

EDFM - Mannheim City Airport

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Overview

Mannheim City is an unrestricted airport and part of the S1 minor program. TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. The Neckar Low sector (APP) can be staffed by all controllers with an **S3** rating or higher.

ATC Stations

| Station | Station ID | Login | Frequency | Remark | Endorsement |
|--------------------------|------------|--------------|-----------|--------|----------------------------------|
| ATIS | AFM | EDFM_ATIS | 132.415 | -- | -- |
| Tower | FMT | EDFM_TWR | 129.780 | -- | unrestricted: <u>EDFM CBT</u> |
| Neckar Low sector | NKRL | EDFM_NKL_APP | 129.355 | -- | unrestricted: no course |

Quickview

TOWER QUICKSHEET MANNHEIM CITY AIRPORT (EDFM)

up to date for: AIRAC 2309

Runway 27 ↑ climb via SID
Runway 09

ENROUTE CLEARANCE

| | | | | |
|----------|----|-------|----|----------|
| 5000ft | 3C | UMDAS | 3W | ↑ 5000ft |
| | 3C | ROLSO | 3W | |
| 5000ft ↑ | 3C | RINEX | 3W | |
| | 8C | MANEM | 8W | |
| 5000ft | 6C | OLIVI | 4W | 5000ft |

! IFR departures require departure release by Langen Radar prior to takeoff clearance

HANDOFFS

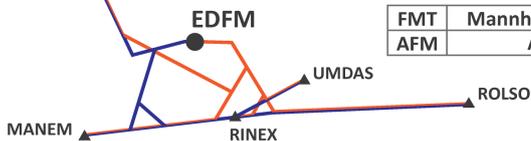
| | | |
|------|-------------|---------|
| KTG | Kitzingen | 123.280 |
| DKB | Dinkelsbühl | 125.200 |
| BAD | Baden | 131.300 |
| NKRH | Neckar High | 127.500 |
| NKRL | Neckar Low | 129.355 |

NAV AIDS

| | | |
|------|--------|--------|
| IMAW | LOC 27 | 108.55 |
| MND | DME | 113.55 |

FREQUENCIES

| | | |
|-----|----------------|---------|
| FMT | Mannheim Tower | 129.780 |
| AFM | ATIS | 132.415 |



! max. MTOW: 5.700kg

VISUAL CIRCLING



LOC
RNAV

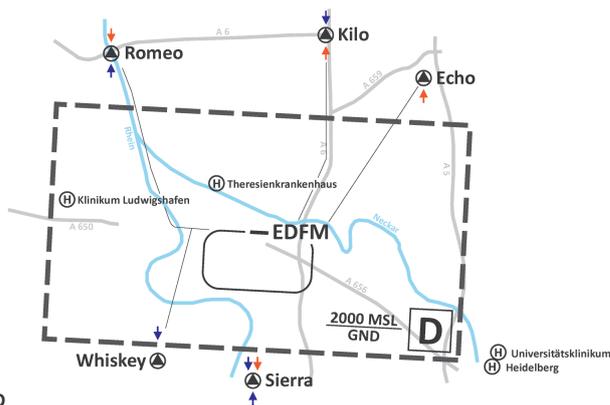
! max. MTOW: 10.000kg
or

| | |
|--------------------|------|
| Dornier 328-100 | D328 |
| Dash 8-100 | DH8A |
| Dash 8-300 | DH8C |
| ATR 42-500 | AT45 |
| Falcon 50 | FA50 |
| Falcon 2000 | F2TH |
| Falcon 900 EX/DX | F900 |
| Challenger 300 | CL30 |
| Cessna 680 | C680 |
| Embraer Legacy 150 | E450 |
| Embraer Legacy 500 | E500 |

SEPARATION

| | | | |
|---|---|---|------|
| M | ← | L | 5 NM |
| H | ← | L | 6 NM |
| H | ← | M | 5 NM |
| H | ← | H | 4 NM |
| J | ← | L | 8 NM |
| J | ← | M | 7 NM |
| J | ← | H | 6 NM |

! 5 NM spacing between departures on the same SID



click on the image to open the printable Quicksheet

Additionally, the **grass runway** can only accommodate aircraft up to 5.700 kg MTOW (all German aircraft registrations except D-Axxx, D-Bxxx, and D-Cxxx).

Parking Positions

Preferred parking for Airlines are the two taxi-out positions in front of the Terminal. Other aircraft can be parked either at the positions 1-5, the hangars or at the grass area. For refueling the gas station east of taxiway A is used.

IFR Procedures

Instrument approach procedures are only available for runway 27: a localizer approach and an RNP approach. Due to its lower minima and higher lateral precision, the localizer approach is preferred.

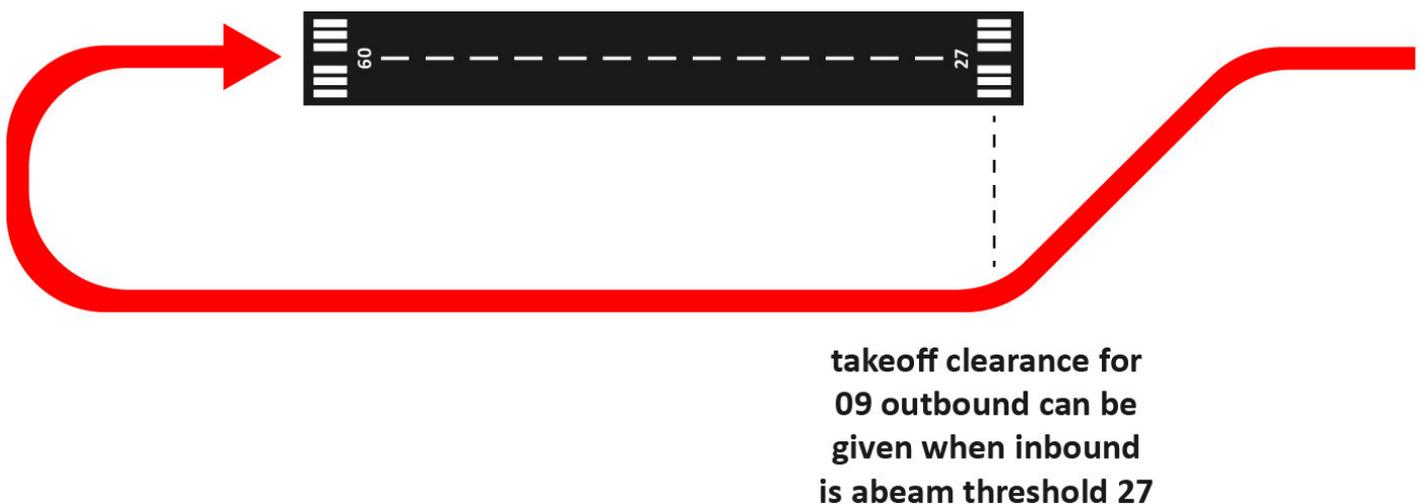
Departure Spacing

Two aircraft on the same SID require a minimum spacing of 5 NM.

Visual circling

Since the instrument approach procedures are only available for runway 27, IFR arrivals need to fly a **visual circling maneuver** during 09 operations. This maneuver is **only allowed South of the airport**.

To **ensure separation between inbound and outbounds**, a takeoff clearance for a 09 departure can only be issued once the inbound has passed abeam the threshold of runway 27.



To **remind pilots that they need to fly a visual circling**, they should be asked to report breaking off or when reaching the right downwind.

“ **ATC:** JMP902, report breaking off.

ATC: JMP902, report right downwind.

In the event of a go around, the pilot is expected to rejoin the right downwind and from there join the published missed approach procedure. However, since many pilots on VATSIM will be unfamiliar with the details of visual circling procedures, they should be told what to do:

“ **ATC:** JMP902, join right downwind runway 09.

And once the aircraft is on right downwind runway 09:

“ **ATC:** JMP902, follow the published missed approach procedure.

VFR Procedures

Traffic circuits

Due to noise abatement, the **Southern traffic circuit should be used whenever possible**. The Northern traffic circuit should only be used if the Southern one is unavailable. Additionally, VFR aircraft are expected to avoid overflying the cities of Mannheim and Ludwigshafen as well as the surrounding villages.

Reporting point

| Reporting point | Use | Location |
|-----------------|---|--|
| R | Exit to the NW (27 ops) Entry from the NW (09 ops) | highway A6 bridge over the Rhine river |
| K | Exit to the N (09 ops) Entry from the N (27 ops) | highway intersection A6 and A67 |
| E | Exit to the NE (09 ops) | highway intersection A5 and A659 |
| W | Exit to the SW (27 ops) | between lakes North of Waldsee |
| S | Exit to the S Entry from the S (27 ops) | between Brühl and Rhine river |

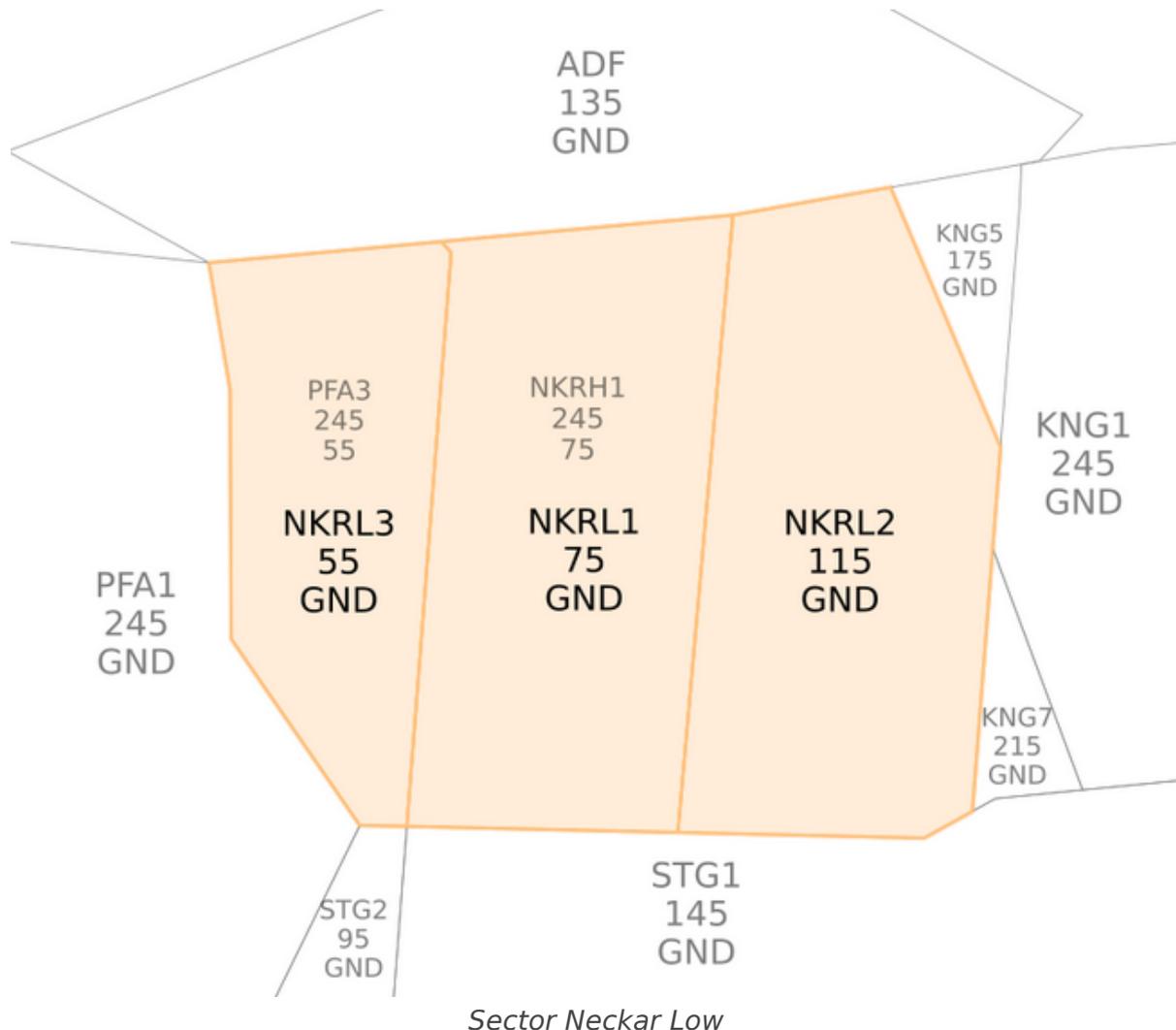
Auto-Handoff

Mannheim utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

Arrival Sector Neckar Low

The sector Neckar Low (NKRL) is **responsible for all Mannheim/City (EDFM) and Speyer (EDRY) departures and arrivals** from GND up to FL55/FL75/FL115. Usually, this sector is combined with other Langen sectors.



Approaches

Mannheim

Mannheim/City only has instrument approaches for runway 27. Both the LOC and RNP approach have a **non-standard 3.7° glide path**.

During 09 operations, arrivals need to fly a **visual circling procedure** south of the airport. [The clearance for the visual circling has to be part of the approach clearance.](#)

ATC: JMP902, cleared localizer approach runway 27, followed by circling runway 09.

Alternatively, **upon coordination with Tower**, pilots can be cleared for a straight-in visual approach into runway 09.

Speyer

Speyer has RNP approaches for both operating directions. Generally, the **RNP Z approach shall be used**; the **RNP Y is available on pilot request** for pilots wanting to utilize LPV minima. Apart from the minima, the approaches are identical.

Speyer does not have instrument departure procedures; all IFR flights from Speyer must depart VFR and pick up IFR once in the air.