

EDHL - Lübeck Airport

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Overview

Before staffing this airport for the first time:

Obtain a successful grade at the self enrollment Moodle course: [**EDHL - Lübeck-Blankensee Tower.**](#)

Lübeck Airport is located 8km south of Lübeck inside the Hamburg Metropolitan region.

Lübeck ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	AHL	EDHL_ATIS	119.930	--
Ground	HLG	EDHL_GND	121.780	--
Tower	HLT	EDHL_TWR	128.705	--
Arrival	HAM	EDDH_APP	120.540	--

General Information

EDHL 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: [**EDHL - Lübeck-Blankensee Tower.**](#)

Tower position does not have to track aircrafts.

Approach Procedures

Runway	ILS CAT I	ILS CAT II	LOC	RNP	NDB
07	✓	✓	✓	✓	
25	✓		✓	✓	

Quicksheet

EDHL Quicksheet
Revision: 20-03-2025



SID

Standard	HAM	RAMAR	LUGEG
07	2A/7J**	2A	2A
25	2K/7H**	2K	2K
INIT CLB	5000 ft		

* All SIDs use "Climb via SID" phrase

**HAM 7J/7H to be used for NON-RNAV ACFT only

STAR

Standard	BOGMU	NOLGO	RARUP
07	2V	2V	2V
25	2R	2R	2R
LVL AT	FL 110		

Holdings

Fix	BOGMU	NOLGO	RARUP	HL165	HL265	LUGEG
MHA	4000 ft			3000 ft		2600 ft
Max	FL 100 (COORD with ACC for higher)					
INBD TRK [TURN]	228 [R]	004[R]	274[R]	248[R]	068[R]	156[L]

COMMUNICATION

ID	Freq	Callsign
AHL	119.930	Lübeck ATIS
HLG	121.780	Lübeck Ground
HLT	128.705	Lübeck Tower
HAM	120.540	Bremen Radar
ALR	126.325	Bremen Radar
HEI	125.855	Bremen Radar
WW	127.675	Bremen Radar
WC	133.725	Bremen Radar

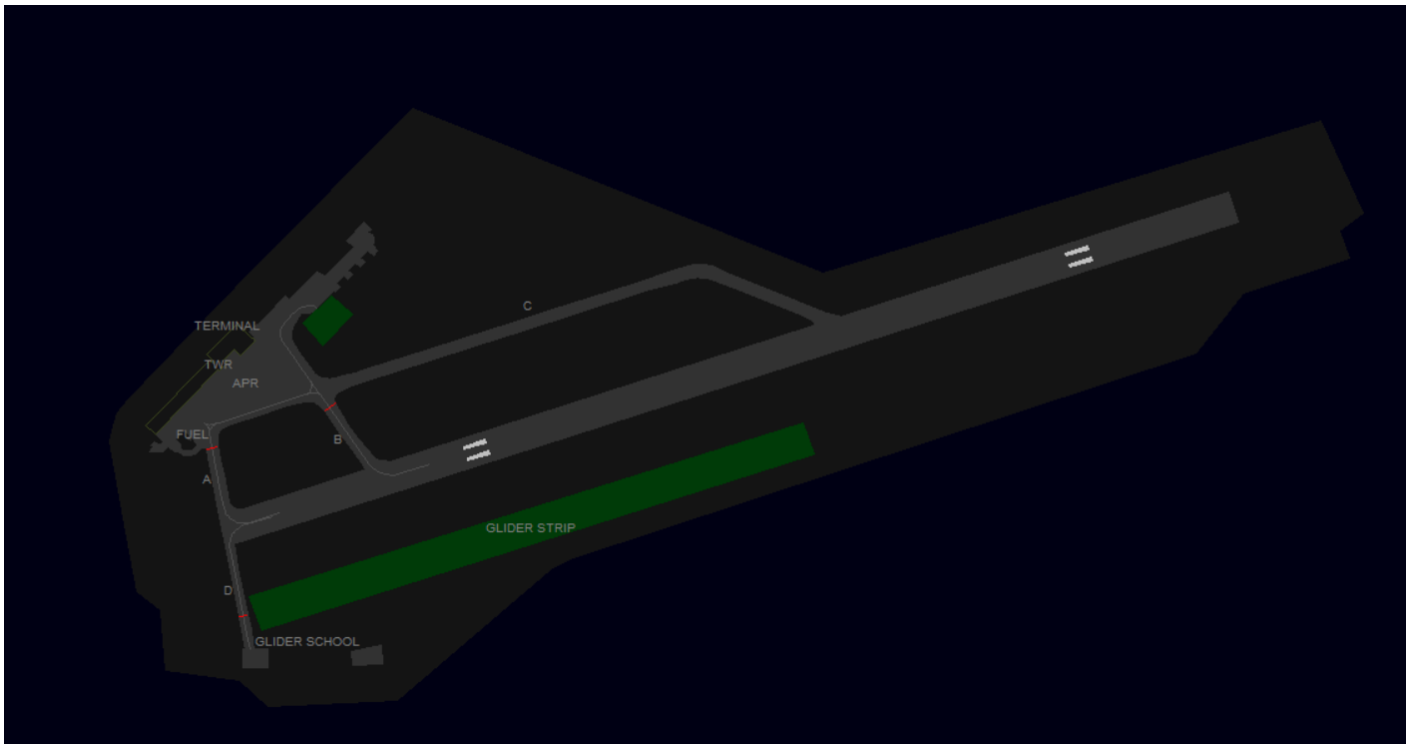
Approach Procedures

RWY	07	25
APP	ILS	ILS
ID	ILUE	ILUW
FREQ	109.35	111.7
CRS	068	248
FAP	BITNA	ROXEM
ALT	3000 ft	3000 ft

Apron

Lübeck Airport can be staffed with an apron controller, who is providing Delivery Service as well. This is VATSIM specific and not real-life procedure.

The Apron Controller is responsible for all movements on aprons only. Taxiways A-D belong to the Tower. Holding Lines are directly at the outer limit of the Apron Area.



Parking

Terminal: Lübeck features one terminal building at the center part of the Airport with Hangars left and right.

Airliner Stands: On the main apron in front of the terminal building.

Business Jets: If they are small enough, Business Aviation parks directly in front of Hangars E and G (north of the grass GA Apron) or at the main apron.

General Aviation: The GA Apron is a marked grass field north of Taxiway B and is called "*Parking Area GAT*". It is suitable for Echo-Class aircrafts up to 2.000kg TOW. Additional space is in front of and at the round halls north-east of the GA Apron (R1 - R4). The Fuel station is west of A on Apron 1.

Helicopters: Lübeck has no Helipads. Helicopters use the runway for all operations and can park at a designated parking area between Hangar E and G, north of the GA Apron.

Glider School: South of the main runway with own parking area next to the Glider Strip.

Taxiways

The main taxiways A-C are suitable for Class C aircrafts. Class D not yet confirmed.

Delivery

VATSIM has the Top-Down principle, therefore IFR Clearances shall be given by the Apron (or Tower), contrary to real-life procedures, where these are given by Bremen Radar. Delivery Service is responsible for all departing flights under IFR.

Initial climb clearance: The initial climb clearance at Lübeck Airport is 5000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

SIDs

EDHL Quicksheet
Revision: 20-03-2025



SID			
Standard	HAM	RAMAR	LUGEG
07	2A/7J**	2A	2A
25	2K/7H**	2K	2K
INIT CLB	5000 ft		

* All SIDs use "Climb via SID" phrase
**HAM 7J/7H to be used for NON-RNAV ACFT only

STAR			
Standard	BOGMU	NOLGO	RARUP
07	2V	2V	2V
25	2R	2R	2R
LVL AT	FL 110		

COMMUNICATION		
ID	Freq	Callsign
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Approach Procedures		
RWY	07	25
APP	ILS	ILS
ID	ILUE	ILUW
FREQ	109.35	111.7
CRS	068	248
FAP	BITNA	ROXEM
ALT	3000 ft	3000 ft

HAM 7J and HAM 7M shall be used for non-RNAV aircraft only. All other SIDs require RNAV equipment.

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.

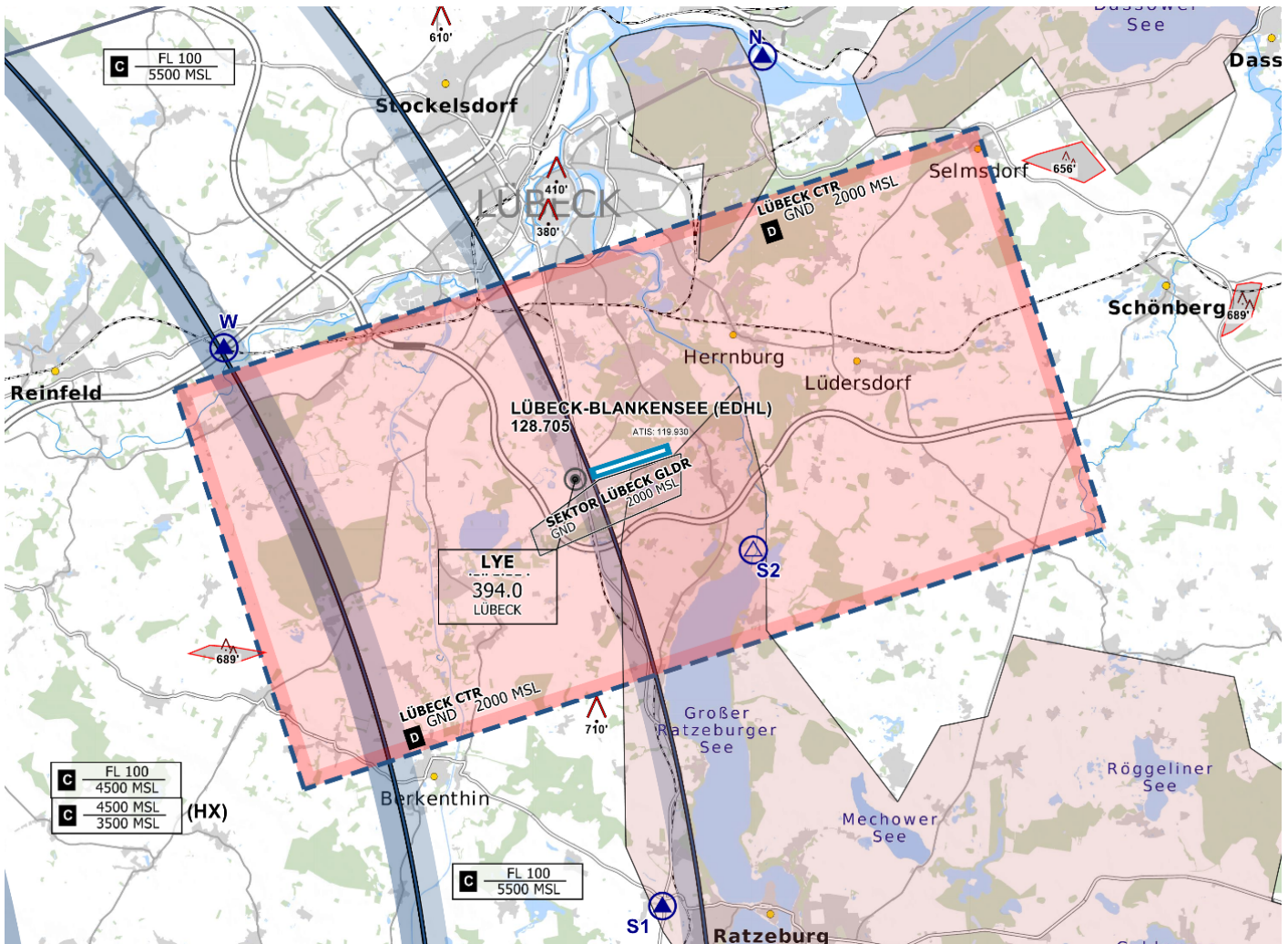
Low Visibility Operations (LVO)

During Low Visibility Operations, Taxiway A shall be used for departing and arriving traffic exclusively. Arriving traffic needs to perform a backtrack in this case. Apron shall only issue a taxi clearance to the holding point after explicit release from Tower to avoid nose-to-nose situations with between arriving and departing traffic.

During LVO, Lübeck Apron shall clear departing traffic to the CAT II holding point of taxiway A.

Tower

Lübeck Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2000ft MSL. Above this altitude and around the CTR airspace E covers the area within responsibility of Bremen Radar (Hamburg Approach). South-East of the field is a nature reserve area (Schaalsee), which shall be avoided below 2000ft.



Controlzone and VFR Reporting Points of Lübeck Airport - © openflightmaps.org

Runway and Airport

Lübeck Airport has a 6896ft (2102m) long single runway (07 / 25) with Low-Visibility CAT II equipment on 07, as well as a grass glider strip south of the main runway. **The runway configuration is not dependent on EDDH but should always be considered and coordinated with Bremen Radar (Hamburg Approach).**

The Airport features a small terminal building with check-in facilities, a shop and some restaurants. The apron has three stands, which are suitable for Class C aircrafts such as the Airbus A320, as

well as some stands for smaller 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 the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

Auto-Handoff: Pilots shall contact Bremen Radar immediately after take-off without a specific handoff.

VFR

Lübeck Airport has four routes in and out of the CTR. Except S2, all other visual reporting points are mandatory.

VRP	NOVEMBER	SIERRA (1+2)	LIMA	WHISKEY
NAV	Lübeck Harbor	Leading to Ratzeburg, west of the Ratzeburger Lake	Elbe-Lübeck Canal between Berkenthin and Mölln	Highway A1 west of Lübeck

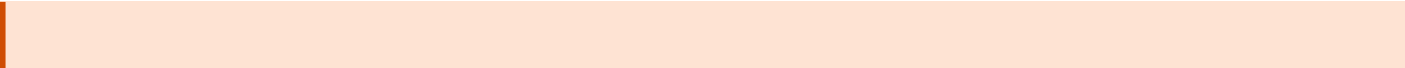
There are no distinct VFR procedures but it is common practice to use the two reporting points in active runway direction for departures and the two reporting points from behind the runway for arrivals.

Helicopters

Helipad: Lübeck Airport has no Helipads. Helicopters use the runway for all operations and can park at a designated parking area between Hangar E and G, north of the GA Apron. All Helicopters air-taxi to the runway.

Police and Rescue helicopters: Helicopter operations are likely in the vicinity of Hamburg and Lübeck City. Two medical Helicopter Pads are located north of the field inside the CTR.

Low Visibility Operations (LVO)



Whenever low visibility conditions exist, runway 07 should be used as the runway in use. Wind conditions shall be disregarded.

During Low Visibility Operations at Lübeck, only runway 07 can be used for arriving traffic, as this runway is equipped with an ILS approach up to CAT II.

Departing traffic may use both runway directions under the condition that the minimum takeoff RVR is met:

Runway	Takeoff Minima	Condition
07	125 m RVR	---
25	400 m RVR	---

If the RVR is not below 400 m, departing traffic may request runway 25 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 07 for landing.

During Low Visibility Operations, Taxiway A shall be used for departing and arriving traffic exclusively. Arriving traffic needs to perform a backtrack in this case. Close coordination with Apron is required to avoid nose-to-nose situations on taxiway A.

When the weather condition requires low visibility operations the use shall be announced in the ATIS.

use **&lv** in the ATIS maker URL

During low visibility operations, the departure and arrival spacing is increased. Delays may be issued earlier than in normal conditions.