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This AIC includes 2 pages.

IFR joining and cancelling when operating from/to LOAV aerodrome

1. Introduction

- 1.1. In addition to the already existing RNP IAPs to LOAV, Austro Control GmbH established - in a joint effort with the aerodrome and aircraft operators of LOAV - SIDs based on RNAV which allow pilots to join IFR in a safe and convenient way shortly after departure while still within airspace class G.
- 1.2. This AIC is published to describe and explain normal operations of Z-flights (Departure as VFR flight and joining IFR along the SID) as well as Y-flights (Arrival as IFR flight with final stages of the flight and landing as VFR flight).

2. Flight plan filing information

- 2.1. Flight plans departing / landing at LOAV are presently not in the process of an automated checking mechanism in IFPS but will be manually checked and acknowledged (ACK) by IFPS operators, if the FPL is according SECSI FRA flight planning rules or rejected (REJ) if not in accordance to SECSI FRA flight plan filing rules.
- 2.2. Flight plans that are pre-validated through IFPUV or via B2B will however fail IFPS validation although the FPL is according SECSI FRA rules.
- 2.3. The error message will state the following text:
LOLJLAL IS CLOSED FOR DCT REF: [EUROLAL1A] LO AIP ENR 6.8, ENR 2.2 ITEM 7.
Pilots are advised to ignore this error and submit the flight plan according the draft version checked via the test system.
The flight plan will be validated by the IFPS operator.
Due to this manual interference by IFPS operators the processing of validation may not be executed immediately but with some delay.
- 2.4. Flights to and from LOAV with the intention of using the below described departure or arrival procedure shall use "MOVOS" in item 15 of the flight plan as the point at which the change of flight rules is planned.

3. IFR departures from LOAV (Z-flights)

- 3.1. General
 - 3.1.1. To pick up the IFR route clearances "ATC clearance pick up points" (= ATC contact points) are established at the aerodrome to assure two-way radio communications between PIC and ATC.
 - 3.1.2. IFR route clearances can be picked up at those designated points.
 - 3.1.3. IFR route clearances shall only be requested on ground from ATC if the PIC performed all checks and the aircraft is ready for departure. If the pilot has received a Network Manager Operations Centre/NMOC restriction (SLOT), the pilot has to inform ATC prior clearance request.
 - 3.1.4. ATC will normally issue a route clearance together with a "clearance expiry time".
PIC shall depart as VFR flight along the published VFR routes in due time, to reach the IFR joining point (on the SID) before the "clearance expiry time".
The reason for such a "clearance expiry time" results from the fact, that ATC is unable to block the controlled airspace for other IFR operations for a longer than absolutely necessary time period.
- 3.2. The following list gives an example of normal operations as Z-flight when departing from the aerodrome LOAV.
 - 1) PIC shall confirm that a flight plan has been filed and is available to ATC (via AIS/ARO Wien).
 - 2) PIC is taxiing to the ATC contact point and performs all checks to be ready for departure.

- 3) PIC establishes radio contact with WIEN RADAR (frequency 133.685) and requests IFR route clearance.
- 4) PIC will receive the IFR route clearance subject to the prevailing traffic situation along a SID together - if applicable - with additional constraints (crossing altitudes, clearance expiry time, aso....).

Note: ATC might not be able to issue a route clearance instantly but may advise the PIC to stand by on ATC frequency.

- 5) PIC finishes NAV system inputs and checks for departure.
- 6) PIC shall depart VFR according local VFR procedures on the relevant aerodrome frequency.

Note:

- If for any reason the "clearance expiry time" cannot be met, the PIC shall inform ATC as soon as practicable accordingly.
- If for any reason the flight cannot depart or has to return before passing the IFR starting point on SID, the flight remains VFR and the PIC shall inform ATC as soon as possible.

- 7) PIC announces leaving the RMZ/Radio Mandatory Zone on aerodrome frequency.
- 8) PIC establishes contact with WIEN RADAR (frequency 134.675 unless another frequency has been advised) as "IFR initial contact" and reports actual time of departure ("airborne at (time)").
- 9) APP/WIEN RADAR will identify the IFR flight and issue further clearances, if applicable.

Note: ATC can only provide surveillance service at and above 3000 FT MSL.

4. IFR approaches to LOAV (Y-flights)

4.1. General

4.1.1. Since there had been recently some changes to the RNP approach LOAV, Austro Control GmbH decided to summarize some facts related to the operation of Y-flights to this aerodrome:

- Landings at LOAV are not allowed as IFR flights.
- IFR status ends when descending below MDA/H.
- In case of a missed approach the PIC shall establish contact with WIEN RADAR on the last assigned ATC frequency.
- Visual approaches are not allowed.
- Circling approaches are not allowed.
- IFR cancellations do not supersede the obligation for the PIC to issue an arrival message to AIS/ARO Wien.

4.1.2. Any vertical guidance after the Final Approach Fix (FAF) is advisory only and in some avionics may not be displayed at all.

4.2. The following list describes a normal operation of a Y-flight to LOAV.

- 1) APP Wien will issue a clearance to perform the RNP approach.
- 2) PIC shall report established on final approach track on ATC frequency.
- 3) APP Wien issues instruction to the PIC to change frequency to the aerodrome frequency to allow position reports according RMZ rules.
- 4) From this point on PIC shall monitor WIEN RADAR on FREQ 133.685 with second set.
- 5) PIC transmits position reports on aerodrome (=RMZ) frequency with first set.
- 6) IFR cancellation is either possible on ATC frequency WIEN RADAR on FREQ 133.685 while still in flight ("normal IFR cancellation report") or as soon as possible after landing ("landed at (time)").

Note: The transmission of the landing time to ATC does not supersede the obligation of the PIC to assure the transmission of an arrival message to AIS/ARO Wien. The aerodrome operator of LOAV may assist PIC on request on that matter.

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