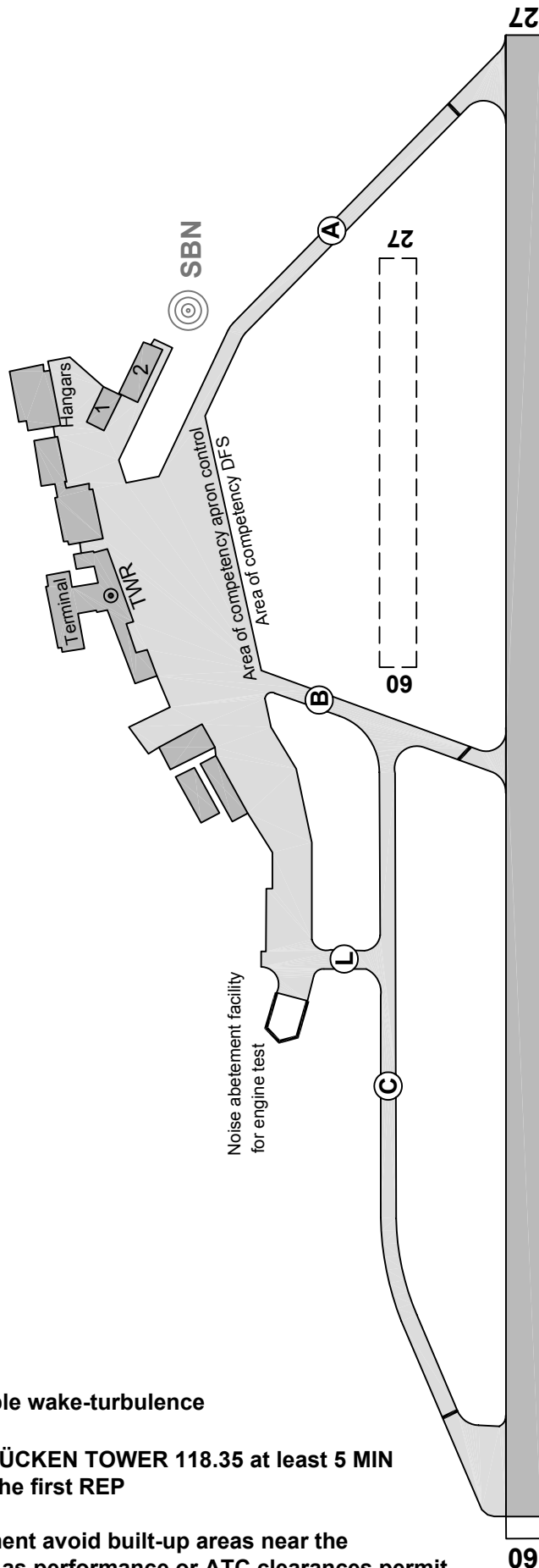


**For flight simulator use only.  
Not to be used for real world flight.**

# SAARBRÜCKEN Germany (EDDR)



Rwy dim (mtrs.):

09 / 27 (Asphalt) - 2000 x 45

09 / 27 (Grass) - 545 x 50

Elevations:

THR RWY 09 - 1022 ft

THR RWY 27 - 1056 ft

**CAUTION: Possible wake-turbulence**

**Contact SAARBRÜCKEN TOWER 118.35 at least 5 MIN  
before reaching the first REP**

**For noise-abatement avoid built-up areas near the  
aerodrome as far as performance or ATC clearances permit  
- ATC instructions have priority**

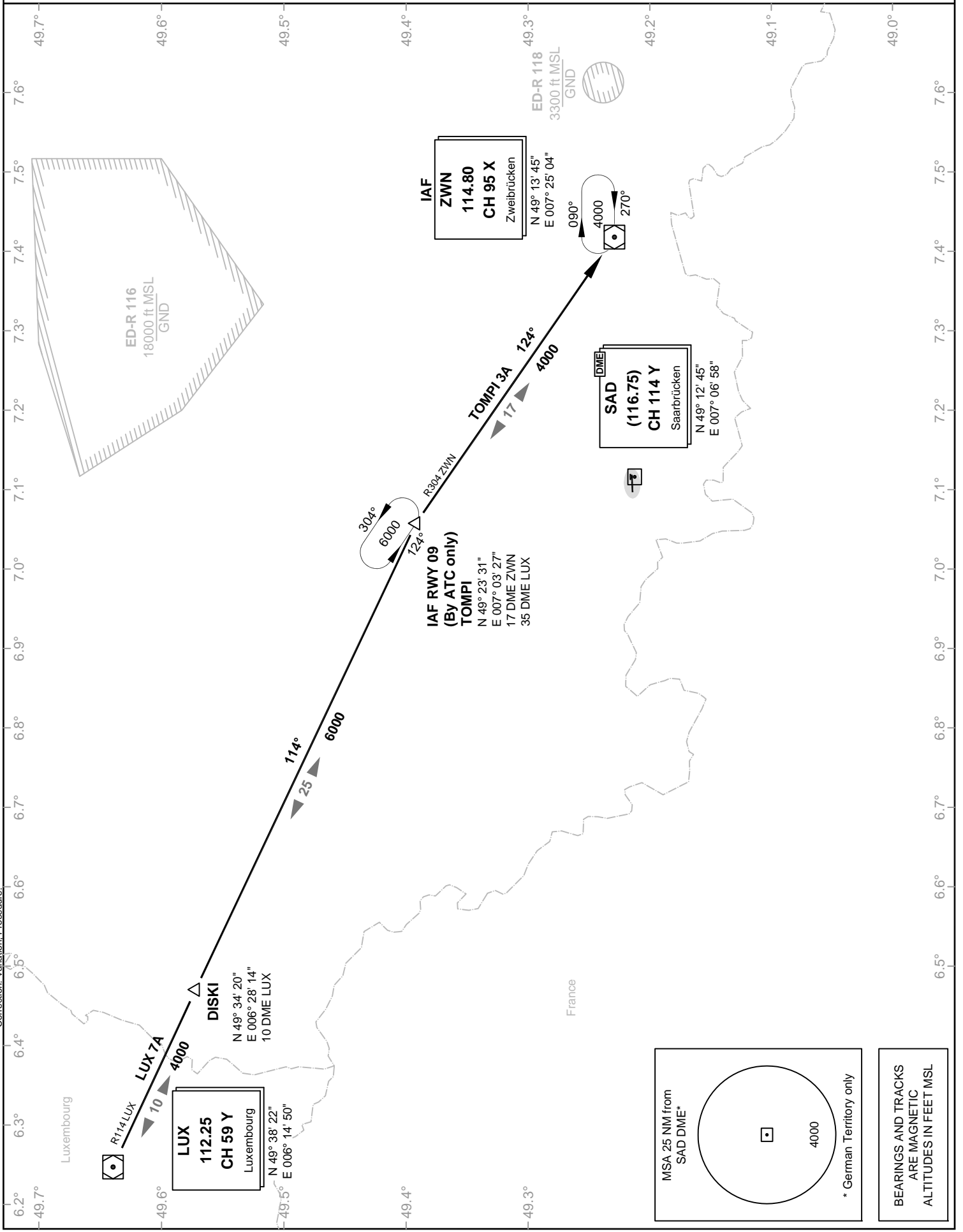
# VATSIM Germany Standard Instrument Arrival Chart

## SAARBRÜCKEN EDDR STAR RWY 09/27

Transition Altitude: 5000 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

VAR: 1°E



**VATSIM Germany**  
**Standard Instrument Arrival Chart**
**SAARBRÜCKEN**  
**EDDR**  
**STAR**  
**RWY 09/27**

Designator	Identification Significant Points	MAG Track	Dist NM	MNM IFR Cruising Level <sup>f</sup>	Remarks
<b>LUX 7A</b>	<b>LUXEMBOURG SEVEN ALPHA</b>				1. Only for departure ELLX. 2. During activity of NLFS, alternative instructions will be given by ATC.
	Δ LUXEMBURG VOR/DME				
	Δ DISKI	114	10	4000	
	Δ TOMPI		25	6000	
	Δ ZWEIBRÜCKEN DVOR/DME	124	17	4000	
<b>TOMPI 3A</b>	<b>TOMPI THREE ALPHA</b>				During activity of NLFS, alternative instructions will be given by ATC.
	Δ TOMPI				
	Δ Zweibrücken DVOR/DME	124	17	4000	

# VATSIM Germany Instrument Approach Chart

**SAARBRÜCKEN**  
**EDDR**  
**VOR**  
**RWY 09**

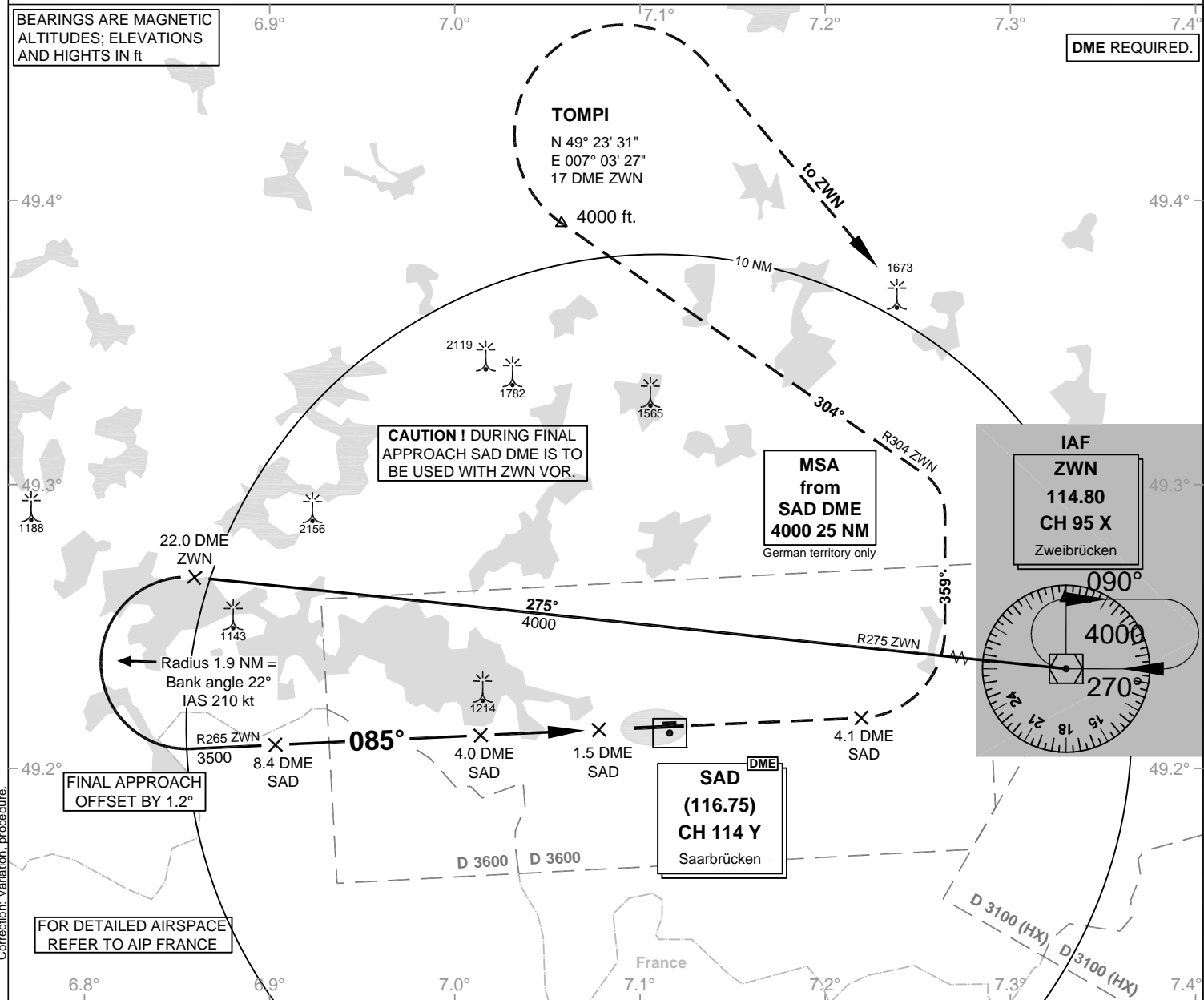
Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

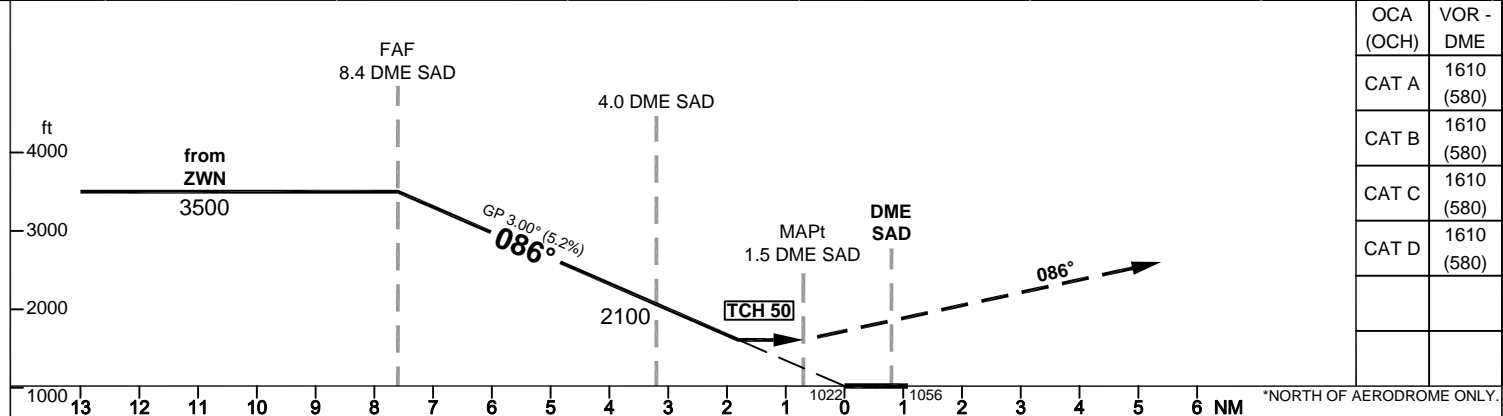
VAR: 1°E

BEARINGS ARE MAGNETIC  
ALTITUDES; ELEVATIONS  
AND HIGHTS IN ft

DME REQUIRED.



Correction: Variation, procedure.



**MISSED APPROACH:** Climb on track 086° to 4.1 DME SAD; LT, track 359°; LT, intercept R304 ZWN to TOMPI climbing to 4000; RT to ZWN DVORDME.

DME SAD	8	7	6	5	4	3		
DME THR	7.2	6.2	5.2	4.2	3.2	2.2		
ALTITUDE	3370	3050	2730	2410	2100	1780		

GS	kt	80	100	120	140	160	180
4.0 DME SAD-MAPt (2.5)	MIN:SEC	1:53	1:30	1:15	1:04	0:56	0:50
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

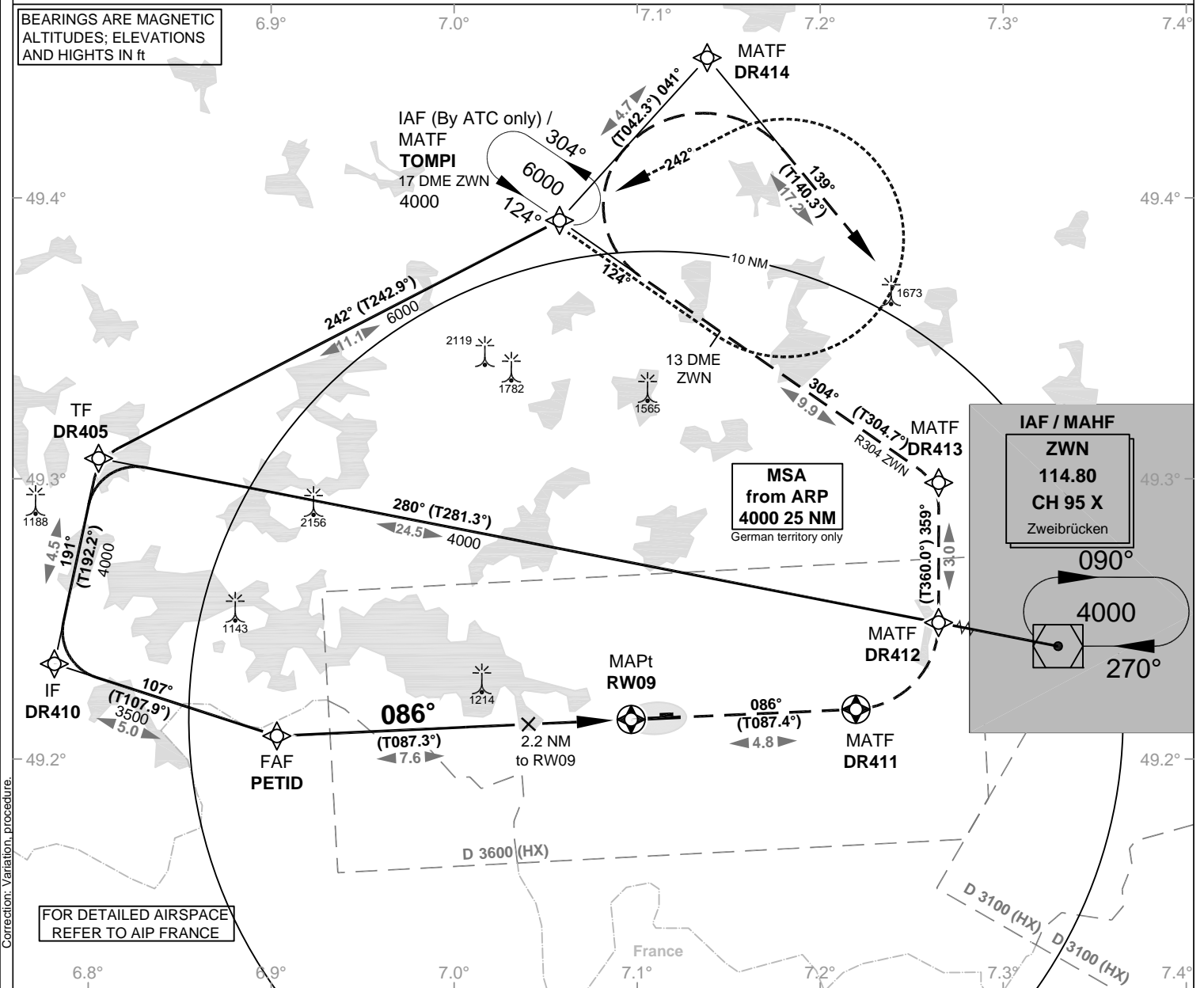
**SAARBRÜCKEN  
EDDR  
RNAV(GPS)  
RWY 09**

Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

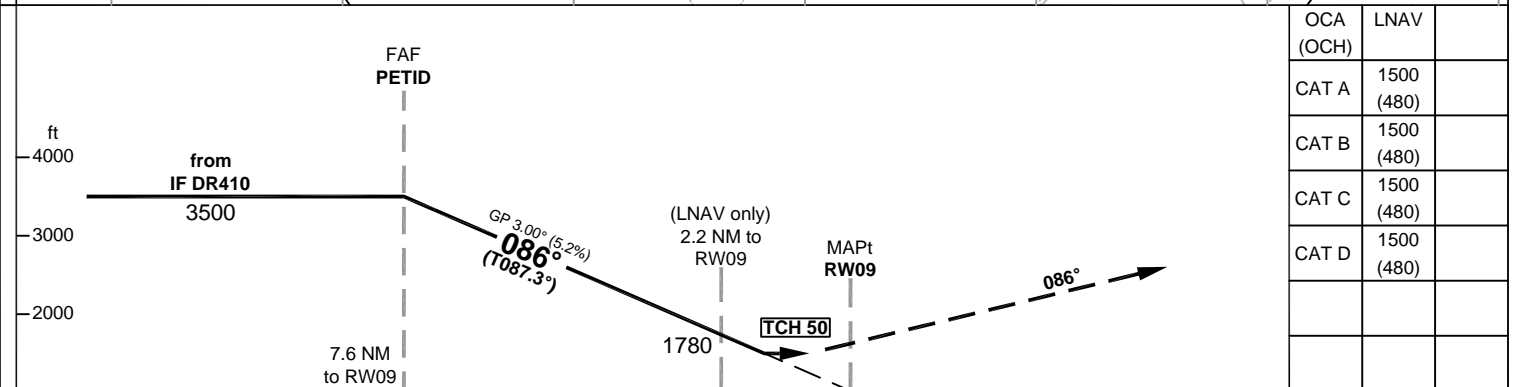
VAR: 1°E

BEARINGS ARE MAGNETIC  
ALTITUDES; ELEVATIONS  
AND HEIGHTS IN ft



Correction: Variation, procedure.

FOR DETAILED AIRSPACE  
REFER TO AIP FRANCE



OCA (OCH)	LNAV
CAT A	1500 (480)
CAT B	1500 (480)
CAT C	1500 (480)
CAT D	1500 (480)

**MISSED APPROACH:** Climb on track 086° to DR411; LT, via DR412 on track 359° to DR413; LT, on track 304° to TOMPI climbing to 4000; RT via DR414 on track 139° to ZWN.  
**RNAV (GPS)**  
 DR411[L] - DR412 - DR413[L] - TOMPI[A4000;R] - DR414[R] - ZWN

DIST THR / RW09	7	6	5	4	3	2		
ALTITUDE	3310	2990	2670	2350	2030	1710		

GS	kt	80	100	120	140	160	180
PETID - RW09 (7.6 NM)	MIN:SEC	5:42	4:34	3:48	3:15	2:51	2:32
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

**SAARBRÜCKEN  
EDDR**  
**ILS or LOC  
RWY 27**

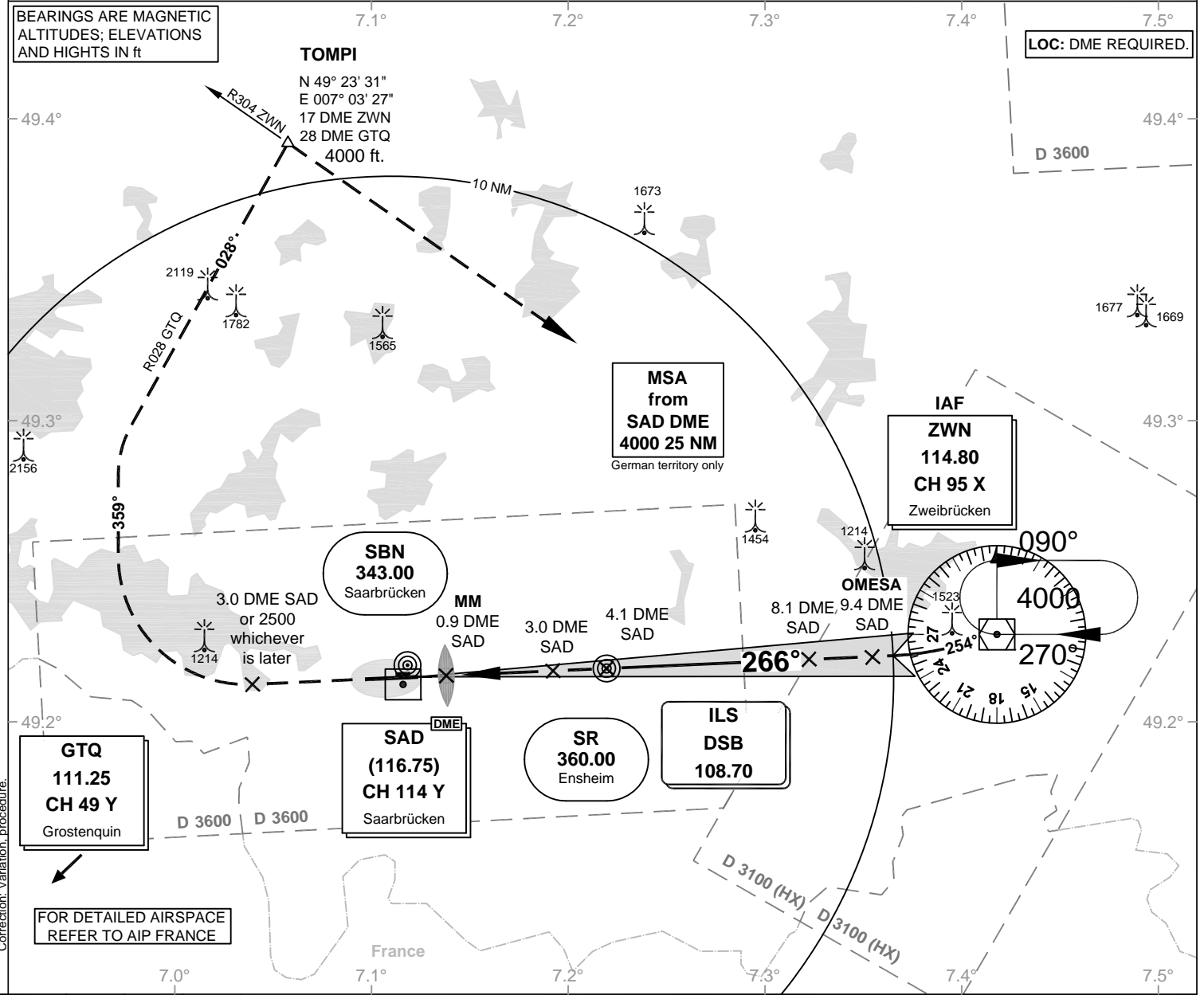
Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

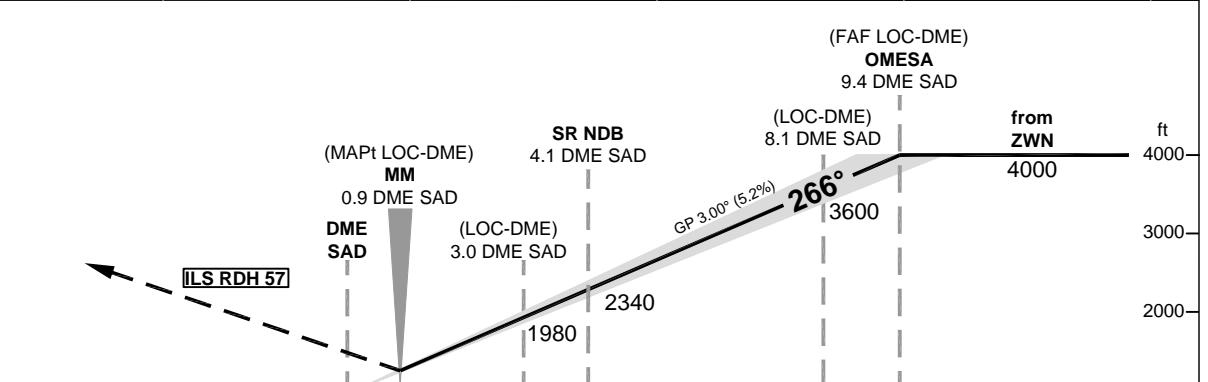
VAR: 1°E

BEARINGS ARE MAGNETIC  
ALTITUDES; ELEVATIONS  
AND HEIGHTS IN ft

LOC: DME REQUIRED.



OCA (OCH)	ILS CAT I	LOC DME	CIRCLING*
CAT A	1209 (153)	1490 (440)	1660
CAT B	1219 (163)	1490 (440)	1720
CAT C	1229 (173)	1490 (440)	1840
CAT D	1239 (183)	1490 (440)	1840



**MISSED APPROACH:** Climb straight ahead to 3.0 DME SAD or 2500, whichever is later; RT, track 359°; RT, intercept R028 GTQ to TOMPI climbing to 4000; RT to ZWN DVORDME.

DME SAD	2	3	4	5	6	7	8	9
DME THR	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7
ALTITUDE	1660	1980	2300	2620	2930	3250	3570	3890

GS	kt	80	100	120	140	160	180
OM - 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

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

# VATSIM Germany Instrument Approach Chart

**SAARBRÜCKEN**  
**EDDR**  
**VOR**  
**RWY 27**

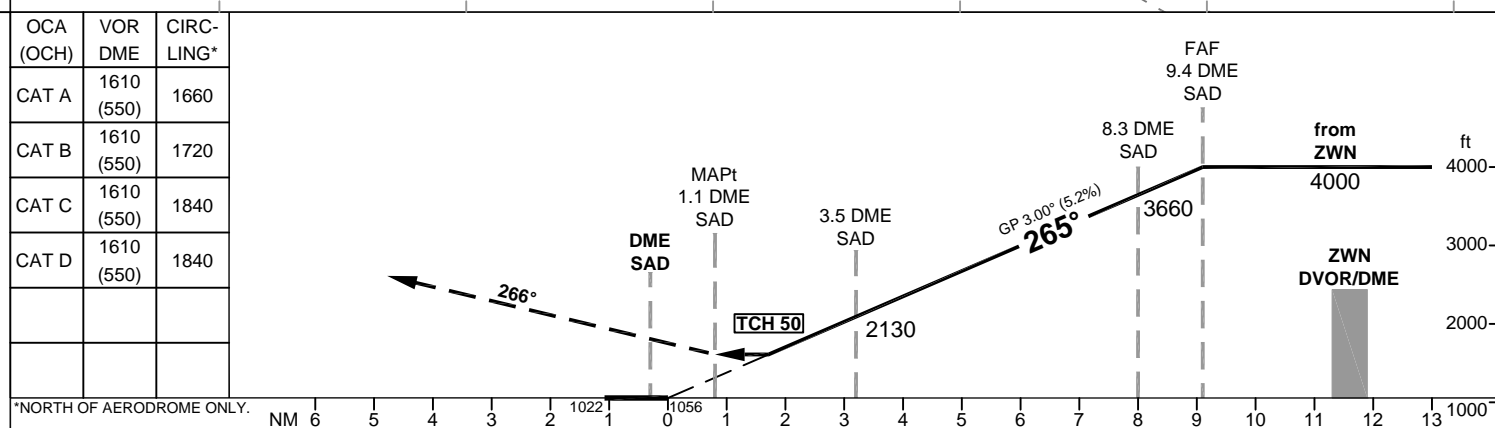
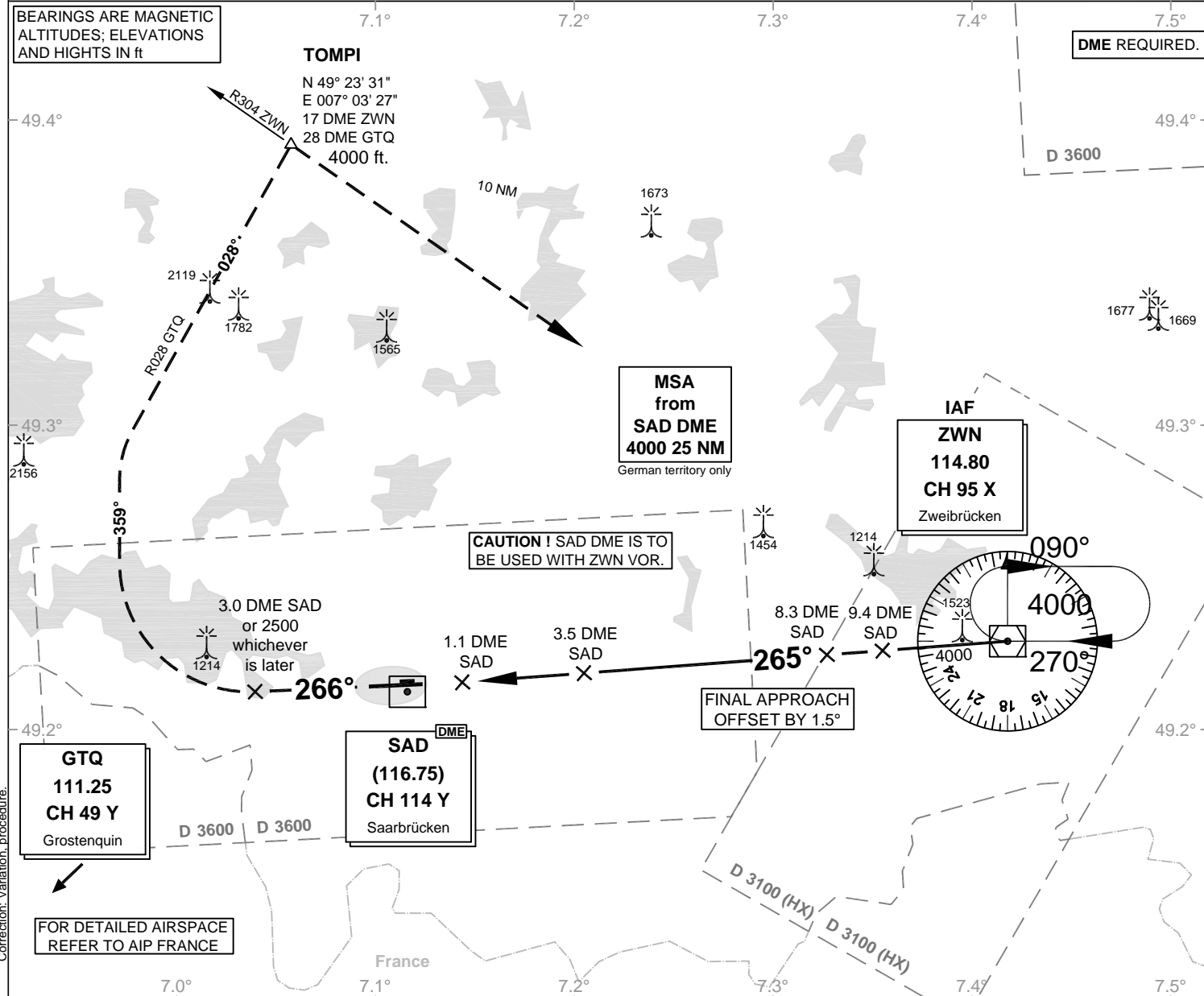
Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

VAR: 1°E

BEARINGS ARE MAGNETIC  
ALTITUDES; ELEVATIONS  
AND HIGHTS IN ft

DME REQUIRED.



DME SAD	2	3	4	5	6	7	8	9
DME THR	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7
ALTITUDE	1650	1970	2290	2610	2930	3240	3560	3880

GS	kt	80	100	120	140	160	180
3.5 DME SAD-MAPt (2.4)	MIN:SEC	1:48	1:26	1:12	1:02	0:54	0:48
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

**SAARBRÜCKEN  
EDDR  
NDB  
RWY 27**

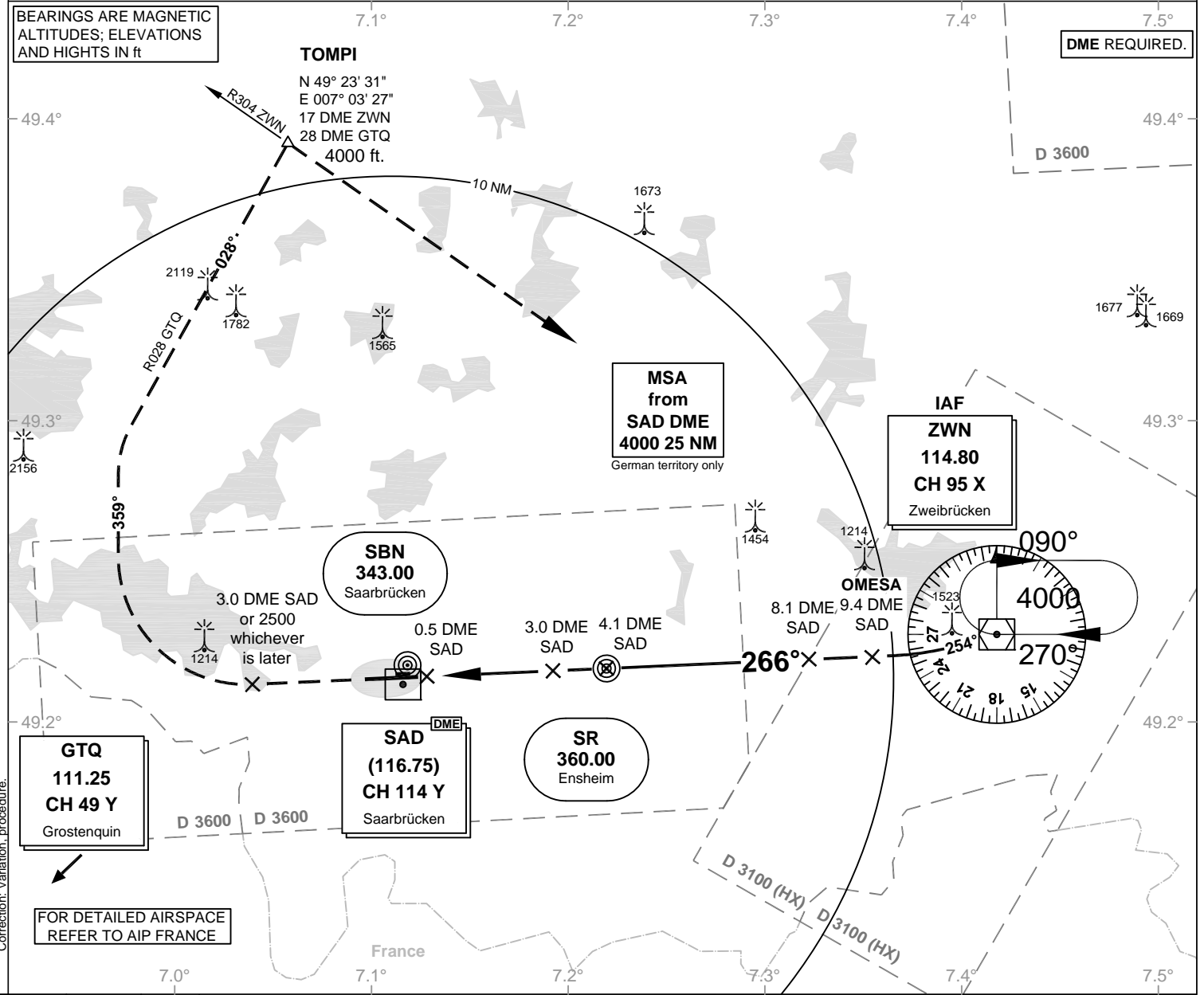
Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

VAR: 1°E

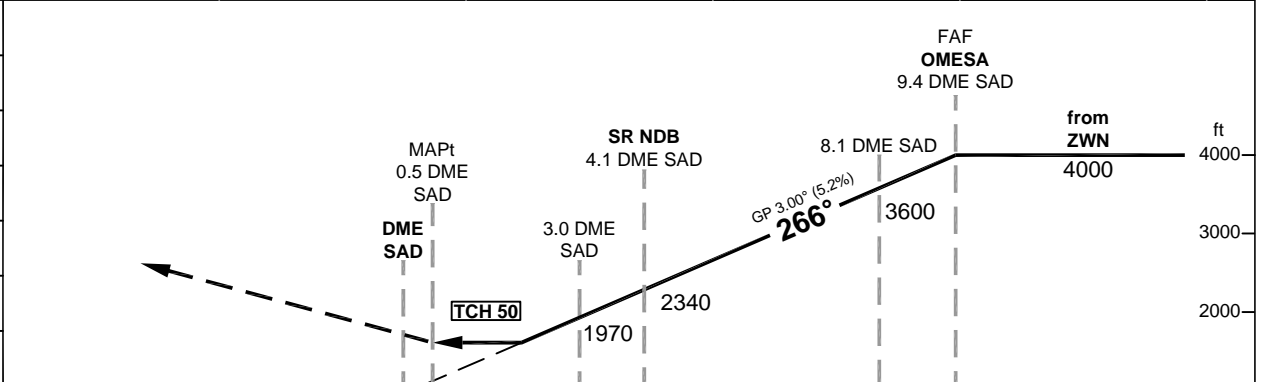
BEARINGS ARE MAGNETIC  
ALTITUDES; ELEVATIONS  
AND HIGHTS IN ft

DME REQUIRED.



Correction: Variation, procedure.

OCA (OCH)	NDB-DME	CIRCLING*
CAT A	1610 (550)	1660
CAT B	1610 (550)	1720
CAT C	1610 (550)	1840
CAT D	1610 (550)	1840



\*NORTH OF AERODROME ONLY. NM 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 1000

**MISSED APPROACH:** Climb straight ahead to 3.0 DME SAD or 2500, whichever is later; RT, track 359°; RT, intercept R028 GTQ to TOMPI climbing to 4000; RT to ZWN DVORDME.

DME SAD	2	3	4	5	6	7	8	9
DME THR	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7
ALTITUDE	1650	1970	2290	2610	2930	3240	3560	3880

GS	kt	80	100	120	140	160	180
SR - MAPt (3.6 NM)	MIN:SEC	2:42	2:10	1:48	1:33	1:21	1:12
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

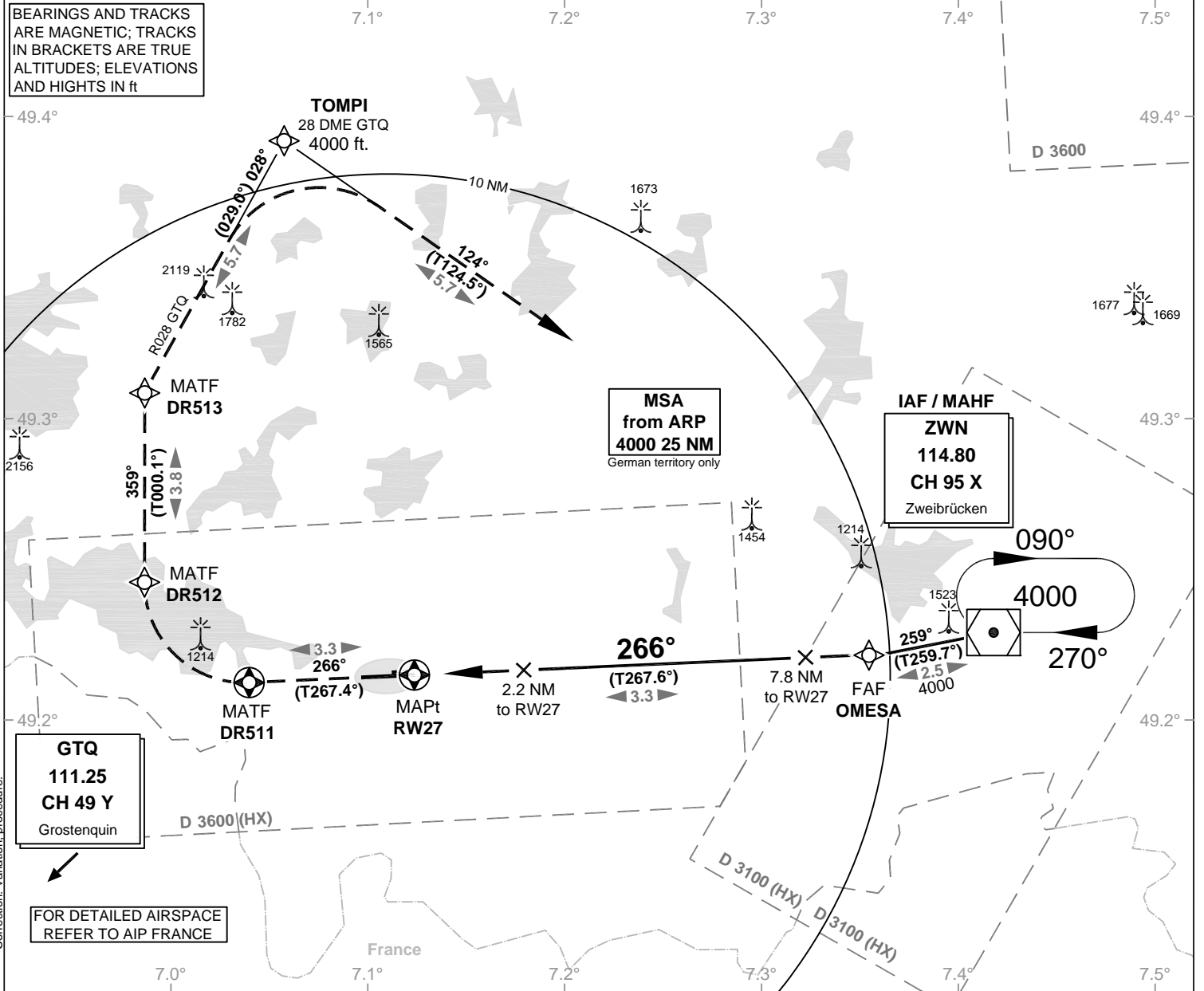
**SAARBRÜCKEN  
EDDR  
RNAV(GPS)  
RWY 27**

Elevation: 1058 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

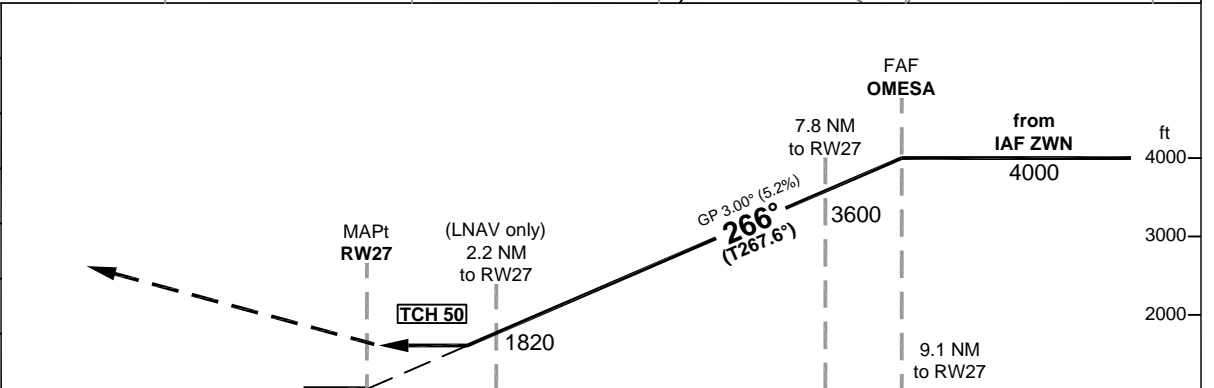
VAR: 1°E

BEARINGS AND TRACKS  
ARE MAGNETIC; TRACKS  
IN BRACKETS ARE TRUE  
ALTITUDES; ELEVATIONS  
AND HIGHTS IN ft



Correction: Variation, procedure.

OCA (OCH)	LNAV	CIRCLING*
CAT A	1490 (440)	1660
CAT B	1490 (440)	1720
CAT C	1490 (440)	1840
CAT D	1490 (440)	1840



\*NORTH OF AERODROME ONLY. NM 6 5 4 3 2 1 0 1022 1056 1 2 3 4 5 6 7 8 9 10 11 12 13 1000

**MISSED APPROACH: RNAV (GPS)** Climb on track 266° to DR511 or 2500, whichever is later; RT, via DR512 on track 359° to DR513; RT, on track 028° to TOMPI climbing to 4000; RT on track 124° to ZWN.  
DR511 - [A2500; R] - DR512 - DR513[R] - TOMPI[A4000; R] - ZWN

DIST THR / RW27	2	3	4	5	6	7	8	9
ALTITUDE	1750	2070	2380	2700	3020	3340	3660	3980

GS	kt	80	100	120	140	160	180
OMESA - RW27 (9.1 NM)	MIN:SEC	6:50	5:28	4:33	3:54	3:25	3:02
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

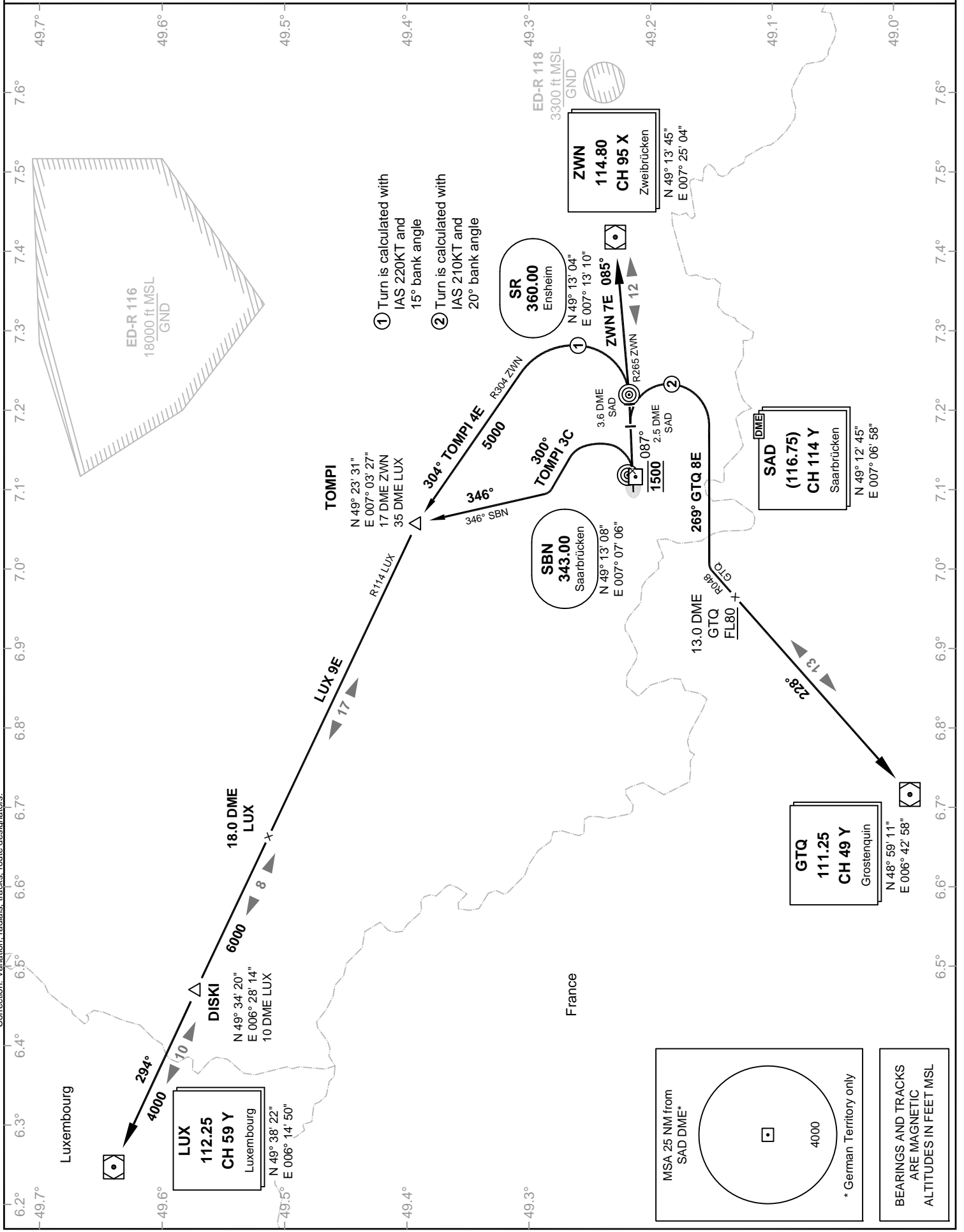
Transition Altitude: 5000 ft.

VAR: 1°E

## SAARBRÜCKEN EDDR

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

## SID RWY 09



**VATSIM Germany**  
**Standard Instrument Departure Chart**
**SAARBRÜCKEN**  
**EDDR**
**SID**  
**RWY 09**

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
<b>GTQ 8E</b>	<b>GROSTENQUIN EIGHT ECHO</b> On RWY track inbound SR NDB to 2.5 DME SAD; RT, on track 269° to intercept R048 GTQ to GTQ (Δ). Climb with 6.5% (397 ft/NM) until passing FL80. Cross 13.0 DME GTQ at FL 80 or above. <b>GPS/FMS RNAV:</b> [A1500+] - <u>DR200</u> [R] - DR202[K210-] - DR203[L] - DR204[F080+] - GTQ.	4000 ft	Langen Radar 129.670	1. PDG 6.5% (397 ft/NM) due to airspace structure. If unable to comply, inform ATC. 2. Turn at 2.5 DME SAD is calculated with IAS 210 kt / 20° bank.
<b>ZWN 7E</b>	<b>ZWEIBRÜCKEN SEVEN ECHO</b> On RWY track to intercept R265 ZWN to ZWN (Δ). Climb with 7% (425 ft/NM) until passing 3600. <b>GPS/FMS RNAV:</b> [A1500+] - ZWN.			PDG 7% (425 ft/NM) due to airspace structure. If unable to comply, inform ATC.
<b>LUX 9E</b>	<b>LUXEMBOURG NINE ECHO</b> On RWY track inbound SR NDB to 3.6 DME SAD; LT, to intercept R304 ZWN to TOMPI (Δ); LT, on R114 LUX via DISKI to LUX (Δ). <b>GPS/FMS RNAV:</b> [A1500+] - <u>DR201</u> [L] - DR205[K220-] - TOMPI[L] - DISKI - LUX.			1. During activity of NLFS, alternative instructions will be given by ATC. 2. Only for destination ELLX. 3. Turn at 3.6 DME SAD is calculated with IAS 220 kt / 15° bank.
<b>TOMPI 4E</b>	<b>TOMPI FOUR ECHO</b> On RWY track inbound SR NDB to 3.6 DME SAD; LT, to intercept R304 ZWN to TOMPI (Δ). <b>GPS/FMS RNAV:</b> [A1500+] - <u>DR201</u> [L] - DR205[K220-] - TOMPI.			1. During activity of NLFS, alternative instructions will be given by ATC. 2. Turn at 3.6 DME SAD is calculated with IAS 220 kt / 15° bank.
<b>TOMPI 3C</b>	<b>TOMPI THREE CHARLIE</b> On RWY track to 1500ft; LT, on track 300° to intercept track 346° from SBN to TOMPI (Δ). <b>GPS/FMS RNAV:</b> <u>DR206</u> [A1500+; L] - DR207[R] - TOMPI.			1. Not to be filed in flight plan. Will be assigned by ATC on request. 2. During activity of NLFS, alternative instructions will be given by ATC. 3. Only for prop/turboprop aircraft up to 5.7t MTOW.

(Sample: DR200 fly-over way point)

<b>Contact Langen Radar immediately after take-off!</b>
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# VATSIM Germany GPS / FMS RNAV Instrument Departure Chart

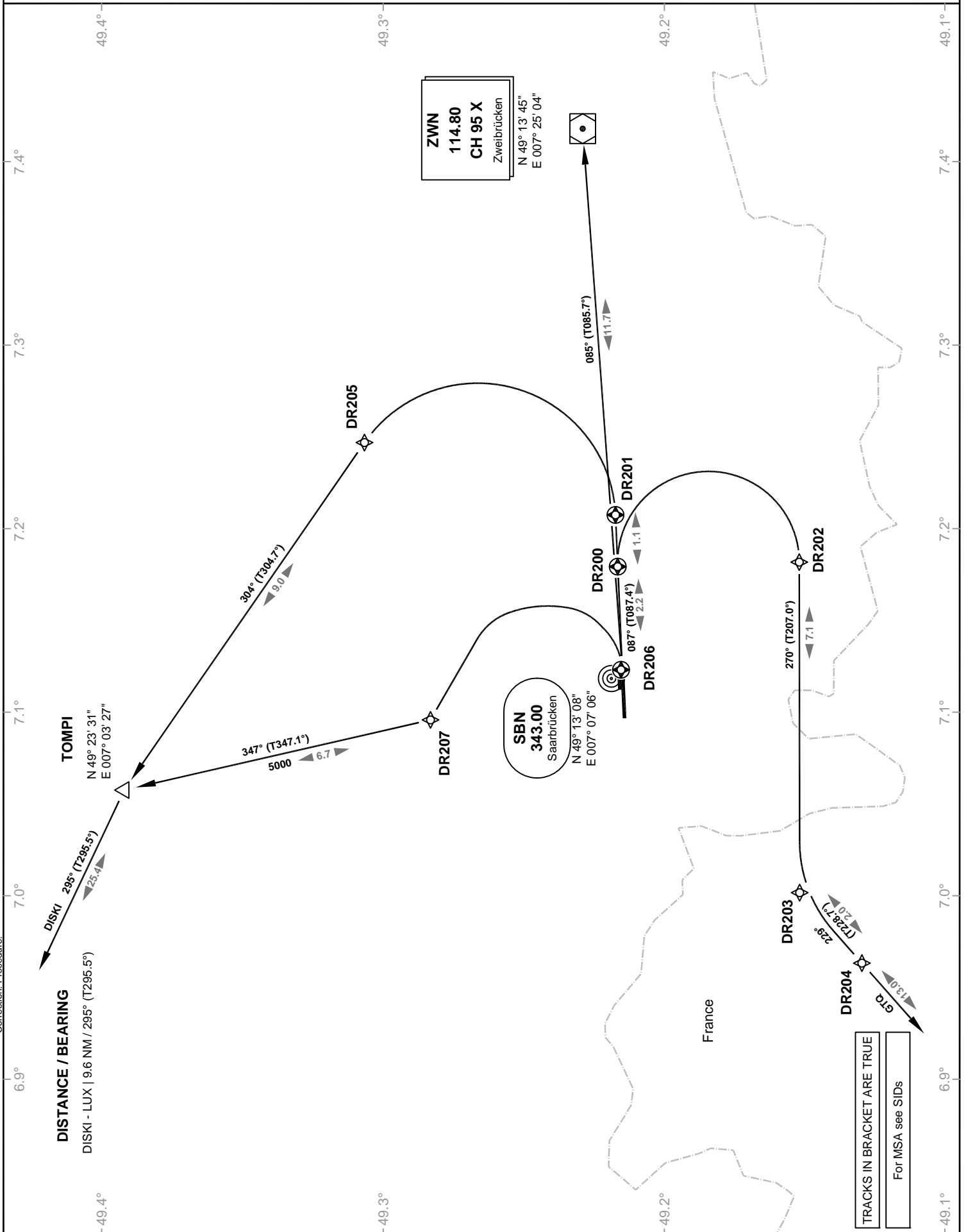
## SAARBRÜCKEN EDDR

Transition Altitude: 5000 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

### Overlay RWY 09

VAR: 0°



# VATSIM Germany Standard Instrument Departure Chart

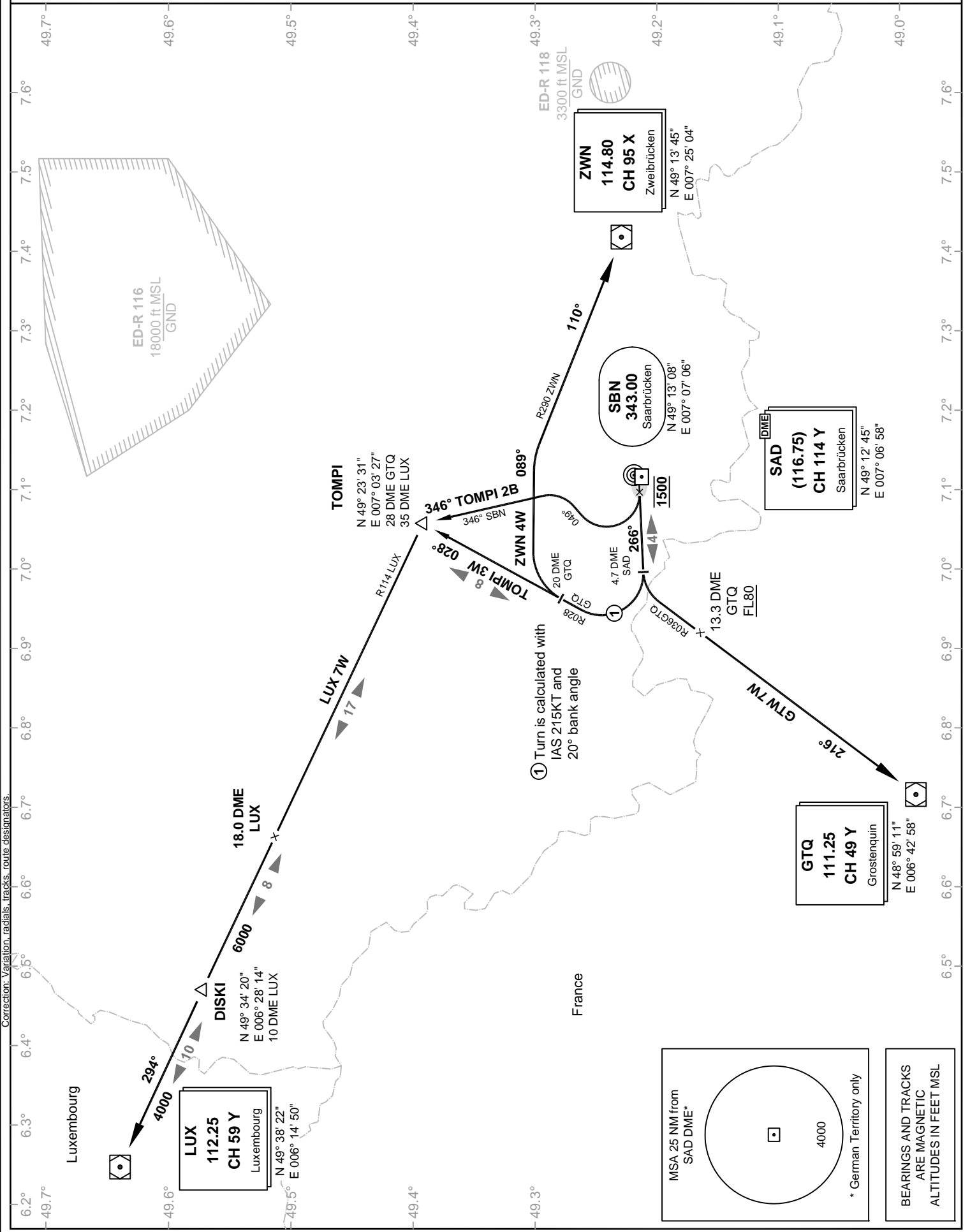
## SAARBRÜCKEN EDDR

Transition Altitude: 5000 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

### SID RWY 27

VAR: 1°E



**VATSIM Germany**  
**Standard Instrument Departure Chart**
**SAARBRÜCKEN**  
**EDDR**
**SID**  
**RWY 27**

Designator	Route	After Take-Off		Remarks
		Climb to	Contact	
<b>GTQ 7W</b>	<b>GROSTENQUIN SEVEN WHISKEY</b> On RWY track to 4.7 DME SAD; LT, to intercept R036 GTQ to GTQ (Δ). Cross 13.3 DME GTQ at FL80 or above. <b>GPS/FMS RNAV:</b> [A1500+] - DR107[L] - DR108[F080+] - GTQ.	4000 ft	Langen Radar 129.670	PDG 13.7% (834 ft/NM) until passing FL80 due to airspace structure. If unable to comply, inform ATC.
<b>ZWN 4W</b>	<b>ZWEIBRUECKEN FOUR WHISKEY</b> On RWY track to 4.7 DME SAD; RT, to intercept R028 GTQ; at 20.0 DME GTQ RT, on track 089° to intercept R290 ZWN to ZWN (Δ). <b>GPS/FMS RNAV:</b> [A1500+] - DR101[R] - DR102 [K215-] - DR103[R] - DR104[A5000+; R] - ZWN.			<ol style="list-style-type: none"> <li>1. During activity of NLFS, alternative instructions will be given by ATC.</li> <li>2. PDG 3.6% (220 ft/NM) until passing A5000 due to airspace structure.</li> <li>3. Turn at 4.7 DME SAD is calculated with IAS 215 kt / 20° bank.</li> </ol>
<b>LUX 7W</b>	<b>LUXEMBOURG SEVEN WHISKEY</b> On RWY track to 4.7 DME SAD; RT, to intercept R028 GTQ, on R028 GTQ to TOMPI (Δ); LT, on R115 LUX via DISKI to LUX (Δ). <b>GPS/FMS RNAV:</b> [A1500+] - DR101[R] - DR102 [K215-] - TOMPI[L] - DISKI - LUX.			<ol style="list-style-type: none"> <li>1. During activity of NLFS, alternative instructions will be given by ATC.</li> <li>2. Only for destination ELLX.</li> <li>3. Turn at 4.7 DME SAD is calculated with IAS 215 kt / 20° bank.</li> </ol>
<b>TOMPI 3W</b>	<b>TOMPI THREE WHISKEY</b> On RWY track to 4.7 DME SAD; RT, to intercept R028 GTQ, on R028 GTQ to TOMPI (Δ). <b>GPS/FMS RNAV:</b> [A1500+] - DR101[R] - DR102 [K215-] - TOMPI.			<ol style="list-style-type: none"> <li>1. During activity of NLFS, alternative instructions will be given by ATC.</li> <li>2. Turn at 4.7 DME SAD is calculated with IAS 215 kt / 20° bank.</li> </ol>
<b>TOMPI 2B</b>	<b>TOMPI TWO BRAVO</b> On RWY track to 1500ft; RT, on track 049° to intercept track 346° from SBN to TOMPI (Δ). <b>GPS/FMS RNAV:</b> DR105[A1500+; R] - DR106[L] - TOMPI.			<ol style="list-style-type: none"> <li>1. Not to be filed in flight plan. Will be assigned by ATC on request.</li> <li>2. During activity of NLFS, alternative instructions will be given by ATC.</li> <li>3. Only for prop/turboprop aircraft up to 5.7t MTOW.</li> </ol>

(Sample: DR200 fly-over way point)
**Contact Langen Radar immediately after take-off!**

# VATSIM Germany GPS / FMS RNAV Instrument Departure Chart

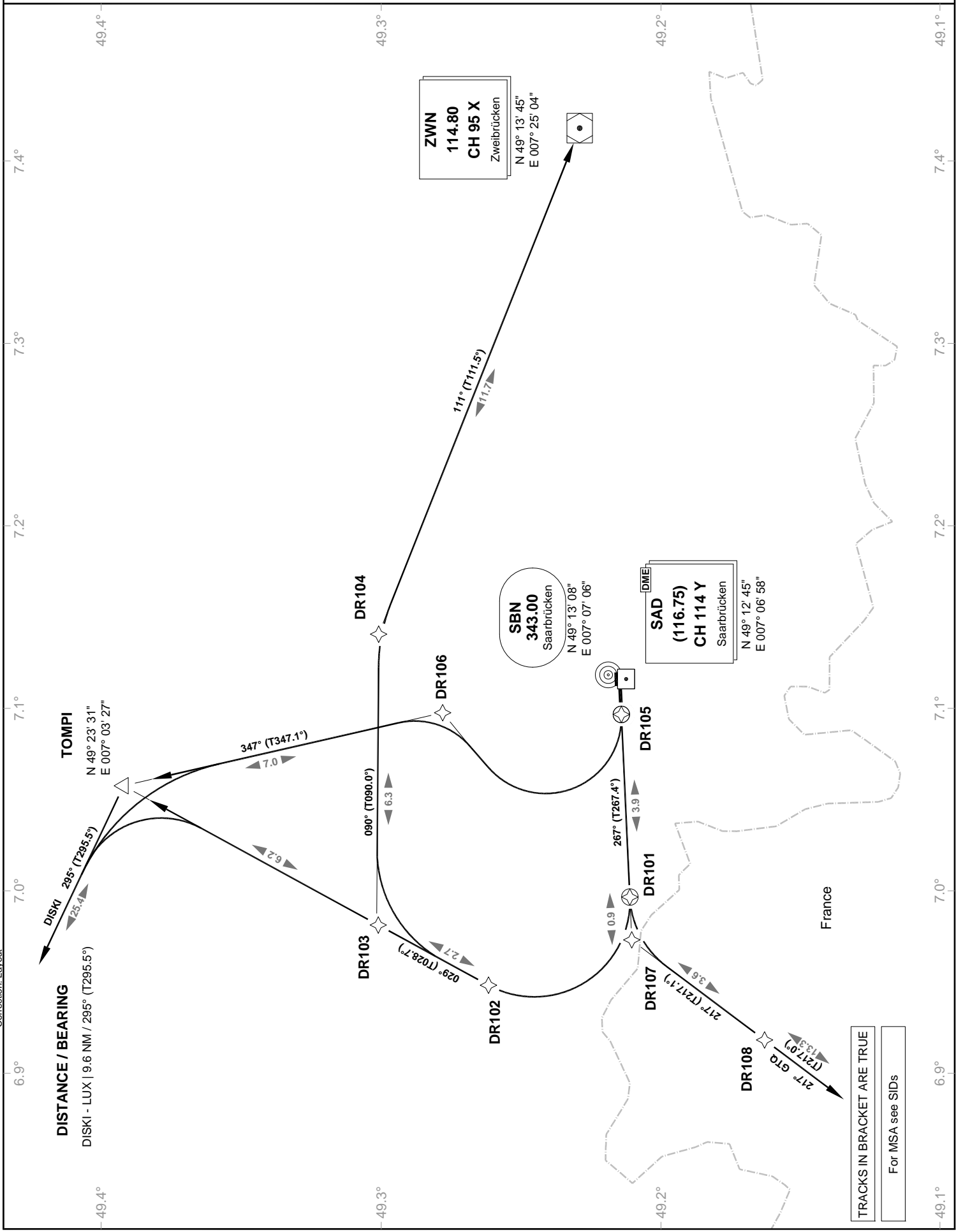
## SAARBRÜCKEN EDDR

Transition Altitude: 5000 ft.

ATIS: 125.300  
Langen Radar: 129.670  
Tower: 118.350  
118.550

### Overlay RWY 27

VAR: 0°



# VATSIM Germany

## Way Point List

# SAARBRÜCKEN

## EDDR

		CODING	DISPLAY	
<b>RNAV (GPS) Approach to RWY 09 from ZWN</b>				
ZWN (IAF)	N 49 13 44.66	E 007 25 04.41	N 49 13.7	E 007 25.1
DR405 (TF)	N 49 18 26.19	E 006 48 20.76	N 49 18.4	E 006 48.3
DR410 (IF)	N 49 14 02.50	E 006 46 53.83	N 49 14.0	E 006 46.9
PETID (FAF)	N 49 12 29.79	E 006 54 11.39	N 49 12.5	E 006 54.2
RW09 (MAPt)	N 49 12 51.07	E 007 05 49.60	N 49 12.9	E 007 05.8
DR411 (MATF)	N 49 13 03.97	E 007 13 10.24	N 49 13.1	E 007 13.2
DR412 (MATF)	N 49 14 55.43	E 007 15 52.76	N 49 14.9	E 007 15.9
DR413 (MATF)	N 49 17 54.97	E 007 15 52.95	N 49 17.9	E 007 15.9
TOMPI (MATF)	N 49 23 31.08	E 007 03 27.25	N 49 23.5	E 007 03.5
DR414 (MATF)	N 49 26 59.27	E 007 08 17.66	N 49 27.0	E 007 08.3
ZWN (MAHF)	N 49 13 44.66	E 007 25 04.41	N 49 13.7	E 007 25.1

<b>RNAV (GPS) Approach to RWY 09 from TOMPI (By ATC)</b>				
TOMPI (IAF)	N 49 23 31.08	E 007 03 27.25	N 49 23.5	E 007 03.5
DR405 (TF)	N 49 18 26.19	E 006 48 20.76	N 49 18.4	E 006 48.3
DR410 (IF)	N 49 14 02.50	E 006 46 53.83	N 49 14.0	E 006 46.9
PETID (FAF)	N 49 12 29.79	E 006 54 11.39	N 49 12.5	E 006 54.2
RW09 (MAPt)	N 49 12 51.07	E 007 05 49.60	N 49 12.9	E 007 05.8
DR411 (MATF)	N 49 13 03.97	E 007 13 10.24	N 49 13.1	E 007 13.2
DR412 (MATF)	N 49 14 55.43	E 007 15 52.76	N 49 14.9	E 007 15.9
DR413 (MATF)	N 49 17 54.97	E 007 15 52.95	N 49 17.9	E 007 15.9
TOMPI (MATF)	N 49 23 31.08	E 007 03 27.25	N 49 23.5	E 007 03.5
DR414 (MATF)	N 49 26 59.27	E 007 08 17.66	N 49 27.0	E 007 08.3
ZWN (MAHF)	N 49 13 44.66	E 007 25 04.41	N 49 13.7	E 007 25.1

<b>RNAV (GPS) Approach to RWY 27 from ZWN</b>				
ZWN (IAF)	N 49 13 44.66	E 007 25 04.41	N 49 13.7	E 007 25.1
OMESA (FAF)	N 49 13 17.59	E 007 21 16.63	N 49 13.3	E 007 21.3
RW27 (MAPt)	N 49 12 53.90	E 007 07 25.41	N 49 12.9	E 007 07.4
DR511 (MATF)	N 49 12 44.88	E 007 02 23.31	N 49 12.7	E 007 02.4
DR512 (MATF)	N 49 14 44.77	E 006 59 12.02	N 49 14.7	E 006 59.2
DR513 (MATF)	N 49 18 30.60	E 006 59 12.37	N 49 18.5	E 006 59.2
TOMPI (MATF)	N 49 23 31.08	E 007 03 27.25	N 49 23.5	E 007 03.5
ZWN (MAHF)	N 49 13 44.66	E 007 25 04.41	N 49 13.7	E 007 25.1

IDENT		CODING	DISPLAY	
DR101	N 49 12 40.06	E 006 59 47.82	N 49 12.7	E 006 59.8
DR102	N 49 15 42.07	E 006 56 53.96	N 49 15.7	E 006 56.9
DR103	N 49 18 03.84	E 006 58 52.59	N 49 18.1	E 006 58.9
DR104	N 49 18 03.34	E 007 08 26.29	N 49 18.1	E 007 08.4
DR105	N 49 12 51.02	E 007 05 48.05	N 49 12.9	E 007 05.8
DR106	N 49 16 41.04	E 007 05 51.38	N 49 16.7	E 007 05.9
DR107	N 49 12 37.61	E 006 58 23.30	N 49 12.6	E 006 58.4
DR108	N 49 09 46.44	E 006 55 05.87	N 49 09.8	E 006 55.1
DR200	N 49 12 59.80	E 007 10 45.47	N 49 13.0	E 007 10.8
DR201	N 49 13 02.64	E 007 12 26.94	N 49 13.0	E 007 12.4
DR202	N 49 09 07.02	E 007 10 54.31	N 49 09.1	E 007 10.9
DR203	N 49 09 06.49	E 007 00 06.02	N 49 09.1	E 007 00.1
DR204	N 49 07 46.67	E 006 57 47.87	N 49 07.8	E 006 57.8
DR205	N 49 18 23.98	E 007 14 48.80	N 49 18.4	E 007 14.8
DR206	N 49 12 53.90	E 007 07 25.41	N 49 12.9	E 007 07.4
DR207	N 49 16 59.50	E 007 05 44.91	N 49 17.0	E 007 05.7
DISKI	N 49 34 19.75	E 006 28 13.80	N 49 34.3	E 006 28.2
TOMPI	N 49 23 31.08	E 007 03 27.25	N 49 23.5	E 007 03.5

### THRESHOLD COORDINATES

THR		CODING	DISPLAY	
RWY 27	N 49 12 53.90	E 007 07 25.41	N 49 12.9	E 007 07.4
RWY 09	N 49 12 51.02	E 007 05 48.05	N 49 12.9	E 007 05.8