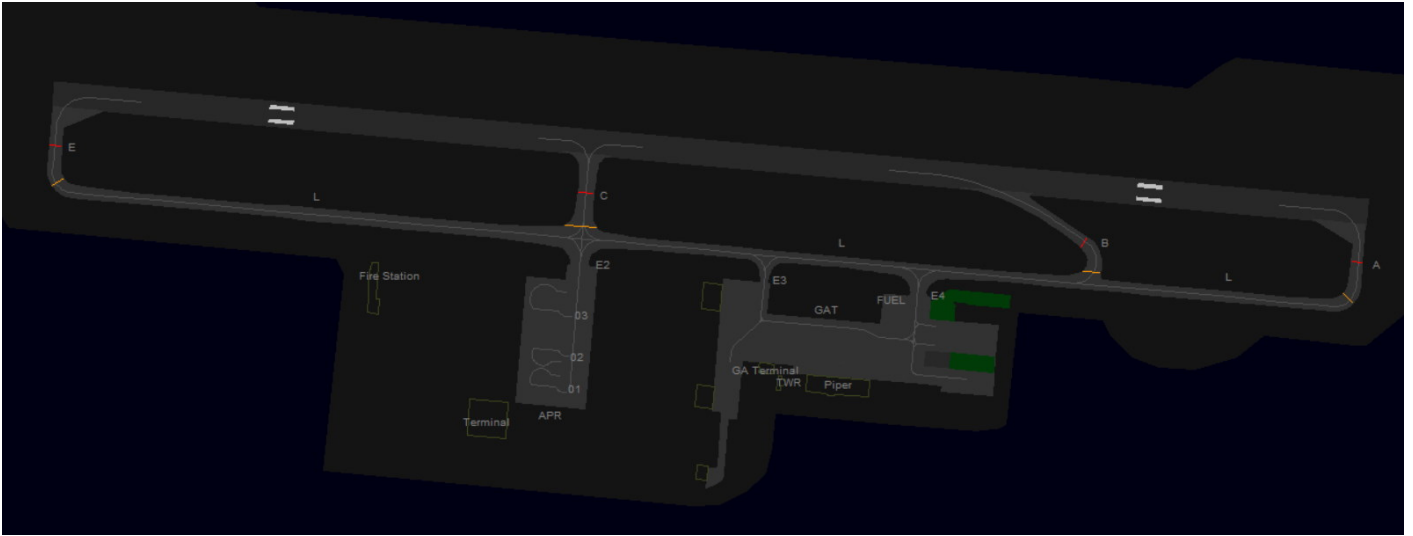


Ground

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. In Kassel (and at all other airports of RG Bremen), filed flight plans are generally checked and corrected with regard to the following criteria. To be considered are:

- requested flight level (RFL) even/odd
- restrictions for certain destinations/SIDs
- rough validity of a flight plan

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 and Restrictions

Destination	SID	Flightlevel	Remark
EDDF	all	odd, max. FL230	LoA
EDDL / EDDK / EDL* / EDK*	all	even	
all, except Langen-North (see above)	WRB, WERRA	odd	LoA and Airways
all	other SIDs	Semicircular rules	0° - 179° odd FL, 180° - 359° even FL

SID	27	09	Climb
ELNAT	4N	1M	5000ft
EMBAD	2N	1M	5000ft
LUXUX	2N	1M	5000ft
WERRA	7N	1M	5000ft
WRB <i>WARBURG</i>	9N	2M	4000ft
XAROL	2N	1M	5000ft

In Kassel all SIDs are designed without speed or level restrictions, thus the phrase “via SID” shall not be used.

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)

Runway 27 is capable of Low Visibility Landings with CAT IIIA + CAT IIIB ratings.

Low Visibility Take-Off Procedures (LVTO) are permitted in both directions on runway 09 and 27.

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