

# Letter of agreement for the special event position LOWI\_U\_APP

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## 1. General

### 1.1 Revision log

| Rev.No | Date of Revision | Changed Pages | Comments |
|--------|------------------|---------------|----------|
| 1      | 28. Mar. 2019    |               |          |
| 2      |                  |               |          |
| 3      |                  |               |          |
| 4      |                  |               |          |
| 5      |                  |               |          |
| 6      |                  |               |          |
| 7      |                  |               |          |

### 1.2 Revisions and distribution

This document will be revised annually by the AT-EC. Changes will be forwarded to LOVV-CH, who will be distribute this document electronically to the following recipients:

- EDMM-CH
- LIPP-CH
- AT-WM

This document will be published on the AT-Division-Homepage.

### 1.3 Purpose of this document

This document provides a definition of the coordination procedures between FIR München, FIR Padova, and FIR Wien for the special IVAO event ATC position LOWI\_U\_APP.

### 1.4 Disclaimer

This document is for flight simulation only and is not to be used in real aviation. We shall not be held responsible or liable for any consequence arising from any misinterpretation or misrepresentation of any information.

## 2. ATC station LOWI\_U\_APP

### 2.1 Motivation for this special ATC position

IVAO events involving LOWI often lead to situations where the numbers of virtual flights to and from LOWI exceed real world traffic amounts by far. In order to still be able to manage the high traffic load within the limited airspace, and in order to provide adequate ATC service, this additional (fictional) ATC position was introduced.

### 2.2. Who decides that LOWI\_U\_APP will be opened?

Only AT-EC or AT-EAC may decide if LOWI\_U\_APP will be online for an event.

### 2.3. Who has to be informed?

If LOWI\_U\_APP will be opened for an event, EDMM-CH and LIPP-CH have to be informed at least two weeks before that event.

## 3. Coordination procedures LOWI\_U\_APP

### 3.1. General

Callsign: Innsbruck Radar  
Frequency: 132.450

LOWI\_U\_APP is only responsible for inbound traffic to LOWI.  
Any outbound traffic from LOWI will be handled as usual by LOWI\_APP.

### 3.2. Airspace

The boundaries of the LOWI\_U\_APP airspace are as follows:

Lateral: Same as LOWI\_APP  
Vertical: FL125-FL185

The top 4000ft of LOWI\_APP-airspace and the lower 2000ft of EDMM\_S\_CTR-airspace above the LOWI\_APP-sector are delegated to LOWI\_U\_APP.

### 3.3. Inbounds LOWI

All inbounds are handed off from EDMM\_CTR and LIPP\_CTR to LOWI\_U\_APP as follows:

- Speed restriction **250 KIAS**
- Cleared for the **respective STAR**
- In **level flight** at the following flightlevels, depending on the arrival route:
  - TULSI, from EDDM FL160-FL170
  - TULSI, all other FL180-FL200
  - XEBIX, MADEB FL180-FL200
  - BRENO FL200

### 3.4. Outbounds LOWI

Traffic outbound LOWI is handed off from LOWI\_APP to the respective receiving according to the usual letter of agreement.

### 3.5. Transit, including EDDM-Traffic

Transit flights, including traffic to and from EDDM overfly the airspace preferably at FL210 or above, but at least at FL190.

### 3.6. Missed Approach

LOWI\_TWR will hand off aircraft following the missed approach procedure to LOWI\_APP as soon as possible, if there is not expected conflict, but at the latest when passing 5000ft MSL.