

Preparing for the Controlled Aerodrome Session!

Prepare for a flight from LOAN to LOWG and back to LOAN.

To do this, it's crucial to:

- * Thoroughly review the AIP AD 2 LOWG.
- * Compare and understand the published procedures in AIP AD2 with the approach chart.
- * Examine waypoints and routing on Google Earth.
- * Create an ATC flight plan template. You'll find a helpful document on this in the AIC (Special regulations for submission of flight plans within Austria).
- * Create a NOTAM and Weather briefing for this Flight.
- * Fill out the Time Form.

Route Planning:

As covered in the theory course, the route needs to be drawn onto the map. Make sure to draw the route slightly to the right of your waypoints, which makes them easier to spot from the aircraft.

The route itself should be planned along the following points:

- * LOAN departure via G
- * Seebenstein Autobahn Intersection
- * Aspang
- * LOGP
- * At LOGP, you should intercept an inbound radial to the GRZ-VOR, which will guide you to Gleisdorf.
- * From Gleisdorf, follow the VFR route into the respective traffic pattern.
- * Carefully study the traffic pattern procedures.

Regarding the organization of tasks during the flight, it's important to consider the following points and mark them on your map as well:

- * Airspace structures along the route.
- * Semicircular rules, if applicable.
- * TOC (Top of Climb).
- * TOD (Top of Descent).
- * Necessary radio frequencies, such as Vienna Info, ATIS, LOWG Tower.
- * NAV frequencies, e.g., GRZ-VOR.
- * When is the best time to listen to ATIS, start the approach briefing, complete the approach checklist, and switch frequencies? (Aim to have everything done approximately 3 minutes before reaching the first waypoint.)

At each waypoint, it's recommended to use the 4T rule (a slightly modified version of the 5T rules from the FIM):

- * T: Time (check and log times in your NAV Log).
- * T: Twist (twist the heading and, if necessary, altitude bugs to the next value).
- * T: Turn (initiate the turn to the new heading and, if necessary, transition into a climb/descent).
- * T: Talk (ATC and/or FREDA check).

FREDA Check:

- * F: Fuel (check if there have been any unexpected changes in the fuel indication).
- * R: Radio (check and, if necessary, set COM and NAV frequencies and setup).
- * E: Engine parameters (pay close attention to engine temperatures, especially during the climb).
- * D: Direction (crosscheck, correct if necessary).

- * A: Altitude (crosscheck, correct if necessary).

Radio Communication Example for LOWG:

- * Pilot: Graz Tower, OE-AEX information Alpha.
- * Tower: OE-AEX, Graz Tower, go ahead.
- * Pilot: OE-AEX, 4 minutes northeast of Gleisdorf, 4000 feet descending, request to enter via VFR route Gleisdorf for landing // or for one touch-and-go and afterward request to leave via sector E.

Listen carefully to the clearance and read it back precisely and accurately.

It's important for the pilot to familiarize themselves with taxiways and parking positions beforehand.

The route for the return flight should be planned as follows:

- * Departure via Sector E, intercepting an outbound radial from the GRZ-VOR leading to Feldbach.
- * From Feldbach to LOGF, then you can plan a direct return to LOAN, entering via O, for a complete plan.
- * From LOGF, we will focus on in-flight replanning and chart navigation.

In-flight Replanning with the NAVIMAT:

- * Use the Navimat as a ruler to draw a line from A to B.
- * Next, it's important to check if anything changes regarding airspaces on the new route and if a descent, climb, or clearance is required.
- * Then, the pilot determines the course with the Navimat and notes it on the map. (Don't forget to convert to magnetic.)
- * Now, apply the 4T rule, and note the time next to point A.

* Finally, determine the ETA for point B with the Navimat. This should only be done after the 4T check, as you need the correct ground speed, which you'll only get once you're on the correct heading.

Chart Navigation:

With this type of navigation, you learn to navigate solely using your map. You'll need to compare roads, rivers, etc., drawn on the map with what you can see on the ground. Don't forget to compare directions as well. Always fly so that your navigational aids are always to your left for better visibility.

Approaching LOAN, Entry via O:

- * As you approach LOAN, pay attention to your altitude and initiate any necessary descent early enough to avoid issues with TMA LOWW 3.
- * When approaching O, you must also pay attention to proper time management to ensure you've completed your approach briefing, approach checklist, and frequency change at least 3 minutes before reaching O.

After reaching O, enter the traffic pattern for landing at LOAN.

Wishing you the best with your planning!

Robert