



Gliding Operations in Germany (Glider, Hang Glider, Para Glider)

Use of up to date VFR Charts mandatory

Air space depicted up to FL 100 / FL in the 130 Alpine Region

Above FL 100 is air space C

The following information is not ment to be a substitute for a solid preflight planning but gives an overview only.



Licensing

General License Acceptance acc. NfL II 4/95

- Licenses issued by a European Community Country are generally accepted without further requirements for
 - Private Pilots
 - VFR flights only
 - Aircraft with single pilot crew requirement
 - **Microlight (Ultralight) para & hanggliders acc. NFL. II 87/95**
- Glider licenses issued according to ICAO rules are generally accepted without further requirements for German reg. Gliders if
 - Minimum 30h Pilot in Command on Gliders
 - Non commercial activities only



Mode of Operation

-attempt of clarification-

- Willful flying without propulsion in an aircraft designed for this purpose is considered „gliding“
- Aircraft initially made for „gliding“ using a propulsion system are considered powered aircraft while using their engine and have to follow the appropriate regulations and use the equipment required for motor driven airplanes.



VFR Equipment

aircraft in the „gliding mode“ are

- exempted from using a transponder which is
 - Recommended up to 5000 feet MSL
 - Mandatory above 5000 feet MSLfor all motor driven aircraft in airspace G and E
- require two-way- radio communication
- No requirement to carry an Emergency Locator Transmitter ELT in Germany



Airspace Classification

acc. ICAO

- Class C
- Class D CTR (HX)
- Class F(HX)
- Transponder Mandatory Zone TMZ
- Class D not CTR
- Class E
- Class G
- Restricted Area



Class G

- Generally GND to 2500 feet AGL
 - Sometimes lowered to 1000/1700 feet AG

Which is depicted on VFR Chart
- uncontrolled airspace
- Flight visibility 1.5km clear of clouds, visual reference to the ground at all times – only VFR traffic allowed
- No separation provided, „see and avoid“ applies



Class E

- generally below FL 100 (FL 130 Alpine Region) down to 2500 feet AGL.
- IFR traffic possible
- Traffic Information through Flight Information Service available
- Flight Visibility 8km, distance from clouds 1500 m horizontally. 1000 feet vertically



Class F (HX)

- activated only for IFR approaches to airfield in F(HX)
- status report through Flight Information Service
- uncontrolled airspace from GND to lower limits of Air Space E
- Activation only for IFR flights around airfields with very limited IFR Traffic
- Flight visibility 5km, distance from clouds 1500 m horizontally, 1000 feet vertically
- No separation provided to VFR traffic, „see and avoid“
- When not active class G rules apply



Class D CTR

- Around airfields
- From GND to different altitudes based on QNH
- Mandatory at fields handling traffic >14 tons MTOW
- Two-way-communication required



Class C – above FL 100

- Traffic Separation provided by ATC
 - IFR to IFR,
 - IFR to VFR,
 - VFR to VFR traffic information only
- Two-way-radio required
- Transponder required in all aircraft
- VFR Weather limits
 - Flight visibility 8km, distance from clouds 1500 m horizontally, 1000 feet vertically)
- „Controlled Visual Flight Rules“ license required



Class C – below FL 100

around busy international airports starting at

- Different altitudes Flight levels up to FL 100
- Traffic Separation provided by ATC
 - IFR to IFR,
 - IFR to VFR,
 - VFR to VFR traffic information only
- Two-way-radio required
- Transponder required by all aircraft
- VFR Wx limits
 - Flight visibility 5km, 1500 m horizontally, 1000 feet vertically
- „Controlled Visual Flight Rules“ rating req.



Class D not CTR

- busy airports starting at
 - different altitudes up to different altitudes / Flight level
- Traffic Separation provided by ATC
 - IFR to IFR, IFR to VFR traffic information
- Two-way radio communication required
- Mode S Transponder required by all aircraft
- Flight visibility 5km, 1500 m horizontally, 1000 feet vertically



Cross County gliding areas

- Extreme CAUTION, receive briefing prior use
- Established in air space C and D not CTR
- When active no transponder required in this section of air space C and D not CTR
- Rules published in Notices to airman (NFL and DAeC Homepage)
- Constant listening watch required
- maximum of 10 minutes warning prior closure



Transponder Mandatory Zone

- Not an airspace classification in itself, but additionally
- Compulsary use of Transponder for all aircraft
 - Usually in the vicinity of regional airports with a limited IFR Traffic
 - Exemptions possible on an individual air traffic clearance or active glider areas



Restricted Area ED-R xxx

- all published on the VFR chart
 - therefore always carry the latest edition
 - Check on Deutsche Flugsicherung for changes
- many of them only time limited
 - Details in VFR Aeronautical Information Publication
 - Written in German and English
- on the spot information available through Flight Information Services FIS
 - FIS Frequency on the charts
 - English and German spoken