# Departure Briefing

Briefing (VFR)

- **Münster/Osnabrück VFR departure, runway 25, information G**
- **leaving control zone via DELTA.**
- **After liftoff flying straight ahead until the first road and than perform a right turn to pick up a track of 314° to DELTA.**
- **DELTA is the large storage depot right side of the railway.**
- **Wind today is from the west (example), so the estimated heading to DELTA will be 308° (example).**
- **Expecting a taxi-clearance via D and A to holding point 25.**
- **Maximum altitude is 2.000 ft; planned altitude is 1.800 ft, set on the Altimeter.**
- **No NOTAM restrictions // NOTAM restrictions: xxx.**
- **Normal take-off - flaps 0° - rotate at 60 kt - initial climb with 90 kt**

*optional*

- *As navigational support I have set the waypoint DGD in GPS 1 with a course-to of 314°*
- *NAV-source for the HSI is GPS.*
- *NAV-source for the bearing pointer ist VLOC with EDDG.*


Briefing (VFR)

- **Nordhorn - Lingen VFR departure; Runway 05 via the traffic pattern**
- **After take-off, fly straight ahead to the A31, then use the traffic pattern to intercept the course for the first leg.**
- **The wind is blowing from the east today (example)**
- **The planned altitude is 2. 000 ft, set on the altimeter.**
- **No NOTAM restrictions // NOTAM restrictions: xxx.**
- **Normal take-off - flaps 0° - rotate at 60 kt - initial climb with 85 kt**
- **HSI source is set to GPS**

- **With ED-R 37A active, detparture via the reporting point Echo, heading 052°, maximum altitude 600 ft.**

# Departure Briefing

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 60 kt, initial climb at 90 kt**