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REPUBLIC OF AUSTRIA

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Use of published IFR procedures from/to LOAV

1. INTRODUCTION

1.1. At LOAV, the published RNAV SID (MOVOS 1 A) is designed to allow the aircraft to depart VFR and join IFR after departure while still being in airspace class G.

*Note: MOVOS 1 A SID is **NOT** available for operation under instrument flight rules (IFR) if restricted area LO-R-2B (FELIXDORF) is active (for details refer to AIP ENR 5.1). Pilot shall check the status of the restricted area by using the AIP ENR 5.1 as well as the current air-space use plan (AUP) prior clearance request.*

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: 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

In case of any question regarding the usage of the procedures please do not hesitate to contact: ifr.ga@astrocontrol.at

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 LOAV, aircraft equipment and pilot qualification/training in accordance with ICAO Doc 9613 (PERFORMANCE-BASED NAVIGATION MANUAL) is required.

2.2. For the use of the RNAV SID and/or RNP A approach procedure at LOAV two functional radio sets capable of 8.33KHz are required.

3. FLIGHT PLAN FILING INFORMATION

3.1. Flights intending to use the departure procedure shall file "MOVOS" in item 15 of the FPL as point of flight rule change.

3.2. For flights intending to use the approach procedure a Y flight plan is mandatory. The PIC shall indicate in this flight plan the following routing in item 18: "RMK/MOVOS DCT AV806 DCT AV807 VFR".

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 LOAV (Z-FLIGHTS)

4.1. General

4.1.1. To pick up the IFR route clearances "ATC clearance pick up points" (= ATC contact points) are established at the aerodrome to assure two-way radio communications between PIC and ATC.

4.1.2. IFR route clearances can be picked up at those designated points.

4.1.3. IFR route clearances shall only be requested on ground from ATC if the PIC performed all checks and the aircraft is ready for departure. If the pilot has received a Network Manager Operations Centre/NMOC restriction (SLOT), the pilot shall inform ATC prior clearance request.

4.1.4. ATC will normally issue a route clearance together with a "clearance expiry time".

PIC shall depart as VFR flight along the published VFR routes in due time, to reach the IFR joining point (on the SID) before the "clearance expiry time". The reason for such a "clearance expiry time" results from the fact that ATC is unable to block the controlled airspace for other IFR operations for longer than necessary.

4.2. The following list gives an example of operation as Z-flight when departing from the aerodrome LOAV:

4.2.1. PIC shall confirm that a flight plan has been filed and is available to ATC (via AIS/ARO Wien).

4.2.2. PIC taxis to the ATC contact point and performs all checks to be ready for departure.

4.2.3. PIC establishes radio contact with WIEN RADAR (frequency 133.685 MHz) and requests IFR route clearance.

4.2.4. PIC receives the IFR route clearance subject to the prevailing traffic situation along a SID together - if applicable - with additional constraints (crossing altitudes, clearance expiry time, etc.).

Note: ATC might not be able to issue a route clearance instantly but may advise the PIC to stand by on ATC frequency.

4.2.5. PIC finishes NAV system inputs and checks for departure.

4.2.6. PIC shall depart VFR according local VFR procedures on the relevant aerodrome frequency.

Note:

- 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 SID, the flight remains VFR and the PIC shall inform ATC as soon as possible.

4.2.7. PIC announces leaving the RMZ (Radio Mandatory Zone) on aerodrome frequency.

4.2.8. PIC establishes contact with WIEN RADAR (frequency 134.675 MHz unless another frequency has been advised) as "IFR initial contact" and reports actual time of departure ("airborne at (time)").

4.2.9. WIEN RADAR will identify the IFR flight and issue further clearances, if applicable.

Note: ATC can only provide surveillance service at and above 3000 FT MSL.

5. IFR APPROACHES TO LOAV (Y-FLIGHTS)

5.1. General

5.1.1. IFR Cancellation procedure

Landings at LOAV are not allowed as IFR flights and therefore IFR cancellation is mandatory prior descending below MDA/H or prior deviation from the IFR cloud breaking procedure. The IFR flight may be cancelled by using one of the following methods:

5.1.1.1. IFR Cancellation Procedure according to flight plan

The PIC may use the procedure of an IFR cancellation according to flight plan when passing the MAPt (last IFR point according to item 18 of the current flight plan as described above in 3.2.) without commencing the missed approach. The advantage of this procedure is that the pilot is not obligated to communicate the cancellation of IFR on the ATC frequency at or before the MAPt.

For the application of this procedure a Y flight plan according to point 3.2. of this AIC is mandatory.

If 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 AV807) for the IFR cancellation to become effective. A deviation from the procedure is not allowed without cancelling the IFR flight according to 5.1.1.2..

5.1.1.2. IFR Cancellation according to SERA.5015 (c) (3)

If a Y flight plan according to point 3.2. of this AIC has not been filed and/or ATC is unable to accept the requested flight plan change (see point 5.1.1.1. of this AIC) the IFR flight shall be cancelled at or before the MAPt by stating: "CANCELLING MY IFR FLIGHT" on the last assigned ATC frequency.

Note: An IFR cancellation according to point 5.1.1.2. is possible at any time, even if a flight plan according to 5.1.1.1. has been filed.

Note: Due to frequency load PIC might not be able to transmit the required IFR cancellation at or before the MAPt – In this case the flight shall perform the published missed approach procedure and shall not continue VFR even if VMC is reached.

5.1.2. In case of a missed approach the PIC shall establish contact with WIEN RADAR immediately on the last assigned ATC frequency.

5.1.3. It is not allowed to leave the ATC frequency without approval by ATC, before entering uncontrolled airspace G.

Note: A frequency change might be requested by the PIC or initiated by ATC. Even after the approval to leave the ATC frequency the PIC shall continue to monitor the ATC frequency until the aircraft leaves controlled airspace.

5.1.4. It is solely the PIC's responsibility to comply with the RMZ rules. When the flight enters the RMZ, while still being in mandatory radio contact with ATC, a second radio shall be used for the mandatory initial call on the RMZ frequency according to SERA.6005 (a)(2).

5.1.5. The PIC shall ensure compliance with the requirements for operating in an RMZ. The PIC shall not cease the obligation to monitor the ATC frequency while operating IFR in controlled airspace.

5.1.6. Visual and Circling approaches are not allowed.

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

5.1.8. IFR cancellations do not supersede the obligation for the PIC to issue an arrival message to AIS/ARO Wien. The aerodrome operator of LOAV may assist PIC on request.

5.2. The following list describes the operation of an IFR flight to LOAV with a Y flight plan according to point 3.2. of this AIC, to indicate the flight rule change from IFR to VFR at point AV807:

5.2.1. Upon request by the PIC, WIEN RADAR will issue a clearance to perform the RNP-A approach.

5.2.2. Before entering the lateral limits of the RMZ, the PIC shall transmit an initial call according to SERA.6005 (a) (2) on frequency 118.605 MHz, using a second radio set.

5.2.3. After the "established on final" report to ATC by the PIC, WIEN RADAR will issue the approval to leave the ATC frequency.

5.2.4. The PIC is committed to continue the RNP-A procedure until overflying the MAPt AV807 to initiate the flight rule change.

5.2.5. After passing the MAPt AV807 without initiating a missed approach, the flight automatically changes to VFR.

5.2.6. The PIC shall continue the approach to RWY 31L or join the left hand traffic pattern (C) for RWY 13R in a maximum altitude of 1700ft, to indicate to ATC the continuation of the flight according to VFR in the aerodrome traffic circuit.

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