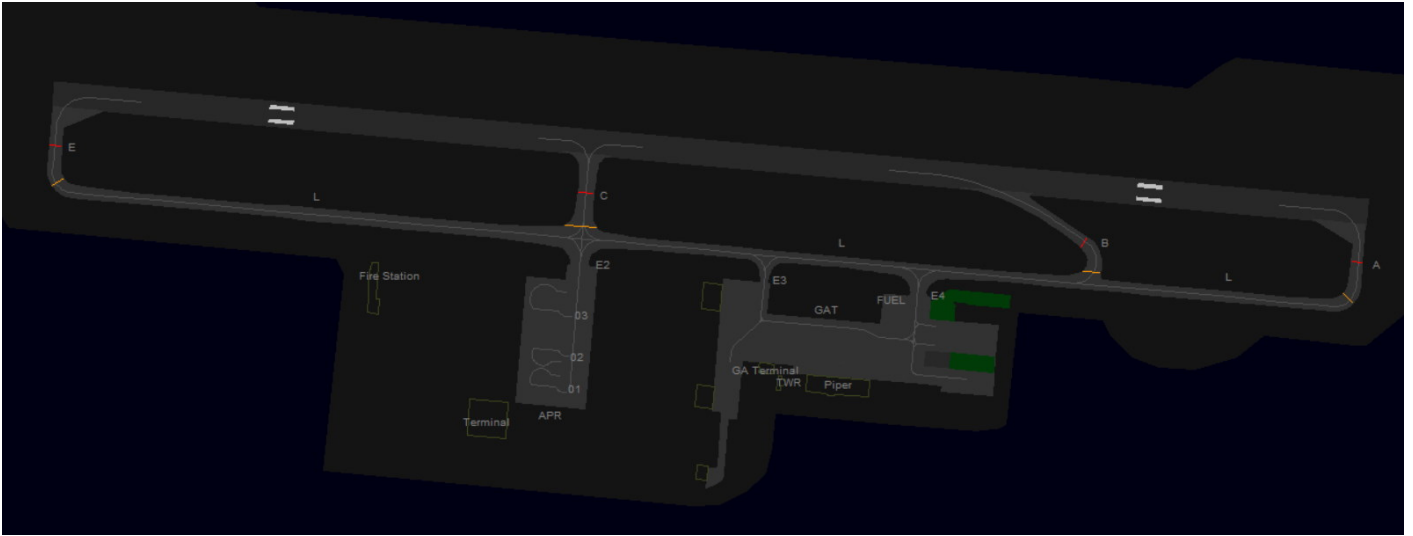


Ground

Kassel Airport can be staffed with a ground controller, who is providing Delivery Service as well.

The Ground Controller is responsible for all Taxiways and both Aprons. The area of responsibility for Apron control, which is shown on some charts, is not applicable on VATSIM, as we do not simulate airport operators.



Parking

Terminal: Kassel features one single small passenger terminal building with basic facilities such as car rental desks and some shops. As there are no jet bridges, buses and walk-boarding are in use.

Airliner Stands: All positions on the commercial apron are "taxi-out" stands, no push-back required.

General Aviation: GAT has various areas of possible parking positions with the main parking area directly below the Tower. The west part of the Apron is mostly suited for service appointments at the local facilities. The Fueling Station is at the east side near E4. The flight schools bases are east of E4.

Helipad: Kassel has one Helipad on Taxiway L at Apron Entry E3 which can be used for arriving and departing helicopters. Tower shall coordinate with Ground to achieve spacing between arriving or departing helicopters and taxing traffic, since the helipad is on the taxiway.

De-Icing: No special positions. De-Icing can be ordered at your current stand.

Taxiways

Except Apron entry point E3 all Taxiways are suited for Category C Aircrafts and below (e.g. Narrow Body Airliner). **Heavy Aircrafts (Class D) can only use Runway Intersection C and Apron entry point E2.** This means, that heavy aircrafts will have to backtrack while lining up the runway.

Taxiway	Width	max. ACFT Cat
A, B, E, E4	18.0m	C
C, E2	23.0m	D
E3	10.5m	B
L	18.0/23.0m	C

Delivery

Delivery Service is responsible for all departing flights under IFR.

Initial climb clearance: The initial climb clearance at Kassel is 5000ft on all published departure procedures, except Warburg (WRB) at 4000ft. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

SIDs

SID	27	09	Climb
ELNAT	1W	1E	5000ft
EMBAD	1W	1E	5000ft
LUXUX	1W	1E	5000ft
WERRA	1W	1E	5000ft
WRB WARBURG (RNAV)	1W	1E	5000ft
WRB WARBURG (Non-RNAV)	1K	1C	4000ft

XAROL	1W	1E	5000ft
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In Kassel all SIDs are designed with speed or level restrictions, thus the phrase “via SID” shall be used.

All E and W SIDs are for RNAV aircraft only. Non-RNAV aircraft shall always use the WRB1C or WRB1K departure.

Specials

Vectored departures: The use of vectored departures requires prior coordination with the responsible radar station. An initial altitude to climb shall be provided.

IFR local flights: IFR local flights are coordinated with the responsible radar controller, who may instruct a different departure procedure, possibly vectored departures.

Low Visibility Operations (LVO)

During LVO, Kassel Ground shall clear departing traffic to the CAT II/II holding point. The preferred runway during low-visibility conditions is runway 27.

If the RVR is not below 125 m, departing traffic may request runway 09 due to performance reasons. In this case, close coordination with Kassel Tower is required before issuing the taxi clearance, as arriving traffic will still use runway 27 for landing.