EDMA - Augsburg Airport

Overview

Augsburg ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	MAX	EDMA_ATIS	119.665	--
Tower	MAT	EDMA_TWR	124.980	--
München Radar	DMAG	EDMA_APP	128.255	Augsburg Sector **Freq coupled by online EDDM_XX_APP station**
München Radar	DMNL	EDDM_NL_APP	123.905	North Low

Tower

Augsburg Tower is responsible for aerodrome and ground movement control at Augsburg Airport. Augsburg has a D-CTR and published IFR procedures for which no prior coordination is required for enroute clearance.

SID Assignment

Endpoint	SID	Runway	Initial Climb	After Departure	Remark
MAH *Maisach*	6F	07	4000 ft	Contact München Radar 128.255 (*crosscoupled frequency*)	-
	7G	25			
MIQ *Mike*	5F	07	5000 ft		
	6G	25	4000 ft		
KPT *Kempten*	9F	07	FL 70		Sat, Sun and Holidays only
	9G	25			
RIDAR	7F	07	4000 ft		-
	6G	25			

Taxi Guidance

Augsburg has Aprons 1-6 (with Apron 3 being the grass area to the south) and Hangars 2-8. Pilots are responsible for collision avoidance while taxiing and hovering on G and S. On all other taxiways, the tower is responsible for taxi guidance.

Choice of operating direction

The operating direction is selected by the tower; München Radar must always be informed of the current operating direction.

Operating direction 25 is preferred and should be used in case of doubt.

IFR departures

IFR departures shall be handed over with radar or wake turbulence separation. IFR departures over the same SID shall be handed over with 5 NM or (if higher) wake turbulence separation. The obligation of separation between IFR departures and from IFR departures to IFR approaches on a missed approach procedure lies with the tower until the transfer of communications of all flights involved.

IFR arrivals

IFR approaches shall be handed over from München Radar to Augsburg Tower using one of the published approach procedures in compliance with radar or (if required) wake turbulence separation. The obligation of separation lies with München Radar, speed assignments from Tower are not permitted without prior coordination with München Radar.

Runway 25: ILS(/LOC), RNP and NDB approaches are published for runway 25. The ILS is always preferred.
Runway 07: Only an RNP approach is published for runway 07, which is preferred for this operating direction.

IFR visual approaches

IFR visual approaches are approved for both operating directions. München Radar must coordinate these with Augsburg Tower before clearance.

> “ Visual approaches for RWY 07 must be conducted in such a way that the final approach is at least 3 NM and the descent below 3500 ft MSL does not take place before the final approach is reached.

AIP ED ENR 1.5/7.18

Low Visibility Procedures

Low Visibility Procedures will be proclaimed by Augsburg Tower if at least one of the three criteria is met:

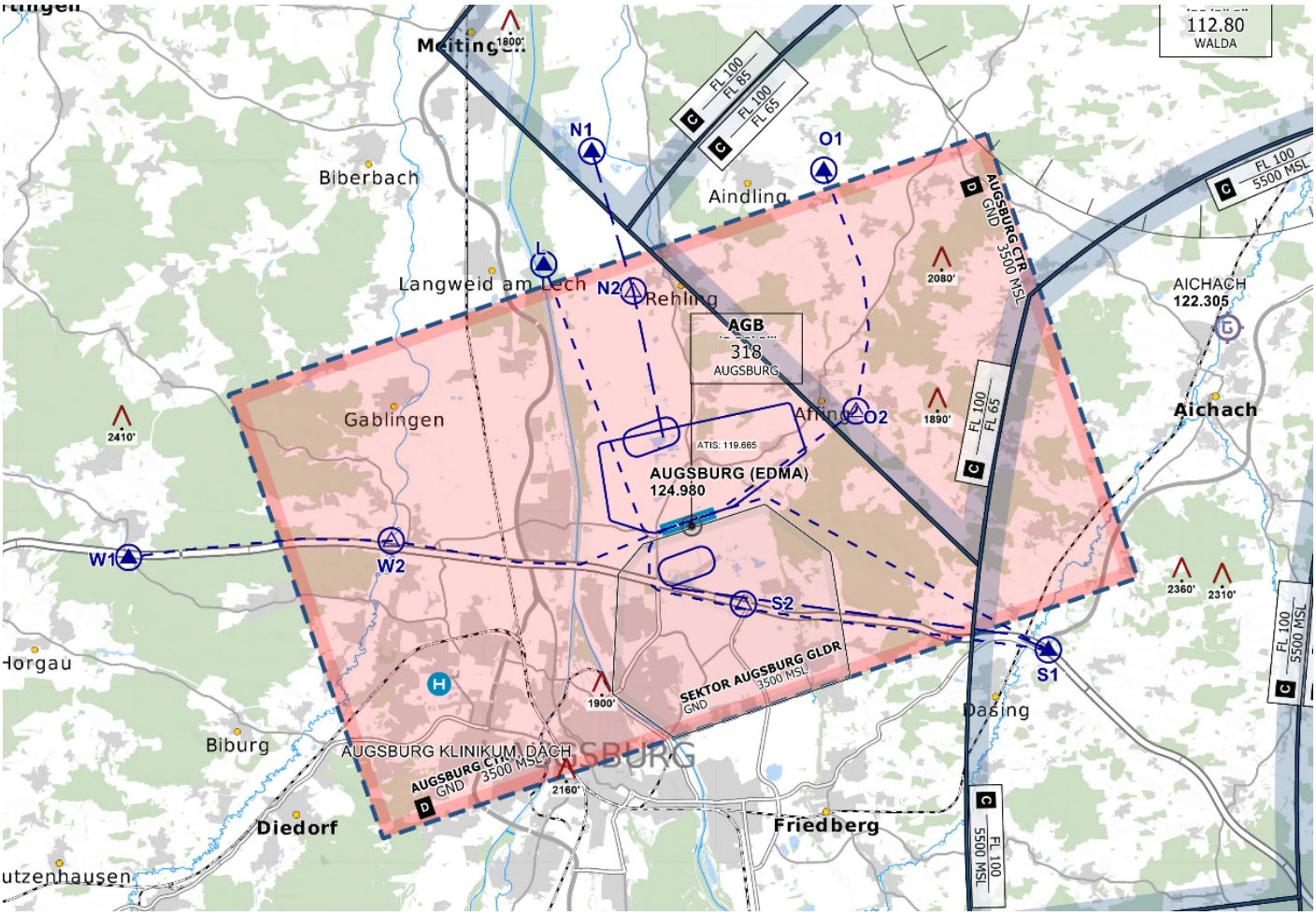
- RVR < 1000 m
- Ground Visibility < 1000 m
- Cloud Ceiling < 300 ft

Usage of runway

Intersection Departures are only on this taxiways approved, if the pilot reports, that he is able:

RWY 25	TORA	RWY 07	TORA
From rwy head	1406 m	**From rwy head**	1406 m
B	989 m	**D**	989 m
C	659 m	**C**	659 m

VFR traffic



Departures

VFR Departure routes are to be used depending on the operating direction:

- **07:** O-Routing, S1

- **25:** L-Routing, W-Routing, S-Routing (via S2 to S1)

Arrivals

Approaches, on the other hand, take place regardless of the operating direction via the N/S routing, which ends in a published holding procedure to the north/south of the airfield.

Gliding

Augsburg also has a gliding sector in the south of the control zone, which can be activated if necessary. Circuit traffic must then only be cleared in the northern circuit.