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## **PBN-to-ILS flight procedure RWY 29 at Wien-Schwechat airport (LOWW)**

### **1. INTRODUCTION**

1.1. At Wien-Schwechat airport (LOWW) instrument flight procedures based on the PBN-to-xLS concept in accordance with ICAO standards are published for runway 29. The new navigation concept is based on RNP 1 paths including RF (radius-to-fix) turns positioning the aircraft to the interception of the final approach, based on ILS or LOC.

AIP Charts: RNP TRANSITION TO RWY 29 [LOWW AD 2 MAP 11-2-2-2],  
ILS U CAT II & III or LOC U RWY 29 [LOWW AD 2 MAP 13-1-2-2]

1.2. These flight / approach procedures are established for environmental / noise purposes! The procedures are designed to allow an optimized descent profile and are implemented to evaluate the technical, operational and environmental efficiency!

1.3. Clearance will be given as often as traffic situation allows.  
If unable to use / follow the procedure inform ATC immediately when receiving the approach clearance (information).  
Inform ATC immediately of any difficulty in completing the RNP 1 transition and reaching the localizer axis.

1.4. This AIC describes the use of the above-mentioned flight procedures, including procedure guidelines and specifics.

### **2. PROCEDURE CHARACTERISTICS**

#### **2.1. Training**

2.1.1. Training for this type of procedure is part of the PBN endorsement training. No specific training required.

#### **2.2. No Special Approval**

2.2.1. This procedure does not require special authorization by Austro Control. It is the responsibility of the operator/pilot to coordinate and if required obtain an acceptance from the competent national aviation authority of the state of the operator/pilot.

#### **2.3. Equipment**

2.3.1. RNP 1 certification of the aircraft and, depending on the regulatory authority, RNP 1 approval of the crews; exclusive use of a GNSS sensor.

### 3. FLIGHT OPERATIONS

#### 3.1. Arming of localizer

3.1.1. To ensure tracking within calculated lateral limits, timely switching of navigation source is of utmost importance. Too early arming / tracking of ILS localizer could result in leaving the nominal track of RNP transition and should therefore be avoided.

#### 3.1.2. Do not arm the localizer before

- WW852 (PESAT 1 U)
- WW856 (BALAD 1 U)
- WW851 (MABOD 1 U and NERDU 1 U)

#### 3.2. Transition segment available for ILS intercept

3.2.1. Only these transition segments can be used for ILS U RWY29: BALAD 1 U, MABOD 1 U, NERDU 1 U and PESAT 1 U.

3.2.2. Vertical path of the procedure is optimized to keep noise exposure as low as possible. Procedure design includes a continuous descent profile during RNP transition and ILS approach without any deceleration segments.

3.2.3. Conservative descent and speed planning required. Flying too high on final part of transition must be avoided in order to ensure proper ILS GP interception.

#### 3.3. "Direct-to" clearance by ATC

3.3.1. All aircraft cleared for one of the procedures may expect radar vectors and "direct-to" clearance by ATC. This is generally possible, latest point for intercept of the approaches is the IAF with a vertical constraint of 5000 FT AMSL.

#### 3.4. "Descent via transition" clearance by ATC

3.4.1. Comply with the published constraints (e.g., altitude, speed) of the procedure.

#### 3.5. Discontinued approach / Missed Approach

In case of discontinued approach before ILS intercept (on transition) follow track of RNP transition (check NAV/LNAV).

In case of missed approach after ILS intercept (on LOC) follow standard missed approach of ILS U RWY 29.

*Note: Aircraft differences in FMS / flight guidance setup may result in either LNAV engagement or TRK-mode in case of go-around. To ensure proper tracking in case of missed approach, pay special attention to using the correct lateral mode for this flight phase depending on your aircraft equipment.*

### 4. PHRASEOLOGY

4.1. For the purpose of these flight / approach procedures it is mandatory to comply with the published altitude and speed constraints (see also 3.4). As a result, the following phraseology will be used by ATC in combination with the initial approach clearance and for all descent instructions thereafter:

ATC: DESCEND VIA (designator) TRANSITION [TO] (level)

ATC: DESCEND VIA TRANSITION [TO] (level)

ATC: CONTINUE DESCENT VIA (designator) TRANSITION [TO] (level)

ATC: CONTINUE DESCENT VIA TRANSITION [TO] (level)

4.2. The PESAT 1 U transition is crossing the ILS localizer area before the last RF leg. It is mandatory to delay the ILS localizer intercept until the end of the last RF turn (see also 3.1). To assist in this procedure on the PESAT 1 U transition, ATC will not issue the clearance for the ILS U RWY 29 approach, before the a/c has passed the waypoint WW853 (Intermediate Fix).

## 5. FURTHER INFORMATION

5.1. Further information related to this instrument flight procedure can be obtained from:

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