

# REPUBLIK ÖSTERREICH

**AUSTRO CONTROL GmbH**  
LUFTFAHRTINFORMATIONSDIENST  
Wagramer Straße 19  
1220 Wien  
AUSTRIA



**AUSTRO CONTROL GmbH**  
AERONAUTICAL INFORMATION SERVICE  
Wagramer Strasse 19  
1220 Wien  
AUSTRIA

TEL: +43 (0)5 1703 / 2051  
FAX: +43 (0)5 1703 / 2056  
AFTN: LOWWYNYX  
EMAIL: [nof@austrocontrol.at](mailto:nof@austrocontrol.at)

**REPUBLIC OF AUSTRIA**

**AIC A 10/21**

**28 APR 2021**

---

---

This AIC includes 2 pages. This AIC replaces AIC A 19/20.

## Use of published IFR procedures from/to LOAV

### 1. Introduction

- 1.1. At LOAV the published RNAV SID (MOVOS 1 A) is designed to allow the aircraft to depart VFR and join IFR after departure while still being in airspace class G. For arrival the published RNP IAP allows the aircraft to approach the aerodrome IFR and land as a VFR flight.
- 1.2. This AIC describes the use of the above-mentioned departure and arrival procedures.

### 2. Flight plan filing information

- 2.1. Flights intending to use departure or arrival procedure shall file "MOVOS" in item 15 of the FPL as point of flight rule change.

### 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 operation 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 taxis 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 receives 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) 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. The PIC shall note the following facts regarding the RNP approach to LOAV:

- Landings at LOAV are not allowed as IFR flights.
- IFR cancellation is mandatory prior deviation from the IFR-approach procedure or prior descending below MDA/H unless a missed approach is executed.
- 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) WIEN RADAR will issue a clearance to perform the RNP approach.
- 2) PIC shall report established on final approach on ATC frequency.
- 3) After the PIC reports established on final approach WIEN RADAR instructs PIC to change to the aerodrome (=RMZ) frequency using the secondary radio set in order to comply with RMZ rules (position reports).
- 4) On the primary radio set PIC shall continue to maintain a two-way-radio communication on the last assigned ATS FREQ where also the mandatory IFR cancellation shall be transmitted by PIC.
- 5) IFR cancellations shall be transmitted by stating: "CANCELLING MY IFR FLIGHT" and shall be acknowledged by ATC according to SERA.5015 (c) (3).

Note: PIC is obligated to close the flight plan by communicating the landing time to AIS/ARO Wien. The aerodrome operator of LOAV may assist PIC on request.

E N D