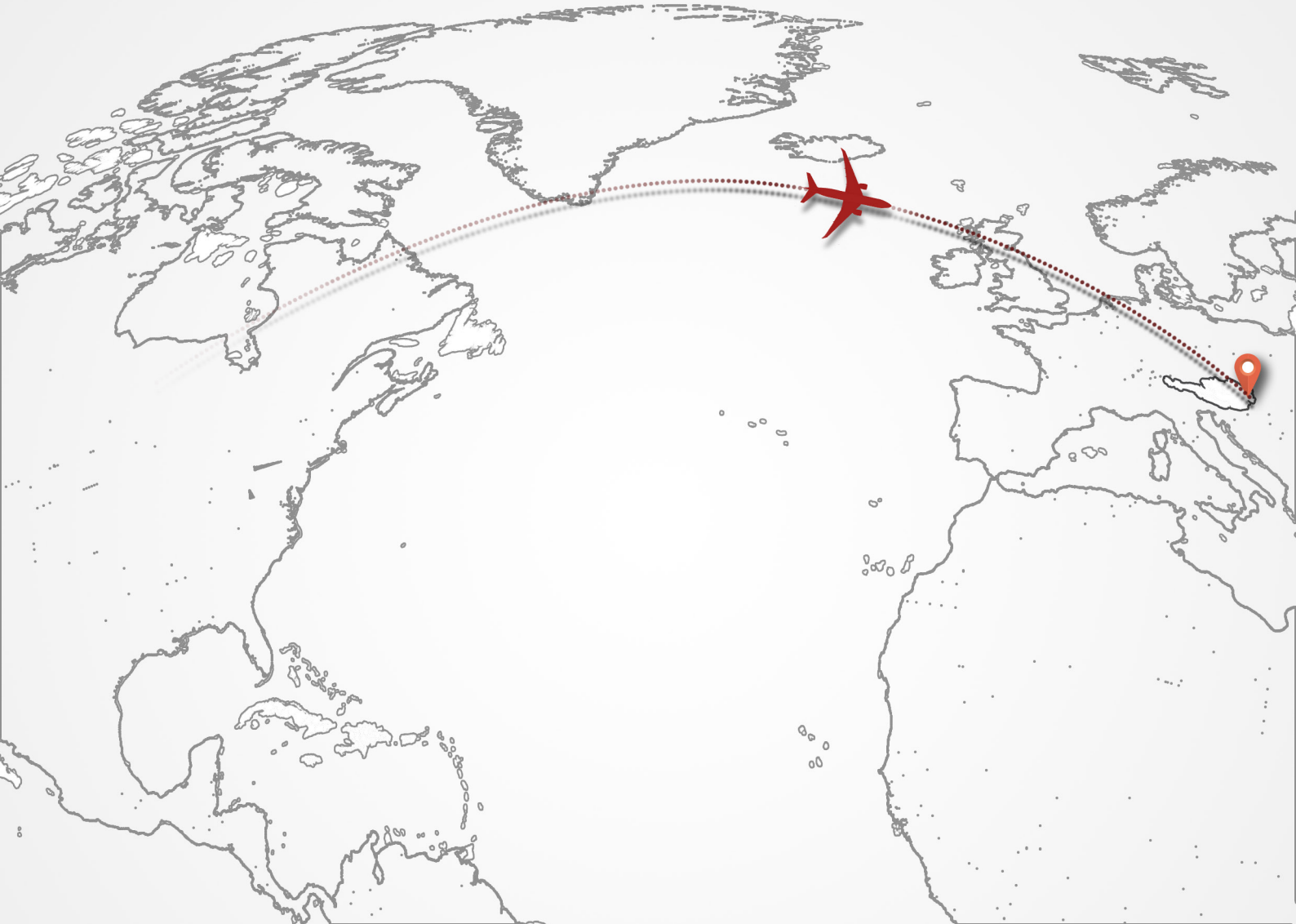
CROSS THE POND

EASTBOUND

VIENNA INTL. AIRPORT

PILOT BRIEFING



Welcome to Vienna

Thank your for choosing Vienna as your arrival airport at the
„Cross The Pond 2015 Eastbound“.
Our VACC-Austria team is proud to provide you with our distinctive,
original „ Austrian slang - ed “ ATC and professional service.
As you may know, „Cross the Pond“ is an extraordinary, high-traffic event.
To perfom more effectively, and thus, making the event the best of
an experience for all participants, we have created this
Operation Manual/Pilot Information Deck for you.
We kindly ask you to study the document upfront to avoid delays
during your approach in Vienna.

We wish you a good flight, a safe landing and always three greens.
Cya at „Cross the Pond“!

Jakob Rettenwender
Head of Marketing-Team

VIENNA int. AIRPORT [LOWW]

The airport of the Austrian capital Vienna is located south-east of the city and is connected by a train (called CAT – City Airport Train) as well as a motorway to Vienna City.

The airport is famous to be used as one of the main EastWest junctions with over 15.9 million passengers handled each year.

In 2005 the “Flughafen Wien AG” (the airport’s operating company) started to build the so called “SKYLINK”, an additional large terminal in the Eastern part of the airport which offers space for 91 additional check-in counters as well as 51 additional gates (5 of them are A380approved).

In 2006, the new Air Traffic Control tower was opened. With it’s height of 109 meters, it’s the tallest control tower in Europe. It can be seen from far away, so it became a landmark of the airport.

THE VIRTUAL WORLD OF VIENNA int. AIRPORT

We are proud to have one of the best airport sceneries in the Flight Simulator world.

The Flytampa Vienna X Scenery is an one-on-one copy of the real airport, including the latest tower- and “Skylink” terminal amendments.

All charts and procedures provided on our homepage are based on it.
We recommend downloading this pearl from Flytampa.
If you don’t want to buy it, there are a couple of freeware sceneries on our webpage available, too.

Vienna X (FS9, FSX and P3D)

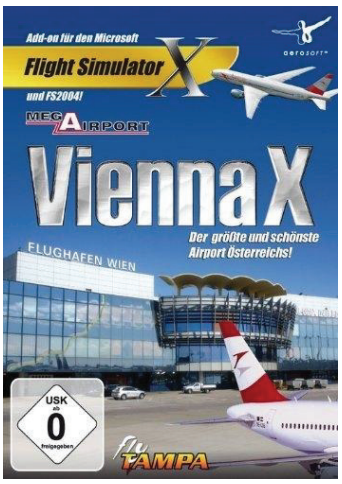
www.flytampa.com
www.shop.aerosoft.com/eshop.php?

LOWW freeware scenery

www.fsx-stuff.lima-city.de/download.php

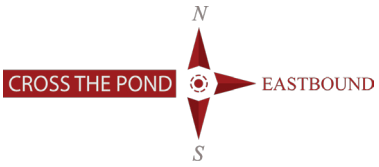
X-Plane freeware scenery

www.x-plane.at/drupal/LOWW



Information and Charts:

Homepage:	www.vacc-austria.org
Charts:	www.vacc-austria.org/charts/loww
Airport Information:	www.vacc-austria.org/airports/loww



Frequencies

Center
LOVV_CTR
134.350 Mhz

Approach
LOWW_APP
128.200 Mhz

Approach
LOWW_F_APP
119.800 Mhz

Tower
LOWW_TWR
119.400 Mhz

Ground
LOWW_GND
121.600 Mhz

Center
LOVV_U_CTR
131.350 Mhz

Approach
LOWW_N_APP
124.550 Mhz

Ground
LOWW_W_GND
121.770 Mhz

CROSS THE POND EASTBOUND

ENROUTE IN AUSTRIA

Welcome to Austria and the last part of your flight at the Cross the Pond 2015 eastbound.
The austrian enroute controllers will welcome you on one of the following stations:

Center
LOVV_CTR
134.350 Mhz

Center
LOVV_U_CTR
131.350 Mhz

The moment you enter austrian airspace, the center controller will clear you on a standard arrival route (STAR).
Nevertheless, you can and SHOULD plan that STAR long before entering austrian airspace, since there is only one STAR for each route terminating waypoint (i.e. all flights via waypint VENEN will continue on the VENEN2W).
Reason for that is that all STARs contain a speed as well as an altitude restiction.
Upon selecting the STAR in your flight management system please verify that those constraints are loaded as well and plan your descent accordingly.

You may omit the speed restriction if told so by the CTR or the APP controller.
Regardless of the constraints specified above, you are expected to reduce your speed to 250kts or below when passing FL100. Expect handoff to one of the approach controllers while proceeding on the STAR:

Approach
LOWW_APP
128.200 Mhz

Approach
LOWW_N_APP
124.550 Mhz

ARRIVAL AT VIENNA

Our approach controller will give you the following informations at the initial contact:

- **Arrival Runway**
- **Transition clearance or vectors**

During your approach don´t block the frequency with useless or private conversations. If you didn´t understand something, ask the controller again before you make a mistake.

Your next station: **Wien Director**

Approach

LOWW_F_APP
119.800 Mhz

Contact Wien Director with callsign only. Nothing more.
He will separate you on the ILS before you will be handed off to the next station:

Tower

LOWW_TWR
119.400 Mhz

“Wien Tower, good evening . BAW 4 DF ILS 29 ” that´s it.
You will get your landing clearance or only wind information.
Sometimes it happens: The wind information only is NOT your landing clearance.
We are sure, you still know that!

HIGH INTENSITY RWY OPERATIONS [HIRO]

Expeditious exit from the landing runway allows ATC to separate aircraft with the appropriate separation minimum
(radar separation 2.5 NM or separation minimum according wake vortex category) during final approach.

To reduce the runway occupancy time pilots should make use of the following procedure:

- As a rule runways shall be vacated via rapid exit taxiways
- Good operatig practice is to aim for an exit that can be made, rather than aiming for an earlier one, just to miss it and roll slowly to the next.
- As far as practicable, the runway should always be vacated via the most appropriate rapid taxiway for your aircraft type

ACFT Category	TWY designator			
	Distance			
	RWY 11	RWY 16	RWY 29	RWY 34
Heavy	A4	B10	A9	B5
	7841'/2390m	6873'/2095m	7218'/2200m	6365'/1940m
				B4
				7661'/2335m
Medium (Jet)	A6	B8	A7	B7
	6102'/1860m	5577'/1700m		5348'/1630m
	A8	B6	5479'/1670m	B5
	3839'/1170m	3986'/1215m		6365'/1940m
Medium (Turboprops)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light (Jet)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light	A8	B3	A5	B9
	3839'/1170m	3035'/925m	3084'/940m	3937'/1200m

To avoid stopping on rapid exit taxiway after landing and vacating runway 34 or runway 16, join initially taxiway D in direction north and continue further according ATC clearance.

If unable to comply with the HIRO system advise Tower as soon as possible!

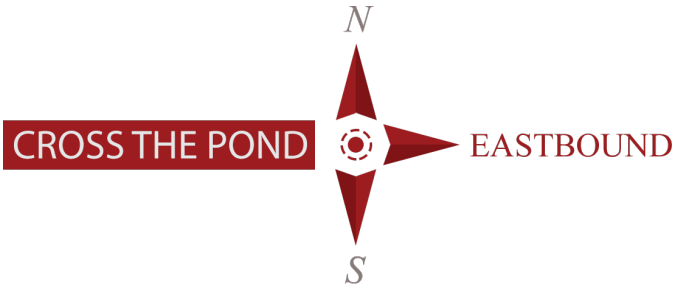
GROUND PROCEDURES

After touchdown vacate the runway as soon as possible and contact your last station on your trip after you´ve received handoff from Tower:

Ground
LOWW_GND
121.600 Mhz

Ground
LOWW_W_GND
121.770 Mhz

Wien Ground will give your taxi clearance to your gate.
Please visit ***www.vacc-austria.org/charts/loww***
and use the special ground chart for the Cross the pond.



The VACC-Austria Team wishes you
a great flight at the biggest
event on VATSIM.

On any questions,
don't hesitate to contact us:
events@vacc-austria.org

vacc
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VATSIM
Virtual Air Traffic Simulation Network℠