

# 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 [Hoppie 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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