

# Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

## Preparation

A thorough preparation is important for any flight. We ask you to **conduct a thorough briefing to avoid delays and keep it fun for everyone**.

### Route planning

You can find valid routes for many destinations in the [AeroNav Global Route Database](#).

When planning a route via SimBrief, please use routes with the Eurocontrol icon, as those will generally be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

### SID assignment

ATC will assign SIDs according to the table below. If the first waypoint of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you. Please also make sure you are **complying with the restrictions** for each of the available initial waypoints.

Default SID assignment			
Waypoint	07	25	Restrictions
DOMEG	E	C	

<b>HMM</b>	Y	Z	<b>07 operations:</b> only (turbo-)prop up to 5.7t MTOM <b>25 operations:</b> jet aircraft only up to 20t MTOM
<b>OSN</b>	E	C	
<b>RKN</b>	E	C	

## Enroute Clearance

Clearance requests in Germany are very short. Please **avoid unnecessarily long clearance requests** to reduce frequency congestion.

“ **Pilot:** Münster Ground, Lufthansa 5EK, stand 12, request enroute clearance, information M.

## Datalink Clearance (DCL)

Münster/Osnabrück also offers electronic datalink clearances (also known as PDC or Pre-Departure Clearance) on VATSIM using the Hoppie ACARS system. The station code is **EDDG**. If your aircraft does not have a direct integration of the Hoppie system, you can also use easyCPDLC.

Requesting clearance electronically is **preferred over voice clearances** as it reduces frequency congestion thus avoiding delays. Because of this, we ask all pilots able to use the Hoppie ACARS system to do so.

## Startup

Startup approval is the "go" from the controller's side to start your engines. It is also an **assurance that you will be cleared to start moving within the next 20 minutes**. It can be requested and approved together with pushback.

## Pushback

Only request pushback if you are actually ready to start pushing back. If you take longer than **1 - 2 minutes to start moving**, ATC might have to cancel your pushback clearance to avoid delays for other pilots.

Keep in mind that some positions on Münster/Osnabrück's apron are **taxi-out stands**. If you are parked on one of these taxi-out stands, you won't need a pushback.

If you are unsure about your pushback instruction or unable to comply for any reason, **hold position and inform ATC immediately**.

## Taxi

While Münster/Osnabrück's layout is relatively simple, it is still important to conduct a **thorough briefing of expected taxi routes** as well as **correct taxiing**. To avoid delays for yourself and other users, **start taxiing as soon as possible after receiving your taxi clearance** and **request taxi in a timely manner after your pushback**.

If you are unsure about your taxi instructions, **hold position and inform ATC immediately**.

## Run-up

There are run-up areas at runway intersections A and B, called A1 and B1. **If you require a run-up, inform Münster Ground as early as possible** so they can issue an appropriate instruction.

## Takeoff

Münster/Osnabrück has only one runway which needs to be used for both departures and arrivals. While there is usually not too much other traffic, it is still important to **begin your takeoff roll as soon as you receive your clearance** and be prepared for immediate takeoff clearances. If you take too long, **ATC might have to cancel your takeoff clearance** and issue a go around for an arriving aircraft.

## Auto-handoff

Münster/Osnabrück utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be noted in the ATIS.

Contact the airborne frequency **immediately when airborne** unless explicitly told to remain on Tower frequency.

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