

# 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.



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

ATC will usually assign SIDs according to the table below, but deviations are possible. If the first waypoint of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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 restrictions** for each of the available initial waypoints.

Default SID assignment			
Waypoint	31R	13L	Restrictions
COL	B / R	F	only for <b>local IFR training</b> flights or to <b>destination EDDF</b>
KUMIK	B / R	F	

<b>NVO</b>	B / R	F	
<b>PODIP</b>	B / R	F	
<b>WYP</b>	B / R	F	

## Enroute clearance

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

“ **Pilot:** Köln/Bonn Delivery, Postman 167, stand E24, request clearance, information K.

**All SIDs in Köln/Bonn 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)

Köln/Bonn 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 **EDDK**. 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 "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 few minutes**. It is requested and approved separately from pushback.

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

# ACDM Procedures

While the real Köln/Bonn does not employ ACDM procedures, on VATSIM they are sometimes necessary for efficient operations. This requires pilots to **comply with assigned ACDM times**.

Please **set your TOBT** using the [vACDM pilot interface](#) to help the controllers with preplanning and reduce delays.

When there is delay during periods of high traffic, it is **your responsibility to request startup during your TSAT window** - don't rely on ATC to call you!

If you are unfamiliar with ACDM procedures, **please read the [vACDM pilot guide](#)**.

## 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.

### Colored lines pushback

Aircraft parked at C- or D-stands with a maximum wingspan of 36 m can **expect a pushback clearance onto one of the [colored lines](#)** instead of taxiway M or N.

## Taxi

While Köln/Bonn'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**.

## Takeoff

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** and potentially issue a go around for another aircraft.

### Auto-handoff

Köln/Bonn utilizes an auto-handoff procedure for departures where **Tower will not hand off outbounds to the approach controller**. The current departure frequency will always either be noted in the ATIS or part of your clearance.

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

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