

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LOWI

No Chart NOTAMs for Airport LIPB

Chart NOTAMs for Country ITA

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (A) Roma sectors 9, 18 and 19 withdrawn. Following sectors renamed: 20 to 18 and 21 to 9. Sectors 1-18 upper limit lowered to FL 125.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Padova shall be requested only to Padova FIS.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 CTR (D) Romagna completely withdrawn.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Fuel. Check availability of fuel when intending to fly to Italian ADs. The fuel supply is often not guaranteed.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Milano shall be requested only to Milano FIS.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (A) Milano sectors 2 and 14 withdrawn. Following TMA (A) Milano sectors changed to CTA (D) Milano sectors with same lateral and vertical limits: TMA sectors 3, 5-10 and 15-17 to CTA sectors of the same name, TMA sector 18 to CTA sector 2, TMA sector 19 to CTA sector 11 and TMA sectors 22-24 to CTA sectors 12-14. TMA (A) Milano 4 changed to CTA (D) Milano 4, FL 105/FL 195. Following TMA (A) Milano sectors renamed: 11-13 to 2-4, 20 & 21 to 5 & 6. TMA (A) Milano sectors 1-7 upper limit lowered to FL 95. New CTA (A) Milano sector 1 estbld, FL 95/FL 195, same lateral limits as TMA Milano sectors 1-7.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

For all communication facilities referring to APP control service with call sign MILANO RADAR FREQ 132.700 should be read 132.705.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 Brindisi TMA and Padova TMA completely withdrawn.

General Info

Innsbruck, AUT

N 47° 15.6' E 11° 20.6' Mag Var: 0.0°W

Elevation: 1907'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08-26 6562' x 148' asphalt

Runway 08 (78.0°M) TDZE 1907'

Lights: Edge, Centerline

Displaced Threshold Distance 338'

Runway 26 (258.0°M) TDZE 1894'

Lights: Edge, ALS, Centerline, REIL

Communications InfoATIS **126.025**Innsbruck Tower **120.1**Innsbruck Radar Approach Control **119.275****Notebook Info**

LOWI/INN
INNSBRUCK**JEPPESEN**

8 NOV 13

10-1P

INNSBRUCK, AUSTRIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 126.02

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLV-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.

LOWI/INN
INNSBRUCK**JEPPESEN**

8 NOV 13

(10-1P1)

INNSBRUCK, AUSTRIA
AIRPORT BRIEFING

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).

LOWI/INN
INNSBRUCK**JEPPESEN**

1 MAY 15

(10-1P2)

INNSBRUCK, AUSTRIA
AIRPORT BRIEFING

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 inbound to AB Lctr 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.

LOWI/INN
INNSBRUCK**JEPPESEN**
1 MAY 15 **10-1P3****INNSBRUCK, AUSTRIA**
AIRPORT BRIEFING

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, 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 IRS 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 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 IRS 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.

LOWI/INN
INNSBRUCK**JEPPESEN**
25 MAR 16 **(10-1P4)****INNSBRUCK, AUSTRIA**
AIRPORT BRIEFING

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 IRS 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:

- Aircraft 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 26.

LOWI/INN
INNSBRUCK

JEPPESEN
25 MAR 16 (10-1P5)

INNSBRUCK, AUSTRIA
AIRPORT BRIEFING

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
(Ernst.Wieser@austrocontrol.at)

LOWI/INN
INNSBRUCK**JEPPESEN**
25 MAR 16 **10-1P6****INNSBRUCK, AUSTRIA**
AIRPORT BRIEFING**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.

Application shall be conveyed at least six weeks prior to the intended operations. 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
(Ernst.Wieser@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%.

LOWI/INN
INNSBRUCK

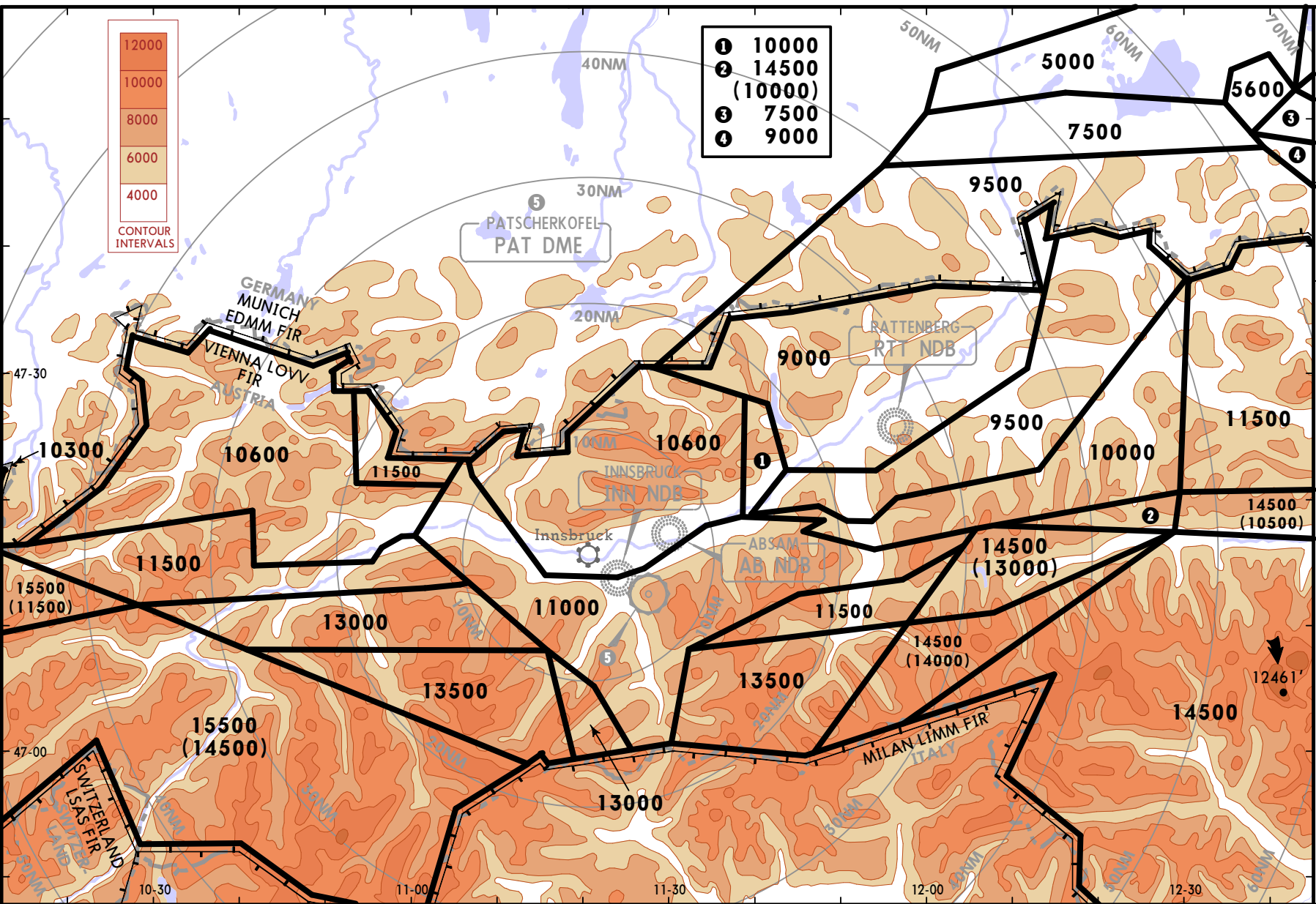
JEPPESEN
7 OCT 16 **10-1R** Eff 13 Oct

INNSBRUCK, AUSTRIA
RADAR MINIMUM ALTITUDES

*INNSBRUCK
Radar (APF)
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



LOWI/INN
INNSBRUCK

JEPPESEN
 28 OCT 16 **10-2** **Eff 10 Nov**

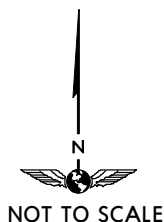
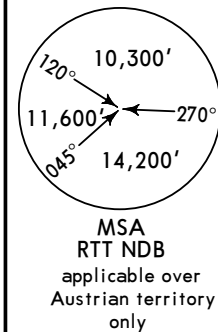
INNSBRUCK, AUSTRIA
RNAV STAR

D-ATIS
126.025

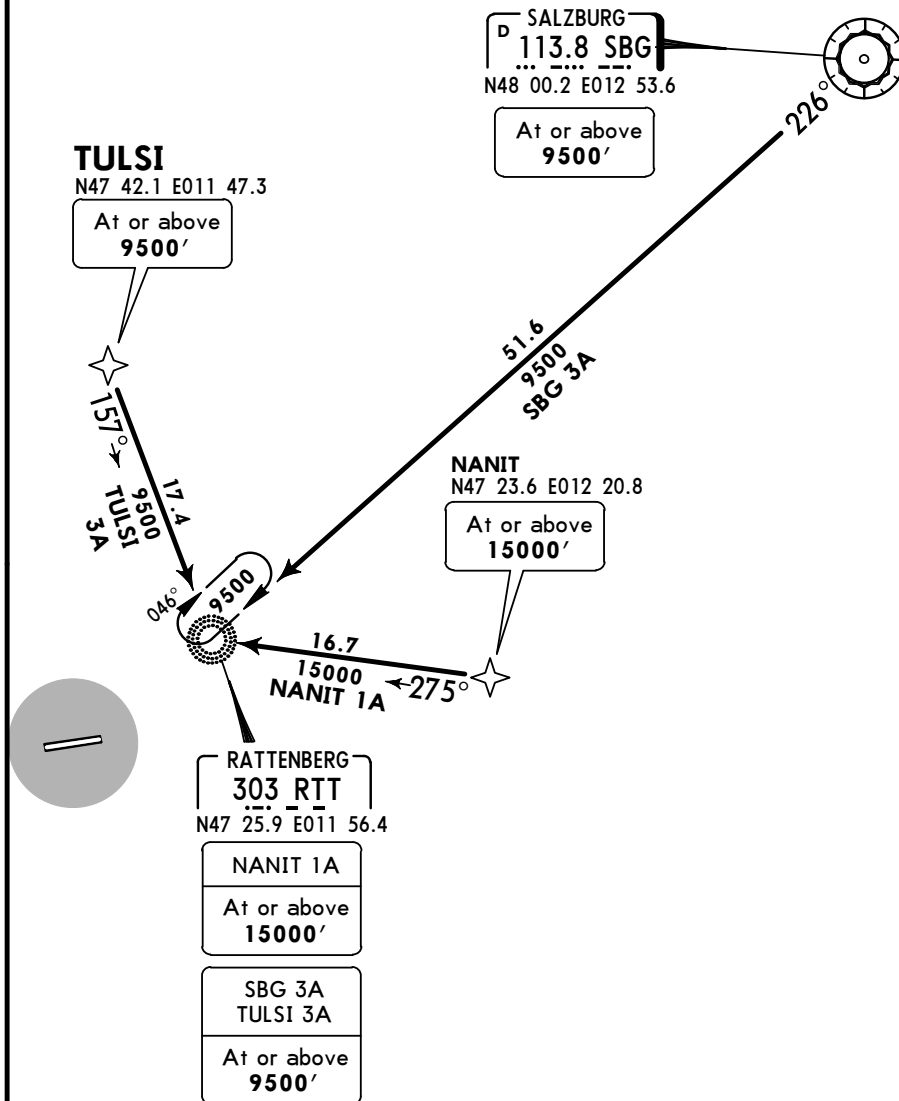
Apt Elev
1907'

Alt Set: hPa
 Trans level: By ATC Trans alt: 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)
TULSI 3A [TULS3A]
RWYS 08, 26 RNAV ARRIVALS



STARs crossing through
 Airspace "Class E"
 up to FL125

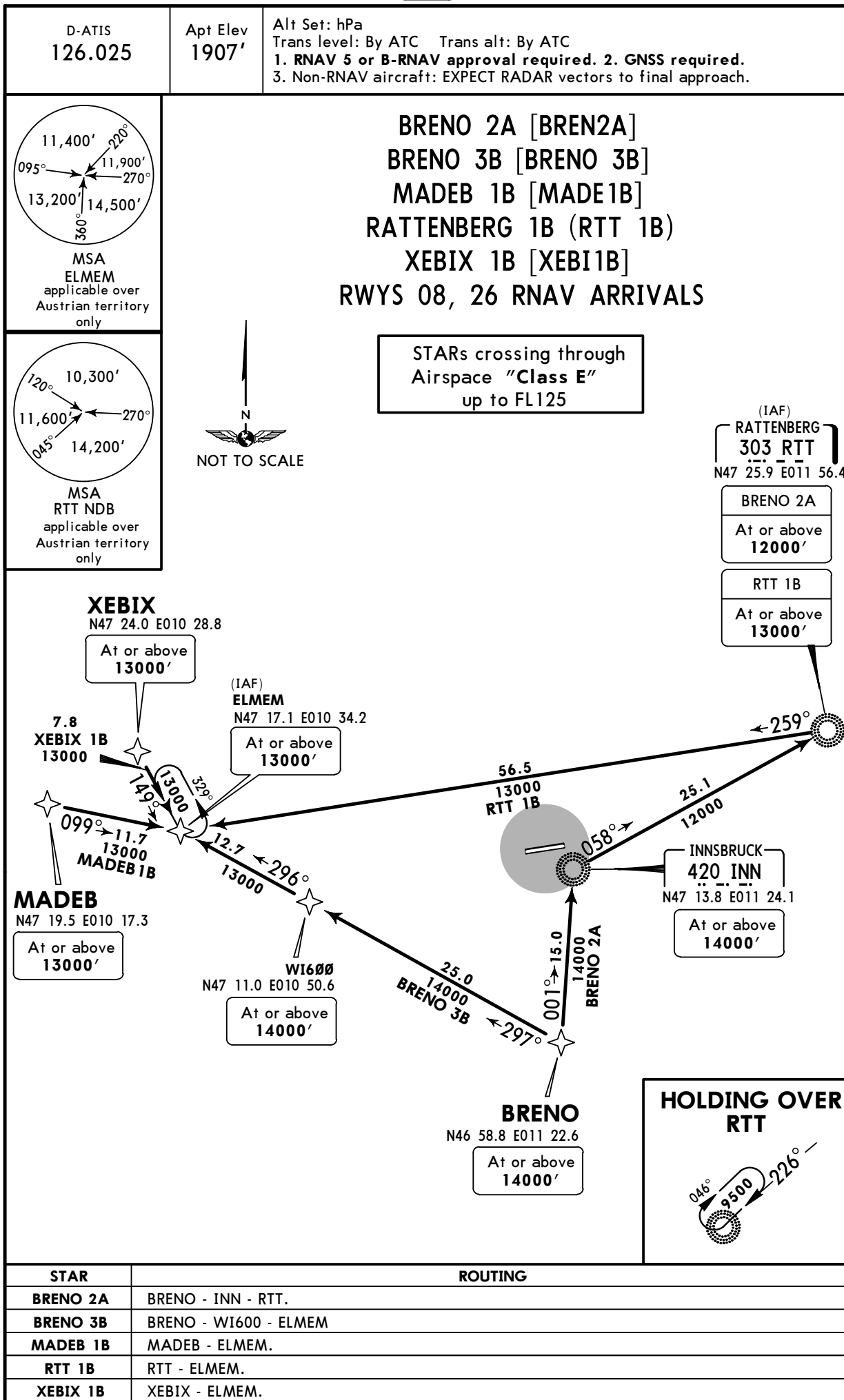


STAR	ROUTING
NANIT 1A	NANIT - RTT.
SBG 3A	SBG - RTT.
TULSI 3A	TULSI - RTT.

LOWI/INN
INNSBRUCK

JEPPESEN
 28 OCT 16 **(10-2A)** **Eff 10 Nov**

INNSBRUCK, AUSTRIA
RNAV STAR



LOWI/INN
INNSBRUCK

28 OCT 16

JEPPesen

10-3

Eff 10 Nov

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'

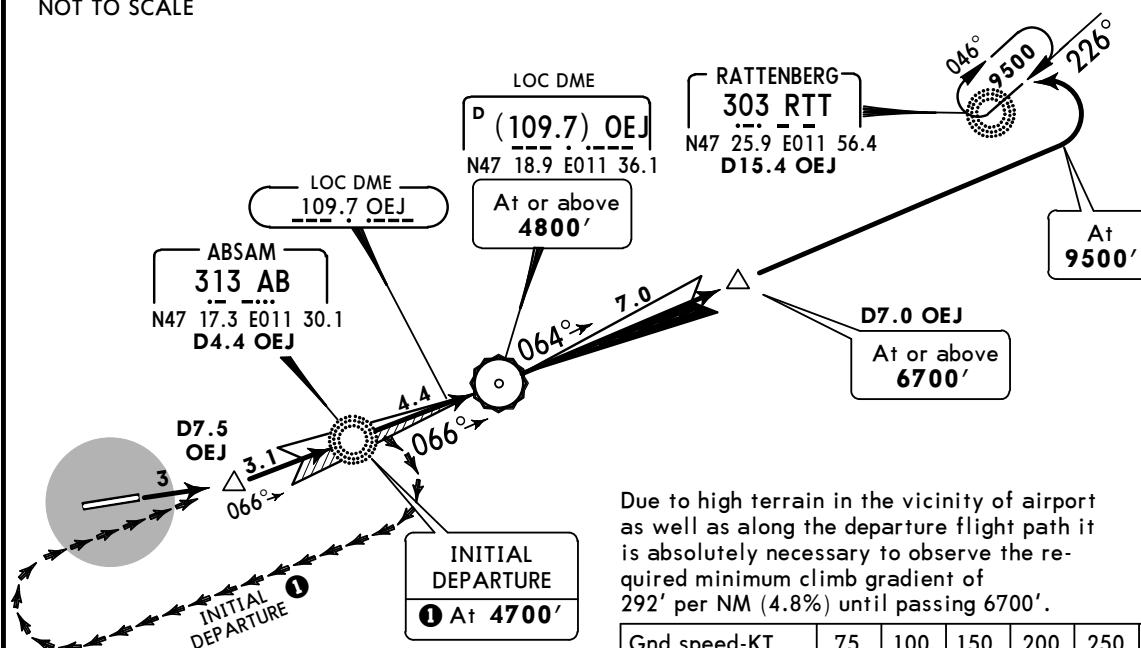
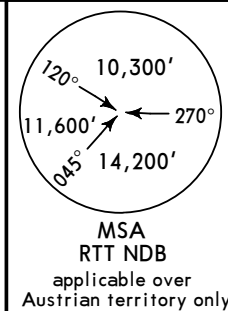
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

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: 1500' 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.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458

① 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 either via AB at 4700'.

Gnd speed-KT	75	100	150	200	250	300
201' per NM	251	334	501	668	835	1003

Initial climb clearance By ATC

INITIAL CLIMB

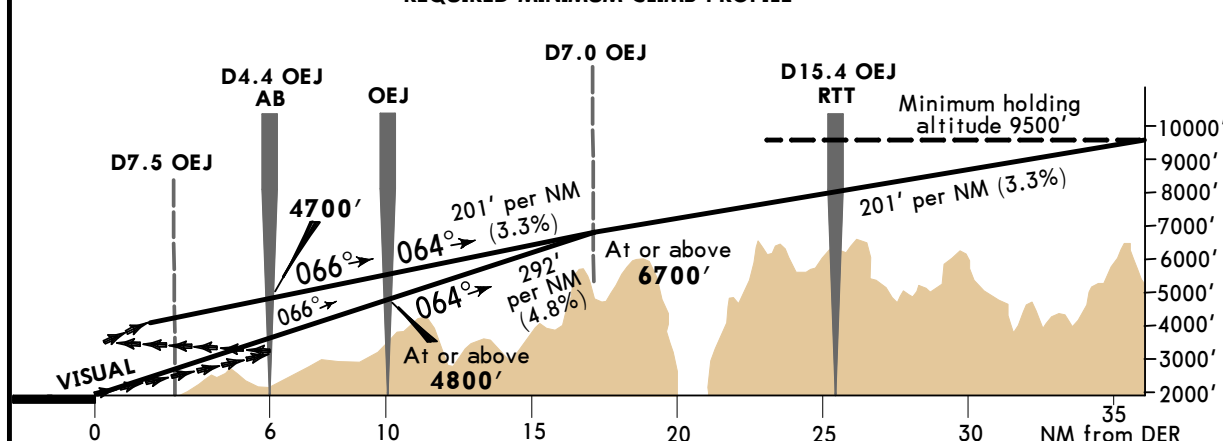
Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ)

inbound to AB, 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 AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCK**JEPPESSEN****INNSBRUCK, AUSTRIA**

28 OCT 16

(10-3A)**Eff 10 Nov****SID***INNSBRUCK Radar (APP)
119.275Apt Elev
1907'

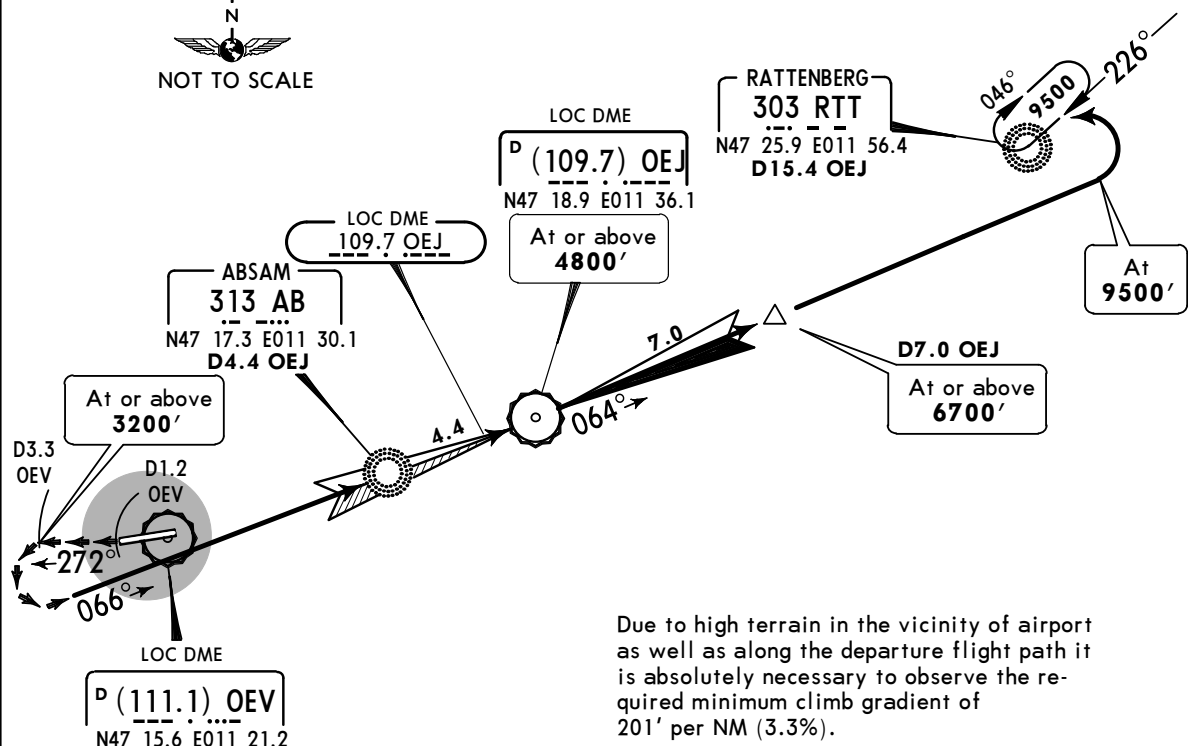
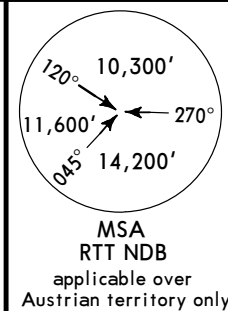
Trans level: By ATC Trans alt: 10000'

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



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 201' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
201' per NM	251	334	501	668	835	1003

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

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

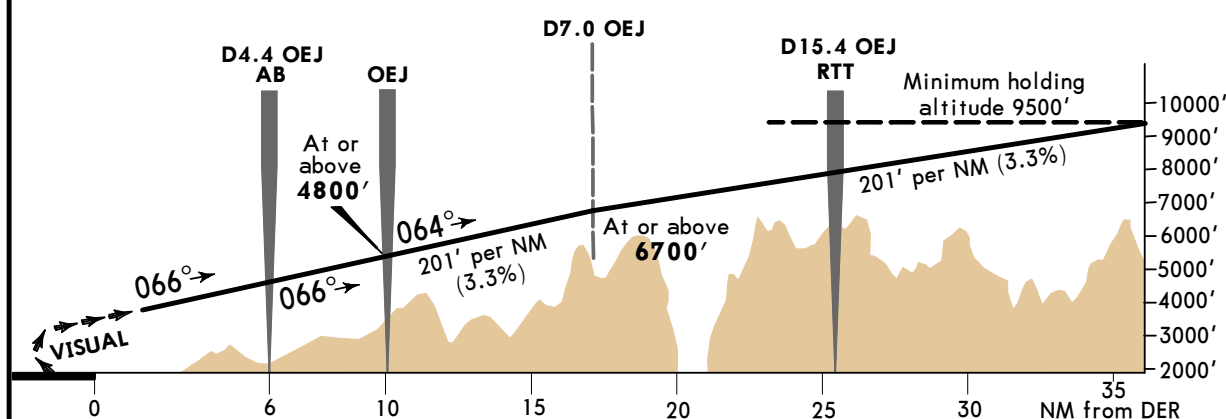
Initial climb clearance **By ATC**

INITIAL CLIMB

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join OEJ on course 066° via AB. 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 AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCK

JEPPESEN
 28 OCT 16 **10-3B** **Eff 10 Nov**

INNSBRUCK, AUSTRIA

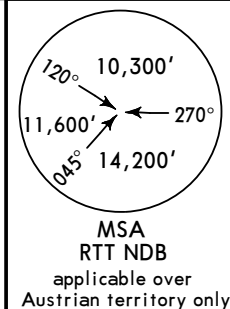
SID

*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

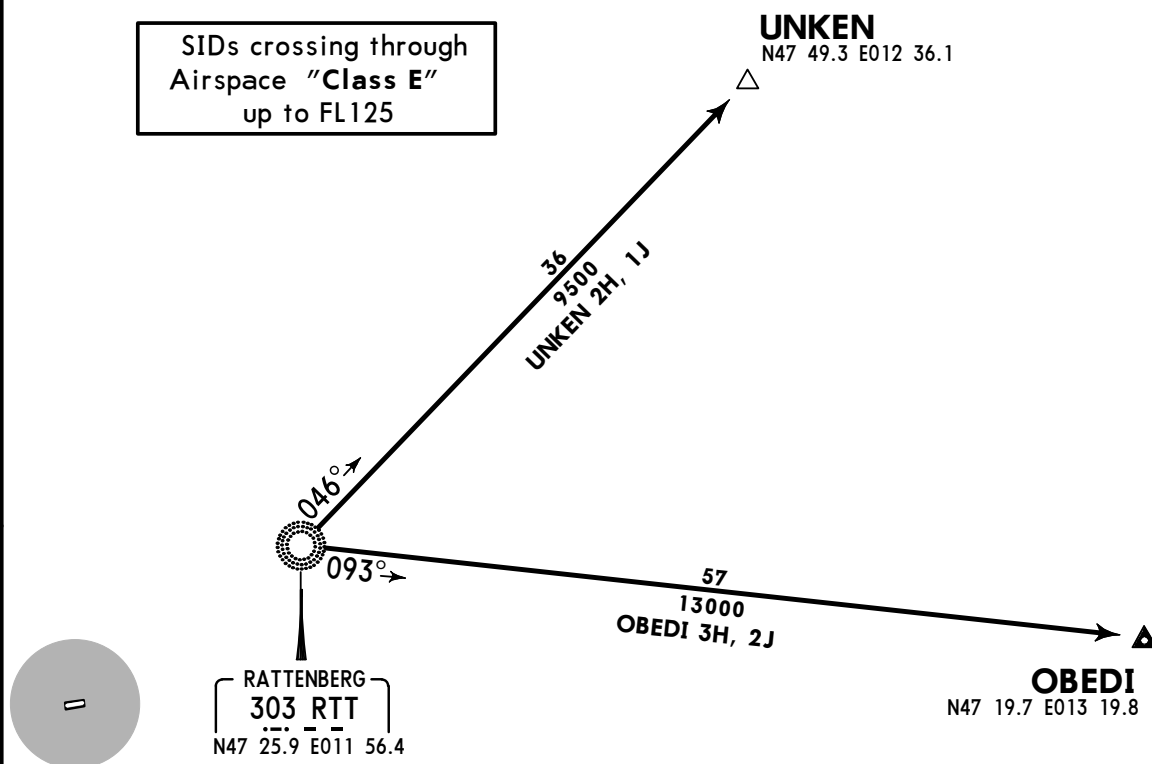
Trans level: By ATC Trans alt: 10000'
 Contact INNSBRUCK RADAR when advised by Tower.

OBEDI 3H
UNKEN 2H
RWY 26 DEPARTURES
OBEDI 2J [OBED2J]
UNKEN 1J [UNKE1J]
RWY 08 DEPARTURES



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

SIDs crossing through
 Airspace "Class E"
 up to FL125



**HOLDING OVER
 RTT**



Initial climb clearance **By ATC**

SID	ROUTING
OBEDI 3H, 2J	At RTT 093° bearing to OBEDI.
UNKEN 2H, 1J	At RTT 046° bearing to UNKEN.

LOWI/INN
INNSBRUCK

JEPPESSEN
28 OCT 16 **(10-3C)** **Eff 10 Nov**

INNSBRUCK, AUSTRIA
SID

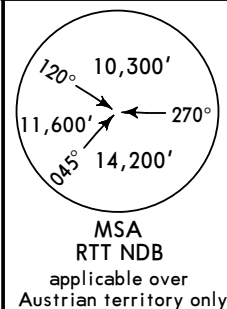
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
Contact INNSBRUCK RADAR when advised by Tower.

KOGOL 3H
RWY 26 DEPARTURE
KOGOL 2J [KOGO2J]
RWY 08 DEPARTURE

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



SIDs crossing through
Airspace "Class E"
up to FL125

KOGOL
N47 37.3 E011 24.0



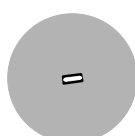
25
11000

295°

046°

9500

226°



RATTENBERG
303 RTT
N47 25.9 E011 56.4



Initial climb clearance **By ATC**

ROUTING

At RTT 295° bearing to KOGOL.

LOWI/INN
INNSBRUCK

JEPPESSEN
13 MAY 16 **(10-3D)** **Eff 26 May**

INNSBRUCK, AUSTRIA
SID

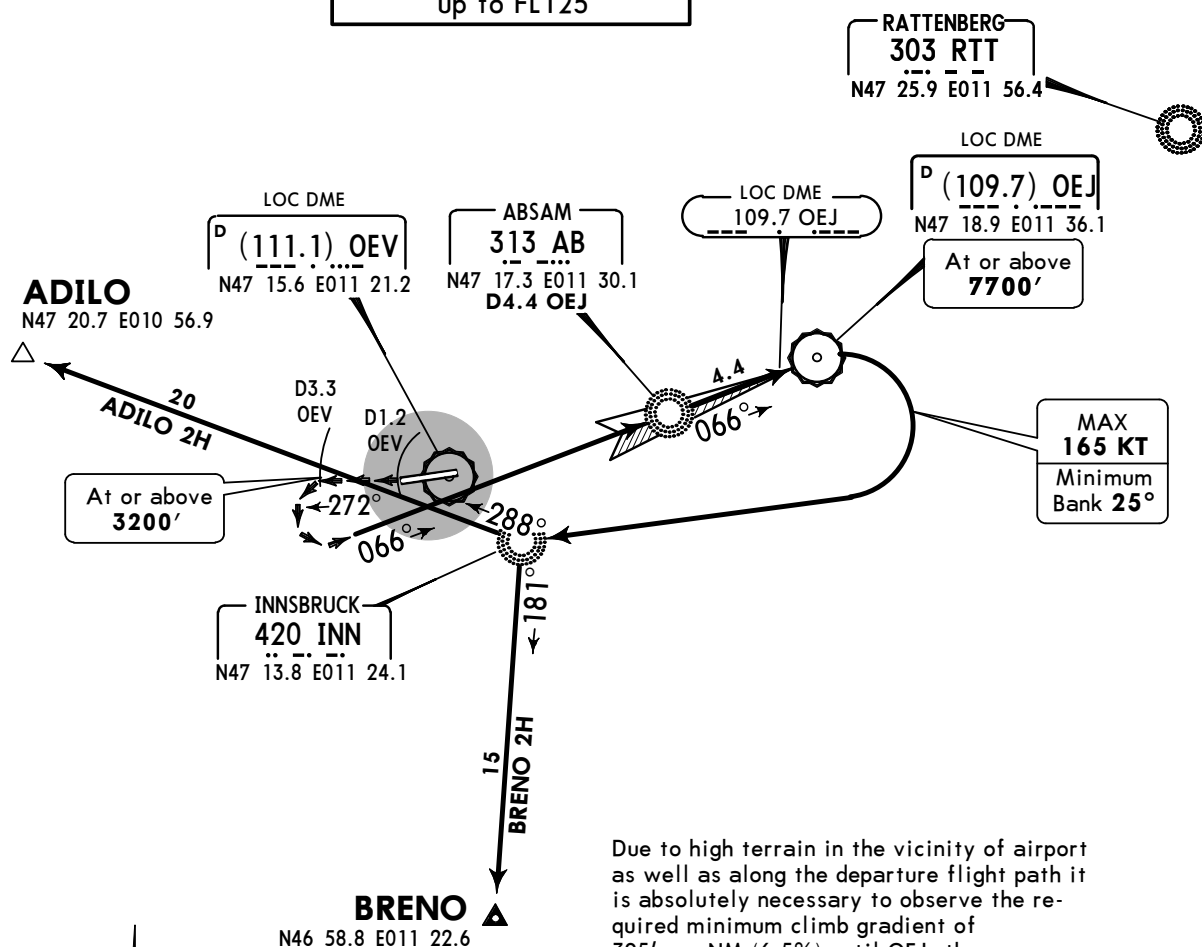
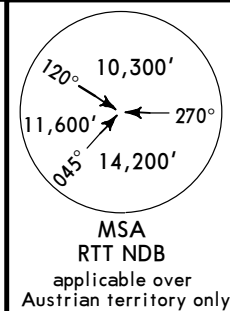
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

ADIL0 2H
ALTERNATE RTT 3H - INN - ADIL0
BRENO 2H
RWY 26 DEPARTURES

SIDs crossing through
Airspace "Class E"
up to FL125



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

ADIL0 2H

365' per NM (6.0%) until completion of turn.

BRENO 2H

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
395' per NM	494	658	987	1317	1646	1975
365' per NM	456	608	911	1215	1519	1823
261' per NM	326	435	653	870	1088	1305

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

Meteorological minimums:

Ceiling: 1500' **Ground visibility:** 1500m

Flight visibility during visual operations:

For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance By ATC

INITIAL CLIMB

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join OEJ on course 066° via AB, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

SID	ROUTING
ADIL0 2H	At INN, 288° bearing to ADIL0.
BRENO 2H	At INN, 181° bearing to BRENO.

LOWI/INN
INNSBRUCK

JEPPESSEN
13 MAY 16 **10-3E** **Eff 26 May**

INNSBRUCK, AUSTRIA
SID

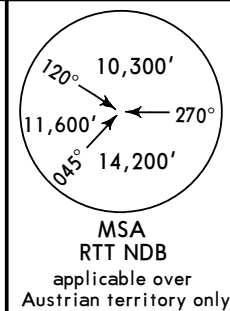
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

ADIL0 1J [ADIL1J]
ALTERNATE RTT 2J - INN - ADILO
BRENO 1J [BREN1J]
RWY 08 DEPARTURES

SIDs crossing through
Airspace "Class E"
up to FL125



RATTENBERG
303 RTT
N47 25.9 E011 56.4

LOC DME

D (109.7) OEJ
N47 18.9 E011 36.1
At or above
7500'

MAX
165 KT
Minimum
Bank **25°**

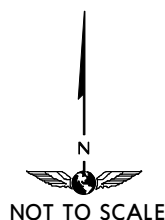
ADIL0
N47 20.7 E010 56.9

ABSAM
313 AB
N47 17.3 E011 30.1
D4.4 OEJ

LOC DME
109.7 OEJ

INNSBRUCK
420 INN
N47 13.8 E011 24.1

BRENO
N46 58.8 E011 22.6



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

SPECIAL PERFORMANCE DEPARTURE
RVR: 300m
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 re-
quired 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
535' per NM	668	891	1337	1782	2228	2674
395' per NM	494	658	987	1317	1646	1975

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 AB, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

SID	ROUTING
ADIL0 1J	At INN, 288° bearing to ADILO.
BRENO 1J	At INN, 181° bearing to BRENO.

LOWI/INN
INNSBRUCK

JEPPESEN
 18 MAR 16 **10-3F** **Eff 31 Mar**

INNSBRUCK, AUSTRIA

SID

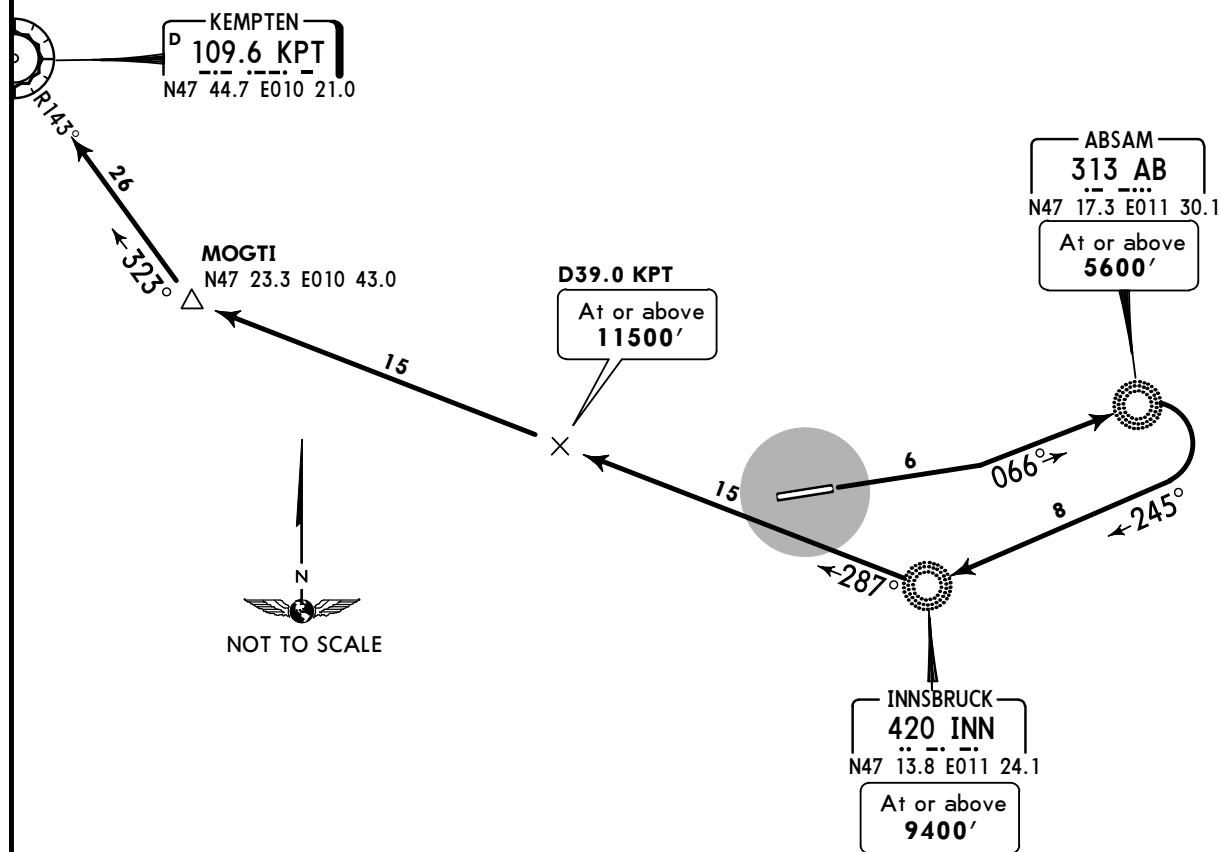
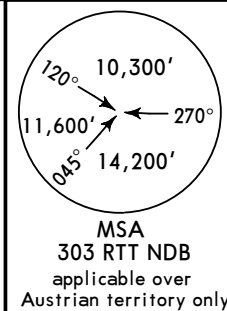
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
 1. Contact INNSBRUCK Radar when advised by Tower.
 2. High mountains surrounding the aerodrome.

KEMPTEN TWO JULIETT (KPT 2J)
RWY 08 DEPARTURE

SIDs crossing through
 Airspace "Class E"
 up to FL125



INITIAL DEPARTURE

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

SPECIAL PERFORMANCE DEPARTURE

RVR: 300m
 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
 10.0% (608' per NM) until passing INN.

Gnd speed-KT	75	100	150	200	250	300
10% V/V (fpm)	760	1013	1519	2025	2532	3038

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 066° bearing to AB, turn RIGHT,
 intercept 245° bearing to INN, 287° bearing, intercept KPT R-143 inbound to KPT.

LOWI/INN
INNSBRUCK

JEPPESEN
 18 MAR 16 **(10-3G)** **Eff 31 Mar**

INNSBRUCK, AUSTRIA
RNAV SID

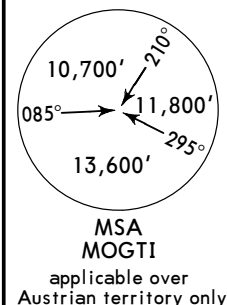
*INNSBRUCK
 Radar (APP)
 119.275

Apt Elev
 1907'

Trans level: By ATC Trans alt: 10000'
 1. Contact INNSBRUCK Radar when advised by Tower.
 2. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley.
 3. 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.
 4. High mountains surrounding the aerodrome.

MOGTI TWO HOTEL (MOGTI 2H) [MOGT2H]
RWY 26 RNAV DEPARTURE
 RNAV 1
 JETS AND TURBOPROPS

SIDs crossing through
 Airspace "Class E"
 up to FL125



MOGTI
 N47 23.3 E010 43.0

At or above
 13000'

WI802
 N47 17.8 E010 50.4

At or above
 11350'

WI507
 N47 18.3 E011 05.2

At or above
 8400'

WI506
 N47 17.4 E011 08.4

At or above
 7000'
 MAX
 210 KT

WI505
 N47 15.1 E011 16.1

At or above
 3500'
 MAX
 210 KT



This SID requires minimum climb gradients of
 10.0% (608' per NM) up to 8400', then
 4.8% (292' per NM).

Meteorological minimums:

Ceiling: 7010' **Ground visibility:** 5000m or better along the visual part west of aerodrome.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on 259° track, MAINTAIN visual until passing 7000' and established on 291° track at WI505 - WI506 - WI507 - WI802 - MOGTI.

LOWI/INN
INNSBRUCK

JEPPESEN
13 MAY 16 **(10-3H)** **Eff 26 May**

INNSBRUCK, AUSTRIA
RNAV SID

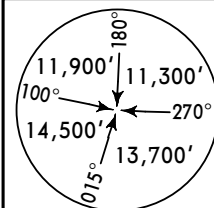
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

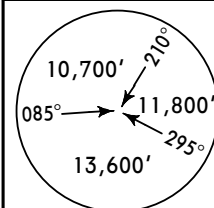
Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

MOGTI 1X [MOGT1X]
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP) DEPARTURE
GNSS AND IRS REQUIRED
DME/DME, LOC AND VOR/DME UPDATING NOT AUTHORIZED
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)

SIDs crossing through
Airspace "Class E"
up to FL125



MSA
ARP
applicable over
Austrian territory only



MSA
MOGTI
applicable over
Austrian territory only

MOGTI
N47 23.3 E010 43.0

At or above
13000'

WI802
N47 17.8 E010 50.4

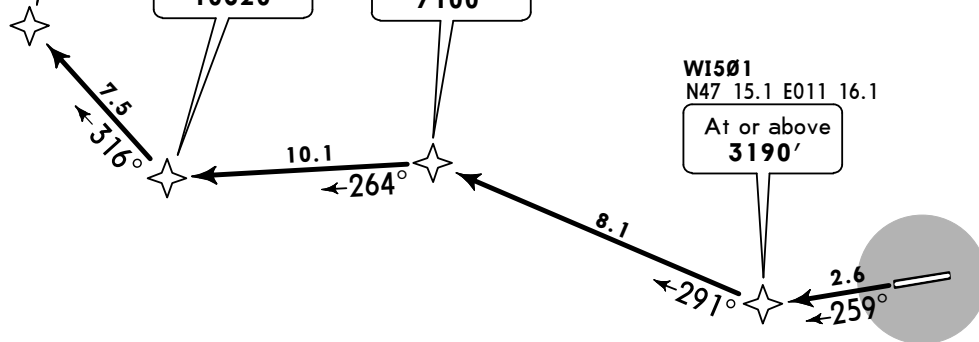
At or above
10520'

WI502
N47 18.3 E011 05.2

At or above
7100'

WI501
N47 15.1 E011 16.1

At or above
3190'



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

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



Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

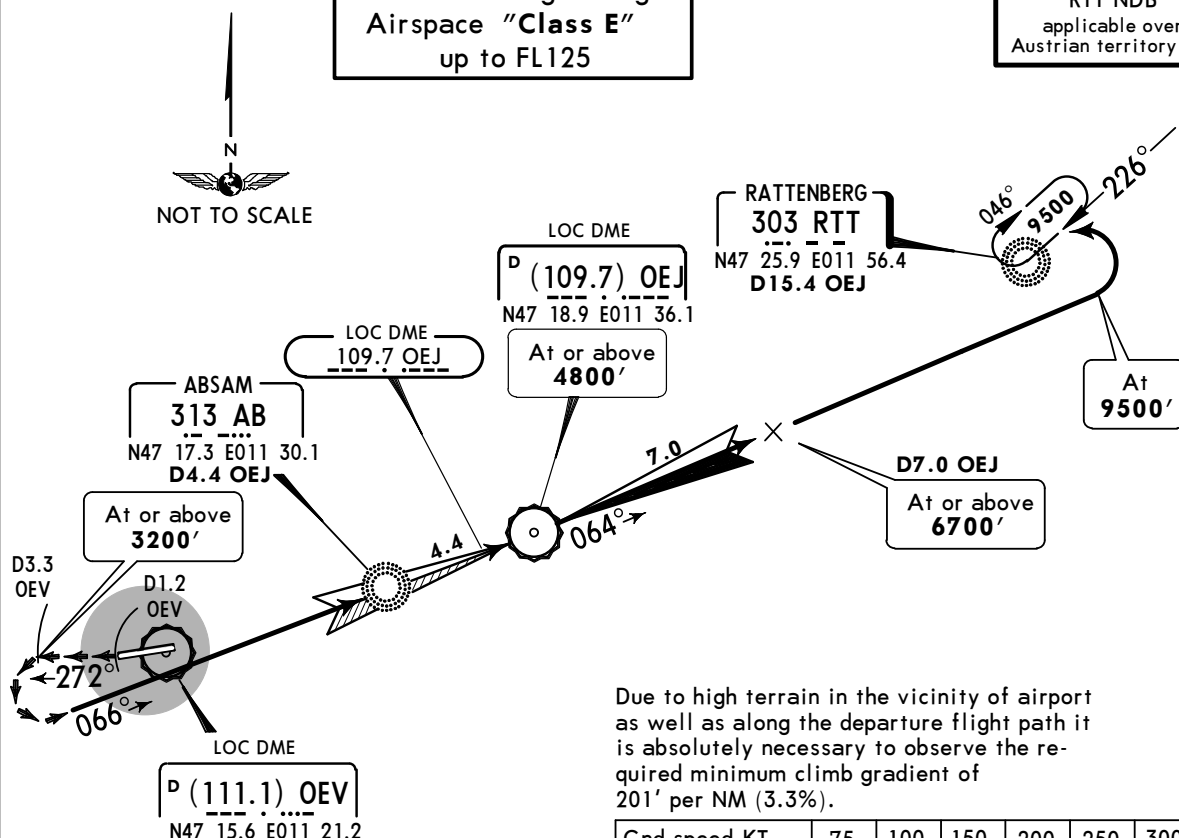
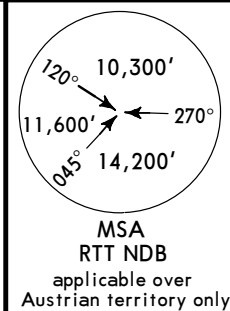
Climb on 259° track to WI501 - WI502 - WI802 - MOGTI.

LOWI/INN
INNSBRUCKJEPPESEN
13 MAY 16 (10-3J)

Eff 26 May

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.RATTENBERG 3H (RTT 3H)
RWY 26 DEPARTURESIDs crossing through
Airspace "Class E"
up to FL125

Meteorological minimums:

Ceiling: 1500' Ground visibility: 1500m

Flight visibility during visual operations:

For aircraft CAT A & B 3km, for aircraft
CAT C & D 5km.

Gnd speed-KT	75	100	150	200	250	300
201' per NM	251	334	501	668	835	1003

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

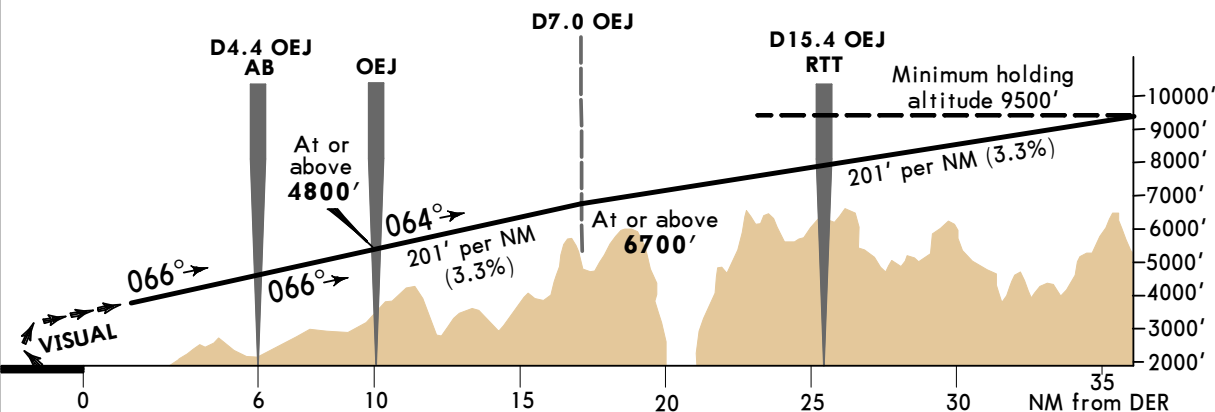
Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb visually on RWY track to D1.2 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT, join OEJ on course 066° via AB. 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 AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCK

JEPPesen
18 MAR 16 **10-3K** **Eff 31 Mar**

INNSBRUCK, AUSTRIA
SID

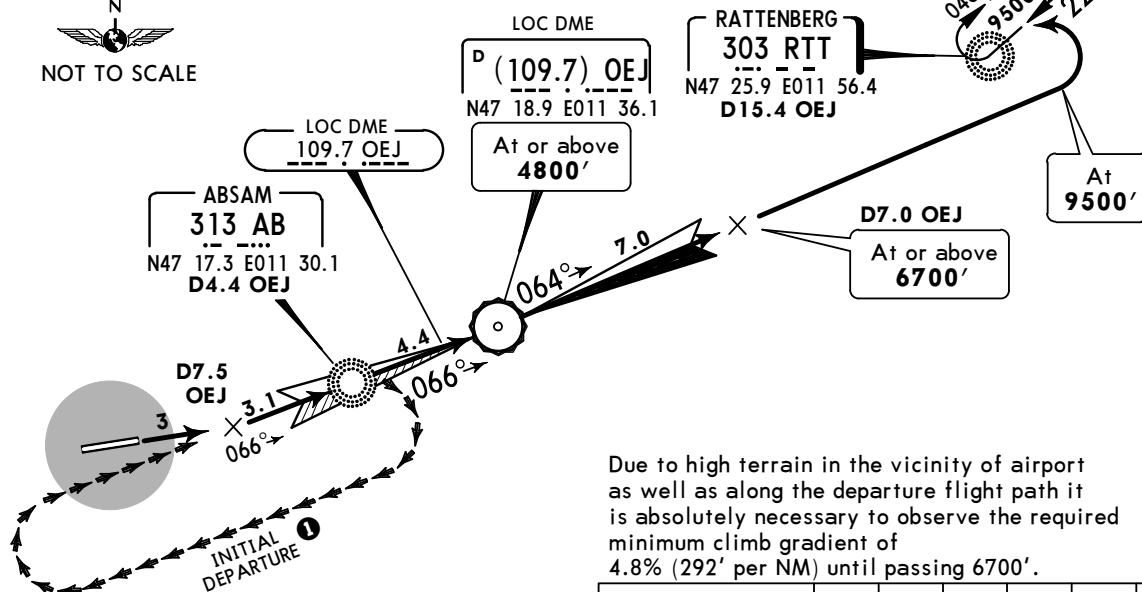
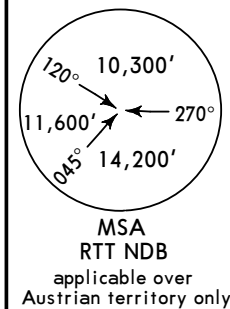
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

RATTENBERG TWO JULIETT (RTT 2J)
RWY 08 DEPARTURE

SIDs crossing through
Airspace "Class E"
up to FL125



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 4.8% (292' per NM) until passing 6700'.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

① 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 either via AB at 4700'.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

INITIAL DEPARTURE

Meteorological minimums:

Ceiling: 1500' **Ground visibility:** 1500m

Flight visibility during visual operations:

For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

SPECIAL PERFORMANCE DEPARTURE

RVR: 300m

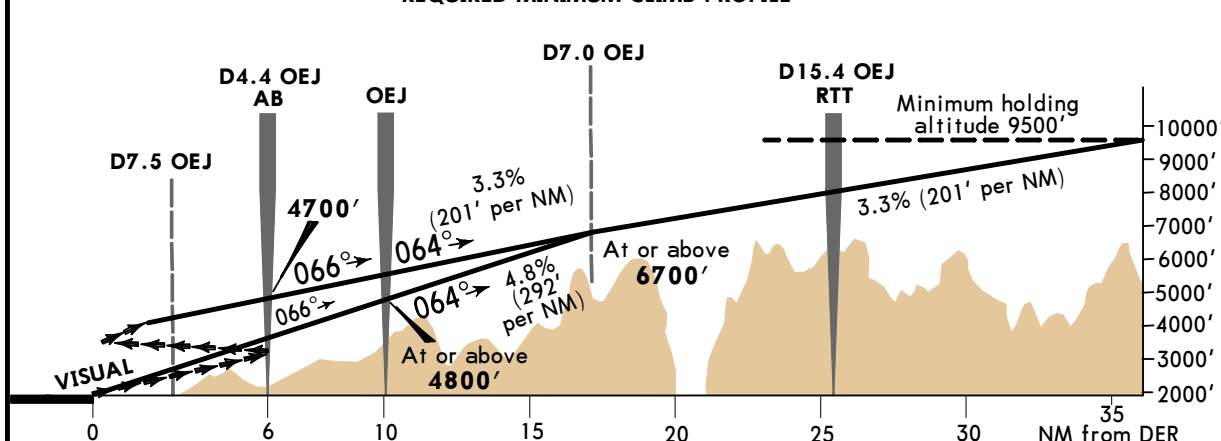
Take-off alternate required.

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, 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 AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



**LOWI/INN
INNSBRUCK**

JEPPESEN 18 MAR 16 (10-3L) Eff 31 Mar

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275

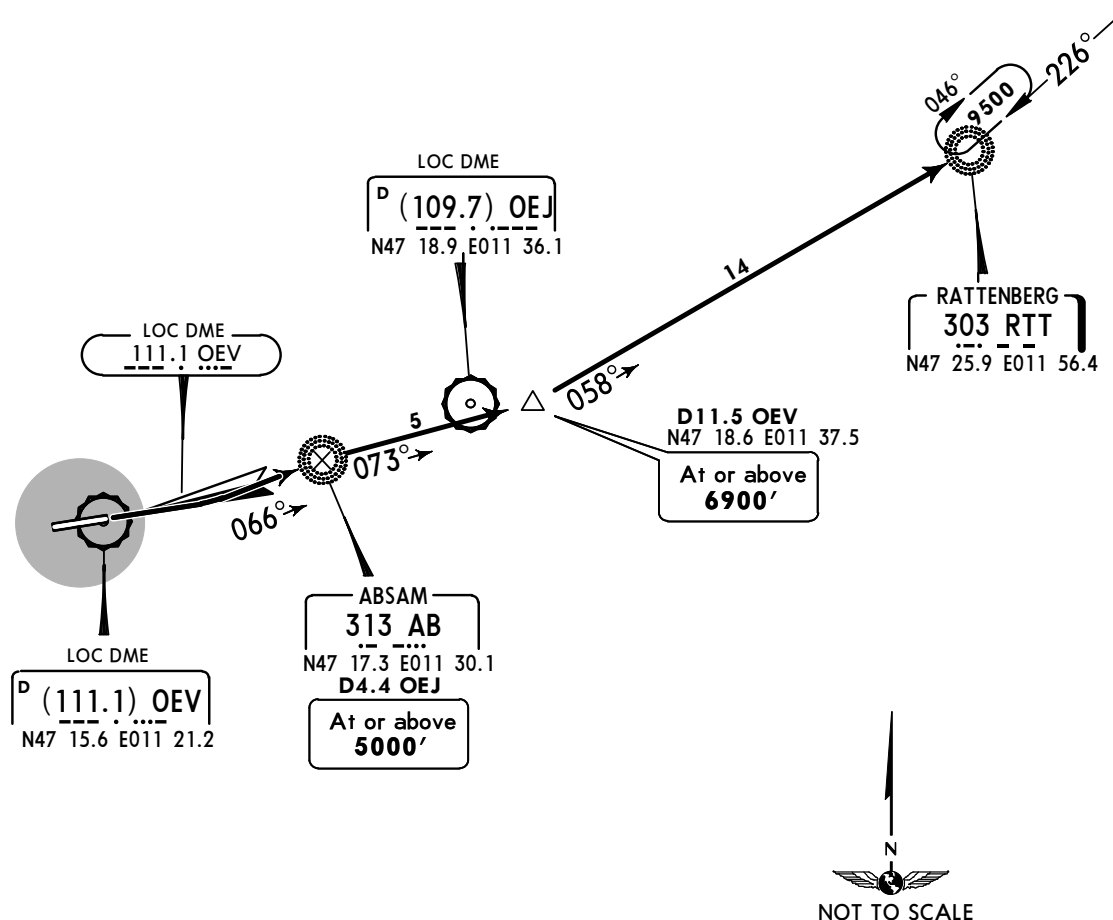
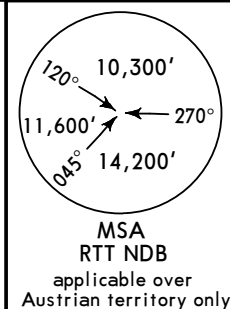
Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'

1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

**RATTENBERG ONE WHISKEY (RTT 1W)
RWY 08 DEPARTURE**

SIDs crossing through
Airspace "Class E"
up to FL125



Direct distance from Innsbruck Apt to:
AB 7NM

Meteorological minimums:

Ceiling: 1500' **Ground visibility:** 1500m

Flight visibility during visual operations:

For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

SPECIAL PERFORMANCE DEPARTURE

RVR: 300m

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 8.2% (498' per NM) until AB, then 5.4% (328' per NM) until passing 9500'.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

Initial climb clearance By ATC

INITIAL CLIMB / ROUTING

Climb on runway track, intercept 066° bearing to AB (D4.4 OEJ), 073° bearing (075° OEV back course), intercept 058° bearing to RTT.

LOWI/INN
INNSBRUCK

10 JUN 16 (10-3M) Eff 23 Jun

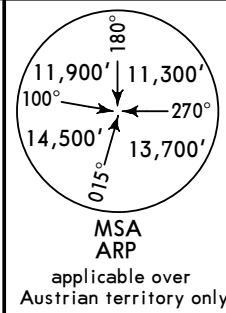
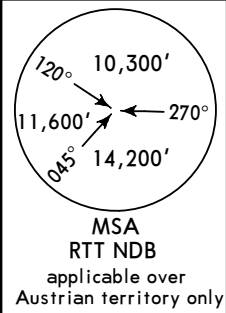
JEPPesen
INNSBRUCK, AUSTRIA
RNAV SID

*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

- Trans level: By ATC Trans alt: 10000'
1. GNSS and IRS required.
 2. DME/DME, LOC and VOR/DME updating not authorized.
 3. Contact INNSBRUCK Radar when advised by Tower.
 4. High mountains surrounding the aerodrome.

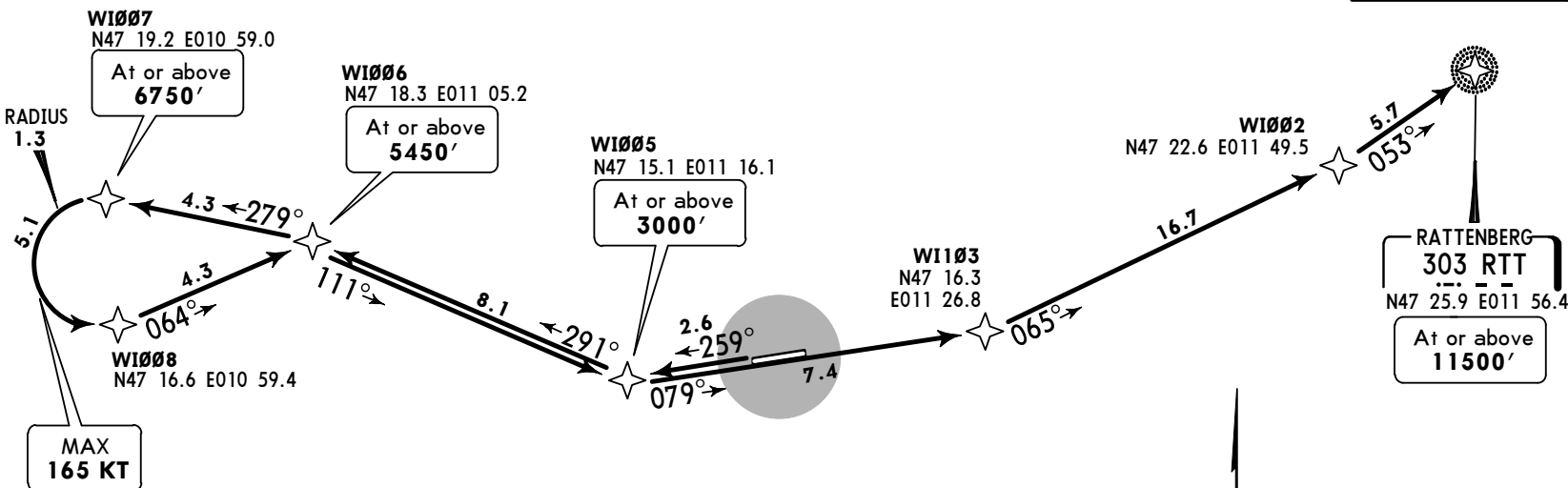
RATTENBERG 3X (RTT 3X)
SPECIAL PERFORMANCE
RNAV (RNP) DEPARTURE
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



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

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

SIDs crossing through
Airspace "Class E"
up to FL125



Initial climb clearance By ATC

RWY	INITIAL CLIMB/ROUTING
26	Climb on 259° track to WI005 - WI006 - WI007 - WI008 - WI006 - WI005 - WI103 - WI002 - RTT.

LOWI/INN
INNSBRUCK

JEPPesen
 10 JUN 16 **(10-3N)** Eff 23 Jun

INNSBRUCK, AUSTRIA

SID

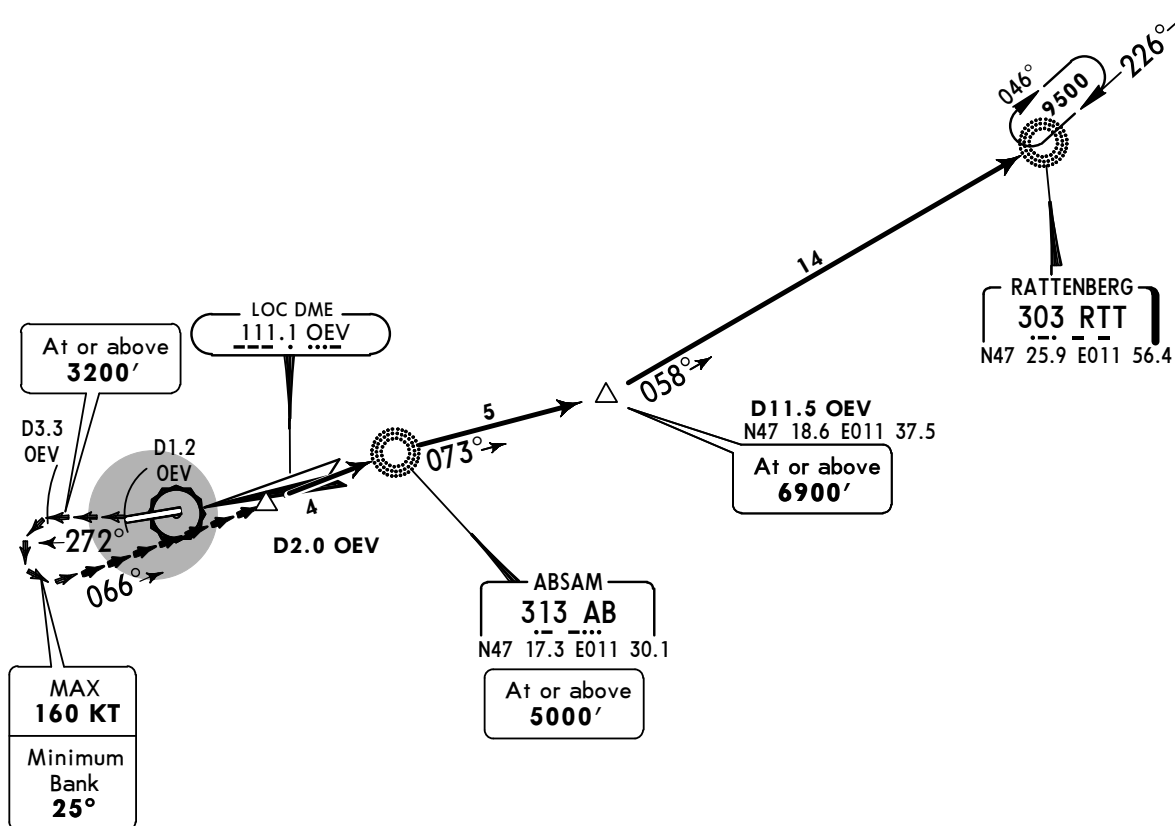
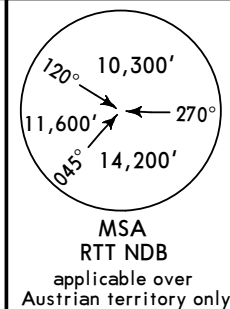
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
 1. Contact INNSBRUCK Radar when advised by Tower.
 2. High mountains surrounding the aerodrome.

RATTENBERG 2Y (RTT 2Y) **DEPARTURE**

SIDs crossing through
 Airspace "Class E"
 up to FL125



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 328' per NM (5.4%) until passing 9500'.

Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641

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

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

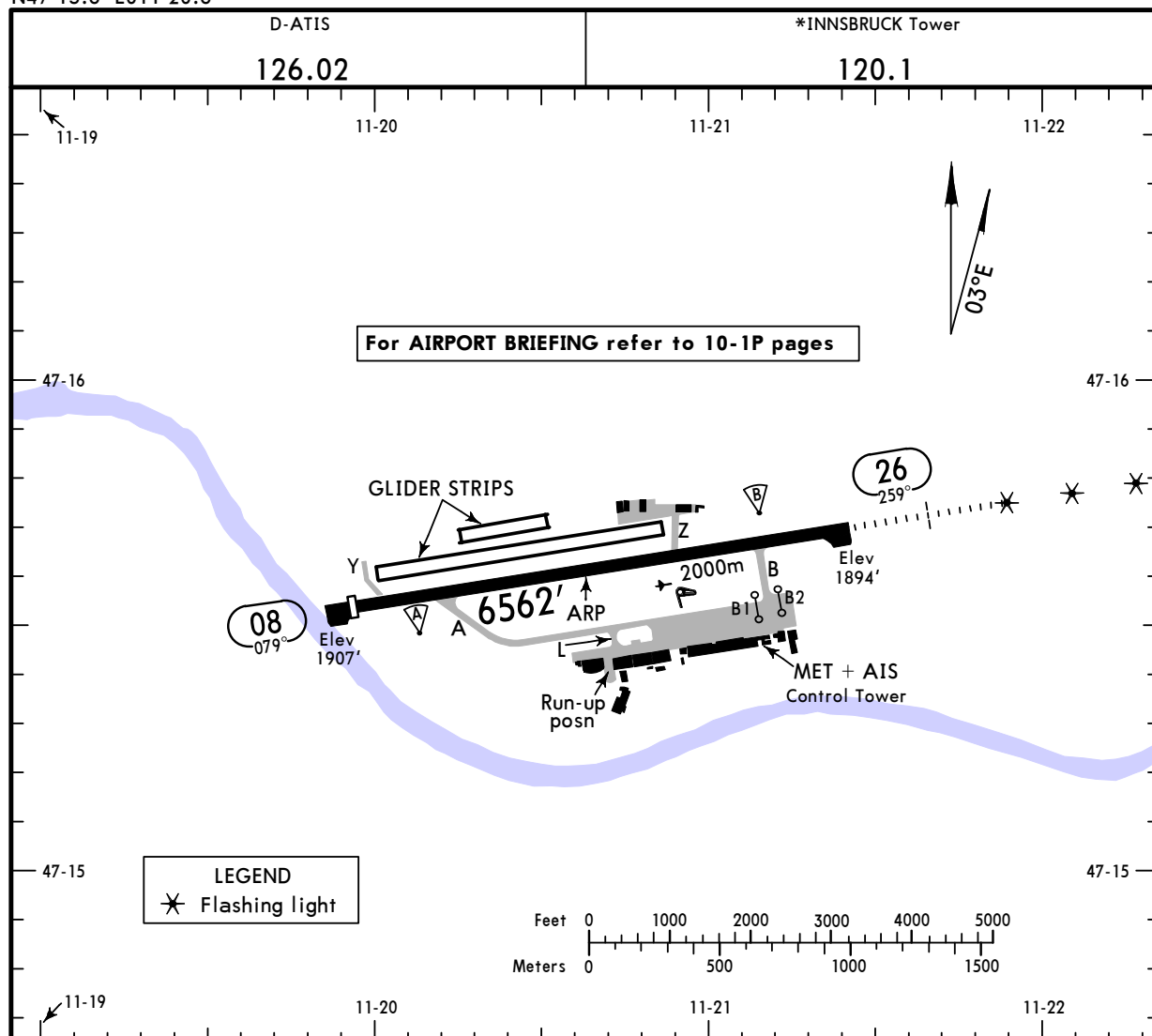
Initial climb clearance By ATC

RWY	INITIAL CLIMB/ROUTING
26	Climb visually on RWY track to D1.2 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT, intercept 066° bearing to AB (maintain visual to D2.0 OEV), 073° bearing (075° OEV back course), intercept 058° bearing to RTT.

LOWI/INN
Apt Elev **1907'**
N47 15.6 E011 20.6

JEPPESEN
30 OCT 15 **(10-9)**

INNSBRUCK, AUSTRIA
INNSBRUCK



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS			
			LANDING BEYOND			
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL CL (15m) PAPI (3.5°)	RVR	6224' 1897m			148'
26	HIRL CL ❶ (15m) HIALS ❷ SFL REIL PAPI (3.5°) RVR		6365' 1940m		6365' 1940m	45m

❶ (38W, 20R & W, 8R)

❷ only partly visible between 1969'/600m and 1870'/570m before thresh rwy 26.

Standard

TAKE-OFF

All Rwys

A
B
C
D

1500' - 1500m ❶

❶ Special performance departure: RVR 300m, take-off alternate required.

LOWI/INN
INNSBRUCK

JEPPESEN
20 JUN 14 (1-1) Eff 26 Jun

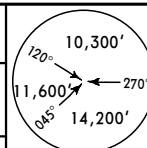
INNSBRUCK, AUSTRIA
LOC DME EAST

D-ATIS		*INNSBRUCK Radar (APP)		*INNSBRUCK Tower	
126.02		119.27		120.1	
LOC OEV 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OEV 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907' RWY 1894'	

MISSED APCH: Climb on LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to AB Lctr, rejoin LOC outbound and continue climb on 075° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500'.

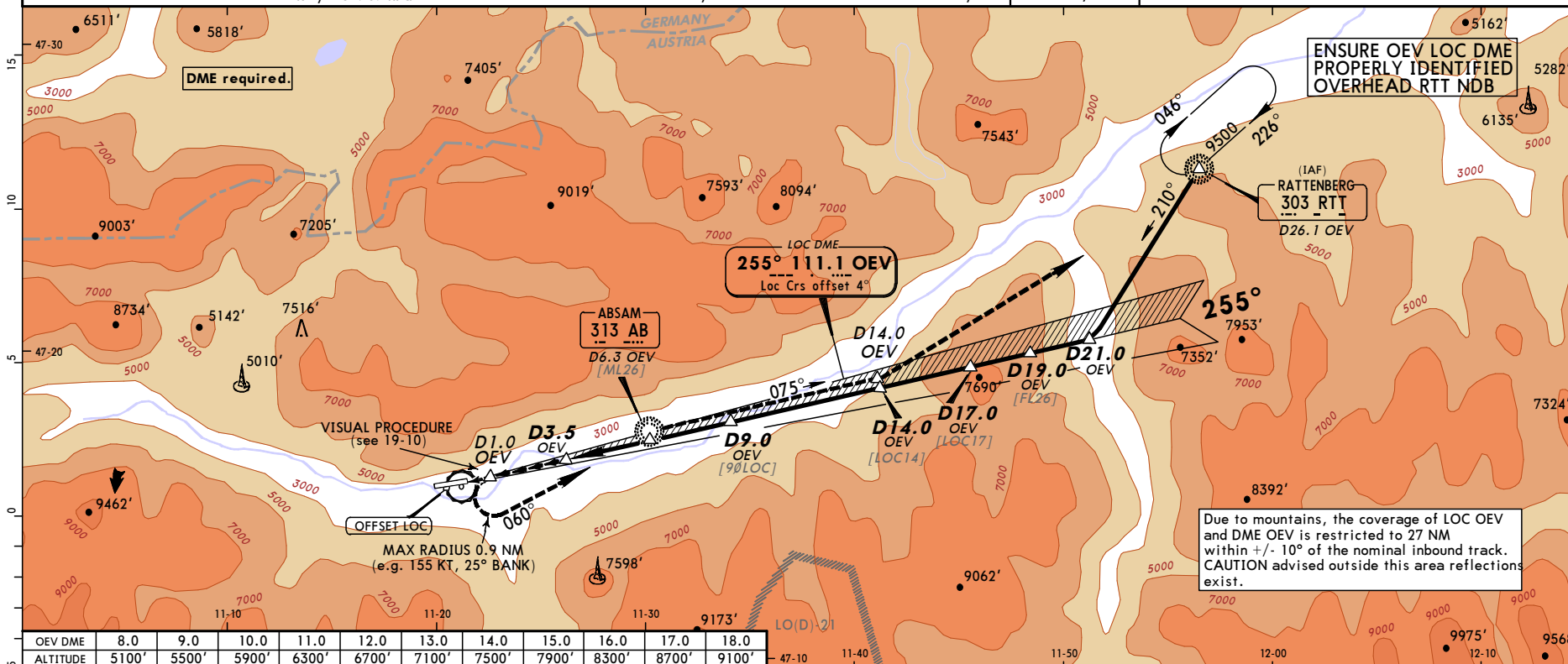
WARNING: Be aware of back course indication on reciprocal track.

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



MSA RTT NDB
Applicable over
Austrian territory
only

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



OEVDME	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'

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

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

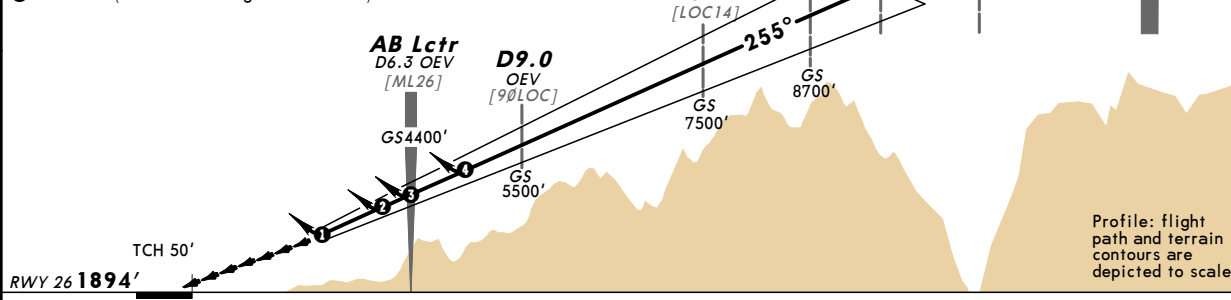
FLIGHT VISIBILITY	ALS out
5000m	

A	B	C	D
SEE 19-10			

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

GS indication available between D19.0 OEV and MDA.

- 1 D3.5 OEV (MAP for climb grad mim 5.0%)
- 2 D4.5 OEV (MAP for climb grad mim 4.0%)
- 3 D6.3 OEV (MAP for climb grad mim 3.0%)
- 4 D7.5 OEV (MAP for climb grad mim 2.5%)



PANS OPS

CHANGES: None.

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LOWI/INN INNSBRUCK

20 JUN 14
Eff 26 Jun 11-2

MIM MISSED APCH CLIMB GRAD
ACCORDING SPECIAL AUTHORIZATION

INNSBRUCK, AUSTRIA
Special LOC DME EAST

D-ATIS 126.02		*INNSBRUCK Radar (APP) 119.27		*INNSBRUCK Tower 120.1	
LOC OEV 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OEV 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907' RWY 1894'	

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 AB 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 AB Lctr for additional guidance.

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

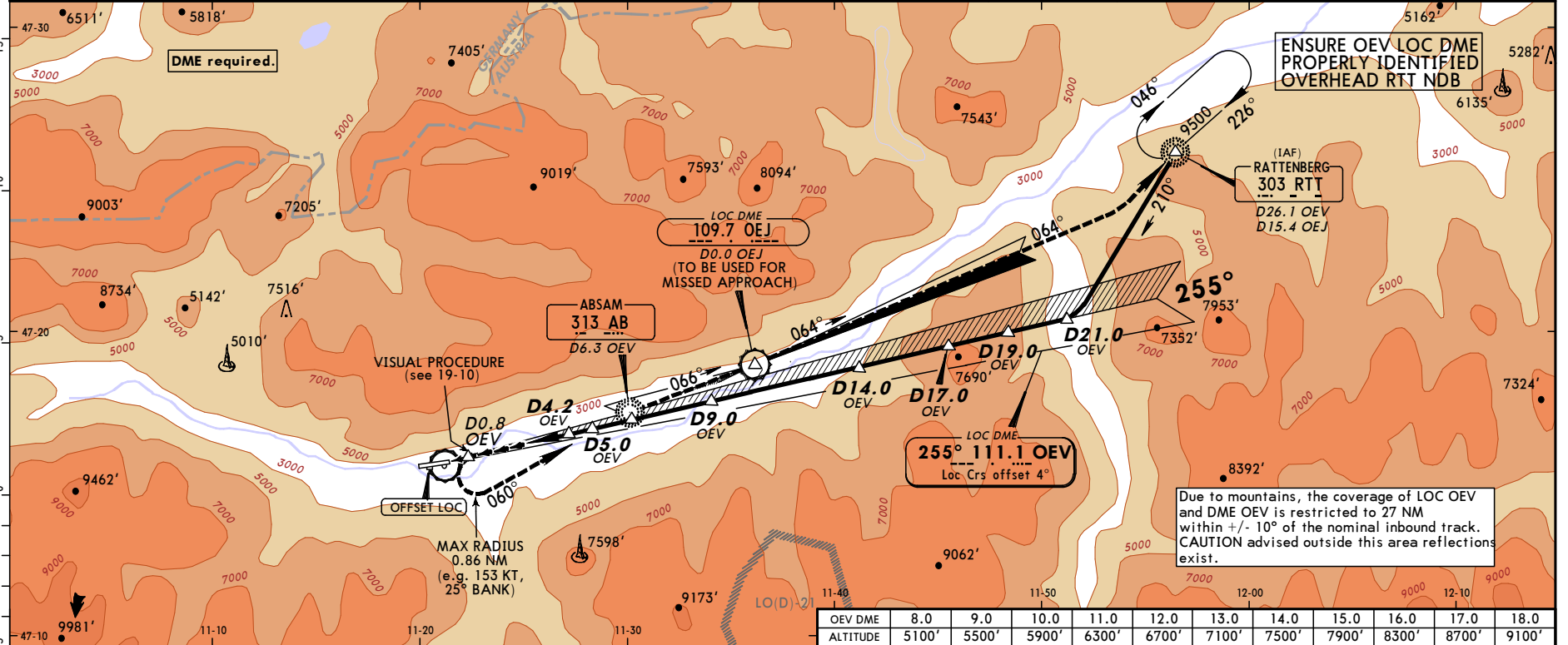
THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY AUSTRO CONTROL GMBH.

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

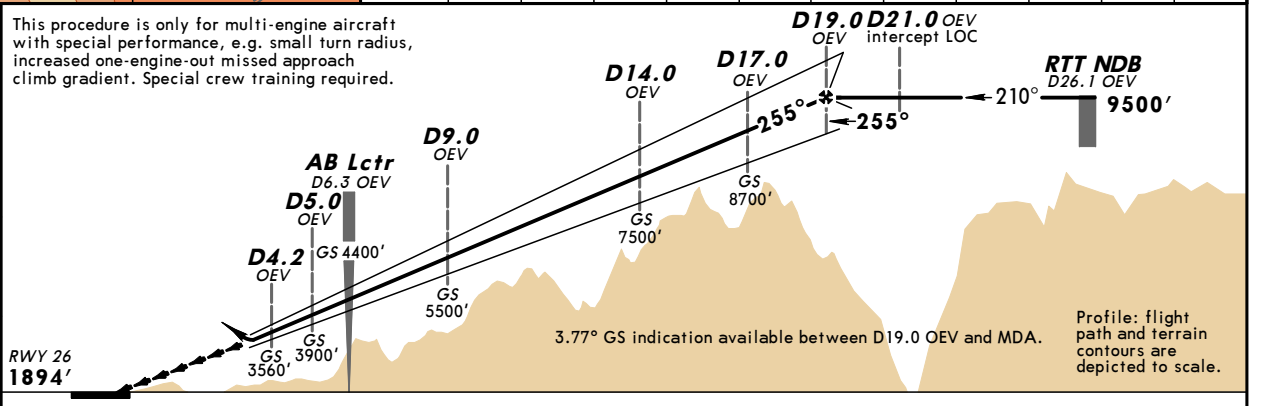
MSA RTT NDB
Applicable over Austrian territory only

10,300'
11,600'
14,200'

120°
270°
045°



Gnd speed-Kts		70	90	100	120	140	160
GS or LOC Descent Angle		3.77°	467	601	667	801	934
MAP as approved.							
Standard		VISUAL STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND with prescribed flight tracks			
A		ALS out		with prescribed flight tracks			
B							
C		ACCORDING SPECIAL AUTHORIZATION		SEE 19-10			
D							



LOWI/INN
INNSBRUCK

10 JUN 16
Eff 23 Jun (11-3)

JEPPESEN

FOLLOWED BY
VISUAL APPROACH

INNSBRUCK, AUSTRIA
LOC DME WEST

D-ATIS

126.025

*INNSBRUCK Radar (APP)

119.275

*INNSBRUCK Tower

120.1

LOC
OEJ

109.7

Final
ApcH Crs

066°

Minimum Alt
KUDAV

11500' (9593')

MDA(H)

5000' (3093')

Apt Elev

1907'

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 AB Lctr for additional guidance.

Alt Set: hPa
DME required.

Apt Elev: 68 hPa

Trans level: By ATC

Trans alt: By ATC

120°
10,300'
11,600'
14,200'

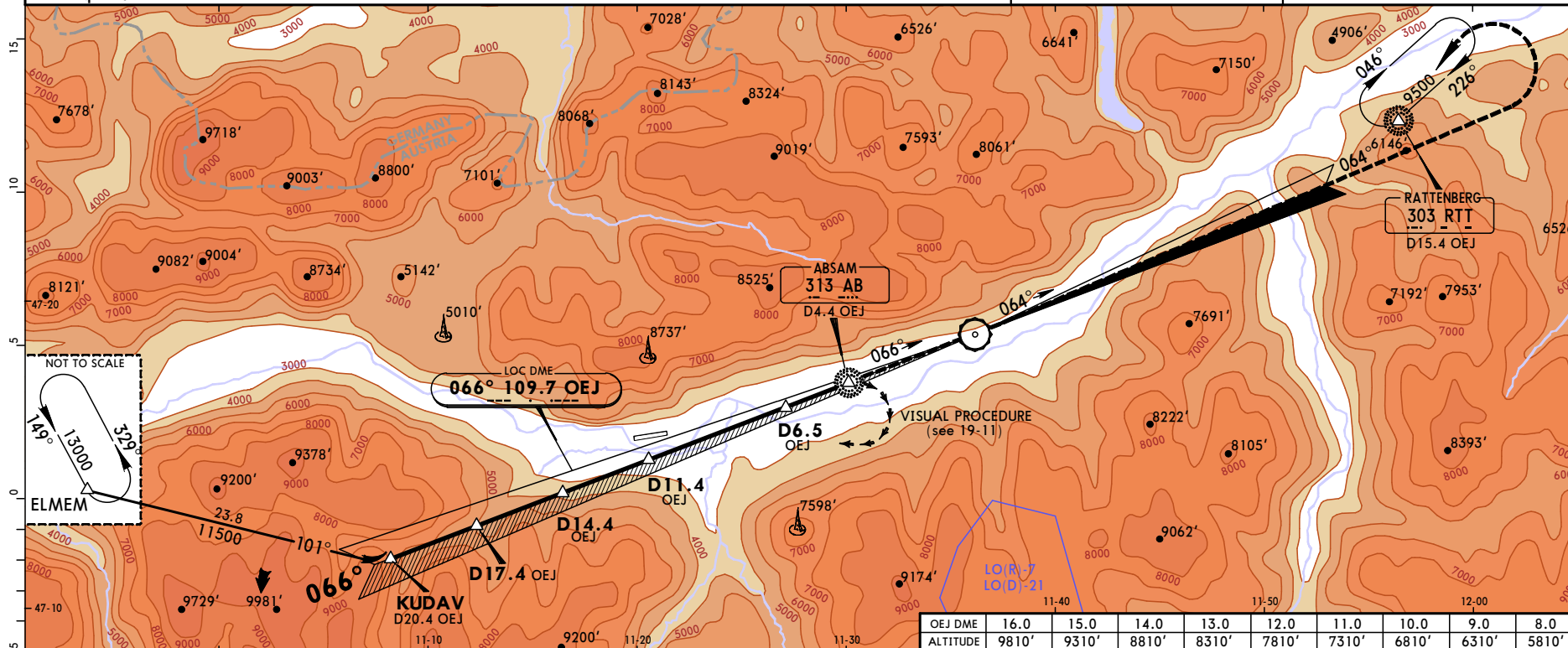
MSA RTT NDB

095°
11,400'
13,200'
14,500'

MSA ELMEM

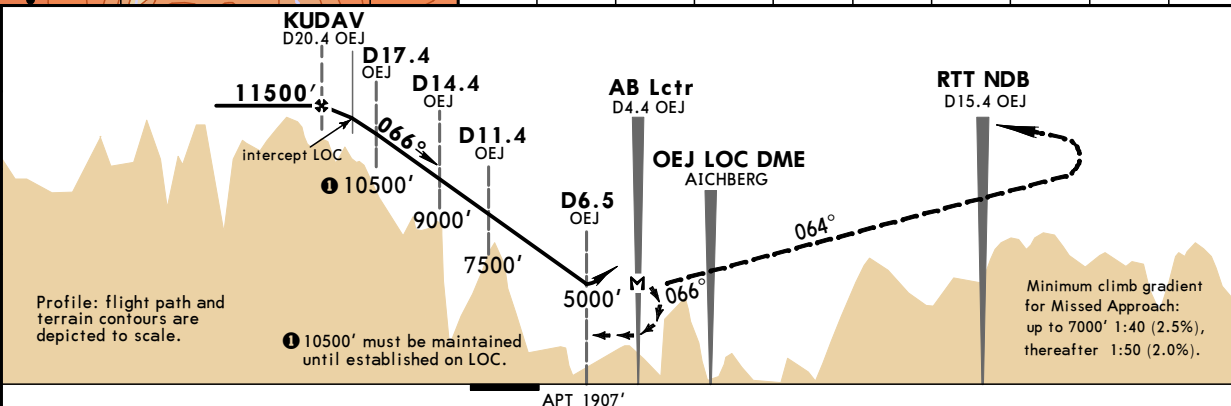
Applicable over
Austrian territory
only

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



Gnd speed-Kts		70	90	100	120	140	160
LOC Descent Angle		4.70°	583	749	833	999	1166
MAP at AB Lctr / 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		5000' (3093') 3100'- 3000m					
B		5000' (3093') 3100'- 5000m					
C		NOT APPLICABLE					
D		NOT APPLICABLE					

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



LOWI/INN
INNSBRUCK

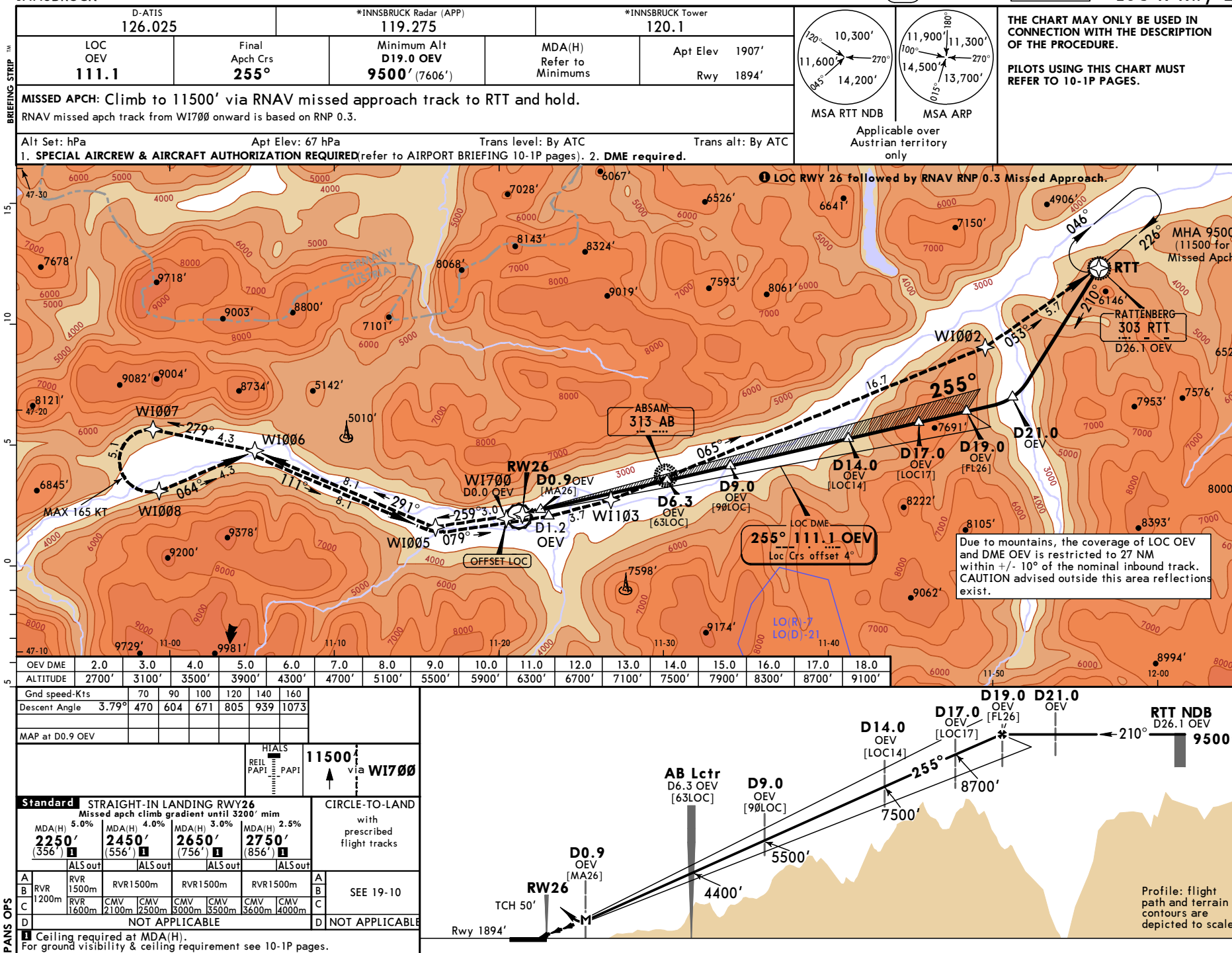
JEPPESEN

10 JUN 16 11-4 Eff 23 Jun

INNSBRUCK, AUSTRIA

CAT A, B & C

LOC R Rwy 26

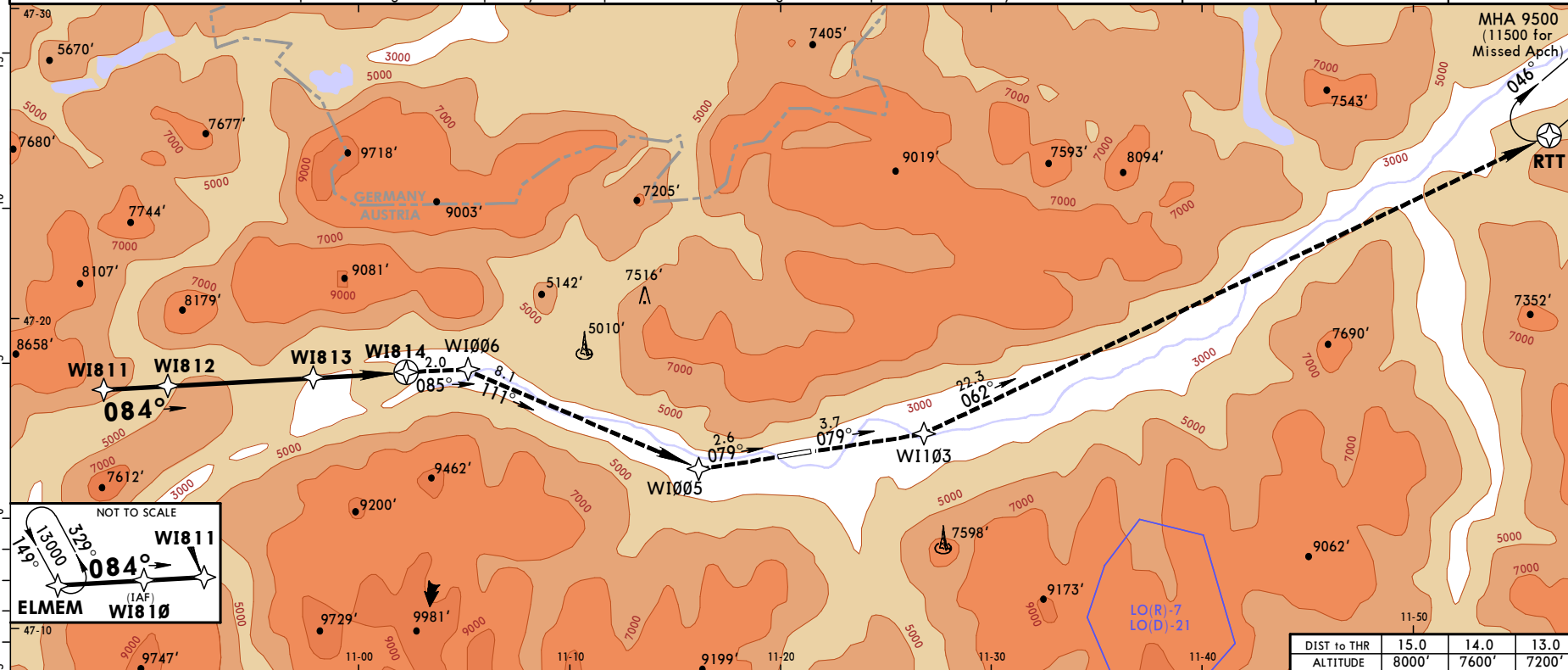
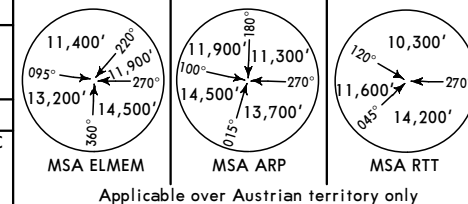


LOWI/INN
INNSBRUCK

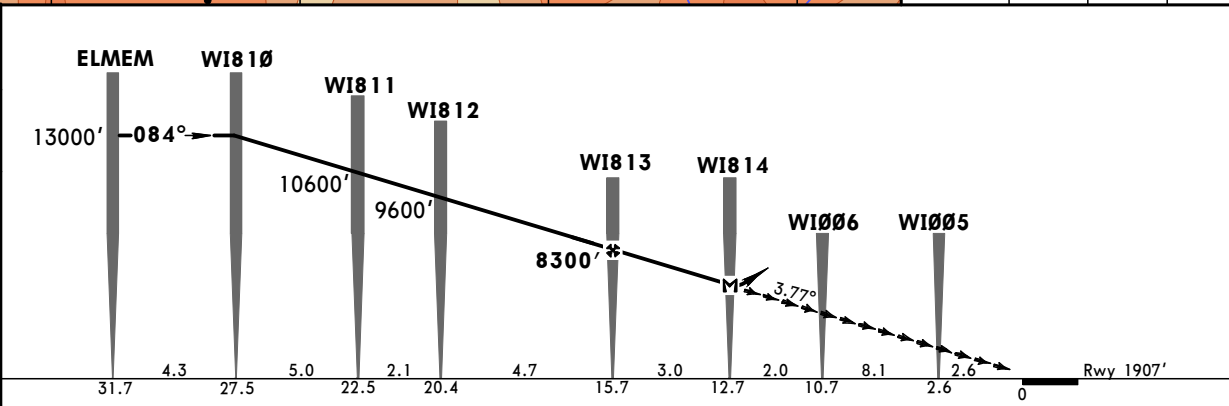
10 JUN 16
Eff 23 Jun (12-1)

INNSBRUCK, AUSTRIA
RNAV (GNSS) Y Rwy 08

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs 084°	Minimum Alt W1813 8300' (6393')	LNAV MDA(H) 7100' (5193')	Apt Elev 1907' 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	
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.					



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.77°	467	601	667	801	934	1068
MAP at W1814							
					PAPI	11500' 	via W1006
Standard		LANDING RWY 08					
LNAV							
MDA(H) 7100'(5193')							
CEIL - FLIGHT VISIBILITY							
A	5200' - 5000m						
B							
C							
D							



LOWI/INN
INNSBRUCK

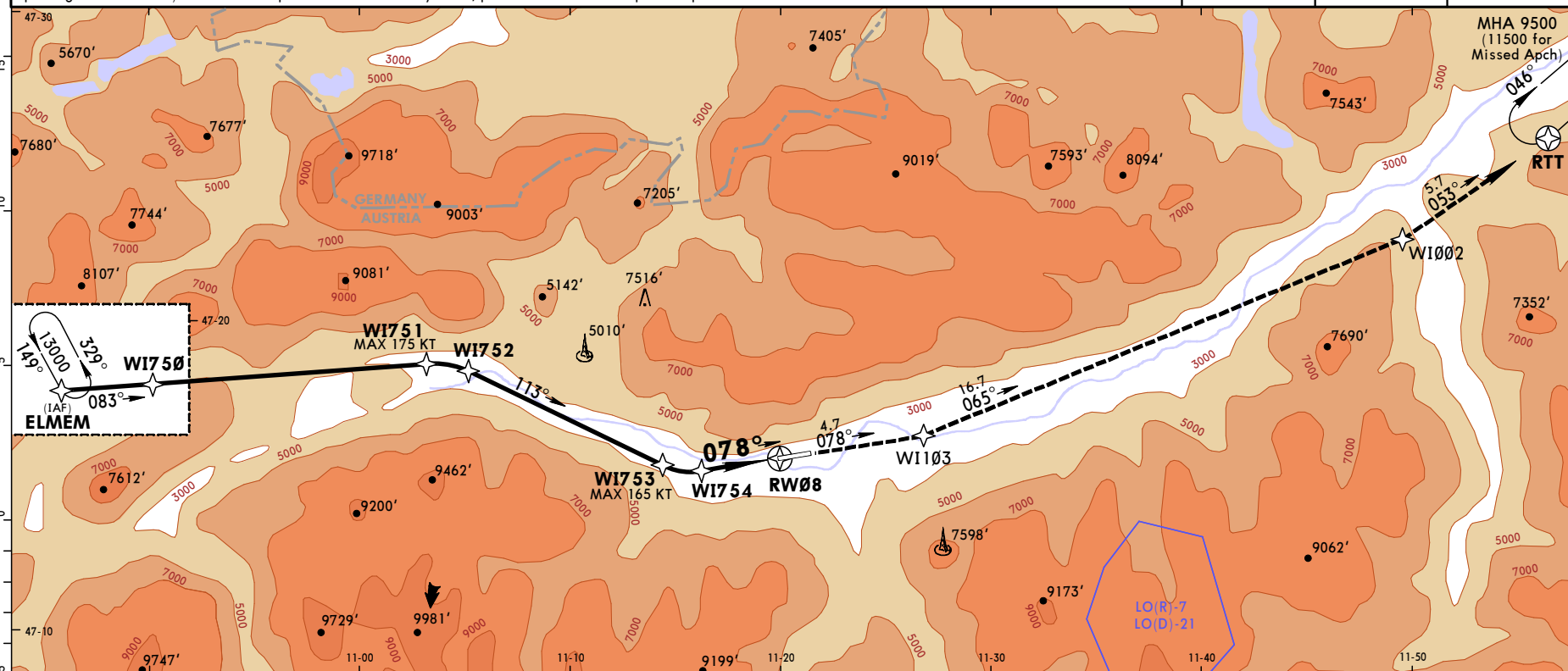
10 JUN 16
Eff 23 Jun 12-20

JEPPESEN

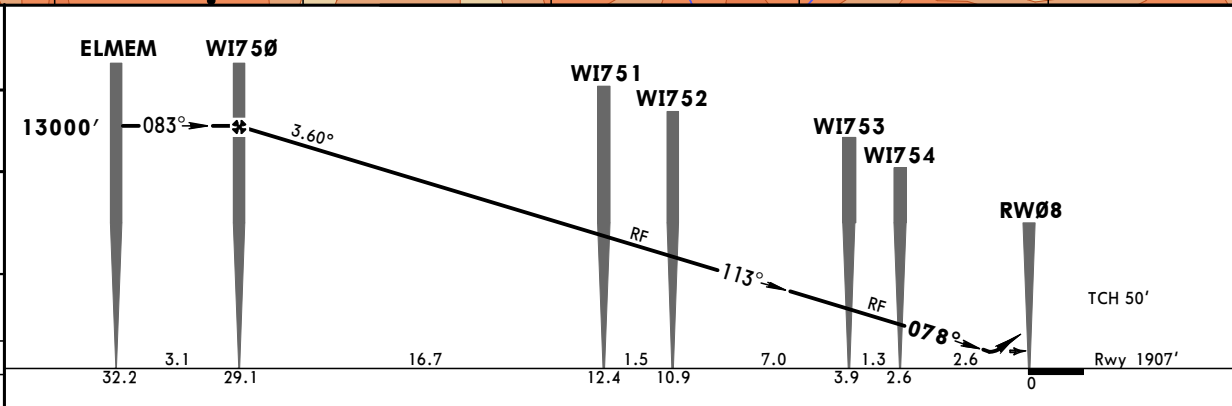
CAT A,
B & C

INNSBRUCK, AUSTRIA
RNAV (RNP) Z Rwy 08

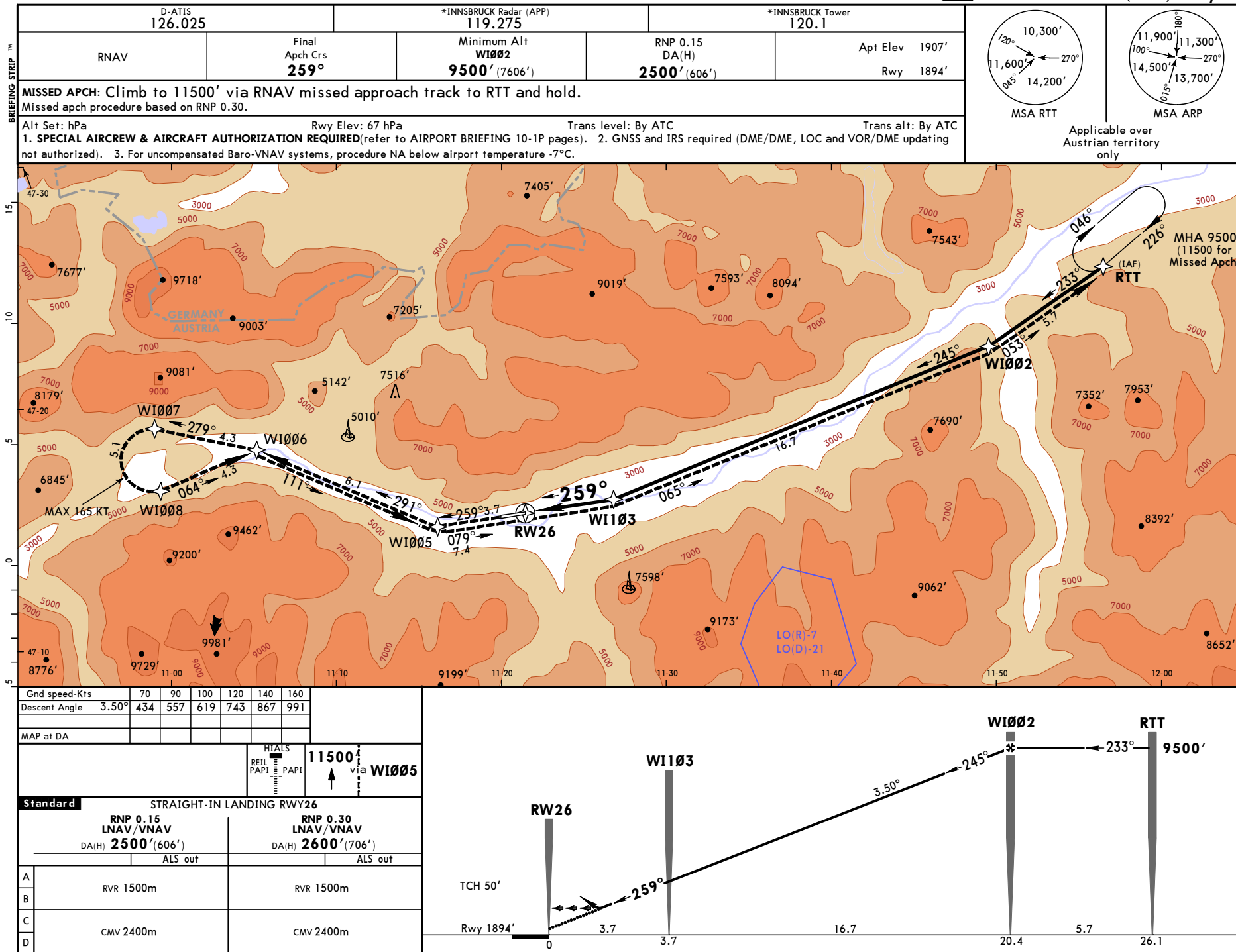
D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs 078°	Minimum Alt W1750 13000' (11093')	RNP 0.3 DA(H) 2900' (993')	Apt Elev 1907' Rwy 1907'	
MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold. Missed apch procedure based on RNP 0.30.					
Alt Set: hPa		Rwy Elev: 68 hPa		Trans level: By ATC	
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED(refer to AIRPORT BRIEFING 10-1P pages). 2. GNSS and IRS 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		MSA ARP		MSA RTT	
Applicable over Austrian territory only					

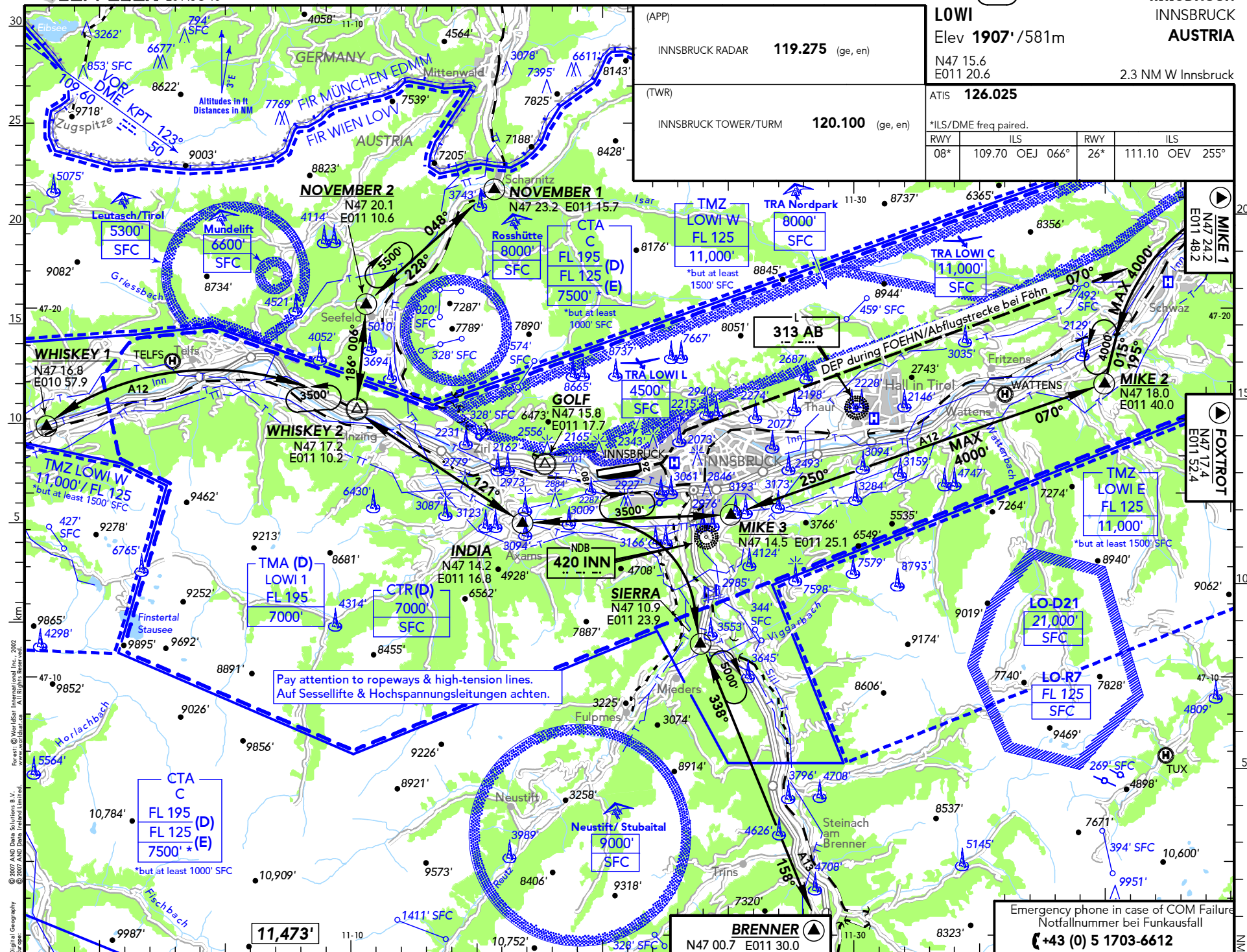


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.60°	446	573	637	765	892
MAP at DA						
PAPI					11500' via W1103	
Standard					LANDING RWY 08	
RNP 0.30						
DA(H) 2900'(993')						
A	RVR 1500m					
B	CMV 2400m					
C	NOT APPLICABLE					
D						



LOWI/INN
INNSBRUCK





INNSBRUCK

19-2

28 AUG 15

JEPPesen

INNSBRUCK

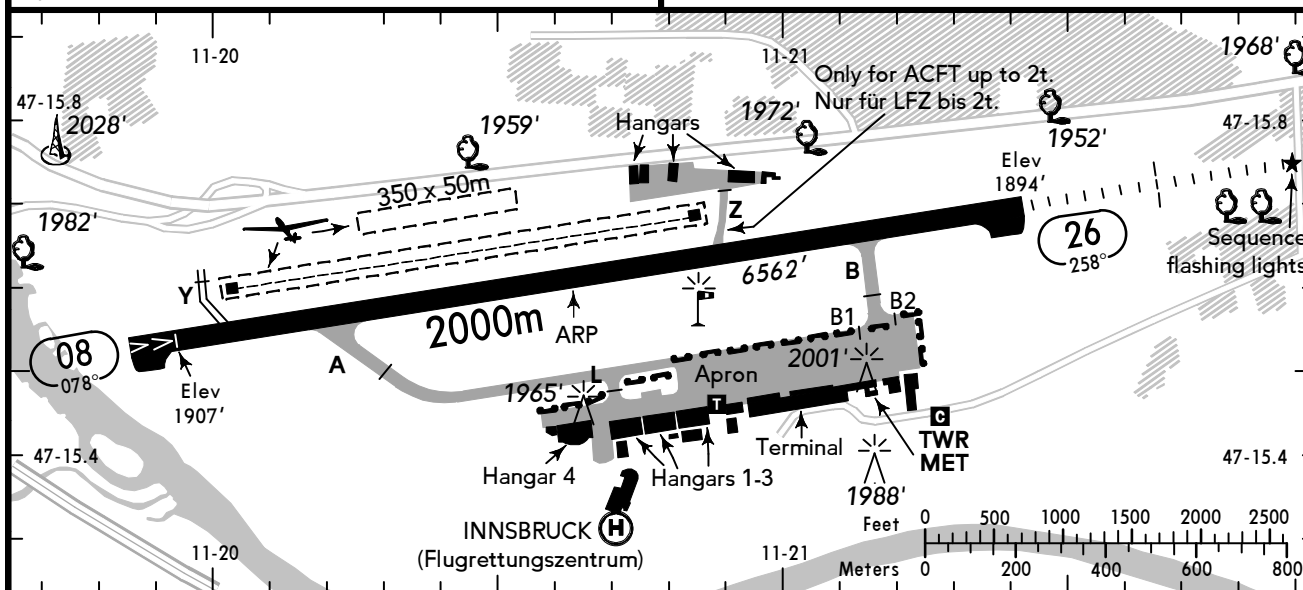
AUSTRIA

(FIS)

WIEN INFORMATION

124.400

ATIS 126.025



ALS 26 - PAPI (3.5°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08	2000 x 45 Bitumen	2000	1897	PCN 75/F/A/W/T	
26		1940	1940		

General

These regulations apply during daytime in VMC.

VFR flights are permitted only when in radio contact with INNSBRUCK TOWER and with clearance.

For all flights within CTR/TMA LOWI a functioning transponder (Mode C) is strongly recommended.

Outside op hr of Innsbruck ATC contact
Wien FIC for clearance.

Foehn Conditions

During "Foehn" (surface wind 100°-180°, wind speed 15-25KT, gusts 30 up to 50KT) expect severe turbulence with horizontal wind shear and severe downdraughts at all altitudes and within the whole Inn valley. To avoid strong turbulence over a longer time, it is recommended to execute APCH/DEP at high altitude and along the N side of the Inn valley.

Approaches from the E and the S should overfly the AD not below 5000'. On final for RWY 08 severe downdraughts have to be expected over the Inn river.

CAUTION:

Intense glider activity within TRAs LOWI L & LOWI C; other ACFT in opposite direction. Also glider-, para- and hanglideractivity in the vicinity of entry points into CTR.

Allgemeines

Diese Verfahren gelten bei Tage in VMC.

VFR-Flüge sind nur zulässig wenn in Funkverbindung mit INNSBRUCK TURM und mit Freigabe.

Für alle Flüge in der CTR/TMA LOWI ist ein Transponder (Mode C) dringend empfohlen.

Außerhalb der Betriebszeit von Innsbruck ATC
Freigabe bei Wien FIC einholen.

Föhnlagen

Bei Föhn (Bodenwind 100°-180°, 15 bis 25KT, Böen 30 bis 50KT) ist mit starker Turbulenz verbunden mit horizontalen Windscherungen sowie mit starken Abwinden in allen Flughöhen innerhalb des gesamten Inntales zu rechnen. Um längere Flüge in starker Turbulenz zu vermeiden, wird empfohlen, An-/Abflüge in großer Höhe entlang der Nordseite des Inntales durchzuführen.

Bei Anflügen aus dem Osten und Süden sollte der Flughafen nicht unter 5000' überflogen werden. Im Endanflug zur Piste 08 über dem Fluss Inn ist mit starken Abwinden zu rechnen.

VORSICHT:

Erhöhter Segelfluggetrieb innerhalb der TRAs LOWI L & LOWI C; andere LFZ auf Gegenkurs. Ferner Segelfluggetrieb sowie Para- und Hängegleiteraktivität in der Nähe der Einflugpunkte in die CTR.

JEPPESEN

13 FEB 15

19-3**INNSBRUCK**

INNSBRUCK

AUSTRIA**Approach**

Altitudes along the routes are instructed by ATC.

Arrival routes terminate in a holding. For further approach wait for clearance, if not already cleared for approach or landing.

NORDO PPR by TEL TWR. The time of entry into the CTR shall be stated with the request. Do not exceed the indicated CTR entry time by more than 10 MIN, otherwise the clearance expires.
During "Foehn" conditions it is dissuaded to execute a NORDO approach.

Radio Communication Failure

Failure prior to CTR entry clearance: Do not enter!
Divert to an uncontrolled AD.

Failure after CTR entry clearance: Squawk A 7600 and continue as cleared.

If the clearance was issued only until holding MIKE 2, SIERRA, WHISKEY 2 or NOVEMBER 2 the pilot shall in case of holding:

- At MIKE 2 and SIERRA descend without delay to 3000' in compliance with the minimum flight altitude and proceed along the highway to a position S of Tower and await light signals.
- At WHISKEY 2 and NOVEMBER 2 descend without delay to 3000' in compliance with the minimum flight altitude and proceed along the mountainside in the northern part of the Inn valley (proceeding in direction LOWI on the left side of the Inn valley) to a position N of the Tower and await light signals. Attention: Possible glider traffic N of the AD.

Departure

During Foehn circumnavigate city of Innsbruck in the N because of severe downdraughts S of city.

DEP RWY 26

- Departures to SIERRA or MIKE 3: After passing the river Inn turn right inbound to GOLF. No left turn to SIERRA or MIKE 3 below 3000' unless otherwise instructed.
- Departures to WHISKEY 1 or NOVEMBER 1: After passing the river Inn turn right inbound to GOLF and WHISKEY 2.

DEP RWY 08

- Departures to SIERRA or MIKE 3: After departure turn right inbound to SIERRA or MIKE 3.
- Departures to WHISKEY 1 or NOVEMBER 1: When reaching safe altitude turn right inbound to INDIA and WHISKEY 2.

Anflug

Die Flughöhen entlang der Anflugstrecken werden durch ATC angewiesen.

Die Anflugstrecken enden in der Warterunde. Für den weiteren Anflug auf Freigabe warten, falls nicht vorher eine Anflug- oder Landefreigabe erteilt wurde.

NORDO PPR über TEL durch TWR. Die Einflugzeit in die CTR ist mit der Anfrage anzugeben. Die angegebene CTR-Einflugzeit um nicht mehr als 10 MIN überschreiten, sonst erlischt die Freigabe.
Bei Föhnwetterlagen wird von einem NORDO-Anflug abgeraten.

Funkausfall

Ausfall vor CTR-Einflugfreigabe: Nicht Einfliegen!
Zu einem unkontrollierten Flugplatz ausweichen.

Ausfall nach CTR-Einflugfreigabe: Transponder A 7600 schalten und Anflug fortsetzen wie freigegeben.

Wurde der Flug nur bis zu den Warterunden MIKE 2, SIERRA, WHISKEY 2 oder NOVEMBER 2 freigegeben, so ist bei den Warterunden:

- MIKE 2 und SIERRA sofort und unter Einhaltung der Mindestflughöhe auf 3000' zu sinken und der Flug entlang der Autobahn bis südlich des Turmes durchzuführen und dort auf Lichtzeichen zu warten.
- WHISKEY 2 und NOVEMBER 2 sofort und unter Einhaltung der Mindestflughöhe auf 3000' zu sinken und der Flug entlang des Berghanges der nördlichen Tal-seite (Flugrichtung LOWI - linke Talseite) bis nördlich des Turmes durchzuführen und dort auf Lichtzeichen zu warten. Achtung: Auf möglichen Segelflugverkehr nördlich des Platzes achten.

Abflug

Bei Föhn die Stadt Innsbruck im N umfliegen, da im S mit starken Abwinden zu rechnen ist.

Abflug Piste 26

- Abflüge nach SIERRA oder MIKE 3: Nach dem Überfliegen des Flusses Inn Rechtskurve nach GOLF. Linkskurve nach SIERRA oder MIKE 3 nicht unter 3000', wenn nicht anders angewiesen.
- Abflüge nach WHISKEY 1 oder NOVEMBER 1: Nach dem Überfliegen des Flusses Inn Rechtskurve nach GOLF und WHISKEY 2.

Abflug Piste 08

- Abflüge nach SIERRA oder MIKE 3: Nach dem Abflug Rechtskurve nach SIERRA oder MIKE 3.
- Abflüge nach WHISKEY 1 oder NOVEMBER 1: Nach Erreichen einer sicheren Höhe Rechtskurve nach INDIA und WHISKEY 2.

INNSBRUCK**19-3A** 13 FEB 15**JEPPESEN****INNSBRUCK****AUSTRIA****Transit**

Flights crossing the Inn valley in the area of CTR or TMA LOWI are subject to a clearance from INNSBRUCK RADAR or TOWER.

In the interest of safety also all other transit flights crossing the Inn valley outside the CTR or below TMA LOWI should contact INNSBRUCK RADAR or TOWER.

Transit flights will normally be cleared along the published routes. Depending on traffic situation TOWER may, however, advise deviations aloof from published VFR routes or give an approval to such requests from pilots, respectively (e.g. direct routes NOVEMBER 1 - BRENNER and vice versa, MIKE 1 - NOVEMBER 1 and vice versa etc.).

Transit flights within TMA LOWI without transponder have to expect delays.

NORDO transits not permitted.

Noise Abatement

To minimise noise, VFR flights with single piston engine ACFT (up to 5.7t MTOW) shall preferably land on RWY 08 and take off from RWY 26.

Between 1230-1400LT (Mon-Sat) or 1230-1500LT (Sun & Hol) and on 01 NOV no local/aero-tow/parajumping/instruction/training FLTs.

Departures avoid built-up areas of city and the hospital; if possible proceed S of city along the highway.

TRA LOWI L and TRA LOWI C

Initiation of glider operation in Innsbruck is subject to approval from the aerodrome operator. Prior entering TRA LOWI C approval from TWR has to be received.

Glider towing is permitted only with radio communication and using the paved RWY.

TRA LOWI L is available only for departure and landing at the glider site Innsbruck. The local procedures and regulations have to be strictly observed.

As long as the activation of TRA LOWI C is transmitted via ATIS no separate approval by Innsbruck TWR for entering, leaving or crossing of TRA LOWI C is necessary.

Hang- and Paragliding

Hang- and paragliding within CTR LOWI is not permitted.

Parachute Jumping

Initiation of parachute jumping operation on the premises of Innsbruck airport is subject to approval from the aerodrome operator.

Durchflug

Flüge, die das Inntal im Bereich der CTR bzw. TMA LOWI durchfliegen, benötigen eine entsprechende Freigabe durch INNSBRUCK RADAR oder TURM.

Im Interesse der Sicherheit sollten aber auch alle Transitflüge, die außerhalb der CTR bzw. unterhalb der TMA LOWI das Inntal überqueren mit INNSBRUCK RADAR oder TURM Funkkontakt aufnehmen.

Transitflüge werden normalerweise entlang der veröffentlichten Sichtflugstrecken freigegeben. TURM kann jedoch je nach Verkehrslage bzw. auf Verlangen des Piloten auch Transitstrecken abseits der veröffentlichten Strecken freigeben (z.B. Direktstrecken NOVEMBER 1 - BRENNER oder umgekehrt, MIKE 1 - NOVEMBER 1 oder umgekehrt etc.).

Durchflüge innerhalb der TMA LOWI ohne Transponderausrüstung müssen mit Verzögerungen rechnen.

NORDO Durchflüge nicht zulässig.

Lärmminderung

Um Lärm zu verringern, haben VFR-Flüge mit einem Kolbenmotor (bis zu 5.7t MTOW) vorzugsweise auf Piste 08 zu landen und auf Piste 26 zu starten.

Zwischen 1230-1400LT (Mon-Sat) bzw. 1230-1500LT (Sun & Hol) und am 01 NOV keine Schlepp-, Fallschirmsprung-, Schul-, Platz- und Übungsflüge.

Abflüge meiden die bebauten Stadtgebiete und das Krankenhaus; wenn möglich südlich der Stadt entlang der Autobahn fliegen.

TRA LOWI L und TRA LOWI C

Vor Aufnahme des Segelfluggetriebes in Innsbruck ist in jedem Fall die Zustimmung des Flugplatzbetriebsleiters einzuholen. Vor Einflug in das TRA LOWI C ist eine Zustimmung von TWR einzuholen.

Segelschleppflüge sind nur mit Sprechfunkverbindung und nur von der befestigten Piste aus zulässig.

TRA LOWI L ist nur für Start und Landung am Segelfluggelände Innsbruck zulässig. Die lokal aufgetragenen Verfahren sind unbedingt einzuhalten.

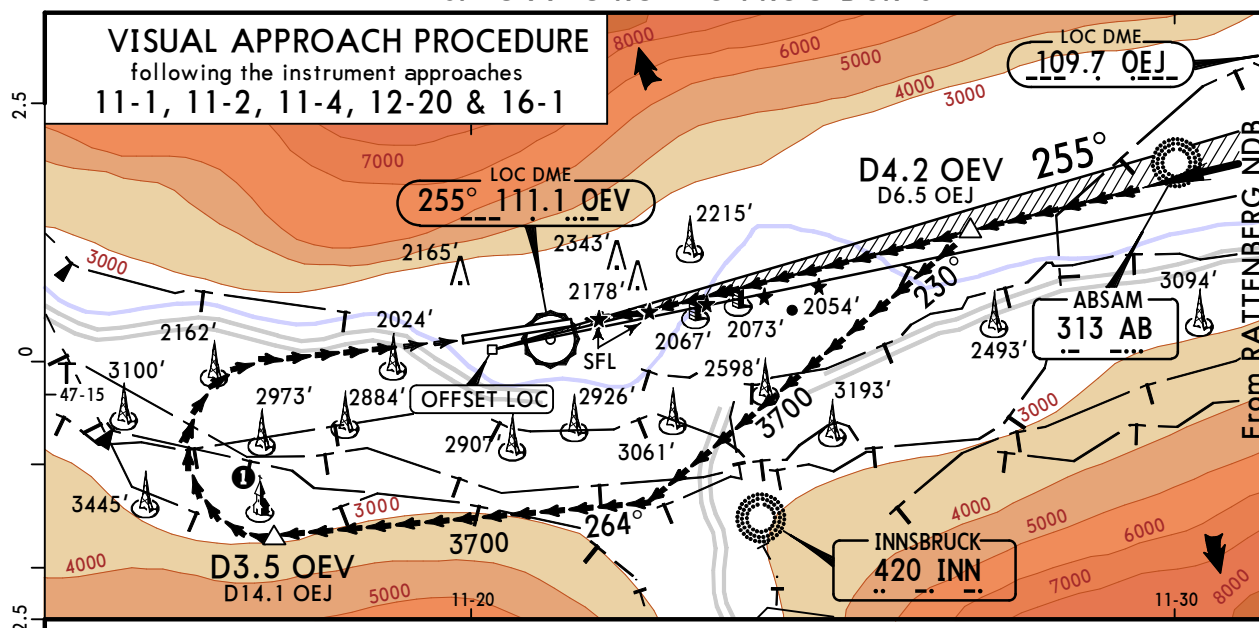
Solange über ATIS die Aktivierung des TRA LOWI C ausgestrahlt wird, ist der Ein-, Aus- und Durchflug des TRA LOWI C ohne separate Zustimmung von Innsbruck TWR zulässig.

Hänge- und Paragleiterbetrieb

Hänge- und Paragleiterbetrieb ist in der CTR LOWI nicht zulässig.

Fallschirmsprungbetrieb

Vor Aufnahme des Fallschirmsprungbetriebs innerhalb des Flughafenareals ist in jedem Fall die Zustimmung des Flugplatzbetriebsleiters einzuholen.

LOWI/INN
Apt Elev **1907'****JEPPesen**
27 NOV 15 **(19-10)** **Eff 10 Dec****INNSBRUCK, AUSTRIA**
INNSBRUCK**SPECIAL CIRCLING PROCEDURES****VISUAL APCH AFTER 11-1:**

Having established effective external VISUAL reference between AB Lctr 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 AB Lctr 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.

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

Standard

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS					After apch 11-2 & 12-20	
After apch 11-1 & 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	MDA(H) 3700' (1793')	
A					3000m	
B						
C	5000m				5000m	
D						

Standard

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS					After apch 16-1	
Missed apch climb gradient mim						
5.0%	4.0%	3.0%	2.5%			
MDA(H) 4120' (2213')	MDA(H) 4420' (2513')	MDA(H) 4720' (2813')	MDA(H) 5120' (3213')	FLIGHT VISIBILITY		
A						
B						
C	5000m					
D						

PANS OPS

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

For SPECIAL NOTES see 10-1P pages.

CHANGES: Procedure.

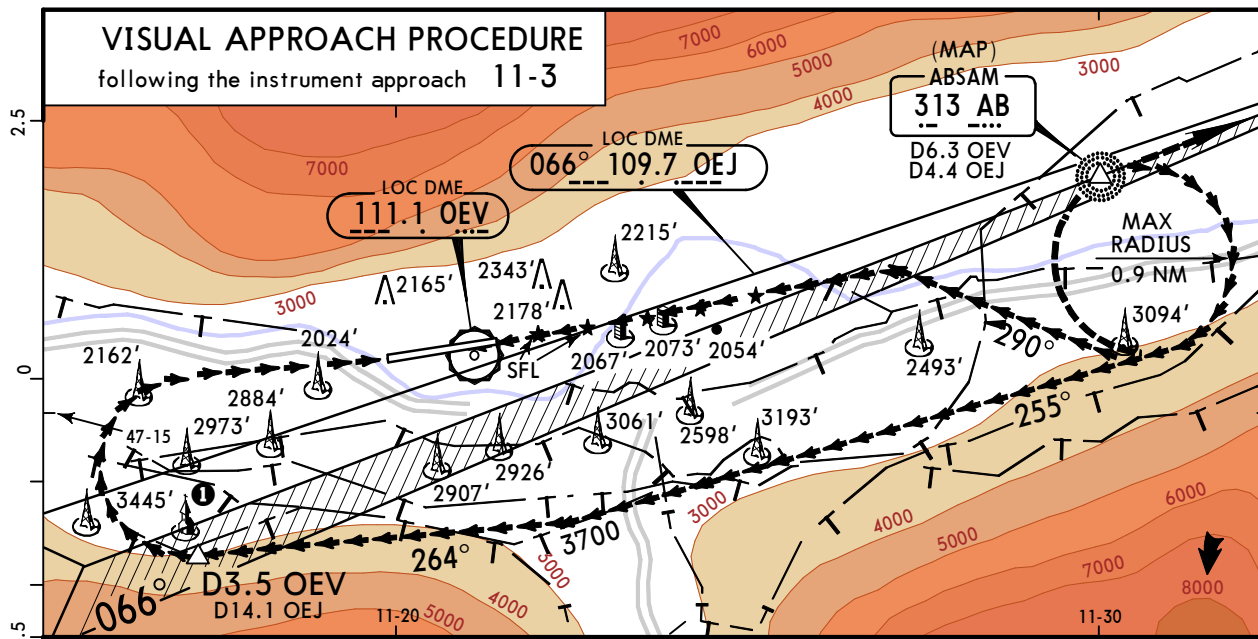
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LOWI/INN
 Apt Elev **1907'**

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 27 NOV 15 **19-11** Eff 10 Dec

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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 AB Lctr 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.

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

Standard

**CIRCLE-TO-LAND
 WITH PRESCRIBED FLIGHT TRACKS**

MDA(H) **5000'** (3093')

FLIGHT VISIBILITY

PANS OPS

A
 B
 C
 D

3000m
 5000m

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