

# Tower

Lahr Tower is responsible for all enroute and startup clearances, ground and runway movements, and traffic within the Lahr CTR.

## Enroute Clearance

### SID assignment

W- and X-SIDs should be used for all RNAV1-capable aircraft. Other aircraft shall always be cleared on Q- and R-SIDs.

### Weather information

As Lahr has no ATIS, **pilots shall always be given basic weather information with their enroute clearance** or - if requested by the pilot - a full weather report. Pilots are only required to read back the QNH from the weather report.

#### Phraseology examples

“ **Pilot:** Lahr Tower, Avanti Air 130H, request enroute clearance.

**ATC:** Avanti Air 130H, Lahr Tower, cleared to London Stansted, Strasbourg 1W departure, flight planned route, climb via SID to FL70, squawk 2016, wind 310 degrees 3 knots, QNH1021.

**Pilot:** Avanti Air 130H, cleared to London Stansted, Strasbourg 1W departure, flight planned route, climb via SID to FL70, squawk 2016, QNH1021.

“ **Pilot:** Lahr Tower, Avanti Air 130H, request enroute clearance and weather information.

**ATC:** Avanti Air 130H, Lahr Tower, cleared to London Stansted, Strasbourg 1W departure, flight planned route, climb via SID to FL70, squawk 2016, wind 310 degrees 3 knots, visibility 10 kilometers, clouds few at 4000ft scattered at 4800ft, temperature 08, dew point 07, QNH1021.

**Pilot:** Avanti Air 130H, cleared to London Stansted, Strasbourg 1W

departure, flight planned route, climb via SID to FL70, squawk 2016, QNH1021.

## Ground movement

All pilots must request taxi clearance before initiating any movement on the ground. Pushbacks are not required on Lahr's apron.

Aircraft taxiing to or from the Northern end of the runway have to cross the runway. If traffic permits, they may also be given a backtrack for a somewhat shorter taxi time.

## Departures

### Auto-handoff

Lahr utilizes an **auto-handoff for all IFR departures** whereby pilots are required to switch to the airborne frequency immediately when airborne. As there is no ATIS to inform the pilots of the current airborne frequency, it **shall be given to them latest together with the takeoff clearance**. Unless changes to the airborne frequency are expected, controllers can and should **inform pilots of the frequency earlier**, e.g. during the enroute clearance to reduce pilot workload during takeoff.

### Phraseology examples

“ **ATC:** Avanti Air 130H, Lahr Tower, cleared to London Stansted, Strasbourg 1W departure, flight planned route, climb via SID to FL70, revised airborne frequency is Langen Radar on 125.050, squawk 2016, wind 310 degrees 3 knots, QNH1021.

**Pilot:** Avanti Air 130H, cleared to London Stansted, Strasbourg 1W departure, flight planned route, climb via SID to FL70, revised airborne frequency is Langen Radar on 125.050, squawk 2016, QNH1021.

“ **ATC:** Avanti Air 130H, revised airborne frequency is Langen Radar on 125.050, wind 310 degrees 3 knots, runway 03, cleared for takeoff.

**Pilot:** Avanti Air 130H, revised airborne frequency is Langen Radar on 125.050, runway 03, cleared for takeoff.

# VFR traffic

## Routes & procedures

All reporting points at EDTL are compulsory reporting points. Additionally, there is a **VFR holding on either side of the runway**.

Reporting point	Location
<b>Echo</b>	B415 between Kuhbach and Reichenbach
<b>Oscar 1</b>	B33 exit Gengenbach
<b>Oscar 2</b>	fields between Oberschopfheim and Oberweier
<b>Sierra 1</b>	Rhine river mouth Dornskopf
<b>Sierra 2</b>	Rhine passing Nonnenweier
<b>Whiskey</b>	quarry lake Meißenheim

## Offenburg (EDTO)

Offenburg's runway and traffic circuit are located partially within the Lahr CTR. Pilots flying at Offenburg require an individual clearance to enter the CTR. If Offenburg Radio is staffed, the **radio operator may request the Offenburg sector to be opened** in which case this part of the Lahr CTR reverts to airspace class G and E, respectively, and pilots are allowed to operate inside this sector without acquiring an individual clearance to enter the Lahr CTR.

## Altdorf-Wallburg (EDSW)

Altdorf-Wallburg's traffic circuit is partially located within the Lahr CTR. Pilots in the published traffic circuit at Altdorf-Wallburg require an individual clearance to enter the CTR. If Altdorf Radio is staffed, the **radio operator may request the Altdorf sector to be opened** in which case this part of the Lahr CTR reverts to airspace class G and E, respectively, and pilots are allowed to operate inside this sector without acquiring an individual clearance to enter the Lahr CTR.

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