Arrival

Stuttgart Arrival covers not only Stuttgart (EDDS) but also Karlsruhe/Baden-Baden (EDSB) and Lahr (EDTL) when Strasbourg Approach (LFST_APP) is offline, as well as the uncontrolled airfield Schwäbisch Hall (EDTY), which has instrument procedures.

> Please also **check the EDDS Tower, Ground, and Delivery SOPs** to familiarize yourself with Tower procedures relevant for Arrival operations to enable the necessary coordination with the ground stations.

Sector Splits

Stuttgart Tower shall be informed immediately about **any changes in sector configuration** (e.g. DSAT is opening or closing).

Arrival

Sector Stuttgart (STG) is the Northern arrival and the **primary station**. It is responsible for the Northern half of the sector. This means it covers EDTY as well.

Sector Reutlingen (REU) is the Southern sector and responsible for the Southern half. This means it covers EDSB and EDTL as well when LFST_APP is offline.

Before REU can be staffed, Stuttgart Director (DSAT) has to be online.
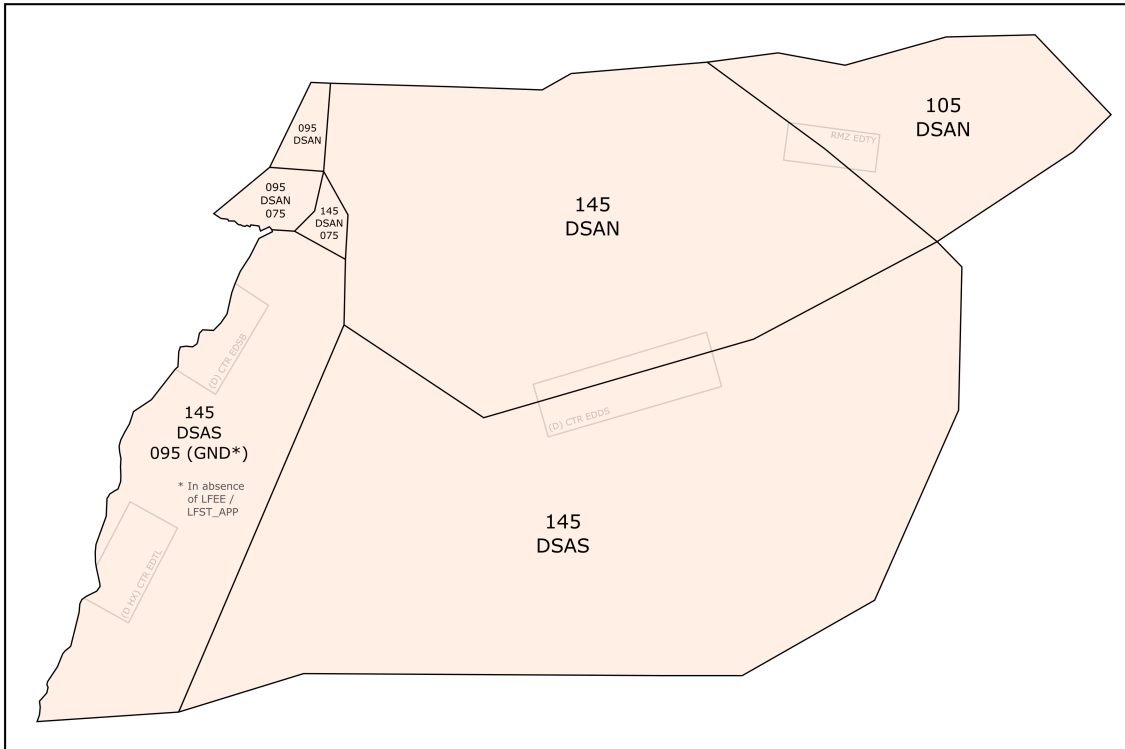
Director

Stuttgart Director does not have a separate sector. The handover from the respective Arrival to Director should take place at the latest on downwind. The **handover altitudes between Arrival and Director have to be coordinated**, e.g. 5000ft in the South and FL60/FL70 (depending on the transition level) in the North.

During a constant arrival stream on both downwinds, Arrival should hand over traffic with **16 NM or greater spacing per downwind** to enable Director to create an efficient final.

Departure

Stuttgart does not have a Departure position. If both approach sectors are staffed, REU gets all departures to the South (ROTWE, SUL, KUNOD, and ABTAL), while STG gets all departures to the North (KRH, VESID, TAGIK, ETASA, OKIBA, GEBNO, and DKB).

Arrival Sector

Airspace

Around Stuttgart there is primarily airspace D, which makes it easier to handle VFR transits. However, there is also a larger area above the control zone of Stuttgart with airspace C between 3500 ft and 5500 ft AMSL.

A detailed representation of the airspace structure is available at openflightmaps.org.

Arrival Procedures

Releases by Center

On handoff from Center to Arrival aircraft are released for turns but not for climb/descend as long as they are inside center's sector. Flights via **TEKSI** and **REUTL** are released for turns passing DODIL – LUPOL line.

STAR Assignment

Stuttgart Arrival needs to clear the desired STAR/Transition unless other arrangements have been made with Center. Out of BADSO, TEKSI, and REUTL, there are STARs that lead directly to an IAF (LBU or STG).

Approach Procedures

During approaches to runway 07, **aircraft up to 5.7t MTOM** may use all published approaches. For all other aircraft, the **ILS approach is mandatory** and exceptions are only possible in rare cases (e.g. after a runway change). However, the RNP approach may also be used by heavier aircraft if the **visibility is at least 4000m and the ceiling at least 1000ft AGL**.
During approaches to runway 25, all aircraft may use all published approaches.

Arrival - or Director if staffed - shall **inform Stuttgart Tower about every aircraft not flying the standard approach broadcast in the ATIS**.

Short Approaches

Approaches that intercept the localizer after VATER or UNSER have to be **approved by Stuttgart Tower**.

Visual Approaches

Non-jet aircraft up to 5.7t MTOM can be cleared for a visual approach after coordination with Tower.

07 inbounds from the North	traffic shall fly via reporting point W and the adjacent forest area and avoid built-up area
07 inbounds from the South	traffic shall avoid built-up area
25 inbounds from the North	traffic shall avoid built-up area
25 inbounds from the South	traffic shall follow highway A8 and avoid built up area

10 NM check

Approach shall **inform Tower once an inbound reaches 10 NM final** (10 NM check) under any of the following circumstances:

- approaches with intentions other than full stop landing
- first approach after a runway change
- opposite landings

Departure Procedures

As far as possible, a continuous climb should be made possible and the transfer to Center should take place early and without conflict. On handoff all departures are full released for further climb and turns.

Check Langen ACC (internal) for all procedures of coordination.

Stuttgart Tower has to be informed immediately of any traffic being turned off the SID below 5000ft.

MVA

Due to high terrain around Stuttgart, special care must be taken here. The MVA for the entire sector can be found in the Topsky maps for Euroscope. Due to the MVA, it is not possible to, e.g., let approaches via TEKSI descend directly to 4000ft; instead, at least one intermediate altitude must be used.

For users of a chart service such as Navigraph, an MVA chart for EDSB and EDTL is available through the charts for LFST.

VFR Transits

VFR flights above 5500ft AMSL will fly through airspace D around Stuttgart. Between 3500ft and 5500ft AMSL the controller need to **take care of airspace C**! Flights through C airspace are not recommended but possible with the CVFR clearance.

Holdings

The following holdings are published around Stuttgart:

- **BADSO** (MHA 5000)
- **TEKSI** (MHA 5000)
- **REUTL** (MHA 6000)
- **LBU** (MHA 6000)
- **STG** (MHA 7000)

holdings within Stuttgart Arrival

Possible Conflicts

- For descending flights, the existing MVA must always be considered, especially below 5000 ft AMSL and west of the airport!
- The potential for conflict between intersecting approaches and departures must be taken into account.
- Even in the case of different departure routes, attention must be paid to the necessary separation of departures due to the fact that they follow the same track in some places.
- Due to the Black Forest (elevated terrain) between EDSB/EDTL and EDDS, the MVA in this area is 6300 ft AMSL, so IFR flights must be at least at FL70 there.