

Airspace guide for glider pilots in Sweden.

This is a very basic guide of how to operate with a glider in Sweden and its airspace. In some areas there may be some deviations from this guide, but to avoid falling into these traps, ask your local club or the ATS-unit where you are going to fly.

The general rule in Sweden is that all airspace above FL95 (2900 m STD) is of class C, i.e. controlled airspace, and not accessible to gliders without prior arrangements. Below FL95, outside and under Terminal Manouvering Areas (TMA), the airspace is of class G, i.e. uncontrolled airspace. In class G airspace gliders are permitted to fly up to cloud base without two-way radio communication with an ATS-unit (exception TIA/TIZ, see below) and without IMC-equipment and IMC-rating.

Uncontrolled airspace - Class G

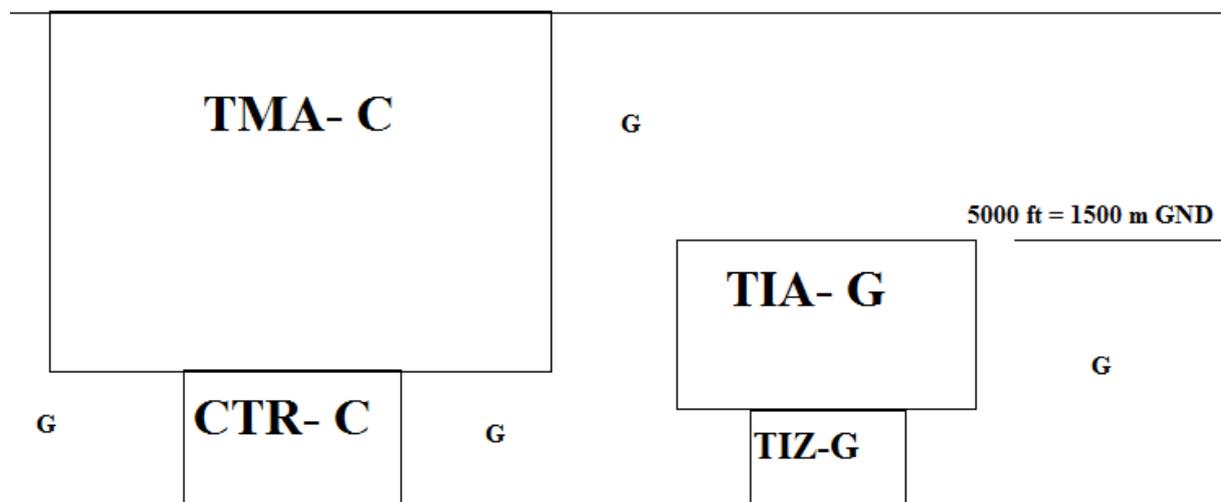
No restrictions to gliders when flying VFR, and you may also fly right up to cloud base (remember still below FL95 on standard 1013.25 hPa). Cloud flying is permitted in Sweden, but only in special areas (restricted areas R200-209) and up to FL195 (5950 m STD). If you want to know more about cloud flying ask your host club or contact me for more information about the areas. You can also find some information in AIP ENR 5.

TIA and TIZ - Class G

TIA/TIZ is classified as airspace class G, but you must establish two-way radio communication with the ATS-unit (AFIS). Just tell them about your position, intentions, track and height band, the AFIS will inform you about other traffic in the TIA/TIZ. You must remain on the frequency as long as you are inside the TIA/TIZ.

Suecia CTA- C

FL95 = 2900 mSTD



TMA and CTR- Class C

It's difficult to do a guide for all TMAs in Sweden, because some ATS-units may have different ways to take care of the gliders and it depends on many things such as gliding sectors, geography and type of traffic in the TMA. This is therefore a basic guide. I recommend that you ask your host club how it goes exactly where you're flying. You can always contact the ATS-unit whose airspace you will fly in.

- When you want to fly in a gliding sector*, establish contact well in advance, tell them where you are, intention, that you are a glider and the altitude layer you want to use. Once you have received clearance, read back and fly according to the clearance. Are you not able to follow the clearance, tell ATS that and ask for another clearance. When you approach your next gliding sector* (in good time advance), you are doing the same procedure again. Report when you are leaving the airspace and frequency.
- Because of traffic situation there may be delays or not possible to use a gliding sector*. All traffic is separated except VFR-VFR daylight.
- Are you equipped with a transponder you do not need to focus on gliding sectors*, you can receive individual clearances in TMA and this makes it easier not only for ATC but also for the pilots in gliders who have a transponder.
- Some gliding sectors* are not available to all. This means that some clubs have access rights to a certain sector, although they are published on www.segelflyget.se Check with the local ATS-unit or with your host club about the rules in the gliding sectors you intend to fly in.
- Sometimes when the gliding club is close to a controlled airport the "local gliding coordinator" activates the gliding sectors* you want to use via telephone. This means that he/she is responsible for the gliders who use these gliding sectors*.
- Never plan to fly in a TMA outside the gliding sectors* unless you have a transponder.
- When you flying in a gliding sector*, other traffic are allowed to fly there but only VFR. You will get traffic information from the ATC-unit.
- Gliding sectors* are not published on any map, only in software on www.segelflyget.se
- Inside TMA always fly on standard setting 1013.25 hPa above 1500 m MSL and below on QNH unless ATC tell you something else.
- During weekends and some times during the summer some ATS-units are closed, during this time you have to be on stand by on the frequency in case they will open the TMA/CTR.
- For events like wave camps or competitions special areas are usually established.

Summary and other things to know

- In airspace G (except in TIA/TIZ) no restrictions, just fly up to the cloud base.
- FLARM is still not so common in Sweden so look out as usual.
- In all restricted areas you need a clearance (R-areas on 200-serien have special rules, look at [AIP ENR 5.1](#))
- To cross the boarder to another country you will need a Flight plan. [AIP](#)
- Östgöta TMA, Stockholm TMA and Göteborg TMA are all splitted in sectors (vertically and horizontally) and other ATS- units are responsible for this sectors, this can be confusing so read the map carefully. These sectors should not

be confused with what we call the gliding sector. It is not possible to fly above a TMA/CTR in Sweden and still be in uncontrolled airspace.

- AIP Sweden = [VFR flight in Sweden](#)

* Gliding sector: A sector in a TMA/CTR that is available for gliding after clearance received, subject to daily negotiation with the control centre for a certain time interval, or by radio on the relevant frequency of the control.



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