EDQG - Giebelstadt

General

Giebelstadt is an **uncontrolled airport**. If you are not yet familiar with **AFIS procedures**, we strongly recommend you inform yourself prior to flying to Giebelstadt as the concept is probably quite different from what you are used to here on VATSIM.

Topdown Procedures

Approach and Center stations **do not provide top down services for uncontrolled airfields** in Germany.

> IFR departures still have to **contact the appropriate top down controller for their enroute clearance** if Giebelstadt Information is offline.

Parking Position

Apron 3 is used by aircraft of the aero club Giebelstadt, all other aircraft use one of the **parking positions along taxiway B**, on **Apron 1**, or on **Apron 2** (Apron 2 is restricted to aircraft with a maximum wingspan of 21m (fixed wing) or a maximum rotor diameter of 15m (rotary wing)).

Charts

You can find **current IFR charts** for Giebelstadt on chartfox (requires VATSIM login).

You can find **current VFR charts** for Giebelstadt in the AIP VFR.
For a better overview over the airspace structure around Giebelstadt, we recommend openflightmaps.

Sceneries

Sim	Freeware	Payware
MSFS	-	-
X-Plane	-	-
Prepare3D V4/V5	-	-

Departure

Takeoff

Since Giebelstadt is uncontrolled, the AFISO won't issue a takeoff clearance. Instead, **takeoffs are conducted on the pilot's discretion**. However, you might be assigned a **release window during which you have to depart** (inform ATC immediately if you are unable to depart within this window).

Auto-handoff

Giebelstadt utilizes an auto-handoff procedure for departures; **the AFISO will not hand off departures to the approach controller**. The current airborne frequency will always be given by the AFISO.

> Contact the airborne frequency **immediately when airborne**.

Arrival

STAR

There are **no STARs for Giebelstadt**. All inbounds should plan a route to **waypoint COSJE**, which is used as an initial approach fix.

Approach

Giebelstadt has an RNP approach for both runways.

> There is a **restriction for maximum 250 KIAS below FL100** as you will be in airspace class E. This means you should also stay on the lookout for **VFR traffic unknown to the controller**.

Landing

The AFISO will provide neither sequencing nor separation. It is **your responsibility as the pilot to coordinate with other traffic** on frequency. IFR has no priority over VFR.

> You will not receive a landing clearance as the airport is uncontrolled. Instead, **landings are conducted on the pilot's discretion**.

VFR

Airspace

The Giebelstadt RMZ extends from ground level to 1000ft AGL (ca. 2000ft MSL) and airspace E around the RMZ is lowered to 1000ft AGL. **All aircraft have to announce themselves on Giebelstadt Information** when entering the RMZ, as well as when exiting it and must maintain at least listening watch for the entirety of their stay within the RMZ.
Additionally, Giebelstadt has a **published traffic circuit** to the South of the field.

South of the hard surface runway are glider launch and landing areas. Simultaneous use of the glider areas and the hard surface runway is not possible. During IFR operations at Giebelstadt, glider launches are not possible.

Kreiskrankenhaus Ochsenfurt

The Ochsenfurt Kreiskrankenhaus hospital is located within the Giebelstadt RMZ, East of the airport, directly below the approach path of runway 26 and departure path of runway 08. Helicopters arriving and departing at the hospital have to **contact Giebelstadt information**.

Ochsenfurt (EDGJ)

Ochsenfurt is a small ultralight only field within the Giebelstadt RMZ. When Ochsenfurt Radio is staffed, traffic in the circuit at Ochsenfurt must be on their frequency; however, when entering or exiting the circuit or when the position is not staffed, **all traffic has to be in contact with Giebelstadt Information**.

Special attention has to be taken as the published traffic circuit at Ochsenfurt is very close to the extended centerline and IFR procedures pass close-by. **Adherence to the published traffic circuit is mandatory**.