

FRANKFURT MAIN  
RWY 25L/25C/25R  
SPESA 4A/4B

FRANKFURT ATIS	118.030
LANGEN RADAR	120.805
LANGEN RADAR	125.355

TRANSITION  
ALTITUDE 5000  
VAR 3° E

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

RNAV-1 REQUIRED.  
RADAR REQUIRED.  
FOR OPERATIONAL REGULATION REFER TO AIP ENR 1.5.

**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 SPESA, DESCEND TO FL130 AND CONTINUE ON STAR THEREAFTER  
WITHOUT DELAY.

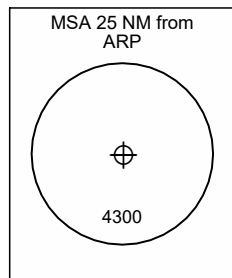
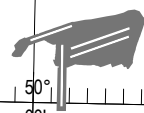
IF CLEARED "DIRECT TO (WAYPOINT)" OR "VIA (WAYPOINT)..." CONTINUE AS CLEARED AND  
FOLLOW THE SUBSEQUENT PART OF THE RESPECTIVE STAR.

AFTER PASSING DF411 / DF611 (RWY25), CONTINUE DESCEND TO 4.000FT.

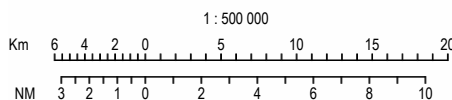
WHEN REACHING END OF STAR OR ALREADY BEYOND, TURN DIRECT TO IAF DF626 (RWY25L) AND  
FOLLOW AN ADEQUATE INSTRUMENT APPROACH PROCEDURE TO LAND ON RWY 25L.

SPESA A BY ATC ONLY

MAINTAIN DOWNWIND TRACK BEYOND END POINT  
IF NO SUCCEEDING INSTRUCTION  
(VECTOR/CLEARANCE FOR APPROACH) IS RECEIVED.



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



Correction: Page number.