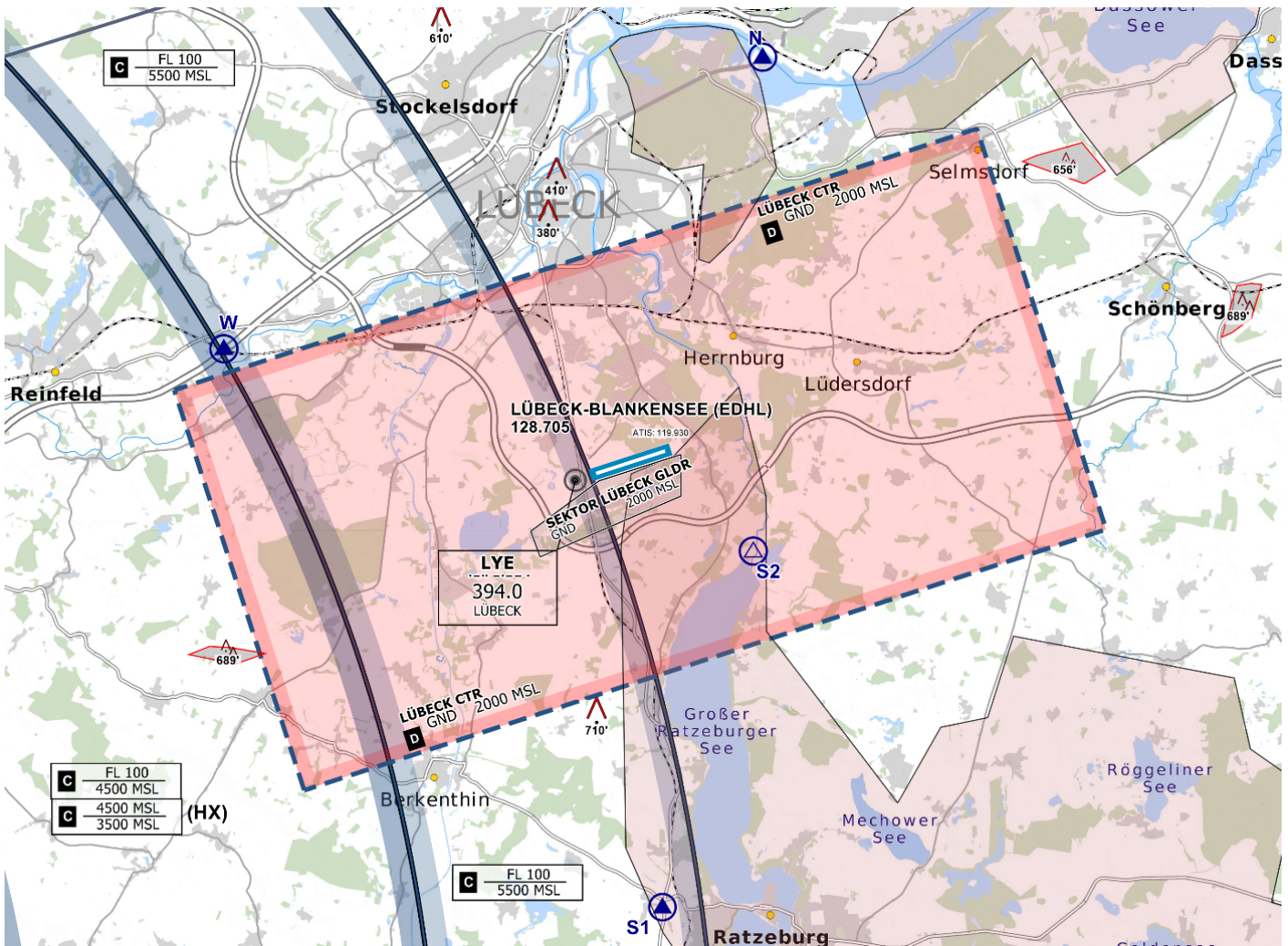


Tower

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.

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)

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.

Runway 07: All-weather operations are permitted for Runway 07 up to CAT II with a runway visual range not less than 300m. **In CAT II, taxiing is allowed exclusively via Taxiway A.** Pilots shall then expect a backtrack after landing.

Runway 25: No special low visibility equipment, Pilots need to adhere to the minimum RVR according to their approach charts.

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