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.

| 1. | € EUROCONTROL | ✔ Valid for AIRAC 2303 |
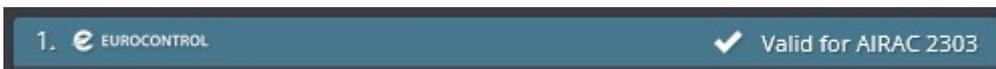
> When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance.

SID assignment

If there is no SID leading to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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 following restrictions** that exist for some of these waypoints.

Waypoint	Restrictions
GMH	only for flights with requested **max. FL140**
KUMIK	only for flights with requested **min. FL150**
SONEB	only for flights with with requested **min. FL140** and **via RKN or TENLI**

Enroute Clearance

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

> " **Pilot:** Mönchengladbach Ground, Brilliant 1009, stand A3, request enroute clearance, information M.

Datalink Clearance (DCL)

Mönchengladbach also offers electronic datalink clearances (also known as PDC or Pre-Departure Clearance) on VATSIM using the [Hoppie ACARS system](#). The station code is **EDLN**. 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**.

Pushback

Pushback is not required as **all stands at Mönchengladbach are taxi-out positions**.

Taxi

While Mönchengladbach'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**.

Takeoff

Mönchengladbach 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,

especially because Mönchengladbach procedures conflict with [Düsseldorf](#) procedures and there may only be a small gap to accommodate your departure. If you take too long, **ATC might have to cancel your takeoff clearance** and issue a go around for an arriving aircraft.

Auto-handoff

Mönchengladbach utilizes an auto-handoff procedure for IFR departures where **Tower will not hand off outbounds to the approach controller**. As the airborne frequency changes depending on the operating direction and staffed positions at [Düsseldorf](#), it will always be given to you by the Tower controller.

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

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