

Flight Operation Manual

for Europe-China Skywalk Event

written by Bingshuo Li (CN-TC)

1.1 Departure/Arrival Time

We advise you departure at **2100 your local time** or Later.

And for 11 hours flight you will reach Shanghai Pudong Intl at **0800-1000 your local time** next morning.

Please follow our advice departure time, because if you departure earlier than this time our ATC would not be online when you arrive China. ATC Service in China will start from 0300Z on June 19 Sun.

1.2 Rest Time Enroute

For the long haul flights in this event, IVAO-HQ will allow the pilots to have rest while they are cruising. All the Supervisors will be notified by HQ not to kill any pilot who is having rest enroute in this event. Pilot who is going to have rest enroute please pay attention to the following terms.

1. Rest Period: **Start from 1h after departure till you reach the waypoint INTIK on A575. We estimate it will take you about 8h to get to INTIK after departure.**

2. Equipment: Auto-Pilot System should be active when having rest. The Auto-Pilot system should be able to do the LNAV as the flight route entered in the FMC.

3. Flight Route: For the pilot who is going to have rest enroute, he/she should use one of the routes published on the event's website. These routes will be copied to the divisions which will be overflying during the rest time in order to set up non-ATC corridors.

4. We advise you to have rest near your PCs. And you should open all alerts in the IvAp or Squawk Box. By any chance there's anything emergency or you don't get up on time, these alerts will help you.

2.1 Flight Level Allocation in Russia and China

In Russia and China, the airspace system is Metric. Although they are both Metric but there are still some difference in the flight level allocation.

In Russia, vertical separation between two aircraft is 300 m from altitude 900 meters to altitude 8100 meters, 500 meters separation from altitude 8100 meters to altitude 12100 meters and a separation of 1000 meters from altitude 12100 meters to altitude 16100 meters. For a detailed table of the flight level allocation please refer to Appendix I.

In China, vertical separation between two aircraft is 300m from altitude 600 meters to altitude 8400 meters, 600 meters separation above 8400 meters. For a detailed table of the flight level allocation in China please refer to Appendix II.

Based on flight routes published on the event site, the EUR-RVSM exit point is LIMAK on UP862 or RATIN on UN858. The level change point between Russia and China is INTIK on A575. Level change should be established 10nm before the level change point.

2.2 Flying procedures in China

The first ATC you should contact in China is Beijing Control (ZBPE_CTR). Call Beijing Control 10nm before INTIK with your callsign and current flight level. The ATC will give you instructions in Meters and Knots. For the Feet to Meter conversion please refer to Appendix I.

At EPGAM on A593 Beijing Control (ZBPE_CTR) will handoff you to Jinnan Control (ZSHA_N_CTR). Please report your callsign, squawk code and current flight level on the initial contact with Jinan Control.

At UDINO on A593, Jinan Control (ZSHA_N_CTR) will handoff you to Shanghai Control (ZSHA_M_CTR). Please report your callsign, squawk code and current flight level on the initial contact with Shanghai Control. Descend instructions will be issued by Shanghai Control after PIX (vor) on A593. ATC will expect you pass VMB(vor) on flight level 6300m.

At VMB you will leave A593 and will be handed off to Shanghai Approach (ZSSS_E_APP). The approach controller will give you radar vector after VMB.

The airport elevation is 13ft. The OCAs are 160ft for both runway 17 and 35 in ILS CAT I operating for CAT-D aircrafts.

After landing please vacate the runway as quickly as possible and the Tower Controller will handoff you to the Ground Controller. Please squawk mode Standby after runway vacated.

NOTE:

1. No STARs will be used because there are several of new/old versions of ZSPD STARs in FS world. We want to avoid the navigation difference so we will ignore all STARs in ZSPD. Our approach controller will vector you from the airway leaving point to the initial approach fix.
2. For the new runway 16/34 in ZSPD will not be used in the event. Because not everyone has the new runway added in the FS Scenery Database.
3. For the TA/TL in Shanghai please refer to the TMA Controller's ATIS during the event.

Useful Links:

Site for Europe-China Skywalk Event

<http://www.sfsa.cn/ivao/en/event/EU-CN/Index.htm>

Preferred Routes for this event

<http://www.sfsa.cn/ivao/en/event/EU-CN/Flightplan.htm>

We strongly recommend you to PRINT out the Appendix below.

Appendix I. Flight Level Allocation in Russia

Westbound Flights (heading 180° - 359°)		Eastbound Flights (heading 360° - 179°)	
Separation 1000 m (meters)			
<i>FL</i>	<i>Meters</i>	<i>FL</i>	<i>Meters</i>
		528	16100
495	15100		
		463	14100
430	13100		
		397	12100
Separation 500 m (meters)			
381	11600		
		364	11100
348	10600		
		331	10100
315	9600		
		299	9100
282	8600		
		266	8100
Separation 300 m (meters)			
256	7800		
		246	7500
236	7200		
		226	6900
217	6600		
		207	6300
197	6000		
		187	5700
177	5400		
		167	5100
157	4800		
		148	4500
138	4200		
		128	3900
118	3600		
		108	3300
098	3000		
		089	2700
079	2400		
		069	2100
059	1800		
		049	1500
039	1200		
		030	900

This chart is created by Michael Koehler, Training Captain of BAV.

Appendix II. Flight Level Allocation in China (Please print it Out)

飞行高度层配备标准示意图

Allocation of Flight Level Criteria Illustration Diagram

2001年7月31日16时(UTC)启用
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