



Lahr (EDTL)

Instructions and Information

RUNWAYS:

03 3000 x 45 meters THR 511 ft
21 3000 x 45 meters THR 500 ft

NAVAIDS:

ICAO: EDTL
Koordinaten: N 48 22.15 E 07 49.67
Höhe: 511 ft / 155 m
Traffic Circuit: NE 1500
Ort: 1.9 NM N Lahr
ADF: LHR 0337.00
DME: 11.9-LRD, 108.05
ILS: 21 (ILRW) 109.70 / 207° - 4000ft

Communication:

Rufzeichen: Lahr Info
FIS: Langen Information 128.950
Turm / Info: 125.175 EN/GE
Rollkontrolle:
QDM: 125.175, 121.500

Standard Instrument Arrival Routes RWY 03/21

KRH 3A	(KARLSRUHE THREE ALPHA) KRH (Δ) -	KBA (Δ) - LHR (Δ)	By ATC only.
KRH 2T	(KARLSRUHE TWO TANGO)	KRH (Δ) - KBA (Δ)	
SUL 2A	(SULZ TWO ALPHA)	SUL (Δ) - LHR (Δ)	By ATC only..
SUL 4T	(SULZ FOUR TANGO)	SUL (Δ) - KBA (Δ)	

Standard Instrument Departure Routes

RWY 03 (Initial Climb Altitude 6000 ft.)

NATOR 3Q (NATOR THREE QUEBEC)	On track 028° LHR to 7.5 DME LRD - RT on R283 SUL to LUGUS - when crossing R196 KRH RT on R192 KRH to NATOR (Δ) Climb with 4,7 % (286ft/NM) until passing 3800. GPS/FMS: [A1000+] - TL060[R] - LUGUS[R] - NATOR	
STR 1Q (STRASBOURG ONE QUEBEC)	On track 028° LHR to 6 DME LRD - LT on R086 STR to STR (Δ). Climb with 4,7 % (286ft/NM) until passing 3800. GPS/FMS: [A1000+] - TL061[L] - TL062 - STR	Operational PDG 7.7% (468ft/NM) or more until passing 5000 due to glider flying at Neuhof.
SUL 4Q (SULZ FOUR QUEBEC)	On track 028° LHR to 7.5 DME LRD - RT on R283 SUL to SUL (Δ). Climb with 4,7 % (286ft/NM) until passing 3800. GPS/FMS: [A1000+] - TL060[R] - LUGUS[R] - NATOR	

RWY 21 (Initial Climb Altitude 6000 ft.)

NATOR 3R (NATOR THREE ROMEO)	On track 208° via LHR to 8 DME LRD - LT on R251 SUL - when crossing R126 STR RT on R124 STR to NATOR (Δ). GPS/FMS: LHR[A1000+] - TL050[L] - TL051 - TL052[R] - NATOR	Not to be used during activity of NLFS.
STR 1R (STRASBOURG ONE ROMEO)	On track 208° via LHR to 6 DME LRD - LT to LHR - on track 329° LHR to LUPEN - on R123 STR to STR (Δ). GPS/FMS: LHR[A1000+] - TL053[L] - TL054 - LHR[L] - LUPEN[L] - STR	1. Not to be used during activity of NLFS. 2. Operational PDG 7.7% (468ft/NM) or more until passing 5000 due to glider flying at Neuhof.
SUL 4R (SULZ FOUR ROMEO)	On track 208° via LHR to 8 DME LRD - LT on R251 SUL to SUL (Δ). GPS/FMS: LHR[A1000+] - TL050[L] - TL051 - SUL	Not to be used during activity of NLFS.



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The location

The airport Lahr is in the heart of Europe and the centre of the most important economic regions in Germany. Baden-Württemberg is the centre of the German's automobile industry and the main exporter in mechanical engineering. Thus more and more highly specialised logistics companies settle down here. The connection to the A5-motorway, short distance to ports-, and rail terminals and the immediate proximity to France and the Switzerland are more qualified benefits for voting for this location.

The airport in Germany is considered the border triangle: Strasbourg - 30 km, Basel - 100 km, Frankfurt - 200 km, located directly on the motorway A5 (Karlsruhe/Basel).

C3351/09 EDTL airport

Lahr - 16.12.2009 05:00 till 31.03.2010 22:59

Clearing of snow not guaranteed from 16.12. – 31.03.

Hours: Summer: Mon - Fri 0600-1800, PPR 0400-0600, 1800-2200 Sat, Sun, HOL 0700-1600, PPR 0400-0700, 1600-2200

Winter: Mon - Fri 0700-1900, PPR 0500-0700, 1900-2300, Sat, Sun, HOL 0800-1700, PPR 0500-0800, 1700-2300 PPR next working day 1200 (1100)

Runway: 3000x45m, CONCRETE/ASPHALT ACFT: 14000kg, 20000kg PPR, HEL 14000kg, 20000 PPR
RWY03, TKOF 3000m, LDG 3000m Helicopter, Power glider (GLDP), Sail plane (GLD),
MTOW: PCN 100/F/D/W/T Ultra light (UL)
UL pilots require a licence for radiotelephony MNM BZF II

Navigation: ABN PAPI DME LRD Ch 17y/108.05 am Platz /at field 030°/0.5 NM from LHR NDB 337 130°/13 NM from STR VORTAC 115.60/Ch 103 270°/33 NM from SUL VOR 116.10

Remarks: Control space: D (HX) GLD! UL-service! Avoid residential areas!



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Airspace definition

Please note: this change was made in August 2006.

The airspace definition for Germany was updated. The change of airspace EDTL Lahr **from F(HX) to D(HX).** *

Explanation

The HX means that this airspace is temporarily. Usually these are military places that have a control zone, but they are enabled only during the week and from 8 am to 6 pm. What is applied in particular can be listened to the Air Com or by the competent AIS, such as Munich or Nuremberg.

(*)

This control zone (HX) is actively treated as long as it is confirmed by the opposite.

Until the status is unclear or it can change at any time, is basically: approaching via reporting points.

Further note that an INFO service with non active control zone may **not** grant any clearance and also not instruct to comply the required reporting points.

It can be flown like other uncontrolled places. This applies as long as you, before entering the control zone, has convinced that D airspace is not active and always listening to ATC is guaranteed.

Pilot's behaviours

Requested status of this airspace or aerodrome ground stations at FIS (flight information service).

Weaver requesting assume as active airspace (possibly releases required).

Use of the airspace in the disabled state means always listening to ATC is required!