EDVK - Kassel Calden Airport

Overview

> **Before staffing this airport for the first time:**
> Obtain a successful grade at the self enrollment Moodle course: **EDVK - Kassel-Calden Tower**.

Kassel Airport (formerly Kassel-Calden Airport) is a minor international airport serving the German city of Kassel in the state of Hesse. It is located in the north of Hesse close to the Lower Saxony Border in the northwest of Kassel and is mainly used for business and general aviation operations. Two flight schools and a parachuting school are based on site.

Main Commercial Operations:

Sund Air	Egypt, Baleares, Canary Islands, Greek Islands
Corendon Airlines	Turkey
Rhein-Neckar Air	Flights to the German North- and Eastcoast incl. Sylt-Westerland
SkyAlps	Bolzano, Italy (beginning in 2023)

Kassel ATC Stationen

Station	Station ID	Login	Frequency	Remark
ATIS	VKA	EDVK_ATIS	129.205	--
Ground	VKG	EDVK_GND	121.905	--
Tower	VKT	EDVK_TWR	118.105	--
Sector Harz	HRZ	EDWW_R_CTR	126.655	covered by DST if not staffed
Sector Deister	DST	EDWW_D_CTR	128.760	covered by EIDW if not staffed
Sector Eider West	EIDW	EDWW_W_CTR	120.225	

General Information

EDVK is an unrestricted airport of the **Bremen FIR** and part of the S1 minor program. Controllers on the vACC Germany Controller Roster are allowed to control at this Airport with their S2 or higher rating after checking these Standard Operational Procedures and obtaining a successful grade at the respective Moodle course: **EDVK - Kassel-Calden Tower.**

Ground and Tower positions do not have to track aircrafts. Kassel Airport has no designated Approach Controller.

Quicksheet

VATSIM Germany

EDVK Quicksheet

AIRAC: 2411, 31.10.2023

STANDARD INSTRUMENT DEPARTURE (SID)

SID RWY	ELNAT	EMBAD	XAROL	LUXUX	WERRA	WRB (RNAV)	WRB (NON-RNAV)
27	1W	1W*	1W*	1W	1W	1W	1K
09	1E	1E*	1E*	1E	1E	1E*	1C
CLIMB	5000 ft						4000 ft

* Not available for DEST EDL* and EDK*

INSTRUMENT APPROACHES FROM IAF

STAR	WRB	LUXUX	ELNAT	XAROL
LVL 27	5000 ft	5000 ft	5000 ft	N/A
LVL 09	4000 ft	5000 ft	N/A	5000 ft

COMMUNICATION

STATION	LOGIN	FREQ		CALLSIGN
ATIS	EDVK_ATIS	129.205	VKA	Kassel ATIS
GND	EDVK_GND	121.905	VKG	Kassel Ground
TWR	EDVK_TWR	118.105	VKT	Kassel Tower
CTR	EDWW_R_CTR	126.655	HRZ	Bremen Radar
	EDWW_D_CTR	128.760	DST	Bremen Radar
	EDWW_W_CTR	120.225	EIDW	Bremen Radar
	EDWW_CTR	133.725	WC	Bremen Radar

APPROACH

RWY	27	09
TYPE	ILS	ILS
FREQ	109.30	108.10
CRS	273°	093°
IDENT	IKSW	IKSE
FAP	LALTU	ABLIB

HOLDINGS

WAYPOINT	LUXUX	ELNAT	XAROL	WRB
MHA		5000 ft		3300 ft
INB COURSE	249°	306°	010°	063°

VFR PROCEDURES

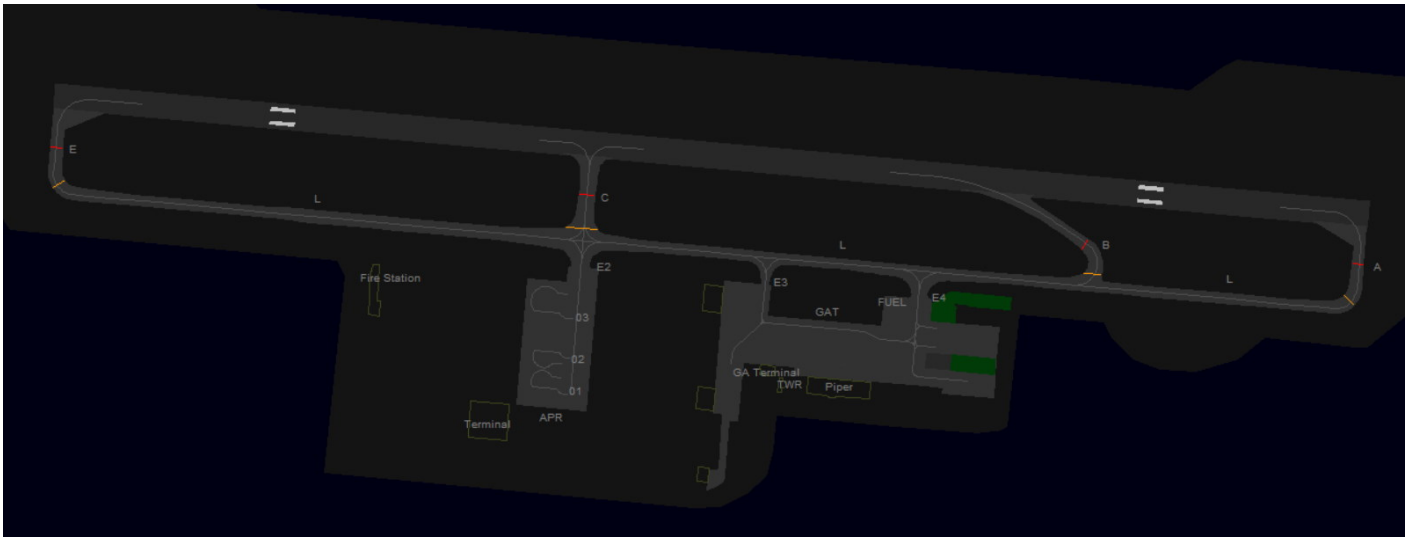
VISUAL REP POINT	NOVEMBER 1	NOVEMBER 2**	ECHO 1	ECHO 2**	WHISKEY 1	WHISKEY 2**	SIERRA 1	SIERRA 2**
DIRECTION	NNW	NW	NE	NNE	SW	S	SE	SE
PART OF RTE	NOVEMBER	NOVEMBER	ECHO	ECHO	WHISKEY	WHISKEY	SIERRA	SIERRA
MAX ALT	2700							

Points marked with ** are reporting points (no position report)

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.

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

SID	27	09	Climb
ELNAT	1W	1E	5000ft
EMBAD	1W	1E	5000ft
LUXUX	1W	1E	5000ft
WERRA	1W	1E	5000ft
WRB *WARBURG* (RNAV)	1W	1E	5000ft
WRB *WARBURG* (Non-RNAV)	1K	1C	4000ft

XAROL	1W	1E	5000ft

In Kassel all SIDs are designed with speed or level restrictions, thus the phrase “via SID” shall be used.

> **All E and W SIDs are for RNAV aircraft only. Non-RNAV aircraft shall always use the WRB1C or WRB1K departure.**

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.

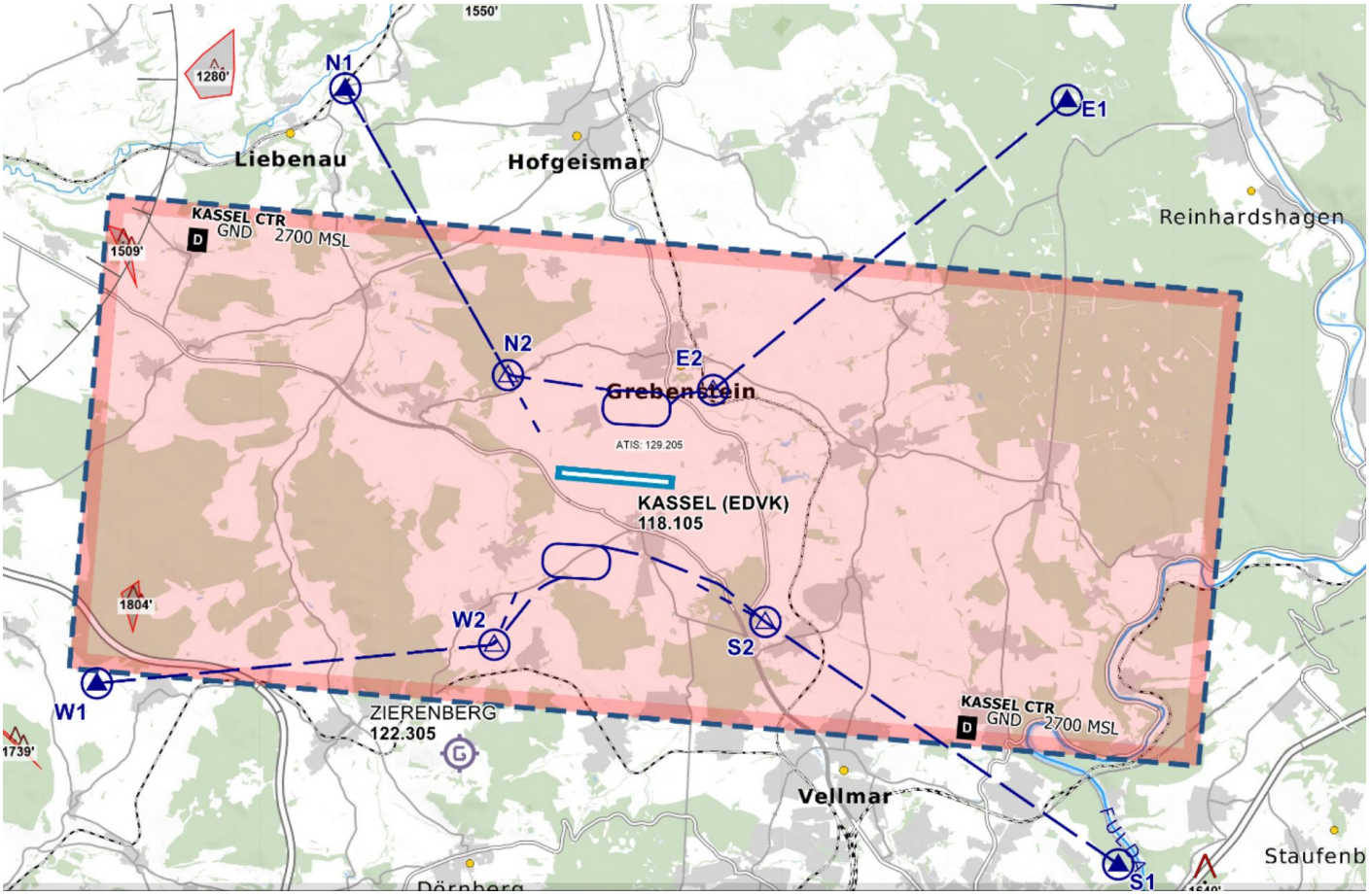
Low Visibility Operations (LVO)

During LVO, Kassel Ground shall clear departing traffic to the CAT II/II holding point. The preferred runway during low-visibility conditions is runway 27.

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

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	Reinhards 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