

EDAY - Strausberg

General

Strausberg is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Giebelstadt as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top-down services for uncontrolled airfields** in Germany.

IFR departures still have to **contact the appropriate top-down controller for their enroute clearance** if Strausberg Information is offline.

Parking Positions and Taxiways

Apron 1 and the grass area west of Apron 1 are used as parking positions for aircraft of the local flight school and charter company Aerotours.

Apron 2 is usually used by aircraft not based at EDAY. Here, there is also the only refuelling station at this airfield.

Other EDAY-based traffic may park in front of the hangers east of taxiway E.

TWYs D2 and E are only available for aircraft with a wingspan of less than 20 m and an outer main gear wheel span (OMGWS) of less than 3.7 m

TWYs D2 and E shall not be used by aircraft with more than 5.7 t MTOM

Charts

You can find **current IFR charts** for Strausberg on [chartfox](#) (requires VATSIM login).

You can find **current VFR charts** for Strausberg in the [AIP VFR](#).

For a better overview over the airspace structure around Giebelstadt, we recommend

openflightmaps.com.

Sceneries

Sim	Freeware	Payware
MSFS	Simmershome	--
X-Plane	Simmershome	--
Prepare3D V4/V5	Simmershome	--

Departure

Takeoff

Since Strausberg is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**. However, you might be assigned a **release window during which you have to depart** (inform ATC immediately if you are unable to depart within this window).

Auto-handoff

Strausberg utilizes an auto-handoff procedure for departures; **the AFISO will not hand off departures to the approach controller**. The current airborne frequency will always be given by the AFISO.

Contact the airborne frequency **immediately when airborne**.

Make yourself familiar with the altitude and speed restrictions on departure. Due to traffic from/to EDDB strong adherence to SID profile is required!

Keep in mind that ATC service will start as soon as you enter controlled airspace (approx. 1300 ft). IFR traffic will cross airspace E, look out for **VFR traffic unknown to ATC**.

Arrival

STAR

There are **no STARs for Strausberg**. All inbounds should plan a route to **waypoint RENKI**, which is used as an initial approach fix for the RNP approach.

Approach

Strausberg has an RNP approach for both runways.

Make yourself familiar with the altitude and speed restrictions on the RNP approach. Due to traffic from/to EDDB strong adherence to approach profile is required!

There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller**.

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

You will not receive a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

VFR

Airspace

The Strausberg RMZ extends from ground level to 1000ft AGL (approx. 1300ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Strausberg Information 5 minutes before entering the RMZ**, as well as when exiting it and must maintain at least a listening watch for the entirety of their stay within the RMZ. Additionally, Strausberg has a **published traffic circuit** to the southeast of the field.

Traffic shall not cross noise-sensitive areas such as the city of Strausberg and the villages Klosterdorf, Hohenstein, Wilkendorf and Gartenstadt. Traffic overflying these areas shall only cross at a minimum altitude of 2000 ft AGL.

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