

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Night Restrictions**No TKOF: 2200-0500 $\pm$  / No LDG: 2230-0500 $\pm$ Exception: delayed SKED LDG until 2300 $\pm$ .**Airport Information****RFF:** CAT 10**Fuel:** AVBL H24; 2200-0500 $\pm$  O/R, 1HR PN.**PCN:** RWY 07/25: 93/R/C/W/T**Operation****Traffic Note**

AD not AVBL as ALTN during restricted time period except:

- EMERG
- MET condition
- other safety reasons

**TWY Restriction**

Taxilane M east of taxilane H MAX wingspan 36m / 118ft.

TWYs C, E, G AVBL up to code letter D ACFT.

Taxilane EXIT2 MAX wingspan 20m / 66ft.

Taxilane EXIT3 MAX wingspan 29m / 95ft.

Taxiing to or crossing of TWY N with extreme care and will be permitted only if no other TFC is affected.

**Taxi/Parking**

Arriving ACFT must taxi via exit 2 or 3 to parking area.

Multi ENG and PROP ACFT must taxi via exit 3 to parking area.

Taxi on APN only with absolute MNM PWR.

Follow-me AVBL O/R.

Marshaller mandatory.

Visual docking guidance system AVBL at parking PSN 09-36 and 100-104.

Non marked parking areas may also be assigned for parking.

Roll out of PSN 120 with nose gear steering angle not less than 55°.

**Warnings****LBU DME** unusable:

0-10NM below 2100ft MSL

10-20NM below 3400ft MSL

20-30NM below 4000ft MSL

OBST west of Stuttgart (Ridge of hills).

**ARRIVAL****Speed**

Speed Restrictions on transition (even without profile) are mandatory, unless cancelled by ATC.

**ARRIVAL****Communication**

**Low Visibility Procedure:** Report "clear of colour-coded CLL" to indicate ILS sensitive area vacated.

**COM Failure:** See CRAR and in addition;

**BADSO 2A :** Proceed to LBU for standard APCH.

**REUTL 5A, TEKSI 5A :** Proceed to STG for standard APCH.

**Arrival Procedure**

**FMS RNAV Transitions:** For FMS RNAV transitions leading to all instrument APCH PROCs refer to ILS APCH charts (IAC).

**APCH RWY 07**

Carry out an ILS precision APCH of at least CAT I.

Only in case of GP 07 of ILS 07 U/S use RNAV non-precision APCH.

**Arrival Notes**

Use of transition PROCs only by ATC.

Expect vectors to final.

**BADSO 2A:** CLR limit is BADSO.

**REUTL 5A:** CLR limit is REUTL.

**TEKSI 5A:** CLR limit is TEKSI. Between TEKSI and BABEG B-RNAV equipment necessary.

**Continuous descent APCH** (only in connection with an ILS APCH)

It may be requested by the pilot or offered by the controller. APCH techniques as published in CRAR with a descent rate of 300ft/NM.

RWY	Interm. APCH ALT (ft)
25	3500

**Reverse:** Do not use more than idle reverse if possible.

**Visual APCH:** Not permitted for ACFT above 5.7t / 12566lbs.

**Warnings**

Close-in OBST.

**RWY 25:** TURB must be expected during moderate weather COND wind 6KT or less, on extended RWY CL over power plant cooling tower.

**ILS/DME RWY 07** restricted coverage:

- up to 12 NM from 026° N to 031° S of CL
- up to 18 NM from 010° N to 010° S of CL

**DEPARTURE****Take-off Minima**

RWY		07/25	
All ACFT	ft - m/km	0 - 75R	-

**Communication**

**COM Failure:** See CRAR.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

REQ start-up on DLV: Report parking PSN.

REQ push-back on APN.

REQ push-back or taxi-out only when ready to carry out the manoeuvre immediately.

ACFT at PSN 41-46, 50-57, 70-73 receive taxi CLR from GND. ACFT at other PSNs receive taxi CLR from APN. Report stand PSN at initial contact.

**Departure Notes****ABTAL 4B**

At TEDGO TR to (U)N869 or UL607 not possible.

**DKB 9B, DKB 4H**

Only for flights to continue via N869 or with DEST EDDN, EDTY, EDQ\*.

**ETASA 4B**

After passing R239 LBU BRNAV equipment necessary.

Only for flights to DEST EDDF, EDFE, ETOU.

**ETASA 2H**

Only for flights to DEST EDDF, EDFE, ETOU.

**GEBNO 7B**

After passing D15.2 DKB BRNAV equipment necessary.

Only for flights to continue via Z76 northbound with MAX FL180.

**GEBNO 6H**

After passing KEMAV BRNAV equipment necessary.

Only for flights to continue via Z76 northbound with MAX FL180.

**KUNOD 2B**

After passing 3500 BRNAV equipment necessary.

At TEDGO TR to (U)N869 or UL607 not possible.

**KUNOD 1H**

After passing 4000 BRNAV equipment necessary.

**KRH 5B**

After passing R238 LBU BRNAV equipment necessary.

Only for flights to EDDR, EDRZ, EDSB, ETAR, ETIP.

MAX FL80, except weekends.

**KRH 2H**

Only for flights to EDDR, EDRZ, EDSB, ETAR, ETIP.

MAX FL80, except weekends.

**OKIBA 4B**

Only for flights with RFL200 or more.

**OKIBA 4H**

After passing 5000 BRNAV equipment necessary.

Only for flights with RFL200 or more.

**DEPARTURE****ROTWE 5B**

Via NATOR only for JET ACFT.

**ROTWE 7H**

After passing 3000 BRNAV equipment necessary.

Via NATOR only for JET ACFT.

**STG 1B, 2H**

Only for local IFR training flights at EDDS.

**SUL 3B/3H**

Only PROP ACFT. JET ACFT only for DEST EDTL, EDNY, LSZH and LSZR.

**TAGIK 4B**

After passing R238 LBU BRNAV equipment necessary.

Only for flights to continue via ASKIK or ABUMO with MAX FL240.

**TAGIK 2H**

After passing ABGAN BRNAV equipment necessary.

Only for flights to continue via ASKIK or ABUMO with MAX FL240.

**TEDGO 1B**

After passing 3500 BRNAV equipment necessary.

Only for local IFR training flights at EDDS and for flights to ETHL.

**TEDGO 2H**

After passing 3000 BRNAV equipment necessary.

Only for local IFR training flights at EDDS and for flights to ETHL.

**VESID 4B**

After passing R238 LBU BRNAV equipment necessary.

**VESID 2H**

After passing ABGAN BRNAV equipment necessary.

**ATC Slot, Clearance**

Pilots are obliged to state during their initial call whether only an en-route CLR (Request En-route Clearance) or a combined en-route and start-up approval (Request Start-up and En-route Clearance) is requested.

**Airport Collaborative Decision Making (CDM)**

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and CRAR.

**Datalink Departure Clearance (DCL)**

See CRAR and in addition:

ti: 30min prior to TOBT (earliest point in time for cockpit RDC message)

tt: TSAT (latest point in time for cockpit RDC message).

t0: 1min

t1: 5min

t2: 1min

**DEPARTURE****De-Icing**

De-Icing should be requested by TOBT -40min, at the latest by TOBT-20min.

ACFT may taxi on the de-icing pads and the surrounding TWYs only with the absolute MNM ENG speed required.

Start-up for de-icing will be granted by DLV.

During de-icing PROC, ENGS of PROP ACFT (exception: ATR 42/72 with operative propeller break set) have to be turned-off.

18-MAY-2017  
STR-EDDS

2-10

Germany Stuttgart

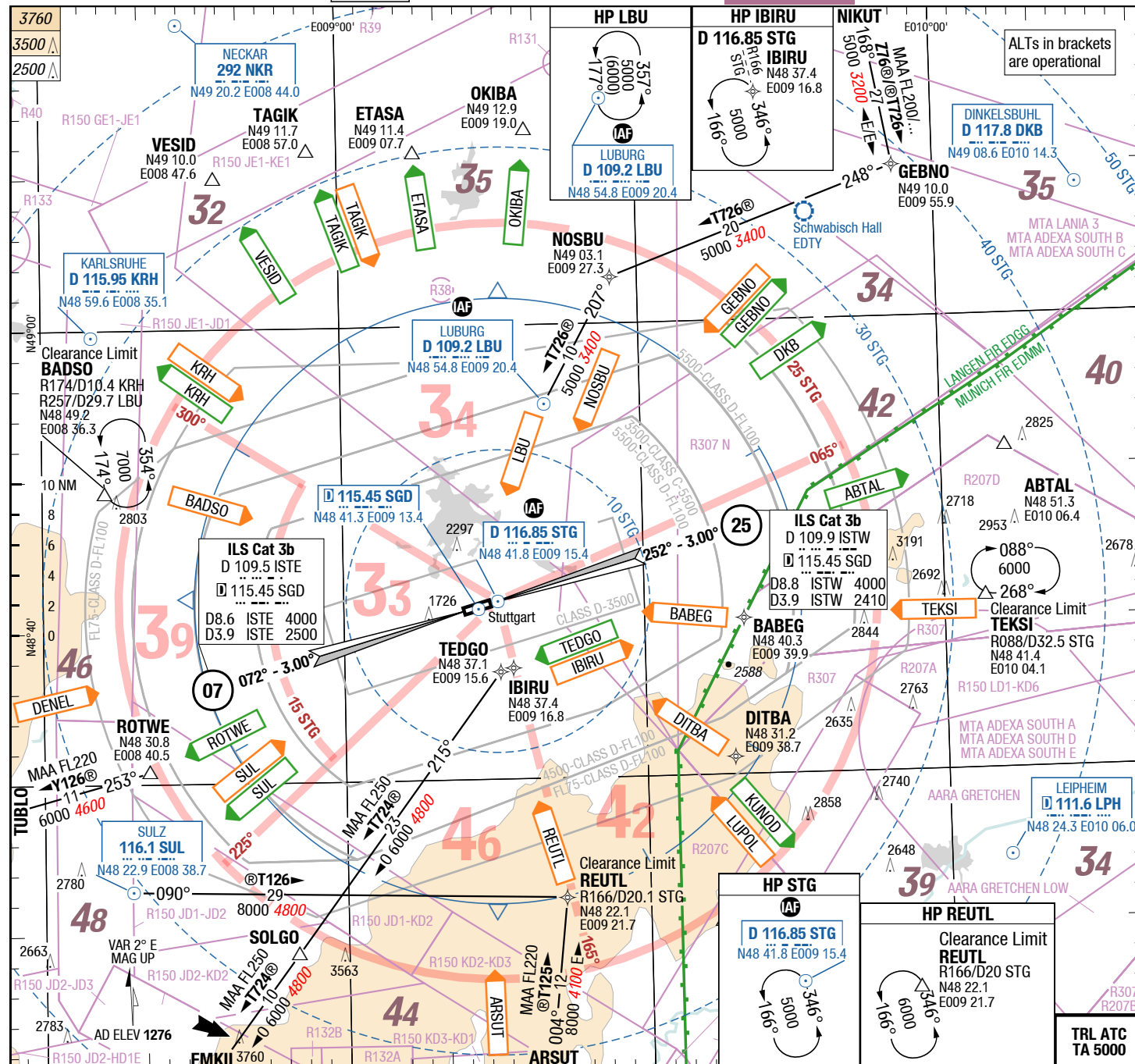
AGC  
AFC

AFC

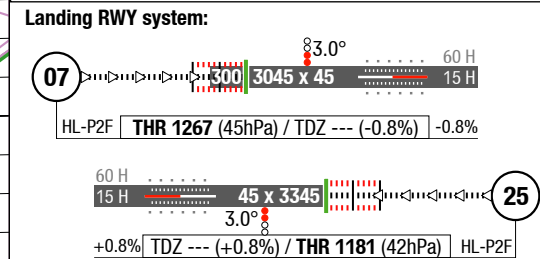
AFC

Stuttgart Germany

AGC  
AFC



D-ATIS	126.125
Langen RAD	125.050
	119.200
DIR	119.850 0500-2100+
TWR	118.800
	119.050
GND	118.600
DLV	121.900
DCL	



Changes: Nil

18-MAY-2017  
STR-EDDS

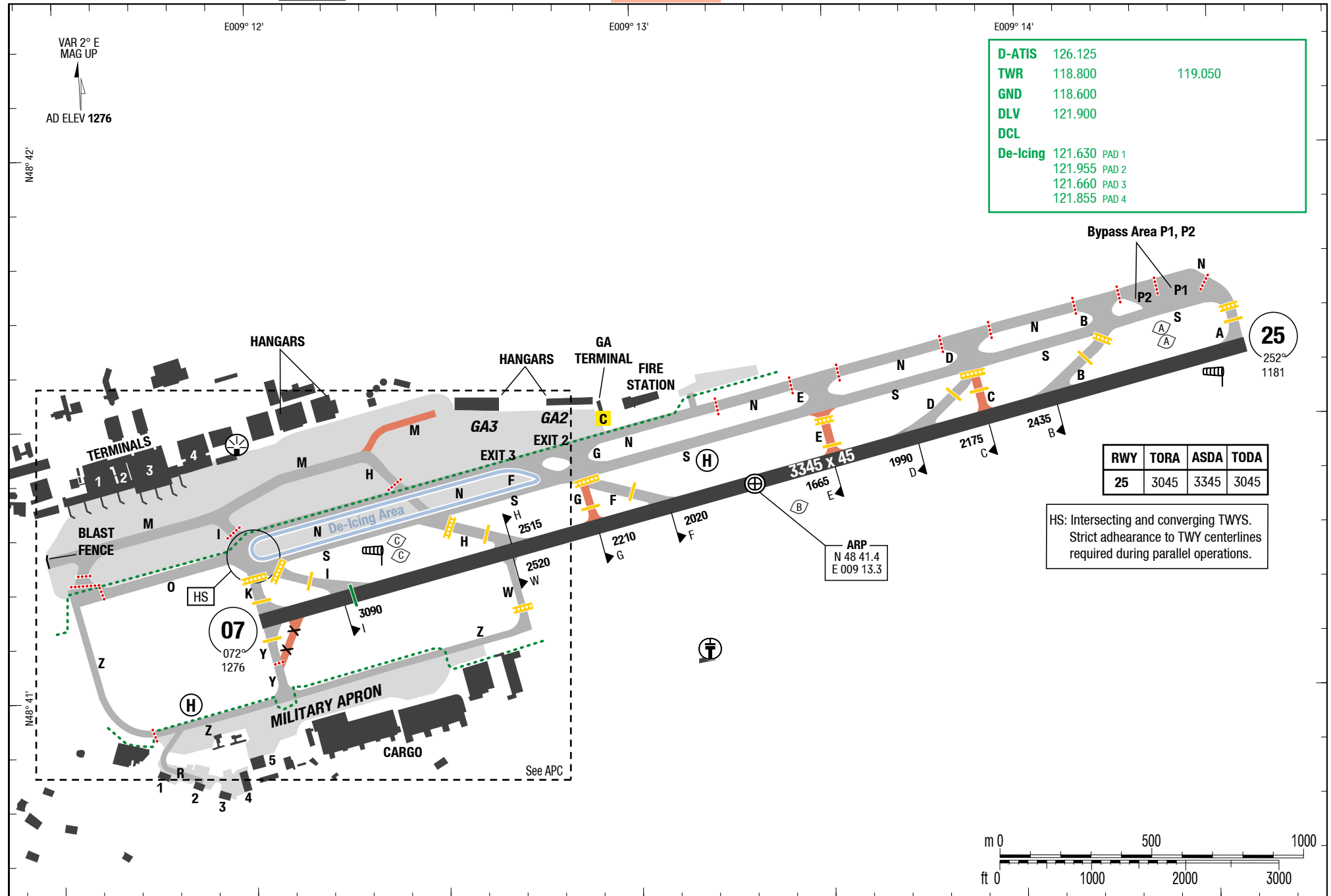
3-20

Germany **Stuttgart**  
AGC

AGC

AGC

**Stuttgart** Germany  
AGC



Changes: HLDG POS, HS

22-MAR-2018/UFN

22-MAR-2018

STR-EDDS

3-21

Germany Stuttgart

NIL

Tempo AGC

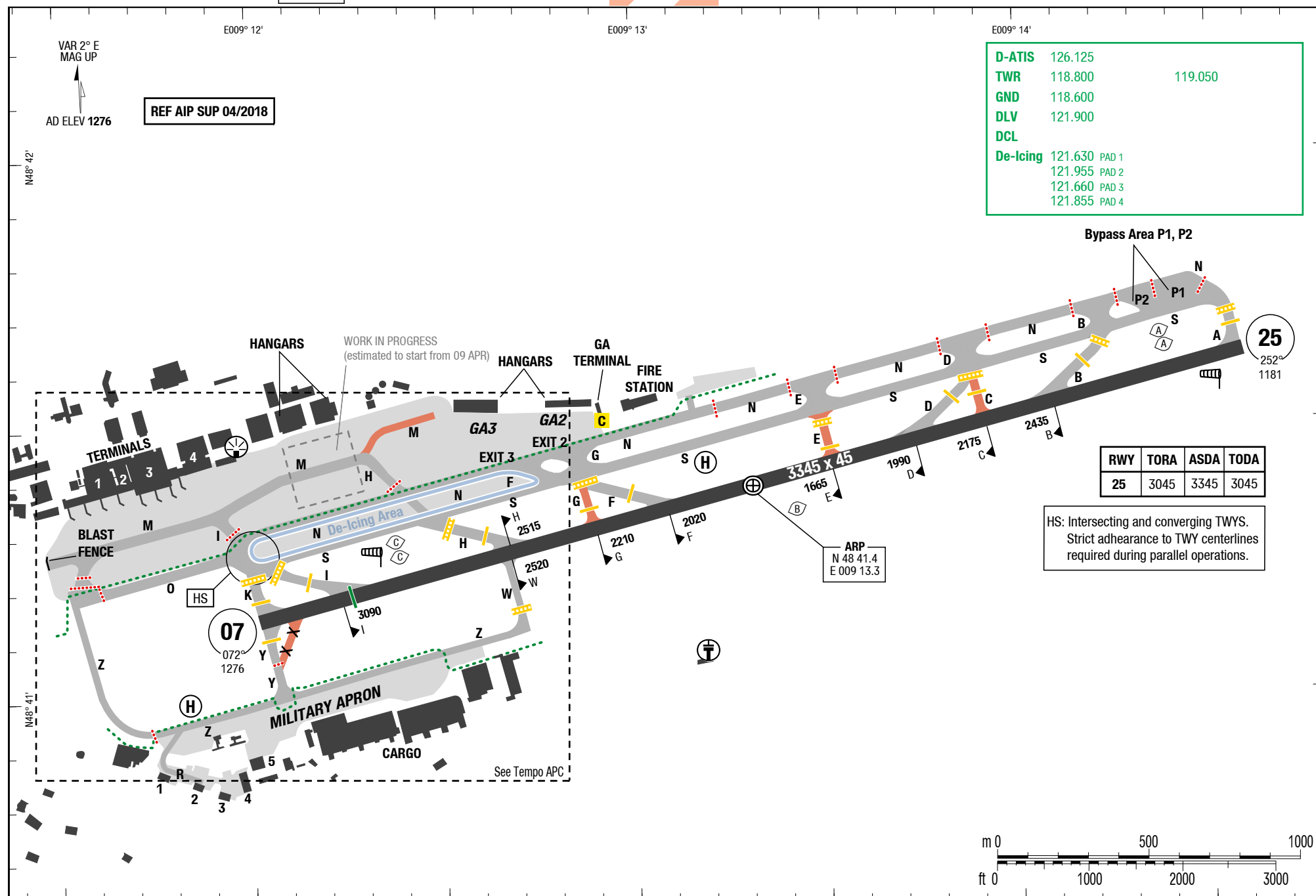
AGC

AGC

Stuttgart Germany

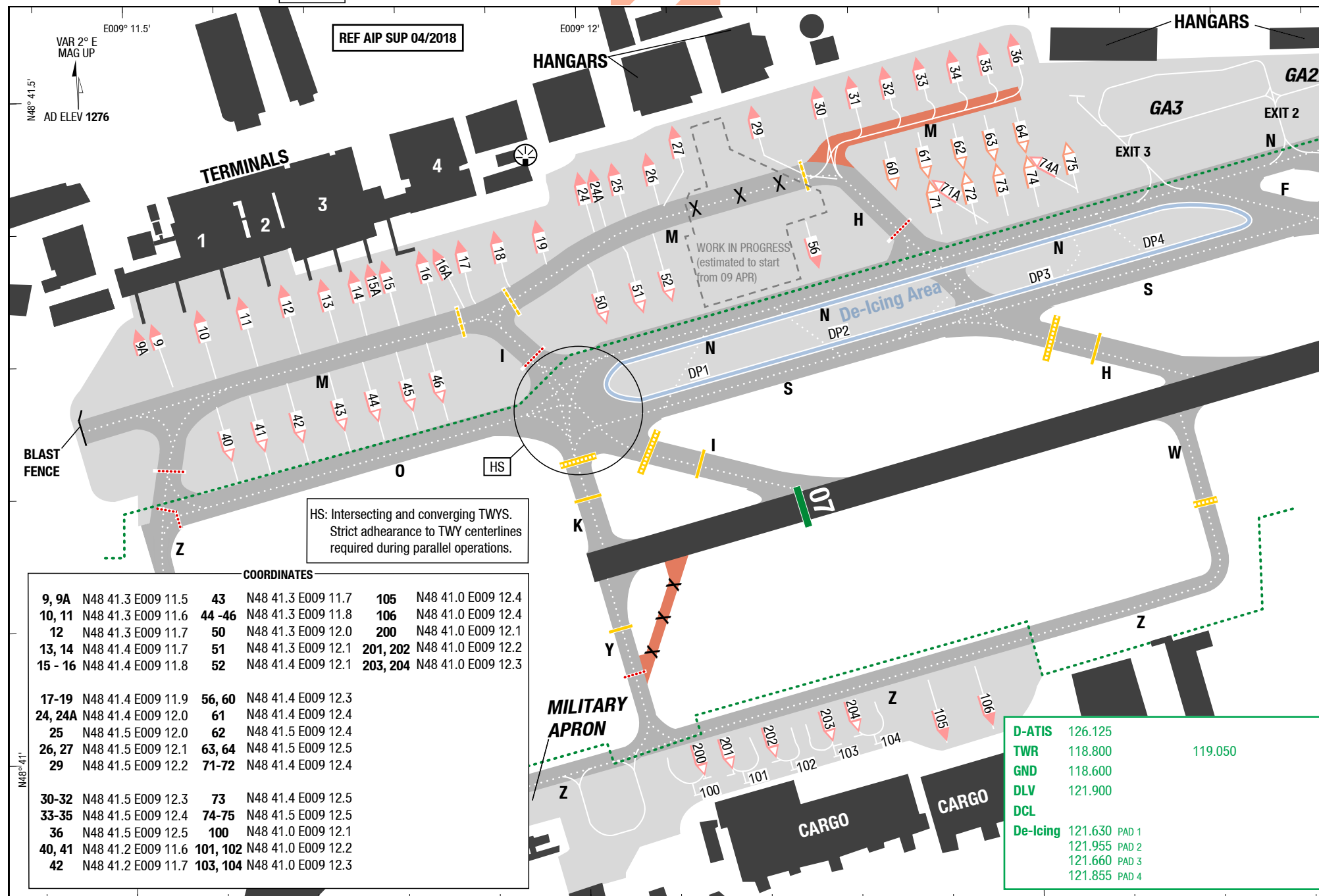
NIL

Tempo AGC



Changes: new





18-MAY-2017  
STR-EDDS

Germany Stuttgart

NIL  
APC

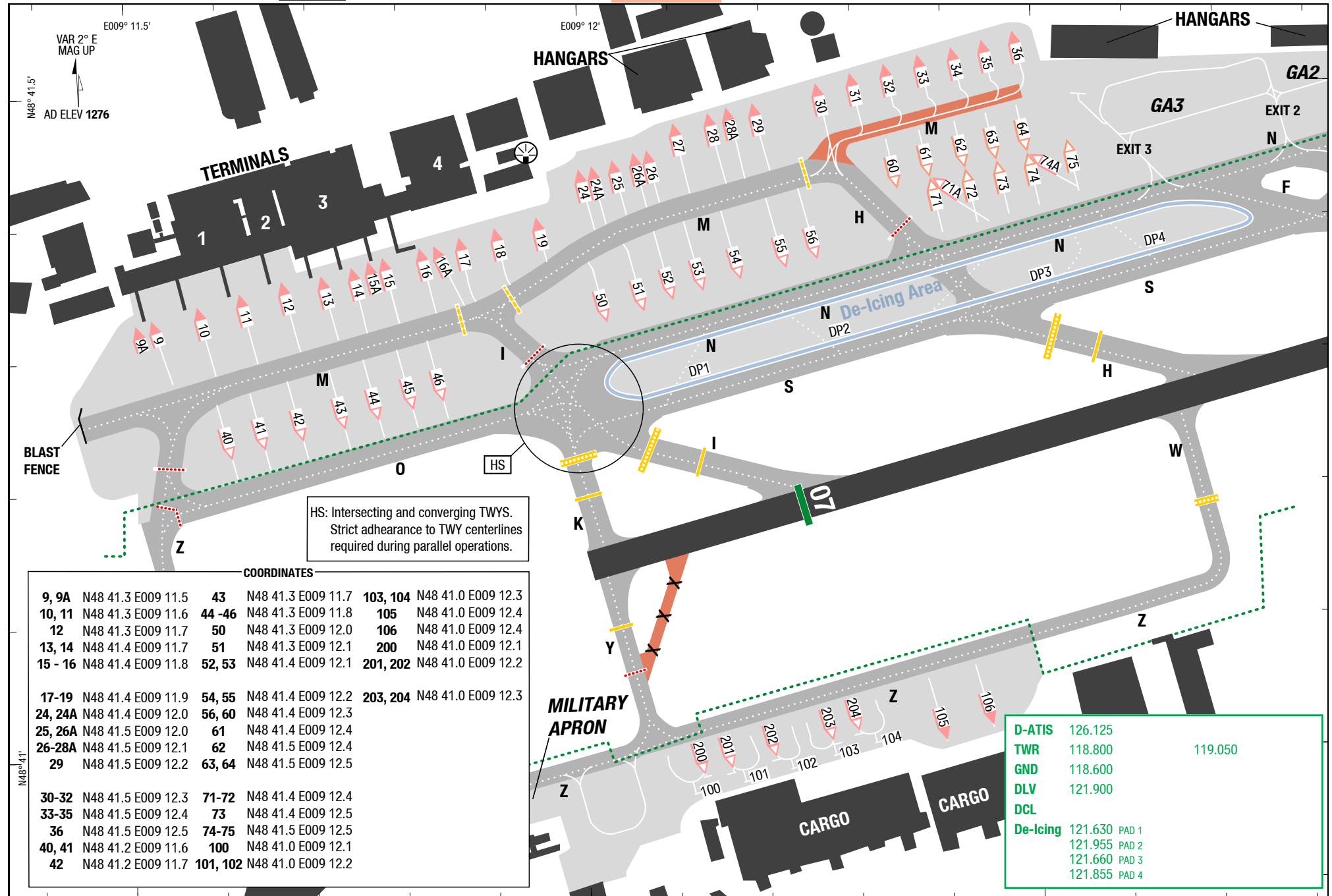
APC

APC

Stuttgart Germany

NIL  
APC

3-30



Changes: TWY Lights, HLDG POS, HS

## STR-EDDS

SIDs RWY 25 (RNAV Overlay)

SID

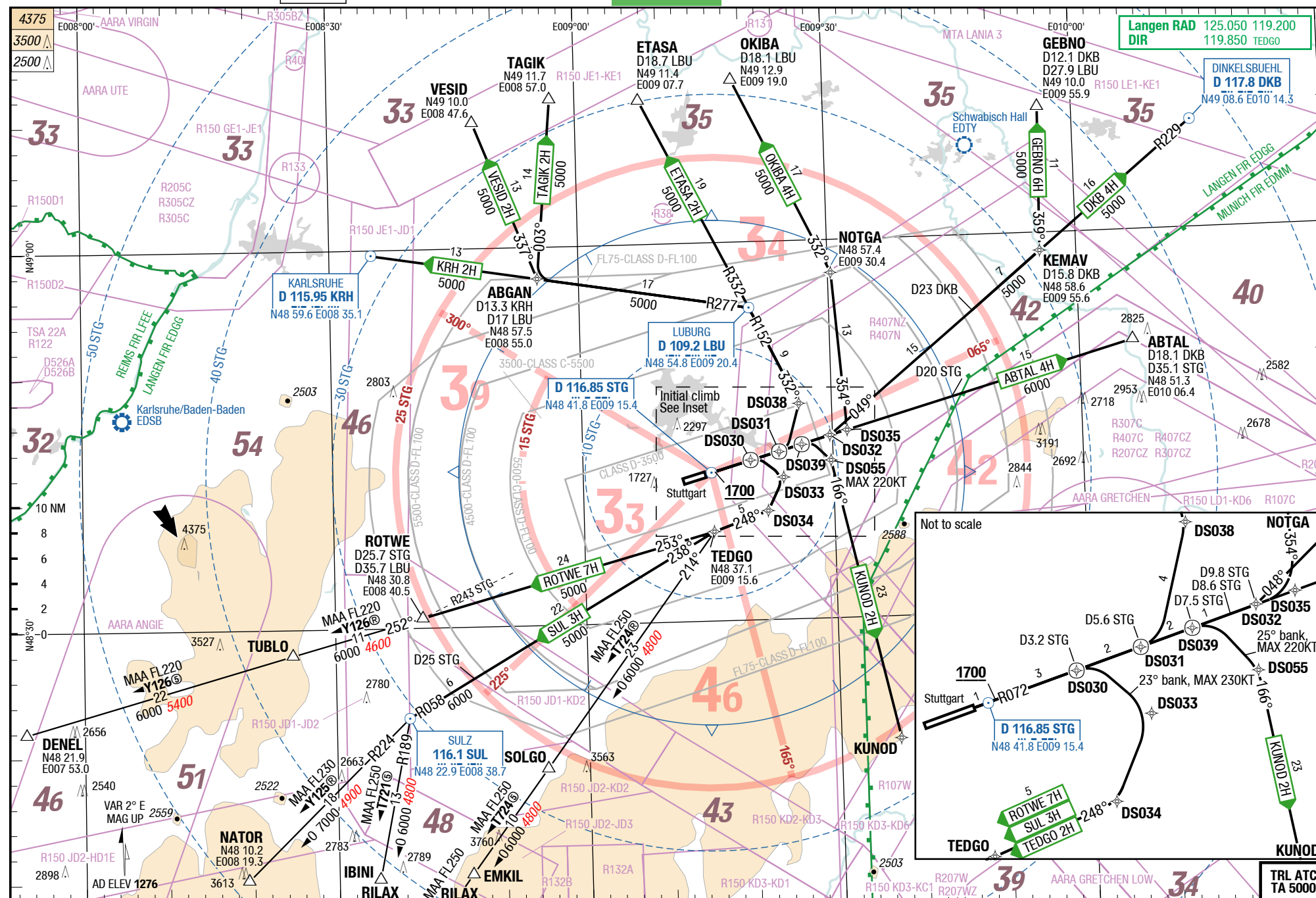
SID

SIDs RWY 25 (RNAV Overlay)

### SIDs RWY 07 (RNAV Overlay)

4-10

### SIDs RWY 07 (RNAV Overlay)



Changes: Nil

© Lido 2018



## STR-EDDS

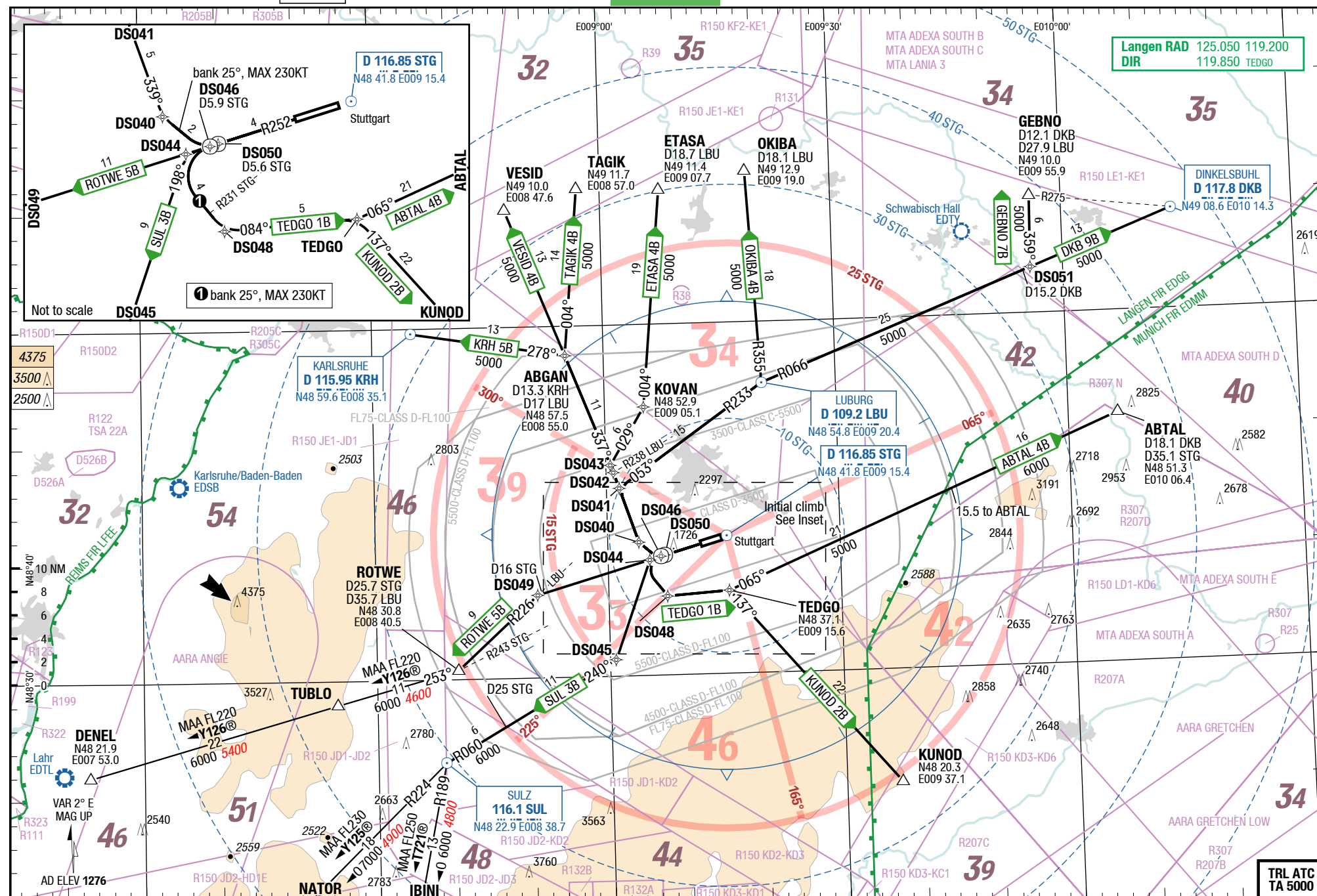
SID

SID

## SIDs RWY 25 (RNAV Overlay)

4-20

### SIDs RWY 25 (RNAV Overlay)



Changes: MEA

TRL ATC  
TA 5000

© Lido 2018

18-MAY-2017

**STR-EDDS****5-10****SIDs RWY 07 (RNAV Overlay)****ABTAL 4H / DINKELBUHL 4H / ETASA 2H / GEBNO 6H / KARLSRUHE 2H / KUNOD 2H**  
**RWY 07 (072°)****After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABTAL 4H</b> 4.1% to 4000 <b>125.050</b> ①	R072 <b>STG</b> to ABTAL  <b>FMS</b> [A1700+] - DS030 - ABTAL	<b>initial climb 5000</b>
<b>DINKELBUHL 4H</b> <b>DKB 4H</b> 4.1% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D8.6 <b>STG LT</b> intercept R229 <b>DKB</b> to <b>DKB</b>  <b>FMS</b> [A1700+] - DS032 [L] - DKB	<b>initial climb 5000</b>
<b>ETASA 2H</b> 3.6% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D5.6 <b>STG LT</b> intercept R152 <b>LBU</b> to <b>LBU</b> R332 <b>LBU</b> to ETASA  <b>FMS</b> [A1700+] - <u>DS031</u> [L] - DS038 - LBU [L] - ETASA	<b>initial climb 5000</b>
<b>GEBNO 6H</b> 4.1% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D8.6 <b>STG LT</b> intercept R229 <b>DKB</b> inbound - at KEMAV <b>LT</b> 359° to GEBNO  <b>FMS</b> [A1700+] - DS032 [L] - KEMAV [L] - GEBNO	<b>initial climb 5000</b>
<b>KARLSRUHE 2H</b> <b>KRH 2H</b> 3.6% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D5.6 <b>STG LT</b> intercept R152 <b>LBU</b> to <b>LBU</b> R277 <b>LBU</b> via ABGAN to <b>KRH</b>  <b>FMS</b> [A1700+] - <u>DS031</u> [L] - DS038 - LBU [L] - ABGAN - KRH	<b>initial climb 5000</b>
<b>KUNOD 2H</b> 4.1% to 5000 <b>125.050</b> ①	R072 <b>STG</b> - at D7.5 <b>STG RT</b> (25° bank, MAX 220KT) 166° to KUNOD  <b>FMS</b> [A1700+] - <u>DS039</u> [R] - DS055 [K220-] - KUNOD	<b>initial climb 5000</b>

① Climb gradient due to airspace structure.

Changes: Reprint

18-MAY-2017

**STR-EDDS****5-20****SIDs RWY 07 (RNAV Overlay)**

**OKIBA 4H / ROTWE 7H / SULZ 3H / TAGIK 2H / TEDGO 2H / VESID 2H**  
**RWY 07 (072°)**

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.1%	ft/MIN	500	700	800	900	1000	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>OKIBA 4H</b> 4.1% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D9.8 <b>STG LT</b> 354° to NOTGA - <b>LT</b> 332° to OKIBA  <b>FMS</b> [A1700+] - <u>DS035</u> [L] - NOTGA [L] - OKIBA	<b>initial climb 5000</b>
<b>ROTWE 7H</b> 5.3% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D3.2 <b>STG RT</b> (23° bank, MAX 230KT) 248° to TEDGO - <b>RT</b> 253° to ROTWE  <b>FMS</b> [A1700+] - <u>DS030</u> [R] - DS033 [R] - DS034 [K230-] - TEDGO [R] - ROTWE	<b>initial climb 5000</b>
<b>SULZ 3H</b> <b>SUL 3H</b> 5.3% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D3.2 <b>STG RT</b> (23° bank, MAX 230KT) 248° to TEDGO - <b>LT</b> 238° to <b>SUL</b>  <b>FMS</b> [A1700+] - <u>DS030</u> [R] - DS033 [R] - DS034 [K230-] - TEDGO [L] - SUL	<b>initial climb 5000</b>
<b>TAGIK 2H</b> 3.6% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D5.6 <b>STG LT</b> intercept R152 <b>LBU</b> to <b>LBU</b> - R277 <b>LBU</b> to ABGAN - <b>RT</b> 003° to TAGIK  <b>FMS</b> [A1700+] - <u>DS031</u> [L] - DS038 - LBU [L] - ABGAN [R] - TAGIK	<b>initial climb 5000</b>
<b>TEDGO 2H</b> 5.3% to 4000 <b>119.850</b> ①	R072 <b>STG</b> - at D3.2 <b>STG RT</b> (23° bank, MAX 230KT) 248° to TEDGO  <b>FMS</b> [A1700+] - <u>DS030</u> [R] - DS033 [R] - DS034 [K230-] - TEDGO	<b>initial climb 5000</b>
<b>VESID 2H</b> 3.6% to 4000 <b>125.050</b> ①	R072 <b>STG</b> - at D5.6 <b>STG LT</b> intercept R152 <b>LBU</b> to <b>LBU</b> - R277 <b>LBU</b> to ABGAN - <b>RT</b> 337° to VESID  <b>FMS</b> [A1700+] - <u>DS031</u> [L] - DS038 - LBU [L] - ABGAN [R] - VESID	<b>initial climb 5000</b>

① Climb gradient due to airspace structure.

**ABTAL 4B / DINKELBUHL 9B / ETASA 4B / GEBNO 7B / KARLSRUHE 5B**

RWY 25 (252°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ABTAL 4B</b> 4.0% to 1900 5.1% to 4000 <b>125.050</b> ①	R252 <b>STG</b> - at D5.9 <b>STG LT</b> (25° bank, MAX 230KT) - crossing R231 <b>STG LT</b> 084° to TEDGO - <b>LT</b> 065° to ABTAL  <b>FMS</b> [A1700+] - <u>DS046</u> [L] - DS048 [K230-] - TEDGO [L] - ABTAL	<b>initial climb 5000</b>
<b>DINKELBUHL 9B</b> <b>DKB 9B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ②	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) intercept R233 <b>LBU</b> to <b>LBU</b> - R066 <b>LBU</b> to <b>DKB</b>  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS041 [R] - LBU [R] - DKB	<b>initial climb 5000</b>
<b>ETASA 4B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ②	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) - crossing R238 <b>LBU RT</b> 029° to KOVAN - ETASA  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS043 [R] - KOVAN [L] - ETASA	<b>initial climb 5000</b>
<b>GEBNO 7B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ②	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) - intercept R233 <b>LBU</b> to <b>LBU</b> - R066 <b>LBU</b> - at D15.2 <b>DKB LT</b> 359° to GEBNO  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS041 [R] - LBU [R] - DS051 [L] - GEBNO	<b>initial climb 5000</b>
<b>KARLSRUHE 5B</b> <b>KRH 5B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ②	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) - crossing R238 <b>LBU LT</b> 337° to ABGAN - <b>KRH</b>  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS042 [L] - ABGAN [L] - KRH	<b>initial climb 5000</b>

① Climb gradient 4.0% due to obstacles, 5.1% due to airspace structure. If unable to comply, inform ATC.

② Climb gradient 4.0% due to obstacles, 5.0% due to airspace structure. If unable to comply, inform ATC.

**KUNOD 2B / OKIBA 4B / ROTWE 5B / SULZ 3B**

RWY 25 (252°)

**After take-off, contact Langen RAD.**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>KUNOD 2B</b> 4.0% to 1900 4.3% to 5000 <b>125.050</b> ④	R252 <b>STG</b> - at D5.9 <b>STG LT</b> (25° bank, MAX 230KT) - crossing R231 <b>STG LT</b> 084° to TEDGO - <b>RT</b> 137° to KUNOD  <b>FMS</b> [A1700+] - <u>DS046</u> [L] - DS048 [K230-] - TEDGO [R] - KUNOD	<b>initial climb 5000</b>
<b>OKIBA 4B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ①	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) intercept R233 <b>LBU</b> to <b>LBU</b> - R355 <b>LBU</b> to OKIBA  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS041 [R] - LBU [L] - OKIBA	<b>initial climb 5000</b>
<b>ROTWE 5B</b> 4.0% to 1900 4.1% to 4000 <b>125.050</b> ②	R252 <b>STG</b> - at D16 <b>STG LT</b> intercept R226 <b>LBU</b> to ROTWE  <b>FMS</b> [A1700+] - DS049 [L] - ROTWE	<b>initial climb 5000</b>
<b>SULZ 3B</b> <b>SUL 3B</b> 4.0% to 1900 4.5% to 4000 <b>125.050</b> ③	R252 <b>STG</b> - at D5.9 <b>STG LT</b> 198° intercept R060 <b>SUL</b> to <b>SUL</b>  <b>FMS</b> [A1700+] - DS044 [L] - DS045 [R] - SUL	<b>initial climb 5000</b>

- ① Climb gradient 4.0% due to obstacles, 5.0% due to airspace structure. If unable to comply, inform ATC.  
 ② Climb gradient 4.0% due to obstacles, 4.1% due to airspace structure. If unable to comply, inform ATC.  
 ③ Climb gradient 4.0% due to obstacles, 4.5% due to airspace structure. If unable to comply, inform ATC.  
 ④ Climb gradient 4.0% due to obstacles, 4.3% due to airspace structure. If unable to comply, inform ATC.



## TAGIK 4B / TEDGO 1B / VESID 4B

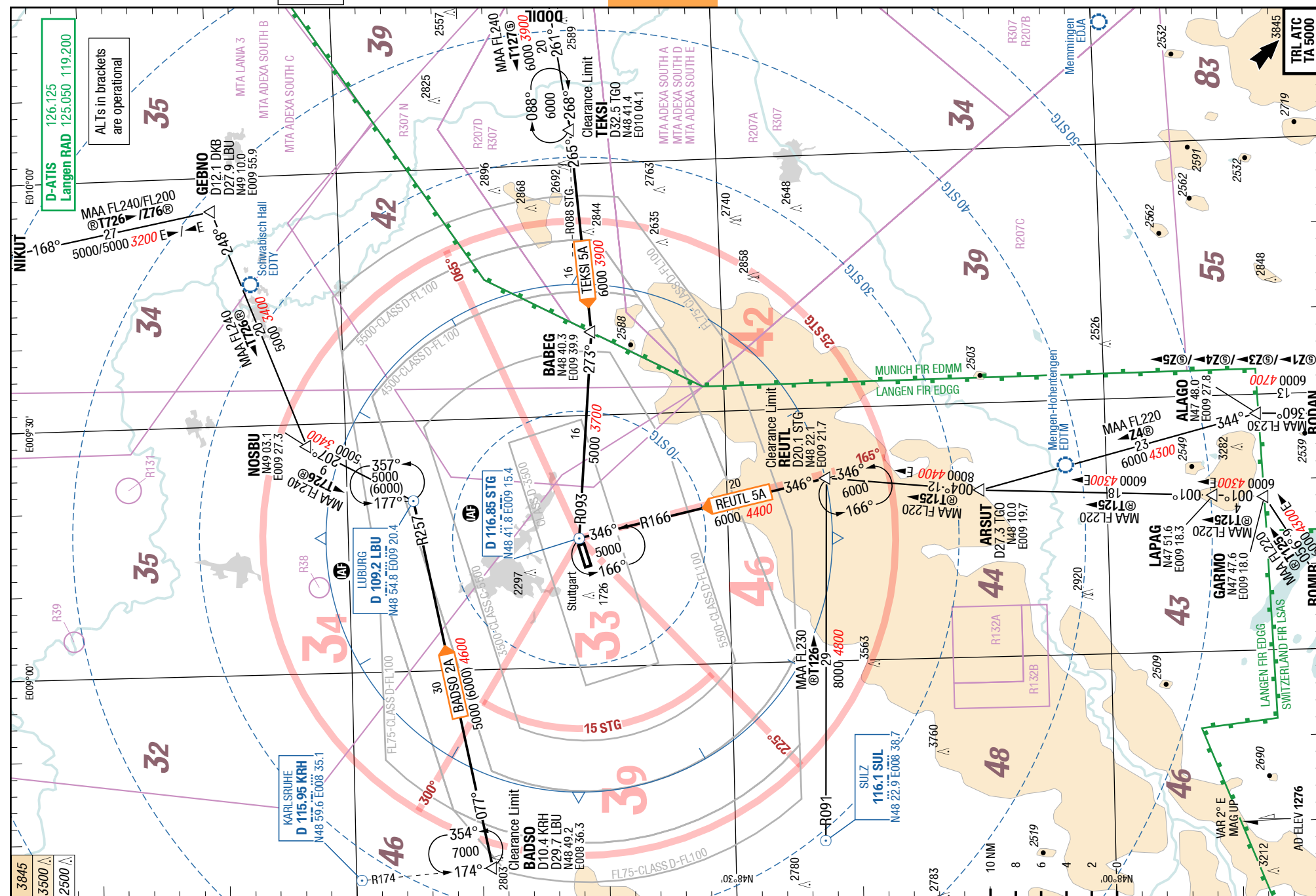
RWY 25 (252°)

After take-off, contact Langen RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
<b>TAGIK 4B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ①	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) - crossing R238 <b>LBU LT</b> 337° to ABGAN - TAGIK  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS042 [L] - ABGAN [R] - TAGIK	initial climb 5000
<b>TEDGO 1B</b> 4.0% to 1900 5.1% to 4000 <b>119.850</b> ②	R252 <b>STG</b> - at D5.9 <b>STG LT</b> (25° bank, MAX 230KT) - crossing R231 <b>STG LT</b> 084° to TEDGO  <b>FMS</b> [A1700+] - <u>DS046</u> [L] - DS048 [K230-] - TEDGO	initial climb 5000
<b>VESID 4B</b> 4.0% to 1900 5.0% to 4000 <b>125.050</b> ③	R252 <b>STG</b> - at D5.6 <b>STG RT</b> 339° (25° bank, MAX 230KT) - crossing R238 <b>LBU LT</b> 337° to ABGAN - VESID  <b>FMS</b> [A1700+] - <u>DS050</u> [R] - DS040 [K230-] - DS042 [L] - ABGAN [L] - VESID	initial climb 5000

- ① Climb gradient 4.0% due to obstacles, 5.0% due to airspace structure. If unable to comply, inform ATC.  
 ② Climb gradient 4.0% due to obstacles, 5.1% due to airspace structure. If unable to comply, inform ATC.  
 ③ Climb gradient 4.0% due to obstacles, 5.0% due to airspace structure. If unable to comply, inform ATC.



## STR-EDDS

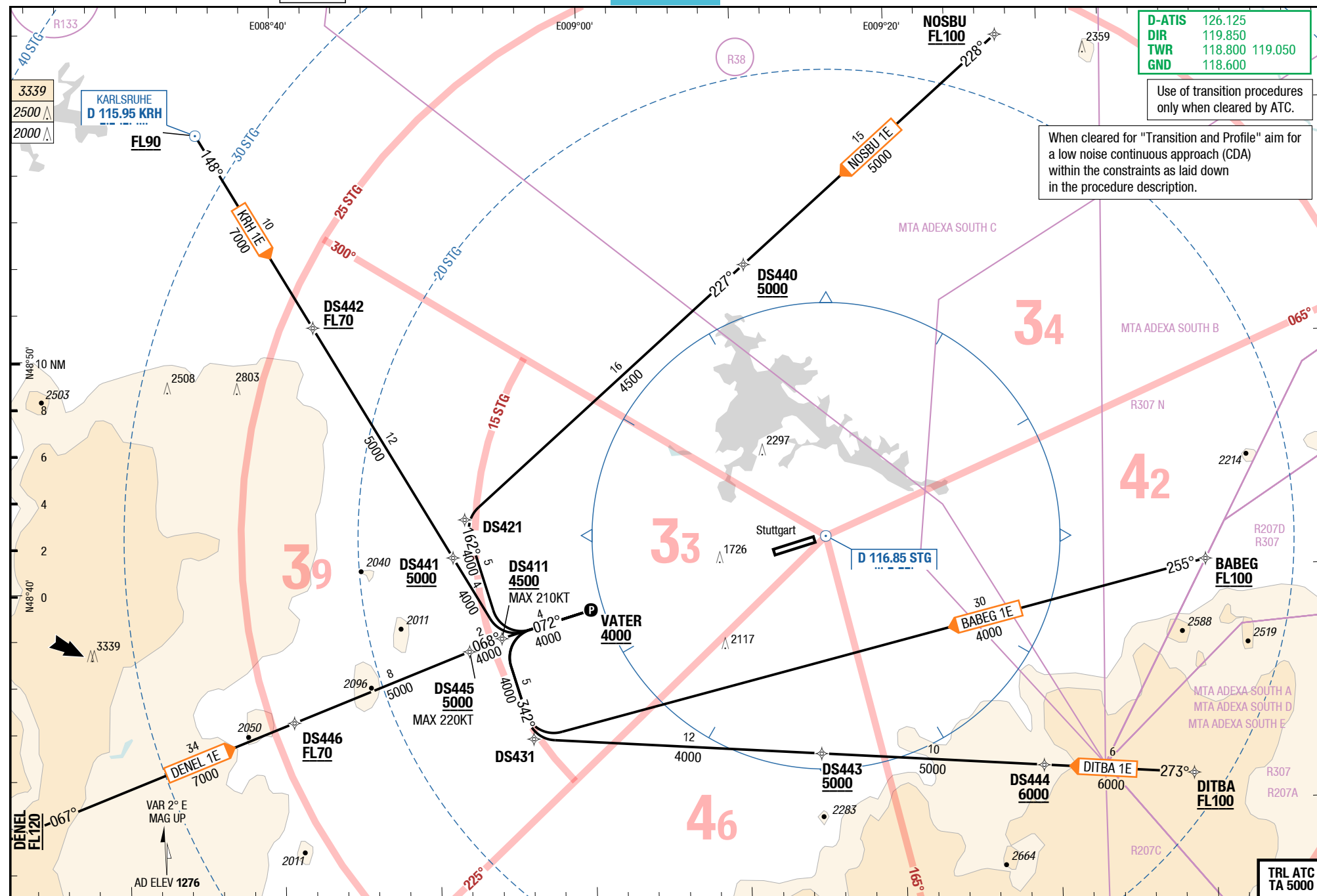
**7-10**

## CDA RNAV Transitions 07

# IAC

# IAC

## CDA RNAV Transitions 07



Changes: new

© Lido 2014

04-DEC-2014

## STR-EDDS

Germany **Stuttgart**

# IAC

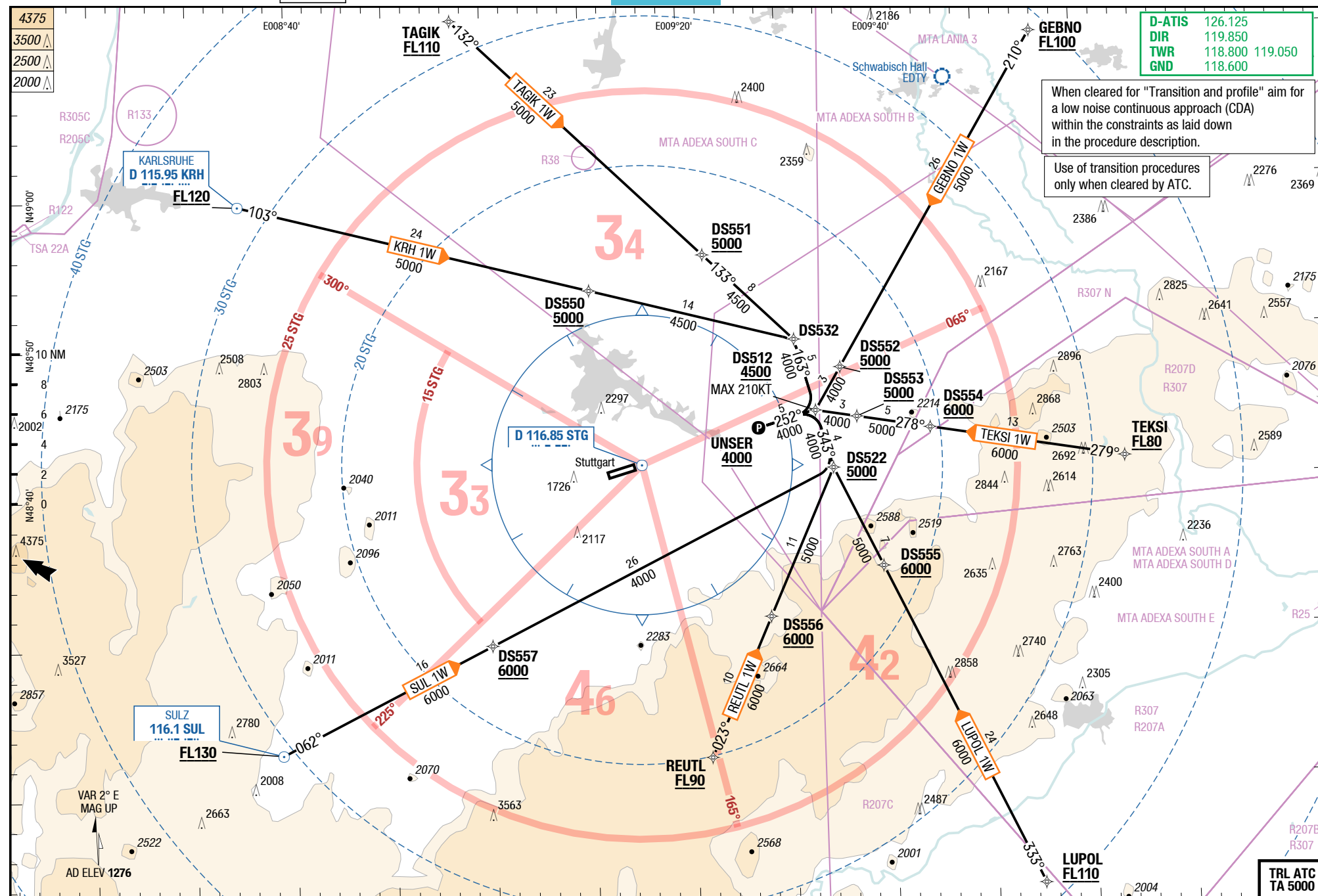
# IAC

## Stuttgart Germany

## CDA RNAV Transitions 25

7-20

## CDA RNAV Transitions 25



Changes: new

**09-NOV-2017**  
**STR-EDDS**

Germany **Stuttgart**

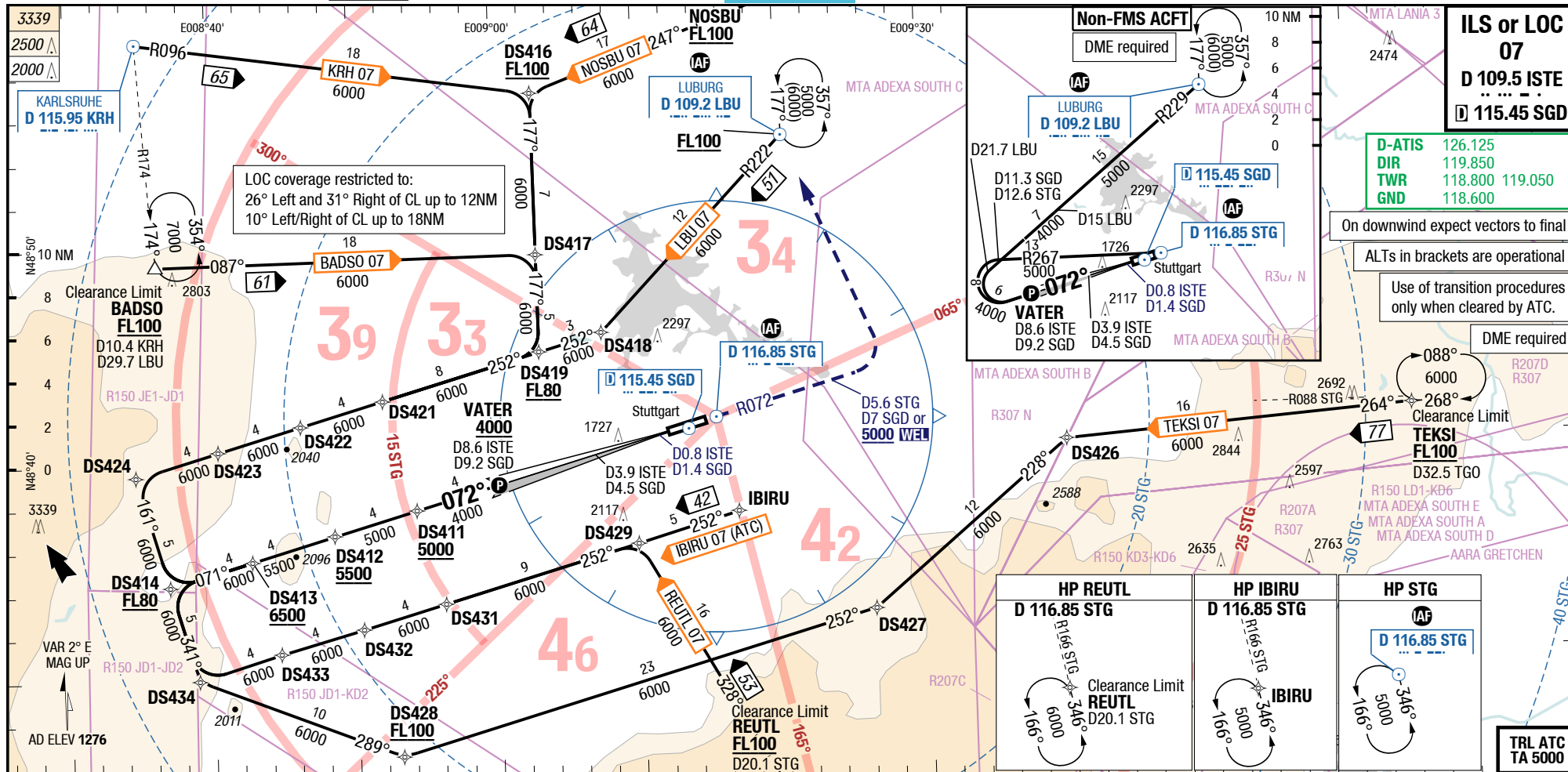
ILS or LOC 25

# IAC

## Stuttgart Germany

ILS or LOC 25

**ILS or LOC 07**



07		Cat 3b DME	Cat 2 DME	Cat 1 DME <i>L<sub>TS</sub></i> <sub>1)</sub>	Cat 1 DME <sub>1)</sub>	LOC DME <sub>2)</sub>	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>90</b> RA	200 - 400 <b>1470</b>	200 - 550 <b>1470</b>	Not published	Not published
D	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>90</b> RA <sup>3)</sup>	200 - 400 <b>1470</b>	200 - 550 <b>1470</b>	Not published	Not published

1) With EVS 350m  
2) For ACFT up to 5.7t MTOM only

3) If not conducting autoland RVR 350m required

**D ISTE**

8.6	7	6	5	4	3
4000	3490	3170	2850	2530	2210

HL-P2F **THR 1267** (45hPa) / TDZ --- (-0.8%) -0.8%

**SGD**

**R072 STG**  
at D5.6 STG (D7 SGD)  
or MNM 5000,  
whichever is later,  
**LT direct LBU**  
maintain **5000**

**DA**

**DIST to displaced THR**

**51**

GS	120	140	160
	640	740	850

Changes: Nil

© Lido 2017



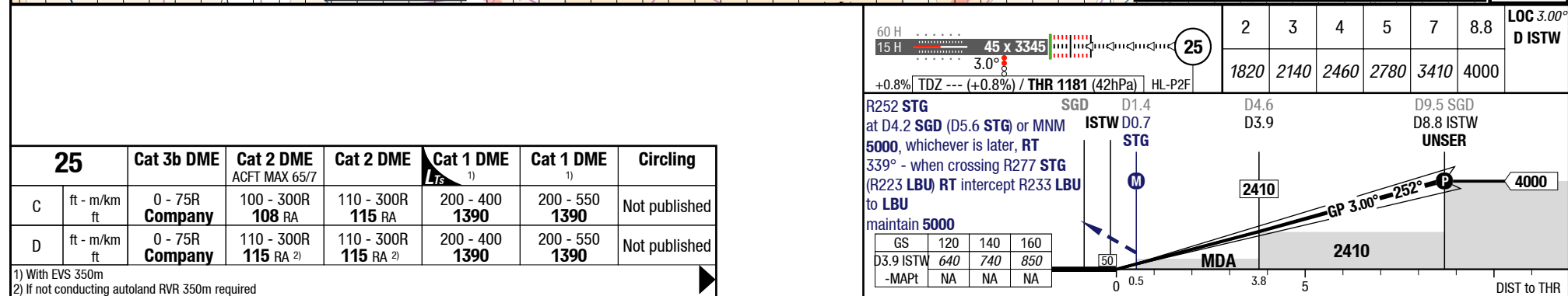
## STR-EDDS

## ILS or LOC 25

# IAC

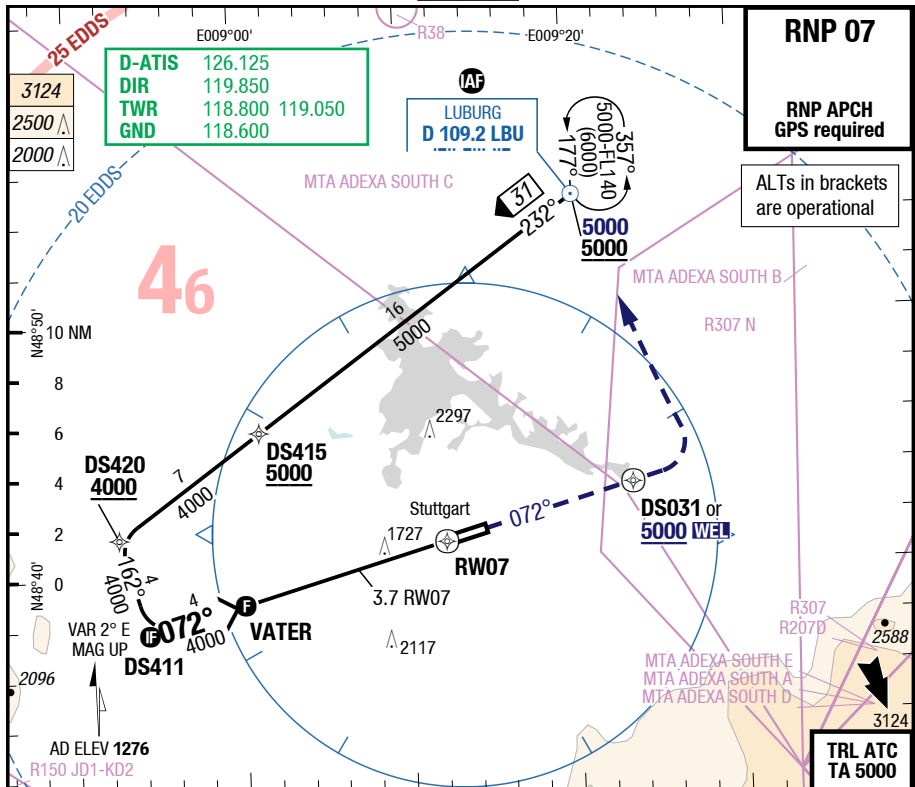
IAC

## ILS or LOC 25

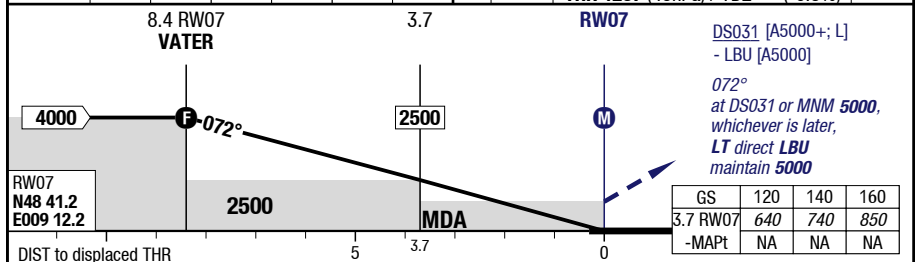


© I :J- 0047

16-FEB-2017

**STR-EDDS****7-50****RNP 07**

3.00° RW07	8.4	7	6	5	4	3	07	83.0°	60 H	15 H
	4000	3560	3240	2920	2600	2280		300	3045 x 45	
HL-P2F THR 1267 (45hPa) / TDZ --- (-0.8%) -0.8%										



07	RNP LNAV 1)	Circling
C	ft - m/km ft C 1000 - 4.0V 1980	Not published
D	ft - m/km ft C 1000 - 4.0V 1980	Not published

1) Authorized only when ILS GP and/or LOC inop

Changes: APL, OBST

## STR-EDDS

7-60

## RNP 25



DS050 [A5000+ ;R] - DS054 [R] - LBU [A5000] **RW25** 4 8.7 **RW25** **UNSER**

252°  
at DS050 or MNM 5000,  
whichever is later,  
RT direct DS054  
RT 053° to LBU  
maintain 5000

GS	120	140	160
4 RW25	640	740	850
-MAPt	NA	NA	NA

RW25	N48 41.6
E009 14.6	

1) Uncompensated BARO VNAV NA below -15°C (5°F)  
2) With EVS 800m

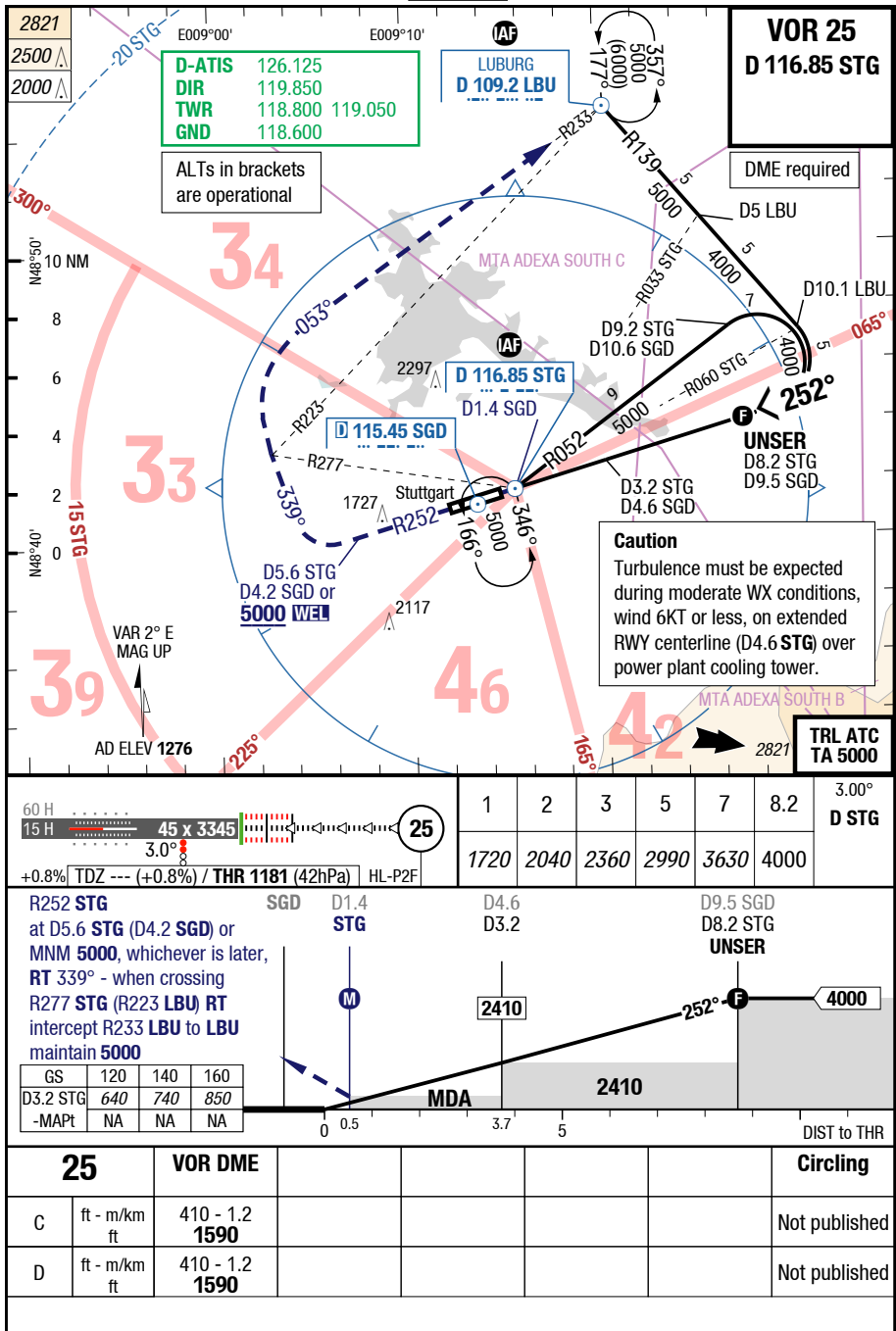


16-FEB-2017

STR-EDDS

7-70

VOR 25



Changes: APL, OBST

25		LOC DME	SRA				
C	ft - m/km ft	410 - 1.2 <b>1590</b>	1040 - 2.4 <b>2220</b>				
D	ft - m/km ft	410 - 1.2 <b>1590</b>	1040 - 2.4 <b>2220</b>				

**28-DEC-2017**  
**STR-EDDS**

Germany **Stuttgart**

**MRC**

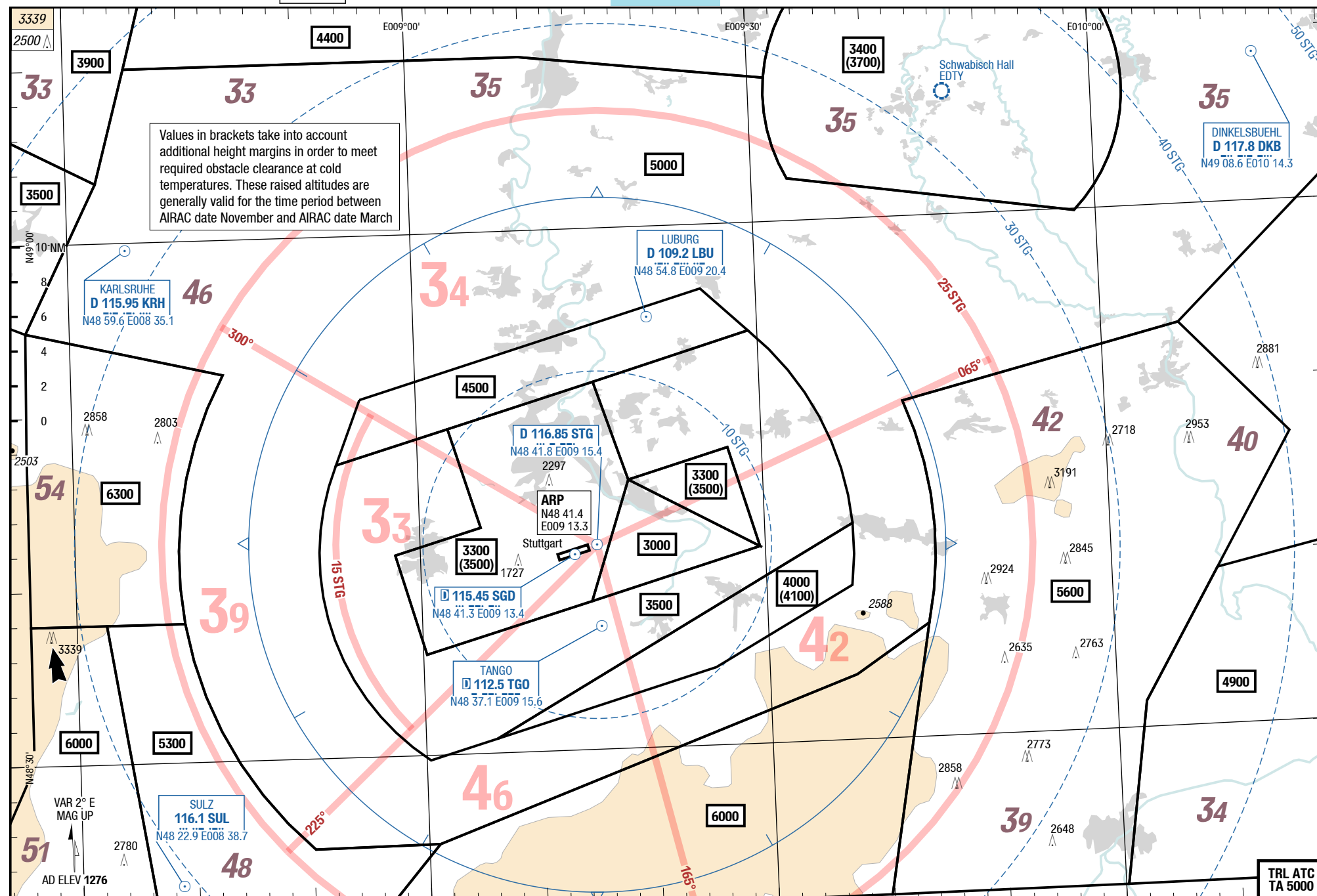
MRC

**MRC**

## Stuttgart Germany

**NIL**  
**MRC**

**8-10**



Changes: MGA, MRVA, OBST

© Lido 2017