

Pilots should arrange their flight so as to leave the initial approach fix at a speed which permits operation of the aircraft in clean configuration. This speed should be maintained until reaching a distance of approximately 12 NM from touchdown. For this portion of the approach, an indicated airspeed of 210 kt +/- 10 kt is recommended unless a higher airspeed is required for performance reasons.

The subsequent portion of the approach up to a point shortly prior to the Outer Marker should be flown at an airspeed of 160 kt +/- 10 kt using an intermediate flap setting as appropriate for the type of aircraft concerned with the landing gear retracted. This phase will normally include the transition from level flight to descent on the glide path which should be intercepted at a height of not lower than 2000 ft above touchdown zone elevation.

Landing configuration should be established shortly prior to or over the Outer Marker, i.e. at this time the landing gear should be extended, the flaps set for landing and the aircraft stabilized at a safe approach speed.

Reverse Thrust

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

Reverse thrust other than idle thrust shall only be used to an extent unavoidable for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA)

Fuel -Saving and Noise-Reducing ILS Approach Procedures (based on Nfl 1-78/96)

1. General

For the purpose of fuel-saving and noise abatement during approach, the following procedure is announced. It may be requested by the pilot or offered by the controller. It can be performed only in connection with an ILS approach.

2. Procedure

2.1 Aircraft will be guided by Approach Control by means of radar vectoring and will be cleared for a continuous descent to the intermediate approach level in such a way that after reaching this intermediate approach level on the localizer course, about one NM will be left for intercepting the glide path in level flight. This intermediate approach segment will serve to reduce speed. It is assumed that the continuous descent will be performed at a rate of 300 ft/NM (descent angle approx.3) down to the cleared level.

If for specific reasons (e.g. separation, airspace structure, obstacles), levels above the intermediate approach level have to be assigned first, these restrictions will be lifted early enough to allow a continuous descent at a rate of 300 ft/NM.

Details about the distance from touchdown will be transmitted to the pilot together with the clearance for descent and usually at 20, 15 and 10 NM from touchdown. This should enable the pilot to correct the rate of descent as required.

2.2 In case of traffic situations allowing no CDA (e.g. approaches of aircraft with different performance data), pilots will be informed by the notice NO CDA POSSIBLE. In this case, approaches must be conducted according to previous procedures.

3. Noise Abatement

On approaches in accordance with the CDA, pilots are expected to continue using the approach techniques recommended for noise abatement in the vicinity of airports.

4. The CDA Procedure may be used at the following airports:
- Stuttgart - RWY 25 (Zwischenanflughöhe/intermediate approach altitude 3500)
 - Nürnberg - RWY 10 (Zwischenanflughöhe/intermediate approach altitude 4000)
 - RWY 28 (Zwischenanflughöhe/intermediate approach altitude 4000)
 - Hamburg - RWY 23 (Zwischenanflughöhe/intermediate approach altitude 3000)
 - RWY 05 (Zwischenanflughöhe/intermediate approach altitude 3000)
 - RWY 15 (Zwischenanflughöhe/intermediate approach altitude 3000)
 - Hannover - RWY 27L (Zwischenanflughöhe/intermediate approach altitude 2000)
 - RWY 27R (Zwischenanflughöhe/intermediate approach altitude 2000)
 - RWY 09L (Zwischenanflughöhe/intermediate approach altitude 2000)
 - Munich - RWY 26L/R (Zwischenanflughöhe/intermediate approach altitude 5000)
 - RWY 08L/R (Zwischenanflughöhe/intermediate approach altitude 5000)

Reverse Thrust

When landing reverse thrust other than idle thrust may only be used to an extent indispensable for safety reasons.

AIRPORT CURFEWS

NIGHTTIME OPERATIONS

2.1.1 Take-off and landing

From 2200 until 0500 (2100 until 0400), civil jet aircraft with a noise certificate according to Chapter 3 of Annex 16 relating to the ICAO agreement are not permitted to land or to take off.

2.1.2 Exceptions

Excepted from the restrictions of No. 2.1.1 are:

- a) landings of these airplanes from 2200 (2100) until 2230 (2130);
- b) landings in the case of delays by these airplanes if the planned time of arrival is before 2230 (2130) and the delayed landing is conducted by 2300 (2200).
- c) take-offs and landings of airplanes
 - in the night airmail service of the „Deutsche Post AG“ however, only with airplanes in possession of a noise certificate according to Chapter 3 of Annex 16 relating to the ICAO agreement,
 - using the airport as an emergency or alternate aerodrome for meteorological, technical or other safety reasons,
 - on a mission in disasters or rendering medical assistance,
 - conducting flight checks for the unit responsible for air navigation services.

Deviating from the restrictions of No. 2.1.1, the approving authority may grant exceptions in justified individual cases for Stuttgart Airport (Tel.: 0711 948-44 60) or, according to their specifications, for the Aviation Supervision Office at Stuttgart Airport if this seems necessary in the public interest, especially

PREFERENTIAL RUNWAYS - **NONE**

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS:

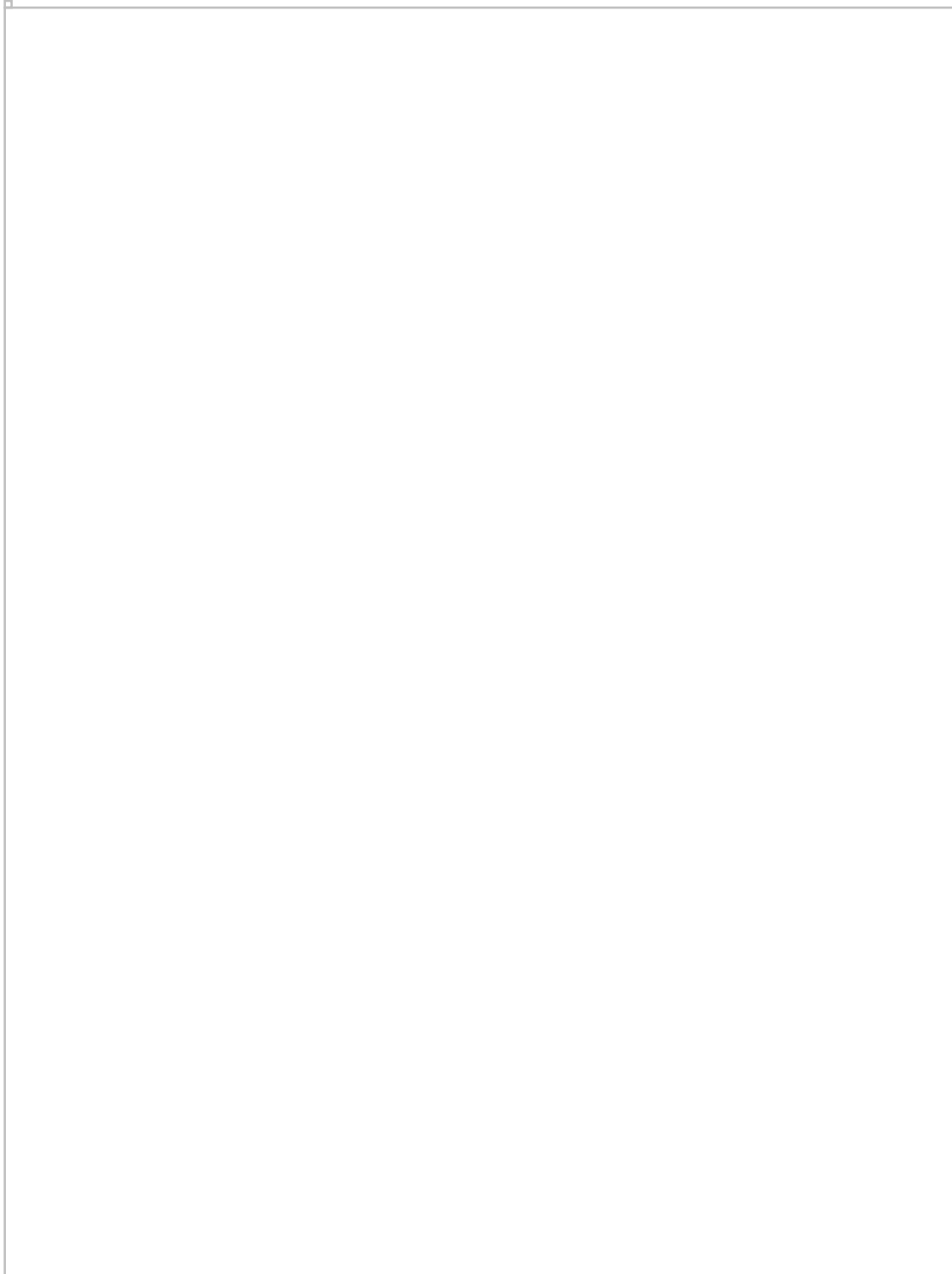
Test runs and run-ups of engines are generally permitted between 0500 (0400) and 2100 (2000), only.

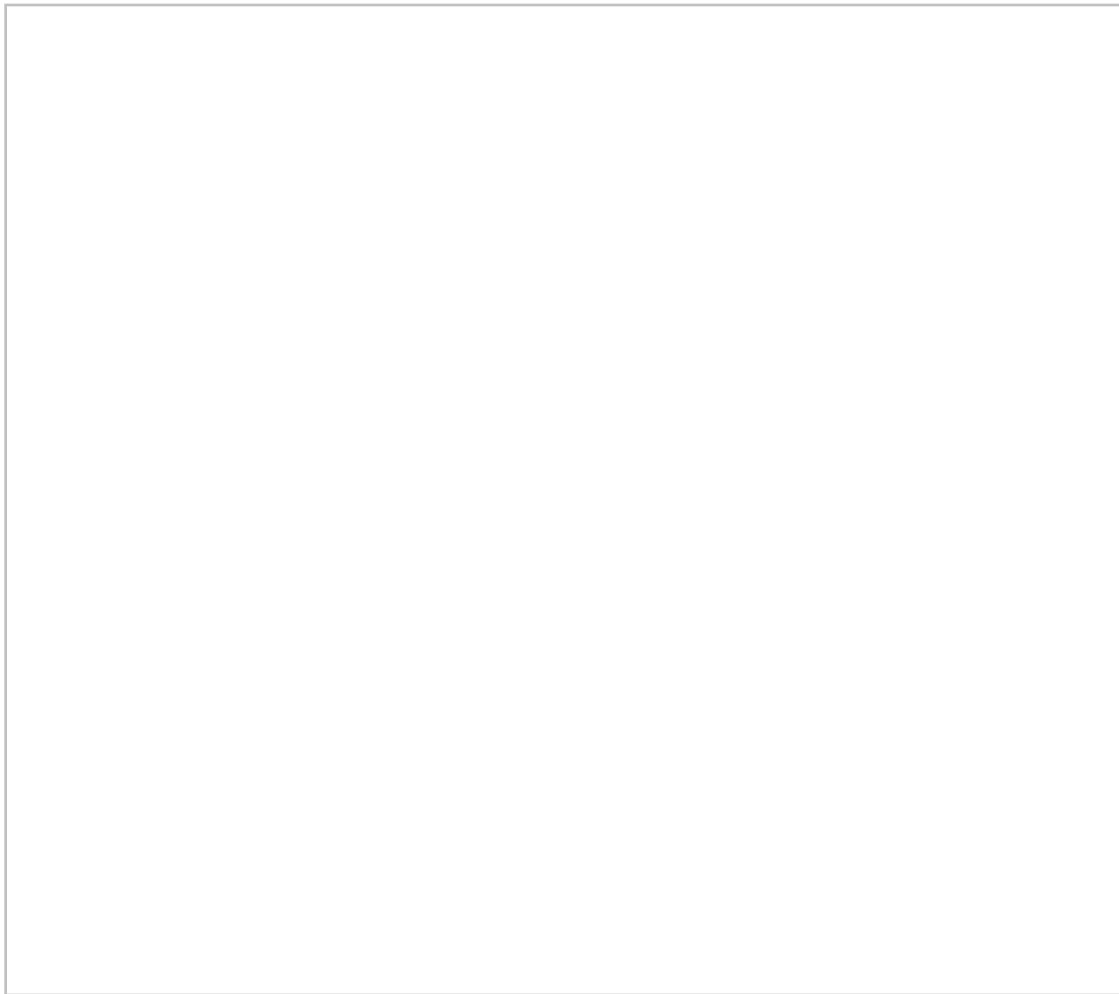
Test runs and run-ups of jet engines are permitted only after prior consent and on special instruction by the Aviation Supervision Office. Idle test runs ("ground idle") are excluded.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - 11/2011 Verified per IATA Airport, ATC and Fuel Charges Monitor



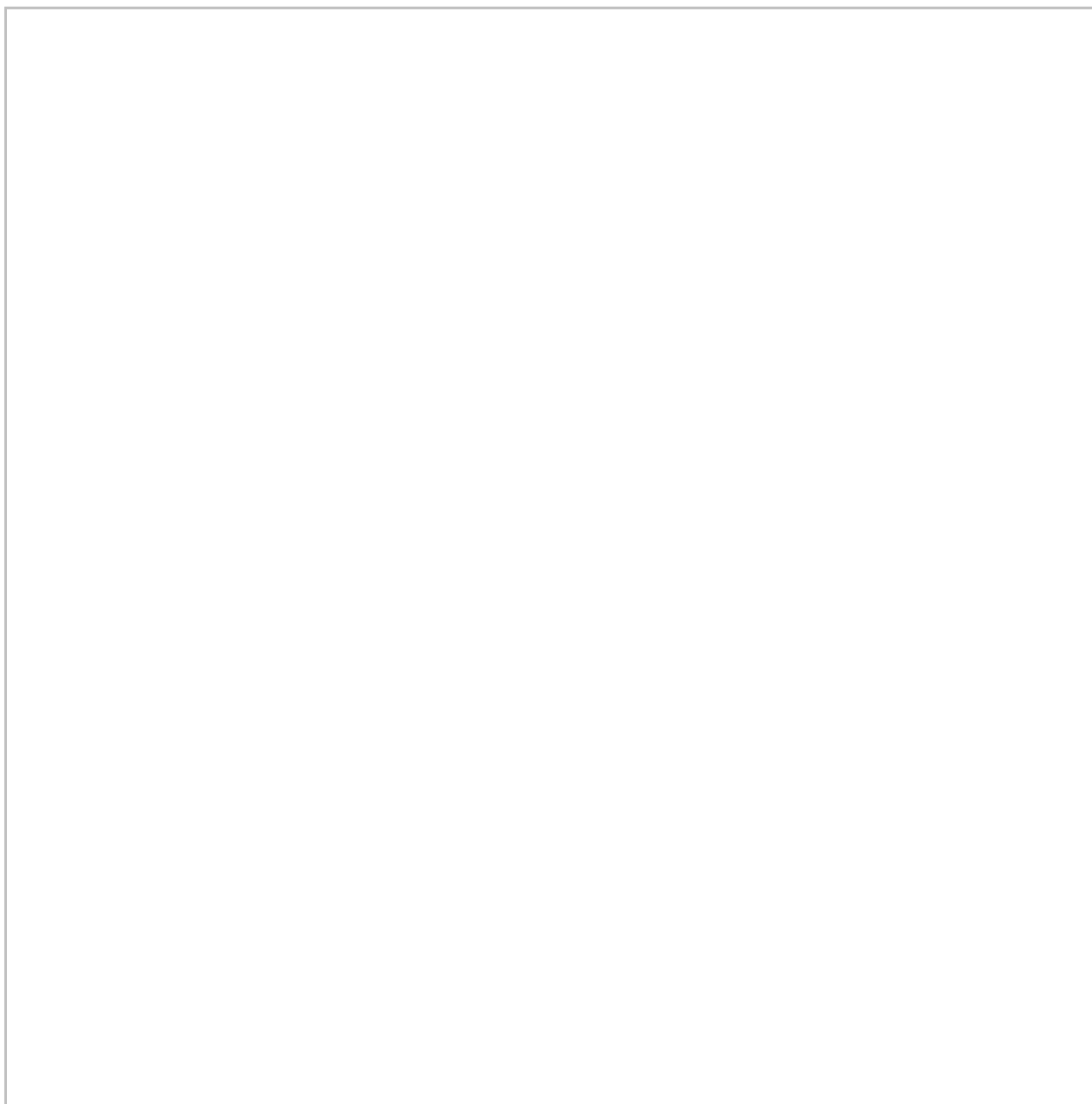


NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation	-	-

Programs to Date		
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



8 stations, Burell and Kajer

Monitoring used to check mandatory strict adherence to takeoff routing procedures. Computer controlled system for continuous monitoring, installed in 1969, measures time that a given threshold level (different for each station, date, etc.) was exceeded. Stations are symmetrically located about the axis of the main runway with Station 4 used to measure the effects of reverse thrust. The previous system was replaced in 1998.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)