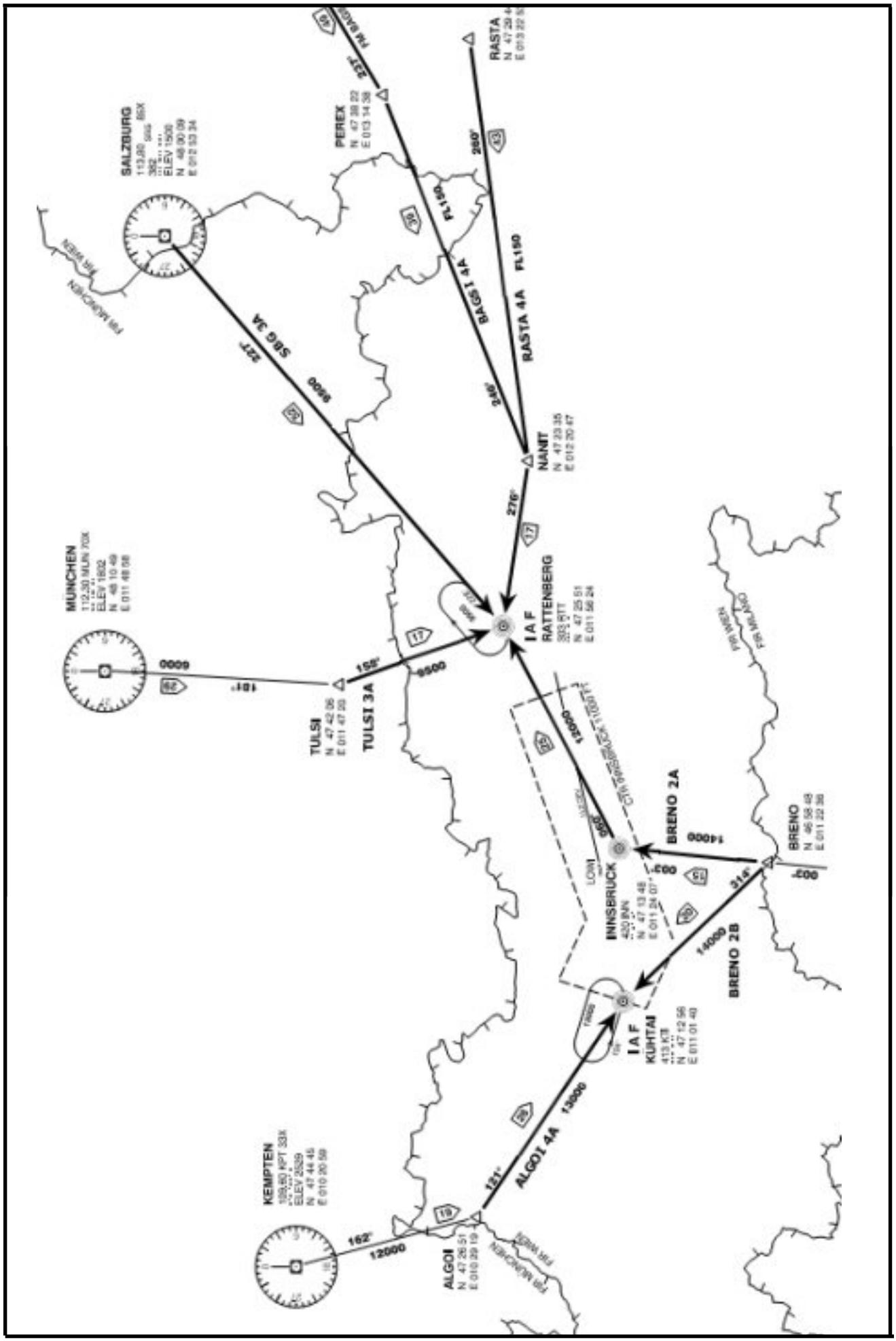
LOWI/INN

INNSBRUCK

INNSBRUCK, AUSTRIA

TRANS LEVEL: BY ATC TRANS ALT: 11000'

STAR



TRANS LEVEL: BY ATC
TRANS ALT: 11000′

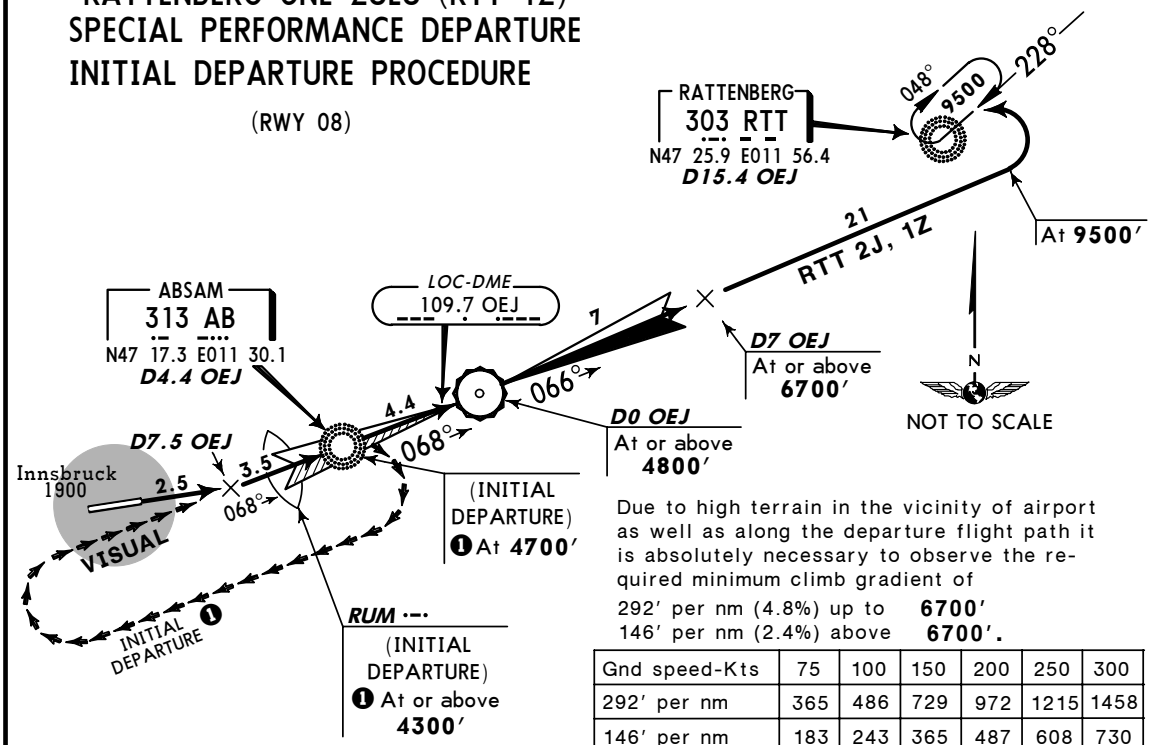
RATTENBERG TWO JULIETT (RTT 2J) DEPARTURE

RATTENBERG ONE ZULU (RTT 1Z) SPECIAL PERFORMANCE DEPARTURE

INITIAL DEPARTURE PROCEDURE

(RWY 08)

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
292′ per nm (4.8%) up to **6700′**
146′ per nm (2.4%) above **6700′.**

Gnd speed-Kts	75	100	150	200	250	300
292′ per nm	365	486	729	972	1215	1458
146′ per nm	183	243	365	487	608	730

❶ If unable to cross D0 OEJ at **4800′** and D7 OEJ east of LOC-DME OEJ at **6700′**, a higher ceiling and visibility is necessary. In this case climb visually either via AB Lctr at **4700′** or Rum Marker at or above **4300′.**
Minimum climb gradient thereafter 182′ per nm (3%) up to **6700′.**

Gnd speed-Kts	75	100	150	200	250	300
182′ per nm	228	303	455	607	758	910

INITIAL DEPARTURE

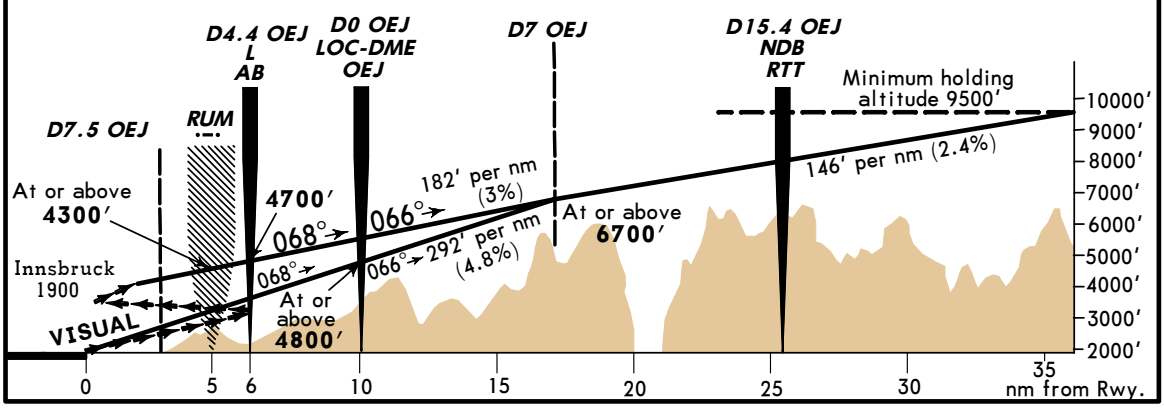
Meteorological minima:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft category A & B 3km, for aircraft category C & D 5km.

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

ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ LOC course (D7.5 OEJ) inbound to AB Lctr, continue on 068° OEJ LOC course. At LOC-DME OEJ change to 066° and continue to **9500′** using OEJ LOC back course, then turn LEFT to RTT NDB. After RTT NDB join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB Lctr as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



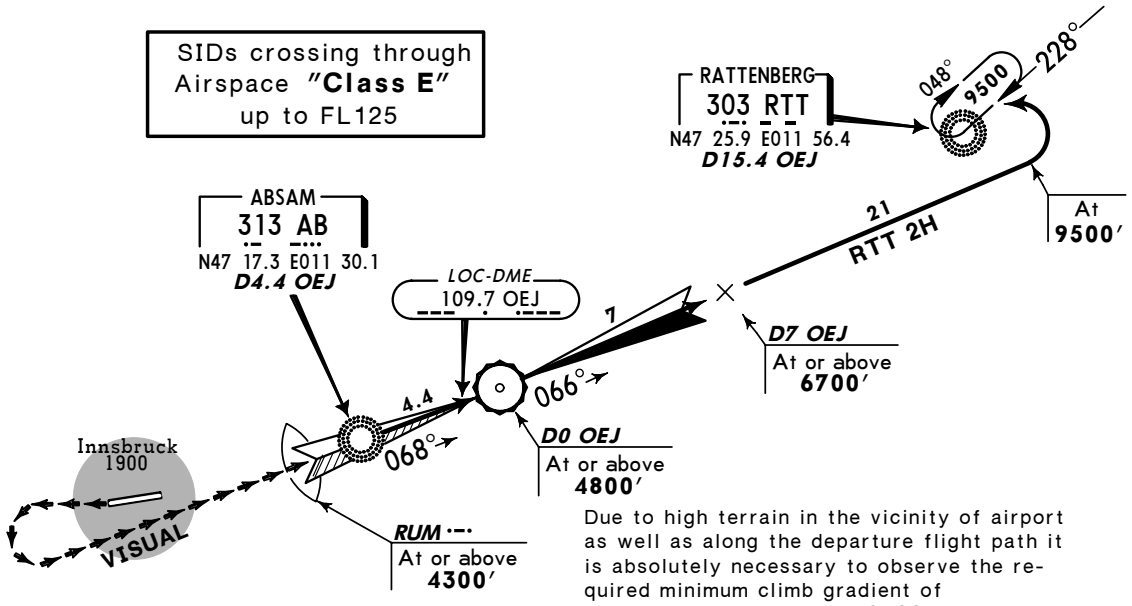
TRANS LEVEL: BY ATC
TRANS ALT: 11000′

RATTENBERG TWO HOTEL (RTT 2H) DEPARTURE AND INITIAL DEPARTURE PROCEDURES

(RWY 26)

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
182′ per nm (3%) up to **6700′**
146′ per nm (2.4%) above **6700′.**

Gnd speed-Kts	75	100	150	200	250	300
182′ per nm	228	303	455	607	758	910
146′ per nm	183	243	365	487	608	730

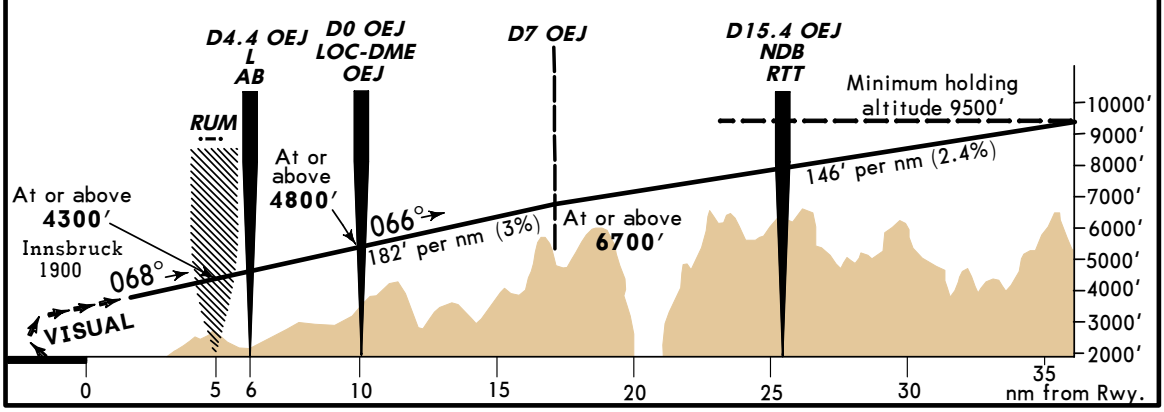
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ LOC.

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

ROUTING

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'Zirl' turn visually LEFT, join OEJ LOC on course 068° inbound to AB Lctr, continue on 068° OEJ LOC course. At LOC-DME OEJ change to 066° and continue to **9500′** using OEJ LOC back course, then turn LEFT to RTT NDB. After RTT NDB join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB Lctr as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



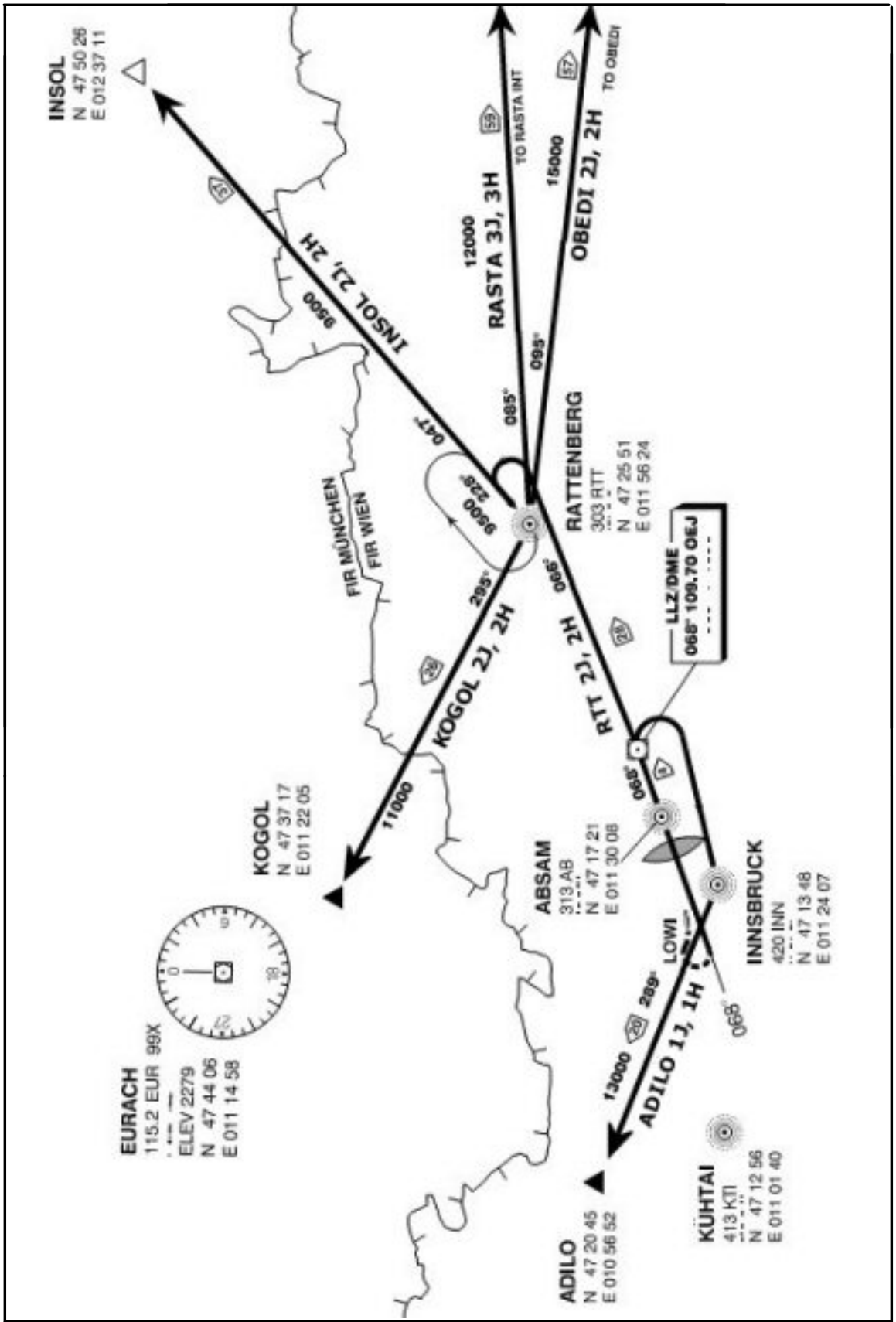
CHANGES: AB Lctr & RTT NDB definitions.

LOWI/INN INNSBRUCK

Apt Elev 1900′

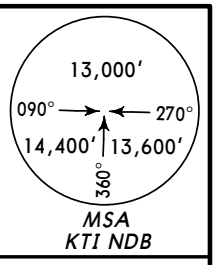
INNSBRUCK, AUSTRIA

Trans level: By ATC Trans alt: 11000′ **SID**



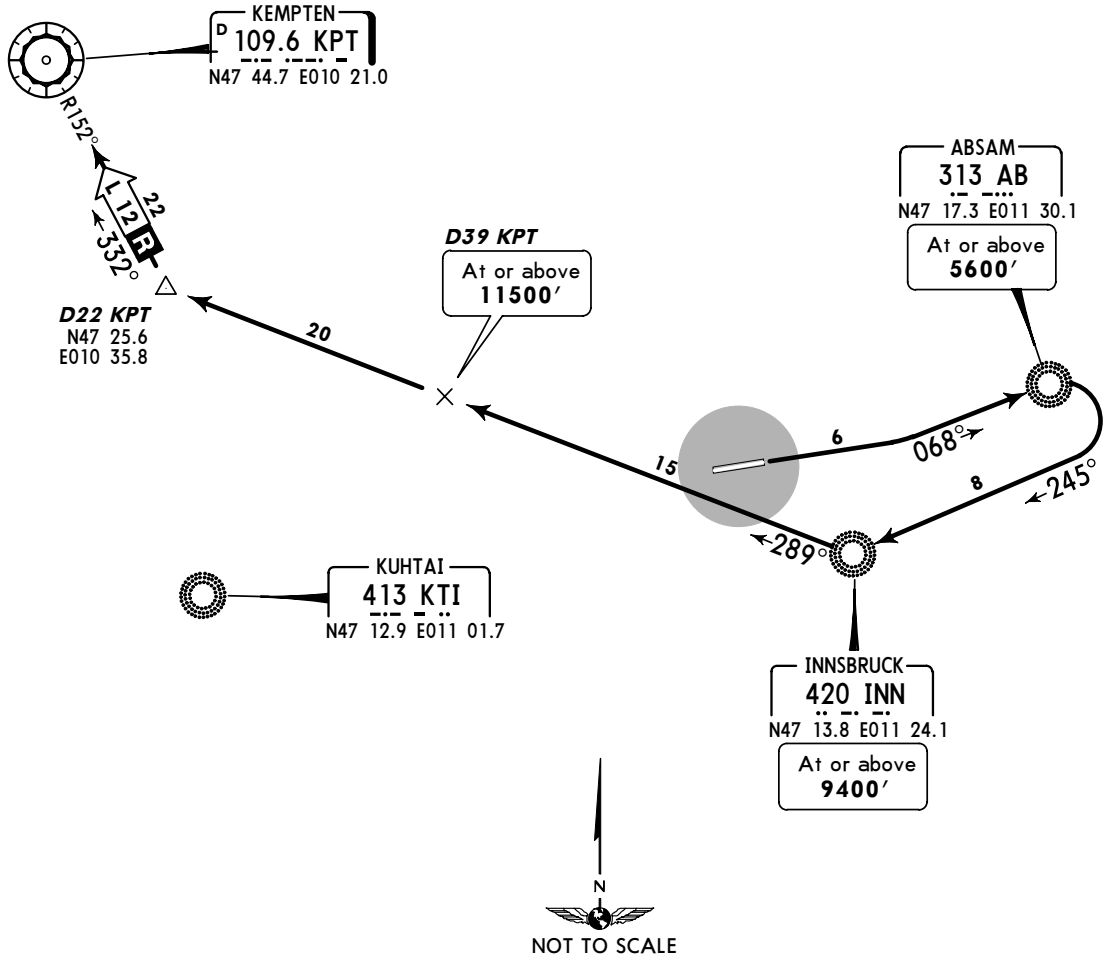
SID	ROUTING
ADILO 1H, 1J	after AB right inb INN, leave INN on 289□
KOGOL 2H, 2J	inb AB, thereafter inb RTT, bearing 295 to KOGOL
RTT 2H, 2J	inb AB, thereafter inb RTT
OBEDI 2H, 2J	inb AB, thereafter inb RTT, bearing 095 to OBEDI
RASTA 3H, 3J	inb AB, thereafter inb RTT, bearing 085 to RASTA
INSOL 2H, 2J	inb AB thereafter inb RTT, intercept R-227 SBG

Apt Elev	Trans level: By ATC	Trans alt: 11000′
1900′		



KEMPTEN ONE ZULU (KPT 1Z)
RWY 08 SPECIAL PERFORMANCE DEPARTURE

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



This SID requires a minimum climb gradient of
608′ per NM (10%) until passing INN.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	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′.**

ROUTING

Climb on runway track with maximum climb gradient, intercept 068° bearing to AB, turn RIGHT, intercept 245° bearing to INN, 289° bearing, join airway **L 12** to KPT.

CHANGES: Airway G 60 replaced by L 12.

LOWI/INN

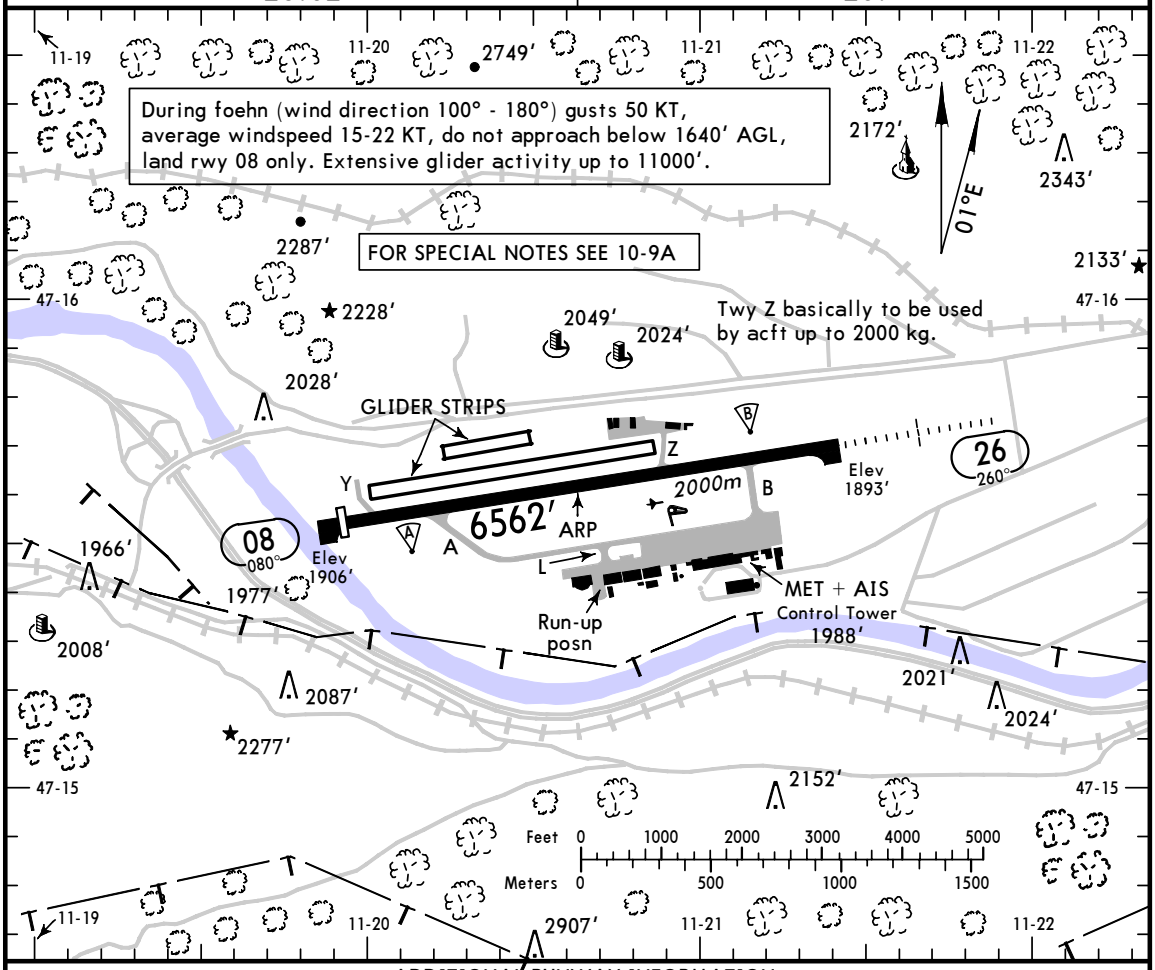
Apt Elev **1900′**
N47 15.6 E011 20.6

24 DEC 04 (10-9)

INNSBRUCK, AUSTRIA

INNSBRUCK

*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 SFL REIL PAPI (3.5°)	RVR	6365′ *1940m*		6365′ *1940m*	

❶ (38W, 20R & W, 8R)

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.

	TAKE-OFF
	AIR CARRIER
	All Rwys
A B C D	1500′ - *1500m* ❶

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

CHANGES: LVP.

LOWI
INNSBRUCK

19 JUL 02 (11-1)

INNSBRUCK, AUSTRIA
LOC DME EAST

*ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.275	120.1

LOC OEV	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev / RWY
111.1	255°	D18.2 OEV 9500′ (7607′)		Apt Elev 1900′ RWY 1893′

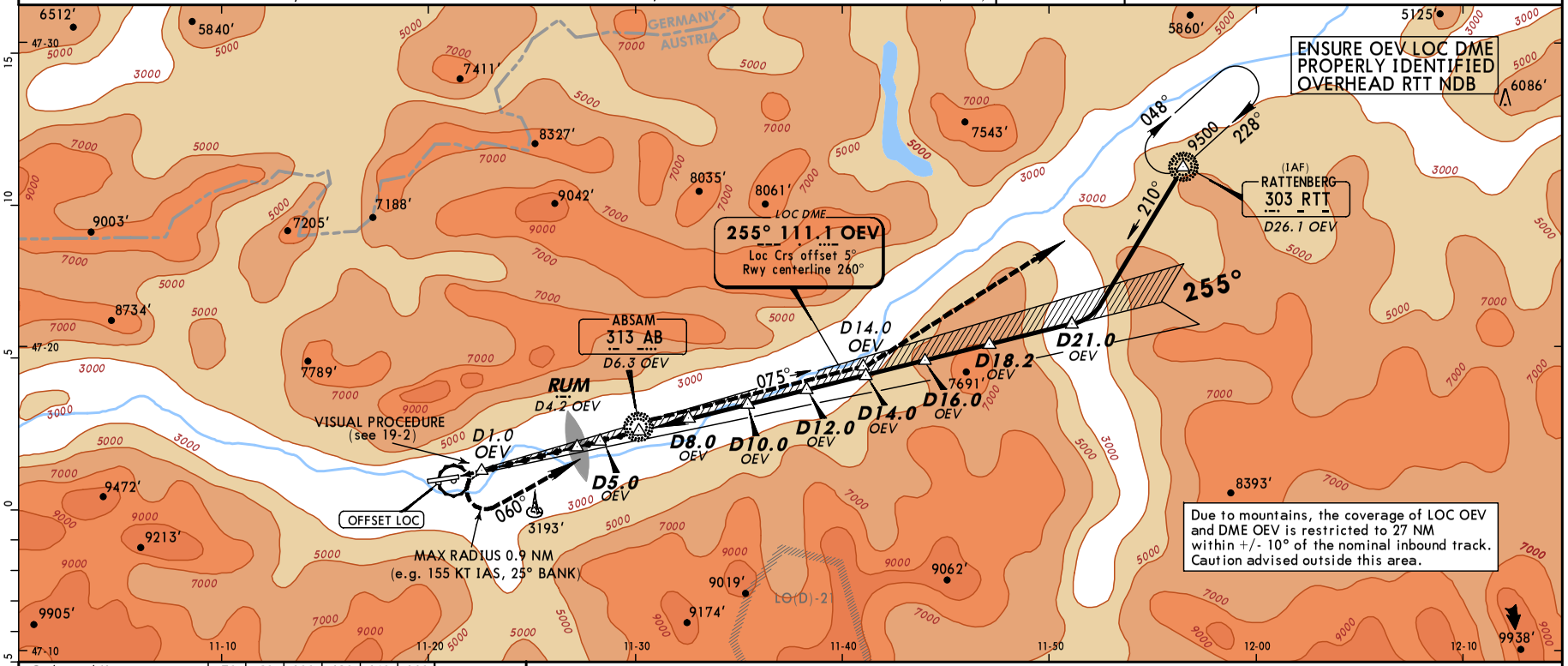
MISSED APCH: Climb on LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT IAS, 25° bank) onto 060° to AB Lctr, rejoin LOC overhead AB Lctr and continue climb on 075° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500′. WARNING: Be aware of back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

MSA RTT NDB: 9500′ (100°–270°) 14,100′ (050°–100°) 10,700′

PILOTS USING THIS CHART MUST REFER TO THE NOTES ON PAGE 10-9A.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 11000′(9107′)

BRIEFING STRIP



Gnd speed-Kts	70	90	100	120	140	160
GS 3.80° or LOC Descent Gradient 6.7%	477	613	681	817	953	1090

For MAP see profile.

HIALS REIL PAPI PAPI

Refer to Missed Apch above

VISUAL STRAIGHT-IN LANDING RWY26

Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 3.1%
MDA(H) 3930′(2037′)❶	MDA(H) 4470′(2577′)❶ ALS out

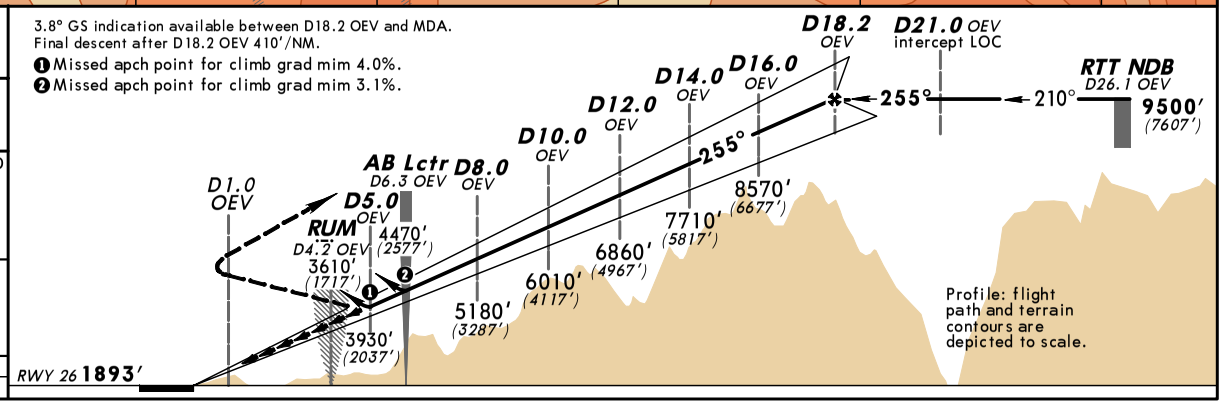
CIRCLE-TO-LAND with prescribed flight tracks

FLIGHT VISIBILITY			
A	3000m	A	SEE 19-2
B		B	
C	5000m	C	
D		D	

❶ Ceiling required at the MDA(H).
For ground visibility & ceiling requirement see 10-9A.

PANS OPS

3.8° GS indication available between D18.2 OEV and MDA.
Final descent after D18.2 OEV 410′/NM.
❶ Missed apch point for climb grad mim 4.0%.
❷ Missed apch point for climb grad mim 3.1%.



CHANGES: See other side.

LOWI
INNSBRUCK

19 JUL 02 (11-2)

MIM MISSED APCH CLIMB GRAD
ACCORDING SPECIAL AUTHORIZATION

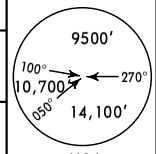
INNSBRUCK, AUSTRIA
Special LOC DME EAST

*ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.275	120.1

LOC OEV	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev / RWY
111.1	255°	D18.2 OEV 9500′ (7607′)		Apt Elev 1900′ RWY 1893′

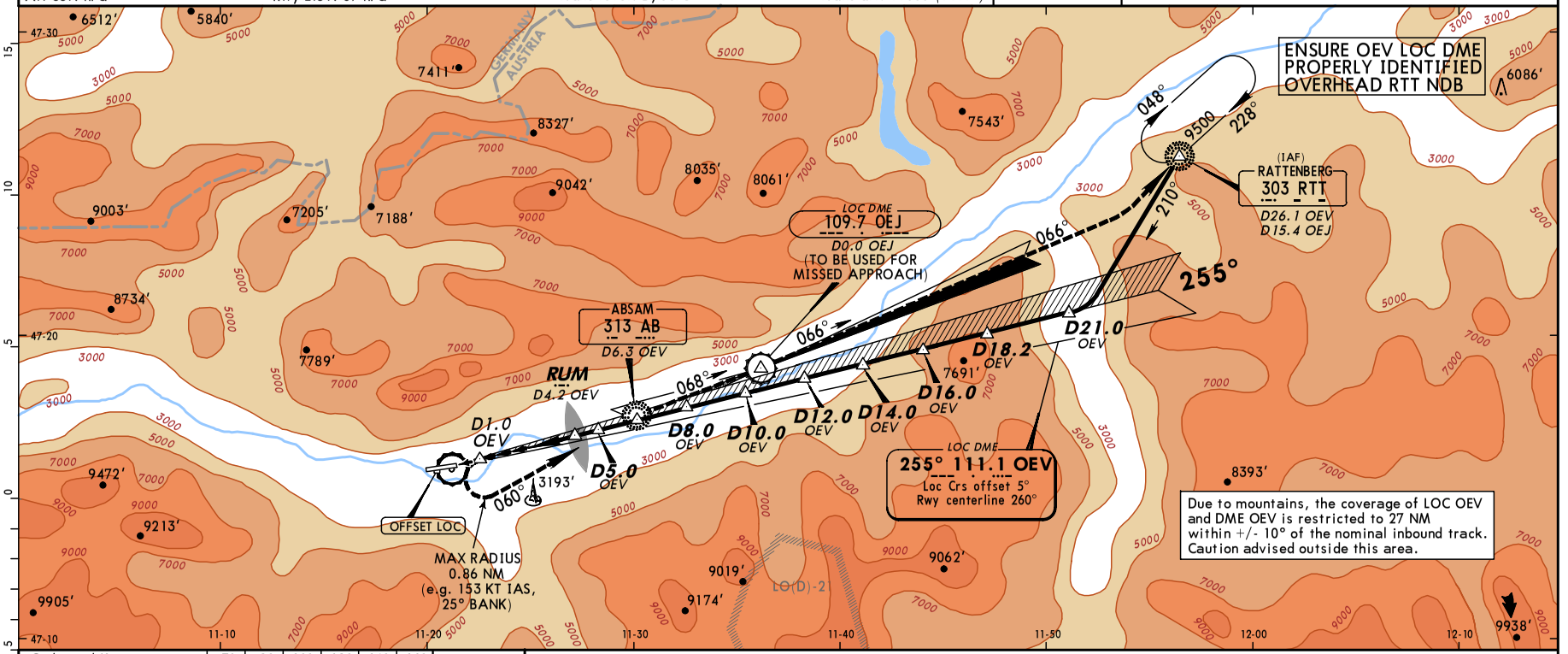
MISSED APCH: Climb on OEV LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT IAS, 25° bank) onto 060° to AB Lctr, intercept OEJ LOC crs (068°). Upon passing OEJ LOC station proceed outbound OEJ LOC back crs (066°), continue climb with max gradient to 9500′, then 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: 11000′ (9107′)



THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY THE MINISTRY OF TRANSPORT OR FEDERAL OFFICE OF CIVIL AVIATION.

PILOTS USING THIS CHART MUST REFER TO THE NOTES ON PAGE 10-9A.



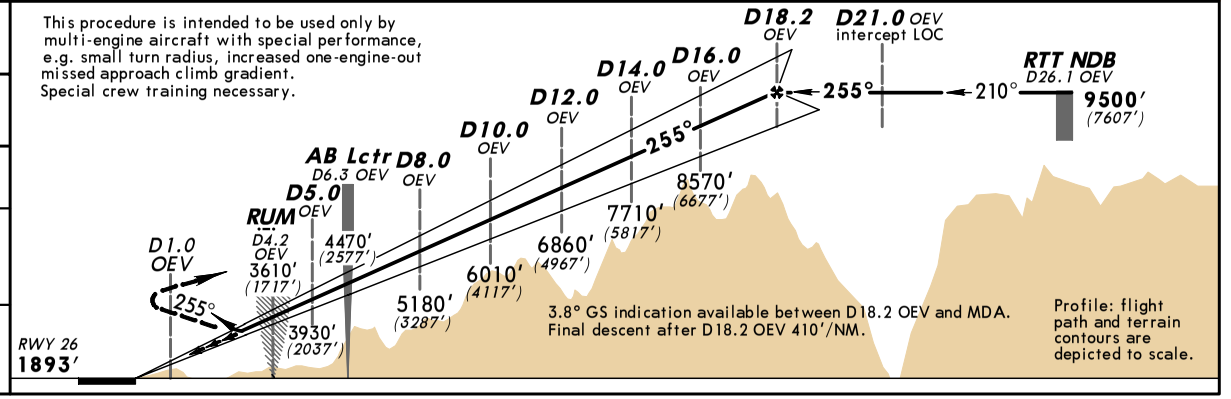
Gnd speed-Kts	70	90	100	120	140	160
GS 3.80° or LOC Descent Gradient 6.7%	477	613	681	817	953	1090
MAP as approved.						

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

VISUAL STRAIGHT-IN LANDING RWY 26	CIRCLE-TO-LAND
ALS out	with prescribed flight tracks
A B C D ACCORDING SPECIAL AUTHORIZATION	A B C D SEE 19-3

This procedure is intended to be used only by multi-engine aircraft with special performance, e.g. small turn radius, increased one-engine-out missed approach climb gradient. Special crew training necessary.



CHANGES: Missed approach.

PANS OPS

LOWI
INNSBRUCK

7 JUN 02
Eff 13 Jun

(11-3)

FOLLOWED BY VISUAL APPROACH

INNSBRUCK, AUSTRIA
LOC DME WEST

BRIEFING STRIP

*ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.275	120.1

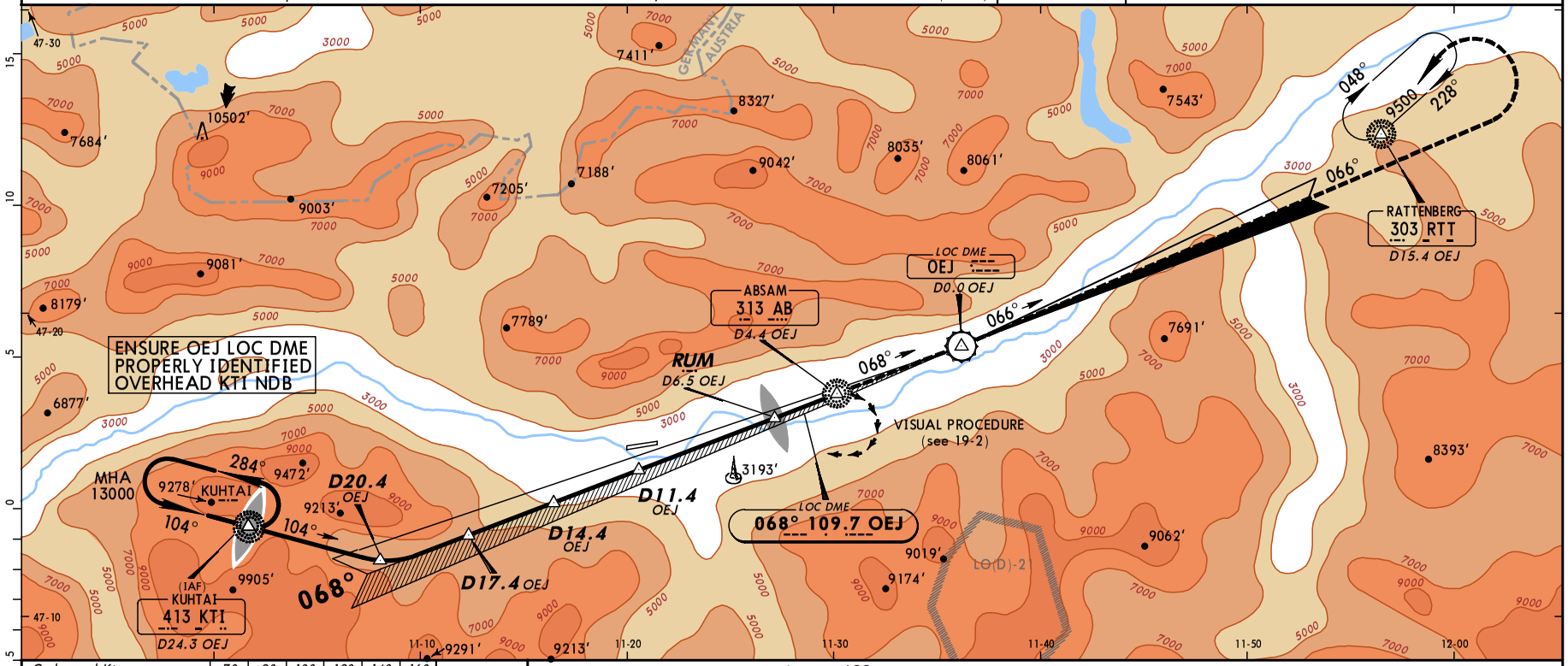
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
OEJ 109.7	068°	No FAF	5000′ (3100′)	1900′

MISSED APCH: Climb on LOC crs (068°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 066° 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 | Apt Elev: 68 hPa | Trans level: By ATC | Trans alt: 11000′(9100′)

13,000′
090° — 270°
14,400′ 13,600′
360°
MSA
KTI NDB

PILOTS USING THIS CHART MUST REFER TO THE NOTES ON PAGE 10-9A.



Gnd speed-Kts	70	90	100	120	140	160
LOC Descent Gradient 8.2%	581	747	830	996	1163	1329
MAP at AB Lctr / D4.4 OEJ						

Lighting-Refer to Airport Chart

Refer to Missed Apch above

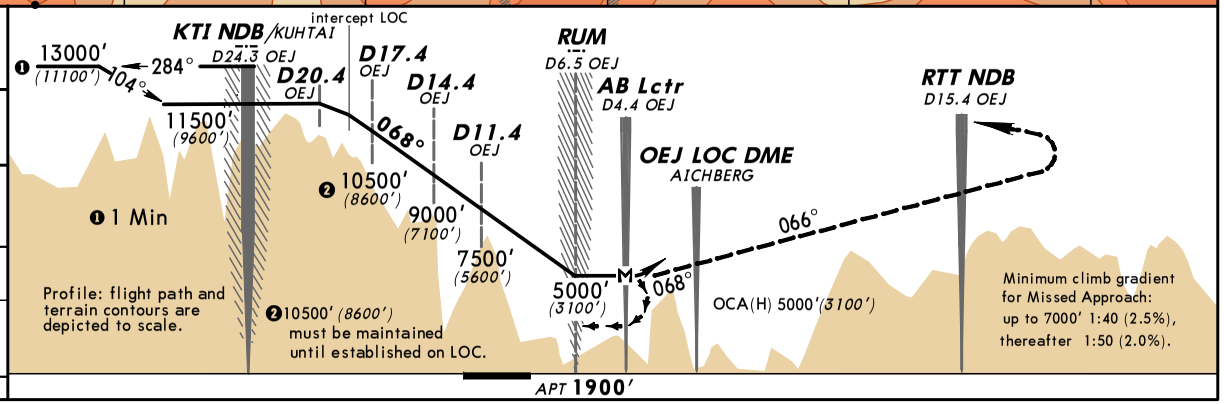
STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

For prescribed flight tracks see 19-2

PANS OPS

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

For ground visibility & ceiling requirement see 10-9A.



CHANGES: Procedure.

LOWI
INNSBRUCK

7 JUN 02
Eff 13 Jun

(11-4)

FOLLOWED BY VISUAL APPROACH

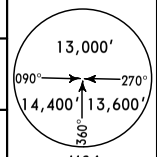
INNSBRUCK, AUSTRIA
Special LOC DME WEST

*ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.275	120.1

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
OEJ 109.7	068°	No FAF	3700′ (1800′)	1900′

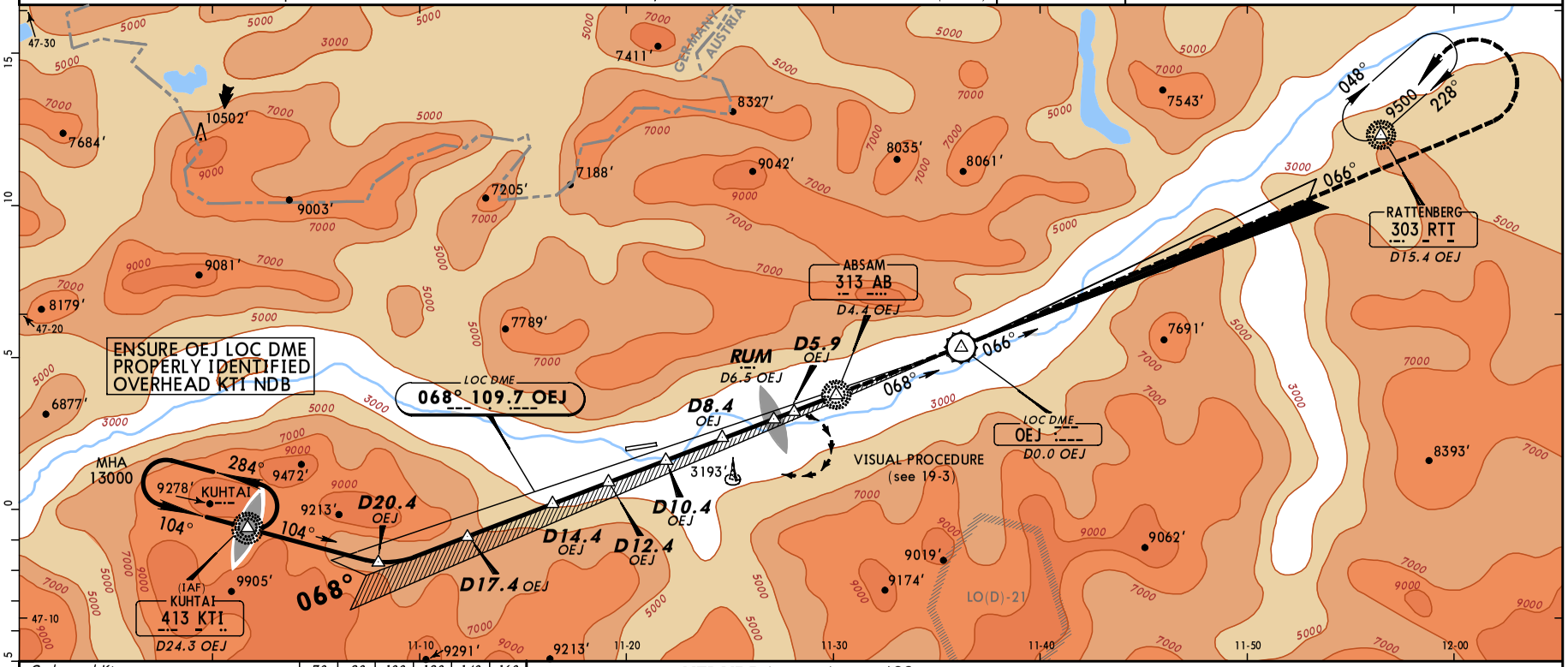
MISSED APCH: Climb on LOC crs (068°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 066° and continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use AB Lctr for additional guidance.

Alt Set: hPa | Apt Elev: 68 hPa | Trans level: By ATC | Trans alt: 11000′(9100′)



MSA
KTI NDB

THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY THE MINISTRY OF TRANSPORT OR FEDERAL OFFICE OF CIVIL AVIATION.
PILOTS USING THIS CHART MUST REFER TO THE NOTES ON PAGE 10-9A.



Gnd speed-Kts	70	90	100	120	140	160
LOC Descent Gradient down to 9000′: 8.2%	581	747	830	996	1163	1329
thereafter: 11.5%	816	1049	1165	1398	1631	1864
MAP at D5.9 OEJ						

Lighting-Refer to Airport Chart

Refer to Missed Apch above

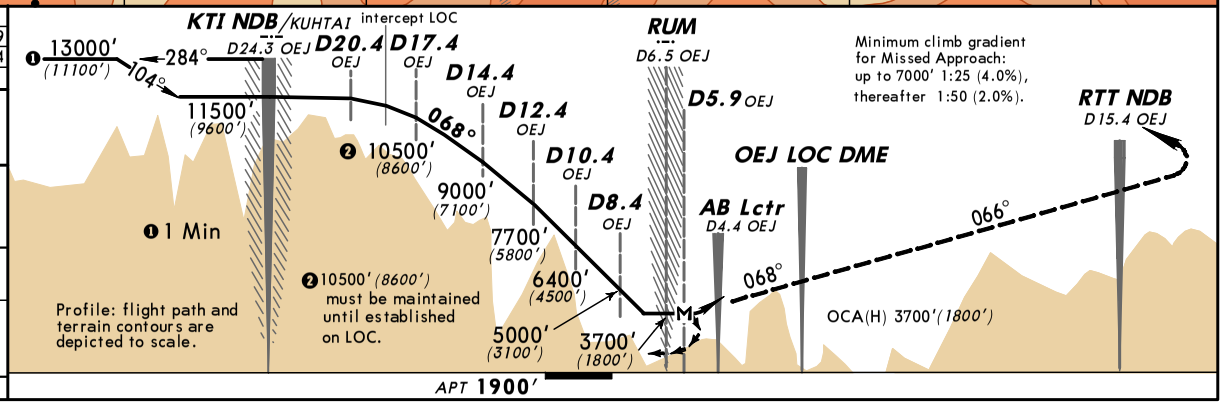
STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

For prescribed flight tracks see 19-3

	MDA(H)	CEIL-FLIGHT VIS
A, B	3700′ (1800′)	1800′- 3000m
C, D	3700′ (1800′)	1800′- 5000m

NOT APPLICABLE

For ground visibility & ceiling requirement see 10-9A.



PANS OPS

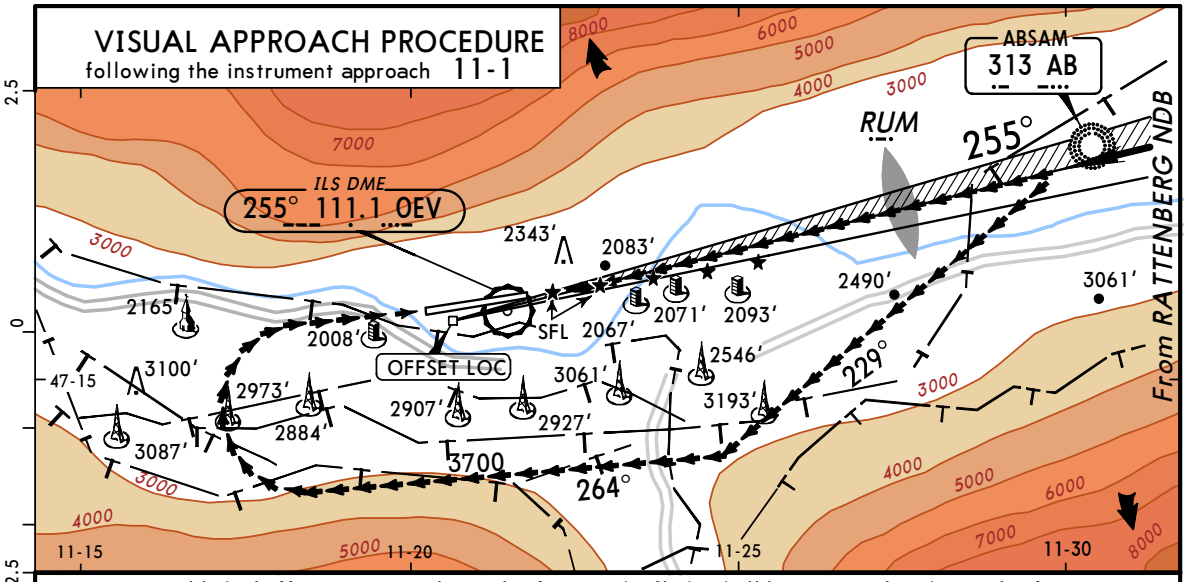
CHANGES: Procedure.

LOWI/INN
Apt Elev **1900′**

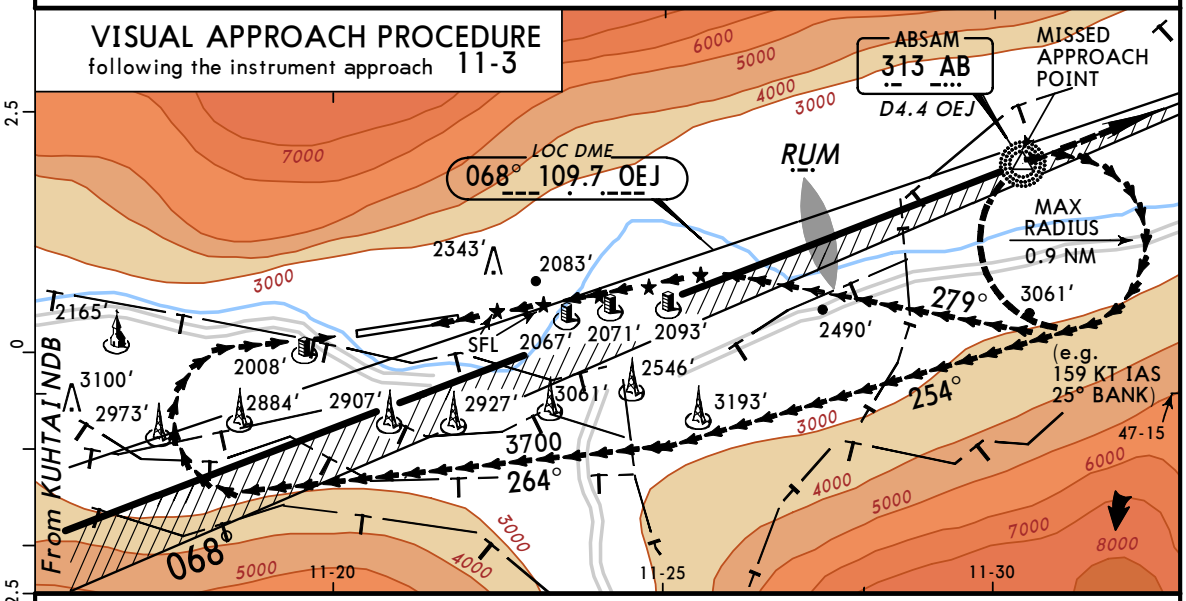
30 AUG 02 (19-1)

INNSBRUCK, AUSTRIA
INNSBRUCK

SPECIAL CIRCLING PROCEDURES



Having established effective external visual reference the flight shall be continued with visual reference either straight-in to RWY 26 (distance to be flown visually up to 6 NM) 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.



Having established effective external visual reference at MISSED APCH POINT, make a RIGHT turn in level flight (maximum radius of turn 0.9 NM/1700m).
When reaching westerly heading ensure that approach to the aerodrome can be accomplished visually.
If found impossible to maintain visual conditions on approach to aerodrome, turn RIGHT to rejoin OEJ LOCALIZER via AB Lctr and follow the MISSED APCH as prescribed 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 in=2.5 NM

PANS OPS

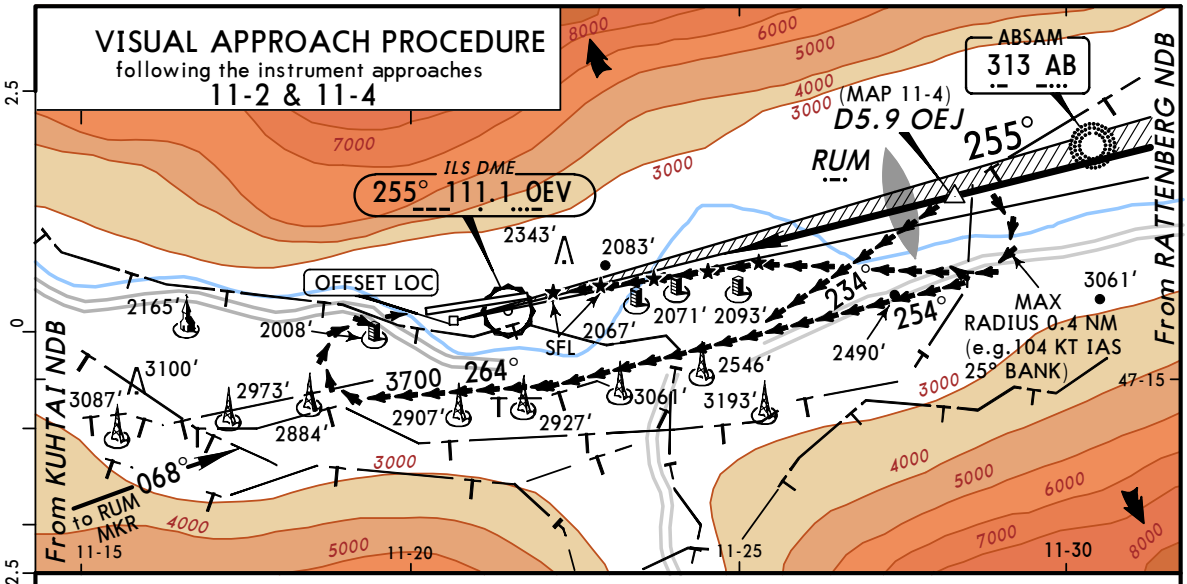
CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

	After apch 11-1		After apch 11-3
	Missed apch climb gradient mim		
	5.0%	**4.5%**	
	MDA(H) **4500′** *(2600′)*	MDA(H) **5000′** *(3100′)*	MDA(H) **5000′** *(3100′)*
FLIGHT VISIBILITY			
A B	*3000m*		
C D	*5000m*		

For ground visibility & ceiling requirement see 10-9A.
For SPECIAL NOTES see 10-9A.

CHANGES: Chart reindexed.

SPECIAL CIRCLING PROCEDURES



VISUAL APCH AFTER IFR APCH FROM WEST (11-4): Having established effective external visual reference at MISSED APCH POINT (MAP), make a RIGHT turn in level flight (maximum radius of turn 0.4 NM/700m).
When reaching westerly heading ensure that approach to the aerodrome can be accomplished visually. If found impossible to maintain visual conditions on approach to aerodrome, turn RIGHT to rejoin OEJ LOCALIZER via AB Lctr and follow the MISSED APCH as described on 11-4.
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.

VISUAL APCH AFTER IFR APCH FROM EAST (11-2): Having established effective external visual reference the flight shall be coninued with visual reference either straight-in to RWY 26 (distance to be flown visually up to 6 NM) or on a right-hand circuit to RWY 08. The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

After apch 11-2 & 11-4

MDA(H) **3700′** *(1800′)*

	FLIGHT VISIBILITY
A B	*3000m*
C D	*5000m*

For ground visibility & ceiling requirement see 10-9A.
For SPECIAL NOTES see 10-9A.

PANS OPS

CHANGES: Chart reindexed.