# VATSIM SCANDINAVIA

# Copenhagen/Kastrup

## Cross the pond Westbound 2023
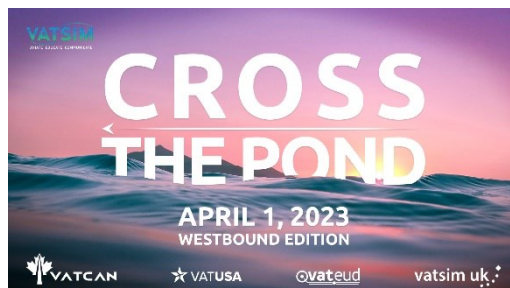
### Pilot Briefing



VATSIM SCANDINAVIA

# Table of Content

# 1.    Before you start the day

**Welcome to Cross the pond. This is your dispatch briefing to make sure you get safe and smoothly out of EKCH. Read it carefully!**

## 1.1.    Pre-Flight Downloads

- Scenery: **FlyTampa Fly Copenhagen scenery**!
    - It is available for P3D, XP & MSFS, and gives the most realistic layout.
- Briefing: **VATSIM-Scandinavia EKCH Briefing Pack**
    - **Everything you need to know for departure out of Copenhagen**
- Charts**: EKCH Charts - VATSIM-Scandinavia**
    - **Navigraph** also good to use, but view info such as pushback and taxi routes
- Software: GSX Pro(MSFS) / GSXv2(P3D) Profiles
    - Important for pusbach points.
    - If no GSX, review Pushback Routes for correct pushback with other clients

## 1.2.    Where to connect in EKCH

Due to airport space restrictions, please adhere to your assigned stand which is available here and updated up until 0800z on the day.

**EKCH – Cross the pond Stand Assignment**

If you do not like your stand relocate ONLY to A25-A34 regardless of size of A/C

## 1.3.    Slot and when to connect in EKCH

When you have your assigned slot it is vitally important you adhere to that!

Logon **EARLIEST 60 min** before your slot

Logon **LATEST 45 min** before your slot

Be ready for Pushback and Startup **25 min** before your slot

File you Flightplan to have an EOBT 25 min before your slot

Timings to follow is explained in **point 3.1 ATC Clerance**. Review them and adhere!

# 2. Flight Preparation

## 2.1. Identify your SID

Identify the departure you will fly. Write down this vital info for you SID

| SID | Destination | Departure fq. | Climb |
|-----|-------------|---------------|-------|
| **GOLGA**: | CYVR | **120.250** | **FL70** |
| **ODN**(Odin): | KATL | **120.250** | **FL70** |
| **LANGO**: | CYYZ | **124.975** | **FL70** |
| **NEXEN**: | KJFK | **124.975** | **FL70** |

Note which Departure frequency you will need to contact!!

**GOLGA Departures**
Some may expect initial climb 3000' due traffic

[Download Charts!](#)

## 2.2. Identify Frequencies

| Delivery | EKCH_DEL | **119.900** | *Call for ATC clearance @ -35* |
|----------|----------|-------------|--------------------------------|
| Sequencing | EKCH_S_GND | **121.900** | *Call for startup. Subject to CDM* |
| | | | |
| Apron | EKCH_D_GND | **121.725** | *For apron east side of "C" pier and eastwards* |
| Apron | EKCH_A_GND | **121.625** | *For apron west side of "C" pier and westwards* |
| | | | |
| Tower | EKCH_C_TWR | **118.575** | *12/30 area* |
| Tower | EKCH_D_TWR | **119.350** | *Departures* |
| Tower | EKCH_A_TWR | 118.100 | *Arrivals and Cargo apron* |
| | | | |
| Departure | EKCH_W_DEP | **120.250** | *All Departures* |
| *Departure* | *EKCH_E_DEP* | **124.975** | |
| Approach | EKCH_W_APP | 119.800 | *All Arrivals* |
| | | | |
| Control | EKDK_B_CTR | **121.375** | *All Departures and Arrivals* |
| Control | EKDK_V_CTR | **126.060** | *All Departures and Arrivals (above FL285)* |

## 2.3. Identify your CTOT, TOBT and TSAT

All pilots are assigned these three timings, which you can inform yourself after you

- **CTOT**: You slot time for departure out of EKCH
  - The CTP assigned slot. Will not be shown. You should know this!
- **TOBT**: The Target off Block time.
  - What you have filed in your FlightPlan. **Should be CTOT-25**
  - <u>MAKE SURE</u> you are ready minimum 5 minutes before
- **TSAT**: The time ATC is planning to allow you to start up
  - Will change with traffic flow. Be ready in accordance with TOBT -5
  - If TSAT is earlier than the TOBT make sure to be ready at TSAT-5



[Check you personal data here at **vats.im/vgds**](#)

# 3. Clearance & Taxi out

## 3.1. Calling for ATC clearance

You flight will be <u>maticulously</u> timed, due to very limited apron space. Plan and execute your flight according the slot time you have from the parking you have been assigned. Make sure you do everything within the times below

| Time between | | | Action |
|---|---|---|---|
| *Slot -60min* | - | *Slot -45min* | *Log on to VATSIM on your <u>stand</u>. Ask EKCH_X_DEL if help needed via text* |
| *Slot -40min* | - | *Slot-30min* | *<u>Call</u> EKCH_DEL and ask for clearance. PDC not available* |
| *Slot -25min* | - | *Slot -22min* | *<u>Call</u> EKCH_S_GND and report ready for startup* |
| *Slot -22min* | - | *Slot -15min* | *EKCH_S_GND will <u>approve</u> your startup and handover to apron for pushback* |
| *Slot -5min* | - | *Slot* | *Takeoff!* |

## 3.2. Push and start

Standard pushback routes to delegated "**Release Points**"

[Find them here in Appendix 2](#)

<u>Cargo Apron(G112-G133)</u>

Push to face **south**. Expect taxi via Runway 30 to cross Runway 22L

<u>Be ready to push when calling</u>
Connect your tug in advance

## 3.3. Initial Taxi out

Apron on 121.625 / 121.725 will taxi you

To hold short of Runway 12/30 via **"Standard Taxi Routes"**

[Find them here in Appendix 1](#)

Other frequencies may be in use to help as well.

Cargo apron will taxi with Tower

## 3.4. Taxi to Holding Points

You can ALWAYS Expect to **hold short** before runway 12/30.
**EKCH_C_TWR** will cross you and taxi you to the Runway
**EKCH_D_TWR** will handle departures from holding points

<u>Be ready for following</u>
✓ Hold short of "D" (04R ops)
✓ Assigned holding points
  o A1-A4 (22R)
  o B1-B3 (04R)
<u>Cargo Apron</u>
✓ Expedite crossing 04R/22L
✓ Hold short of "B" on Rwy30

# 4. Departure

## 4.1. Holding Points

Be aware which holding point you are assigned. Do not
Try to negotiate. You are put in sequence for your slot.

| 04R | 22R |
|-----|-----|
| B1 / 3300m | A1 / 3600m |
| B2 / 3205m | A3 / 3375m |
| B3 / 2795m | A4 / 3245m |
| B4 / 1940m | A5 / 2900m |

## 4.2. Takeoff run

Once cleared for takeoff begin roll without delay.

INITIAL CLIMB
**FL70**
Unless otherwise instructed

**As you pass 1000' you must AUTOMATICALLY contact EKCH_W_DEP
Or EKCH_E_DEP. Your charts will tell you which frequency. See 2.1**

## 4.3. Climbout

With EKCH_W_DEP (120.250) or EKCH_E_DEP (124.975)
you can expect to be further climbed to **FL190**, and
may get a direct.
Adhere to SPD restriction, and prepare next FQ (121.375)

Transition Altitude
**5000'**

Max Speed
**250**
Below FL100

## 4.4. En-route segment

Monitor frequencies. Several ACC sectors are online.
Do not try to leave frequency for oceanic clearance. Wait until you exit danish
airspace.

CPDLC is available for all ACC sectors, but remember you
Must still check in via voice with a new frequency ALWAYS!

| CPDLC | |
|-------|-----|
| EKDK_B_CTR | EKDB |
| EKDK_V_CTR | EKDV |
| EKDK_S_CTR | EKDS |
| EKDK_N_CTR | EKDN |
| EKDK_C_CTR | EKDC |

## 4.5.   APPENDIX – Standard Taxi routes
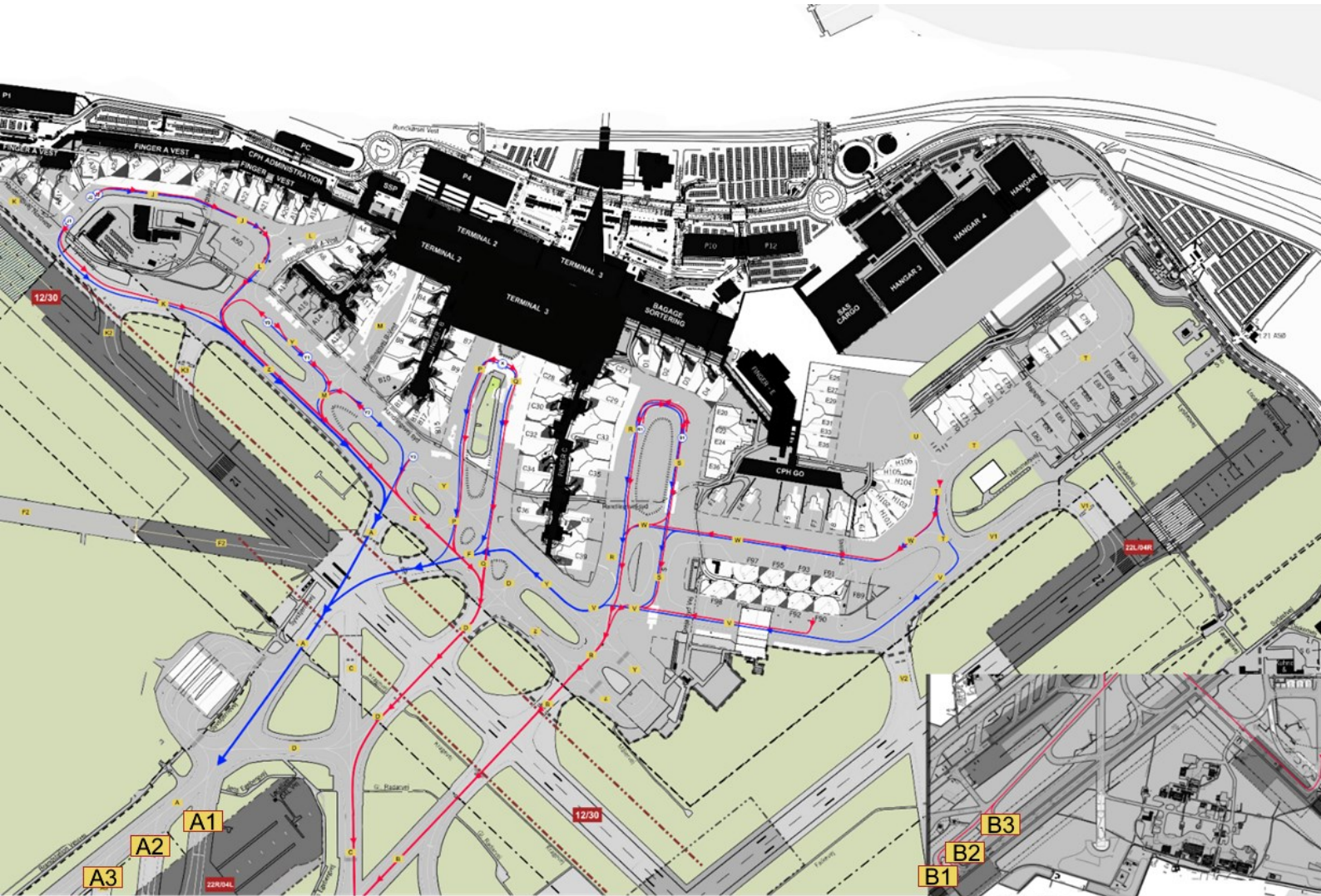


## 4.6.   APPENDIX – Standard  Pushback Routes

○ PRIMARY "RELEASE POINTS"

○ SECONDARY "RELEASE POINTS"