



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.

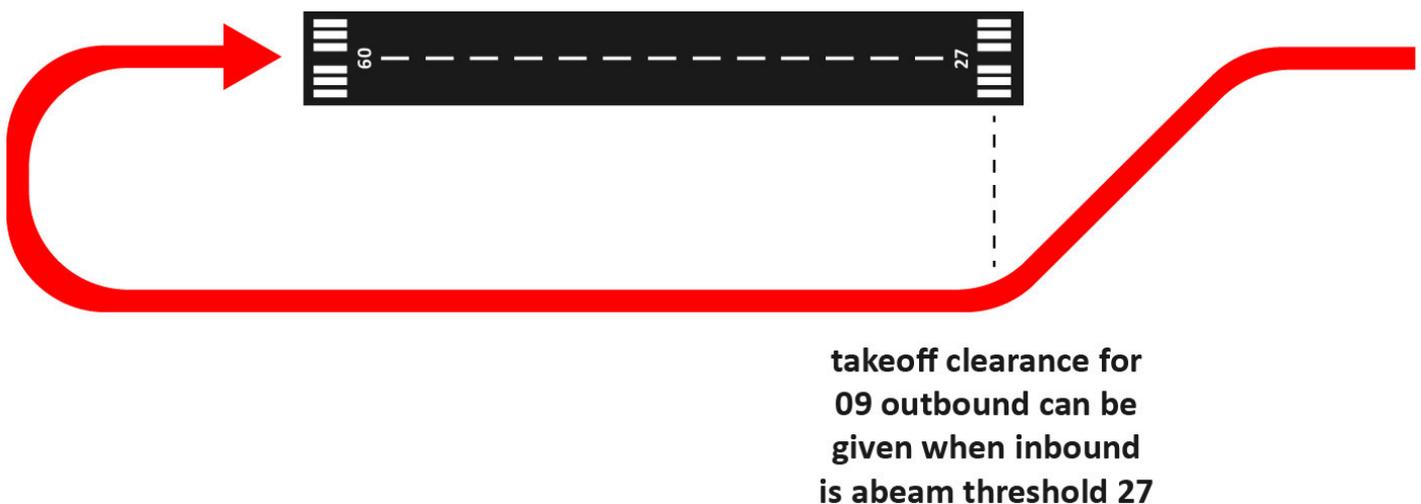
### Departure Spacing

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 inbounds 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
<b>R</b>	<b>Exit</b> to the NW (27 ops) <b>Entry</b> from the NW (09 ops)	highway A6 bridge over the Rhine river
<b>K</b>	<b>Exit</b> to the N (09 ops) <b>Entry</b> from the N (27 ops)	highway intersection A6 and A67
<b>E</b>	<b>Exit</b> to the NE (09 ops)	highway intersection A5 and A659
<b>W</b>	<b>Exit</b> to the SW (27 ops)	between lakes North of Waldsee
<b>S</b>	<b>Exit</b> to the S <b>Entry</b> 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.

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