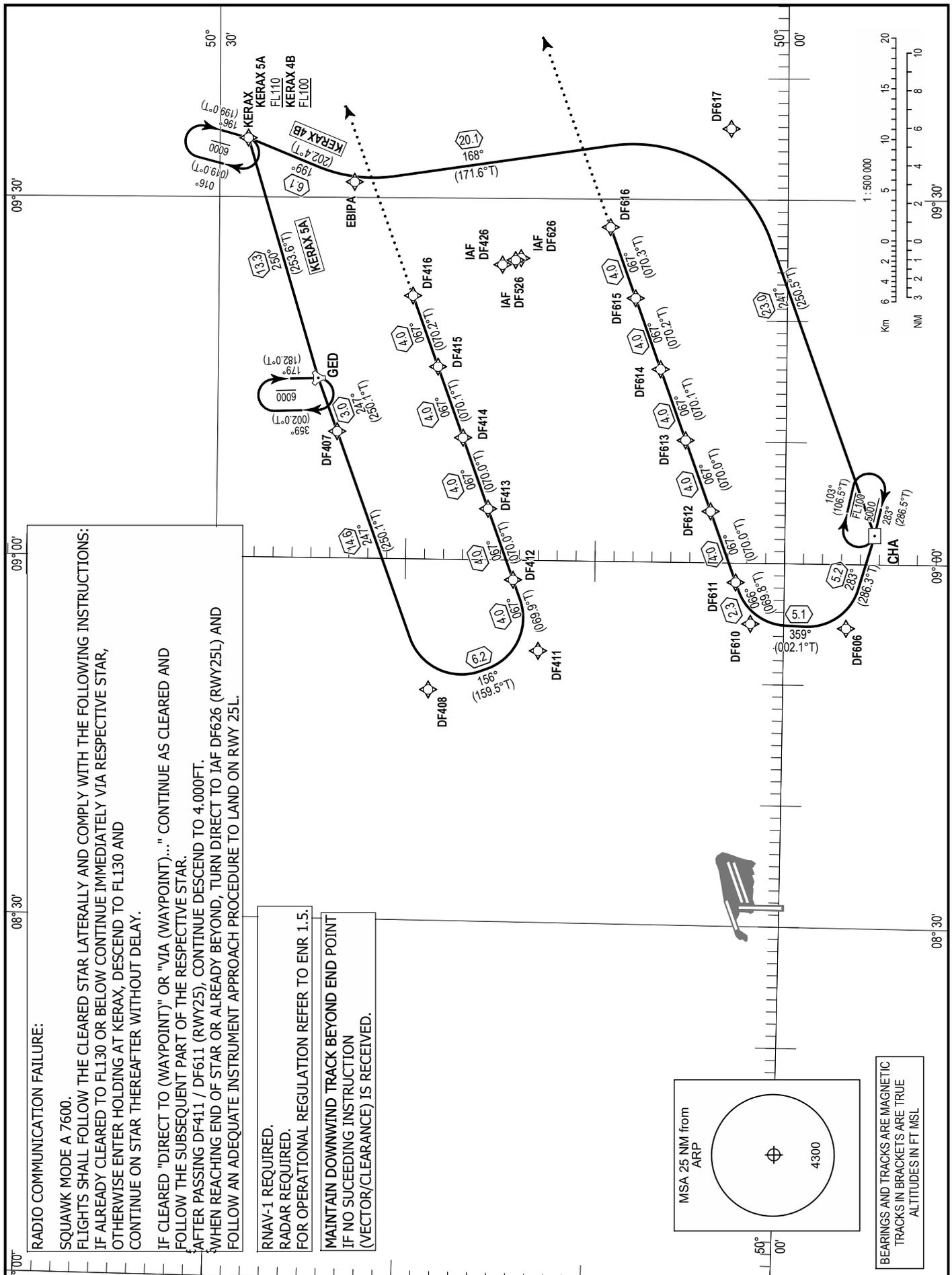


STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO  
RNAV (GPS, DME/DME, DME/DME/IRU)

FRANKFURT ATIS	118.030
LANGEN RADAR	120.805
LANGEN RADAR	125.355

TRANSITION  
ALTITUDE 5000  
VAR 3° E

FRANKFURT MAIN  
RWY 25L/25C/25R  
KERAX 5A/4B

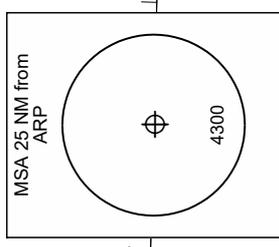


Correction: Editorial.

**RADIO COMMUNICATION FAILURE:**

- SQUAWK MODE A 7600.
- FLIGHTS SHALL FOLLOW THE CLEARED STAR LATERALLY AND COMPLY WITH THE FOLLOWING INSTRUCTIONS:  
IF ALREADY CLEARED TO FL130 OR BELOW CONTINUE IMMEDIATELY VIA RESPECTIVE STAR,  
OTHERWISE ENTER HOLDING AT KERAX, DESCEND TO FL130 AND CONTINUE ON STAR THEREAFTER WITHOUT DELAY.
- IF CLEARED "DIRECT TO (WAYPOINT)" OR "VIA (WAYPOINT) ..." CONTINUE AS CLEARED AND FOLLOW THE SUBSEQUENT PART OF THE RESPECTIVE STAR.
- AFTER PASSING DF411 / DF611 (RWY25), CONTINUE DESCEND TO 4.000FT.
- WHEN REACHING END OF STAR OR ALREADY BEYOND, TURN DIRECT TO IAF DF626 (RWY25L) AND FOLLOW AN ADEQUATE INSTRUMENT APPROACH PROCEDURE TO LAND ON RWY 25L.

- RNAV-1 REQUIRED.
- RADAR REQUIRED.
- FOR OPERATIONAL REGULATION REFER TO ENR 1.5.
- MAINTAIN DOWNWIND TRACK BEYOND END POINT
- IF NO SUCCEEDING INSTRUCTION (VECTOR/CLEARANCE) IS RECEIVED.



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