

# Paderborn-Lippstadt Airport

IATA/ICAO CODE: PAD/EDLP  
 CITY: Paderborn  
 COUNTRY: Germany

## AIRPORT CONTACT

Information confirmed as current by the airport 3/2011

Name:	Reinhard Thiele	Elmar Kleinert
Title:	Operations	Managing Director
Airport:	Paderborn-Lippstadt Airport	Paderborn-Lippstadt Airport
Address:	Flughafen Paderborn-Lippstadt Flughafenstrasse 33 33142 Bueren Germany	Flughafen Paderborn-Lippstadt Flughafenstrasse 33 33142 Bueren Germany
Phone:	+49 2995 77225	+49 2955 77215
Fax:	+49 2955 77240	+49 2955 1230
Email:	thiele-r@airport-pad.com	management@airport-pad.com
Airport Web Site:	<a href="http://www.airport-pad.com">www.airport-pad.com</a>	

ELEVATION: 699 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06/24	7150	-	-	148

NOISE ABATEMENT PROCEDURES - [NONE](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

## AIRPORT CURFEWS

Restrictions for Night Flying (Times in brackets applicable during legal summer time)

1. Between 2100-0500 (2000-0400) flight operations exceeding the noise levels in accordance with ICAO Annex 16 Chapter 2 are not permitted.  
 note: Chapter 2 airplanes >75,000 lbs are ban from operating at airports in EU Member States as of April 1, 2002.

2. Between 2300-0400 (2200-0300) flight operations exceeding the noise levels in accordance with ICAO Annex 16 Chapter 3 are not permitted. But prior permission is requested on the ops. Phone: +49 2955 77225

Excluded from restrictions mentioned above:

Take-off and landing of aircraft approaching the airport as an alternate airport for: (if TWR person is on duty)

- meteorological

- technical
- other safety reasons

Take-off and landing of aircraft in a mission of medical assistance or other emergency cases.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Run-up of jet or propeller engines other than idle run-ups are not permitted between 2200-0700 (2100-0600) except due to safety reasons shortly prior to departure.

APU OPERATING RESTRICTIONS

Up to now there are no pending rules/restrictions regarding APU use, however, it is recommended to use GPU whenever feasible.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

International		Domestic	
Chapter 3	EUR 8.90	EUR 8.90 (if included in Bonus List)	
	EUR 10.50	EUR 10.50 (if not included in Bonus List)	
Chapter 2	EUR 21.00	EUR 21.00	
Night Surcharge between 2100-0500 (2000-0400) as follows:			
Chapter 3	EUR 10.80	EUR 10.80 (if included in Bonus List)	
	EUR 13.50	EUR 13.50 (if not included in Bonus List)	
Chapter 2	EUR 28.00	EUR 28.00	
Bonus List			
All types with MTOW below 25 tonnes			
A300	B727-100 re-engined 3 Tay	DC8-70	L1011
A310	B737-300 to 800	DC10	Gulfstream IV
A320/19/21	B747-400	MD11	BAE146/AVRO/RJ
A330	B757	MD80(arrival only)	Fokker 70/100
A340	B767	CRJ	TU204
	B777	MD90	

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

## NOISE MONITORING SYSTEM

Information provided by Topsonic

A noise monitoring system was installed in the year 1999. It consists of 5 stationary noise monitoring terminals and one mobile station. The manufacturer of the system is Topsonic (Germany) Noise contour program (compatible with the AzB: the German definition of noise modelling) is available.

## FLIGHT TRACK MONITORING SYSTEM

Correlation of noise and aircraft is done by radar data coming directly from the Germany ATC (Deutsche Flugsicherung).

## NOISE LEVEL LIMITS - [NONE](#)

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS

Between 2300-0400 (2200-0300) flight operations exceeding the noise levels in accordance with ICAO Annex 16 Chapter 3 are not permitted.