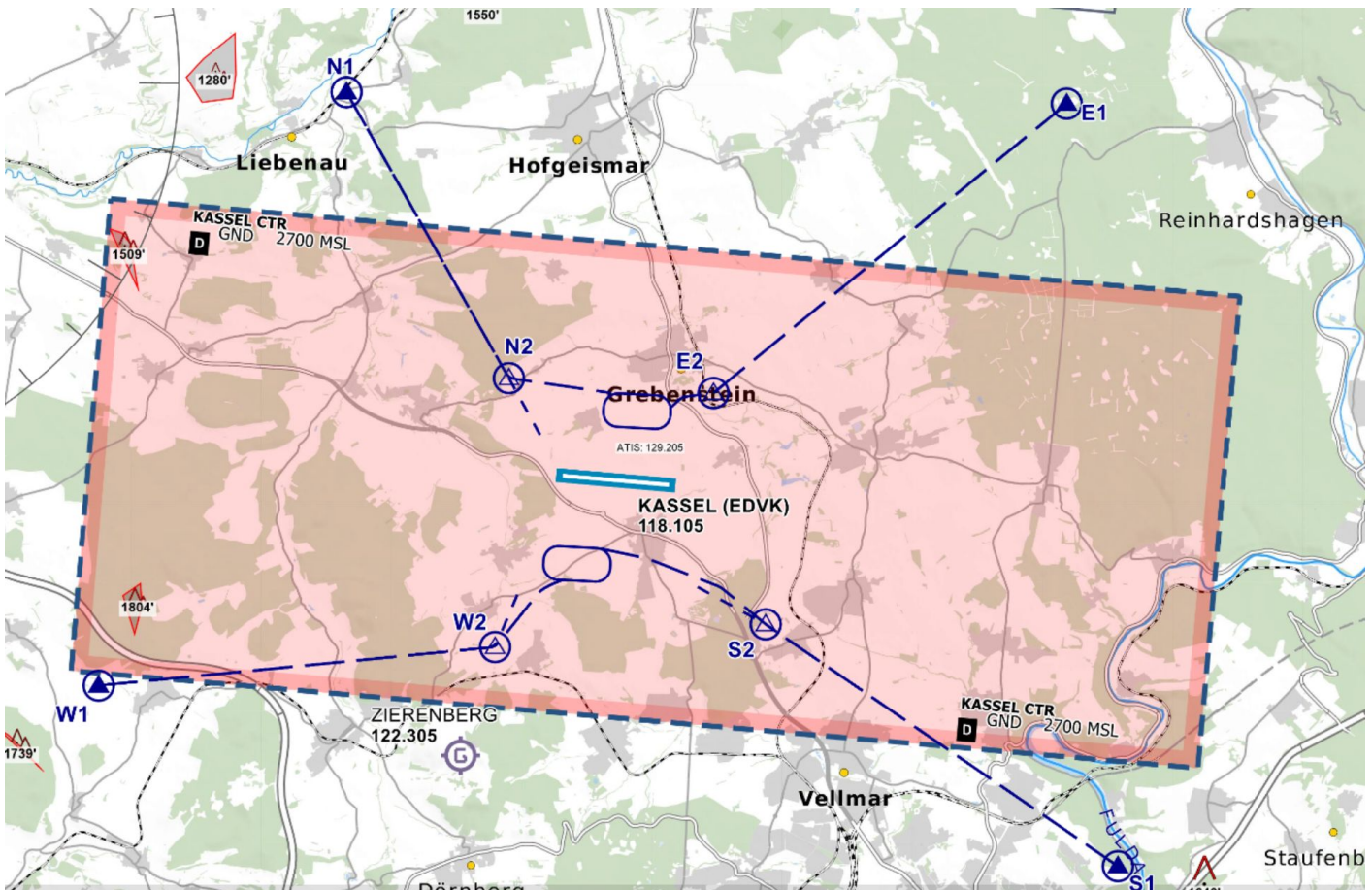


Tower

Kassel Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2700ft MSL. Above this altitude and around the CTR airspace E covers the area within responsibility of Bremen Radar. A Para jumping Area up to FL100 is directly above the airport.



Controlzone of Kassel Airport - © openflightmaps.org

Runway and Airport

Kassel Airport has a 8200ft (2500m) long single runway (09 / 27) with a CAT IIIa/b Low-Visibility equipment available at runway 27. The airport features two aprons, one in front of the passenger terminal for two mid-sized aircraft such as the Airbus A320 family and a separate one for general aviation aircraft.

Departures

All IFR Departures need a Departure-Release from Bremen Radar! *

Coordinate early enough on TeamSpeak, as Bremen Radar might restrict the initial climb clearance and departures times due to workload and traffic situation.

* If traffic permits, Radar can give a "*general departure release until further notice*". In that case the tower doesn't need to ask for each departure separately.

Spacing: Departures shall be separated with a minimum of 3 nm or wake turbulence separated, whichever is greater. When two aircrafts have the same SID waypoint (e.g. WRB) the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

Auto-Handoff: Pilots shall remain on TWR frequency until passing 2500ft and then contact Bremen Radar without a specific handoff. Below 2000ft Radar might not understand the pilot due to interferences with the surrounding topography.

Arrivals

Arrivals shall be instructed to contact Ground when they are vacating while rolling on L.

Reduced Runway Separation (RRS): Reduced Runway Separation can be applied for aircraft of category 1 and 2.

VFR

Kassel offers four routes in and out of the CTR with two published holding patterns in the north and south of the field.

VRP	N1	E1	W1	S1
NAV	Federal Road junction west of Hofgeismar	Reinhardt's Forest, Federal Road junction	West of Oberelsungen close to the Highway A44	Fuldatal east of Kassel

Helicopters

Helipad: Kassel Airport 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.

Police and Rescue helicopters: Helicopter operations are likely in the vicinity of Kassel City. An important hospital is located north of the field in Hofgeismar which makes CTR crossings necessary. Christoph 7 (CHX7) is located at the Rotes Kreuz Krankenhaus Kassel, south east of the

field.

Low Visibility Operations (LVO)

Whenever low visibility conditions exist, runway 27 should be used as the runway in use. Wind conditions shall be disregarded.

During Low Visibility Operations at Kassel, only runway 27 can be used for arriving traffic, as this runway is equipped with an ILS approach up to CAT III.

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

When the weather condition requires low visibility operations the use shall be announced in the ATIS.

use **&lvp** in the ATIS maker URL

Revision #5

Created 10 December 2022 02:08:24 by 1463320

Updated 1 October 2024 14:59:17 by 1395737