

# EDDS - Stuttgart

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# General

## Before you fly...

Welcome to Stuttgart! This is an **incredibly versatile airport**: many short- and medium-haul as well as a handful of long-haul flights depart and arrive here and during the holiday season, a lot of vacationers from Southwestern Germany pass through its gates. It's also a favorite among VFR pilots due to the **relatively simple airspace structure and airport layout**, the beautiful landscape, and the many small uncontrolled and controlled airfields in the vicinity. Additionally, the US Army runs its own ramp for training flights and the Baden-Württemberg state police helicopter squadron is stationed here.

Although the airport has a simple layout and moderate traffic levels on VATSIM, you should still **prepare yourself thoroughly to keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

**If you are new to VATSIM**, Stuttgart is a perfect airport to get started on the network. Controllers usually have enough spare capacity to answer questions or quickly explain a procedure to you. However, with its single runway, the airport can become **very busy when there's a lot of traffic** (e.g. during events) and controllers may need to apply special procedures to reduce delays for everyone as much as possible, so beginners might want to avoid flying here during these times.

## Parking Position

Please make sure you choose an appropriate stand for your aircraft type.

**Passenger flights** use parking positions on the Northern apron, while **cargo flights** use the Southern Apron. **B748** can only park at positions 71A, 74A, 105, and 106; **A380** can only park at positions 71A and 74A.

**General aviation aircraft** use the general aviation aprons GA2 and GA3. GA2 is only available for aircraft with MTOM < 2.000 kg and GA3 can accommodate aircraft up to 29 m wingspan and 30.3 m length. The general aviation apron is also typically used for **non-US military aircraft** of an appropriate size.

**US military aircraft** use the US Army apron located between taxiways Y and R.

The **helicopter squadron of the Baden-Württemberg police** is based out of their own apron west of the US Army apron.

**Stands 40 - 56, 200 - 204, and all GAT positions** are taxi-out positions, **no pushback** is required. **Stands 61 - 64** can also be used as taxi-out positions if the respective opposite position is unoccupied.

**Do not use stand 65** as this stand has been newly added during recent construction work in the GAT area which is not yet implemented in most sceneries and would thus interfere with most pilots' ability to properly use the GAT and its taxiways.

Aircraft parked on the **Southern stands of the GA3 apron** should be prepared to be instructed for straight-out taxi onto N without using one of the GAT exits.

## 777 parking positions

With the PMDG 777 release for MSFS, we suggest using the following parking positions for the best experience. **Only the positions below are suitable for the B773/B77W.**

- **9A** (terminal position, push and pull procedure required)
- **24A, 26A, 28A** (remote positions)
- **105, 106** (cargo)
- **71A, 74A** (overflow positions)

## A380 parking positions

While Stuttgart is **technically equipped to handle A380 aircraft**, it is only available as a diversion airport for the type in the real world. This means that only some remote overflow positions are large enough to park the aircraft. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

Please only use the following stands when flying an A380 from/to Stuttgart airport:

- **71A, 74A**

## Handoffs

**When instructed to contact another controller, do so as soon as possible.** This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

### Auto-handoff

Stuttgart utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds 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** unless explicitly told to remain on Tower frequency.

# Charts & Scenery

## Charts

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

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

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

## Airport Scenery

The area around the GAT was recently reconstructed. ATC is usually aware of these changes, but will work under the **assumption that everyone has the old layout in their scenery** as there are currently none that have the updated layout.

Sim	Freeware	Payware
MSFS	MSFS World Update 6 <a href="#">GSX Profile</a>	<a href="#">RDPresets EDDS</a> <a href="#">GSX Profile</a>
X-Plane 11	X-Plane Default Scenery	--
Prepare3D V4/V5	--	--

# Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

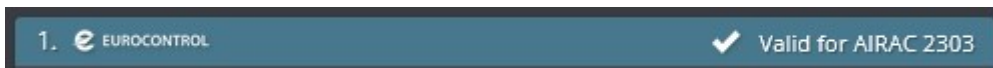
## Preparation

A thorough preparation is important for any flight. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

### Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will generally be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

### SID assignment

If there is no SID leading to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the following restrictions** that exist for some of these waypoints.

Waypoint	Restrictions
DKB	only for flights continuing Northeast-bound via <b>N869</b> or to <b>destinations EDDN, EDTY, and EDQ*</b>
ETASA	only to <b>destinations EDDF, EDFC, EDFE, and ETOU</b>
GEBNO	only for flights continuing North-bound via <b>Z76</b> and with requested <b>max. FL180</b>

<b>KRH</b>	only to <b>destinations EDDR, EDRZ, EDSB, ETAR, and ETIP</b> ; Monday through Friday only for flights with requested <b>max. FL80</b>
<b>OKIBA</b>	only for flights with requested <b>min. FL200</b>
<b>ROTWE</b>	if continuing via NATOR: only for <b>jet aircraft</b>
<b>STG</b>	only for <b>local IFR training</b> flights
<b>SUL</b>	if jet aircraft: only to <b>destinations EDNY, EDTL, LSZH, and LSZR</b>
<b>TAGIK</b>	only for flights continuing <b>via ABUMO or ASKIK</b> and with requested <b>max. FL240</b>
<b>TEDGO</b>	only for <b>local IFR training</b> flights or to <b>destination ETHL</b>

## K-SIDs

SIDs with designator K are only assigned on pilot request and require special navigational capabilities.

If you would like to use the K-SID to your initial waypoint, **inform ATC when requesting your clearance**. Keep in mind that the general traffic situation might prevent the controller from clearing you via the K-SID.

## Enroute Clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

“ **Pilot:** Stuttgart Delivery, Germanwings 6CG, stand 41, request clearance, information S.

**All SIDs in Stuttgart are runway dependent**, so ATC will not inform you of your departure runway as this is already clear from your SID assignment.

## Datalink Clearance (DCL/PDC)

Stuttgart also offers electronic datalink clearances (also known as PDC or Pre-Departure Clearance) using the Hoppie ACARS system. The station code is **EDDS**. If your aircraft does not have a direct

integration of the Hoppie system, you can also use [easyCPDLC](#).

Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

## Startup

Startup approval is the "go" from the controller's side to start your engines. It is also an **assurance that you will be cleared to start moving within the next few minutes**. It is requested and approved separately from pushback.

Pushback will not be issued by Delivery. **Startup approval is not a clearance for pushback!**

## ACDM Procedures

Stuttgart employs ACDM procedures for efficient operations. This requires pilots to **comply with assigned ACDM times**. Please **set your TOBT** using the [vACDM pilot interface](#) to help the controllers with preplanning and reduce delays.

When there is delay during periods of high traffic, it is **your responsibility to request startup during your TSAT window** - don't rely on ATC to call you!

If you are unfamiliar with ACDM procedures, **please read the [vACDM pilot guide](#)**.

## Pushback

Only request pushback if you are actually ready to start pushing back. If you take longer than **1 - 2 minutes to start moving**, ATC might have to cancel your pushback clearance to avoid delays for other pilots.

Keep in mind that some positions on Stuttgart's apron are **taxi-out stands**. If you are parked on one of these taxi-out stands, you won't need a pushback.

If you are unsure about your pushback instruction or unable to comply for any reason, **hold position and inform ATC immediately**.



## Orange line pushback

Aircraft parked at positions 71 - 75 with a maximum wingspan of 36 m might be given a pushback clearance onto the orange line instead of taxiway N. This will allow other aircraft to still pass on N.

If the orange line is missing from your scenery or you are otherwise unable to comply with this pushback instruction, **hold position and inform ATC immediately.**

## Taxi

While Stuttgart's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately.**

## Takeoff

Stuttgart has only one runway which needs to be used for both departures and arrivals. Especially during periods of high traffic it is important to **begin your takeoff roll as soon as you receive your clearance** and be prepared for immediate takeoff clearances. If you take too long, **ATC will have to cancel your takeoff clearance** and issue a go around for the arriving aircraft.

## Visual departure

**(Turbo-)Prop aircraft up to 5.7t MTOM** should be prepared for Tower to ask them if they can accept a visual departure. This procedure involves flying an assigned heading once airborne while **maintaining your own terrain clearance**.

Only accept a visual departure **if you feel confident that you can follow the instructions**, otherwise you should reject the visual departure clearance.

## Auto-handoff

Stuttgart utilizes an auto-handoff procedure for departures where **Tower will not hand off outbounds 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** unless explicitly told to remain on Tower frequency.

# Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

## Arrival

### STAR assignment

You can expect to be assigned one of the RNAV transitions corresponding to the runway in use.

All RNAV transitions for Stuttgart have **altitude restrictions**. Make sure you comply with these unless they are explicitly cancelled by ATC.

### Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **ARSUT**: FL130
- **BADLI**: FL110
- **GEBNO**: FL120
- **INKAM**: FL130
- **LUPEN**: FL130
- **LUPOL**: FL130
- **TEKSI**: FL110

## Approach

### Approach procedures

The approach into Stuttgart will usually be an **ILS approach**. During 07 operations, aircraft with an MTOM > 5.7t are not allowed to fly the non-precision approaches with exception of the RNP approach provided the weather is good enough.

Non-jet aircraft up to 5.7t MTOM may request a **visual approach**. If you want to fly such a visual approach, be prepared to receive **special instructions on the routing** and be familiar with the Stuttgart CTR.

# Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase:** 250 - 300 KIAS
- **Base:** 220 KIAS
- **Turn to final:** 180 - 200 KIAS

There is a **restriction for maximum 250 KIAS below FL100** as the Stuttgart TMA is class D.

You need to follow all speed instructions precisely until they are cancelled by ATC to ensure separation. If you need to slow down earlier for any reason, **advise ATC immediately**, so they can issue an appropriate instruction.

# Landing

## HIRO (High Intensity Runway Operations)

Due to tight spacings, it is very important - especially during periods of high traffic - that every pilot **vacates the runway as quickly as possible** to avoid go-arounds of following traffic. Whenever sensible, pilots should use the first available high speed exit. Keep in mind that your aircraft needs to be past the appropriate runway holding point in its entirety before you are considered clear of the runway, so **don't stop moving prematurely**.

You should plan to use the following or earlier runway exits whenever possible.

Runway	Light (Jet) / Medium (Prop)	Medium (Jet)	Heavy
07	E	D	B
25	F	F	H

# Taxi

While Stuttgart's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**

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# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Stuttgart's airspace and general traffic levels make the airport **very friendly to VFR traffic** in the real world. As this is similar on VATSIM, controllers will usually be able to accommodate VFR requests. However, the limited amount of space at Stuttgart can result in situations where some VFR requests might be denied during periods of high traffic.

Additionally, you should be prepared for the controller to **instruct you to leave the control zone** if the traffic load rises or you fail to comply with instructions promptly and accurately.

## Airspace Structure

The Stuttgart CTR has a **top altitude of 3500 ft MSL, about 2200 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering **airspace C above**.

The following mandatory reporting points exist around the airport:

Reporting point	Use	Location
<b>W</b>	<b>Entry/Exit</b> from/to the NW	highway intersection A8 and A81
<b>E</b>	<b>Entry/Exit</b> from/to the NE	between Fernsehturm Stuttgart and Fernmeldeturm Stuttgart
<b>L</b>	<b>Exit</b> to the SW <i>25 operations</i>	Fernmeldeturm Waldenbuch/Dettenhausen
<b>S</b>	<b>Entry</b> from the S	Aichtalviadukt (B27)
<b>O</b>	<b>Exit</b> to the SE <i>07 operations</i>	Neckarbrücke Nürtingen

Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

# Departure

VFR departures have to **initially call Stuttgart Delivery**.

During 07 operations, smaller aircraft can expect to be assigned intersection G. During 25 operations they can expect to be assigned intersection C.

# Arrival

Contact Stuttgart Tower **no later than 5 minutes before** reaching your requested CTR entry point. Stuttgart has a VFR Tower; if this station is online, all VFR arrivals have to initially call 119.055.

# Traffic circuits

During periods of high traffic, ATC might need to fit you into **very tight gaps**, resulting in very short to non-existent finals as well as early crosswind turns. Please follow all instructions accurately and immediately to avoid go arounds and ensure separation.

# Who to contact?

When multiple Tower stations are staffed, it might not be immediately obvious who you should contact. Please **refer to the following table** in such cases:

Intention	Frequency (contact topmost station online)
Outbound	121.915 ( <i>Stuttgart Delivery</i> )
Inbound	119.055 ( <i>Stuttgart Tower</i> )
	118.805 ( <i>Stuttgart Tower</i> )