

REPUBLIK ÖSTERREICH

AUSTRO CONTROL GmbH
LUFTFAHRTINFORMATIONSDIENST

Schnirchgasse 17
1030 Wien
AUSTRIA



REPUBLIC OF AUSTRIA

AUSTRO CONTROL GmbH
AERONAUTICAL INFORMATION SERVICE

Schnirchgasse 17
1030 Wien
AUSTRIA

Phone: +43 5 1703/3211
Telefax: +43 5 1703/2056
AFTN: LOWWYNYX
e-mail: nof@austrocontrol.at

AIP AMDT 333
1 NOV 2024

Inhalt:

- Bedarfsgerechte Nachtkennzeichnung (BNK) für einzelne ausgewählte Hindernisse

Contents:

- Aircraft Detection Lighting System (ADLS) for selected obstacles

1. Beiliegende Blätter sind **einzufügen** bzw. **auszutauschen**:

1. **Insert** the attached replacement pages:

Band 1 / Volume 1

GEN 0.2-9/GEN 0.2-10,

GEN 0.4-1/GEN 0.4-2,
GEN 0.4-9/GEN 0.4-10,

GEN 0.4-3/GEN 0.4-4,
GEN 0.4-11/GEN 0.4-12,

GEN 0.4-5/GEN 0.4-6,

GEN 0.4-7/GEN 0.4-8,

GEN 2.4-1/GEN 2.4-2,

GEN 2.4-3/GEN 2.4-4,

GEN 2.4-5/GEN 2.4-6,

GEN 3.2-11/GEN 3.2-12,

ENR 2.2-15/ENR 2.2-16,

ENR 5.4-3,

Band 2 / Volume 2

AD 1.1-33,

LOWS AD 2-33/LOWS AD 2-34, LOWS AD 2-35/LOWS AD 2-36, LOWS AD 2-37/LOWS AD 2-38,
LOWS AD 2-39/LOWS AD 2-40, LOWS AD 2-41/LOWS AD 2-42, LOWS AD 2-43/LOWS AD 2-44,
LOWS AD 2-45.

2. Folgendes Blätter sind zu **vernichten**: Keine.

2. **Destroy** the following pages: None.

ENDE

END

AIP AMENDMENT			
Nr.	Veröffentlichungsdatum Publication date	Berichtigt am Date inserted	Berichtigt durch Inserted by
271	31 JAN 2020		
272	28 FEB 2020		
273	27 MAR 2020		
274	24 APR 2020		
275	22 MAY 2020		
276	19 JUN 2020		
277	17 JUL 2020		
278	14 AUG 2020		
279	11 SEP 2020		
280	9 OCT 2020		
281	6 NOV 2020		
282	4 DEC 2020		
283	1 JAN 2021		
284	29 JAN 2021		
285	26 FEB 2021		
286	26 MAR 2021		
287	23 APR 2021		
288	21 MAY 2021		
289	18 JUN 2021		
290	16 JUL 2021		
291	13 AUG 2021		
292	10 SEP 2021		
293	8 OCT 2021		
294	5 NOV 2021		
295	3 DEC 2021		
296	31 DEC 2021		
297	28 JAN 2022		
298	25 FEB 2022		
299	25 MAR 2022		
300	22 APR 2022		
301	20 MAY 2022		
302	17 JUN 2022		
303	15 JUL 2022		
304	12 AUG 2022		

AIRAC AIP AMENDMENT			
Nr.	Veröffentlichungsdatum Publication date	Inkrafttretungsdatum Effective date	Berichtigt durch Inserted by
271	6 APR 2023	18 MAY 2023	
272	4 MAY 2023	15 JUN 2023	
273	1 JUN 2023	13 JUL 2023	
274	27 JUL 2023	7 SEP 2023	
275	24 AUG 2023	5 OCT 2023	
276	21 SEP 2023	2 NOV 2023	
277	19 OCT 2023	30 NOV 2023	
278	16 NOV 2023	28 DEC 2023	
279	14 DEC 2023	25 JAN 2024	
280	11 JAN 2024	22 FEB 2024	
281	8 FEB 2024	21 MAR 2024	
282	7 MAR 2024	18 APR 2024	
283	4 APR 2024	16 MAY 2024	
284	2 MAY 2024	13 JUN 2024	
285	30 MAY 2024	11 JUL 2024	
286	27 JUN 2024	8 AUG 2024	
287	25 JUL 2024	5 SEP 2024	
288	22 AUG 2024	3 OCT 2024	
289	19 SEP 2024	31 OCT 2024	
290	17 OCT 2024	28 NOV 2024	
291			
292			
293			
294			
295			
296			
297			
298			
299			
300			
301			
302			
303			
304			

AIP AMENDMENT			
Nr.	Veröffentlichungsdatum Publication date	Berichtigt am Date inserted	Berichtigt durch Inserted by
305	9 SEP 2022		
306	7 OCT 2022		
307	4 NOV 2022		
308	2 DEC 2022		
309	30 DEC 2022		
310	27 JAN 2023		
311	24 FEB 2023		
312	24 MAR 2023		
313	21 APR 2023		
314	19 MAY 2023		
315	16 JUN 2023		
316	14 JUL 2023		
317	11 AUG 2023		
318	8 SEP 2023		
319	6 OCT 2023		
320	3 NOV 2023		
321	1 DEC 2023		
322	29 DEC 2023		
323	26 JAN 2024		
324	23 FEB 2024		
325	22 MAR 2024		
326	19 APR 2024		
327	17 MAY 2024		
328	14 JUN 2024		
329	12 JUL 2024		
330	9 AUG 2024		
331	6 SEP 2024		
332	4 OCT 2024		
333	1 NOV 2024		
334			
335			
336			
337			
338			

AIRAC AIP AMENDMENT			
Nr.	Veröffentlichungsdatum Publication date	Inkrafttretungsdatum Effective date	Berichtigt durch Inserted by
305			
306			
307			
308			
309			
310			
311			
312			
313			
314			
315			
316			
317			
318			
319			
320			
321			
322			
323			
324			
325			
326			
327			
328			
329			
330			
331			
332			
333			
334			
335			
336			
337			
338			

GEN 0.4 PRÜFLISTE GEN 0.4 CHECKLIST OF AIP PAGES

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE		
TEIL 1 - ALLGEMEINES (GEN)		1.2-1	25 MAR 2022	1.7-14	19 MAY 2023		
PART 1 - GENERAL (GEN)		1.2-2	28 JAN 2022	1.7-15	19 MAY 2023		
GEN 0	0.1-1	18 JUN 2021	1.2-3	28 JAN 2022	1.7-16	19 MAY 2023	
	0.1-2	30 DEC 2022	1.2-4	28 JAN 2022	1.7-17	19 MAY 2023	
			1.2-5	27 JAN 2023	1.7-18	19 MAY 2023	
	0.1-3	18 JUN 2021	1.2-6	30 DEC 2022	1.7-19	29 DEC 2023	
	0.1-4	18 JUN 2021	1.2-7	9 SEP 2022	1.7-20	17 MAY 2024	
			1.3-1	26 MAR 2021	1.7-21	29 DEC 2023	
	0.2-1	24 SEP 2010	1.4-1	26 MAR 2021	1.7-22	29 DEC 2023	
	0.2-2	24 SEP 2010	1.5-1	18 JUN 2021	GEN 2	2.1-1	19 JUN 2020
	0.2-3	24 SEP 2010	1.5-2	26 JAN 2024		2.1-2	19 JUN 2020
	0.2-4	19 OCT 2012	1.5-3	6 SEP 2024	2.1-3	6 OCT 2023	
	0.2-5	29 MAY 2015	1.5-4	6 SEP 2024	2.1-4	6 OCT 2023	
	0.2-6	5 JAN 2018	1.5-5	6 SEP 2024	2.1-5	19 JUN 2020	
	0.2-7	14 AUG 2020	1.5-6	6 SEP 2024	2.1-6	26 MAR 2021	
	0.2-8	24 MAR 2023	1.5-7	15 JUL 2021	2.2-1	19 APR 2024	
	0.2-9	1 NOV 2024	1.5-8	15 JUL 2021	2.2-2	19 APR 2024	
	0.2-10	1 NOV 2024	1.5-9	15 JUL 2021	2.2-3	19 APR 2024	
			1.6-1	20 MAY 2022	2.2-4	19 APR 2024	
	0.3-1	6 OCT 2023	1.6-2	1 DEC 2023	2.2-5	19 APR 2024	
			1.6-3	4 OCT 2024	2.2-6	19 APR 2024	
			1.6-4	22 MAR 2024	2.2-7	19 APR 2024	
	0.4-1	1 NOV 2024	1.6-5	1 DEC 2023	2.2-8	19 APR 2024	
	0.4-2	1 NOV 2024	1.6-6	1 DEC 2023	2.2-9	19 APR 2024	
			1.6-7	20 MAY 2022	2.2-10	19 APR 2024	
	0.4-3	6 SEP 2024	1.6-8	20 MAY 2022			
	0.4-4	1 NOV 2024	1.6-9	20 MAY 2022	2.2-11	19 APR 2024	
			1.6-10	20 MAY 2022	2.2-12	19 APR 2024	
	0.4-5	9 AUG 2024	1.6-11	4 OCT 2024			
	0.4-6	1 NOV 2024	1.6-12	1 DEC 2023	2.2-13	19 APR 2024	
			1.6-13	1 DEC 2023	2.2-14	19 APR 2024	
	0.4-7	1 NOV 2024	1.6-14	22 MAR 2024			
	0.4-8	1 NOV 2024	1.6-15	1 DEC 2023	2.2-15	19 APR 2024	
			1.6-16	1 DEC 2023	2.2-16	19 APR 2024	
	0.4-9	1 NOV 2024	1.6-17	1 DEC 2023			
	0.4-10	4 OCT 2024	1.6-18	22 MAR 2024	2.2-17	19 APR 2024	
			1.6-19	14 JUN 2024	2.2-18	19 APR 2024	
	0.4-11	1 NOV 2024	1.6-20	14 JUN 2024			
	0.4-12	4 OCT 2024	1.6-21	14 JUN 2024	2.2-19	19 APR 2024	
	0.4-13	4 OCT 2024	1.6-22	14 JUN 2024	2.2-20	19 APR 2024	
	0.5-1	13 OCT 2016	1.6-23	14 JUN 2024			
	0.6-1	30 DEC 2022	1.6-24	22 MAR 2024	2.2-21	19 APR 2024	
	0.6-2	30 DEC 2022	1.6-25	22 MAR 2024	2.2-22	19 APR 2024	
	0.6-3	30 DEC 2022	1.6-26	14 JUN 2024			
	0.6-4	30 DEC 2022			2.3-1	17 MAY 2024	
GEN 1	1.1-1	4 DEC 2020	1.7-1	19 APR 2024	2.3-2	17 MAY 2024	
	1.1-2	25 MAR 2022	1.7-2	17 MAY 2024			
	1.1-3	4 DEC 2020	1.7-3	19 MAY 2023	2.3-3	17 MAY 2024	
	1.1-4	4 DEC 2020	1.7-4	19 MAY 2023	2.3-4	17 MAY 2024	
	1.1-5	4 DEC 2020	1.7-5	19 MAY 2023			
	1.1-6	4 DEC 2020	1.7-6	19 MAY 2023	2.3-5	4 DEC 2020	
	1.1-7	4 DEC 2020	1.7-7	19 MAY 2023	2.3-6	4 DEC 2020	
	1.1-8	25 MAR 2022	1.7-8	19 MAY 2023			
	1.1-9	4 DEC 2020	1.7-9	19 MAY 2023	2.3-7	14 JUL 2023	
	1.1-10	4 DEC 2020	1.7-10	19 MAY 2023	2.3-8	14 JUL 2023	
	1.1-11	4 DEC 2020	1.7-11	19 MAY 2023	2.3-9	14 JUL 2023	
	1.1-12	4 DEC 2020	1.7-12	19 MAY 2023	2.3-10	14 JUL 2023	
	1.1-13	22 MAR 2024	1.7-13	19 MAY 2023	2.3-11	17 MAY 2024	

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE			
GEN 2	2.4-1	1 NOV 2024	GEN 3	3.1-9	2 DEC 2022	GEN 3	3.3-17	19 APR 2024
	2.4-2	1 NOV 2024		3.1-10	2 DEC 2022		3.3-18	19 APR 2024
				3.1-11	2 DEC 2022		3.3-19	19 APR 2024
	2.4-3	1 NOV 2024		3.1-12	2 DEC 2022		3.3-20	19 APR 2024
	2.4-4	1 NOV 2024		3.1-13	6 OCT 2023		3.3-21	19 APR 2024
				3.1-14	6 OCT 2023		3.3-22	19 APR 2024
	2.4-5	1 NOV 2024					3.3-23	19 APR 2024
	2.4-6	1 NOV 2024		3.2-1	24 APR 2020			
				3.2-2	3 OCT 2024		3.4-1	20 MAY 2022
	2.5-1	8 AUG 2024		3.2-3	12 JUL 2024		3.4-2	19 APR 2024
				3.2-4	12 JUL 2024		3.4-3	19 APR 2024
				3.2-5	12 JUL 2024		3.4-4	19 APR 2024
	2.6-1	21 NOV 2008		3.2-6	12 JUL 2024		3.4-5	19 APR 2024
	2.6-2	21 NOV 2008		3.2-7	12 JUL 2024		3.4-6	19 APR 2024
			3.2-8	12 JUL 2024	3.4-7	19 APR 2024		
	2.6-3	21 NOV 2008	3.2-9	3 OCT 2024	3.4-8	19 APR 2024		
	2.6-4	21 NOV 2008	3.2-10	3 OCT 2024	3.4-9	19 APR 2024		
					3.4-10	21 APR 2023		
	2.6-5	21 NOV 2008	3.2-11	1 NOV 2024	3.5-1	11 JUL 2024		
	2.6-6	21 NOV 2008	3.2-12	1 NOV 2024	3.5-2	3 OCT 2024		
	2.7-1	1 DEC 2022			3.5-2A	11 JUL 2024		
	2.7-2	20 MAY 2021	3.2-13	3 OCT 2024	3.5-2B	11 JUL 2024		
	2.7-3	20 MAY 2021	3.2-14	5 SEP 2024	3.5-2C	11 JUL 2024		
	2.7-4	20 MAY 2021	3.2-15	12 JUL 2024	3.5-2D	11 JUL 2024		
	2.7-5	20 MAY 2021	3.3-1	25 MAR 2022	3.5-3	11 JUL 2024		
	2.7-6	20 MAY 2021	3.3-2	11 DEC 2014	3.5-4	11 JUL 2024		
	2.7-7	20 MAY 2021			3.5-5	11 JUL 2024		
	2.7-8	20 MAY 2021	3.3-3	27 JAN 2022	3.5-6	11 JUL 2024		
	2.7-9	20 MAY 2021	3.3-4	27 JAN 2022	3.5-6A	11 JUL 2024		
	2.7-10	20 MAY 2021			3.5-7	11 JUL 2024		
	2.7-11	20 MAY 2021	3.3-5	19 APR 2024	3.5-8	11 JUL 2024		
	2.7-12	20 MAY 2021	3.3-6	9 SEP 2022	3.5-8A	11 JUL 2024		
	2.7-13	20 MAY 2021			3.5-9	26 JAN 2023		
GEN 3	3.1-1	2 DEC 2022	3.3-7	9 SEP 2022	3.5-10	20 MAY 2021		
	3.1-2	2 DEC 2022	3.3-8	9 SEP 2022	3.5-11	20 MAY 2021		
					3.5-12	1 DEC 2022		
	3.1-3	2 DEC 2022	3.3-9	9 SEP 2022	3.5-13	21 APR 2023		
	3.1-4	2 DEC 2022	3.3-10	9 SEP 2022	3.5-14	11 JUL 2024		
			3.3-11	14 JUL 2023				
	3.1-5	2 DEC 2022	3.3-12	9 SEP 2022	3.5-15	11 JUL 2024		
	3.1-6	2 DEC 2022	3.3-13	9 SEP 2022	3.5-16	11 JUL 2024		
		3.3-14	9 SEP 2022					
3.1-7	2 DEC 2022	3.3-15	9 SEP 2022	3.5-17	2 MAR 2017			
3.1-8	2 DEC 2022	3.3-16	9 SEP 2022	3.5-18	27 FEB 2020			

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE			
TEIL 2 – STRECKENFLUG (ENR)								
PART 2 – EN-ROUTE (ENR)								
GEN 3	3.5-19	11 JUL 2024	ENR 0	0.1-1	19 JUL 2019	ENR 1	1.1-39	19 APR 2024
	3.5-20	11 JUL 2024		0.1-2	19 APR 2024		1.1-40	11 DEC 2014
	3.5-21	11 JUL 2024		0.1-3	1 DEC 2023	1.1-41	11 DEC 2014	
	3.5-22	11 JUL 2024		0.1-4	16 JUL 2021	1.1-42	10 NOV 2017	
	3.5-23	8 MAY 2008	ENR 1	1.1-1	12 AUG 2022	1.1-43	11 DEC 2014	
	3.5-24	27 FEB 2020		1.1-2	11 DEC 2014	1.1-44	17 JUN 2022	
	3.5-25	11 JUL 2024	1.1-3	19 APR 2024	1.1-45	11 DEC 2014		
	3.5-26	14 NOV 2013	1.1-4	11 DEC 2014	1.1-46	11 DEC 2014		
	3.5-27	14 NOV 2013	1.1-5	19 APR 2024	1.1-47	10 NOV 2017		
	3.5-28	14 NOV 2013	1.1-6	10 NOV 2017	1.1-48	11 DEC 2014		
	3.5-29	8 OCT 2021	1.1-7	10 NOV 2017	1.1-49	11 DEC 2014		
	3.5-30	14 JUL 2023	1.1-8	5 DEC 2019	1.1-50	11 DEC 2014		
	3.5-31	25 APR 2019	1.1-9	27 JAN 2022	1.1-51	11 DEC 2014		
			1.1-10	25 JAN 2024	1.1-52	11 DEC 2014		
	3.6-1	6 OCT 2023	1.1-11	1 DEC 2023	1.1-53	11 DEC 2014		
	3.6-2	12 AUG 2022	1.1-12	1 DEC 2023	1.1-54	11 DEC 2014		
	3.6-3	25 SEP 2009	1.1-13	19 APR 2024	1.1-55	11 DEC 2014		
	3.6-4	25 SEP 2009	1.1-14	19 APR 2024	1.1-56	10 NOV 2017		
	GEN 4	4.1-1	14 JUL 2023	1.1-15	19 APR 2024	1.1-57	11 DEC 2014	
		4.1-2	14 JUL 2023	1.1-16	19 APR 2024	1.1-58	11 DEC 2014	
4.1-3		14 JUL 2023	1.1-17	12 AUG 2022	1.1-59	23 JUN 2017		
4.1-4		14 JUL 2023	1.1-18	19 APR 2024	1.1-60	28 MAR 2019		
4.1-5		22 APR 2022	1.1-19	28 MAR 2019	1.1-61	25 MAY 2018		
4.1-6		14 JUL 2023	1.1-20	1 APR 2016	1.1-62	28 MAR 2019		
4.1-7		14 JUL 2023	1.1-21	31 MAR 2016	1.1-63	30 DEC 2021		
4.1-8		14 JUL 2023	1.1-22	23 JUN 2017	1.1-64	11 JUL 2024		
4.1-9		14 JUL 2023	1.1-23	27 JAN 2023	1.1-65	28 MAR 2019		
4.1-10		14 JUL 2023	1.1-24	5 DEC 2019	1.1-66	11 DEC 2014		
4.1-11		14 JUL 2023	1.1-25	25 JAN 2024	1.2-1	16 SEP 2016		
4.1-12		14 JUL 2023	1.1-26	28 MAR 2019	1.2-2	23 FEB 2023		
4.1-13		14 JUL 2023	1.1-27	11 DEC 2014	1.2-3	16 SEP 2016		
4.1-14		14 JUL 2023	1.1-28	5 DEC 2019	1.2-4	15 JUL 2021		
4.1-15		14 JUL 2023	1.1-29	11 DEC 2014	1.2-5	6 SEP 2024		
4.1-16		14 JUL 2023	1.1-30	11 DEC 2014	1.2-6	6 SEP 2024		
4.2-1		26 JAN 2024	1.3-1	4 NOV 2021	1.3-1	4 NOV 2021		
4.2-2		30 MAY 2014	1.3-2	25 JAN 2024	1.3-2	25 JAN 2024		
4.2-3		26 JAN 2024	1.3-3	2 DEC 2021	1.3-3	2 DEC 2021		
4.2-4		26 JAN 2024	1.3-4	21 MAR 2024	1.3-4	21 MAR 2024		
		1.4-1	15 JUL 2022	1.4-1	15 JUL 2022			
		1.4-2	15 JUL 2022	1.4-2	15 JUL 2022			
		1.4-3	15 JUL 2022	1.4-3	15 JUL 2022			
		1.4-4	15 JUL 2022	1.4-4	15 JUL 2022			
		1.4-5	15 JUL 2022	1.4-5	15 JUL 2022			
		1.4-6	15 JUL 2022	1.4-6	15 JUL 2022			
		1.4-7	15 JUL 2022	1.4-7	15 JUL 2022			
		1.4-8	15 JUL 2022	1.4-8	15 JUL 2022			
		1.4-9	15 JUL 2022	1.4-9	15 JUL 2022			
		1.1-35	5 DEC 2019					
		1.1-36	11 DEC 2014					
		1.1-37	27 JAN 2022					
		1.1-38	27 JAN 2022					

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
ENR 1	1.5-1	16 AUG 2019	ENR 1	1.10-37	25 JAN 2024
	1.5-2	19 APR 2024		1.10-38	25 JAN 2024
	1.5-3	26 MAR 2021		1.10-39	25 JAN 2024
	1.6-1	19 APR 2024			
	1.6-2	19 APR 2024		1.11-1	16 JUN 2023
	1.6-3	19 APR 2024		1.11-2	16 JUN 2023
	1.6-4	19 APR 2024		1.12-1	20 JUL 2018
	1.6-5	19 APR 2024		1.12-2	20 JUL 2018
	1.6-6	19 APR 2024		1.12-3	20 JUL 2018
				1.12-4	24 MAY 2019
	1.7-1	19 JUL 2019		1.12-5	20 JUL 2018
	1.7-2	30 DEC 2021		1.13-1	8 DEC 2017
	1.7-3	30 DEC 2021		1.13-2	8 DEC 2017
	1.7-4	11 DEC 2014		1.13-3	8 DEC 2017
	1.7-5	20 MAY 2021		1.13-4	8 DEC 2017
				1.13-5	8 DEC 2017
	1.8-1	16 AUG 2019		1.13-6	8 DEC 2017
	1.8-2	27 JAN 2022		1.13-7	8 DEC 2017
	1.8-3	27 FEB 2020		1.14-1	25 MAR 2022
				1.14-2	30 JUL 2010
	1.9-1	4 JAN 2018		1.14-3	30 JUL 2010
	1.9-2	4 JAN 2018		1.14-4	30 JUL 2010
	1.9-3	16 AUG 2019		1.14-5	30 JUL 2010
	1.9-4	4 JAN 2018		1.14-6	30 JUL 2010
	1.9-5	4 JAN 2018		1.14-7	25 MAR 2022
	1.9-6	9 SEP 2022	ENR 2	2.1-1	27 JAN 2022
	1.9-7	4 NOV 2022		2.1-2	13 SEP 2018
	1.9-8	9 SEP 2022		2.1-3	28 MAR 2019
				2.1-4	28 MAR 2019
	1.10-1	25 JAN 2024		2.1-5	13 SEP 2018
	1.10-2	25 JAN 2024		2.1-6	28 MAR 2019
	1.10-3	25 JAN 2024		2.1-7	28 MAR 2019
	1.10-4	25 JAN 2024		2.1-8	23 MAR 2023
	1.10-5	25 JAN 2024		2.1-9	23 MAR 2023
	1.10-6	25 JAN 2024		2.1-10	23 MAR 2023
	1.10-7	25 JAN 2024			
	1.10-8	25 JAN 2024		2.1-11	27 JAN 2022
	1.10-9	25 JAN 2024		2.1-12	23 MAR 2023
	1.10-10	4 OCT 2024			
	1.10-11	25 JAN 2024		2.1-13	23 MAR 2023
	1.10-12	25 JAN 2024		2.1-14	23 MAR 2023
	1.10-13	25 JAN 2024			
	1.10-14	25 JAN 2024		2.1-15	27 JAN 2022
	1.10-15	25 JAN 2024		2.1-16	18 APR 2024
	1.10-16	25 JAN 2024			
	1.10-17	25 JAN 2024		2.2-1	30 APR 2015
	1.10-18	25 JAN 2024		2.2-2	28 MAR 2019
	1.10-19	25 JAN 2024			
	1.10-20	25 JAN 2024		2.2-3	28 MAR 2019
	1.10-21	25 JAN 2024		2.2-4	28 MAR 2019
	1.10-22	25 JAN 2024			
	1.10-23	25 JAN 2024		2.2-5	28 MAR 2019
	1.10-24	25 JAN 2024		2.2-6	28 MAR 2019
	1.10-25	25 JAN 2024			
	1.10-26	25 JAN 2024		2.2-7	27 JAN 2022
	1.10-27	25 JAN 2024		2.2-8	27 JAN 2022
	1.10-28	25 JAN 2024			
	1.10-29	6 SEP 2024		2.2-9	27 JAN 2022
	1.10-30	25 JAN 2024		2.2-10	27 JAN 2022
	1.10-31	25 JAN 2024			
	1.10-32	25 JAN 2024		2.2-11	27 JAN 2022
	1.10-33	25 JAN 2024		2.2-12	18 MAY 2023
	1.10-34	25 JAN 2024			
	1.10-35	25 JAN 2024		2.2-13	23 MAR 2023
	1.10-36	25 JAN 2024		2.2-14	28 DEC 2023
				ENR 2	2.2-15
					1 NOV 2024
				ENR 2	2.2-16
					25 FEB 2021
					2.2-17
					23 MAR 2023
					2.2-18
					25 FEB 2021
					2.2-19
					18 MAY 2023
					2.2-20
					25 FEB 2021
					2.2-21
					3 OCT 2024
					2.2-22
					3 OCT 2024
					2.2-23
					3 OCT 2024
					2.2-24
					3 OCT 2024
					2.2-25
					3 OCT 2024
					2.2-26
					3 OCT 2024
					2.2-27
					25 FEB 2021
					2.2-28
					25 FEB 2021
					2.2-29
					25 FEB 2021
					2.2-30
					18 APR 2024
					2.2-31
					18 APR 2024
					2.2-32
					18 APR 2024
					2.2-33
					18 APR 2024
					2.2-34
					18 APR 2024
					2.2-35
					18 APR 2024
					2.2-36
					18 APR 2024
					2.2-37
					18 APR 2024
					2.2-38
					23 MAR 2023
					2.2-39
					23 MAR 2023
					2.2-40
					23 MAR 2023
					2.2-41
					23 MAR 2023
					2.2-42
					23 MAR 2023
					2.2-43
					23 MAR 2023
					2.2-44
					23 MAR 2023
					2.2-45
					23 MAR 2023
				ENR 3	
				ENR 3.1-J21-1	2 DEC 2022
				ENR 3.1-J23-1	2 DEC 2022

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
ENR 3					
ENR 3.2-L12-1	2 DEC 2022				
ENR 3.2-L607-1	2 DEC 2022				
ENR 3.2-L608-1	2 DEC 2022				
ENR 3.2-M726-1	2 DEC 2022				
ENR 3.2-M736-1	2 DEC 2022				
ENR 3.2-M738-1	2 DEC 2022				
ENR 3.2-N503-1	2 DEC 2022				
ENR 3.2-N606-1	2 DEC 2022				
ENR 3.2-N871-1	2 DEC 2022				
ENR 3.2-P66-1	2 DEC 2022				
ENR 3.2-T23-1	2 DEC 2022				
ENR 3.2-T101-1	2 DEC 2022				
ENR 3.2-T102-1	2 DEC 2022				
ENR 3.2-T103-1	2 DEC 2022				
ENR 3.2-T307-1	2 DEC 2022				
ENR 3.2-Y106-1	2 DEC 2022				
ENR 3.2-Y107-1	2 DEC 2022				
ENR 3.2-Y108-1	2 DEC 2022				
ENR 3.2-Y303-1	2 DEC 2022				
ENR 3.2-Y703-1	2 DEC 2022				
ENR 3.2-Y740-1	2 DEC 2022				
ENR 3.2-Z2-1	2 DEC 2022				
ENR 3.2-Z119-1	2 DEC 2022				
ENR 3.2-Z204-1	2 DEC 2022				
ENR 3.2-Z209-1	2 DEC 2022				
ENR 3.2-Z408-1	2 DEC 2022				
ENR 3.3-1	2 DEC 2022				
ENR 3.4-1	8 AUG 2024				
ENR 3.4-2	13 JUL 2023				
ENR 3.4-3	13 JUL 2023				

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
ENR 4		ENR 6		TEIL 3 – FLUGPLÄTZE	
				PART 3 - AERODROMES	
ENR 4.1-1	12 AUG 2022	ENR 6.1	25 JAN 2024	AD 0.1	AD 0.1-1 19 JUL 2019
ENR 4.1-2	18 APR 2024	ENR 6.2	4 NOV 2021		AD 0.1-2 30 DEC 2022
ENR 4.1-3	18 APR 2024	ENR 6.3-1	25 JAN 2024		AD 0.1-3 19 JUL 2019
ENR 4.1-4	19 APR 2024	ENR 6.3-2	5 SEP 2024		AD 0.1-4 10 SEP 2021
		ENR 6.4	4 NOV 2021		AD 0.1-5 3 NOV 2023
ENR 4.2-1	28 AUG 2009	ENR 6.5	16 MAY 2024		AD 0.1-6 5 SEP 2024
		ENR 6.5-1	26 JAN 2023		AD 0.1-7 3 NOV 2023
ENR 4.3-1	17 JUN 2022	ENR 6.5-2	16 MAY 2024		AD 0.1-8 21 MAR 2024
		ENR 6.5-3	26 JAN 2023		AD 0.1-9 17 MAY 2024
ENR 4.4-1	21 MAR 2024	ENR 6.5-4	16 MAY 2024		AD 0.1-10 17 MAY 2024
ENR 4.4-2	21 MAR 2024	ENR 6.6	3 OCT 2024		AD 0.1-11 19 APR 2024
ENR 4.4-3	21 MAR 2024	ENR 6.7	3 OCT 2024		AD 0.1-12 19 APR 2024
ENR 4.4-4	21 MAR 2024	ENR 6.8	3 OCT 2024		AD 0.1-13 28 JAN 2022
ENR 4.4-5	21 MAR 2024	ENR 6.8-1	21 MAR 2024		AD 0.1-14 25 JAN 2024
		ENR 6.8-2	21 MAR 2024		AD 0.1-15 3 NOV 2023
		ENR 6.8-3	3 OCT 2024		AD 0.1-16 21 MAR 2024
ENR 4.5-1	18 DEC 2009	ENR 6.8-4	3 OCT 2024		AD 0.1-17 11 AUG 2023
ENR 5		ENR 6.8-5	21 MAR 2024		AD 0.1-18 11 AUG 2023
ENR 5.1-1	19 MAY 2023	ENR 6.8-6	3 OCT 2024		AD 0.1-19 11 JUL 2024
ENR 5.1-2	19 MAY 2023	ENR 6.8-7	26 JAN 2023		AD 0.1-20 28 DEC 2023
ENR 5.1-3	19 MAY 2023	ENR 6.8-8	16 MAY 2024		AD 0.1-21 8 AUG 2024
ENR 5.1-4	19 MAY 2023	ENR 6.8-9	26 JAN 2023		AD 0.1-22 28 DEC 2023
ENR 5.1-5	19 MAY 2023	ENR 6.8-10	16 MAY 2024		AD 0.1-23 19 APR 2024
ENR 5.1-6	19 MAY 2023	ENR 6.9	16 MAY 2024		AD 0.1-24 6 OCT 2023
ENR 5.1-7	19 MAY 2023	ENR 6.10	23 MAR 2023		AD 0.1-25 19 APR 2024
ENR 5.1-8	19 MAY 2023	ENR 6.11	16 MAY 2024		AD 0.1-26 19 APR 2024
ENR 5.1-9	19 MAY 2023				AD 0.1-27 19 APR 2024
ENR 5.1-10	19 MAY 2023				AD 0.1-28 19 APR 2024
ENR 5.1-11	25 JAN 2024				AD 0.1-29 11 AUG 2023
ENR 5.1-12	25 JAN 2024				AD 0.1-30 21 MAR 2024
ENR 5.1-13	25 JAN 2024				AD 0.1-31 22 APR 2022
ENR 5.1-14	25 JAN 2024				AD 0.1-32 23 APR 2021
ENR 5.1-15	25 JAN 2024				AD 0.1-33 11 JUL 2024
ENR 5.1-16	25 JAN 2024				AD 0.1-34 21 MAR 2024
ENR 5.1-17	25 JAN 2024				AD 0.1-35 11 JUL 2024
ENR 5.1-18	25 JAN 2024				AD 0.1-36 11 JUL 2024
					AD 0.1-37 11 JUL 2024
ENR 5.2-1	14 JUL 2023				AD 0.1-38 21 MAR 2024
ENR 5.2-2	14 JUL 2023				AD 0.1-39 21 MAR 2024
ENR 5.2-3	14 JUL 2023				AD 0.1-40 21 MAR 2024
ENR 5.2-4	14 JUL 2023				AD 0.1-41 21 MAR 2024
ENR 5.2-5	14 JUL 2023				AD 0.1-42 21 MAR 2024
ENR 5.2-6	14 JUL 2023				AD 0.1-43 11 JUL 2024
ENR 5.2-7	14 JUL 2023				AD 0.1-44 21 MAR 2024
ENR 5.2-8	14 JUL 2023				AD 0.1-45 21 MAR 2024
ENR 5.3-1	1 DEC 2023				AD 0.1-46 21 MAR 2024
ENR 5.3-2	1 DEC 2023				AD 0.1-47 21 MAR 2024
ENR 5.3-3	1 DEC 2023				AD 0.1-48 4 OCT 2024
ENR 5.4-1	18 JUN 2021				AD 0.1-49 21 MAR 2024
ENR 5.4-2	27 JAN 2022				AD 0.1-50 21 MAR 2024
ENR 5.4-3	1 NOV 2024				
ENR 5.5-1	1 DEC 2023				
ENR 5.5-2	16 MAY 2024				
ENR 5.5-3	21 MAR 2024				
ENR 5.5-4	12 OCT 2017				
ENR 5.5-5	5 SEP 2024				
ENR 5.5-6	27 FEB 2020				
ENR 5.5-7	16 JUN 2023				
ENR 5.5-8	16 JUN 2023				
ENR 5.5-9	16 JUN 2023				
ENR 5.5-10	16 JUN 2023				
ENR 5.5-11	11 AUG 2023				
ENR 5.6-1	11 DEC 2014				

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
AD 1	AD 1.1-1 14 AUG 2020	AD 1	AD 1.2-1 30 DEC 2022		LOWG AD 2-21 21 MAR 2024
	AD 1.1-2 28 OCT 2005		AD 1.2-2 30 DEC 2022		LOWG AD 2-22 21 MAR 2024
	AD 1.1-3 1998		AD 1.2-3 30 DEC 2022		LOWG AD 2-23 21 MAR 2024
	AD 1.1-4 25 MAR 2021		AD 1.2-4 30 DEC 2022		LOWG AD 2-24 21 MAR 2024
	AD 1.1-5 1998		AD 1.2-5 30 DEC 2022		LOWG AD 2-25 21 MAR 2024
	AD 1.1-6 10 SEP 2021		AD 1.2-6 30 DEC 2022		LOWG AD 2-26 19 APR 2024
	AD 1.1-7 6 OCT 2023		AD 1.2-7 30 DEC 2022		LOWG AD 2-27 21 MAR 2024
	AD 1.1-8 2 DEC 2021		AD 1.2-8 30 DEC 2022		LOWG AD 2-28 21 MAR 2024
	AD 1.1-9 2 DEC 2021		AD 1.2-9 30 DEC 2022		LOWG AD 2-29 21 MAR 2024
	AD 1.1-10 2 DEC 2021		AD 1.2-10 30 DEC 2022		LOWG AD 2-30 21 MAR 2024
	AD 1.1-11 8 SEP 2022		AD 1.2-11 30 DEC 2022		LOWG AD 2-31 5 SEP 2024
	AD 1.1-12 21 MAR 2024		AD 1.2-12 30 DEC 2022		LOWG AD 2-32 21 MAR 2024
	AD 1.1-13 25 MAR 2021		AD 1.2-13 30 DEC 2022		LOWG AD 2-33 21 MAR 2024
	AD 1.1-14 28 DEC 2023		AD 1.2-14 30 DEC 2022		
	AD 1.1-15 28 JAN 2022		AD 1.2-15 30 DEC 2022		LOWG AD 2 MAP 1-1 18 APR 2024
	AD 1.1-16 19 APR 2024				LOWG AD 2 MAP 1-1A 25 MAR 2021
	AD 1.1-17 19 JAN 2007				LOWG AD 2 MAP 4-1 25 MAR 2021
	AD 1.1-18 25 MAR 2022				LOWG AD 2 MAP 5-1 25 MAR 2021
	AD 1.1-19 13 MAR 2009				LOWG AD 2 MAP 7-2 25 MAR 2021
	AD 1.1-20 30 DEC 2022				
	AD 1.1-20A 30 DEC 2022				LOWG AD 2 MAP 9-1 7 SEP 2023
	AD 1.1-20B 30 DEC 2022				LOWG AD 2 MAP 9-1A 25 MAR 2021
	AD 1.1-20C 30 DEC 2022				LOWG AD 2 MAP 9-1B 7 SEP 2023
	AD 1.1-20D 30 DEC 2022		AD 1.3-1 11 AUG 2023		LOWG AD 2 MAP 9-1C 26 MAR 2021
	AD 1.1-21 2 SEP 1999		AD 1.3-2 11 AUG 2023		LOWG AD 2 MAP 9-1D 25 MAR 2021
	AD 1.1-22 25 MAR 2021		AD 1.3-3 21 MAR 2024		LOWG AD 2 MAP 9-1E 25 MAR 2021
	AD 1.1-23 11 DEC 2014		AD 1.3-4 21 MAR 2024		
	AD 1.1-24 11 DEC 2014		AD 1.3-5 21 MAR 2024		LOWG AD 2 MAP 9-2 7 SEP 2023
	AD 1.1-25 6 OCT 2023		AD 1.3-6 21 MAR 2024		LOWG AD 2 MAP 9-2A 25 MAR 2021
	AD 1.1-26 19 MAY 2023		AD 1.3-7 21 MAR 2024		LOWG AD 2 MAP 9-2B 25 MAR 2021
	AD 1.1-27 11 DEC 2014				LOWG AD 2 MAP 9-2C 7 SEP 2023
	AD 1.1-28 14 JUL 2022				LOWG AD 2 MAP 9-2D 25 MAR 2021
	AD 1.1-29 14 JUL 2022		AD 1.4-1 30 DEC 2022		LOWG AD 2 MAP 9-2E 25 MAR 2021
	AD 1.1-30 16 DEC 2011		AD 1.4-2 30 DEC 2022		LOWG AD 2 MAP 11-1 5 SEP 2024
	AD 1.1-31 12 AUG 2022				LOWG AD 2 MAP 11-1A 5 SEP 2024
	AD 1.1-32 7 OCT 2022				LOWG AD 2 MAP 11-1B 5 SEP 2024
	AD 1.1-33 1 NOV 2024				LOWG AD 2 MAP 11-1C 5 SEP 2024
			AD 1.5-1 2 FEB 2018		LOWG AD 2 MAP 11-2 5 SEP 2024
					LOWG AD 2 MAP 11-2A 5 SEP 2024
					LOWG AD 2 MAP 11-2B 5 SEP 2024
		AD 2	LOWG AD 2-1 26 JAN 2023		LOWG AD 2 MAP 12-1 16 MAY 2024
			LOWG AD 2-2 22 FEB 2024		LOWG AD 2 MAP 12-1-1 25 MAR 2021
			LOWG AD 2-3 8 SEP 2023		LOWG AD 2 MAP 12-1-2 25 MAR 2021
			LOWG AD 2-4 19 APR 2024		LOWG AD 2 MAP 12-1-3 16 MAY 2024
			LOWG AD 2-5 5 SEP 2024		LOWG AD 2 MAP 12-1-4 16 MAY 2024
			LOWG AD 2-6 22 MAR 2024		
			LOWG AD 2-7 14 JUL 2023		LOWG AD 2 MAP 13-1-2 5 SEP 2024
			LOWG AD 2-8 14 JUL 2023		LOWG AD 2 MAP 13-2-1 5 SEP 2024
			LOWG AD 2-9 5 SEP 2024		LOWG AD 2 MAP 13-2-1A 23 MAR 2023
			LOWG AD 2-10 11 JUL 2024		LOWG AD 2 MAP 13-2-1B 17 JUN 2021
			LOWG AD 2-11 5 SEP 2024		LOWG AD 2 MAP 13-2-2 5 SEP 2024
			LOWG AD 2-12 5 SEP 2024		LOWG AD 2 MAP 13-2-2A 23 MAR 2023
			LOWG AD 2-13 5 SEP 2024		LOWG AD 2 MAP 13-2-2B 23 MAR 2023
			LOWG AD 2-14 5 SEP 2024		LOWG AD 2 MAP 13-4-1 5 SEP 2024
			LOWG AD 2-15 5 SEP 2024		LOWG AD 2 MAP 13-4-2 5 SEP 2024
			LOWG AD 2-16 5 SEP 2024		
			LOWG AD 2-17 5 SEP 2024		LOWG AD 2 MAP 14-2 21 MAR 2024
			LOWG AD 2-18 5 SEP 2024		
			LOWG AD 2-19 5 SEP 2024		
			LOWG AD 2-20 5 SEP 2024		

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
LOWI AD 2-1	8 AUG 2024	LOWI AD 2 MAP 11-1B	8 AUG 2024	LOWK AD 2-22	17 MAY 2024
LOWI AD 2-2	11 JUL 2024	LOWI AD 2 MAP 11-1C	8 AUG 2024	LOWK AD 2-23	17 MAY 2024
		LOWI AD 2 MAP 11-1D	8 AUG 2024	LOWK AD 2-24	17 MAY 2024
LOWI AD 2-3	9 SEP 2022	LOWI AD 2 MAP 12-1	8 AUG 2024	LOWK AD 2-25	17 MAY 2024
LOWI AD 2-4	8 AUG 2024	LOWI AD 2 MAP 12-1-1	12 AUG 2021	LOWK AD 2-26	17 MAY 2024
		LOWI AD 2 MAP 12-1-2	12 AUG 2021	LOWK AD 2-27	17 MAY 2024
LOWI AD 2-5	21 MAR 2024	LOWI AD 2 MAP 12-1-3	12 AUG 2021	LOWK AD 2 MAP 1-1	5 SEP 2024
LOWI AD 2-6	11 JUL 2024			LOWK AD 2 MAP 4-1	12 AUG 2021
				LOWK AD 2 MAP 5-1	12 AUG 2021
LOWI AD 2-7	21 MAR 2024	LOWI AD 2 MAP 13-1-2-1	8 AUG 2024	LOWK AD 2 MAP 7-2	12 AUG 2021
LOWI AD 2-8	6 OCT 2022			LOWK AD 2 MAP 9-1	31 OCT 2024
		LOWI AD 2 MAP 13-1-2-2	8 AUG 2024	LOWK AD 2 MAP 9-1A	7 OCT 2021
LOWI AD 2-9	7 OCT 2021	LOWI AD 2 MAP 13-1-2-3	8 AUG 2024	LOWK AD 2 MAP 9-1B	7 OCT 2021
LOWI AD 2-10	21 MAR 2024			LOWK AD 2 MAP 9-1C	7 OCT 2021
		LOWI AD 2 MAP 13-2-1	8 AUG 2024	LOWK AD 2 MAP 9-2	31 OCT 2024
LOWI AD 2-11	21 MAR 2024	LOWI AD 2 MAP 13-2-1A	8 AUG 2024	LOWK AD 2 MAP 9-2A	7 OCT 2021
LOWI AD 2-12	8 AUG 2024			LOWK AD 2 MAP 9-2B	7 OCT 2021
		LOWI AD 2 MAP 13-2-2	8 AUG 2024	LOWK AD 2 MAP 9-2C	7 OCT 2021
LOWI AD 2-13	8 AUG 2024	LOWI AD 2 MAP 13-2-2A	8 AUG 2024	LOWK AD 2 MAP 11-1	28 DEC 2023
LOWI AD 2-14	19 APR 2024	LOWI AD 2 MAP 13-2-2B	12 AUG 2021	LOWK AD 2 MAP 11-1A	28 DEC 2023
LOWI AD 2-15	24 MAR 2023	LOWI AD 2 MAP 13-2-3	31 OCT 2024	LOWK AD 2 MAP 11-1B	11 AUG 2022
LOWI AD 2-16	24 MAR 2023	LOWI AD 2 MAP 13-3-1	8 AUG 2024	LOWK AD 2 MAP 11-1C	11 AUG 2022
		LOWI AD 2 MAP 13-3-1A	8 AUG 2024	LOWK AD 2 MAP 11-1D	11 AUG 2022
LOWI AD 2-17	19 MAY 2023	LOWI AD 2 MAP 13-3-2	8 AUG 2024	LOWK AD 2 MAP 11-2	5 OCT 2023
LOWI AD 2-18	24 MAR 2023	LOWI AD 2 MAP 13-3-2A	8 AUG 2024	LOWK AD 2 MAP 11-2A	5 OCT 2023
				LOWK AD 2 MAP 12-1	7 SEP 2023
LOWI AD 2-19	24 MAR 2023	LOWI AD 2 MAP 14-1	8 AUG 2024	LOWK AD 2 MAP 12-1-1	12 AUG 2021
LOWI AD 2-20	24 MAR 2023			LOWK AD 2 MAP 12-1-2	12 AUG 2021
		LOWI AD 2 MAP 14-2	5 SEP 2024	LOWK AD 2 MAP 12-1-3	12 AUG 2021
LOWI AD 2-21	8 AUG 2024			LOWK AD 2 MAP 12-1-4	12 AUG 2021
LOWI AD 2-22	24 MAR 2023			LOWK AD 2 MAP 13-1-2	31 OCT 2024
				LOWK AD 2 MAP 13-2-1	31 OCT 2024
LOWI AD 2-23	5 OCT 2023	LOWK AD 2-1	17 MAY 2024	LOWK AD 2 MAP 13-2-1A	11 AUG 2022
LOWI AD 2-24	8 AUG 2024	LOWK AD 2-2	17 MAY 2024	LOWK AD 2 MAP 13-2-1B	11 AUG 2022
LOWI AD 2-25	8 AUG 2024	LOWK AD 2-3	17 MAY 2024	LOWK AD 2 MAP 13-2-1C	12 AUG 2021
LOWI AD 2-26	5 OCT 2023	LOWK AD 2-4	17 MAY 2024	LOWK AD 2 MAP 13-2-2	31 OCT 2024
LOWI AD 2-27	5 OCT 2023	LOWK AD 2-5	17 MAY 2024	LOWK AD 2 MAP 13-2-2A	11 AUG 2022
LOWI AD 2-28	5 OCT 2023	LOWK AD 2-6	17 MAY 2024	LOWK AD 2 MAP 13-2-2B	12 AUG 2021
LOWI AD 2-29	5 OCT 2023	LOWK AD 2-7	11 JUL 2024	LOWK AD 2 MAP 13-5-2	31 OCT 2024
LOWI AD 2-30	5 OCT 2023	LOWK AD 2-8	17 MAY 2024	LOWK AD 2 MAP 14-1	13 JUL 2023
LOWI AD 2-31	5 OCT 2023	LOWK AD 2-9	17 MAY 2024	LOWK AD 2 MAP 14-2	21 MAR 2024
LOWI AD 2-32	5 OCT 2023	LOWK AD 2-10	17 MAY 2024		
LOWI AD 2-33	21 MAR 2024	LOWK AD 2-11	17 MAY 2024		
LOWI AD 2-34	21 MAR 2024	LOWK AD 2-12	17 MAY 2024		
		LOWK AD 2-13	17 MAY 2024		
LOWI AD 2 MAP 1-1	8 AUG 2024	LOWK AD 2-14	17 MAY 2024		
		LOWK AD 2-15	17 MAY 2024		
LOWI AD 2 MAP 4-1	12 AUG 2021	LOWK AD 2-16	17 MAY 2024		
		LOWK AD 2-17	17 MAY 2024		
LOWI AD 2 MAP 9-1	31 OCT 2024	LOWK AD 2-18	17 MAY 2024		
LOWI AD 2 MAP 9-1A	8 AUG 2024	LOWK AD 2-19	17 MAY 2024		
LOWI AD 2 MAP 9-1B	8 AUG 2024	LOWK AD 2-20	17 MAY 2024		
		LOWK AD 2-21	17 MAY 2024		
LOWI AD 2 MAP 9-2-1	8 AUG 2024				
LOWI AD 2 MAP 9-2-1A	8 AUG 2024				
LOWI AD 2 MAP 9-2-1B	8 AUG 2024				
LOWI AD 2 MAP 9-2-1C	8 AUG 2024				
LOWI AD 2 MAP 9-2-1D	8 AUG 2024				
LOWI AD 2 MAP 9-2-2	8 AUG 2024				
LOWI AD 2 MAP 9-2-2A	8 AUG 2024				
LOWI AD 2 MAP 11-1	8 AUG 2024				
LOWI AD 2 MAP 11-1A	8 AUG 2024				

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
LOWL AD 2-1	26 JAN 2023	LOWL AD 2 MAP 13-1-1	8 AUG 2024	LOWS AD 2 MAP 1-1	5 SEP 2024
LOWL AD 2-2	22 MAR 2024	LOWL AD 2 MAP 13-1-2	8 AUG 2024	LOWS AD 2 MAP 2-1	5 SEP 2024
LOWL AD 2-3	29 DEC 2023	LOWL AD 2 MAP 13-2-1	8 AUG 2024	LOWS AD 2 MAP 3-2	5 SEP 2024
LOWL AD 2-4	14 JUN 2024	LOWL AD 2 MAP 13-2-1A	21 MAR 2024	LOWS AD 2 MAP 4-1	20 MAY 2021
LOWL AD 2-5	16 MAY 2024	LOWL AD 2 MAP 13-2-1B	17 JUN 2021	LOWS AD 2 MAP 5-1	20 MAY 2021
LOWL AD 2-6	14 JUN 2024	LOWL AD 2 MAP 13-2-2	8 AUG 2024	LOWS AD 2 MAP 7-1	20 MAY 2021
LOWL AD 2-7	11 JUL 2024	LOWL AD 2 MAP 13-2-2A	21 MAR 2024	LOWS AD 2 MAP 9-1	20 APR 2023
LOWL AD 2-8	19 APR 2024	LOWL AD 2 MAP 13-2-2B	17 JUN 2021	LOWS AD 2 MAP 9-1A	20 MAY 2021
LOWL AD 2-9	19 APR 2024	LOWL AD 2 MAP 13-4-1	8 AUG 2024	LOWS AD 2 MAP 9-1B	16 MAY 2024
LOWL AD 2-10	19 APR 2024	LOWL AD 2 MAP 13-4-2	8 AUG 2024	LOWS AD 2 MAP 9-1C	20 MAY 2021
LOWL AD 2-11	19 APR 2024	LOWL AD 2 MAP 14-2	8 AUG 2024	LOWS AD 2 MAP 9-1D	3 OCT 2024
LOWL AD 2-12	19 APR 2024			LOWS AD 2 MAP 9-1E	20 MAY 2021
LOWL AD 2-13	19 APR 2024			LOWS AD 2 MAP 9-1F	20 MAY 2021
LOWL AD 2-14	19 APR 2024			LOWS AD 2 MAP 9-1G	20 MAY 2021
LOWL AD 2-15	8 AUG 2024	LOWS AD 2-1	11 JUL 2024	LOWS AD 2 MAP 9-2	13 JUN 2024
LOWL AD 2-16	8 AUG 2024	LOWS AD 2-2	11 JUL 2024	LOWS AD 2 MAP 9-2A	13 JUN 2024
LOWL AD 2-17	19 APR 2024	LOWS AD 2-3	25 JAN 2024	LOWS AD 2 MAP 9-2B	13 JUN 2024
LOWL AD 2-18	14 JUN 2024	LOWS AD 2-4	6 SEP 2024	LOWS AD 2 MAP 9-2C	15 JUL 2021
LOWL AD 2-19	19 APR 2024	LOWS AD 2-5	14 JUN 2024	LOWS AD 2 MAP 9-2D	3 OCT 2024
LOWL AD 2-20	29 DEC 2023	LOWS AD 2-6	25 JAN 2024	LOWS AD 2 MAP 9-2E	13 JUN 2024
LOWL AD 2-21	29 DEC 2023	LOWS AD 2-7	14 JUL 2023		
LOWL AD 2-22	3 OCT 2024	LOWS AD 2-8	19 MAY 2023		
LOWL AD 2-23	3 OCT 2024	LOWS AD 2-9	1 DEC 2023		
LOWL AD 2-24	8 AUG 2024	LOWS AD 2-10	1 DEC 2023		
LOWL AD 2 MAP 1-1	16 MAY 2024	LOWS AD 2-11	6 SEP 2024	LOWS AD 2 MAP 11-1	20 APR 2023
LOWL AD 2 MAP 4-1	17 JUN 2021	LOWS AD 2-12	6 SEP 2024	LOWS AD 2 MAP 11-1A	11 AUG 2022
LOWL AD 2 MAP 5-1	17 JUN 2021	LOWS AD 2-13	6 SEP 2024	LOWS AD 2 MAP 11-1B	11 AUG 2022
LOWL AD 2 MAP 7-1	17 JUN 2021	LOWS AD 2-14	6 SEP 2024	LOWS AD 2 MAP 11-1C	3 OCT 2024
LOWL AD 2 MAP 7-2	17 JUN 2021	LOWS AD 2-15	6 SEP 2024	LOWS AD 2 MAP 11-1D	11 AUG 2022
LOWL AD 2 MAP 9-1	30 NOV 2023	LOWS AD 2-16	25 JAN 2024		
LOWL AD 2 MAP 9-1A	30 NOV 2023	LOWS AD 2-17	25 JAN 2024	LOWS AD 2 MAP 13-1-1	15 JUN 2023
LOWL AD 2 MAP 9-1B	30 NOV 2023	LOWS AD 2-18	25 JAN 2024		
LOWL AD 2 MAP 9-2	30 NOV 2023	LOWS AD 2-19	25 JAN 2024	LOWS AD 2 MAP 13-1-3	15 JUN 2023
LOWL AD 2 MAP 9-2A	30 NOV 2023	LOWS AD 2-20	25 JAN 2024		
LOWL AD 2 MAP 9-2B	30 NOV 2023	LOWS AD 2-21	25 JAN 2024	LOWS AD 2 MAP 13-2-1-1	20 APR 2023
LOWL AD 2 MAP 11-1	3 OCT 2024	LOWS AD 2-22	19 APR 2024	LOWS AD 2 MAP 13-2-1-1A	20 MAY 2021
LOWL AD 2 MAP 11-1A	3 OCT 2024	LOWS AD 2-23	25 JAN 2024		
LOWL AD 2 MAP 11-1B	3 OCT 2024	LOWS AD 2-24	25 JAN 2024	LOWS AD 2 MAP 13-2-1-2	20 APR 2023
LOWL AD 2 MAP 11-1C	3 OCT 2024	LOWS AD 2-25	14 JUN 2024	LOWS AD 2 MAP 13-2-1-2A	20 MAY 2021
LOWL AD 2 MAP 11-1D	3 OCT 2024	LOWS AD 2-26	9 AUG 2024	LOWS AD 2 MAP 13-2-1-2B	20 MAY 2021
LOWL AD 2 MAP 11-2	3 OCT 2024	LOWS AD 2-27	25 JAN 2024		
LOWL AD 2 MAP 11-2A	3 OCT 2024	LOWS AD 2-28	25 JAN 2024	LOWS AD 2 MAP 13-2-2-1	20 APR 2023
LOWL AD 2 MAP 11-2B	3 OCT 2024	LOWS AD 2-29	19 APR 2024	LOWS AD 2 MAP 13-2-2-1A	20 MAY 2021
LOWL AD 2 MAP 11-2C	3 OCT 2024	LOWS AD 2-30	25 JAN 2024		
LOWL AD 2 MAP 12-1	8 AUG 2024	LOWS AD 2-31	25 JAN 2024	LOWS AD 2 MAP 13-3-2-1	20 APR 2023
LOWL AD 2 MAP 12-1-1	17 JUN 2021	LOWS AD 2-32	25 JAN 2024	LOWS AD 2 MAP 13-3-2-1A	20 MAY 2021
LOWL AD 2 MAP 12-1-2	17 JUN 2021	LOWS AD 2-33	1 NOV 2024	LOWS AD 2 MAP 13-3-2-1B	20 MAY 2021
LOWL AD 2 MAP 12-1-3	16 MAY 2024	LOWS AD 2-34	1 NOV 2024		
		LOWS AD 2-35	1 NOV 2024	LOWS AD 2 MAP 13-3-2-2	20 APR 2023
		LOWS AD 2-36	1 NOV 2024	LOWS AD 2 MAP 13-3-2-2A	20 MAY 2021
		LOWS AD 2-37	1 NOV 2024		
		LOWS AD 2-38	1 NOV 2024	LOWS AD 2 MAP 14-1	23 MAR 2023
		LOWS AD 2-39	1 NOV 2024		
		LOWS AD 2-40	1 NOV 2024	LOWS AD 2 MAP 14-2	21 MAR 2024
		LOWS AD 2-41	1 NOV 2024		
		LOWS AD 2-42	1 NOV 2024		
		LOWS AD 2-43	1 NOV 2024		
		LOWS AD 2-44	1 NOV 2024		
		LOWS AD 2-45	1 NOV 2024		

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
LOWW AD 2-1	2 NOV 2023	LOWW AD 2-66	21 MAR 2024	LOWW AD 2 MAP 9-4-2C	25 JAN 2024
LOWW AD 2-2	1 DEC 2023	LOWW AD 2 MAP 1-1	5 SEP 2024	LOWW AD 2 MAP 9-4-2D	25 JAN 2024
LOWW AD 2-3	2 NOV 2023	LOWW AD 2 MAP 2-1	13 JUN 2024	LOWW AD 2 MAP 11-1	25 JAN 2024
LOWW AD 2-4	9 AUG 2024	LOWW AD 2 MAP 3-2	5 SEP 2024	LOWW AD 2 MAP 11-1A	6 OCT 2022
LOWW AD 2-5	22 APR 2021	LOWW AD 2 MAP 4-1	22 APR 2021	LOWW AD 2 MAP 11-1B	6 OCT 2022
LOWW AD 2-6	3 NOV 2023	LOWW AD 2 MAP 4-2	22 APR 2021	LOWW AD 2 MAP 11-1C	6 OCT 2022
LOWW AD 2-7	3 NOV 2023	LOWW AD 2 MAP 5-1	22 APR 2021	LOWW AD 2 MAP 11-1D	6 OCT 2022
LOWW AD 2-8	21 MAR 2024	LOWW AD 2 MAP 7-2	22 APR 2021	LOWW AD 2 MAP 11-1E	6 OCT 2022
LOWW AD 2-9	22 FEB 2024	LOWW AD 2 MAP 7-3	22 APR 2021	LOWW AD 2 MAP 11-1F	27 JAN 2022
LOWW AD 2-10	22 FEB 2024	LOWW AD 2 MAP 9-1-1	20 APR 2023		
LOWW AD 2-11	22 FEB 2024	LOWW AD 2 MAP 9-1-1A	27 JAN 2022	LOWW AD 2 MAP 11-2-1	5 SEP 2024
LOWW AD 2-12	22 FEB 2024	LOWW AD 2 MAP 9-1-1B	27 JAN 2022	LOWW AD 2 MAP 11-2-1A	15 JUN 2023
LOWW AD 2-13	22 FEB 2024	LOWW AD 2 MAP 9-1-1C	27 JAN 2022	LOWW AD 2 MAP 11-2-1B	15 JUN 2023
LOWW AD 2-14	22 FEB 2024	LOWW AD 2 MAP 9-1-1D	27 JAN 2022	LOWW AD 2 MAP 11-2-1C	15 JUN 2023
LOWW AD 2-15	22 FEB 2024	LOWW AD 2 MAP 9-1-1E	27 JAN 2022	LOWW AD 2 MAP 11-2-1D	15 JUN 2023
LOWW AD 2-16	22 FEB 2024	LOWW AD 2 MAP 9-1-1F	27 JAN 2022		
LOWW AD 2-17	22 FEB 2024	LOWW AD 2 MAP 9-1-1G	27 JAN 2022	LOWW AD 2 MAP 11-2-2-1	5 SEP 2024
LOWW AD 2-18	22 FEB 2024	LOWW AD 2 MAP 9-1-1H	27 JAN 2022	LOWW AD 2 MAP 11-2-2-1A	26 JAN 2023
LOWW AD 2-19	22 FEB 2024	LOWW AD 2 MAP 9-1-1I	27 JAN 2022	LOWW AD 2 MAP 11-2-2-1B	15 JUN 2023
LOWW AD 2-20	5 SEP 2024	LOWW AD 2 MAP 9-1-1J	27 JAN 2022	LOWW AD 2 MAP 11-2-2-1C	15 JUN 2023
LOWW AD 2-21	5 SEP 2024	LOWW AD 2 MAP 9-1-1K	27 JAN 2022	LOWW AD 2 MAP 11-2-2-1D	26 JAN 2023
LOWW AD 2-22	19 MAY 2023	LOWW AD 2 MAP 9-1-1L	27 JAN 2022	LOWW AD 2 MAP 11-2-2-2	5 SEP 2024
LOWW AD 2-23	19 MAY 2023	LOWW AD 2 MAP 9-1-2	20 APR 2023	LOWW AD 2 MAP 11-2-2-2A	3 NOV 2022
LOWW AD 2-24	21 MAR 2024	LOWW AD 2 MAP 9-1-2A	25 JAN 2024	LOWW AD 2 MAP 11-2-2-2B	3 NOV 2022
LOWW AD 2-25	21 MAR 2024	LOWW AD 2 MAP 9-1-2B	25 JAN 2024	LOWW AD 2 MAP 11-2-2-2C	3 NOV 2022
LOWW AD 2-26	9 AUG 2024	LOWW AD 2 MAP 9-2-1	20 APR 2023		
LOWW AD 2-27	4 OCT 2024	LOWW AD 2 MAP 9-2-1A	27 JAN 2022	LOWW AD 2 MAP 11-2-3	5 SEP 2024
LOWW AD 2-28	4 OCT 2024	LOWW AD 2 MAP 9-2-1B	27 JAN 2022	LOWW AD 2 MAP 11-2-3A	15 JUN 2023
LOWW AD 2-29	21 MAR 2024	LOWW AD 2 MAP 9-2-1C	27 JAN 2022	LOWW AD 2 MAP 11-2-3B	15 JUN 2023
LOWW AD 2-30	21 MAR 2024	LOWW AD 2 MAP 9-2-1D	27 JAN 2022	LOWW AD 2 MAP 11-2-3C	15 JUN 2023
LOWW AD 2-31	21 MAR 2024	LOWW AD 2 MAP 9-2-1E	27 JAN 2022	LOWW AD 2 MAP 11-2-3D	15 JUN 2023
LOWW AD 2-32	21 MAR 2024	LOWW AD 2 MAP 9-2-1F	22 APR 2021		
LOWW AD 2-33	21 MAR 2024	LOWW AD 2 MAP 9-2-1G	27 JAN 2022	LOWW AD 2 MAP 11-2-4	5 SEP 2024
LOWW AD 2-34	19 APR 2024			LOWW AD 2 MAP 11-2-4A	15 JUN 2023
LOWW AD 2-35	19 APR 2024	LOWW AD 2 MAP 9-2-2	20 APR 2023	LOWW AD 2 MAP 11-2-4B	15 JUN 2023
LOWW AD 2-36	21 MAR 2024	LOWW AD 2 MAP 9-2-2A	25 JAN 2024	LOWW AD 2 MAP 11-2-4C	15 JUN 2023
LOWW AD 2-37	21 MAR 2024	LOWW AD 2 MAP 9-2-2B	25 JAN 2024	LOWW AD 2 MAP 11-2-4D	15 JUN 2023
LOWW AD 2-38	19 APR 2024	LOWW AD 2 MAP 9-2-2C	25 JAN 2024		
LOWW AD 2-39	19 APR 2024	LOWW AD 2 MAP 9-2-2D	25 JAN 2024	LOWW AD 2 MAP 12-1	16 MAY 2024
LOWW AD 2-40	21 MAR 2024	LOWW AD 2 MAP 9-2-2E	25 JAN 2024	LOWW AD 2 MAP 12-1-1	16 MAY 2024
LOWW AD 2-41	21 MAR 2024	LOWW AD 2 MAP 9-2-2F	25 JAN 2024	LOWW AD 2 MAP 12-1-2	16 MAY 2024
LOWW AD 2-42	21 MAR 2024			LOWW AD 2 MAP 12-1-3	16 MAY 2024
LOWW AD 2-43	21 MAR 2024	LOWW AD 2 MAP 9-3	22 FEB 2024	LOWW AD 2 MAP 12-1-4	16 MAY 2024
LOWW AD 2-44	21 MAR 2024	LOWW AD 2 MAP 9-3A	27 JAN 2022	LOWW AD 2 MAP 13-1-1	5 SEP 2024
LOWW AD 2-45	21 MAR 2024	LOWW AD 2 MAP 9-3B	27 JAN 2022	LOWW AD 2 MAP 13-1-2-1	5 SEP 2024
LOWW AD 2-46	13 JUN 2024	LOWW AD 2 MAP 9-3C	24 MAR 2022	LOWW AD 2 MAP 13-1-2-2	5 SEP 2024
LOWW AD 2-47	21 MAR 2024	LOWW AD 2 MAP 9-3D	24 MAR 2022	LOWW AD 2 MAP 13-1-3	5 SEP 2024
LOWW AD 2-48	21 MAR 2024	LOWW AD 2 MAP 9-3E	27 JAN 2022	LOWW AD 2 MAP 13-1-4	5 SEP 2024
LOWW AD 2-49	21 MAR 2024	LOWW AD 2 MAP 9-3F	27 JAN 2022	LOWW AD 2 MAP 13-2-1	5 SEP 2024
LOWW AD 2-50	19 APR 2024	LOWW AD 2 MAP 9-3G	27 JAN 2022	LOWW AD 2 MAP 13-2-1A	27 JAN 2022
LOWW AD 2-51	21 MAR 2024	LOWW AD 2 MAP 9-3H	27 JAN 2022	LOWW AD 2 MAP 13-2-1B	28 JAN 2022
LOWW AD 2-52	21 MAR 2024	LOWW AD 2 MAP 9-3I	27 JAN 2022	LOWW AD 2 MAP 13-2-2	5 SEP 2024
LOWW AD 2-53	21 MAR 2024			LOWW AD 2 MAP 13-2-2A	27 JAN 2022
LOWW AD 2-54	21 MAR 2024	LOWW AD 2 MAP 9-4-1	20 APR 2023	LOWW AD 2 MAP 13-2-2B	28 JAN 2022
LOWW AD 2-55	5 SEP 2024	LOWW AD 2 MAP 9-4-1A	27 JAN 2022		
LOWW AD 2-56	21 MAR 2024	LOWW AD 2 MAP 9-4-1B	27 JAN 2022	LOWW AD 2 MAP 13-2-3	5 SEP 2024
LOWW AD 2-57	21 MAR 2024	LOWW AD 2 MAP 9-4-1C	27 JAN 2022	LOWW AD 2 MAP 13-2-3A	27 JAN 2022
LOWW AD 2-58	21 MAR 2024	LOWW AD 2 MAP 9-4-1D	27 JAN 2022	LOWW AD 2 MAP 13-2-3B	22 APR 2021
LOWW AD 2-59	21 MAR 2024	LOWW AD 2 MAP 9-4-1E	27 JAN 2022		
LOWW AD 2-60	21 MAR 2024	LOWW AD 2 MAP 9-4-1F	27 JAN 2022	LOWW AD 2 MAP 13-2-4	5 SEP 2024
LOWW AD 2-61	21 MAR 2024	LOWW AD 2 MAP 9-4-1G	27 JAN 2022	LOWW AD 2 MAP 13-2-4A	27 JAN 2022
LOWW AD 2-62	21 MAR 2024			LOWW AD 2 MAP 13-2-4B	22 APR 2021
LOWW AD 2-63	21 MAR 2024	LOWW AD 2 MAP 9-4-2	20 APR 2023	LOWW AD 2 MAP 13-4-3	5 SEP 2024
LOWW AD 2-64	21 MAR 2024	LOWW AD 2 MAP 9-4-2A	25 JAN 2024	LOWW AD 2 MAP 13-4-4	5 SEP 2024
LOWW AD 2-65	21 MAR 2024	LOWW AD 2 MAP 9-4-2B	25 JAN 2024	LOWW AD 2 MAP 14-2	5 SEP 2024

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE
LOAA AD 2-1	11 JUL 2024	LOAV AD 2 MAP 1-1	17 MAY 2024	LOIK AD 2-1	11 JUL 2024
LOAB AD 2-1	12 JUL 2024	LOAV AD 2 MAP 9-1	28 DEC 2023	LOIK AD 2-2	11 JUL 2024
LOAB AD 2-2	12 JUL 2024	LOAV AD 2 MAP 9-1A	28 JAN 2021	LOIR AD 2-1	11 JUL 2024
LOAB AD 2 MAP 1-1	12 JUL 2024	LOAV AD 2 MAP 9-2	28 DEC 2023	LOIR AD 2-2	19 MAY 2023
		LOAV AD 2 MAP 9-2A	7 OCT 2021	LOKF AD 2-1	11 JUL 2024
LOAD AD 2-1	3 OCT 2024	LOAV AD 2 MAP 9-2B	28 DEC 2023	LOKG AD 2-1	11 JUL 2024
LOAD AD 2-2	3 OCT 2024	LOAV AD 2 MAP 13-2-1	28 DEC 2023	LOKH AD 2-1	11 JUL 2024
LOAD AD 2 MAP 1-1	3 OCT 2024	LOAV AD 2 MAP 13-2-1A	28 JAN 2021	LOKL AD 2-1	11 JUL 2024
		LOAV AD 2 MAP 13-2-2	28 DEC 2023	LOKM AD 2-1	11 JUL 2024
LOAG AD 2-1	11 JUL 2024	LOAV AD 2 MAP 13-2-2A	28 JAN 2021	LOKN AD 2-1	11 JUL 2024
		LOAV AD 2 MAP 13-2-2B	28 JAN 2021	LOKR AD 2-1	11 JUL 2024
		LOAV AD 2 MAP 13-2-2C	28 DEC 2023	LOKW AD 2-1	11 JUL 2024
		LOAV AD 2 MAP 14-2	28 DEC 2023	LOLC AD 2-1	11 JUL 2024
LOAN AD 2-1	28 DEC 2023			LOLE AD 2-1	11 JUL 2024
LOAN AD 2-2	28 DEC 2023			LOLF AD 2-1	11 JUL 2024
LOAN AD 2-3	28 DEC 2023			LOLG AD 2-1	31 OCT 2024
LOAN AD 2-4	19 APR 2024	LOGF AD 2-1	11 JUL 2024	LOLG AD 2-2	31 OCT 2024
LOAN AD 2-5	19 APR 2024	LOGG AD 2-1	11 JUL 2024	LOLH AD 2-1	11 JUL 2024
LOAN AD 2-6	11 JUL 2024	LOGG AD 2-2	18 APR 2024	LOLK AD 2-1	11 JUL 2024
LOAN AD 2-7	11 JUL 2024	LOGG AD 2 MAP 1-1	18 APR 2024	LOLM AD 2-1	11 JUL 2024
LOAN AD 2-8	16 JUN 2023	LOGI AD 2-1	11 JUL 2024	LOLO AD 2-1	11 JUL 2024
LOAN AD 2-9	28 DEC 2023	LOGK AD 2-1	11 JUL 2024	LOLS AD 2-1	11 JUL 2024
LOAN AD 2-10	16 JUN 2023	LOGL AD 2-1	11 JUL 2024	LOLT AD 2-1	5 SEP 2024
LOAN AD 2-11	16 JUN 2023	LOGM AD 2-1	9 AUG 2024	LOLU AD 2-1	11 JUL 2024
LOAN AD 2-12	16 JUN 2023	LOGO AD 2-1	3 OCT 2024	LOLW AD 2-1	28 DEC 2023
LOAN AD 2-13	16 JUN 2023	LOGO AD 2-2	18 APR 2024	LOLW AD 2-2	26 FEB 2021
LOAN AD 2-14	28 DEC 2023	LOGO AD 2 MAP 1-1	3 OCT 2024	LOLW AD 2-3	26 FEB 2021
LOAN AD 2-15	16 JUN 2023	LOGP AD 2-1	9 AUG 2024	LOLW AD 2-4	19 APR 2024
LOAN AD 2-16	28 DEC 2023	LOGP AD 2-2	9 AUG 2024	LOLW AD 2-5	11 JUL 2024
LOAN AD 2-17	21 MAR 2024	LOGP AD 2 MAP 1-1	9 AUG 2024	LOLW AD 2-6	19 APR 2024
LOAN AD 2 MAP 1-1	28 DEC 2023	LOGT AD 2-1	11 JUL 2024	LOLW AD 2-7	19 APR 2024
LOAN AD 2 MAP 9-1	28 DEC 2023	LOGW AD 2-1	11 JUL 2024	LOLW AD 2-8	19 APR 2024
LOAN AD 2 MAP 9-1A	28 JAN 2021	LOIH AD 2-1	8 AUG 2024	LOLW AD 2-9	19 APR 2024
LOAN AD 2 MAP 13-2-1	28 DEC 2023	LOIH AD 2-2	21 MAY 2021	LOLW AD 2-10	19 APR 2024
LOAN AD 2 MAP 13-2-1A	28 JAN 2021	LOIH AD 2-3	11 OCT 2019	LOLW AD 2-11	19 APR 2024
LOAN AD 2 MAP 14-2	21 MAR 2024	LOIH AD 2-4	19 APR 2024	LOLW AD 2-12	19 APR 2024
		LOIH AD 2-5	19 APR 2024	LOLW AD 2-13	19 APR 2024
		LOIH AD 2-6	11 JUL 2024	LOLW AD 2-14	19 APR 2024
		LOIH AD 2-7	8 AUG 2024	LOLW AD 2-15	19 APR 2024
		LOIH AD 2-8	8 AUG 2024	LOLW AD 2 MAP 1-1	28 DEC 2023
		LOIH AD 2-9	8 AUG 2024	LOLW AD 2 MAP 14-2	28 DEC 2023
		LOIH AD 2-10	28 DEC 2023		
		LOIH AD 2-11	28 DEC 2023	LOSM AD 2-1	11 JUL 2024
		LOIH AD 2 MAP 1-1	8 AUG 2024		
		LOIH AD 2 MAP 14-2	8 AUG 2024	LOWZ AD 2-1	5 SEP 2024
				LOWZ AD 2-2	7 NOV 2019
LOAV AD 2-1	28 DEC 2023	LOIJ AD 2-1	8 AUG 2024	LOWZ AD 2-3	3 NOV 2023
LOAV AD 2-2	28 FEB 2019	LOIJ AD 2-2	6 OCT 2023	LOWZ AD 2-4	8 AUG 2024
LOAV AD 2-3	28 DEC 2023	LOIJ AD 2-3	6 OCT 2023	LOWZ AD 2-5	11 JUL 2024
LOAV AD 2-4	19 APR 2024	LOIJ AD 2-4	8 AUG 2024	LOWZ AD 2-6	5 SEP 2024
LOAV AD 2-5	11 JUL 2024	LOIJ AD 2-5	11 JUL 2024	LOWZ AD 2-7	5 SEP 2024
LOAV AD 2-6	11 JUL 2024	LOIJ AD 2-6	8 AUG 2024	LOWZ AD 2-8	5 SEP 2024
LOAV AD 2-7	11 JUL 2024	LOIJ AD 2-7	19 APR 2024	LOWZ AD 2-9	5 SEP 2024
LOAV AD 2-8	11 JUL 2024	LOIJ AD 2-8	19 APR 2024	LOWZ AD 2-10	5 SEP 2024
LOAV AD 2-9	11 JUL 2024	LOIJ AD 2-9	6 OCT 2023	LOWZ AD 2-11	5 SEP 2024
LOAV AD 2-10	11 JUL 2024	LOIJ AD 2-10	22 MAR 2024	LOWZ AD 2-12	5 SEP 2024
LOAV AD 2-11	28 DEC 2023	LOIJ AD 2-11	28 DEC 2023	LOWZ AD 2-13	5 SEP 2024
LOAV AD 2-12	28 DEC 2023	LOIJ AD 2 MAP 1-1	28 DEC 2023	LOWZ AD 2-14	8 AUG 2024
LOAV AD 2-13	28 DEC 2023	LOIJ AD 2 MAP 9-1	8 AUG 2024	LOWZ AD 2 MAP 1-1	5 SEP 2024
LOAV AD 2-14	28 DEC 2023	LOIJ AD 2 MAP 9-1A	8 AUG 2024	LOWZ AD 2 MAP 9-1	5 SEP 2024
LOAV AD 2-15	28 DEC 2023	LOIJ AD 2 MAP 13-2-1	5 SEP 2024	LOWZ AD 2 MAP 9-1A	15 JUN 2023
LOAV AD 2-16	28 DEC 2023	LOIJ AD 2 MAP 13-2-1A	8 AUG 2024	LOWZ AD 2 MAP 13-2-1	5 SEP 2024
LOAV AD 2-17	28 DEC 2023	LOIJ AD 2 MAP 13-2-1A	8 AUG 2024	LOWZ AD 2 MAP 13-2-1A	5 SEP 2024
LOAV AD 2-18	23 FEB 2024	LOIJ AD 2 MAP 14-2	5 SEP 2024	LOWZ AD 2 MAP 14-2	5 SEP 2024

SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE	SEITE/PAGE	DATUM/DATE		
MIL	LOXA 2-1	8 SEP 2022	LOXZ AD 2 MAP 9-2	3 OCT 2024	LOBL AD 3-1	11 JUL 2024	
	LOXA 2-2	14 SEP 2017	LOXZ AD 2 MAP 9-2A	3 DEC 2020	LOBL AD 3-2	11 JUL 2024	
	LOXA 2-3	22 APR 2022	LOXZ AD 2 MAP 9-2B	3 DEC 2020	LOBL AD 3-3	25 FEB 2022	
	LOXA 2-4	11 AUG 2023	LOXZ AD 2 MAP 9-2C	3 DEC 2020	LOBL AD 3-4	25 FEB 2022	
	LOXA 2-5	28 DEC 2023	LOXZ AD 2 MAP 9-2D	3 DEC 2020	LOBL AD 3-5	11 JUL 2024	
	LOXA 2-6	8 AUG 2024	LOXZ AD 2 MAP 12-1	25 JAN 2024	LOBL AD 3-6	25 FEB 2022	
			LOXZ AD 2 MAP 12-1-1	3 DEC 2020			
	LOXN 2-1	8 SEP 2022	LOXZ AD 2 MAP 13-2-2	3 OCT 2024	LOBU AD 3-1	11 JUL 2024	
	LOXN 2-2	14 SEP 2017	LOXZ AD 2 MAP 13-2-2A	11 AUG 2022	LOBU AD 3-2	11 JUL 2024	
	LOXN 2-3	12 AUG 2021	LOXZ AD 2 MAP 13-6-2	3 OCT 2024	LOBU AD 3-3	25 FEB 2022	
	LOXN 2-4	11 JUL 2024	LOXZ AD 2 MAP 14-1	3 OCT 2024	LOBU AD 3-4	28 JAN 2022	
	LOXN 2-5	11 JUL 2024	LOXZ AD 2 MAP 14-2	16 MAY 2024	LOBU AD 3-5	11 JUL 2024	
	LOXN 2-6	8 AUG 2024			LOBU AD 3-6	11 JUL 2024	
LOXN AD 2 MAP 14-2		11 JUL 2024					
LOXT 2-1		27 JAN 2022					
LOXT 2-2		5 DEC 2019			LODK AD 3-1	27 JAN 2022	
LOXT 2-3		21 MAR 2024			LODK AD 3-2	11 JUL 2024	
LOXT 2-4		21 MAR 2024			LODK AD 3-3	13 AUG 2021	
LOXT 2-5		19 JUN 2020	AD 3	AD 3-1	11 JUL 2024	LODK AD 3-4	13 AUG 2021
LOXT 2-6		6 OCT 2023		AD 3-2	11 JUL 2024	LODK AD 3-5	11 JUL 2024
LOXT 2-7		21 MAR 2024		AD 3-3	12 JUL 2024	LODK AD 3-6	11 JUL 2024
LOXT 2-8		21 MAR 2024		AD 3-4	11 JUL 2024		
LOXT 2-9		27 JAN 2022		AD 3-5	11 JUL 2024	LODO AD 3-1	27 JAN 2022
LOXT 2-10		21 MAR 2024		AD 3-6	11 JUL 2024	LODO AD 3-2	11 JUL 2024
LOXT 2-11		6 NOV 2020		AD 3-7	11 JUL 2024	LODO AD 3-3	18 JUN 2021
LOXT 2-12		5 DEC 2019		AD 3-8	11 JUL 2024	LODO AD 3-4	18 JUN 2021
LOXT 2-13		21 MAR 2024		AD 3-9	11 JUL 2024	LODO AD 3-5	11 JUL 2024
LOXT 2-14		21 MAR 2024		AD 3-10	11 JUL 2024	LODO AD 3-6	11 JUL 2024
LOXT 2-15		28 DEC 2023		AD 3-11	11 JUL 2024	LODO AD 3-7	11 JUL 2024
LOXT 2-16		8 AUG 2024		AD 3-12	11 JUL 2024	LODO AD 3 MAP 9-1	12 AUG 2021
LOXT AD 2 MAP 1-1		3 OCT 2024		AD 3-13	11 JUL 2024	LODO AD 3 MAP 9-1A	28 JAN 2021
LOXT AD 2 MAP 4-1		6 NOV 2020		AD 3-14	9 AUG 2024	LODO AD 3 MAP 9-1B	28 JAN 2021
LOXT AD 2 MAP 12-1		20 APR 2023		AD 3-15	11 JUL 2024	LODO AD 3 MAP 13-2-1	12 AUG 2021
LOXT AD 2 MAP 12-1-1		6 NOV 2020		AD 3-16	11 JUL 2024	LODO AD 3 MAP 13-2-1A	28 JAN 2021
LOXT AD 2 MAP 13-2-1		3 OCT 2024		AD 3-17	9 AUG 2024	LODO AD 3 MAP 13-2-1B	28 JAN 2021
LOXT AD 2 MAP 13-2-1A		14 JUL 2022		AD 3-18	11 JUL 2024	LODO AD 3 MAP 13-2-1C	28 JAN 2021
LOXT AD 2 MAP 13-2-1B		6 NOV 2020		AD 3-19	11 JUL 2024		
LOXT AD 2 MAP 14-1		3 OCT 2024		AD 3-20	11 JUL 2024	LOGH AD 3-1	27 JAN 2022
				AD 3-21	11 JUL 2024	LOGH AD 3-2	11 JUL 2024
	LOXZ 2-1	11 AUG 2022		AD 3-22	11 JUL 2024	LOGH AD 3-3	18 JUN 2021
	LOXZ 2-2	29 MAY 2014		AD 3-23	11 JUL 2024	LOGH AD 3-4	28 JAN 2021
	LOXZ 2-3	22 APR 2022		AD 3-24	11 JUL 2024	LOGH AD 3-5	11 JUL 2024
	LOXZ 2-4	22 APR 2022		AD 3-25	11 JUL 2024	LOGH AD 3-6	11 JUL 2024
	LOXZ 2-5	28 APR 2016		AD 3-26	11 JUL 2024	LOGH AD 3-7	11 JUL 2024
	LOXZ 2-6	6 OCT 2023		AD 3-27	11 JUL 2024	LOGH AD 3 MAP 9-1	19 MAY 2022
	LOXZ 2-7	28 APR 2016		AD 3-28	11 JUL 2024	LOGH AD 3 MAP 9-1A	7 OCT 2021
	LOXZ 2-8	22 APR 2022		AD 3-29	11 JUL 2024	LOGH AD 3 MAP 9-1B	19 MAY 2022
	LOXZ 2-9	14 JUL 2023		AD 3-30	11 JUL 2024	LOGH AD 3 MAP 13-2-1	19 MAY 2022
	LOXZ 2-10	27 JAN 2022		AD 3-31	11 JUL 2024	LOGH AD 3 MAP 13-2-1A	28 JAN 2021
	LOXZ 2-11	3 DEC 2020		AD 3-32	11 JUL 2024	LOGH AD 3 MAP 13-2-1B	28 JAN 2021
	LOXZ 2-12	28 DEC 2023		AD 3-33	11 JUL 2024	LOGH AD 3 MAP 13-2-1C	19 MAY 2022
	LOXZ 2-13	3 DEC 2020		AD 3-34	11 JUL 2024		
	LOXZ 2-14	4 OCT 2024				LOGZ AD 3-1	27 JAN 2022
	LOXZ 2-15	8 AUG 2024				LOGZ AD 3-2	11 JUL 2024
LOXZ AD 2 MAP 1-1		8 AUG 2024				LOGZ AD 3-3	18 JUN 2021
LOXZ AD 2 MAP 4-1		3 DEC 2020				LOGZ AD 3-4	18 JUN 2021
LOXZ AD 2 MAP 4-2		3 DEC 2020		LOAT AD 3-1	11 JUL 2024	LOGZ AD 3-5	11 JUL 2024
LOXZ AD 2 MAP 5-1		3 DEC 2020		LOAT AD 3-2	11 JUL 2024	LOGZ AD 3-6	11 JUL 2024
LOXZ AD 2 MAP 9-1		3 OCT 2024		LOAT AD 3-3	21 MAR 2024		
LOXZ AD 2 MAP 9-1A		3 DEC 2020		LOAT AD 3-4	21 MAR 2024		
LOXZ AD 2 MAP 9-1B		3 DEC 2020		LOAT AD 3-5	21 MAR 2024	LOJD AD 3-1	27 JAN 2022
LOXZ AD 2 MAP 9-1C		3 DEC 2020		LOAT AD 3-6	21 MAR 2024	LOJD AD 3-2	11 JUL 2024
LOXZ AD 2 MAP 9-1D		3 DEC 2020		LOAT AD 3-7	11 JUL 2024	LOJD AD 3-3	13 AUG 2021
				LOAT AD 3 MAP 1-1	21 MAR 2024	LOJD AD 3-4	11 JUL 2024
				LOAT AD 3 MAP 14-2	11 JUL 2024	LOJD AD 3-5	11 JUL 2024
						LOJD AD 3-6	13 AUG 2021

GEN 2.4 ORTSKENNUNGEN

* Zeigt an, dass die Stelle nicht an das AFTN angeschlossen ist.

Für die Adressierung von Flugplanmeldungen sind die Angaben in ENR 1.11 zu beachten.

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
COM CENTRE WIEN	LOOO
FIR Wien	LOVV
MET COM CENTRE (Wetterfernmeldezentrale)	LOWM
MIL COM CENTRE (St. Johann/Pongau)	LOXB
Sammeladresse für die Verteilung von Meldungen innerhalb Österreichs / collective address for distribution of messages within Austria	LOZZ
Aigen MIL	LOXA
Altlichtenwarth *	LOAR
Amstetten KH (HEL) *	LOAQ
Bad Kleinkirchheim (HEL) *	LOKB
Bad Radkersburg LKH (HEL) *	LOGA
Baden KH (HEL) *	LOAF
Bludenz LKH (HEL) *	LOJB
Braunau am Inn KH (HEL) *	LOPB
Bregenz LKH (HEL) *	LOIX
Bruck an der Mur LKH (HEL) *	LOGB
Deutschlandsberg LKH (HEL) *	LODB
Diex-Lobnig (HEL) *	LOKX
Dobersberg *	LOAB
Dornbirn KH (HEL) *	LOJD
Eferding *	LOLE
Eisenstadt LKH (HEL) *	LOAE
Erfendorf Kitz-Air (HEL) *	LOJE
Feldbach LKH (HEL) *	LODF
Feldkirch "Dr. Schenk" (HEL) *	LOIQ
Feldkirch LKH (HEL) *	LOIF
Feldkirchen/Ossiacher See *	LOKF
Ferlach-Glainach *	LOKG
Ferlach-Glock (HEL) *	LOKC
Flugeinsatzstelle Wr. Neustadt (HEL) *	LOAT
Freistadt *	LOLF
Freistadt LKH (HEL) *	LOPF
Fresach / RK-1 (HEL) *	LOMR
Friesach/Deutsch-Ordens-Spital KH (HEL) *	LOKP
Friesach/Hirt *	LOKH

GEN 2.4 LOCATION INDICATORS

* Indicates that the station is not connected to the AFTN.

Addressing of flight plan messages shall conform to the provisions laid down in ENR 1.11.

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOOO	COM CENTRE WIEN
LOVV	FIR Wien
LOWM	MET COM CENTRE (Wetterfernmeldezentrale)
LOXB	MIL COM CENTRE (St. Johann/Pongau)
LOZZ	Sammeladresse für die Verteilung von Meldungen innerhalb Österreichs / collective address for distribution of messages within Austria
LOAA	Ottenschlag *
LOAB	Dobersberg *
LOAD	Völtendorf *
LOAE	Eisenstadt LKH (HEL) *
LOAF	Baden KH (HEL) *
LOAG	Krems-Langenlois *
LOAH	Horn KH (HEL) *
LOAI	Wr. Neustadt KH (HEL) *
LOAK	Krems KH (HEL) *
LOAL	Pöchlarn-Wörth (HEL) *
LOAM	Wien/Meidling (HEL) *
LOAN	Wr. Neustadt/Ost *
LOAO	Oberpullendorf LKH (HEL) *
LOAP	Waidhofen/Ybbs KH (HEL) *
LOAQ	Amstetten KH (HEL) *
LOAR	Altlichtenwarth *
LOAS	Spitzerberg *
LOAT	Flugeinsatzstelle Wr. Neustadt (HEL) *
LOAU	Stockerau *
LOAV	Vöslau *
LOAW	ÖAMTC/Wr. Neustadt (HEL) *
LOAX	St. Pölten KH (HEL) *
LOAY	Kilb (HEL) *
LOAZ	Zwettl KH (HEL) *
LOBA	Wien AKH (HEL) *
LOBB	Klinik Floridsdorf KH (HEL) *
LOBC	Landeskrankenhaus Hainburg KH (HEL) *
LOBD	SMZ Ost - Donauespital KH (HEL) *
LOBF	ÖAMTC/Zentrale (HEL) *

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
Fürstenfeld *	LOGF
Fürstenfeld KH (HEL) *	LOGS
Gmünd (HEL) *	LOBG
Gmunden-Laakirchen *	LOLU
Goldeck Talstation (HEL) *	LOKO
Graz	LOWG
Graz Kinderklinik LKH (HEL) *	LOGZ
Graz LKH (HEL) *	LOGH
Graz Süd-West, Standort Süd LKH (HEL) *	LODG
Graz UKH (HEL) *	LOGU
Grieskirchen KH (HEL) *	LOPI
Hall in Tirol KH (HEL) *	LOII
Hallegg Klagenfurt Schloß (HEL) *	LOKK
Hanuschkrankenhaus KH (HEL) *	LOBH
Hartberg LKH (HEL) *	LODH
Hinterglemm (HEL) *	LOSH
Hochgurgl (HEL) *	LOJH
Hofkirchen *	LOLH
Hohenems-Dornbirn *	LOIH
Hollabrunn KH (HEL) *	LOBO
Horn KH (HEL) *	LOAH
Hörsching MIL	LOXL
Innsbruck	LOWI
Innsbruck Uni-Klinik KH (HEL) *	LOIU
Ischgl-Idalpe (HEL) *	LOIP
Judenburg LKH (HEL) *	LOGJ
Kaltenbach (HEL) *	LOJK
Kalwang UKH (HEL) *	LODK
Kapfenberg *	LOGK
Karres (HEL) *	LOJP
Kepler Universitätsklinikum Med Campus III KH (HEL) *	LOLA
Kepler Universitätsklinikum Neuromed Campus KH (HEL) *	LOLJ
Kilb (HEL) *	LOAY
Kirchberg an der Raab, "Business Center Leitner" (HEL) *	LODL
Kirchdorf LKH (HEL) *	LOPK
Kitzbühel-Hörilahof (HEL) *	LOIB
Klagenfurt	LOWK
Klagenfurt LKH (HEL) *	LOKA

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOBG	Gmünd (HEL) *
LOBH	Hanuschkrankenhaus KH (HEL) *
LOBI	Mödling KH (HEL) *
LOBK	ÖAMTC/Krems (HEL) *
LOBL	Traumazentrum Wien der AUVA Standort Lorenz Böhler KH (HEL) *
LOBM	Mistelbach KH (HEL) *
LOBN	Neunkirchen KH (HEL) *
LOBO	Hollabrunn KH (HEL) *
LOBR	Klinik Landstraße KH (HEL) *
LOBS	Scheibbs KH (HEL) *
LOBT	Tulln LKH (HEL) *
LOBU	Traumazentrum Wien Meidling UKH (HEL) *
LOBW	Klinik Ottakring KH (HEL) *
LODA	Leoben LKH (HEL) *
LODB	Deutschlandsberg LKH (HEL) *
LODC	ÖAMTC/St. Michael (HEL) *
LODF	Feldbach LKH (HEL) *
LODG	Graz Süd-West, Standort Süd LKH (HEL) *
LODH	Hartberg LKH (HEL) *
LODK	Kalwang UKH (HEL) *
LODL	Kirchberg an der Raab, "Business Center Leitner" (HEL) *
LODM	Mürzzuschlag LKH (HEL) *
LODN	Knittelfeld LKH (HEL) *
LODO	ÖAMTC/Oberwart (HEL) *
LODS	Stolzalpe LKH (HEL) *
LODV	LKH Weststeiermark Standort Voitsberg LKH (HEL) *
LODW	LKH Südsteiermark, Standort Wagner LKH (HEL) *
LOGA	Bad Radkersburg LKH (HEL) *
LOGB	Bruck an der Mur LKH (HEL) *
LOGC	ÖAMTC/Niederöblam (HEL) *
LOGD	Klinik Diakonissen Schladming KH (HEL) *
LOGE	Weiz LKH (HEL) *
LOGF	Fürstenfeld *
LOGG	Punitz-Güssing *
LOGH	Graz LKH (HEL) *
LOGI	Trieben *
LOGJ	Judenburg LKH (HEL) *
LOGK	Kapfenberg *
LOGL	Lanzen-Turnau *

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
Klagenfurt UKH (HEL) *	LOKU
Klinik Diakonissen Schladming KH (HEL) *	LOGD
Klinik Floridsdorf KH (HEL) *	LOBB
Klinik Landstraße KH (HEL) *	LOBR
Klinik Ottakring KH (HEL) *	LOBW
Knittelfeld LKH (HEL) *	LODN
Krankenhaus der Barmherzigen Schwestern Linz KH (HEL) *	LOPL
Krankenhaus der Elisabethinen Linz KH (HEL) *	LOPE
Krems KH (HEL) *	LOAK
Krems-Langenlois *	LOAG
Kufstein KH (HEL) *	LOID
Kufstein-Langkampfen *	LOIK
Landeslinik Tamsweg KH (HEL) *	LOST
Landesklinikum Hainburg KH (HEL) *	LOBC
Langkampfen-Au (HEL) *	LOIM
Lanzen-Turnau *	LOGL
Leoben LKH (HEL) *	LODA
Leoben/Timmersdorf *	LOGT
Lienz KH (HEL) *	LOKJ
Lienz-Nikolsdorf *	LOKL
Linz	LOWL
Linz UKH (HEL) *	LOLB
Linz-Ost *	LOLO
LKH Südsteiermark, Standort Wagner LKH (HEL) *	LODW
LKH Weststeiermark Standort Voitsberg LKH (HEL) *	LODV
Ludesch (HEL) *	LOIG
Mariazell *	LOGM
Matrei in Osttirol (HEL) *	LOMM
Mauterdorf *	LOSM
Mayerhofen bei Friesach *	LOKM
Mayrhofen (HEL) *	LOJM
Medalp Imst KH (HEL) *	LOJI
Micheldorf *	LOLM
Mistelbach KH (HEL) *	LOBM
Mittelberg (HEL) *	LOJR
Mödling KH (HEL) *	LOBI
Mürzzuschlag LKH (HEL) *	LODM
Nassfeld-Sonnleitn (HEL) *	LOMN
Nenzing (HEL) *	LOJN
Neunkirchen KH (HEL) *	LOBN

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOGM	Mariazell *
LOGO	Niederöblarn *
LOGP	Pinkafeld *
LOGR	Oberwart KH (HEL) *
LOGS	Fürstenfeld KH (HEL) *
LOGT	Leoben/Timmersdorf *
LOGU	Graz UKH (HEL) *
LOGV	Vorau KH (HEL) *
LOGW	Weiz/Unterfladnitz *
LOGX	Rottenmann LKH (HEL) *
LOGZ	Graz Kinderklinik LKH (HEL) *
LOIB	Kitzbühel-Hörlahof (HEL) *
LOIC	Wucher St. Anton am Arlberg (HEL) *
LOID	Kufstein KH (HEL) *
LOIE	Reutte KH (HEL) *
LOIF	Feldkirch LKH (HEL) *
LOIG	Ludesch (HEL) *
LOIH	Hohenems-Dornbirn *
LOII	Hall in Tirol KH (HEL) *
LOIJ	St. Johann/Tirol *
LOIK	Kufstein-Langkampfen *
LOIL	ÖAMTC/Zams (HEL) *
LOIM	Langkampfen-Au (HEL) *
LOIN	Telfs "Feuerweherschule" (HEL) *
LOIO	ÖAMTC/Sölden (HEL) *
LOIP	Ischgl-Idalpe (HEL) *
LOIQ	Feldkirch "Dr. Schenk" (HEL) *
LOIR	Reutte-Höfen *
LOIS	Wattens/Swarovski (HEL) *
LOIT	St. Johann/Tirol KH (HEL) *
LOIU	Innsbruck Uni-Klinik KH (HEL) *
LOIV	Zams/St. Vinzenz KH (HEL) *
LOIW	Waidring "Hel-Transporte" (HEL) *
LOIX	Bregenz LKH (HEL) *
LOIY	Schrus "Sanatorium Dr. Schenk" KH (HEL) *
LOIZ	Schwaz KH (HEL) *
LOJB	Bludenz LKH (HEL) *
LOJC	ÖAMTC/Reith bei Kitzbühel (HEL) *
LOJD	Dornbirn KH (HEL) *
LOJE	Erpfendorf Kitz-Air (HEL) *
LOJH	Hochgurgl (HEL) *

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
Niederöblarn *	LOGO
Nötsch im Gailtal *	LOKN
ÖAMTC/Falbeson (HEL) *	LOJS
ÖAMTC/Innsbruck Flugrettungszentrum (HEL) *	LOJO
ÖAMTC/Klagenfurt (HEL) *	LOMU
ÖAMTC/Krems (HEL) *	LOBK
ÖAMTC/Niederöblarn (HEL) *	LOGC
ÖAMTC/Nikolsdorf (HEL) *	LOKQ
ÖAMTC/Oberwart (HEL) *	LODO
ÖAMTC/Patergassen (HEL) *	LOMP
ÖAMTC/Reith bei Kitzbühel (HEL) *	LOJC
ÖAMTC/Sölden (HEL) *	LOIO
ÖAMTC/St. Michael (HEL) *	LODC
ÖAMTC/Suben (HEL) *	LOLD
ÖAMTC/Tux, Madseit - Au (HEL) *	LOJT
ÖAMTC/Wr. Neustadt (HEL) *	LOAW
ÖAMTC/Ybbsitz (HEL) *	LOLY
ÖAMTC/Zams (HEL) *	LOIL
ÖAMTC/Zentrale (HEL) *	LOBF
Oberpullendorf LKH (HEL) *	LOAO
Oberwart KH (HEL) *	LOGR
Ottenschlag *	LOAA
Pinkafeld *	LOGP
Pöchlarn-Wörth (HEL) *	LOAL
Punitz-Güssing *	LOGG
Reutte KH (HEL) *	LOIE
Reutte-Höfen *	LOIR
Ried im Innkreis KH (HEL) *	LOLR
Ried-Kirchheim *	LOLK
Rohrbach LKH (HEL) *	LOPR
Rottenmann LKH (HEL) *	LOGX
Salzburg	LOWS
Salzburg LKH (HEL) *	LOSL
Salzburg UKH (HEL) *	LOSU
Salzkammergut-Klinikum Bad Ischl KH (HEL) *	LOLI
Salzkammergut-Klinikum Gmunden KH (HEL) *	LOPG
Salzkammergut-Klinikum Vöcklabruck KH (HEL) *	LOLV
Schärding LKH (HEL) *	LOPS
Schärding-Suben *	LOLS
Scharnstein *	LOLC
Scheibbs KH (HEL) *	LOBS

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOJI	Medalp Imst KH (HEL) *
LOJK	Kaltenbach (HEL) *
LOJM	Mayrhofen (HEL) *
LOJN	Nenzing (HEL) *
LOJO	ÖAMTC/Innsbruck Flugrettungszentrum (HEL) *
LOJP	Karres (HEL) *
LOJR	Mittelberg (HEL) *
LOJS	ÖAMTC/Falbeson (HEL) *
LOJT	ÖAMTC/Tux, Madseit - Au (HEL) *
LOJW	Wucher Zürs-Lech am Arlberg (HEL) *
LOKA	Klagenfurt LKH (HEL) *
LOKB	Bad Kleinkirchheim (HEL) *
LOKC	Ferlach-Glock (HEL) *
LOKD	Villach-Föderlach (HEL) *
LOKF	Feldkirchen/Ossiacher See *
LOKG	Ferlach-Glainach *
LOKH	Friesach/Hirt *
LOKJ	Lienz KH (HEL) *
LOKK	Hallegg Klagenfurt Schloß (HEL) *
LOKL	Lienz-Nikolsdorf *
LOKM	Mayerhofen bei Friesach *
LOKN	Nötsch im Gailtal *
LOKO	Goldeck Talstation (HEL) *
LOKP	Friesach/Deutsch-Ordens-Spital KH (HEL) *
LOKQ	ÖAMTC/Nikolsdorf (HEL) *
LOKR	St. Donat-Mairist *
LOKT	Villach LKH (HEL) *
LOKU	Klagenfurt UKH (HEL) *
LOKW	Wolfsberg *
LOKX	Diex-Lobnig (HEL) *
LOKZ	Zwatzhof (HEL) *
LOLA	Kepler Universitätsklinikum Med Campus III KH (HEL) *
LOLB	Linz UKH (HEL) *
LOLC	Scharnstein *
LOLD	ÖAMTC/Suben (HEL) *
LOLE	Eferding *
LOLF	Freistadt *
LOLG	St. Georgen am Ybbsfeld *
LOLH	Hofkirchen *
LOLI	Salzkammergut-Klinikum Bad Ischl KH (HEL) *

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
Schruns "Sanatorium Dr. Schenk" KH (HEL) *	LOIY
Schwarzach KH (HEL) *	LOSS
Schwaz KH (HEL) *	LOIZ
Seitenstetten *	LOLT
SMZ Ost - Donauespital KH (HEL) *	LOBD
Spittal/Drau KH (HEL) *	LOMS
Spitzerberg *	LOAS
St. Donat-Mairist *	LOKR
St. Georgen am Ybbsfeld *	LOLG
St. Johann/Pongau (HEL) *	LOSJ
St. Johann/Tirol *	LOIJ
St. Johann/Tirol KH (HEL) *	LOIT
St. Pölten KH (HEL) *	LOAX
Steyr LKH (HEL) *	LOPT
Stockerau *	LOAU
Stolzalpe LKH (HEL) *	LODS
Tauernklinikum Zell am See KH (HEL) *	LOSZ
Telfs "Feuerwehrschnule" (HEL) *	LOIN
Traumazentrum Wien der AUVA Standort Lorenz Böhler KH (HEL) *	LOBL
Traumazentrum Wien Meidling UKH (HEL) *	LOBU
Trieben *	LOGI
Tulln MIL	LOXT
Tulln LKH (HEL) *	LOBT
Villach LKH (HEL) *	LOKT
Villach-Föderlach (HEL) *	LOKD
Völtendorf *	LOAD
Vorau KH (HEL) *	LOGV
Vöslau *	LOAV
Waidhofen/Ybbs KH (HEL) *	LOAP
Waidring "Hel-Transporte" (HEL) *	LOIW
Wattens/Swarovski (HEL) *	LOIS
Weiz LKH (HEL) *	LOGE
Weiz/Unterfladnitz *	LOGW
Wels *	LOLW
Wels KH (HEL) *	LOPW
Wien MIL	LOXW
Wien AKH (HEL) *	LOBA
Wien/Meidling (HEL) *	LOAM
Wien-Schwechat	LOWW
Wolfsberg *	LOKW

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOLJ	Kepler Universitätsklinikum Neuromed Campus KH (HEL) *
LOLK	Ried-Kirchheim *
LOLM	Micheldorf *
LOLO	Linz-Ost *
LOLR	Ried im Innkreis KH (HEL) *
LOLS	Schärding-Suben *
LOLT	Seitenstetten *
LOLU	Gmunden-Laakirchen *
LOLV	Salzkammergut-Klinikum Vöcklabruck KH (HEL) *
LOLW	Wels *
LOLY	ÖAMTC/Ybbsitz (HEL) *
LOMM	Matrei in Osttirol (HEL) *
LOMN	Nassfeld-Sonnleithn (HEL) *
LOMP	ÖAMTC/Patergassen (HEL) *
LOMR	Fresach / RK-1 (HEL) *
LOMS	Spittal/Drau KH (HEL) *
LOMU	ÖAMTC/Klagenfurt (HEL) *
LOMW	Wolfsberg LKH (HEL) *
LOPB	Braunau am Inn KH (HEL) *
LOPE	Krankenhaus der Elisabethinen Linz KH (HEL) *
LOPF	Freistadt LKH (HEL) *
LOPG	Salzkammergut-Klinikum Gmunden KH (HEL) *
LOPI	Grieskirchen KH (HEL) *
LOPK	Kirchdorf LKH (HEL) *
LOPL	Krankenhaus der Barmherzigen Schwestern Linz KH (HEL) *
LOPR	Rohrbach LKH (HEL) *
LOPS	Schärding LKH (HEL) *
LOPT	Steyr LKH (HEL) *
LOPW	Wels KH (HEL) *
LOSH	Hinterglemm (HEL) *
LOSJ	St. Johann/Pongau (HEL) *
LOSL	Salzburg LKH (HEL) *
LOSM	Mauterndorf *
LOSS	Schwarzach KH (HEL) *
LOST	Landeslinik Tamsweg KH (HEL) *
LOSU	Salzburg UKH (HEL) *
LOSZ	Tauernklinikum Zell am See KH (HEL) *
LOWG	Graz
LOWI	Innsbruck

1. VERSCHLÜSSELUNG 1. ENCODE	
Ort Location	Kennung Indicator
Wolfsberg LKH (HEL) *	LOMW
Wr. Neustadt KH (HEL) *	LOAI
Wr. Neustadt/Ost *	LOAN
Wr. Neustadt/West MIL	LOXN
Wucher St. Anton am Arlberg (HEL) *	LOIC
Wucher Zürs-Lech am Arlberg (HEL) *	LOJW
Zams/St. Vinzenz KH (HEL) *	LOIV
Zell am See *	LOWZ
Zeltweg MIL	LOXZ
Zwatzhof (HEL) *	LOKZ
Zwettl KH (HEL) *	LOAZ

Nicht im ICAO Doc 8400 enthaltene Abkürzungen:

- KH Krankenhaus
- AKH Allgemeines Krankenhaus
- LKH Landeskrankenhaus
- UKH Unfallkrankenhaus

AFTN Adressen:

- LOWWYAYX Wien, Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie
- LOWWYEYX Wien, Austro Control GmbH
- LOWWYCYX Wien, Such- und Rettungszentrale (RCC)
- LOWWYWYW Wien, Militärische Kontrollzentrale (MCC)

2. ENTSCHLÜSSELUNG 2. DECODE	
Kennung Indicator	Ort Location
LOWK	Klagenfurt
LOWL	Linz
LOWS	Salzburg
LOWW	Wien-Schwechat
LOWZ	Zell am See *
LOXA	Aigen MIL
LOXL	Hörsching MIL
LOXN	Wr. Neustadt/West MIL
LOXT	Tulln MIL
LOXW	Wien MIL
LOXZ	Zeltweg MIL

Abbreviations not included in ICAO Doc 8400:

- KH hospital
- AKH general hospital
- LKH provincial hospital
- UKH hospital in case of accidents

AFTN addresses:

- LOWWYAYX Vienna, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
- LOWWYEYX Vienna, Austro Control GmbH
- LOWWYCYX Vienna, Rescue Coordination Centre (RCC)
- LOWWYWYW Vienna, Military Control Centre (MCC)

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	Name und/oder Seitenbezeichnung / Chart name and/or number	Preis (€) / Price (€)	Datum / Date	
BODENPROFILKARTE FÜR PRÄZISIONSANFLUG - ICAO / PRECISION APPROACH TERRAIN CHART - ICAO				
1:2 500	Linz - RWY 26	LOWL AD 2 MAP 7-2	-	17 JUN 2021
1:5 000	Salzburg - RWY 15	LOWS AD 2 MAP 7-1	-	20 MAY 2021
1:2 500	Wien-Schwechat - RWY 29	LOWW AD 2 MAP 7-2	-	22 APR 2021
1:2 500	Wien-Schwechat - RWY 16	LOWW AD 2 MAP 7-3	-	22 APR 2021
STANDARD-INSTRUMENTENABFLUGKARTE (SID) - ICAO / STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO				
1:500 000	Graz - SID RWY 16C	LOWG AD 2 MAP 9-1	-	07 SEP 2023
1:500 000	Graz - SID RWY 34C	LOWG AD 2 MAP 9-2	-	07 SEP 2023
1:500 000	Innsbruck - SID RWY 08	LOWI AD 2 MAP 9-1	-	31 OCT 2024
1:500 000	Innsbruck - SID RWY 26	LOWI AD 2 MAP 9-2-1	-	8 AUG 2024
1:500 000	Innsbruck - SID RNAV (RNP) RWY 26	LOWI AD 2 MAP 9-2-2	-	8 AUG 2024
1:500 000	Klagenfurt - SID RWY 10L	LOWK AD 2 MAP 9-1	-	31 OCT 2024
1:500 000	Klagenfurt - SID RWY 28R	LOWK AD 2 MAP 9-2	-	31 OCT 2024
1:250 000	Linz - SID RWY 08	LOWL AD 2 MAP 9-1	-	30 NOV 2023
1:250 000	Linz - SID RWY 26	LOWL AD 2 MAP 9-2	-	30 NOV 2023
1:500 000	Salzburg - SID RWY 15	LOWS AD 2 MAP 9-1	-	20 APR 2023
1:500 000	Salzburg - SID RWY 33	LOWS AD 2 MAP 9-2	-	13 JUN 2024
1:500 000	Wien-Schwechat - SID RWY 11	LOWW AD 2 MAP 9-1-1	-	20 APR 2023
1:500 000	Wien-Schwechat - Noise abatement SID RWY 11	LOWW AD 2 MAP 9-1-2	-	20 APR 2023
1:500 000	Wien-Schwechat - SID RWY 29	LOWW AD 2 MAP 9-2-1	-	20 APR 2023
1:500 000	Wien-Schwechat - Noise abatement SID RWY 29	LOWW AD 2 MAP 9-2-2	-	20 APR 2023
1:500 000	Wien-Schwechat - SID RWY 16	LOWW AD 2 MAP 9-3	-	22 FEB 2024
1:500 000	Wien-Schwechat - SID RWY 34	LOWW AD 2 MAP 9-4-1	-	20 APR 2023
1:500 000	Wien-Schwechat - Noise abatement SID RWY 34	LOWW AD 2 MAP 9-4-2	-	20 APR 2023
1:250 000	St. Johann/Tirol - SID	LOIJ AD 2 MAP 9-1	-	8 AUG 2024
1:250 000	Vöslau - SID	LOAV AD 2 MAP 9-1	-	28 DEC 2023
1:250 000	Vöslau - SID Copter departure 061 CAT H	LOAV AD 2 MAP 9-2	-	28 DEC 2023
1:250 000	Wr. Neustadt/Ost - SID	LOAN AD 2 MAP 9-1	-	28 DEC 2023
1:250 000	Zell am See - SID	LOWZ AD 2 MAP 9-1	-	5 SEP 2024
1:500 000	Zeltweg - SID RWY 08R	LOXZ AD 2 MAP 9-1	-	3 OCT 2024
1:500 000	Zeltweg - SID RWY 26L	LOXZ AD 2 MAP 9-2	-	3 OCT 2024
1:250 000	Graz LKH - SID Copter departure 148 CAT H	LOGH AD 3 MAP 9-1	-	19 MAY 2022
1:250 000	ÖAMTC/Oberwart - SID Copter departure 353 CAT H	LODO AD 3 MAP 9-1	-	12 AUG 2021
STANDARD-INSTRUMENTENANFLUGKARTE (STAR) - ICAO / STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO				
1:500 000	Graz - STAR	LOWG AD 2 MAP 11-1	-	5 SEP 2024
1:1 000 000	Innsbruck - STAR	LOWI AD 2 MAP 11-1	-	8 AUG 2024
1:500 000	Klagenfurt - STAR	LOWK AD 2 MAP 11-1	-	28 DEC 2023
1:500 000	Linz - STAR	LOWL AD 2 MAP 11-1	-	3 OCT 2024
1:500 000	Salzburg - STAR	LOWS AD 2 MAP 11-1	-	20 APR 2023

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	Name und/oder Seitenbezeichnung / Chart name and/or number	Preis (€) / Price (€)	Datum / Date	
STANDARD-INSTRUMENTENANFLUGKARTE (STAR) - ICAO / STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO				
1:1 000 000	Wien-Schwechat - STAR	LOWW AD 2 MAP 11-1	-	25 JAN 2024
RNAV-INSTRUMENTENANFLUGKARTE (TRANSITION) / RNAV ARRIVAL CHART (TRANSITION)				
1:500 000	Graz - RNAV arrival chart transition to RWY 16C and RWY 34C	LOWG AD 2 MAP 11-2	-	5 SEP 2024
1:250 000	Klagenfurt - RNAV arrival chart transition to IAP RWY 10L and RWY 28R	LOWK AD 2 MAP 11-2	-	5 OCT 2023
1:250 000	Linz - RNAV arrival chart transition to RWY 08 and RWY 26	LOWL AD 2 MAP 11-2	-	3 OCT 2023
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 11	LOWW AD 2 MAP 11-2-1	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 29	LOWW AD 2 MAP 11-2-2-1	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart RNP transition to RWY 29	LOWW AD 2 MAP 11-2-2-2	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 16	LOWW AD 2 MAP 11-2-3	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 34	LOWW AD 2 MAP 11-2-4	-	5 SEP 2024
INSTRUMENTENANFLUGKARTE - ICAO / INSTRUMENT APPROACH CHART - ICAO				
1:250 000	Graz - ILS CAT II & III or LOC RWY 34C	LOWG AD 2 MAP 13-1-2	-	5 SEP 2024
1:250 000	Graz - RNP RWY 16C	LOWG AD 2 MAP 13-2-1	-	5 SEP 2024
1:250 000	Graz - RNP RWY 34C	LOWG AD 2 MAP 13-2-2	-	5 SEP 2024
1:250 000	Graz - VOR RWY 16C	LOWG AD 2 MAP 13-4-1	-	5 SEP 2024
1:250 000	Graz - VOR RWY 34C	LOWG AD 2 MAP 13-4-2	-	5 SEP 2024
1:500 000	Innsbruck - LOC/DME procedure EAST (3.77° GP available)	LOWI AD 2 MAP 13-1-2-1	-	8 AUG 2024
1:500 000	Innsbruck - Special LOC/DME procedure EAST (3.77° GP available) n	LOWI AD 2 MAP 13-1-2-2	-	8 AUG 2024
1:500 000	Innsbruck - LOC R RWY 26	LOWI AD 2 MAP 13-1-2-3	-	8 AUG 2024
1:500 000	Innsbruck - RNP Y RWY 08	LOWI AD 2 MAP 13-2-1	-	8 AUG 2024
1:250 000	Innsbruck - RNP E RWY 26	LOWI AD 2 MAP 13-2-2	-	8 AUG 2024
1:500 000	Innsbruck - RNP Z RWY 08 (AR)	LOWI AD 2 MAP 13-3-1	-	31 OCT 2024
1:500 000	Innsbruck - RNP Z RWY 26 (AR)	LOWI AD 2 MAP 13-3-2	-	8 AUG 2024
1:250 000	Klagenfurt - ILS CAT II & III or LOC RWY 28R	LOWK AD 2 MAP 13-1-2	-	31 OCT 2024
1:500 000	Klagenfurt - RNP RWY 10L	LOWK AD 2 MAP 13-2-1	-	31 OCT 2024
1:500 000	Klagenfurt - RNP RWY 28R	LOWK AD 2 MAP 13-2-2	-	31 OCT 2024
1:250 000	Klagenfurt - NDB RWY 28R	LOWK AD 2 MAP 13-5-2	-	31 OCT 2024
1:250 000	Linz - ILS or LOC RWY 08	LOWL AD 2 MAP 13-1-1	-	8 AUG 2024
1:250 000	Linz - ILS CAT II & III or LOC RWY 26	LOWL AD 2 MAP 13-1-2	-	8 AUG 2024
1:250 000	Linz - RNP RWY 08	LOWL AD 2 MAP 13-2-1	-	8 AUG 2024
1:250 000	Linz - RNP RWY 26	LOWL AD 2 MAP 13-2-2	-	8 AUG 2024
1:250 000	Linz - VOR RWY 08	LOWL AD 2 MAP 13-4-1	-	8 AUG 2024
1:250 000	Linz - VOR RWY 26	LOWL AD 2 MAP 13-4-2	-	8 AUG 2024
1:250 000	Salzburg - ILS or LOC RWY 15	LOWS AD 2 MAP 13-1-1	-	15 JUN 2023
1:250 000	Salzburg - Special ILS CAT II & III RWY 15	LOWS AD 2 MAP 13-1-3	-	15 JUN 2023

4. GRENZÜBERSCHREITENDE LUFTRÄUME

4. CROSS-BORDER AIRSPACES

4.1. CTR

4.1. CTR

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen Luftraumklassifizierung	Zuständige Stelle	Funkrufzeichen Sprachen Gebiet und Benützungsbedingungen Betriebszeit	Frequenz Verwendungszweck	Anmerkungen
Name Lateral limits Vertical limits Airspace classification	Unit providing service	Callsign Languages Area and conditions of use Hours of service	Frequency Purpose	Remarks
CTR ST. GALLEN 47 33 08.0000N 009 31 28.0000E - entlang der deutsch-schweizerischen Staatsgrenze bis / along State Boundary BTN Germany and Switzerland to - 47 32 21.0120N 009 33 49.4028E - entlang der Bundesgrenze bis / along State Boundary to - 47 31 31.0000N 009 37 50.0000E - im Uhrzeigersinn entlang eines Kreisbogens mit einem Radius von 1.9 NM um den Koordinatenpunkt 47 29 40.0000N 009 37 08.0000E / clockwise along an arc with radius 1.9 NM around the coordinate 47 29 40.0000N 009 37 08.0000E - 47 27 46.0000N 009 37 13.0000E - 47 28 40.0000N 009 23 09.0000E - 47 31 13.0000N 009 23 36.0000E - 47 33 29.0000N 009 26 51.0000E - 47 33 08.0000N 009 31 28.0000E 5500 FT AMSL / GND [D]: 5500 FT AMSL / GND				Siehe AIP SCHWEIZ. / See AIP SWITZERLAND.

4.2. FBZ

4.2. FBZ

Flight Plan Buffer Zones (FBZ) werden nur bei Flügen nach Instrumentenflugregeln angewandt.

Flight Plan Buffer Zones (FBZ) have been established for IFR flight planning purposes only.

Flugpläne können bis an die Grenze der FBZ aufgegeben werden, sofern diese im AUP (Airspace Use Plan) / UUP (Updated Airspace Use Plan) aufscheinen. Die entsprechenden Einschränkungen in RAD Appendix 7 sind zu beachten.

Flight plans can be filed up to the boundary of the FBZ when allocated in AUP (Airspace Use Plan) / UUP (Updated Airspace Use Plan). The corresponding restrictions in RAD Appendix 7 shall be observed.

4.2.1. Folgende schweizerische FBZs ragen in den österreichischen Luftraum hinein:

4.2.1. FBZs of the following Swiss Temporary Reserved Areas are extending into Austrian airspace:

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
LS-T 40Z, LS-T 400Z	Siehe AIP Schweiz See AIP Switzerland
LS-T 51Z, LS-T 501Z	Siehe AIP Schweiz See AIP Switzerland
LS-T T53Z	Siehe AIP Schweiz See AIP Switzerland

4.2.2. FBZ der LK TSA1

4.2.2. FBZ of LK TSA1

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
LK TSA1Z	Siehe AIP Tschechische Republik See AIP Czech Republic

1.7. Bedarfsgerechte Nachtkennzeichnung (BNK)

Die bedarfsgerechte Nachtkennzeichnung (BNK), basierend auf einer autonomen Erfassung von Luftfahrzeugen, wird von Austro Control bereitgestellt.

Das BNK-System entspricht den Vorgaben des ICAO Annex 14, Kapitel 6 und steht für einzelne ausgewählte Hindernisse innerhalb der FIR Wien zur Verfügung. Das BNK-System arbeitet zwischen ECET und BCMT für Flüge nach Sichtflugregeln bei Nacht entsprechend SERA.5005. Flüge nach Sichtflugregeln bei Nacht sind nur mit aktivem Transponder und akzeptiertem Flugplan zulässig. Piloten können die Aktivierung der BNK-gesteuerten Nachtkennzeichnung innerhalb einer Distanz von mindestens 8 KM horizontal und 2000 FT vertikal erwarten; Piloten haben bei der Flugvorbereitung und Navigation besonders darauf zu achten.

Gesonderte Vorkehrungen bestehen für Flüge nach §§ 145 und 145a LFG sowie für Rettungsflüge.

Das BNK-System ist "fail-safe" ausgelegt, sodass bei Störungen von Systemkomponenten oder Fehlfunktionen jedenfalls die Nachtkennzeichnung aktiviert ist.

1.7. Aircraft Detection Lighting System (ADLS)

An Aircraft Detection Lighting System (ADLS) based on an autonomous aircraft detection system is provided by Austro Control.

The ADLS is compliant with ICAO Annex 14, Chapter 6 and is available for selected obstacles within FIR Wien. The ADLS is operating between ECET and BCMT for VFR flights at night according SERA.5005. VFR flights at night are only permitted with active transponder and accepted flight plan. Pilots can expect activation of the ADLS-controlled obstacle lights within a distance of at least 8 KM horizontally and 2000 FT vertically from the published obstacle, therefore pilots should pay close attention (caution) during flight briefing and navigation.

Special provisions are in place for flights according paragraph 145 and 145a Aviation Act and rescue flights.

The ADLS is built fail-safe, i.e., in case of any failure or malfunction of ADLS system components the obstacle lights are activated.

6.13.1.3 Geänderte Luftfahrzeugkategorien:

Die folgenden RECAT-EU Kategorien werden in Österreich angewandt:

UPPER HEAVY	LOWER HEAVY	UPPER MEDIUM
B777* B747* B787*	B757* B767* A310*	B736 – B739** A318 – A321*** BCS1 und BCS3
A340* A330* A350*		
* alle aktuellen Versionen	* alle aktuellen Versionen	** inkl. MAX Versionen *** inkl. NEO Versionen

6.13.1.3 Changed aircraft categories:

The following RECAT-EU categories are used in Austria:

UPPER HEAVY	LOWER HEAVY	UPPER MEDIUM
B777* B747* B787*	B757* B767* A310*	B736 – B739** A318 – A321*** BCS1 and BCS3
A340* A330* A350*		
* all current types	* all current types	** incl. MAX versions *** incl. NEO versions

6.13.1.4 Geänderte Staffelungsminima:

Vorausfliegendes Luftfahrzeug	Folgendes Luftfahrzeug	RECAT-EU Minimum
Upper Heavy	Lower Heavy Upper Medium	4 NM
Lower Heavy	Upper Medium	3 NM

6.13.1.4 Changed separation minima:

Leader aircraft	Follower aircraft	RECAT-EU Minimum
Upper Heavy	Lower Heavy Upper Medium	4 NM
Lower Heavy	Upper Medium	3 NM

6.14 Bedarfsgerechte Nachtkennzeichnung (BNK)

Die bedarfsgerechte Nachtkennzeichnung (BNK), basierend auf einer autonomen Erfassung von Luftfahrzeugen, wird von Austro Control bereitgestellt.

Das BNK-System entspricht den Vorgaben des ICAO Annex 14, Kapitel 6 und steht für einzelne ausgewählte Hindernisse innerhalb der FIR Wien zur Verfügung. Das BNK-System arbeitet zwischen ECET und BCMT für Flüge nach Sichtflugregeln bei Nacht entsprechend SERA.5005. Flüge nach Sichtflugregeln bei Nacht sind nur mit aktivem Transponder und akzeptiertem Flugplan zulässig. Piloten können die Aktivierung der BNK-gesteuerten Nachtkennzeichnung innerhalb einer Distanz von mindestens 8 KM horizontal und 2000 FT vertikal erwarten; Piloten haben bei der Flugvorbereitung und Navigation besonders darauf zu achten.

Gesonderte Vorkehrungen bestehen für Flüge nach §§ 145 und 145a LFG sowie für Rettungsflüge.

Das BNK-System ist „fail-safe“ ausgelegt, sodass bei Störungen von Systemkomponenten oder Fehlfunktionen jedenfalls die Nachtkennzeichnung aktiviert ist.

6.14 Aircraft Detection Lighting System (ADLS)

An Aircraft Detection Lighting System (ADLS) based on an autonomous aircraft detection system is provided by Austro Control.

The ADLS is compliant with ICAO Annex 14, Chapter 6 and is available for selected obstacles within FIR Wien. The ADLS is operating between ECET and BCMT for VFR flights at night according SERA.5005. VFR flights at night are only permitted with active transponder and accepted flight plan. Pilots can expect activation of the ADLS-controlled obstacle lights within a distance of at least 8 KM horizontally and 2000 FT vertically from the published obstacle, therefore pilots should pay close attention (caution) during flight briefing and navigation.

Special provisions are in place for flights according paragraph 145 and 145a Aviation Act and rescue flights.

The ADLS is built fail-safe, i.e., in case of any failure or malfunction of ADLS system components the obstacle lights are activated.

4. STANDARD INSTRUMENT DEPARTURE

4.1. Operator unable to use RNAV1 SIDs

4.1.1. IFR departures will be cleared along the RNAV1 SIDs. Operator unable to use these RNAV1 SIDs shall inform TWR / Delivery upon Clearance Request.

Such flights can expect NON-RNAV SIDs.

4.1.2. Flights planned via DETSA, RTT, TRAUN, TITIG will be cleared via the NON-RNAV SID TRAUN_S/V; thereafter expect a "DCT" routing or "Radar Vectoring".

4.1.3. Flights planned via INROM, NEMAL, VERDA will be cleared via the NON-RNAV SID INROM_S/V; thereafter expect a "DCT" routing or "Radar Vectoring".

4.2. Departures RWY15

4.2.1. General Information

4.2.1.1. Operators and pilots are reminded that these SIDs require higher than standard climb gradients with a minimum bank angle of 25° during the initial turn.

4.2.1.2. Take-off contingency procedures (including one engine inoperative) are the responsibility of the operator / flight crew. With respect to the required performance parameters (minimum climb gradients, speed limitation and bank angle requirement) to restrict turn radii, take-off mass limitation may be required.

4.2.1.3. The operator is responsible to ensure that all flight crews familiarise themselves with and/or train the departure procedures and all associated contingency procedures appropriately.

4.2.2. Low Performance Routing

4.2.2.1. Operators unable to comply with SID "_B/V" performance parameters shall inform TWR / Delivery upon Clearance Request.

4.2.2.2. Flights planned via DETSA, RTT, TRAUN, TITIG will be cleared via the "Visual" RNAV SID TRAUN_X; thereafter expect a "DCT" routing or "Radar Vectoring".

4.2.2.3. Flights planned via INROM, NEMAL, VERDA will be cleared via the "Visual" RNAV SID INROM_X; thereafter expect a "DCT" routing or "Radar Vectoring".

4.2.2.4. Flights planned to / via SBG VOR (normally IFR Trainings Flights): expect SID INROM, after INROM DCT SBG

4.3. RNAV SID RWY 15 - VERDA 1 X/Y Remark

Due to the mountainous environment, operators are encouraged to thoroughly review applicable contingency procedures.

5. RNAV (RNP) SID RWY 15 – Procedure guidelines (authorization required)

for the application to the Austrian Civil Aviation Authority (refers to the procedure on chart!)

5.1. Purpose and scope

5.1.1. This RNAV (RNP) SID procedure is based on ICAO Doc 9905 design methodology for approaches, since no RNP AR criteria for departures are currently available. The procedure offers possible benefits of last generation airborne navigation capabilities for the design of instrument flight procedures in terrain critical environment. ARINC 424 RF coding and navigation capability reduces the size of protected airspace during turn significantly since no wind spiral has to be considered.

Note: To assure availability of GNSS signal operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: <https://augur.eurocontrol.int>

5.2. Procedure characteristics

Minimum procedure design gradient: 7,0% (425 FT/NM).

Protected airspace is based on 2x RNP (e.g. 0,6 NM for RNP 0.3).

The use of ARINC Path Terminators for the coding of the procedure must be limited to the following leg types: IF, TF, RF, HM, with the exception of CF for the first leg of the departure.

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent national aviation authority of the state of the operator/pilot.

5.3. Equipment requirements

5.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better ($\leq 0.3\text{NM}$)

5.3.2. Dual GNSS and at least one IRS or equivalent
DME/DME or VOR/DME or LOC update not authorized

5.3.3. Required RNP AR APCH functions / airworthiness according EASA CS-ACNS as amended

5.4. Flight Operations

5.4.1. The applicable regulations linked to a Specific Approval for RNP AR APCH may be found in EASA Air Operations (Regulation (EU) No 965/2012). The applicable AMC/GM material within Part-ARO and Part-SPA.

5.5. Application

5.5.1. Only operators/pilots of multi-engine aircraft shall apply for such permission.

5.5.2. The application shall contain:

- Air Operator Certificate (AOC)
- aircraft 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
- a copy of the letter of approval to conduct RNP AR operations granted by their national aviation authority

5.5.3. The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

5.5.4. Applications shall be conveyed at least six weeks prior to the intended operations.

Note: Details for approval shall be obtained by special.procedures@austrocontrol.at

5.5.5. Operators shall address their application to:

5.5.5.1. Contact:
Austro Control GmbH
Department ATM/IFP
Schnirchgasse 17
1030 Wien
AUSTRIA

EMAIL: special.procedures@austrocontrol.at

Remark: See chart LOWS AD 2 MAP 9-1

6. ILS or LOC PROCEDURE RWY 15 - Guidelines for LOWER DA (DH)

6.1. Purpose and scope

6.1.1. As this ILS CAT I approach procedure contains a NON-ICAO-STANDARD missed approach (higher than normal missed approach climb gradients and smaller turning radii), specific familiarization of the flight crew is required. Special authorization by Austro Control is not necessary but the corresponding documentation about landing mass restrictions due to required performance limitations for the corresponding aircraft type needs to be carried on board in a listed form which allows simple use.

6.2. Missed approach requirements

6.2.1. It is necessary to achieve the following climb gradients in straight missed approach and during missed approach turn with respect to the required bank angle and the applicable DA (DH).

DA (DH)	STRAIGHT MISSED APPROACH ONE ENGINE OUT	MISSED APPROACH CLIMB IN TURN ONE ENGINE OUT	MAX IAS IN TURN	AVERAGE BANK ANGLE
1611 FT (200 FT)	4,1 %	3,6 %	125 KIAS	15°
	4,4 %	3,4 %	146 KIAS	20°
	4,7 %	3,2 %	165 KIAS	25°
1661 FT (250 FT)	3,7 %	3,2 %	125 KIAS	15°
	4,0 %	3,0 %	146 KIAS	20°
	4,2 %	2,7 %	165 KIAS	25°
1711 FT (300 FT)	3,4 %	2,9 %	125 KIAS	15°
	3,6 %	2,6 %	146 KIAS	20°
	3,8 %	2,3 %	165 KIAS	25°
1811 FT (400 FT)	2,7 %	2,2 %	125 KIAS	15°
	3,0 %	2,0 %	146 KIAS	20°
	3,2 %	1,7 %	165 KIAS	25°
1911 FT (500 FT)	2,5 %	2,0 %	125 KIAS	15°
	2,5 %	1,5 %	146 KIAS	20°
	2,7 %	1,2 %	165 KIAS	25°

6.2.2. Due to limited airspace available (for the turning manoeuvre) operators are informed that normally a bank angle of more than 15° is necessary in order to remain within protected airspace. The required climb gradient and the maximum turning radius of 1780 M (based on bank angle and MAX speed as stated above) shall be achieved with all engines operating and one engine inoperative in approach climb configuration at the pressure altitude of 2000 FT MSL (straight) and 2500 FT MSL (during turn) and for the actual OAT. Anti-Ice ON-corrections are to be considered according the applicable AFM.

6.2.3. Radio altimeter and AP/FD coupled approach is recommended.

6.2.4. It is the responsibility of the operator to ensure they have the relevant information and provide it to the flight crew in order to support this operation (either by company means or via an aeronautical database provider)!

Remark: See chart LOWS AD 2 MAP 13-1-1

7. SPECIAL ILS CAT II & III PROCEDURE RWY 15 - Guidelines

for the application to Austro Control GmbH (refers to the procedure on chart!)

7.1. Purpose and scope

7.1.1. As this ILS CAT II & III approach procedure contains a NON-ICAO-STANDARD missed approach segment - (limited radius of turn and higher than normal missed approach climb gradients) - special authorization by Austro Control GmbH is required for each operator and aircraft type.

7.1.2. This is to prove the performance of the aeroplane to cover both critical cases, i.e.:

7.1.2.1. to have sufficient climb capability during a critical engine-out missed approach followed by a turn, and

7.1.2.2. to limit the turn radius in case of missed approach (go-around).

7.2. Missed approach requirements

7.2.1. For a DH of 50 FT it is necessary to prove a straight climb gradient of 5,9% at 2000 FT MSL as well as 4,5% during turn (with 25° bank angle and K165-) for the critical engine-out climb capability at 2500 FT MSL in the approach climb configuration (where applicable) under the following conditions:

- at ISA + 10°C (i.e. OAT + 20° C at 2500 FT MSL),
- at ISA - 10°C (i.e. OAT 0° C at 2500 FT MSL)

and the ANTI-ICE equipment ON.

Note: A reduction of the landing weight may become necessary to achieve the above parameters.

7.2.2. Staggered DHs based on different landing mass, tailored bank angle and climb gradient are available upon request.

7.2.3. A missed approach turning area according to ICAO Doc 8168 PANS-OPS Volume II is provided and the maximum turning radius must not exceed 1780 M (5840 FT) in any case (both, all-engines-operative as well as one-engine-inoperative). Due to limited airspace available (for the turning manoeuvre) operators are informed that normally a bank-angle of more than 15° - even in case of an one-engine-inoperative missed approach - is necessary in order to remain within protected airspace.

It is the operators responsibility to ensure that the manoeuvre is covered by the Flight Operation Manual or specifically certified by the competent national aviation authority.

7.3. Application

7.3.1. Multi-engine aircraft operators only are eligible for this permission.

7.3.2. Operators seeking permission shall demonstrate their capability to perform CAT II/III and associated missed approach procedures to Austro Control GmbH on an Flight Simulation Training Devices (FSTD). All flight crews must have successfully completed simulator training prior to conducting the specific CAT II/III approach operation at LOWS RWY 15.

7.3.3. The application shall contain:

- Air Operator Certificate (AOC)
- aircraft and engine type
- MLW / MLM based on performance calculation
- minimum autopilot cut out height or autoland capability
- flight crew training documentation
- instrument approach and landing chart (IAL)

7.3.4. The following missed approach performance data are required for an altitude of 2000 FT MSL (straight) and 2500 FT MSL (during turn):

7.3.4.1. all-engines climb gradient:

- IAS
- bank-angle applied at
 - ISA + 10°C (i.e. OAT + 20°C),
 - ISA - 10°C (i.e. OAT 0°C)

and ANTI-ICE equipment ON

7.3.4.2. one engine inoperative climb gradient:

- IAS
 - bank-angle applied at
 - ISA + 10°C (i.e. OAT + 20°C),
 - ISA - 10°C (i.e. OAT 0°C)
- and ANTI-ICE equipment ON**

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

7.3.6. Applications shall be conveyed at least six weeks prior to the intended operations.

7.3.7. Operators shall address their application to:

7.3.7.1. Contact:

Austro Control GmbH
Department ATM/IFP
Schnirchgasse 17
1030 Wien
AUSTRIA

EMAIL: special.procedures@austrocontrol.at

Remark: See chart LOWS AD 2 MAP 13-1-3

8. RNP VISUAL V RWY 33 PROCEDURE

8.1. General

This RNP procedure with visual part is implemented for noise abatement reasons and environment protection.

Therefore and whenever meteorological conditions and aircraft performance permit, operators should support and pilots are encouraged to choose this procedure.

The nominal track is based on a 3° glide slope from WS834 (FAF) to touchdown. After WS835 (MAPt) the procedure is continued as a visual segment.

The turn inside this visual segment may also be coded as RF leg (see LOWS AD 2 MAP 13-2-2-1A).

RF capability is not a requirement to fly this procedure, but operators may use this RF coding to obtain an accurate turn during the visual segment.

In case of coded visual segment the published missed approach procedure remains valid and any coded or non-coded discontinuation of the approach after WS835 (published MAPt) is to be considered a balked landing procedure of the operator for which no PANS-OPS obstacle clearance is guaranteed.

Visual reference to terrain with minimum visibility 5 KM and ceiling 2600 FT AAL or above is required not later than WS835, prior to continuing with the visual segment of the procedure.

For further information or assistance contact the Instrument Flight Procedure Team under the following email address: atm_ifp@austrocontrol.at

Remark: See chart LOWS AD 2 MAP 13-2-2-1 and LOWS AD 2 MAP 13-2-2-1A

9. RNP Z RWY 33 (AR) – Procedure guidelines (authorization required)

for the application to the Austrian Civil Aviation Authority (refers to the procedure on chart!)

9.1. Purpose and scope

9.1.1. This RNP AR procedure is based on ICAO Doc 9905. The procedure offers possible benefits of last generation airborne navigation capabilities for the design of instrument flight procedures in terrain critical environment. ARINC 424 RF coding and navigation capability reduces the size of protected airspace during turn significantly since no wind spiral has to be considered.

Note: To assure availability of GNSS signal operators/pilots shall perform a RAIM check.
A tool (AUGUR by EUROCONTROL) is available on: <https://augur.eurocontrol.int>

9.2. Procedure characteristics

Nominal descent angle from FAP: 3,6° (6,3%).

Protected airspace is based on 2x RNP (e.g. 0,6 NM for RNP 0.3).

Protected airspace during RF Leg in accordance with ICAO Doc 9905.

The use of ARINC Path Terminators for the coding of the procedure must be limited to the following leg types: IF, TF, RF, HM.

ARINC 424 coding of the procedure for the transition from WS806 to WS805, WS804 to WS803 and WS801 to WS800 must be RF.

The required minimum missed approach climb gradient is 2,5% (ICAO PANS-OPS Standard).

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent national aviation authority of the state of the operator/pilot.

9.3. Equipment requirements

9.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better ($\leq 0.3\text{NM}$)

9.3.2. Dual GNSS and at least one IRU or equivalent
DME/DME or VOR/DME or LOC update not authorized

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

9.3.4. Required RNP AR APCH functions / airworthiness according EASA CS-ACNS as amended

9.4. Flight Operations

9.4.1. The applicable regulations linked to a Specific Approval for RNP AR APCH may be found in EASA Air Operations (Regulation (EU) No 965/2012). The applicable AMC/GM material within Part-ARO and Part-SPA

9.5. Application

9.5.1. Only operators/pilots of multi-engine aircraft shall apply for such permission.

9.5.2. The application shall contain:

- Air Operator Certificate (AOC)
- aircraft 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
- a copy of the letter of approval to conduct RNP AR operations granted by their national aviation authority

9.5.3. The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

9.5.4. Applications shall be conveyed at least six weeks prior to the intended operations.

Note: Details for approval shall be obtained by special.procedures@astrocontrol.at

9.5.5. Operators shall address their application to:

9.5.5.1. Contact:
Austro Control GmbH
Department ATM/IFP
Schnirchgasse 17
1030 Wien
AUSTRIA

EMAIL: special.procedures@astrocontrol.at

Remark: See chart LOWS AD 2 MAP 13-3-2-1

10. RNP Y RWY 33 (AR) – Procedure guidelines (authorization required)

for the application to the Austrian Civil Aviation Authority (refers to the procedure on chart!)

10.1. Purpose and scope

10.1.1. This RNP AR procedure is based on ICAO Doc 9905. The procedure offers possible benefits of last generation airborne navigation capabilities for the design of instrument flight procedures in terrain critical environment. ARINC 424 RF coding and navigation capability reduces the size of protected airspace during turn significantly since no wind spiral has to be considered.

Note: To assure availability of GNSS signal operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: <https://augur.eurocontrol.int>

10.2. Procedure characteristics

Nominal descent angle from FAP: 3,0° (5,2%).

Protected airspace is based on 2x RNP (e.g. 0,6 NM for RNP 0.3).

Protected airspace during RF Leg in accordance with ICAO Doc 9905.

The use of ARINC Path Terminators for the coding of the procedure must be limited to the following leg types: IF, TF, RF, HM.

ARINC 424 coding of the procedure for the transition from WS836 to WS837 must be RF.

The required minimum missed approach climb gradient is 2,5% (ICAO PANS-OPS Standard).

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot to obtain an approval/acceptance from the competent national aviation authority of the state of the operator/pilot.

10.3. Equipment requirements

10.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better ($\leq 0.3\text{NM}$)

10.3.2. Dual GNSS and at least one IRU or equivalent
DME/DME or VOR/DME or LOC update not authorized

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

10.3.4. Required RNP AR APCH functions / airworthiness according EASA CS-ACNS as amended

10.4. Flight Operations

10.4.1. The applicable regulations linked to a Specific Approval for RNP AR APCH may be found in EASA Air Operations (Regulation (EU) No 965/2012). The applicable AMC/GM material within Part-ARO and Part-SPA.

10.5. Application

10.5.1. Only operators/pilots of multi-engine aircraft shall apply for such permission.

10.5.2. The application shall contain:

- Air Operator Certificate (AOC)
- aircraft 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
- a copy of the letter of approval to conduct RNP AR operations granted by their national aviation authority

10.5.3. The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

10.5.4. Applications shall be conveyed at least six weeks prior to the intended operations.

Note: Details for approval shall be obtained by special.procedures@astrocontrol.at

10.5.5. Operators shall address their application to:

10.5.5.1. Contact:
Austro Control GmbH
Department ATM/IFP
Schnirchgasse 17
1030 Wien
AUSTRIA

EMAIL: special.procedures@astrocontrol.at

Remark: See chart LOWS AD 2 MAP 13-3-2-2

11. VERFAHREN BEI GERINGER SICHT (LOW VISIBILITY)

11.1. Einleitung

11.1.1. ATC trifft Sicherheitsvorkehrungen und wendet Verfahren für den Flugbetrieb bei geringer Sicht an, die ab bestimmten Wetterbedingungen in Kraft treten. Diese Verfahren dienen zum Schutz von Luftfahrzeugen, die bei geringer Sicht an- u. abfliegen und um Störungen der ILS Signale zu vermeiden (siehe AD 1.1 Punkt 4).

11.1.2. Die Salzburg Verfahren bei geringer Sicht treten in Kraft sobald die Wetterkriterien Werte erreichen, die eine erfolgreiche Durchführung eines „Standard“ ILS CAT I RWY 15 Anfluges ungewiß oder sogar unmöglich machen. Ein Vermeiden von Störungen der ILS Signale erfolgt normalerweise durch das Anwenden entsprechender Abstandhaltung zwischen Luftfahrzeugen im Endanflug.

11. LOW VISIBILITY PROCEDURES

11.1. Introduction

11.1.1. ATC applies special safeguards and procedures for low visibility operations that will become effective in relation to specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals (see AD 1.1 item 4).

11.1.2. Salzburg Low Visibility Procedures (LVP) will start as soon as weather criteria are reaching values which will make the successful execution of a 'Standard' ILS CAT I RWY 15 approach doubtful or even impossible. Avoidance of disturbances to the ILS signals are normally achieved by providing appropriate spacing between aircraft on final approach.

INKRAFTTRETEN	Über Funk oder ATIS: „ LOW VISIBILITY PROCEDURES IN OPERATION “
ACTIVATION	Via RTF or ATIS: ' LOW VISIBILITY PROCEDURES IN OPERATION '
ANWENDUNG	Bodensicht < 1500 M und/oder Hauptwolkenuntergrenze < 600 FT
APPLICATION	Visibility < 1500 M and/or Ceiling < 600 FT
SCHUTZ DER „OFZ“ UND DER „LOC-SENSITIVE AREA“	Wird durch ATC sichergestellt (AD 1. Punkt 4.4 und Punkt 4.6.2)
PROTECTION OF OFZ AND LOC-SENSITIVE AREA	Is ensured by ATC (AD 1. item 4.4 and item 4.6.2)

RADARKURSFÜHRUNG	Anfliegende Luftfahrzeuge werden so geführt, dass ein „INTERCEPT“ des ILS spätestens bei 10 NM vor der Pistenchwelle sichergestellt ist.
RADAR VECTORING	Arriving aircraft are vectored so as to ensure an intercept of the ILS at least 10 NM from threshold.
ANFLUGFREIGABE	ATC erteilt eine Freigabe für einen „ILS approach“, gleichgültig welche Kategorie geflogen wird.
CLEARANCE FOR APPROACH	ATC issues a clearance for 'ILS approach' regardless of category flown.
WETTERINFORMATIONEN	Für CAT II/III Anflüge: Mit der Anflugfreigabe werden der Bodenwind (Richtung und Geschwindigkeit) und die aktuellen RVR-Werte übermittelt; vor der Position D-5,1 OES wird der aktuelle RVR-Wert nochmals übermittelt.
METEOROLOGICAL INFORMATION	For CAT II/III Approaches: Together with the approach clearance the surface wind (direction and velocity) and the actual RVR values will be transmitted; prior overflying position D-5,1 OES RVR values will be transmitted additionally.
LANDEFREIGABE	Wird normalerweise übermittelt bevor ein anfliegender Luftfahrzeug 2 NM von der Pistenchwelle entfernt ist; in Ausnahmefällen kann die Erteilung bis zu einer Entfernung von 1 NM verzögert werden; Piloten werden entsprechend informiert.
CLEARANCE TO LAND	Transmission normally prior an arriving aircraft reaches 2 NM from threshold; in exceptional cases transmission may be delayed until distance 1 NM in which case pilots will be informed accordingly.
MELDUNGEN VON PILOTEN	„RUNWAY VACATED“ durch den Piloten, wenn sein Luftfahrzeug die gelb/grün farbkodierten Rollbahnmittelfeuer verlassen hat („sensitive area vacated“).
REPORTS BY PILOTS	'RUNWAY VACATED' by the pilot as soon as his aircraft has left the yellow/green colourcoded section of the exit taxiway (sensitive area vacated).
AUSSERKRAFTTRETEN	Information über Funk und/oder Entfernen der entsprechenden ATIS Aufsprache.
DEACTIVATION	Information via RTF and/or cancelling of relevant ATIS transmission.

11.2. Start bei geringer Sicht

11.2.1. Ein Start bei geringer Sicht ist dann gegeben, wenn die Pistensichtweite (RVR) weniger als 550 M beträgt.

11.3. Information über Fehlfunktion und Rückstufung des Anflugverfahrens

11.3.1. Während des Anfluges werden unverzüglich nach dem Auftreten folgende Informationen übermittelt, falls notwendig, zusammen mit einem Rückstufen der Anflugkategorie:

AUSFALL ODER FEHLEN VON/DES	RÜCKSTUFUNG
MESSANLAGE FÜR DIE PISTENSICHT oder Ausfall der Anzeigen / Messstrecken für sowohl Aufsetzzone als auch Mittelteil	CAT I
NOTSTROMANLAGE für das Flugplatzbefeuerungssystem	CAT I
LOC außerhalb der CAT II / III Toleranz	CAT I
LOC "Sensitive area" NICHT FREI	CAT I
ILS-KONTROLLMONITORE bei ATC	CAT I
WINDINFORMATION nicht verfügbar	CAT I
FERNFELDMONITORS	CAT II
LOC-RESERVESENDERS	CAT I*

11.2. Low visibility take-off

11.2.1. A low visibility take-off is given when the Runway Visual Range (RVR) is less than 550 M.

11.3. Information regarding malfunction and downgrading of the approach procedure

11.3.1. During approach, immediately after occurrence the following information will be relayed, if necessary, together with a downgrading of the approach category:

FAILURE OR LACK OF	DOWNGRADING
RVR ASSESSMENT SYSTEM or failure of display / transmissometer of both TOUCHDOWN and MIDPOINT	CAT I
SECONDARY POWER SUPPLY for the aerodrome lighting system	CAT I
LOC out of CAT II / III tolerance	CAT I
LOC Sensitive area NOT VACATED	CAT I
ATC-ILS MONITORING DEVICE	CAT I
WIND INFORMATION not available	CAT I
FARFIELD MONITOR	CAT II
LOC-STANDBY TRANSMITTER	CAT I*

AUSFALL ODER FEHLEN VON/DES	RÜCKSTUFUNG
DME 15 OES-RESERVESENDERS	Keine ILS Anflugfreigabe
L SI-RESERVESENDERS	CAT I*
Teilen des ANFLUGBEFEUERUNGSSYSTEMS	no effect
ROLLHALTBEFEUERUNG	no effect

Anmerkung: * Wenn Sicht < 1500 M oder Hauptwolkenuntergrenze < 600 FT („No Special VFR“) keine Freigabe für ILS Anflugverfahren.

11.3.2. Eine Änderung in der betrieblichen Verwendbarkeit, verursacht durch einen Ausfall, der voraussichtlich länger als eine Stunde dauern wird, wird mittels NOTAM verlautbart.

Kürzer andauernde Ausfälle werden von ATC über ATIS und/oder RTF übermittelt.

LOWS AD 2.23 ZUSÄTZLICHE INFORMATIONEN

1. Bei vorherrschenden Windverhältnissen mit Windgeschwindigkeiten von 6 KT oder weniger haben Jets der Type B757 oder mit einer Wirbelschleppenkategorie SCHWER mit Piste 15 für den Anflug und die Landung zu rechnen.

Ausnahmen nur aus betrieblichen Gründen.

2. Festgelegte Punkte - Instrumentenflugverfahren
Koordinaten in Klammern sind nur zur Referenz angeführt.

FAILURE OR LACK OF	DOWNGRADING
DME 15 OES-STANDBY TRANSMITTER	NO clearance for any ILS procedure
L SI-STANDBY TRANSMITTER	CAT I*
Elements of the APPROACH LIGHTING SYSTEM	no effect
STOPBAR LIGHTS	no effect

Remark: * When visibility < 1500 M or ceiling < 600 FT („No Special VFR“) no clearance for any ILS procedure.

11.3.2. A change in operational status, if caused by a failure expected to last more than one hour, will be promulgated by NOTAM.

Pilots will be notified of shorter term deficiencies by ATC (ATIS and/or RTF).

LOWS AD 2.23 ADDITIONAL INFORMATION

1. During wind conditions with wind speed of 6 KT or less jet aircraft of aircraft type B757 or with wake turbulence category HEAVY have to expect runway 15 for approach and landing.

Exceptions for operational reasons only.

2. Designated points - Instrument flight procedures
Coordinates in brackets are for reference only.

DESIGNATOR	POSITION	PROCEDURE
ACHET	R-175 SBG / D-2.1 SBG (LOC OES / D-10.9 OES) (47 58 00.61N 012 53 37.95E)	IAP RWY 15
BADIT	48 09 52.00N 012 50 04.00E	STAR
DE TSA	46 48 09.00N 012 16 52.00E	SID RWY 15, SID RWY 33
ETROK	47 32 27.17N 013 22 51.17E	IAP RWY 33
INROM	48 00 46.19N 013 11 26.25E	SID RWY 15, SID RWY 33
KONUG	47 23 06.07N 013 10 04.66E	IAP RWY 33
MATIG	48 03 30.93N 013 32 29.38E	STAR
NEMAL	47 55 05.00N 013 29 54.00E	SID RWY 15, SID RWY 33
NUBRA	47 44 35.05N 013 56 16.49E	STAR
RASTA	47 29 43.54N 013 22 52.92E	STAR
RW15	47 48 11.32N 012 59 51.89E	IAP RWY 15
RW33	47 47 02.57N 013 00 35.34E	IAP RWY 33
TITIG	48 03 31.56N 012 33 33.54E	SID RWY 15, SID RWY 33, STAR
TRAUN	47 58 29.00N 012 35 15.00E	SID RWY 15, SID RWY 33, STAR
UNKEN	47 49 18.42N 012 36 03.59E	STAR
VERDA	47 32 00.00N 013 20 00.00E	SID RWY 15, SID RWY 33
WS501	47 48 05.62N 013 42 23.62E	STAR

DESIGNATOR	POSITION	PROCEDURE
WS502	47 52 57.58N 013 22 54.47E	STAR
WS503	47 55 42.93N 013 11 44.75E	STAR
WS504	47 38 22.72N 013 14 36.94E	STAR
WS505	47 50 06.75N 013 03 19.05E	STAR
WS506	47 56 46.39N 012 48 05.24E	STAR
WS507	47 59 37.30N 012 47 39.77E	STAR
WS508	48 01 08.23N 012 47 47.45E	STAR
WS610	47 49 23.04N 012 59 06.53E	SID RWY 15, SID RWY 33
WS616	47 54 56.02N 012 44 43.86E	SID RWY 15, SID RWY 33
WS617	47 52 17.26N 012 40 16.38E	SID RWY 15, SID RWY 33
WS619	47 52 59.26N 012 49 54.29E	SID RWY 33
WS626	47 55 47.43N 013 05 52.91E	SID RWY 15, SID RWY 33
WS627	47 55 34.85N 013 13 18.61E	SID RWY 15, SID RWY 33
WS628	47 43 02.48N 013 04 34.69E	SID RWY 15
WS629	47 41 04.90N 013 06 08.16E	SID RWY 15
WS630	47 36 35.00N 013 09 22.00E	SID RWY 15
WS643	47 45 46.28N 013 01 45.99E	SID RWY 15
WS644	47 49 33.16N 013 02 49.42E	SID RWY 15
WS645	47 52 23.71N 013 01 24.43E	SID RWY 15
WS800	47 45 39.81N 013 01 27.60E	IAP RWY 33
WS801	47 44 55.14N 013 02 21.70E	IAP RWY 33
WS802	47 44 31.87N 013 03 11.74E	IAP RWY 33
WS803	47 43 50.81N 013 05 08.18E	IAP RWY 33
WS804	47 42 21.95N 013 07 02.79E	IAP RWY 33
WS805	47 38 50.16N 013 08 54.96E	IAP RWY 33
WS806	47 35 09.18N 013 13 19.96E	IAP RWY 33
WS807	47 36 11.40N 013 09 39.49E	IAP RWY 33
WS808	47 32 34.56N 013 10 18.56E	IAP RWY 33
WS809	47 31 05.81N 013 09 49.73E	IAP RWY 33
WS810	47 28 19.58N 013 09 54.91E	IAP RWY 33
WS811	47 25 42.82N 013 09 59.79E	IAP RWY 33
WS813	47 57 56.96N 012 45 34.51E	IAP RWY 15
WS814	48 01 52.57N 012 59 16.35E	IAP RWY 15
WS815	47 59 54.97N 012 52 25.17E	IAP RWY 15
WS816	47 55 30.24N 012 55 13.67E	IAP RWY 15
WS817	47 51 37.70N 012 57 41.28E	IAP RWY 15
WS818	47 46 34.70N 013 00 52.94E	IAP RWY 15
WS820	47 46 20.41N 013 03 48.99E	IAP RWY 33

DESIGNATOR	POSITION	PROCEDURE
WS821	47 41 27.34N 013 03 17.04E	IAP RWY 33
WS822	47 39 45.81N 013 16 11.01E	IAP RWY 33
WS823	47 57 04.79N 012 54 13.55E	IAP RWY 33
WS831	47 59 28.01N 012 53 25.19E	IAP RWY 33
WS832	48 01 21.80N 013 07 07.80E	IAP RWY 33, STAR
WS833	47 58 44.65N 013 00 47.22E	IAP RWY 33
WS834	47 52 40.41N 013 02 38.87E	IAP RWY 33
WS835	47 49 32.39N 013 03 36.26E	IAP RWY 33
WS836	47 46 25.49N 013 04 33.25E	IAP RWY 33
WS837	47 45 45.56N 013 01 23.97E	IAP RWY 33
WS838	47 46 11.96N 013 02 55.61E	IAP RWY 33

3. Koordinaten der VFR-Meldepunkte

3. Coordinates of VFR reporting points

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
ADNET	AD	47 41 21N 013 07 25E	PASS LUEG	PL	47 34 31N 013 11 43E
AINRING	AI	47 49 27N 012 56 41E	SEEKIRCHEN	SK	47 53 16N 013 07 52E
EUGENDORF	EU	47 51 25N 013 07 34E	SIERRA	S	47 43 50N 013 04 45E
GLASENBACH	GB	47 46 15N 013 04 40E	STRASSWALCHEN	SW	47 58 56N 013 16 25E
GRABENSEE	GS	48 00 09N 013 04 33E	TACHINGER SEE	TS	48 00 09N 012 44 38E
GRÖDIG	GR	47 44 24N 013 03 12E	TEISENDORF	TD	47 51 15N 012 48 40E
HALLEIN	HA	47 41 10N 013 05 55E	VOGLAU	VO	47 35 46N 013 18 53E
LENGAU	LE	48 00 09N 013 15 55E	WHISKEY	W	47 46 17N 012 56 05E
MARIA PLAIN	MP	47 50 26N 013 02 23E			

LOWS AD 2.24 VERFÜGBARE FLUGPLATZKARTEN

LOWS AD 2.24 CHARTS RELATED TO AN AERODROME

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Flugplatzkarte - ICAO	LOWS AD 2 MAP 1-1	Aerodrome Chart - ICAO
Luftfahrzeugabstellkarte - ICAO	LOWS AD 2 MAP 2-1	Aircraft Parking Chart - ICAO
Flugplatzbodenbewegungskarte - Rolleinschränkungen	LOWS AD 2 MAP 3-2	Aerodrome Ground Movement Chart - Taxi Restrictions
Flugplatzhinderniskarte - ICAO Typ A (Betriebliche Begrenzungen) (RWY 15/33)	LOWS AD 2 MAP 4-1	Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations) (RWY 15/33)
Flugplatzhinderniskarte - ICAO Typ B	LOWS AD 2 MAP 5-1	Aerodrome Obstacle Chart - ICAO Type B
Bodenprofilkarte für Präzisionsanflug - ICAO (RWY 15)	LOWS AD 2 MAP 7-1	Precision Approach Terrain Chart - ICAO (RWY 15)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 15)	LOWS AD 2 MAP 9-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 15)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 33)	LOWS AD 2 MAP 9-2	Standard Departure Chart - Instrument (SID) - ICAO (RWY 33)

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Standard-Instrumentenanflugkarte (STAR) - ICAO	LOWS AD 2 MAP 11-1	Standard Arrival Chart - Instrument (STAR) - ICAO
Karte für Radarmindestflughöhen - ICAO	LOWS AD 2 MAP 12-1	ATC Surveillance Minimum Altitude Chart - ICAO
Instrumentenanflugkarte - ICAO (ILS or LOC RWY 15)	LOWS AD 2 MAP 13-1-1	Instrument Approach Chart - ICAO (ILS or LOC RWY 15)
Instrumentenanflugkarte - ICAO (Special ILS CAT II & III RWY 15)	LOWS AD 2 MAP 13-1-3	Instrument Approach Chart - ICAO (Special ILS CAT II & III RWY 15)
Instrumentenanflugkarte - ICAO (RNP X RWY 15)	LOWS AD 2 MAP 13-2-1-1	Instrument Approach Chart - ICAO (RNP X RWY 15)
Instrumentenanflugkarte - ICAO (RNP E RWY 15 (LPV only))	LOWS AD 2 MAP 13-2-1-2	Instrument Approach Chart - ICAO (RNP E RWY 15 (LPV only))
Instrumentenanflugkarte - ICAO (RNP VISUAL V RWY 33)	LOWS AD 2 MAP 13-2-2-1	Instrument Approach Chart - ICAO (RNP VISUAL V RWY 33)
Instrumentenanflugkarte - ICAO (RNP Z RWY 33 (AR))	LOWS AD 2 MAP 13-3-2-1	Instrument Approach Chart - ICAO (RNP Z RWY 33 (AR))
Instrumentenanflugkarte - ICAO (RNP Y RWY 33 (AR))	LOWS AD 2 MAP 13-3-2-2	Instrument Approach Chart - ICAO (RNP Y RWY 33 (AR))
Circling Chart - Circling RWY 33	LOWS AD 2 MAP 14-1	Circling Chart - Circling RWY 33
Sichtflugkarte SALZBURG	LOWS AD 2 MAP 14-2	Chart for VFR flights SALZBURG

LOWS AD 2.25 “VISUAL SEGMENT SURFACE (VSS) PENETRATION”

LOWS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY 15		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		

RWY 33		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		