

Departing Traffic

Parking Position

Airliners use Apron 2. Parking positions 18 to 27 are available for aircraft up to 36 m wingspan. Aircraft with a wingspan between 36 and 52 m need to use parking positions 18A or 19A. Aircraft with a wingspan greater than 52 m park parallel to taxiway S between parking positions 18 and 21. Business jets and similar aircraft use Apron 3.

General Aviation aircraft use Apron 4.

Do not use the North de-icing pad (might be called Apron 1 in your simulator) as a parking position.

Karlsruhe/Baden-Baden is **not equipped to handle A380 aircraft**. To maintain realism and prevent inconveniences for controllers and other pilots, we ask pilots to choose a different airport when flying the A380.

IFR Clearance and Startup

Before requesting enroute clearance, make sure you have listened to the latest ATIS information. You can expect to receive your startup clearance together with your enroute clearance.

Datalink: Pilots able to use PDC/DCL may also request their enroute clearance digitally via the Hoppie CPDLC system. The logon code for datalink clearances at the airport is EDSB. Whether a controller offers PDC/DCL can be found in the controller info.

Taxi

All parking positions at the airport are **taxi-out positions**, so you don't need a pushback. Only request taxi if you are able to start taxiing immediately upon receiving taxi clearance.

If you are able for an intersection departure, you should inform the Ground controller which intersection you are able to depart from when requesting taxi clearance.

Make sure you stop taxiing before the runway holding points. The holding points for full length departure are placed before the turn.

Takeoff

Contact the departure frequency stated in the ATIS immediately after takeoff. You will not receive a handoff from the Tower.

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