(c) JEPPESEN SANDERSON, INC., 2017, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

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: 0700 Z
Sunset: 1528 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, REIL, TDZ

Communication Information

ATIS: 126.125 At or below 33574432 ft Out to 60 mi.
Stuttgart Tower: 37.835 Military
Stuttgart Tower: 118.800
Stuttgart Tower: 119.050
Stuttgart Tower: 28.402 Military
Stuttgart Ground: 118.600
Stuttgart Delivery Clearance Delivery: 121.900
Stuttgart Direct (Approach Control Radar): 28.080 Military
Stuttgart Direct (Approach Control Radar): 119.850
Langen Radar Radar: 119.200
Langen Radar Radar: 125.050

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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.

© JEPPESEN, 2007, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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.

1.5. OTHER

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

© JEPPESEN, 2007, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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).

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

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

3.1.2. 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 STUTTGART 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 STUTTGART 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.

3.1.3. 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. SPEED RESTRICTIONS

MAX 250 KT below FL100 or by ATC.

Not applicable within airspace C.

© JEPPESEN, 2007, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

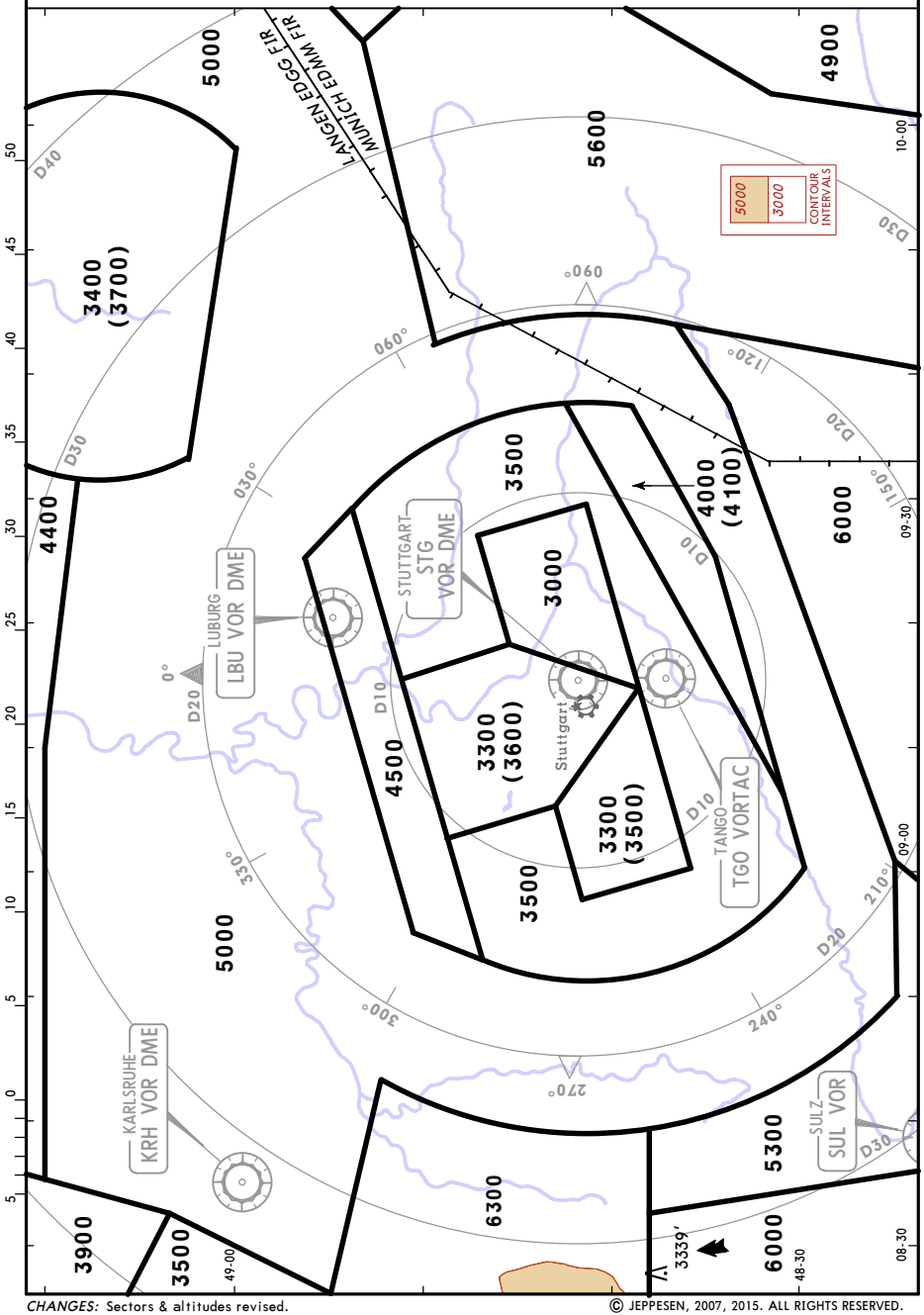
JEPPESEN

30 JAN 15 (10-1R)

STUTTGART, 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′

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.



CHANGES: Sectors & altitudes revised.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

STUTTGART, GERMANY

STAR

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request) Trans level: By ATC
126.125	1276	

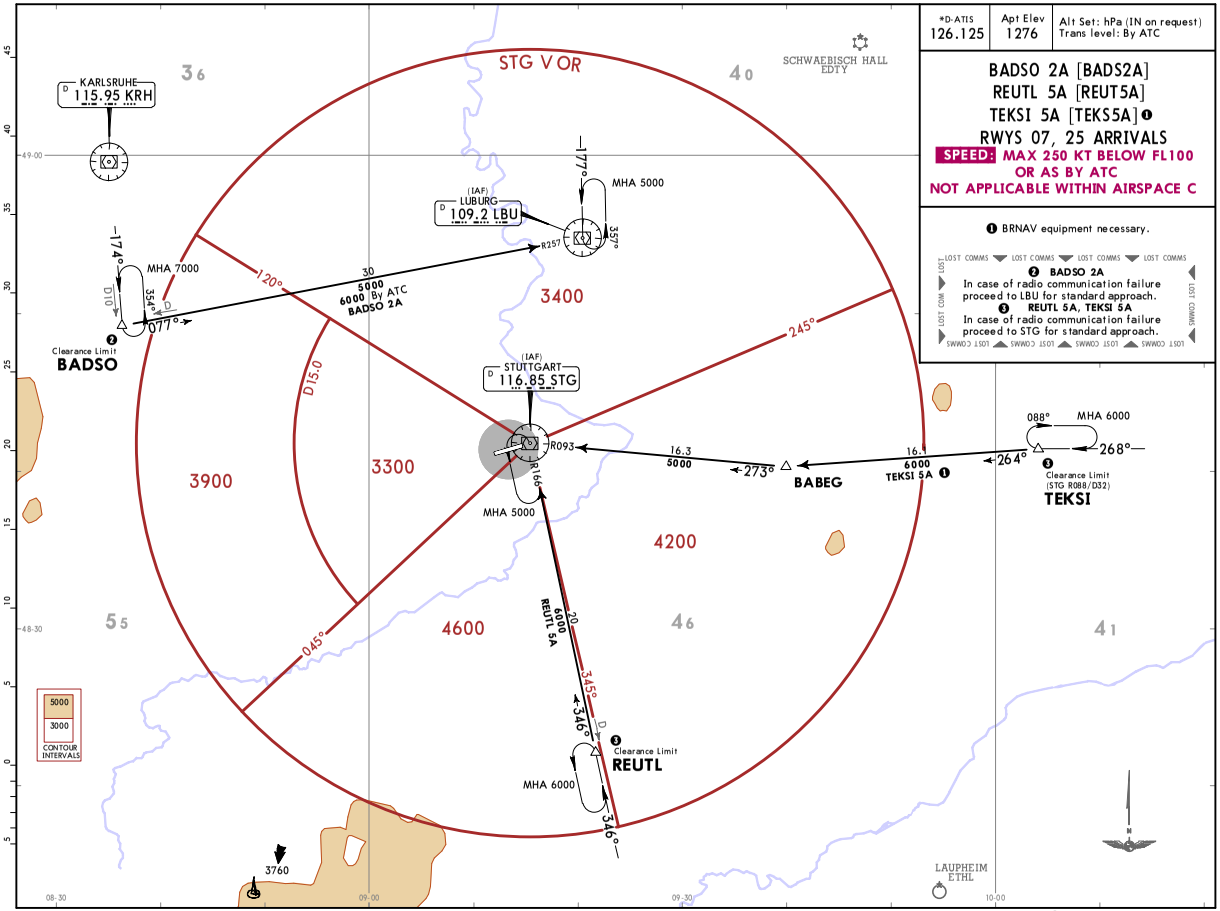
BADSO 2A [BADS2A]
REUTL 5A [REUT5A]
TEKSI 5A [TEKS5A] ❶
RWYS 07, 25 ARRIVALS

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

❶ BRNAV equipment necessary.

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.



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

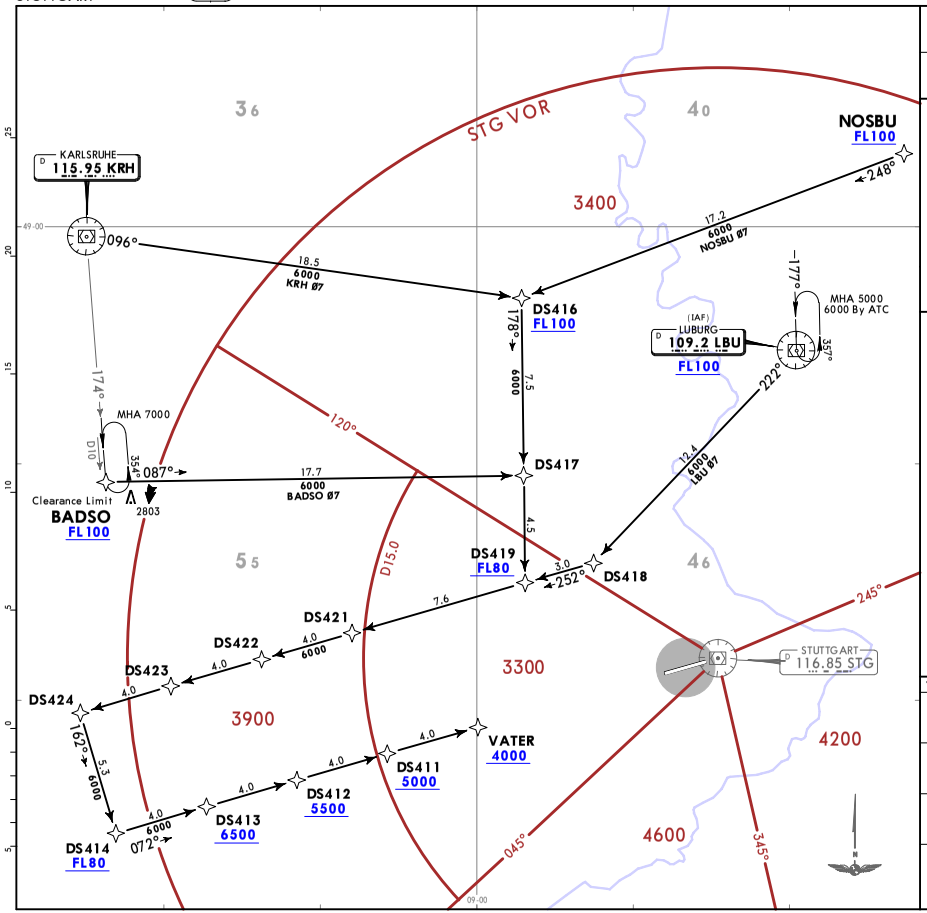
Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

STUTTGART, GERMANY

RNAV TRANSITION

D-ATIS	
126.125	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	

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: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

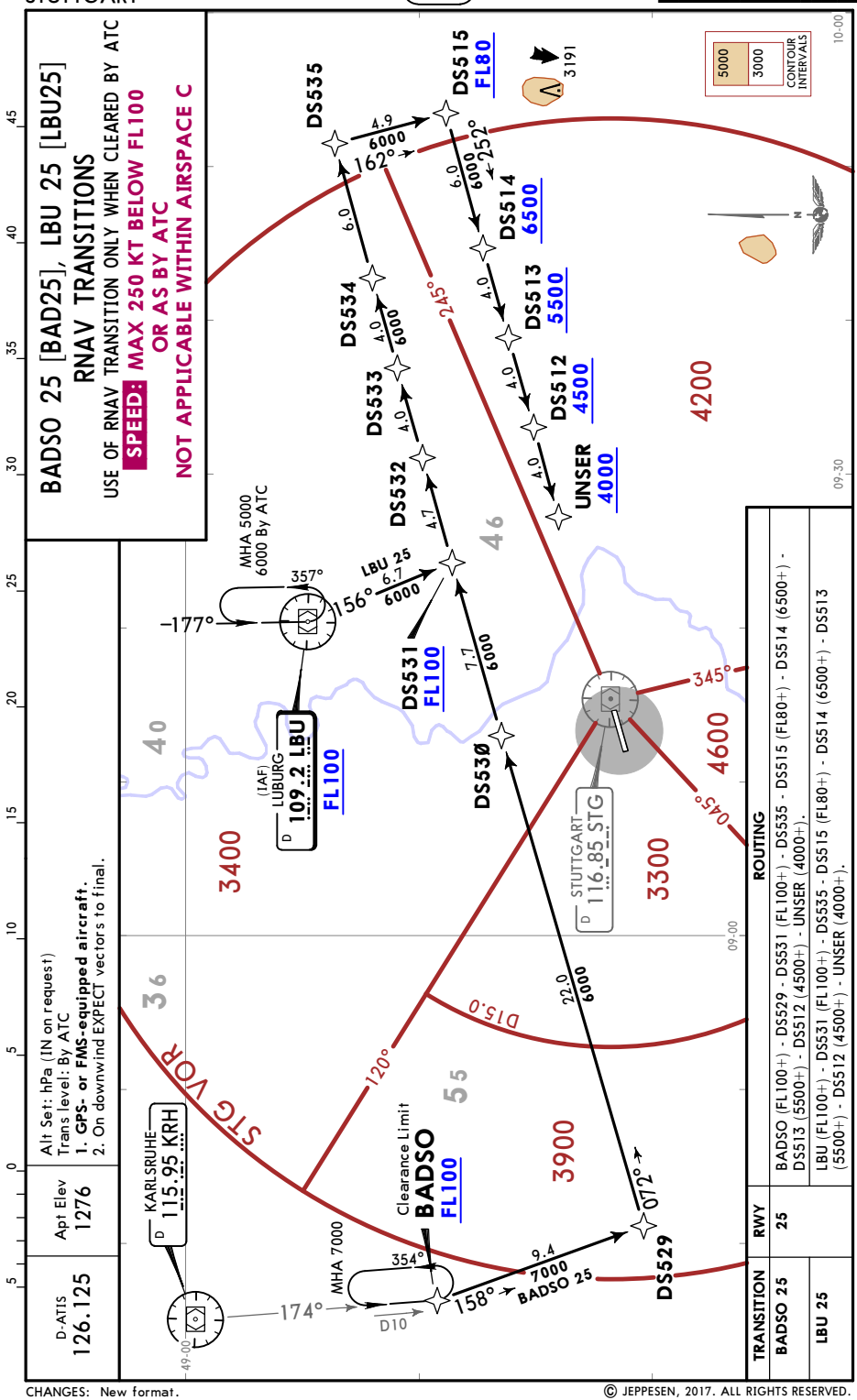
Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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



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: New format.

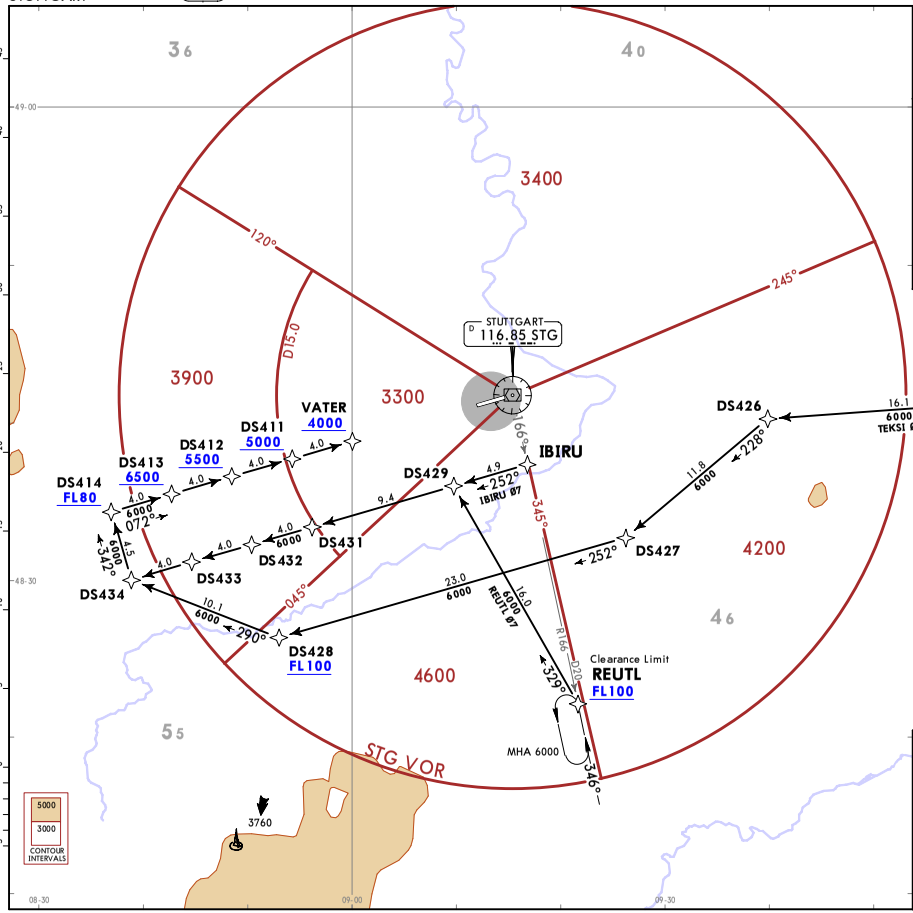
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

STUTTGART, GERMANY

RNAV TRANSITION

D-ATIS	
126.125	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	

IBIRU Ø7 [IBIØ7]
REUTL Ø7 [REUØ7]
TEKSI Ø7 [TEKØ7]
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
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: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

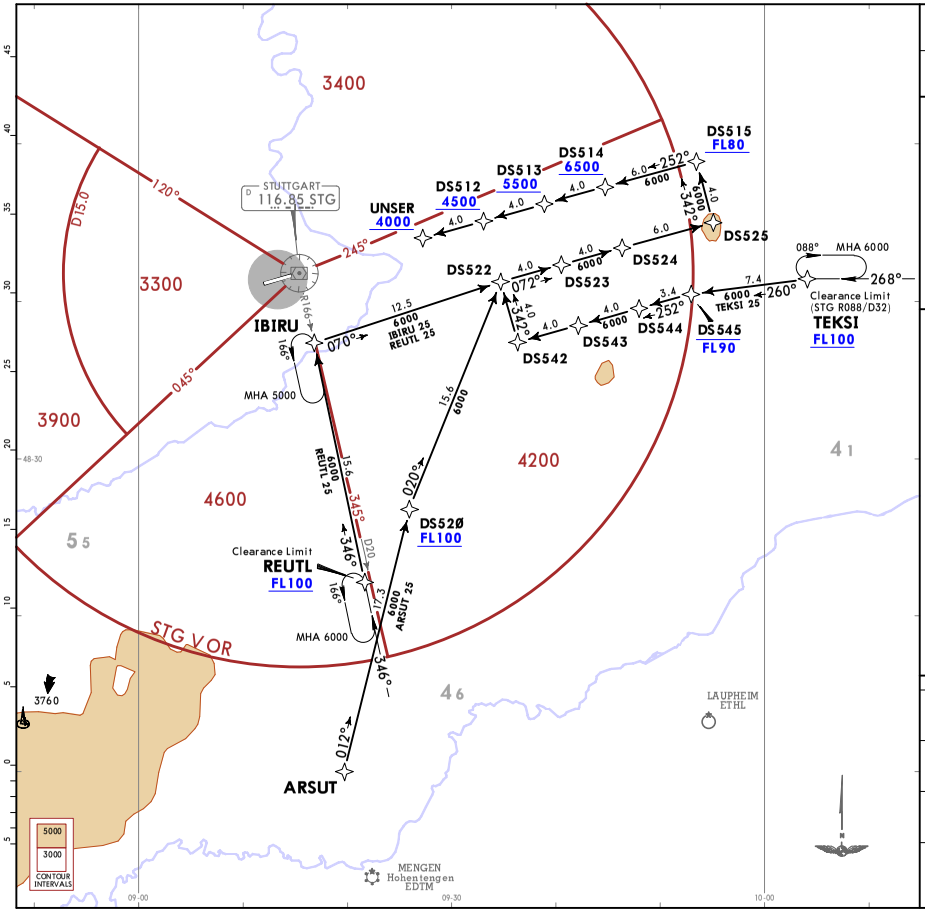
Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid.

JEPPESEN

20 OCT 17 (10-2E)

STUTTGART, GERMANY

RNAV TRANSITION



D-ATIS	
126.125	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: New format.

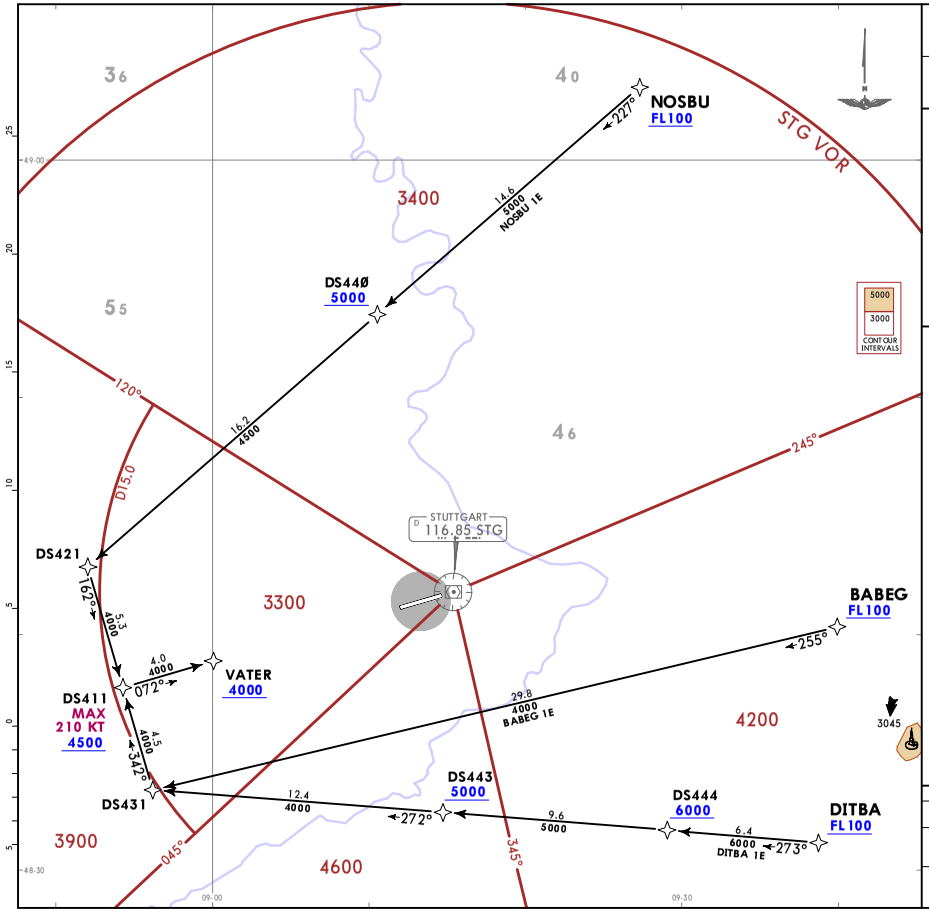
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid.

JEPPESEN

STUTTGART, GERMANY

RNAV TRANSITION



*D-ATIS 126.125	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	

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: New format.

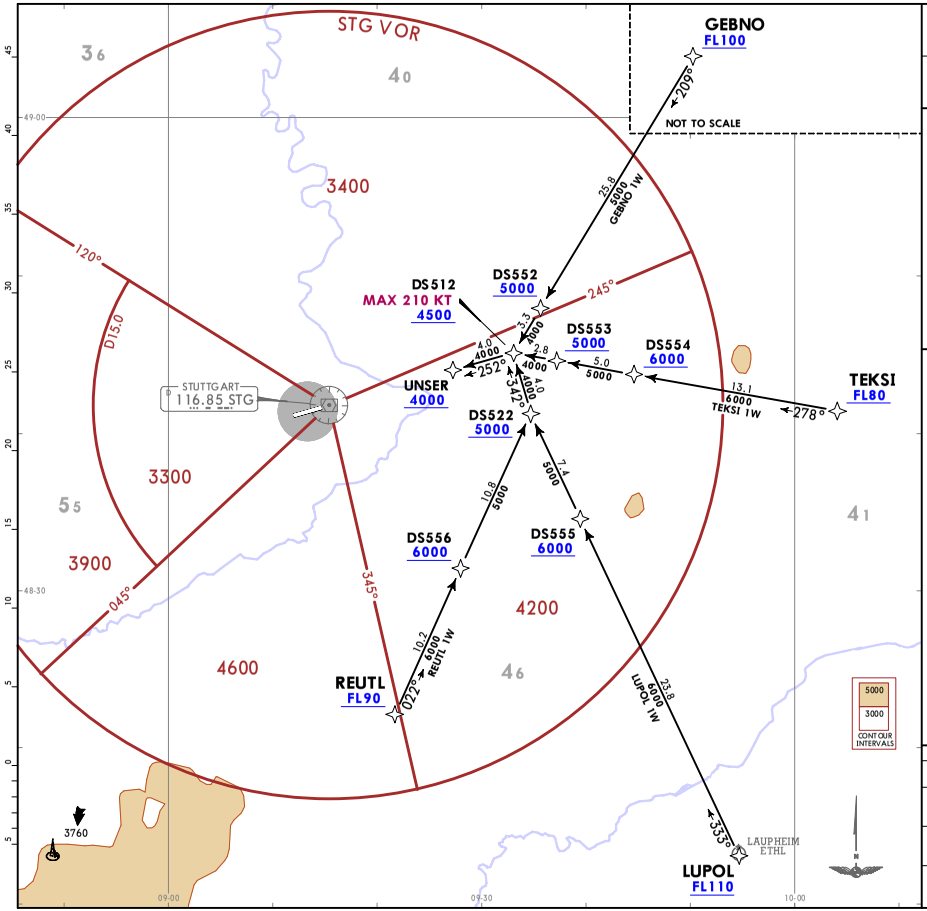
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-2G)

STUTTGART, GERMANY

RNAV TRANSITION



*D-ATIS	
126.125	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	

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: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid.

JEPPESEN

STUTTGART, GERMANY

RNAV TRANSITION

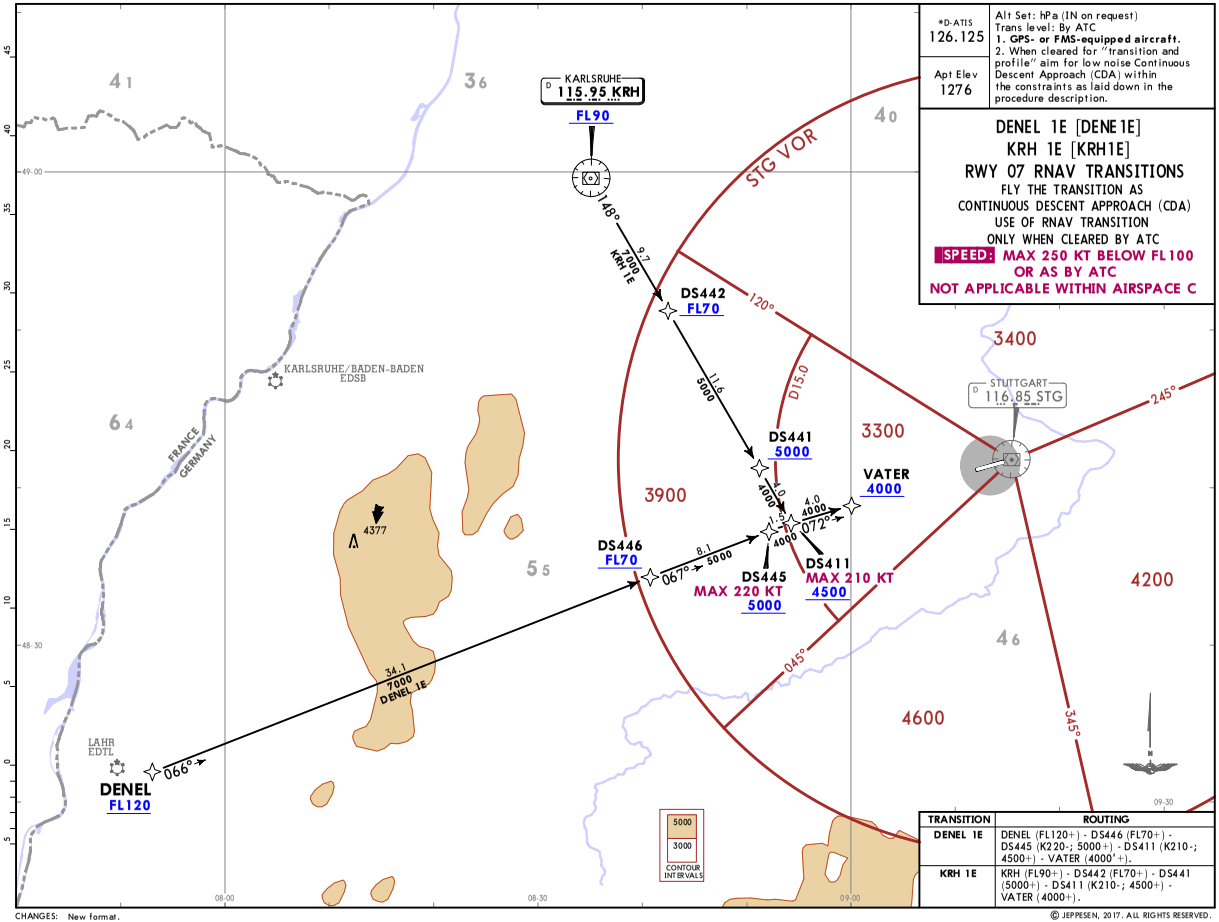
*D-ATIS 126.125	Alt Set: hPa (IN on request) Trans level: By ATC **1. GPS- or FMS-equipped aircraft.** 2. When cleared for "transition and profile" aim for low noise Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.
Apt Elev 1276	

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



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: New format.

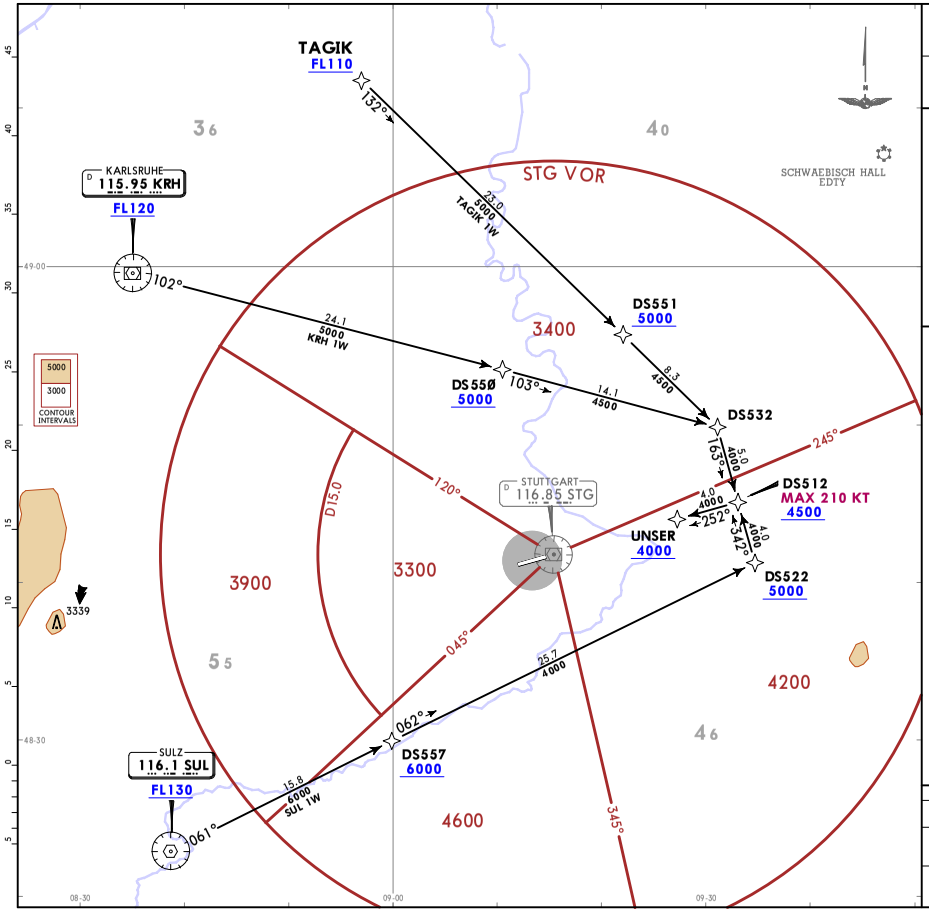
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-2J)

STUTTGART, GERMANY

RNAV TRANSITION



*D-ATIS	
126.125	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	

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: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

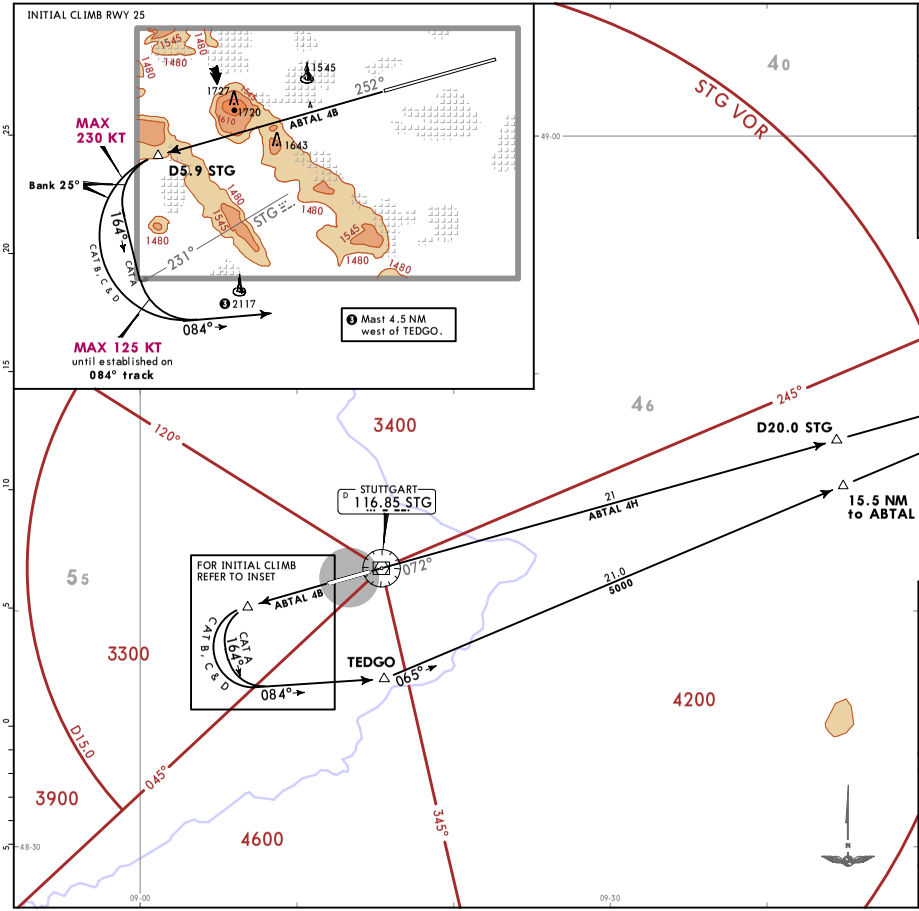
Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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
STUTGART 1B, 2H	10-3K
SULZ 3B, 3H	10-3L
TAGIK 4B, 2H	10-3M
TEDGO 1B, 2H	10-3N
VESID 4B, 2H	10-3N1

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

CHANGES: SID & RNAV SID KUNOD 2H established.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.



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	

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.

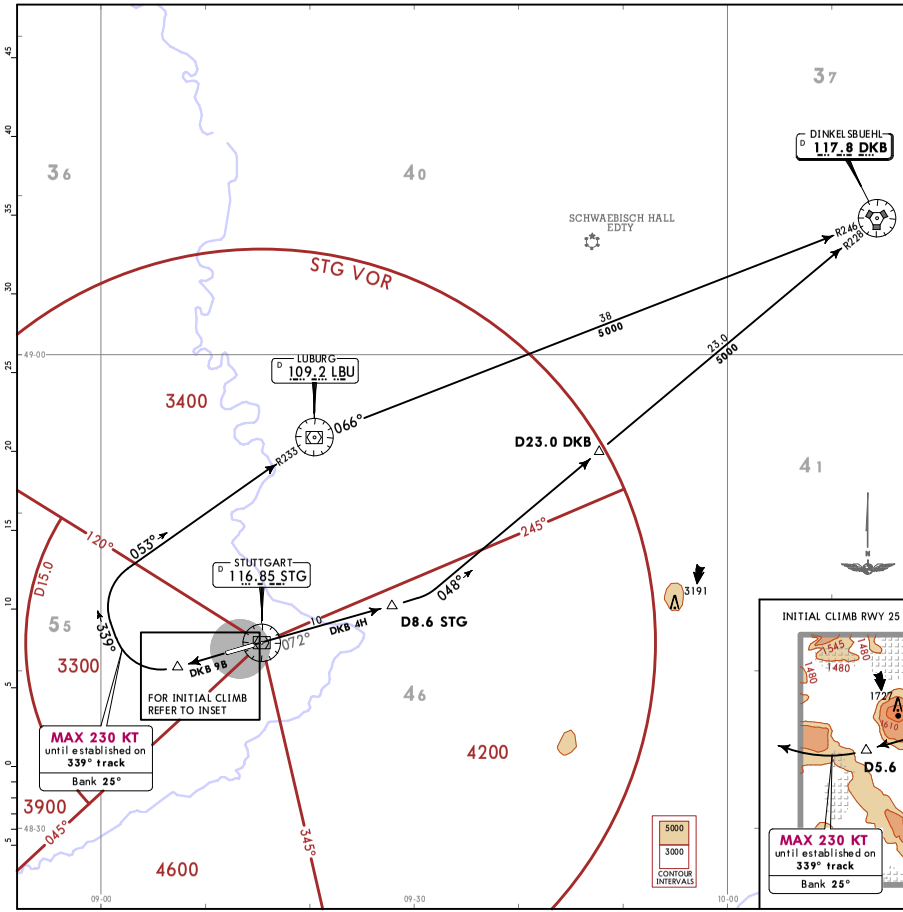
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3C)

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	

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

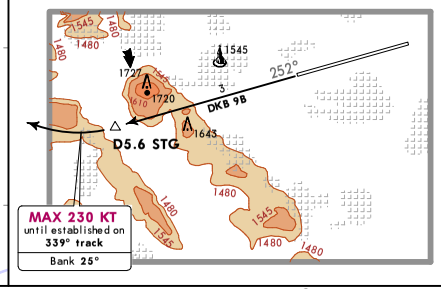
These SIDs require minimum climb gradients of
DKB 9B: 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
DKB 4H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

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.

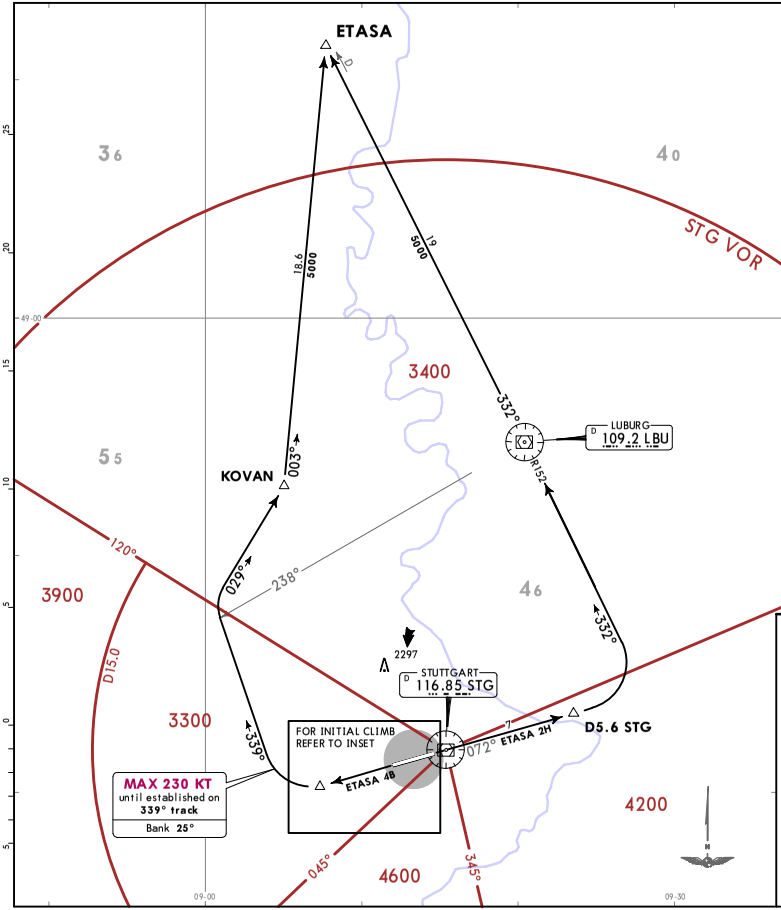
INITIAL CLIMB RWY 25



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



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
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.

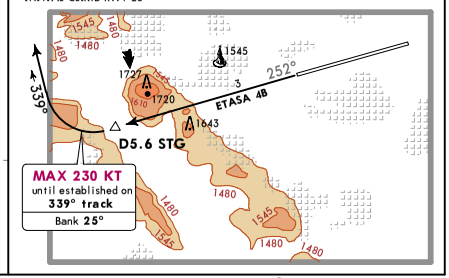
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
245 per NM	306	408	613	817	1021	1225
305 per NM	381	508	763	1017	1271	1525

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.

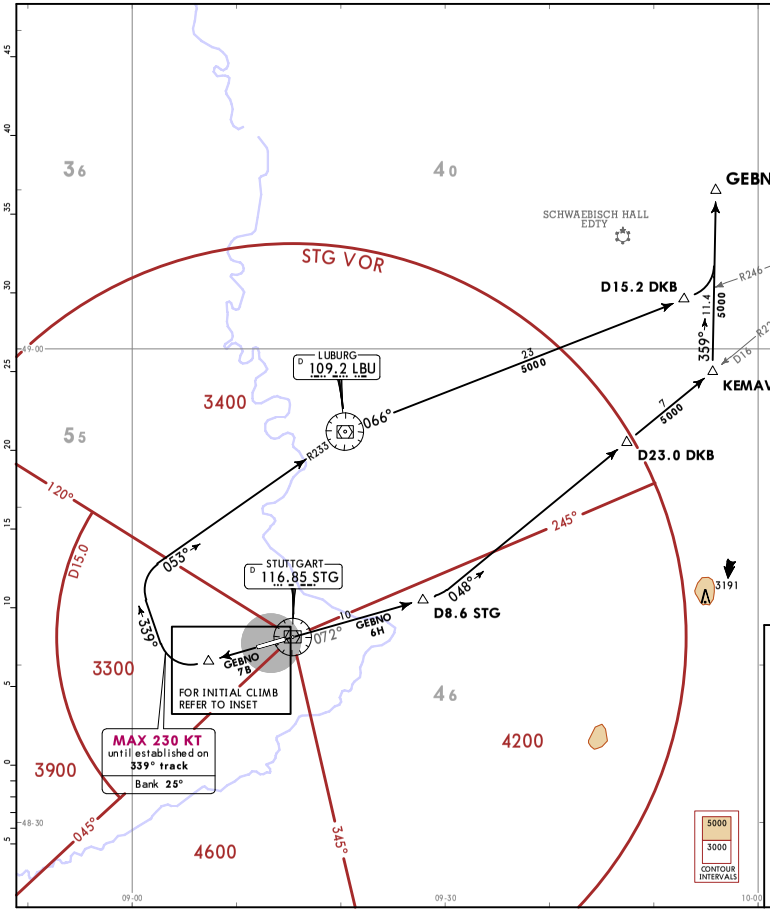
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3E)

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	

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**

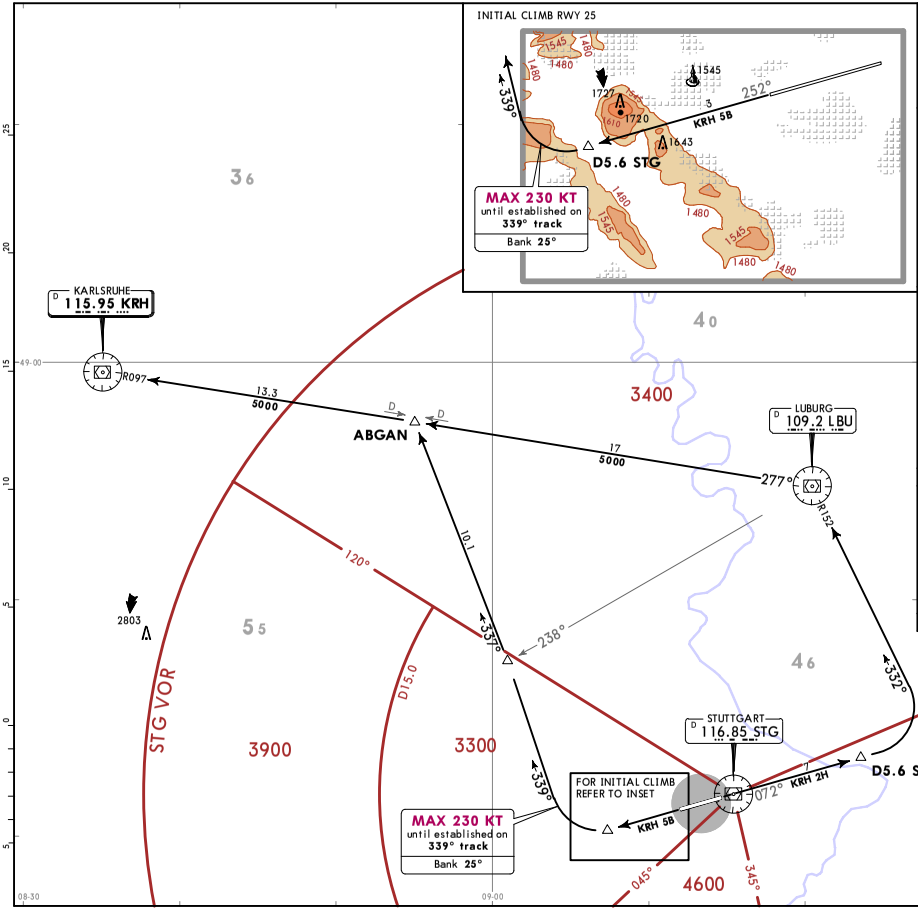
SID	RWY	ROUTING
GEBNO 7B	25	Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn RIGHT, LBU R066/DKB R246 inbound to D15.2 DKB ❷, turn LEFT, 359° track to GEBNO.
GEBNO 6H	07	Intercept STG R072 to D8.6 STG, turn LEFT, intercept DKB R228 inbound to KEMAV ❸, 359°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

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

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



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: New format.

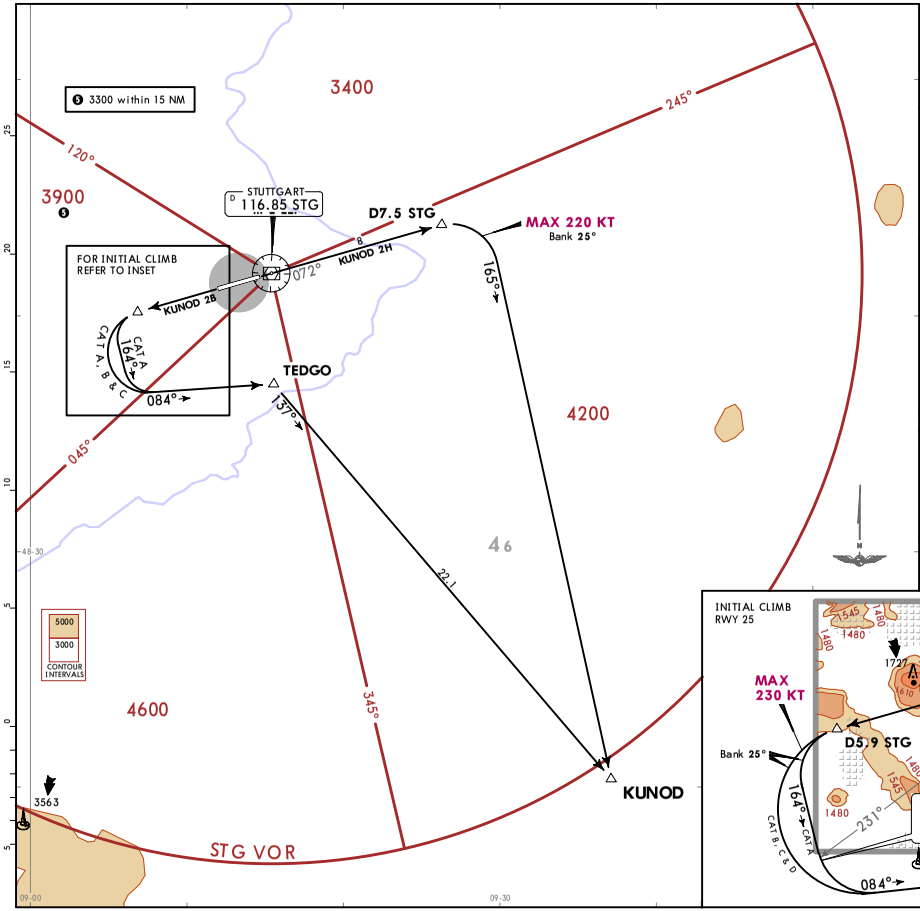
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3G)

STUTTGART, GERMANY

SID



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

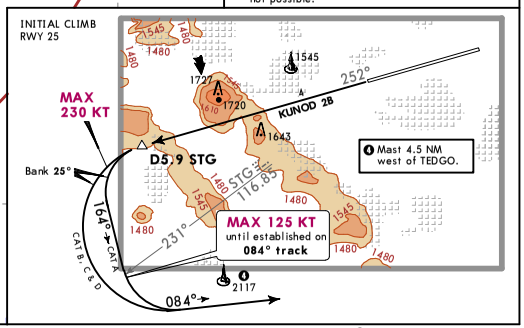
These SIDs require minimum climb gradients of
KUNOD 2B: 245 per NM (4%) until passing 1900, 260 per NM (4.3%) until passing 5000 due to airspace structure. If unable to comply advise ATC.
KUNOD 2H: 250 per NM (4.1%) until passing 5000 due to airspace structure.

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.

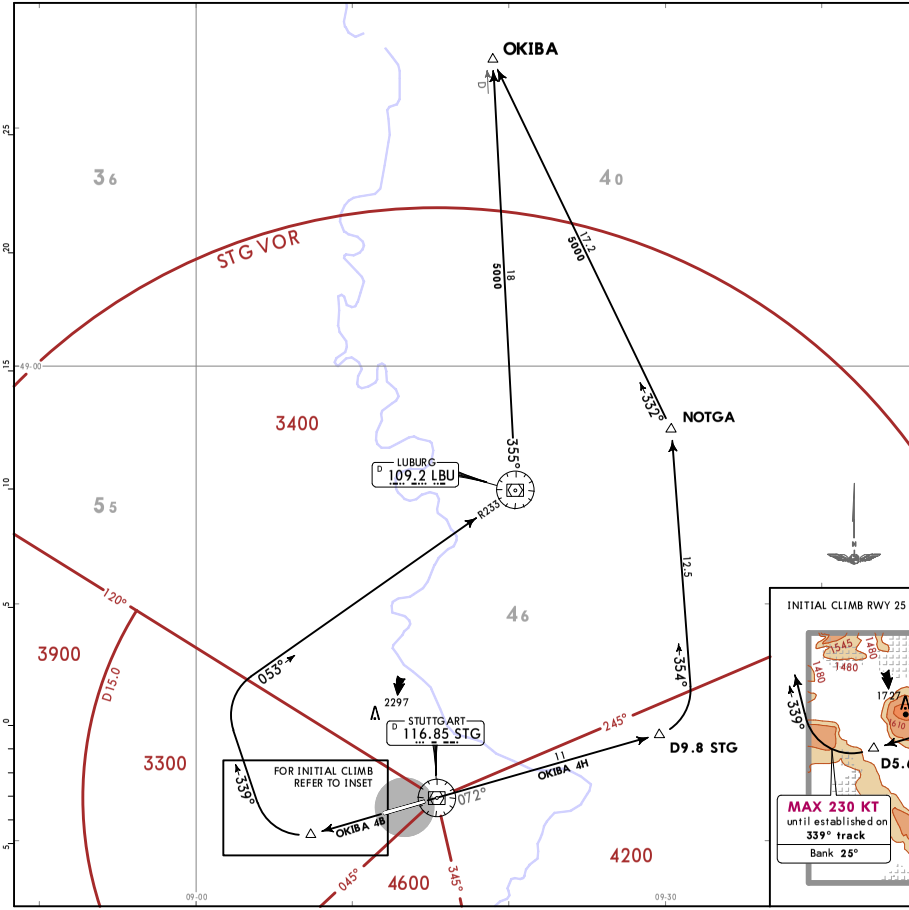
❶ After passing 3500 BRNAV equipment necessary.
❷ After passing 4000 BRNAV equipment necessary.
❸ At TEDGO transition to (UJN-869 or UL-607 not possible.



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



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	

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.

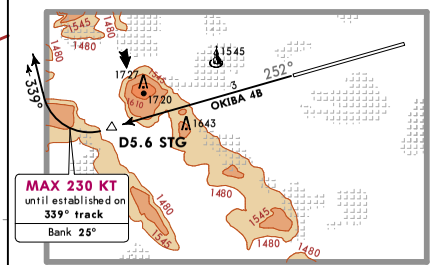
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

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.

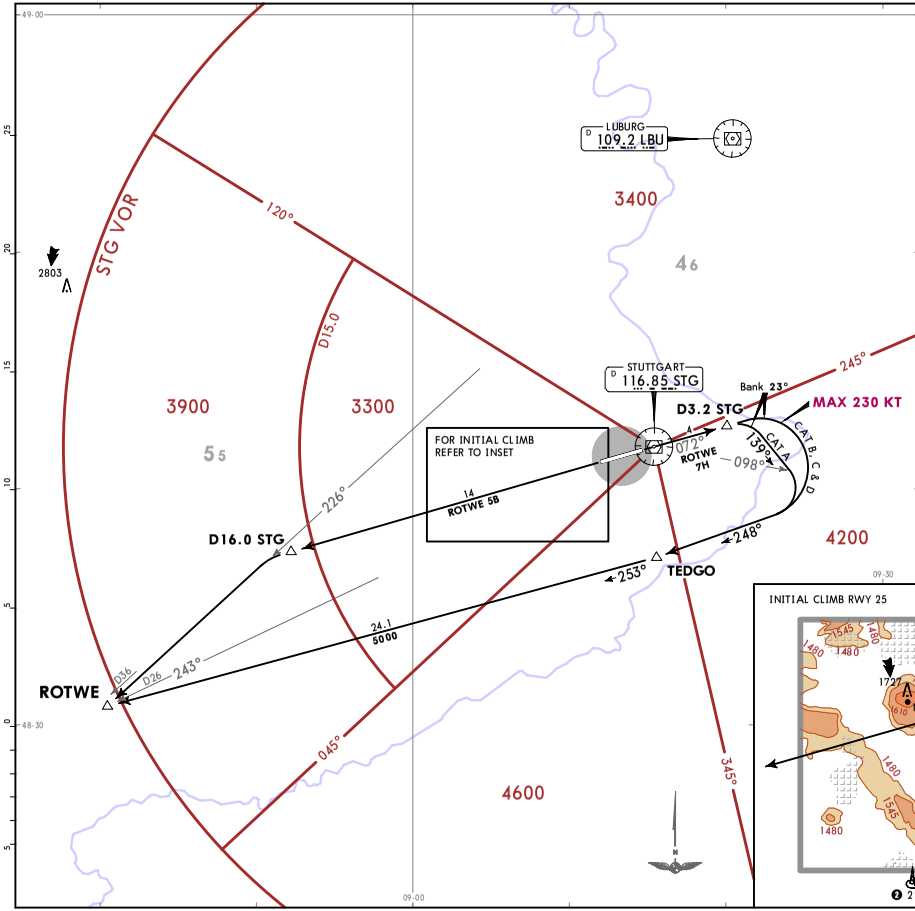
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3J)

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	

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.

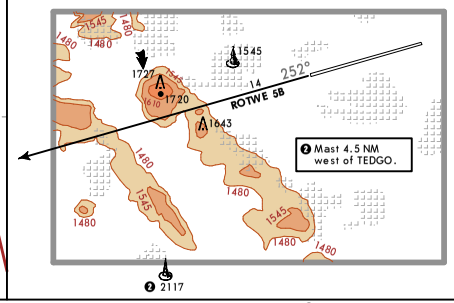
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
325 per NM	406	542	813	1083	1354	1625

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.

INITIAL CLIMB RWY 25



CHANGES: New format.

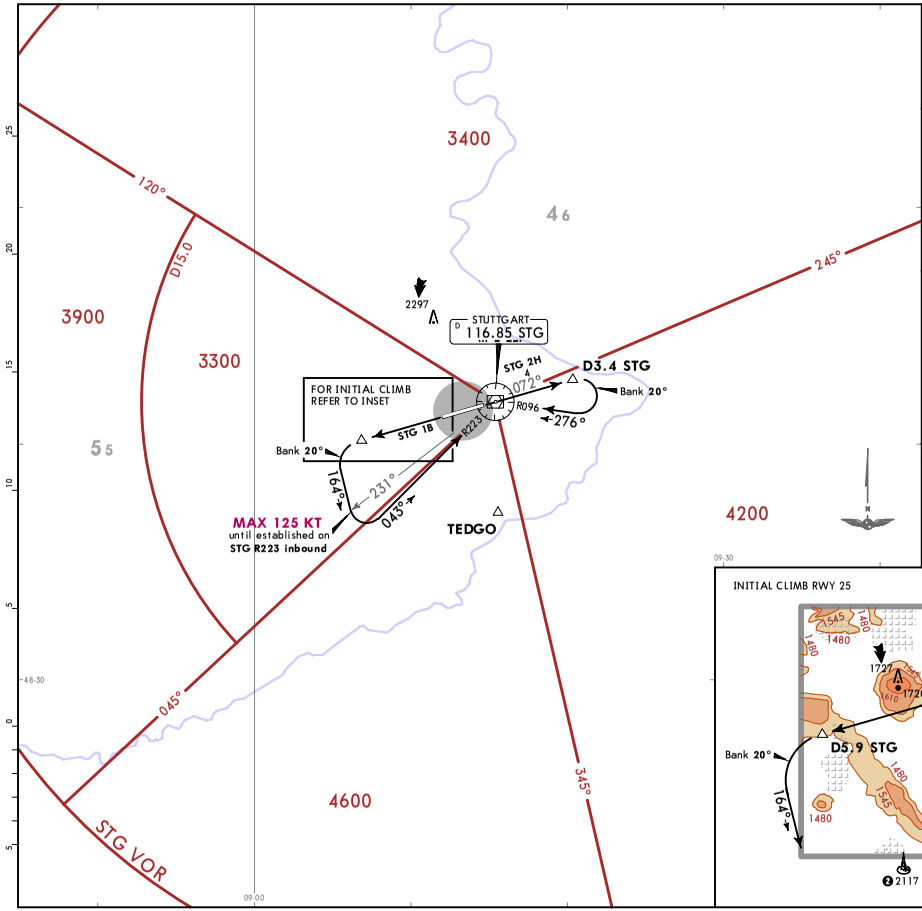
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN

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 1B (STG 1B)
STUTTGART 2H (STG 2H)
DEPARTURES

ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS

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

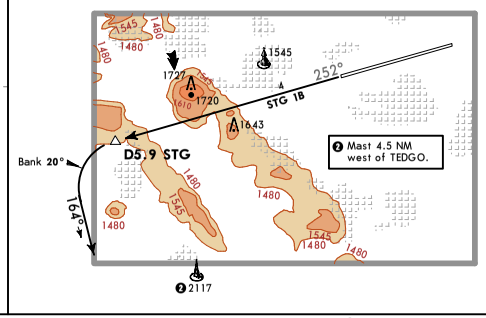
These SIDs require minimum climb gradients of
STG 1B: 245 per NM (4%) until passing 1900, 310 per NM (5.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
STG 2H: 320 per NM (5.3%) until passing 4000 due to airspace structure.

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

Initial climb clearance **5000**

SID	RWY	ROUTING
STG 1B	**25**	Intercept STG R252 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R223 inbound to STG.
STG 2H	**07**	Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

INITIAL CLIMB RWY 25



CHANGES: New format.

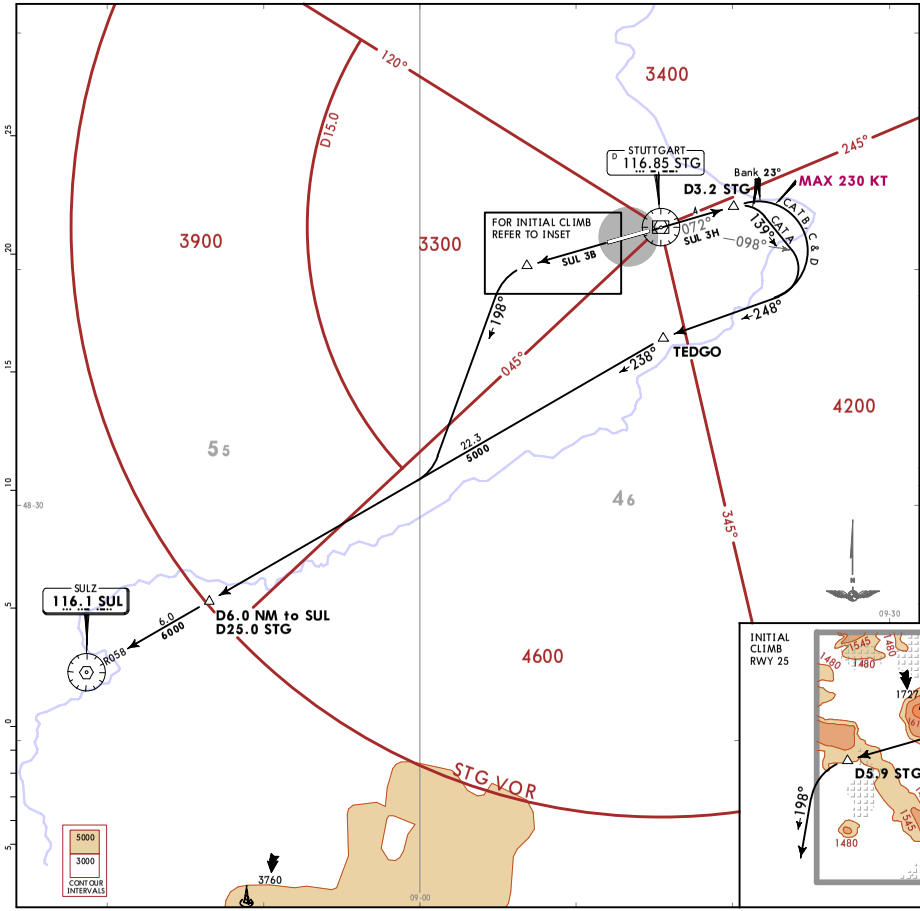
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0 on 06 Dec 2017, Terminal chart data cycle 24-2017. Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3L)

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	

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

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	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: New format.

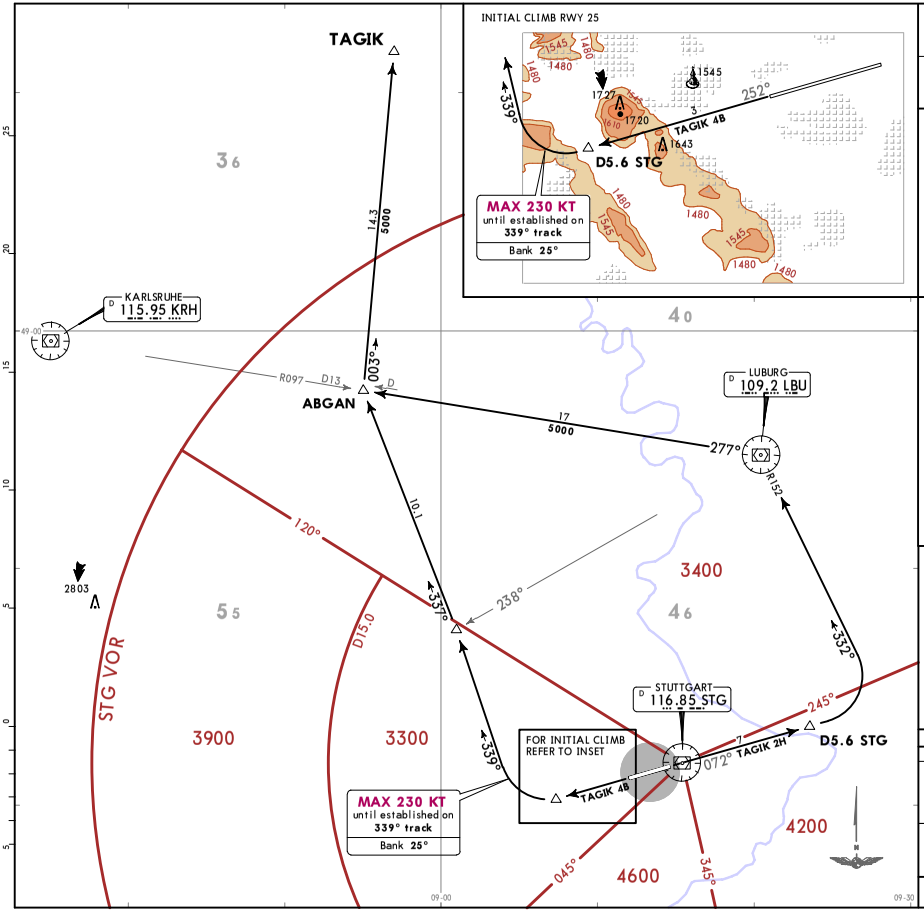
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN

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.

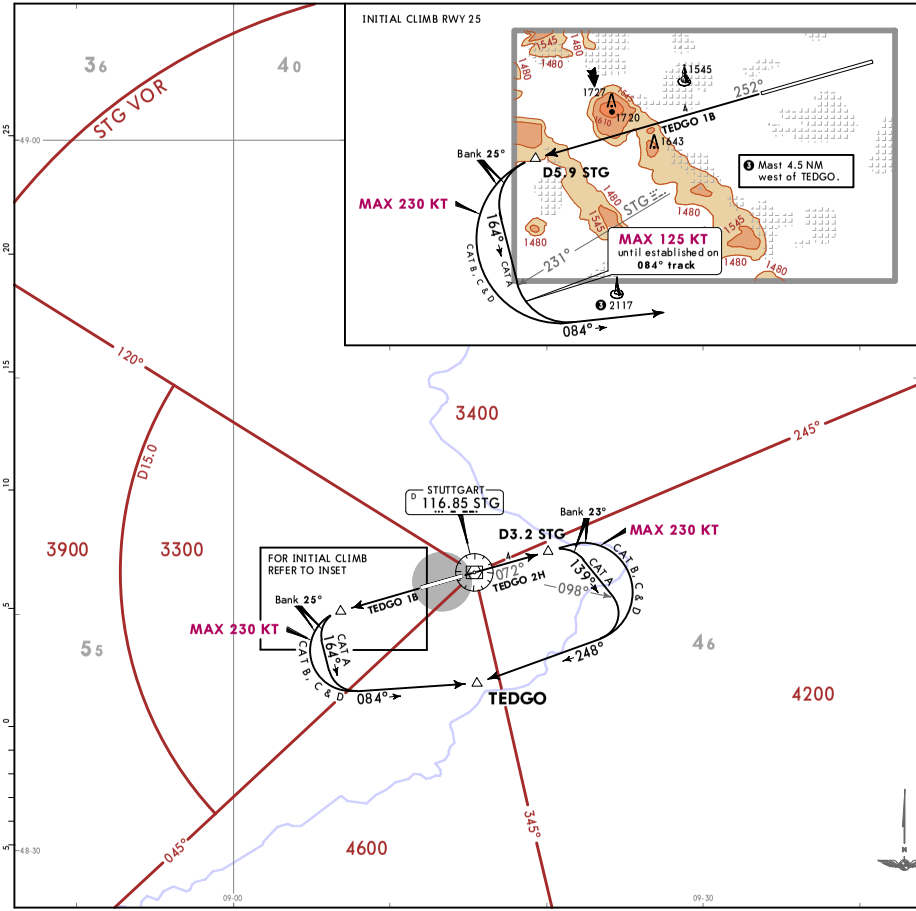
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3N)

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	

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.

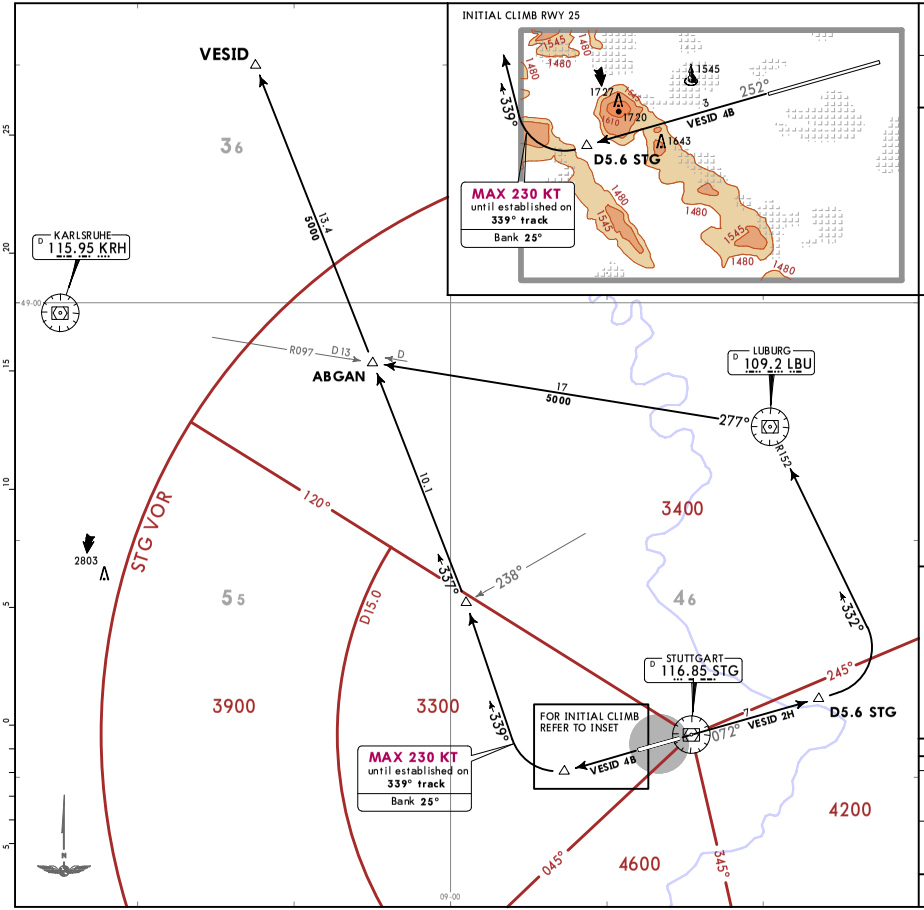
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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	

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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN

20 OCT 17 (10-3N2)

STUTTGART, GERMANY

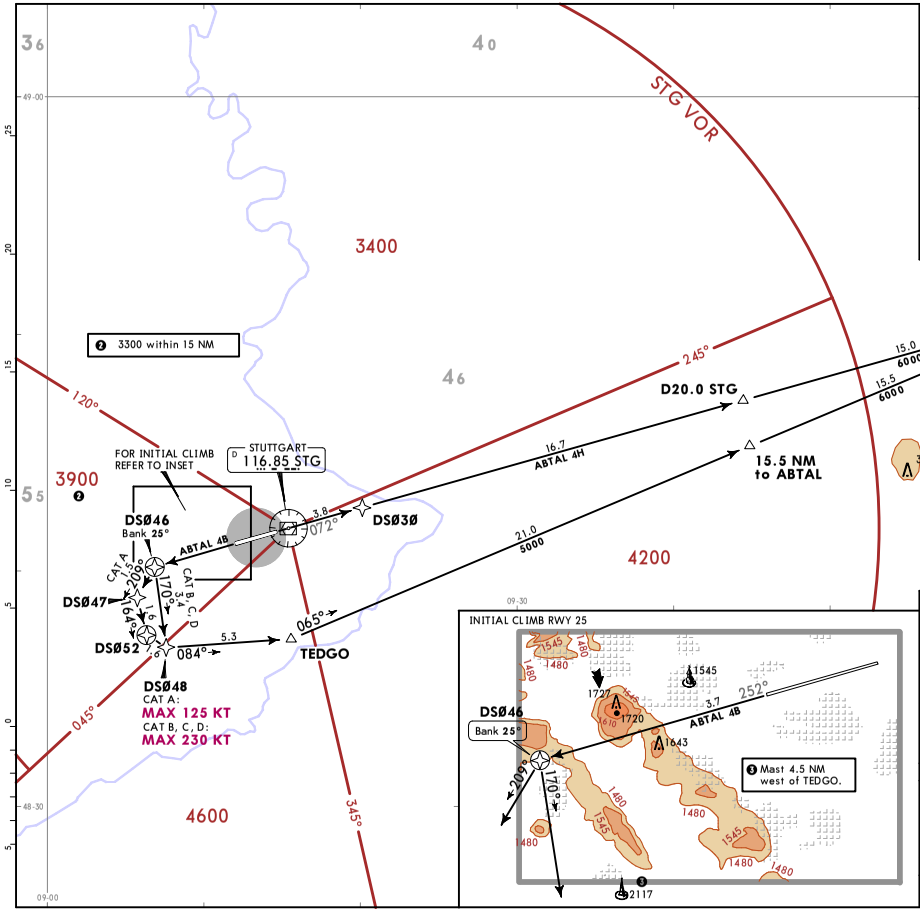
RNAV SID (OVERLAY)

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	

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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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)

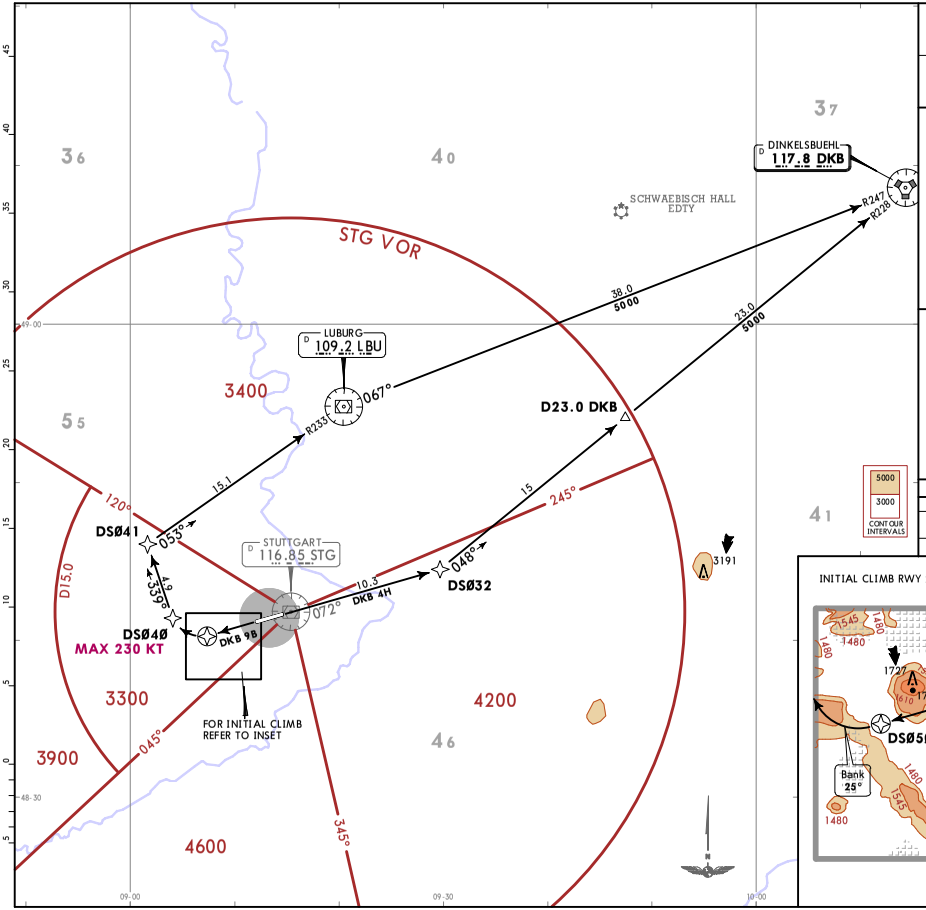
ONLY FOR FLIGHTS TO CONTINUE VIA AIRWAY N-869 NORTHEASTBOUND OR WITH DESTINATIONS EDDN, EDTY, EDQ*

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.

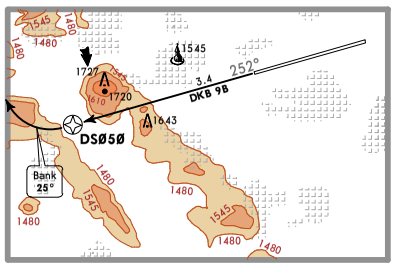
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525



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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN
20 OCT 17 (10-3Q)

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	

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

ONLY FOR FLIGHTS TO
EDDF, EDFC, EDFE & ETOU

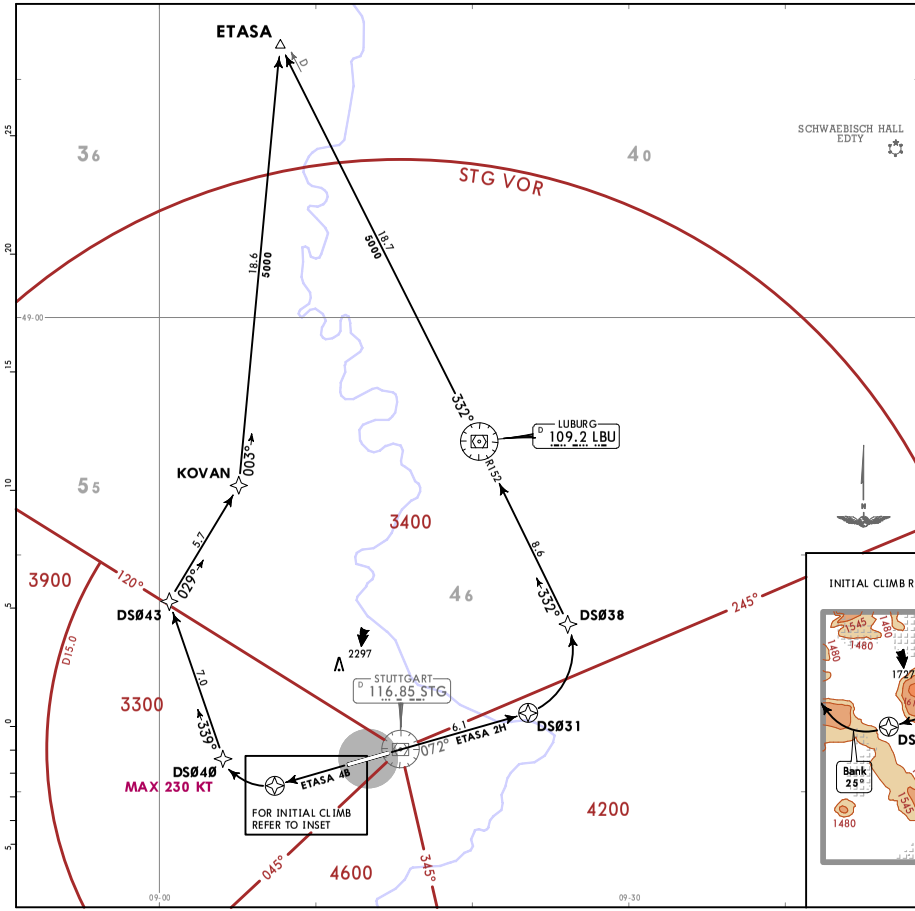
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

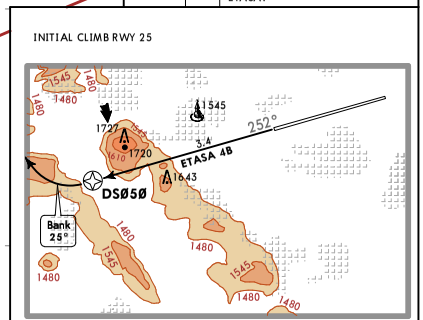
These SIDs require minimum climb gradients of
ETASA 4B: 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
ETASA 2H: 220 per NM (3.6%) until passing 4000 due to airspace structure.

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.

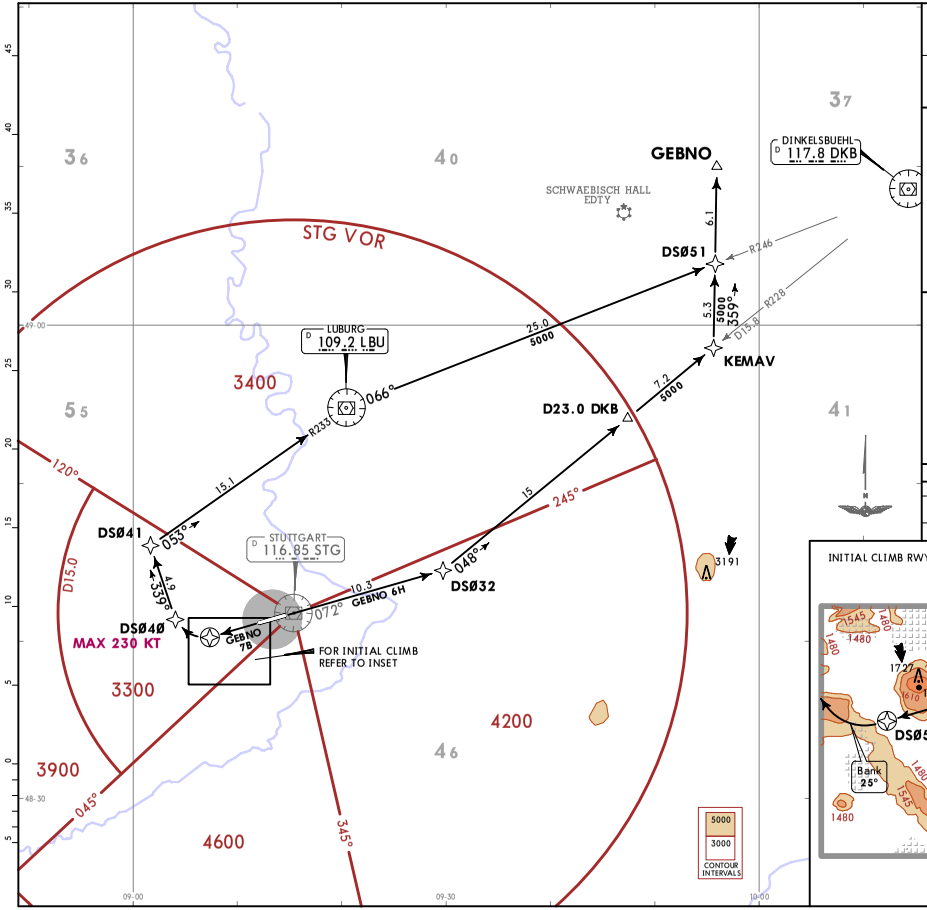




CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



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	

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

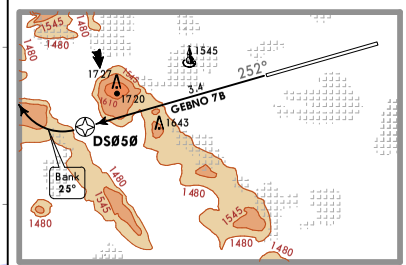
These SIDs require minimum climb gradients of
GEBNO 7B: 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
GEBNO 6H: 250 per NM (4.1%) until passing 4000 due to airspace structure.

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, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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

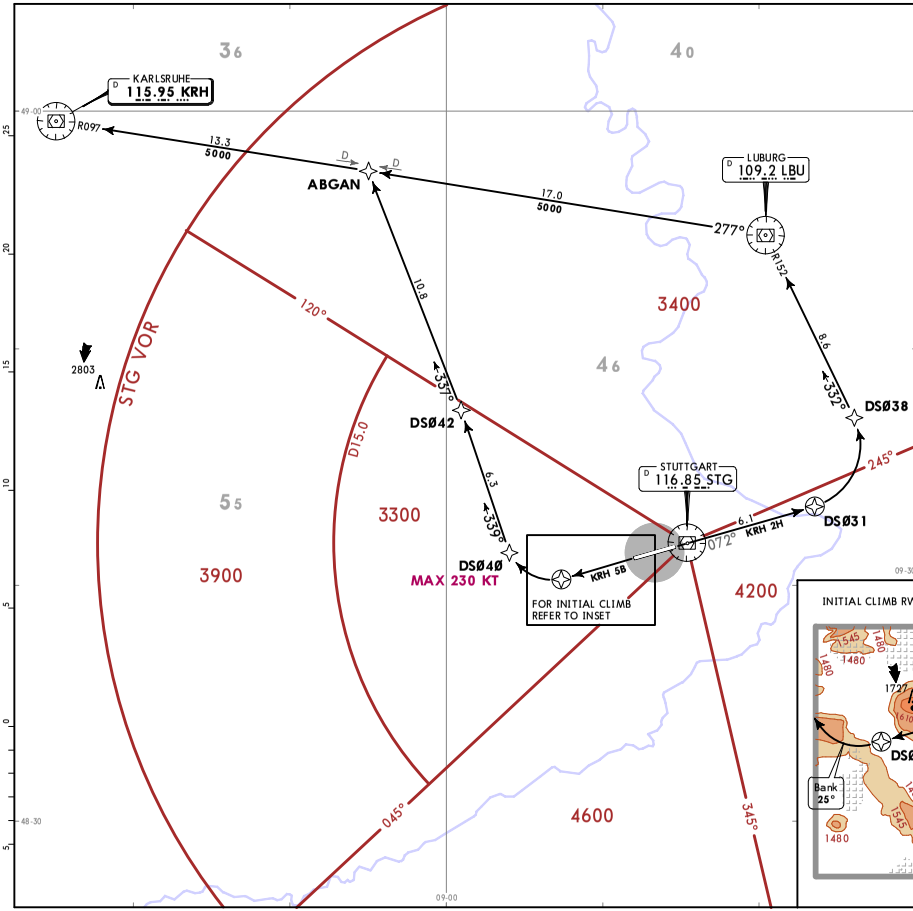
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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.

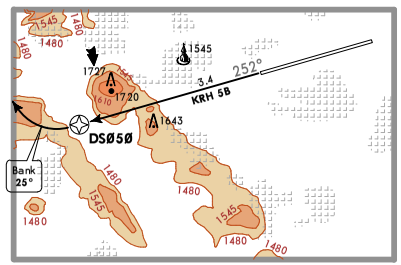
Gnd speed-KT	75	100	150	200	250	300
220 per NM	275	367	550	733	917	1100
245 per NM	306	408	613	817	1021	1225
305 per NM	381	508	763	1017	1271	1525

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.

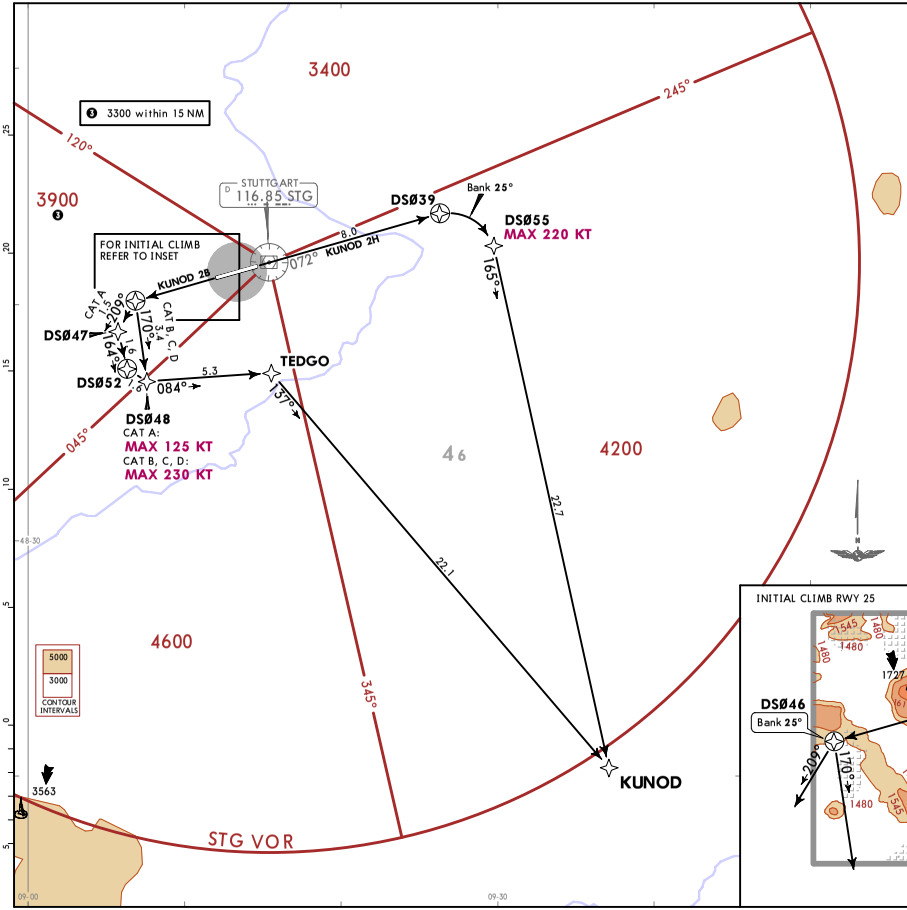
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN

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.

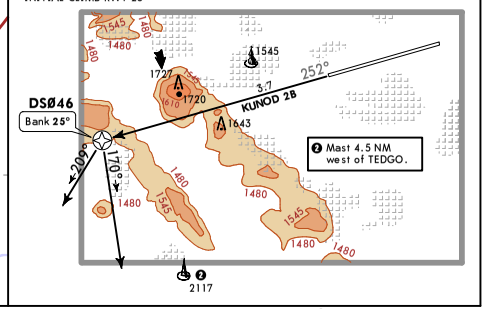
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
260 per NM	325	433	650	867	1083	1300

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



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN
20 OCT 17 (10-3V)

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	

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

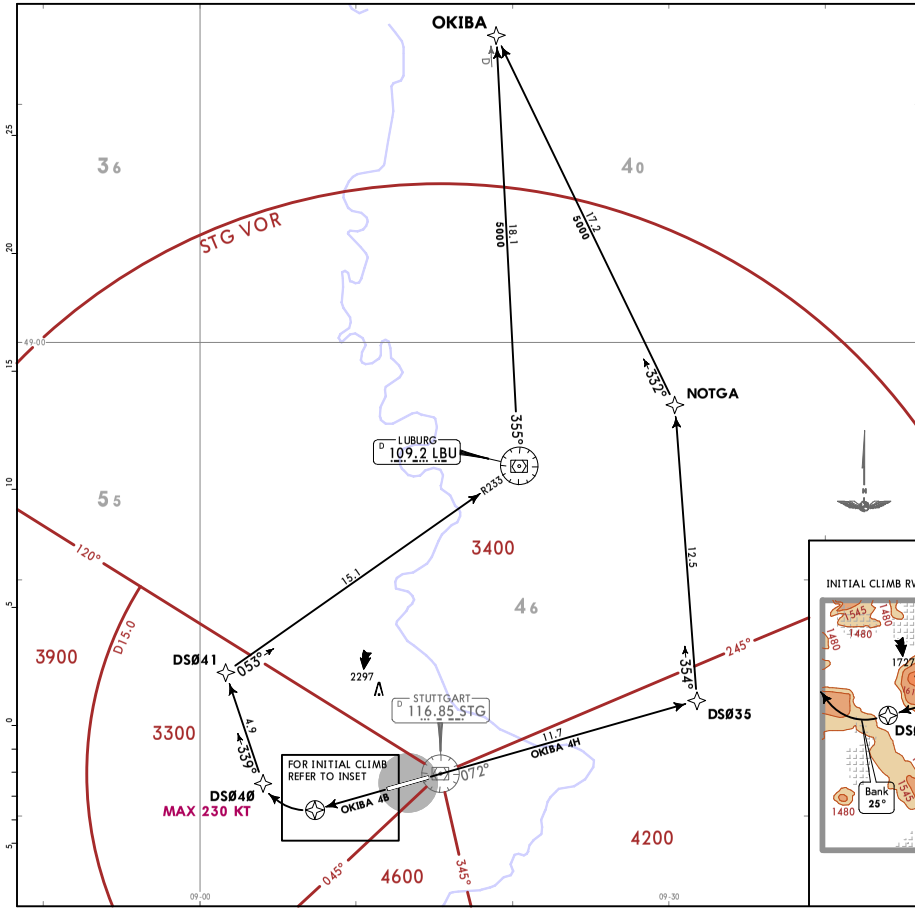
NOT APPLICABLE WITHIN AIRSPACE C

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.

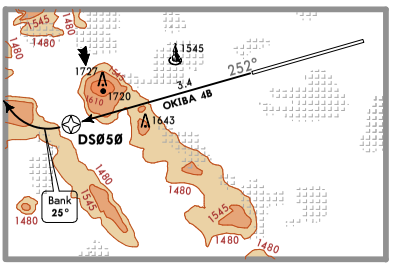
Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
250 per NM	313	417	625	833	1042	1250
305 per NM	381	508	763	1017	1271	1525

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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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)

VIA NATOR ONLY FOR JET AIRCRAFT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

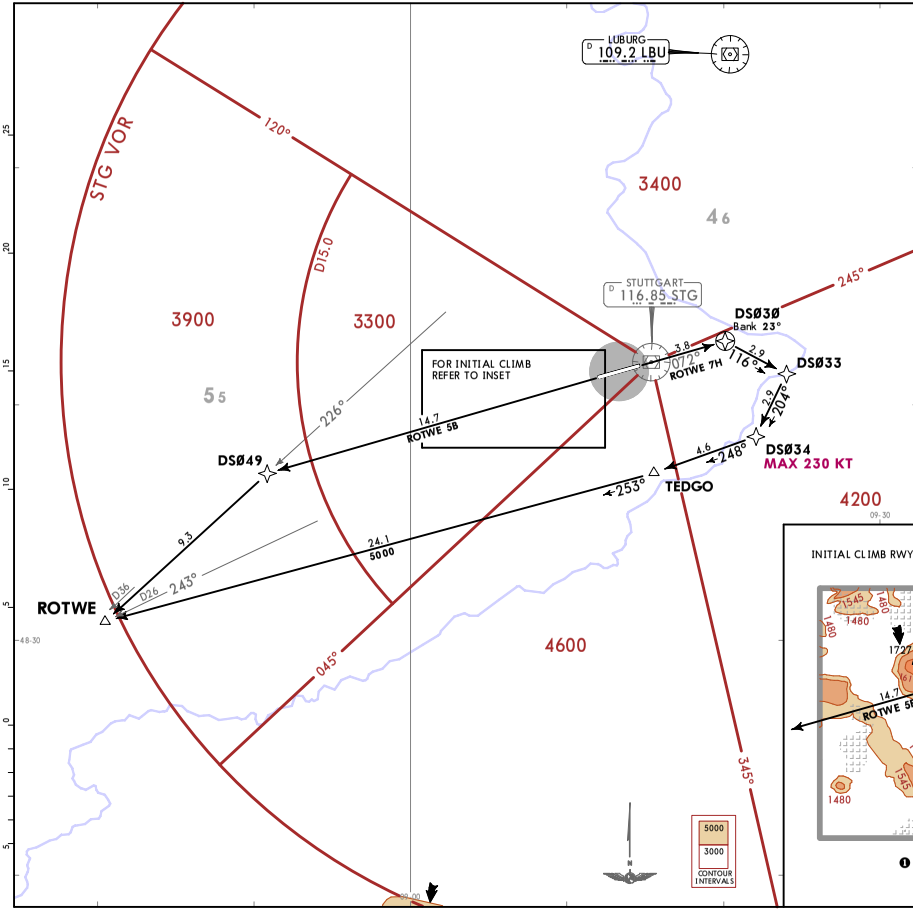
NOT APPLICABLE WITHIN AIRSPACE C

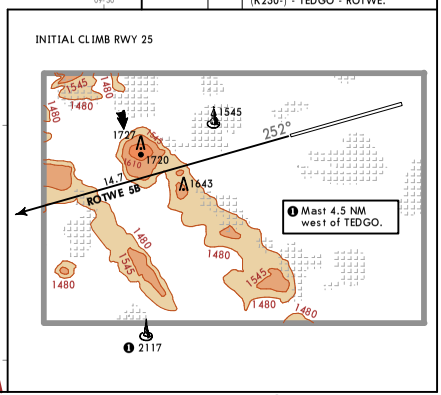
These SIDs require minimum climb gradients of
ROTWE 5B: 245 per NM (4%) until passing 1900, 250 per NM (4.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
ROTWE 7H: 325 per NM (5.3%) until passing 4000 due to airspace structure.

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	(1700+) - DS049 - ROTWE.
ROTWE 7H	07	(1700+) - DS030 - DS033 - DS034 (K230-) - TEDGO - ROTWE.





CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

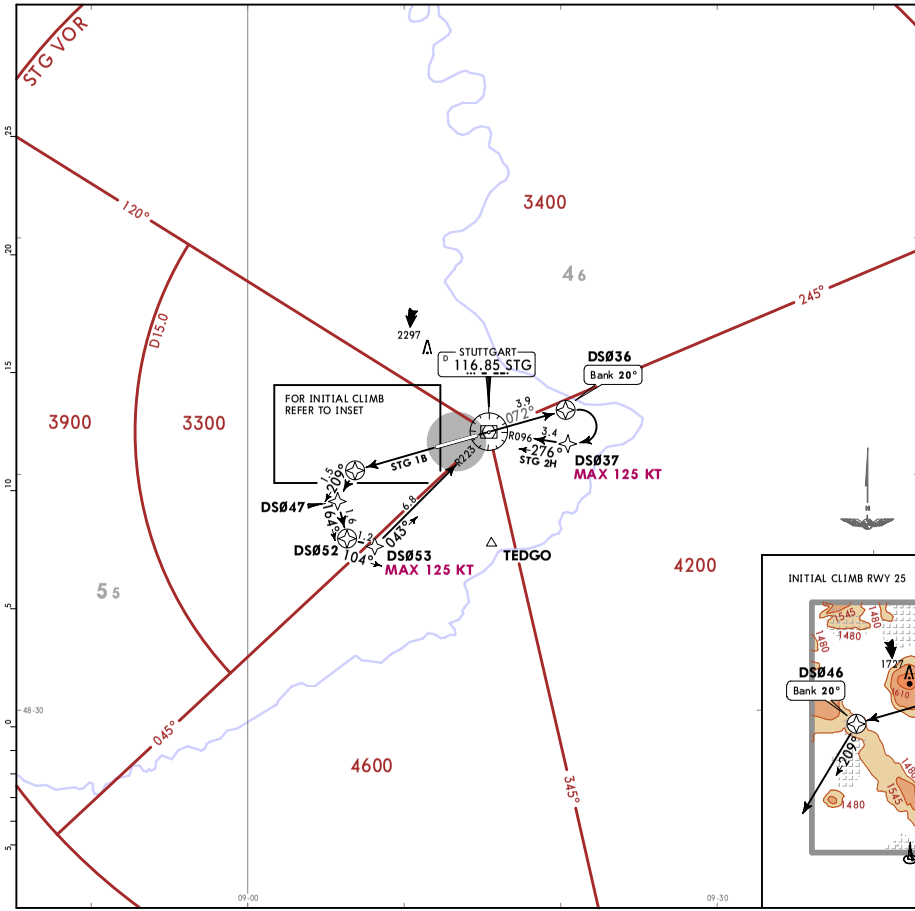
Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN

20 OCT 17 (10-3X)

STUTTGART, GERMANY

RNAV SID (OVERLAY)



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 1B (STG 1B)
STUTTGART 2H (STG 2H)
RNAV DEPARTURES
(OVERLAY 10-3K)

ONLY FOR LOCAL IFR
TRAINING FLIGHTS AT EDDS

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

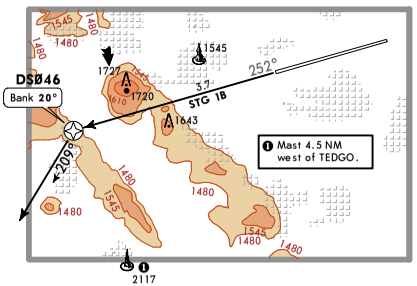
These SIDs require minimum climb gradients of
STG 1B: 245 per NM (4%) until passing 1900, 310 per NM (5.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
STG 2H: 320 per NM (5.3%) until passing 4000 due to airspace structure.

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

Initial climb clearance **5000**

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

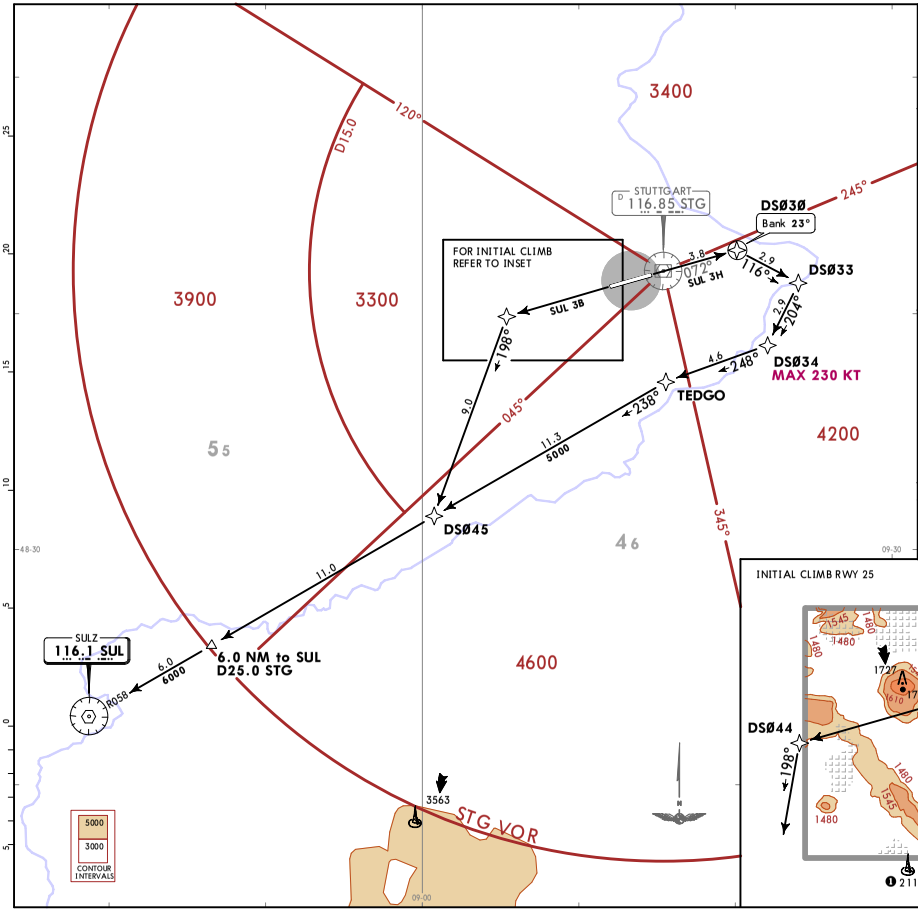
INITIAL CLIMB RWY 25



CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



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)
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

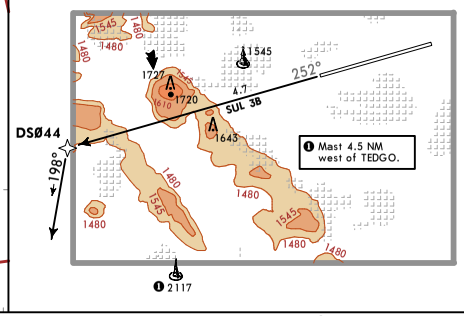
These SIDs require minimum climb gradients of
SUL 3B: 245 per NM (4%) until passing 1900, 275 per NM (4.5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
SUL 3H: 320 per NM (5.3%) until passing 4000 due to airspace structure.

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.

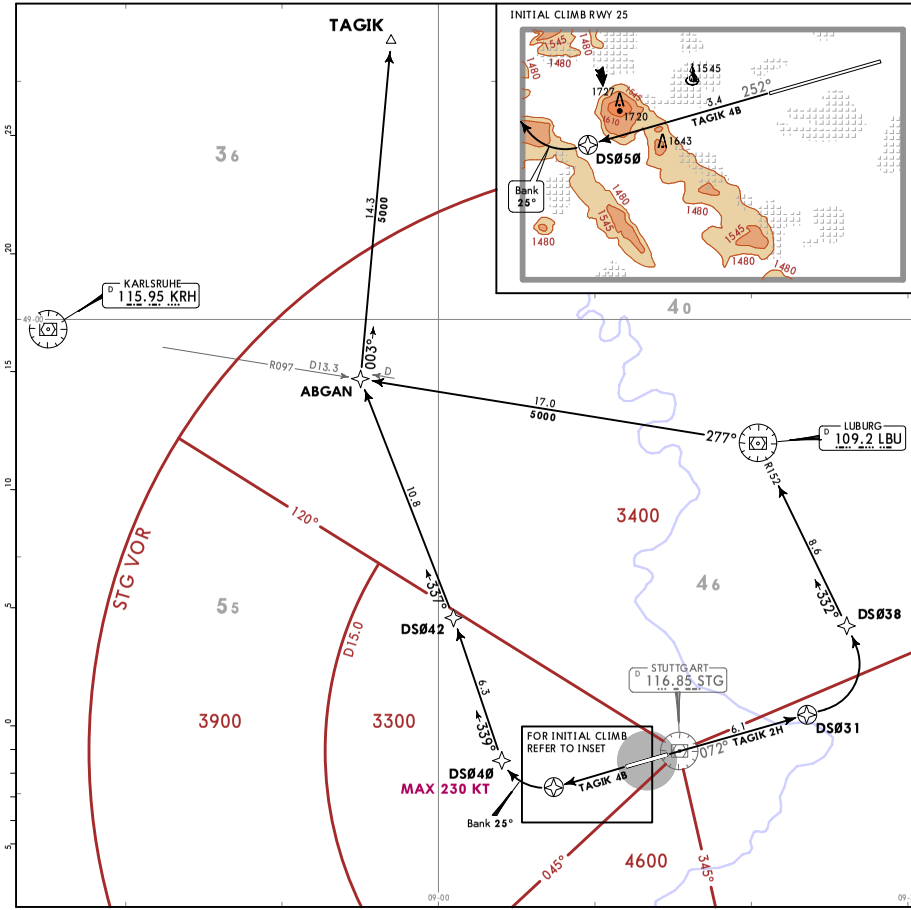
© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017, Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

JEPPESEN 20 OCT 17 (10-3X2)

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	

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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

STUTTGART, GERMANY

RNAV SID (OVERLAY)

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	

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

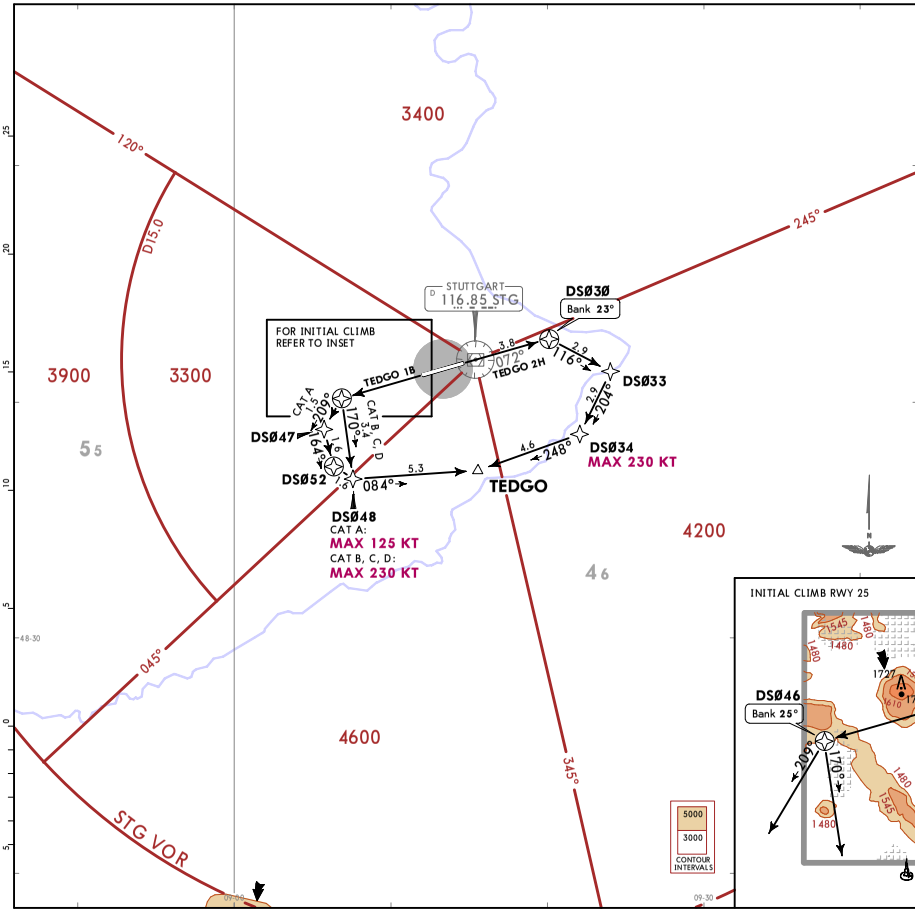
NOT APPLICABLE WITHIN AIRSPACE C

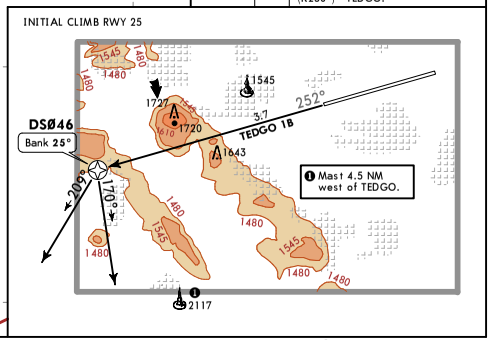
These SIDs require minimum climb gradients of
TEDGO 1B: 245 per NM (4%) until passing 1900, 310 per NM (5.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.
TEDGO 2H: 320 per NM (5.3%) until passing 4000 due to airspace structure.

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.



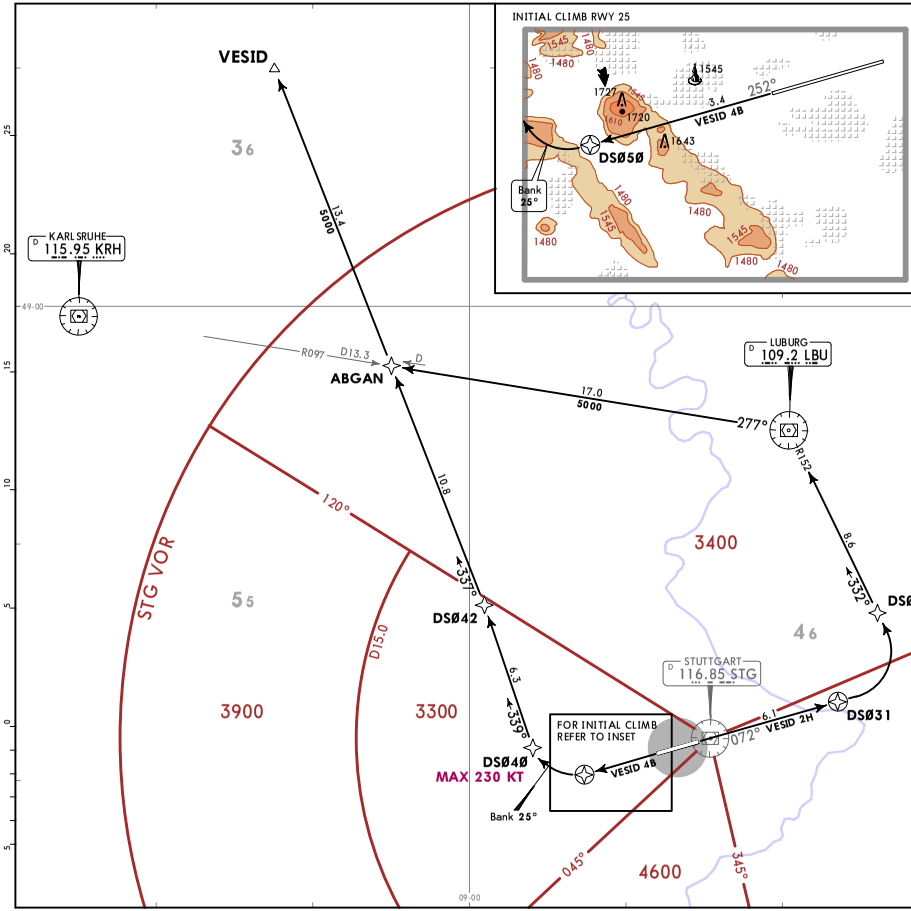


CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017, Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



LANGEN Radar (APP) 125.05

Apt Elev 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.

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.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR

Apt Elev **1276'**
N48 41.4 E009 13.3

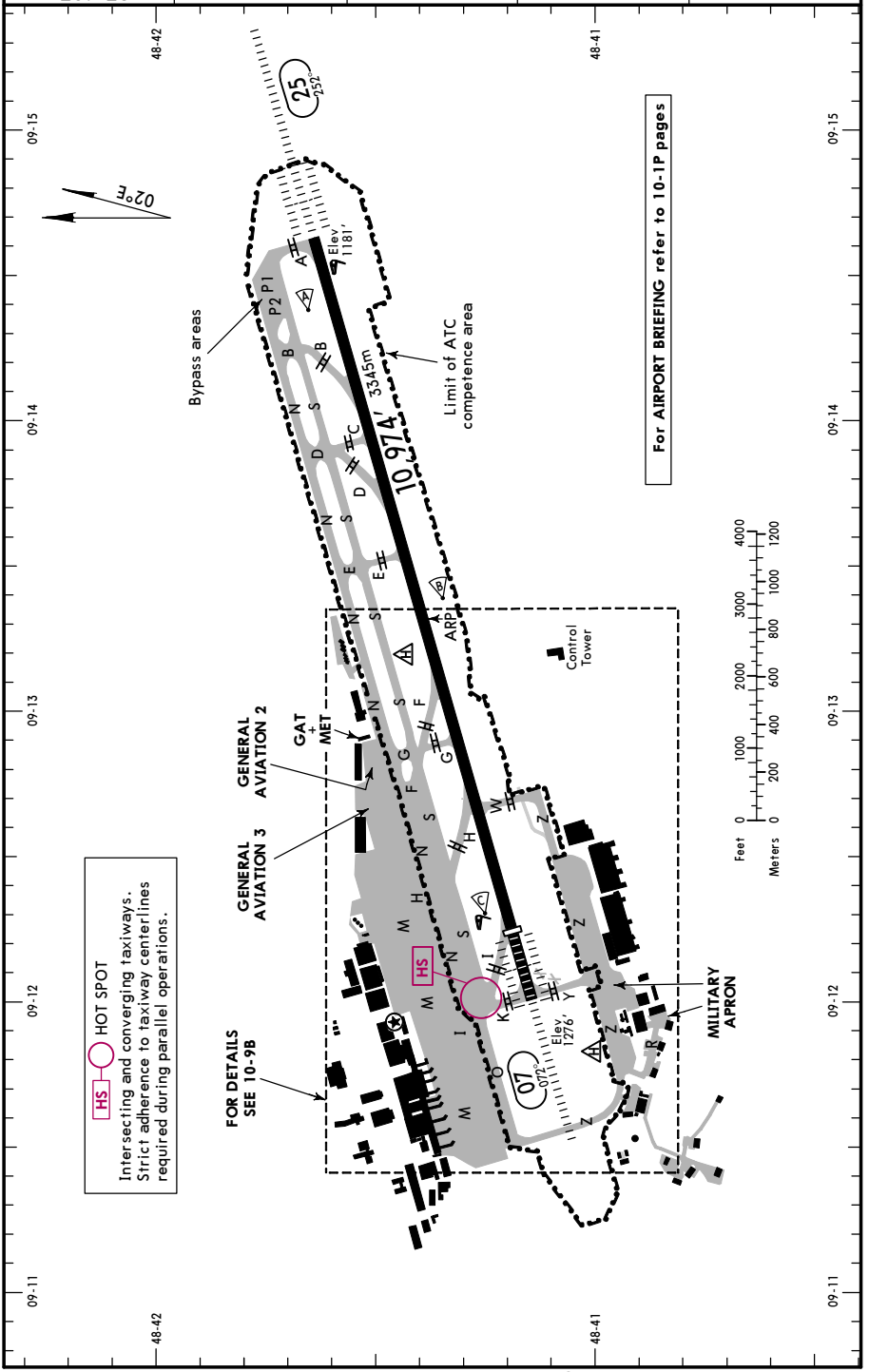
JEPPESEN

26 MAY 17 (10-9)

STUTTGART, GERMANY

STUTTGART

D-ATIS	ACARS: DCL	STUTTGART Delivery	STUTTGART Ground	Tower
126.125		121.9	118.6	118.8 119.050



CHANGES: Hot Spot.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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	8653' 2637m 10,002' 3049m	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)
twy F int	6627' (2020m)
twy E int	4593' (1400m)

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

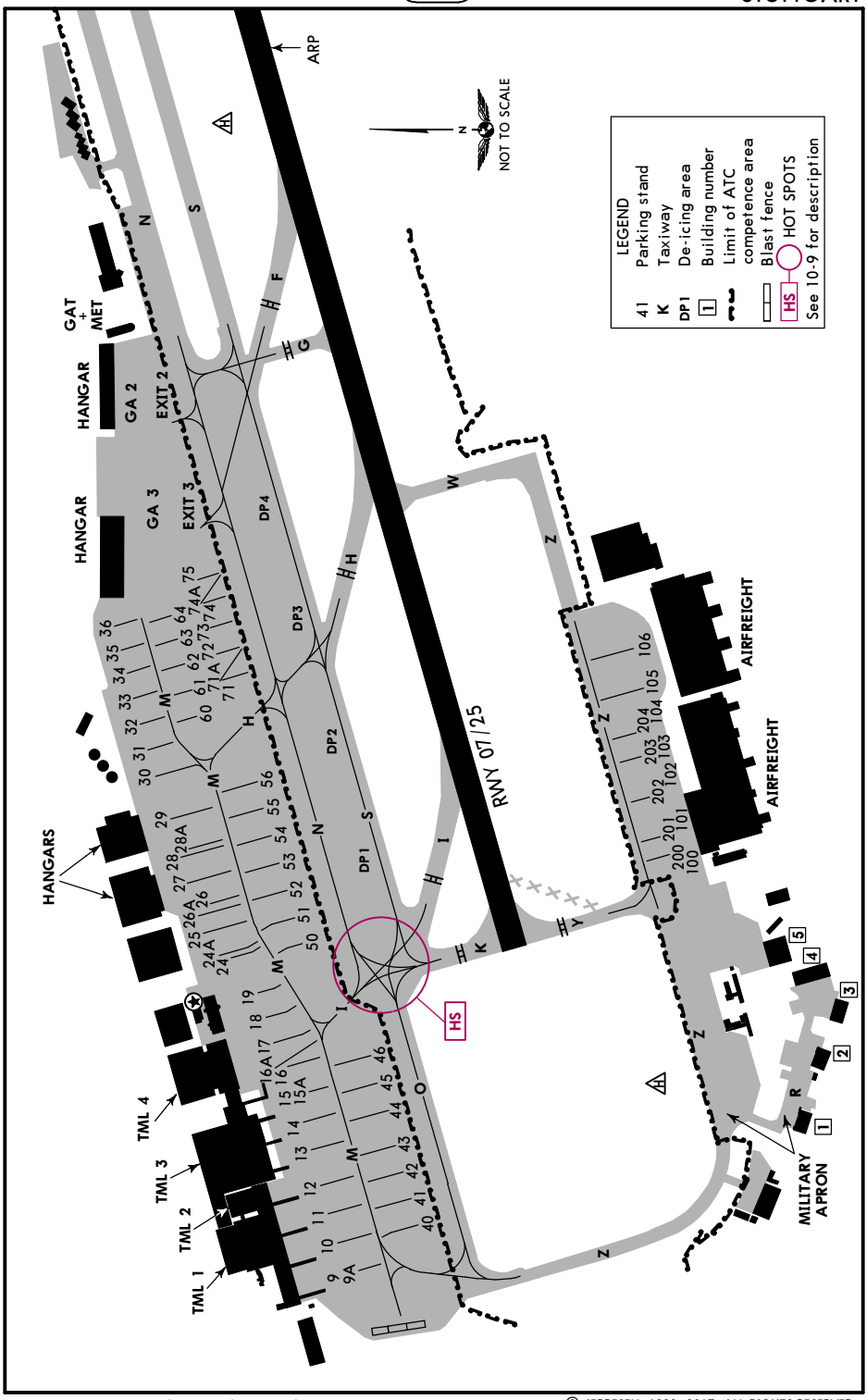
	Low Visibility Take-off					
	[1] HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

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

CHANGES: None.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid



CHANGES: Hot Spot. Parking stands 71A and 74A.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

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 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, 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		

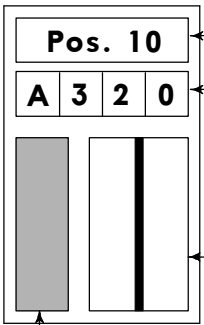
CHANGES: Parking stands.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

VISUAL DOCKING GUIDANCE SYSTEM

APIS - AIRCRAFT POSITIONING & INFORMATION SYSTEM



Steady Position Information

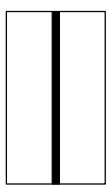
Alphanumerical Information
- Flight number until turning into centerline
- ACFT Type after entering centerline
- STOP command
- OK if correctly positioned

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.

© JEPPESEN SANDERSON, INC., 2002. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN

5 AUG 16 (11-1) Eff 18 Aug

STUTTGART, GERMANY
ILS or LOC Rwy 07

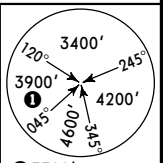
BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

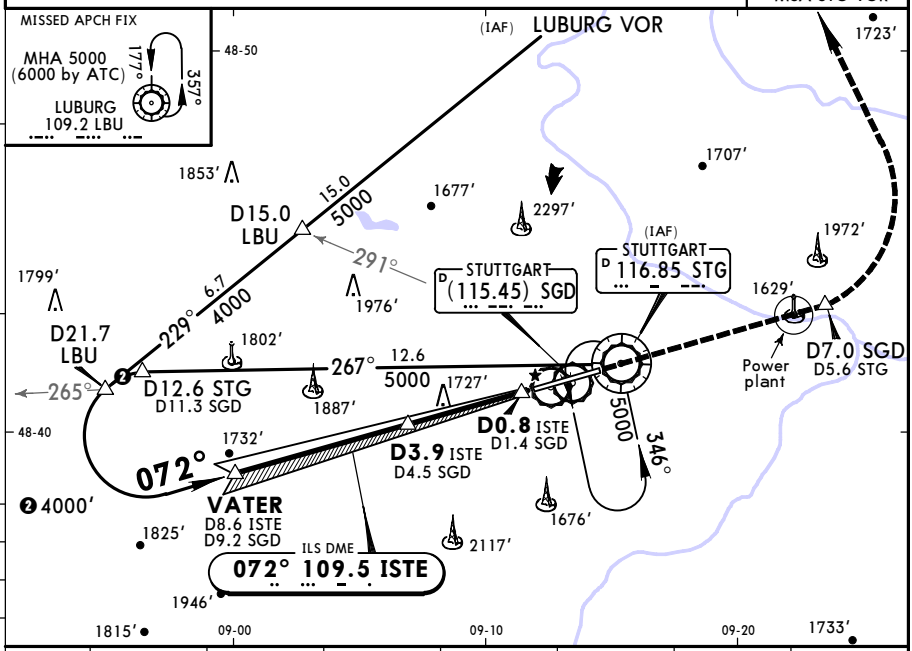
LOC ISTE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
109.5	**072°**	**D3.9 ISTE** **2500′**(1233′)	**1467′**(200′)	Rwy 1267′

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.

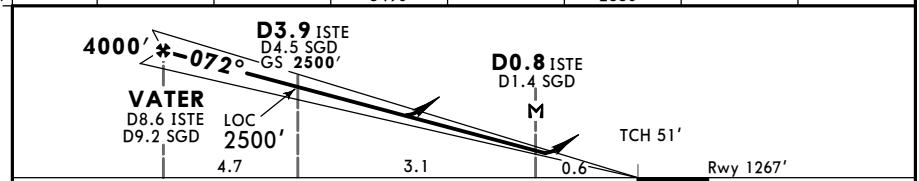
Alt Set: hPa (IN on req) Rwy Elev: 46 hPa Trans level: By ATC Trans alt: 5000′
DME required.



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 5000′ whichever is later

Standard STRAIGHT-IN LANDING RWY **07**

PANS OPS

	ILS			LOC (GS out) ❶	
	DA(H) **1467′**(200′)			DA(H) **1980′**(713′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				NOT APPLICABLE	
D					

❶ Only for acft up to 5.7 mt MTOW.

CHANGES: SGD DME established.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN
5 AUG 16
Eff 18 Aug
(11-1A)

STUTTGART, GERMANY
CAT II/III ILS Rwy 07

BRIEFING STRIP TM

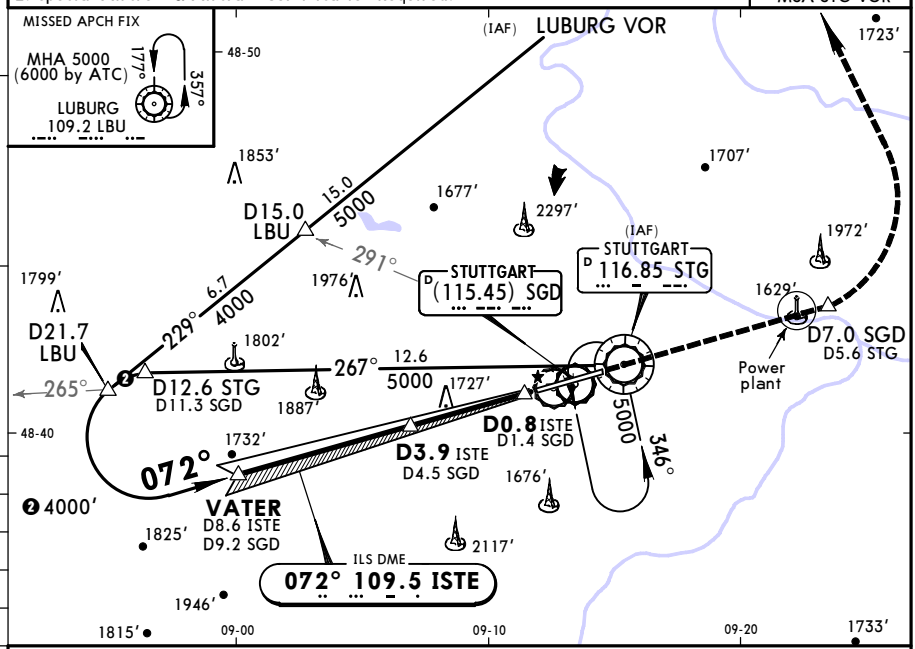
*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

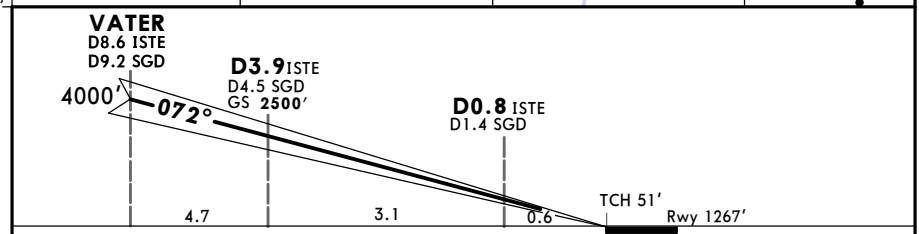
LOC ISTE	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1276′
109.5	**072°**	**D3.9 ISTE** **2500′** (1233′)		Rwy 1267′

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.

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

5000′

D7.0 SGD 5000′ whichever is later

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

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

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

CHANGES: SGD DME established.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN

5 AUG 16 (11-2) Eff 18 Aug

STUTTGART, GERMANY
ILS or LOC Rwy 25

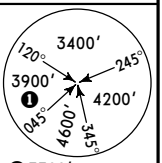
BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

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.



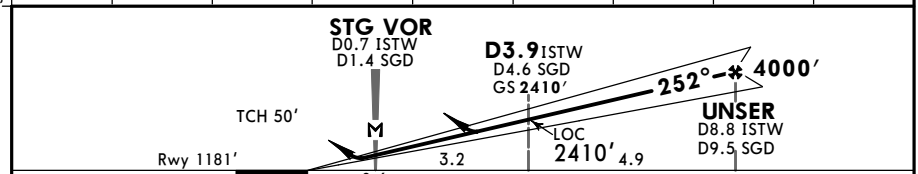
❶ 3300′ within 15 NM. MSA STG VOR

DME required.

MISSED APCH FIX
MHA 5000 (6000 by ATC)
177°
357°
LUBURG 109.2 LBU

(IAF) LUBURG VOR 1723′
D5.0 LBU
❷ 5.0 5000
5.1
4000
139°
033°
D9.2 STG
D10.6 SGD
D10.1 LBU
1707′
4000
060°
1707′
1972′
252°
1629′
UNSER
D8.8 ISTW
D9.5 SGD
Power plant
ILS DME
252° 109.9 ISTW
053° (R-233 LBU)
223° LBU
1690′
1677′
2297′
1976′
STUTTGART (115.45) SGD
D0.7 ISTW
D1.4 SGD
9.2
052°
5000
277°
339°
1727′
252°
166°
5000
D3.9 ISTW
D4.6 SGD
STUTTGART 116.85 STG
D4.2 SGD
D5.6 STG
1676′
2117′
2608′
48-50
48-40
09-10
09-20
09-30

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

Standard STRAIGHT-IN LANDING Rwy 25

	ILS			LOC (GS out)	
	DA(H) 1381′(200′)			DA(H) 1590′(409′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

PANS OPS

CHANGES: ILS DME established.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN
5 AUG 16
Eff 18 Aug
(11-2A)

STUTTGART, GERMANY
CAT II/III ILS Rwy 25

BRIEFING STRIP ™

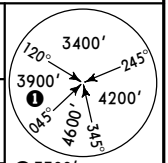
*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

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

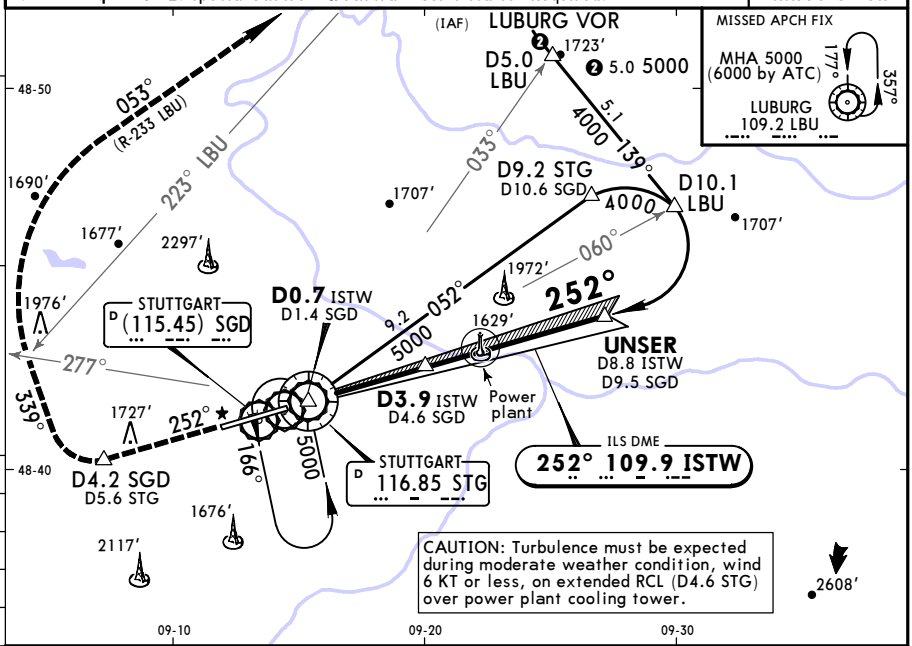
MISSED APCH: Climb on R-252 STG to 5000′. When crossing D4.2 SGD/D5.6 STD or 5000′, whichever is later, turn RIGHT onto 339°. When crossing R-277 STG/R-223 LBU, turn RIGHT on R-233 inbound to LBU VOR.

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

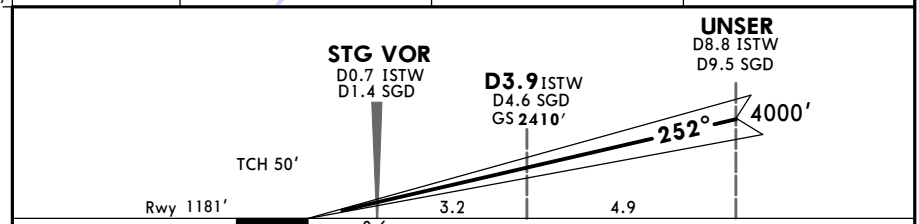
1. **DME required.** 2. Special Aircrew & Aircraft Certification Required.



❶ 3300′ within 15 NM. MSA STG VOR



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.



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

PANS OPS

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 ❶	

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

CHANGES: ILS DME established.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN

5 AUG 16 (12-1) Eff 18 Aug

STUTTGART, GERMANY
❶RNP Rwy 07

BRIEFING STRIP ™

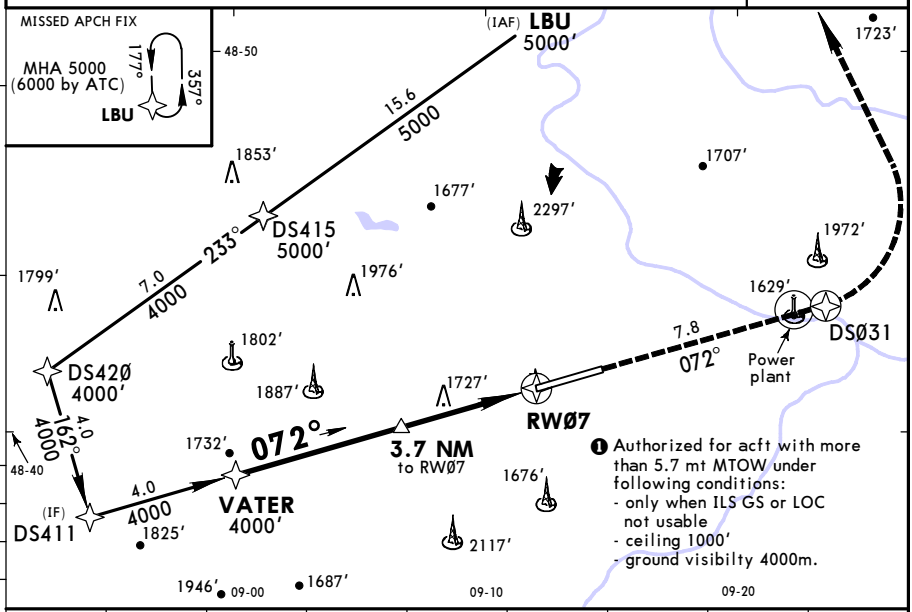
*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

RNAV	Final Apch Crs	Minimum Alt	LNAV DA(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.

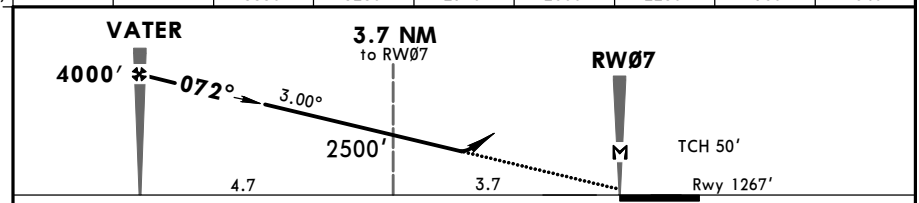
4600′ MSA ARP

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



❶ Authorized for acft with more than 5.7 mt MTOW under following conditions:
- only when ILS GS or LOC not usable
- ceiling 1000′
- ground visibilty 4000m.

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

DA(H) **1980′**(713′)

ALS out

PANS OPS

A	RVR 1500m
B	
C	CMV 2400m
D	

CHANGES: Procedure designation.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN 5 AUG 16 (12-2) Eff 18 Aug

STUTTGART, GERMANY
RNP Rwy 25

BRIEFING STRIP ™

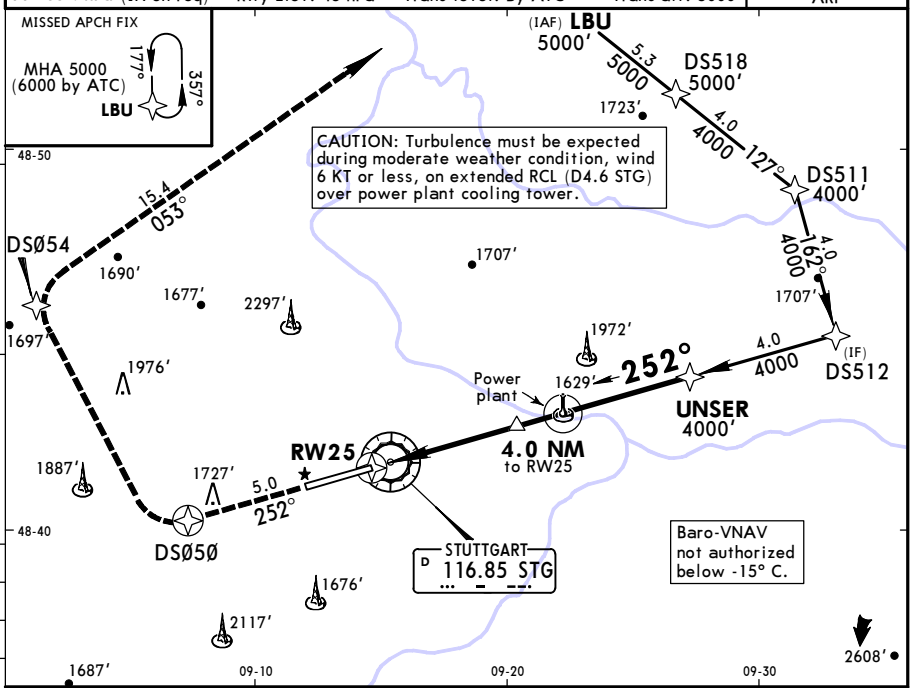
*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

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

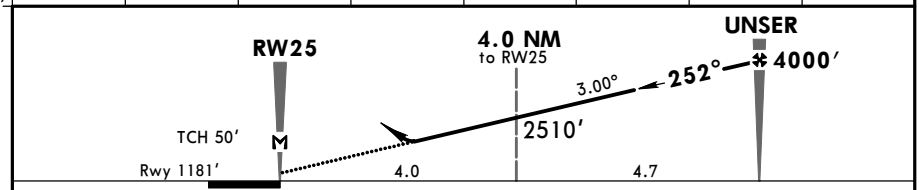
4600′ MSA ARP

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′



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 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: Procedure designation.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN 5 AUG 16 (13-1) Eff 18 Aug

STUTTGART, GERMANY
CAT A & B **VOR Rwy 07**

BRIEFING STRIP ™

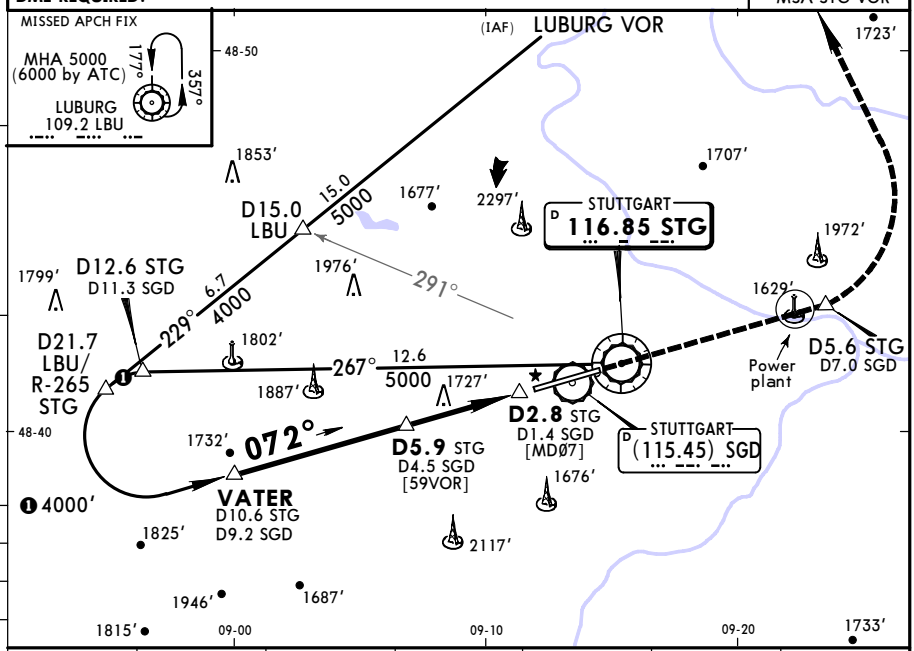
*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

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

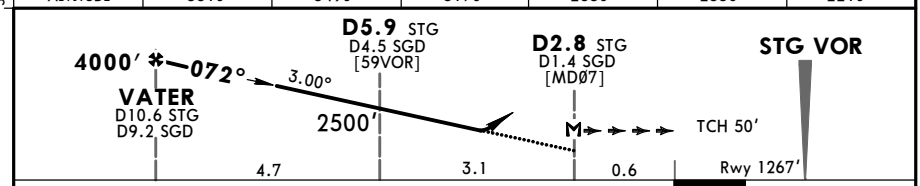
MISSED APCH: Climb STRAIGHT AHEAD to 5000′. When crossing D5.6 STG/D7.0 SGD or 5000′, whichever is later, turn LEFT to LBU VOR.

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

3400′ 120° 245° 3900′ 4200′ 045° 4600′ 345°
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** [1]

DA(H) **1980′** (713′)

ALS out

PANS OPS

A	RVR 1500m
B	
C	NOT APPLICABLE
D	

[1] Only for acft up to 5.7 mt MTOW.

CHANGES: SGD DME established.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

JEPPESEN 5 AUG 16 (13-2) Eff 18 Aug

STUTTGART, GERMANY
VOR Rwy 25

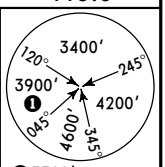
BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)		*STUTTGART Director (APP)	STUTTGART Tower		Ground
126.125	125.050	119.2	119.850	118.8	119.050	118.6

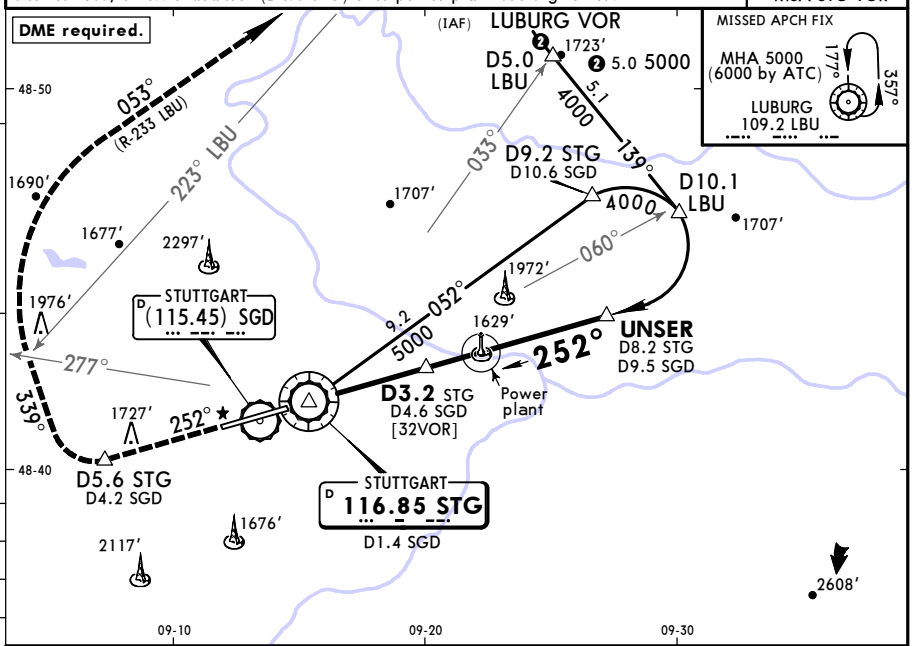
VOR STG	Final Apch Crs	Minimum Alt UNSER	DA(H)	Apt Elev 1276′ / Rwy 1181′
116.85	252°	4000′ (2819′)	1590′ (409′)	

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.

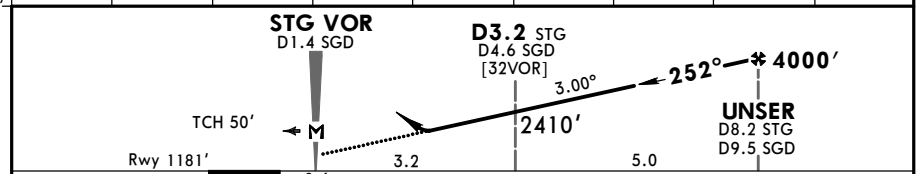
Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′
CAUTION: Turbulence must be expected during moderate weather condition, wind 6 KT or less, on extended RCL (D4.6 STG) over power plant cooling tower.



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

DA(H) 1590′ (409′)

PANS OPS

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

CHANGES: SGD DME established.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 06 Dec 2017; Terminal chart data cycle 24-2017; Notice: After 14 Dec 2017, 0000Z, this chart may no longer be valid

EDDS/STR
STUTTGART

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

STUTTGART, GERMANY
SRA All Rwys

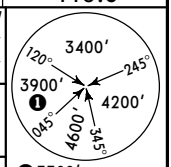
BRIEFING STRIP ™

*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

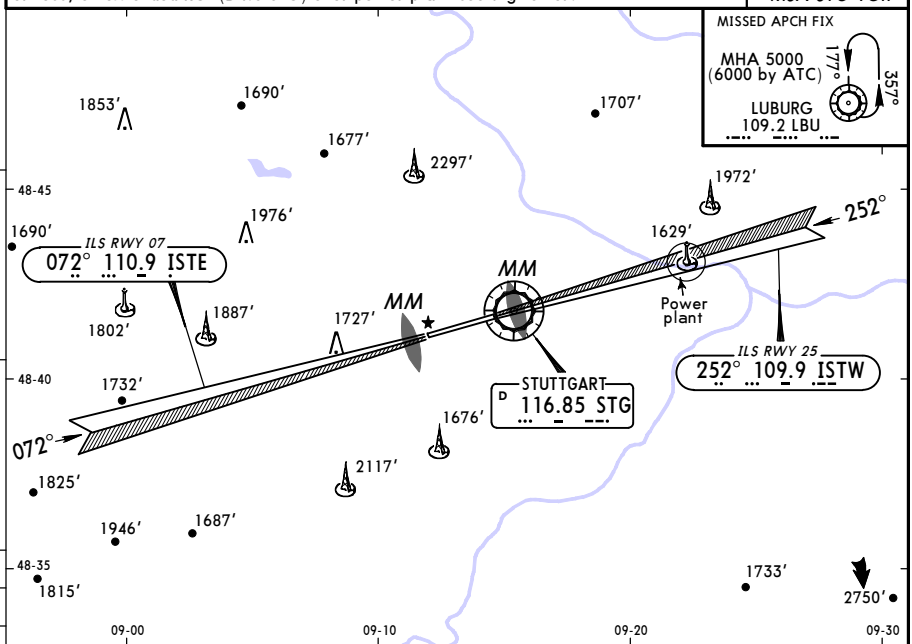
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 1276′ RWY 07 1267′ RWY 25 1181′

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.



❶3300′ within 15 NM. MSA STG VOR



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′

Standard STRAIGHT-IN LANDING

PANS OPS

	SRA 07 ❶ MDA(H) 2140′ (873′)		SRA 25 MDA(H) 2220′ (1039′)	
		ALS out		ALS out
A	CMV 3500m	CMV 4200m	CMV 4300m	CMV 5000m
B				
C	NOT APPLICABLE		CMV 4500m	
D				

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

CHANGES: MSA. Minimums.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.