

# Pilot Infos Tannkosh August 27<sup>th</sup>-29<sup>th</sup> 2010

## General

During Tannkosh, there will be no landing fees in Tannheim! We have Avgas, Mogas und various engine oils available. We kindly ask all pilots to register at the blue "Red Bull" welcome tent after landing – a welcome present is waiting for you. Furthermore the ladies working there will support you with any organizational question you might have. We would like to ask you to actively support us by keeping in mind:

- A.N.C. (Aviate – Navigate – Communicate)
- Safety first, stay calm
- FLY your AIRCRAFT

## Preparation

No approaches without radio please! Check your radio equipment before departure at your home base. Tannheim Info can be contacted in English and German. There is traditionally less traffic on Thursday and Friday before noon than on the rest of the weekend. Should you have any questions regarding your flight preparation you feel we can help you with, please mail us in English or German to: [info@tannkosh.com](mailto:info@tannkosh.com)

## Alternate

Allgäu Airport (EDJA) is the official alternate for Tannheim during the Tannkosh weekend. Larger aircraft not able to land in Tannheim or pilots who do not wish to hold outside the pattern during displays are welcome to land at EDJA. You can order a taxi (reservations welcome, Tel. +49 83 31 – 5050) to bring you to Tannheim airfield (takes approx. 10 minutes). Allgäu Airport closes at 22 pm local time. Another alternate is Leutkirch (EDNL).

## In Flight / Approach

The visual approach chart on the back is provided by courtesy of the DFS! While approaching Tannheim, we kindly ask all crews to constantly monitor the airspace for traffic. Please check **Tannheim ATIS (129,700 Mhz)**, receivable within a radius of 25 NM up to FL 100) in time: runway in use, surface wind and other important information will be broadcasted. Thereafter please return to **Tannheim Info (122,825 Mhz)**, 10 NM before reaching the airfield at the LATEST). Please make sure not to block the frequency by a „stuck mike“.

### Approach procedure during “normal” traffic conditions (no holdings necessary):

- Approaches from the north, via downwind only please – no direct approaches possible. Traffic pattern altitude: 2700 ft AMSL.

### Approaches during times of high traffic:

- 2 holding areas have been created for Tannkosh in an effort to accommodate the different approach speeds: HOLDING NORTH for SEP/MEP (fast aircraft), HOLDING NORTHWEST for TMG/Microlights (slower aircraft, no offense).
- Please fly left turns only inside the holding areas, maintain altitude and please keep a good lookout!
- Maintain listening watch on 122,825. Please enter the respective holding areas ideally from the north, if asked to hold.
- aircraft will be asked to continue approach alternately from the two holding areas. Look out during the descent! Many aircraft approaching. Preferred runway will be 09 (depending on wind conditions) Approach from the northern holding area always via downwind, approach from the northwestern holding area via left base if rwy 09 in use, via right downwind if rwy 27 in use.

- In case you arrive from the south please circumnavigate the field at a safe distance. Slower aircraft (powered gliders and microlight) please enter the northwestern holding area. Faster aircraft please enter the northern holding area. You must not overfly the airfield in less than 5000 ft AMSL due to aerobatic performances taking place during Tannkosh. Due to security reasons please do not enter the traffic circuit while descending – and watch out during descent!!!! there will be quite a lot of traffic approaching the airfield!
- Please avoid all urban areas as far as possible in order to enable a Tannkosh 2008 without major restrictions.
- Emergencies have first priority! In case of a problem please contact the tower immediately – all other pilots are requested to stop radio communication, we will let you know as soon as approaches will be possible again.
- Please carry enough fuel and include some holding fuel in your calculations due to periodic flying displays overhead the airfield.
- Please be aware of the CTR Memmingen/Allgäu (EDJA)! For your information: the visual reporting point EDJA “N” will be deactivated during Tannkosh. Also we expect that all IFR-traffic departing EDJA will be routed to the south initially to avoid the inbound Tannkosh traffic. We would like to thank the DFS and EDJA Tower for their cooperation!



# TANNKOSH

## Landing

Coming closer to the airfield, please enter the traffic circuit according to the traffic situation and to ensure a safe approach. On our approach frequency (Tannheim Info 122,825 MHz) please limit your communications to short and precise information in order not to block the frequency for longer than necessary:

- No initial call!
- Report only your registration, type of aircraft, position and altitude!
- ATC response will be short and precise!

Example:      *Aircraft:* Tannheim Info, G-ABCD, a C182, 8 minutes north in 5000 ft  
                  *ATC:* Charlie Delta, runway 27

- **During times of high traffic:** *Aircraft:* Tannheim Info, G-ABCD; *ATC:* Charlie Delta, runway 27
- Due to high traffic and for your own safety please watch your minimum speed (e.g. in case of coming too close to the aircraft in front of you). In case of doubt better perform a go-around and briefly inform the tower about it.
- In order to avoid waiting times we kindly ask all pilots to avoid approaching during the display times (airshow program overhead the field). During these time no approaches are possible.  
Friday 27.08.: starting at 16:00 (local time) every hour on the hour for appr. 20 min.  
Saturday 28.08.: 10:00 – 10:20, 11:00 – 11:15 h, 12:00 – 12:20 h, 14:00 – 14:20 h, 15:00-15:20, 16:00 – 16:20 h, 17:00-17:20, 18:00 -18:20, 19:00-19:20, 20:00 – 20:20 h, 21:00-21:15 (local time).

## Taxi / Parking

After landing, please vacate the runway as soon as possible. Please mind the Dispatcher giving flag signals (positioned mid field, wearing a red T-shirt holding RED flags): he will signal you to vacate the runway to the left or to the right. The strip between the runway and the taxiway is mowed and can be crossed anywhere. For taxi generally please maintain eye contact with the Flightline Crew (Red Shirts) close to you, no radio calls necessary for taxi (but maintain listening watch on 122,825!) – EXCEPTION: DO NOT cross the runway under any circumstances without prior clearance from "Tannkosh-ATC".

Please place a sign in your cockpit window, clearly visible for the Flightline Crew, showing one of the following codes:

ONC:    Overnight: you stay at your aircraft or hotel overnight  
FLY:    Fly: if you plan to fly again on the same day.

Our Flightline Crew (positioned along the taxiway and on follow-me vehicles, wearing a red T-shirt holding YELLOW flags) will guide you to your parking position. After the engine has stopped, the aircraft will be pushed into its parking position manually – please bring along a towbar if needed!

We will provide line-taxis for pilots and their crew. After leaving your aircraft, please stay clear of the runway, taxiway and security strip – you must not cross the runway: the line taxis will continually circle the airfield and take you to the welcome tent and back to your airplane.

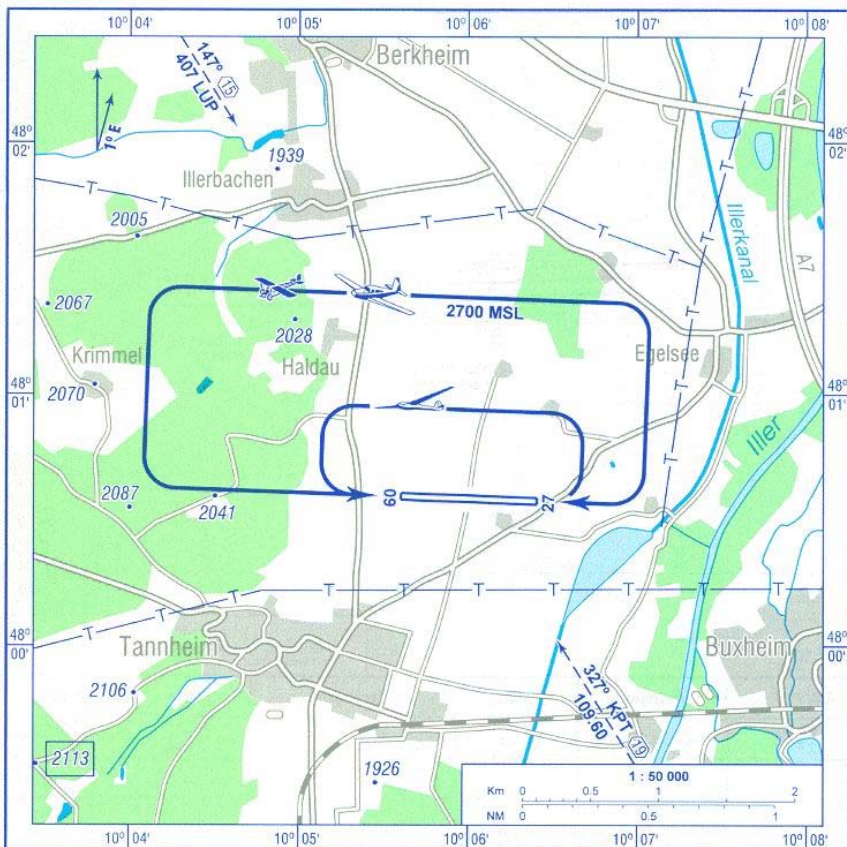
**Please remember to close your flight plan** immediately. In order to do so, you can contact AIS Frankfurt +49 (0)69 7807 2641 (friday to sunday, other times tel. +49 69 7807 2512). Please ensure you have enough material with you to tie down your aircraft after landing: we have 40 sets available for sale.

## Departure

- Before engine start: check PROP clear!
- Taxi to the holding point (without radio calls, maintain listening watch on 122,825) AND leave your parking position after establishing eye contact with the Flightliner closest to you – mind the flag signals of our "Red Shirts" please.
- Report „ready for departure“ as soon as you are ready for immediate departure. Line up and depart only after you received confirmation by "Tannkosh ATC" and the approach sector is clear.
- During times of high traffic: Departures from holding position by flag signal (WITHOUT ATC clearance). Please extend your departures on runway 09 to the east, to avoid heading towards incoming traffic from the north. Please do not enter Memmingen (EDJA) CTR!
- Departure Runway 27: if possible and safe (enough power) please depart directly to the west, maintain 2.700 ft MSL until passing the village of Rot (church with double towers). Do not cross the northwestern holding area! If departing to the south please do not enter Memmingen (EDJA) CTR.
- Departure Runway 27: minimum altitude required for direct departure to the west is 2.200 ft! Aircraft with lesser climb performance please turn right after take off at the latest when passing the road west of the airfield, then climb northbound until reaching safe altitude to leave to the northwest (please stay at 2.500 ft until clear of the holding area north! Watch out for opposite traffic!

Bemerkung, Missweisung,  
remark, variation

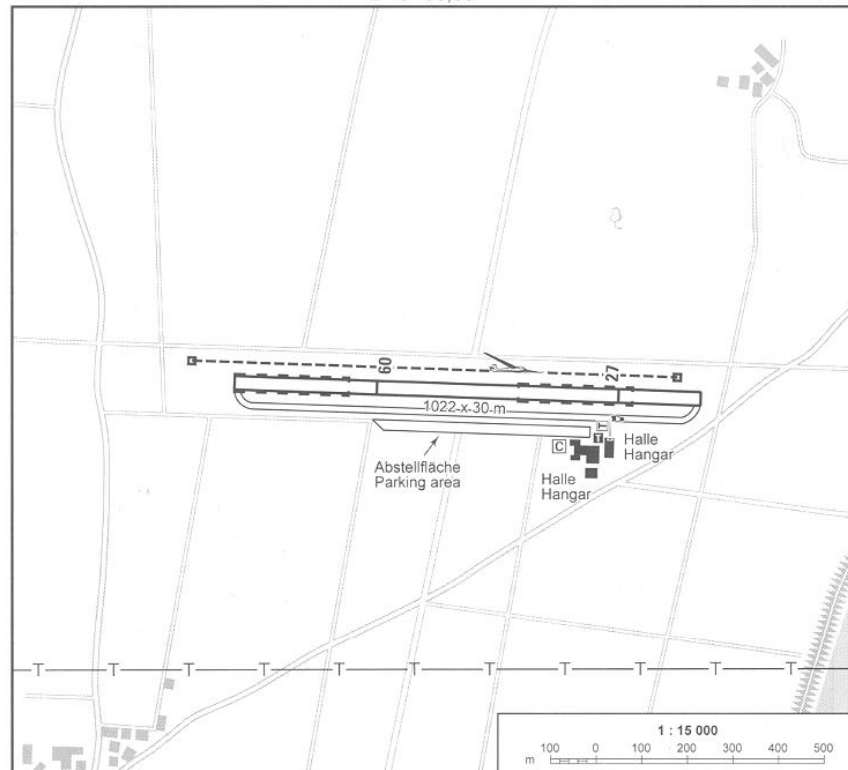
Berichtigung: Memmingen CTR entfernt, Platzrunden, Topo,  
Correction: Memmingen CTR deleted, traffic circuits, topo.



Überflüge der Gemeinden Tannheim, Illerbachen, Berkheim und Egelsee sind möglichst zu vermeiden. Overflights of Tannheim, Illerbachen, Berkheim and Egelsee shall be avoided, if possible.

**Tannheim ATIS: 129,700 Mhz**  
25NM up to 10NM before reaching EDMT,  
for the approach switch back to:  
**Tannheim Info 122,825 Mhz!**

**Important:** Tannheim is not a controlled airfield and has no ATZ! Every pilot is responsible for approaching/ departing in compliance with the current air traffic regulations! However, we advice you to follow the instructions of the tower crew in order to ensure smooth operations.



Berichtigung: QFU, Bemerkung, Topografie,  
Correction: QFU, remark, topo.

RWY (MAG)	Dimensions	Surface	Strength	TORA	LDA
09 (091) 27 (271)	1022 x 30 m	Gras	2000 kg MPW PPR 3000 kg MPW HEL 6000 kg MPW	842 m 710 m	710 m 842 m

Motorgetriebene Luftfahrzeuge dürfen weder starten noch landen, wenn die gelbe Warnblinkleuchte auf der Segelflug-Schleppwinde in Betrieb ist.

Powered aircraft are not permitted to take off or land when the yellow flashing warning light on the glider winch is turned on.

Hubschrauber benutzen zu Starts und Landungen die Start- und Landebahn.

Helicopter shall use the runway for take-offs and landings.

**For information only!**  
Do not use for navigation!

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