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to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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 **N869** or to **destinations EDDN, EDTY, and EDQ***
ETASA	only to **destinations EDDF, EDFC, EDFE, and ETOU**
GEBNO	only for flights continuing North-bound via **Z76** and with requested **max. FL180**

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

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.

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> Contact the departure frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.

Revision #9
Created 24 October 2022 15:58:16 by 1288197
Updated 26 October 2024 22:00:59 by 1627359