

Departing Traffic

Saarbrücken is **not equipped to handle A380 aircraft**. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

Start-Up and Enroute (IFR) Clearance

In Germany you have to request “start-up” to get your IFR clearance. This does not include the pushback, therefore a separate approval is required!

- **Always check the current ATIS first!**
- Report Callsign, ATIS Information and request start-up and enroute clearance
- **Only request start-up when you are ready for pushback within the next 5 minutes**
- Clearance also available via Datalink (PDC/DCL via [Hopple ACARS System](#)) - check Controller Info for Airport Code!
- Valid routes out of Saarbrücken are available via [grd.aero-nav.com](#).
- There are a number of different SID available for different performances, please always make sure you will fly the assigned one.
- Report if unable to comply with a climb restriction.

Pushback

There is no pushback on any position required. Please contact the Controller after starting up the engine for taxi.

Tower

There are no useful intersections you can expect. If you a light General Aviation Aircraft, you might get the intersection B. Keep in mind that in departing Runway 09 you then have max. 950 m Runway length and on departing Runway 27 max. 1000m.

Departure

Departing IFR traffic have to **contact Langen Radar** without separate instruction, **immediately when airborne**. You will always find the correct departure frequency in the ATIS.

Revision #2

Created 25 October 2022 19:49:24 by 1288197

Updated 30 October 2024 09:31:53 by 1627359