

Down the Danube 2019

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 Centre.

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 pay-ware for X-Plane (produced by Dai-Media) 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

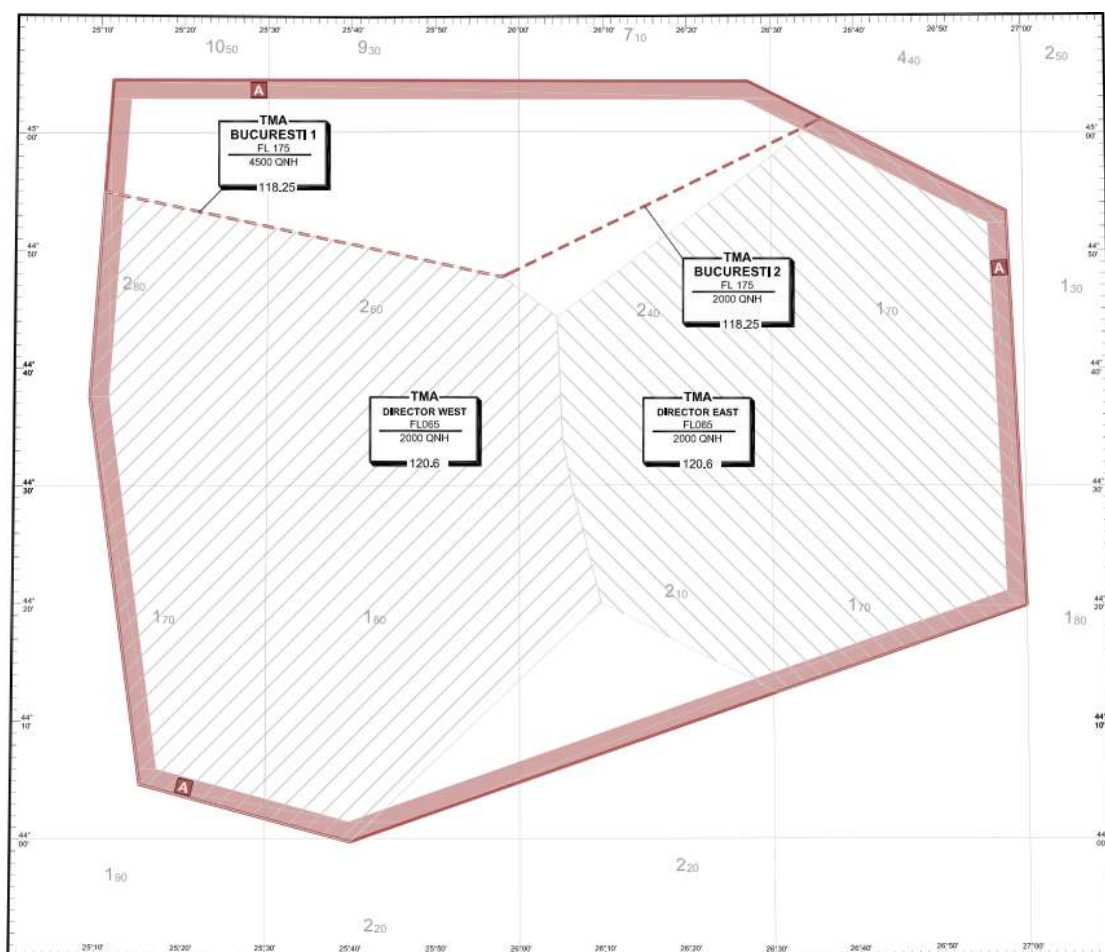
At the event, Bucharest will be fully covered from ACC position to GND position.

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. Its full radio Callsign is "Otopeni Ground Control".

Otopeni Tower is responsible for all aircraft and ground vehicles movements on the runways. The calling is LROP_TWR ("Otopeni Tower") and the main frequency is 120.900 (alternate frequency is 121.850 – callsign LROP_N_TWR). Only the main frequency is used for both runways. In case of high traffic the Division Director may open the alternate frequency and divide the runway operations between the two.

Bucharest Approach has 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. Its full radio Callsign is "Bucharest Approach". Bucharest Director operates on frequency 120.600 and is opened only when traffic requires.



Bucharest Radar controls the Bucharest FIR between the lower limit of ATS routes and FL660. At this event, only one position of radar opened: LRBB_L_CTR transmits on frequency 122.020. Its full radio Callsign is "Bucharest Radar".

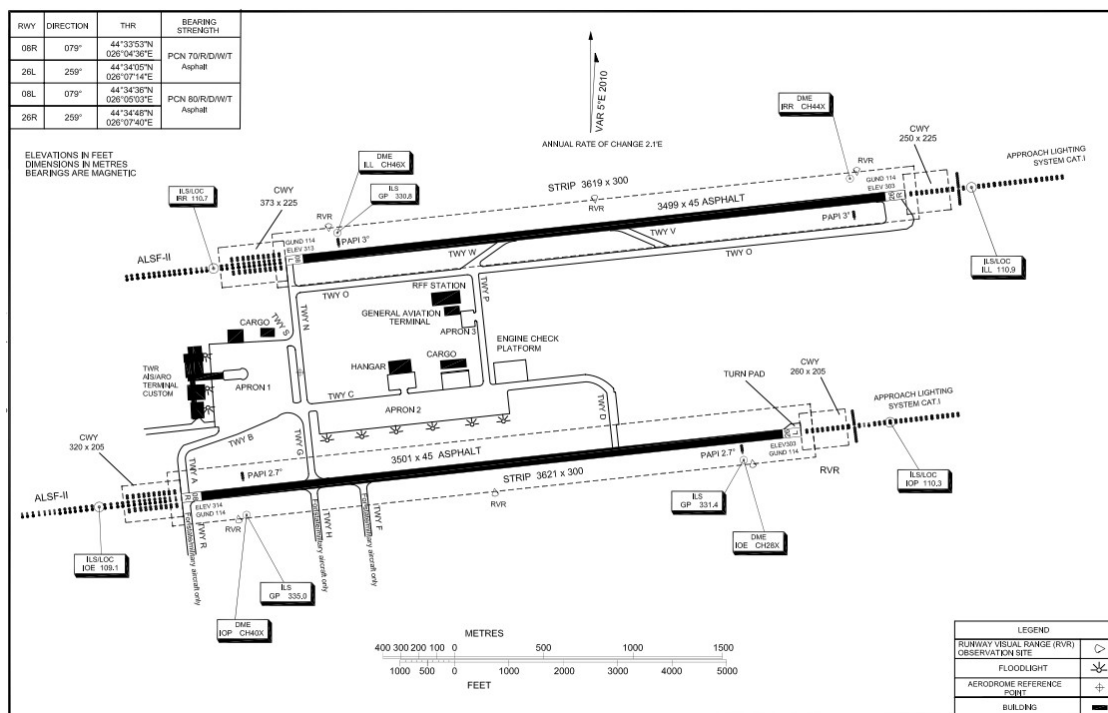
If traffic need, we can open a second position of radar: LRBB_A_CTR on frequency 121.170 with the same radio Callsign "Bucharest Radar" which control the eastern part of Romania and the fist position (LRBB_L_CTR) will control the western part of Romania. To avoid any conflicts, **if you use Active Sky as weather software, please disable ATIS from Active Sky.**

1.5 Runways

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

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 the main terminal (apron 1) the departure runway will be 08L; if the aircraft is departing from a gate on the south side of the 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 the west (the majority of them). So, when the wind is calm and also even if there is a light wind favourable 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 aircraft) 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 these stands are busy also can use a stand from the 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 another free stand.

After you listen the ATIS you should contact Otopeni Ground on 121.700 to get you ATC Clearance. If you think is useful, you can request also a radio check before clearance. In your ATC clearance, you have to receive the clearance on filed route, departure (SID), runway for departure, initial climb (usually is FL280 for westbound and FL270 for eastbound) and also the squawk number which 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 receive the confirmation "readback is correct".

Then, when you are ready, you have to request pushback and start-up clearance, where you receive also the local QNH, and the taxi clearance. During the taxi, when you are approaching the holding point, you will be handed off to Otopeni Tower on 120.900.

When you receive the take-off clearance, if you don't receive any supplementary instruction after departure you have to respect the departure and initial climb from the ATC clearance. If you receive any instruction from tower beside your take off clearance you have to respect that and if you can't do it, you need to report that. Also if you are not able to comply with the SID given in your ATC clearance, you can expect a radar vectors departure. Unless a specific heading is given by the controller, the standard procedure will be to maintain runway heading.

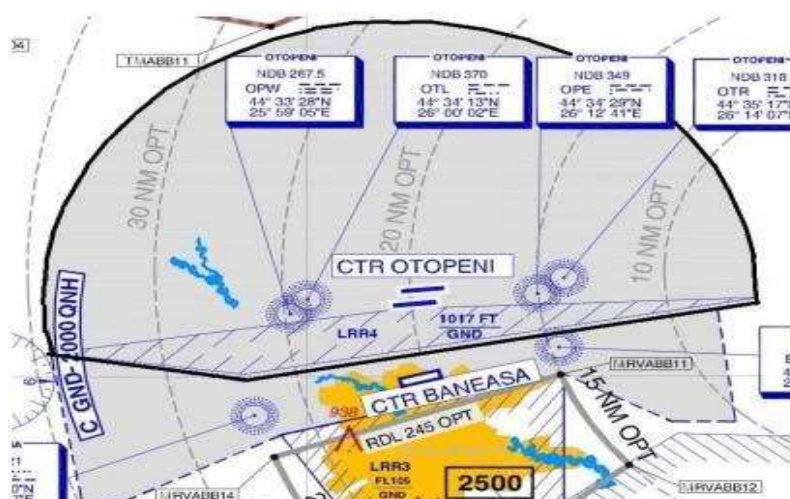
Just after take-off, you will be handed off to Bucharest Approach on 118.250. Here you will be identified on radar, so **it is imperative that before entering the runway, your squawk is correctly set, and your transponder is turned to altitude reporting mode (mode C)**. So from here, you are under radar control and you can receive any instruction from ATC. When you are approaching FL175 you will be handed off 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 departure. Therefore, if the 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 receive a shortcut to the last waypoint of the SID. In normal conditions, you will be cleared to climb at FL280 if you are flying westbound and FL270 if you are flying eastbound. Your clearance for climbing to the 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” or “high speed approved”).



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)

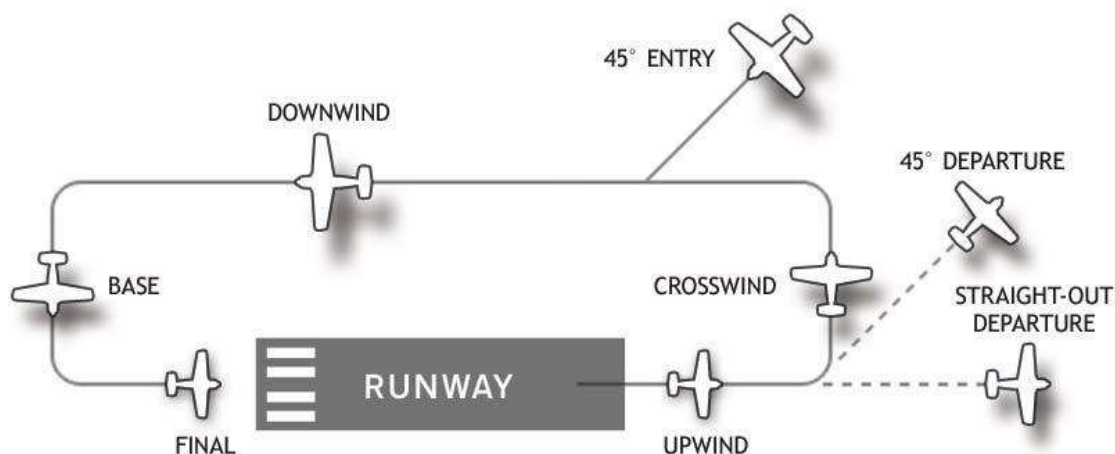
The VFR traffic pattern is at 2000ft MSL or below from runway 08L/26R ONLY.

Runway 08L: Left Circuits

Runway 26R: Right Circuits

The service provided is from the tower controller and is procedural. At busy times (such as during this event) VFR patterns may be unavailable.

Here is a diagram of the traffic circuit:



Section 3 | Arrivals

3.1 Transfer to Approach

You will be handed off to Bucharest Approach when you are about 2 minutes from your entry point to the Bucharest TMA. Also, when you enter Romanian airspace you will receive from the en route controller an expected level at the entry point in TMA.

On initial contact with Bucharest Approach, you should report your cleared level, inbound waypoint, and ATIS letter.

A standard RNAV arrival STAR (U for 08/X or R for 26) is to be expected, or if you are not able for RNAV, radar vectors (headings).

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 look at the 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 the active runway is 08 will be used U arrivals and if runway 26 is active will be used X/R arrivals.

You can expect at any time to be given shortcuts or vectors for a shorter approach to the runway.

Don't forget to listen the ATIS to get the transition level. In normal conditions, it is FL50 but can vary dependent on the 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 another point from your RNAV arrival (not these from the table) you will receive additional information like the side of holding or direction.

3.4 Transfer to TWR

You will be handed off to Otopeni Tower once you are established on the ILS or (for visual approaches) when you have the runway in sight. On initial contact, you should report your callsign, approach type and runway.

If needed, you may receive from tower speed restrictions or also go-around instruction. You may also receive traffic and weather information from the tower.

3.5 Vacating the runway

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

You have not vacated the runway until your aircraft has 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. **Beware of other aircraft moving on the ground, particularly at the western end of the airport.**

3.6 Taxi to gate

When you contact Otopeni Ground you will receive your stand number and taxi route. Make sure you look at the charts to avoid any difficulties. You must respect the stand issued by ATC. If you can't find the assigned stand, you should hold position and ask the controller.