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): 119.850
Langen Radar Radar: 119.200
Langen Radar Radar: 125.050
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

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

<table>
<thead>
<tr>
<th>Facility</th>
<th>Call-sign</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>DP1</td>
<td>STUTTGART DE-ICING PAD 1</td>
<td>121.630</td>
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<tr>
<td>DP2</td>
<td>STUTTGART DE-ICING PAD 2</td>
<td>121.955</td>
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<td>DP3</td>
<td>STUTTGART DE-ICING PAD 3</td>
<td>121.660</td>
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<tr>
<td>DP4</td>
<td>STUTTGART DE-ICING PAD 4</td>
<td>121.855</td>
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</tbody>
</table>

3.2. SPEED RESTRICTIONS
MAX 250 KT below FL100 or by ATC. Not applicable within airspace C.
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.
Clearance Limit

BRNAV equipment necessary.

In case of radio communication failure proceed to LBU for standard approach.

In case of radio communication failure proceed to STG for standard approach.

Clearance Limit

20 OCT 17
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+).
HOLDING OVER IBIRU

IBIRU 07 [IBI07]
REUTL 07 [REU07]
TEKSI 07 [TEK07]

RNAV TRANSITIONS
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC
MAX 250 KT BELOW FL100
OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

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

Trans level: By ATC
Alt set: HPAs (on request)

Clearance Limit
(STG R088/D32)

IBIRU ~7 [IBI~7]
TEKSI ~7 [TEK~7]
REUTL ~7 [REU~7]

RNAV TRANSITIONS
RWY 07
IBIRU - DS429 - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
TEKSI (FL100+) - DS426 - DS427 - DS428 (FL100+) - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).
REUTL (FL100+) - DS429 - DS434 - DS414 (FL80+) - DS413 (6500+) - DS412 (5500+) - DS411 (5000+) - VATER (4000+).

CHANGES:
1. New format.
2. Contour intervals.

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

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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 (FL100+) - DS431 - DS411
(K210; 4500+) - VATER (4000+).

DITBA (FL100+) - DS444 (6000+) - DS443 (5000+) - DS431 - DS411
(K210; 4500+) - VATER (4000+).

NOSBU (FL100+) - DS440 (5000+) - DS421 - DS411
(K210; 4500+) - VATER (4000+).

Max 250 KT below FL100
Or as by ATC
Not Applicable within Airspace C

SPEED:
Max 250 KT below FL100
Or as by ATC
Not Applicable within Airspace C

Use of RNAV Transition only when cleared by ATC

FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

RWY 07 RNAV TRANSITIONS

ROUTE: BABEG 1E [BABE1E]
DITBA 1E [DITB1E]
NOSBU 1E [NOSB1E]

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GEENO 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

Apt Elev 1276

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.

Not to scale.
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

RWY 07 RNAV TRANSITIONS FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

ROUTING

DENEL 1E [DEN1E] KRH 1E [KRH1E]

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Alt Set: hPa (IN on request)
Trans level: By ATC
1. GPS- or FMS-equipped aircraft.
2. 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

DENEL 1E [DEN1E]
KRH 1E [KRH1E]

NEW FORMAT.

OR AS BY ATC
## SID DESIGNATION

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<tr>
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<tbody>
<tr>
<td>ABTAL 4B, 4H</td>
<td>10-3B</td>
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<td>DINKELSBUHL 9B, 4H</td>
<td>10-3C</td>
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<tr>
<td>ETASA 4B, 2H</td>
<td>10-3D</td>
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<tr>
<td>GEBNO 7B, 6H</td>
<td>10-3E</td>
</tr>
<tr>
<td>KARLSRUHE 5B, 2H</td>
<td>10-3F</td>
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<td>KUNOD 1B, 2H</td>
<td>10-3G</td>
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<tr>
<td>OKIBA 4B, 4H</td>
<td>10-3H</td>
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<tr>
<td>ROTWE 5B, 7H</td>
<td>10-3J</td>
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<td>STUTTGART 1B, 2H</td>
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<td>SULZ 3B, 3H</td>
<td>10-3L</td>
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<td>TAGIK 4B, 2H</td>
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<td>TEDGO 1B, 2H</td>
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<td>VESID 4B, 2H</td>
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## RNAV SID DESIGNATION

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<tr>
<td>VESID 4B, 2H</td>
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</table>
ABTAL 4B
ABTAL 4H
DEPARTURES

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

Initial climb clearance 5000

GRID SPEED-KT 75 100 150 200 250 300
245 per NM 306 408 613 817 1021 1225
250 per NM 310 417 635 853 1071 1289
310 per NM 388 517 775 1033 1292 1550

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

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
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</thead>
<tbody>
<tr>
<td>DKB 9B</td>
<td>25</td>
<td>Intercept STG R072 to D8.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn RIGHT, LBU R066/DKB R246 inbound to DKB</td>
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<tr>
<td>DKB 4H</td>
<td>07</td>
<td>Intercept STG R072 to D8.6 STG, turn LEFT, intercept DKB R228 inbound to DKB</td>
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</tbody>
</table>

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

MAX 230 KT
until established on 339° track
Bank 25°
**DEPARTURES**

**ONLY FOR FLIGHTS TO**

**EDDF, EDFC, EDFE & ETOU**

**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.

- **STUTTGART**: 109.2 LBU
- **KOVAN**: 029^ track to ETASA.
- **ETASA 4B**: 339^ track to KOVAN, 003^ track to ETASA.

**MAX 250 KT BELOW FL 100 OR AS BY ATC**

**Gnd speed KT**

- 75
- 100
- 150
- 200
- 250

**220 per NM**

- 275
- 300
- 325
- 350

**305 per NM**

- 381
- 406
- 431
- 456

**Initial climb clearance**: 5000

**SID. ROUTE**

**ETASA 4B**: Intercept STG R072 to D5.6 STG, turn RIGHT, 339^ track, when passing LBU R328 turn RIGHT, 029^ track to KOVAN, 003^ track to ETASA.

**ETASA 2H**: Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R332 to ETASA.

**NOTE**: After passing LBU R238 BRNAV equipment necessary.
DEPARTURES

GEBNO 7B

GEBNO 6H

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

SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

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
250 per NM
305 per NM

MAX 250 KT below FL100 or as by ATC

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.

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
250 per NM
305 per NM

MAX 230 KT if overspeeding until FL500

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000

After D15.2 DKB /KEMAV • BRNAV equipment necessary.
FOR INITIAL CLIMB REFER TO INSET

INTERCEPT STG R252 TO D5.9 STG, TURN LEFT (CAT A: 164° track, when passing STG R231 turn left), 084° track to TEDGO, turn RIGHT, 137° track to KUNOD.

INTERCEPT STG R072 TO D7.5 STG, TURN RIGHT, 165° track to KUNOD.

MAX 220 KT

MAX 230 KT

MAX 125 KT

MAX 250 KT BELOW FL100 OR AS BY ATC

SPEED:

GND SPEED KT
245 per NM
260 per NM
260 per NM
275 per NM
300 per NM

HOT APPLICABLE WITHIN AIRSPACE C

MAX 230 KT

MAX 125 KT

MAX 250 KT

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

SPEED:

MAX 250 KT

MAX 125 KT

GND SPEED KT
245 per NM
260 per NM
275 per NM
300 per NM

MAX 230 KT

MAX 125 KT

MAX 250 KT BELOW FL100 OR AS BY ATC

SPEED:

MAX 250 KT

MAX 125 KT

MAX 230 KT

MAX 125 KT

MAX 250 KT

MAX 125 KT

MAX 230 KT

MAX 125 KT

MAX 250 KT

MAX 125 KT

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MAX 125 KT

MAX 250 KT

MAX 125 KT

MAX 230 KT

MAX 125 KT

MAX 250 KT

MAX 125 KT

MAX 230 KT

MAX 125 KT
**Initial climb clearance 5000**

<table>
<thead>
<tr>
<th>SD</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>OKIBA 4B</td>
<td>25</td>
<td>Intercept STG R352 to D5.6 STG, turn RIGHT, 239° track, intercept LBU R238 inbound to LBU, turn LEFT, LBU R355 to OKIBA.</td>
</tr>
<tr>
<td>OKIBA 4H</td>
<td>07</td>
<td>Intercept STG R072 to D9.8 STG, turn LEFT, 354° track to NOTGA, 332° track to OKIBA.</td>
</tr>
</tbody>
</table>

**DEPARTURES**

**OKIBA 4B**

- ONLY FOR FLIGHTS WITH MINIMUM REQUESTED FL200
- SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
- NOT APPLICABLE WITHIN AIRSPACE C

**OKIBA 4H**

- 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.

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**STUTTGART, GERMANY**

**EDDS/STR**

**SUD**

**JEPPESSEN**

**ROTWE 5B**

**ROTWE 7H**

**DEPARTURES**

**VIA NATOR ONLY FOR JET AIRCRAFT**

**SPEED:**

**MAX 250 KT BELOW FL110 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:** 250 per NM (5.3%) until passing 4000 due to airspace structure.

**Grid speed-KT**

- 245 per NM: 306, 408, 510, 613, 717, 820, 923, 1026, 1130
- 250 per NM: 312, 417, 523, 630, 737, 844, 951, 1058, 1165
- 325 per NM: 328, 434, 540, 647, 754, 861, 968, 1075, 1182

For initial climb refer to inset.

- Initial climb clearance 5000 ft.

**SID RWY ROUTING**

**DEPARTURE**

**ROTWE 5B**

- Intersect STG R252 to D16.0 STG, turn LEFT, intercept LBU R226 to ROTWE.

**ROTWE 7H**

- Intersect 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.

**NOT APPLICABLE WITHIN AIRSPACE C**

**Bank:** 23°

**Mast 4.5 NM west of TEDGO.**

**ROTWE 5B**

**ROTWE 7H**

- After passing 3000 BRNAV equipment necessary.

**CHANGES:**

- New format.

**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.**

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Contact STUTTGART Director IMMEDIATELY after take-off.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

These SIDs require minimum climb gradients of

STG 1B: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

STG 2H: 320 per NM (3.5%) until passing 4000 due to airspace structure.

Grid speed KT: 75 100 150 200 250 300
345 per NM 506 408 653 817 1061 1305
310 per NM 388 517 715 1033 1292 1550
320 per NM 400 533 800 1067 1333 1600

Initial climb clearance 5000

SID RWY ROUTING

STG 1B 25 Intercept STG R233 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R233 inbound to STG.

STG 2H 07 Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

MAX 125 KT until established on STG R233 inbound

STG 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

STUTTGART, GERMANY

JEPPESEN

Apt Elev 1276

Bank 20°

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: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

STG 2H: 320 per NM (3.5%) until passing 4000 due to airspace structure.

Grid speed KT: 75 100 150 200 250 300
345 per NM 506 408 653 817 1061 1305
310 per NM 388 517 715 1033 1292 1550
320 per NM 400 533 800 1067 1333 1600

Initial climb clearance 5000

SID RWY ROUTING

STG 1B 25 Intercept STG R233 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R233 inbound to STG.

STG 2H 07 Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

MAX 125 KT until established on STG R233 inbound

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: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

STG 2H: 320 per NM (3.5%) until passing 4000 due to airspace structure.

Grid speed KT: 75 100 150 200 250 300
345 per NM 506 408 653 817 1061 1305
310 per NM 388 517 715 1033 1292 1550
320 per NM 400 533 800 1067 1333 1600

Initial climb clearance 5000

SID RWY ROUTING

STG 1B 25 Intercept STG R233 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R233 inbound to STG.

STG 2H 07 Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

MAX 125 KT until established on STG R233 inbound

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: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

STG 2H: 320 per NM (3.5%) until passing 4000 due to airspace structure.

Grid speed KT: 75 100 150 200 250 300
345 per NM 506 408 653 817 1061 1305
310 per NM 388 517 715 1033 1292 1550
320 per NM 400 533 800 1067 1333 1600

Initial climb clearance 5000

SID RWY ROUTING

STG 1B 25 Intercept STG R233 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R233 inbound to STG.

STG 2H 07 Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.

MAX 125 KT until established on STG R233 inbound

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: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

STG 2H: 320 per NM (3.5%) until passing 4000 due to airspace structure.

Grid speed KT: 75 100 150 200 250 300
345 per NM 506 408 653 817 1061 1305
310 per NM 388 517 715 1033 1292 1550
320 per NM 400 533 800 1067 1333 1600

Initial climb clearance 5000

SID RWY ROUTING

STG 1B 25 Intercept STG R233 to D5.9 STG, turn LEFT, 164° track, when passing STG R231 turn LEFT, intercept STG R233 inbound to STG.

STG 2H 07 Intercept STG R072 to D3.4 STG, turn RIGHT, intercept STG R096 inbound to STG.
These SIDs require minimum climb gradients of
SUL 3B: 245 per NM (4%) until passing 9000,
275 per NM (4.2%) until passing 4000 due to airspace
structure. If unable to comply advise ATC.
SUL 3H: 320 per NM (4.5%) until passing 4000
due to airspace structure.

Initial climb clearance 5000

SUL 3B 25
Intercept SUL R098 inbound to SUL.

SUL 3H 07
Intercept SUL R072 to D5.9 STG, turn LEFT, 198° track, intercept
SUL R058 inbound to SUL.

After passing 3000 BRNAV equipment necessary.
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: 220 per NM (3.6%) until passing 4000
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.

After passing LBU R238     /ABGAN      BRNAV
equipment necessary.

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.

After passing LBU R238     /ABGAN      BRNAV

Initial climb clearance 5000
MAX 230 KT until established on
339° track

MAX 230 KT until established on
339° track

Bank 25°

FOR INITIAL CLIMB REFER TO INSET

Initial climb clearance 5000
MAX 230 KT until established on
339° track

Bank 25°

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.

After passing LBU R238     /ABGAN      BRNAV

Equipment necessary.
These SIDs require minimum climb gradients of TEDGO 1B: 345 per NM (4%) until passing 1900, 310 per NM (3.1%) 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.

**SPEED:**
- Max 250 KT below FL100
- Max 230 KT as by ATC
- Max 250 KT below FL100 OR AS BY ATC

**NOT APPLICABLE WITHIN AIRSPACE C**

**INITIAL CLIMB RWY 25**

**DEPARTURES**
Only for local IFR training flights & for traffic to ETHL

**SPEED:**
- Max 250 KT below FL100
- Max 230 KT as by ATC
- Max 250 KT below FL100 OR AS BY ATC

**FOR INITIAL CLIMB REFER TO INSET**

**CHANGES:**
- New format

**DIAGRAM:**
- Initial climb clearance 5000
- Max 125 KT until established on 084° track
- Max 230 KT until passing 1900
- Max 230 KT until passing 4000
- Max 250 KT below FL100
- Max 250 KT below FL100 OR AS BY ATC

**NOTES:**
- Contact STUTTGART Director IMMEDIATELY after take-off.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

**APT ELEV.**
1276

**EDDS/STR**
STUTTGART, GERMANY

**20 OCT 17**

**TERMINAL CHART DATA CYCLE**
24-2017

**NOTICE:**
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VESID 4B
VESID 2H

DEPARTURES

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.

MAX 230 KT until established on 339° track

MAX 230 KT until established on 339° track
BANK 25°

FOR INITIAL CLIMB REFER TO INSET

INITIAL CLIMB RWY 25

VESID 4B
VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.
INTERCEPT STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

After passing LBU R238 561, ABGAN 607, ABNAV
equipment necessary.

MAX 200 KT

Intercept STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

SPEED:

100 150 200 250 300
25 30 35 40 45

50 55 60 65 70

Initial climb clearance 5000

5000

VESID 4B

VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.

109.2 LBU
LUBURG

VESID

115.95 KRH
KARLSRUHE
KRH

DEPARTURES

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.

MAX 230 KT until established on 339° track

MAX 230 KT until established on 339° track
BANK 25°

FOR INITIAL CLIMB REFER TO INSET

INITIAL CLIMB RWY 25

VESID 4B
VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.
INTERCEPT STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

After passing LBU R238 561, ABGAN 607, ABNAV
equipment necessary.

MAX 200 KT

Intercept STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

SPEED:

100 150 200 250 300
25 30 35 40 45

50 55 60 65 70

Initial climb clearance 5000

5000

VESID 4B

VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.

109.2 LBU
LUBURG

VESID

115.95 KRH
KARLSRUHE
KRH

DEPARTURES

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.

MAX 230 KT until established on 339° track

MAX 230 KT until established on 339° track
BANK 25°

FOR INITIAL CLIMB REFER TO INSET

INITIAL CLIMB RWY 25

VESID 4B
VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.
INTERCEPT STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

After passing LBU R238 561, ABGAN 607, ABNAV
equipment necessary.

MAX 200 KT

Intercept STG R072 TO D5.6 STG, TURN LEFT, INTERCEPT LBU R152
INBOUND TO LBU, LBU R277 TO ABGAN, 337° TRACK TO VESID.

SPEED:

100 150 200 250 300
25 30 35 40 45

50 55 60 65 70

Initial climb clearance 5000

5000

VESID 4B

VESID 2H

INTERCEPT STG R252 TO D5.6 STG, TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT, 337° TRACK VIA ABGAN TO VESID.
These SIDs require minimum climb gradients of:

ABTAL 4B: 125 per NM (2%) until passing 1900, 130 per NM (2.5%) until passing 4000 due to airspace structure. If unable to comply, advise ATC.

ABTAL 4H: 125 per NM (2%) until passing 4000 due to airspace structure. If unable to comply, advise ATC.

3500 within 15 NM

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

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

MAX 230 KT
MAX 125 KT

For Initial Climb Refer to Inset.
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.

**SPEED:**
- Gnd speed KT:
  - MAX 230 KT
  - OR AS BY ATC

**NOT APPLICABLE WITHIN AIRSPACE C**

**RNAV DEPARTURES**

**OVERLAY 10-3C**

ONLY FOR FLIGHTS TO CONTINUE VIA AIRWAY N-869 NORTHEASTBOUND OR WITH DESTINATIONS EDDN, EDTY, EDG* MAX 250 KT BELOW FL100 OR AS BY ATC

Initial climb clearance 5000

FOR INITIAL CLIMB REFER TO INSET

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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.

**Speed:**
- MAX 250 KT BELOW FL100
- OR AS BY ATC
- NOT APPLICABLE WITHIN AIRSPACE C

The 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.

Grid speed KT:
- 75 100 150 200 250 300
- 220 per NM: 273 300 330 360 390 420
- 245 per NM: 306 340 375 410 445 480
- 305 per NM: 381 416 451 486 521 556

**Initial climb clearance 5000**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETASA 4B</td>
<td>25</td>
<td>(1700+) - DS050 - DS040 (K230) - DS031 - KOVAN - ETASA</td>
</tr>
<tr>
<td>ETASA 2H</td>
<td>07</td>
<td>(1700+) - DS031 - DS038 - LUBURG - ETASA</td>
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</tbody>
</table>

**INITIAL CLIMB RWY 25**

**Changes:**
- New format.

**NOTICE:** After 14 Dec 2017, 0000Z, this chart may no longer be valid.
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
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.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
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</thead>
<tbody>
<tr>
<td>220 per NM</td>
<td>275</td>
<td>367</td>
<td>550</td>
<td>735</td>
<td>917</td>
<td>1100</td>
</tr>
<tr>
<td>245 per NM</td>
<td>306</td>
<td>408</td>
<td>613</td>
<td>817</td>
<td>1021</td>
<td>1225</td>
</tr>
<tr>
<td>305 per NM</td>
<td>361</td>
<td>508</td>
<td>763</td>
<td>1017</td>
<td>1277</td>
<td>1525</td>
</tr>
</tbody>
</table>

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>KRH 5B</td>
<td>25</td>
<td>[1700+] - DS050 - DS040 (K236) - K3042 - ABGAN - KRH</td>
</tr>
<tr>
<td>KRH 2H</td>
<td>07</td>
<td>[1700+] - DS031 - DS03B - LBU - ABGAN - KRH</td>
</tr>
</tbody>
</table>

Due to airspace structure. If unable to comply advise ATC.
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.

**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, 250 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.

**SIDs**
**RWY**
**ROUTING**
- OKIBA 4H: [OKIB4H] 1720 - DS035 - NOTGA - OKIBA.

**Initial climb clearance**
5000

<table>
<thead>
<tr>
<th>Grid speed KT</th>
<th>75</th>
<th>100</th>
<th>100</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>245 per NM</td>
<td>305</td>
<td>408</td>
<td>613</td>
<td>817</td>
<td>1040</td>
<td>1250</td>
</tr>
<tr>
<td>250 per NM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>250 per NM</td>
<td></td>
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</tr>
<tr>
<td>305 per NM</td>
<td>381</td>
<td>508</td>
<td>763</td>
<td>1017</td>
<td>1272</td>
<td>1525</td>
</tr>
</tbody>
</table>

**Initial Climb RWY 25**

**CHANGES:** New format.
These SIDs require minimum climb gradients at:

ROTW 5B: 245 per NM (4%) until passing 900,
250 per NM (4.1%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

ROTW 7H: 325 per NM (5.3%) until passing 4000 due to airspace structure.

Speed:

- MAX 250 KT below FL100 OR AS BY ATC
- NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROTWE 5B</td>
<td>25</td>
<td>(1700+) - DS045 - ROTWE.</td>
</tr>
<tr>
<td>ROTWE 7H</td>
<td>07</td>
<td>(1700+) - DS030 - DS033 - DS034 - K230 - TEDGO - ROTWE.</td>
</tr>
</tbody>
</table>

Mast 4.5 NM west of TEDGO.
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

Max 125 KT

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>STG 1B</td>
<td>55</td>
</tr>
<tr>
<td>STG 2H</td>
<td>67</td>
</tr>
</tbody>
</table>

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

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

Max 125 KT

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>STG 1B</td>
<td>55</td>
</tr>
<tr>
<td>STG 2H</td>
<td>67</td>
</tr>
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</table>

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

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

Max 125 KT

NOT APPLICABLE WITHIN AIRSPACE C

Initial climb clearance 5000

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>STG 1B</td>
<td>55</td>
</tr>
<tr>
<td>STG 2H</td>
<td>67</td>
</tr>
</tbody>
</table>
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.

TRANSACTIONS:
- 5000

Apt Elev 1276

STUTTGART, GERMANY

RNAV SIDs (OVERLAY 10-3X2)

TAGIK 4B [TAGI4B]
TAGIK 2H [TAGI2H]
RNAV DEPARTURES (OVERLAY 10-3M)
ONLY FOR FLIGHTS TO CONTINUE VIA ABUMO OR ASIKIK 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.
TAGIK 2H: 220 per NM (4.5%) until passing 4000 due to airspace structure.

Grid speed KT
25 100 150 200 230 300
220 per NM 275 567 105 173 235 335
245 per NM 306 408 613 817 1021 1225
305 per NM 381 508 763 1017 1277 1532

Initial climb clearance 5000

SIDs

TAGIK 4B 25
TAGIK 2H 07

INITIAL CLIMB RWY 25

FOR INITIAL CLIMB REFER TO INSET

CHANGES: New Format

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STUTTGART, GERMANY
RNAV SID (OVERLAY)

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 9000, 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.

End speed KT 75 100 150 200 250 300
245 per NM 506 608 717 817 923 1033
310 per NM 588 677 775 1033 1292 1550
320 per NM 400 555 800 1047 1350 1600

Initial climb clearance 5000

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

INITIAL CLIMB RWY 25

FOR INITIAL CLIMB REFER TO INSET

INITIAL CLIMB RWY 25

Max 4.5 NM west of TEDGO.

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

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

LANGEN Radar (APP) 125.05

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.

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.

FOR INITIAL CLIMB REFER TO INSET
HOT SPOT
Intersecting and converging taxiways. Strict adherence to taxiway centerlines required during parallel operations.

FOR DETAILS SEE 10-9B

Bypass areas

Limit of ATC competence area

For AIRPORT BRIEFING refer to 10-1P pages
### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>Usable Lengths</th>
<th>Landing Beyond</th>
<th>Take-off</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>RVR 2000' (3049m)</td>
<td>RVR 1000' (1510m)</td>
<td>148'</td>
<td>45m</td>
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</table>

#### Standard

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<tr>
<th>HIRL, CL &amp; relevant RVR</th>
<th>RL, CL &amp; relevant RVR</th>
<th>RL &amp; CL</th>
<th>Day: RL &amp; RCLM Night: RL or CL</th>
<th>Day: RL or RCLM Night: RL or CL</th>
<th>Adequate vis ref (Day only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
</tr>
</tbody>
</table>

#### RWY 07/25:

**Take-off Run Available**

- From rwy head 10,974' (3345m)
- From rwy head 9990' (3045m)
- From rwy head 7989' (2210m)
- From rwy head 6529' (1990m)
- From rwy head 5463' (1665m)

#### RWY 25:

- Additional 984'/300m available as stopway.

---

**NOTICE:** After 14 Dec 2017, 0000Z, this chart may no longer be valid.
CHANGES: Hot Spot. Parking stands 71A and 74A.
<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
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<tbody>
<tr>
<td>9, 9A</td>
<td>N48 41.3 E009 11.5</td>
<td>51</td>
<td>N48 41.3 E009 12.1</td>
</tr>
<tr>
<td>10, 11</td>
<td>N48 41.3 E009 11.6</td>
<td>52, 53</td>
<td>N48 41.4 E009 12.1</td>
</tr>
<tr>
<td>12</td>
<td>N48 41.3 E009 11.7</td>
<td>54, 55</td>
<td>N48 41.4 E009 12.2</td>
</tr>
<tr>
<td>13, 14</td>
<td>N48 41.4 E009 11.7</td>
<td>56, 60</td>
<td>N48 41.4 E009 12.3</td>
</tr>
<tr>
<td>15 thru 16A</td>
<td>N48 41.4 E009 11.8</td>
<td>61</td>
<td>N48 41.4 E009 12.4</td>
</tr>
<tr>
<td>17 thru 19</td>
<td>N48 41.4 E009 11.9</td>
<td>62</td>
<td>N48 41.5 E009 12.4</td>
</tr>
<tr>
<td>24, 24A</td>
<td>N48 41.4 E009 12.0</td>
<td>63, 64</td>
<td>N48 41.5 E009 12.5</td>
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<tr>
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<td>N48 41.5 E009 12.0</td>
<td>71 thru 72</td>
<td>N48 41.4 E009 12.4</td>
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<td>26</td>
<td>N48 41.5 E009 12.1</td>
<td>73</td>
<td>N48 41.4 E009 12.5</td>
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<td>26A</td>
<td>N48 41.5 E009 12.0</td>
<td>74 thru 75</td>
<td>N48 41.5 E009 12.5</td>
</tr>
<tr>
<td>27 thru 28A</td>
<td>N48 41.5 E009 12.1</td>
<td>100</td>
<td>N48 41.0 E009 12.1</td>
</tr>
<tr>
<td>29</td>
<td>N48 41.5 E009 12.2</td>
<td>101, 102</td>
<td>N48 41.0 E009 12.2</td>
</tr>
<tr>
<td>30 thru 32</td>
<td>N48 41.5 E009 12.3</td>
<td>103, 104</td>
<td>N48 41.0 E009 12.3</td>
</tr>
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<td>33 thru 35</td>
<td>N48 41.5 E009 12.4</td>
<td>105, 106</td>
<td>N48 41.0 E009 12.4</td>
</tr>
<tr>
<td>36</td>
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<td>200</td>
<td>N48 41.0 E009 12.1</td>
</tr>
<tr>
<td>40, 41</td>
<td>N48 41.2 E009 11.6</td>
<td>201, 202</td>
<td>N48 41.0 E009 12.2</td>
</tr>
<tr>
<td>42</td>
<td>N48 41.2 E009 11.7</td>
<td>203, 204</td>
<td>N48 41.0 E009 12.3</td>
</tr>
<tr>
<td>43</td>
<td>N48 41.3 E009 11.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 thru 46</td>
<td>N48 41.3 E009 11.8</td>
<td></td>
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<tr>
<td>50</td>
<td>N48 41.3 E009 12.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
### STUTTGART, GERMANY

- **ILS or LOC Rwy 07**

#### BRIEFING STRIP

<table>
<thead>
<tr>
<th>ILS or LOC DME</th>
<th>109.5</th>
<th>109.2</th>
<th>072°</th>
<th>2500'</th>
<th>1467'</th>
<th>1276'</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOC</strong></td>
<td>ISTE</td>
<td>ISTE</td>
<td>GS</td>
<td>D3.9</td>
<td>ILS</td>
<td>ILS</td>
</tr>
<tr>
<td><strong>Final Apch Crs</strong></td>
<td>072°</td>
<td>072°</td>
<td>2500'</td>
<td>1233'</td>
<td>1200'</td>
<td>200'</td>
</tr>
</tbody>
</table>

**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'

#### MISSED APCH FIX

- **STD:**
  - **MHA:** 5000 (6000 by ATC)
  - **LUBURG:** 109.2 ISTE

- **DME:**
  - **D0.8 ISTE:** 4.5 ISTE D0.8 ISTE 109.5 ISTE
  - **D3.9 ISTE:** 116.85 STG
  - **D4.5 ISTE:** 109.5 ISTE

- **RIEL:**
  - **LUBURG:** 109.2 ISTE

#### MISSED APCH Rwy 07

- **LOC (GS out):**
  - **ISTE DME:** 8.0
  - **ALTITUDE:** 3810' 3490' 3170' 2850' 2530' 2210'

- **FLYING STEPS:**
  - **1853':**
    - **1825':**
    - **1799':**
    - **265° D12.6 STG**
    - **1732° D15.0 LBU**

- **REIL:**
  - **VATER:** 116.85 STG

- **ILS:**
  - **DA(H):** 1467' (200')

- **STRAIGHT-IN LANDING Rwy 07**

- **LOC (GS out):**
  - **DA(H):** 1980' (713')

<table>
<thead>
<tr>
<th>RVR</th>
<th>550m</th>
<th>750m</th>
<th>1200m</th>
<th>1500m</th>
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<tbody>
<tr>
<td><strong>A</strong></td>
<td>RVR</td>
<td>RVR</td>
<td>RVR</td>
<td>RVR</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>ALS out</td>
<td>ALS out</td>
<td>ALS out</td>
<td>ALS out</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>NOT APPLICABLE</td>
<td>NOT APPLICABLE</td>
<td>NOT APPLICABLE</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>ONLY FOR ACFT UP TO 5.7 MT MTOW.</td>
<td>ONLY FOR ACFT UP TO 5.7 MT MTOW.</td>
<td>ONLY FOR ACFT UP TO 5.7 MT MTOW.</td>
<td>ONLY FOR ACFT UP TO 5.7 MT MTOW.</td>
</tr>
</tbody>
</table>

**CHANGES:** SGD DME established.

### Remarks

- **PRINTED FROM JEPPEVIEW 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.**

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STUTTGART, GERMANY
CAT II/III ILS Rwy 07

**STRAIGHT-IN LANDING RWY 07**

**LOC ISTE**

Final Apch Crs 11-1A

GS D3.9 ISTE

Rwy Elev: 1276' A pt Elev: 1276'

MHA 5000 (6000 by ATC)

**MISSPAPACH**: 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.

**GND SPEED-KTS**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tr>
<td>3.00°</td>
<td>372</td>
<td>478</td>
<td>531</td>
<td>637</td>
<td>743</td>
</tr>
</tbody>
</table>

**CAT IIIA ILS**

**RA 91'**

**DH 50'**

Rwy 1267'

RVR 200m

**Operators applying U.S. Ops Spec: Autoland or HUD required below RVR 350m.**
STUTTGART, GERMANY
ILS or LOC Rwy 25

**Briefing Strip**

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

**STG**

- **LUBURG VOR**
  - D5.0 LBU
  - D9.2 STG 109.9 D10.6 SGD
  - D10.1 LBU

**Missed Approach**: 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.

**ILS GS or LOC Descent Angle**: 3.00°

**DME Required**

**MISA STG VOR**

- **STUTTGART**
  - Alt Set: hPa
  - Rwy Elev: 43 hPa
  - Power plant 252°

**STG VOR**

- **D0.7 ISTW**
  - D1.4 SGD

**STG VOR**

- **D3.9 ISTW**
  - D4.6 SGD
  - GS 2410′

**LOC (GS out)**

- **D4.2 SGD**
  - 5000′
  - 118.85 STG

**STUTTGART Tower**

<table>
<thead>
<tr>
<th>Zonal Descent Altitude</th>
<th>STG VOR</th>
<th>Rwy 1181′</th>
</tr>
</thead>
<tbody>
<tr>
<td>100′</td>
<td>0.4</td>
<td>0.6</td>
</tr>
<tr>
<td>200′</td>
<td>0.6</td>
<td>0.6</td>
</tr>
<tr>
<td>300′</td>
<td>0.8</td>
<td>0.8</td>
</tr>
<tr>
<td>400′</td>
<td>1.0</td>
<td>1.0</td>
</tr>
</tbody>
</table>

**CHANGES**: ILS DME established.
STUTTGART, GERMANY
CAT II/III ILS Rwy 25

MISSED APCH: Climb on R-252 STG to 5000'. When crossing D4.2 SGD/D5.6 SGD, 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.

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.

CHANGES: ILS DME established.

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

PANS OPS

STUTTGART, GERMANY
CAT II/III ILS Rwy 25

MISSED APCH: Climb on R-252 STG to 5000'. When crossing D4.2 SGD/D5.6 SGD, 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.

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.

CHANGES: ILS DME established.

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

**RNAV**

<table>
<thead>
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<th>DS415</th>
<th>DS420</th>
<th>DS411</th>
<th>DS031</th>
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<tbody>
<tr>
<td>126.125</td>
<td>125.050</td>
<td>119.2</td>
<td>119.850</td>
</tr>
<tr>
<td>120.000</td>
<td>118.8</td>
<td>119.050</td>
<td>118.6</td>
</tr>
</tbody>
</table>

**Final Apch Crs:** VATER 072°

**Minimum Alt:** 4000’ (2733’)

**LNAV DA(H):** 1980’ (713’)

**Apt Elev:** 1276’

**Rwy:** 1267’

**Apt Elev:** 1267’

**Final Apch Crs:** VATER 072°

**Minimum Alt:** 4000’

**LNAV DA(H):** 1980’ (713’)

**Apt Elev:** 1276’

**Rwy:** 1267’

**MHA 5000** (6000 by ATC)

**TCH:** 50’

**MAP at RW07**

**STRAIGHT-IN LANDING RWY 07**

**LNAV DA(H):** 1980’ (713’)

**RVR:** 1500m

**CMV:** 2400m

---

**CHANGES:**

- Procedure designation.

---

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MISSED APCH: Climb on course 252° to 5000’. When crossing DS050 or 5000’, whichever is later, turn RIGHT direct to DS054, then turn RIGHT onto 053° to LBU.

Alt Set: hPa (IN on req) Rwy Elev: 43 hPa Trans level: By ATC 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.
EDDS/STR
STUTTGART

VOR

STUTTGART, GERMANY
VOR Rwy 07

BRIEFING STRIP

STUTTGART Tower

Final Apch Crs 072°

Minimum Alt

VATER 4000' (2733')

DA(H) 1980' (713')

Apt Elev 1276'

Rwy Elev: 46 hPa

Trans level: By ATC

Alt Set: hPa (IN on req)

STG DME

116.85

STG VOR

STG

116.85

STG

STG

STUTTGART

STG DME

10.0

9.0

8.0

7.0

6.0

5.0

STG ALTITUDE

3810'

3490'

3170'

2850'

2530'

2210'

STUTTGART

CAT A & B

NOT APPLICABLE

STRAIGHT-IN LANDING R W Y 07

STG

D5.6 STG

D7.0 SGD

VATER

D10.6 STG

D9.2 SGD

D5.9 STG

D4.5 SGD

[59 VOR]

D2.8 STG

D1.4 SGD

[MD-07]

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.

MISSED APCH FIX.

MHA 5000

(6000 by ATC)

LUBURG VOR

LUBURG

109.2 LBU

STG DME

10.0

9.0

8.0

7.0

6.0

5.0

STG ALTITUDE

3810'

3490'

3170'

2850'

2530'

2210'

STUTTGART

CAT A & B

NOT APPLICABLE

STRAIGHT-IN LANDING R W Y 07

STG

D5.6 STG

D7.0 SGD

VATER

D10.6 STG

D9.2 SGD

D5.9 STG

D4.5 SGD

[59 VOR]

D2.8 STG

D1.4 SGD

[MD-07]

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.

MISSED APCH FIX.

MHA 5000

(6000 by ATC)

LUBURG VOR

LUBURG

109.2 LBU

STG DME

10.0

9.0

8.0

7.0

6.0

5.0

STG ALTITUDE

3810'

3490'

3170'

2850'

2530'

2210'

STUTTGART

CAT A & B

NOT APPLICABLE

STRAIGHT-IN LANDING R W Y 07

STG

D5.6 STG

D7.0 SGD

VATER

D10.6 STG

D9.2 SGD

D5.9 STG

D4.5 SGD

[59 VOR]

D2.8 STG

D1.4 SGD

[MD-07]

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.

MISSED APCH FIX.

MHA 5000

(6000 by ATC)

LUBURG VOR

LUBURG

109.2 LBU

STG DME

10.0

9.0

8.0

7.0

6.0

5.0

STG ALTITUDE

3810'

3490'

3170'

2850'

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STUTTGART

CAT A & B

NOT APPLICABLE

STRAIGHT-IN LANDING R W Y 07

STG

D5.6 STG

D7.0 SGD

VATER

D10.6 STG

D9.2 SGD

D5.9 STG

D4.5 SGD

[59 VOR]

D2.8 STG

D1.4 SGD

[MD-07]

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.

MISSED APCH FIX.

MHA 5000

(6000 by ATC)

LUBURG VOR

LUBURG

109.2 LBU

STG DME

10.0

9.0

8.0

7.0

6.0

5.0

STG ALTITUDE

3810'

3490'

3170'

2850'

2530'

2210'

STUTTGART

CAT A & B

NOT APPLICABLE

STRAIGHT-IN LANDING R W Y 07

STG

D5.6 STG

D7.0 SGD

VATER

D10.6 STG

D9.2 SGD

D5.9 STG

D4.5 SGD

[59 VOR]

D2.8 STG

D1.4 SGD

[MD-07]
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.

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.
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.

PANS OPS

CHANGES: MSA. Minimums.

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