

# 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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