

# AFZ Übersetzungstexte:

Stand: 1. März 1999

## 1. AIRMISS REPORTING PROCEDURES

Whenever a pilot considers that his aircraft may have been endangered by the proximity of another aircraft during flight within the Austrian airspace to the extent that a definite risk of collision existed, he is expected to make an AIRMISS REPORT in accordance with the following procedures.

An initial report of the incident should be made by radio to the ATS unit with which the aircraft is in communication at the time.

## 2. CHANGE FROM VFR FLIGHT TO IFR FLIGHT

A pilot-in-command who wishes to change from VFR flight to IFR flight shall, at least 10 minutes prior to the time it is intended to continue the flight in compliance with the instrument flight rules:

- a) communicate the necessary changes to be effected to the current flight plan to the appropriate air traffic control unit, when a flight plan was submitted, or
- b) submit a (new) flight plan, and
- c) request an IFR clearance

## 3. CHANGE FROM IFR FLIGHT TO VFR FLIGHT

When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated and intended, that the flight will be continued ~~for at least 15 minutes~~ in uninterrupted visual meteorological conditions.

The cruising levels to be used shall be in accordance with the flight levels published in the AIP or as specifically assigned in the air traffic control clearance.

## 4. RADIO COMMUNICATION FAILURE

Aircraft departing and en-route:

Whenever an aircraft has been vectored off the flight plan route, it shall proceed according to the radar vector last assigned and acknowledged, completing the change of levels, if applicable, maintaining the heading for the period of time or the portion of the route specified by radar control; thereafter it shall return to the route as indicated in the flight plan.

5. **RULES APPLICABLE TO IFR FLIGHTS**

Within Austrian territory IFR flights shall only be permissible as controlled flights and within controlled airspace.

In particular cases the appropriate air traffic control unit may authorize IFR flights outside controlled airspace as far as this becomes necessary with regard to the safe conduct of flight.

The cruising levels to be used by IFR flights shall be in accordance with the flight levels published in the AIP Austria or as specifically assigned in the air traffic control clearance.

6. **INTERCEPTION**

An aircraft which is intercepted by another aircraft in the airspace overhead Austrian territory shall immediately

1. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in appendix,
2. notify, if possible, the appropriate air traffic services unit,
3. if equipped with SSR transponder select mode A code 7700.

7. **KLAGENFURT AERODROME - INSTRUMENT APPROACH PROCEDURE**

With immediate effect the following regulations will come into force for the circling approach for runway 10.

After passing locator KI break off to the left and proceed visually to runway 10. Avoid overflying city of Klagenfurt below 3000 feet ground. Attention to glider activity south of the aerodrome within the glider area.

Whenever possible landing on runway 28 and take-off on runway 10 shall be executed.

8. **HOLDING PROCEDURES**

If for any reason a pilot is unable to comply with the procedures laid down for any particular holding pattern he shall advise ATC immediately.

After receipt of the clearance to depart the holding pattern, pilots shall operate their aircraft within the limits of the established holding procedure in order to leave the holding point (fix) at the time specified in the clearance.

9. **STANDARD HOLDING PATTERN**

All turns are to be made at a bank angle of 25° or at a rate turn of 3° per second, whichever requires the lesser bank.

When determining heading and timing the pilot shall make allowance for wind direction and speed.

The time of flying the outbound heading shall be:

up to FL 140	1 minutes
at FL 150 and above	1 1/2 minutes

Where a DME is available, timing may be replaced by terms of distance.

10. **WEATHER MINIMA FOR APPROACH AND LANDING**

IFR flights will be cleared for approach and to land regardless of the prevailing weather conditions. OCA values for each type of approach procedure are contained in the relevant instrument approach chart ~~in part MAP 2 or RAC 43~~ (SPECIAL LOCAL PROCEDURES) respectively.

The operator or the pilot in command shall determinate the "Minimum Decision Height" and the "Minimum Runway Visual Range" (RVR) according to the regulations of ICAO.

Note: OCA = Obstacle clearance altitude

11. **NOTAM 3/80**

According to pilot reports interference has been experienced between VOR Wagram (Austria) and VOR Allersberg (Federal Republic of Germany) both operating on frequency 111.20 MHz.

A study of those reports and subsequent flight calibrations have shown that interferences are only occurring when the VORs are used outside their assigned and published operational coverage.

The attention of flight crews is therefore drawn to the fact that the operational coverage of

VOR Wagram / WGM is 60 NM / up to FL 250

VOR Allersberg / ALB is 60 NM / up to FL 500.

12. Especially large and wide-bodied jet aircraft generate wake turbulence vortices which may endanger following aircraft during the take-off, initial climb, final approach and landing phases of flight.  
To minimize the potential hazards of wake turbulence, ATC units will apply increased separation to larger aircraft or issue cautionaries (= advise caution).  
For this purpose aircraft types are divided into three categories according to their maximum certificated take-off mass.
13. The following radiotelephony procedure shall be applied by pilots of aircraft equipped with SSR-transponders within FIR/UIR Wien above FL 200.
  1. The initial call after a change of radio frequency shall contain only
    - aircraft identification
    - actual flight level
    - cleared flight level when climbing or descending
  2. Additional calls to provide ATC with specific flight information shall be initiated by pilots in the following cases:
    - a) upon reaching or leaving assigned flight levels
    - b) in the event of reaching the limit of an ATC clearance
    - c) when instructed by ATC.
14. IFR flights will receive the en-route ATC clearance from the local aerodrome control tower prior to departure. The clearance limit will be normally the aerodrome of destination, however - if an IFR flight remains within Austria - the clearance limit will be the main radio navigational aid serving the aerodrome of destination.  
After take-off the applicable and cleared departure procedures published in the relevant TMA chart shall be observed ( AD 2 ).
15. **VOR/DME KLAGENFURT - OUT OF SERVICE**  
Until further notice (approximate duration 8 weeks) VOR/DME KLAGENFURT will be out of service due to technical renewal of equipment.  
During this time NDB KFT, 374 KHz, shall be used as:
  - a) main radio navigational aid for flights to and from Klagenfurt aerodrome as well as radio facility for holding procedures;
  - b) navigational aid for en-route flights on all ATS-Routes.

16. **MISSED APPROACH PROCEDURE**

It is expected that pilots will fly the missed approach procedure as published, even if the break-off is initiated prior to reaching the OCA.

A Missed Approach Point (MAPt) may be incorporated in procedures at which at the latest the missed approach has to be initiated. In the event a missed approach ("go around") is initiated prior to arriving at the missed approach point, it is expected that the pilot will normally proceed in accordance with the designated track to the missed approach point and then follow the missed approach procedure in order to remain within protected airspace.

Note: OCA = Obstacle clearance altitude

17. **CIRCLING APPROACH**

Visual manoeuvring (circling) is the extension of an instrument approach procedure which brings an aircraft into position for landing on a runway not suitably located for a straight-in-approach.

The operational minima for CIRCLING consist of a vertical obstacle clearance minimum and a required minimum flight visibility within the circling area.

18. **SURFACE MOVEMENT RADAR (SMR)**

SMR will be mainly used to perform the following functions:

- a) to monitor compliance with clearances and instructions;
- b) to assist aircraft in taxiing;
- c) to ensure sufficient separation behind taxiing aircraft;
- d) to ensure that arriving aircraft have vacated the runway and to ascertain that departing aircraft have commenced take-off-run.

SMR is operated at Wien airport, especially in visibility conditions insufficient for the visual observation of the movement areas.

19. **WAKE TURBULENCE PROCEDURES**

- a) When submitting a flight plan pilots are requested to specify their aircraft wake turbulence category.
- b) For aircraft in the "heavy" wake turbulence category the word HEAVY shall be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and the aerodrome control tower or the approach control office prior to departure or arrival.

20. **INSTRUMENT DEPARTURE PROCEDURE**

Standard instrument departure routes (SID) are also noise abatement procedures; strict adherence is compulsory within the limits of the performance of the aircraft.

If this is not possible due to the performance of a specific aircraft type, the ATC unit shall be informed - whenever possible prior to departure - without delay.

When supplementary to a SID radar vectoring is provided by ATC, the climb gradient of the cleared SID shall be maintained.

21. **OPERATION OF TRANSPONDER IN CASE OF EMERGENCY**

Emergency procedures:

In case of emergency a pilot has:

- to continue to squawk an assigned code (a code change might cause loss of identity);
- if instructed by ATC to change the code, to do so;
- to squawk Mode A Code 7700 if no code has been assigned or in an individual case this is the better course of action (e.g. emergency descent and communication troubles).

22. **LOW VISIBILITY PROCEDURES**

ATC will apply special safeguards for CAT II/III operations. Low visibility CAT II/III procedures become effective when:

the RVR TDZ reaches less than 550 M and/or the ceiling/vertical visibility lowers to less than 200 FT.

The application of ATC procedures for CAT II/III operations is transmitted to arriving aircraft either via ATIS or RTF: "Low Visibility CAT II/III Procedures in Operation".

Note: RVR = runway visual range, TDZ = touchdown zone

23. **EQUIPMENT OF AIRCRAFT**

Aircraft operating within the FIR Wien in accordance with IFR or as night-VFR flights outside of the traffic circuit of aerodromes must be equipped with at least one operative transponder being capable of

- i) responding to Mode A interrogations and to reply with 4096 codes  
and
- ii) responding to Mode C interrogations with automatic pressure altitude reporting.

Exemptions will be granted in particular cases only.

Note: FIR = Flight Information Region

24. **RESPONSIBILITY OF PILOT-IN-COMMAND**

The pilot-in-command shall be responsible for compliance with the instructions issued by air traffic control units; when operating within "Ausnahmebereiche" (see definition) the instructions issued by military flight operations offices must be observed. However, the pilot-in-command has the final authority as to the disposition with regard to the operation of the aircraft.

25. **OPERATION OF ELT** (emergency location transmitter)

A functioning ELT is generally required for flights with civil aircraft with a maximum certificated take-off mass up to 20000 KG operating within Austrian territory, except for:

- a) flights with aircraft with a maximum certificated take-off mass of more than 5700 KG which are overflying Austrian territory without any landing;
- b) flights remaining within the aerodrome traffic circuit or within areas which can be controlled visually from an observer on the ground.

26. **OPERATION OF ELT** (emergency location transmitter)

A functioning ELT is generally required for flights with civil aircraft with a maximum certificated take-off mass up to 20000 KG operating within Austrian territory, except for:

- a) flights having ELT failure if this equipment cannot be replaced immediately and necessary safety measures for the provision of search and rescue have been taken;
- b) flights of free balloons if radio contact to an escort car is provided;

27. **OPERATION OF ELT** (emergency location transmitter)

A functioning ELT is generally required for flights with civil aircraft with a maximum certificated take-off mass up to 20000 KG operating within Austrian territory, except for:

- a) flights with aircraft with a maximum certificated take-off mass of more than 5700 KG which are overflying Austrian territory without any landing.

Equipment tests should only be made within 5 minutes from the beginning of each hour. If tests are not possible within this period, coordination with the nearest aerodrome control tower is recommended.

28. **OPERATION OF AIRCRAFT ON AND IN THE VICINITY OF AN AERODROME**

Flights within an aerodrome traffic circuit at controlled aerodromes shall only be permitted as controlled flights.

No aircraft shall approach or overfly an aerodrome or depart from an aerodrome unless in compliance with the procedures provided for the purpose with regard to the safety of air traffic or for noise abatement.

For regulations concerning military aerodrome traffic zones see AD 2.

29. **OPERATION OF AIRCRAFT ON AND IN THE VICINITY OF AN AERODROME**

If not otherwise instructed with regard to the safety of air traffic and for noise abatement, aircraft have

- a) to make all turns to the left, when approaching to land or after take-off;
- b) to land and to take-off against the wind, if not, for safety reasons, according to the situation of the runways at the aerodrome or with regard to the traffic situation, another direction shall be preferred.

For regulations concerning military aerodrome traffic zones see AD 2.

30. **TAXIING ON MANOEUVRING AREAS**

An aircraft taxiing on the manoeuvring area shall

- a) stop and hold at all taxi holding points, unless otherwise authorized by TWR;
- b) stop and hold at all lighted stop bars and may proceed further when the lights are switched-off.

Landed aircraft shall vacate the runway after landing without delay if not otherwise instructed.

31. **TAXIING ON MANOEUVRING AREAS**

An aircraft taxiing on the manoeuvring area shall stop and hold at all taxi holding points unless otherwise authorized by TWR.

Taxi clearance to apron or parking area will normally be issued by TWR when the landing run is completed. If taxi clearance to apron or parking area has not been received at this time, aircraft shall vacate the runway via the nearest taxiway-intersection and shall hold and wait on the taxiway when entirely beyond the taxi holding position.

32. **NIGHT-VFR FLIGHT**

If a flight is commenced as a night-VFR flight and is not entirely conducted in the aerodrome traffic circuit or conducted with helicopters for the provision of ambulance or rescue purposes the flight plan shall be submitted 30 minutes prior to departure.

If a VFR flight is commenced during daytime and it is intended to continue this flight as night-VFR flight, a flight plan must be submitted at least 10 minutes prior to the time of intended change to night-VFR and a clearance must be requested.

33. **PRACTISING OF INSTRUMENT APPROACH PROCEDURES BY VFR FLIGHTS**

When a VFR flight is intended to include practice instrument approach to a controlled aerodrome, an appropriate clearance must have been obtained and the approach shall be executed in accordance with the approach procedure published for that aerodrome. The above prescribed clearance shall be requested at least 5 minutes prior to the intended action and before reaching the appropriate fix (navigational aid).

The actual position and level shall be indicated in the clearance request, and if necessary, also the type of aircraft and the approach speed shall be added.