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IFR joining and cancelling when operating from/to LOIJ aerodrome

1. INTRODUCTION

1.1. A new IFR approach procedure based on RNAV which allows pilots a cloud break to a position 3.7 NM west of THR RWY 13 in airspace class G is published. A new SID is published based on RNAV which allows pilots to join IFR after a VFR part up to 4400 FT AMSL in a safe and convenient way while still within airspace class G.

1.2. This AIC describes and explains the procedures of Z-flights (departure as VFR and joining IFR along the SID) as well as Y-flights (arrival as IFR flight and landing as VFR flight).

2. IFR DEPARTURES FROM LOIJ (Z-FLIGHTS)

2.1. IFR route clearance is only available by phone from LOWI APP: +43 51703 6610

2.2. IFR route clearances shall be requested prior departure and the aircraft shall be fully ready. If the pilot has received a Network Manager Operations Centre/NMOC restriction (SLOT), the pilot has to inform ATC prior clearance request.

2.3. ATC will normally issue a route clearance together with a "clearance expiry time". PIC shall depart as VFR flight to reach the IFR joining point on the SID before the "clearance expiry time".

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.

2.4. Departure is executed as VFR flight. As soon as established on the RNAV track of the SID (IJ601 inbound IJ602) and passing 4400 FT AMSL the IFR-part of the flight begins and automatically IFR is joined.

2.5. PIC shall establish radio contact with LOWI APP FREQ 128.975 MHZ at latest passing 7000 FT AMSL.

2.6. The aircraft will be identified and receives further IFR route clearance by LOWI APP.

2.7. COM failure procedure:

Set transponder to squawk 7600

2.7.1. Operation in VMC:

Maintain VMC and land at nearest suitable aerodrome as a VFR flight. Report the arrival time by the most expeditious means to the appropriate ATS-unit.

2.7.2. Operation in IMC:

In case the flight is in IMC or operation under point 2.7.1. is not desirable or possible by the PIC the aircraft shall join ERKIR HLDG at the cleared altitude or minimum HLDG altitude if higher. If situation allows, descent in the ERKIR holding to 9000 FT AMSL - if cleared altitude was higher - and after two holdings complete the RNP approach into St. Johann/Tirol.

If unable to return to the departure aerodrome (LOIJ) enter ERKIR holding and climb to the minimum flight altitude, if the minimum flight altitude is higher than the last assigned level. After two holdings and minimum flight altitude is reached continue according standard communications failure procedure.

NOTE: ATC can only provide radar service at or above 9000 FT AMSL.

3. IFR APPROACHES TO LOIJ (Y-FLIGHTS)

3.1. Landings at LOIJ are not allowed as IFR flights.

3.2. IFR status ends when descending below the MDA/H.

3.3. IFR cancellation does not supersede the obligation for the PIC to issue an arrival message to AIS/ARO Wien: +43 51703 3211.

3.4. APP/INNSBRUCK RADAR will issue a clearance to perform the RNP approach into St. Johann/Tirol.

PIC shall report passing the IAF (ERKIR) and being established on approach track on ATC frequency.

RADAR SERVICE is automatically terminated after passing the IAF (ERKIR) after which the PIC is in any case responsible to resume own navigation along the published IAP.

3.5. At latest when entering airspace class G (passing 7500 FT AMSL, area SÖLL) the PIC shall take the necessary steps to establish communication with AD LOIJ.

3.6. PIC transmits position reports on LOIJ aerodrome FREQ 120.355 MHZ.

3.7. In case of missed approach inform AD LOIJ and contact LOWI APP at latest passing 7000 FT AMSL.

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

4. FLIGHT PLAN FILING INFORMATION

4.1. Flight plans departing / landing at LOIJ 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.

4.2. Flight plans that are pre-validated through IFPUV or via B2B will however fail IFPS validation although the FPL is according SECSI FRA rules.

4.3. 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.

4.4. Flights to and from LOIJ with the intention of using the above described departure or arrival procedure shall use "ERKIR" in item 15 of the flight plan as the point at which the change of flight rules is planned.

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