

Bucharest Down The Danube 7

Pilot Operations Guide

Distribution and scope

This document outlines the recommended operational procedures for pilots operating in and out of Bucharest Henri Coanda Intl Airport (LROP).

This manual is for use on the VATSIM Network only! It is NOT intended for real world use!



Thank you for flying in or out of Bucharest Henri Coanda Intl Airport!

If you have any questions during your flight, don't hesitate to contact a controller. We would be very happy to answer your questions!

Part 1- General Information

1.1 Airport Description

Bucharest Henri Coanda Intl Airport (IATA: OTP, ICAO: LROP) is Romania's busiest International Airport, and is located in Otopeni, 16.5 km (10.3 mi) north of Bucharest's City Center.

It is currently one of two airports serving the capital, with the other one being Aurel Vlaicu Airport (LRBS). The airport is named after Romanian flight pioneer Henri Coanda, builder of "Coanda-1910" aircraft and discoverer of the Coanda Effects of fluidics.

1.2 Scenery

There are two options for LROP scenery, one is **FREE** for FSX/Prepar3D and FS9 and payware for X-Plane (produced by dai-media.com) and can be found here:

<http://www.rovacc.ro/romanian-sceneries/>

The payware scenery can be bought from SimMarket for FSX/Prepar3D:

<http://secure.simmarket.com/aflosim-henri-coanda-airport-bucharest-fsx-p3d.phtml>

If you are still using Default Scenery, we urge you to update via the link above!

1.3 Charts

Charts are from aisro.ro (AIS) which are available [HERE](#) and from Jeppesen which are available [HERE](#).

1.4 Coverage

At the Bucharest Real Ops 2017 Event, Bucharest will be full covered from ACC position to GND position.

Otopeni Ground controls all taxiways and ground movement at LROP airport. Because Otopeni Airport doesn't have a Delivery position Otopeni Ground is also responsible for issuing ATC clearance. Otopeni Ground is using callsign LROP_GND and transmits on frequency 121.700. It's full radio callsign is "Otopeni Ground Control".

Otopeni Tower is responsible for all aircraft and ground vehicles movements on the runways.

Local authority has allocated two frequencies for Otopeni Tower. The main one is using the callsign LROP_S_TWR and transmitting on the frequency 120.900, and the second one is using the callsign LROP_N_TWR and transmitting on the frequency 121.850.

For both positions the radio callsign is the same: "Otopeni Tower". The majority of the time only the main frequency is opened (LROP_S_TWR) which control both runways on Otopeni airport.

If LROP_N_TWR is online, it controls the north runway (08L/26R) and LROP_S_TWR will maintain control of the south runway (08R/26L). It is easy to remember the ownership of the positions because of callsign designators which are "S" from south and "N" from north.

Bucharest Approach have under control TMA Bucuresti airspace which is classified as class A airspace where only IFR flights and SVFR are permitted. The vertical limits on TMA Bucuresti are 2000ft-FL175 with mention that in north of TMA vertical limits are between 4500ft and FL175 because of higher elevation and other activities in that area.

Below this limits is class G uncontrolled airspace excluding CTRs which are under tower control. Bucharest Approach uses the Callsign LROP_APP and transmits on frequency 118.250. It's full radio Callsign is "Bucharest Approach". Bucharest Director operates on frequency 120.600.

Bucharest Radar control FIR Bucharest between lower limit of ATS routes and FL660. At this event will be only one position of radar opened: LRBB_L_CTR transmits on frequency 122.025. It's full radio Callsign is "Bucharest Radar".

If traffic need, we can open a second position of radar: LRBB_A_CTR on frequency 121.175 with the same radio Callsign "Bucharest Radar" witch control the eastern part of Romania and the fist position (LRBB_L_CTR) will control the western part of Romania. To avoid any conflicts, **if you use Active Sky as weather software, please disable ATIS from Active Sky.**

1.5 Runways

Bucharest Otopeni have two paralel runways on the same direction : 08L/26R and 08R/26L. You also should know that because short distance between runways, they behave like single runway operation, so the parallel approach or take-off is not allowed.

In most of the time when active runways are 08L/R the departure runway depend by aircraft position on the airport. For example if the aircraft is departing from a gate on the north side of main terminal(apron 1) the departure runway will be 08L, if the aircraft is departing from a gate on the south side of main terminal or from apron 2 the departure runway will be 08R. When active runways are 26L/R is recommended to use runway 26R for departures and runway 26L for arrivals.

The preferred runways at LROP are 08L and 08R which are usually both equipped with CAT III ILS approach in case of LVP and also ensure a short taxi route for departing aircraft, and a short approach for aircraft which comes from west (the majority of them). So when the wind is calm and also even if there is a light wind favorable for runway 26L/R (till 6-7kt) it is preferred to use runways 08L/R as active. Currently, due to repair works on the 08L threshold and touchdown zone, a new threshold is in use on 08L, at W intersection.

You can check runways in use listening Otopeni ATIS on frequency 118.500.

Part 2 | Departures

2.1 Pilot Duties

When you log in you should select a correct stand number for your aircraft. So regarding the stand from Otopeni Airport, stands from 101 to 115 (107 and 109 for heavy passenger aircrafts) around the main terminal are used by aircraft of important airlines. For low-cost airlines or local flight are used stands 116, 117, 118, 121 and 122 for medium propeller aircraft and 119 and 120 for medium aircraft. If this stands are busy also can use stand from main terminal or from apron 2. Cargo aircraft will taxi to stands from 201 to 205. The rest of stands from apron 2 are used for medium aircraft between 206 and 218 and for light aircraft between 219 and 223. General aviation aircraft will use apron 3 and also light stands from apron 2. After you log in, if the stand is already taken you have to move to other free stand.

After you listen the ATIS you should contact Otopeni Ground on 121.700 to get you ATC Clearance. If you think is usefull, you can request also an radiocheck before clearance. In your ATC clearance you have to recive the clearance on filed route, departure (SID), runway for departure, initial climb (usualy is FL280 for westbound and FL270 for eastbound) and also the squwak number witch is between 5401-5477 for international flights, 4001-4077 for regional flights and 6701-6777 for VFR flights. After receiving the clearance, it must be fully read back. Listen carefully to all details and if you are unsure, please do tell the controller. If you can't accept a departure, you must also tell the controller. If everything is correct, after your readback you have to recive the confirmation "readback is correct".

Then, when you are ready, you have to request pushback and startup clearance, where you recive also the local QNH, and the taxi clearance. During the taxi, when you are approaching the holding point, you will be handoffed to Otopeni Tower on 120.900.

When you recive the take off clearance, if you don't recive any suplimentar instruction after departure you have to respect the departure and initial climb from the ATC clearance. If you recive any instruction from tower besides your take off clearece you have to respect that and if you can't do it you have to report that. Also if you are not able for the SID recived in ATC clearance and you have radar vectors departure you will recive from tower a initial heading after departure.

Just after take off you will be handoffed to Bucharest Approach on 118.250. Here you will be identified on radar so you have to check before take off if you have squawk seted and transponde ON (mode C). So from here you are under radar control and you can recive any instruction from ATC. When you are approaching FL175 you will be handoffed to Bucharest Radar.

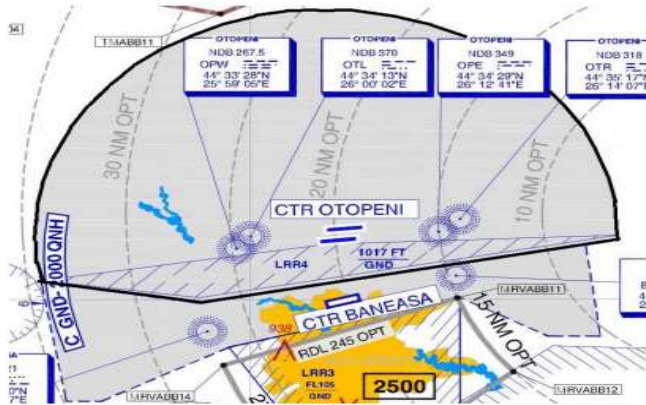
2.2 Common Departures

Because conventional SIDs and STARs are suspended at LROP, only RNAV procedures are in use. If one aircraft is not able for RNAV he will receive radar vectors departre. Therefore if active runway is 08 will be used K departures and if runway 26 is active will be used M departures. If traffic permits you will recive a shortcut to last waypoint of the SID. In normal

condition you will be cleared to climb at FL280 if you are flying westbound and FL270 if you are flying eastbound. Your clearance for climbing at final level will be issued by Bucharest Radar.

2.4 Speed Restriction

A speed restriction of 250 knots IAS below FL100 applies to all aircraft following a SID, unless this restriction is cancelled by ATC (“no speed restriction”).



2.5 VFR Traffic

The LROP control zone is classified “Class C” (more information on [HERE](#)) from the surface up to 2000 feet AMSL. VFR traffic is not permitted above 2000 feet as the Bucharest TMA is class A airspace.

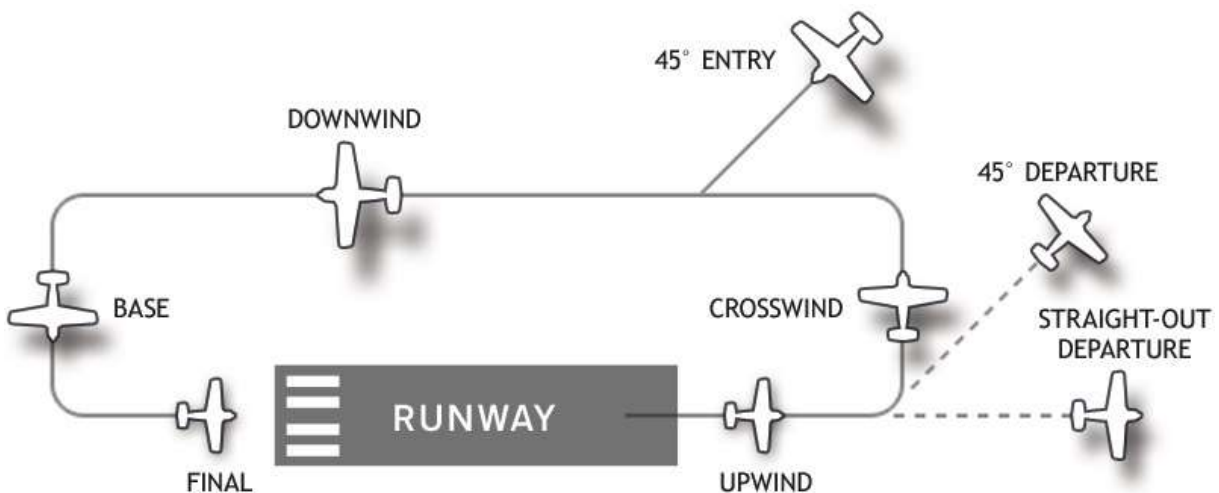
2.5.1 VFR Traffic Pattern (Circuits)

VFR Traffic Pattern is expected to be at 2000 feet AMSL or below from runway 08L/26R ONLY.

Runway 08L: Left Circuits

Runway 26R: Right Circuits

Here is a diagram of the traffic circuit:



The ATC serviced within CTR Otopeni are provided by Otopeni Tower and are procedural serviced even if you need to have a squawk.

Section 3 | Arrivals

3.1 Transfer to Approach

You will be handoffed to Bucharest Approach when you are about 2 minutes till the entry point in TMA Bucharest. Also when you entry in Romanian airspace you will receive from Radar a expected level over entry point in TMA, level which you have to respect.

On initial contact with Bucharest Approach, you have to report your cleared level, inbound waypoint, and optionally, received ATIS information.

After that you will receive the radar services available confirmation "radar contact", the RNAV arrival (U for 08/X or R for 26) or, if you are not able for RNAV, radar vectors (heading) and arrival runway with type of approach.

3.2 RNAV Arrival

Inbound flights should plan to use a TOSVI, SORDU, OBUGA, DENAK, NETUL, IDARU or OSTAL RNAV arrival. For full details of the arrivals, charts are [HERE](#).

To help us a little, you can already select the RNAV departure in your FMC or take a look on charts but only after you listen the ATIS to know the runways in use.

Because conventional SIDs and STARs are suspended so only RNAV procedures are in use. If one aircraft is not able for RNAV he will receive vectors. So if active runway is 08 will be used U arrivals and if runway 26 is active will be used X/R arrivals.

Also you can expect any time at shortcuts or vectors for a short arrival into the runway. Also don't forget to listen the ATIS to see how is transition level. In normal condition should be FL50, but can depend by QNH.

3.3 Holding

If you are instructed to hold, you **MUST** hold!

Standard Holding Fixes:

Fix	Holding course	Pattern of holding
UVALU	079°	Right
TEVRO	349°	Left
IPRAS	259°	Right

If you are instructed to hold at one of these standard holding fixed (which can be seen in RNAV arrival [charts](#)) you have to respect the variable listed above in the table. If you are instructed to hold at other point from your RNAV arrival (not these from table) you will receive additional informations like side of holding or direction.

3.4 Transfer to TWR

You will be handed off to Otopeni Tower after you establish on ILS or, for visual approach, when you have runway in sight. When you contact Tower you have to tell him your callsign and type of approach with the runway which you are inbound to land.

If traffic need you can receive from tower speed restrictions and also go-around instruction. You also should receive traffic and weather information from tower.

3.5 Vacating the runway

You must vacate the runway as soon as possible in order for ATC to make best use of the runway.

You have not vacated the runway if you haven't **completely** passed the runway stop bar (not only the cockpit). When vacated, hold position until tower has given you the instruction to contact Otopeni Ground on 121.700.

3.6 Taxi to gate

When you contact Otopeni Ground Control you will receive your stand and the taxi route. Make sure you take a look on ground movements charts to avoid any difficulties. You have to respect the stand issued by ATC and if you can't find it you should hold position and ask the controller.