

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EDDS

Terminal Charts For EDDS

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: STUTTGART DEU
ICAO/IATA: EDDS / STR
Lat/Long: N48° 41.39', E009° 13.32'
Elevation: 1276 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0714 Z
Sunset: 1547 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 Tower: 37.835 Military
Stuttgart Ground Tower: 118.600
Stuttgart Tower: 28.402 Military
Stuttgart Tower: 118.800
Stuttgart Tower: 119.050
Stuttgart Delivery Tower: 121.900

Langen Radar Approach: 125.050
Stuttgart Director Approach: 28.080 Military
Stuttgart Director Approach: 119.850
Langen Radar Approach: 34.042 Military
Langen Radar Approach: 119.200

EDDS/STR
STUTTGART**JEPPESEN**
13 MAR 15 **10-1P****STUTTGART, GERMANY**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 126.125

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. LOCAL FLYING RESTRICTIONS**

Airplanes and rotorcraft up to code letter E are admitted at Stuttgart APT, however jet ACFT only if licensed in accordance with ICAO Annex 16, VOL I, Part II, Chapter 3 or 4.

A380, B747 and Antonov 124 are admitted only when using Stuttgart APT as an alternate.

Other ACFT PPR.

PPR applications 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.

The application shall contain the following data:

- a) Name and address of the applicant (including 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 granting of applications does not replace and/or include the necessary application for slots from the APT Coordinator of the Federal Republic of Germany. It should be noted that Stuttgart APT is a coordinated APT.

1.2.2. FLYING RESTRICTIONS

The following civil aeroplanes are not permitted to take off between 2300-0600LT or land between 2330-0600LT.

- Jet ACFT.
- Propeller ACFT with a maximum certificated take-off mass of more than 8,618kg that do not fulfill the requirements of the noise certificate according to ICAO Annex 16, Volume I, Part II, Chapter 4.
- Propeller ACFT with a maximum certificated take-off mass of up to 8,618kg that do not fulfill the requirements of the noise certificate according to ICAO Annex 16, Volume I, Part II, Chapter 10.

EXCEPTIONS

Excepted from this restriction are:

- Delayed landings of ACFT if the planned time of arrival is before 2330LT and the delayed landing is conducted by 2400LT.
- ACFT using the APT as emergency and alternate aerodrome for meteorological, technical or other safety reasons.
- ACFT on a mission in disasters or rendering medical assistance.
- ACFT of the night air mail service of Deutsche Post AG, but only with aeroplanes with a noise certificate according to ICAO Annex 16, Volume I, Part II Chapter 4.
- Conducting flight checks for the air navigation service provider.

EDDS/STR
STUTTGART

JEPPESEN
13 MAR 15 **10-1P1**

STUTTGART, GERMANY
AIRPORT BRIEFING

1. GENERAL

The licensing authority for Stuttgart APT (Tel.: 0711-948-4460) or, upon its instruction, the Aviation Supervision Office at Stuttgart APT may grant exemptions in justified individual cases if this is deemed necessary in the public interest, especially to maintain the safety of air traffic or to avoid disruptions to air traffic.

1.2.3. RUN-UP TESTS

Generally, engine test runs and engine run-ups are only permitted between 0600-2200LT only.

Jet engine test runs and run-ups are permitted only after prior consent and on special instruction by the Aviation Supervision Office.

This does not apply to idle test runs (ground idle).

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.

EDDS/STR
STUTTGART

JEPPESEN
16 NOV 12 (10-1P2)

STUTTGART, GERMANY
AIRPORT BRIEFING

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).

EDDS/STR
STUTT GART

JEPPESEN
16 NOV 12 10-1P3

STUTT GART, GERMANY
AIRPORT BRIEFING

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	STUTT GART DE-ICING PAD 1	135.225
DP2	STUTT GART DE-ICING PAD 2	121.950
DP3	STUTT GART DE-ICING PAD 3	122.725
DP4	STUTT GART 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.
- t₁ 5 min

Trans level: By ATC Trans alt: 5000'

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

EDDS/STR
STUTTGART

JEPPESSEN
5 DEC 14 10-2

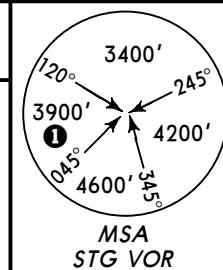
STUTTGART, GERMANY
Eff 11 Dec

STAR

*D-ATIS
126.125

Apt Elev
1276'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'

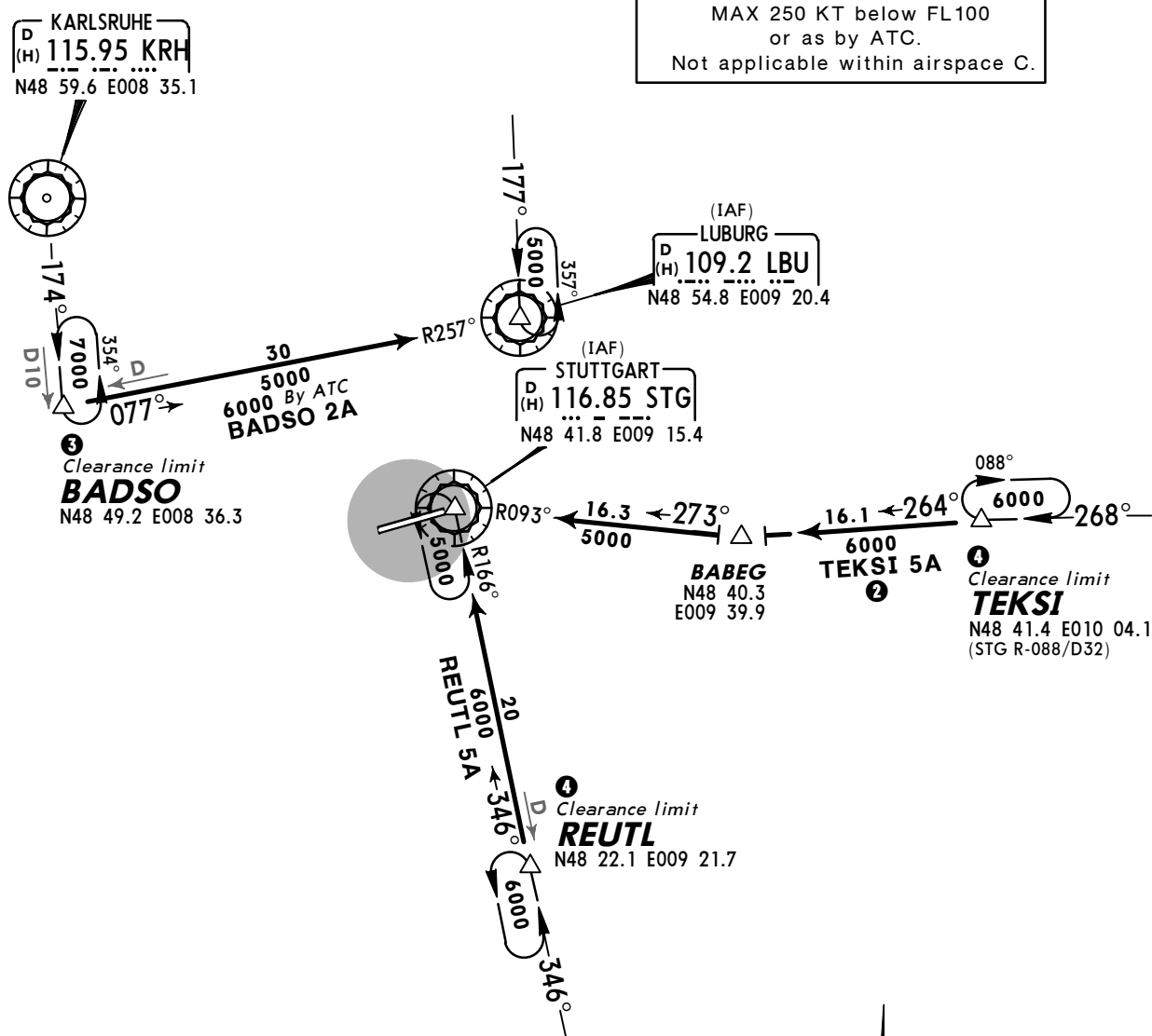


BADSO TWO ALFA (BADSO 2A) [BADSO2A]
REUTL FIVE ALFA (REUTL 5A) [REUTL5A]
TEKSI FIVE ALFA (TEKSI 5A) [TEKSI5A]②
RWYS 07, 25 ARRIVALS

① 3300' within 15 NM

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.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

② BRNAV equipment necessary.

EDDS/STR
STUTTGART

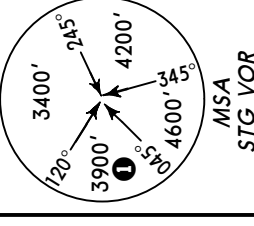
JEPPESSEN
5 DEC 14 10-2B

STUTTGART, GERMANY
Eff 11 Dec
RNAV TRANSITION

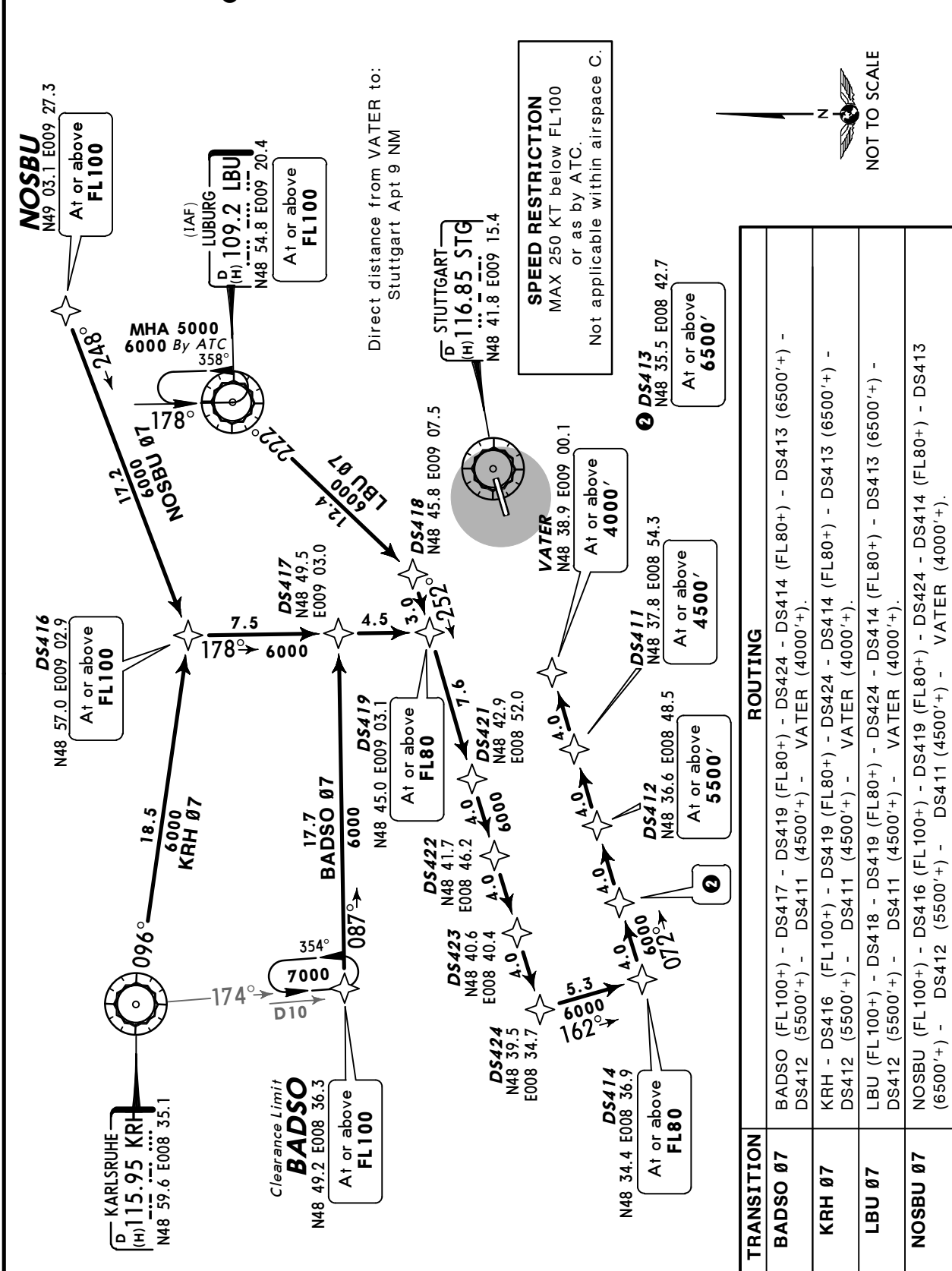
*D-ATIS
126.125

Apt Elev
1276'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
On downwind EXPECT vectors to final.

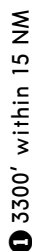


BADSO 07 [BAD07], KRH 07
LBU 07, NOSBU 07 [NOS07]
RWY 07 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
BADSO 07	BADSO (FL100+) - DS417 - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500'+) - DS412 (5500'+) - DS411 (4500'+) - VATER (4000'+).
KRH 07	KRH - DS416 (FL100+) - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500'+) - DS412 (5500'+) - DS411 (4500'+) - VATER (4000'+).
LBU 07	LBU (FL100+) - DS418 - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500'+) - DS412 (5500'+) - DS411 (4500'+) - VATER (4000'+).
NOSBU 07	NOSBU (FL100+) - DS416 (FL100+) - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500'+) - DS412 (5500'+) - DS411 (4500'+) - VATER (4000'+).

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
On downwind EXPECT vectors to final.



USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

Not applicable within airspace C.

BADSO 25	BADSO (FL100+) - DS529 - DS531 (FL100+) - DS535 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).
LBU 25	LBU (FL100+) - DS531 (FL100+) - DS535 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

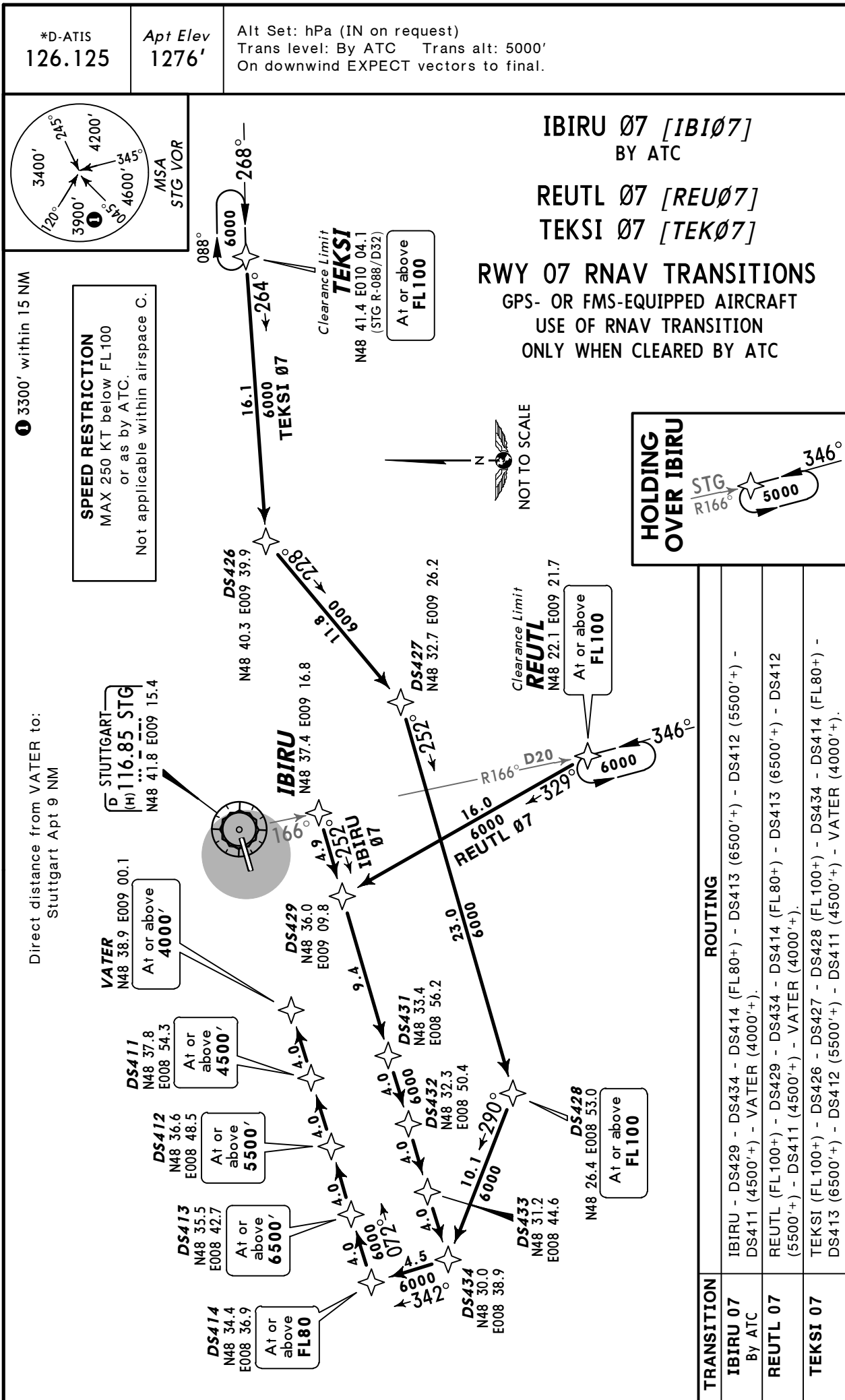
EDDS/STR
STUTTGART

JEPPESSEN
5 DEC 14 10-2D

STUTTGART, GERMANY

Eff 11 Dec

RNAV TRANSITION



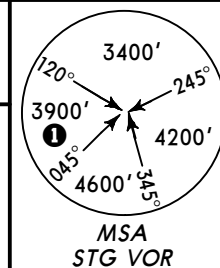
EDDS/STR
STUTTGART
JEPPESSEN
STUTTGART, GERMANY

5 DEC 14

10-2E
Eff 11 Dec
RNAV TRANSITION

*D-ATIS
126.125

Apt Elev
1276'

Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
On downwind EXPECT vectors to final.

1 3300' within 15 NM

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

BY ATC

RWY 25 RNAV TRANSITIONS

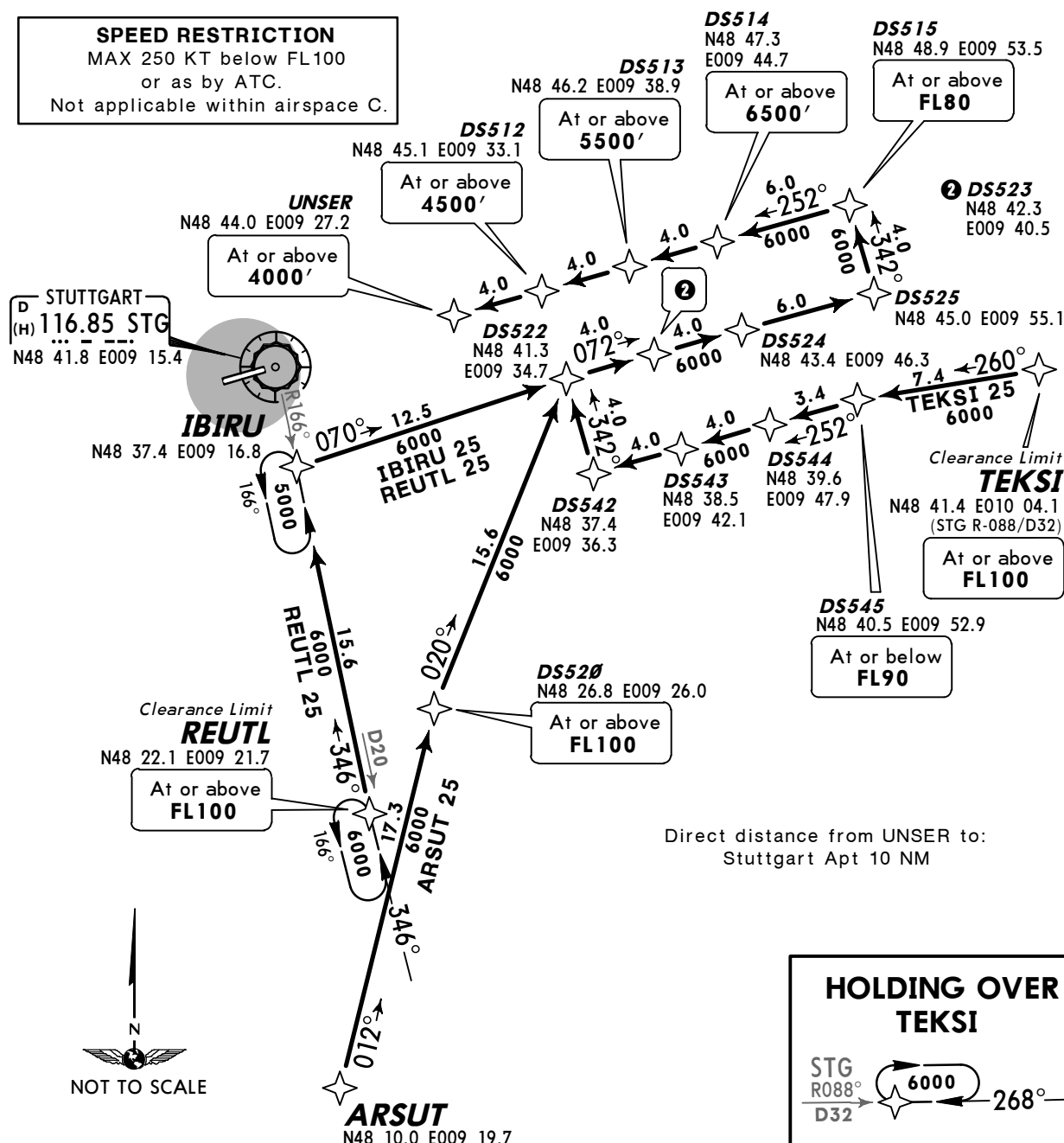
GPS- OR FMS-EQUIPPED AIRCRAFT

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



NOT TO SCALE

TRANSITION	ROUTING
ARSUT 25	ARSUT - DS520 (FL100+) - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSE (4000'+).
IBIRU 25 By ATC	IBIRU - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSE (4000'+).
REUTL 25	REUTL (FL100+) - IBIRU - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSE (4000'+).
TEKSI 25	TEKSI (FL100+) - DS545 (FL90-) - DS542 - DS522 - DS525 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSE (4000'+).

CHANGES: MSA.

© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

EDDS/STR
STUTTGART

JEPPESEN
5 DEC 14 10-2G

Eff 11 Dec

STUTTGART, GERMANY

RNAV TRANSITION

*D-ATIS
126.125

Apt Elev
1276'

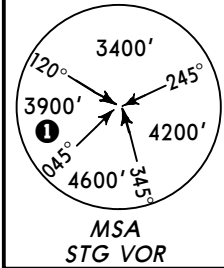
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description

GEBNO 1W [GEBN1W], LUPOL 1W [LUPO1W]
REUTL 1W [REUT1W], TEKSI 1W [TEKS1W]
RWY 25 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



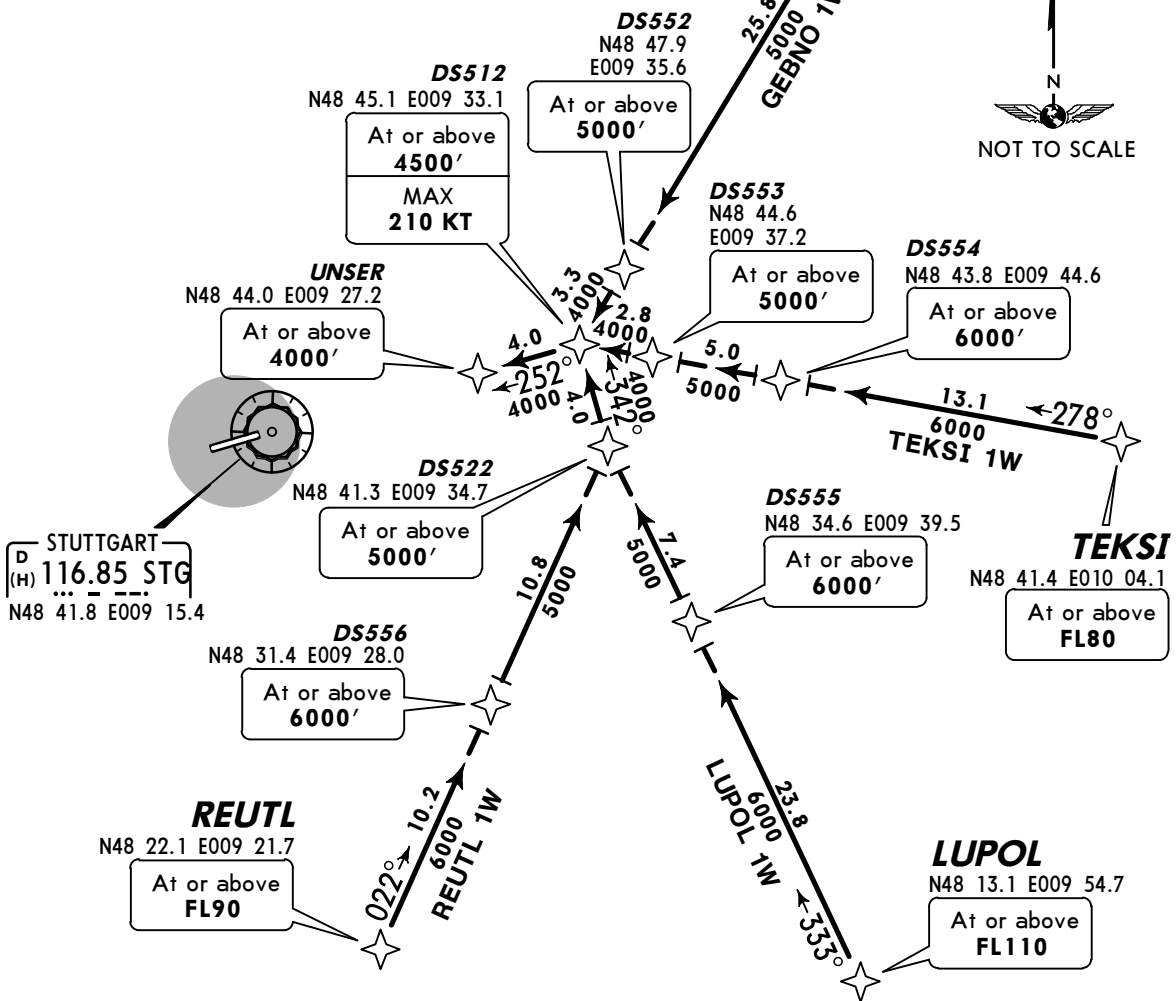
① 3300' within 15 NM

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Direct distance from UNSER to:
Stuttgart Apt 10 NM



TRANSITION	ROUTING
GEBNO 1W	GEBNO (FL100+) - DS552 (5000'+) - DS512 (4500'+; K210-) - UNSER (4000'+).
LUPOL 1W	LUPOL (FL110+) - DS555 (6000'+) - DS522 (5000'+) - DS512 (4500'+; K210-) - UNSER (4000'+).
REUTL 1W	REUTL (FL90+) - DS556 (6000'+) - DS522 (5000'+) - DS512 (4500'+; K210-) - UNSER (4000'+).
TEKSI 1W	TEKSI (FL80+) - DS554 (6000'+) - DS553 (5000'+) - DS512 (4500'+; K210-) - UNSER (4000'+).

EDDS/STR
STUTTGART

JEPPESSEN
5 DEC 14 10-2J

Eff 11 Dec

STUTTGART, GERMANY
RNAV TRANSITION

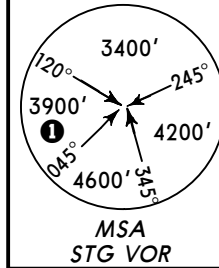
*D-ATIS
126.125

Apt Elev
1276'

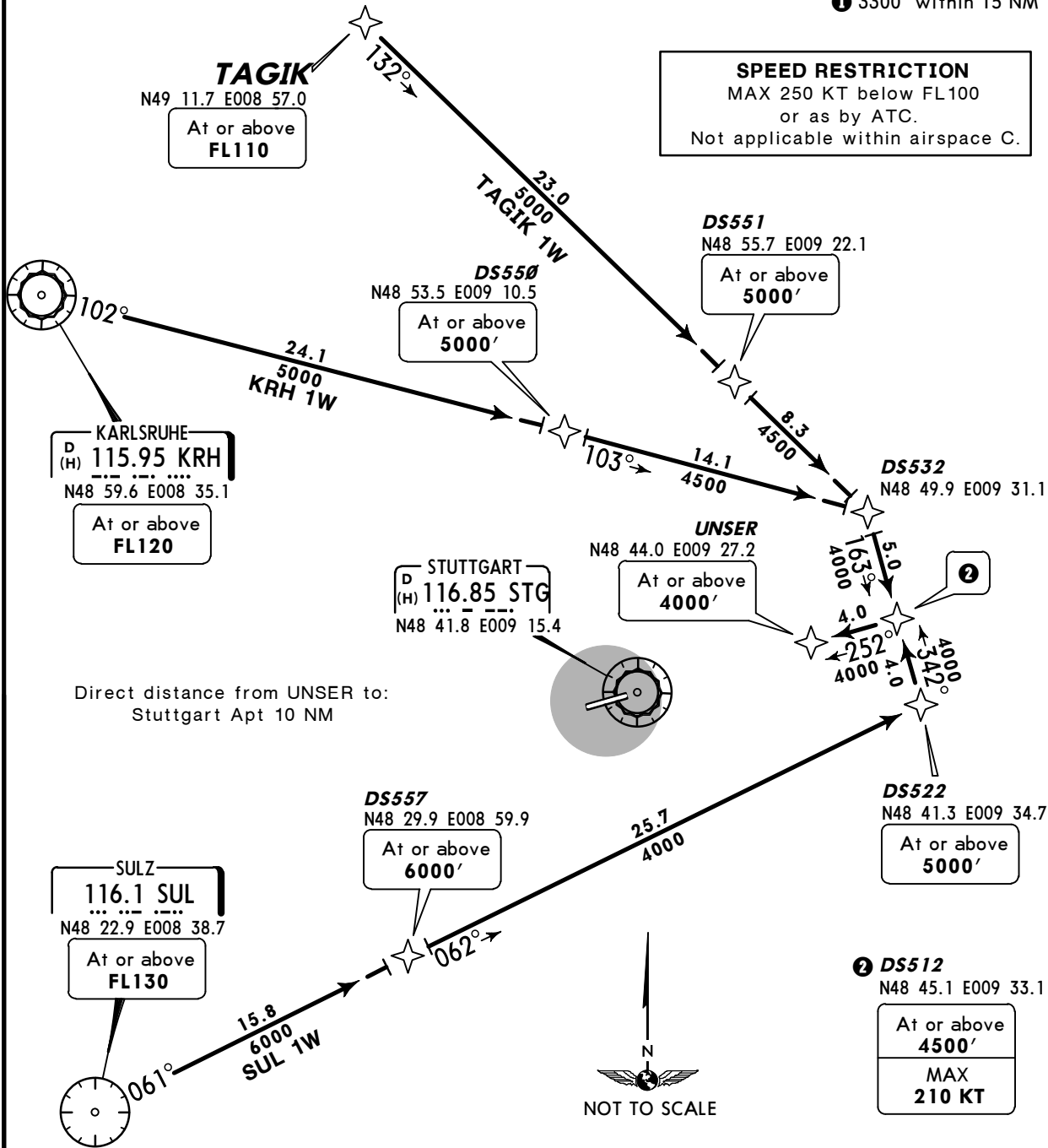
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description

KRH 1W, SUL 1W
TAGIK 1W [TAGI1W]
RWY 25 RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



① 3300' within 15 NM



TRANSITION	ROUTING
KRH 1W	KRH (FL120+) - DS550 (5000'+) - DS532 - DS512 (4500'+; K210-) - UNSER (4000'+).
SUL 1W	SUL (FL130+) - DS557 (6000'+) - DS522 (5000'+) - DS512 (4500'+; K210-) - UNSER (4000'+).
TAGIK 1W	TAGIK (FL110+) - DS551 (5000'+) - DS532 - DS512 (4500'+; K210-) - UNSER (4000'+).

EDDS/STR
STUTTGART

 **JEPPesen**
7 AUG 15

10-3

Eff 20 Aug

STUTTGART, GERMANY

SID

SID DESIGNATION	REFER TO CHART
ABTAL 4B, 4H	10-3B
DINKELSBUHL 9B, 4H	10-3C
ETASA 4B, 2H	10-3D
GEBNO 7B, 6H	10-3E
KARLSRUHE 5B, 2H	10-3F
KUNOD 1B, 2H	10-3G
OKIBA 4B, 4H	10-3H
ROTWE 5B, 7H	10-3J
STUTTGART 1B, 2H	10-3K
SULZ 3B, 3H	10-3L
TAGIK 4B, 2H	10-3M
TEDGO 1B, 2H	10-3N
VESID 4B, 2H	10-3N1

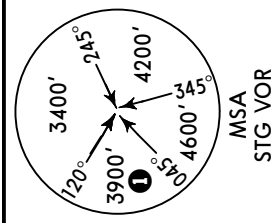
--

RNAV SID DESIGNATION	REFER TO CHART
ABTAL 4B, 4H	10-3N2
DINKELSBUHL 9B, 4H	10-3P
ETASA 4B, 2H	10-3Q
GEBNO 7B, 6H	10-3S
KARLSRUHE 5B, 2H	10-3T
KUNOD 1B, 2H	10-3U
OKIBA 4B, 4H	10-3V
ROTWE 5B, 7H	10-3W
STUTTGART 1B, 2H	10-3X
SULZ 3B, 3H	10-3X1
TAGIK 4B, 2H	10-3X2
TEDGO 1B, 2H	10-3X3
VESID 4B, 2H	10-3X4

--

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

1 3300' within 15 NM



These SIDs require minimum climb gradients

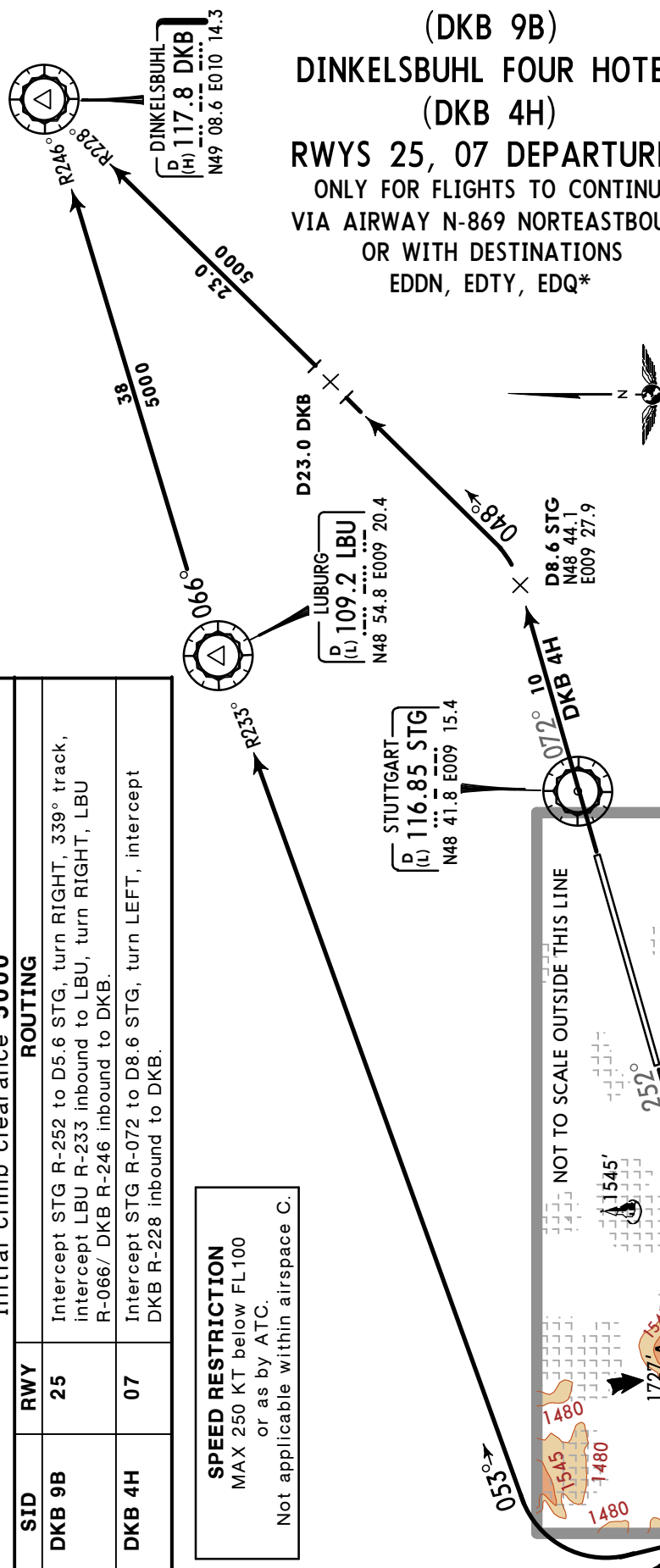
DKB 9B: 245' per NM (4%) until passing 1900', 3305' per NM (5%) until passing 4000' due to airspace structure. If unable to comply advise ATC.

DKB 4H: 250' per NM (4.1%) until passing 4000' due to airspace structure.

	Gnd speed-KT	75	100	150	200	250	300
245' per NM		306	408	613	817	1021	1225
250' per NM		313	417	625	833	1042	1250
305' per NM		381	508	763	1017	1271	1525

Initial climb clearance 5000'		
SID	RWY	ROUTING
DKB 9B	25	Intercept STG R-252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R-233 inbound to LBU, turn RIGHT, LBU R-066/ DKB R-246 inbound to DKB.
DKB 4H	07	Intercept STG R-072 to D8.6 STG, turn LEFT, intercept DKB R-228 inbound to DKB.

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



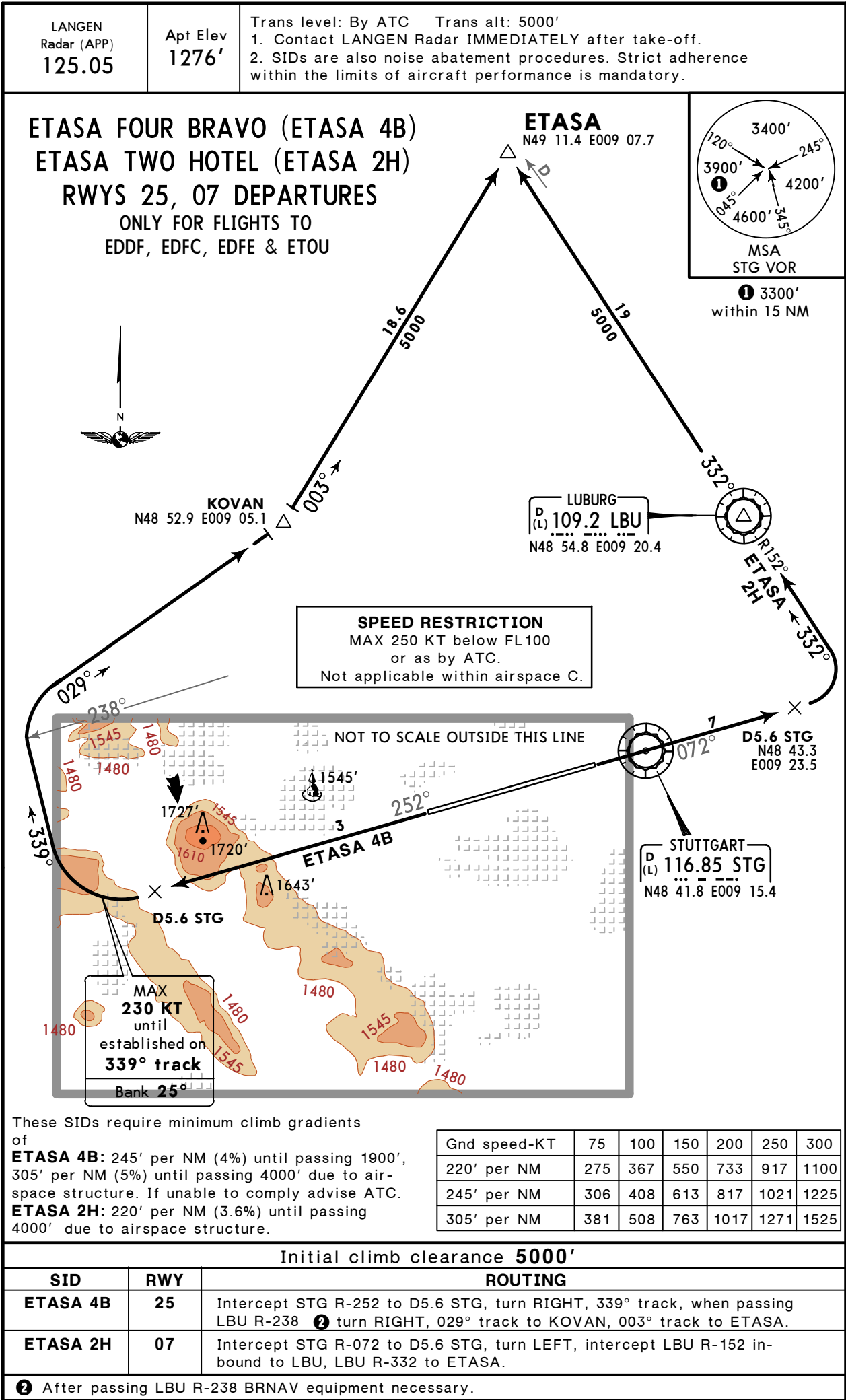
EDDS/STR
STUTTGART

JEPPesen
24 APR 15 10-3D

Eff 30 Apr

STUTTGART, GERMANY

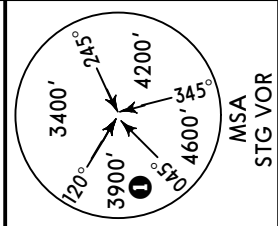
SID



Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

1 3300' within 15 NM



1525

These SiDs require minimum climb gradients of **GEBNO 7B**: 245' per NM (4%) until passing 1900', 305' per NM (5%) until passing 4000' due to airspace structure. If unable to comply advise ATC. **GEBNO 6H**: 250' per NM (4.1%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
250' per NM	313	417	625	833	1042	1250
305' per NM	381	508	763	1017	1271	1525

After D15.2 DKB **2** /KEMAV **3** BRNAV equipment necessary.

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

5
4
3
2
1

D8.6 STG
N48 44.1
E009 27.9

NOT TO SCALE OUTSIDE THIS LINE

1
2
3
4

1545'

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

3. 7B

BNO

3

1

1480



15

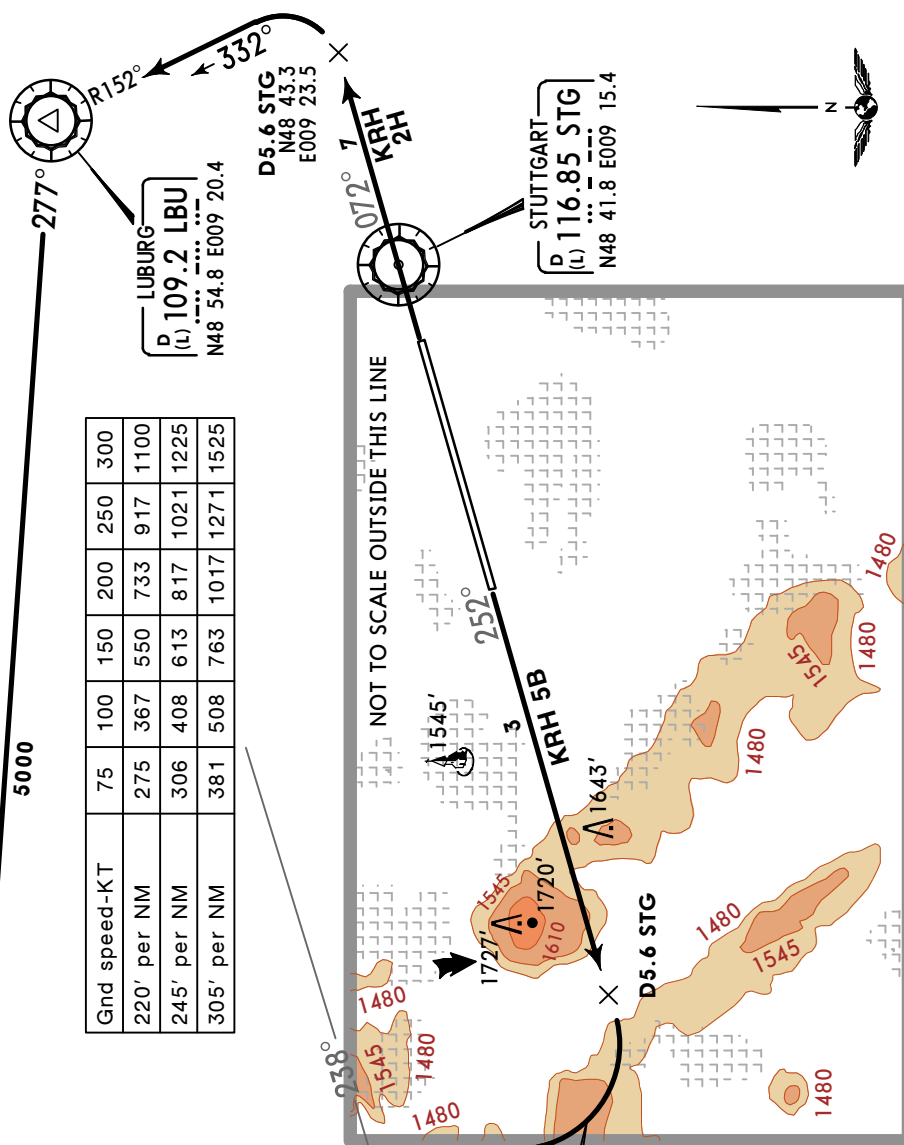
I

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

**ONLY FOR FLIGHTS TO EDDR, EDRZ, EDSB & ETAR
MAX FL80, EXCEPT WEEKENDS**

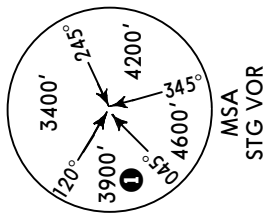


2220' per NM (3.6%) until passing 4000', due to airspace structure.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

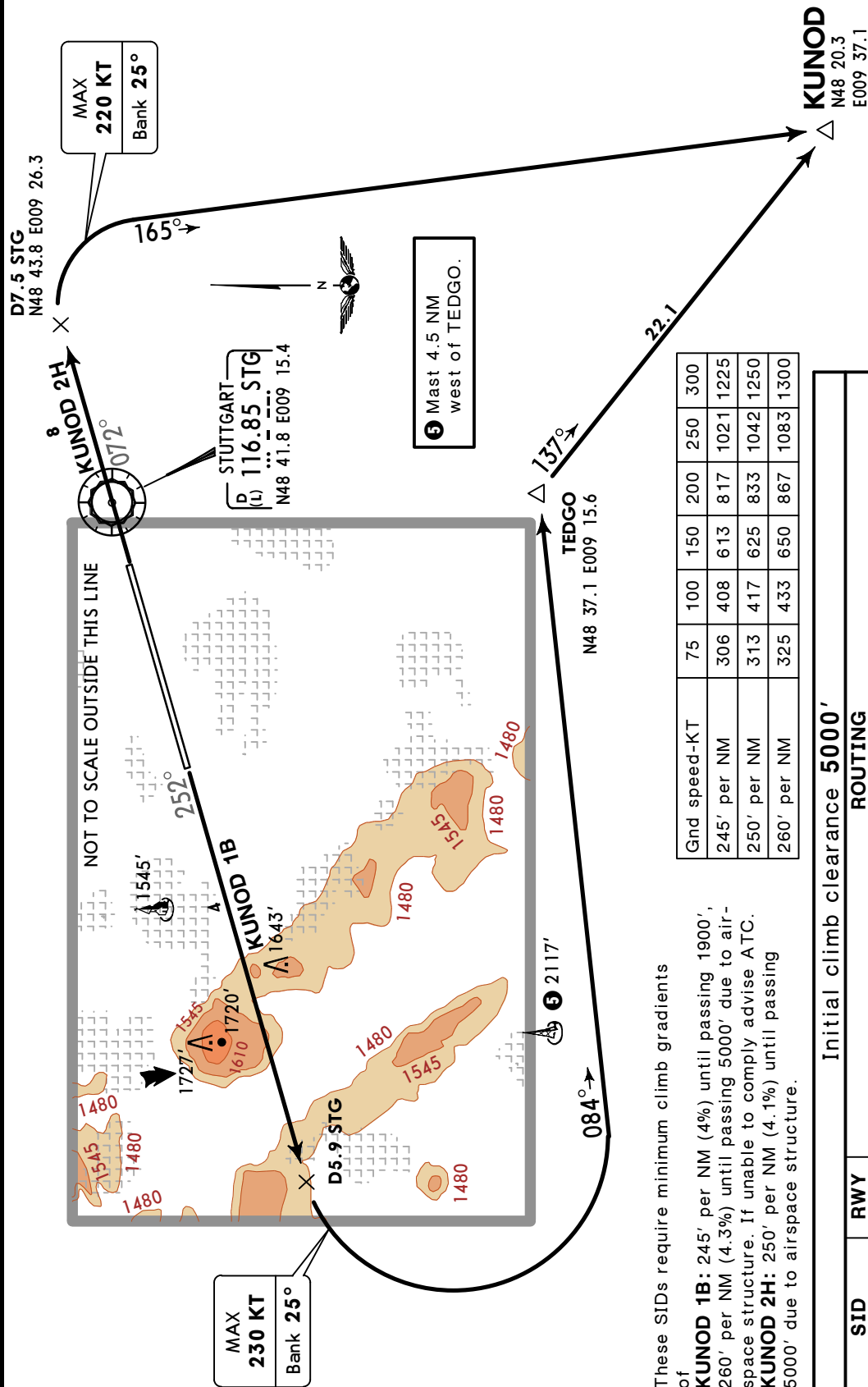
Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



KUNOD ONE BRAVO (KUNOD 1B)
KUNOD TWO HOTEL (KUNOD 2H)
RWYS 25, 07 DEPARTURES

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



Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
250' per NM	313	417	625	833	1042	1250
260' per NM	325	433	650	867	1083	1300

Initial climb clearance 5000'

SID	RWY	ROUTING
KUNOD 1B ②	25	Intercept STG R-252 to D5.9 STG, turn LEFT, 084° track to TEDGO turn RIGHT, 137° track to KUNOD.
KUNOD 2H ③	07	Intercept STG R-072 to D7.5 STG, turn RIGHT, 165° track to KUNOD.

- 2** After passing 3500' BRNAV equipment necessary.
- 3** After passing 4000' BRNAV equipment necessary.
- 4** At TEDGO transition to (UN-869 or UL-607 not possible).

These SIDs require minimum climb gradients

KUNOD 1B: 245' per NM (4%) until passing 1900', 260' per NM (4.3%) until passing 5000' due to airspace structure. If unable to comply advise ATC.

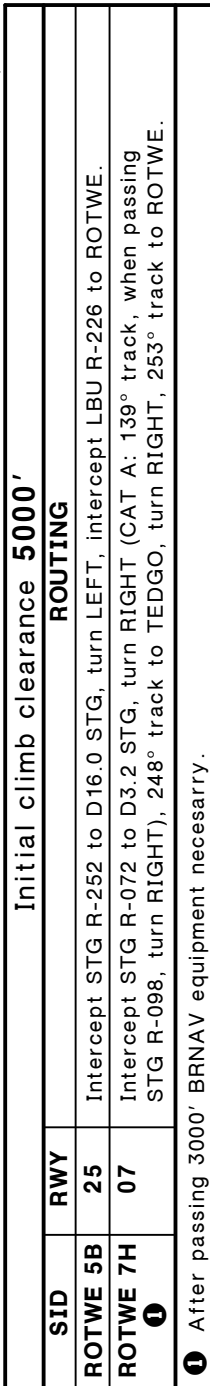
KUNOD 2H: 250' per NM (4.1%) until passing 5000' due to airspace structure.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROTWE FIVE BRAVO (ROTWE 5B)
 ROTWE SEVEN HOTEL (ROTWE 7H)
 RWYS 25, 07 DEPARTURES
 VIA NATOR ONLY FOR JET AIRCRAFT



© JEPPESEN, 2015. ALL RIGHTS RESERVED.

EDDS/STR
STUTT GART

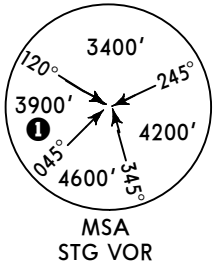
JEPP ESEN
24 APR 15 10-3K

STUTT GART, GERMANY

SID

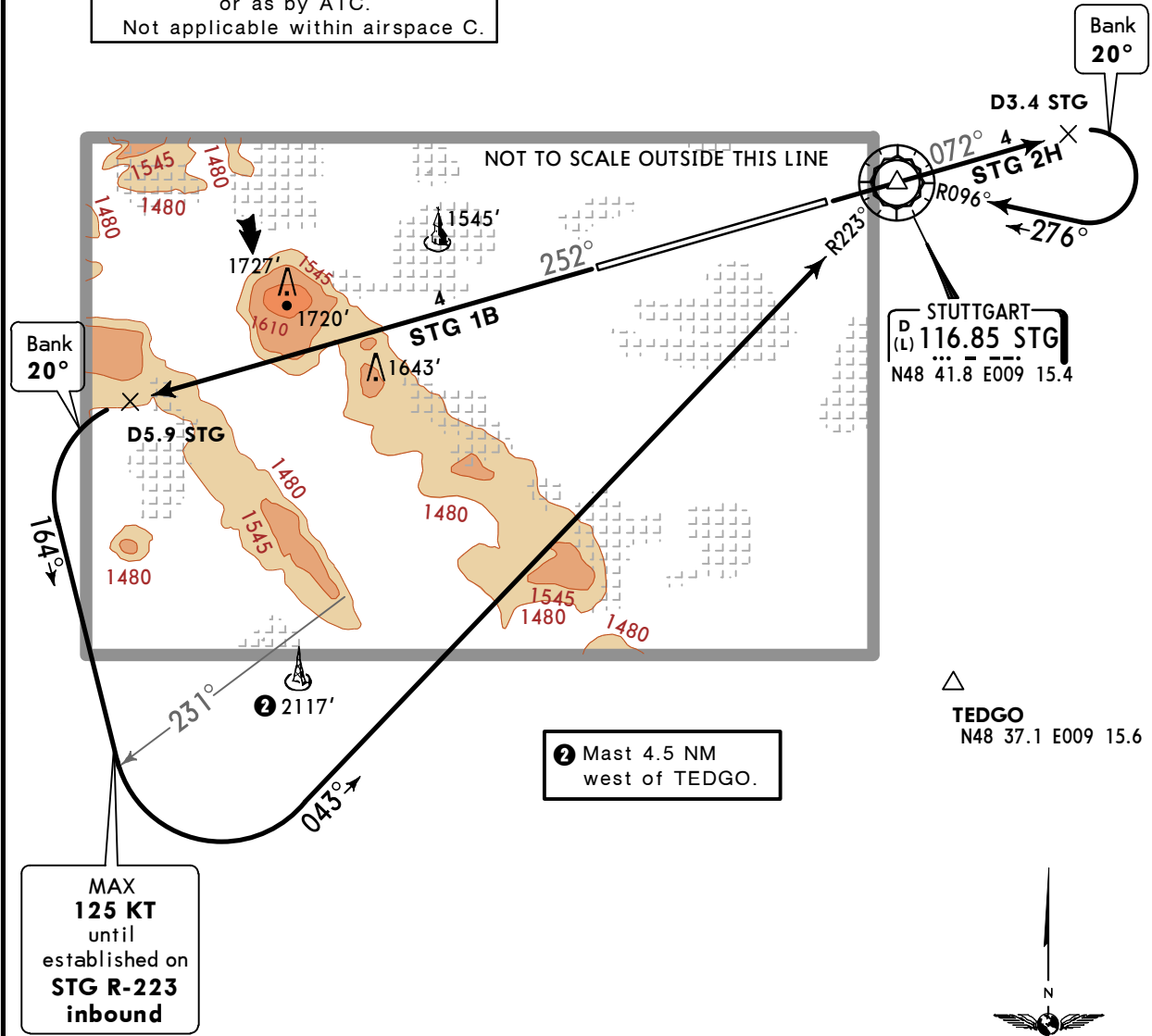
STUTT GART Director 119.85	Apt Elev 1276'	Trans level: By ATC Trans alt: 5000' 1. Contact STUTT GART Director IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
----------------------------------	-------------------	---

STUTT GART ONE BRAVO (STG 1B)
STUTT GART TWO HOTEL (STG 2H)
RWYS 25, 07 DEPARTURES
ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS



3300' within 15 NM

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



These SIDs require minimum climb gradients of
STG 1B: 245' 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 2H: 320' per NM (5.3%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600

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 2H	07	Intercept STG R-072 to D3.4 STG, turn RIGHT, intercept STG R-096 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. Strict adherence within the limits of aircraft performance is mandatory.



Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

277°

R152°

109.2 LBU

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

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
245' per NM	306	408	613	817	1021	1225
305' per NM	381	508	763	1017	1271	1525

Technical drawing of a mechanical part, likely a bracket or support, showing dimensions and callouts.

Dimensions:

- 072° (Angle)
- 7 (Length)
- $2H$ (Height)
- 116.85 (Length)
- 15.4 (Length)
- 23.5 (Length)
- 43.3 (Length)
- 41.8 (Length)

Callouts:

- D5.6 STG** (Diameter 5.6 mm, Section G)
- N48** (Material or Part Number)
- E009** (Material or Part Number)
- STU TTGART** (Stuttgart)
- TAGIK** (Tagik)

1 3300' within 15 NM

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

ABGAN
E:008 55.0

KARLSRUHE
D 115.95 KRH
N48 59.6 E08 35.1

10.

MAX 230 KT until established on 339° track	Bank 25°
--	-----------------

These SIDs require minimum climb gradients of

TAGIK 4B

245' per NM (4%) until passing 1900',
305' per NM (5%) until passing 4000',
due to airspace structure. If unable
to comply advise ATC.

TAGIK 2H

2220' per NM (3.6%) until passing 4000' due to airspace structure.

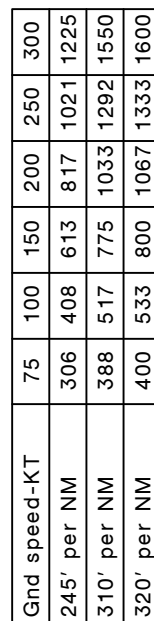
Trans level: By ATC Trans alt: 5000'

1. Contact STUTTGART Director IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



**TEDGO ONE BRAVO (TEDGO 1B)
TEDGO TWO HOTEL (TEDGO 2H)
RWYS 25, 07 DEPARTURES
ONLY FOR LOCAL IFR TRAINING FLIGHTS &
FOR TRAFFIC TO ETLH**

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



TEDGO 1B: 245' per NM (4%) until passing 1900', 310' per NM (5.1%) until passing 4000' due to airspace structure. If unable to comply advise ATC.

TEDGO 2H: 320' per NM (5.3%) until passing 4000' due to airspace structure.

Initial climb clearance 5000'		
SID	RWY	ROUTING
TEDGO 1B ②	25	Intercept STG R-252 to D5.9 STG, turn LEFT (CAT A: 164° track, when passing STG R-231 turn LEFT), 084° track to TEDGO.
TEDGO 2H ③	07	Intercept STG R-072 to D3.2 STG, turn RIGHT (CAT A: 139° track, when passing STG R-098, turn RIGHT), 248° track to TEDGO.
After passing 3500' ② / 3000' ③ BRNAV equipment necessary.		

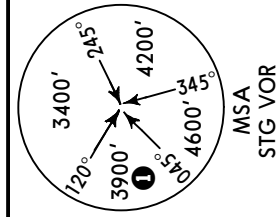
After passing 3500' **2** /3000' **3** BRNAV equipment necessary.

Trans level: By ATC Trans alt: 5000'

1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ONLY FOR FLIGHTS TO CONTINUE
VIA AIRWAY N-869 NORTEASTBOUND
OR WITH DESTINATIONS EDDN, EDTY, EDQ*

1 3300' within 15 NM



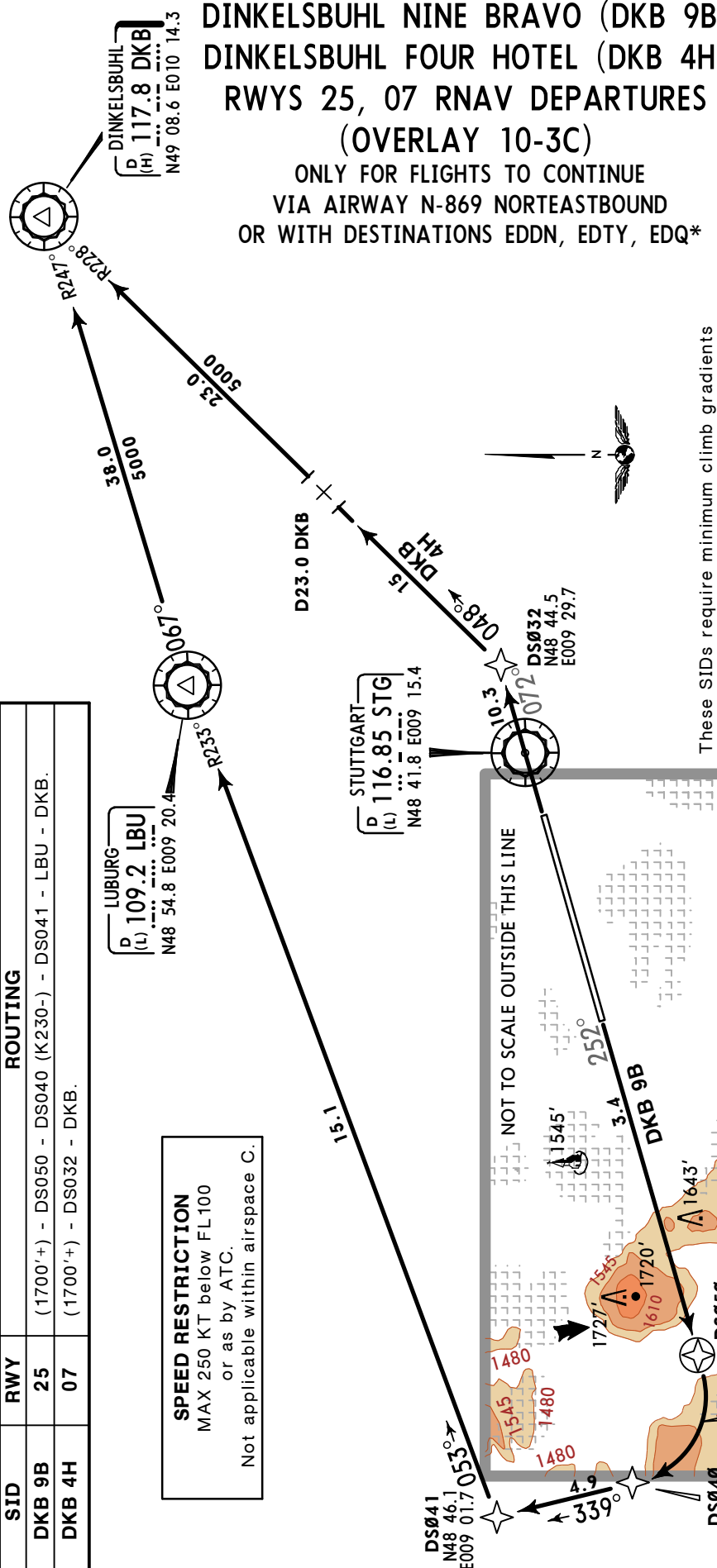
These SIDs require minimum climb gradients

DKB 9B: 245' per NM (4%) until passing 1900', 3305' per NM (5%) until passing 4000' due to airspace structure. If unable to comply advise ATC.

DKB 4H: 250' per NM (4.1%) until passing 4000' due to airspace structure.

End speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1235
250' per NM	313	417	625	833	1042	1250
305' per NM	381	508	763	1017	1271	1525

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



© JEPPESEN, 2015. ALL RIGHTS RESERVED.

EDDS/STR
STUTTGART

JEPPesen

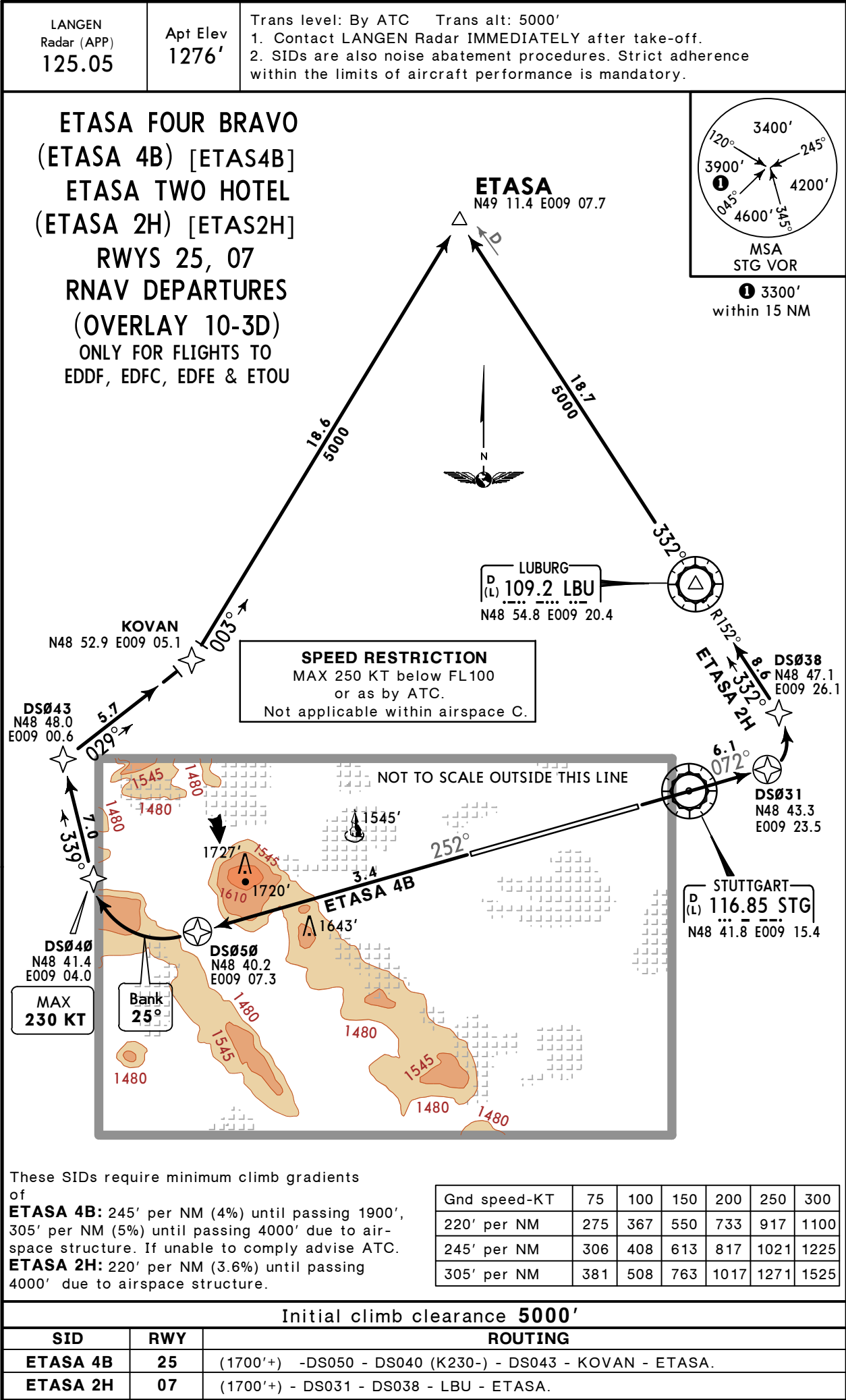
STUTTGART, GERMANY

24 APR 15

10-3Q

Eff 30 Apr

RNAV SID (OVERLAY)



EDDS/STR
STUTTGART

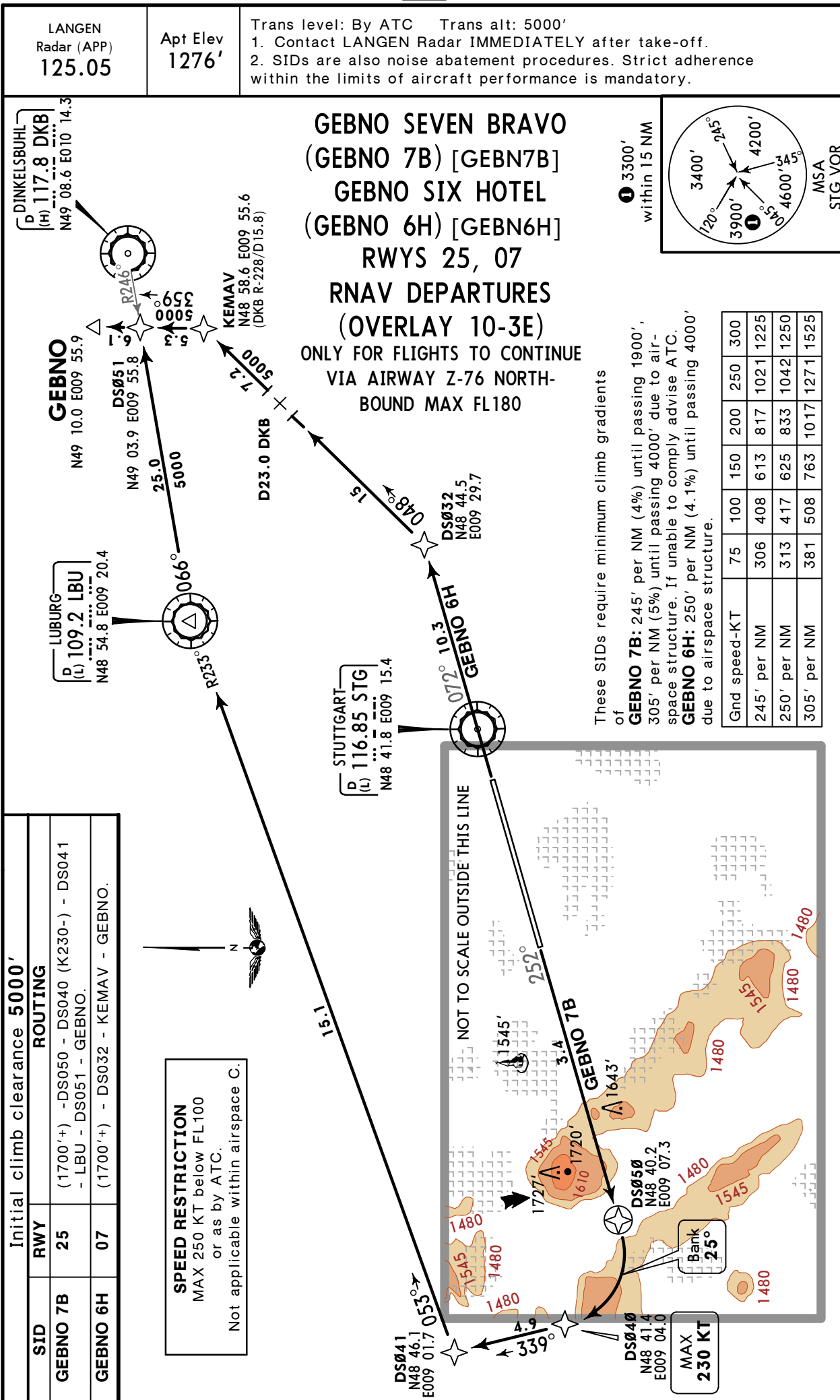
STUTTGART, GERMANY

24 APR 15

10-3S

Eff 30 Apr

RNAV SID (OVERLAY)



© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

EDDS/STR
STUTTGART

JEPPesen
24 APR 15

10-3X

Eff 30 Apr

STUTTGART, GERMANY

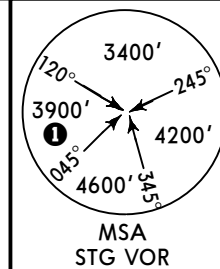
RNAV SID (OVERLAY)

STUTTGART
Director
119.85

Apt Elev
1276'

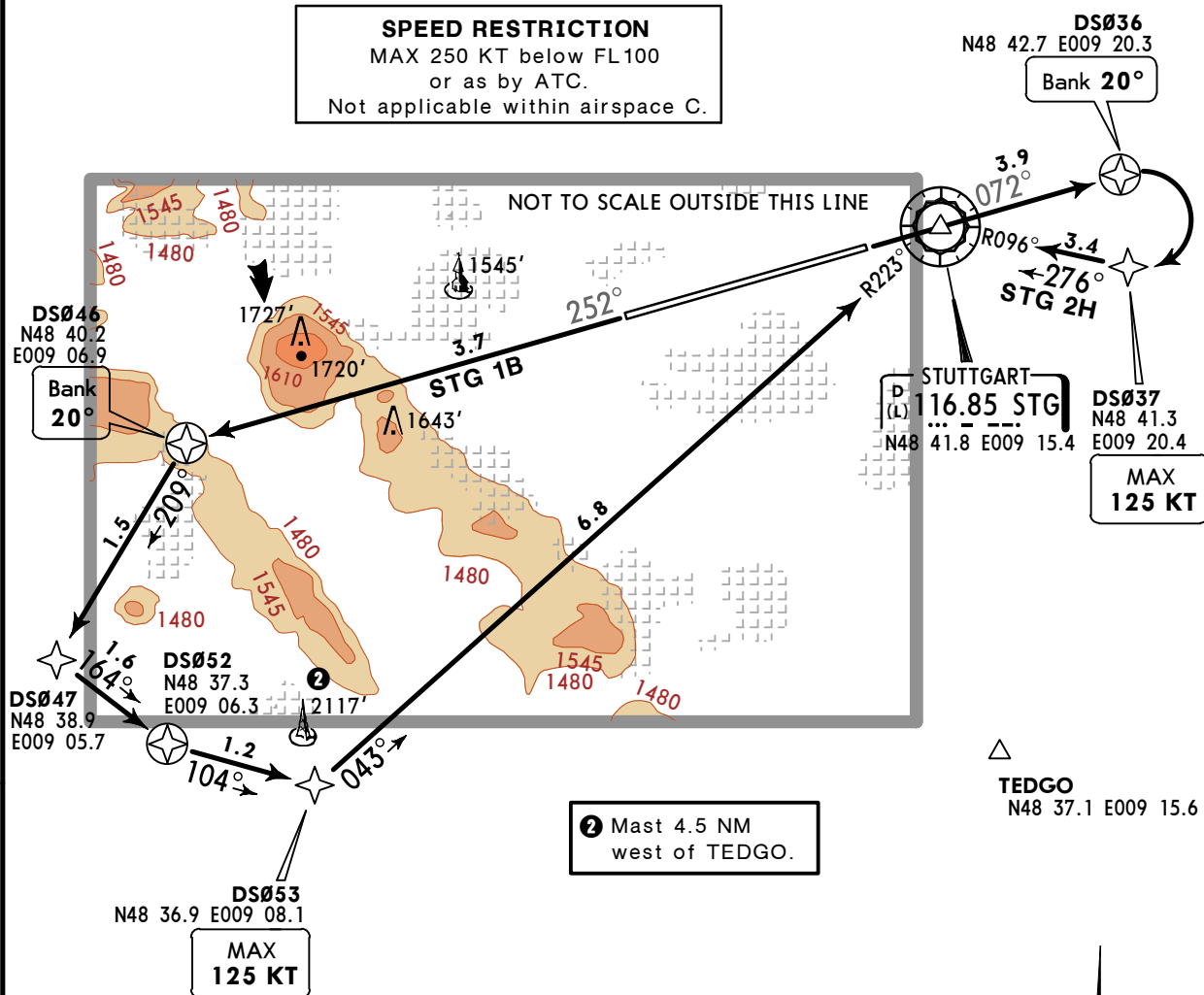
Trans level: By ATC Trans alt: 5000'
1. Contact STUTTGART Director IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

STUTTGART ONE BRAVO (STG 1B)
STUTTGART TWO HOTEL (STG 2H)
RWYS 25, 07 RNAV DEPARTURES
(OVERLAY 10-3K)
ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS



① 3300' within 15 NM

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



These SIDs require minimum climb gradients of

STG 1B: 245' 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 2H: 320' per NM (5.3%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000'**

SID	RWY	ROUTING
STG 1B	25	(1700'+) - DS046 - DS047 - DS052 - DS053 (K125-) - STG.
STG 2H	07	(1700'+) - DS036 - DS037 (K125-) - STG.

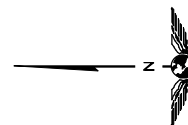
© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

RNAV SID (OVERLAY)

1. Contact STUTTGART Director IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



ONLY FOR LOCAL IFR TRAINING FLIGHTS &
FOR TRAFFIC TO ETHL



Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600

Initial climb clearance 5000'

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 2H	07	(1700'+) - DS030 - DS033 - DS034 (K230-) - TEDGO.

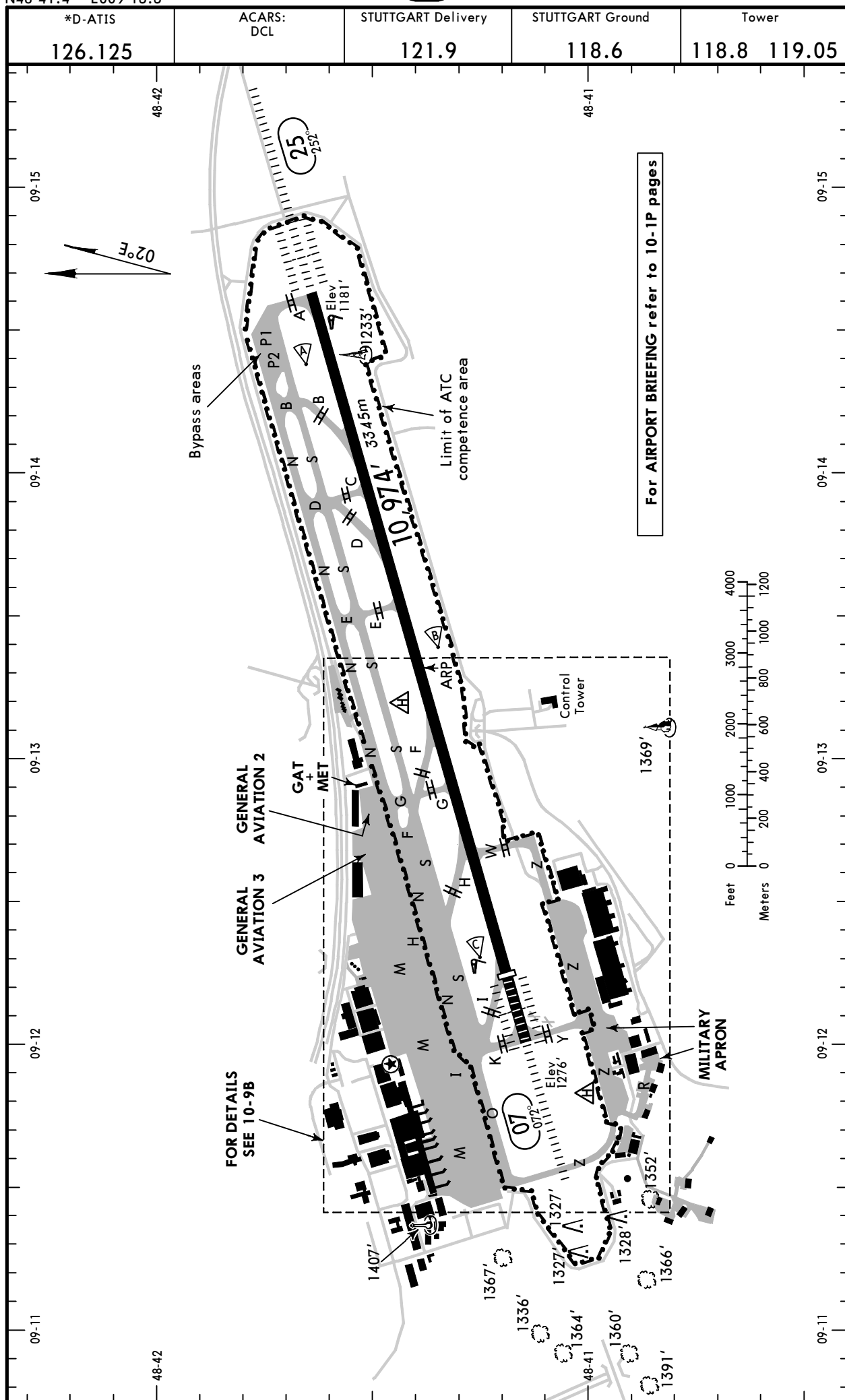
TEDGO 2H: 320' per NM (5.3%) until passing 4000' due to airspace structure.

RNAV SID (OVERLAY)

EDDS/STR
Apt Elev 1276'
N48 41.4 E009 13.3

JEPPesen
24 OCT 14 (10-9)

STUTTGART, GERMANY
STUTTGART



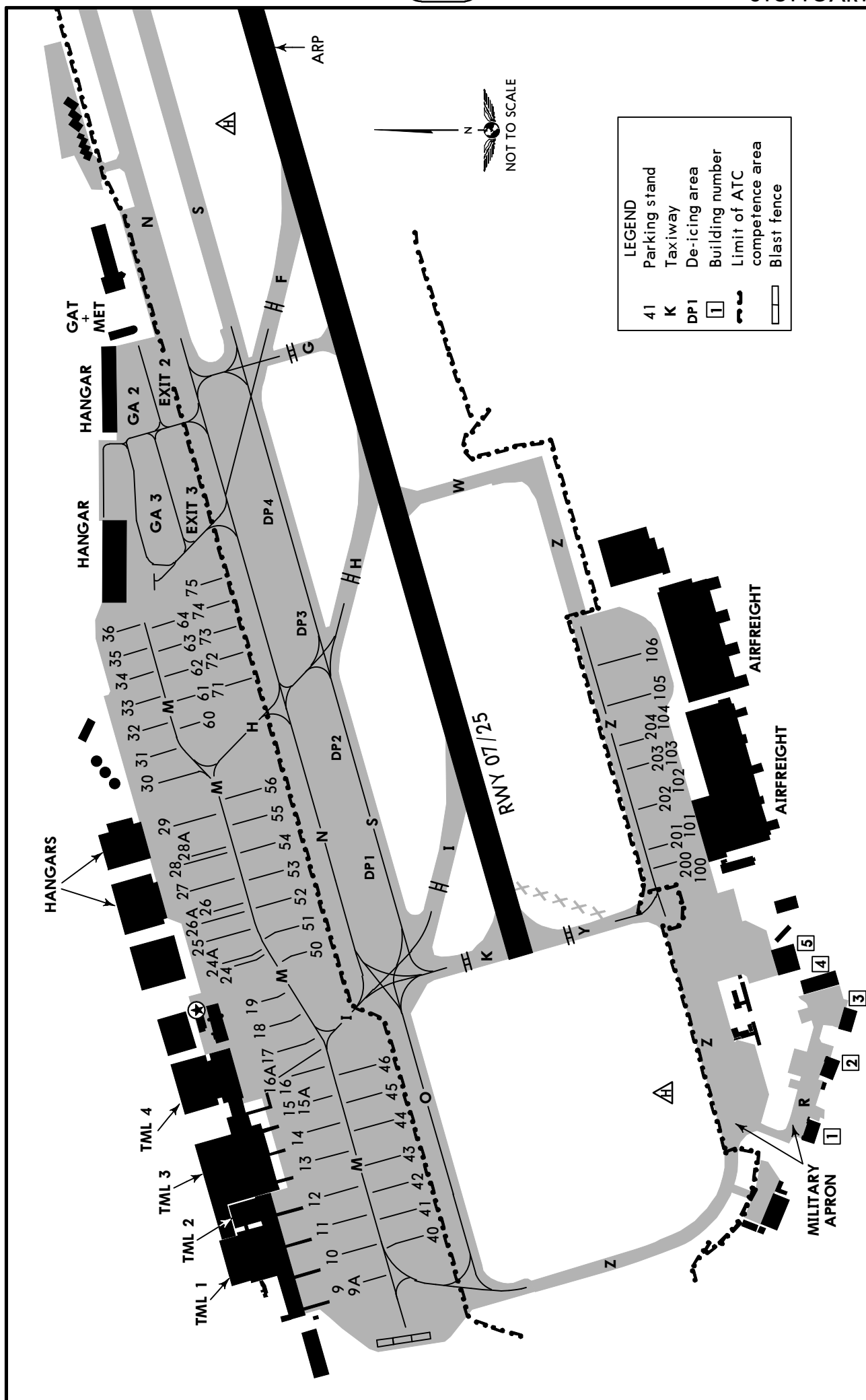
CHANGES: Part of Twy N renamed to O.

© JEPPesen, 1998, 2014. ALL RIGHTS RESERVED.

EDDS/STR

24 OCT 14 **JEPPESSEN** 10-9B

STUTTGART, GERMANY
STUTTGART



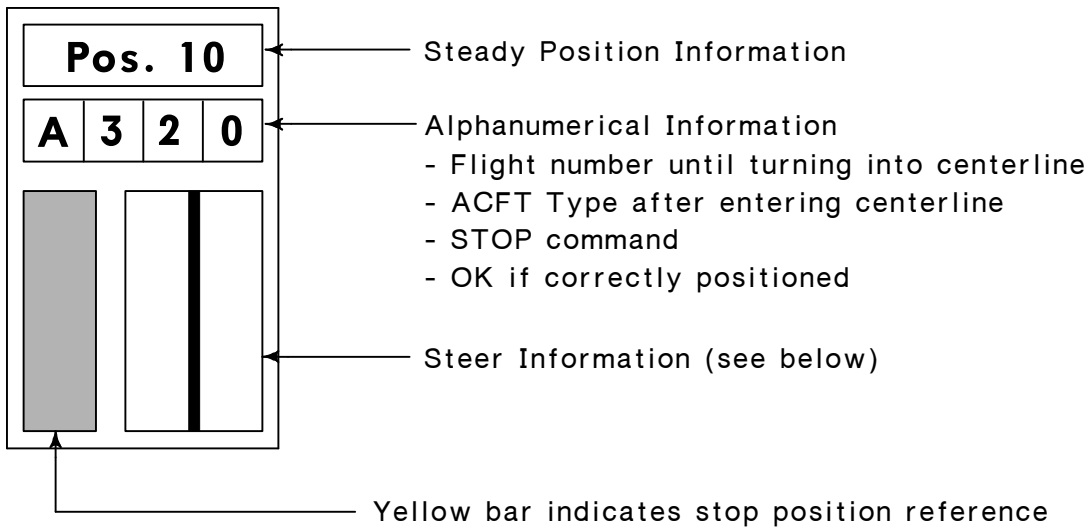
EDDS/STR

JEPPESEN
4 OCT 02 (10-9D)

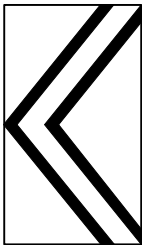
STUTTGART, GERMANY
STUTTGART

VISUAL DOCKING GUIDANCE SYSTEM

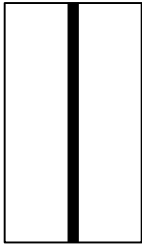
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



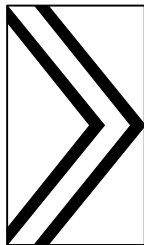
STEER INFORMATION



Steer LEFT



On Centerline



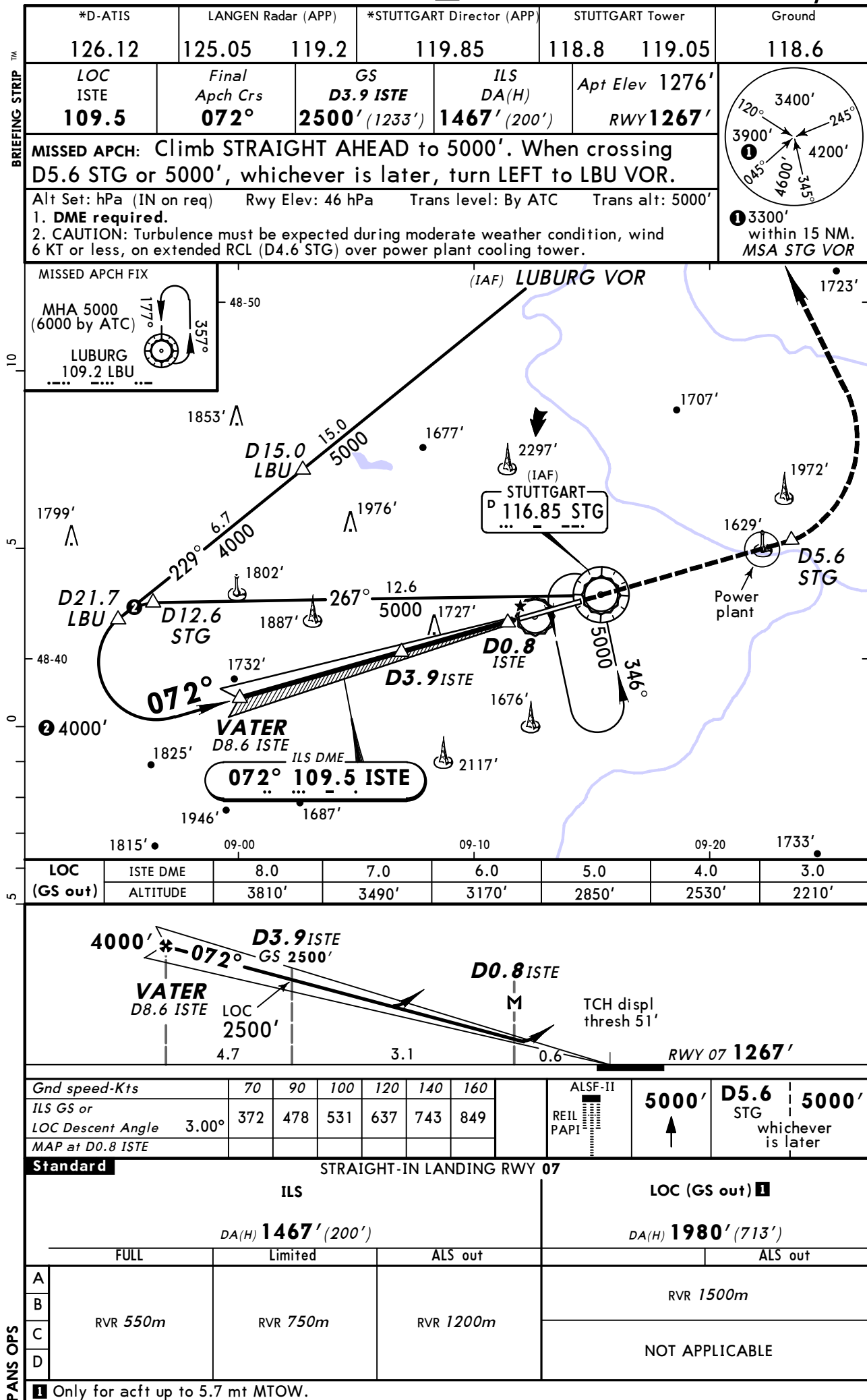
Steer RIGHT

EDDS/STR STUTTART

JEPPESSEN
STUTTART, GERMANY

5 DEC 14

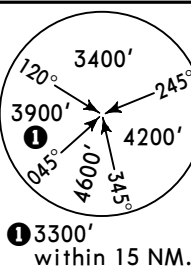
(11-1)

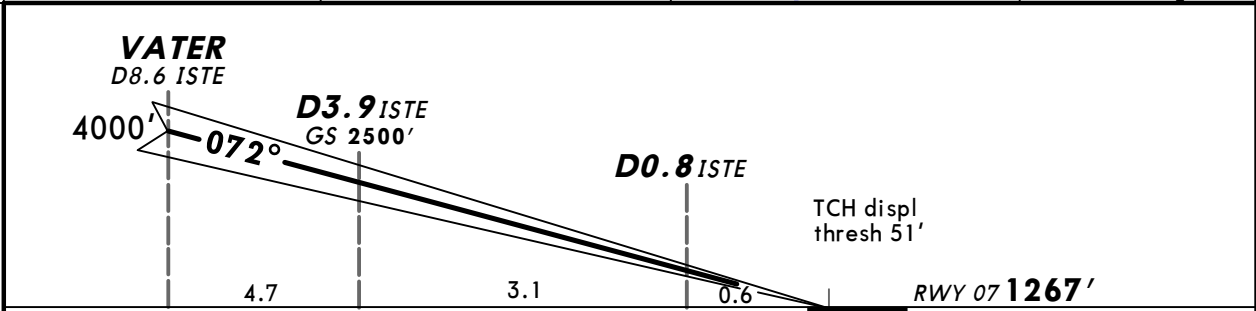
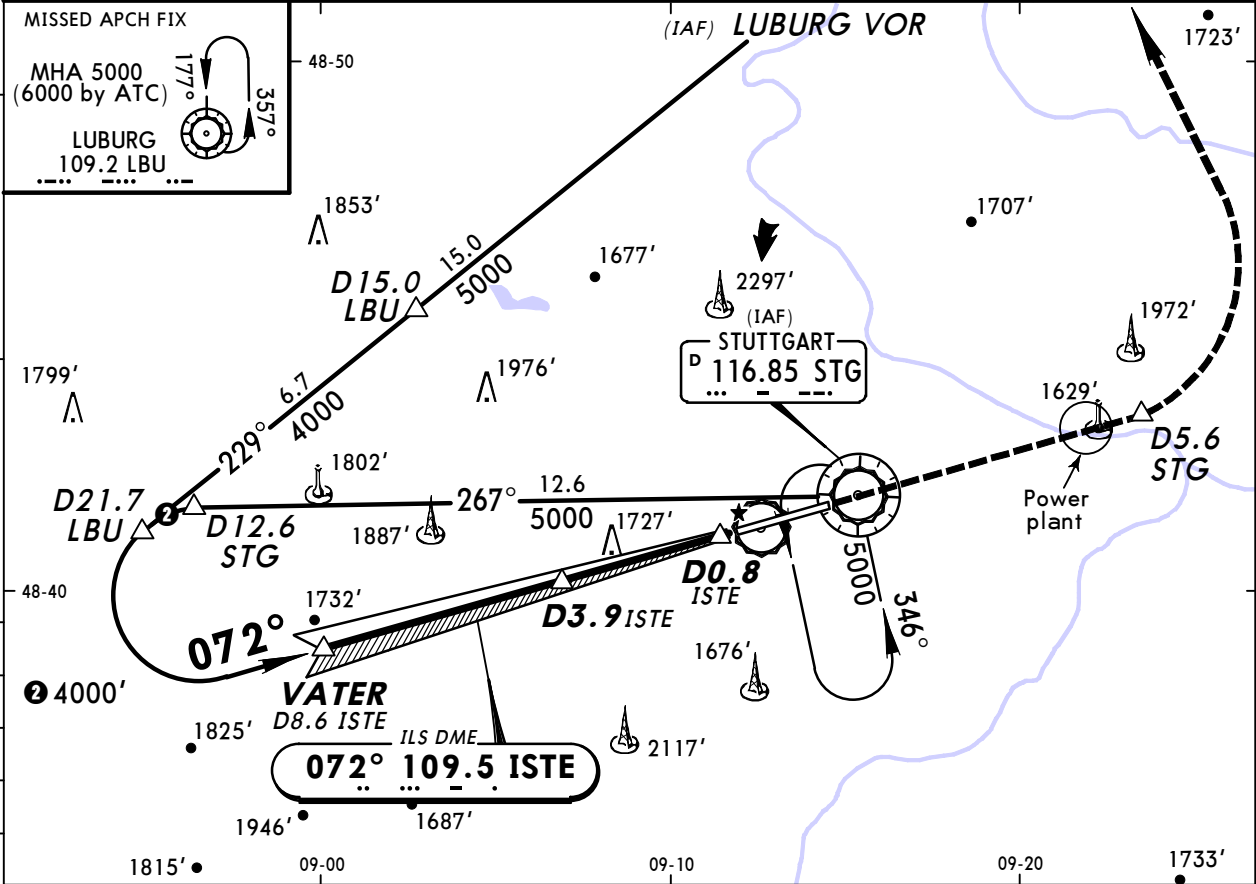
Eff 11 Dec
ILS or LOC Rwy 07


EDDS/STR
STUTT GART

JEPP ESEN
5 DEC 14
Eff 11 Dec 11-1A

STUTT GART, GERMANY
CAT II/III ILS Rwy 07

*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 ISTE 109.5	Final Aptch Crs 072°	GS D3.9 ISTE 2500' (1233')	CAT II & IIIA ILS Refer to Minimums Apt Elev 1276' RWY 1267'	
MISSED APCH: Climb STRAIGHT AHEAD to 5000'. 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	5000'	D5.6 STG	5000'
GS	3.00°	372	478	531	637	743	REIL PAPI	↑	which ever 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 1	

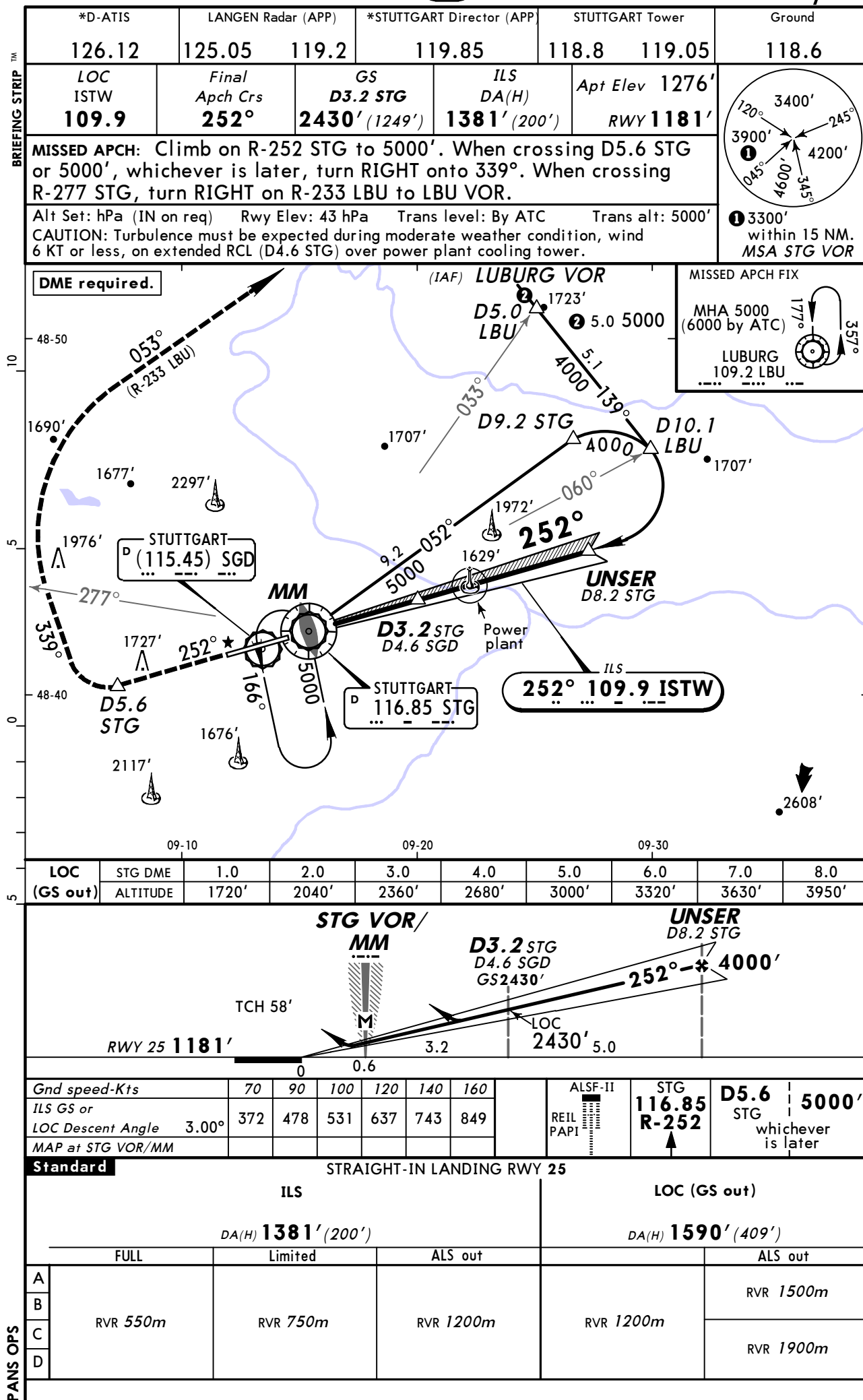
1 Operators applying U. S. Ops Specs: Autoland or HUD required below RVR 350m.

EDDS/STR STUTT GART

JEPPESSEN
STUTT GART, GERMANY

5 DEC 14

(11-2)

Eff 11 Dec
ILS or LOC Rwy 25


CHANGES: MSA. Missed approach.

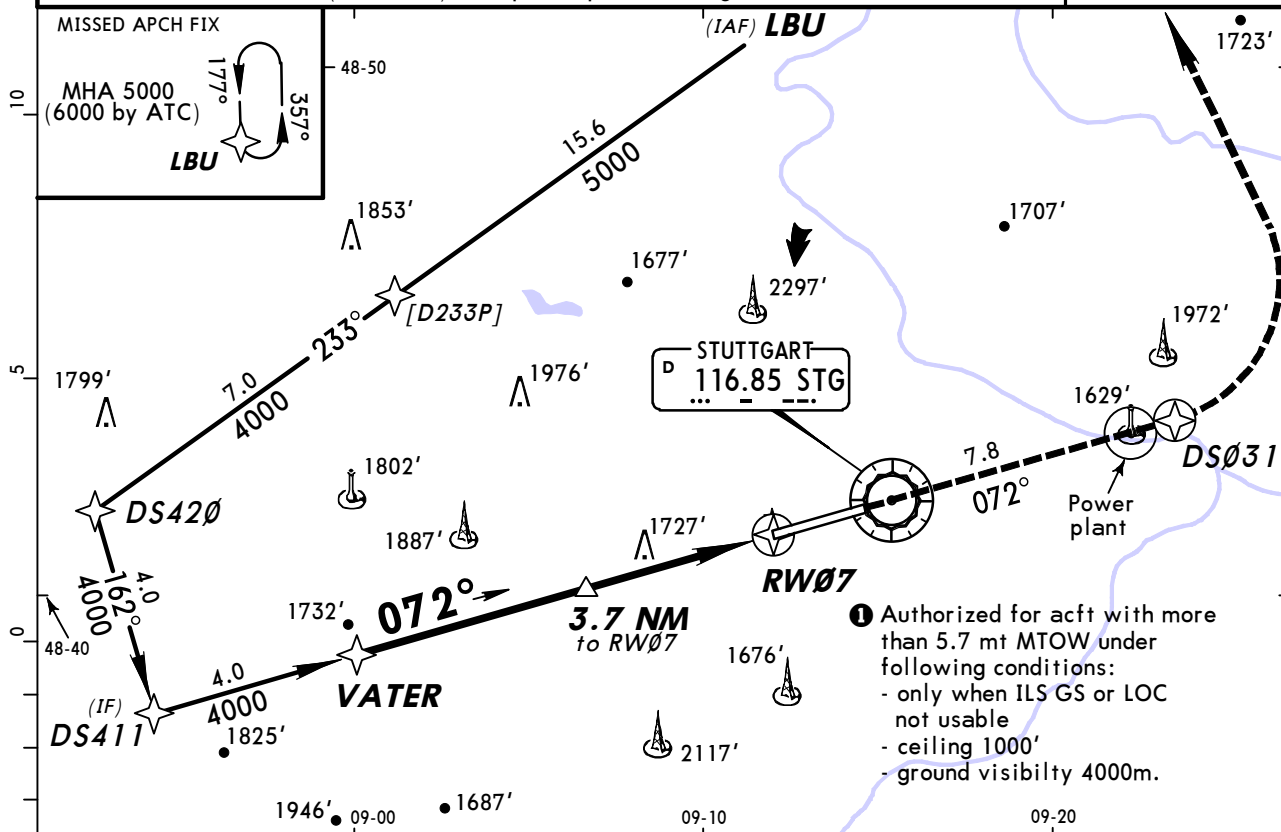
© JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

EDDS/STR
STUTT GART

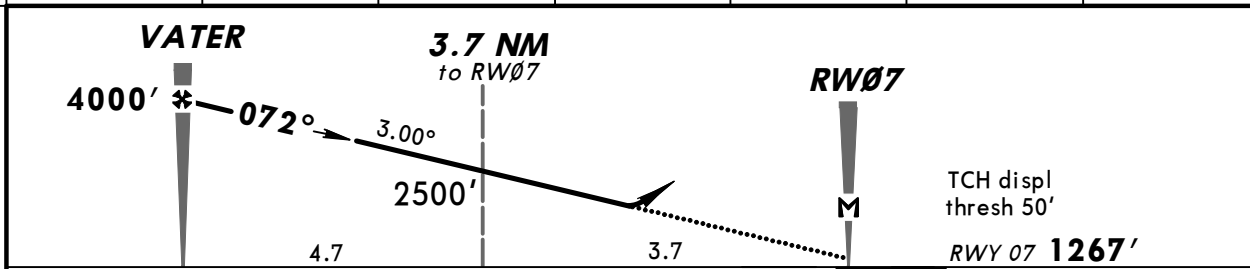
JEPPESEN
5 DEC 14
Eff 11 Dec (12-1)

STUTT GART, GERMANY
RNAV (GPS) Rwy 07

*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
RNAV	Final Aptch Crs 072°	Minimum Alt VATER 4000' (2733')	LNAV DA(H) 1980' (713')	Apt Elev 1276' RWY 1267'
MISSED APCH: Climb on 072° to 5000'. When crossing DS031 or 5000', whichever is later, turn LEFT direct to LBU.				
Alt Set: hPa (IN on req) Rwy Elev: 46 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.				
				4600' MSA ARP



DIST to RW07	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3870'	3550'	3230'	2910'	2600'	2280'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	072°	DS031 5000'
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	↑	whichever is later
MAP at RW07									

Standard **STRAIGHT-IN LANDING RWY 07**

LNAV
DA(H) **1980'** (713')

ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CHANGES: Missed approach. Waypoint. Note.

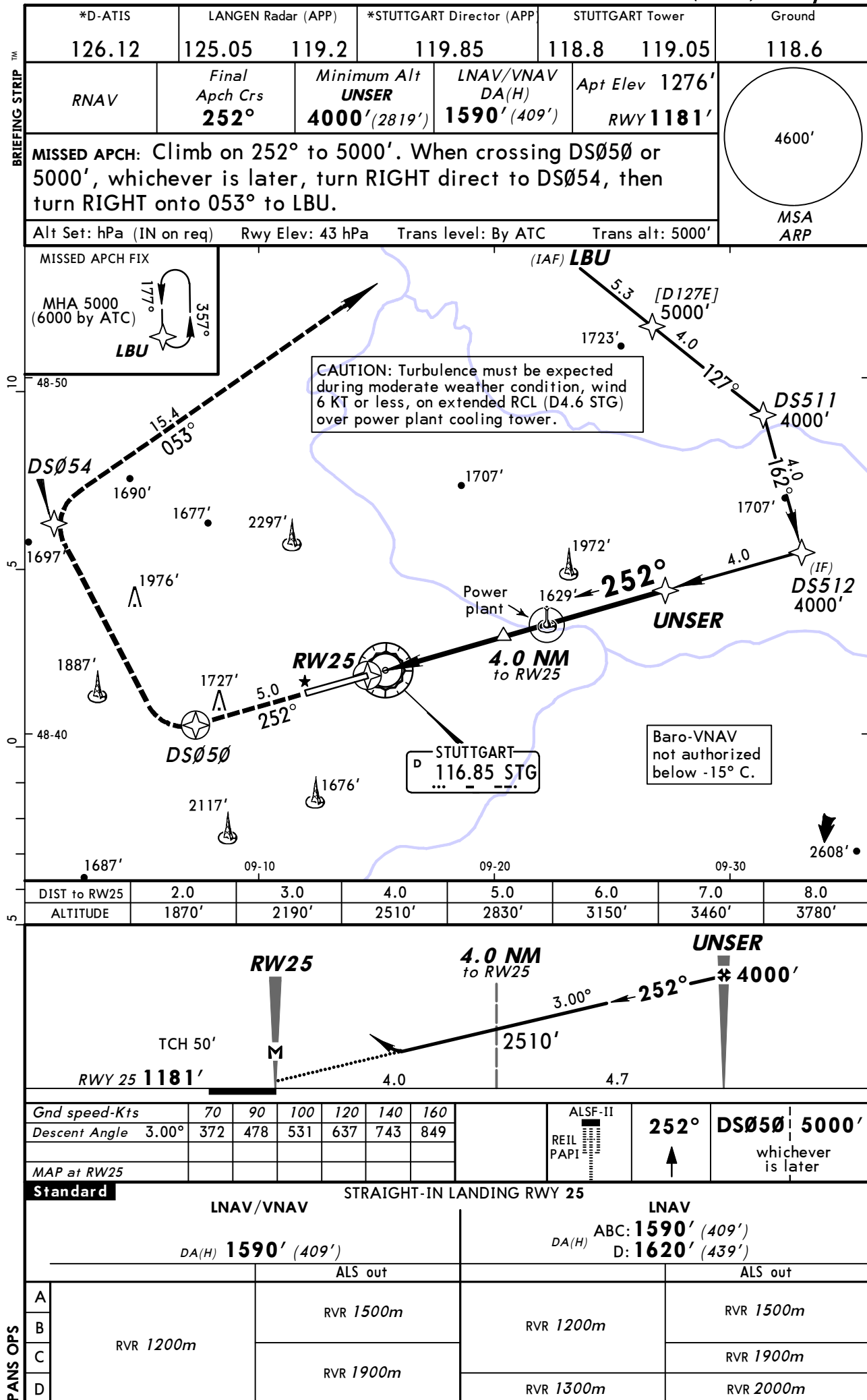
© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

EDDS/STR STUTT GART

JEPPESSEN
STUTT GART, GERMANY

5 DEC 14

(12-2)

Eff 11 Dec
RNAV (GPS) Rwy 25


CHANGES: Missed approach. Waypoint.

© JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

EDDS/STR STUTT GART

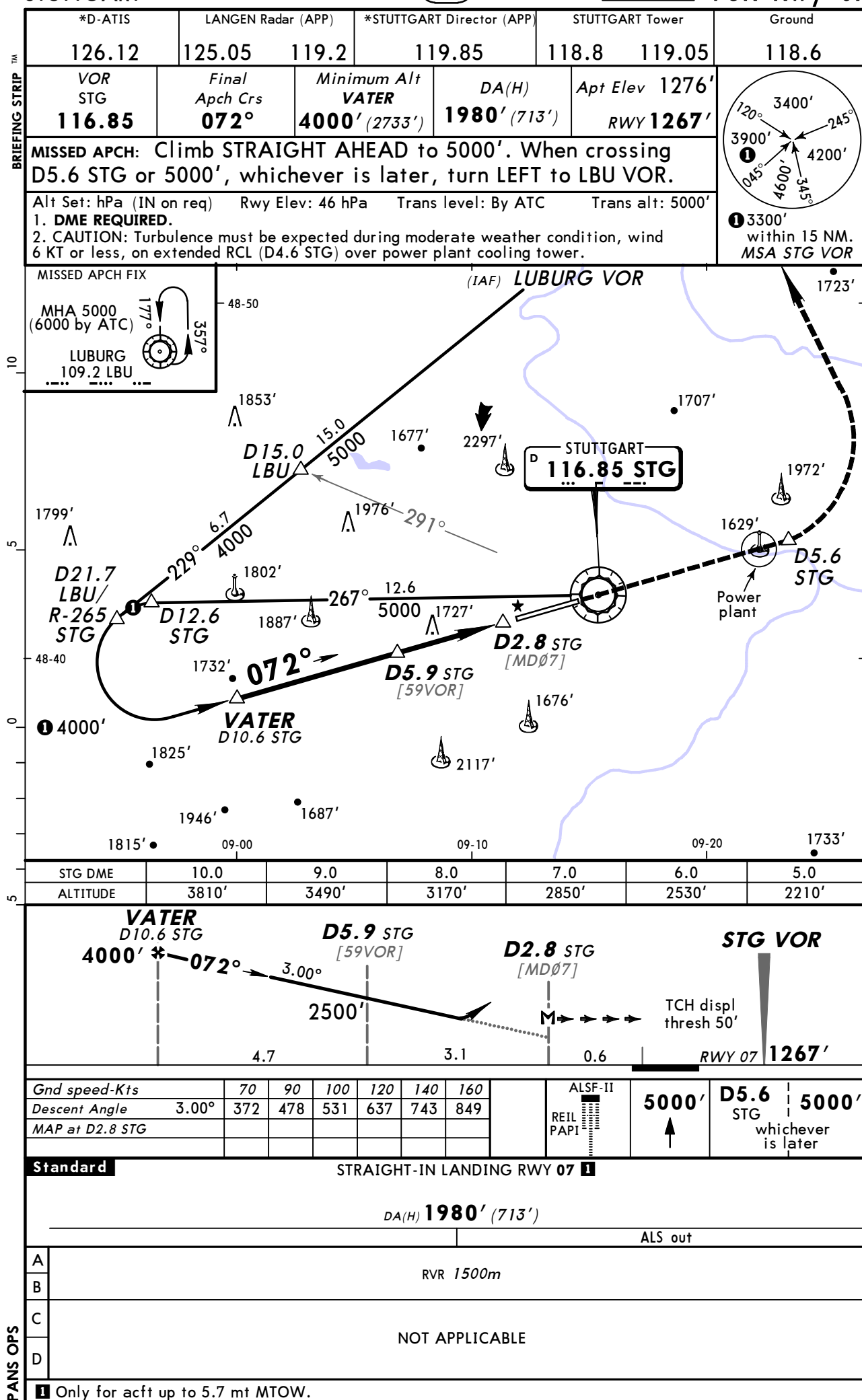
JEPPESSEN
STUTT GART, GERMANY

5 DEC 14

(13-1)

Eff 11 Dec

CAT A & B

VOR Rwy 07


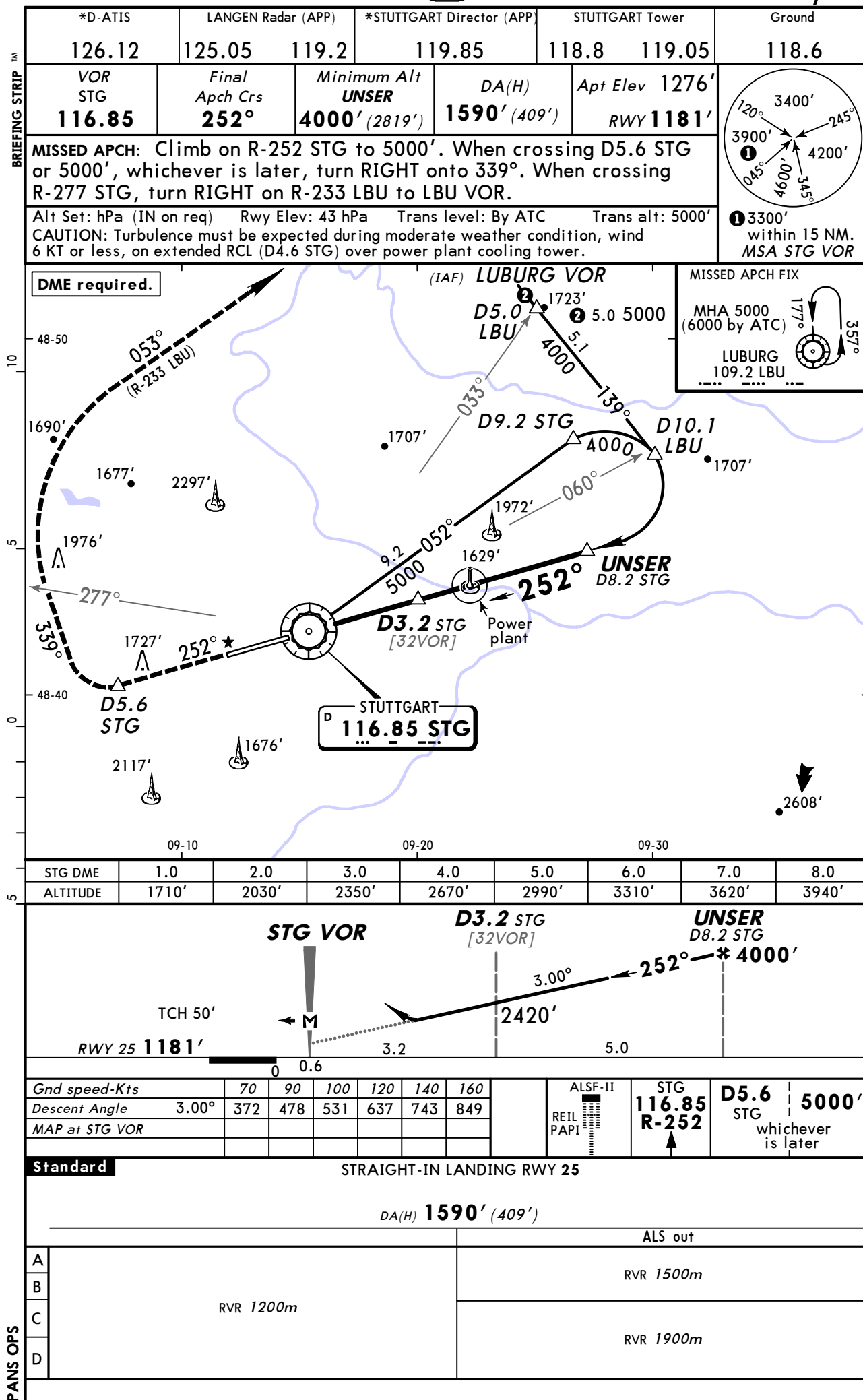
CHANGES: MSA. Missed approach.

© JEPPESSEN, 2006, 2014. ALL RIGHTS RESERVED.

EDDS/STR STUTTART

JEPPESSEN
5 DEC 14 **(13-2)** Eff 11 Dec

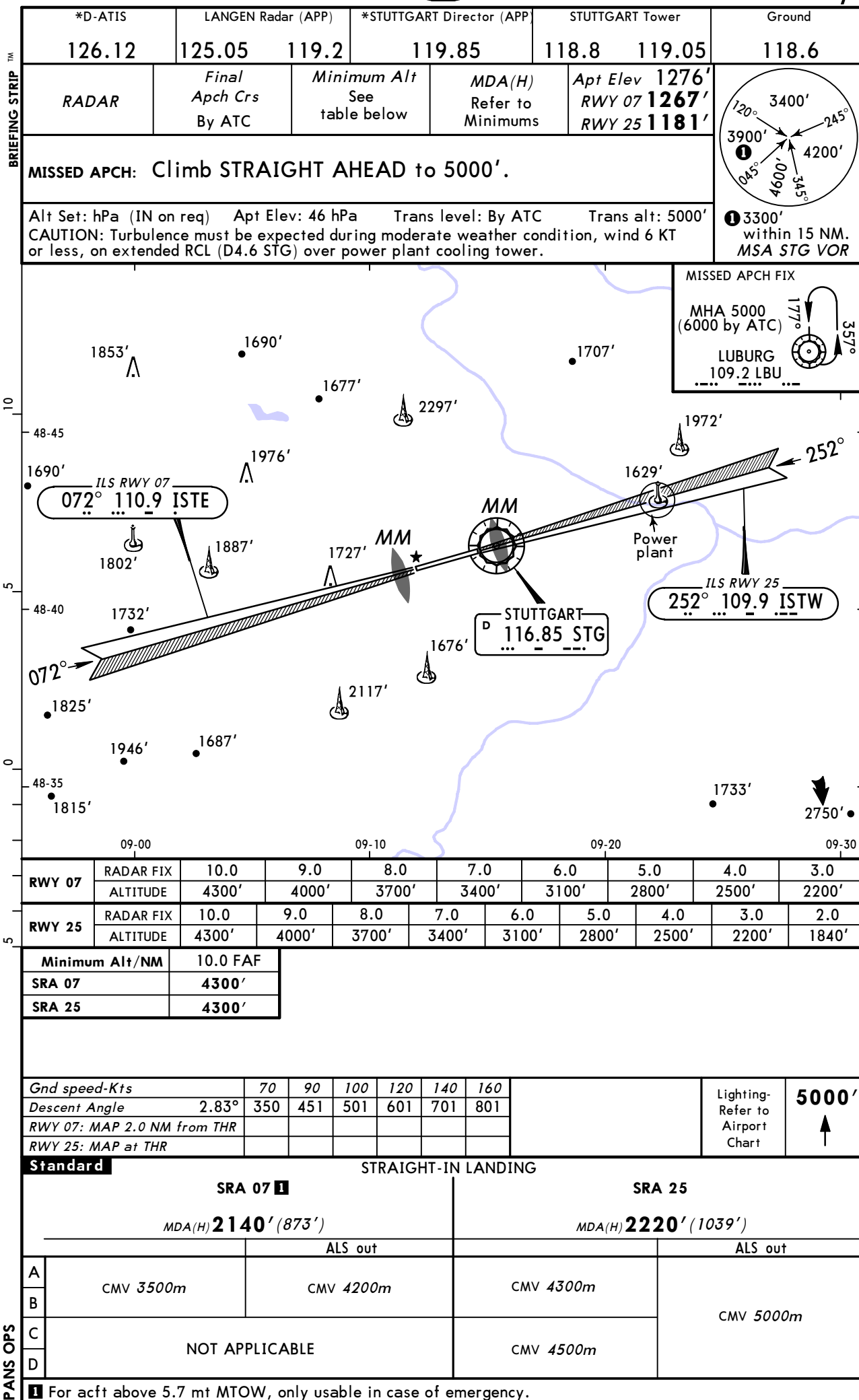
STUTTART, GERMANY
VOR Rwy 25



EDDS/STR
STUTT GART

JEPPESEN
5 DEC 14 **(18-1)** **Eff 11 Dec**

STUTT GART, GERMANY
SRA All Rws



STUTTGART, (STUTTGART - EDDS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For CDO, report ATIS received when contacting arrival sector; ACFT will be vectored to reach the intermediate approach level on the LOC course with about 1 NM of level flight left until intercepting GS, the purpose of this intermediate approach segment is to reduce speed; assumed descent angle 3°; participants are invited to send regular feedback on CDO performance to cdo-feedback@dfs.de.