JEPPESEN
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List of pages in this Trip Kit

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: 0449 Z
Sunset: 1753 Z

Runway Information

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

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

Communication Information

ATIS: 126.130
Stuttgart Tower: 118.805
Stuttgart Tower: 119.055
Stuttgart Ground: 118.605
Stuttgart Clearance Delivery: 121.915
Langen Radar Approach: 125.050 RCO
Langen Radar Approach: 119.200 RCO

Stuttgart De-Icing Operations: 121.660
Stuttgart De-Icing Operations: 121.855
Stuttgart De-Icing Operations: 121.955
Stuttgart De-Icing Operations: 121.630
Stuttgart Direct (Approach Control Radar): 119.850

1. GENERAL

1.1. ATIS

D-ATIS 126.130

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. LOCAL FLYING RESTRICTIONS

Airplanes and rotorcraft up to code letter E and B747-8 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 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
Airport Duty Management
Postfach 230461
70624 Stuttgart
Telefax: +49 711 948-2349
Telefon: +49 711 948-3111
e-mail: adm@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:

-) Name and address of the applicant (including telefax or telephone number);
-) ACFT identification;
-) ACFT type;
-) Day(s) on which the individual flight or flights are to be conducted by the ACFT listed under b);
-) Time of arrival in Stuttgart;
-) Time of departure in Stuttgart;
-) 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. NIGHT 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 8618kg 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 8618kg 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 scheduled 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.

1. GENERAL

- 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.

The licensing authority for Stuttgart APT (Tel.: +49 711-948-4460) 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. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

An Advanced Surface Movement Guidance and Control System (A-SMGCS) with Multilateration (MLAT) including ADS-B is in operation.

Operation of Mode S transponders when the ACFT is on the ground:
When the ACFT is capable of transmitting its ACFT identification (i.e. the call sign used in flight), the ACFT identification should be entered, for example, through the FMS or the transponder control panel before the transponder is switched on. To enter the ACFT identification, the ACFT crew shall use the format defined in Item 7 of the ICAO flight plan. The assigned Mode A code shall be selected accordingly, and the transponder shall be switched on; from the request for push-back or taxi, or when leaving the ACFT stand, whichever is earlier.

Pilots of ACFT with a nose wheel switch shall set the transponder to ON (XPDR).

Pilots of ACFT without a nose wheel switch shall set the transponder to ground (GND) and only set it to ALT when entering the RWY.

After landing:
Pilots of ACFT without a nose wheel switch shall set the transponder to ground (GND) when leaving the RWY.

Pilots of ACFT with a nose wheel switch shall leave the transponder "ON" (XPDR) when leaving the RWY.

When the ACFT is fully parked on stand, the transponder shall be switched off.

Before towing ACFT into hangars, the transponder shall be switched off. The operation of transponders in hangars is only permitted after consultation with ATC.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should only be activated when the ACFT is approaching the holding position of the take-off RWY. ACFT taxiing without a flight plan shall select Mode A code 2000.

After landing, it shall be deactivated after vacating the RWY.

1.4. 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.

TWY Exit 2 MAX wingspan up to 66'/20m.

TWY Exit 3 MAX wingspan up to 95'/29m.

1. GENERAL

1.4.1. DEVIATIONS TO EASA REGULATIONS

1.4.1.1. TWYs

On rapid exit TWYs B and D, the radius of the turn-off curves is slightly less than the required minimum of 550m.

1.4.1.2. APRONS

The required maximum slope of 1% on ACFT stands is effectively exceeded in individual areas on apron North up to 2.19% and on apron South up to 1.53% maximum.

1.4.1.3. CLEARANCE DISTANCES ON ACFT STANDS

On individual ACFT stands, the clearance distances from adjacent objects are less than required:

ACFT Stand	A-VDGS available	Designed for the following ACFT	Distance to adjacent Objects
9A	no	code letter E	11.5'/3.5m
35, 36	yes	code letter C	8.2'/2.5m
52, 54	no	code letter D	14.8'/4.5m

1.4.1.4. DE-ICING PADS

Facilities DP1 and DP2 are approved for ACFT up to code letter E (DP1 except for B747) and facilities DP3 and DP4 are approved for ACFT up to code letter C.

1.5. 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.

On stands 9 thru 19, 24 thru 36, 60, 71 thru 75 and 100 thru 106 push-back required.

1.6. OTHER

For APT Collaborative Decision Making (ACDM) see ATC pages Germany.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. REVERSE THRUST

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

2.2. CAT II/III OPERATIONS

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

2.3. HIGH INTENSITY RWY OPERATION (HIRO)

To achieve the highest possible number of take-offs and landings per hour, RWY occupancy times shall be reduced to a minimum.

Whenever RWY conditions permit, the following or nearer exit TWYs shall be used:

ACFT CAT due to Wake Turbulence	**RWY 07** Dist THR - Rapid Exit	**RWY 25** Dist THR - Rapid Exit
HEAVY	B 7989'/2435m	H 8251'/2515m
MEDIUM (Jet)	D 6529'/1990m	F 6627'/2020m
MEDIUM (Prop) + LIGHT (Jet)	E 5463'/1665m	F 6627'/2020m

Only plan earlier exit TWYs, if it is certain that the ACFT can turn off safely.

Pilots are requested to plan and name the expected exit TWY during the approach briefing (cockpit). If it becomes apparent that turning off via the planned exit TWY is not possible, ATC shall be informed as soon as possible.

If the pilot realizes that the planned exit TWY will be missed, the pilot is requested to adjust his taxi speed so that he can turn off the RWY via the next exit TWY without delay.

Pilots are requested to vacate the RWY as quickly as possible so that RWY occupancy times can be kept to a minimum.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

De-icing of jet ACFT shall be carried out with running engines. The engines of prop ACFT (exception: ATR 42/72 with propeller brake set) shall be turned off during the de-icing process.

3.1.2. DE-ICING REQUEST

The handling agents should request de-icing by TOBT minus 40 minutes (time of TSAT publication) by making an entry in the CSA tool. 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. In exceptional cases, it is possible to request ACFT de-icing at the telephone number +49 711 948 3666. The request for ACFT de-icing shall also be submitted when obtaining start-up approval on STUTTGART Delivery.

If ACFT de-icing request proves to be no longer necessary, the de-icing request shall be cancelled at the latest by TOBT -10 minutes by deleting the de-icing request in the CSA tool.

3.1.3. TAXIING TO THE DE-ICING PADS

Before taxiing onto the de-icing pad, it is mandatory to establish radio contact with the relevant de-icing team on the assigned frequency. The relevant de-icing team will assume further guidance and correct parking of the ACFT on the de-icing pad via radiotelephony.

3.1.4. TAXIING FROM THE DE-ICING PADS

For taxiing from the de-icing pad, ground control may only be contacted again if the de-icing team has explicitly instructed the cockpit crew to make this frequency change.

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

3.1.5. COMMUNICATIONS

Facility	Call-sign	Frequency
DP1	STUTTGART DE-ICING PAD 1	121.630
DP2	STUTTGART DE-ICING PAD 2	121.955
DP3	STUTTGART DE-ICING PAD 3	121.660
DP4	STUTTGART DE-ICING PAD 4	121.855

3.2. HIGH INTENSITY RWY OPERATION (HIRO)

Pilots should ensure that they are able to follow the line-up clearance or take-off clearance without delay to keep RWY occupancy times as short as possible.

Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to a minimum.

ATC clearances intended for immediate departures (be ready for/expect immediate departure) are designed to ensure immediate compliance with the subsequent take-off clearance and shortest possible RWY occupancy times. Pilots who cannot comply shall inform ATC immediately.

It is essential that pilots taxi as close as possible to the CAT holding points prescribed by ATC.

STUTTGART, GERMANY

STAR

D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
126.130	1276	Trans level: By ATC

BADSO 2A [BADS2A]
REUTL 5A [REUT5A]
TEKSI 5A [TEKS5A] ❶
ALL RWYS ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

❶ BRNAV equipment necessary.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STG VOR

SCHWAEBISCH HALL
EDTY

KARLSRUHE
D 115.95 KRH

(IAF)
LUBURG
D 109.2 LBU

MHA 5000

MHA 7000

Clearance Limit
BADSO

(IAF)
STUTTGART
D 116.85 STG

MHA 5000

MHA 6000

Clearance Limit
(STG R088/D32)
TEKSI

Clearance Limit
REUTL

BABEG

3760

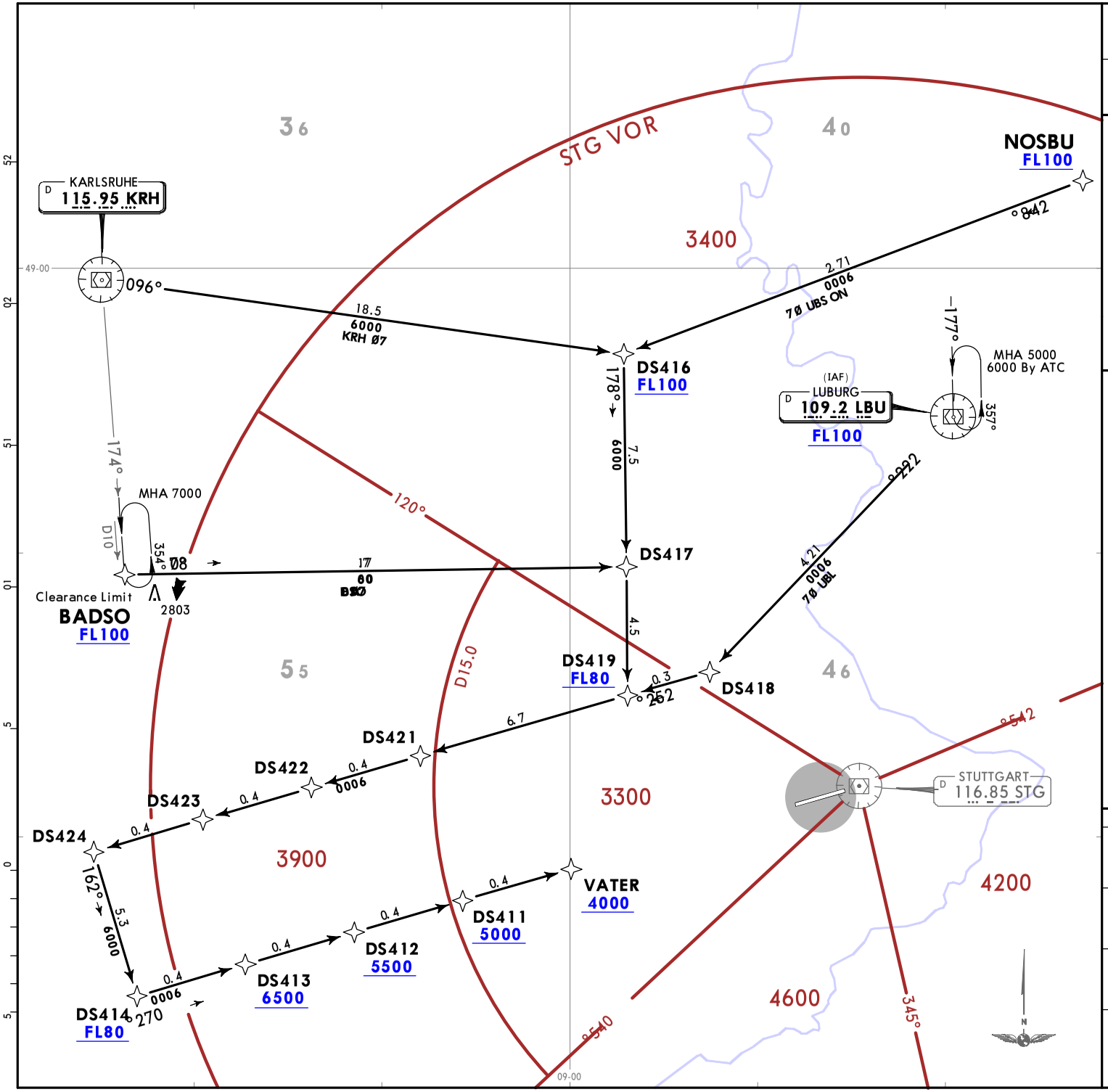
LAUPHEIM
ETHL

CONTOUR INTERVALS
5000
3000

CHANGES: ATIS.

STUTTGART, GERMANY

RNAV TRANSITION



D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. On downwind EXPECT vectors to final.
126.130	
Apt Elev 1276	

BADSO Ø7 [BADØ7]
KRH Ø7 [KRHØ7]
LBU Ø7 [LBUØ7]
NOSBU Ø7 [NOSØ7]
RNAV TRANSITIONS
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	RWY	ROUTING
BADSO Ø7	07	BADSO (FL100+) - DS417 - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
KRH Ø7		KRH - DS416 (FL100+) - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
LBU Ø7		LBU (FL100+) - DS418 - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
NOSBU Ø7		NOSBU (FL100+) - DS416 (FL100+) - DS419 (FL80+) - DS424 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).

CHANGES: ATIS.

BADSO 25 [BAD25], LBU 25 [LBU25] RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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

D-ATIS 126.130

Apt Elev 1276

KARLSRUHE D 115.95 KRH

STG VOR

Clearance Limit BADSO FL100

DS535 — DS515 FL80 — DS514 6500 — DS513 5500 — DS512 4500 — UNSER 4000

DS534 — DS533 — DS532 — DS531 FL100 — DS530 — DS529

LUBURG (IAF) D 109.2 LBU FL100

STUTTGART D 116.85 STG

MHA 5000 6000 By ATC

MHA 7000

D10

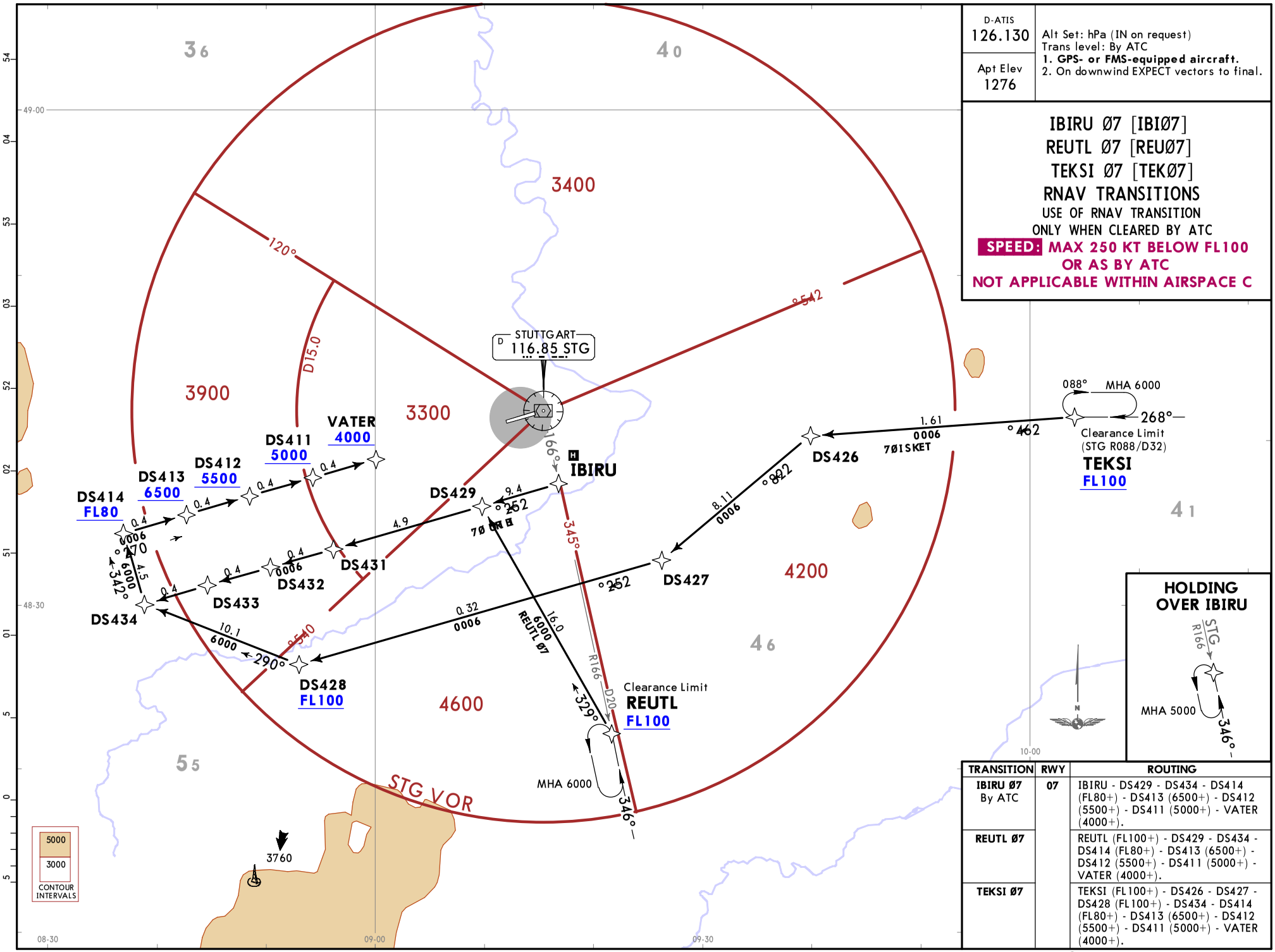
CONTOUR INTERVALS 5000 3000

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+).

CHANGES: ATIS.

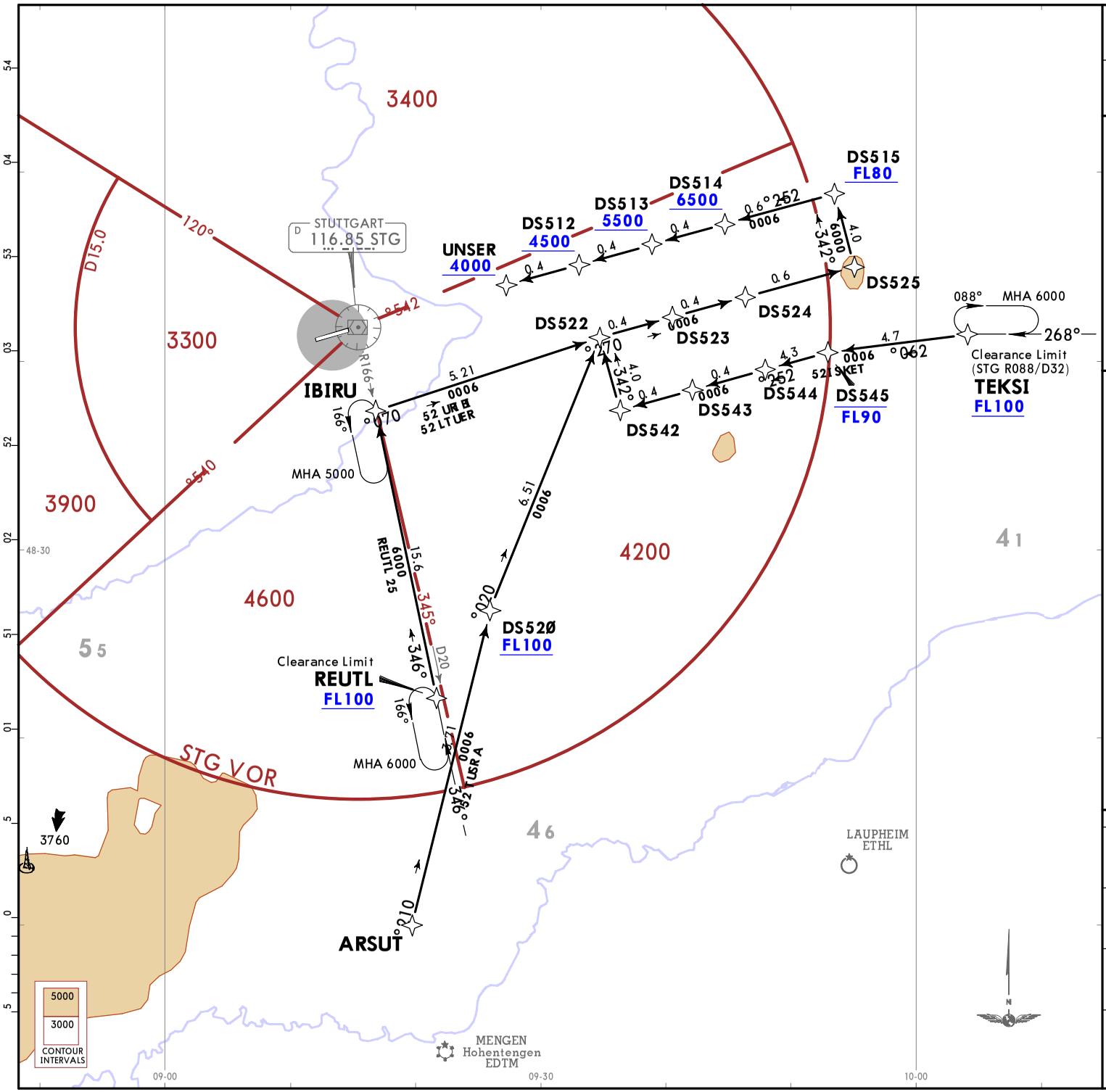
STUTTGART, GERMANY

RNAV TRANSITION



TRANSITION	RWY	ROUTING
IBIRU Ø7 By ATC	07	IBIRU - DS429 - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
REUTL Ø7		REUTL (FL100+) - DS429 - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
TEKSI Ø7		TEKSI (FL100+) - DS426 - DS427 - DS428 (FL100+) - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).

CHANGES: ATIS.



D-ATIS	
126.130	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. On downwind EXPECT vectors to final.
Apt Elev 1276	

ARSUT 25 [ARS25]
IBIRU 25 [IBI25]
REUTL 25 [REU25]
TEKSI 25 [TEK25]
RNAV TRANSITIONS

USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

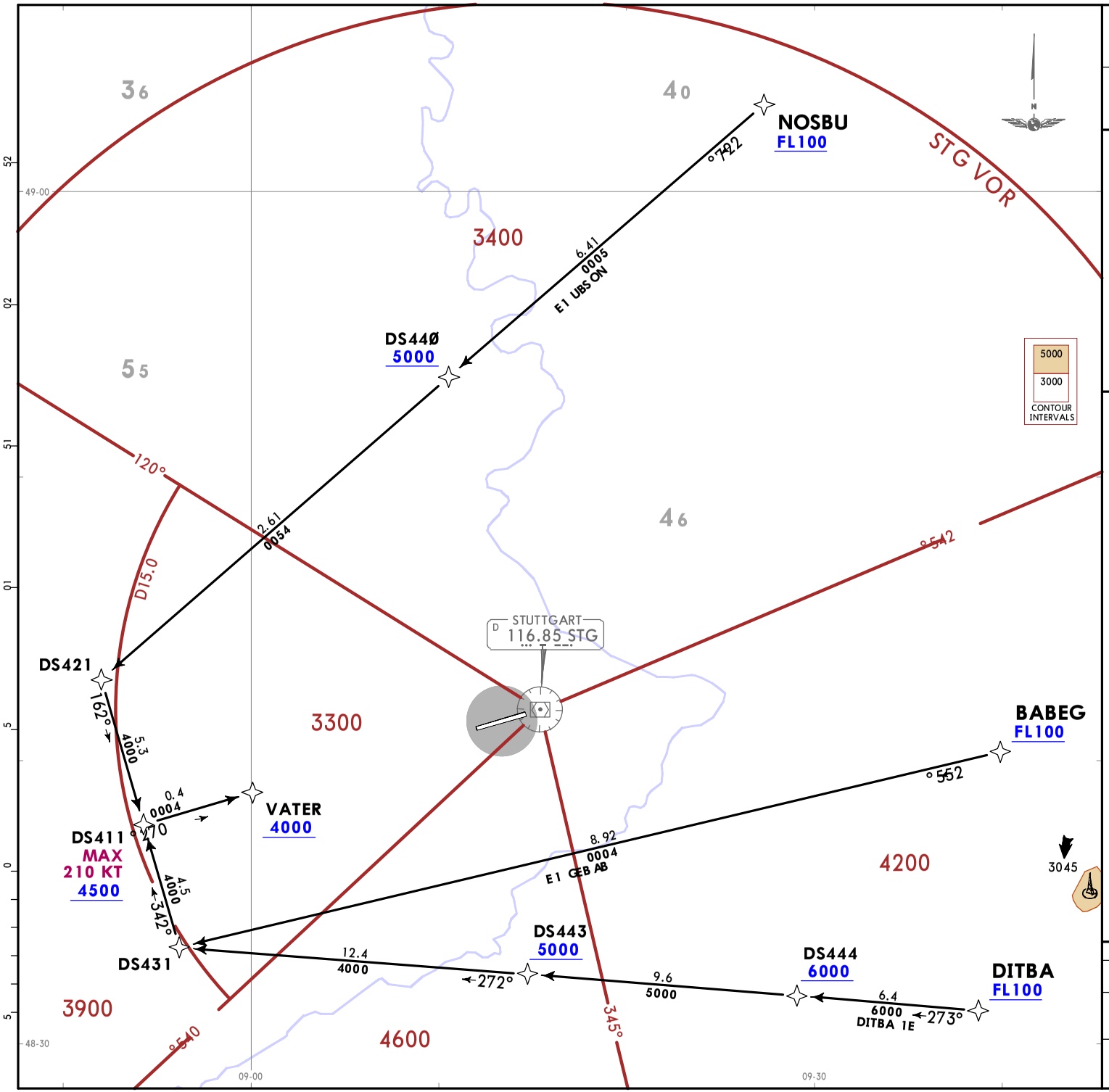
NOT APPLICABLE WITHIN AIRSPACE C

TRANSITION	RWY	ROUTING
ARSUT 25	**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+).

CHANGES: ATIS.

STUTTGART, GERMANY

RNAV TRANSITION



D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
126.130	
Apt Elev	
1276	

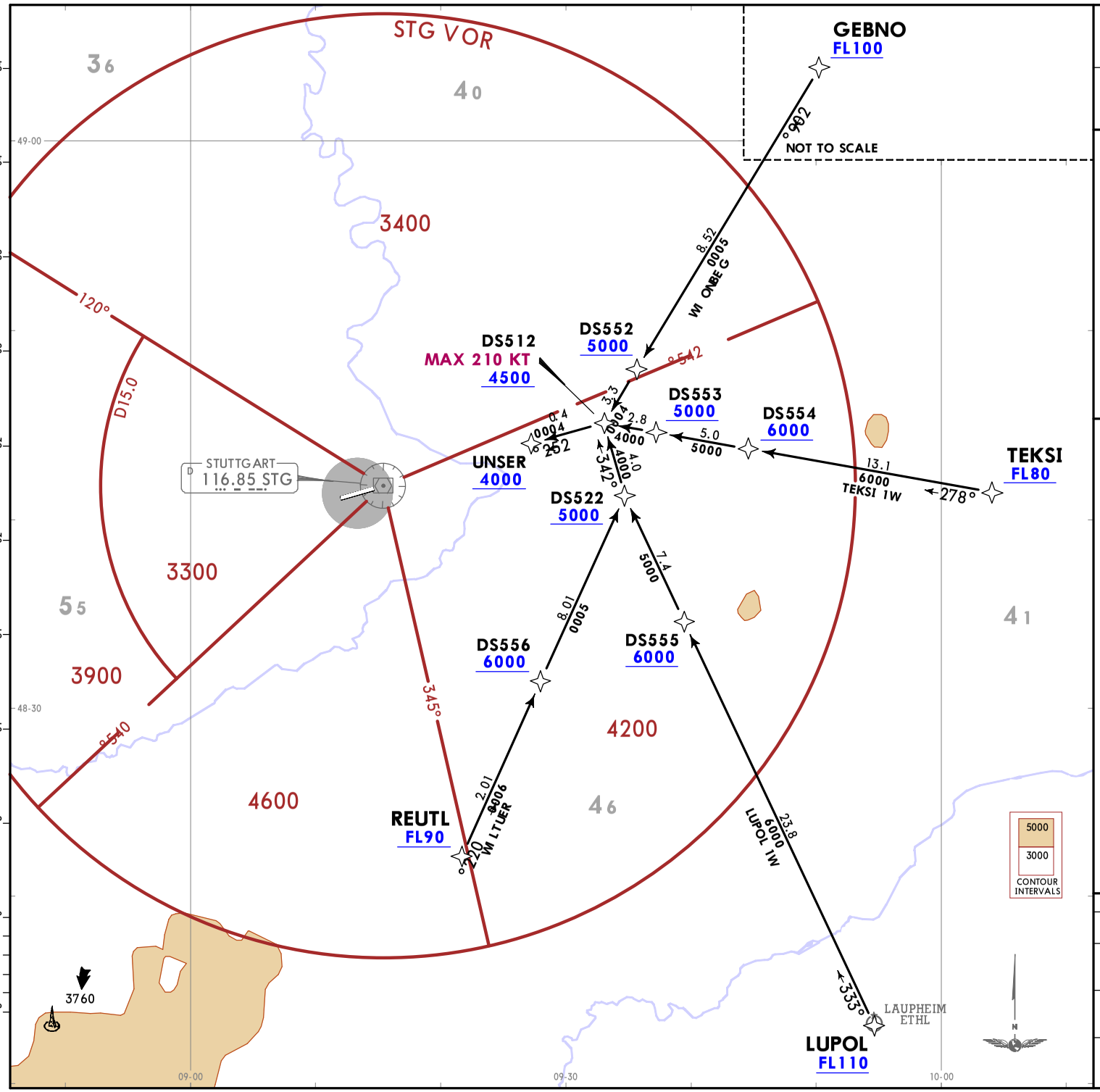
BABEG 1E [BABE1E]
DITBA 1E [DITB1E]
NOSBU 1E [NOSB1E]
RWY 07 RNAV TRANSITIONS

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

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

CHANGES: ATIS.



D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
126.130	
Apt Elev	
1276	

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

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

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

CHANGES: ATIS.

STUTTGART, GERMANY

RNAV TRANSITION

D-ATIS 126.130	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
Apt Elev 1276	

DENEL 1E [DENE1E]
KRH 1E [KRH1E]
RWY 07 RNAV TRANSITIONS

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

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

KARLSRUHE
D 115.95 KRH
FL90

148°
9.7
7000
KRH 1E

DS442
FL70

120°
11.6
5000

D15.0

DS441
5000

4.0
4000
0.4
0004
5.1
0004
270

VATER
4000

DS446
FL70

1.8
0005
260

DS445
MAX 220 KT
5000

DS411
MAX 210 KT
4500

DENEL
FL120

1.43
0007
EILENED

STG VOR

STUTTGART
D 116.85 STG

KARLSRUHE/BADEN-BADEN
EDSB

LAHR
EDTL

ECNARF
YNAMEG

4377

3400
3300
3900
4200
4600

345°

5000
3000
CONTOUR INTERVALS

TRANSITION	ROUTING
DENEL 1E	DENEL (FL120+) - DS446 (FL70+) - DS445 (K220-; 5000+) - DS411 (K210-; 4500+) - VATER (4000'+).
KRH 1E	KRH (FL90+) - DS442 (FL70+) - DS441 (5000+) - DS411 (K210-; 4500+) - VATER (4000+).

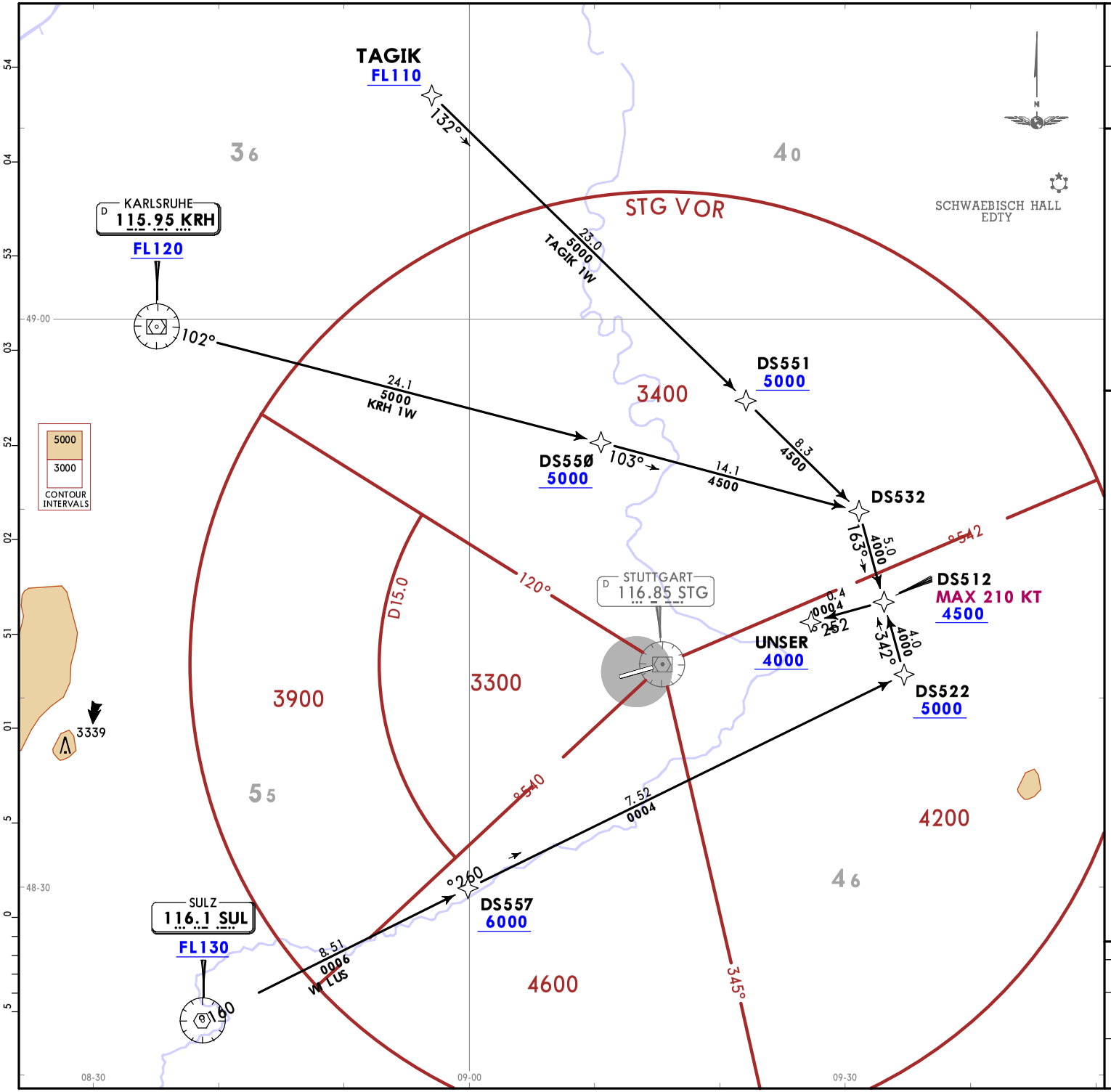
CHANGES: ATIS.

JEPPESEN

STUTTGART, GERMANY

13 MAR 20 (10-2J) Eff 26 Mar

RNAV TRANSITION



D-ATIS	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
126.130	
Apt Elev	
1276	

KRH 1W [KRH1W]
SUL 1W [SUL1W]
TAGIK 1W [TAGI1W]
RWY 25 RNAV TRANSITIONS

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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

CHANGES: ATIS.

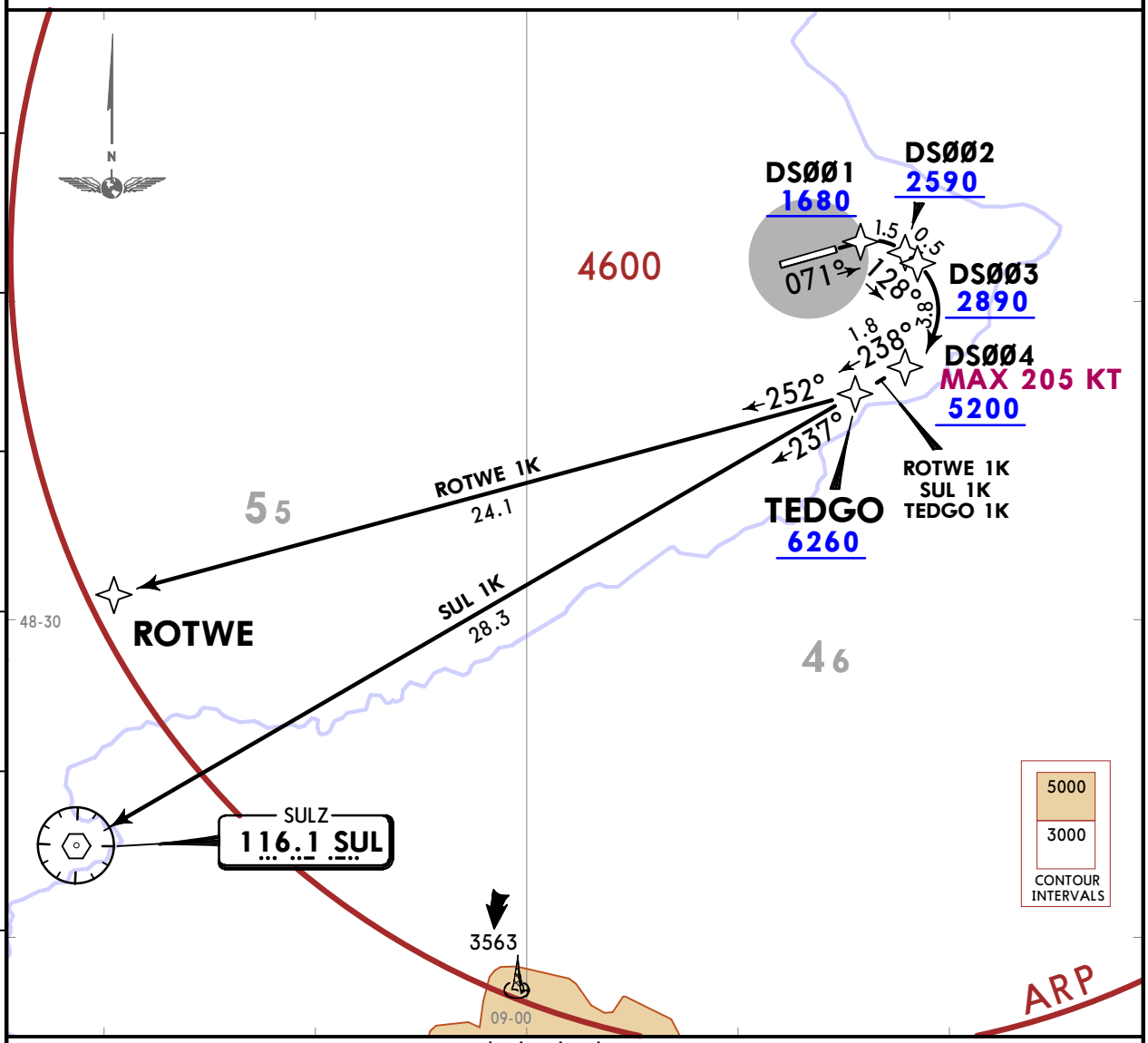
LANGEN Radar (APP)	*STUTTGART Director	Apt Elev	Trans alt: 5000	RNP 1 required. RF-leg required. GPS required.
125.050	119.85	1276		

1. ROTWE 1K, SUL 1K: Contact LANGEN Radar IMMEDIATELY after take-off.
   TEDGO 1K: Contact STUTTGART Director IMMEDIATELY after take-off.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

ROTWE 1K [ROTW1K]
SULZ 1K (SUL 1K) [SUL1K], TEDGO 1K [TEDG1K]
RNP DEPARTURES
(RWY 07)

ON PILOTS REQUEST ONLY

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance **5000**

SID	ROUTING
ROTWE 1K ❶	On 071° track to DSØØ1, turn RIGHT to DSØØ2, to DSØØ3, turn RIGHT to DSØØ4, to TEDGO, to ROTWE.
SUL 1K ❷	On 071° track to DSØØ1, turn RIGHT to DSØØ2, to DSØØ3, turn RIGHT to DSØØ4, to TEDGO, to SUL.
TEDGO 1K ❸	On 071° track to DSØØ1, turn RIGHT to DSØØ2, to DSØØ3, turn RIGHT to DSØØ4, to TEDGO.

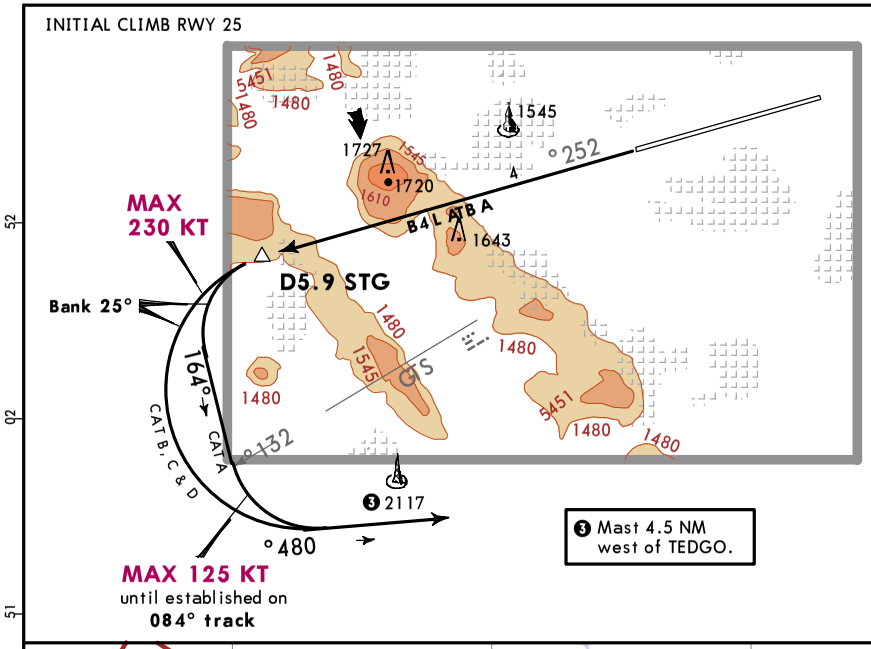
❶ Via NATOR only for jet aircraft.
❷ Only for piston engine and turboprop aircraft. Jet aircraft only with destination EDNY, EDTL, LSZH and LSZR.
❸ Only for local IFR training flights and for flights to ETHL.

CHANGES: SID designation list withdrawn; RNAV SIDs established.

STUTTGART, GERMANY

SID

INITIAL CLIMB RWY 25



LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

ABTAL 4B
ABTAL 4H
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
ABTAL 4B: 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.
ABTAL 4H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

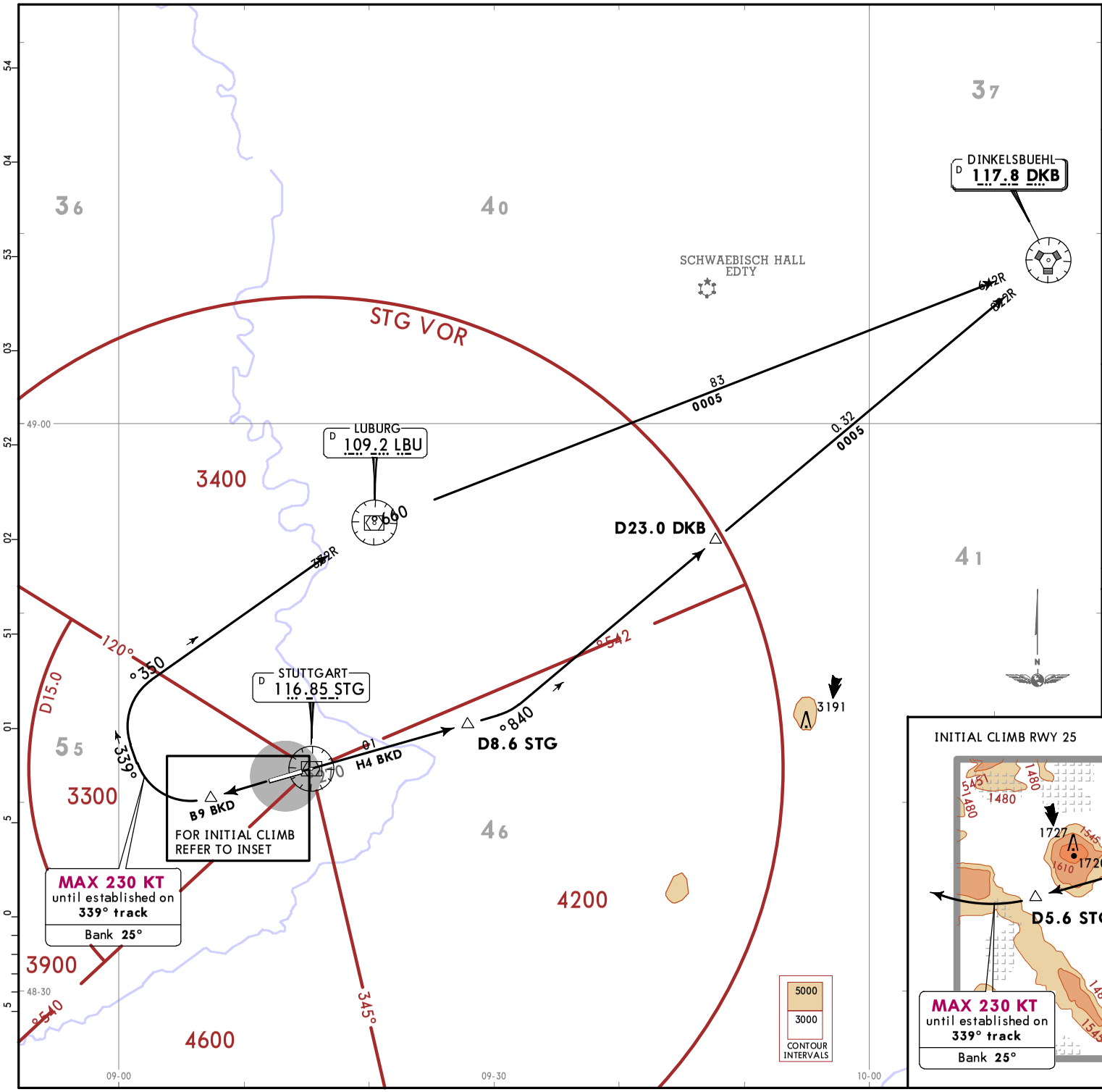
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
310 per NM	388	517	775	1033	1292	1550

Initial climb clearance **5000**

SID	RWY	ROUTING
ABTAL 4B ❶	**25**	Intercept STG R252 to D5.9 STG, turn LEFT (CAT A: 164° track, when passing STG R231 turn LEFT), 084° track to TEDGO ❷, turn LEFT, 065° track to ABTAL.
ABTAL 4H	**07**	Intercept STG R072 to ABTAL.

❶ After passing 3500 BRNAV equipment necessary.
❷ At TEDGO transition to airways (U)N-869 or UL-607 not possible.

CHANGES: New format.



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

DINKELSBUHL 9B (DKB 9B)
DINKELSBUHL 4H (DKB 4H)
DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

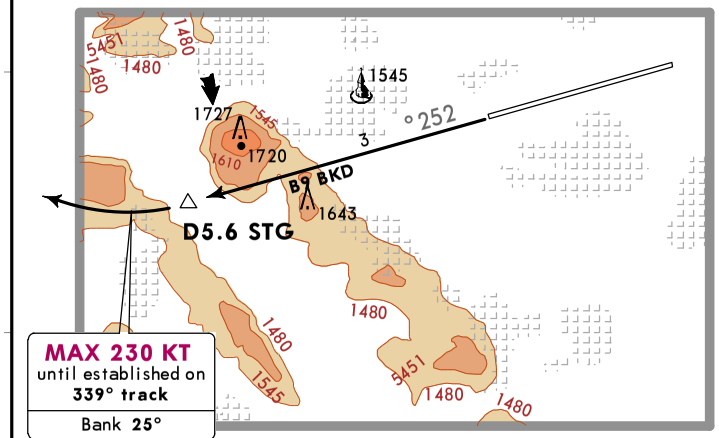
These SIDs require minimum climb gradients of
DKB 9B: 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
DKB 4H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

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

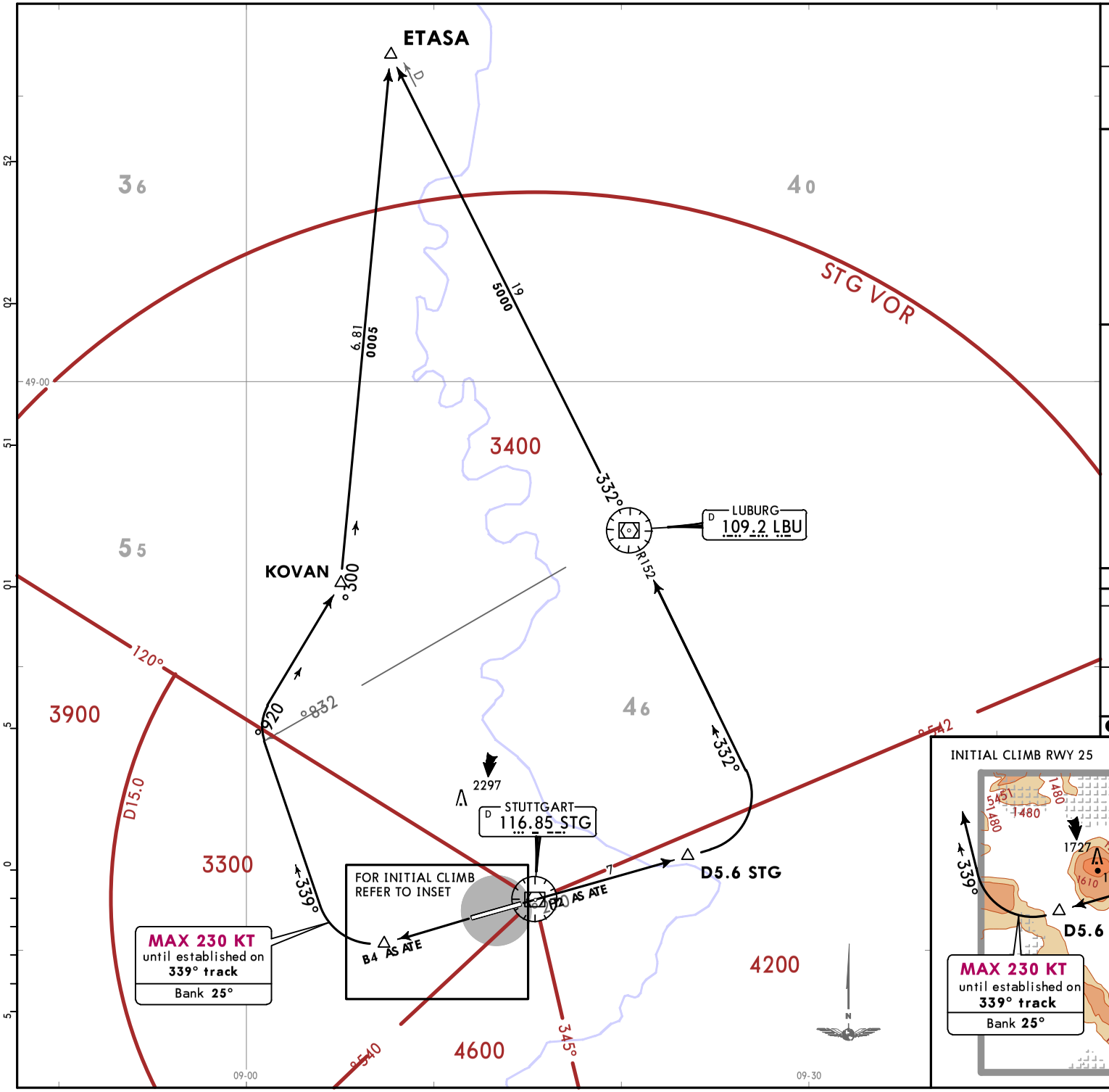
Initial climb clearance **5000**

SID	RWY	ROUTING
DKB 9B	25	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn RIGHT, LBU R066/ DKB R246 inbound to DKB.
DKB 4H	07	Intercept STG R072 to D8.6 STG, turn LEFT, intercept DKB R228 inbound to DKB.

INITIAL CLIMB RWY 25



CHANGES: New format.



LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

ETASA 4B
ETASA 2H
DEPARTURES

ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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.

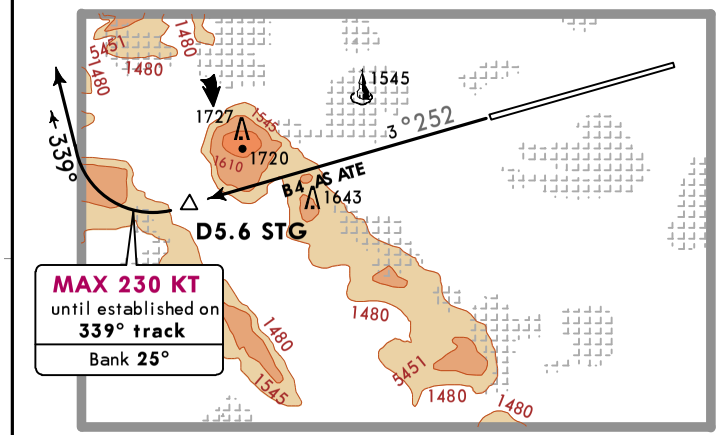
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
245 per NM	306	408	613	817	1021	1225
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

SID	RWY	ROUTING
ETASA 4B	**25**	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when passing LBU R238 ❷ turn RIGHT, 029° track to KOVAN, 003° track to ETASA.
ETASA 2H	**07**	Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R332 to ETASA.

❷ After passing LBU R238 BRNAV equipment necessary.

INITIAL CLIMB RWY 25



CHANGES: New format.

LANGEN Radar (APP)	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.
125.05	
Apt Elev 1276	

GEBNO 7B
GEBNO 6H
DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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.

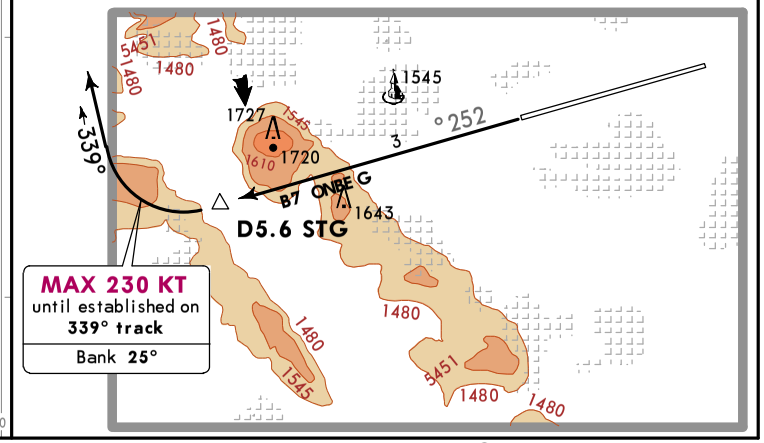
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

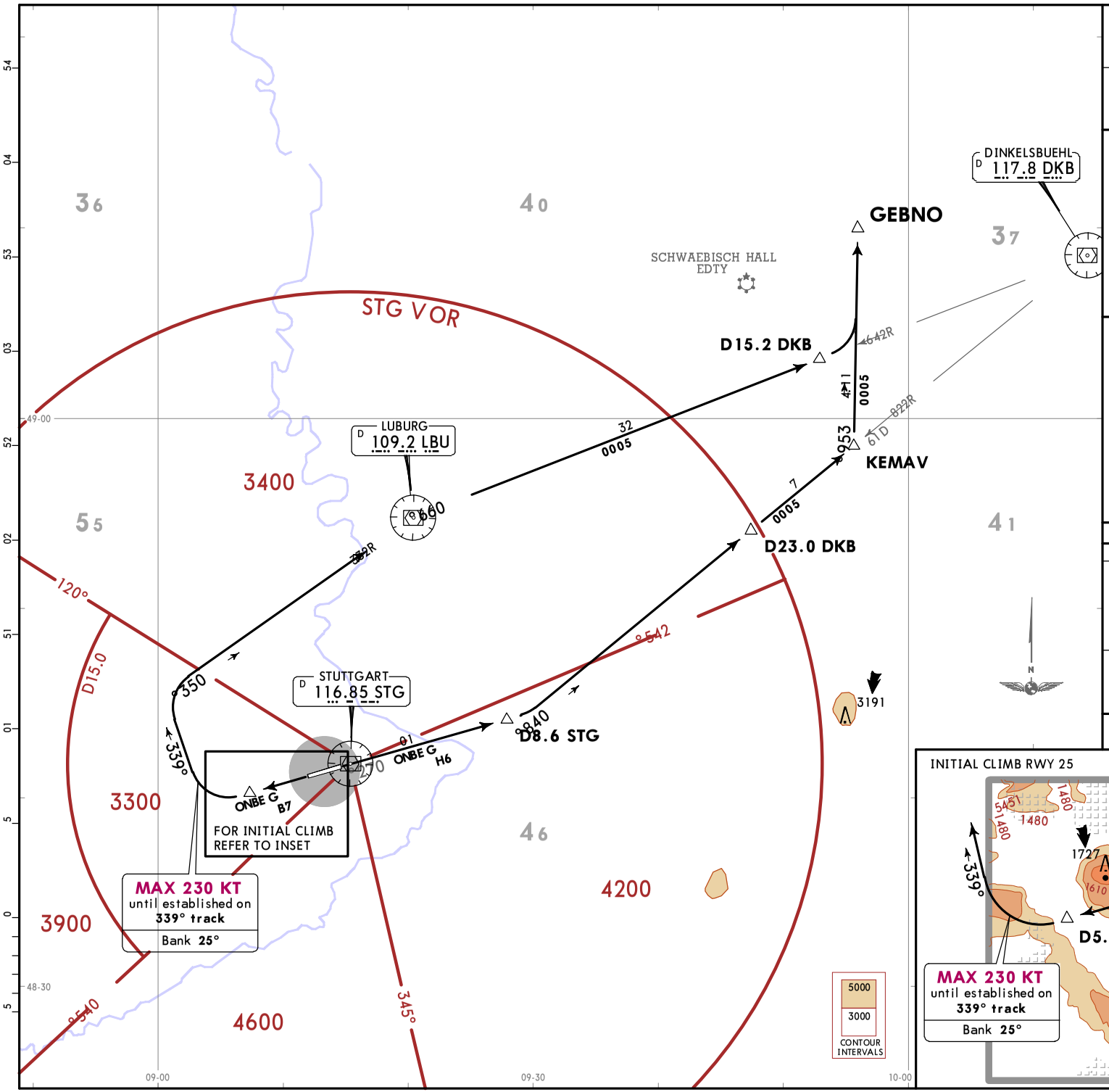
Initial climb clearance **5000**

SID	RWY	ROUTING
GEBNO 7B	**25**	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn RIGHT, LBU R066/DKB R246 inbound to D15.2 DKB ❷, turn LEFT, 359° track to GEBNO.
GEBNO 6H	**07**	Intercept STG R072 to D8.6 STG, turn LEFT, intercept DKB R228 inbound to KEMAV ❸, 359° track to GEBNO.

After D15.2 DKB ❷ /KEMAV ❸ BRNAV equipment necessary.

INITIAL CLIMB RWY 25

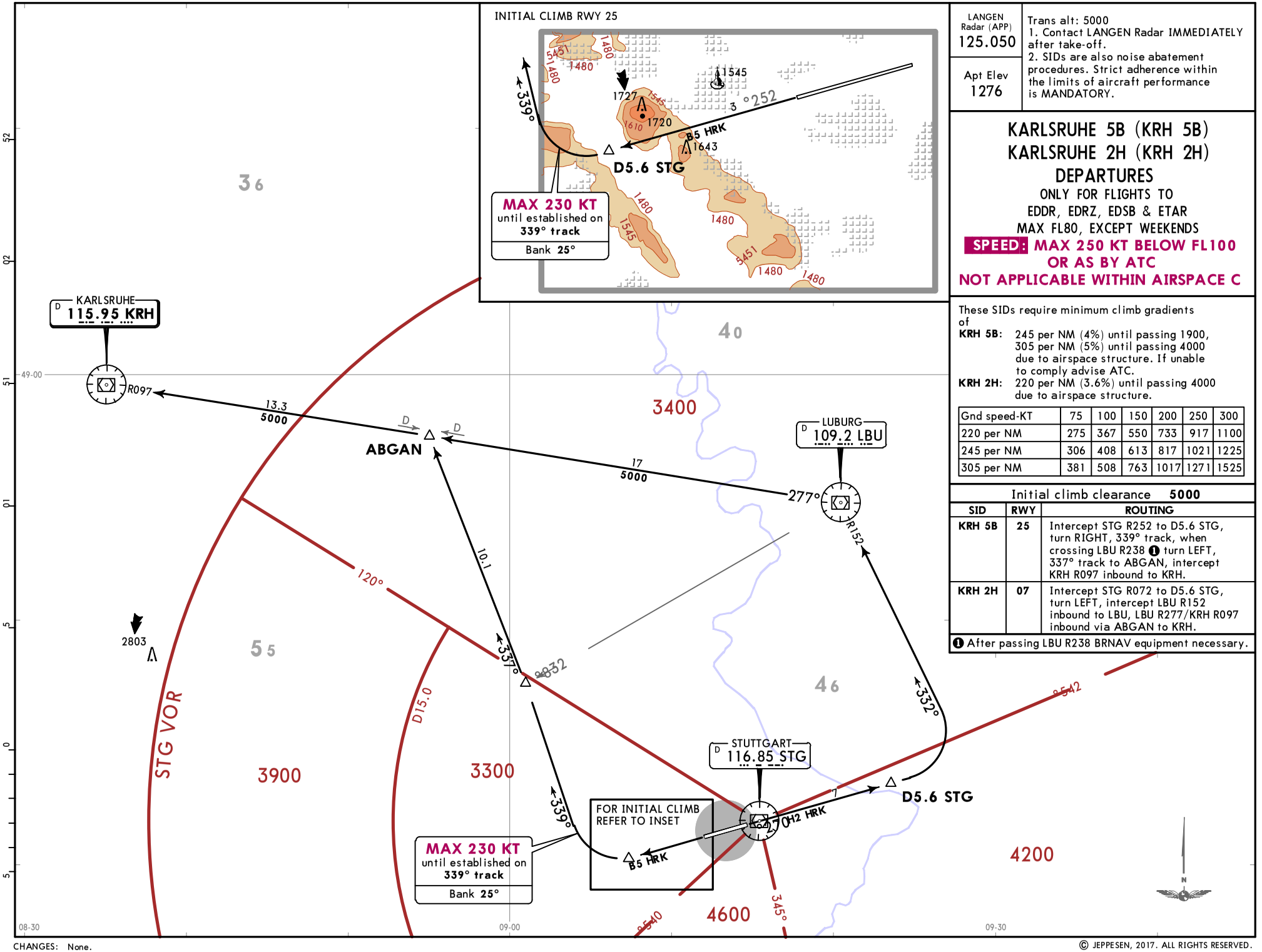




CHANGES: New format.

STUTTGART, GERMANY

SID



LANGEN Radar (APP)	Trans alt: 5000
125.050	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

KARLSRUHE 5B (KRH 5B)
KARLSRUHE 2H (KRH 2H)
DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

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

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

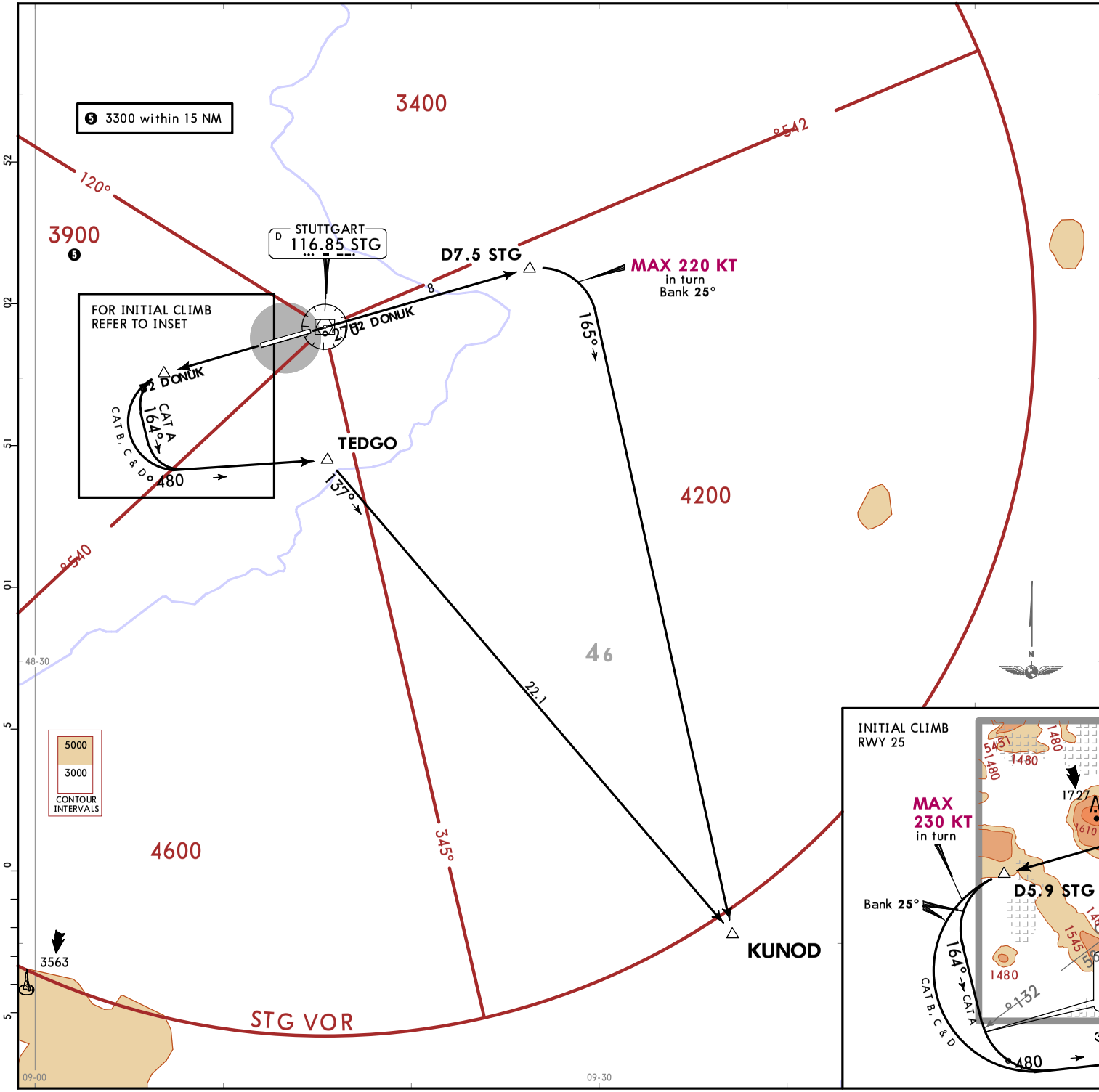
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
245 per NM	306	408	613	817	1021	1225
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

SID	RWY	ROUTING
KRH 5B	25	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when crossing LBU R238 ❶ turn LEFT, 337° track to ABGAN, intercept KRH R097 inbound to KRH.
KRH 2H	07	Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R277/KRH R097 inbound via ABGAN to KRH.

❶ After passing LBU R238 BRNAV equipment necessary.

CHANGES: None.



LANGEN Radar (APP) 125.050	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.
Apt Elev 1276	

KUNOD 2B
KUNOD 2H
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

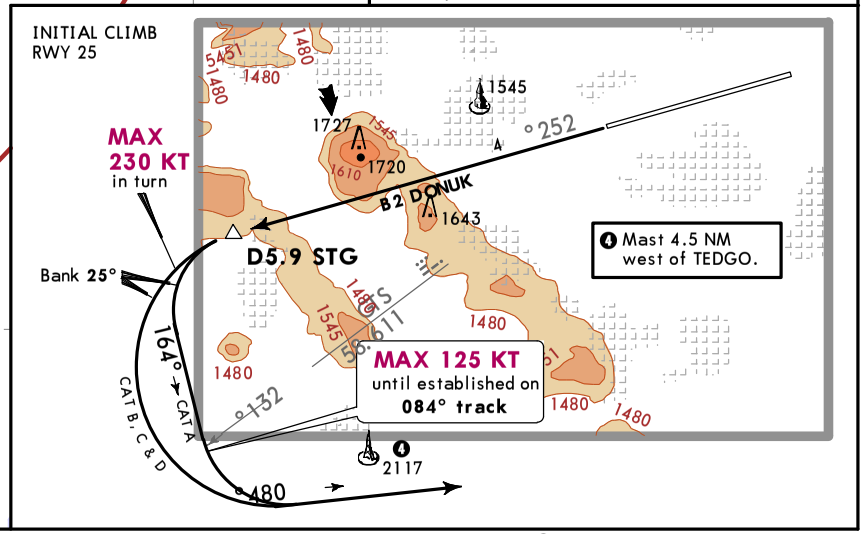
These SIDs require minimum climb gradients of
KUNOD 2B: 245 per NM (4%) until passing 1900, 260 per NM (4.3%) until passing 5000 due to airspace structure. If unable to comply advise ATC.
KUNOD 2H: 250 per NM (4.1%) until passing 5000 due to airspace structure.

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**

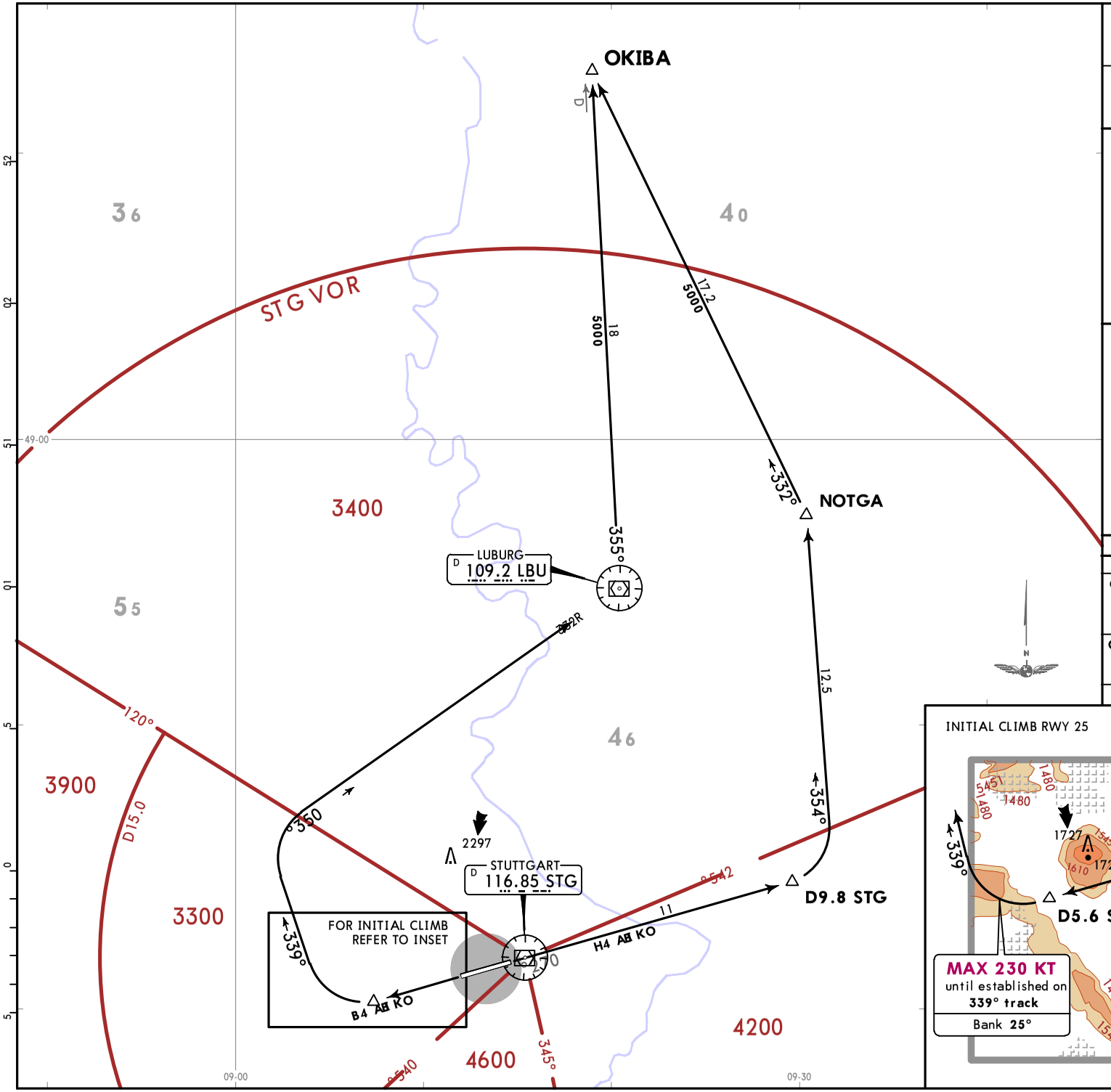
SID	RWY	ROUTING
KUNOD 2B ❶	**25**	Intercept STG R252 to D5.9 STG, turn LEFT (CAT A: 164° track, when passing STG R231 turn left), 084° track to TEDGO ❸, turn RIGHT, 137° track to KUNOD.
KUNOD 2H ❷	**07**	Intercept STG R072 to D7.5 STG, turn RIGHT, 165° track to KUNOD.

❶ After passing 3500 BRNAV equipment necessary.
❷ After passing 4000 BRNAV equipment necessary.
❸ At TEDGO transition to (U)N-869 or UL-607 not possible.



STUTTGART, GERMANY

SID



LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

OKIBA 4B
OKIBA 4H
DEPARTURES

ONLY FOR FLIGHTS WITH
MINIMUM REQUESTED FL200

SPEED: MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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 airspace structure. If unable to comply advise ATC.
OKIBA 4H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

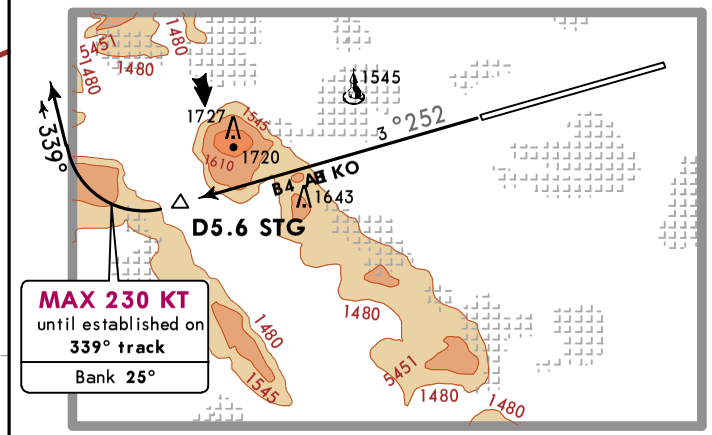
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

SID	RWY	ROUTING
OKIBA 4B	25	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn LEFT, LBU R355 to OKIBA.
OKIBA 4H ❶	07	Intercept STG R072 to D9.8 STG, turn LEFT, 354° track to NOTGA, 332° track to OKIBA.

❶ After passing 5000 BRNAV equipment necessary.

INITIAL CLIMB RWY 25



CHANGES: New format.

LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

ROTWE 5B
ROTWE 7H
DEPARTURES

VIA NATOR ONLY FOR JET AIRCRAFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

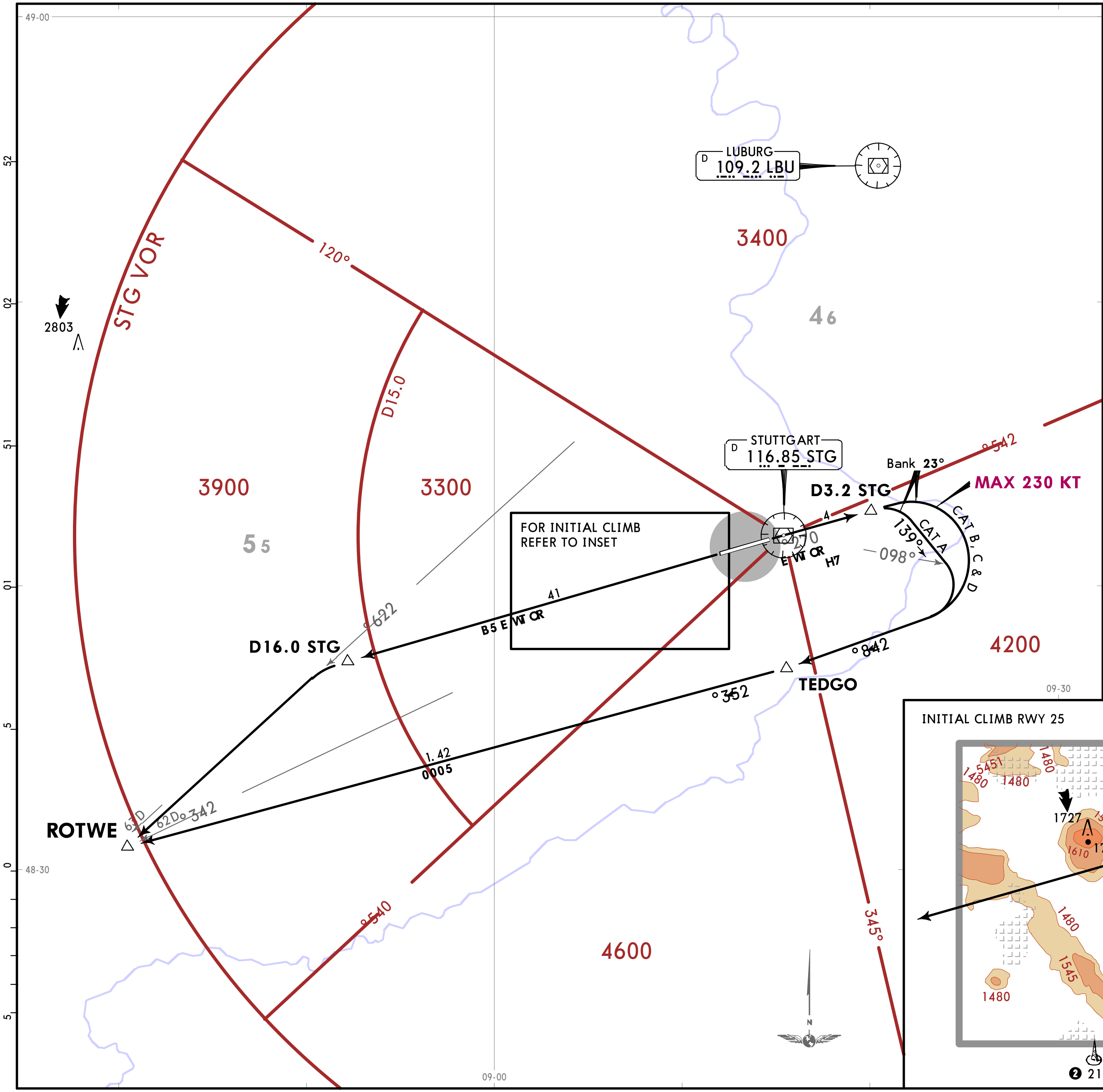
These SIDs require minimum climb gradients of
ROTWE 5B: 245 per NM (4%) until passing 1900, 250 per NM (4.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
ROTWE 7H: 325 per NM (5.3%) until passing 4000 due to airspace structure.

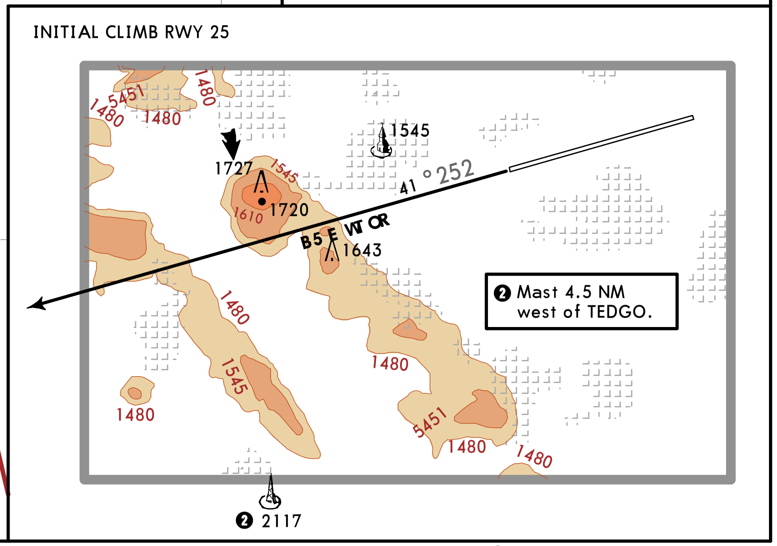
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
325 per NM	406	542	813	1083	1354	1625

Initial climb clearance **5000**

SID	RWY	ROUTING
ROTWE 5B	25	Intercept STG R252 to D16.0 STG, turn LEFT, intercept LBU R226 to ROTWE.
ROTWE 7H ❶	07	Intercept STG R072 to D3.2 STG, turn RIGHT (CAT A: 139° track, when passing STG R098, turn RIGHT), 248° track to TEDGO, turn RIGHT, 253° track to ROTWE.

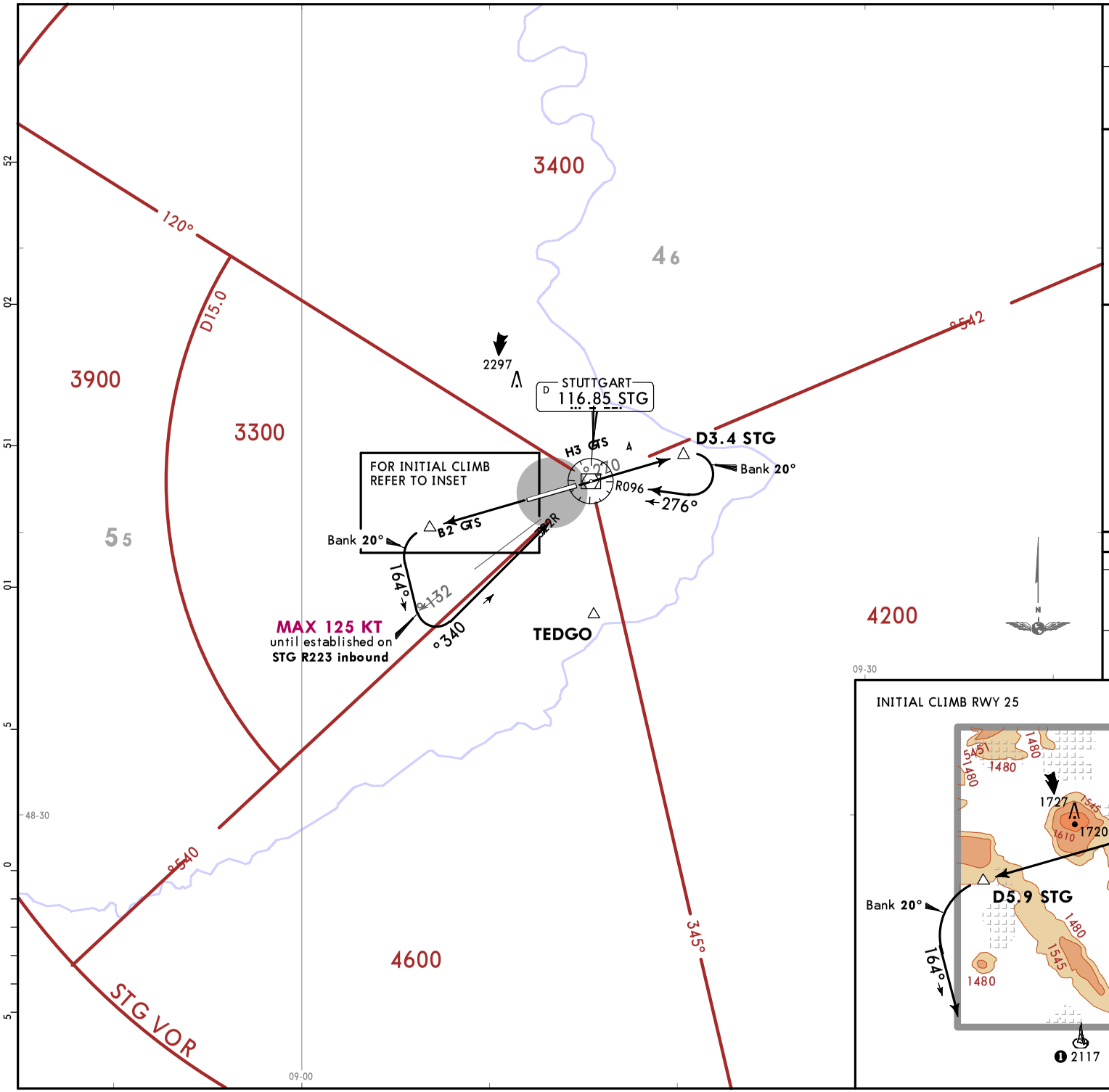
❶ After passing 3000 BRNAV equipment necessary.





STUTTGART, GERMANY

SID



*STUTTGART Director 119.85	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.
Apt Elev 1276	

STUTTGART 2B (STG 2B)
STUTTGART 3H (STG 3H)
DEPARTURES (ALL RWYS)

BY ATC ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

STG 2B: 4.0% (245 FT/NM) until passing 1900, 5.1% (310 FT/NM) until passing 4000 due to airspace structure. If unable to comply advise ATC.

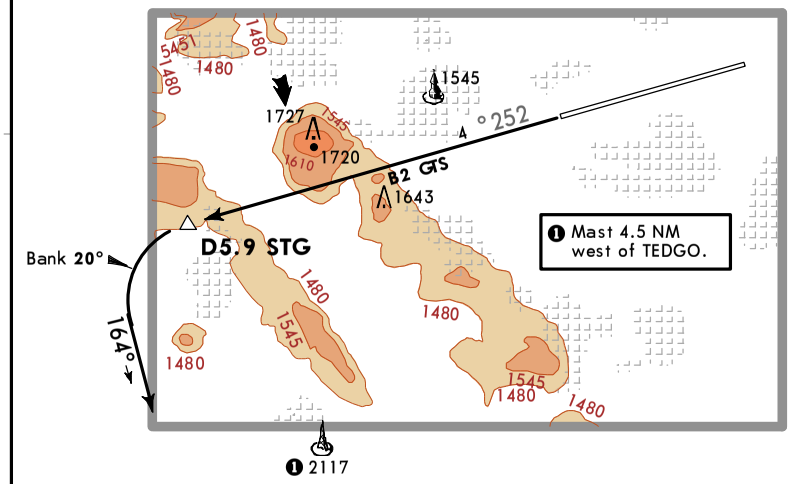
STG 3H: 5.3% (320 FT/NM) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.3% V/V (fpm)	403	537	805	1073	1342	1610

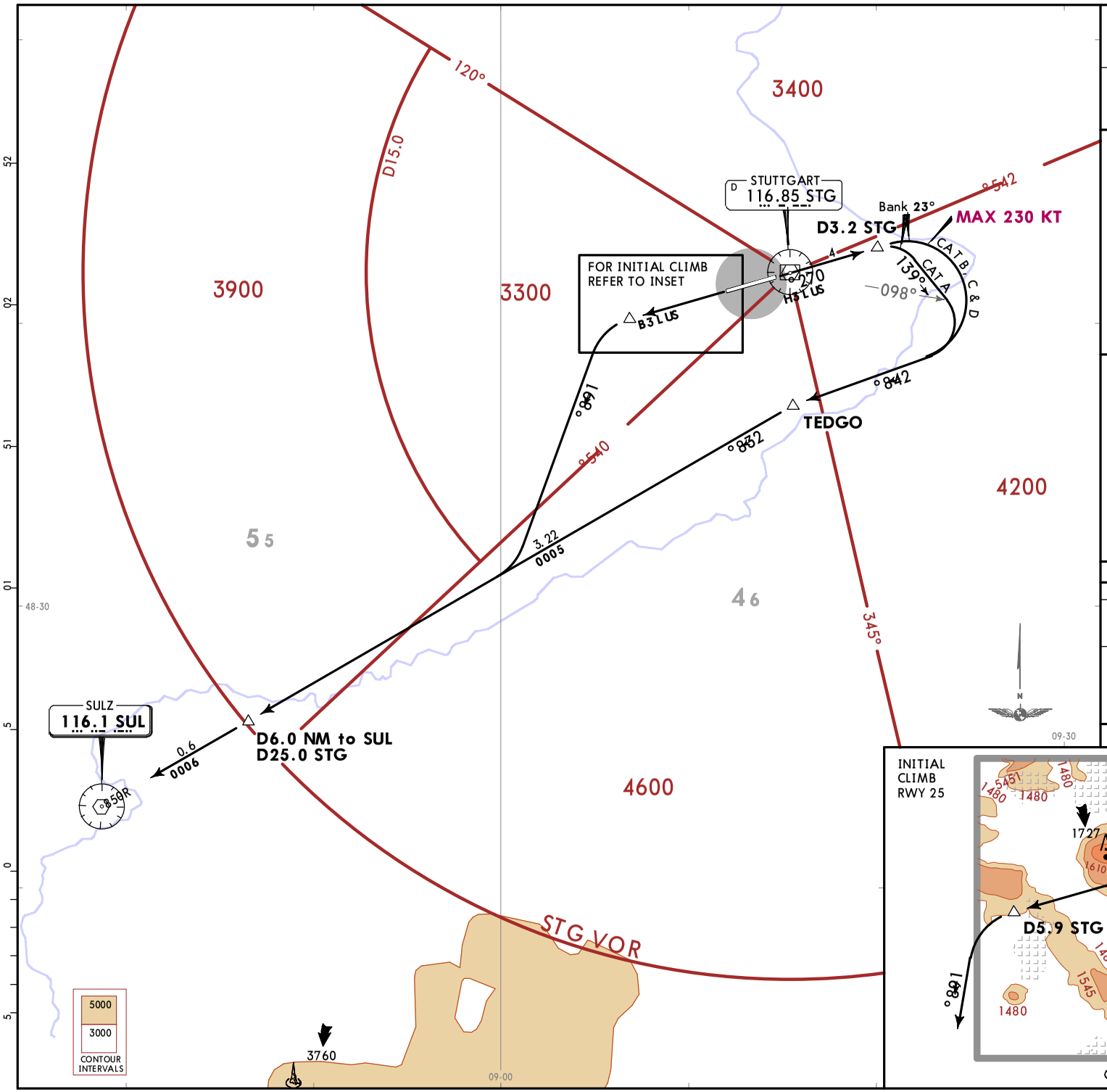
Initial climb clearance **5000**

SID	RWY	ROUTING
STG 2B	25	Intercept STG R252 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R223 inbound to STG.
STG 3H	07	Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

INITIAL CLIMB RWY 25



CHANGES: SIDs renumbered & revised.



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

SULZ 3B (SUL 3B)
SULZ 3H (SUL 3H)
DEPARTURES (ALL RWYS)

ONLY FOR PISTON ENGINE & TURBOPROP ACFT
JET ACFT ONLY WITH DESTINATION EDNY, EDTL, LSZH & LSZR

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

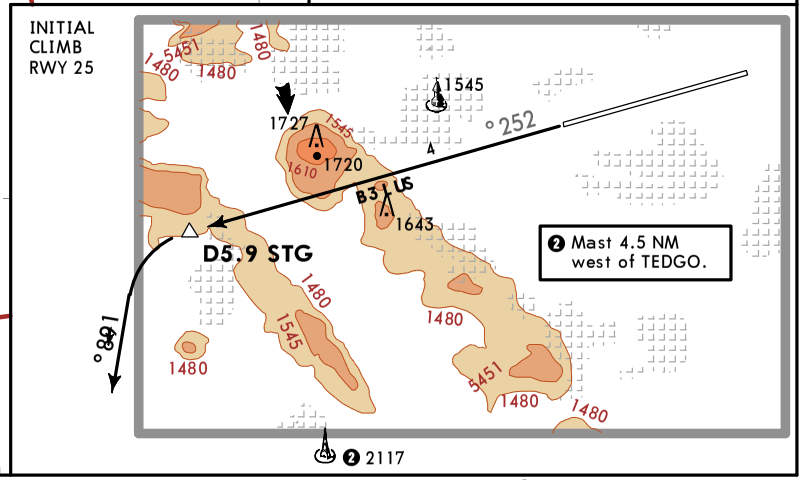
These SIDs require minimum climb gradients of
SUL 3B: 4.0% (245 FT/NM) until passing 1900, 4.5% (275 FT/NM) until passing 4000 due to airspace structure. If unable to comply advise ATC.
SUL 3H: 5.3% (320 FT/NM) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial climb clearance **5000**

SID	RWY	ROUTING
SUL 3B	25	Intercept STG R252 to D5.9 STG, turn LEFT, 198° track, intercept SUL R058 inbound to SUL.
SUL 3H ❶	07	Intercept STG R072 to D3.2 STG, turn RIGHT (CAT A: 139° track, when passing STG R098, turn RIGHT), 248° track to TEDGO, turn LEFT, intercept SUL R058 inbound to SUL.

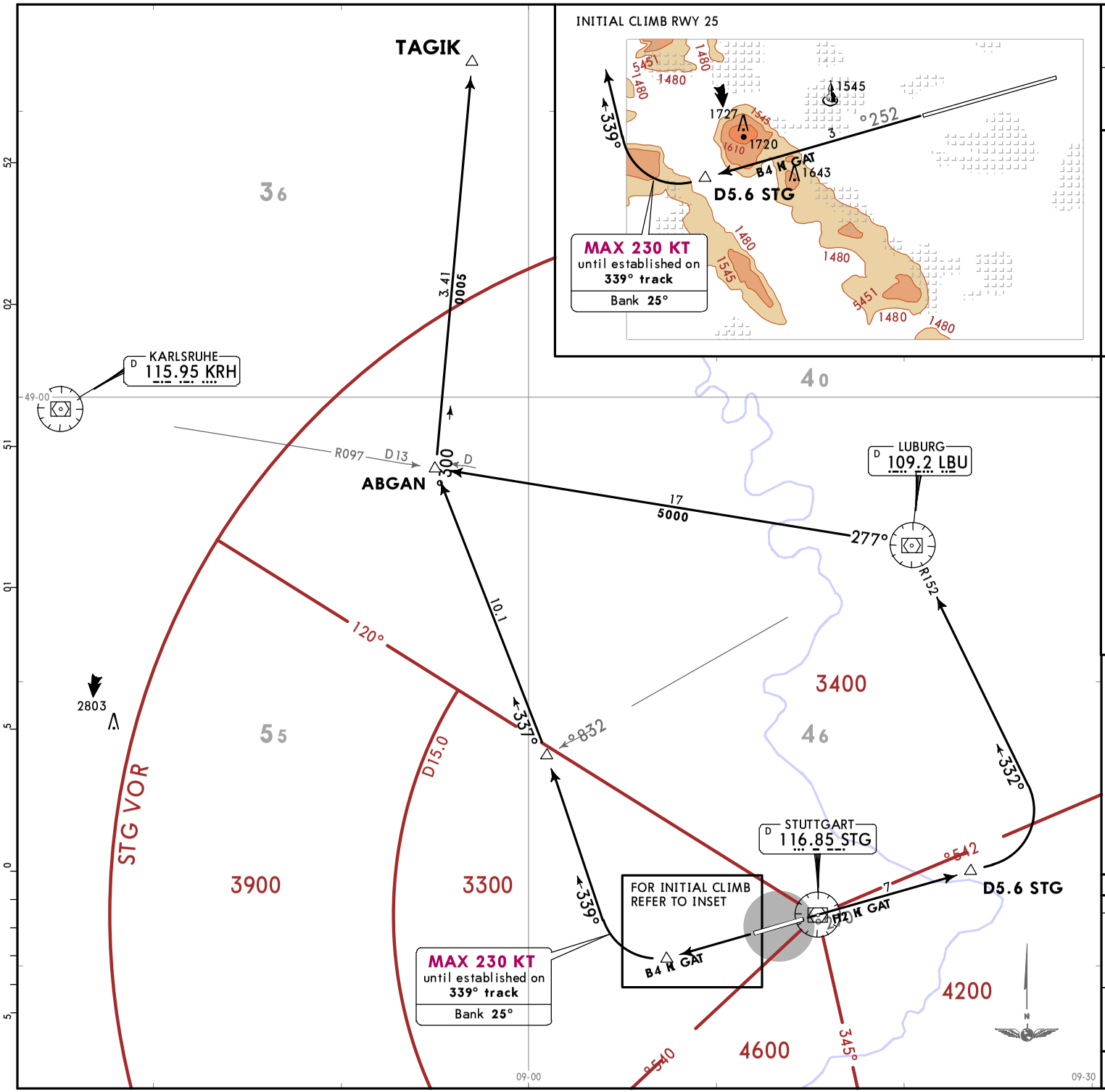
❶ After passing 3000 BRNAV equipment necessary.



CHANGES: None.

STUTTGART, GERMANY

SID



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

TAGIK 4B
TAGIK 2H
DEPARTURES

ONLY FOR FLIGHTS TO CONTINUE VIA ABUMO OR ASKIK WITH MAX FL240

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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

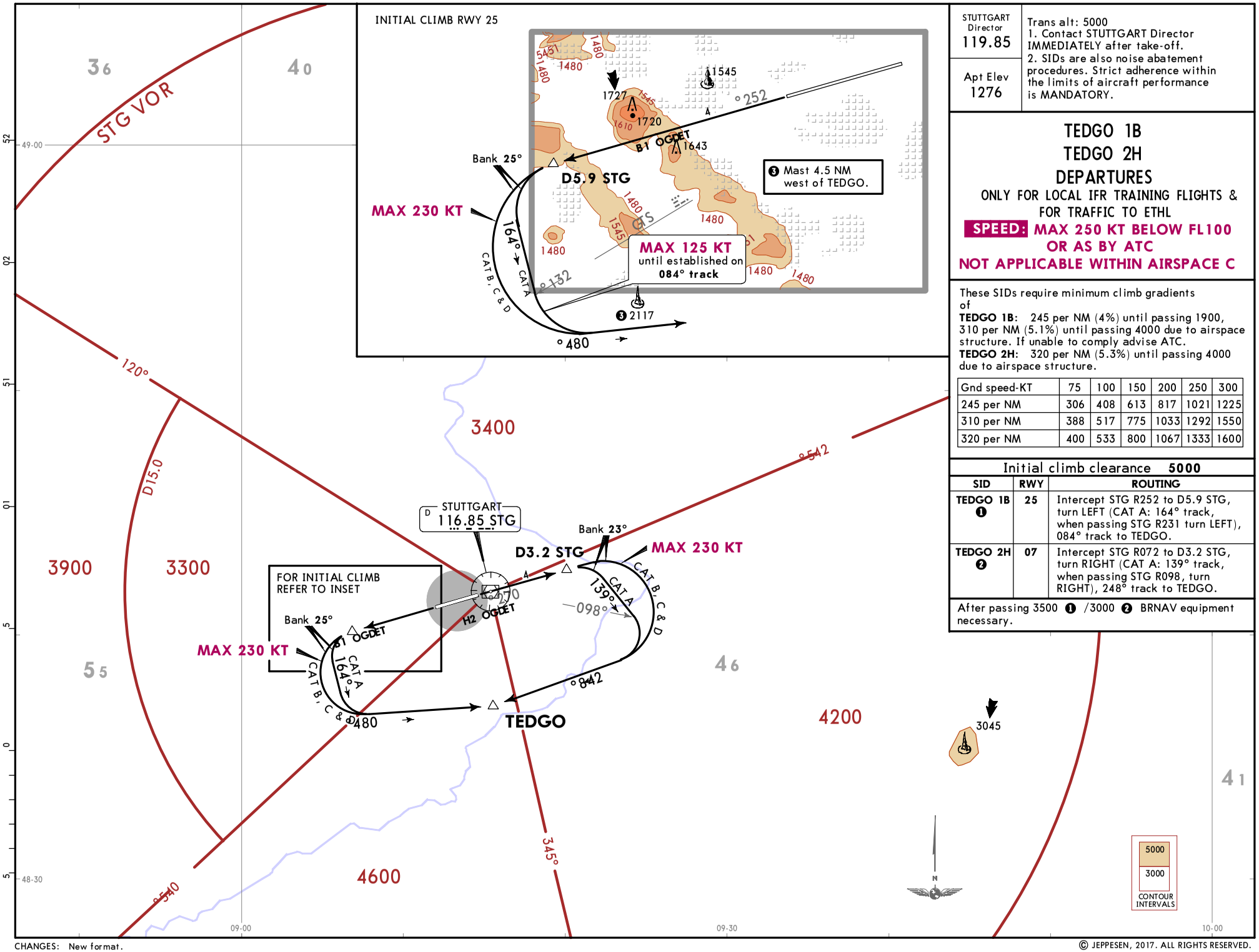
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
245 per NM	306	408	613	817	1021	1225
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

SID	RWY	ROUTING
TAGIK 4B	25	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when passing LBU R238 ❶ turn LEFT, 337° track to ABGAN, 003° track to TAGIK.
TAGIK 2H	07	Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R277 to ABGAN ❷, 003° track to TAGIK.

After passing LBU R238 ❶/ABGAN ❷ BRNAV equipment necessary.

CHANGES: New format.



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

TEDGO 1B
TEDGO 2H
DEPARTURES

ONLY FOR LOCAL IFR TRAINING FLIGHTS & FOR TRAFFIC TO ETHL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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

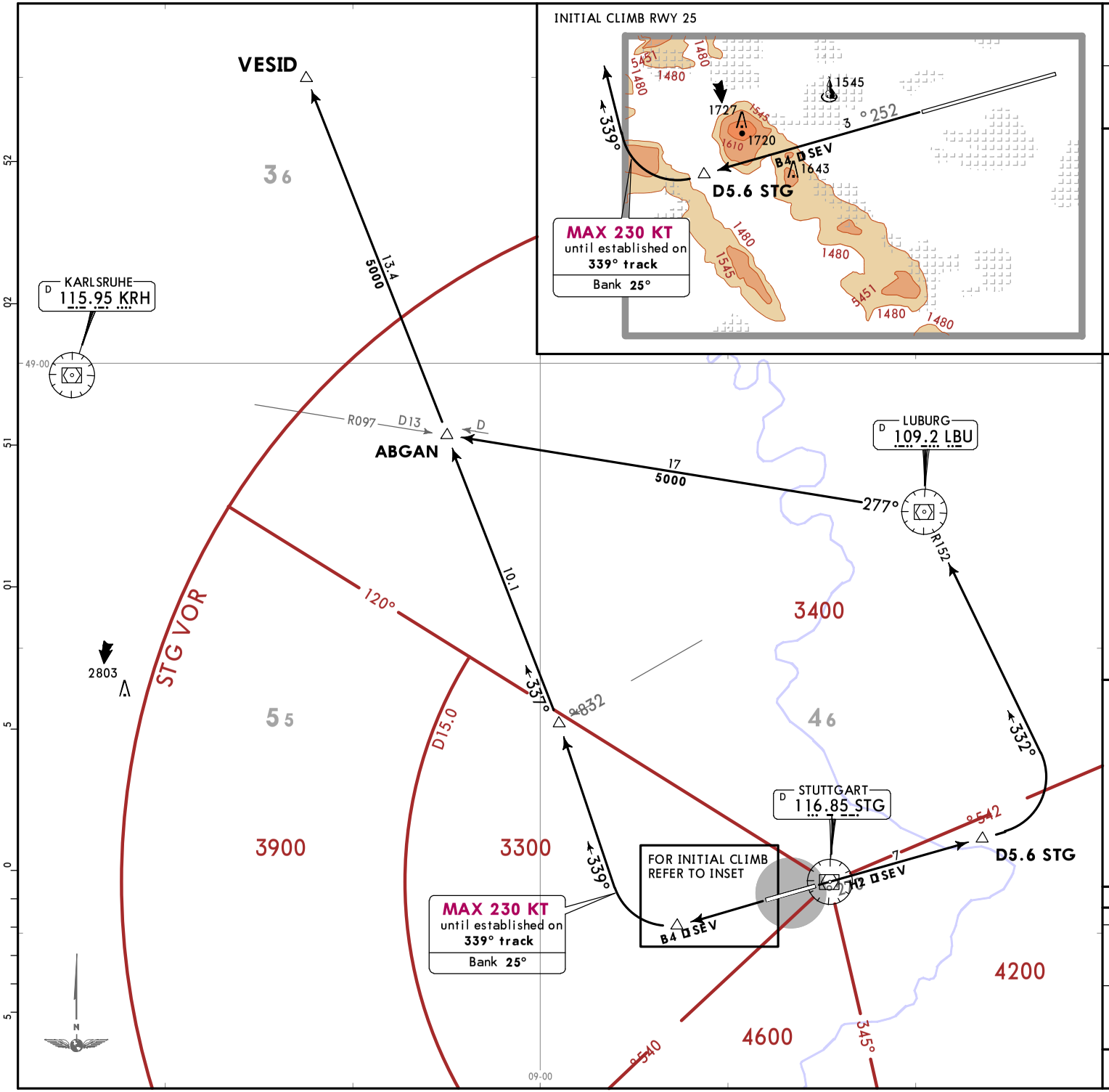
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
310 per NM	388	517	775	1033	1292	1550
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

SID	RWY	ROUTING
TEDGO 1B ❶	**25**	Intercept STG R252 to D5.9 STG, turn LEFT (CAT A: 164° track, when passing STG R231 turn LEFT), 084° track to TEDGO.
TEDGO 2H ❷	**07**	Intercept STG R072 to D3.2 STG, turn RIGHT (CAT A: 139° track, when passing STG R098, turn RIGHT), 248° track to TEDGO.

After passing 3500 ❶ /3000 ❷ BRNAV equipment necessary.

CHANGES: New format.



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

VESID 4B
VESID 2H
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
VESID 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.
VESID 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
VESID 4B	**25**	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when passing LBU R238 ❶ turn LEFT, 337° track via ABGAN to VESID.
VESID 2H	**07**	Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R277 to ABGAN ❷, 337° track to VESID.

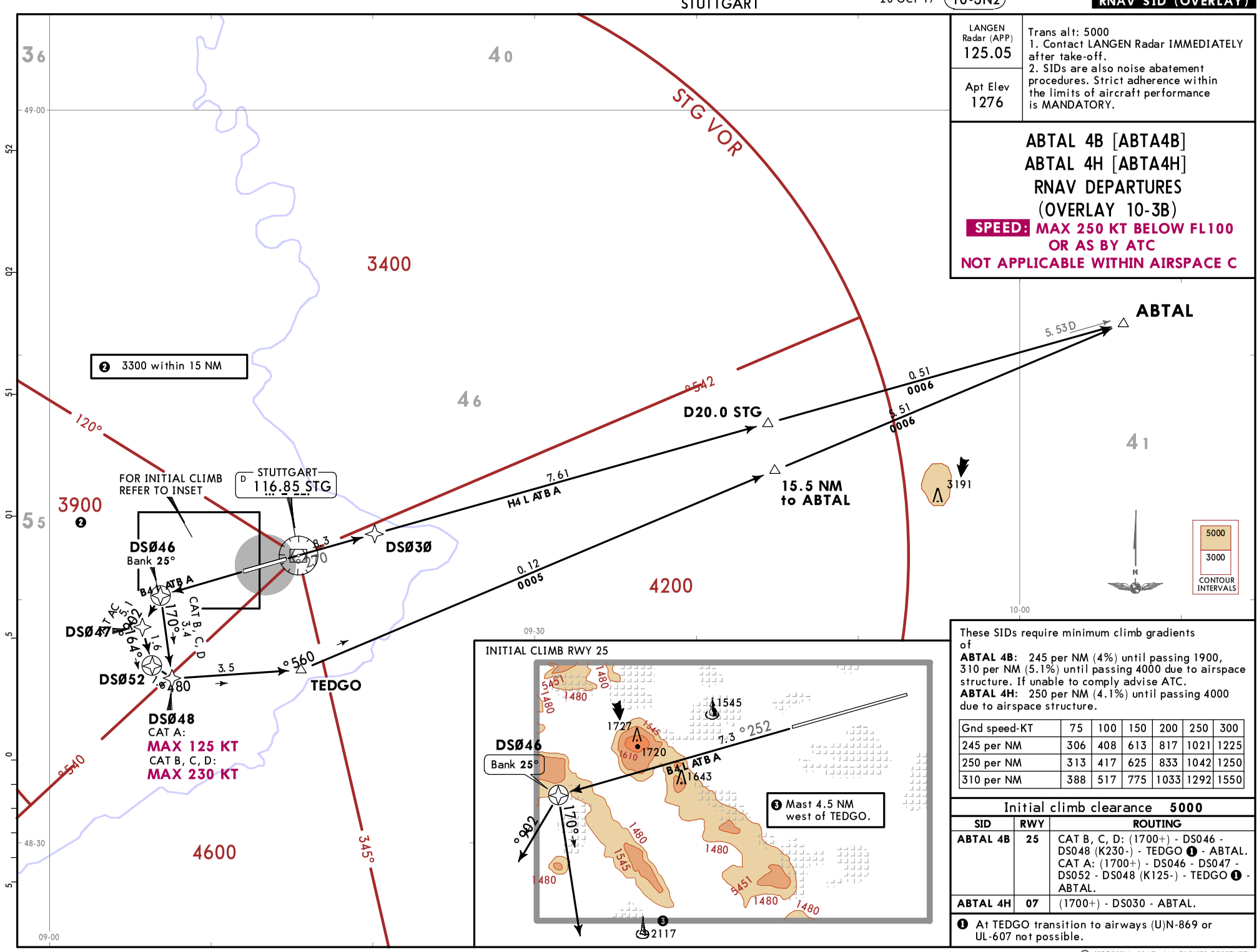
After passing LBU R238 ❶/ABGAN ❷ BRNAV equipment necessary.

CHANGES: New format.

LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

ABTAL 4B [ABTA4B]
ABTAL 4H [ABTA4H]
RNAV DEPARTURES
(OVERLAY 10-3B)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of
ABTAL 4B: 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.
ABTAL 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
310 per NM	388	517	775	1033	1292	1550

Initial climb clearance **5000**

SID	RWY	ROUTING
ABTAL 4B	25	CAT B, C, D: (1700+) - DS046 - DS048 (K230-) - TEDGO ❶ - ABTAL. CAT A: (1700+) - DS046 - DS047 - DS052 - DS048 (K125-) - TEDGO ❶ - ABTAL.
ABTAL 4H	07	(1700+) - DS030 - ABTAL.

❶ At TEDGO transition to airways (U)N-869 or UL-607 not possible.

CHANGES: New format.

STUTTGART, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

DINKELSBUHL 9B (DKB 9B)
DINKELSBUHL 4H (DKB 4H)
RNAV DEPARTURES
(OVERLAY 10-3C)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

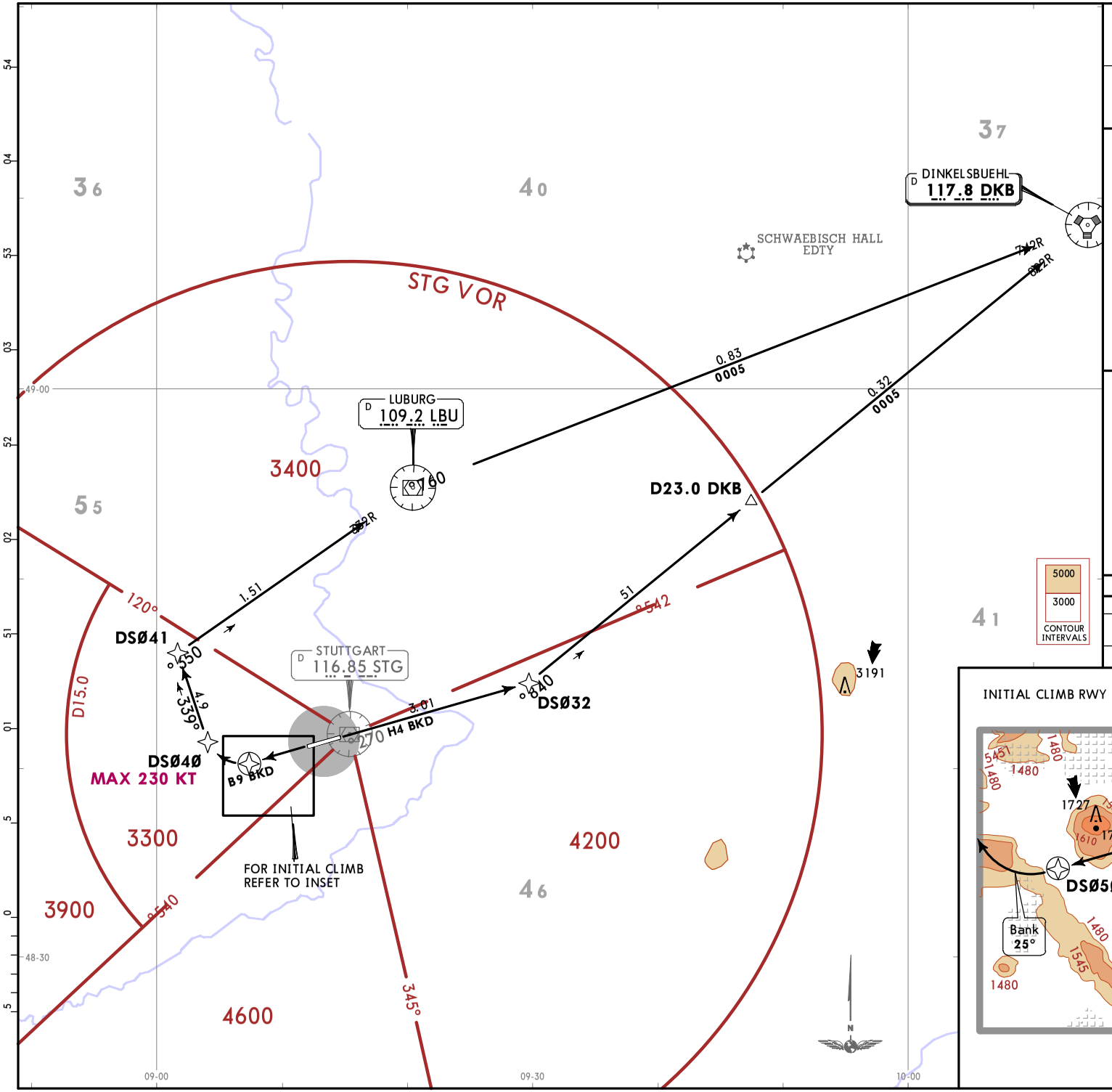
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
DKB 9B: 245 per NM (4%) until passing 1900, 305 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.

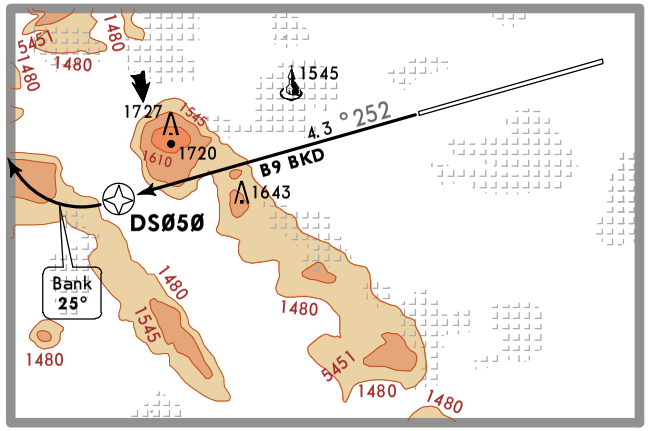
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

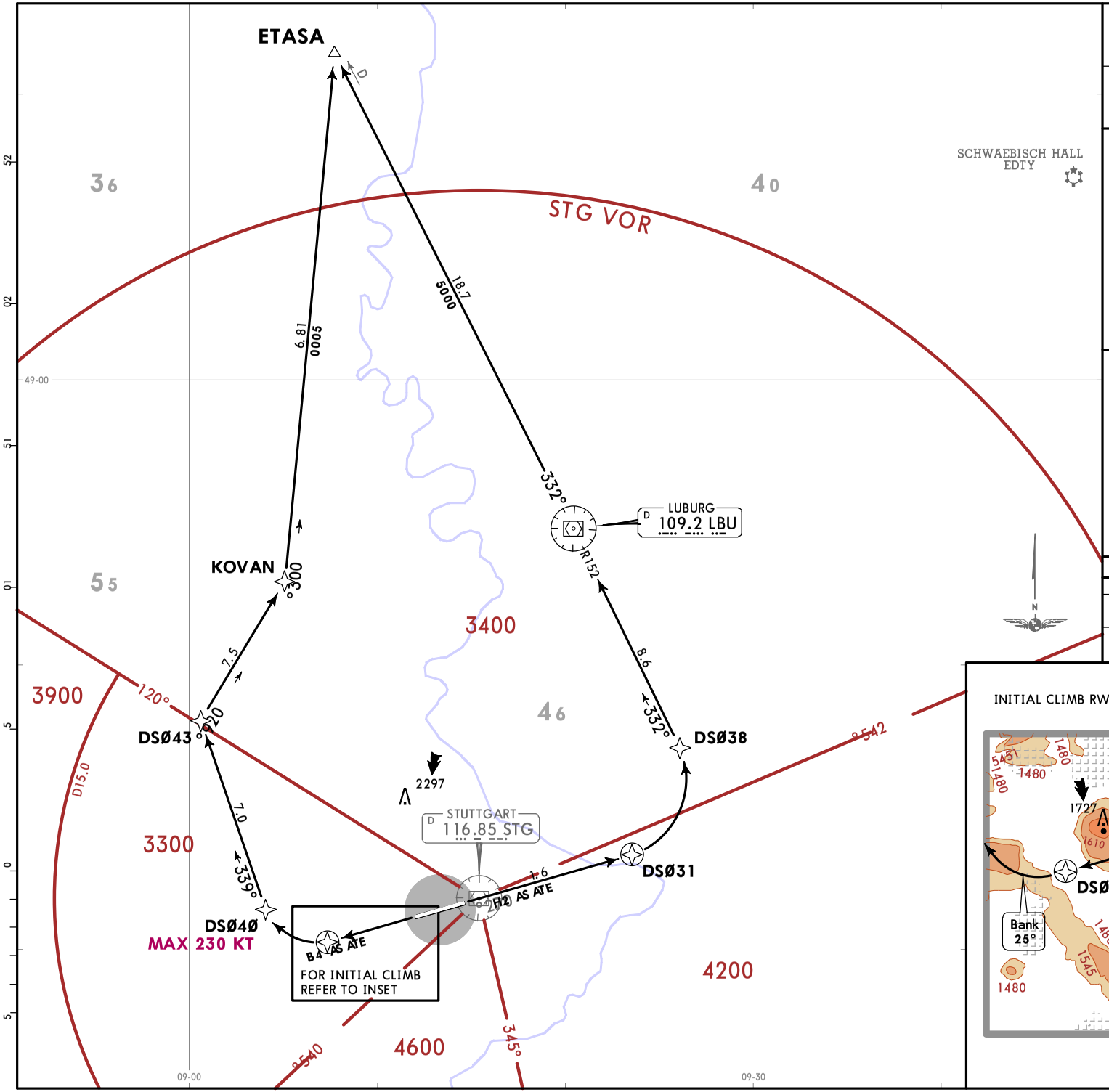
SID	RWY	ROUTING
DKB 9B	25	(1700+) - DS050 - DS040 (K230-) - DS041 - LBU - DKB.
DKB 4H	07	(1700+) - DS032 - DKB.



INITIAL CLIMB RWY 25



CHANGES: New format.



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

ETASA 4B [ETAS4B]
ETASA 2H [ETAS2H]
RNAV DEPARTURES
(OVERLAY 10-3D)

ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

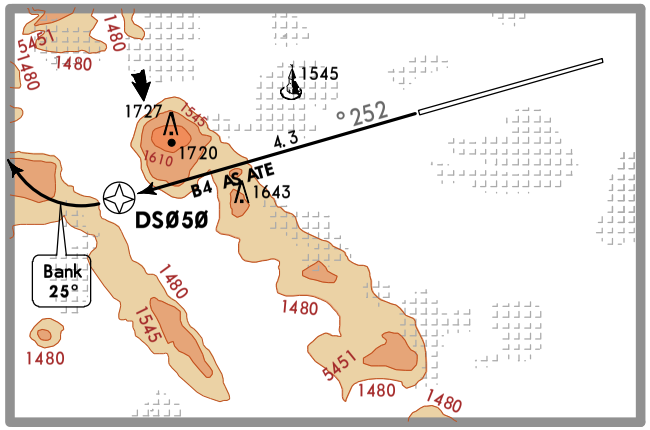
These SIDs require minimum climb gradients of
ETASA 4B: 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
ETASA 2H: 220 per NM (3.6%) until passing 4000 due to airspace structure.

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+) - DS050 - DS040 (K230-) - DS043 - KOVAN - ETASA.
ETASA 2H	07	(1700+) - DS031 - DS038 - LBU - ETASA.

INITIAL CLIMB RWY 25



CHANGES: New format.

STUTTGART, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

GEBNO 7B [GEBN7B]
GEBNO 6H [GEBN6H]
RNAV DEPARTURES
(OVERLAY 10-3E)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

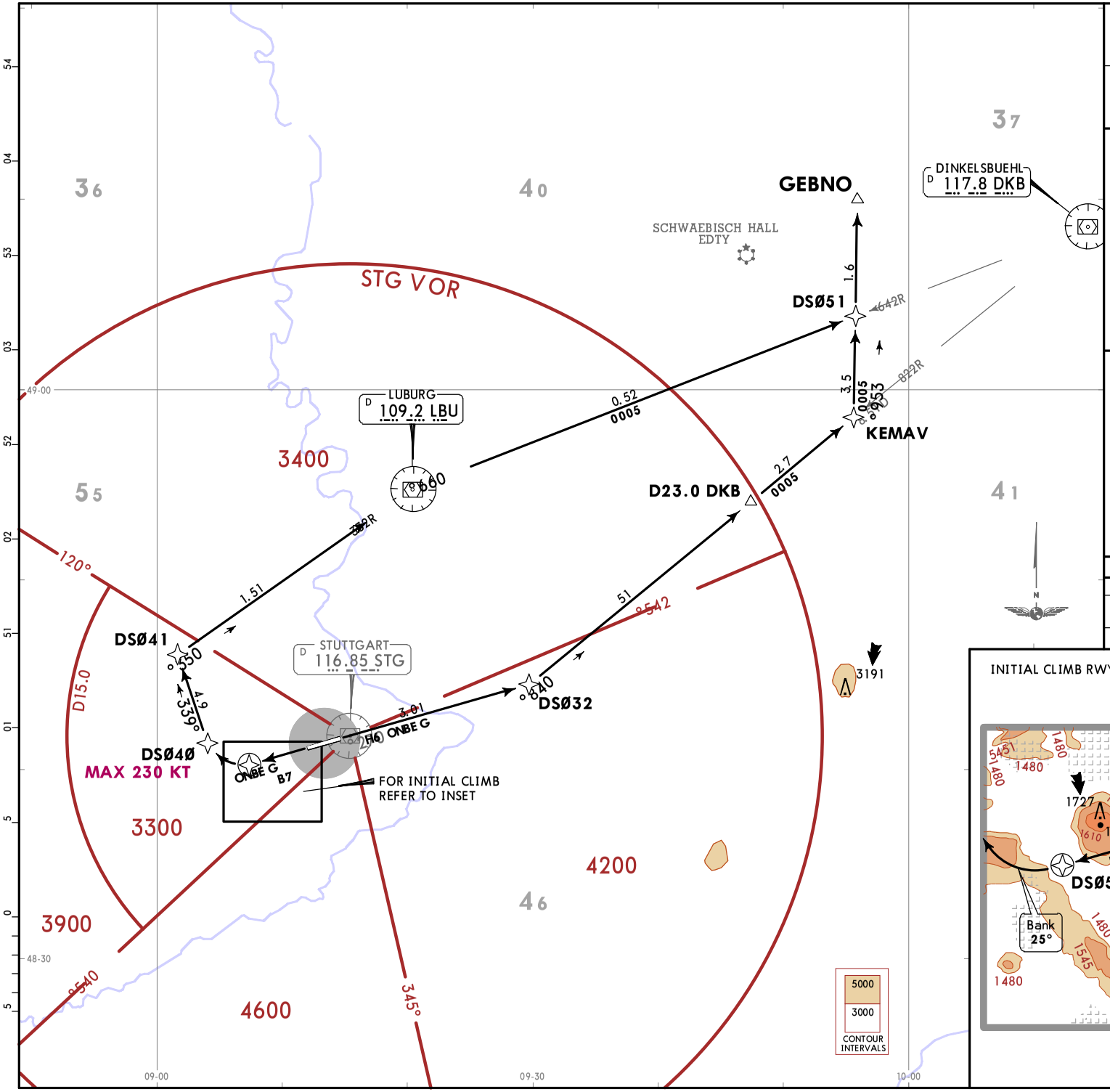
NOT APPLICABLE WITHIN AIRSPACE C

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.

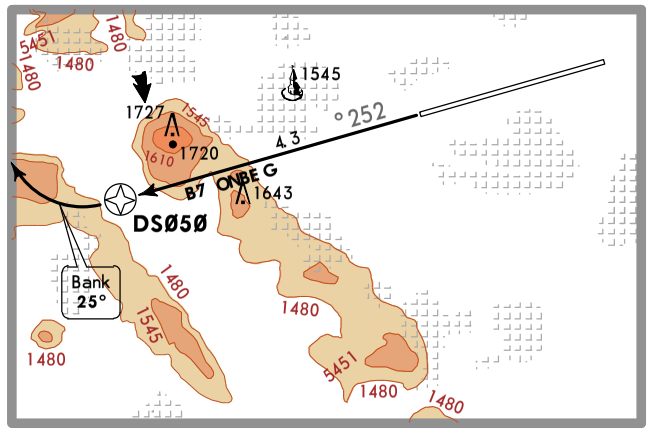
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

Initial climb clearance **5000**

SID	RWY	ROUTING
GEBNO 7B	**25**	(1700+) - DS050 - DS040 (K230-) - DS041 - LBU - DS051 - GEBNO.
GEBNO 6H	**07**	(1700+) - DS032 - KEMAV - GEBNO.



INITIAL CLIMB RWY 25

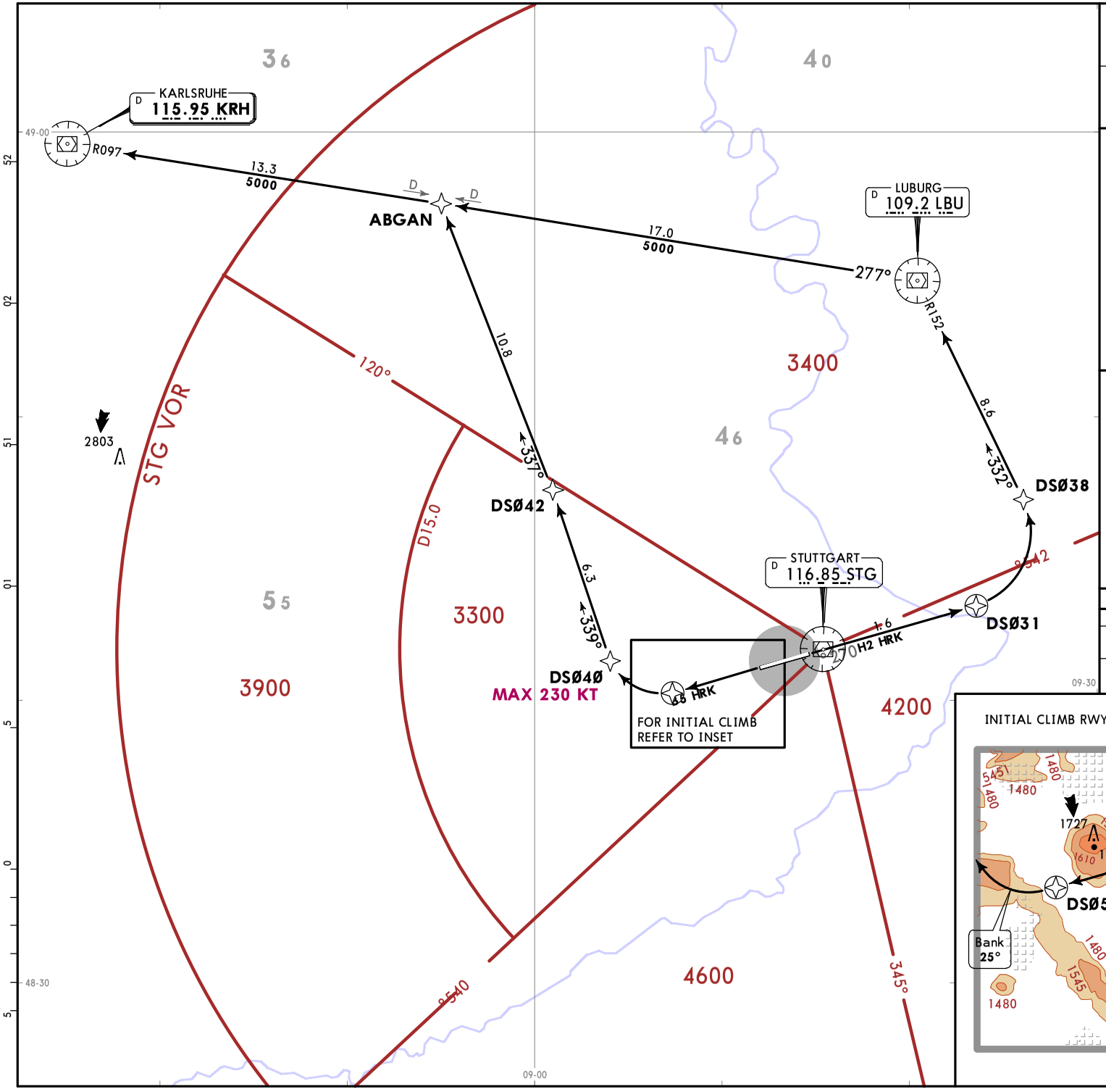


CHANGES: New format.

JEPPESEN
20 OCT 17 (10-3T)

STUTTGART, GERMANY

RNAV SID (OVERLAY)



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

KARLSRUHE 5B (KRH 5B)
KARLSRUHE 2H (KRH 2H)
RNAV DEPARTURES
(OVERLAY 10-3F)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

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

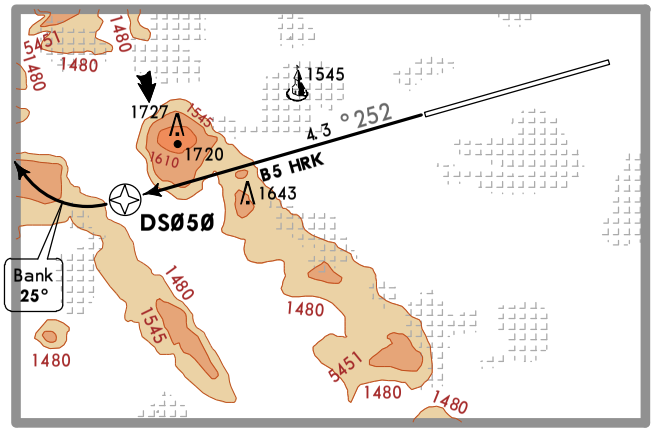
KRH 2H: 220 per NM (3.6%) until passing 4000 due to airspace structure.

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
KRH 5B	25	(1700+) - DS050 - DS040 (K230-) - DS042 - ABGAN - KRH.
KRH 2H	07	(1700+) - DS031 - DS038 - LBU - ABGAN - KRH.

INITIAL CLIMB RWY 25



CHANGES: New format.

STUTTGART, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar (APP) 125.050	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.
Apt Elev 1276	

KUNOD 2B [KUNO2B]
KUNOD 2H [KUNO2H]
RNAV DEPARTURES
(OVERLAY 10-3G)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

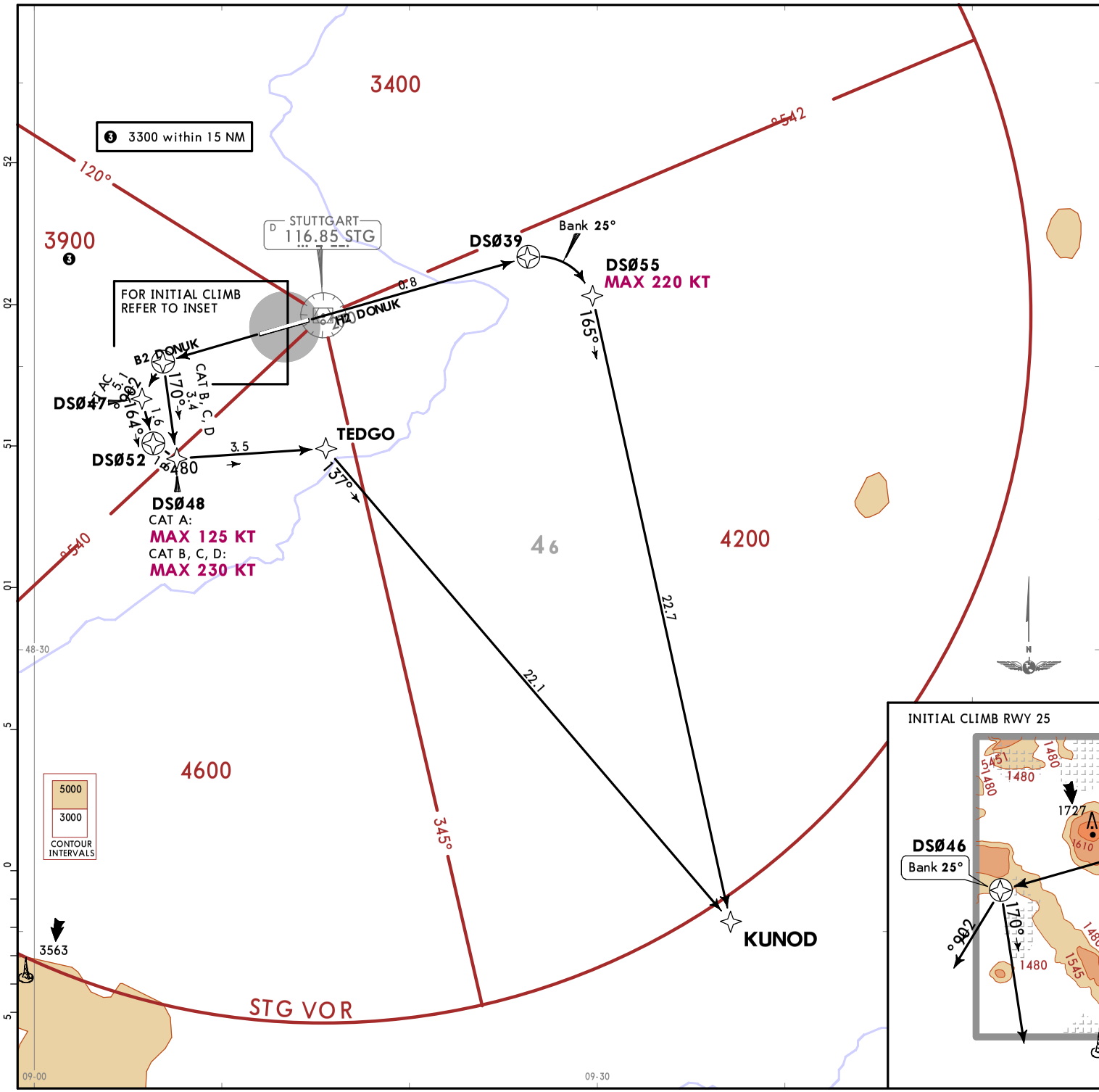
These SIDs require minimum climb gradients of
KUNOD 2B: 245 per NM (4%) until passing 1900, 260 per NM (4.3%) until passing 5000 due to airspace structure. If unable to comply advise ATC.
KUNOD 2H: 250 per NM (4.1%) until passing 5000 due to airspace structure.

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

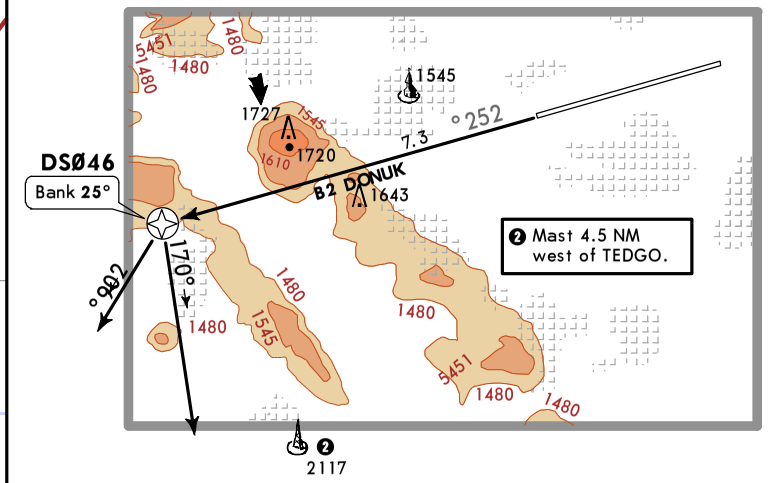
Initial climb clearance **5000**

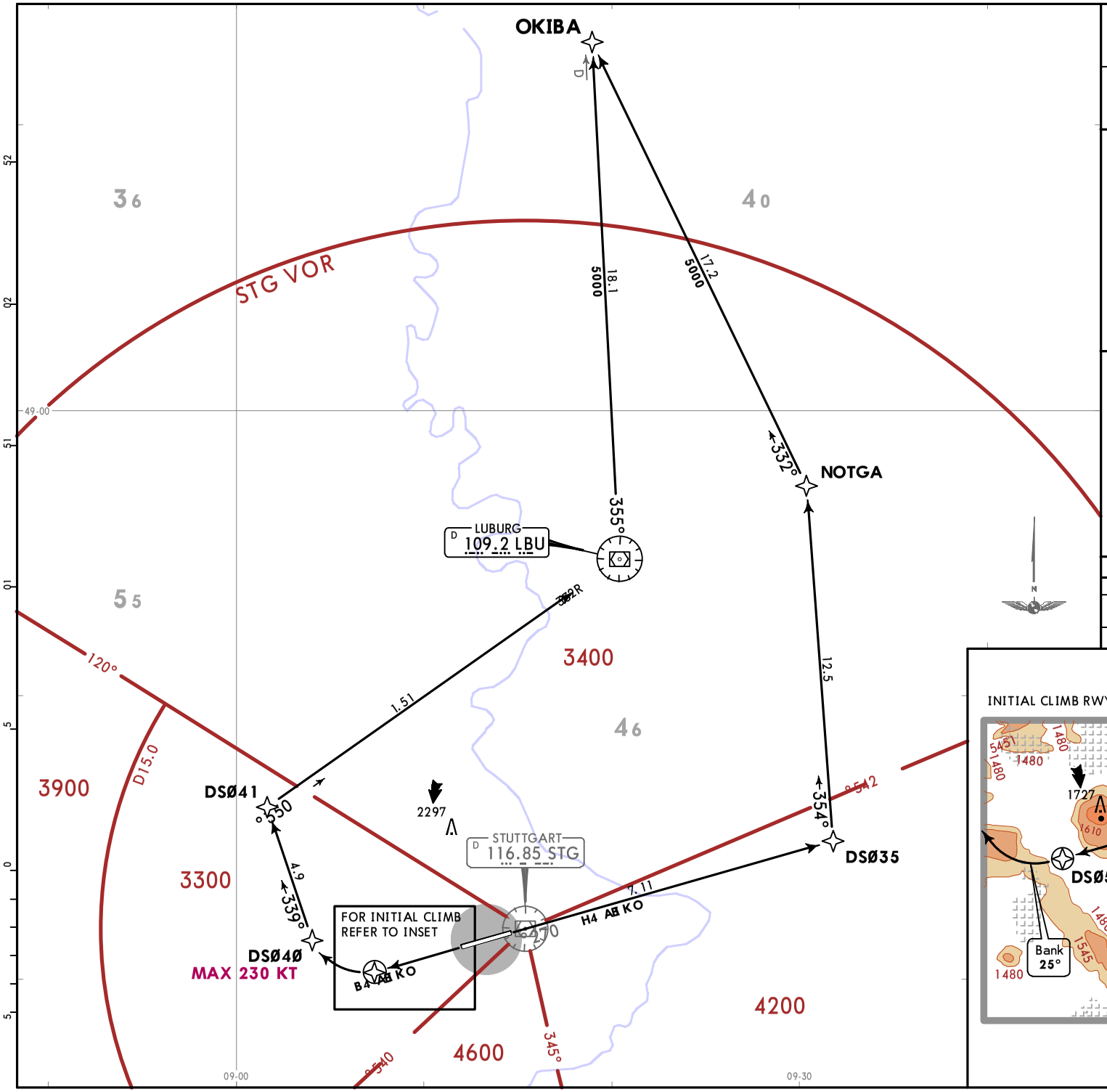
SID	RWY	ROUTING
KUNOD 2B	**25**	CAT B, C, D: (1700+) - DS046 - DS048 (K230-) - TEDGO ❶ - KUNOD. CAT A: (1700+) - DS046 - DS047 - DS052 - DS048 (K125-) - TEDGO ❶ - KUNOD.
KUNOD 2H	**07**	(1700+) - DS039 - DS055 (K220-) - KUNOD.

❶ At TEDGO transition to (U)N-869 or UL-607 not possible.



INITIAL CLIMB RWY 25





LANGEN Radar (APP) 125.050	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.
Apt Elev 1276	

OKIBA 4B [OKIB4B]
OKIBA 4H [OKIB4H]
RNAV DEPARTURES
(OVERLAY 10-3H)

ONLY FOR FLIGHTS WITH MINIMUM REQUESTED FL200

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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 airspace structure. If unable to comply advise ATC.

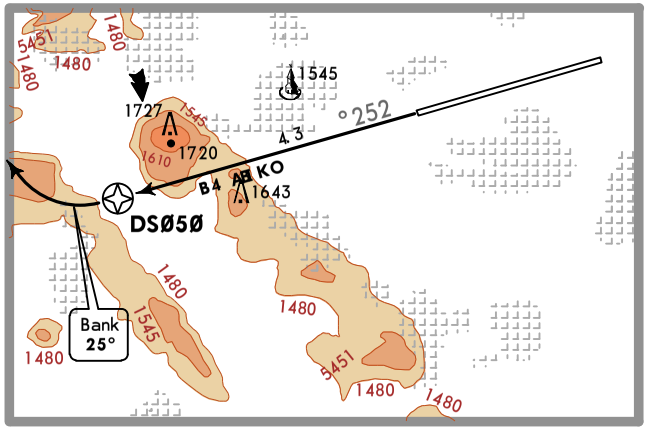
OKIBA 4H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

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	(1700+) - DS050 - DS040 (K230-) - DS041 - LBU - OKIBA.
OKIBA 4H	07	(1700+) - DS035 - NOTGA - OKIBA.

INITIAL CLIMB RWY 25



CHANGES: New format.

STUTTGART, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

ROTWE 5B [ROTW5B]
ROTWE 7H [ROTW7H]
RNAV DEPARTURES
(OVERLAY 10-3J) (ALL RWYS)

VIA NATOR ONLY FOR JET AIRCRAFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

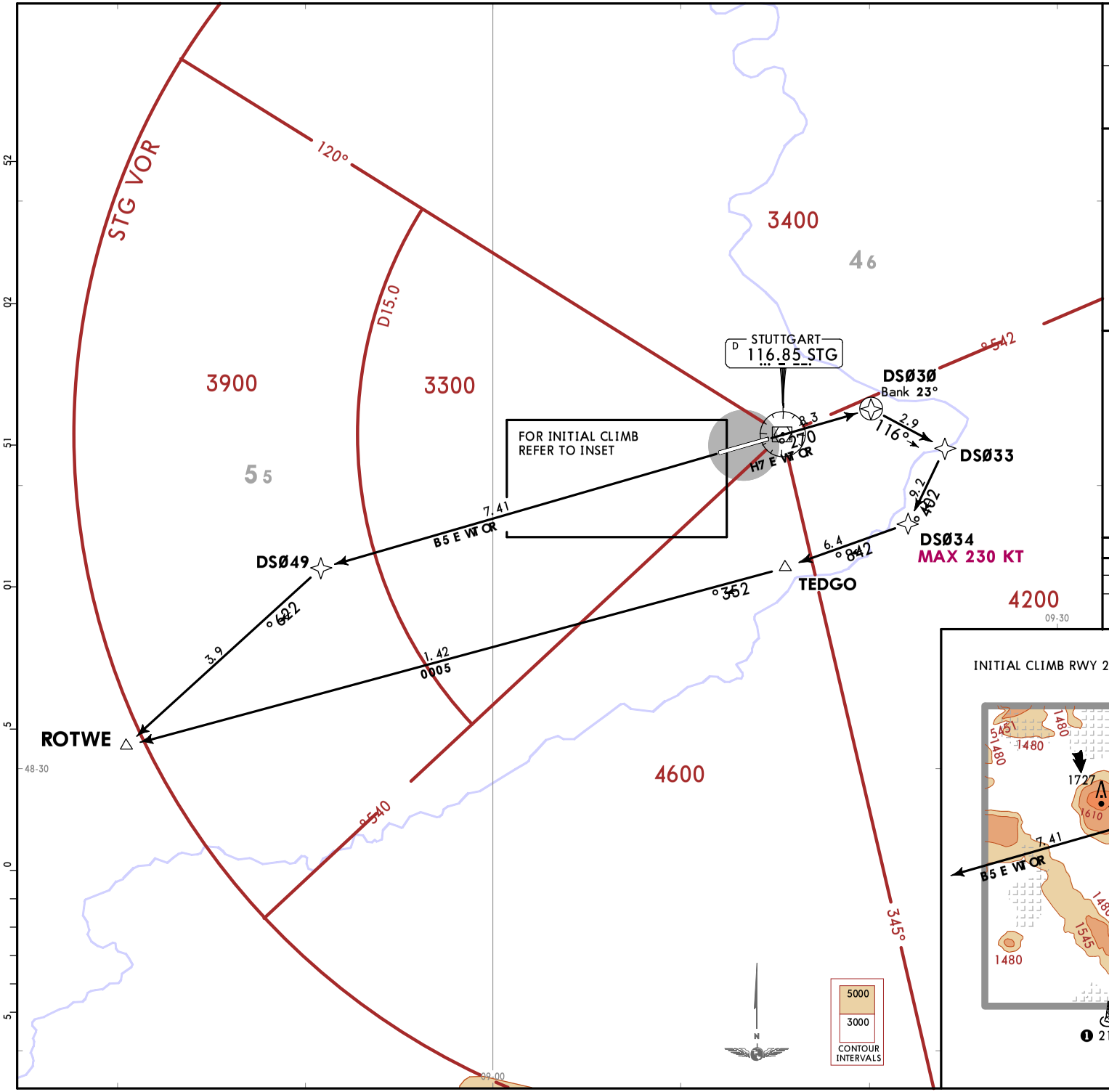
ROTWE 5B: 4.0% (245 FT/NM) until passing 1900, 4.1% (250 FT/NM) until passing 4000 due to airspace structure. If unable to comply advise ATC.

ROTWE 7H: 5.3% (325 FT/NM) until passing 4000 due to airspace structure.

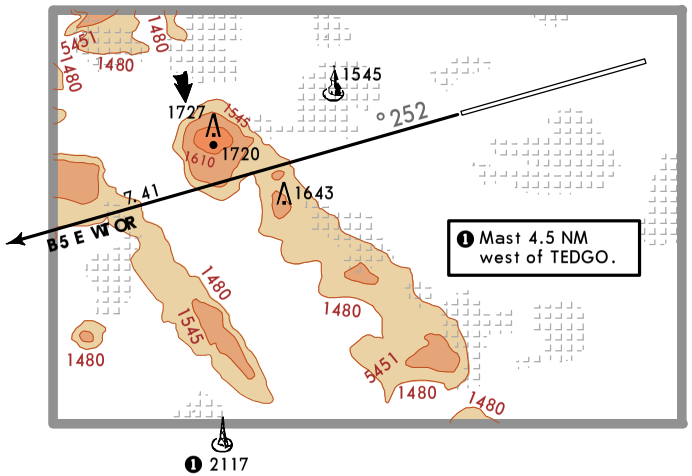
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial climb clearance **5000**

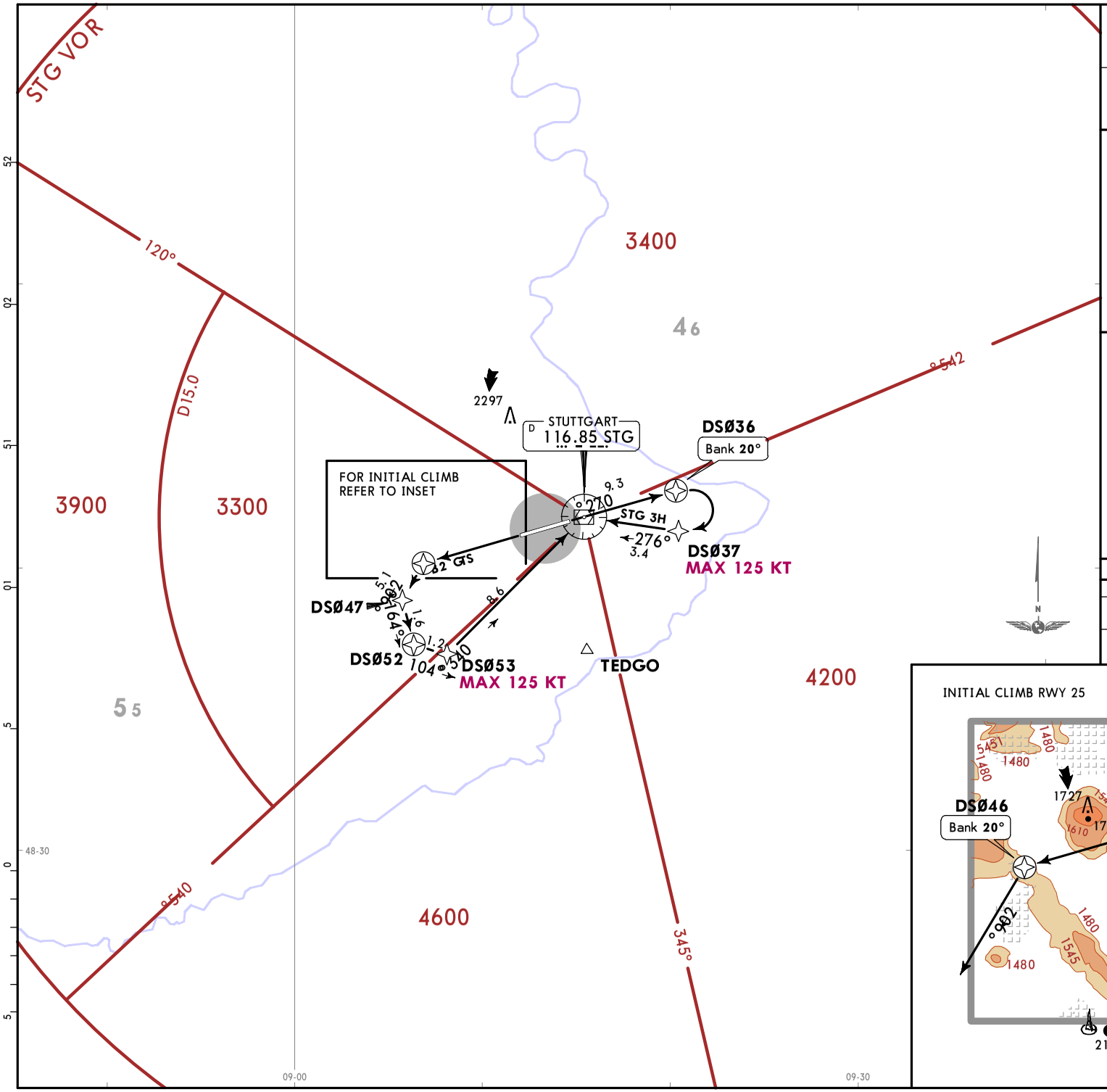
SID	RWY	ROUTING
ROTWE 5B	25	(1700+) - DSØ49 - ROTWE.
ROTWE 7H	07	(1700+) - DSØ3Ø - DSØ33 - DSØ34 (K230-) - TEDGO - ROTWE.



INITIAL CLIMB RWY 25



CHANGES: None.



*STUTTGART Director 119.85	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.
Apt Elev 1276	

STUTTGART 2B (STG 2B)
STUTTGART 3H (STG 3H)
RNAV DEPARTURES
(OVERLAY 10-3K) (ALL RWYS)

BY ATC ONLY

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of

STG 2B: 4.0% (245 FT/NM) until passing 1900, 5.1% (310 FT/NM) until passing 4000 due to airspace structure. If unable to comply advise ATC.

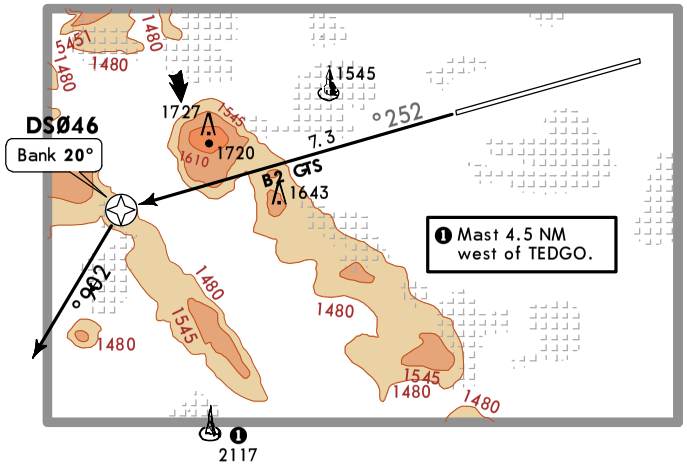
STG 3H: 5.3% (320 FT/NM) until passing 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.3% V/V (fpm)	403	537	805	1073	1342	1610

Initial climb clearance **5000**

SID	RWY	ROUTING
STG 2B	**25**	(1700+) - DS046 - DS047 - DS052 - DS053 (K125-) - STG.
STG 3H	**07**	(1700+) - DS036 - DS037 (K125-) - STG.

INITIAL CLIMB RWY 25



STUTTGART, GERMANY

RNAV SID (OVERLAY)

LANGEN Radar (APP)	Apt Elev
125.05	1276

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.

SULZ 3B (SUL 3B)
SULZ 3H (SUL 3H)
RNAV DEPARTURES
(OVERLAY 10-3L)

ONLY FOR PISTON ENGINE & TURBOPROP ACFT
JET ACFT ONLY WITH DESTINATION
EDNY, EDTL, LSZH & LSZR

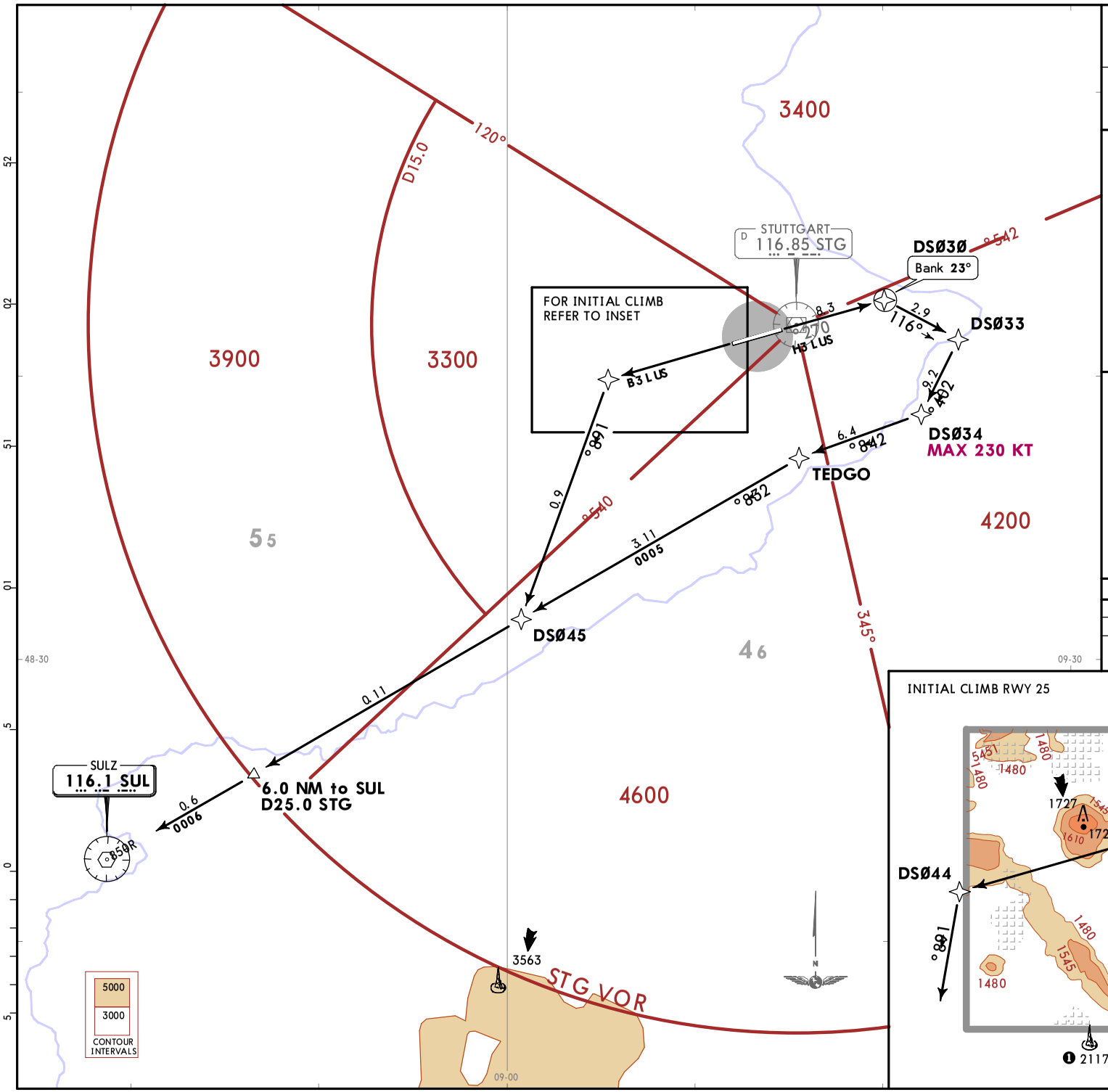
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
SUL 3B: 245 per NM (4%) until passing 1900, 275 per NM (4.5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
SUL 3H: 320 per NM (5.3%) until passing 4000 due to airspace structure.

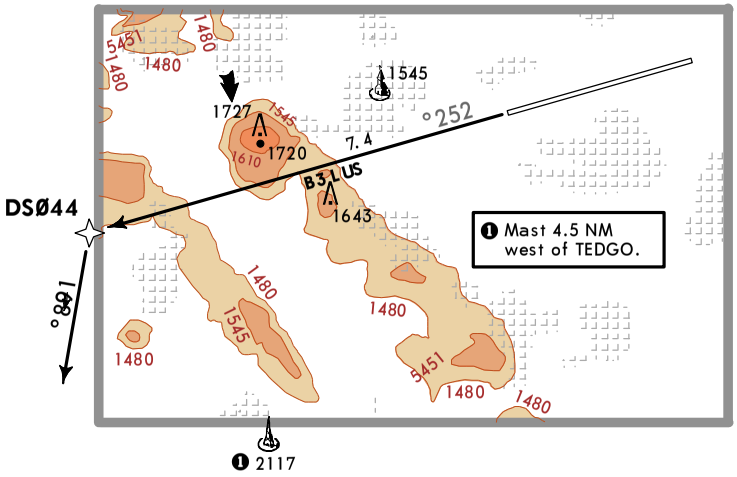
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
275 per NM	344	458	688	917	1146	1375
325 per NM	406	542	813	1083	1354	1625

Initial climb clearance **5000**

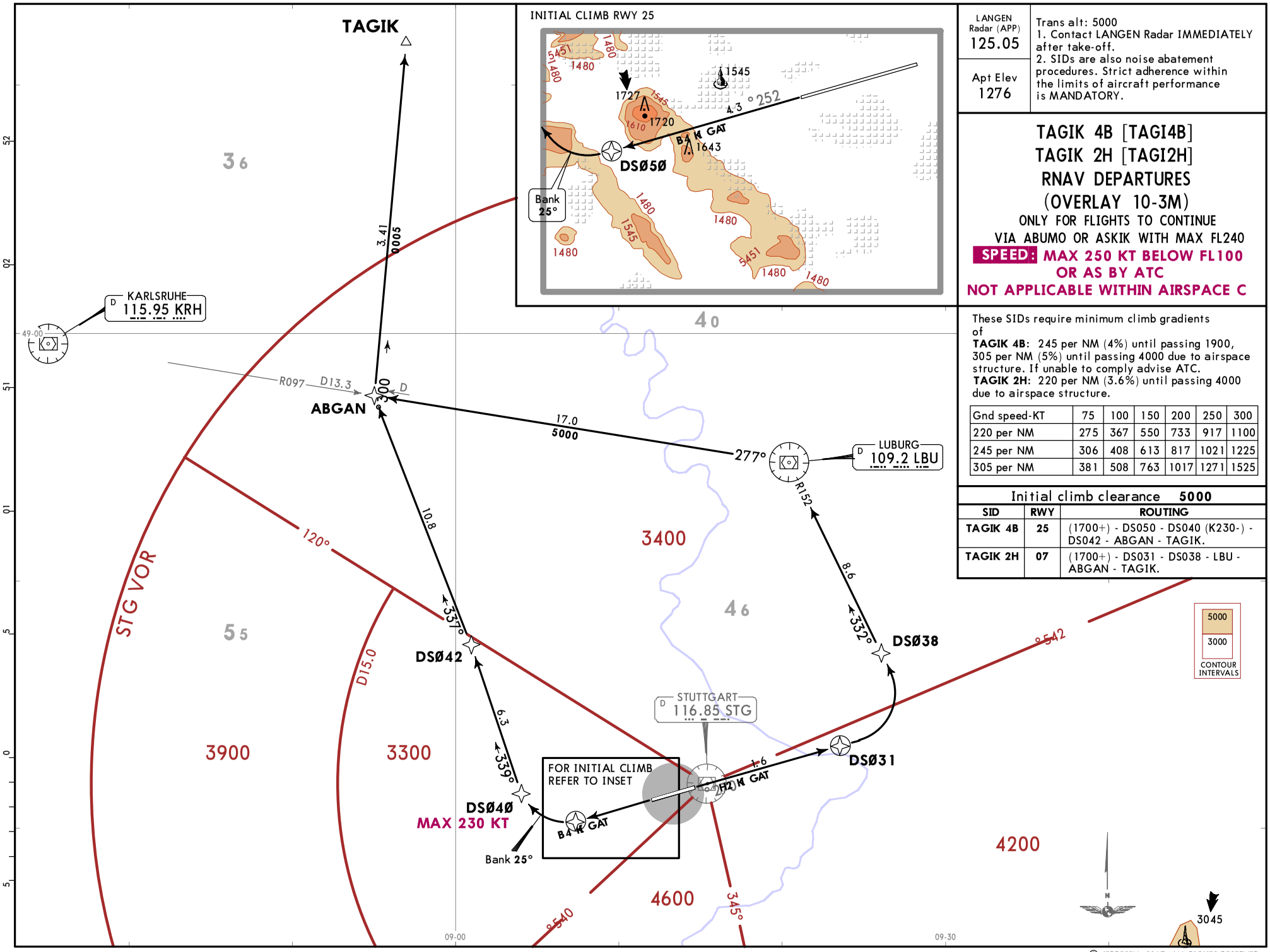
SID	RWY	ROUTING
SUL 3B	25	(1700+) - DS044 - DS045 - SUL.
SUL 3H	07	(1700+) - DS030 - DS033 - DS034 (K230-) - TEDGO - SUL.



INITIAL CLIMB RWY 25



CHANGES: New format.



LANGEN Radar (APP) 125.05	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.
Apt Elev 1276	

TAGIK 4B [TAGI4B]
TAGIK 2H [TAGI2H]
RNAV DEPARTURES
(OVERLAY 10-3M)

ONLY FOR FLIGHTS TO CONTINUE VIA ABUMO OR ASKIK WITH MAX FL240

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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: 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
TAGIK 4B	25	(1700+) - DS050 - DS040 (K230-) - DS042 - ABGAN - TAGIK.
TAGIK 2H	07	(1700+) - DS031 - DS038 - LBU - ABGAN - TAGIK.

CHANGES: New format.

STUTTGART, GERMANY

RNAV SID (OVERLAY)

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

TEDGO 1B [TEDG1B]
TEDGO 2H [TEDG2H]
RNAV DEPARTURES
(OVERLAY 10-3N)

ONLY FOR LOCAL IFR TRAINING FLIGHTS & FOR TRAFFIC TO ETHL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

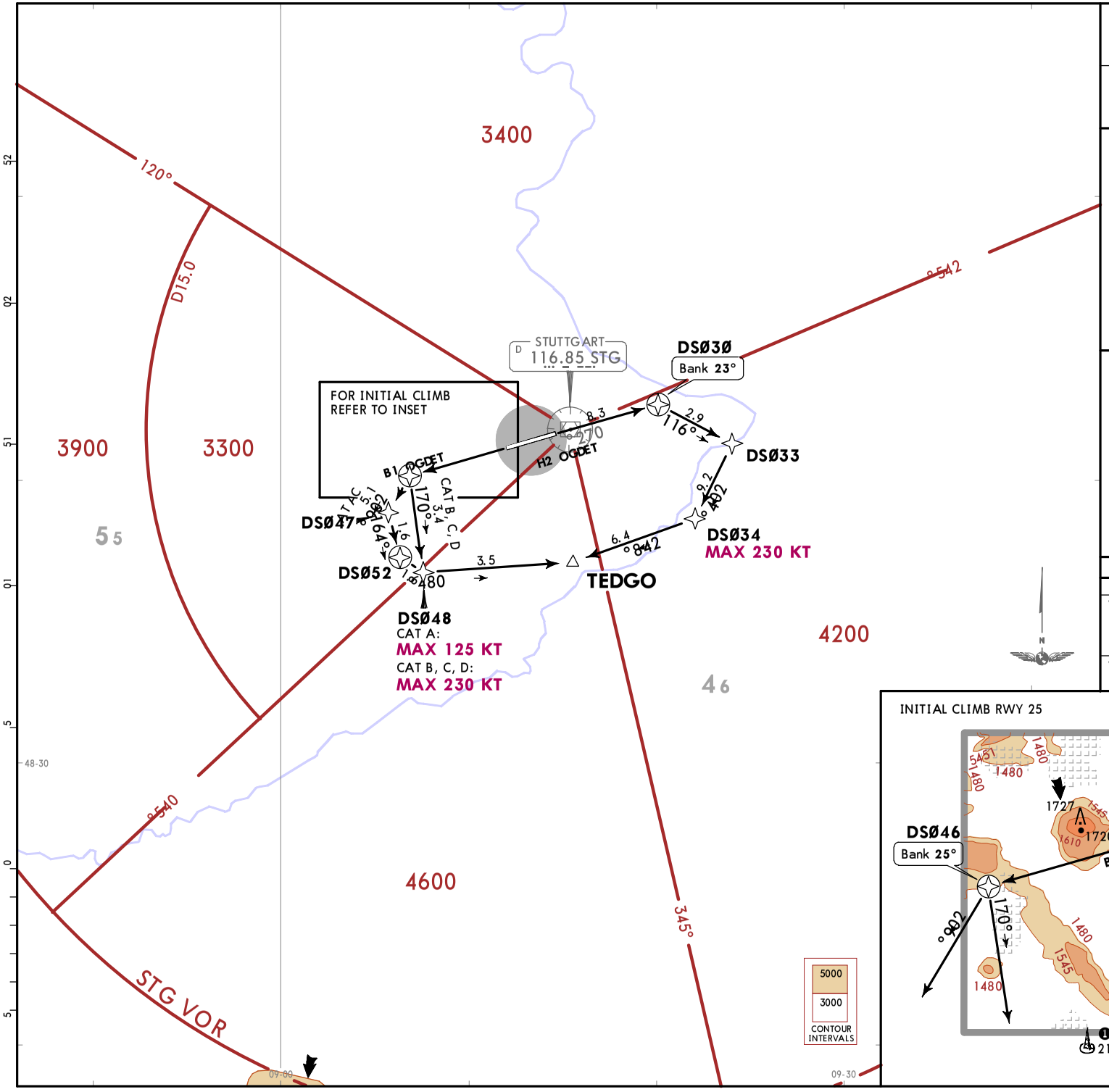
NOT APPLICABLE WITHIN AIRSPACE C

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

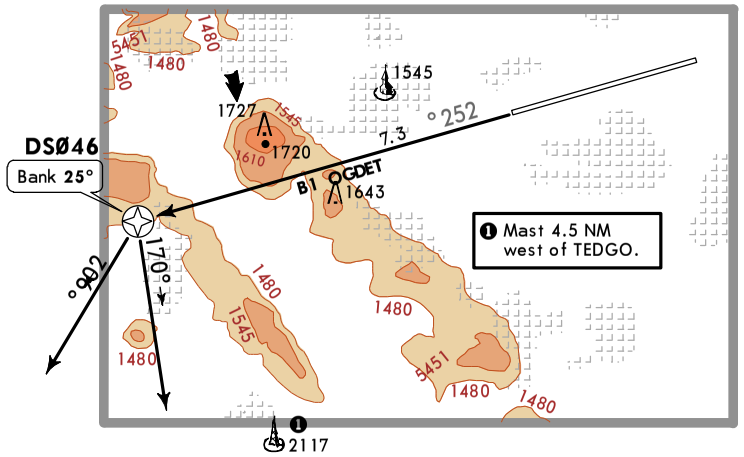
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
310 per NM	388	517	775	1033	1292	1550
320 per NM	400	533	800	1067	1333	1600

Initial climb clearance **5000**

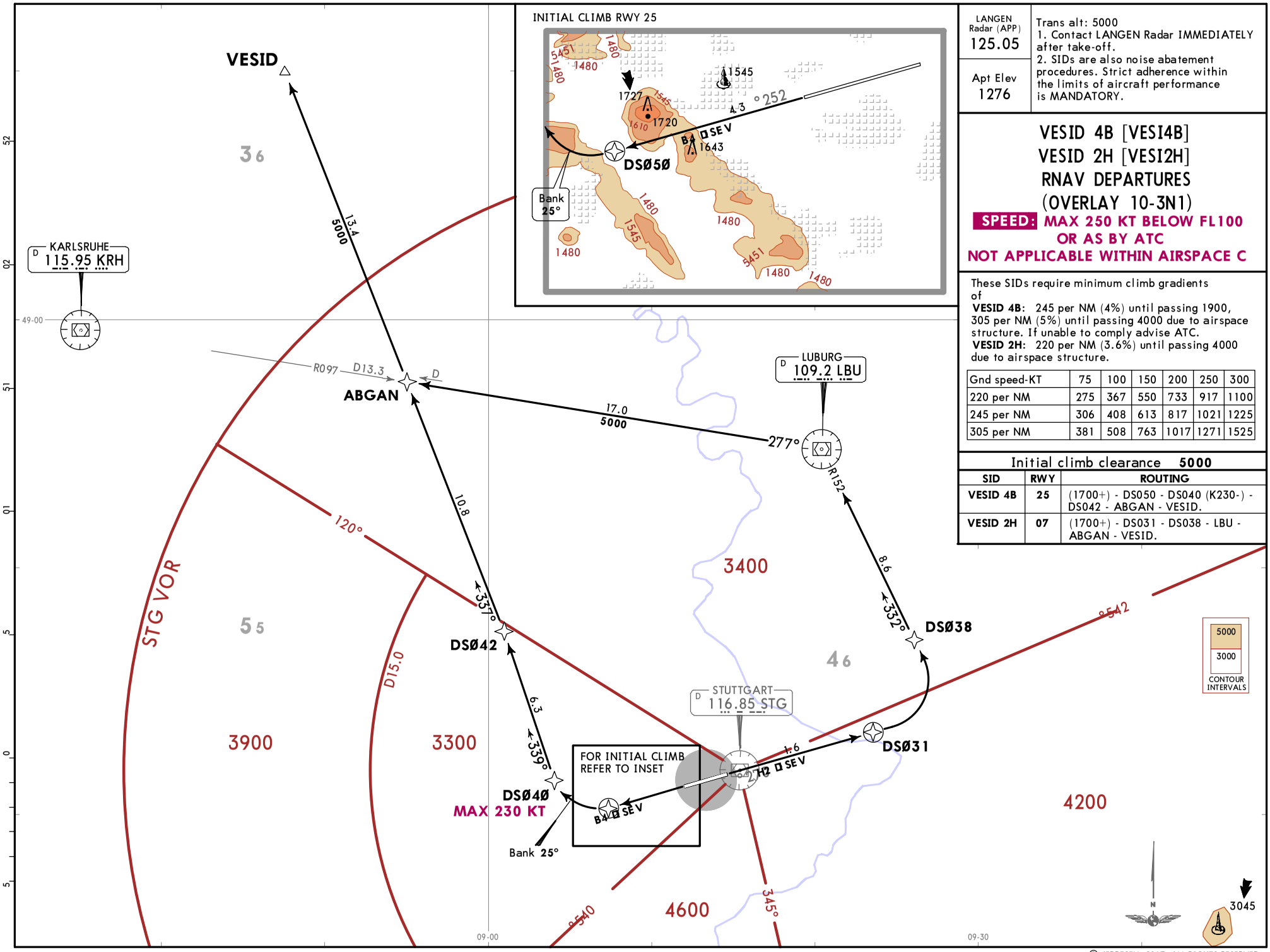
SID	RWY	ROUTING
TEDGO 1B	**25**	CAT B, C, D: (1700+) - DS046 - DS048 (K230-) - TEDGO. CAT A: (1700+) - DS046 - DS047 - DS052 - DS048 (K125-) - TEDGO.
TEDGO 2H	**07**	(1700+) - DS030 - DS033 - DS034 (K230-) - TEDGO.



INITIAL CLIMB RWY 25



CHANGES: New format.



LANGEN Radar (APP)	Trans alt: 5000
125.05	1. Contact LANGEN Radar IMMEDIATELY after take-off.
Apt Elev 1276	2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

VESID 4B [VESI4B]
VESID 2H [VESI2H]
RNAV DEPARTURES
(OVERLAY 10-3N1)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

These SIDs require minimum climb gradients of
VESID 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.
VESID 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
VESID 4B	25	(1700+) - DS050 - DS040 (K230-) - DS042 - ABGAN - VESID.
VESID 2H	07	(1700+) - DS031 - DS038 - LBU - ABGAN - VESID.

CHANGES: New format.

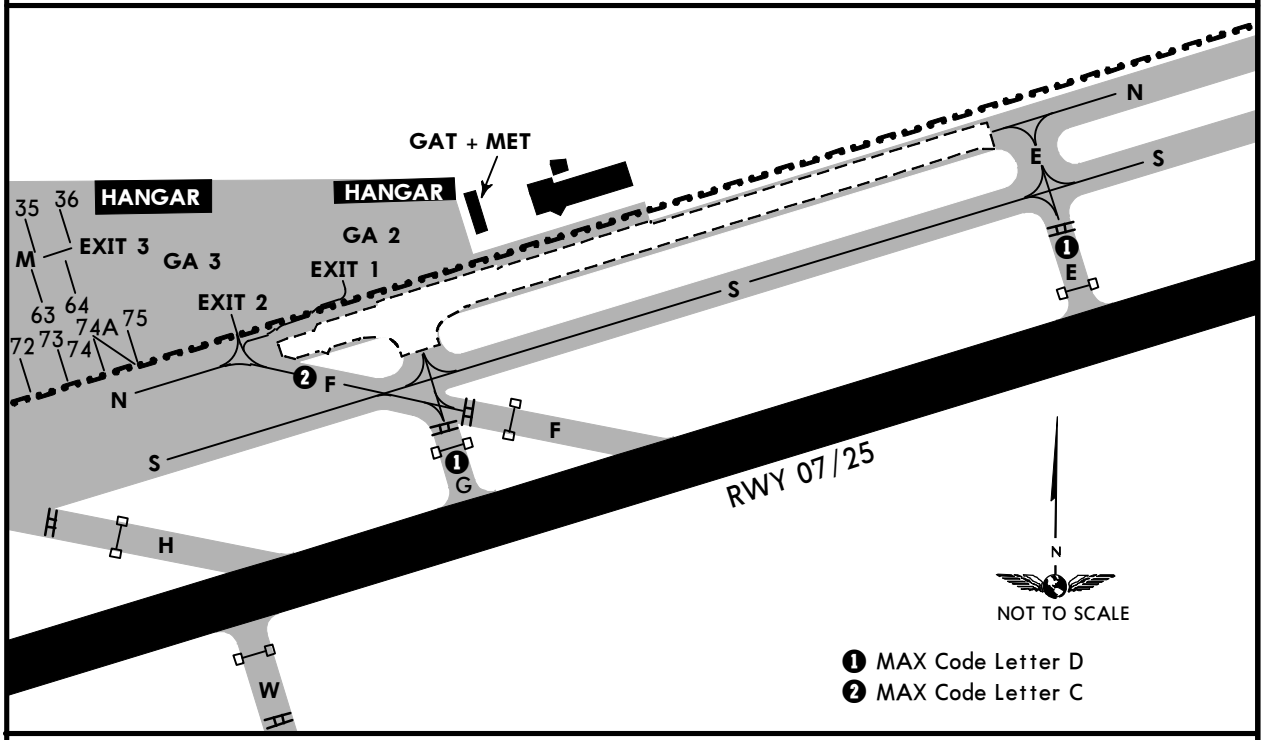
CONSTRUCTION WORKS TWY N

REFER ALSO TO LATEST NOTAMS

The concrete surface of TWY N between TWY E and TWY F will be replaced.
During the construction work, the following restrictions and changes will apply:

- TWY N will be closed between TWY E and TWY F. In addition, TWY G will be closed between TWY N and TWY S.
- Taxiing by arriving or departing ACFT on EXIT 1 will be made over a relocated guide line and will only be possible for ACFT up to a MAX wingspan of 53'/16m.
- ACFT leaving the Southern ACFT stands of the GA apron will also use a relocated guide line. The MAX permissible wingspans will be considered when allocating ACFT stands.
- TWY F is not equipped with taxiway centreline lighting between TWY N and TWY S.
- Unusable portions of taxiways will either have their normal markings removed or will be marked accordingly.
- The entire construction area will be marked/lighted during the day and at night.

In unfavourable meteorological conditions (dry and windy), the large-scale construction work may cause visible accumulations of dust. The airport operator will take preventive measures to keep this at a minimum.



LEGEND

Limit of ATC competence area

RWY guard light

Construction area

CHANGES: New temporary chart.

EDDS/STR

Apt Elev 1276′
N48 41.4 E009 13.3

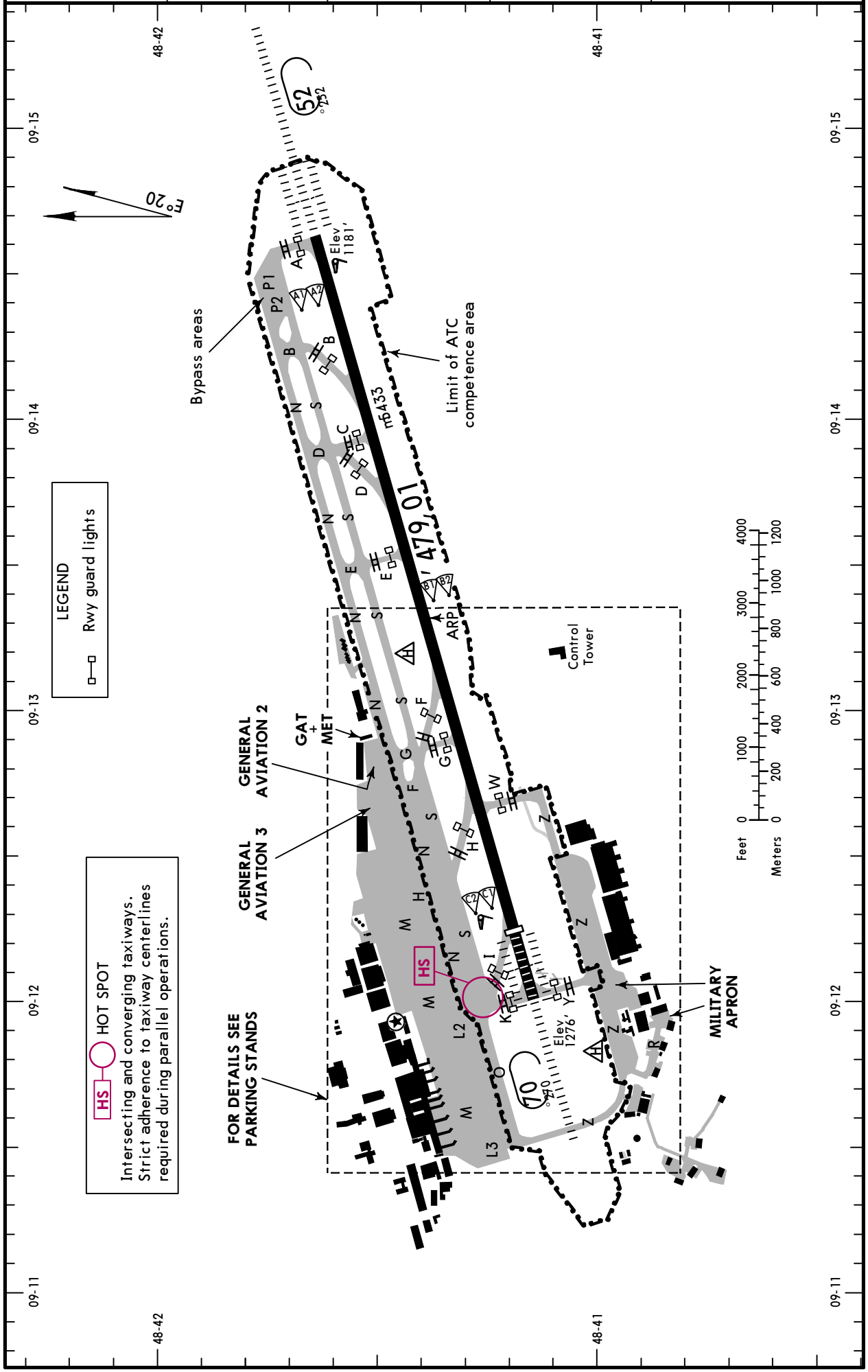
JEPPESEN

31 MAR 23 (10-9)

STUTTGART, GERMANY

STUTTGART

D-ATIS	ACARS: DCL	STUTTGART Delivery	STUTTGART Ground	Tower
126.130		121.915	118.605	118.805 119.055



CHANGES: RVR added.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL CL (15m) ALSF-II TDZ REIL ❶ RVR	9990′ 3045m	8655′ 2638m 10,062′ 3067m	❷	148′ 45m

❶ PAPI-L (angle 3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	10,974′	(3345m)
twy I int	10,138′	(3090m)
twy H int	8251′	(2515m)
twy W int	8268′	(2520m)
twy G int	7251′	(2210m)

RWY 25:

From rwy head	9990′	(3045m) ❸
twy B int	7989′	(2435m)
twy C int	7136′	(2175m)
twy D int	6529′	(1990m)
twy E int	5463′	(1665m)

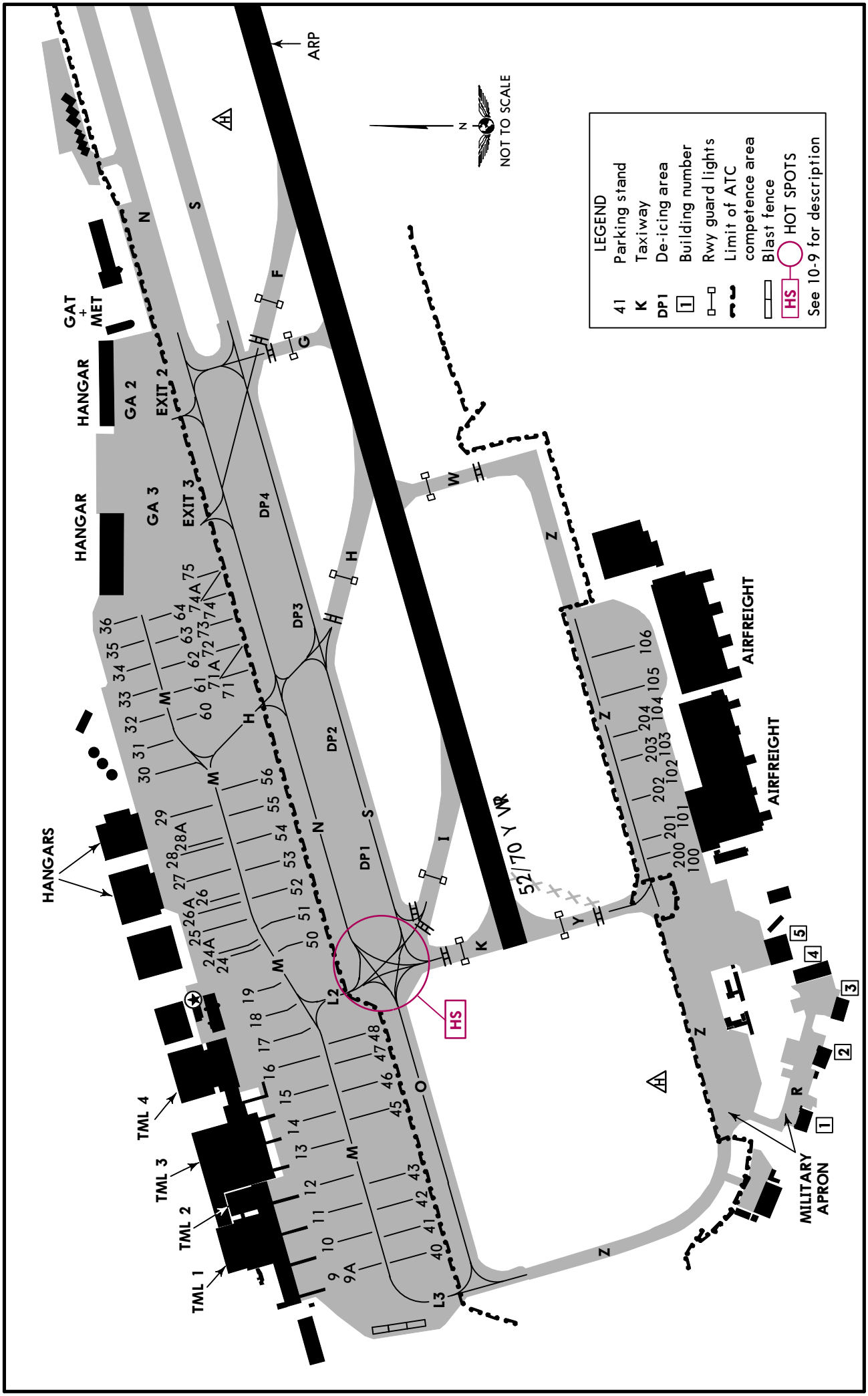
❸ Additional 984′/300m available as stopway.

Standard TAKE-OFF

	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 07/25: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: TORA twy E and F withdrawn.



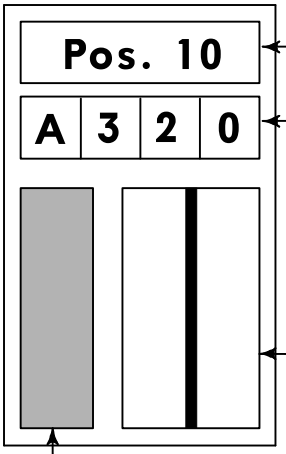
INS COORDINATES

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, 16	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 thru 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 thru 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 thru 42	N48 41.2 E009 11.6	201, 202	N48 41.0 E009 12.2
43	N48 41.2 E009 11.7	203, 204	N48 41.0 E009 12.3
45, 46	N48 41.3 E009 11.8		
47, 48	N48 41.3 E009 11.9		
50	N48 41.3 E009 12.0		

CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEM

APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



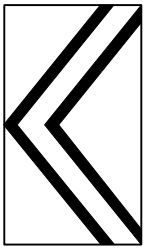
Steady Position Information

Alphanumerical Information
- Flight number until turning into centerline
- ACFT Type after entering centerline
- STOP command
- OK if correctly positioned

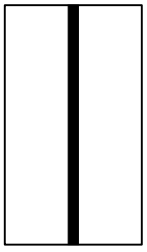
Steer Information (see below)

Yellow bar indicates stop position reference

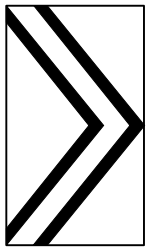
STEER INFORMATION



Steer LEFT



On Centerline



Steer RIGHT

CHANGES: Visual docking guidance system transferred from 10-9C.

EDDS/STR
STUTTGART

JEPPESEN
31 JUL 20 (11-1)

STUTTGART, GERMANY
ILS or LOC Rwy 07

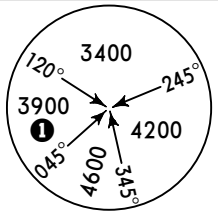
D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

LOC ISTE	Final Apch Crs	VATER	ILS DA(H)	Apt Elev 1276′
109.5	**072°**	**4000′** (2733′)	**1467′** (200′)	Rwy 1267′

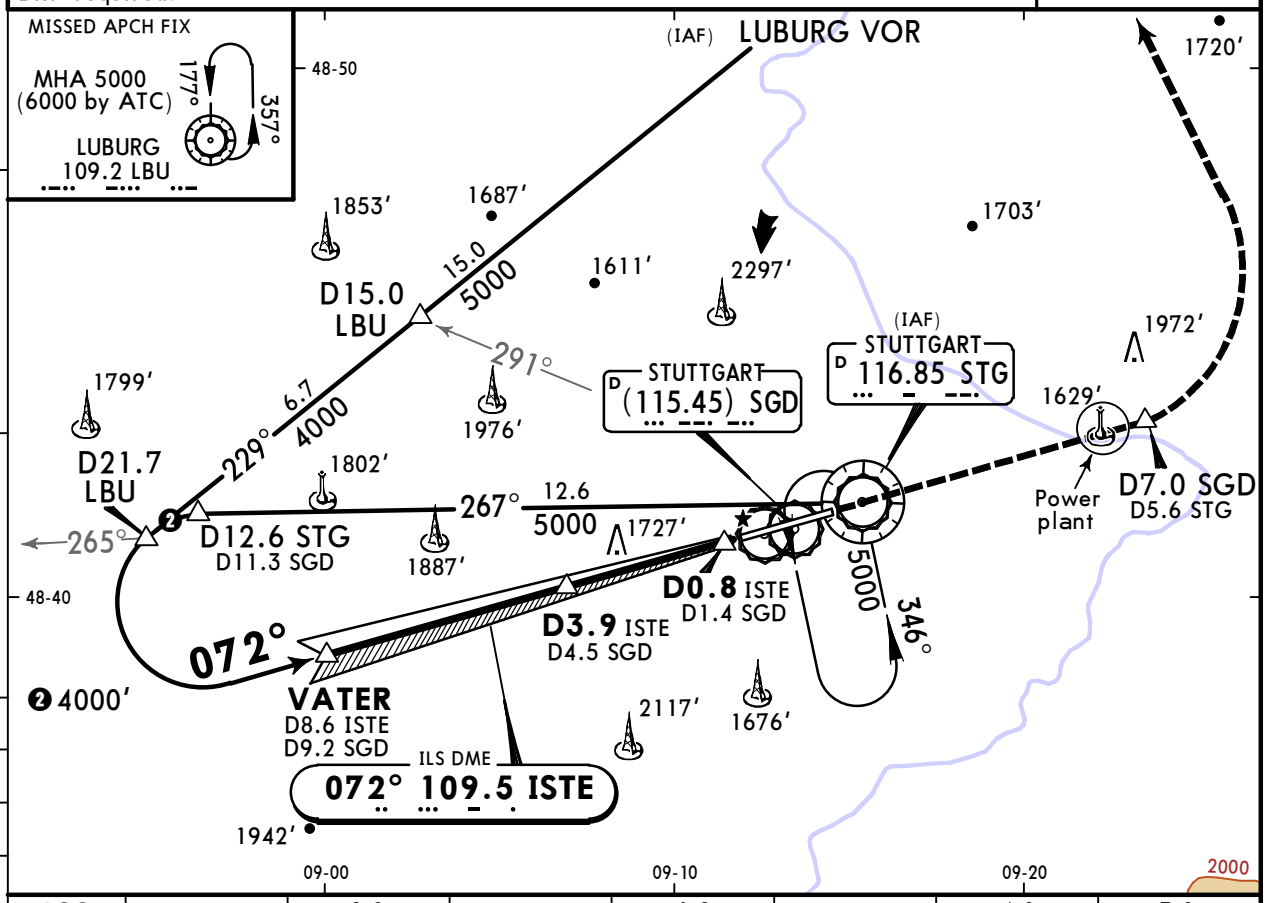
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When crossing D7.0 SGD/D5.6 STG or 5000′, whichever is later, turn LEFT to LBU VOR.

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

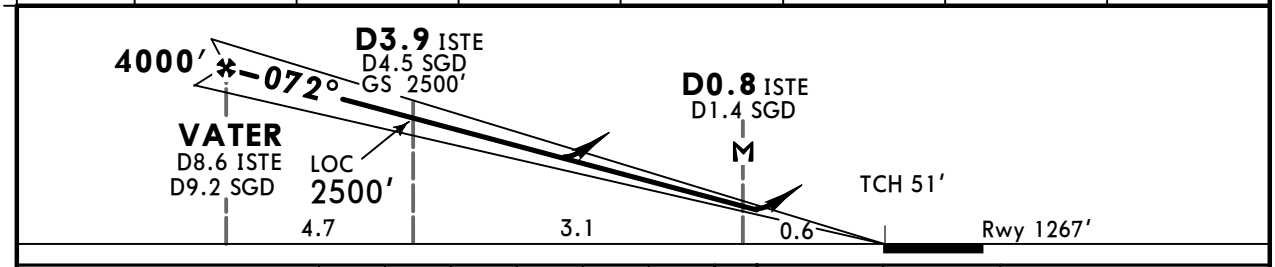
DME required.



❶ 3300 within 15 NM. MSA STG VOR



LOC (GS out)	ISTE DME	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3810′	3490′	3170′	2850′	2530′	2210′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 ISTE/D1.4 SGD						

ALSF-II
REIL
PAPI

5000′

D7.0 SGD
whichever is later
5000′

Standard STRAIGHT-IN LANDING RWY **07**

	ILS			LOC (GS out) ❶ CDFA	
	DA(H) **1467′** (200′)			DA/MDA(H) **1980′** (713′)	
	FULL	TDZ or CL out	ALS out		ALS out
A B C D	RVR 550m	RVR 550m ❷	RVR 1200m	RVR 1500m	
				NOT APPLICABLE	

❶ Only for acft up to 5.7 mt MTOW. ❷ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Obstacle situation.

EDDS/STR
STUTTGART

JEPPESEN
31 JUL 20 11-1A

STUTTGART, GERMANY
CAT II/III ILS Rwy 07

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

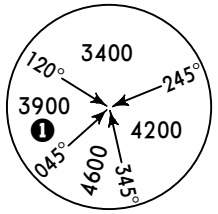
BRIEFING STRIP

LOC ISTE 109.5	Final Apch Crs 072°	VATER 4000′ (2733′)	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 1276′ Rwy 1267′

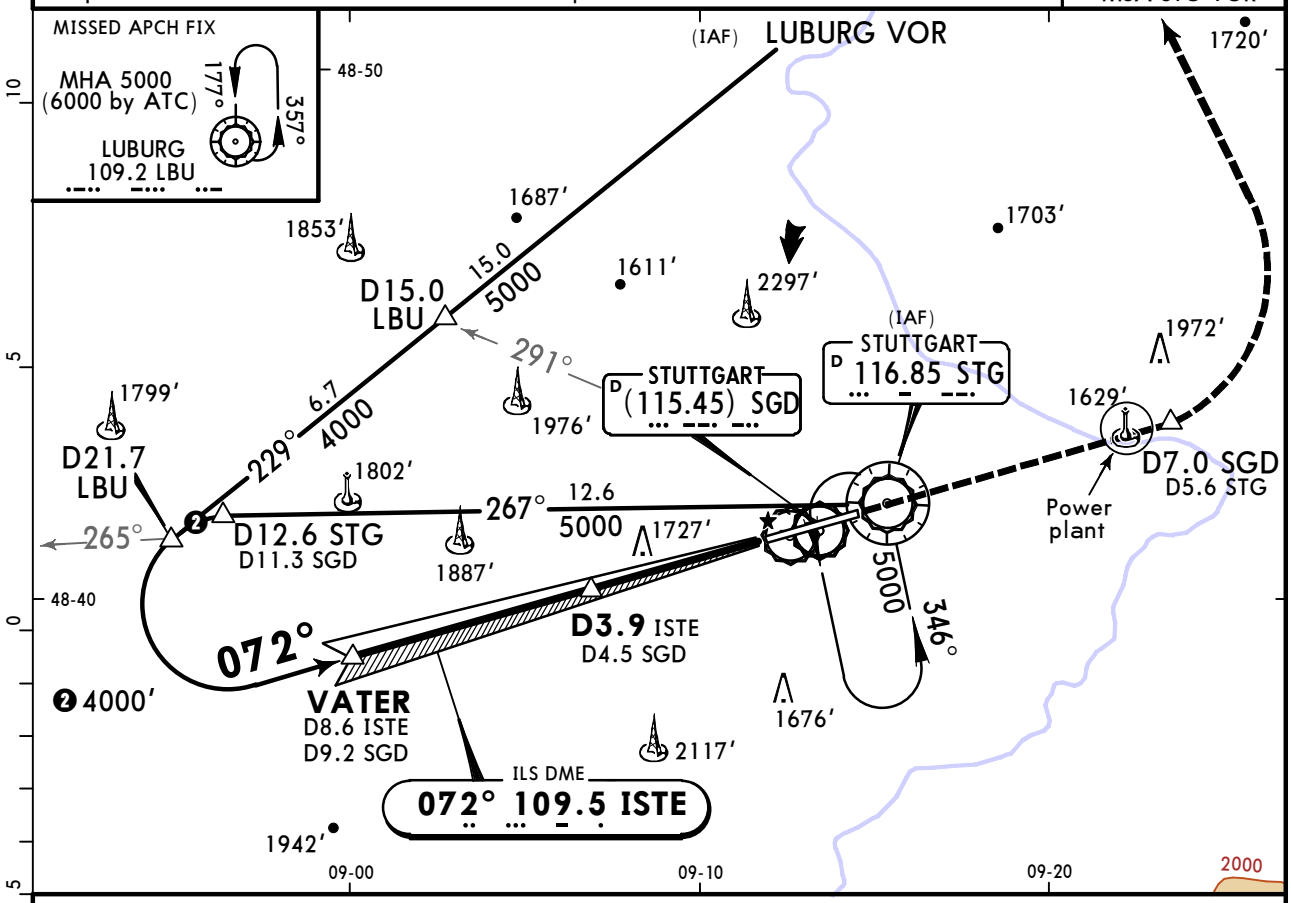
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When crossing D7.0 SGD/D5.6 STG or 5000′, whichever is later, turn LEFT to LBU VOR.

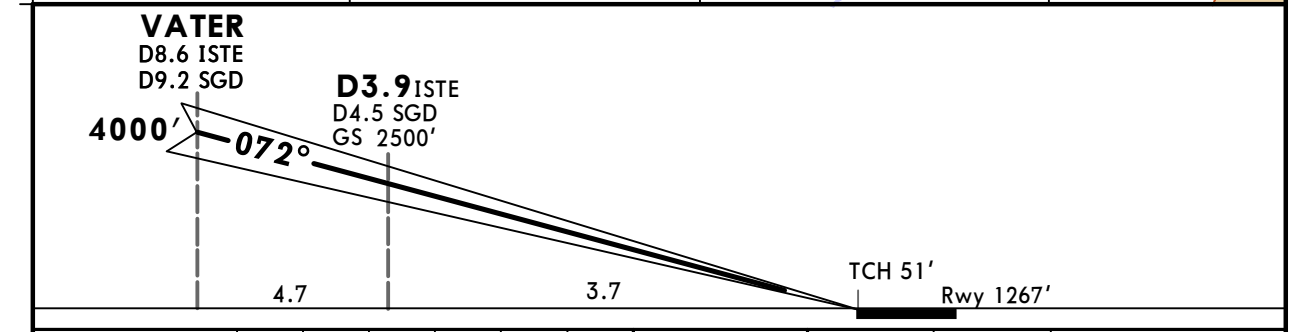
Alt Set: hPa (IN on req) Rwy Elev: 46 hPa Trans level: By ATC Trans alt: 5000′

1. DME required.
2. Special Aircrew & Aircraft Certification Required.



1 3300 within 15 NM. MSA STG VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

5000′

D7.0 SGD 5000′ whichever is later

Standard STRAIGHT-IN LANDING RWY **07**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 91′ DA(H) 1367′ (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Obstacle situation.

EDDS/STR
STUTTGART

JEPPESEN

20 MAR 20
Eff 26 Mar

11-2

STUTTGART, GERMANY
ILS or LOC Rwy 25

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

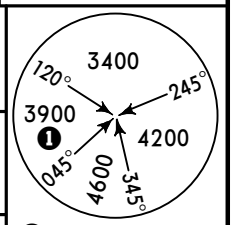
BRIEFING STRIP™

LOC ISTW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
109.9	**252°**	**D3.9 ISTW** **2410′** (1229′)	**1381′** (200′)	Rwy 1181′

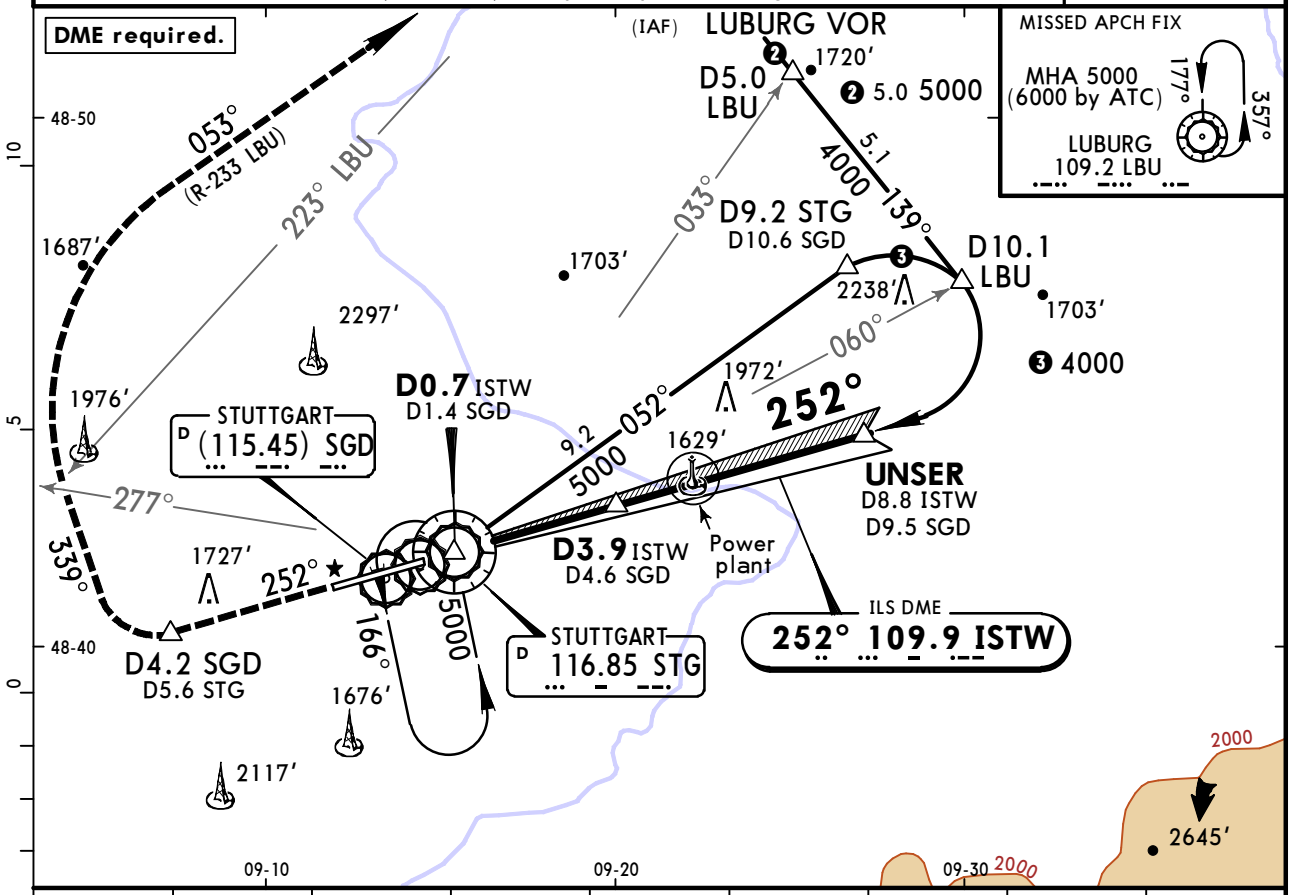
MISSED APCH: Climb on R-252 STG to 5000′. When crossing D4.2 SGD/D5.6 STG or 5000′, whichever is later, turn RIGHT onto 339°. When crossing R-277 STG/R-223 LBU, turn RIGHT on R-233 inbound to LBU VOR.

Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′

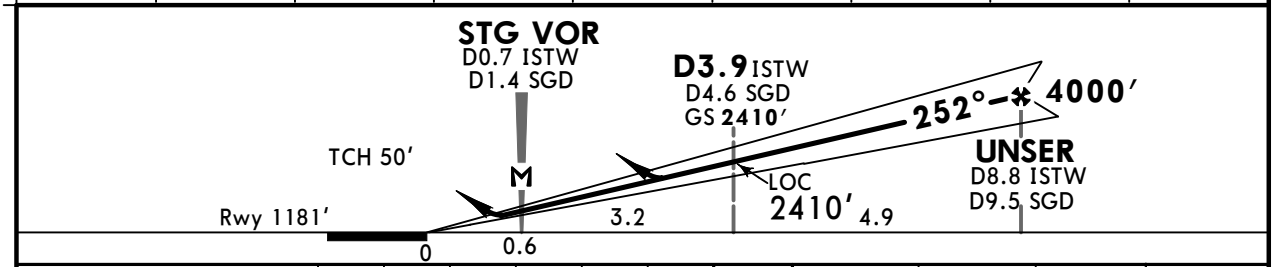
CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.



❶ 3300 within 15 NM. MSA STG VOR



LOC (GS out)	ISTW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1810′	2130′	2450′	2760′	3080′	3400′	3720′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849

MAP at STG VOR/D0.7 ISTW/D1.4 SGD

ALSF-II
REIL
PAPI

STG 116.85 R-252

D4.2 SGD 5000′ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25**

	ILS DA(H) 1381′ (200′)			LOC (GS out) CDFA DA/MDA(H) 1590′ (409′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

EDDS/STR
STUTTGART

JEPPESEN
20 MAR 20
Eff 26 Mar
11-2A

STUTTGART, GERMANY
CAT II/III ILS Rwy 25

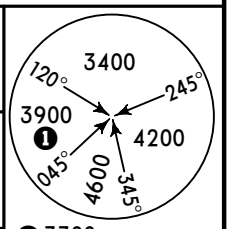
D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

LOC ISTW	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1276′ Rwy 1181′
109.9	**252°**	**D3.9 ISTW** **2410′** (1229′)		

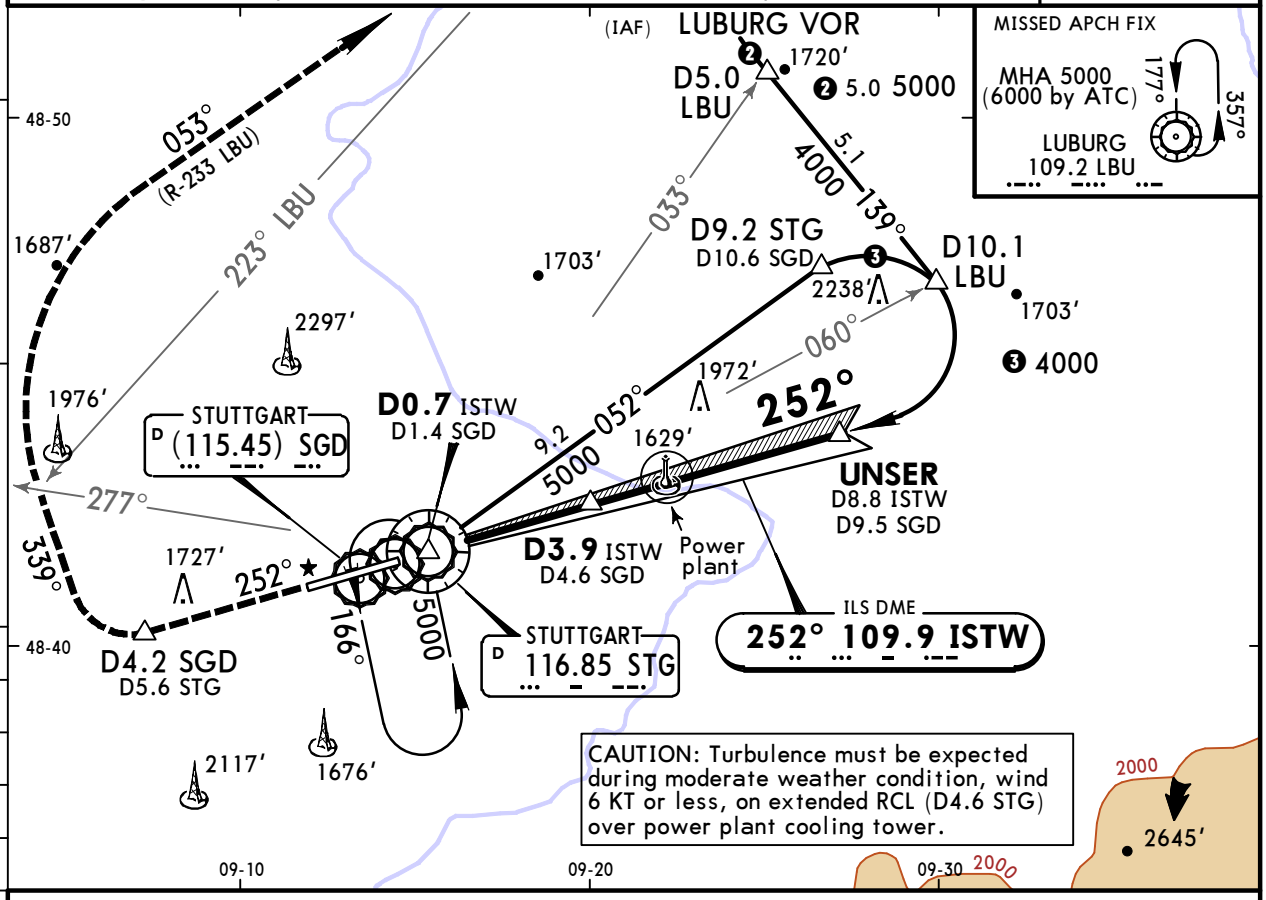
MISSED APCH: Climb on R-252 STG to 5000′. When crossing D4.2 SGD/D5.6 STD or 5000′, whichever is later, turn RIGHT onto 339°. When crossing R-277 STG/R-223 LBU, turn RIGHT on R-233 inbound to LBU VOR.

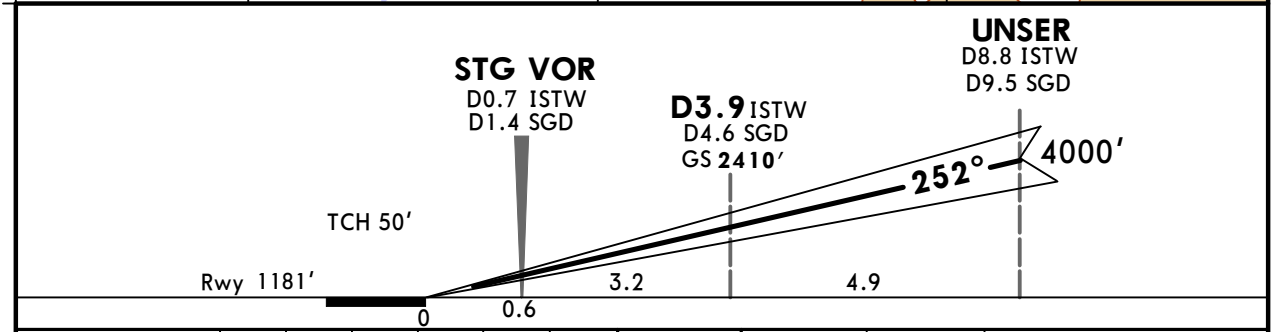
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′

1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.



❶ 3300 within 15 NM. MSA STG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

STG
116.85
R-252

D4.2 SGD — 5000′ whichever is later

Standard STRAIGHT-IN LANDING RWY 25

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH **50′**	**RA 107′** DA(H) **1281′** (100′)	**RA 114′** DA(H) **1287′** (106′)
RVR 200m	RVR 300m	

PANS OPS

CHANGES: Communications.

EDDS/STR STUTTGART

JEPPESEN

20 MAR 20
Eff 26 Mar

12-1

STUTTGART, GERMANY
RNP Rwy 07

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

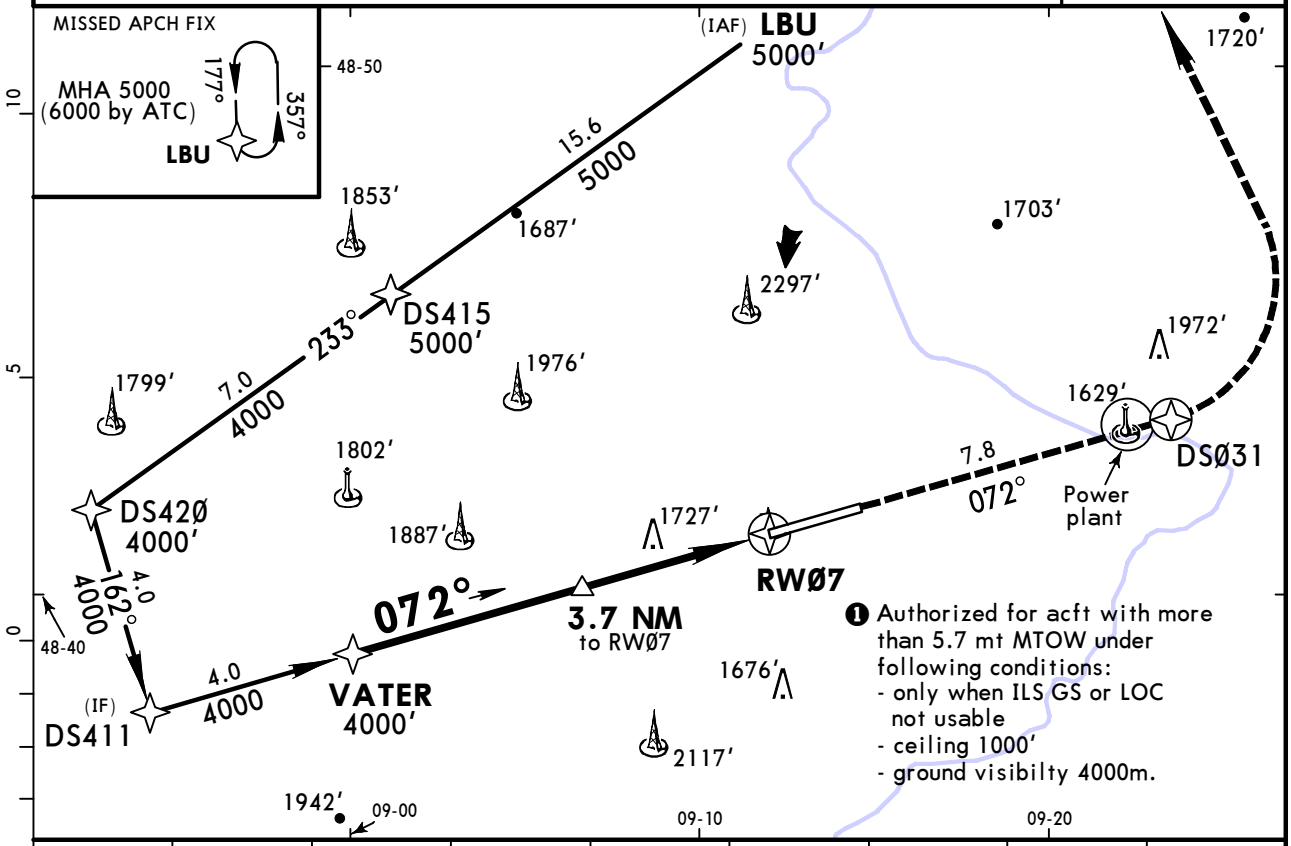
BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 1276′
	072°	VATER 4000′(2733′)	1980′(713′)	Rwy 1267′

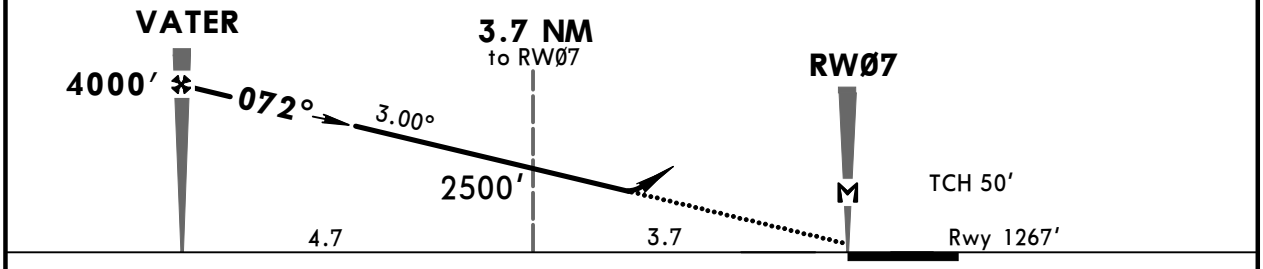
MISSED APCH: Climb on course 072° to 5000′. When crossing DSØ31 or 5000′, whichever is later, turn LEFT direct to LBU.

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

4600
MSA
ARP



DIST to RWØ7	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3870′	3550′	3230′	2910′	2600′	2280′	1960′	1640′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7							

ALSF-II
REIL
PAPI

072°

DSØ31 5000′
whichever is later

Standard

STRAIGHT-IN LANDING RWY **07**
LNAV
CDFA
DA/MDA(H) **1980′**(713′)

	ALS out
A	RVR 1500m
B	
C	RVR 2400m
D	

PANS OPS

CHANGES: Communications.

EDDS/STR STUTTGART

JEPPESEN

20 MAR 20 (12-2)
Eff 26 Mar

STUTTGART, GERMANY RNP Rwy 25

BRIEFING STRIP™

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 1276′ / Rwy 1181′
	252°	UNSER 4000′ (2819′)	1590′ (409′)	

MISSED APCH: Climb on course 252° to 5000′. When crossing DSØ5Ø or 5000′, whichever is later, turn RIGHT direct to DSØ54, then turn RIGHT onto 053° to LBU.

Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′

4600
MSA
ARP

MISSED APCH FIX
MHA 5000
(6000 by ATC)
LBU
177°
357°

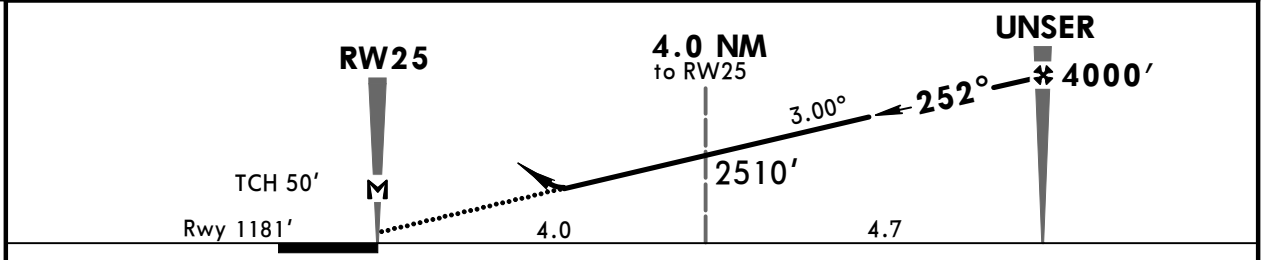
(IAF) LBU 5000′
5.3
5000
DS518 5000′
1720′
4.0
4000
127°
DS511 4000′
4.0
4000
162°
1703′
(IF) DS512
4.0
4000

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.

15.4
053°
DSØ54
1687′
1703′
2238′
2297′
1972′
1976′
Power plant
1629′
252°
UNSER 4000′
4.0 NM to RW25
RW25
1727′
5.0
252°
1887′
DSØ5Ø
STUTTGART D 116.85 STG
1676′
2117′
Baro-VNAV not authorized below -15° C.
2000
2645′

48-50
48-40
10
5
0
5
09-10
09-20
09-30

DIST to RW25	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1870′	2190′	2510′	2830′	3150′	3460′	3780′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

ALSF-II
REIL
PAPI

252°

DSØ5Ø 5000′
whichever is later

Standard STRAIGHT-IN LANDING RWY **25**

PANS OPS

	LNAV/VNAV DA(H) 1590′ (409′)		LNAV CDFA DA/MDA(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: Communications.

EDDS/STR
STUTTGART

JEPPESEN
20 MAR 20
Eff 26 Mar
13-1

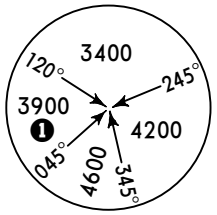
STUTTGART, GERMANY
CAT A & B
VOR Rwy 07

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

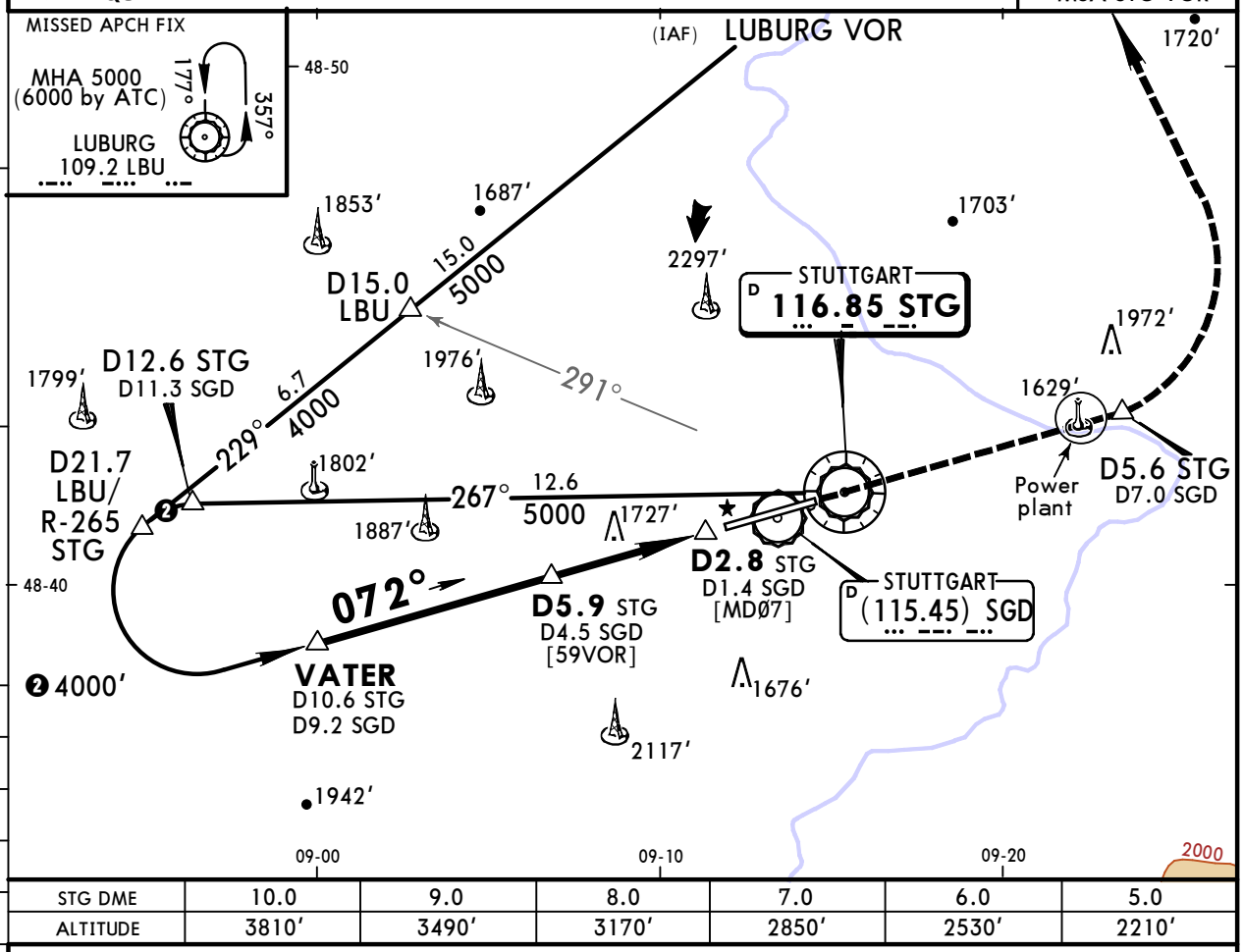
VOR	Final	Minimum Alt	DA/MDA(H)	Apt Elev 1276′
STG	Apch Crs	VATER	1980′(713′)	Rwy 1267′
116.85	072°	4000′(2733′)		

MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When crossing D5.6 STG/D7.0 SGD or 5000′, whichever is later, turn LEFT to LBU VOR.

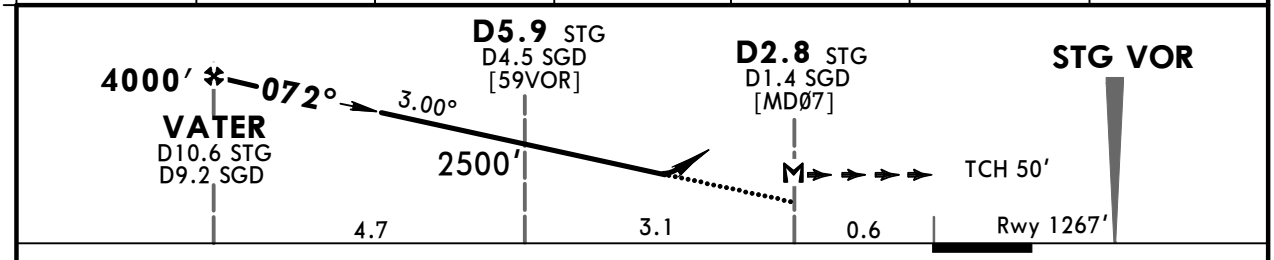
Alt Set: hPa (IN on req) Rwy Elev: 46 hPa Trans level: By ATC Trans alt: 5000′
DME REQUIRED.



❶ 3300 within 15 NM. MSA STG VOR



STG DME	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3810′	3490′	3170′	2850′	2530′	2210′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 STG/D1.4 SGD							

ALSF-II
REIL
PAPI

5000′

D5.6 STG 5000′
whichever is later

Standard

STRAIGHT-IN LANDING RWY **07** ❶
CDFA
DA/MDA(H) **1980′**(713′)

ALS out

A B	RVR 1500m
C D	NOT APPLICABLE

PANS OPS

❶ Only for acft up to 5.7 mt MTOW.

CHANGES: Communications.

EDDS/STR
STUTTGART

JEPPESEN
20 MAR 20
Eff 26 Mar
13-2

STUTTGART, GERMANY
VOR Rwy 25

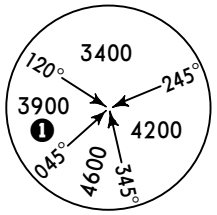
D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

BRIEFING STRIP ™

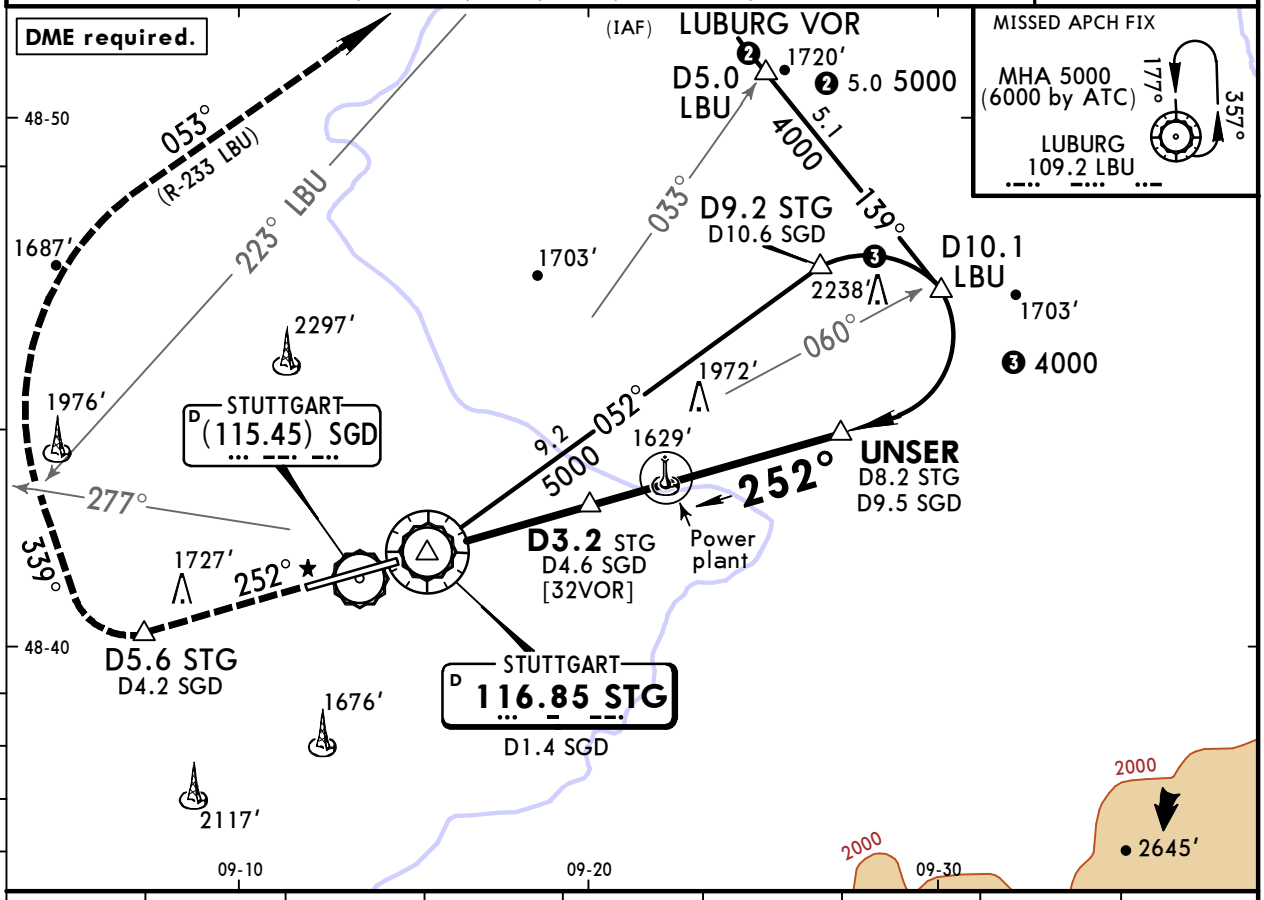
VOR STG	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 1276′
116.85	252°	UNSER 4000′ (2819′)	1590′ (409′)	Rwy 1181′

MISSED APCH: Climb on R-252 STG to 5000′. When crossing D5.6 STG/D4.2 SGD or 5000′, whichever is later, turn RIGHT onto 339°. When crossing R-277 STG/R-233 LBU, turn RIGHT on R-233 inbound to LBU VOR.

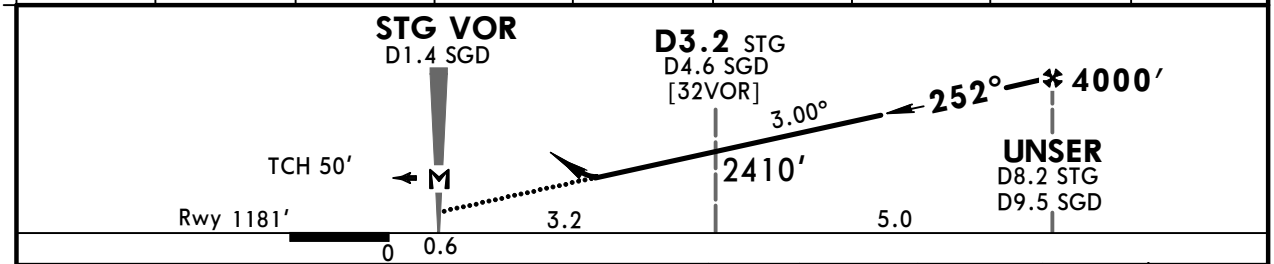
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′
CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.



❶ 3300 within 15 NM. MSA STG VOR



STG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1710′	2030′	2350′	2670′	2990′	3310′	3620′	3940′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at STG VOR/D1.4 SGD							

ALSF-II
REIL
PAPI

STG 116.85 R-252

D5.6 STG 5000′ whichever is later

Standard STRAIGHT-IN LANDING Rwy 25
CDFA
DA/MDA(H) 1590′ (409′)

PANS OPS

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

CHANGES: Communications.

EDDS/STR
STUTTGART

JEPPESEN
20 MAR 20
Eff 26 Mar
18-1

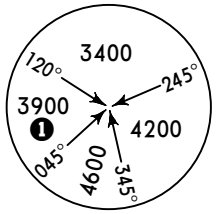
STUTTGART, GERMANY
SRA All Rwys

BRIEFING STRIP

D-ATIS	LANGEN Radar (APP)	*STUTTGART Director (APP)	STUTTGART Tower	Ground
126.130	125.050 119.2	119.850	118.805 119.055	118.605

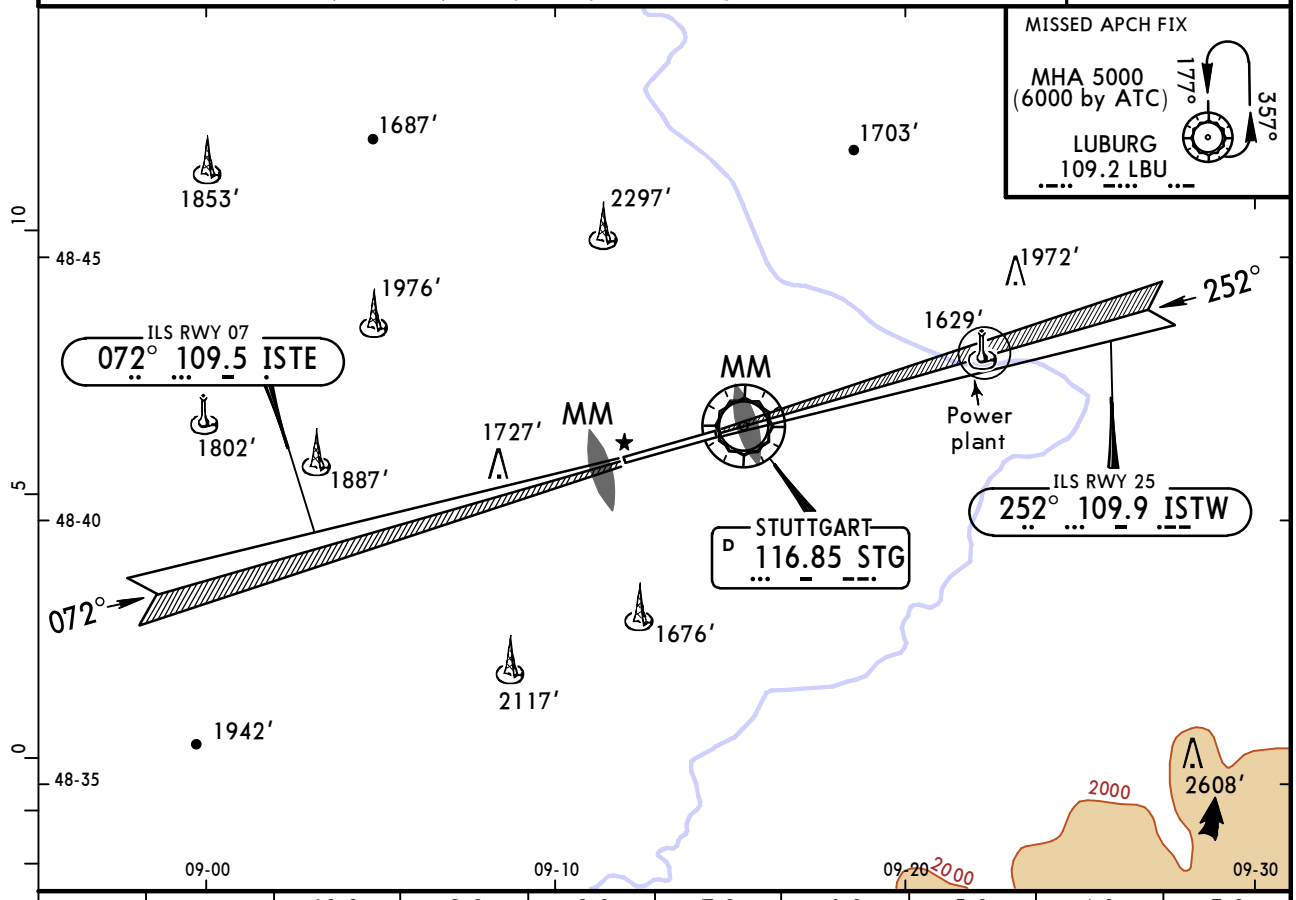
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	DA/MDA(H) Refer to Minimums	Apt Elev 1276′ Rwy 07 1267′ Rwy 25 1181′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′.



1 3300 within 15 NM. MSA STG VOR

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.



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	2.0
	ALTITUDE	4300′	4000′	3700′	3400′	3100′	2800′	2500′	2200′	1840′

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

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
RWY 07: MAP 2.0 NM from THR							
RWY 25: MAP at THR							

Lighting-Refer to Airport Chart

5000′

PANS OPS

Standard STRAIGHT-IN LANDING

	SRA 07 1 CDFA DA/MDA(H) 2140′(873′)		SRA 25 CDFA DA/MDA(H) 2220′(1039′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	NOT APPLICABLE		RVR 2400m	
D				

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

CHANGES: Communications.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
STUTTGART, (STUTTGART - EDDS)				
ADD	CONSTRUCTION WORKS ON TWY...	10-8	28 Jul 2023	07 Aug 2023

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDS

Type: Terminal
Effectivity: Temporary
Begin Date: 20230807
End Date: 20231026

Construction works (based on SUP 19/23). Please refer to temp chart 10-8 and latest NOTAMs.

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are notapproved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.