

## EFZ Übersetzungstexte:

Stand: 1. März 1999

1.

Aerodrome closed for all jet aircraft with immediate effect until further notice.

Obstruction lights out of service on antenna mast 4707N 1455E, height 165 FT GND.

Grass runway closed for all operations with immediate effect until further notice.

Flying display and parachute jumping exercises will take place 4-nm north of Wels aerodrome up to 5.000 ft msl.

2.

Air traffic services receiver and air traffic services transmitter 119,7 MHz, LOCAL FLIGHT INFORMATION SERVICES, out of service UFN.

Taxiway A closed for all operations, work in progress on shoulders along edges of RWY; WEF 1 APR until 26 APR.

Runway closed for unknown duration due to ice and snow.

Runway 05/23 width 18 meters; wind sock displaced on hangar northeast of TWR.

3.

Excavation work on safety strip west of THR 17 in direction to THR 35. Height of heaps 1 M, 5 M west of RWY edge. Equipment on safety strip. Obstructions night marked only.

To minimize noise landing on RWY 35 and take-off from RWY 17 shall be performed.

RWY 12/30 renamed to RWY 11/29. The published procedures for RWY 12/30 remain unchanged in force for RWY 11/29.

4.

Work in progress RWY 17/35. Threshold RWY 17 displaced 1.000 M RWY inward. Available runway length 1.500 M. Displaced threshold RWY 17 not free of obstacles. Removal of men and equipment will take one hour. No landing or departure of military jets possible. Only VFR traffic permitted.

Low visibility procedures different from AIP Austria AD 2

Due to length of NOTAM (2 parts) contact AIS and ask for copy.

5.

Excavation work in progress north of concrete RWY and on both sides of TWY B UFN.

Men and equipment on safety strip will be removed for heavy ACFT only.

Grass RWY may be used for take off and landing of ACFT of a MAX take-off weight up to and including 2.000 KG. Obstructions ICAO day and night marked.

No shoulders along TWY J. Southern part of TWY I abeam GAC closed.

6.

IFR departing flights shall request routing clearance 10 MIN prior intended start-up on frequency 122,1 MHz (WIEN DELIVERY). VFR flights shall call 121,6 MHz (WIEN GND).

Temporary danger area Grossarlal: Several cableways not marked.

Lateral limit: Circle 1 NM radius centred on point 4712 N 1316 E.

Helicopter parachute jumping competition will take place at Westendorf 4726 N 1213 E. Daily from BCMT till ECET, from GND up to 3.500 FT MSL.

7.

Pustertal air corridor may be used by urgent flights (ambulance, rescue etc). Urgent flights may be performed immediately after submission of flight plan. Pilot in command has to establish radio contact with PADOVA frequency 124,15 MHz before entering FIR Milano.

Temporary danger area St. Michael: 2 high tension lines not marked. Lateral limit: Circle 0,5 NM radius centred on point 4720 N 1501 E. GND/4265 FT MSL.

8.

U.S. military forces are operating in the adriatic sea. All ACFT flying within or entering this area should maintain a continuous listening watch on VHF 121,5 MHz. Details at AIS. In short terms: Avoid flights near US navy which is operating in warelike conditions.

Hang gliding and para gliding area Untersberg completely withdrawn.

Safety strip east of THR 27 not usable for taxiing.

9.

Locator TF 315 kHz out of service. RWY 15/33 (length 1.000 M, width 50 M) not in use any longer. Procedures for VFR flights from/to Trausdorf not in force. Parachute jumping area withdrawn. ATS-reporting office closed. No customs and passport clearance at Trausdorf aerodrome. Local FIS by Trausdorf INFO 120,5 MHz not available. THR RWY 31 and 13 displaced 50 M inwards.

VHF direction finding station Klagenfurt out of service.

10.

Taxiing in GAC area between hangar 2 and hangar 3 prohibited. ACFT in this area will be towed only and have therefore primarily to use parking position G45 for arriving/leaving with own power.

Wien Information frequency 118,52 MHz (former Wien Radar) not in operation. VFR flights shall contact Wien Radar 128,2 MHz.

Danger area Oggau LOD27 sections A and B and danger area Seewinkel activated WIE UFN.



11.

In order to avoid excessive delay for deicing an aerodrome deicing coordinator is available for all information concerning deicing. Frequency 131,47 MHz, callsign VIENNA GROUND HANDLING. During periods considered necessary, aerodrome authority will advise ACFT-operators to put requests and coordination for deicing to the aerodrome deicing coordinator. ACFT will be assigned an actual time at which to contact GND for start-up approval to taxi for deicing.

12.

TWY Oscar closed from east of exit 7 to west of exit 11 due to construction work. Working area day and night marked. When passing working area pilots have to monitor frequency 121,6 MHz. Use of TWY A1 limited to aircraft with MAX wingspan 12 M.

New parking positions 67A and 69A with ACFT nose to north established between parking position 67 and 69. New parking positions to be used only as deicing standby area and only for ACFT up to maximum wingspan of 60 M.

13.

Non-scheduled commercial air traffic of aircraft not registered in ICAO member states require a permission for entry and overflying the territory of Germany. Requests for this permission shall be submitted to the federal minister of transport.

Take-offs and landings not allowed on Sundays and legal holidays.

Flights plans for civil VFR flights to/from Kitzingen additionally shall be addressed to Stetten Radar.

14.

Correction to AIP Germany concerning maps Egelsbach: On all VFR ARR/DEP charts where ever TWR frequency 118,1 MHz is mentioned read correct TWR 118,9 MHz.

TWY N extended to the east up to TWY B.

During simultaneous operation of VASIS and ILS for all aircraft the use of VASIS is not permitted below 200 FT above published threshold elevation.

New ILS building erected at RWY 09R south of TWY D. Height 1 M.

15.

Flight operations of gliders, motor gliders, ultralights, balloons and airships at Erfurt airport only possible with written permission from airport operator at least 24 hours in advance.

Permissions are given in exceptional cases only.

In the vicinity of Leipzig disturbances by radio stations, probably "Deutsche Welle" and a Russian station, may be encountered on frequency 120,85 MHz.

16.

TWY A no longer available for take-offs.

All VFR flights departing Erfurt requesting flight level 35 and above to the South shall request departure route 2W.

Use caution while approaching RWY 05/23 (dark coloured asphalt). Do not use by mistake the new RWY under construction (light coloured concrete) located 500m north of the dark coloured asphalt active RWY.

Obstacle within approach sector RWY 28 3 NM northeast of aerodrome not lighted. Height 35 M GND.

17.

Threshold and touchdown zone markings RWY 09 slippery when wet.

Construction area between 75 M and 150 M south of RWY centreline and 615 M west of threshold 26. Equipment height maximum 5 m.

New main frequency for FIC Berlin 125,5 MHz. Former frequency 125,7 MHz to be used as alternate frequency.

Upper limit of restricted area 49 raised to 7000 FT MSL.

Designator for RWY 05/23 changed to 05R/23L.

West part of apron 3 closed due to work in progress. Taxi from/to east part of apron 3 with caution.

18.

Radio communication failure procedure changed: Leave 3.500 FT over Bisamberg and cross Stockerau 2.500 FT or below.

ACFT stands 31 and 32 closed due to work in progress. Taxying between TWY A and TWY B possible but pay attention to working area.

Prior permission required for all flights above FL 75 and all flights landing in southeast England whatever level. Flights planned at levels above FL 75 and wishing to refile at levels below FL 75 to avoid delays shall inform London FIC before so doing.

19.

Provided that RWY 27L has been notified as available by ATIS, carry out VFR approach as detailed above. If unable, carry out at least one 360° then proceed to alternate aerodrome, leaving CTR on track 270 at 2500 FT MSL.

Apron: Visual docking system operating on test. Aircraft positioning by marshaller.

New callsign "ERFURT OPERATION" for ground handling service 130,65 MHz in use.



20.

Danger area crossing service: To avoid interferences with Shawbury, pilots should not contact Portland Radar for danger area crossing service whilst flying north of 51 10 N.

RWY 23 take-off restricted to propeller driven aircraft of less than 3 tons.

Due to installation of emergency water tank, excavations are taking place 90 M NW of holding point F on grass area 11.

21.

All ACFT movements in this area and associated TWYS proceeding to/from Hangar 3 will be offered alternative routing.

Construction of new TWY parallel to and west of TWY 7 between holding point D and E. Pilots should allow sufficient time when non-standard taxi routes are used.

Night flying by training aircraft with an all-up weight of more than 3 tons restricted to Wednesday and Friday.

22.

Work in progress at south edge of RWY 28 at RWY 31 intersection. Shallow trench 30 M long, 1 M wide. The revised RWY 10 threshold marked by orange/white marker boards. Any pilot must expect 15 minutes delay if full distances required.

Unless entering CTR, requests for FIS should not be made on TWR frequency 118,92 MHz. The appropriate FIC frequency 132,32 MHz should be used.

Large bird concentration 0,5 NM W of aerodrome due to farming activities.

23.

Surface wind speeds passed by ATC are unreliable due to maintenance on the anemometer. Use of airport between 2200 and 0800 is subject to prior approval of the airport director. Jet movements prohibited between 2359 and 0600. Use of TWY A1 is limited to aircraft with maximum wingspan of 12 M due to construction work. Working area day and night marked. RWY 11/29 is renamed to RWY 10/28. The published procedures for RWY 11/29 remain unchanged in force for RWY 10/28.

24.

New deicing procedure in operation for aircraft on main apron: Parking position 77 designated as deicing area. If deicing is necessary inform ATC upon delivery of routing clearance.

Marshalling car will guide ACFT from the southern edge of deicing standby area to deicing position. If instructed by marshalling car to hold on parking position 67A do not cut engines, position 67A is only an intermediate stop, no deicing on this position.

25.

TWY edge lights of TWY B obscured due to snow.

Gunfiring will take place within an area of 10 NM around location Karlberg from the surface up to 3000 FT MSL.

Obstacle lights and obstacle 80 M north of RWY completely withdrawn.

Cable digging work in progress on both sides of RWY, whole length, distance 2 M from RWY shoulders. Men and equipment will be removed if necessary.

Cup anemometer removed to the north of RWY near ILS glide path transmitter 216 M from RWY centreline.

26.

Area Klagenfurter Becken, within TMA and CTR Klagenfurt intensive military activity from GND up to 5000 FT MSL. For traffic information contact Klagenfurt TWR.

Dürrohr, captive balloon up to 1500 FT MSL daily from end of civil evening twilight (ECET) minus 30 min till beginning of civil morning twilight (BCMT) plus 30 minutes.

Grass RWY west, connecting TWYs, and aprons as well as target circle for parachutists closed.

Wien Leopoldau: Obstacle lights on gasometer unserviceable, altitude 866 FT MSL.

27.

RWY 12/30 work in progress closed for all operations except 1300 M from THR 30 RWY inwards for VFR flights during daylight hours. No jet operations only piston engined aircraft.

Turn-around area under construction, digging work in progress west of RWY close to THR 16, length 150 M, 70 CM deep, heaps up to 75 CM.

Glider activity in the area of Speikkogel and low flying military jet traffic south of Graz city.

Ascent of unmanned captive balloon position Gallspach (R 262 dist 12 NM LNZ VOR/DME), maximum height 475 FT GND.

28.

From APR 16 to APR 20 (during the Hannover Fair) RWY 09C/27C will be closed for take-offs and landings; it will be used as apron/parking area. For VFR flights to Hannover Airport, prior permission is required. Demonstration flights of high performance aircraft will take place from 0900 to 1030. Flight plans should not be filed later than one hour prior block-off in order to avoid take-off delays.

(Fair=Messe)



29.

For all flights a start-up approval shall be obtained. Start-up clearances will normally be issued not earlier than 20 minutes prior to the estimated block-off time.

Aircraft leaving the aerodrome in NE direction may be instructed, after having crossed road Nr. 47, to turn right and follow freeway until leaving CTR.

Grass RWY 05/23 and glider manoeuvring area are used as taxiways and parking area for light aircraft.

30.

Take-offs and landings are permitted only on the northwest side of the asphalt runway (left of centreline direction 04, right of centreline direction 22); crossing of centreline shall be avoided.

When taxiing behind an aircraft of higher wake turbulence category, a minimum distance of 200 M should be kept whenever possible.

Grass RWY 05/23 and glider manoeuvring area are used as taxiways and parking area for light aircraft.

31.

Pilots leaving France are requested to call appropriate FIC before or directly when crossing FIR border.

When approaching an aerodrome, however not later than upon entering the traffic circuit, landing lights shall be switched on. In the traffic circuits of uncontrolled aerodromes especially on final, aircraft shall maintain sufficient separation from aircraft ahead.

Operational hours of refueling station daily 0500 - 2200. At other times refueling service available on request, response time 30 min.

32.

Construction work on southern part of aerodrome. Trucks may cross TWY A1 and A2. Caution advised.

Grass RWYs 09L and 09R closed because of soft ground. All aircraft have to use concrete RWY. Concrete RWY THR 27 replaced 50 M inwards.

Callsign changed from Wien Radar to Wien Information. The following service will be provided by Wien Information on frequency 118,52 MHz: Flight information service within TMA sector Wien for VFR flights at FL 150 and below.