

FAQ – Flying Without an Aerodrome Operations Officer at Ganderkesee Aerodrome (EDWQ)

Ganderkesee Aerodrome has received approval from the Lower Saxony State Authority for Road Construction and Transport, Department 4, to conduct flight operations without an aerodrome operations officer.

With the publication of the **Aerodrome Regulations (version dated 01 July 2025)**, operations were officially changed accordingly.

For you as pilots, basically not much will change, except that there will no longer always be someone responding to your radio calls. We understand that this may feel unusual at first and would therefore like to address a few points in this document.

In the FBO, you will find the corresponding changes regarding flying without an aerodrome operations officer from Section 7 onwards.

Below you will find the most important information for safe and smooth flight operations.

If your topic is not listed, you can contact us at any time by email: tower@edwq.de

At the end of this FAQ, we have also included an AOPA handout, which is intended to provide additional guidance.

Important:

- Safety comes first
- Communicate clearly and unambiguously
- Only carry out aircraft movements when you are convinced that it is safe.

REACT!

R – Radio = Communicate clearly and listen carefully

E – Eyes = Keep a good lookout

A – Announce = Report your position and intentions

C – Courtesy = Be considerate of others

T – Traffic Pattern = Follow the published procedures.

Extract from the Aerodrome Regulations

7 Procedures for “Flying Without an Aerodrome Operations Officer”

7.1 Procedures

(1)

Ganderkesee Aerodrome has official approval to conduct flight operations without an aerodrome operations officer.

(2)

Outside the aerodrome operations officer hours specified in the AIP, the aerodrome is to be regarded as operating without an aerodrome operations officer (FOB). In this case, the corresponding FOB procedures shall be applied.

(3)

If no aerodrome operations officer responds by radio during the published aerodrome operations officer hours, the FOB procedures shall also apply.

(4)

The operational readiness of the aerodrome is checked regularly, depending on the volume of air traffic.

7.2 Arrivals / Departures

(1)

Outside aerodrome operations officer hours, the pilot is responsible for ensuring that the runway is in proper condition.

(2)

Position reports shall be transmitted as blind calls.

(3)

During continuous circuit operations – for example for training purposes – pilots shall regularly alternate between the northern and southern traffic circuits in order to minimise noise exposure.

(4)

As a general rule, the traffic circuit shall be joined via one of the downwind legs.

7.3 Aircraft Parking

(1)

Aircraft may only be parked in the designated parking areas. Aircraft shall be parked in a space-saving manner and must not create obstacles for other aircraft.

(2)

When parking in front of the restaurant/hotel, the aircraft shall be pushed into the parking position without engine power.

(3)

The pilot is liable for any damage caused by parking the aircraft.

(4)

The area around the fuel station shall be kept clear at all times.

7.4 Refuelling

(1)

Outside aerodrome operations officer hours, the fuel station may only be used by holders of an aerodrome fuel card. This can be requested by email at tower@edwq.de.

7.5 Landing Reports

(1)

Landing reports shall be submitted within 12 hours after landing.

(2)

The available options for submitting a landing report can be found on the website www.edwq.de.

7.6 Landing Fees

(1)

The available options for paying landing fees can be found on the website www.edwq.de.

7.7 Sanctions for Violations

(1)

In the event of a late or missing landing report, an additional fee will be charged in accordance with the applicable fee schedule.

(2)

An additional fee in accordance with the applicable fee schedule will also be charged if the landing fee has not been paid.

7.8 Parachuting Operations

(1)

Before an arrival/departure, the pilot shall obtain information about the current status of the drop zone.

(2)

Parachuting operations shall only take place in the presence of an aerodrome operations officer.

(3)

Outside the published aerodrome operations officer hours, and during periods of low traffic volume, the designated parachuting operations supervisor may assume the function of the aerodrome operations officer.

A – General, Arrivals & Parking

- **Arrivals and departures:**

Shall be conducted exclusively via the published traffic circuits, which must be followed precisely. Please pay particular attention to noise-sensitive built-up areas.

Join via the downwind legs of the respective traffic circuit.

- **Registration / Deregistration:**

Flights do not have to be separately registered or deregistered.

- **Aircraft parking:**

Permitted only in designated areas behind the red line. Traffic routes shall be kept clear at all times. In front of the restaurant, please push aircraft backwards into the parking positions without engine power.

B – Operating Hours, Fire Protection & Operational Safety

- **Operating hours:**

Please refer to the AIP and our website. Additional closures will be published by NOTAM.

- **Fire protection:**

- Firefighting and rescue equipment is available at all times in accordance with the applicable concept.
- Fire protection category 1 (BSK1) is provided during aerodrome operations officer hours.
- Outside these hours, BSK1 as well as BSK2/3 are available only with PPR.

- **Aerodrome operations officer hours:**

- Aerodrome operations officers are on duty during the week as well as on weekends.

Please refer to the website or AIP for the current hours.

- An aerodrome operations officer is present during parachuting operations.

- **Operational safety:**

Every pilot must ensure the condition of the aircraft operating areas before take-off and landing.

- **Runway in use:**

The take-off/landing direction is selected by the pilots based on wind conditions and in coordination with other air traffic.

C – Calls & Radio Reports

- Standard position reports in the traffic circuit are mandatory.
- On the ground, taxi reports should be made sparingly or only when necessary in order to provide all pilots with situational awareness.
- Radio transmissions that do not contribute to an understanding of the traffic situation should be avoided.

D – Drones / UAS / Model Aircraft

- The operation of drones or model aircraft at the aerodrome is permitted only with prior approval.

E – Familiarisation

- Special familiarisation for flying without an aerodrome operations officer is not required.
- If you are interested in training, please contact our flight school.

F – Radio, Flight Plans & Parachuting Operations

- **Radio:** Communication is conducted in German or English on the **Ganderkesee Radio** frequency.
 - If the aerodrome operations office is not staffed, no one will respond. In this case, blind-call procedures apply.
 - Example: *“Ganderkesee Radio, D-GAAG, right base runway 08, Ganderkesee.”*
- **Flight plans:**
Must be opened or closed independently by the pilots.
- **Parachuting operations:**
Please expect intensive parachuting activity at any time and comply with the corresponding procedures. (Especially on weekends in good weather)

G – Visitors & Fees

- **Visitors:**

Visiting pilots are very welcome – including when no aerodrome operations officer is present.

- **Fees:**

Landing fees and lighting fees can be paid by:

- Invoice (only by prior arrangement)
- AeroPS
- Cash via the FOB box next to the tower

H – Liability & Hangar

- The aerodrome operator is responsible for maintaining the aerodrome in an operationally safe condition; responsibility for the conduct of the flight rests with the pilot.
- The use of aids (e.g. ladders) is at your own risk.
- **Hangar spaces** can be requested by email (tower@edwq.de).

I – Information

- Current information can be found on our website: www.flugplatz-ganderkesee.de
- Urgent information will be published by NOTAM and on our website.

K – Fuels

- Without an aerodrome operations officer, refuelling is only possible with a **customer card**.
- Customer cards can be requested at tower@edwq.de.
- Exceptions are possible by prior arrangement.

L – Landing Reports, Landing Fees & Noise Abatement

- **Landing reports** can be submitted:
 - by email (tower@edwq.de)
 - via the computer in the FOB box at the tower
 - by envelope in the FOB box at the tower
 - (in future also via app)
- **Landing fees:**

Amounts are specified in the fee schedule on our website.
- **Noise abatement:**

Please follow the traffic circuits precisely and, during continuous circuit operations, vary them where possible. See AIP for restrictions.

N – Night Flying

- Night flying is also possible without an aerodrome operations officer.
- **Runway lighting:**
 - Activation by pressing the push-to-talk button evenly 5 times within 7 seconds.
 - The lighting remains active for 15 minutes.

Each additional activation restarts the timer.

- **Note:**

This procedure is currently being tested. NVFR flights remain PPR only.

O – Local Knowledge

- Local knowledge is recommended; proof is not required.

P – Runway, Parking & Parking Fees

- Runway use shall be coordinated with other aircraft.
- Aircraft on the ground shall adapt to air traffic as far as possible.
- Parking is permitted only in designated areas behind the red line.
- Parking fees are specified in the fee schedule on our website and are also displayed in the FOB box.

R – Rescue

- In an emergency, call **112**.

S – Training Operations & Gliding

- Training operations are also possible without an aerodrome operations officer. The flight instructor must be familiar with the procedures.
- Visiting training flights conducting touch-and-go operations shall be reported by email to tower@edwq.de.
- Gliding is permitted with PPR but requires close coordination with other aircraft.

T – Refuelling

- Only possible with a fuel card. Fuel cards can be requested by email at tower@edwq.de.
- Visiting pilots can request fuel by email with prior notification (at least 24 hours).

U – Environment

- Operational restrictions (e.g. quiet periods) continue to apply. See AIP.

V – Apron & Conduct

- Taxiing on the apron shall be kept to a minimum.
- Conduct in accordance with the **Airport Courtesy Rules**:
 - Be prepared
 - Be aware of your surroundings
 - Do not act selfishly

W – Weather & Wildlife

- No aerodrome weather information is provided. A complete self-briefing is mandatory.
- Watch for wildlife (deer, flocks of birds) during the approach. If in doubt, first overfly the aerodrome at a safe altitude and check the runway condition.

Z – Access & Responsibilities

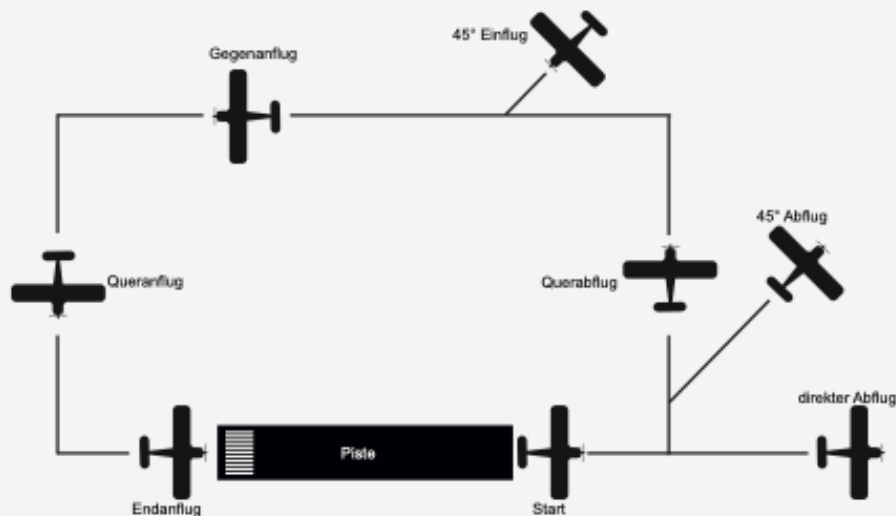
- Access is via the aerodrome barrier system. Please take responsibility for your own safety.
- Responsibilities: Contact via tower@edwq.de – response generally within 24 hours.



Verfahren an Flugplätzen ohne Flugverkehrsdienste NfL 2024-1-3240

Grundprinzipien beim Betrieb in der Flugplatzumgebung

- Sicherheit steht in jeder Situation an erster Stelle.
- Zentral dafür sind klare Kommunikation im Funk durch Meldung von Positionen und Ankündigung von Flugabsichten, sowie max. Rausschauen!
- Nur dadurch können alle Luftfahrzeugführer ein Verkehrslagebild und „Situational Awareness“ entwickeln.
- Auch wenn niemand antwortet, müssen konsequent Blindmeldungen erfolgen.
- Die Separierung von anderen Luftfahrzeugen erfolgt eigenständig in Übereinstimmung mit den Flugregeln und allen veröffentlichten Flugplatzverfahren.
- Alle Bewegungen des Luftfahrzeugs (z. B. Rollen, Starten oder Landen) sollen nur dann erfolgen, wenn der Luftfahrzeugführer davon überzeugt ist, dass diese sicher und konfliktfrei ausgeführt werden können.
- Das Wissen um den Aufbau der Platzrunde ist dafür Grundvoraussetzung.



Erstanruf:

„Hintertupfing RADIO, Mooney, D-EMOO,
Position 10 Meilen östlich des Platzes, 1.500 ft, zur Landung Piste 26“

Überflug des Platzes:

„Hintertupfing RADIO, Mooney, D-EMOO,
Überflug des Flugplatzes von Nord nach Süd in 3.000 ft“



Achtung: Anflug von der platzrundenabgewandten Seite

- „Overhead pattern“-Verfahren (Überflug der Flugplatzmitte) an Flugplätzen mit Windenbetrieb unbedingt vermeiden.
- Wegpunkt querab des Gegenanflugs wählen und gemäß Standardverfahren in die Platzrunde einfliegen.

Eindrehen in den Gegenanflug:

„Hintertupfing RADIO, Mooney, D-EMOO,
drehe in den Gegenanflug Piste 26, Nummer 2“

- Anflug im 45°-Winkel gibt Zeit den Platzrundenverkehr zu beobachten.
- Sinke auf die Platzrundenhöhe vor dem Einfliegen in die Platzrunde!
- Meldung der Platzrundenbestandteile stets kurz vor dem Eindrehen, da Luftfahrzeuge in Schräglage deutlich besser zu erkennen sind.
- Vorausfliegendem Verkehr folgen - kein Überholen!
- Querneigungen in allen Kurven sollten 30° nicht überschreiten.
- Gefahr kritischen Anstellwinkel zu überschreiten!
- Vollkreise innerhalb der Platzrunde sind tabu!
- Windkorrekturen durch Vorhaltewinkel, sofern erforderlich.

Eindrehen in den Queranflug:

„Hintertupfing RADIO, Mooney, D-EMOO,
drehe in den Queranflug Piste 26, Nummer 2“

Eindrehen in den Endanflug:

„Hintertupfing RADIO, Mooney, D-EMOO,
drehe in den Endanflug Piste 26, Nummer 2, zur Landung“

- Absicht kommunizieren, d.h. „zur Landung“ oder „Aufsetzen und Durchstarten.“
- Nicht stabilisierter Anflug erfordert konsequentes Durchstarten.
- Durchstartmanöver parallel rechts zur Piste fliegen, damit anderer Verkehr in Sicht bleibt. Danach wieder in die Platzrunde einfliegen.

Nach der Landung ist die Piste zügig zu verlassen:

„Hintertupfing RADIO, Mooney, D-EMOO, Piste 26 verlassen“

Im Falle eines Durchstartens:

„Hintertupfing RADIO, Mooney, D-EMOO, starte durch“

Abflug – Beispiel

Erstanruf:

„Hintertupfing RADIO, Mooney D-EMOO,
rolle zum Rollhalt Piste 26“

Start:

„Hintertupfing RADIO, Mooney D-EMOO,
rolle zum Abflugpunkt Piste 26 und starte,
verlasse die Platzrunde (Richtung, über, ...)“

- Tipp: Kurzes Abwarten und erneutes Überprüfen des Anflugsektors.
- Gesamte Startstrecke nutzen: Steigen mit V_y , wenn erforderlich V_x .

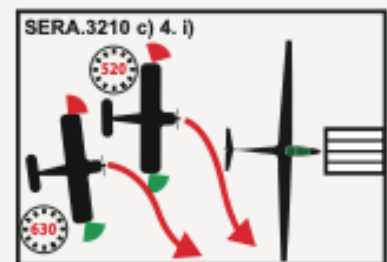
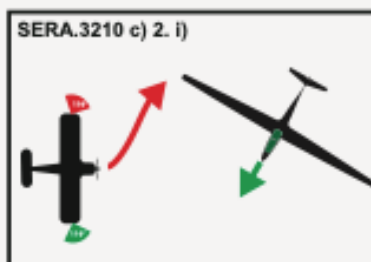
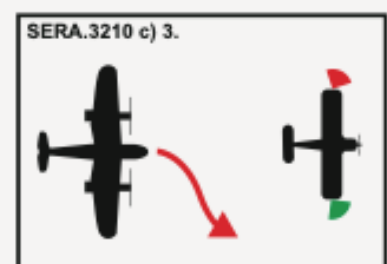
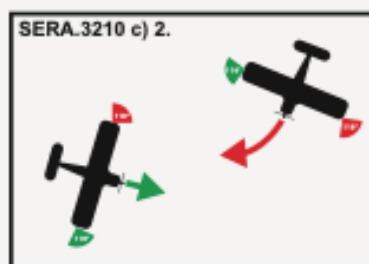
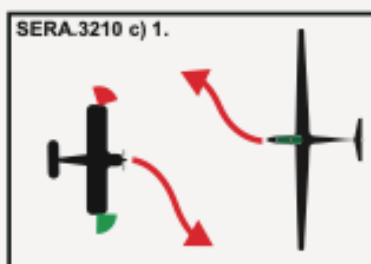
Verlassen der Platzrunde:

„Hintertupfing RADIO, Mooney D-EMOO, verlasse Platzrunde Richtung Süden“
Oder: „Hintertupfing RADIO, Mooney D-EMOO, verlasse Platzrunde über den
Querabflug Piste 26“

Verlassen der Flugplatzumgebung:

„Hintertupfing RADIO, Mooney D-EMOO, 8 Meilen östlich, 2.700 ft, verlasse
die Frequenz“

Ausweichregeln (SERA.3210) beachten



Start und Landung sind die anspruchsvollsten Phasen des Fluges.
Zusammenstöße in der Luft stellen die größte Gefahr dar.



- Meldungen der Platzrundenbestandteile sollten kurz vor dem Eindrehen erfolgen, da Luftfahrzeuge in Schräglage deutlich besser zu erkennen sind.
- Hochdecker sollten vor dem Eindrehen kurz die Fläche der Seite anheben, in die eingedreht werden soll, um Konflikte zu erkennen.
- Die Besonderheiten des Luftfahrzeugs sind zu beachten. Hochdecker haben eine eingeschränkte Sicht nach oben, Tiefdecker hingegen eine eingeschränkte Sicht nach unten. Die kritischste Konstellation bleibt Tiefdecker oben, Hochdecker unten.
- Ablenkungen sind zu vermeiden und die Arbeitsbelastung auf ein notwendiges Minimum zu reduzieren. Sie entstehen durch Konfigurieren des Luftfahrzeugs, Abarbeiten von Checklisten, Einstellen von Navigations- und Kommunikationsequipment. Deshalb sollten alle notwendigen Eingaben bestmöglich vorbereitet und eingestellt sein.

Zusammenfassung:

1. Rausschauen.
2. Kommunizieren von Positionen und Absichten.
3. Zuhören im Funk: Position und Absichten anderer Luftfahrzeuge?
4. Solide Flugvorbereitung, insbesondere Verfahren der Flugplätze.
5. Rücksichtnahme durch Defensives Fliegen.
6. Einhalten der Platzrunde und vorgeschriebener Verfahren.
7. Lichter in der Flugplatzumgebung einschalten.
8. Ausweichregeln und Vorflugrecht beachten.
9. Ablenkungen auf ein absolutes Minimum reduzieren.
10. Vermeide unnötigen Lärm.

Folge dem Merkwort **REACT**.

R adio	= Aufmerksam zuhören.
E yes	= Augen benutzen, Ausschau halten.
A nnounce	= Position und Absichten melden.
C ourtesy	= Rücksichtnahme entschärft Konflikte.
T raffic Pattern	= Veröffentlichten Verfahren folgen.

Egal in welcher Situation gilt an erster Stelle: Fliege das Flugzeug!
A-N-C: AVIATE, NAVIGATE, COMMUNICATE!

Haftungsausschluss:

Die Informationen in diesem Handout sind von den Autoren und Organisationen sorgfältig erwogen und geprüft. Dennoch kann keine Garantie für Richtigkeit und Vollständigkeit übernommen werden. Eine Haftung der Autoren bzw. Organisationen und seiner Beauftragten für Personen-, Sach- und Vermögensschäden ist ausgeschlossen.

