

Düsseldorf RG Airports

Note: Not for real navigation!

Paderborn/Lippstadt (EDLP / PAD)

Elevation 699 ft

Effective: 17 OCT 2013

(Changes are marked yellow)

Quelle: DFS GmbH

NAVAIDS:

PAD 108.50

PAD 354.0

ILS 06 111.70 / 055° (IPLE) (FS only)
111.15 / 055° (IPLE)¹

ILS 24 108.55 / 237° (IPLW)

Communication:

Station **Freq.**

ATIS 125.72

Ground 121.92

Tower 133.37

Langen Radar 125.22, 135.65, 133.35

RNAV (GPS) Approaches

RWY 06

PAD PAD - LP025 - LP026 - LP027 - KOMIL

RNAV (GPS) Approach, (cross KOMIL at 3000 ft)

RWY 24

PAD PAD - LP020 - LP021 - LP022 - IBEGO

RNAV (GPS) Approach, (cross IBEGO at 3000 ft)

WRB WRB - LP021 - LP022 - IBEGO

RNAV (GPS) Approach, (cross IBEGO at 3000 ft)

Standard Instrument Arrival Routes

(Transition Altitude 5000ft)

RWY 06/24

WRB 5H (WARBURG FIVE HOTEL)	WRB (Δ) - 13.5 DME PAD/Track 291° - PAD (Δ)	RWY24 in use: WRB DVOR/DME IAF
PELUN 2H (PELUN TWO HOTEL)	PELUN (Δ) - 10.1 DME PAD/Track 008° - PAD (Δ)	
EXOBA 2H (EXOBA TWO HOTEL)	EXOBA (Δ) - 6.9 DME PAD/Track 125° - PAD (Δ)	
PADBA 3H (PADBA THREE HOTEL)	PADBA (Δ) - TULDO (Δ) - PAD (Δ)	BRNAV equipment necessary

Standard Instrument Departure Routes

Pilots of GPS/FMS-RNAV equipped aircraft shall, if possible, use the supplementary GPS/FMS RNAV procedures which are described following the text "GPS / FMS RNAV:". When using these supplementary GPS/FMS RNAV procedures, the pilot shall check and ensure that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigations aids. The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment shall remain in operation at all times.

RWY 06

WRB 9X (WARBURG NINE X-RAY)	(After takeoff climb to 5000 ft., contact Langen Radar.) On track 055° to 2.7 DME PAD - RT on track 077° to 5.6 DME PAD - RT on R304 WRB to WRB (Δ) Cross 2.7 DME PAD at 1700 or above Cross 5.6 DME PAD at 3500 or above GPS/FMS: [A1100+] - LP100[A1700+;R] - LP104[A3500+;R] - WRB	PDG 8.3% / 505ft NM to 5.6 DME PAD due to airspace structure. If unable to comply, advise ATC
GMH 1X (GERMINGHAUSEN ONE X-RAY)	On track 055° to 4.1 DME PAD - LT to PAD - on track 239° PAD to MABAB (Δ) - LT on R023 GMH to GMH (Δ) Cross 4.1 DME PAD at 2400 or above GPS/FMS: [A1100+] - LP101[A2400+;L] - LP103 - PAD[R] - MABAB[L] - GMH	1. PDG 8.3% / 505ft NM to 4.1 DME PAD due to airspace structure. If unable to comply, advise ATC 2. Only for DEST EDDK and aircraft with Y flightplans. 2. For flights intending to proceed via Z841.

¹ Reallife eff. 17OCT2013. FSX scenery update (standard and German Airports) is available [here](#).

HMM 8X	(HAMM EIGHT X-RAY)	On track 055° to 4.1 DME PAD - LT on R102 HMM to HMM (Δ) Cross 4.1 DME PAD at 2400 or above GPS/FMS: [A1100+] - <u>LP101</u> [A2400+;L] - LP102 - HMM	PDG 8.3% / 505ft NM to 4.1 DME PAD due to airspace structure. If unable to comply, advise ATC
DOMEG 3X	(DOMEG THREE X-RAY)	On track 055° to 4.1 DME PAD - LT on R102 HMM to 24.8 DME HMM - LT on track 262° to DOMEG (Δ). Cross 4.1 DME PAD at 2400 or above GPS/FMS: [A1100+] - <u>LP101</u> [A2400+;L] - LP102 - LP105[L] - DOMEG	1. PDG 8.3% / 505ft NM to 4.1 DME PAD due to airspace structure. If unable to comply, advise ATC. 2. After 24.8 DME HMM BRNAV equipment necessary.

RWY 24

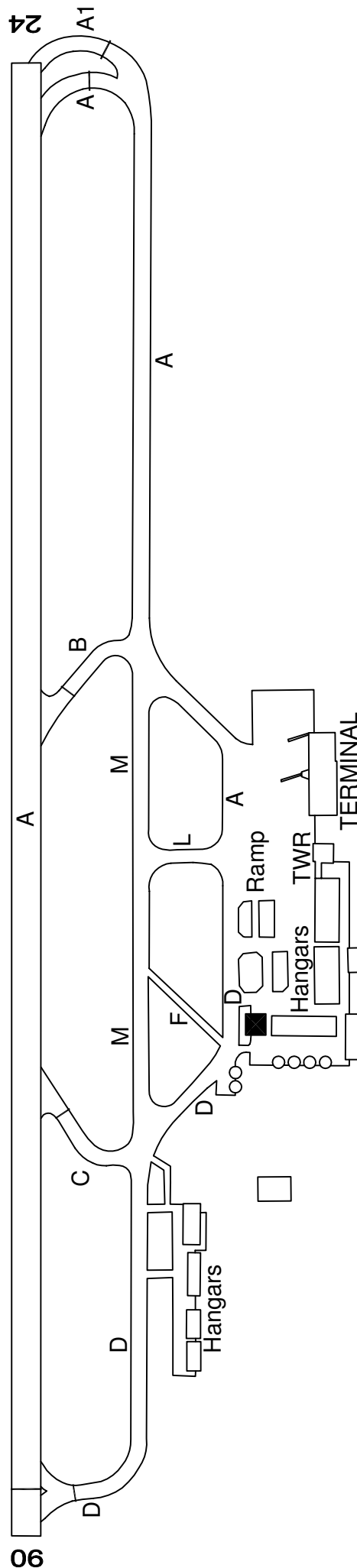
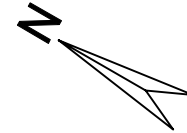
(After takeoff climb to 5000 ft., contact Langen Radar.)

WRB 8W	(WARBURG EIGHT WHISKEY)	On track 236° to 4.9 DME PAD - LT on R269 WRB to WRB (Δ) Climb with 3.5% (220ft/NM) until passing 1500 GPS/FMS: [A1100+] - LP201[L] - LP202 - WRB	PDG 3.5% (220 ft/NM) due to obstacles.
GMH 9W	(GERMINGHAUS EN NINE WHISKEY)	On track 239° PAD to MABAB (Δ) - LT on R023 GMH to GMH (Δ) Climb with 3.5% (220ft/NM) until passing 1500 GPS/FMS: [A1100+] - MABAB[L] - GMH	1. Only for DEST EDDK and aircraft with Y flightplans. 2. For flights intending to proceed via Z841. 3. PDG 3.5% (220 ft/NM) due to obstacles.
HMM 6W	(HAMM SIX WHISKEY)	On track 236° to 2.4 DME PAD - RT on R117 HMM to HMM (Δ) Climb with 3.5% (220ft/NM) until passing 1500 GPS/FMS: [A1100+] - LP200[R] - HMM	PDG 3.5% (220 ft/NM) due to obstacles.
DOMEG 3W	(DOMEG THREE WHISKEY)	On track 236° to 2.4 DME PAD - RT on R117 HMM to 19.9 DME HMM - LT on track 269° to DOMEG (Δ) Climb with 3.5% (220ft/NM) until passing 1500 GPS/FMS: [A1100+] - LP200[R] - LP203[L] - DOMEG	1. After 19.9 DME HMM BRNAV equipment necessary 2. PDG 3.5% (220 ft/NM) due to obstacles.

VFR Entry / Exit Points

NOVEMBER	north of airport	175° OSN /35 DME / 097° DOM (36 DME)	(N 51° 39,2' E008° 32,4')
SIERRA	south of airport	289° WRB (15 DME)	(N 51° 35,2' E008° 43,3')

Paderborn / Lippstadt Germany (EDLP)



Rwy dim (mtrs.):
2180 x 45

Elevations:
THR Rwy 06 - 699 ft
THR Rwy 24 - 674 ft

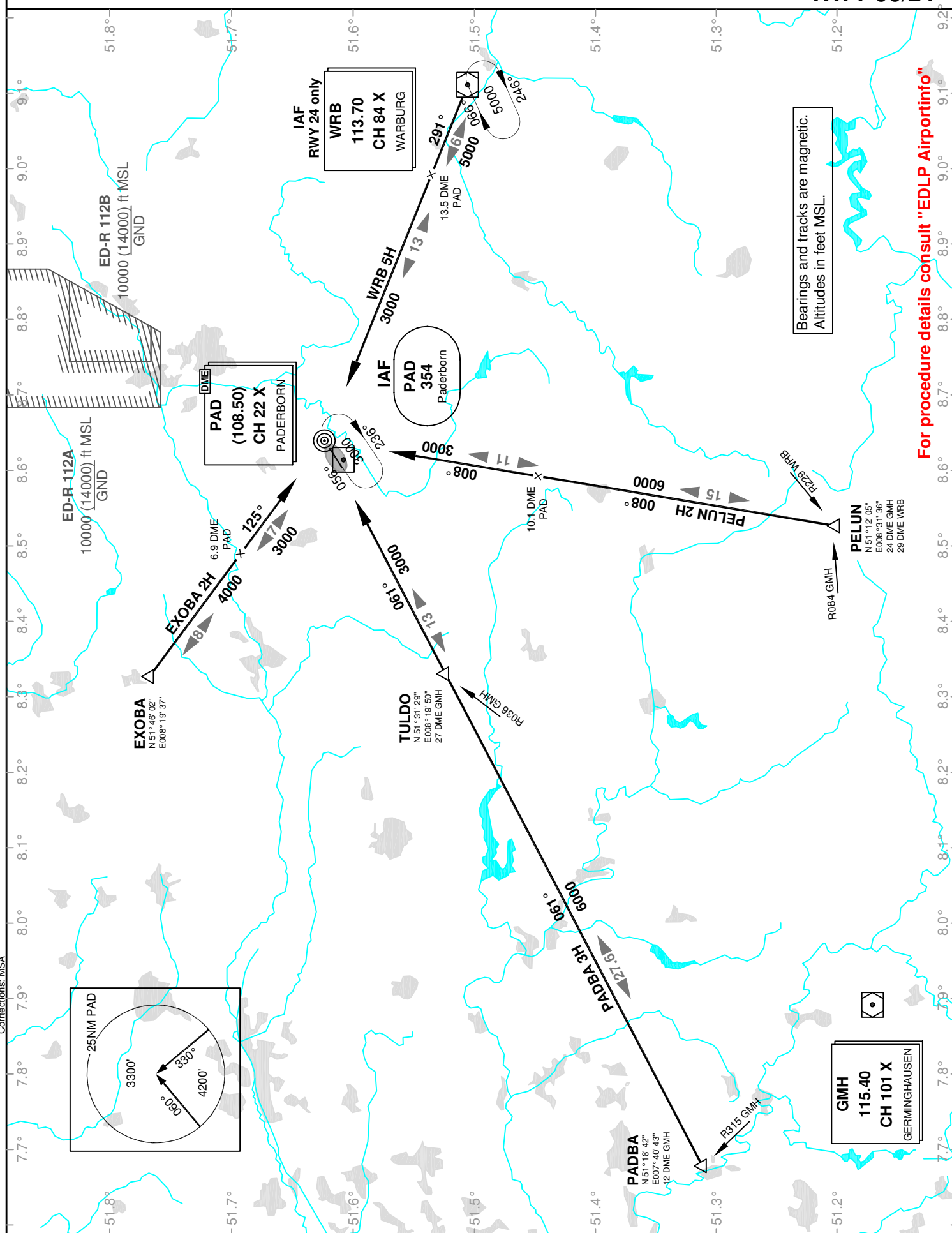
**For flight simulator use only.
Not to be used for real world flight.**

VAR: 1°E

PADERBORN/LIPPSTADT
EDLP

STAR

RWY 06/24



www.vatsim-germany.org

VATSIM Germany Instrument Approach Chart

PADERBORN / LIPPSTADT EDLP

Elevation: THR06 699 ft

ATIS 125.72

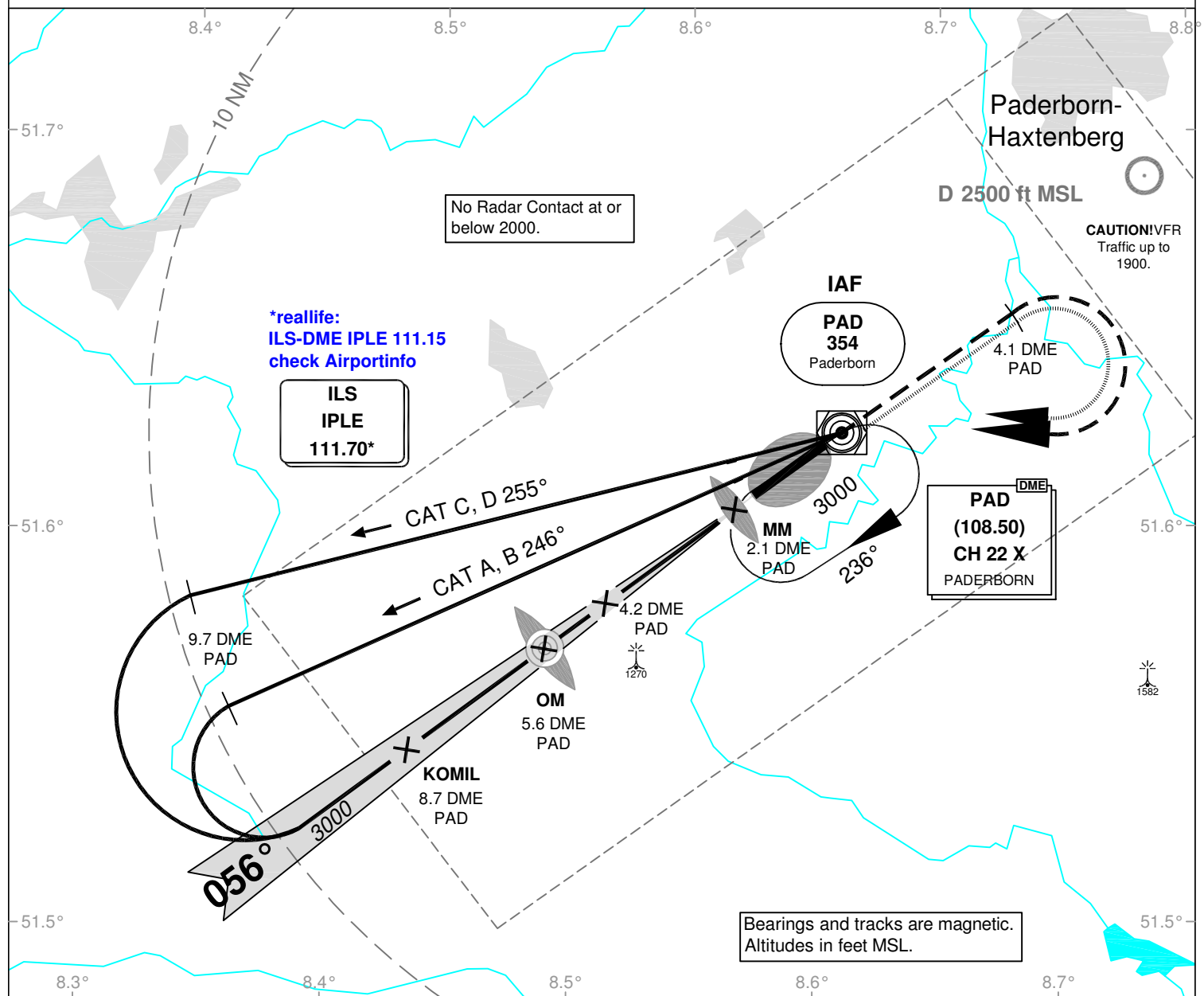
Langen Radar 125.22

Tower 133.37

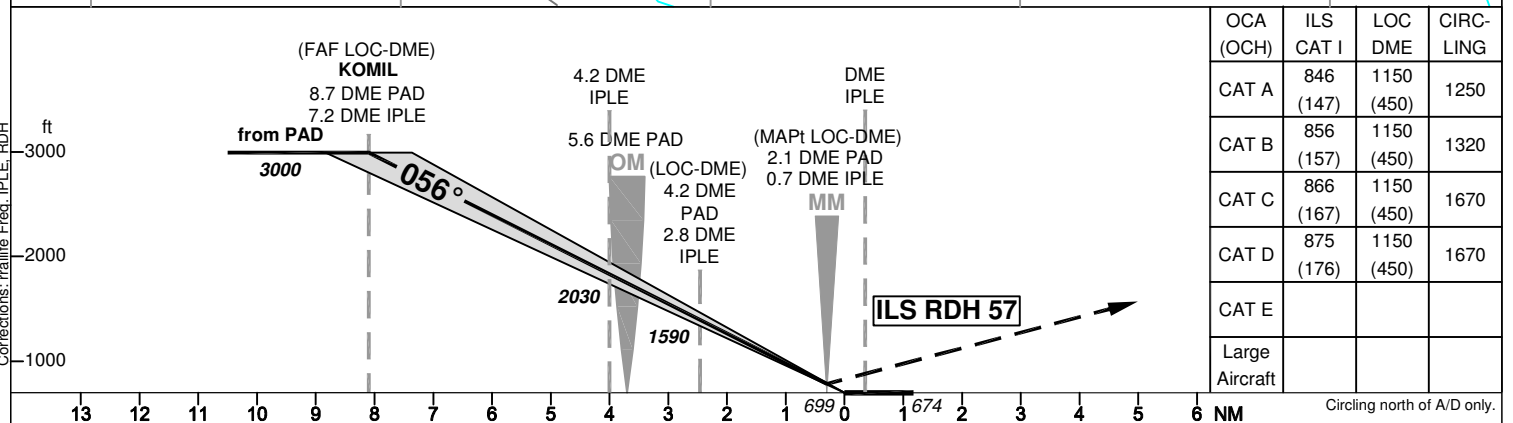
Ground 121.92

**ILS or LOC
RWY 06**

VAR: 1°E

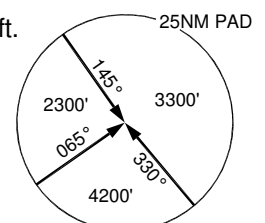


Corrections: realife Freq. IPLE, RDH



MISSED APPROACH: Climb straight ahead to 4.1 DME PAD; RT to PAD NDB climbing to 3000 ft.

DME VOR PAD	7	6	5	4	3	2			
DME THR	6.8	5.8	4.8	3.8	2.8	1.8			
ALTITUDE	2920	2600	2280	1960	1650	1330			



VATSIM Germany Standard Instrument Departure Chart

PADERBORN / LIPPSTADT EDLP

Transition Altitude: 5000 ft.

ATIS 125.72

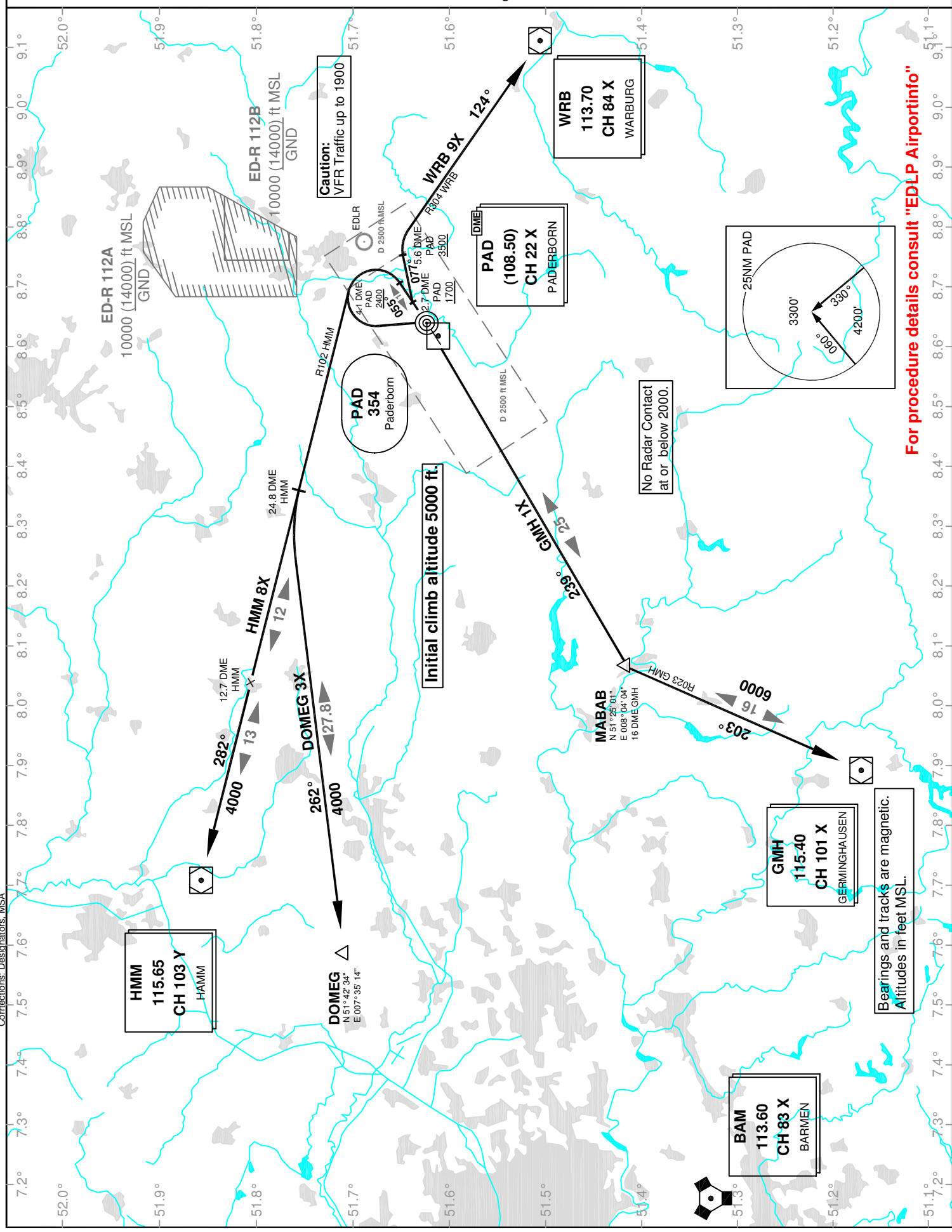
Ground 121.92

Tower 133.37

Langen Radar 125.22

VAR: 1°E

SID RWY 06



VATSIM Germany

Standard Instrument Departure Chart

PADERBORN / LIPPSTADT

EDLP

Transition Altitude: 5000 ft.

ATIS 125.72

Ground 121.92

Tower 133.37

Langen Radar 125.22

VAR: 1°E

SID

RWY 24

