Departure Briefing

Briefing (VFR)

- **VFR departure from runway 13 to MIKE.**
- **Expecting taxi-clearance via A and B to holding point 13.**
- **Normal take-off.**
- **After liftoff flying straight ahead until passing the first road and than perform a left turn to pick up a track of 353° to MIKE.**
- **Wind today is from the east (example), so the estimated heading to MIKE will be 360° (example).**
- **Maximum altitude and planned altitude is 2.000ft, which is set on the Altimeter.**
- **MIKE is the large DHL storage depot north of highway A44.**
  optional
- **As navigational support setting the waypoint LNM in GPS 1 with a course-to of 353°.**
  NAV-source for the HSI is GPS.
  NAV-source for the bearing pointer is VLOC with MHV-VOR activate and identified.

Briefing (IFR)

- **Dortmund BAMSU2Q Departure; RW 06**
- **Minimum Sector Altitude is 2.800 ft in the north, 3.700 ft in the south; within 25 NM of DOR VOR**
- **RNAV overlay is available, waypoint sequence, tracks and distances are crosschecked with GPS flightplan.**
- **HSI source is set to GPS.**
- Conventional navigation is:
  - Climb straight ahead to 4.0 DOR, set on DME and identified.
  - Turn right, track 199°, intercept BAM R064 inbound to 12.7 BAM
  - when passing 12.7 BAM°, turn left
  - Track 201° to BAMSU
- **Initial climb clearance is 5.000 ft**
- **Contact Langen Radar immediately after take-off; Langen Radar on 125.255, which is set standby on COM1**
- **Clouds are overcast at 1.500 ft (example) so with malfunction before entering the clouds we would be able to return to the airport visually.**
- **Clouds are overcast at 500 ft (example); in case of immediate return, the ILS runway 06, 109.15 is set standby on NAV 1.**
- **No NOTAM restrictions // NOTAM restrictions: xxx.**
- **Normal t/o, Flaps 0°, Rotate at 60kt, initial climb at 90kt.**