

# Düsseldorf RG Airports

Note: Not for real navigation!

## Paderborn/Lippstadt (EDLP / PAD)

Effective: **02 JUN 2011**

Elevation 699 ft

(Changes are marked yellow)

### NAVAIDS:

**PAD** 108.50  
**PAD** 354.0  
**ILS 06** 111.70 / 057° (IPLF)  
**ILS 24** 108.55 / 237° (IPLW)

### Communication:

Station	Freq.
ATIS	125.72
Ground	121.92
Tower	133.37
Langen Radar	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**

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

## Standard Instrument Departure Routes

### **RWY 06**

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

<b>WRB 8X</b>	(WARBURG EIGHT X-RAY)	On track 056° to <b>2.7 DME PAD</b> - RT on track <b>077°</b> to <b>5.6 DME PAD</b> - RT on R304 WRB to WRB (Δ) Cross <b>2.7 DME PAD</b> at 1700 or above Cross <b>5.6 DME PAD</b> at 3500 or above <b>GPS/FMS:</b> [A1100+] - LP100[A1700+;R] - LP104[A3500+;R] - WRB	PDG 8.3% / 505ft NM to <b>5.5 DME PAD</b> due to airspace structure. If unable to comply, advise ATC
<b>GMH 9X</b>	(GERMINGHAUSEN NINE X-RAY)	On track 056° to <b>4.1 DME PAD</b> - LT to PAD - on track <b>239°</b> PAD to MABAB (Δ) - LT on R023 GMH to GMH (Δ) Cross <b>4.1 DME PAD</b> at 2400 or above <b>GPS/FMS:</b> [A1100+] - LP101[A2400+;L] - LP103 - PAD[R] - MABAB[L] - GMH	1. PDG 8.3% / 505ft NM to <b>4.1 DME PAD</b> 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.
<b>HMM 7X</b>	(HAMM SEVEN X-RAY)	On track 056° to <b>4.1 DME PAD</b> - LT on <b>R102 HMM</b> to HMM (Δ) Cross <b>4.1 DME PAD</b> at 2400 or above <b>GPS/FMS:</b> [A1100+] - LP101[A2400+;L] - LP102 - HMM	PDG 8.3% / 505ft NM to <b>4.1 DME PAD</b> due to airspace structure. If unable to comply, advise ATC
<b>DOMEG 2X</b>	(DOMEG TWO X-RAY)	On track 056° to <b>4.1 DME PAD</b> - LT on <b>R102 HMM</b> to 24.8 DME HMM - LT on track <b>262°</b> to DOMEG (Δ). Cross <b>4.1 DME PAD</b> at 2400 or above <b>GPS/FMS:</b> [A1100+] - LP101[A2400+;L] - LP102 - LP105[L] - DOMEG	1. PDG 8.3% / 505ft NM to <b>4.1 DME PAD</b> 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 7W**

(WARBURG SEVEN WHISKEY)

On track 236° to 4.9 DME PAD - LT on R269 WRB to WRB (Δ)  
**GPS/FMS:** [A1100+] - LP201[L] - LP202 - WRB

**GMH 8W**

(GERMINGHAUS EN EIGHT WHISKEY)

On track 239° PAD to MABAB (Δ) - LT on R023 GMH to GMH (Δ)  
**GPS/FMS:** [A1100+] - MABAB[L] - GMH

1. Only for DEST EDDK and aircraft with Y flightplans.
2. For flights intending to proceed via Z841.

**HMM 5W**

(HAMM FIVE WHISKEY)

On track 236° to 2.4 DME PAD - RT on R117 HMM to HMM (Δ)  
**GPS/FMS:** [A1100+] - LP200[R] - HMM

**DOMEG 2W**

(DOMEG TWO WHISKEY)

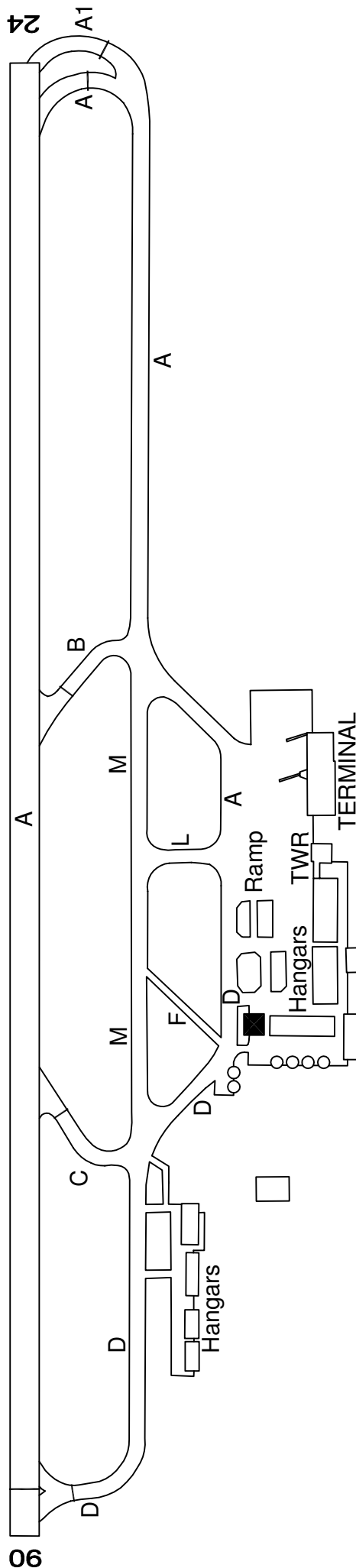
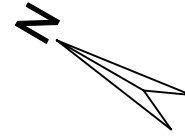
On track 236° to 2.4 DME PAD - RT on R117 HMM to 19.9 DME HMM - LT on track 269° to DOMEG (Δ)  
**GPS/FMS:** [A1100+] - LP200[R] - LP203[L] - DOMEG

After 19.9 DME HMM  
 BRNAV equipment necessary

**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.**



# VATSIM Germany Instrument Approach Chart

# PADERBORN / LIPPSTADT EDLP

Elevation: THR06 699 ft

ATIS 125.72

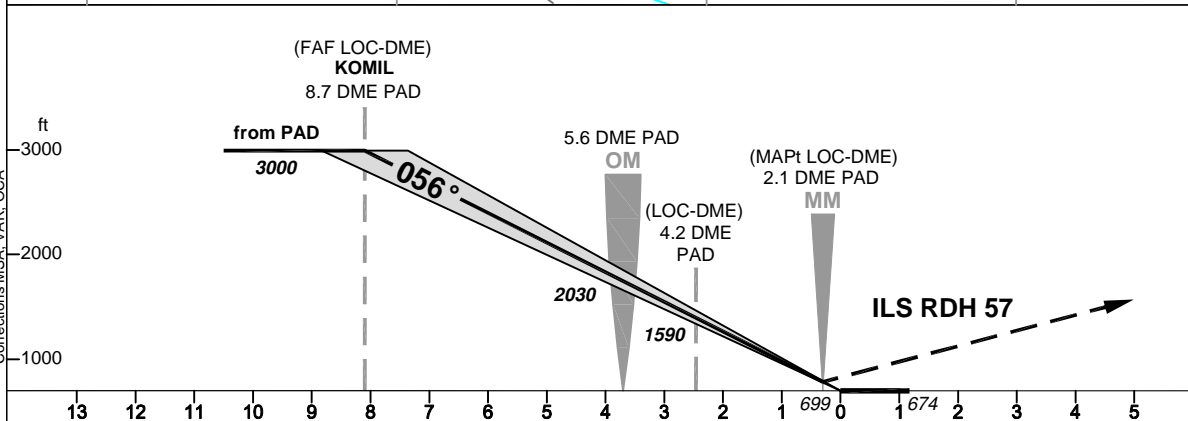
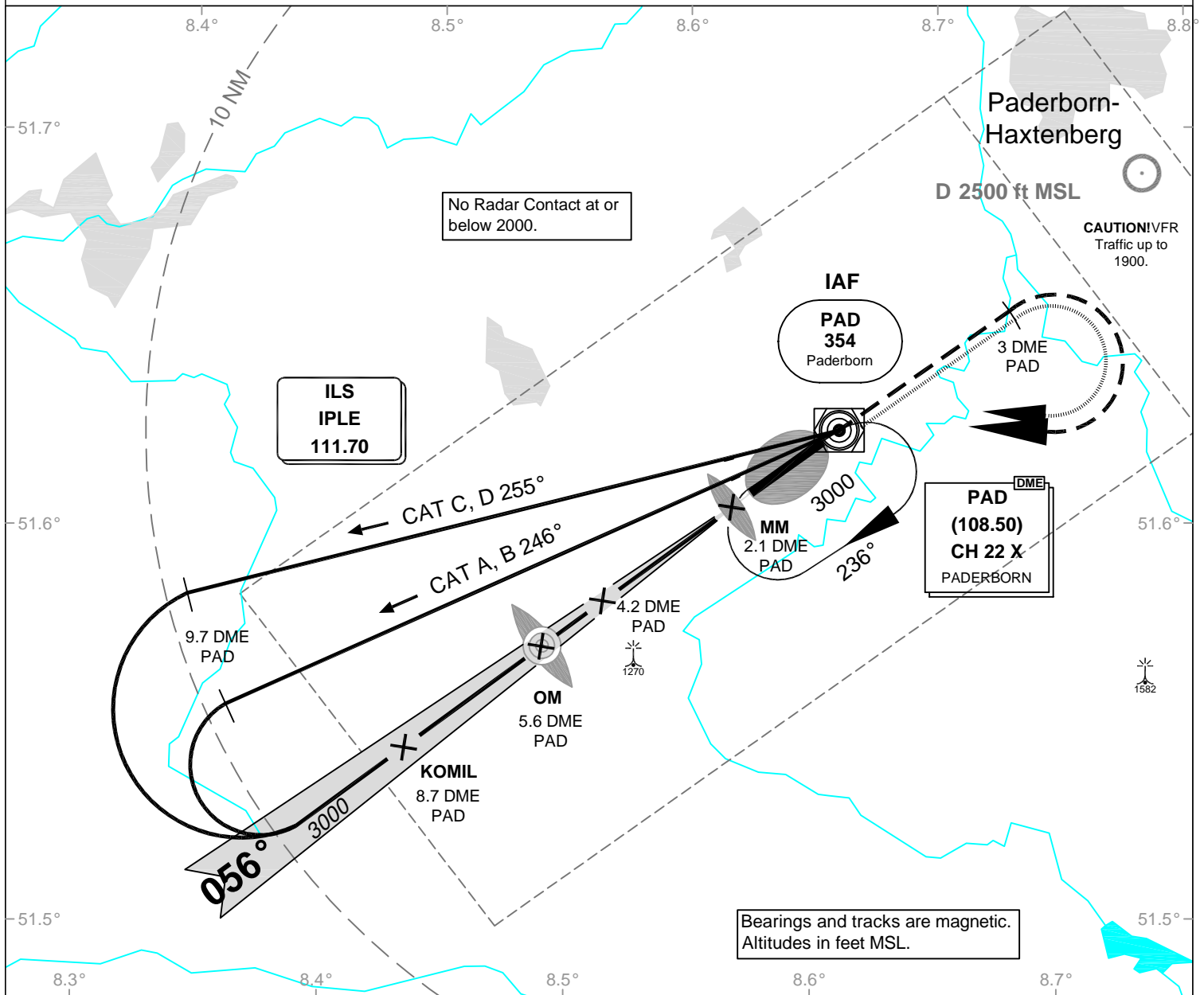
Langen Radar 125.22

Tower 133.37

Ground 121.92

**ILS or LOC  
RWY 06**

VAR: 1°E



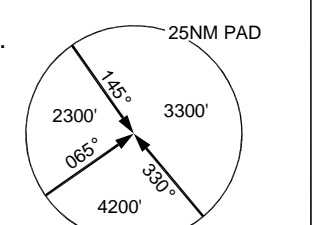
OCA (OCH)	ILS CAT I	LOC DME	CIRCLING
CAT A	848 (149)	1170 (470)	1250
CAT B	858 (159)	1170 (470)	1250
CAT C	868 (169)	1170 (470)	1250
CAT D	878 (179)	1170 (470)	1250
CAT E			
Large Aircraft			

Corrections MSA, VAR, OCA

Circling north of A/D only.

**MISSED APPROACH:** Climb straight ahead to 3 DME PAD; RT to PAD NDB climbing to 3000 ft.

DME VOR PAD	8	7	6	5	4	3		
DME THR	6.4	5.4	4.4	3.4	2.4	1.4		
ALTITUDE	2800	2480	2160	1840	1530	1210		



# VATSIM Germany Instrument Approach Chart

# PADERBORN / LIPPSTADT EDLP

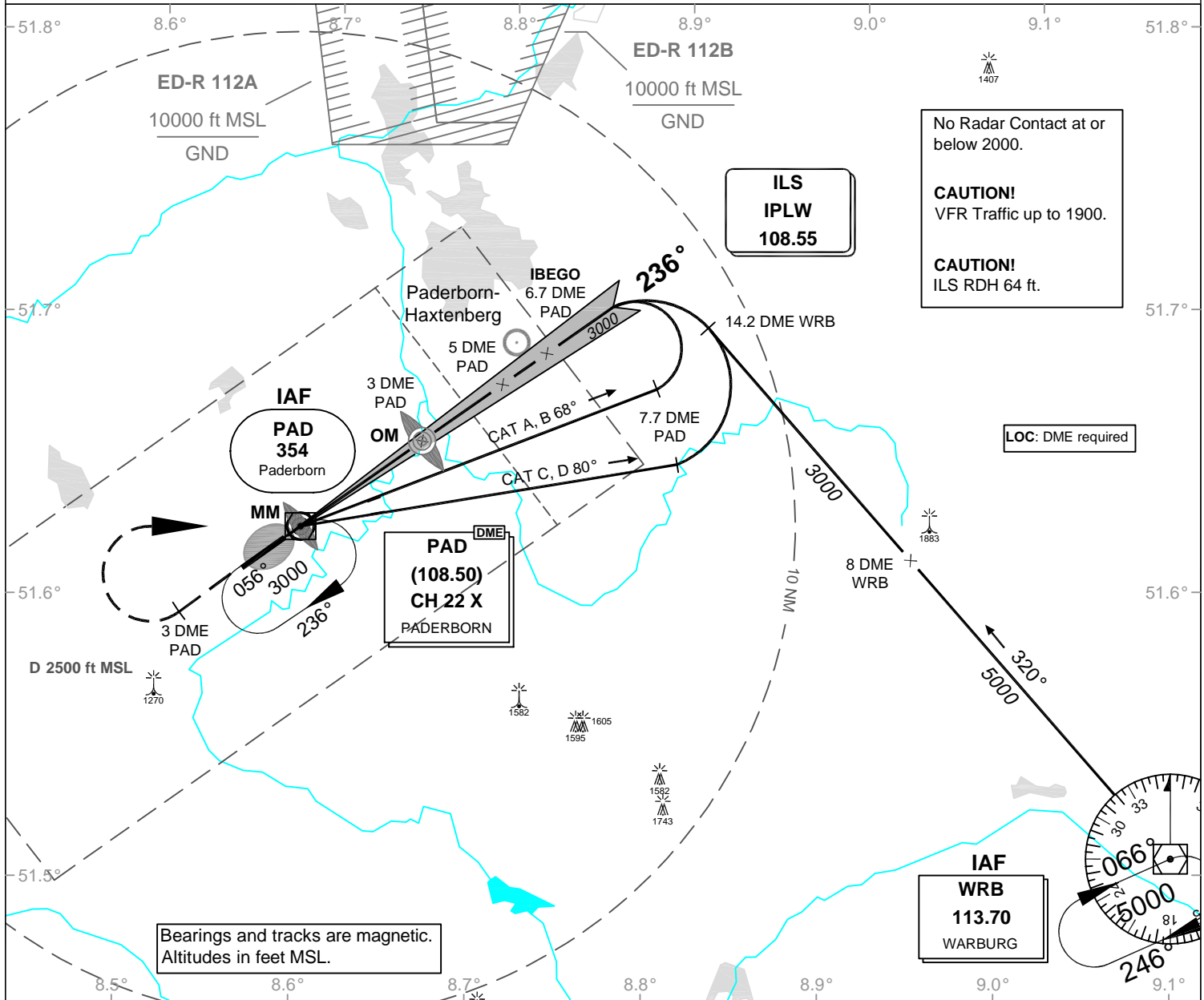
Elevation: THR24 674 ft.

ATIS 125.72

Langen Radar 125.22  
Tower 133.37  
Ground 121.92

**ILS or LOC  
RWY 24**

VAR: 1°E



No Radar Contact at or below 2000.  
**CAUTION!**  
VFR Traffic up to 1900.  
**CAUTION!**  
ILS RDH 64 ft.

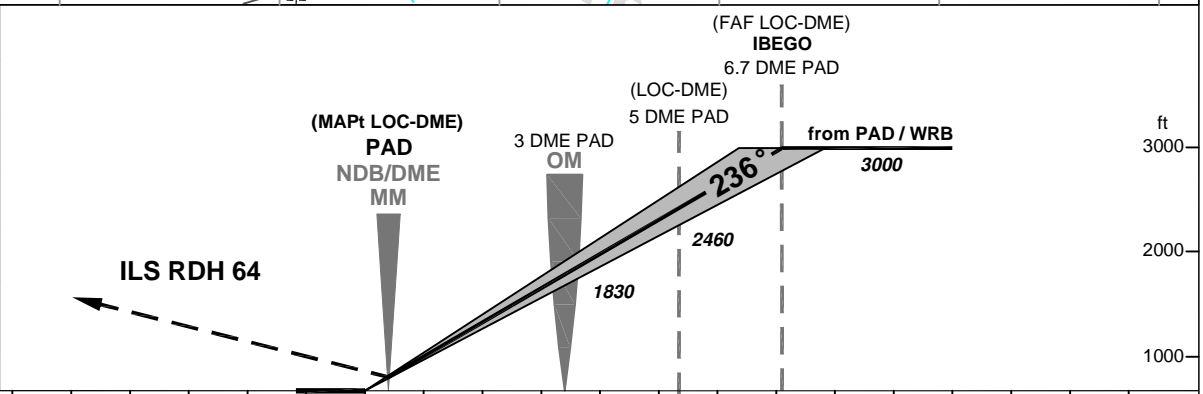
**ILS  
IPLW  
108.55**

**PAD  
(108.50)  
CH 22 X  
PADERBORN**

**IAF  
WRB  
113.70  
WARBURG**

Bearings and tracks are magnetic.  
Altitudes in feet MSL.

OCA (OCH)	ILS CAT I	LOC DME	CIRCLING
CAT A	851 (177)	1110 (440)	1250
CAT B	861 (187)	1110 (440)	1250
CAT C	871 (197)	1110 (440)	1250
CAT D	881 (207)	1110 (440)	1250
CAT E			
Large Aircraft			



Corrections MSA, VAR, OCA

**MISSED APPROACH:** Climb straight ahead to 3 DME PAD, RT to PAD NDB climbing to 3000 ft.

DME VOR PAD	1	2	3	4	5	6
DME THR	1.4	2.4	3.4	4.4	5.4	6.4
ALTITUDE	1190	1510	1830	2140	2460	2780

