

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

When planning a route via SimBrief, please use routes with the Eurocontrol icon when available, 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to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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
SONEB	only for flights with requested min. FL140

Enroute Clearance

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

“ **Pilot:** Niederrhein Tower, Ryanair 7XQ, stand 4, request enroute clearance, information N.

Datalink Clearance (DCL)

In contrast to the real world, on Vatsim we offer datalink clearance (DCL/PDC) at Niederrhein using the Hoppie ACARS system. The station code is **EDLV**. If your aircraft does not have a direct integration of the Hoppie system, you can also use easyCPDLC.

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 all positions on Niederrhein's apron except for stands 1 thru 9 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 Niederrhein'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

Niederrhein 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.

Intersection departures are not possible at Niederrhein. **All aircraft have to depart from full length.**

Auto-handoff

Niederrhein 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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