

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Night Restrictions**

No TKOF: 2200-0500‡ / No LDG: 2230-0500‡

Exception: delayed SKED LDG until 2300‡.

**Airport Information****RFF:** CAT 10**Fuel:** AVBL H24; 2200-0500‡ 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.

Taxiling 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.

17-MAY-2018

**STR-EDDS****1-30****AOI****AOI****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

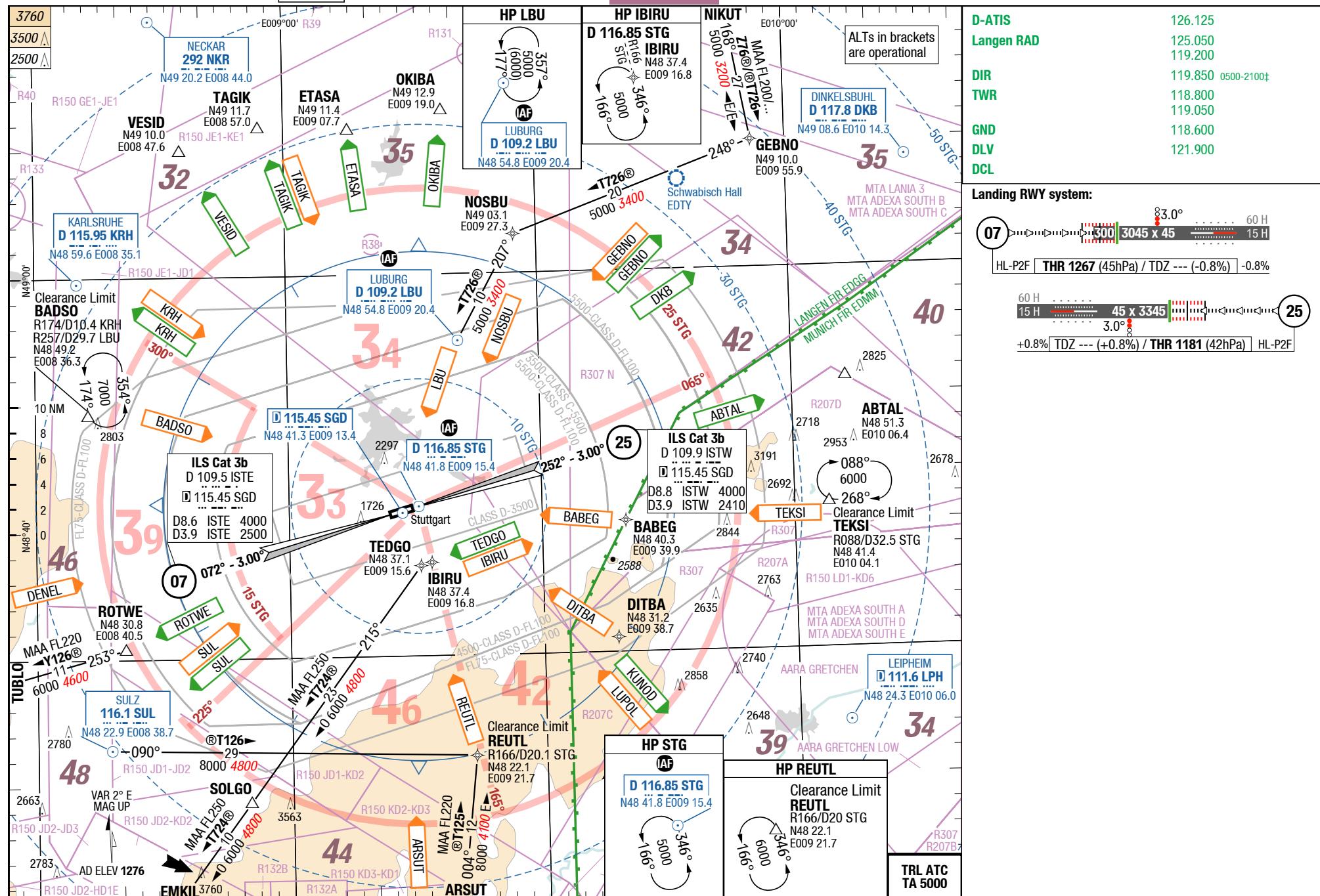
## Germany Stuttgart

AGC  
AFC

## Stuttgart Germany

AGC  
AFC

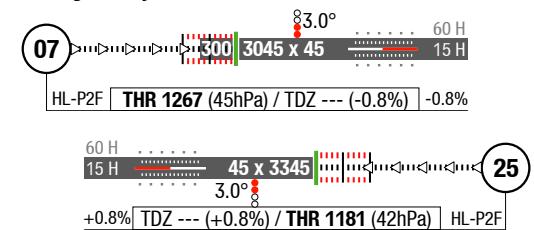
2-10



Changes: Nil

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

## Landing RWY system:



18-MAY-2017

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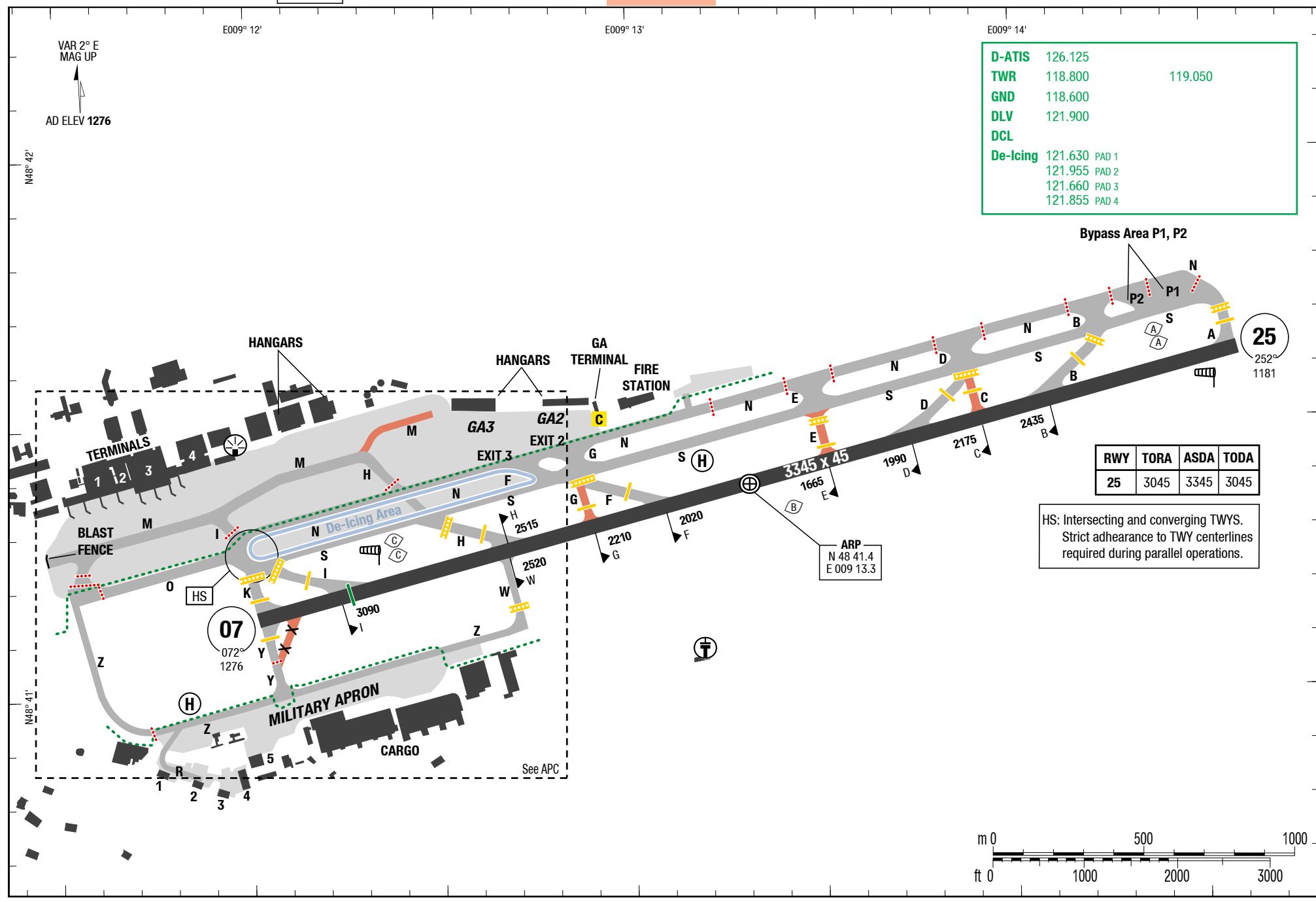
AGC

Stuttgart Germany

AGC

STR-EDDS

3-20



Changes: HLDG POS, HS

22-MAR-2018/UFN

22-MAR-2018

STR-EDDS

Germany Stuttgart

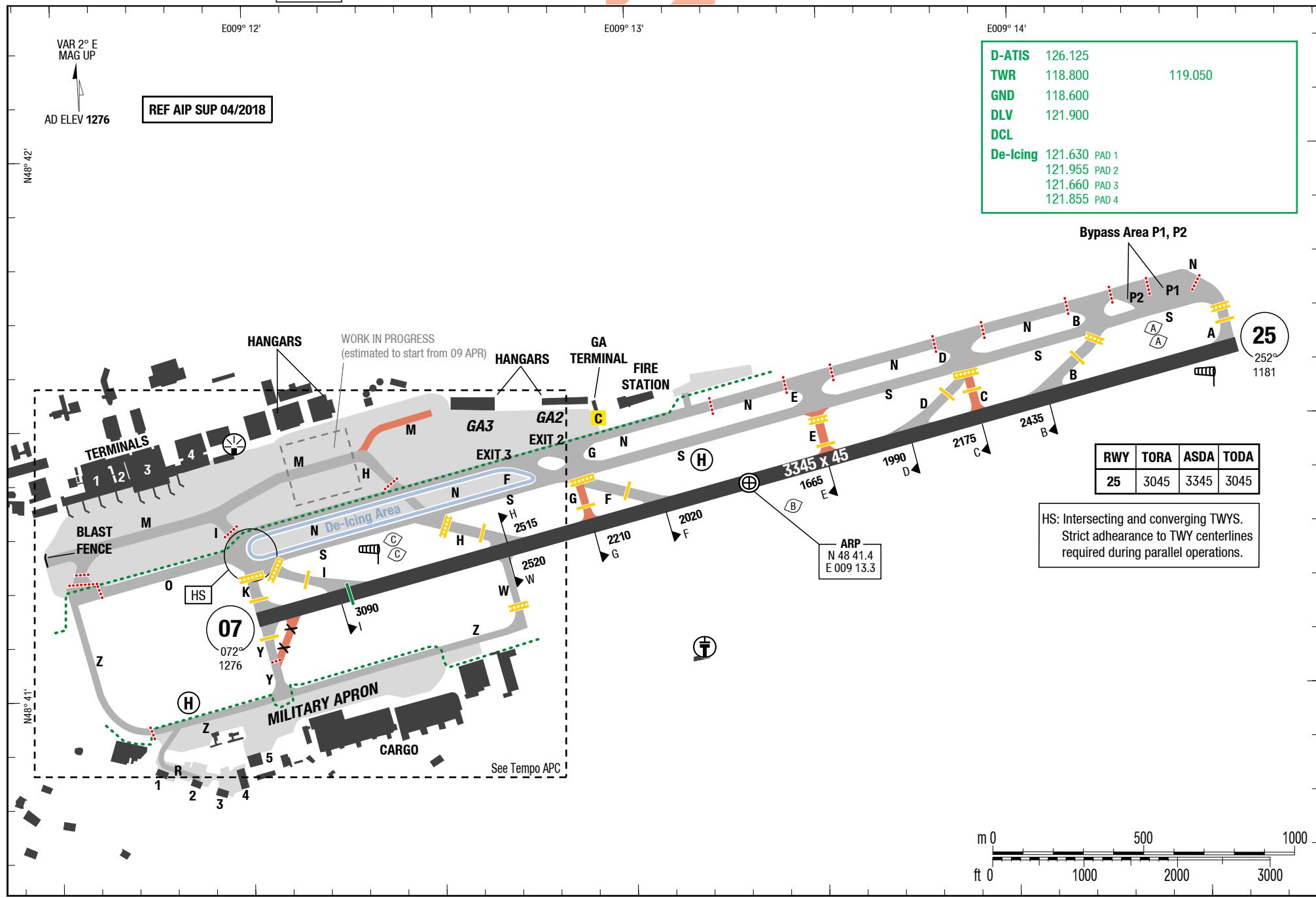
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Stuttgart Germany

AGC

Tempo AGC

3-21



22-MAR-2018/UFN

22-MAR-2018

STR-EDDS

Germany Stuttgart

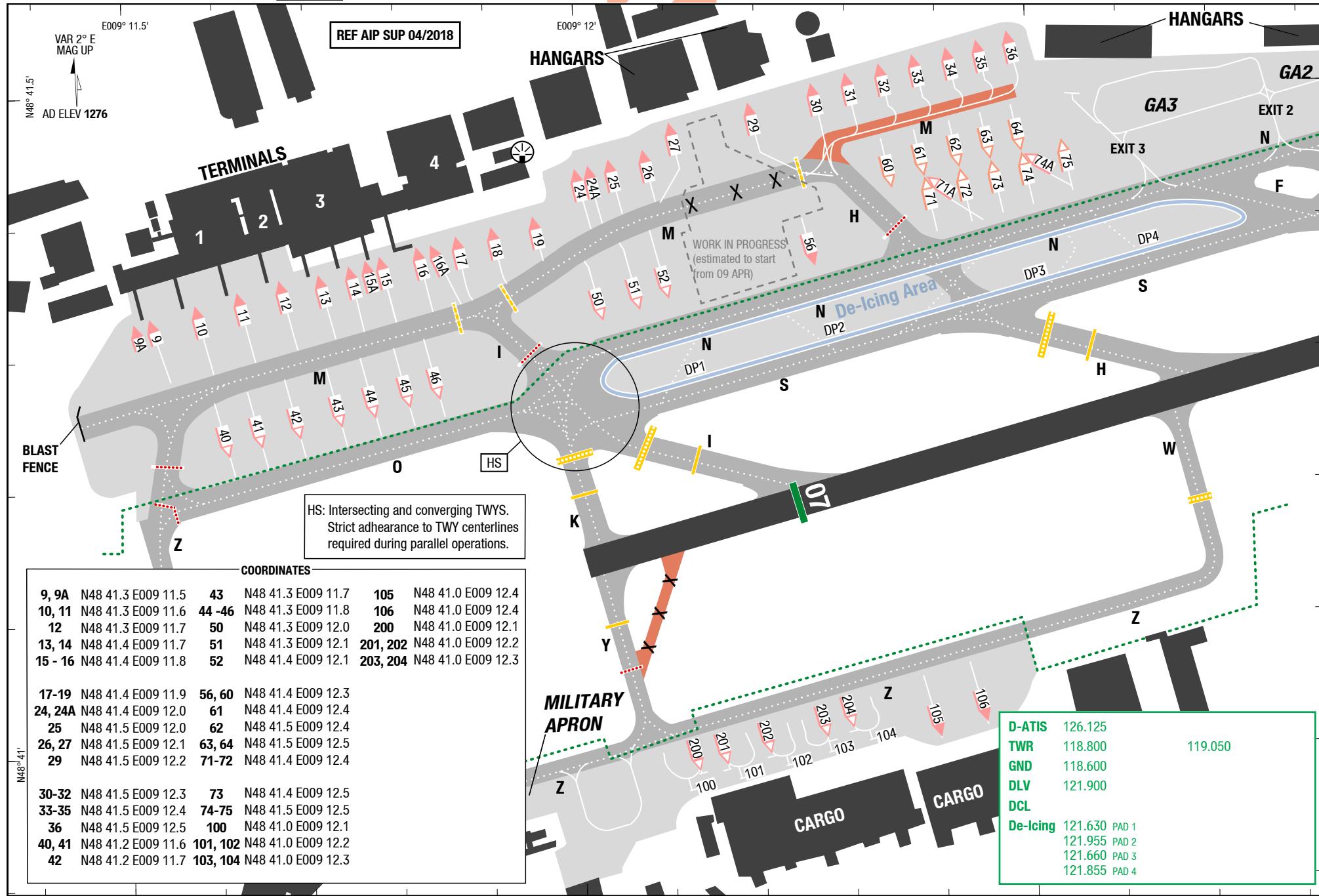
Tempo APC

Stuttgart Germany

Tempo APC

3-28

REF AIP SUP 04/2018



Changes: new

18-MAY-2017

STR-EDDS

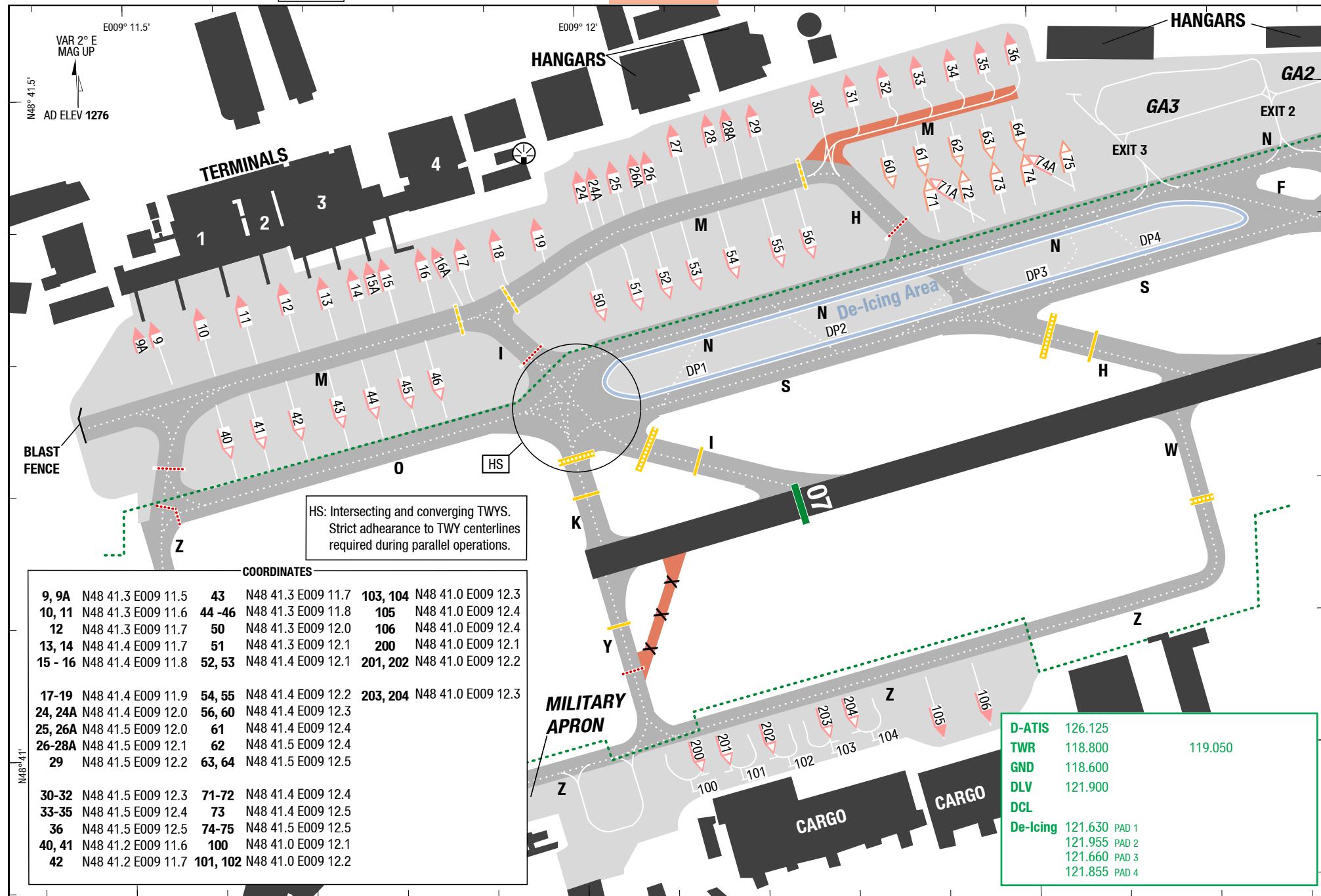
Germany Stuttgart

APC  
APC

Stuttgart Germany

NIL  
APC

3-30



Changes: TWY Lights, HLDG POS, HS

09-AUG-2018

STR-EDDS

# Germany Stuttgart

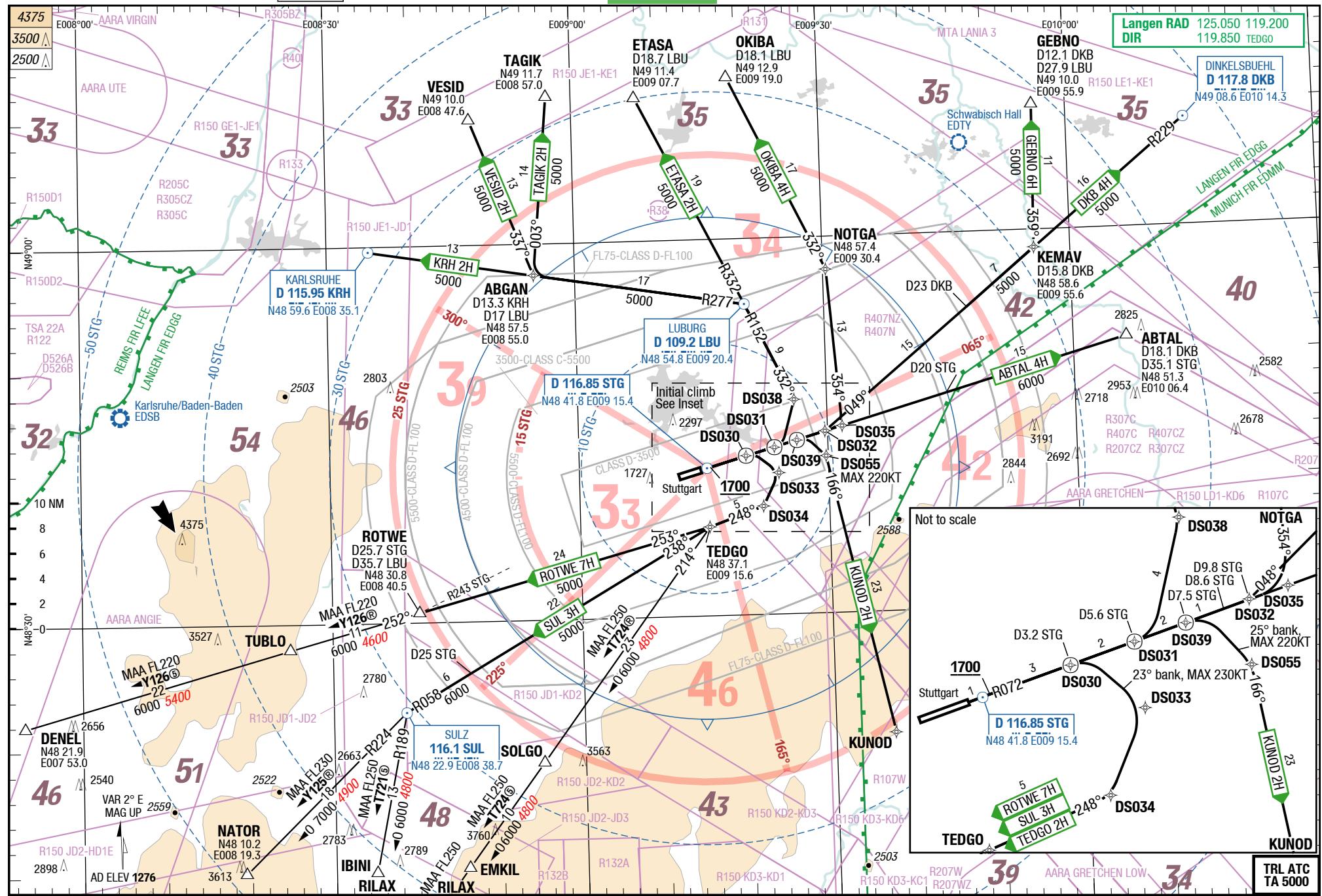
SIDs RWY 25 (RNAV Overlay)

Stuttgart Germany

SIDs RWY 25 (RNAV Overlay)

4-10

## SIDs RWY 07 (RNAV Overlay)



09-AUG-2018

STR-EDDS

Germany Stuttgart

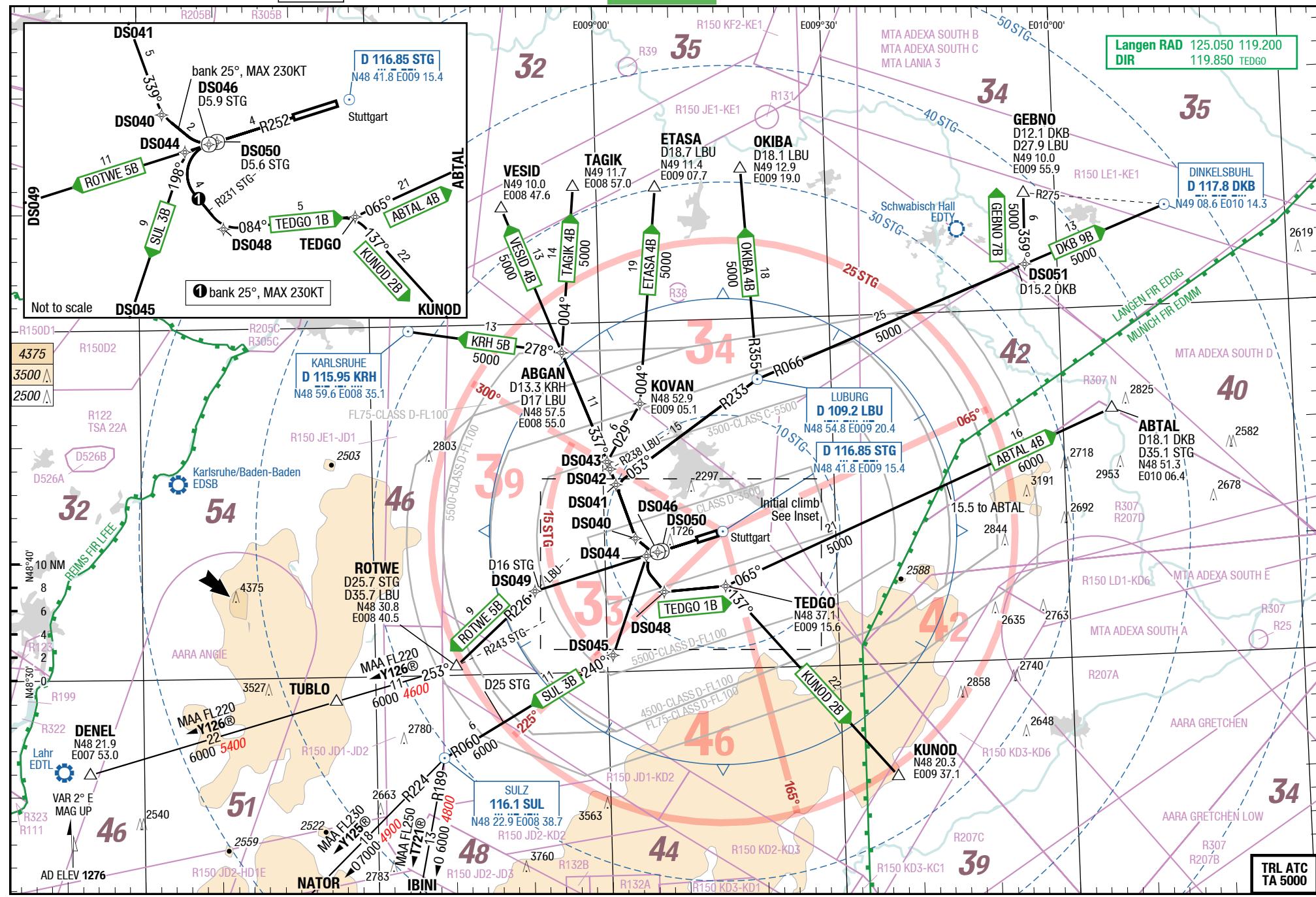
4-20

SIDs RWY 25 (RNAV Overlay)

SID

Stuttgart Germany

SIDs RWY 25 (RNAV Overlay)



Changes: MEA

18-MAY-2017

## STR-EDDS

5-10

## SIDs RWY 07 (RNAV Overlay)

**ABTAL 4H / DINKELSBUHL 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>DINKELSBUHL 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+] - DS031 [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 LT 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 KRH  <b>FMS</b> [A1700+] - DS031 [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+] - DS039 [R] - DS055 [K220-] - KUNOD	<b>Initial climb 5000</b>

① Climb gradient due to airspace structure.

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
	Runway 07	
<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 - LT 332° to OKIBA  <b>FMS</b> [A1700+] - DS035 [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+] - DS030 [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 SUL  <b>FMS</b> [A1700+] - DS030 [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+] - DS031 [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+] - DS030 [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+] - DS031 [L] - DS038 - LBU [L] - ABGAN [R] - VESID	<b>initial climb 5000</b>

① Climb gradient due to airspace structure.

## STR-EDDS

5-30

## SIDs RWY 25 (RNAV Overlay)

ABTAL 4B / DINKELSBUHL 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
	Runway 25	
<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+] - DS046 [L] - DS048 [K230-] - TEDGO [L] - ABTAL	<b>initial climb 5000</b>
<b>DINKELSBUHL 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+] - DS050 [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+] - DS050 [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+] - DS050 [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 - KRH  <b>FMS</b> [A1700+] - DS050 [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.

## STR-EDDS

5-40

## SIDs RWY 25 (RNAV Overlay)

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+] - DS046 [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.

## STR-EDDS

5-50

## SIDs RWY 25 (RNAV Overlay)

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	<b>Initial climb 5000</b>
<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	<b>Initial climb 5000</b>
<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	<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, 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.

**Effective 11-DEC-2014**

04-DEC-2014

# **STR-EDDS**

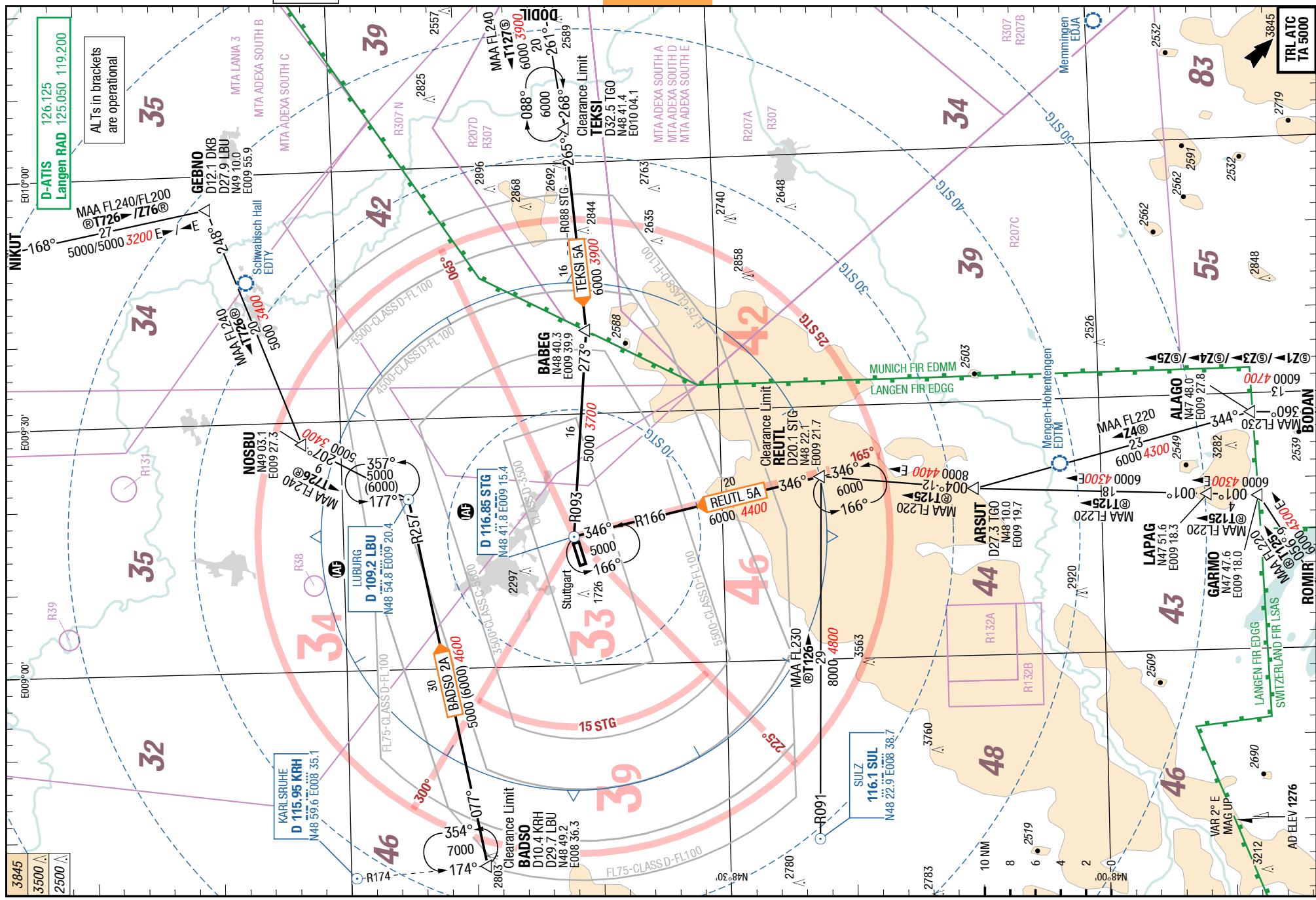
Germany Stuttgart

# STARS

**Stuttgart Germany**

STARS

5-10



Effective 11-DEC-2014

04-DEC-2014

STR-EDDS

Germany Stuttgart

CDA RNAV Transitions 25

IAC

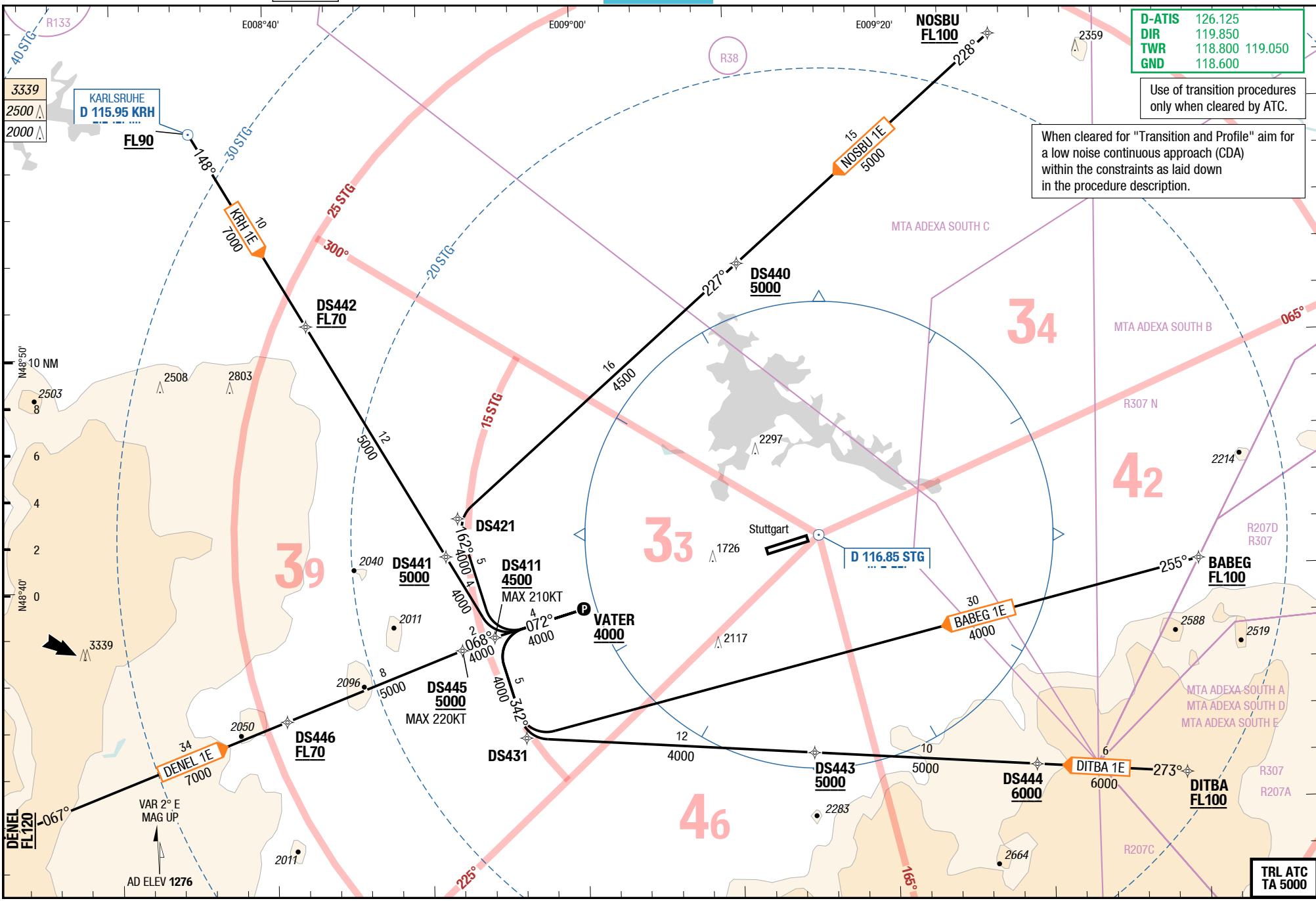
Stuttgart Germany

CDA RNAV Transitions 25

CDA RNAV Transitions 07

7-10

CDA RNAV Transitions 07



Effective 11-DEC-2014

04-DEC-2014

STR-EDDS

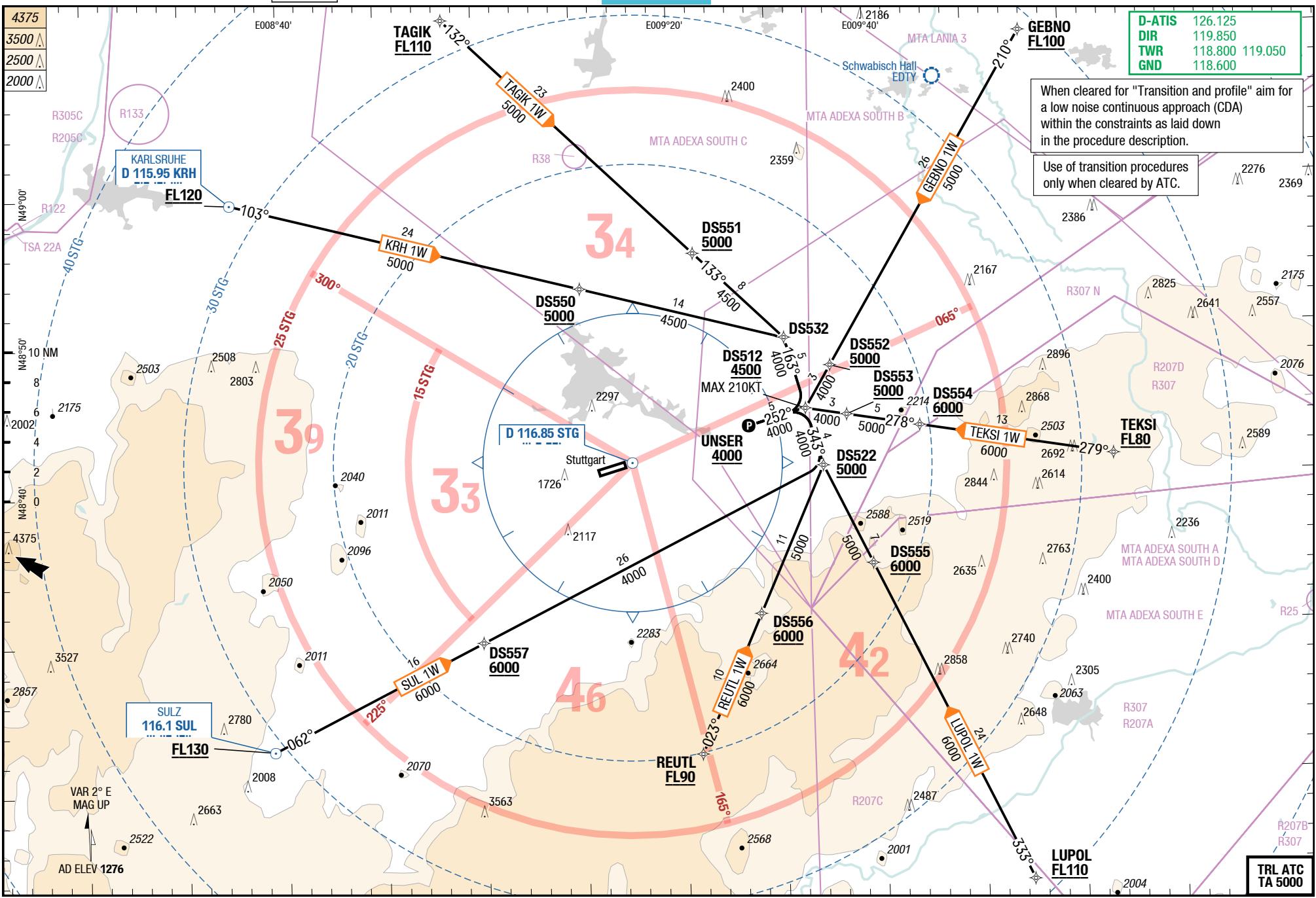
Germany Stuttgart

IAC

Stuttgart Germany

IAC

## 7-20 CDA RNAV Transitions 25



09-NOV-2017

STR-EDDS

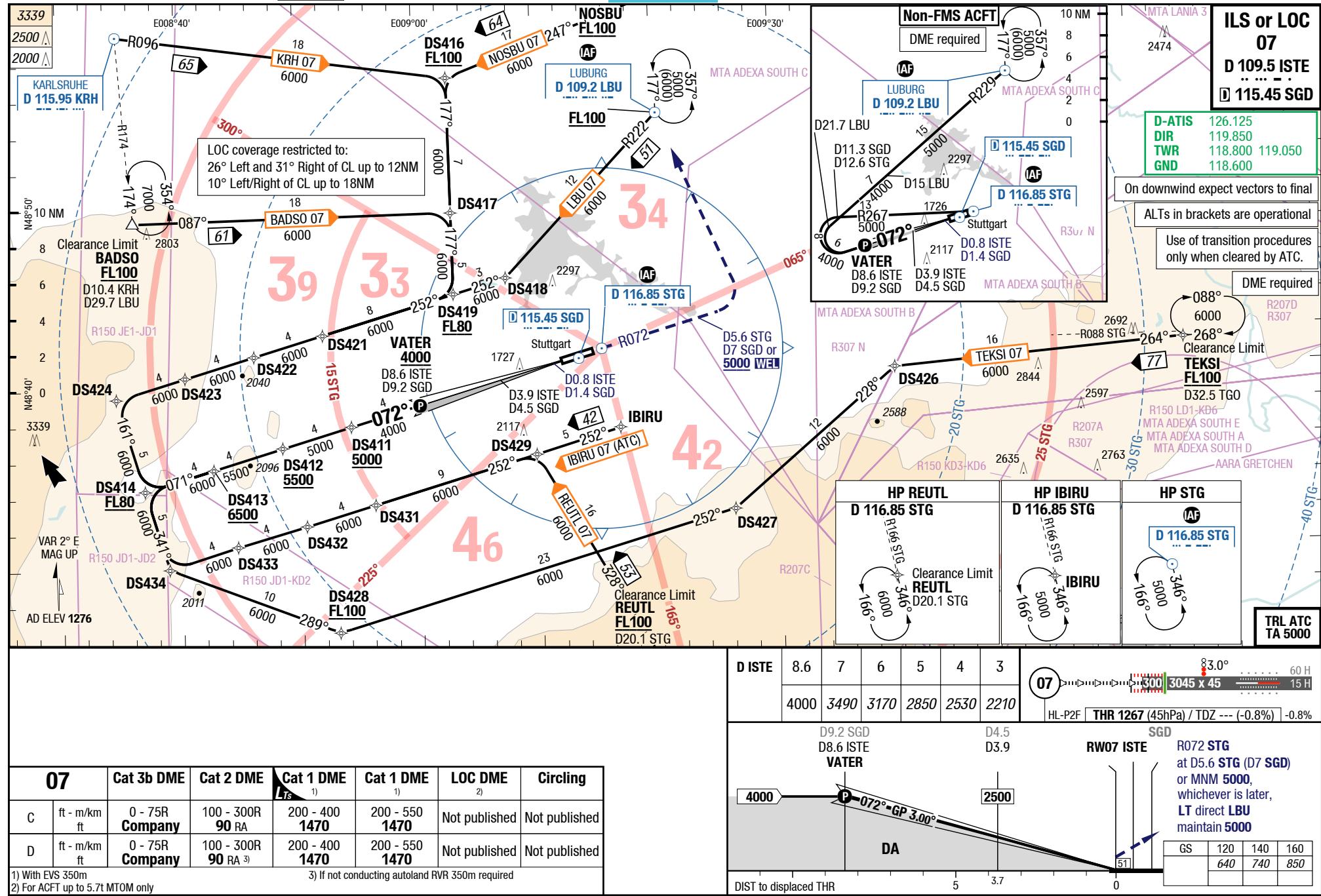
Germany Stuttgart

ILS or LOC 07

**Stuttgart** Germany

**ILS or LOC 07**

7-30



09-NOV-2017

Germany Stuttgart

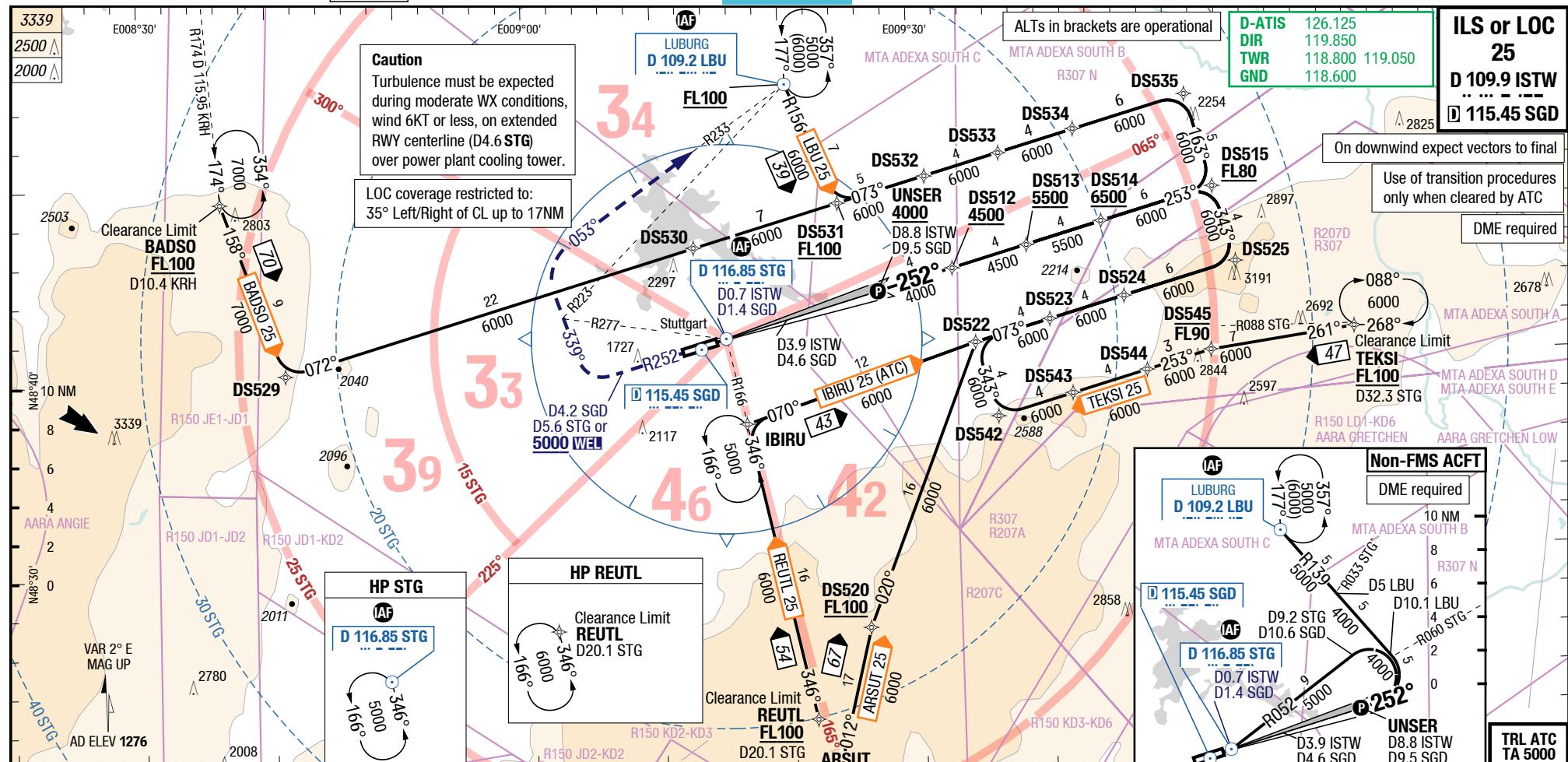
STR-EDDS

7-40

ILS or LOC 25

**Stuttgart** Germany

ILS or LOC 25



25		Cat 3b DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	100 - 300R <b>108 RA</b>	110 - 300R <b>115 RA</b>	200 - 400 <b>1390</b>	200 - 550 <b>1390</b>	Not published
D	ft - m/km ft	0 - 75R <b>Company</b>	110 - 300R <b>115 RA 2)</b>	110 - 300R <b>115 RA 2)</b>	200 - 400 <b>1390</b>	200 - 550 <b>1390</b>	Not published

- 1) With EVS 350
- 2) If not conducted

16-FEB-2017

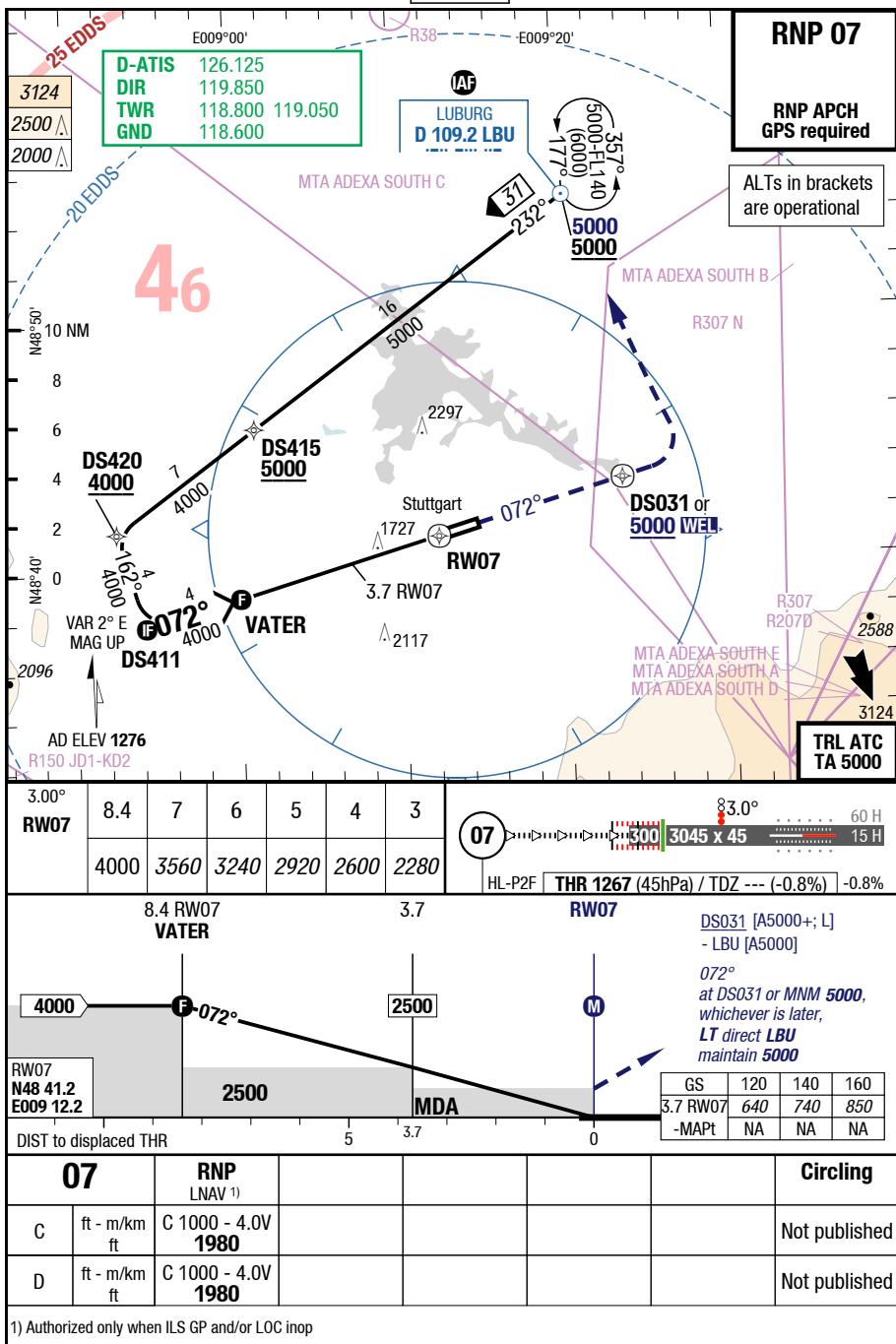
Germany Stuttgart

## STR-EDDS

7-50

RNP 07

IAC



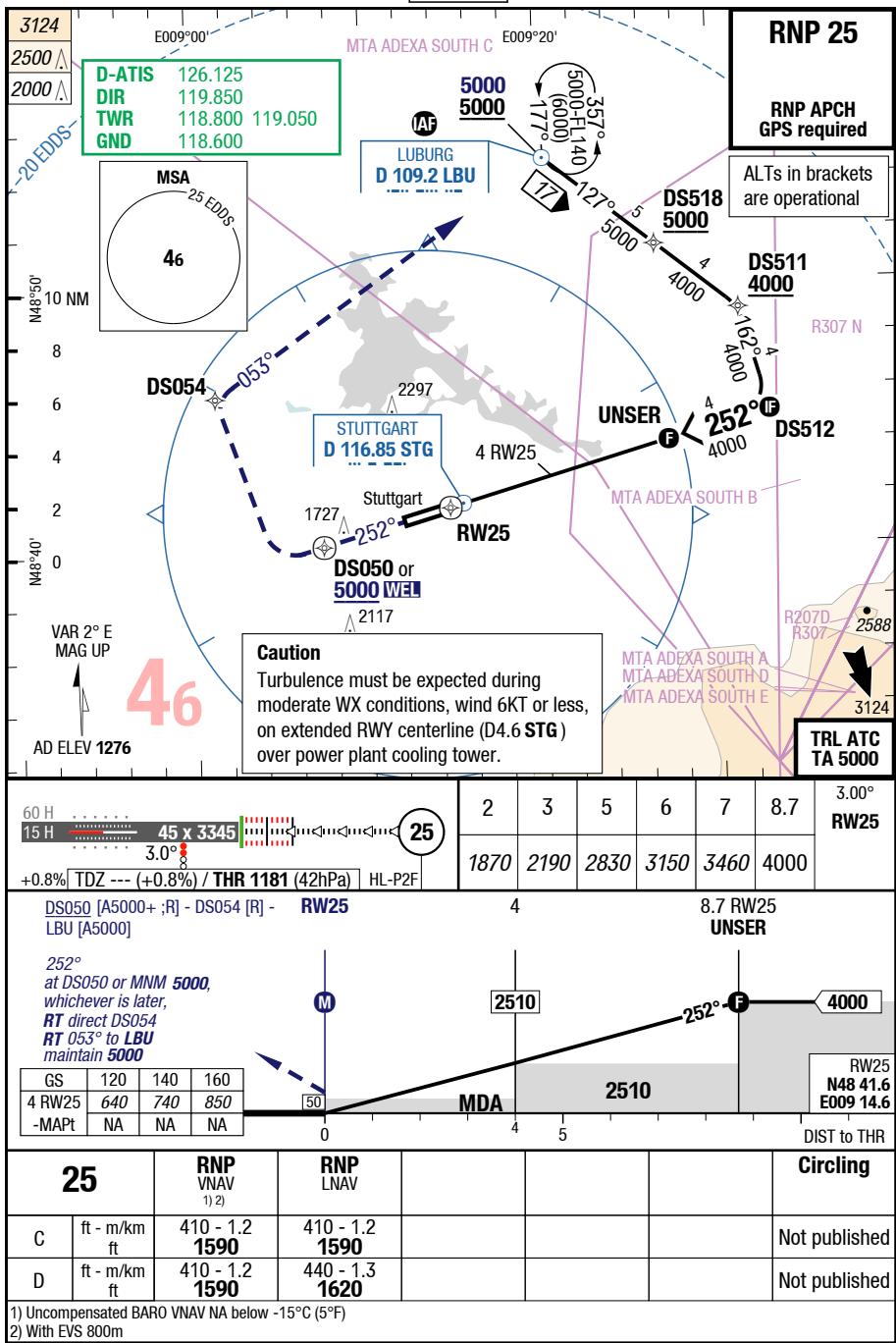
Changes: APL, OBST

16-FEB-2017

## STR-EDDS

7-60

RNP 25



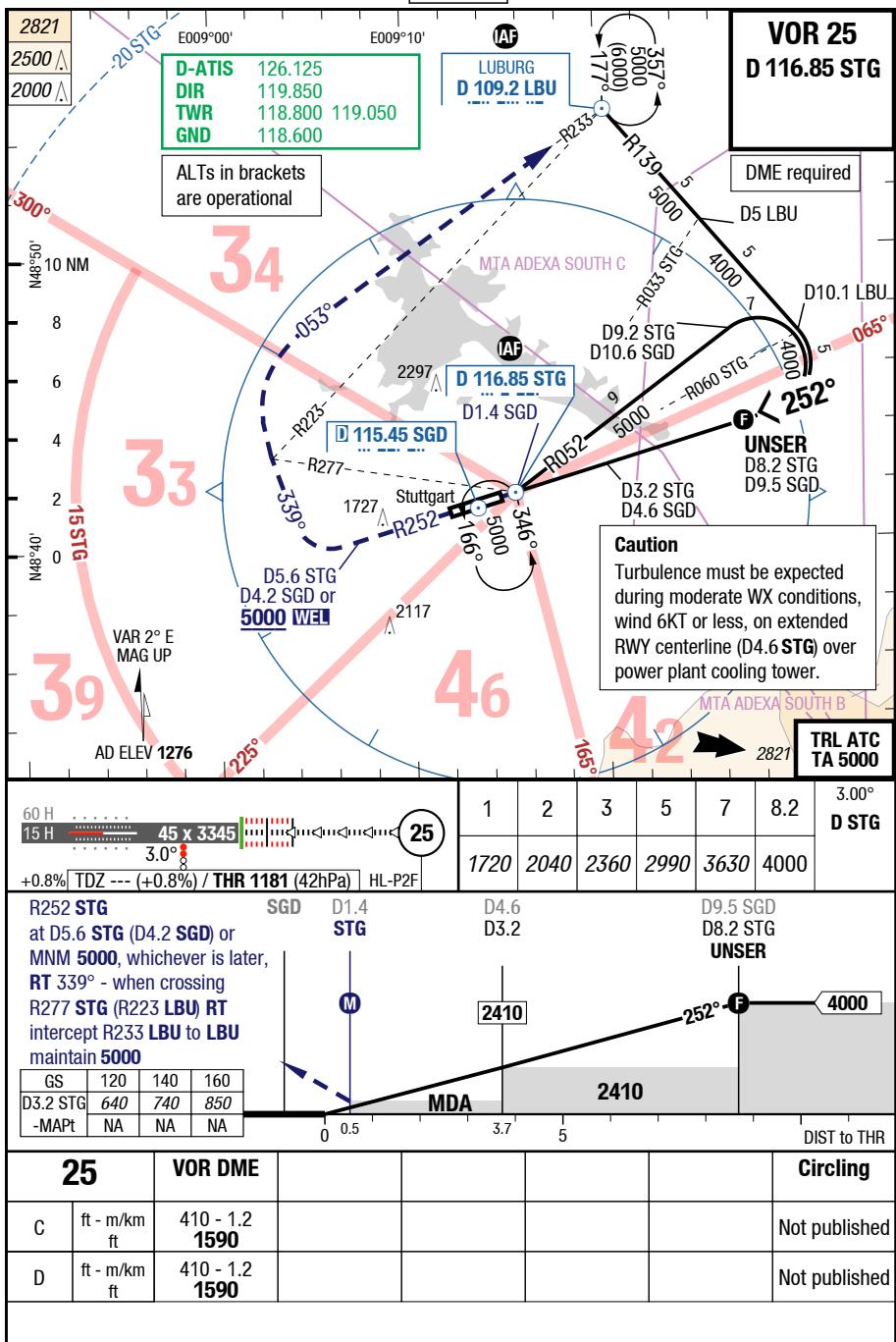
Changes: APL, OBST

16-FEB-2017

## STR-EDDS

7-70

## VOR 25



09-NOV-2017

**STR-EDDS****7-90****WxMinima Overflow**

<b>25</b>		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

Germany Stuttgart

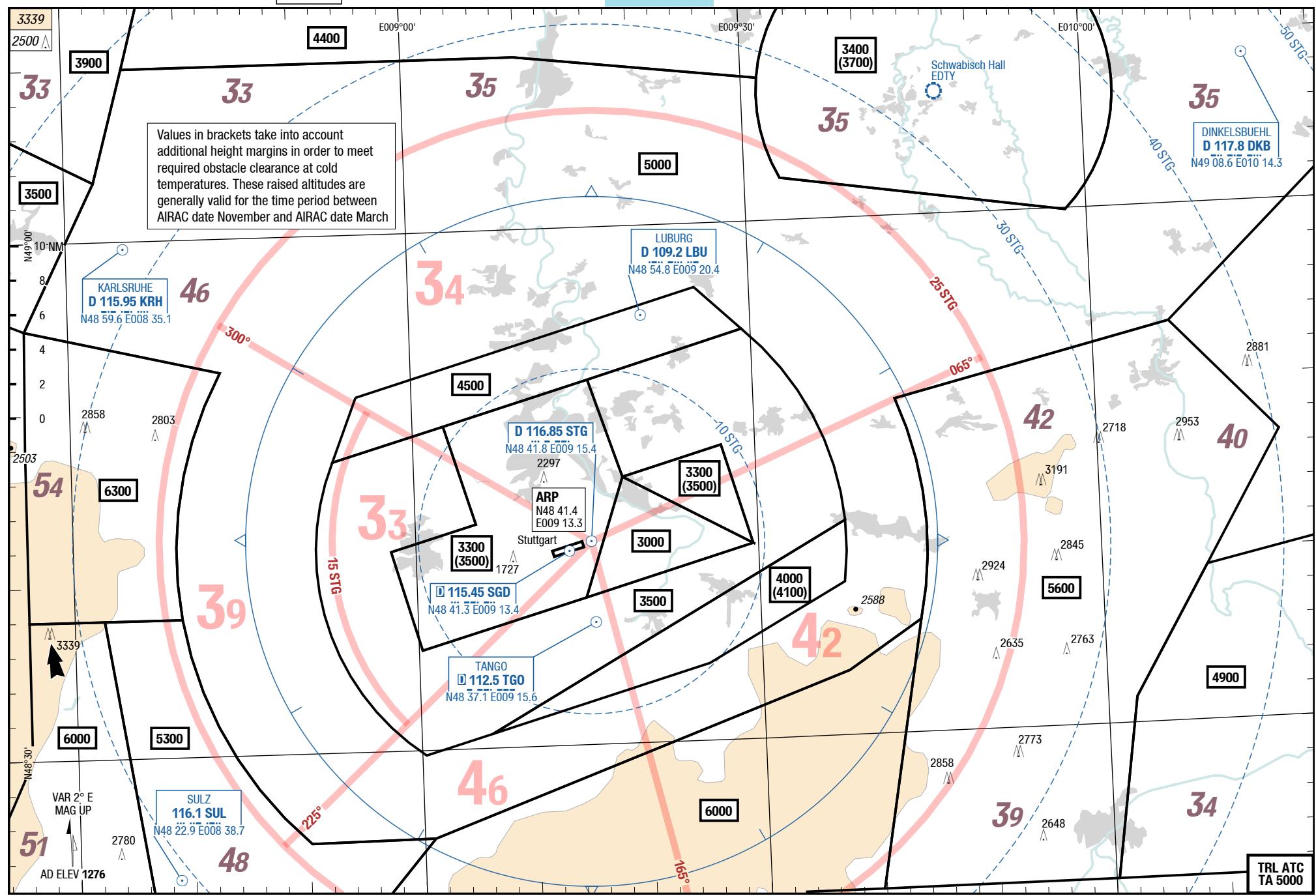
**MRC**

**Stuttgart Germany**

**MRC**

## **STR-EDDS**

8-10



## Changes: MGA, MRVA, OBST