# Departing Traffic

## First things first - Where to park?

Want to know where your airline usually parks? We recommend that you use [flightradar24.com](flightradar24.com) whenever possible.

Still unsure? Check out this page for a short overview of where to park: **Parking Positions**

## How to request your IFR clearance?

**Your IFR clearance shall contain the following information:**

- Your callsign
- Received ATIS information letter
- Your Destination

> " Berlin Delivery, EJU5873, information C, request enroute clearance (and startup) to Zurich.

**Your IFR clearance will contain the following information:**

- The SID or an alternative routing
- The initial climb
- The squawk

> " EJU5873, Berlin Delivery, (start-up approved), cleared Zurich, via LOGDO1N, flight planned route, climb 5000 ft, squawk 1000.

**Always report unable if you can't comply with ATC instructions!**

Delivery might give you a start-up approval together with your IFR clearance.

**Keep in mind, that the phraseology "start-up approved" clears you to start engines ONLY. You are not allowed to perform a pushback without explicit permission from**

**Apron!**

# Let's talk about slots...

During periods of high traffic, Delivery might use Target Start-Up Approval Times (TSAT), on Vatsim known as slots. This will ensure an expeditious and efficient traffic flow.

**What do you need to do?**

- Report to Delivery when you are fully ready for start-up (TOBT - your target offblock time)
- Delivery will assign you a TSAT, at which you can expect your start-up clearance
- You should always call Delivery when you are finally ready to request your startup, If there will be any delay or later TSAT, there is no need to call again, Delivery will call you according to your TSAT
- When start-up is given, make sure that you are ready to push back within 5 minutes!

> **Remember:** "Start-Up approved" only gives you permission to start your engines. You will always need a separate pushback clearance from Apron!

# Ready to start your journey? - Pushback

**Important notes regarding pushbacks:**

- Apron actively uses V1, V2 and VC for pushbacks. Be prepared for long pushbacks onto the parallel taxiways.
- Apron might give straight-back pushbacks on Apron A and C in order to safe space
- Apron might give you a pushback direction opposite to your expected taxi direction to safe space on the apron.
- Have you pushback tug already connected before requesting pusback

> **Always report unable if you can't comply with ATC instructions!**

# Which intersection to plan for?

To ensure the most efficient runway usage pilots are requested to plan the following intersections whenever possible. Please inform Berlin Ground on initial contact if unable for a certain intersection listed below.

| Aircraft Category | RWY 25R | TORA | RWY 25L | TORA | RWY 07R | TORA | RWY 07L | TORA |
|---|---|---|---|---|---|---|---|---|

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|---|---|---|---|---|---|---|---|---|
| **Heavy** | **L8** | 3600 m | **M8** | 4000 m | **M2** | 4000 m | **L1** | 3600 m |
| **Medium (Jet)** | **L7** | 3300 m | **M7** | 2715 m | **M3** | 2475 m | **L2** | 3500 m |
| **Light and Turboprop** | **L6** | 2515 m | **M6** | 2265 m | **M3** | 2475 m | **L3** | 2470 m |

Requiring even less runway for take-off? Just ask Ground if a specific intersection is possible.

# Finally Airborne!

Great! Now you only have to keep a few things in mind...

1. **Always stay exactly on your SID track.** This prevents possible conflicts with parallel departing traffic.
2. **Remain on Tower frequency until you get a handoff to Departure!**
3. **Level-off if you reach your initial climb clearance.** If not you might cause conflicts with other departing traffic!

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