ITALY SO DEPARTMENT

WHITE WALL 2021

MASTER PLAN

23th January 2021 1530-1800UTC

WWW.IVAO.IT

Welcome to the WHITE WALL 2021 Exercise!

The main objective of this event is to perform a PAR approach and Low Level or Instrumental navigation training.

INDEX

1. DEFINITIONS 4
2. BASIC REQUIREMENTS 4
3. MISSIONS DESCRIPTION 5
4. COMMON DATA 6
4.1. FREQUENCIES 6
4.2. NAVAIDS 6
4.3. DIVERSION 6
5. CALLSIGNS 7
6. GND PROCEDURES 7
6.1. 6.1 AVIANO AIRFIELD DIAGRAM 7
6.2. PARKINGS 8
6.3. 6.2 TAXY FLOW 9
7. DEP/ARR PROCEDURES 10
8. ROUTES 11
8.1. OPERATIONAL VFR ROUTE A (PAR AT LIPL) 11
8.2. OPERATIONAL VFR ROUTE B (PAR AT LIPI) 12
8.3. OPERATIONAL IFR ROUTE A (PAR AT LIPL) 13
8.4. OPERATIONAL IFR ROUTE B (PAR AT LIPI) 14
9. LIPI PAR CHART 15
10. LIPL PAR CHART 16
11. FPLs 17
12. PHRASEOLOGY 17
13. PAR PROCEDURES CONSTRAINTS 19
14. MISSION TIMELINE 19
15. REGULATIONS AND CHARTS 19
16. MISC 20
16.1. SCENERIES DOWLOAD 20
16.2. SOFTWARE 20
16.3. INTERCOMMS 20
16.4. REGISTRATION CRITERIA 20
16.5. CONTACTS 20

1. DEFINITIONS

- General Air Traffic (GAT) Civil and military flights conducted in accordance with the rules and the regulations of the ICAO and/or issued by the Italian civil aviation authority.
- Operational Air Traffic (OAT) SO flights that, for military, technical or State reasons do not comply with the provision stated for General Air Traffic (GAT).
- VOAT (Visual OAT), flight missions operating according to operational vfr.
- IOAT (Instrument OAT), flight missions operating according to operational instrument flight rules.
- BOAT (BBQ OAT – BBQ stands for Bassissima Quota), OAT flights operating at low level altitude (At or below **2000ft AGL**);

2. BASIC REQUIREMENTS

A. Participants are requested to have "basic knowledge" regarding the following items:
   - PAR Approach handling and phraseology;
   - vPAR software installed and tested;
   - Hamachi client installed and with a valid account (free registration);
   - FSUIPC installed and tested;
   - XPUIPC (for xplane) installed and tested;

B. Aircraft Allowed:
   - Hi-Performance Jet
   - Jet Trainer

C. Formations:
   - Formations are allowed up to 2 aircraft.
   - Upon registration, users are requested to specify their leaders/wingmans.

The mission will be carried out in VOAT.
If weather conditions do not permit VOAT, the mission will be conducted in IOAT.

3. MISSIONS DESCRIPTION

- Take Off from LIPA Aviano AB
- Follow TWR/APP instructions to join your assigned route
- Perform the navigation training (low level or instrumental)
- Perform 1 PAR approach at LIPI Rivolto AB or LIPL Ghedi AB as per assigned route.
- Return to LIPA Aviano AB and perform a
  - Overhead pattern or
  - Straght-in approach or
  - ILS/TACAN

  Depending on the follwing weather conditions and filed Flight Rules

VISIBILITY	Procedure allowed	Restrictions
5Km or more	➢ Overhead Pattern (VOAT) ➢ STRAIGHT-IN (VOAT) ➢ ILS / TACAN	-
4999 - 3000mt	➢ Overhead Pattern (VOAT) ➢ STRAIGHT-IN (VOAT) ➢ ILS / TACAN	Special VFR when VOAT
2999mt – 1500mt	➢ STRAIGHT-IN (VOAT) ➢ ILS / TACAN	Special VFR when VOAT
1499mt or less	➢ ILS / TACAN	IFR Only

CEILING	Procedure allowed	Restrictions
2000ft or more	➢ Overhead Pattern (VOAT) ➢ STRAIGHT-IN (VOAT) ➢ ILS/ TACAN	Clear of clouds
1999 – 1500ft	➢ STRAIGHT-IN (VOAT) ➢ ILS / TACAN	-
1499 -600ft	➢ STRAIGHT-IN (VOAT) ➢ ILS / TACAN	Special VFR when VOAT
599ft or less	➢ ILS / TACAN	IFR Only

A "System-test" (Hamachi/vPAR/simulator) will be executed during mass-briefing before starting the event. If a Pilot will experience any kind of issue that inhibits the possibility to successfully connect to vPAR, he/she will expect to perform a normal TACAN Approach instead of the PAR.

4. COMMON DATA

4.1. FREQUENCIES

ATC Facility		Freq.	ATC Facility		Freq.
Aviano Tower	LIPA_TWR	134.100	Verona Radar	LIPX_APP	135.900
Aviano Radar	LIPA_APP	120.125	Ghedi GCA	LIPL_G_APP	123.300
Rivolto GCA	LIPI_G_APP	127.525	Padova Military	LIPP_M_CTR	123.175

4.2. NAVAIDS

Type	IDENTIFIER	FREQ	Coordinates
TACAN	AVI	CH 111X	46°01'40.3''N 012°35'12.8''E
TACAN	RIV	CH 37X	45°59'44.6''N 013°05'18.2''E
TACAN	GHE	CH 46X	45°26' 25.4" N 10°15'49.9" E
TACAN	ISA	CH 54X	45°41'15.1''N 012°07'01.5''E
VOR/DME	CHI	114.10 - CH88X	45°04'16''N 012°16'53''E
DVOR/DME	BOA	117.10 CH 118X	DVOR 44°32'13''N 011°17'26''E DME 44°32'13''N 011°17'27''E
VORTAC	VIL	115.80 Ch 105X	VOR 45°24'28.4''N 010°54'22.5''E TACAN 45°24'29.5''N 010°54'24.0''E
VOR/DME	VIC	113.40 Ch 81X	VOR 45°38'14.3"N 011°40'34.9"E DME 45°38'14.3"N 011°40'34.3"E
NDB	AVI	390.00	45°55'27.6''N 012°25'42.6''E
NDB	RIV	371.00	45°56'07.2''N 012°56'31.2''E

4.3. DIVERSION

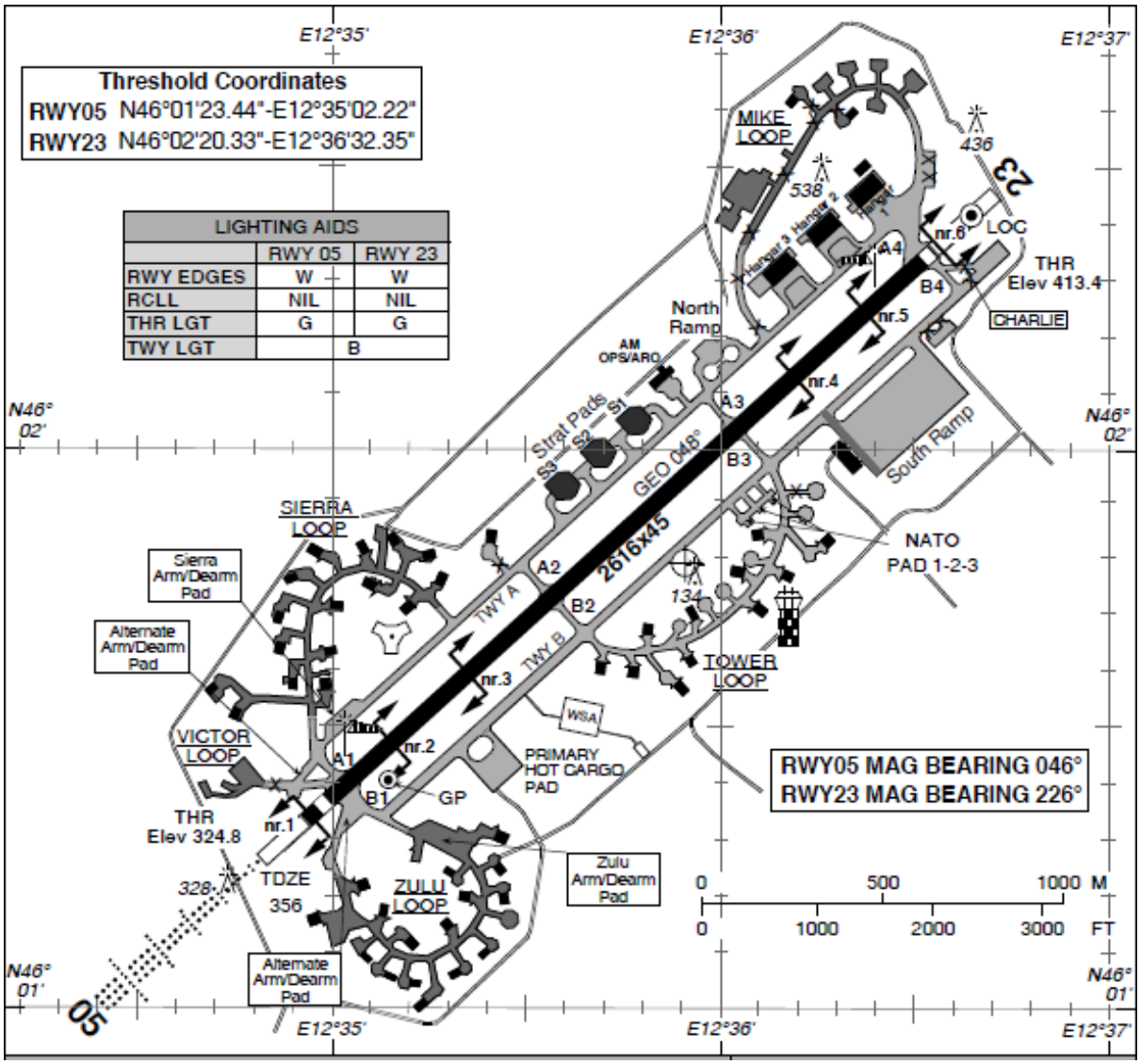
Airport	NAVAIDS		BEARING	DISTANCE
RIVOLTO (LIPI)	Rivolto Tacan (RIV)	CH 037X	098	19
ISTRANA (LIPS)	Istrana Tacan (ISA)	CH 054X	224	30
GHEDI (LIPL)	Ghedi Tacan (GHE)	CH 046X	249	104
CERVIA (LIPC)	Cervia Tacan (CEV)	CH 083X	185	109
GROSSETO (LIRS)	Grosseto Tacan (GRO)	CH 035Y	197	207

5. CALLSIGNS

OAT callsigns chosen by users upon registration

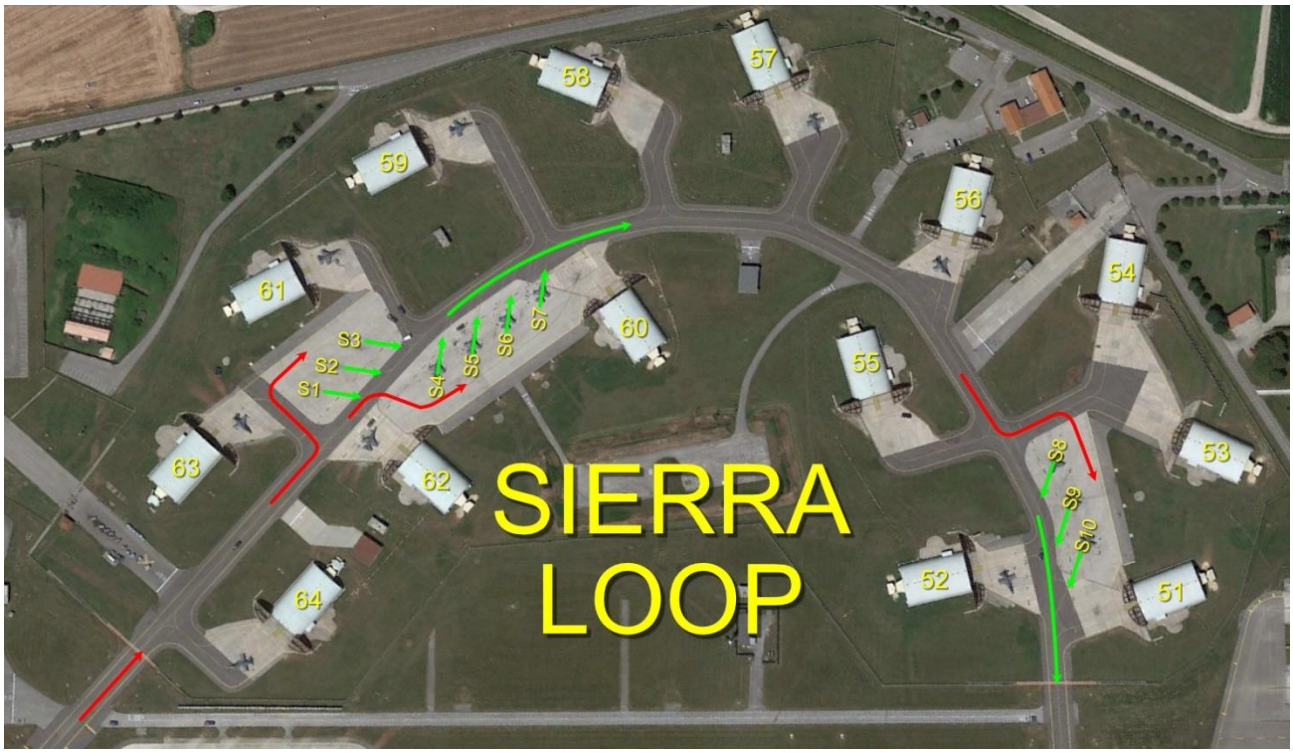
6. GND PROCEDURES

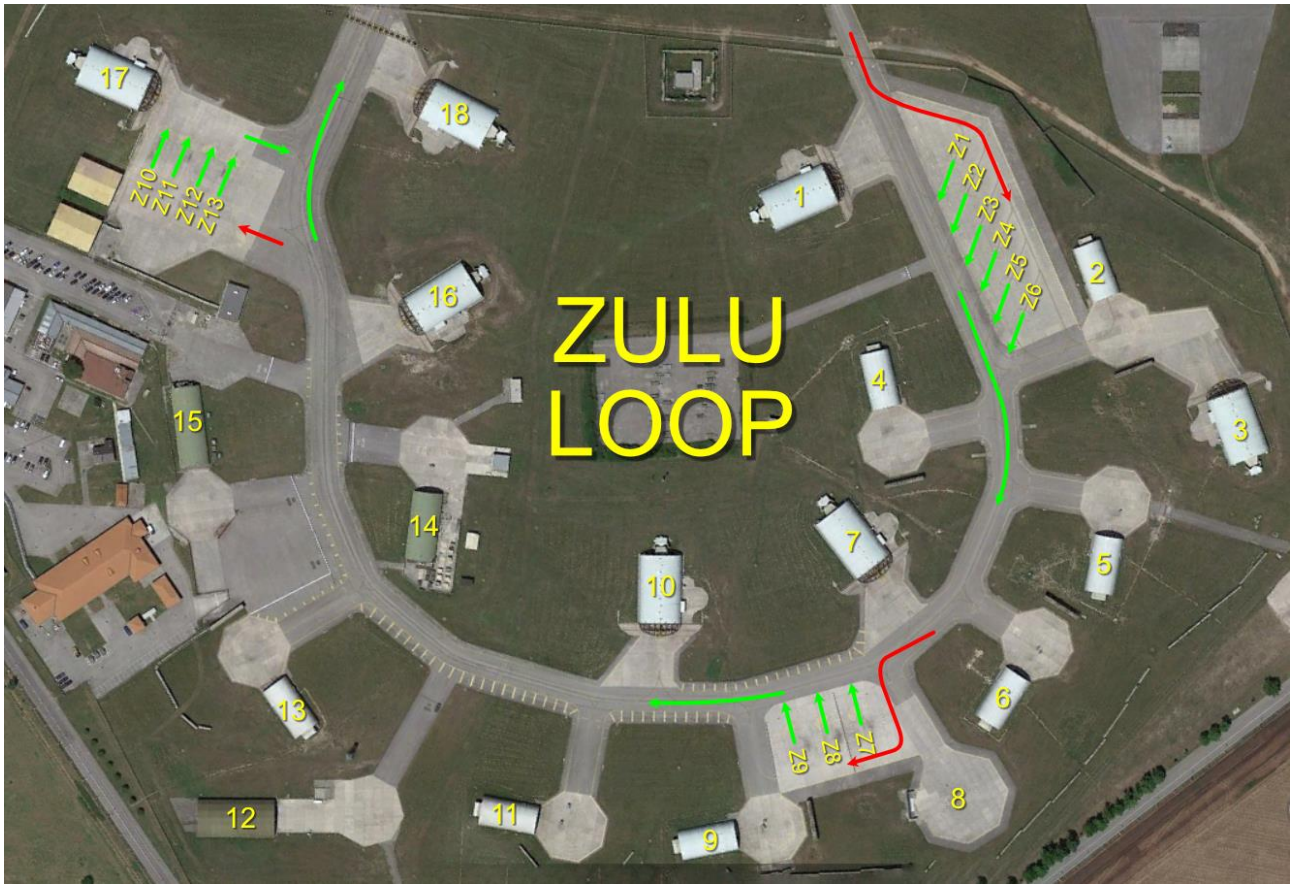
6.1. 6.1 AVIANO AIRFIELD DIAGRAM



6.2. PARKINGS

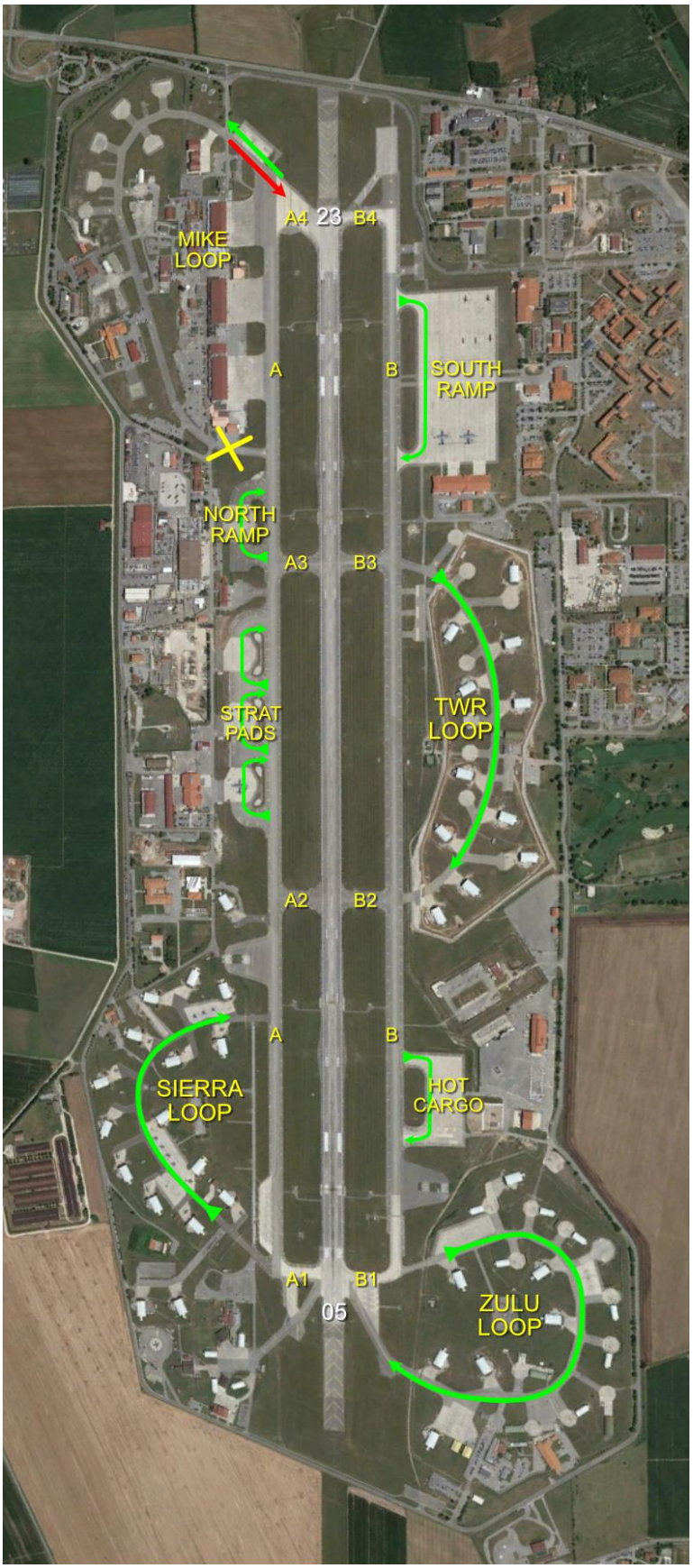
Parking Allotment given during mass-briefing





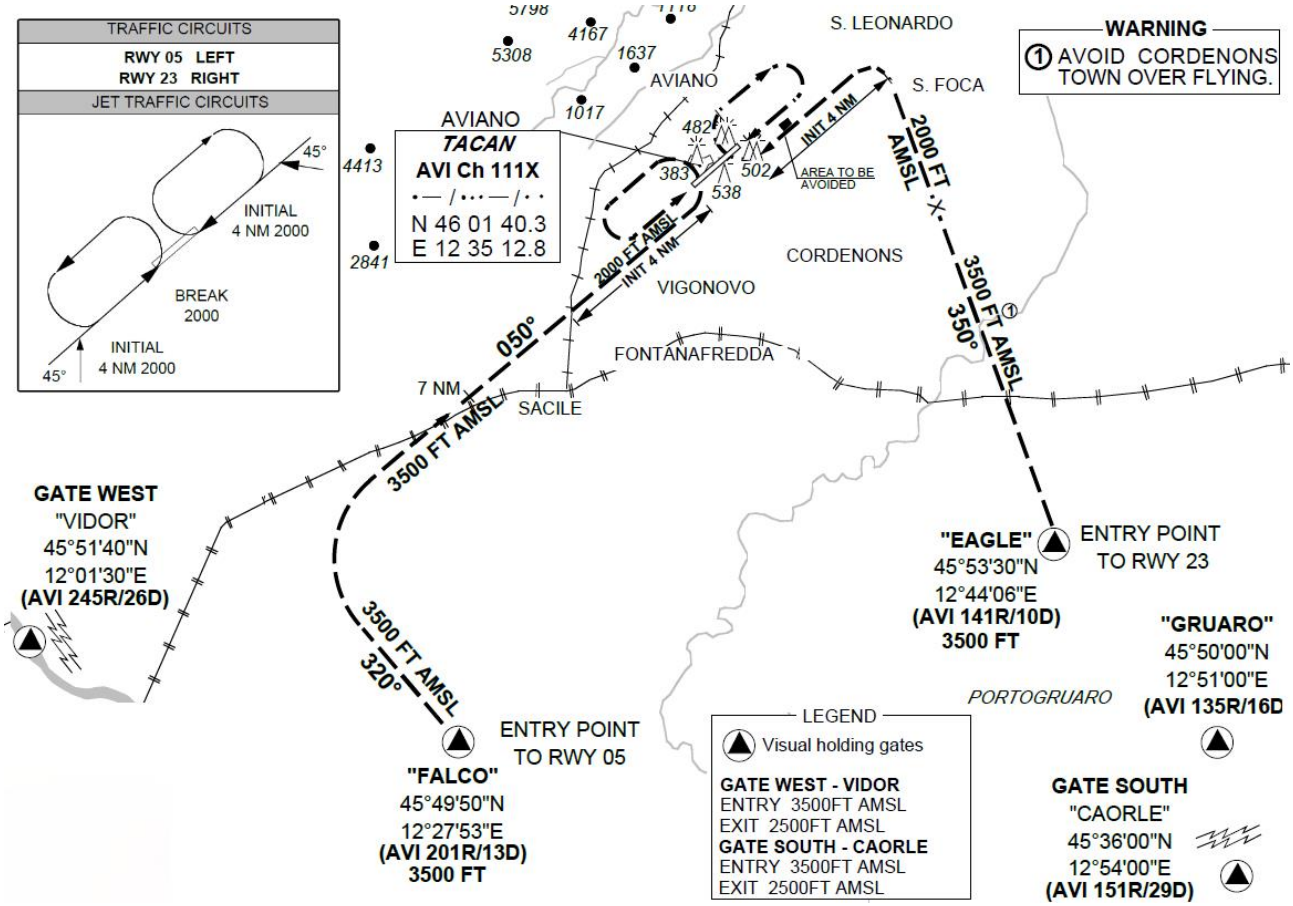
6.3. 6.2 TAXY FLOW

Except for Mike Loop, “Clockwise” direction of taxi if not instructed differently by TWR.



7. DEP/ARR PROCEDURES

- **VFR ARR/DEP** Depending on your assigned route, proceed to EAGLE or FALCO as described on the picture below
  - DEP 2500ft or below
  - ARR 3500ft or above

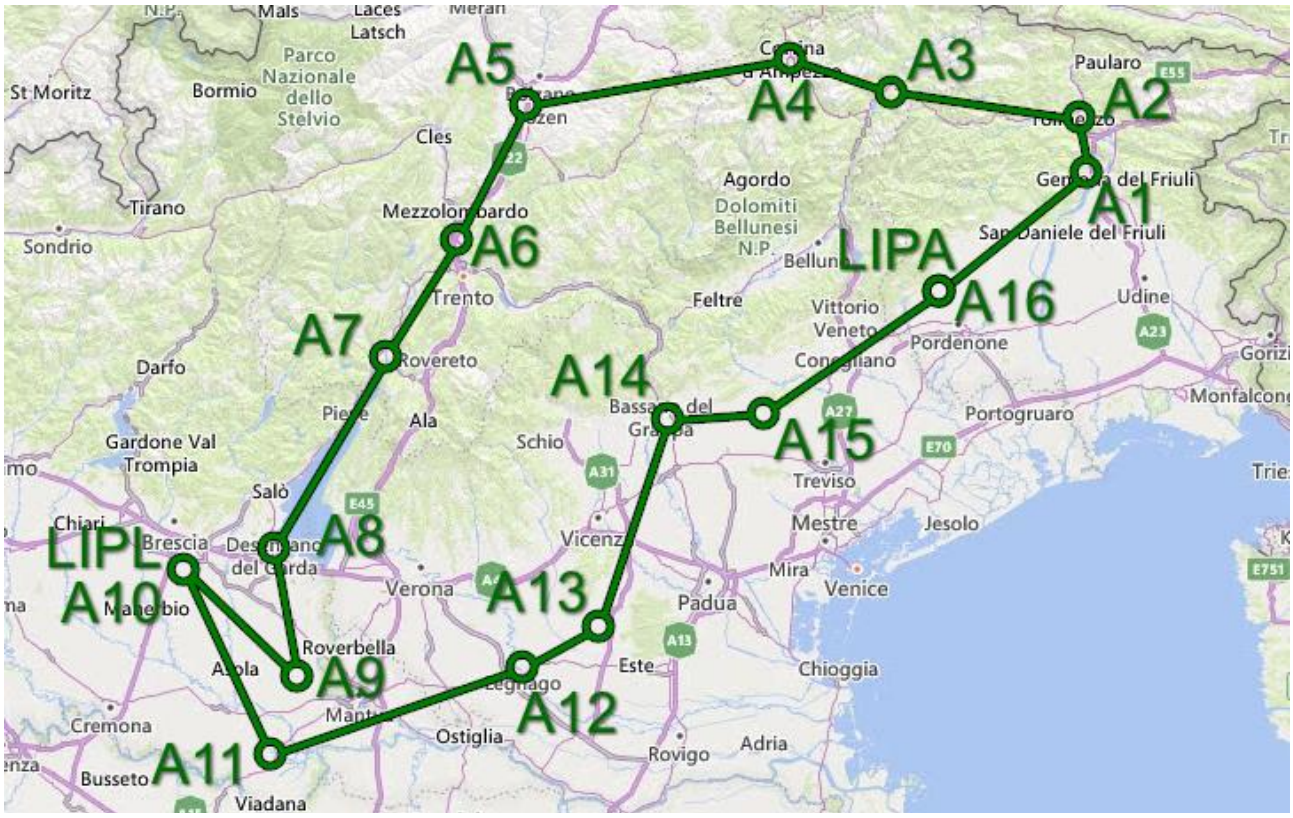


- **IFR DEP**
  - A – SID via CHI or ROSKA as instructed by ATC
  - B – SID via RISOM
- **IFR ARR**
  - A - STAR ROSKA1E for ILS/TACAN 05
  - B – STAR ROSKA1E for ILS/TACAN 05

8. ROUTES

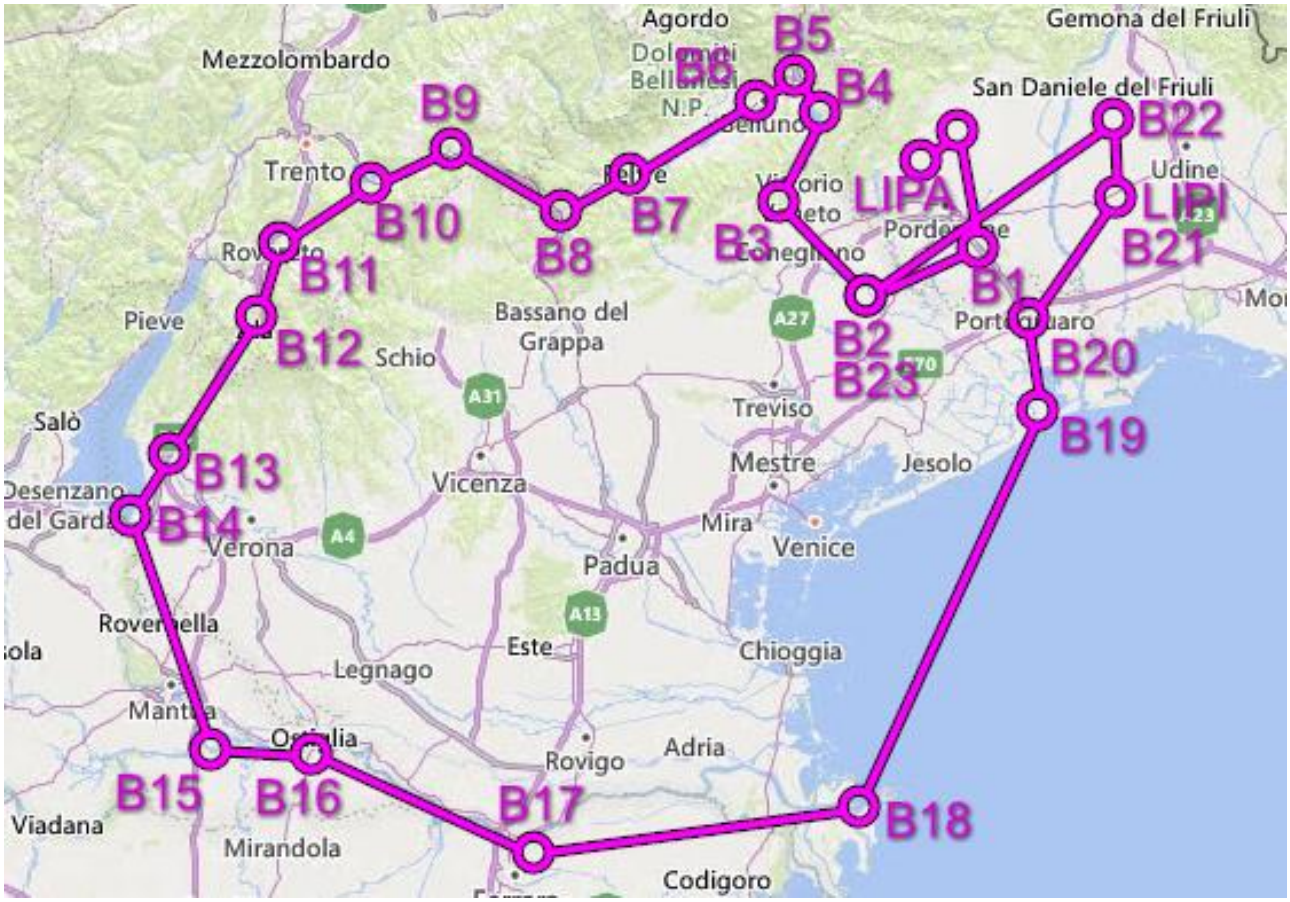
8.1. OPERATIONAL VFR ROUTE A (PAR AT LIPL)

WAYPOINT	WPT ID	COORDINATES	ALTITUDE	SPEED
GEMONA DEL FRIULI	A1	461723N0130314E	FL120	420 KIAS
TOLMEZZO	A2	462416N0130128E	FL120	420 KIAS
CADORE LAKE	A3	462801N0122607E	FL120	420 KIAS
CORTINA D'AMPEZZO	A4	463157N0120818E	FL120	420 KIAS
BOLZANO	A5	462551N0111840E	FL120	420 KIAS
TRENTO	A6	460755N0110546E	FL120	420 KIAS
RIVA DEL GARDA	A7	455311N0105220E	FL080	420 KIAS
DESENZANO DEL GARDA	A8	452828N0103144E	2000 ft	420 KIAS
GAZOLDO (GIVAT)	A9	451206N0103615E	AS INSTRUCTED	As per PAR
PAR AT GHEDI LIPL	A10	452556N0101604E	AS INSTRUCTED	AS per PAR
NE SABBIONETA	A11	450200N0103200E	1500 ft	420 KIAS
NORTH LEGNAGO	A12	451319N0111841E	1500 ft	420 KIAS
SOVENTA VICENTINA	A13	451820N0113207E	1500 ft	420 KIAS
BASSANO DEL GRAPPA	A14	454551N0114524E	1500 ft	420 KIAS
MONTEBELLUNA	A15	454613N0120304E	1500 ft	420 KIAS
FALCO	A16	454937N0122815E	3500 ft	Pattern



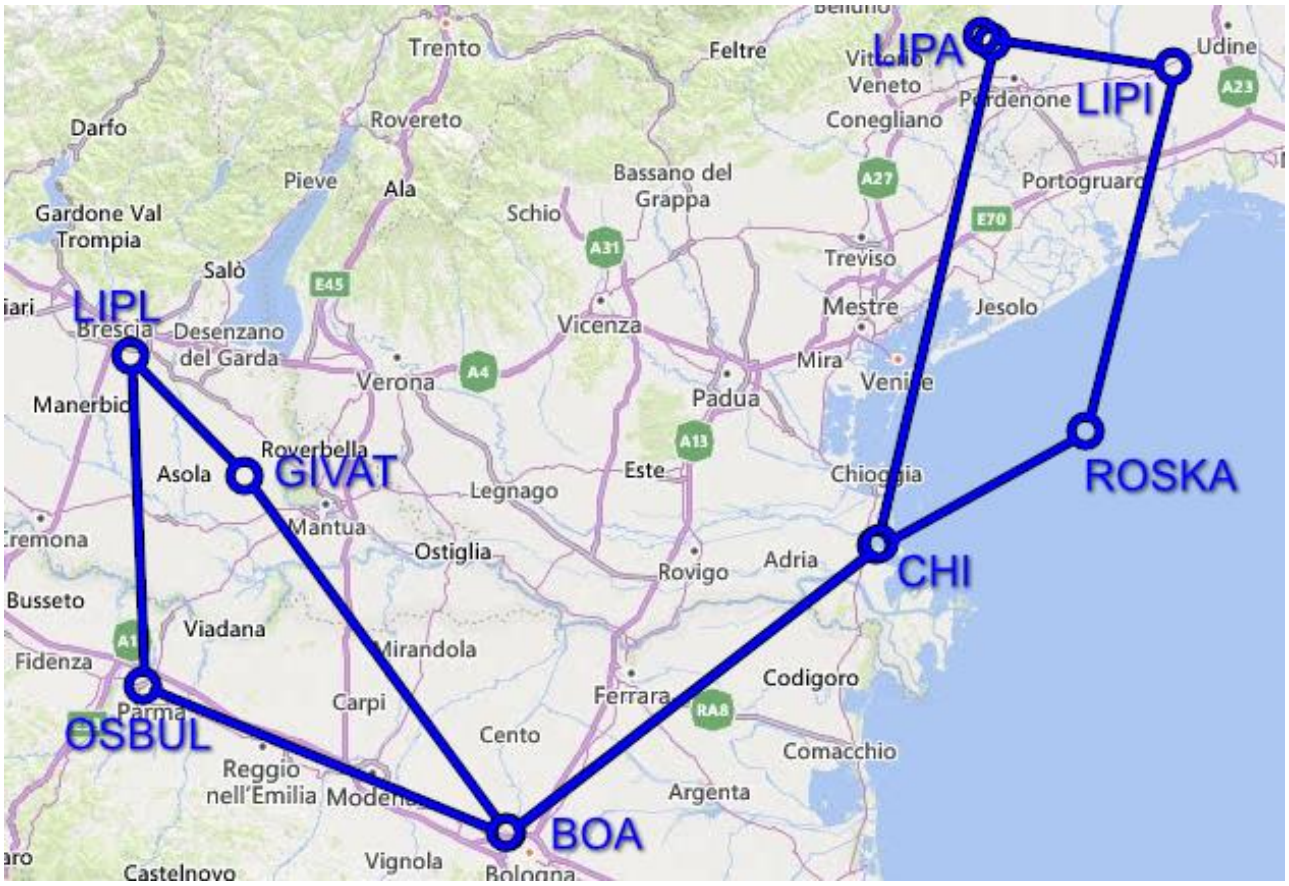
8.2. OPERATIONAL VFR ROUTE B (PAR AT LIPI)

WAYPOINT	WPT ID	COORDINATES	ALTITUDE	SPEED
EAGLE	B1	455330N0124406E	3000 ft	420 KIAS
FALCO	B2	454937N0122815E	3000 ft	420 KIAS
WEST VITTORIO VENETO	B3	455806N0121516E	3000 ft	420 KIAS
LAKE SANTA CROCE	B4	460710N0122103E	FL70	420 KIAS
NORTH EAST BELLUNO	B5	461105N0121718E	FL70	420 KIAS
BELLUNO	B6	460806N0121206E	FL70	420 KIAS
FELTRE	B7	460114N0115402E	FL70	420 KIAS
SOUTH WEST FONZASO	B8	455653N0114413E	FL70	420 KIAS
BORGO	B9	460325N0112743E	FL80	420 KIAS
SOUTH EAST LIDT	B10	460008N0111701E	FL90	420 KIAS
ROVERETO	B11	455338N0110335E	FL90	420 KIAS
NORTH EAST AVIO	B12	454622N0110042E	FL90	420 KIAS
WEST SANT'AMBROGIO DI POLICELLA	B13	453248N0104731E	FL90	420 KIAS
PESCHIERA DEL GARDA	B14	452651N0104150E	5000 ft	420 KIAS
SOUTH MANTOVA	B15	450252N0105341E	1500 ft	420 KIAS
SOUTH OSTIGLIA	B16	450235N0110811E	1500 ft	420 KIAS
NORTH FERRARA	B17	445223N0114015E	1500 ft	420 KIAS
FOCI PO	B18	445717N0122621E	1500 ft	420 KIAS
CAORLE	B19	453553N0125310E	1000 ft	420 KIAS
PORTOGRUARO (SIERRA)	B20	454614N0125038E	AS INSTRUCTED	As per PAR
PAR AT RIVOLTO LIPI	B21	455845N0130251E	AS INSTRUCTED	As per PAR
NOVEMBER	B22	460537N0130328E	1500 ft	330 KIAS
FALCO	B23	454937N0122815E	3500 ft	Pattern



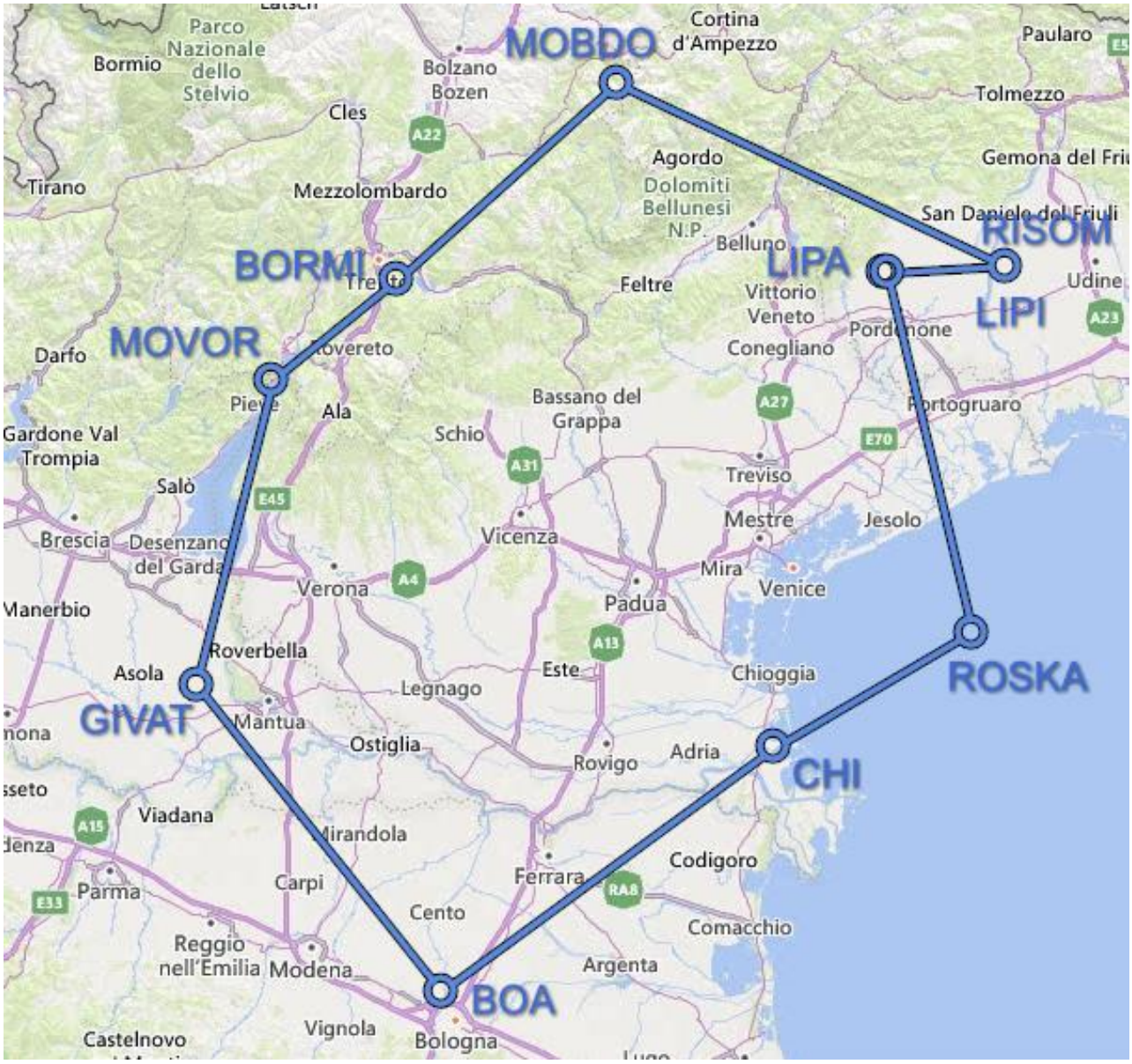
8.3. OPERATIONAL IFR ROUTE A (PAR AT LIPL)

WAYPOINT	COORDINATES	ALTITUDE	SPEED
SID as instructed by ATC		FL130	
CHI	450416N0121653E	FL130	330 KIAS
BOA	443213N0111726E	FL130	330 KIAS
GIVAT	451206N0103615E	AS INSTRUCTED	330KIAS
PAR AT LIPL		AS INSTRUCTED	As per PAR
OSBUL	444920N0101736E	FL130	330 KIAS
BOA	443213N0111726E	FL130	330 KIAS
CHI	450416N0121653E	FL140	330 KIAS
ROSKA	451851N0125142E	FL140	330 KIAS



8.4. OPERATIONAL IFR ROUTE B (PAR AT LIPI)

WAYPOINT	COORDINATES	ALTITUDE	SPEED
SID via RISOM or as instructed by ATC		6000ft	-
PAR AT LIPI		AS INSTRUCTED	As per PAR
SID RISOM5D		FL140	330KIAS
RISOM	460405N0125739E	FL140	330 KIAS
MOBDO	462528N0114842E	FL150	330 KIAS
BORMI	460210N0111000E	FL150	330 KIAS
MOVOR	454908N0104926E	FL130	330 KIAS
GIVAT	451206N0103615E	FL130	330 KIAS
BOA	443213N0111726E	FL130	330 KIAS
CHI	450416N0121653E	FL140	330 KIAS
ROSKA	451851N0125142E	FL140	330 KIAS



9. LIPI PAR CHART

PAR RWY 06 **UDINE/Rivolto (LIPI)**

- Initial approach: as instructed by radar controller, according to the sectors minimum levels.
- Intermediate approach: on the final course, as instructed by radar controller.

Max INT angle between the initial and intermediate approach TR	90°
IF - RPI DIST (NM)	14.45
INBD TR (MAG DEG)	057
MNM INTERMEDIATE ALT (FT)	3500

- Final approach

GP/TCH/RPI (DEG/FT/M)	2.6/36.6/238
INBD TR (MAG DEG)	057
FAP-RPI DIST (NM)	8.45
ACFT Category	A,B,C,D,E
OCA - OCH (FT)	363 - 200
CEILING-VIS (FT-KM)	(300 - 0.8#)
MAP RPI DIST (NM)	0.72
FAP ALT (FT)	2500

MISSED APPROACH :

If not otherwise instructed by GCA controller, climb to 4000 ft with right turn, on TR 273° to join and follow R-237 RIV TACAN (TR 237°) inbound holding point R-237/14 NM RIV TACAN to reach at 3000 ft. Hold at 4000 ft on R-237 RIV TACAN between 14 DME and 19 DME (TR 057°) with right turn. IAS MAX 230 kt.

WARNING:
MA: If IAS > 185 kt MNM Bank angle 25° for ATC reasons

10. LIPL PAR CHART

PAR RWY 31 **GHEDI (LIPL)**

- Initial approach: follow radar controller instructions
- Intermediate approach: on final course, as instructed by radar controller

Max INT angle between the initial and intermediate approach TR	90°	60°	30°
IF - RPI DIST (NM)	12	10	8
INBD TR (MAG DEG)	314°		
MNM INTERMEDIATE ALT (FT)	2000		

- Final approach

GP/TCH/RPI (DEG/FT/M)	2.6/38/241
INBD TR (MAG DEG)	314
FAP-RPI DIST (NM)	5.5
ACFT Category	A,B,C,D,E,HPMA
OCA - OCH (FT)	544 - 232
CEILING-VIS (FT-KM)	(300 - 0.8##)
MAP RPI DIST (NM)	0.72
FAP ALT (FT)	1800

MISSED APPROACH Type A:
At decision altitude climb to 4000 FT on track 314° until, and not later, than D1 from GHE TACAN, then turn left track 150° to join R-190 GHE TACAN. At D17 GHE TACAN turn left on D19 ARC GHE TACAN. Crossing R-144 GHE TACAN turn left to Tacan Rwy 31 HF . Hold on R-136 between D17 and D20 GHE TACAN, outbound track 136°, left turn.

MISSED APPROACH Type B (PIA TACAN):
At DA climb to 3000 ft. Maintain final track and turn left as soon as possible to intercept and follow R-030 PIA TACAN (TR 210°). At D31 PIA TACAN turn left to intercept and follow D29 ARC PIA. Crossing R-046 PIA TACAN turn right on R-050 PIA TACAN (TR 230°) bound to HF. Hold on R-050 PIA TACAN between D27 and D32, inbound TR 230°, right turns.

11. FPLs

Will be given later-on before the event.

12. PHRASEOLOGY

	ENGLISH	ITALIANO
	Grosseto GCA, DARDO01	Grosseto GCA, DARDO01
	DARDO01, Grosseto GCA, radar contact, position 10NM East of field, report altitude and heading	DARDO01, Grosseto GCA, radar contact, posizione 10NM Est dal campo, riportate altitudine e prua
	2000ft steady heading 180°, request PAR rwy 03, DARDO01	2000ft stabili prua 180°, richiede PAR, rwy 03, DARDO01
	DARDO01, Grosseto GCA, this will be a vectoring for PAR Approach runway , glide path 2.6°, obstacle clearance altitude 544ft on QNH1010, check your minima.	DARDO01, Grosseto GCA, questo sarà un vettoramento per un Avvicinamento Radar di Precisione pista 03 , sentiero di discesa 2.6° altitudine di separazione dagli ostacoli 520ft sul QNH1010, verificate la vostra minima.
	DARDO01, Grosseto GCA, when on final if no transmission received for 5" or more,continue approach or proceed visually or instrumental	DARDO01, Grosseto GCA, in finale se non ricevete alcuna trasmissione per 5" o più, continuate a vista o strumentali
	Roger, DARDO01	Ricevuto, DARDO01
	DARDO01, Report intentions on final	DARDO01, Riportate intenzioni in finale
	Will be Full Stop DARDO01	Sarà un atterraggio con arresto completo, DARDO01
	DARDO01, In case of MA, turn left heading 180° and climb 2000ft	DARDO 01, in caso di mancato avvicinamento, virate a sx prua 180° e salite a 2000ft
	DARDO01, left 180, 2000ft	DARDO01, sinistra 180°, 2000 piedi.
	DARDO01, Grosseto GCA, turn left 330°, shortly on final	DARDO01, Grosseto GCA, virate a sinistra 330°, a breve in finale
	Left 360°, DARDO01	Sinistra 360°, DARDO01
	DARDO01, Grosseto GCA, perform cockpit check and report ready to descend	DARDO01, Grosseto GCA, eseguite i controlli cabina e riportate pronti alla discesa
	Checks completed, ready to descend, DARDO01	Controlli eseguiti, pronti alla discesa, DARDO01
	DARDO01, Grosseto GCA, turn left 030° for final	DARDO01, Grosseto GCA, virate a sinistra 030° per finale

	ENGLISH	ITALIANO
	Left 030°, DARDO01	Sinistra 030°, DARDO01
	DARDO01, Grosseto GCA, do not acknowledge further transmissions	DARDO01, Grosseto GCA, non date il ricevuto alle prossime trasmissioni
	7NM from touchdown, commence descent now	7NM dal punto di contatto, iniziate la discesa ora
	On track, Slightly/Well above/below glide path	Sulla rotta, leggermente/ben al di sopra/sotto il sentiero
	6NM from touchdown, on track, on glidepath	6NM dal punto di contatto, in rotta, sul sentiero.
	Slightly/Well/Going left of track, turn right XXX°	Leggermente/Bene/State andando a sinistra della rotta, virate a destra XXX°
	XNM from touchdown, closing slowly/quickly from the left, on glide path	XNM dal punto di contatto, state chiudendo lentamente/rapidamente da sinistra, sul sentiero
	Turn left XXX, on track, slightly above the glide path	Virate a sinistra XXX, sulla rotta, leggermente sopra il sentiero.
	Tower clears to land runway 03, wind calm, acknowledge	La torre vi autorizza all'atterraggio pista 03, vento calmo, accusate il ricevuto
	Cleared to land runway 03, DARDO01	Autorizzato all'atterraggio pista 03, DARDO01
	2NM from touchdown,On track,On Glide Path	2NM dal punto di contatto,In rotta, sul sentiro
	GCA Minima, report runway in sight	Gca Minima, riportate la pista in vista
	Runway in sight, DARDO01	Pista in vista, DARDO01
	DARDO01, Grosseto GCA, report on the ground	DARDO01, Grosseto GCA, riportate al suolo
	On the Ground, DARDO01	Al suolo, DARDO01
	DARDO01, contact Grosseto Tower XXX.XXX	DARDO01, contattate Grosseto Torre XXX.XXX
	Wilco XXX.XXX, DARDO01	Farà XXX.XXX, DARDO01

13. PAR PROCEDURES CONSTRAINTS

In case of intense traffic, controllers could cut out some parts of the "initial contact instructions such as:

- Service provided ("this will be a vectoring PAR approach RWY.....")
- OCA
- Glide Path Angle
- Climb-out instructions: Pilots will not receive "climbout" instructions unless occasionally needed by ATC for separations, after the Low approach proceed to the next point in accordance with the routes filed on the 8. ROUTES section.

14. MISSION TIMELINE

TIME	ITEMS
1530z	Briefing On Discord Channel + "System Test"
1600z	Start Of Operations
1745z	End Of Operations
1750z	Start Of Debriefing On Discord Channel
1800z	End Of Debriefing On Discord Channel

15. REGULATIONS AND CHARTS

You need to Login here https //ivao.it/ (NO registration required), before downloading any document.

- Regualtions https //ivao.it/special-operation/regulations-and-charts/
- Military Airports Charts https //quickoverview.ivao.it/charts/

16. MISC

16.1. SCENERIES DOWLOAD

Available few days before the event.

16.2. SOFTWARE

- Hamachi: https://www.vpn.net/ (Hamachi rooms details will be available before the event).
- VPAR: Download Link and setup guide https:/ivao.it/special-operation/downloads-configs/?lang=en
- FSUIPC http://www.fsuipc.com/
- XPUIPC http://www.schiratti.com/xpuipc.html
- JOINFS (not mandatory) https //pmem.uk/joinfs/joinfs.msi

16.3. INTERCOMMS

Mass-briefing and intercomms will be conducted on International SO Discord Server

16.4. REGISTRATION CRITERIA

- If you plan to participate as a single shit pilot, click on **SINGLE PILOT** form;
- If you plan to participate as a formation of 2 aircraft, click on **FORMATION PILOT** form and insert your companion VID when asked by the registration process;

Be advised, both pilots of the formation MUST register

- During registration, you will be asked to insert your callsign, In case of duplicated ones or in case of similar names that can lead to misunderstandings, event organizers could change your c/s name or the associated number.

16.5. CONTACTS

For any doubt contact it-specialops@ivao.aero

Enjoy the Event!