

EDTY - Schwäbisch Hall

General

Schwäbisch Hall is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Schwäbisch Hall 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 Schwäbisch Hall Information is offline.

Low Visibility Procedures (LVP)

Schwäbisch Hall has **higher low visibility minima than usual**; LVP will be implemented if one of the following conditions is met:

- RVR < 1000m
- Ground visibility < 1000m
- Parts of the maneuvering area not visible from the Tower

Additionally, **low visibility takeoff procedures** are available in both directions when RVR < 400m.

Parking Position

General Aviation aircraft usually park at **Apron 2 and Apron 3**, while other aircraft use **Apron 1**.

Charts

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

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

For a better overview over the airspace structure around Schwäbisch Hall, we recommend [openflightmaps](#).

Sceneries

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

Departure

Startup

All aircraft at Schwäbisch Hall have to **request startup clearance from Schwäbisch Hall Information**.

Takeoff

Since Schwäbisch Hall 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).

Schwäbisch Hall utilizes an auto-handoff procedure for departures; **Tower will not hand off departures to the approach controller**. The current departure frequency will always either be noted in the ATIS or part of your clearance.

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

Arrival

STAR

Inbounds from the South should plan a route **to Luburg VOR** (LBU) and **join an appropriate STAR** from there. If you have the STAR already in your flight plan (which you should in Germany), you can follow the STAR to waypoints WUHFU or YOLFO without further clearance by ATC. Inbounds from the North should plan a route **to Dinkelsbühl VORTAC** (DKB), which is used as an initial approach fix; there is **no STAR from DKB**.

Approach

Schwäbisch Hall has an RNP approach for both runways as well as an ILS approach for runway 28.

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**

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 an a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion.**

VFR

Airspace

The Schwäbisch Hall RMZ extends from ground level to 1000ft AGL (ca. 2300ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Schwäbisch Hall Information** when entering the RMZ, as well as when exiting it and must maintain at least listening watch for the entirety of their stay within the RMZ.

Additionally, Schwäbisch Hall has a **published traffic circuit** to the North of the field.

Startup

All aircraft at Schwäbisch Hall have to **request startup clearance from Schwäbisch Hall Information.**

Helicopters

The Schwäbisch Hall Diakonie hospital is located within the Schwäbisch Hall RMZ, west of the airport, directly below the approach path of runway 10 and departure path of runway 28.

Weckrieden (EDTX)

Weckrieden is a small glider field directly adjacent to Schwäbisch Hall (EDTY). They are even **connected with taxiway B** (be aware that a public road crosses taxiway B between the two airfields).

As Weckrieden is also located within the RMZ, **all traffic at this airfield has to be in contact with Schwäbisch Hall Information.**