

# Departing Traffic

## Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route.

- Stand **12A** and **18A** are the only suitable stands for **heavy** aircraft
- Airbus hangars are north of taxiway F between E and intersection F

## Delivery – Clearance (Start-up and Enroute Clearance)

When requesting your IFR clearance in Germany, you will often receive a “start-up approved” within your Enroute Clearance – “start-up” does **not** mean that you are allowed to pushback on your own but states that you can expect no further delays due to traffic management.

- Valid routes are available at <https://grd.aero-nav.com/>
- Always check the current **ATIS**!
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- PDC / Clearance via Datalink is not available in EDDW Bremen
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)

“ Eurowings4345, Information X, request start-up and enroute clearance

Runway	RWY 27	RWY 09
SID Designator	Z* / L	M

*\* Designator Z is primary used when available*

## Ground – Pushback

As the apron in Bremen is not the biggest, it is even more important that you only request pushback when you are able to start it immediately after receiving the approval. To keep a good flow of traffic ATC might instruct you to do a specific pushback-routing (e.g. into another taxiway, push and then pull forward, etc.) Always report when unable or if you do not understand the instruction.

- Set your assigned squawk and turn on your transponder before offblock
- Be ready for taxi as soon as possible to avoid delay for other aircraft

## Ground – Taxi

During taxi the controller might tell you to hold short of certain taxiways or give way to other aircrafts. To not cause any conflicts it is very important to follow the instructions correctly or to ask if you are unsure what to do.

## Tower/Radar – Departure

When airborne contact the Departure Controller on the Frequency stated in the ATIS, the charts or that was given to you by the Delivery Controller! You will not receive a handoff by Tower.

Do not climb above your initial climb until advised by ATC!

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