

# Departing Traffic

## Before Connecting to VATSIM

Please make sure you have a current version of your Navdata and a valid route. Valid routes are available at <https://grd.aero-nav.com/>.

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

When requesting your “Clearance” in Germany, you will usually receive a “start-up approved” and your IFR (Enroute) Clearance – “start-up” does **not** mean that you are allowed to pushback, just that there is no expected offblock delay within the next 5-10min.

- Always check the current **ATIS!**
- **You should only request your clearance when you are ready for pushback within the next 5 minutes.**
- You can also receive your clearance via Datalink (<https://www.hoppie.nl/pub/>) if the airport code is stated in the Controller Info
- The controller will tell you the SID, the initial climb and the squawk. (Pen and Paper might be useful)
- If one or more approach controllers are online, both departure frequencies are in use. Check your charts for the correct frequency, if not stated within your flight clearance. In case of Unicom or Center TopDown, you will find the infos in the ATIS message.

“ EWG4345, Information X, request enroute clearance (and startup)

**Please do not block the frequency with an unnecessary Radio-Check or too many unwanted information.**

Runway	RWY 33	RWY 23	RWY 05	RWY 15
SID Designator	G	B	C	D

# Apron - Pushback

As the apron in Hamburg 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. on a blue or orange line, 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
- Positions **44 - 48** can be used as **taxi-out positions** for aircrafts with a **wingspan of less than 25m**. For all other aircraft pushback onto taxiway Z8 is required!

# Apron - 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 passing 2000ft 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!

## Possible Departure Frequencies

Station	Station ID	Login	Frequency	Remark
East Approach	HAME	EDDH_E_APP	119.510	--
West Approach	HAMW	EDDH_W_APP	134.255	--
Aller	EDWA	EDWW_A_CTR	126.325	TopDown Service

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