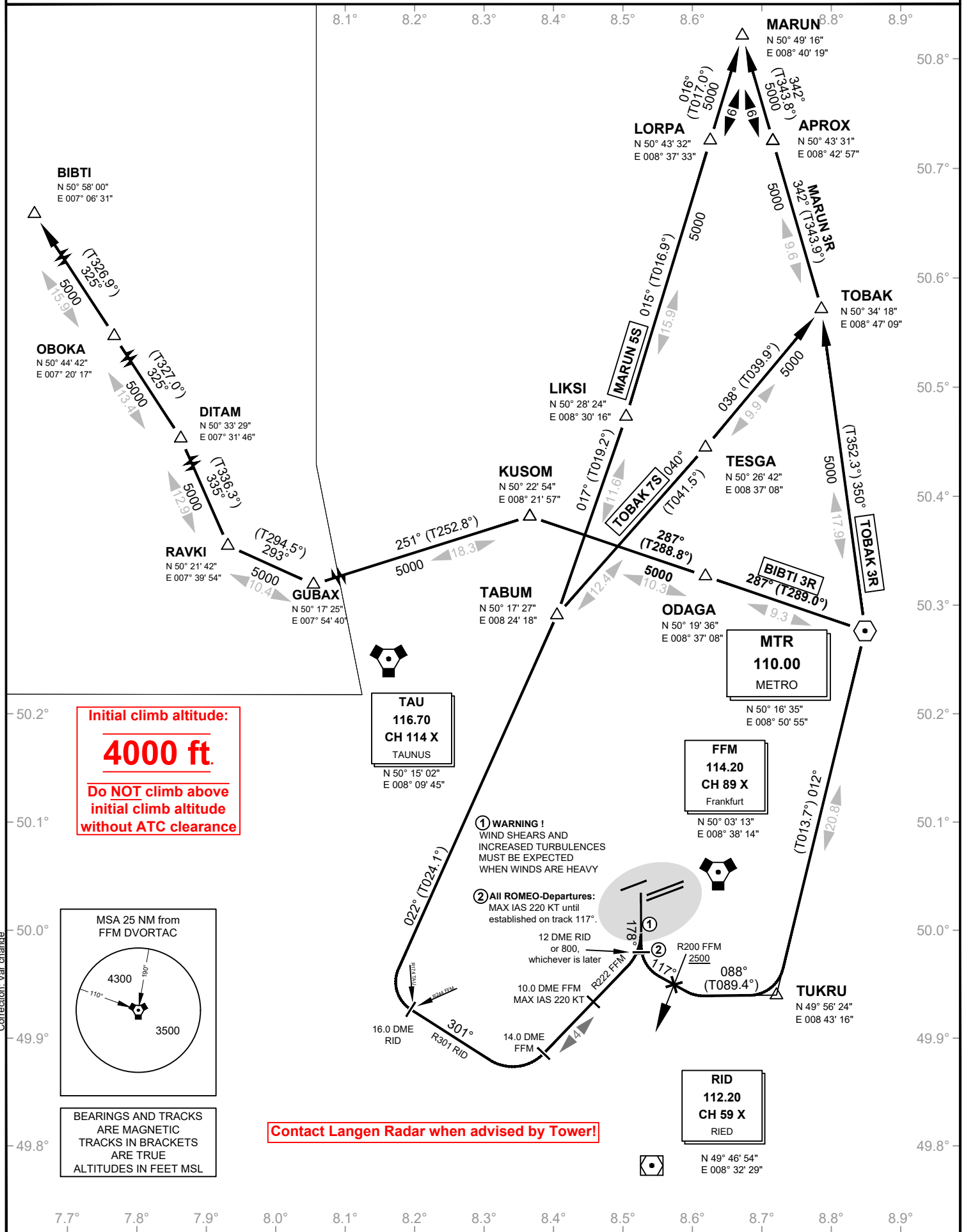
Transition Altitude: 5000 ft.

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID Romeo & Sierra RWY 18

VAR: 2° E



VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft
LANGEN RADAR (N) 120.800
LANGEN RADAR (S) 125.350
ATTIS 118.025
DIRECTOR (N) 127.270
DIRECTOR (S) 118.500
TOWER 119.900
VAR: 2° E

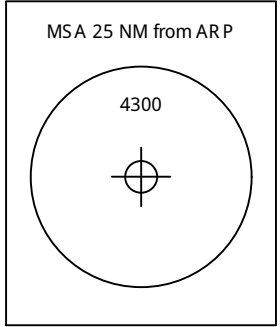
Frankfurt Main
EDDF
STAR PETIX/ASPAT
RWY 07R

REMARK
1. RNAV-1 EQUIVALENT
2. RADAR REQUIRED
3. FOR NON GPS EQUIPPED AIRCRAFT RID,
NUB DME AND GED, FFM, DKB, TACAN
MUST BE OPERATIONAL

PETIX E BY ATC ONLY!

④ IF NO APPROACH CLEARANCE HAS
BEEN RECIVED PRIOR REACHING IAF,
CONTINUE ON ILS Z 07R
IF UNABLE TO COMPLY WITH
LEVEL RESTRICTIONS
ADVISE ATC

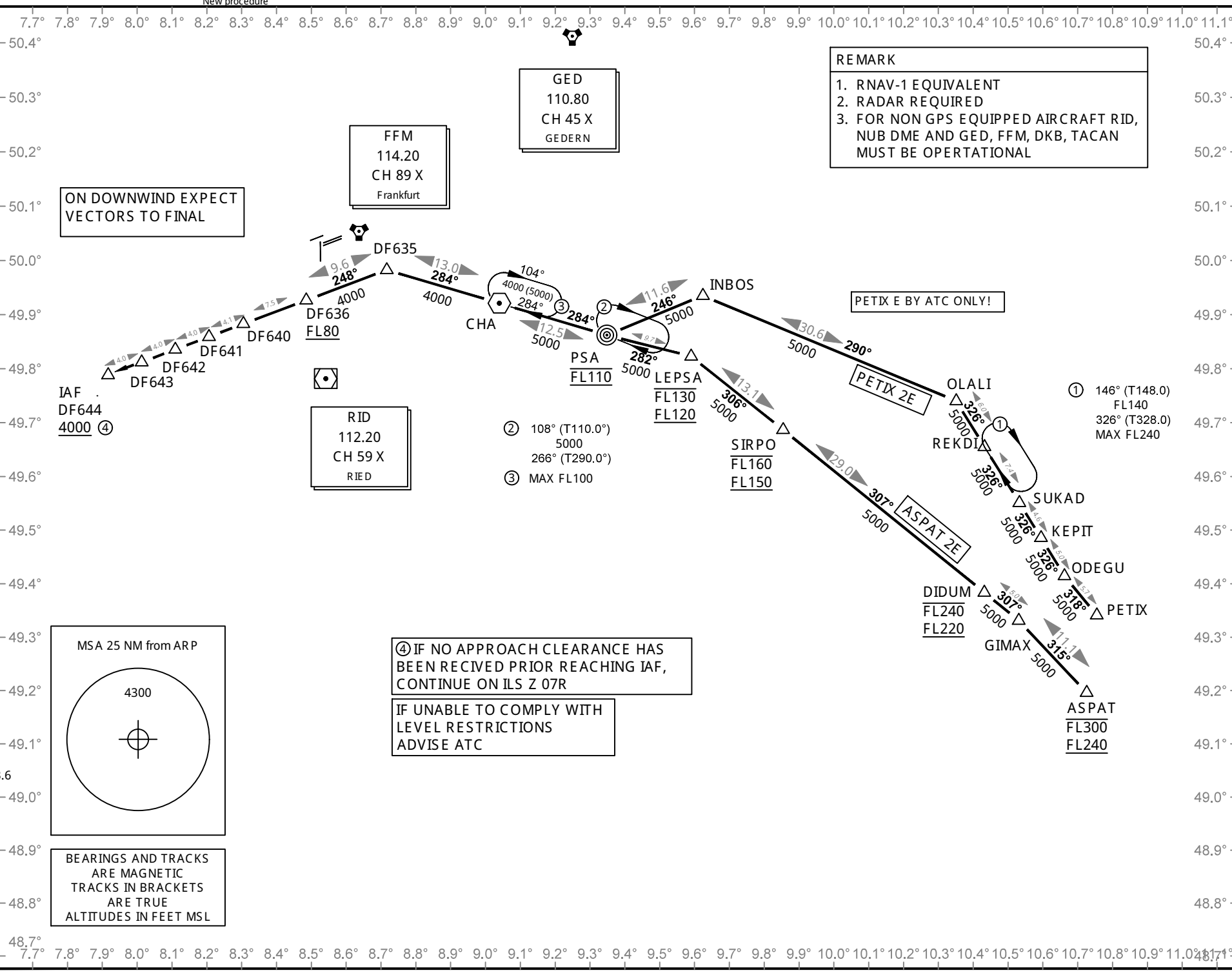
ON DOWNWIND EXPECT
VECTORS TO FINAL



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

Effective: 30 MAR 2017, released 22.06.2017

© VACC Germany



VATSIM Germany Standard Instrument Arrival Chart

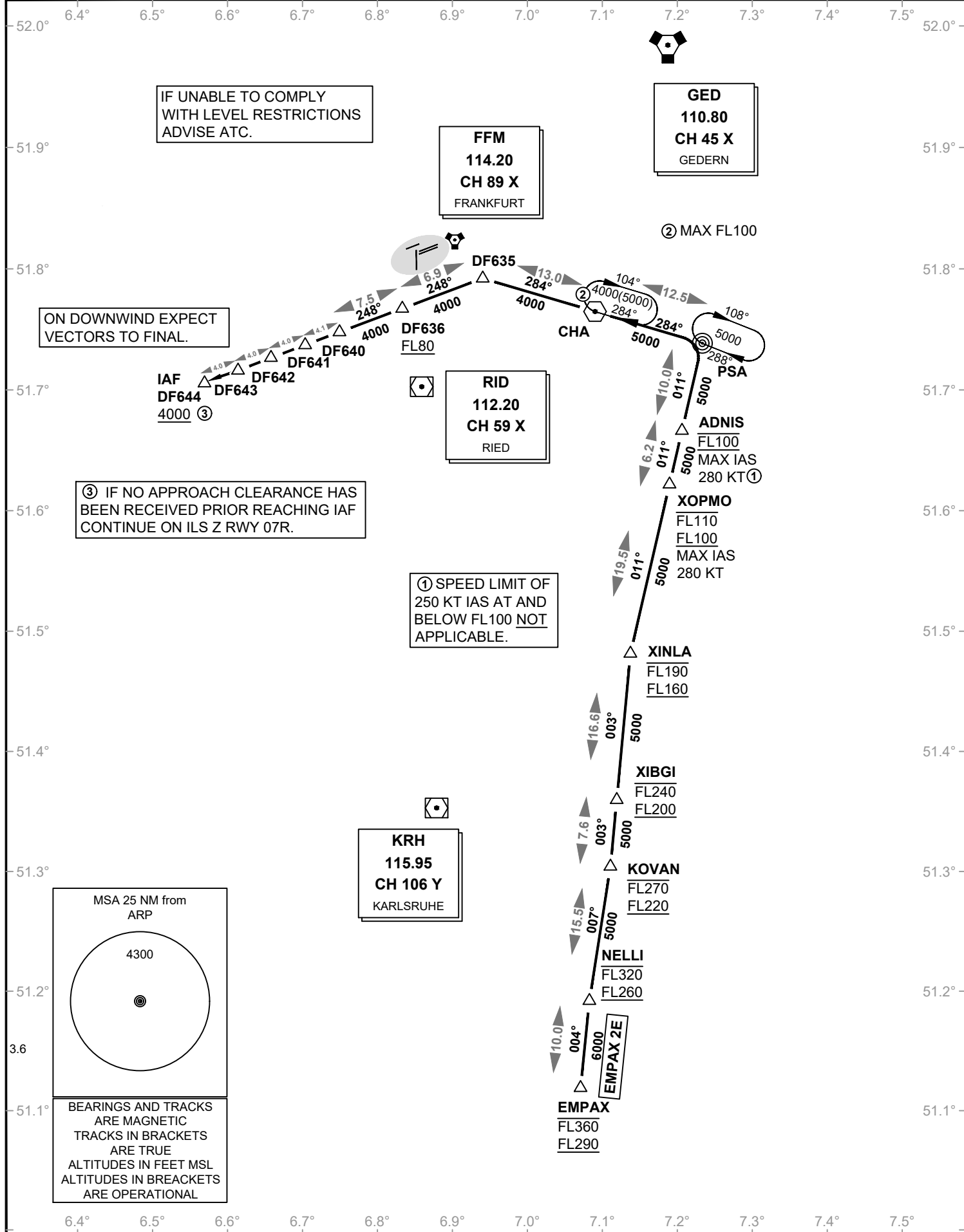
Frankfurt EDDF EMPAX E RWY 07R

Transition Altitude: 5000 ft

ATIS 118.025
Langen Radar (N) 120.800
Langen Radar (S) 125.350

Director 127.270
Tower 119.900
Ground 121.750

VAR: 2° E



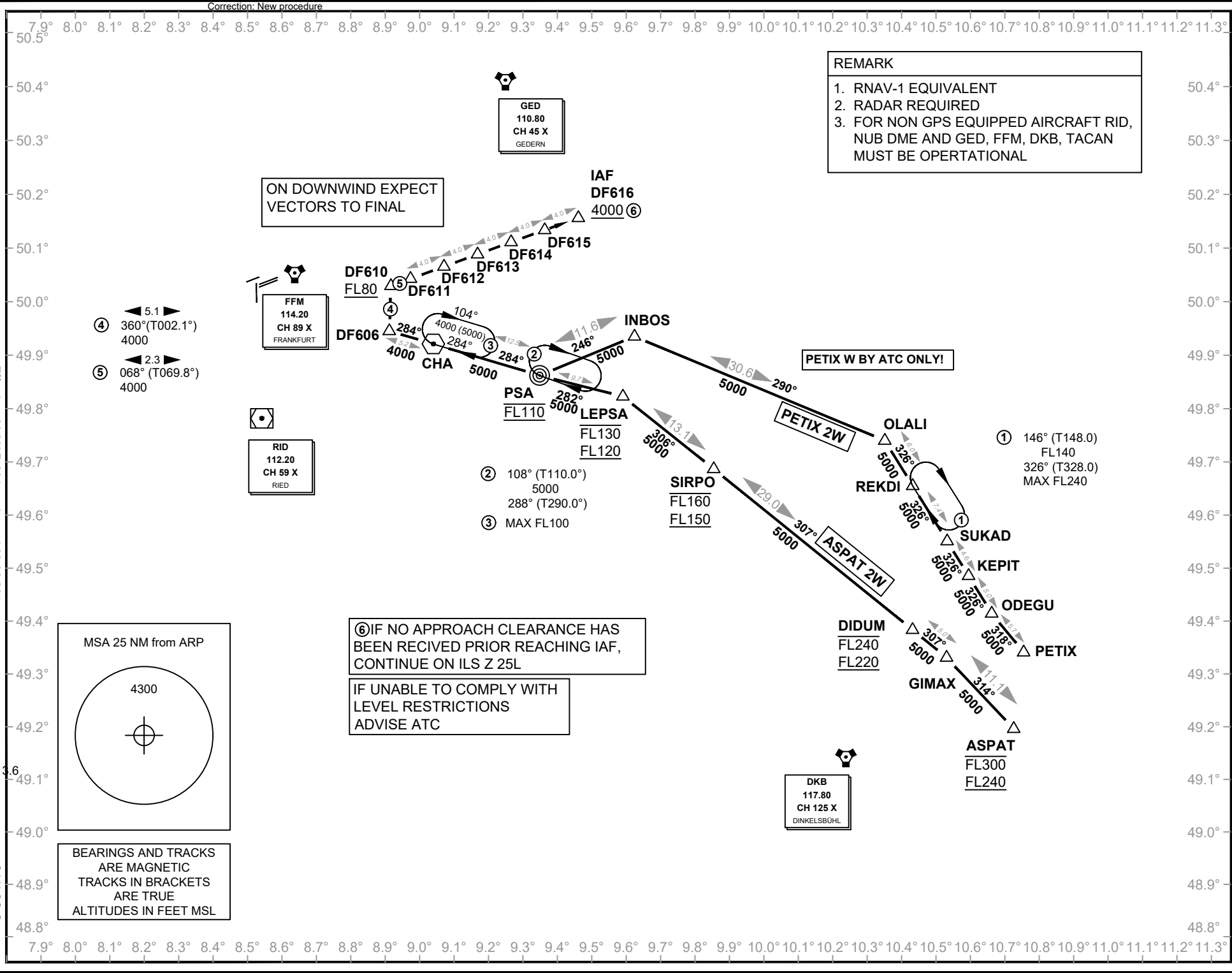
VATSIM Germany Standard Instrument Arrival Chart

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

Transition Altitude: 5000 ft.
 VAR: 2° E
 ATIS 118.020
 LANGEN RADAR (N) 120.800
 LANGEN RADAR (S) 125.350
 DIRECTOR (N) 127.270
 DIRECTOR (S) 118.500
 TOWER 119.900

Frankfurt Main
 EDDF
 STAR PETIX/ASPAT
 RWY 25L

REMARK
 1. RNAV-1 EQUIVALENT
 2. RADAR REQUIRED
 3. FOR NON GPS EQUIPPED AIRCRAFT RID, NUB DME AND GED, FFM, DKB, TACAN MUST BE OPERATIONAL



Effective: 30 MAR 2017, released 08.06.2017

© VACC Germany

VATSIM Germany Standard Instrument Arrival Chart

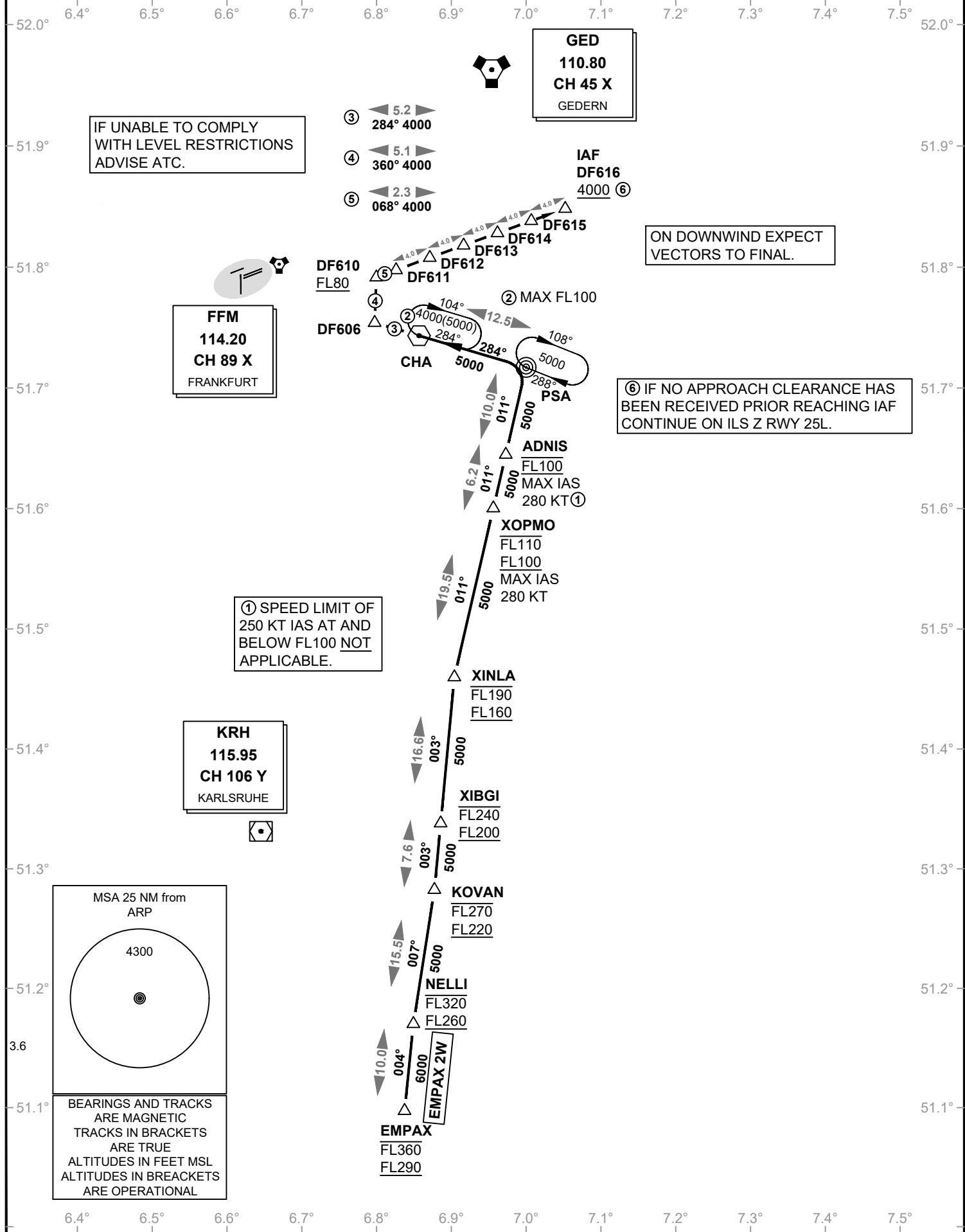
Frankfurt EDDF EMPAX W RWY 25L

Transition Altitude: 5000 ft

ATIS 118.025
Langen Radar (N) 120.800
Langen Radar (S) 125.350

Director 127.270
Tower 119.900
Ground 121.750

VAR: 2° E



VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main (East) EDDF

Transition Altitude: 5000 ft.

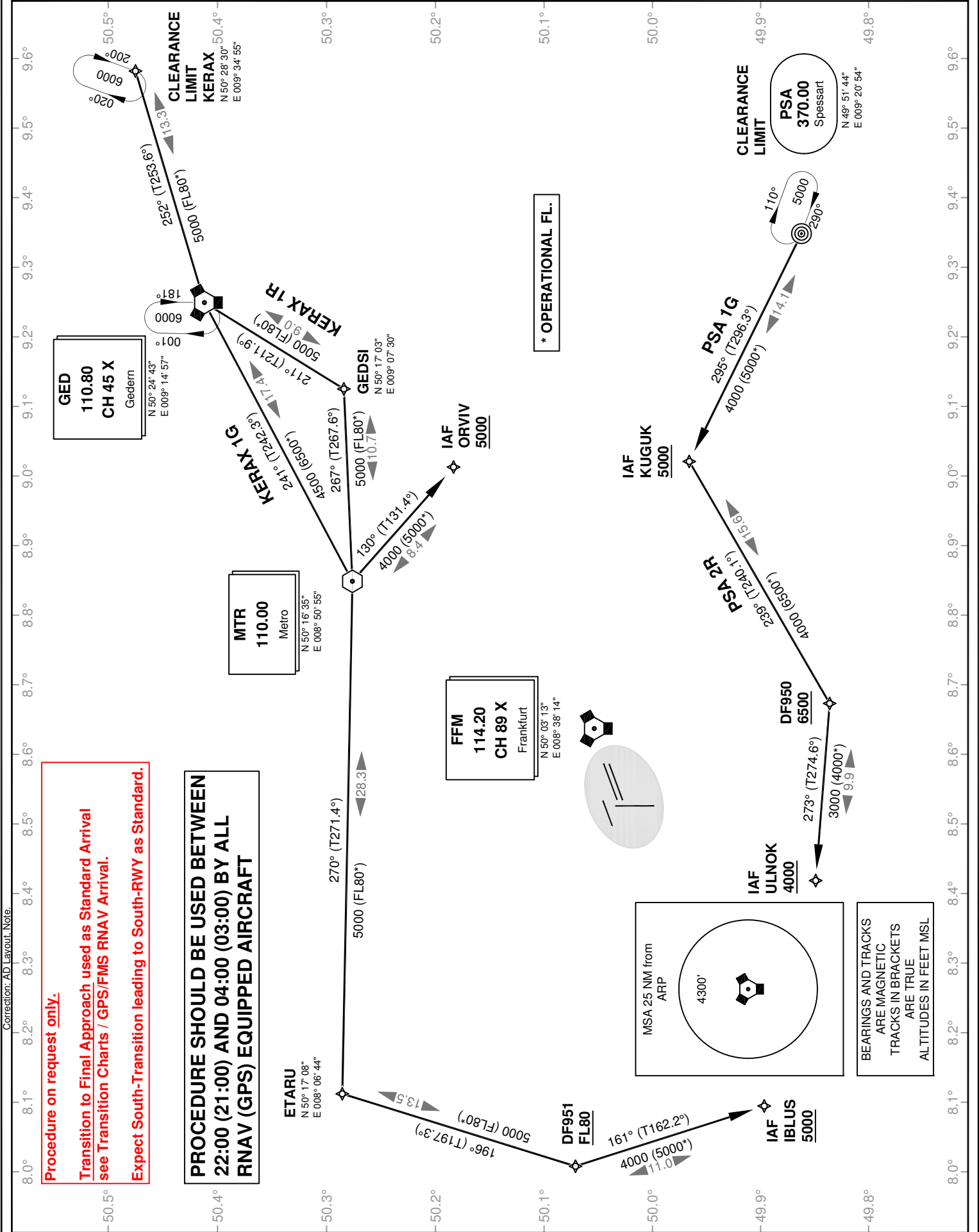
ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

STAR RNAV (GPS) RWY 07/25

VAR: 1° E



Correction: AD Layout. Note.

Procedure on request only.
Transition to Final Approach used as Standard Arrival
 see Transition Charts / GPS/FMS RNAV Arrival.
Expect South-Transition leading to South-RWY as Standard.

**PROCEDURE SHOULD BE USED BETWEEN
 22:00 (21:00) AND 04:00 (03:00) BY ALL
 RNAV (GPS) EQUIPPED AIRCRAFT**

VATSIM Germany
Standard Instrument Arrival Chart
Frankfurt Main
EDDF
STAR RNAV (GPS)
RWY 07/25

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Cruising Level ^f	Remarks
I KERAX 1G	KERAX ONE GOLF Δ KERAX Δ GED Δ MTR Δ ORVIV				By ATC only.
		252(253.6)	13.3	5000 (FL80*)	
		241(242.3)	17.4	4500 (6500*)	
		130(131.4)	8.4	4000 (5000*)	
I KERAX 1R	KERAX ONE ROMEO Δ KERAX Δ GED Δ GEDSI Δ MTR Δ ETARU Δ DF951 Δ IBLUS				
		252(253.6)	13.3	5000 (FL80*)	
		210(211.9)	9.0		
		266(267.8)	10.7		
		270(271.4)	28.3		
		196(197.3)	13.5		
		161(162.2)	11.0	4000 (5000*)	
I PSA 1G	SPESSART ONE GOLF Δ PSA Δ KUGIK				
		295(296.3)	14.1	4000 (5000*)	
I PSA 2R	SPESSART TWO ROMEO Δ PSA Δ KUGUK Δ DF950 Δ ULNOK				
		295(296.3)	14.1	4000 (5000*)	
		239(240.1)	15.6	4000 (6500*)	
		273(274.6)	9.9	3000 (4000*)	
I ROLIS 1G	ROLIS ONE GOLF Δ ROLIS Δ ETARU Δ FFM Δ MTR Δ ORVIV				
		128(129.0)	14.2	5000 (FL110*)	
		123(124.3)	24.6	5000 (FL80*)	
		030(031.3)	15.7	4000 (6500*)	
		130(131.4)	8.4	4000 (5000*)	
I ROLIS 1R	ROLIS ONE ROMEO Δ ROLIS Δ DF951 Δ IBLUS				
		161(162.1)	23.0	5000 (FL80*)	
		161(162.2)	11.0	4000 (5000*)	
I UNOKO 1G	UNOKO ONE GOLF Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ ROKIM Δ FFM Δ MTR Δ ORVIV				
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		113(114.7)	15.6	5000 (FL80*)	
		080(081.9)	22.9	4000 (FL80*)	
		030(031.3)	15.7	4000 (6500*)	
		130(131.4)	8.4	4000 (5000*)	
I UNOKO 1R	UNOKO ONE ROMEO Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ REDLI Δ IBLUS				
		101(102.6)	5.6	5000 (FL100*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		139(140.3)	7.1	5000 (FL80*)	
		122(123.0)	13.6	4000 (5000*)	

(* Operational Altitude)

Note: Route Designator R STAR RWY 07, G STAR RWY 25

VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main (West) EDDF

Transition Altitude: 5000 ft.

ATIS 118.020

STAR RNAV (GPS) RWY 07/25

VAR: 1° E

Langen Radar (N) 120.800
Langen Radar (S) 125.350

Procedure on request only.
Transition to Final Approach used as Standard Arrival
see Transition Charts / GPS/FMS RNAV Arrival.
Expect South-Transition leading to South-RWY as Standard.

**PROCEDURE SHOULD BE USED BETWEEN
22:00 (21:00) AND 04:00 (03:00) BY ALL
RNAV (GPS) EQUIPPED AIRCRAFT**

*** OPERATIONAL FL.**

**CLEARANCE
LIMIT**

ROLIS
N 50° 26' 06"
E 007° 49' 31"



ROLIS 1G
128° (T129.0°)
5000 (FL110*)

ROLIS 1R
161° (T162.1°)
5000 (FL80*)

ETARU
N 50° 17' 08"
E 008° 06' 44"

**CLEARANCE
LIMIT**

UNOKO
N 50° 27' 17"
E 007° 13' 38"



UNOKO 1G
113° (T114.7°)
5000 (FL80*)

UNOKO 1R
139° (T140.3°)
5000 (FL80*)

RAMOB
N 50° 06' 41"
E 007° 41' 02"

REDLI
N 50° 01' 14"
E 007° 48' 03"

**DF951
FL80**
N 50° 00' 07"
E 008° 03' 04"

ROKIM
N 50° 00' 07"
E 008° 03' 04"

UNOKO 1G
113° (T114.7°)
5000 (FL80*)

UNOKO 1R
122° (T123.0°)
4000 (5000*)

IBLUS
5000

IBLUS
5000

IBLUS
5000

IBVIL
N 50° 26' 04"
E 007° 22' 09"

MANUV
N 50° 17' 44"
E 007° 27' 32"

IBVIL
107° (T102.6°)
5000 (FL110*)

MANUV
156° (T157.5°)
5000 (FL110*)

IBVIL
156° (T157.5°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

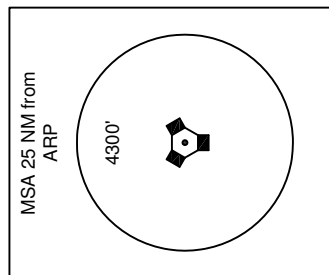
MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)

MANUV
140° (T141.8°)
5000 (FL110*)



BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

Correction: AD Layout. Note.

VATSIM Germany

Standard Instrument Arrival Chart

Frankfurt Main
EDDF
STAR
RWY 07L / 07C / 07R

Designator	Identification Significant Points	MAG Track (TRUE)	Dist NM	MNM IFR Cruising Level (*Operational Level)	Remarks
KERAX 2H	KERAX TWO HOTEL Δ KERAX Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect KERAX 07S Transition.
		193(193.9)	37.9	5000 (FL80*)	
		285	13		
		296	18	4000 (FL80*)	
		191	17		
KERAX 1M	KERAX ONE MIKE Δ KERAX Δ Gedern DVORTAC Δ Taunus DVORTAC				
		252	13	5000 (FL80*)	
		256	43		
PSA 2H	SPESSART TWO HOTEL Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried VOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PSA 07S Transition.
		285	13	5000 (FL80*)	
		296	18	4000 (FL80*)	
		191	17		
PSA 2M	SPESSART TWO MIKE Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried VOR/DME				
		285	13	5000 (FL80*)	
		296	18	4000 (FL80*)	
		191	17		
ROLIS 1H	ROLIS ONE HOTEL Δ ROLIS Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect ROLIS 07S Transition.
		125(125.9)	38.8	5000 (FL120*)	
		191	17	4000 (FL80*)	
ROLIS 1M	ROLIS ONE MIKE Δ ROLIS Δ Taunus DVORTAC				
		129	5	5000 (FL80*)	
UNOKO 1H	UNOKO ONE HOTEL Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. From UNOKO to RAMOB BRNAV equipment necessary. 2. After RAMOB BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS-aircraft expect UNOKO 07S Transition. 4. Immediate transition to RAMOB possible when approaching via Z111.
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1	5000 (FL80*)	
		094	37	4000 (FL80*)	
		191	17		
UNOKO 1M	UNOKO ONE MIKE Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ Taunus DVORTAC				
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1	5000 (FL80*)	
		064	20		

VATSIM Germany

Standard Instrument Arrival Chart

Frankfurt Main
EDDF
STAR
RWY 25L / 25C / 25R

Designator	Identification Significant Points	MAG Track (TRUE)	Dist NM	MNM IFR Cruising Level (*Operational Level)	Remarks
KERAX 2B	KERAX TWO BRAVO Δ KERAX Δ Spessart NDB Δ Charlie VOR				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect KERAX 25S Transition.
		193(193.9)	37.9	5000 (FL80*)	
		285	13		
KERAX2L	KERAX TWO LIMA Δ KERAX Δ Gedern DVORTAC Δ Metro VOR				
		252	13	5000 (FL80*)	
		241	17		
PSA 2B	SPESSART TWO BRAVO Δ Spessart NDB Δ Charlie VOR				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PSA 25S Transition.
		285	13	5000 (FL80*)	
PSA 2L	SPESSART TWO LIMA Δ Spessart NDB Δ Charlie VOR				
		285	13	5000 (FL80*)	
ROLIS 1B	ROLIS ONE BRAVO Δ ROLIS Δ OSPUL Δ Ried DVOR/DME Δ Charlie VOR				1. From ROLIS to OSPUL BRNAV equipment necessary. 2. BRNAV and NON-RNAV aircraft expect radar vectors to final approach.
		140(141.5)	13.1	5000(FL120*)	
		144	35	5000 (FL80*)	
		065	21	4000 (FL80*)	
ROLIS 1L	ROLIS ONE LIMA Δ ROLIS Δ Taunus DVORTAC Δ Frankfurt DVORTAC Δ Metro VOR				3. GPS/FMS-aircraft expect ROLIS 25S Transition.
		129	17	5000 (FL80*)	
		121	22		
		030	16	4000 (FL80*)	
UNOKO 1B	UNOKO ONE BRAVO Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ ROKIM Δ Charlie VOR				1. From UNOKO to ROKIM BRNAV equipment necessary. 2. After ROKIM BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS-aircraft expect UNOKO 25S Transition.
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		113(114.7)	15.6	4000 (FL80*)	
		095	39		
UNOKO 1L	UNOKO ONE LIMA Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ ROKIM Δ Metro VOR				4. Immediate transition to RAMOB possible when approaching via Z111.
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		113(114.7)	15.6	4000 (FL80*)	
		060	35		

VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main EDDF

Transition Altitude: 5000 ft.

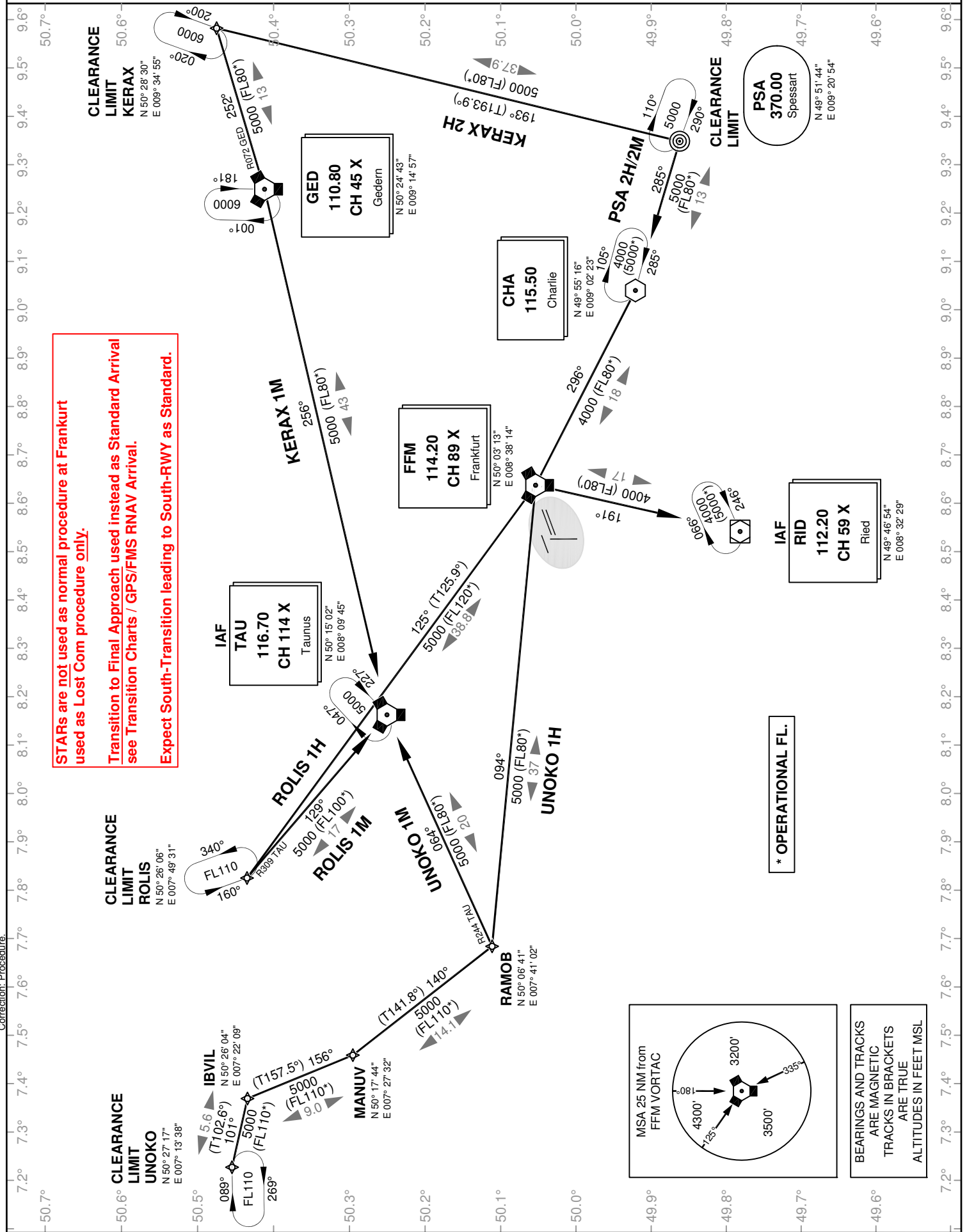
ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

VAR: 1° E

STAR RWY 07L / 07C / 07R

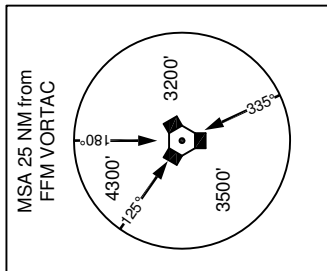


STARs are not used as normal procedure at Frankfurt used as Lost Com procedure only.

Transition to Final Approach used instead as Standard Arrival see Transition Charts / GPS/FMS RNAV Arrival.

Expect South-Transition leading to South-RWY as Standard.

*** OPERATIONAL FL.**



BEARINGS AND TRACKS ARE MAGNETIC TRACKS IN BRACKETS ARE TRUE ALTITUDES IN FEET MSL

Correction: Procedure.

VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main
EDDF

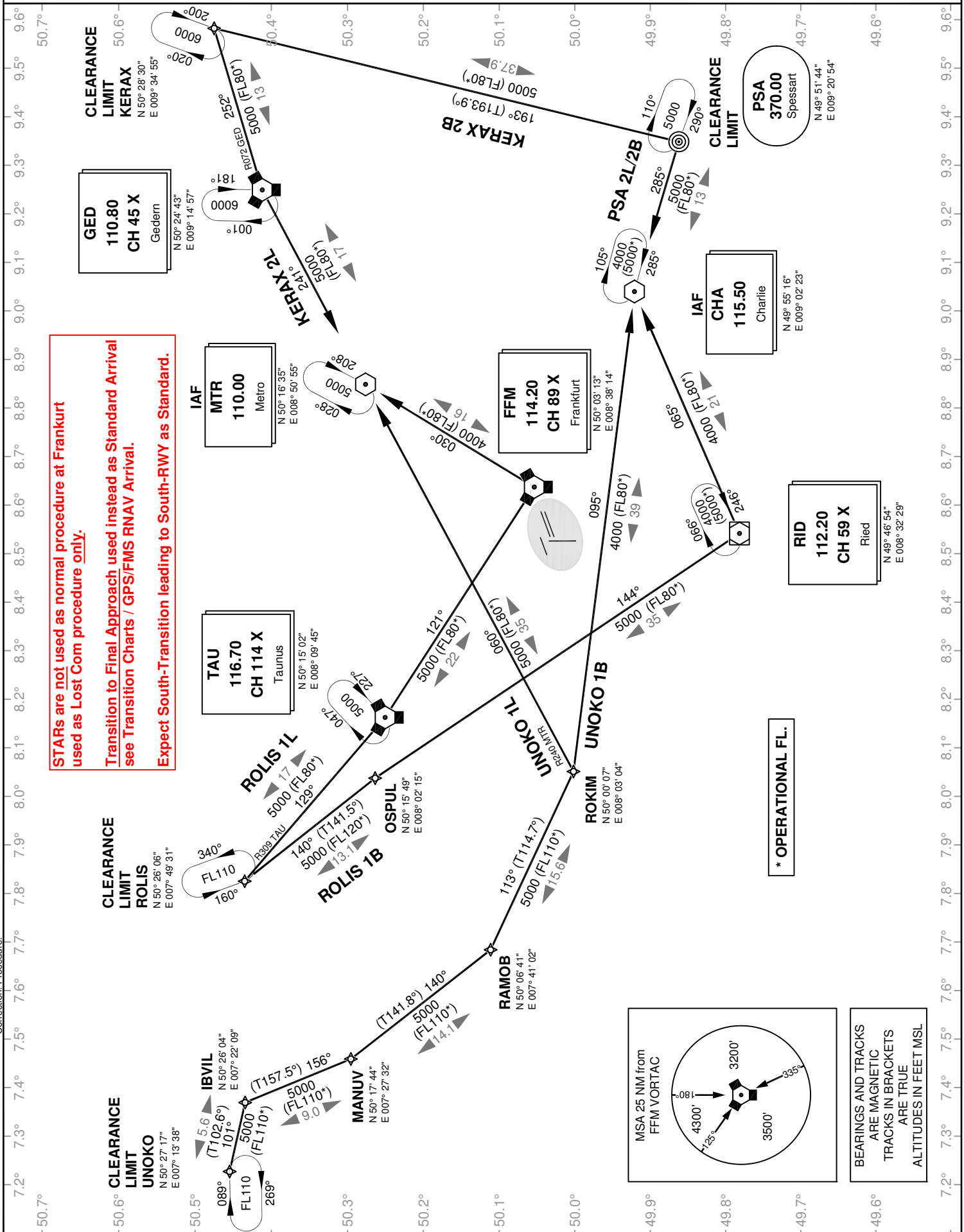
Transition Altitude: 5000 ft.

ATIS 118.020

Langen Radar (N) 120.800
Langen Radar (S) 125.350

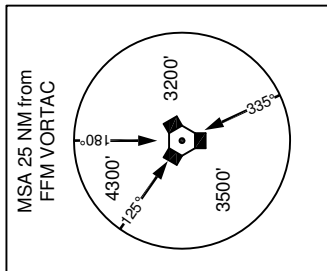
VAR: 1° E

STAR
RWY 25L / 25C / 25R



STARs are not used as normal procedure at Frankfurt used as Lost Com procedure only.
Transition to Final Approach used instead as Standard Arrival see Transition Charts / GPS/FMS RNAV Arrival.
Expect South-Transition leading to South-RWY as Standard.

*** OPERATIONAL FL.**



BEARINGS AND TRACKS ARE MAGNETIC TRACKS IN BRACKETS ARE TRUE ALTITUDES IN FEET MSL

Correction: Procedure.