

# EDLP - Paderborn/Lippstadt Airport

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# Overview

Traffic at Paderborn/Lippstadt is usually characterized by GA (VFR) traffic and holiday flights, mixed with some scheduled flights.

**Paderborn/Lippstadt is an unrestricted airport** and **part of the [S1 minor program](#)**. GND and TWR can be staffed by all controllers with an **S1** rating or higher who have passed the **required moodle courses**. The Paderborn Low sector (APP) can be staffed by all controllers with an **S3** rating or higher.

**Training:** Controllers with an S2 rating can staff APP during their training (active EDLP\_PAL\_APP solo endorsement required).

## Paderborn/Lippstadt ATC Stations

Station	Station ID	Login	Frequency	Remark	Endorsement
<b>ATIS</b>	ALP	EDLP_ATIS	125.730	--	--
<b>Ground</b>	LPG	EDLP_GND	121.930	--	unrestricted: <a href="#">EDLP CBT</a>
<b>Tower</b>	LPT	EDLP_TWR	133.380	--	unrestricted: <a href="#">EDLP CBT</a>
<b>Paderborn Low sector</b>	PADL	EDLP_PAL_APP	125.225	airborne frequency if PADL, HMM, or PADH is staffed	unrestricted: no course

## Quickview

TOWER QUICKSHEET  
PADERBORN/LIPPSTADT AIRPORT (EDLP)  
699 ft

up to date for: AIRAC 2403

Runway 24	↑ climb via SID
Runway 06	

ENROUTE CLEARANCE

5000ft ↑	4X	DOMEG	5W	5000ft
	1X	GISDI	1W	↑ 5000ft
	9X	HMM	8W	5000ft
	1X	TINSA	1W	↑ 5000ft
	1X	WRB	1W	5000ft

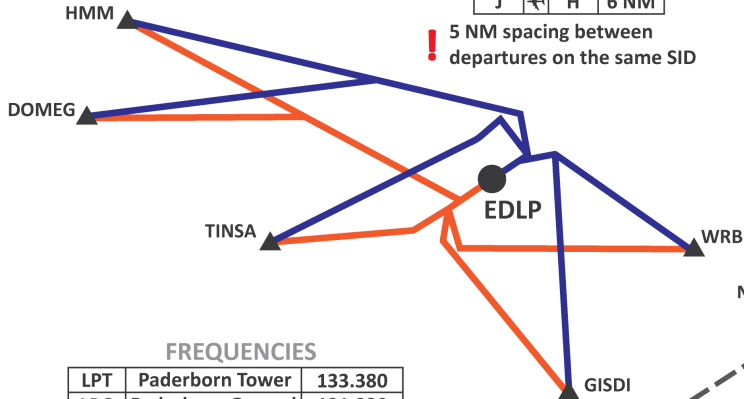
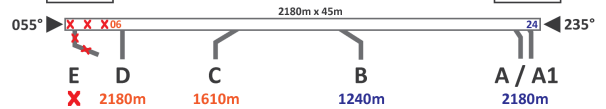
SEPARATION

M	←	L	5 NM
H	←	L	6 NM
H	←	M	5 NM
H	←	H	4 NM
J	←	L	8 NM
J	←	M	7 NM
J	←	H	6 NM

! 5 NM spacing between  
departures on the same SID

ILS (CAT I)
RNP
NDB

ILS (CAT I)
RNP
NDB

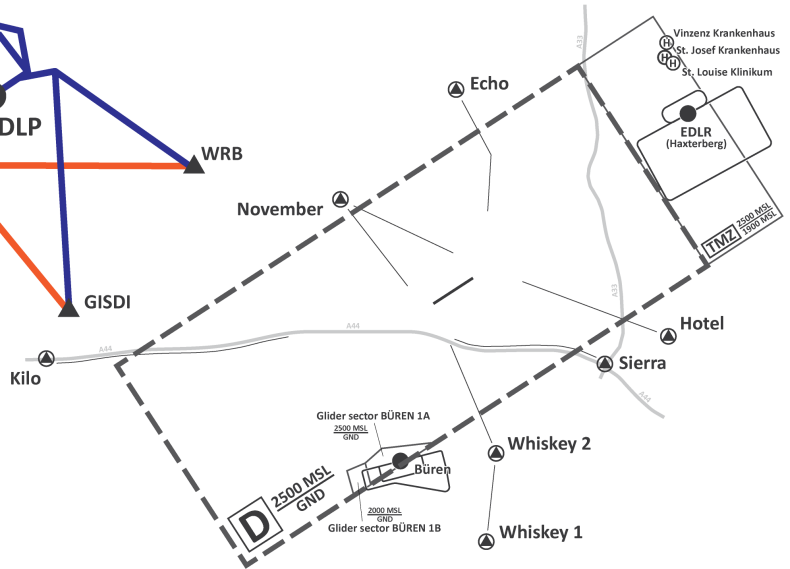


FREQUENCIES

LPT	Paderborn Tower	133.380
LPG	Paderborn Ground	121.930
ALP	ATIS	125.730

HANDOFFS

PADH	Paderborn High	135.650
HMM	Hamm	129.300
PADL	Paderborn Low	125.225



[click on the image to open the printable quicksheet](#)

# Ground

Paderborn Ground is responsible for startup and enroute clearance and all aircraft movements at the airport.

## Departure Routes

Paderborn has a quite simple structure for departure routes. There are no specific restrictions to keep in mind, except some climb restrictions, which make the "Climb via SID 5.000ft" phrase, with the initial climb in the IFR clearance necessary. The affected SIDs, are listed below and marked as \*↑:

SID	RWY 06	RWY 24
<b>DOMEG</b>	4X*↑	5W
<b>GISDI</b>	1X*↑	1W*↑
<b>HMM</b> <i>Hamm</i>	9X*↑	8W
<b>TINSA</b>	1X*↑	1W*↑
<b>WRB</b> <i>Warburg</i>	1X*↑	1W

**Vectored Departures:** If pilots are unable to fly a standard instrument departure (even an older version of the current SID), a vectored departure can be coordinated between Ground and Radar.

Primary **runway heading** and an initial climb of **5000ft** should be used. Other coordinations are always possible.

## Parking Positions

Positions 4 - 6 are terminal positions and are preferred for jets. Stand 2A can be used for aircraft category heavy.

Only stands 1A, 1B and 7A - 7C are taxi out positions but are rarely used. All other positions require a pushback.

The **GAT** are is located at the western part of the airport.

# Taxiways

Taxiway **F** can only be used by light type aircraft.

Taxiways **A** and **A1** can be used as bypass area if light type aircraft are not ready for departure or require a runup.

# Tower

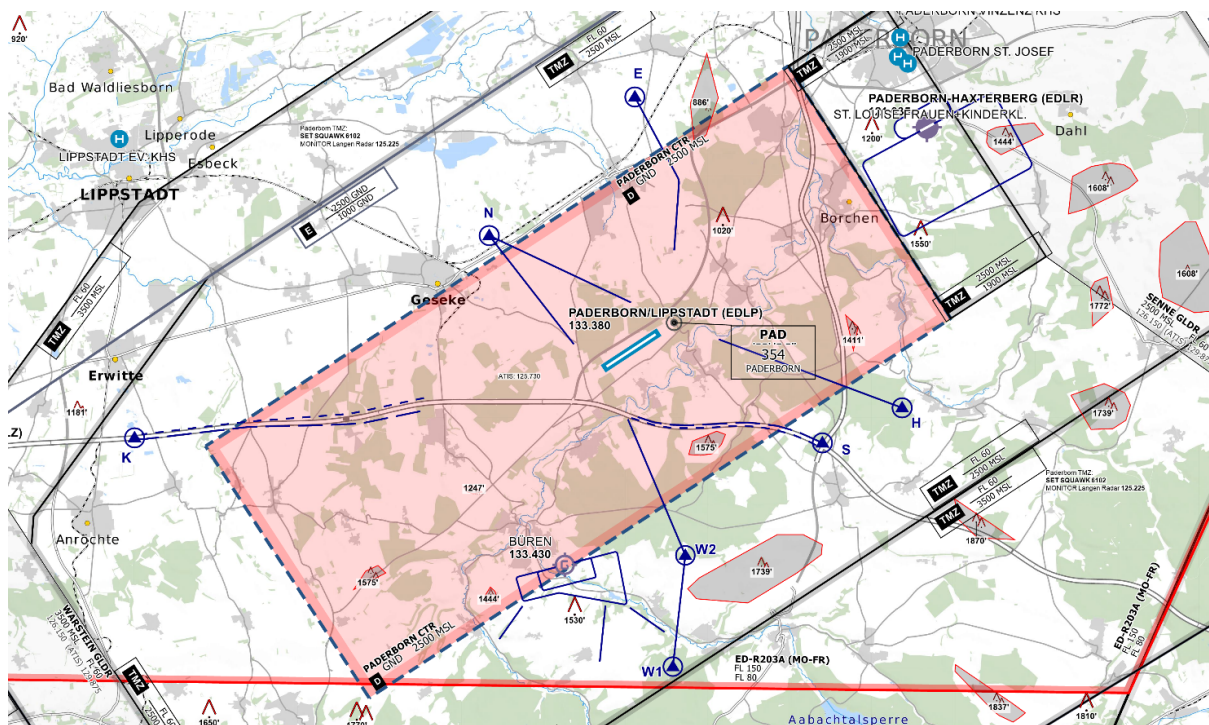
Paderborn Tower is responsible for all aircraft within the control zone and at the active runway.

**Runway in use:** There is no preferred operation direction at Paderborn.

**Approaches:** For both runways ILS (CAT I), RNP and NDB approaches are available.

## Control Zone

The control zone of Paderborn reaches up to 2500 ft AMSL.



Paderborn/Lippstadt Control Zone (D-CTR) - © [openflightmaps.org](https://openflightmaps.org)

VFR traffic entering or leaving the CTR via **SIERRA** need to cross the reporting point between 2200 and 2500 ft MSL.

**TMZ:** Outside the control zone is a TMZ where all VFR aircraft have to set transponder code 6102.

**Paderborn-Haxterberg:** The airfield Paderborn-Haxterberg EDLR is located north-east close to the border of the CTR. Traffic within the traffic pattern have to stay clear of the control zone and are independant.

**Helicopter:** As there are no helipads available at Paderborn, all departures and arrivals of helicopters have to take place at the active runway, followed/preceded by airtaxi.

# Auto-Handoff

Paderborn utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach/center controller**. Make sure to set the correct departure frequency in the ATIS.

Outbounds should contact APP/CTR **immediately when airborne** unless explicitly told to remain on Tower frequency.

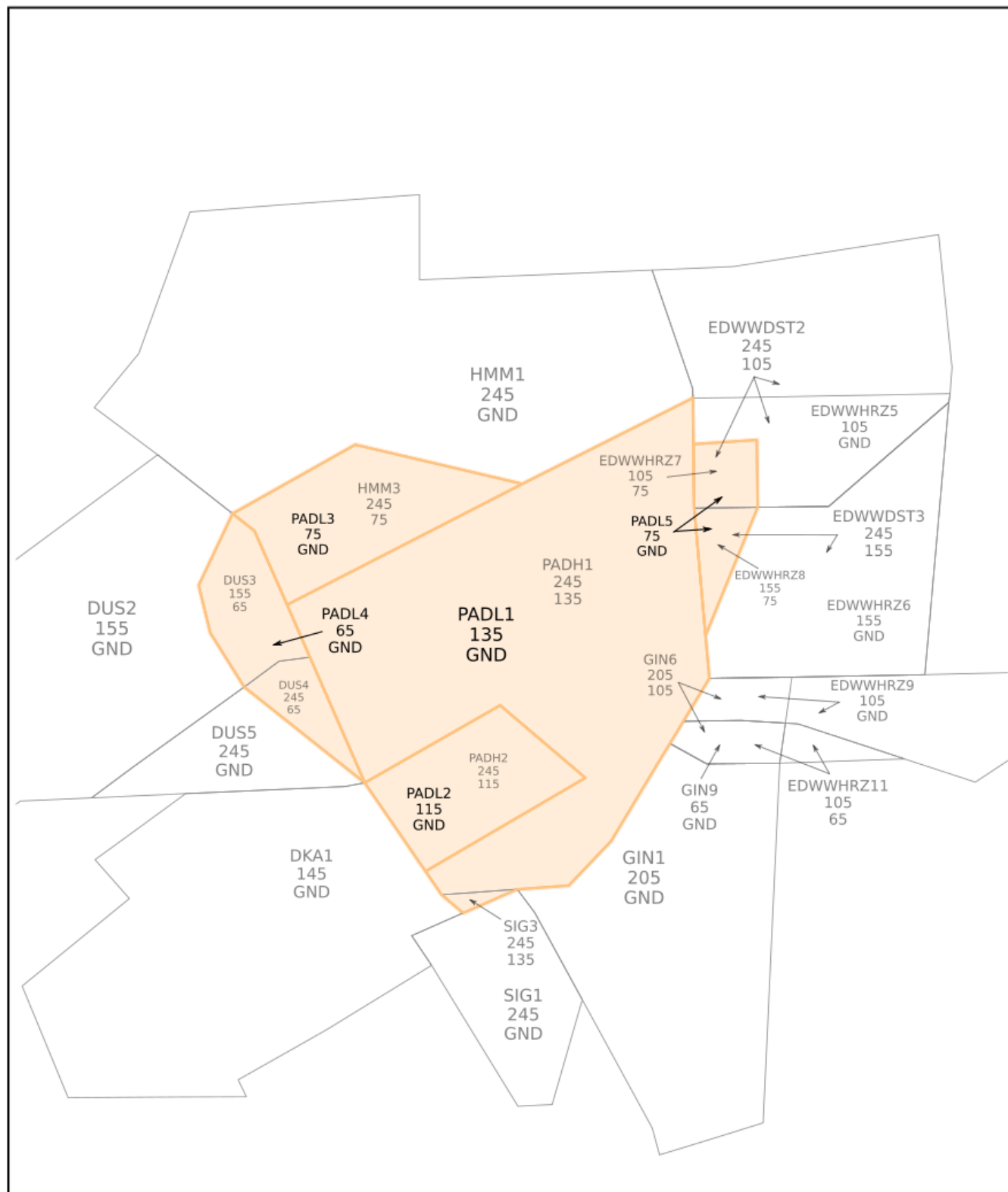
# Arrival - Sector Paderborn Low

Paderborn Low is a small sector and most of the time this sector and sector Hamm are staffed by the same controller. Main duties for PADL is the arriving and departing traffic out of Dortmund EDLW and Paderborn/Lippstadt EDLP, next to some VFR or training flights. Except some inbounds to Cologne there is usually no transferring traffic within this sector.



# VATSIM Germany

## Sektor Paderborn Low (EDLP\_PAL\_APP)



# Dortmund Area

The Dortmund Area is located west of Dortmund airport. It is designed for inbound traffic on runway 06 or outbound traffic of runway 24 at Dortmund airport. It reaches from Ground up to FL65. Above this level Düsseldorf arrival is responsible. All in- and outbounds to Dortmund always need to stay below FL60 if not released by Düsseldorf. All Düsseldorf inbound on the other hand always have to stay above FL70 if not coordinated otherwise.

## Traffic Flows

There are no major traffic flows expect departing and arriving traffic for Dortmund and Paderborn and some inbounds to Cologne.

**Paderborn High PADH:** The sector above Paderborn Low is Paderborn High (PADH) that is usually staffed by a different controller. PADH is primary responsible for presequencing inbounds to Düsseldorf and Cologne via ADEMI - DOMUX and KOPAG.

**In- and Outbounds Düsseldorf:** Inbounds to Düsseldorf are released by PADL to DLA for descend to FL100 and turns. Lower levels always have to be coordinated between PADL and DLA! Dortmund outbounds via GMH will cross below.

Outbounds Düsseldorf via **GMH Z841** with RFL **below FL130** will enter the sector PADL for a short time. Due to the airway crossing the lowered part of Paderborn High, **coordination** with PADH is always required for all flights above FL90!

**Inbound Cologne:** Inbounds to Cologne will enter the sector Paderborn Low descending inbound to **ERNEP**. PADL will send this traffic descending to Köln Arrival. Inbounds via **KOPAG** usually stay clear of PADL. If runway 24 is used for landings traffic might be handed over from PADH to PADL at FL120 for further descend to **FL80** at KOPAG. Coordination between DKA, PADL and PADH is always required! It's also possible to release this traffic for PADH without handoff to PADL.

## Handoff Levels

All levels for inbound, outbound and transferring traffic for sectors HMM and PADL are available at the [Quicksheet](#). All levels that are not listed need to be coordinated individually!

## VFR Traffic

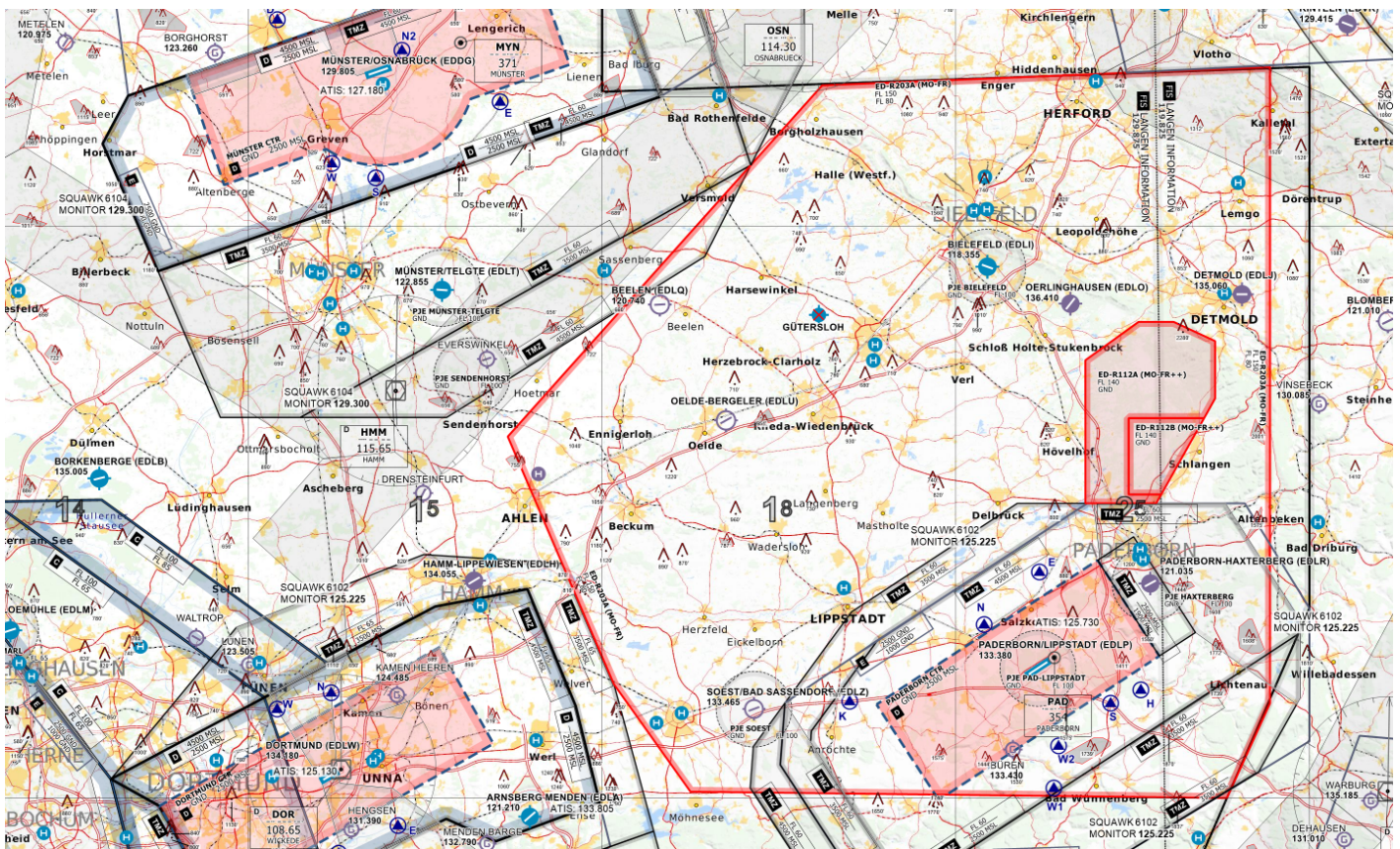
In real life the sector is known for a lot of VFR and training flights due to many flight schools located in this area.

**FIS:** All VFR traffic that are provided with Flight Information Service should get Squawk 7742 (FDL).

**TMZ:** VFR traffic within the Paderborn and Dortmund TMZ is expected to set squawk 6102 (TW) and maintain listening watch on 125.225.

## Restricted Area

There are several ED-Rs within the eastern part of sectors PADL and HMM. The military **ED-R 203A** "Münsterland" reaches from **FL80 up to FL150**. Above this is the **ED-R 203B** between **FL150 to FL200**. Both ED-Rs are regular active. Additionally ED-R 162 "Lanta Paderborn" is located within the mentioned ED-Rs reaching from 3.500 ft AMSL up to FL125. All restricted areas are automatically activated in Euroscope according the real world airspace use plan. When active, all flights should stay outside the active ED-Rs.



ED-R 203A from FL80 to FL150 (red area) - © [openflightmaps.org](https://openflightmaps.org)

## Holdings

As there are just two small airports within the sector and almost no transit traffic, holdings are rarely used. If they are required or for training purpose there are published holdings available at **PAD** NDB (055° R | 3000ft - FL140) and **ADEMI** (284° L | FL60 - FL240).