

- Verhalten in Airspace Class E und G
- Verhalten bei Annäherung Airspace Class D
- RNAV GNSS Anflug LOIJ

5. April 2019



Freiwilliger Funkkontakt zur Erhöhung der Sicherheit im Luftraum E oder G

**JE NÄHER AM LUFTRAUM D
JE HÖHER**

**UMSO WICHTIGER IST FUNKKONTAKT MIT DER ZUSTÄNDIGEN
FLUGVERKEHRSKONTROLLSTELLE**

Man ermöglicht:

- Verkehrsinformation
- Trennung von anderen LFZen
- Der Fluglotse kann punktgenau eingreifen wenn notwendig oder gewünscht
- Man erhält zusätzliche wichtige Informationen

3 Minuten vor Einflug in freigabepflichtigen Luftraum ist Funkkontakt mit der zuständigen Flugverkehrskontrollstelle herzustellen und eine Freigabe einzuholen

RUFEN SIE bei der **zuständigen Flugverkehrskontrollstelle** und nicht bei FIC!! Bis FIC ihre Position festgestellt hat und mit der zuständigen Flugverkehrskontrollstelle koordiniert hat sind Sie u.U. schon im freigabepflichtigen Luftraum ohne Freigabe!! Melden Sie sich entsprechend frühzeitig wenn Sie einfliegen wollen

Wenn Sie **KEINE EINDEUTIGE FREIGABE** bekommen haben
müssen sie ausserhalb **HALTEN!!**

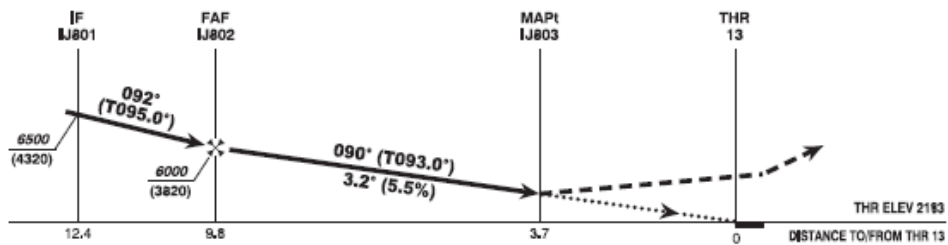
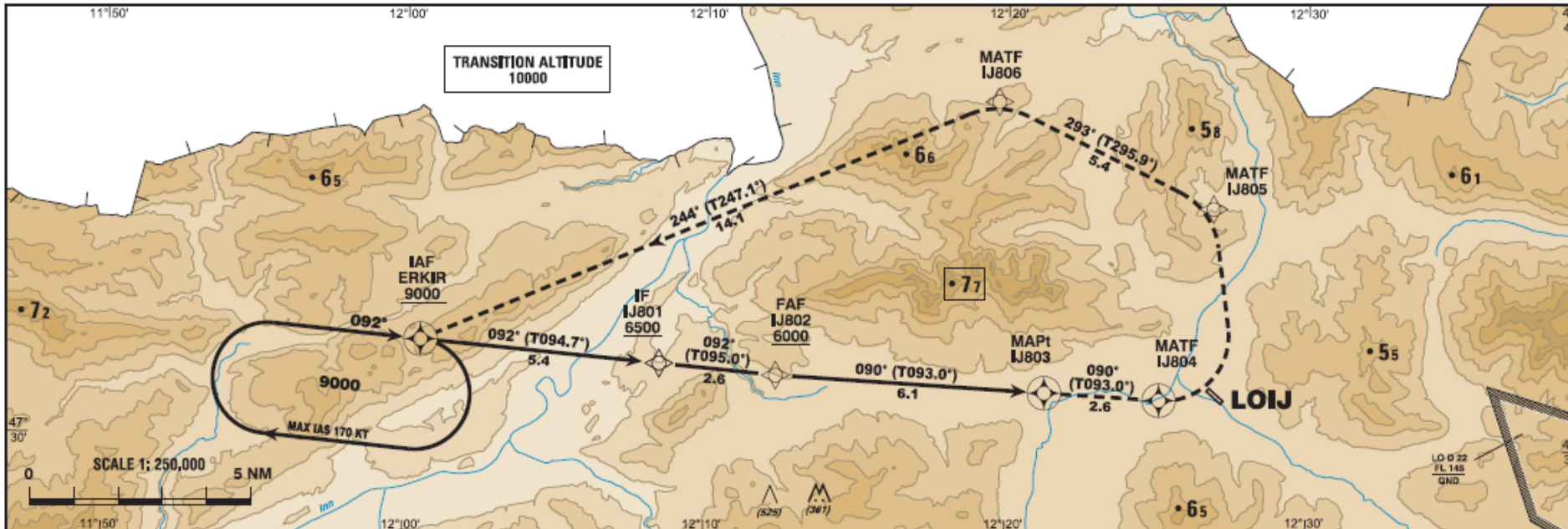
VERMEIDEN SIE das Anfliegen
von Luftraum Klasse D (sowohl vertikal als auch horizontal)
ohne Funkkontakt mit der **zuständigen Kontrollstelle!**



RNAV GNSS Anflug LOIJ



CHANGE; NEW CHART



CONTOUR LEGEND

- 8000 FT
- 7000 FT
- 6000 FT
- 5000 FT
- 4000 FT
- 3000 FT
- MSL

BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
DISTANCES ARE IN NM

MSA 25 NM FROM ERKIR

Austrian territory only

MISSED APPROACH: CLIMB ON TRACK 090° TO IJ804, THEN TURN LEFT DIRECT TO IJ805 AND FOLLOW THE RNAV MA TRACK TO ERKIR. CLIMB TO 9000 FT AMSL AND HOLD.

OCA (OCH) IN FT	MA Climb Gradient	A		IJ802 to IJ803 - DISTANCE 6.1 NM (Timing not authorized for defining the MAPt)						
		5240 (3090)	4400 (2220)	GS (KT)	80	100	120	140		
LNAV	2.5%	5240 (3090)		IJ802 - IJ803	MIN : SEC	4:35	3:40	3:03	2:37	
	5.0%	4400 (2220)		Rate of descent (5.5%)	FT / MIN	450	560	670	780	
		3960 (1780)		DIST In NM to IJ803		6	5	4	3	2
				ALT (HEIGHT)		5980 (2800)	5650 (3470)	5310 (3130)	4980 (2800)	4640 (2460)

Pilots shall be well familiar with RNAV procedures and the terrain in the area of "St. Johann/Tirol".

APPROACH HAS TO BE EXECUTED AT OWN DISCRETION IN AIRSPACE CLASS G. NO RADAR SERVICE BELOW 9000 FT AMSL!

IFR status ends when starting to descend below OCA/H.

Visual approaches or visual circling NOT possible. IFR cancellation is mandatory PRIOR deviation from IFR-approach procedure.

INSTRUMENT APPROACH CHART
VAR 3° E
AD ELEV 2198 FT
THR 13 ELEV 2183 FT
HGT RELATED TO THR ELEV

ST. JOHANN / TIROL
ÖSTERREICH AUSTRIA
RNAV (GNSS) A
CAT A / B

WINSBRUCK RADAR 119,275
ST. JOHANN/TIROL AD 120,555



AIRAC AMDT 218 / 25 APR 2019
Austro Control GmbH
LOIJ AD 2.24-6-1

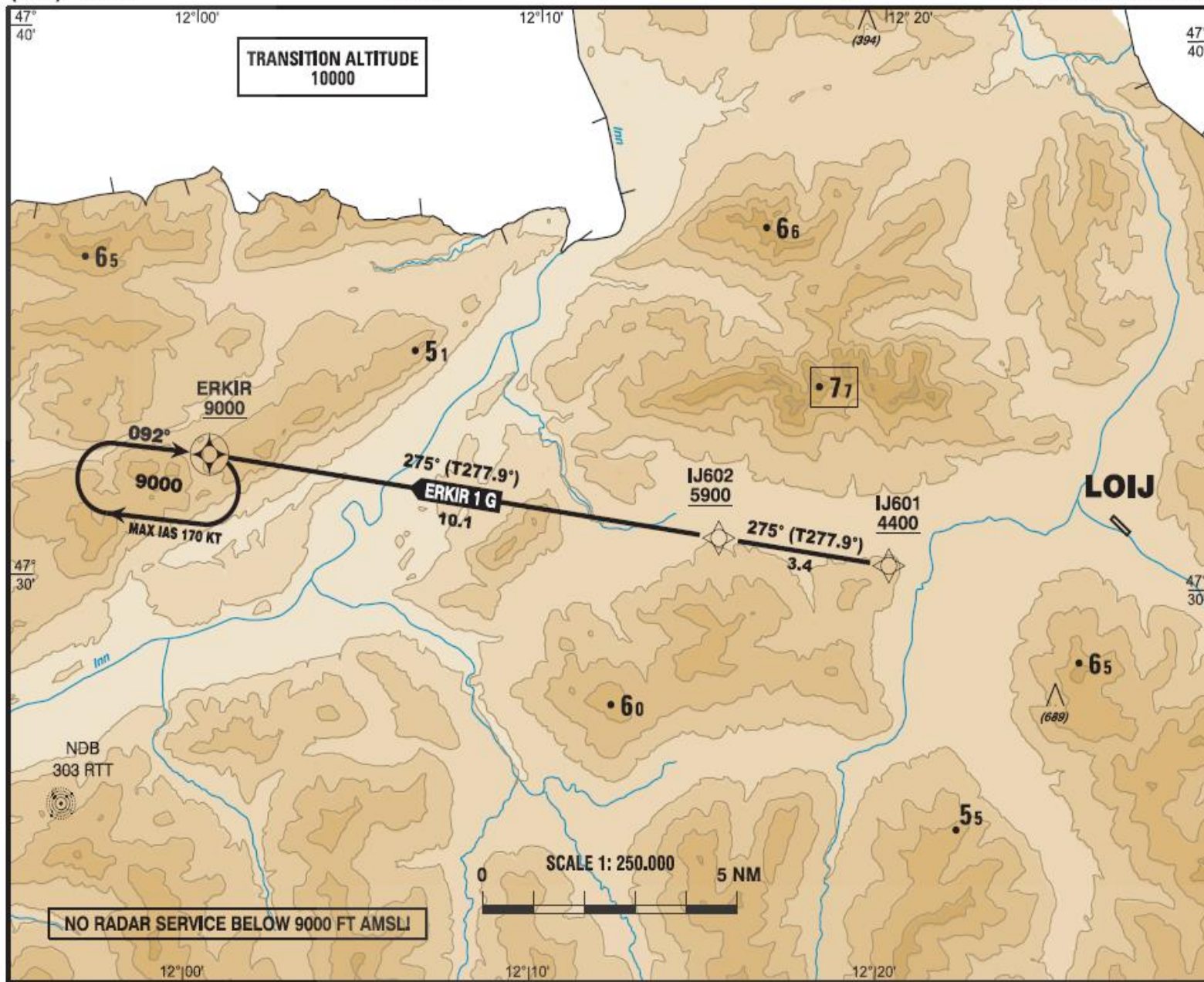
**STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO**

VAR 3° E

INNSBRUCK RADAR 119,275
ST. JOHANN/TIROL AD 120,355

ST. JOHANN / TIROL
ÖSTERREICH AUSTRIA

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- GNSS required
- RNAV 1 or P-RNAV approval required

Departing from LOIJ only allowed as VFR flight,
IFR starts, when passing IJ601, established on track to
IJ602 and passing 4400 FT AMSL

IFR procedure is within airspace class G until passing
7500 FT AMSL

Operating as IFR flight along SID subject to ATC clearance

Obtain further ATC-Route clearance on FRQ 119.275

Flights shall contact Approach LOWI FRQ 119.275
when passing 7000 FT AMSL

CHANGE: NEW CHART

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

REPUBLIC OF AUSTRIA

AIC A 5/19

14 MAR 2019

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This AIC includes 2 pages.

INKRAFTTRETUNGSDATUM / EFFECTIVE DATE: 25 APR 2019

IFR joining and cancelling when operating from/to LOIJ aerodrome

1. Introduction

1.1. A new IFR approach procedure based on RNAV/GNSS 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 IFR SID is published based on RNAV/GNSS 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. PIC shall confirm that a FPL has been filed and is available to ATC (via AIS/ARO WIEN).
- 2.2. PIC shall inform Aerodrome Duty Manager (ADM) LOIJ 5 minutes prior start up. ADM reports the flight active to APP LOWI. If necessary (due to other IFR traffic from/to LOIJ) APP LOWI delivers a time window for departure.
- 2.3. Initial IFR clearance is delivered with this AIC and is mandatory!
ATC clearance: “cleared ERKIR holding via ERKIR 1 G, climb 9000 FT AMSL, squawk 0076”
The relevant PIC is fully responsible to comply with the instructions.
- 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. As far as practicable ADM LOIJ shall initiate frequency change to LOWI APP.
Departure shall establish radio contact with LOWI APP FREQ 119.275 at latest passing 7000 FT AMSL.
- 2.6. Departure will be identified and receives further IFR route clearance by LOWI APP.
- 2.7. COM failure procedure: if unable to establish radio contact with LOWI APP and in IMC set transponder to squawk 7600, join ERKIR HLDG and climb to FL160 or to requested FL if lower. Thereafter or in case of VMC continue according standard COM failure procedure.

NOTE: ATC can only provide radar service above 7500 FT AMSL.

PIC is fully responsible to assure terrain clearance while operating own navigation on SID.



3. IFR approaches to LOIJ (Y-flights)

- 3.1. Landings at LOIJ are only allowed as VFR flights.
- 3.2. Any deviation from the IAP as well as the descent below MDA constitutes the act of an IFR cancellation. The IFR-part of the flight ends automatically.
- 3.3. IFR cancellation does not supersede the obligation for the PIC to issue an arrival message.
- 3.4. APP LOWI will confirm that the approach may be started “AT OWN DISCRETION”. The use of the IAP is under the responsibility of the PIC.
- 3.5. At latest when entering airspace class G (passing 7500 FT AMSL, area SÖLL) APP LOWI instructs PIC to establish radio contact with AD LOIJ.
- 3.6. PIC transmits position reports on LOIJ aerodrome **FREQ 120.355**.
- 3.7. In case of missed approach inform AD LOIJ and contact LOWI APP at latest passing 7000 FT AMSL.