

# VIRTUAL UNITED



## LOWW-LOWI-LOWW Event Briefing

vUAL's quarterly VATSIM event goes wheels up at 1500Z (5:00pm/Vienna; 11:00 am/New York; 10:00 am/Chicago; 9:00 am/Chicago; 8:00 am/Los Angeles; 5:00 am/Honolulu or 12:00 midnight/Tokyo).

**Suggested LOWW-LOWI Routing:** IMVO3C OSPEN ABRUK SETAL NANIT NANI2A. EDDM is the alternate.

**VIENNA:** To find out which gates are vacant online, VATSIM/Austria has a handy page at <https://www.vacc-austria.org/index.php?page=content/gatelist&icao=LOWW> (start with the "F" gates).

If ATC is online, they pronounce it VEEN, so VEEN Tower, VEEN Center, etc. CPDLCs are available.

## Main Frequencies:

- Wien ATIS      LOWW\_ATIS    122.950 Mhz
- Wien Ground    LOWW\_GND    121.600 Mhz
- Wien Tower     LOWW\_TWR    119.400 Mhz
- Wien Approach LOWW\_APP    134.670 Mhz
- Wien Center    LOVV\_CTR    132.600 Mhz

## Preferred Take-off Runways:

- If winds are **calm (crosswind <25 knots)**, expect runway **29**.
- If winds are **westerly**, expect runway **29**.
- If winds are **southeasterly**, expect runway **16**.

**Charts** are available at <https://www.vacc-austria.org/index.php?page=content/chartlist&icao=LOWW>

**Pressures are reported as QNH**, with 1013 being standard pressure. If there is no ATC, transition level is 10,000ft.

For more information about LOWW, including a list of **sceneries**, see VATSIM/Austria's page: <https://www.vacc-austria.org/index.php?page=content/airportinfo&icao=LOWW>

## INNSBRUCK:

### Main Frequencies:

- Innsbruck ATIS           LOWI\_ATIS     126.020 Mhz
- Wien Center            LOVV\_CTR     132.600 Mhz
- Innsbruck Approach    LOWI\_APP     119.270 Mhz
- Innsbruck Tower        LOWI\_TWR     120.100 Mhz

**Landing at Innsbruck.** If there is no ATC, use FL100 as a transition level. There's one 6,560ft runway.

- Rwy 08 80°     1,907ft elevation, visual landings
- Rwy 26 260°    1,894ft elevation, non-precision landings.

**Landing Runway 08:** LOC DME EAST is the most common approach.

Localizer OEV (111.1) leads to the runway, but with a 5° offset to the north - **it's NOT an ILS and you can't land with it!** Use the descent profile in the charts, supported by your glideslope. This will get you close to the airport, but then you have to disconnect AP and land visually. For go-around, head 079° from OEV to WI103, turn left heading 062° to RTT ().

**If instructed to hold over RTT NDB,** it's 226° inbound, right turns, 1 minute. Leave RTT NDB at 10,000ft, heading 210° and grab the OEV (111.10) localizer and glideslope.

**Landing Runway 26:** This is the easy way. If ATC does not clear you to land by 6.3dme OEV, or tell you there will be a late landing clearance, you must go around. The localizer is 111.1, heading 255°.

**Go-around is difficult,** as there are mountains everywhere but behind you. Climb with **max rate** at approach course. At 1nm DME OEV, turn tight left (1600m radius, that is roughly **25-30° bank**). In real life, **pilots must fly this by hand.**

**Charts** are at <https://www.vacc-austria.org/index.php?page=content/chartlist&icao=LOWI>

For much more information, see [https://wiki.vacc-austria.org/index.php?title=LOWI\\_for\\_pilots](https://wiki.vacc-austria.org/index.php?title=LOWI_for_pilots)

For more information, including **sceneries**, see VATSIM/Austria's page:

<https://www.vacc-austria.org/index.php?page=content/airportinfo&icao=LOWI>

## BACK TO VIENNA

**Suggested LOWI-LOWW routing:** RTT2Q RTT NEMAL NEMA1W

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- Wien ATIS      LOWW\_ATIS    122.950 Mhz
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- Wien Ground    LOWW\_GND      121.600 Mhz

**Charts** are available at <https://www.vacc-austria.org/index.php?page=content/chartlist&icao=LOWW>

**Pressures** are reported as QNH, with 1013 being standard pressure. If there is no ATC, transition level is 10,000ft.

### Landing at Vienna:

There are four runways, all have an ILS approach:

- Rwy 11 114°    11,482 ft      ILS 110.30
  - Rwy 16 162°    11,810 ft      ILS 108.50
  - Rwy 29 294°    11,482 ft      ILS 109.55
  - Rwy 34 342°    11,810 ft      ILS 108.10
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- If the winds are **calm (crosswind up to 25 knots)**, expect **runway 16 or 34**. (We'll go with the flow but landing on 34 would mean a taxi towards the terminal.)
  - If the winds are **westerly**, expect **runway 34**.
  - If winds are **southeasterly**, expect **runway 11**.

