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IFR joining and cancelling when operating from/to LOAV and LOAN aerodrome

1. Introduction

1.1. In addition to the already existing RNAV/GNSS IAPs to LOAV and LOAN, Austro Control GmbH established - in a joint effort with the aerodrome and aircraft operators of LOAN and LOAV - SIDs based on RNAV/GNSS which allow pilots to join IFR in a safe and convenient way shortly after departure while still within airspace class G.

1.2. This AIC is published to describe and explain normal operations of Z-flights (departure as VFR flight and joining IFR along the SID) as well as Y-flights (Arrival as IFR flight with final stages of the flight and landing as VFR flight).

2. IFR departures from LOAV/LOAN (Z-flights)

2.1. General

2.1.1. To pick up the IFR route clearances "ATC clearance pick up points" (= ATC contact points) are established at the aerodromes to assure two-way radio communications between pilots in command/PICs and ATC.

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

2.1.3. 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 has to inform ATC prior clearance request.

2.1.4. ATC will normally issue a route clearance together with a "clearance expiry time".
PICs 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 a longer than absolutely necessary time period.

2.2. The following list gives an example of normal operations as Z-flight when departing from the aerodrome LOAV or LOAN.

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

2) PIC is taxiing to the ATC contact point and performs all checks to be ready for departure.

3) PIC establishes radio contact with DELIVERY (frequency 118,230 MHZ) and requests IFR route clearance.

4) Departure will receive the IFR route clearance subject to the prevailing traffic situation along a SID together - if applicable - with additional constraints (crossing altitudes, clearance expiry time, aso….).

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

5) Departure finishes NAV system inputs and checks for departure.

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.

7) Departure announces leaving the RMZ/Radio Mandatory Zone on aerodrome frequency.

8) Departure establishes contact with APP/WIEN RADAR (frequency 134,675 MHZ) as "IFR initial contact" and reports actual time of departure ("airborne at (time)").

9) APP/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.
   - PIC is responsible to assure terrain clearance while operating own navigation on SID AND the following route segment (see also Minimum Flight Altitude map in AIP Austria).

3. IFR approaches to LOAV/LOAN (Y-flights)

3.1. General

3.1.1. Since there had been recently some changes to the RNAV/GNSS approaches LOAV and LOAN, Austro Control GmbH decided to summarize some facts related to the operation of Y-flights to those aerodromes:
- Landings at LOAV or LOAN are not allowed as IFR flights.
- Any intended deviation from the IAP (including the descent below MDA) constitutes the act of an IFR cancellation respectively automatically ends the IFR part of the arriving flight.
- Visual approaches are not allowed.
- Circling approaches are not allowed.
- IFR cancellations do not superseed the obligation for the PIC to issue an arrival message to AIS/ARO Wien

3.2. The following list describes a normal operation of a Y-flight to LOAV or LOAN.

1) APP Wien will issue a clearance to perform the RNAV/GNSS approach.

2) PIC shall report established on final approach track on ATC frequency.

3) APP Wien issues instruction to the PIC to change frequency to the aerodrome frequency to allow position reports according RMZ rules.

4) PIC transmits position reports on aerodrome (=RMZ) frequency.

5) IFR cancellation is either possible on ATC frequency while still in flight ("normal IFR cancellation report") or as soon as possible after landing ("landed at (time) ").

Note: The transmission of the landing time to ATC does not supersede the PIC's obligation to assure the transmission of an arrival message to AIS/ARO Wien. Aerodrome operators of LOAV or LOAN may assist PICs on request on that matter.

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