

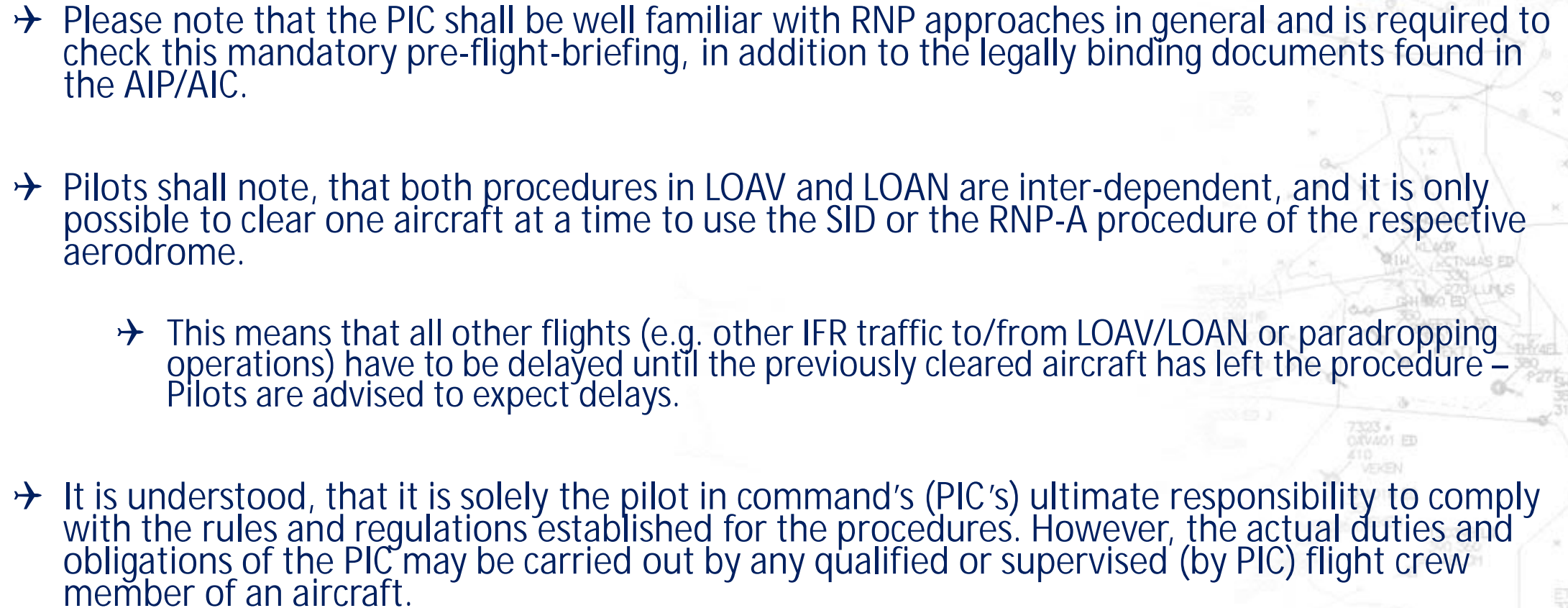
# Briefing for Cloud-Breaking Procedures

IFR-Procedures (LOAV and LOAN)

10.02.2022



# Preface

- 
- Please note that the PIC shall be well familiar with RNP approaches in general and is required to check this mandatory pre-flight-briefing, in addition to the legally binding documents found in the AIP/AIC.
  - Pilots shall note, that both procedures in LOAV and LOAN are inter-dependent, and it is only possible to clear one aircraft at a time to use the SID or the RNP-A procedure of the respective aerodrome.
    - This means that all other flights (e.g. other IFR traffic to/from LOAV/LOAN or paradropping operations) have to be delayed until the previously cleared aircraft has left the procedure – Pilots are advised to expect delays.
  - It is understood, that it is solely the pilot in command's (PIC's) ultimate responsibility to comply with the rules and regulations established for the procedures. However, the actual duties and obligations of the PIC may be carried out by any qualified or supervised (by PIC) flight crew member of an aircraft.

# AGENDA

- ➔ General Introduction
  - ➔ Procedures established in LOAV and LOAN
  - ➔ Regulatory requirements
  - ➔ Equipment requirements / Pilot qualification
  - ➔ Air Traffic Services
- ➔ Departure Procedure
  - ➔ LOAV – MOVOS1A SID
  - ➔ LOAN – GESGI1A SID
- ➔ Arrival Procedure
  - ➔ RNP A LOAV
  - ➔ RNP A LOAN
- ➔ Generic Summary of the procedures
- ➔ Documents to be carried in the aircraft



# General Introduction



- Before starting this briefing and commencing the flight the pilot shall have at least studied the following documents: (Link to AIP: [Luftfahrthandbuch Österreich / AIP Austria \(austrocontrol.at\)](https://austrocontrol.at))
  - For departures from LOAV:
    - LOAV AD 2 MAP 9-1 (Standard Departure Chart - Instrument – ICAO)
    - AIC A 5/22
    - AD2 LOAV
    - LOAV AD 2 MAP 14-2 (Chart for VFR flights VÖSLAU)
  - For arrivals to LOAV:
    - LOAV AD 2 MAP 13-2-1 (Instrument Approach Chart (RNP A/B))
    - AIC A 5/22
    - AD2 LOAV
    - LOAV AD 2 MAP 14-2 (Chart for VFR flights VÖSLAU)

# General Introduction



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  - For departures from LOAN:
    - LOAN AD 2 MAP 9-1 (Standard Departure Chart - Instrument – ICAO)
    - AIC A 4/22
    - AD2 LOAN
    - LOAN AD 2 MAP 14-2 (Chart for VFR flights WR. NEUSTADT/OST - WR. NEUSTADT/WEST)
  - For arrivals to LOAN:
    - LOAN AD 2 MAP 13-2-1 (Instrument Approach Chart - ICAO (RNP A CAT A / B))
    - AIC A 4/22
    - AD2 LOAN
    - LOAN AD 2 MAP 14-2 (Chart for VFR flights WR. NEUSTADT/OST - WR. NEUSTADT/WEST)



# General Introduction

- ➔ Procedures for cloud-breaking have been established at LOAV and LOAN
- ➔ It is important to note that neither the take-off nor the landing at LOAV or LOAN may be conducted under IFR – this means, that an IFR cancelation is mandatory prior landing according to the published procedures
- ➔ The next two slides will describe a generic departure from LOAV or LOAN and a generic arrival to LOAV or LOAN using the published cloud-breaking procedures – the slides aim to show when and how the change in flight rules is conducted (Further details regarding the procedure at LOAV and LOAN will be provided in this briefing)



# General Introduction

➔ Example of a departure from LOAV / LOAN using the cloud-breaking procedures:

*Note: The departure shall be conducted under VFR in VMC according to the published VFR procedures*

*Note: IFR starts automatically when passing the "IFR starting point" on the SID according to conditions on the chart and the respective AIC*

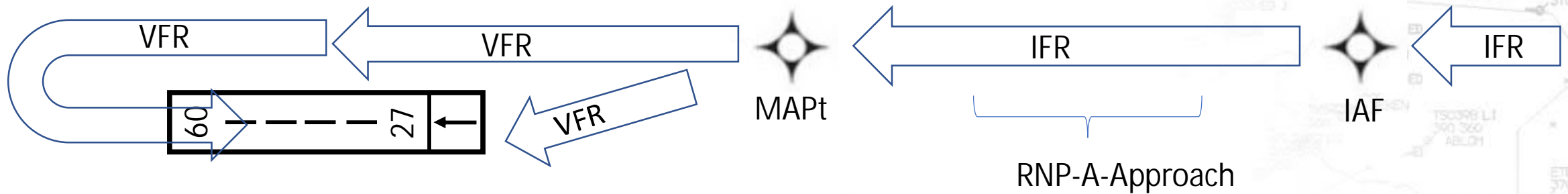


# General Introduction

➔ Example of an arrival to LOAV / LOAN using the cloud-breaking procedures:

*Note: Landing at LOAV or LOAN is not permitted as an IFR flight – IFR cancelation is mandatory latest at the MAPt or prior deviation from the approach procedure in accordance with the cancellation procedures (see slide 25 of this briefing)*

*Note: After the MAPt the pilot shall join the published VFR procedures*





# General Introduction

## VFR Procedure

- It is important to note that since the initial part of the departure and the last part of the arrival is conducted under VFR the PIC shall be well familiar with the VFR procedures (Chart for VFR flights and rules and regulations in the AIP) for the respective aerodrome

See and avoid responsibilities: It is the sole responsibility of the PIC to ensure a proper transition from the IFR procedure into the VFR traffic circuit and vice-versa. ATC will NOT separate VFR aircraft to IFR aircraft within airspace class E and G.

(!) Collision avoidance is always up to the PIC (!)

Traffic below 3000 FT AMSL might not be visible/known to ATC (radar coverage) and therefore traffic information might not be practicable.

# Regulatory requirements

- ➔ Additional pre-flight action (SERA.2010 (b))
  - ➔ The PIC shall, before using the published (IFR) procedures from and to LOAV/LOAN, have completed this briefing
  - ➔ The PIC shall have a (digital) copy of this briefing in the aircraft (see slide 43 of this briefing)
  - ➔ The pilot shall be familiar with the procedure

*Note: Any other pre-flight action according to SERA.2010 (b) is not affected by this briefing and shall be complied with as appropriate*



## Equipment requirements / Pilot qualification

- Aircraft equipment according to SERA.5015 (a) and additionally to SERA.5015 (a) the aircraft shall be equipped with
  - Two functional radio sets capable of 8.33KHz. (For the RNAV SID and the RNP-A approach)
- The RNAV SID and/or RNP-A approach procedure require the aircraft to be equipped in accordance with ICAO Doc 9613 (PERFORMANCE-BASED NAVIGATION MANUAL).
- Pilot qualification/training in accordance with ICAO Doc 9613 (PERFORMANCE-BASED NAVIGATION MANUAL) is required.





## Departure Procedure (Common Points – LOAV/LOAN)

- Receiving the IFR clearance
  - The procedure – thus starting in airspace class G (uncontrolled airspace) – requires a clearance before departure since the aircraft will enter controlled airspace (airspace class E) under IFR shortly after departure
  - To receive the IFR clearance the PIC shall contact WIEN RADAR on **FREQ 133.685 MHz** and request the IFR clearance
  - In order to ensure that the PIC is able to receive ATC, ATC contact points have been established which are marked on the aerodrome (At this points the PIC will have a guaranteed reception of the **FREQ 133,685 MHz**)

*Note: The PIC shall advise ATC prior clearance request if a Network Manager Operations Centre/NMOC restriction (SLOT) has been received*





## Departure Procedure (Common Points – LOAV/LOAN)

### → Clearance Expiry time

→ ATC will issue a “Clearance Expiry time” together with the ATC clearance

→ Example: “Clearance expires at 13:25”

→ It is very important to note that the clearance becomes automatically void after the clearance expiry time, unless the flight has passed the “IFR starting point” at or before the clearance expiry time

→ The clearance expiry time is therefore the last possible time the aircraft shall cross the “IFR starting point” (Be aware – Departing at the clearance expiry time and joining the VFR procedure to fly to the “IFR starting point” is not sufficient!)




## Departure Procedure (Common Points – LOAV/LOAN)

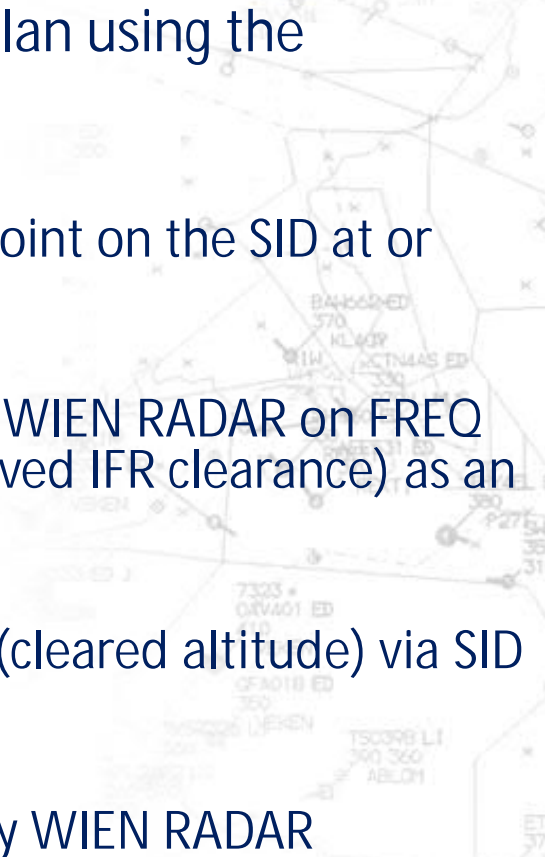
- ➔ Clearance Expiry time (PIC unable to meet the Clearance Expiry time)
  - ➔ If the PIC can not depart in time to reach the IFR starting point at or before the clearance expiry time the PIC shall inform ATC immediately and remain VFR
  - ➔ An amended clearance expiry time may be requested by the PIC
  - ➔ The reason for the issuance of a clearance expiry time is due to the fact that ATC is unable to block other operations within controlled airspace for an absolutely longer period of time than necessary – since the airspace below the TMA LOWW is extremely busy (Traffic in and out of LOWW, LOAV, LOAN, overflights, etc.) the clearance expiry time greatly helps ATC to manage traffic efficiently and reduce delays for all aircraft



## Departure Procedure (Common Points – LOAV/LOAN)

- 
- Guidance for pilots departing from LOAV/LOAN with a “Z”-flight plan using the published departure procedure (PART 1)
    - The PIC shall ensure that a flight plan has been filed and is available to ATC (If there are any problems kindly contact AIS/ARO Wien)
    - The PIC shall taxi to the ATC contact points and request the IFR clearance from WIEN RADAR (Note: It is possible that ATC requests the pilot to stand-by on the ATC FREQ if ATC is unable to issue a clearance due to traffic)
    - PIC shall complete all checks for departure and after receiving the respective IFR clearance from WIEN RADAR as described then depart along the published VFR procedures announcing the intention and position – as necessary – on the RMZ FREQ

## Departure Procedure (Common Points – LOAV/LOAN)

- 
- Guidance for pilots departing from LOAV/LOAN with a “Z”-flight plan using the published departure procedure (PART 2)
    - The PIC will automatically join IFR upon passing the IFR starting point on the SID at or before the clearance expiry time
    - The PIC shall announce leaving the aerodrome FREQ and contact WIEN RADAR on FREQ 134.675 MHz (unless another FREQ has been advised in the received IFR clearance) as an “IFR initial contact”
      - Example: WIEN RADAR (call sign) (passing altitude) climbing (cleared altitude) via SID (SID designator)
    - The flight will be identified and further clearance will be issued by WIEN RADAR

## Departure Procedure (Common Points – LOAV/LOAN)

### → Common / Frequent Mistakes (PART 1)

- Clearance expiry time: The flight reaches the IFR starting point after the clearance expiry time → In this case the flight never automatically becomes IFR (Note: This may lead to a VFR flight entering IMC)
- Level Bust: The flight becomes IFR and does not comply with the cleared altitude/level → It is important to note that the flight as a VFR flight may operate in airspace class E at any altitude, however when the flight rule change to IFR becomes effective any IFR clearance limit (horizontally as well as vertically) is mandatory
- Example: If the IFR clearance contains an initial altitude of 3000 FT AMSL – The airspace class E has an upper limit of 3500 FT AMSL → As long as the flight is VFR the maximum altitude is 3500 FT but once the flight rule change becomes effective the flight shall not be / shall not climb above 3000 FT AMSL





# Departure Procedure (Common Points – LOAV/LOAN)

## → Common / Frequent Mistakes (PART 2)

- (Lateral) Deviation from the procedure: The PIC deviates laterally from the SID (Note: This could lead to a loss of separation or to an inadequate terrain clearance)
- Continue past the clearance limit: Usually the clearance limit for the departure from LOAV is the MOVOS HLDG and for departures from LOAN is the GESGI HLDG unless otherwise stated in the clearance (It is important to note that the flight shall not continue past the clearance limit if no further ATC clearance is received – If no clearance can be obtained the PIC shall enter a holding over the clearance limit → MOVOS HLDG/GESGI HLDG)





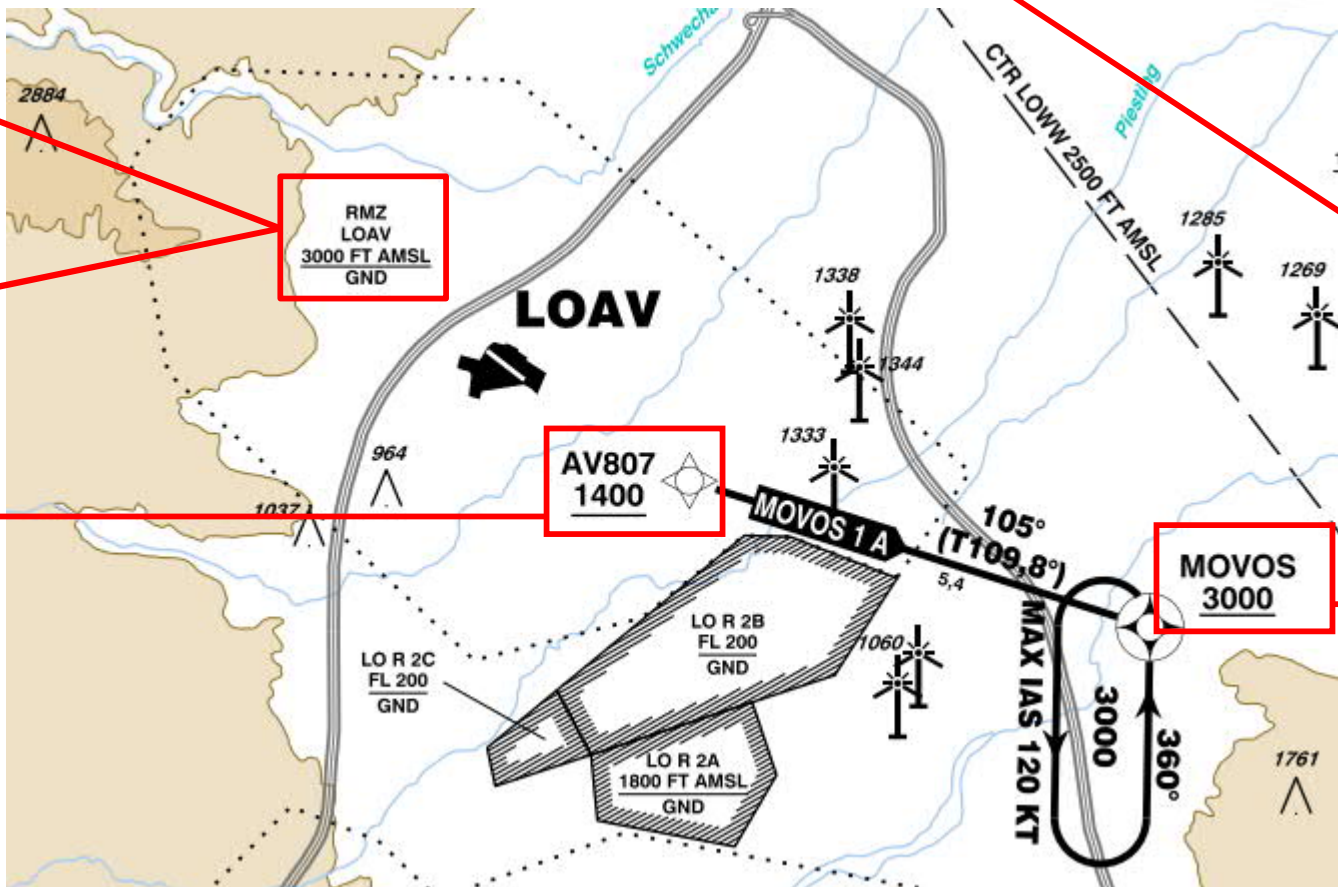
# Departure Procedure – MOVOS1A SID

STANDARD DEPARTURE  
CHART - INSTRUMENT  
(SID) - ICAO

VAR 5° E

WIEN RADAR	133.685
WIEN INFORMATION	134.675
VÖSLAU AD	118.605

VÖSLAU  
ÖSTERREICH AUSTRIA



Note: RMZ (GND – 3000 FT AMSL)

Aerodrome is uncontrolled – No AFIS or ATC provided

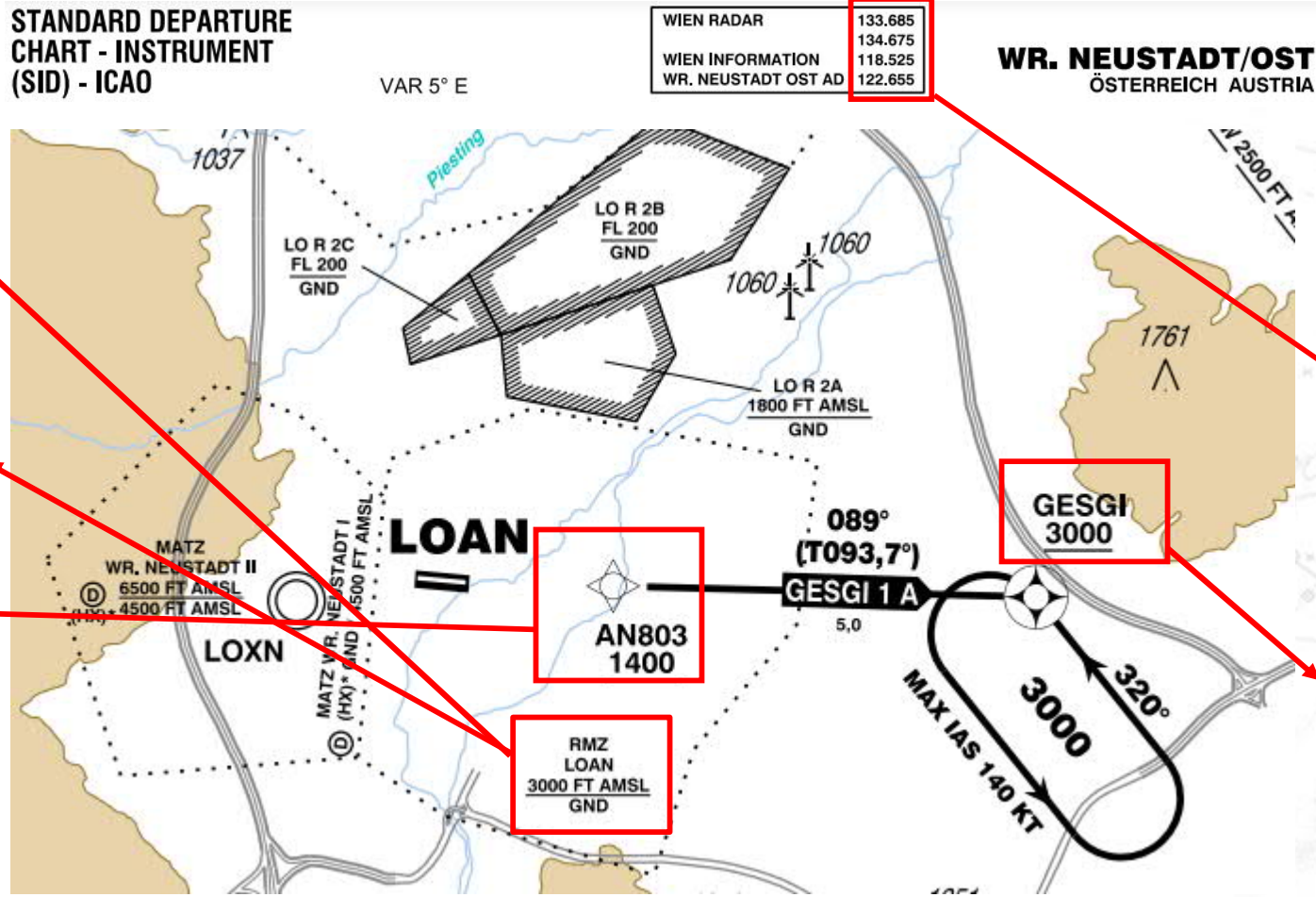
IFR starting point: AV807 – IFR starts passing AV807 and 1400 FT (or above) with the aircraft being established on the procedure

Once established on the SID the PIC shall report leaving the RMZ on RMZ FREQ (118.605 MHz) and contact WIEN RADAR on FREQ 134.675 MHz (unless otherwise advised)

If the clearance limit is the MOVOS HLDG the PIC shall ensure to enter the published HLDG unless otherwise instructed by ATC



# Departure Procedure – GESGI1A SID



Note: RMZ (GND – 3000 FT AMSL)

Aerodrome is uncontrolled – No AFIS or ATC provided

IFR starting point: AN803 – IFR starts passing AN803 and 1400 FT (or above) with the aircraft being established on the procedure

Once established on the SID the PIC shall report leaving the RMZ on RMZ FREQ (122.655 MHz) and contact WIEN RADAR on FREQ 134.675 MHz (unless otherwise advised)

If the clearance limit is the GESGI HLDG the PIC shall ensure to enter the published HLDG



# Arrival Procedure (Common Points – LOAV/LOAN)

➔ Planning phase for the RNP-A procedure

➔ The PIC shall ensure that a “Y”-flight plan is filed to LOAV or LOAN

➔ In the “Y”-flight plan the PIC shall file in item 15 of the flight plan GESGI (for LOAN) or MOVOS (for LOAV) as the last (IFR) waypoint in the flight plan

➔ In item 18 of the “Y”-flight plan the PIC shall indicate the following:

➔ For LOAN: RMK/GESGI DCT AN800 DCT AN802 VFR

➔ For LOAV: RMK/MOVOS DCT AV806 DCT AV807 VFR



## Arrival Procedure (Common Points – LOAV/LOAN)

- ➔ Intention by the pilot and clearance by ATC to fly the RNP-A procedure
  - ➔ The PIC shall advise ATC (WIEN RADAR) as soon as possible that the RNP-A approach to LOAV or LOAN is requested
  - ➔ This allows ATC to pre-plan and sequence traffic accordingly
  - ➔ The procedure may only be flown (under IFR) subject to an ATC clearance (Note: A simulated approach under VFR in VMC is not subject to an ATC clearance as long as the flight remains in airspace class E and G)
    - ➔ Note: The clearance limit is always the MOVOS HLDG (for flights to LOAV) and the GESGI HLDG (for flights to LOAN) – If no further approach clearance is received prior to reaching the MOVOS or GESGI HLDG (as applicable) the flight shall enter the published HLDG



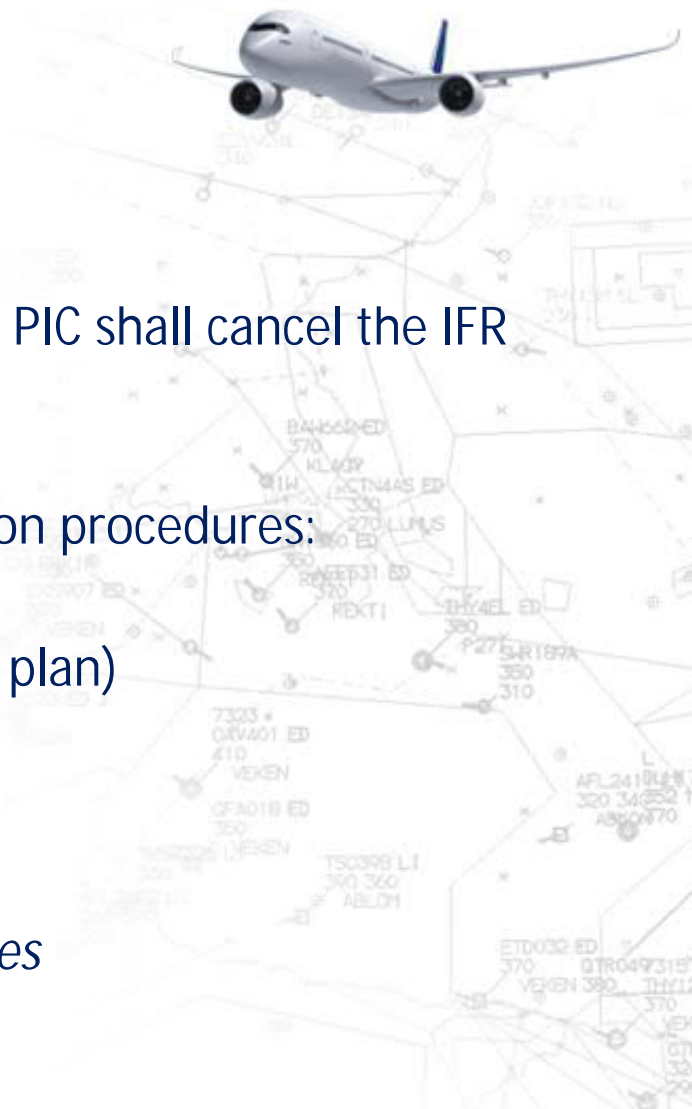




# Arrival Procedure (Common Points – LOAV/LOAN)

- ➔ Reaching the MAPt and cancelling the IFR flight
  - ➔ Since landing at LOAV or LOAN is not permitted as an IFR flight the PIC shall cancel the IFR flight latest at the MAPt in order to continue as a VFR flight
  - ➔ IFR cancellation is mandatory by using one of these two cancellation procedures:
    - (1) IFR Cancellation Procedure according to flight plan (“Y”-flight plan)
    - (2) IFR Cancellation according to SERA.5015 (c) (3)

*Note: Both procedures are described in detail in the following slides*



# Arrival Procedure (Common Points – LOAV/LOAN)

## (1) IFR Cancellation Procedure according to “Y”-flight plan (PART 1)

- ➔ The flight will automatically become VFR if the aircraft passes over the last point (for LOAN: MAPt AN802 and for LOAV: MAPt AV807) in the “Y”-flight plan (as indicated in item 18)
- ➔ An additional verbal IFR cancellation according to SERA.5015 (c) (3) is not required in this case and the flight shall continue according to the VFR procedures (see slide 30 of this briefing)

*Note: It is important to note that the IFR cancellation according to flight plan is only possible if the flight physically passes over the last point in the flight plan as indicated in item 18 – Deviation from the procedure is therefore not possible without canceling the IFR flight with ATC on the frequency.*



# Arrival Procedure (Common Points – LOAV/LOAN)

## (1) IFR Cancellation Procedure according to “Y”-flight plan (PART 2)

- ➔ If it is not possible, to file the routing remark in item 18 of the flight plan (see slide 22 of this briefing) prior departure, the PIC may request to change the flight plan in flight with ATC (SERA.8020 (c)).
- ➔ If the flight plan change is acknowledged and accepted by ATC the procedure of an automatic IFR cancellation – as described on the slide before – according to “Y”-flight plan is possible.

*Note: Due to traffic and ATC workload a request for a flight plan change might be declined.*



# Arrival Procedure (Common Points – LOAV/LOAN)

## (2) IFR Cancellation according to SERA.5015 (c) (3)

- If a “Y”-flight plan incl. the remarks in item 18 has not been filed (see slide 22 of this briefing) and/or ATC is unable to accept the requested flight plan change (see slide 27 of this briefing) the IFR flight shall be cancelled at or before the MAPt by stating: “CANCELLING MY IFR FLIGHT” on the last assigned ATC frequency. (SERA.5015 (c) (3))
- ATC will in this case acknowledge the IFR cancellation and provide the PIC with the time of the IFR cancellation.

*Note: Due to frequency load and or insufficient radio coverage PIC might not be able to transmit the required IFR cancellation at or before the MAPt → In this case the flight shall perform the published missed approach procedure, inform ATC immediately and shall not continue VFR even if VMC is reached.*

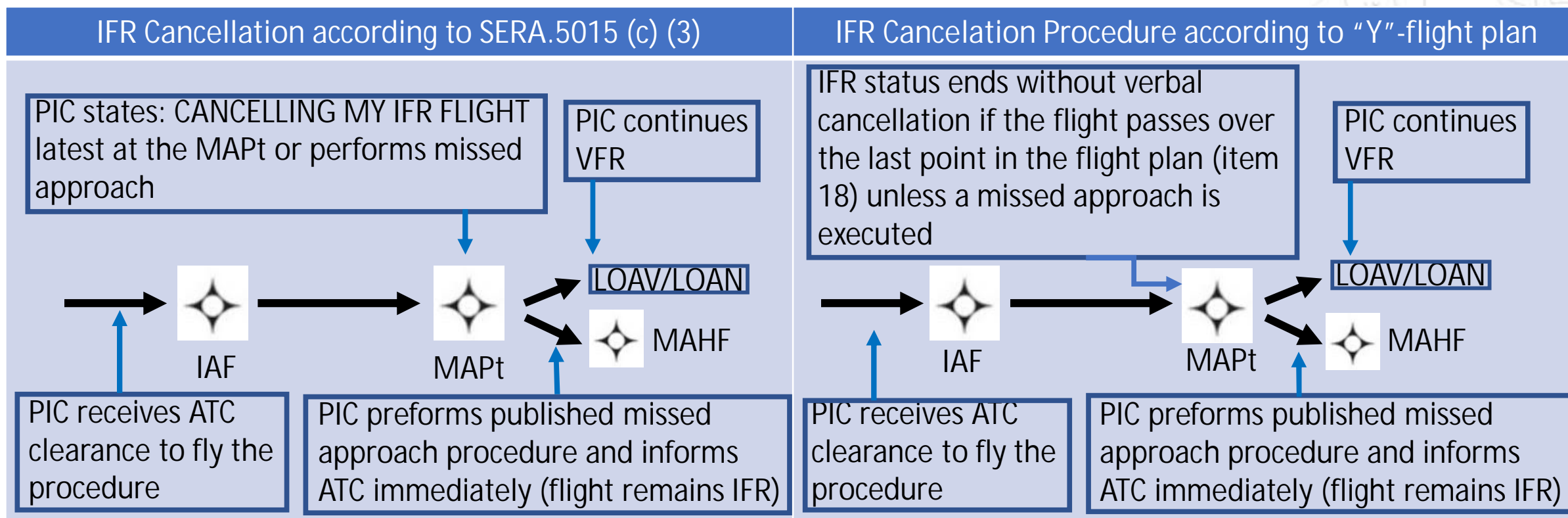
*Note: The PIC may cancel IFR according to SERA.5015 (c) (3) at any time even if an IFR cancellation procedure according to flight plan was originally intended.*





# Arrival Procedure (Common Points – LOAV/LOAN)

➔ IFR Cancellation according to SERA.5015 (c) (3) vs. IFR Cancellation Procedure according to “Y”-flight plan



# Arrival Procedure (Common Points – LOAV/LOAN)

→ Entering the traffic circuit

→ After the IFR flight is cancelled the flight shall proceed VFR and enter the traffic circuit

*Note: A straight in landing (unless safety dictates otherwise) is not allowed and the published VFR procedures shall be observed*

→ Due to the dependency of the procedures, as described in the preface of this briefing, it is very important to indicate to ATC that the flight rule change according to flight plan has been effected.

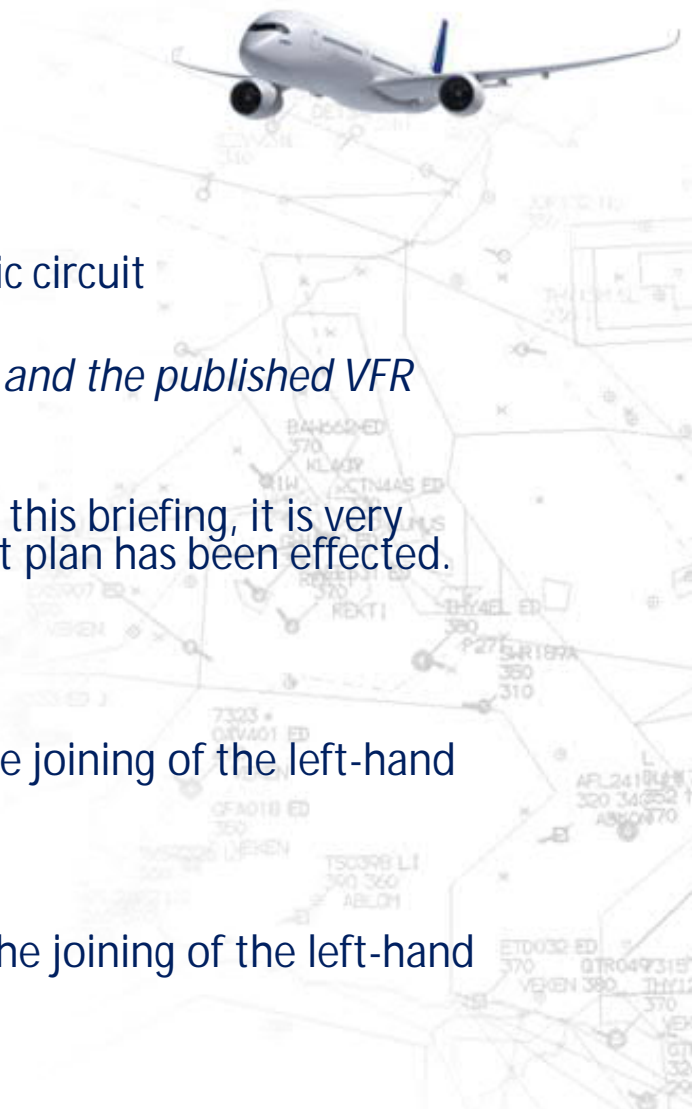
→ Therefore, following procedures shall be observed by the PIC:

→ For LOAN:

A continuous flight and further descent below the MDA to RWY27 or the joining of the left-hand pattern for RWY09 with a maximum altitude of 1500ft AMSL.

→ For LOAV:

A continuous flight and further descent below the MDA to RWY31L or the joining of the left-hand pattern for RWY13R with a maximum altitude of 1700ft AMSL.



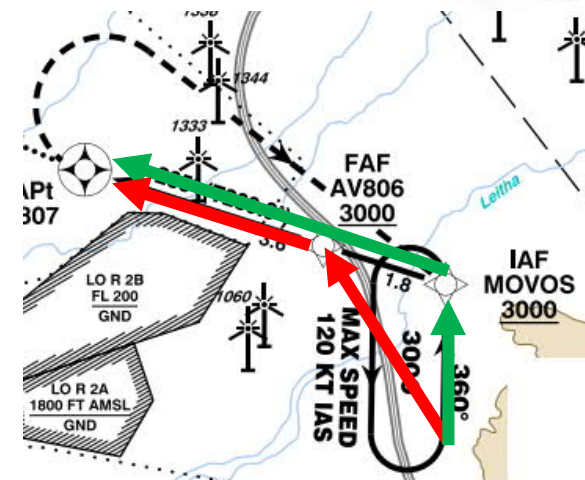
# Arrival Procedure (Common Points – LOAV/LOAN)

## → Common / Frequent Mistakes (PART 1)

- Deviation from the procedure or clearance without IFR cancelation: The procedure begins at the IAF MOVOS (for LOAV) or GESGI (for LOAN) – It is important (unless otherwise instructed by ATC) that the flight proceeds via the respective IAF and joins the procedure – Proceeding direct to the FAF AN800 (for LOAN) or AV806 (for LOAV) is only permitted with explicit ATC clearance, unless the flight has cancelled IFR.

This example (LOAV) shows how the approach should be flown (starting at MOVOS) in green and how it should not be flown (deviating from the procedure – direct to the FAF AV806) in red

For LOAN the same applies respectively



# Arrival Procedure (Common Points – LOAV/LOAN)

## → Common / Frequent Mistakes (PART 2)

- Not cancelling the IFR flight latest at the MAPt: The flight does not cancel the IFR flight at all or after the MAPt – The cancellation is mandatory, and the PIC shall observe the cancellation procedures described in this briefing.
- Requesting to cancel IFR: The PIC shall not request the IFR cancellation since ATC can neither approve nor deny such a request – The pilot only reports that the IFR flight is canceled, and ATC will acknowledge the cancellation. (Not applicable for the IFR Cancellation Procedure according to “Y”-flight plan where no verbal cancellation is required)
  - Phraseology: “(call sign) CANCELLING MY IFR FLIGHT”
  - Not “(call sign) ~~Request~~ CANCELLING MY IFR FLIGHT”



# Arrival Procedure (Common Points – LOAV/LOAN)

## → Common / Frequent Mistakes (PART 3)

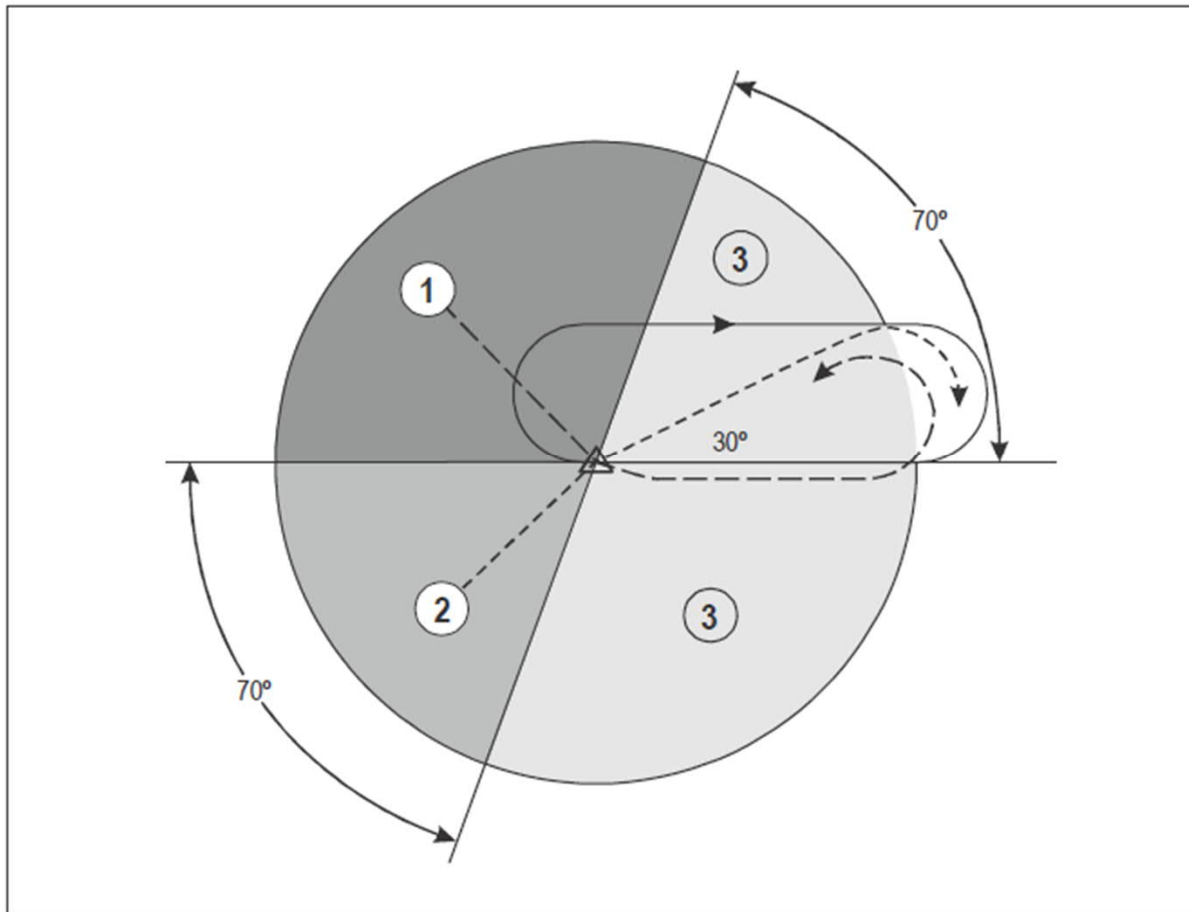
- Not monitoring ATC FREQ while operating IFR in controlled airspace: Although it is very unlikely that ATC needs to talk to the pilot after the approach clearance, in some rare cases ATC may need to contact the PIC immediately (for example to issue a go around instruction) – It is therefore important that the pilot operating under IFR remains on the ATC FREQ until leaving controlled airspace even if an approval to leave the frequency is received by ATC.
- Continue past the clearance limit without ATC clearance: If no clearance for the RNP-A approach procedure is received the PIC shall enter the published holding procedure – Therefore the pilot shall be familiar with the holding pattern and be prepared to use an appropriate entry procedure to fly the holding correctly. (see next slide)







# Arrival Procedure (Common Points – LOAV/LOAN)



These are the standard holding entry sectors – The relevant track to determine the relevant sectors 1, 2 and 3 is the holding inbound track (NOT the final approach track)

HLDG Fix	Sector 1	Sector 2	Sector 3
MOVOS HLDG	250° - 360°	360° - 070°	070° - 250°
GESGI HLDG	210° - 320°	320° - 030°	030° - 210°

*Note: The tolerance between the sectors is 5 degrees to either side of the sector boundary.*

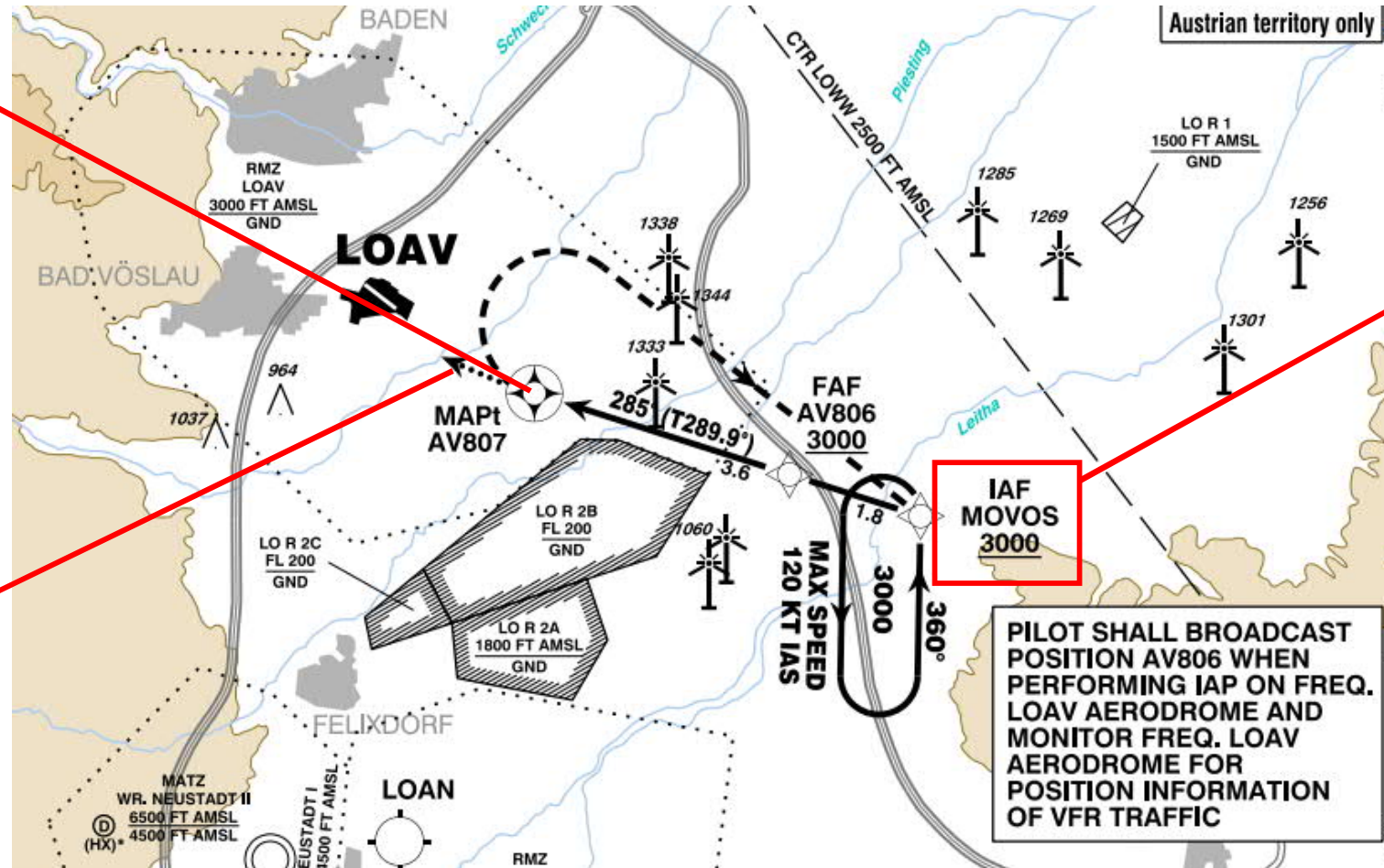
*Note: This is a generic depiction of a standard holding pattern (right turn) – MOVOS/GESGI are both non-standard HLDG patterns (left turn) therefore the actual sectors are defined in the table above.*



# Arrival Procedure – RNP-A LOAV

Latest point to cancel IFR (complying with one of the two possible procedures for IFR CNL)

After the MAPt and the IFR CNL the PIC shall proceed VFR according to the published VFR procedures



Approach shall be flown via IAF MOVOS unless differently cleared by WIEN RADAR

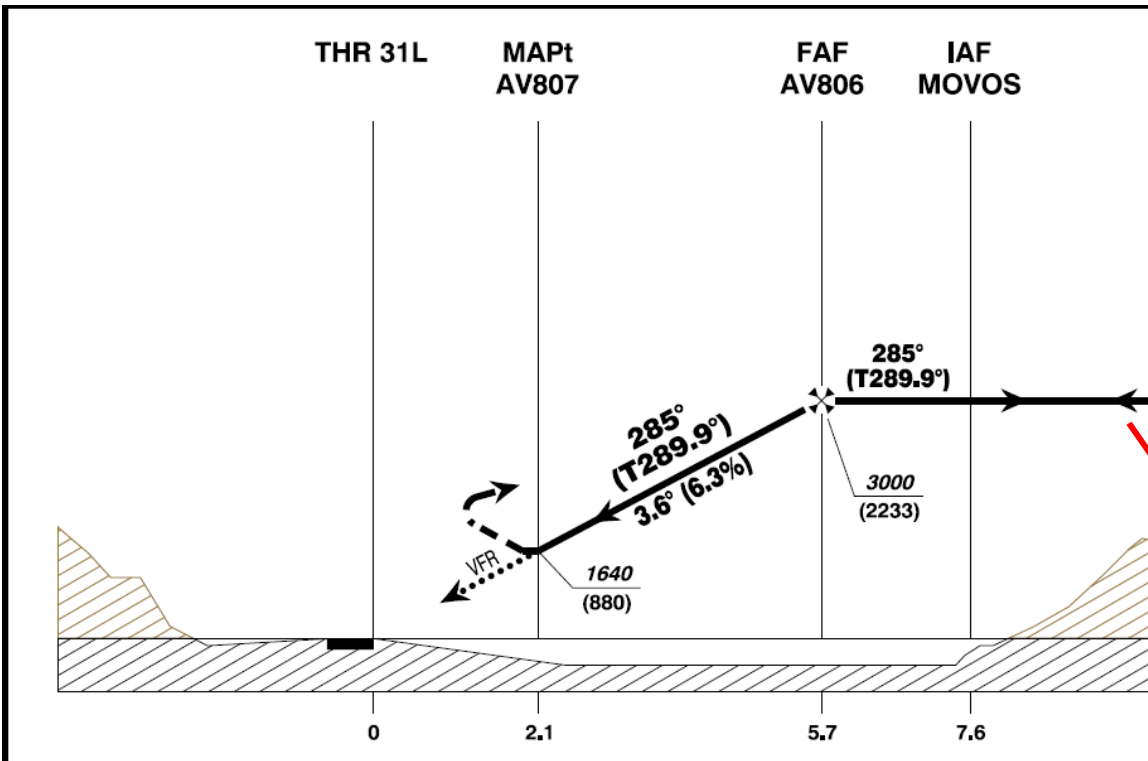
MOVOS is also the clearance limit and the flight shall not continue the approach unless clearance has been received



# Arrival Procedure – RNP-A LOAV

## INSTRUMENT APPROACH CHART - ICAO

AD ELEV 767 FT  
THR 13R ELEV 761 FT  
THR 31L ELEV 767 FT  
HGT RELATED TO AD ELEV  
VAR 5° E



WIEN RADAR	133.685
WIEN INFORMATION	134.675
VÖSLAU AD	118.605

**VÖSLAU**  
ÖSTERREICH AUSTRIA  
RNP A  
CAT A / B

Monitor: 134.675 MHz under IFR until leaving controlled airspace (unless a different FREQ is instructed by ATC)  
Comply with RMZ rules: 118.605 MHz

Note: Two functional 8.33 KHz radio sets are required

Pilots shall observe the profile – deviation from the procedure (track/altitude constraints) is only permitted after complying with the applicable cancelation procedure



# Arrival Procedure – RNP-A LOAV

**(!) CAUTION – New QNH reference (!)**

The minima are based on the QNH LOWW – PIC shall only use the QNH LOWW provided by Wien Radar

MDA (MDH) IN FT	A	B	QNH LOWW required
LNAV	1640 (880)		

**(!) CAUTION – New Minima (!)**

Pilots shall observe the minima – descending below the minimum is only permitted after compliance with the applicable cancelation procedure

**MISSED APPROACH:** AT AV807 TURN RIGHT DIRECT TO MOVOS; CLIMB TO 3000 FT AMSL AND HOLD.

NOTE: MISSED APPROACH SPEED IS LIMITED TO MAX IAS 120 KT !

If required the flight shall proceed and follow the missed approach and contact WIEN RADAR immediately

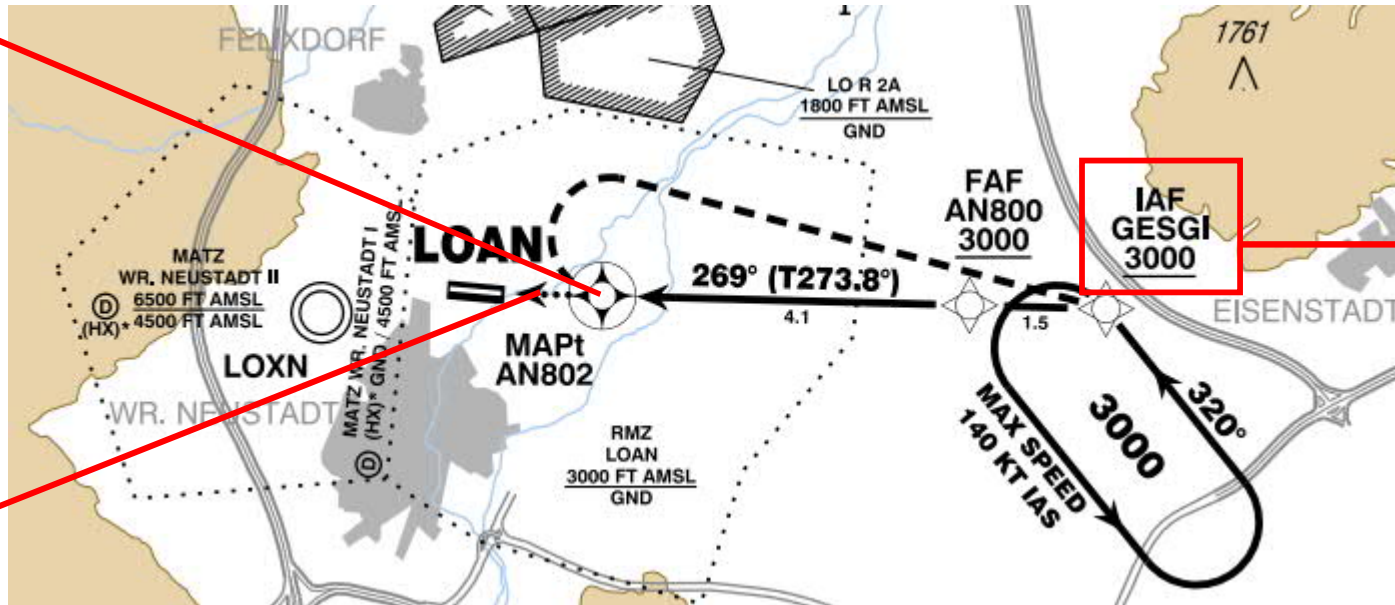




# Arrival Procedure – RNP-A LOAN

Latest point to cancel IFR (complying with one of the two possible procedures for IFR CNL)

After the MAPt and the IFR CNL the PIC shall proceed VFR according to the published VFR procedures



Approach shall be flown via IAF GESGI unless differently cleared by WIEN RADAR

GESGI is also the clearance limit and the flight shall not continue the approach unless clearance has been received



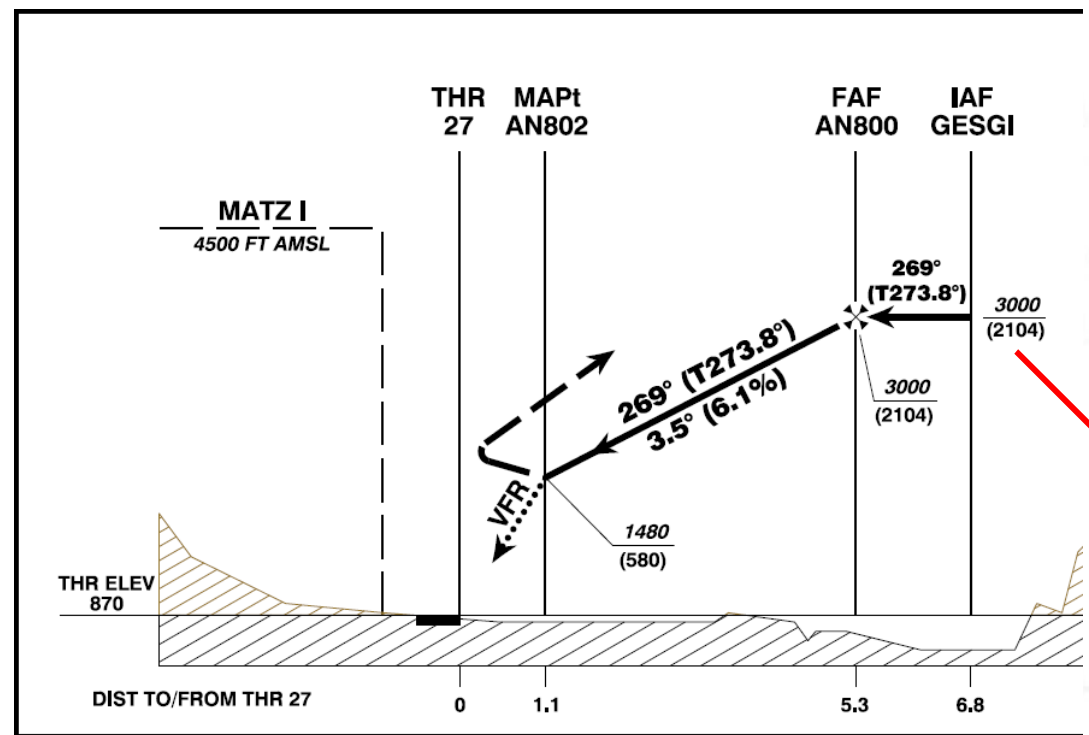


# Arrival Procedure – RNP-A LOAN

## INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

AD ELEV 896 FT  
 THR 09 ELEV 896 FT  
 THR 27 ELEV 870 FT  
 HGT RELATED TO AD ELEV



WIEN RADAR	133.685
	<b>134.675</b>
WIEN INFORMATION	118.525
WR. NEUSTADT OST AD	<b>122.655</b>

**WR. NEUSTADT/OST**  
 ÖSTERREICH AUSTRIA  
 RNP A  
 CAT A / B

Monitor: 134.675 MHz under IFR until leaving controlled airspace (unless a different FREQ is advised by ATC)

Comply with RMZ rules: 122.655 MHz

Note: Two functional 8.33 KHz radio sets are required

Pilots shall observe the profile – deviation from the procedure (track/altitude constraints) is only permitted after complying with the applicable cancelation procedure



# Arrival Procedure – RNP-A LOAN

**(!) CAUTION – New QNH reference (!)**

The minima are based on the QNH LOWW – PIC shall only use the QNH LOWW provided by Wien Radar

MDA (MDH) IN FT	A	B	QNH LOWW required
LNAV	1480 (580)		

**(!) CAUTION – New Minima (!)**

Pilots shall observe the minima – descending below the minimum is only permitted after compliance with the applicable cancellation procedure

**MISSED APPROACH:** AT AN802 TURN RIGHT DIRECT TO GESGI; CLIMB 3000 FT AMSL AND HOLD.

NOTE: MISSED APPROACH TURN LIMITED TO MAX IAS 130 KT.

If required the flight shall proceed and follow the missed approach and contact WIEN RADAR immediately

# Generic Summary of the published SIDs from LOAV/LOAN



## BEFORE TAXI CHECKLIST

PRE-FLIGHT PREPARATION	COMPLETED
ATC Z F-PLAN <sup>1</sup> Acknowledged	SEND AND ACK <sup>1</sup>
ATC CLEARANCE FOR THE SID	RECEIVED
NORMAL PROCEDURE	RESUME

## BEFORE TAKE OFF CHECKLIST

CLEARANCE EXPIRY TIME <sup>1</sup> with sufficient margin to reach the IFR starting point	VALID <sup>1</sup>
NORMAL PROCEDURE	RESUME

## AFTER TAKE OFF CHECKLIST

ROUTING (VFR/IFR <sup>1</sup> ) <sup>1</sup> Follow published VFR routing to the IFR starting point thence continue on the IFR procedure – Observe the cleared altitude and routing as soon as the flight rule change becomes effective	OBSERVED AND CHECKED
RMZ FREQ	LEAVING ANNOUNCED
ATC FREQ	CONTACT ESTABLISHED
NORMAL PROCEDURE	RESUME

Note: The checklists on this slide aim to aid the PIC in following the procedure correctly – They shall under no circumstance replace or supersede the checklists required for the aircraft – PICs are reminded to follow all approved procedures and checklists for the aircraft at all times.



# Generic Summary of the published RNP-A APCH to LOAV/LOAN

Note: The checklists on this slide aim to aid the PIC in following the procedure correctly – They shall under no circumstance replace or supersede the checklists required for the aircraft – PICs are reminded to follow all approved procedures and checklists for the aircraft at all times.

## APPROACH CHECKLIST (FLIGHT PLAN CNL)

Y F-PLAN<sup>1</sup>

<sup>1</sup>including the remarks in item 18

<sup>2</sup>Acknowledged

SEND AND ACK<sup>2</sup>

BRIEFING<sup>3</sup>

<sup>3</sup> IFR-APCH Charts and VFR Charts

COMPLETED

APPROACH CLEARANCE

RECEIVED

ATC FREQ

<sup>4</sup>until leaving controlled airspace

MONITOR<sup>4</sup>

INITIAL CALL RMZ FREQ

<sup>5</sup>Before entering the RMZ

COMPLETED<sup>5</sup>

ENTER VFR TRAFFIC CIRCUIT

<sup>6</sup> Use Caution for other VFR Traffic and maximum altitude

CHECKED<sup>6</sup>

NORMAL PROCEDURE

RESUME

## APPROACH CHECKLIST (CNL SERA.5015 (c) (3))

BRIEFING<sup>1</sup>

<sup>1</sup>IFR-APCH Charts and VFR Charts

COMPLETED

APPROACH CLEARANCE

RECEIVED

ATC FREQ

<sup>2</sup>until cancelling IFR (Phrase: CANCELLING MY IFR FLIGHT)

MONITOR<sup>2</sup>

INITIAL CALL RMZ FREQ

<sup>3</sup>Before entering the RMZ

COMPLETED<sup>3</sup>

IFR CNL TO ATC

<sup>4</sup>At or before the MAPt

<sup>5</sup>Acknowledged

SEND<sup>4</sup> AND ACK<sup>5</sup>

ENTER VFR TRAFFIC CIRCUIT

<sup>6</sup> Use Caution for other VFR Traffic

CHECKED<sup>6</sup>

NORMAL PROCEDURE

RESUME

## Documents to be carried in the aircraft

- ➔ PICs shall – in addition to the other legally required documents – carry a (digital) copy of this briefing in the aircraft at all times when conducting the IFR procedures described in this briefing.
- ➔ This mandatory briefing is part of the pilot's responsibility for a flight preparation in accordance with the relevant operating procedures (e.g. NCO.OP.135, NCC.OP.145, ...) and part of the required documents for a safe flight (e.g. NCO.GEN.135, NCC.GEN.140, ...)
- ➔ The copy of this briefing carried in the aircraft shall be presented to officials of Austro Control GmbH on request.





## Q&A

In case there are any question regarding the procedures or the briefing please contact:

[ifr.ga@austrocontrol.at](mailto:ifr.ga@austrocontrol.at)

