

# Arriving Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

## Arrival

### STAR assignment

You can usually expect not to fly out your STAR and instead to get radar vectors. However, you should be prepared to fly the STAR followed by a standard approach via the Lahr NDB (LHR), the Karlsruhe/Baden-Baden NDB (KBA), or the Sulz VOR (SUL).

### Descent planning

To avoid having to fly unnecessarily long finals, pilots should **plan to cross the following waypoints at the following altitudes**. Remember that all altitude changes require an explicit clearance by ATC.

- **BADLI**: FL110
- **GEBDA**: FL110
- **LOKTA**: FL140
- **REUTL**: FL90

## Approach

### Approach procedures

The approach into Lahr will usually be an **ILS approach** during 21 operations and an **RNP approach** during 03 operations.

### Speeds

Pilots should **plan the following speeds**. Keep in mind that ATC instructions always take precedent.

- **Descent phase**: 250 - 300 KIAS
- **Base**: 220 KIAS
- **Turn to final**: 180 - 200 KIAS

There is a **restriction for maximum 250 KIAS below FL100** as the Lahr TMA is class E over German territory and partly class E (as well as partly class D within the adjacent Strasbourg TMA) over French territory.

You need to follow all speed instructions precisely until they are cancelled by ATC to ensure separation. If you need to slow down earlier for any reason, **advise ATC immediately**, so they can issue an appropriate instruction.

# Taxi

While Lahr's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**.

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