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.

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 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.

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.

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.

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)

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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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:

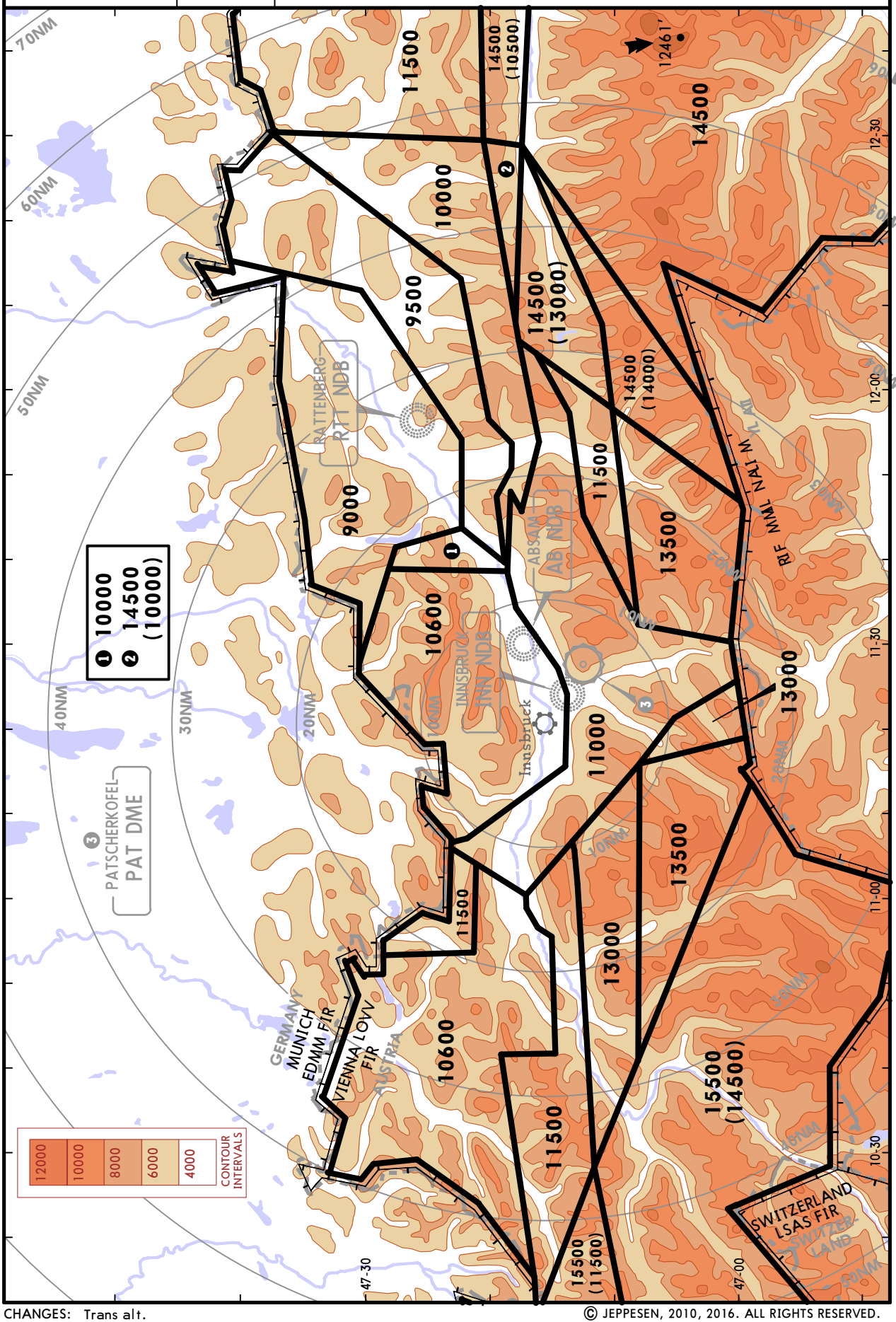
- the RVR is at least 600m and
- the visibility above these layers is at least 5.0km and
- there are no further clouds below 3100' AAL and
- one engine-out climb gradient MIM 4.8%.

LOWI/INN
INNSBRUCK

JEPPESEN
18 MAR 16 (10-1R) Eff 31 Mar

INNSBRUCK, AUSTRIA
RADAR MINIMUM ALTITUDES

*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



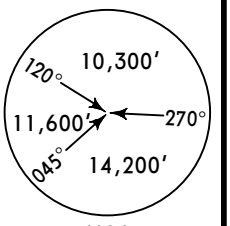
CHANGES: Trans alt.

D-ATIS	Apt Elev	
126.025	1907′	Alt Set: hPa Trans level: By ATC Trans alt: By ATC Non-RNAV aircraft: EXPECT RADAR vectors to final approach.

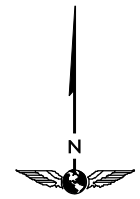
RASTA FOUR ALFA (RASTA 4A)[RAST4A]
SALZBURG THREE ALFA (SBG 3A)
TULSI THREE ALFA (TULSI 3A)[TULS3A]
RWYS 08, 26 RNAV ARRIVALS

RNAV 5 OR B-RNAV APPROVAL REQUIRED
GNSS REQUIRED

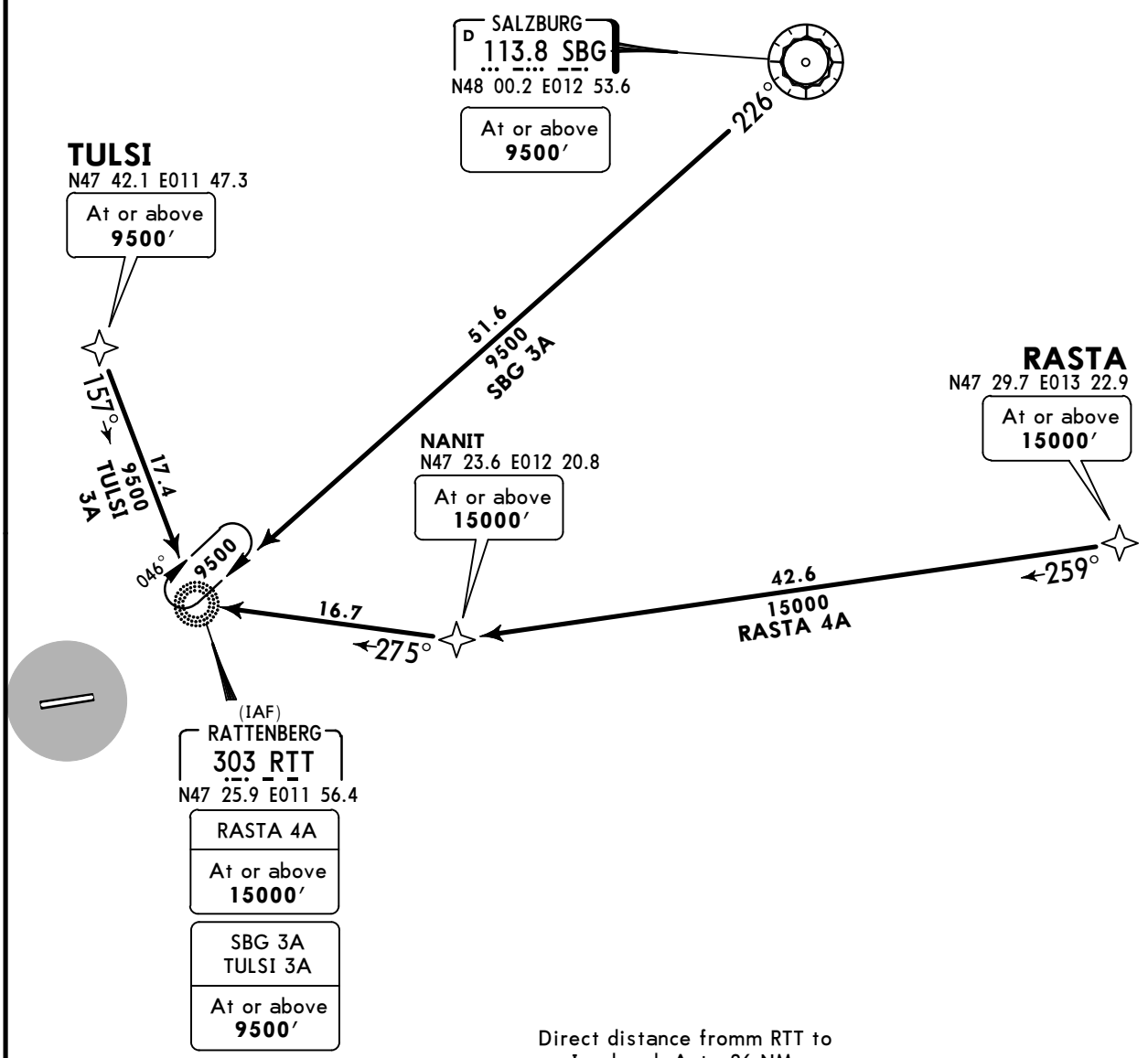
STARs crossing through Airspace "**Class E**" up to FL125



MSA
RTT NDB
applicable over Austrian territory only



NOT TO SCALE

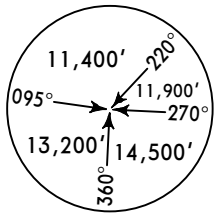


Direct distance fromm RTT to Innsbruck Apt 26 NM

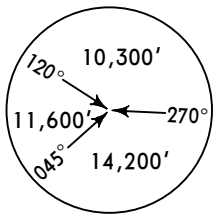
STAR	ROUTING
RASTA 4A	RASTA - NANIT - RTT.
SBG 3A	SBG - RTT.
TULSI 3A	TULSI - RTT.

CHANGES: Reissue.

D-ATIS	Apt Elev	
126.025	1907′	Alt Set: hPa Trans level: By ATC Trans alt: By ATC Non-RNAV aircraft: EXPECT RADAR vectors to final approach.



MSA
ELMEM
applicable over
Austrian territory
only



MSA
RTT NDB
applicable over
Austrian territory
only

BRENO TWO ALFA (BRENO 2A)[BREN2A]
BRENO THREE BRAVO (BRENO 3B)[BREN3B]
MADEB ONE BRAVO (MADEB 1B)[MADE1B]
RATTENBERG ONE BRAVO (RTT 1B)
XEBIX ONE BRAVO (XEBIX 1B)[XEBI1B]
RWYS 08, 26 RNAV ARRIVALS

RNAV 5 OR B-RNAV APPROVAL REQUIRED
GNSS REQUIRED

STARs crossing through
Airspace "**Class E**"
up to FL125

N
NOT TO SCALE

(IAF)
RATTENBERG
303 RTT
N47 25.9 E011 56.4

BRENO 2A
At or above **12000′**

RTT 1B
At or above **13000′**

XEBIX
N47 24.0 E010 28.8
At or above **13000′**

(IAF)
ELMEM
N47 17.1 E010 34.2
At or above **13000′**

7.8
XEBIX 1B
13000

149°
13000
329°

099°
11.7
13000
MADEB 1B

MADEB
N47 19.5 E010 17.3
At or above **13000′**

12.7
13000
296°

WI6ØØ
N47 11.0 E010 50.6
At or above **14000′**

25.0
14000
BRENO 3B
297°

BRENO
N46 58.8 E011 22.6
At or above **14000′**

001°
15.0
14000
BRENO 2A

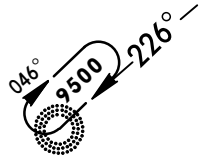
56.5
13000
RTT 1B
259°

25.1
12000
058°

INNSBRUCK
420 INN
N47 13.8 E011 24.1
At or above **14000′**

Direct distance to Innsbruck Apt from
ELMEM 32 NM
RTT 26 NM

HOLDING OVER RTT



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

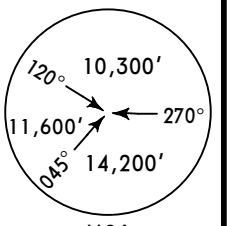
CHANGES: Reissue.

*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	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

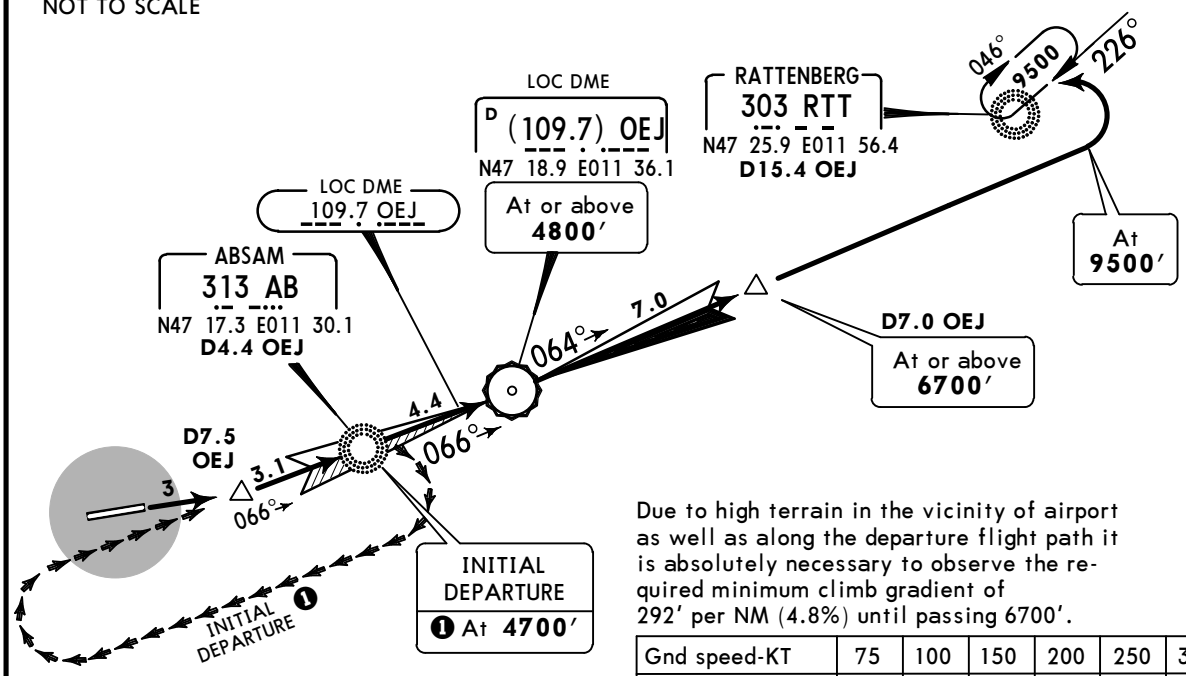
SIDs crossing through Airspace "**Class E**" up to FL125



MSA
RTT NDB
applicable over
Austrian territory only

N

NOT TO SCALE



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

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

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 either via AB at 4700′.

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.

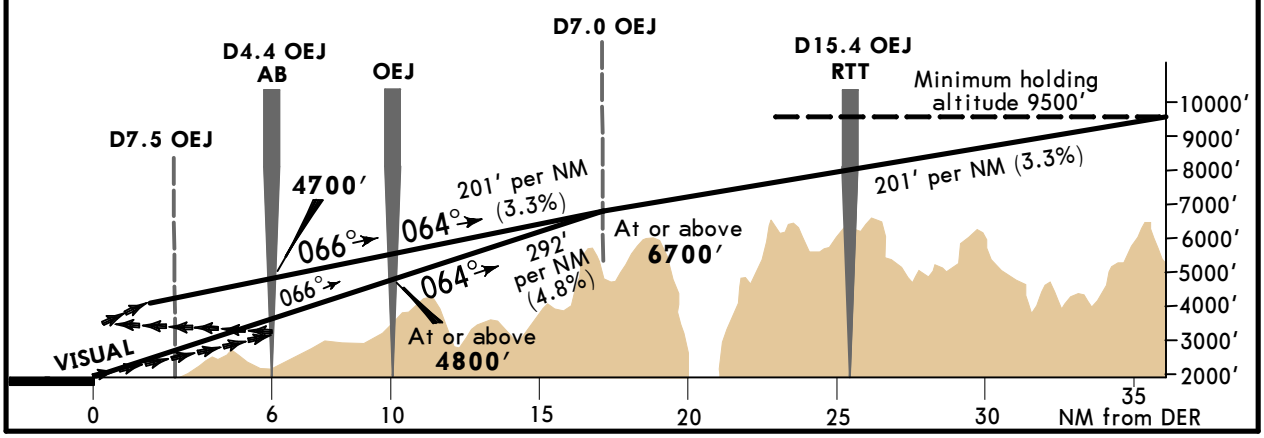
SPECIAL PERFORMANCE DEPARTURE
RVR: 300m
Take-off alternate required.

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

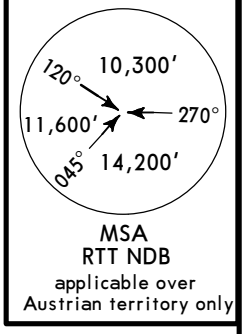


CHANGES: None.

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

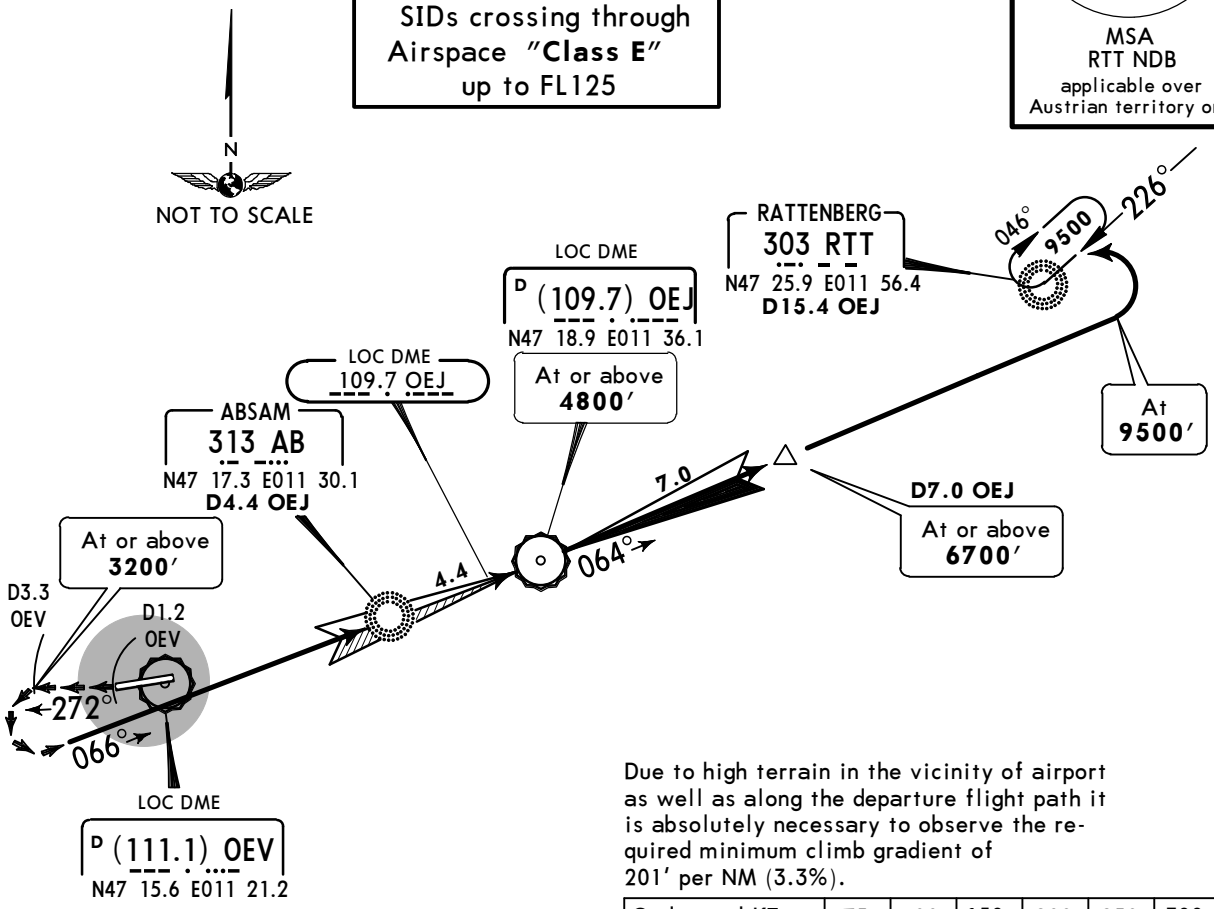
RWY 26 INITIAL DEPARTURE

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



MSA
RTT NDB
applicable over
Austrian territory only

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.

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

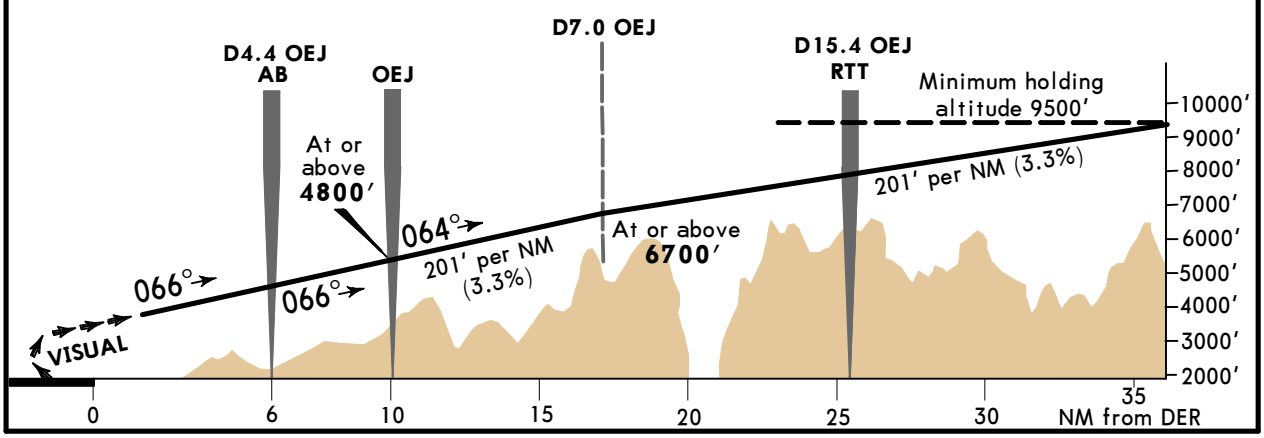
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

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, 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



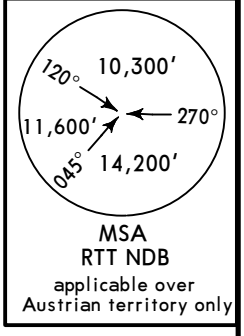
CHANGES: Initial climb revised.

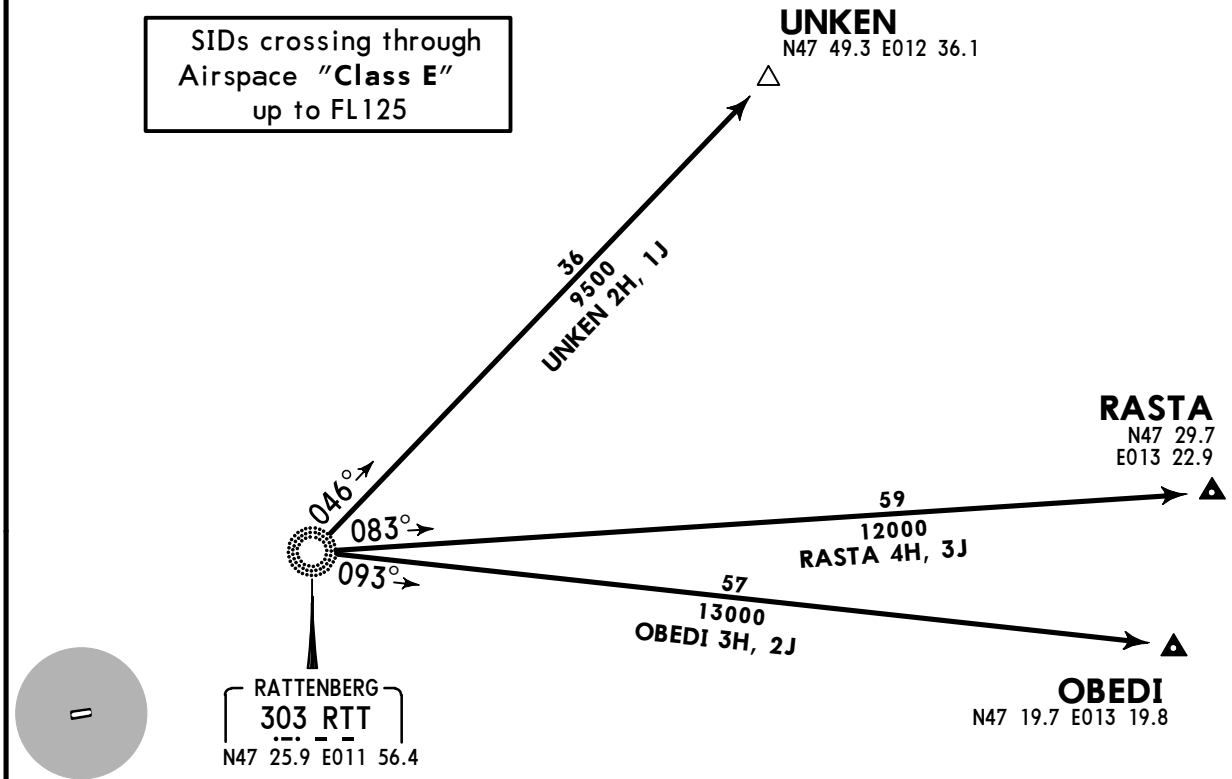
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	Contact INNSBRUCK Radar when advised by Tower.

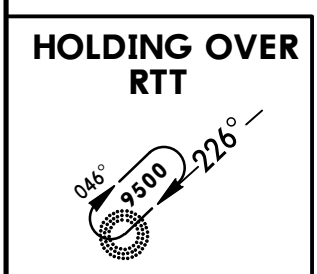
OBEDI 3H
RASTA 4H
UNKEN 2H
RWY 26 DEPARTURES

OBEDI 2J [OBED2J]
RASTA 3J [RAST3J]
UNKEN 1J [UNKE1J]
RWY 08 DEPARTURES

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







Initial climb clearance **By ATC**

SID	ROUTING
OBEDI 3H, 2J	At RTT 093° bearing to OBEDI.
RASTA 4H, 3J	At RTT 083° bearing to RASTA.
UNKEN 2H, 1J	At RTT 046° bearing to UNKEN.

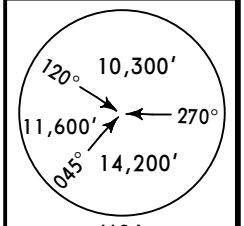
CHANGES: SIDs RWY 26 renumbered.

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

KOGOL 3H
RWY 26 DEPARTURE

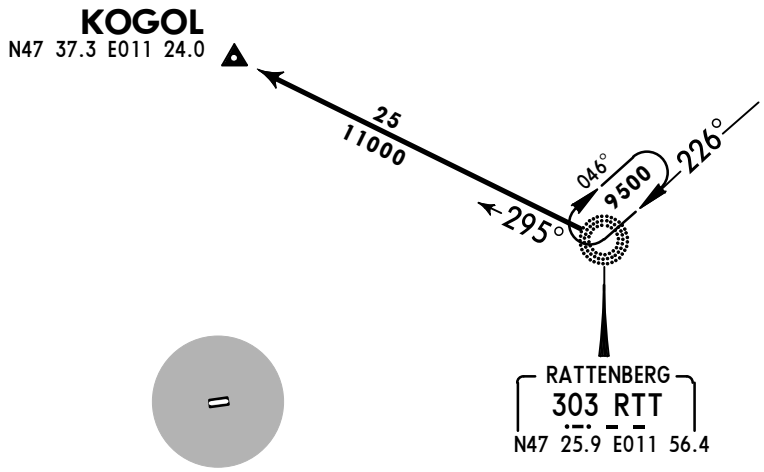
KOGOL 2J [KOGO2J]
RWY 08 DEPARTURE

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



MSA
RTT NDB
applicable over
Austrian territory only

SIDs crossing through
Airspace "**Class E**"
up to FL125



NOT TO SCALE

Initial climb clearance **By ATC**

ROUTING

At RTT 295° bearing to KOGOL.

CHANGES: SID KOGOL 2H renumbered 3H.

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

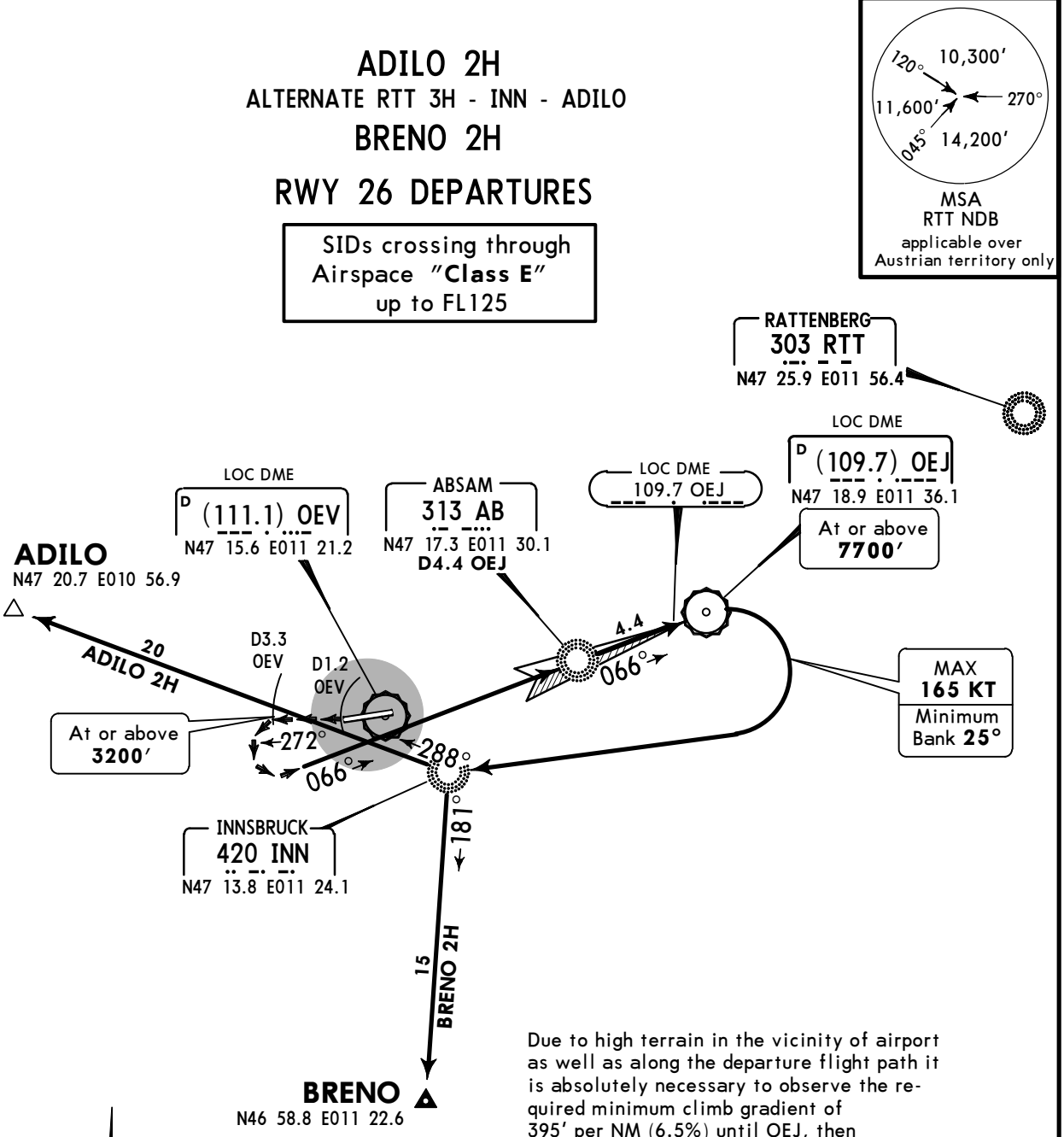
ADILO 2H

ALTERNATE RTT 3H - INN - ADILO

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
ADILO 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 OEV, turn RIGHT, 272° track to D3.3 OEV, turn visually LEFT, join OEJ on course 066° via AB, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

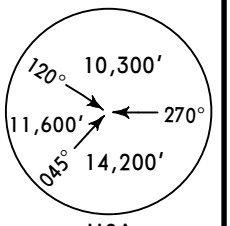
SID	ROUTING
ADILO 2H	At INN, 288° bearing to ADILO.
BRENO 2H	At INN, 181° bearing to BRENO.

CHANGES: SIDs renumbered & revised.

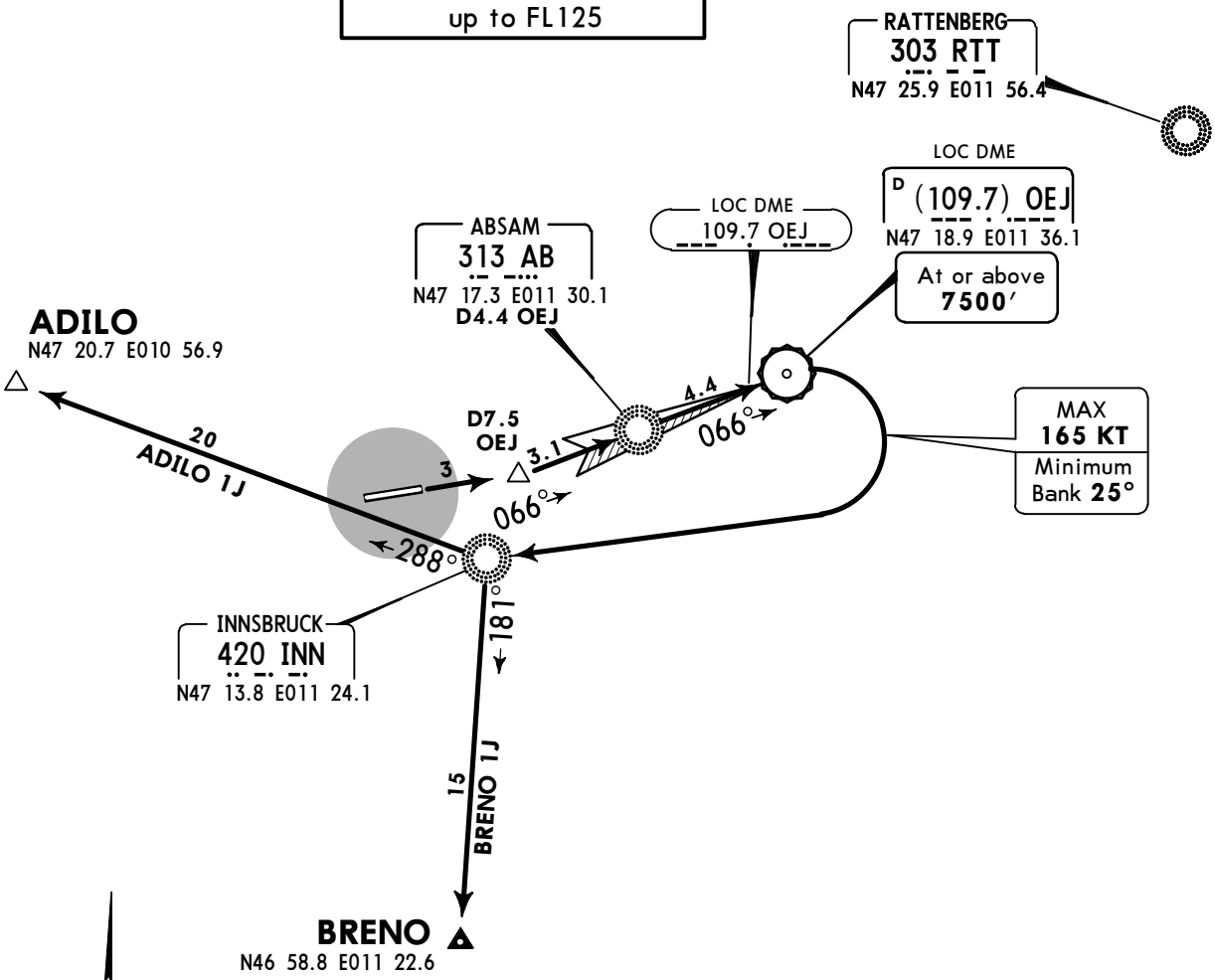
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

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

SIDs crossing through Airspace "**Class E**" up to FL125



MSA
RTT NDB
applicable over Austrian territory only



NOT TO SCALE

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 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.

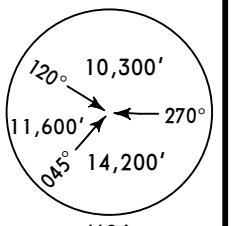
SID	ROUTING
ADILO 1J	At INN, 288° bearing to ADILO.
BRENO 1J	At INN, 181° bearing to BRENO.

CHANGES: None.

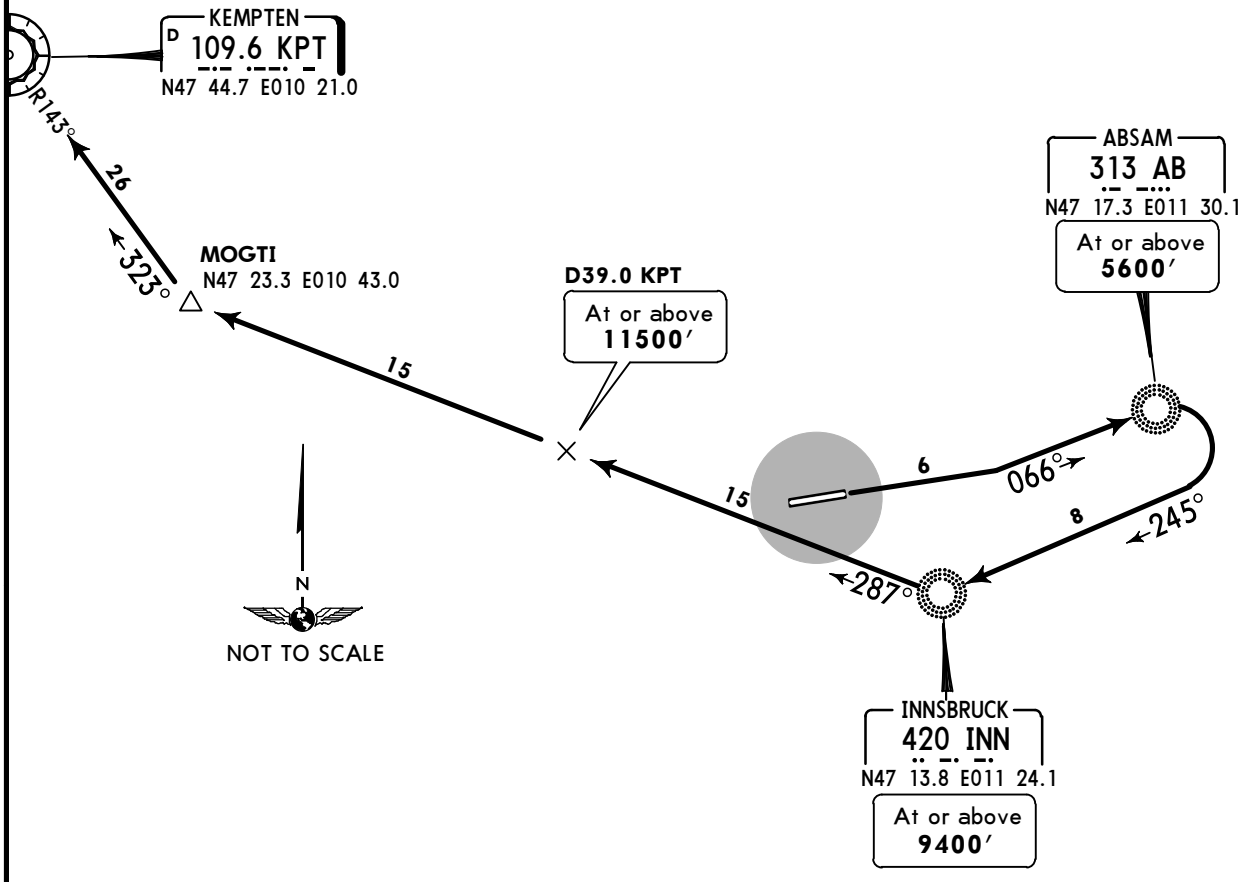
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

KEMPTEN TWO JULIETT (KPT 2J)
RWY 08 DEPARTURE

SIDs crossing through Airspace "**Class E**" up to FL125



MSA
303 RTT NDB
applicable over
Austrian territory only



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

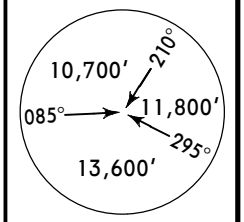
Climb on runway track with maximum climb gradient, intercept 066° bearing to AB, turn RIGHT, intercept 245° bearing to INN, 287° bearing, intercept KPT R-143 inbound to KPT.

CHANGES: Trans alt.

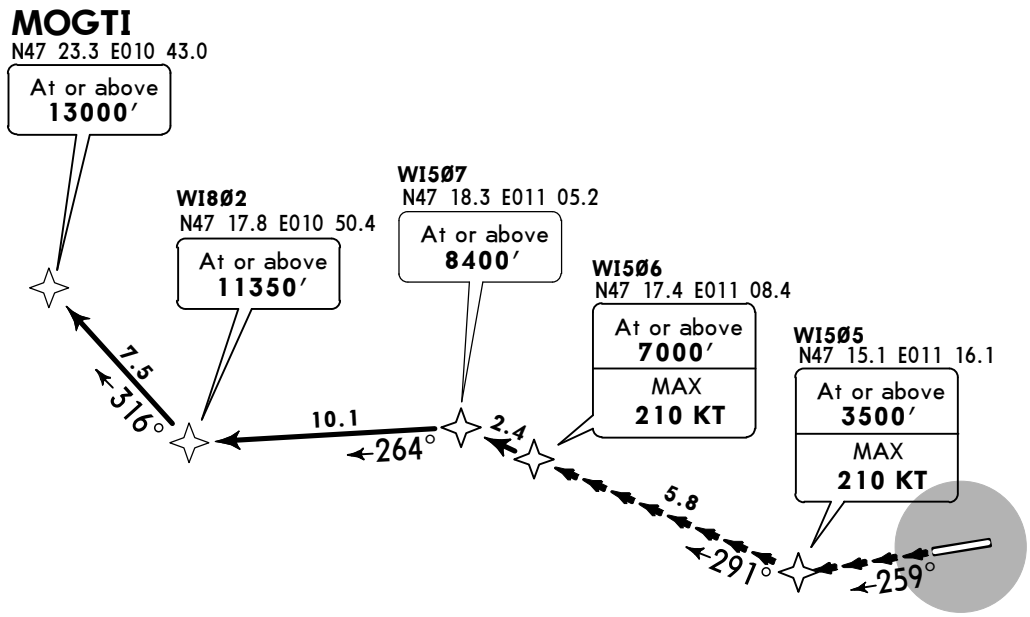
*INNSBRUCK Radar (APP) 119.275	Apt Elev 1907′	Trans level: By ATC Trans alt: 10000′ 1. Contact INNSBRUCK Radar when advised by Tower. 2. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley. 3. Lower weather minima and reduced length of the visual part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

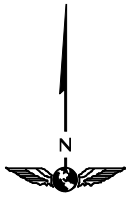
MOGTI TWO HOTEL (MOGTI 2H) [MOGT2H]
RWY 26 RNAV DEPARTURE
RNAV 1
JETS AND TURBOPROPS

SIDs crossing through Airspace "**Class E**" up to FL125



MSA
MOGTI
applicable over Austrian territory only





NOT TO SCALE

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

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

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

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

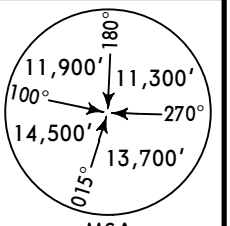
Climb on 259° track, MAINTAIN visual until passing 7000′ and established on 291° track at WI505 - WI506 - WI507 - WI802 - MOGTI.

CHANGES: Trans alt; RNAV SID renumbered & revised.

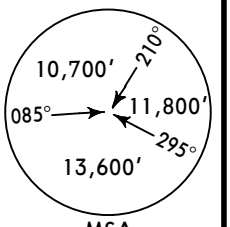
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

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)

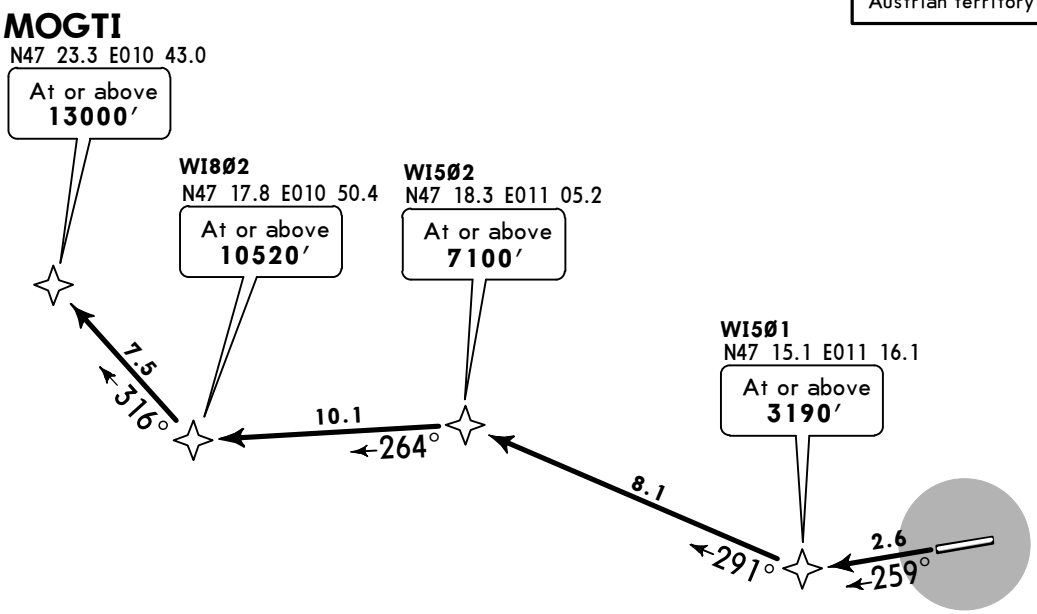
SIDs crossing through Airspace "**Class E**" up to FL125



MSA
ARP
applicable over Austrian territory only



MSA
MOGTI
applicable over Austrian territory only



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

NOT TO SCALE

Initial climb clearance **By ATC**

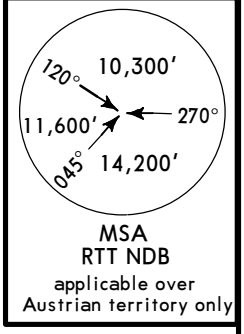
INITIAL CLIMB/ROUTING

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

CHANGES: None.

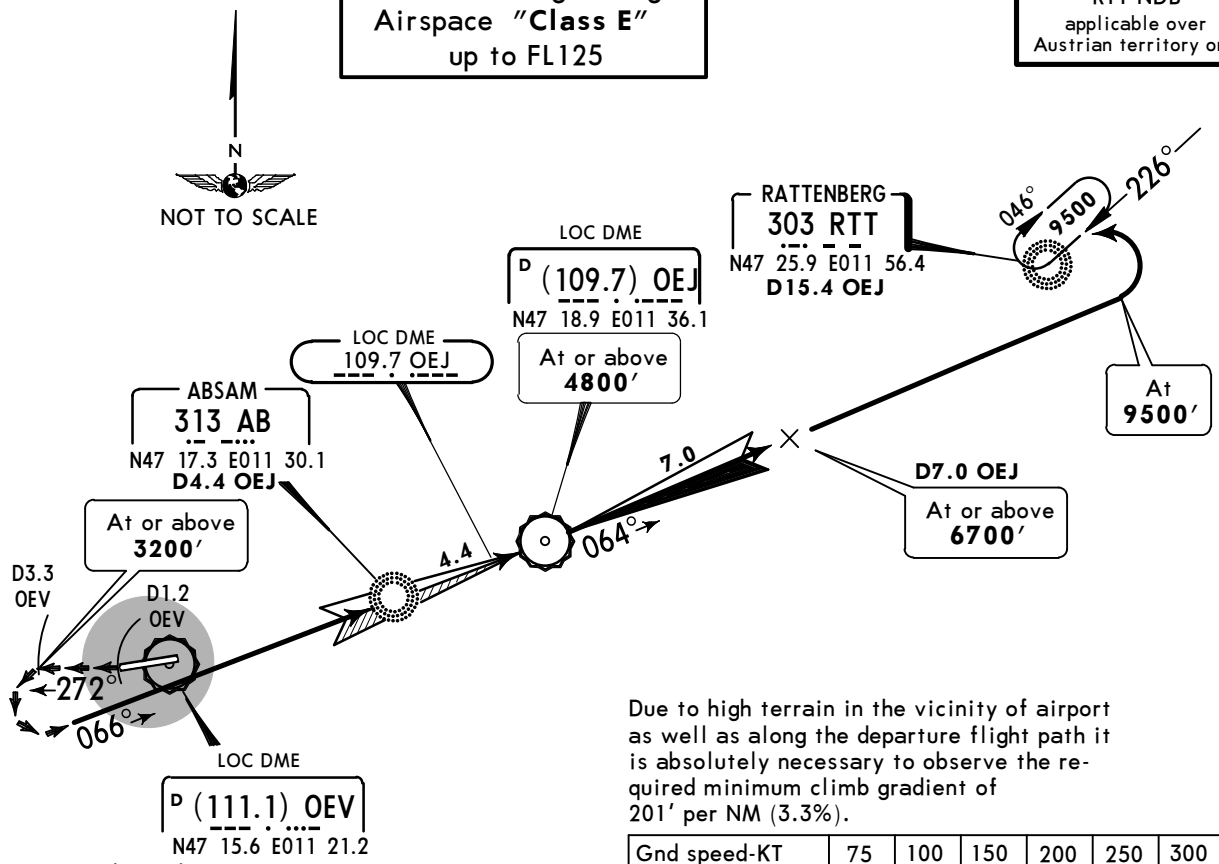
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RATTENBERG 3H (RTT 3H)
RWY 26 DEPARTURE



MSA
RTT NDB
applicable over
Austrian territory only

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.

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

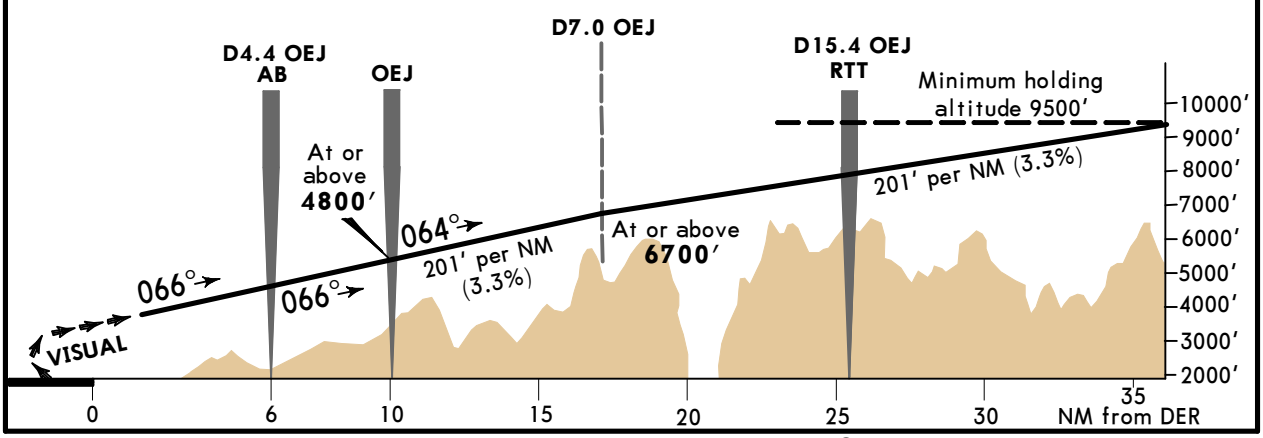
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

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

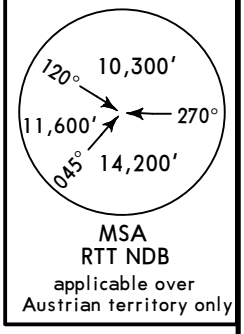


CHANGES: SID renumbered & revised.

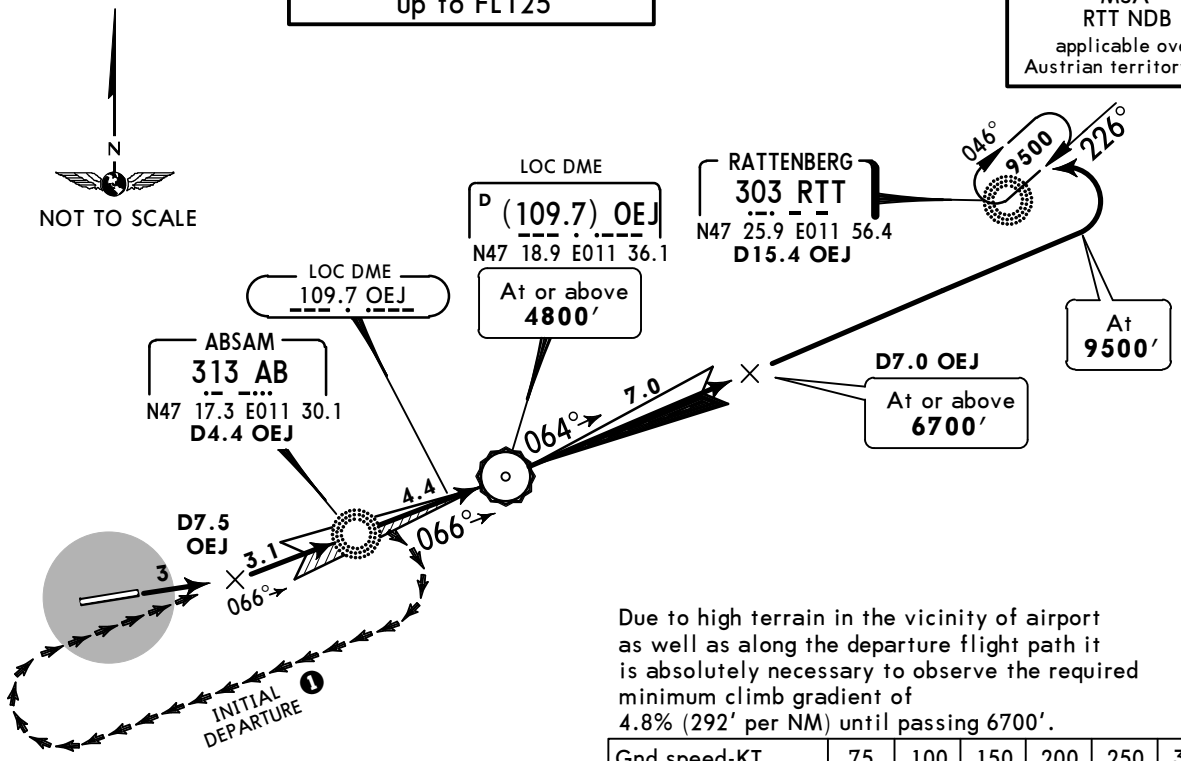
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RATTENBERG TWO JULIETT (RTT 2J)
RWY 08 DEPARTURE

SIDs crossing through Airspace "**Class E**" up to FL125



MSA
RTT NDB
applicable over Austrian territory only



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

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 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

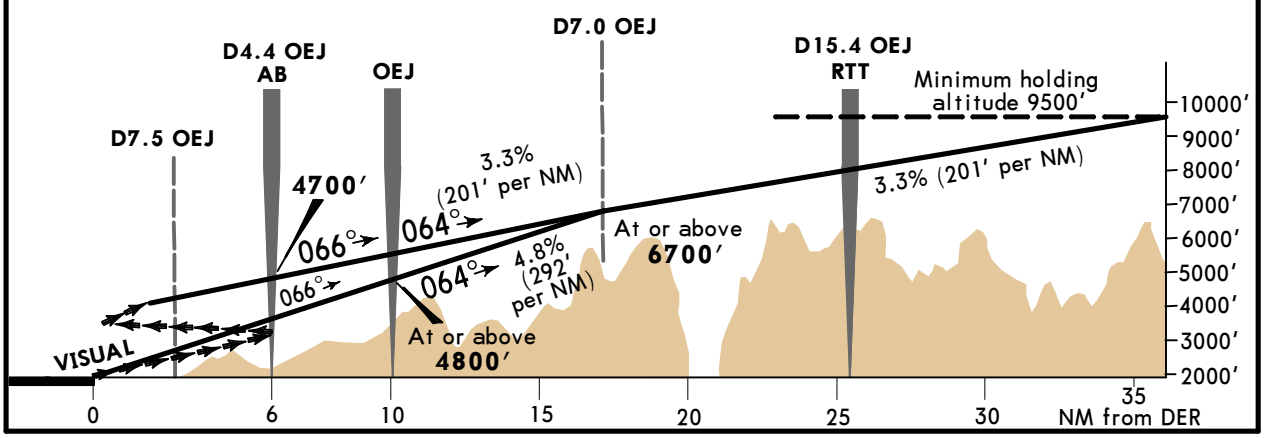
RVR: 300m
Take-off alternate required.

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.

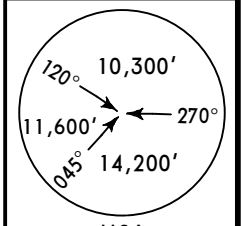
REQUIRED MINIMUM CLIMB PROFILE



CHANGES: Trans alt.

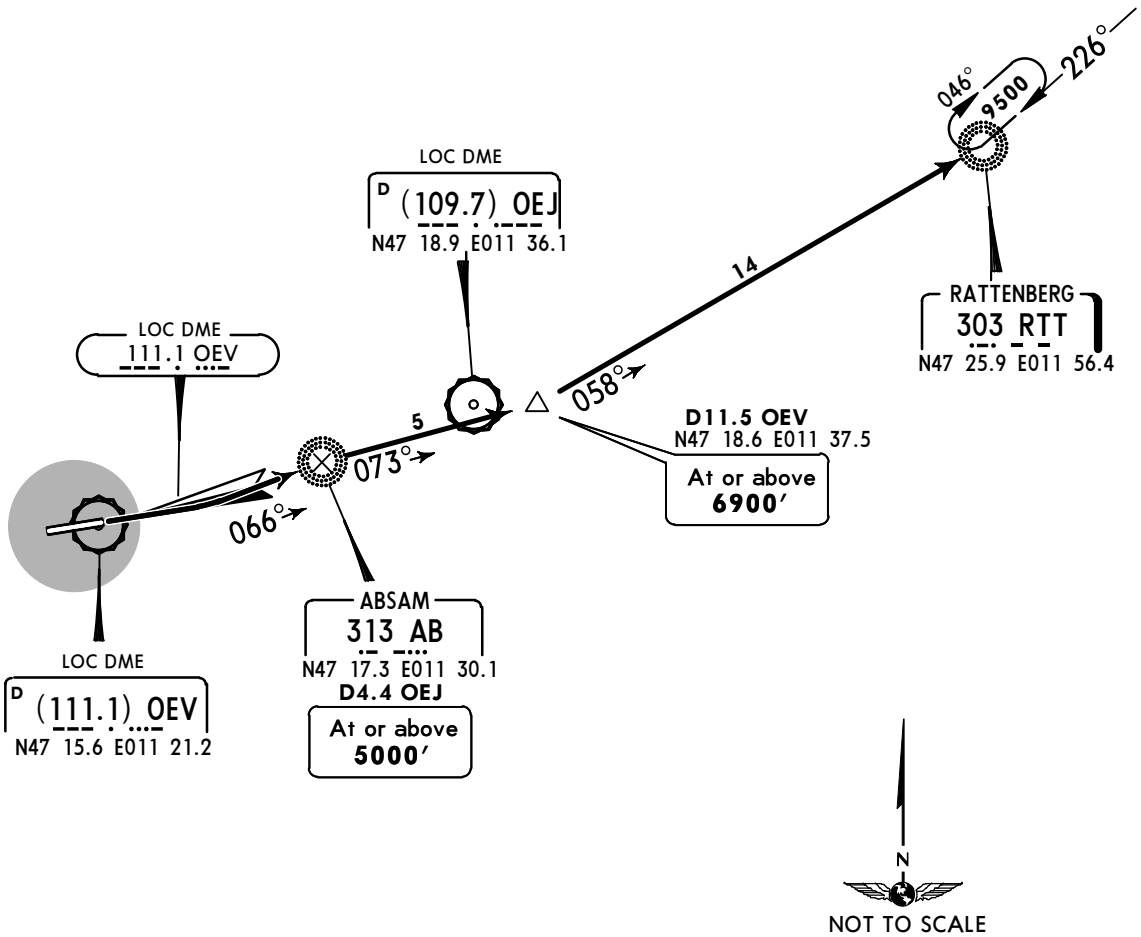
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

RATTENBERG ONE WHISKEY (RTT 1W)
RWY 08 DEPARTURE



MSA
RTT NDB
applicable over
Austrian territory only

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

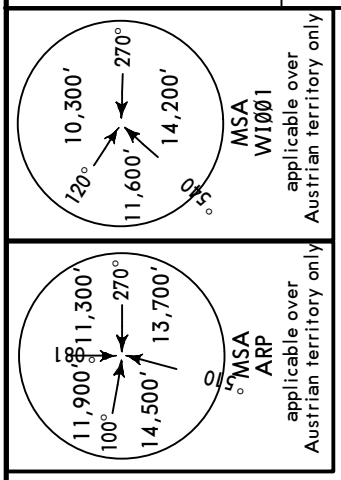
Initial climb clearance **By ATC**

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.

CHANGES: Trans alt.

*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.



RTT 2X
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

RATTENBERG
303 RTT
N47 25.9 E011 56.4
WI001
N47 25.9 E011 56.4
At or above 11500′

WI002
N47 22.6 E011 49.5

WI003
N47 16.3
E011 26.8

WI005
N47 15.1 E011 16.1
At or above 3000′

WI006
N47 18.3 E011 05.2
At or above 5450′

WI007
N47 19.2 E010 59.0
At or above 6750′

WI008
N47 16.6 E010 59.4

RADIUS 1.3

MAX 165 KT

NOT TO SCALE

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

Initial climb clearance By ATC

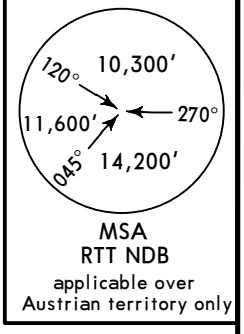
INITIAL CLIMB/ROUTING

Climb on 259° track to WI005 - WI006 - WI007 - WI008 - WI006 - WI005 - WI103 - WI002 - WI001.

CHANGES: None.

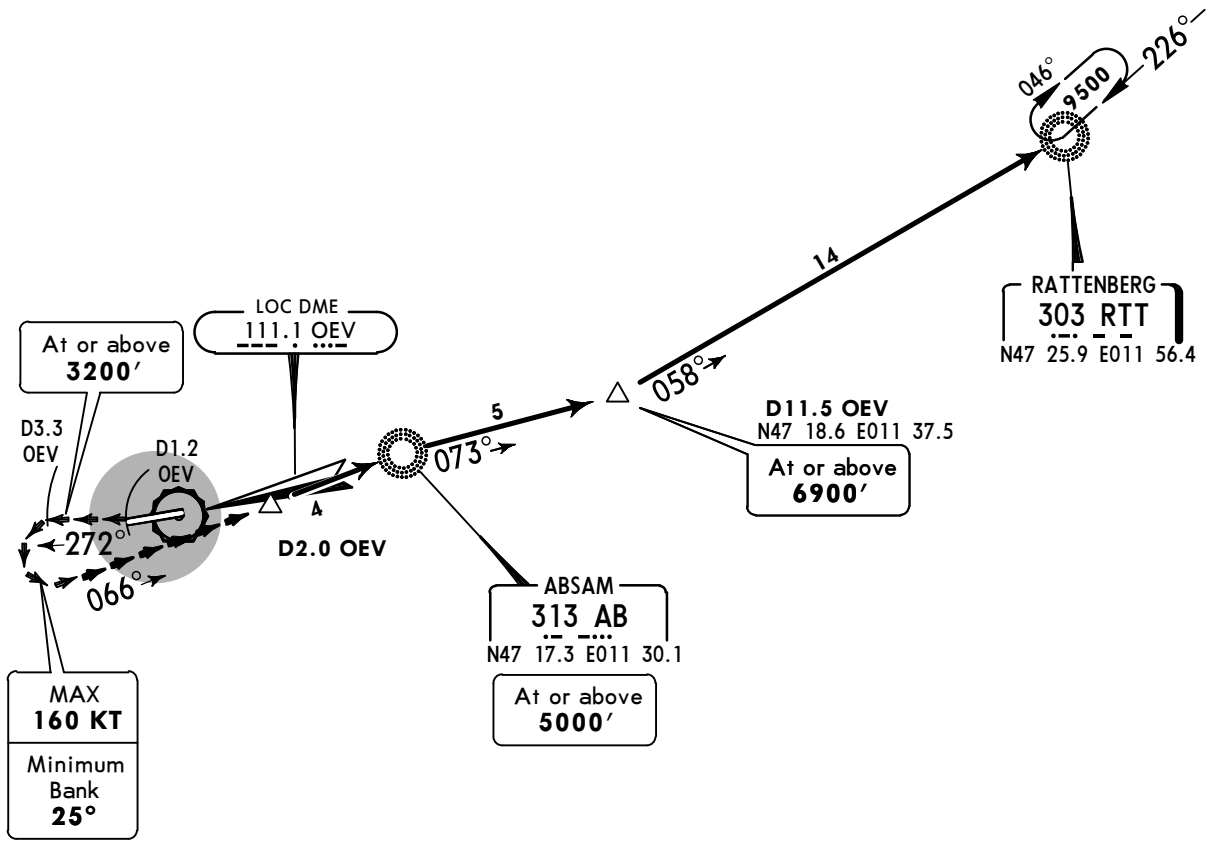
*INNSBRUCK Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 10000′
119.275	1907′	1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.

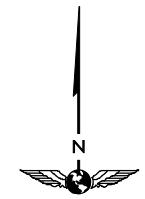
RATTENBERG 2Y (RTT 2Y)
RWY 26 DEPARTURE



MSA
RTT NDB
applicable over
Austrian territory only

SIDs crossing through
Airspace **"Class E"**
up to FL125





NOT TO SCALE

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**

INITIAL CLIMB/ROUTING

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.

CHANGES: SID renumbered & revised.

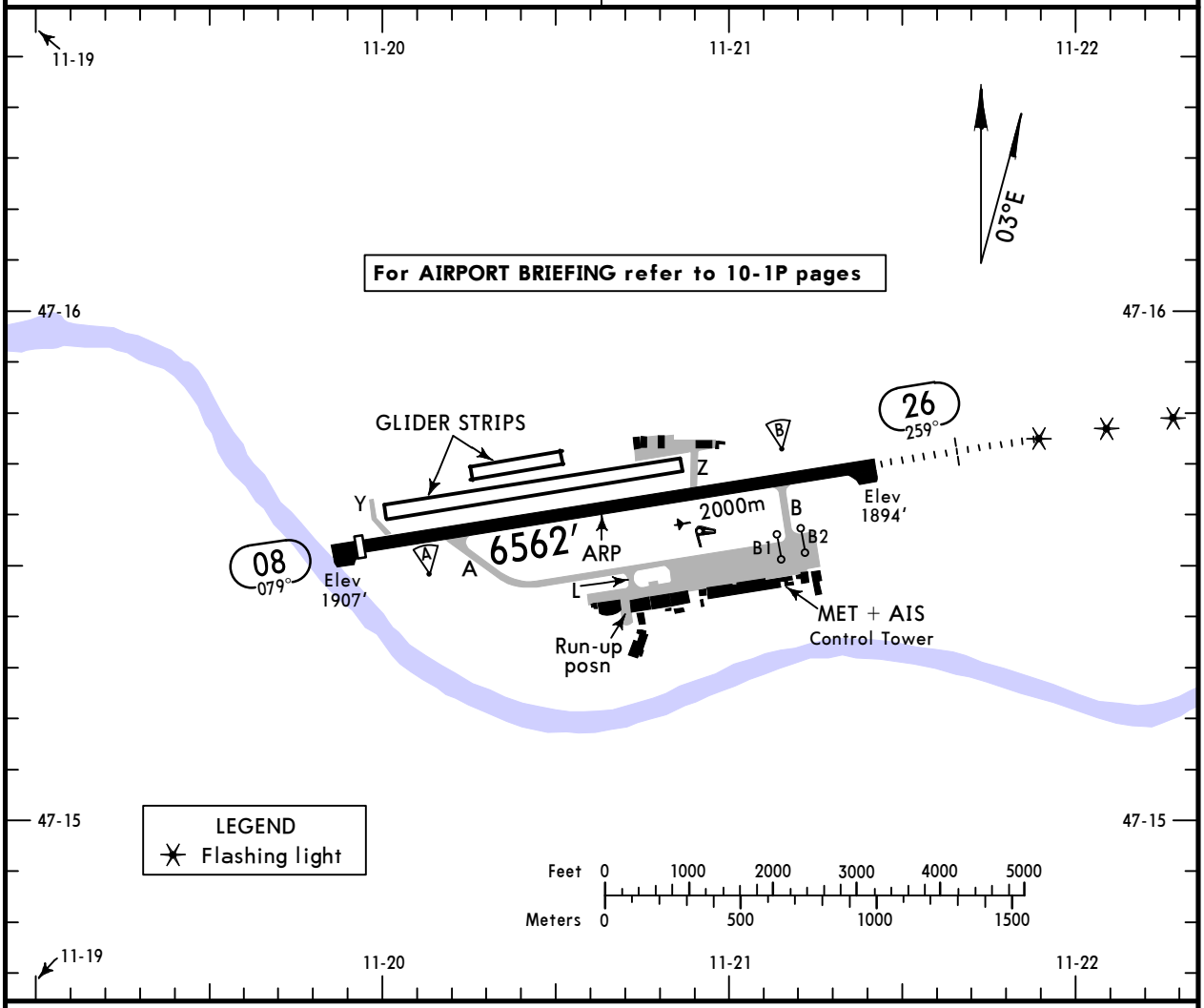
LOWI/INN

Apt Elev **1907′**
N47 15.6 E011 20.6

JEPPESEN
30 OCT 15 (10-9)

INNSBRUCK, AUSTRIA
INNSBRUCK

D-ATIS	*INNSBRUCK Tower
126.02	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			148′ 45m
26	HIRL CL ❶ (15m) HIALS ❷ SFL REIL PAPI (3.5°) RVR	6365′ 1940m		6365′ 1940m	

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	1500′ - 1500m ❶
B	
C	
D	

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

CHANGES: Enhanced accuracy.

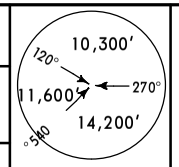
INNSBRUCK, AUSTRIA
LOC DME EAST

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

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

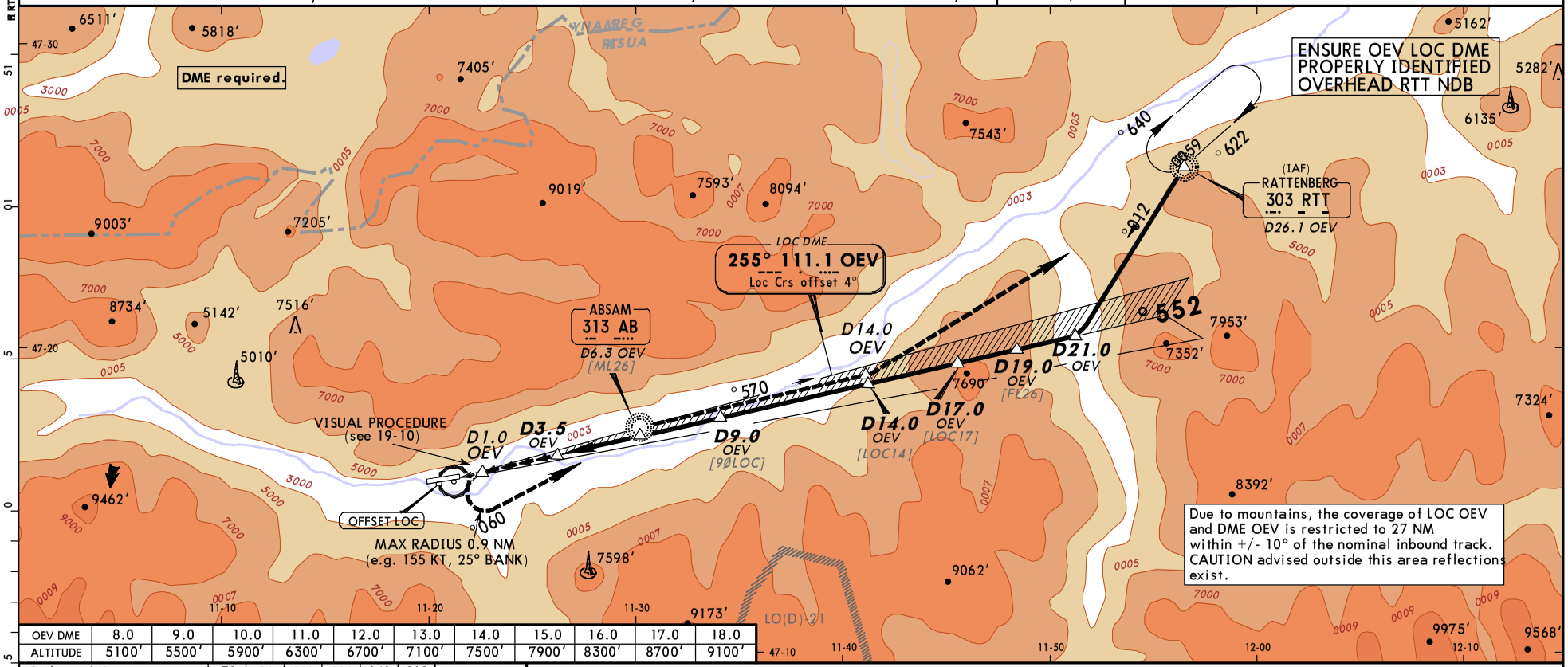
MISSED APCH: Climb on LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to AB Lctr, rejoin LOC outbound and continue climb on 075° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500′.
WARNING: Be aware of back course indication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



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′

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 PAPI

Refer to Missed Apch above

Standard VISUAL STRAIGHT-IN LANDING RWY26

Missed apch climb gradient mim

MDA(H) 5.0%	MDA(H) 4.0%	MDA(H) 3.0%	MDA(H) 2.5%
3300′ (1406′) 1	3700′ (1806′) 1	4400′ (2506′) 1	4900′ (3006′) 1

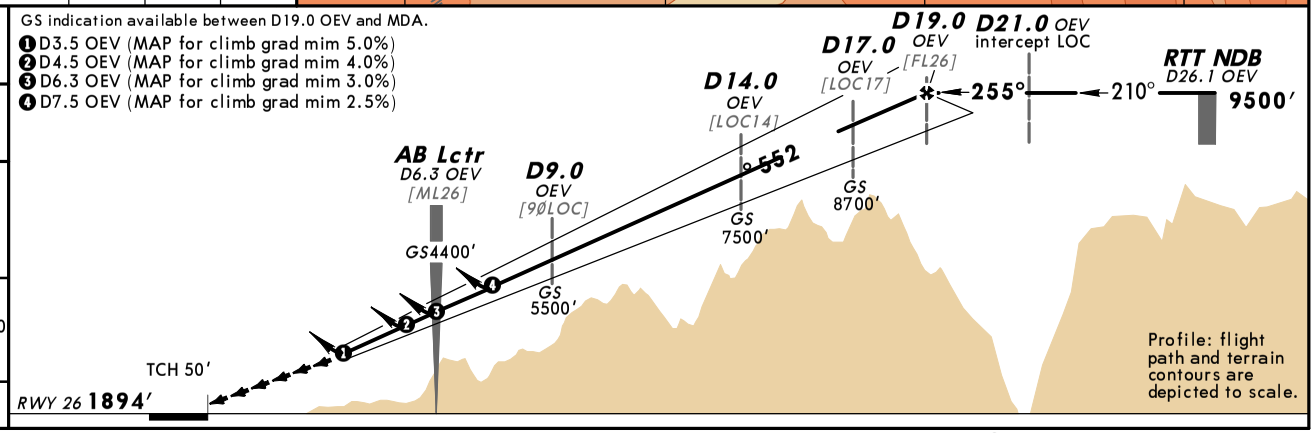
ALS out

CIRCLE-TO-LAND with prescribed flight tracks

FLIGHT VISIBILITY		
A	5000m	A
B		B
C		C SEE 19-10
D		D

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%)



CHANGES: None.

LOWI/INN
INNSBRUCK

JEPPESEN
20 JUN 14 Eff 26 Jun (11-2)

MIM MISSED APCH CLIMB GRAD ACCORDING SPECIAL AUTHORIZATION

INNSBRUCK, AUSTRIA
Special LOC DME EAST

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

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

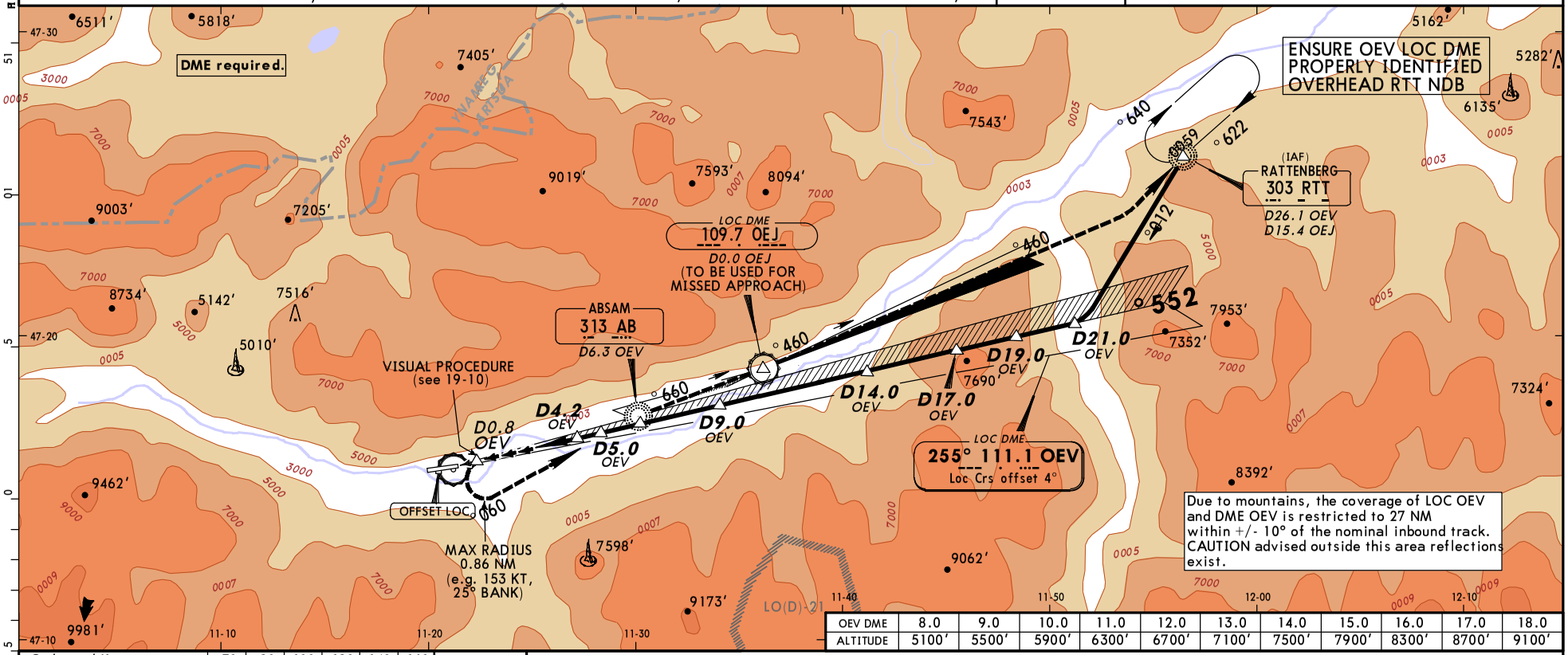
MISSED APCH: Climb on OEV LOC crs (255°) with max gradient to D0.8 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25° bank) onto 060° to AB Lctr, intercept OEJ LOC crs (066°). Upon passing OEJ LOC station proceed outbound OEJ LOC back crs (064°), continue climb with max gradient to 9500′, then 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.

MSA RTT NDB
10,300′ (120°–270°)
11,600′ (270°–340°)
14,200′ (340°–120°)
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.

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′

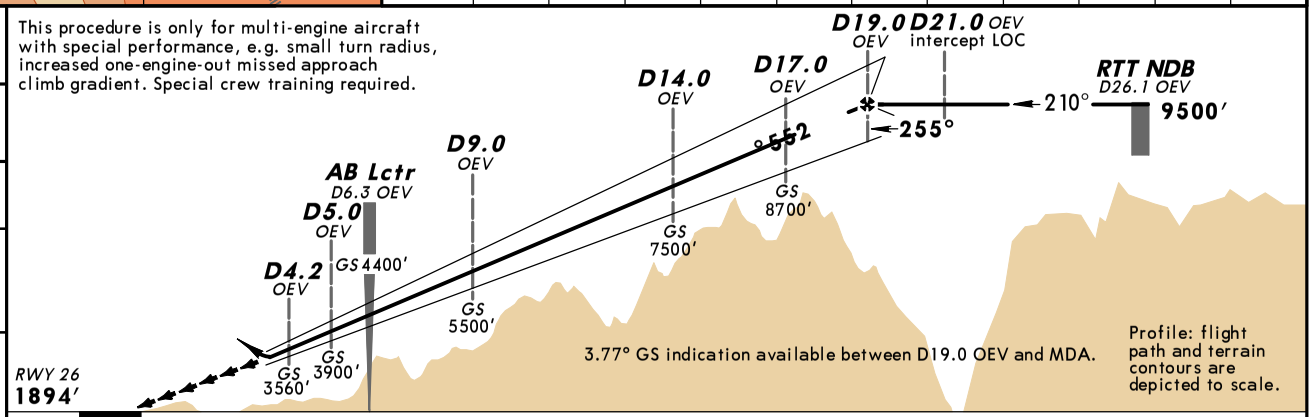
Gnd speed-Kts		70	90	100	120	140	160
GS or LOC Descent Angle	3.77°	467	601	667	801	934	1068
MAP as approved.							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

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

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.



CHANGES: Bearings.

LOWI/INN
INNSBRUCK

27 NOV 15 (11-3) Eff 10 Dec

JEPPESEN

FOLLOWED BY VISUAL APPROACH

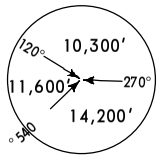
INNSBRUCK, AUSTRIA
LOC DME WEST

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

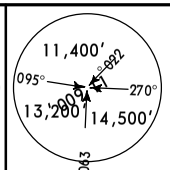
LOC OEJ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
109.7	066°	KUDAV 11500′ (9593′)	5000′ (3093′)	1907′

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



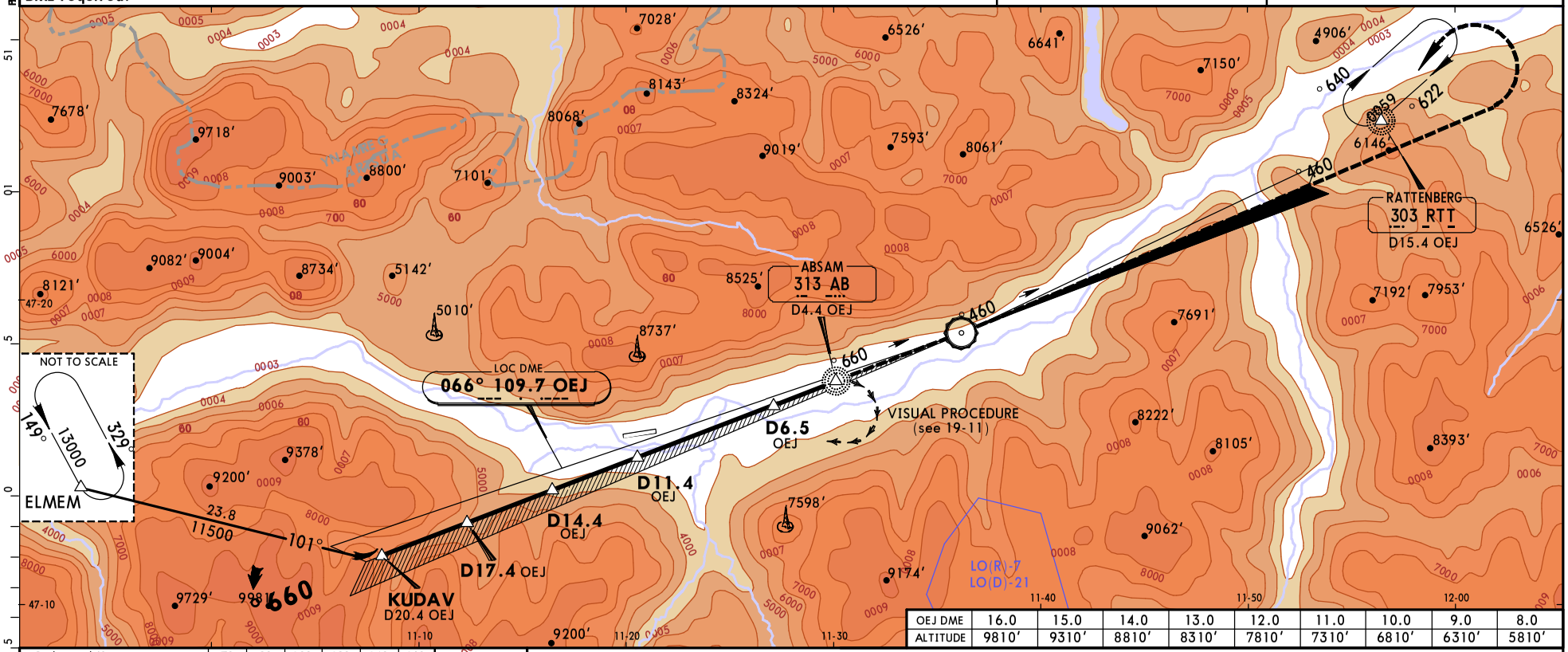
MSA RTT NDB



MSA ELMEM

Applicable over Austrian territory only

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



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 AB Lctr / D4.4 OEJ							

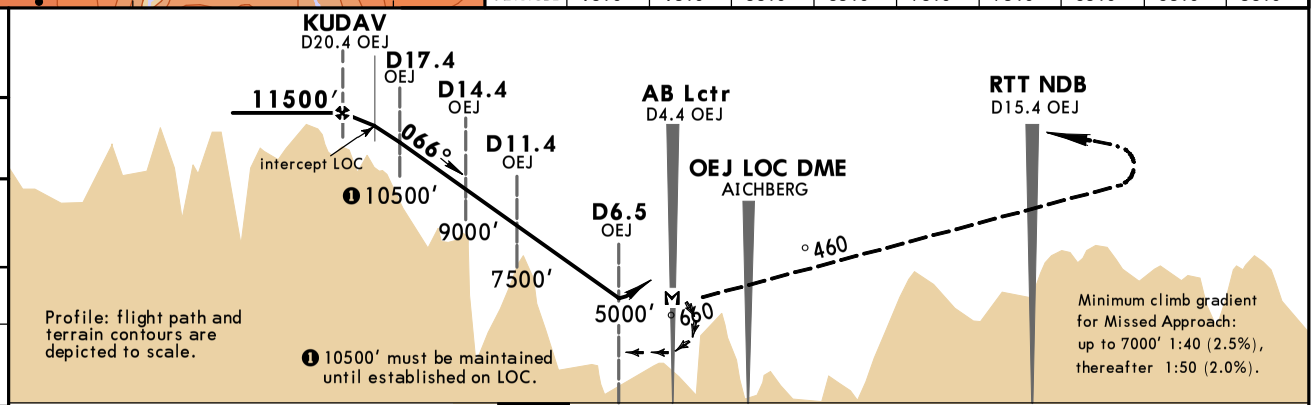
	Lighting-Refer to Airport Chart	Refer to Missed Apch above

Standard STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

For prescribed flight tracks see 19-11

		MDA(H)	CEIL-FLIGHT VIS
A, B	NOT APPLICABLE	5000′ (3093′)	3100′- 3000m
C, D		5000′ (3093′)	3100′- 5000m

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



CHANGES: Procedure.

INNSBRUCK, AUSTRIA

CAT A, B & C — ❶ LOC R Rwy 26

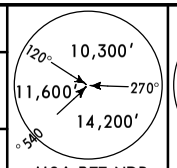
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

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

MISSED APCH: Climb to 11500′ via RNAV missed approach track to WIØØ1 and hold.
RNAV missed apch track from WI7ØØ onward is based on RNP 0.3.

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

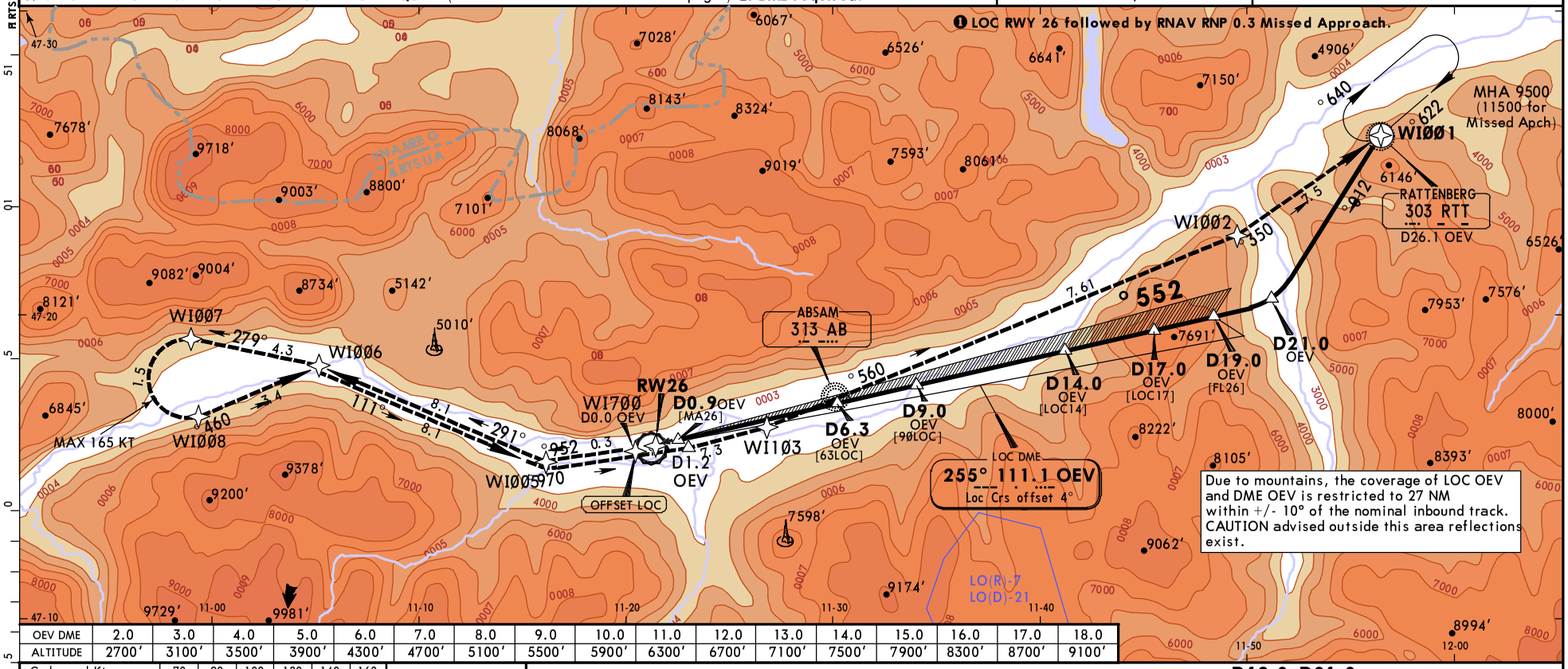
1. **SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED** (refer to AIRPORT BRIEFING 10-1P pages). 2. **DME required.**



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 WI7ØØ

Standard STRAIGHT-IN LANDING RWY26

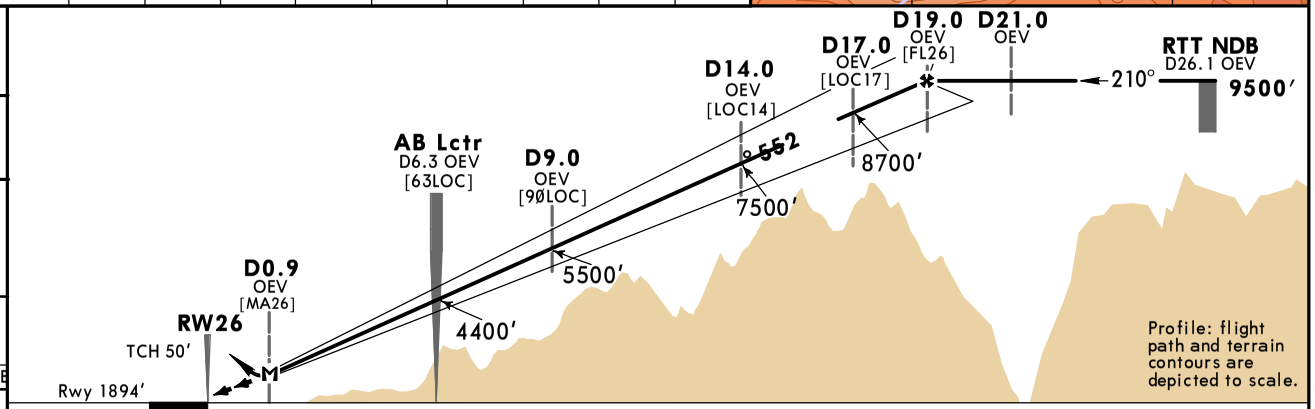
Missed apch climb gradient until 3200′ mim

	MDA(H) 5.0%	MDA(H) 4.0%	MDA(H) 3.0%	MDA(H) 2.5%
	2250′ (356′) ❶	2450′ (556′) ❶	2650′ (756′) ❶	2750′ (856′) ❶
	ALS out	ALS out	ALS out	ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 1600m	CMV 2100m	CMV 2500m	CMV 3000m	CMV 3500m	CMV 3600m	CMV 4000m
D	NOT APPLICABLE			

CIRCLE-TO-LAND with prescribed flight tracks

A	SEE 19-10
B	
C	
D	NOT APPLICABLE

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



CHANGES: None.

LOWI/INN
INNSBRUCK

JEPPESEN
12 JUN 15
Eff 25 Jun
12-1

INNSBRUCK, AUSTRIA
RNAV (GNSS) Y Rwy 08

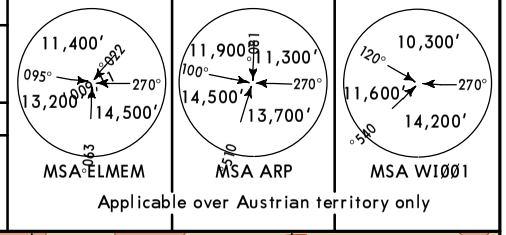
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

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

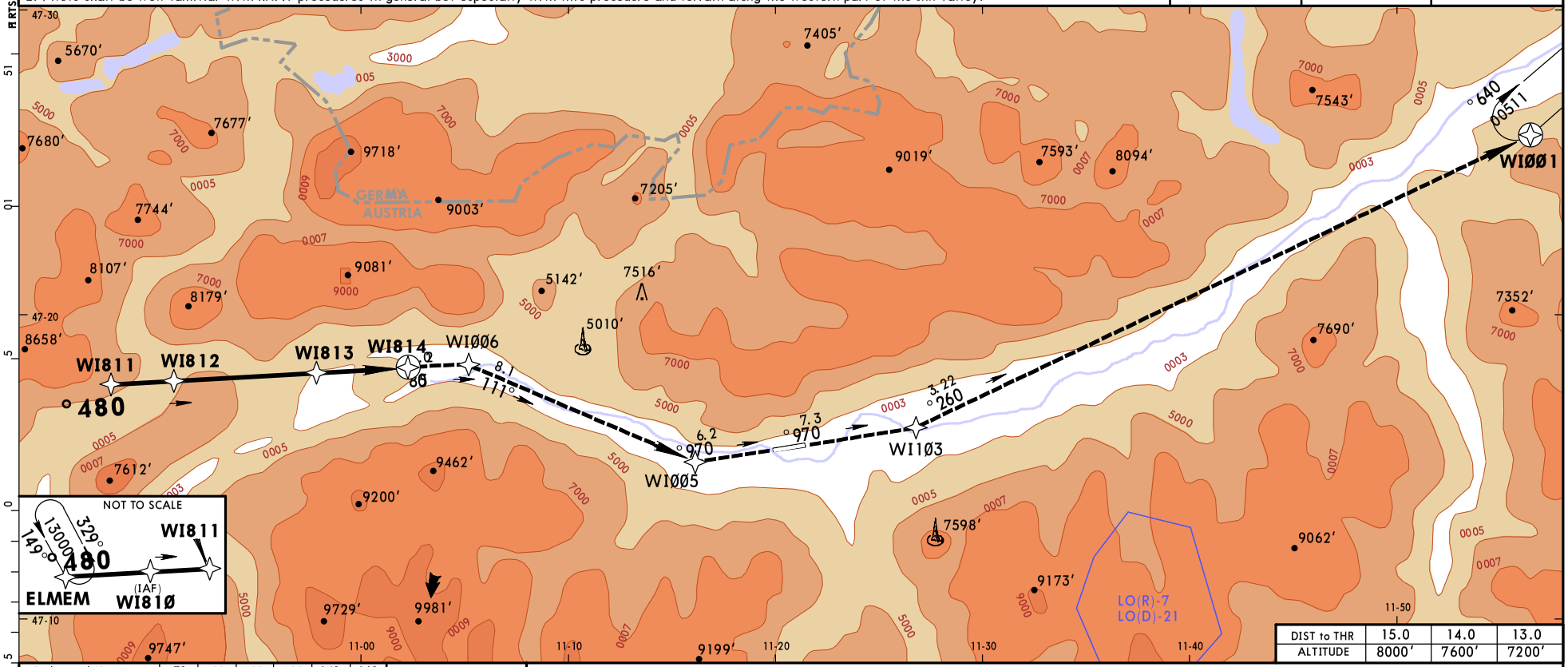
MISSED APCH: Climb to 11500′ via RNAV missed approach track to WIØØ1 and hold.

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 ot 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.



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 WIØØ6

Standard

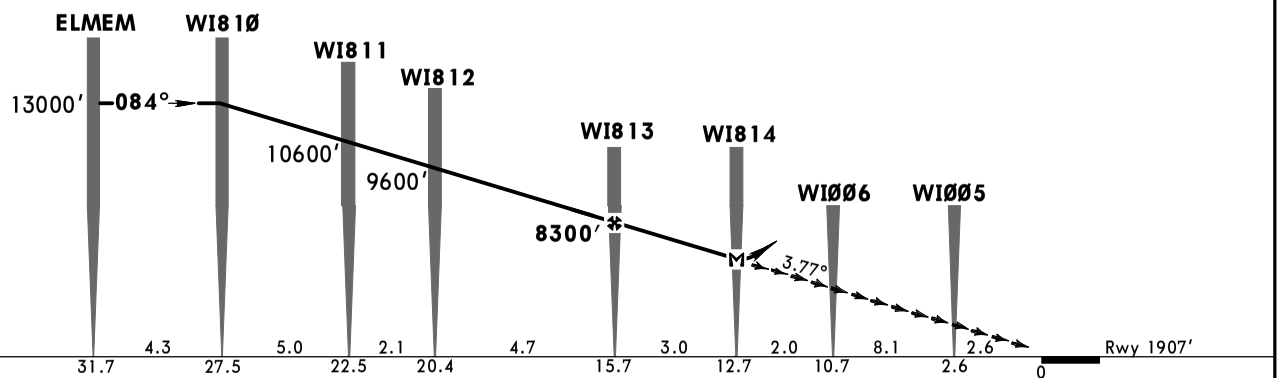
LANDING RWY **08**

LNAV

MDA(H) **7100′**(5193′)

CEIL - FLIGHT VISIBILITY

A	
B	
C	
D	5200′- 5000m



CHANGES: Note withdrawn.

INNSBRUCK, AUSTRIA
RNAV (RNP) Z Rwy 08

CAT A, B & C

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

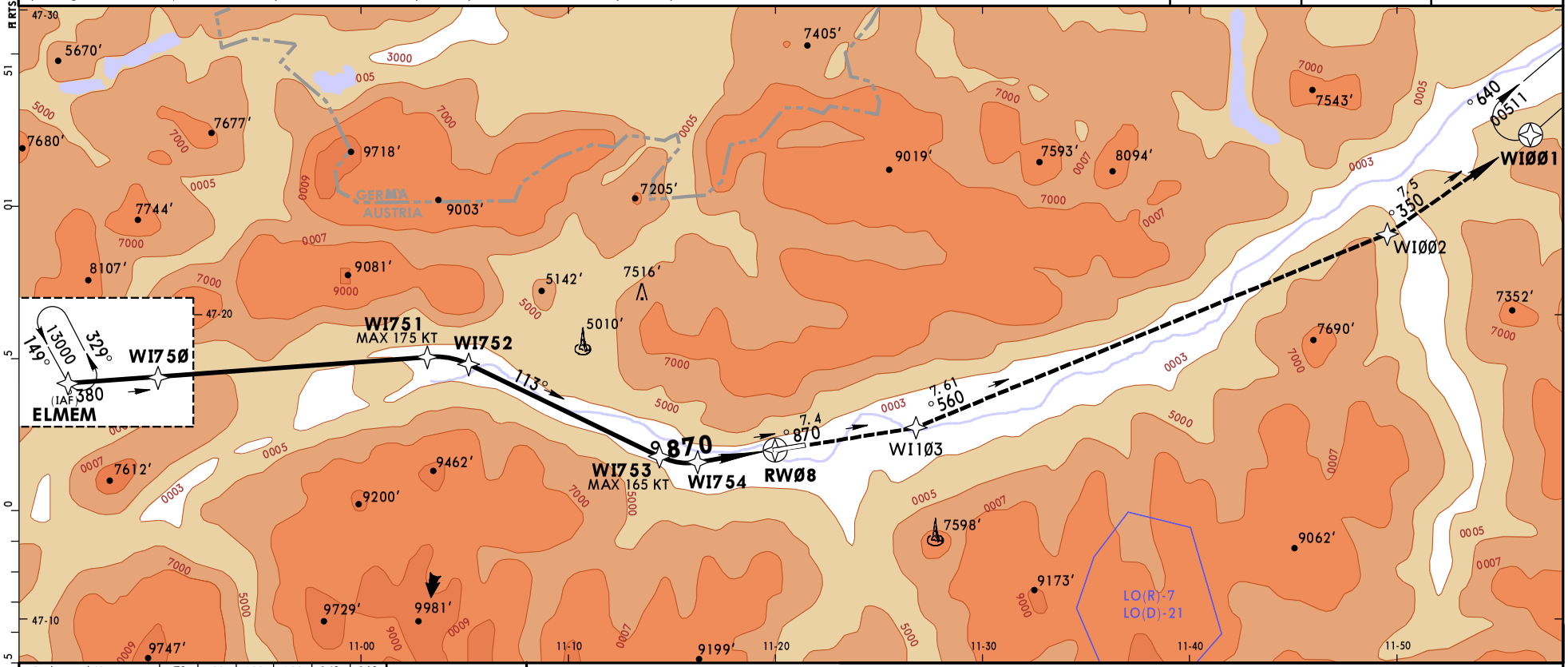
RNAV	Final Apch Crs	Minimum Alt	RNP 0.3 DA(H)	Apt Elev 1907′
	078°	WI75Ø 13000′ (11093′)	2900′ (993′)	Rwy 1907′

MISSED APCH: Climb to 11500′ via RNAV missed approach track to WIØØ1 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. 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: 11,400′ (095°–270°) 13,200′ (270°–063°) 14,500′ (063°–095°)
MSA ARP: 11,900′ (100°–270°) 14,500′ (270°–100°) 13,700′ (100°–270°) 11,300′ (270°–100°)
MSA WIØØ1: 10,300′ (120°–270°) 11,600′ (270°–120°) 14,200′ (120°–270°)
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						

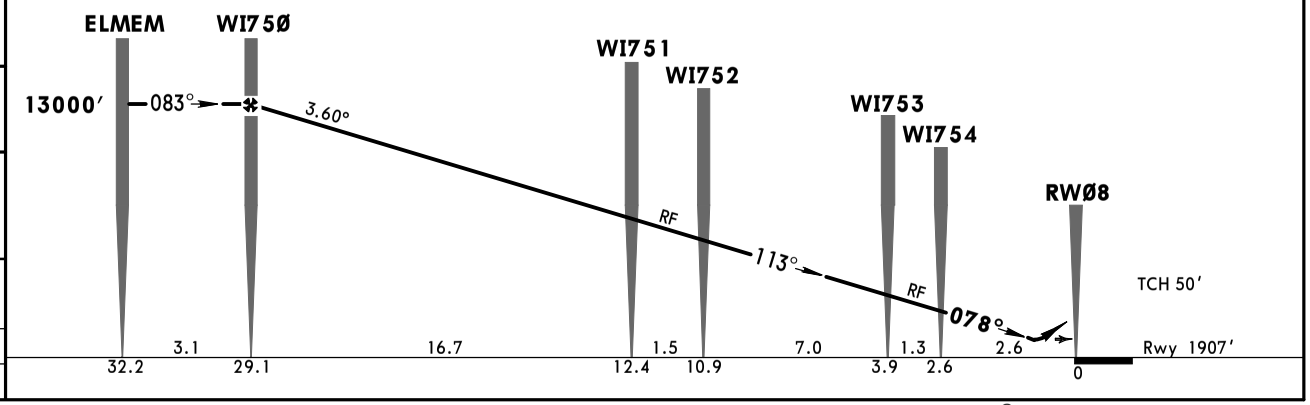
PAPI

11500′ via WI1Ø3

Standard LANDING RWY **08**

RNP 0.30
DA(H) **2900′** (993′)

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



CHANGES: None.

LOWI/INN
INNSBRUCK

JEPPESEN
4 SEP 15
Eff 17 Sep
12-21

INNSBRUCK, AUSTRIA
RNAV (RNP) Rwy 26

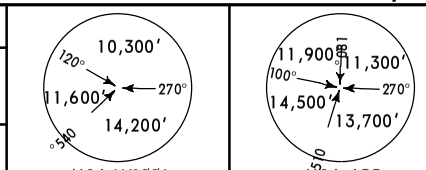
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.025	119.275	120.1

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev / Rwy
	259°	**WIØØ2** **9500′** (7606′)	**2500′** (606′)	1907′ / 1894′

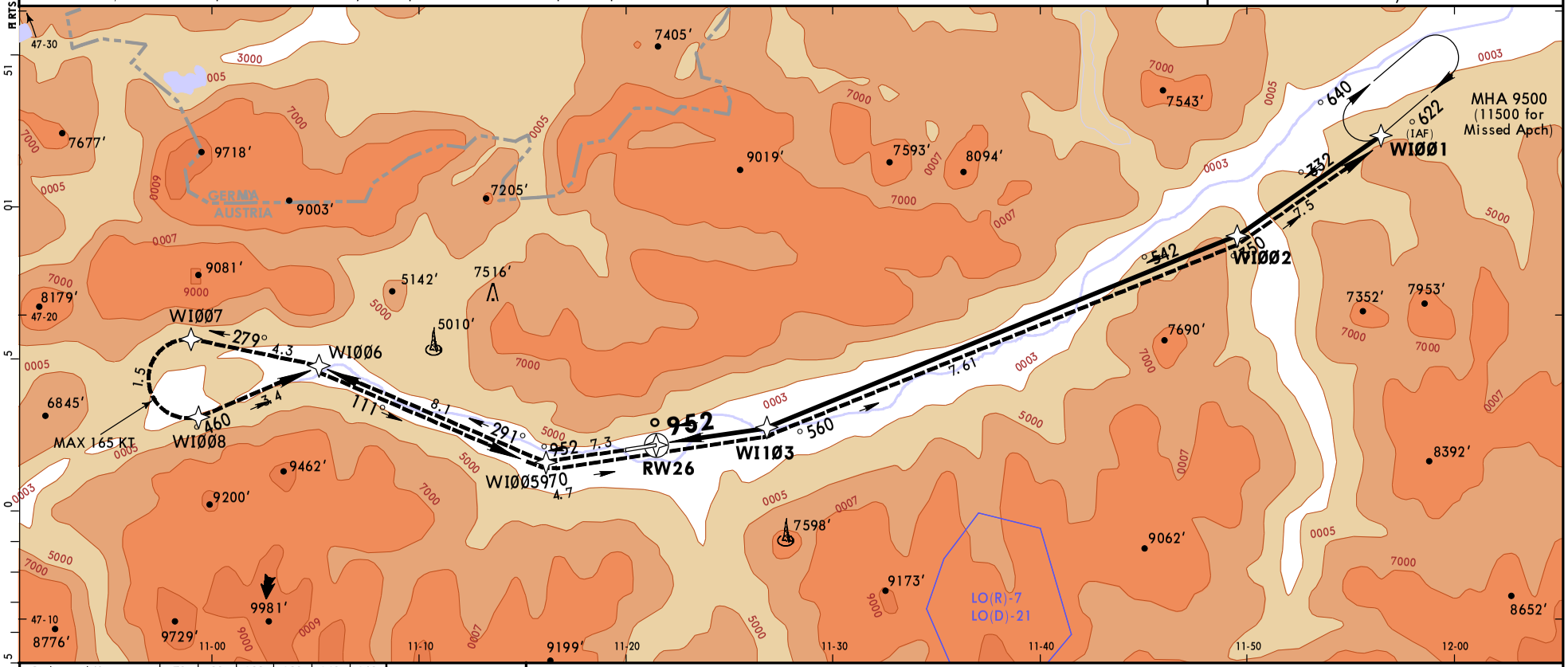
MISSED APCH: Climb to 11500′ via RNAV missed approach track to WIØØ1 and hold.
Missed apch procedure based on RNP 0.30.

Alt Set: hPa | Rwy 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. 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.



Applicable over Austrian territory only

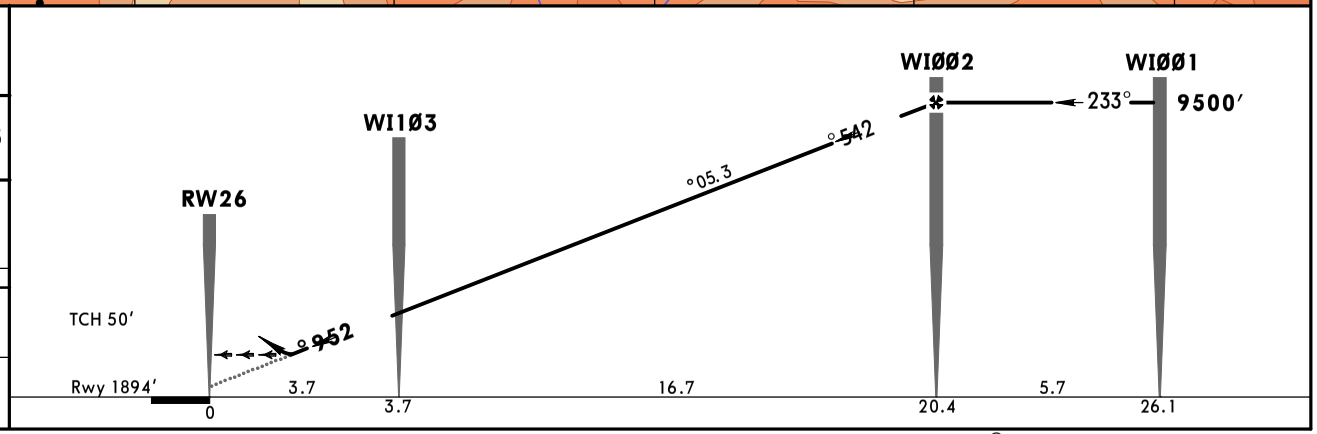


Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at DA							

HIALS
REIL PAPI PAPI
11500′ via WIØØ5

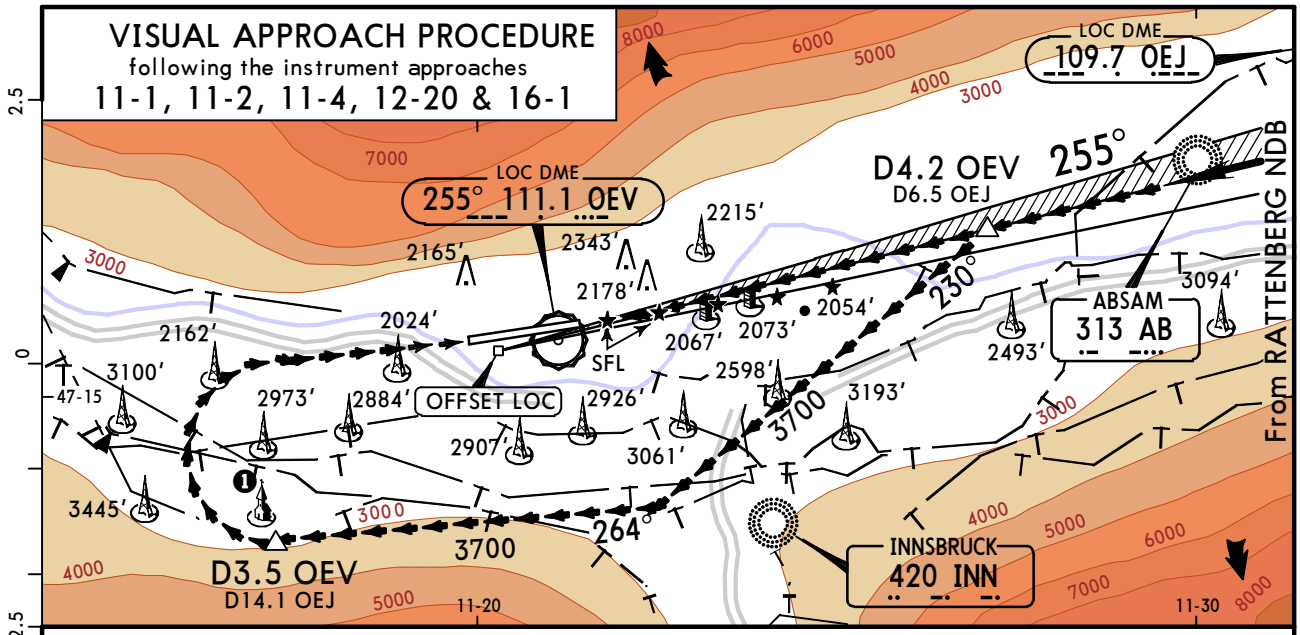
Standard STRAIGHT-IN LANDING RWY26

	RNP 0.15 LNAV/VNAV DA(H) 2500′(606′) ALS out	RNP 0.30 LNAV/VNAV DA(H) 2600′(706′) ALS out
A	RVR 1500m	RVR 1500m
B		
C	CMV 2400m	CMV 2400m
D		



CHANGES: Missed apch text.

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.

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

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

After apch 11-1 & 11-4
Missed apch climb gradient mim

	MDA(H) 5.0%	MDA(H) 4.0%	MDA(H) 3.0%	MDA(H) 2.5%
	3700′ (1793′)	3900′ (1993′)	4400′ (2493′)	4900′ (2993′)
FLIGHT VISIBILITY				
A	5000m			
B				
C				
D				

After apch 11-2 & 12-20

	MDA(H) 3700′ (1793′)
A	3000m
B	
C	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	5000m			
B				
C				
D				

PANS OPS

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

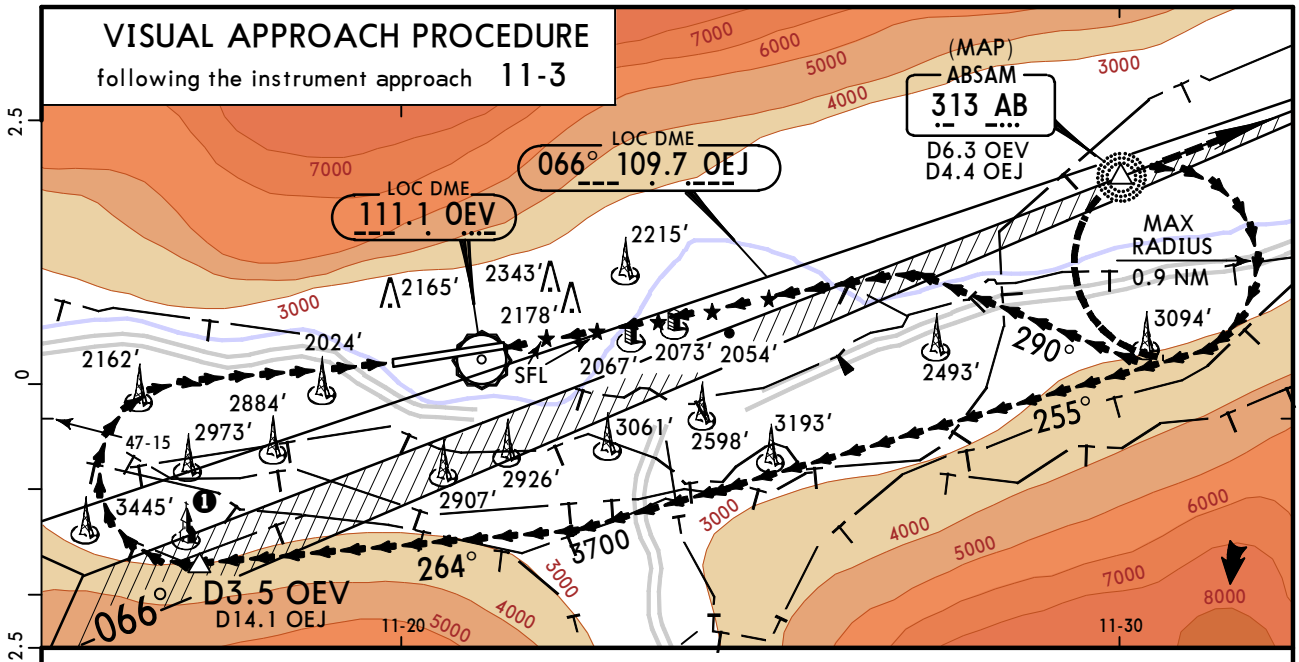
CHANGES: Procedure.

LOWI/INN
Apt Elev **1907′**

JEPPESEN
27 NOV 15 (19-11) **Eff 10 Dec**

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 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.

❶ Visual 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

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

PANS OPS

CHANGES: Procedure track.