

**List of pages in this Trip Kit**

- Trip Kit Index
- Airport Information For EDLP
- Terminal Charts For EDLP
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: PADERBORN/LIPPSTADT DEU  
ICAO/IATA: EDLP / PAD  
Lat/Long: N51° 36.85', E008° 36.98'  
Elevation: 699 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0448 Z  
Sunset: 1758 Z

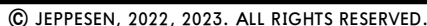
Runway Information

Runway: 06  
Length x Width: 7152 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 699 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 24  
Length x Width: 7152 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 674 ft  
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 125.730  
Paderborn Tower: 133.380  
Paderborn Ground: 121.930  
Langen Radar Radar: 125.225 RCO  
Paderborn Operations: 131.450



EDLP/PAD

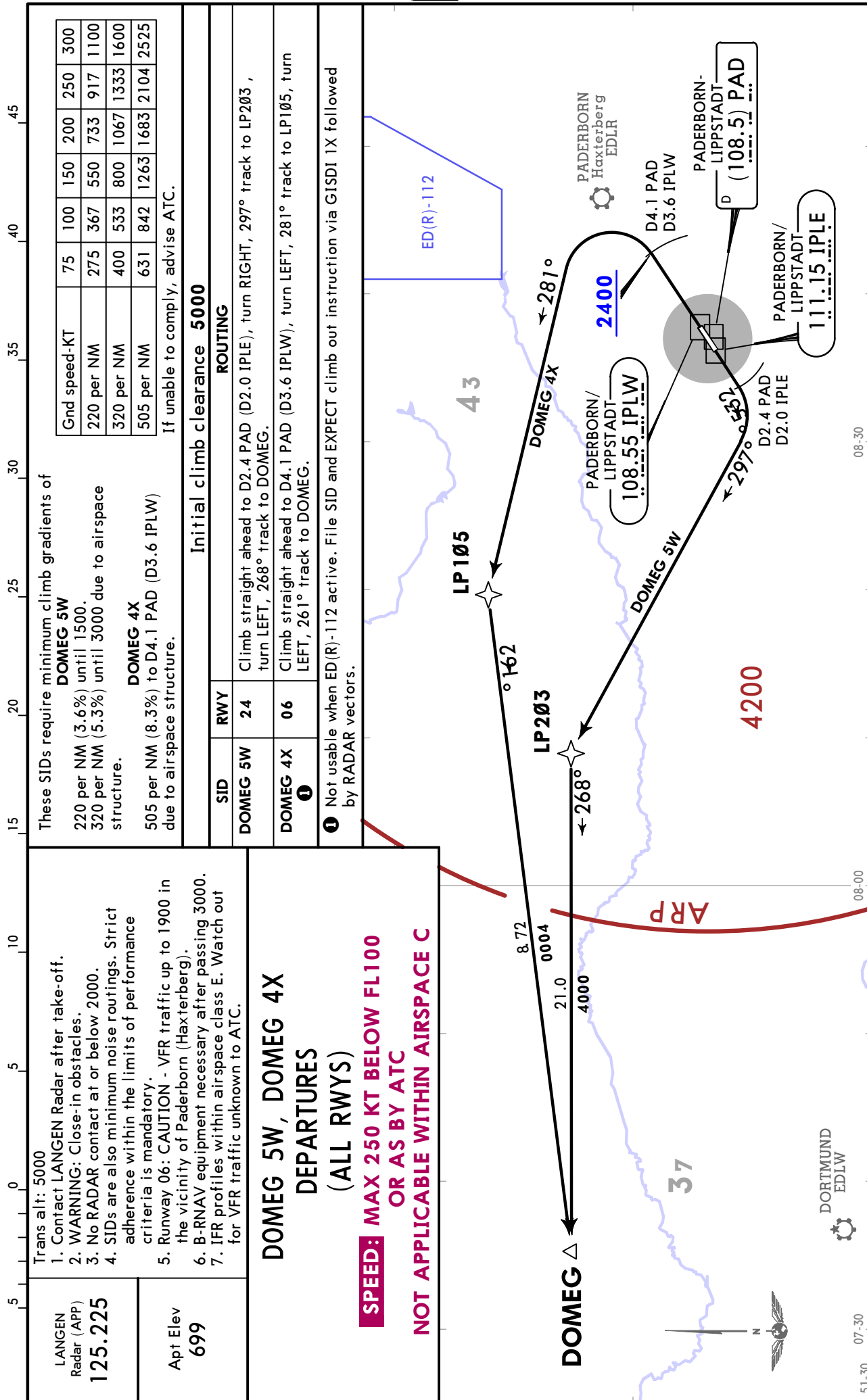
PADERBORN/LIPPSTADT

29 APR 22

10-3

JEPPESSEN PADERBORN/LIPPSTADT, GERMANY

SID



EDLP/PAD  
PADERBORN/LIPPSTADT

JEPPESSEN PADERBORN/LIPPSTADT, GERMANY

29 APR 22 10-3A

SID

LANGEN  
Radar (APP)  
125.225

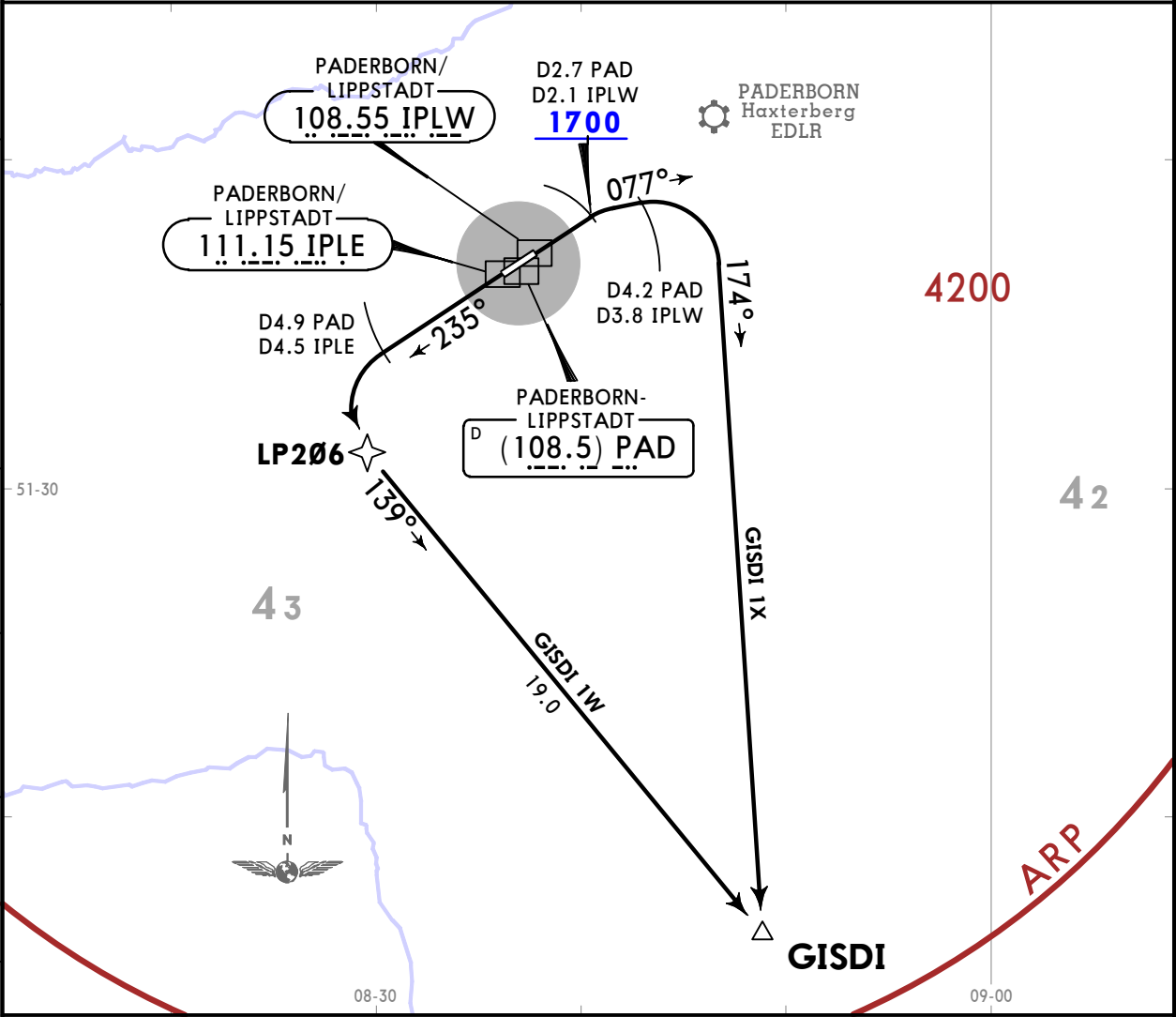
Apt Elev  
699

Trans alt: 5000

1. Contact LANGEN Radar after take-off.
2. WARNING: Close-in obstacles.
3. No RADAR contact at or below 2000.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
5. Runway 06: CAUTION - VFR traffic up to 1900 in the vicinity of Paderborn (Haxterberg).
6. B-RNAV equipment necessary after passing 3000.
7. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

GISDI 1W, GISDI 1X  
DEPARTURES  
(ALL RWYS)

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC  
NOT APPLICABLE WITHIN AIRSPACE C**



These SIDs require minimum climb gradients of

**GISDI 1W**  
220 per NM (3.6%) until 1500.  
305 per NM (5.0%) until 3000 due to airspace structure.

**GISDI 1X**  
505 per NM (8.3%) to D2.7 PAD (D2.1 IPLW) due to airspace structure.

If unable to comply, advise ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 305 per NM   | 381 | 508 | 763  | 1017 | 1271 | 1525 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

Initial climb clearance 5000

| SID      | RWY | ROUTING                                                                                                                        |
|----------|-----|--------------------------------------------------------------------------------------------------------------------------------|
| GISDI 1W | 24  | Climb straight ahead to D4.9 PAD (D4.5 IPLE), turn LEFT to LP206, 139° track to GISDI.                                         |
| GISDI 1X | 06  | Climb straight ahead to D2.7 PAD (D2.1 IPLW), turn RIGHT, 077° track to D4.2 PAD (D3.8 IPLW), turn RIGHT, 174° track to GISDI. |

**1** Not usable when ED(R)-112 active. File SID and EXPECT climb out instruction via GISDI 1X followed by RADAR vectors.

EDLP/PAD

PADERBORN/LIPPSTADT

29 APR 22

10-3C

**SID**

LANGEN  
Radar (APP)  
125.225

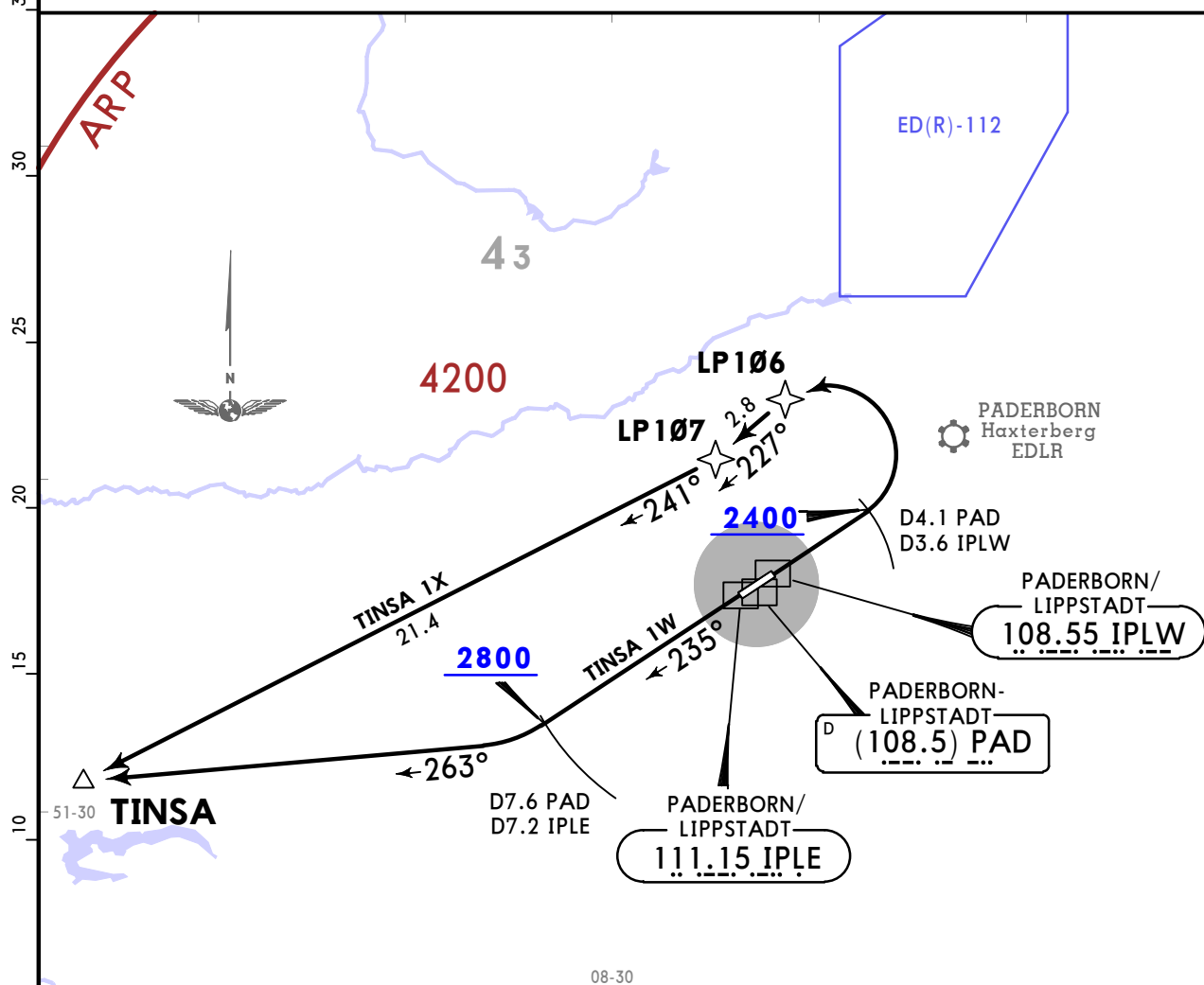
Apt Elev  
699

Trans alt: 5000

1. Contact LANGEN Radar after take-off.
2. WARNING: Close-in obstacles.
3. No RADAR contact at or below 2000.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
5. Runway 06: CAUTION - VFR traffic up to 1900 in the vicinity of Paderborn (Haxterberg).
6. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

**TINSA 1W, TINSA 1X  
DEPARTURES  
(ALL RWYS)**

**SPEED:** MAX 250 KT BELOW FL100 OR AS BY ATC  
NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

**TINSA 1W**

220 per NM (3.6%) until 1500.

290 per NM (4.7%) to D7.6 PAD (D7.2 IPLE) due to airspace structure.

**TINSA 1X**

505 per NM (8.3%) to D4.1 PAD (D3.6 IPLW) due to airspace structure.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 290 per NM   | 363 | 483 | 725  | 967  | 1208 | 1450 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

If unable to comply, advise ATC.

|                         |             |
|-------------------------|-------------|
| Initial climb clearance | <b>5000</b> |
|-------------------------|-------------|

| SID                          | RWY       | ROUTING                                                                                                                 |
|------------------------------|-----------|-------------------------------------------------------------------------------------------------------------------------|
| <b>TINSA 1W</b>              | <b>24</b> | Climb straight ahead to D7.6 PAD (D7.2 IPLE) <b>①</b> , turn RIGHT, 263° track to TINSA.                                |
| <b>TINSA 1X</b><br><b>②③</b> | <b>06</b> | Climb straight ahead to D4.1 PAD (D3.6 IPLW), turn LEFT to LP106, 227° track to LP107, turn RIGHT, 241° track to TINSA. |

BRNAV equipment necessary after ❶ D7.6 PAD (D7.2 IPLE)/ ❷ passing 3000'.

③ Not usable when ED(R)-112 active. File SID and EXPECT climb out instruction via GISDI 1X followed by RADAR vectors.

EDLP/PAD

JEPPESEN PADERBORN/LIPPSTADT, GERMANY

PADERBORN/LIPPSTADT

29 APR 22

10-3D

SID

LANGEN  
Radar (APP)  
125.225

Apt Elev  
699

Trans alt: 5000

1. Contact LANGEN Radar after take-off.

2. WARNING: Close-in obstacles.

3. No RADAR contact at or below 2000.

4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

5. Runway 06: CAUTION - VFR traffic up to 1900 in the vicinity of Paderborn (Haxterberg).

6. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

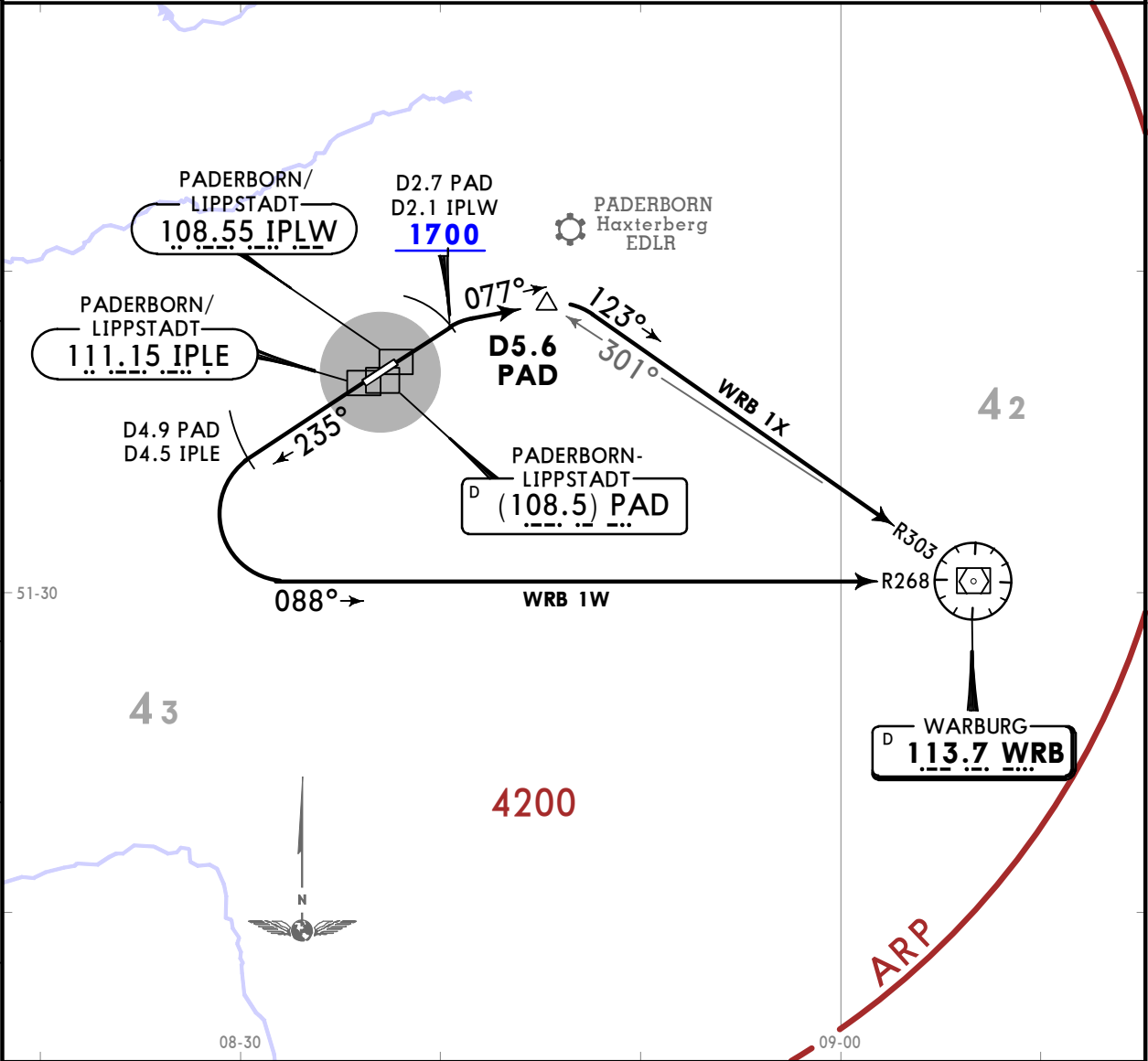
WARBURG 1W (WRB 1W), WARBURG 1X (WRB 1X)

DEPARTURES

(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

|        |                                                                      |
|--------|----------------------------------------------------------------------|
| WRB 1W | 220 per NM (3.6%) until 1500.                                        |
| WRB 1X | 505 per NM (8.3%) to D2.7 PAD (D2.1 IPLW) due to airspace structure. |

If unable to comply, advise ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

Initial climb clearance 5000

| SID    | RWY | ROUTING                                                                                                                                     |
|--------|-----|---------------------------------------------------------------------------------------------------------------------------------------------|
| WRB 1W | 24  | Climb straight ahead to D4.9 PAD (D4.5 IPLE), turn LEFT, intercept WRB R268 to WRB.                                                         |
| WRB 1X | 06  | Climb straight ahead to D2.7 PAD (D2.1 IPLW), turn RIGHT, 077° track to D5.6 PAD (WRB R301), turn RIGHT, intercept WRB R303 inbound to WRB. |

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 320 per NM   | 400 | 533 | 800  | 1067 | 1333 | 1600 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

If unable to comply, advise ATC.

| Initial climb clearance 5000 |     |                                                  |
|------------------------------|-----|--------------------------------------------------|
| SID                          | RWY | ROUTING                                          |
| DOMEQ 5W                     | 24  | (1100+) - LP2Ø4 - LP2Ø3 - DOMEQ.                 |
| DOMEQ 4X ①                   | 06  | (1100+) - LP1Ø1 (2400+) - LP1Ø2 - LP1Ø5 - DOMEQ. |

❶ Not usable when ED(R)-112 active. File SID and EXPECT climb out instruction via GDSI 1X followed by RADAR vectors.

**These SIDs require minimum climb gradients of**

**DOMEG 5W**

220 per NM (3.6%) until 1500.

320 per NM (5.3%) until 3000 due to airspace structure.

**DOMEG 4X**

505 per NM (8.3%) to LP1Ø1 due to airspace structure.

Trans alt: 5000

1. Contact LANGEN Radar after take-off.

2. WARNING: Close-in obstacles.

3. No RADAR contact at or below 2000.

4. **SIDs are also minimum noise routings. Strict**

adherence within the limits of performance

criteria is mandatory.

5. Runway 06: CAUTION - VFR traffic up to 1900 in

J. Kullway 00: CAUTION - VIK HALLIC up  
the vicinity of Paderborn (Haxterberg).

6. IFR profiles within airspace class E. Watch out the vicinity of Faderbott (Maxfelberg):

6. IFR profiles within airspace class for VFR traffic unknown to ATC.

LANGEN  
Radar (APP)

**Apt Ele**  
**699**

**DOMEG 5W [DOME5W]**

**DOMEG 4X [DOME4X]**

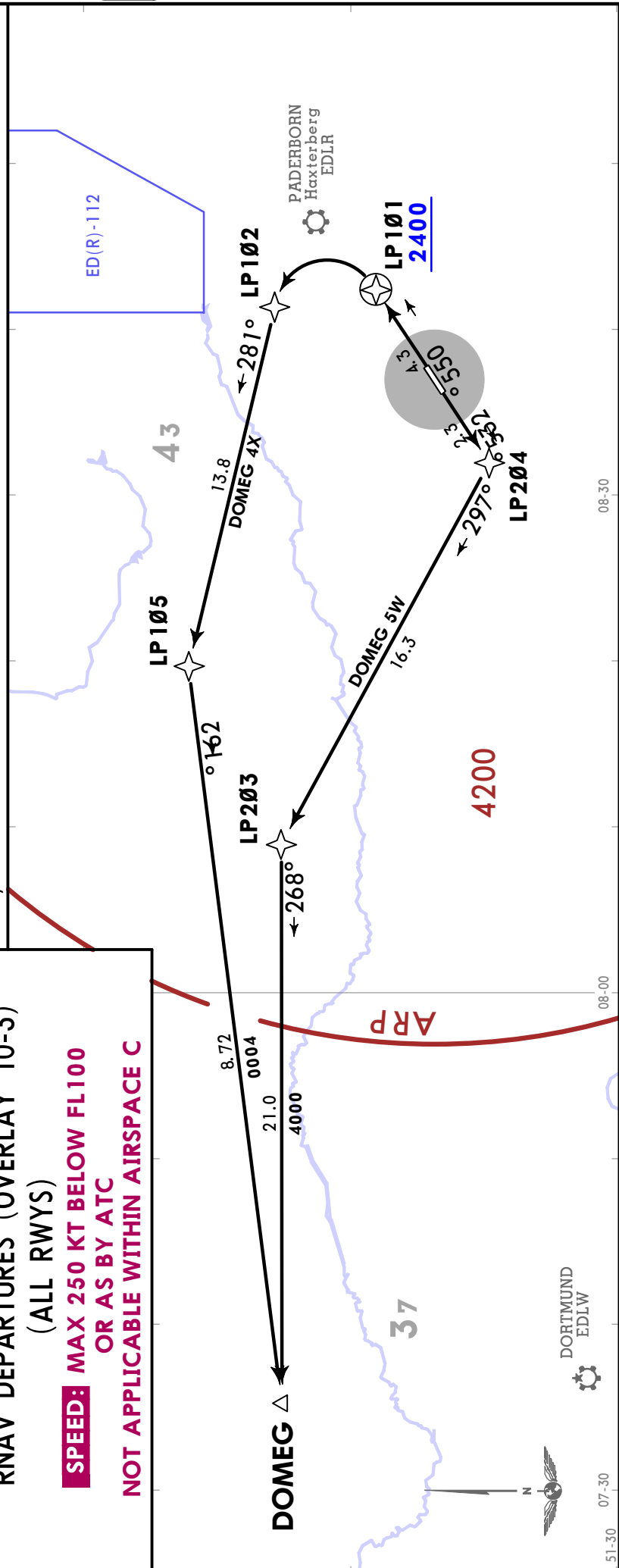
RNAV DEPARTURES (OVERLAY 10-3)

**(ALL RWYS)**

**SPEED: MAX 250 KT BELOW FL100**

**OR AS BY ATC**

NOT APPLICABLE WITHIN AIRSPACE C



EDLP/PAD

PADERBORN/LIPPSTADT

29 APR 22

10-3F

RNAV SID (OVERLAY)

LANGEN  
Radar (APP)  
125.225

Apt Elev  
699

Trans alt: 5000

1. Contact LANGEN Radar after take-off.

2. WARNING: Close-in obstacles.

3. No RADAR contact at or below 2000.

4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

5. Runway 06: CAUTION - VFR traffic up to 1900 in the vicinity of Paderborn (Haxterberg).

6. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

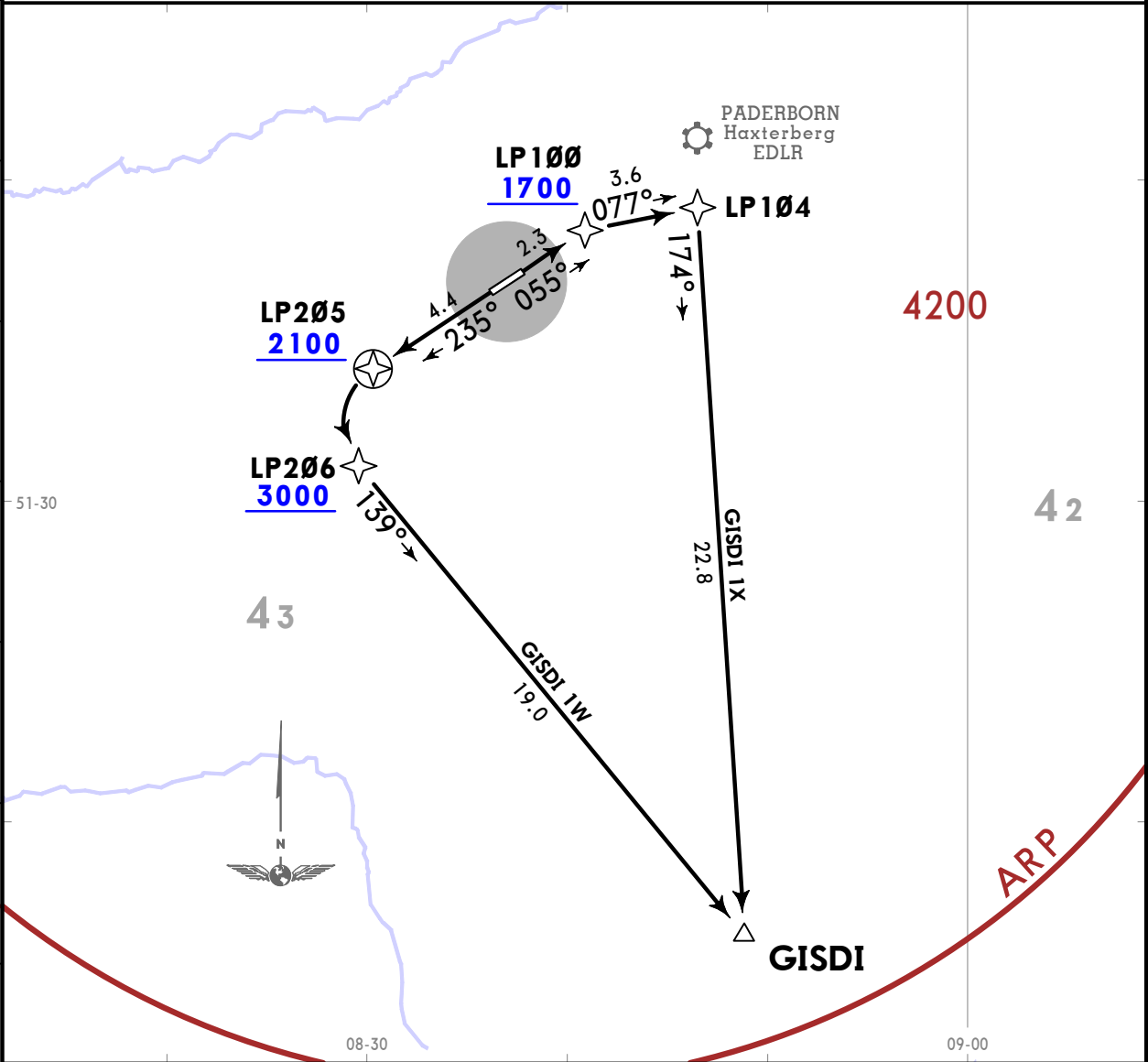
GISDI 1W [GISD1W], GISDI 1X [GISD1X]

RNAV DEPARTURES (OVERLAY 10-3A)

(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

**GISDI 1W**

220 per NM (3.6%) until 1500.

305 per NM (5.0%) until 3000 due to airspace structure.

**GISDI 1X**

505 per NM (8.3%) to LP100 due to airspace structure.

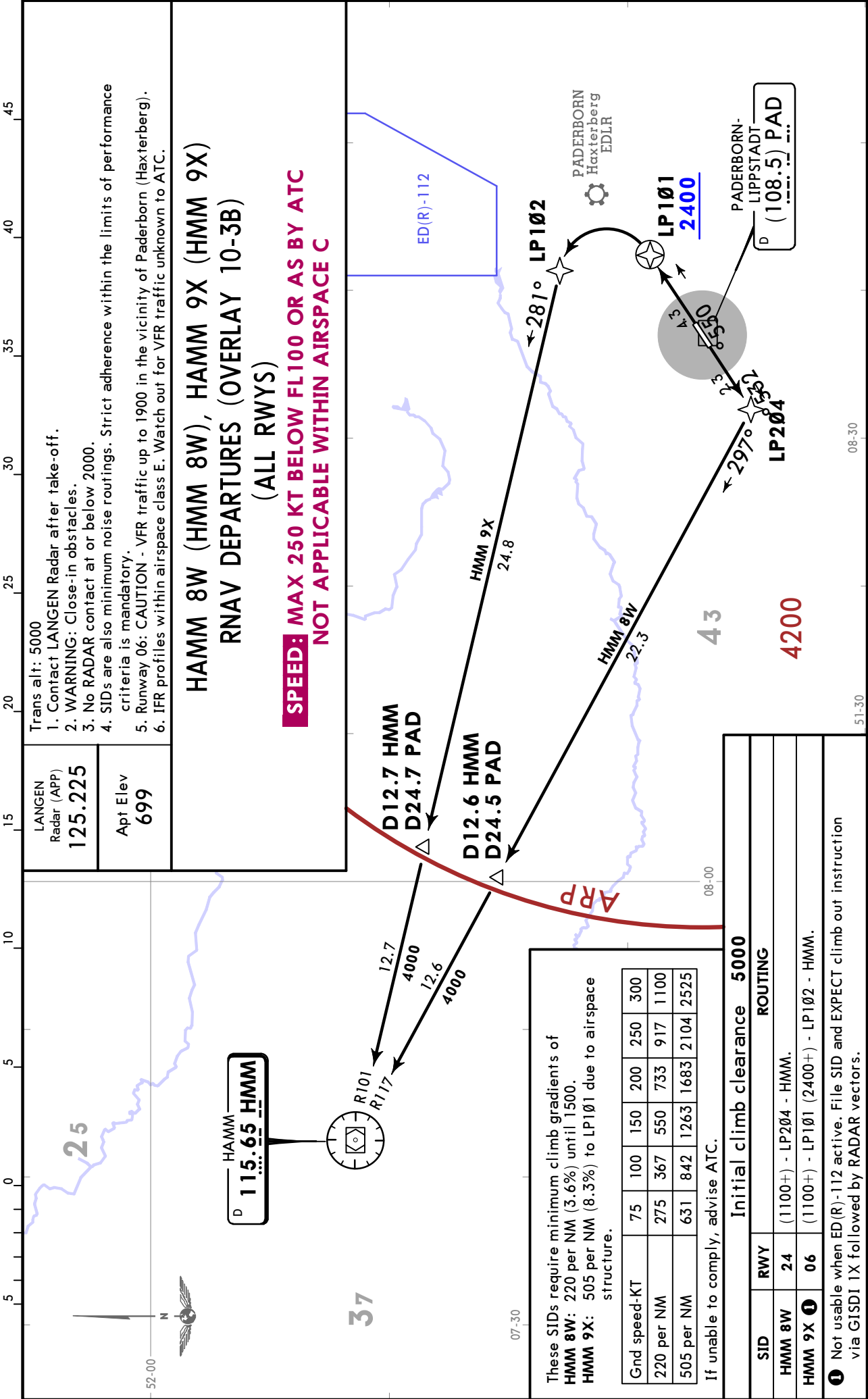
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 305 per NM   | 381 | 508 | 763  | 1017 | 1271 | 1525 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

If unable to comply, advise ATC.

Initial climb clearance

5000

| SID      | RWY | ROUTING                                          |
|----------|-----|--------------------------------------------------|
| GISDI 1W | 24  | (1100+) - LP205 (2100+) - LP206 (3000+) - GISDI. |
| GISDI 1X | 06  | (1100+) - LP100 (1700+) - LP104 - GISDI.         |



EDLP/PAD

JEPPESEN PADERBORN/LIPPSTADT, GERMANY

PADERBORN/LIPPSTADT

29 APR 22

10-3H

RNAV SID (OVERLAY)

LANGEN  
Radar (APP)  
125.225

Apt Elev  
699

Trans alt: 5000

1. Contact LANGEN Radar after take-off.

2. WARNING: Close-in obstacles.

3. No RADAR contact at or below 2000.

4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

5. Runway 06: CAUTION - VFR traffic up to 1900 in the vicinity of Paderborn (Haxterberg).

6. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

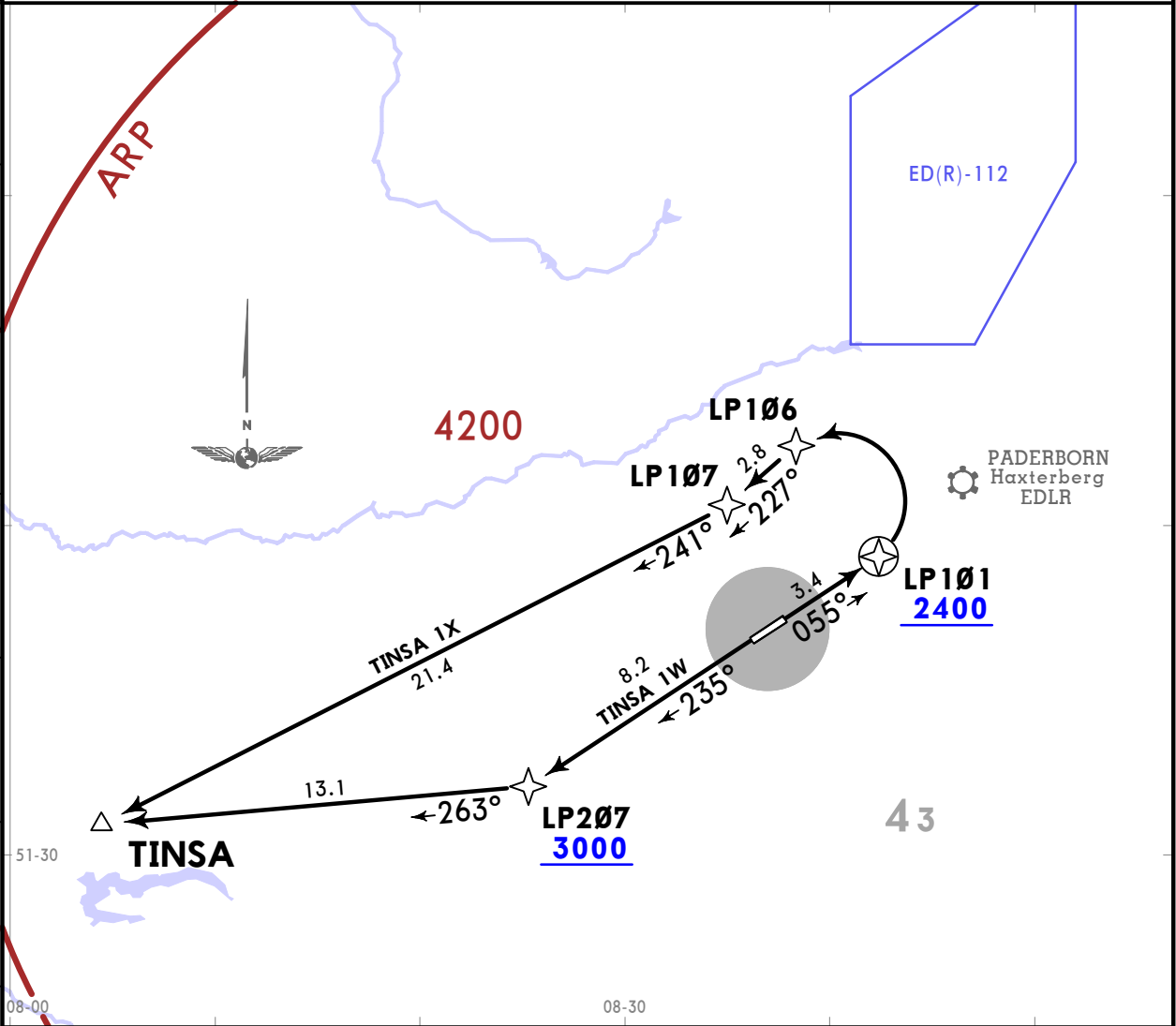
TINSA 1W [TINS1W], TINSA 1X [TINS1X]

RNAV DEPARTURES (OVERLAY 10-3C)

(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C



These SIDs require minimum climb gradients of

TINSA 1W

220 per NM (3.6%) until 1500.

290 per NM (4.7%) to LP207 due to airspace structure.

TINSA 1X

505 per NM (8.3%) to LP101 due to airspace structure.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 220 per NM   | 275 | 367 | 550  | 733  | 917  | 1100 |
| 290 per NM   | 363 | 483 | 725  | 967  | 1208 | 1450 |
| 505 per NM   | 631 | 842 | 1263 | 1683 | 2104 | 2525 |

If unable to comply, advise ATC.

Initial climb clearance

5000

| SID        | RWY | ROUTING                                          |
|------------|-----|--------------------------------------------------|
| TINSA 1W   | 24  | (1100+) - LP207 (3000+) - TINSA.                 |
| TINSA 1X ❶ | 06  | (1100+) - LP101 (2400+) - LP106 - LP107 - TINSA. |

❶ Not usable when ED(R)-112 active. File SID and EXPECT climb out instruction via GISDI 1X followed by RADAR vectors.

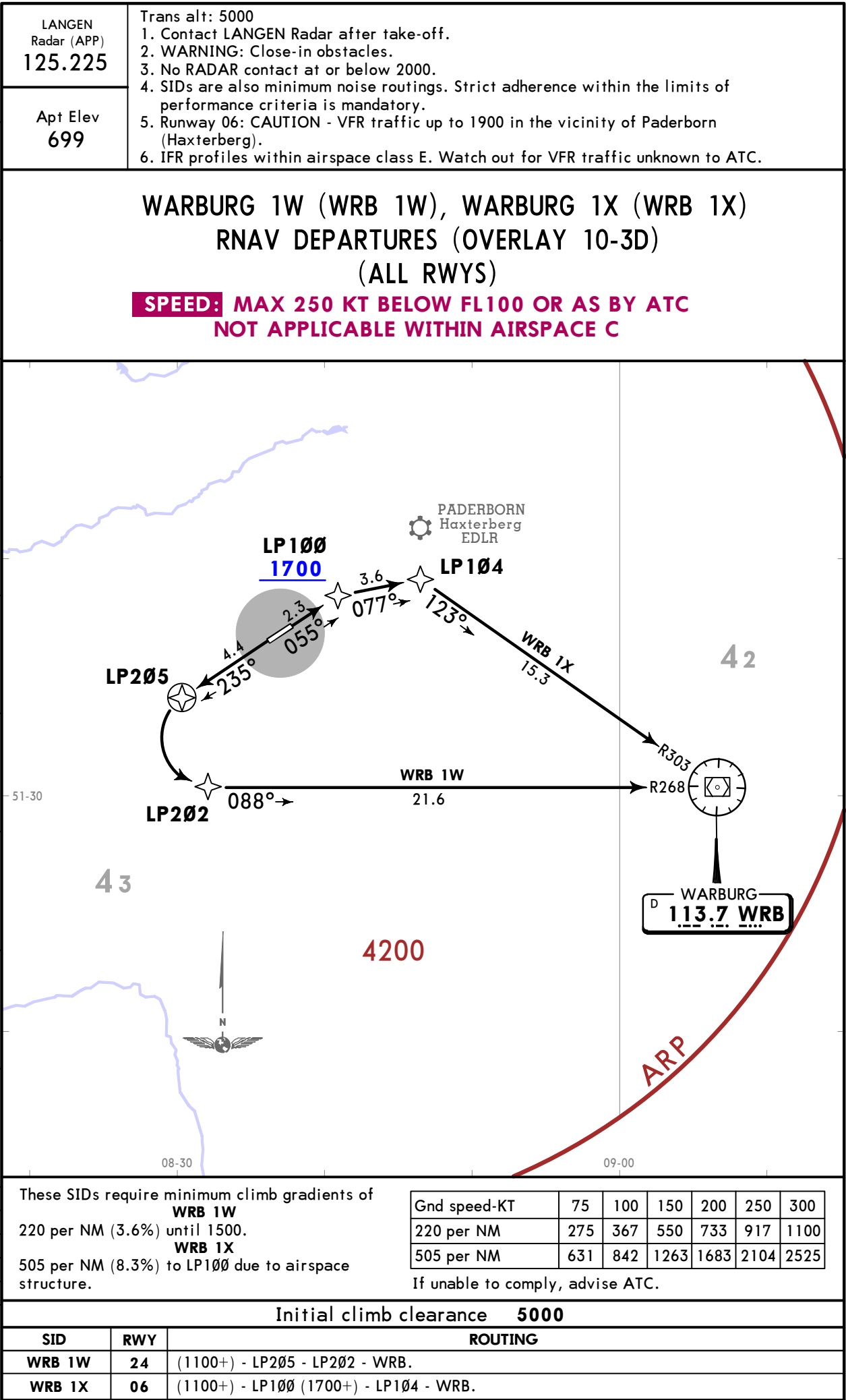
EDLP/PAD

PADERBORN/LIPPSTADT

29 APR 22

10-3J

RNAV SID (OVERLAY)



EDLP/PAD

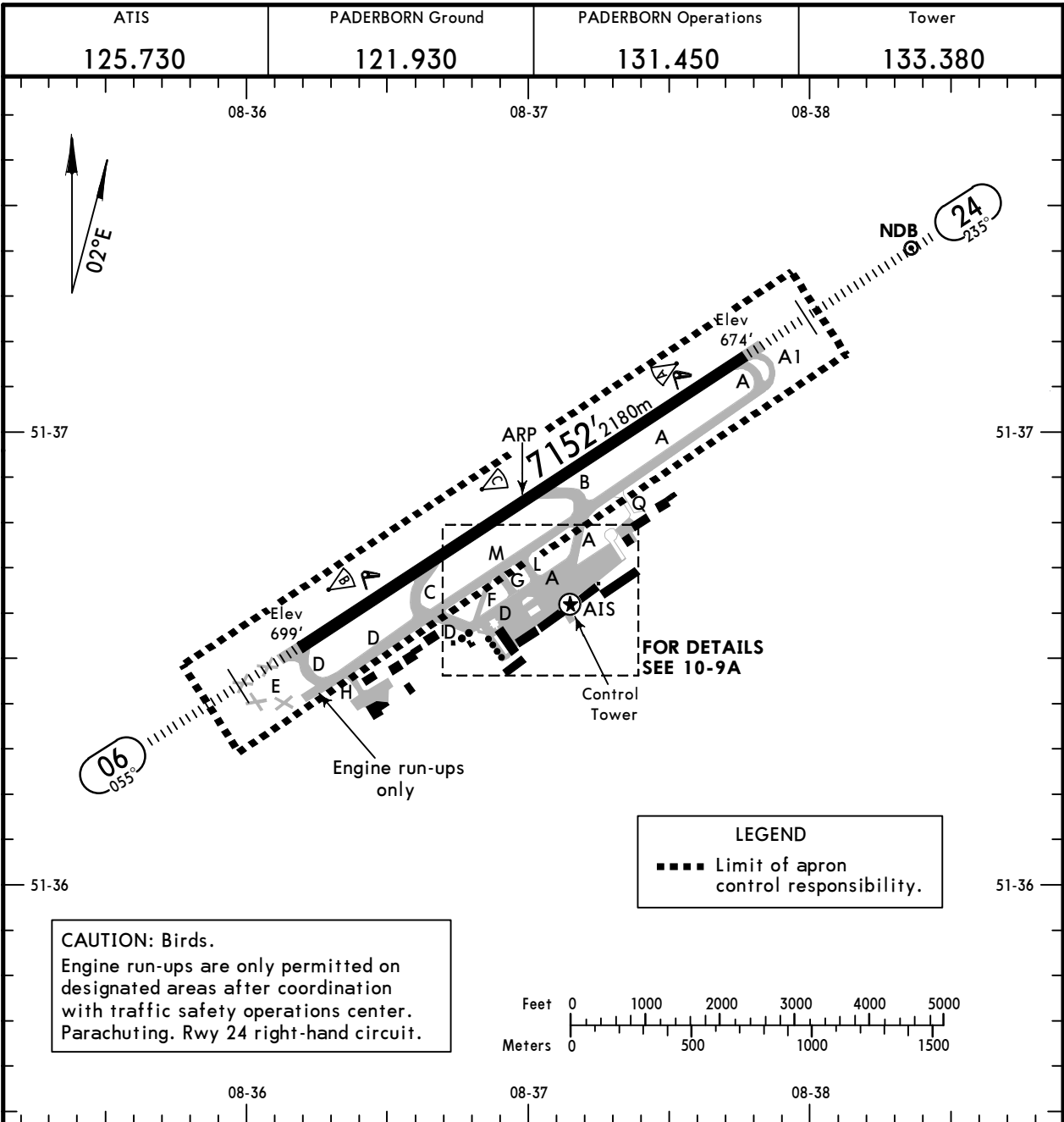
Apt Elev **699'**  
N51 36.8 E008 37.0



JEPPESSEN PADERBORN/LIPPSTADT, GERMANY

3 FEB 23 (10-9)

PADERBORN/LIPPSTADT



ADDITIONAL RUNWAY INFORMATION

| RWY |                                               | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-----|-----------------------------------------------|----------------|-------------|----------|-------------|
|     |                                               | Threshold      | Glide Slope |          |             |
| 06  | HIRL CL (15m) HIALS SFL REIL PAPI-L(3.0°) RVR |                | 6180' 1884m | 1        | 148'<br>45m |
| 24  |                                               |                | 6241' 1902m |          |             |

1 TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head 7152' (2180m)  
twy C int 5282' (1610m)

RWY 24:

From rwy head 7152' (2180m)  
twy B int 4068' (1240m)

Standard

TAKE-OFF

|   | Low Visibility Take-off    |                          |          |                                   | Adequate vis ref<br>(Day only) |
|---|----------------------------|--------------------------|----------|-----------------------------------|--------------------------------|
|   | HIRL, CL &<br>relevant RVR | RL, CL &<br>relevant RVR | RL & CL  | Day: RL & RCLM<br>Night: RL or CL |                                |
| A |                            |                          |          |                                   |                                |
| B | TDZ, MID, RO               | TDZ, MID, RO             |          |                                   |                                |
| C | RVR 125m                   | RVR 150m                 | RVR 200m | RVR 300m                          | 400m                           |
| D |                            |                          |          |                                   | 500m                           |

EDLP/PAD

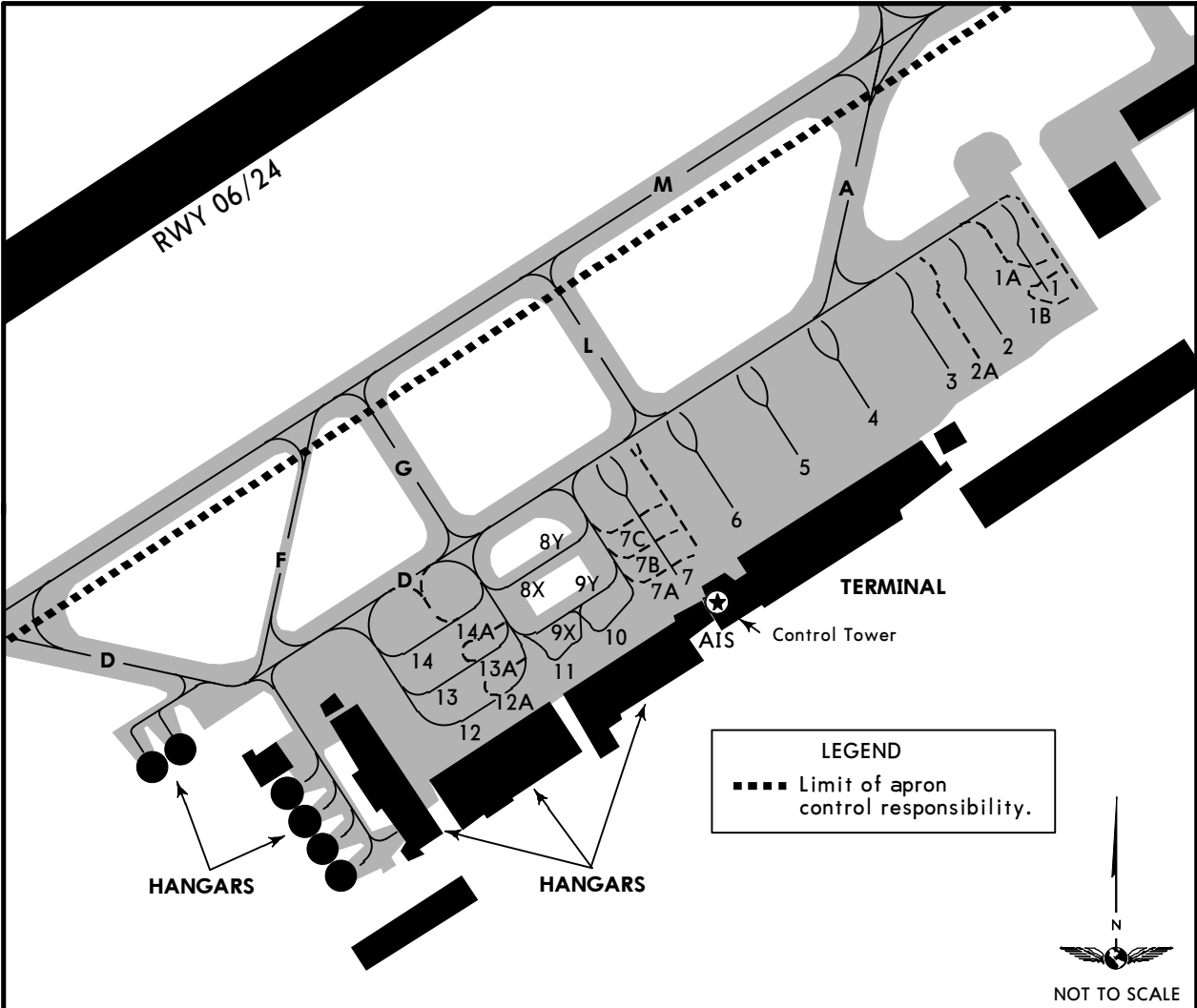


JEPPESEN PADERBORN/LIPPSTADT, GERMANY

3 FEB 23

10-9A

PADERBORN/LIPPSTADT



INS COORDINATES

| STAND No.  | COORDINATES        | STAND No.   | COORDINATES        |
|------------|--------------------|-------------|--------------------|
| 1 thru 3   | N51 36.7 E008 37.3 | 12 thru 14A | N51 36.6 E008 37.0 |
| 4, 5       | N51 36.7 E008 37.2 |             |                    |
| 6 thru 7C  | N51 36.6 E008 37.1 |             |                    |
| 8X         | N51 36.6 E008 37.0 |             |                    |
| 8Y thru 11 | N51 36.6 E008 37.1 |             |                    |

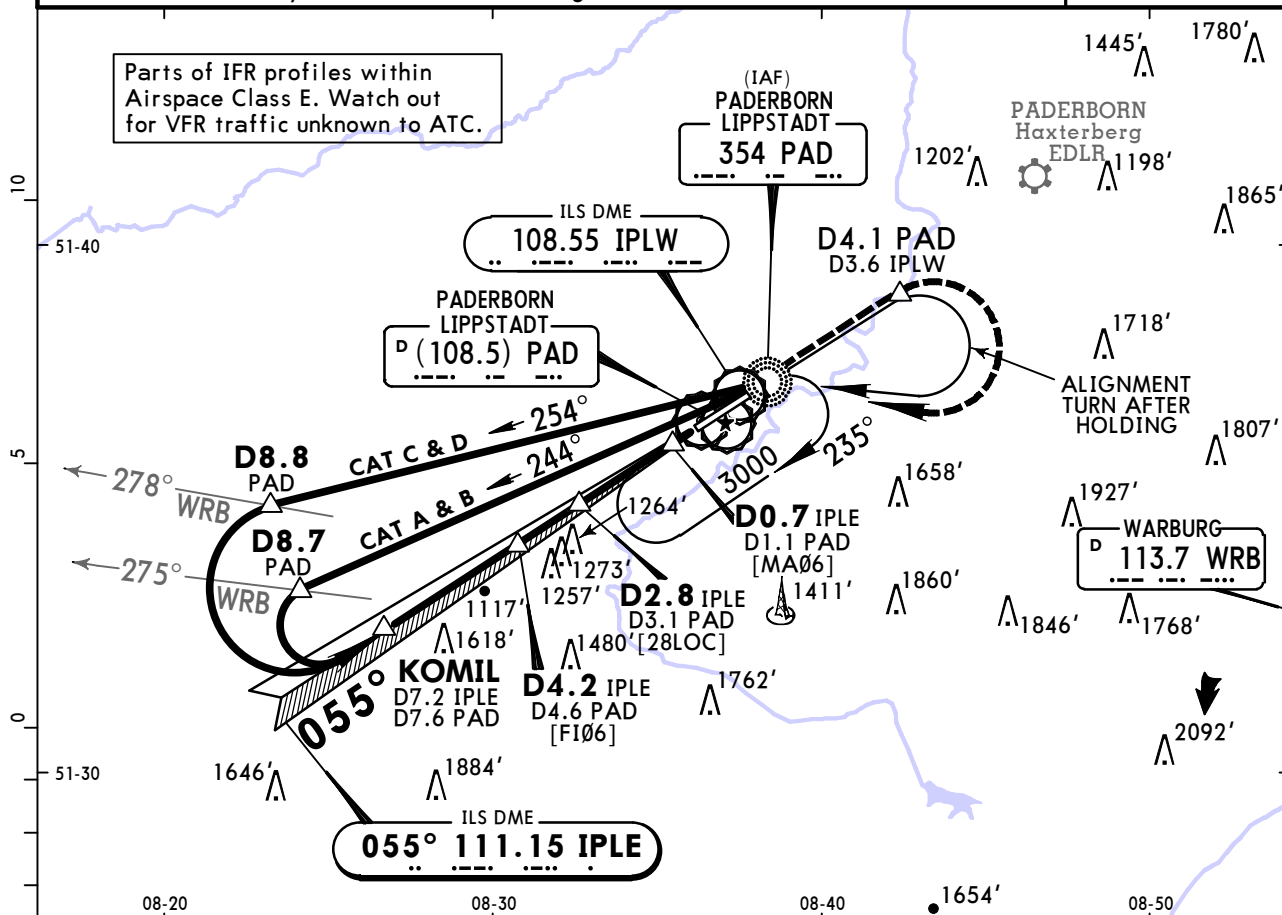
# EDLP/PAD

## JEPPESEN PADERBORN/LIPPSTADT, GERMANY

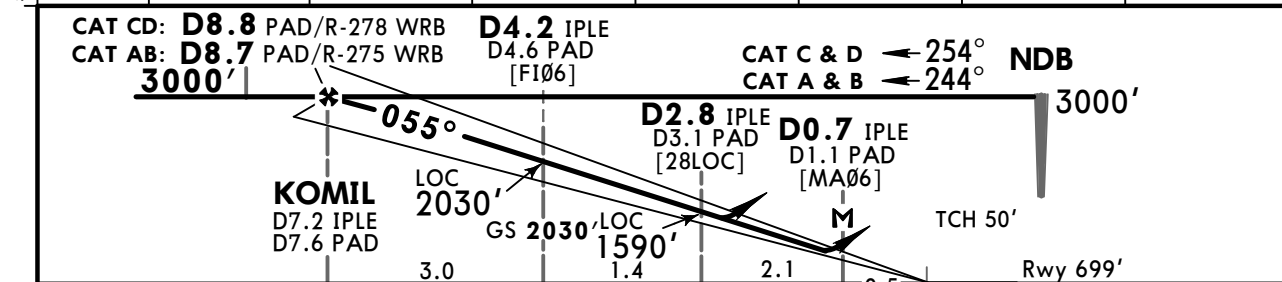
### PADERBORN/LIPPSTADT (11-1) 1 FEB 19

#### ILS or LOC Rwy 06

|                                                                                                                                                                                                                               |                                  |                                                |                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------|------------------------------------|
| ATIS                                                                                                                                                                                                                          | LANGEN Radar(APP)                | PADERBORN Tower                                | Ground                             |
| 125.730                                                                                                                                                                                                                       | 125.225                          | 133.380                                        | 121.930                            |
| LOC<br>IPLE<br><b>111.15</b>                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>055°</b> | GS<br><b>D4.2 IPLE</b><br><b>2030'</b> (1331') | ILS<br>DA(H)<br><b>899'</b> (200') |
| Apt Elev 699'                                                                                                                                                                                                                 |                                  |                                                | Rwy 699'                           |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to D4.1 PAD (D3.6 IPLW), then turn RIGHT to NDB climbing to 3000'.</b>                                                                                                                   |                                  |                                                |                                    |
| Alt Set: hPa (IN on req) Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 5000'<br><b>1. DME required.</b> 2. No radar contact at or below 2000'. 3. CAUTION: VFR traffic up to 1900' in the vicinity of Paderborn-Haxterberg. |                                  |                                                |                                    |
|                                                                                                                                                                                                                               |                                  |                                                | 4200                               |
|                                                                                                                                                                                                                               |                                  |                                                | MSA ARP                            |



| LOC (GS out) | IPLE DME ALTITUDE | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   | 2.0   |
|--------------|-------------------|-------|-------|-------|-------|-------|-------|
|              |                   | 2920' | 2600' | 2280' | 1960' | 1650' | 1330' |



|                                   |     |     |     |     |     |     |  |
|-----------------------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 |  |
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |
| MAP at D0.7 IPLE/D1.1 PAD         |     |     |     |     |     |     |  |

| STRAIGHT-IN LANDING RWY 06 |            |                        |           | CIRCLE-TO-LAND                  |                    |
|----------------------------|------------|------------------------|-----------|---------------------------------|--------------------|
| ILS                        |            | LOC (GS out) CDFA      |           | Not authorized South of airport |                    |
| DA(H) 899' (200')          |            | DA/MDA(H) 1150' (451') |           |                                 |                    |
| FULL                       |            | ALS out                |           |                                 |                    |
| A                          |            |                        |           | Max Kts                         | MDA(H) VIS         |
| B                          | RVR 550m 1 | RVR 1200m              | RVR 1400m | 100                             | 1280' (581') 1500m |
| C                          |            |                        |           | 135                             | 1320' (621') 1600m |
| D                          |            |                        |           | 180                             | 1670' (971') 2400m |
|                            |            |                        |           | 205                             | 1670' (971') 3600m |

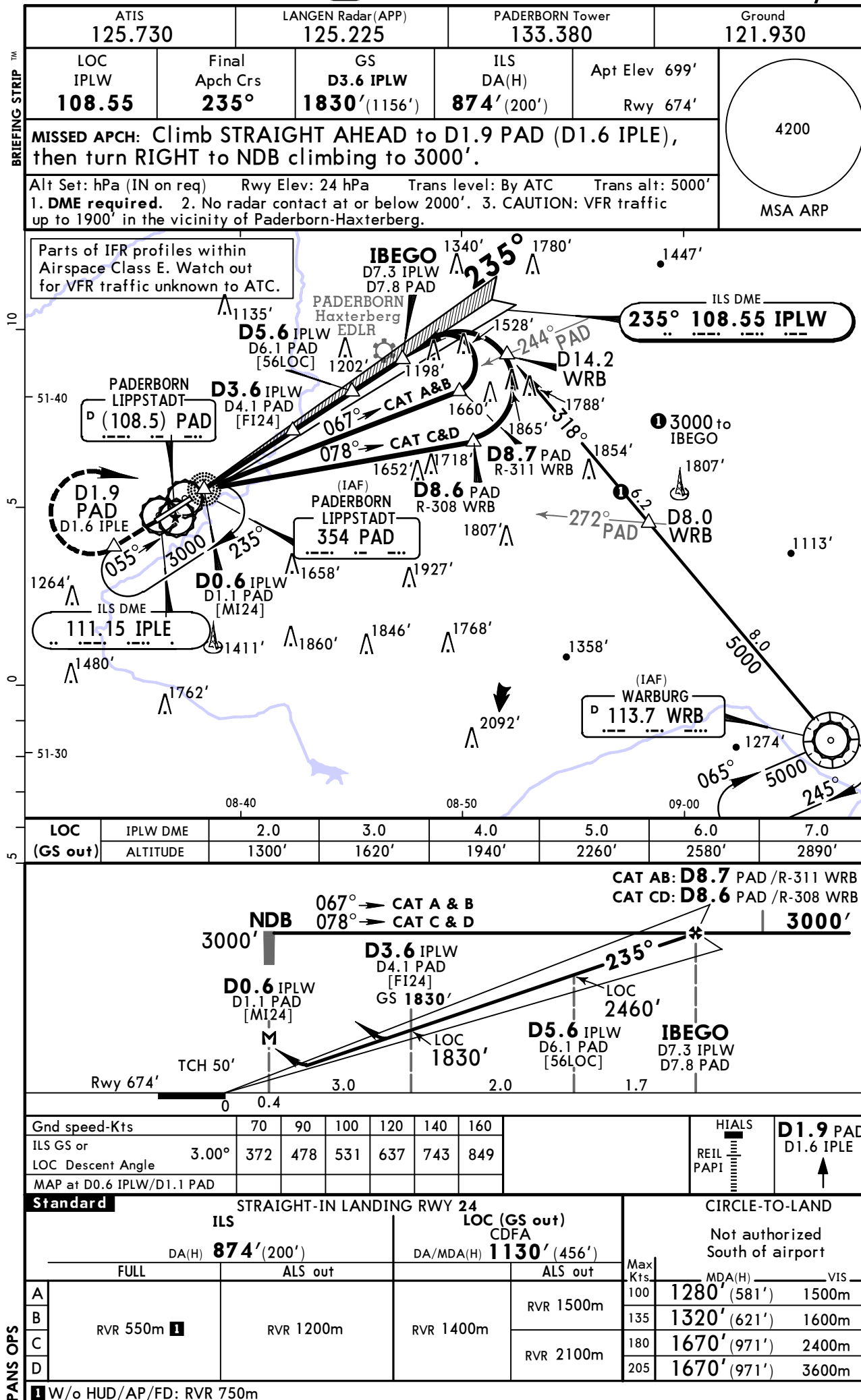
1 W/o HUD/AP/FD: RVR 750m

# EDLP/PAD

## JEPPESEN PADERBORN/LIPPSTADT, GERMANY

### PADERBORN/LIPPSTADT (11-2) 1 FEB 19

#### ILS or LOC Rwy 24



EDLP/PAD

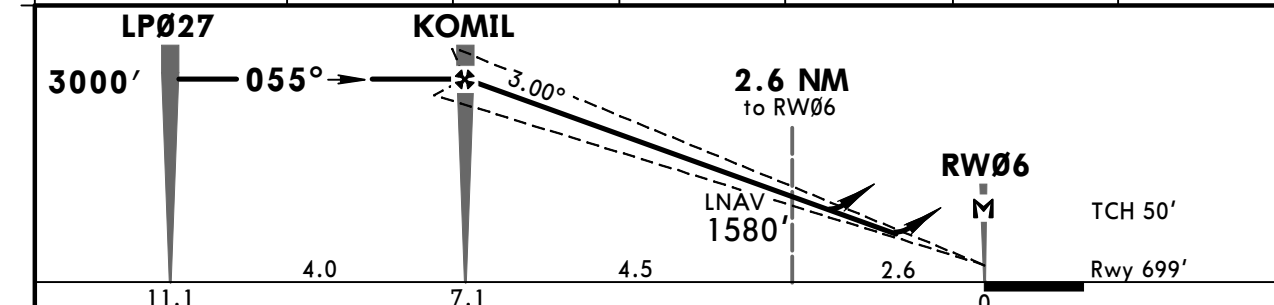
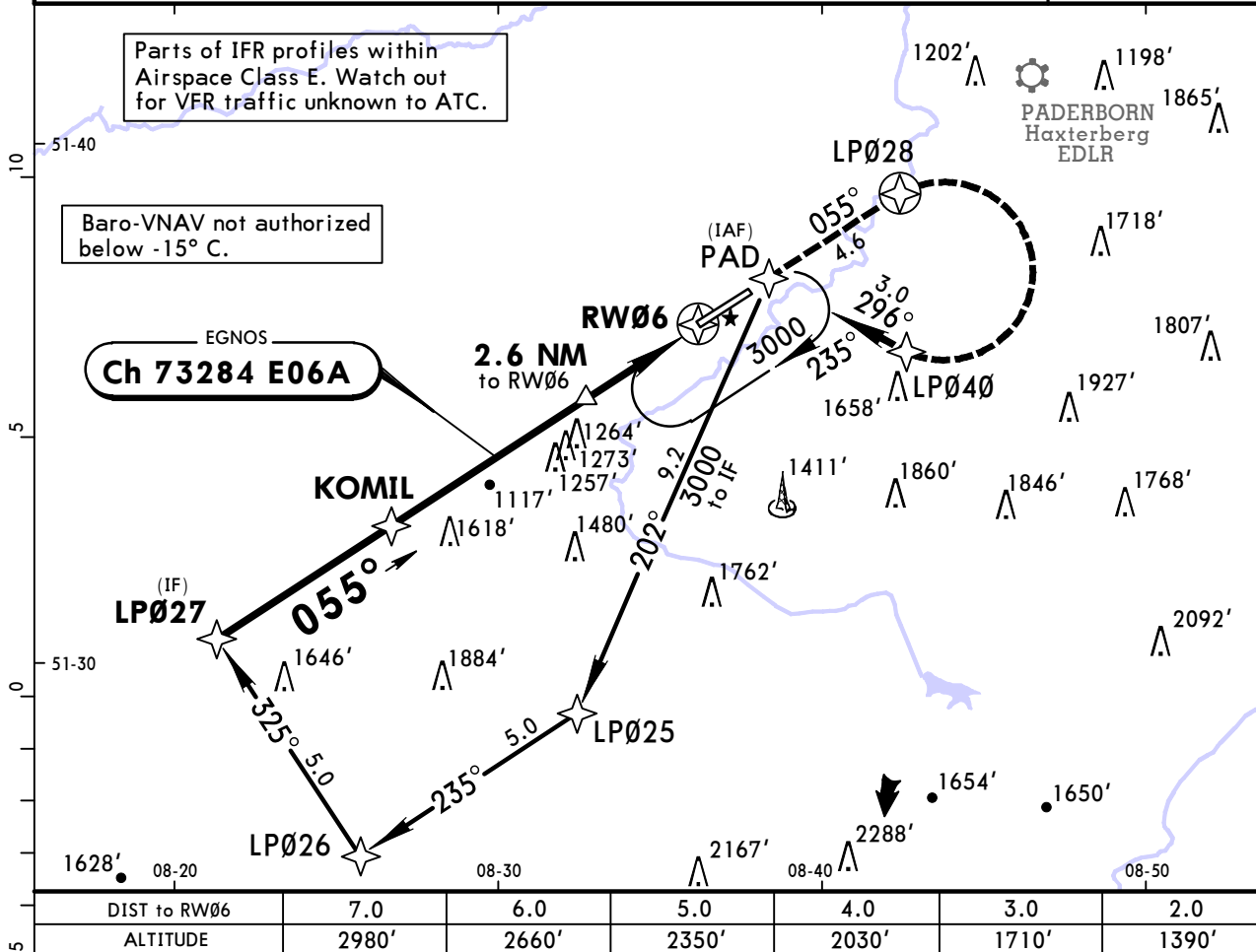
JEPPESEN PADERBORN/LIPPSTADT, GERMANY

PADERBORN/LIPPSTADT

12-1 24 MAY 19

RNP Rwy 06

|                      |                                                                                                                                                                                                                   |                           |                                       |  |                             |                           |                   |                                    |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--|-----------------------------|---------------------------|-------------------|------------------------------------|
| BRIEFING STRIP<br>TM | ATIS<br>125.730                                                                                                                                                                                                   |                           | LANGEN Radar(APP)<br>125.22           |  | PADERBORN Tower<br>133.380  |                           | Ground<br>121.930 |                                    |
|                      | EGNOS<br>Ch 73284<br>E06A                                                                                                                                                                                         | Final<br>Apch Crs<br>055° | Minimum Alt<br>KOMIL<br>3000' (2301') |  | LPV<br>DA(H)<br>899' (200') | Apt Elev 699'<br>Rwy 699' |                   | <div>4200</div> <div>MSA ARP</div> |
|                      | MISSED APCH: Climb on track 055° to LP028, then turn RIGHT direct to LP040, to PAD. Climb and maintain 3000'.                                                                                                     |                           |                                       |  |                             |                           |                   |                                    |
|                      | Alt Set: hPa (IN on req)    Rwy Elev: 25 hPa    Trans level: By ATC    Trans alt: 5000'<br>1. No radar contact at or below 2000'.<br>2. CAUTION: VFR traffic up to 1900' in the vicinity of Paderborn-Haxterberg. |                           |                                       |  |                             |                           |                   |                                    |
|                      |                                                                                                                                                                                                                   |                           |                                       |  |                             |                           |                   |                                    |



|                            |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
|----------------------------|------------|-----|-----------|----------------------------------------------------------------|-----------|-----|-----------|---------------------------------------|-----------|-------------------------------------|-----------|--|
| Gnd speed-Kts              |            | 70  | 90        | 100                                                            | 120       | 140 | 160       | <div>HIALS</div> <div>REIL PAPI</div> |           | <div>LP028</div> <div>on 055°</div> |           |  |
| Glide Path Angle 3.00°     |            | 372 | 478       | 531                                                            | 637       | 743 | 849       |                                       |           |                                     |           |  |
| LPV, LNAV/VNAV: MAP at DA  |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
| LNAV: MAP at RW06          |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
| Standard                   |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
| LPV CAT I                  |            |     |           | STRAIGHT-IN LANDING RWY 06                                     |           |     |           |                                       |           |                                     |           |  |
| DA(H) LNAV/VNAV            |            |     |           | LNAV CDFA                                                      |           |     |           |                                       |           |                                     |           |  |
| DA(H) 899' (200')          |            |     |           | A:1079' (377') C:1095' (396')<br>B:1085' (386') D:1104' (405') |           |     |           | DA/MDA(H) 1190' (491')                |           |                                     |           |  |
| ALS out                    |            |     |           | ALS out                                                        |           |     |           | ALS out                               |           |                                     |           |  |
| A                          | RVR 550m I |     | RVR 1200m |                                                                | RVR 1000m |     | RVR 1500m |                                       | RVR 1500m |                                     |           |  |
| RVR 1100m                  |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
| B                          |            |     |           |                                                                | RVR 1200m |     | RVR 1800m |                                       | RVR 1500m |                                     | RVR 2300m |  |
| C                          |            |     |           |                                                                | RVR 1200m |     | RVR 1900m |                                       |           |                                     |           |  |
| D                          |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |
| I W/o HUD/AP/FD: RVR 750m. |            |     |           |                                                                |           |     |           |                                       |           |                                     |           |  |

# EDLP/PAD

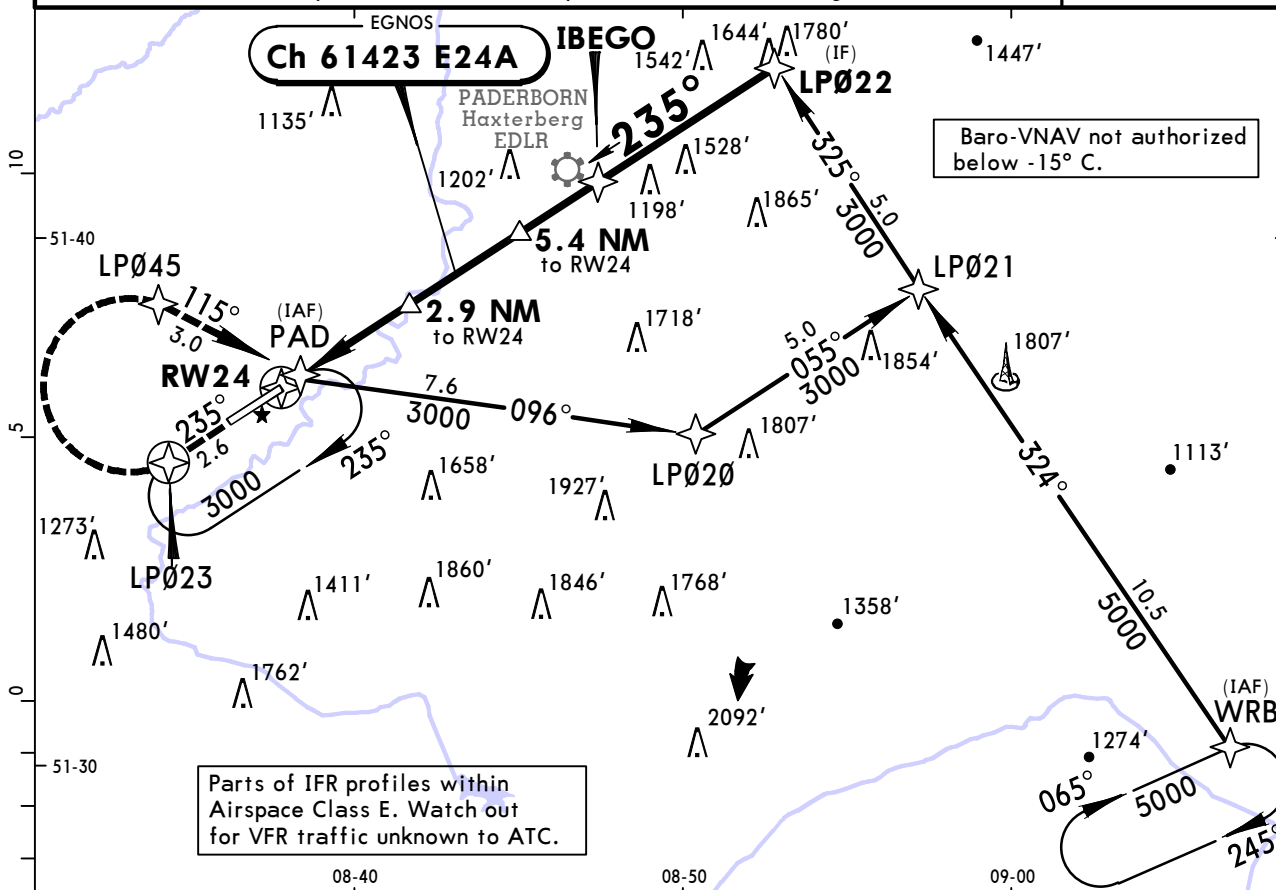
## JEPPESEN PADERBORN/LIPPSTADT, GERMANY

### PADERBORN/LIPPSTADT (12-2) 24 MAY 19

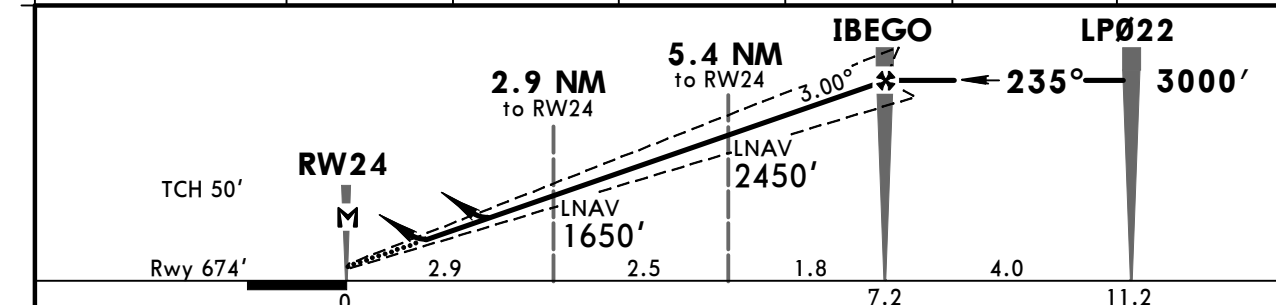
### RNP Rwy 24

BRIEFING STRIP

|                                                                                                                        |  |                             |  |                                       |  |                             |  |                           |  |                                    |
|------------------------------------------------------------------------------------------------------------------------|--|-----------------------------|--|---------------------------------------|--|-----------------------------|--|---------------------------|--|------------------------------------|
| ATIS<br>125.730                                                                                                        |  | LANGEN Radar(APP)<br>125.22 |  | PADERBORN Tower<br>133.380            |  | Ground<br>121.930           |  |                           |  |                                    |
| EGNOS<br>Ch 61423<br>E24A                                                                                              |  | Final<br>Apch Crs<br>235°   |  | Minimum Alt<br>IBEGO<br>3000' (2326') |  | LPV<br>DA(H)<br>874' (200') |  | Apt Elev 699'<br>Rwy 674' |  | <div>4200</div> <div>MSA ARP</div> |
| MISSED APCH: Climb on track 235° to LP023, then turn RIGHT direct to LP045, to PAD. Climb and maintain 3000'.          |  |                             |  |                                       |  |                             |  |                           |  |                                    |
| Alt Set: hPa (IN on req)      Rwy Elev: 24 hPa      Trans level: By ATC      Trans alt: 5000'                          |  |                             |  |                                       |  |                             |  |                           |  |                                    |
| 1. No radar contact at or below 2000'.<br>2. CAUTION: VFR traffic up to 1900' in the vicinity of Paderborn-Haxterberg. |  |                             |  |                                       |  |                             |  |                           |  |                                    |



|              |       |       |       |       |       |       |
|--------------|-------|-------|-------|-------|-------|-------|
| DIST to RW24 | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   |
| ALTITUDE     | 1370' | 1680' | 2000' | 2320' | 2640' | 2960' |



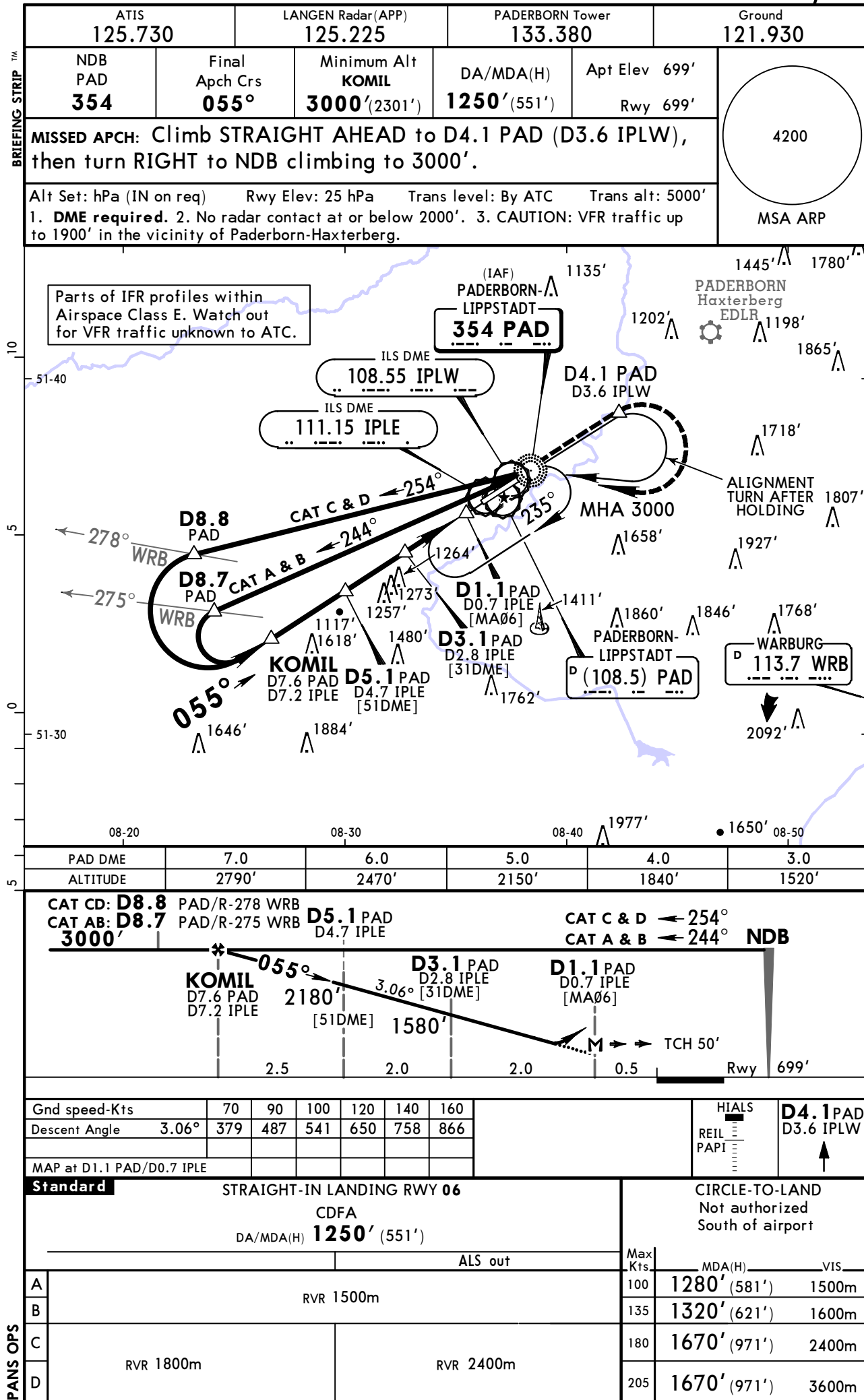
|                           |       |     |     |     |     |     |
|---------------------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 743 |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |
| LNAV: MAP at RW24         |       |     |     |     |     |     |

|                          |                   |                            |                       |                               |           |
|--------------------------|-------------------|----------------------------|-----------------------|-------------------------------|-----------|
| <b>Standard</b>          |                   | STRAIGHT-IN LANDING RWY 24 |                       |                               |           |
| LPV CAT I                |                   | DA(H) LNAV/VNAV            |                       | LNAV CDFA                     |           |
| DA(H) <b>874'</b> (200') |                   | A: <b>926'</b> (252')      | C: <b>952'</b> (278') | DA/MDA(H) <b>1110'</b> (436') |           |
|                          |                   | B: <b>936'</b> (262')      | D: <b>962'</b> (288') |                               |           |
| ALS out                  |                   | ALS out                    |                       | ALS out                       |           |
| A                        |                   |                            |                       |                               |           |
| B                        |                   |                            |                       |                               |           |
| C                        | RVR 550m <b>I</b> | RVR 1200m                  | RVR 750m              | RVR 1300m                     | RVR 1500m |
| D                        |                   |                            | RVR 1400m             |                               | RVR 2000m |

**I** W/o HUD/AP/FD: RVR 750m.

# EDLP/PAD PADERBORN/LIPPSTADT, GERMANY

## PADERBORN/LIPPSTADT (16-1) 1 FEB 19 NDB Rwy 06



# EDLP/PAD

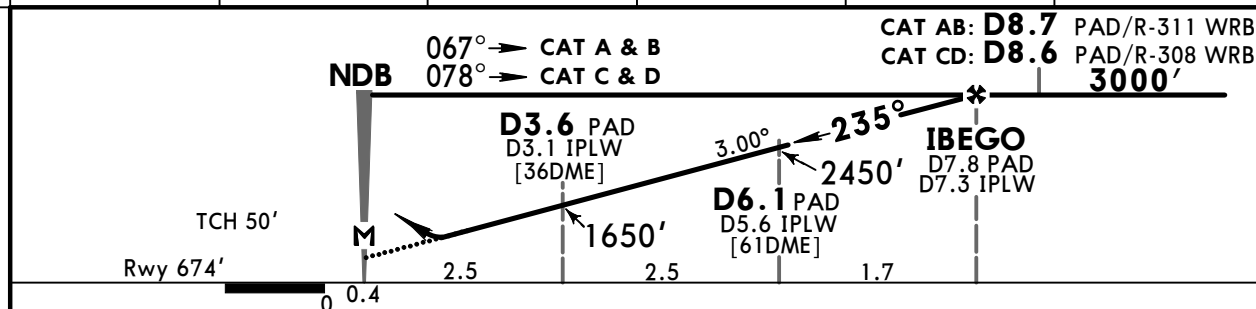
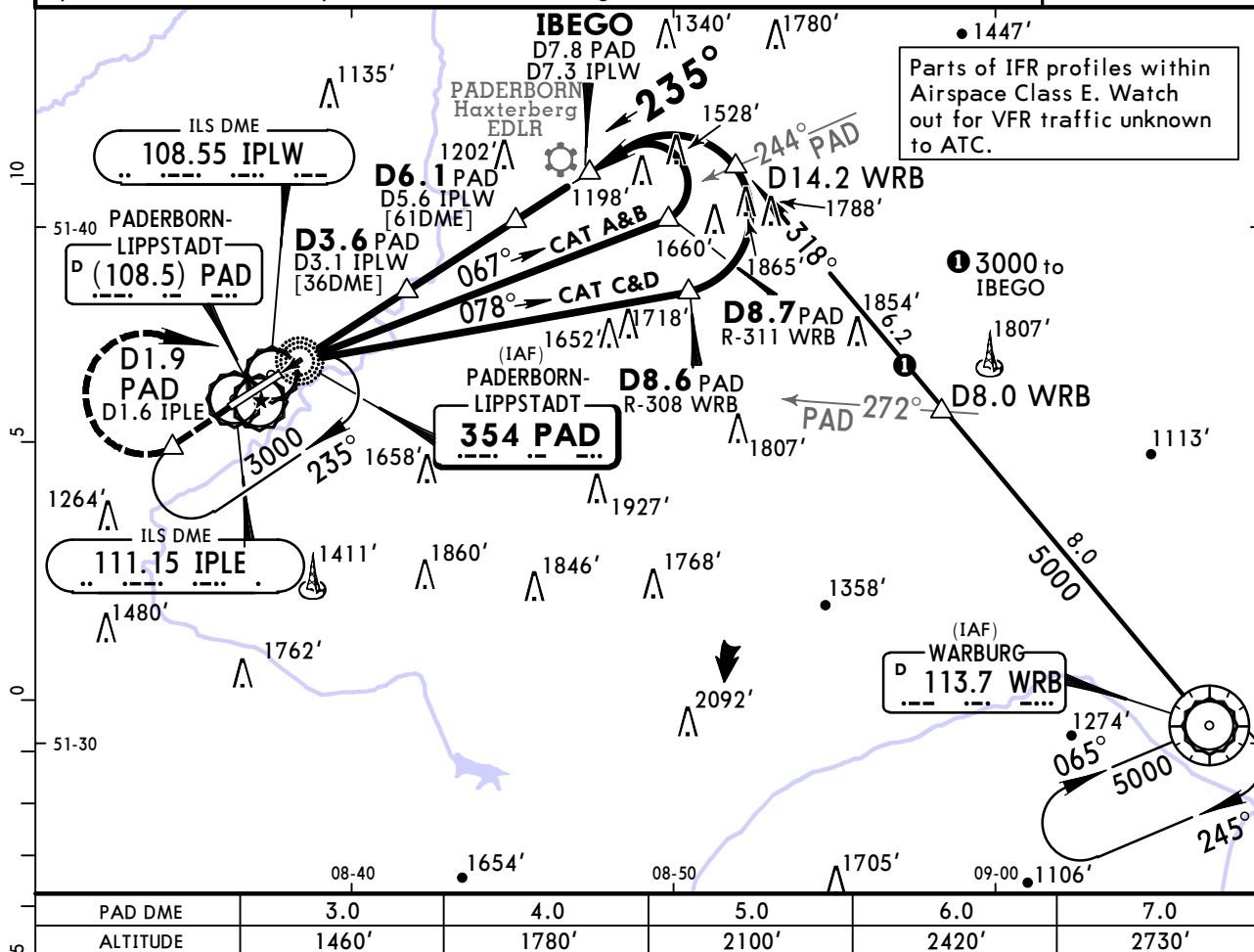
## PADERBORN/LIPPSTADT

### 16-2

#### 1 FEB 19

##### NDB Rwy 24

|                                                                                                                                                                                                                        |                               |                                       |                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------|---------------------------|
| ATIS<br>125.730                                                                                                                                                                                                        | LANGEN Radar (APP)<br>125.225 | PADERBORN Tower<br>133.380            | Ground<br>121.930         |
| NDB<br>PAD<br>354                                                                                                                                                                                                      | Final<br>ApcH Crs<br>235°     | Minimum Alt<br>IBEGO<br>3000' (2326') | DA/MDA(H)<br>1280' (606') |
| Apt Elev 699'<br>Rwy 674'                                                                                                                                                                                              |                               |                                       | 4200<br>MSA ARP           |
| MISSED APCH: Climb STRAIGHT AHEAD to D1.9 PAD (D1.6 IPLE), then turn RIGHT to NDB climbing to 3000'.                                                                                                                   |                               |                                       |                           |
| Alt Set: hPa (IN on req) Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'<br>1. DME required. 2. No radar contact at or below 2000'. 3. CAUTION: VFR traffic up to 1900' in the vicinity of Paderborn-Haxterberg. |                               |                                       |                           |



|               |       |     |     |     |     |     |
|---------------|-------|-----|-----|-----|-----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |
| MAP at NDB    |       |     |     |     |     |     |

|                            |  |  |                  |              |       |
|----------------------------|--|--|------------------|--------------|-------|
| STRAIGHT-IN LANDING RWY 24 |  |  | CIRCLE-TO-LAND   |              |       |
| CDFA                       |  |  | Not authorized   |              |       |
| DA/MDA(H) 1280' (606')     |  |  | South of airport |              |       |
| ALS out                    |  |  | Max Kts          | MDA(H)       | VIS   |
| RVR 1500m                  |  |  | 100              | 1280' (581') | 1500m |
|                            |  |  | 135              | 1320' (621') | 1600m |
| RVR 2100m                  |  |  | 180              | 1670' (971') | 2400m |
|                            |  |  | 205              | 1670' (971') | 3600m |

**Chart changes since cycle 15-2023**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**PADERBORN/LIPPSTADT, (PADERBORN/LIPPSTADT - EDLP)**

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport EDLP**

**Chart Change Notices for Country DEU**

**Type:** Gen Tmnl  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

**Type:** Gen Tmnl  
**Effectivity:** Permanent  
**Begin Date:** 20210326  
**End Date:** No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

**Type:** Gen Tmnl  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

**Type:** Gen Tmnl  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.