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Revision Letter For Cycle 03-2020
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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: 0646 Z  
Sunset: 1628 Z

Runway Information

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

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

Communication Information

ATIS: 126.125  
Stuttgart Tower: 118.800  
Stuttgart Tower: 119.050  
Stuttgart Ground: 118.600  
Stuttgart Clearance Delivery: 121.900  
Langen Radar Approach: 125.050 RCO  
Langen Radar Approach: 119.200 RCO  
Stuttgart Direct (Approach Control Radar): 119.850
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
Airport Duty Manager
Postfach 230461
70624 Stuttgart
Telefax: (0711) 948-2349
Telefon: (0711) 948-3586
e-mail: adm@stuttgart-airport.com

prior to applying for slots from the Flight Scheduling Coordinator of the Federal Republic of Germany.

The application shall contain the following data:

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.

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

TWY Exit 3 MAX wingspan up to 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. NOISE ABATEMENT PROCEDURES

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

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

2.3. TAXI PROCEDURES
Arriving ACFT with more than 5.7t 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.

2.4. HIGH INTENSITY RWY OPERATION (HIRO)
To achieve the highest possible number of take-offs and landings per hour, RWY occupancy times shall be reduced to a minimum.
Whenever RWY conditions permit, the following or nearer exit TWYs shall be used:

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

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

If the pilot realizes that the planned exit TWY will be missed, the pilot is requested to adjust his taxi speed so that he can turn off the RWY via the next exit TWY without delay.
Pilots are requested to vacate the RWY as quickly as possible so that RWY occupancy times can be kept to a minimum.
3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL
ACFT de-icing will be performed on de-icing pads DP1 thru DP4. 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 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>
<th>Approved for ACFT up to Code Letter</th>
</tr>
</thead>
<tbody>
<tr>
<td>DP1</td>
<td>STUTTGART DE-ICING PAD 1</td>
<td>121.630</td>
<td>Code Letter E</td>
</tr>
<tr>
<td>DP2</td>
<td>STUTTGART DE-ICING PAD 2</td>
<td>121.955</td>
<td>Code Letter E</td>
</tr>
<tr>
<td>DP3</td>
<td>STUTTGART DE-ICING PAD 3</td>
<td>121.660</td>
<td>Code Letter C</td>
</tr>
<tr>
<td>DP4</td>
<td>STUTTGART DE-ICING PAD 4</td>
<td>121.855</td>
<td>Code Letter C</td>
</tr>
</tbody>
</table>

3.2. HIGH INTENSITY RWY OPERATION (HIRO)
Pilots should ensure that they are able to follow the line-up clearance or take-off clearance without delay to keep RWY occupancy times as short as possible. Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to a minimum.

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

It is essential that pilots taxi as close as possible to the CAT holding points prescribed by ATC.
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.
In case of radio communication failure proceed to LBU for standard approach.

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

BRNAV equipment necessary.
Clearance Limit

MHA 7000

357°

178°

6000 By ATC

(IAF)

LBU ~7

BADSO (FL100+) - DS417 - DS419

(KRH) ~7 - DS416 (FL100+) - DS419

(LBU) ~7 - DS418 - DS419

(NOSBU) ~7 - DS416 (FL100+) - DS419

109.2 LBU

2803

126.125

D-ATIS

Apt Elev

1276

Alt Set: hPa (IN on request)

1. GPS- or FMS-equipped aircraft.

2. On downwind EXPECT vectors to final.

SPEED:

Max 250 KT below FL100

RNAV TRANSITIONS

USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

Apt Elev
1276

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

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

CHANGES: New format.
**RNAV TRANSITIONS**

<table>
<thead>
<tr>
<th>Transition</th>
<th>Point A</th>
<th>Point B</th>
<th>Point C</th>
</tr>
</thead>
<tbody>
<tr>
<td>IBIRU 07</td>
<td>FL80+</td>
<td>DF412</td>
<td>VATER</td>
</tr>
<tr>
<td>REUTL 07</td>
<td>FL100+</td>
<td>DF426</td>
<td>TEKSI</td>
</tr>
<tr>
<td>TEKSI 07</td>
<td>FL100+</td>
<td>DF427</td>
<td>REUTL</td>
</tr>
</tbody>
</table>

**SPEED:**
- MAX 250 KT below FL100
- OR AS BY ATC

**NOT APPLICABLE WITHIN AIRSPACE C**

**Alt Set:** hPa (IN on request)

1. GPS- or FMS-equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Trans level: By ATC

**Clearance Limit:**
- STG R088/D32
- TEKSI ~7
- IBIRU ~7
- REUTL ~7

**RNAV TRANSITIONS**

- IBIRU - DF429 - DF434 - DF414
- DF413 (FL80+) - DF413 (6500+) - DF412 (5500+) - DF411 (5000+) - VATER (4000+).
- TEKSI (FL100+) - DF426 - DF427 - DF428 (FL100+) - DF414 (FL80+) - DF413 (6500+) - DF412 (5500+) - DF411 (5000+) - VATER (4000+).
- REUTL (FL100+) - DF429 - DF434 - DF414 (FL80+) - DF413 (6500+) - DF412 (5500+) - DF411 (5000+) - VATER (4000+).

**CHANGES:**

- New format.

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Clearance Limit (STG R088/D32)

1. GPS- or FMS-equipped aircraft.
2. On downwind EXPECT vectors to final.
3. Use of RNAV Transition ONLY WHEN CLEARED BY ATC.

STUTTGART

SPEED

CHANGES:

NOT APPLICABLE WITHIN AIRSPACE C

NEW FORMAT.
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

USE OF RNAV TRANSITION  
ONLY WHEN CLEARED BY ATC  
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) when using RNAV transition.

Maximum speed: 250 KT below FL100 or as allowed by ATC.

Speed: NOT APPLICABLE WITHIN AIRSPACE C.

Apt Elev 126.125

3760

20 OCT 17

34-00

49-00

09-30 10-00

MAX 210 KT

OR AS BY ATC

SPEED:

NOT TO SCALE

TRANSPORTATION

STUTTGART, GERMANY

RNAV TRANSITION

GEFNO 1W [GBN1W]
LUPOL 1W [LUPO1W]
TEKI 1W [TEKS1W]

RWY 25 RNAV TRANSITIONS

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

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USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC
RWY 07 RNAV TRANSITIONS
FLY THE TRANSITION AS CONTINUOUS DESCENT APPROACH (CDA)

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
KARLSRUHE/BADEN-BADEN
1276

DENEL 1E [DENE1E]
KRH 1E [KRH1E]

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
KARLSRUHE/BADEN-BADEN
1276

DENEL 1E [DENE1E]
KRH 1E [KRH1E]

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

Alt Set: hPa (IN on request)
Trans level: By ATC
Use of RNAV Transition only when cleared by ATC.

Tagik 1W (TAGI1W) RWY 25 RNAV Transitions fly the transition as Continuous Descent Approach (CDA) within the constraints as laid down in the procedure description.

Max 210 KT or as by ATC.

Max 250 KT below FL100.

Not applicable within airspace C.
### SID DESIGNATION

<table>
<thead>
<tr>
<th>SID DESIGNATION</th>
<th>REFER TO CHART</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABTAL 4B, 4H</td>
<td>10-3B</td>
</tr>
<tr>
<td>DINKELSBUHL 9B, 4H</td>
<td>10-3C</td>
</tr>
<tr>
<td>ETASA 4B, 2H</td>
<td>10-3D</td>
</tr>
<tr>
<td>GEBNO 7B, 6H</td>
<td>10-3E</td>
</tr>
<tr>
<td>KARLSRUHE 5B, 2H</td>
<td>10-3F</td>
</tr>
<tr>
<td>KUNOD 1B, 2H</td>
<td>10-3G</td>
</tr>
<tr>
<td>OKIBA 4B, 4H</td>
<td>10-3H</td>
</tr>
<tr>
<td>ROTWE 5B, 7H</td>
<td>10-3J</td>
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<tr>
<td>STUTTGART 1B, 2H</td>
<td>10-3K</td>
</tr>
<tr>
<td>SULZ 3B, 3H</td>
<td>10-3L</td>
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<tr>
<td>TAGIK 4B, 2H</td>
<td>10-3M</td>
</tr>
<tr>
<td>TEDGO 1B, 2H</td>
<td>10-3N</td>
</tr>
<tr>
<td>VESID 4B, 2H</td>
<td>10-3N1</td>
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### RNAV SID DESIGNATION

<table>
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<th>RNAV SID DESIGNATION</th>
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<tbody>
<tr>
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<td>10-3N2</td>
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<tr>
<td>DINKELSBUHL 9B, 4H</td>
<td>10-3P</td>
</tr>
<tr>
<td>ETASA 4B, 2H</td>
<td>10-3Q</td>
</tr>
<tr>
<td>GEBNO 7B, 6H</td>
<td>10-3S</td>
</tr>
<tr>
<td>KARLSRUHE 5B, 2H</td>
<td>10-3T</td>
</tr>
<tr>
<td>KUNOD 1B, 2H</td>
<td>10-3U</td>
</tr>
<tr>
<td>OKIBA 4B, 4H</td>
<td>10-3V</td>
</tr>
<tr>
<td>ROTWE 5B, 7H</td>
<td>10-3W</td>
</tr>
<tr>
<td>STUTTGART 1B, 2H</td>
<td>10-3X</td>
</tr>
<tr>
<td>SULZ 3B, 3H</td>
<td>10-3X1</td>
</tr>
<tr>
<td>TAGIK 4B, 2H</td>
<td>10-3X2</td>
</tr>
<tr>
<td>TEDGO 1B, 2H</td>
<td>10-3X3</td>
</tr>
<tr>
<td>VESID 4B, 2H</td>
<td>10-3X4</td>
</tr>
</tbody>
</table>

CHANGES: SID & RNAV SID KUNOD 2H established.
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.

Initial climb clearance for ABTAL 4B and 4H:

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75 100 150 200 250 300</th>
</tr>
</thead>
<tbody>
<tr>
<td>245 per NM</td>
<td>306 408 517 613 775 1033</td>
</tr>
<tr>
<td>250 per NM</td>
<td>313 417 625 833 1042 1250</td>
</tr>
<tr>
<td>310 per NM</td>
<td>388 517 775 1033 1292 1550</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SID</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
</tr>
<tr>
<td>07</td>
</tr>
</tbody>
</table>

*Sidewalk to 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.*

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

**DEPARTURES**

**SPEEDS**

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

**CHANGES:**

New format.

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These SIDs require minimum climb gradients due to airspace structure.

**DKB 9B:**
- 245 per NM (4%) until passing 1900,
- 250 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

**Apt Elev**
- 1276 LANGEN Radar (APP) 125.05

**Max 250 KT Below FL100**

**SPEED**
- MAX 230 KT

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

**INTERCEPT**
- 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.

**INTERCEPT**
- Intercept STG R072 to D8.6 STG, turn LEFT, intercept DKB R228 inbound to DKB.

**INITIAL CLimb RWY 25**
- MAX 230 KT until established on 339° track
- Bank 25°
**VFR Departures**

**EDDF, EDFC, EDFE & ETOU**

- **ETASA 4B**
  - 240 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000, due to airspace structure.
  - Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when passing LBU R238 turn RIGHT, 029° track to KOVAN, 003° track to ETASA.

- **ETASA 2H**
  - 220 per NM (3.6%) until passing 3000, due to airspace structure.
  - Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R332 to ETASA.

**MAX 230 KT**

**MAX 230 KT**

- After passing LBU R238 BRNAV equipment necessary.

- If unable to comply advise ATC.

**For Initial Climb Refer to Inset**

- Speed:
  - MAX 230 KT
  - OR AS BY ATC

**Structure:**

- These SIDs require minimum climb gradients of
  - Gnd speed-KT 75 100 150 200 250 300

---

**NOT APPLICABLE WITHIN AIRSPACE C**

**MAX 230 KT**

- 305 per NM (5%) until passing 4000 due to airspace structure.

---

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DEPARTURES

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

APPROACH

MAX 250 KT BELOW FL100 OR AS BY ATC

MAX 250 KT

SCHWAEBISCH HALL

305 per NM

250 per NM

205 per NM

150 per NM

100 per NM

50 per NM

MINIMUM CLIMB GRADIENTS

D15.2 DKB

D23.0 DKB

LUBURG

D8.6 STG

D5.6 STG

CHANGES:

NEW FORMAT.

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

**初期爬升**

- **RWY 25**
  - 245 per NM (4%) until passing 1900,
  - 305 per NM (5%) until passing 4000

- **RWY 2H**
  - 220 per NM (3.6%) until passing 4000
  - 245 per NM
  - 305 per NM

**初始爬升**

- **RWY 25**
  - 16 per NM (4%) until passing 1900,
  - 23 per NM (5%) until passing 4000

- **RWY 2H**
  - 16 per NM (3.6%) until passing 4000
  - 23 per NM
  - 29 per NM

**速度**

- **陆地速度**
  - 75 100 125 150 175 200

- **起飞速度**
  - 250 KT

**下降**

- **KARLSRUHE 5B (KRH 5B)**
  - Intercept STG R252 to D5.6 STG, turn RIGHT, 339° track, when crossing LBU R238 turn LEFT, 337° track to ABGAN, intercept LBU R277/KRH R097 inbound via ABGAN to KRH.

- **KARLSRUHE 2H (KRH 2H)**
  - Intercept STG R072 to D5.6 STG, turn LEFT, intercept LBU R152 inbound to LBU, LBU R277/KRH R097 inbound via ABGAN to KRH.

**到达**

- **GND 速度**
  - 75 100 150 200 250 300

**参考**

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**注意**

- 在图表数据更新周期2020年3月前，此图表可能不再有效。
KUNOD 28 DEPARTURES KUNOD 2H

SPEED: MAX 230 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C

After passing 3000, BRNAV equipment necessary.
After passing 4000, BRNAV equipment necessary.

**STUTTGART, GERMANY**

**INITIAL CLimb RWY 25**

For initial climb refer to INSET

**DEPARTURES**

**KUNOD 2B**

Intercept STG R231 to D5.9 STG, turn LEFT (CAT A: 164° track, when passing STG R231 turn left), 084° track to TEDGO, turn RIGHT, 165° track to KUNOD.

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

**KUNOD 2H**

Intercept STG R072 to D7.5 STG, turn RIGHT, 165° track to KUNOD.

Reissue.
**Initial Climb RWY 25**

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.
3. These SIDs require minimum climb gradients of 245 per NM (4%) until passing 1900, 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

**DEPARTURES**

- **OKIBA 4B**
  - Intercep STG R252 to D5.6 STG, turn RIGHT, 339° track, intercept LBU R233 inbound to LBU, turn LEFT, LBU R355 to OKIBA.
- **OKIBA 4H**
  - Intercep STG R072 to D9.8 STG, turn LEFT, 354° track to NOTGA, 332° track to OKIBA.

**Gnd speed-KT**

- 75
- 100
- 125
- 150
- 200
- 250
- 300

**Apt Elev**

- 109.2 LBU
- 1276 LANGEN
- 1480 D5.6 STG
- 168.5 STG
- 339° track

**Max 230 KT**

- Speed:
  - Max 230 KT

**Changes:**

- New format.

**Printed from JeppView for Windows 5.3.0.0 on 06 Feb 2020; Terminal chart data cycle 03-2020; Notice: After 20 Feb 2020, 0000Z, this chart may no longer be valid**
**SIDs**

**ROTWE 5B**
- Intercept STG R252 to D16.0 STG, turn **LEFT**, intercept LBU R226 to ROTWE.
- After passing 3000, BRNAV equipment necessary.

**ROTWE 7H**
- 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.

---

**DEPARTURES**

**VIA NATO OR FOR JET AIRCRAFT**

**SPEED**: MAX 250 KT BETWEEN FL100 OR AS BY ATC, NOT APPLICABLE WITHIN AIRSPACE C

**Crosswinds**:
- **Gnd speed-KT**: 75, 100, 150, 200, 250, 300
- **245 per NM**: 313, 417, 625, 833, 1042, 1250
- **250 per NM**: 325, 420, 631, 838, 1045, 1253

---

**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**
- 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.

---

**Notes**:
- **Trans alt**: 5000
- **Apt Elev**: 1276

---

**Text**

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.

---

**CHANGES**

- New format.

---

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DEPARTURES

TAGIK 4B

TAGIK 2H

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

SPEED: MAX 250 KT BELOW FL110

NOT APPLICABLE WITHIN AIRSPACE C

INITIAL CLIMB RWY 25

MAX 230 KT

until 339° track

Bank 25°

MAX 230 KT

until 339° track

Bank 25°

STUTTGART, GERMANY

TAGIK 4B

TAGIK 2H

Min Alt Elevation

125.05

Apt Elev

1276

MAX 250 KT

Below FL110

FOR INITIAL CLIMB

REFER TO INSET

INTERCEPT STG R072 TO D5.6 STG,
TURN LEFT, INTERCEPT LBU R152 INBOUND TO LBU, LBU R277 TO
ABGAN, 003° TRACK TO TAGIK.

INTERCEPT STG R252 TO D5.6 STG,
TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT,
337° TRACK TO ABGAN, 003° TRACK
TO TAGIK.

SPEED:

GND SPEED KT

75 100 150 200 250 300

220 per NM

245 per NM

305 per NM

SIDs require minimum climb gradients of

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

220 per NM

245 per NM

305 per NM

After passing LBU R238

/ ABGAN

equipment necessary.

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

SPEED: MAX 250 KT BELOW FL110

NOT APPLICABLE WITHIN AIRSPACE C

MAX 230 KT

until 339° track

Bank 25°

MAX 230 KT

until 339° track

Bank 25°

INTERCEPT STG R252 TO D5.6 STG,
TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT,
337° TRACK TO ABGAN, 003° TRACK
TO TAGIK.

INTERCEPT STG R072 TO D5.6 STG,
TURN LEFT, INTERCEPT LBU R152 INBOUND TO LBU, LBU R277 TO
ABGAN, 003° TRACK TO TAGIK.

SPEED:

GND SPEED KT

75 100 150 200 250 300

220 per NM

245 per NM

305 per NM

SIDs require minimum climb gradients of

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

220 per NM

245 per NM

305 per NM

After passing LBU R238

/ ABGAN

equipment necessary.

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

SPEED: MAX 250 KT BELOW FL110

NOT APPLICABLE WITHIN AIRSPACE C

MAX 230 KT

until 339° track

Bank 25°

MAX 230 KT

until 339° track

Bank 25°

INTERCEPT STG R252 TO D5.6 STG,
TURN RIGHT, 339° TRACK, WHEN
PASSING LBU R238 TURN LEFT,
337° TRACK TO ABGAN, 003° TRACK
TO TAGIK.

INTERCEPT STG R072 TO D5.6 STG,
TURN LEFT, INTERCEPT LBU R152 INBOUND TO LBU, LBU R277 TO
ABGAN, 003° TRACK TO TAGIK.
These SIDs require minimum climb gradients of 3° due to airspace structure. These SDs are not suitable for traffic to EPH.

Only for local IR training flights & departures.

Initial climb clearance up to 5000 ft.

MAX 230 KT FOR INITIAL CLIMB RWY 25

MAX 230 KT

MAX 125 KT

MAX 250 KT BELOW FL100

Speed:

- After passing 3500, 3000, RNAV equipment necessary.
- Speed: 230 KT max.
- Trans alt: 5000 ft.
- 084° track to TEDGO.
- Intercepts:
  - STG R252 to D5.9 STG, turn Left (CAT A: 164° track, when passing STG R231 turn Left), 084° track to TEDGO.
  - STG R072 to D3.2 STG, turn Right (CAT A: 139° track, when passing STG R098, turn Right), 248° track to TEDGO.

CONTOUR INTERVALS

<table>
<thead>
<tr>
<th>CHANGES:</th>
<th>JEPPESEN, 2017. ALL RIGHTS RESERVED.</th>
</tr>
</thead>
<tbody>
<tr>
<td>EDDS/STR PROTOKOLL</td>
<td>STUTTGART, GERMANY</td>
</tr>
<tr>
<td>20 OCT 17</td>
<td>20 OCT 17</td>
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<td>New format.</td>
<td>New format.</td>
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</tbody>
</table>

Printed from JeppView for Windows 5.3.0.0 on 06 Feb 2020; Terminal chart data cycle 03-2020; Notice: After 20 Feb 2020, 0000Z, this chart may no longer be valid.
These SID’s require minimum climb gradients of 3\(^\circ\) per NM (4%) until passing 1900, 2\(^\circ\) per NM (5%) until passing 4000 due to airspace structure.

After passing 116.85 STG, 339\(^\circ\) track, equipment necessary.

MAX 230 KT until established on 339\(^\circ\) track
MAX 230 KT until established on 339\(^\circ\) track

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

2. Contact LANGEN Radar IMMEDIATELY after take-off.
3. These SIDs require minimum climb gradients of 3\(^\circ\) per NM (4%) until passing 1900, 2\(^\circ\) per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

MAX 230 KT until passing 1900, 339\(^\circ\) track, when passing LBU R238 turn LEFT, 337\(^\circ\) track via ABGAN to VESID.

Intercept STG R072 to D5.6 STG, turn LEFT, 337\(^\circ\) track to VESID.

Initial climb clearance 5000

VESID 4B DEPARTURES NOV 17
VESID 2H NOT APPLICABLE WITHIN AIRSPACE C

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

Speed: MAX 250 KT below FL100

Richardson, Texas, USA

VESID 4B

Initial climb clearance 5000

VESID 2H

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

After passing LBU R238 turn LEFT, 337\(^\circ\) track via ABGAN to VESID.

VESID 4B

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

VESID 2H

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

Initial climb clearance 5000

VESID 2H

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

VESID 4B

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

VESID 2H

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

VESID 4B

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.

VESID 2H

Intercept STG R120 to D5.6 STG, turn LEFT, 337\(^\circ\) 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\(^\circ\) track to VESID.
ABTAL 4B [ABTA4B]
ABTAL 4H [ABTA4H]

RNAV DEPARTURES
(_OVERLAY 10-3B)

SPEED:
MAX 250 KT BELOW FL 100
OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

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.
- 310 per NM (5.1%) until passing 4000 due to airspace structure.

Gnd speed KT
- MAX 250 KT
- MAX 230 KT
- MAX 125 KT
- MAX 250 KT BELOW FL100

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.

SPEED:
- MAX 250 KT
- MAX 230 KT
- MAX 125 KT
- MAX 250 KT BELOW FL100

Initial climb clearance: 5000

<table>
<thead>
<tr>
<th>Initial Climb RWY 25</th>
<th>MAX 250 KT</th>
<th>MAX 230 KT</th>
<th>MAX 125 KT</th>
<th>MAX 250 KT BELOW FL100</th>
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<tbody>
<tr>
<td>5000</td>
<td>75</td>
<td>100</td>
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<td>5000</td>
<td>250</td>
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<td>250</td>
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</tbody>
</table>

ABTAL 4B:
- CAT A: (1700+) - DS046 - DS047 - DS052 - TEDGO
- CAT B, C, D: (1700+) - DS046 - DS047 - DS052
- ABTAL

ABTAL 4H:
- CAT A: (1700+) - DS046 - DS047 - DS052 - TEDGO
- CAT B, C, D: (1700+) - DS046 - DS047 - DS052
- ABTAL

At TEDGO transition to airways (U)N-869 or UL-607 not possible.
These SIDs require minimum climb gradients due to airspace structure.

- DKB 9B: 245 per NM (4%) until passing 1900
- DKB 4H: 250 per NM (4.1%) until passing 4000
- DKB 4H: 305 per NM (5%) until passing 4000 due to airspace structure. If unable to comply advise ATC.

Notes:
- Speeds:
  - MAX 230 KT
  - MAX 250 KT BELOW FL100
- NOT APPLICABLE WITHIN AIRSPACE C
- RNAV DEPARTURES
- CONTOUR INTERVALS
- ONLY FOR FLIGHTS TO CONTINUE VIA AIRWAY N-869 NORTHEASTBOUND OR WITH DESTINATIONS EDDN, EDTY, EDQ* (1700+) - DS050 - DS040 (K230-) - DS041 - LBU - DKB.
- (1700+) - DS032 - DKB.

Initial climb clearance to 5000 before proceeding with any further clearances.

New format.

3400
345°
116.85°

Max 230 KT

For initial climb refer to inset.

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These SIDs require minimum climb gradients.

**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.

**SPEEDS**:
- MAX 250 KT
- MAX 250 KT BELOW FL100
- SPEED: OR AS BY ATC

**INITIAL CLIMB RWY 25**

- FOR INITIAL CLIMB REFER TO INSET
- CHANGES: New format.
INITIAL CLIMB RWY 25

due to airspace structure.

GEBNO 7B: These SIDs require minimum climb gradients of
38°, 50°, 63°, 76°, 89°, 101°, 127°, 152°.

GEBNO 6H: Speeds:

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.

LANGEN Radar (APP)
125.05

NOT APPLICABLE WITHIN AIRSPACE C

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

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

SPEED: MAX 250 KT BELOW FL100

GEBNO 7B, 245 per NM (4%) until passing 1900,
305 per NM (5%) until passing 4000 due to air space structure. If unable to comply advise ATC.

GEBNO 6H, 290 per NM (6%) until passing 4000

MAX 230 KT OR AS BY ATC
MAX 250 KT BELOW FL100

STUTTGART, GERMANY

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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.

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.

INITIAL CLIMB RWY 25
MAX 230 KT

FOR INITIAL CLIMB REFER TO INSET

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### RNAV SID (OVERLAY) KUNOD 2B \[KUNO2B\] (OVERLAY 10-3G)

**Initial climb**:
- **KUNOD 2B**: (1700+) - DS046 - DS047 - DS052 - DS048 (K125-) - TEDGO - KUNOD.
- **KUNOD 2H**: (1700+) - DS039 - DS055 (K220-) - TEDGO - KUNOD.

**RNAV DEPARTURES**:
- **Max 125 KT**
- **Max 220 KT**
- **Max 230 KT**
- **Max 250 KT**

**Speeds**:
- **Gnd speed-KT**: 75 100 120 150 170 200 250 300
- **245 per NM**: 354 383 417 451 479 497 538 567
- **250 per NM**: 338 368 397 425 451 475 503 531
- **260 per NM**: 325 353 381 408 435 460 487 515

**Cat**:
- **A**: Max 125 KT below FL100
- **B**: Max 220 KT below FL100
- **C, D**: Max 230 KT below FL100

**Minimum Climb Gradients**:
- **325 KT**: 433
- **434 KT**: 650
- **542 KT**: 867
- **664 KT**: 1083
- **790 KT**: 1300

**Apt Elev**:
- **1276**: Trans alt: 5000

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

**Changes**:
- **RNAV.SID. (OVERLAY).**

---

**NOTES**:
- **EDDS/STR**
- **JEPPESEN, 2017. ALL RIGHTS RESERVED.**

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**RNAV SID (OVERLAY) 10-3H**

**STUTTGART, GERMANY**

- **OKIBA 4B [OKIB4B]**
- **OKIBA 4H [OKIB4H]**

**OKIBA 4B**

- **Initial Climb RWY 25**
- **Refer to inset**

**SPEED:** MAX 250 KT below FL100 or as ATC

**NOT APPLICABLE WITHIN AIRSPACE C**

**Speed:**
- OKIBA 4B: Max 230 KT
- OKIBA 4H: Max 250 KT below FL100

**Gnd Speed - KT**
- 75
- 100
- 125
- 150
- 200
- 250

**Appendix:**
- **MINIMUM REQUESTED FL200**
- **ONLY FOR FLIGHTS WITH**
- **THE LIMITS OF AIRCRAFT PERFORMANCE**
- **MANDATORY**

**OKIBA 4B:**

- **Initial Climb Clearances:**
  - 5000
  - 17000
  - 25000
  - 35000

**SOLO 050**

- **DS035 - OKIBA**

**Radar (APP):** 125.050

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

**CHANGES:**
- New format.

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**RNAV SID (OVERLAY) STUTTGART, GERMANY**

**SID RWY ROUTING**

INITIAL CLIMB RWY 25

FOR INITIAL CLIMB REFER TO INSET

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<th>RWY</th>
<th>INITIAL CLIMB CLEARANCE</th>
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</tbody>
</table>

**STUTTGART 1B (STG 1B)**

**STUTTGART 2H (STG 2H)**

**STUTTGART 1B**

- **Max 125 KT**
- **Max 250 KT below FL100**
- **Max 125 KT**
- **Max 250 KT**

**STUTTGART 2H**

- **Max 125 KT**
- **Max 250 KT**

**ATTENTION**

- **STG 1B**
- **STG 2H**

**SPEED**

- **Max 250 KT below FL100**
- **Max 250 KT**
- **Max 125 KT**
- **Max 250 KT**

**CHANGES:**

- **New format.**

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STUTTGART, GERMANY

**RNAV SID (OVERLAY)**

**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**

**APR**

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

**SULZ 3B**: 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.

**SULZ 3H**: 320 per NM (5.3%) until passing 4000 due to airspace structure.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75 100 150 200 250 300</th>
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<tbody>
<tr>
<td>245 per NM</td>
<td>306 408 613 817 1021 1225</td>
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<tr>
<td>275 per NM</td>
<td>344 458 688 917 1146 1375</td>
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<tr>
<td>325 per NM</td>
<td>406 542 813 1083 1354 1625</td>
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</table>

**Initial climb clearance 5000**

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<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
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<tbody>
<tr>
<td>SUL 3B</td>
<td>26</td>
<td>(1700+) - DS044 - DS045 - SUL,</td>
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<tr>
<td>SUL 3H</td>
<td>07</td>
<td>(1700+) - DS030 - DS033 - DS034</td>
</tr>
</tbody>
</table>

**FOR INITIAL CLimb**
**REFER TO INSET**

**INITIAL CLIMB RWY 25**

**TRANSPORT ALT: 5000**

**NEWS**

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

**SULZ 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.

**SULZ 3H**: 320 per NM (5.3%) until passing 4000 due to airspace structure.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75 100 150 200 250 300</th>
</tr>
</thead>
<tbody>
<tr>
<td>245 per NM</td>
<td>306 408 613 817 1021 1225</td>
</tr>
<tr>
<td>275 per NM</td>
<td>344 458 688 917 1146 1375</td>
</tr>
<tr>
<td>325 per NM</td>
<td>406 542 813 1083 1354 1625</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>SUL 3B</td>
<td>26</td>
<td>(1700+) - DS044 - DS045 - SUL,</td>
</tr>
<tr>
<td>SUL 3H</td>
<td>07</td>
<td>(1700+) - DS030 - DS033 - DS034</td>
</tr>
</tbody>
</table>

**NOT APPLICABLE WITHIN AIRSPACE C**
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

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.

Initial climb clearance 5000

For initial climb refer to inset

MAX 230 KT OR AS BY ATC
MAX 250 KT BELOW FL100
NOT APPLICABLE WITHIN AIRSPACE C
SID RWY ROUTING

TEDGO 1B 26
CAT A, B, C, D: (1700+) - DS046 - DS054 (K230) - TEDGO.
TEDGO 2H 07
(1700+) - DS030 - DS033 - DS034 (K230) - TEDGO.

INITIAL CLimb RWY 25

DS046
Bank 25°

DS052

DS034

TEDGO MAX 230 KT

DS030

116.85 STUTTGART

DS030

FOR INITIAL CLIMB
REFER TO INSET

Apt Elev 1276

250

100

150

200

250

300

245 per NM

310 per NM

320 per NM

245 per NM

310 per NM

320 per NM

084°

120°

045°

0630

0900

0930

1200

1530

2117

5000

3000

Contour Intervals

STUTTGART, GERMANY

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Standard

T A K E - O F F

Low Visibility Take-off

<table>
<thead>
<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>TDZ, MID, RO RVR 125m</td>
<td>TDZ, MID, RO RVR 150m</td>
<td>RVR 200m</td>
<td>RVR 300m</td>
<td>400m</td>
<td>500m</td>
</tr>
</tbody>
</table>

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

PAPI-L (angle 3.0°)

TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head
- twy I int: 10,974' (3345m)
- 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
- twy B int: 9990' (3045m)
- twy C int: 7136' (2175m)
- twy D int: 6529' (1990m)
- twy E int: 5463' (1665m)

Additional 984'/300m available as stopway.

Changes:
- None.
CHANGES: Hot Spot. Parking stands 71A and 74A.
### INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<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>
</tr>
<tr>
<td>25</td>
<td>N48 41.5 E009 12.0</td>
<td>71 thru 72</td>
<td>N48 41.4 E009 12.4</td>
</tr>
<tr>
<td>26</td>
<td>N48 41.5 E009 12.1</td>
<td>73</td>
<td>N48 41.4 E009 12.5</td>
</tr>
<tr>
<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>
<tr>
<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>
<td>N48 41.5 E009 12.5</td>
<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>
<td></td>
</tr>
<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
- Flight number until turning into centerline
- ACFT Type after entering centerline
- STOP command
- OK if correctly positioned

Alphanumerical Information

Steer Information (see below)

Yellow bar indicates stop position reference

STEER INFORMATION

Steer LEFT
Steer RIGHT
On Centerline
**STUTTGART, GERMANY**

**ILS or LOC Rwy 07**

<table>
<thead>
<tr>
<th>EDDS/STR</th>
<th>LANGEN Radar (AP)</th>
<th><em>STUTTGART</em> Director (AP)</th>
<th>STUTTGART Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>STUTTGART</td>
<td>126.125</td>
<td>125.050</td>
<td>119.2</td>
<td>119.850</td>
</tr>
</tbody>
</table>

**Final Apch Crs**

<table>
<thead>
<tr>
<th>Alt</th>
<th>Apch Crs</th>
<th>GS</th>
<th>DA(H)</th>
<th>Apt Elev</th>
<th>Rwy 1267'</th>
</tr>
</thead>
<tbody>
<tr>
<td>072°</td>
<td>D3.9 ISTE</td>
<td>2500' (1233')</td>
<td>1467' (200')</td>
<td>1276'</td>
<td>1267'</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’

**DME required.**

**REMARKS:***

- 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.

**MISSED APCH FIX**

- MHA 5000  (6000 by ATC)
- LUBURG 109.2 LBU
- LOC 115.45  SGD
- STUTTGART 116.85 STG
- Power plant
- LUBURG VOR

**STUTTGART Tower**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS GS or LOC Descent Angle</td>
<td>3.00°</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAP at D0.8 ISTE/D1.4 SGD</td>
<td>(IAF)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**STRAIGHT-IN LANDING Rwy 07**

<table>
<thead>
<tr>
<th>Rwy</th>
<th>RVR</th>
<th>RVR</th>
<th>RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>550m</td>
<td>750m</td>
<td>1200m</td>
</tr>
<tr>
<td>12</td>
<td>1500m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOT APPLICABLE**

**CHANGES:** SGD DME established.

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

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

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.

STG VOR
D0.7 ISTW
D1.4 SGD
Rwy 1181'

STUTTGART 116.85 STG
D4.4 SGD
Power plant
D9.2 STG
D10.6 SGD

STG VOR
D3.9 ISTW
D4.6 SGD
GS 2410'

STUTTGART 115.45 SGD
D4.2 SGD
D5.6 SGD

STG VOR
D3.9 ISTW
D11.4 SGD

Gnd speed-Kts 70 90 100 120 140 160
GS 3.00° 372 478 551 637 743 849

PANS OPS
RVR 200m

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

CHANGES: ILS DME established.

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**STUTTGART, GERMANY**

- **RNAV (IF)**
  - Final Apch Crs: 072°
  - Minimum Alt: 4000' (2733')
  - LNAV DA(H): 1980' (713')

**MISSED APCH**: Climb on course 072° to 5000'. When crossing DS031 or 5000', whichever is later, turn LEFT direct to LBU.

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

**CHANGES**: Procedure designation.

* Authorized for acft with more than 5.7 mt MTOW under following conditions:
  - only when ILS GS or LOC not usable
  - ceiling 1000'
  - ground visibility 4000m.
**BRIEFING STRIP**

**EDDS/STR**

**STUTTGART**

**STUTTGART, GERMANY**

RNP Rwy 25

---

**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'

---

**STRAIGHT-IN LANDING RWy 25**

Rwy 1181'

---

**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**: Procedure designation.

---

Printed from JeppView for Windows 5.3.0.0 on 06 Feb 2020; Terminal chart data cycle 03-2020; Notice: After 20 Feb 2020, 0000Z, this chart may no longer be valid
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.

For acft above 5.7 mt MTOW, only usable in case of emergency.
## Chart changes since cycle 02-2020

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

<table>
<thead>
<tr>
<th>ACT</th>
<th>PROCEDURE IDENT</th>
<th>INDEX</th>
<th>REV DATE</th>
<th>EFF DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEL</td>
<td>CONSTRUCTION WORKS (TEMP)</td>
<td>10-8</td>
<td>07 Feb 2020</td>
<td></td>
</tr>
</tbody>
</table>
TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EDDS

Type: Terminal  
Effectivity: Temporary  
Begin Date: 20190401  
End Date: 20200207

Construction works on TWY M (based on SUP 005-19), Refer to temp chart 10-8 and latest NOTAMs.

Chart Change Notices for Country DEU

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

Jeppesen charted take-off minimums are determined according to the available RWY lights only. A Low Visibility Procedure (LVP) may or may not be established at the departure airport. Pilots are reminded to check the availability of LVP with ATC before using the charted minimums. Otherwise, according to SPA.LVO.115, the take-off is restricted to a minimum visibility of 800m.

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

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within Germany for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

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

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

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

Location/airport name changed from Monchengladbach to Moenchengladbach and Donauworth to Donauwoerth.