

VATSIM Germany Instrument Approach Chart

Stuttgart EDDS

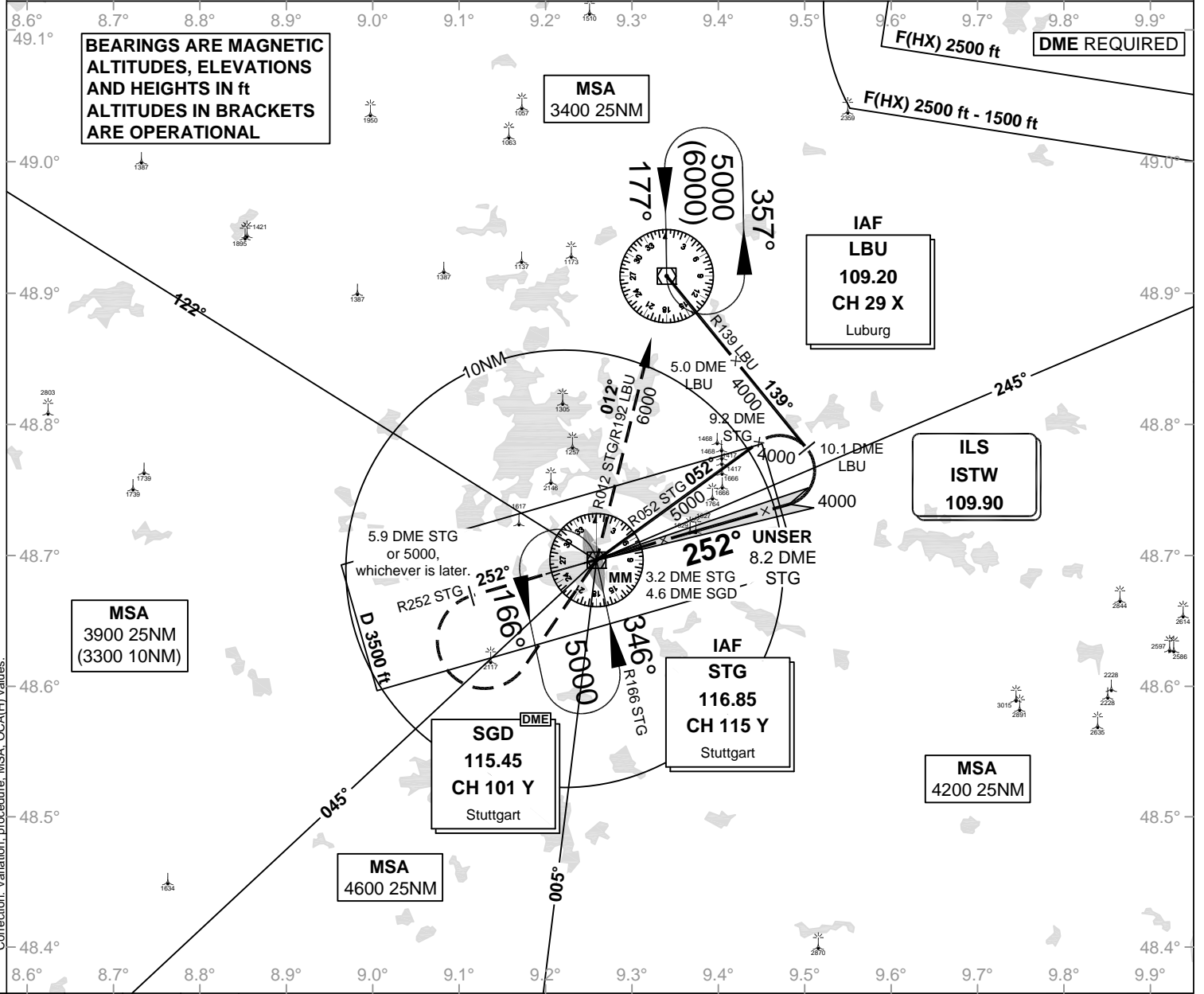
Elevation: THR25 ELEV 1181

ATIS 126.120
Langen Radar 125.050
119.200
Director 119.850

Tower 118.800
Ground 118.600

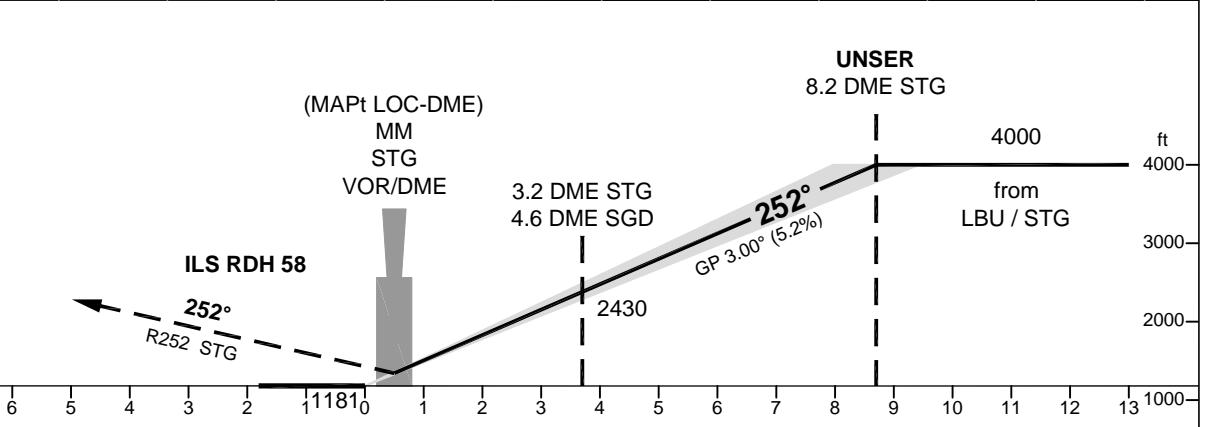
ILS CAT II & III or LOC RWY 25

VAR: 2° E



Correction: Variation, procedure, MSA, OCA(H) values.

| OCA (OCH) | ILS CAT I | ILS CAT II | LOC DME |
|-----------|------------|------------|------------|
| CAT A | 1333 (152) | 1244 (63) | 1590 (410) |
| CAT B | 1343 (162) | 1261 (80) | 1590 (410) |
| CAT C | 1353 (172) | 1274 (93) | 1590 (410) |
| CAT D | 1362 (181) | 1287 (106) | 1590 (410) |



MISSED APPROACH: Climb on R252 STG to 6000; when crossing 5.9 DME STG or 5000, whichever is later, LT to STG DVOR/DME; LT, on R012 STG / R192 LBU to LBU VOR/DME.

| DME STG | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------|------|------|------|------|------|------|------|------|
| DIST THR | 1.5 | 2.5 | 3.5 | 4.5 | 5.5 | 6.5 | 7.5 | 8.5 |
| ALTITUDE | 1720 | 2040 | 2360 | 2680 | 3000 | 3320 | 3630 | 3950 |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|----------------------------|----------|------|------|------|------|------|------|
| 3.2 DME STG - THR (3.8 NM) | MIN:SEC | 2:51 | 2:17 | 1:54 | 1:38 | 1:26 | 1:16 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

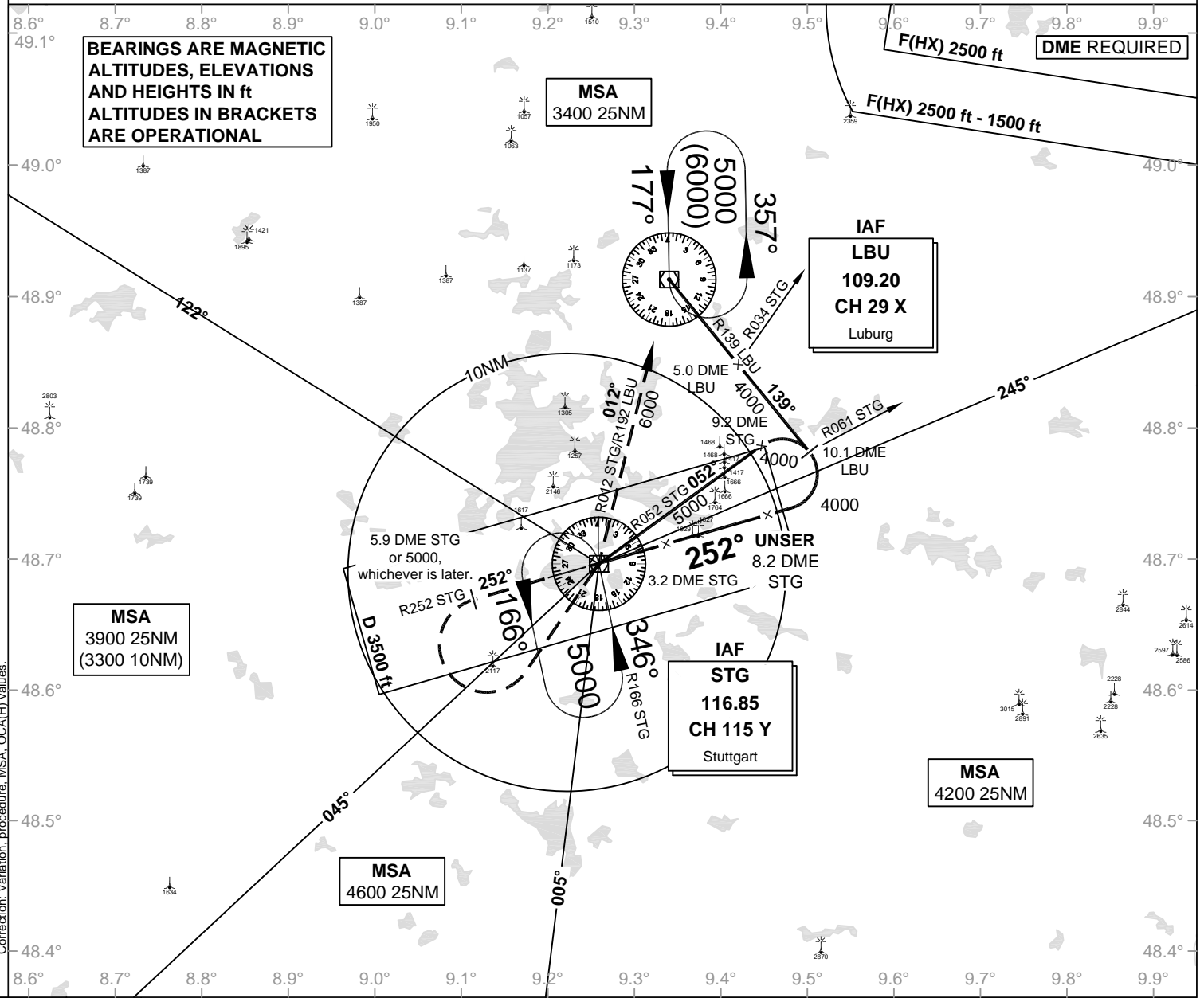
CAT IIIA AND CAT IIIB (MNM RVR 75m) APPROVED.

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

VATSIM Germany Instrument Approach Chart

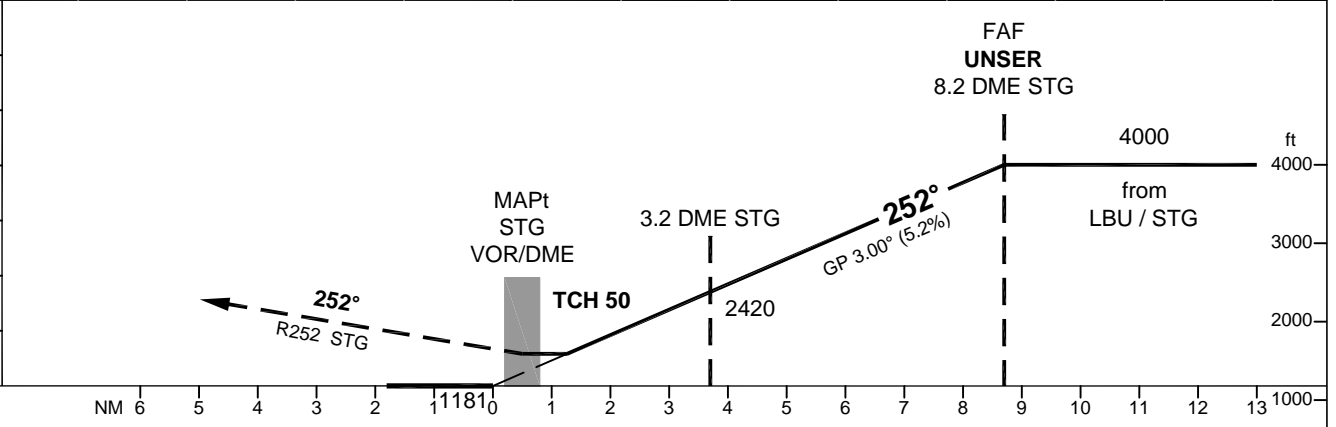
**Stuttgart
EDDS
VOR
RWY 25**

Elevation: THR25 ELEV 1181
 ATIS 126.120
 Tower 118.800
 Langen Radar 125.050
 Ground 118.600
 VAR: 2° E
 Director 119.850



Correction: Variation, procedure, MSA, OCA(H) values.

| OCA (OCH) | VOR/DME |
|-----------|------------|
| CAT A | 1590 (410) |
| CAT B | 1590 (410) |
| CAT C | 1590 (410) |
| CAT D | 1590 (410) |



MISSED APPROACH: Climb on R252 STG to 6000; when crossing 5.9 DME STG or 5000, whichever is later, LT to STG DVOR/DME; LT, on R012 STG / R192 LBU to LBU VOR/DME.

| DME STG | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------|------|------|------|------|------|------|------|------|
| DIST THR | 1.5 | 2.5 | 3.5 | 4.5 | 5.5 | 6.5 | 7.5 | 8.5 |
| ALTITUDE | 1710 | 2030 | 2350 | 2670 | 2990 | 3310 | 3620 | 3940 |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------------------|----------|------|------|------|------|------|------|
| 3.2 DME STG - MAPt (3.2 NM) | MIN:SEC | 2:24 | 1:55 | 1:36 | 1:22 | 1:12 | 1:04 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

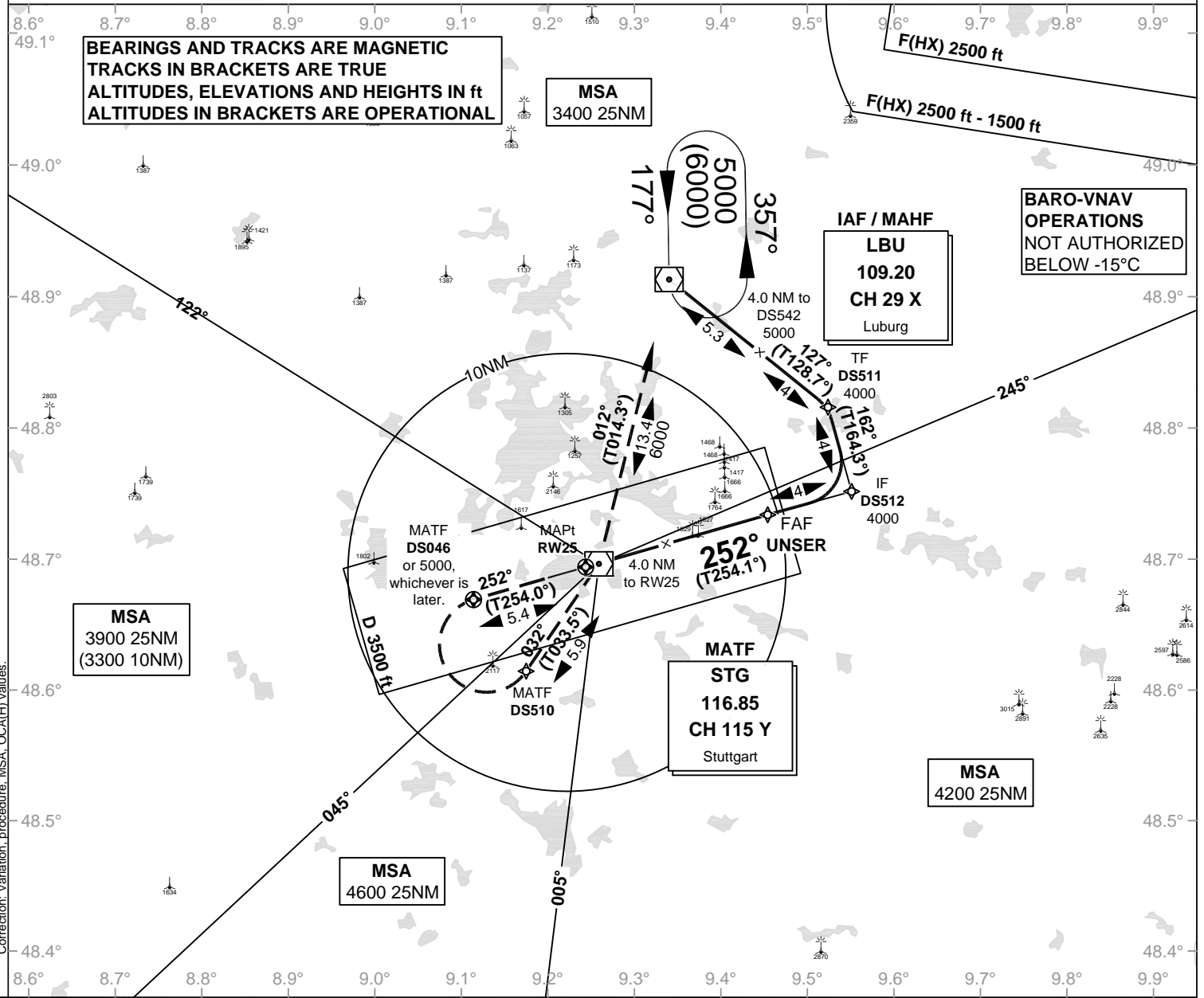
Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart

**Stuttgart
EDDS
RNAV (GPS)
RWY 25**

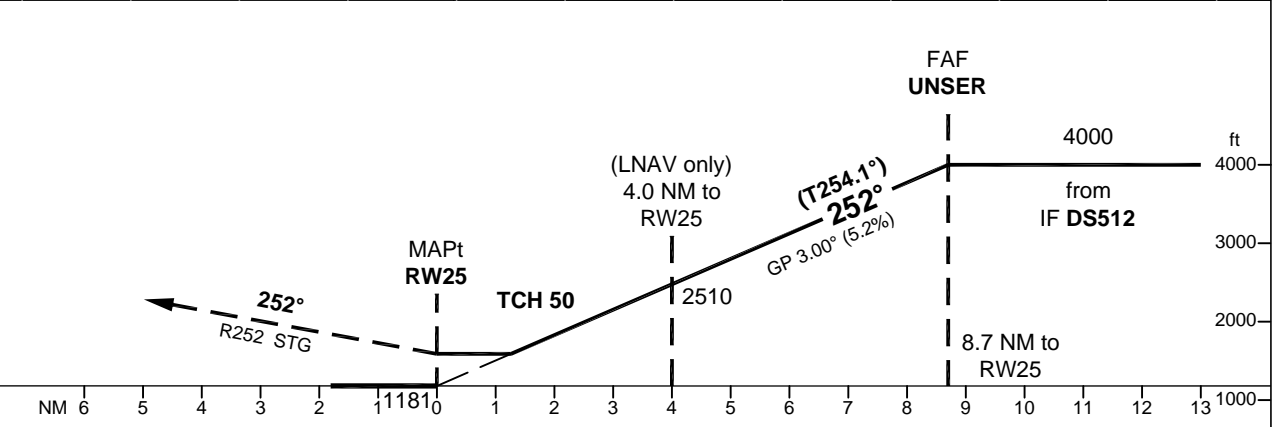
Elevation: THR25 ELEV 1181
 ATIS 126.120
 Tower 118.800
 Langen Radar 125.050
 Ground 118.600
 VAR: 2° E
 Director 119.850

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



Correction: Variation, procedure, MSA, OCA(H) values.

| OCA (OCH) | LNAV | LNAV / VNAV |
|-----------|------------|-------------|
| CAT A | 1590 (410) | 1590 (410) |
| CAT B | 1590 (410) | 1590 (410) |
| CAT C | 1590 (410) | 1590 (410) |
| CAT D | 1620 (440) | 1590 (410) |



MISSED APPROACH: On track 252° to 6000; when crossing DS046 or 5000, whichever is later, LT; via DS510 on track 032° to STG; LT, on track 012° to LBU. DS046 - [A5000; L] - DS510 - STG[A6000] - LBU

| DIST THR / RW25 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------|------|------|------|------|------|------|------|
| ALTITUDE | 1870 | 2190 | 2510 | 2830 | 3150 | 3460 | 3780 |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|------------------------|----------|------|------|------|------|------|------|
| UNSER - RW25 (8.7 NM) | MIN:SEC | 6:32 | 5:13 | 4:21 | 3:44 | 3:16 | 2:54 |
| Rate of descent (5.2%) | ft / MIN | 420 | 530 | 640 | 740 | 850 | 960 |

Timing not authorized for defining the MAPt.