

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDS

Terminal Charts For EDDS

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Stuttgart Deu
IATA Code: STR
Lat/Long: N48° 41.4' E009° 13.3'
Elevation: 1276 ft

Airport Use: Public
Magnetic Variation: 1.8°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0433 Z
Sunset: 1813 Z,

Runway Information

Runway: 07
Length x Width: 10974 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1267 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 984 ft

Runway: 25
Length x Width: 10974 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1181 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS 126.125
Stuttgart Ground Tower 118.6
Stuttgart Delivery Tower 121.9
Stuttgart Tower 28.402 Military
Stuttgart Tower 119.05
Stuttgart Tower 118.8
Stuttgart Tower 37.835 Military
Stuttgart Director Approach Control 119.85
Stuttgart Director Approach Control 28.08 Military

Langen Radar Approach Control 125.05
Langen Radar Approach Control 119.2
Langen Radar Approach Control 34.042 Military

1. GENERAL

1.1. ATIS

*D-ATIS 126.12

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

1.2.1. LOCAL FLYING RESTRICTIONS

Airplanes and rotorcraft are admitted at Stuttgart APT, however jet airplanes are admitted only if licensed in accordance with ICAO Annex 16, Chapter 3.
Other ACFT PPR.

EXCEPTIONS

Excepted from this restriction are subsonic jet airplanes corresponding to the regulations in VOL I, Part II, Chapter 2 of ANNEX 16 pertaining to the ICAO Agreement:

- When using the APT by the German Federal Armed Forces or the U.S. Armed Forces in connection with their official duties.
- In other justified individual cases with the approval of the authorizing agency as far as this appears necessary in the special public interest.

PPR procedures shall be addressed to

Flughafen Stuttgart GmbH
Airside Operations Manager
Postfach 230461
70624 Stuttgart
Telefax: (0711) 948-2349
Telefon: (0711) 948-3586
e-mail: airside-operations@stuttgart-airport.com

prior to applying for slots from the Flight Scheduling Coordinator of the Federal Republic of Germany according to FAL 1-6/7.

The application shall contain the following data:

- a) name and address of the applicant (with telefax or telephone number)
- b) ACFT identification
- c) ACFT type
- d) day(s) on which the individual flight or flights are to be conducted by the ACFT listed under b)
- e) time of arrival in Stuttgart
- f) time of departure in Stuttgart
- g) flight numbers.

The authorization of applications does not replace and/or include the necessary application of slots from the Flight Scheduling Coordinator of the Federal Republic of Germany. The status of Stuttgart APT as a completely coordinated APT is expressly pointed out.

1.2.2. NIGHT FLYING RESTRICTIONS

Between 2300-0600 LT civil jet ACFT with a noise certificate according to ICAO Annex 16, Chapter 3 are not permitted to take-off or land.

EXCEPTIONS

Excepted from this restriction are:

- Landings of ACFT with a noise certificate according to ICAO Annex 16, Chapter 3 between 2300-2330 LT.
- delayed landings of ACFT with a noise certificate according to ICAO Annex 16, Chapter 3 if the planned time of arrival is before 2330 LT and the delayed landing is conducted by 2400 LT.
- ACFT using the APT as emergency or alternate aerodrome for meteorological, technical or other safety reasons.
- ACFT on a mission in disasters or rendering medical assistance.

1. GENERAL

- ACFT operated in the night air-mail service of the "Deutsche Post AG" with a noise certificate according to ICAO Annex 16, Chapter 3.
- conducting flight checks for the unit responsible for air navigation services.

The approving authority may grant exceptions in justified individual cases for Stuttgart APT (Tel.: 0711-948-4460) or, according to their specifications for the Aviation Supervision Office at Stuttgart APT if this seems necessary in the public interest, especially to maintain the safety of air traffic or to avoid disturbance to air traffic.

1.2.3. RUN-UP TESTS

Test runs or run-ups of engines are generally permitted between 0600-2200LT only. Test runs and run-ups of engines are permitted only after prior consent and on special instruction by the Aviation Supervision Office. Idle test runs (ground idle) are excluded.

1.3. TAXI PROCEDURES

TWY M between stands 31 thru 36 and 60 thru 65 MAX wingspan 118'/36m.

TWY O MAX wingspan 95'/29m.

Entry/exit between Aprons GA2 and GA3 (Exit 2) MAX wingspan 75'/23m.

Entry/exit at the western edge of Apron GA3 (Exit 3) MAX wingspan 95'/29m.

1.4. PARKING INFORMATION

Apron GA2 available for ACFT up to 2000kg only.

On stands 9 thru 36, 105 and 106 push-back required.

Stands 9 thru 19, 24 thru 26, 28 and 30 thru 36 equipped with APIS.

Apron GA3 MAX wingspan 95'/29m and MAX length 99'/30.3m.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC,
Not applicable within airspace C.

2.2. NOISE ABATEMENT PROCEDURES**2.2.1. REVERSE THRUST**

When landing, Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

2.3. CAT II/III OPERATIONS

RWY 07/25 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

Arriving ACFT with more than 5.7 tons MTOW shall use following turn-offs when RWY conditions permit:
RWY 07 - Jets use TWY D and Props use TWY E.
RWY 25 - Use TWY F.

2.5. OTHER INFORMATION**2.5.1. FUEL SAVING AND NOISE REDUCING ILS APPROACH PROCEDURES
(CONTINUOUS DESCENT APPROACH - CDA)****2.5.1.1. GENERAL**

For the purpose of fuel-saving and noise abatement during approach the following approach procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2.5.1.2. PROCEDURE

ACFT will be guided by the approach control unit by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach altitude in such a way that after reaching this intermediate approach altitude on the localizer course, about 1 NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed.

Intermediate approach altitude: 3500'.

It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx 3°), down to the cleared altitude.

If, for specific reasons (e.g. separation, airspace structure, obstacles), altitudes above the intermediate approach altitude have to be initially assigned, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

In case of traffic situations allowing no CDA (e.g. approaches of ACFT with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to the previous procedures.

2.5.1.3. NOISE ABATEMENT

On approaches in accordance with the CDA, pilots are also expected to use the approach techniques recommended for noise abatement in the vicinity of APTs (see AIR TRAFFIC CONTROL page GERMANY-1).

3. DEPARTURE**3.1. DE-ICING****3.1.1. GENERAL**

ACFT de-icing will be performed on de-icing pads DP1 thru DP4.

On the de-icing pads and the surrounding TWYs ACFT may taxi only with the absolute minimum engine speed required.

Pilots have to inform Delivery about necessary de-icing not later than 20 min prior to estimated off-block time (EOBT).

Ground will give the taxi instruction for the assigned de-icing pad and will ask the cockpit crews to establish radio contact with the de-icing service provider on the respective frequency of the de-icing pad before reaching it.

During the de-icing procedure, the engines of prop ACFT have to be turned-off.

After de-icing, Ground will issue a start-up approval (if required) and clearance to taxi from the de-icing pad.

3.1.2. COMMUNICATIONS

Facility	Call-sign	Frequency
DP1	STUTTGART DE-ICING PAD 1	135.225
DP2	STUTTGART DE-ICING PAD 2	121.950
DP3	STUTTGART DE-ICING PAD 3	122.725
DP4	STUTTGART DE-ICING PAD 4	121.850

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 or by ATC.

Not applicable within airspace C.

3.3. OTHER INFORMATION**3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)**

t_i 25 min prior to EOBT for unregulated flights.

30 min prior to CTOT for ATFM regulated flights.

t_f 11 min prior to EOBT for unregulated flights.

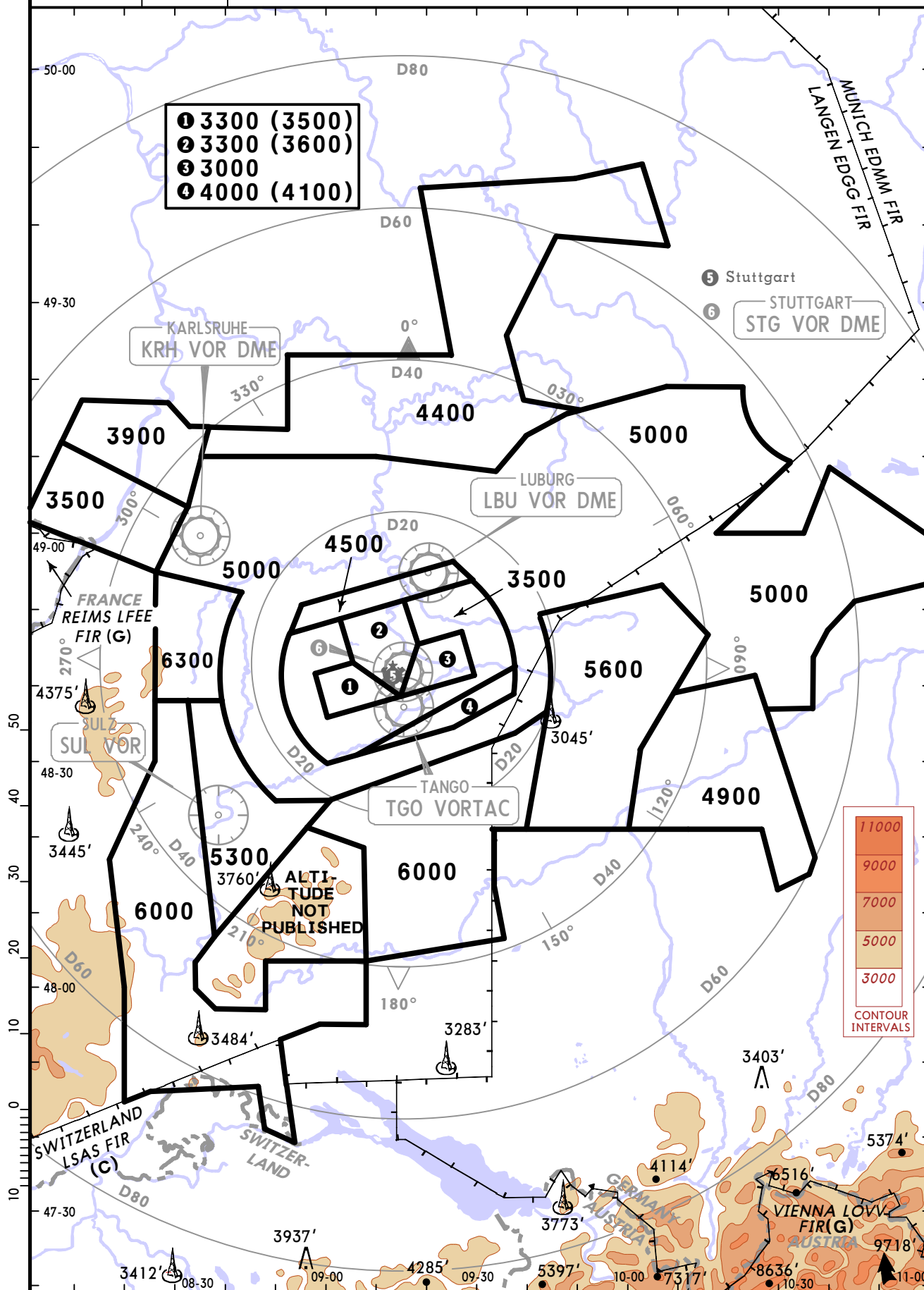
16 min prior to CTOT for ATFM regulated flights.

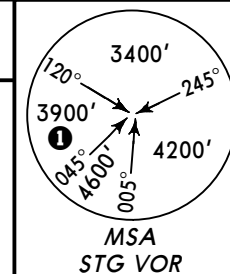
t_1 5 min

LANGEN
Radar (APP)
125.05
119.2Apt Elev
1276'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
The MRVA (Minimum Radar Vectoring Altitude) is the lowest altitude which may be used for radar vectors for IFR flights taking into account the minimum safe height (1000' above the highest obstacle within a radius of 8 km) and airspace structure (lower limit of the controlled airspace plus a buffer of 500'). Below the MRVA, IFR flights will normally be cleared on published IFR procedures only.

Altitudes in brackets apply for the period from AIRAC date in November until AIRAC date in March in order to meet required obstacle clearance at cold temperatures.



*D-ATIS
126.12Apt Elev
1276'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

① 3300' within 10 NM

BADSO TWO ALFA (BADSO 2A) [BADS2A]
REUTL FIVE ALFA (REUTL 5A) [REUT5A]
TEKSI FIVE ALFA (TEKSI 5A) [TEKS5A] ②
RWYS 07, 25 ARRIVALS

Direct distance from LBU to:
Stuttgart Apt 14 NM

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

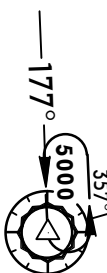
Not applicable within airspace C.

KARLSRUHE
D (H) 115.95 KRH
N48 59.6 E008 35.1



③ Clearance limit
BADSO
N48 49.2 E008 36.3

5000 By ATC
6000 BADSO 2A



(IAF)
STUTT GART
D (L) 116.85 STG
N48 41.8 E009 15.4

(IAF)
LUBURG
D (L) 109.2 LBU
N48 54.8 E009 20.4



REUTL 5A
6000
20
346°

④ Clearance limit
REUTL
N48 22.1 E009 21.7

⑤
BALEG
N48 40.3
E009 39.9

⑥
TEKSI 5A

④ Clearance limit
TEKSI
N48 41.4 E010 04.1
(STG R-088/D32)



NOT TO SCALE

LOST COMMS

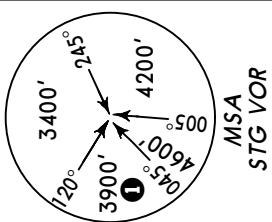
LOST COM

③ **BADSO 2A**
In case of radio communication failure
proceed to LBU for standard approach.

④ **REUTL 5A, TEKSI 5A**
In case of radio communication failure
proceed to STG for standard approach.

LOST COMMS

② BRNAV equipment necessary.

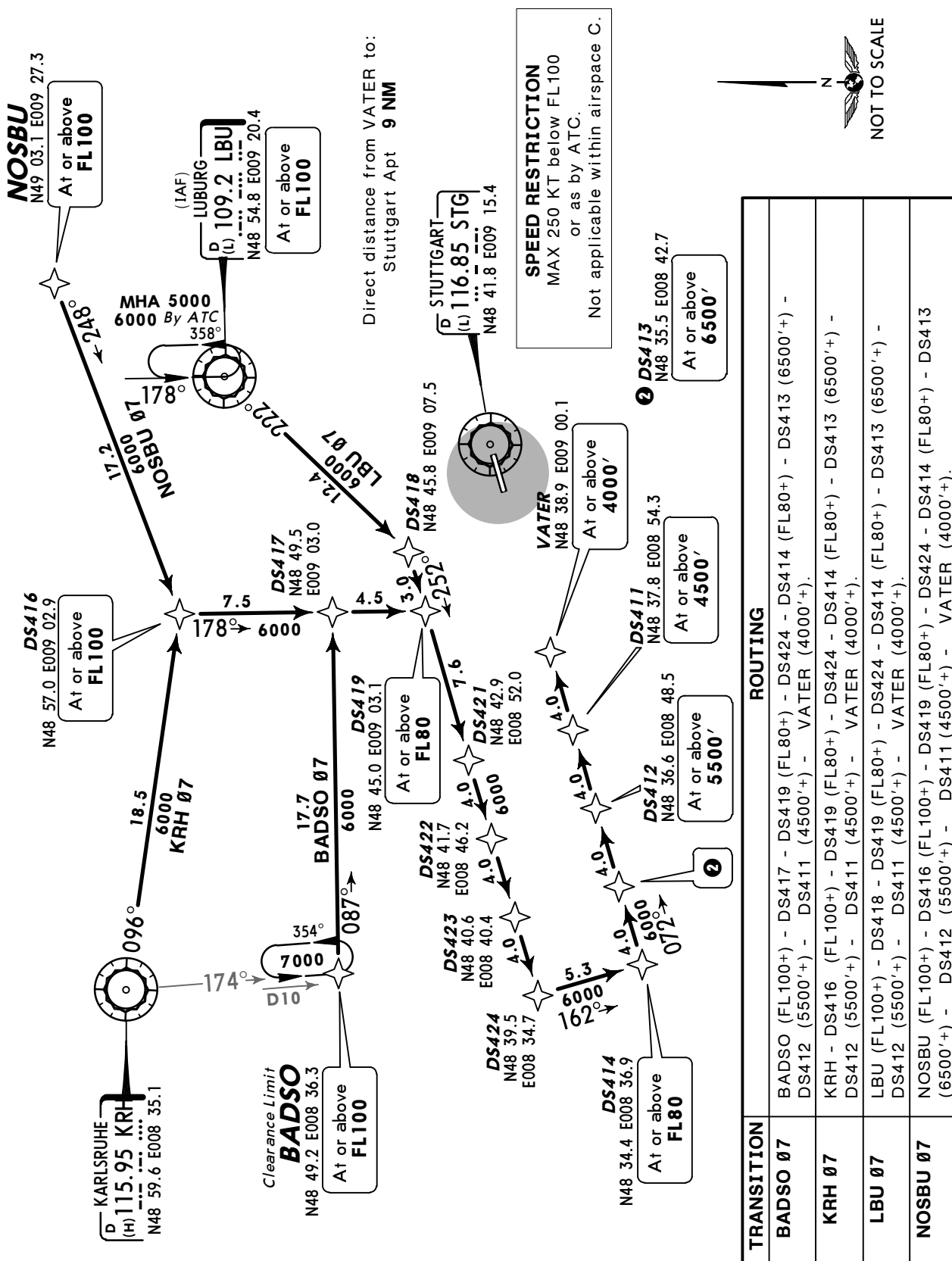
*D-ATIS
126.12Apt Elev
1276'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
On downwind EXPECT vectors to final.

① 3300' within 10 NM

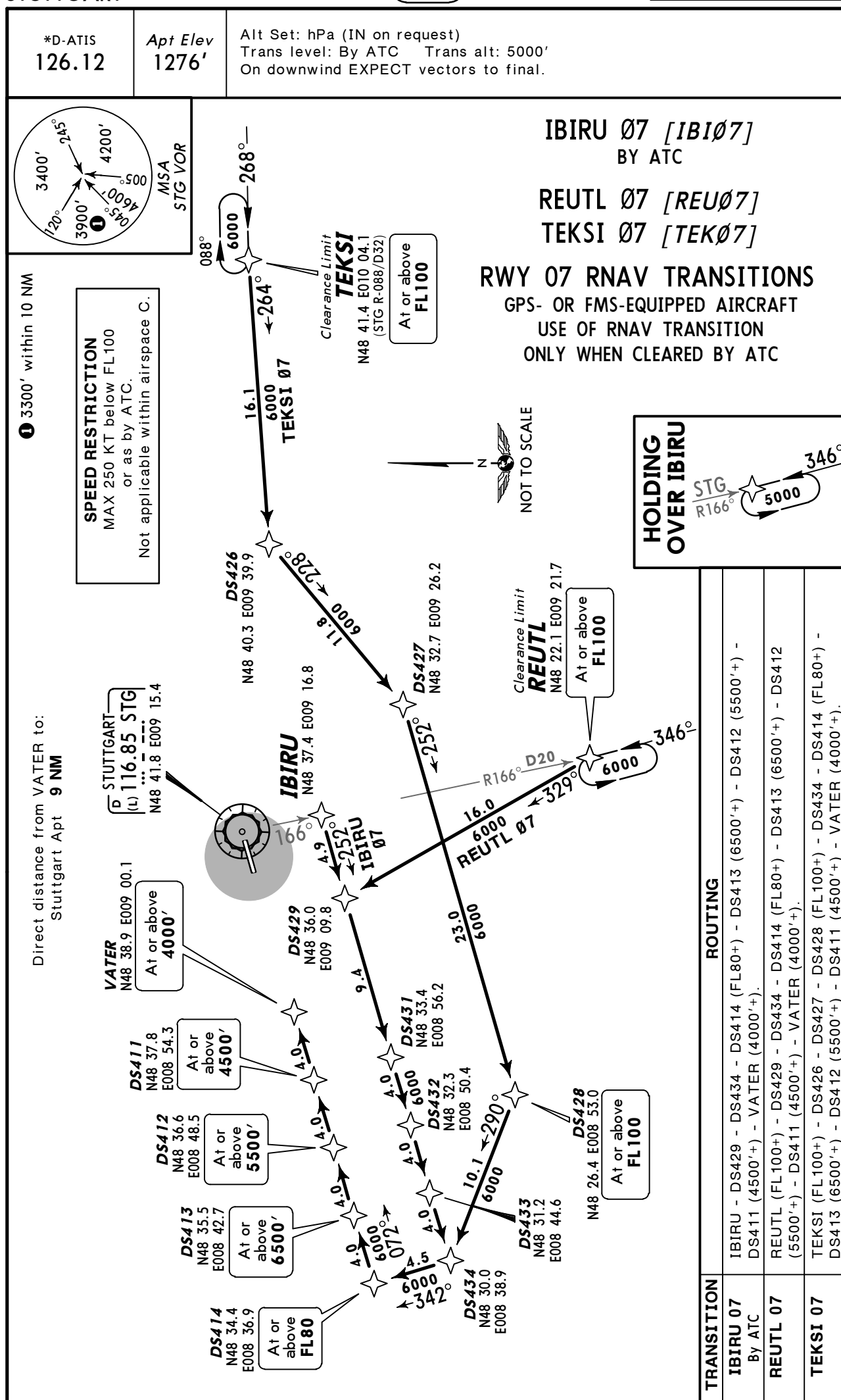
BADSO 07 [BAD07], KRH 07
LBU 07, NOSBU 07 [NOS07]
RWY 07 RNAV TRANSITIONS

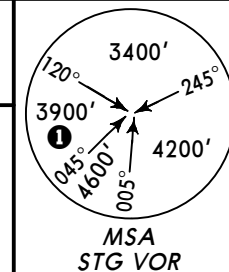
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



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*D-ATIS
126.12Apt Elev
1276'Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
On downwind EXPECT vectors to final.

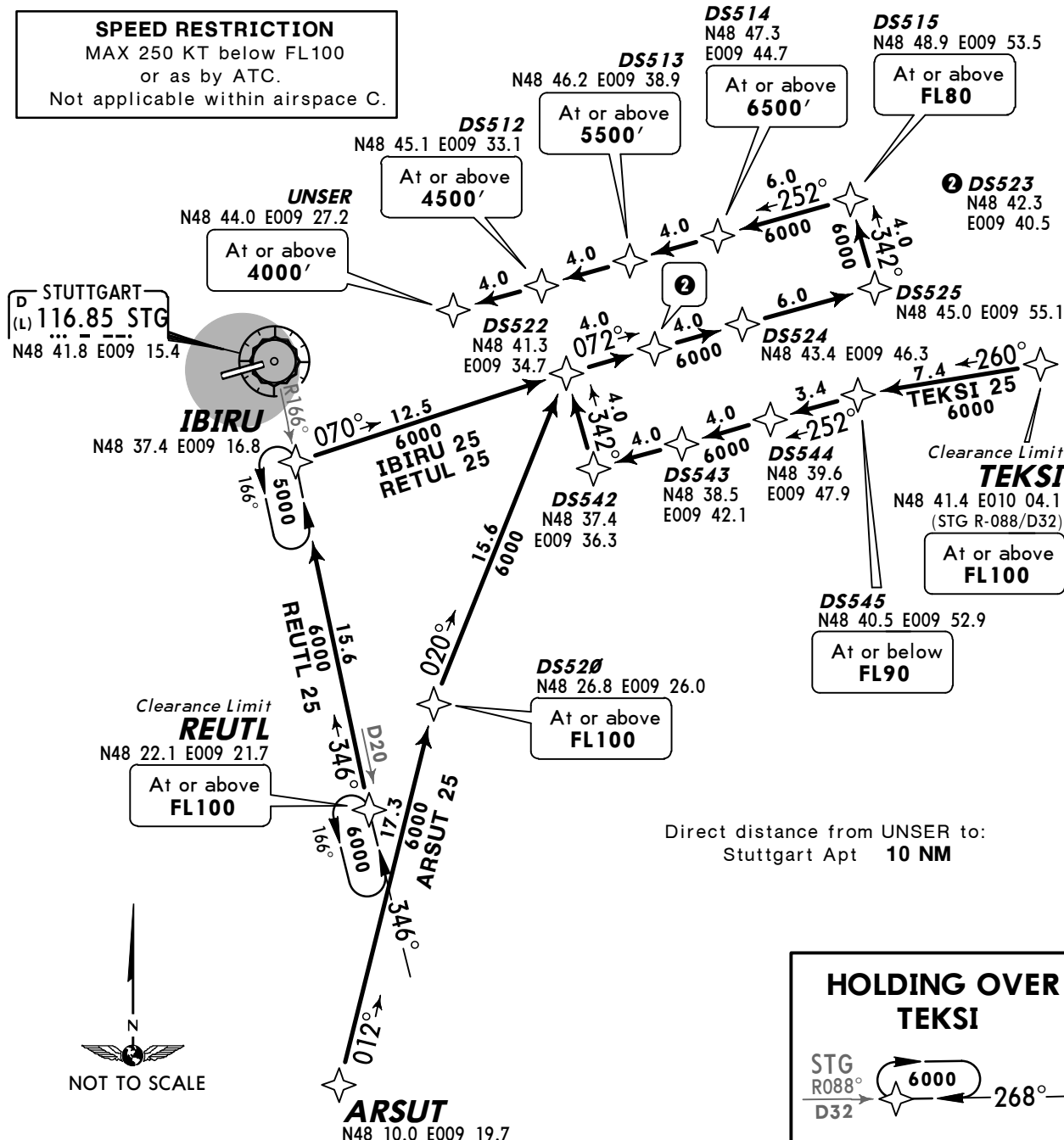
① 3300' within 10 NM

ARSUT 25 [ARS25]
REUTL 25 [REU25], TEKSI 25 [TEK25]
IBIRU 25 [IBI25]
BY ATC

RWY 25 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION

ROUTING

ARSUT 25

ARSUT - DS520 (FL100+) - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

IBIRU 25

By ATC

IBIRU - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

REUTL 25

REUTL (FL100+) - IBIRU - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

TEKSI 25

TEKSI (FL100+) - DS545 (FL90-) - DS542 - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

SID DESIGNATION	REFER TO CHART
ABTAL 4B, 4H	10-3B
DINKELSBUHL 8B, 3H	10-3C
ETASA 3B, 2H	10-3D
GEBNO 6B, 5H	10-3E
KARLSRUHE 4B, 2H	10-3F
OKIBA 3B, 3H	10-3G
ROTWE 5B, 6H	10-3H
STG 1B, STUTT GART 1H	10-3J
SULZ 3B, 2H	10-3K
TAGIK 3B, 2H	10-3L
TEDGO 1B, 1H	10-3M
VESID 3B, 2H	10-3N

RNAV SID DESIGNATION	REFER TO CHART
ABTAL 4B, 4H	10-3P
DINKELSBUHL 8B, 3H	10-3Q
ETASA 3B, 2H	10-3S
GEBNO 6B, 5H	10-3T
KARLSRUHE 4B, 2H	10-3U
OKIBA 3B, 3H	10-3V
ROTWE 5B, 6H	10-3W
STG 1B, STUTT GART 1H	10-3X
SULZ 3B, 2H	10-3X1
TAGIK 3B, 2H	10-3X2
TEDGO 1B, 1H	10-3X3
VESID 3B, 2H	10-3X4

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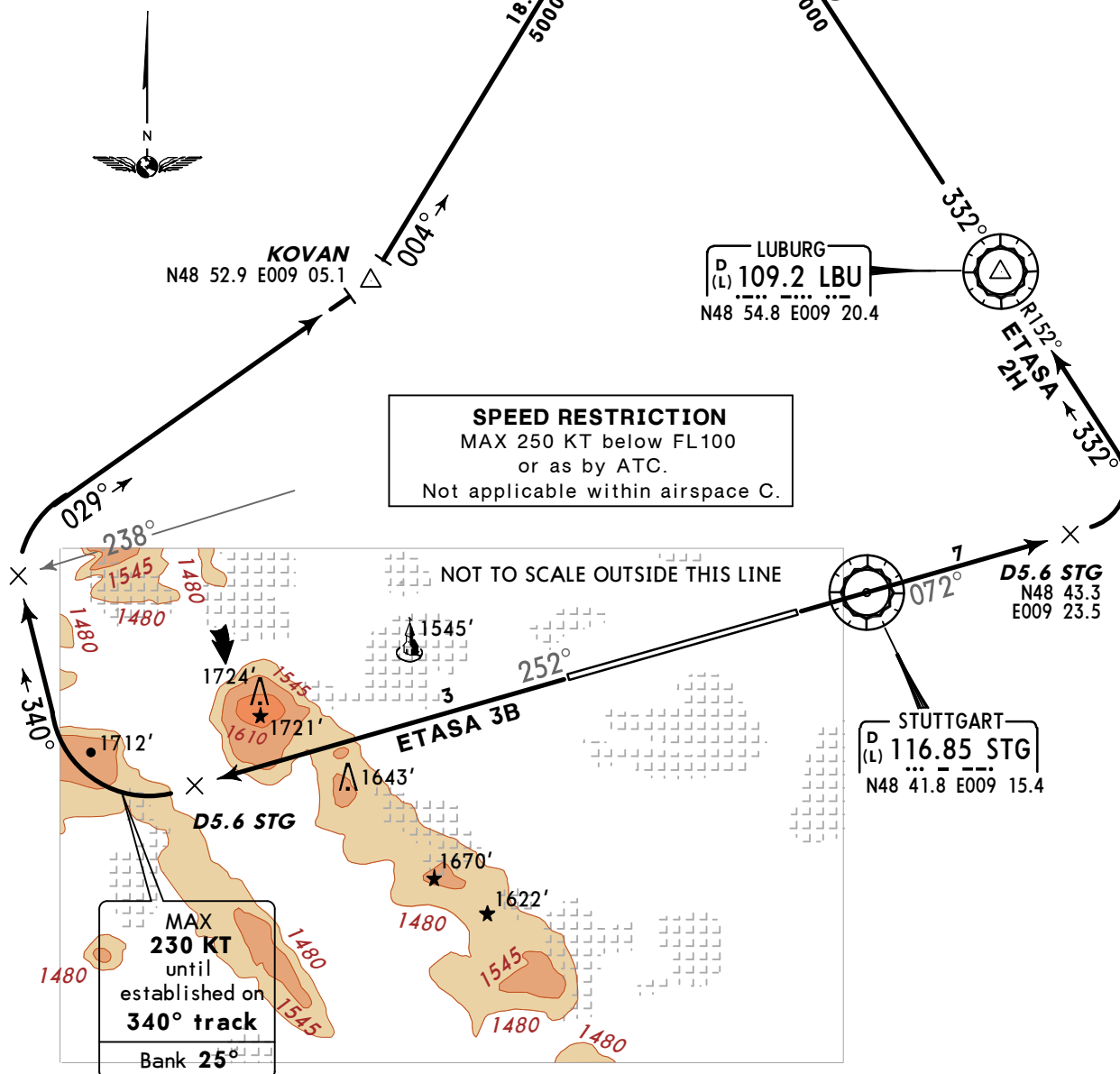
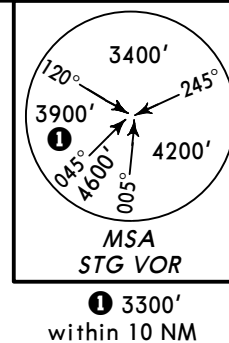
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LANGEN
Radar (APP)
125.05Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

ETASA THREE BRAVO (ETASA 3B)
ETASA TWO HOTEL (ETASA 2H)
RWYS 25, 07 DEPARTURES
ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

ETASA
N49 11.4 E009 07.7

These SIDs require minimum climb gradients of

ETASA 3B: 243' per NM (4%) until passing 1900', 304' per NM (5%) until passing 4000' due to airspace structure. If unable to comply advise ATC.

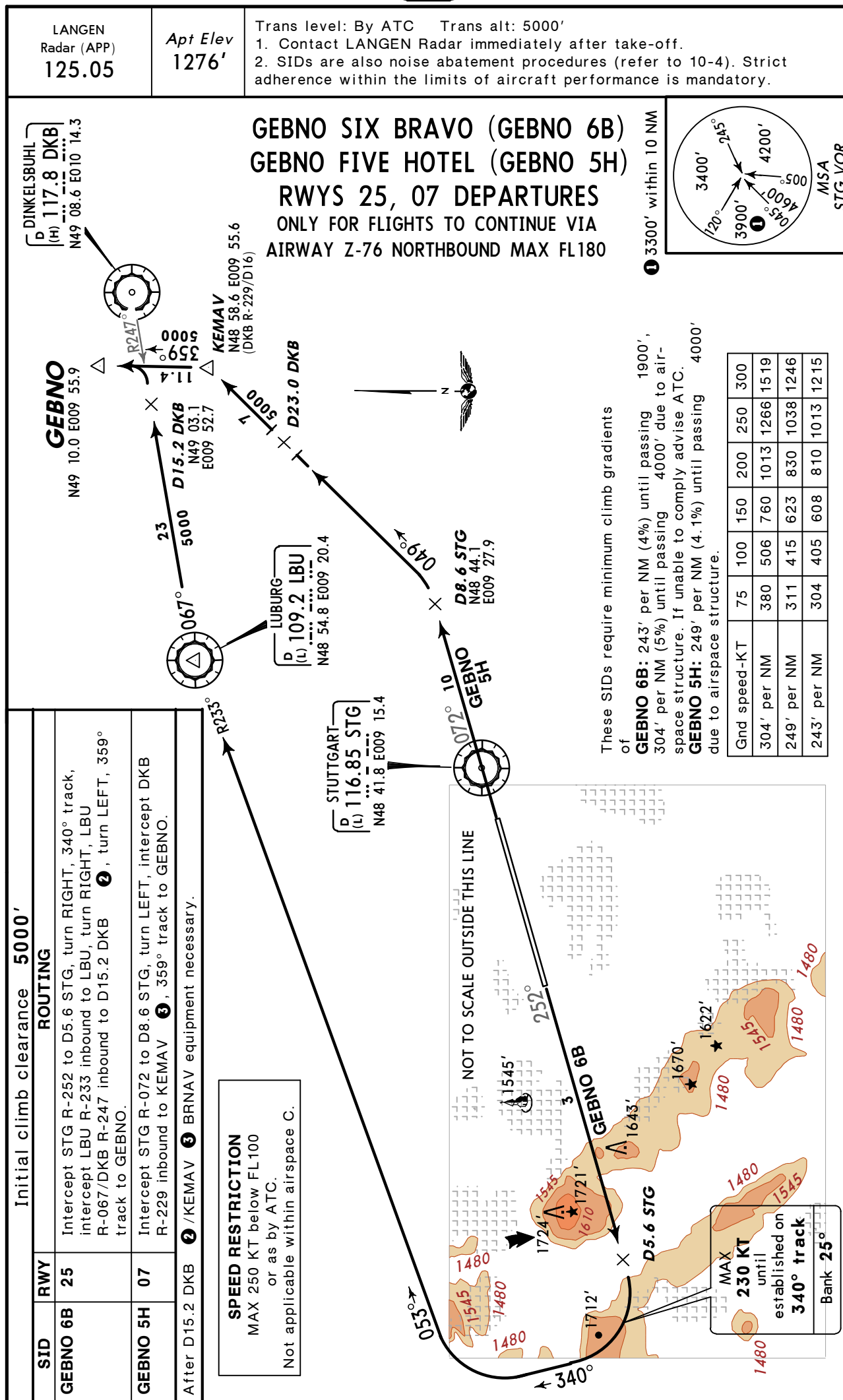
ETASA 2H: 219' per NM (3.6%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215
219' per NM	273	365	547	729	911	1094

Initial climb clearance **5000'**

SID	RWY	ROUTING
ETASA 3B	25	Intercept STG R-252 to D5.6 STG, turn RIGHT, 340° track, when passing LBU R-238 ② turn RIGHT, 029° track to KOVAN, 004° track to ETASA.
ETASA 2H	07	Intercept STG R-072 to D5.6 STG, turn LEFT, intercept LBU R-152 inbound to LBU, LBU R-332 to ETASA.

② After passing LBU R-238 BRNAV equipment necessary.

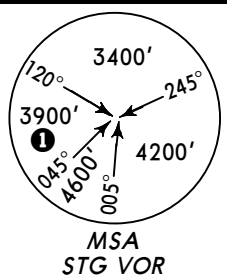


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LANGEN
Radar (APP)
125.05Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



① 3300' within 10 NM

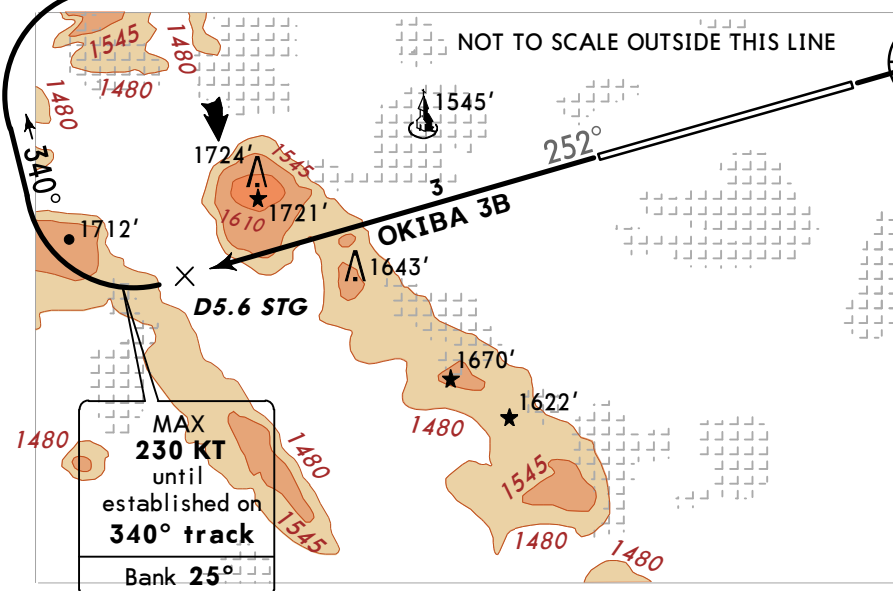
OKIBA THREE BRAVO (OKIBA 3B)
OKIBA THREE HOTEL (OKIBA 3H)
RWYS 25, 07 DEPARTURES
ONLY FOR FLIGHTS WITH
MINIMUM REQUESTED FL200

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

LUBURG
D (L) 109.2 LBU
N48 54.8 E009 20.4

NOTGA
N48 57.4
E009 30.4

STUTTART
D (L) 116.85 STG
N48 41.8 E009 15.4



These SIDs require minimum climb gradients of
OKIBA 3B: 243' per NM (4%) until passing 1900',
304' per NM (5%) until passing 4000' due to air-
space structure. If unable to comply advise ATC.
OKIBA 3H: 249' per NM (4.1%) until passing
4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
249' per NM	311	415	623	830	1038	1246
243' per NM	304	405	608	810	1013	1215

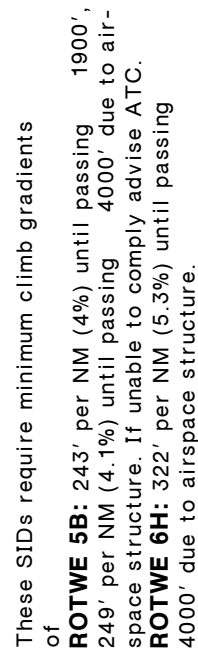
Initial climb clearance **5000'**

SID	RWY	ROUTING
OKIBA 3B	25	Intercept STG R-252 to D5.6 STG, turn RIGHT, 340° track, intercept LBU R-233 inbound to LBU, turn LEFT, LBU R-355 to OKIBA.
OKIBA 3H ②	07	Intercept STG R-072 to D9.8 STG, turn LEFT, 354° track to NOTGA, 333° track to OKIBA.

② After passing 5000' BRNAV equipment necessary.

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
249' per NM	311	415	623	830	1038	1246
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 5000'

SID	RWY	ROUTING
ROTWE 5B	25	Intercept STG R-252 to D16.0 STG, turn LEFT, intercept LBU R-226 to ROTWE.
ROTWE 6H ①	07	Intercept STG R-072 to D3.2 STG, turn RIGHT (CAT A: 139° track, when passing STG R-099, turn RIGHT), 249° track to TEDGO, turn RIGHT, 253° track to ROTWE.
① After passing 3000' BRNAV equipment necessary.		

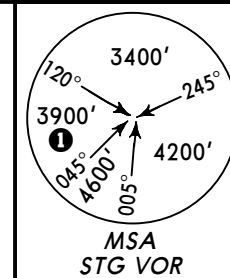
D After passing 3000' BRNAV equipment necessary.

STUTTGART
Director
119.85Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

1. Contact STUTTGART Director immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

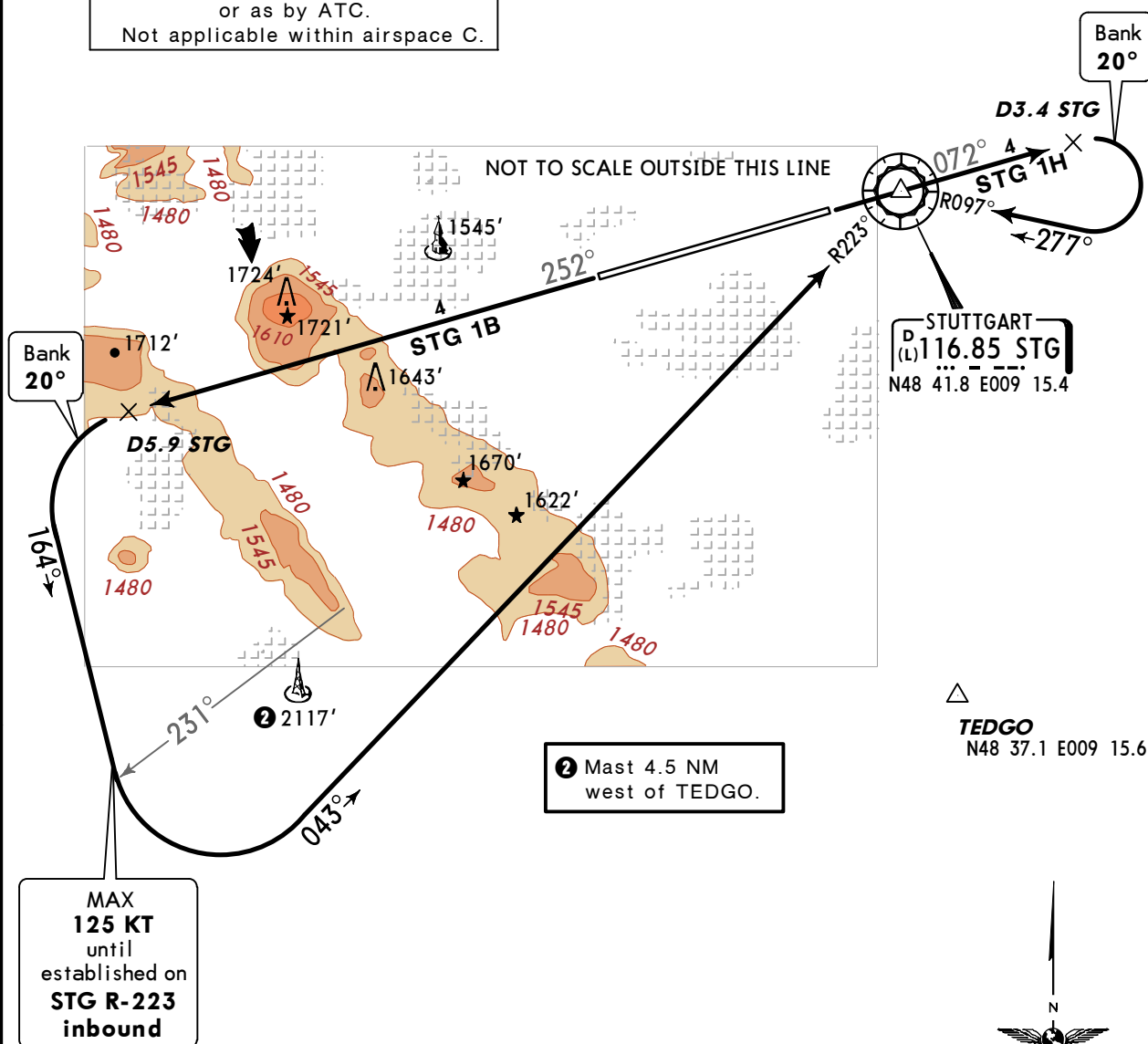
**STG ONE BRAVO (STG 1B)
STUTTGART ONE HOTEL (STG 1H)
RWYS 25, 07 DEPARTURES
ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS**



① 3300' within 10 NM

SPEED RESTRICTIONMAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

② Mast 4.5 NM
west of TEDGO.TEDGO
N48 37.1 E009 15.6MAX
125 KT
until
established on
STG R-223
inboundThese SIDs require minimum climb gradients
of**STG 1B:** 243' per NM (4%) until passing 1900',
310' per NM (5.1%) until passing 4000'
due to airspace structure.

If unable to comply advise ATC.

STG 1H: 322' per NM (5.3%) until passing 4000'
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
310' per NM	387	516	775	1033	1291	1549
243' per NM	304	405	608	810	1013	1215

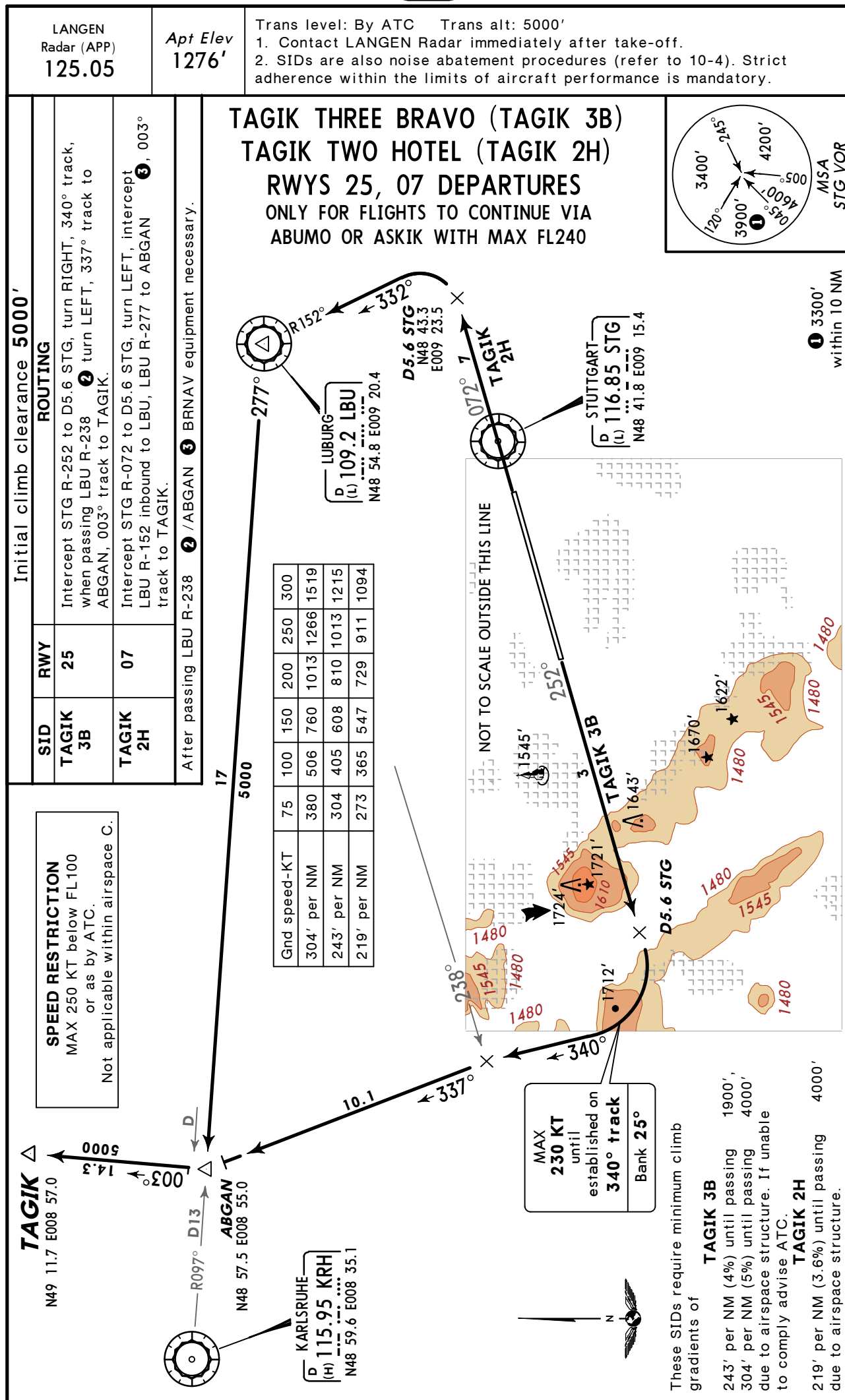
Initial climb clearance **5000'**

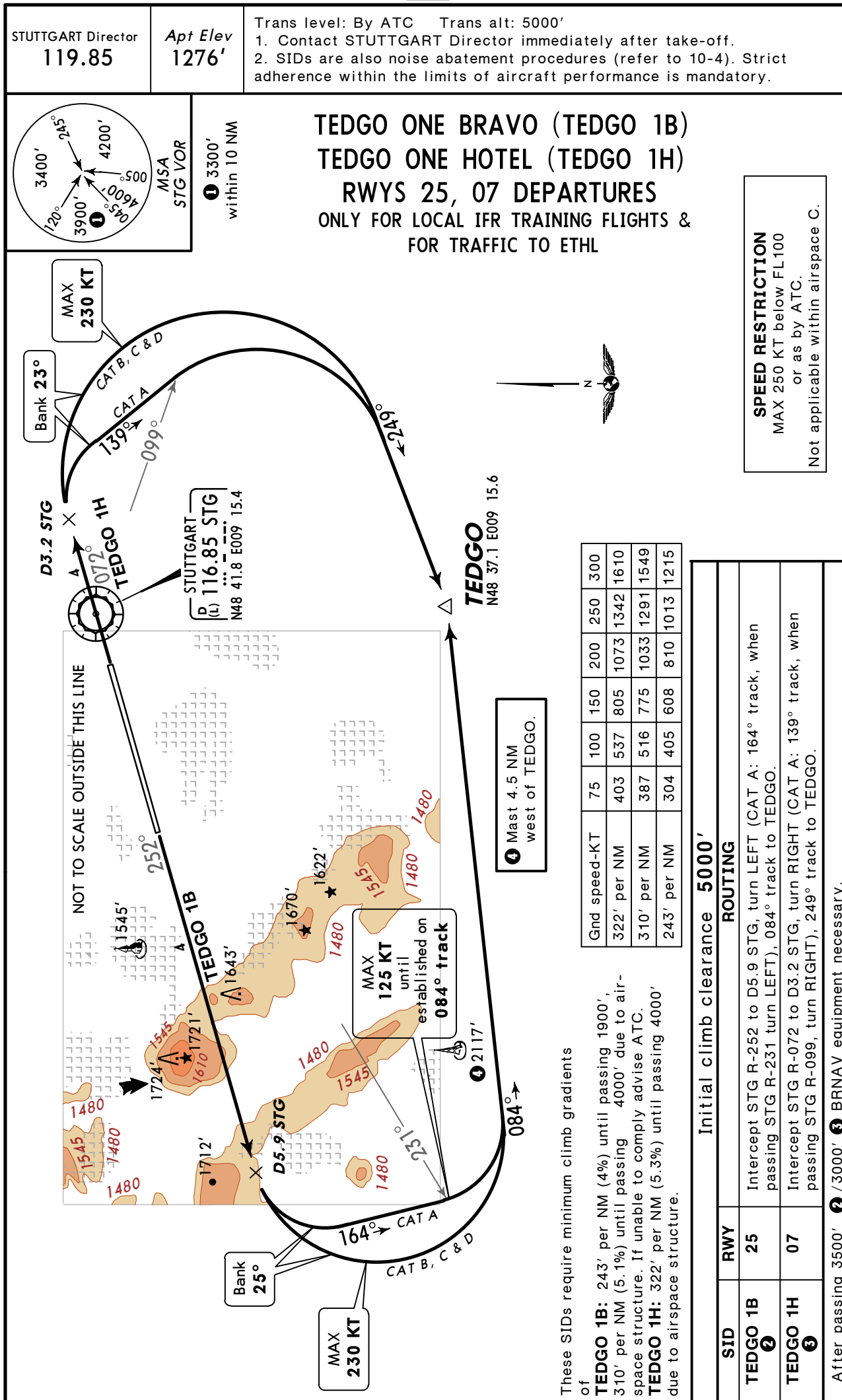
SID	RWY	ROUTING
STG 1B	25	Intercept STG R-252 to D5.9 STG, turn LEFT, 164° track, when passing STG R-231 turn LEFT, intercept STG R-223 inbound to STG.
STG 1H	07	Intercept STG R-072 to D3.4 STG, turn RIGHT, intercept STG R-097 inbound to STG.

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

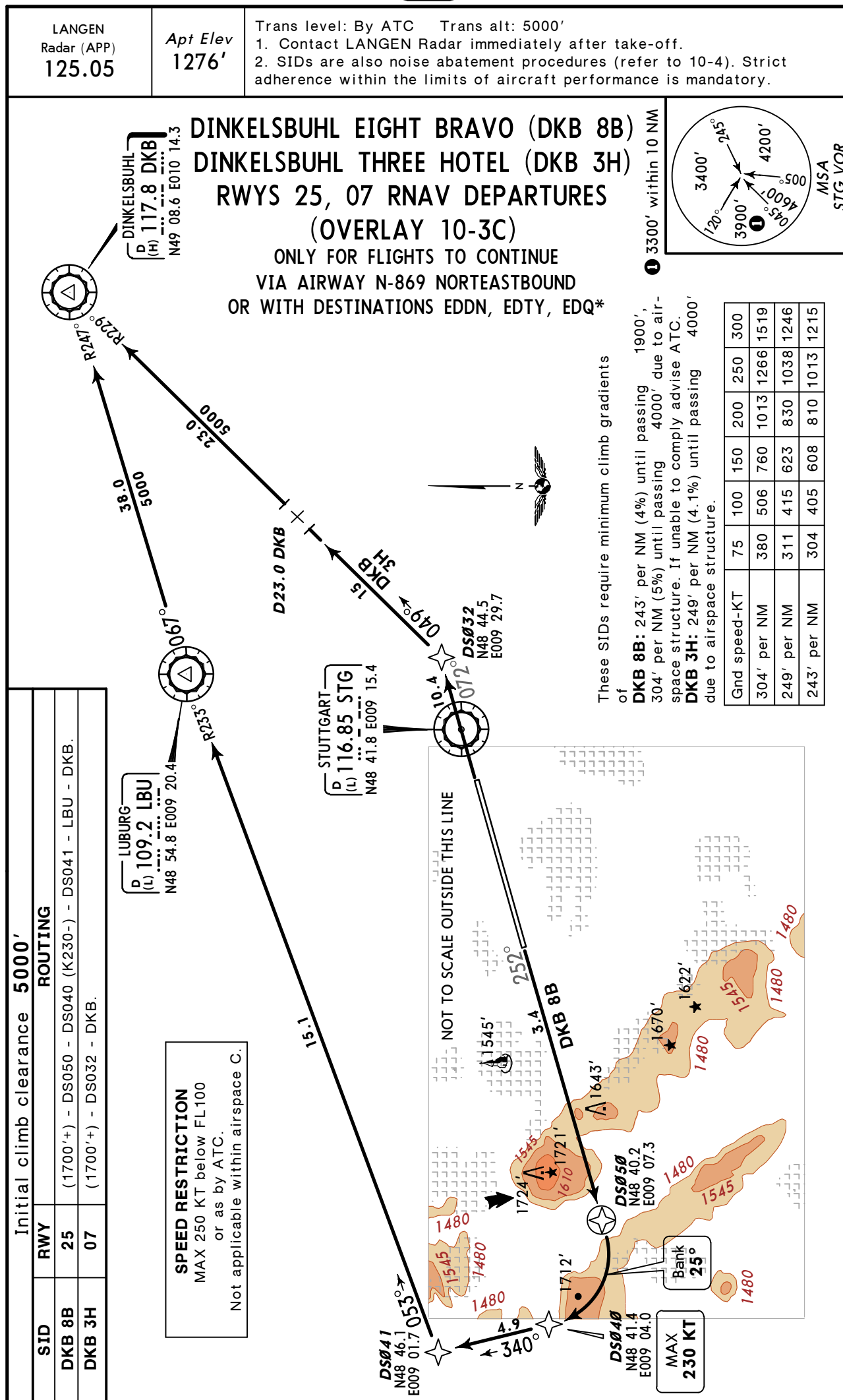






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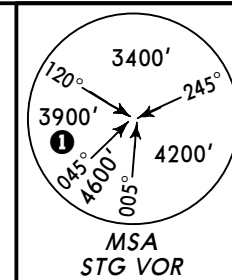
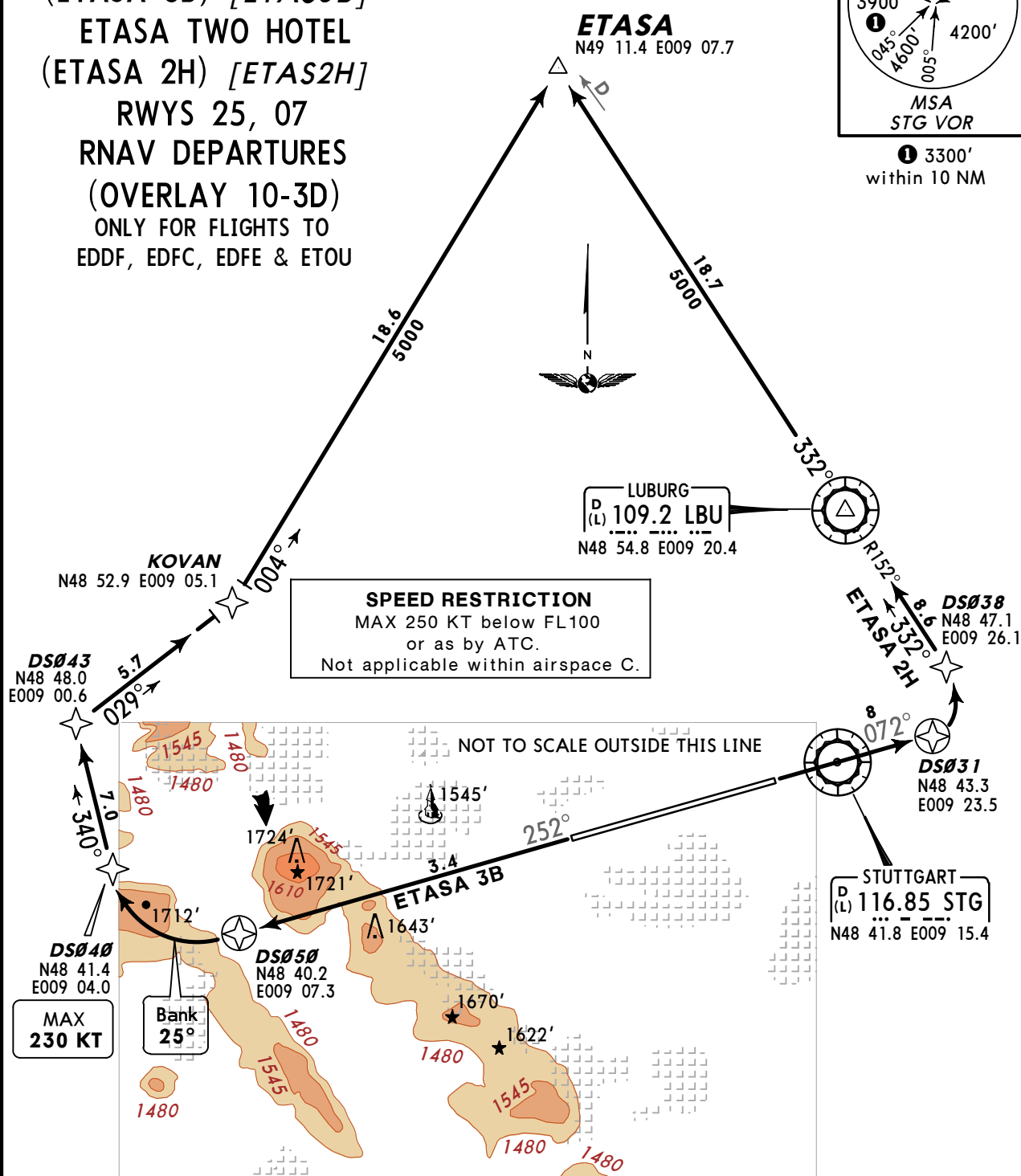


LANGEN
Radar (APP)
125.05Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

ETASA THREE BRAVO
(ETASA 3B) [ETAS3B]
ETASA TWO HOTEL
(ETASA 2H) [ETAS2H]
RWYS 25, 07
RNAV DEPARTURES
(OVERLAY 10-3D)
ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

① 3300'
within 10 NM

These SIDs require minimum climb gradients of

ETASA 3B: 243' per NM (4%) until passing 1900', 304' per NM (5%) until passing 4000' due to airspace structure. If unable to comply advise ATC.

ETASA 2H: 219' per NM (3.6%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215
219' per NM	273	365	547	729	911	1094

Initial climb clearance **5000'**

SID	RWY	ROUTING
ETASA 3B	25	(1700'+) -DS050 - DS040 (K230-) - DS043 - KOVAN - ETASA.
ETASA 2H	07	(1700'+) - DS031 - DS038 - LBU - ETASA.

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Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

KRH 2H
219' per NM (3.6%) until passing 4000'
due to airspace structure.

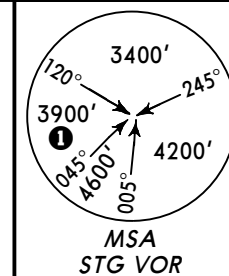
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STUTT GART
Director
119.85Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

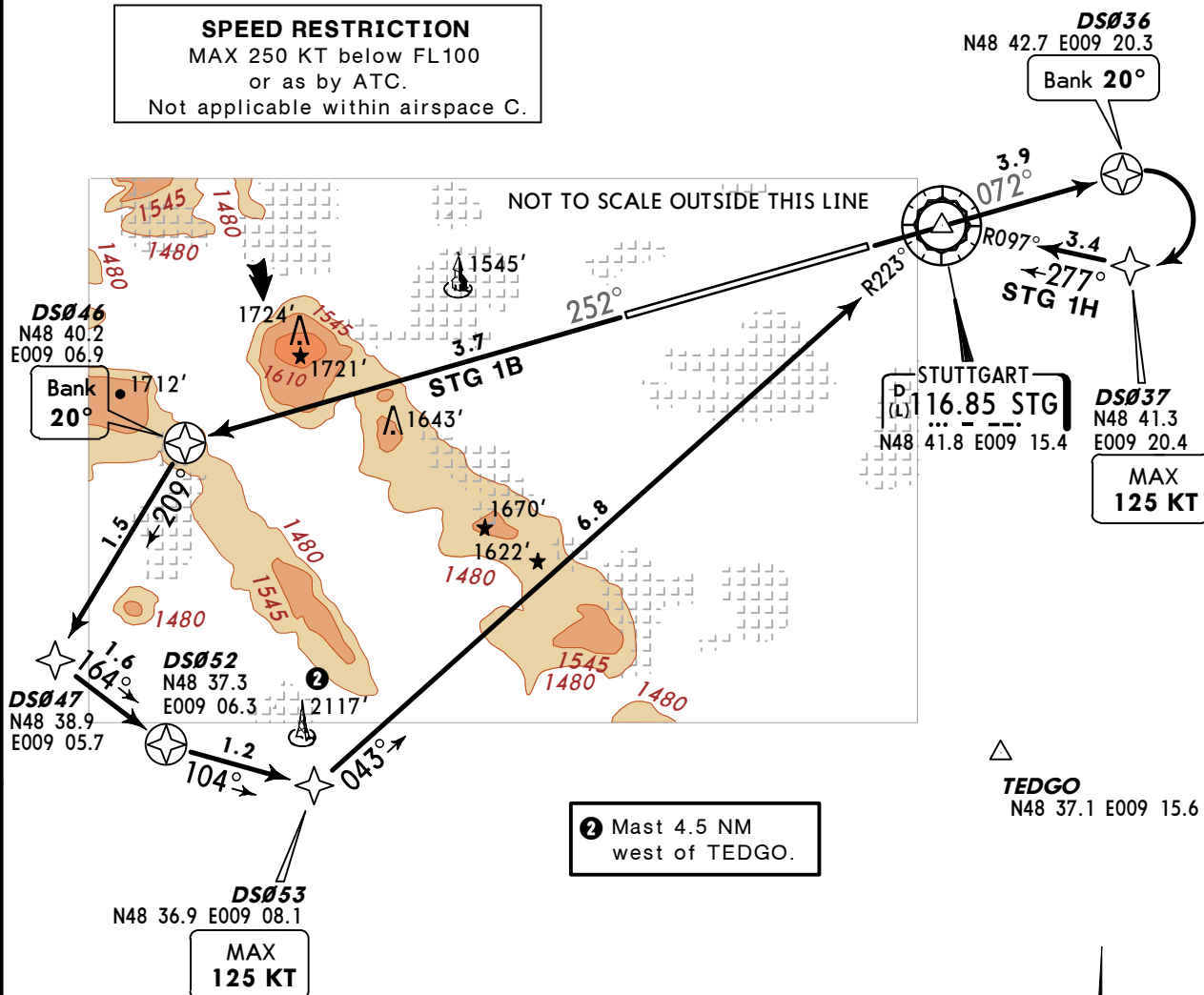
1. Contact STUTT GART Director immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

STG ONE BRAVO (STG 1B)
STUTT GART ONE HOTEL (STG 1H)
RWYS 25, 07 RNAV DEPARTURES
(OVERLAY 10-3J)
ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS



① 3300' within 10 NM

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

② Mast 4.5 NM
west of TEDGO.

These SIDs require minimum climb gradients
of

STG 1B: 243' per NM (4%) until passing 1900',
310' per NM (5.1%) until passing 4000'
due to airspace structure.

If unable to comply advise ATC.

STG 1H: 322' per NM (5.3%) until passing 4000'
due to airspace structure.

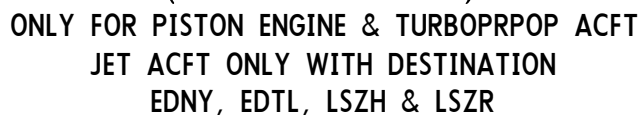
Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
310' per NM	387	516	775	1033	1291	1549
243' per NM	304	405	608	810	1013	1215

Initial climb clearance **5000'**

SID	RWY	ROUTING
STG 1B	25	(1700'+) - DS046 - DS047 - DS052 - DS053 (K125-) - STG.
STG 1H	07	(1700'+) - DS036 - DS037 (K125-) - STG.

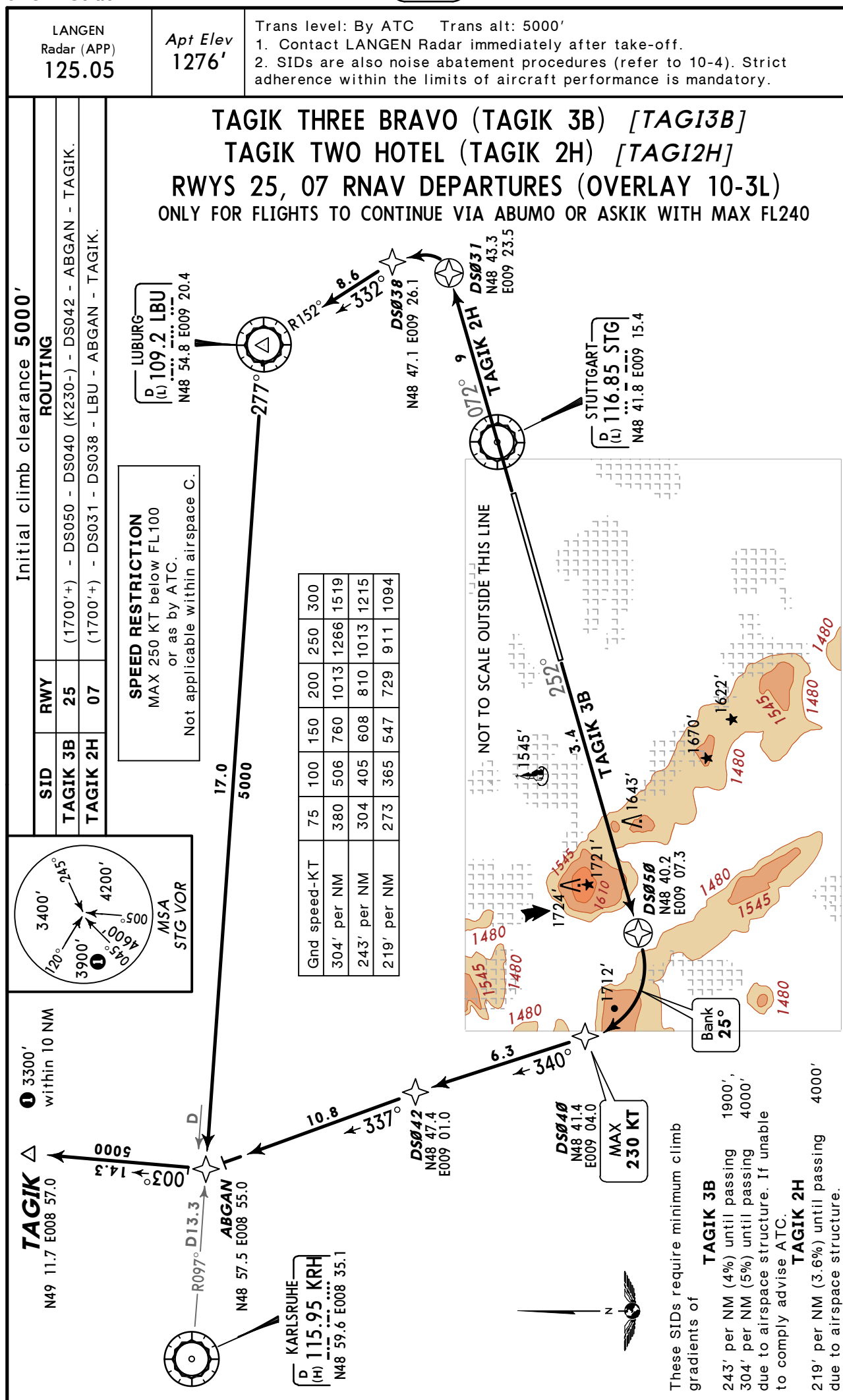
Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



Initial climb clearance 5000'		
SID	RWY	ROUTING
SUL 3B	25	(1700'+) - DS044 - DS045 - SUL.
SUL 2H	07	(1700'+) - DS030 - DS033 - DS034 (K230-) - TEDGO - SUL.

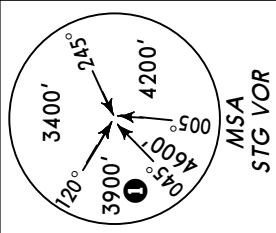
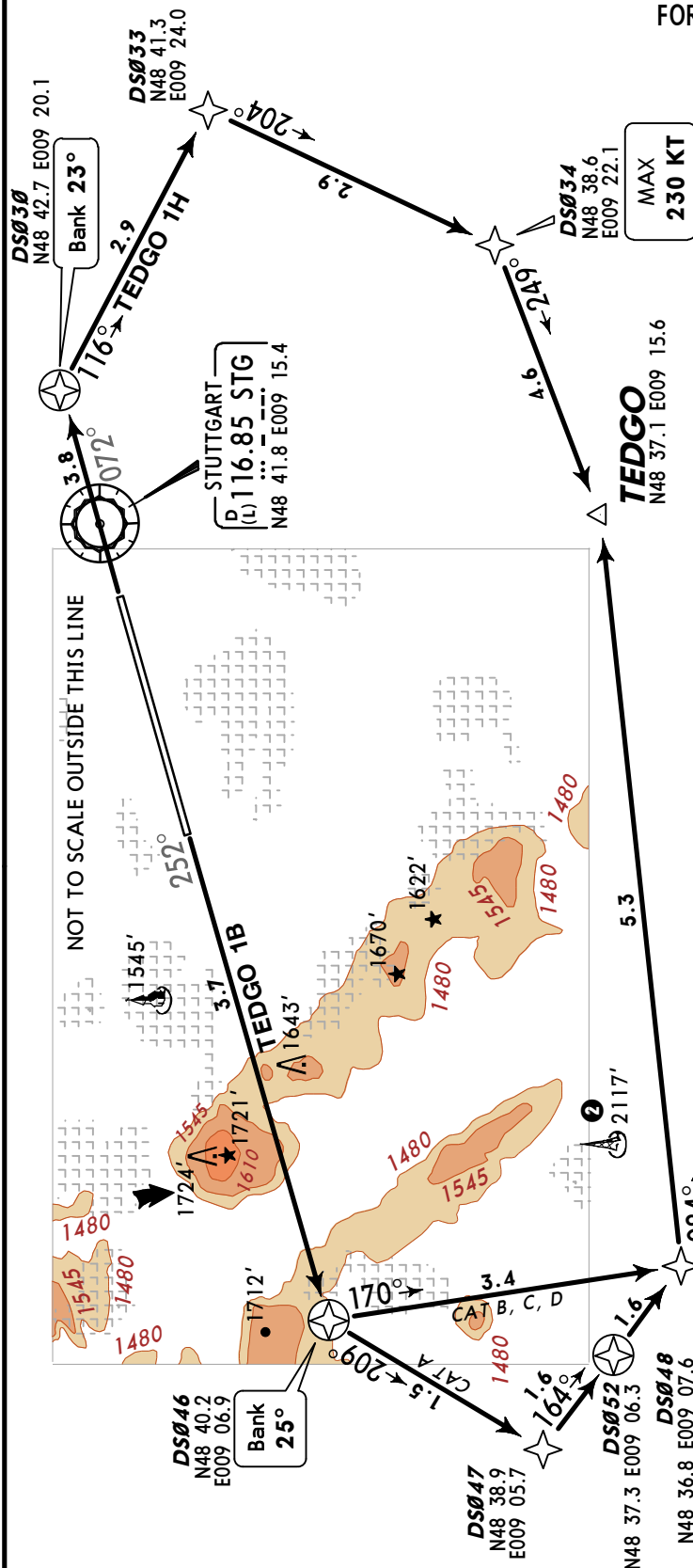
SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace



STUTT GART Director
119.85Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

1. Contact STUTT GART Director immediately after take-off.
2. SIDs are also noise abatement procedures (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

MSA
STG VOR
① 3300'
within 10 NM**TEDGO ONE BRAVO (TEDGO 1B) [TEDG1B]
TEDGO ONE HOTEL (TEDGO 1H) [TEDG1H]
RWYS 25, 07 RNAV DEPARTURES
(OVERLAY 10-3M)**ONLY FOR LOCAL IFR TRAINING FLIGHTS &
FOR TRAFFIC TO ETHL**SPEED RESTRICTION**
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
310' per NM	387	516	775	1033	1291	1549
243' per NM	304	405	608	810	1013	1215

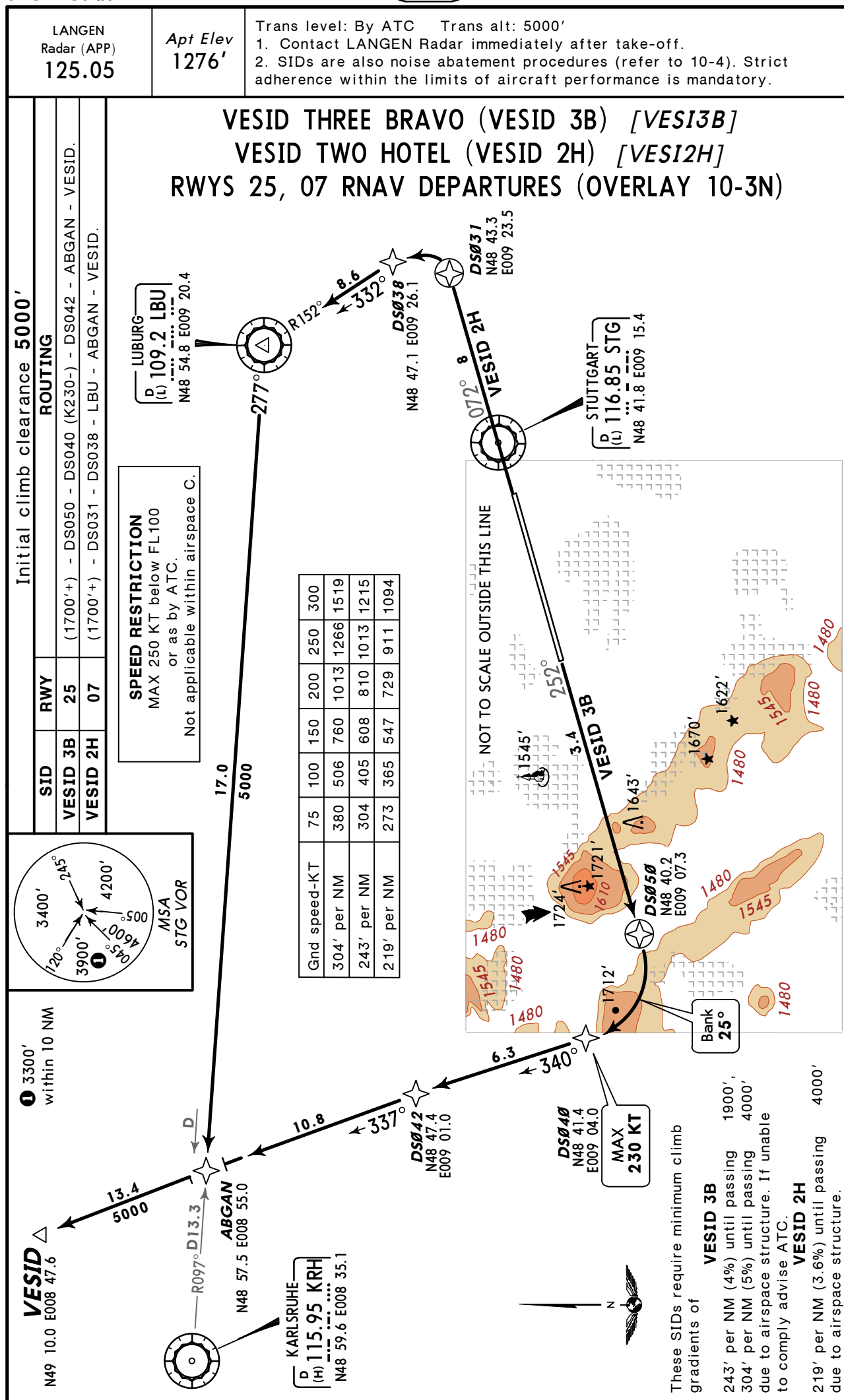
Initial climb clearance 5000'

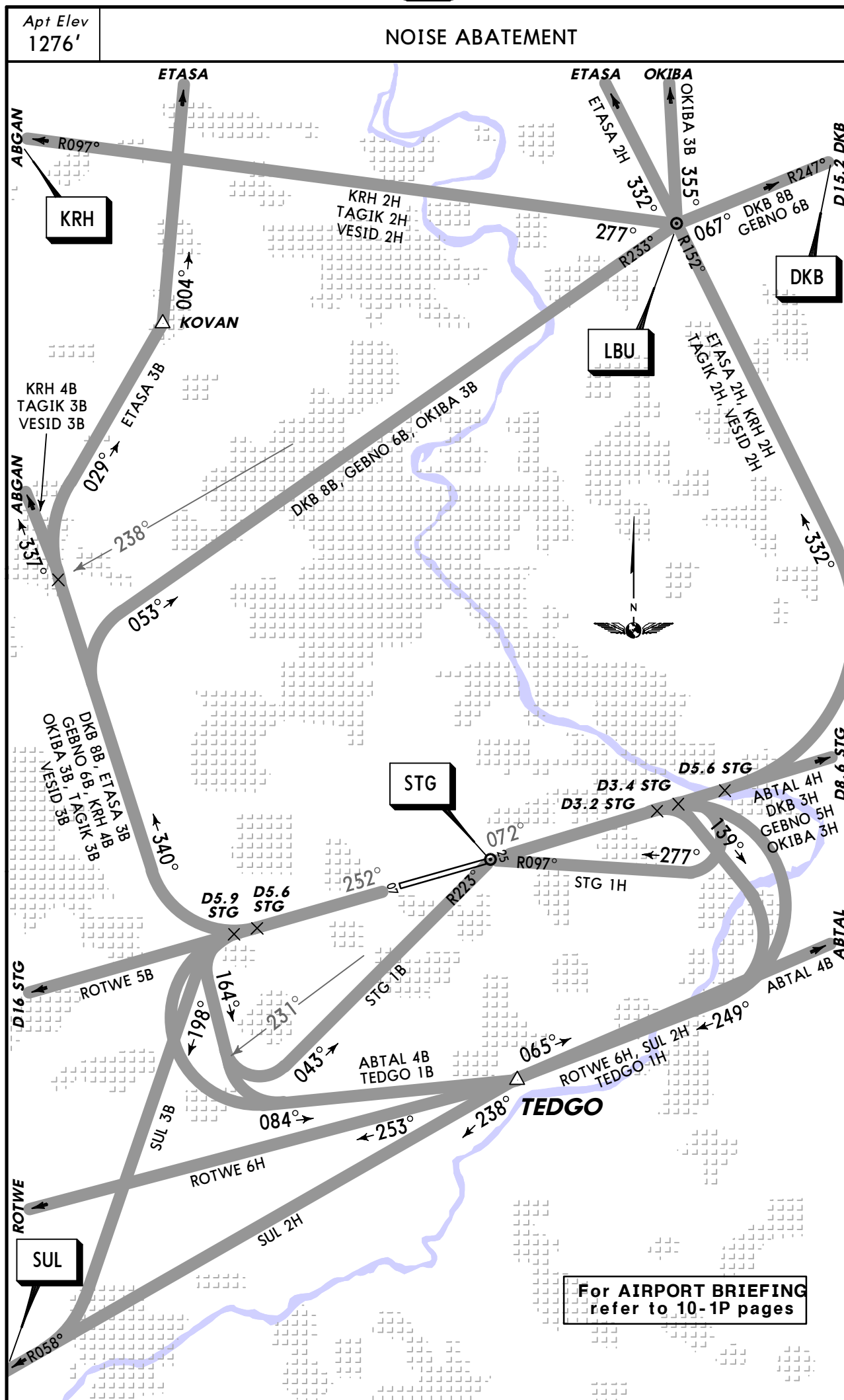
ROUTING

SID	RWY	ROUTING
TEDGO 1B	25	CAT B, C, D: (1700'+) - DS046 - DS048 (K230-) - TEDGO. CAT A: (1700'+) - DS046 - DS047 - DS052 - DS048 (K125-) - TEDGO.
TEDGO 1H	07	(1700'+) - DS030 - DS033 - DS034 (K230-) - TEDGO.

These SIDs require minimum climb gradients

TEDGO 1B: 243' per NM (4%) until passing 1900',
310' per NM (5.1%) until passing 4000' due to air-
space structure. If unable to comply advise ATC.**TEDGO 1H:** 322' per NM (5.3%) until passing 4000'
due to airspace structure.





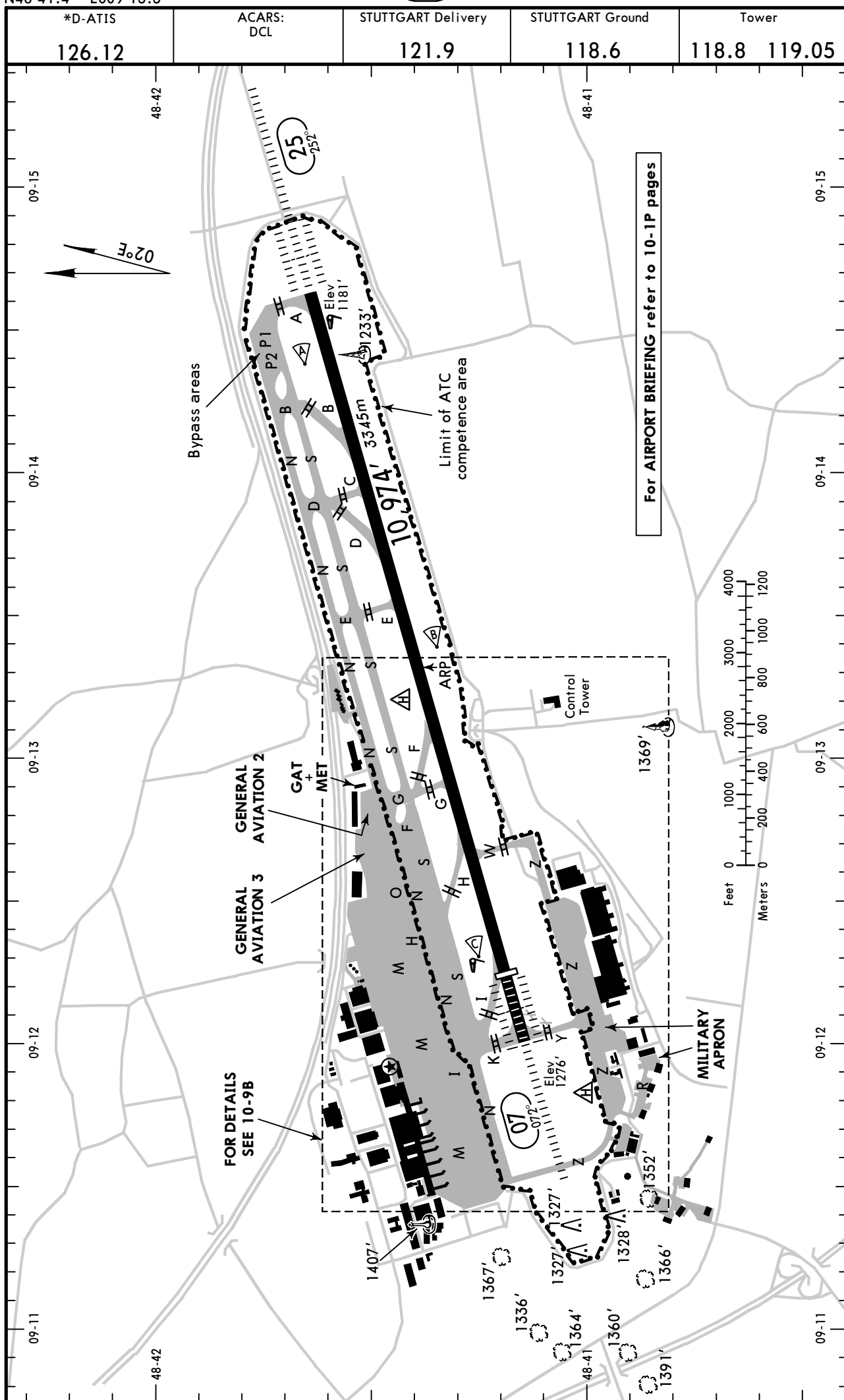
EDDS/STR
Apt Elev 1276'
N48 41.4 E009 13.3

12 OCT 12

10-9

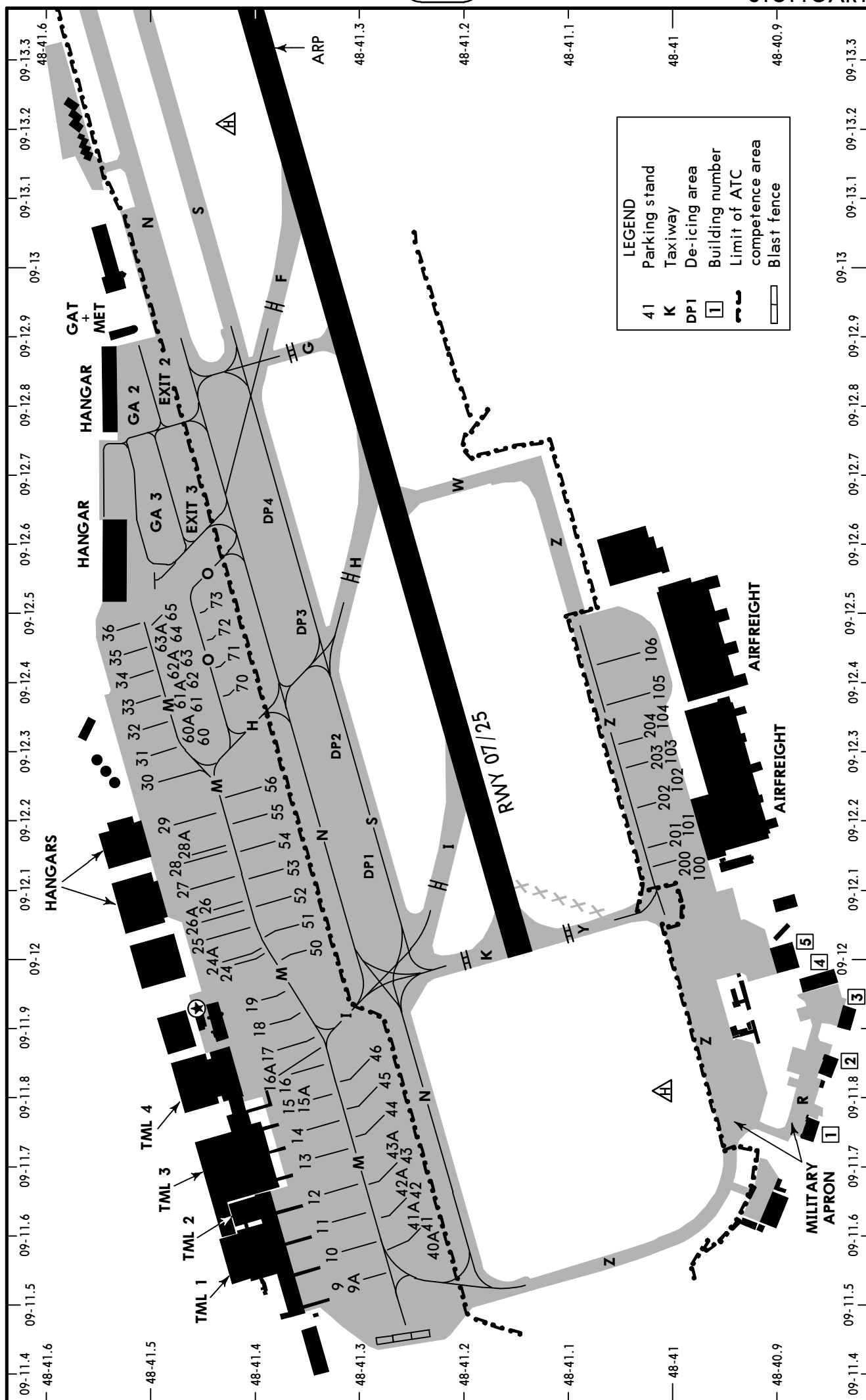
Eff 18 Oct

STUTTGART, GERMANY
STUTTGART



CHANGES: Variation. Rwy bearings.

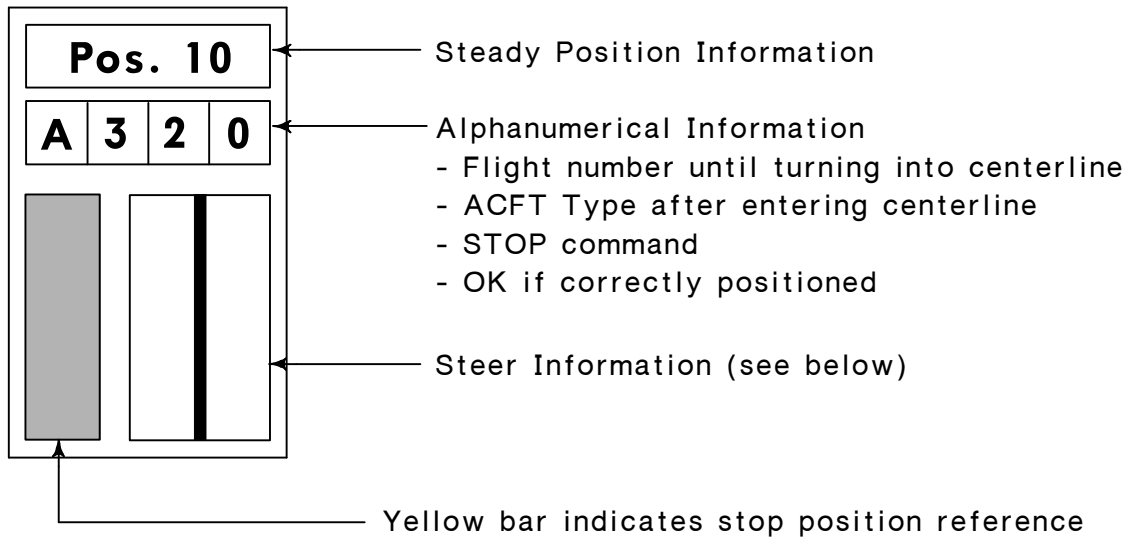
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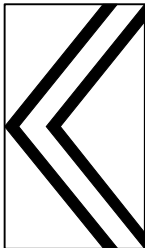
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
9, 9A	N48 41.3 E009 11.5	51	N48 41.3 E009 12.1
10, 11	N48 41.3 E009 11.6	52, 53	N48 41.4 E009 12.1
12, 13	N48 41.4 E009 11.7	54, 55	N48 41.4 E009 12.2
14 thru 17	N48 41.4 E009 11.8	56, 60	N48 41.4 E009 12.3
18, 19	N48 41.4 E009 11.9	60A, 61	N48 41.4 E009 12.4
24, 24A	N48 41.4 E009 12.0	61A, 62	N48 41.5 E009 12.4
25	N48 41.5 E009 12.0	62A	N48 41.5 E009 12.5
26	N48 41.5 E009 12.1	63	N48 41.5 E009 12.4
26A	N48 41.5 E009 12.0	63A thru 65	N48 41.5 E009 12.5
27 thru 28A	N48 41.5 E009 12.1	70, 71	N48 41.4 E009 12.4
29	N48 41.5 E009 12.2	72, 73	N48 41.4 E009 12.5
30 thru 32	N48 41.5 E009 12.3	100	N48 41.0 E009 12.1
33 thru 35	N48 41.5 E009 12.4	101, 102	N48 41.0 E009 12.2
36	N48 41.5 E009 12.5	103, 104	N48 41.0 E009 12.3
40A thru 41A	N48 41.2 E009 11.6	105	N48 41.0 E009 12.4
42, 42A	N48 41.2 E009 11.7	106	N48 41.0 E009 12.5
43, 43A	N48 41.3 E009 11.7	200	N48 41.0 E009 12.1
44, 45	N48 41.3 E009 11.8	201	N48 41.0 E009 12.2
46	N48 41.3 E009 11.9	202 thru 204	N48 41.0 E009 12.3
50	N48 41.3 E009 12.0		

VISUAL DOCKING GUIDANCE SYSTEM

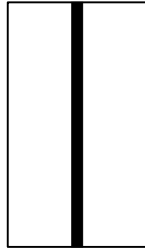
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



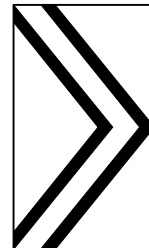
STEER INFORMATION



Steer LEFT



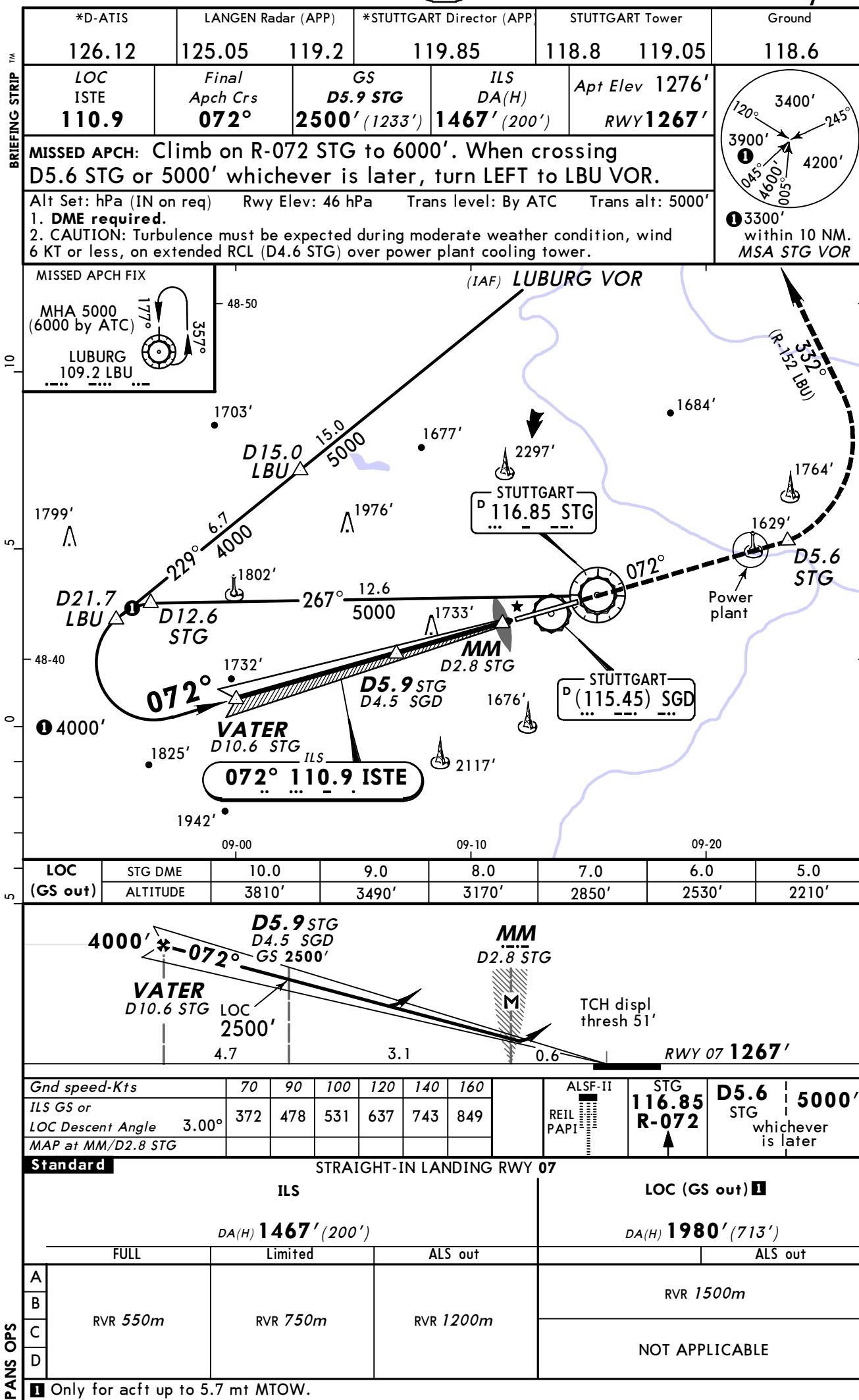
On Centerline



Steer RIGHT

EDDS/STR STUTTGART

12 OCT 12 **(11-1)** Eff 18 Oct **STUTTGART, GERMANY**
ILS or LOC Rwy 07



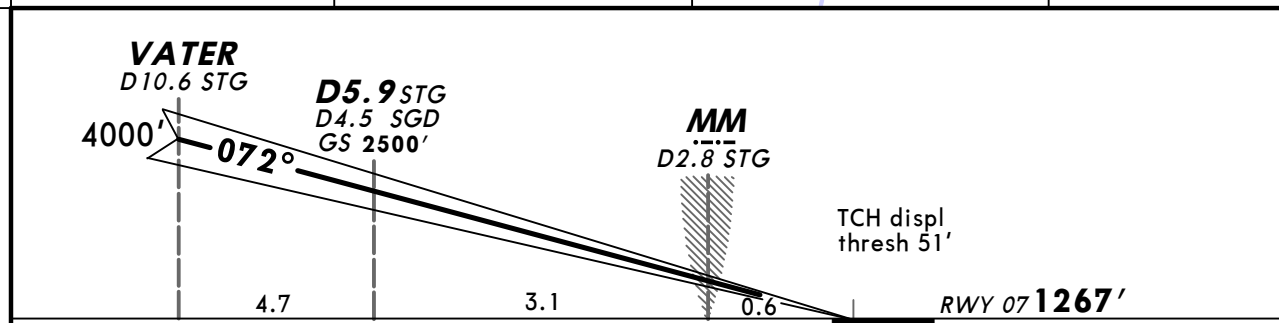
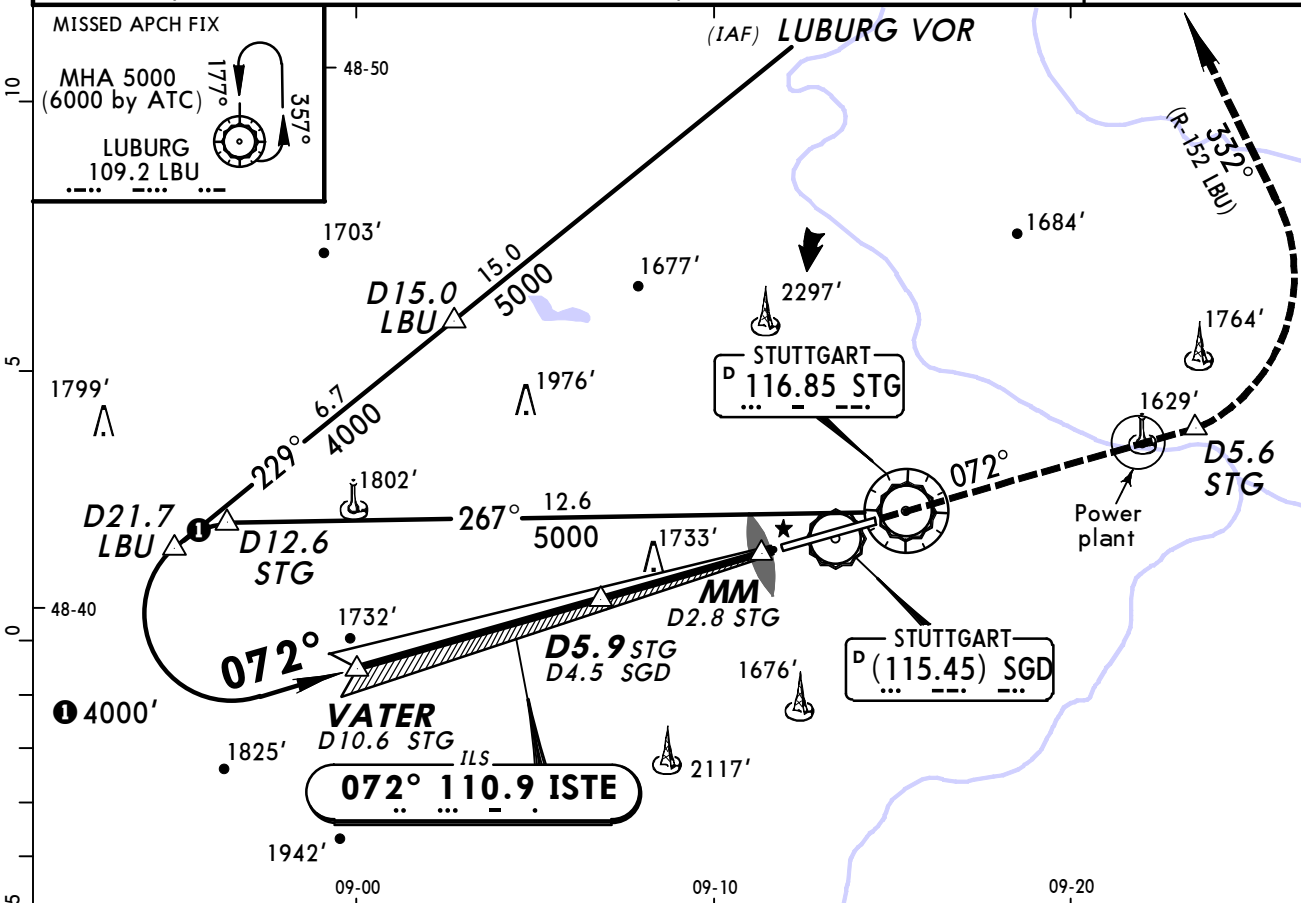
EDDS/STR STUTTGART

12 OCT 12
Eff 18 Oct

JEPPSEN
11-1A

STUTTGART, GERMANY CAT II/III ILS Rwy 07

*D-ATIS 126.12	LANGEN Radar (APP) 125.05 119.2	*STUTTGART Director (APP) 119.85	STUTTGART Tower 118.8 119.05	Ground 118.6
LOC ISTE 110.9	Final Apch Crs 072°	GS D5.9 STG 2500' (1233')	CAT II & IIIA ILS Refer to Minimums Apt Elev 1276' RWY 1267'	
MISSED APCH: Climb on R-072 STG to 6000'. When crossing D5.6 STG or 5000' whichever is later, turn LEFT to LBU VOR.				
Alt Set: hPa (IN on req) Rwy Elev: 46 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower. 3. Special Aircrew & Aircraft Certification Required.				



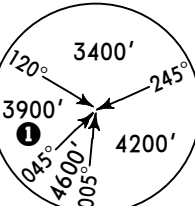
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	STG 116.85 R-072	D5.6 STG 5000'
GS	3.00°	372	478	531	637	743	REIL PAPI		whichever is later

Standard		STRAIGHT-IN LANDING RWY 07	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 91' DA(H) 1367' (100')	
RVR 200m		RVR 300m	

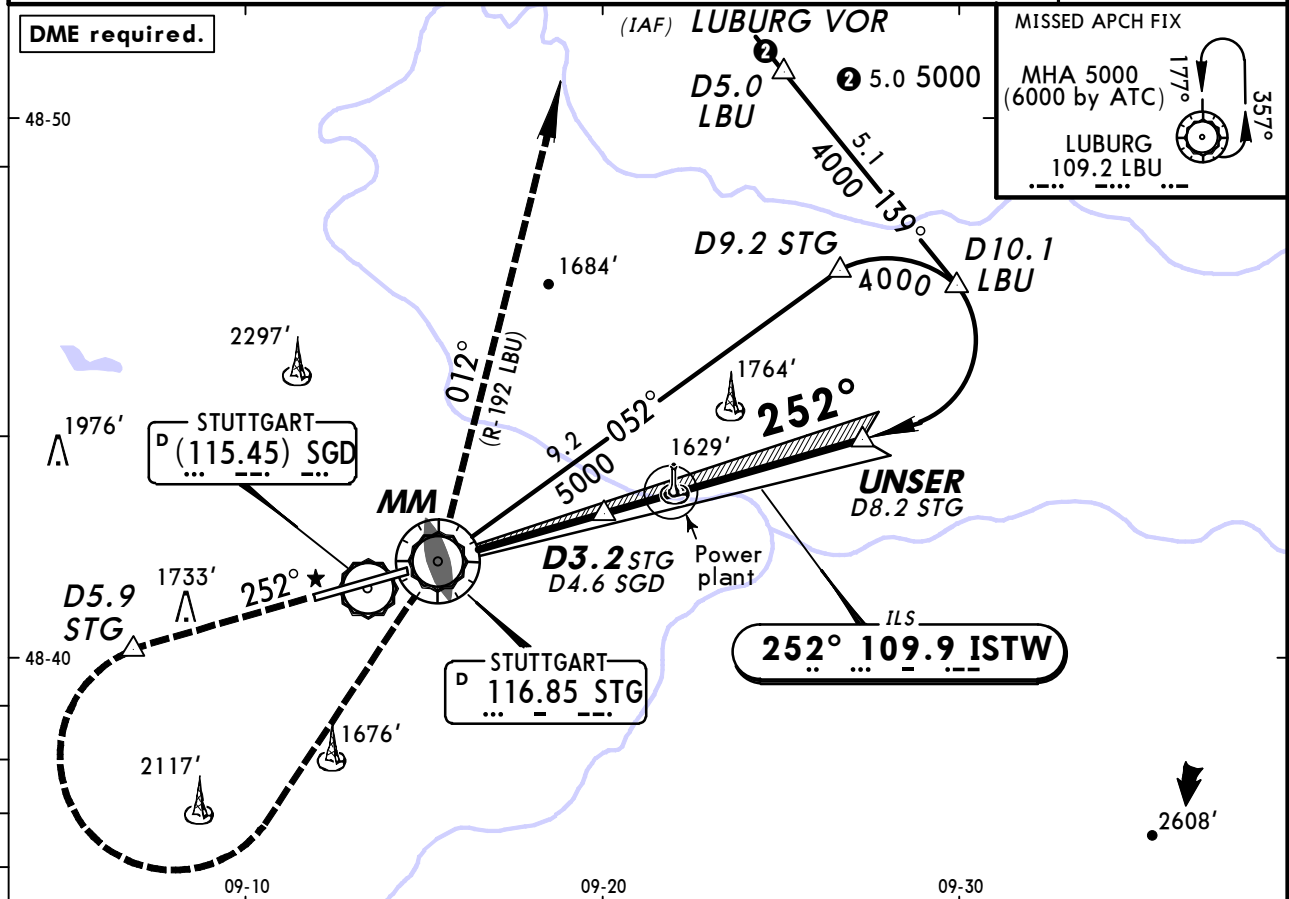
Operators applying U. S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed apch. Procedure.

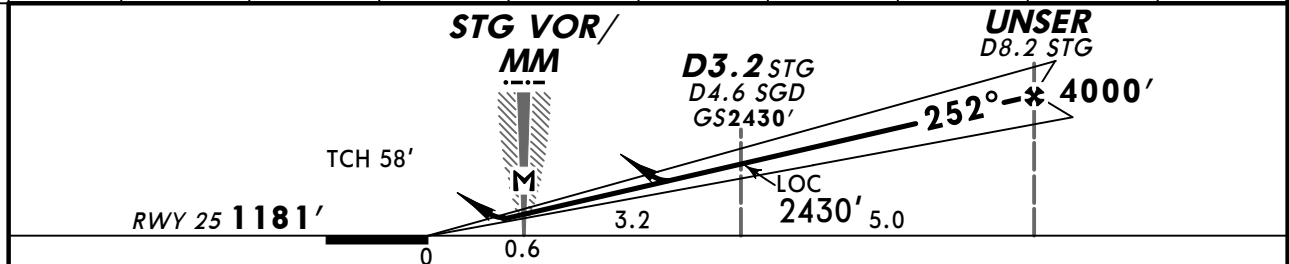
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*D-ATIS	LANGEN Radar (APP)		*STUTT GART Director (APP)	STUTT GART Tower		Ground
126.12	125.05	119.2	119.85	118.8	119.05	118.6
LOC ISTW 109.9	Final Apch Crs 252°	GS D3.2 STG 2430' (1249')	ILS DA(H) 1381' (200')	Apt Elev 1276' RWY 1181'		
MISSED APCH: Climb on R-252 STG to 6000'. When crossing D5.9 STG or 5000', whichever is later, turn LEFT to STG VOR, then turn LEFT on R-012 STG to LBU VOR.						
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000'						
CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.						

1 3300'
within 10 NM.
MSA STG VOR



LOC (GS out)	STG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1720'	2040'	2360'	2680'	3000'	3320'	3630'	3950'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	STG 116.85 R-252	D5.9 STG 5000'
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle 3.00°									
MAP at STG VOR/MM									

STRAIGHT-IN LANDING RWY 25				
ILS			LOC (GS out)	
DA(H) 1381' (200')			DA(H) 1590' (409')	
FULL	Limited	ALS out		ALS out
A				RVR 1500m
B				
C	RVR 550m	RVR 750m	RVR 1200m	
D				RVR 1900m

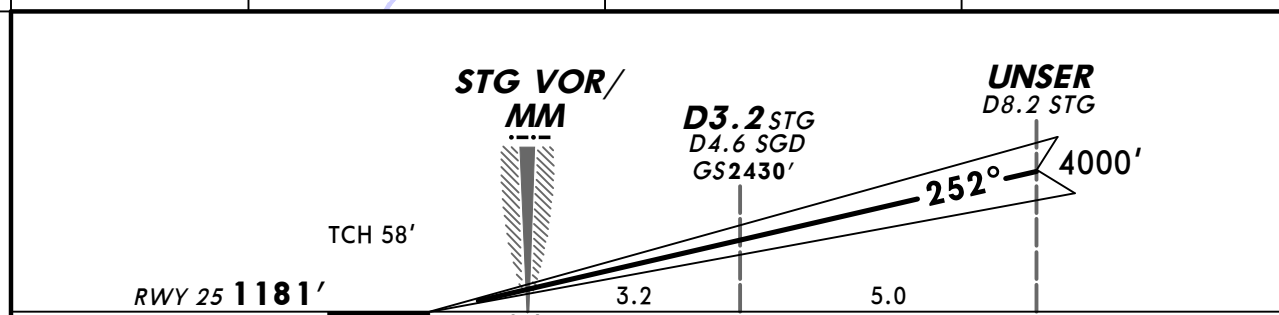
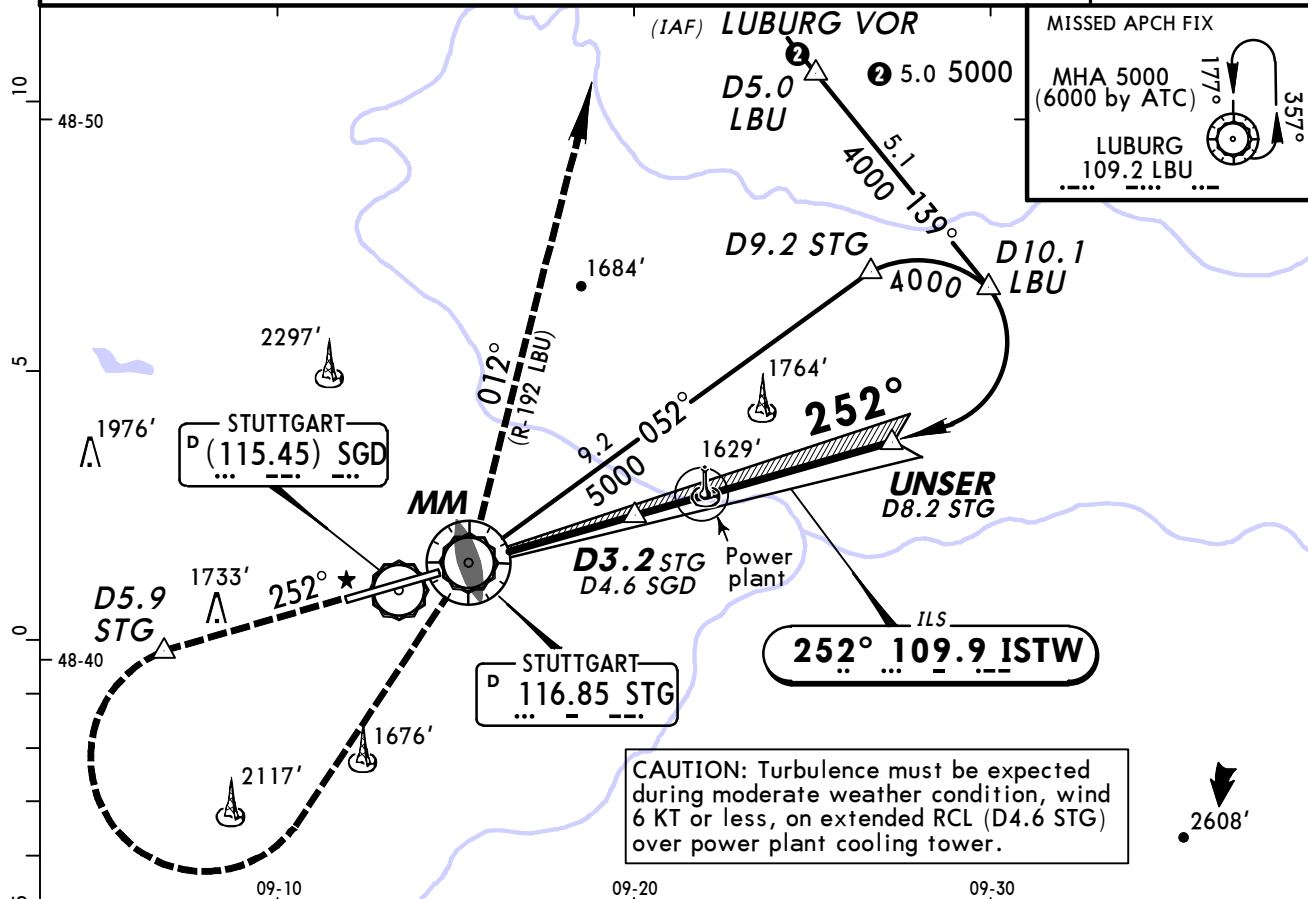
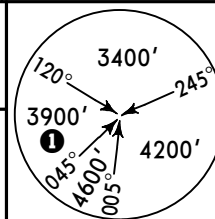
EDDS/STR STUTT GART

12 OCT 12
Eff 18 Oct

11-2A

STUTT GART, GERMANY
CAT II/III ILS Rwy 25

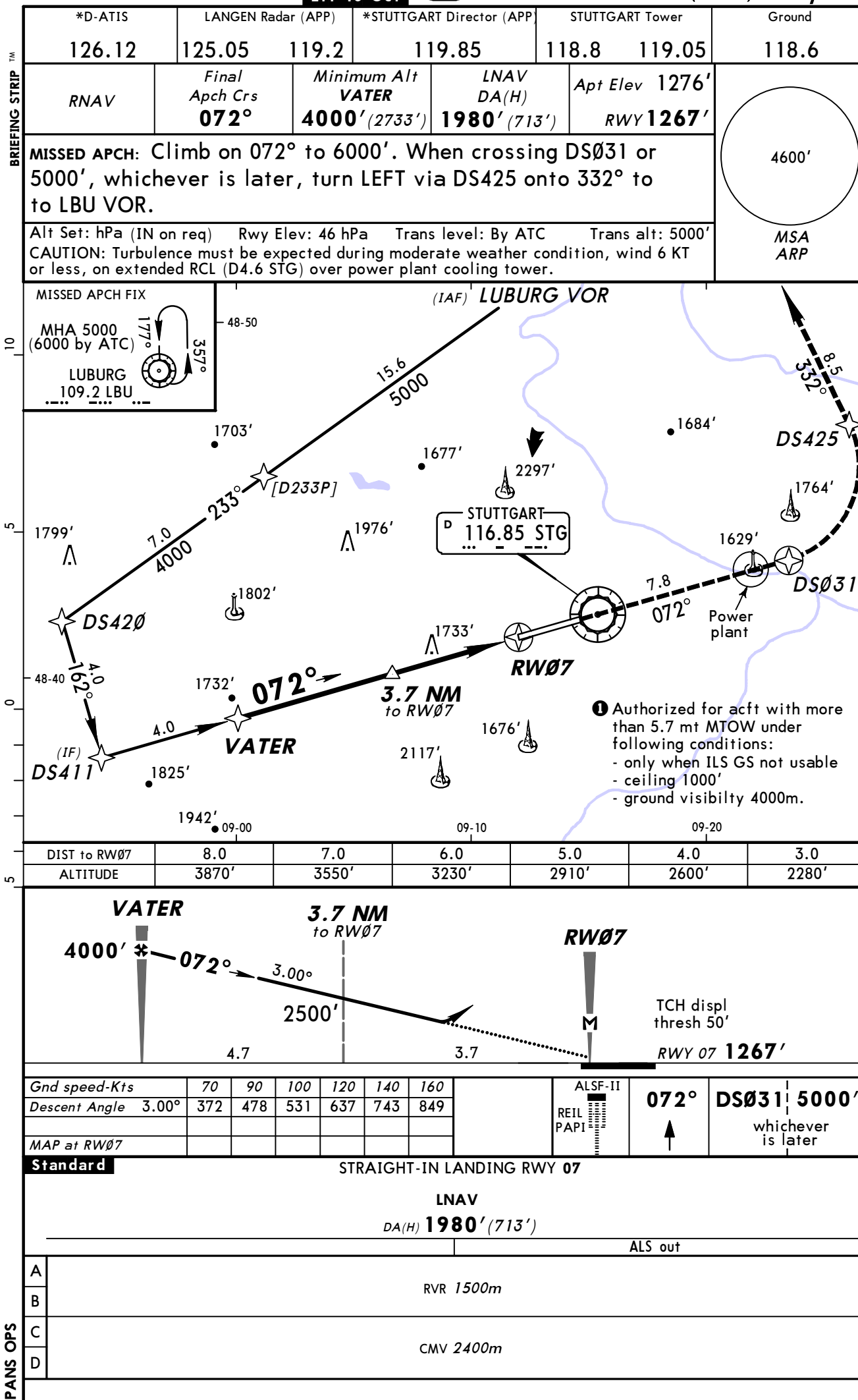
*D-ATIS 126.12	LANGEN Radar (APP) 125.05	*STUTT GART Director (APP) 119.2	STUTT GART Tower 119.85	Ground 118.6
LOC ISTW 109.9	Final Apch Crs 252°	GS D3.2 STG 2430' (1249')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1276' RWY 1181'
MISSED APCH: Climb on R-252 STG to 6000'. When crossing D5.9 STG or 5000', whichever is later, turn LEFT to STG VOR, then turn LEFT on R-012 STG to LBU VOR.				
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. Special Aircrew & Aircraft Certification Required.				

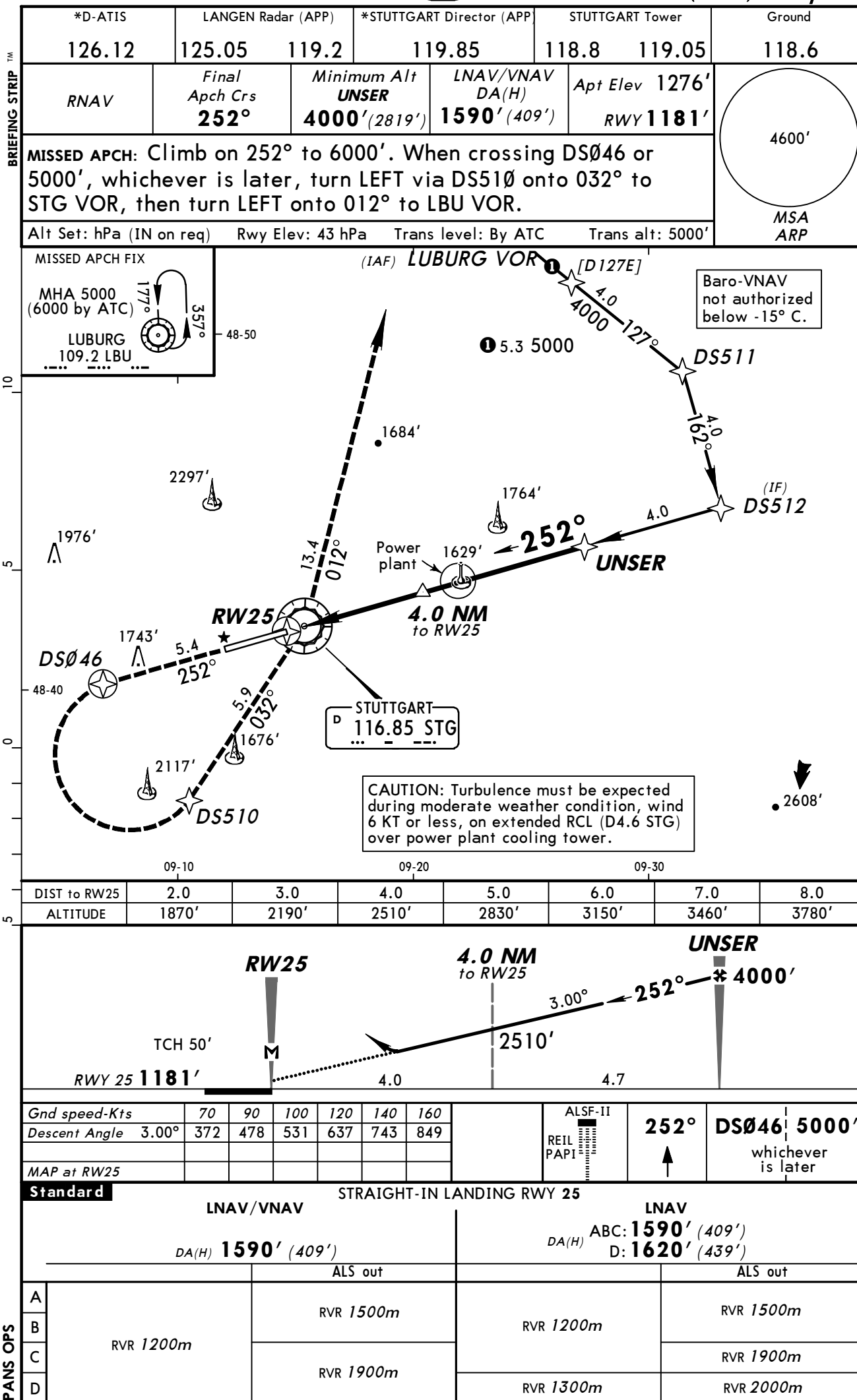


Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	STG	D5.9
GS	3.00°	372	478	531	637	743	849	REIL PAPI	116.85 R-252	STG 5000'
										whichever is later

Standard		STRAIGHT-IN LANDING RWY 25	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 107' DA(H) 1281' (100')	D RA 114' DA(H) 1287' (106')
RVR 200m		RVR 300m I	

1 Operators applying U. S. Ops Specs: Autoland or HUD required below RVR 350m.

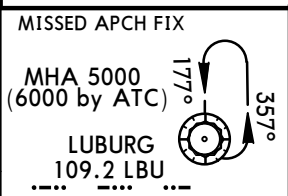




Alt Set: hPa (IN on req) Rwy Elev: 46 hPa Trans level: By ATC Trans alt: 5000'

1. **DME REQUIRED.**

2. CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.



Profile view diagram showing the layout of the runway and taxiway. The diagram includes the following elements:

- VATER** (D10.6 STG) at 4000'.
- D5.9 STG** (59VOR) at 2500'.
- D2.8 STG** (MD07) at 1267'.
- STG VOR** at 1267'.
- Angles: 072° and 3.00°.
- Distances: 4.7, 3.1, and 0.6.
- Dimensions: 3.00' and 2500'.
- Labels: TCH displ thresh 50' and RWY 07.

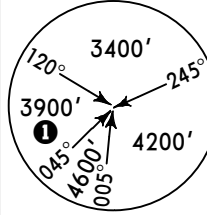
ALSF-1
REIL
PAPI

ALS out

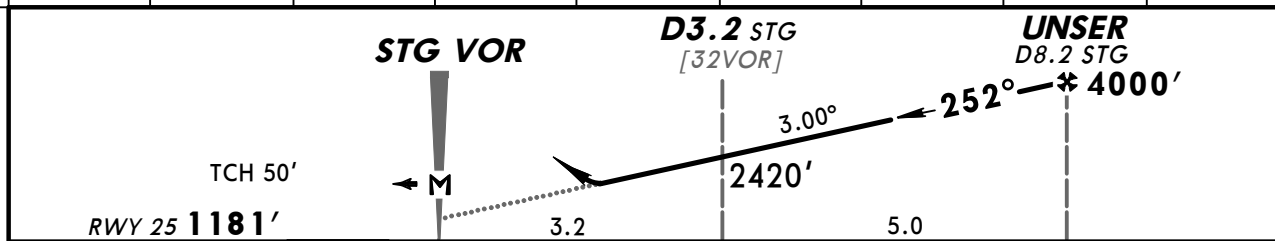
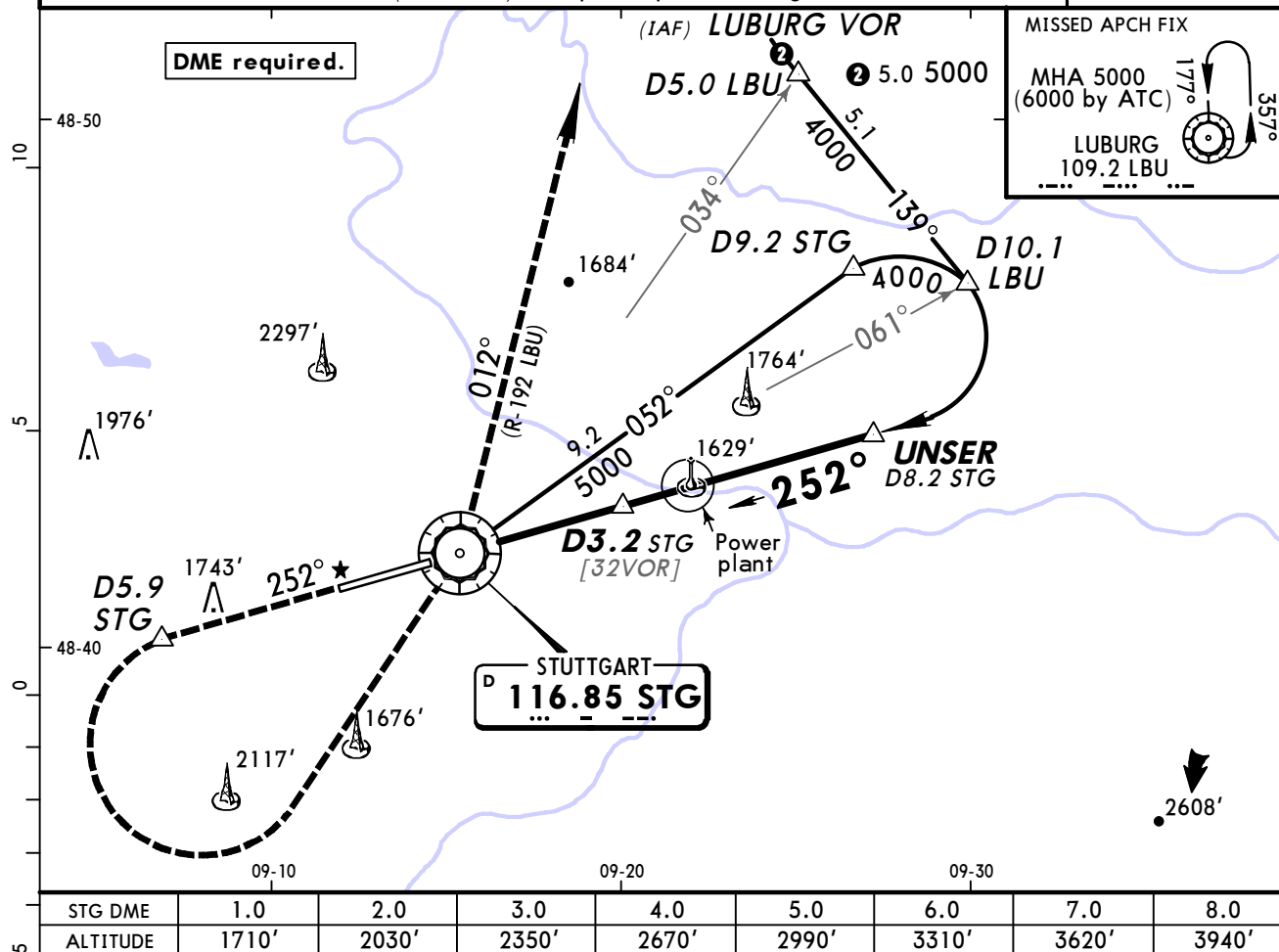
PANS OPS

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BRIEFING STRIP

*D-ATIS 126.12	LANGEN Radar (APP) 125.05	119.2	*STUTT GART Director (APP) 119.85	STUTT GART Tower 118.8 119.05	Ground 118.6
VOR STG 116.85	Final Apch Crs 252°	Minimum Alt UNSER 4000' (2819')	DA(H) 1590' (409')	Apt Elev 1276' RWY 1181'	
MISSED APCH: Climb on R-252 STG to 6000'. When crossing D5.9 STG or 5000', whichever is later, turn LEFT to STG VOR, then turn LEFT on R-012 STG to LBU VOR.					
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000' CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.					

① 3300'
within 10 NM.
MSA STG VOR



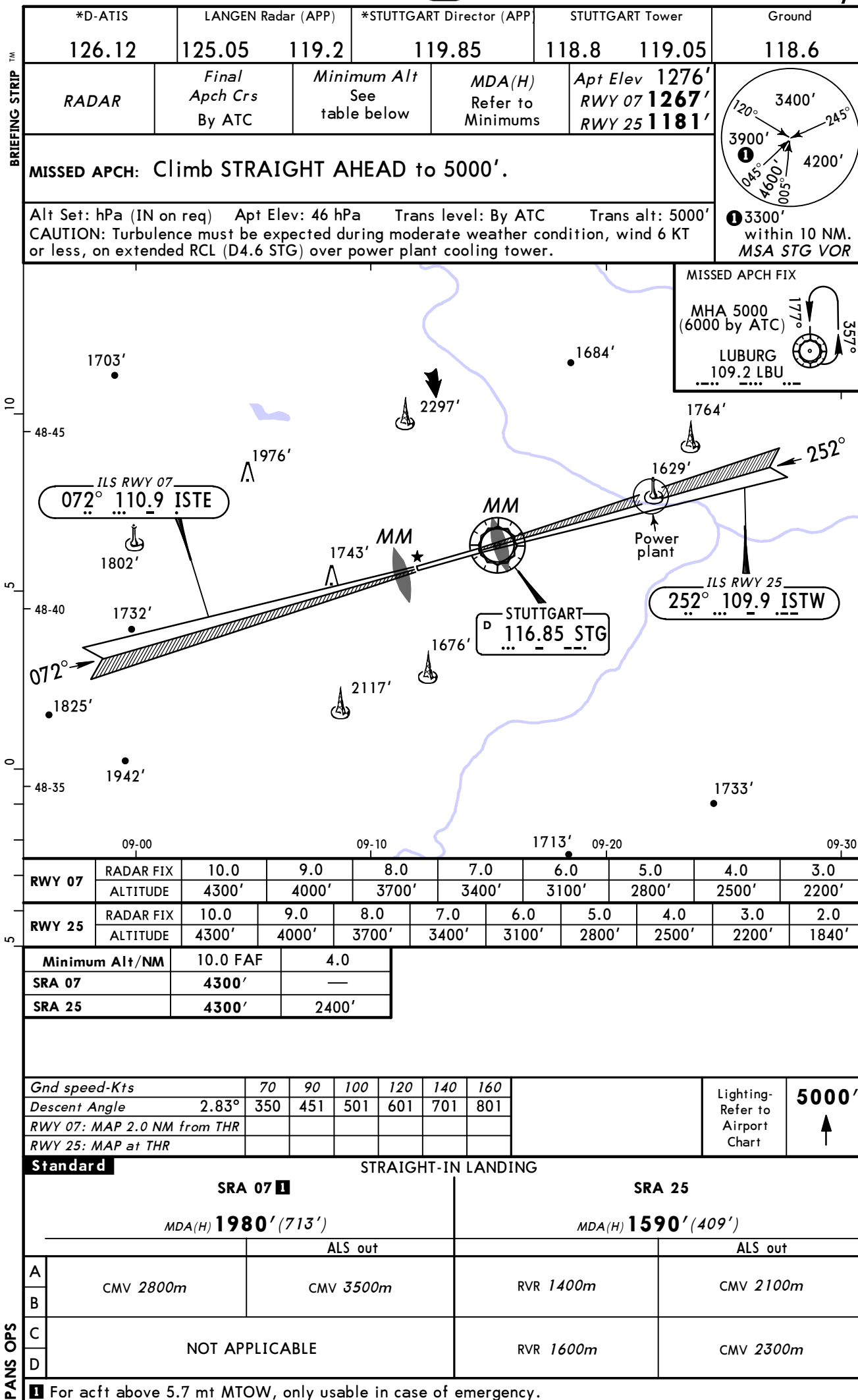
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	STG 116.85 R-252	D5.9 STG 5000' whichever is later
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI		
MAP at STG VOR									

Standard STRAIGHT-IN LANDING RWY 25

DA(H) **1590'** (409')

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

PANS OPS



STUTT GART, (STUTT GART - EDDS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Construction works in progress on apron. Refer to temp chart 10-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(18-1) SRA rwy 25 MDA(H) chgd to 1710'(529'), VIS CAT A,B RVR 1900m, CAT C,D CMV 2100m, ALS out VIS CAT A,B CMV 2600m, CAT C,D CMV 2800m.