

Information sheet on IFR operations in Schönhagen

for VFR and IFR pilots

The combination of VFR, IFR and glider traffic confronts us with significant challenges. The following recommendations are intended to improve mutual understanding and provide some recommendations for effective practices.

Communication/ Radio procedures

- An AFIS service is provided in the RMZ Schönhagen. In contrary to the conventional info service, you must report leaving the frequency. Otherwise AFIS needs to inform SAR.
- Radio operation is run by the AFIS officer. He will not give any instructions except to prevent hazards and to enforce the aerodrome regulations, which you are obliged to comply with in accordance with §§ 22, 23 LuftVO.
- AFIS is manned by a single hand workstation and handles DFS communication by telephone. Please be patient if a radio call is not answered immediately.
- As an IFR pilot, please report ready for departure not until you are fully ready, considering also the current traffic situation at aerodrome. The IFR release is associated with a narrow time frame of three minutes.
- Please keep your transmissions short on the radio. For ground movement a blind transmission without an initial call is sufficient, e.g. 'D-EABC taxiing from hangar O to fuel station'.
- As a VFR pilot report your position in the traffic circuit, especially when turning base.
- Student pilots on solo flight should identify themselves as such on initial call.

Right of Way

- According to SERA.3210, an aircraft shall give way to landing aircraft or aircraft on final. A **VFR approach** is considered on **final approach** after leaving base, an **IFR approach** after passing TRIBY (FAF, 4.1 nm). **All other aircraft in the traffic circuit must therefore give way to an IFR approach which has passed TRIBY.**
- The circling approach segment into runway 07 is part of the final part of the landing approach, i.e. the obligation to give way remains in place.
- A VFR approach must be given way if it is already on final before an IFR pilot has reached TRIBY.
- IFR pilots should always report TRIBY.

Traffic Conflicts

- In the event of an imminent traffic conflict, as a VFR pilot you should preferably fly a 270° circle in the turn from downwind to base.

- If the 270° turn is not sufficient, leave the aerodrome circuit to the south and make a new approach.
- If the downwind of runway 25 is extended, you should fly between Trebbin and Kliestow. However, the 270° circle is preferred due to noise abatement and the risk of conflicts with following traffic.
- In landing direction 07, you may want to extend downwind up to the offset base. However, flying into the protected bird sanctuary area is not permitted and will be monitored. If necessary, leave the traffic circuit and make a new approach.

Cancelling IFR

- When good visual flight conditions prevail, especially at weekends, there may be intense traffic with different aeroplane classes. In such cases, it is advisable to cancel IFR early enough and fly VFR via the aerodrome traffic circuit.

Glider operations

- There are no glider take-offs during an IFR approach/departure. However, be always aware of landing gliders.

Circling Approach

- Due to the existing obstacle assessment, circling approach is only authorised to the south. To avoid traffic conflicts, you should only fly a circling approach when required by weather, particularly during glider operation. You may also consider landing with a slight tailwind on runway 25.

Missed approach procedure of the Circling Approach 07

- In accordance with ICAO DOC 8168 (Vol.1 page I-4-7-2, section 7.4.1), the published missed approach procedure of runway 25 must be flown. In the event of a missed approach during the circling approach segment of runway 07 fly a right turn climbing to 2,000 ft towards AZ 259 and follow the published missed approach procedure of runway 25.

PPR flights outside operating hours

- PPR requests can only be realised if they do not violate the maximum permitted duty times.

Weather minima for IFR-Take Offs

- Depending on the equipment of both aircraft and airfield (or the respective runway), there are different authorisations for pilots and/or operators of an aircraft. A runway visibility of less than 400 m is considered a so-called Low Visibility Take Off (LVTO), subject to special conditions and authorisations and is not permitted in EDAZ.

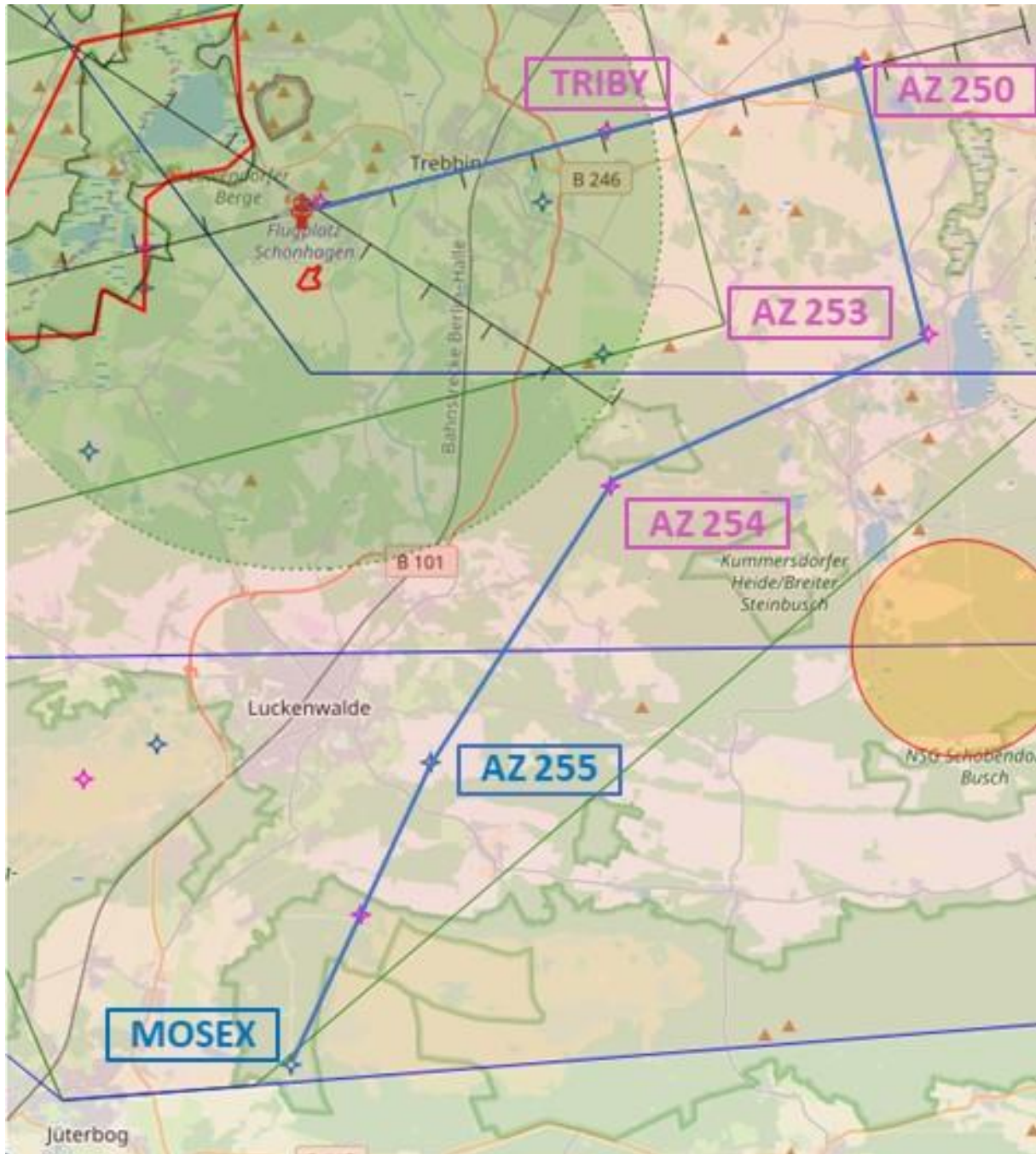
Miscellaneous

- Please note the transponder mandatory requirements according to SERA 13.001.
- IFR training flights are not permitted.
- From TRIBY to past Trebbin, fly at low propeller speed if possible.
- VFR direct approaches are not permitted. This also includes simulated IFR approaches under VFR. These are to be terminated before the town of Trebbin. The reason for this is the maximum permissible noise level, which would be exceeded by additional direct approaches.
- AZ 106 is in the ABA, but outside the SPA protection area (overflight < 2,000 ft AGL permitted).

Waypoints IFR Approach

The following image shows the waypoints of the IFR approach procedure.

Please note frequency change from Approach to Schönhagen Information may vary greatly depending on traffic situation. Not hearing a message on the frequency of Schönhagen Information, does not necessarily mean the absent of any aircraft on the approach. In general, “see and avoid” applies in airspace G and E for all traffic participants, irrespective of VFR or IFR.



Waypoints IFR approach runway 25