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Use of published IFR procedures from/to LOIJ

1. INTRODUCTION

1.1. At LOIJ the published RNAV SID (ERKIR 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 IAP 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: ifr.ga@astrocontrol.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.astrocontrol.at/en/pilots/pre-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 and the PIC shall ensure that 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 LOIJ, 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 "ERKIR" 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 "ERKIR" 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: "RMK/ ERKIR DCT IJ801 DCT IJ802 DCT IJ803 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 in-flight the same procedures as described for a Y flight plan in this AIC shall apply.

Note: The procedure shall only be carried out after the reception of an ATC clearance, even if a flight plan has been filed.

4. IFR DEPARTURES FROM LOIJ (Z-FLIGHTS)

4.1. IFR route clearance is ONLY available by phone from LOWI RADAR: +43 5 1703 6610

4.2. IFR route clearances shall be requested prior departure and the aircraft shall be fully ready. If the pilot has received a Network Manager Operations Centre/NMOC restriction (SLOT), the pilot has to inform ATC prior clearance request.

4.3. ATC will normally issue a route clearance together with a "clearance expiry time". PIC shall depart as VFR flight to reach the IFR joining point on the SID at or before the "clearance expiry time". If for any reason the "clearance expiry time" cannot be met, the PIC shall inform ATC as soon as practicable accordingly. If for any reason the flight cannot depart or has to return before passing the IFR starting point on the SID, the flight remains VFR and the PIC shall inform ATC as soon as possible.

4.4. The departure is executed as a 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.

4.5. PIC shall establish radio contact with LOWI RADAR FREQ 128.975 MHZ at latest passing 7000 FT AMSL.

4.6. The aircraft will be identified and receives further IFR route clearance by LOWI RADAR.

4.7. COM failure procedure:

Set transponder to squawk 7600

4.7.1. Operation in VMC:

Maintain VMC and land at the nearest suitable uncontrolled aerodrome as a VFR flight. Report the arrival time by the most expeditious means to the appropriate ATS-unit.

4.7.2. Operation in IMC:

In case the flight is in IMC or operation under point 4.7.1. is not desirable or possible by the PIC the aircraft shall join ERKIR HLDG at the cleared altitude or minimum HLDG altitude if higher. If situation allows descent in the ERKIR holding to 9000 FT AMSL - if cleared altitude was higher - and after two holdings complete the RNP approach into St. Johann/Tirol.

If unable to return to the departure aerodrome (LOIJ) enter ERKIR holding and climb to the minimum flight altitude, if the minimum flight altitude is higher than the last assigned level. After two holdings and minimum flight altitude is reached continue according standard communications failure procedure.

Note: ATC can only provide ATS surveillance service at or above 9000 FT AMSL.

5. IFR APPROACHES TO LOIJ (Y-FLIGHTS)

5.1. IFR Cancellation procedure

5.1.1. Landing at LOIJ is not allowed under IFR and therefore IFR cancellation is mandatory prior descending below MDA/H or prior deviation from the IFR cloud breaking procedure.

5.1.2. Since it might not be possible to transmit the required IFR cancellation verbally to LOWI RADAR via radio due to a lack of radio coverage in the mountainous area around the MAPt the PIC shall strictly comply with the following procedure:

5.1.2.1. IFR Cancellation according to flight plan:

In order to execute the RNP-A approach procedure a Y flight plan according to point 3.2 of this AIC is mandatory prior to the flight including the routing information in item 18.

The PIC shall after receiving an appropriate ATC clearance to fly the approach follow the procedure as described on the approach procedure chart until overflying the MAPt. Upon overflying the MAPt (point of flight rule change) without initiating the missed approach the IFR flight is cancelled, and the PIC shall continue VFR according to the published VFR procedures.

Note: An additional verbal IFR cancellation on the ATC FREQ is not required if the procedure of an IFR cancellation according to flight plan is used.

Note: In case a missed approach is executed at or before the MAPt the flight remains IFR and the PIC shall contact LOWI RADAR on FREQ 128.975 MHZ latest passing 7000 FT.

If for any reason it is not possible, to file the above described routing remark in item 18 of the flight plan prior departure, the PIC may request to change the flight plan in flight with ATC (SERA.8020 (c)) to the routing described in point 3.2 of this AIC. If the flight plan change is acknowledged and accepted by ATC the procedure of an IFR cancellation according to flight plan is possible.

Note: Due to traffic and ATC workload a request for a flight plan change might be declined.

In any case it is important to note that the aircraft shall overfly the point of flight rule change (MAPt IJ803) for the IFR cancellation to become effective. A deviation from the procedure prior to the point of flight rule change indicated in item 18 of the flight plan or advised to ATC in case of a flight plan change in flight is not allowed without a verbal IFR cancellation on the ATC FREQ stating: "CANCELLING MY IFR FLIGHT" according to SERA.5015 (c) (3).

Note: A verbal IFR cancellation on the ATC FREQ might only be possible in the very early stages of the approach procedure as radio coverage in the later stages is not guaranteed.

Note: If for any reason no IFR cancellation according to flight plan is possible and the PIC is unable to reach ATC to transmit the required verbal IFR cancellation at or before the MAPt the PIC shall continue IFR and initiate the published missed approach procedure latest at the MAPt even if VMC is reached.

5.2. IFR cancellation does not supersede the obligation for the PIC to issue an arrival report to AIS/ARO Wien: +43 5 1703 3211.

Note: It is especially important to recognize, that for this procedure the prompt and correct submission of an arrival report (in accordance with SERA.4020) after landing is imperative since the failure to submit such an arrival report will not only result in unnecessary search and rescue operation but will furthermore cause a significant disruption of the traffic flow and will result in major delays for all aircraft operating from/to LOWZ and LOIJ on the published procedures described in the respective AICs since the procedures from/to LOIJ and LOWZ are inter-dependent and only one aircraft may use the procedure at a time. Therefore, pilots are urgently reminded to submit an arrival report at the earliest possible moment after landing in order to allow ATC to clear the next aircraft to use the procedure.

Note: In order to ensure that the flight crew will comply with the requirement to close the flight plan after landing at the earliest possible moment the pilot-in-command or the operator should establish a procedure (e.g.: item on the checklist etc.) which ensures compliance with SERA.4020 for all flights conducting the RNP-A approach procedure.

5.3. LOWI RADAR will issue a clearance to perform the RNP approach into St. Johann/Tirol. PIC shall report passing the IAF (ERKIR) and being established on approach track on ATC FREQ. ATS surveillance service will be terminated after passing the IAF (ERKIR) and the PIC shall resume own navigation along the published IAP.

5.4. When entering airspace class G the PIC is encouraged to transmit position reports on LOIJ aerodrome FREQ 120.355 MHZ.

5.5. In case of missed approach the PIC is encouraged to announce the missed approach on LOIJ aerodrome FREQ 120.355 MHZ and shall contact LOWI RADAR at latest passing 7000 FT AMSL.

5.6. Any vertical guidance after the Final Approach Fix (FAF) is advisory only and in some avionics may not be displayed at all.

Note: It is understood that it is the pilot in command's (PIC's) ultimate responsibility to comply with the rules and regulations of this AIC. However, the actual duties and obligations of the PIC according to this AIC, may be carried out by any qualified or supervised (by PIC) crew member of an aircraft.

END