

VATSIM Germany Ground Movement Chart

Elevation: 364ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

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

Frankfurt Main
EDDF

APT OVERVIEW



VATSIM Germany Ground Movement Chart

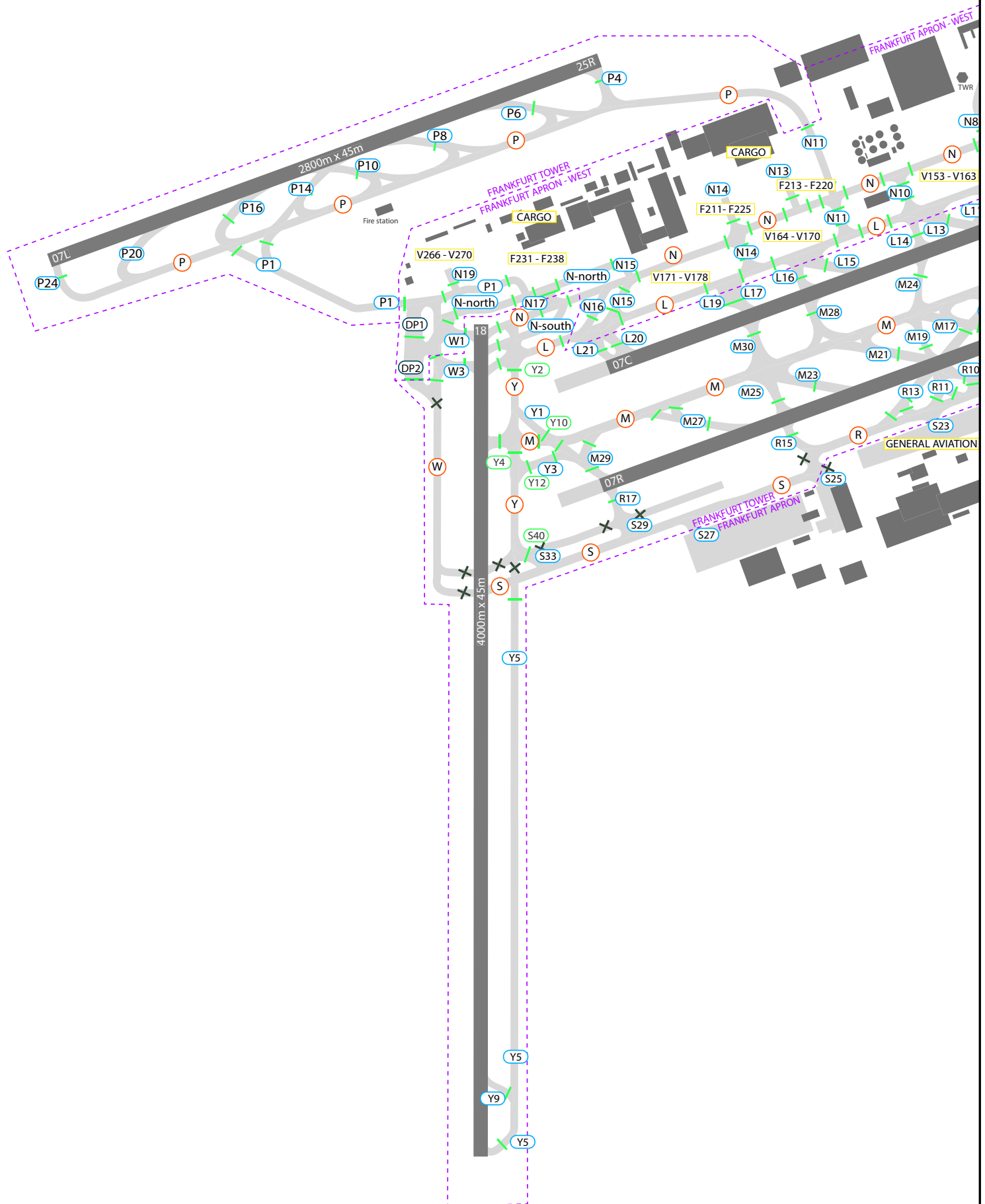
Elevation: 364ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.800

Frankfurt Main
EDDF

APT OVERVIEW



VATSIM Germany Ground Movement Chart

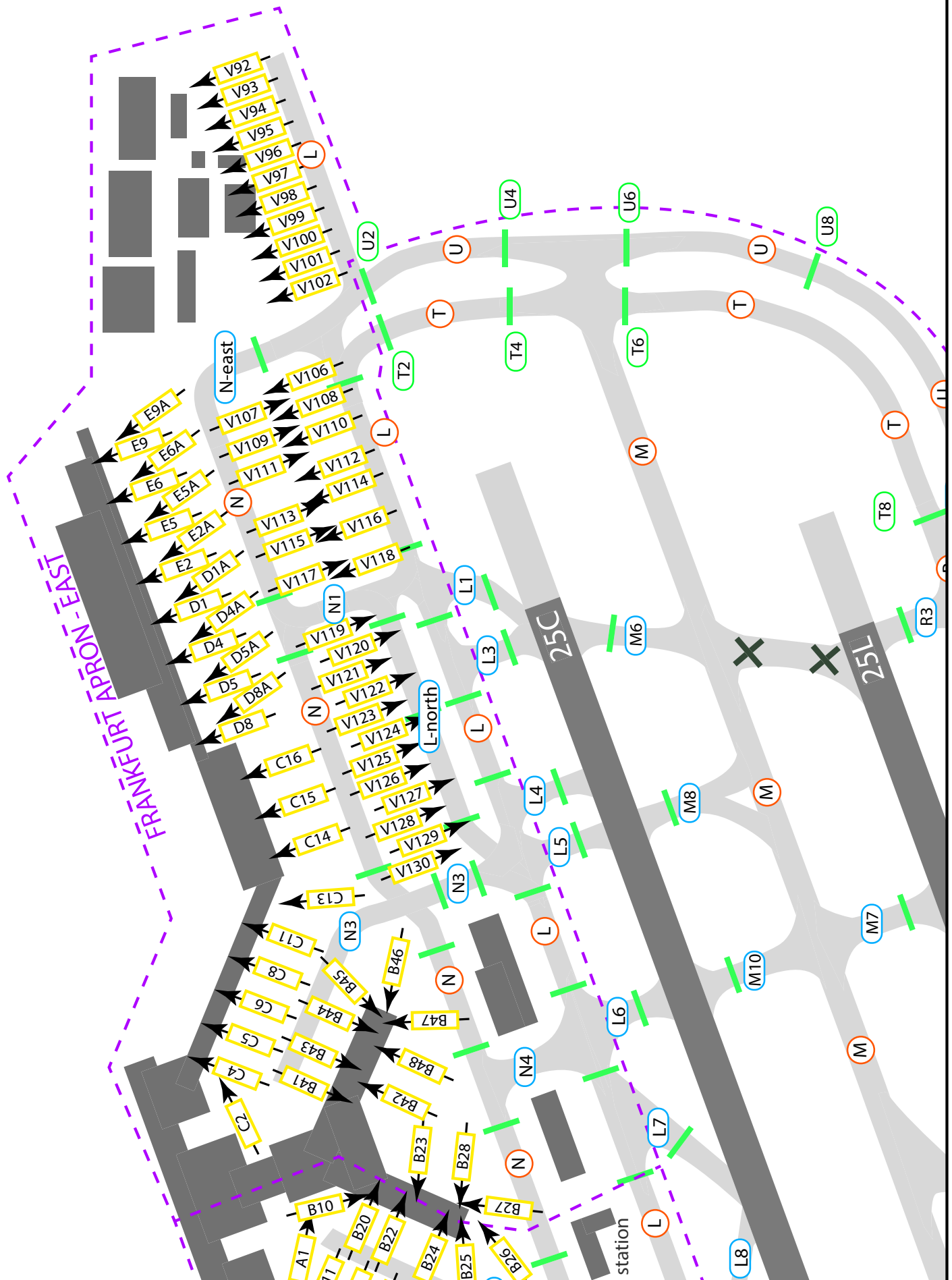
Elevation: 364ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.800

Frankfurt Main EDDF

PARKING EAST



VATSIM Germany Ground Movement Chart

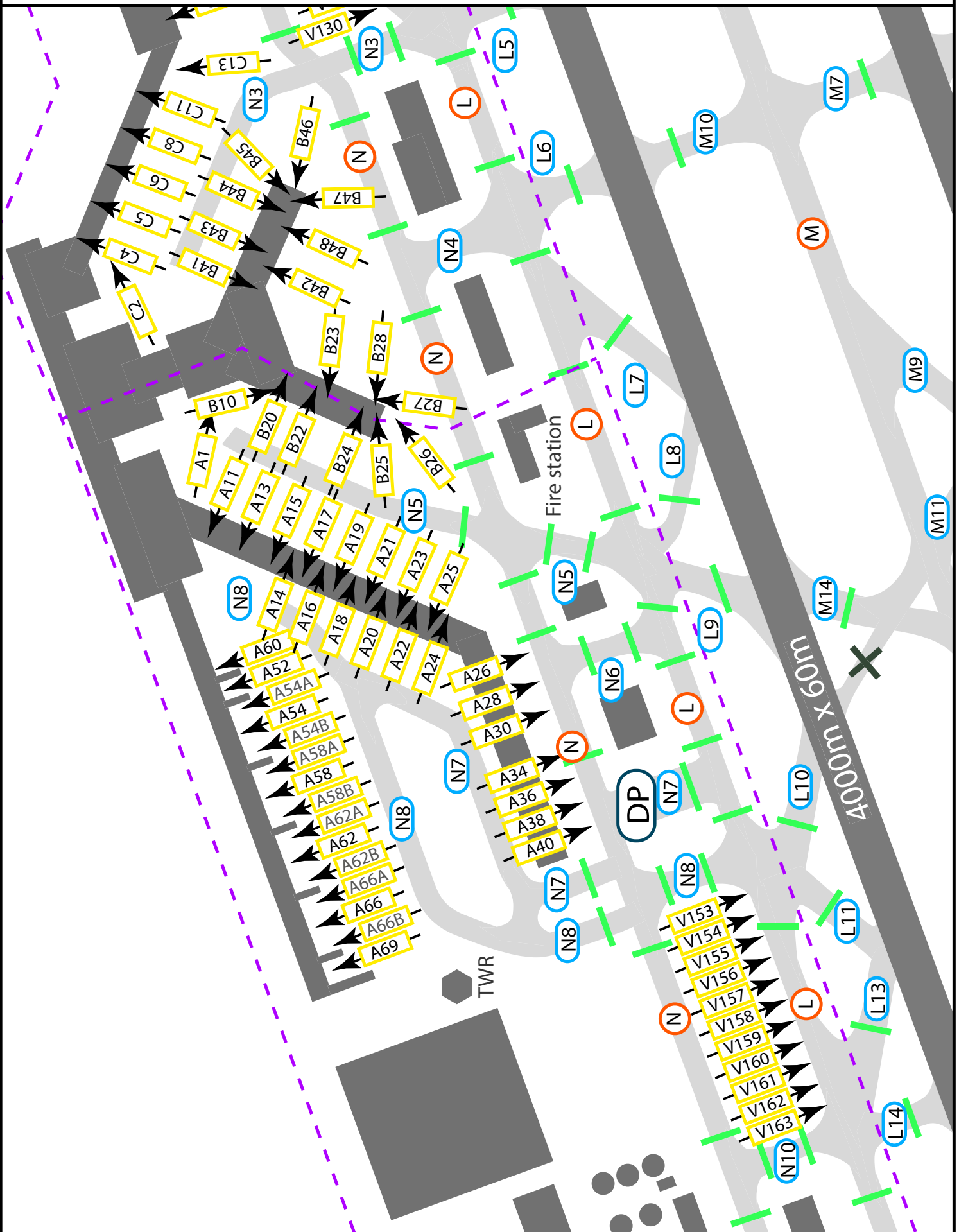
Elevation: 364ft

Delivery (Initial Call) 121.900
Apron 121.750
121.850
121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.800

Frankfurt Main
EDDF

PARKING WEST



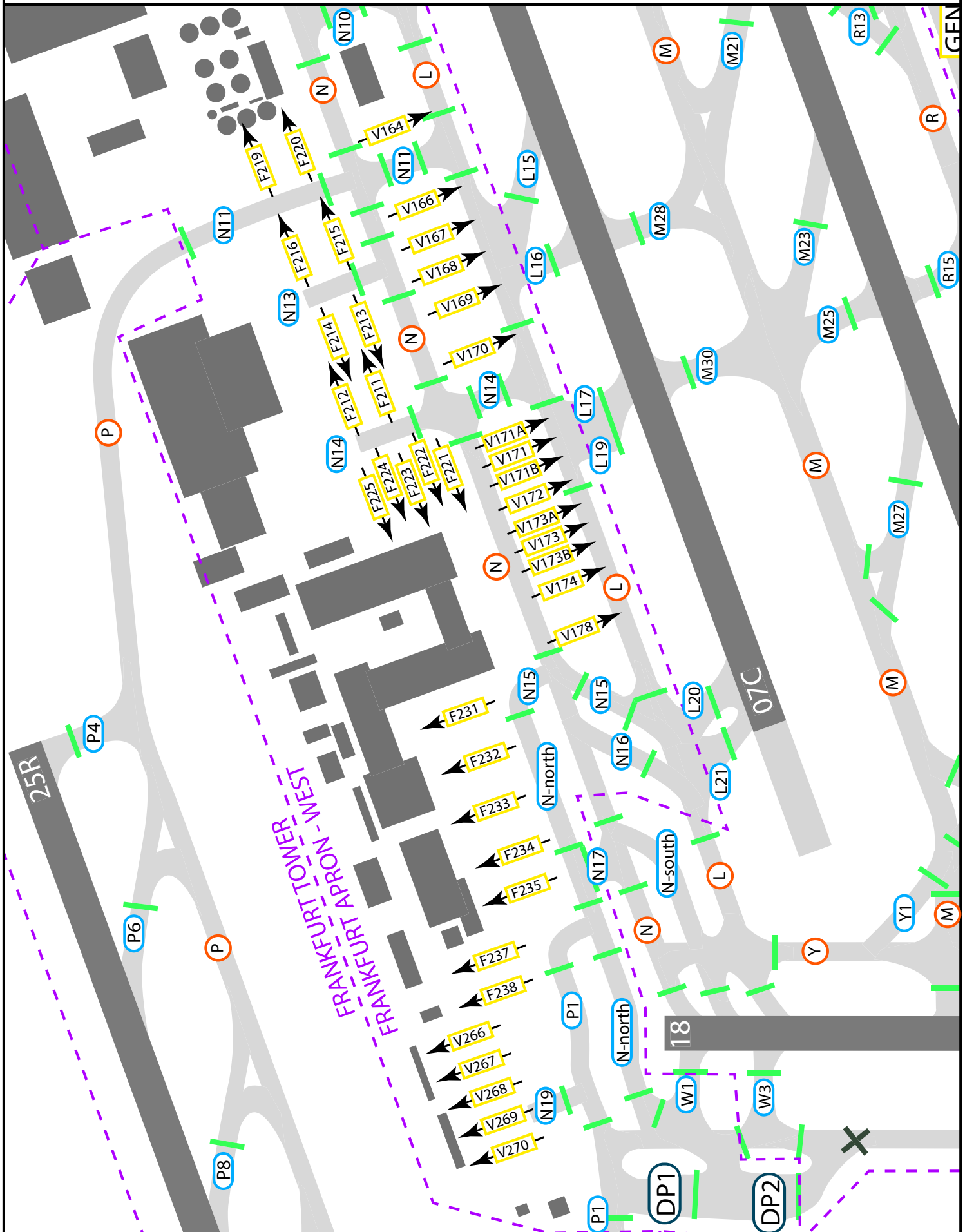
Frankfurt Main
EDDF

Elevation: 364ft

Delivery (Initial Call)	121.900
Apron	121.750
	121.850
	121.950

ATIS	118.020
Ground	121.800
Tower	119.900
Langen Radar	120.800

PARKING CARGO



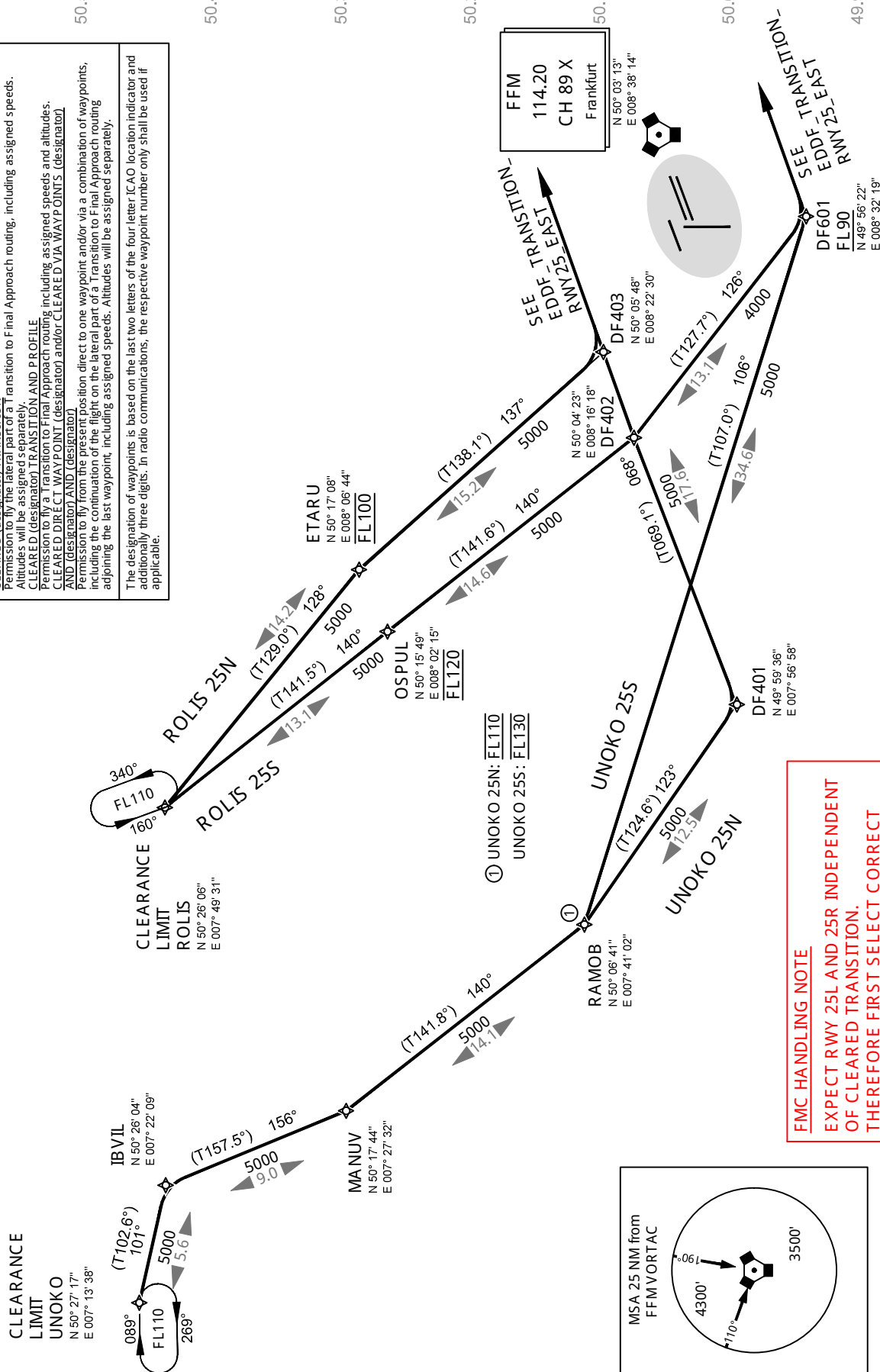
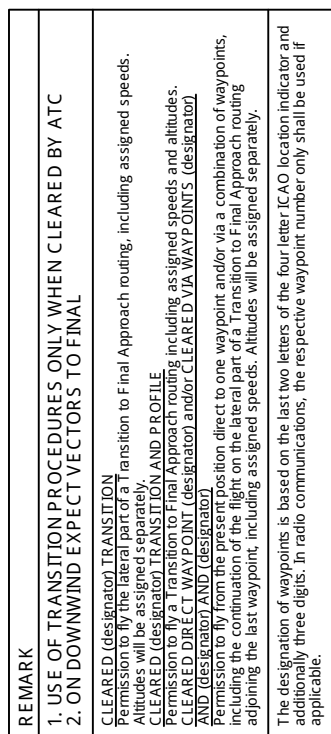
ATIS 118.020

VAR: 1° E

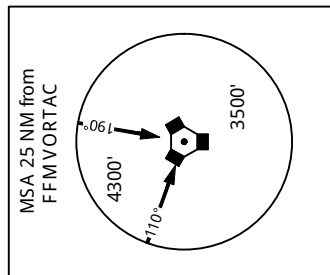
Langen Radar (N) 120.800
Langen Radar (S) 125.350

Frankfurt Main (West)
EDDF

Transition to Final Approach RWY 25L / 25C / 25R



FMC HANDLING NOTE
EXPECT RWY 25L AND 25R INDEPENDENT
OF CLEARED TRANSITION.
THEREFORE FIRST SELECT CORRECT
TRANSITION THEREAFTER PICK THE
RWY YOU ARE GOING TO.

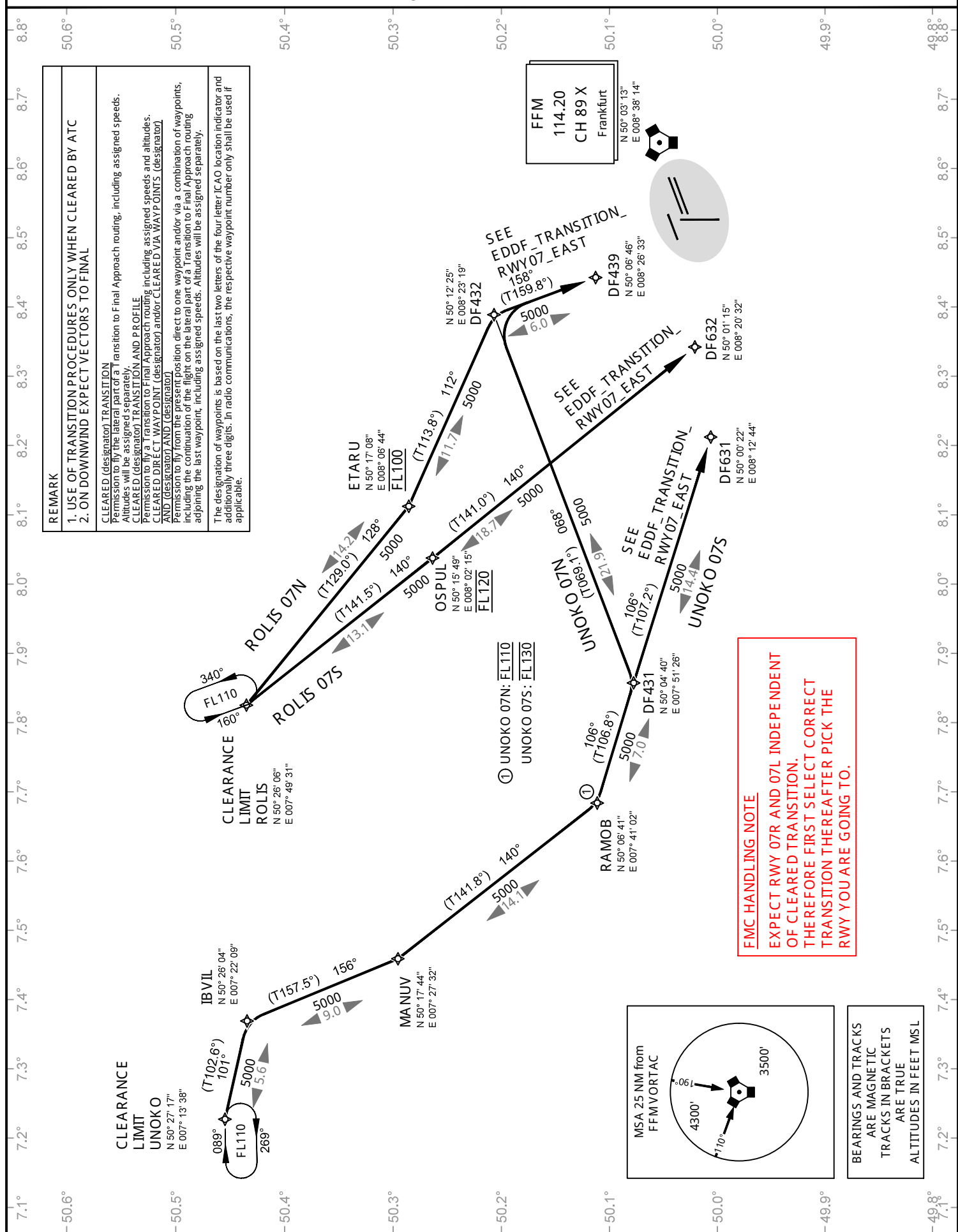


BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

VAR: 1° E

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

Frankfurt Main (West)
EDDF
Transition to Final Approach
RWY 07L / 07C / 07R



VATSIM Germany Instrument Approach Chart

Elevation: THR07C ELEV 329

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1°E

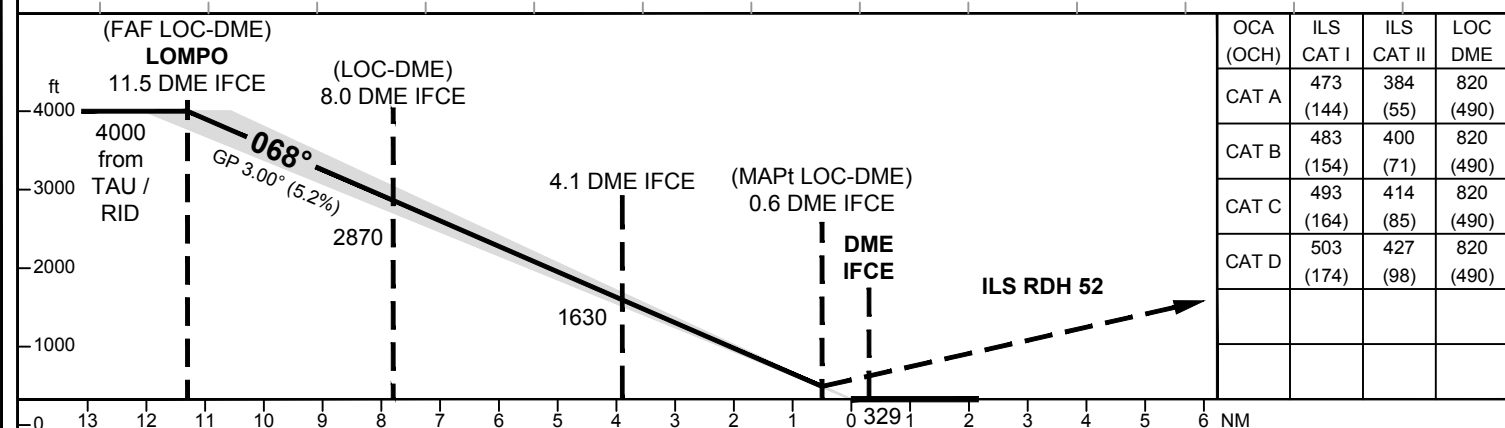
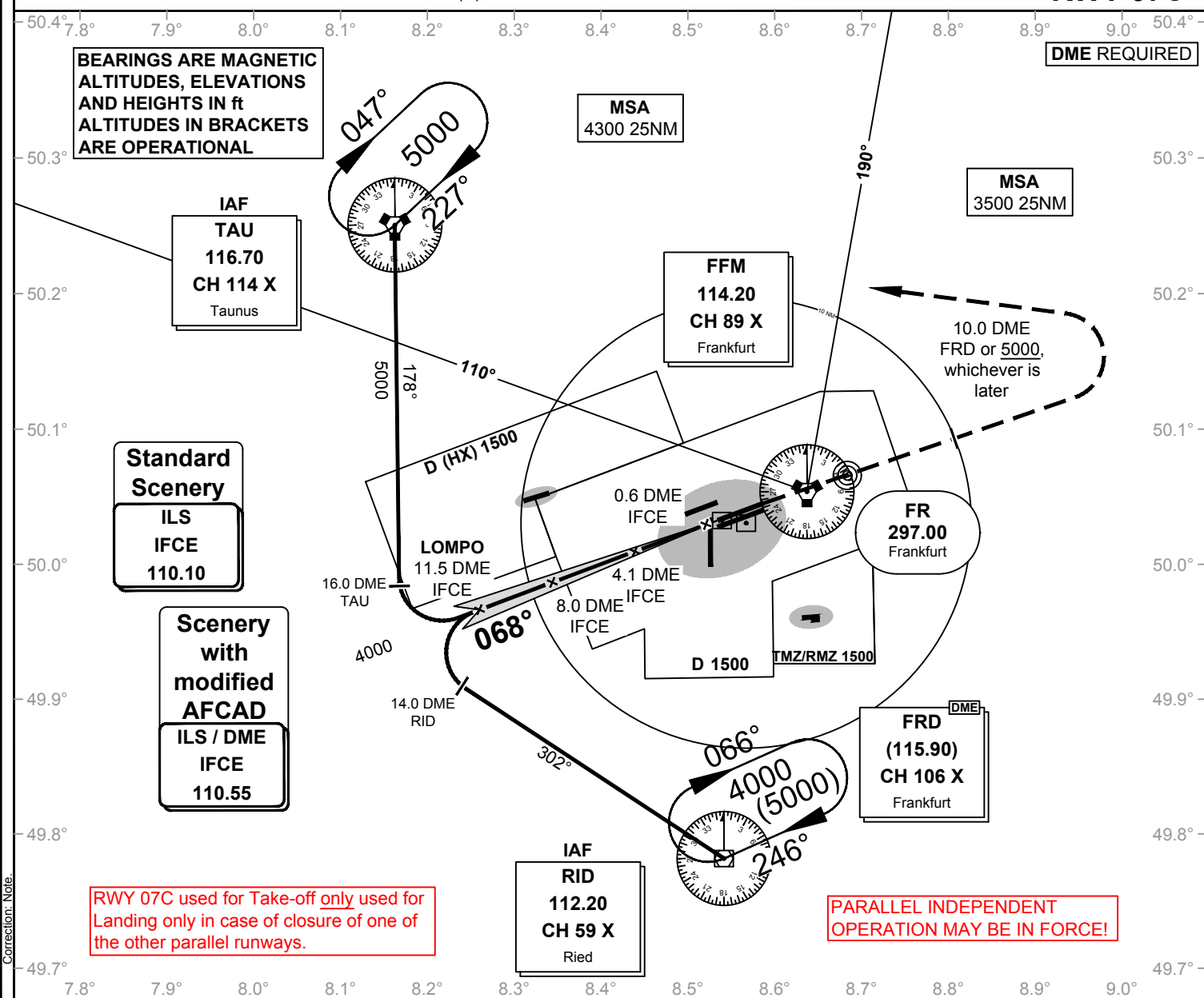
Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

ILS CAT II & III or LOC RWY 07C



MISSED APPROACH: Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

DME IFCE	11	10	9	8	7	6	5	4	3	2
DIST THR	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE	3820	3510	3190	2870	2550	2230	1910	1600	1280	960

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

GS	kt	80	100	120	140	160	180
4.1 DME IFCE - THR (4.0 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

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

VATSIM Germany Instrument Approach Chart

Elevation: THR07C ELEV 329

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

Tower 119.900

Tower (W) 124.850

ATIS 118.020

VAR: 1° E

Frankfurt Main EDDF

VOR RWY 07C

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

DME REQUIRED

IAF

TAU

116.70

CH 114 X

Taunus

MSA

4300 25NM

FFM

114.20

CH 89 X

Frankfurt

10.0 DME
FRD or 5000,
whichever is
later

FR
297.00
Frankfurt

D 1500

TMZ/RMZ 1500

FRD

(115.90)

CH 106 X

Frankfurt

IAF

RID

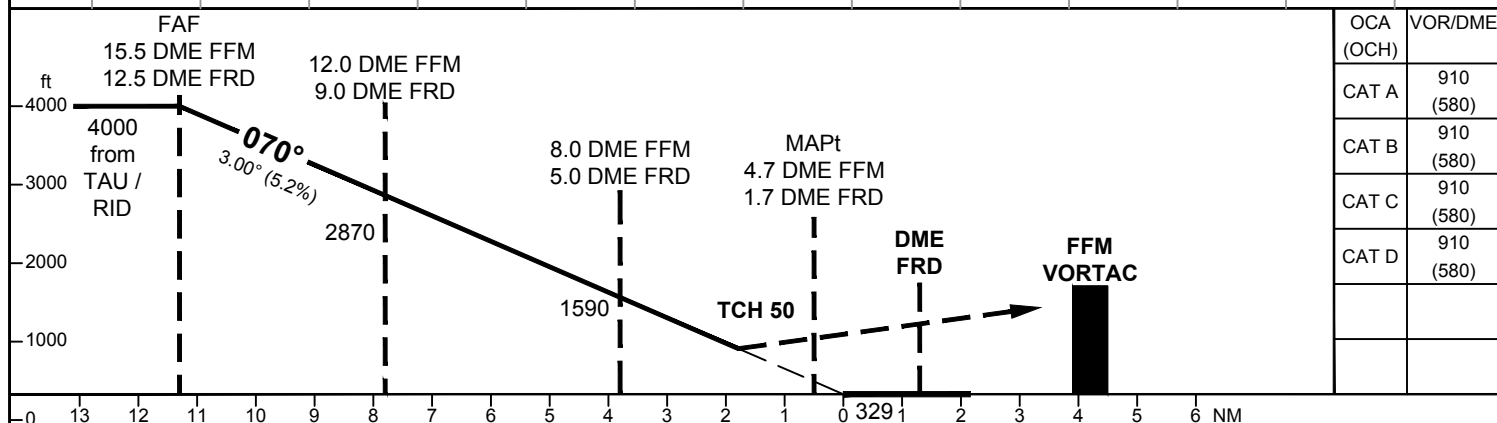
112.20

CH 59 X

Ried

RWY 07C used for Take-off only
Used for Landing only in case of closure
of one of the other parallel runways

Correction: Note.



MISSED APPROACH: Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

DME FFM	15	14	13	12	11	10	9	8	7	6	GS	kt	80	100	120	140	160	180
DIST THR	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	8DME FFM / 5DME FRD - MAPt(3.3NM)	MIN:SEC	2:29	1:59	1:39	1:25	1:14	1:06
ALTITUDE	3820	3500	3190	2870	2550	2230	1910	1590	1280	960	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR07C ELEV 329

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

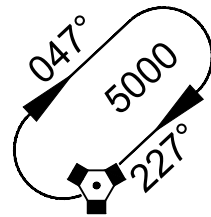
Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

RNAV (GPS) Y RWY 07C

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



MSA
4300 25NM

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

MSA
3200 25NM

MAHF
TAU
116.70
CH 114 X
Taunus

MATF
DF273
or 5000,
whichever is later

MATF
FR
297.00
Frankfurt

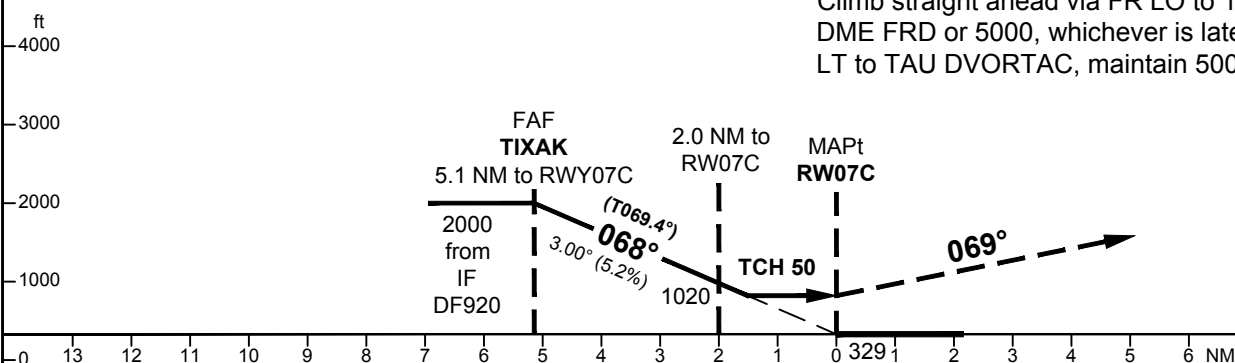
FRD
(115.90)
CH 106 X
Frankfurt

RWY 07C used for Take-off only
Used for Landing only in case of closure
of one of the other parallel runways

NON-RNAV MISSED APPROACH:

Climb straight ahead via FR LO to 10.0
DME FRD or 5000, whichever is later;
LT to TAU DVORTAC, maintain 5000.

OCA (OCH)	LNAV	
CAT A	790 (460)	
CAT B	820 (490)	
CAT C	840 (510)	
CAT D	840 (510)	



MISSED APPROACH: Climb on track 069° via FR to DF273 or 5000, whichever is later; LT to TAU, maintain 5000.
RNAV (GPS) FR - DF273[A5000; L] - TAU[A5000]

	4	3	2						
DIST THR									
ALTITUDE	1660	1340	1020						

GS	kt	80	100	120	140	160	180
TIXAK - RW07C (5.1 NM)	MIN:SEC	3:50	3:04	2:33	2:11	1:55	1:42
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR07C ELEV 329

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

Tower (W) 124.850

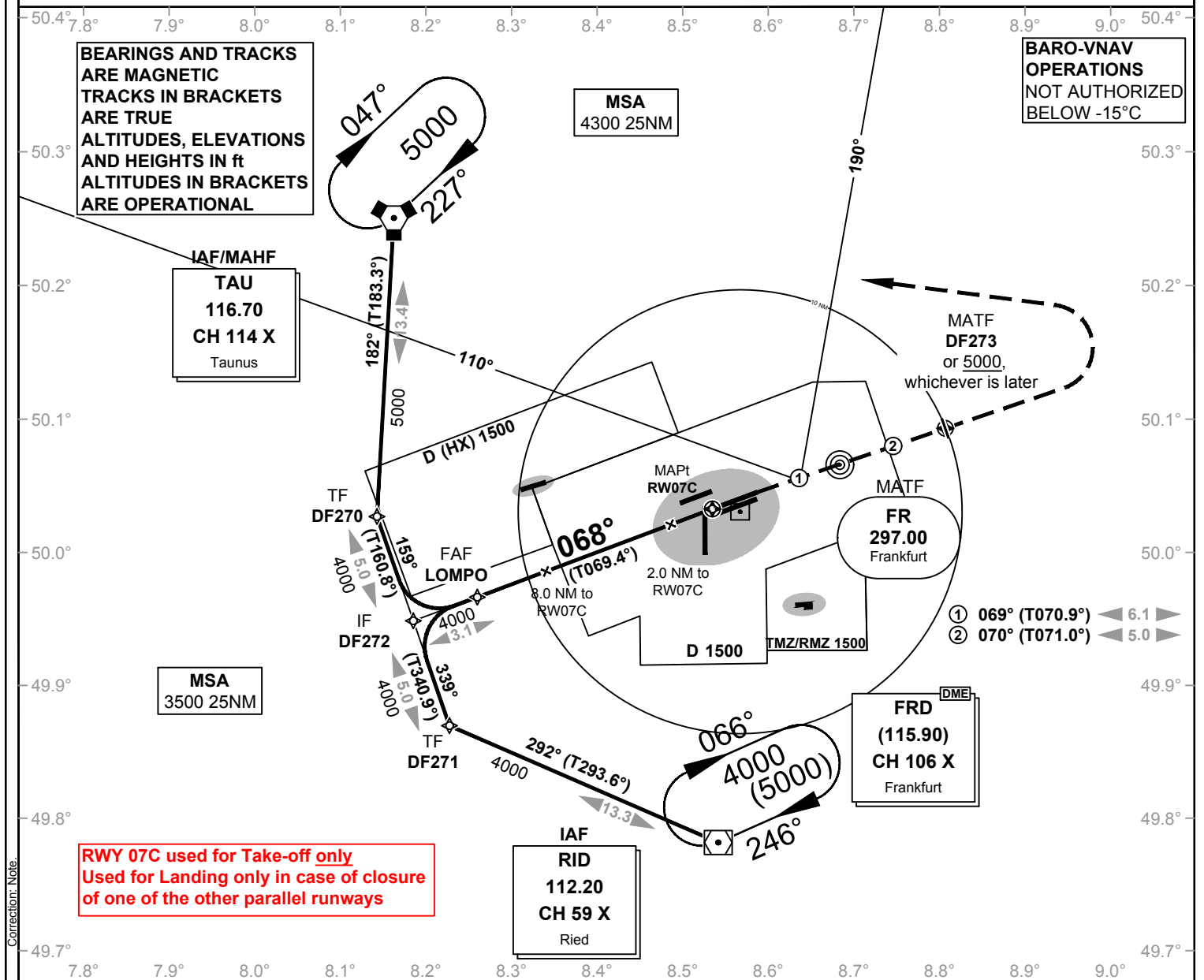
ATIS 118.020

Frankfurt Main EDDF

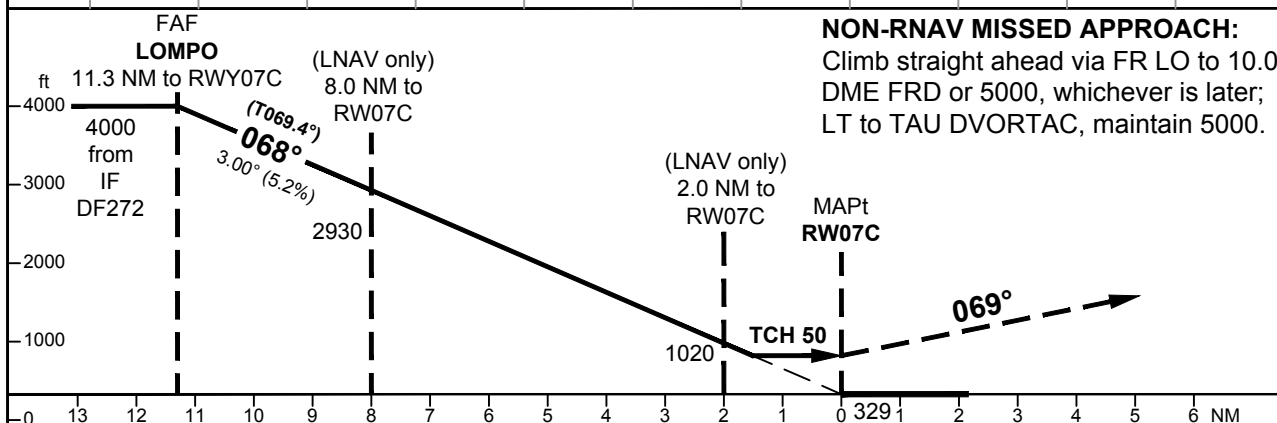
RNAV (GPS) Z RWY 07C

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

BARO-VNAV
OPERATIONS
NOT AUTHORIZED
BELOW -15°C



Correction: Note.



NON-RNAV MISSED APPROACH:

Climb straight ahead via FR LO to 10.0 DME FRD or 5000, whichever is later; LT to TAU DVORTAC, maintain 5000.

OCA (OCH)	LNAV	LNAV / VNAV
CAT A	790 (460)	690 (360)
CAT B	820 (490)	690 (360)
CAT C	840 (510)	690 (360)
CAT D	840 (510)	720 (390)

MISSED APPROACH: Climb on track 069° via FR to DF273 or 5000, whichever is later; LT to TAU, maintain 5000.
RNAV (GPS) FR - DF273[A5000; L] - TAU[A5000]

	11	10	9	8	7	6	5	4	3	2
DIST THR										
ALTITUDE	3890	3570	3250	2930	2610	2290	1980	1660	1340	1020

GS	kt	80	100	120	140	160	180
LOMPO - RW07C (11.3 NM)	MIN:SEC	8:29	6:47	5:39	4:51	4:14	3:46
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR07L ELEV 305

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

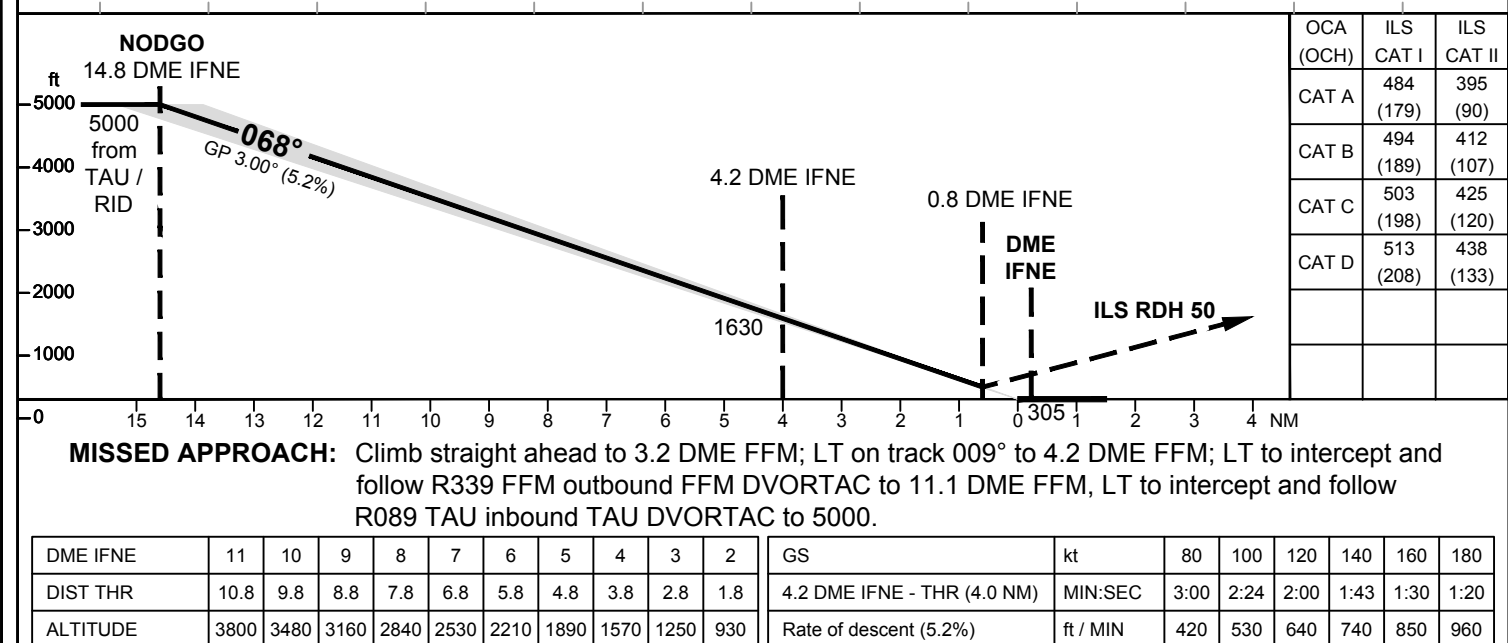
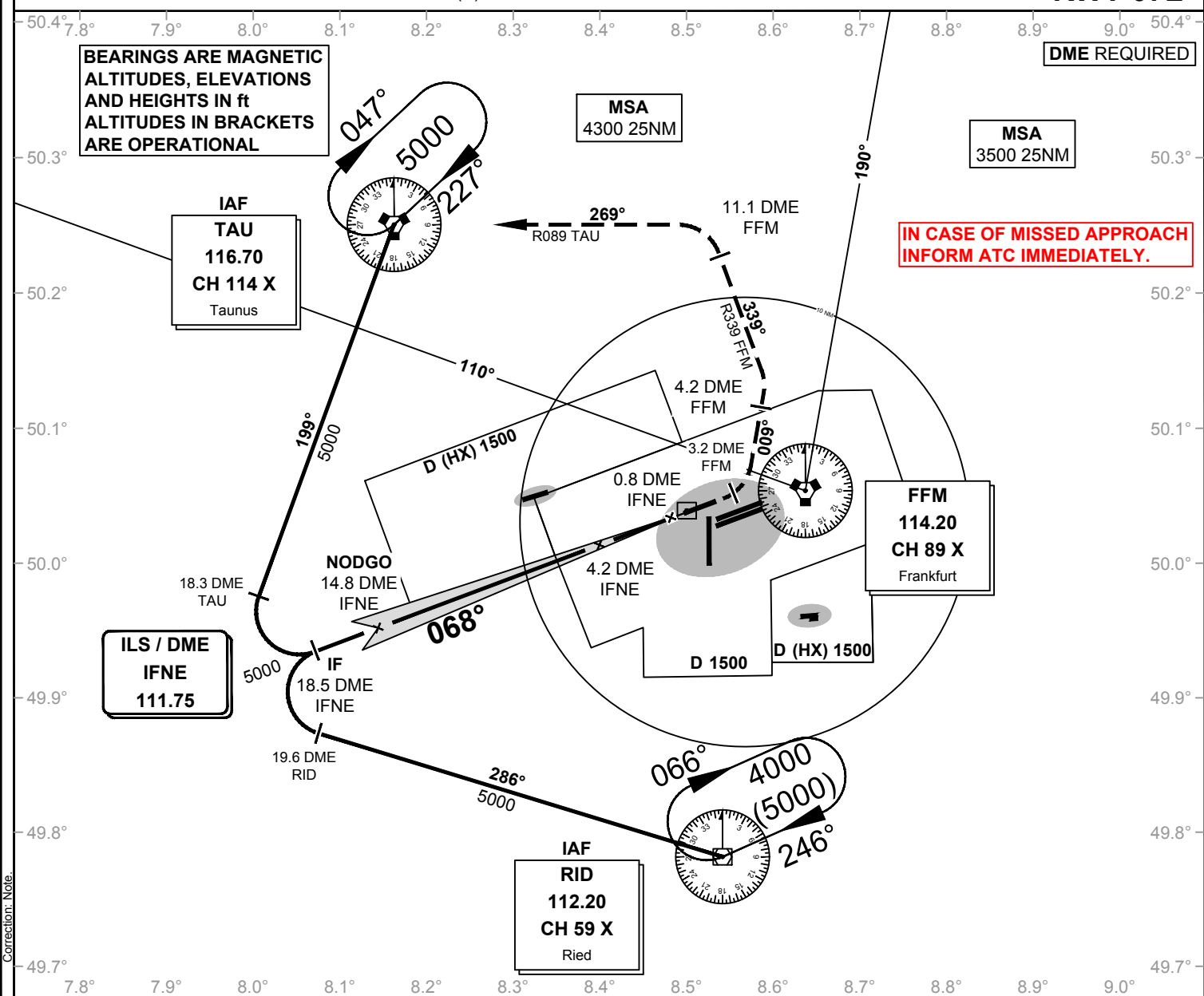
Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

ILS Z CAT II & III RWY 07L



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

VATSIM Germany Instrument Approach Chart

Elevation: THR07L ELEV 305

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

Tower 119.900

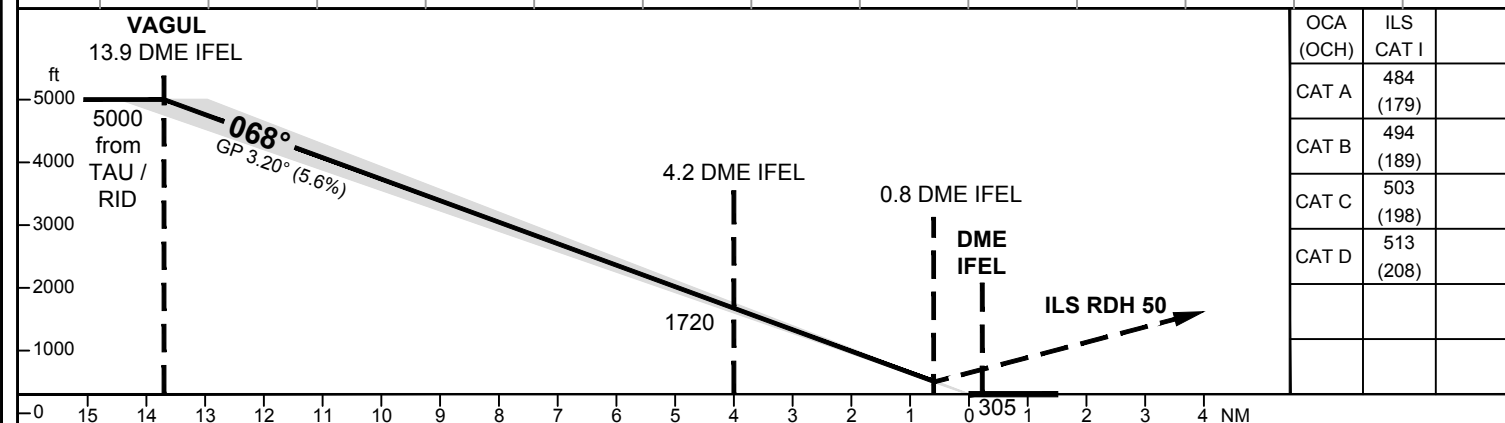
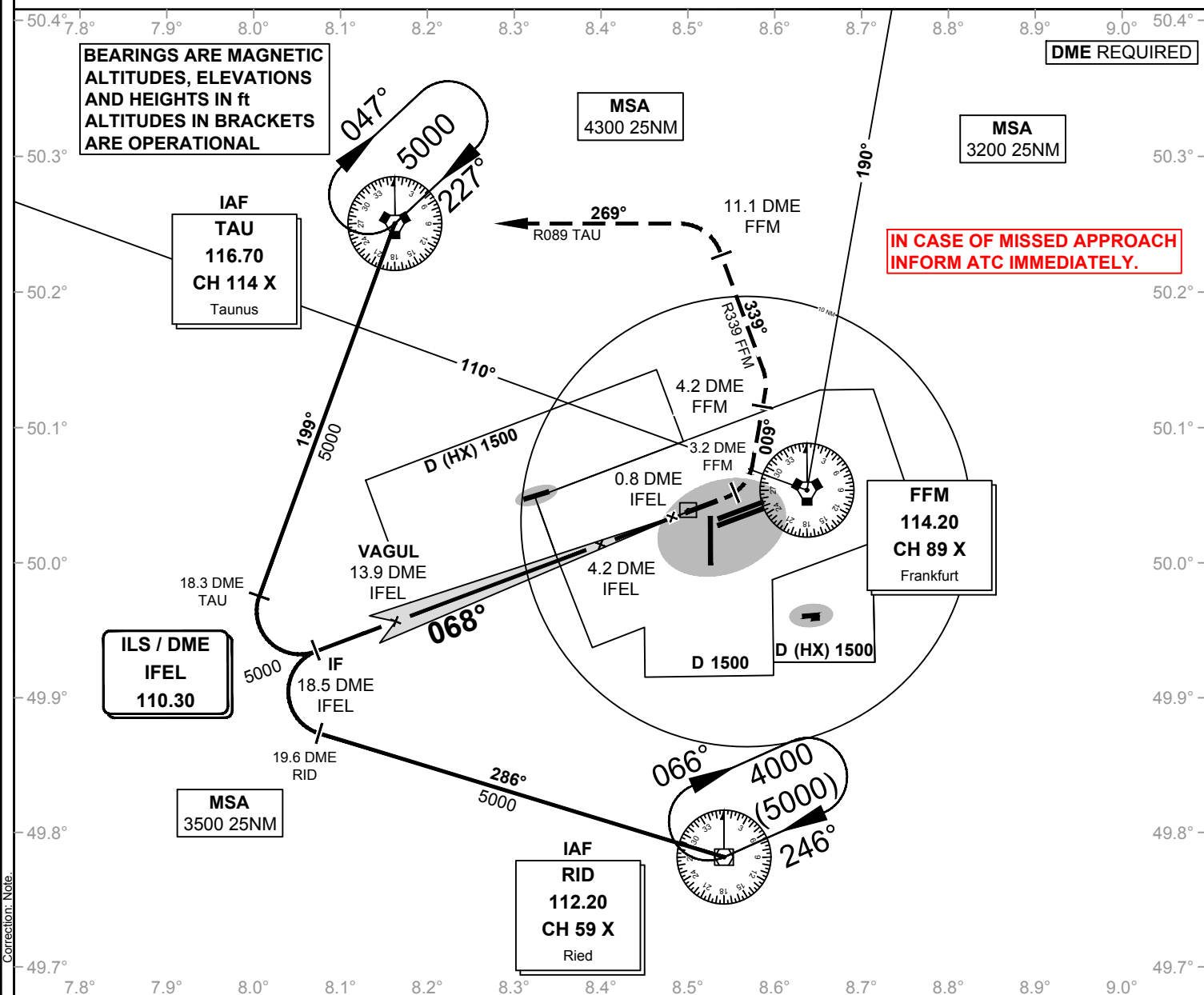
Tower (W) 124.850

ATIS 118.020

VAR: 1° E

Frankfurt Main EDDF

ILS Y RWY 07L



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

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

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

VATSIM Germany Instrument Approach Chart

Elevation: THR07R ELEV 328

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 2°E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

ILS X CAT II & III or LOC X RWY 07R

DME REQUIRED

GPS REQUIRED

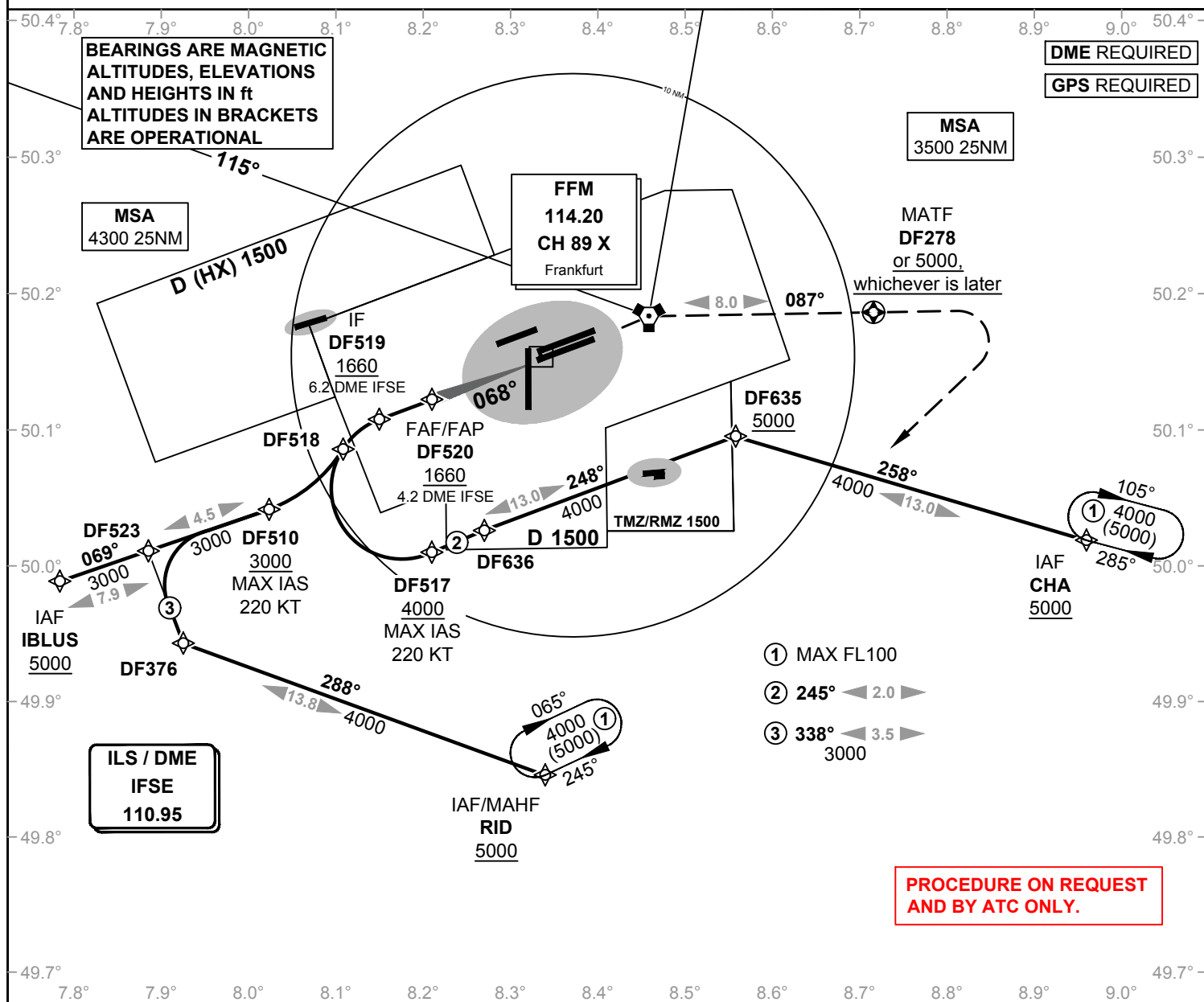
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN ft
ALTITUDES IN BRACKETS
ARE OPERATIONAL

MSA
3500 25NM

MSA
4300 25NM

FFM
114.20
CH 89 X
Frankfurt

MATF
DF278
or 5000,
whichever is later

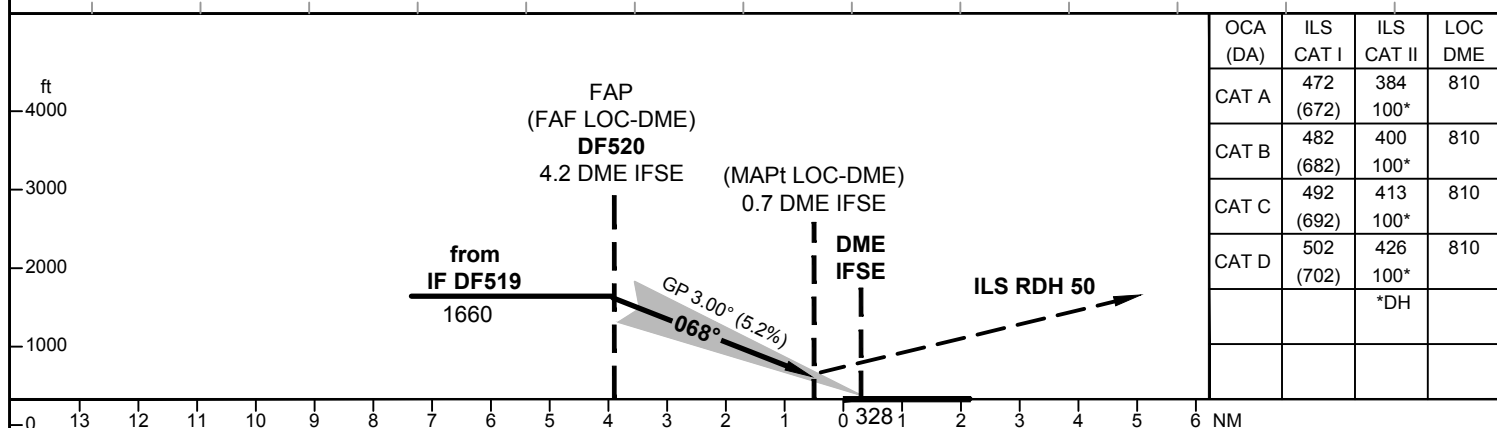


① MAX FL100

② 245° 2.0

③ 338° 3.5 3000

PROCEDURE ON REQUEST
AND BY ATC ONLY.



MISSED APPROACH: Climb on track 067° to FFM; on course 087° to DF278 or 5000, whichever is later;
RT direct to RID, maintain 5000.

DME IFSE	11	10	9	8	7	6	5	4	3	2
DIST THR	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE	3820	3500	3180	2870	2550	2230	1910	1590	1270	960

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

GS	kt	80	100	120	140	160	180
4.0 DME IFSE - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

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

VATSIM Germany Instrument Approach Chart

Elevation: THR07R ELEV 328

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

Tower 119.900

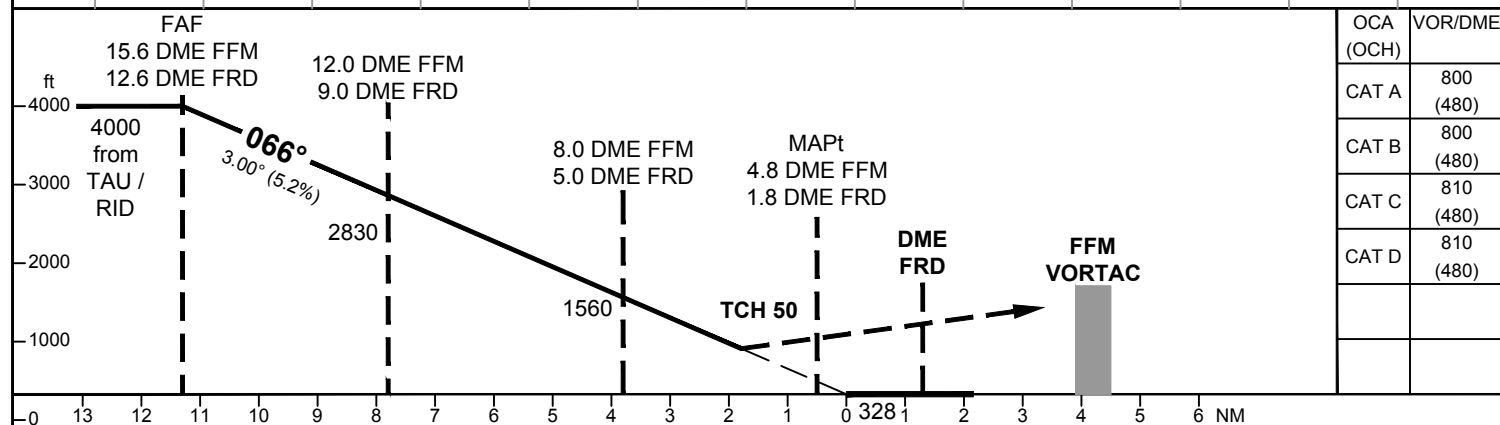
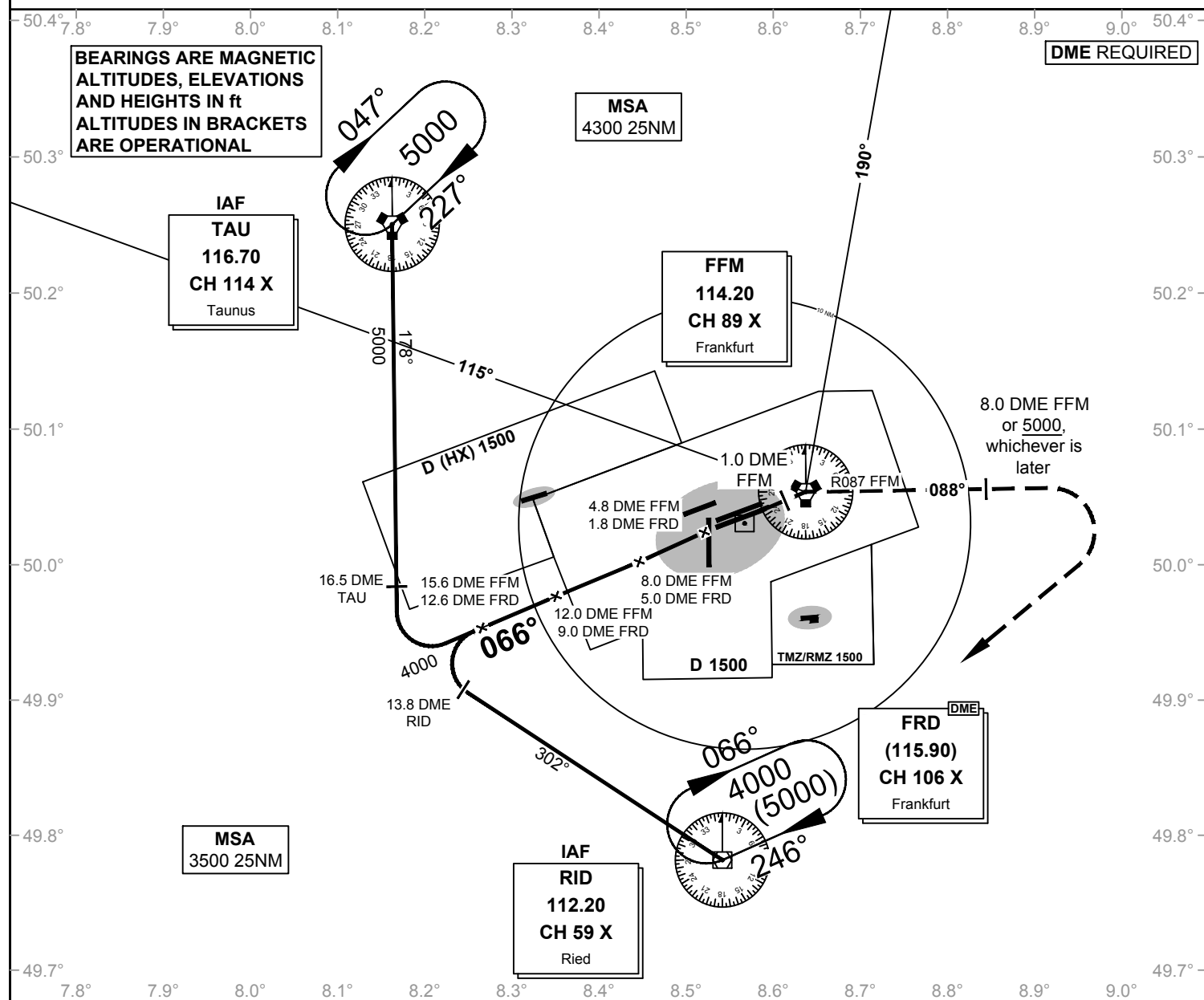
Tower (W) 124.850

ATIS 118.020

VAR: 1° E

Frankfurt Main EDDF

VOR RWY 07R



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

DME FFM	15	14	13	12	11	10	9	8	7	6	GS	kt	80	100	120	140	160	180
DIST THR	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	8DME FFM / 5DME FRD - MAPt(3.2NM)	MIN:SEC	2:24	1:55	1:36	1:22	1:12	1:06
ALTITUDE	3790	3470	3150	2830	2520	2200	1880	1560	1240	920	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR07R ELEV 328

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1°E

ATIS

Tower 119.900

Tower (W) 124.850

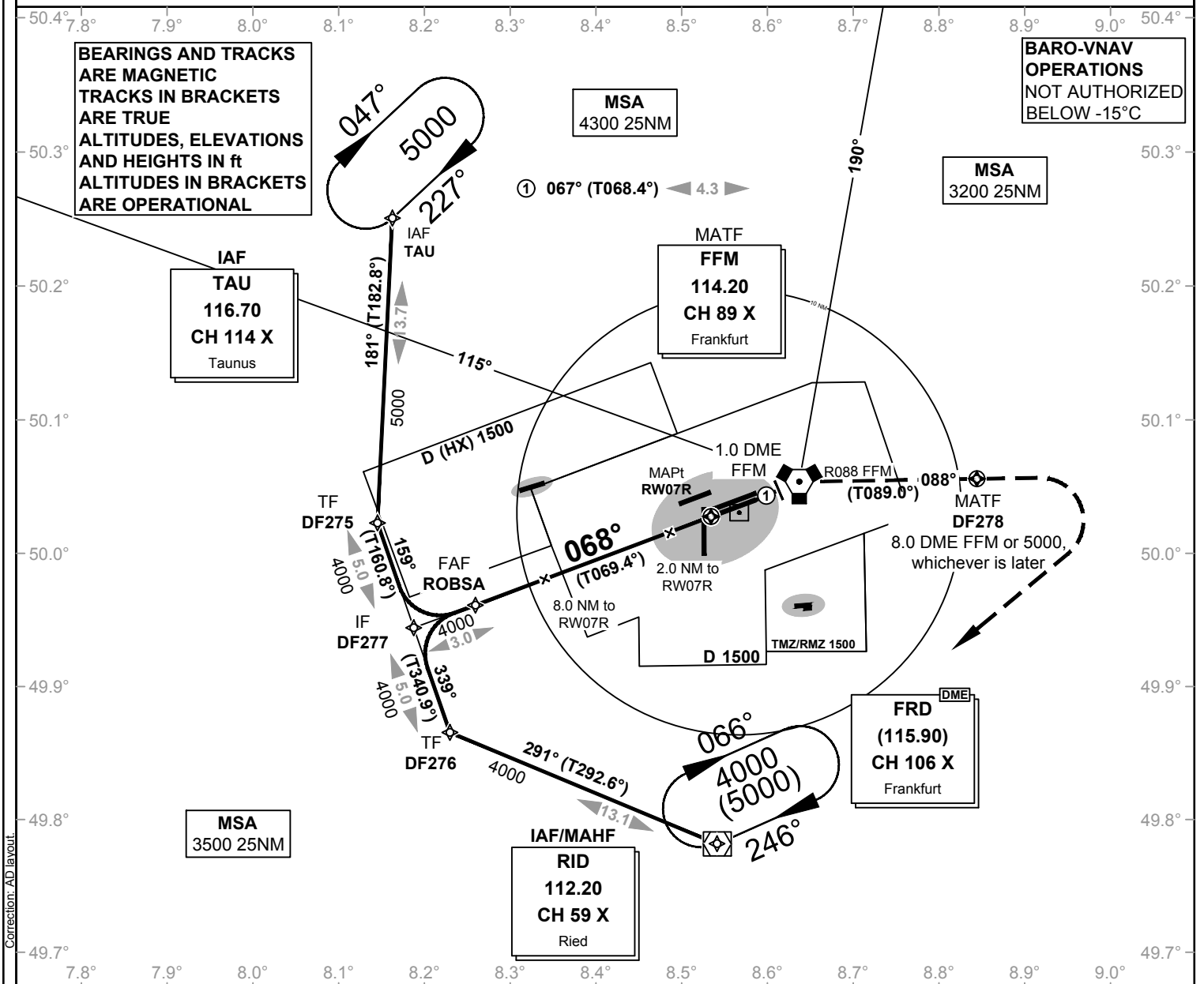
ATIS 118.020

Frankfurt Main EDDF

RNAV (GPS) Z RWY 07R

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

BARO-VNAV
OPERATIONS
NOT AUTHORIZED
BELOW -15°C



Correction: AD layout.

NON-RNAV MISSED APPROACH:

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

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

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

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

GS	kt	80	100	120	140	160	180
ROBSA - RW07R (11.3 NM)	MIN:SEC	8:29	6:47	5:39	4:51	4:14	3:46
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR25C ELEV 364

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

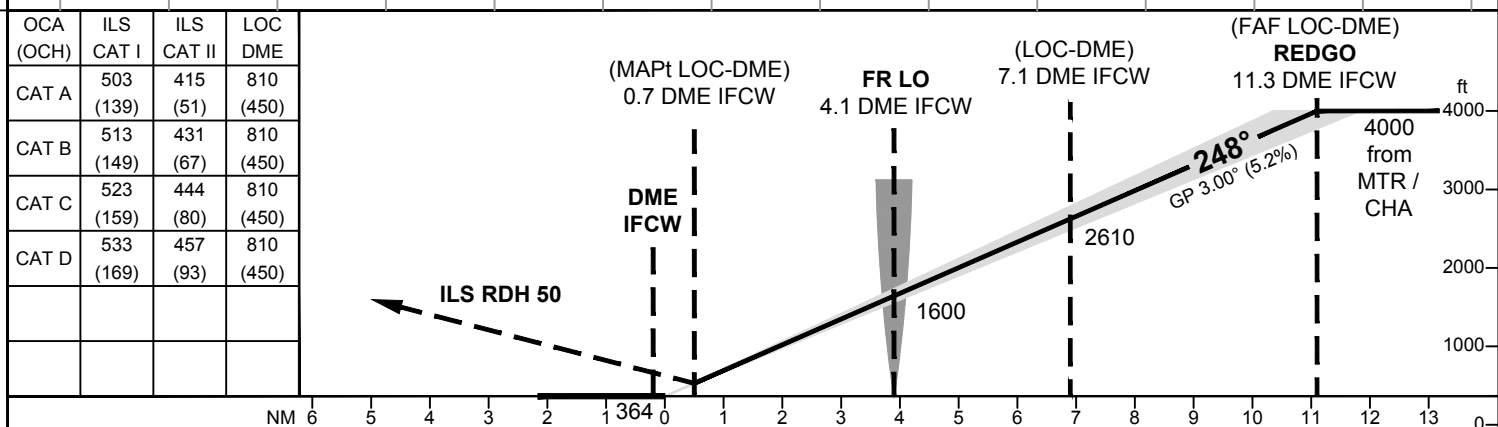
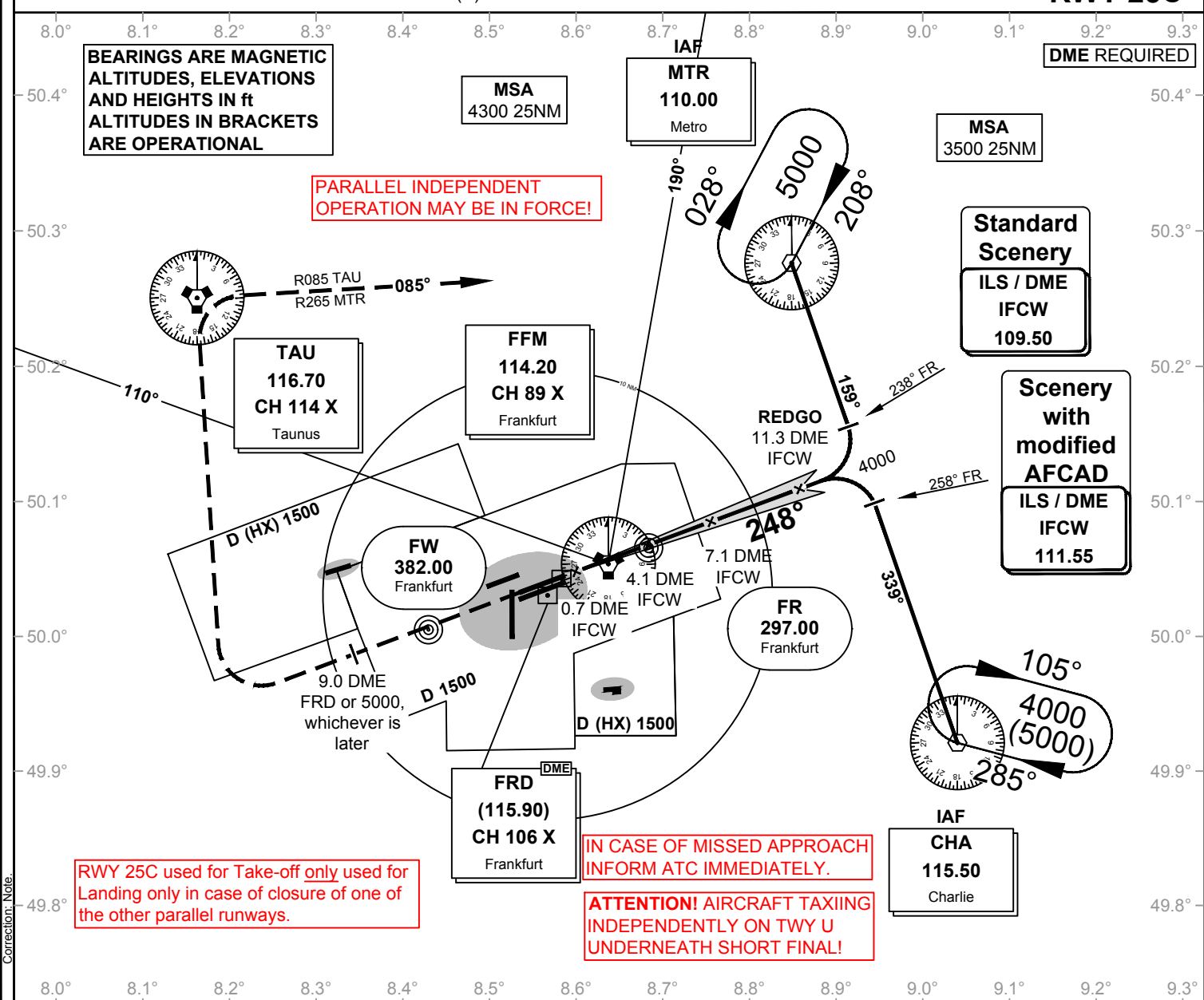
Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

ILS CAT II & III or LOC RWY 25C



MISSED APPROACH: Climb straight ahead via FW LO to 9.0 DME FRD or 5000, whichever is later; RT inbound to TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound to MTR VOR, maintain 5000.

DME IFCW	2	3	4	5	6	7	8	9	10	11	GS	kt	80	100	120	140	160	180
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8	4.1 DME IFCW - THR (3.9 NM)	MIN:SEC	2:56	2:20	1:57	1:40	1:28	1:18
ALTITUDE	990	1310	1630	1950	2270	2580	2900	3220	3540	3860	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

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

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

VATSIM Germany Instrument Approach Chart

Elevation: THR25C ELEV 364

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

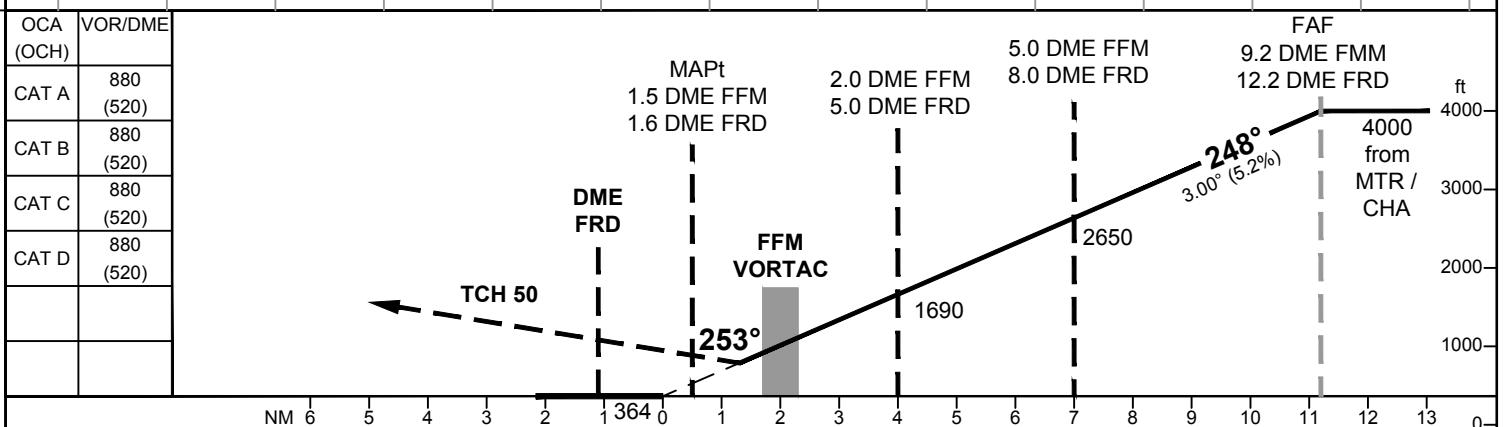
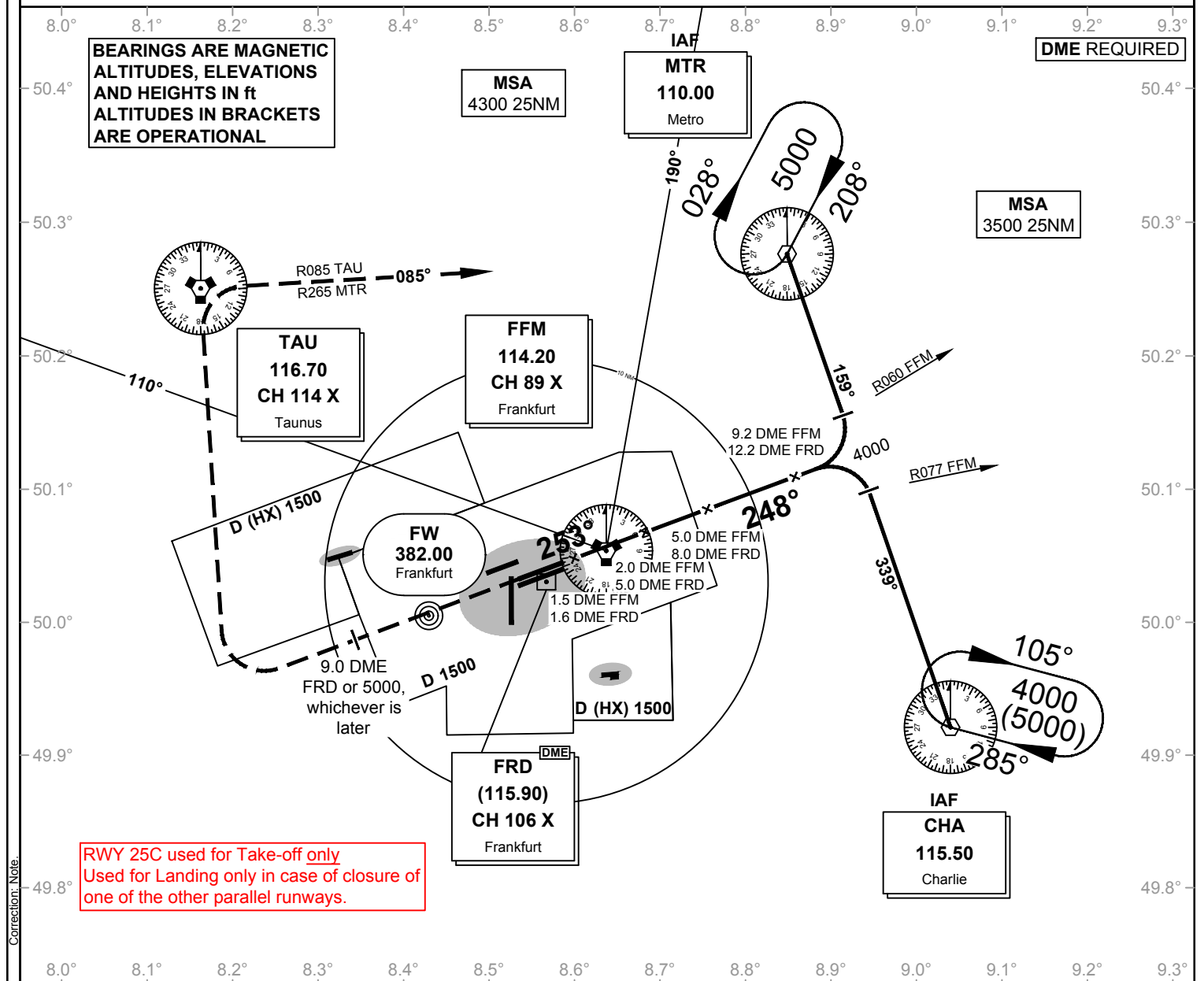
Frankfurt Main EDDF

VOR

RWY 25C

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

DME REQUIRED



MISSED APPROACH: Climb straight ahead via FW LO to 9.0 DME FRD or 5000, whichever is later; RT inbound to TAU DVORTAC; RT, intercept R085 TAU / R265 MTR inbound to MTR VOR, maintain 5000.

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

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR25C ELEV 364

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

RNAV (GPS) Z RWY 25C

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

BARO-VNAV
OPERATIONS
NOT AUTHORIZED
BELOW -15°C

MSA
4300 25NM

MSA
3500 25NM

MATF

TAU

116.70

CH 114 X

Taunus

MATF

FW

382.00

Frankfurt

IAF/MAHF

MTR

110.00

Metro

FAF

REDGO

4000

3

(T249.9°)

248°

7.0 NM to RW25C

2.0 NM to RW25C

4000

3

(T130.0°)

339°

4000

3

(T134.0°)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

105°

285°

4000

(5000)

IAF

CHA

115.50

Charlie

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

NON-RNAV MISSED APPROACH:

Climb straight ahead via FW LO to 9.0
DME FRD or 5000, whichever is later;
RT inbound to TAU DVORTAC; RT,
intercept R085 TAU / R265 MTR
inbound to MTR VOR, maintain 5000.

(LNAV only)
7.0 NM to RW25C
11.2 NM to RW25C
4000
from IF DF281
3.00° (5.2%)
248°
2650
1060
TCH 50
MAPt RW25C
247°

MISSED APPROACH: Climb on track 247° via FW to DF282 or 5000, whichever is later; RT to TAU; RT, on track 085° to MTR, maintain 5000. FW - DF282 - [A5000; R] - TAU[A5000; R] - MTR[A5000]

RNAV (GPS)

DIST THR	2	3	4	5	6	7	8	9	10	11
ALTITUDE	1060	1370	1690	2010	2330	2650	2970	3280	3600	3920

GS	kt	80	100	120	140	160	180
REDGO - RW25C (11.2 NM)	MIN:SEC	8:24	6:43	5:36	4:48	4:12	3:44
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR25R ELEV 353

VAR: 1° E

Apron 121.750

121.850

121.950

Ground 121.800

ATIS 118.020

Tower 124.850

119.900

Langen Radar 120.800

Frankfurt Main EDDF

ILS Z CAT II & III RWY 25R

DME REQUIRED

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

MSA
4300 25NM

IAF

MTR
110.00
Metro

MSA
3500 25NM

IN CASE OF MISSED APPROACH
INFORM ATC IMMEDIATELY.

R085 TAU

R265 MTR

085°



TAU

116.70

CH 114 X

Tanus

FFM

114.20

CH 89 X

Frankfurt

FAP

NIBAP

14.7 DME

IFNW

ILS / DME

IFNW

111.35

D (HX) 1500

4.3 DME

IFNW

0.8 DME

IFNW

6.3 DME

FFM

800

D 1500

TMZ/RMZ 1500

PARALLEL INDEPENDENT
OPERATION MAY BE IN FORCE!

IN CASE OF MISSED APPROACH
INFORM ATC IMMEDIATELY.

IAF

CHA

115.50

Charlie

OCA (DA)	ILS CAT I	ILS CAT II
CAT A	530 (553)	441 100*
CAT B	540 (553)	458 104*
CAT C	550 (553)	471 118*
CAT D	559 (559)	484 131*
		*DH

ILS RDH 50

DME

IFNW

0.8 DME

IFNW

4.3 DME IFNW

1680

NIBAP

14.7 DME IFNW

248°
GP 3.00° (5.2%)

5000

from

MTR /

CHA

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

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

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

VATSIM Germany Instrument Approach Chart

Elevation: THR25L ELEV 362

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 2° E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

ILS Z CAT II & III or LOC Z RWY 25L

DME REQUIRED

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

PARALLEL INDEPENDENT
OPERATION MAY BE IN FORCE!

MSA
4300 25NM

FFM
114.20
CH 89 X
Frankfurt

IAF
MTR
110.00
Metro

Standard
Scenery
ILS / DME
IFSW
110.70

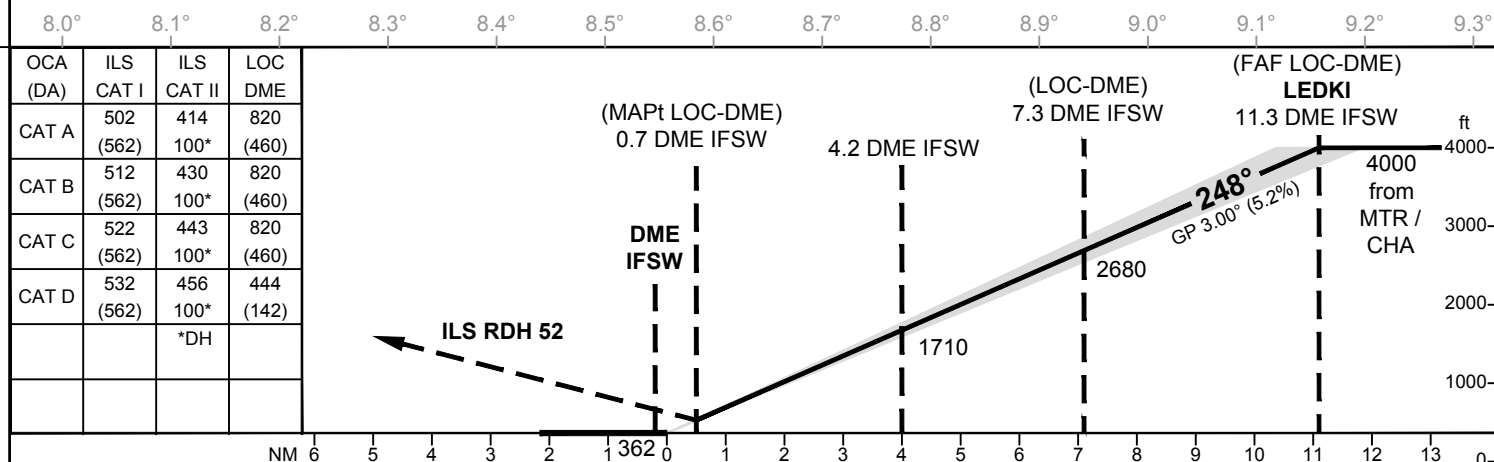
Scenery
with
modified
AFCAD
ILS / DME
IFSW
111.15

IAF
CHA
115.50
Charlie

MSA
3500 25NM

IN CEASE OF MISSED APPROACH
EXECUTE PUBLISHED CONVENTIONAL
MISSED APPROACH PROCEDURE TO CHA.

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



DME IFSW	2	3	4	5	6	7	8	9	10	11
DIST THR	1.8	2.8	3.8	4.8	5.8	6.8	7.8	8.8	9.8	10.8
ALTITUDE	990	1310	1630	1950	2270	2580	2900	3220	3540	3860

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

GS	kt	80	100	120	140	160	180
4.2 DME IFSW - THR (4.1 NM)	MIN:SEC	3:05	2:28	2:03	1:45	1:32	1:22
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

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

VATSIM Germany Instrument Approach Chart

Elevation: THR25L ELEV 362

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Direktor (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

VOR RWY 25L

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

DME REQUIRED

MSA
4300 25NM

FFM
114.20
CH 89 X
Frankfurt

IAF
MTR
110.00
Metro

D (HX) 1500

8.0 DME FFM or 5000,
whichever is later

R242 FFM

FRD
(115.90)
CH 106 X
Frankfurt

MSA
3500 25NM

TMZ/RMZ 1500

IAF
CHA
115.50
Charlie

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

NM 6 5 4 3 2 1 362 0 1 2 3 4 5 6 7 8 9 10 11 12 13 0

MISSED APPROACH: Climb straight ahead to 5.5 DME FFM; LT, intercept R242 FFM to 8.0 DME FFM or 5000, whichever is later; LT to CHA VOR, maintain 5000.

DME FFM	0	1	2	3	4	5	6	7	8	9	GS	kt	80	100	120	140	160	180
DIST THR	2.1	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1	2DME FFM / 5DME FRD - MAPt(3.5NM)	MIN:SEC	2:37	2:06	1:45	1:30	1:19	1:10
ALTITUDE	1090	1400	1720	2040	2360	2680	3000	3310	3630	3950	Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

Elevation: THR25L ELEV 362

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director (N) 127.270

Director (S) 118.500

VAR: 1° E

Tower 119.900

Tower (W) 124.850

ATIS 118.020

Frankfurt Main EDDF

RNAV (GPS) Z RWY 25L

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

BARO-VNAV
OPERATIONS
NOT AUTHORIZED
BELOW -15°C

MSA
from ARP
4300 25NM

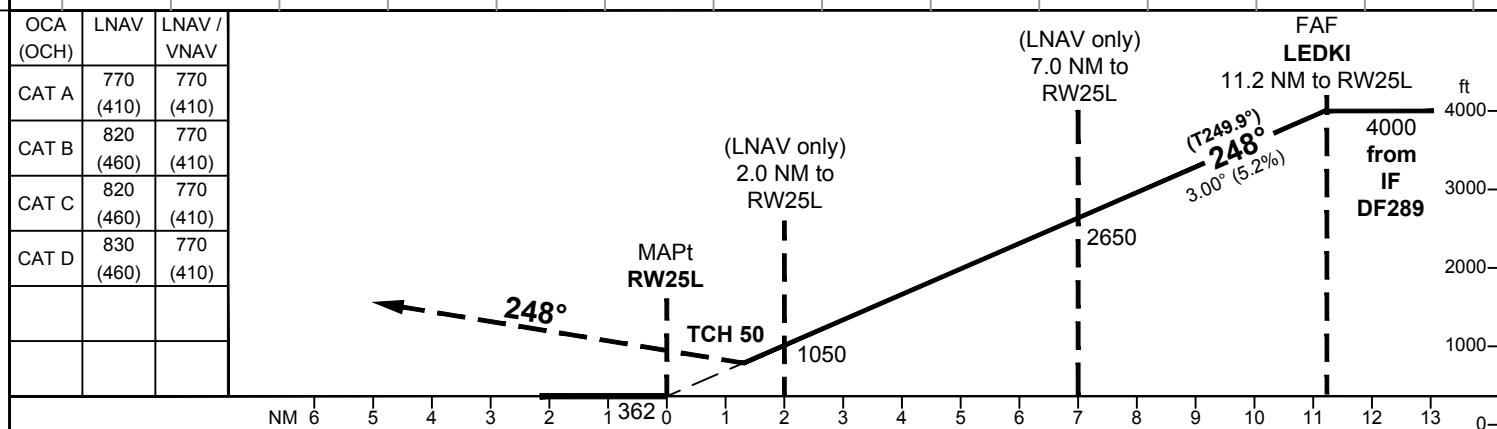
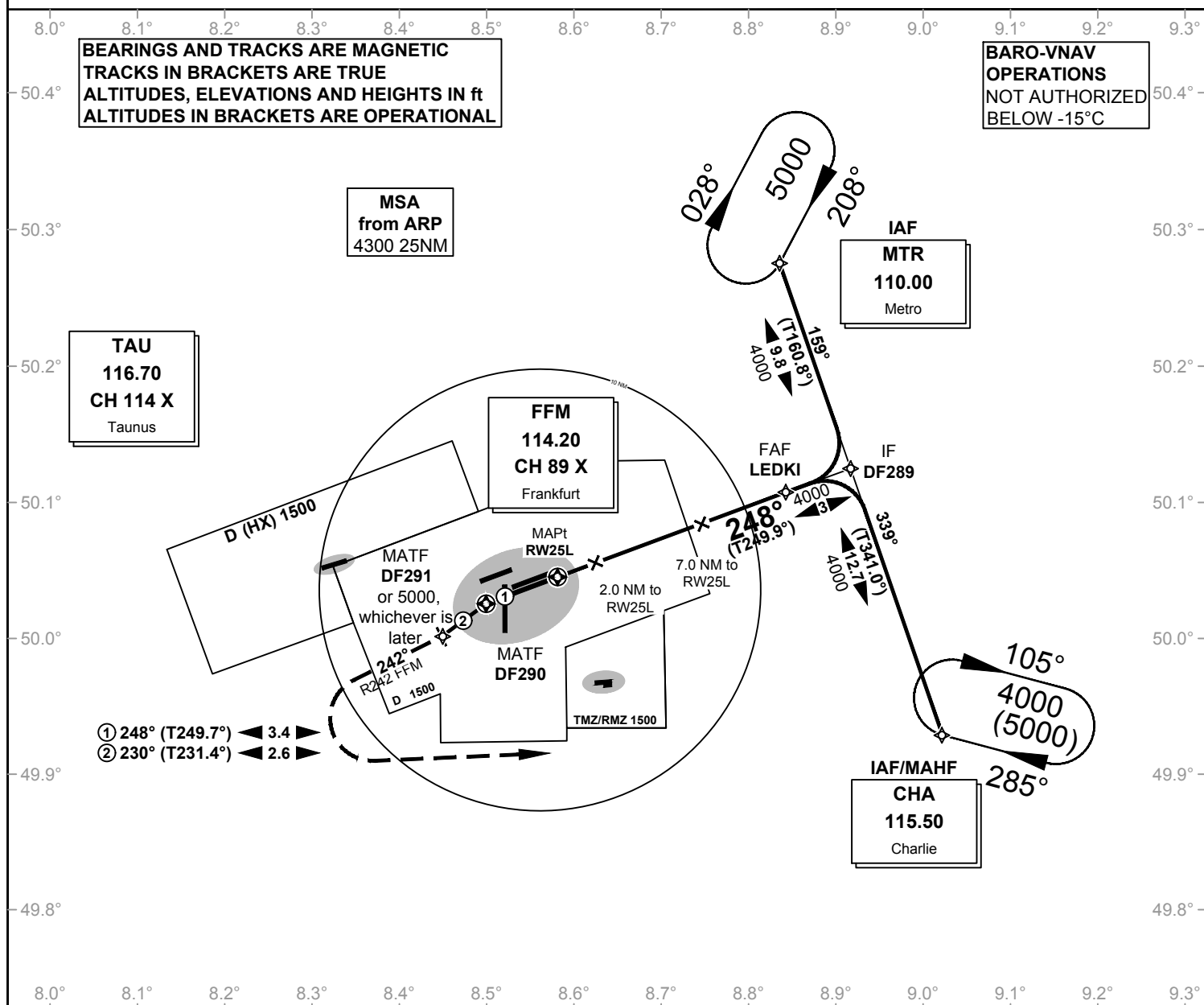
TAU
116.70
CH 114 X
Taunus

FFM
114.20
CH 89 X
Frankfurt

IAF
MTR
110.00
Metro

IAF/MAHF
CHA
115.50
Charlie

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



MISSED APPROACH: Climb on track 248° to DF290; LT, on track 230° to DF291; RT, on track 242°, climb to 5000; RNAV (GPS) LT to CHA, maintain 5000. DF290[L] - DF291[R] - [A5000; L] - CHA[A5000]

GS	kt	80	100	120	140	160	180
LEDKI - RW25L (11.2 NM)	MIN:SEC	8:24	6:43	5:36	4:48	4:12	3:44
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

Timing not authorized for defining the MAPt.

VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main EDDF

Transition Altitude: 5000 ft.

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

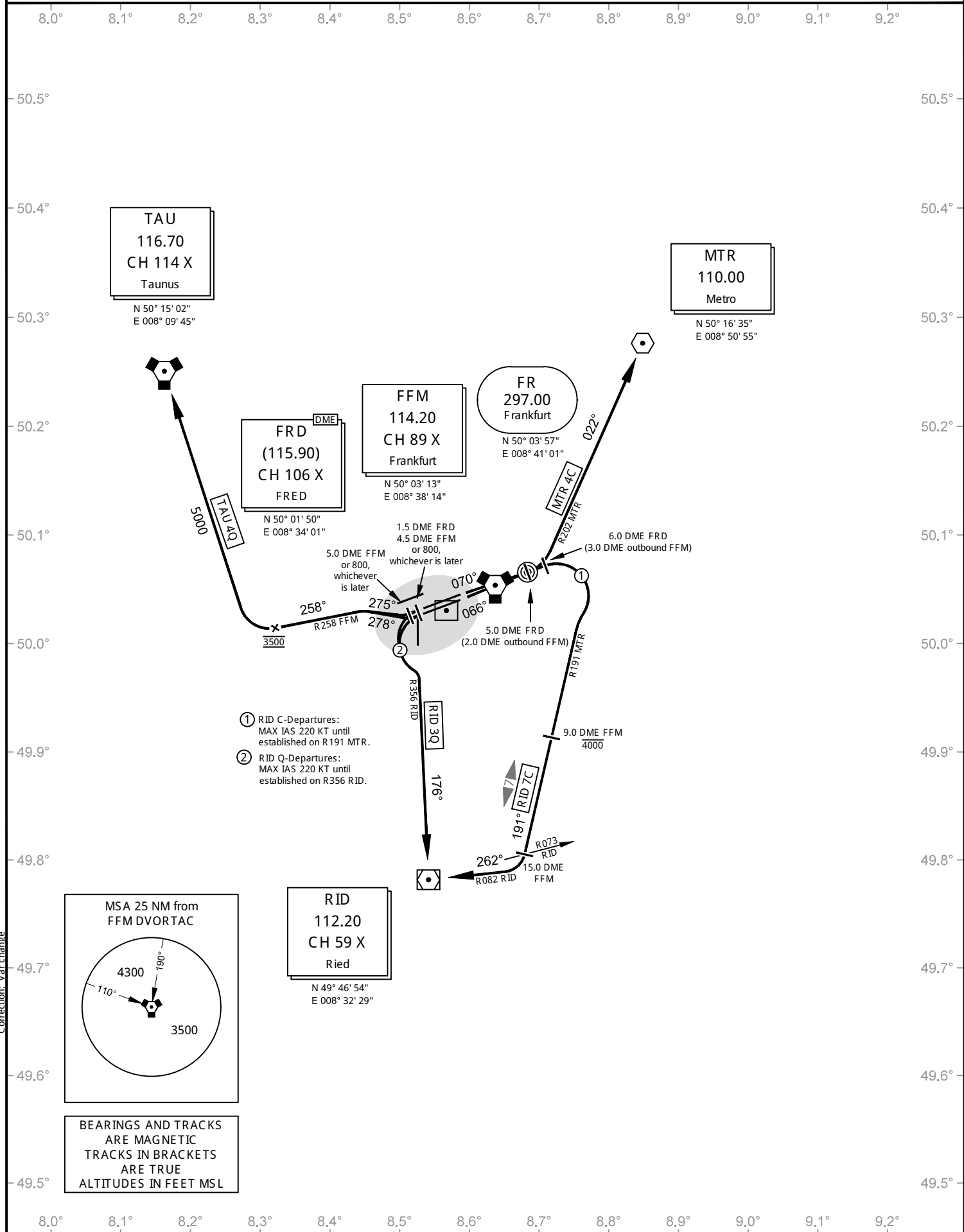
Ground 121.800

Tower 119.900

Langen Radar 120.150

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

VAR: 2° E



VATSIM Germany Standard Instrument Departure Chart

FRANKFURT MAIN EDDF

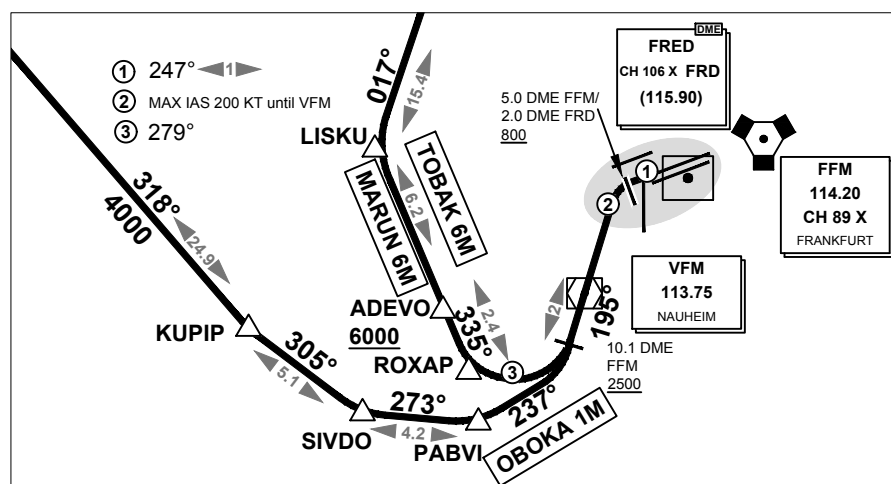
Transition Altitude: 5000 ft.

 ATIS 118.050
 Delivery 121.900
 Apron 121.750

 Tower 119.000
 Langen Radar(N) 120.800
 Langen Radar 120.150

SID MIKE RWY 25C

VAR: 2° E

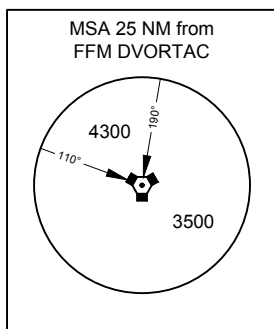


Contact Langen Radar when advised by Tower!

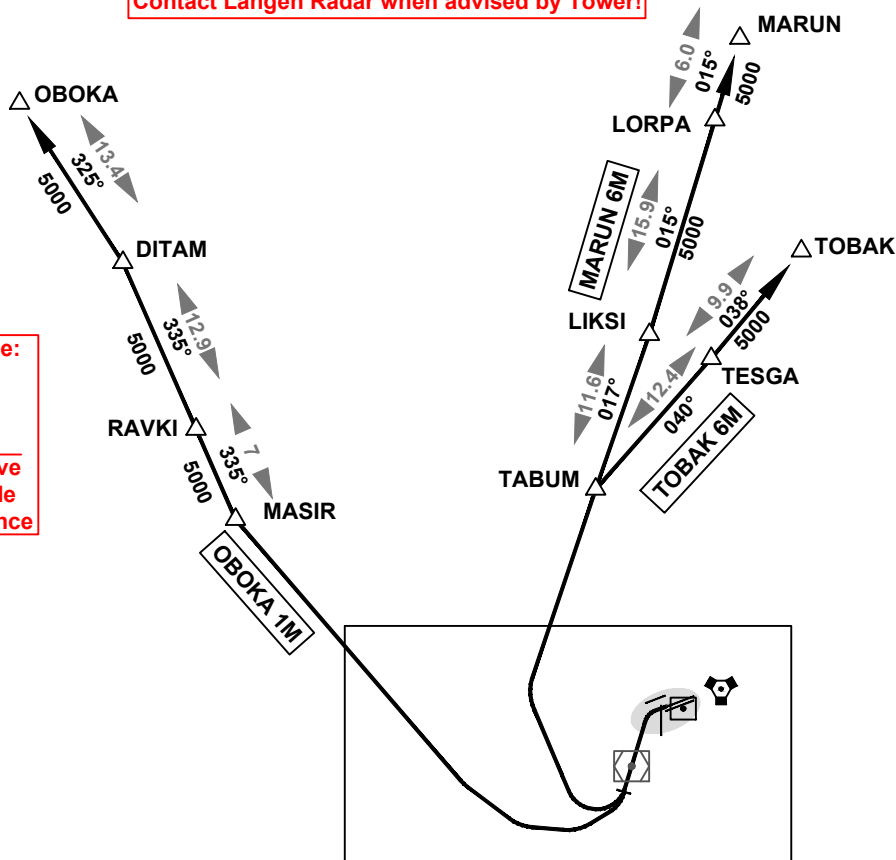
Initial climb altitude:

FL 070

Do NOT climb above
 initial climb altitude
 without ATC clearance

MSA 25 NM from
FFM DVORTAC

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



VATSIM Germany Standard Instrument Departure Chart

FRANKFURT MAIN EDDF

Transition Altitude: 5000 ft.

 ATIS 118.050
 Delivery 121.900
 Apron 121.750

 Tower 119.000
 Langen Radar(N) 120.800
 Langen Radar 120.150

SID WHISKEY RWY 25C

VAR: 2° E

Contact Langen Radar when advised by Tower!

 RNP-1/A-RNP, RF-LEG REQUIRED.
 GPS REQUIRED

 USE OF AUTOPILOT
 MANDATORY:

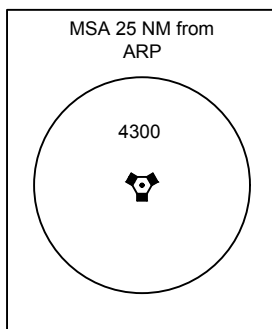
Initial climb altitude:

FL 070
 Do NOT climb above
 initial climb altitude
 without ATC clearance

ALTITUDE CONSTRAINTS

	MARUN & TOBAK	OBOKA
DF998	1690	1340
DF996	2670	1930
DF995	3470	2410

Corrections: Procedure change


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

VATSIM Germany Standard Instrument Departure Chart

FRANKFURT MAIN EDDF

Transition Altitude: 5000 ft

ATIS 118.050

Delivery 121.900

Apron 121.750

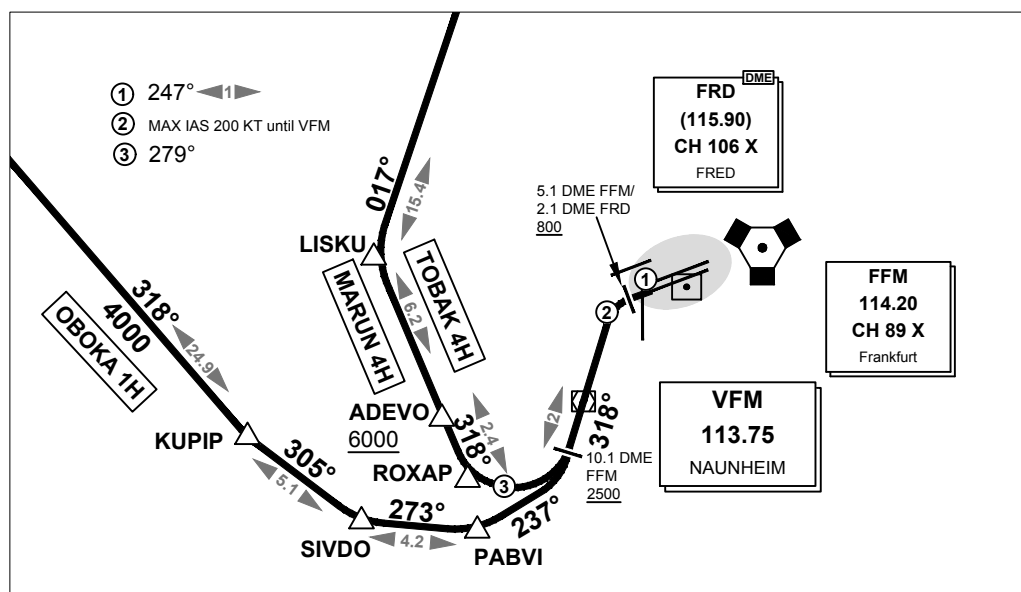
TOWER 119.900

Langen Radar (N) 120.800

Langen Radar 120.150

SID HOTEL RWY 25 L

VAR: 2° E



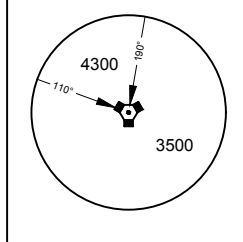
Contact Langen Radar when advised by Tower!

Initial climb altitude:

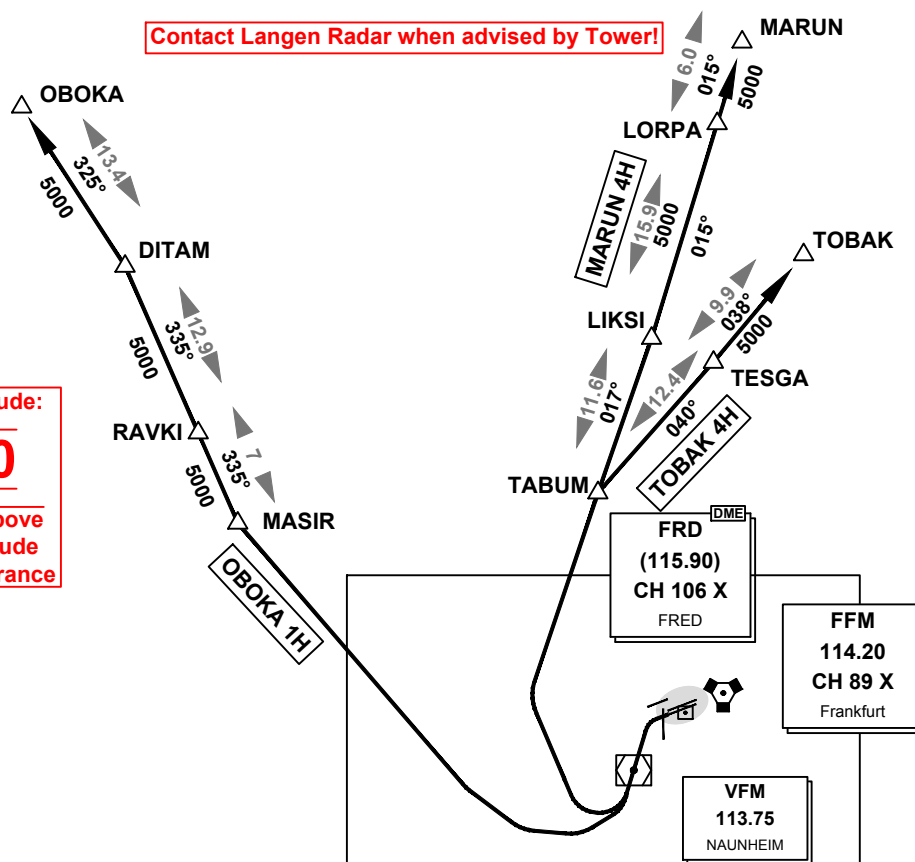
FL 070

Do NOT climb above
initial climb altitude
without ATC clearance

MSA 25 NM from FFM DVORTAC



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



VATSIM Germany

Standard Instrument Departure Chart

Frankfurt Main (South)

EDDF

Transition Altitude: 5000 ft.

Delivery (Initial Call)

Apron 121.900
Tower 121.750
Langen Radar 121.950

ATIS 118.020
Ground 121.800
Tower 119.900
Langen Radar 120.150

SID F / G / P
RWY 25L / 25C

SULUS
N 50° 04' 31"
E 010° 43' 44"

WUR
110.20
Würzburg
N 49° 43' 03"
E 009° 56' 49"

DKB
117.80
CH 125 X
Dinkelsbühl
N 49° 08' 34"
E 010° 14' 18"

ROTEN
N 49° 14' 39"
E 010° 03' 54"

GEBNO
N 49° 10' 00"
E 009° 55' 56"

GIBSA
N 49° 40' 06"
E 009° 40' 03"

RATIM
N 49° 41' 35"
E 009° 31' 00"

AKONI
N 49° 44' 48"
E 009° 11' 15"

HAREM
N 49° 37' 06"
E 009° 24' 52"

AMTIX
N 49° 45' 44"
E 009° 05' 30"

ANEKI
N 49° 19' 02"
E 008° 28' 50"
28 DME RID

DONAB
N 49° 49' 16"
E 008° 01' 45"

SOBRA
N 49° 51' 39"
E 007° 46' 32"

FFM
114.20
CH 89 X
Frankfurt
N 50° 03' 13"
E 008° 38' 14"

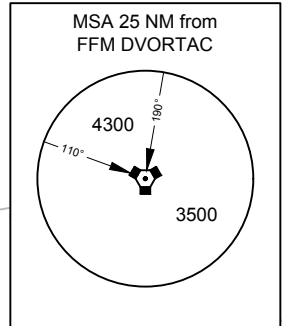
FRD
(115.90)
CH 106 X
FRED
N 50° 01' 50"
E 008° 34' 01"

① Departures via RATIM, ROTEN, SULUS, DKB and NOMBO:
MAX IAS 210 KT until established on track 117°

Departures via ANEKI:
MAX IAS 210 KT until established on R356 RID

Initial climb altitude:
5000 ft
Do NOT climb above initial climb altitude without ATC clearance

Contact Langen Radar when advised by Tower!



VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (North)
EDDF

Transition Altitude: 5000 ft.
VAR: 2° E

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

SID DELTA
RWY 07C / 07R

Contact Langen Radar when advised by Tower!

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

BIBTI, MARUN, TOBAK:
Initial climb altitude:
5000 ft.
Do NOT climb above
initial climb altitude
without ATC clearance

OBOKA
N 50° 44' 42"
E 007° 20' 17"

DITAM
N 50° 33' 29"
E 007° 31' 46"

RAVKI
N 50° 21' 42"
E 007° 39' 54"

OBOKA 1D
251° (T252.8°)
5000
18.3

GUBAX
N 50° 17' 25"
E 007° 54' 40"

KUSOM
N 50° 22' 54"
E 008° 21' 57"

MARUN
N 50° 49' 16"
E 008° 40' 19"

APROX
N 50° 43' 31"
E 008° 42' 57"

TOBAK
N 50° 34' 18"
E 008° 47' 09"

ODAGA
N 50° 19' 36"
E 008° 37' 08"

MTR
110.00
METRO

AGOLO
N 50° 12' 00"
E 009° 40' 34"

OKTUM
N 50° 11' 59"
E 010° 00' 38"

SULUS
N 50° 04' 31"
E 010° 43' 44"

KOMIB
N 50° 04' 24"
E 010° 14' 34"

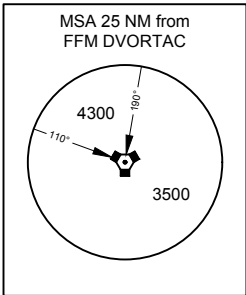
FRD
(115.90)
CH 106 X
FRED

FFM
114.20
CH 89 X
FRANKFURT

FR
297.0
FRANKFURT

MAX IAS 220 KT
during turn

ED-R 135
10500
GND



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

VATSIM Germany Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 2° E

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

Ground 121.800

Tower 119.900

Langen Radar 120.150

Frankfurt Main (North) EDDF

SID ECHO**RWY 07C / 07R****Contact Langen Radar when advised by Tower!****Initial climb altitude:****5000 ft****Do NOT climb above
initial climb altitude
without ATC clearance****OBOKA**N 50° 44' 42"
E 007° 20' 17"**DITAM**N 50° 33' 29"
E 007° 31' 46"**RAVKI**N 50° 21' 42"
E 007° 39' 54"**GUBAX**N 50° 17' 25"
E 007° 54' 40"**OBOKA 1E**

251° (T252.8°)

KUSOMN 50° 22' 54"
E 008° 21' 57"**TESGA**N 50° 26' 42"
E 008° 37' 08"**ODAGA**N 50° 19' 36"
E 008° 37' 08"**MARUN**N 50° 49' 16"
E 008° 40' 19"**ALIDI**N 50° 43' 18"
E 008° 39' 28"**MARUN 5E**

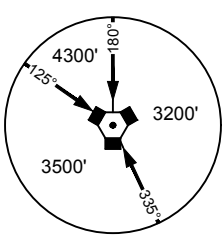
003° (T005.1°)

325° (T327.0°)
5000
13.4335° (T336.3°)
5000
12.9293° (T294.5°)
5000
10.45000
18.3287° (T288.8°)
5000
10.3358° (T360.0°)
5000
7.114.8 DME FFM
12
022°2.8 DME FFM
2000RWY 07C: 1.6 DME FRD
RWY 07R: 1.5 DME FRD
(1.5 DME inbound FFM)
or 800, whichever is later**FRD****(115.90)
CH106 X**

FRED

FFM**114.20
CH 89 X**

FRANKFURT

MSA 25 NM from
FFM VORTAC

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

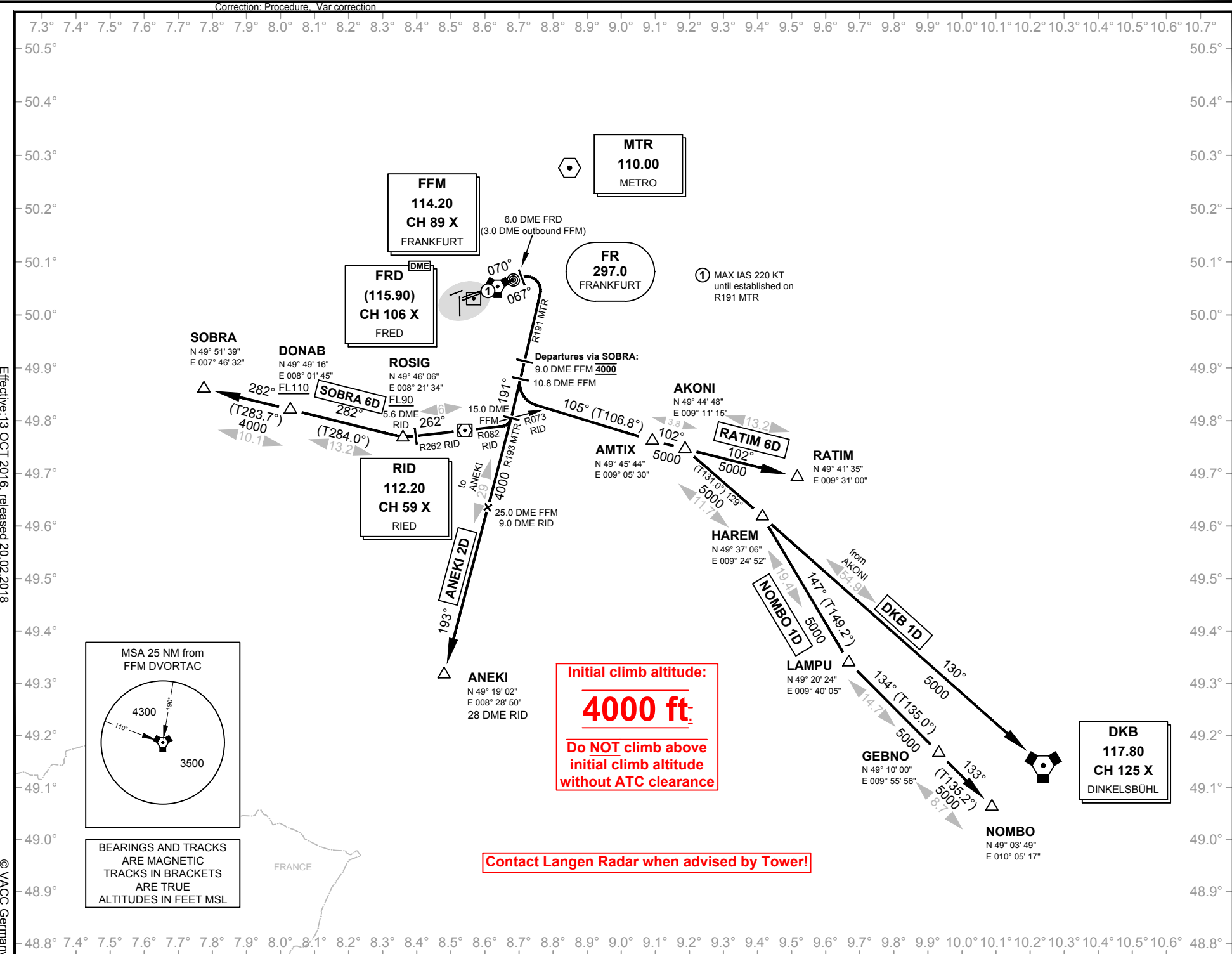
VATSIM Germany Standard Instrument Departure Chart

Frankfurt Main (South)
EDDF

Transition Altitude: 5000 ft.
VAR: 2° E

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

SID DELTA
RWY 07C / 07R



VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 2° E

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

Ground 121.800

Tower 119.900

Langen Radar 120.150

Frankfurt Main (South)

EDDF

SID ECHO

RWY 07C / 07R

Contact Langen Radar when advised by Tower!

- ① Departures via SOBRA, ANEKI,
MAX IAS 220 KT until established on
R198 FFM

Departures via RATIM, NOMBO, DKB
MAX IAS 220 KT until established on
R191 MTR

- ② Departures via SOBRA:
4000

FRD
(115.90)
CH106 X
FRED

SOBRA

N 49° 51' 39"
E 007° 46' 32"

282°

(T283.7°)

4000

10.1

DONAB

N 49° 49' 16"
E 008° 01' 45"
FL110

SOBRA 6E

282°

(T284.0°)

13.2

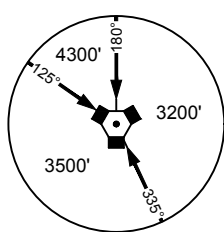
ROSIG

N 49° 46' 06"
E 008° 21' 34"
FL90

Initial climb altitude:

4000 ft.

Do NOT climb above
initial climb altitude
without ATC clearance

MSA 25 NM from
FFM VORTAC

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

FFM**114.20****CH 89 X**

FRANKFURT

RID**112.20****CH 59 X**

RIED

ANEKI

N 49° 19' 02"
E 008° 28' 50"
28 DME RID

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 2° E

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

Ground 121.800

Tower 119.900

Langen Radar 120.150

Frankfurt Main (North , West)

EDDF

SID L / S

RWY 18

OBOKA
N 50° 44' 42"
E 007° 20' 17"

(T327.0°)
325°
5000
13.4

DITAM
N 50° 33' 29"
E 007° 31' 46"

(T336.3°)
335°
5000
12.9

RAVKI
N 50° 21' 42"
E 007° 39' 54"

(T336.3°)
335°
5000
7.0

MASIR
N 50° 15' 18"
E 007° 44' 17"

TAU
116.70
CH 114 X
TAUNUS

N 50° 15' 02"
E 008° 09' 45"

Contact Langen Radar when advised by Tower!

Initial climb altitude:

4000 ft.

Do NOT climb above
initial climb altitude
without ATC clearance

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

② From DER 176°

FFM
114.20
CH 89 X
FRANKFURT

N 50° 03' 13"
E 008° 38' 14"

ULKIG
N 49° 52' 11"
E 007° 43' 10"

(T318.5°)
318°
4000
8.2

SOBRA
N 49° 51' 39"
E 007° 46' 32"

(T282.7°)
282°
4000
10.3

DONAB
N 49° 49' 16"
E 008° 01' 45"

(T283.9°)
282°
4000
13.2

GISNO
N 49° 45' 56"
E 007° 51' 26"
MAX IAS 250 KT

(T283.9°)
282°
4000
14.7

XAMUB
N 49° 47' 39"
E 008° 19' 40"
FL90

(T284.0°)
282°
19.4 DME FFM
MAX IAS 250 KT

ROSIG
N 49° 46' 06"
E 008° 21' 34"
FL90

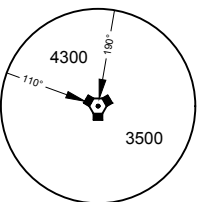
(T265.1°)
263°
19.4 DME FFM
MAX IAS 250 KT

PIPIX
N 49° 42' 26"
E 008° 13' 24"
MAX IAS 250 KT

RID
112.20
CH 59 X
RIED

N 49° 46' 54"
E 008° 32' 29"

MSA 25 NM from FFM DVORTAC

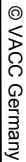


BEARINGS AND TRACKS
ARE MAGNETIC
TRACKS IN BRACKETS
ARE TRUE
ALTITUDES IN FEET MSL

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

EDDF

SID L / S
RWY 18



VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 2 E

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

Ground 121.800

Tower 119.900

Langen Radar 120.150

Frankfurt Main

EDDF

SID TANGO

RWY 18

Contact Langen Radar when advised by Tower!

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

Initial climb altitude:

4000 ft.

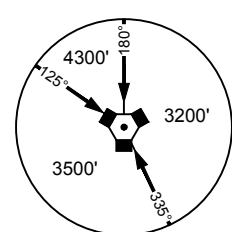
Do **NOT** climb above
initial climb altitude
without ATC clearance

OBOKAN 50° 44' 42"
E 007° 20' 17"**DITAM**N 50° 33' 29"
E 007° 31' 46"**RAVKI**N 50° 21' 42"
E 007° 39' 54"**MASIR**N 50° 15' 18"
E 007° 44' 17"**RUDUS**N 50° 02' 51"
E 008° 04' 42"**VETUX**N 49° 47' 04"
E 007° 59' 57"**FL100****PIPIX**N 49° 42' 26"
E 008° 13' 24"
MAX IAS 250 KT
FL90
MARUNN 50° 49' 16"
E 008° 40' 19"**ALIDI**N 50° 43' 18"
E 008° 39' 28"**TESGA**N 50° 26' 42"
E 008° 37' 08"**MAROB**N 50° 17' 39"
E 008° 32' 34"**TOBAK**N 50° 34' 18"
E 008° 47' 09"**FFM****114.20****CH 104 X**

FRANKFURT

N 50° 03' 13"
E 008° 38' 14"**RID****112.20****CH 59 X**

RIED

N 49° 46' 54"
E 008° 32' 29"MSA 25 NM from
FFM VORTAC

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

VATSIM Germany

Standard Instrument Departure Chart

Transition Altitude: 5000 ft.

VAR: 2° E

Delivery (Initial Call) 121.900

Apron 121.750

121.850

121.950

ATIS 118.020

Ground 121.800

Tower 119.900

Langen Radar 120.150

Frankfurt Main (North)

EDDF

SID Romeo & Sierra

RWY 18

Initial climb altitude:

4000 ft.

Do NOT climb above
initial climb altitude
without ATC clearance

OBOKA

N 50° 44' 42"
E 007° 20' 17"

DITAM

N 50° 33' 29"
E 007° 31' 46"

RAVKI

N 50° 21' 42"
E 007° 39' 54"

GUBAX

N 50° 17' 25"
E 007° 54' 40"

KUSOM

N 50° 22' 54"
E 008° 21' 57"

TABUM

N 50° 17' 27"
E 008° 24' 18"

LIKSI

N 50° 28' 24"
E 008° 30' 16"

LORPA

N 50° 43' 32"
E 008° 37' 33"

MARUN

N 50° 49' 16"
E 008° 40' 19"

APROX

N 50° 43' 31"
E 008° 42' 57"

TOBAK

N 50° 34' 18"
E 008° 47' 09"

MTR

110.00
METRO

FFM

114.20
CH 89 X

Frankfurt

TUKRU

N 49° 56' 24"
E 008° 43' 16"

RID

112.20
CH 59 X

RIED

N 49° 46' 54"
E 008° 32' 29"

TAU

116.70
CH 114 X

TAUNUS

N 50° 15' 02"
E 008° 09' 45"

FFM

114.20
CH 89 X

Frankfurt

N 50° 03' 13"
E 008° 38' 14"

TUKRU

N 49° 56' 24"
E 008° 43' 16"N 49° 46' 54"
E 008° 32' 29"

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

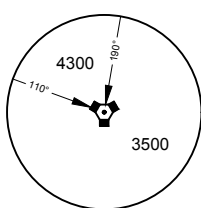
② All ROMEO-Departures:
MAX IAS 220 KT until
established on track 117°.

12 DME RID
or 800,
whichever is later

10.0 DME FFM
MAX IAS 220 KT

14.0 DME FFM

MSA 25 NM from FFM DVORTAC



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

Contact Langen Radar when advised by Tower!

VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main
EDDF

Transition Altitude: 5000 ft
LANGEN RADAR (N) 120.800
LANGEN RADAR (S) 125.350
TOWER 119.900
ATIS 118.025
DIRECTOR (N) 127.270
DIRECTOR (S) 118.500

STAR PETIX/ASPAT
RWY 07R

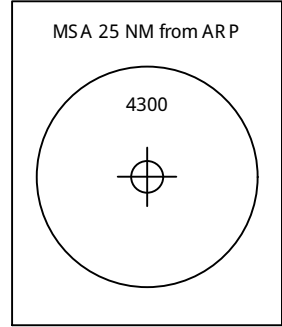
VAR: 2° E

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

PETIX E BY ATC ONLY!

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

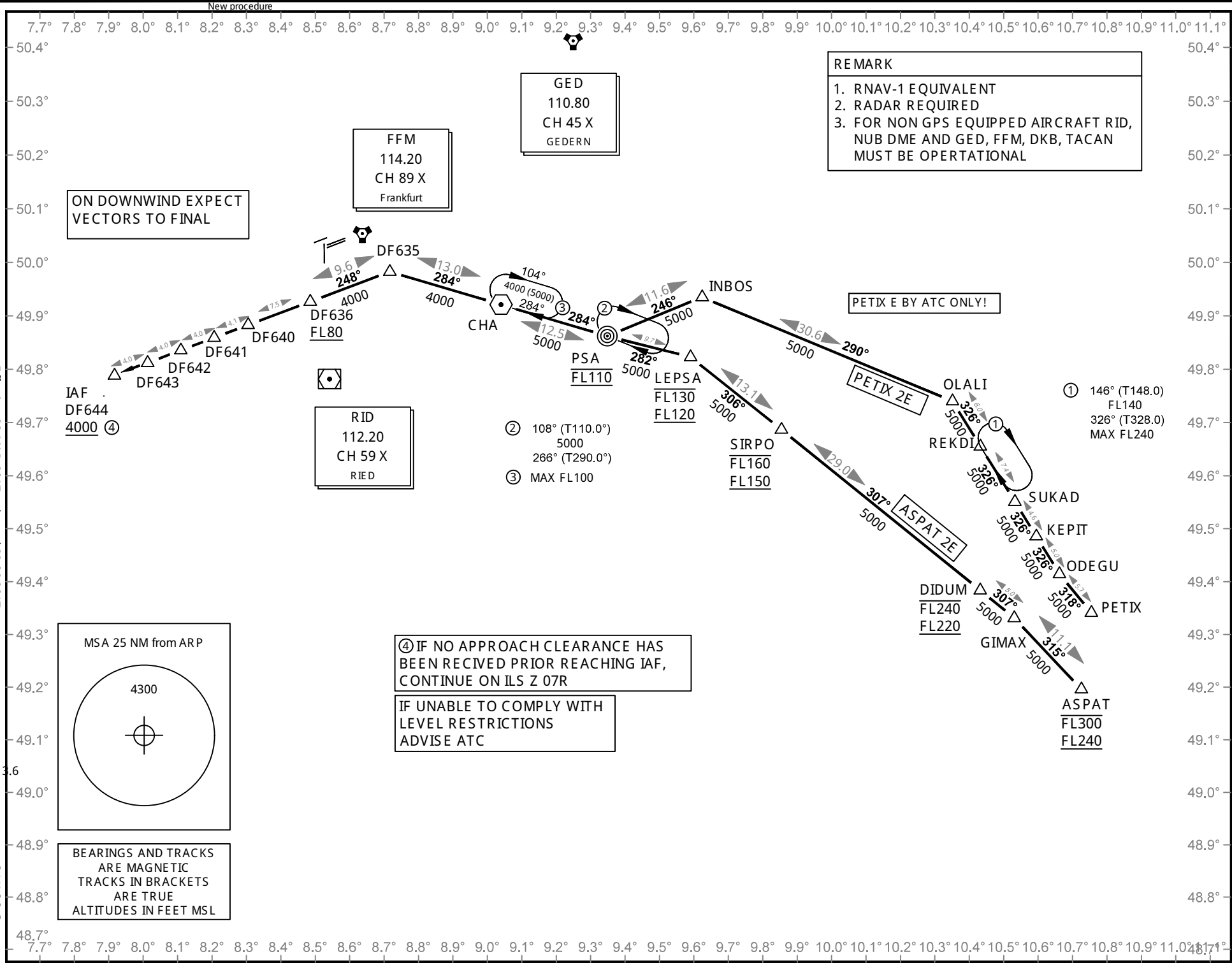
ON DOWNWIND EXPECT
VECTORS TO FINAL



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

Effective: 30 MAR 2017, released 22.06.2017

© VACC Germany



VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft

ATIS 118.025

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Director 127.270

Tower 119.900

Ground 121.750

VAR: 2° E

**Frankfurt
EDDF**
**EMPAX E
RWY 07R**

IF UNABLE TO COMPLY
WITH LEVEL RESTRICTIONS
ADVISE ATC.

FFM
114.20
CH 89 X
FRANKFURT

GED
110.80
CH 45 X
GEDERN

② MAX FL100

ON DOWNWIND EXPECT
VECTORS TO FINAL.

IAF
DF644
4000 ③

DF643

DF642

DF641

DF640

DF636

FL80

RID
112.20
CH 59 X
RIED

③ IF NO APPROACH CLEARANCE HAS
BEEN RECEIVED PRIOR REACHING IAF
CONTINUE ON ILS Z RWY 07R.

① SPEED LIMIT OF
250 KT IAS AT AND
BELOW FL100 NOT
APPLICABLE.

CHA

PSA

ADNIS

FL100

MAX IAS

280 KT ①

XOPMO
FL110
FL100
MAX IAS
280 KT

XINLA
FL190
FL160

XIBGI
FL240
FL200

KOVAN
FL270
FL220

NELLI
FL320
FL260

EMPAX 2E
FL360
FL290

KRH
115.95
CH 106 Y
KARLSRUHE

MSA 25 NM from
ARP

4300

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

VATSIM Germany Standard Instrument Arrival Chart

Frankfurt Main
EDDF

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

STAR PETIX/ASPAT
RWY 25L

REMARK

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

ON DOWNWIND EXPECT
VECTORS TO FINAL

PETIX W BY ATC ONLY!

⑥ IF NO APPROACH CLEARANCE HAS
BEEN RECIVED PRIOR REACHING IAF,
CONTINUE ON ILS Z 25L

IF UNABLE TO COMPLY WITH
LEVEL RESTRICTIONS
ADVISE ATC

- ④ 5.1
360° (T002.1°)
4000
- ⑤ 2.3
068° (T069.8°)
4000

MSA 25 NM from ARP

4300

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

GED
110.80
CH 45 X
GEDERN

FFM
114.20
CH 89 X
FRANKFURT

RID
112.20
CH 59 X
RIED

- ② 108° (T110.0°)
5000
- ③ 288° (T290.0°)
MAX FL100

DKB
117.80
CH 125 X
DINKELSBÜHL

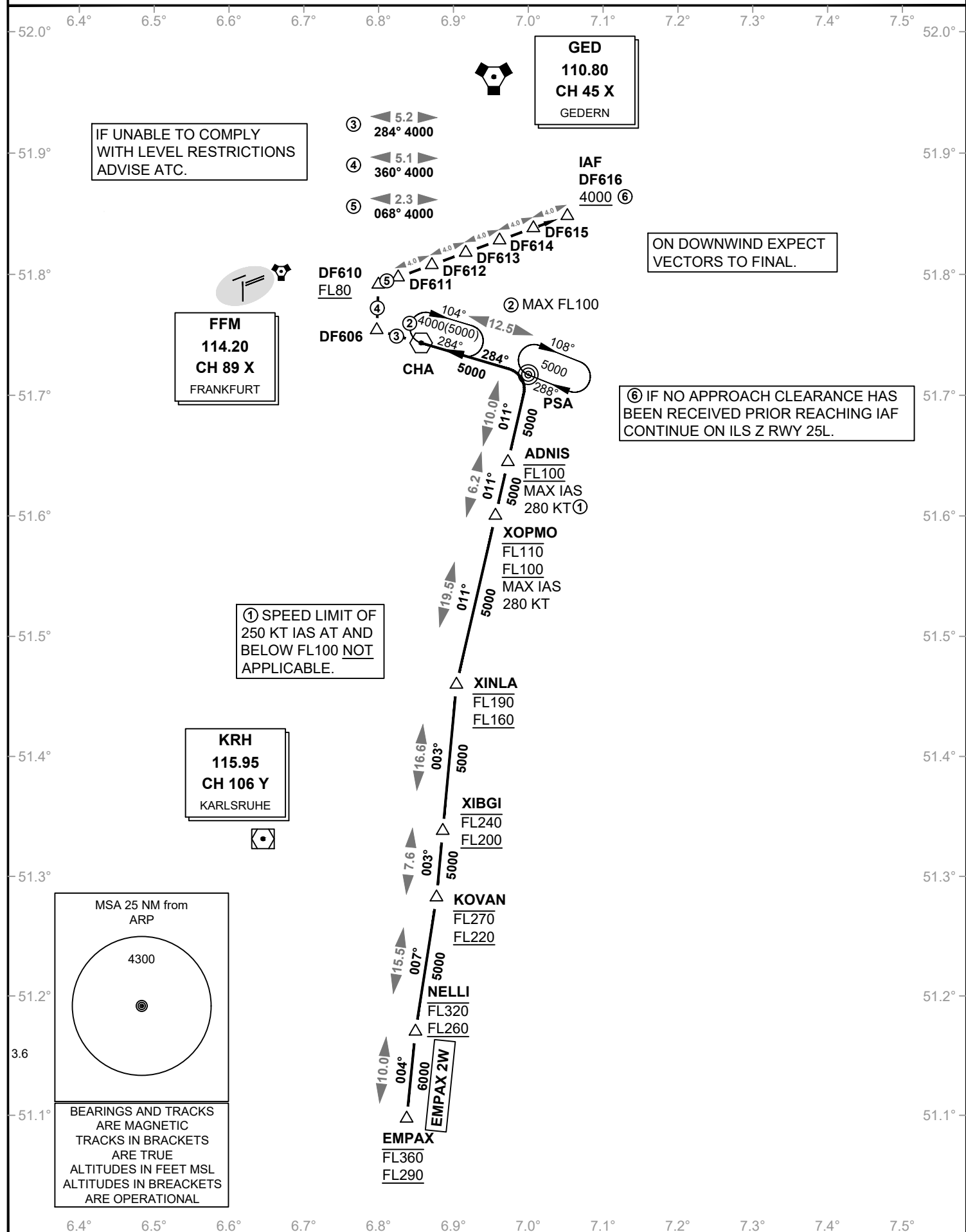
VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft

VAR: 2° E

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

 Director 127.270
 Tower 119.900
 Ground 121.750

Frankfurt
EDDF
EMPAX W
RWY 25L


VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 1° E

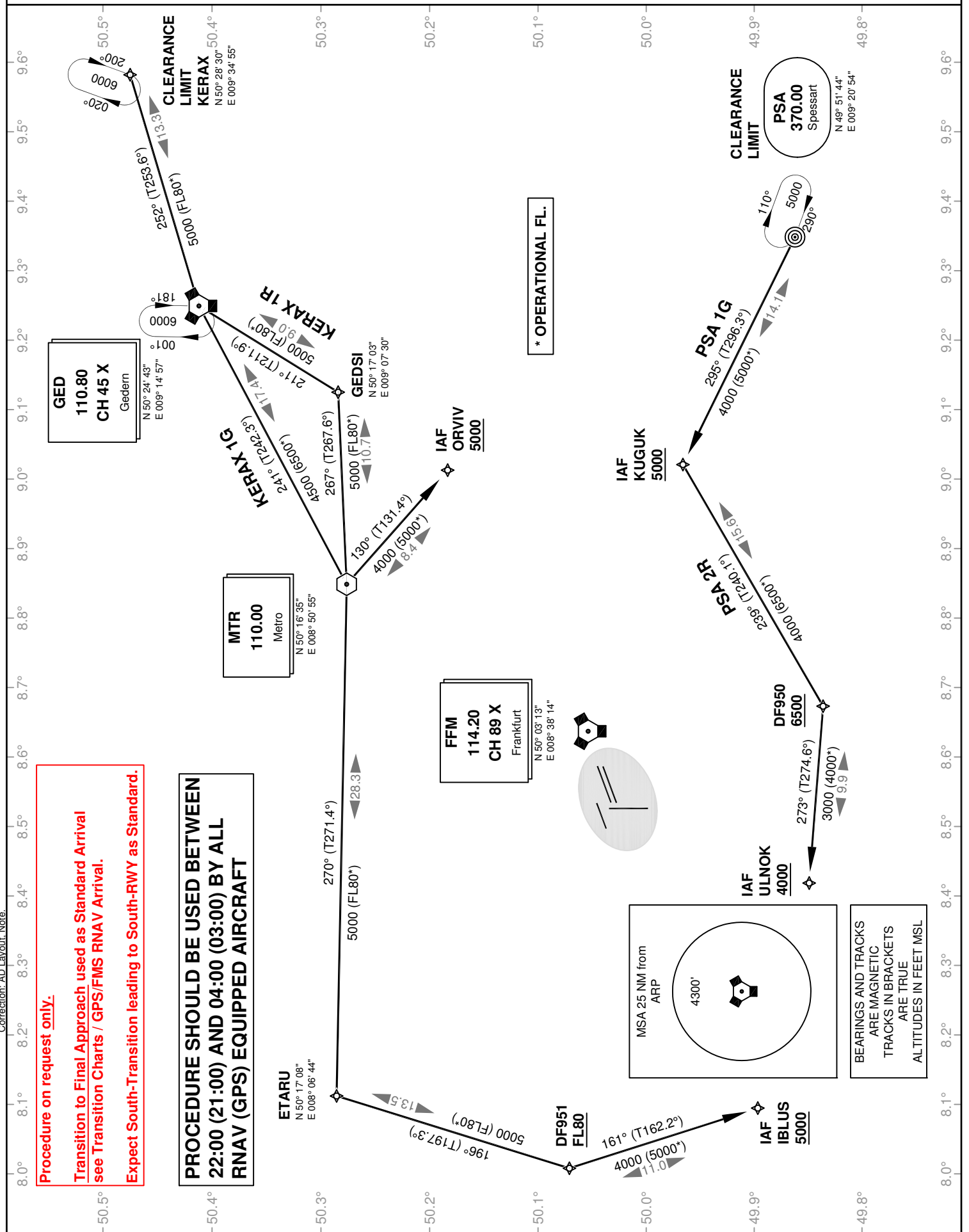
ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Frankfurt Main (East) EDDF

STAR RNAV (GPS) RWY 07/25



VATSIM Germany

Standard Instrument Arrival Chart

Frankfurt Main
EDDF
STAR RNAV (GPS)
RWY 07/25

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

(* Operational Altitude)

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

VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 1° E

ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Frankfurt Main (West) EDDF

STAR RNAV (GPS) RWY 07/25

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

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

* OPERATIONAL FL.

CLEARANCE

LIMIT

 ROLIS
 N 50° 26' 06"
 E 007° 49' 31"

CLEARANCE

LIMIT

 UNOKO
 N 50° 27' 17"
 E 007° 13' 38"

CLEARANCE

LIMIT

 UNOKO
 N 50° 27' 17"
 E 007° 13' 38"

 IBVIL
 N 50° 26' 04"
 E 007° 22' 09"

 ETARU
 N 50° 17' 08"
 E 008° 06' 44"

 MTR
 110.00
 Metro
 N 50° 16' 35"
 E 008° 50' 55"

 FFM
 114.20
 CH 89 X
 Frankfurt
 N 50° 03' 13"
 E 008° 38' 14"

 IAF ORVIV
 5000

 IAF IBLUS
 5000

 RAMOB
 N 50° 08' 41"
 E 007° 41' 02"

 MANUV
 N 50° 17' 44"
 E 007° 27' 32"

 REDLI
 N 50° 01' 14"
 E 007° 48' 03"

 DF951
 FL80

 ROKIM
 N 50° 00' 07"
 E 008° 03' 04"

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
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 UNOKO 1R
 122° (T123.0°)
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 UNOKO 1R
 122° (T123.0°)
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 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
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 UNOKO 1R
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 UNOKO 1R
 122° (T123.0°)
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 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
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 UNOKO 1R
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 UNOKO 1R
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 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
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 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1G
 113° (T114.7°)
 5000 (FL80°)
 15.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
 4000 (5000°)
 13.6

 UNOKO 1R
 122° (T123.0°)
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 4000 (5000°)
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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 Crusing Level (*Operational Level)	Remarks
KERAX 2H	KERAX TWO HOTEL Δ KERAX Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect KERAX 07S Transition.
		193(193.9)	37.9	5000 (FL80*)	
		285	13		
		296	18	4000 (FL80*)	
		191	17		
KERAX 1M	KERAX ONE MIKE Δ KERAX Δ Gedern DVORTAC Δ Taunus DVORTAC				
		252	13	5000 (FL80*)	
		256	43		
PSA 2H	SPESSART TWO HOTEL Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried VOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PSA 07S Transition.
		285	13	5000 (FL80*)	
		296	18	4000 (FL80*)	
		191	17		
PSA 2M	SPESSART TWO MIKE Δ Spessart NDB Δ Charlie VOR Δ Frankfurt DVORTAC Δ Ried VOR/DME				
		285	13	5000 (FL80*)	
		296	18	4000 (FL80*)	
		191	17		
ROLIS 1H	ROLIS ONE HOTEL Δ ROLIS Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect ROLIS 07S Transition.
		125(125.9)	38.8	5000 (FL120*)	
		191	17	4000 (FL80*)	
ROLIS 1M	ROLIS ONE MIKE Δ ROLIS Δ Taunus DVORTAC				
		129	5	5000 (FL80*)	
UNOKO 1H	UNOKO ONE HOTEL Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ Frankfurt DVORTAC Δ Ried DVOR/DME				1. From UNOKO to RAMOB BRNAV equipment necessary. 2. After RAMOB BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS-aircraft expect UNOKO 07S Transition. 4. Immediate transition to RAMOB possible when approaching via Z111.
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		094	37	5000 (FL80*)	
		191	17	4000 (FL80*)	
UNOKO 1M	UNOKO ONE MIKE Δ UNOKO Δ IBVIL Δ MANUV Δ RAMOB Δ Taunus DVORTAC				
		101(102.6)	5.6	5000 (FL110*)	
		156(157.5)	9.0		
		140(141.8)	14.1		
		064	20	5000 (FL80*)	

VATSIM Germany

Standard Instrument Arrival Chart

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

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

VATSIM Germany Standard Instrument Arrival Chart

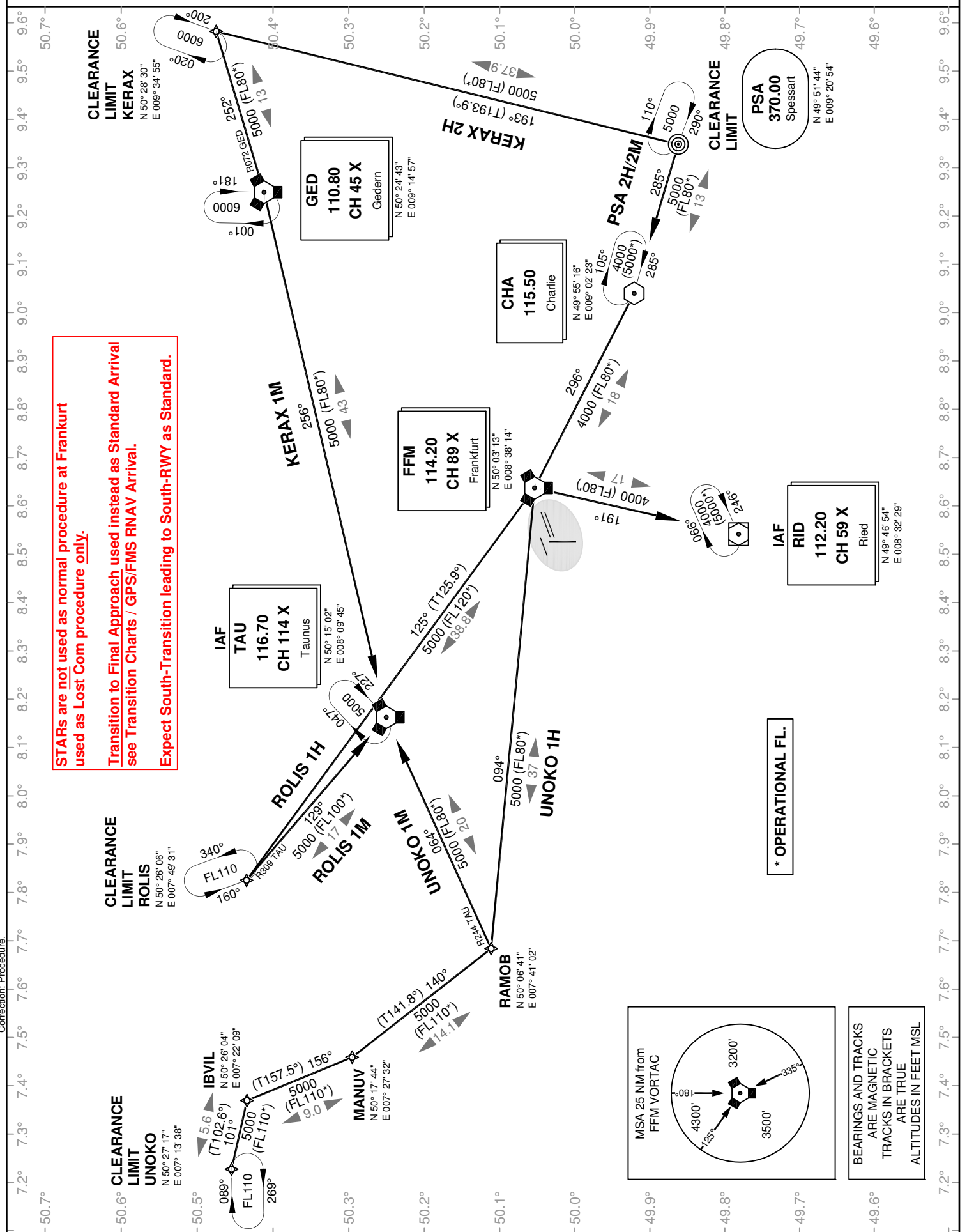
Transition Altitude: 5000 ft.

VAR: 1° E

ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

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


VATSIM Germany Standard Instrument Arrival Chart

Transition Altitude: 5000 ft.

VAR: 1° E

ATIS 118.020

Langen Radar (N) 120.800

Langen Radar (S) 125.350

Frankfurt Main EDDF

STAR

RWY 25L / 25C / 25R

