

IVAOCZECHDIVISION

Prague FIR 36H Online 2017

Official Pilot Briefing

17/11/2017 1100z - 18/11/2017 2300Z

Content:

Introduction

General Rules

Communication Rules

Other Important Rules

LKPR Departure procedures

LKPR Arrival procedures

Charts & Sceneries

Introduction

We expect a lot of traffic during our greatest event. Therefore we need your full cooperation. This briefing should help you to follow the procedures that allow for a smooth flow of traffic.

Please, read this briefing carefully or have it printed during your flight. Should you have any questions, do not hesitate to contact us - via email: sup@ivao.cz or Facebook Messenger.

General rules

- No sleep when flying. Sleeping pilots inside LKAA FIR will be disconnected promptly.
- Know your aircraft.

Radio Communication

- After joining the frequency, wait at least 5 seconds before you start speaking.
- Keep your communication clear and as short as possible.
- Execute ATC instructions as soon as possible, immediately after readback.
- If unable to comply with ATC instruction, do not readback. Report unable instead.
- Listen carefully. Any "Say again" requests may delay another flow of communication.
- We do prefer Voice-Voice communications. Please use Text Only in only special circumstances.

Other Important Rules

- If you connected to already occupied stand, please disconnect, move to a different stand and connect again.
- Monitor private chat and comply with instructions there.
- Have scenery installed and tested. - See Download Scenery at the end of this document.
- Have charts prepared and ready. - See Charts at the end of this document.
- If you are confused, don't know where to go, ask ATC for a help.

LKPR Departure procedures

Important information how to depart from LKPR airport to be as real as possible.

At Gate

- Check ATIS information letter and current QNH.
- Contact LKPR_DEL (120.050 Mhz), report ATIS, QNH, request IFR clearance and startup.
- Readback your clearance including SID and squawk number. Initial climb is 5000ft by default.
- Once your readback is correct, ATC will instruct you to contact LKPR_GND (121.900 Mhz)

Pushback/Powerback and Taxi

- Report your stand number to ATC and request pushback*
- Be ready to use the nearest PUSH-Position, or as instructed by ATC.
- Initiate pushback* as soon as possible. Moving forward to PUSH-POSITION is allowed.
- Report to ATC when ready for taxi. Listen carefully to taxi instructions.
- Runway 22/04 is closed permanently. No need to ask for crossing there.

* Propeller aircraft may need Powerback or Pushback. On taxi-through stand, simply ask for taxi out.

Takeoff and Departure

- Be ready for instruction "Standby on Tower 118.100". Change frequency but do not talk.
- Do not enter the runway unless cleared by TWR. Keep whole aircraft before the stopbar.
- If you need some time on runway to warm up, advise TWR controller before line-up.
- Initiate takeoff roll as soon as possible when cleared for takeoff.
- Always tune LKPR_DEP** (120.525 MHz) automatically. Do not report airborne to TWR.
- Report airborne, Callsign and current altitude to LKPR_DEP**.
- Do not overclimb initial climb clearance (5000ft by default).

** If there is no LKPR_DEP Online, call LKPR_APP on 127.575 instead.

LKPR Arrival procedures

Important information how to arrive to LKPR airport to be as real as possible.

Entering LKAA Airspace

- If uncontrolled contact LKAA_CTR (127.125 Mhz) at least 2 min before crossing our border.
- Do not wait for the message "Please contact me on..." or IVAO Supervisor calls.
- Always check for assigned STAR in your FMC. Report when unable to comply.
- Check ATIS of LKPR_APP in advance

Entering TMA Praha (FL180 and below)

- When instructed to contact LKPR_APP (127.125 Mhz) report Callsign, Passing level, ATIS & QNH
- Keep in mind maximum speed of IAS 250kt in TMA Praha and Speed Limit Points along STAR
- Once speed is given by ATC, disregard all other restrictions. Keep assigned speed precisely.

At the end of the STAR

- RWY 24 Unless otherwise instructed, after ERASU continue on heading 061, radar vectoring will be provided.
Unless otherwise instructed, after RATEV continue on heading 061, radar vectoring will be provided.
- RWY 30 Unless otherwise instructed, after ARVEG continue on heading 123, radar vectoring will be provided.
Unless otherwise instructed, hold at KENOK (304°, Left, 1min), radar vectoring will be provided.
- RWY 06 Unless otherwise instructed, after AKEVA continue on heading 241, radar vectoring will be provided.
Unless otherwise instructed, after KUVIX continue on heading 241, radar vectoring will be provided.
Unless otherwise instructed, hold at BAROX (061°, Left, 1min), radar vectoring will be provided.
- RWY 12 Unless otherwise instructed, after SOMIS continue on heading 303, radar vectoring will be provided.
Unless otherwise instructed, after EVEMI continue on heading 303, radar vectoring will be provided.

Final vectoring

- When contacting Ruzyne Radar LKPR_F_APP (119.000 Mhz) report callsign ONLY.
- Speed IAS 180kt until 10NM final. Speed IAS 160kt until 4NM final.
- ATC assigned speed do always have priority.

Landing

- Never stop on the runway
- Never vacate onto taxiways opposite oriented to your rolling direction.
- Do not cross any runway unless instructed to do so. (Except for RWY22/04 which is closed)

Charts and sceneries

The following page is very important as it allow all of us to speak the same language.

Scenery for LKPR

Please DO NOT USE the default scenery, it's really outdated.

Newest and most detailed scenery for LKPR (FSX, FSX:SE, P3Dv3, P3Dv4)

[Aerosoft Mega Airport Prague](#)

Older, freeware, but also good scenery for LKPR (FS9, FSX)

[LKPR 12-30 Edition Scenery](#)

Charts for LKPR

General

[PDC - Parking and Docking Chart](#)

[ADC - Aerodrome Chart](#)

Departure

[Standard Instrument Departure Chart - RWY 24](#)

[Standard Instrument Departure Chart - RWY 30](#)

[Standard Instrument Departure Chart - RWY 06](#)

[Standard Instrument Departure Chart - RWY 12](#)

Arrival

[Standard Instrument Arrival Chart - RWY 24](#)

[Standard Instrument Arrival Chart - RWY 30](#)

[Standard Instrument Arrival Chart - RWY 06](#)

[Standard Instrument Arrival Chart - RWY 12](#)

Approach

[Instrument Approach Chart - ILS RWY 24](#)

[Instrument Approach Chart - ILS RWY 30](#)

[Instrument Approach Chart - ILS RWY 06](#)

[Instrument Approach Chart - ILS RWY 12](#)

Thank you

Thank you for reading this document to the end. We hope it was short but sufficient enough and did not make you tired.

We hope you will enjoy this very special event with us.

Recording & Broadcasting

As allowed per ICAO Rules and Regulations 7.15, this event is broadcasted live on [Youtube](#).

The broadcast consists of capturing radar data, voice communications and live cameras.

If you have any objection as a participant and you wish not to be seen. Let us know in advance and we will ensure your privacy will be protected. We will use other source in order to hide your participation.

You can also add some input for us. Send us a short video of you participating on our event and we will broadcast it as well !

Contact

Should you have any questions or problems during our event, do not hesitate to contact us.

Supervisor on duty: sup@ivao.cz (Monitored H24)

Facebook Messenger: [Send message to ICAO Czech Republic](#) (Monitored H24)

In serious matters please contact ICAO-CZ Headquarters directly. cz-hq@ivao.aero