

Düsseldorf RG Airports

Note: Not for real navigation!

Paderborn/Lippstadt (EDLP / PAD)

Elevation 699 ft

Effective: **30 MAR 2017**

Quelle: DFS GmbH

(Changes are marked yellow)

NAVAIDS:

PAD 108.50
PAD 354.0
ILS/DME 06 111.70 / **055°** (IPLE) (FS only)
 111.15 / **055°** (IPLE)¹
ILS/DME 24 108.55 / **235°** (IPLW)

Communication:

Station	Freq.
ATIS	125.720
Ground	121.920
Tower	133.370
Langen Radar	125.220, 118.750 , 135.650

Transponder:

2260 - 2267

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
 WRB WRB - LP021 - LP022 - IBEGO

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

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)
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)

RWY24 in use:
WRB DVOR/DME IAF

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

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.)

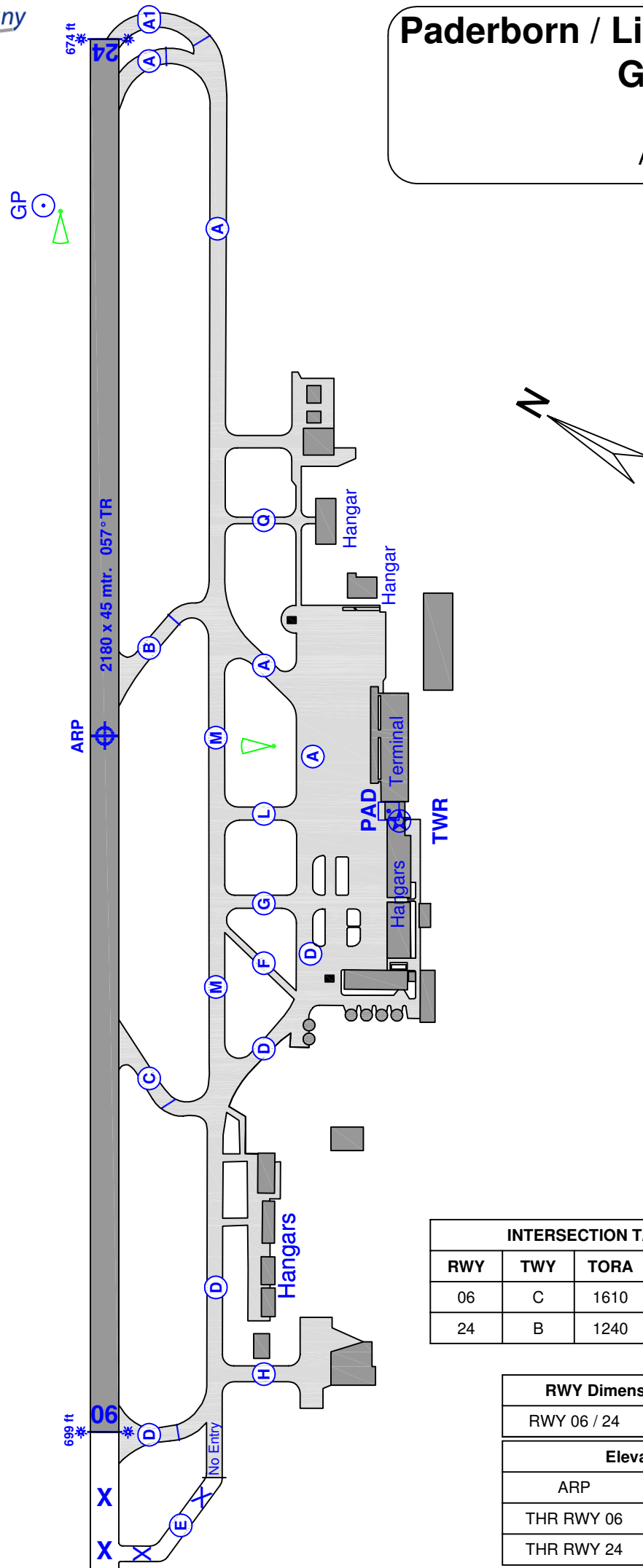
WRB 8W	(WARBURG EIGHT WHISKEY)	On track 236° to 4.9 DME PAD - LT on R269 WRB to WRB (Δ) Climb with 3.5% (220ft/NM) until passing 1500 GPS/FMS: [A1100+] - LP201[L] - LP202 - WRB	PDG 3.5% (220 ft/NM) due to obstacles.
GMH 9W	(GERMINGHAUS EN NINE WHISKEY)	On track 239° PAD to MABAB (Δ) - LT on R023 GMH 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

Airport layout

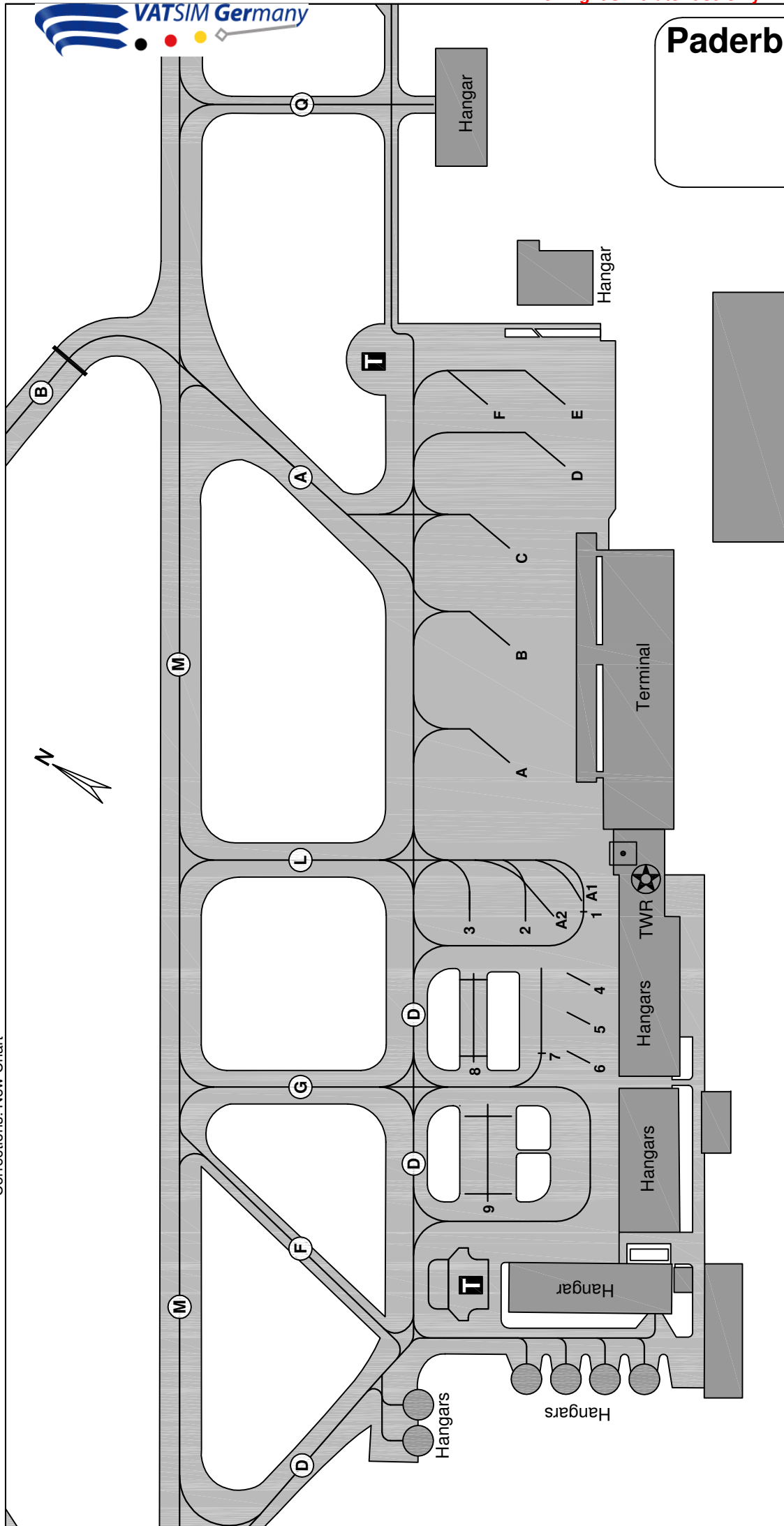


INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
06	C	1610	1670	1610
24	B	1240	1300	1240

RWY Dimensions (meters)	
RWY 06 / 24	2180 x 45
Elevations	
ARP	699 ft
THR RWY 06	699 ft
THR RWY 24	674 ft

**Paderborn / Lippstadt
Germany
EDLP**

Parkingpositions



VATSIM Germany Standard Instrument Arrival Chart



PADERBORN/LIPPSTADT EDLP

Transition Altitude: 5000 ft.

Langen Radar 135.650

Tower 133.370

Langen Radar 125.220

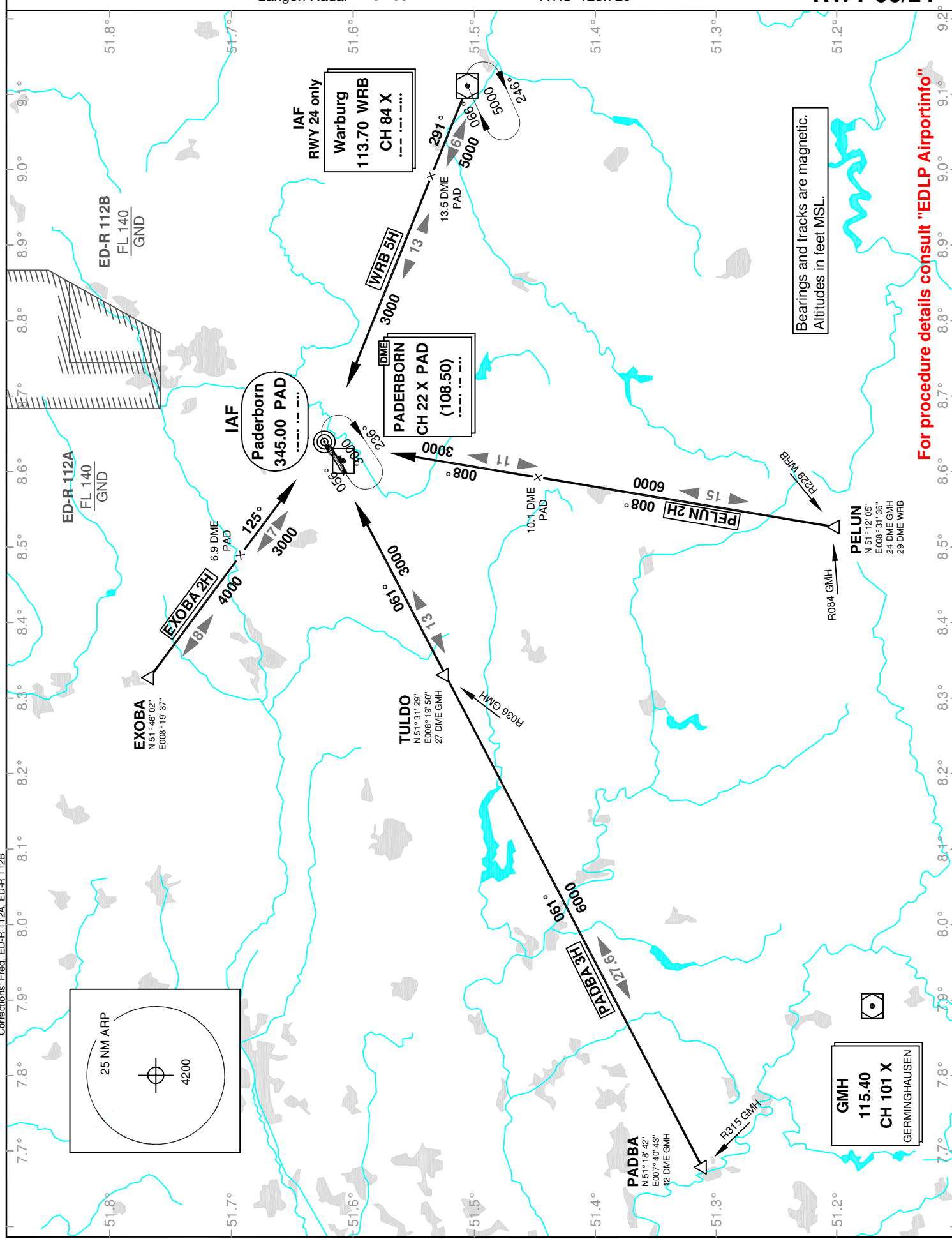
Ground 121.920

Langen Radar 118.750

ATIS 125.720

VAR: 1°E

STAR RWY 06/24



VATSIM Germany Instrument Approach Chart



PADERBORN/LIPPSTADT EDLP

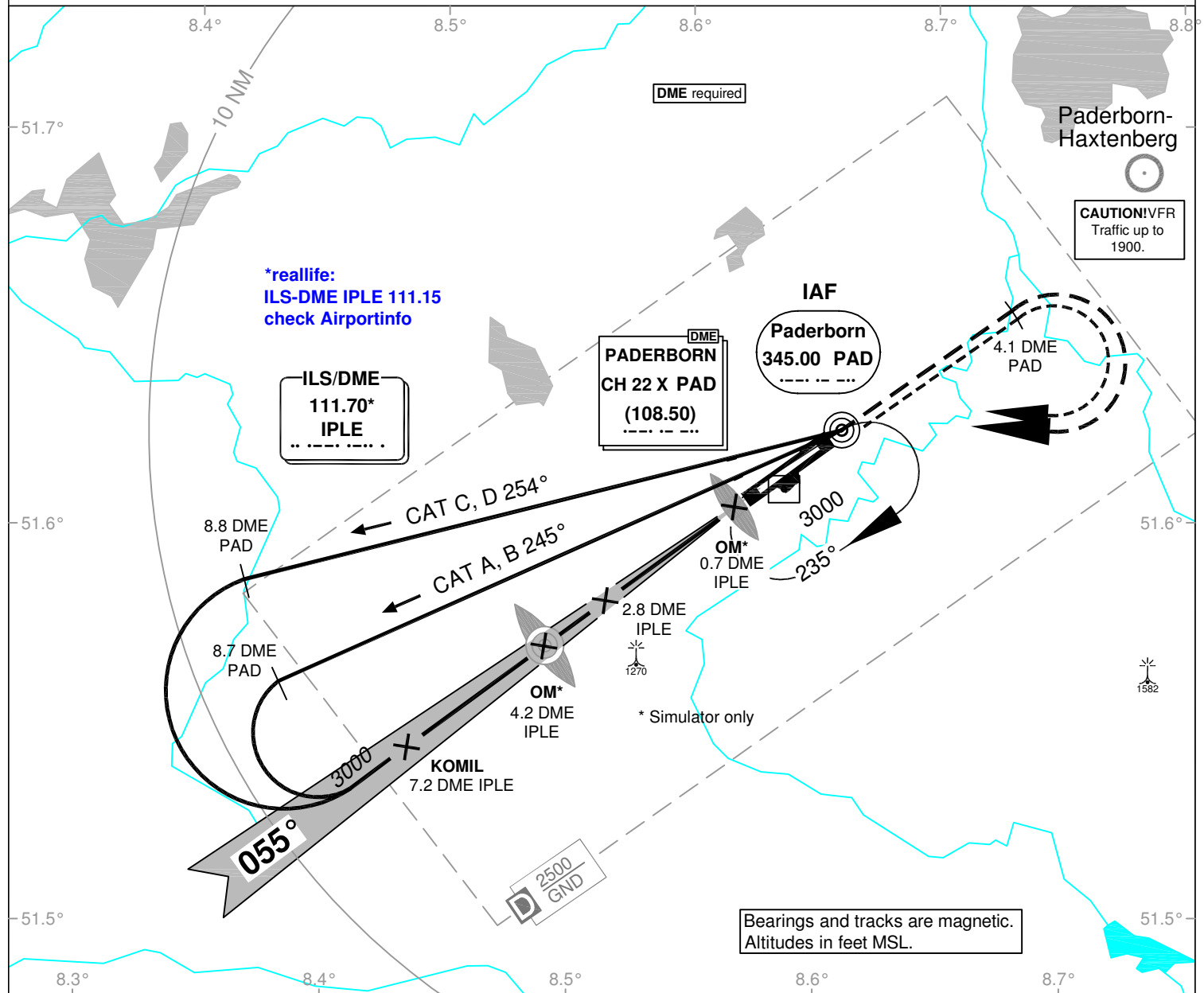
Elevation: THR06 699 ft

 Langen Radar 135.650
125.220
118.750

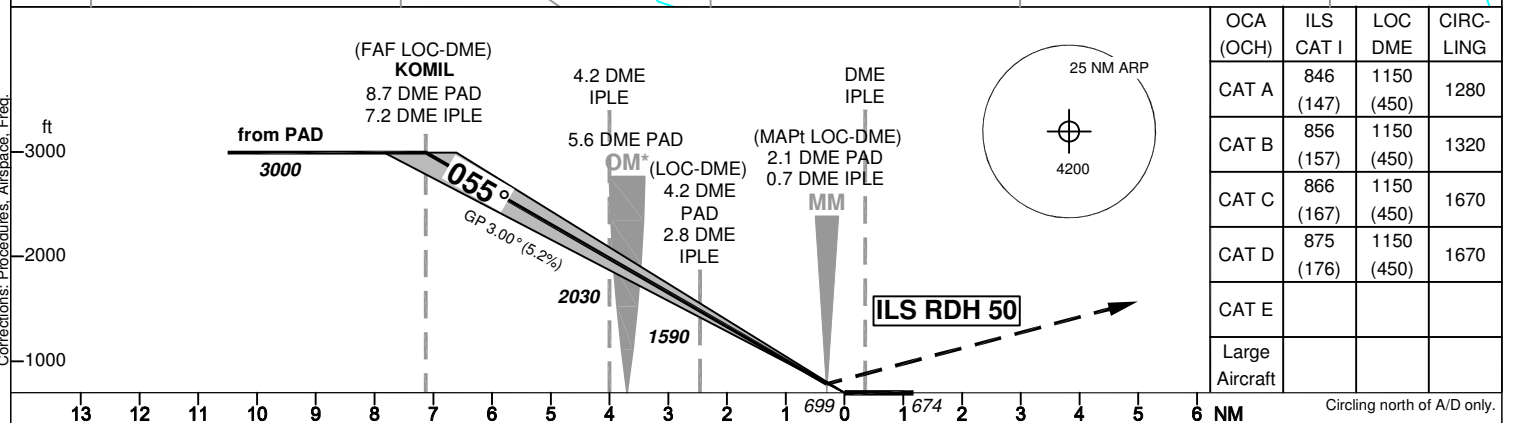
 Tower 133.370
Ground 121.920
ATIS 125.720

**ILS or LOC
RWY 06**

VAR: 1°E



Corrections: Procedures, Airspace, Freq.


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

DME ILE	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			

GS	kt	80	100	120	140	160	180
4.2 DME ILE - THR (4.0 NM)	MIN:SEC	3:00	2:24	2:00	1:43	1:30	1:20
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

* Simulator only.

LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany Instrument Approach Chart



PADERBORN / LIPPSTADT EDLP

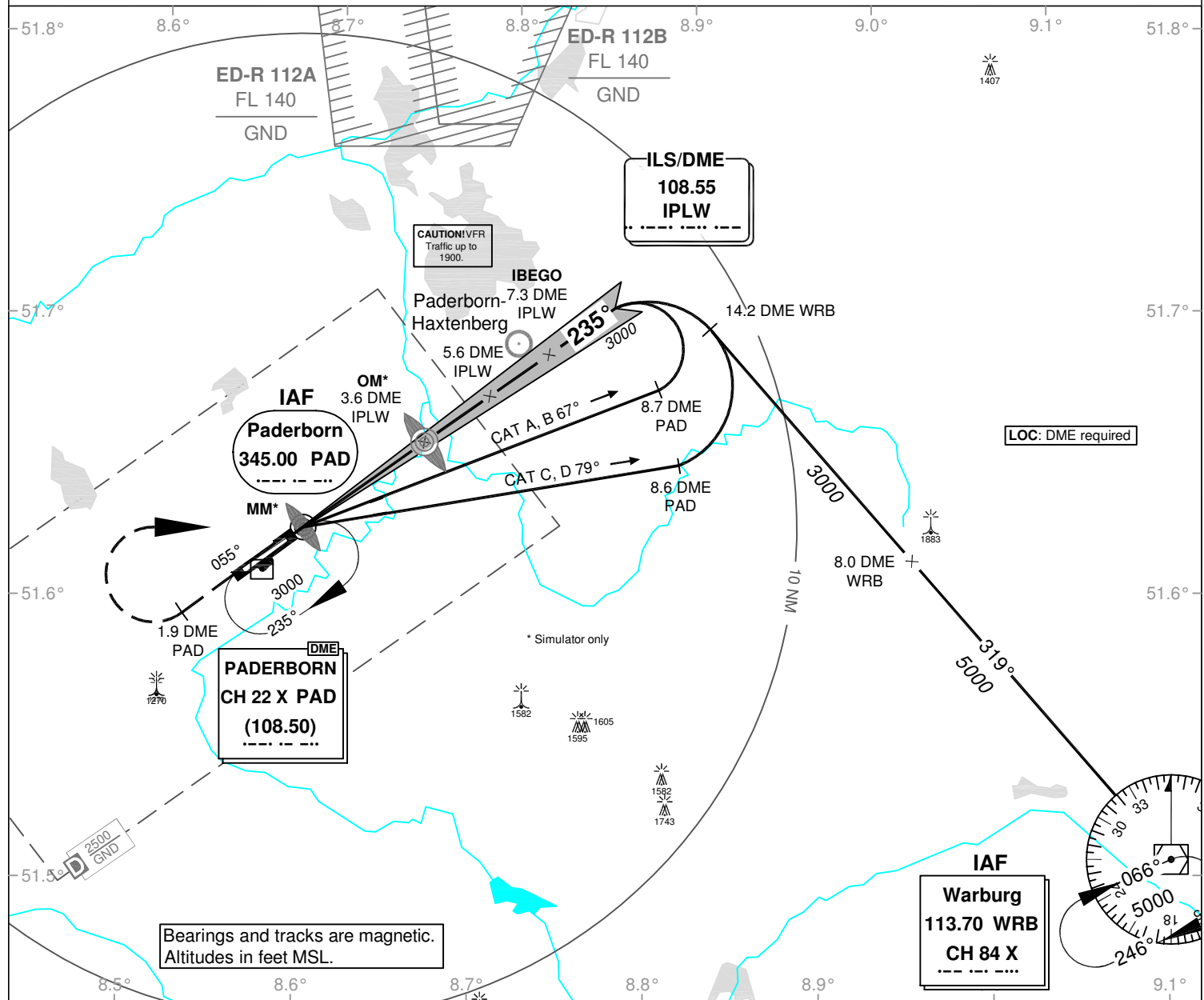
Elevation: THR24 674 ft

 Langen Radar 135.650
125.220
118.750

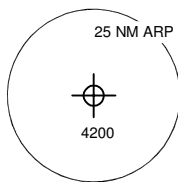
 Tower 133.370
Ground 121.920
ATIS 125.720

ILS or LOC RWY 24

VAR: 1°E



OCA (OCH)	ILS CAT I	LOC DME	CIRCLING**
CAT A	840 (166)	1130 (450)	1280
CAT B	850 (176)	1130 (450)	1320
CAT C	859 (185)	1130 (450)	1670
CAT D	869 (195)	1130 (450)	1670
CAT E			
Large Aircraft			



** Circling north of A/D only.

MISSED APPROACH: Climb straight ahead to 1.9 DME PAD, RT to PAD NDB climbing to 3000 ft.

DME IPLW	2	3	4	5	6	7			
DME THR	1.8	2.8	3.8	4.8	5.8	6.8			
ALTITUDE	1300	1620	1940	2260	2580	2890			

GS	kt	80	100	120	140	160	180
3.2 DME IPLW - THR (3.4 MIN)	SEC	2:33	2:02	1:42	1:27	1:17	1:08
Rate of descent (5.2%)	ft / MIN	420	530	640	740	850	960

* Simulator only.

LOC-DME: Timing not authorized for defining the MAPt.

VATSIM Germany

Standard Instrument Departure Chart



VATSIM Germany

PADERBORN/LIPPSTADT
EDLP

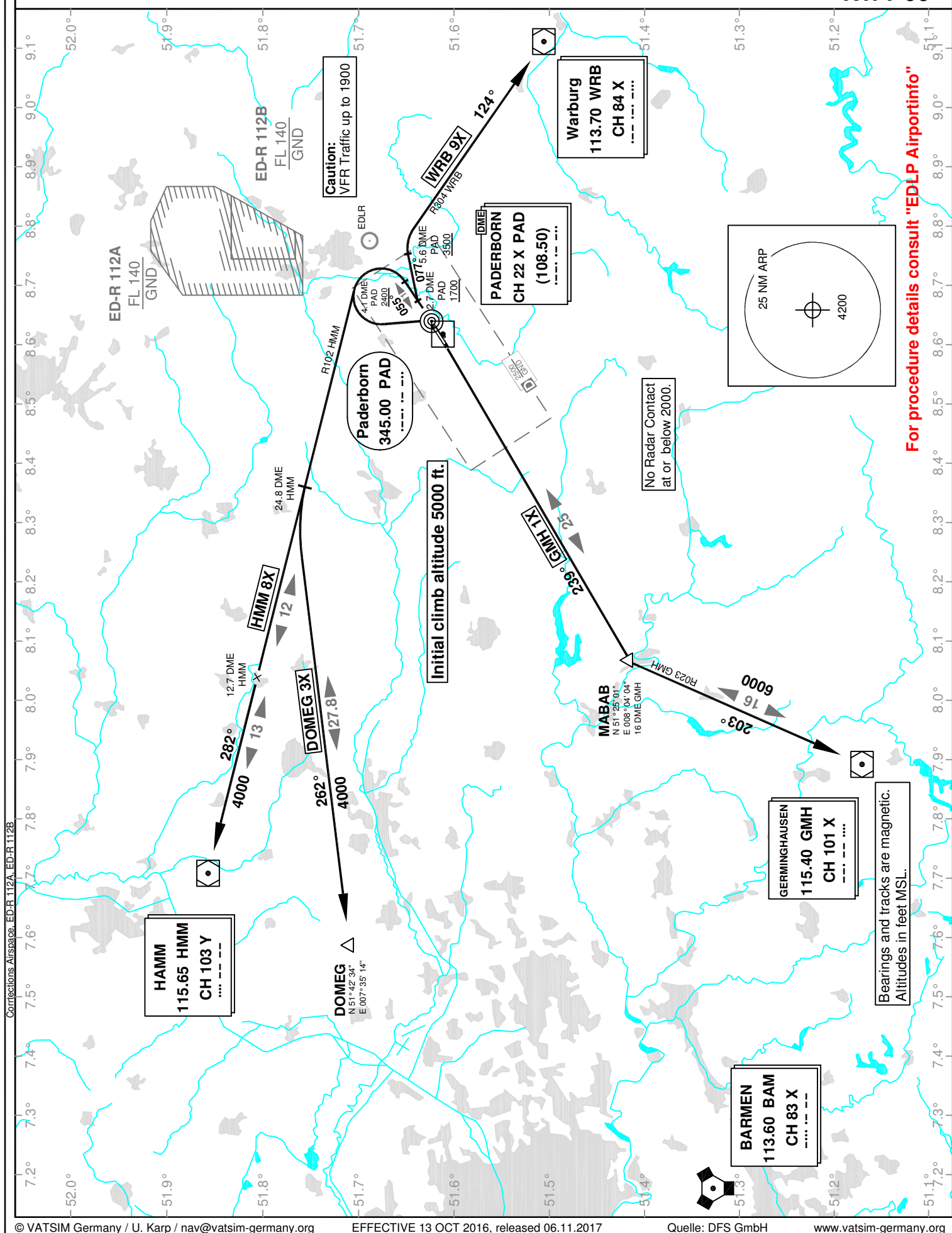
Transition Altitude: 5000 ft.

Langen Radar 135.650
125.220
118.750

Tower 133.370
Ground 121.920
ATIS 125.720

VAR: 1°E

SID
RWY 06



Corrections: Airspace: ED-R 112A, ED-R 112B

For procedure details consult "EDLP Airportinfo"

**SID
RWY 24**

