

LOWI/INN  
INNSBRUCK

JEPPESEN  
20 APR 07 (10-1P)

INNSBRUCK, AUSTRIA  
AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

\*D-ATIS 126.02

### 1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeitsverordnung 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.

### 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'.

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.

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## 1. GENERAL

### 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.

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INNSBRUCK, AUSTRIA  
AIRPORT BRIEFING

## 2. ARRIVAL

### 2.1. OTHER INFORMATION

#### 2.1.1. ATC PROCEDURES

No approach clearance will be issued by ATC below CEIL 1300' 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)

LOWI/INN  
INNSBRUCK

20 APR 07

JEPPESEN  
10-1P3

INNSBRUCK, AUSTRIA  
AIRPORT BRIEFING

## 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.

LOWI/INN  
 INNSBRUCK

JEPPESEN

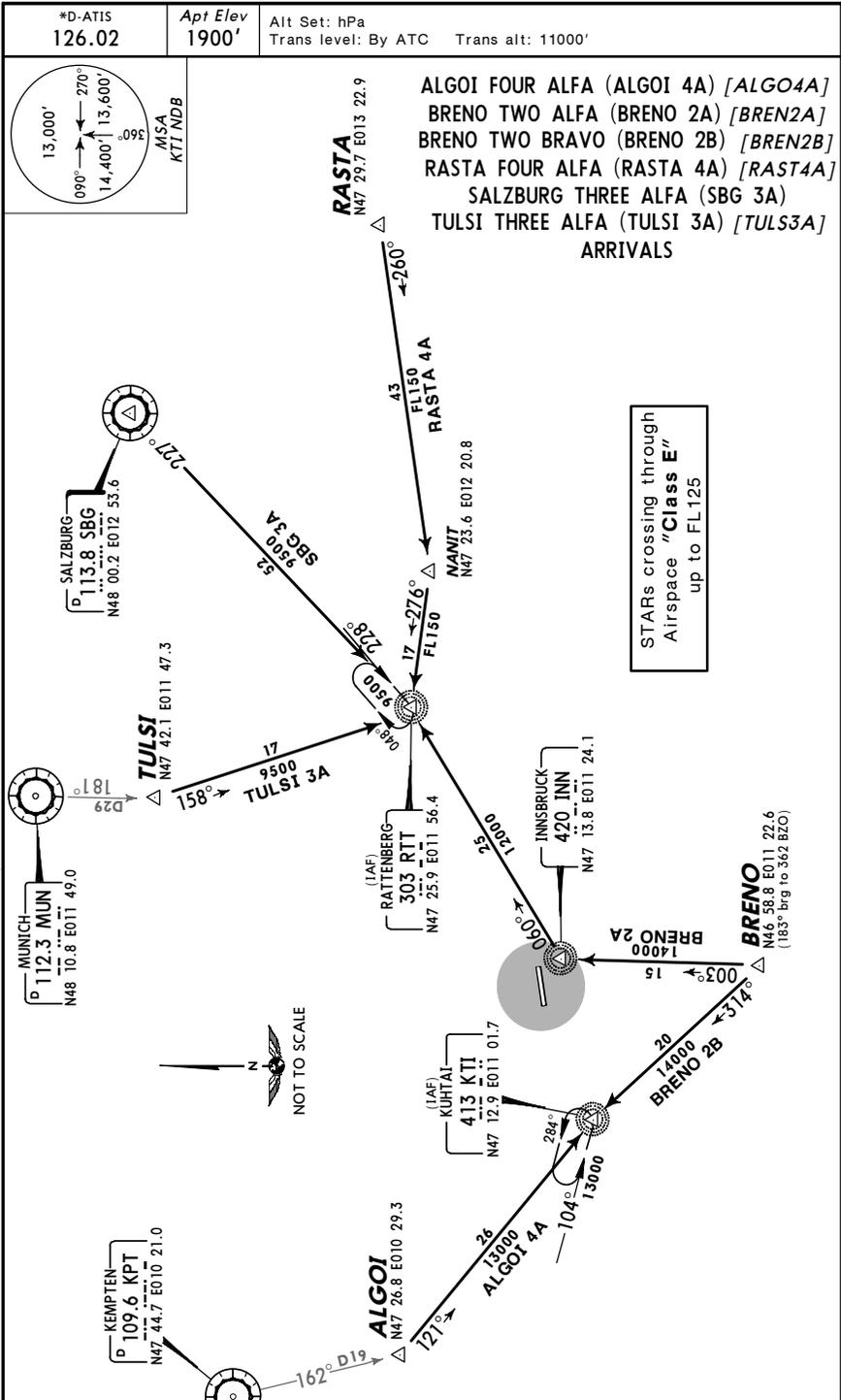
INNSBRUCK, AUSTRIA

16 NOV 07

10-2

Eff 22 Nov

STAR



CHANGES: STAR BAGSI 4A withdrawn.

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LOWI/INN  
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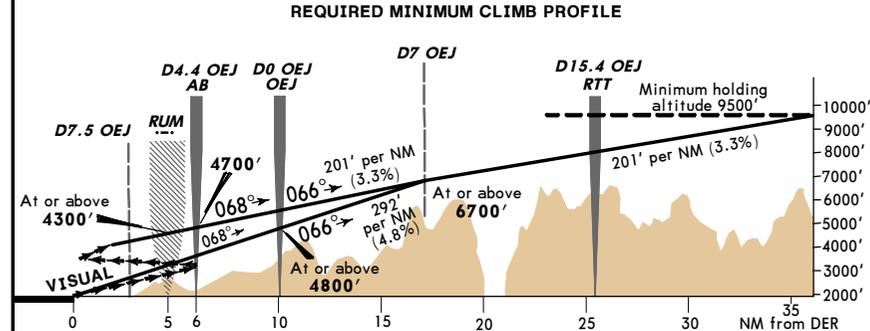
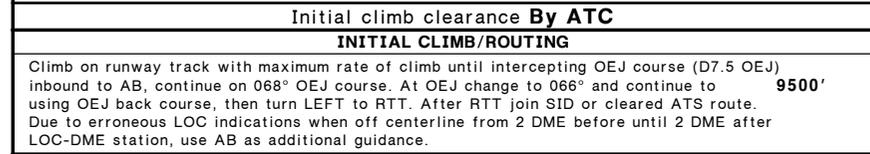
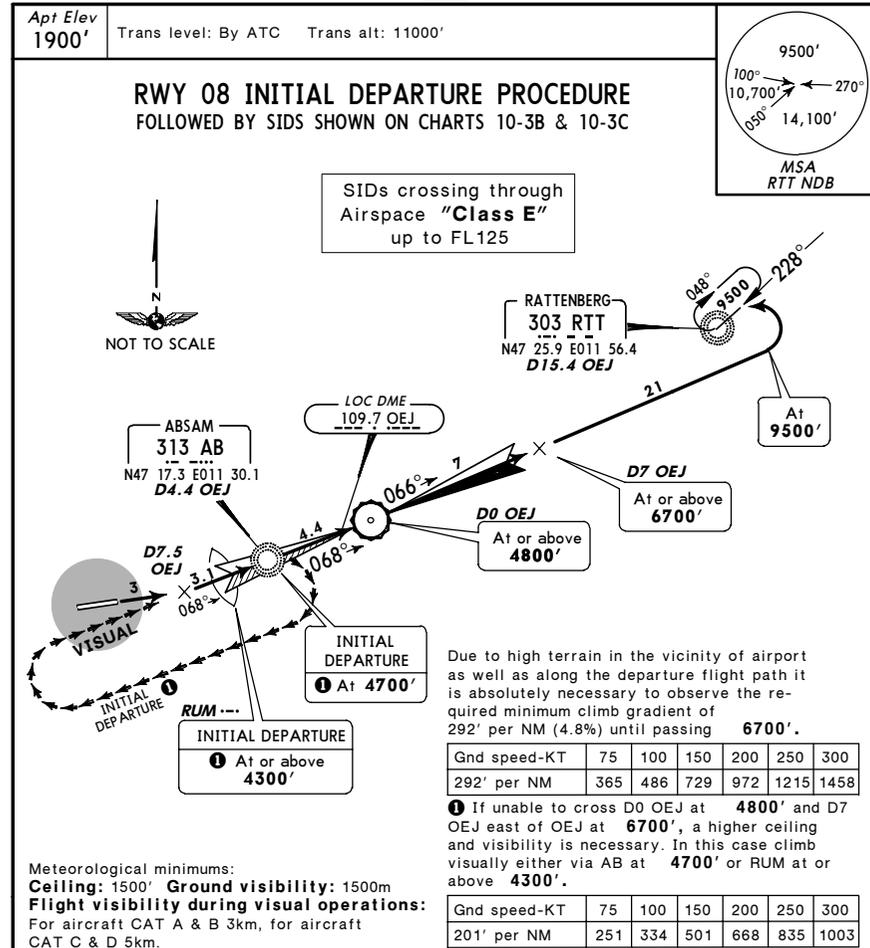
INNSBRUCK, AUSTRIA

2 MAR 07

10-3

Eff 15 Mar

SID

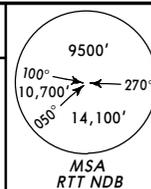


CHANGES: Climb gradients; RTT SIDs transferred.

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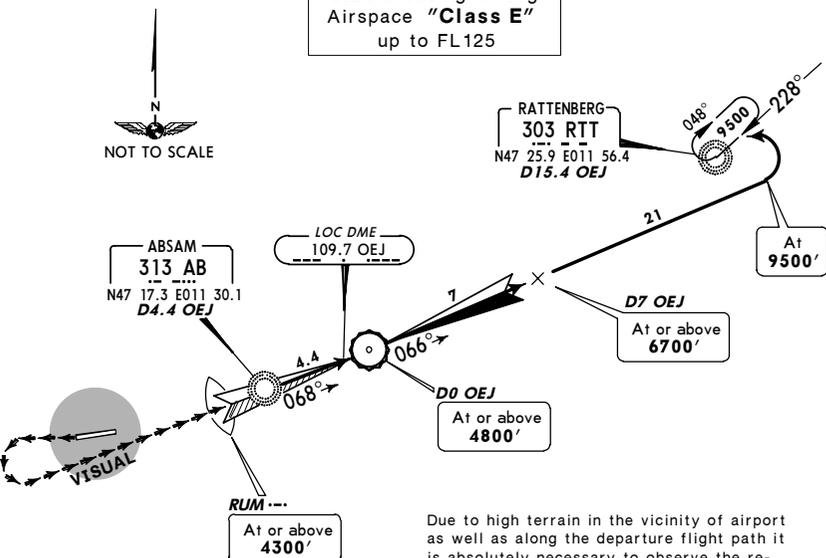
**LOWI/INN INNSBRUCK** **JEPPESEN INNSBRUCK, AUSTRIA**  
 2 MAR 07 (10-3A) Eff 15 Mar SID

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



**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

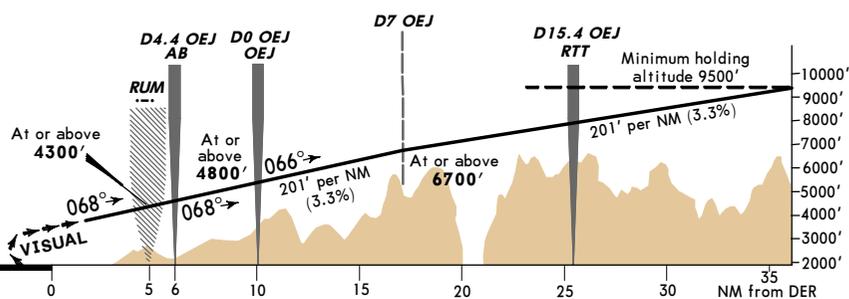
Meteorological minimums:  
**Ceiling:** 1500' **Ground visibility:** 1500m  
**Flight visibility during visual operations:**  
 For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

**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**

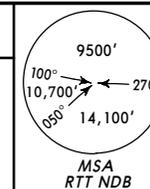


CHANGES: Climb gradients; RTT SID transferred.

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**LOWI/INN INNSBRUCK** **JEPPESEN INNSBRUCK, AUSTRIA**  
 2 MAR 07 (10-3B) Eff 15 Mar SID

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

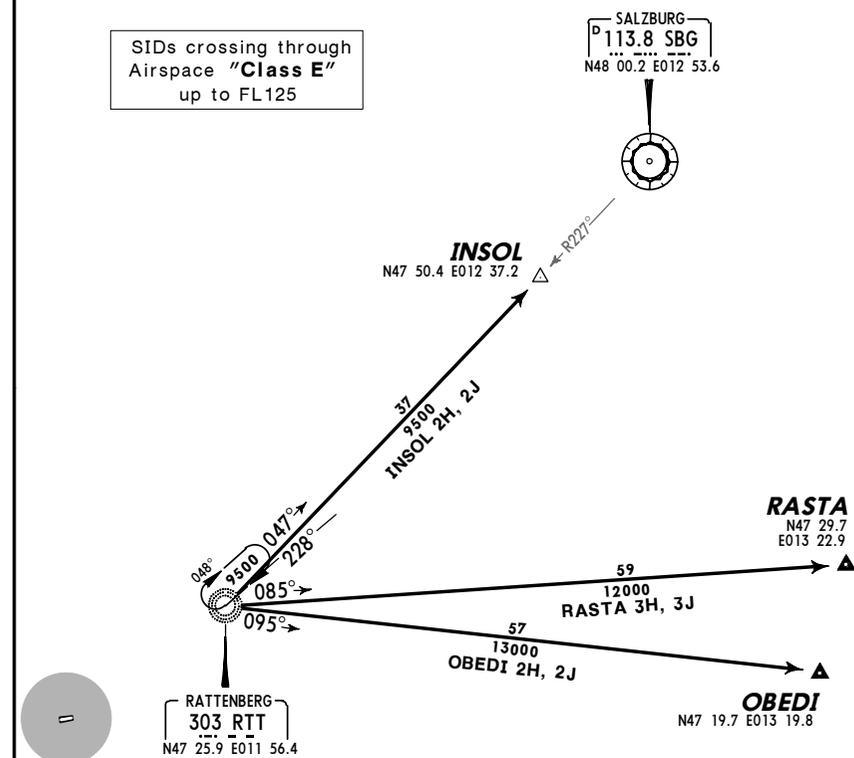


**INSOL TWO HOTEL (INSOL 2H)  
 OBEDI TWO HOTEL (OBEDI 2H)  
 RASTA THREE HOTEL (RASTA 3H)  
 RWY 26 DEPARTURES**

**INSOL TWO JULIETT (INSOL 2J) [INSO2J]  
 OBEDI TWO JULIETT (OBEDI 2J) [OBED2J]  
 RASTA THREE JULIETT (RASTA 3J) [RAST3J]  
 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**

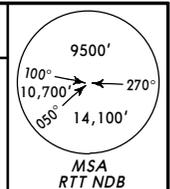
SID	ROUTING
INSOL 2H, 2J	At RTT intercept SBG R-227 inbound to INSOL.
OBEDI 2H, 2J	At RTT 095° bearing to OBEDI.
RASTA 3H, 3J	At RTT 085° bearing to RASTA.

CHANGES: SIDs renumbered & withdrawn.

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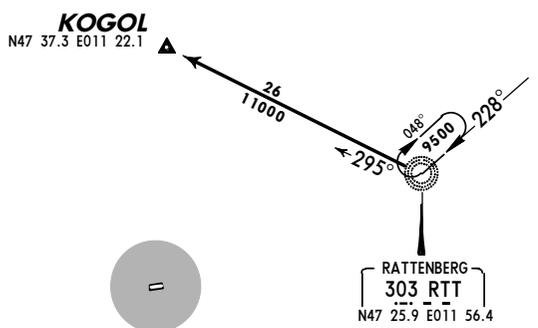
**LOWI/INN INNSBRUCK** **JEPPESEN INNSBRUCK, AUSTRIA**  
 2 MAR 07 (10-3C) Eff 15 Mar SID

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



**KOGOL TWO HOTEL (KOGOL 2H)  
 RWY 26 DEPARTURES**  
**KOGOL TWO JULIETT (KOGOL 2J) [KOGO2J]  
 RWY 08 DEPARTURES**  
 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

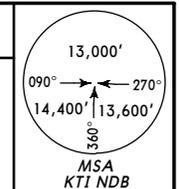


Initial climb clearance **By ATC**  
**INITIAL CLIMB/ROUTING**

At RTT 295° bearing to KOGOL.

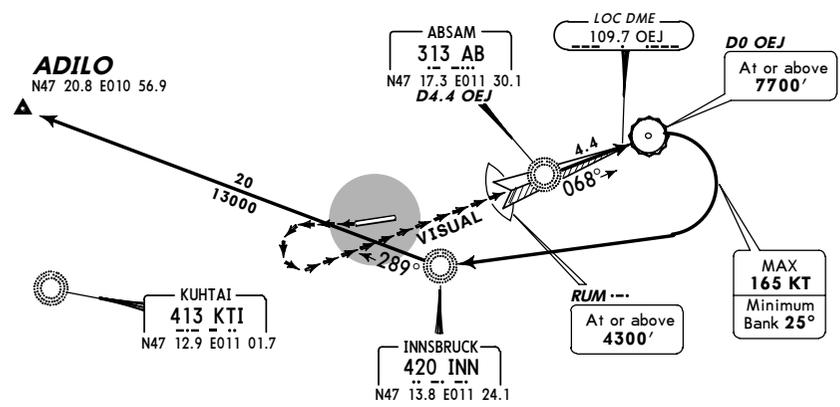
**LOWI/INN INNSBRUCK** **JEPPESEN INNSBRUCK, AUSTRIA**  
 2 MAR 07 (10-3D) Eff 15 Mar SID

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

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

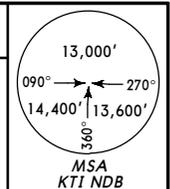
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance **By ATC**  
**INITIAL CLIMB/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.

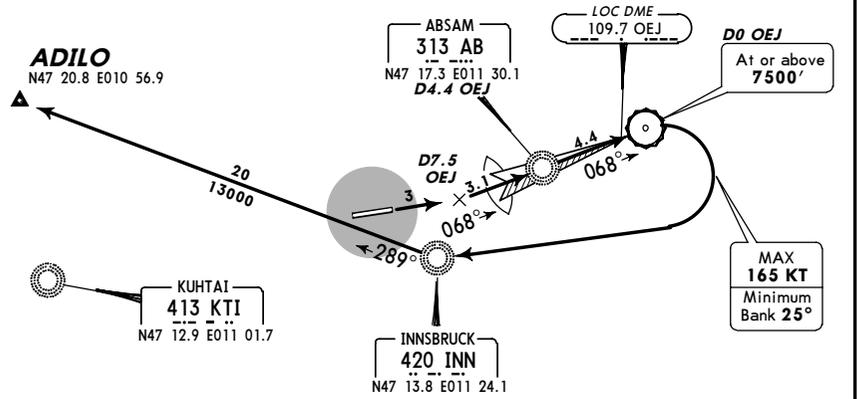
LOWI/INN INNSBRUCK 2 MAR 07 (10-3E) Eff 15 Mar SID

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



ADIOLO ONE JULIETT (ADIOLO 1J)  
 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.

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

Gnd speed-KT	75	100	150	200	250	300
535' per NM	668	891	1337	1782	2228	2674
395' per NM	494	658	987	1317	1646	1975

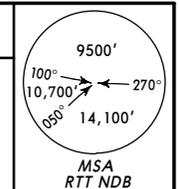
Initial climb clearance By ATC

INITIAL CLIMB/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.

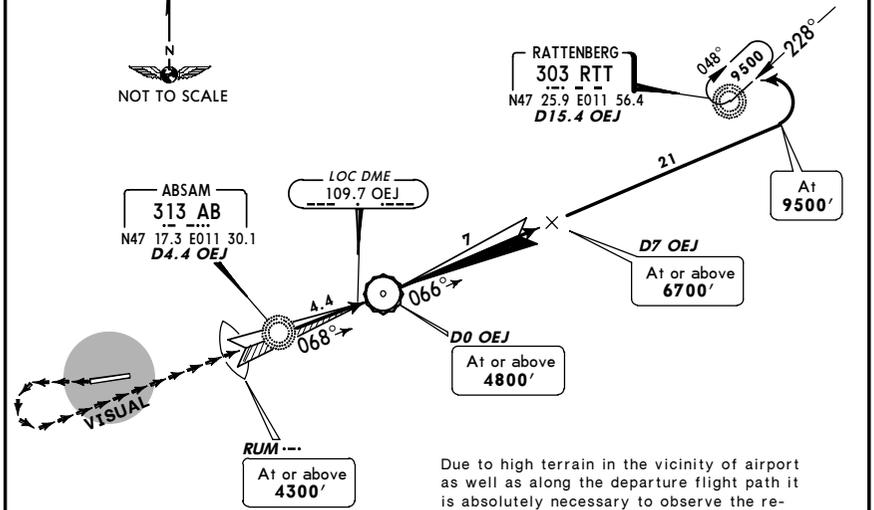
LOWI/INN INNSBRUCK 2 MAR 07 (10-3F) Eff 15 Mar SID

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



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%).

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

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

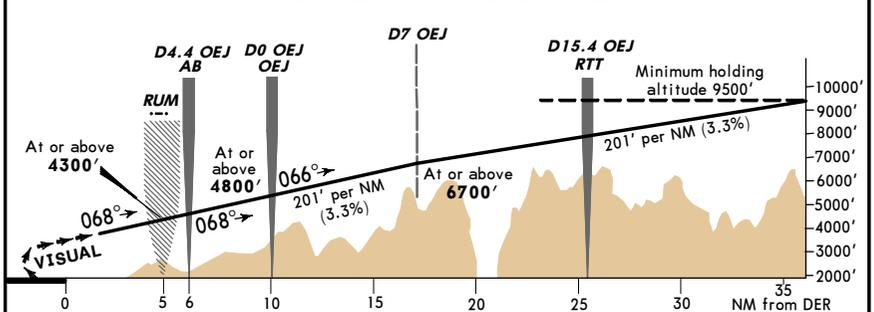
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb visually 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.

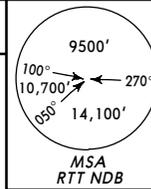
REQUIRED MINIMUM CLIMB PROFILE



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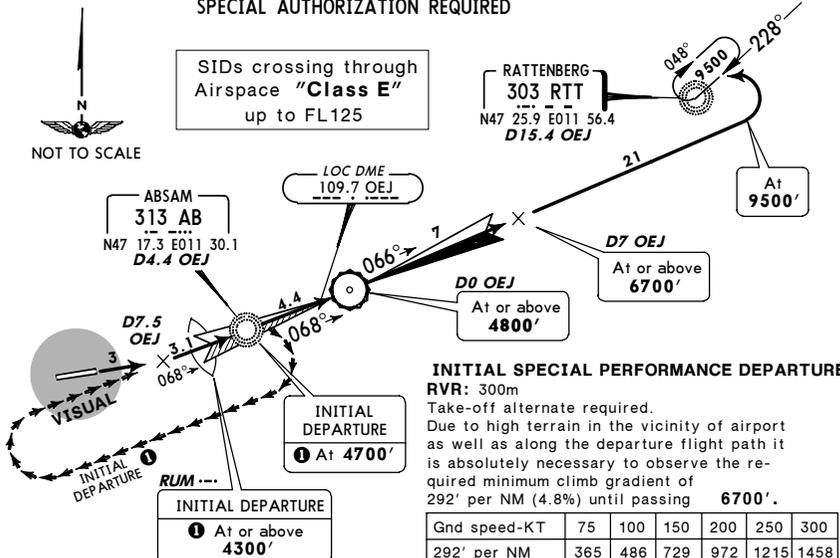
JEPPESEN INNSBRUCK, AUSTRIA  
 2 MAR 07 (10-3G) Eff 15 Mar SID

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



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

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

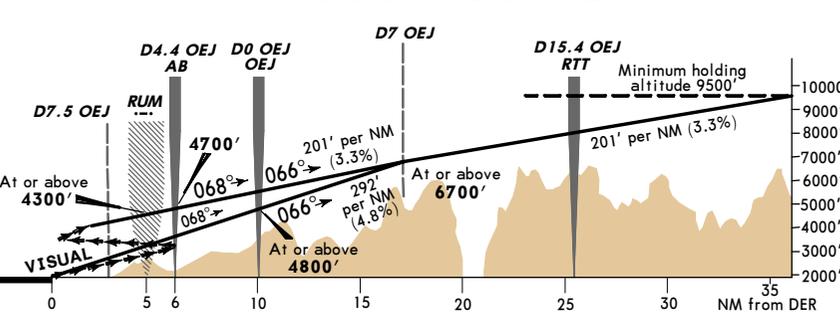
**INITIAL DEPARTURE**  
 Meteorological minimums:  
 Ceiling: 1500' Ground visibility: 1500m  
 Flight visibility during visual operations:  
 For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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'.  
 Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

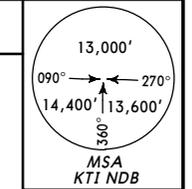
REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN  
 INNSBRUCK

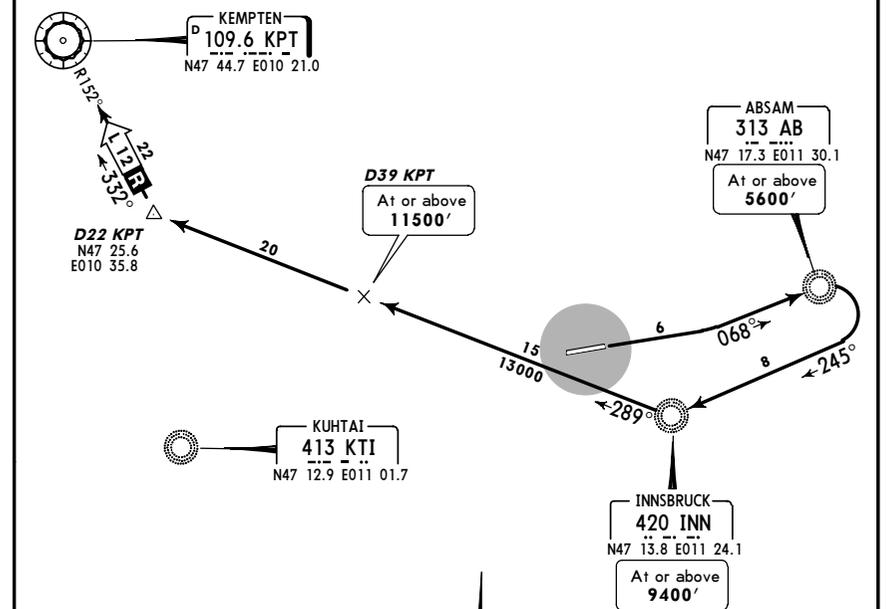
JEPPESEN INNSBRUCK, AUSTRIA  
 2 MAR 07 (10-3H) Eff 15 Mar SID

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



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

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'.

Initial climb clearance By ATC

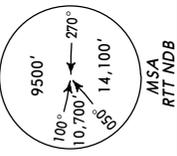
INITIAL CLIMB/ROUTING

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

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JEPPESEN INNSBRUCK, AUSTRIA  
 2 MAR 07 (10-3J) Eff 15 Mar RNAV SID

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

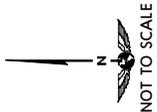
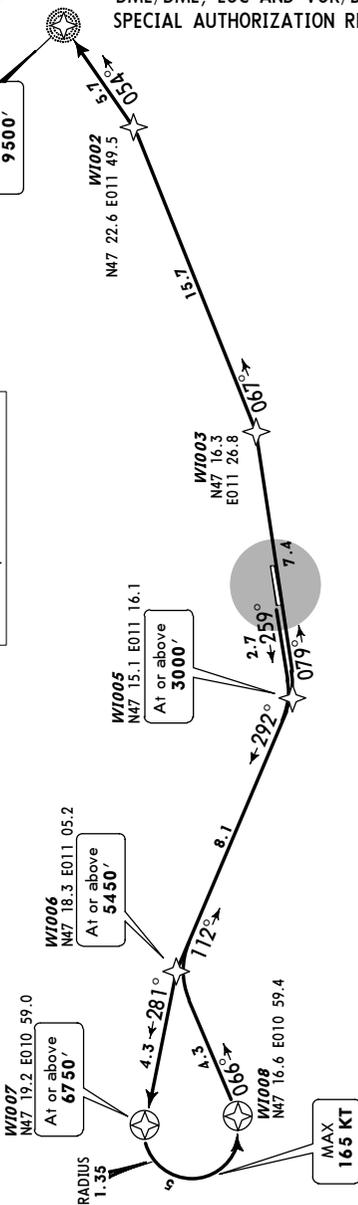


**RTT 1X  
 RWY 26 SPECIAL PERFORMANCE  
 RNAV (RNP 0.3) DEPARTURE**

GPS AND IRS REQUIRED  
 DME/DME, LOC AND VOR/DME UPDATING NOT AUTHORIZED  
 SPECIAL AUTHORIZATION REQUIRED (REFER TO PAGE 12-1A)

W1001  
 RATTENBERG  
 303 RTT  
 N47 25.9 E011 56.4  
 At or above  
 9500'

SIDs crossing through  
 Airspace "Class E"  
 up to FL 125



This SID requires minimum climb gradients of  
 425' per NM (7%) until W1005, then  
 304' per NM (5%) until passing W1008.

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

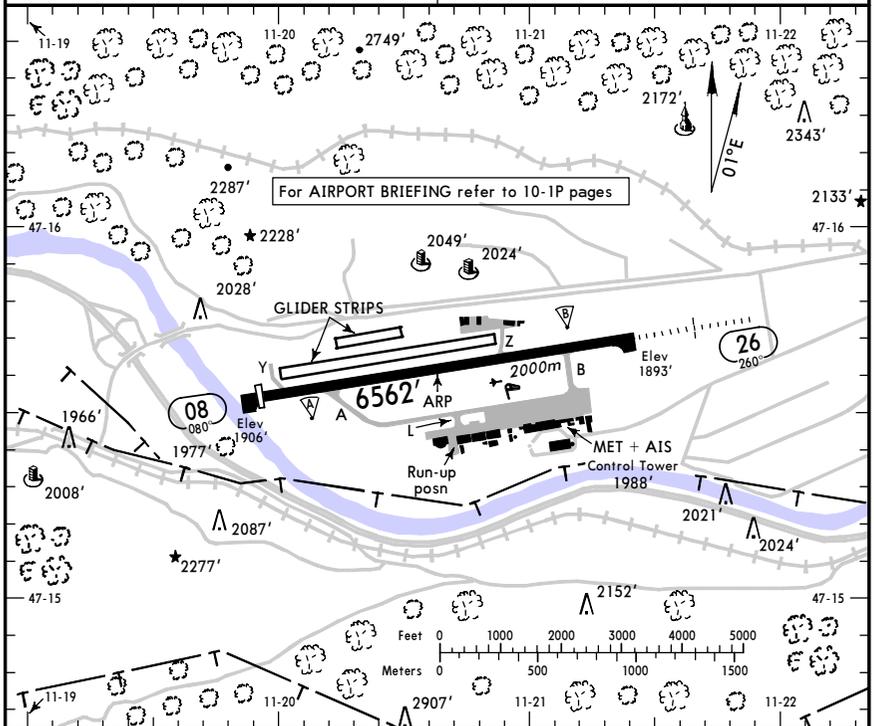
**INITIAL CLIMB/ROUTING**

W1005 (3000'+) - W1006 (5450'+) - W1007 (6750'+) - W1008 -
W1006 - W1005 - W1003 - W1002 - W1001 (9500'+).

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 INNSBRUCK

JEPPESEN INNSBRUCK, AUSTRIA  
 20 APR 07 (10-9) RNAV SID

Apt Elev 1900' N47 15.6 E011 20.6



ADDITIONAL RUNWAY INFORMATION

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

① (38W, 20R & W, 8R)

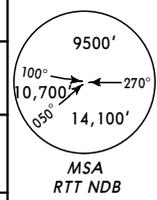
TAKE-OFF AIR CARRIER All Rwys
1500' - 1500m ①

① Special performance departure: RVR 300m, take-off alternate required.

**LOWI/INN** **JEPPESEN**  
 INNSBRUCK Eff 12 Apr (11-1)

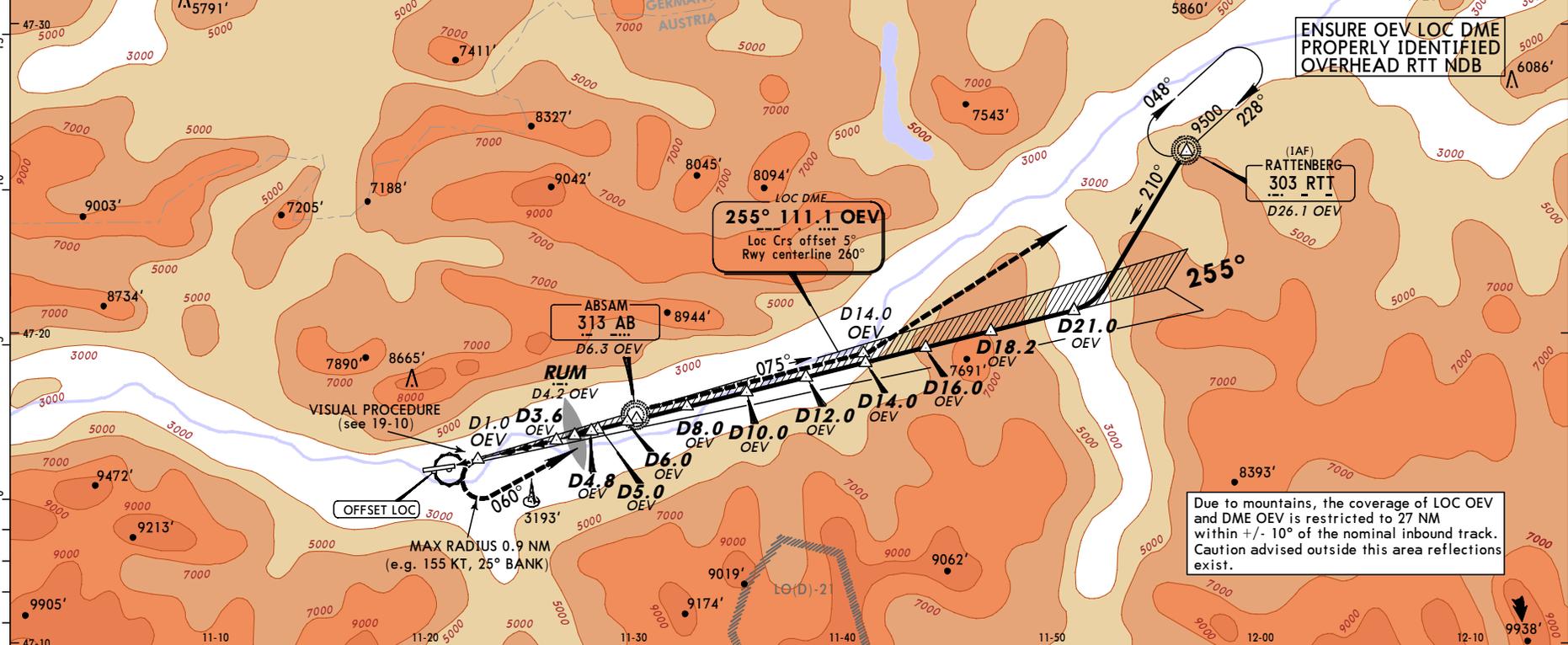
**INNSBRUCK, AUSTRIA**  
**LOC DME EAST**

*D-ATIS <b>126.02</b>		*INNSBRUCK Radar (APP) <b>119.27</b>		*INNSBRUCK Tower <b>120.1</b>	
LOC <b>111.1</b>	Final Apch Crs <b>255°</b>	Minimum Alt <b>D18.2 OEV</b> <b>9500' (7607')</b>	MDA(H) Refer to Minimums	Apt Elev <b>1900'</b>	RWY <b>1893'</b>



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

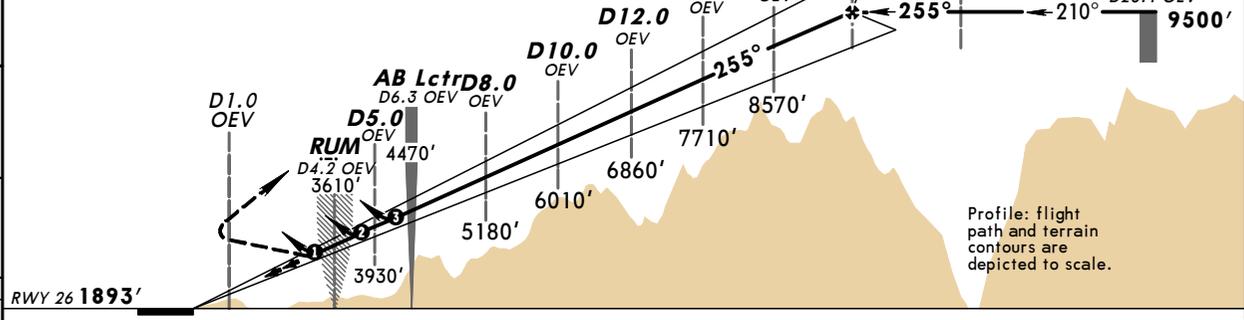
Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 11000'



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

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%)

VISUAL STRAIGHT-IN LANDING RWY26			CIRCLE-TO-LAND with prescribed flight tracks
Missed apch climb gradient mim 5.0%	Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 3.1%	
MDA(H) <b>3400' (1507')</b>	MDA(H) <b>3900' (2007')</b>	MDA(H) <b>4400' (2507')</b>	
FLIGHT VISIBILITY ALS out			
A	2800m	A	SEE 19-10
B		B	
C	3700m	C	
D	4500m	D	



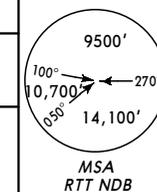
LOWI/INN  
 INNSBRUCK

JEPPESEN  
 6 APR 07  
 Eff 12 Apr (11-2)

MIM MISSED APCH CLIMB GRAD  
 ACCORDING SPECIAL AUTHORIZATION

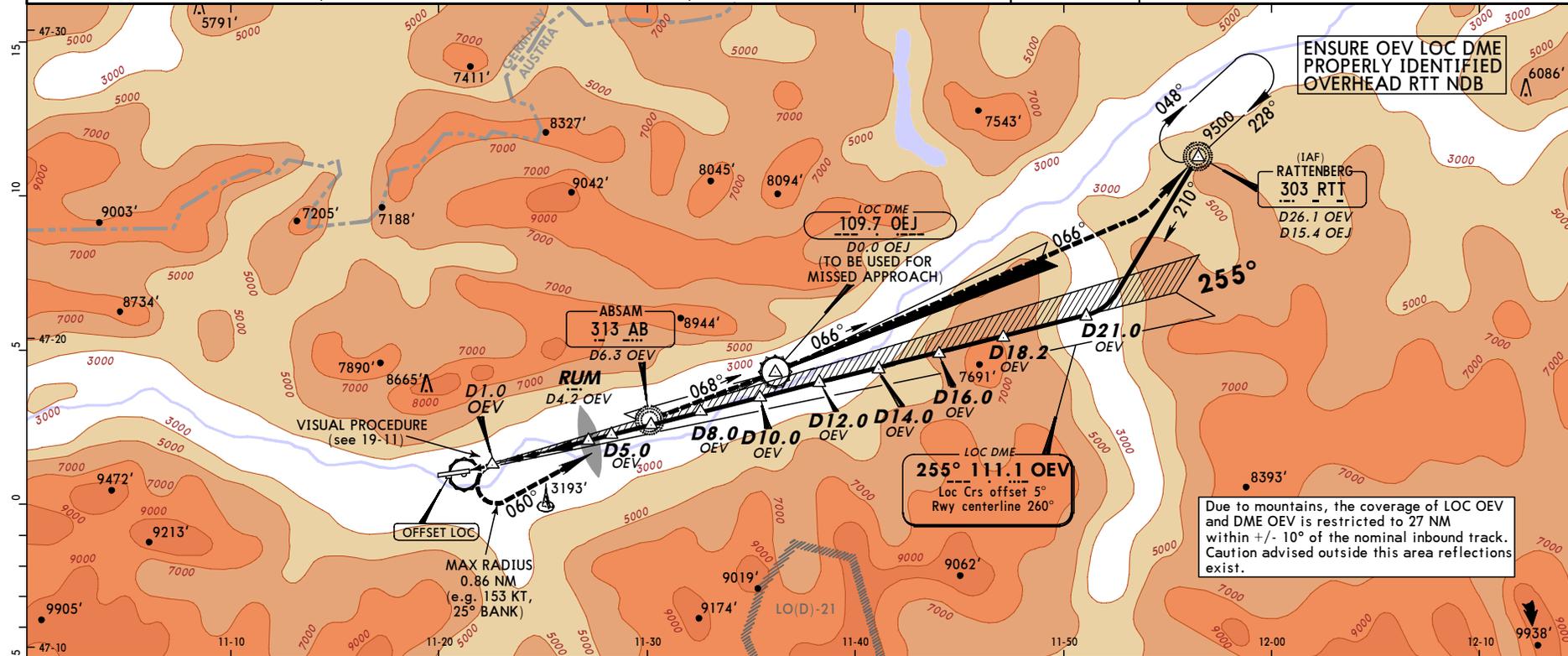
INNSBRUCK, AUSTRIA  
 Special LOC DME EAST

*D-ATIS 126.02		*INNSBRUCK Radar (APP) 119.27		*INNSBRUCK Tower 120.1	
LOC OEV 111.1	Final Apch Crs 255°	Minimum Alt D18.2 OEV 9500' (7607')	MDA(H) Refer to Minimms	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'	

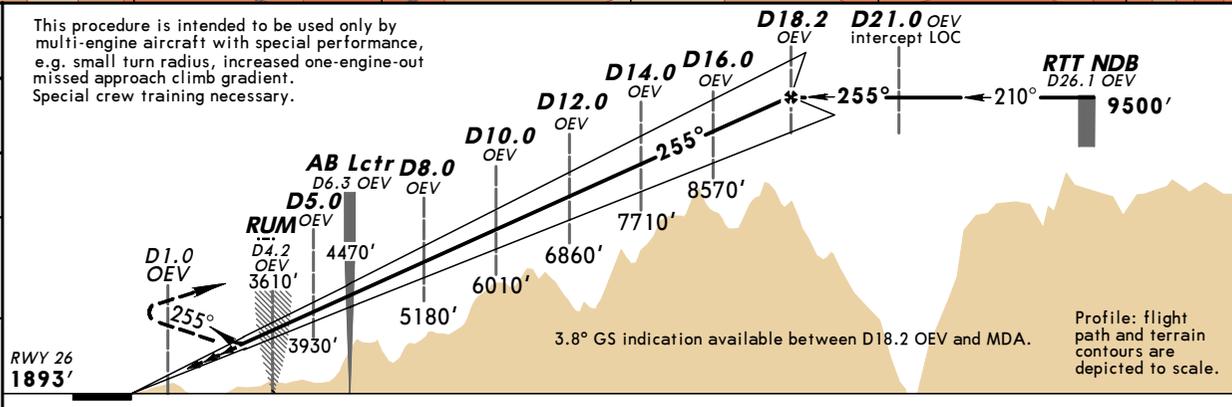


THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY AUSTRO CONTROL GMBH.

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.							
VISUAL STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND					
ALS out		with prescribed flight tracks					
A	ACCORDING SPECIAL AUTHORIZATION	A	SEE 19-11				
B		B					
C		C					
D		D					



CHANGES: Communications.

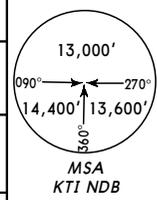
**LOWI/INN**  
**INNSBRUCK**

**JEPPESEN**  
 17 MAR 06 (1-3)

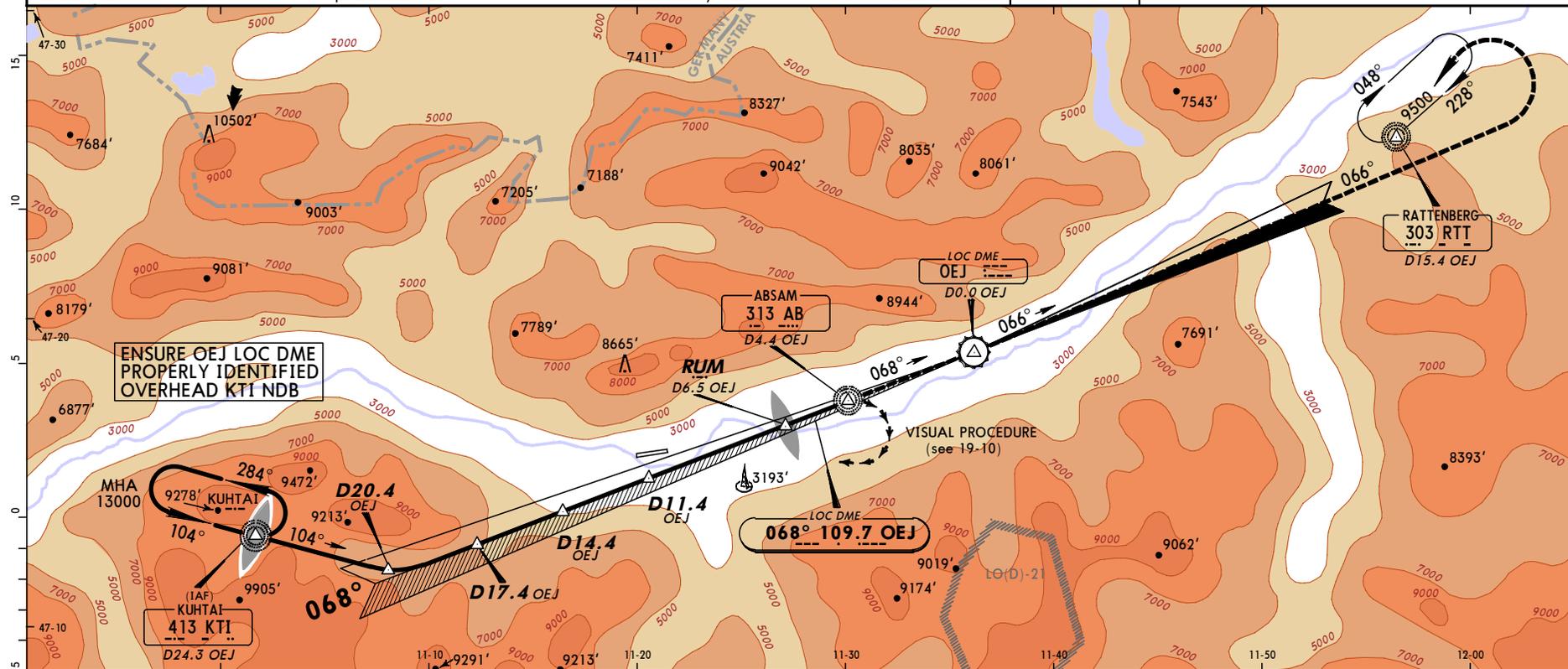
FOLLOWED BY  
 VISUAL APPROACH

**INNSBRUCK, AUSTRIA**  
**LOC DME WEST**

*ATIS 126.02		*INNSBRUCK Radar (APP) 119.27		*INNSBRUCK Tower 120.1	
LOC OEJ <b>109.7</b>	Final ApcH Crs <b>068°</b>	Minimum Alt No FAF	MDA(H) <b>5000' (3100')</b>	Apt Elev <b>1900'</b>	
<b>MISSED APCH:</b> 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'	

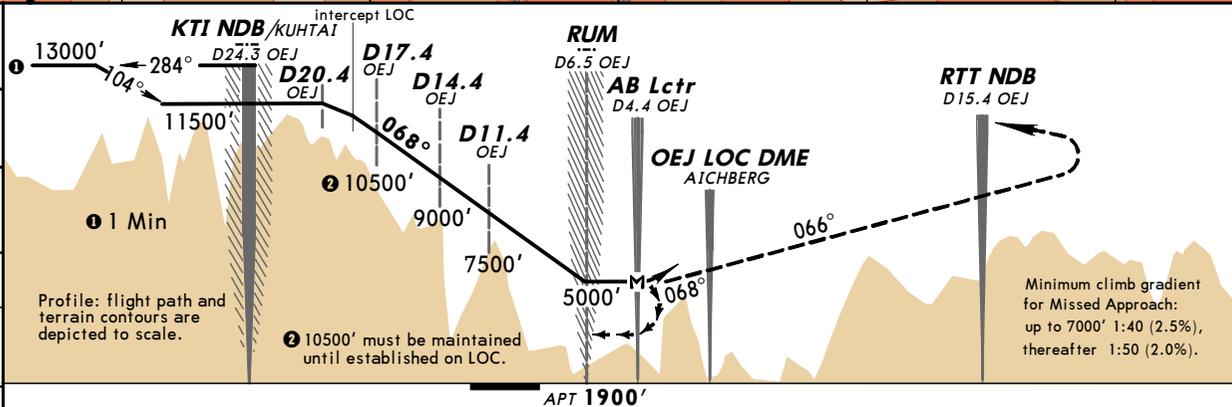


PILOTS USING THIS CHART MUST REFER TO THE NOTES ON PAGE 10-9A.



Gnd speed-Kts		70	90	100	120	140	160
LOC Descent Gradient		8.2%	581	747	830	996	1163
MAP at AB Lctr / D4.4 OEJ							
STRAIGHT-IN LANDING		CEILING REQUIRED		CIRCLE-TO-LAND			
		For prescribed flight tracks see 19-10					
		MDA(H)		CEIL-FLIGHT VIS			
A		A	<b>5000' (3100')</b>	3100' - 3000m			
B		B	<b>5000' (3100')</b>	3100' - 5000m			
C	NOT APPLICABLE	C					
D		D					

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



PANS OPS



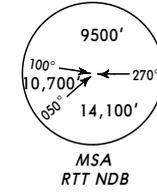
**LOWI/INN**  
**INNSBRUCK**



20 APR 07 (12-1)

**INNSBRUCK, AUSTRIA**  
**RNAV (RNP) RWY 26**

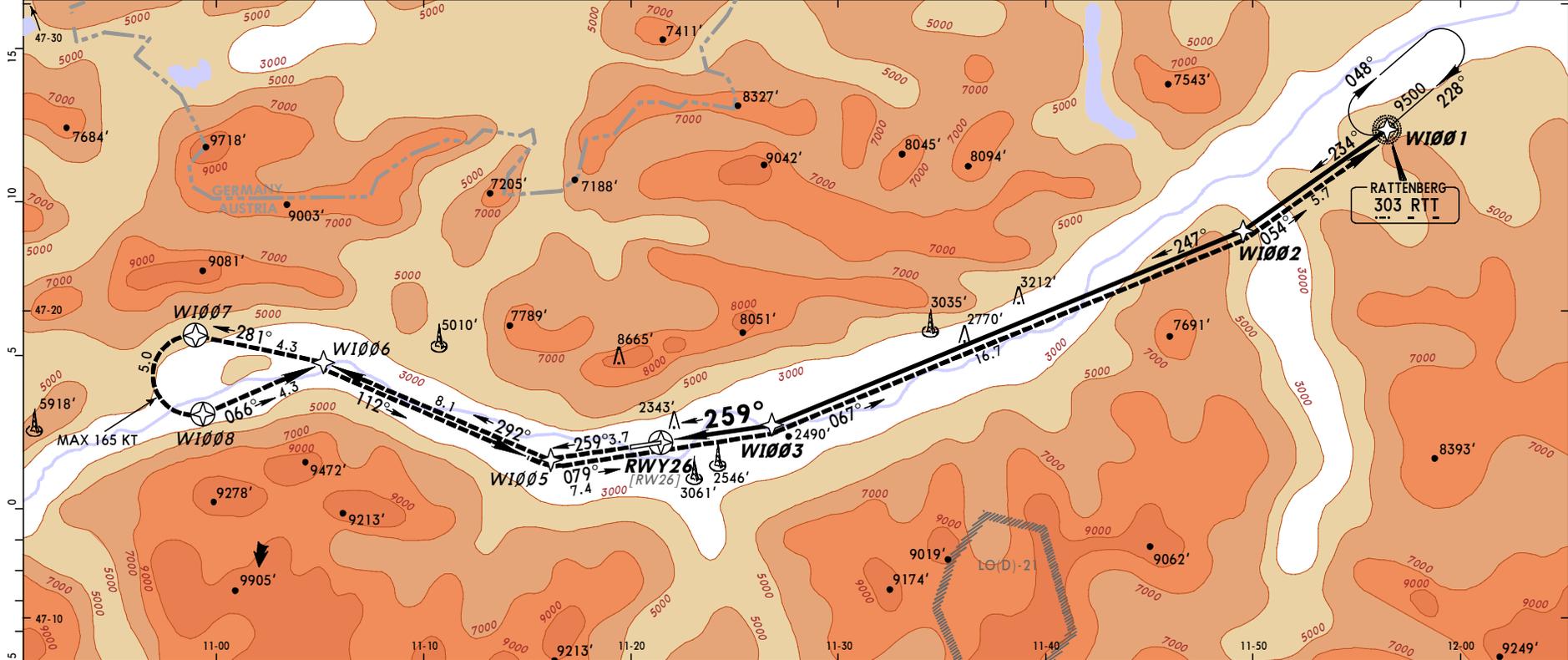
*D-ATIS <b>126.02</b>		*INNSBRUCK Radar (APP) <b>119.27</b>		*INNSBRUCK Tower <b>120.1</b>	
RNAV	Final ApcH Crs <b>259°</b>	Minimum Alt <b>W1002</b> <b>9500'</b> (7607')	RNP 0.3 DA(H) <b>2600'</b> (707')	Apt Elev <b>1900'</b>	RWY <b>1893'</b>



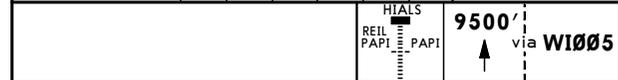
**MISSED APCH: Climb to 9500' via RNAV missed approach track to W1001 and hold.**

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

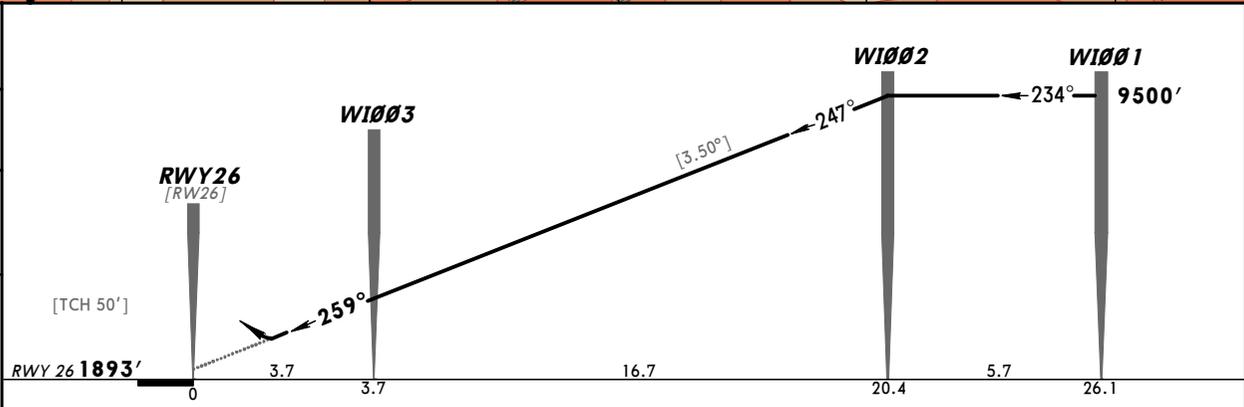
1. **SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED** (refer to AIRPORT BRIEFING 10-1P pages). 2. GPS and IRS required (DME/DME, LOC and VOR/DME updating not authorized). 3. Request "RNP RNAV approach RWY 26". 4. Procedure NA below airport temperature -7°C.



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



<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY26	
RNP 0.3 LNAV/VNAV DA(H) <b>2600'</b> (707')		LNAV	
ALS out		NOT AUTH	
A	RVR 1500m		
B			
C	RVR 1800m	RVR 2000m	
D	RVR 2000m		

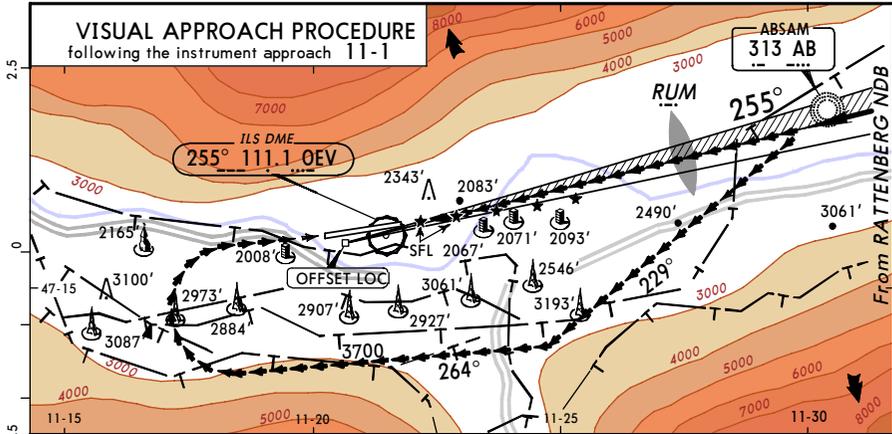


LOWI/INN  
 Apt Elev 1900'

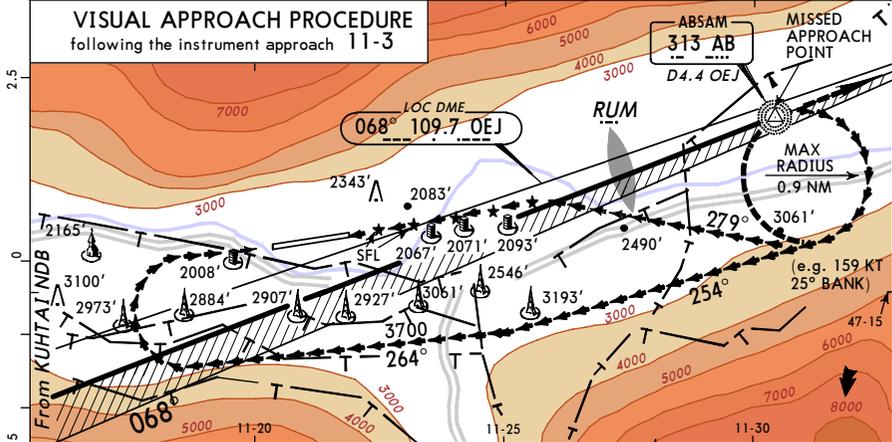
JEPPESSEN  
 17 MAR 06 (19-10)

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.

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS

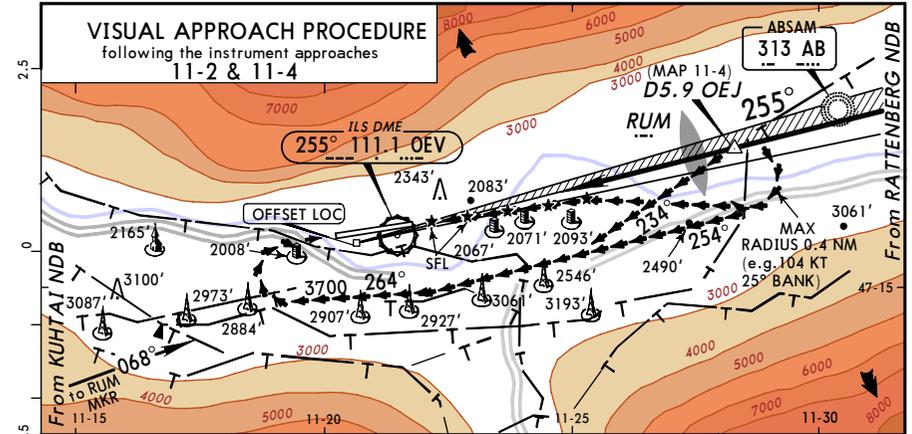
	After apch 11-1 Missed apch climb gradient min 5.0%	After apch 11-3
MDA(H)	4500' (2600')	5000' (3100')
FLIGHT VISIBILITY	5000m	5000m
PANS OPS	For ground visibility & ceiling requirement see 10-9A. For SPECIAL NOTES see 10-9A.	

LOWI/INN  
 Apt Elev 1900'

JEPPESSEN  
 17 MAR 06 (19-11)

INNSBRUCK, AUSTRIA  
 INNSBRUCK

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 continued 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	3000m
C	5000m
D	5000m
PANS OPS	For ground visibility & ceiling requirement see 10-9A. For SPECIAL NOTES see 10-9A.