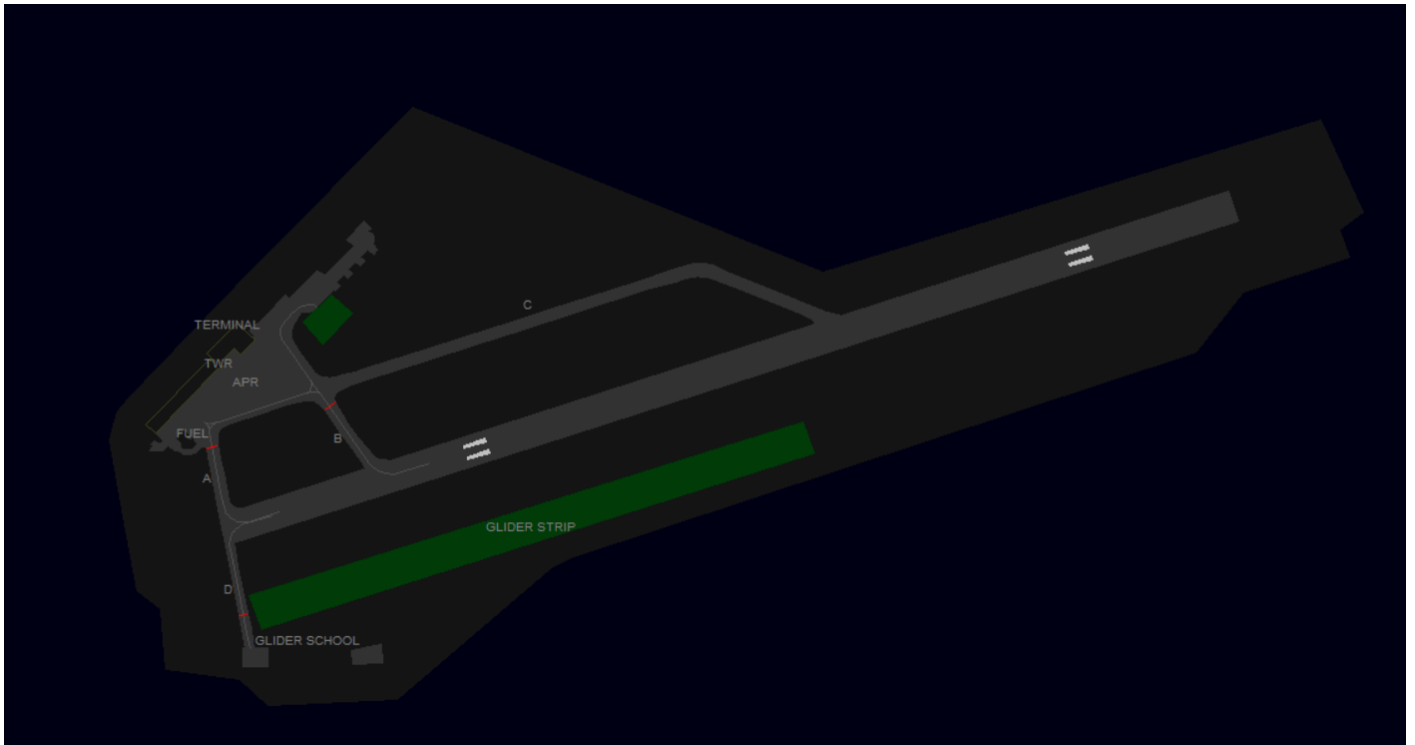


Apron

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
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

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]

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.

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