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 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. OTHER INFORMATION

1.4.1. GENERAL

Extensive glider activity.

1.4.2. SPECIAL NOTES

Due to mountainous terrain in vicinity of APT and the requirement for visual manoeuvring, it is considered essential that pilots shall practise approaches in VMC (including Missed Apch, Circling and Departure), prior operating in IMC. Training in VMC may be substituted by simulator training, provided an adequate visual scene of the vicinity INNSBRUCK is available. Contingency procedures and balked landing procedures shall be included in pilots training and shall be practised before operating in IMC.
When designing a balked landing procedure to RWY 26 the following guiding principles shall be considered:
Climb with MAX gradient at least 6.1% along northern side of the INN valley. Start LEFT turn when passing 3200' West of APT. MAX turn radius 1.0 NM (1800m) at turning point D3.2 OEV (111.1 MHZ) West of station. AD obstruction chart type B is recommended for preparation.

During FOEHN conditions (surface wind 100-180°, average windspeed 15-25 KT, gusts 30-50 KT) severe turbulence associated with horizontal windshear and severe downdraughts at various altitudes have to be expected especially over the city of INNSBRUCK below 5000'. To minimize operation in turbulence, pilots may - during a LOC DME West (or SPECIAL LOC DME West) procedure - request if practicable a visual approach to RWY 08 from a position West of APT.
If a full LOC DME West procedure is executed it is recommended to stop descent at 7000'. After passing AB Lctr proceed visually to a position over or South of APT but not below 5000'.

1. GENERAL

If a full LOC DME West procedure is executed it is recommended to stop descent at 7000'. After passing AB Lctr 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 may be expected too. When executing an approach procedure from the East (via RTT NDB) stop descent at 5000' and continue as described above to RWY 08.
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. Pilot will be informed accordingly by ATC.
A cloud base report for the area of AB Lctr and for the visual manoeuvring area (procedures WEST) taken by two ceilometers, will be included in the INNSBRUCK MET REPORT and transmitted on National Innsbruck VOLMET Broadcast if the indicated cloud base is below 5000' AAL.
In the area around INNSBRUCK it may happen that different values of visibility exist in various directions mainly caused by a haze or mist layer 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 indicating this situation and the various values of visibility. This plain-language-appendix refers especially to an existing haze layer and as far as possible to the estimated visibility above this haze layer.

1.4.3. 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' and 1500m ground visibility.
In case of low fog, haze, mist or blowing snow over the APT a clearance for approach will be granted on pilots request provided
- the RVR is at least 1000m and
- the visibility above the layers is at least 5.0 km and there are no clouds below 3100' AAL.

2.1.2. SPECIAL RNP 03 RNAV RWY 26 GUIDELINES

2.1.2.1. EQUIPMENT REQUIREMENTS

Approved Dual FMCS installation according AC20-130A including RNP capability of 0.3 NM or better (smaller 0.3 NM).

Dual GPS and IRS (DME/DME, VOR/DME and LOC update not authorized).

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

Required RNP RNAV functions (28) according JAA TGL Draft XZ published 23 JAN 2004.

2.1.2.2. APPLICATION

This procedure requires special authorization by the Austrian Civil Aviation Authority for each operator and ACFT type.

Only operators 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 probability functions stated in RTCA DOC 236 and JAA TGL XZ Draft)

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual or Performance Manual.

Applications 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 6665
+43 (0) 5 1703 6666

e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

3. DEPARTURE

3.1. OTHER INFORMATION

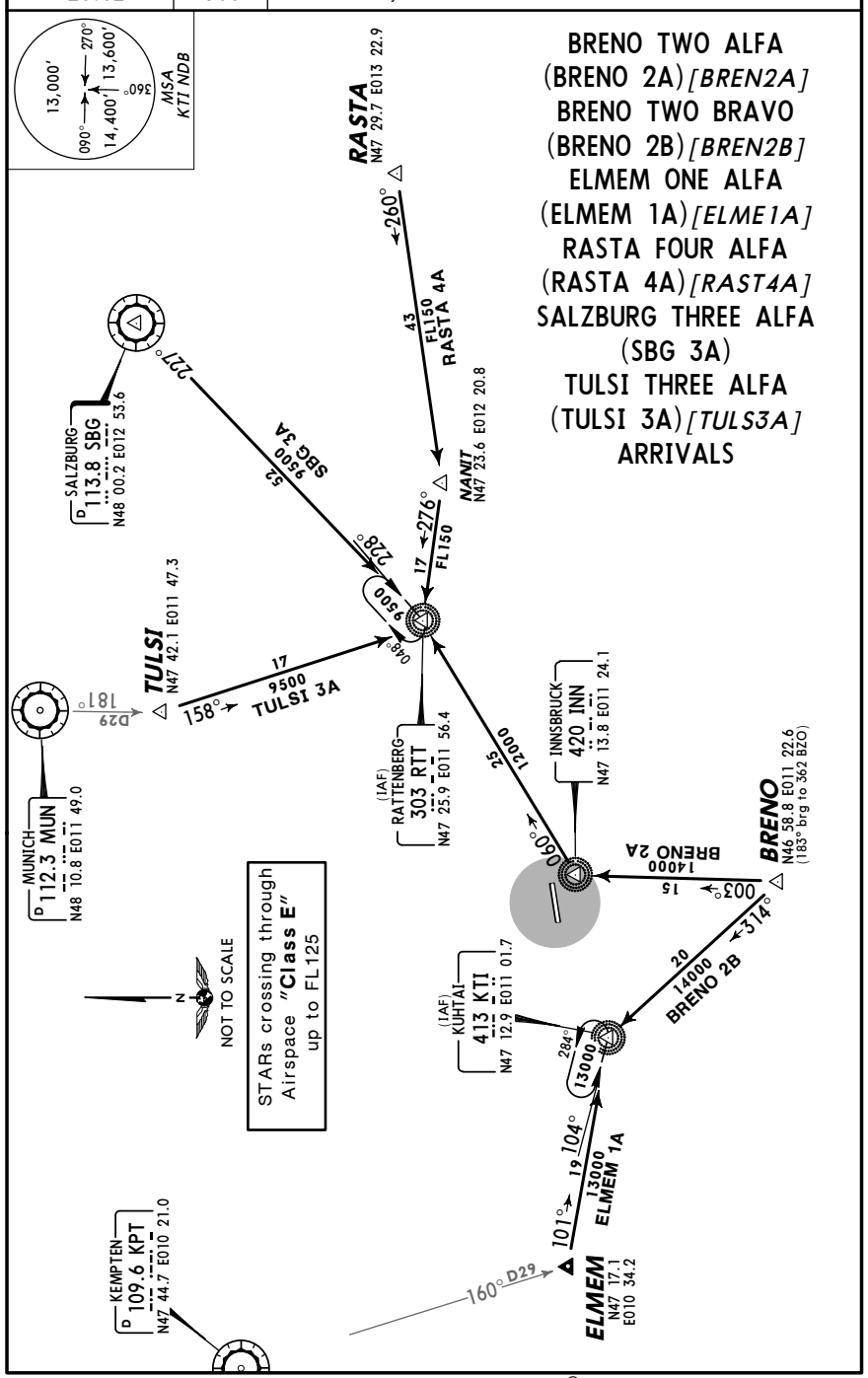
3.1.1. ATC PROCEDURES

No departure clearance will be issued by ATC below CEIL 1500' and/or 1500m ground visibility.

In case of low fog, haze, mist layers or blowing snow over the APT 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 the layers is at least 5.0 km and
- there are no clouds below 3100' AAL.

*D-ATIS	Apt Elev	Alt Set: hPa
126.02	1900′	Trans level: By ATC Trans alt: 11000′

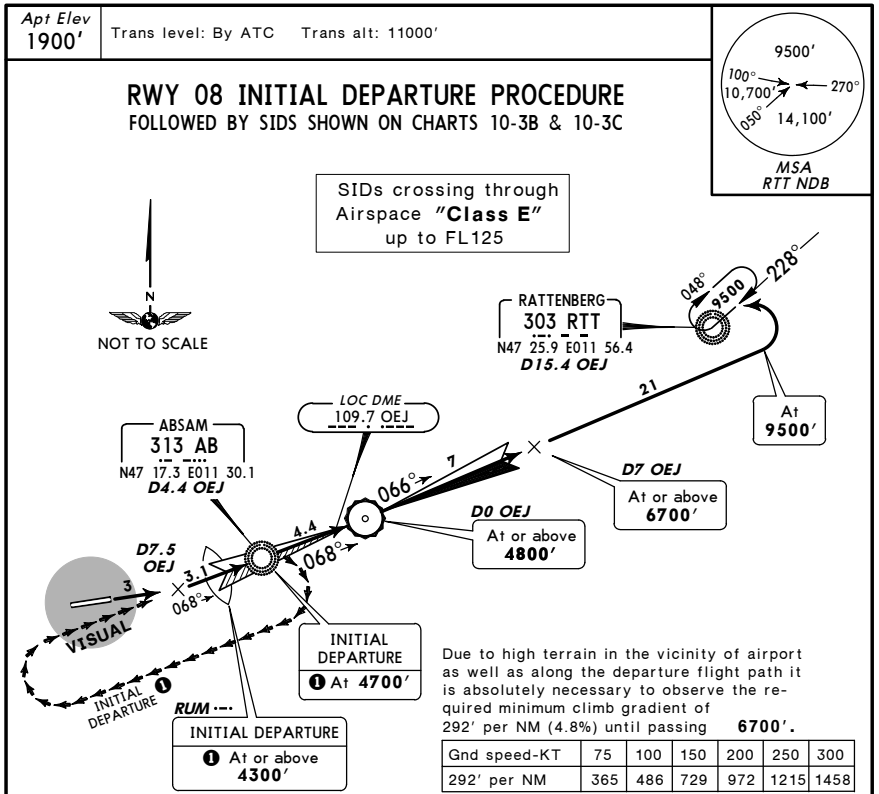
BRENO TWO ALFA (BRENO 2A) *[BREN2A]*
BRENO TWO BRAVO (BRENO 2B) *[BREN2B]*
ELMEM ONE ALFA (ELMEM 1A) *[ELME1A]*
RASTA FOUR ALFA (RASTA 4A) *[RAST4A]*
SALZBURG THREE ALFA (SBG 3A)
TULSI THREE ALFA (TULSI 3A) *[TULS3A]*
ARRIVALS



CHANGES: STAR ALGOI 4A replaced by ELMEM 1A.

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

RWY 08 INITIAL DEPARTURE PROCEDURE
FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



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

1 If unable to cross D0 OEJ at **4800′** and D7 OEJ east of OEJ at **6700′**, a higher ceiling and visibility is necessary. In this case climb visually either via AB at **4700′** or RUM at or above **4300′.**

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

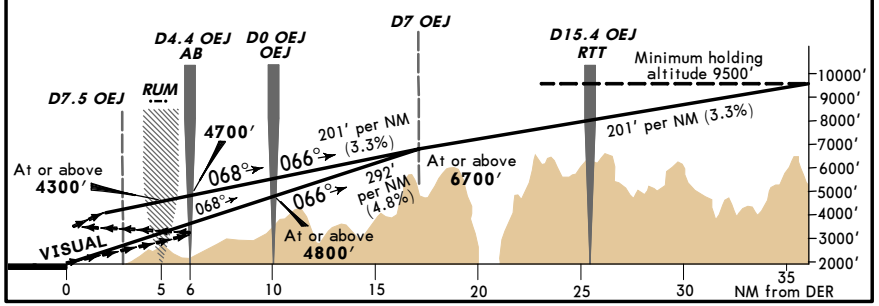
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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 068° OEJ course. At OEJ change to 066° 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 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: Climb gradients; RTT SIDs transferred.

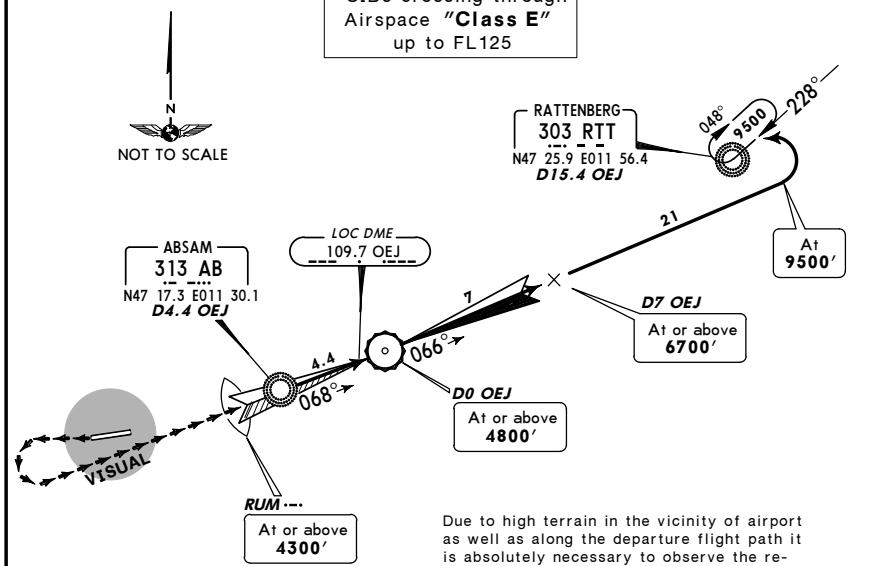
Apt Elev 1900′ | Trans level: By ATC | Trans alt: 11000′

MSA RTT NDB: 9500′ | 100° 10,700′ | 270° | 050° 14,100′

RWY 26 INITIAL DEPARTURE PROCEDURE

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

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

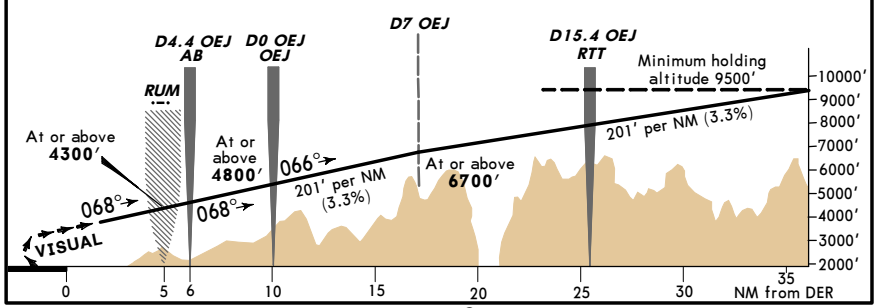
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb visually 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 on course 068° inbound to AB, continue on 068° OEJ course. At OEJ change to 066° 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 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: Climb gradients; RTT SID transferred.

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

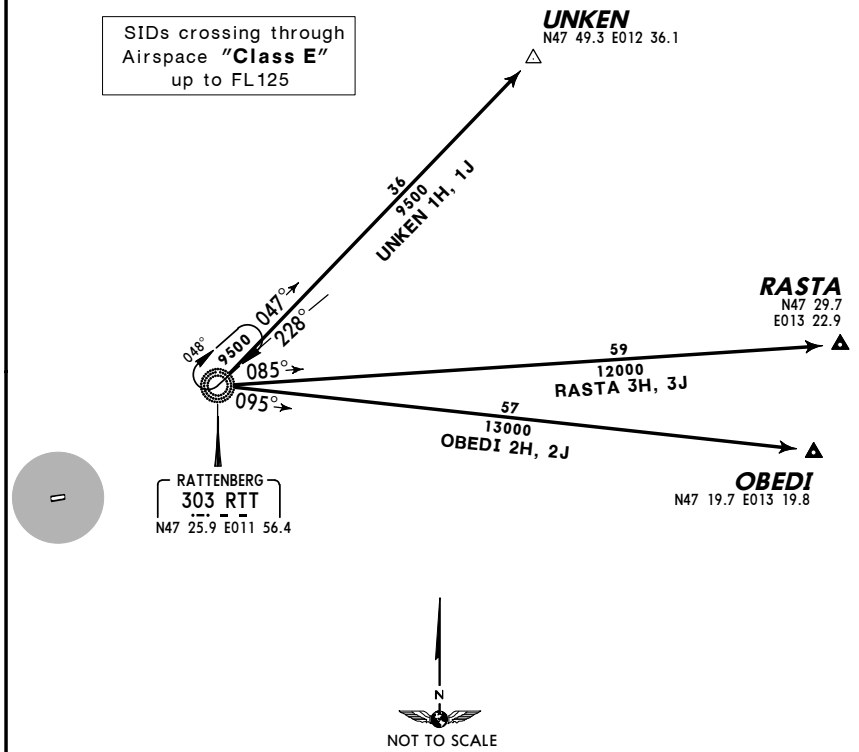
MSA RTT NDB: 9500′ | 100° 10,700′ | 270° | 050° 14,100′

OBEDI TWO HOTEL (OBEDI 2H)
RASTA THREE HOTEL (RASTA 3H)
UNKEN ONE HOTEL (UNKEN 1H)
RWY 26 DEPARTURES

OBEDI TWO JULIETT (OBEDI 2J) *[OBED2J]*
RASTA THREE JULIETT (RASTA 3J) *[RAST3J]*
UNKEN ONE JULIETT (UNKEN 1J) *[UNKE1J]*
RWY 08 DEPARTURES

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

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

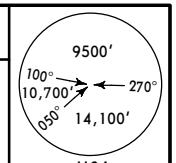


Initial climb clearance **By ATC**

SID	ROUTING
OBEDI 2H, 2J	At RTT 095° bearing to OBEDI.
RASTA 3H, 3J	At RTT 085° bearing to RASTA.
UNKEN 1H, 1J	At RTT 047° bearing to UNKEN.

CHANGES: INSOL SIDs renamed UNKEN.

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

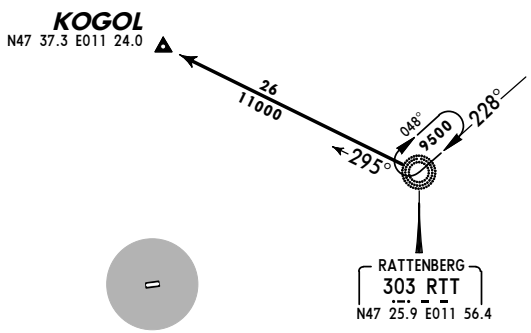


KOGOL TWO HOTEL (KOGOL 2H)
RWY 26 DEPARTURE

KOGOL TWO JULIETT (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 TO WEST

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



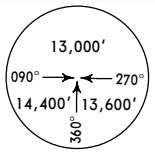
Initial climb clearance **By ATC**

ROUTING

At RTT 295° bearing to KOGOL.

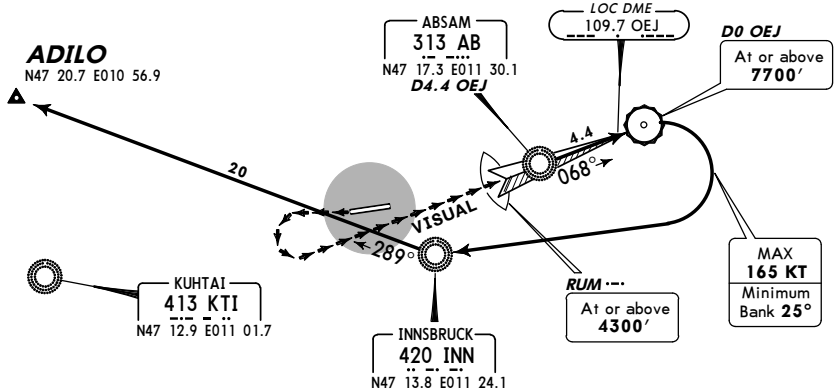
CHANGES: KOGOL coords.

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



ADILO ONE HOTEL (ADILO 1H)
RWY 26 DEPARTURE
ALTERNATE RTT 2H - INN - ADILO

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 D0 OEJ, then 365′ per NM (6%) until completion of turn.

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

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 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 on course 068° inbound to AB, continue on 068° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADILO.

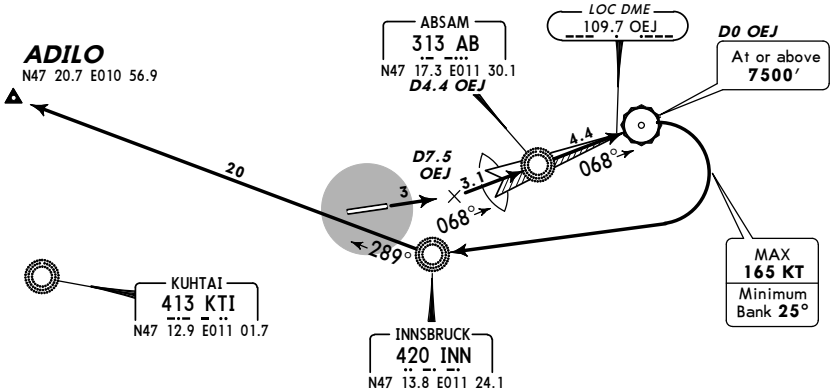
CHANGES: MEA INN - ADILO withdrawn.

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

13,000′
090° → ← 270°
14,400′ | 13,600′
360°
MSA
KTI NDB

ADILO ONE JULIETT (ADILO 1J) *[ADIL1J]*
RWY 08 DEPARTURE
ALTERNATE RTT 2J - INN - ADILO

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 535′ per NM (8.8%) until D0 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

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 on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 068° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADILO.

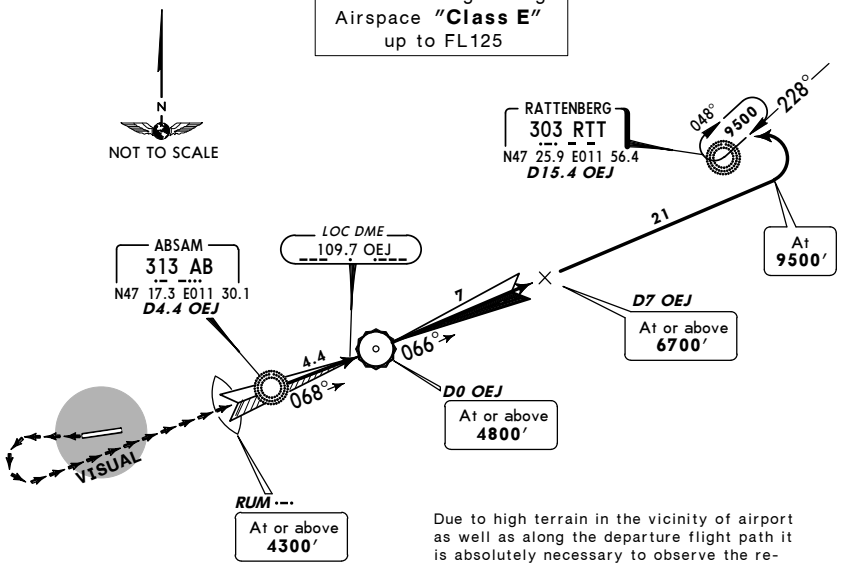
CHANGES: MEA INN - ADILO withdrawn.

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

9500′
100° → ← 270°
10,700′ | 14,100′
050°
MSA
RTT NDB

RATTENBERG TWO HOTEL (RTT 2H)
RWY 26 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 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.

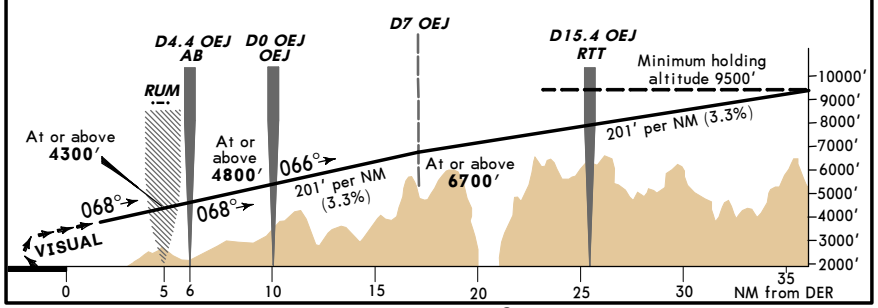
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb visually 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 on course 068° inbound to AB, continue on 068° OEJ course. At OEJ change to 066° 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 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE

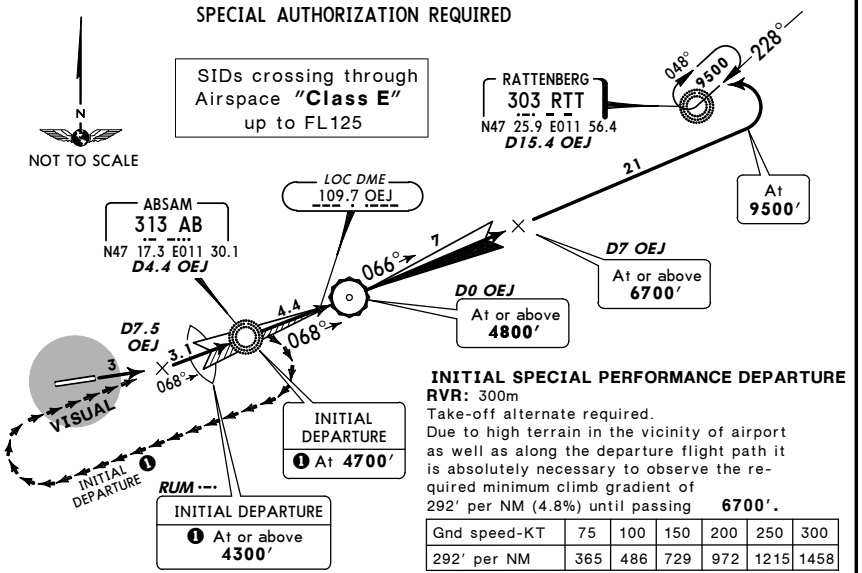


CHANGES: New chart.

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

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

RATTENBERG TWO JULIETT (RTT 2J)
RWY 08 DEPARTURE
RATTENBERG TWO ZULU (RTT 2Z)
RWY 08 SPECIAL PERFORMANCE DEPARTURE
SPECIAL AUTHORIZATION REQUIRED



INITIAL 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 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 D0 OEJ at **4800′** and D7 OEJ east of OEJ at **6700′**, a higher ceiling and visibility is necessary. In this case climb visually either via AB at **4700′** or RUM at or above **4300′.**

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

INITIAL DEPARTURE

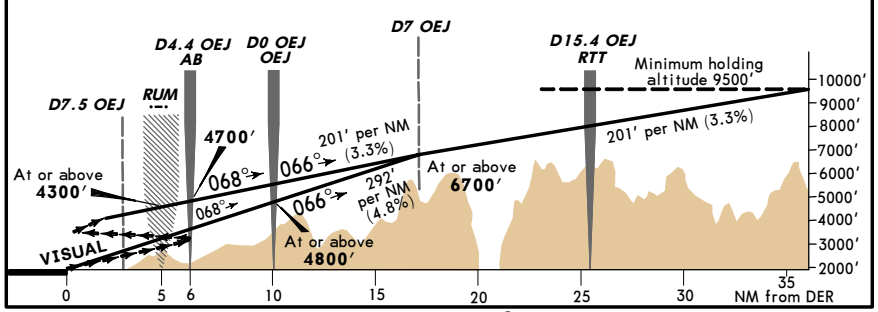
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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 068° OEJ course. At OEJ change to 066° 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 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

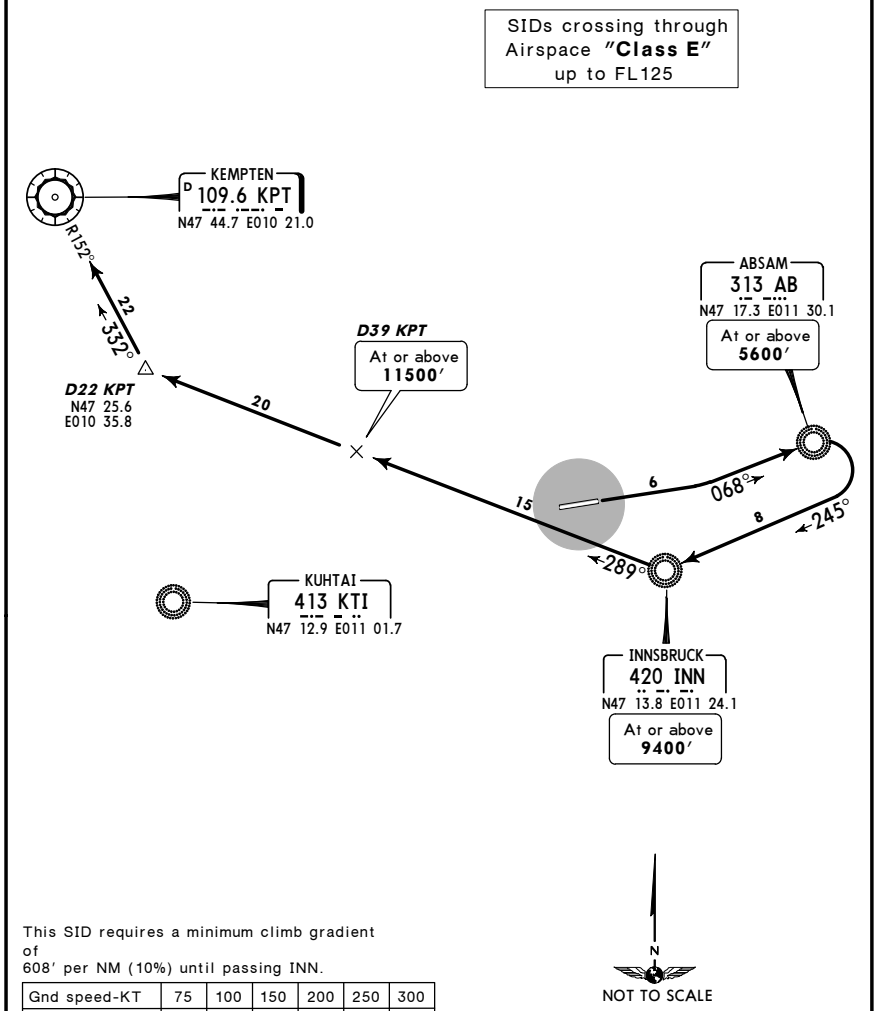
REQUIRED MINIMUM CLIMB PROFILE



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

MSA KTI NDB: 13,000′; 090°–14,400′; 270°; 360°–13,600′

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



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

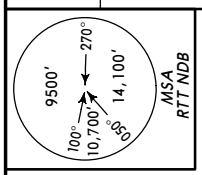
MAX 154 KT and bank angle of at least 25°, after passing INN MAX 250 KT up to **11000′.**

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

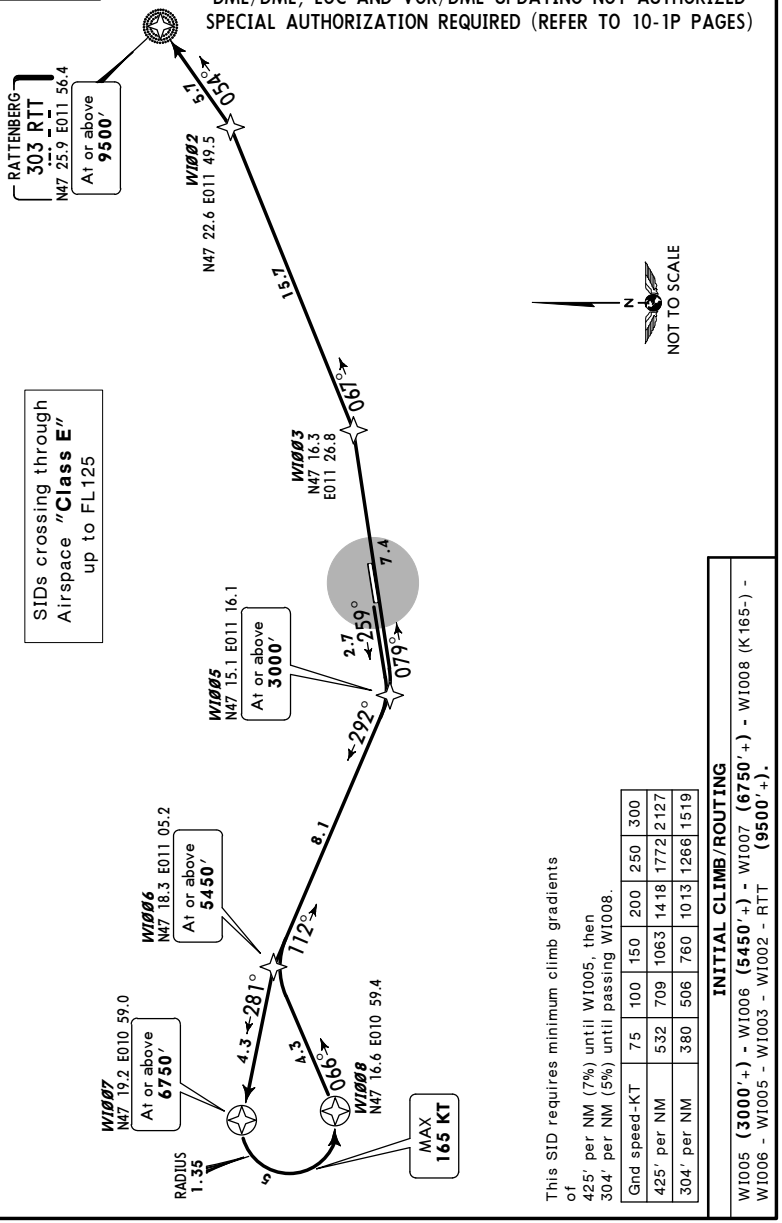
Climb on runway track with maximum climb gradient, intercept 068° bearing to AB, turn RIGHT, intercept 245° bearing to INN, 289° bearing, intercept KPT R-152 inbound to KPT.

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



RTT 1X
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP 0.3) DEPARTURE

GPS AND IRS REQUIRED
DME/DME, LOC AND VOR/DME UPDATING NOT AUTHORIZED
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



This SID requires minimum climb gradients of
425′ per NM (7%) until WI005, then
304′ per NM (5%) until passing WI008.

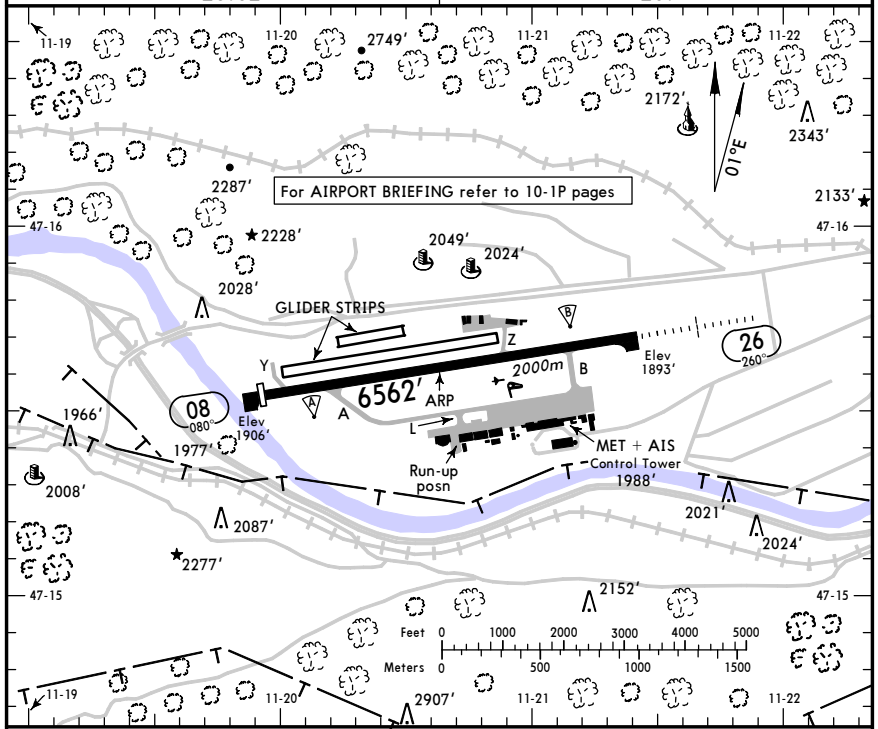
Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB/ROUTING

WI005 **(3000′+)** - WI006 **(5450′+)** - WI007 **(6750′+)** - WI008 (K165-) - WI006 - WI005 - WI003 - WI002 - RTT **(9500′+)**.

CHANGES: None.

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

❶ (38W, 20R & W, 8R)

TAKE-OFF
AIR CARRIER
All Rwys

A	
B	
C	1500′ - *1500m* ❶
D	

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

CHANGES: D-ATIS. Notes transferred to 10-1P pages.

INNSBRUCK, AUSTRIA
LOC DME EAST

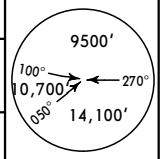
BRIEFING STRIP ™

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

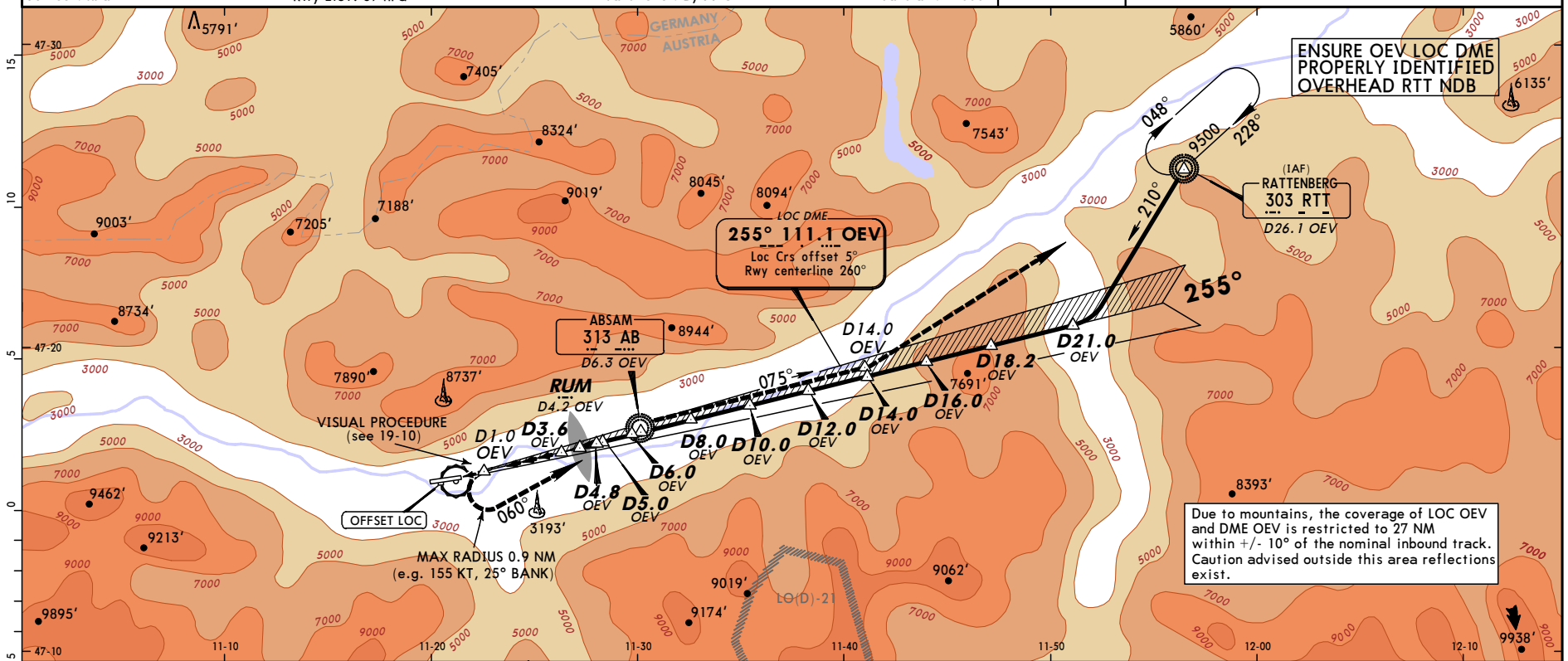
MISSED APCH: Climb on LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to AB Lctr, rejoin LOC overhead AB Lctr and continue climb on 075° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500′. WARNING: Be aware of back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

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



MSA
RTT NDB

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



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 RWY 26

Missed apch climb gradient mim 5.0%	Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 3.1%
MDA(H) 3400′ (1507′) 1	MDA(H) 3900′ (2007′) 1	MDA(H) 4400′ (2507′) 1

ALS out

CIRCLE-TO-LAND with prescribed flight tracks

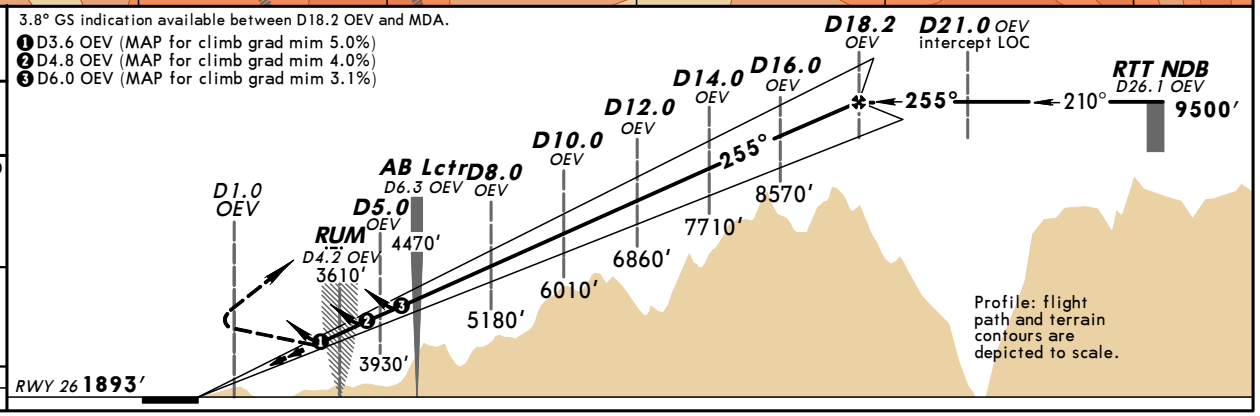
FLIGHT VISIBILITY	
A	2800m
B	
C	3700m
D	4500m

SEE 19-10

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

PANS OPS

3.8° GS indication available between D18.2 OEV and MDA.
1 D3.6 OEV (MAP for climb grad mim 5.0%)
2 D4.8 OEV (MAP for climb grad mim 4.0%)
3 D6.0 OEV (MAP for climb grad mim 3.1%)



CHANGES: Note.

MIM MISSED APCH CLIMB GRAD
ACCORDING SPECIAL AUTHORIZATION

INNSBRUCK, AUSTRIA
Special LOC DME EAST

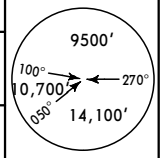
BRIEFING STRIP

*ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	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, 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.

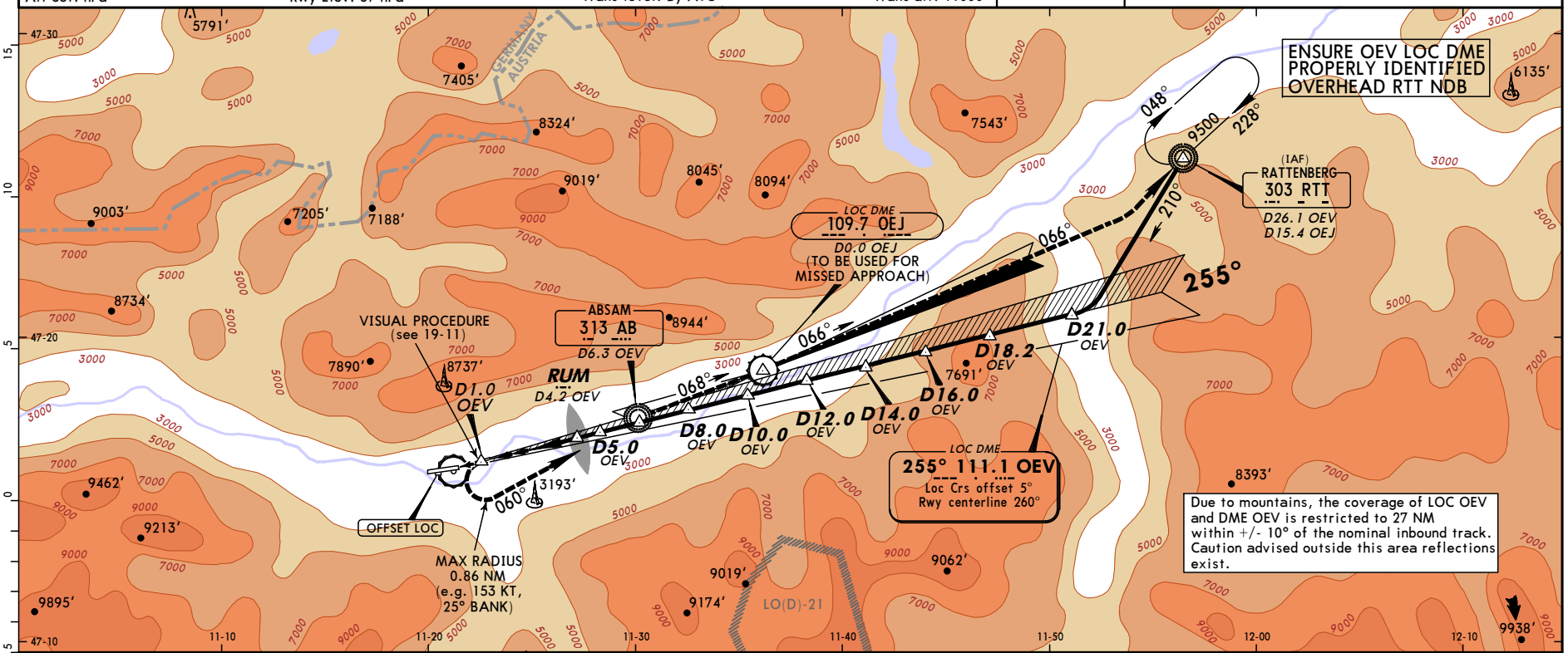
Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 11000′



MSA
RTT NDB

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

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



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.						

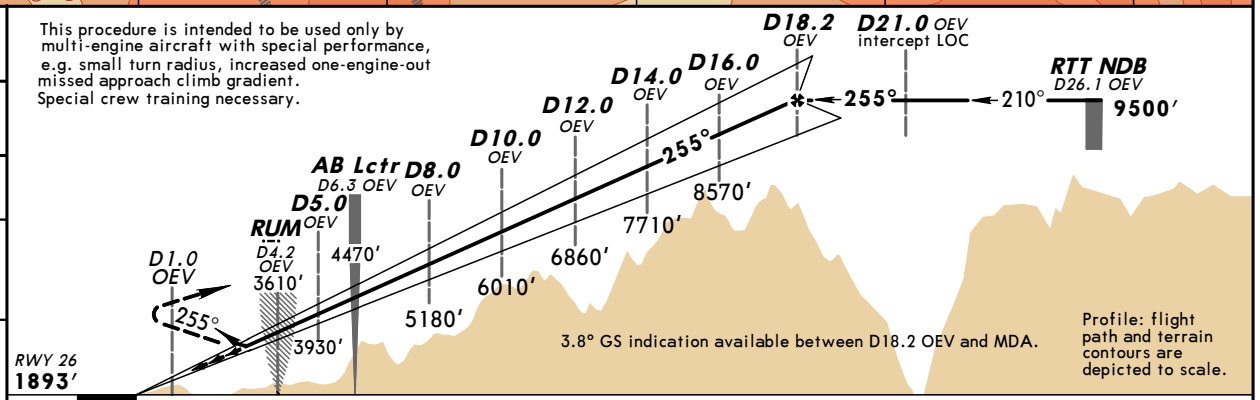
HIALS
REIL PAPI PAPI

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 19-11

PANS OPS

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: Note.

LOWI/INN
INNSBRUCK

JEPPESEN
15 MAY 09 (11-3)

FOLLOWED BY VISUAL APPROACH

INNSBRUCK, AUSTRIA
LOC DME WEST

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

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

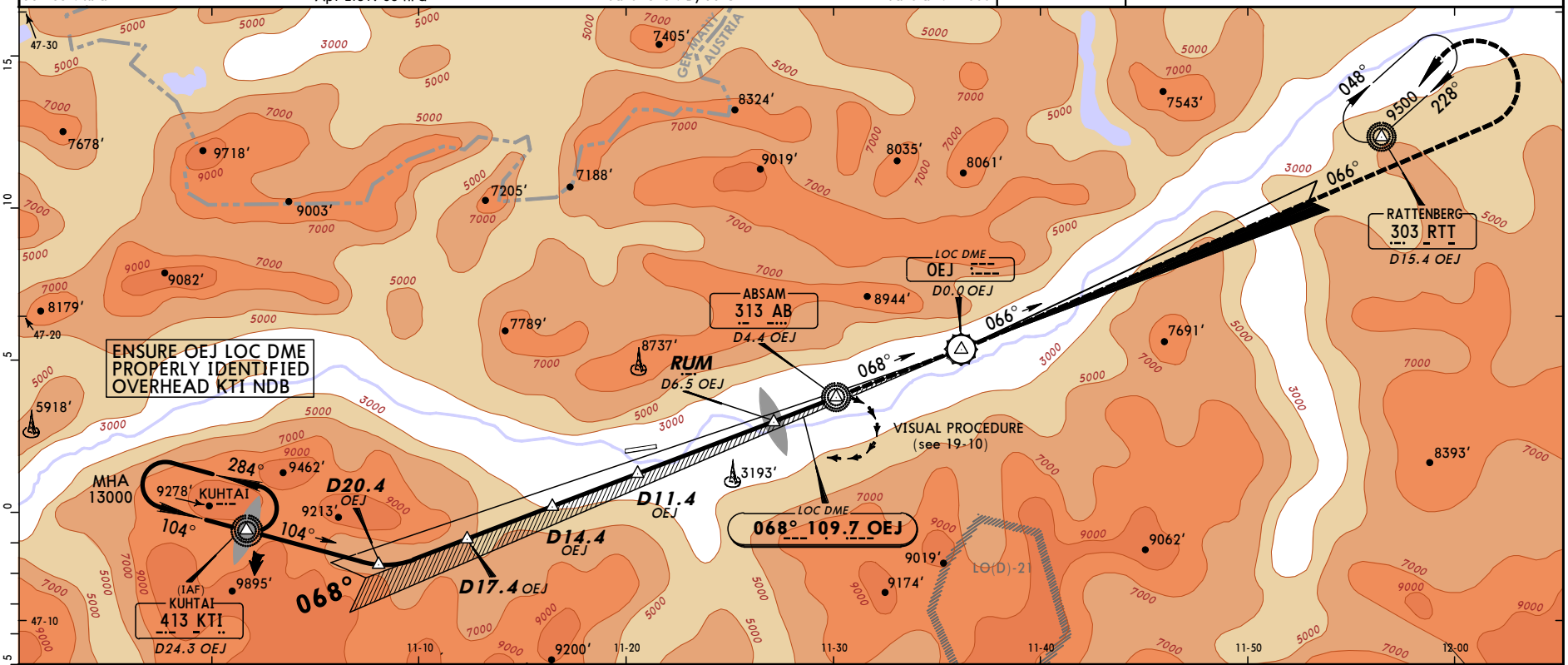
MISSED APCH: Climb on LOC crs (068°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 066° and continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station,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

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

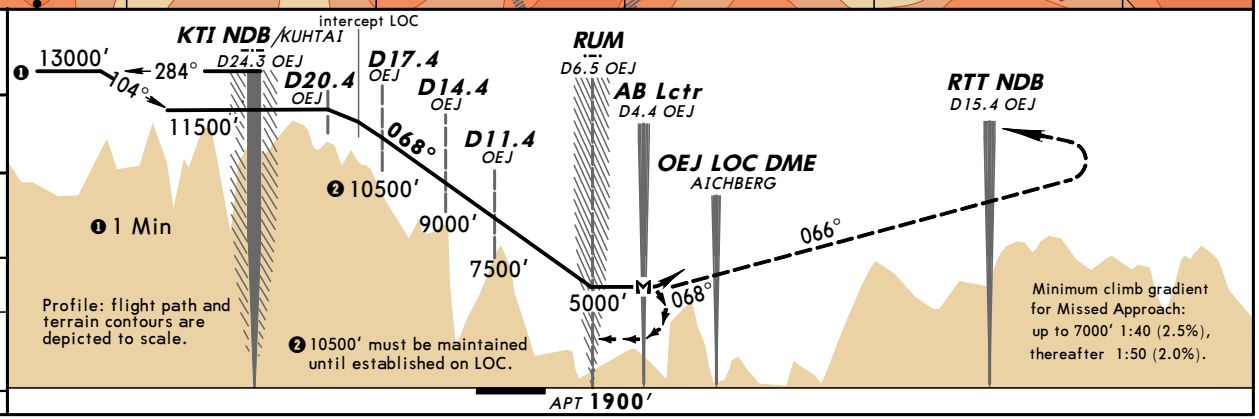
13,000′
090° 270°
14,400′ 13,600′
360°
MSA
KTI NDB

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

BRIEFING STRIP



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						



PANS OPS

	Lighting-Refer to Airport Chart	Refer to Missed Apch above

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

For prescribed flight tracks see 19-10

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

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

CHANGES: Note.

LOWI/INN
INNSBRUCK

JEPPESEN
15 MAY 09 (11-4)
FOLLOWED BY VISUAL APPROACH

INNSBRUCK, AUSTRIA
Special LOC DME WEST

BRIEFING STRIP

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

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

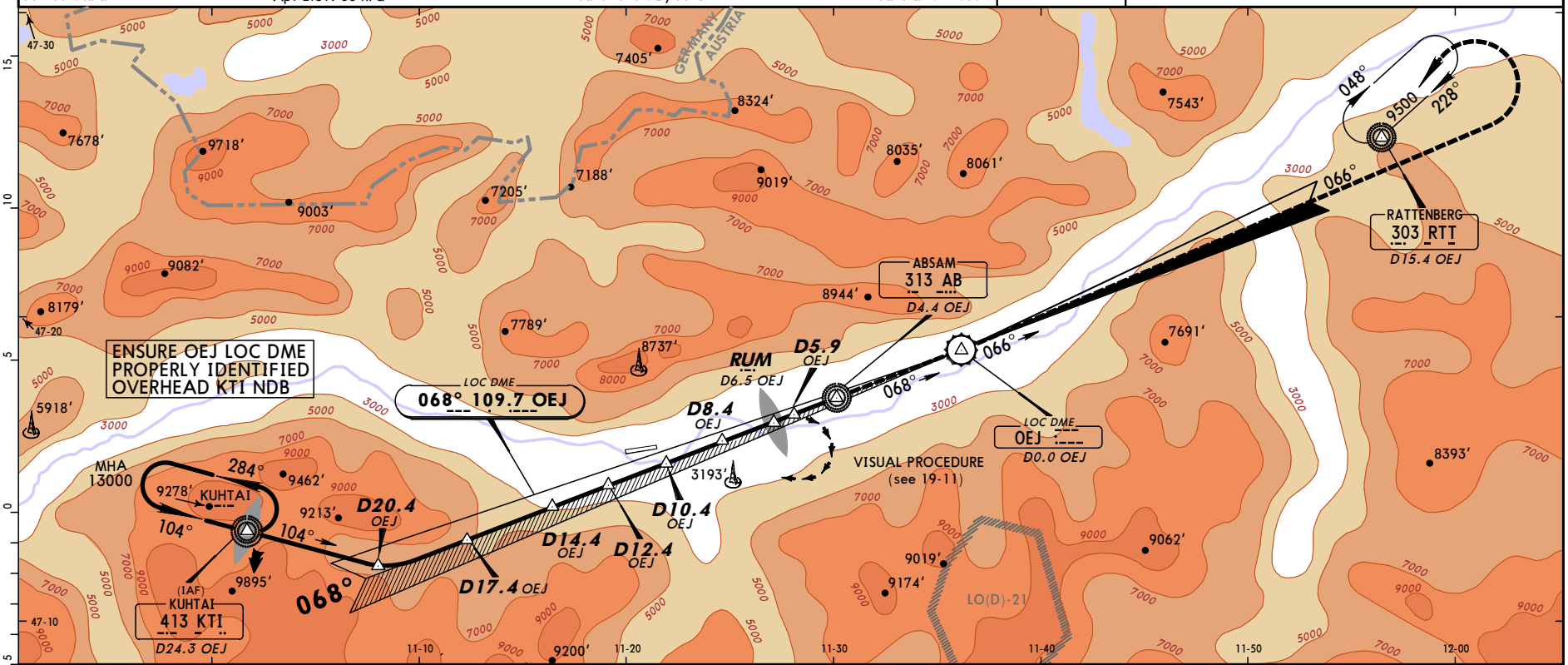
MISSED APCH: Climb on LOC crs (068°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 066° and continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station,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

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

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

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

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



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

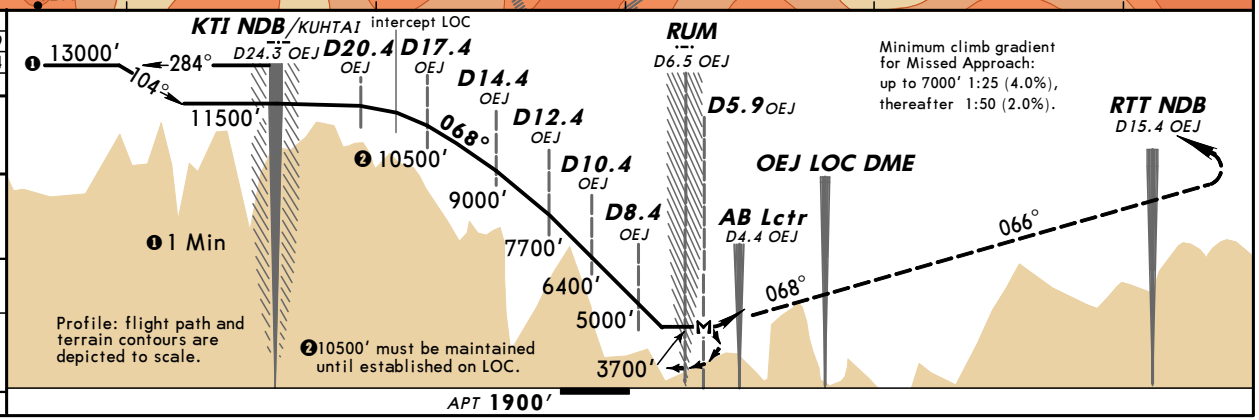
PANS OPS

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

For prescribed flight tracks see 19-11

		MDA(H)	CEIL-FLIGHT VIS
A	NOT APPLICABLE		
B		3700′ (1800′)	1800′- 3000m
C		3700′ (1800′)	1800′- 5000m
D			

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



CHANGES: Note.

BRIEFING STRIP TM

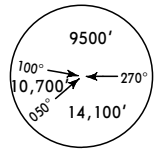
*D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

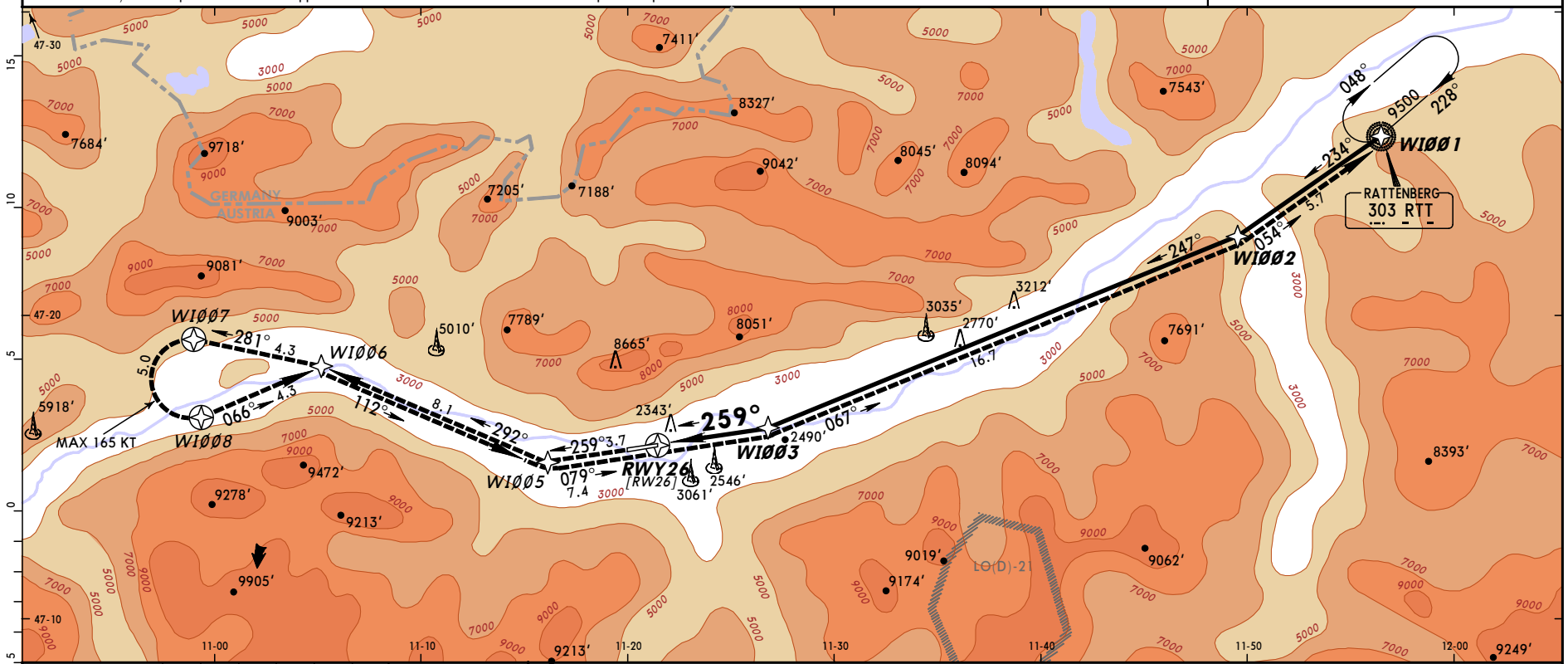
RNAV	Final Apch Crs	Minimum Alt	RNP 0.3 DA(H)	Apt Elev / RWY
	259°	WIØØ2 9500′ (7607′)	2600′ (707′)	Apt Elev 1900′ RWY 1893′

MISSED APCH: Climb to 9500′ via RNAV missed approach track to WIØØ1 and hold.

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

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED(refer to AIRPORT BRIEFING 10-1P pages). 2. GPS and IRS required (DME/DME, LOC and VOR/DME updating not authorized). 3. Request "RNP RNAV approach RWY 26". 4. Procedure NA below airport temperature -7°C.



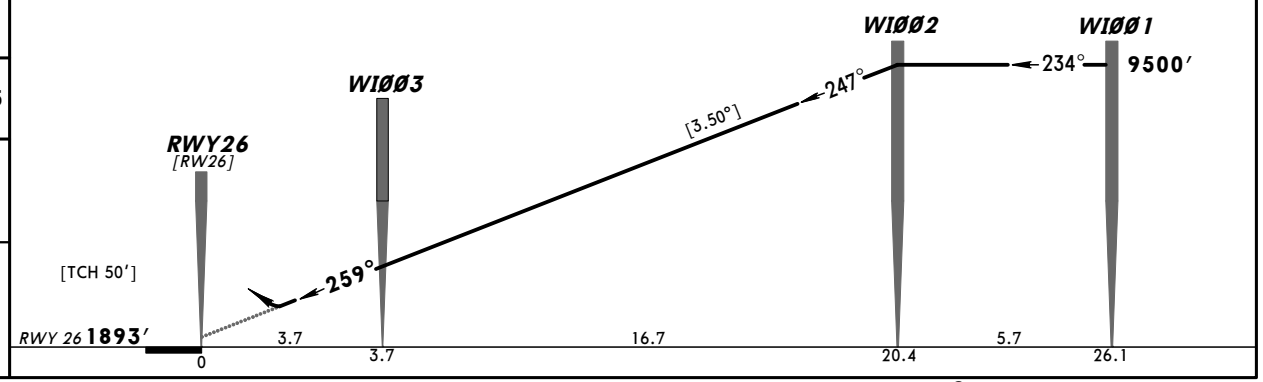


Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DA						

HIALS
REIL PAPI PAPI
9500′ via WIØØ5

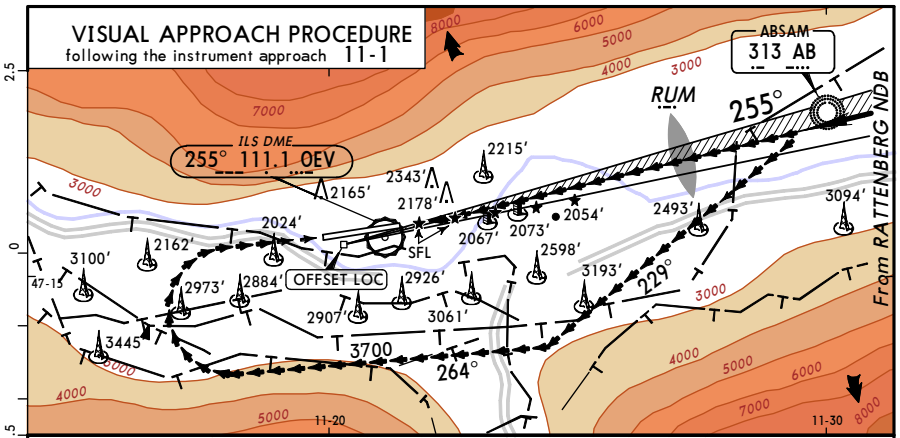
JAR-OPS STRAIGHT-IN LANDING RWY26

	RNP 0.3 LNAV/VNAV DA(H) 2600′ (707′) ALS out	LNAV
A	RVR 1500m	NOT AUTH
B		
C	RVR 1800m / RVR 2000m	
D	RVR 2000m	



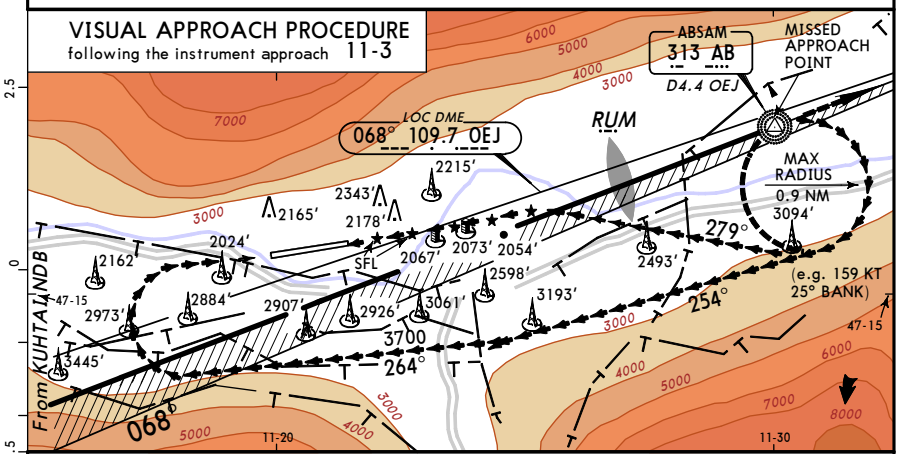
CHANGES: Chart reindexed.

VISUAL APPROACH PROCEDURE
following the instrument approach 11-1



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.

VISUAL APPROACH PROCEDURE
following the instrument approach 11-3



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.

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

After apch 11-1		After apch 11-3
Missed apch climb gradient mim 5.0%	Missed apch climb gradient mim 4.5%	
MDA(H) **4500′** (2600′)	MDA(H) **5000′** (3100′)	MDA(H) **5000′** (3100′)

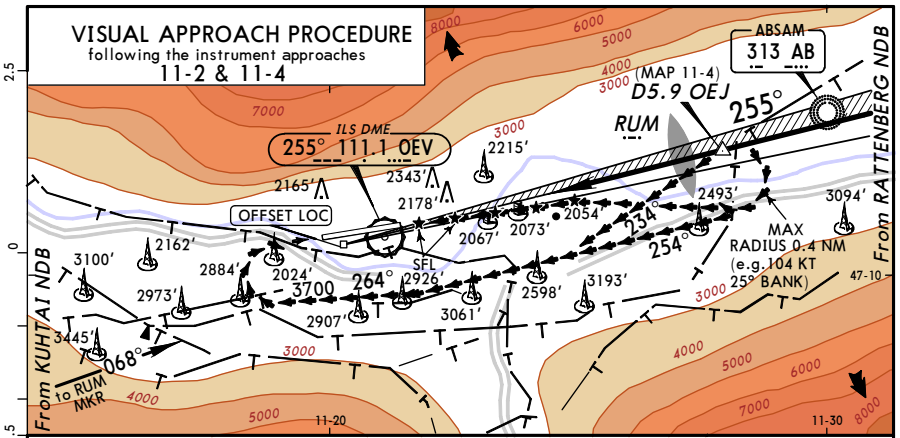
FLIGHT VISIBILITY	
A	3000m
B	
C	5000m
D	

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

PANS OPS

1 in=2.5 NM

VISUAL APPROACH PROCEDURE
following the instrument approaches 11-2 & 11-4



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	3000m
B	
C	5000m
D	

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

PANS OPS