

Stuttgart airspace

Explanation of the sector regulation for the HAHNWEIDE and ALB NORD sectors

General situation:

Our Hahnweide airfield is located directly next to the international airport of the city of Stuttgart. Operations at Stuttgart Airport include frequent IFR departures and arrivals. To accommodate this, the DFS (Deutsche Flugsicherung) has established a CTR around the airport from ground level to 3500ft MSL, an airspace class C from 3500ft and an airspace class D from 4500ft to FL100 with different lateral restrictions. The Hahnweide airfield is located below the airspace class C from 3500ft. This situation makes competition flying difficult.

HAHNWEIDE sector:

In order to facilitate flying around the Hahnweide aerodrome, the DFS has established an airspace class C cutout sector called HAHNWEIDE sector. Please note that this sector is NOT included in the official publications as it is a mutual agreement between DFS and Hahnweide. For this reason, we are providing a special Open Airspace files that include this sector. We strongly recommend using these files instead of the official publication. The sector generally extends from 3500 ft to 5000 ft.

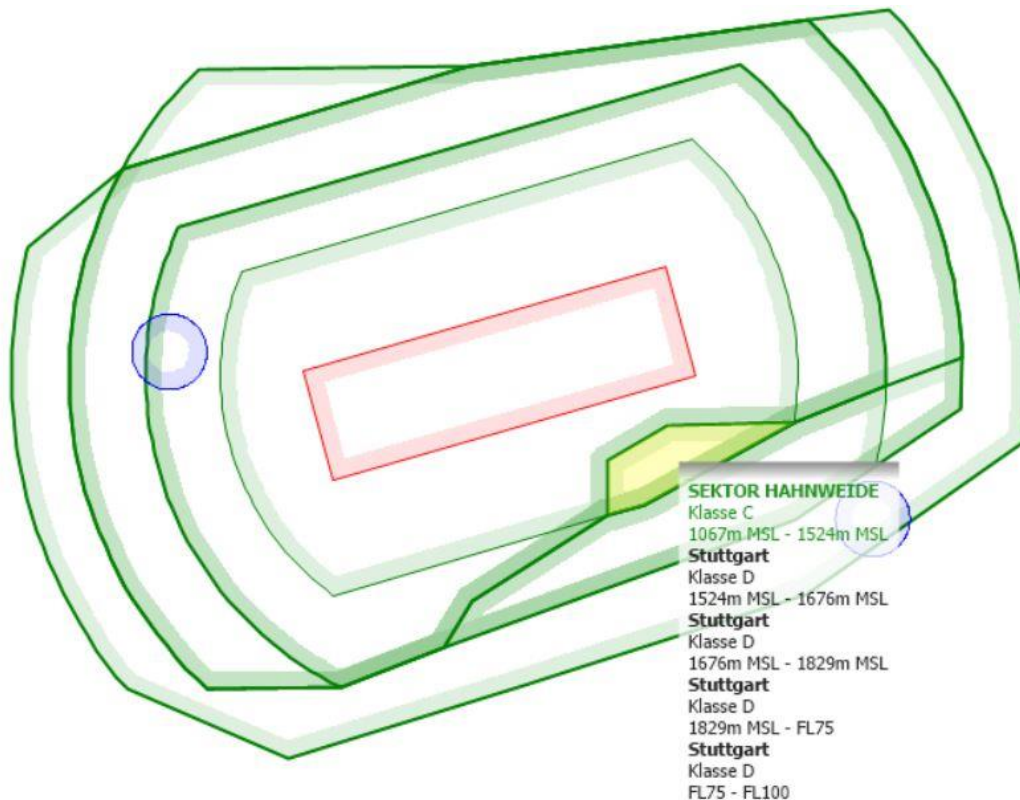


Illustration 1: HAHNWEIDE sector

Please note that this cut out sector creates new lateral boundaries above 3500 ft which must be respected. We have observed frequent violations of Class C airspace above 3500 ft at the western boundary of the Hahnweide sector in strong easterly winds.

If the Hahnweide sector is NOT ACTIVE, DFS will issue IFR clearances to pass through it, which will prohibit us from using it for competition. When the sector is ACTIVE, VFR traffic can take place anywhere in the sector and we can use it for competition. The status of the sector can be checked at any time on **HAHNWEIDE RADIO 125.615** MHz. Normally the sector is activated up to 5000 ft during the competition. The status is noted on the task sheet. However, the DFS may CANCEL the activation at any time and all VFR traffic must leave the airspace 10 minutes after the cancellation is announced. This typically occurs in situations where an approaching thunderstorm forces DFS to divert incoming IFR traffic.

Sector ALB-NORD

Class D airspace over Class C airspace begins at an altitude of 4500 ft. This makes it difficult to fly over the plateau to the south of the aerodrome. To facilitate flying over the plateau, the DFS has established a cut-out sector of Class D airspace called SECTOR ALB NORD. The height restriction ranges from 4500 feet to 6000 feet. Due to the complex structure of the airspace around Stuttgart, the lateral limitations vary with altitude, as shown in the following picture.

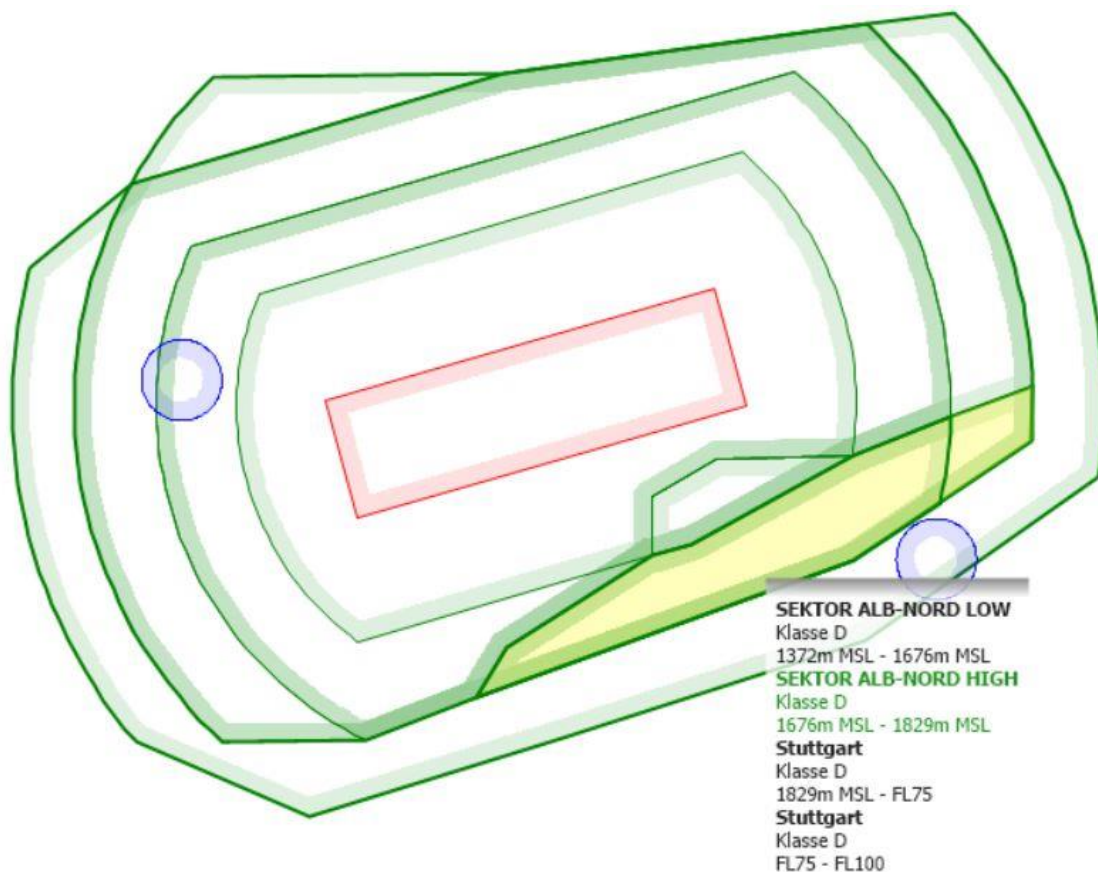


Figure 2: ALB NORD sector = ALB NORD LOW sector + ALB NORD HIGH sector

When the ALB NORD sector is not active, DFS issues IFR clearances to pass through this sector, which prohibits us from using it for competition. When the sector is active, VFR traffic can take place anywhere in the sector. The status of the sector can be checked at any time via **SEGELFLUG ATIS 134.505 MHz** (in German). Normally the sector is activated up to an altitude of 6000 ft during the competition. The status is noted on the task sheet. However, DFS may **CANCEL** the activation at any time and all VFR traffic must leave the airspace 10 minutes after the cancellation is announced. This

typically occurs in situations where an approaching thunderstorm forces DFS to divert IFR arrival traffic.

The meaning of the 3 airspace files

To take these extraordinary circumstances into account and at the same time relieve the pilots during the flight, we offer 3 airspace files for download:

HWW23_Airspace_3500ft_4500ft.txt
HWW23_Airspace_4500ft_6000ft.txt
HWW23_Airspace_5000ft_6000ft.txt

These 3 files cover the complete competition area. They only differ in the height limits for the HAHNWEIDE sector and the ALB NORD sector. There are 3 configurations:

1. No altitude clearance by DFS in the Stuttgart area. The altitude restrictions of 3500ft and 4500ft published on the ICAO chart apply. This configuration will hopefully not occur during the Competition.
2. Release sector HAHNWEIDE **4500ft** and sector ALB NORD **6000ft**. This configuration is very likely to occur on all working days during the competition.
3. Release sector HAHNWEIDE **5000ft** and sector ALB NORD **6000ft**. This configuration is very likely to occur on weekends and holidays.

What should I do as a pilot?

The Hahnweide competition management will always try to determine the valid clearance for the current day by the time of the briefing. This information will be announced at the briefing. Each pilot should have all 3 files available in his on-board computer and activate the corresponding file **BEFORE THE START** for the day. In the air, there is then no need to deactivate any airspaces and any airspace warnings that occur must be taken seriously accordingly.

When you return from your task, check on Sailing ATIS 134.505 MHz and then on HAHNWEIDE RADIO 125.615 MHz to see if you are still allowed to use the sectors.

Alternatively, we recommend flying under the sectors ALB NORD and HAHNWEIDE at 4500ft and 3500ft respectively, as Hahnweide airfield can be safely reached from the furthest point of the sector ALB NORD at 4500ft with a glide angle of 1:27. There is therefore no compelling necessity to use the sector clearances on final approach.

Yours sincerely,

The Hahnweide Scoring Team