



ATC Briefing RFE Romania National Day 2019

General Information:

At this event, we expect a high traffic load. Try to be patient and concentrated as best as possible. If you feel stressed or uncomfortable feel free to ask for help and support at any time! It is not a fault asking for a break!

Controller of the **first** shift (13:00 UTC-16:00 UTC) meets on Discord "ATC Coordination" channel at **12:40 UTC** to receive a final briefing regarding day-specific information (weather etc.).

Controller of the **second** shift (16:00 UTC-19:00 UTC) connect as OBS at least 10 Minutes before the takeover, to get in touch with the current traffic situation and the upcoming sector entries and exits.

Hints for getting fast an overview during high traffic loads:

- Scan the radar screen for "chains". Mostly inbounds or outbounds follow similar airways. If you group the planes in your brain, you get faster an overview
- Check for upcoming sector entries outside the boundaries, which you are about to control (for TWR/GND: DEP/ARR list in IVAC)
- Think about possible requests by the pilots in the near future to be prepared
- Stay cool and have fun

In case of any problems during the event contact directly a staff member and we try to solve it. The ATC Operations coordinator will be available via Discord during the entire Event for emergencies.

Position-specific briefing

LROP_GND: As Ground today you have much work with initial clearances and taxi operations. Note that standing planes are less important in comparison to taxing. For expediting traffic and avoiding holdings of arrival traffic the backtrack of RWY 26L should be avoided. Departing traffic needing a TORA of more than 2488m (TORA from TWY D) should be redirected to RWY 26R.

LROP_TWR: As tower, you take care of landing and departure clearances. Additionally, it is your decision, which runways are in use. Make your decision wisely, a change of the runway in use can cause many minutes delay of arriving traffic. Therefore, only change the RWY if it is necessary for safety reasons! Expedite transfers of departing aircraft are essential for today's traffic flow. Remember in any case, that the parallel usage of the two runways is prohibited!

LROP_APP: As APP you take control of the big melting pot. Arrivals and departures come very close in a small sector. The main key to success is to keep departures fast climbing and finally early transferred to CTR. With a focus on arrivals, you should use your experience and follow your concept of vectoring and shortcuts. The use of standard holdings helps pilots to follow your commands faster. If necessary ask the CTR to hold planes outside of your sector to avoid an overflow. Standard inbound agreement for the TMA: is **FL170** (SORDU, ABRUP and TOSVI arrivals FL160) transferred 10 nm before the TMA entry fix. All inbounds are scheduled via the RNAV STAR by the ACC. Refer also to: https://ro.ivao.aero/knowledgebase/bucharest-approach-procedures-lrop_app/ to have the newest procedures in mind.



LRBB_CTR: As CTR you have today much work with arrival traffic. LROP inbounds need to be stacked and well separated before entering the TMA to avoid an overflow. A good concept vertical and lateral separation with speed restrictions may help you through the situation. Remember that also a holding outside the TMA might be useful to separate traffic. For holdings keep in mind the “first-in-first-out rule”. Many pilots might wish clearances which are consistent with a CDA (constant descent approach). However, stacking during high traffic rates has always more priority than economic benefits. The Bucharest TMA is expecting transfers 10 nm before the TMA entry fix on **FL170** (SORDU, ABRUP and TOSVI arrivals **FL160**). These standard agreements must be met, as the APP controller is relying on that, without prior coordination. As the RFE takes place at LROP you should give priority to LROP and keep other airports as secondary when it comes to a high traffic rate.