RO Special Operations Procedures

GENERAL REGULATION

All military operations need prior permission from RO-HQ or RO-SOC, otherwise they are prohibited.

MILITARY ATC

- Foreign controllers must have GCA in order to open/control LRBB_M_CTR

- LRBB_M_CTR position can only be occupied if LRBB_CTR is activated at the same time. Military traffic must be separate from civil traffic.

- LRBB_M_CTR will never instruct civil traffic.

- LRBB_M_CTR is responsible for Military traffic over Romanian airspace.

- A military sector is activated after coordination with the Center controller. Military traffic always has priority, so coordination between LRBB_CTR and LRBB_M_CTR is required. The LRBB_M_CTR must announce route or waypoint and then gets the approval from LRBB_CTR.

TRAFFIC SEPARATION

- Both military and civil operating aircraft's must be separated 2000ft or more on a vertical.

- Both military and civil operating aircraft's must be separated 5 or more nautical miles from each.

- No one may conduct interception flight without acknowledge from the division S.O Staff.

- Escort flight must be approved from all pilots involved

Air-to-Air Refuelling Procedures RO

All aircraft involved in refuelling operations above FL180 should be under Radar Control (only LRBB_M_CTR). Air to Air Refueling is forbidden over restricted (RA) or Dangerous Areas (DA) or in Class G airspace.

All relevant explanations of NATO Alphabet, Formation Flight, Air to Air Refueling, Combat Air Patrol and Phraseology can be found here:

https://ivao.aero/ViewDocument.aspx?Path=/

CHARTS

For the real life Romanian military AIP check out:

http://www.lrbb.ro/maip.html

TRAFFIC SPEEDLIMITS

	VFR	IFR
Under FL100	250 KIAS Fighters 350 KIAS	250 KIAS Fighters 350 KIAS
FL100-FL180	MACH 0.9	Mach 0.9
FL180-FL400	**NOT ALLOWED**	Mach 1.2
Over FL400	**NOT ALLOWED**	No Restrictions

ATC instructions are also to be followed. At low altitudes, speed limits may also be removed. Depends on the current traffic situation and other situations on it.

Since no autopilot is used, it can occur that the pilot forgets to extend the landing gear. To assist the pilot, the tower must always remind the pilot:

ATC: VIPER01 report gear down.
Pilot: Gear down, VIPER01.

Seperation to civil aircraft

The vertical and horizontal minimum separation to civil aircraft may be infringed after consultation with the civilian pilot only! In controlled airspace, clearance is also required.

Procedure for relay (pack) flights

- ATC: The military radio traffic is to be completed in English.
- Flight Plan: In box 9, enter the total number of aircraft of the formation.
- Startup: The pack leader logs in to ATC, and indicates the members of his pack. Only the pack leader gets the clearance and a squawk code, the rest hears and stays in transponder mode "standby" during the flight.
- Landing: The pack can land closed, with safety distances at its own discretion. The pack leader reports to the ATC when the last flyer of the pack has left the runway.

Airport Procedures

LRBO:
- Airspace: C
- TA: 5500ft
- Vertical Limits: GND-FL055
- Tower: 131.600, Military Approach: 125.400

LRCT
- Airspace: C
- TA: 5000ft
- Vertical Limits: GND – FL075
- Tower: 122.000

LRFT
- Airspace: C
- TA: 4000ft
- Vertical Limits: GND-7000ft

- Tower: 127.600, MAPP: 125.025

LRBC
- Airspace: C
- TA:5500ft
- TRL FL065
- Vertical Limits GND-FL065
- Tower: 131.400, MAPP 124.750

LRCV
- Airspace: C
- TA: 3000ft
- Vertical Limits: GND-4000ft
- Tower: 127.600

Helicopter Service

Every helicopter must use Air Taxi.

Phraseology Examples:

Pilot: Otopeni Tower, hello, ROXWS at Helipad with information Delta, request start up.

ATC: ROXWS, hello, Otopeni Tower, information Delta is correct, startup approved, squawk 3601.

Pilot: Startup approved, squawk 3601, ROXWS.

Pilot: Otopeni Tower, ROXWS, request air-taxi to the active (runway).

ATC: ROXWS, air-taxi to runway 26L via Oskar, QNH 1016.

Pilot: Air-taxi to runway 26L via Oskar, QNH 1016, ROXWS.

Next instruction while hovering to the runway or at the breakpoint (since it is a helicopter can be waived on the talkgroup "hover on the runway and hold" or similar):

ATC: ROXWS, after liftoff, leave control zone via sector west at 1800ft or below, wind 280°/5 knots, runway 26L, cleared for take-off.

Pilot: Leaving control zone via sector west at 1800ft or below, runway 26L, cleared for take-off, ROXWS.

Or if the start is approved directly from the parking space (without Airtaxi):

ATC: ROXWS, leave control zone via sector west at 1800ft or below, wind 280°/5 knots, present position, cleared for take-off.

Pilot: Leave control zone via sector west in 1800ft or below, present position, cleared for take-off, ROXWS

Another option is to use the phrase "start at your own discretion," rather than "take off." Once in the air, a helicopter is handled just like a surface aircraft, except that when a helicopter is due to be idle, its current can hold position.

ATC: ROXWS, hold over Sierra, expect approach clearance (or "further clearance") at / in (time in UTC or minutes).

When landing, it is also possible to put the helicopter directly on the helipad or land on the active slope with subsequent hovering to the parking position.

ATC: ROXWS, wind 270°/5 knots, runway 26L, cleared to land

ATC: ROXWS, air-taxi to general aviation parking, via taxiway Oskar

Landing directly at the heliport:

ATC: ROXWS, wind 270 ° / 5 knots, direct helipad (or eg: "general aviation parking", "GAT", "GAC"), cleared to land

Mission flight or also called "Blue-light-flight". There are some exceptions to the "normal" flight rules. The helicopter logs on with call sign, location, parking space, and asks for immediate (or early) take-off with priority.

 Example:

Pilot: Otopeni Tower, hello, ROXWS, helicopter parking, request permission to use the A1 at Voluntari.
ATC: ROXWS, hello, Otopeni Tower, set transponder 1657 (the so-called "blue light squawk"). QNH 1013, after taking off direct approach to the accident site approved at 1800 feet or below, wind 280 ° / 5 knots, start free.
Pilot: transponder 1657, QNH 1013, approved after taking off direct approach to the job site at 1800 feet or below, start free, ROXWS

On the one hand, mission flights take precedence over other traffic, but this does not apply if other road users are endangered (or even the helicopter crew). A surface aircraft which is currently in the final approach can not dissolve in air to make room for the helicopter. Even with missions prove instinct and act with

care. Even an emergency vehicle sometimes has to slow down in order to protect others and not endanger themselves.