

Tower

Ramstein Tower is responsible for all traffic on the runways and within the CTR of the airport as well as taxiing traffic on the taxiways between the runways.

General

Runway in use

Ramstein generally operates using runway 08/26 for departures, arrivals, and pattern traffic while **runway 09/27 is used for taxiing**.

The operating direction below 5kt tailwind shall always be 26/27.

During a runway change, Ramstein Tower is responsible for informing both military and civilian radar controllers of the change.

Opposite direction operations

Opposite direction operations are **only available on pilot request** and as long as no other traffic will experience delays. Opposite arrivals have to be approved by Ramstein Tower while opposite departures have to be approved by Ramstein GCA.

“ **TART**: GCA, Tower.

TARA: Go ahead.

TART: Request opposite direction departure, Giant 8119, Boeing 747-400, runway 08.

TARA: Opposite direction departure runway 08 approved.

An **opposite arrival** must have touched down before an arrival to the current operating direction reaches 10 NM final.

An **opposite departure** must be airborne and have turned away from the extended centerline before an arrival to the current operating direction reaches 10 NM final. If the opposite departure is operating under VFR, they **shall be explicitly instructed to turn right or left** as required when airborne.

Runway crossing

Runway crossings are principally the responsibility of Ramstein Tower. However, after coordination, aircraft may remain on the Ground frequency for their runway crossing.

Additionally, clearances to cross both runways are not possible. Before clearing an aircraft to cross the next runway, it must have fully cleared the previous one.

Low visibility operations

Ramstein Airbase differentiates between CAT I, CAT II, and CAT III low visibility operations.

CAT I operations are in effect when the ceiling is less than 800ft and/or the visibility is less than 2 SM (3200m).

During CAT I operations, the critical area of the ILS has to be clear once an arriving aircraft is within 2 NM final.

CAT II operations are in effect when the ceiling is less than 200ft, the visibility is less than 800, or the RVR is less than 550m.

During CAT II operations, the activity of CAT II operations shall be broadcast in the ATIS and the critical area of the ILS has to be clear once an arriving aircraft is within 2 NM final.

CAT III operations are in effect when the ceiling is less than 100ft or the RVR is less than 300m.

During CAT III operations, the activity of CAT III operations shall be broadcast in the ATIS, spacing between two arrivals shall be no less than 10 NM, and departing traffic shall be rolling before the next arrival reaches 10 NM final.

IFR traffic

Departure procedures

Release & handoff

A **departure release for all IFR departures** shall be obtained from Ramstein GCA.

Departures shall be handed off to Ramstein GCA as soon as possible.

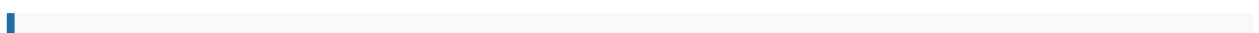
Arrival procedures

The primary approach procedure is the ILS. Other approach procedures must be explicitly requested by the pilot. Additionally, the Autobahn 6 visual approach to runway 26/27 is only available when Ramstein GCA is separately staffed.

Go around procedure

If an aircraft **goes around further away from the runway than 6 NM final**, they shall be instructed to climb straight ahead to 5000ft and handed off to Ramstein GCA.

If an aircraft **goes around within 6 NM final**, they shall be instructed to climb straight ahead to 5000ft and during 08/09 operations they shall additionally be informed of the minimum climb gradient of 250ft per NM.



Clue 1: Clue 1, going around.

Ramstein Tower: Clue 1, roger, fly runway heading, climb to 5000ft, climb gradient 250ft per mile.

When Ramstein GCA is not separately staffed, **pilots shall always be instructed to perform the published missed approach procedure.**

Radar pattern

The radar pattern is always located North of the airport at an altitude of 4000ft or 5000ft AMSL. This pattern is **only available on explicit pilot request and when Ramstein GCA is separately staffed**. Ramstein Tower shall instruct the pilot to climb out straight ahead to the coordinated pattern altitude and initiate a **handoff to Ramstein GCA no later than 3 NM beyond the departure end** of the runway. Additionally, during 08/09 operations, pilots shall be informed of the minimum climb gradient of 250ft per NM.

“ **Ramstein Tower:** Clue 1, fly runway heading, climb to 5000ft, climb gradient 250ft per mile, wind 060 degrees, 9 knots, runway 08, cleared for takeoff.

Clue 1: Roger, runway heading to 5000ft, runway 26, cleared for takeoff, Clue 1.

Ramstein Tower: Clue 1, contact departure.

VFR traffic

Departure procedures

General

Helicopter pilots are required to exit the CTR on one of the **published helicopter routes**, while other traffic has to exit the CTR via the VFR departure pattern.

During **08/09 operations**, aircraft shall be instructed to continue on runway heading until passing 1.5 DME RMS and then turn right heading 170 or until passing 3 DME RMS and then turn left heading 360 until clear of the CTR depending on requested departure direction.

During **26/27 operations**, aircraft shall be instructed to continue on runway heading until passing 2 DME RMS and then turn right heading 290 or 360 until clear of the CTR depending on requested departure direction.

Ramstein Tower: Clue 1, after departure continue on runway heading until passing 3 DME Ramstein, then turn left heading 360, report leaving class D airspace, wind 300 degrees, 4 knots, runway 26, cleared for takeoff.

Fighter jet departures

Departing fighter jets have to exit the CTR via the VFR departure pattern as well but **shall be instructed to climb to 4000ft or above**.

“ **Ramstein Tower:** Clue 1, after departure continue on runway heading until passing 2 DME Ramstein, then turn right heading 290, climb to 4000ft or above, report leaving class D airspace, wind 060 degrees, 9 knots, runway 08, cleared for takeoff.

Arrival procedures

General

Arriving aircraft are required to contact Ramstein Tower prior to entering the CTR and obtain clearance for entry into the CTR. Helicopter pilots are required to enter the CTR on one of the **published helicopter routes**, while other traffic has to enter the CTR either from a cardinal direction or via the military reporting point. Additionally, all VFR traffic must be at 3000ft AMSL or below when entering the CTR

While military entry point and initials are publicly available, **pilots should be expected to not be aware of them** and will most likely request entry via a cardinal direction.

Overhead approach

Aircraft entering via PIVOT for an **overhead approach** will continue to WISKY or ECHO and shall be instructed to report WISKY/ECHO at 3000ft. The break-off always has to be right-hand at 2500ft. If necessary, Tower shall sequence traffic by instructing early or late breaks.

“ **Clue 1:** Clue 1, overhead PIVOT, 3000ft, for overhead pattern.

Ramstein Tower: Clue 1, roger, report ECHO at 3000ft.

Clue 1: Wilco, Clue 1.

Clue 1: ECHO, 3000ft, Clue 1.

Ramstein Tower: Clue 1, break to the right at 2500ft, report base with intentions.

Clue 1: Breaking to the right at 2500ft, wilco, Clue 1.

Clue 1: Base, gear down, for full stop, Clue 1.

Ramstein Tower: Clue 1, wind 300 degrees, 4 knots, runway 26, cleared to land.

Clue 1: Runway 26, cleared to land, Clue 1.

Controllers are reminded that during an overhead approach, aircraft, especially fighter jets, will **fly at high speeds of up to 300 KIAS** until breaking off.

High speed downwind

The high speed downwind is **only available on pilot request**. Pilots will enter via PIVOT and then proceed to WISKY (26/27 operations) or ECHO (08/09 operations) to cross both points at 3000ft and join the downwind from there.

During 08/09 operations, only the Southern high speed downwind is available. When passing ECHO, pilots shall be instructed to turn to a suggested heading of 240 and descend to 2000ft to enter a right hand downwind.

During 26/27 operations, aircraft entering the Northern high speed downwind shall be instructed to join a right hand downwind from WISKY and descend to 2000ft; aircraft entering the Southern high speed downwind shall be instructed to turn to a suggested heading of 110 and descend to 2000ft to enter a left hand downwind.

“ **Clue 1:** Clue 1, overhead PIVOT, 3000ft, for high speed downwind.

Ramstein Tower: Clue 1, roger, report WISKY at 3000ft.

Clue 1: Wilco, Clue 1.

Clue 1: WISKY, 3000ft, Clue 1.

Ramstein Tower: Clue 1, turn left to suggested heading 110 to join downwind runway 26, descend to 2000ft, report base with intentions.

Clue 1: Heading 110 to join downwind runway 26, descending to 2000ft, wilco, Clue 1.

Clue 1: Base, gear down, for full stop, Clue 1.

Ramstein Tower: Clue 1, wind 300 degrees, 4 knots, runway 26, cleared to land.

Clue 1: Runway 26, cleared to land, Clue 1.

Traffic pattern

Closed inside traffic pattern

The standard inside traffic pattern, which is contained within the CTR, is always located North of the airport with a maximum altitude of 2000ft AMSL. Ramstein Tower shall always inform pilots of these restriction. Additionally, the inside pattern is **only available during 26/27 operations**.

Ramstein Tower: Clue 1, join right hand inside pattern runway 08, not above 2000ft, wind 060 degrees, 9 knots, runway 08, cleared for takeoff.

Closed outside traffic pattern

The standard outside traffic pattern, during which the aircraft shortly leave the CTR, is always located North of the airport with a maximum altitude of 3000ft AMSL. Additionally, pilots in the outside pattern are required to route WISKY PIVOT ECHO during 08/09 operations and ECHO PIVOT WISKY during 26/27 operations. Ramstein Tower shall always inform pilots of these restriction and may **only use this pattern on explicit pilot request**.

As this is the only pattern available during 08/09 operations, pilots requesting VFR patterns should be pointed towards the appropriate documentation for the outside pattern or, if Ramstein GCA is online, be recommended to opt for the radar pattern.

“ **Clue 1:** Ramstein Tower, Clue 1, at Golf South, request outside pattern, ready for departure.

Ramstein Tower: Clue 1, join right hand outside pattern runway 08 via WISKY, PIVOT, and ECHO, at 3000ft, wind 060 degrees, 9 knots, runway 08, cleared for takeoff.

Helicopter procedures

Helicopters at Ramstein may be cleared for take-off and landing on either runway as well as any taxiway. Departure from or landing on the ramps is not possible.

Helicopter routes

Helicopters can enter and exit the CTR via reporting points Olsbrucken, Glan Münchweiler, Miesau, and Linden. Ramstein Tower will instruct pilots depart/approach the airport via Mackenbach, Landstuhl West, or Kindsbach. The airport connection points and CTR entry/exit points shall be connected through the published routes.

Landstuhl Heliport (ETIP)

Helicopters operating locally at Landstuhl Heliport at or below 100ft AGL (ca. 1200ft AMSL) are not required to contact Ramstein Tower. Departing traffic has to contact Ramstein Tower prior to departure for clearance to enter the CTR; however, their takeoff is on own discretion and they shall thus not be given a takeoff clearance. Likewise, arriving traffic shall not be given a landing clearance.

Landstuhl Hospital

Helicopters operating locally at Landstuhl Hospital at or below 100ft AGL (ca. 1200ft AMSL) are not required to contact Ramstein Tower.

Departing traffic has to contact Ramstein Tower prior to departure for clearance to enter the CTR; however, their takeoff is on own discretion and they shall thus not be given a takeoff clearance. After departure, helicopters shall be instructed to proceed to Landstuhl West and then to leave the CTR along the published helicopter routes

Arriving traffic shall not be given a landing clearance as landings are on own discretion. When arriving from the North, these helicopters shall be routed to Landstuhl West and from there follow Autobahn 62 at or above 500ft AGL toward the hospital; when arriving from the South, they may enter the CTR along Autobahn 62 at or above 500ft AGL toward the hospital.

- “ **Medevac 86:** Ramstein Tower, Medevac 86.
Ramstein Tower: Medevac 86, Ramstein Tower, go ahead.
Medevac 86: Medevac 86, 2 minutes North of Olsbrucken, destination Landstuhl Hospital.
Ramstein Tower: Medevac 86, enter class D via Olsbrucken, Mackenbach, Miesenbach, Landstuhl West, thereafter follow Autobahn 62 to Landstuhl hospital, not below 500ft AGL.
Medevac 86: Enter via Olsbrucken, Mackenbach, Miesenbach, Landstuhl, and Autobahn 62, not below 500ft AGL, Medevac 86.

Reporting points

There are thirteen reporting points around the Ramstein CTR, some of which are non-compulsory reporting points.

Reporting point	Location	Remark
Olsbrucken	Olsbrücken village	helicopters only CTR entry from/exit to the North
Glan Münchweiler	Glan-Münchweiler village	helicopters only CTR entry from/exit to the West
Mackenbach	Mackenbach village	helicopters only non-compulsory reporting point
Miesenbach	Miesenbach village	helicopters only non-compulsory reporting point
Landstuhl West	highway intersection A6 and A62	helicopters only non-compulsory reporting point
Kindsbach	Kindsbach village	helicopters only non-compulsory reporting point
Miesau	Miesau village	helicopters only CTR entry from/exit to the West

Hauptstuhl	Hauptstuhl village	helicopters only non-compulsory reporting point
Hohenecken Lake	Gelterswoog lake	helicopters only
Linden	Linden village	helicopters only CTR entry from/exit to the South and East
PIVOT	Jettenbach quarry	fixed wing only military reporting point CTR entry/exit
WISKY	intersection B423 and A62	fixed wing only military reporting point
ECHO	intersection L367 and B270	fixed wing only military reporting point

Other procedures

Low approaches with lined up traffic

Low approaches may be authorized with traffic lined up on the runway. In these cases, Ramstein Tower shall instruct the approaching aircraft to overfly the runway not below 1300ft (light and medium traffic) or 1800ft (heavy traffic).

SVFR procedures

SVFR is not approved for fixed wing aircraft. Rotary wing aircraft may be cleared for SVFR operations if they can remain clear of clouds.