



Dear Guests,

a warm welcome to you, our guests at the airfield Aalen-Heidenheim / Elchingen (EDPA) on behalf of the entire team of Luftsporting Aalen e.V. We hope to make you feel at home and that from our Haertsfeld airfield you will be able to set off to some fantastic and memorable flights.

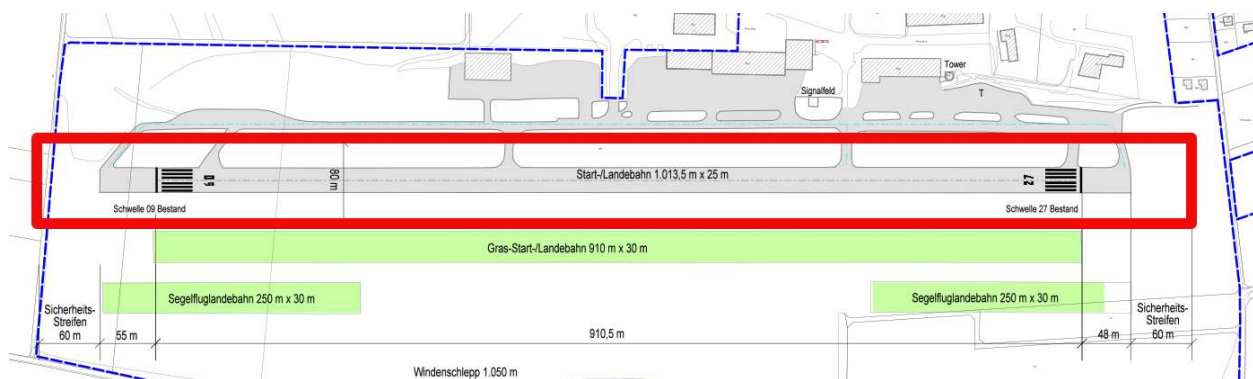
In addition to sailplanes, you will find intensive operation of engine driven aircrafts. Both sectors – gliders and motor planes – are of equal status at our airfield. For this reason, we kindly request all pilots to always be cautious, considerate and respectful. Your stay with us should be as safe, accident-free and harmonious as possible. Therefore, please make yourself familiar with the information below:

Camping

- On the campsite we provide spacious camping pitches. Thanks for your understanding however, that you won't be able to freely choose the location of your camping spot. Upon arrival, our camping attendant will allocate a vacant pitch to you. Since many groups of different sizes visit us every year as of Easter till the month of August, we need to plan the allocation of the individual camping pitches well in advance. Any short-term adjustments or deviation from this plan would not add up to the additional effort caused.
- Please always leave the sanitary facilities in a clean and tidy condition and report any unusual issues or contamination to the tower personal.
- The sanitary building was only recently renovated at quite a considerable expenditure. Please handle the facility and all gadgets with care.
- A special room is located on the east side of the sanitary building, where you may empty your camping toilets.
- Please dispose your waste in one of the open garbage containers south of Hangar 1.
- For environmental and economic reasons – please help to save water – in particular warm water. Do not take unnecessarily long showers. Turn off the water taps after use. The Haertsfeld has been a rather dry region ever since with only little precipitation.
- If nevertheless a rainy day occurs, please park your cars along the roads and in the areas covered with gravel. Please help to keep the lawns free of damage. Do not drive on soft humid areas covered in grass during or shortly after a rain shower.
- The power connectors are not suitable for heavy duty charging. Please do not use them for heating purposes.
- Please grant your neighbors a good nights' sleep. Be respectful and silent and help care for a tranquil atmosphere at our camp site, particularly as of 10:00 p. m. and during the night.

Airfield area

- Only trained staff and persons who are familiar with the operation of commercial airfields are permitted to access the extensive airfield area.
- Please use the blue gate located at Roemerweg to enter the airfield. The gate opens via an RFID chip. One chip per aircraft will be lend to you for the duration of your stay. Leaving the airfield, the gate opens via an induction loop automatically. Lost chips are charged with a fee of 50 EUR.
- Aircrafts taxiing – using their own engine – have priority over pedestrians and cars.
- The concrete runway is embedded in the center of an 80 meters wide safety strip. It stretches from the north right from the holding points on the taxiways right down to the south to the northern edge markings of the grass runway. **The safety strip must be kept clear of obstacles at all costs**, even beyond the length of the concrete runway to the East and West – this includes pedestrians, cars and other parked aircrafts!



- You may only cross the safety strip including the concrete runway and its eastern and western extensions at right angles and by the fastest route. Please always be extremely careful when crossing the runway or the landing and departure areas - whether on foot or by car!
- Towed or taxiing aircrafts may only cross the runways in course of flight operations by monitoring the airfield frequency with a hand-held radio or a scanner! This principle also applies in case you need to drive on the runway with any other vehicle.
- You may park your glider trailers as far north as possible to the west of Hangar 5 (brown hangar). Please take notice that the path leading to and alongside the solar power plant must not be blocked by vehicles and trailers.
- You can mount and dismount gliders in this area and, if needed, tie them down overnight. With a glider of a larger wingspan – please consider keeping the taxi ways clear.
- Assembled gliders can be towed along the taxiways to the grid area by car. With large wingspan sailplanes – to avoid damaging parked airplanes – please proceed to the grass stripes south of the taxiway. Please always care for sufficient safety distance from landing and departing traffic on the runway!
- Always be cautious if you need to cross the concrete runway and its surrounding safety strip. Use the fastest path to cross and do not remain unnecessarily in this zone. Open the side window of your vehicle to have a better view of the surrounding area. Watch out for any aircrafts taking off or landing and help avoid hazardous situations. It is mandatory to carry a hand-held radio or a scanner with the 121.405 MHz

frequency so that you are always well informed of current traffic, and you may be contacted if required.

- Cars must be removed immediately after sailplanes have been towed to the grid and all equipment needed has been unloaded. You may park your vehicle at the very northern edge of the airfield, to the east or west. Please note that planes will not be able to set off if cars remain in the grid.
- Gliders which have landed may be towed to the take-off position or to the trailer by car. Please always keep the safety instructions mentioned above in mind. When crossing the concrete runway from the grass runway, please make sure that you use the closest taxiway in the north.

Airplane Towing

In case of intensive traffic, two rows of gliders will be set up on the grid. After 2 to 3 rows of gliders have been towed into the air, the planes next in the queue will be moved to the front position to make space for all planes following. Waiting aircrafts should under no circumstances remain on the extension of the concrete runway and the safety strip. We kindly request our guests to line up in the northern row. The southern row of the grid is reserved for club members only. On weekends our start manager will be happy to assist you with the setup. During the week we might not be able to provide personnel to support with the set up. You might have to attend to these tasks on your own.

- Please help each other during the start preparations (fetch the rope, hook in and latch, write take-offs, rearrange airplanes, ...)
- Thanks for your understanding that we need to prioritize our local performance pilots for their participation in the German Gliding Championships regarding the order of departure.
- Grass and concrete runways jointly use one safety strip. Should there be any obstacles in this area no starts may be carried out.
- Please take notice that parallel operation of grass and concrete runways is not permitted. However concrete runway and the winch launch may be operated at the same time. Prior to rising the wing of a ready-to-take off glider at the airplane towing, you must check the approach area of the concrete runway and the status at the start of the winch launch. If an engine aircraft is in final approach to the concrete runway or a winch launch is being carried out, the glider wing must be put on the ground again and wait till the landing or the winch start. The airplane tow should be delayed even if sailplanes are in approach.
- The towing operation takes place on the airfield frequency 121.405 MHz.
- Do not forget to report your name or the name of your group and the callsign of your aircraft to the tower prior to the tow, e.g.: "Aalen RADIO, next tow behind OV: James Miller, D-1234". The towing airplane will not tighten the rope until the tower has confirmed this message.
- We usually plan the tow that you reach about 600 meters above the airfield. However, you can unlatch earlier or have yourself towed to a higher altitude. Special requests (significantly higher altitudes or special release points) should first be discussed with the towing pilot via radio.
- If the towing speed is too low for you, a short radio message is also appropriate.
- Please limit the communication on the radio at the airfield frequency 121.405 MHz to what is absolutely needed! Please do not report that you have unlatched!

Luftsporting Aalen e.V., 73450 Neresheim, Airfield Elchingen

- For training flights at the airfield, please use our gliding frequency 123.155 MHz or the general training and practice frequency 123.465 MHz.
- The frequencies 122,540 MHz, 122,555 MHz and 130,430 MHz are provided for air-to-air communication.
- After the first gliders have taken off you should pull the entire grid forward that there is always room for new planes to be lined up at the end.
- The departure loggings of the airplane towing are managed by the Tower. A departure manager is assigned at weekends. You must take charge of the starts yourself during the week. If needed, pick up a radio from the tower before flying and drop it off in the evening.
- The towing ropes are released by the towing aircrafts in the starting direction 27 in front of the concrete runway and in the starting direction 09 next to the beginning of the runway. Therefore, please always pay attention to towing airplanes approaching!
- Thanks for your support and returning all towing ropes in the evening. Please drop them off at hangar 3.

Winch Launch Operation

- If you wish to operate your own winch launching during the week, **we will instruct each of your winch operators personally!** Persons who have not been directly instructed by us personally must not act as winch operator!
- We kindly request you to handle all equipment with care. We regret that due to some issues we've experienced in the past, we need to charge a deposit fee of 200 EUR to our guests for the use of the winch.
We will certainly not make you liable for any minor damages – however please help to collect torn and lost rope parts. These could otherwise lead to a major issue if they get caught in agricultural machines.
- For winch launch operation and the associated glider landings on grass we have an own frequency: 123,155 MHz
- The communication between the winch and the start takes place by phone. The cable drums can be found in the start car and in the winch truck; the contact points are shown on site.
- For urgent cases this phone can also be used to call to the tower.
- We use plastic ropes on our 240 HP twin-drum winch truck. The northern rope is called “hangar rope”, the southern rope is called the “forest rope”.
- A predetermined breaking point is permanently attached to the cable end. Since we operate the basic training with ASK-21, this is the black breaking point (1000 daN). Additional breaking points in red (750 daN) and blue (600 daN) can be found separately in the starting car. If needed, these can be latched into the cable instead of the black breaking point with quick-release locks. The black breaking point remains loosely on the cable.
- The winch start can be operated independently from the traffic on the concrete runway. However, if there is strong southern wind, there is a risk that the wind blows the falling cable close to the concrete runway. This applies in particular in the event of cable cracks where the winch operator can no longer retract the driving cable parachute. In case of southern winds, you must therefore be cautious, delay a winch start if necessary and keep a good lead to the south when starting.
- The winch launch and the operation on the grass track (airplane tow) are not independent of each other. Joint operation is prohibited! Before lifting the wing, you

must therefore inform yourself about the current situation on the airplane tow. If the wing of the glider taking off is already horizontal at this point, please wait.

- Another eye must be kept on the approach. If there is a glider for landing on grass runway, you will have to wait. Airplanes landing on the concrete runway do not affect winch launches, though. (Exception: strong south wind)
- Please always expect a rope crack or a fading tension of the winch! The emergency reaction is the same on all airfields of the world: take the nose of your glider down immediately! In any case, it's the pilot's responsibility to decide about the further gliding path.
- The start loggings of the winch launches need to be submitted in "Vereinsflieger" software by computer. Let us instruct you how to use the program correctly. You will be handed out a computer and a handheld radio on the tower every day before you start your operations, and you will return them in the evening.
- The winch truck, start vehicles and cable vehicles must be returned to the garages and the gates must be locked at the end of a day. Please return the keys to the tower immediately. Afterwards no more journeys may be made with the vehicles!

Self-launching gliders

- Self-launching gliders must be put in place in front of the beginning of the concrete runway in the north outside the safety strip.
- Only when ready for departure you should report lining up and starting at the airfield frequency on 121,405 MHz.
- In general, you need a wingman to guide you to the concrete runway. From this point you will set full throttle and start.
- Please take a departure route in straight direction to the East or West and never turn South after taking off. Due to noise protection do not climb over the villages Stetten and Grosskuchen.

Glider Sectors around Stuttgart

- The Swabian Alb is predestined for enroute flights. On days with a high cloud base, you must pay attention to the airspaces around Stuttgart International Airport EDDS!
- Based on the committed agreements with the approach controllers there is the possibility on days with good weather conditions to get exemptions from the restrictions published in the map. These exemptions are defined as sailplane sectors. You must inform yourself about the situation and expansion of the individual sectors prior to your flight.

The pages of our regional aviation association contain all the necessary information:

<https://www.bwlv.de/verband-service/ak-sektoren/downloads.html>

- You will receive information on the altitude approvals granted in flight via the ATIS frequency at 134,505 MHz.
You will also be informed about the status of the restricted airspace ED-R 132 (Heuberg) on this frequency – at least on weekends.
- If you use an altitude approval, you need to stay on this frequency to be informed immediately about a potential withdrawal of the approval. Maximum 15 minutes after the withdrawal, the airspace must be left and clear!
- Please follow these regulations strictly to have the opportunity that these exemptions will be granted in the future. Violations will be reported and treated as airspace violations!

Approaches and Landings

- The visual approach chart of EDPA shows that motor aircrafts are operating in the northern traffic circuit, and the gliders are operating in the southern traffic circuit. The northern traffic circuit is definitely prohibited for sailplanes below 4000 ft MSL!
- Avoid the model airfield in the western near the base or crosswind of the northern traffic circuit. The model aircraft flight operations reach into high altitudes!
- For glider landings not within winch launch operation, please report on the airfield frequency on 121.405 Mhz.
- When approaching make sure that you do not cross or get on the final of the motor aircrafts if you make the turn from base to final too late. Turn earlier into final and fly the first part of your final approach slightly diagonally to your final.
- If there is a huge rush to land and you're already in a crowded landing field, keep your radio on while your airplane is on the runway.
- In general, you can land on the entire green area south of the concrete runway. However, it is strictly forbidden to land within the safety strip between the concrete and grass runways. This zone is reserved only for extreme emergency situations. The grass runway should be kept clear as long as the aircraft towing operation is still active. If the winch launch is still in operation the winch section should also be kept free. In any case, winch launch and aircraft towing tracks must be cleared immediately after landing.
- Long landings to the very end of the airfield are recommended for final landings at the end of the day. There your plane is the least disturbing factor for other traffic. Do not land too close to the winch truck.

Miscellaneous

- Please feel free to reach out to our staff members at the tower in case of any further questions. For any specific requirements our tower attendants would care to connect you with a responsible aeroclub member.
- Please report tight and tough final approaches or other emergencies early on 121.405 MHz.
- EDPA is authorized to operate without engagement of an operations manager. Please take notice that for this reason an operations manager will not be on duty at the tower throughout the entire daily operation time.

Thanking you for your support and wishing you a pleasant and accident-free stay.

The aeroclub members of Luftsporting Aalen e.V.