Tower

Tower positions

In Leipzig there are the following two tower positions:

Station	Station ID	Login	Frequency
Tower North	PTN	EDDP_N_TWR	125.955
Tower South	PTS	EDDP_S_TWR	121.105

If both tower positions are staffed, the CTR is split in half in the middle, parallel to the runways. The north tower is responsible for the northern half of the CTR, the south tower for the southern half.

If only one tower is staffed, it also takes over the duties of the other tower and **cross couples both frequencies**.

Departing traffic

Leipzig Tower receives all departing aircraft at the holding point. Once they are airborne they have to be handed over manually to the corresponding departure frequency:

126.065	126.175
PENEM	NEVKO
ORTAG	GOLAT
-	DRN

There is an exception for parallel departures (lateral distance less than 3 NM), where the handover only takes place as soon as one of the departures turns away from the extended centerline.

Parallel departures

To use parallel departures the following criteria must be met:

- All aircraft are flying a published departure procedure
- It must be ensured that the departure routes do not cross! Coordination with the other tower is necessary!
- Leipzig Tower must ensure that all involved aircraft do not turn before the published turns in the departure procedure. If one aircraft deviates from the extended centerline before the published turn, it and all other aircraft, that are closer than 3NM have to be turned away from the extended centerline immediately!
- Both aircraft are handed over to the departure frequency once one of them turns away from the extended centerline (or the radar seperation is given) as published in the departure procedure.

> It is possible that aircraft with a good climb performance reach theirn initial climb (FL70) before one of them turns away from the extended centerline. To prevent an aircraft from levelling out, you can request a higher level from the responsible approach controller.

> S_TWR always needs a release from N_TWR for departures to the north (ORTAG, PENEM)

> N_TWR always needs a release from S_TWR for departures to the south (NEVKO, GOLAT, DRN)

Arriving traffic

Leipzig Tower receives all arriving aircraft one of the published approach procedures unless otherwise coordinated (e.g. visual approach). When the aircraft vacates the runway, they must be handed over to the ground controller.

RECAT-EU procedures

Leipzig is one of the airports at which the DFS approved the use of the RECAT-EU procedures.

The use of them is only allowed for the category "Lower Heavy/Upper Heavy" and "Lower Heavy/Lower Heavy", these are the aircraft types:

Upper Heavy	Lower Heavy

A330	**A300**
A340	**A310**
A350	**B703**
B747	**B757**
B777	**B767**
B787	**B783**
IL96	**C135**
	DC10
	DC85
	IL76
	MD11
	TU22
	TU95

According to the procedure 2 of the above aircraft types only have to be separated 3NM (wake turbulence) unless another method of separation (e.g. radar separation) requires more.

The pilot can refuse this procedure at any time, but shall inform you early.

> Caution between Upper-Heavy and Lower-Heavy! The "Lower Heavy" must be preceding! Mediums are excluded from this procedure!

Fore more information: Eurocontrol

Modes of Operation

The mode of approach is specified by the approach controller and coordinated to the tower. Leipzig is authorised for the use of the following types of separation between aircraft on different finals:

Independent parallel approaches

When using independent parallel approaches both finals are completely independent.

To use parallel independent approaches, the following criteria must be met:

- Both Tower and Director positions must be staffed
- All aircraft involved must use precision approaches (the only precision approach that is available in Leipzig is the ILS approach)
- If an aircraft deviates from the final approach path, it and any other aircraft on the adjacent approach that is closer than 3NM from the deviating aircraft must be turned away from the final approach path immediately even if they are below the MVA!

> Consider independent operations and ensure separation for non-persition approaches!

Dependent parallel approaches

When using dependent parallel approaches 2 aircraft on different finals must be seperated at least 1,5NM. If the separation becomes less than 1,5NM it counts as a loss of separation which has to be resolved immediately.

To use parallel dependent approaches, the following criteria must be met:

- At least one Director position must be staffed
- All aircraft involved must use precision approaches (the only precision approach that is available in Leipzig is the ILS approach)
- If an aircraft deviates from the final approach path, it and any other aircraft on the adjacent approach that is closer than 3NM from the deviating aircraft must be turned away from the final approach path immediately even if they are below the MVA!

Staggered approaches

When using staggered approaches all aircraft under IFR on any approach have to be separated at least 3NM to any other aircraft under IFR on the adjacent approach

Segregated parallel operations

When using segregated parallel operations one runway is used exclusively for arrivals and the other one exclusively for departures. This mode of operation decreases the amount of traffic that can be handled and thus might seem unnecessary. If it is used during LVP it actually makes sense and increases the amount of traffic that can be handled.

> **Staggered approaches are preferred**, but there is no reason not to use other modes of operation if the required criteria are met!

Preferred operating direction

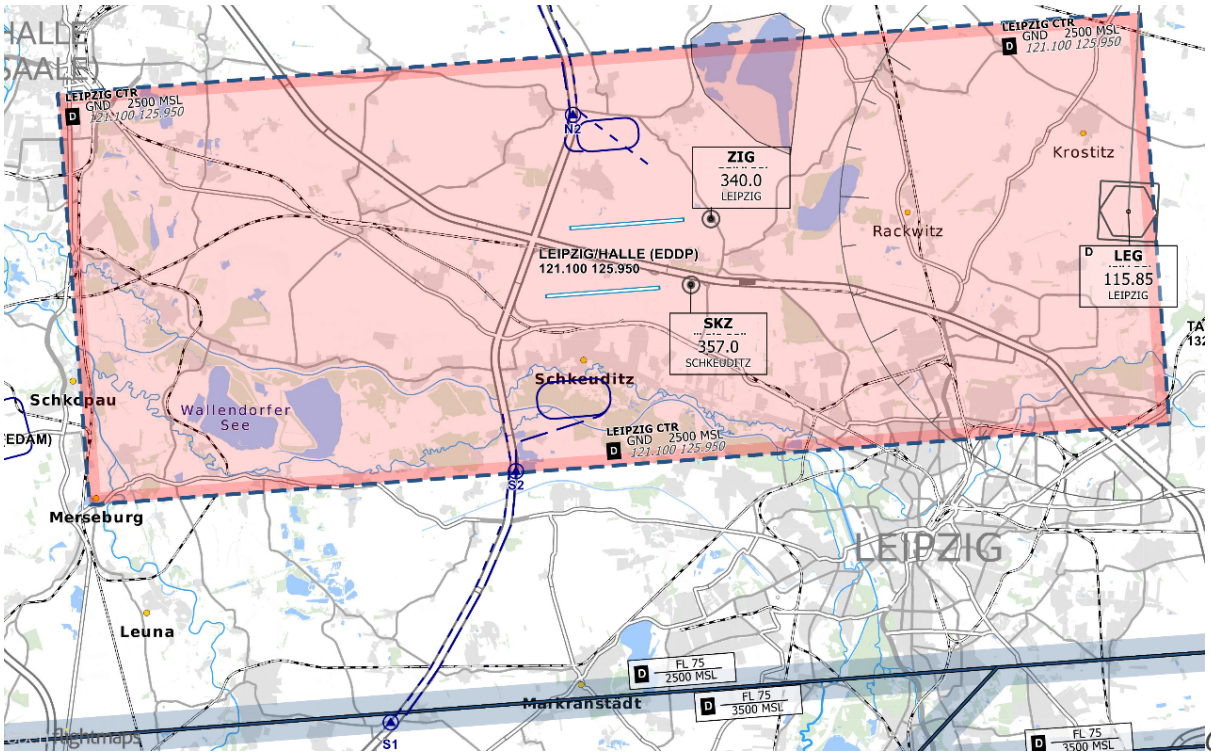
The preferred operating direction is 26 up to a tailwind component of 5 knots. High-altitude winds must also be taken into observation.

Control zone

The Leipzig control zone extends roughly between the cities of Halle and Leipzig. The vertical limit of the CTR is 2500ft MSL. Entry and exit into the control zone is via the mandatory reporting points:

- North: November 1/2
- South: Sierra 1/2

Traffic circuits should not be authorised between the runways.



Controllzone

Leipzig - © openflightmaps.org

Handovers between the towers should take place between the runways. A transfer point (e. g. circling) would be the tower.

High Intensity Runway Operations (HIRO)

Due to the higher traffic volume at night, pilots are expected to vacate the runway between 2200lcl and 0600lcl via the following high-speed taxiways:

Aircraft type	Runway 08R	Runway 26L
B752 / A306 / B763 ALL MEDIUM (Jet and Prop)	**S6** (2550m/7382ft)	**S4** (1850m/6070ft)

Aircraft parked at Apron 4/5 cross taxiway T and shall hold short of V.

Low Visibility Procedures (LVP)

In Leipzig, the ILS is authorised for all runways up to CATIIIb.

During low-visibility operations, single-use of runway OPS shall be used (egregated parallel operations); individual approaches may deviate from this.

To broadcast the information via ATIS that LVP are active, the ATIS maker URL is supplemented by "&lvp", which appears in the ATIS:

> “ LOW VISIBILITY PROCEDURES IN OPERATION CAT II AND III AVAILABLE

Scenery problems

In the flight simulators, there are sometimes differences in the various sceneries compared to the Euroscope ground layout. The biggest problem here is the old southern runway, which is still present in the FSX default scenery. It runs parallel to taxiway N between H1 and H5. Furthermore, the old southern runway minimally intersects the new runway. In such cases, you should assign the north runway to the pilots, as this is displayed correctly in all simulators.

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