

# ATC BRIEFING

**LROP National Day RFE 2022 - 01.12.2022 1500-2100z**

## GENERAL REMARKS FOR ALL PARTICIPATING CONTROLLERS

If you are reading this, it means you are supporting us as ATC during our most important event of the year. A big thanks to you!

During this event, we expect a higher traffic load than you may be used to while controlling in Romania on IVAO. Try to be patient and focused to the best of your abilities, providing every pilot with professional service. However, if you feel too stressed or uncomfortable, feel free to ask for help and support at any time! It's OK to ask for a break!

Now, let's get down to business:

As the majority of controllers start their shift at different times and may not be available right from the start of the event, only the controllers of the first hour will meet **20 minutes before the start (1440z)** in the Discord "ATC Coordination" voice channel to discuss final day-specific information (runway usage, significant weather, special agreements).

Controllers starting their shift at a later time should connect as observers and join the Discord "ATC Coordination" voice channel **at least 10 minutes before their shift starts** to receive a briefing from the previous controller and coordinate the handover.

**You should remain in the coordination voice channel with your sound active for the whole duration of your shift.** A staff member will always be present to help out in case you encounter difficulties.

A few general tips for stress-free controlling:

- **Plan ahead.** Check for incoming planes outside your sector boundaries or use the inbound/outbound list (for TWR/GND). Think about what you will instruct a pilot before they contact you.
- **Coordinate.** Always have open coordination channels (private chat) with your adjacent controllers, in case they are not available via voice. Always fill in the labels in Aurora/IVAC.
- **Scan.** Keep a constant scan of your radar. Don't zoom in too much and focus on a single plane or situation or you will quickly lose the bigger picture, potentially creating more conflicts!

Revision: 07.11.2021

## **OTOPENI DELIVERY LROP\_DEL 121.955**

Otopeni Delivery will not be online throughout the event. In case it is not staffed, LROP\_GND shall assume responsibility.

This position handles the initial enroute clearances for departing IFR traffic.

On initial contact, it should be verified that the pilot has the current ATIS information.

Normally, traffic is cleared via a SID unless otherwise coordinated with LROP\_APP. The SID is assigned according to the departure runway in use as decided by LROP\_TWR. For 08L/R, **1K** SIDs shall be assigned. For 26L/R, **1M** SIDs shall be assigned. A single runway will be used for departures, which will be stated in the ATIS, therefore there is no need to mention it again in the clearance.

There is no published initial climb for SIDs at LROP so it must be mentioned to the pilot. Unless otherwise coordinated with LROP\_APP, it will be **FL60**.

A very important duty of Delivery is also to check the flight plans for correctness. If a pilot files a wrong flight plan (*Example: wrong SID exit point*), they should be prompted to correct it before being given a clearance.

Valid SID exit points are: POLUN, SOKRU, BUKEL, DENAK, IDARU, NETUL.

After a correct readback of the clearance, the pilot shall be instructed to contact Otopeni Ground (LROP\_GND) when ready for pushback and startup.

## **OTOPENI GROUND LROP\_GND 121.855**

Otopeni Ground assumes the duties of LROP\_DEL when not staffed.

This position is responsible for all ground movements on the aprons and taxiways (**pushback/startup and taxi instructions**).

Departing traffic will contact LROP\_GND when ready for pushback and startup. It is recommended to indicate the **pushback direction** (*Example: "Push and start approved, facing east"*). Departures should always be made using the full length of the runway due to noise abatement considerations.

Arriving traffic will contact LROP\_GND upon vacating the runway. A gate should be assigned according to the **gate list** (<https://ro.ivao.aero/rfe/booking#arr>).

To avoid conflicts, traffic can be instructed to hold short of a specific taxiway for other traffic to pass (*Example: "Taxi via C, hold short of N"*).

## OTOPENI TOWER LROP\_TWR 118.805

Otopeni Tower is responsible for traffic on the active runways and in the Otopeni control zone up to 2000ft MSL.

LROP\_TWR selects the active runways according to the current wind conditions. Runways 08L/R are preferred up to a tailwind component of 5 knots.

One runway should be used only for departures, while the other is used only for arrivals. In 08 (easterly) configuration, runway 08R should be used for departures and 08L for arrivals. In 26 (westerly) configuration, runway 26R should be used for departures and 26L for arrivals.

Due to procedural limitations concerning the missed approach and departure procedures, the two parallel runways cannot be operated in a segregated mode and must be treated as one runway. This leads to the following rules for **separation between arriving and departing traffic**:

- No aircraft can be cleared for takeoff if an aircraft on the parallel runway is within **4 NM** of the runway threshold.
- No aircraft can be cleared for takeoff until an aircraft performing a missed approach (go around) on the parallel runway has passed **4 NM** from the runway threshold.

Between **successive departing traffic**, the following separation shall be applied:

- **5 NM** between aircraft following the same SID.
- **3 NM** between aircraft following different SIDs (*Example: BUKEL1K after POLUN1K*).

Departing traffic shall be instructed to contact Bucharest Approach (LROP\_APP) when passing **2000ft**.

Arriving traffic shall be instructed to contact Otopeni Ground (LROP\_GND) after vacating the runway.

## BUCHAREST APPROACH LROP\_APP 119.415

Bucharest Approach is responsible for controlling departures from and arrivals to LROP and LRBS within the limits of the Bucharest TMA.

It is the responsibility of LROP\_APP to set the Transition Level (TRL) according to the QNH and communicate it to adjacent positions.

### Departing traffic

Departing traffic will be transferred from LROP\_TWR upon passing 2000ft. Unless otherwise coordinated, the **initial climb clearance will be FL60**.

Traffic shall be maintained at **FL60** until clear of all arrival routes and then cleared up to **FL170**.

Transfer to Bucharest Radar shall occur at least 2 minutes before the horizontal border or 4000ft before the vertical border (FL175) to the appropriate sector. When KNL\_CTR and M2\_CTR are not staffed, LRBB\_CTR assumes responsibility.

### Letter of Agreement

Origin	SID	Level	Receiving Unit
LROP	SOKRU POLUN	170 ↑ «»	LRBB_KNL_CTR
LROP	BUKEL DENAK NETUL IDARU	170 ↑ «»	LRBB_M2_CTR

Legend: ↑ - released for climb, ↓ - released for descent, «» - released for turn

### Arriving Traffic

Arriving traffic will be transferred to Otopeni Tower (LROP\_TWR) upon being established on the ILS. The transfer should not occur earlier than 15 NM from the runway threshold.

Initial descent should be to **FL70** if the arrival route will cross a SID. ILS interception should occur at **2500ft**. The minimum lateral separation is **3 NM** (*Exception: Wake Turb.*)

Applying speed control may be required to facilitate sequencing. The following values should be used as a guideline (Speed control cannot be applied later than 4 DME!)

- **240–250 knots** on downwind abeam the airport.
- **220 knots** when turning base.
- **180–220 knots** when intercepting the localizer.
- **160 knots** after establishing on the localizer and until 4 DME.

**BUCHAREST RADAR (SECTOR KONEL) LRBB\_KNL\_CTR 132.865**

Sector KONEL will not be online throughout the event. In case it is not staffed, LRBB\_CTR shall assume responsibility.

Sector KONEL controls the lower airspace **up to FL285** as defined in the [ACC Sectorisation Manual](#). It assumes responsibility for LRCV\_TWR. Pay special attention to the sector DF1 delegated to LBSR\_CTR above FL245 (see FLAS 5.2).

The main responsibility of sector KONEL is the sequencing of LROP arrivals via TOSVI from the west and via SORDU from the south, as well as climb separation for LROP departures to the west and southwest via SOKRU and POLUN. A minor task is the sequencing of LRTR/LRAR/LRCV arrivals and climb separation for LRSB/LRCV departures.

**Arriving traffic** will be received from LRBB\_CTR descending to FL290, released for descent and turns. It shall be transferred to Bucharest Approach (LROP\_APP) with a 10 NM longitudinal separation if the preceding aircraft is at least 20 knots faster and 15 NM otherwise. Transfer shall occur at least 2 minutes prior to the TMA boundary on a FL according to the LoA and with a clearance for the appropriate STAR.

**Departing traffic** will be received from LROP\_APP climbing to FL170, released for climb and turns. It shall be transferred to Bucharest Radar (LRBB\_CTR) climbing to FL280.

**Letter of Agreement**

Origin	Routing	Destination	Level	Receiving Unit	Remarks
	TOSVI	LROP	110 «»	LROP_APP	Runway 08L/R Cleared TOSVI2U
	TOSVI	LROP	170 ↓ «»	LROP_APP	Runway 26L/R Cleared TOSVI3X
	SORDU	LROP	110 «»	LROP_APP	Runway 08L/R Cleared SORDU1U
	SORDU	LROP	170 ↓ «»	LROP_APP	Runway 26L/R Cleared SORDU1X
	AGNEP	LRTR	200 ↓ «»	LRBB_CTR	
	ANASA	LYBE	280 ↓	LYBA_CTR	
LROP	SOKRU POLUN		280 ↑ «»	LRBB_CTR	

Legend: Legend: ↑ - released for climb, ↓ - released for descent, «» - released for turn

Other movements not highlighted in the table above shall be coordinated individually or handled according to the FLAS (<https://ro.ivao.aero/wp/?mdocs-file=2652>).

**BUCHAREST RADAR (SECTOR M2) LRBB\_M2\_CTR 123.265**

Sector M2 will not be online throughout the event. In case it is not staffed, LRBB\_CTR shall assume responsibility.

Sector M2 controls the lower airspace **up to FL285** as defined in the [ACC Sectorisation Manual](#). It assumes responsibility for LRCL\_APP (controlling LRCL, LRTM and LRSB) and LRCK\_APP, as well as the TWRs of LRBM, LRSV, LRIA, LRBC, and LRTC.

The main responsibility of sector M2 is the sequencing of LROP arrivals via DENAK from the north and via NETUL/IDARU from the east, as well as climb separation for LROP departures via BUKEL to the northwest, via DENAK to the northeast and via NETUL/IDARU to the east. Other responsibilities related to the TMAs and CTZs controlled by this sector as well as the descent/climb for some flights to/from neighbouring countries.

**Arriving traffic** will be received from LRBB\_CTR descending to FL290, released for descent and turns. It shall be transferred to Bucharest Approach (LROP\_APP) with a 10 NM longitudinal separation if the preceding aircraft is at least 20 knots faster and 15 NM otherwise. The transfer shall occur at least 2 minutes before the TMA boundary on a FL according to the LoA and with a clearance for the appropriate STAR.

**Departing traffic** will be received from LROP\_APP climbing to FL170, released for climb and turns. It shall be transferred to Bucharest Radar (LRBB\_CTR) climbing to FL280.

**Letter of Agreement**

Origin	Routing	Destination	Level	Receiving Unit	Remarks
	DENAK	LROP	150 ↓ «»	LROP_APP	Runway 08L/R Cleared DENAK1U
	DENAK	LROP	110 «»	LROP_APP	Runway 26L/R Cleared DENAK2X
	NETUL IDARU	LROP	170 ↓ «»	LROP_APP	Runway 08L/R Cleared NETUL2U / IDARU2U
	NETUL IDARU	LROP	110 «»	LROP_APP	Runway 26L/R Cleared NETUL1X / IDARU1X
LROP	BUKEL DENAK NETUL IDARU		280 ↑ «»	LRBB_CTR	

Legend: Legend: ↑ - released for climb, ↓ - released for descent, «» - released for turn

Other movements not highlighted in the table above shall be coordinated individually or handled according to the FLAS (<https://ro.ivao.aero/knowledgebase/useful-documents/>).

**BUCHAREST RADAR (UPPER + SECTOR BUDMO) LRBB\_CTR 134.380**

LRBB\_CTR controls the upper airspace above FL285 within the entire Bucharest FIR, as well as the lower airspace below FL285 within sector BUDMO as defined in the [ACC Sectorisation Manual](#). It assumes the responsibility for LRAR\_APP (controlling LRTR and LRAR) as well as LROD\_TWR and LRSM\_TWR.

The main responsibility of LRBB\_CTR is enroute area control as well as the pre-sequencing and initial descent of LROP arrivals. Other responsibilities related to the TMAs and CTZs controlled by this sector as well as the initial descent/climb for some flights to/from neighbouring countries.

**Letter of Agreement**

Origin	Routing	Destination	Level	Receiving Unit	Remarks
	LAMIT	LROP	290 ↓ «»	LRBB_KNL_CTR	Via TOSVI; Cross abeam LAMIT at FL290
	SOBSA FOCSA	LROP	290 ↓ «»	LRBB_M2_CTR	Via DENAK; Cross abeam SOBSA/FOCSA at FL290
	NETUL IDARU	LROP	290 ↓ «»	LRBB_M2_CTR	Cross abeam CND at FL290
	LELTI	LYBE	290 ↓ «»	LRBB_KNL_CTR	Via ANASA

Legend: Legend: ↑ - released for climb, ↓ - released for descent, «» - released for turn

Other movements not highlighted in the table above shall be coordinated individually or handled according to the FLAS (<https://ro.ivao.aero/knowledgebase/useful-documents/>).

Revision: 07.11.2021

## **SOFIA CONTROL (BANDBOXED) LBSR\_CTR 131.100**

Sofia Control will not be online throughout the event. In case it is not staffed, the aircraft shall monitor UNICOM 122.800.

LBSR\_CTR controls the lower and upper airspace within the entirety of Sofia FIR.

The responsibilities of LBSR\_CTR concerning the present event focus on the initial descent of LROP arrivals via SOMOV–SORDU, OBUGA and OSTAL.

### **Letter of Agreement**

<b>Origin</b>	<b>Routing</b>	<b>Destination</b>	<b>Level</b>	<b>Receiving Unit</b>	<b>Remarks</b>
	SOMOV	LROP	240 ↓ «»	LRBB_KNL_CTR	Via SORDU
	OBUGA OSTAL	LROP	160 ↓ «»	LROP_APP	

Legend: Legend: ↑ - released for climb, ↓ - released for descent, «» - released for turn