

# VATSIM Germany

## Standard Instrument Arrival Chart

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

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

# VATSIM Germany

## Standard Instrument Arrival Chart

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

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

# VATSIM Germany Standard Instrument Arrival Chart

## Frankfurt Main EDDF STAR

Transition Altitude: 5000 ft.

ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

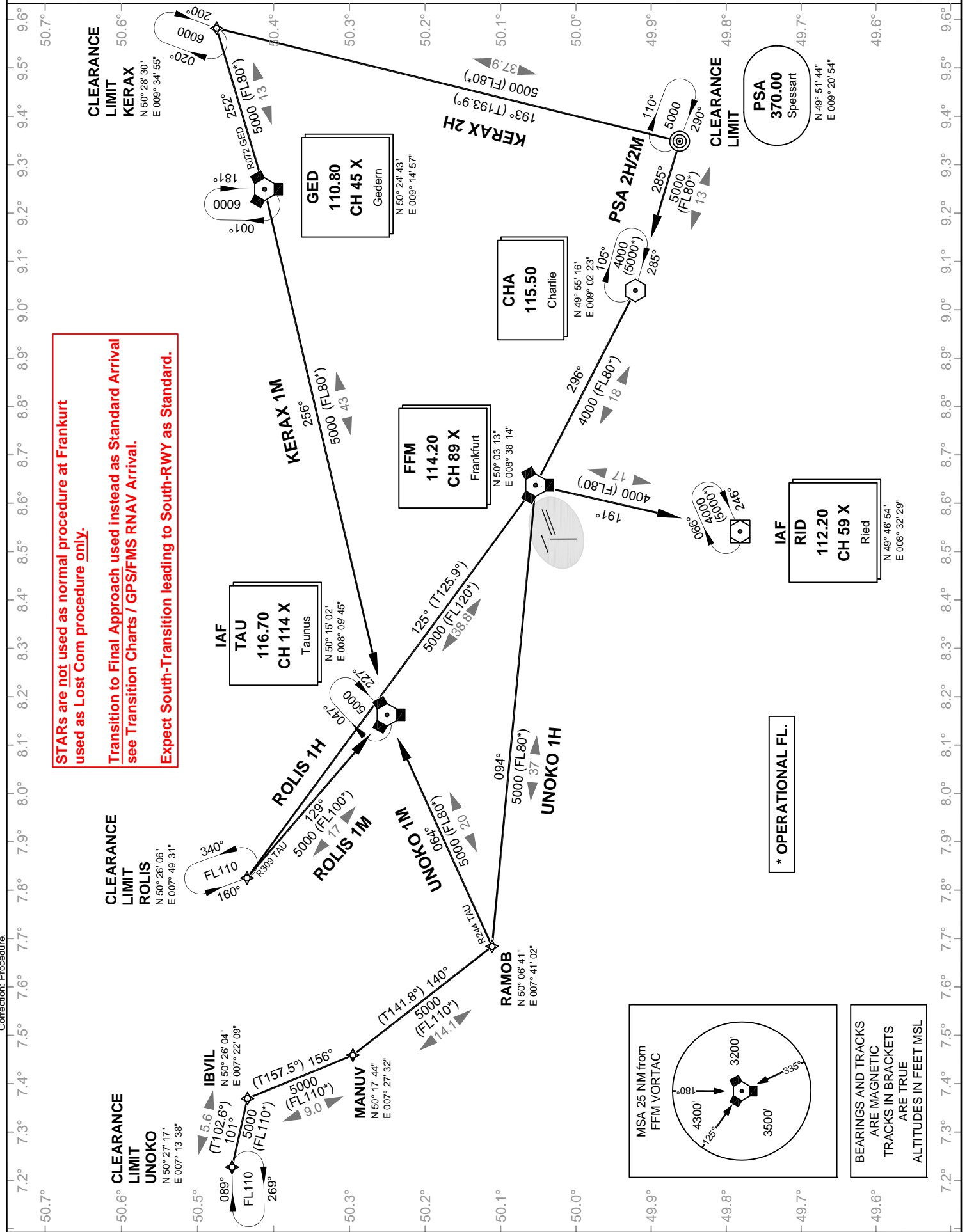
VAR: 1° E

### RWY 07L / 07C / 07R

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

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

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



Correction: Procedure.

# VATSIM Germany Standard Instrument Arrival Chart

## Frankfurt Main EDDF

Transition Altitude: 5000 ft.

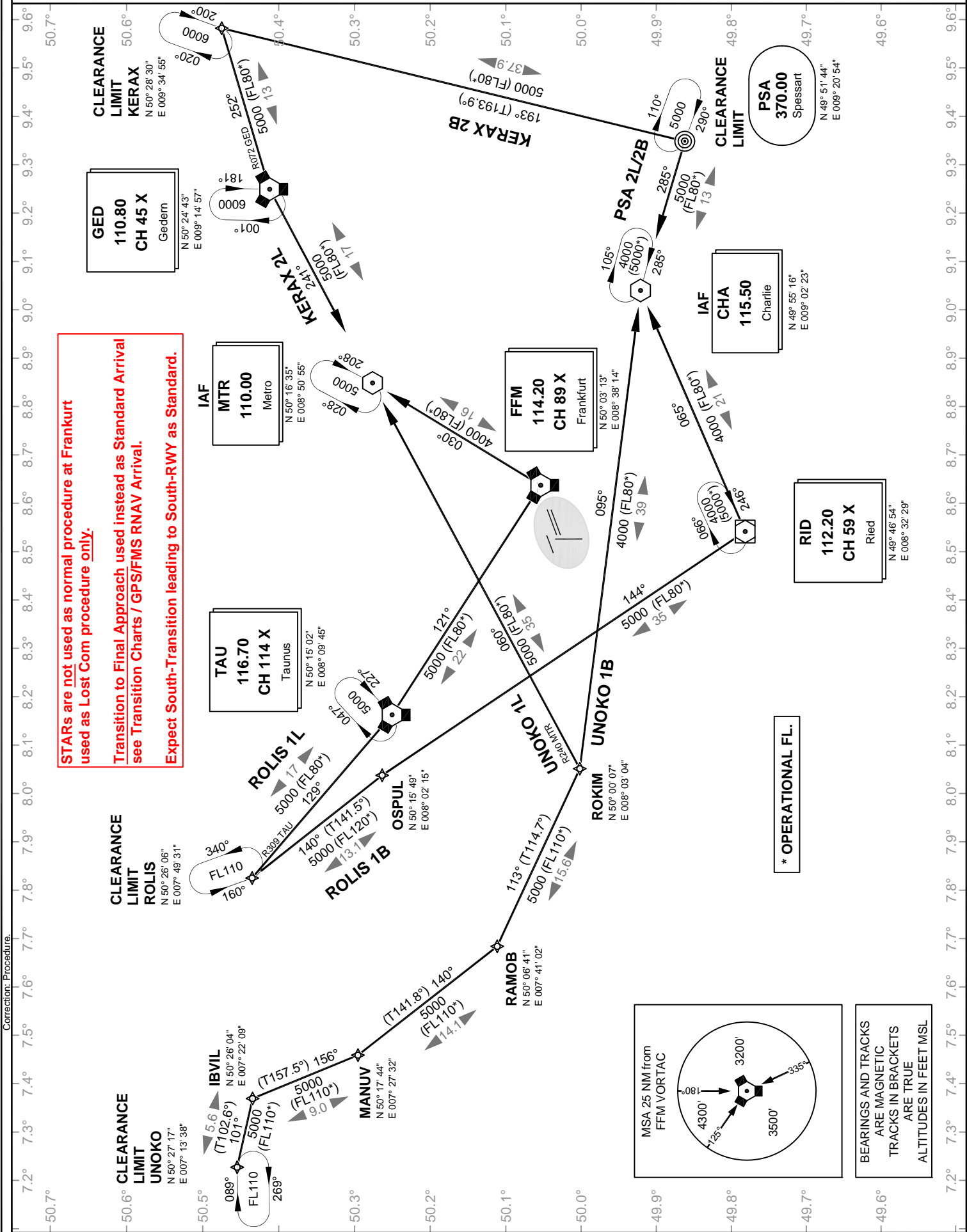
ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

VAR: 1° E

## STAR RWY 25L / 25C / 25R



Correction: Procedure.