Ground (DEL)

> Although the callsign (in reality) is "Hamburg Ground" we use the suffix _DEL on Vatsim to avoid confusion among pilots.

Hamburg Ground is responsible for enroute and startup clearances for all departing IFR aircraft. VFR aircraft have to call Ground for departure information. For all departures (IFR and VFR) Hamburg Ground is the first station to contact.

Startup: When startup clearance cannot be given immediately or the pilot is not ready for startup within the next 5 minutes during high traffic situations, the pilot needs to stay on Ground frequency until he receives startup clearance. If an expected startup time (TSAT) exists, the pilot should be informed about it. This procedure might be necessary during events with a lot of outbound traffic.

With startup Ground transfers the aircraft to the responsible Apron/Tower station depending on the current stand.

Initial climb clearance: The initial climb clearance at Hamburg is 5000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

PDC: The use of PDC (Pre Departure Clearance) is permitted in Hamburg, but not mandatory. The code "EDDH" shall be used. When using startup times, keep in mind not giving “startup approved” in the PDC clearance.

SIDs

Waypoint	RWY 33	RWY 15	RWY 23	RWY 05	Departure Frequency
AMLUH	**G**	**D**	**B**	**C**	119.510
BASUM	**G**	**D**	**B**	**C**	134.255
EKERN	**G**	**D**	**B**	**C**	119.510
ELSOB	**G**	**D**	**B**	**C**	134.255
IDEKO	**G**	**D**	**B**	**C**	134.255

LUGEG	**G**	**D**	**B**	**C**	119.510
RAMAR	**G**	**D**	**B**	**C**	119.510
WSN Weser	**G**	**D**	**B**	**C**	134.255
HAM Hamburg*	G	D	B	C	119.510

*For SIDs with designators printed in **bold** the phrase "climb via SID" shall be used. (All expect HAM SIDs)*

> *HAM-SIDs shall be used for **non-RNAV aircrafts only** and needs to be released by HAME (who needs a release from ALR/HEI). If all stations agree, a separate departure release is not necessary. If able for RNAV, reroute via appropriate SID fix.*

Working with two Departure Frequencies

In case one or both of the approach stations (HAME + HAMW) are online, both departure frequencies are in use as stated in the charts. In that case Hamburg Ground adds the correct departure frequency as information within the IFR clearance or at the end of the "readback correct" confirmation. **If only Hamburg East is online, it will cross-couple both frequencies.**

> ***Readback correct. Departure frequency** *when passing 2000ft* **Bremen Radar 119.510 (134.255)***

Specials

Vectored departures: The use of vectored departures requires prior coordination with the responsible radar station. An initial altitude to climb shall be provided.

IFR local flights: IFR local flights are coordinated with the responsible radar controller, who may instruct a different departure procedure, possibly vectored departures.

Coordinator Delivery

Times of use: A Coordinator Delivery can be staffed when all other Ground stations except Apron West are manned. The position shows its potential, especially during events.

Role and function: The Delivery Coordinator supervises the traffic flow at and in the vicinity of the aerodrome. His duties include:

- observing airport and surrounding and detect lacks of efficiency
- managing departure list, including SID assignment, flightplan check and squawk assignment
- Slot management (if needed)
- service for text pilots
- PDC service
- when controllers are busy coordination with adjacent stations

The main Delivery is responsible for all requests via voice on frequency.
For these duties, it is recommended to use some tools which are not included in the vanilla version of EuroScope. TopSky (included in the DFS_Pack) offers windows showing the current and predicted operations rate of specific airports or a specific sector.

Measures:

- MDI (minimum departure interval) for specific SIDs to relieve sectors and airports
- delays, e.g. for pushback clearance to prevent overload at holding points
- observing for potential conflicts at the ground
- checking tools for inbounds and coordinating MDIs or MIT (miles in trail) in consultation with radar stations

Always make the right level of restrictions. A restriction shall *not* lead to over- or underload of the airport and its controllers. Keep in mind, a measure only shows its effect after a certain time.

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