

Season Opener 2020

Andreas Kurtz, ATM OPS



Statistik und Ursachen





FOREWORD BY PATRICK KY, EXECUTIVE DIRECTOR

The aviation community must continue to work relentlessly and tirelessly to improve our safety level globally. **We can never afford to be complacent.**

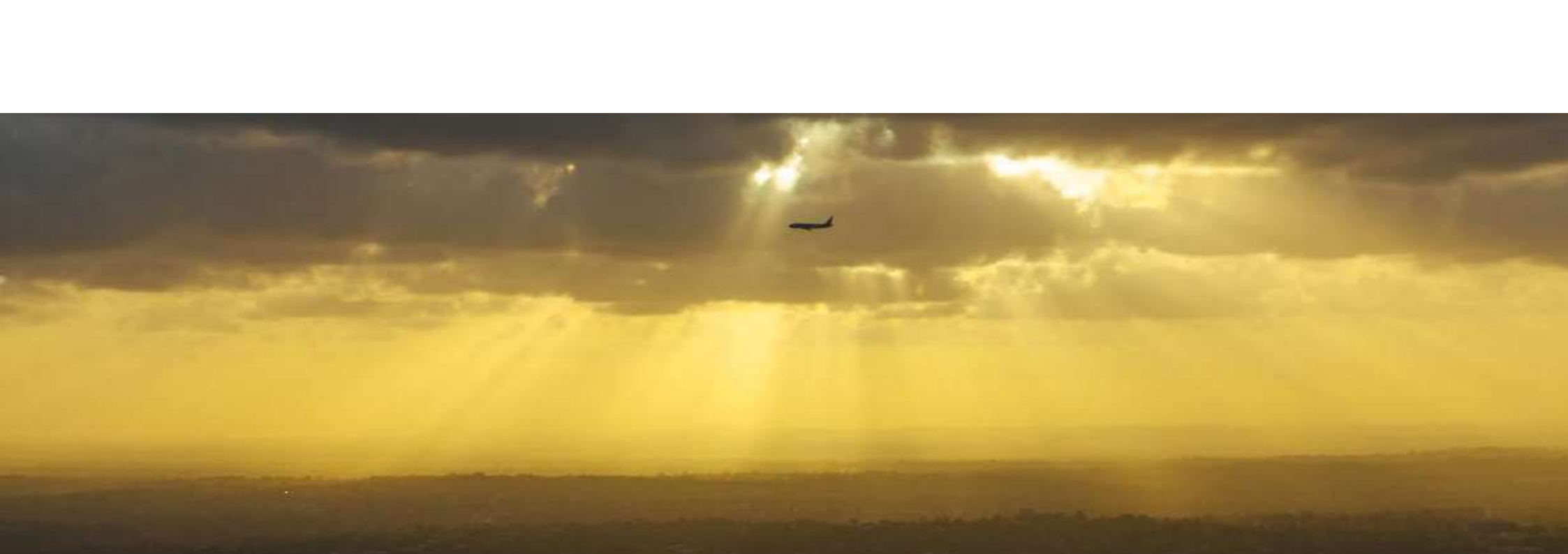
2018 offered us a stark reminder of this. **Following the “safest year, ever”** for commercial aviation in 2017, **last year’s operations resulted in 586 fatalities** out of a total of 4.3 billion passengers transported. For European air carriers alone, the results were more positive, with no fatal accidents and over 1.1 billion passengers.

The aviation industry has put together a systematic and comprehensive safety reporting scheme, which enables us to learn from accidents, but also from incidents where loss of life was avoided. The advent of big data

This year’s safety review has been structured in a way that identifies the key areas of risks and proposed improvements that can increase the level of safety for each type activity. In the area of aerodromes and ground handling, for example, “aircraft movement under its own power” has been identified as the biggest contributor to the risk of collisions on the ground. This issue is now being analysed with a view to developing safety actions that can be published in the European Plan for Aviation Safety.

These reviews are important as they allow the setting of safety actions and priorities, not only for EASA, but for all the different actors of the aviation supply chain. Because aviation safety is not the responsibility of only one actor, it is the duty of all.

ANNUAL SAFETY REVIEW 2019



FOREWORD BY PATRICK KY, EXECUTIVE DIRECTOR

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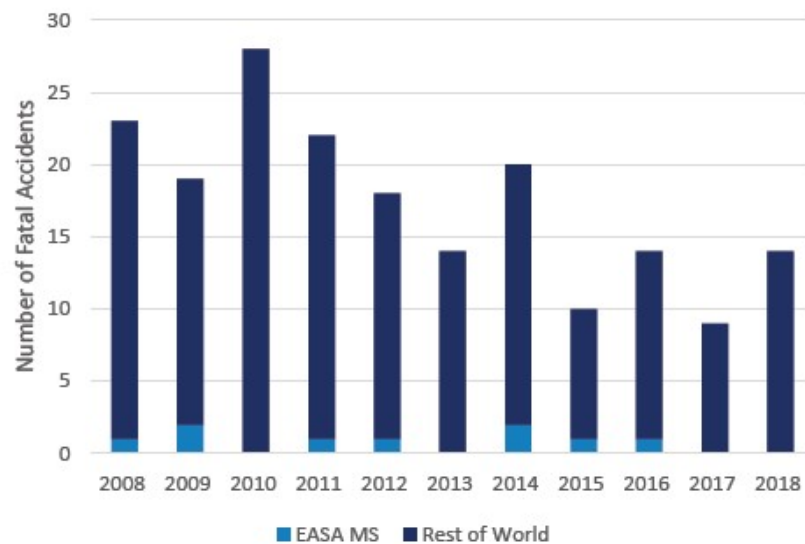
The safety review has been structured in a way that identifies the types of risks and proposed improvements that can increase the level of safety for each type activity. In the area of aerodromes and ground operations, for example, “aircraft movement under its own power” has been identified as the biggest contributor to the risk of collisions on the tarmac. This issue is now being analysed with a view to developing safety measures that can be published in the European Plan for Aviation Safety.

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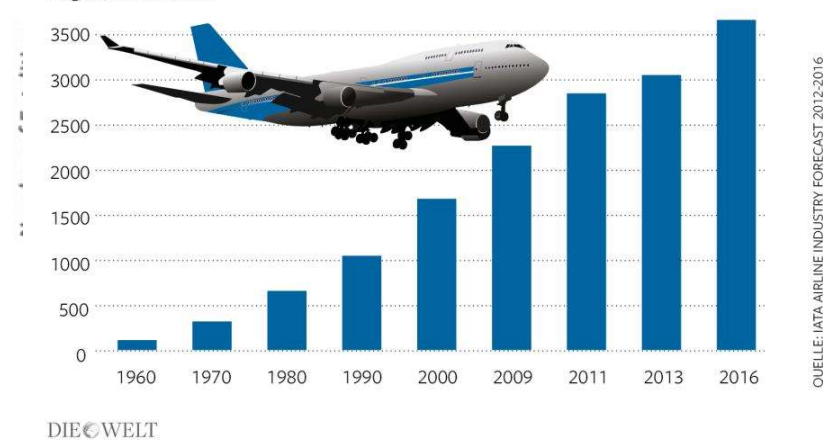
Flugunfälle

1.1 Global Airline Fatal Accidents



PASSAGIERZAHLEN WELTWEIT

Angaben in Millionen



2018: 4,3
Milliarden (!)
Passagiere

2018: weiterhin kein ,fatal
Accident‘ mit European air carriers

FOREWORD BY

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Ein Hubschraubersucheinsatz war zu Beginn nicht möglich. Die Einsatzkräfte mussten mit Autos zum Absturzort vordringen, zu tief hing der Nebel im Pinzgau, auch gab es Schneeregen, schildert Einsatzleiter Franz Voithofer: „Oben schneit es, unten regnet es, und es herrscht Nebel.“ Die Bergrettung wurde ebenfalls alarmiert, sie musste akkubetriebene Bergescheren mitbringen, damit sie den Abgestürzten helfen konnte.

Links:

- **Pilot kam bei Flugzeugabsturz ums Leben** (salzburg.ORF.at; 22.8.2019)
- **Motorsegler notgelandet** (salzburg.ORF.at; 16.7.2019)
- **Segelflugzeug: Bruchlandung in Mauterndorf** (salzburg.ORF.at; 13.6.2019)

DIRECTOR

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ANNUAL SAFETY REVIEW 2019



Flugunfälle

Table 1. Cross Domain Comparison of EASA MS Aircraft Fatal Accidents and Fatalities, 2008-2018

AIRCRAFT DOMAIN	Fatal Accidents 2018	Fatal Accidents 2008-2017 Mean	Fatalities 2018	Fatalities 2008-2017 Mean
AEROPLANES 				
CAT Airlines	0	0.8	0	66.1
NCC Business	1	0.4	1	0.9
Specialised Operations	6	6.8	7	13.8
Non-commercial Operations	49	47.1	95	86.0
HELICOPTERS 				
Offshore CAT	0	0.4	0	3.6
Onshore CAT	2	1.6	8	5.2
Specialised Operations	2	3.8	2	7.1
Non-commercial Operations	6	5.5	15	11.8
BALLOONS 				
	0	1.3	0	2.2
SAILPLANES 				
	16	24.9	17	28.6

*General Aviation:
ca. 140 Tote*

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Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Bundesamt für Zivilluftfahrt BAZL

Stav Safe

www.staysafe.bazl.admin.ch

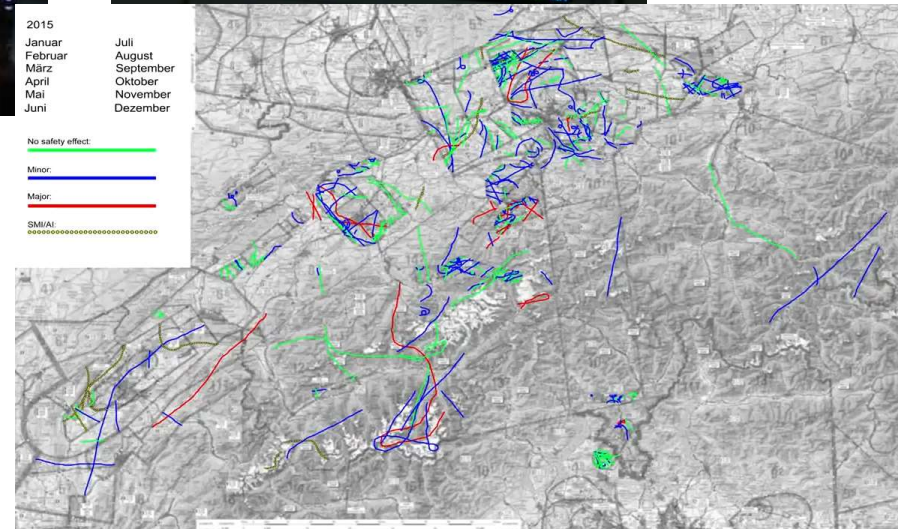
TCAS RA (Resolution Advisory) - Go around!

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2015
Januar
Februar
März
April
Mai
Juni
Juli
August
September
Oktober
November
Dezember

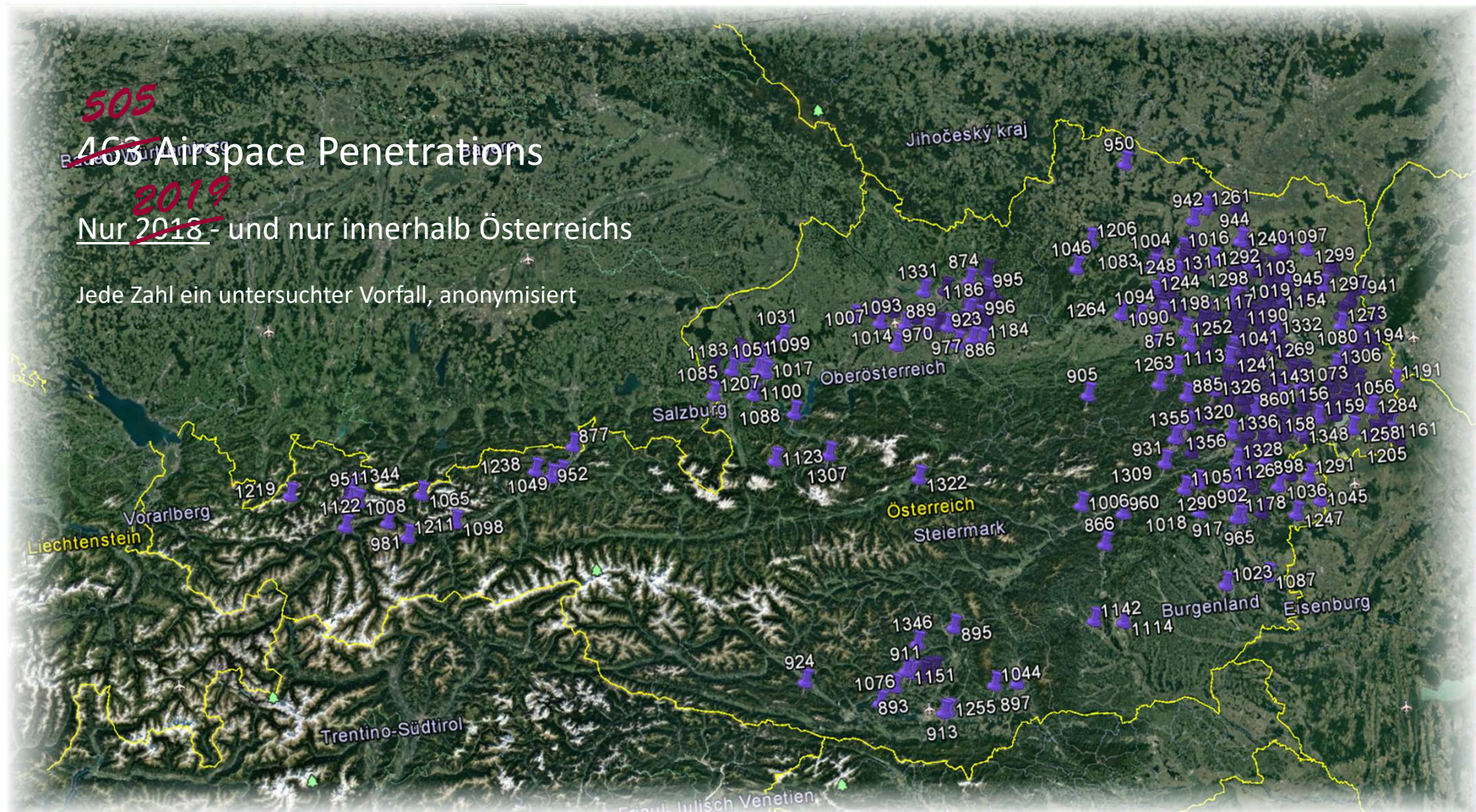
No safety effect:
Minor:
Major:
SM/AI:



Eine von 359 gemeldeten
Luftraumverletzungen in der Schweiz,
alle im Jahr 2015

Luftraumverletzungen

Situation Österreich 2018, 2019



- Aerodromes
- Aircraft & products
- Aircrew & Medical
- Air Operations
- Air Traffic Management
- Civil drones (Unmanned aircraft)

General Aviation

GA ROAD MAP

Overview

- Part-21 Light - Making Design & Manufacturing Easier
- The new CS-23 - smart and flexible rules that support innovation

GA Talking points

- Simpler and lighter rules for Balloons and Sailplanes
- Simpler and lighter rules for GA pilot training
- Simpler and lighter rules for GA maintenance

GA TOOLBOX

Airspace Infringement

How to avoid airspace infringement & reduce the risk of mid-air collision

Airspace in Europe is often very complex and avoiding airspace infringements is not always easy for even the most experienced of pilots.

The number of airspace infringements has **increased significantly** over recent years and it is important that we all work to reverse this trend.



EASA Video



Finnish CAA Video



UK CAA Video



Belgian CAA Video



Swiss CAA Videos



Norwegian CAA Guide

- Downloads
- Related Content

Awareness:
Safety Promotion in ganz Europa

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Oftmals Stall/Spin wegen Near Miss!

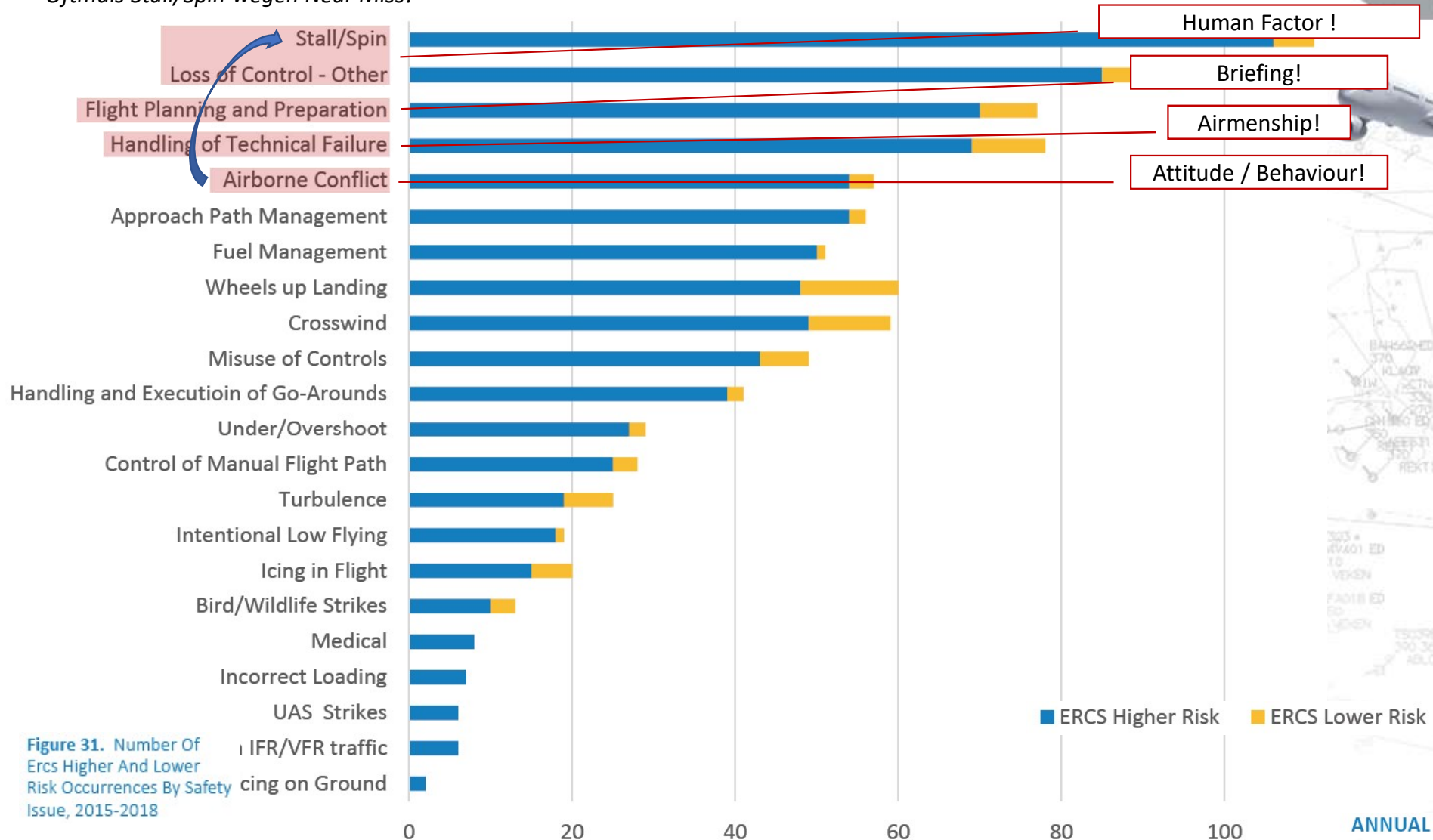


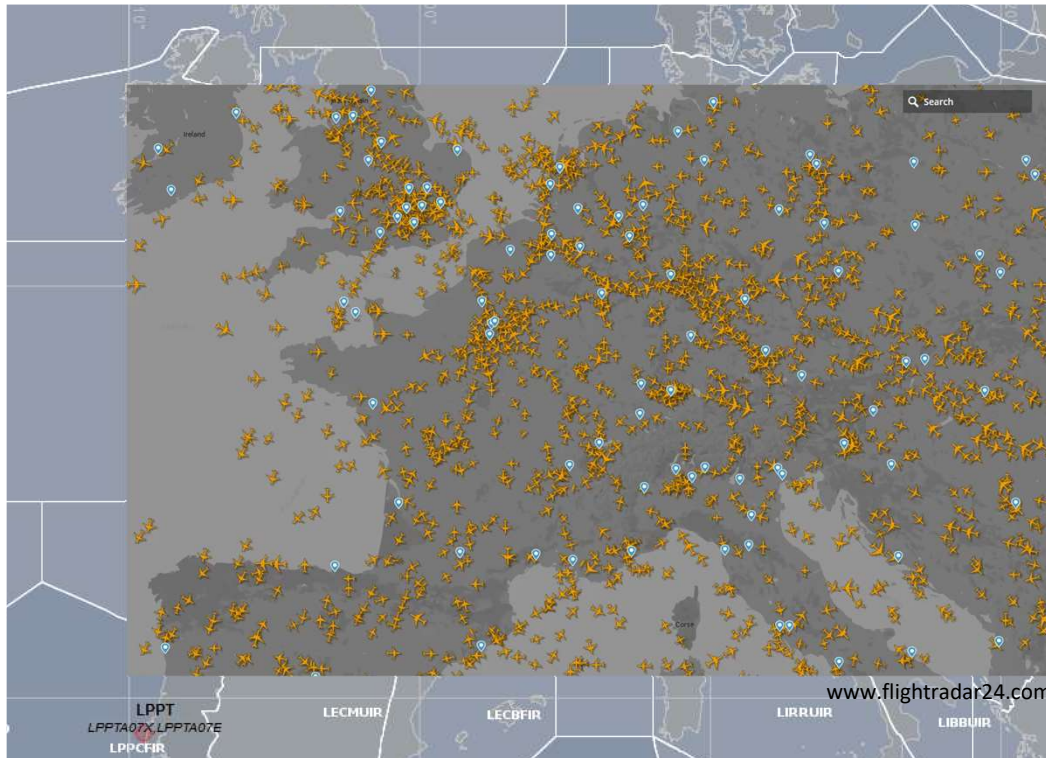
Figure 31. Number Of
ErCs Higher And Lower
Risk Occurrences By Safety
Issue, 2015-2018

2. Slotsystem und Einhaltung des Flugplans

- Flow and Capacity Management
- Adaptieren des Flugplans
- Flight activation Monitoring



Slotsystem



www.flightradar24.com

www.eurocontrol.int

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Flights

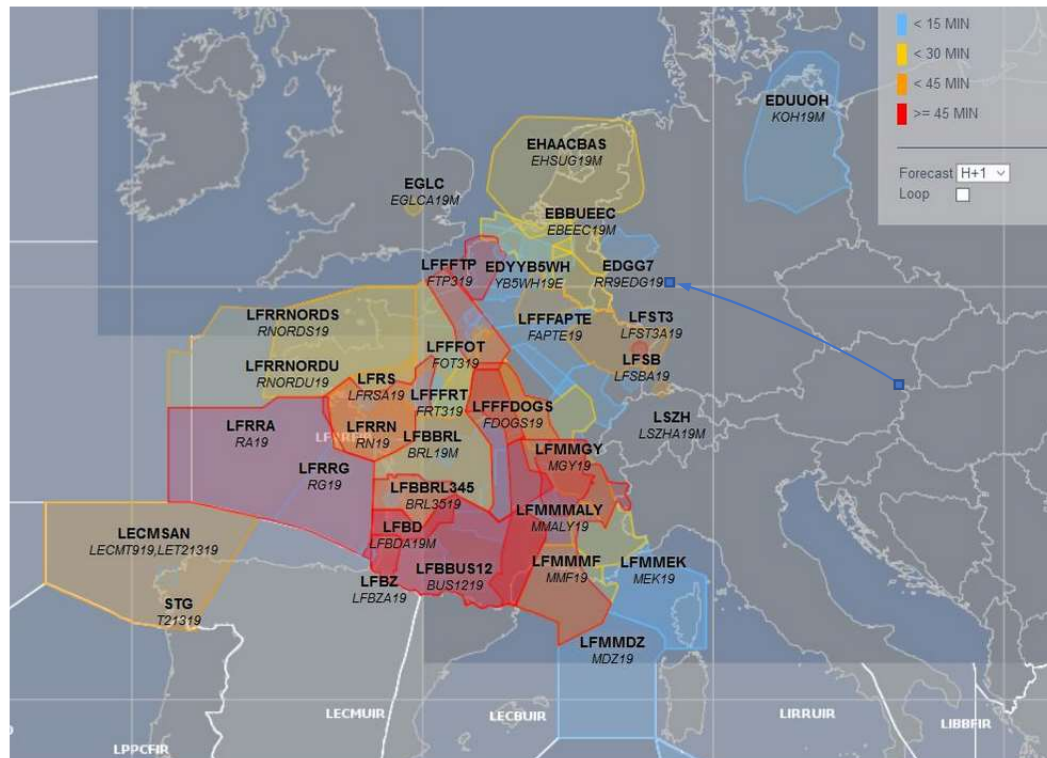
Full year 2019

Total network traffic 11.11 million

Average per day and change 30,427 0.9%

Über 30.000 Flüge / Tag
ohne VFR

Slotsystem



Capacity $\longleftrightarrow$ **Demand**

- ATC Capacity
- useable Airspace (TRAs, MIL, ..)
- ATC Equipment
- Weather (TS, AWO, ...)
- Aerodrome Capacity
- ...



Capacity ↔ Demand

- ATC Capacity
- useable Airspace (TRAs, MIL, ..)
- ATC Equipment
- **Weather (TS, AWO, ...)**
- Aerodrome Capacity
- ...

01.07.2019 08:49

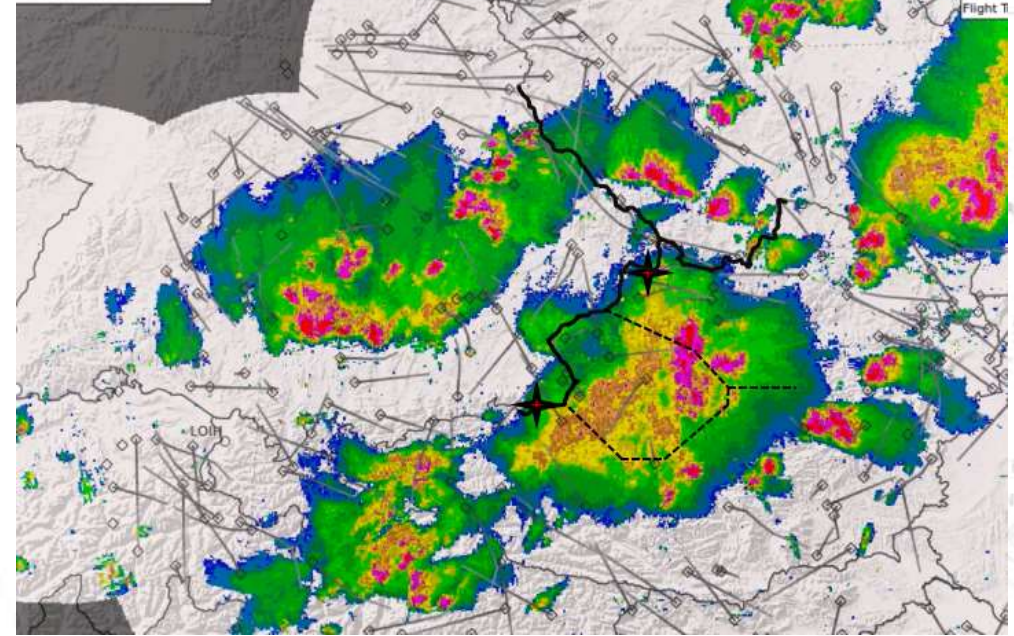
AT extended - CAPPI: 2019-07-0



01.07.2019 11:32



01.07.2019 14:55



Slotsystem

Flow and Capacity Management



Calculated Entry-times werden auf die
Departure-time rückgerechnet.
In diesem Slot müssen Flüge airborne sein.

Alle FPL **sind** im Status „Ready“ (*for improvement*)

„Will gefragt werden“ – Meldung (SWM *)

EOBT
1430
1400

+10
Slot -5

* SWM: SIP (Slot Improvement Proposal) wanted message



2D



- +



AT

Slotsystem

z.b. EDGGKIHA

F295

F165

Eurocontrol Flow and Capacity Management

Auch für Y/Z - Flüge

- Umfliegen: Route change ✓
- Unter-/Überfliegen: Level change ✓

Aber: thereafter **Fly as filed** - **Flightplan adherence**



Flight activation monitoring



Unverändert bleibt lt. ICAO: „DLA bei mehr als **15min** Abweichung von EOBT“

Stand bis 2018: FPL wird nach mehr als 30min nach EOBT deaktiviert (suspended)

EOBT + 30min (+taxitime) **Suspended**

EOBT + **25**min (+taxitime)

28.April EOBT + **17**min (+taxitime)

Europ. Agreement: mit 28.April 2020 Reduktion auf 17min (+ die auf Airports geltende Standard-Taxitime, zb. Graz 3min, Wien 13min)

1420

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Network Manager
appointed by
the European Commission

FLIGHT ACTIVATION MONITORING (FAM)

After a process of consultation with aircraft operators and ANSPs, the Operational Development Sub-Group (ODSG) #41 gave its approval to proceed with a gradual reduction of the FAM parameter with these conditions

- the reduction of the 30 minutes' FAM parameter will be undertaken in **three steps**;
- each step will reduce the FAM parameter by **five minutes** until suspension has been triggered, i.e. a flight would be suspended after 25, 20, 15 minutes after the expected take-off time;
- each step will be linked to the NM release cycles, every **six months**, starting with NM release **22.5 (Autumn 2018)** with an initial reduction of five minutes;
- the **Network Manager** will **closely monitor** the reduction and report on the benefit and possible impact to its stakeholders;
- NM, in coordination with the stakeholders and groups concerned, may, after having assessed the impact, decide to stop or reverse the reduction of this time parameter.

HOW TO AVOID A FLIGHT SUSPENSION

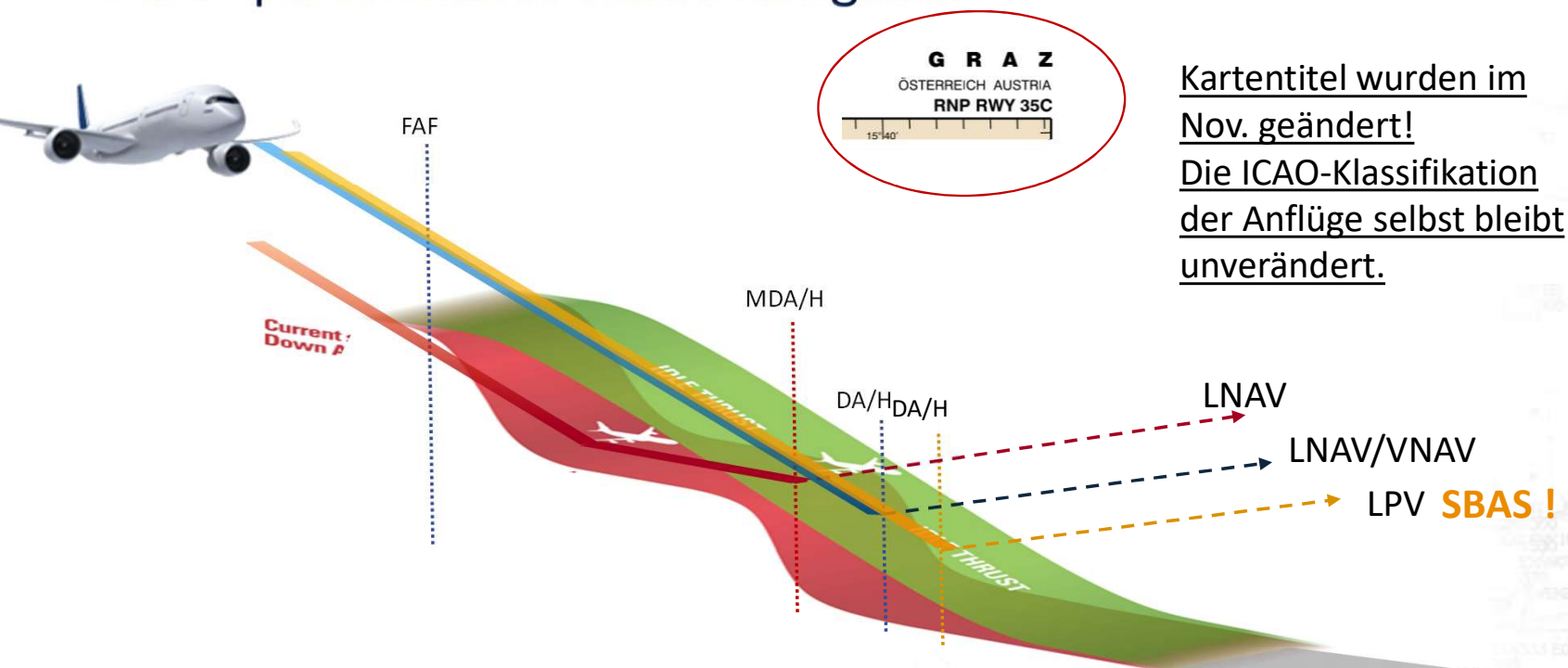
- **Aircraft operators** should continuously monitor and update their flight plans with accurate EOBTs and adhere to their EOBTs and CTOTs.
- **Flow Management Positions (FMP)** and towers should ensure that the taxi time provided to NM is

3. Performance based navigation (PBN)

- Chart titles
- RNP an VFR-Flugplätzen



PBN - performance based navigation



Kartentitel wurden im Nov. geändert!
Die ICAO-Klassifikation der Anflüge selbst bleibt unverändert.



OCA (OCH)	MA CLIMB GRADIENT	A	B	C	D / D _L
LNAV	2,5 %	1480 (400)			
LNAV/VNAV	2,5 %	1421 (335)	1430 (344)	1443 (357)	1470 (384)
	4 %	1298 (212)	1309 (223)	1332 (246)	1367 (281)
LPV	2,5 %	1362 (276)	1373 (287)	1381 (295)	1392 (306)
	4 %	1298 (212)	1309 (223)	1316 (230)	1326 (240)

lateral guidance navigation

LNAV with vertical guidance

Localiser performance with vertical guidance

... requirement for on-board performance monitoring and alerting, i.e. RAIM

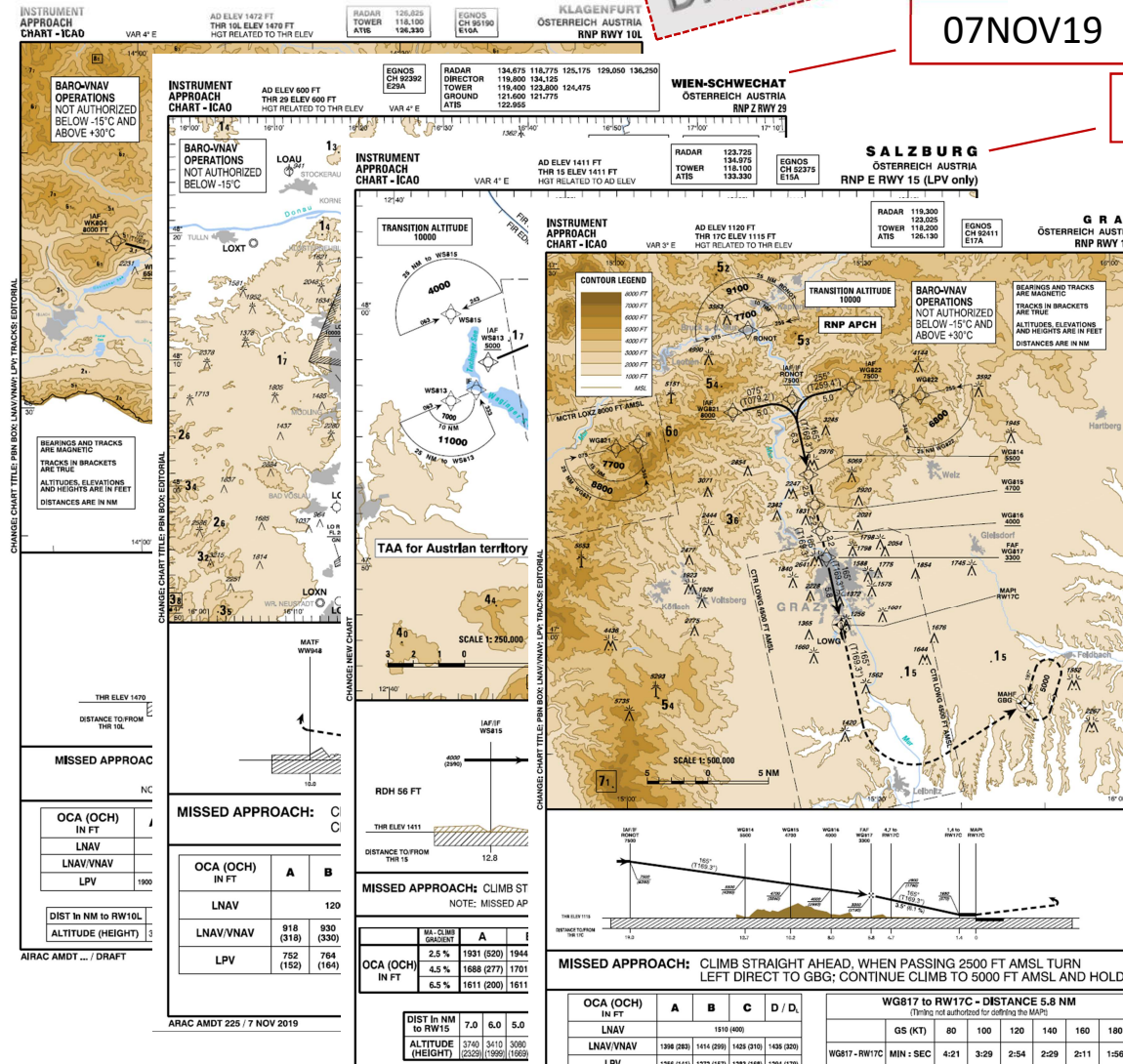
PBN - performance based navigation

Draft, Herbst20

07NOV19

23APR20

23APR20



PBN - performance based navigation

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EMAIL: nof@austrocontrol.at

AIC A 7/20
12 MAR 2020

This AIC includes 2 pages.

AIRAC date 25 JAN 2024 - Cancellation of lower ATS routes J21/J23 and decommissioning of DVORs SNU/STO

1. Introduction

1.1. This AIC provides advance notification to airspace users in respect of the implementation of the commission implementing regulation (EU) 2018/1048 laying down airspace usage requirements and operating procedures concerning performance-based navigation (also known as PBN IR).

1.2. The provision of air traffic

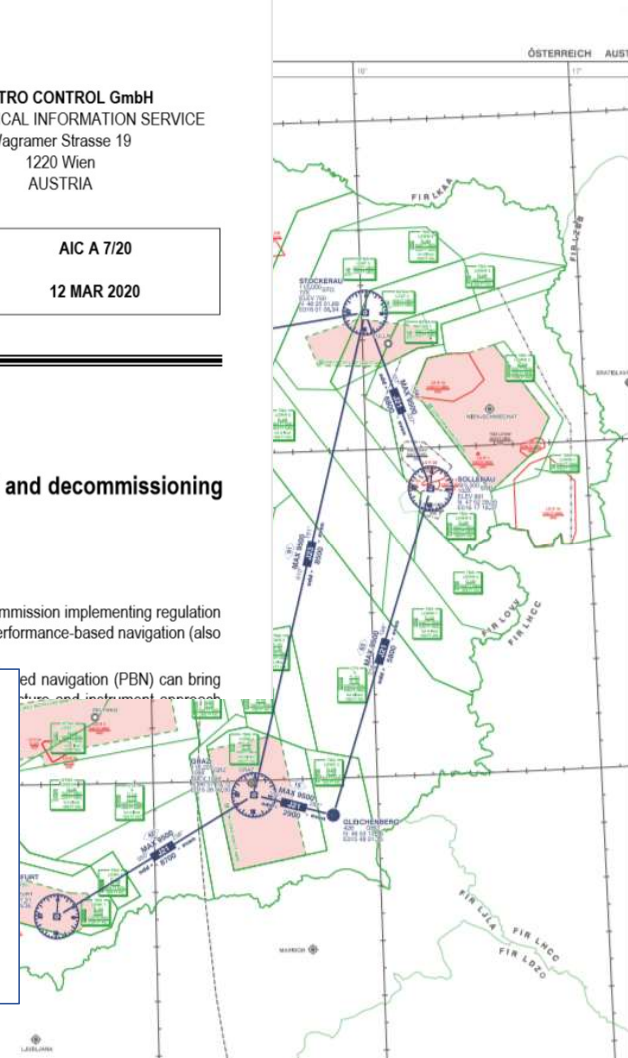
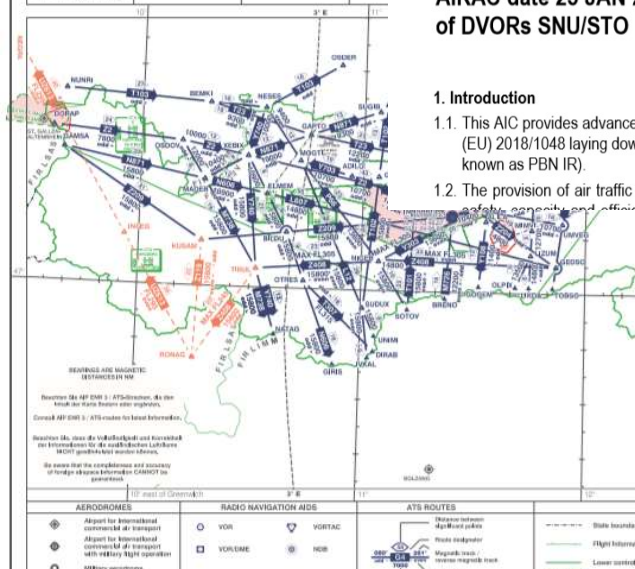
NAV-Strategy, ref. EU-VO:
ab 25.01.2024 keine ATS-Strecken mehr.

Mehrere Staaten mit
gleichem Stichtag

performance based navigation (PBN) can bring

STRECKENKARTE - ICAO
ENROUTE CHART - ICAO

SIGNIFICANT POI	
ALP1	NAT 20 1400 100100 100100
ALP2	NAT 20 1400 100100 100100
ALP3	NAT 20 1400 100100 100100
ALP4	NAT 20 1400 100100 100100
ALP5	NAT 20 1400 100100 100100
ALP6	NAT 20 1400 100100 100100
ALP7	NAT 20 1400 100100 100100
ALP8	NAT 20 1400 100100 100100
ALP9	NAT 20 1400 100100 100100
ALP10	NAT 20 1400 100100 100100
ALP11	NAT 20 1400 100100 100100
ALP12	NAT 20 1400 100100 100100
ALP13	NAT 20 1400 100100 100100
ALP14	NAT 20 1400 100100 100100
ALP15	NAT 20 1400 100100 100100
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ALP21	NAT 20 1400 100100 100100
ALP22	NAT 20 1400 100100 100100
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ALP98	NAT 20 1400 100100 100100
ALP99	NAT 20 1400 100100 100100
ALP100	NAT 20 1400 100100 100100



PBN - performance based navigation

IFR - Verfahren an Flugfeldern, Heliports

RNP uncontrolled:

- Briefing of missed approach!
- Check Minima! **Ab Minimum VFR**
- Sichtwetterbedingungen

IFR

1.000ft

5.000m

1.000ft

VFR

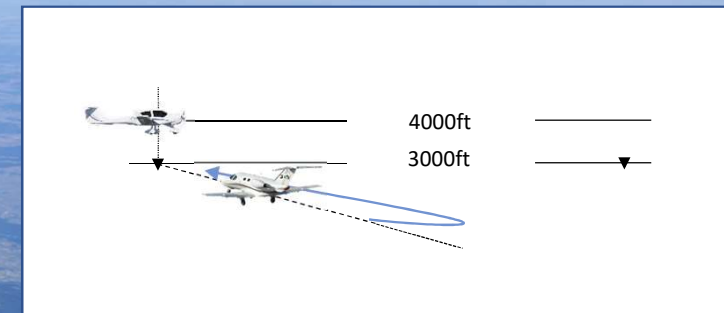
3.000ft MSL but at least 1.000ft AGL

D
E
G

RNP LOAN u. LOAV

- MOVOS  GESGI Holding nicht gestaffelt
- Gleichzeitig nur ein An- bzw. Abflug
- real. max 4 Flugbewegungen/h
- **Slots** sind einzuhalten, bei Anfrage der Freigabe **mitteilen**

NOT FOR MULTIPLE APPROACHES (TRAINING).



RNP LOAN u. LOAV

- Flug Richtung N-NE-E: Komplexizität zu Traffic LOWW
tact. timing / radar vectoring (Wien: massive Verkehrssteigerung 2019)
- Wenn mehr Verkehr an Flugplätzen: Wartezeit einkalkulieren
- When VMC: besser ‚cancel IFR‘ on Route, Anflug VFR



TRANSPONDER NOTFALL-CODES

Entführung 7500
Funkausfall 7600
Notfall 7700

FUNK-NOTFREQUENZ

121,500 MHz

SUCH- / RETTUNGSDIENST

+43 (0)1-798 83 80 (H24)

FUNKAUSFALL BEI VMC (als kontrollierter Flug):

- > Transponder 7600
- > In VMC bleiben, Blindmeldungen absetzen
- > Am nächsten geeigneten Flugplatz landen und Landemeldung abgeben
- > **Achtung: LOKALE VERFAHREN bei Flughäfen (Lichtzeichen beachten)**

WICHTIGE FLUGPLATZ-/BODENZEICHEN



ABFANGZEICHEN

- + (Wenn in Funkkontakt) ATC informieren
- + Auf Notfrequenz (121,500MHz) Verbindung aufnehmen
- + Transponder 7700
- + **ANWEISUNGEN FOLGE LEISTEN**

Abfängendes LFZ		Antwort
• Querruder AUF - AB	Folgen Sie!	• Querruder AUF - AB
• Blinkende Positionslichter		• Blinken mit Positionslichtern
• Hochziehen und abdrehen	Weiterfliegen	• Querruder AUF - AB
• Fahrwerk raus	Folgen und hier landen!	• Fahrwerk raus
• Landescheinwerfer EIN		• Landescheinwerfer EIN
• Überfliegen d. Flugplatzes		• Landen (wenn möglich)

LICHTSIGNALLE im Flug



FORDEC

- F - Facts, first fly the aircraft
- O - Option
- R - Risks/Benefits
- D - Decide
- E - Execute
- C - Check, Checklist

Disclaimer: Diese Schnellhilfe dient der groben Übersicht und ersetzt weder die Flugvorbereitung noch eine allenfalls erforderliche Neu-/Umplanung im Flug. (Stand März 2020).

Überarbeitung des VFR Pilot Folder

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VFR PILOTFOLDER AUSTRIA

STAND MÄRZ 2020

SICHERHEIT LIEGT IN DER LUFT

Die wichtigsten Informationen für eine sichere Flugdurchführung

SAFETY

I'M SAFE

I - Illness	Symptome?
M - Medication	Nebenwirkungen?
S - Stress	Zeit, Job, Familie?
A - Alcohol	0,0 ‰! 8h / 24h?
F - Fatigue	ausgeruht?
E - Eating	gegessen + getrunken?

Plane
Alternativen

GUMPS

G - Gas	Sprit, Tank, Spritpumpe
U - Undercarriage	Fahrwerk ausgefahren
M - Mixture	Gemisch - fett
P - Propeller	volle Drehzahl - ganz vorne
S - Seat Belts + Switches + Speed	

- SAFETY FIRST!
- Checks: - Flughandbuch
- Checklisten
- SPEED + TRIM
- TEMP + VEREISUNG
- Flugleistung (Dichtehöhe)
- Beladung + Schwerpunkt
- Rechner mit Triebwerksausfall

FLUGBETRIEB

In Pilotenverantwortung:

- **Flugvorbereitung / Flugplanung**
 - mit PAX: 3 Ldg. in 90 Tagen - je Klasse (TMG/SEP/MEP/Type)
 - Flugzeitbeschränkungen (NCO)
 - NOTAM / AIP aktuell
 - Geräte funktionsfähig
 - Techn. Mängel freigegeben (Wart/Halter/PIC)
 - Wettermindestbedingungen
 - Gültige An- und Abflugverfahren
 - Fluglärm vermindern, Mindestflughöhen
 - Kraftstoffreserve (30 Min., Hubschr. 20 Min.)
 - Verhalten auf Flugplätzen (Warnweste, Tanken, Rauchverbot,...)
 - Passagiere briefen - auch für Notfälle
 - Bordbuch: korrekt & unterschrieben

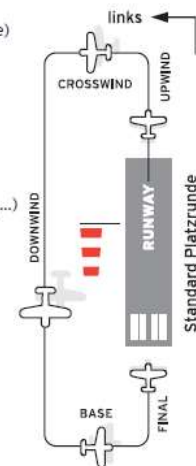
• Mindestausrüstung (Flughandbuch + NCO/SAO/BOP)

für die Route

- Uhr, Magnetkompass, Höhenmesser, Fahrtenmesser
- COM für RMZ, XPDR für TMZ, notwendige NAV, ELT/PLB, O₂ über 10.000 ft, Schwimmwesten über Wasser, Nötausrüstung, Bordapotheke, Feuerlöscher
- Schlechte Sicht / Nacht: Variometer, künstlicher Horizont, Wendezeiger, Kreiselkompass, Lichter, Pitoeheizung

• An Bord:

- Flughandbuch, Flugplan; gültige Karten (elektr./Papier)
- Lizenz/Medical, Lichtbildausweis, Sprechfunkzeugnis
- Borddokumente (Eintragung, LTZ & ARC, Lärmzeugnis, Funkbewill., Versicherung), Bordbuch

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SICHTFLUGREGELN

Sq.7000* / Sq.0000* (Ballon)
(* wenn nicht anders angewiesen)

Flugsicht 8 km

(unter 10.000 ft MSL 5 km)

Bei Tag in G bis max 3.000 ft MSL (1.000 ft GND)

Flugsicht 1.500 m (Helicopter 800 m)

Frei von Wolken! Erdsicht! Max. 140 kt

In allen Luftraumklassen



SONDERSICHTFLUG (bei Tag, nur in CTR)

Flugsicht 1.500 m (Helicopter 800 m)

Hauptwolkenuntergrenze 600 ft GND

Frei von Wolken! Erdsicht! Max. 140 kt

LUFTRÄUME

Freigabepflicht in C und D

Transponderpflicht in E für motor. LFZ (Mode S)

TMZ: Transponderpflicht für alle LFZ

RMZ: Sprechfunkpflicht für alle LFZ

TRA: siehe AIC (Reserved Area)

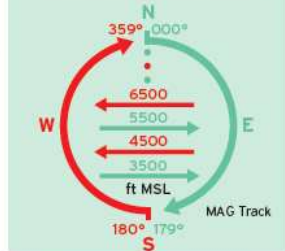
www.austrocontrol.at -> Piloten -> AIM Produkte

Mil. Training Areas: siehe Airspace Use Plan

www.homebriefing.com -> MIL -> AUP

VFR - HALBKREISREGEL

Transition Alt 10.000 ft MSL



VORRANGREGELN

Ballon vor Segelflugzeug vor Motorflugzeug/Heli



SYMBOLS UND ABKÜRZUNGEN



h (ft)	2000	1500	1000
GAZOR	X M D Q	X M D D	X M M M
2 5 8 VIS (km)			

CLOUDS
few: 1/8 - 2/8 sct: 3/8 - 4/8 bkn: 5/8 - 7/8 ovc: 8/8

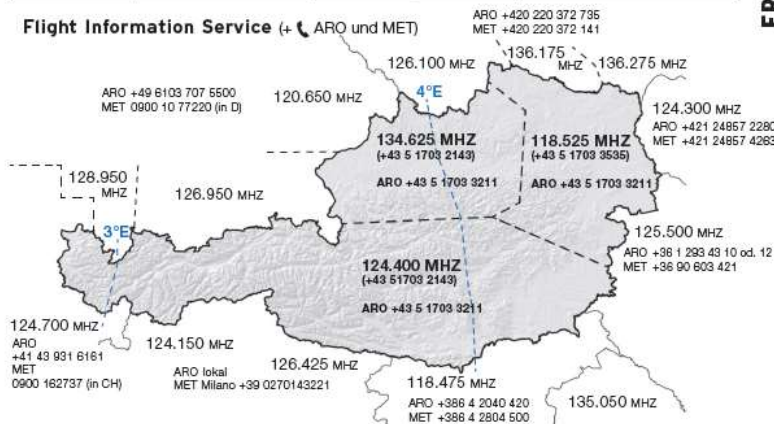
BR = Dunst	SN = Schnee	BTN = zwischen	MOD = mäßig
FG = Nebel	TS = Gewitter, SQL = Gewitterlinie	CLD = Wolken	NSW = keine signifikante
FZ = gefror.	VC = in der Umgebung	EMBD = eingebettet	Wettererscheinung
Wettererscheinung	Intensität: - leicht / + stark	FCST = Vorhersage	NCD = keine Wolke detektiert
GR = Hagel	CAVOK: Sicht > 10km,	HVY, SEV = schwer	NSC = keine signifikante Bewölkung
GS = Graupel	keine Wolken unterhalb der MSA,	INTSF = intensivierend	SFC = am Boden
RA = Regen	keine Wettererscheinungen,	ISOL = vereinzelt	VAL = in den Tälern
SH = Schauer	keine TCU/CB	LCA = lokal	WRN = abschwächend

FLUGHÄFEN	TWR	APP	ATIS	VOLMET	Tel. +43 5 1703		
					VOLMET	ATIS	COM Failure
LOWG	118,200	119,300	126,130				
LOWI	120,100	119,275	126,030	130,475	nat. -6634	-6631	-6612
LOWK	118,100	126,825	126,330	122,275	nat. -6834	-6831	-6812
LOWL	118,800	129,625	128,130			-6431	-6412
LOWS	118,100	123,725	133,330			-6531	-6512
LOWW	119,400 123,800	118,775 N 134,675 S	122,955	122,550 126,000	nat. -3439 internat. -3438	-6331	-3221

MILITÄR	TWR	APP	'Flugplatz' zivil	Tel. mil.
LOXA	118,000	-	130,000	+43 5 0201 5768800
LOXN	123,250	-	130,150	+43 5 0201 2068830
LOXT	118,900	136,125	119,450	+43 5 0201 3268700
LOXZ	135,375	129,475	123,500	+43 5 0201 5268600

	Flugplatz	others	Tel.
LOAN	122,655	Achtung: RMZ	+43 2622 26700 1357
LOAV	118,605	Achtung: RMZ	+43 17007 9200

Flight Information Service (+ ARO und MET)



Flugplan: Abflug- und Landemeldung!

FUNK-FREIGABE: KENNZEICHEN, POSITION, HÖHE, SQUAWK, ERBITTE ...

Flugwetterberatung (00:00-24:00 Uhr): 0900-9797 03 (€1,81.-/min)
Alpenflugwetter (07:00-22:00 Uhr): 0900-9797 01 (€1,81.-/min)

Briefing: www.homebriefing.com
www.austrocontrol.at/flugwetter

Lokale MET: Kostenlos bei allen C per mit der MET-Taste

Onlinekarte VFR Austria auf
www.austrocontrol.at





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