

SEASON OPENER 2024

Zell am See / 22.3.2024

www.austrocontrol.at



Michael Feldkirchner

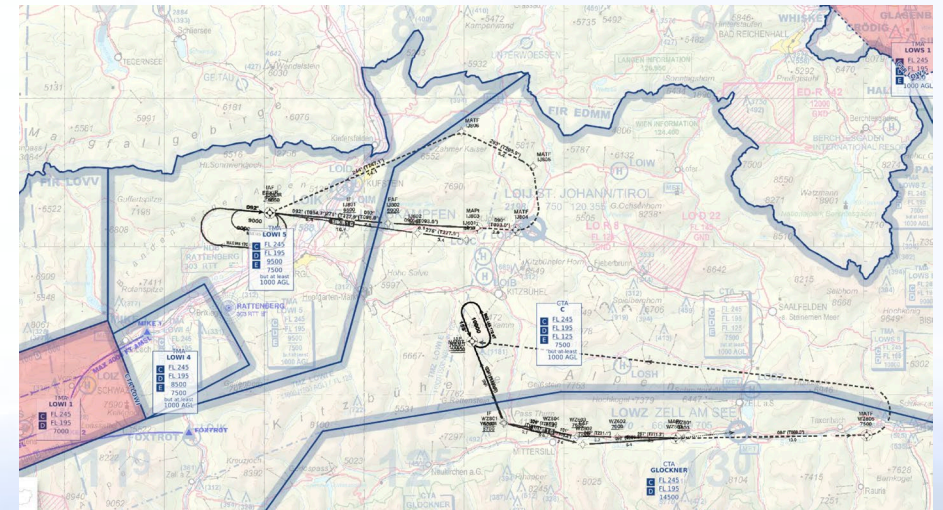
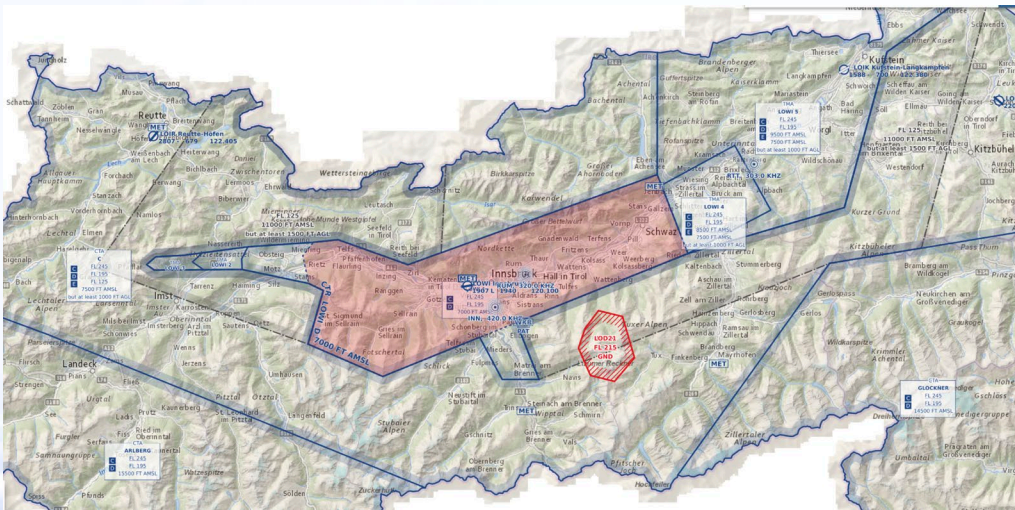


Michael FELDKIRCHNER

- ATCO
- Supervisor
- Trainer
- Local Safety

VFR – SICHER DURCH DEN TIROLER LUFTRAUM

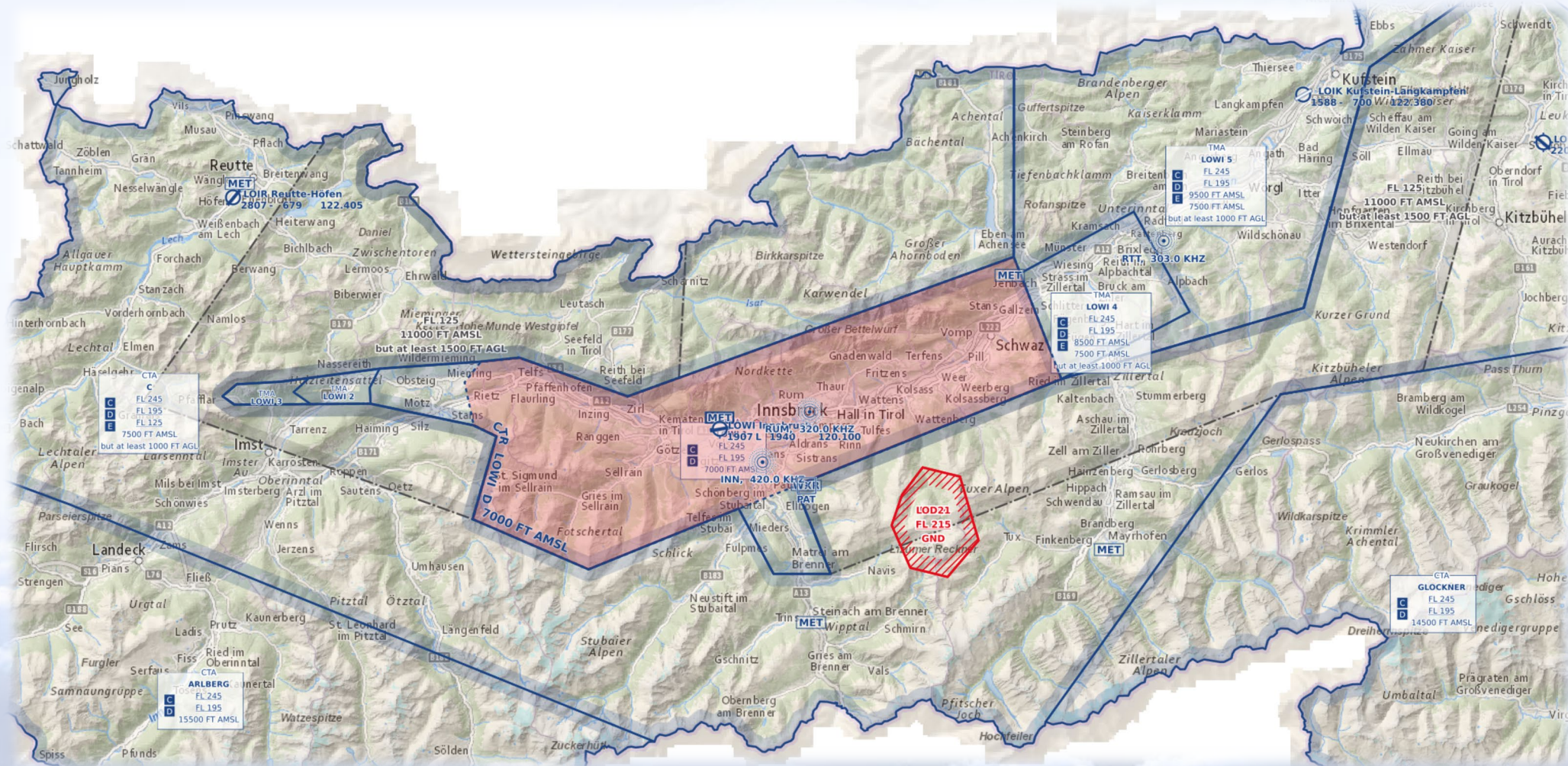
IFR AN- und ABFLÜGE LOIJ & LOWZ



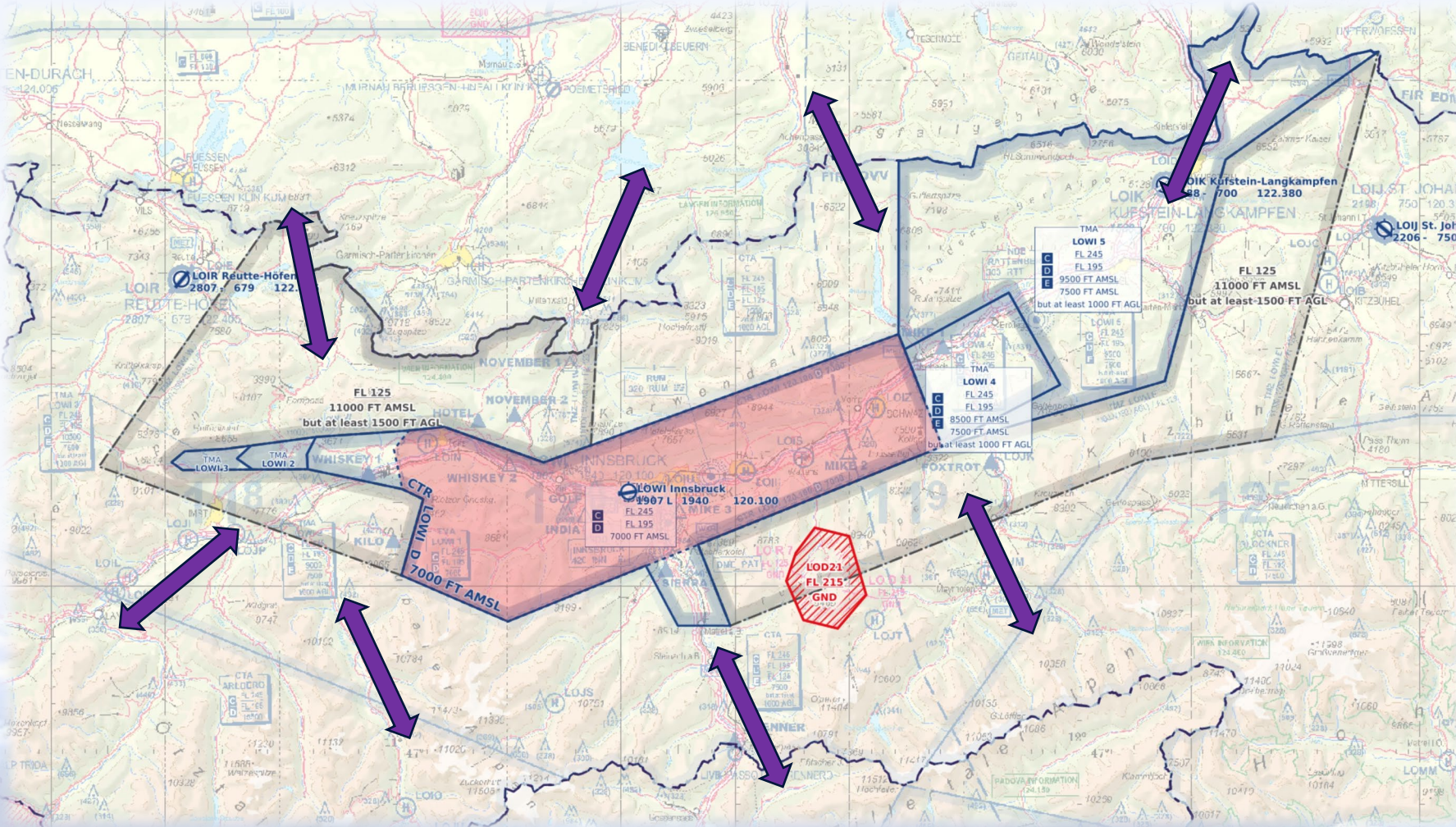
Mein Ziel für diesen Vortrag:

- Für VFR Flüge möchte ich praxisnah erklären ...
 - ▶ warum Freigaben manchmal nicht gegeben werden werden können
 - ▶ warum manchmal eine gewünschte Route nicht geflogen werden kann
 - ▶ warum manchmal eine extra Warterunde zu fliegen ist
 - ▶ warum Flugregeln gewissenhaft einzuhalten sind
 - ▶ warum der Luftraum im Inntal manchmal ziemlich eng wird 😊
- IFR An- und Abflüge LOWZ und LOIJ aus der Sicht des Fluglotsen

VFR – SICHER DURCH DEN TIROLER LUFTRAUM



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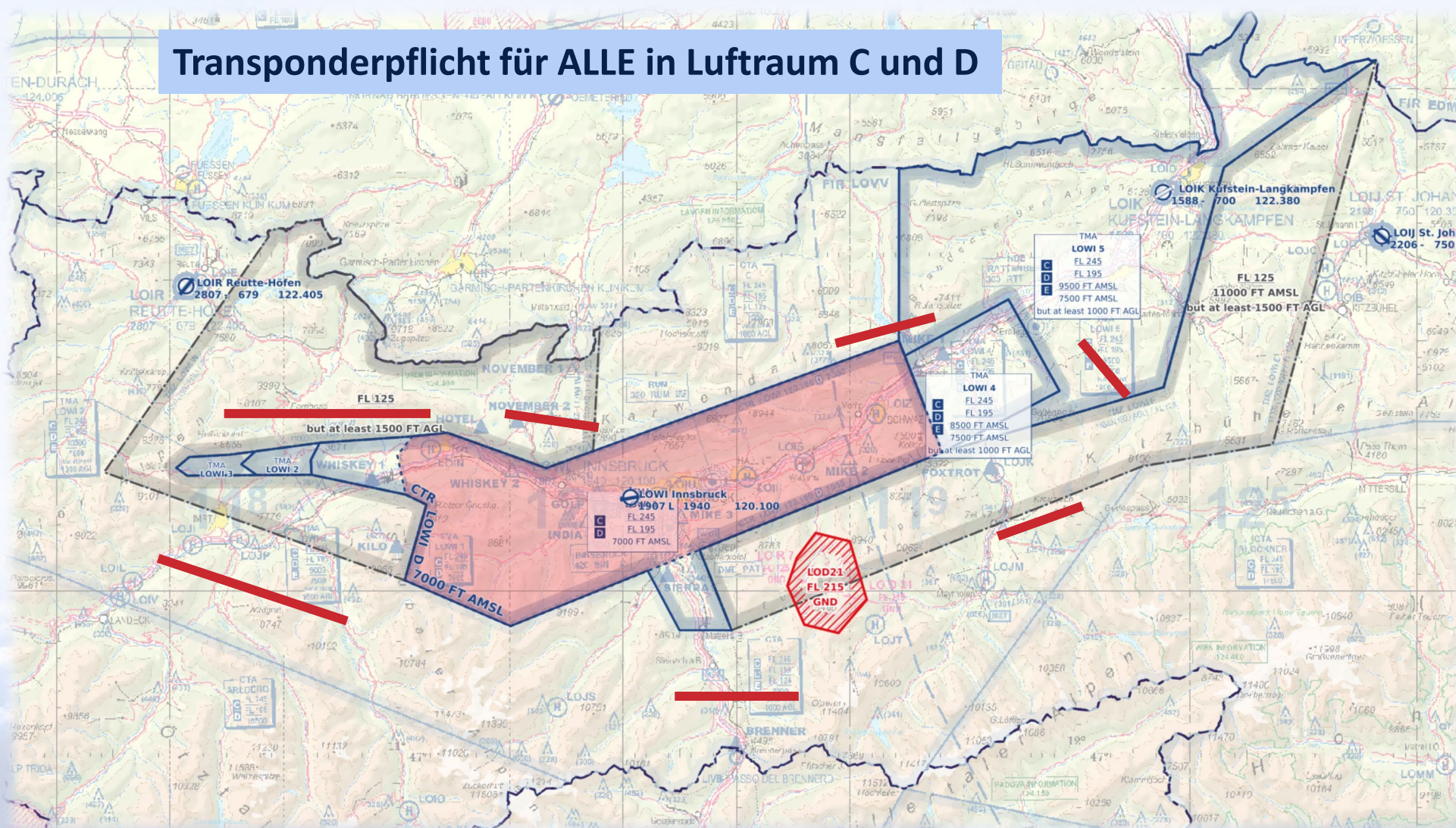


- Seefeld - Brenner
- Achensee - Brenner
- Kufstein – Brenner
- Ötztal – Fernpass

FREIGABE von ATC LOWI einholen!

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Transponderpflicht für ALLE in Luftraum C und D



Im Zweifelsfall
Kontakt mit

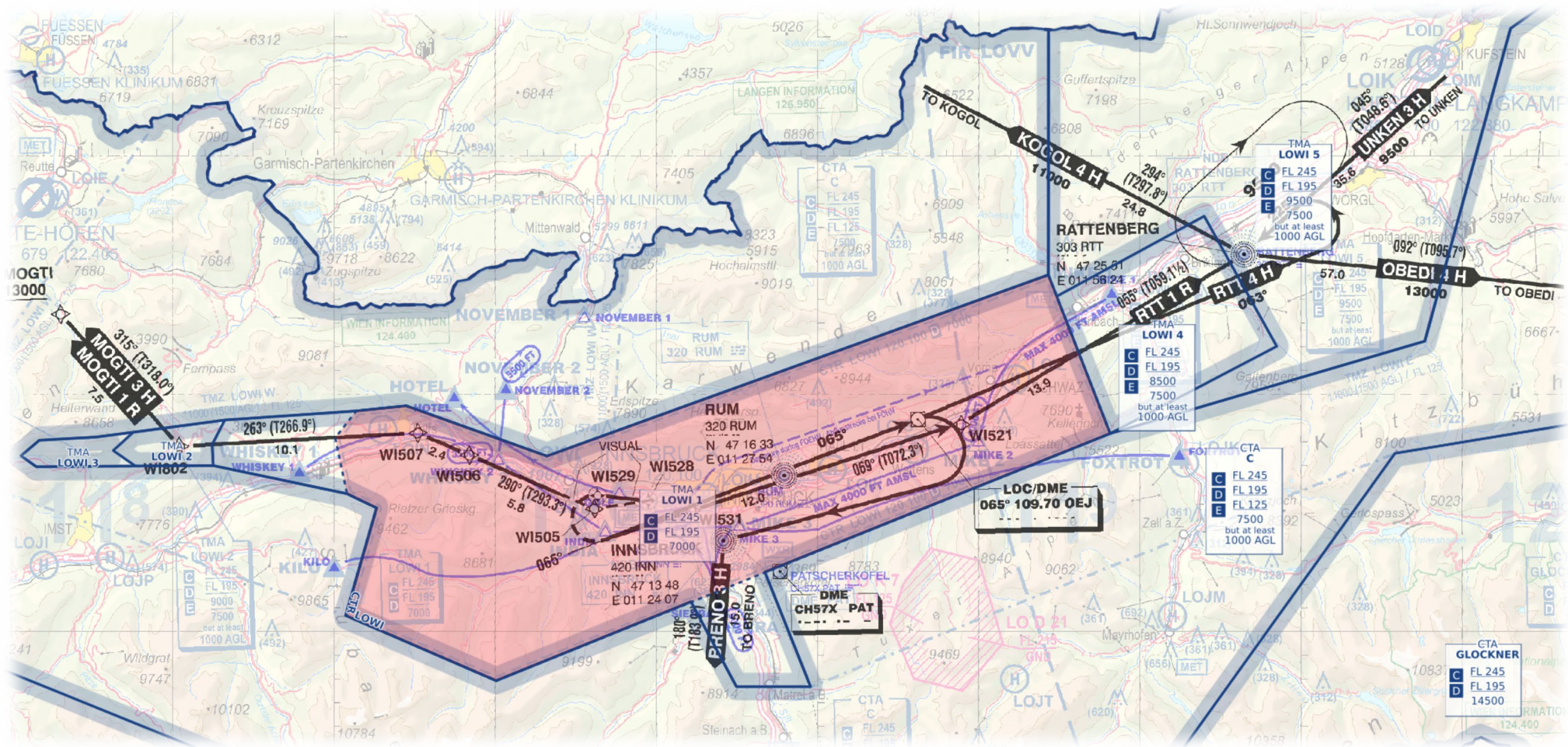
LOWI Approach
128.975 MHz
8000ft oder höher

bzw.

LOWI Tower
120.100 MHz
7500ft oder tiefer

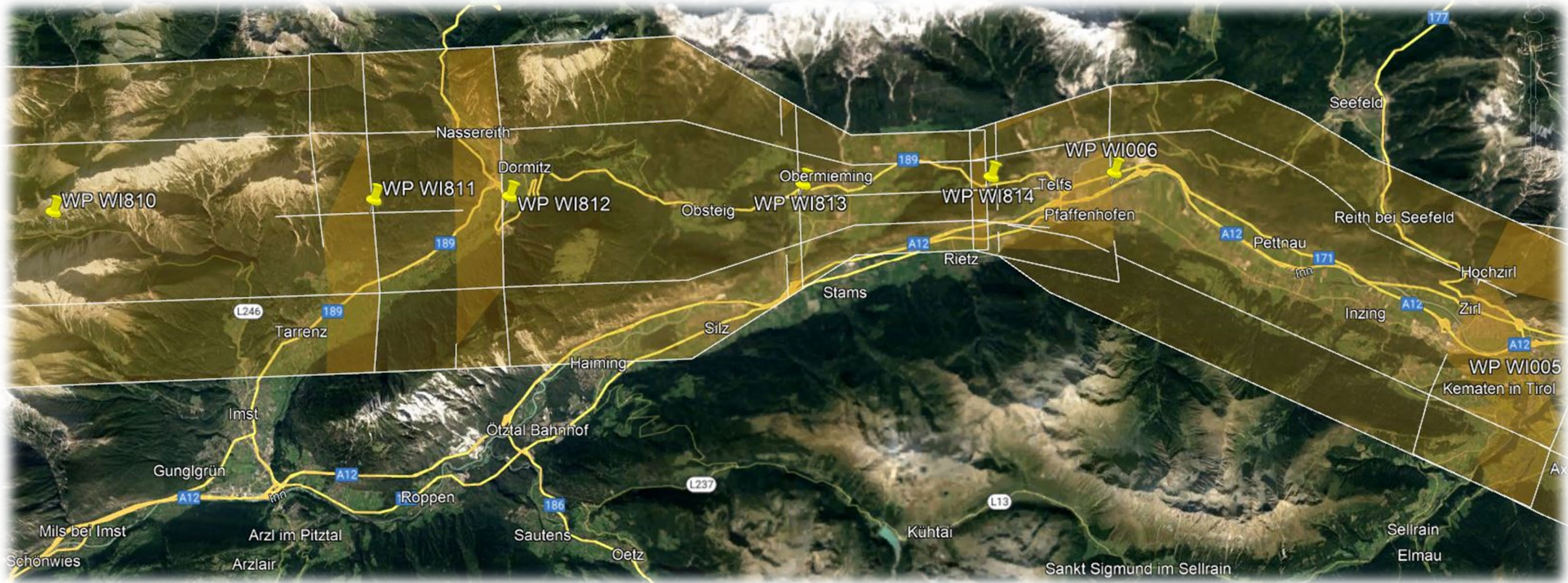


IFR FLUGWEGE sind durch TMA's und CTR geschützt

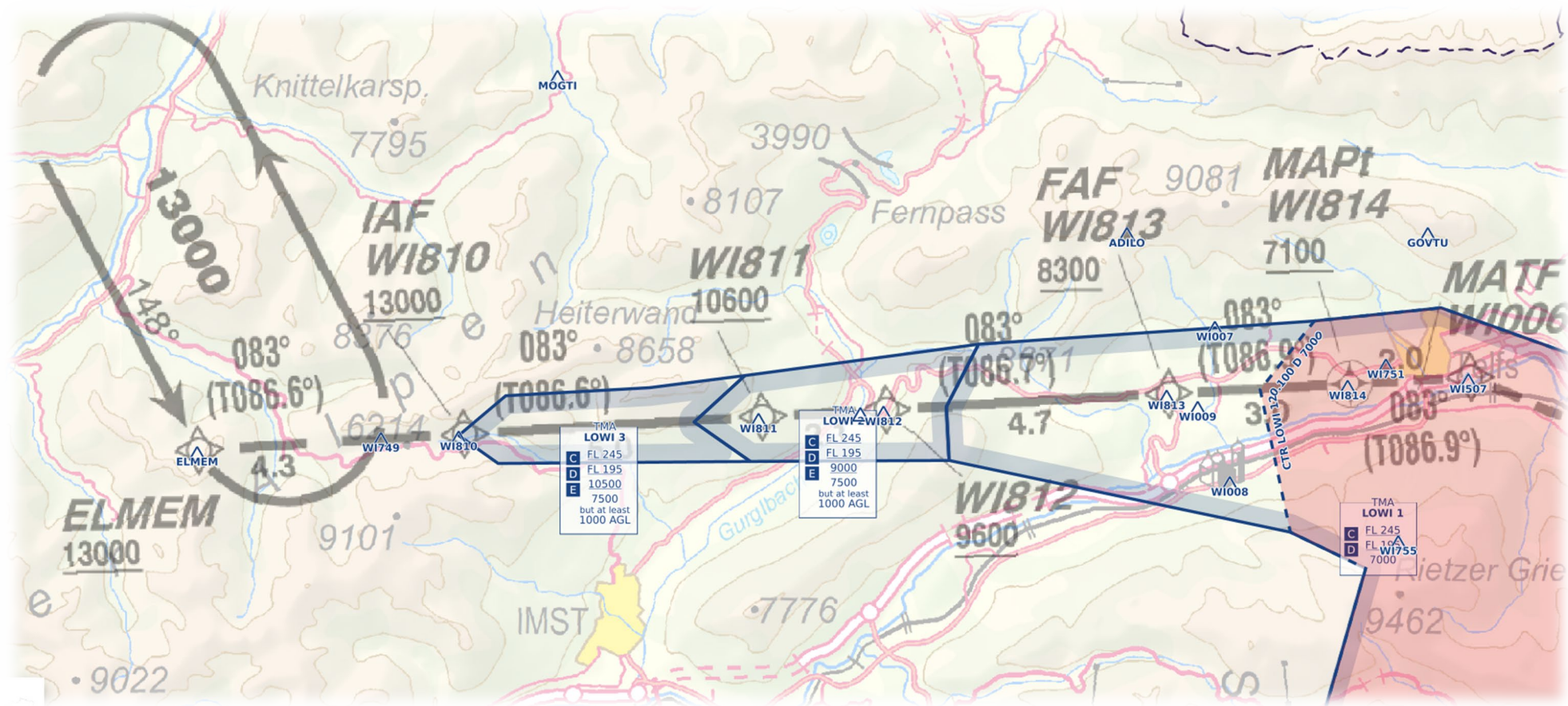




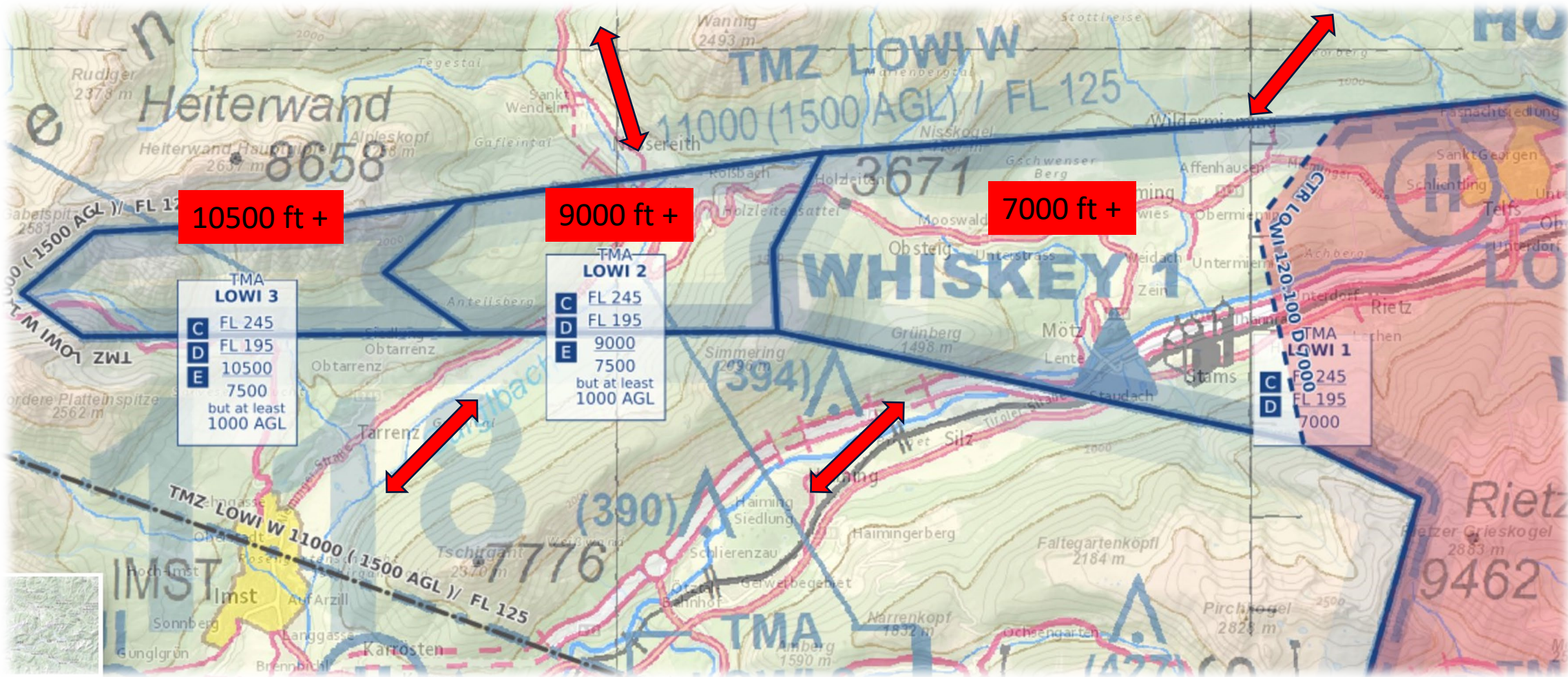
SCHUTZZONE RNP Y APPROACH



ANFLUGKARTE RNP Y APPROACH

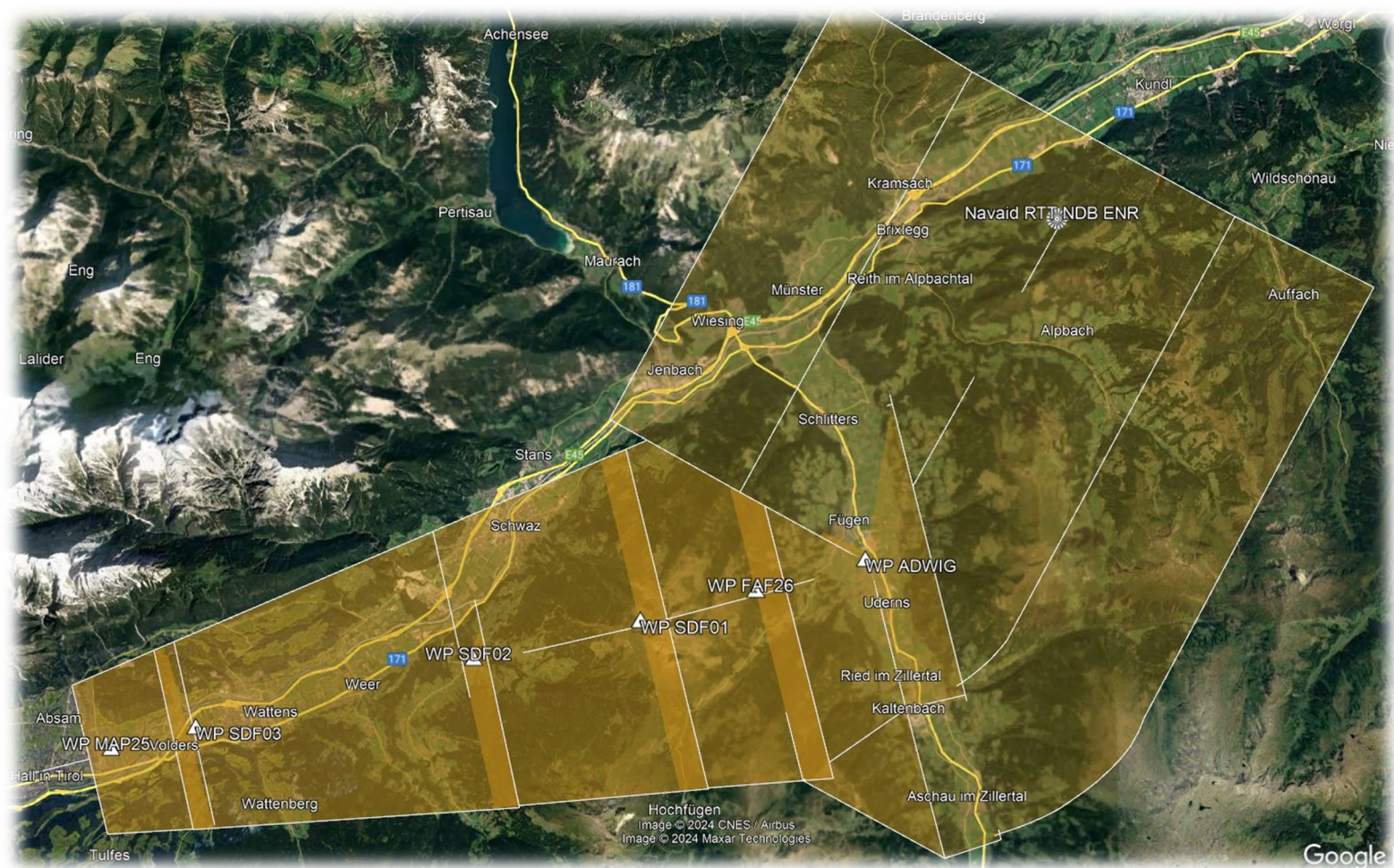


DURCHFLUG der TMA 1 TMA 2 TMA3

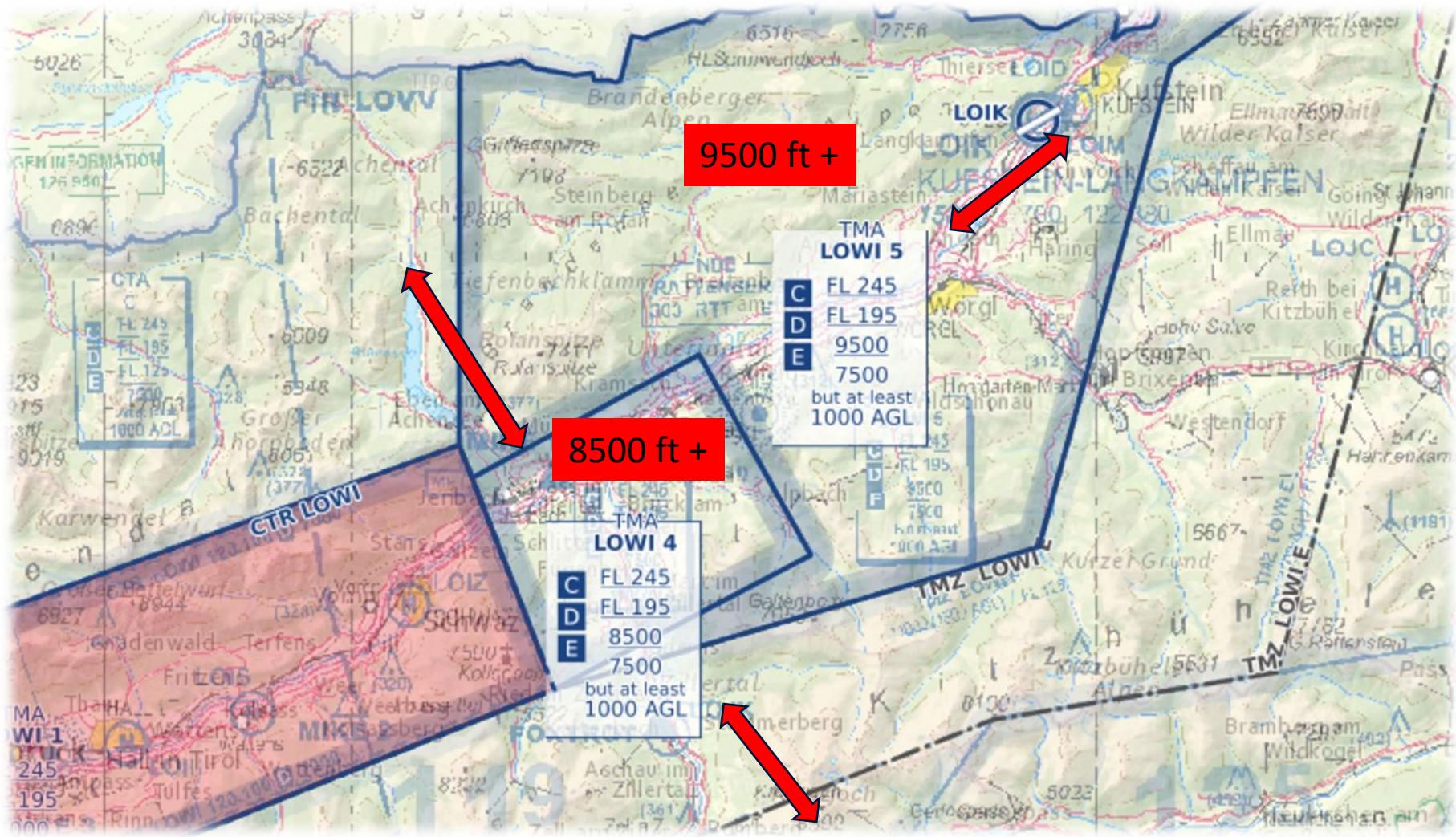


The logo for austro CONTROL, featuring the word "austro" in a large, white, sans-serif font and the word "CONTROL" in a smaller, white, sans-serif font, both set against a dark blue background.

SCHUTZZONE LLZ DME EAST APPROACH

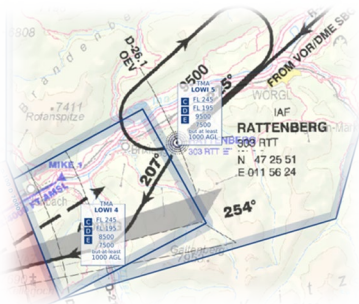


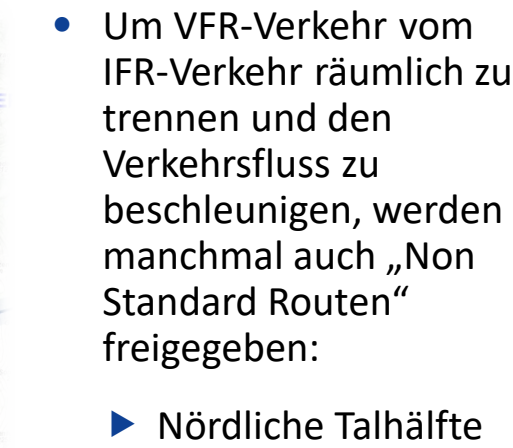
DURCHFLUG TMA 4 und 5



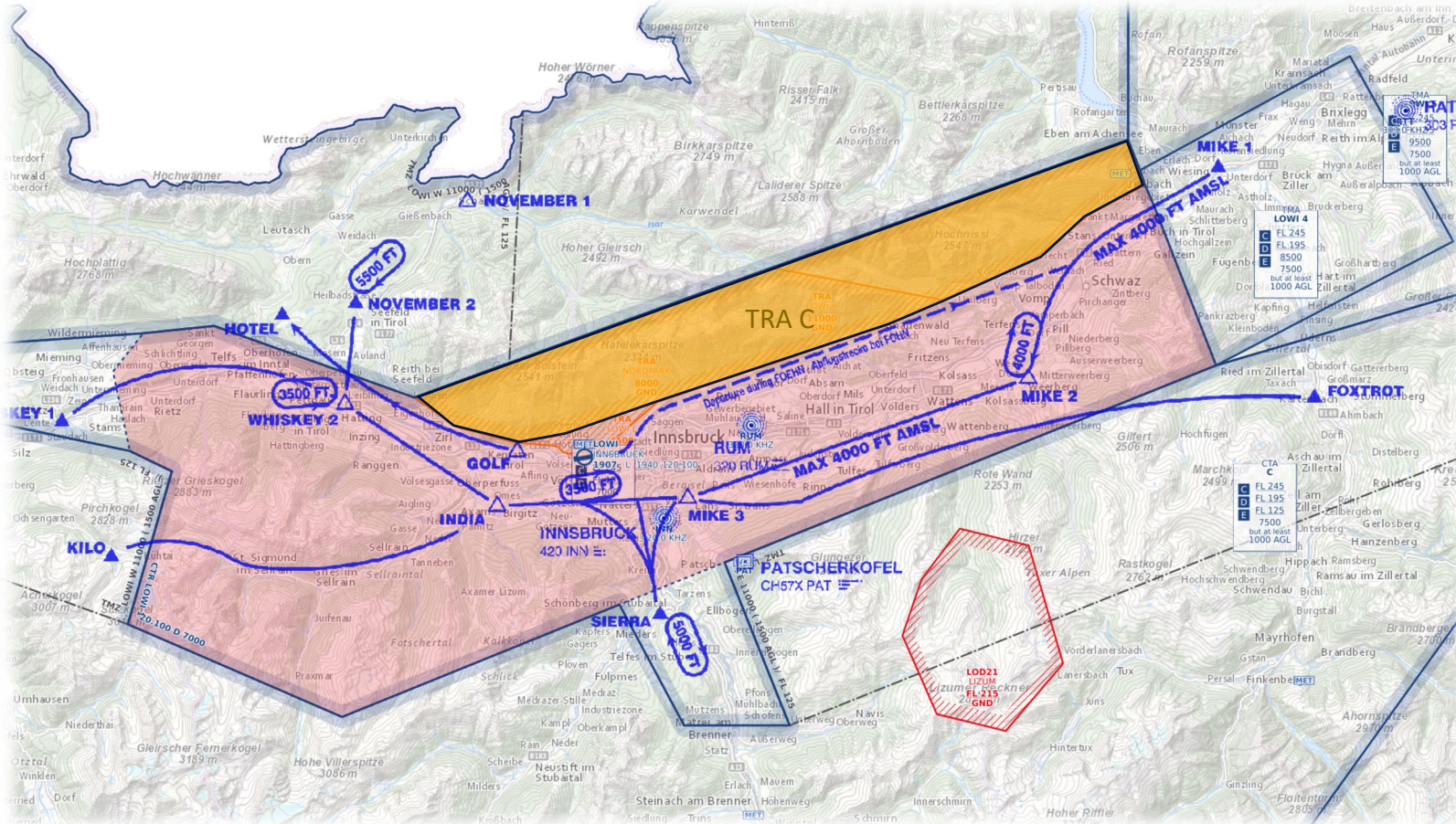
Achtung!

- RTT Holding 9500ft
- ERKIR Holding 9000ft





Aktive TRA C - LUFTRAUM G – keine Transponderpflicht



ATIS 126,030 MHz

 051703-6631

TWR 120,10 MHz

APP 128,975 MHz

IFR VERFAHREN LOU und LOWZ

AIC A 13/23

AIC A 12/23

Briefing V 2.0



This AIC includes 3 pages. This AIC replaces AIC A 11/22.

EFFECTIVE DATE: 15 JUN 2023

Use of published IFR procedures from/to LOWZ

1. INTRODUCTION

1.1. At LOWZ the published RNAV SID (NANIT 1 G) 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 A/P 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.

Note: In case of any question regarding the usage of the procedures please do not hesitate to contact: ir.g@austrocontrol.at.

Note: To ensure that the procedures are flown correctly a familiarization briefing for the PIC is mandatory prior usage of the procedures mentioned in point 1.1. of the AIC under instrument flight rules. This briefing is available online: [https://www.austrocontrol.at/infotools/pic_flight_preparation](https://www.austrocontrol.at/infotools/pic-flight_preparation)

Note: PICs shall - in addition to the other legally required documents - carry a (digital) copy of the mandatory briefing in the aircraft at all times when conducting the IFR procedures described in this AIC. The copy of this briefing carried in the aircraft shall be presented to officials of Austro Control GmbH on request.

Note: The familiarization briefing for the PIC has been updated in accordance with the changes in this AIC and the PIC shall on arrival the current (digital) version of the briefing is available on the aircraft at all times when conducting the IFR procedures described in this AIC. To ensure that the current version of the familiarization briefing is identified easily by the PIC it is labeled with "Version 2.0" on the cover page of the briefing.

2. AIRCRAFT EQUIPMENT / PILOT QUALIFICATION

2.1. For the use of the RNAV SID and/or RNP A approach procedure at LOWZ, aircraft equipment and pilot qualification/training in accordance with ICAO Doc 9613 (PERFORMANCE-BASED NAVIGATION MANUAL) is required.

3. FLIGHT PLAN FILING INFORMATION

3.1. Flights intending to use the departure procedure shall file "NANIT" in item 15 of the flight plan as the point of flight rule change. (Details see point 4. of this AIC)

3.2. For flights intending to use the approach procedure a Y flight plan is mandatory. In item 15 of the flight plan "NANIT" shall be filed as the point of flight rule change. The PIC shall furthermore indicate in this flight plan the following routing information in item 18: "LOWZ NANIT DCT W2001 DCT W2004 DCT W2002 DCT W2003 VFR". (Details see point 5. of this AIC)



This AIC includes 3 pages. This AIC replaces AIC A 10/22.

EFFECTIVE DATE: 15 JUN 2023

Use of published IFR procedures from/to LOU

1. INTRODUCTION

1.1. At LOU the published RNAV SID (EROR 1 G) 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 A/P 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.

Note: In case of any question regarding the usage of the procedures please do not hesitate to contact: ir.g@austrocontrol.at.

Note: To ensure that the procedures are flown correctly a familiarization briefing for the PIC is mandatory prior usage of the procedures mentioned in point 1.1. of the AIC under instrument flight rules. This briefing is available online: [https://www.austrocontrol.at/infotools/pic_flight_preparation](https://www.austrocontrol.at/infotools/pic-flight_preparation)

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2. AIRCRAFT EQUIPMENT / PILOT QUALIFICATION

2.1. For the use of the RNAV SID and/or RNP A approach procedure at LOU, aircraft equipment and pilot qualification/training in accordance with ICAO Doc 9613 (PERFORMANCE-BASED NAVIGATION MANUAL) is required.

3. FLIGHT PLAN FILING INFORMATION

3.1. Flights intending to use the departure procedure shall file "EROR" in item 15 of the flight plan as the point of flight rule change. (Details see point 4. of this AIC)

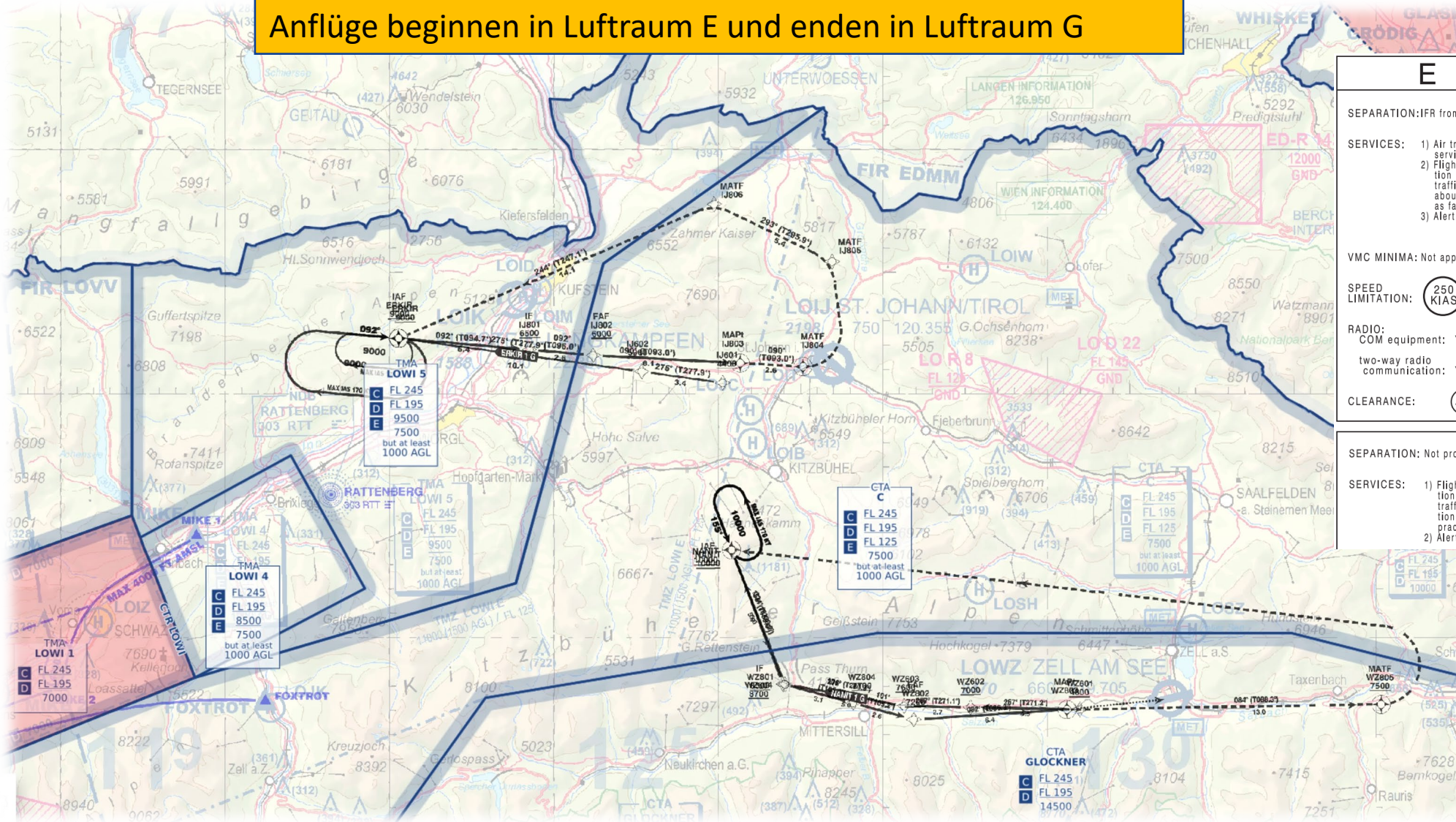
3.2. For flights intending to use the approach procedure a Y flight plan is mandatory. In item 15 of the flight plan "EROR" shall be filed as the point of flight rule change. The PIC shall furthermore indicate in this flight plan the following routing information in item 18: "LOWZ EROR DCT L0801 DCT L0802 DCT L0803 VFR". (Details see point 5. of this AIC)

Note: If an aircraft intends to use the approach procedure but has submitted a Z flight plan due to the fact that the aircraft departed VFR and joined IFR on flight the same procedures as described for a Y flight plan in this AIC shall apply.



- Die vorhandenen IFR An- und Abflugverfahren LOIJ und LOWZ sind RNP basiert, führen durch Luftraum E und G und erlauben Instrumenten Anflüge bis zur angegebenen MDA und Instrumenten Abflüge ab IJ601/WZ601.
- Die operationelle Abwicklung der IFR An- und Abflüge wird geregelt durch:
 - ▶ AIC: IFR joining/cancelling when operating from/to LOIJ aerodrome
 - ▶ AIC: IFR joining/cancelling when operating from/to LOWZ aerodrome
 - ▶ AIP: Standard Departure Chart/Instrument Approach Chart St. Johann
 - ▶ AIP: Standard Departure Chart/Instrument Approach Chart Zell am See

Anflüge beginnen in Luftraum E und enden in Luftraum G



E	G
SEPARATION: IFR from IFR	SEPARATION: Not provided
SERVICES: 1) Air traffic control service 2) Flight information service: traffic information about VFR flights as far as practical 3) Alerting service	SERVICES: 1) Flight information service if requested 2) Alerting service
VMC MINIMA: Not applicable	VMC MINIMA: Not applicable
SPEED LIMITATION: 250 KIAS below 3050m AMSL	SPEED LIMITATION: 250 KIAS below 3050m AMSL
RADIO: COM equipment: YES two-way radio communication: YES	RADIO: COM equipment: YES two-way radio communication: NO (except in RMZs)
CLEARANCE: (ATC)	CLEARANCE: Not required
SEPARATION: Not provided	SEPARATION: Not provided
SERVICES: 1) Flight information service: traffic information as far as practical 2) Alerting service	SERVICES: 1) Flight information service if requested 2) Alerting service

- Approach Innsbruck sichert die Staffelung zwischen Anflügen, Abflügen bzw. An- und Abflügen.
- Es darf sich nur ein Luftfahrzeug im Anflug bzw. Missed Approach befinden. Nachfolgende Luftfahrzeuge können nur dann für einen Anflug frei gegeben werden, wenn das voraus fliegende Luftfahrzeug:
 - ▶ den MAPt (IJ803/WZ803) überflogen hat und der Flug unter Sichtflugwetterbedingungen fortgesetzt werden kann bzw. gelandet ist.
 - ▶ im Missed Approach die MRVA (Minimum Radar Vectoring Altitude) erreicht hat

- Anflüge werden von APP LOWI mit einem ERKIR/NANIT-Estimate an ADM LOIJ/LOWZ angekündigt – Wetter und Betriebspiste erfragt
- Bei Nichterreichbarkeit des Flugbetriebsleiters (ADM) oder eines Stellvertreters werden Anflüge nicht frei gegeben. Ausgenommen davon sind IFR-Trainingsflüge mit Missed Approach (MA).
- Nach dem Überflug von ERKIR (LOIJ) bzw. NANIT (LOWZ) wird durch LOWI APP mit der Phrase „Radar Service terminated“ der Radardienst beendet
- Landezeiten (ATA) und Abflugzeiten (ATD) werden durch ADM LOIJ/LOWZ an VFSS gemeldet.

Was macht APP LOWI bei Abflügen

- Abflüge erhalten durch LOWI APP eine individuelle Freigabe per Telefon an den PIC bis ERKIR/NANIT. Eine weiterführende Streckenfreigabe erfolgt durch LOWI APP nach Kontaktaufnahme per Funk.
- Clearance Expiry Time ist einzuhalten – wichtig für den Verkehrsfluss

ENDE