

# VFR Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

Paderborn/Lippstadt's airspace and general traffic levels make the airport **very friendly to VFR traffic** in the real world. As this is similar on VATSIM, controllers will usually be able to accommodate VFR requests. However, the limited amount of space at Paderborn/Lippstadt can result in situations where some VFR requests might be denied during periods of high traffic.

## Airspace Structure

### CTR

The Paderborn/Lippstadt CTR has a **top altitude of 2500 ft MSL, about 1800 ft AGL**. Please pay close attention to setting the correct QNH and your altitude to avoid inadvertently entering the **TMZ above**.

The following mandatory reporting points exist around the airport:

| Reporting point | Restriction   | Location  |
|-----------------|---|---|
| <b>E</b>        | --  | model airfield Salzkotten   |
| <b>H</b>        | --  | valley West of Henglarn   |
| <b>K</b>        | --  | highway A44 between limestone quarries between Erwitte and Anröchte |
| <b>N</b>        | --  | industrial district Geseke  |
| <b>S</b>        | to be crossed between 2200ft and 2500ft<br>not available for SVFR | highway intersection A33 and A44                                    |
| <b>W1</b>       | --  | former Büren prison   |
| <b>W2</b>       | --  | Leiberg sports facilities   |

Keep in mind that ATC might instruct you to use a different reporting point than the one you requested, if necessary.

### TMZ

The Paderborn/Lippstadt TMA is class E with a transponder mandatory zone reaching up to FL60. All VFR aircraft inside the TMZ have to **squawk 6102** and **monitor 125.225**.

Even when no dedicated controller is covering 125.225, **you still have to set the squawk and monitor the frequency**. During top down service at Paderborn/Lippstadt, **most controllers will use 125.225 as a secondary frequency** and even if they don't, they can quickly activate it if they need to speak to you.

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Revision #1

Created 30 October 2023 20:22:03 by 1627359

Updated 30 October 2023 21:02:49 by 1627359