

# RIU ALL - APPs

## EKCH\_W\_APP

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**Adhere to RNAV STARs and rules for handing over to EKCH\_F\_APP, and read the following carefully**

- Use Euroscope time estimates to predict who comes first! (right click on AFL)
- Cleared no more than within 45 degrees of the Vector point
- If on an old AIRAC vector downwind on or outside of the Vector fix route
- Speed 210-230, or as agreed with F\_APP. Consider wind and traffic load and consider
  - 230 only if traffic needs to be expedited e.g. due to space in front, but not behind
  - 220 if traffic load is "relatively" low and tailwind not extreme
  - 210 if traffic load is high or tailwind extreme
- Minimum average 7 - 10nm. If it starts getting difficult you must alert EKDK & ESMM for holdings.
- If you need breathing room, ask EKDK and ESMM to adjust flow to a minimum of 20nm between arrivals
- You get aircraft with an average minimum of 15nm between from ACC
- Respect that DEP has priority below FL75

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You should NOT talk to EKCH\_F\_APP. He is the Silent partner.

Talk to EKCH\_O\_APP and coordinate spacing as well as possible.

Don't be silent towards EKCH\_O\_APP. Make sure airplanes come in a nice string with the following criteria fulfilled.

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Remember to:

- When transferring to EKCH\_F\_APP make sure they are cleared to 4000 and the correct speed
- Transfer by stating “Contact Final approach CALLSIGN ONLY 120.205”
- Transfer ideally before passing Abeam Airfield
- Do not accept too little spacing, but at the same time fit as many airplanes in as you can.

## Handover to Final Approach

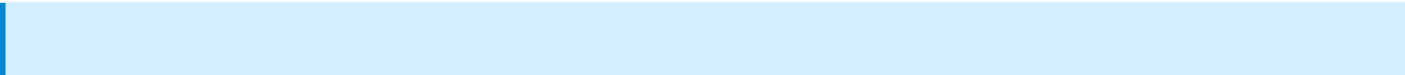
The handover to the Final approach is a sensitive subject and requires utmost care and coordination from either approach. The following procedures must be met when high-traffic loads are present:

Aircraft must be unless otherwise specifically requested by EKCH\_F\_APP via RTI:

- Cleared no later than the last point before the vector begins
- On average 7 - 10nm separated from other traffic, unless otherwise coordinated.
- If cleared to the last point before the vector begins the track **MUST** be within 45° of the vector to be followed, except for ERNOV2C arrivals
- If traffic cannot be within 45° of the vector, traffic must either be cleared to the waypoint before, or coordinated with F\_APP
- SPD & ALT must correspond to the table below

RWY	Altitude	Inbound	Speed
22L/22R	4000 MSL	ABEGI / ADOVI or earlier	200 - 230 knt.
04L/04R		ERPUK / DOPEM or earlier	
12		FEDJO / AGTIC or earlier	
30		HUFO / COPHO or earlier	

For Runway 12/30 in use all airplanes **MUST** have **MINIMUM** 10-12 nm in between!



All handovers to Final should be uttered with the condition «Callsign Only»  
«SAS42E, Contact Final, Callsign only, 120.205»

EKCH\_F\_APP may use the TAG and ROF TOPSKY functions to request specific headings and request frequencies for aircraft when desired.

## EKCH\_O\_APP

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- Use Euroscope time estimates to predict who comes first! (right click on AFL)
- Cleared no more than within 45 degrees of the Vector point
- If on an old AIRAC vector downwind on or outside of the Vector fix route
- Speed 210-230, or as agreed with F\_APP. Consider wind and traffic load and consider
  - 230 only if traffic needs to be expedited e.g. due to space in front, but not behind
  - 220 if traffic load is "relatively" low and tailwind not extreme
  - 210 if traffic load is high or tailwind extreme
- Minimum average 7 - 10nm. If it starts getting difficult you must alert EKDK & ESMM for holdings.
- MONAK may come with as little as 10nm if there are no TIDVU arrivals. MONAK will be busy
- Respect that DEP has priority below FL75

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Talk to EKCH\_W\_APP and coordinate spacing as well as possible.

Don't be silent towards EKCH\_W\_APP. Make sure airplanes come in a nice string with the following criteria fulfilled.

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Remember to:

- When transferring to EKCH\_F\_APP make sure they have 4000 and the correct speed as agreed upon
- Transfer by stating “Contact Final approach CALLSIGN ONLY 120.205”
- Transfer ideally before passing Abeam Airfield
- Keep the ACCs honest regarding minimum spacing
- Caution climbing aircraft around ESJAH/NEKSO

## Handover to Final Approach

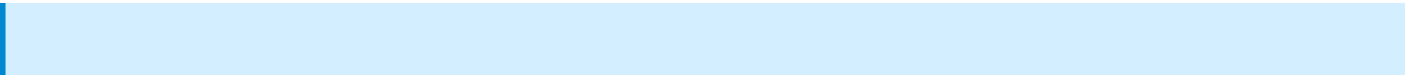
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## EKCH\_F\_APP

- at highest load you should get around 7-10nm between each airplane to fit them into a 3-4nm final
  - If you do NOT get that, tell them immediately!! Or you will get buried
- Consider putting on a vector before the vector-fix to avoid accidental base turn
- Standard separation on the final should be between 3-5nm, however, try to maintain a sharp 3 nm.
- Ensure 3nm or greater before handing it over to TWR
- If you are NOT able to sequence an aircraft in, turn it back to approach, for sequencing

### Speed control before handover

ask for **220** for normal periods with tailwind not extreme  
ask for **210** for periods with high load (more than 15nm finals) and extreme tailwind

### Speed control

keep handover speed until turning base. Consider using 200, never less than 180  
*The slower the airplane the more backed up they will get, because subsequent airplanes are so much faster*

*Once on the ILS 180kts! 200kts if they need to catch up to airplane ahead. 160 kts once desired separation is achieved. Never minimum approach speed unless LOS is imminent*

**Speed control within 10nm on the ILS must be EITHER:**

180 until 6-DME if they need to catch up to the guy ahead  
otherwise 160 until 4-DME

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Dependent parallel operations: Minimum 2nm between arrivals on parallel runways.

*Advise aircraft of the aircraft landing on parallel, and transfer ALWAYS to EKCH\_A\_TWR for both runways*

If the final gets 20nm or more, you need to enforce a complete approach stop!  
Do everything in your power to avoid this!!

For RIU 12/30 aim for 5nm finals to give space to departures and/or crossings

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Created 5 January 2024 16:53:03 by Lukas Agerskov (1226374)

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