

# Tower

Memmingen Tower is responsible for aerodrome control at Memmingen Airport. Memmingen has a D-CTR.

## IFR departures

IFR departures are to be handed over with radar or wake turbulence separation. IFR departures via the same SID are to be handed over with 5 NM or (if higher) wake turbulence separation. The Tower is responsible for separation between IFR departures and between IFR departures and IFR approaches on a missed approach procedure until the transfer of communications of all flights involved.

## IFR arrivals

IFR approaches are handed over to Memmingen Tower by München Radar using one of the published approach procedures, taking into account radar or (if required) wake turbulence separation. München Radar is responsible for the separation, speed assignments from the tower are not permitted without coordination with München Radar.

## IFR visual approaches

No special requirements. München Radar may only clear IFR visual approaches after coordination with Memmingen Tower.

## Use of runway

Due to the restriction of TWY "S" and "P", larger aircraft/airliners can only use TWYs "W" and "N". For this reason, landings on runway 06 and take-offs on 24 backtracks are necessary. There are no turnaround pads, the aircraft must turn on the runway.

The formerly offset threshold of runway 06 has been removed, the area to the west of junction W has been declared a stopway and cannot be used for take-off runs.

Intersection takeoffs are permitted:

- **Piste 06:** via C, D, N, S
- **Piste 24:** via C, D, E, N, S

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
1	2	3	4	5
06	2630	2735	2630	2630
TWY C	1750	1855	1750	NIL
TWY D	1570	1675	1570	NIL
TWY N	1570	1675	1570	NIL
TWY S	1750	1855	1750	NIL
24	2630	2785	2830	2401
TWY C	885	1040	1085	NIL
TWY D	1065	1220	1265	NIL
TWY E	2005	2160	2205	NIL
TWY N	1070	1225	1270	NIL
TWY S	885	1040	1085	NIL

## Low visibility procedures

Experience shows that minima problems occur more frequently in Memmingen due to low cloud cover than due to fog (due to the location of the aerodrome on a mountain ridge).

- ILS Cat I (DH 200 ft / RVR 550 m) are available on both runways.
- Low Visibility Takeoffs (LVTO) up to RVR 75 m are permitted on both runways.
- The preparation phase for Low Visibility Procedures begins as soon as RVR <1000m.
- LVP come into force as soon as RVR <600m.
- For RVR <400m LVTO conditions apply (see below)
- Flight operations are no longer possible at RVR <75m.
- LVP end as soon as the RVR exceeds 600m.

Under LVP, intersection takeoffs are not permitted. Under LVTO conditions, only one aircraft at a time may move within the area of responsibility of air traffic control (i.e. on all TWYs and the RWY).

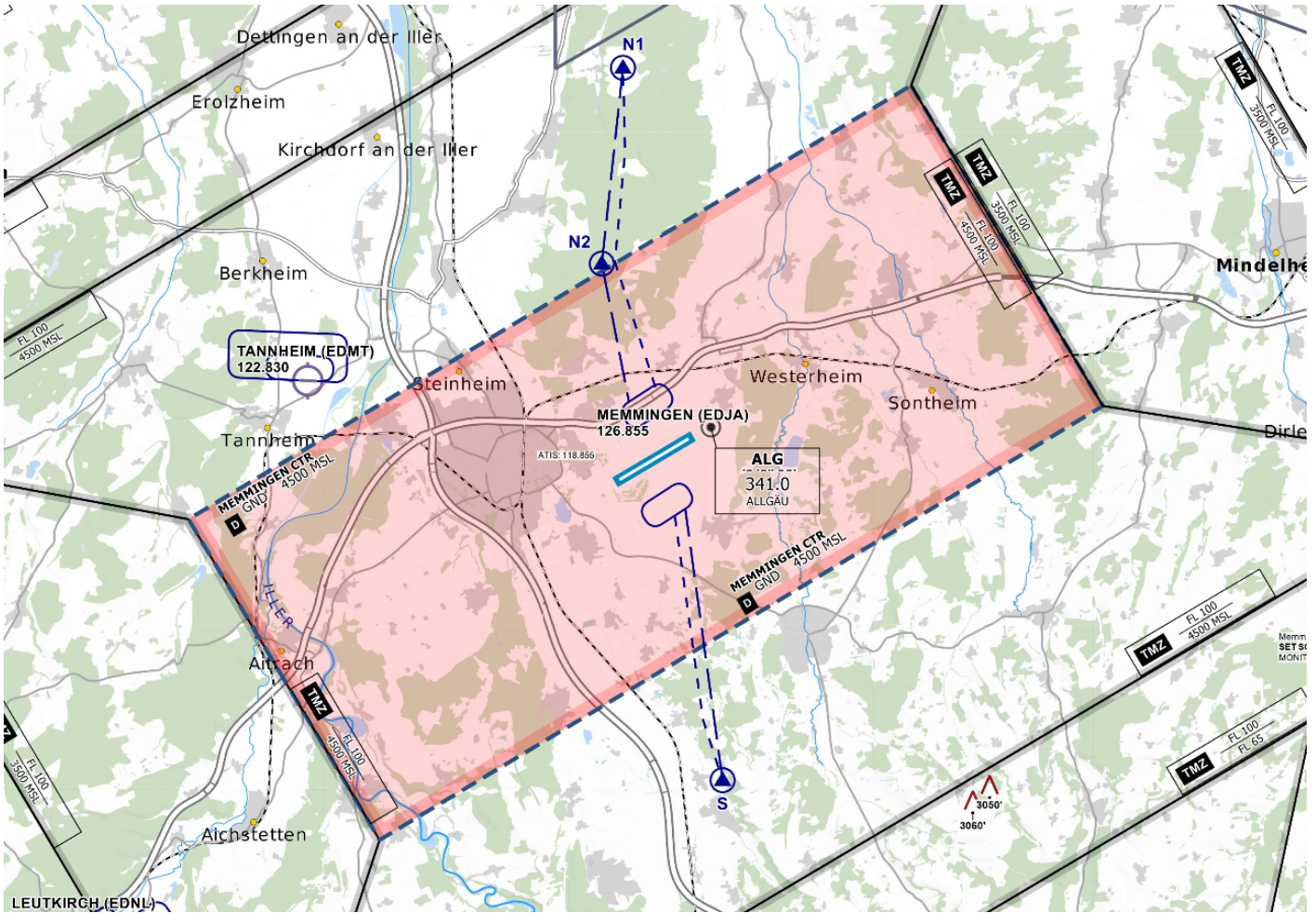
As the ILS only allow Cat I, but LVTO is permitted, this means that at RVR between 75 - 550m it is only possible to take off, but not to land.

Deicing is carried out at the stand.

## VFR traffic

The D-CTR is surrounded by airspace E/G with only one TMZ as an additional protected area.

For noise abatement reasons, the southern traffic circuit should preferably be used.



# Helicopters

There is no helipad. Helicopters use the runway.

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