

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of your flight plan is not listed here, **please check which AIRAC you are using** - if your AIRAC cycle is too outdated, it might take some time until the controllers can coordinate a solution for you.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 local IFR training flights or to destination EDDF

KUMIK	B / R	F	
NVO	B / R	F	
PODIP	B / R	F	
WYP	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 willnot 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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