EDDK - High Traffic Procedures

Runway allocation

Outbound 13 operation: All outbounds with WTC Light and Medium are assigned runway 13R for departure. The 1863 m runway should be sufficient for most outbounds. If the pilot reports unable, he will be assigned runway 13L like all Heavies.

> ATIS Code "**&eddk13r**" shall be used:
> ALL DEPARTING LIGHT AND MEDIUM TRAFFIC EXPECT RWY 13R FOR DEPARTURE. REPORT UNABLE ON INITIAL CONTACT.

Inbounds 13 operation: Primary use of runway 13L for all inbounds, runway 24 should not be used.

Outbound 31 operation: All outbounds are assigned runway 31R.

Inbounds 31 operation: All inbounds with WTC Light and Medium are assigned runway 24. Inbounds Code D (B767/A306) should be asked if possible whether they can accept runway 24. All others will be given runway 31R.

Start-up: A maximum of two or three Heavies should be started up at the same time for 13L.

Seperation and Spacing

Target spacing on runway 24 is 4 NM or WTC staggering if necessary (note staggering to inbounds runway 31R!).

Target spacing for runway 13L/31R of 6 NM by touchdown must be explicitly requested by the tower.

Holdings

Primarily, only the holdings at **GULKO** and **KOPAG** in the centre's area of responsibility should be used. The holding via NVO should not be used due to the outbounds via NVO, **ERUKI** holding should be used instead.

Which holding is used for inbounds via ERNEP (GULKO or KOPAG) must be coordinated individually depending on the traffic situation (incl. transfer level).

To relieve DKA, PADH and GIN, the TAU/SIG sector combination can be used to manage the holdings. For KOPAG holdings above FL140, the transfer from PADH to SIG takes place at individually coordinated levels.

If holds in the APP area are required at short notice, only WYP (13L) and COL (31R, 24) are to be used, as otherwise there will be conflicts with outbounds. If only inbounds need to be delayed on the 31R, the COL holding in the APP area should be used for this.

Every 3 minutes (or every 6 minutes per 'holding waypoint'), one aircraft from the KOPAG, GULKO or ERUKI holding can leave the holding (one orbit takes about 4 minutes). It should be noted that NVO/DEPOK inbounds are not prioritised and the delay is evenly distributed. Depending on the situation on the ground, the worst inbound rate is 12 inbounds per 30 minutes!

The inbounds are sent from the centre to WYP (13) or COL (31 and 24) at the normal transfer level to clear the holding. Individual arrangements are possible at any time.

Inbounds 0 - 11: no holds expected
Inbounds 12 - 17: consider outbounds, from 12 outbounds in 30 minutes, holds not excluded
Inbounds 18 - 24: take outbounds into account, from 6 outbounds in 30 minutes, holds likely
Inbounds more than 24: Inbounds exceed the maximum capacity even without outbounds, holdings unavoidable.