

Notification

Langen, 26 August 2026

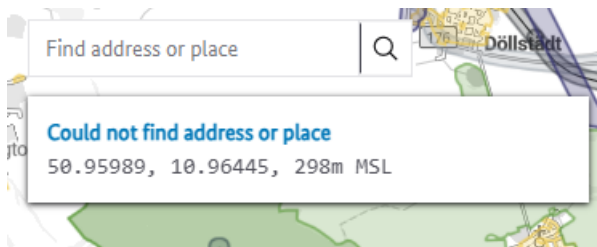
Presentation of UAS zones on the dipul platform

The digital platform for unmanned aviation (dipul) shows geographical areas the air traffic category where restrictions for UAS traffic apply. The basic colour of these zones is red. They are shown in the map tool.



The presentation of the zones in dipul and the associated information refer to those areas which generally require a prior individual air traffic control (ATC) clearance (except for flying close to obstacles in zones 2 to 4).

The following refers exclusively to determination of the height for a general ATC clearance or the necessity to request an individual air traffic control clearance.



After selecting the appropriate map section and clicking on the desired UAS take-off location, a window in the upper-left corner displays the coordinates of the location and its elevation above sea level (MSL).

The right window additionally displays the following information:



DFS Deutsche Flugsicherung

▼ ● Air traffic (1 Zone)

▼ ● Erfurt-Weimar (EDDE) zone 2

Type Control zone (Zone 2)
Identification 389_4000
Airport elevation 315.2 m MSL
Lower limit (whichever is lower)
25 m AGL or 340 m MSL
Upper limit 1067 m MSL
Legal notice
[NFL 2026-1-3960](#) – DFS ATC-Clearance

- Affected zone (1 to 4),
- System-generated identification number of the geographical area (not relevant to planning UAS operations),
- Relevant aerodrome elevation in metres MSL (height with reference to sea level),
- Upper and lower limit of the area for which an individual ATC clearance is required,
- Reference to the underlying regulation applicable to the respective zone and the associated conditions for UAS operations and their ATC clearance

Example 1

The selected location is in zone 2 of the Erfurt control zone. Its elevation is 298 m MSL (mean sea level), the aerodrome elevation is 315 m MSL.

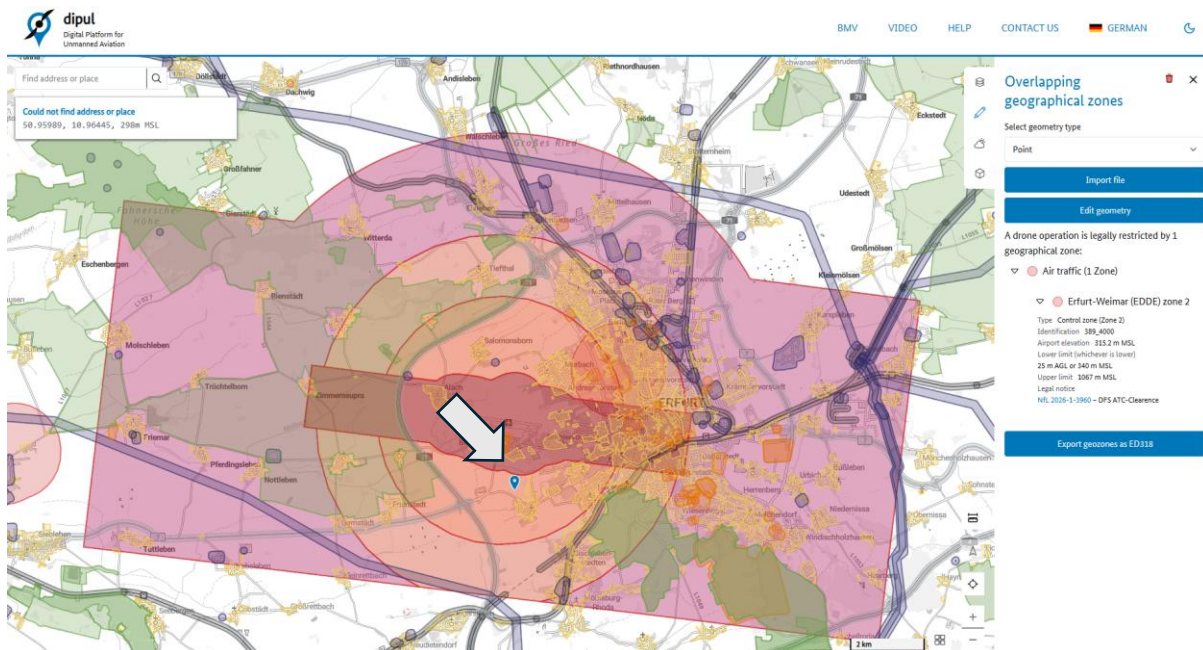


Figure 1: Example 1 to determine the maximum height with a general ATC clearance, zone 2, take-off location below the aerodrome elevation

UAS operations at this location require an individual ATC clearance from 25 m above ground or from 25 m above aerodrome elevation, which means from 340 m MSL. This applies up to the upper limit of the control zone at 1,067 m MSL. These values can be retrieved directly from dipul.

In addition, the UAS remote pilot must check the terrain elevation of the take-off area in relation to the aerodrome elevation. Since the selected location is at 298 m MSL and therefore below the aerodrome elevation of 315 m MSL, the height of 25 m above ground / 323 m MSL constitutes the upper limit for flights with a general ATC clearance. At the same time, it is the lower limit for flights requiring an individual ATC clearance.

Example 2

The selected location is in zone 4 of the same control zone. Its elevation is 386 m MSL.

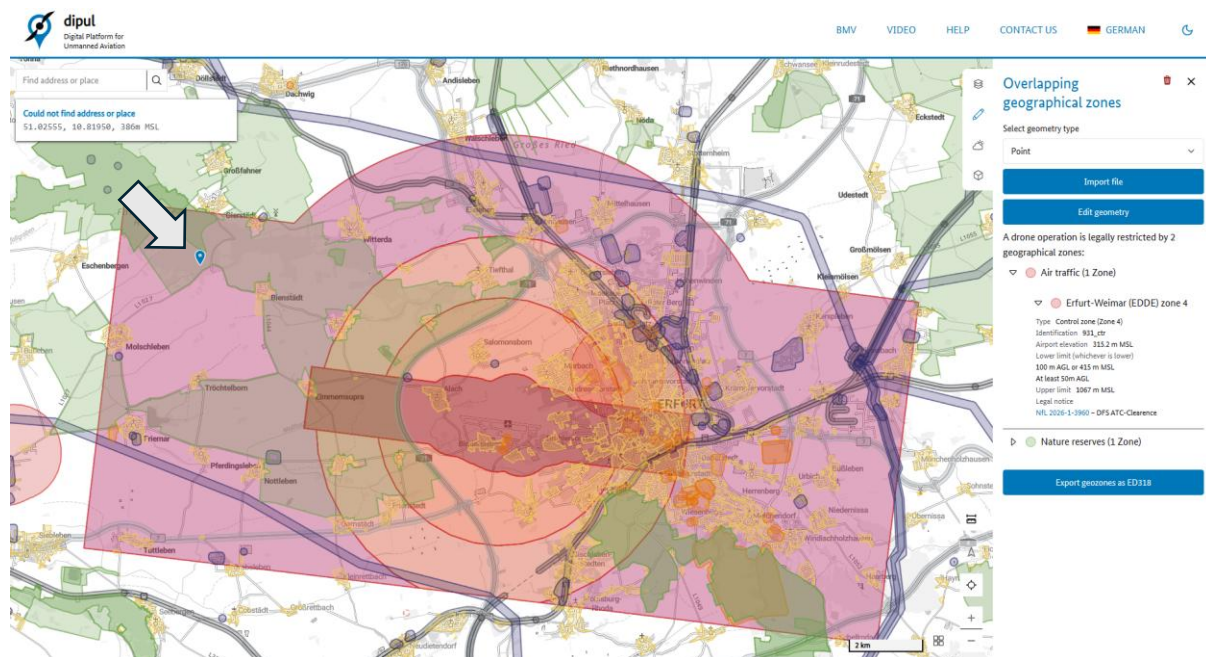


Figure 2: Example 2 to determine the maximum height with a general ATC clearance, zone 4, take-off location above the aerodrome elevation

The lower limit for an individual ATC clearance is calculated from the higher value when comparing the following heights:

- 100 m above ground or 100 m above aerodrome elevation, whichever is lower. This means 415 m MSL and
- 50 m above ground, i.e. 436 m MSL.

The height of 50 m above ground / 436 m MSL thus constitutes the upper limit for flights with a general ATC clearance. At the same time, it is the lower limit for flights requiring an individual ATC clearance.



The completely new specifications have been published in [NfL 2026-1-3960](#) and [NfL 2026-1-3981](#) (by the DFS subsidiary DAS). Only these documents are binding.

If you require further clarification regarding the new procedures, please send an enquiry to futureairmobility@dfs.de.

DFS Deutsche Flugsicherung GmbH (DFS), the German air navigation service provider, is a State-owned company under private law with 5,900 employees as at 30 June 2026. DFS ensures the safe and punctual flow of air traffic over Germany. Around 2,200 air traffic controllers guide more than three million flights through German airspace in peak years, up to 10,000 flights every day. The company operates control centres in Bremen, Karlsruhe, Langen and Munich as well as control towers at the 15 designated international airports in Germany. The subsidiary DFS Aviation Services GmbH markets and sells products and services related to air navigation services and provides air traffic control at nine regional airports in Germany and at Edinburgh Airport in the United Kingdom. DFS is working on the integration of drones into air traffic and has set up a joint venture, Droniq GmbH, with Deutsche Telekom. Other subsidiaries include R. Eisenschmidt GmbH, which markets publications and products for general aviation, and Kaufbeuren ATM Training GmbH (KAT), which provides training for military air traffic services personnel. The joint venture FCS Flight Calibration Services GmbH offers flight inspection services.