

MIAMI VICE PILOT BRIEFING

DEPARTURE AND OCEANIC INFORMATION

REVISION 1 - EFFECTIVE 03/07/2020

Miami Vice pilot briefing – Revision 1

03/07/2020

DISTRIBUTION AND SCOPE

This manual outlines the recommended operational procedures for pilots departing Heathrow during the Miami Vice event.

EXCLUSION OF LIABILITY

This manual is for use on the VATSIM Network only and should never be adopted for real world use.

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AMENDMENT HISTORY

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SCENERY

It is recommended that pilots install up to date Heathrow scenery to avoid issues when taxiing. Some examples have been linked below:

[Aerosoft Mega Airport London Heathrow Professional](#)

[XPlane Airport London Heathrow](#)

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SECTION 1 BEGINNING YOUR FLIGHT

Chapter 1 I Have an Event Booking

This chapter applies to all pilots who have an event booking via the VATSIM UK Event Booking System. Once you have read this chapter, continue to Section 2 which details pushback, taxi, and take-off.

1.1 Logging onto the Network

Your booked time is the time at which you need to report ready to pushback. If you don't report ready by this time, then you may be subject to a departure delay. It is therefore recommended that you connect at least half an hour before your booked time.

You can use [this](#) link to find a free stand before logging onto the network.

1.2 Filing your Flightplan

You will have received a route through the flight booking system, and this is what you should use for flight planning.

We have devised 2 event NATs, one for each route. You would include this event track in your flightplan, like so:

- UMLAT T418 WELIN T420 TNT UL28 PENIL M144 BAGSO DCT DOGAL NATN MUNY M202 OMALA DCT SNAGY DCT JORAY HILEY7
- GOGSI N621 EVTES N514 ADKIK N19 GAPLI DCT SOMAX NATS SELIM M203 WILYY DCT SUMRS DCT NUCAR DCT ZFP FLIPR7

Please file your departure time as the time you booked via the events system.

Chapter 2 I Don't Have a Booking, But I'm Flying to Miami

This chapter applies to all pilots who don't have an event booking, but would still like to take part in the event. Once you have read this chapter, continue to Section 2 which details pushback, taxi, and take-off.

2.1 Filing your Flightplan

You can use [this](#) link to find a free stand before logging onto the network.

We ask that pilots wishing to fly to Miami use one of our planned event routes, as this will make things easier for our controllers.

If your CID ends in an odd number then plan and file for route 1, if your CID ends in an even number then plan and file for route 2:

- **Route 1:** UMLAT T418 WELIN T420 TNT UL28 PENIL M144 BAGSO DCT DOGAL NATN MUNY M202 OMALA DCT SNAGY DCT JORAY HILEY7 (Departing 09L/R at Heathrow, initially route ULTIB T420 TNT, then as planned. NAT N: DOGAL 54N020W 53N030W 50N040W 45N050W 41N060W MUNY)
- **Route 2:** GOGSI N621 EVTES N514 ADKIK N19 GAPLI DCT SOMAX NATS SELIM M203 WILYY DCT SUMRS DCT NUCAR DCT ZFP FLIPR7 (Departing 09L/R at Heathrow, initially route GAGSU N514 ADKIK, then as planned. NAT S: SOMAX 50N020W 49N030W 47N040W 44N050W 40N060W SELIM)

Please file an appropriate departure time when you plan to pushback. Please note that if traffic levels are high, you may not depart at the time which you have planned.

SECTION 2 PUSH-BACK, TAXI, AND TAKEOFF

This section applies to all traffic departing Heathrow during the Miami Vice event.

1.1 Obtaining your Clearance

Contact Heathrow Delivery for your clearance no earlier than 15 minutes before your planned pushback time. You must report the following information to Heathrow Delivery:

- Callsign
- Aircraft type
- Stand number
- ATIS information
- Current QNH

“Heathrow Delivery good afternoon, BAW209, B744, on stand 544 with information M, QNH 1011, request clearance to Miami”

1.2 Ready for Push-Back

When fully ready for push-back and start-up, contact Heathrow Delivery using the following phraseology:

“Heathrow Delivery, BAW209, stand 544 fully ready”

1.3 Holding On-Stand

If the traffic levels are high, you may be held on stand and transferred to another controller called ‘Heathrow Planner’. If this is the case, then maintain a listening watch on the frequency, as the controller will call you back when they are ready for you to push.

There are multiple Heathrow Ground controllers, so make sure you pay attention to get the correct frequency.

Event bookings may be prioritised over other traffic wishing to fly to Miami to try and keep to the scheduled times. Traffic flying elsewhere will be delayed as little as possible.

1.4 Push-Back and Taxi

Pilots are reminded that they should be fully ready when they call for pushback, and as such should begin pushback as soon as they receive their clearance to do so.

Before calling for taxi, make sure you open your ground charts and identify your current position. You can find free, up to date Heathrow charts [here](#).

You will often be given taxi instructions to hold short of another taxiway or give way to an aircraft, so make sure to have a pen and paper to write down instructions. You may also be told to contact another ground controller to continue your taxi to one of Heathrow’s named intermediate holding points, such as LOKKI, or LOMAN.

1.5 Transfer to Tower

During peak times, you may be told to contact Heathrow Tower “*callsign only*” where you call Heathrow Tower with only your callsign, or you may be instructed to “*monitor Tower*” where you tune the Tower frequency and wait to be called.

Even though you have been transferred to the next controller, the clearance limit you have been given still applies. For example, if Ground told you to hold at LOMAN, then Tower will expect you to hold at LOMAN until told otherwise.

Listen to any further taxi clearances carefully, as the area surrounding the holding points typically have lots of short taxiways, which makes pilot errors likely.

1.6 Line-Up and Take-Off

You will often be told to line up behind another departing aircraft, this means you may begin to line-up as soon as the departing aircraft has passed your holding point. You are expected to have completed all your checks once you have reached the holding point, and should therefore line up quickly, and without delay.

You may be informed of another aircraft departing ahead of you, if this is the case, be sure to leave enough space for the aircraft to line up and depart in front.

Once cleared for take-off, you are expected to commence your take-off roll without delay in order to minimise runway occupancy.

SECTION 3 AFTER DEPARTURE

This section applies to all traffic departing Heathrow during the Miami Vice event.

1.1 Transfer to London

All Heathrow Departures climb initially to 6000ft (Note: this is 6000ft on the local QNH, and not FL60. Don't set standard pressure until you are cleared to a flight level).

It is imperative that you do not change frequencies until instructed to do so by Tower. You will often be departed in close proximity to other aircraft, and as such, separation needs to be ensured by Heathrow Tower prior to handoff.

There will be multiple area frequencies (LTC/LON) in use, however both have the callsign “London Control”. Listen carefully to which frequency Tower instructs you to contact as this differs depending on your departure - it may not be the same as the aircraft ahead.

Wait a few seconds after tuning the frequency to make sure you aren't interrupting a conversation.

On first contact with “London Control” you must report your:

- Callsign
- Passing altitude
- Cleared altitude
- SID

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“London Control good afternoon, BAW209 passing altitude 3400ft, climbing to altitude 6000ft, UMLAT 1F departure”

1.2 Climb-Out and Cruise

ATC will often assign headings off you SID in order to separate you from other traffic. This is necessary due to the extreme traffic density and complexity of London’s airspace. You will be returned to your route as soon as practicable, so there is no need to request a direct to a waypoint.

During busy periods it’s often not possible to be climbed straight to your cruising level, and you may be left at a lower level for a period of time. Do not request further climb.

When you are transferred to another London frequency, you only need to report your callsign, and cleared level. If you are on a heading or speed, you will be told to report this to the next controller.

“London Control good afternoon, BAW209, climbing FL150”

or if told to report your heading:

“London Control, good afternoon, BAW209, climbing FL150, heading 300 degrees”

Expect to be transferred multiple times to other London frequencies. Always make sure to keep a listening watch on the frequency.

SECTION 4 OCEANIC CROSSING

This section applies to all traffic flying to Miami during the Miami Vice event.

Chapter 1 Obtaining Clearance

It is important that all pilots use the correct real world time setting on their simulators.

All traffic flying to Miami along the published routes will be transferred from Shannon Control to a dedicated event track controller between 30 and 90 minutes from entering Oceanic airspace. There will be multiple oceanic controllers online, so pay attention to make sure you go to the correct frequency.

If you filed your flightplan correctly, you will be on either track N (Route 1) or track S (Route 2). These tracks exist solely for event traffic with the purpose of reducing RT congestion, and as such are not published.

- NAT N: DOGAL 54N020W 53N030W 50N040W 45N050W 41N060W MUNEY
- NAT S: SOMAX 50N020W 49N030W 47N040W 44N050W 40N060W SELIM

When you call the delivery controller, you need to pass the following information:

- Callsign
- Destination
- Requested track
- Entry point and ETA
- Requested flight level and mach number
- Any changes to your flight plan route
- Maximum achievable flight level at the entry point

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“Shanwick Radio good afternoon, BAW209, request clearance”

“BAW209, Shanwick Radio good afternoon, go ahead”

“Shanwick, BAW209, request Miami via NAT Track N, estimating DOGAL time 1330z, FL340, Mach .84, maximum at DOGAL FL350”

“BAW209, standby”

“BAW209, Shanwick Radio”

“Shanwick Radio, BAW209, go ahead”

“Oceanic clearance, Shanwick clears BAW209 to Miami via NAT Track N. From DOGAL maintain FL340, Mach .82, cross DOGAL not before 1330z.

“BAW209 is cleared to Miami via Track N, TMI 121, from DOGAL maintain FL340, mach .82, cross DOGAL not before 1330z”

“BAW209 correct, return to domestic frequency”

Note the underlined sections differ from what the pilot requested, and such you must listen to the readback carefully. In this case a time restriction has been specified – the domestic controller will be made aware of such restriction however you need to ensure you meet this as the pilot.

When you read back your clearance, make sure to include the TMI as per the example. This changes daily and can be found [here](#). Once you have done this, you can return to the domestic controller.

Chapter 2 Position Reports

Shannon will hand you back to Shanwick Radio for you to make your first position report. Note that you may not be transferred to the same frequency which you requested your clearance from. When making a position report, you need to include the following:

- Callsign
- Time of crossing waypoint
- Flight level
- Next waypoint and ETA
- The waypoint after next

“Shanwick Shanwick, BAW209, position on 131.550”

“BAW209, Shanwick, go ahead”

“Shanwick, BAW209, position DOGAL time 1330z, FL340. Estimate 54N020W time 1410z, next is 53N030W”

“BAW209, Shanwick copies position DOGAL time 1330z, FL340. Estimate 54N020W time 1410z, 53N030W thereafter”

“Readback correct, BAW209”

Make sure to squawk 2000, 30 minutes after entering oceanic airspace. At some point you will be told to contact Gander for your next position report. Listen carefully as there are multiple frequencies in use.

Thank you for taking the time to read this briefing, and we hope you enjoy the event!