EDFM - Mannheim City

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General

Authorized Aircraft

The airport is not able to serve aircraft with an **MTOW** greater than **10.000 kg**. The only exceptions to this rule are the following aircraft:

- Dornier 328-100 (D328)
- Dash 8-100 and -300 (DH8A, DH8C)
- ATR 42-500 (AT45)
- Falcon 50, 2000, and 900 EX/DX (FA50, F2TH, F900)
- Challenger 300 (CL30)
- Cessna 680 (C680)
- Embraer Legacy 450 and 500 (E450, E500)

> Please make sure you fly an appropriate aircraft as bigger aircraft might cause a lot of inconvenience to other users.

> Mannheim/City is **not equipped to handle A380 aircraft**. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

Parking Position

The main parking positions are stands 1 to 5. **Airlines** usually use one of the two parking positions directly in **front of the terminal**.

Smaller propeller aircraft may also use the grass parking area.

The apron to the east of taxiway A is mainly used for **helicopters**.

> Do **not use the fueling station** to the east of taxiway A as a parking position.

Departing Traffic

IFR Clearance and Startup

Before requesting enroute clearance, make sure you have listened to the latest ATIS information. You can expect to receive your startup clearance together with your enroute clearance.

Datalink: Pilots able to use PDC/DCL may also request their enroute clearance digitally via the Hoppie CPDLC system. The logon code for datalink clearances at the airport is EDFM. Whether a controller offers PDC/DCL can be found in the controller info.

Taxi

All parking positions at the airport are **taxi-out positions**, so you shouldn't need a pushback!

Only request taxi if you are able to start taxiing immediately upon receiving taxi clearance. Do not cross the runway without explicit clearance by Tower.

Takeoff

Contact the departure frequency stated in the ATIS immediately after takeoff. You will not receive a handoff from Tower!

Arriving Traffic

Approach

The airport only has instrument approaches for runway 27. You can expect the RNAV approach. If runway 09 is in use, IFR arrivals can expect a visual circling approach to the south of the field.

A straight in visual approach should not be attempted without approval from an approach controller as aircraft approaching the airport from different directions can cause conflicts.

Landing

After landing, vacate the runway via the earliest possible taxiway to the South.

If runway 09 is in use, aircraft unable to vacate the runway before or at B should vacate to the North via F.

Taxi

Parking stands 1 to 5 should be entered from the North to face South when parked.

> Do not cross the runway without explicit clearance from the Tower!

VFR Traffic

General

The Mannheim CTR extends from ground level to 2000 ft MSL.

VFR traffic with an **MTOW up to 5,700 kg** may also use the **grass runway** north of the hard surface runway, as well as the grass taxiway G parallel to and west of taxiway A.

VFR traffic can be conducted in English or in German.

Traffic patterns at the airport will be conducted to the **south of the field** whenever possible. Pilots should avoid overflying the cities of Mannheim and Ludwigshafen, as well as the surrounding villages.

Startup

VFR traffic doesn't require a startup clearance. Initial contact can be made when ready for taxi.

Departures

VFR departures can expect to leave the CTR via one of the five visual reporting points surrounding the CTR.

If **runway 27** is in use, you should plan to leave the CTR via **Romeo, Whiskey, or Sierra.**
If **runway 09** is in use, you should plan to leave the CTR via **Kilo, Echo, or Sierra.**

Arrival

VFR arrivals can expect to enter the CTR via one of the five visual reporting points surrounding the CTR.

If **runway 27** is in use, you should plan to enter the CTR via **Kilo or Sierra.**
If **runway 09** is in use, you should plan to enter the CTR via **Romeo.**

Helicopters

In addition to the airport, there are two hospitals with helipads within the CTR as well as another hospital with two helipads just outside of the CTR.

The **Theresienkrankenhaus** is located in the city of Mannheim northwest of the field. The **Klinikum Ludwigshafen** is located west of the field. This hospital is also where the rescue helicopter Christoph 5 (CHX5) is based. The **Universitätsklinikum Heidelberg** is located to the east-southeast of the field just outside of the CTR.

Charts and Scenery

IFR Charts for Mannheim City Airport are available at <u>https://chartfox.org/EDFM</u> (Vatsim Login required).

VFR Charts are available for every airfield in Germany via <u>https://www.vfraip.de/</u> (official DFS VFR AIP) or with less information at <u>https://www.openflightmaps.org/ed-germany/</u>.

Airport Scenery

Sim	Freeware	Payware
MSFS	<u>flightsim.to</u>	--
X-Plane 11	<u>forums.x-plane.org</u>	--
Prepare3D V4/V5	--	--