FRANKFURT MAIN
RWY 25C/L/R

STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR)

Designator	Identification Significant Points	Mag (True) Track	Dist NM	MNM IFR Cruising Level	Remarks
1	2	3	4	5	6
KERAX 1B	**KERAX ONE BRAVO**				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect KERAX 25S Transition. 3. KERAX 1B only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35.
	△ KERAX				
	△ Spessart NDB	193 (193.9)	37.9	5000 (FL80*)	
	25.0 DME FFM	285	5	5000 (FL80*)	
	△ Charlie VOR	285	8	4000 (FL80*)	
KERAX 1L	**KERAX ONE LIMA**				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect KERAX 25N Transition. 3. KERAX 1L not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A + KC35; those aircraft have to file KERAX 1B instead.
	△ KERAX				
	△ Gedern DVORTAC	252	13	5000 (FL80*)	
	5.0 DME GED	241	5	5000 (FL80*)	
	△ Metro VOR	241	12	5000 (FL80*)	
PSA 1B	**SPESSART ONE BRAVO**				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PSA 25S Transition. 3. PSA 1B only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A + KC35.
	△ Spessart NDB				
	25.0 DME FFM	285	5	5000 (FL80*)	
	△ Charlie VOR	285	8	4000 (FL80*)	
PSA 1L	**SPESSART ONE LIMA**				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect PSA 25S Transition. 3. PSA 1L not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A + KC35; those aircraft have to file PSA 1B instead.
	△ Spessart NDB				
	25.0 DME FFM	285	5	5000 (FL80*)	
	△ Charlie VOR	285	8	4000 (FL80*)	
ROLIS 1B	**ROLIS ONE BRAVO**				1. From ROLIS to OSPUL BRNAV equipment necessary. 2. After OSPUL BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 3. GPS/FMS-aircraft expect ROLIS 25S Transition. 4. ROLIS 1B only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35.
	△ ROLIS				
	△ OSPUL	140 (141.5)	13.1	5000 (FL120*)	
	△ Ried DVOR/DME	144	35	5000 (FL80*)	
	△ Charlie VOR	065	21	4000 (FL80*)	
ROLIS 1L	**ROLIS ONE LIMA**				1. BRNAV and NON-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS-aircraft expect ROLIS 25N Transition. 3. ROLIS 1L not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A + KC35; those aircraft have to file ROLIS 1B instead.
	△ ROLIS				
	△ Taunus DVORTAC	129	17	5000 (FL80*)	
	△ Frankfurt DVORTAC	121	22	5000 (FL80*)	
	△ Metro VOR	030	16	4000 (FL80*)	
UNOKO 1B	**UNOKO ONE BRAVO**				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. 4. UNOKO 1B only for aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A & KC35. 5. Immediate Transition at RAMOB possible when approaching via Z111.
	△ UNOKO				
	△ IBVIL	101 (102.6)	5.6	5000 (FL110*)	
	△ MANUV	156 (157.5)	9.0	5000 (FL110*)	
	△ RAMOB	140 (141.8)	14.1	5000 (FL110*)	
	△ ROKIM	113 (114.7)	15.6	5000 (FL110*)	
	△ Charlie VOR	095	39	4000 (FL80*)	
UNOKO 1L	**UNOKO ONE LIMA**				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 25N Transition. 4. UNOKO 1L not to be used by aircraft type A380, B747, DC-10, L-1011, MD11, AN124, AN225, C5, E3A + KC35; those aircraft have to file UNOKO 1B instead. 5. Immediate Transition at RAMOB possible when approaching via Z111.
	△ UNOKO				
	△ IBVIL	101 (102.6)	5.6	5000 (FL110*)	
	△ MANUV	156 (157.5)	9.0	5000 (FL110*)	
	△ RAMOB	140 (141.8)	14.1	5000 (FL110*)	
	△ ROKIM	113 (114.7)	15.6	5000 (FL110*)	
	△ Metro VOR	060	35	5000 (FL80*)	

(*Operational Altitude)

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