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
E	--	model airfield Salzkotten
H	--	valley West of Henglarn
K	--	highway A44 between limestone quarries between Erwitte and Anröchte
N	--	industrial district Geseke
S	to be crossed between 2200ft and 2500ft not available for SVFR	highway intersection A33 and A44
W1	--	former Büren prison
W2	--	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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