

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours**

MAY-AUG 0530-1945

SEP-APR 0630-1900‡

other times PPR.

PPR request for morning untill 1300‡ at day before.

PPR request for evening untill 1800‡ at same day.

**Airport Information****RFF:** CAT 6, higher CAT 0/R**PCN:** RWY 09/27: 70/F/A/X/T**Customs:** 0/R 4HRs**Operation****TWY Restriction**

TWY A, B, E, E4 width 18m / 59ft.

TWY L width 18m / 23m - 59ft / 75ft.

TWY E3 width 10.5m / 34ft.

**Warnings****WRB DVOR/DME** unusable R000-R360:

0-10NM below 1900ft

10-20NM below 3200ft

20-30NM below 4600ft

**ARRIVAL****Communication****COM Failure:** See CRAR Germany.**Arrival Procedure****Noise Abatement Procedure:** See CRAR Germany.**Reverse:** The use of reverse thrust at PWR higher than idle is allowed only in the event of proven safety/operational reasons.**DEPARTURE****Take-off Minima**

RWY		27	
All ACFT	ft - m/km	0 - 75R	-
RWY		09	
All ACFT	ft - m/km	0 - 125R	-

**DEPARTURE****Communication**

**COM Failure:** See CRAR Germany.

**Departure Procedure**

**Noise Abatement Procedure:** See CRAR Germany.

**De-Icing**

O/R AD HR.

29-DEC-2016  
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AGC  
AFC

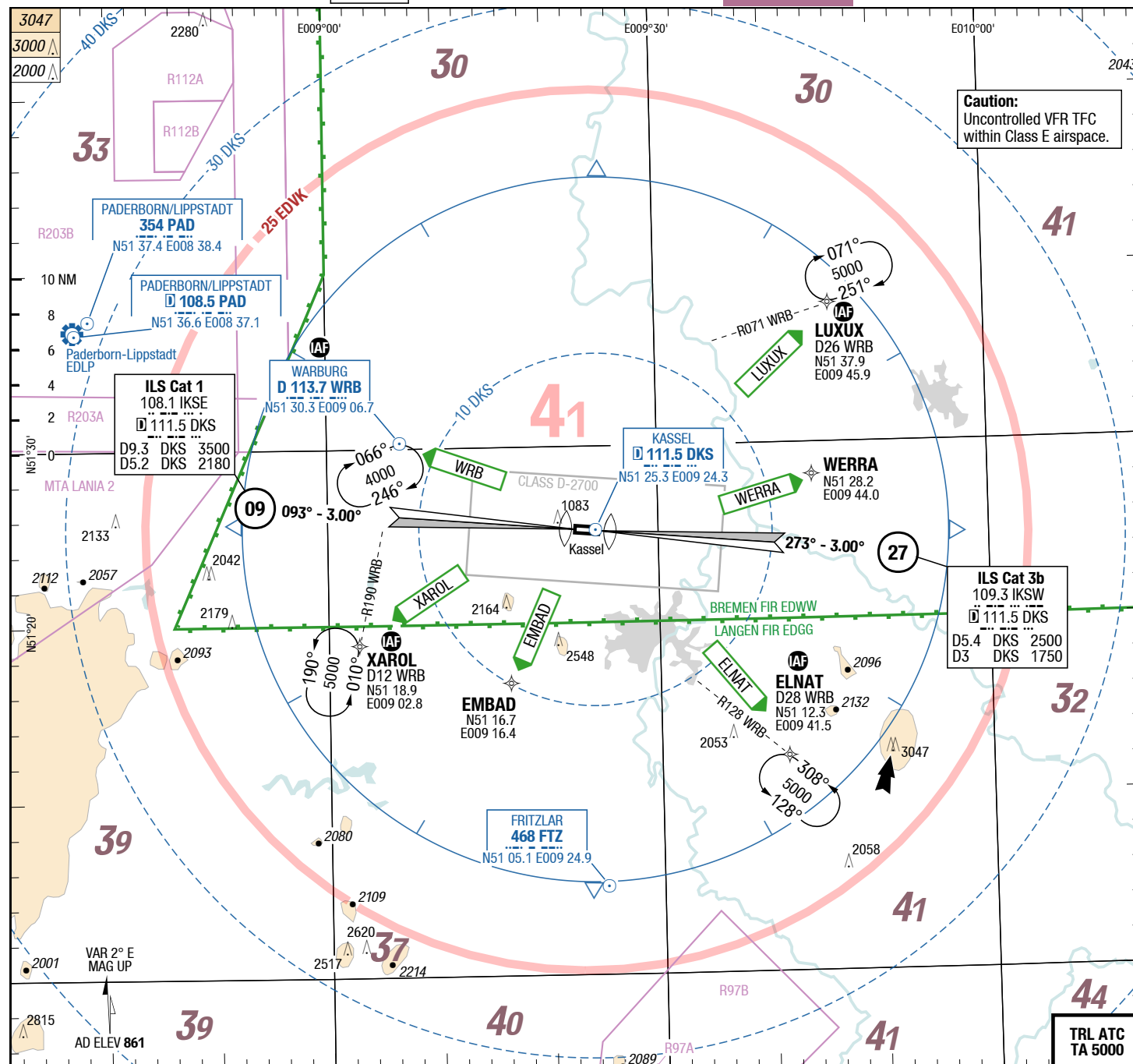
AFC

AFC

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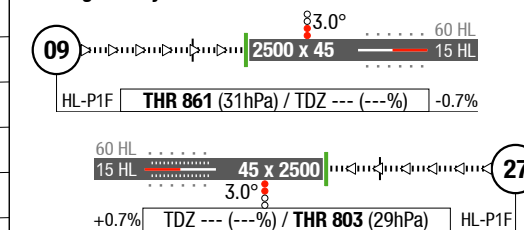
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2-10



ATIS 129.200  
Bremen RAD 126.650  
TWR 118.100 Mon-Sun 0500-2100+  
GND 121.900 Mon-Sun 0500-2100+  
APN 121.700

Landing RWY system:



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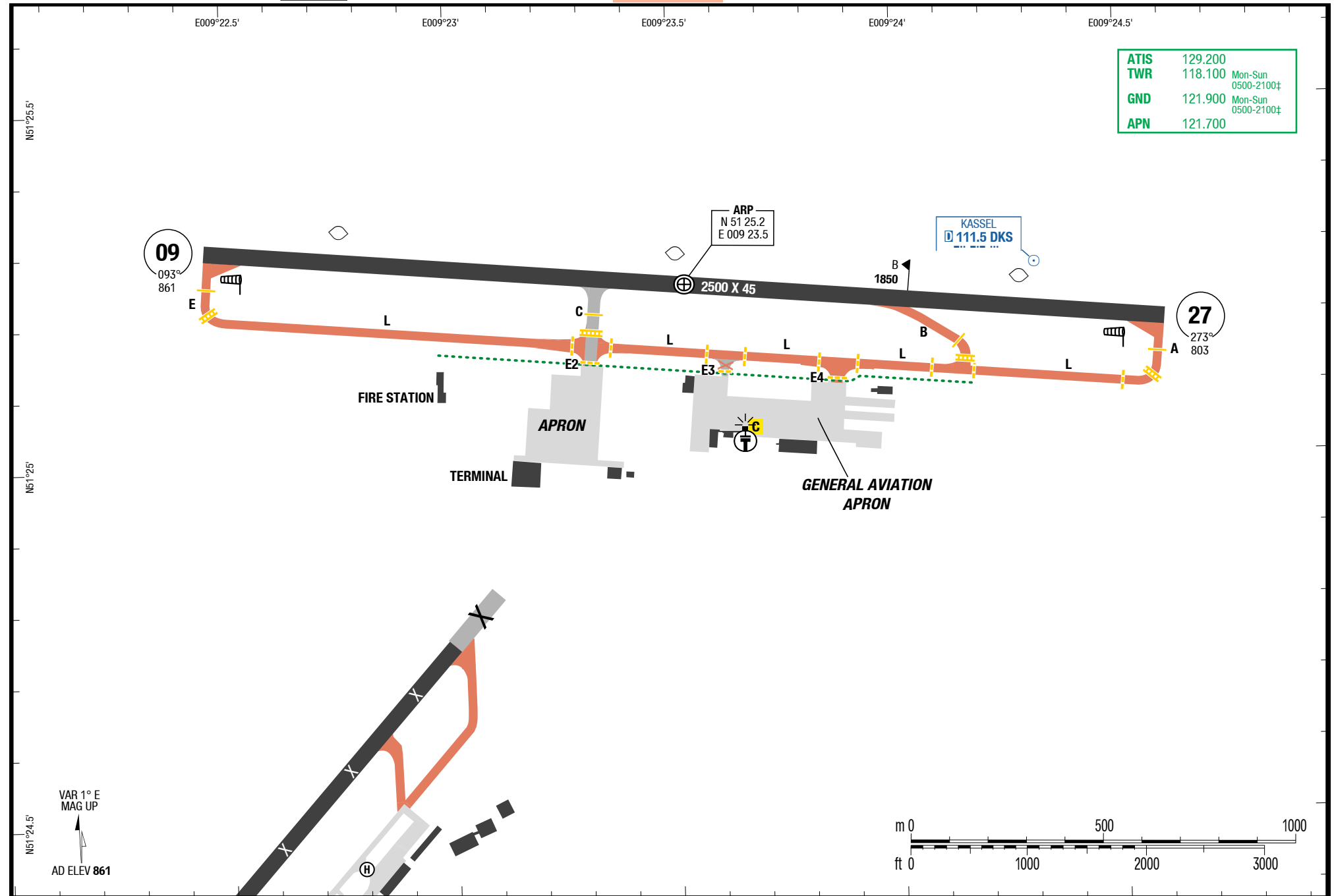
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3-20



Changes: Helipad

06-NOV-2014

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NIL

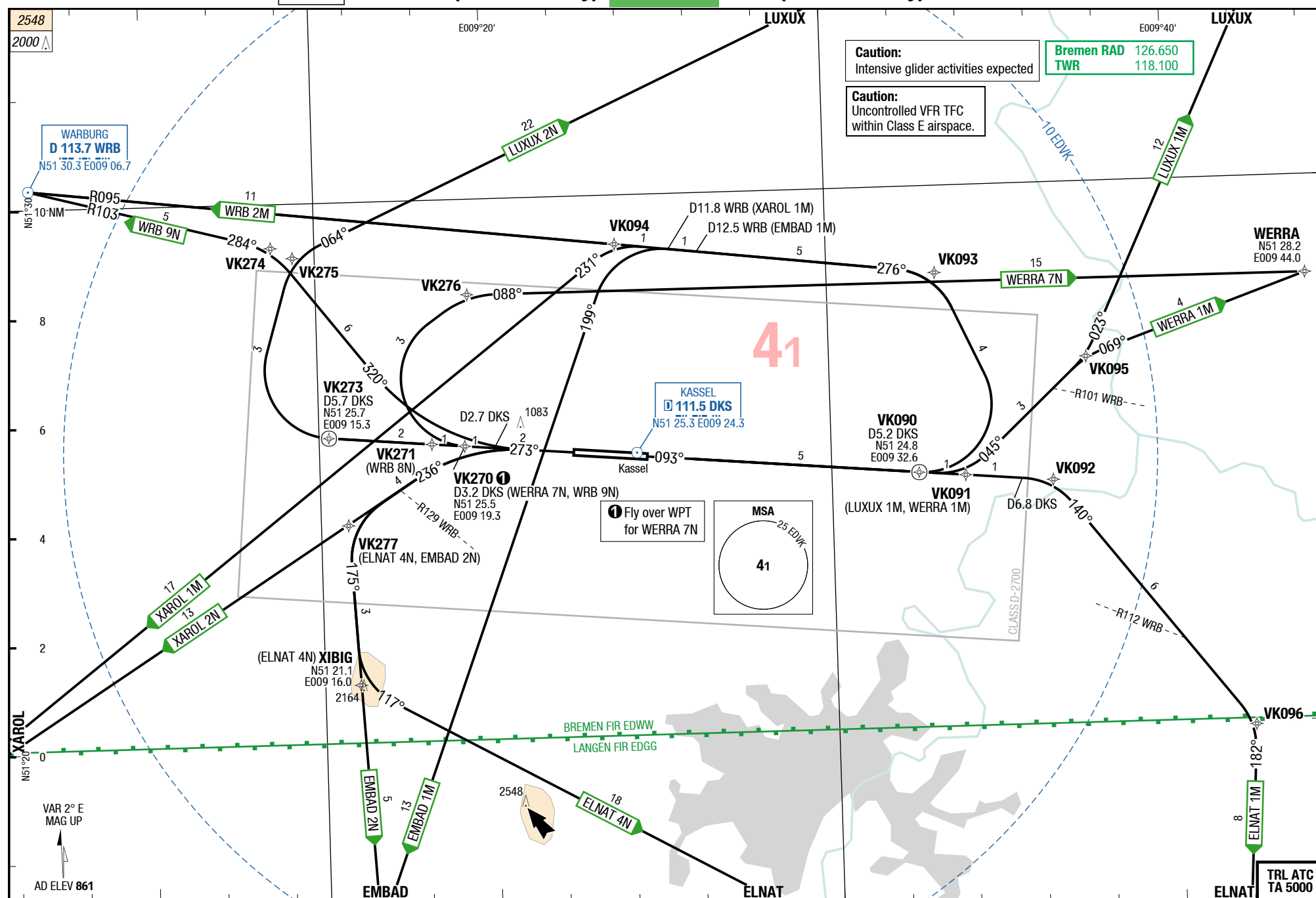
SID

SID

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NIL

### SIDs (RNAV Overlay)



Changes: PROC renumbered

ELNAT 1M / EMBAD 1M / LUXUX 1M / WARBURG 2M / WERRA 1M / XAROL 1M  
RWY 09 (093°)

When passing 2500ft, contact Bremen RAD.

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>ELNAT 1M</b> <b>126.650</b> ①	at D6.8 <b>DKS RT</b> 140° - crossing R112 <b>WRB RT</b> 182° to ELNAT <b>FMS</b> [A1300+] - VK092 [R] - VK096 [R] - ELNAT	<b>initial climb 5000</b>
<b>EMBAD 1M</b> <b>126.650</b> ①	at D5.2 <b>DKS LT</b> intercept R095 <b>WRB</b> - at D12.5 <b>WRB LT</b> 199° to EMBAD <b>FMS</b> [A1300+] - VK090 [L] - VK093 - VK094 [L] - EMBAD	<b>initial climb 5000</b>
<b>LUXUX 1M</b> <b>126.650</b> ①	at D5.2 <b>DKS LT</b> 045° - crossing R101 <b>WRB LT</b> 023° to LUXUX <b>FMS</b> [A1300+] - VK091 [L] - VK095 [L] - LUXUX	<b>initial climb 5000</b>
<b>WARBURG 2M</b> <b>WRB 2M</b> <b>126.650</b> ③	at D5.2 <b>DKS LT</b> intercept R095 <b>WRB</b> to <b>WRB</b> <b>FMS</b> [A1300+] - VK090 [L] - VK093 - WRB	<b>initial climb 4000</b>
<b>WERRA 1M</b> 8.0% to 5000 <b>126.650</b> ①②	at D5.2 <b>DKS LT</b> 045° - crossing R101 <b>WRB RT</b> 069° to WERRA <b>FMS</b> [A1300+] - VK091 [L] - VK095 [R] - WERRA	<b>initial climb 5000</b>
<b>XAROL 1M</b> <b>126.650</b> ①	at D5.2 <b>DKS LT</b> intercept R095 <b>WRB</b> - at D11.8 <b>WRB LT</b> 231° to XAROL <b>FMS</b> [A1300+] - VK090 [L] - VK093 - VK094 [L] - XAROL	<b>initial climb 5000</b>

① After passing 3000ft B-RNAV required.

② Climb gradient 8.0% due to Airspace structure. If unable to comply advice ATC.

③ Not to be used during activity of NFLS (Night Low Flying System).

ELNAT 4N / EMBAD 2N / LUXUX 2N / WARBURG 9N / WERRA 7N / XAROL 2N  
RWY 27 (273°)

When passing 2500ft, contact Bremen RAD.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>ELNAT 4N</b> 4.4% to 3000 8.0% to 5000 <b>126.650</b> ①②	at D2.7 <b>DKS LT</b> 236° - crossing R129 <b>WRB LT</b> 175° to XIBIG - ELNAT  <b>FMS</b> [A1300+] - VK270 [L] - VK277 [L] - XIBIG [L] - ELNAT	<b>initial climb 5000</b>
<b>EMBAD 2N</b> 4.3% to 2500 8.0% to 5000 <b>126.650</b> ①②	at D2.7 <b>DKS LT</b> 236° - crossing R129 <b>WRB LT</b> 175° to EMBAD  <b>FMS</b> [A1300+] - VK270 [L] - VK277 [L] - EMBAD	<b>initial climb 5000</b>
<b>LUXUX 2N</b> 3.9% to 1100 <b>126.650</b> ①③	at D5.7 <b>DKS RT</b> 064° to LUXUX  <b>FMS</b> [A1300+] - VK273 [R] - VK275 - LUXUX	<b>initial climb 5000</b>
<b>WARBURG 9N</b> <b>WRB 9N</b> 3.9% to 1100 <b>126.650</b> ③	at D3.2 <b>DKS RT</b> 320° intercept R103 <b>WRB</b> to <b>WRB</b>  <b>FMS</b> [A1300+] - VK271 [R] - VK274 [L] - WRB	<b>initial climb 4000</b>
<b>WERRA 7N</b> 3.9% to 1100 <b>126.650</b> ①	at D3.2 <b>DKS RT</b> 088° to WERRA  <b>FMS</b> [A1300+] - VK270 [R] - VK276 - WERRA	<b>initial climb 5000</b>
<b>XAROL 2N</b> 3.9% to 1100 8.0% to 5000 <b>126.650</b> ①②	at D2.7 <b>DKS LT</b> 236° to XAROL  <b>FMS</b> [A1300+] - VK270 [L] - XAROL	<b>initial climb 5000</b>

① After passing 3000ft B-RNAV required.

② Climb gradient 8.0% due to Airspace structure. If unable to comply advice ATC.

③ Not to be used during activity of NFLS (Night Low Flying System).

**29-DEC-2016**  
**KSF-EDVK**

Germany **Kassel** Calden

ILS or LOC 27

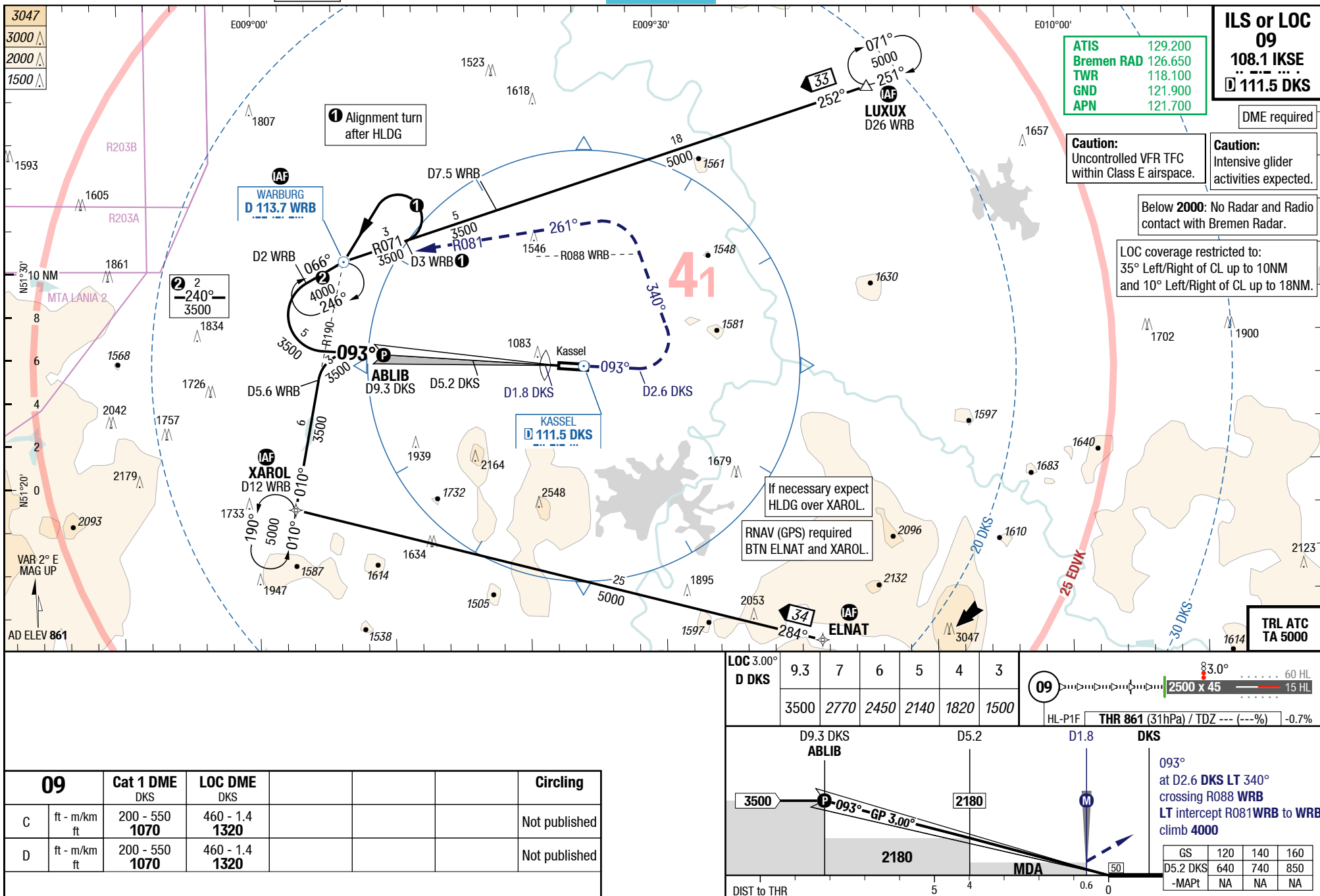
**ILS or LOC 09**

# IAC

# IAC

Calden **Kassel** Germany

ILS or LOC 27

**ILS or LOC 09**

Changes: APL

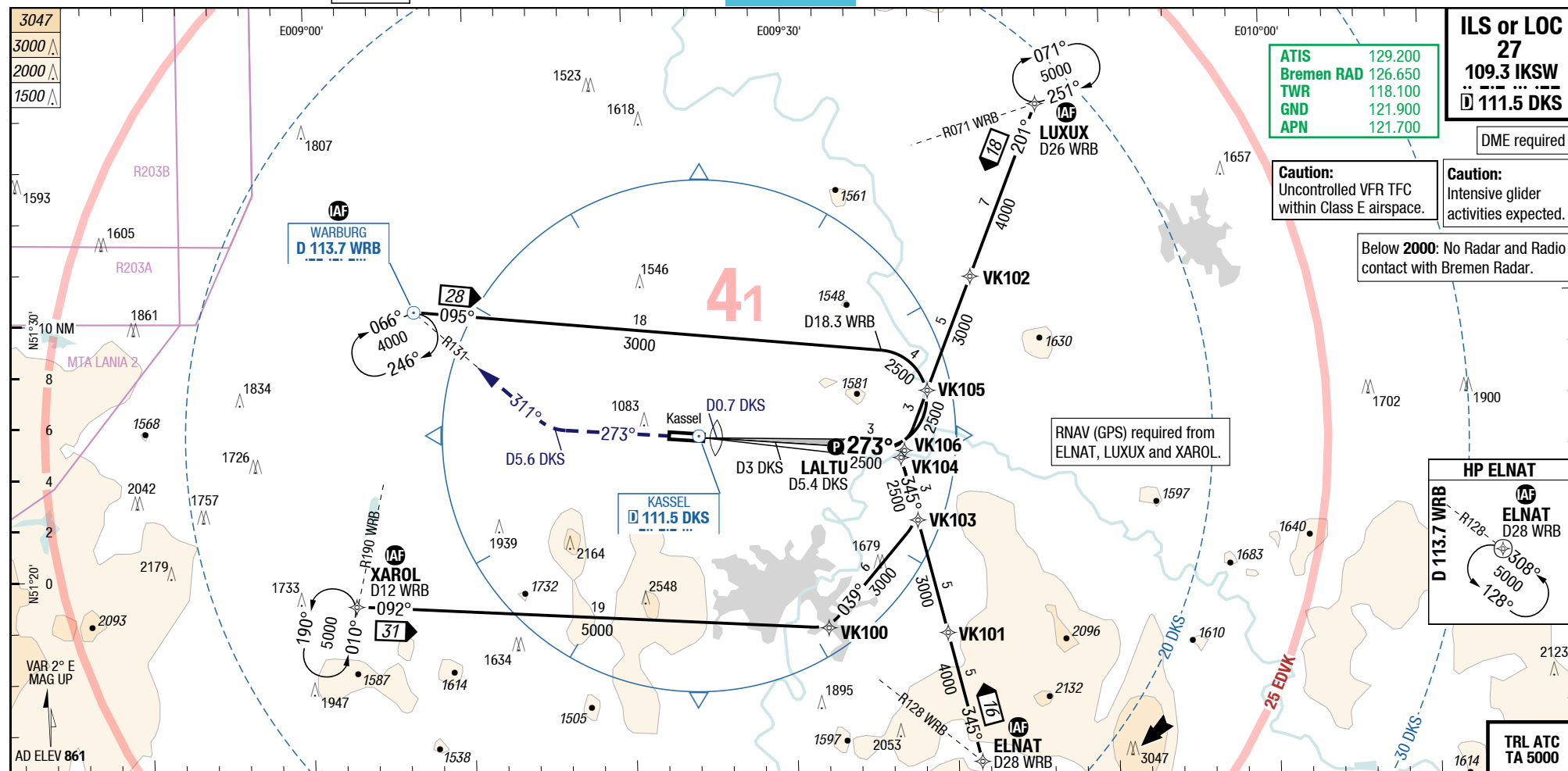
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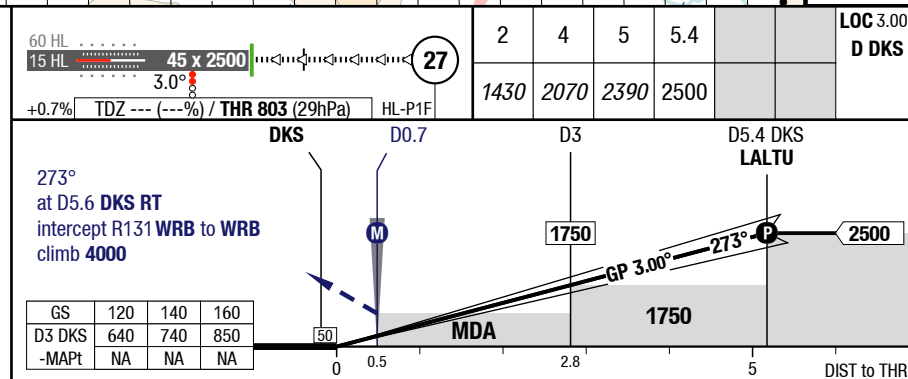
7-20

ILS or LOC 27

ILS or LOC 27



27		Cat 3b DME DKS	Cat 2 DME DKS	Cat 1 DME DKS 1)	LOC DME DKS		Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 117 RA	200 - 550 1010	540 - 1.7 1340		Not published
D	ft - m/km ft	0 - 75R Company	100 - 300R 117 RA 2)	200 - 550 1010	540 - 1.7 1340		Not published
1) With EVS 350m, wo EVS use STD 2) If not conducting autoland RVR 350m required							



**KSF-EDVK**

RNAV (GPS) 27

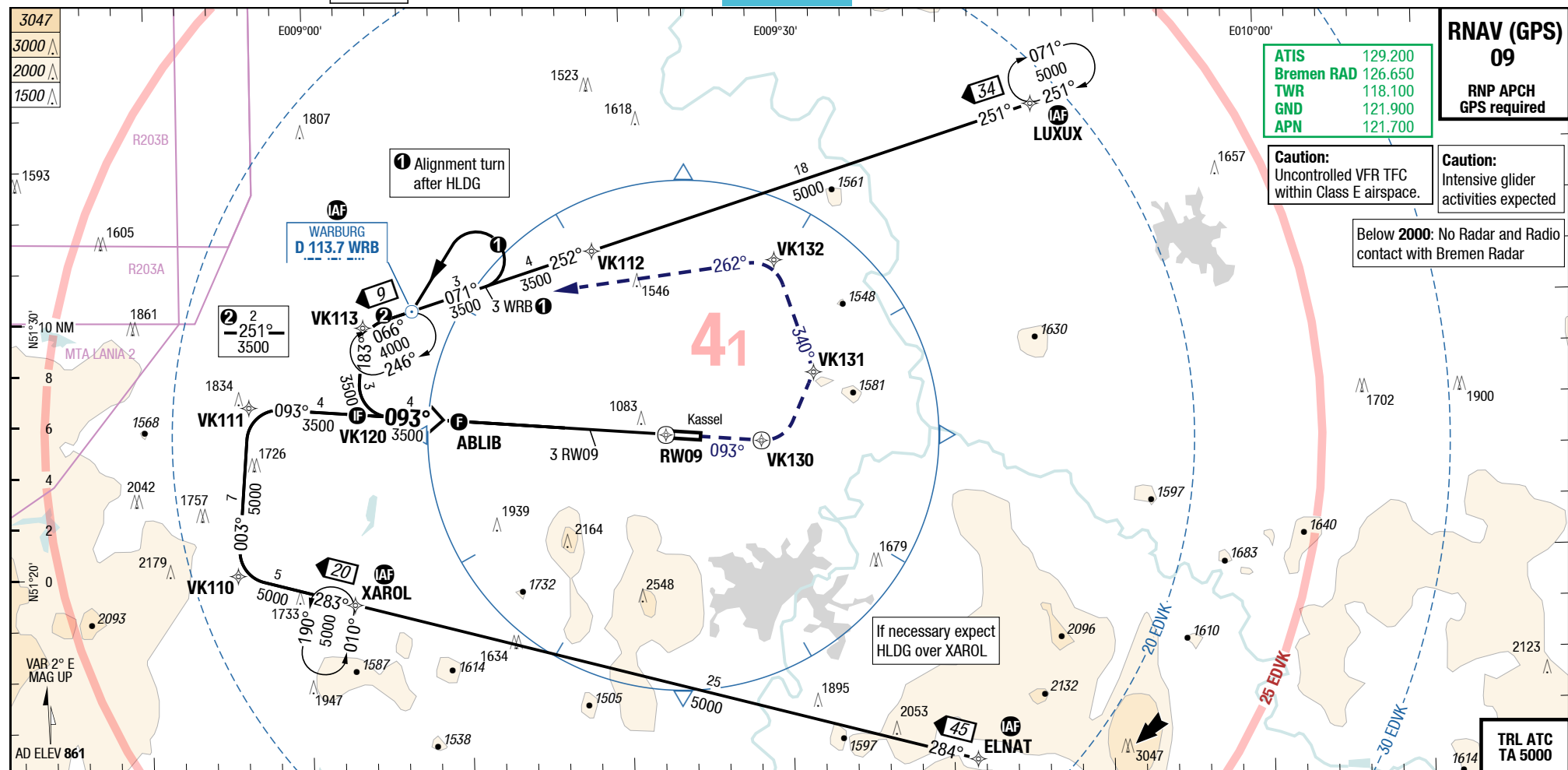
**RNAV (GPS) 09**

# IAC

# IAC

RNAV (GPS) 27

## RNAV (GPS) 09



1) Uncompensated BARO VNAV NA below -15°C (5°F)  
2) With EVS 1.0km, wo EVS use STD

Figure 1 is a typical RW09 chart showing a profile view of a runway. The chart includes the following data and labels:

- Top Section:**
  - Left: 3.00° RW09
  - Center: 8.2, 7, 6, 5, 4, 2
  - Right: 8.2, 2500 x 45, 60 HL, 15 HL
- Second Section:**
  - Left: 12.2 RW09 VK120
  - Center: 8.2 ABLIB
  - Right: 3
- Third Section:**
  - Left: 3500 IF
  - Center: 3500 F
  - Right: 093°
- Fourth Section:**
  - Left: RW09 N51 25.3 E009 22.5
  - Center: 1870
  - Right: MDA
- Fifth Section:**
  - Left: 3500
  - Center: 50
  - Right: 0
- Sixth Section:**
  - Left: 10
  - Center: 8.2
  - Right: 5
- Seventh Section:**
  - Left: 120
  - Center: 140
  - Right: 160
- Eighth Section:**
  - Left: 640
  - Center: 740
  - Right: 850
- Ninth Section:**
  - Left: -MAPt
  - Center: NA
  - Right: NA

Changes: APL, Editorial

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**KSF-EDVK**

## RNAV (GPS) 27

# IAC

IAC

## RNAV (GPS) 27



**Aircraft Data:**

- 60 HL
- 15 HL
- 45 x 2500
- 3.0°
- +0.7% TDZ --- (---%) / THR 803 (29hPa)
- HL-P1F

**Distance to THR (km):** 2, 3, 4, 5, 6, 6.7, 3.00° RW27

**Altitude (ft):** 1490, 1810, 2130, 2450, 2770, 3000

**Climb Profile:**

- VK160 [R] - WRB [A4000]
- 273° to VK160
- RT 312° to WRB
- climb 4000
- MDA 1650
- LALTU 2500
- 273°
- 2500
- 6.7
- 9 RW27 VK150
- 3000
- RW27 N51 25.2 E009 24.6
- DIST to THR

GS	120	140	160
LALTU	640	740	850
-MAPt	NA	NA	NA

Changes: APL, Editorial

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