



Flight plans

Introduction

This document provides information about Flight plans relevant to Euroglide. Sources for this document are the German and Czech AIP and this document does not replace these formal sources. The Euroglide organisation is not responsible for misinterpretations of or inconsistencies with these sources. It is up to each pilot to verify the information with the German and Czech AIP.

Flights from Germany to the Czech Republik and vice versa

- A flight plan is mandatory.
- Flying to airfields with customs is not mandatory anymore (Schengen).

Flight plans in general

- Must be filed or submitted via telephone, fax or internet to the appropriate Air traffic services Reporting Office (ARO) or, if no ARO available, to the Flight Information Center (FIC), at least 30 minutes before departure. It is not permitted to file flight plans via radio (apart from updating) for flights that cross state boundaries.
- Must be activated after departure. On controlled airfields, the tower will do this after take off. In general, that is not a standard procedure on uncontrolled airfields. In that case you have to contact the FIS or ATC nearby by radio or commission a person to do this for you via telephone.
- Must be updated if information about the flight has changed significantly. In most cases this is a timing issue. When time estimates deviate more than 30 minutes (departure) or 10 minutes (crossing the border), the flight plan must be updated.
- Must be closed. After landing on controlled airfields, the tower will do this for you (but it does not hurt to ask the tower for confirmation on this action). On uncontrolled airfields or after an outfield landing, you have to do this yourself. Non-closed flight plans will eventually trigger Search And Rescue operations.

The Flight plan form

See the last page for an example. Most of the information is self-explaining.

9 Type of Aircraft	"ZZZZ" and see "18 Other information"
10 Equipment	V=VHF radio, S = Mode S Transponder
13 Departure Aerodrome	If no location indicator has been allocated to the departure aerodrome, use "ZZZZ" and supply the aerodrome name in "18 Other information"
18 Other information	TYP/GLIDER DEP/SMALLDORF EET/LKAA0230 = Estimate Elapse Time until entering the Czech Republik (LKAA FIR). In this example 2 hours 30 minutes. For a flight from the Czech Republik to Germany (Munchen FIR), this would be EET/ EDMM0230. The Czech AIP requires location information as well, so for example 10 km west of restricted area LKR1: EET/LKAA0230 -10 km W LKR1
15	Cruising speed in knots and route = DCT (Direct)
19 Endurance	Not sure here
19 Emergency Radio	ELT's are not uncommon in gliders
	Do not forget to supply your mobile phone number!

Always fill in the paper form before you make the submitting telephone call and take it with you onboard.

Germany

Where to submit

Aeronautical Information Service-Centre (AIS-C)

- Telephone: +49 697 8072 **500** or +49 180 3337 247
- Internet: www.dfs-ais.de

Updating

The time of crossing the Czech FIR boundary must be according to the current flight plan with an accuracy of ± 10 minutes. You cannot change the destination or departure aerodrome (requires a new flight plan)

- Radio: Munchen Information 120.65 (for other FIS frequencies, see the last page)
- AIS-C Telephone: +49 697 8072 **500** or +49 180 3337 247
- Internet: www.dfs-ais.de

Activating or Closing

Telephone: Call AIS-C for departure and/or arrival messages.

- For aerodromes within Langen FIR: +49 697 8072 **511**
- For aerodromes within Bremen/München FIR: +49 697 8072 **512**

Radio:

- Contact the FIS (not sure if this applies to closing). See the map on the next page for the FIS frequencies and FIR boundaries.

Czech Republik

Where to submit

FIC Praha +420 220 374 393

Activating or Closing

Radio: Praha Information 126.10 (just before landing) or other ATC unit.

Telephone: FIC Praha +420 220 374 393

Crossing the Czech border

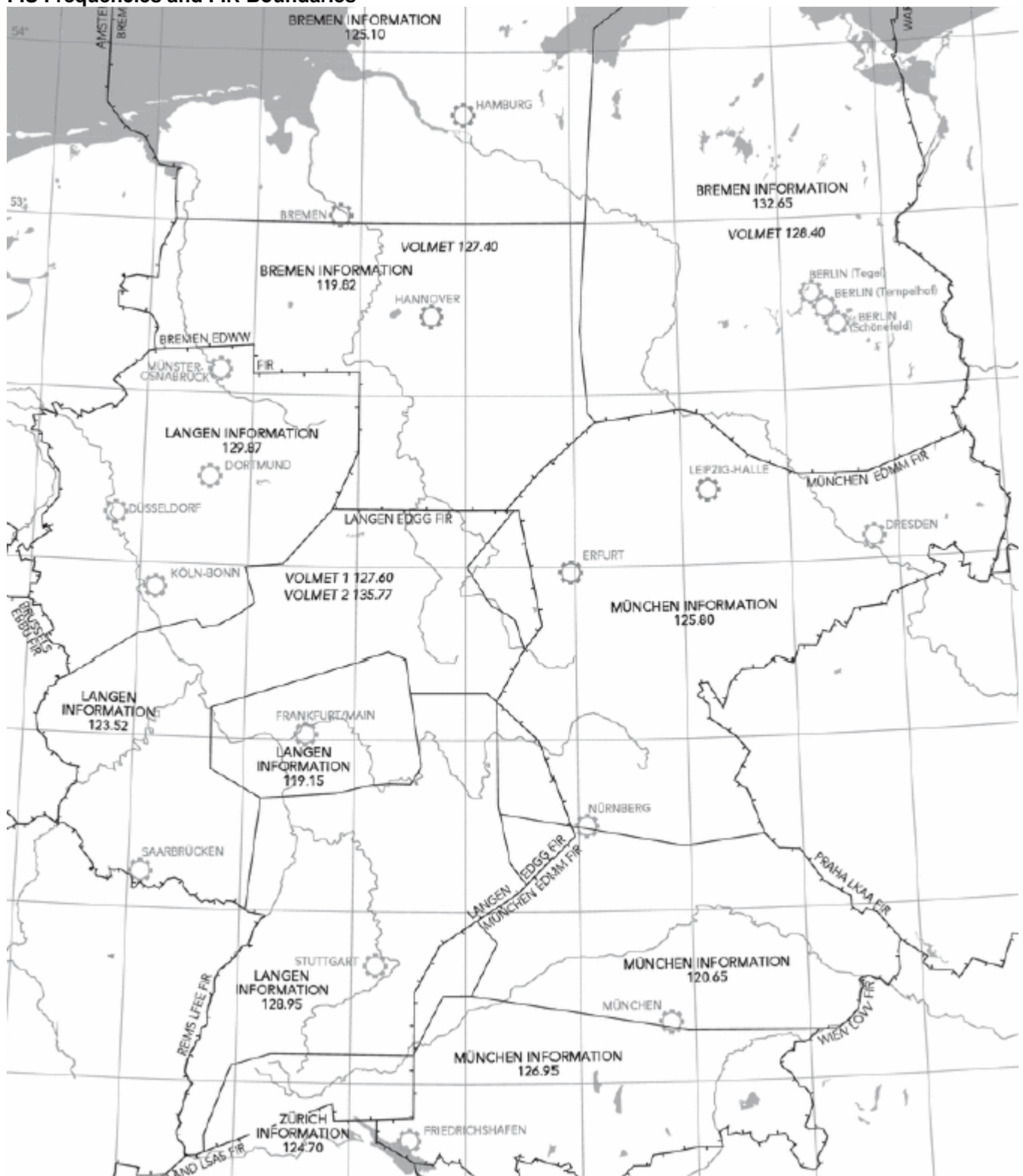
From Germany to the Czech Republik:

Contact Praha Information on 126.10 when approaching the Czech FIR boundary. If no radio contact can be established, contact the tower of the nearest controlled aerodrome.

From the Czech Republik to Germany:

No requirements found.

FIS Frequencies and FIR Boundaries



FLIGHT PLAN

PRIORITY

<<≡ FF →

ADDRESSEE(S)

 _____ <<≡

FILING TIME

____|____|____|____|____|____|

ORIGINATOR

____|____|____|____|____|____|____|____|

<<≡

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

3 MESSAGE TYPE

<<≡ (FPL

7 AIRCRAFT IDENTIFICATION

- P H 3 4 5

8 FLIGHT RULES

- V

TYPE OF FLIGHT

G <<≡

9 NUMBER

- 0 1

TYPE OF AIRCRAFT

Z Z Z Z

WAKE TURBULENCE CAT

/ L

10 EQUIPMENT

- vs / <<≡

13 DEPARTURE AERODROME

- E D A B

TIME

1 0 3 0 <<≡

15 CRUISING SPEED

- N 0 0 6 0

LEVEL

V F R

ROUTE

→ DCT

<<≡

16 DESTINATION AERODROME

- L K M K

TOTAL EET
HR. MIN

0 6 0 0

ALTN AERODROME

→ _____

2ND ALTN AERODROME

→ _____ <<≡

18 OTHER INFORMATION

TYP/GLIDER EET/LKAA0230 DEP/SMALLDORF

) <<≡

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE

HR MIN

- E / 0 0 0 0

PERSONS ON BOARD

→ P / 0 0 1

EMERGENCY RADIO

UHF

→ R /

VHF

ELT

E

SURVIVAL EQUIPMENT

→

POLAR

/

DESERT

MARITIME

JUNGLE

JACKETS

→

LIGHT

/

FLUORES

UHF

VHF

DINGHIES

→

NUMBER

/ _____

CAPACITY

→ _____

COVER

→

COLOUR

→ _____ <<≡

AIRCRAFT COLOUR AND MARKINGS

A / WHITE

REMARKS

→ N /

_____ <<≡

PILOT IN COMMAND

C / HARRY POTTER

) <<≡

FILED BY

PETER PAN

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS

Please provide a telephone number so our operators can contact you if needed
 TELEPHONE +31612345678