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Procedure for IFR rotorcraft approach and departure (operations) to and from LOGH heliport

1. INTRODUCTION

1.1. This AIC aims to describe the published IFR rotorcraft procedure for approach to and departure from LOGH heliport. The procedure is designed to allow helicopter (HEL) to arrive and depart safely under IFR followed by or after a short VFR part at the last (during approach) or first (during departure) stage of the procedure.

Note: The procedure is designed for approaches to and departures from LOGH, however also approaches to and departures from LOGZ may use the procedure. Those flights shall comply with the same rules and procedures as described in this AIC unless otherwise stated.

1.2. The published IFR rotorcraft procedures are restricted to HEMS or ambulance operations and shall only be used by HEMS operators for HEMS or ambulance missions and training flights for such operations as well as state aircraft. Other operators (e.g. flight training schools or other commercial and private entities) shall not use this procedure.

2. GENERAL RULES / PROCEDURES FOR AIRCRAFT USING THE IFR ROTORCRAFT PROCEDURE

2.1. All weather information (Wind, QNH, Visibility, ...) is always related to the aerodrome LOWG - ATC is unable to provide explicit weather information at LOGH heliport.

2.2. The clearance limit for an approach and a departure is always the PIBIP holding unless otherwise specified in the ATC clearance. Pilots shall not continue past the clearance limit unless clearance to do so has been received by air traffic control.

2.3. The procedure - as described in Point 3. and 4. of this AIC - is only available during the working hours of ATC LOWG.

3. DEPARTURES FROM LOGH

3.1. The procedure allows pilots to join IFR after a short VFR segment along the published SID (PIBIP 1 H). The pilot shall depart VFR complying with the below described rules and procedures. The IFR part of the flight will automatically start when passing the Initial Departure Fix (IDF GH903) at or above 1960 FT AMSL and when the aircraft is established on the departure procedure.

3.2. The PIC shall request clearance to depart on the published SID with GRAZ TWR on FREQ 118.200 MHz. GRAZ TWR will issue the clearance depending on the traffic situation and advise the pilot to report ready for departure in order to issue VFR departure instruction to proceed to the IDF GH903. The PIC shall read back the clearance and report ready for departure in order to obtain a VFR clearance to operate VFR within airspace class D to reach the IDF GH903. Once the PIC reports ready on LOWG TWR FREQ 118.200 MHz TWR will either advise the pilot to stand-by when the traffic situation does not allow a VFR departure or issue the VFR departure instruction.

Note: It is important to note that although the IFR clearance has been issued a separate VFR clearance for the first part of the procedure has to be obtained by ATC and the pilot shall not depart prior to receiving such a clearance. The reason for such a VFR departure clearance is the fact that the aircraft will operate within airspace class D as a VFR flight between lift-off from the heliport and the IDF of the procedure. Once the VFR clearance to proceed to the IDF has been issued the PIC shall depart without delay to reach the IDF no later than two minutes after the issuance of the VFR departure instruction. The reason for such a short time window is the fact that ATC is unable to block other operations within CTR LOWG for a longer than absolute necessary period of time. If for any reason the pilot becomes unable to depart or reach the IDF within the specified time the flight shall not depart as the VFR clearance becomes void. The PIC shall immediately inform ATC to request a new VFR departure clearance.

Note: The VFR departure instruction is not a take-off clearance but a clearance to proceed VFR along the published VFR routing to the IDF of the SID - The take-off has to be executed under own discretion and own risk by the aircraft as the heliport is uncontrolled.

3.3. Once the aircraft is airborne the pilot shall report passing the IDF GH903 together with passing altitude and being established on the departure procedure to GRAZ TWR 118.200 MHz. ATC will identify the flight and issue further clearance as applicable.

Note: ATC is unable to provide radar vectoring below 3000 / 3700 FT AMSL. For details see AIP Austria, LOWG AD 2 MAP 12-1.

4. APPROACHES TO LOGH

4.1. The arrival procedure allows the aircraft to approach the heliport under IFR with a short VFR segment at the end (COPTER RNP 328). The pilot shall comply with the rules and procedures for the approach as described below. The change from IFR to VFR shall be conducted latest upon reaching the "proceed VFR" segment of the procedure if the aircraft does not proceed on the published missed approach.

4.2. The PIC shall request to fly the COPTER RNP 328 APCH with GRAZ TWR on FREQ 118.200 MHz (unless a different FREQ is assigned).

4.3. IFR cancellation shall be done by stating: "CANCELLING MY IFR FLIGHT" on the current ATC FREQ. ATC will acknowledge the IFR cancellation which shall be understood by the PIC as to proceed VFR as recommended by the visual chart of the procedure.

5. FLIGHT PLAN FILING INFORMATION

5.1. For approaches a Y-Flight Plan and for departures a Z-Flight Plan shall be filed, as the last (in case of the approach) and the first (in case of the departure) part of the procedure is conducted under VFR. In case of any questions or problems regarding flight plan filing please contact AIS/ARO Wien.

5.2. PICs are kindly reminded to close their flight plan after landing since the heliport is uncontrolled with no air traffic services, hence the closure of the flight plan is the responsibility of the pilot.

END