

List of pages in this Trip Kit

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Airport Information For EDDS

Terminal Charts For EDDS

Revision Letter For Cycle 13-2016

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: 0320 Z
Sunset: 1929 Z

Runway Information

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

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

Communication Information

ATIS: 126.125
Stuttgart Tower: 28.402 Military
Stuttgart Tower: 118.800
Stuttgart Delivery Tower: 121.900
Stuttgart Tower: 37.835 Military
Stuttgart Tower: 119.050
Stuttgart Ground: 118.600
Langen Radar Approach: 34.042 Military
Langen Radar Approach: 119.200
Langen Radar Approach: 125.050
Stuttgart Direct (Approach Control Radar): 28.080 Military



Stuttgart Direct (Approach Control Radar): 119.850

EDDS/STR
STUTTGART

22 APR 16

JEPPesen

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

22 APR 16

JEPPesen

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 64 MAX code letter C ACFT.

TWYs C, E and G MAX code letter D ACFT.

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.

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
STUTT GART

JEPPESSEN
22 APR 16 (10-1P2)

STUTT GART, 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 1NM 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 300ft/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 300ft/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 10NM 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
22 APR 16 10-1P3

STUTT GART, GERMANY
AIRPORT BRIEFING

3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DCL is available with the following temporal parameters:

- t_i 25 min prior to EOB T for unregulated flights.
30 min prior to CTOT for ATFM regulated flights.
- t_↑ 11 min prior to EOB T for unregulated flights.
16 min prior to CTOT for ATFM regulated flights.
- t_↓ 5 min

3.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

A-CDM applies at this APT. Refer to ATC pages.

3.3. DE-ICING

3.3.1. 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.

3.3.2. PROCEDURE

The de-icing required should be requested by TOBT minus 40 minutes (time of TSAT publication) either by making an entry in the CSA tool or on STUTT GART DELIVERY. If this is not possible because of shorter turn-around times or other factors, de-icing shall be requested at latest by TOBT minus 20 minutes. The necessity of ACFT de-icing shall also be mentioned when obtaining start-up approval on STUTT GART DELIVERY.

Departures without a contractual commitment with a de-icing service provider will not be sequenced and therefore the A-CDM process will be interrupted.

During the de-icing procedure, the assigned ATC frequency shall be monitored.

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.

3.3.3. 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

3.4. SPEED RESTRICTIONS

MAX 250 KT below FL100 or by ATC.

Not applicable within airspace C.

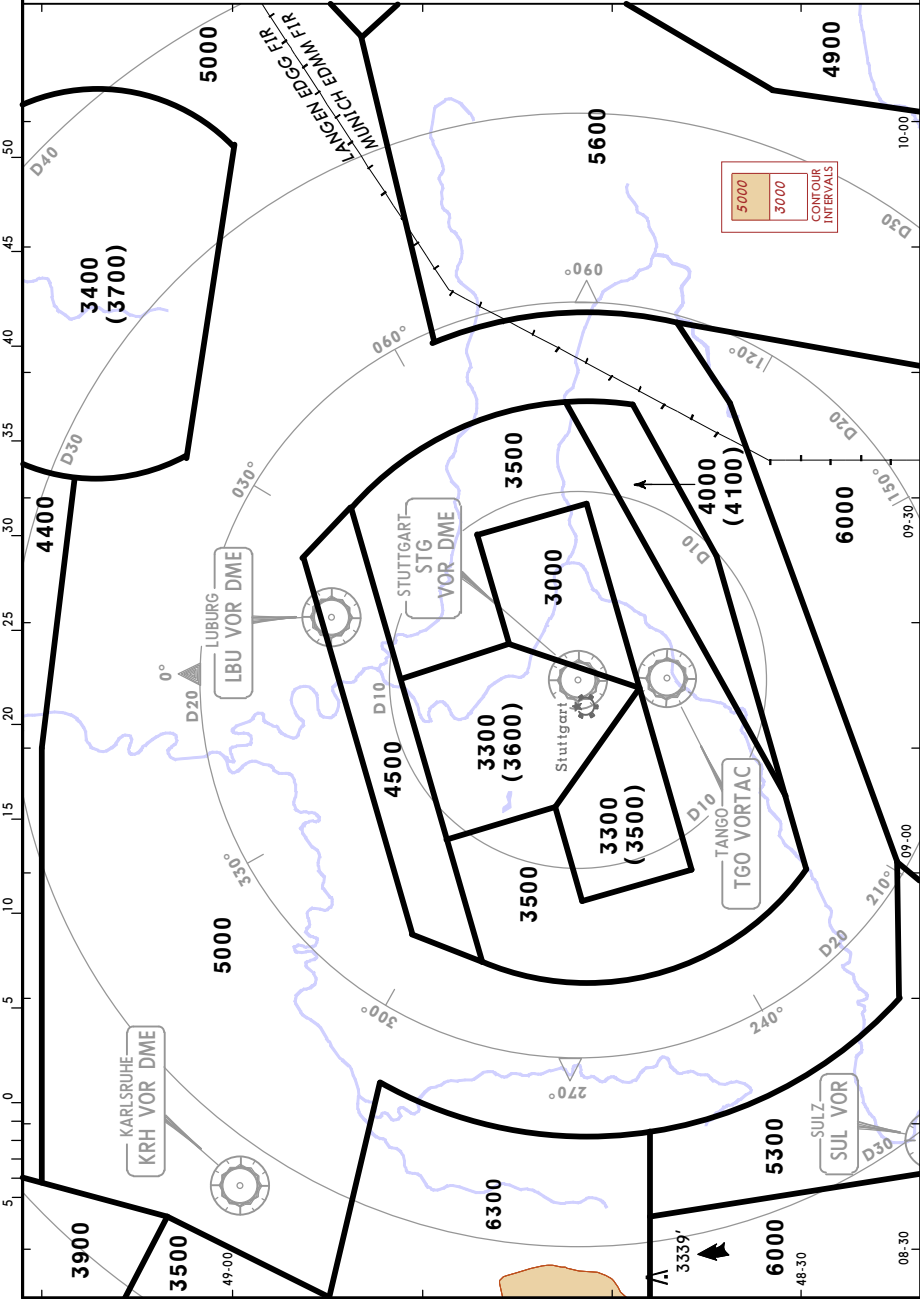
EDDS/STR
STUTT GART

JEPP ESEN
30 JAN 15 (10-1R)

STUTT GART, GERMANY
RADAR MINIMUM ALTITUDES

LANGEN Radar (APP)	125.050 119.20	Apt Elev 1276'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000'
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The MVA 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 MVA, 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.



EDDS/STR
STUTT GART

JEPPESSEN
5 DEC 14 (10-2)

Eff 11 Dec

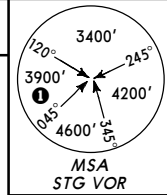
STUTT GART, GERMANY

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

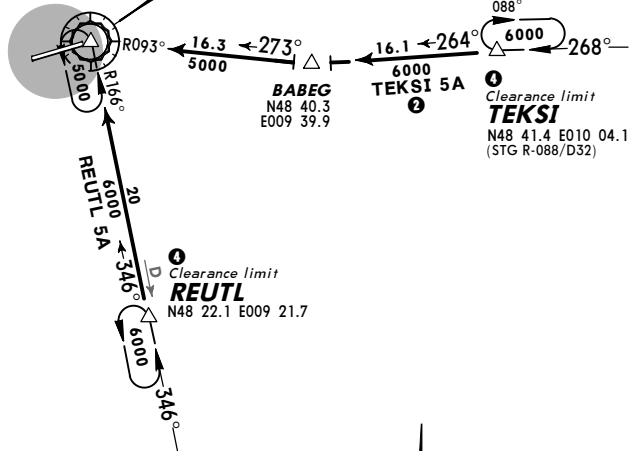
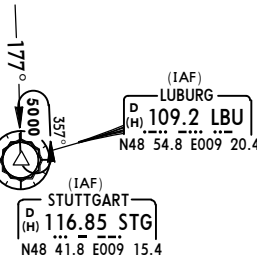
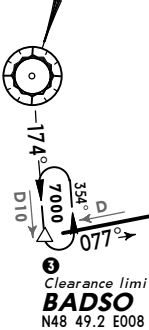
① 3300' within 15 NM

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.

KARLSRUHE
(D) 115.95 KRH
(H) N48 59.6 E008 35.1



NOT TO SCALE

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.
SWWOC LOS1 ▲ SWWOC LOS1 ▲ SWWOC LOS1 ▲ SWWOC LOS1

② BRNAV equipment necessary.

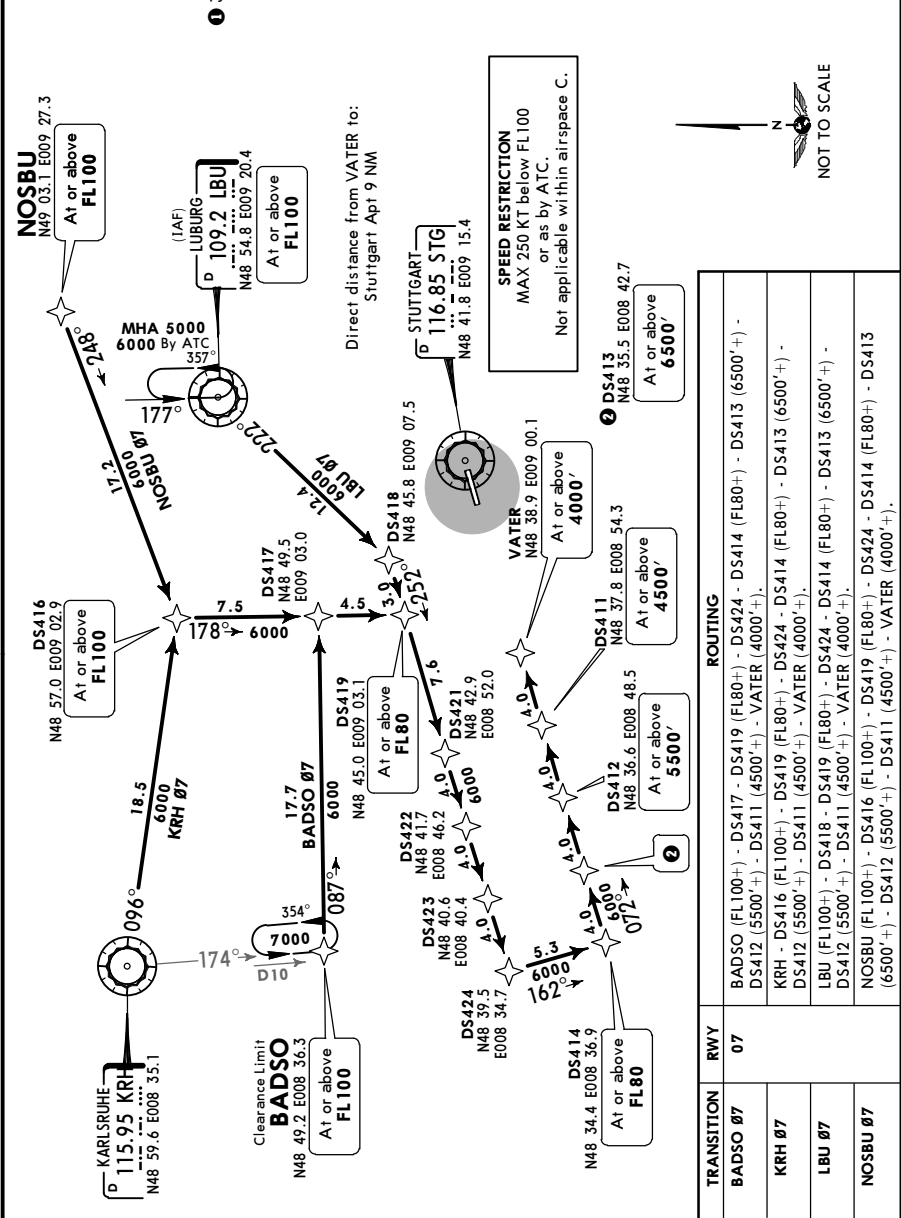
EDDS/STR
STUTTGART

*D-ATIS
126.125

Apt Elev
1276'

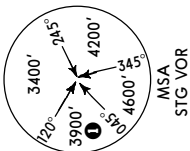
Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 5000'
1. GPS- or FMS-equipped aircraft.
2. On downwind EXPECT vectors to final.

BADSO 07 [BAD07], KRH 07
LBU 07, NOSBU 07 [NOS07]
RNAV
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



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

1. GPS- or FMS-equipped aircraft.
2. On downwind EXPECT vectors to final.

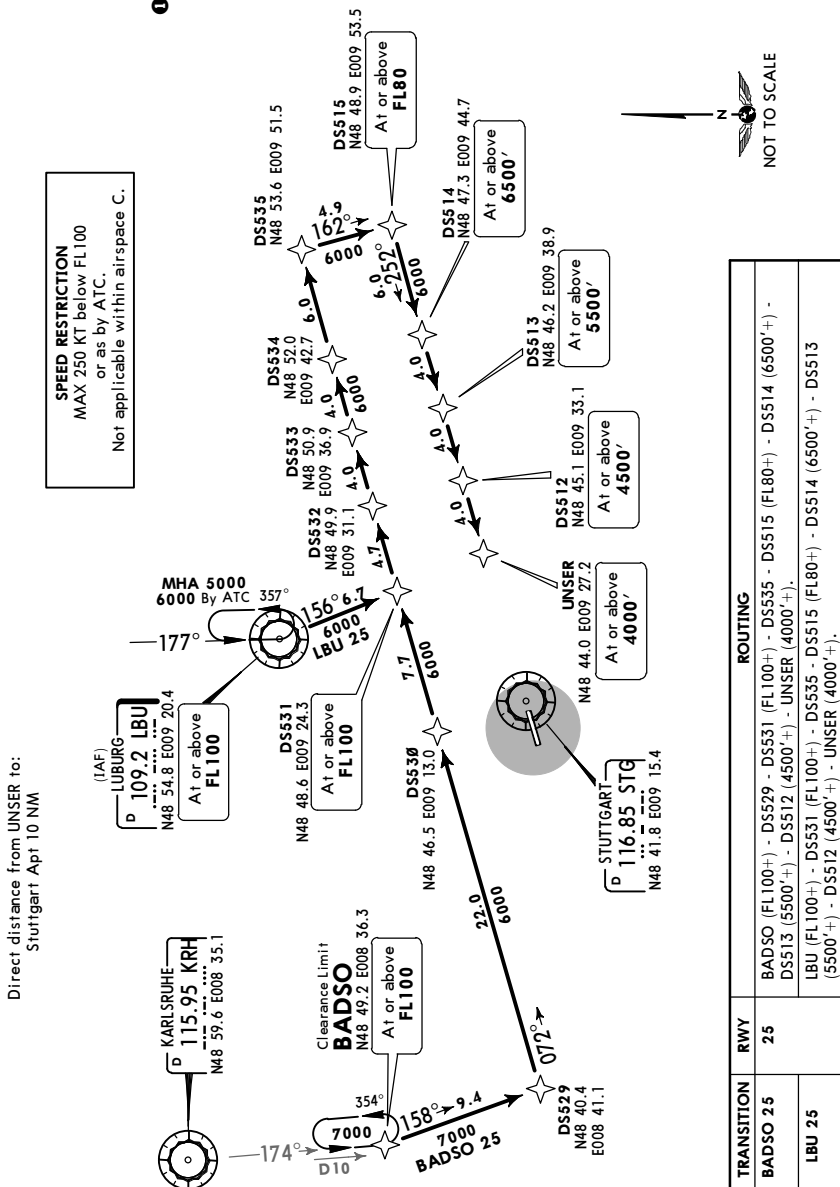


1 3300' within 15 NM

**BADSO 25 [BAD25] , LBU 25
RNAV**

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

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



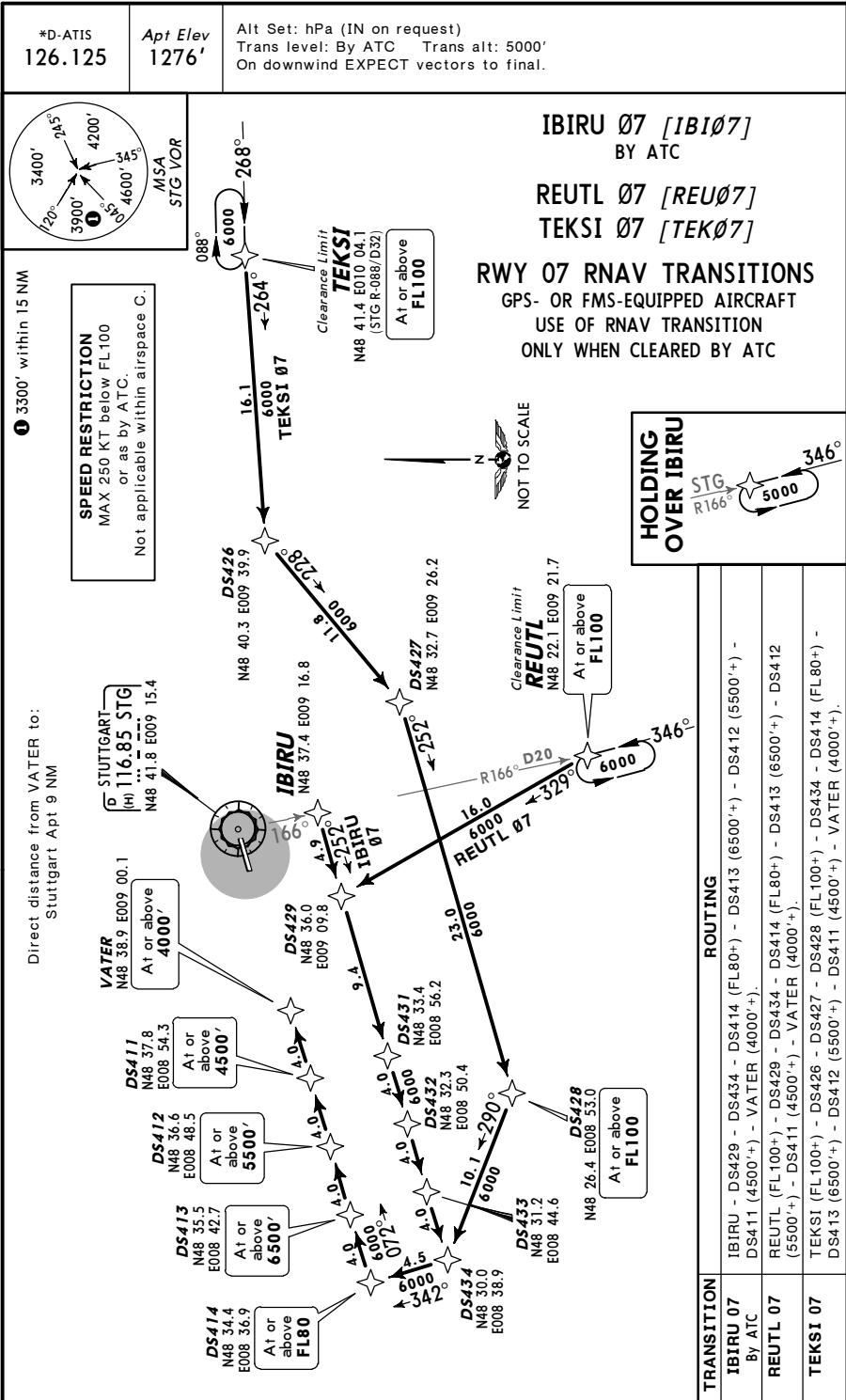
TRANSITION	RWY	ROUTING
BADSO 25	25	BADSO (FL100+) - DS529 - DS531 (FL100+) - DS535 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).
LBU 25		LBU (FL100+) - DS531 (FL100+) - DS535 - DS515 (FL80+) - DS514 (6500'+) - DS513 (5500'+) - DS512 (4500'+) - UNSER (4000'+).

EDDS/STR
STUTTGART

JEPPESSEN
10-2D

Eff 11 Dec

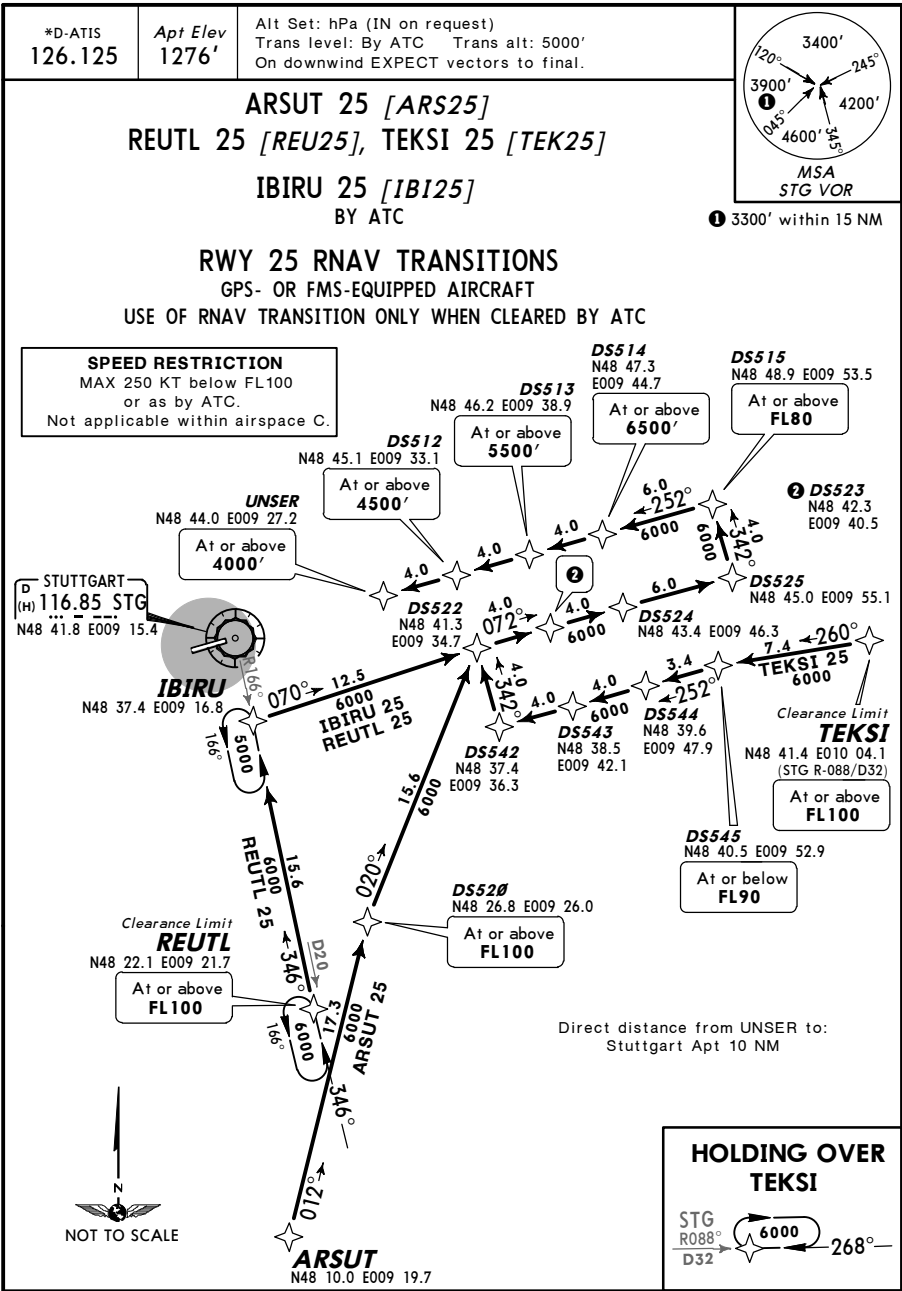
STUTTGART, GERMANY
RNAV TRANSITION



EDDS/STR
STUTT GART

JEPPESSEN
3 DEC 14 (10-2E) Eff 11 Dec

STUTT GART, GERMANY
RNAV TRANSITION



EDDS/STR
STUTTGART
JEPPESSEN

STUTTGART, GERMANY

5 DEC 14

10-2F

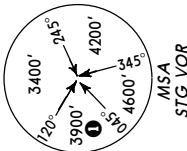
Eff 11 Dec

RNAV TRANSITION

*D-ATIS
126.125

Apt Elev
1276'

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



STG VOR

1 3300' within 15 NM

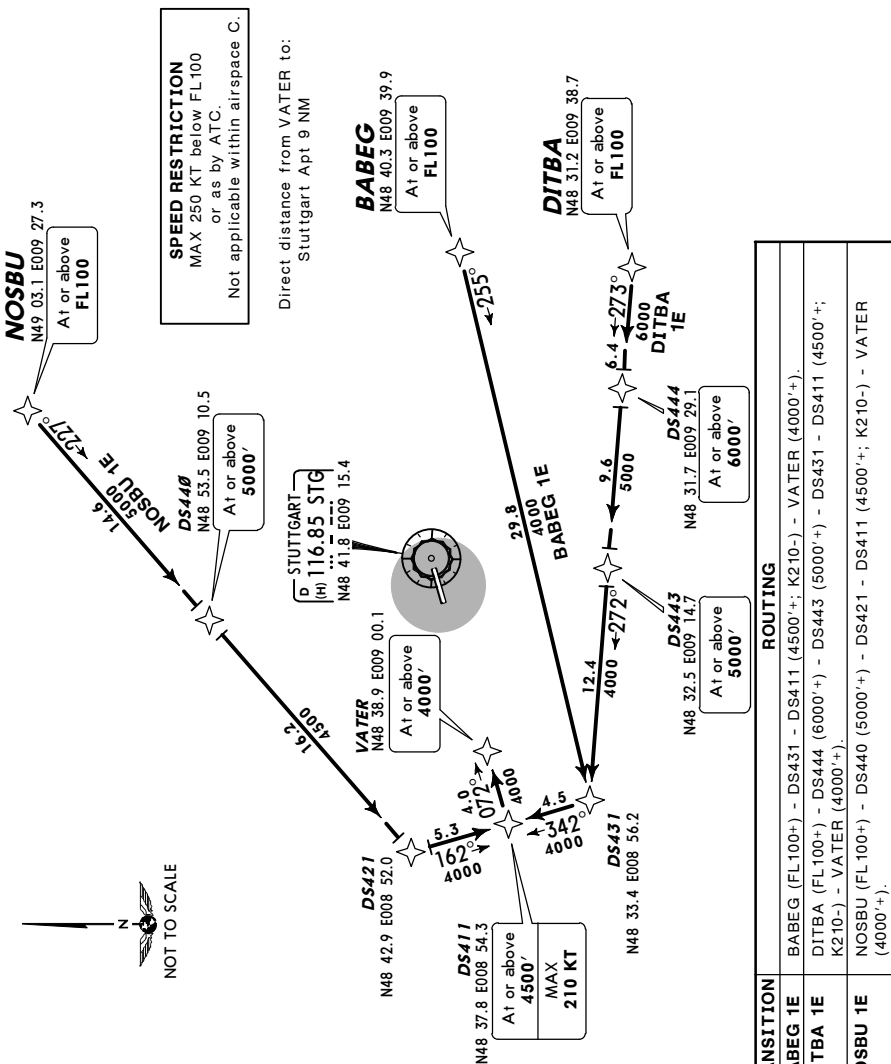
BABEG 1E [BABE1E]
DITBA 1E [DITB1E]
NOSBU 1E [NOSB1E]
RWY 07 RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT

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

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

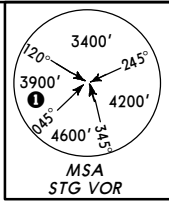
Direct distance from VATER to:
Stuttgart Apt 9 NM



TRANSITION	ROUTING
BABEG 1E	BABEG (FL100+) - DS431 - DS411 (4500'+; K210-) - VATER (4000'+).
DITBA 1E	DITBA (FL100+) - DS444 (6000'+) - DS443 (5000'+) - DS431 - DS411 (4500'+; K210-) - VATER (4000'+).
NOSBU 1E	NOSBU (FL100+) - DS440 (5000'+) - DS421 - DS411 (4500'+; K210-) - VATER (4000'+).

*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
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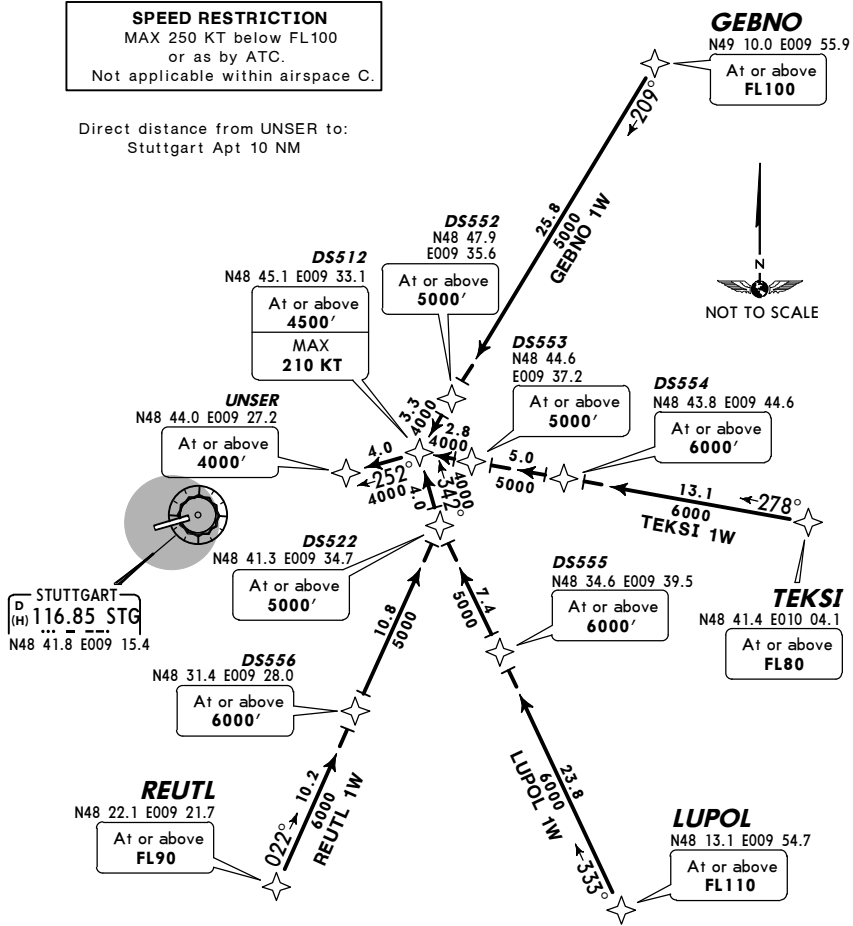
**GEBNO 1W [GEBN1W], LUPOL 1W [LUPOL1W]
REUTL 1W [REUTL1W], TEKSI 1W [TEKSI1W]
RWY 25 RNAV TRANSITIONS**
GPS- OR FMS-EQUIPPED AIRCRAFT
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



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

5 DEC 14

10-2J

Eff 11 Dec

STUTTGART, GERMANY

RNAV TRANSITION

*D-ATIS
126.125

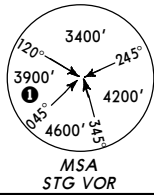
Apt Elev
1276'

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

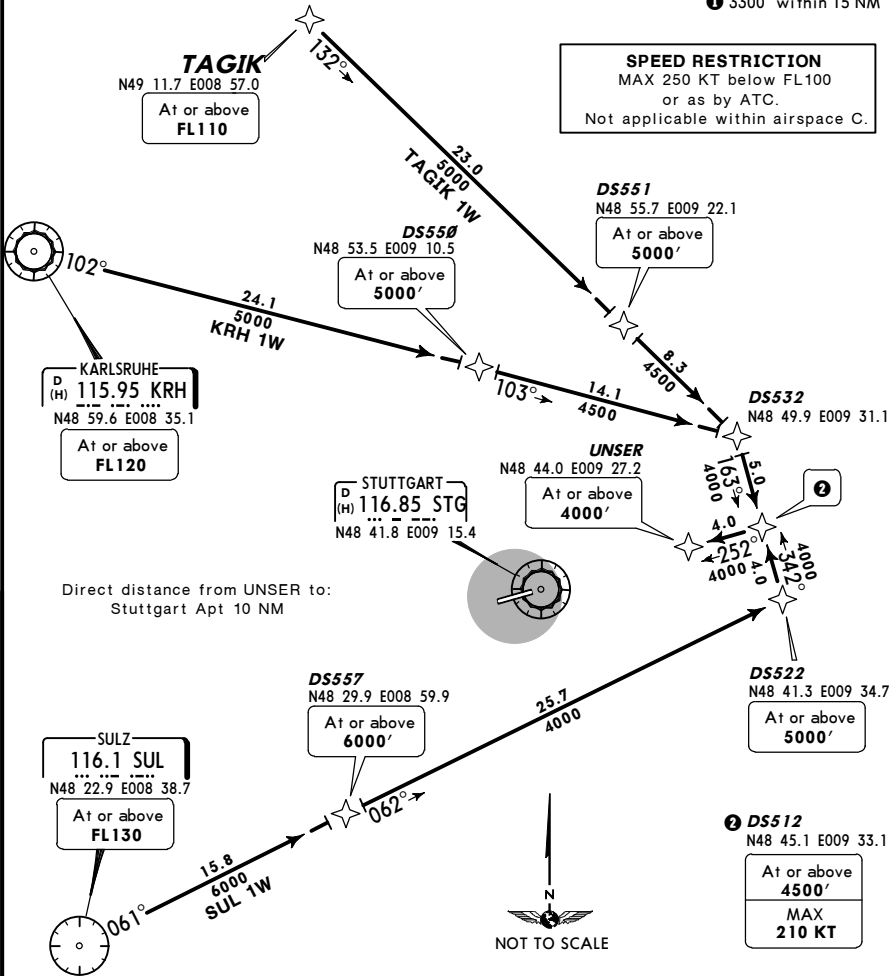
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



① 3300' within 15 NM

SPEED RESTRICTION

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



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
STUTT GART

JEPPESSEN
7 AUG 15

(10-3)

Eff 20 Aug

STUTT GART, 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
STUTT GART 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
STUTT GART 1B, 2H	10-3X
SULZ 3B, 3H	10-3X1
TAGIK 4B, 2H	10-3X2
TEDGO 1B, 2H	10-3X3
VESID 4B, 2H	10-3X4

CHANGES: None.

EDDS/STR
STUTT GART

JEPPESSEN
24 APR 15 (10-3D)

Eff 30 Apr

STUTT GART, GERMANY

SID

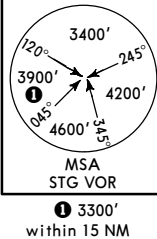
LANGEN
Radar (APP)
125.05

Apt Elev
1276'

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.

ETASA FOUR BRAVO (ETASA 4B)
ETASA TWO HOTEL (ETASA 2H)
RWYS 25, 07 DEPARTURES
ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

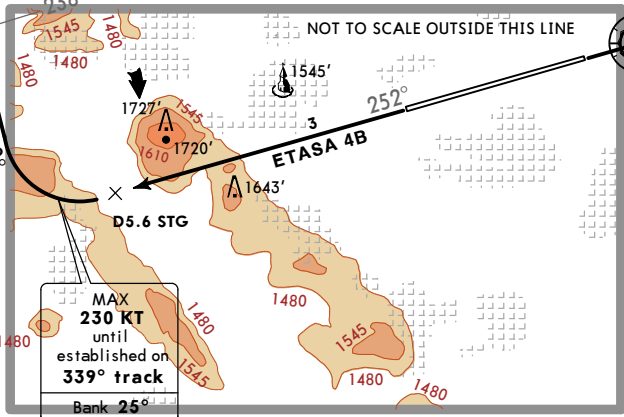
ETASA
N49 11.4 E009 07.7



KOVAN
N48 52.9 E009 05.1

LUBURG
D (L) 109.2 LBU
N48 54.8 E009 20.4

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



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

These SIDs require minimum climb gradients of

ETASA 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.

ETASA 2H: 220' per NM (3.6%) until passing 4000' due to airspace structure.

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

Initial climb clearance 5000'

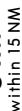
SID	RWY	ROUTING
ETASA 4B	25	Intercept STG R-252 to D5.6 STG, turn RIGHT, 339° track, when passing LBU R-238 ② turn RIGHT, 029° track to KOVAN, 003° track to ETASA.
ETASA 2H	07	Intercept STG R-072 to D5.6 STG, turn LEFT, intercept LBU R-152 inbound to LBU, LBU R-332 to ETASA.

② After passing LBU R-238 BRNAV equipment necessary.

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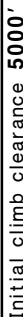
Trans level: By ATC Trans alt: 5000'

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 C.



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. ④
KUNOD 2H ③	07	Intercept STG R-072 to D7.5 STG, turn RIGHT, 165° track to KUNOD. ②

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

These SIDs require minimum climb gradients of

EDDS/STR
STUTTGART

STUTTGART, GERMANY

24 APR 15

10-3H

Eff 30 Apr

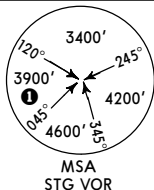
SID

LANGEN
Radar (APP)
125.05

Apt Elev
1276'

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

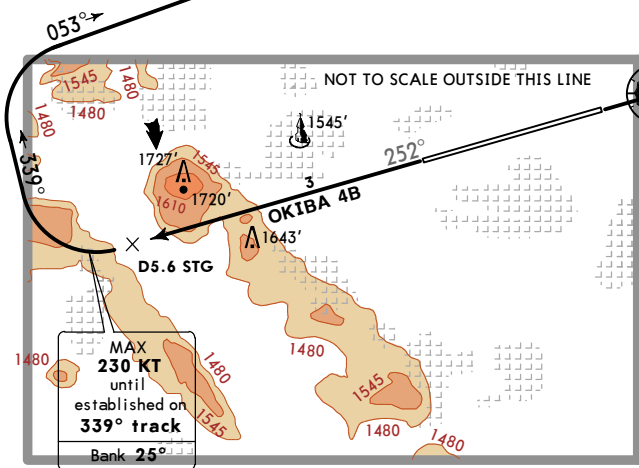
**OKIBA FOUR BRAVO (OKIBA 4B)
OKIBA FOUR HOTEL (OKIBA 4H)
RWYS 25, 07 DEPARTURES
ONLY FOR FLIGHTS WITH
MINIMUM REQUESTED FL200**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.



NOTGA
N48 57.4
E009 30.4



STUTTGART
D (L) 116.85 STG
N48 41.8 E009 15.4

These SIDs require minimum climb gradients of
OKIBA 4B: 245' per NM (4%) until passing 1900',
 305' per NM (5%) until passing 4000' due to air-
 space structure. If unable to comply advise ATC.
OKIBA 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
OKIBA 4B	25	Intercept STG R-252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R-233 inbound to LBU, turn LEFT, LBU R-355 to OKIBA.
OKIBA 4H ②	07	Intercept STG R-072 to D9.8 STG, turn LEFT, 354° track to NOTGA, 332° track to OKIBA.

② After passing 5000' BRNAV equipment necessary.

CHANGES: SIDs renumbered; chart reindexed.

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EDDS/STR
STUTT GART

JEPPESEN
24 APR 15 10-3K Eff 30 Apr

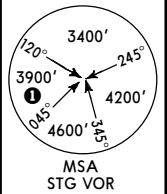
STUTT GART, GERMANY
SID

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



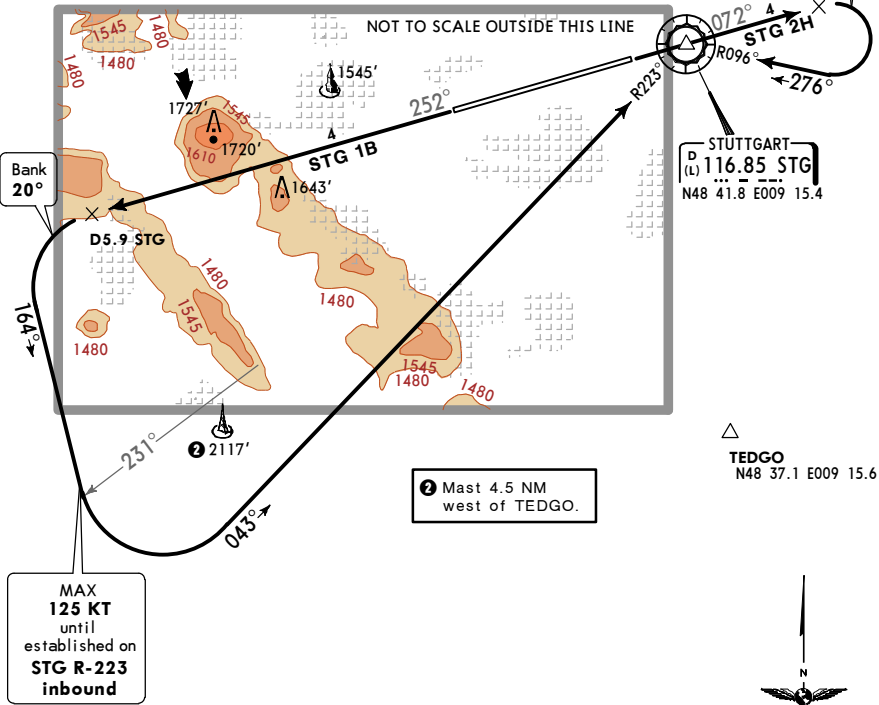
① 3300' within 15 NM

SPEED RESTRICTION

MAX 250 KT below FL100
or as by ATC.

Not applicable within airspace C.

Bank
20°



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.

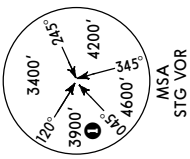
Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600

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.

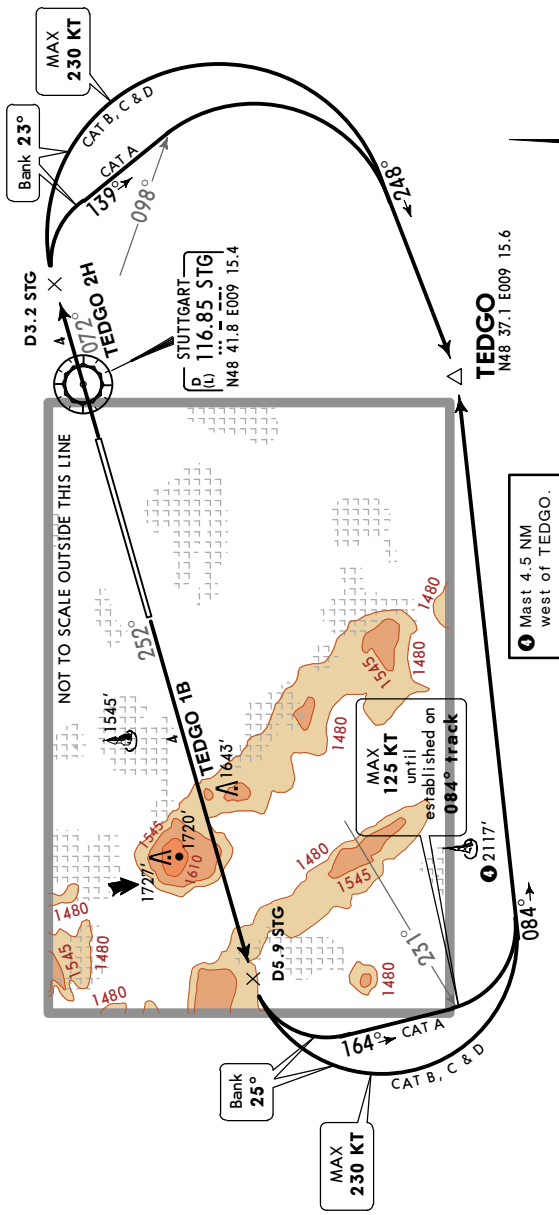
Trans level: By ATC Trans alt: 5000'

1. Contact 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 ETHL

SPEED RESTRICTION
MAX 250 KT below FL 100
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
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600

These SIDs require minimum climb gradients of

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.

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.		

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

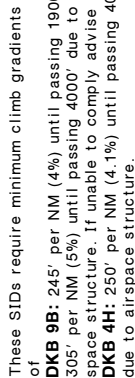
100

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

VESID 2H
2220' per NM (3.6%) until passing 4000'.
due to airspace structure.

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.



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

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

EDDS/STR
STUTTGART

JEPPESSEN
24 APR 15 10-3Q

Eff 30 Apr

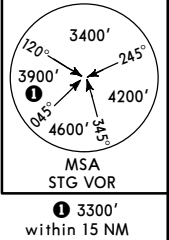
STUTTGART, GERMANY
RNAV SID (OVERLAY)

LANGEN
Radar (APP)
125.05

Apt Elev
1276'

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.

ETASA FOUR BRAVO
(ETASA 4B) [ETAS4B]
ETASA TWO HOTEL
(ETASA 2H) [ETAS2H]
RWYS 25, 07
RNAV DEPARTURES
(OVERLAY 10-3D)
ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU



ETASA
N49 11.4 E009 07.7



LUBURG
D (L) 109.2 LBU
N48 54.8 E009 20.4

SPEED RESTRICTION

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

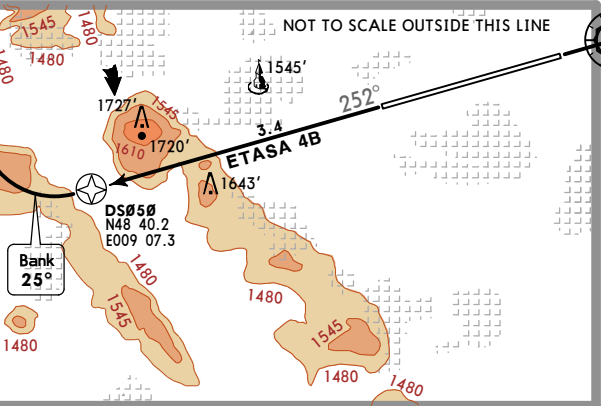
KOVAN
N48 52.9 E009 05.1
DSØ43
N48 48.0 E009 00.6

5.7
029°

7.0
339°

DSØ4Ø
N48 41.4 E009 04.0

MAX
230 KT



DSØ38
N48 47.1 E009 26.1

8.6
332°

6.1
072°

STUTTART
D (L) 116.85 STG
N48 41.8 E009 15.4

These SIDs require minimum climb gradients of
ETASA 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.
ETASA 2H: 220' per NM (3.6%) until passing 4000' due to airspace structure.

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

Initial climb clearance 5000'

SID	RWY	ROUTING
ETASA 4B	25	(1700'+) -DSØ50 - DSØ40 (K230-) - DSØ43 - KOVAN - ETASA.
ETASA 2H	07	(1700'+) - DSØ31 - DSØ38 - LBU - ETASA.

Trans level: By ATC Trans alt: 5000'

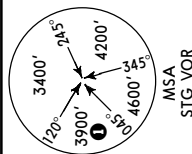
1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

GEBNO SEVEN BRAVO
(GEBNO 7B) [GEBN7B]
GEBNO SIX HOTEL
(GEBNO 6H) [GEBN6H]
RWYS 25, 07

RNAV DEPARTURES (OVERLAY 10-3F)

ONLY FOR FLIGHTS TO CONTINUE
VIA AIRWAY Z-76 NORTH-
BOUND MAX FL180

1 3300' within 15 NM



These SIDs require minimum climb gradients

GEBNO 7B: 245' per NM (4%) until passing 1900', 1905' 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
2245' per NM	306	408	613	817	1021	1225
2250' per NM	313	417	625	833	1042	1250
3095' per NM	381	508	763	1017	1271	1525

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

... cable within airspace C.

or as by ATC.

MAX 250 KT below FL100

SPEED RESTRICTION

	(	)	:
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07	(1700'+)	-
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- LBU - DSO

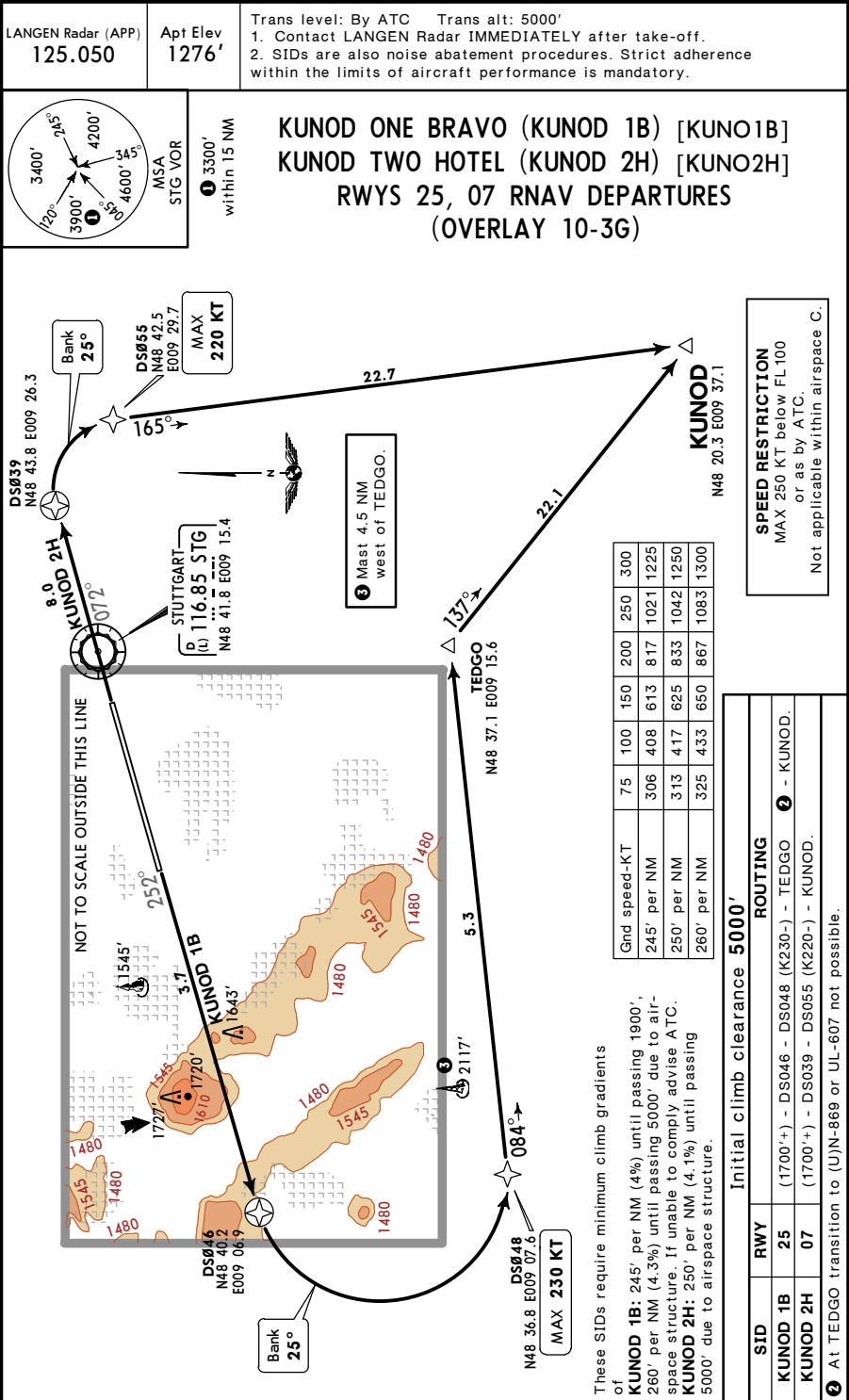
25	(1700'+)	-5
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RWY

Initial climb cle

CHANGES: RNAV SIDs renumbered; chart reindexed

EDDS/STR
STUTTGART

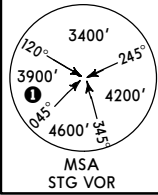


EDDS/STR
STUTTGART

JEPPesen STUTTGART, GERMANY
24 APR 15 (10-3X) Eff 30 Apr RNAV SID (OVERLAY)

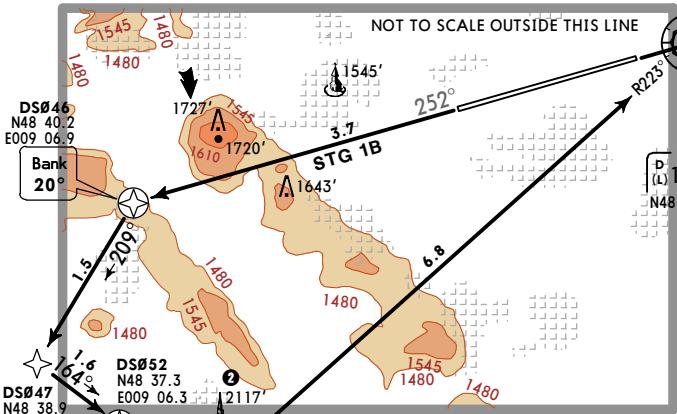
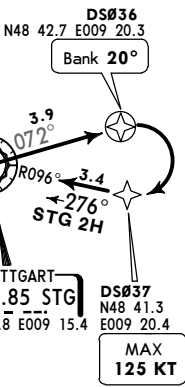
STUTTGART Director 119.85	Apt Elev 1276'	Trans level: By ATC Trans alt: 5000' 1. Contact STUTTGART Director IMMEDIATELY after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
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STUTTGART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



② Mast 4.5 NM west of TEDGO.

△ TEDGO
N48 37.1 E009 15.6

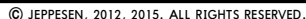


These SIDs require minimum climb gradients of
STG 1B: 245' per NM (4%) until passing 1900', 310' per NM (5.1%) until passing 4000' due to airspace structure.
If unable to comply advise ATC.
STG 2H: 320' per NM (5.3%) until passing 4000' due to airspace structure.

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.



Trans level: By ATC Trans alt: 5000'

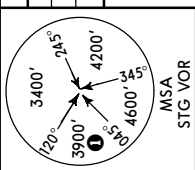
1. Contact LANGEN Radar IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

**TAGIK FOUR BRAVO (TAGIK 4B) [TAGI4B]
TAGIK TWO HOTEL (TAGIK 2H) [TAGI2H]
RWYS 25, 07 RNAV DEPARTURES (OVERLAY 10-3M)
ONLY FOR FLIGHTS TO CONTINUE VIA ABUMO OR ASKIK WITH MAX FL240**

Initial climb clearance **5000'**

SID	RWY	ROUTING
TAGIK 4B	25	(1700'+) - DS050 - DS040 (K230-) - DS042 - ARGAN - TAGIK.
TAGIK 2H	07	(1700'+) - DS031 - DS038 - LBU - ARGAN - TAGIK

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

TAGIK
7 E08 57.0

N49 11.7 E008 57.0

$\overline{D}$ KARLSRUHE
 $_{(H)}$ 115.95 KRH
 ---...
 N48 59.6 E008 35.1

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

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.

EDDS/STR
STUTTGART

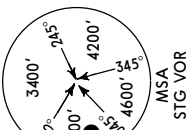
JEPPESEN STUTTGART, GERMANY
24 APR 15 **(10-3X3)** **Eff 30 Apr** **RNAV SID (OVERLAY)**

STUTT GART Director
119.85

Apt Elev
1276'

Trans level: By ATC Trans alt: 5000'

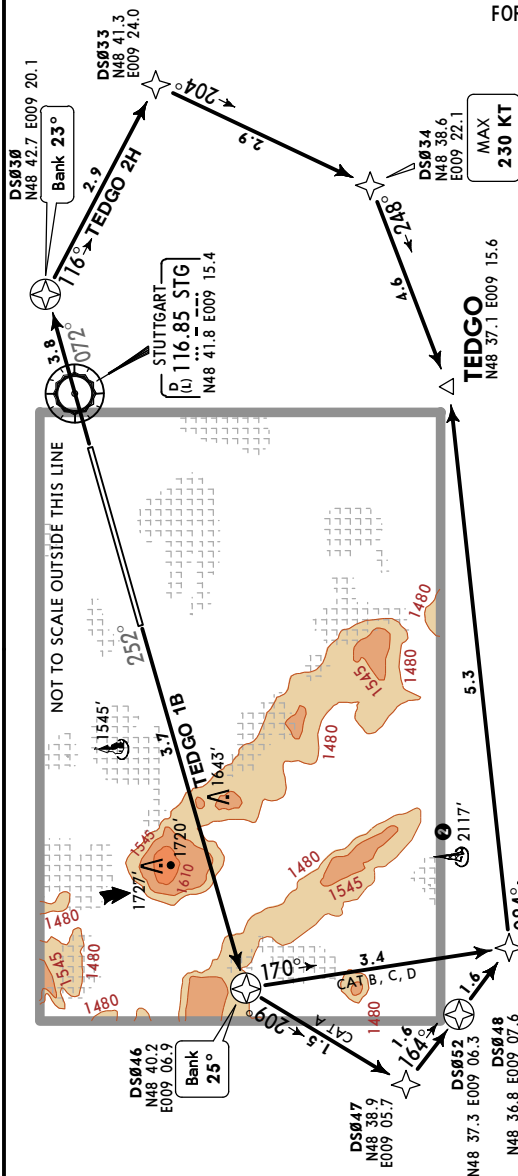
1. Contact STUTTGART Director IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



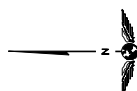
1 3300' within 15 NM

TEDGO ONE BRAVO (TEDGO 1B) [TEDG1B]
TEDGO TWO HOTEL (TEDGO 2H) [TEDG2H]
RWYS 25, 07 RNAV DEPARTURES
(OVERLAY 10-3N)

ONLY FOR LOCAL IFR TRAINING FLIGHTS &
FOR TRAFFIC TO ETHL



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.



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

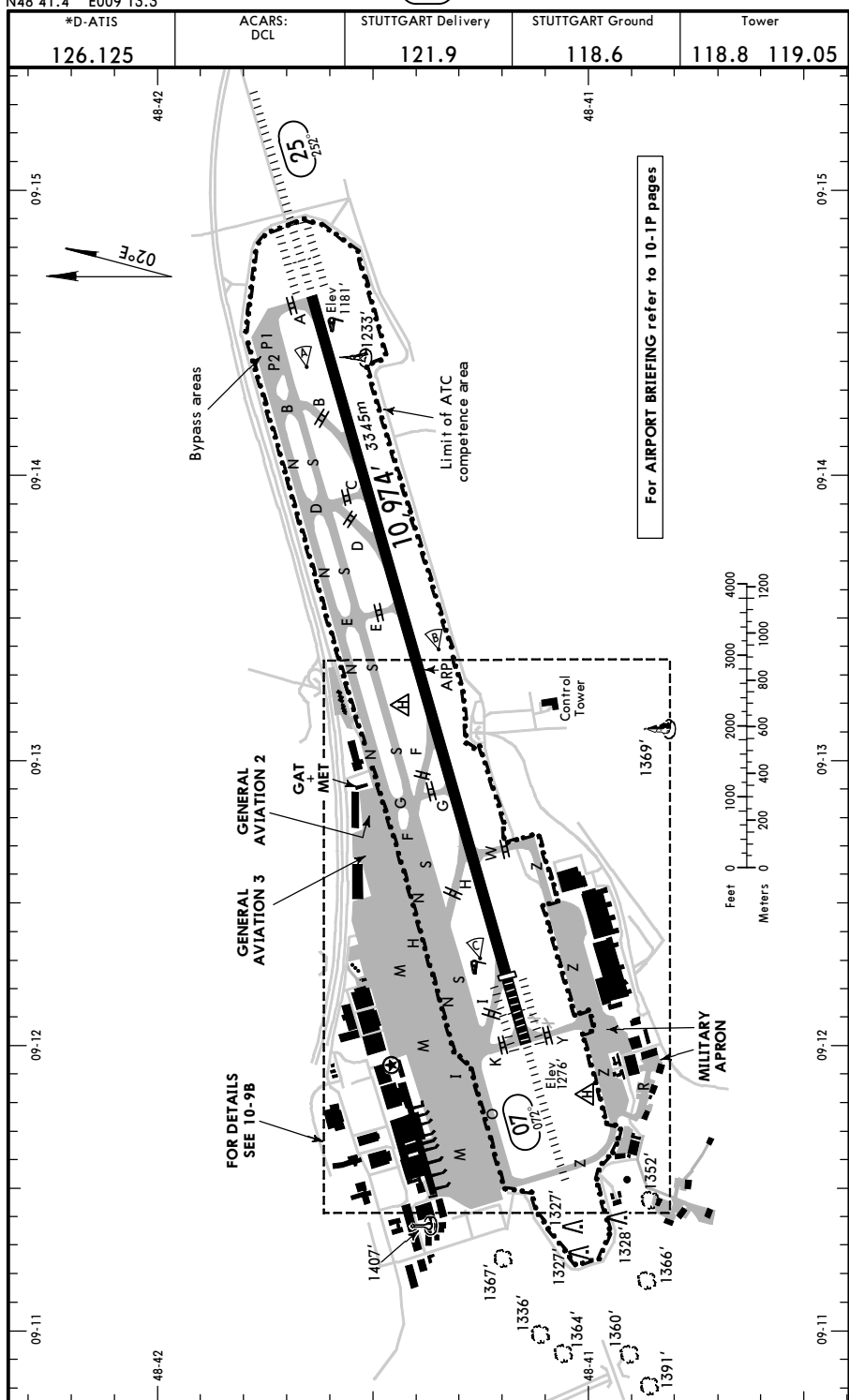
west of TEDGO.

These SIDs require minimum climb gradients

TEDGO 1B: 245' per NM (4%) until passing 1900',
3310' per NM (5.1%) until passing 4000' due to air
space 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	25	CAT B, C, D: (1700'+) - DS046 - DS048 (K230-) - TEDGO. CAT A: (1700'+) - DS046 - DS047 - DS047 - DS048 (K125-) - TEDGO.
TEDGO 2H	07	(1700'+) - DS030 - DS033 - DS034 (K230-) - TEDGO.

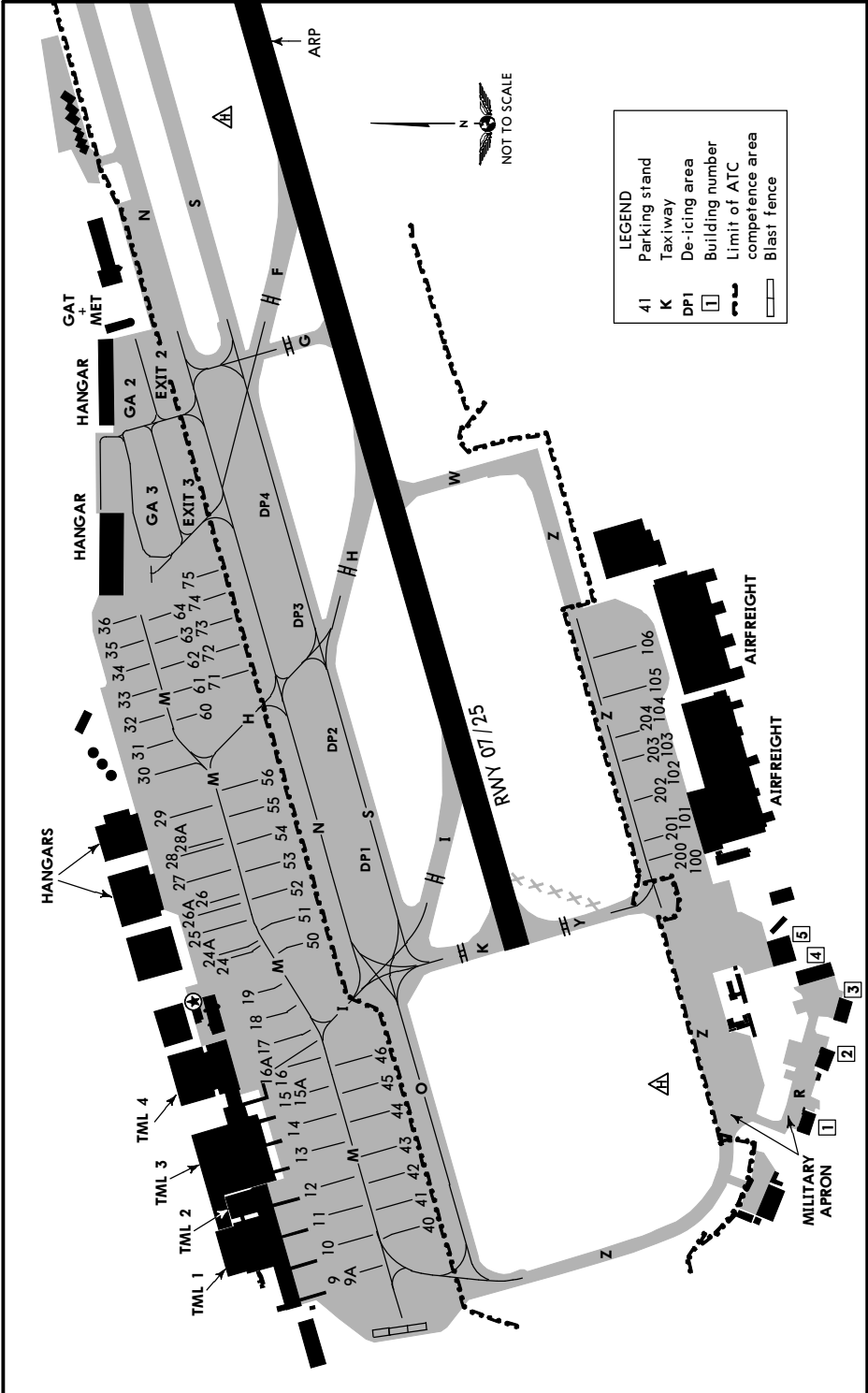


ADDITIONAL RUNWAY INFORMATION								
RWY		USABLE LENGTHS			TAKE-OFF	WIDTH		
		LANDING BEYOND						
		Threshold	Glide Slope					
07	25	HIRL CL (15m) ALSF-II TDZ SFL REIL	①	RVR	9990' 3045m	8653' 2637m	②	148' 45m
						10,002' 3049m		
① PAPI-L (angle 3.0°)								
② TAKE-OFF RUN AVAILABLE								
RWY 07:				RWY 25:				
From rwy head		10,974' (3345m)		From rwy head		9990' (3045m) ③		
twy I int		10,138' (3090m)		twy B int		7989' (2435m)		
twy H int		8251' (2515m)		twy C int		7136' (2175m)		
twy W int		8268' (2520m)		twy D int		6529' (1990m)		
twy G int		7251' (2210m)		twy E int		5463' (1665m)		
twy F int		6627' (2020m)		③ Additional 984'/300m available as stopway.				
twy E int		4593' (1400m)						

EDDS/STR

22 APR 16 **10-9B**

STUTT GART, GERMANY
STUTT GART



EDDS/STR


JEPPesen
 22 APR 16 (10-9C)

STUTT GART, GERMANY
STUTT GART
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	N48 41.3 E009 11.7	54, 55	N48 41.4 E009 12.2
13, 14	N48 41.4 E009 11.7	56, 60	N48 41.4 E009 12.3
15 thru 16A	N48 41.4 E009 11.8	61	N48 41.4 E009 12.4
17 thru 19	N48 41.4 E009 11.9	62	N48 41.5 E009 12.4
24, 24A	N48 41.4 E009 12.0	63, 64	N48 41.5 E009 12.5
25	N48 41.5 E009 12.0	71, 72	N48 41.4 E009 12.4
26	N48 41.5 E009 12.1	73	N48 41.4 E009 12.5
26A	N48 41.5 E009 12.0	74, 75	N48 41.5 E009 12.5
27 thru 28A	N48 41.5 E009 12.1	100	N48 41.0 E009 12.1
29	N48 41.5 E009 12.2	101, 102	N48 41.0 E009 12.2
30 thru 32	N48 41.5 E009 12.3	103, 104	N48 41.0 E009 12.3
33 thru 35	N48 41.5 E009 12.4	105, 106	N48 41.0 E009 12.4
36	N48 41.5 E009 12.5	200	N48 41.0 E009 12.1
40, 41	N48 41.2 E009 11.6	201, 202	N48 41.0 E009 12.2
42	N48 41.2 E009 11.7	203, 204	N48 41.0 E009 12.3
43	N48 41.3 E009 11.7		
44 thru 46	N48 41.3 E009 11.8		
50	N48 41.3 E009 12.0		

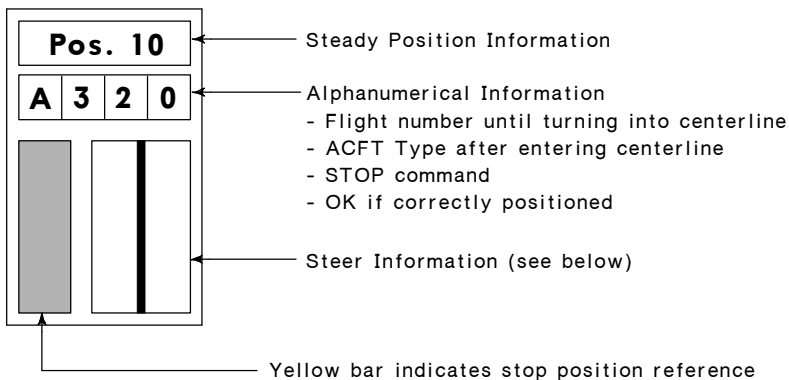
EDDS/STR

4 OCT 02 **JEPPESEN** (10-9D)

STUTT GART, GERMANY
STUTT GART

VISUAL DOCKING GUIDANCE SYSTEM

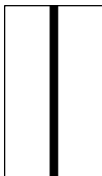
APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



STEER INFORMATION



Steer LEFT



On Centerline

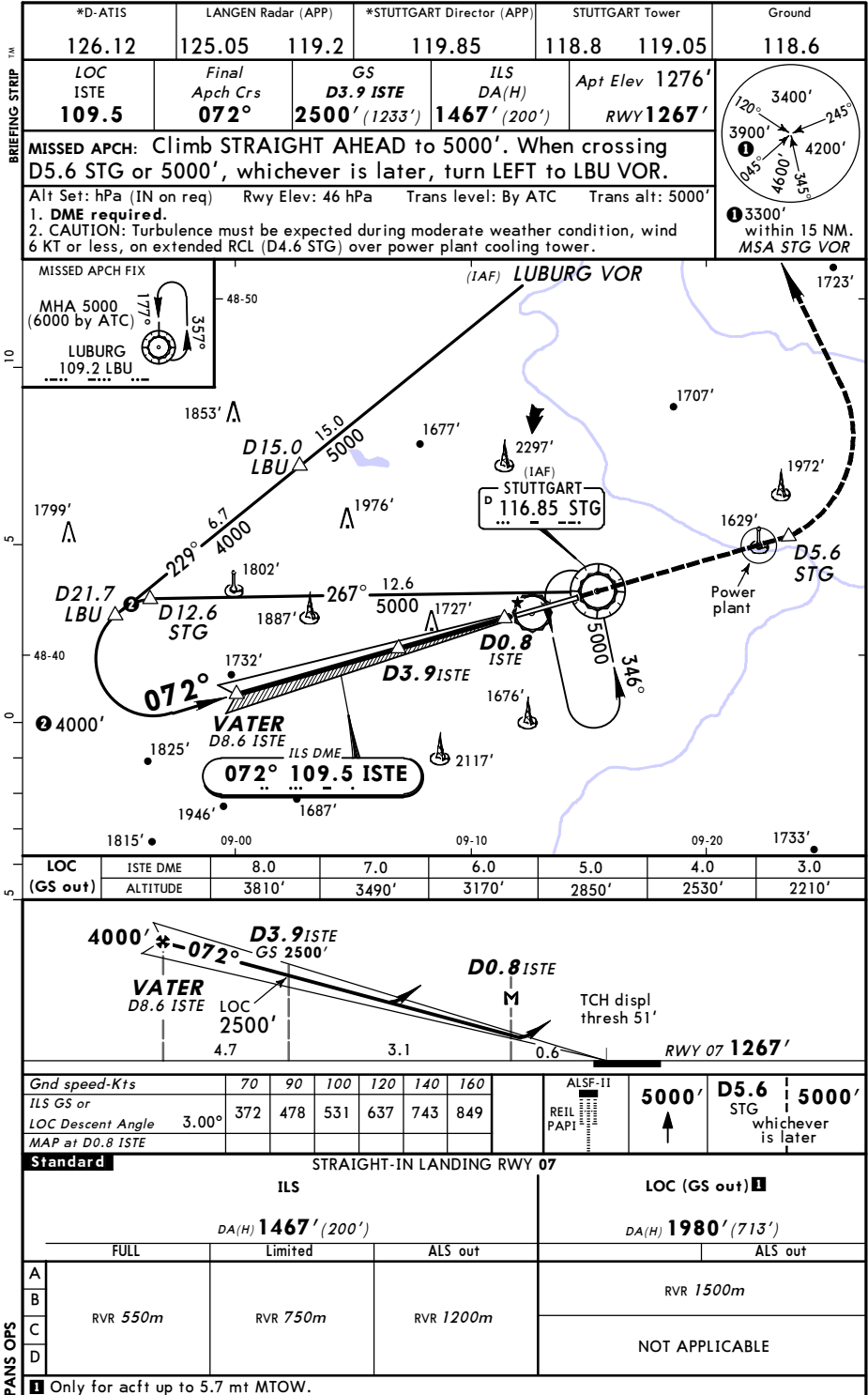


Steer RIGHT

EDDS/STR
STUTTGART

JEPPesen
5 DEC 14 (11-1) Eff 11 Dec

STUTTGART, GERMANY
ILS or LOC Rwy 07



EDDS/STR
STUTTGART

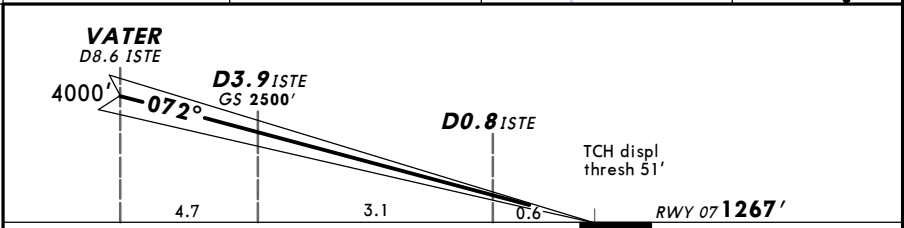
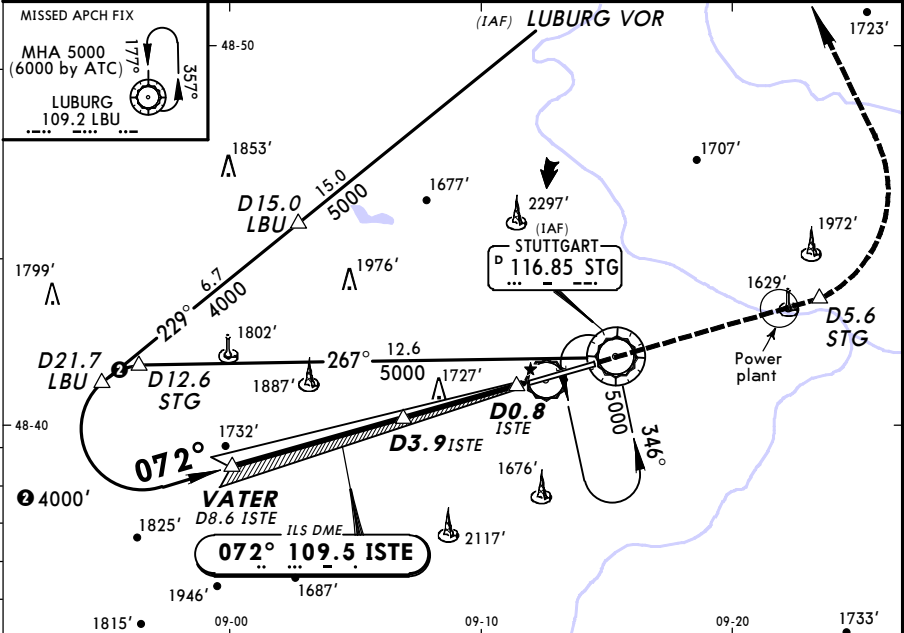
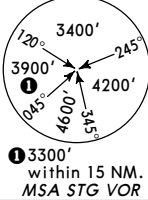
JEPPesen
5 DEC 14
Eff 11 Dec
(11-1A)

STUTTGART, GERMANY
CAT II/III ILS Rwy 07

*D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.12	125.05 119.2	119.85	118.8 119.05	118.6
LOC ISTE 109.5	Final Apch 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	↑	whichever is later	

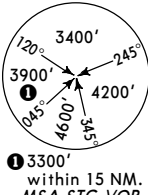
STRAIGHT-IN LANDING RWY 07	
CAT IIIA ILS DH 50'	CAT II ILS RA 91' DA(H) 1367' (100')
RVR 200m	RVR 300m

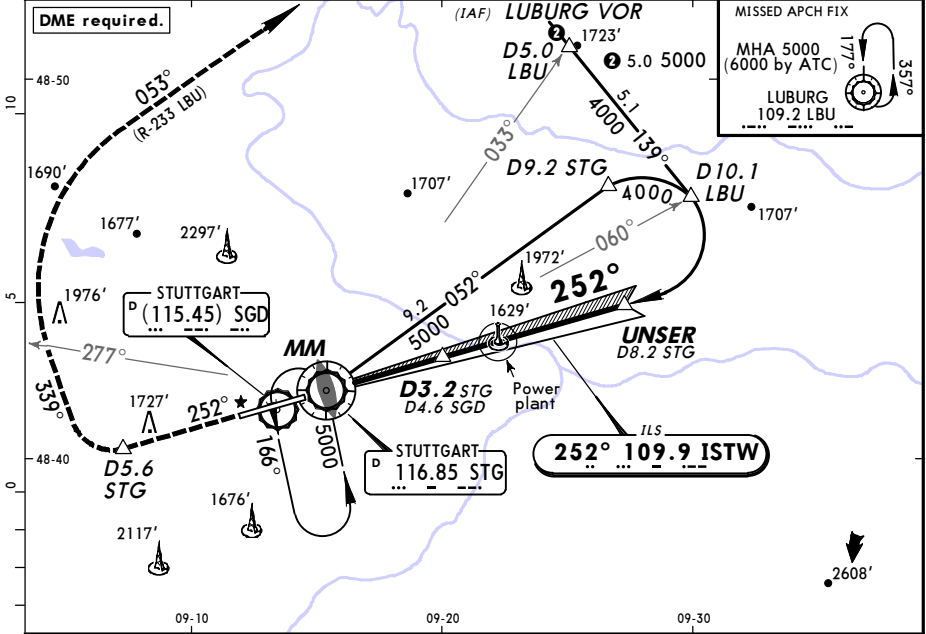
Operators applying U. S. Ops Specs: Autoland or HUD required below RVR 350m.

EDDS/STR
STUTTGART

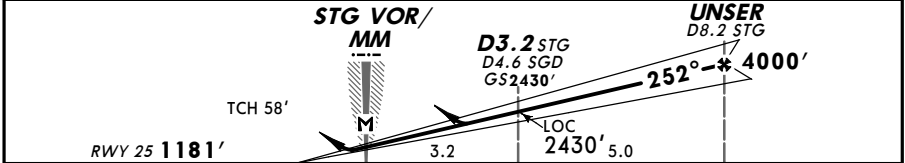
5 DEC 14 11-2 Eff 11 Dec

JEPPESSEN STUTTGART, GERMANY
ILS or LOC Rwy 25

*D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART 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 5000'. When crossing D5.6 STG or 5000', whichever is later, turn RIGHT onto 339°. When crossing R-277 STG, turn RIGHT on R-233 LBU 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.				



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'



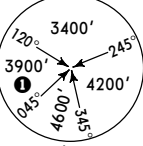
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	STG 116.85 R-252	D5.6 STG 5000' whichever is later
ILS GS or							REIL PAPI		
LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at STG VOR/MM									

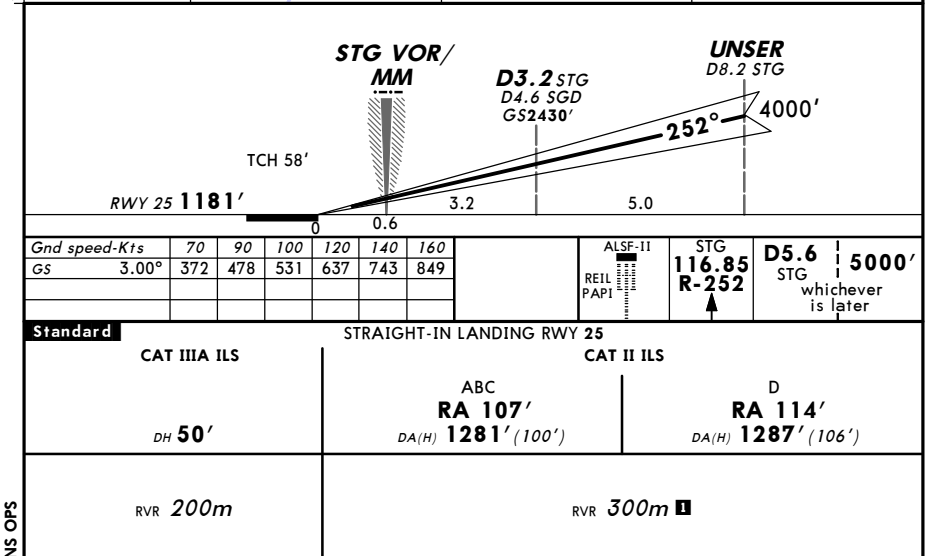
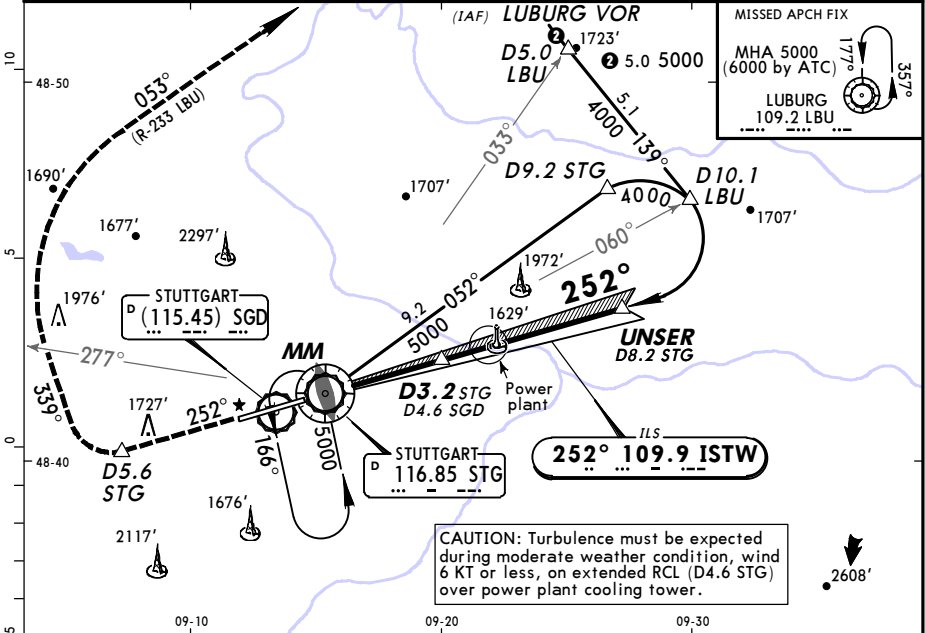
STRAIGHT-IN LANDING RWY 25				
ILS			LOC (GS out)	
DA(H) 1381' (200')			DA(H) 1590' (409')	
FULL		Limited	ALS out	ALS out
A				
B				RVR 1500m
C	RVR 550m	RVR 750m	RVR 1200m	
D				RVR 1900m

EDDS/STR
STUTTGART

JEPPesen
5 DEC 14
Eff 11 Dec (11-2A)

STUTTGART, GERMANY
CAT II/III ILS Rwy 25

*D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART 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')	CAT II & IIIA ILS Refer to Minimums RWY 1181'	Apt Elev 1276'
MISSED APCH: Climb on R-252 STG to 5000'. When crossing D5.6 STG or 5000', whichever is later, turn RIGHT onto 339°. When crossing R-277 STG, turn RIGHT on R-233 LBU to LBU VOR.				 1 3300' within 15 NM. MSA STG 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.				



EDDS/STR
STUTTGART

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

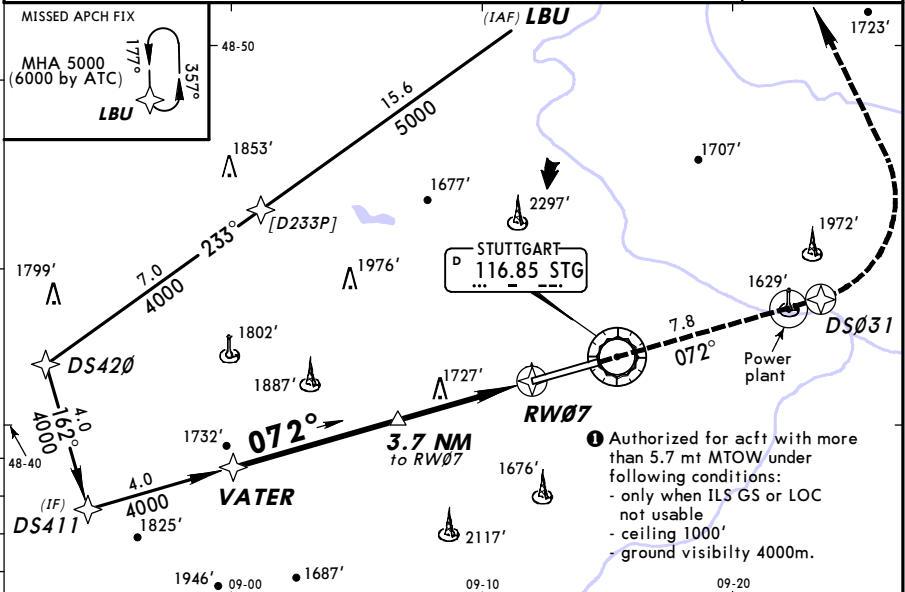
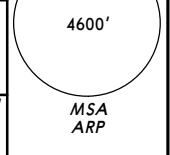
STUTTGART, GERMANY
• RNAV (GPS) Rwy 07

*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
RNAV	Final Apch Crs 072°	Minimum Alt VATER 4000' (2733')	LNAV DA(H) 1980' (713')	Apt Elev 1276' RWY 1267'

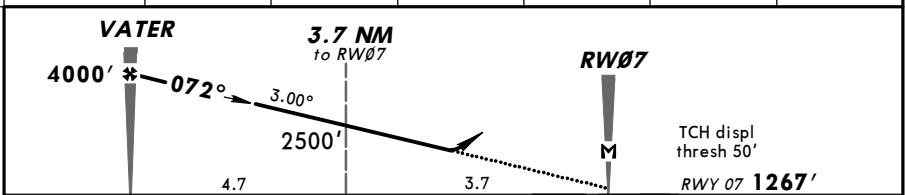
MISSED APCH: Climb on 072° to 5000'. When crossing DSØ31 or 5000', whichever is later, turn LEFT direct to LBU.

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.



DIST to RWØ7	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	ALSIF-II REIL PAPI
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Standard STRAIGHT-IN LANDING RWY 07

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

ALS out

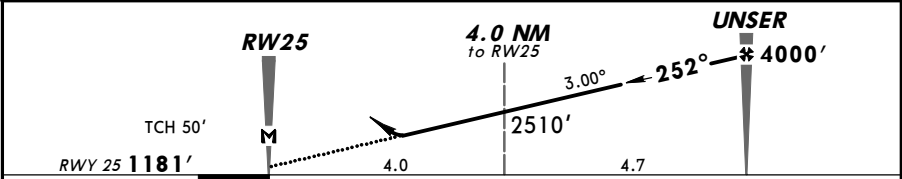
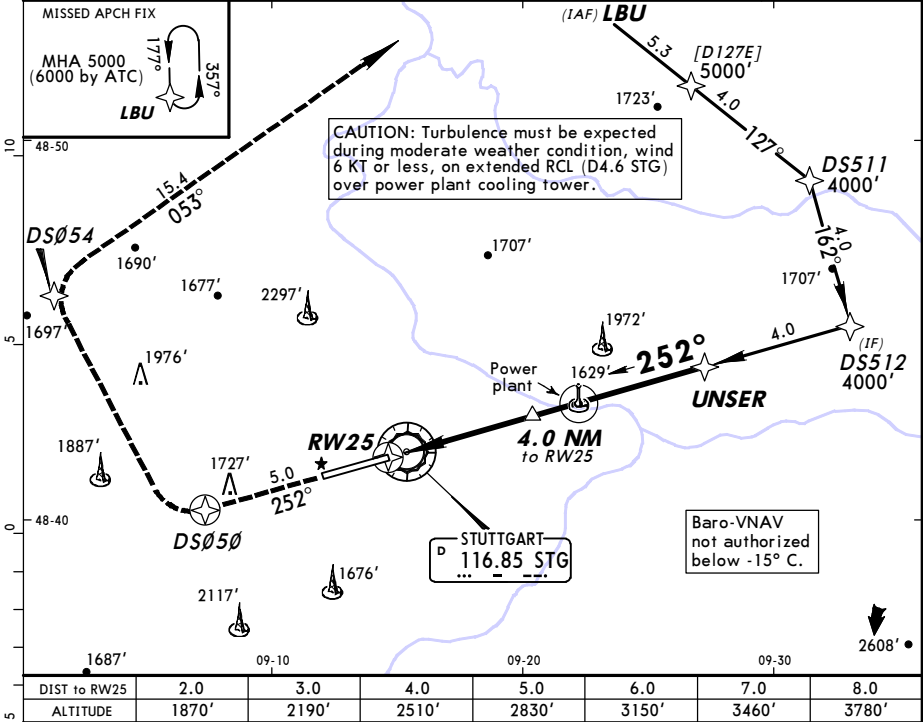
A	RVR 1500m CMV 2400m
B	
C	
D	

EDDS/STR
STUTTGART

JEPPESSEN
5 DEC 14 (12-2) Eff 11 Dec

STUTTGART, GERMANY
RNAV (GPS) Rwy 25

*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 252°	Minimum Alt UNSER 4000' (2819')	LNAV/VNAV DA(H) 1590' (409')	Apt Elev 1276' RWY 1181'	4600' MSA ARP	
MISSED APCH: Climb on 252° to 5000'. When crossing DS050 or 5000', whichever is later, turn RIGHT direct to DS054, then turn RIGHT onto 053° to LBU.						
Alt Set: hPa (IN on req)		Rwy Elev: 43 hPa	Trans level: By ATC			



Gnd speed-Kts	70	90	100	120	140	160		252°	DS050 5000'
Descent Angle	3.00°	372	478	531	637	743		↑	whichever is later
MAP at RW25									

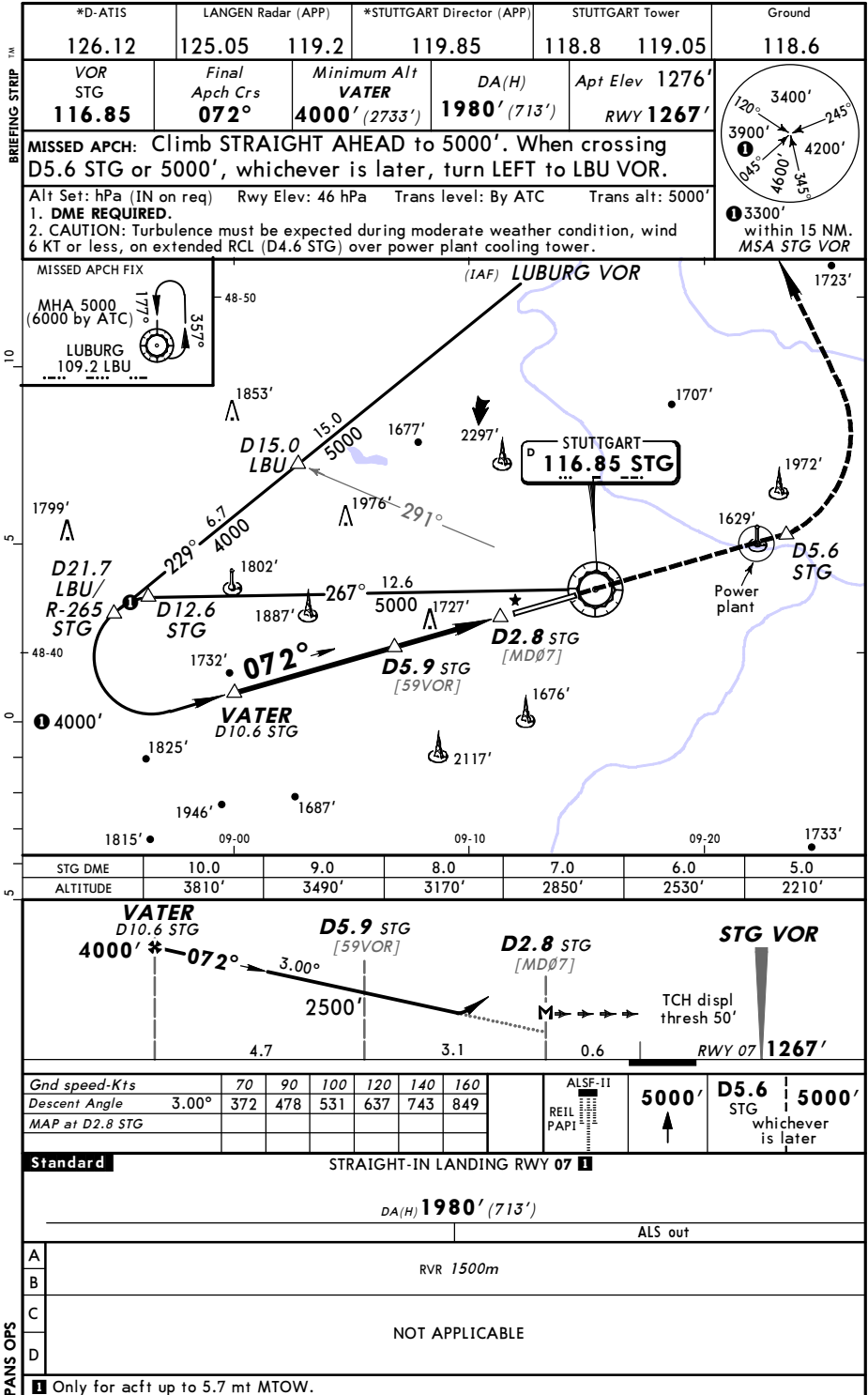
Standard		STRAIGHT-IN LANDING RWY 25			
		LNAV/VNAV		LNAV	
		DA(H) 1590' (409')		DA(H) ABC: 1590' (409') D: 1620' (439')	
		ALS out		ALS out	
A	RVR 1200m	RVR 1500m		RVR 1200m	RVR 1500m
B					
C		RVR 1900m		RVR 1900m	
D				RVR 1300m	RVR 2000m

CHANGES: Missed approach. Waypoint.

EDDS/STR
STUTTGART

JEPPESSEN
5 DEC 14 (13-1)

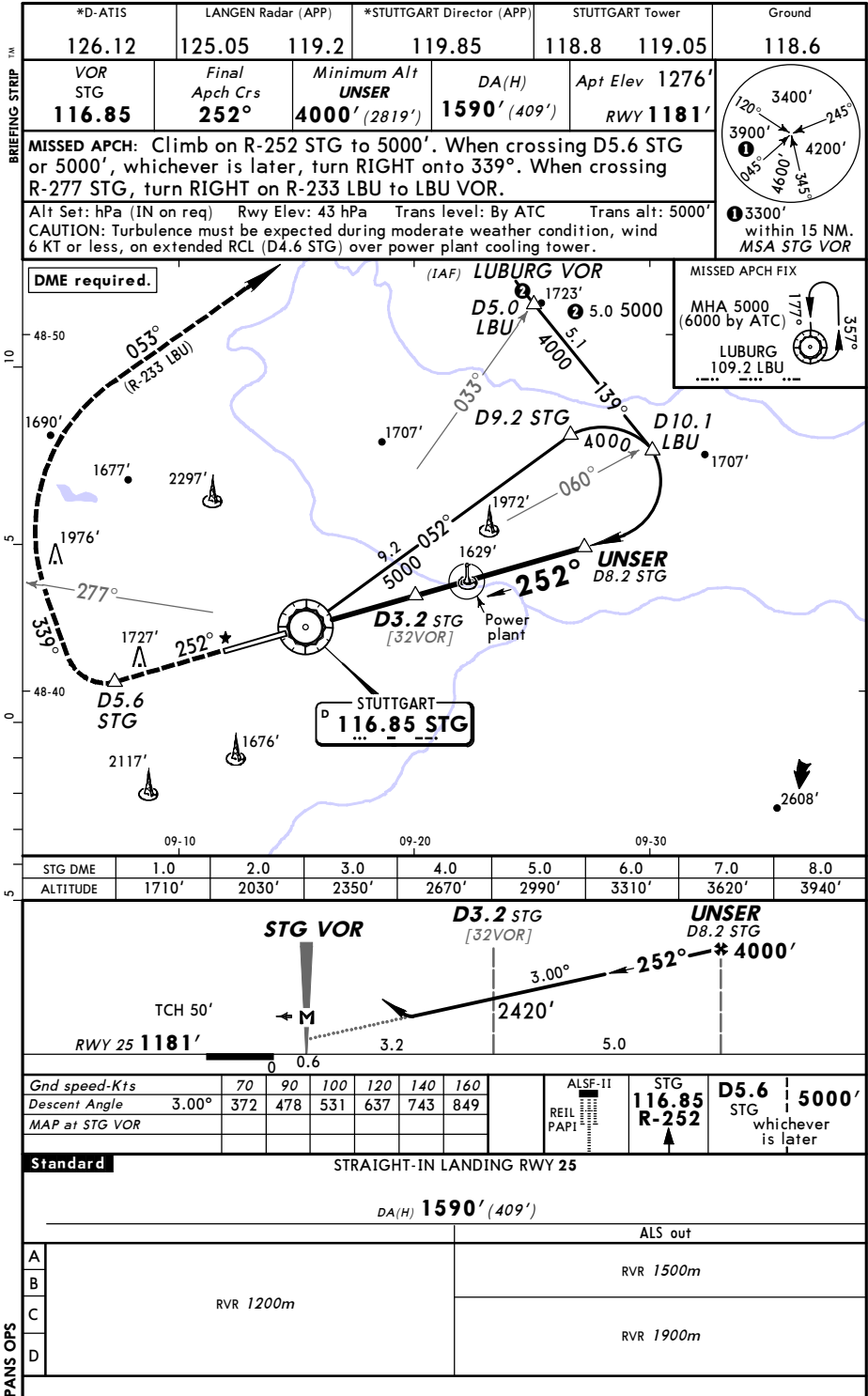
STUTTGART, GERMANY
Eff 11 Dec CAT A & B VOR Rwy 07



EDDS/STR
STUTTGART

JEPPesen
5 DEC 14 **13-2** Eff 11 Dec

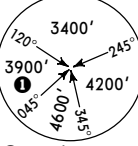
STUTTGART, GERMANY
VOR Rwy 25

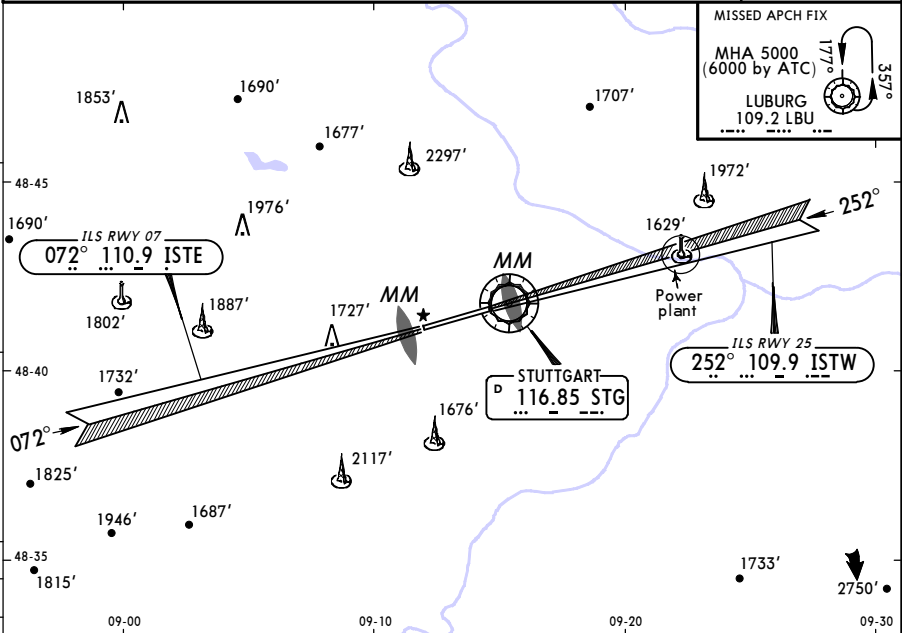


EDDS/STR
STUTTGART

JEPPesen
5 DEC 14 (18-1) Eff 11 Dec

STUTTGART, GERMANY
SRA All Rwys

*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.12	125.05	119.2	119.85	118.8	119.05	118.6
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 1276' RWY 07 1267' RWY 25 1181'		
MISSED APCH: Climb STRAIGHT AHEAD to 5000'.						
Alt Set: hPa (IN on req) Apt 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.						



		10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
		ALTITUDE	4300'	4000'	3700'	3400'	3100'	2800'	2500'
RWY 07	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	4300'	4000'	3700'	3400'	3100'	2800'	2500'	2200'
RWY 25	RADAR FIX	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	4300'	4000'	3700'	3400'	3100'	2800'	2500'	2200'

Minimum Alt/NM	10.0 FAF
SRA 07	4300'
SRA 25	4300'

Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	5000' ↑
Descent Angle	2.83°	350	451	501	601	801		
RWY 07: MAP 2.0 NM from THR RWY 25: MAP at THR								

STRAIGHT-IN LANDING			
SRA 07 I		SRA 25	
MDA(H) 2140' (873')		MDA(H) 2220' (1039')	
ALS out		ALS out	
A	CMV 3500m	CMV 4200m	CMV 4300m
B			CMV 5000m
C	NOT APPLICABLE		CMV 4500m
D			

I For acft above 5.7 mt MTOW, only usable in case of emergency.

CHANGES: MSA. Minimums.

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Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

STUTTGART, (STUTTGART - EDDS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDS

Type: Terminal

Effectivity: Temporary

Begin Date: 20160501

End Date: Until Further Notice

ILS RWY 25 (11-2/11-2A) not available. Refer to latest NOTAMs.

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.