List of pages in this Trip Kit

General Information

Location: INNSBRUCK AUT
ICAO/IATA: LOWI / INN
Lat/Long: N47° 15.6', E011° 20.6'
Elevation: 1907 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0325 Z
Sunset: 1913 Z

Runway Information

Runway: 08
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1907 ft
Lighting: Edge, Centerline
Displaced Threshold: 338 ft

Runway: 26
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1894 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 126.030
Innsbruck Tower: 120.100
Innsbruck Radar: 119.275

1. GENERAL

1.1. ATIS

D-ATIS 126.02

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLZV-2005' the following is applicable:

Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet ACFT if the produced noise does not exceed the noise limits specified in Chapter 3 of ICAO Annex 16, Vol I.

Daily operational hours from 0630-2000LT.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with prop and turbo-prop ACFT, which do not exceed the maximum noise level of Dash 8, operational hours are valid from 0600-2300LT, but between 2200-2300LT only arrivals are granted.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with jet-propelled ACFT, that maximum noise level is less than the maximum noise level of Dash 8, arrivals are granted between 2000-2300LT.

For rescue-, ambulance- and catastrophe operations with noise reduced ACFT according to ICAO Annex 16, Chapter III, and with helicopters operational hours are valid analogues to item 2.

1.3. LOW VISIBILITY PROCEDURES

Low visibility take-off becomes effective when RVR for TDZ is 400m or less and will be activated with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" via RTF or ATIS.

1.4. RWY OPERATIONS

1.4.1. REDUCED RWY SEPARATION

1.4.1.1. GENERAL

Reduced RWY separation will be applied for RWYs 08 and 26 with 600m or 1500m separation.

ACFT will be classified as follows:

- **CAT 1 ACFT:**
  Single engine propeller ACFT with MTOM of 2000kg or less.
- **CAT 2 ACFT:**
  Single engine propeller ACFT with MTOM of more than 2000kg but less than 7000kg or twin engine propeller ACFT with MTOM of less than 7000kg.
- **CAT 3 ACFT:**
  All other ACFT.

1.4.1.2. LANDING ACFT

Separation shall in no case be less than following minimums:

A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 600m from THR.

A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 1500m from THR.

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1. GENERAL

A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:

- has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 2400m from THR.

1.4.1.3. DEPARTING ACFT

A CAT 1 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 600m from position of succeeding ACFT.

A CAT 2 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 1500m from position of succeeding ACFT.

An ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from position of succeeding ACFT.

1.4.1.4. WAKE TURBULENCE

The prescribed wake turbulence separation minimums have to be applied except:

- pilot of approaching ACFT announces that he is able to attend an appropriate distance himself, or
- pilot of departing ACFT reports after being questioned by Tower that he can avoid wake turbulence of preceding departed ACFT ("able to avoid..."), e.g. possibility of a visual turn.

1.5. OTHER INFORMATION

1.5.1. GENERAL

Extensive glider activity.

1.5.2. SPECIAL NOTES

Due to mountainous terrain in the vicinity of APT and the requirement for visual manoeuvring, it is considered essential that pilots are well familiar with descent, approach and missed approach procedures, balked landing procedures as well as the circling manoeuvres, and the departure procedures.

Familiarization with the procedures intended for use with adequate briefing material is mandatory. The responsibility for the preparation of such information rests with the operator for commercial flights, respectively pilot-in-command (for non-commercial flights). A sample briefing may be obtained from the APT administration but needs to be updated for the needs of the intended operation.

Operation in VMC on site or in a flight simulation training device FSTD (full flight simulator-FFS; Flight and navigation procedures trainer II-FNPT II) is required before first use of the approach procedures in weather conditions of less than 3000' (AAL) ceiling and 5km visibility and for the approval of any special approach and/or departure procedure.

Note: Operation in an FSTD shall include the program in VMC as well as in IMC unless a collision detection system is used.

The operation in VMC on site (or in the FSTD) shall include at least:

- one LOC/DME EAST followed by missed approach;
- one LOC/DME EAST approach followed by balked landing RWY 26 (may be replaced by one departure from RWY 26 utilizing the same track as for the intended balked landing);
- one LOC/DME EAST followed by a circling RWY 08;
- one departure RWY 26 (may be replaced by one balked landing RWY 26 utilizing the same track).

Details of the required information and training for the approval of special procedures will be specified.

However, training for the use of any one of the special procedures need to be performed in a FFS or FNPT II (exemptions for on site training may be granted if the situation requires such a decision).

1. GENERAL

The design of any departure contingency procedure and balked landing procedure is the responsibility of the operator/pilot-in-command. When designing the balked landing, the initial part of the departure procedure and the contingency procedure for RWY 26 the following guiding principles should be considered:

Balked Landing and Departure Contingency:
The operator/pilots-in-command should define the use of a turn procedure not later than D3.3 West OEV DME, or the use of an alternative contingency procedure along the Inn valley (this needs more detailed preparation and knowledge of the procedures and area).

Proposed Early Turn Procedure:
Climb visually with maximum gradient on RWY track. At D1.2 West OEV turn RIGHT and climb on 273° along the Northern side of the valley. Not later than at D3.3 West OEV turn LEFT and join LOC OEJ and continue climb along LOC OEJ to RTT NDB.

Unless a detailed obstacle survey allows/requires another turning altitude, the required climb gradient is 6.1% to achieve an altitude of 3200' at D3.3 West of OEV, which may be considered as sufficient altitude for a safe LEFT turn with a maximum radius of 1800m. Due to ACFT mass and associated climb performance of less than 6.1% one engine inoperative climb it may be required to design an alternative contingency procedure along the Western part of the Inn valley.

AOC type "B" and any adequate extension is recommended for preparation!
During FOEHN conditions (surface wind 100°-180°, average windspeed 15-25 KT, gusts 30-50 KT) with horizontal/vertical windshear and associated with possible moderate to severe turbulence and following partly severe downdraughts at various altitudes have to be expected especially over the city below 5000'.

To minimize operation in turbulence, pilots may during an approach procedure request a visual approach to RWY 08 from a position West of APT or stop descent at 7000' and proceed visually to a position over or South of APT but not below 5000'.

Thereafter continue descent and join RIGHT hand baseleg for RWY 08. A downdraught over the river INN on final approach to RWY 08 is most likely, too.

Caution is advised when actual outside air temperature differs from ISA by more than MINUS 10°C, due to substantial difference between true altitude and indicated altitude. Pilots will normally be informed by ATC.

Cloud base reports are available for two positions on final approach to RWY 26 at D1.8 OEV and at D0.5 OEV (indicating low clouds close to MAPs) and one position 2NM West of the APT.

In the area around INNSBRUCK it may happen that different values of visibility exist in various directions mainly caused by haze or mist layers over the city. If such situations are observed and the ground visibility is 8km or less, an additional reference in plain language to the INNSBRUCK MET REPORT is made, or ATC will refer to.

This plain language appendix refers especially to existing haze layers and as far as possible to the estimated visibility above these haze layers.

1.5.3. ADDITIONAL SERVICE

Surveillance based on multilateration is used by INNSBRUCK Tower/APP in order to provide additional service for the provision of air traffic services in the INN Valley.

This non-standard ICAO system is using on board transponder mode A/C/S replies by calculating time/distance of signals in order to locate position and altitude of ACFT.

All standard ICAO Radar procedures, phraseology and services apply.

Radar service will be initiated by identification procedure for ACFT equipped with serviceable transponder mode A/C/S: Departures when entering RWY.

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2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. ATC PROCEDURES

No approach clearance will be issued by ATC below CEIL 1300'AAL and 1500m ground visibility.

In case of fog, haze, cloud and/or mist layers or blowing snow in vicinity of the APT a clearance for approach will be granted on pilot's request provided:

- the RVR is at least 1000m and
- the visibility above these layers is at least 5.0km and there are no further clouds below 3100' AAL.

2.1.2. RNAV (RNP) Z RWY 08 GUIDELINES

2.1.2.1. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one Inertial Reference Unit or equivalent (DME/DME, VOR/DME or LOC update not authorized).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

To assure availability of GNSS signal, operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: http://augur.ecacnav.com/.

2.1.2.2. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- FMS type and certification;
- Instrument approach and landing chart;
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Data file with ARINC 424 coding of the procedure;
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

2.1.3. SPECIAL RNP 03 RNAV Z RWY 26 GUIDELINES

2.1.3.1. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one Inertial Reference Unit or equivalent (DME/DME, VOR/DME or LOC update not authorized).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

2. ARRIVAL

2.1.3.2. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operators/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- FMS type and certification;
- Instrument approach and landing chart;
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Data file with ARINC 424 coding of the procedure;
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

2.1.4. SPECIAL LOC ROMEO RWY 26 GUIDELINES

2.1.4.1. GENERAL

To assure availability of GNSS signal operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: http://augur.ecacnav.com/.

If no effective external visual reference at the MAPt or when discontinuing an approach between D-19 OEV and the MAP, climb with MAX gradient on MT 255° to WI700 (LOC course OEV 255° provides guidance until short before WI700), thereafter the missed approach is based on RNAV RNP 0.3 and therefore LNAV shall be engaged accordingly.

2.1.4.2. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one Inertial Reference Unit or equivalent (DME/DME or VOR/DME update not authorized during missed approach).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions according EASA AMC 20-26.

2.1.4.3. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- Relevant details of the AFM showing compliance with the requirements;
- Standard Operating Procedures and flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations;
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority;
- A shortened approval process will be applied for operators holding an approval for RNAV RNP Z 26.

2. ARRIVAL

2.1.5. APPLICATION GENERAL

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant other certified data.

Applications shall be conveyed at least six weeks prior to the intended operations.

Note: Details for approval shall be obtained by special.procedures@austrocontrol.at

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA
FAX: +43 (0) 5 1703 6656
+43 (0) 5 1703 6666
E-mail: special.procedures@austrocontrol.at

3. DEPARTURE

3.1. SPECIAL PERFORMANCE DEPARTURES

Only operators/pilots of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- Relevant details of the AFM showing compliance with the requirements;
- Standard Operating Procedures and flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations;
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

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AUSTRIA
FAX: +43 (0) 5 1703 6656
+43 (0) 5 1703 6666
E-mail: special.procedures@austrocontrol.at

3.2. OTHER INFORMATION

3.2.1. ATC PROCEDURES

Except for special performance departure no clearance will be issued by ATC below CEIL 1300'AAL and/or 1500m ground visibility.

In case of low layers of (low stratus) fog, haze, mist or blowing snow a clearance for departure on RWY 08 will be granted to pilots for multi-engine ACFT only provided:

- the RVR is at least 600m and
- the visibility above these layers is at least 5.0km and
- there are no further clouds below 3100' AAL and
- one engine-out climb gradient MIM 4.8%.

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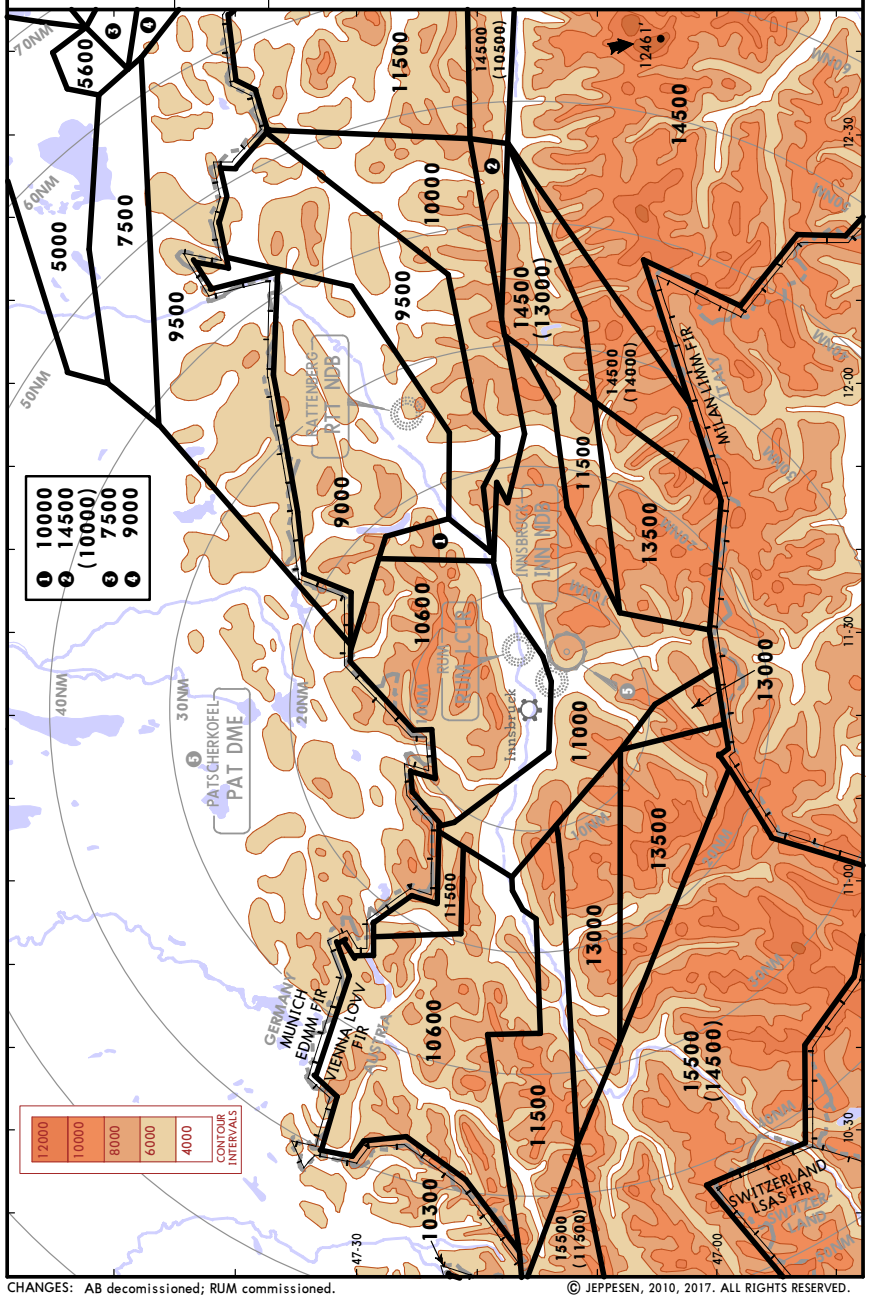
*INNSBRUCK
Radar (APP)
119.275

Apt Elev
1907'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance.
2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control



CHANGES: AB decomissioned; RUM commissioned.

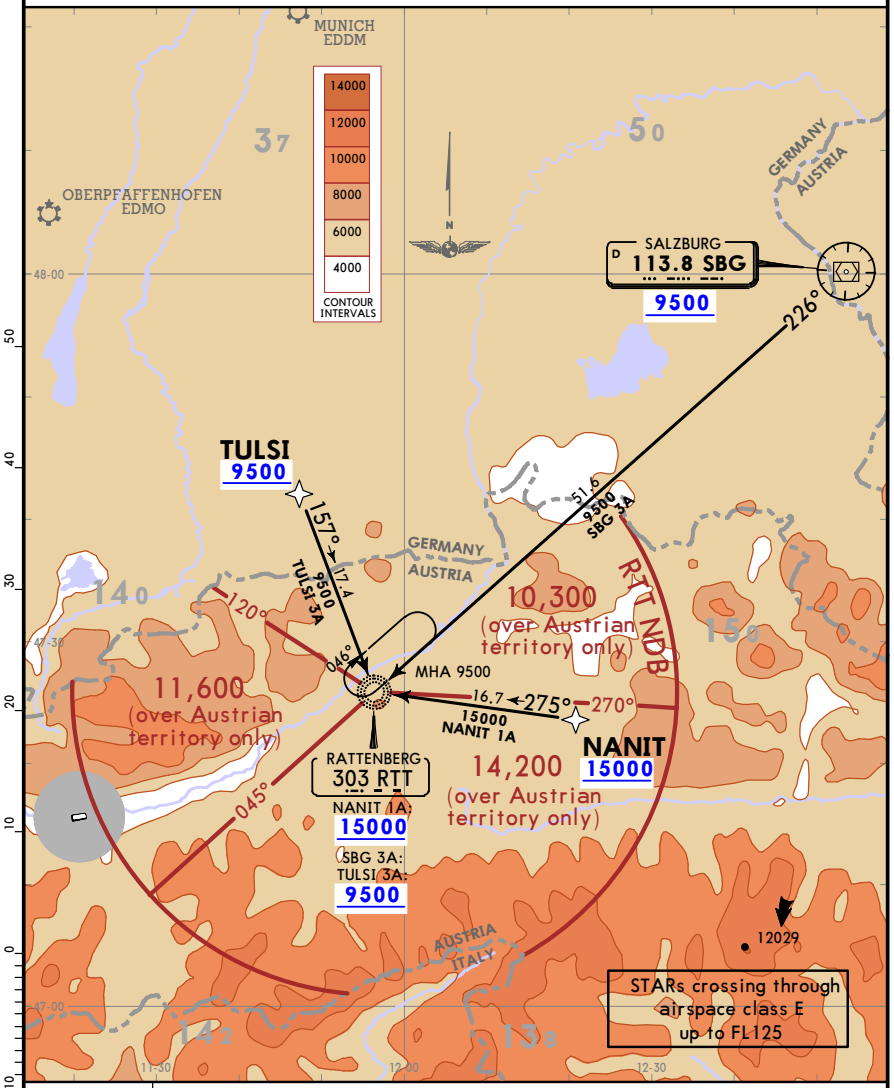
LOWI/INN
INNSBRUCK

JEPPESEN
15 JUN 18 (10-2) Eff 21 Jun

INNSBRUCK, AUSTRIA
RNAV STAR

D-ATIS	Apt Elev	
126.030	1907	Alt Set: hPa Trans level: By ATC **1. RNAV 5 or B-RNAV approval required.** **2. GNSS required.** 3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.

NANIT 1A [NANI1A]
SALZBURG 3A (SBG 3A) [SBG3A]
TULSI 3A [TULS3A]
ALL RWYS RNAV ARRIVALS



STAR	ROUTING
NANIT 1A	NANIT - RTT.
SBG 3A	SBG - RTT.
TULSI 3A	TULSI - RTT.

CHANGES: ATIS.

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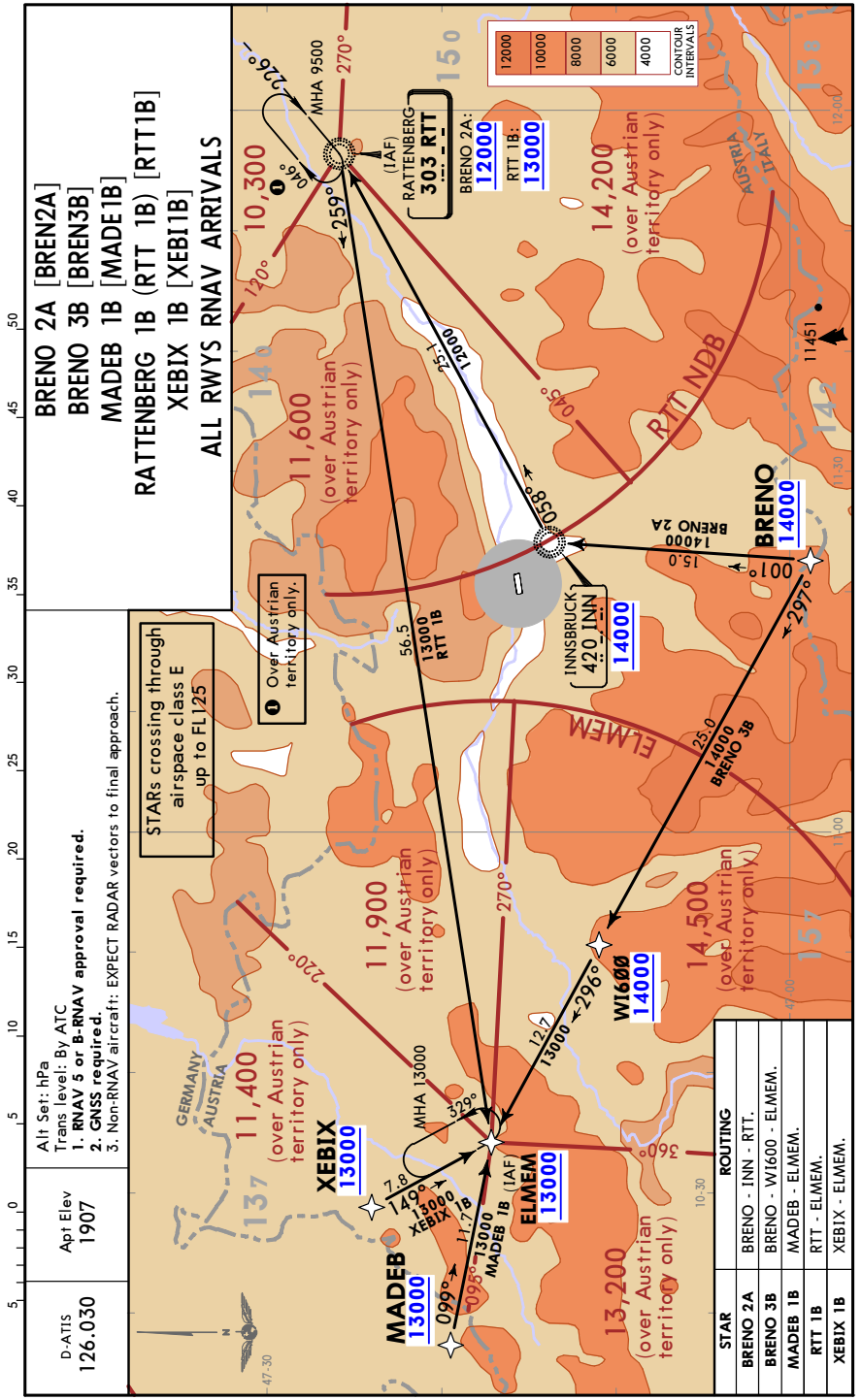
LOWI/INN
INNSBRUCK

JEPPESEN
15 JUN 18 (10-2A) Eff 21 Jun

INNSBRUCK, AUSTRIA
RNAV STAR

BRENO 2A [BREN2A]
BRENO 3B [BREN3B]
MADEB 1B [MADE1B]
RATTENBERG 1B (RTT 1B) [RTT1B]
XEBIX 1B [XEBI1B]
ALL RWYS RNAV ARRIVALS



Alt Set: hPa
Trans level: By ATC
1. RNAV 5 or B-RNAV approval required.
2. GNSS required.
3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.

D-ATIS	Apt Elev
126.030	1907

STAR	ROUTING
BRENO 2A	BRENO - INN - RTT.
BRENO 3B	BRENO - WI600 - ELMEM.
MADEB 1B	MADEB - ELMEM.
RTT 1B	RTT - ELMEM.
XEBIX 1B	XEBIX - ELMEM.

CHANGES: ATIS.

LOWI/INN INNSBRUCK

JEPPESEN 22 SEP 17 (10-3)

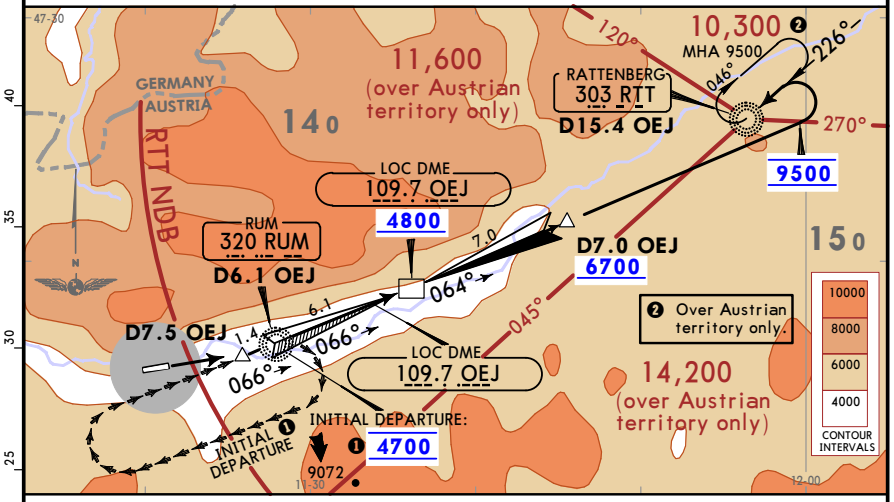
INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RWY 08 INITIAL DEPARTURE

FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.
SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
290 per NM (4.8%) until passing 6700.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

❶ If unable to cross OEJ at 4800 and D7.0 OEJ EAST of OEJ at 6700, a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700
205 per NM (3.3%).

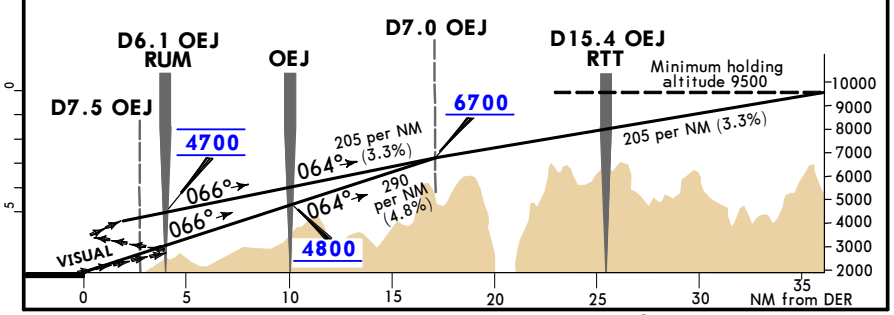
Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500 using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: New format.

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LOWI/INN INNSBRUCK

JEPPESEN 22 SEP 17 (10-3A)

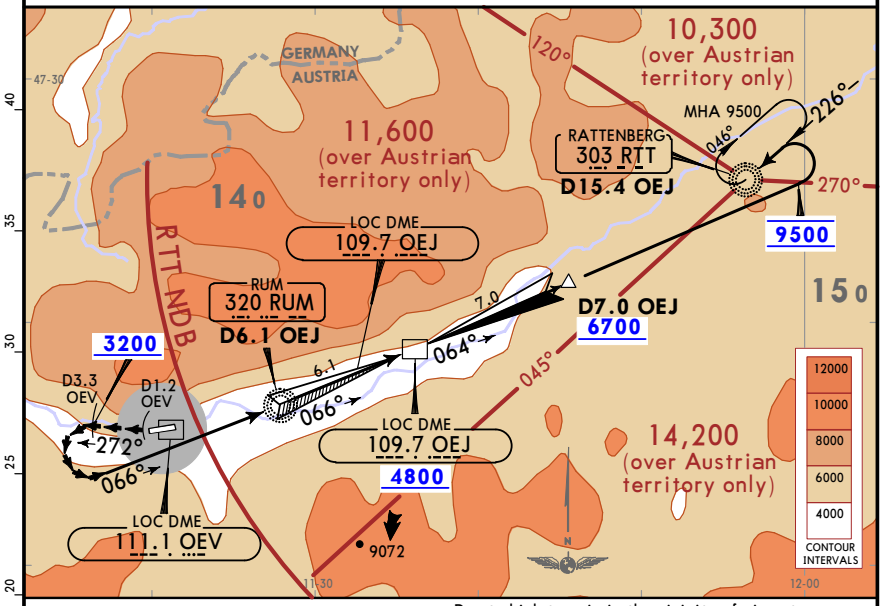
INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RWY 26 INITIAL DEPARTURE

FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
205 per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

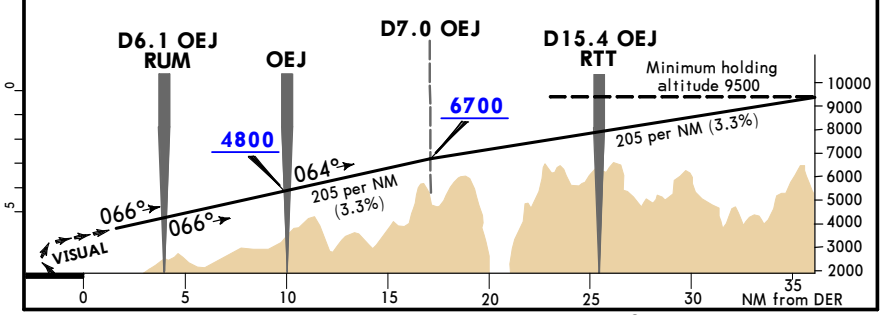
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb visually on RWY track to D1.2 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT (e. g. 160 KT/25° bank), join OEJ on course 066° via RUM. At OEJ change to 064° and continue to 9500 using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: New format.

LOWI/INN
INNSBRUCK

JEPPESEN
22 SEP 17 (10-3B)

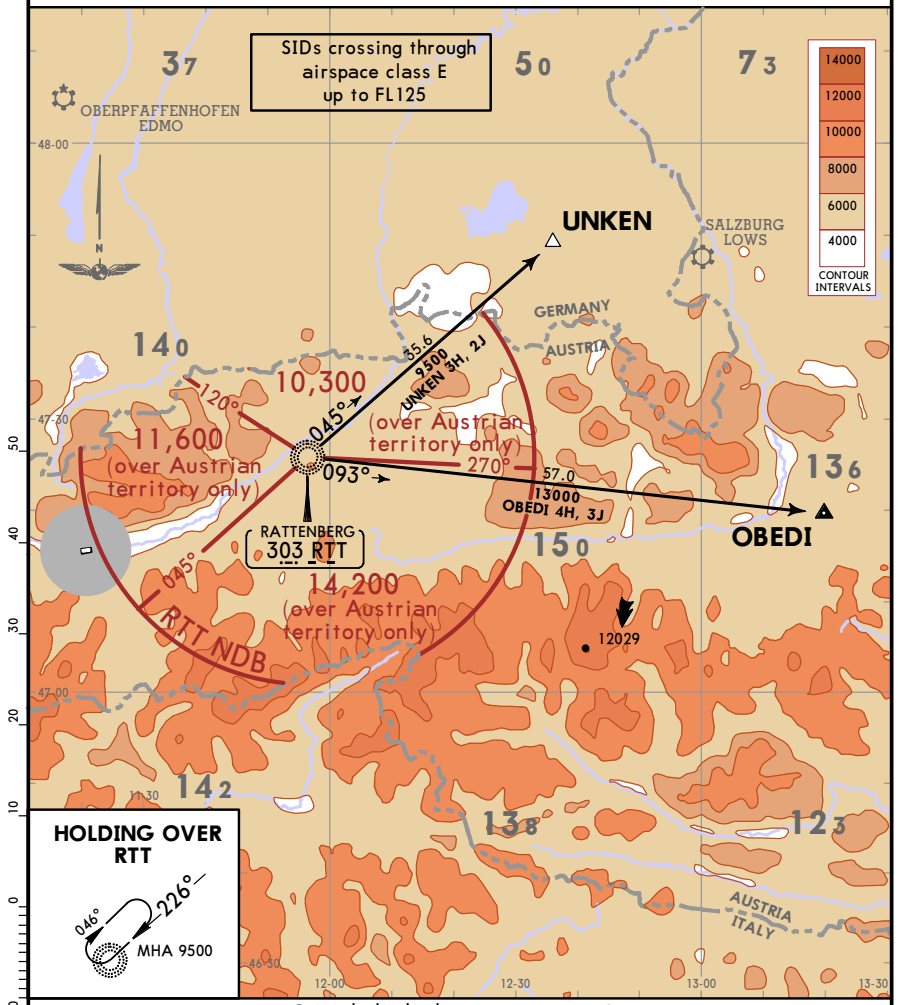
INNSBRUCK, AUSTRIA
SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 Contact INNSBRUCK RADAR when advised by Tower.

OBEDI 4H
UNKEN 3H
RWY 26 DEPARTURES

OBEDI 3J [OBED3J]
UNKEN 2J [UNKE2J]
RWY 08 DEPARTURES

FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A



Initial climb clearance **By ATC**

SID	ROUTING
OBEDI 4H, 3J	At RTT 093° bearing to OBEDI.
UNKEN 3H, 2J	At RTT 045° bearing to UNKEN.

CHANGES: New format.

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LOWI/INN
INNSBRUCK

JEPPESEN
22 SEP 17 (10-3C)

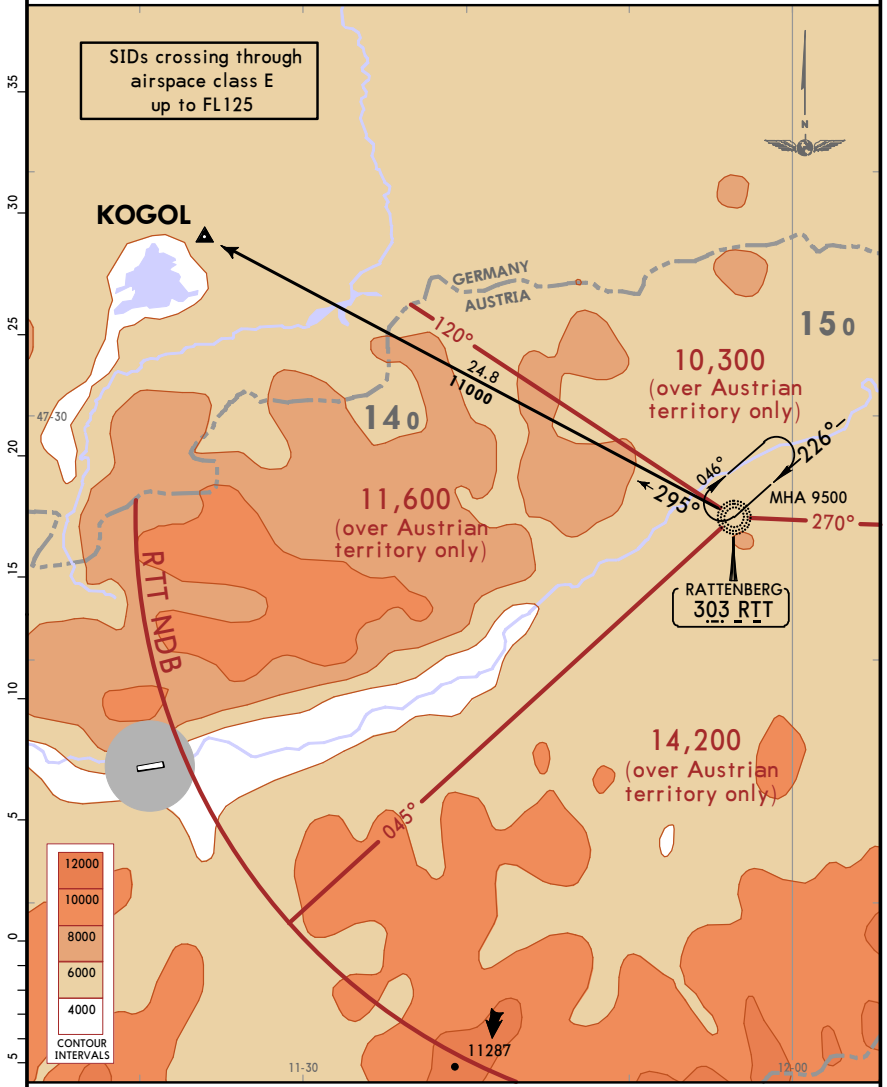
INNSBRUCK, AUSTRIA
SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 Contact INNSBRUCK RADAR when advised by Tower.

KOGOL 4H
RWY 26 DEPARTURE

KOGOL 3J [KOGO3J]
RWY 08 DEPARTURE

ONLY AVAILABLE FOR FLIGHTS WITH RFL 120 OR BELOW
FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A



Initial climb clearance **By ATC**

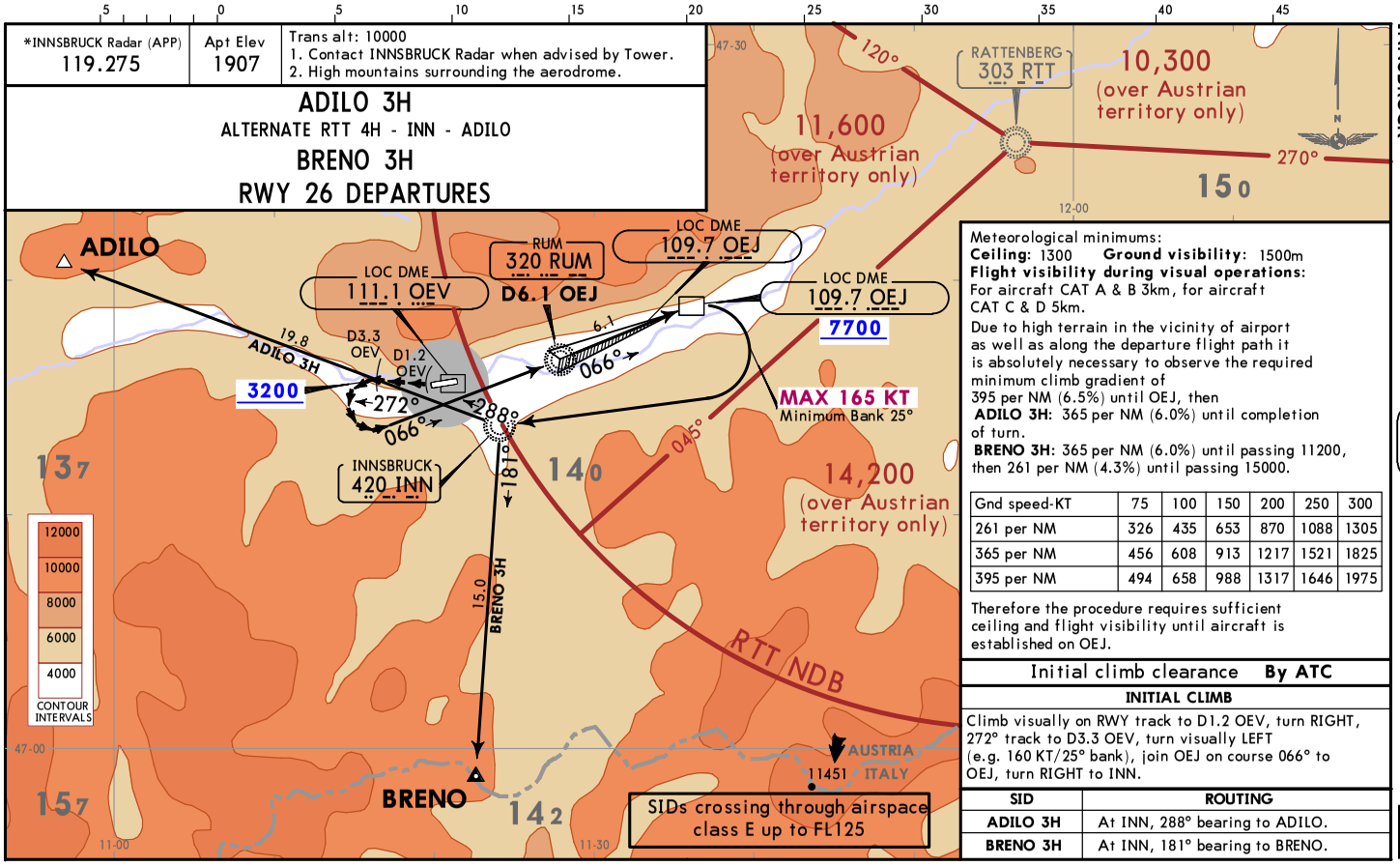
ROUTING
At RTT 295° bearing to KOGOL.

CHANGES: New format.

CHANGES: New format.

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

ADILO 3H
ALTERNATE RTT 4H - INN - ADILO
BRENO 3H
RWY 26 DEPARTURES



Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.
Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
395 per NM (6.5%) until OEJ, then
ADILO 3H: 365 per NM (6.0%) until completion of turn.
BRENO 3H: 365 per NM (6.0%) until passing 11200, then 261 per NM (4.3%) until passing 15000.

Gnd speed-KT	75	100	150	200	250	300
261 per NM	326	435	653	870	1088	1305
365 per NM	456	608	913	1217	1521	1825
395 per NM	494	658	988	1317	1646	1975

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance **By ATC**

INITIAL CLIMB

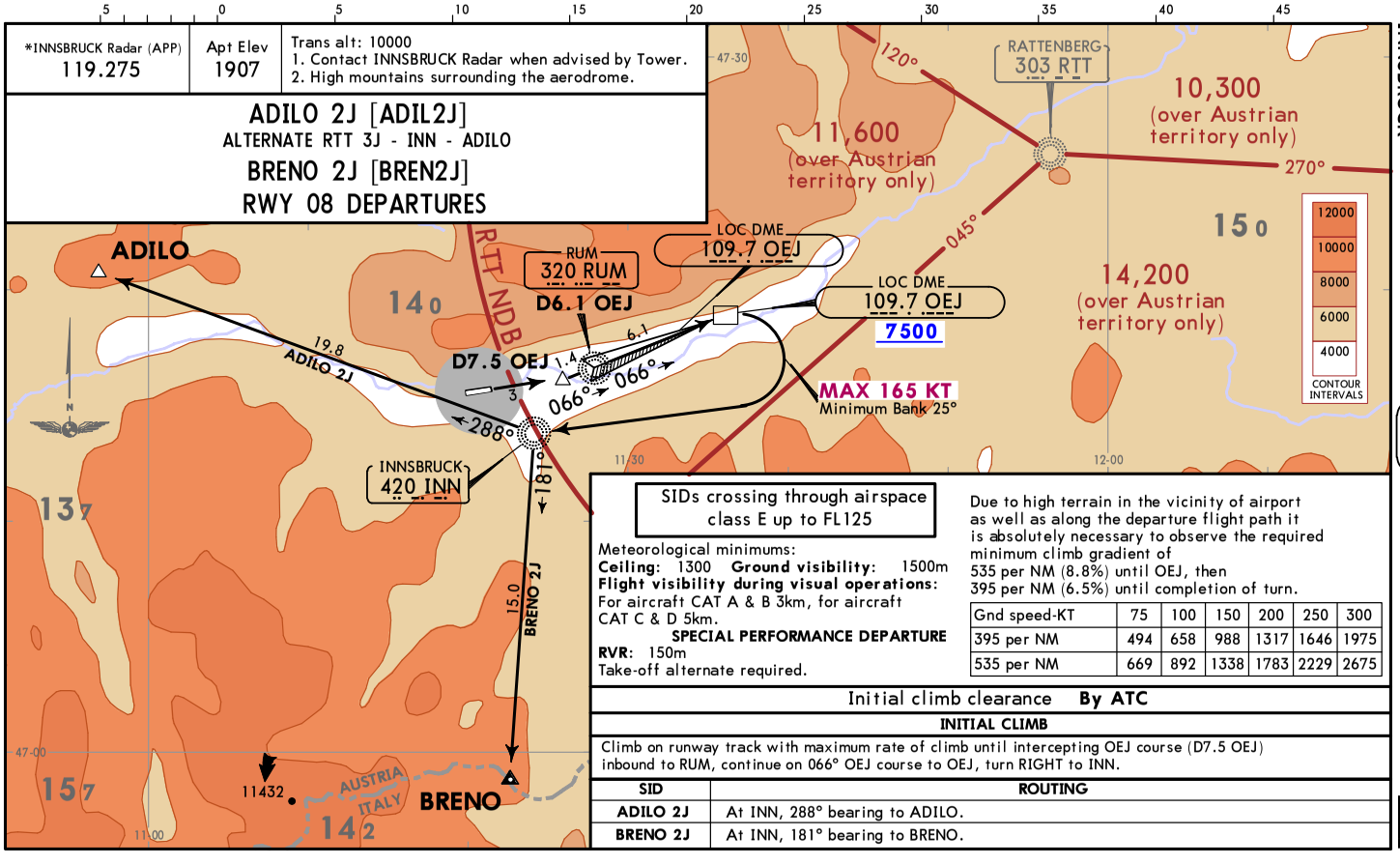
Climb visually on RWY track to D1.2 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT (e.g. 160 KT/25° bank), join OEJ on course 066° to OEJ, turn RIGHT to INN.

SID	ROUTING
ADILO 3H	At INN, 288° bearing to ADILO.
BRENO 3H	At INN, 181° bearing to BRENO.

CHANGES: New format.

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

ADILO 2J [ADIL2J]
ALTERNATE RTT 3J - INN - ADILO
BRENO 2J [BREN2J]
RWY 08 DEPARTURES



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.
SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
535 per NM (8.8%) until OEJ, then
395 per NM (6.5%) until completion of turn.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975
535 per NM	669	892	1338	1783	2229	2675

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

SID	ROUTING
ADILO 2J	At INN, 288° bearing to ADILO.
BRENO 2J	At INN, 181° bearing to BRENO.

LOWI/INN
INNSBRUCK
22 SEP 17
10-3E
JEPPESEN
INNSBRUCK, AUSTRIA
SID

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LOWI/INN
INNSBRUCK

JEPPESEN
16 FEB 18 (10-3F) Eff 1 Mar

INNSBRUCK, AUSTRIA
SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

KEMPTEN 5J (KPT 5J)
RWY 08 DEPARTURE

INITIAL DEPARTURE
Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 620 per NM (10.2%) until passing INN.

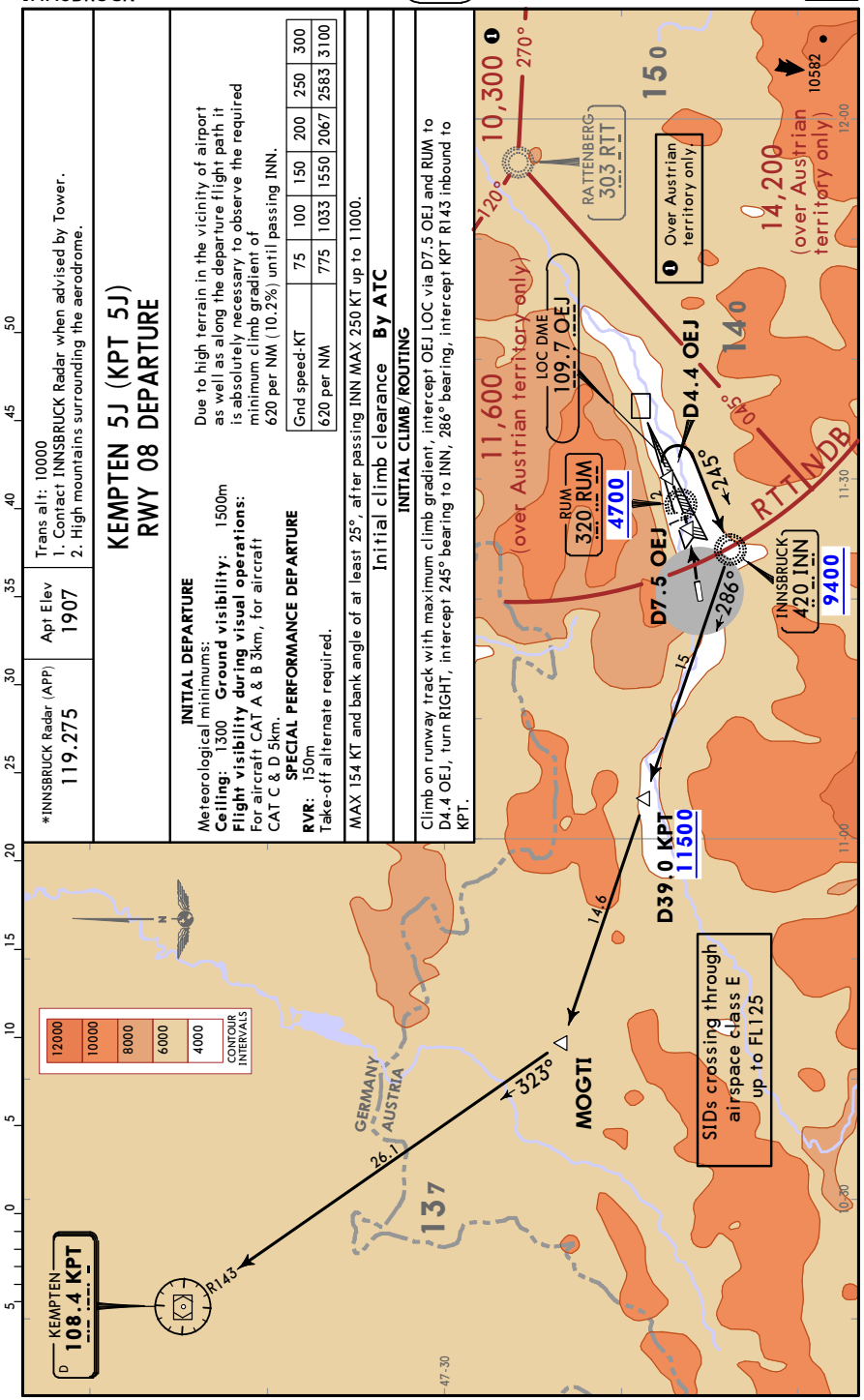
Gnd speed-KT	75	100	150	200	250	300
620 per NM	775	1033	1550	2067	2583	3100

MAX 154 KT and bank angle of at least 25°, after passing INN MAX 250 KT up to 11000.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track with maximum climb gradient, intercept OEJ LOC via D7.5 OEJ and RUM to D4.4 OEJ, turn RIGHT, intercept 245° bearing to INN, 286° bearing, intercept KPT R143 inbound to KPT.



CHANGES: SID KPT 4J renumbered 5J & revised.

Printed from JeppView for Windows 5.3.0.0 on 06 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

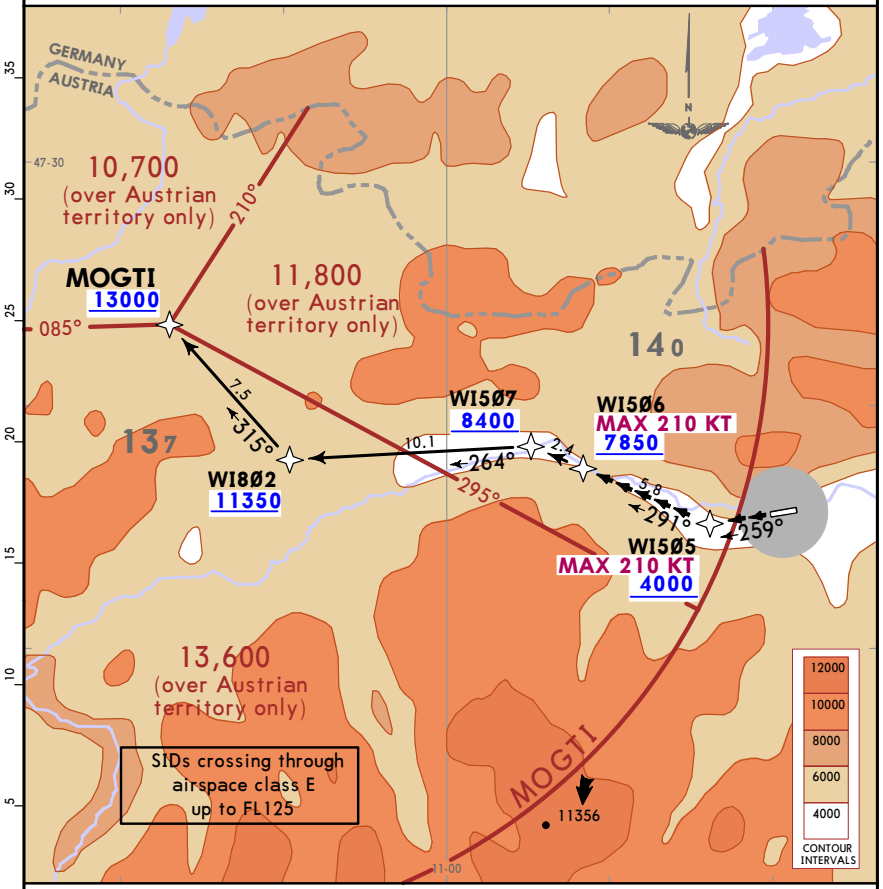
LOWI/INN
INNSBRUCK

JEPPESEN
16 FEB 18 (10-3G) Eff 1 Mar

INNSBRUCK, AUSTRIA
RNAV SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 **1. GNSS required. 2. RNAV 1 or P-RNAV approval required.** 3. Contact INNSBRUCK Radar when advised by Tower. 4. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley. 5. Lower weather minima and reduced length of the visual part are available on request for operators/pilots of multi-engine ACFT with improved RNAV capability. 6. High mountains surrounding the aerodrome.

MOGTI 3H [MOGT3H]
RWY 26 RNAV DEPARTURE
JETS AND TURBOPROPS



This SID requires minimum climb gradients of
670 per NM (11.0%) up to 8400, then
295 per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
295' per NM	369	492	738	983	1229	1475
670' per NM	838	1117	1675	2233	2792	3350

Meteorological minimums:
Ceiling: 2100 **Ground visibility:** 5000m or better along the visual part west of aerodrome.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on 259° track, MAINTAIN visual until passing 4000 and established on 291° track at WI505 - WI506 - WI507 - WI802 - MOGTI.

CHANGES: None.

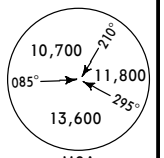
LOWI/INN
INNSBRUCK

JEPPESEN
22 SEP 17 (10-3H)

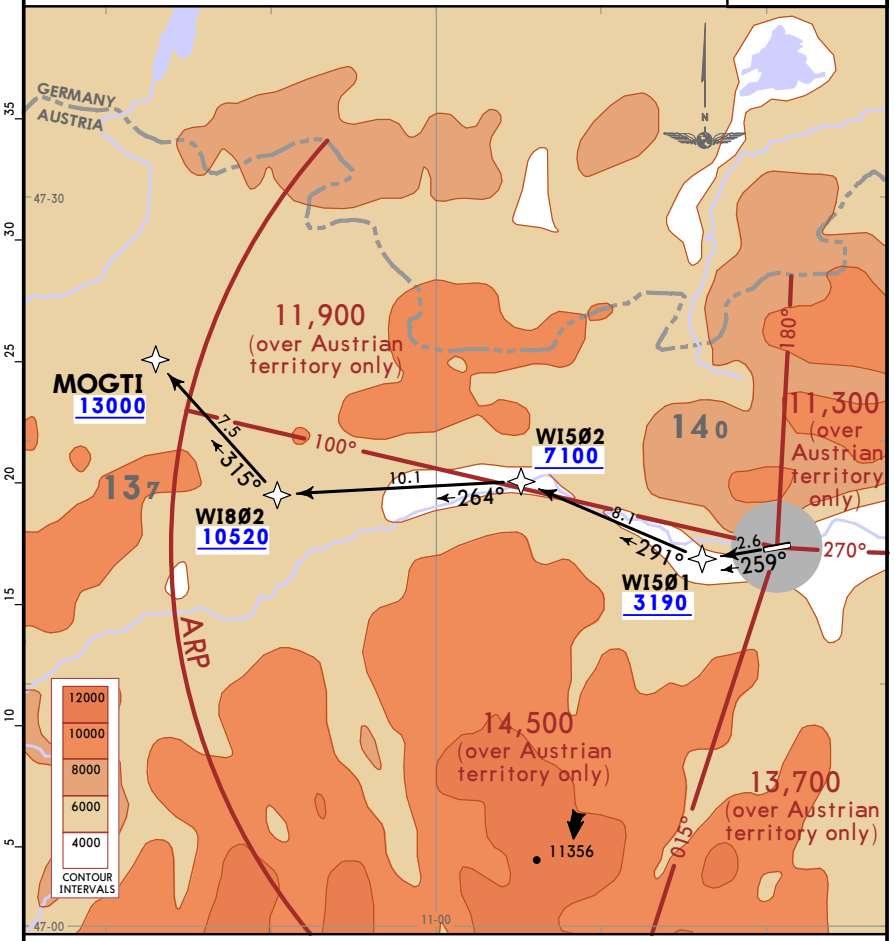
INNSBRUCK, AUSTRIA
RNAV SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 **1. Dual GNSS and at least one IRU or equivalent.** **2. DME/DME, LOC and VOR/DME updating not authorized.** 3. Contact INNSBRUCK Radar when advised by Tower. 4. High mountains surrounding the aerodrome.

MOGTI 1X [MOGT1X]
RWY 26 SPECIAL PERFORMANCE RNAV (RNP) DEPARTURE
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



MSA
MOGTI
applicable over
Austrian territory only



This SID requires minimum climb gradients of
8.0% until passing 7100, then 5.6%.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

SIDs crossing through airspace class E up to FL125

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on 259° track to WI501 - WI502 - WI802 - MOGTI.

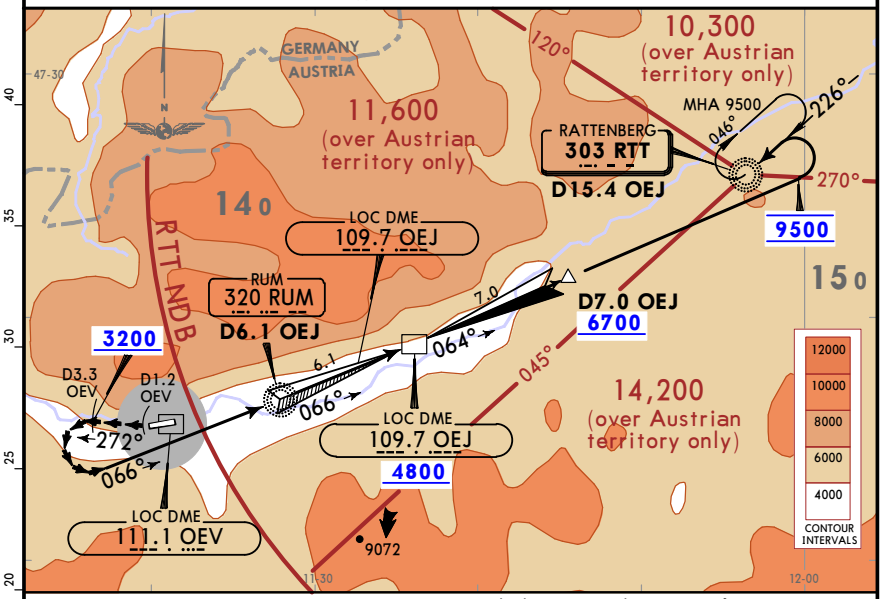
LOWI/INN
INNSBRUCK

JEPPESEN
22 SEP 17 (10-3J)

INNSBRUCK, AUSTRIA
SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RATTENBERG 4H (RTT 4H)
RWY 26 DEPARTURE



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 205 per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

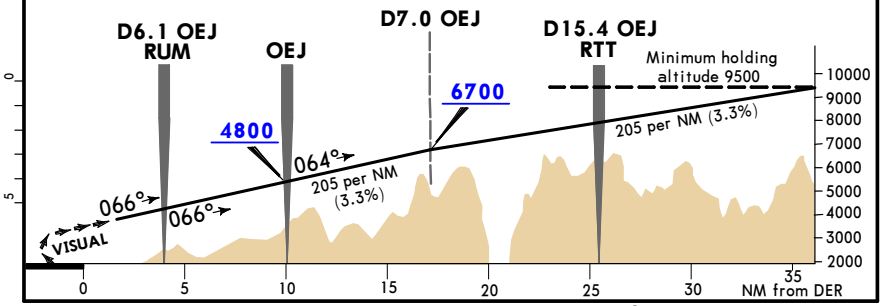
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb visually on RWY track to D1.2 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT (e.g. 160 KT/25° bank), join OEJ on course 066° to OEJ. At OEJ change to 064° and continue to 9500 using OEJ back course, then turn LEFT to RTT.
Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



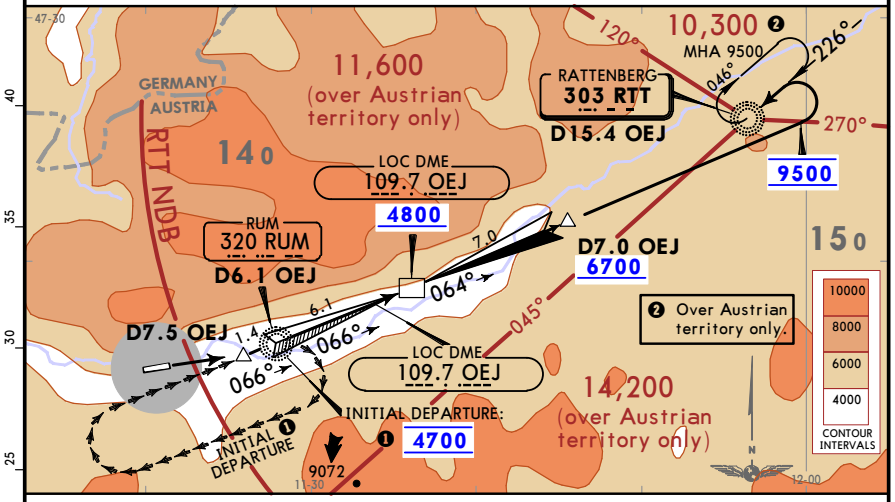
LOWI/INN
INNSBRUCK

JEPPESEN
22 DEC 17 (10-3K) Eff 4 Jan

INNSBRUCK, AUSTRIA
SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RATTENBERG 3J (RTT 3J)
RWY 08 DEPARTURE



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility**: 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.
SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
290 per NM (4.8%) until passing 6700.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

❶ If unable to cross OEJ at 4800 and D7.0 OEJ EAST of OEJ at 6700, a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700
205 per NM (3.3%).

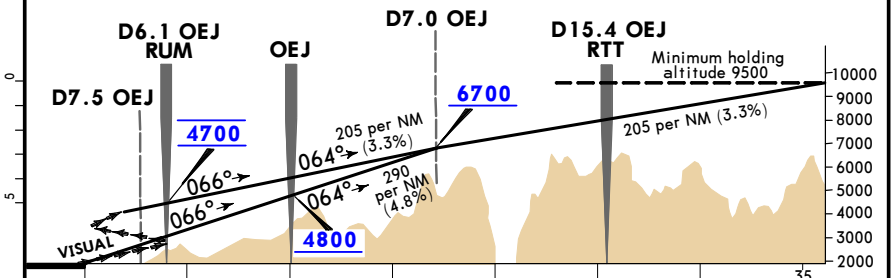
Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500 using OEJ back course, then turn LEFT to RTT.
Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: None.

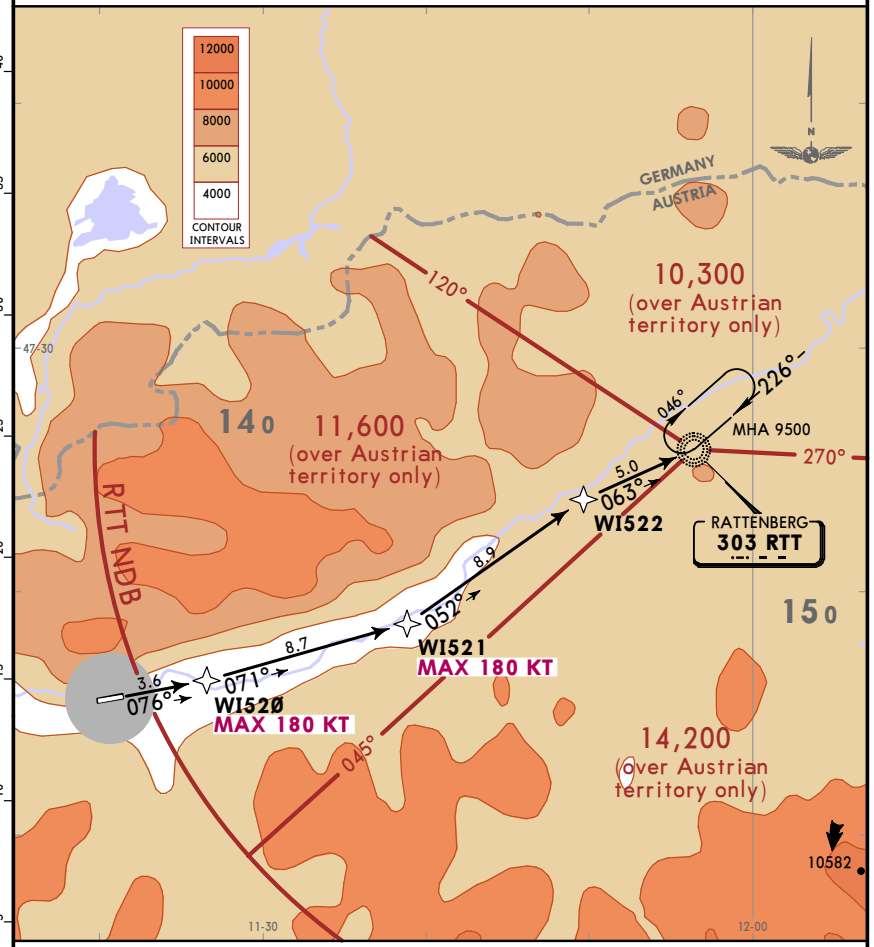
LOWI/INN
INNSBRUCK

JEPPESEN
22 DEC 17 (10-3L) Eff 4 Jan

INNSBRUCK, AUSTRIA
RNAV SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 **1. GNSS required. 2. RNAV 1 or P-RNAV approval required.** 3. Contact INNSBRUCK Radar when advised by Tower. 4. High mountains surrounding the aerodrome.

RATTENBERG 2Q (RTT 2Q)
RWY 08 RNAV DEPARTURE



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility**: 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.
SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
425 per NM (7.0%) until passing WI521.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

WI520 - WI521 - WI522 - RTT.

CHANGES: RNAV SID renumbered & revised.

LOWI/INN INNSBRUCK

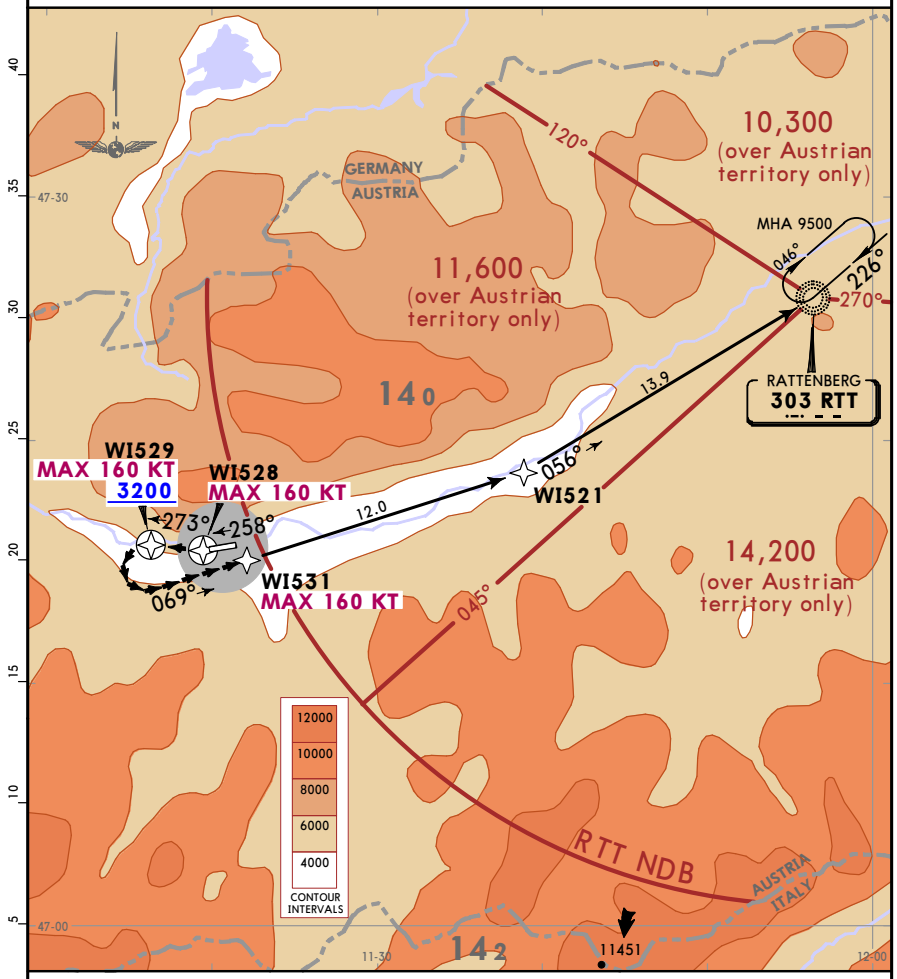
JEPPESEN 22 DEC 17 (10-3M) Eff 4 Jan

INNSBRUCK, AUSTRIA

RNAV SID

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907	Trans alt: 10000 **1. GNSS required. 2. RNAV 1 or P-RNAV approval required.** 3. Contact INNSBRUCK Radar when advised by Tower. 4. High mountains surrounding the aerodrome.

RATTENBERG 1R (RTT 1R)
RWY 26 RNAV DEPARTURE



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 535 per NM (8.8%) until passing WI531.

Gnd speed-KT	75	100	150	200	250	300
535 per NM	669	892	1338	1783	2229	2675

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb visually on 258° track to WI528 - WI529, MAINTAIN visual until 069° track to WI531 - WI521 - RTT.

CHANGES: RNAV availability.

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LOWI/INN INNSBRUCK

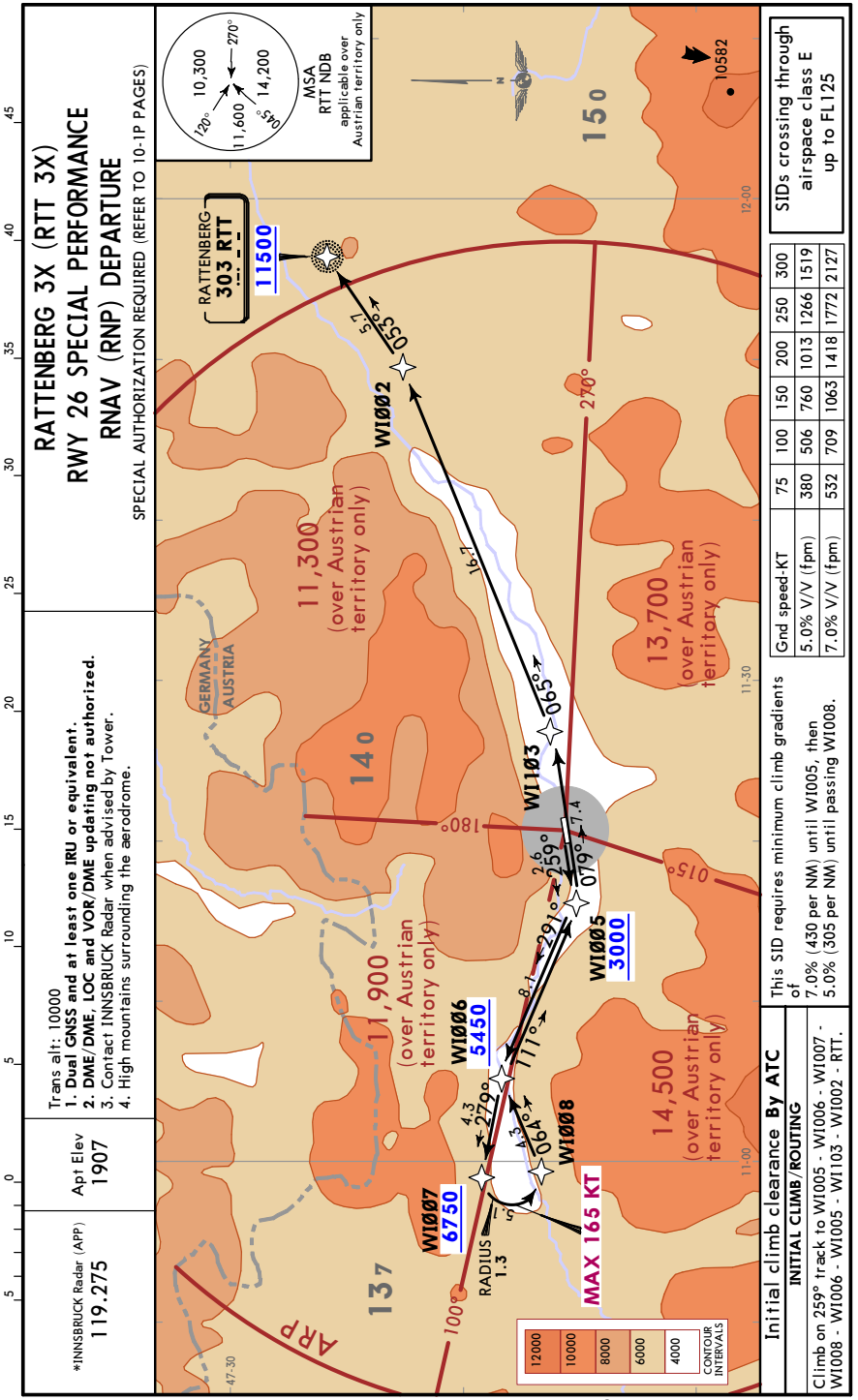
JEPPESEN 22 DEC 17 (10-3N) Eff 4 Jan

INNSBRUCK, AUSTRIA

RNAV SID

RATTENBERG 3X (RTT 3X)
RWY 26 SPECIAL PERFORMANCE RNAV (RNP) DEPARTURE

SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



Trans alt: 10000
1. **Dual GNSS and at least one IRU or equivalent.**
2. **DME/DME, LOC and VOR/DME updating not authorized.**
3. Contact INNSBRUCK Radar when advised by Tower.
4. High mountains surrounding the aerodrome.

*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907

SIDs crossing through airspace class E up to FL125

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

This SID requires minimum climb gradients of
7.0% (430 per NM) until WI005, then
5.0% (305 per NM) until passing WI008.

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on 259° track to WI005 - WI006 - WI007 - WI008 - WI006 - WI005 - WI103 - WI002 - RTT.

CHANGES: None.

LOWI/INN

Apt Elev **1907'**
N47 15.6 E011 20.6

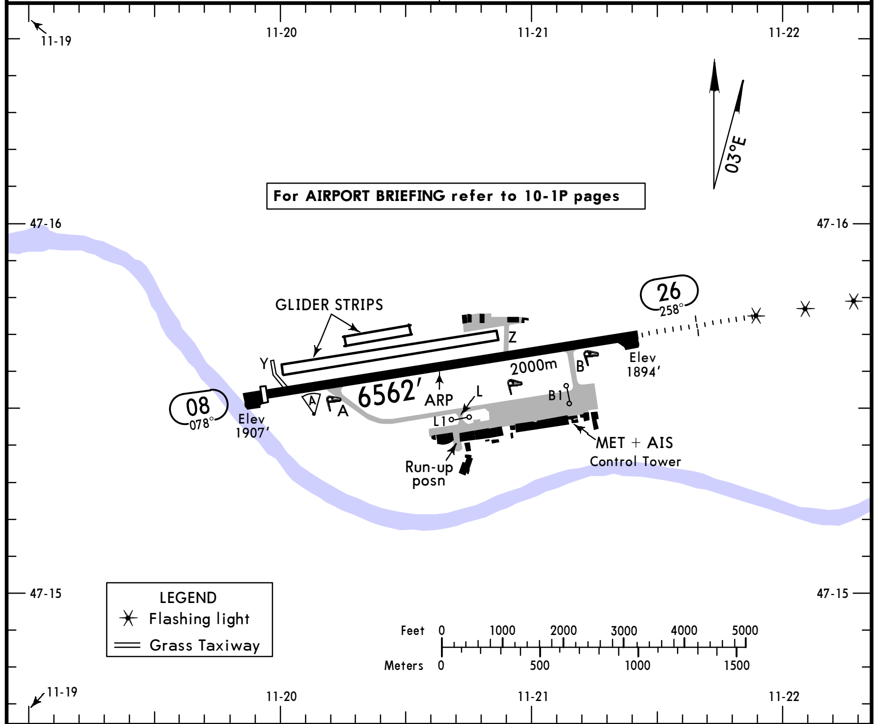
JEPPESEN

30 MAR 18 (10-9)

INNSBRUCK, AUSTRIA

INNSBRUCK

D-ATIS	*INNSBRUCK Tower
126.025	120.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL CL (15m) PAPI (3.5°) RVR	6224' 1897m		❹	148' 45m
26	HIRL CL ❶ (15m) HIALS ❷ SFL REIL PAPI (3.5°) RVR	❸	5453' 1662m		

❶ (38W, 20R & W, 8R)
❷ only partly visible between 1969'/600m and 1870'/570m before thresh rwy 26.
❸ LDA 6365' 1940m
❹ TAKE-OFF RUN AVAILABLE

Rwy 08:			Rwy 26:		
	from rwy head	6562' (2000m)		from rwy head	6365' (1940m)
	twy Y int (grass)	5925' (1806m)		twy B int	5256' (1602m)
	twy A int	5203' (1586m)		twy Z int	4206' (1282m)
	twy Z int	2201' (671m)			

Standard TAKE-OFF

All Rwys

A, B, C, D	1300' - 1500m ❶

❶ Special performance departure: RVR 150m, take-off alternate required.

CHANGES: Special performance departure.

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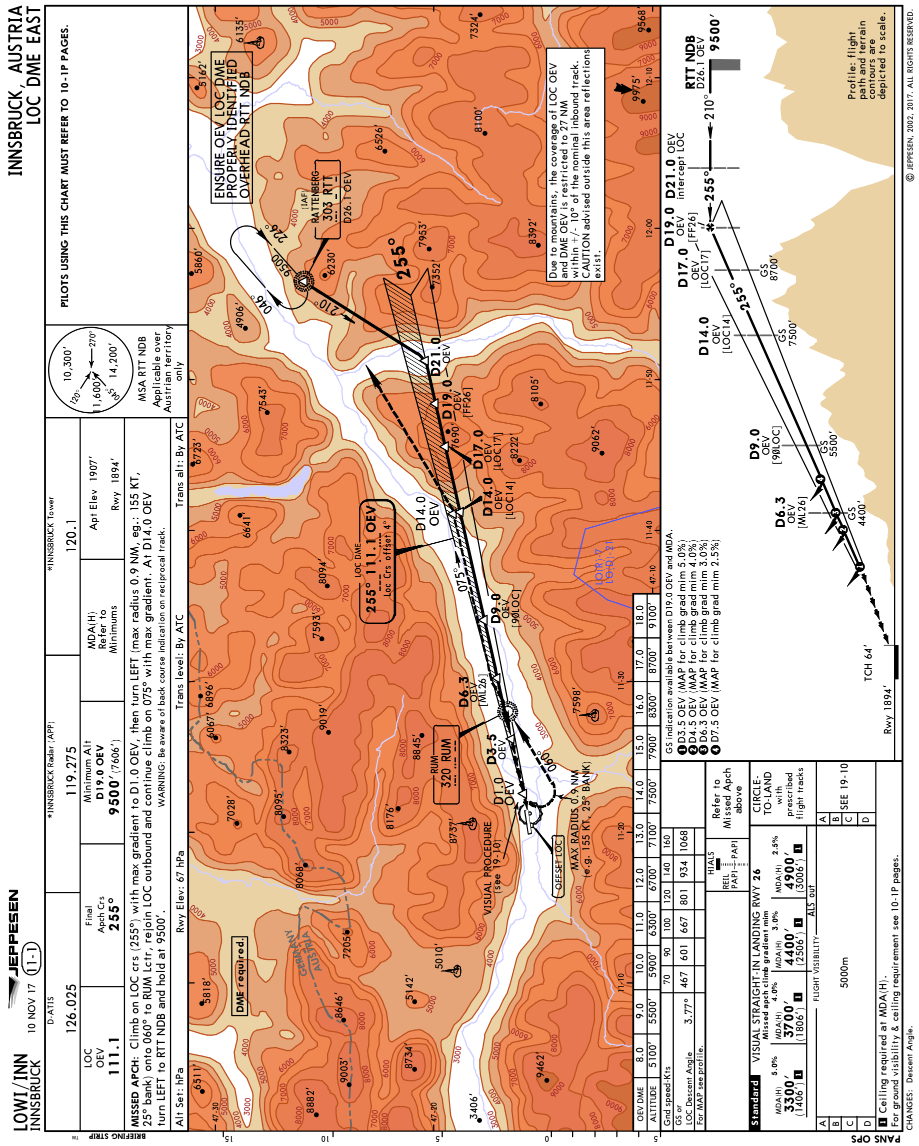


BRIEFING STRIP

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

LOC OEV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
111.1	255°	D19.0 OEV 9500′(7606′)	Refer to Minimums	Apt Elev 1907′ Rwy 1894′

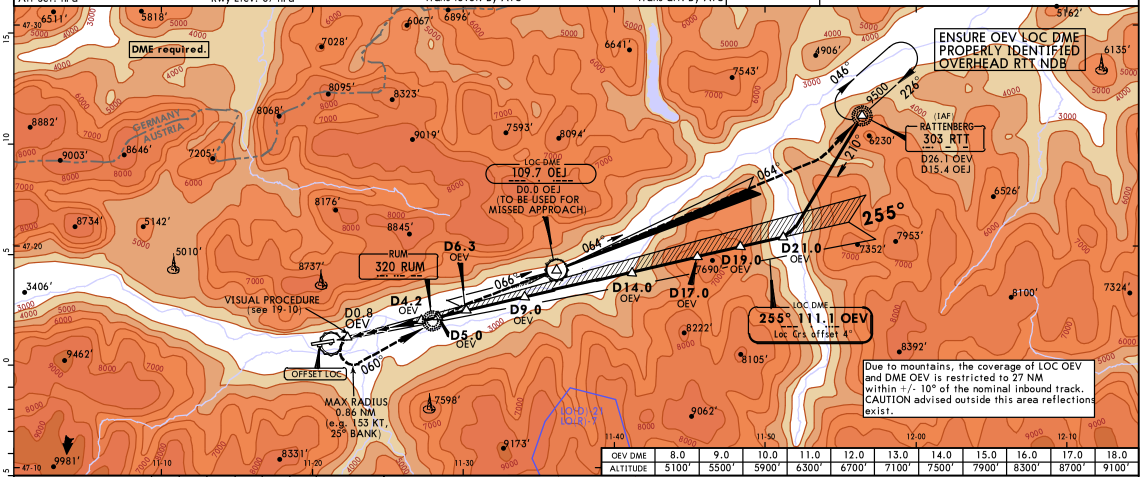
MSA RTT NDB: 10,300′ / 11,600′ / 14,200′ (120°, 270°, 045°). Applicable over Austrian territory only

THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY AUSTRO CONTROL GMBH.

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.

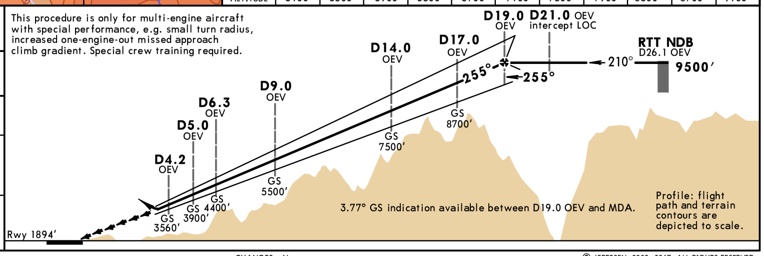
MISSED APCH: Climb on OEV LOC crs (255°) with max gradient to D0.8 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25° bank) onto 060° to RUM Lctr, intercept OEJ LOC crs (066°). Upon passing OEJ LOC station proceed outbound OEJ LOC back crs (064°), continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use RUM Lctr for additional guidance.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: By ATC



OEV DME	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0
ALTITUDE	5100′	5500′	5900′	6300′	6700′	7100′	7500′	7900′	8300′	8700′	9100′

This procedure is only for multi-engine aircraft with special performance, e.g. small turn radius, increased one-engine-out missed approach climb gradient. Special crew training required.



Gnd speed-Kts	70	90	100	120	140	160
GS or LOC Descent Angle 3.77°	467	601	667	801	934	1068

MAP as approved.

HIALS, REIL, PAPI—PAPI. Refer to Missed Apch above

Standard	VISUAL STRAIGHT-IN LANDING RWY 26 (ALS out)	CIRCLE-TO-LAND (with prescribed flight tracks)
A, B, C, D	ACCORDING SPECIAL AUTHORIZATION	SEE 19-10

PANS OPS

CHANGES: None.

BRIEFING STRIP

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

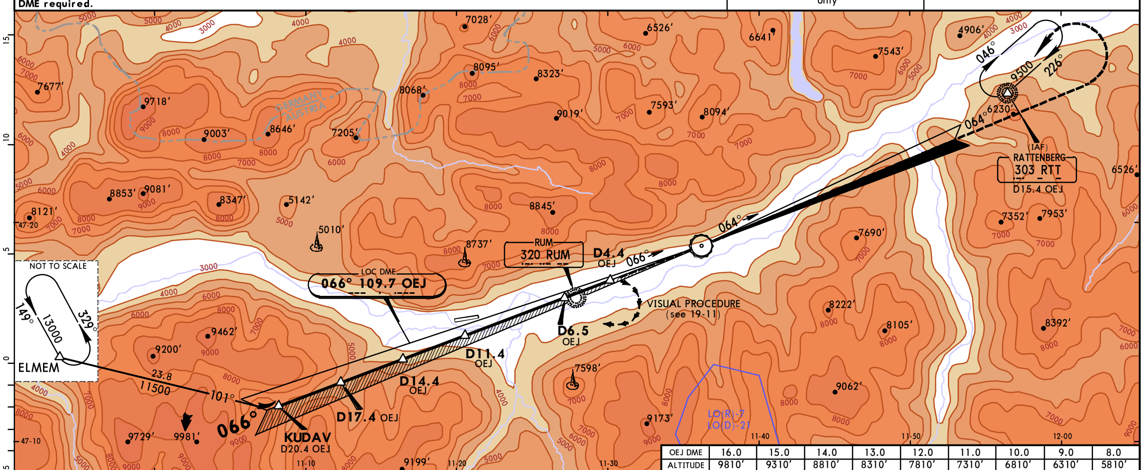
LOC OEJ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
109.7	066°	KUDAV 11500′(9593′)	5000′(3093′)	1907′

MSA RTT NDB: 10,300′ / 11,600′ / 14,200′. MSA ELMEM: 11,400′ / 11,900′ / 13,200′ / 14,500′. Applicable over Austrian territory only

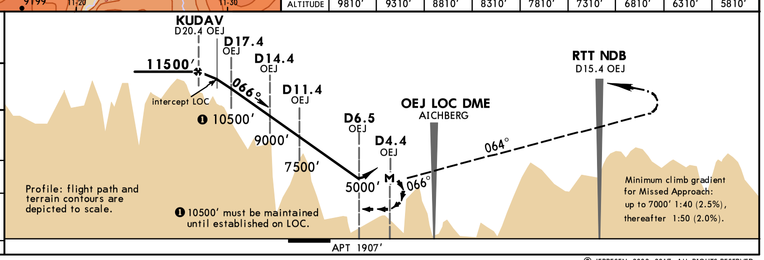
PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.

MISSED APCH: Climb on LOC crs (066°) with max gradient. Upon passing LOC station proceed outbound LOC back crs on 064° and continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use RUM Lctr for additional guidance.

Alt Set: hPa | Apt Elev: 68 hPa | Trans level: By ATC | Trans alt: By ATC
DME required.



OEJ DME	16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0	8.0
ALTITUDE	9810′	9310′	8810′	8310′	7810′	7310′	6810′	6310′	5810′



Gnd speed-Kts	70	90	100	120	140	160
LOC Descent Angle 4.70°	583	749	833	999	1166	1332

MAP at D4.4 OEJ

Lighting- Refer to Airport Chart. Refer to Missed Apch above

Standard	STRAIGHT-IN LANDING	CEILING REQUIRED CIRCLE-TO-LAND (For prescribed flight tracks see 19-11)	MDA(H)	CEIL-FLIGHT VIS
A	NOT APPLICABLE	A, B	5000′(3093′)	3100′- 3000m
B				
C		C	5000′(3093′)	3100′- 5000m
D		D		

For ground visibility & ceiling requirement see 10-1P pages.

PANS OPS

CHANGES: None.

LOWI/INN
INNSBRUCK

JEPPESEN
3 NOV 17 (11-4) Eff 9 Nov

INNSBRUCK, AUSTRIA
CAT A, B & C ❶ LOC R Rwy 26

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

LOC OEV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1907′
111.1	255°	D19.0 OEV 9500′ (7606′)	Refer to Minimums	Rwy 1894′

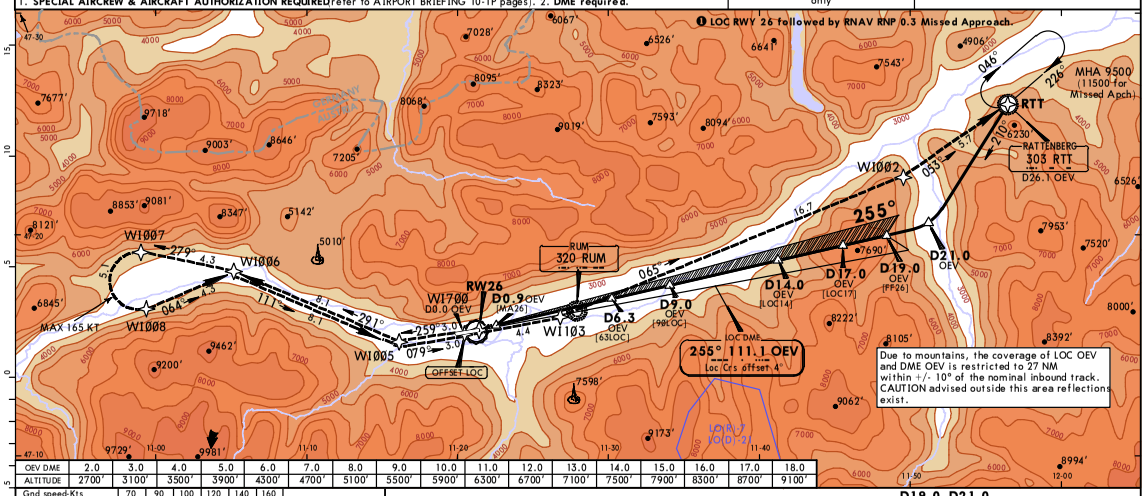
MISSED APCH: Climb to 11500′ via RNAV missed approach track to RTT and hold.
RNAV missed apch track from WI700 onward is based on RNP 0.3.

Alt Set: hPa | Apt Elev: 67 hPa | Trans level: By ATC | Trans alt: By ATC
1. **SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED** refer to AIRPORT BRIEFING 10-1P pages). 2. **DME required.**

MSA RTT NDB: 10,300′ / 11,600′ / 14,200′
MSA ARP: 11,900′ / 11,300′ / 14,500′ / 13,700′
Applicable over Austrian territory only

THE CHART MAY ONLY BE USED IN CONNECTION WITH THE DESCRIPTION OF THE PROCEDURE.

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.



OEV DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0
ALTITUDE	2700′	3100′	3500′	3900′	4300′	4700′	5100′	5500′	5900′	6300′	6700′	7100′	7500′	7900′	8300′	8700′	9100′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.79°	470	604	671	805	939	1073
MAP at D0.9 OEV							

HIALS REIL PAPI PAPI
11500′ via WI700

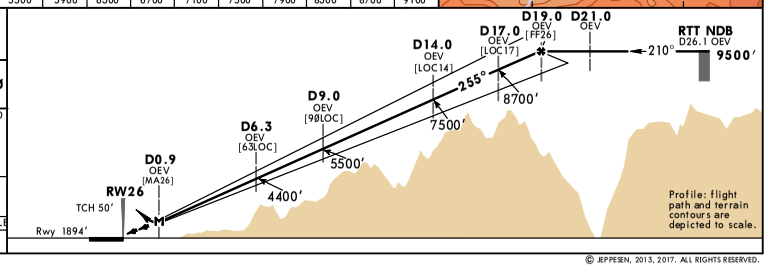
Standard STRAIGHT-IN LANDING RWY 26
Missed apch climb gradient until 3200′ min

	MDA(H)	CDFA	MDA(H)	CDFA	MDA(H)	CDFA
	5.0%		4.0%		2.9%	
	2250′ (356′) L		2450′ (556′) L		2750′ (856′) L	
	ALS out		ALS out		ALS out	
A	RVR 1200m	RVR 1500m	RVR 1500m		RVR 1500m	
B						
C		RVR 1600m	RVR 2100m	RVR 2500m	RVR 3600m	RVR 4000m
D	NOT APPLICABLE					

CIRCLE-TO-LAND with prescribed flight tracks
A, B, C: SEE 19-10
D: NOT APPLICABLE

L Ceiling required at MDA(H).
For ground visibility & ceiling requirement see 10-1P pages.

PANS OPS



CHANGES: MACG 3.0% withdrawn.

LOWI/INN
INNSBRUCK

JEPPESEN
19 JAN 18 Eff 1 Feb (12-1)

INNSBRUCK, AUSTRIA
RNAV (GNSS) Y Rwy 08

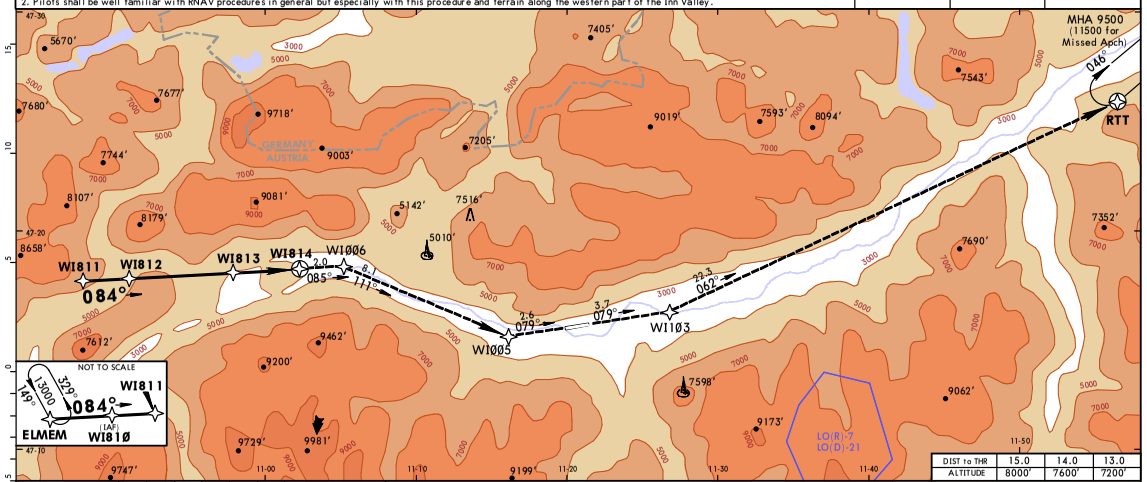
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 1907′
	084°	WI813 8300′ (6393′)	7100′ (5193′)	Rwy 1907′

MISSED APCH: Climb to 11500′ via RNAV missed approach track to RTT and hold.

Alt Set: hPa | Rwy Elev: 68 hPa | Trans level: By ATC | Trans alt: By ATC
1. Procedure for cloudbreaking only provided effective external visual reference to the terrain exists and can be maintained from at or before reaching the MAP. Continue visually along the prescribed track (identical to missed approach track) and the required vertical descent profile. The rwy may not be or remain in sight at all times but other visual cues surrounding the track and the vicinity of the aerodrome may be used as sufficient external visual reference.
2. Pilots shall be well familiar with RNAV procedures in general but especially with this procedure and terrain along the western part of the Inn Valley.

MSA ELMEM: 11,400′ / 13,200′
MSA ARP: 11,900′ / 11,300′ / 14,500′ / 13,700′
MSA RTT: 10,300′ / 11,600′ / 14,200′
Applicable over Austrian territory only

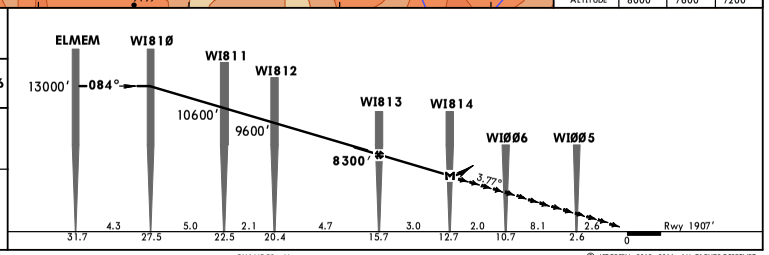


DIST to THR	15.0	14.0	13.0
ALTITUDE	8000′	7600′	7200′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.77°	467	601	667	801	934	1068
MAP at WI814							

PAPI
11500′ via WI1006

Standard LANDING RWY 08
LNAV
MDA(H) 7100′ (5193′)
CEIL - FLIGHT VISIBILITY
A, B, C, D: 5200′ - 5000m



CHANGES: None.

LOWI/INN
INNSBRUCK

JEPPESEN
19 JAN 18
Eff 1 Feb
12-2
CAT A, B & C

INNSBRUCK, AUSTRIA
RNAV (GNSS) E Rwy 26

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

EGNOS	Final	Minimum Alt	LPV	
Ch 95193	Apch Crs	WI613	DA(H)	Apt Elev 1907′
E26A	254°	5750′ (3856′)	Refer to Minimums	Rwy 1894′

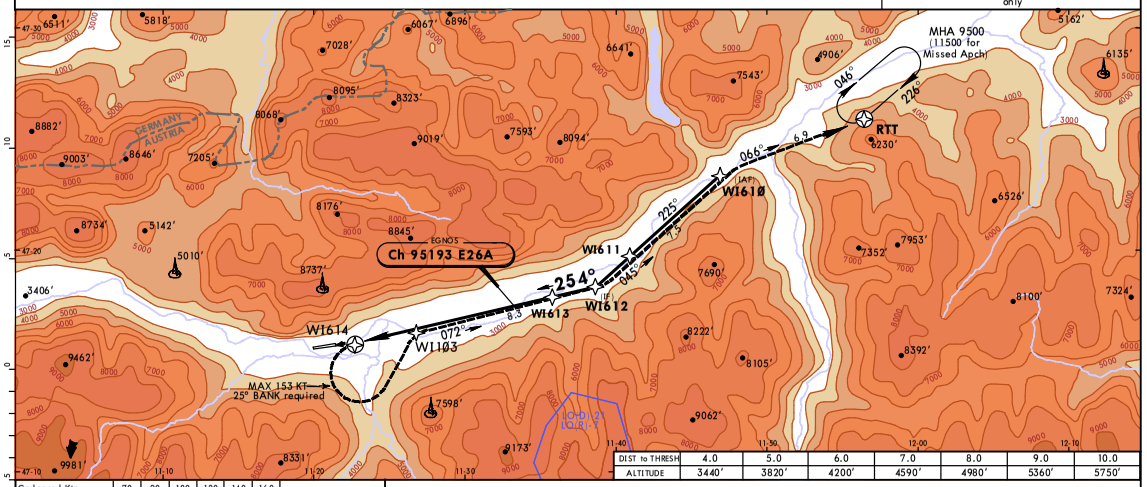
MISSED APCH: Climb STRAIGHT AHEAD to WI614, then turn LEFT and climb to 11500′ via RNAV missed approach track to RTT and hold.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: By ATC

Final approach track offset 4.7° from rwy centerline.

MSA RTT: 10,300 / 11,600 / 14,200 — MSA ARP: 11,900 / 11,300 / 14,500 / 13,700

Applicable over Austrian territory only



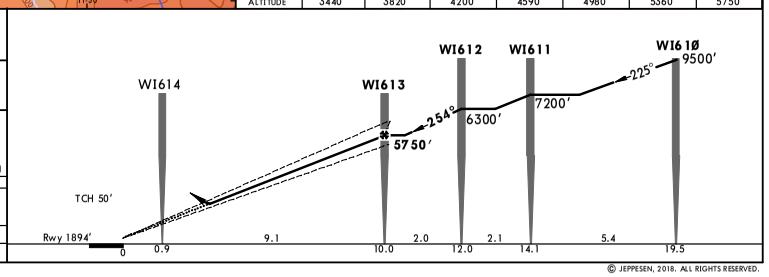
DIST to THRESH	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	3440′	3820′	4200′	4590′	4980′	5360′	5750′

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.57°	442	569	632	758	885	1011
MAP at DA						

HIALS | REIL | PAPI | PAPI | Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **26**

	LPV CAT I	LPV CAT I	LPV CAT I
	Missed apch climb gradient min 7.1%	Missed apch climb gradient min 5.0%	Missed apch climb gradient min 2.5%
DA(H)	3300′ (1406′)	3900′ (2006′)	4300′ (2406′)
	ALS out	ALS out	ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m
B			
C	RVR 2400m	RVR 2400m	RVR 2400m
D	NOT APPLICABLE		



CHANGES: New procedure.

LOWI/INN
INNSBRUCK

JEPPESEN
19 JAN 18
Eff 1 Feb
12-20

CAT A, B & C

INNSBRUCK, AUSTRIA
RNAV (RNP) Z Rwy 08

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

	Final	Minimum Alt	RNP 0.3	
RNAV	Apch Crs	WI750	DA(H)	Apt Elev 1907′
	078°	13000′ (11093′)	2900′ (993′)	Rwy 1907′

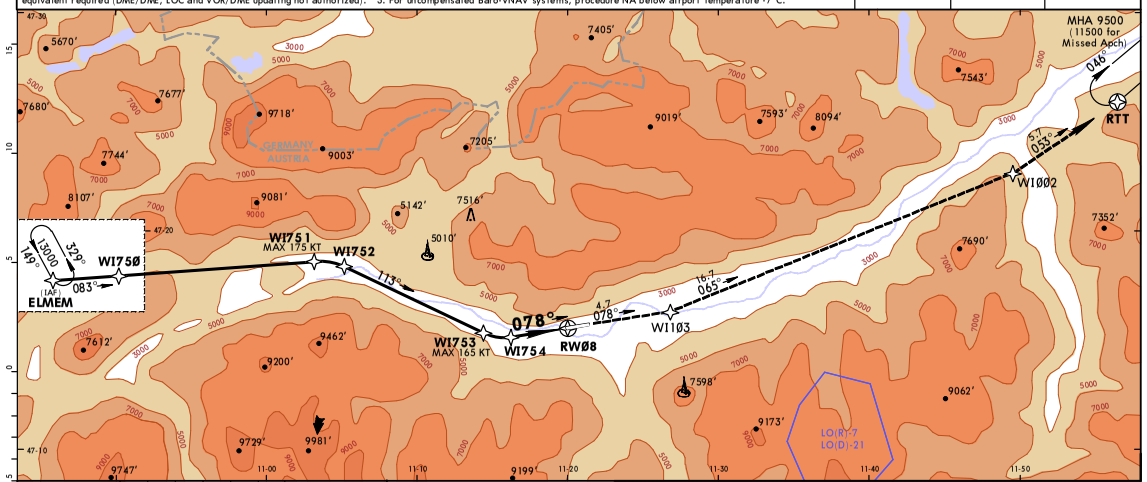
MISSED APCH: Climb to 11500′ via RNAV missed approach track to RTT and hold.
Missed apch procedure based on RNP 0.30.

Alt Set: hPa | Rwy Elev: 68 hPa | Trans level: By ATC | Trans alt: By ATC

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MSA ELMEM: 11,400′ / 13,200′ — MSA ARP: 11,900′ / 11,300′ / 14,500′ / 13,700′ — MSA RTT: 10,300′ / 11,600′ / 14,200′

Applicable over Austrian territory only



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.60°	446	573	637	765	892	1019
MAP at DA						

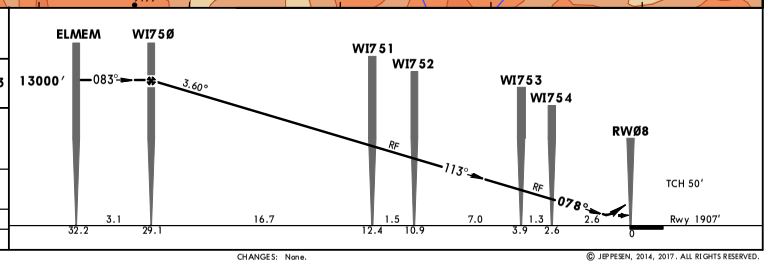
PAPI | 11500′ via WI1Ø3

Standard LANDING RWY **08**

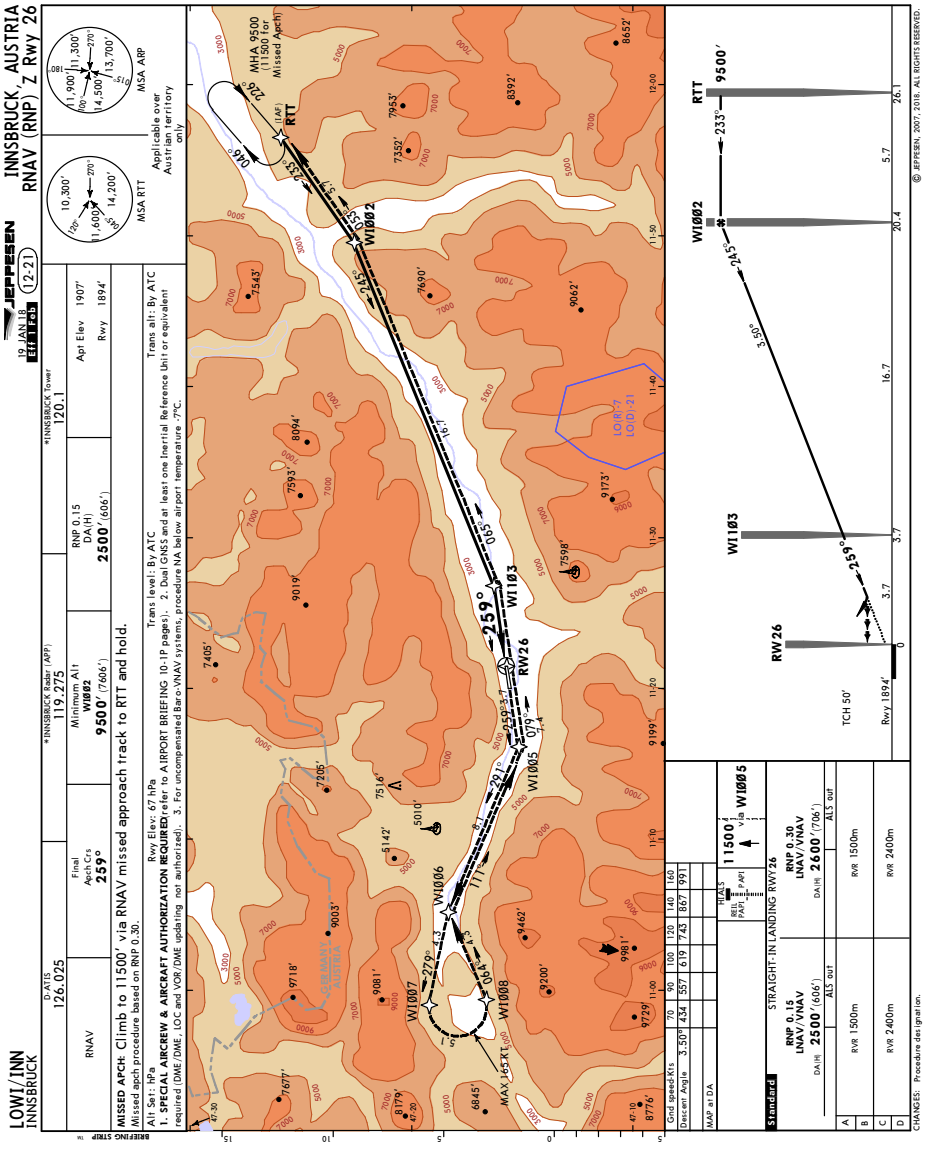
RNP 0.30
DA(H) **2900′** (993′)

PANS OPS

A	RVR 1500m
B	
C	RVR 2400m
D	NOT APPLICABLE



CHANGES: None.

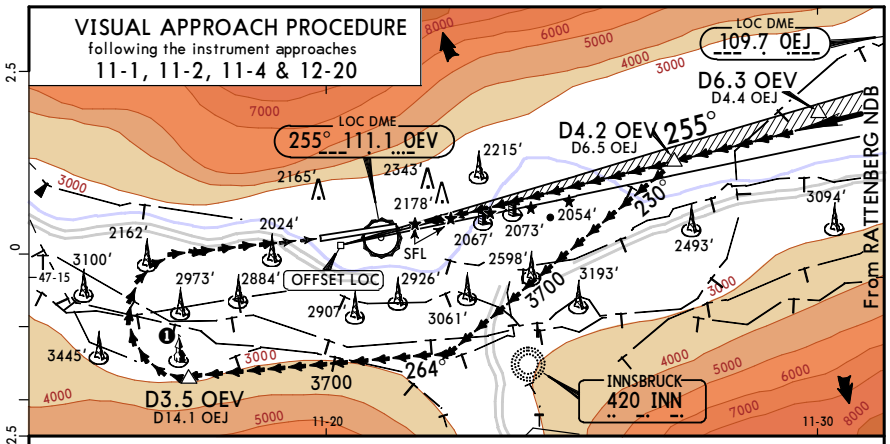


LOWI/INN
Apt Elev **1907'**

JEPPESEN
21 APR 17 (19-10) **Eff 27 Apr**

INNSBRUCK, AUSTRIA
INNSBRUCK

SPECIAL CIRCLING PROCEDURES



VISUAL APCH AFTER 11-1:

Having established effective external VISUAL reference between D6.3 OEV/D4.4 OEJ and MAP the flight shall be continued with visual reference either straight-in to RWY 26 (distance depending on MAP versus missed apch climb performance) or on to a Right-hand circuit to RWY 08.
The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

VISUAL APCH AFTER 11-2:

Having established effective external VISUAL reference (between D6.3 OEV/D4.4 OEJ and MAP) the flight shall be continued with visual reference either straight-in to RWY 26 or on to a Right-hand circuit to RWY 08.

❶ Visual Cue: Church Axams for start of Right base.

Standard — CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

	After apch 11-1 Missed apch climb gradient mim				After apch 11-2 & 12-20
	MDA(H) 5.0%	MDA(H) 4.0%	MDA(H) 3.0%	MDA(H) 2.5%	
	3700' (1793')	**3900'** (1993')	**4400'** (2493')	**4900'** (2993')	**3700'** (1793')
	FLIGHT VISIBILITY				
A	5000m				3000m
B					
C					5000m
D					

Standard — CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS
After apch 11-4
Missed apch climb gradient mim

	5.0%	4.0%	3.0%	2.5%
	MDA(H) **3700'** (1793')	MDA(H) **3900'** (1993')	MDA(H) **4400'** (2493')	MDA(H) **4900'** (2993')
	FLIGHT VISIBILITY			
A	3000m			
B				
C	5000m			
D	NOT APPLICABLE			

PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.
For SPECIAL NOTES see 10-1P pages.

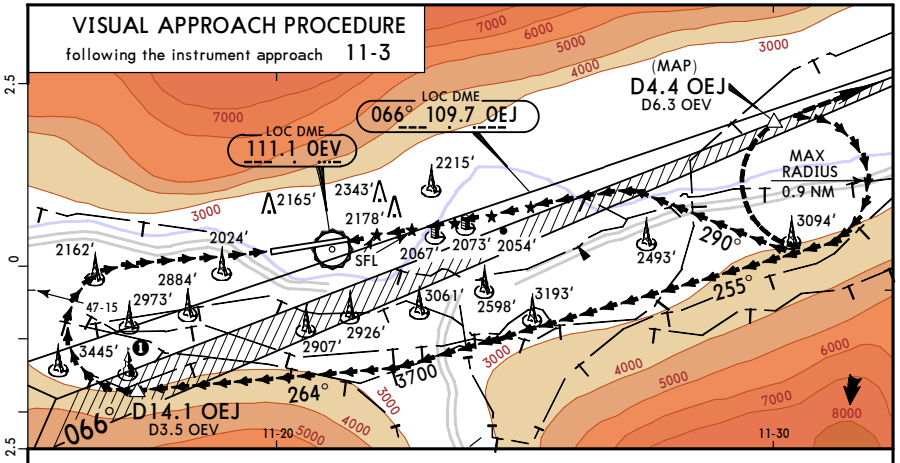
CHANGES: AB Lctr withdrawn. Minimums.

LOWI/INN
Apt Elev 1907′

JEPPESEN
21 APR 17 (19-11) Eff 27 Apr

INNSBRUCK, AUSTRIA
INNSBRUCK

SPECIAL CIRCLING PROCEDURES



Having established effective external visual reference at decision point, make a Right turn in level flight (maximum turn radius 0.9 NM/1700m).
When reaching westerly heading, ensure that approach to the APT can be accomplished visually.
If found impossible to maintain visual conditions on approach to APT, Right turn to rejoin OEJ LOC via D4.4 OEJ/D6.3 OEV and follow the MISSED APCH as described on 11-3.
If meteorological conditions guarantee a safe approach and landing, continue VISUALLY either straight-in to final for RWY 26 or on a Right-hand circuit to RWY 08.

❶Visual Cue: Church Axams for start of Right base.

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

MDA(H) **5000′** (3093′)

	FLIGHT VISIBILITY
A	
B	3000m
C	
D	5000m

PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.
For SPECIAL NOTES see 10-1P pages.

CHANGES: AB Lctr withdrawn.

Revision Letter For Cycle 12-2018
Printed on 06 Jul 2018
Page 1

JEPPESEN
JeppView for Windows

Chart changes since cycle 11-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
INNSBRUCK, (INNSBRUCK - LOWI)				
REV	NANIT 1A, SBG & TULSI 3A ...	10-2	15 Jun 2018	21 Jun 2018
REV	BRENO 2A & 3B, MADEB, RTT...	10-2A	15 Jun 2018	21 Jun 2018

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LOWI

Type: Terminal
Effectivity: Temporary
Begin Date: 20180621
End Date: Until Further Notice

ATIS changed to 126.030 MHz.