

General

Before you fly...

Welcome to Paderborn/Lippstadt! This small airport primarily hosts airline flights from or to holiday destinations and other German cities. Among VFR pilots, it is a favorite due to its **relatively simple airspace structure and airport layout** and is frequently used for training flights. Although the airport has a simple layout and low traffic levels on VATSIM, you should still **prepare yourself thoroughly** to **keep it fun for everyone** and avoid mistakes which might lead to delays for yourself and other users.

If you are new to VATSIM, Paderborn/Lippstadt is a perfect airport to get started on the network. Controllers will almost always have enough spare capacity to answer questions or quickly explain a procedure to you. It rarely gets very busy, so making smaller mistakes will usually not have a negative impact on anybody else's experience on the network.

Parking position

Please make sure you choose an appropriate stand for your aircraft type.

Passenger flights use parking positions 1 thru 6, with stands 4, 5, and 6 being the primarily used ones. **Heavy aircraft** can only park at stand 2A.

General aviation aircraft park at stands 7 thru 14 or at the hangars in the Southwest, with stands 8 thru 14 being the primarily used ones. In the real world, the hangars in the Southwest are only used by aircraft belonging to one of the flying clubs operating out of the airport.

Stands 1, 2, 2A, 3, 4, 5, and 6 require a pushback. All other stands are taxi-out positions.

Handoffs

When instructed to contact another controller, do so as soon as possible. This will avoid you having to stop moving or level off. Please do not hold your position to switch the frequency, keep moving on the ground!

Be aware that **some frequencies in use might not be shown in the controller list of your pilot client**, so it is important that you listen carefully to what ATC says.

Auto-handoff

Paderborn/Lippstadt utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be noted in the ATIS.

Contact the airborne frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.

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