

Düsseldorf RG Airports

Note: Not for real navigation!

Paderborn/Lippstadt (EDLP / PAD)

Elevation 699 ft

Effective: **01 MAR 2018**

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 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 6H | (WARBURG SIX HOTEL) WRB (Δ) - 13.5 DME PAD / 6.0 DME WRB - PAD NDB (Δ) | RWY24 in use: WRB DVOR/DME IAF BRNAV equipment necessary |
| PELUN 3H | (PELUN THREE HOTEL) PELUN (Δ) - 11.0 NM to PAD - PAD NDB (Δ) | |
| EXOBA 3H | (EXOBA THREE HOTEL) EXOBA (Δ) - 6.9 DME PAD / 25.8 DME WRB - PAD NDB (Δ) | |
| PADBA 4H | (PADBA FOUR HOTEL) PADBA (Δ) - TULDO (Δ) - PAD NDB (Δ) | |

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 1X | (WARBURG ONE X-RAY) | (After takeoff climb to 5000 ft, contact Langen Radar.) Climb straight ahead to 2.7 DME PAD (2.1 DME IPLW) - RT on track 077° to 5.6 DME PAD (crossing R301 WRB) - RT on R303 WRB to WRB (Δ) Cross 2.7 DME PAD (2.1 DME IPLW) at 1700 or above GPS/FMS RNAV: [A1100+] - LP100[A1700+;R] - LP104[R] - WRB | PDG 8.3% / 505ft NM to 2.7 DME PAD (2.1 DME IPLW) due to airspace structure. If unable to comply, advise ATC |
| TINSA 1X | (TINSA ONE X-RAY) | Climb straight ahead to 4.1 DME PAD (3.6 DME IPLW) - LT via LP106 on track 227° to LP107 - RT on track 241° TINSA (Δ) Cross 4.1 DME PAD (.6 DME IPLW) at 2400 or above GPS/FMS RNAV: [A1100+] - LP101[A2400+;L] - LP106 - LP107[R] - TINSA | 1. PDG 8.3% / 505ft NM to 4.1 DME PAD (3.6 DME IPLW) due to airspace structure. If unable to comply, advise ATC 2. After passing 3000 ft B-RNAV equipment necessary. |

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

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|-----------------|-----------------------|---|---|
| HMM 9X | (HAMM NINE X-RAY) | Climb straight ahead to 4.1 DME PAD (3.6 DME IPLW) - LT on R101 HMM to HMM (Δ) Cross 4.1 DME PAD (3.6 DME IPLW) at 2400 or above GPS/FMS RNAV: [A1100+] - LP101[A2400+;L] - LP102 - HMM | PDG 8.3% / 505ft NM to 4.1 DME PAD (3.6 DME IPLW) due to airspace structure. If unable to comply, advise ATC |
| DOMEG 4X | (DOMEG FOUR X-RAY) | Climb straight ahead to 4.1 DME PAD (3.6 DME IPLW) - LT on track 281° to LP105 - LT on track 261° to DOMEG (Δ). Cross 4.1 DME PAD (3.6 DME IPLW) at 2400 or above GPS/FMS RNAV: [A1100+] - LP101[A2400+;L] - LP102 - LP105[L] - DOMEG | 1. PDG 8.3% / 505ft NM to 4.1 DME PAD (3.6 DME IPLW) due to airspace structure. If unable to comply, advise ATC. 2. After passing 3000 ft B-RNAV equipment necessary. |
| GISDI 1X | (GISDI ONE X-RAY) | Climb straight ahead to 2.7 DME PAD (2.1 DME IPLW) - RT on track 077° to 4.2 DME PAD (3.8 DME IPLW) - RT on track 174° to GISDI (Δ). Cross 2.7 DME PAD (2.1 DME IPLW) at 1700 or above GPS/FMS: [A1100+] - LP100[A1700+;R] - LP104[R] - GISDI | 1. PDG 8.3% / 505ft NM to 2.7 DME PAD (2.1 DME IPLW) due to airspace structure. If unable to comply, advise ATC. 2. After passing 3000 ft B-RNAV equipment necessary. |
| RWY 24 | | | |
| WRB 1W | (WARBURG ONE WHISKEY) | Climb straight ahead to 4.9 DME PAD (4.5 DME IPLE) - LT on R268 Climb with 3.6% (220ft/NM) until passing 1500 GPS/FMS RNAV: [A1100+] - LP205[L] - LP202 - WRB | PDG 3.6% (220 ft/NM) due to obstacles. |
| TINSA 1W | (TINSA ONE WHISKEY) | Climb straight ahead to 7.6 DME PAD (7.2 DME IPLE) - RT on R263 to TINSA (Δ) Climb with 3.6% (220ft/NM) until passing 1500 GPS/FMS RNAV: [A1100+] - LP207[A3000+;R] - TINSA | 1. PDG 3.6% (220 ft/NM) due to obstacles.. 2. PDG 4.7% / 290ft NM to 7.6 DME PAD (7.2 DME IPLE) due to airspace structure. If unable to comply, advise ATC. 3. After 7.6 DME PAD (7.2 DME IPLE) B-RNAV equipment necessary. |
| HMM 8W | (HAMM EIGHT WHISKEY) | Climb straight ahead to 2.4 DME PAD (2.0 DME IPLE) - RT on R117 HMM to HMM (Δ) Climb with 3.6% (220ft/NM) until passing 1500 GPS/FMS RNAV: [A1100+] - LP204[R] - HMM | PDG 3.6% (220 ft/NM) due to obstacles. |
| DOMEG 5W | (DOMEG FIVE WHISKEY) | Climb straight ahead to 2.4 DME PAD (2.0 DME IPLE) - RT on R297 to LP203 - LT on track 268° to DOMEG (Δ) Climb with 3.6% (220ft/NM) until passing 1500 Climb with 5.3% (320ft/NM) until passing 3000 GPS/FMS RNAV: [A1100+] - LP204[R] - LP203[L] - DOMEG | 1. PDG 3.6% (220 ft/NM) due to obstacles.. 2. PDG 5.3% / 320ft NM due to airspace structure. If unable to comply, advise ATC. 3. After passing 3000 ft B-RNAV equipment necessary. |

VFR Entry / Exit Points

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|----------|------------------|--------------------------------------|---------------------------|
| 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') |