

Departing Traffic

Jeppesen chart library does not contain current information for Saarbruecken; Saarbruecken, Germany (EDDR). Germany AIRAC AMDT 004-25, effective 17 April 2025, could not be incorporated in time and contains revised aerodrome and instrument approach procedure information.

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
- Clearance also available via Datalink (PDC/DCL via [Hopple ACARS System](#)) - check Controller Info!
- 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.
- **NON-RNAV** aircraft shall expect omnidirectional departures (EDDR #E/W)
- 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 08 you then have max. 950 m Runway length and on departing Runway 26 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.

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