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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/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.

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.

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