

EDHL AD 2.1 Aerodrome Location Indicator and Name

EDHL LUEBECK-BLANKENSEE

EDHL AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates and site at AD	N 53 48 19.32 E 010 43 09.20 900 m W THR 25 on RWY centre line
2	Direction and distance from (city)	7,0 km (3.7 NM) S Lübeck
3	Elevation/Reference temperature	55 ft / 21.9°C
4	Geoid undulation at AD ELEV PSN	Not AVBL
5	MAG VAR/Annual change	2.4° E (2017,01) / -
6	AD operator, address, telephone, telefax, telex, AFS	Stöcker Flughafen GmbH & Co. KG Blankenseer Straße 101, 23560 Lübeck Tel.: +49 (0)451 58301-0 Fax: +49 (0)451 58301-24 SITA: LBCOOXH e-mail: handlingrequest@flughafen-luebeck.de
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

EDHL AD 2.3 Operational Hours

1	AD operator	0700 (0600) – 1900 (1800) Other times: PPR
2	Customs and immigration	O/R; 2 HR before
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	AIS-C H24 Tel.: +49 (0)69 78072 500 Fax: +49 (0)69 78072 505
6	MET Briefing Office	See EDHL AD 2.11
7	ATS	0700 (0600) – 1900 (1800) Other times: PPR
8	Fuelling	0700 (0600) – 1900 (1800) Other times: PPR
9	Handling	O/R
10	Security	Available
11	De-icing	Available
12	Remarks	Nil

EDHL AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	-
2	Fuel/oil types	AVGAS 100 LL, Jet A1
3	Fuelling facilities/capacity	AVGAS 100 LL: Fuel pumps Jet A1: Fuel truck
4	De-icing facilities	Typ I, Typ IV
5	Hangar space for visiting aircraft	O/R
6	Repair facilities for visiting aircraft	-
7	Remarks	Nil

EDHL AD 2.5 Passenger Facilities

1	Hotels	Lübeck, vicinity of airport
2	Restaurants	-
3	Transportation	Taxi, bus; rent-a-car O/R
4	Medical facilities	-
5	Bank and Post Office	-
6	Tourist Office	-
7	Remarks	Nil

EDHL AD 2.6 Rescue and Fire Fighting Services

1	AD category for fire fighting	4, higher CAT O/R
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Available
4	Remarks	Nil

EDHL AD 2.7 Seasonal Availability – Clearing

1	Types of clearing equipment	Available
2	Clearance priorities	-
3	Remarks	Seasonal availability unrestricted

EDHL AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface and strength	PCN 55; ASPH
2	Taxiway width, surface and strength	TWY A, B, C: 23 m; ASPH; PCN 55 TWY D: 17 m; ASPH; PCN 55
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Nil

EDHL AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	RWY and TWY markings and LGT	THR marking, RWY designation, RWY centreline TWY centre line, taxi holding position. RWY, TWY lighted.
3	Stop bars	during CAT II operations: R LIH
4	Remarks	Taxi-guidance signs available.

EDHL AD 2.10 Aerodrome Obstacles

Refer to EDHL AD 2.24 Aerodrome Obstacle Chart (AOC)

EDHL AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological advisory center for aviation (MAC) North
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MAC North 9 HR
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	see No. 10 by phone
6	Flight documentation Language(s) used	Charts, abbreviated plain language text ²⁾ English, German
7	Charts and other information available for briefing or consultation	SWC, W/T charts, SIGMET, METAR/TAF en-route ²⁾
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Individual weather consultation: MAC North Tel.: 0900 10 77 22 1 ¹⁾ ¹⁾ Value-added service prices see GEN 3.5-13 and 14 ²⁾ Provided by: www.flugwetter.de

EDHL AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	71.99°	2102 x 60	55/R/B/W/T ASPH	N 53 48 08.761 E 010 42 15.193	THR 53 ft TDZ 0 ft
25	251.99°	2102 x 60	55/R/B/W/T ASPH	N 53 48 27.970 E 010 43 55.042	THR 48 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
see AOC	-	150 x 150	2222 x 300	-	-
see AOC	-	100 x 150	2222 x 300	-	-

EDHL AD 2.13 Declared Distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2102	2252	2102	1922	-
25	2102	2202	2102	2102	-

EDHL AD 2.14 Approach and Runway Lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY centre line LGT length, spacing colour, INTST	RWY edge LGT LEN Spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour
1	2	3	4	5	6	7	8	9
07	W VRB LIH/LIL	G VRB LIH	3.0°	-	-	W VRB LIH	R VRB LIH	-
25	W VRB LIH/LIL	G VRB LIH	3.0°	-	-	W VRB LIH	R VRB LIH	-

EDHL AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN white/white on TWR
2	LDI location and LGT Anemometer location and LGT	Signal area, see Chart AD 2 EDHL 2-5
3	TWY edge and centre line lighting	TWY edge lights of TWYs A, B, C: B LIL TWY Center line lights of TWY A: LIH TWY Center line lights of TWYs B, C: LIL
4	Secondary power supply/switch-over time	Available
5	Remarks	Nil

EDHL AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation m/ft	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	Not specified; as instructed by TWR

EDHL AD 2.17 ATS Airspace

1	Designation and lateral limits	CTR Lübeck
2	Vertical limits	2000 ft MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	LUEBECK TOWER English, German
5	Transition altitude	5000 ft MSL
6	Remarks	For detailed airspace description see ENR 2.1

EDHL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency (MHZ)	Hours of operation	Remarks
1	2	3	4	5
ATIS	LUEBECK ATIS	119.925	0700 (0600) – 1900 (1800)	Designated operational coverage 25 NM, FL 100
APP	BREMEN RADAR	136.675	H24	
TWR	LUEBECK TOWER	128.700	0700 (0600) – 1900 (1800) Other times: PPR	Designated operational coverage 25 NM, FL 100
	LUEBECK GROUND	121.775	0700 (0600) – 1900 (1800) Other times: PPR	

EDHL AD 2.19 Radio Navigation and Landing Aids

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS <i>declination</i>	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks												
1	2	3	4	5	6	7												
Elbe VOR/DME (2° E/2015)	LBV	115.10 MHz CH98x	H24	N 53 39 09.33 E 009 34 46.13	4													
Hamburg DVORTACAN (2° E/2012)	HAM	113.10 MHz CH78x	H24	N 53 41 08.07 E 010 12 17.99	185	Operational coverage sector 0°–360°: 60 NM, FL 500 DVORTACAN unusable in sector 0°–360°: below <table><tr><td>0 – 10 NM</td><td>1200 ft MSL</td></tr><tr><td>10 – 20 NM</td><td>2500 ft MSL</td></tr><tr><td>20 – 30 NM</td><td>3900 ft MSL</td></tr><tr><td>30 – 40 NM</td><td>5400 ft MSL</td></tr><tr><td>40 – 50 NM</td><td>7000 ft MSL</td></tr><tr><td>50 – 60 NM</td><td>8800 ft MSL</td></tr></table> In addition, DVORTACAN can be used for the published en-route, approach and departure procedures.	0 – 10 NM	1200 ft MSL	10 – 20 NM	2500 ft MSL	20 – 30 NM	3900 ft MSL	30 – 40 NM	5400 ft MSL	40 – 50 NM	7000 ft MSL	50 – 60 NM	8800 ft MSL
0 – 10 NM	1200 ft MSL																	
10 – 20 NM	2500 ft MSL																	
20 – 30 NM	3900 ft MSL																	
30 – 40 NM	5400 ft MSL																	
40 – 50 NM	7000 ft MSL																	
50 – 60 NM	8800 ft MSL																	
Luebeck DVOR (2° E/2012)	LUB	110.60 MHz	H24	N 53 56 26.67 E 010 40 04.03		Operational coverage sector 0°–360°: 65 NM, FL 500												
Luebeck-Blankensee ILS 07 (CAT II)																		
LOC (2° E/2017)	ILUE	109.35 MHz	H24	N 53 48 30.02 E 010 44 05.72														
GP	-	331.85 MHz	H24	N 53 48 15.54 E 010 42 29.21														
DME	ILUE	CH30y (109.35 MHz *)	H24	N 53 48 23.00 E 010 43 07.07	70	Operational coverage sector 0°–360°: 25 NM, FL 100 * Ghost frequency												

Type of aid MAG VAR Type of supported OPS VOR/ILS/MLS <i>declination</i>	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
Luebeck-Blankensee						
ILS 25 (CAT I)						
LOC (2° E/2017)	ILUW	111.70 MHz	H24	N 53 48 05.22 E 010 41 56.78		
GP	-	333.50 MHz	H24	N 53 48 28.57 E 010 43 36.94		
OM	dashes	75.00 MHz	H24	N 53 49 34.82 E 010 49 54.22		3.7 NM THR 25
MM	dot-dash	75.00 MHz	H24	N 53 48 36.73 E 010 44 39.82		0.49 NM THR 25
L (2° E/2012)	LYE	394.00 KHz	H24	N 53 48 02.99 E 010 41 45.13		Operational range sector 0°–360°: 15 NM

EDHL AD 2.20 Local aerodrome regulations

1. Allgemeines

1.1 An Sonn- und Feiertagen in der Zeit von 1200 – 1400 (1100 – 1300) sind private Platzrundenflüge, sowie Rund- und Besichtigungsflüge unter 1 Stunde Dauer untersagt.

1.2 Überflüge bebauter Gebiete sind zu vermeiden. Das gleiche gilt für das Überfliegen des Naturschutzgebietes Schaalsee unterhalb einer Höhe von 2000 ft GND.

2. Flugbetriebsbeschränkungen der Nachtzeit

In der Zeit von 2100 (2000) bis 0500 (0400) (Nachtzeit) ist der Flugbetrieb beschränkt. Reine Frachtflüge sind in der Nachtzeit unzulässig. Im Übrigen sind Flugbewegungen in dieser Zeit nur mit lärmarmen Flugzeugen, die die Anforderungen des Kapitels 4 nach ICAO Anhang 16, Band 1, Teil II erfüllen, und nach Maßgabe der folgenden weiteren Einschränkungen zulässig:

2.1 Planmäßige Starts und Landungen sind nur in der Zeit von 2100 (2000) bis 2230 (2130) zulässig. Verspätete Starts und Landungen sind bis 2300 (2200) zulässig, wenn die planmäßige Start- oder Landezeit bei spätestens 2230 (2130) liegt.

2.2 Planmäßige Flugbewegungen in der morgendlichen Nachtrandstunde sind ab 0430 (0330) zulässig.

Ab 0400 (0300) sind verfrühte Landungen zulässig, wenn die planmäßige Landezeit nach 0430 (0330) liegt.

2.3 In den Nachtrandstunden vor 2300 (2200) und nach 0400 (0300) sind zulässig:

- a) mittelbar wartungsbedingte Überführungsflüge
- b) Bereitstellungsflüge, die erforderlich sind, um Abflüge ab 0430 (0330) zu ermöglichen
- c) Ausweichflüge von Flügen, die planmäßig an den umliegenden Flugplätzen abgefertigt werden sollten, dort aber nicht abgefertigt werden können.

2.4 Von den Beschränkungen für die gesamte Nachtzeit unberührt bleiben hoheitliche Einsatzflüge (Polizei/Bundespolizei, Militär mit Ausnahme von AWACS-Flügen), Flüge zur Hilfeleistung in Not- und Katastrophenfällen sowie unabsehbare Flüge zur medizinischen Versorgung, ferner Landungen aus meteorologischen, technischen oder Flugsicherheitsgründen einschließlich außerplanmäßiger Vermessungsflüge der mit der Flugsicherung beauftragten Stellen.

3. Triebwerksprobeläufe

Auf dem Flughafengelände sind wartungsbedingte Triebwerksprobeläufe nur außerhalb der Nachtzeit und nur als sog. "line checks" im Leerlauf zulässig. Vorgeschriebene Vorflugkontrollen, die unmittelbar vor dem Start erfolgen, sind ausgenommen.

4. IFR-Übungsanflüge

Wiederholte IFR-Übungsanflüge bedürfen der vorherigen Abstimmung mit Bremen ACC (Tel.: +49 (0)421 5372 141). Grundsätzlich ist diese Abstimmung unter Angabe des Programms am Ereignistag ab 0500 (0400) spätestens 2 Stunden, jedoch nicht früher als 4 Stunden vor Beginn dieser Übungsanflüge vorzunehmen. Lizenzprüfflüge können auch außerhalb der vorgenannten Zeiten abgestimmt werden.

Diese Abstimmung entbindet nicht von der Beachtung möglicher Regelungen aufgrund von Fluglärmschutzaufgaben für den Flughafen Lübeck-Blankensee.

Hinweis: Aufgrund der tatsächlichen Verkehrssituation kann es trotz erfolgter Abstimmung zu teilweisen oder ganzen Ablehnung des Trainingsprogramms kommen.

1. General

1.1 On Sundays and holidays between 1200 – 1400 (1100 – 1300), private traffic circuit, round-robin and sight-seeing flights of less than one hour are prohibited.

1.2 Overflying of built-up areas shall be avoided. The same applies to the overflying of the Schaalsee nature reserve below 2000 ft GND.

2. Nighttime restrictions of flight operations

Flight operations are restricted between 2100 (2000) and 0500 (0400) (nighttime). Pure cargo flights are not permitted during the nighttime. During these hours, aircraft movements are only permitted if low-noise aircraft in keeping with the requirements of chapter 4 of ICAO Annex 16, Volume I, Part II are used and if the following further conditions are fulfilled:

2.1 Scheduled take-offs and landings are only permitted between 2100 (2000) and 2230 (2130). Delayed take-offs and landings are permitted until 2300 (2200), if the scheduled time of departure/arrival is no later than 2230 (2130).

2.2 In the early morning, scheduled aircraft movements are permitted from 0430 (0330) on.

Early arrivals are permitted from 0400 (0300) on if the scheduled time of arrival is later than 0430 (0330).

2.3 The following flights are permitted during the marginal hours prior to 2300 (2200) and later than 0400 (0300):

- a) Ferry flights indirectly related to maintenance work;
- b) Relocation flights required to ensure that departures can take place from 0430 (0330) on;
- c) Use of the airport as an alternate for flights which are scheduled to be handled at neighbouring airports but which cannot be handled there.

2.4 The nighttime restrictions do not apply to flights conducted in connection with statutory tasks (police/Federal Police, military with the exception of AWACS flights), flights on emergency and disaster relief missions as well as flights for indispensable medical care, landings for meteorological, technical or flight safety reasons, including unscheduled calibration flights of the organisation in charge of air navigation services.

3. Engine run-ups

Maintenance-related run-ups are only permitted at the airport outside nighttime hours and only as line checks at idle power. This does not include the mandatory pre-flight checks to be conducted immediately prior to take-off.

4. IFR practice approaches

Repeated IFR practice approaches require prior coordination with Bremen ACC (Tel.: +49 (0)421 5372 141). As a rule, this coordination shall take place on the day in question, from 0500 (0400), not later than 2 hours but not earlier than 4 hours prior to commencing these practice approaches. The relevant programme shall be indicated. Licence examination flights may be coordinated outside the above-mentioned times as well.

This coordination does not release the pilot from the obligation to observe any noise abatement regulations that may be applicable at Lübeck-Blankensee Airport.

Note: Depending on the traffic situation, the training programme may be rejected in part or in total even if it has been coordinated earlier.

EDHL AD 2.21 Noise abatement procedures

Nil

EDHL AD 2.22 Flight procedures

Nil

EDHL AD 2.23 Additional information

Nil

EDHL AD 2.24 Charts related to the aerodrome

See next pages