

# Departing Traffic

We ask all pilots to also read the [General section](#) with **information relevant to all pilots**.

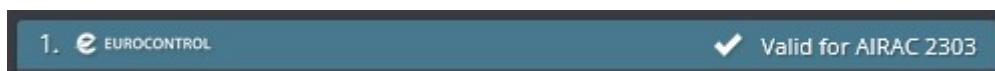
## Preparation

A thorough preparation is important for any flight, but even more so when flying at a busy and complex airport like Düsseldorf. 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 usually be valid.



When filing an invalid flight plan, you will usually have to **file a completely new flight plan** before ATC can issue your enroute clearance. While ATC might occasionally be able to provide you with a valid route to your destination, this is not guaranteed. It is ultimately **your responsibility as the pilot to plan and file a valid route**.

## 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to the first waypoint of your flight plan, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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
DODEN	only for <b>jet aircraft</b> with <b>requested FL250 or above</b>
GMH	only for flights with <b>requested FL140 or below</b>
KUMIK	only for flights with <b>requested FL150 or above</b>

<b>LMA</b>	only for flights with <b>destination EDLN</b>
<b>MODRU</b>	only for flights with <b>requested FL210 or above</b>
<b>NETEX</b>	only <b>between 2200 and 0600 local time</b> and <b>during weekends and holidays</b> only for flights with <b>requested FL100-FL200</b> or <b>via Z282 DIBIR L179 ...</b> traffic via waypoints RASCA or DELOM shall file <b>MODRU-SID NETEX DCT RASCA/DELOM ...</b> and leave MODRU SID after NETEX
<b>NVO</b>	only for flights with <b>requested FL90 or below</b> or, <b>between 0600 and 0800 local time, via Q760</b>
<b>NUDGO</b>	only for flights with <b>requested FL240 or below</b>

## Enroute clearance

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

“ **Pilot:** Düsseldorf Delivery, Eurowings 31A, stand A12, request enroute clearance, information D.

**All SIDs in Düsseldorf are runway dependent**, so ATC will not inform you of your departure runway as this is already clear from your SID assignment.

## Datalink clearance (DCL)

Düsseldorf also offers electronic datalink clearances (DCL) - similar to pre-departure clearances (PDC) - using the Hoppie ACARS system. The station code can always be found in the controller info for the controller currently issuing the enroute clearances; usually it is **EDDL**. If your aircraft does not have a direct integration of the Hoppie system, you can also use the standalone easyCPDLC client.

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 controller's **assurance that you will be cleared to start moving within the next few minutes**. If Delivery and Ground are separately staffed, it is requested and

approved separately from pushback.

**Do not start your engines at the gate**, unless you have a taxi-out position. Even with startup approval, the engines are started during pushback.

Pushback will not be issued by Delivery. **Startup approval is not a clearance for pushback!**

## ACDM procedures

Düsseldorf employs ACDM procedures for more efficient operations. This requires pilots to **comply with assigned ACDM times**. Please **set your TOBT** and **update it whenever your estimate changes by more than 5 minutes** using the vACDM pilot interface to help controllers with pre-planning and reducing delays.

If you are unfamiliar with ACDM procedures, **please read the vACDM pilot guide**.

## Startup request

If you are unable to comply with any restriction on your assigned SID or cannot accept a wind component on your assigned departure runway, you need to **inform ATC prior to your startup request** so that they can coordinate another solution.

## Pushback

Aircraft parked at a position requiring pushback can normally expect to push back according to the following concept. Please keep in mind, though, that **controllers may deviate from this norm - always push back as instructed by ATC**.

- **A01 thru A03**: onto T facing East or West
- **A04 thru A09**: onto P1 facing North
- **A10 thru A16 & B01 thru B04**: onto T facing East or West
- **B05 & B06**: onto T facing West or onto P4 facing North
- **B07 & B08 & C04 & C05**: onto P4 facing North
- **B09 thru B11 & C01 thru C03**: onto R facing West (inside the alley)
- **C06 & C07**: onto Y facing West (inside the alley)
- **V02 thru V27 & V38 thru V46**: onto T facing East or West
- **V28 & V29 & V47 thru V53**: onto T facing West
- **V70 & V73 & V74 & V80 thru V87**: onto L7 facing North
- **V91 thru V97 & V101 thru V108**: onto L9 facing North

Some of these pushbacks **require a push-and-pull maneuver**. If you are unable to perform such a maneuver, do not accept your pushback clearance and **inform ATC that you are unable for a push-and-pull maneuver**.

## Taxi

Düsseldorf's complex layout demands 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**.

Düsseldorf Ground uses so called **checkpoints for handovers between the Ground stations**; these checkpoints are not located at taxiway intersections but it is nevertheless important to hold short of them when instructed to do so.

## Takeoff

### Line-up

All aircraft should **be prepared for a departure from intersection L1 instead of full-length** while runway 23L is in use for departures. Aircraft that need the additional 55m of runway length may request a special line up which includes a 270 degree turn.

### Minimum runway occupancy time

Only use the absolute minimum amount of time necessary on the runway before beginning your takeoff roll. Due to various dependencies to other runways, there might be **as little as 5 seconds for you to begin your takeoff roll** after receiving your clearance. If you take too long, **ATC will have to cancel your takeoff clearance**.

At Düsseldorf, **all aircraft are considered ready for departure by Tower**. If you are not yet ready, **inform Tower on initial contact**.

## Auto-handoff

Düsseldorf utilizes an auto-handoff procedure for departures where **Tower will not hand off outbounds to the approach controller**. The current airborne frequency will always be stated in the ATIS.

Contact the airborne frequency **when passing 2000ft** unless explicitly told to remain on Tower frequency.

## Steep turns after departure

During 23 operations, pilots flying a MEVEL or SONEB SID will have to perform a **very steep turn after departure**. Most autopilots are unable to fly this turn, so pilots should always **handfly the departure until this initial turn is completed** as well as paying close attention to the **speed limit of 190 KIAS during the turn**.

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