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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (11-1) Eff 23 Jan

FRANKFURT/MAIN, GERMANY ILS Z Rwy 07L

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

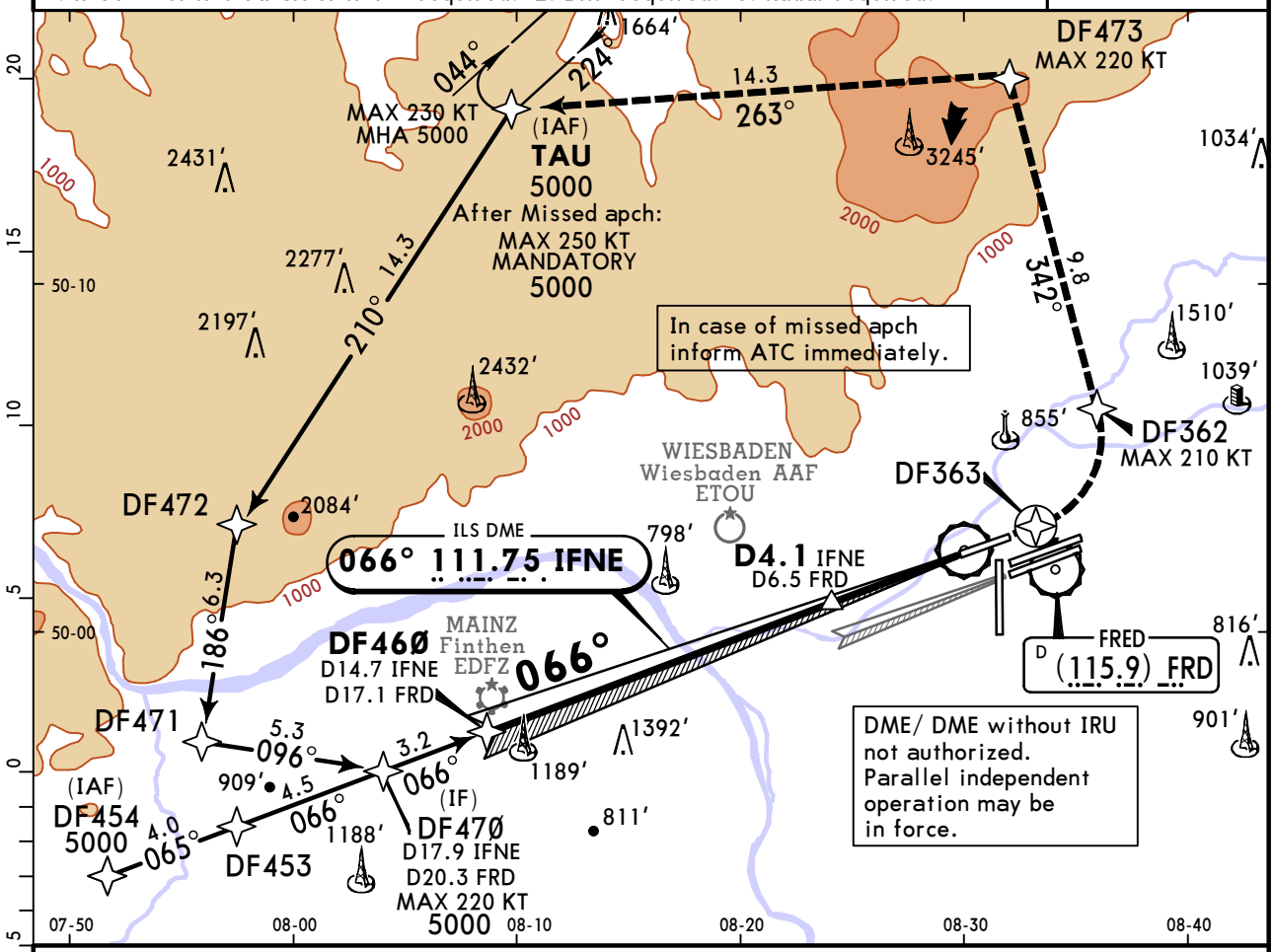
LOC IFNE	Final Apch Crs	DF46Ø	DA(H) Refer to Minimums	Apt Elev 363' Rwy 304'
111.75	066°	5000' (4696')		

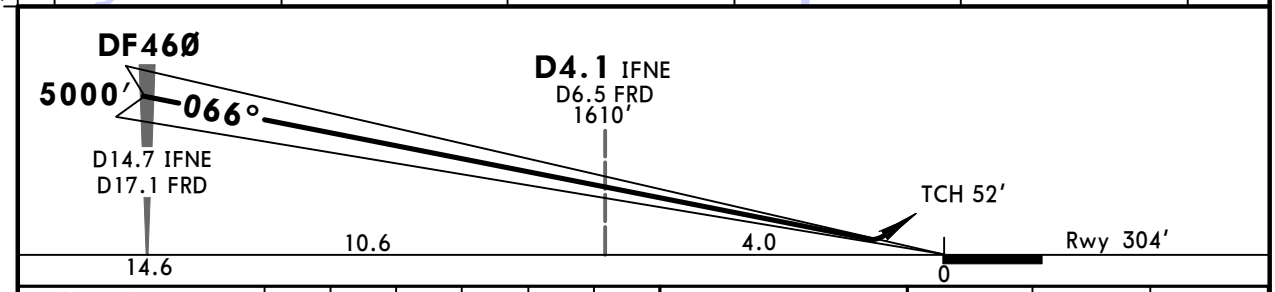
MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients.

Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required.

4300 MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

DF363

Std/State STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle

DA(H) ABC: **504'**(200') D: **512'**(208')

Missed apch climb grad MIN 2.5% (152'/NM)

DA(H) A: **504'**(200') C: **546'**(242') B: **511'**(207') D: **557'**(253')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R550m	1 R550m	R1200m
B						
C				R600m	1 R600m	R1300m
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed apch, minimums.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN
17 JAN 25
Eff 23 Jan
(11-1A)

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 07L

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

LOC IFNE	Final Apch Crs	DF46Ø	CAT III & II ILS Refer to Minimums	Apt Elev 363′ Rwy 304′
111.75	066°	5000′ (4696′)		

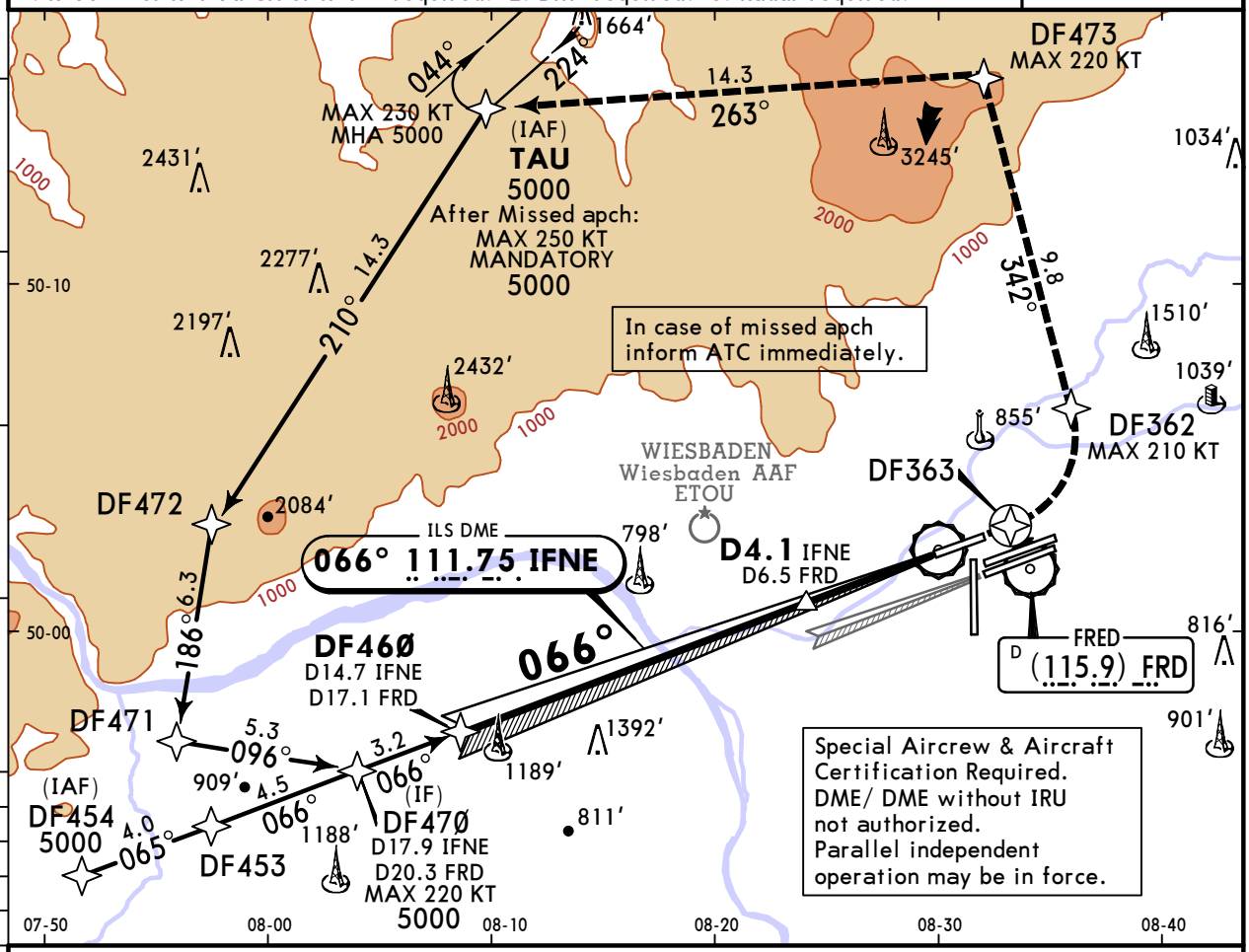
MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000′.
Missed apch climb grad MIN 4.1% (250′/NM) up to 3500′ due to obstacle.

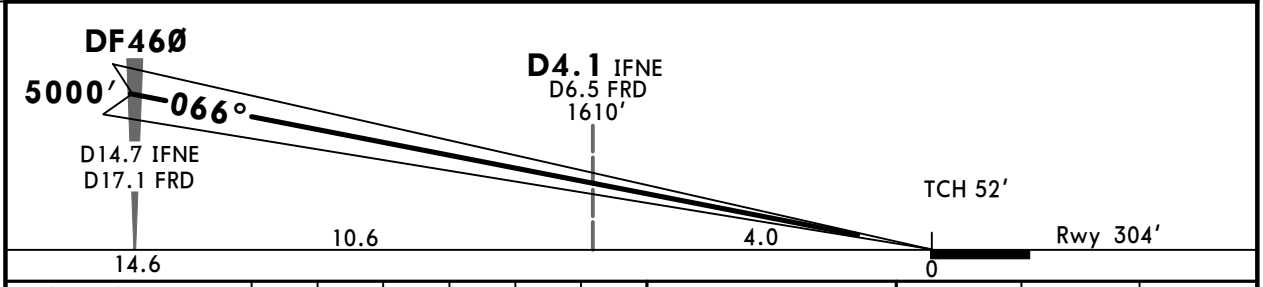
Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′

1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required.

4300
MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF363

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS	
	A: RA 99′ DA(H) 404′(100′) B: RA 106′ DA(H) 411′(107′) C: RA 117′ DA(H) 422′(118′)	D: RA 132′ DA(H) 437′(133′)
R75m	R300m	R400m

PANS OPS

CHANGES: Arrival bearing, missed approach.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (11-2) Eff 23 Jan

FRANKFURT/MAIN, GERMANY
ILS Y Rwy 07L

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

LOC IFEL	Final Apch Crs	DF45Ø	DA(H) Refer to Minimums	Apt Elev 363' Rwy 304'
110.30	066°	5000' (4696')		

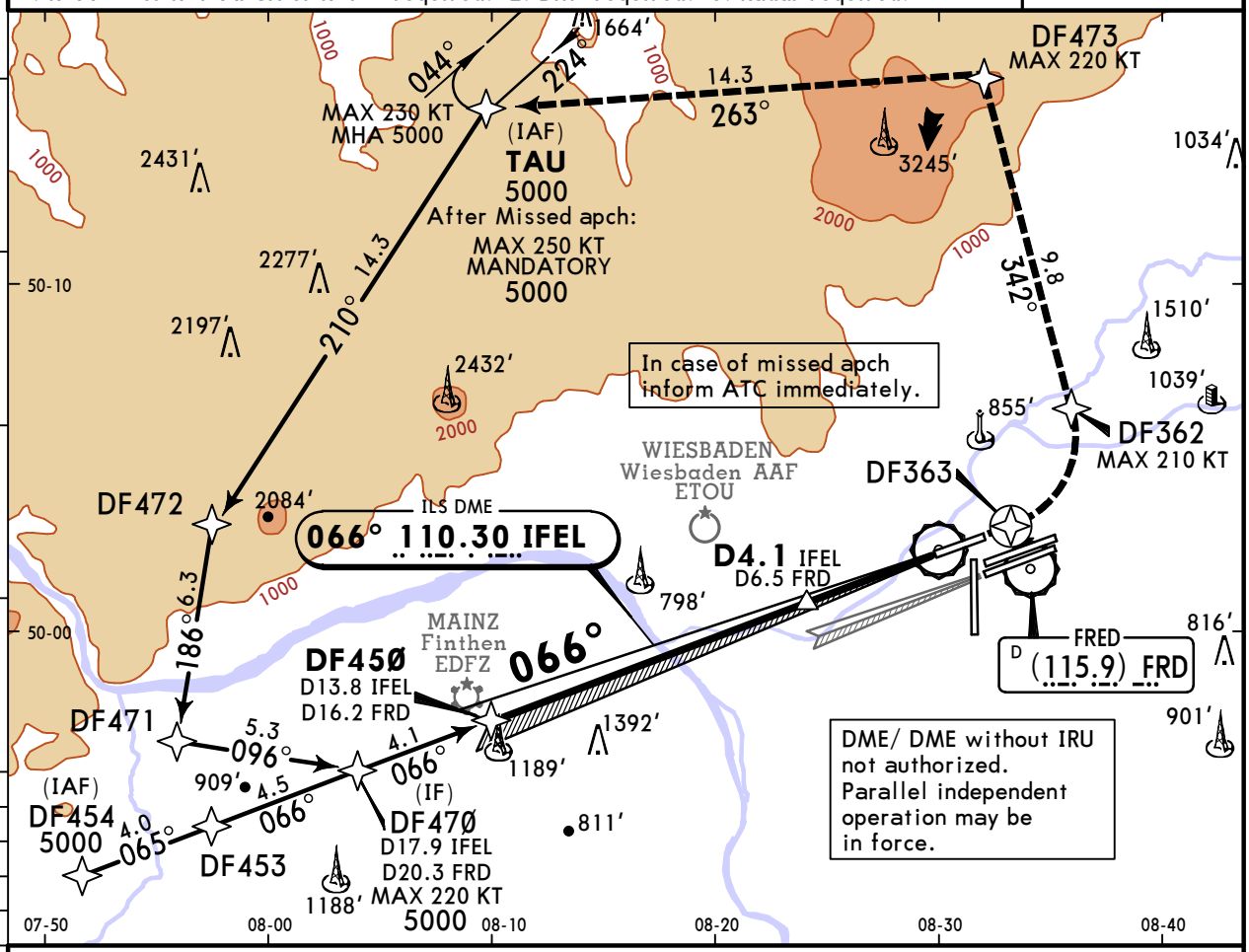
MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients.

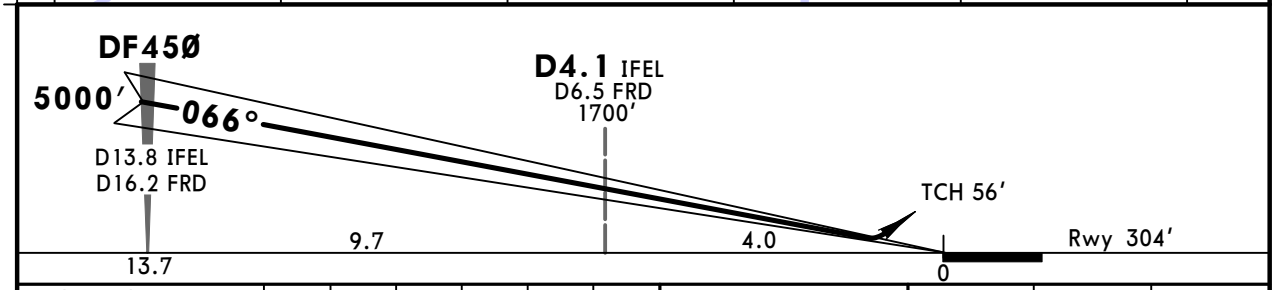
Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required.

4300 MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI

DF363

Std/State STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle

DA(H) ABC: **504'**(200') D: **512'**(208')

Missed apch climb grad MIN 2.5% (152'/NM)

DA(H) A: **504'**(200') C: **546'**(242') B: **511'**(207') D: **557'**(253')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R550m	1 R550m	R1200m
B						
C				R600m	1 R600m	R1300m
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed apch, minimums.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-3)

FRANKFURT/MAIN, GERMANY
ILS Z Rwy 07C

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

LOC IFCE	Final Apch Crs	DF56Ø	ILS DA(H)	Apt Elev 363′
110.55	066°	4000′ (3672′)	528′ (200′)	Rwy 328′

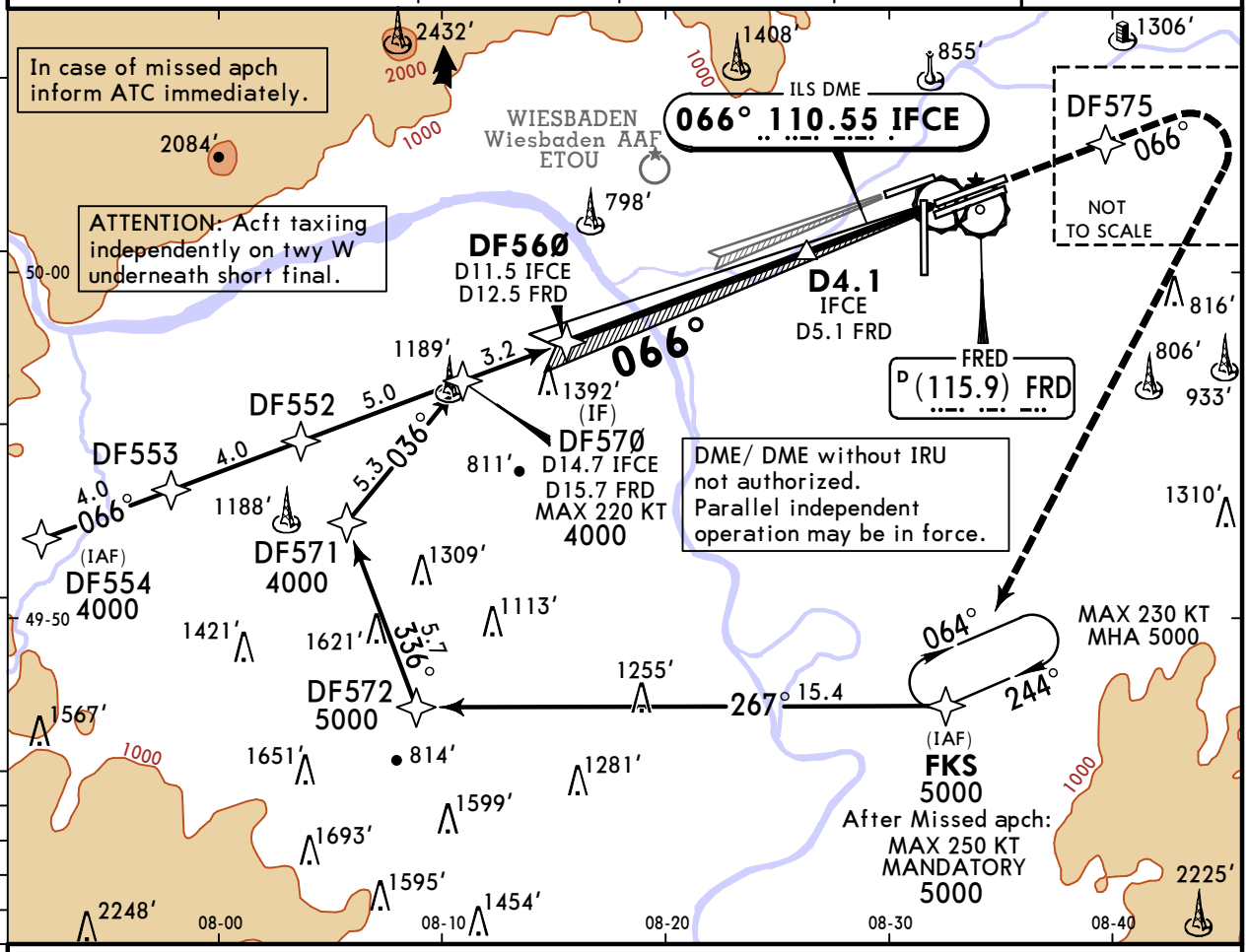
MISSED APCH: Climb direct to DF575, on course 066° to 5000′ (MAX 220 KT), then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

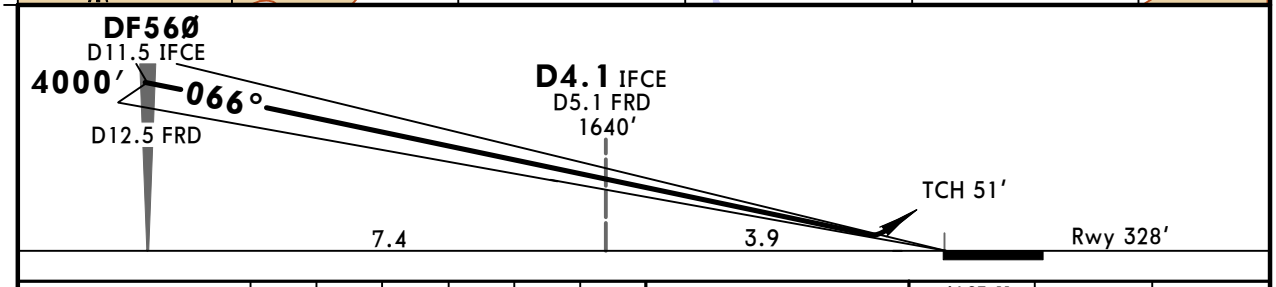
Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required.

4300

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF575

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **528′** (200′)

PANS OPS

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-3A)

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 07C

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

BRIEFING STRIP ™

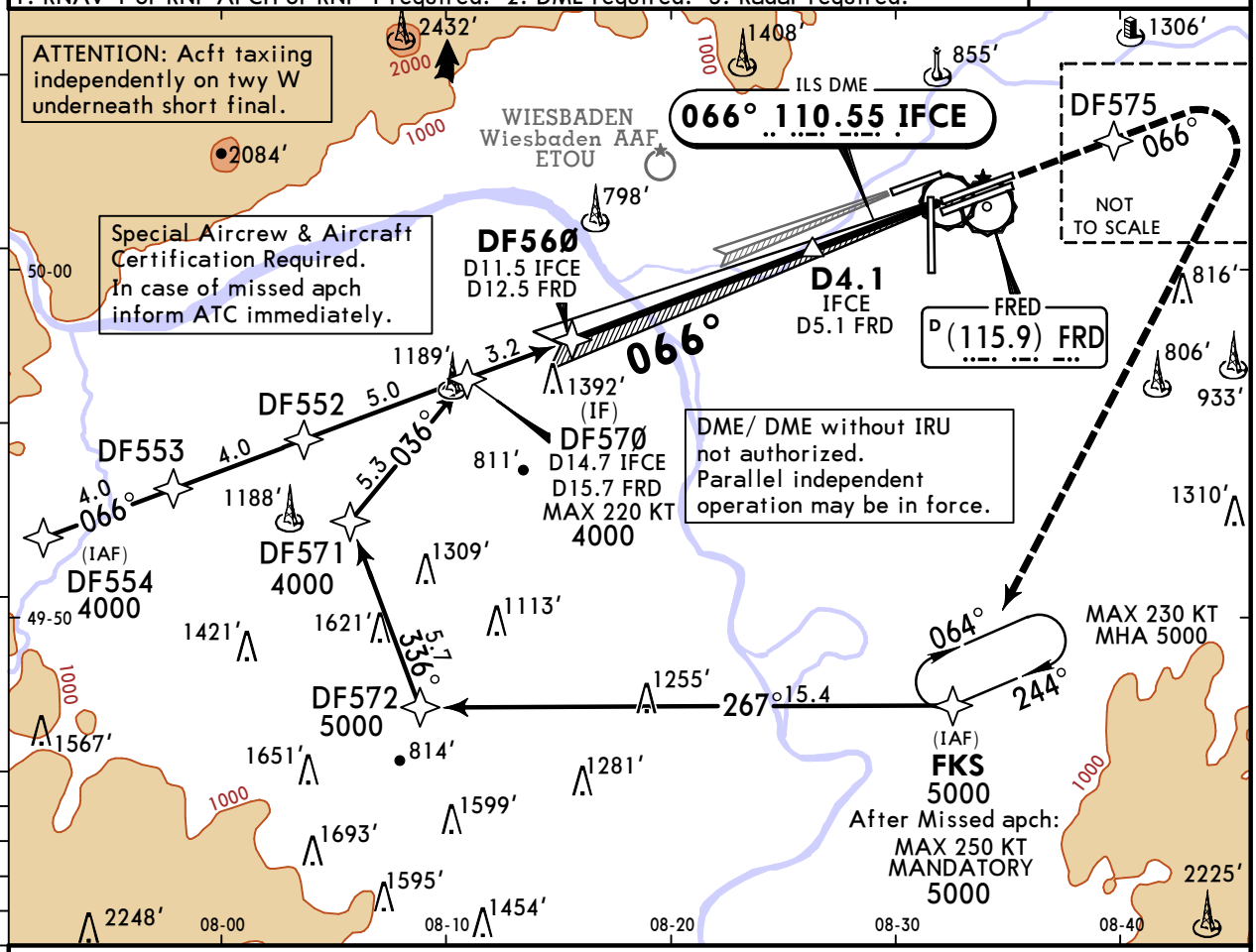
LOC IFCE	Final Apch Crs	DF56Ø	CAT III ILS	CAT II ILS	Apt Elev 363'
110.55	066°	4000' (3672')	Refer to Minimums	RA 102' DA(H) 428' (100')	Rwy 328'

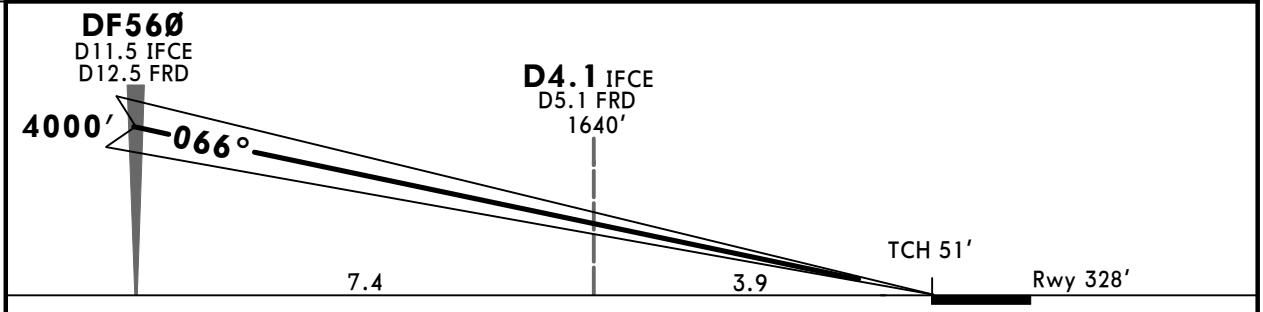
MISSED APCH: Climb direct to DF575, on course 066° to 5000' (MAX 220 KT), then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT).

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. RNAV-1 or RNP APCH or RNP-1 required. 2. DME required. 3. Radar required.

MSA ARP: 4300





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF575

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 102' DA(H) 428' (100')
R75m	[1] R300m

PANS OPS

[1] CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-4)

FRANKFURT/MAIN, GERMANY
ILS X or LOC Rwy 07C

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

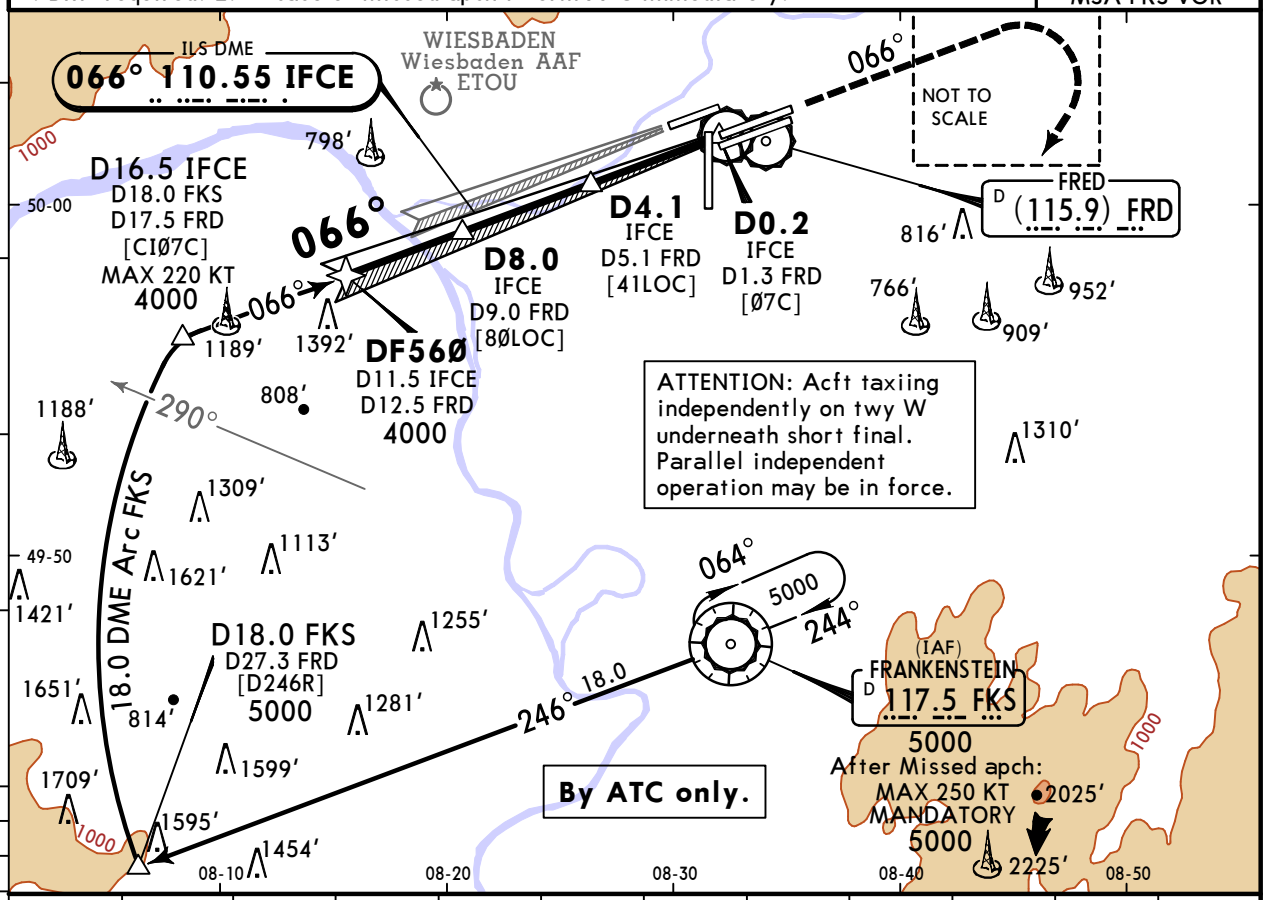
ILS IFCE	Final Apch Crs	DF56Ø	ILS DA(H)	Apt Elev 363'
110.55	066°	4000' (3672')	528' (200')	Rwy 328'

MISSED APCH: Climb on course 066° to 5000' (MAX 220 KT), then turn RIGHT direct to FKS at 5000' (MAX 250 KT).

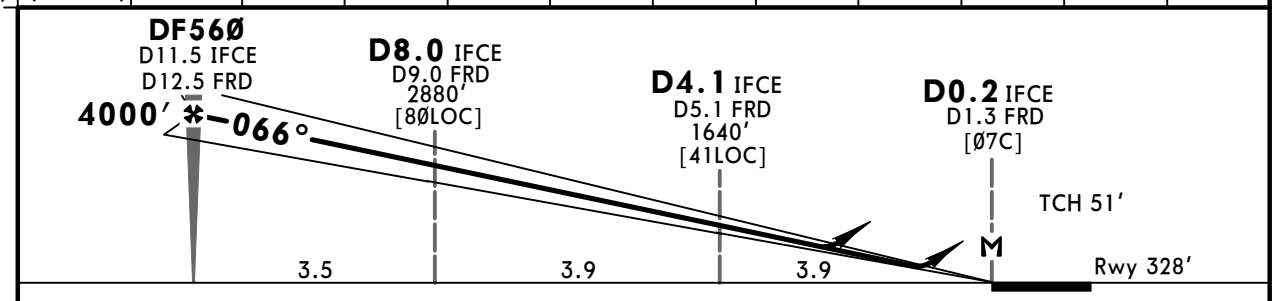
Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. In case of missed apch inform ATC immediately.

MSA FKS VOR: 120° 4300, 190°, 3900, 3600, 010°



LOC (GS out)	IFCE DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3820'	3500'	3190'	2870'	2550'	2230'	1910'	1590'	1270'	960'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 IFCE/ D1.3 FRD							

ALSF-II, REIL, PAPI

220 KT MAX

5000' on 066°

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 528' (200')			LOC (GS out) CDFA [2] DA/MDA(H) 850' (522')		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[1] R550m	R1200m	R1500m		
B						
C				R1700m		R2400m
D						

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-4A)

FRANKFURT/MAIN, GERMANY
CAT II/III ILS X Rwy 07C

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

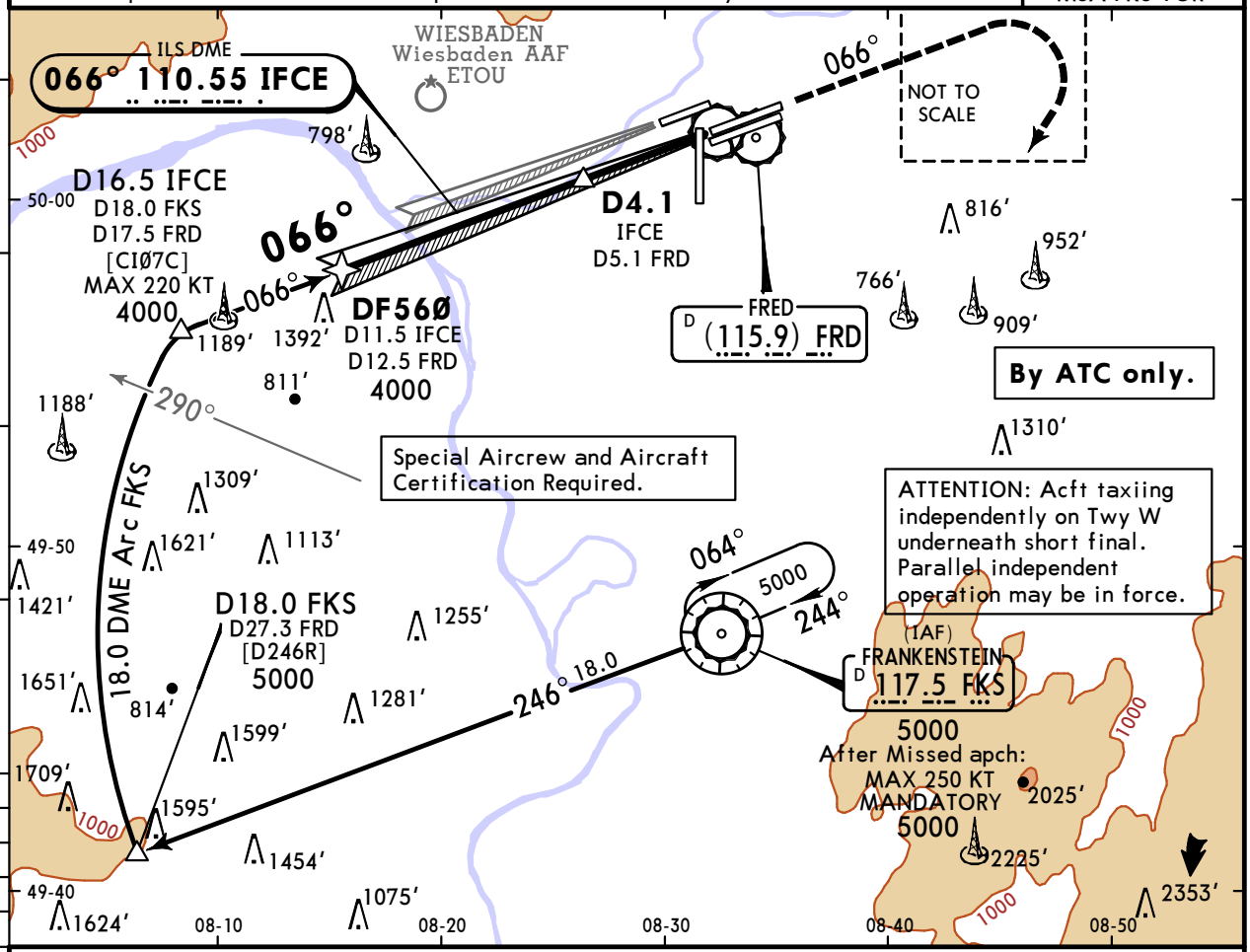
ILS IFCE	Final Apch Crs	DF56Ø	CAT III ILS	CAT II ILS	Apt Elev 363'
110.55	066°	4000'(3672')	Refer to Minimums	RA 102' DA(H) 428' (100')	Rwy 328'

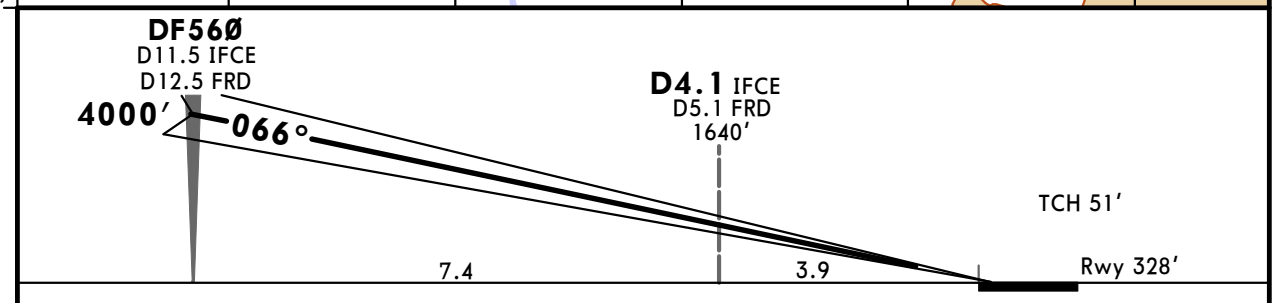
MISSED APCH: Climb on course 066° to 5000' (MAX 220 KT), then turn RIGHT direct to FKS at 5000' (MAX 250 KT).

Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. In case of missed apch inform ATC immediately.

MSA FKS VOR: 4300 (120°–190°), 3900 (010°–120°), 3600 (190°–010°)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II, REIL, PAPI

220 KT MAX

5000' on 066°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 102' DA(H) 428' (100')
R75m	[1] R300m

PANS OPS

[1] CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-5)

FRANKFURT/MAIN, GERMANY
ILS Rwy 07R

BRIEFING STRIP ™

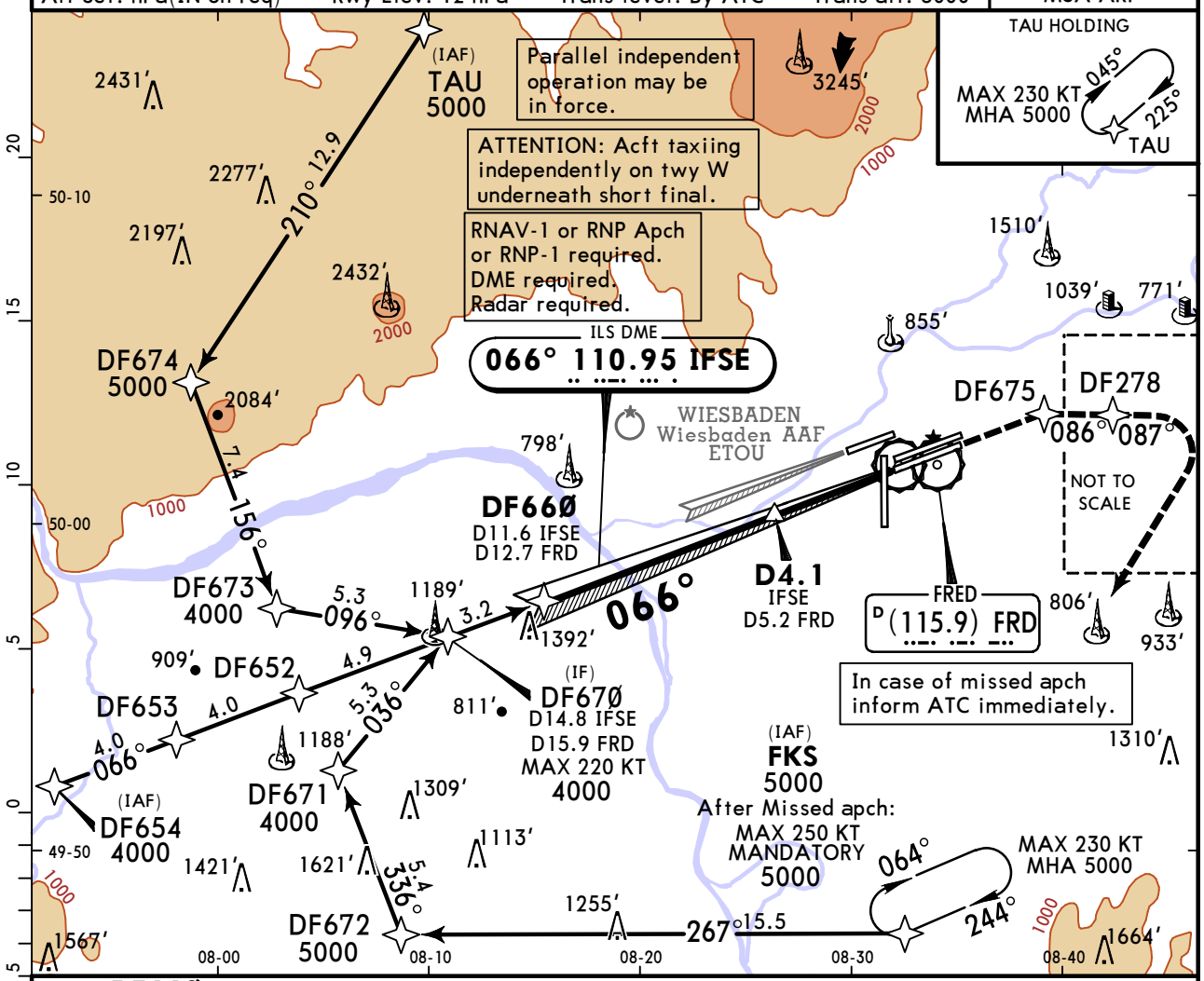
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

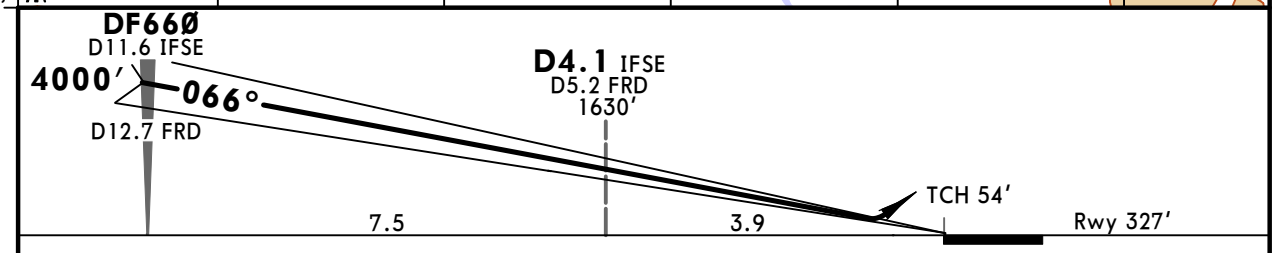
LOC IFSE	Final Apch Crs	DF66Ø	ILS DA(H)	Apt Elev 363′
110.95	066°	4000′ (3673′)	527′ (200′)	Rwy 327′

MISSED APCH: Climb to DF675, then to DF278, then on course 087° to 5000′ (MAX 220 KT). Then turn RIGHT direct to FKS at 5000′ (MAX 250 KT).

4300 MSA ARP

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF675 DF278

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **527′** (200′)

PANS OPS

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-5A)

FRANKFURT/MAIN, GERMANY CAT II/III ILS Rwy 07R

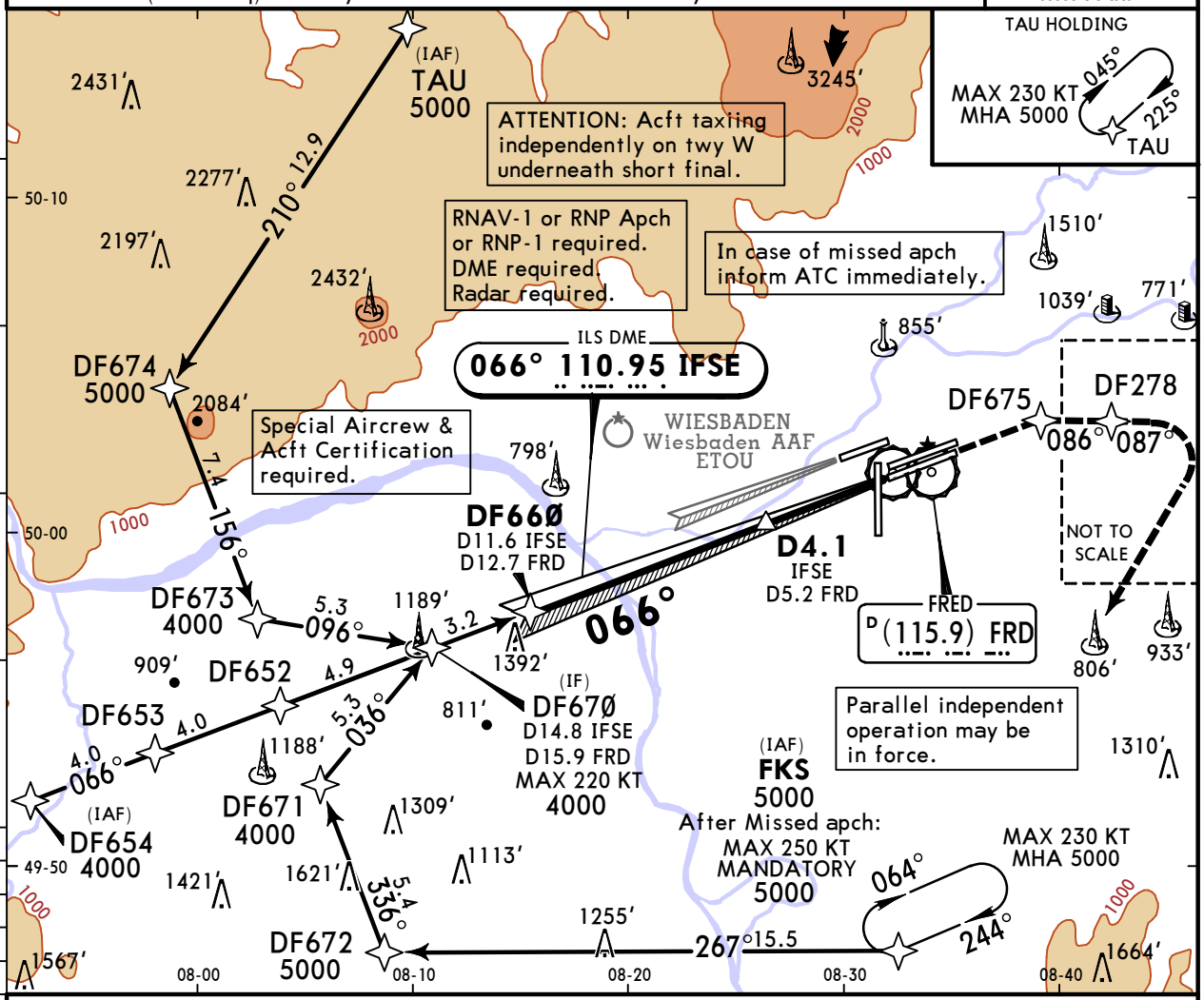
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

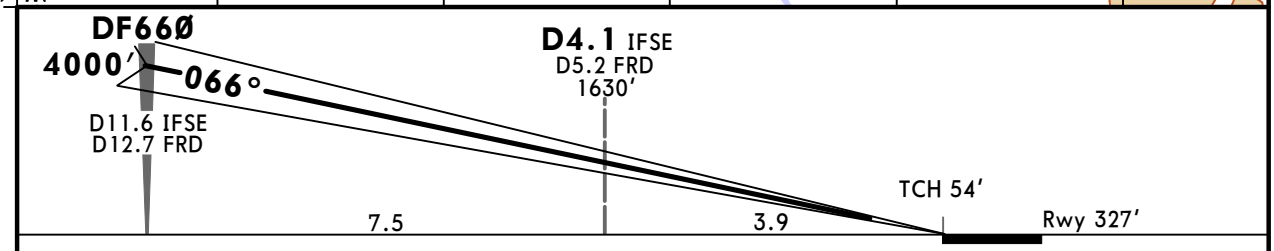
LOC IFSE	Final Apch Crs	DF66Ø	CAT III ILS	CAT II ILS	Apt Elev 363'
110.95	066°	4000' (3673')	Refer to Minimums	RA 101' DA(H) 427' (100')	Rwy 327'

MISSED APCH: Climb to DF675, then to DF278, then on course 087° to 5000' (MAX 220 KT). Then turn RIGHT direct to FKS at 5000' (MAX 250 KT).

Alt Set: hPa(IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

4300 MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI DF675 DF278

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 101' DA(H) 427' (100')
R75m	[1] R300m

[1] CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-6)

FRANKFURT/MAIN, GERMANY
ILS Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

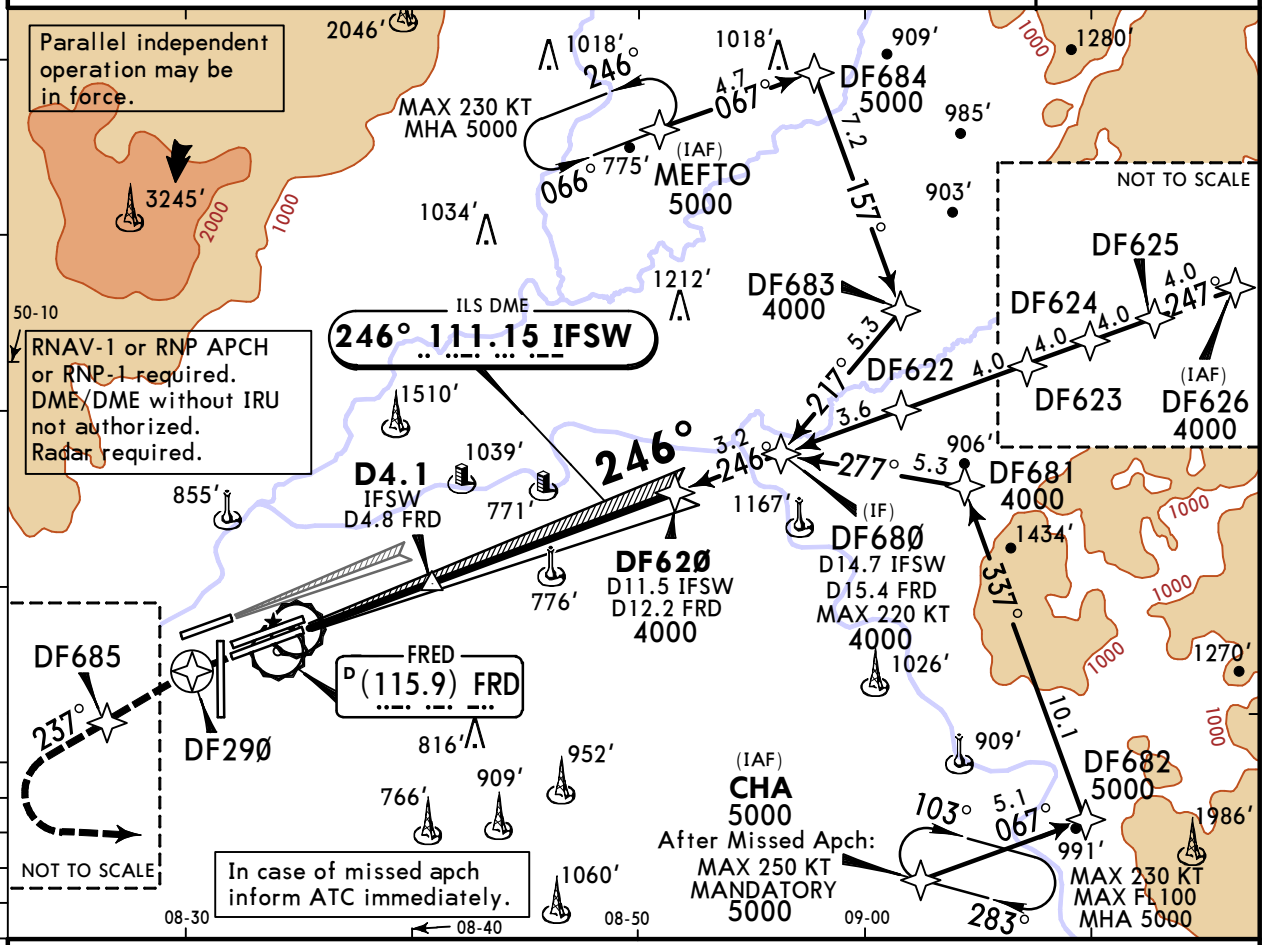
LOC IFSW	Final Apch Crs	DF62Ø	ILS DA(H)	Apt Elev 363′
111.15	246°	4000′ (3639′)	561′ (200′)	Rwy 361′

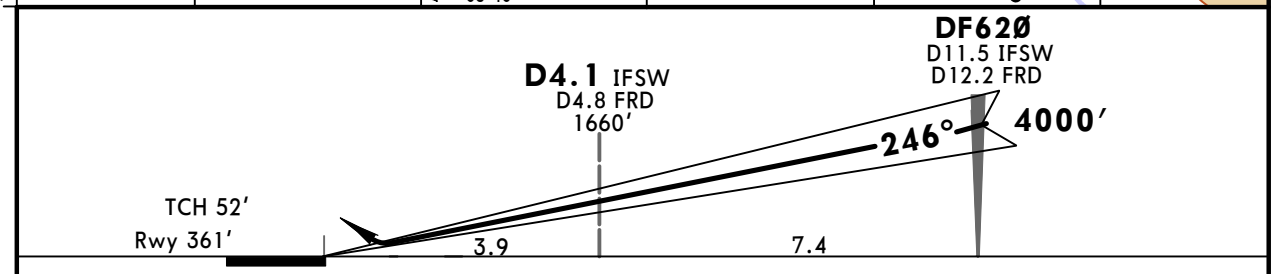
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000′ (MAX 220 KT), then turn LEFT direct to CHA at 5000′ (MAX 250 KT).

Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. ATTENTION: Acft taxiing independently on Twy U underneath short final.

4300
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF29Ø

Std/State STRAIGHT-IN LANDING

1 ILS

DA(H) **561′** (200′)

PANS OPS		TDZ or CL out	ALS out
A B C D	R550m	**2** R550m	R1200m

1 D_L: DA(H) 588′(227′). **2** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (11-6A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival		FRANKFURT Tower		*Ground
118.030	120.805	*125.355	118.505	*127.280	118.780	119.905	121.805

LOC IFSW	Final Apch Crs	DF62Ø	CAT III ILS	CAT II ILS	Apt Elev 363'
111.15	246°	4000' (3639')	Refer to Minimums	RA 95' DA(H) 461' (100')	Rwy 361'

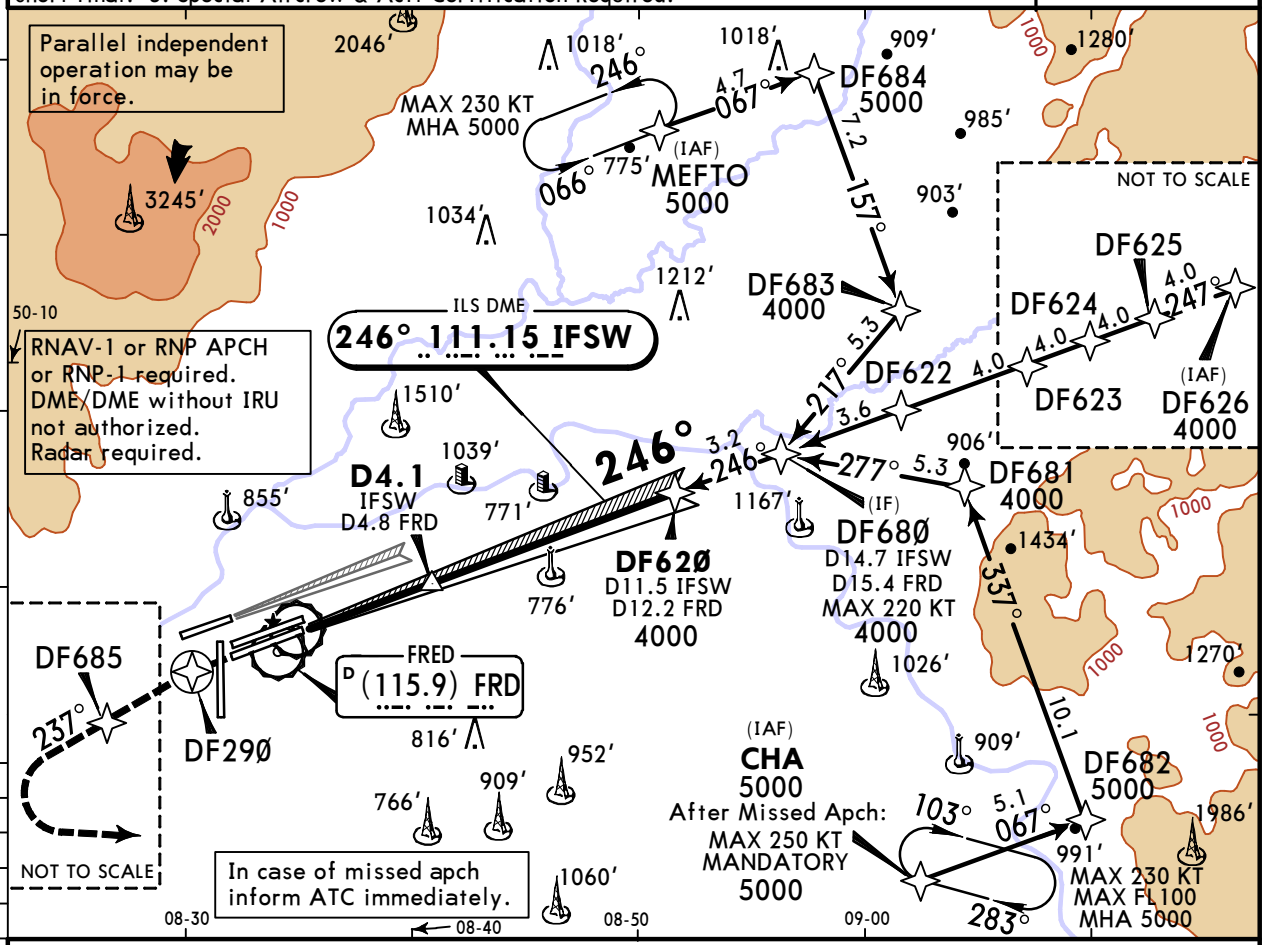
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).

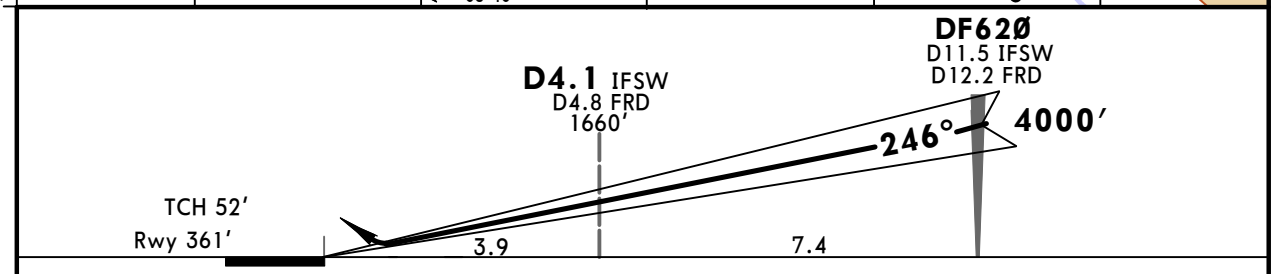
Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. ATTENTION: Acft taxiing independently on Twy U underneath short final. 3. Special Aircrew & Acft Certification Required.

4300

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF29Ø

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 95' DA(H) 461' (100')
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-7)

FRANKFURT/MAIN, GERMANY
ILS Z Rwy 25C

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

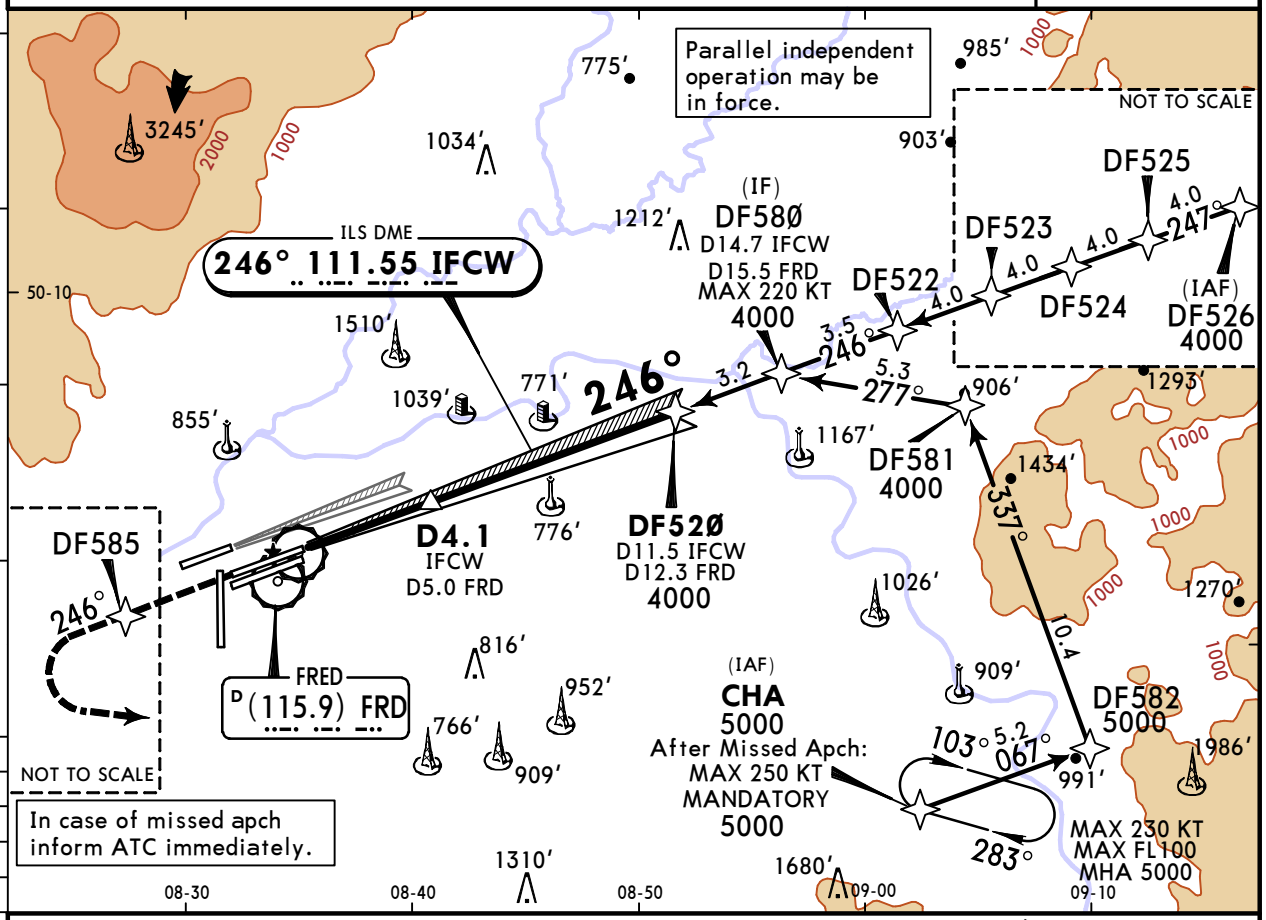
LOC IFCW	Final Apch Crs	DF52Ø	ILS DA(H)	Apt Elev 363'
111.55	246°	4000' (3637')	563' (200')	Rwy 363'

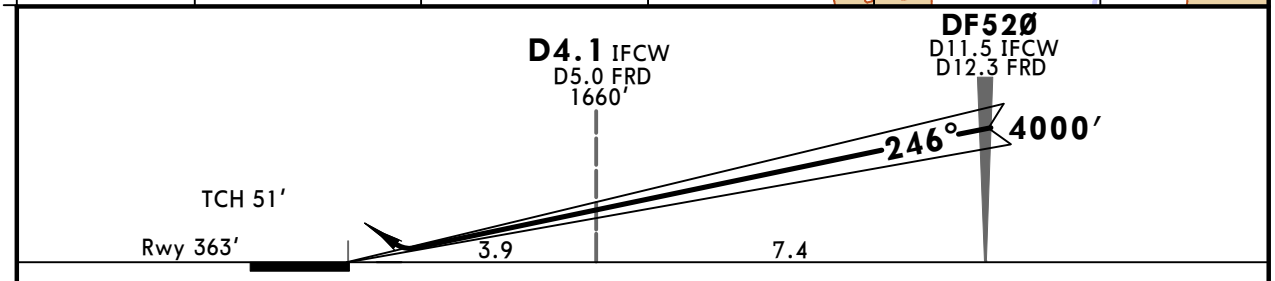
MISSED APCH: Climb direct to DF585, on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. ATTENTION: Acft taxiing independently on Twy U underneath short final.

4300
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF585

Std/State STRAIGHT-IN LANDING

ILS

DA(H) **563'** (200')

PANS OPS		TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24

JEPPESEN (11-7A)

FRANKFURT/MAIN, GERMANY
CAT II/III ILS Z Rwy 25C

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

LOC IFCW	Final Apch Crs	DF52Ø	CAT III ILS	CAT II ILS	Apt Elev 363′
111.55	246°	4000′ (3637′)	Refer to Minimums	RA 98′ DA(H) 463′ (100′)	Rwy 363′

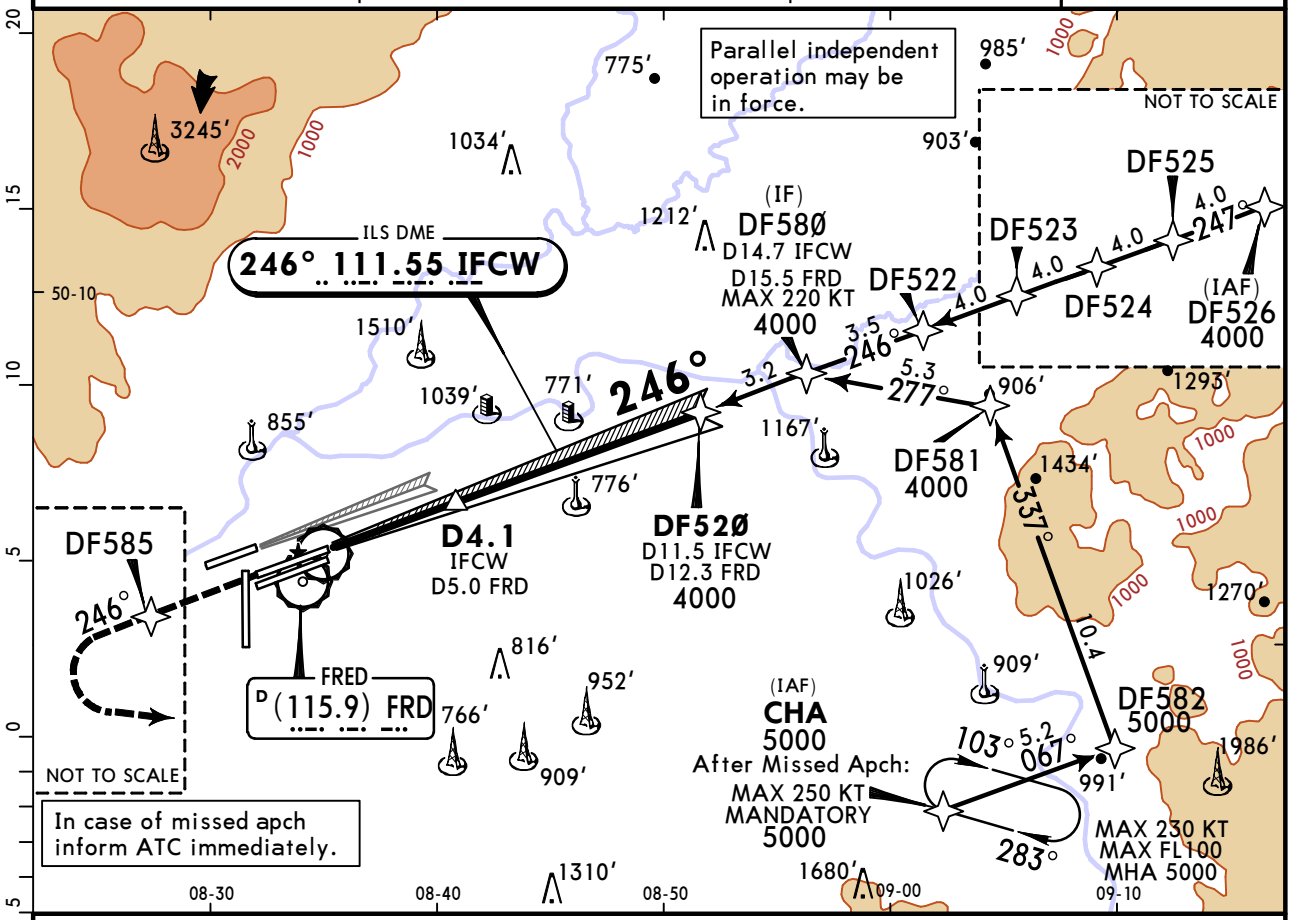
MISSED APCH: Climb direct to DF585, on course 246° to 5000′ (MAX 220 KT), then turn LEFT direct to CHA at 5000′ (MAX 250 KT).

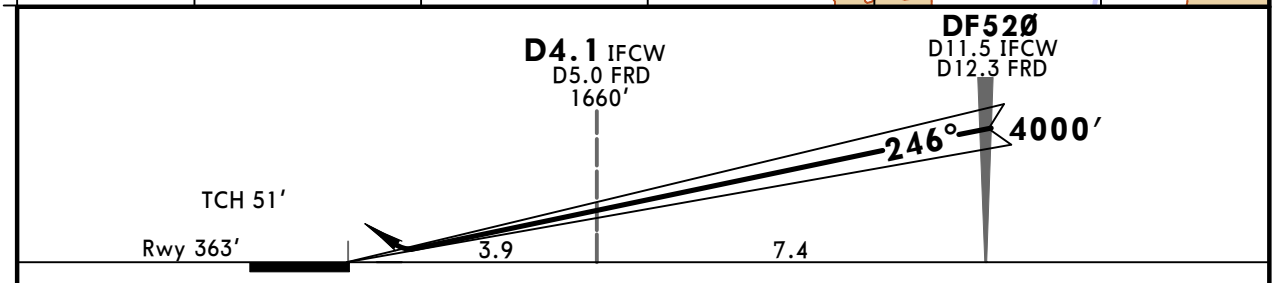
Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. ATTENTION: Acft taxiing independently on Twy U underneath short final. 6. Special Aircrew & Acft Certification Required.

4300

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF585

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 98′ DA(H) 463′ (100′)
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-8)

FRANKFURT/MAIN, GERMANY
ILS X or LOC Rwy 25C

BRIEFING STRIP™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

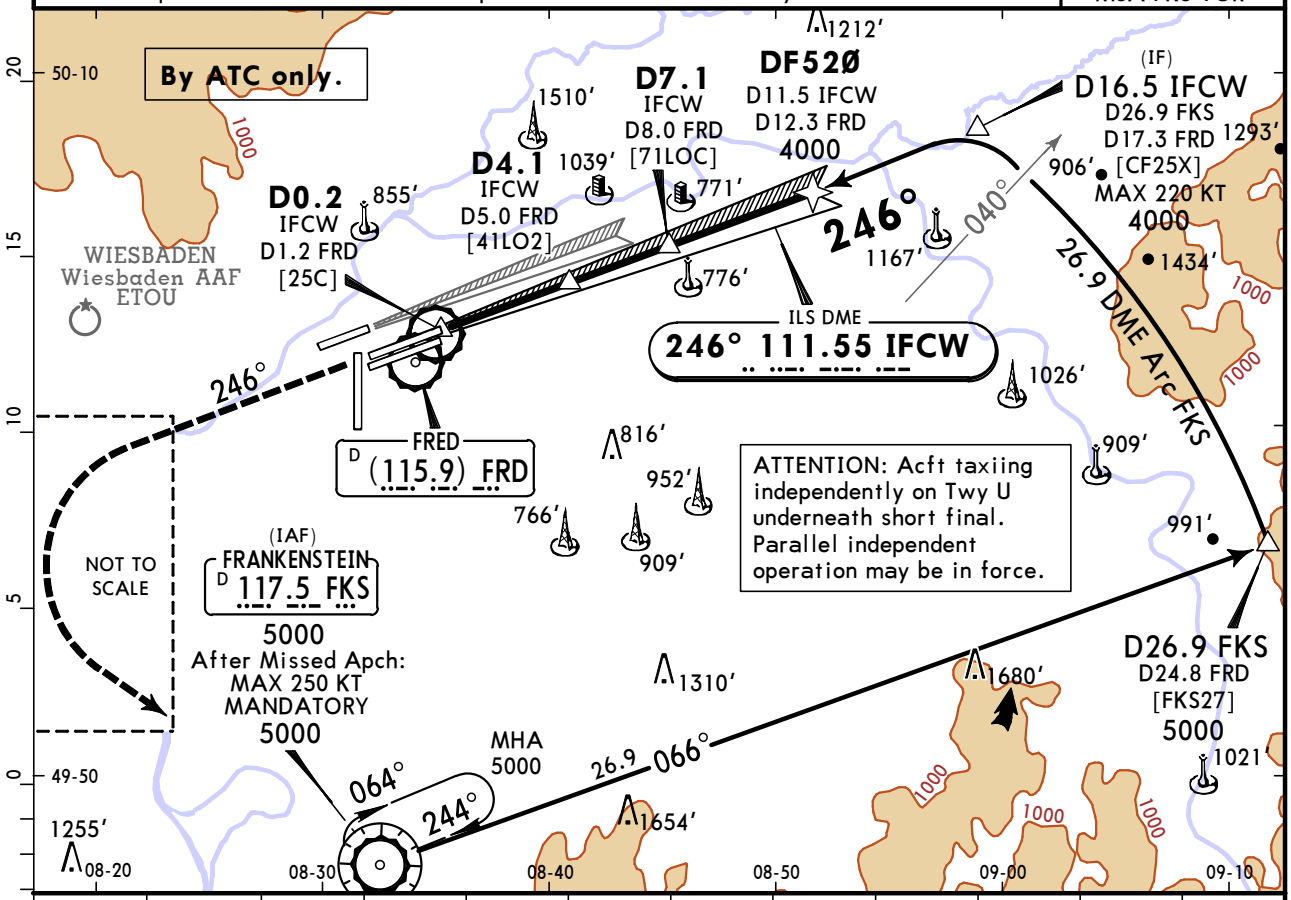
ILS IFCW	Final Apch Crs	DF52Ø	ILS DA(H)	Apt Elev 363'
111.55	246°	4000'(3637')	563'(200')	Rwy 363'

MISSED APCH: Climb on course 246° to 5000' (MAX 220 KT), then turn LEFT direct to FKS at 5000' (MAX 250 KT).

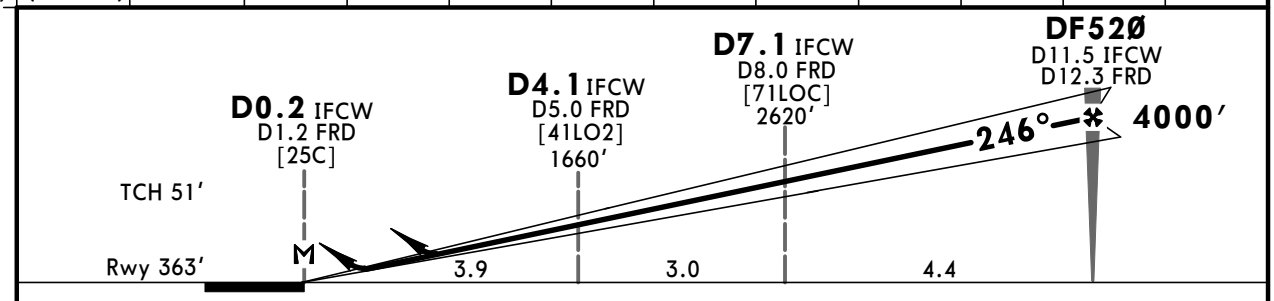
Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. In case of missed apch inform ATC immediately.

MSA FKS VOR: 4300 (120°–190°), 3900 (010°–120°), 3600 (190°–010°)



LOC (GS out)	IFCW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	990'	1310'	1630'	1950'	2270'	2580'	2900'	3220'	3540'	3860'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 IFCW/ D1.2 FRD							

ALSF-II, REIL, PAPI

220 KT MAX

5000' on 246°

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 563'(200')			LOC (GS out) CDFA [2] DA/MDA(H) 840'(477')		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[1] R550m	R1200m	R1500m	R1500m	R1500m
B						
C						R2200m
D						

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (11-8A)

FRANKFURT/MAIN, GERMANY
CAT II/III ILS X Rwy 25C

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival		FRANKFURT Tower		*Ground
118.030	120.805	*125.355	118.505	*127.280	118.780	119.905	121.805

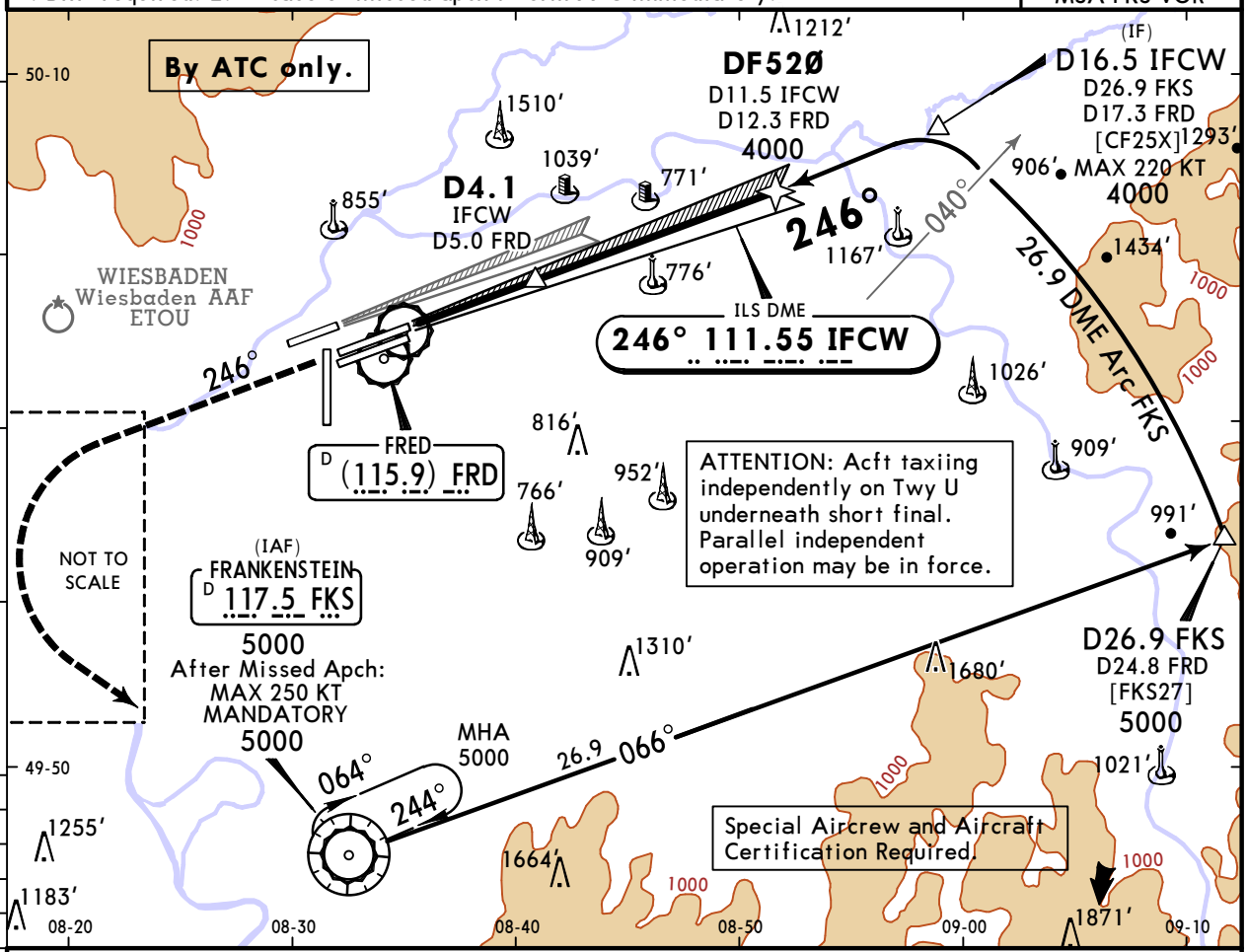
ILS IFCW	Final Apch Crs	DF52Ø	CAT III ILS	CAT II ILS	Apt Elev 363′
111.55	246°	4000′(3637′)	Refer to Minimums	RA 98′ DA(H) 463′ (100′)	Rwy 363′

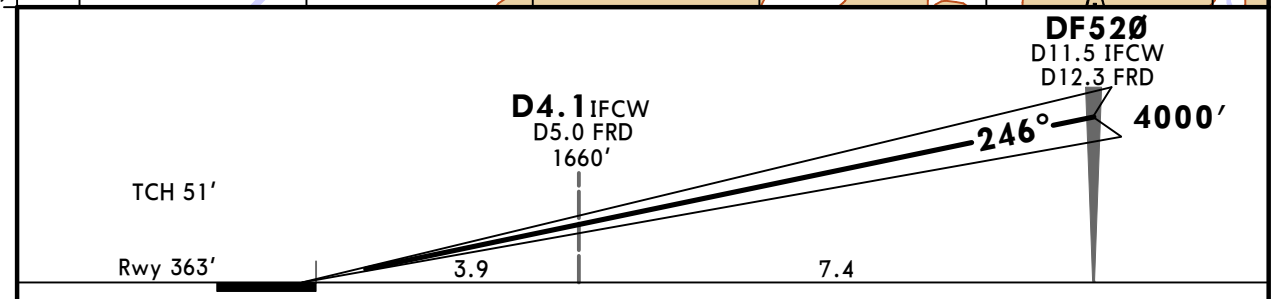
MISSED APCH: Climb on course 246° to 5000′ (MAX 220 KT), then turn LEFT direct to FKS at 5000′ (MAX 250 KT).

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. In case of missed apch inform ATC immediately.

MSA FKS VOR: 120° 4300 190° 3900 3600 010°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI | 220 KT MAX | 5000′ on 246°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 98′ DA(H) 463′ (100′)
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (11-9) Eff 23 Jan

FRANKFURT/MAIN, GERMANY
ILS Z Rwy 25R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

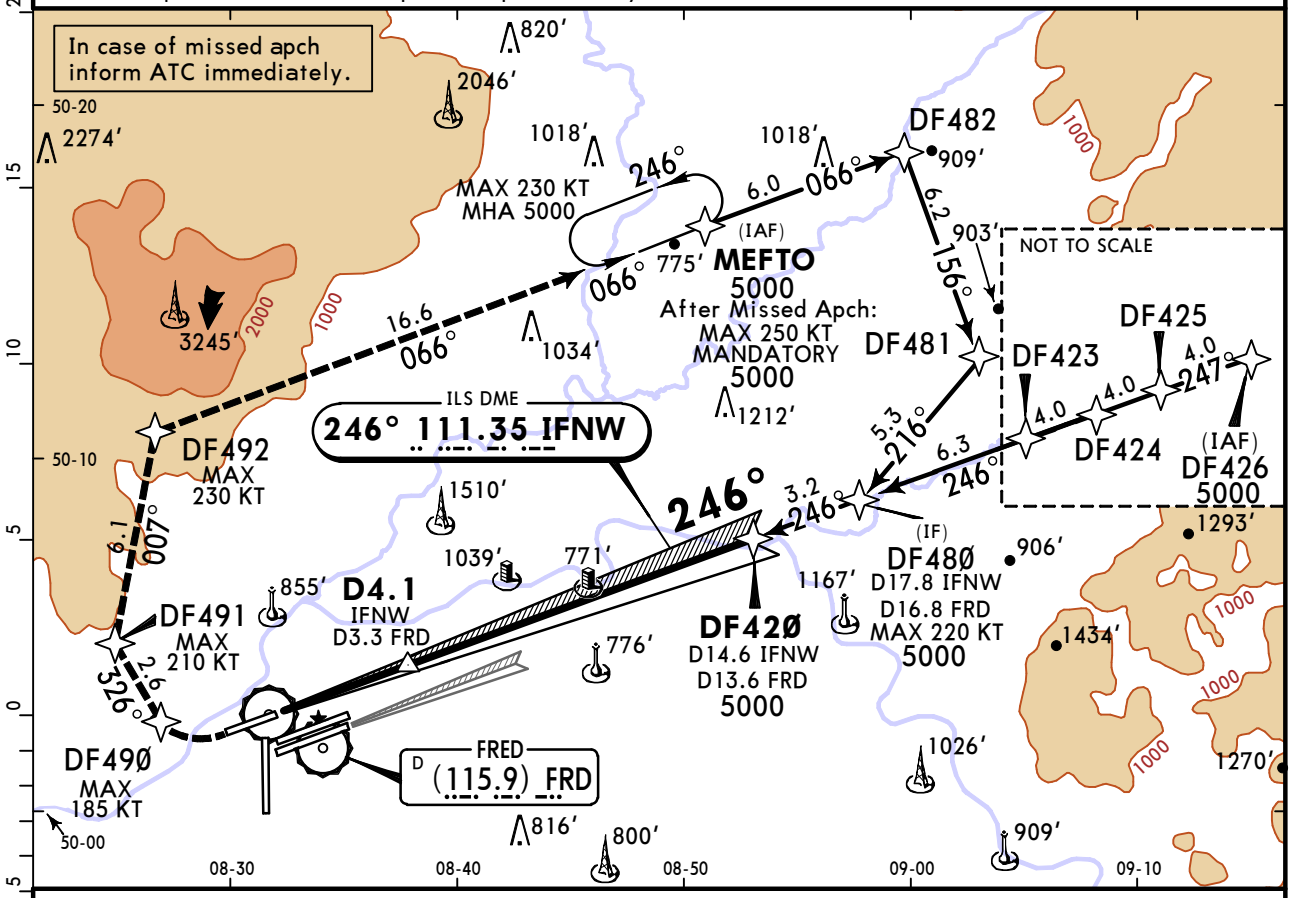
LOC IFNW	Final Apch Crs	DF42Ø	DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
111.35	246°	5000′ (4649′)		

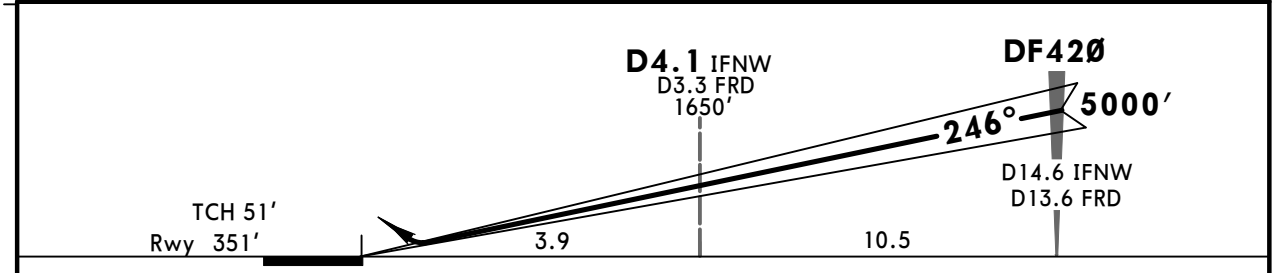
MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

MIN 680′ on 246°

DF49Ø RT 185 KT MAX

Std/State STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle.
DA(H) ABC: **551′**(200′) D: **561′**(210′)

Missed apch climb grad MIN 2.5% (152′/NM)
DA(H) A: **1330′**(979′) C: **1350′**(999′)
B: **1340′**(989′) D: **1360′**(1009′)

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1500m		
B						
C				R2400m		
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed apch, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 Eff 23 Jan (11-9A)

FRANKFURT/MAIN, GERMANY CAT II/III ILS Z Rwy 25R

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

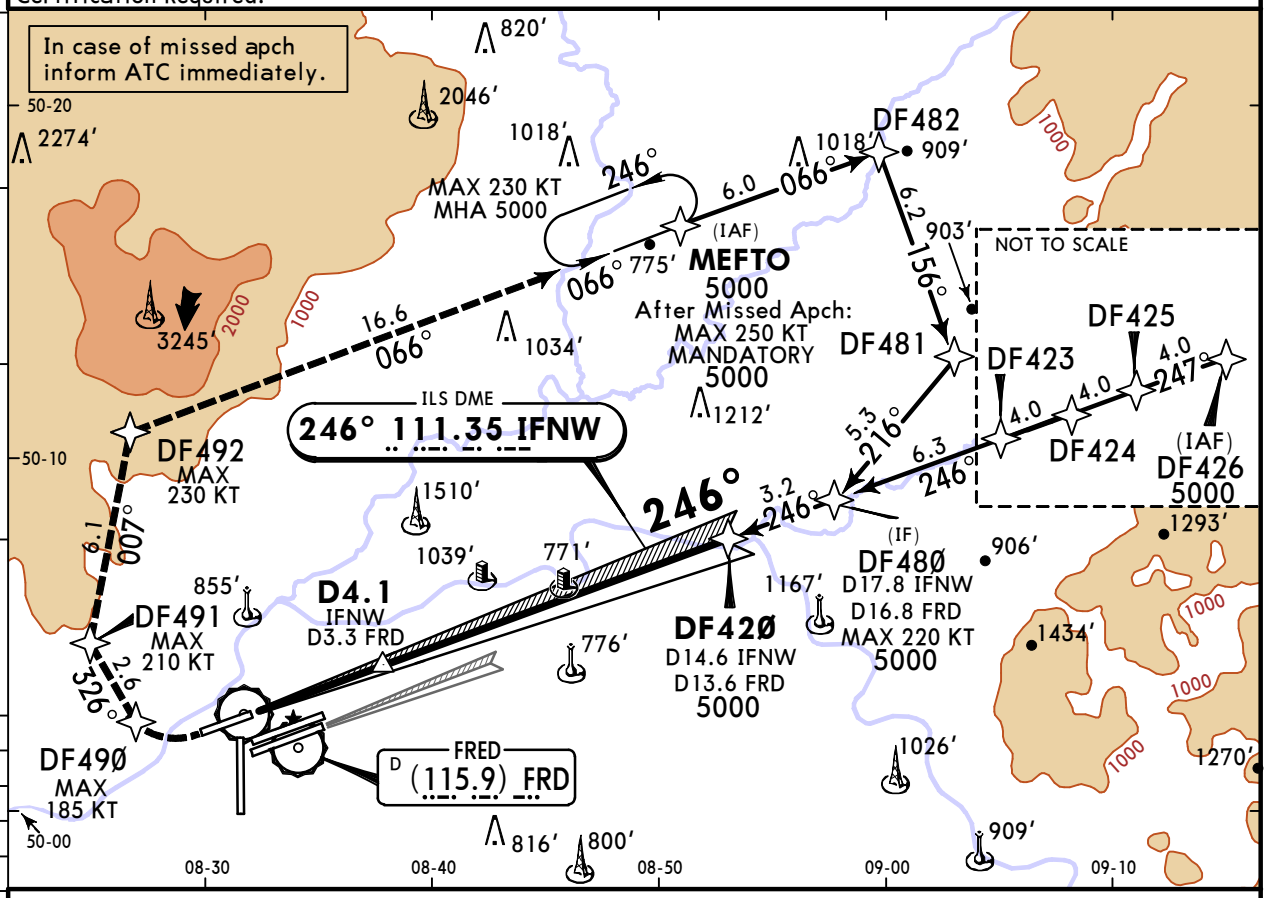
LOC IFNW	Final Apch Crs	DF42Ø	CAT III ILS	CAT II ILS	Apt Elev 363'
111.35	246°	5000'(4649')	Refer to Minimums	Refer to Minimums	Rwy 351'

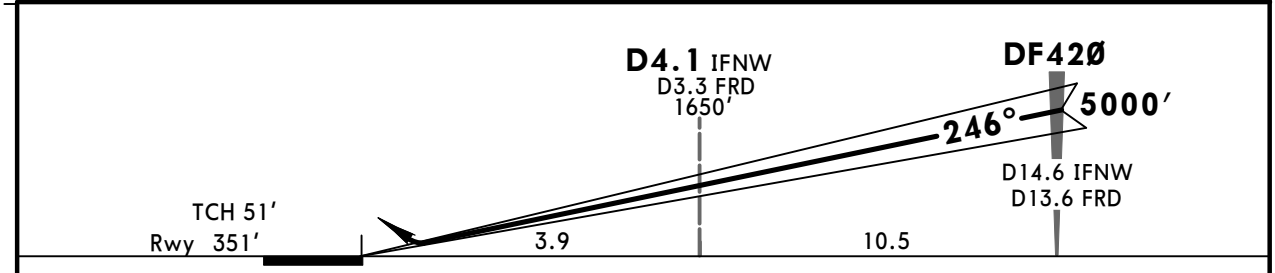
4300 MSA ARP

MISSED APCH: Climb on course 246° to 680' or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000' (MAX 250 KT).
Missed apch climb gradient MIN 4.5% (275'/NM) up to 2300' due to obstacle.

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force. 6. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI | MIN 680' on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS	
	A: RA 103' DA(H) 451'(100') B: RA 109' DA(H) 457'(106') C: RA 121' DA(H) 468'(117')	D: RA 145' DA(H) 483'(132')
R75m	R300m	R400m

PANS OPS

CHANGES: Arrival bearings, missed apch.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (11-10) Eff 23 Jan

FRANKFURT/MAIN, GERMANY ILS Y Rwy 25R

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

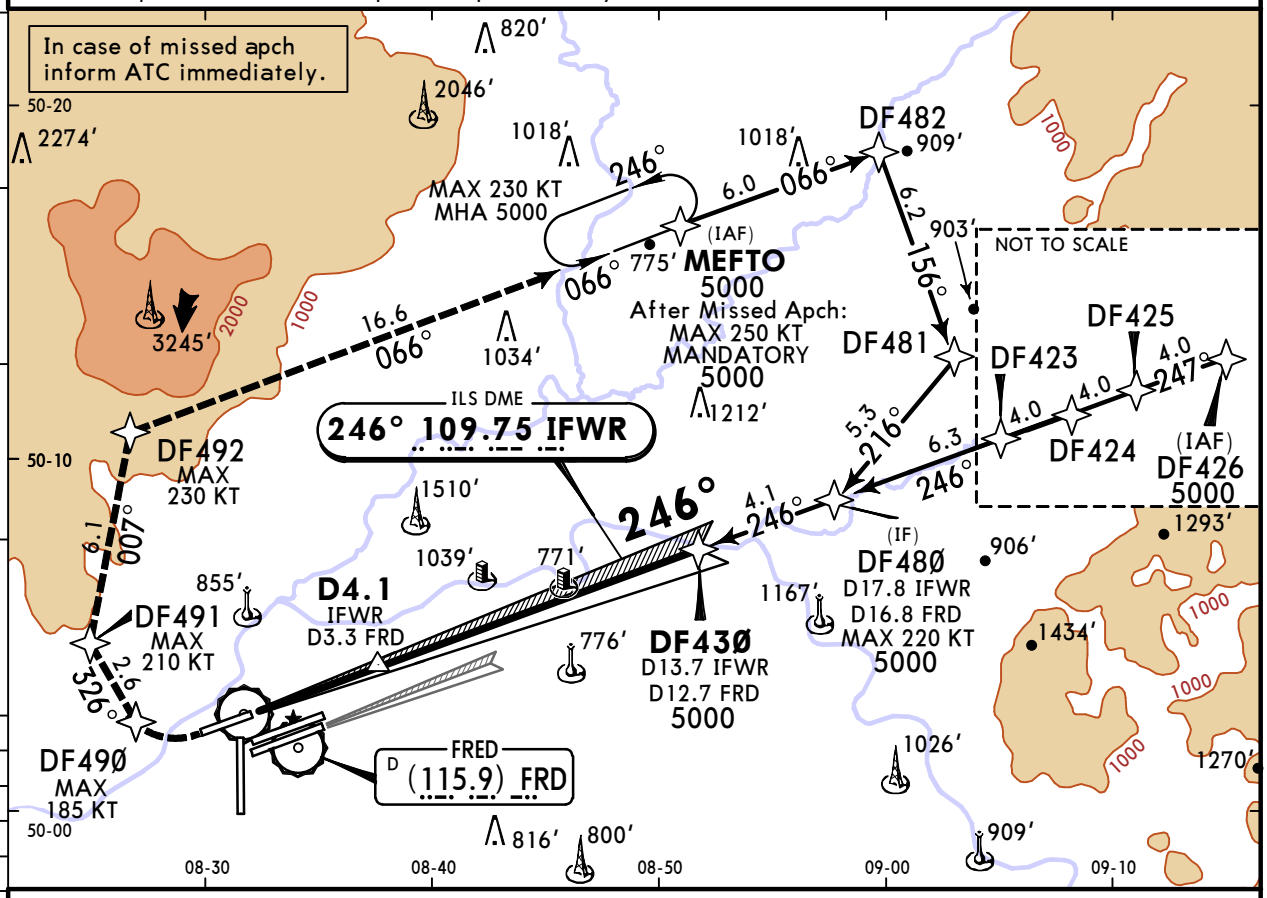
LOC IFWR	Final Apch Crs	DF43Ø	DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
109.75	246°	5000′ (4649′)		

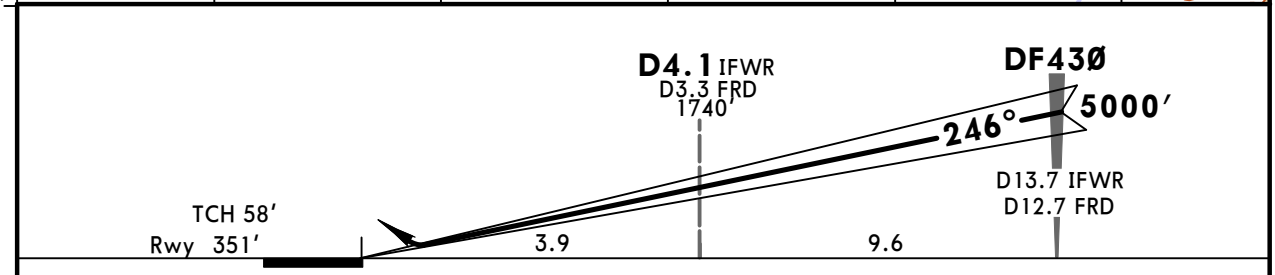
MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

4300 MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. RNAV-1 or RNP APCH or RNP-1 required. 3. DME/DME without IRU not authorized. 4. Radar required. 5. Parallel independent operation may be in force.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI

MIN 680′ on 246°

DF49Ø RT

185 KT MAX

Std/State STRAIGHT-IN LANDING ILS

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle.

DA(H) ABC: **551′**(200′) D: **561′**(210′)

Missed apch climb grad MIN 2.5% (152′/NM)

DA(H) A: **1330′**(979′) C: **1350′**(999′) B: **1340′**(989′) D: **1360′**(1009′)

PANS OPS		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1500m		
B						
C				R2400m		
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed apch, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-1) Eff 23 Jan

FRANKFURT/MAIN, GERMANY RNP Z Rwy 07L

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

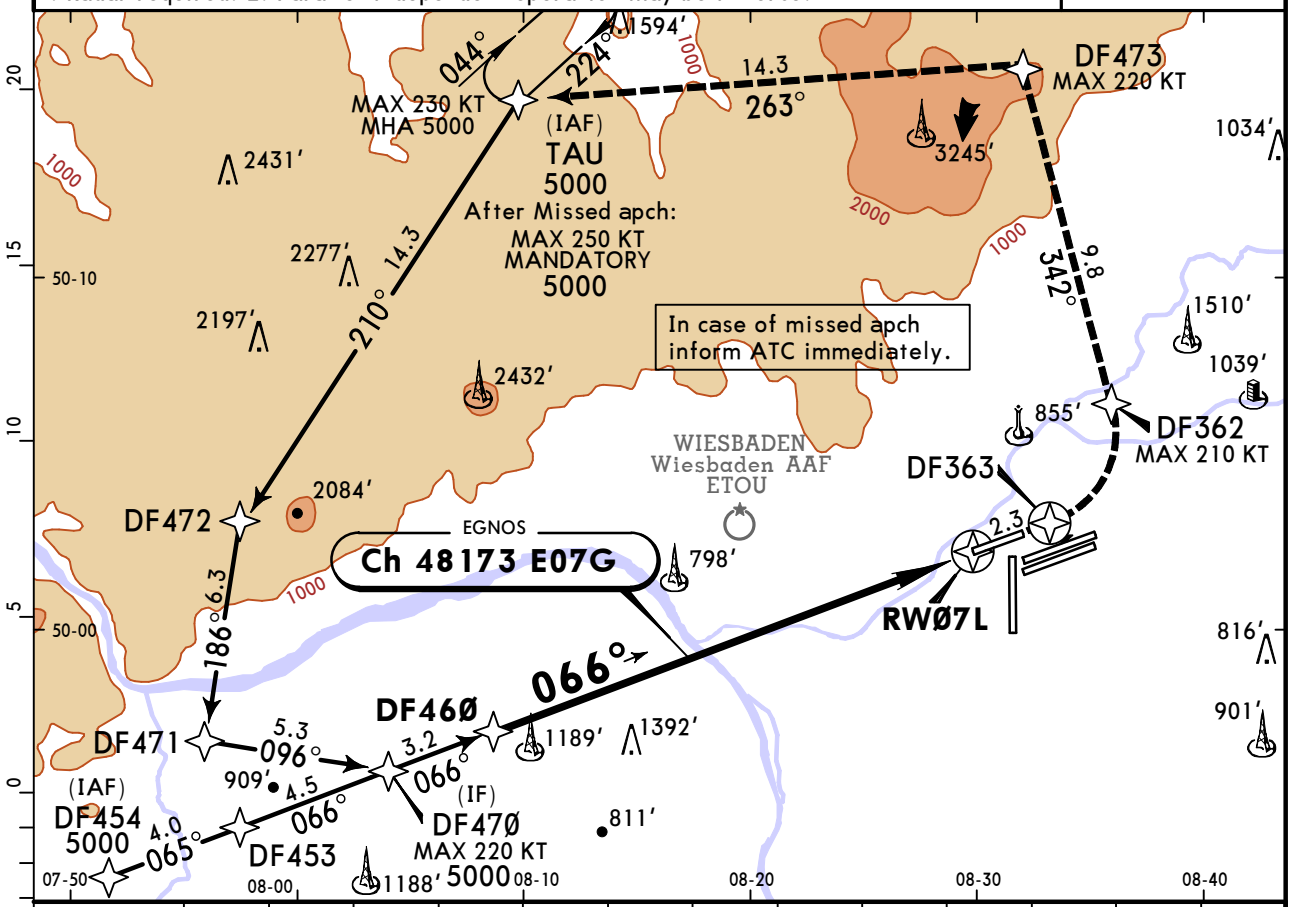
EGNOS	Final Apch Crs	DF46Ø	LPV DA(H) Refer to Minimums	Apt Elev 363'
Ch 48173 E07G	066°	5000' (4696')		Rwy 304'

MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients.

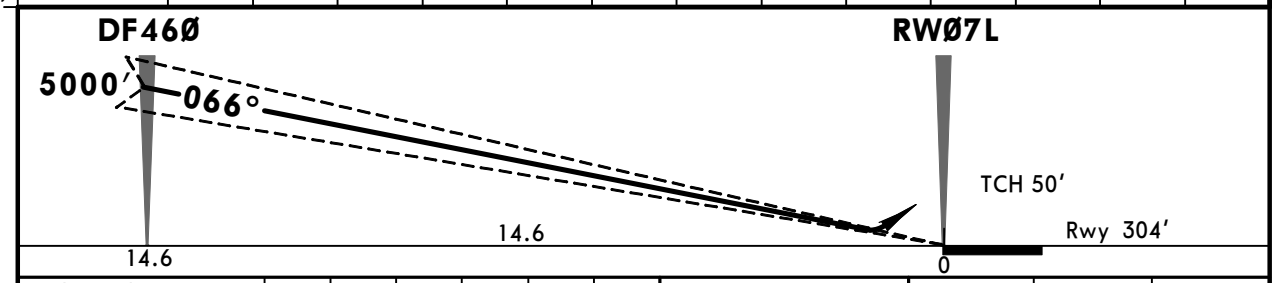
RNP Apch | Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Parallel independent operation may be in force.

4300 MSA ARP



DIST to RWØ7L	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4820'	4500'	4180'	3860'	3540'	3220'	2910'	2590'	2270'	1950'	1630'	1310'	1000'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

DF363

Std/State STRAIGHT-IN LANDING

[1] LPV

Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle

DA(H) ABC: **504'** (200') D: **512'** (208')

Missed apch climb grad MIN 2.5% (152'/NM)

DA(H) A: **504'** (200') C: **546'** (242') B: **511'** (207') D: **557'** (253')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[2] R550m	R1200m	R550m	[2] R550m	R1200m
B						
C				R600m	[2] R600m	R1300m
D						

[1] LPV (VAL 35m) [2] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-2) Eff 23 Jan

FRANKFURT/MAIN, GERMANY RNP Y Rwy 07L

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

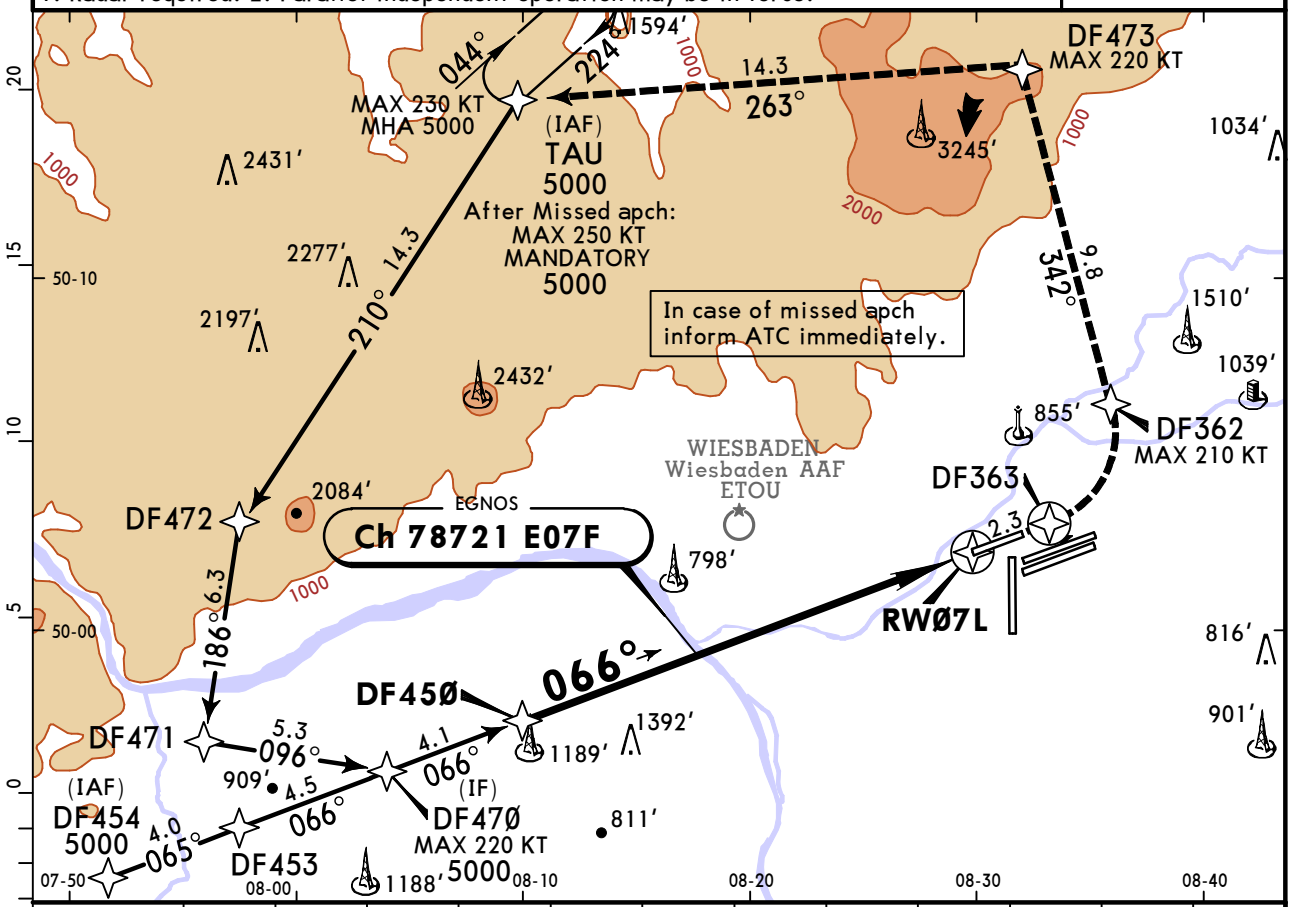
EGNOS	Final Apch Crs	DF45Ø	LPV DA(H) Refer to Minimums	Apt Elev 363' Rwy 304'
Ch 78721 E07F	066°	5000' (4696')		

MISSED APCH: Climb direct to DF363, turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'. Refer to minimums for missed apch climb gradients.

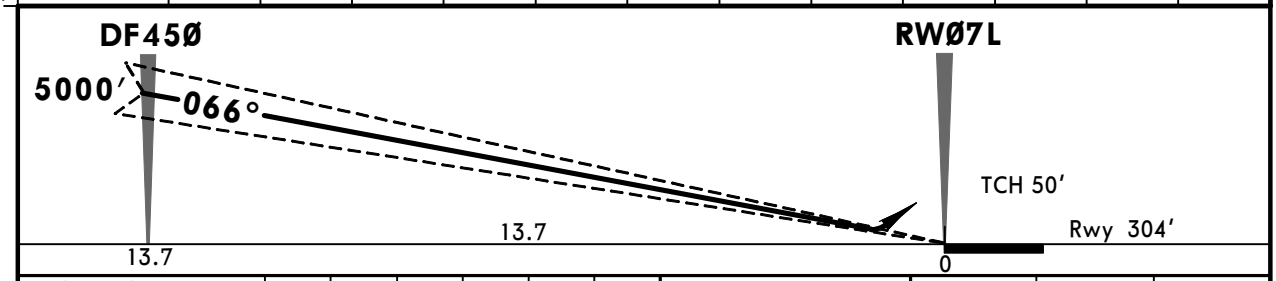
RNP Apch | Alt Set: hPa(IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Parallel independent operation may be in force.

4300 MSA ARP



DIST to RWØ7L	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4780'	4440'	4100'	3760'	3420'	3080'	2740'	2400'	2060'	1720'	1380'	1040'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI

DF363

Std/State STRAIGHT-IN LANDING

Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle
DA(H) ABC: **504'** (200') D: **512'** (208')

[1] LPV Missed apch climb grad MIN 2.5% (152'/NM)
DA(H) A: **504'** (200') C: **546'** (242') B: **511'** (207') D: **557'** (253')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[2] R550m	R1200m	R550m	[2] R550m	R1200m
B						
C				R600m	[2] R600m	R1300m
D						

[1] LPV (VAL 35m) [2] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-3)

JEPPESEN FRANKFURT/MAIN, GERMANY
RNP Z Rwy 07C

BRIEFING STRIP ™

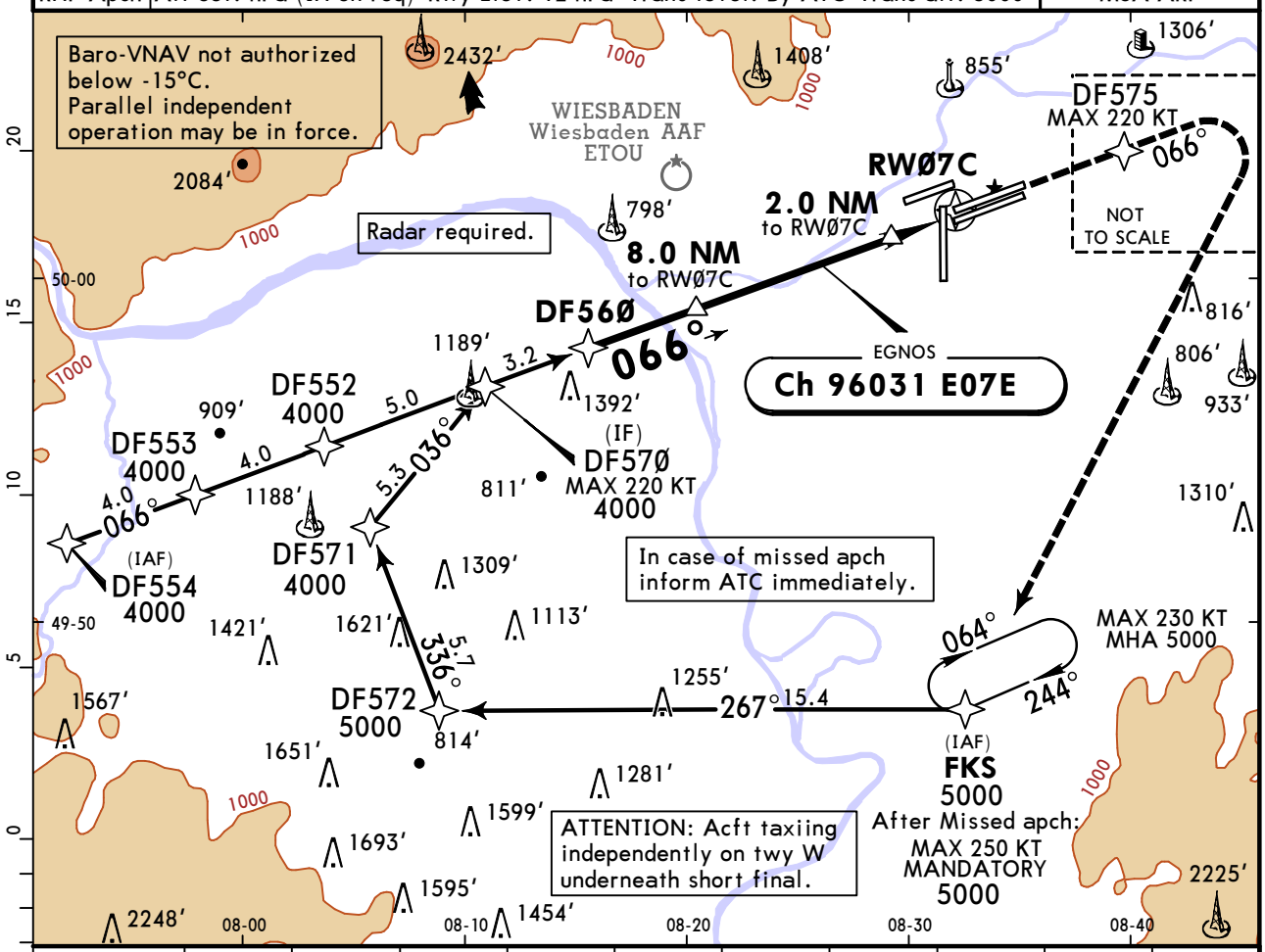
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

EGNOS	Final Apch Crs	DF56Ø	LPV DA(H)	Apt Elev / Rwy
Ch 96031 E07E	066°	4000′ (3672′)	528′ (200′)	Apt Elev 363′ / Rwy 328′

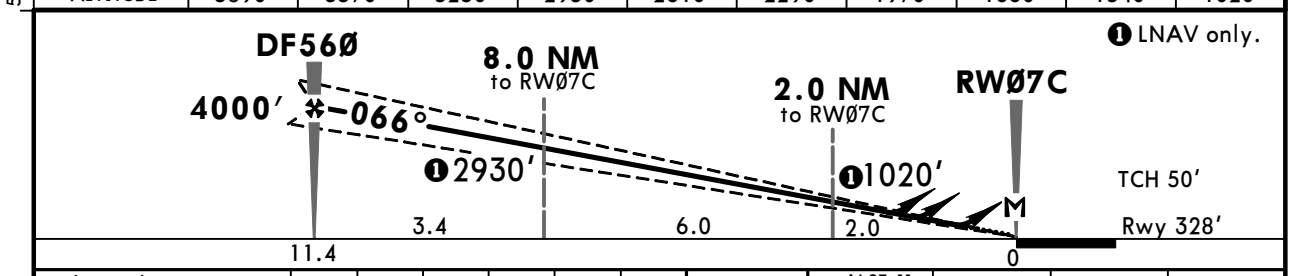
MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to RWØ7C	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3890′	3570′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7C							
DF56Ø to MAP	11.4	9:46	7:36	6:50	5:42	4:53	4:17

ALSF-II
REIL
PAPI

DF575 220 KT MAX

Std/State — STRAIGHT-IN LANDING

	❶ LPV DA(H) 528′(200′)			LNAV/VNAV DA(H) A: 652′(324′) B: 665′(337′) C: 692′(364′) D: 701′(373′)			LNAV CDFA ❸ DA/MDA(H) 770′(442′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m		R1500m	R1400m		R1500m
B									
C				R1000m		R1700m			R2100m
D									

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-4)

JEPPESEN FRANKFURT/MAIN, GERMANY
RNP Y Rwy 07C

BRIEFING STRIP TM

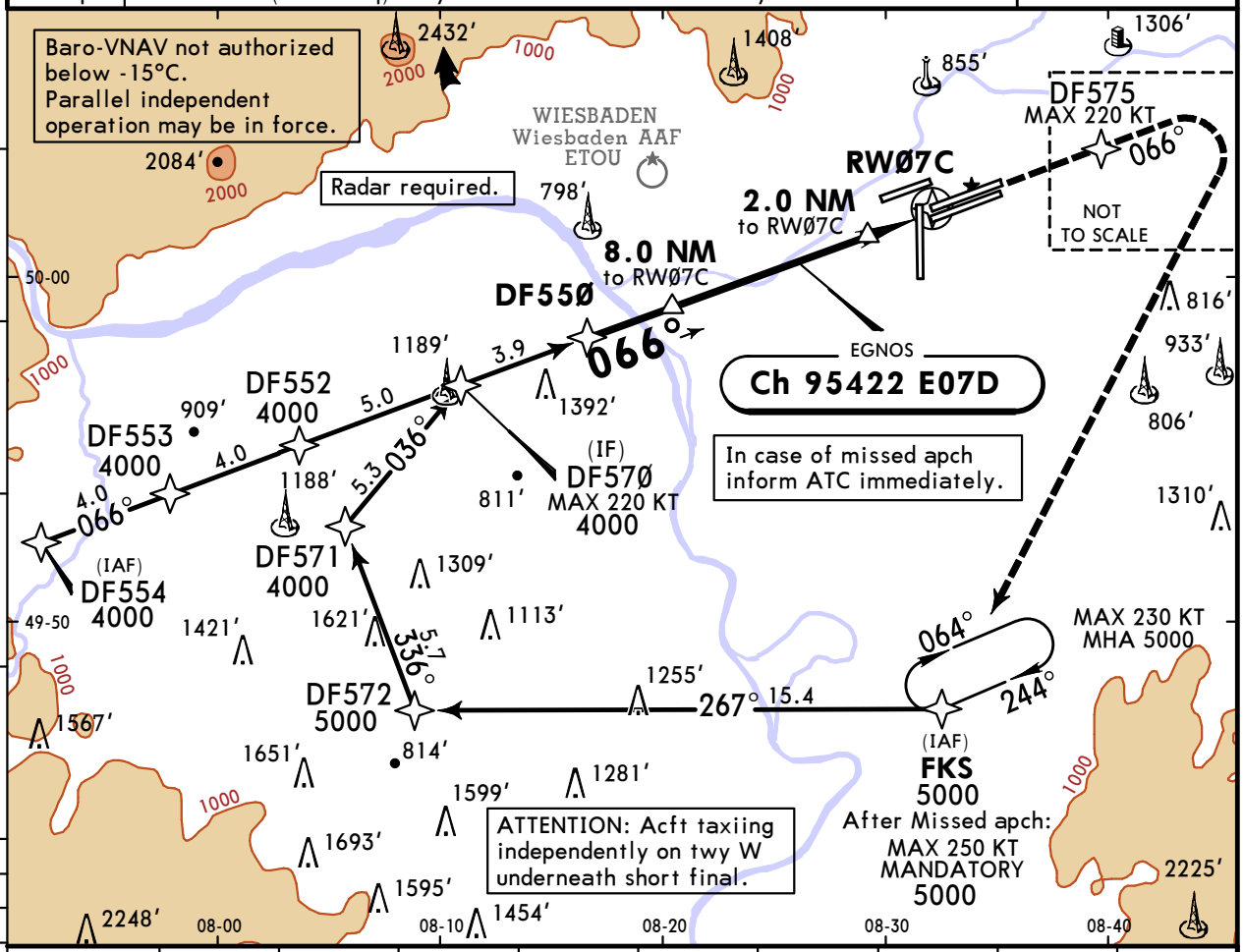
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

EGNOS	Final Apch Crs	DF55Ø	LPV DA(H)	Apt Elev / Rwy
Ch 95422 E07D	066°	4000′ (3672′)	528′ (200′)	Apt Elev 363′ / Rwy 328′

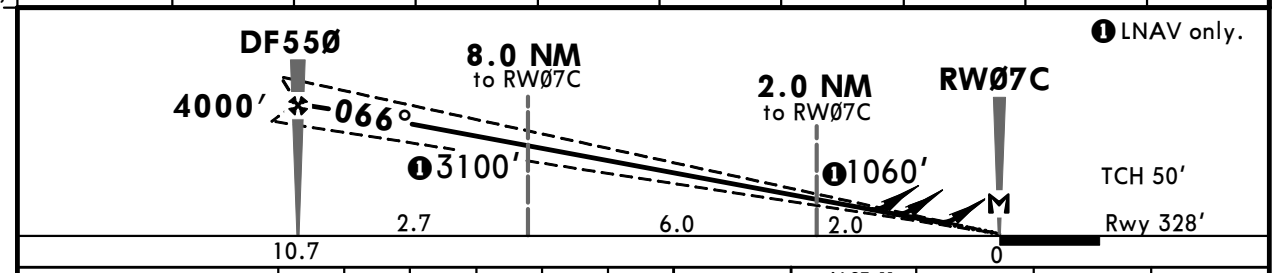
MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to RWØ7C	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780′	3440′	3100′	2770′	2430′	2090′	1750′	1410′	1060′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RWØ7C							
DF55Ø to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II REIL PAPI | DF575 | 220 KT MAX

Std/State

STRAIGHT-IN LANDING

	❶ LPV			LNAV/VNAV			LNAV CDFA		
	DA(H) 528′(200′)			DA(H) A: 652′(324′) C: 692′(364′) B: 665′(337′) D: 701′(373′)			❸ DA/MDA(H) 770′(442′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m		R1500m	R1400m		R1500m
B									
C				R1000m		R1700m			R2100m
D									

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-5)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP X Rwy 07C

BRIEFING STRIP ™

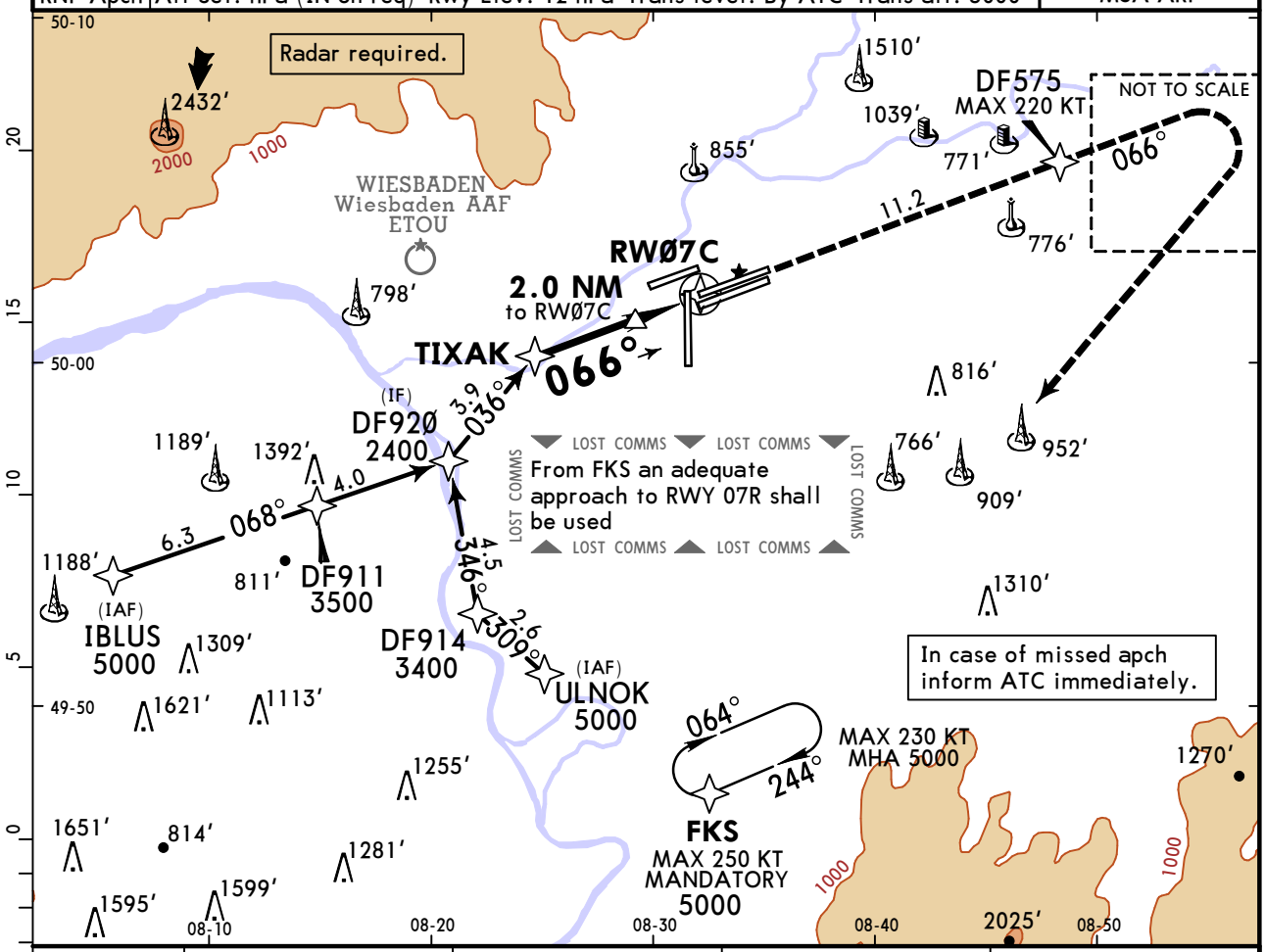
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

RNAV	Final Apch Crs	TIXAK	DA/MDA(H)	Apt Elev 363′
	066°	2000′ (1672′)	Refer to Minimums	Rwy 328′

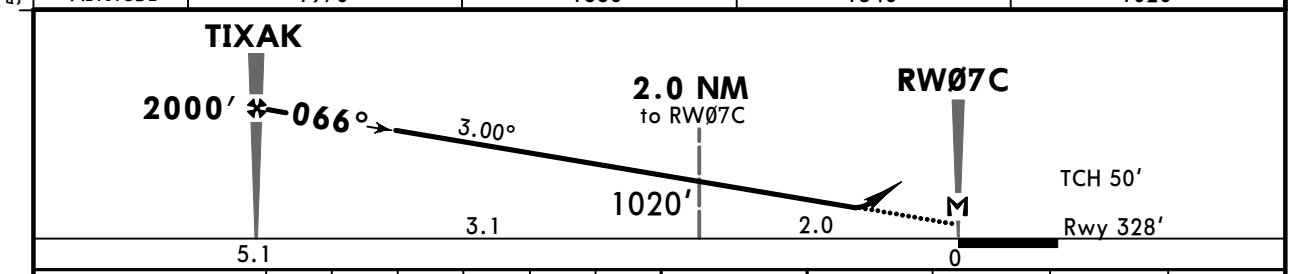
MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to RW07C	5.0	4.0	3.0	2.0
ALTITUDE	1970′	1660′	1340′	1020′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW07C							
TIXAK to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
REIL
PAPI

DF575 220 KT MAX

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA

1 DA/MDA(H) A: **780′**(452′) BC: **820′**(492′) D: **840′**(512′)

PANS OPS

	TDZ or CL out	ALS out
A	R1400m	R1500m
B	R1500m	
C		R2300m
D	R1600m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-6)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP Z Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

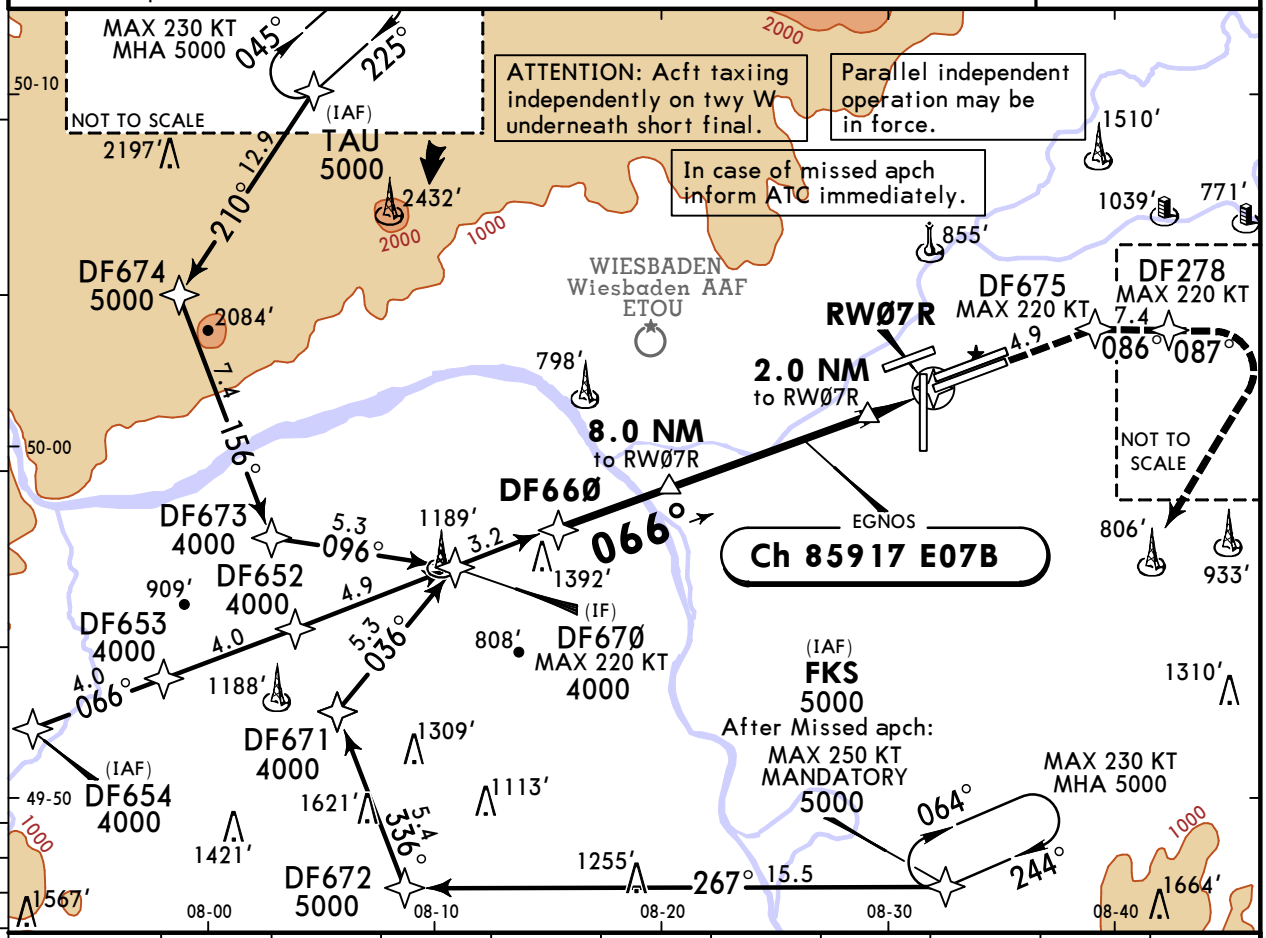
EGNOS	Final Apch Crs	DF66Ø	LPV DA(H)	Apt Elev 363'
Ch 85917 E07B	066°	4000' (3673')	527' (200')	Rwy 327'

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT).

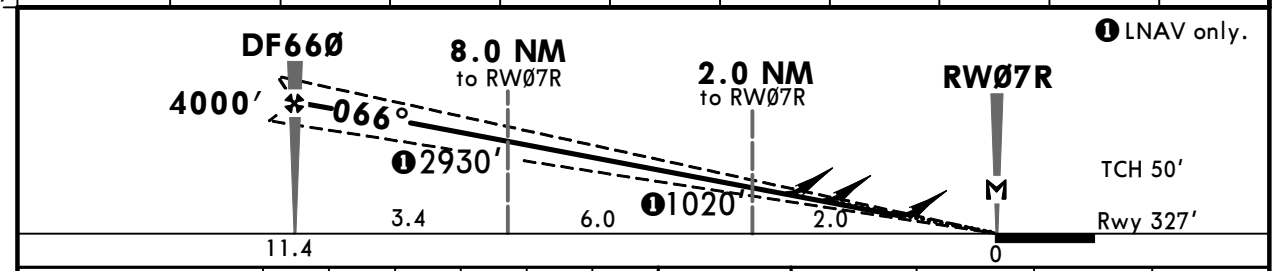
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Baro-VNAV not authorized below -15° C.

MSA ARP: 4300



DIST to RWØ7R	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3880'	3570'	3250'	2930'	2610'	2290'	1970'	1660'	1340'	1020'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7R							
DF66Ø to MAP	11.4	9:46	7:36	6:50	5:42	4:53	4:17

ALSF-II
REIL
PAPI

DF675 220 KT MAX

Std/State STRAIGHT-IN LANDING

	❶ LPV			LNAV/VNAV		LNAV	
	DA(H) 527' (200')			DA(H) A: 652' (325') C: 673' (346') B: 665' (338') D: 715' (388')		CDFA ABC: 740' (413') ❸ DA/MDA(H) D: 750' (423')	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m		R1500m	R1200m	R1500m
B								
C				R900m		R1600m		R1900m
D				R1100m		R1800m	R1300m	R2000m

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-7)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP Y Rwy 07R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

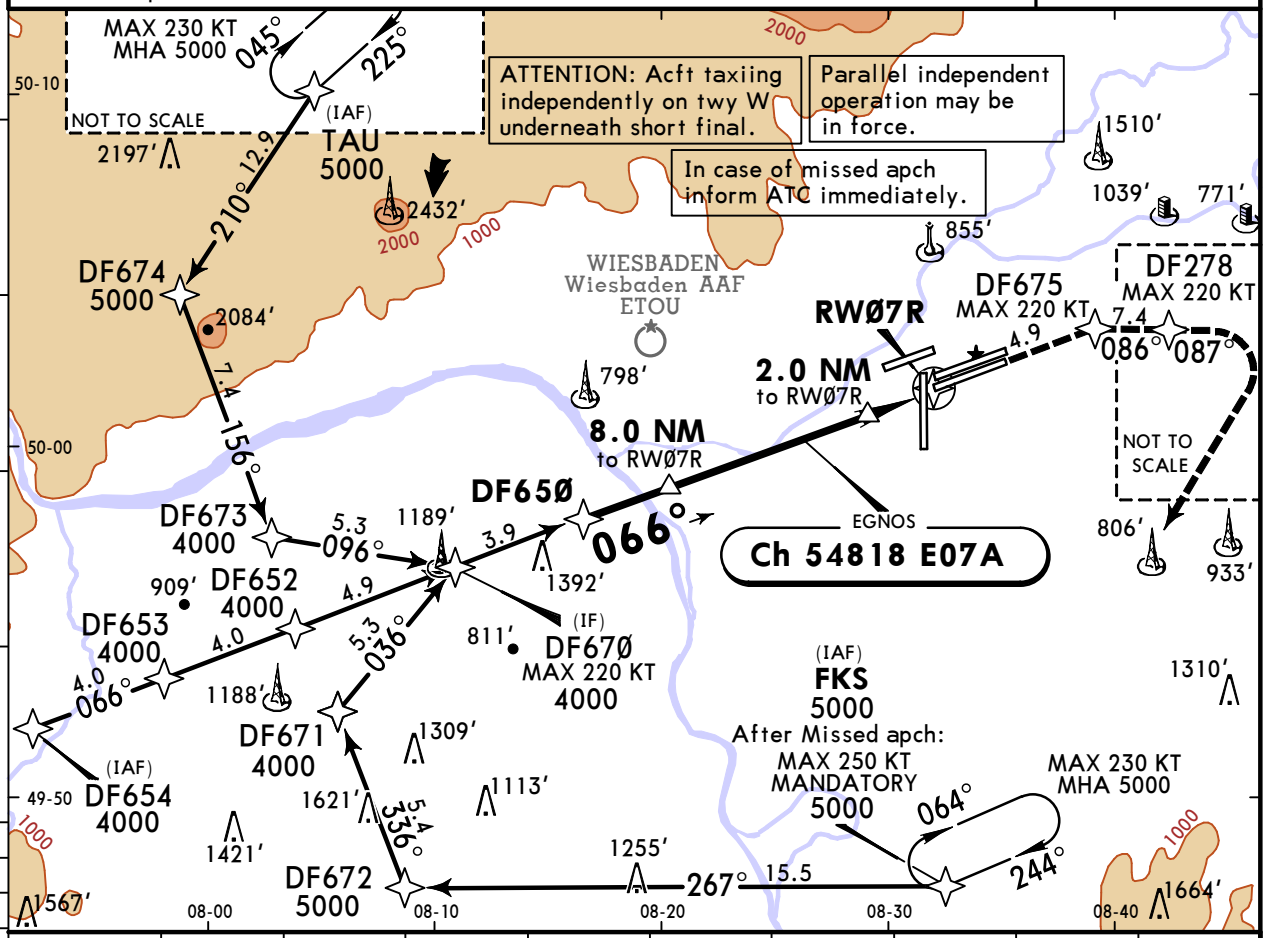
EGNOS	Final Apch Crs	DF65Ø	LPV DA(H)	Apt Elev 363'
Ch 54818 E07A	066°	4000' (3673')	527' (200')	Rwy 327'

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT).

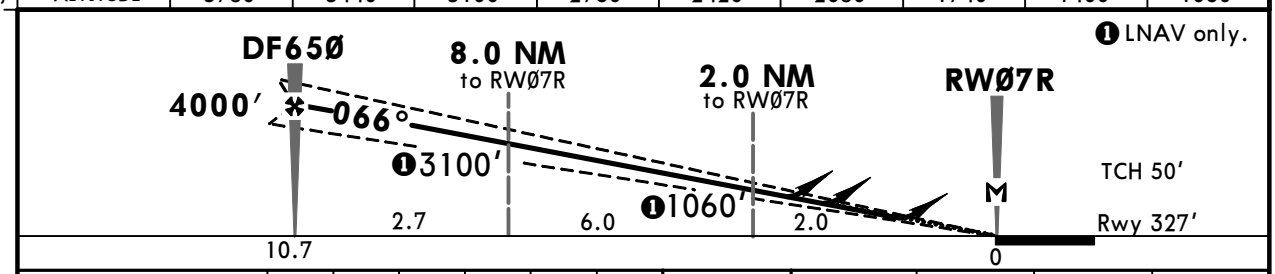
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Baro-VNAV not authorized below -15° C.

MSA ARP: 4300



DIST to RWØ7R	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780'	3440'	3100'	2760'	2420'	2080'	1740'	1400'	1060'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RWØ7R							
DF65Ø to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II
REIL
PAPI

DF675 220 KT MAX

Std/State

STRAIGHT-IN LANDING

	❶ LPV			LNAV/VNAV		LNAV	
	DA(H) 527' (200')			DA(H) A: 652' (325') C: 673' (346') B: 665' (338') D: 715' (388')		CDFA ABC: 740' (413') ❸ DA/MDA(H) D: 750' (423')	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m	R1500m	R1200m	R1500m
B							
C				R900m	R1600m		R1900m
D				R1100m	R1800m	R1300m	R2000m

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-8)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP X Rwy 07R

BRIEFING STRIP ™

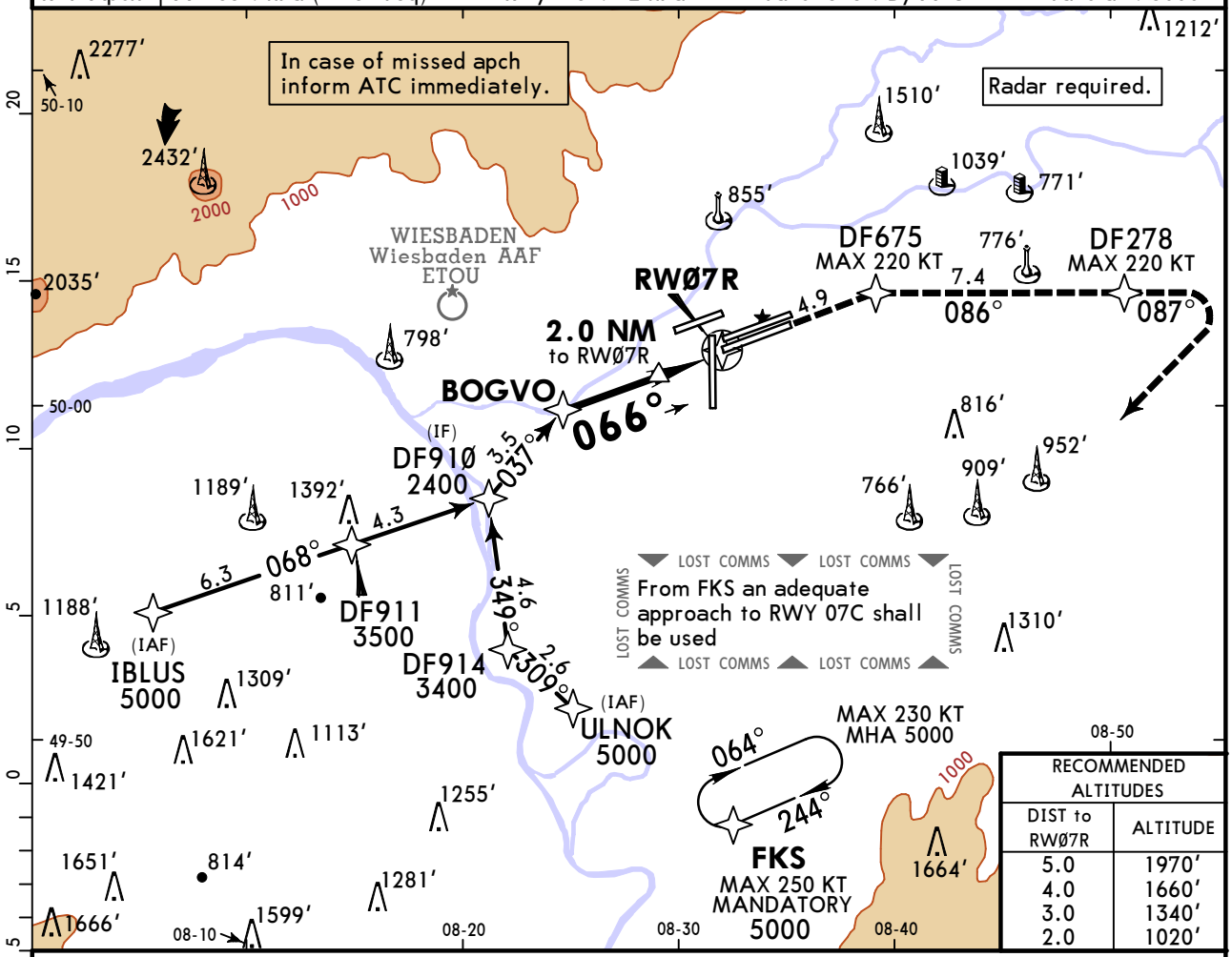
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

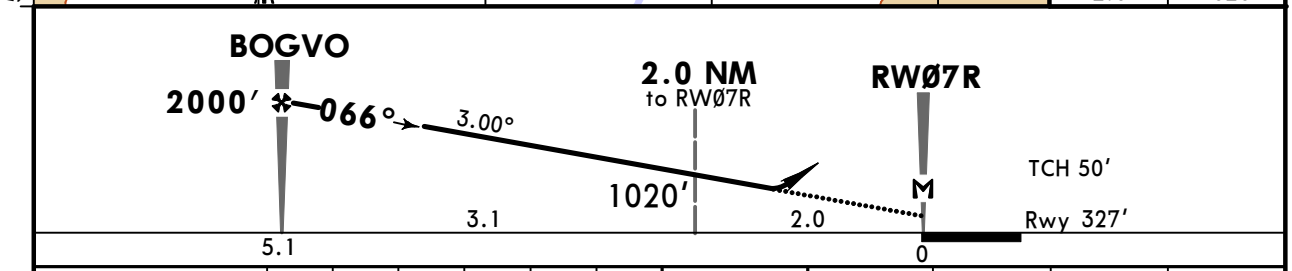
RNAV	Final Apch Crs	BOGVO	DA/MDA(H)	Apt Elev 363'
	066°	2000' (1673')	Refer to Minimums	Rwy 327'

4300
MSA ARP

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT).

RNP Apch	Alt Set: hPa (IN on req)	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 5000'





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7R							
BOGVO to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
REIL
PAPI

D | DF675 | 220 KT MAX

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA

1 DA/MDA(H) AB: **810'** (483') C: **830'** (503') D: **840'** (513')

	TDZ or CL out	ALS out
A B	R1500m	
C D	R1600m	R2400m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-9)

JEPPESEN

FRANKFURT/MAIN, GERMANY RNP Z Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

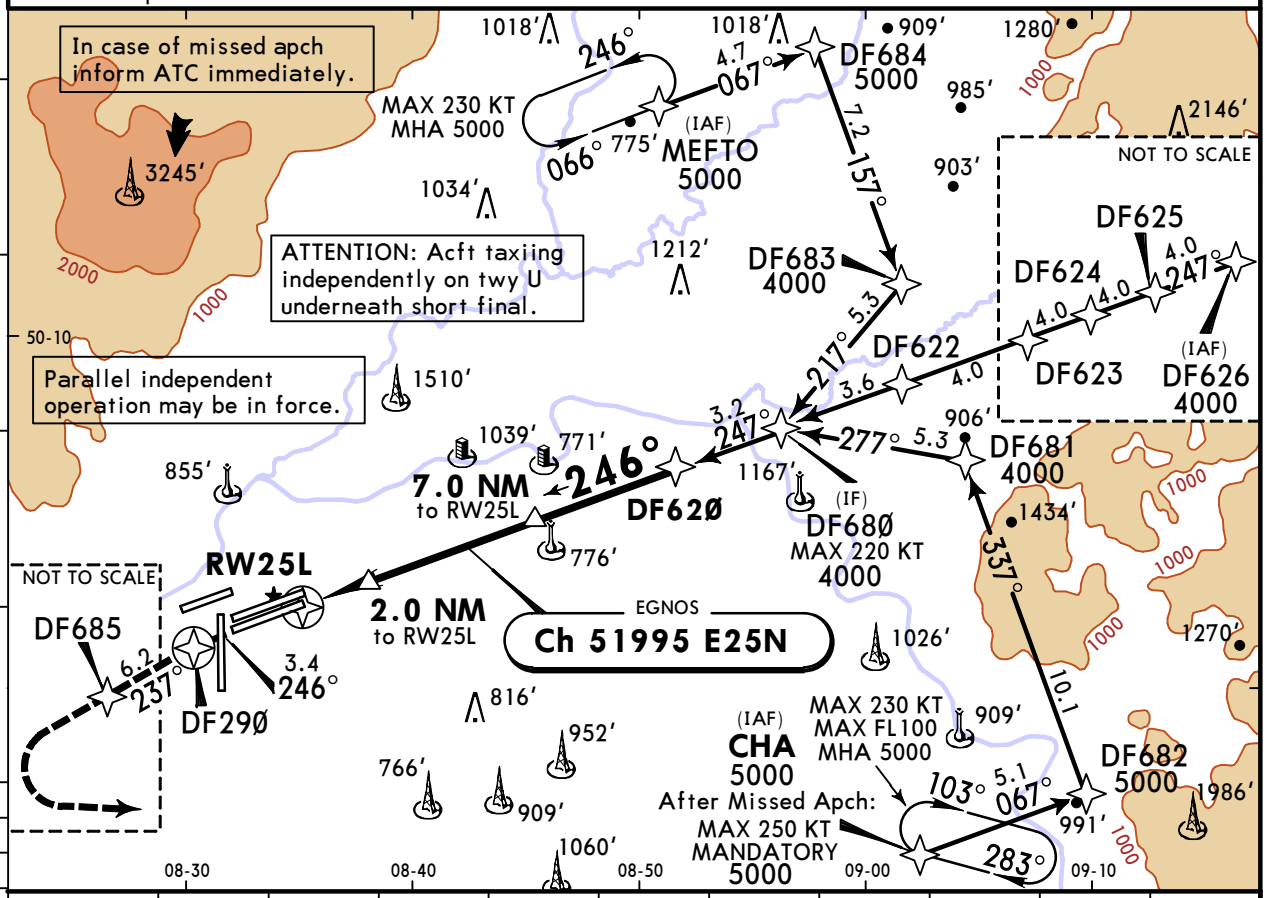
EGNOS	Final Apch Crs	DF62Ø	LPV DA(H)	Apt Elev 363'
Ch 51995 E25N	246°	4000' (3639')	561' (200')	Rwy 361'

4300 MSA ARP

MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).

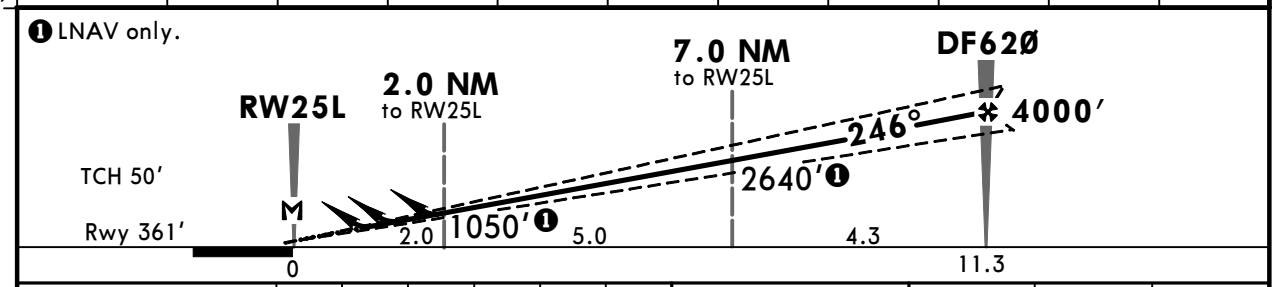
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000'

1. Radar required. 2. Baro-VNAV not authorized below -15°C.



DIST to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050'	1370'	1690'	2010'	2330'	2640'	2960'	3280'	3600'	3920'

❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25L							
DF62Ø to MAP	11.3	9:41	7:32	6:47	5:39	4:51	4:14

ALSF-II REIL PAPI

DF29Ø

Std/State STRAIGHT-IN LANDING

❶ LPV ❷ DA(H) 561' (200')

LNAV/VNAV DA(H) A: 726' (365') C: 747' (386') B: 738' (377') D: 757' (396')

❹ DA/MDA(H) LNAV CDFA A: 770' (409') C: 800' (439') B: 780' (419') D: 820' (459')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❸ R550m	R1200m	R1000m		R1500m	R1200m		R1500m
B									
C				R1100m		R1800m	R1300m		R2000m
D							R1400m		R2100m

❶ LPV (VAL 35m). ❷ DL: DA(H) 588' (227'). ❸ R750m when a Flight Director or Autopilot or HUDLS to DA is not used. ❹ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-10)

JEPPESEN

FRANKFURT/MAIN, GERMANY RNP Y Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

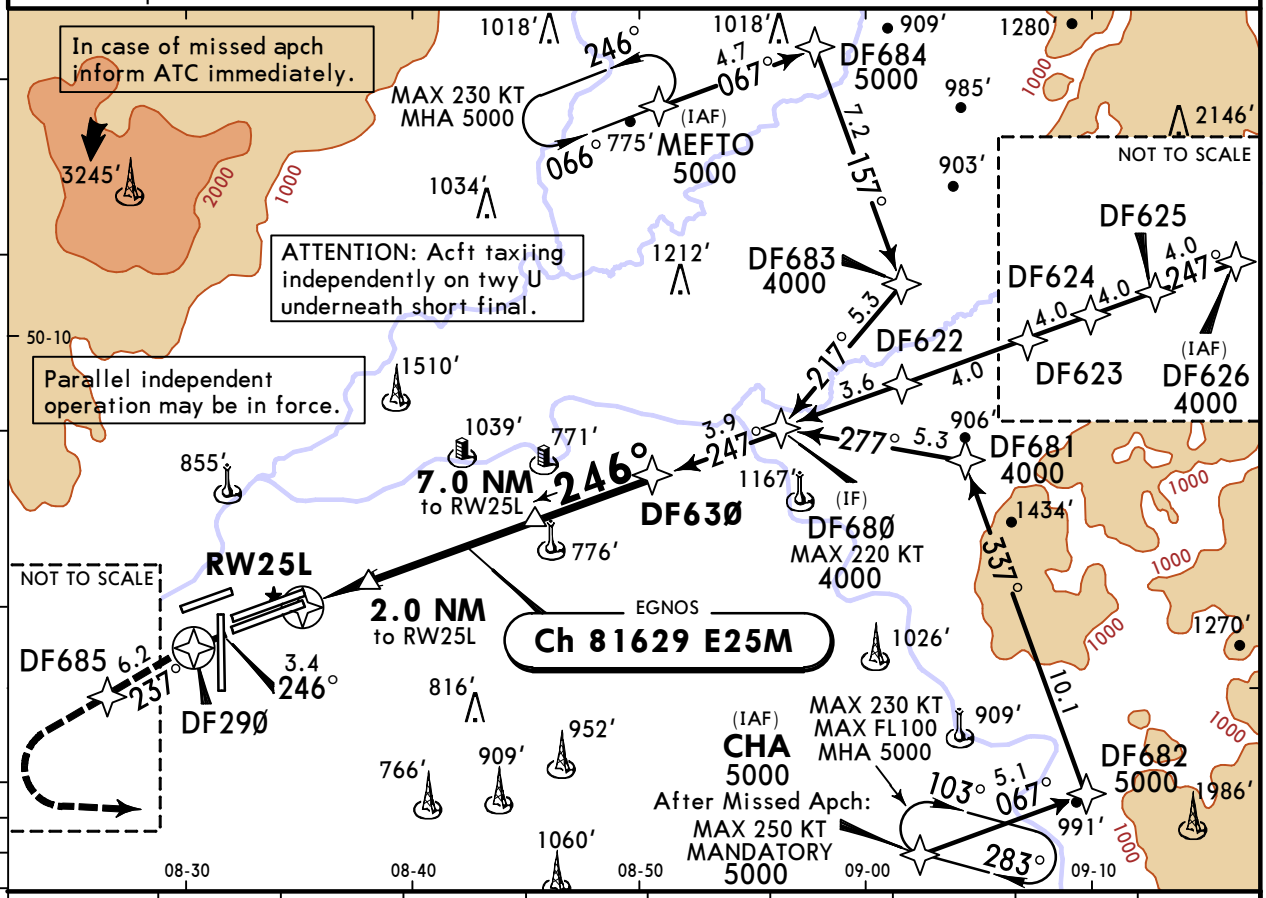
EGNOS	Final Apch Crs	DF63Ø	LPV DA(H)	Apt Elev / Rwy
Ch 81629 E25M	246°	4000′ (3639′)	561′ (200′)	Apt Elev 363′ Rwy 361′

MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000′ (MAX 220 KT), then turn LEFT direct to CHA at 5000′ (MAX 250 KT).

4300 MSA ARP

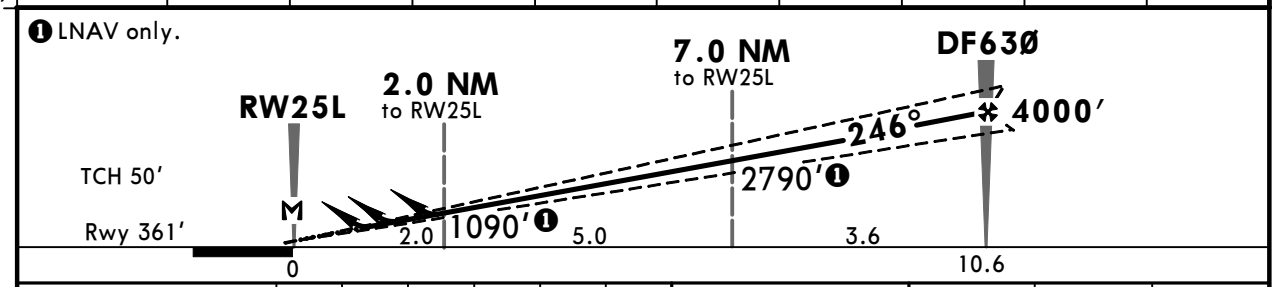
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. Baro-VNAV not authorized below -15°C.



DIST to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1090′	1430′	1770′	2110′	2450′	2790′	3130′	3470′	3810′

❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RW25L							
DF63Ø to MAP	10.6	9:05	7:04	6:22	5:18	4:33	3:59

ALSF-II REIL PAPI

DF29Ø

Std/State STRAIGHT-IN LANDING

	❶ LPV DA(H) 561′ (200′)			LNAV/VNAV DA(H) A: 729′ (368′) C: 750′ (389′) B: 742′ (381′) D: 760′ (399′)		❸ DA/MDA(H) LNAV CDFA A: 770′ (409′) C: 800′ (439′) B: 780′ (419′) D: 820′ (459′)	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R1000m	R1500m	R1200m	R1500m
B							
C				R1100m	R1800m	R1300m	R2000m
D						R1400m	R2100m

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-11)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP X Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

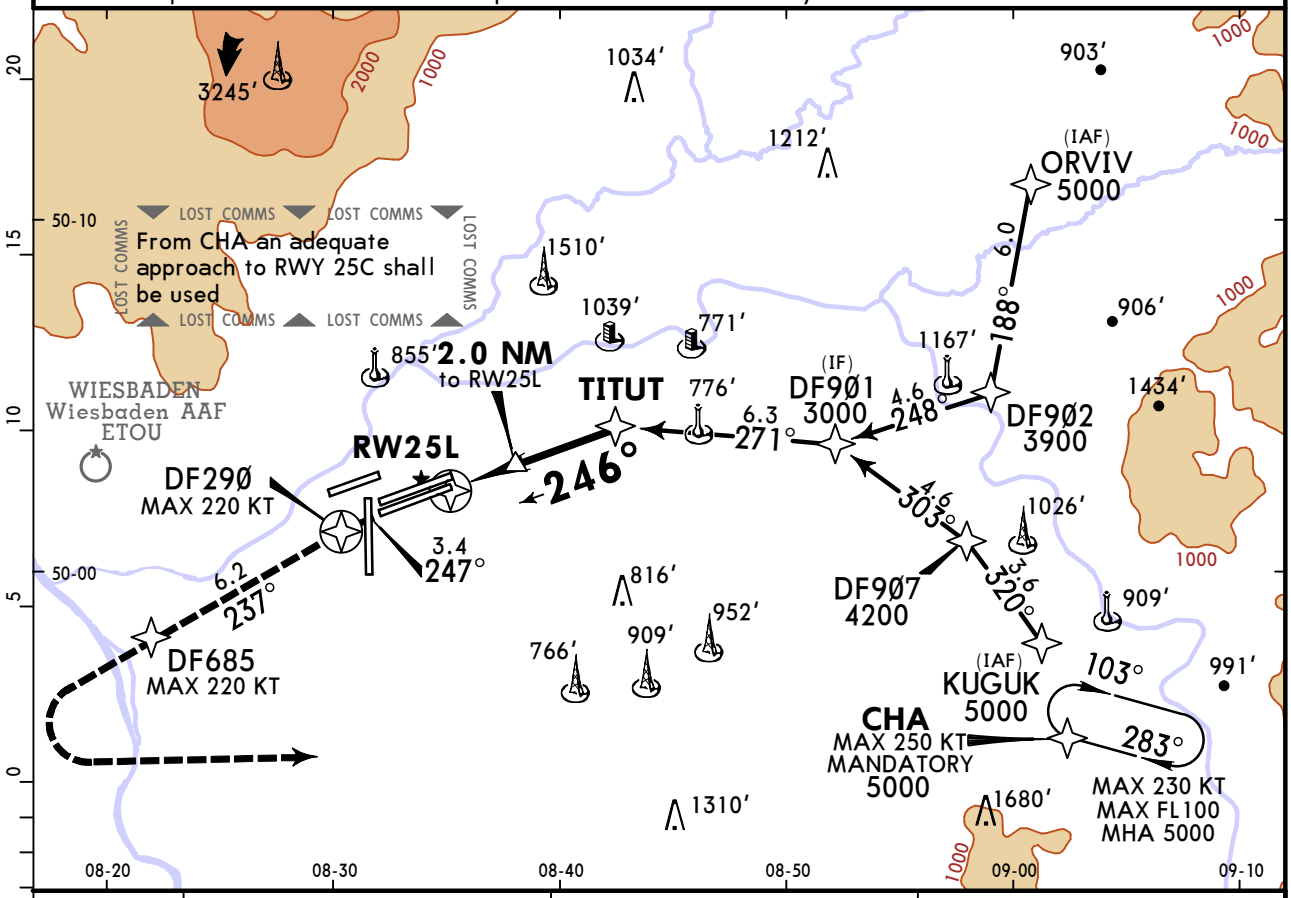
RNAV	Final Apch Crs	TITUT	DA/MDA(H)	Apt Elev 363′ Rwy 361′
	246°	2000′ (1639′)	840′ (479′)	

MISSED APCH: Direct to DF29Ø (MAX 220 KT), then direct to DF685 (MAX 220 KT). Climb on course 237° to 5000′, then turn LEFT (MAX 220 KT) direct to CHA at 5000′ (MAX 250 KT).

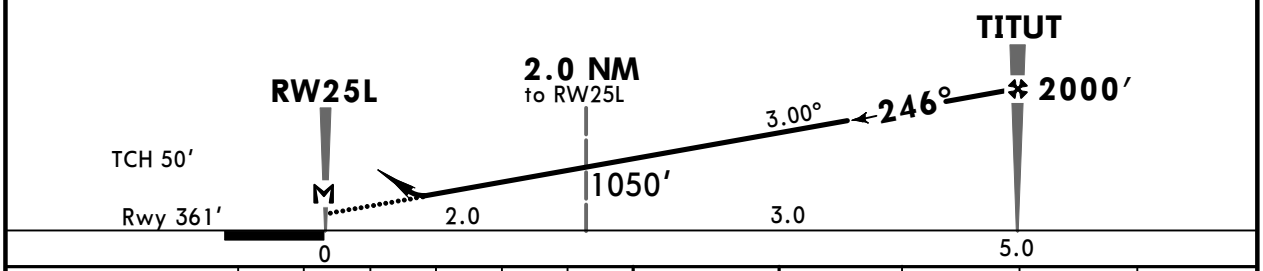
4300 MSA ARP

RNP Apch	Alt Set: hPa (IN on req)	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 5000′

1. Radar required. 2. In case of missed apch inform ATC immediately.



DIST to RW25L	2.0	3.0	4.0
ALTITUDE	1050′	1370′	1690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW25L							
TITUT to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
REIL
PAPI

D

DF29Ø 220 KT MAX

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA
1 DA/MDA(H) **840′** (479′)

PANS OPS

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C		R2200m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-12)

JEPPESEN FRANKFURT/MAIN, GERMANY
RNP Z Rwy 25C

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

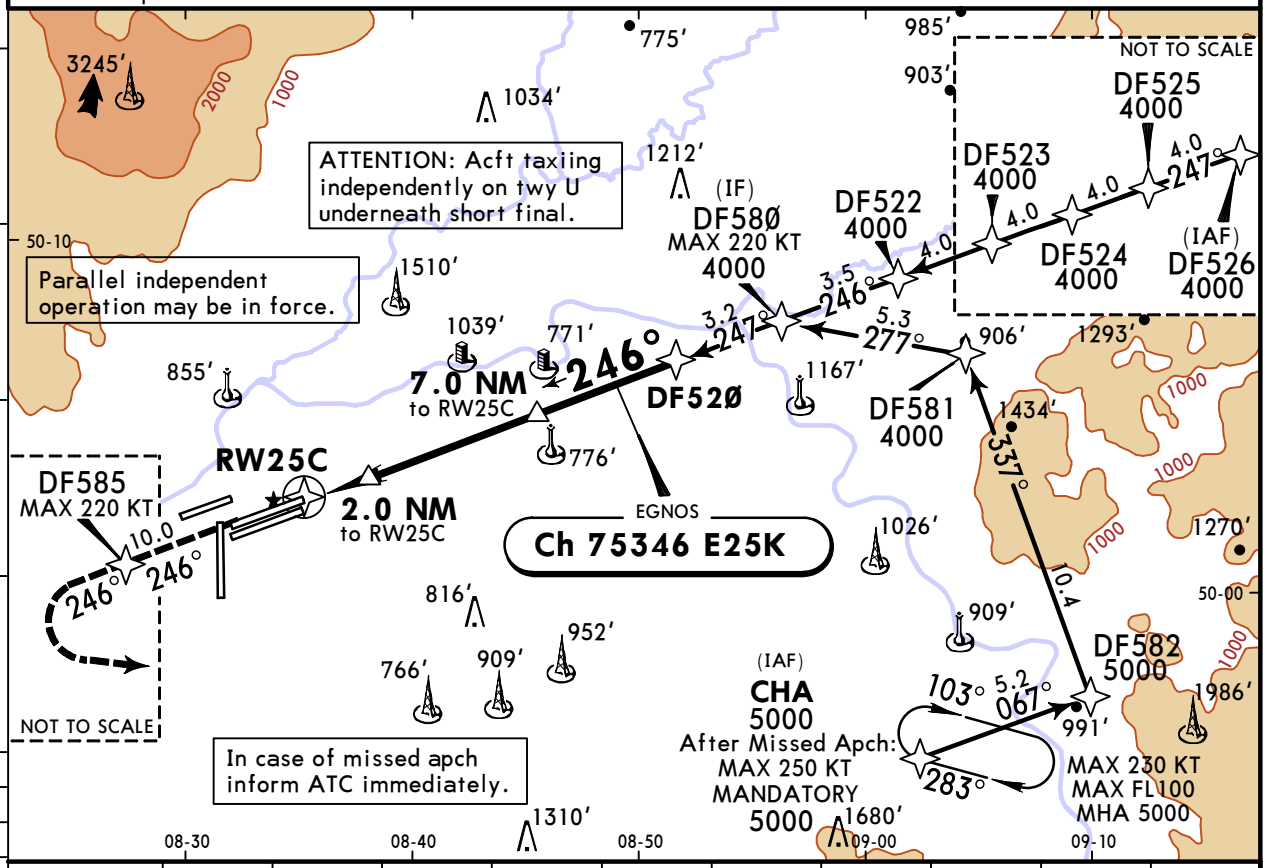
EGNOS	Final Apch Crs	DF52Ø	LPV DA(H)	Apt Elev 363'
Ch 75346 E25K	246°	4000'(3637')	563'(200')	Rwy 363'

4300 MSA ARP

MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT).

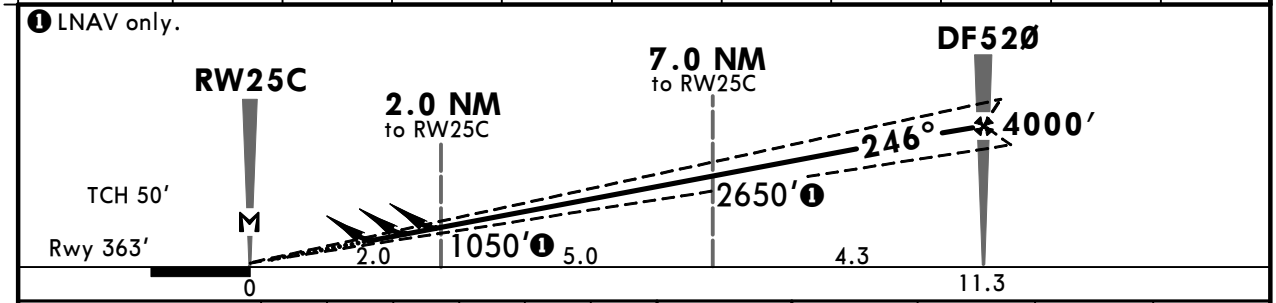
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000'

1. Radar required. 2. Baro-VNAV not authorized below -15°C.



DIST to RW25C	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050'	1380'	1700'	2020'	2340'	2650'	2970'	3290'	3600'	3920'

❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25C							
DF52Ø to MAP	11.3	9:41	7:32	6:47	5:39	4:51	4:14

ALSF-II REIL PAPI | DF585 | 220 KT MAX

Std/State

STRAIGHT-IN LANDING

	❶ LPV			LNAV/VNAV			LNAV CDFA		
	DA(H) 563'(200')			DA(H) A: 691'(328') C: 706'(343') B: 700'(337') D: 714'(351')			❸ DA/MDA(H) 790'(427')		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m		R1500m	R1300m		R1500m
B									
C				R900m		R1600m			R2000m
D									

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-13)

JEPPESEN FRANKFURT/MAIN, GERMANY
RNP Y Rwy 25C

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

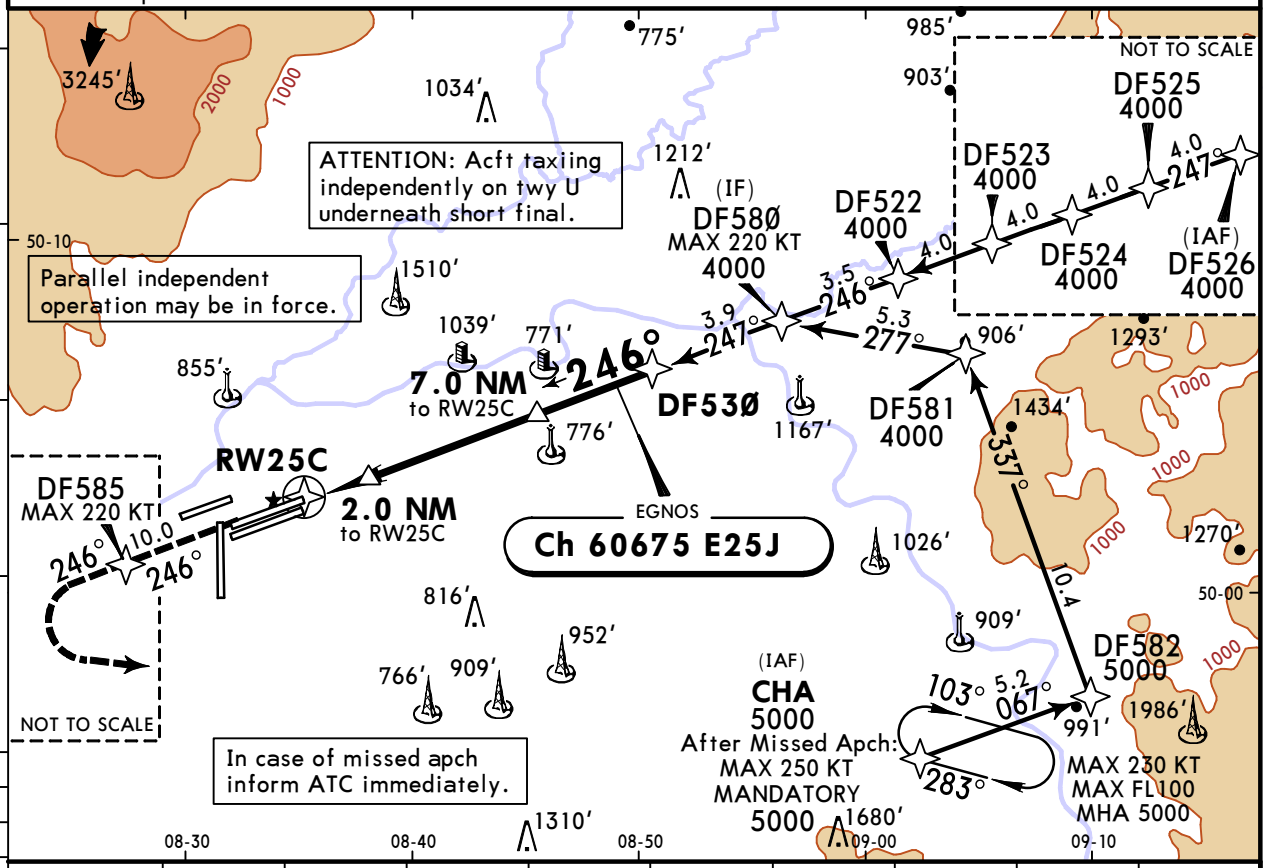
EGNOS	Final Apch Crs	DF53Ø	LPV DA(H)	Apt Elev 363'
Ch 60675 E25J	246°	4000'(3637')	563'(200')	Rwy 363'

4300 MSA ARP

MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT).

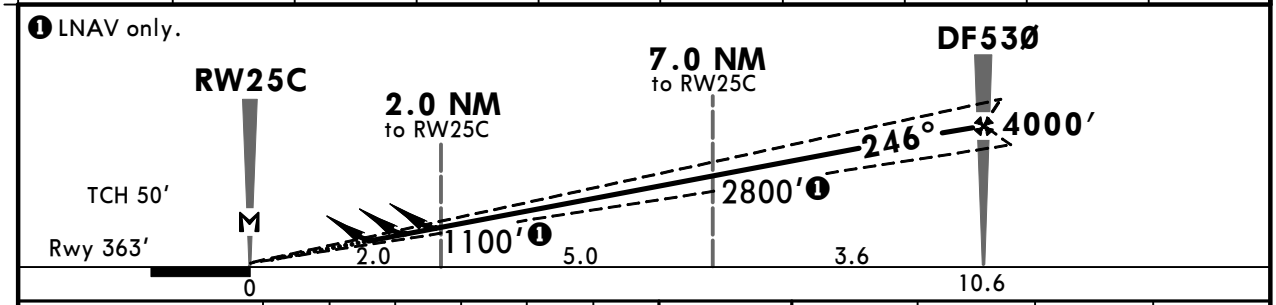
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000'

1. Radar required. 2. Baro-VNAV not authorized below -15°C.



DIST to RW25C	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1100'	1450'	1790'	2130'	2470'	2800'	3140'	3480'	3820'

❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RW25C							
DF53Ø to MAP	10.6	9:05	7:04	6:22	5:18	4:33	3:59

ALSF-II REIL PAPI | DF585 | 220 KT MAX

Std/State

STRAIGHT-IN LANDING

	❶ LPV DA(H) 563'(200')			LNAV/VNAV DA(H) A: 694'(331') B: 703'(340') C: 709'(346') D: 716'(353')			LNAV CDFA ❸ DA/MDA(H) 790'(427')		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❷ R550m	R1200m	R800m		R1500m	R1300m		R1500m
B									
C				R900m		R1600m			R2000m
D									

PANS OPS

❶ LPV (VAL 35m). ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-14)

JEPPESEN

FRANKFURT/MAIN, GERMANY
RNP X Rwy 25C

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

RNAV	Final Apch Crs	RATRU	DA/MDA(H)	Apt Elev 363'
	246°	2000'(1637')	Refer to Minimums	Rwy 363'

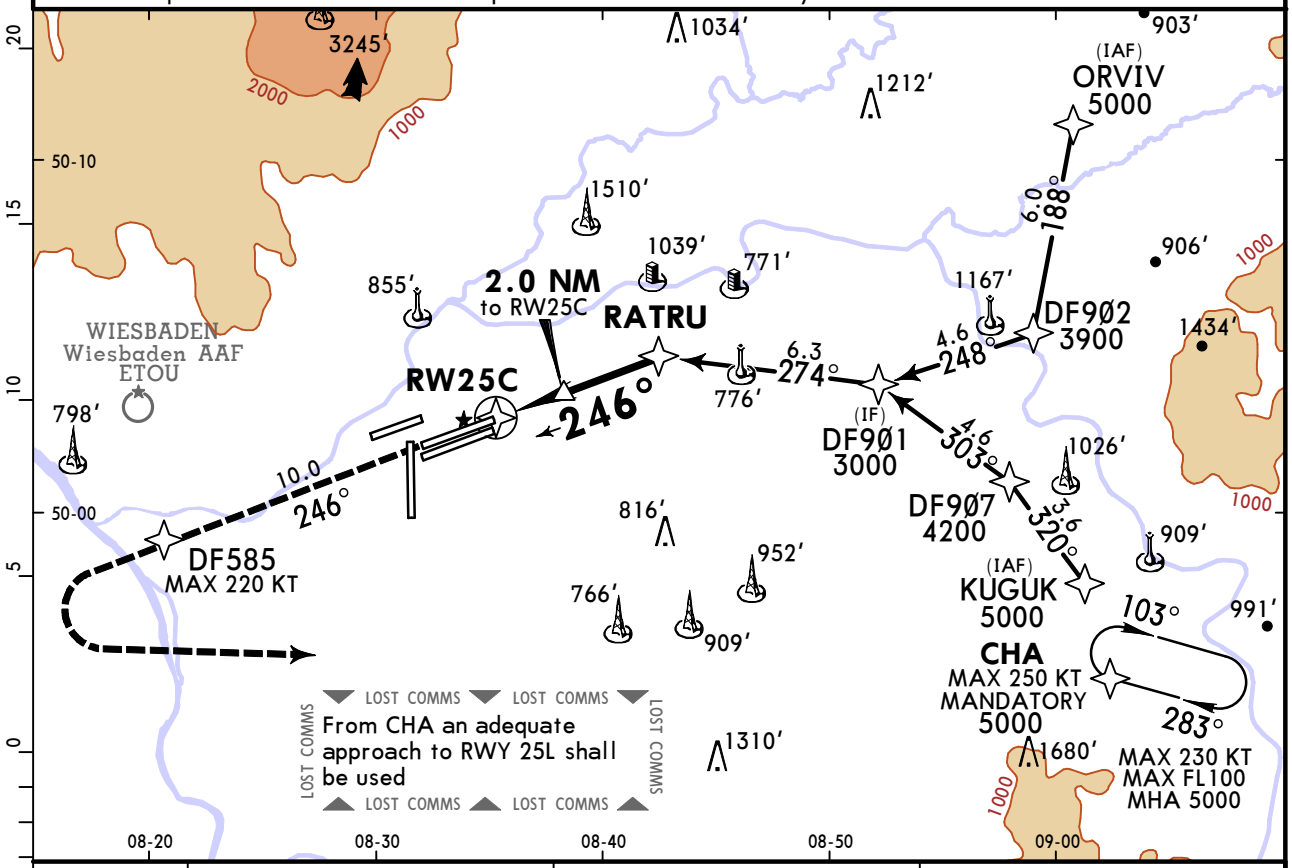
4300

MSA ARP

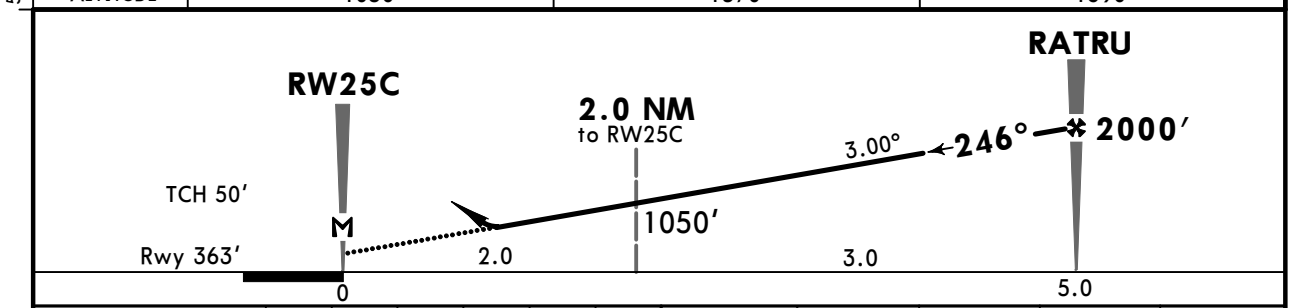
MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000', then turn LEFT (MAX 220 KT) direct to CHA at 5000' (MAX 250KT).

RNP Apch	Alt Set: hPa (IN on req)	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 5000'

1. Radar required. 2. In case of missed apch inform ATC immediately.



DIST to RW25C	2.0	3.0	4.0
ALTITUDE	1050'	1370'	1690'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW25C							
RATRU to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
REIL
PAPI

D

DF585

220 KT MAX

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA

1 DA/MDA(H) AB: **790'**(427') CD: **840'**(477')

PANS OPS

	TDZ or CL out	ALS out
A, B	R1300m	R1500m
C, D	R1500m	R2200m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-15) Eff 23 Jan

FRANKFURT/MAIN, GERMANY RNP Z Rwy 25R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

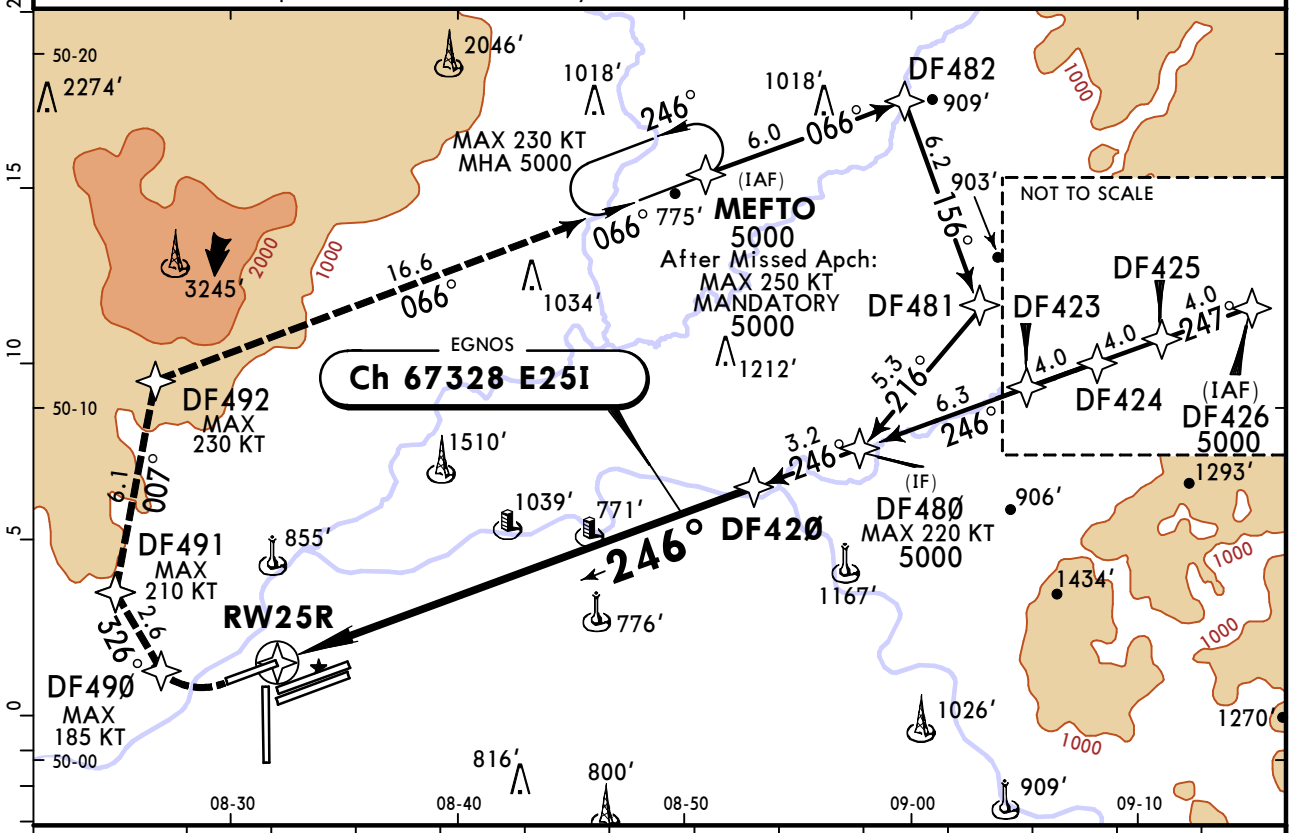
EGNOS	Final Apch Crs	DF42Ø	LPV DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
Ch 67328 E25I	246°	5000′ (4649′)		

MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

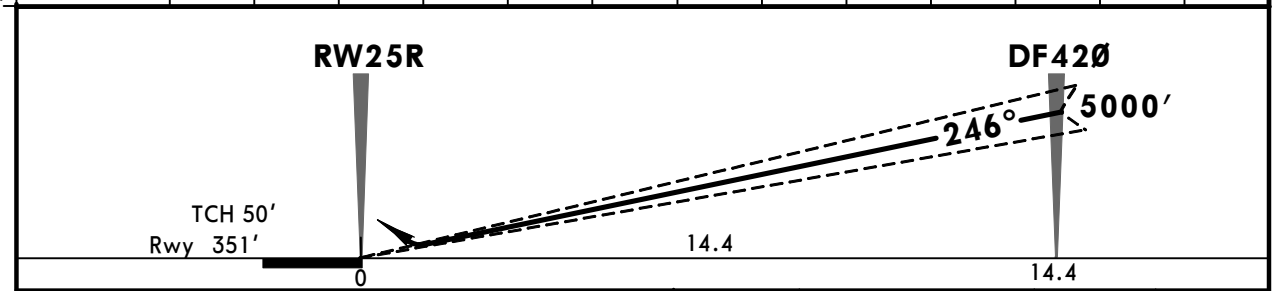
4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. Parallel independent operation may be in force.
3. In case of missed apch inform ATC immediately.



DIST to RW25R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	1040′	1360′	1680′	2000′	2320′	2640′	2950′	3270′	3590′	3910′	4230′	4550′	4860′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI | MIN 680′ on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING

[1] LPV

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle
DA(H) ABC: **551′**(200′) D: **561′**(210′)

Missed apch climb grad MIN 2.5% (152′/NM)
DA(H) A: **1330′**(979′) C: **1350′**(999′)
B: **1340′**(989′) D: **1360′**(1009′)

PANS OPS	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A, B, C, D	R550m	[2] R550m	R1500m	R1200m
C, D			R2400m	

[1] LPV (VAL 35m). [2] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed apch, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-16) Eff 23 Jan

FRANKFURT/MAIN, GERMANY RNP Y Rwy 25R

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

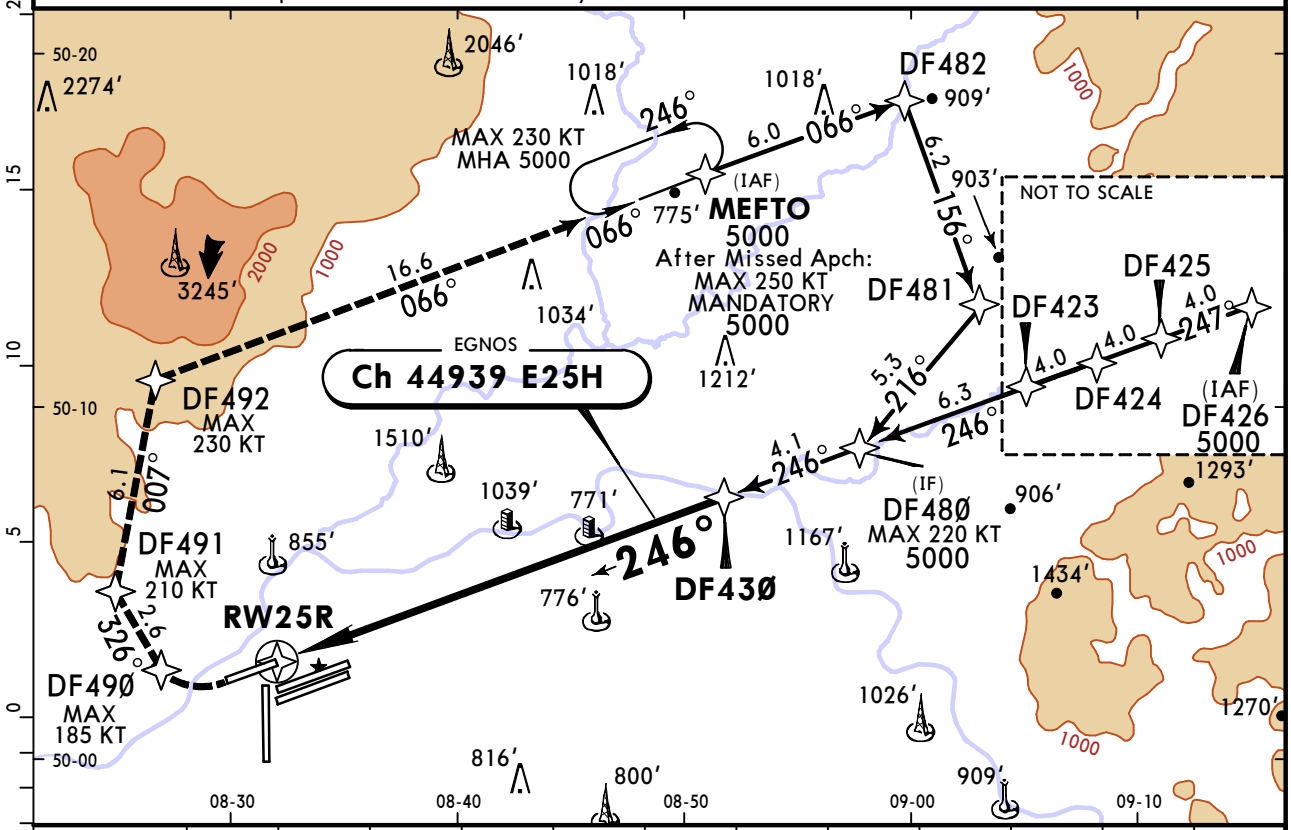
EGNOS	Final Apch Crs	DF43Ø	LPV DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
Ch 44939 E25H	246°	5000′ (4649′)		

4300 MSA ARP

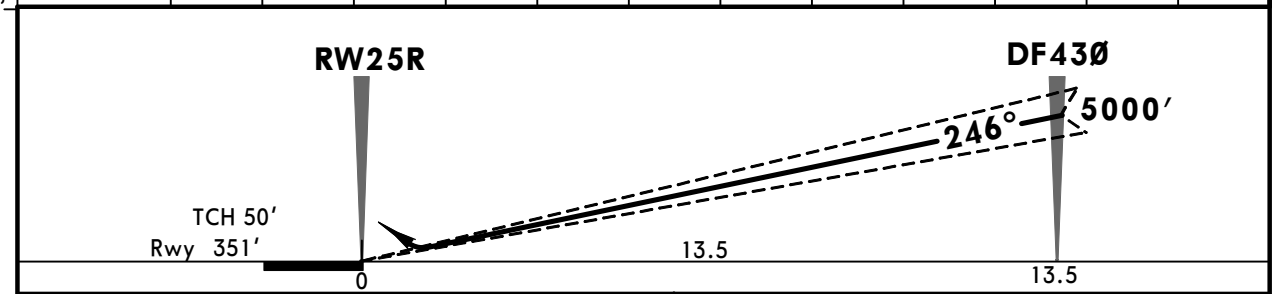
MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. Parallel independent operation may be in force.
3. In case of missed apch inform ATC immediately.



DIST to RW25R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	1090′	1430′	1770′	2100′	2440′	2780′	3120′	3460′	3800′	4140′	4480′	4820′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI | MIN 680′ on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle
DA(H) ABC: **551′**(200′) D: **561′**(210′)

[1] LPV Missed apch climb grad MIN 2.5% (152′/NM)
DA(H) A: **1330′**(979′) C: **1350′**(999′)
B: **1340′**(989′) D: **1360′**(1009′)

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[2] R550m	R1200m	R1500m		
B						
C				R2400m		
D						

[1] LPV (VAL 35m). [2] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed apch, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-40) Eff 23 Jan

FRANKFURT/MAIN, GERMANY GLS Z Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

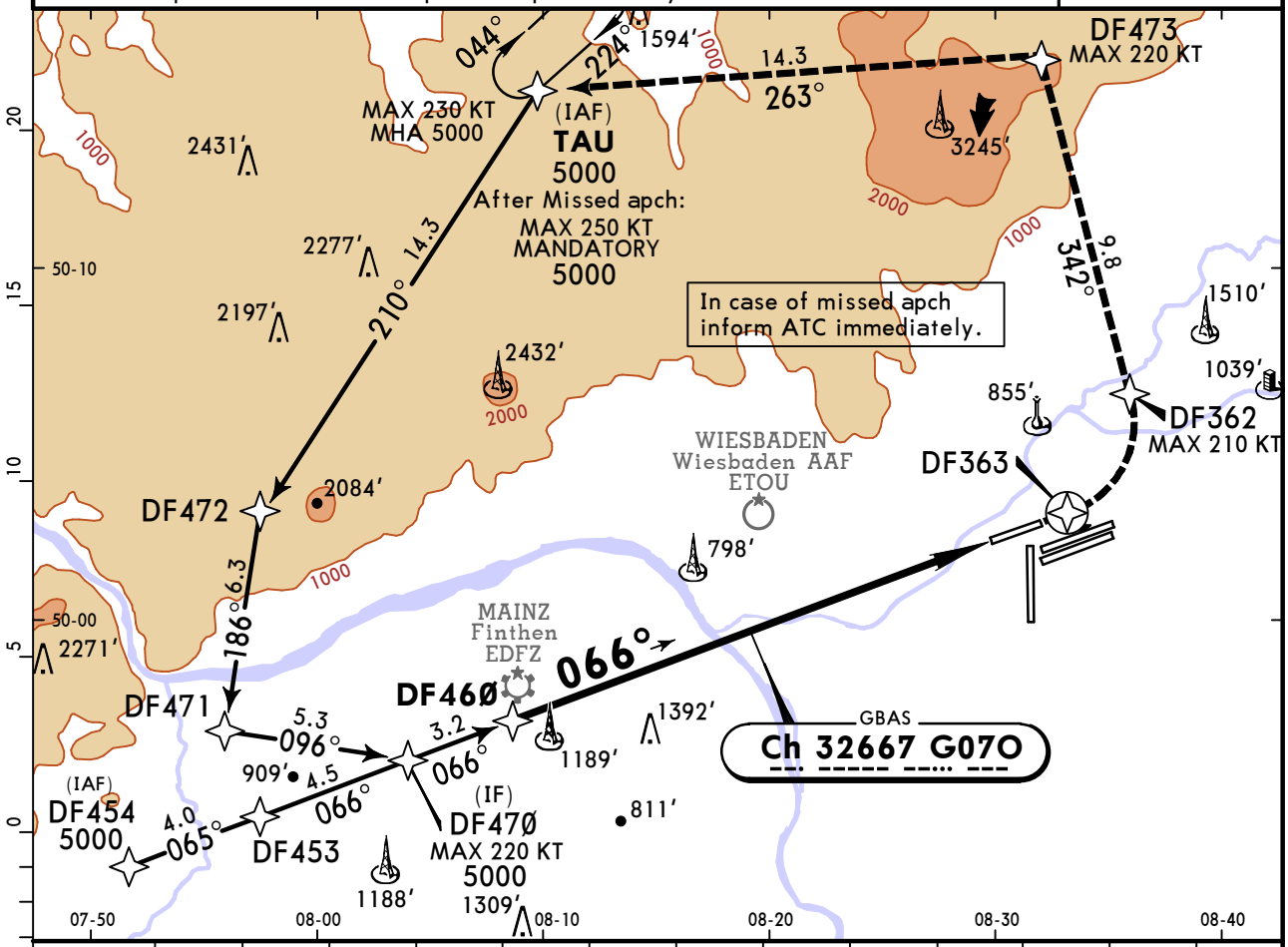
GBAS	Final Apch Crs	DF46Ø	DA(H)	Apt Elev 363'
Ch 32667 G07O	066°	5000' (4696')	Refer to Minimums	Rwy 304'

MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'.
Refer to minimums for missed apch climb gradients.

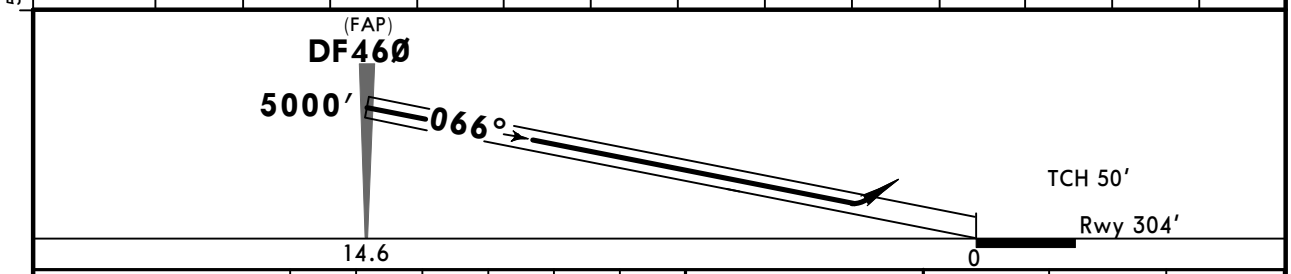
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Parallel independent operation may be in force.

MSA ARP 4300



DIST to THR	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4820'	4500'	4180'	3860'	3540'	3220'	2910'	2590'	2270'	1950'	1630'	1310'	1000'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF363

Std/State STRAIGHT-IN LANDING GLS

Missed apch climb grad MIN 4.1% (250'/NM) up to 3500' due to obstacle
DA(H) ABC: **504'**(200') D: **512'**(208')

Missed apch climb grad MIN 2.5% (152'/NM)
A: **504'**(200') C: **546'**(242')
DA(H) B: **511'**(207') D: **557'**(253')

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R550m	1 R550m	R1200m
B						
C				R600m	1 R600m	R1300m
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

17 JAN 25 (12-40A) Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY

CAT II GLS Z Rwy 07L

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

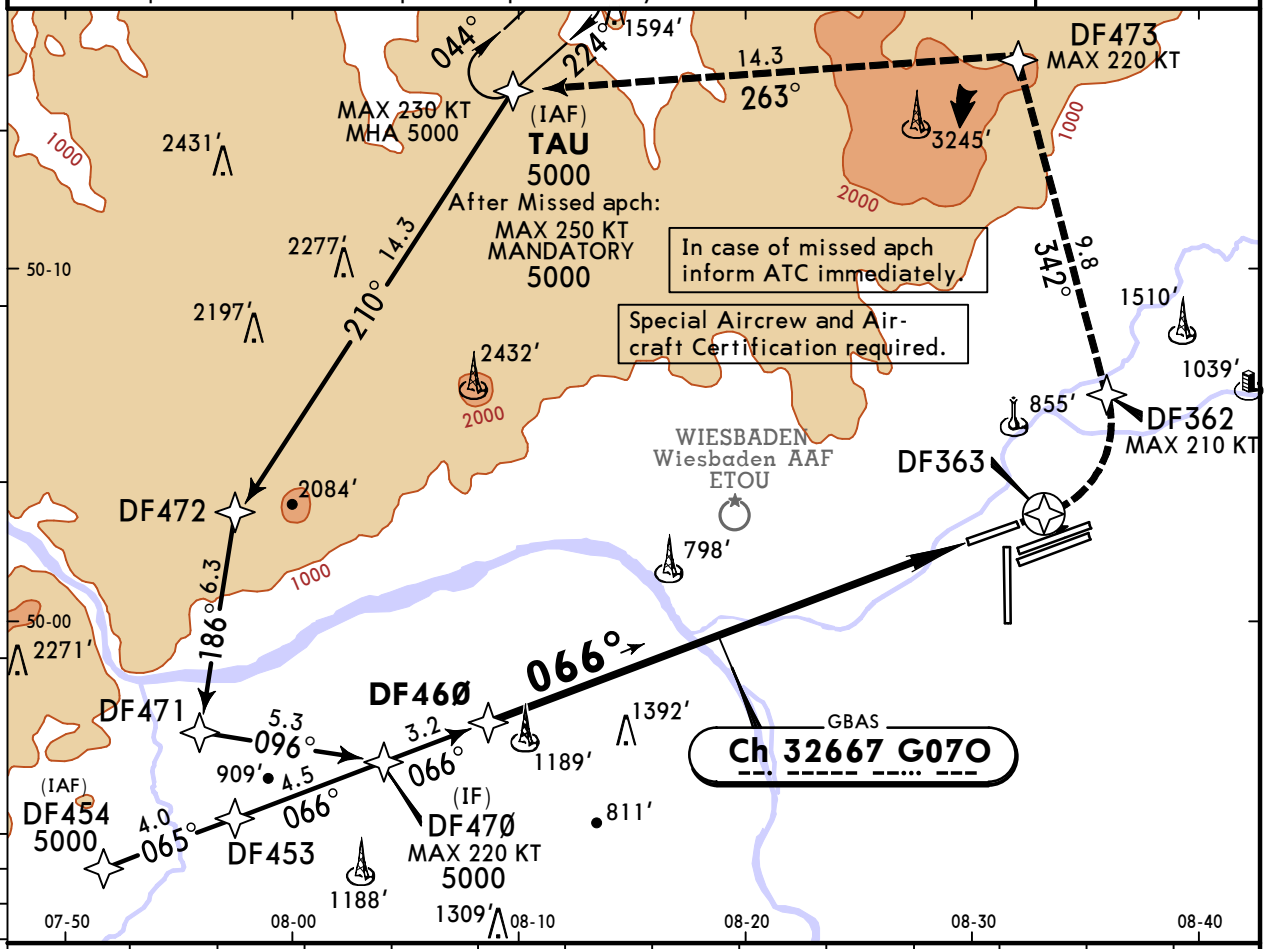
GBAS	Final Apch Crs	DF46Ø	CAT II GLS	Apt Elev 364'
Ch 32667 G07O	066°	5000' (4696')	Refer to Minimums	Rwy 304'

MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000'.
Missed apch climb gradient MIN 4.1% (250'/NM) up to 3500' due to obstacle.

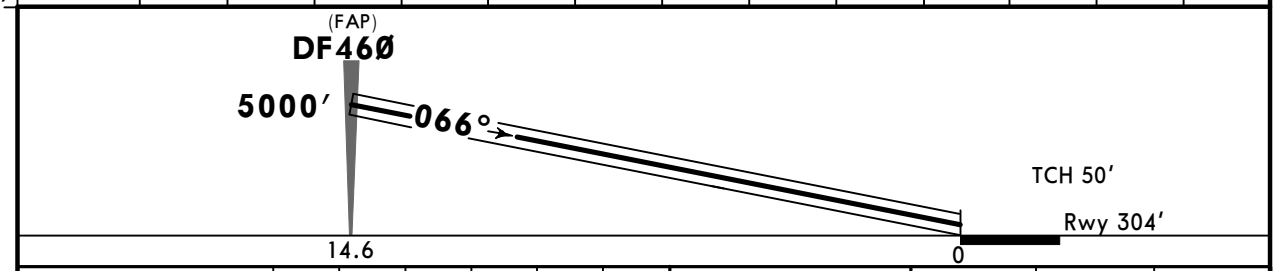
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000'

1. Radar required. 2. Parallel independent operation may be in force.

MSA ARP 4300



DIST to THR	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4820'	4500'	4180'	3860'	3540'	3220'	2910'	2590'	2270'	1950'	1630'	1310'	1000'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF363

Std/State STRAIGHT-IN LANDING

A: RA 99' DA(H) 404' (100')	D: RA 132' DA(H) 437' (133')
B: RA 106' DA(H) 411' (107')	
C: RA 117' DA(H) 422' (118')	

PANS OPS

R300m	R400m

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA
FRANKFURT/MAIN

17 JAN 25 (12-41) Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

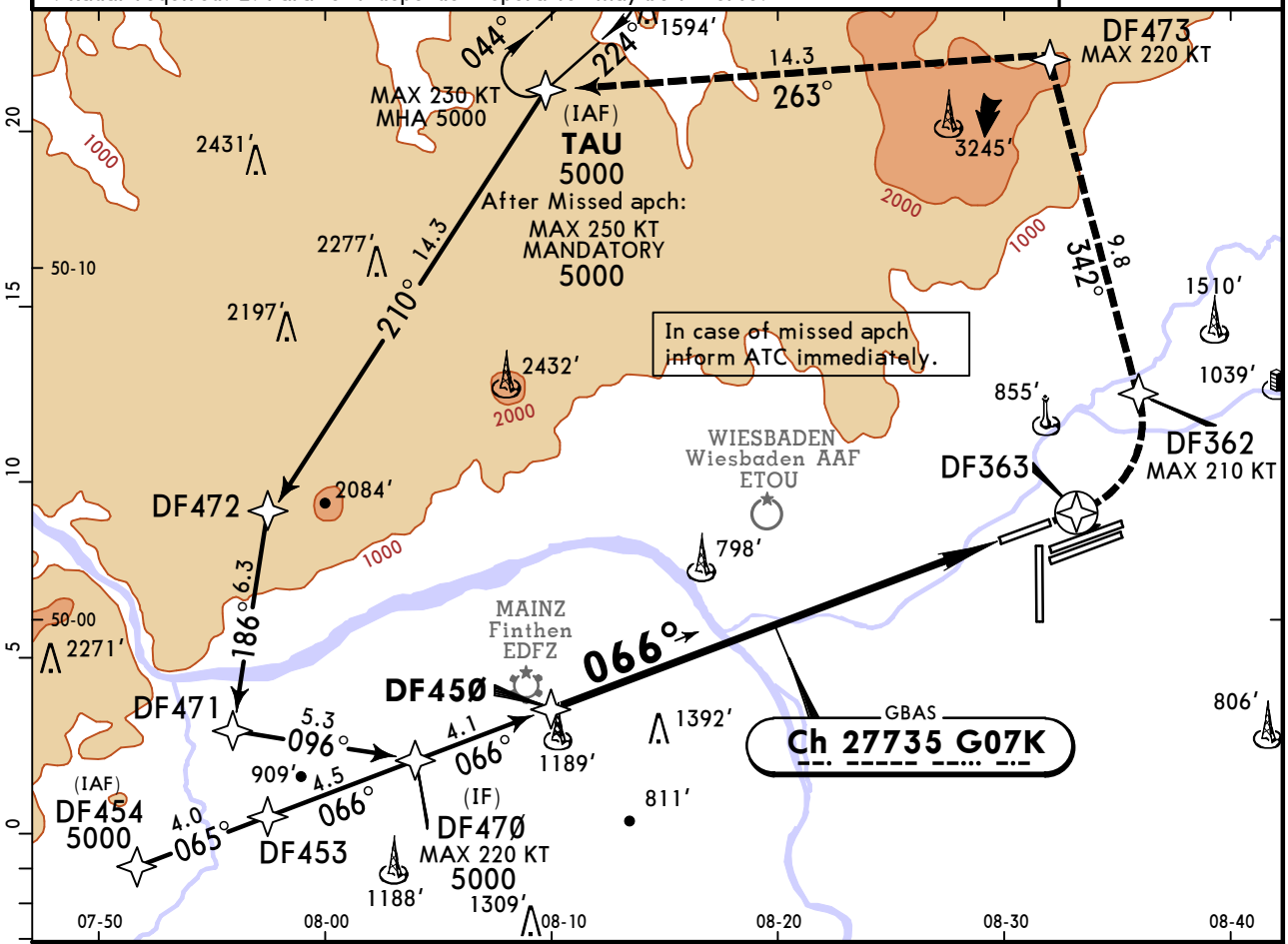
GBAS	Final Apch Crs	DF45Ø	DA(H)	Apt Elev 363′
Ch 27735 G07K	066°	5000′ (4696′)	Refer to Minimums	Rwy 304′

MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000′.
Refer to minimums for missed apch climb gradients.

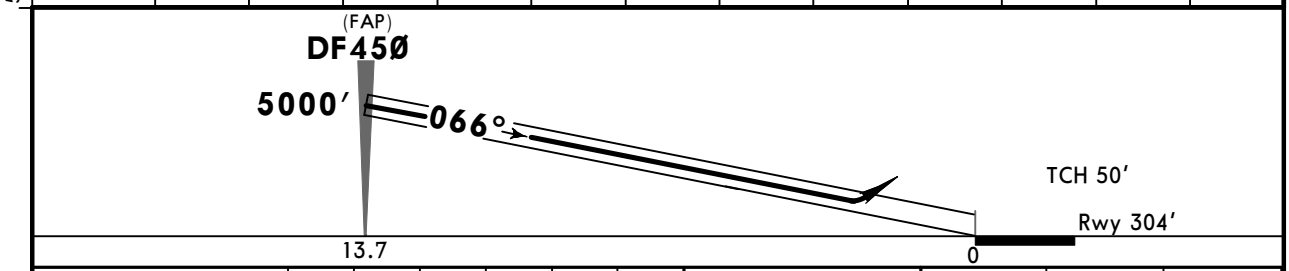
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. Parallel independent operation may be in force.

4300
MSA ARP



DIST to THR	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4780′	4440′	4100′	3760′	3420′	3080′	2740′	2400′	2060′	1720′	1380′	1040′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

DF363

Std/State STRAIGHT-IN LANDING GLS

Missed apch climb grad MIN 4.1% (250′/NM) up to 3500′ due to obstacle
DA(H) ABC: **504′**(200′) D: **512′**(208′)

Missed apch climb grad MIN 2.5% (152′/NM)
DA(H) A: **504′**(200′) C: **546′**(242′)
B: **511′**(207′) D: **557′**(253′)

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R550m	1 R550m	R1200m
B						
C				R600m	1 R600m	R1300m
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

17 JAN 25 (12-41A) Eff 23 Jan

JEPPESEN FRANKFURT/MAIN, GERMANY CAT II GLS Y Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

GBAS	Final Apch Crs	DF45Ø	CAT II GLS	Apt Elev 363′
Ch 27735 G07K	066°	5000′ (4696′)	Refer to Minimums	Rwy 304′

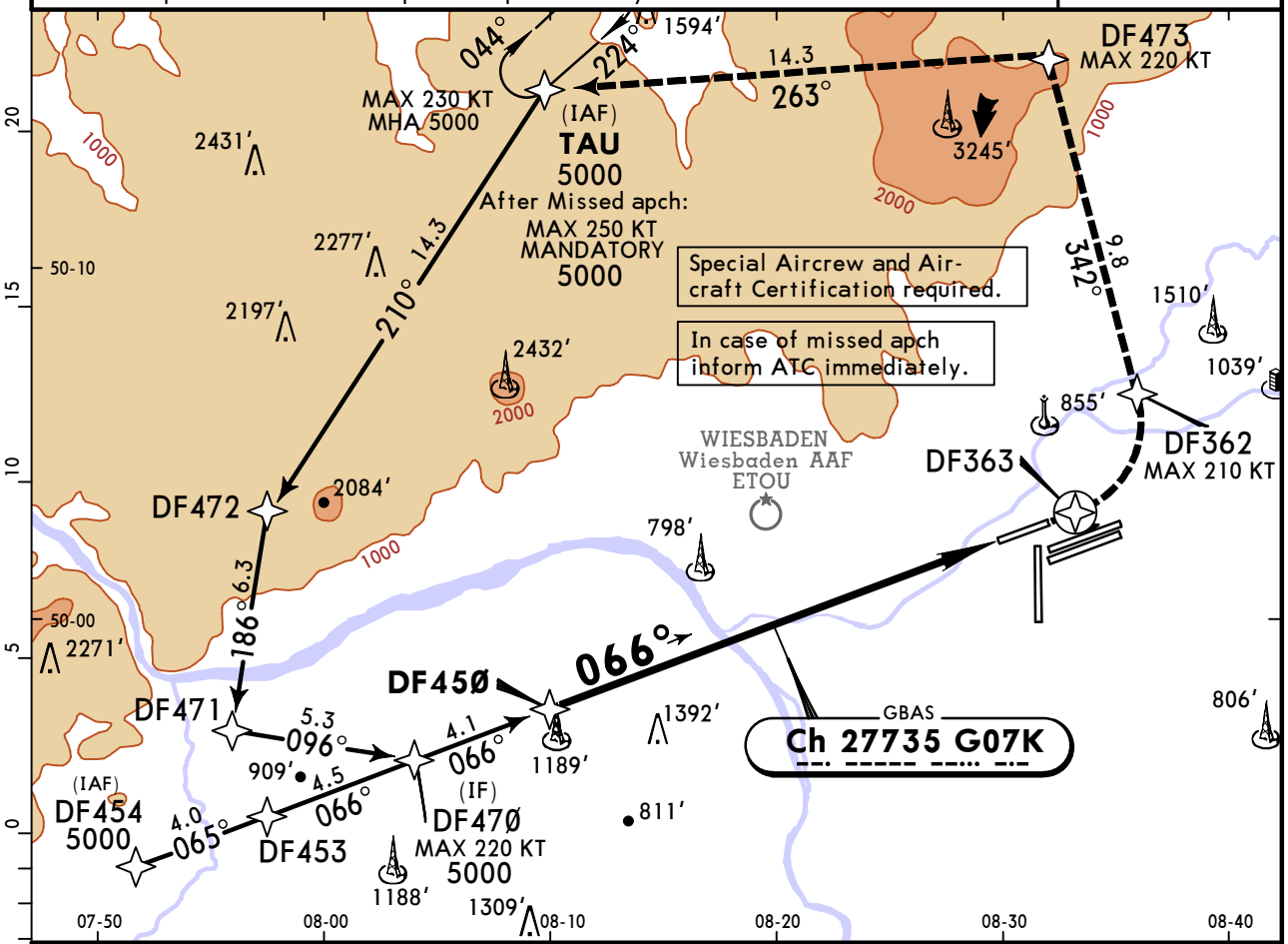
MISSED APCH: Climb direct to DF363, then turn LEFT direct to DF362 (MAX 210 KT), to DF473 (MAX 220 KT), to TAU (MAX 250 KT) climbing 5000′.
Missed apch climb gradient MIN 4.1% (250′/NM) up to 3500′ due to obstacle.

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000′

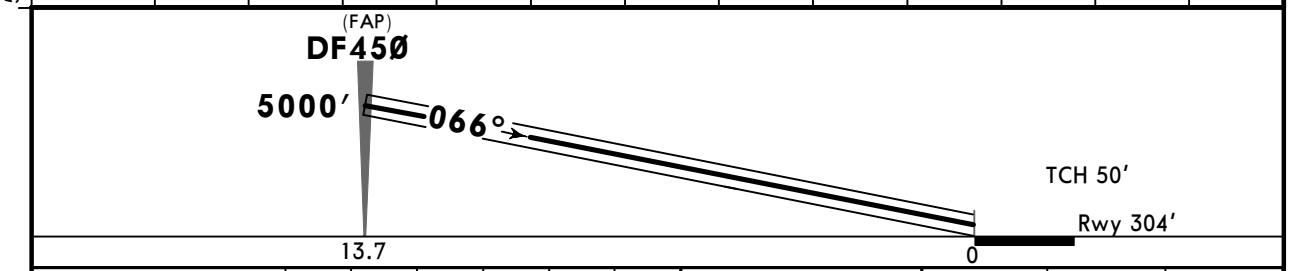
1. Radar required. 2. Parallel independent operation may be in force.

4300

MSA ARP



DIST to THR	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4780′	4440′	4100′	3760′	3420′	3080′	2740′	2400′	2060′	1720′	1380′	1040′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

D

DF363

Std/State STRAIGHT-IN LANDING

A: RA 99′ DA(H) 404′(100′) B: RA 106′ DA(H) 411′(107′) C: RA 117′ DA(H) 422′(118′)	D: RA 132′ DA(H) 437′(133′)
R300m	R400m

PANS OPS

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-42)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Z Rwy 07C

BRIEFING STRIP

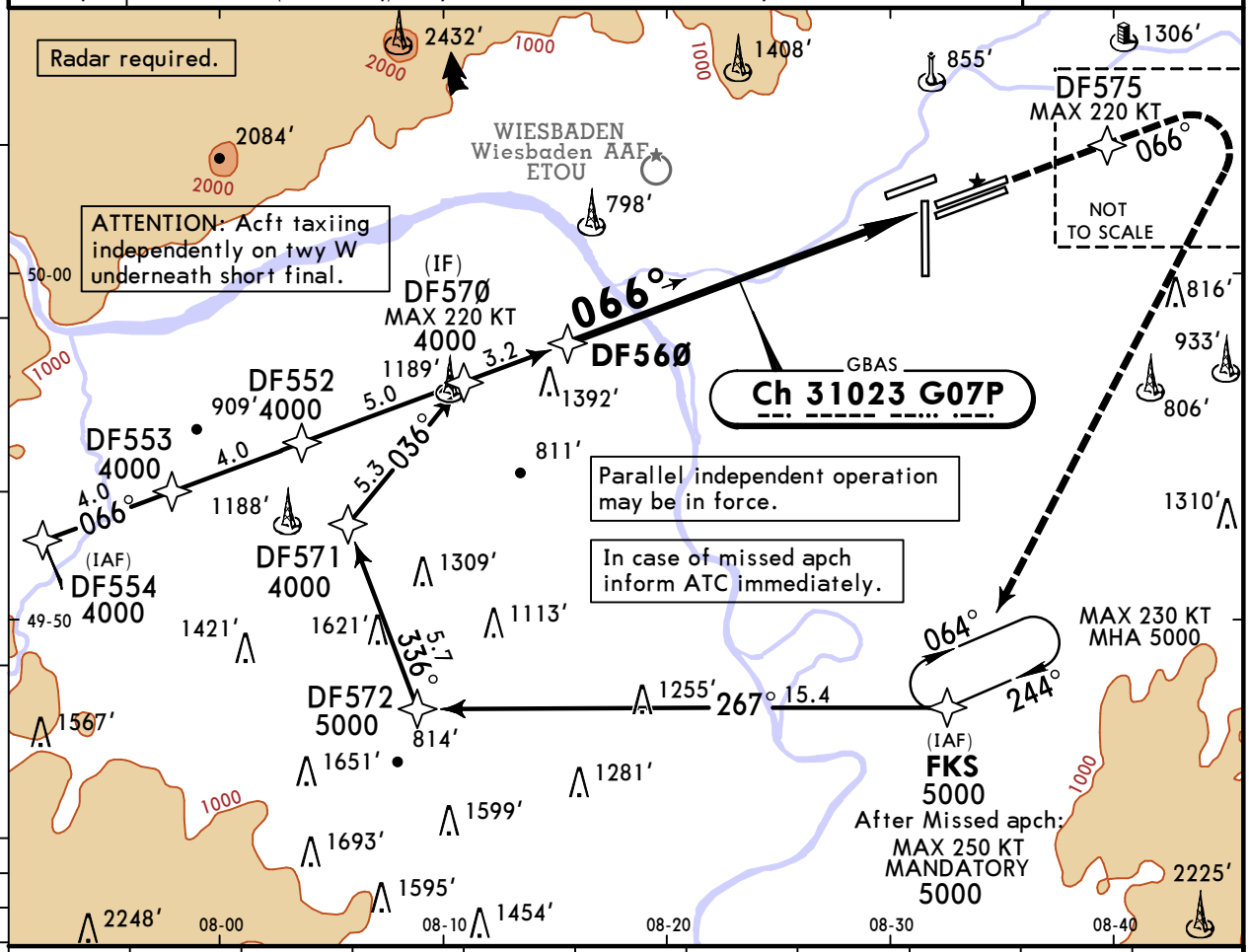
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF56Ø	DA(H)	Apt Elev 363′
Ch 31023 G07P	066°	4000′ (3672′)	528′ (200′)	Rwy 328′

MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

MSA ARP: 4300



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3890′	3570′	3250′	2930′	2610′	2290′	1980′	1660′	1340′	1020′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF575 | 220 KT MAX

Std/State

STRAIGHT-IN LANDING
GLS
DA(H) 528′(200′)

	TDZ or CL out	ALS out
A B C D: R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

PANS OPS

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-42A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 07C

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

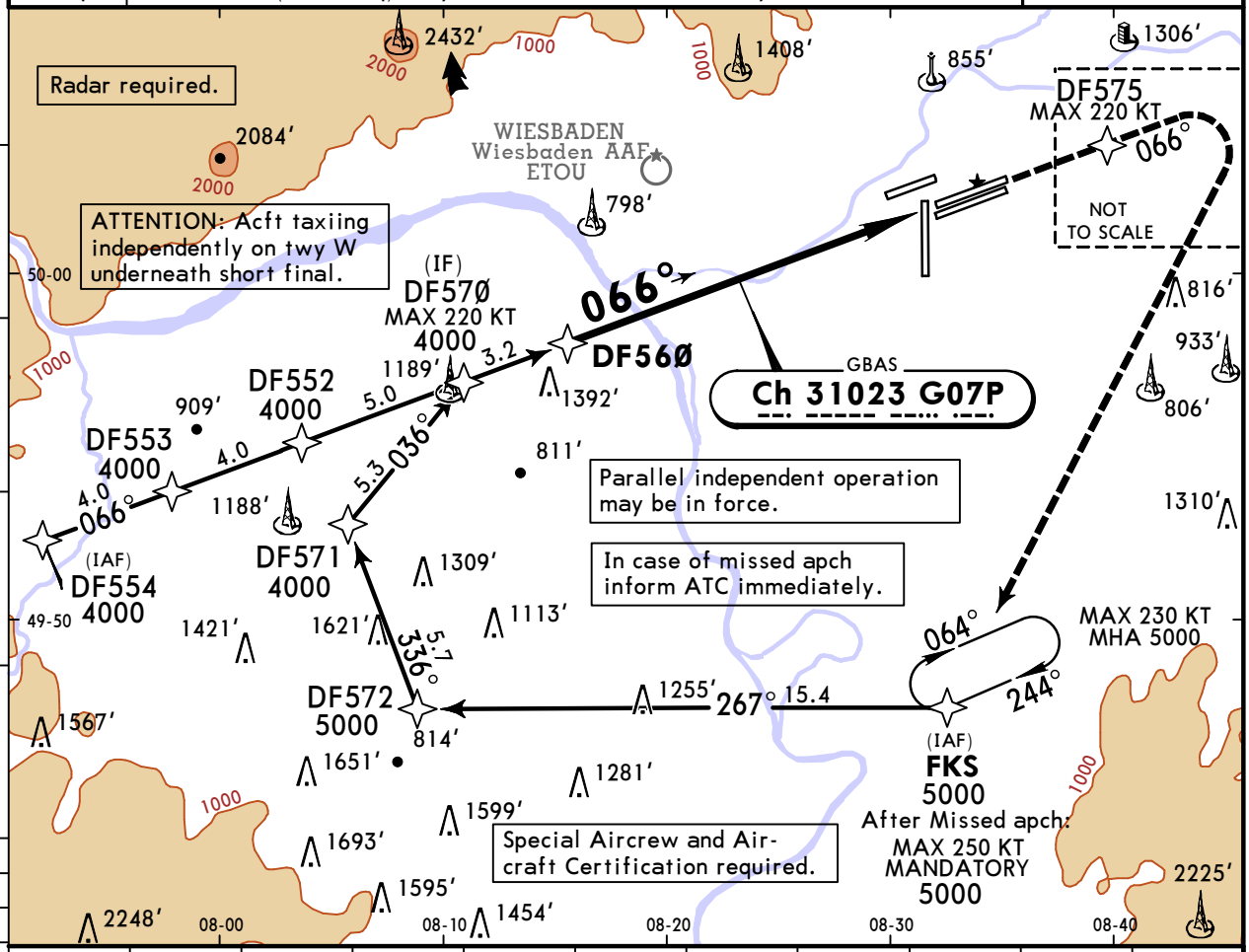
GBAS	Final Apch Crs	DF56Ø	CAT II GLS	Apt Elev 363′
Ch 31023 G07P	066°	4000′ (3672′)	RA 102′ DA(H) 428′(100′)	Rwy 328′

MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

4300

MSA ARP

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3890′	3570′	3250′	2930′	2610′	2290′	1980′	1660′	1340′	1020′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D → DF575 220 KT MAX

Std/State STRAIGHT-IN LANDING

RA 102′
DA(H) **428′**(100′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-43)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07C

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

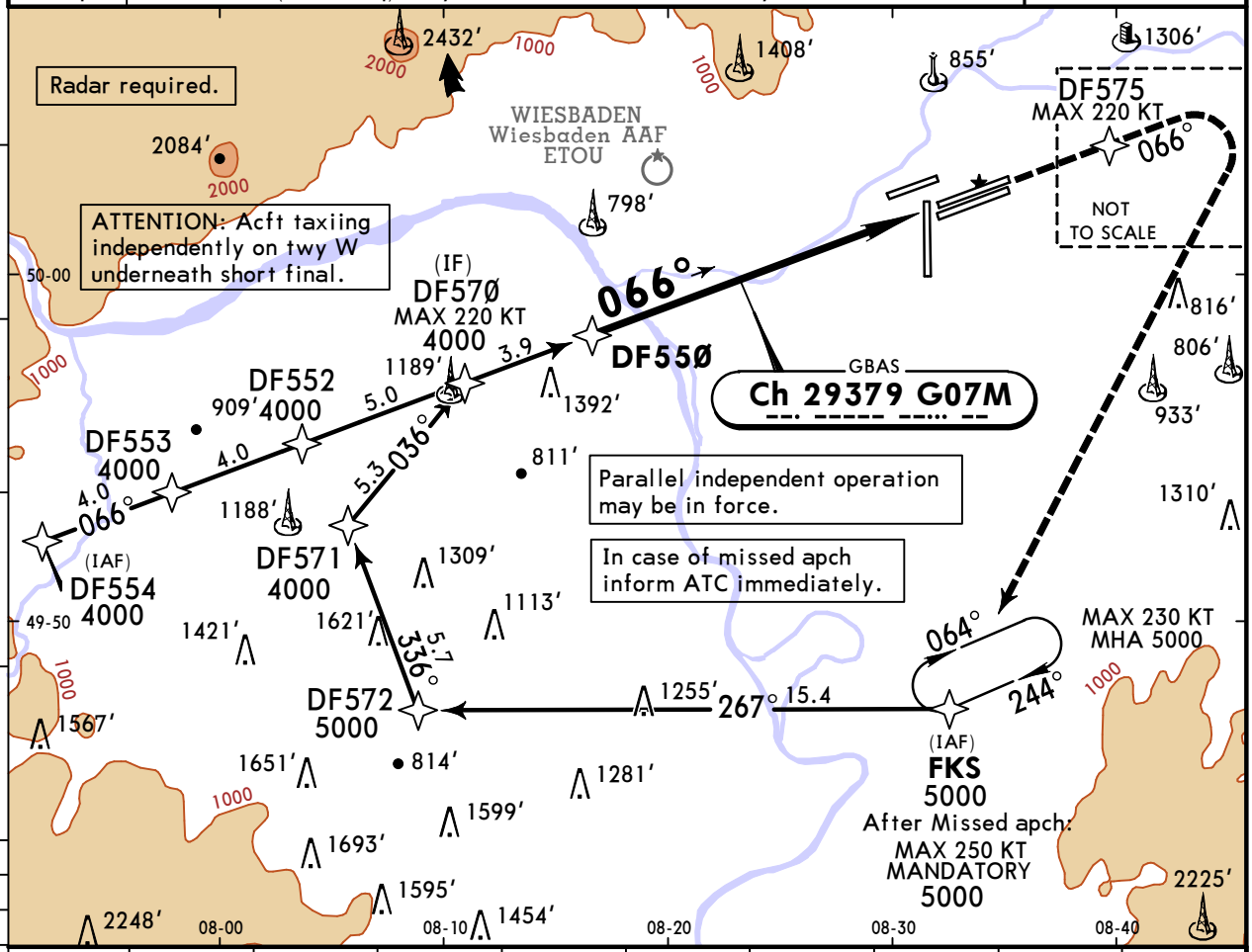
BRIEFING STRIP TM

GBAS	Final Apch Crs	DF55Ø	DA(H)	Apt Elev 363'
Ch 29379 G07M	066°	4000' (3672')	528' (200')	Rwy 328'

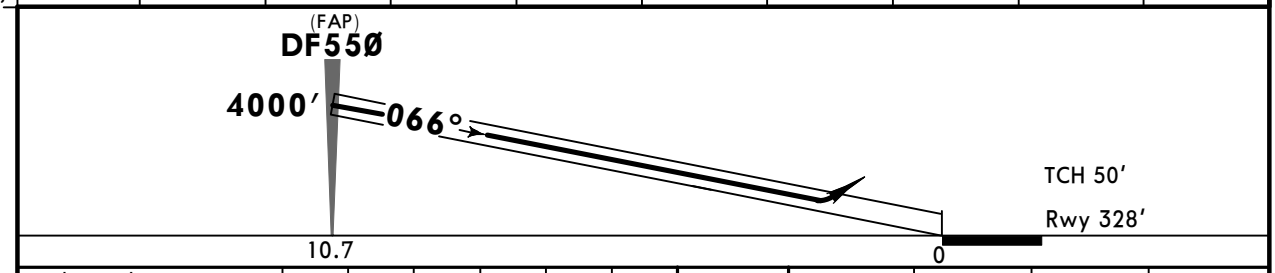
MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000', then turn RIGHT (MAX 220 KT) direct to FKS at 5000' (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'

4300
MSA ARP



DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780'	3440'	3100'	2760'	2420'	2080'	1740'	1400'	1060'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

DF575 220 KT MAX

Std/State

STRAIGHT-IN LANDING
GLS
DA(H) 528'(200')

PANS OPS		TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-43A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 07C

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

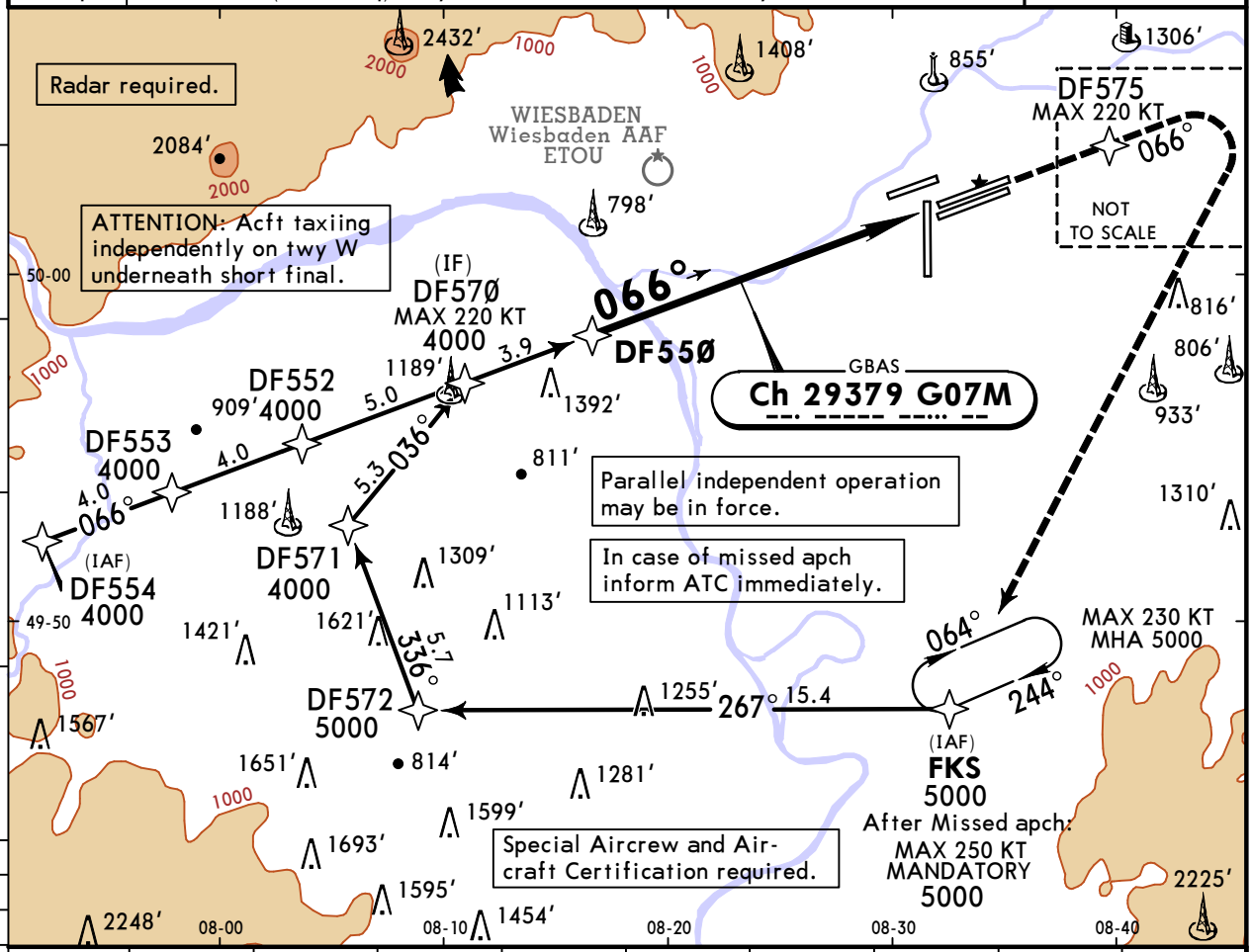
GBAS	Final Apch Crs	DF55Ø	CAT II GLS	Apt Elev 363′
Ch 29379 G07M	066°	4000′ (3672′)	RA 102′ DA(H) 428′(100′)	Rwy 328′

MISSED APCH: Direct to DF575 (MAX 220 KT), climb on course 066° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

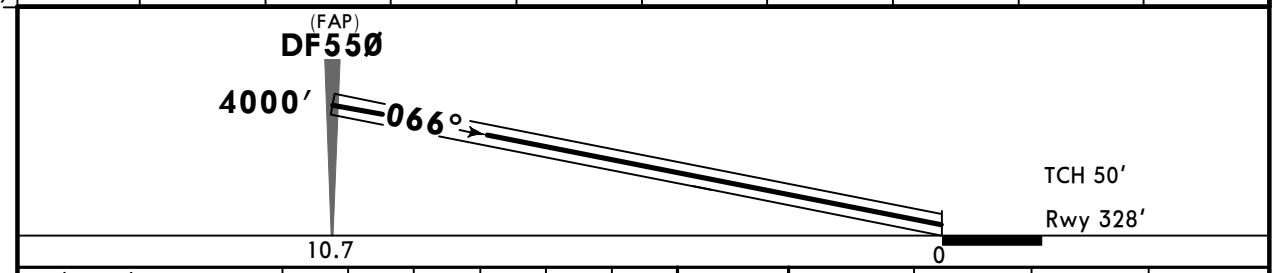
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

4300 MSA ARP

BRIEFING STRIP ™



DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780′	3440′	3100′	2760′	2420′	2080′	1740′	1400′	1060′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

D → DF575 220 KT MAX

Std/State STRAIGHT-IN LANDING

RA 102′
DA(H) **428′**(100′)

1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (12-44)

FRANKFURT/MAIN, GERMANY GLS Z Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

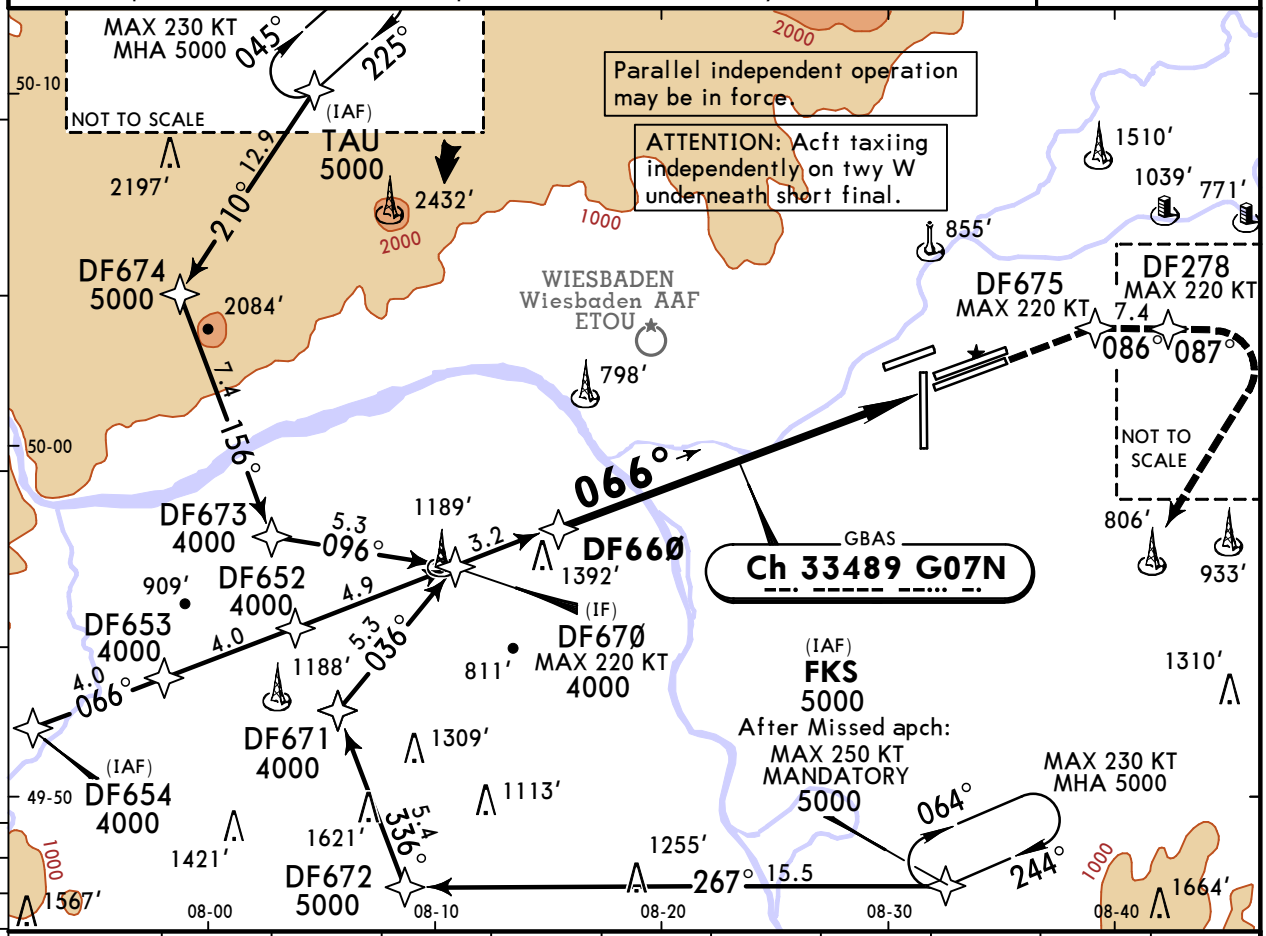
GBAS	Final Apch Crs	DF66Ø	DA(H)	Apt Elev 363′
Ch 33489 G07N	066°	4000′ (3673′)	527′ (200′)	Rwy 327′

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1.Radar required. 2. In case of missed apch inform ATC immediately.

4300 MSA ARP



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3880′	3570′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF675 220 KT MAX

Std/State

STRAIGHT-IN LANDING
GLS
DA(H) 527′(200′)

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-44A)

JEPPESEN

FRANKFURT/MAIN, GERMANY CAT II GLS Z Rwy 07R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

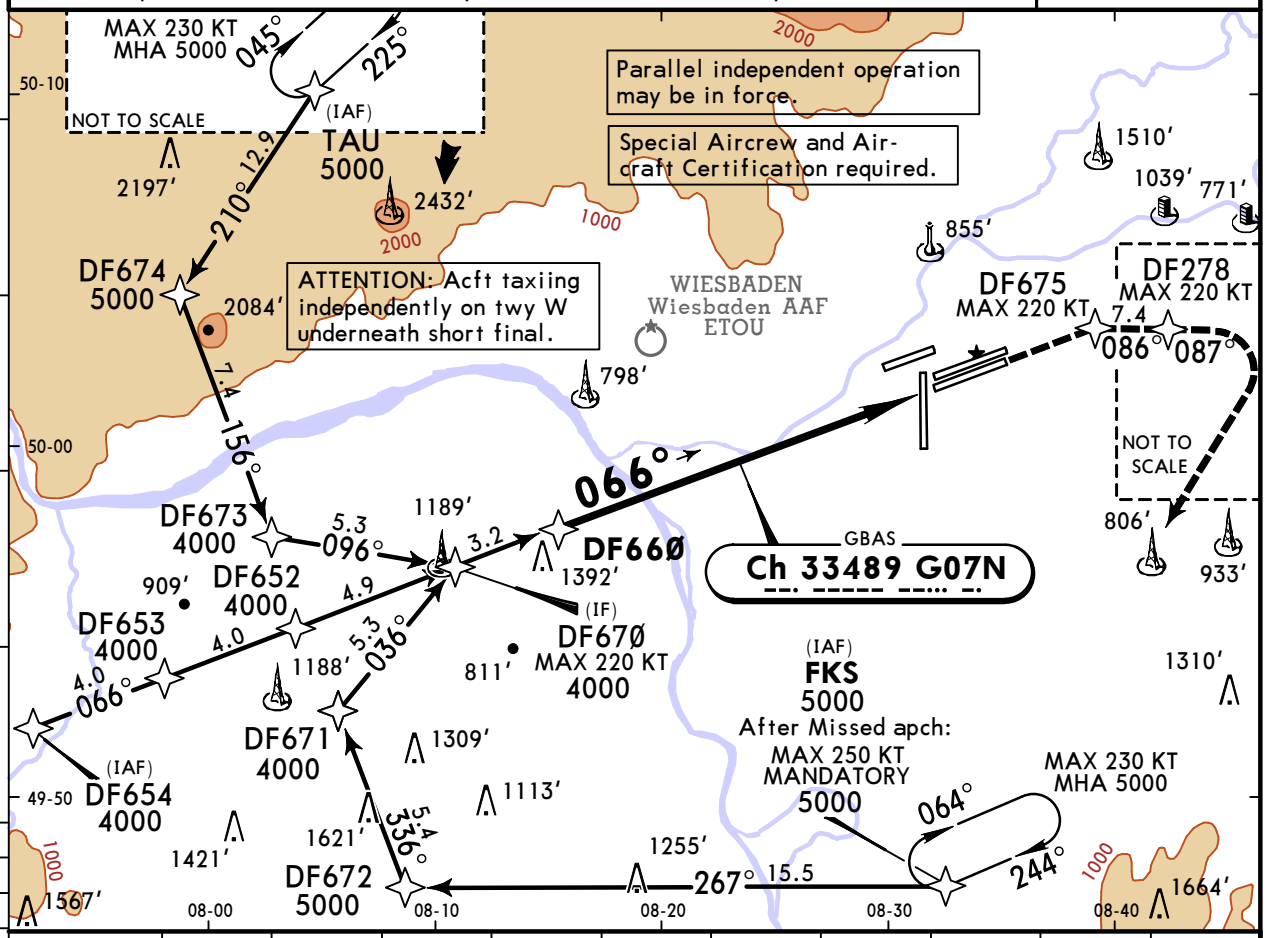
GBAS	Final Apch Crs	DF66Ø	CAT II GLS	Apt Elev 363′
Ch 33489 G07N	066°	4000′ (3673′)	RA 101′ DA(H) 427′(100′)	Rwy 327′

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

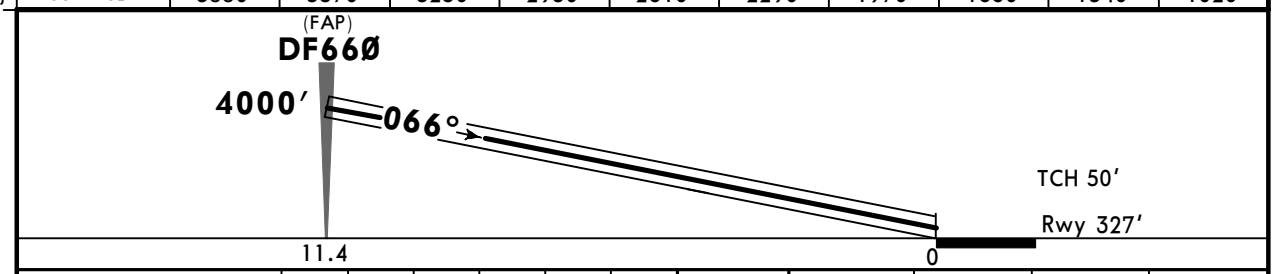
RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1. Radar required. 2. In case of missed apch inform ATC immediately.

4300 MSA ARP



DIST to THR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3880′	3570′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

DF675 220 KT MAX

Std/State STRAIGHT-IN LANDING

RA 101′
DA(H) **427′**(100′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-45)

JEPPESEN FRANKFURT/MAIN, GERMANY
GLS Y Rwy 07R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

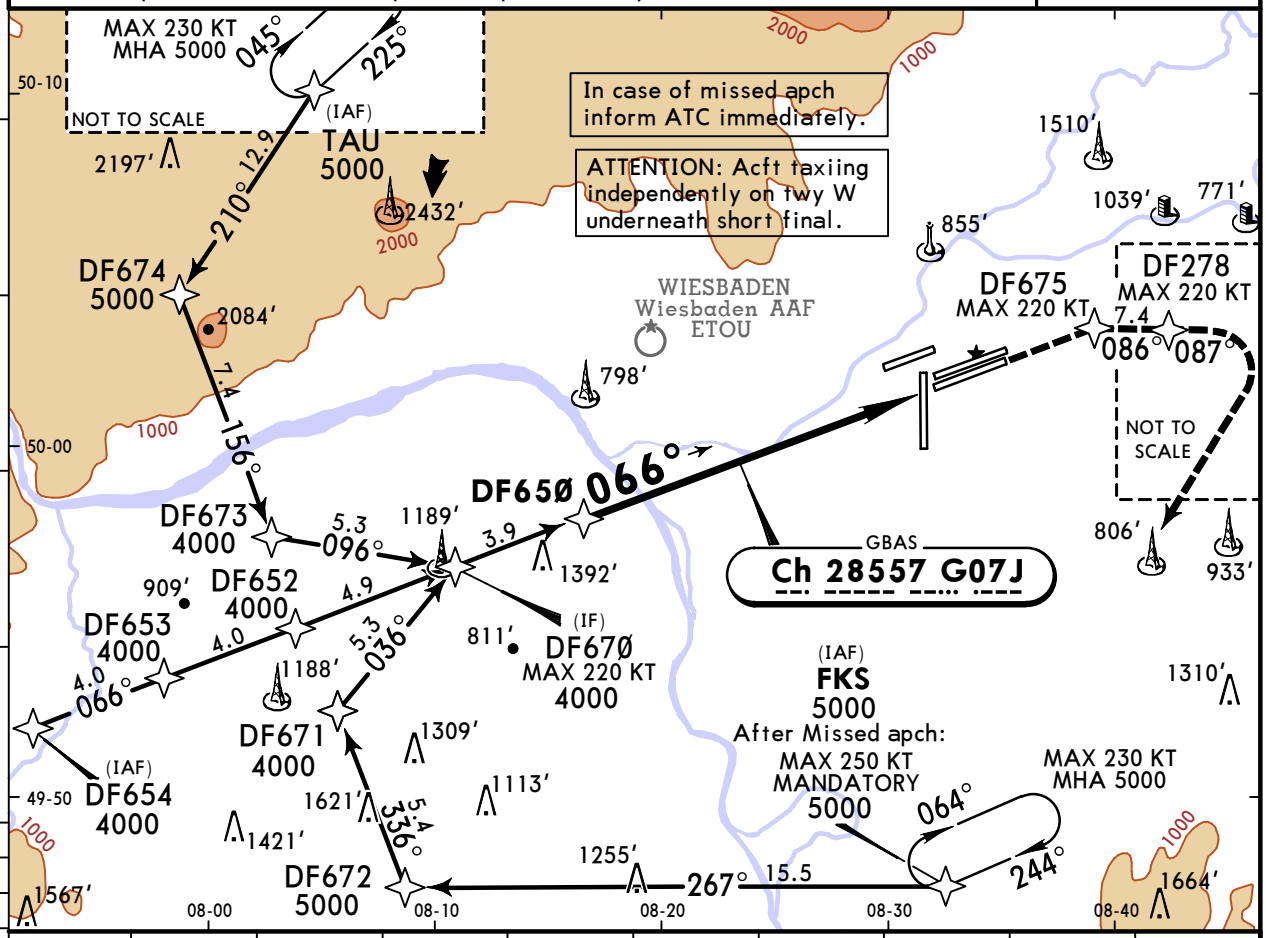
GBAS	Final Apch Crs	DF65Ø	DA(H)	Apt Elev 363′
Ch 28557 G07J	066°	4000′ (3673′)	527′ (200′)	Rwy 327′

MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1. Radar required. 2. Parallel independent operation may be in force.

4300
MSA ARP



DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780′	3440′	3100′	2760′	2420′	2080′	1740′	1400′	1060′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

DF675 220 KT MAX

Std/State

STRAIGHT-IN LANDING
GLS
DA(H) 527′(200′)

PANS OPS		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-45A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 07R

BRIEFING STRIP TM

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF65Ø	CAT II GLS	Apt Elev 363′
Ch 28557 G07J	066°	4000′ (3673′)	Refer to Minimums	Rwy 327′

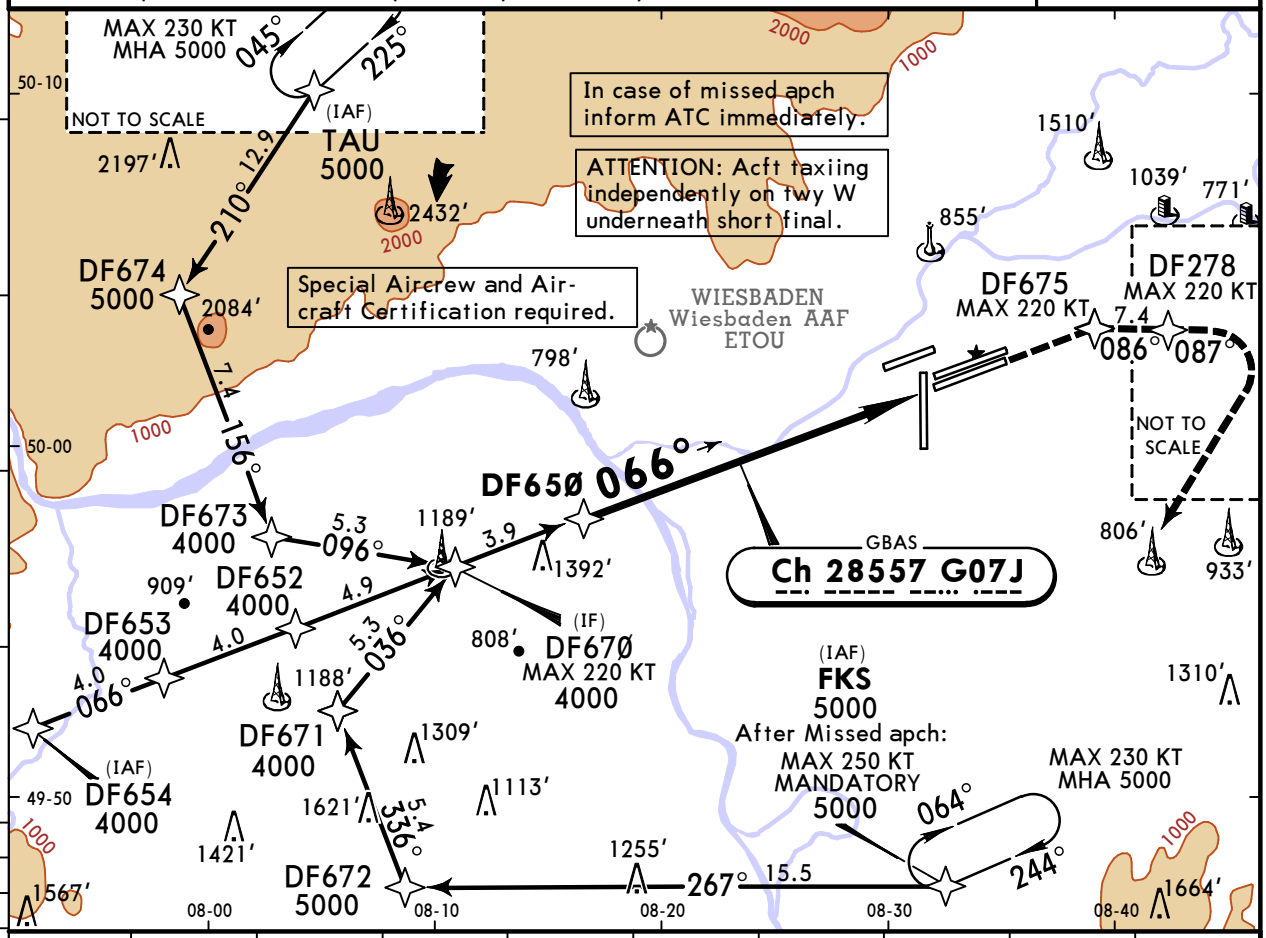
MISSED APCH: Direct to DF675 (MAX 220 KT), then to DF278 (MAX 220 KT). Climb on course 087° to 5000′, then turn RIGHT (MAX 220 KT) direct to FKS at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000′

1. Radar required. 2. Parallel independent operation may be in force.

4300

MSA ARP



DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3780′	3440′	3100′	2760′	2420′	2080′	1740′	1400′	1060′

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

DF675 | 220 KT MAX

Std/State STRAIGHT-IN LANDING

ABC:	D:
RA 101′	RA 103′
DA(H) 427′(100′)	DA(H) 429′(102′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-46)

JEPPESEN

FRANKFURT/MAIN, GERMANY GLS Z Rwy 25L

BRIEFING STRIP ™

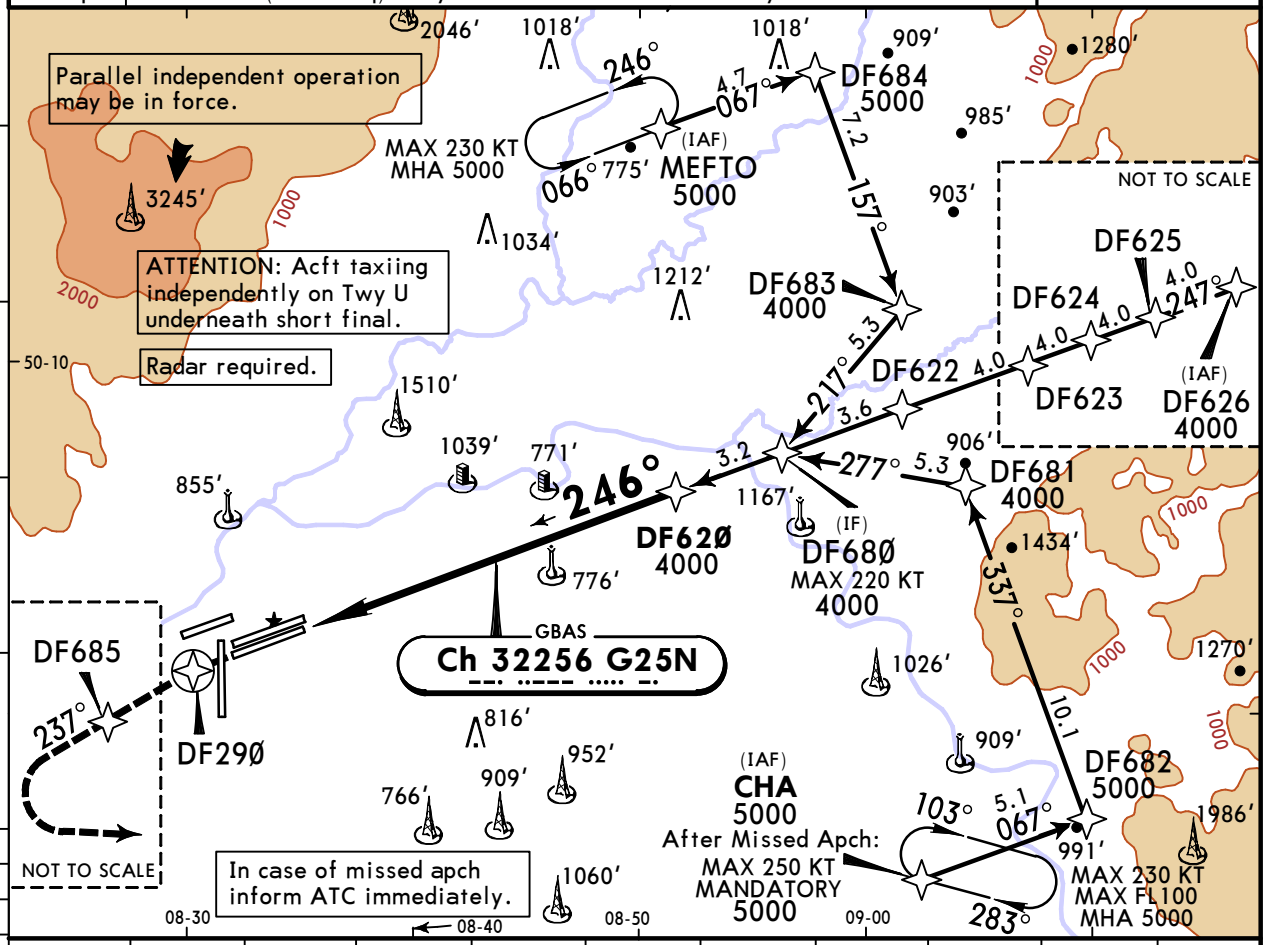
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF62Ø	DA(H)	Apt Elev 363′
Ch 32256 G25N	246°	4000′ (3639′)	561′ (200′)	Rwy 361′

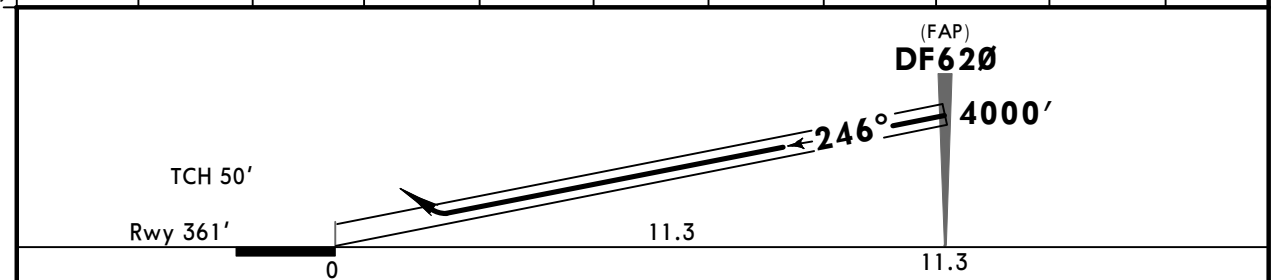
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000′ (MAX 220 KT), then turn LEFT direct to CHA at 5000′ (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa(IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050′	1370′	1690′	2010′	2330′	2640′	2960′	3280′	3600′	3920′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

DF29Ø

Std/State

STRAIGHT-IN LANDING

1 GLS

DA(H) 561′ (200′)

PANS OPS		TDZ or CL out	ALS out
A B C D	R550m	2 R550m	R1200m

1 D_L: DA(H) 588′(227′). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

13 DEC 24 (12-46A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 25L

BRIEFING STRIP

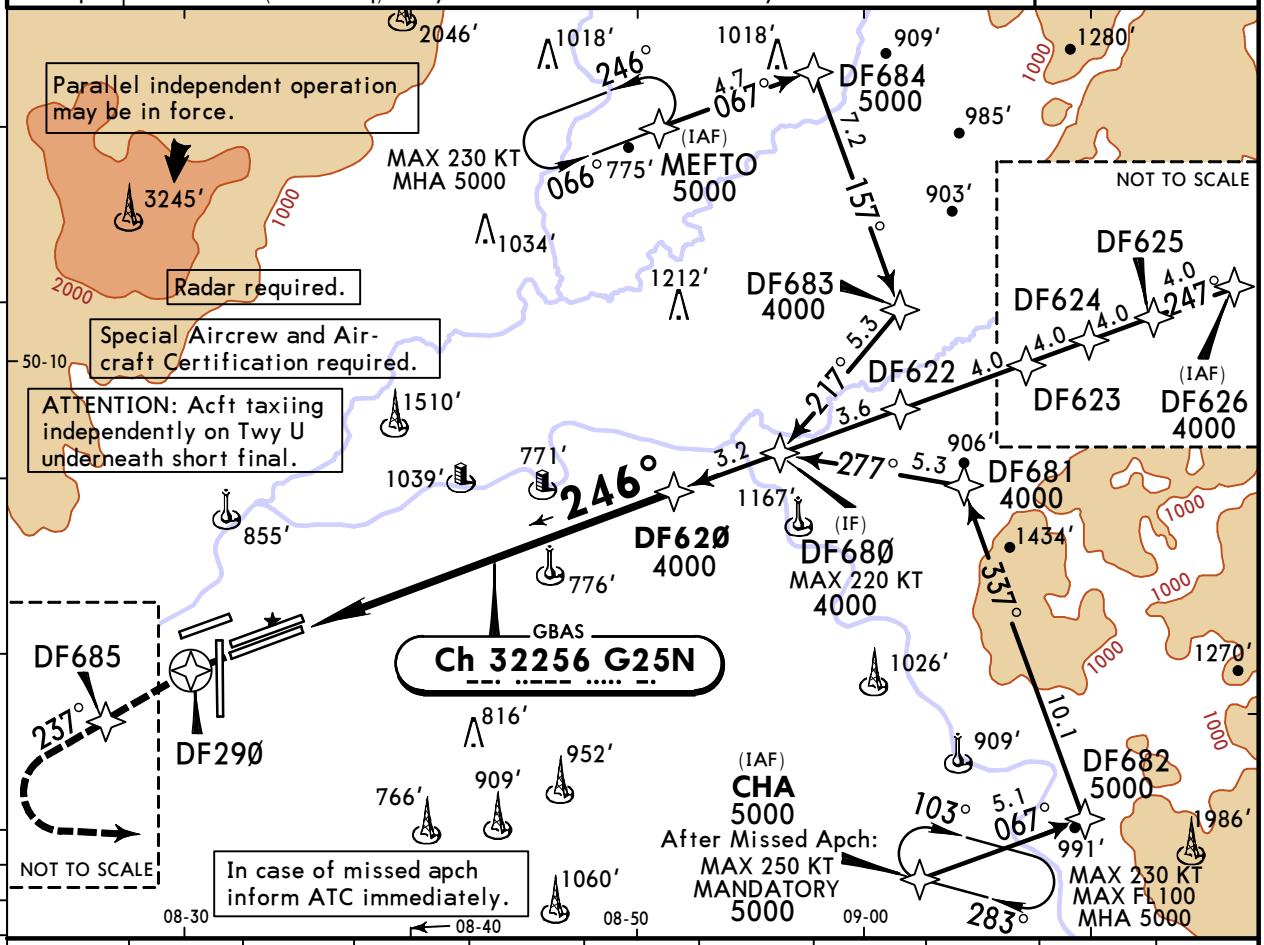
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF62Ø	CAT II GLS	Apt Elev 363'
Ch 32256 G25N	246°	4000' (3639')	RA 95' DA(H) 461' (100')	Rwy 361'

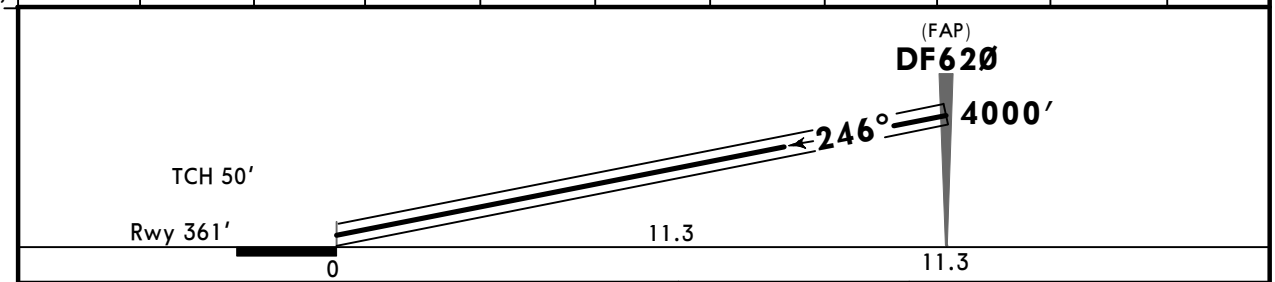
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa(IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000'



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050'	1370'	1690'	2010'	2330'	2640'	2960'	3280'	3600'	3920'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

D

DF29Ø

Std/State STRAIGHT-IN LANDING

RA 95'
DA(H) **461'** (100')

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-47)

JEPPESEN

FRANKFURT/MAIN, GERMANY
GLS Y Rwy 25L

BRIEFING STRIP™

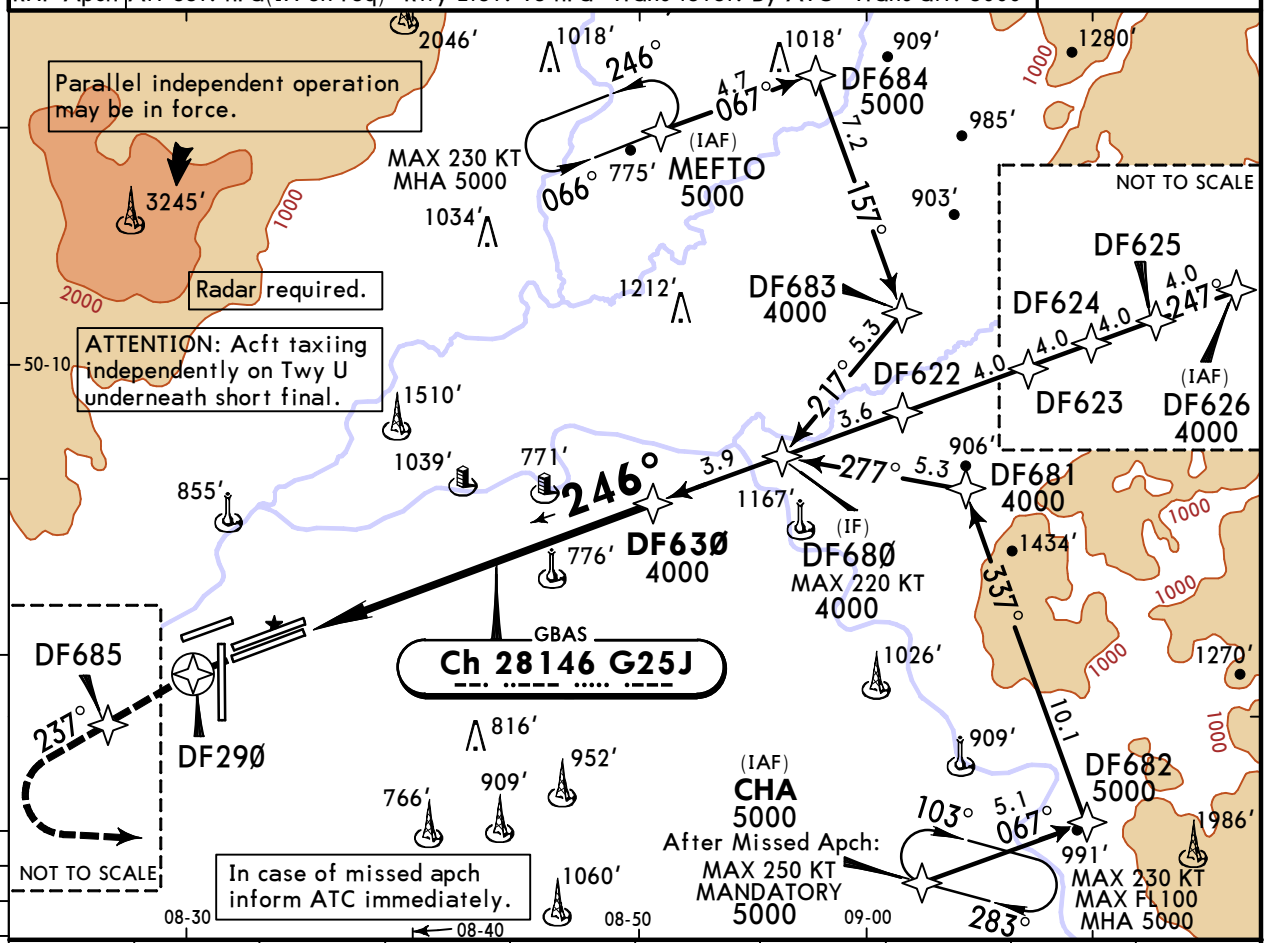
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF63Ø	DA(H)	Apt Elev 363′
Ch 28146 G25J	246°	4000′ (3639′)	561′ (200′)	Rwy 361′

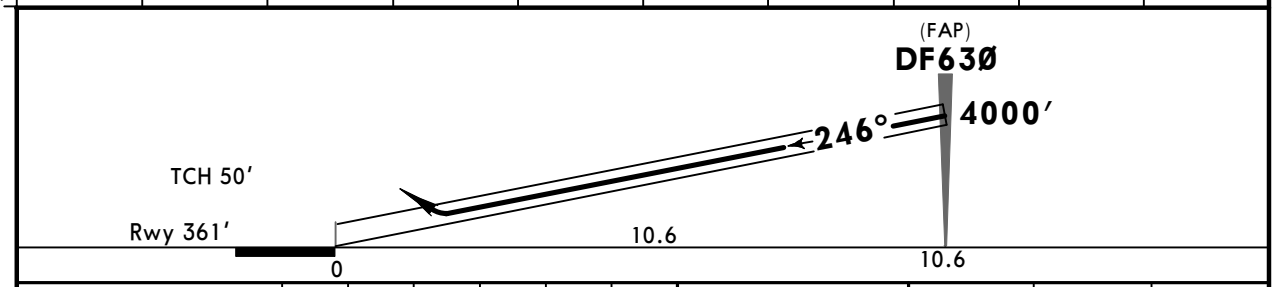
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000′ (MAX 220 KT), then turn LEFT direct to CHA at 5000′ (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa(IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1100′	1430′	1770′	2110′	2450′	2790′	3130′	3470′	3810′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II, REIL, PAPI

DF29Ø

Std/State

STRAIGHT-IN LANDING
GLS
DA(H) **561′** (200′)

PANS OPS

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-47A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 25L

BRIEFING STRIP

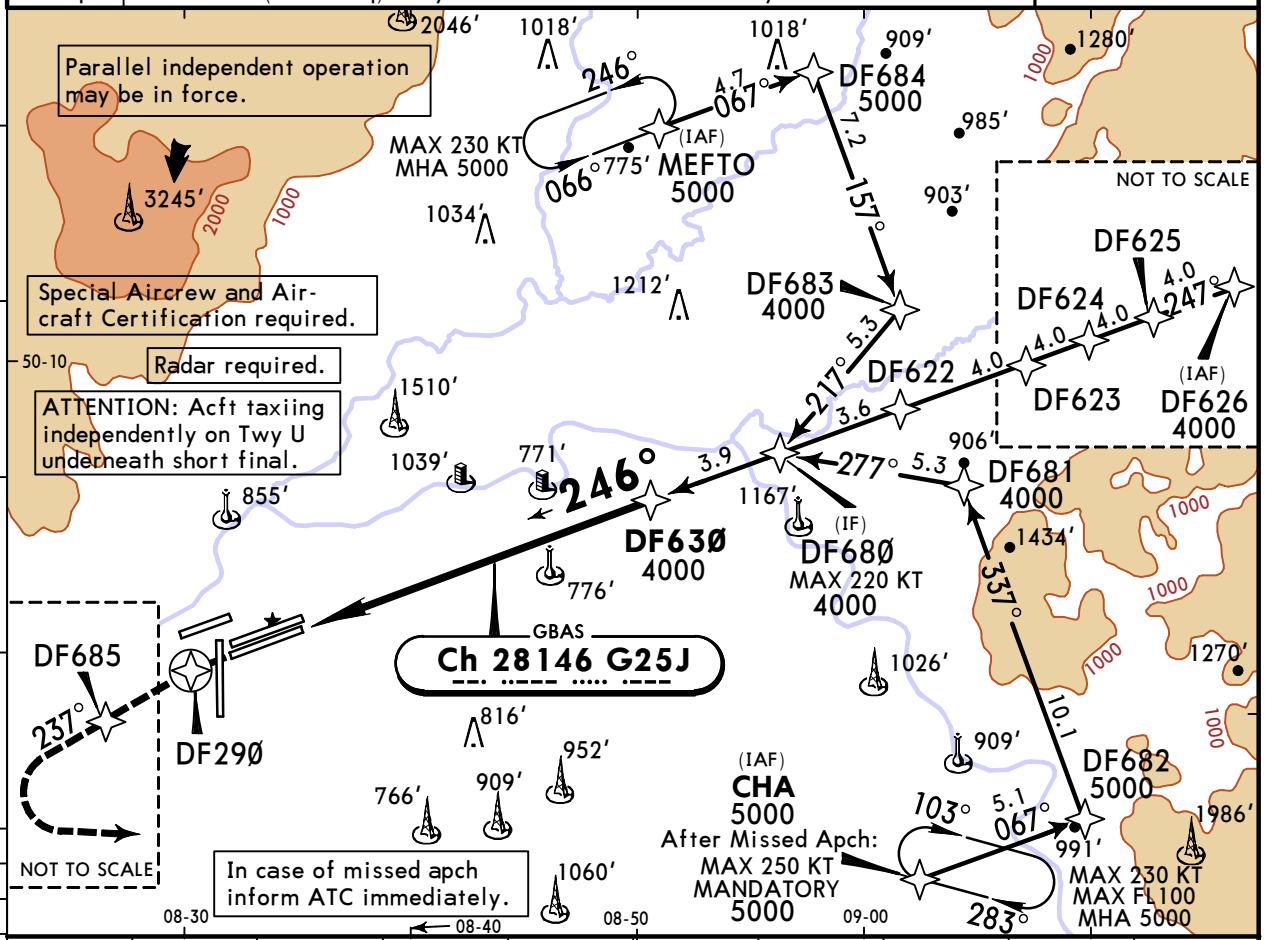
D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF63Ø	CAT II GLS	Apt Elev 363'
Ch 28146 G25J	246°	4000' (3639')	RA 95' DA(H) 461' (100')	Rwy 361'

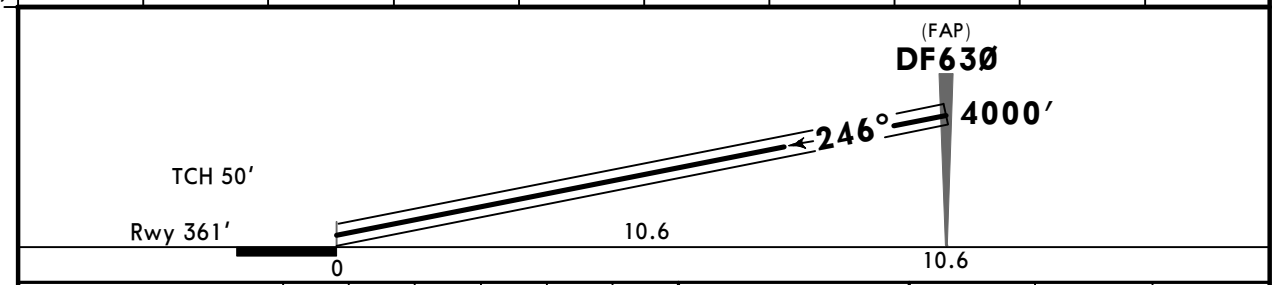
MISSED APCH: Climb direct to DF29Ø, then direct to DF685. Climb on course 237° to 5000' (MAX 220 KT), then turn LEFT direct to CHA at 5000' (MAX 250 KT).

4300 MSA ARP

RNP Apch | Alt Set: hPa(IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000'



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1100'	1430'	1770'	2110'	2450'	2790'	3130'	3470'	3810'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI

D

DF29Ø

Std/State STRAIGHT-IN LANDING

RA 95'
DA(H) **461'** (100')

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-48)

JEPPESEN

FRANKFURT/MAIN, GERMANY
GLS Z Rwy 25C

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

BRIEFING STRIP ™

GBAS	Final Apch Crs	DF52Ø	DA(H)	Apt Elev 363′
Ch 31434 G25P	246°	4000′ (3637′)	563′ (200′)	Rwy 363′

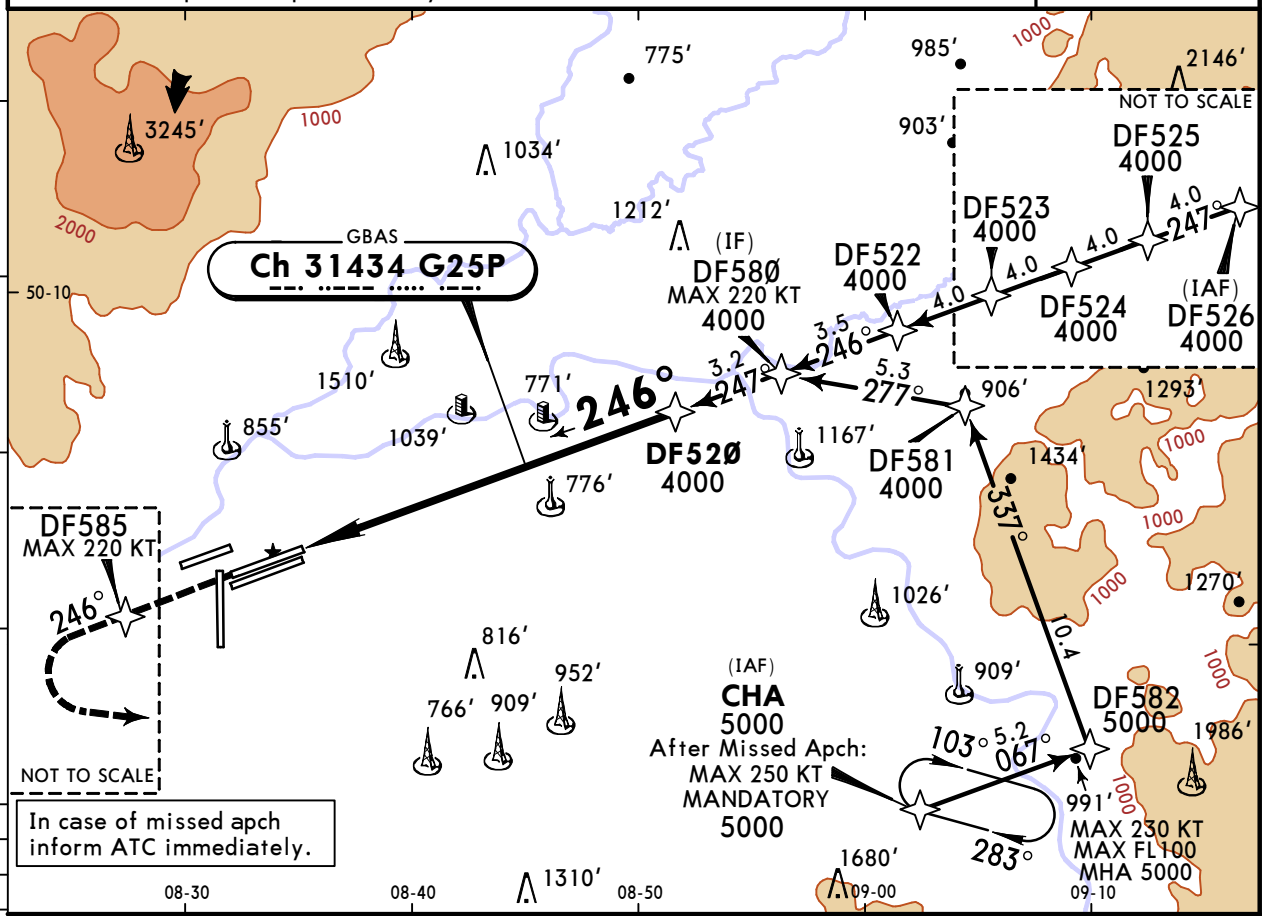
MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000′, then turn LEFT (MAX 220 KT) direct to CHA at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

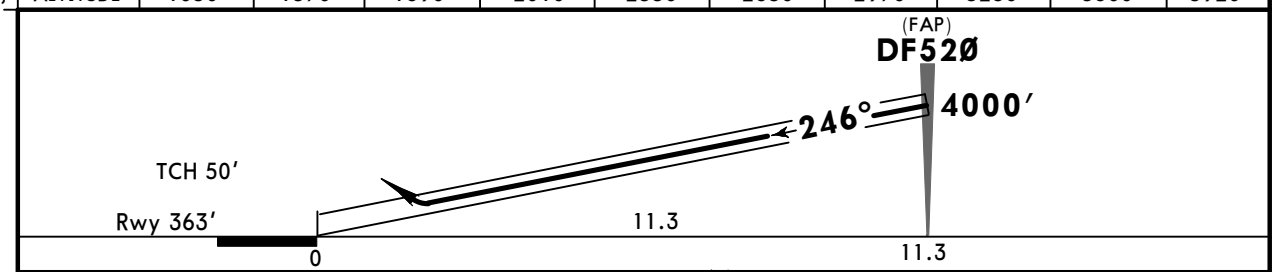
1. Radar required.
2. ATTENTION: Acft taxiing independently on Twy U underneath short final.
3. Parallel independent operation may be in force.

4300

MSA ARP



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050′	1370′	1690′	2010′	2330′	2650′	2970′	3280′	3600′	3920′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF585

220 KT MAX

Std/State

STRAIGHT-IN LANDING

GLS

DA(H) **563′** (200′)

PANS OPS

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-48A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Z Rwy 25C

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF52Ø	CAT II GLS	Apt Elev 363′
Ch 31434 G25P	246°	4000′ (3637′)	RA 98′ DA(H) 463′ (100′)	Rwy 363′

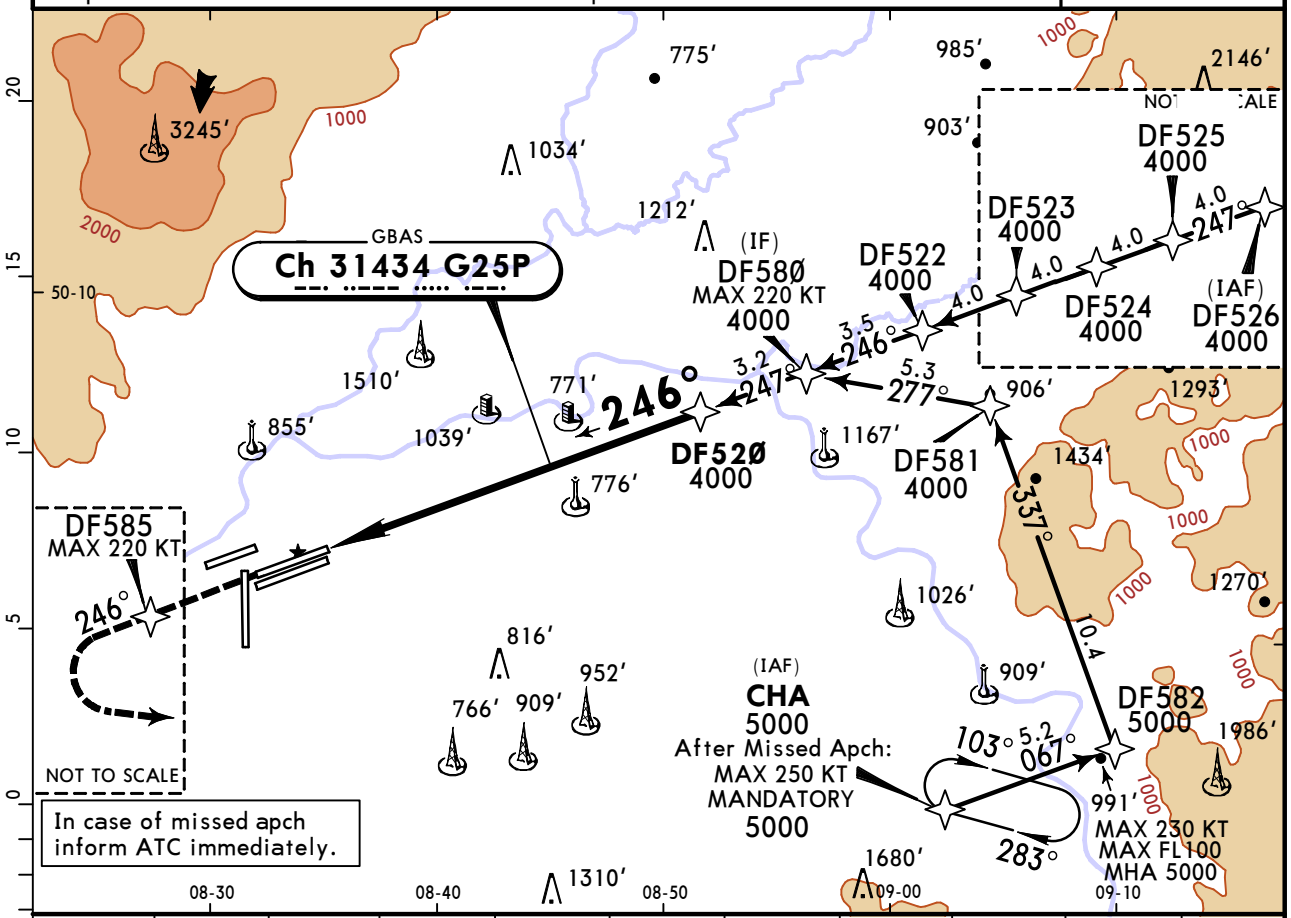
MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000′, then turn LEFT (MAX 220 KT) direct to CHA at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

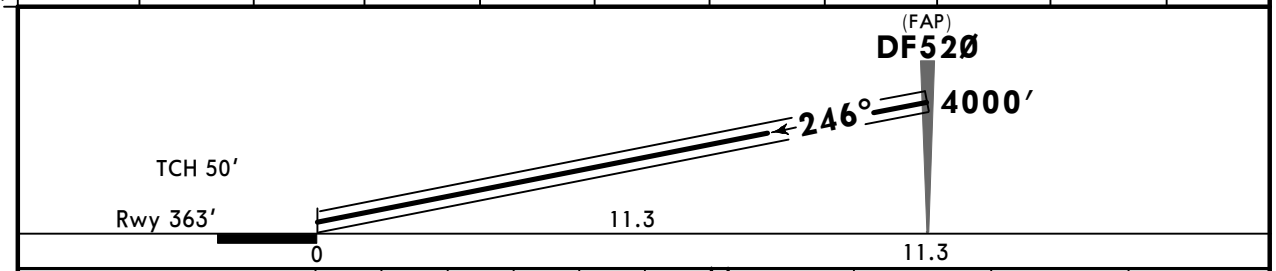
1. Radar required. 2.ATTENTION: Acft taxiing independently TWY U underneath short final. 3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required.

4300

MSA ARP



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1050′	1370′	1690′	2010′	2330′	2650′	2970′	3280′	3600′	3920′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D

DF585

220 KT MAX

Std/State STRAIGHT-IN LANDING

RA 98′
DA(H) **463′** (100′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 13 DEC 24 (12-49)

FRANKFURT/MAIN, GERMANY GLS Y Rwy 25C

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

BRIEFING STRIP ™

GBAS	Final Apch Crs	DF53Ø	DA(H)	Apt Elev 363′
Ch 28968 G25M	246°	4000′ (3637′)	563′ (200′)	Rwy 363′

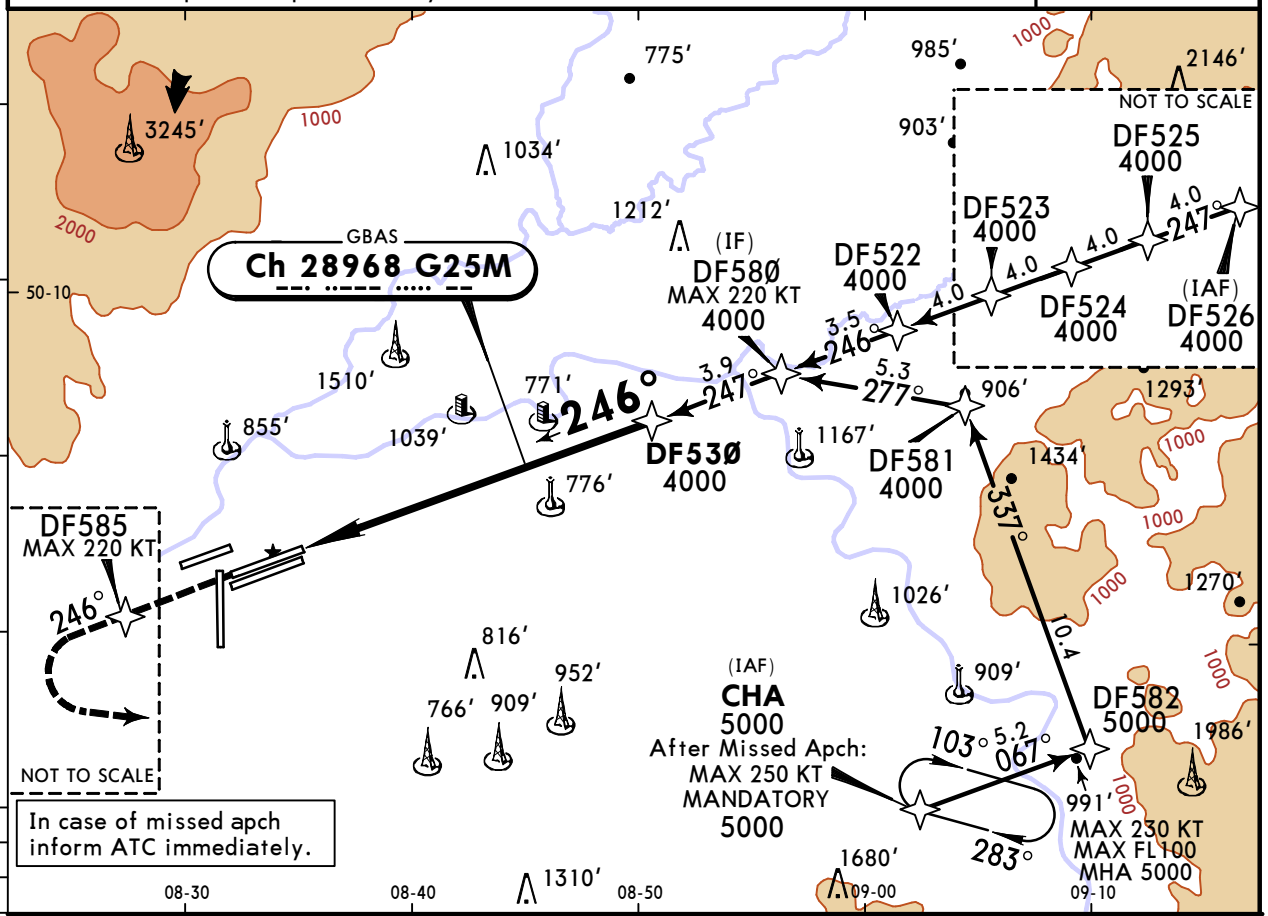
MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000′, then turn LEFT (MAX 220 KT) direct to CHA at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

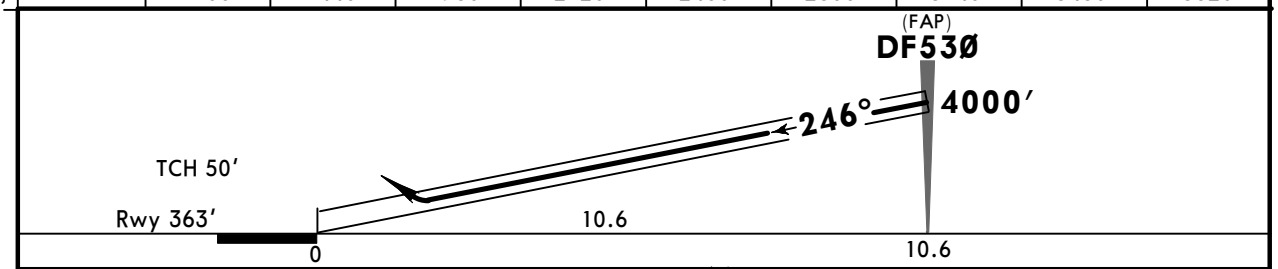
1. Radar required.
2. ATTENTION: Independently taxiing acft on Twy U underneath short final.
3. Parallel independent operation may be in force.

4300

MSA ARP



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1100′	1440′	1780′	2120′	2460′	2800′	3140′	3480′	3820′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

D

DF585

220 KT MAX

Std/State

STRAIGHT-IN LANDING

GLS

DA(H) **563′** (200′)

PANS OPS

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Communications.

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EDDF/FRA
FRANKFURT/MAIN

13 DEC 24 (12-49A)

JEPPESEN

FRANKFURT/MAIN, GERMANY
CAT II GLS Y Rwy 25C

BRIEFING STRIP ™

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	118.780 119.905	121.805

GBAS	Final Apch Crs	DF530	CAT II GLS	Apt Elev 363′
Ch 28968 G25M	246°	4000′ (3637′)	RA 98′ DA(H) 463′ (100′)	Rwy 363′

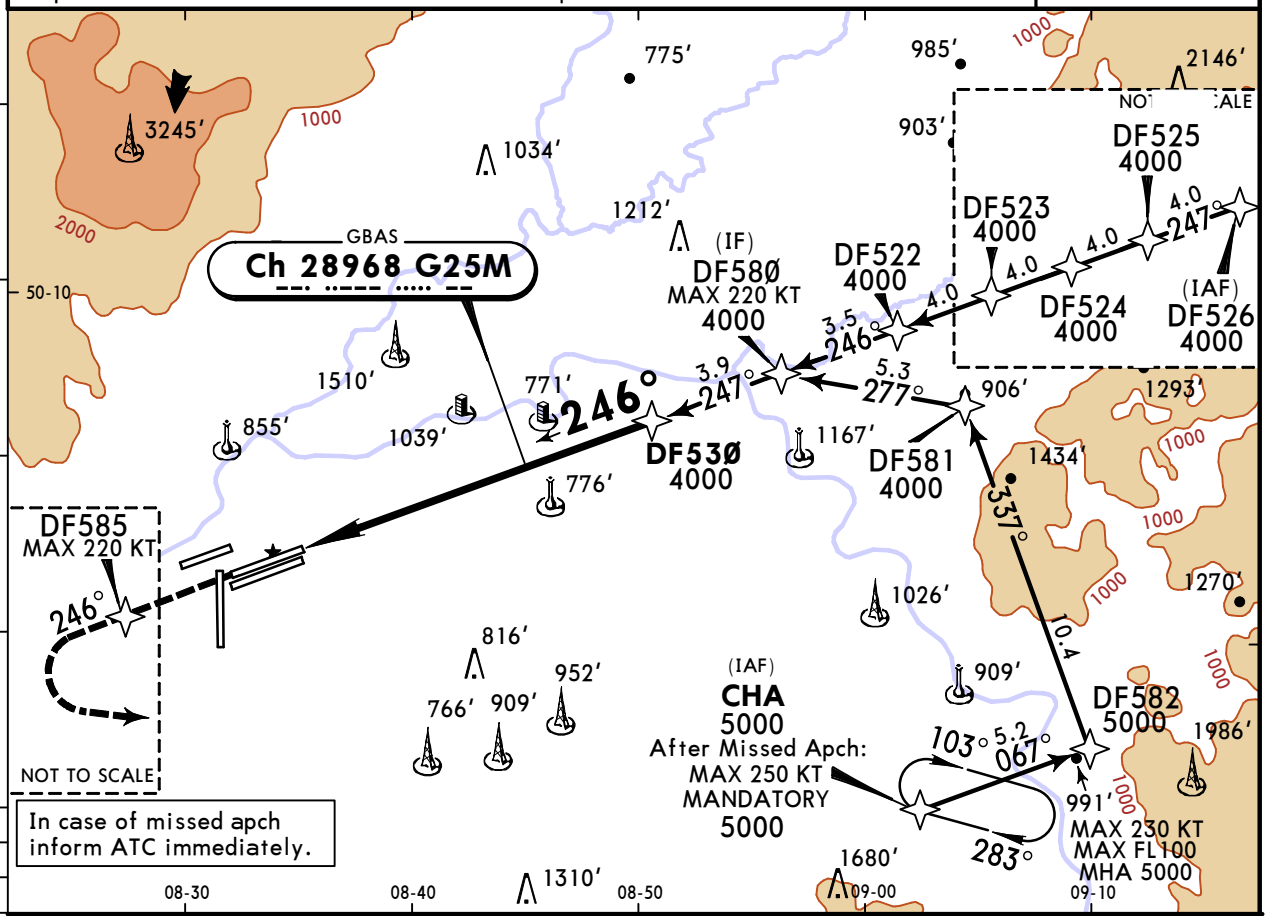
MISSED APCH: Direct to DF585 (MAX 220 KT), then climb on course 246° to 5000′, then turn LEFT (MAX 220 KT) direct to CHA at 5000′ (MAX 250 KT).

RNP Apch | Alt Set: hPa (IN on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 5000′

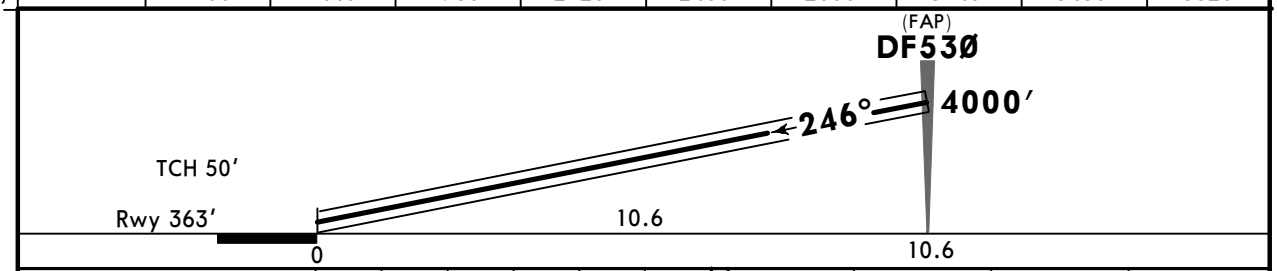
1. Radar required. 2. ATTENTION: Independently taxiing acft on Twy U underneath short final. 3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required.

4300

MSA ARP



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1100′	1440′	1780′	2120′	2460′	2800′	3140′	3480′	3820′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II
REIL
PAPI

D

DF585

220 KT MAX

Std/State STRAIGHT-IN LANDING

RA 98′
DA(H) **463′** (100′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-50) Eff 23 Jan

FRANKFURT/MAIN, GERMANY GLS Z Rwy 25R

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

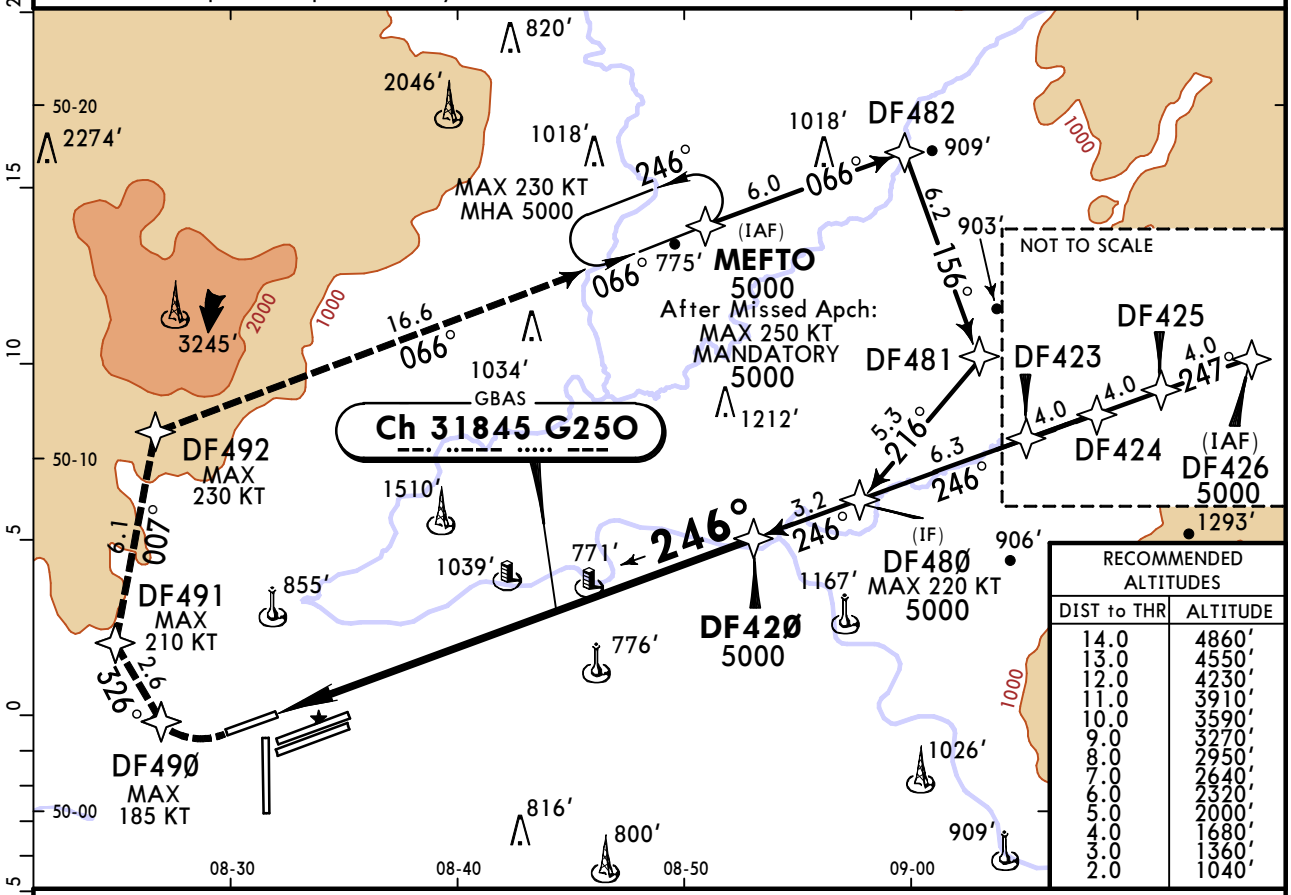
GBAS	Final Apch Crs	DF42Ø	DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
Ch 31845 G25O	246°	5000′ (4649′)		

MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

4300 MSA ARP

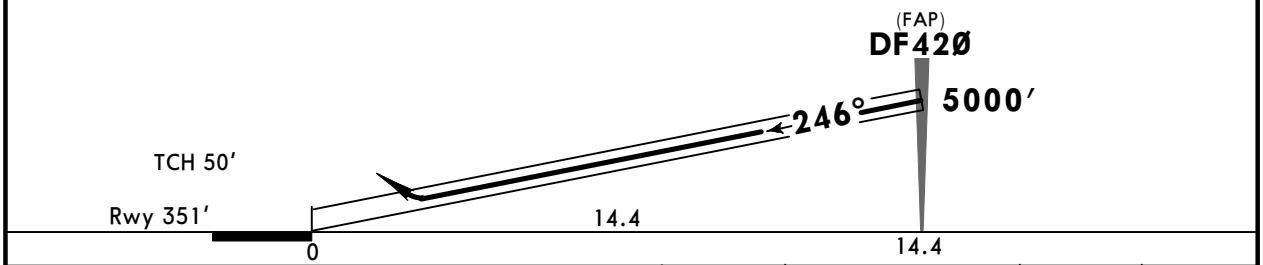
RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force.



RECOMMENDED ALTITUDES

DIST to THR	ALTITUDE
14.0	4860′
13.0	4550′
12.0	4230′
11.0	3910′
10.0	3590′
9.0	3270′
8.0	2950′
7.0	2640′
6.0	2320′
5.0	2000′
4.0	1680′
3.0	1360′
2.0	1040′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI

MIN 680′ on 246°

DF49Ø RT

185 KT MAX

Std/State STRAIGHT-IN LANDING GLS

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle
DA(H) ABC: **551′**(200′) D: **561′**(210′)

Missed apch climb grad MIN 2.5% (152′/NM)
A: **1330′**(979′) C: **1350′**(999′)
DA(H) B: **1340′**(989′) D: **1360′**(1009′)

PANS OPS		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1500m		
B						
C				R2400m		
D						

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-50A) Eff 23 Jan

FRANKFURT/MAIN, GERMANY CAT II GLS Z Rwy 25R

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

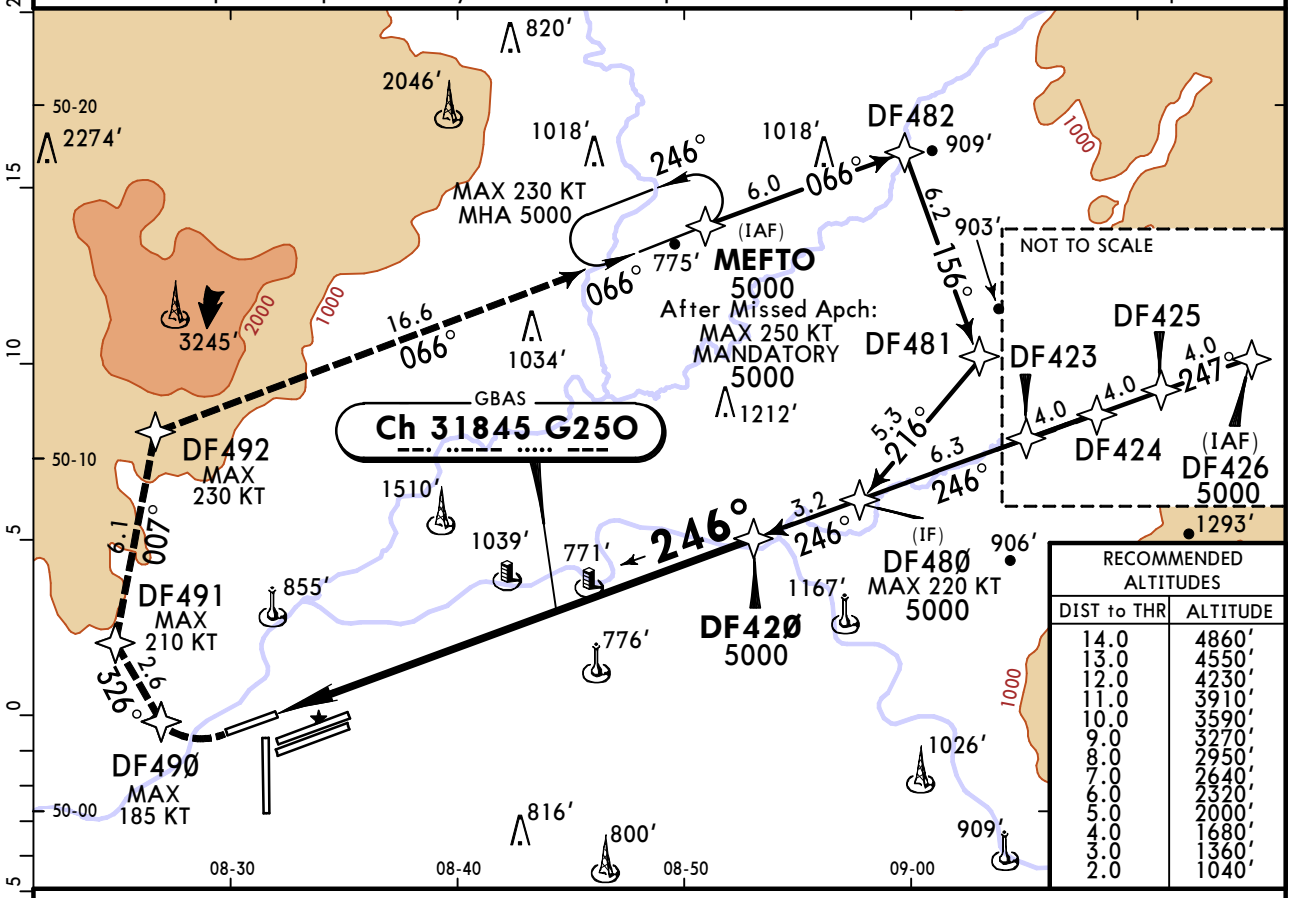
GBAS	Final Apch Crs	DF42Ø	CAT II GLS	Apt Elev 363′
Ch 31845 G25O	246°	5000′ (4649′)	Refer to Minimums	Rwy 351′

4300 MSA ARP

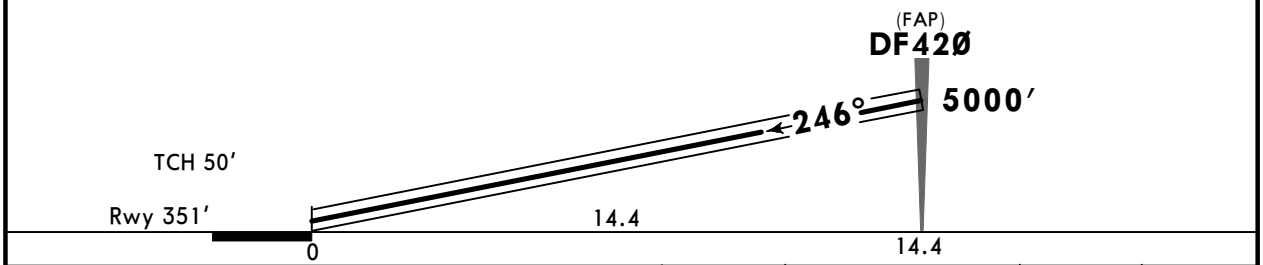
MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Missed apch climb gradient 4.5% (275′/NM) up to 2300′ due to obstacle.

RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2.In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required.



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
14.0	4860′
13.0	4550′
12.0	4230′
11.0	3910′
10.0	3590′
9.0	3270′
8.0	2950′
7.0	2640′
6.0	2320′
5.0	2000′
4.0	1680′
3.0	1360′
2.0	1040′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI | MIN 680′ on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING

A: RA 103′ DA(H) 451′(100′) B: RA 109′ DA(H) 457′(106′) C: RA 121′ DA(H) 468′(117′)	D: RA 145′ DA(H) 483′(132′)
R300m	R400m

PANS OPS

CHANGES: Arrival bearing, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-51) Eff 23 Jan

FRANKFURT/MAIN, GERMANY GLS Y Rwy 25R

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

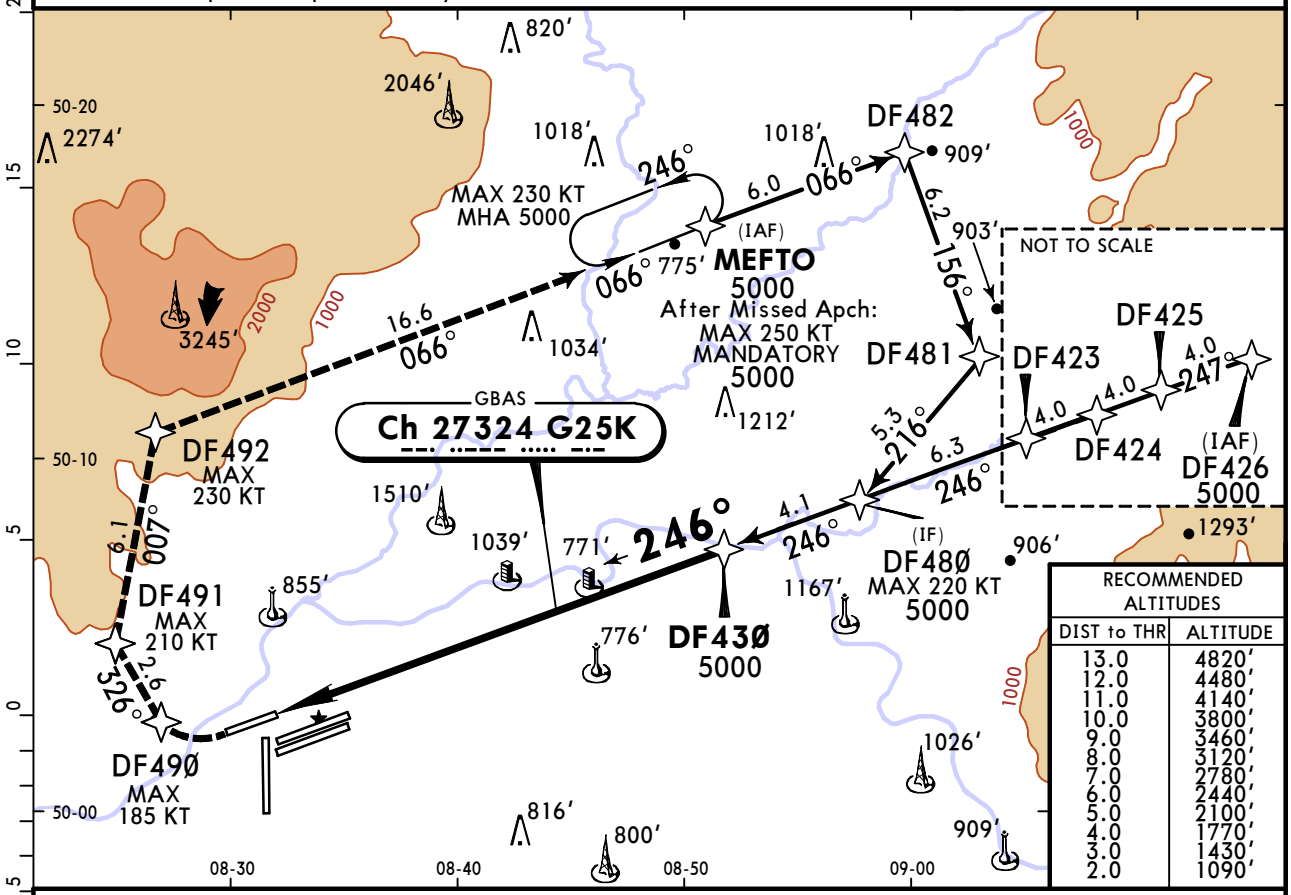
GBAS	Final Apch Crs	DF43Ø	DA(H) Refer to Minimums	Apt Elev 363′ Rwy 351′
Ch 27324 G25K	246°	5000′ (4649′)		

MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Refer to minimums for missed apch climb gradients.

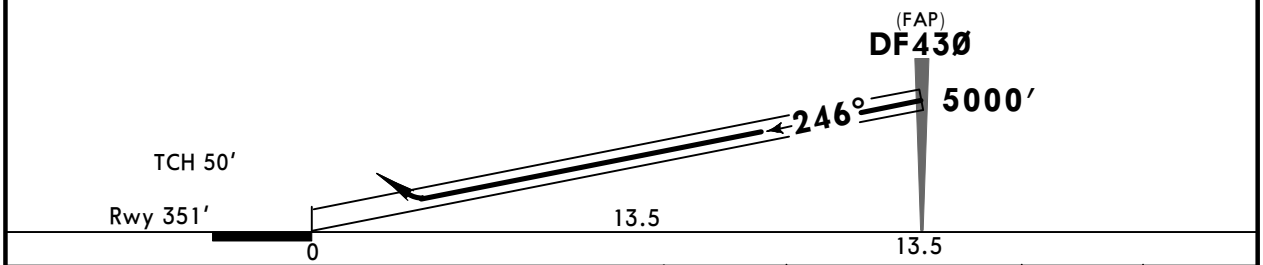
4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force.



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
13.0	4820′
12.0	4480′
11.0	4140′
10.0	3800′
9.0	3460′
8.0	3120′
7.0	2780′
6.0	2440′
5.0	2100′
4.0	1770′
3.0	1430′
2.0	1090′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI | MIN 680′ on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING GLS

Missed apch climb grad MIN 4.5% (275′/NM) up to 2300′ due to obstacle
DA(H) ABC: **551′** (200′) D: **561′** (210′)

Missed apch climb grad MIN 2.5% (152′/NM)
DA(H) A: **1330′** (979′) C: **1350′** (999′) B: **1340′** (989′) D: **1360′** (1009′)

PANS OPS

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	[1] R550m	R1200m	R1500m		
B						
C				R2400m		
D						

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Arrival bearings, missed approach, minimums.

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EDDF/FRA FRANKFURT/MAIN

JEPPESEN 17 JAN 25 (12-51A) Eff 23 Jan

FRANKFURT/MAIN, GERMANY CAT II GLS Y Rwy 25R

BRIEFING STRIP

D-ATIS Arrival	LANGEN Radar (APP) North	LANGEN Radar (APP) South	FRANKFURT Arrival	*FRANKFURT Tower	*Ground
118.030	120.805	*125.355	118.505 *127.280	136.5	121.805

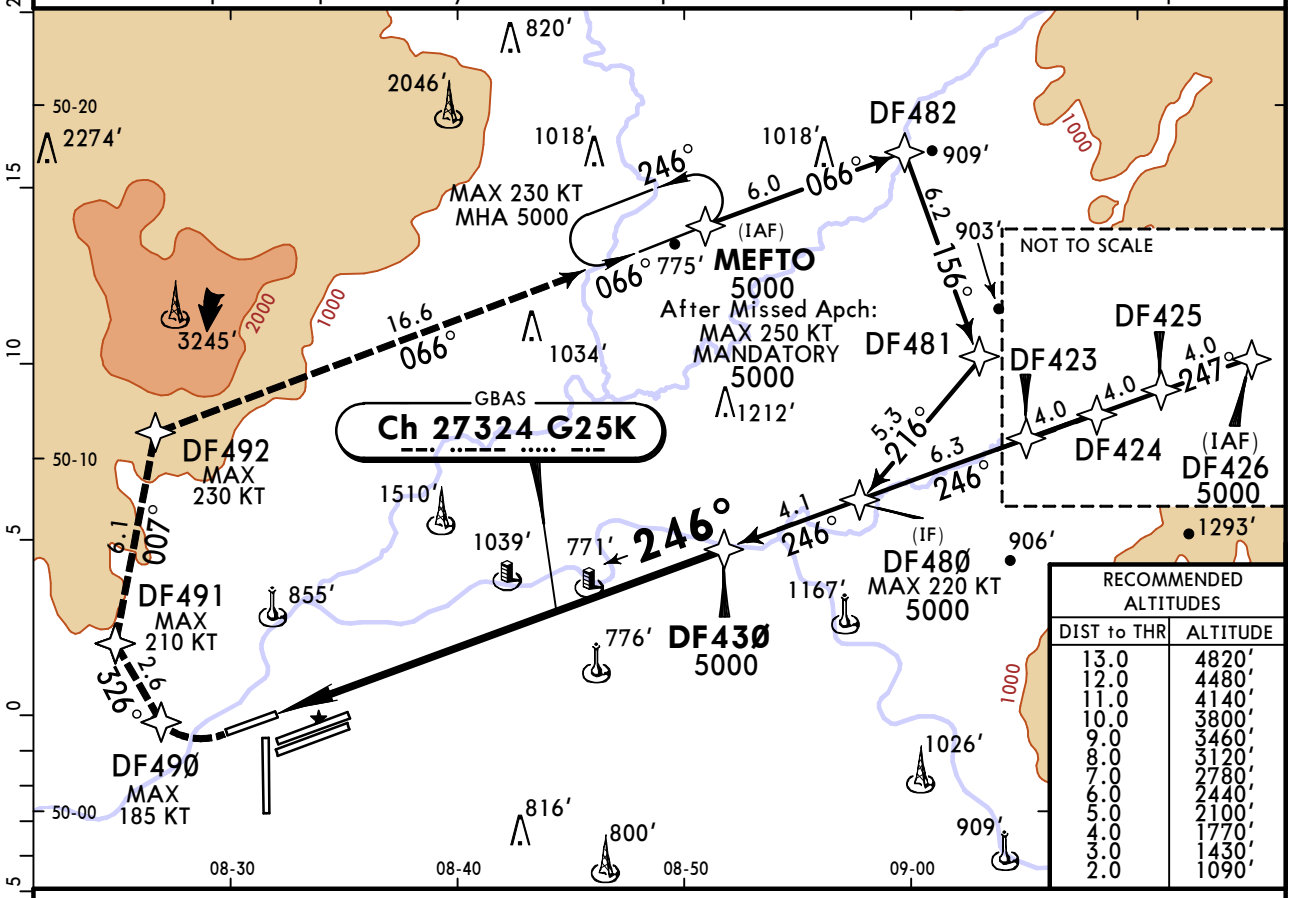
GBAS	Final Apch Crs	DF43Ø	CAT II GLS	Apt Elev 363′
Ch 27324 G25K	246°	5000′ (4649′)	Refer to Minimums	Rwy 351′

MISSED APCH: Climb on course 246° to 680′ or above, immediate turn RIGHT direct to DF49Ø (MAX 185 KT), then to DF491 (MAX 210 KT). Then to DF492 (MAX 230 KT), then to MEFTO climbing to 5000′ (MAX 250 KT).
Missed apch climb gradient 4.5% (275′/NM) up to 2300′ due to obstacle.

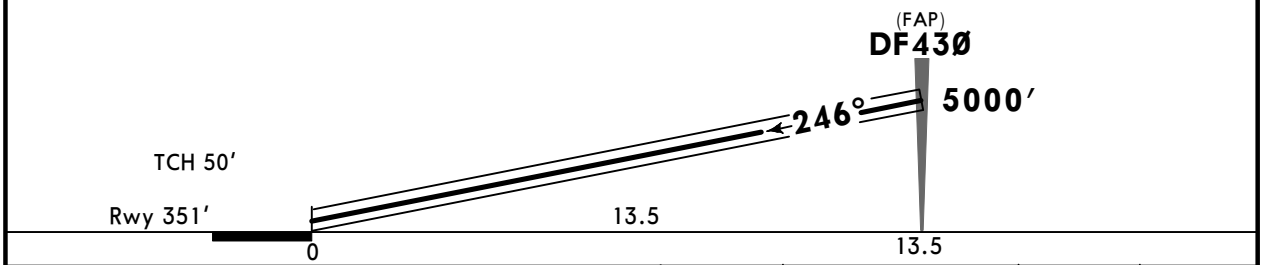
4300 MSA ARP

RNP Apch | Alt Set: hPa (IN on req) | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 5000′

1. Radar required. 2. In case of missed apch inform ATC immediately.
3. Parallel independent operation may be in force. 4. Special Aircrew and Aircraft Certification required.



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
13.0	4820′
12.0	4480′
11.0	4140′
10.0	3800′
9.0	3460′
8.0	3120′
7.0	2780′
6.0	2440′
5.0	2100′
4.0	1770′
3.0	1430′
2.0	1090′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906

ALSF-II REIL PAPI | MIN 680′ on 246° | DF49Ø RT | 185 KT MAX

Std/State STRAIGHT-IN LANDING

A: RA 102′ DA(H) 451′(100′) B: RA 108′ DA(H) 457′(106′) C: RA 121′ DA(H) 468′(117′)	D: RA 136′ DA(H) 483′(132′)
R300m	R400m

PANS OPS

CHANGES: Arrival bearings, missed approach, minimums.

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