



DFS Deutsche Flugsicherung

Pilot Info 01/2019

(update)

Class E airspace

Facts

- Class E airspace is controlled airspace in which IFR and VFR traffic is permitted
- Lower limit between 1000 ft GND and 2500 ft GND, below it (uncontrolled) class G airspace
- Upper limit FL100 (with the exception of airports, at the end of the document), above the German Alps FL130 (FL100 respective FL130 already belongs to airspace C)
- Speed limit of **250 kts** applies to all flights **below FL100**; no speed limit in the level band between FL130 and FL100 and above the German Alps
- Weather minima for VFR traffic: 1000 ft vertical and 1.5 km horizontal distance from clouds, below FL100 flight visibility 5 km, above FL100 flight visibility 8 km
- VFR pilots alone are responsible for complying with these conditions regarding the weather minima as compliance is not verifiable.
- During the day, radio contact for VFR traffic is not prescribed
- Separation between IFR traffic
- No separation between IFR and VFR traffic.
Filing a flight plan is mandatory for VFR night flights in class E airspace. During the night, VFR traffic has to establish radio contact with an IFR sector; ATC, however, has no obligation to establish separation between IFR and VFR night flights
- Use of transponder according SERA 13001: When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all

times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.

Pilots shall not operate the IDENT feature unless requested by ATS.

Except for flight in airspace designated by the competent authority for mandatory operation of transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

- During the night: Transponders are mandatory for all aircraft in class E airspace
- Transponders are mandatory for all aircraft in the Transponder Mandatory Zone (TMZ) that is part of class E airspace
 - for VFR flights, the urgent recommendation of listening watch in combination with an individual TMZ transponder code (code and frequency published on ICAO chart) also applies.
- Traffic information, as far as possible
- VFR traffic is not controlled even when in radio contact
- IFR flight documents only provide marginal information on the airspace structure
- VFR charts provide marginal information on IFR routings
- Right-of-way according SERA 3210 apply:
 - IFR flights in airspace E have no general right of way.
 - The right of way for gliders, hang-gliders, balloons and aircrafts, which are seen to be towing, must be observed by motor-driven aircrafts.
 - This applies not only if the IFR flight is on radar guidance, but also if the IFR flight is on an IFR procedure. In order to prevent a dangerous approximation (so-called Airprox), deviate from the procedure and inform ATC.

Arrival and departure charts

To draw the attention of IFR pilots to the special features of class E airspace, DFS Deutsche Flugsicherung GmbH has now added the appropriate information to all approach and departure charts from and to airports that are not protected from unknown VFR traffic below FL100 by class C or D airspace (not CTR).

For airports whose approach and departure procedures from/to FL100 lead through class E airspace (also TMZ), the following information will be given:

IFR PROFILES WITHIN AIRSPACE CLASS E. WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

For airports whose approach and departure procedures from/to a set level are protected by class C/D airspace (not CTR), but a portion of the arrival and departure procedure from/to FL100 leads through class E airspace, the following information will be given:

PARTS OF IFR PROFILES WITHIN AIRSPACE CLASS E. WATCH OUT FOR VFR TRAFFIC UNKNOWN TO ATC.

Airports and regional airports*



*only the most important regional airports have been included



No protected airspace below FL100, class E airspace until reaching the control zone. The Saarbrücken, Niederrhein, Memmingen and Friedrichshafen airports are protected by a TMZ. At the airport Niederrhein there is a small airspace D north of the CTR (not CTR).



Protected class C and/or D airspace (not CTR) at levels above CTR, but not up to FL100. At some airports the protection was extended by TMZ upwards and sideways.



Protected class C and/or D airspace (not CTR) below FL100 up to CTR; in Hamburg and Hanover extended by TMZ upwards and sideways.