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REPUBLIC OF AUSTRIA

AIP AMDT	**273**
AIRAC	1 JUN

INKRAFTTRETUNGSDATUM/EFFECTIVE DATE: 13 JUL 2023

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- Flughafen **WIEN-SCHWECHAT**: Sichtflugkarte WIEN-SCHWECHAT/TULLN	- **WIEN-SCHWECHAT** airport: Chart for VFR flights WIEN-SCHWECHAT/TULLN
- Flugplatz **VÖSLAU (LOAV)**: Flugplatzkarte - ICAO	- **VÖSLAU (LOAV)** aerodrome: Aerodrome Chart - ICAO

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

1. From the effective date onwards the attached replacement pages are to be **incorporated**:

Band 1 / **Volume 1**

ENR 3.4-1/ENR 3.4-2, ENR 3.4-3,

ENR 4.4-1/ENR 4.4-2, ENR 4.4-3/ENR 4.4-4, ENR 4.4-5,

ENR 6.8, ENR 6.8-1/ENR 6.8-2, ENR 6.8-3/ENR 6.8-4, ENR 6.8-5/ENR 6.8-6,

ENR 6.9,

Band 2 / **Volume 2**

LOWG AD 2-7/*LOWG AD 2-8*, *LOWG AD 2-11*/LOWG AD 2-12,
LOWG AD 2 MAP 1-1,

LOWI AD 2-21/*LOWI AD 2-22*,
LOWI AD 2 MAP 14-1,

LOWK AD 2 MAP 14-1,

LOWL AD 2 MAP 13-1-1,

LOWW AD 2 MAP 14-2,

LOAV AD 2 MAP 1-1,

LOXA 2-5/LOXA 2-6.

2. Diese Berichtigung beinhaltet Informationen, welche in folgendem NOTAM, welches mit Wirkung 13 JUL 2023 aufgehoben ist, enthalten sind:

2. This amendment incorporates information contained in the following NOTAM and AIC, which are cancelled with effect from 1 DEC 2022:

NOTAM A0947/23.

ENDE

END

ENR 3.4 WARTEVERFAHREN AUF STRECKE

ENR 3.4 EN-ROUTE HOLDING

1. KONVENTIONELLE WARTEVERFAHREN

1. CONVENTIONAL HOLDING PROCEDURES

HLDG Point	INBD TR ° MAG	Turn	MAX KIAS	HLDG LVL FT AMSL / FL		TIME / DIST OUBD	Controlling unit (1), CH
				MNM	MAX		
1	2	3	4	5		6	7
FISCHAMEND DVOR/DME	159	links/left	230	5000	FL140	1 MIN	APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
GLEICHENBERG NDB	195	links/left	230	5000	FL140	1 MIN	APP GRAZ ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
GRAZ DVOR/DME	344	rechts/right	230	4000	FL140	1 MIN	APP GRAZ ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
GRAZ NDB	344	rechts/right	NIL	4000	NIL	NIL	APP GRAZ ACC WIEN
KLAGENFURT DVOR/DME	235	rechts/right	230	8500	FL140	1 MIN	APP KLAGENFURT ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
KLAGENFURT NDB	235	rechts/right	230	8500	FL140	1 MIN	APP KLAGENFURT ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
LINZ DVOR/DME	083	links/left	230	3000	FL140	1 MIN	APP LINZ ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
LINZ NDB	263	rechts/right	NIL	4000	NIL	NIL	APP LINZ ACC WIEN
RATTENBERG NDB	225	rechts/right	230	9500	FL140	1 MIN	APP INNSBRUCK ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
SALZBURG DVOR/DME	175	links/left	230	4000	FL140	1 MIN	APP SALZBURG ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
SOLLENAU DVOR/DME	349	rechts/right	NIL	5000	NIL	NIL	APP WIEN ACC WIEN
STOCKERAU DVOR/DME	090	links/left	NIL	5000	NIL	NIL	APP WIEN ACC WIEN
WAGRAM DVOR/DME	159	links/left	230	5000	FL140	1 MIN	APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	

(1) siehe/see ENR 2.

(2) oder Übergangsflugfläche, je nachdem welcher Wert höher ist / or transition level, whichever is higher.

2. RNAV WARTEVERFAHREN **2. RNAV HOLDING PROCEDURES**

HLDG Point	INBD TR ° MAG	Turn	MAX KIAS	HLDG LVL FT AMSL / FL		TIME / DIST OUBD	Controlling unit (1), CH
				MNM	MAX		
1	2	3	4	5		6	7
BALAD FLY-OVER 47 46 00.21N 016 14 02.56E	034	rechts/right	230	8000	FL140	1 MIN	APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
BARUG FLY-OVER 47 53 48.57N 015 21 19.93E	086	rechts/right	230	FL130	FL140	1 MIN	APP LINZ APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
INLOX FLY-OVER 47 11 51.95N 014 45 21.40E	061	rechts/right	NIL	9000	NIL	NIL	APP GRAZ APP ZELTWEG ACC WIEN
MABOD FLY-OVER 48 34 28.41N 016 41 24.35E	163	rechts/right	230	6000	FL140	1 MIN	APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
MASUR FLY-OVER 48 31 12.35N 015 26 21.45E	090	rechts/right	230	FL130	FL140	1 MIN	APP LINZ APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
MATIG FLY-OVER 48 03 30.93N 013 32 29.38E	267	rechts/right	230	FL120 (2)	FL140	1 MIN	APP LINZ APP SALZBURG ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
NERDU FLY-OVER 48 28 53.39N 016 05 57.34E	103	rechts/right	230	6000	FL140	1 MIN	APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
NIGSI FLY-OVER 47 22 09.00N 016 02 10.00E	014	rechts/right	230	10000	FL140	1 MIN	APP GRAZ APP WIEN ACC WIEN
			NIL	FL140	FL660	1.5 MIN	

(1) siehe/see ENR 2.

(2) oder Übergangsflugfläche, je nachdem welcher Wert höher ist / or transition level, whichever is higher.

HLDG Point	INBD TR ° MAG	Turn	MAX KIAS	HLDG LVL FT AMSL / FL		TIME / DIST OUBD	Controlling unit (1), CH
				MNM	MAX		
1	2	3	4	5		6	7
OBEDI FLY-OVER 47 19 40.43N 013 19 47.09E	270	links/left	NIL	FL150	FL660	1.5 MIN	APP KLAGENFURT ACC WIEN
PESAT FLY-OVER 47 42 53.75N 017 03 11.37E	269	links/left	230	6000	FL140	1 MIN	APP WIEN
			NIL	FL140	FL660	1.5 MIN	
RASTA FLY-OVER 47 29 43.54N 013 22 52.92E	316	rechts/right	230	FL130	FL140	1 MIN	APP SALZBURG ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
VATET FLY-OVER 47 36 03.43N 014 01 59.23E	290	rechts/right	230	FL130	FL140	1 MIN	APP SALZBURG ACC WIEN
			NIL	FL140	FL660	1.5 MIN	
VILAK FLY-OVER 46 41 47.01N 013 54 52.72E	136	rechts/right	230	10000	FL140	1 MIN	APP KLAGENFURT ACC WIEN
			NIL	FL140	FL660	1.5 MIN	

(1) siehe/see ENR 2.

(2) oder Übergangsflugfläche, je nachdem welcher Wert höher ist / or transition level, whichever is higher.

ENR 4.4 NAMENSBEZEICHNUNGEN FÜR MARKANTE PUNKTE

Legende der FRA Relevanzen: (E) = "Einflugspunkt", (X) = "Ausflugspunkt", (I) = "Zwischenwegpunkt", (A) = "Anflugverbindungspunkt", (D) = "Abflugverbindungspunkt".

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Legend for FRA relevance: (E) = "Horizontal Entry Point", (X) = "Horizontal Exit Point", (I) = "Intermediate Point", (A) = "Arrival Connecting Point", (D) = "Departure Connecting Point".

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS including supplementary definition of positions
1	2	3	4
ABETI	47 40 39.77N 017 00 46.23E		FRA(E): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
ABIRI	46 45 45.01N 014 58 03.26E		FRA(AD): LOWG, LOWK
ABLOM	48 04 03.24N 017 05 15.73E		FRA(X)
ABRUK	47 22 59.27N 015 00 23.87E		FRA(I)
ABTAN	47 06 49.00N 014 29 44.00E		FRA(I); FRA(A): LOWW
ADAMA	47 59 16.00N 017 20 29.00E		FRA(D): 5500 FT AMSL-FL245, LOWW
ADILO	47 20 44.93N 010 56 51.55E	Y703	
ADLET	48 34 03.36N 014 17 57.42E		FRA(I); FRA(A): LOWL, LKCS; FRA(D): LKCS
ALILA	47 12 59.21N 011 33 13.19E	Y108	
AMADI	48 05 28.74N 012 54 49.65E		FRA(A): EDDM
ARNOS	46 32 28.52N 013 34 09.52E		FRA(I); FRA(A): LOWK
ARSIN	47 34 01.96N 016 45 13.48E		FRA(E); FRA(D): LOWW
BADIT	48 09 52.00N 012 50 04.00E		FRA(EX); FRA(A): LOWS
BADVI	47 43 51.91N 011 56 43.37E	Y107	
BAGSI	48 03 28.15N 014 17 22.98E		FRA(I)
BAPGI	47 19 31.48N 011 14 10.26E	T101	
BARUG	47 53 48.57N 015 21 19.93E		FRA(I); FRA(A): LOWW
BEGLA	47 49 50.56N 017 06 51.94E		FRA(E): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
BEMKI	47 33 33.80N 010 18 20.14E	T103, T23	
BERAS	47 21 33.72N 011 46 10.47E	M736, T23	
BERTA	46 26 58.95N 014 37 30.85E		FRA(I); FRA(AD): LOWK; FRA(A): LJLJ
BILDU	47 10 13.60N 010 39 42.41E	N606	
BIRGI	47 20 52.00N 011 55 26.00E	T23, Z209	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
BRENO	46 58 48.00N 011 22 36.00E	M726	
BUMUK	47 24 08.25N 013 30 23.65E		FRA(I)
BUWUT	48 48 18.27N 015 18 47.01E		FRA(D): LOWW
DETSA	46 48 09.00N 012 16 52.00E		FRA(X); FRA(D): LOWS
DIPSA	46 36 34.58N 014 55 20.08E		FRA(I); FRA(A): LOWK
DIRAB	46 48 49.38N 011 03 44.34E	T307	

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS including supplementary definition of positions
1	2	3	4
DITIS	48 53 52.88N 015 06 58.90E		FRA(EX); FRA(AD): LKCS
DIVAL	47 33 17.67N 016 07 46.71E		FRA(I)
DORAP	47 28 21.85N 009 36 03.50E	Z2	
ELMEM	47 17 08.28N 010 34 14.66E	L607, N606	
EPOLA	47 29 47.92N 014 53 15.59E		FRA(I)
ERANI	47 44 01.89N 012 57 10.92E		FRA(I)
ERKIR	47 32 16.00N 012 00 32.00E	L608	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOIJ, LOWI; FRA(D): LOWS
ESEGA	48 17 47.20N 013 10 53.29E		FRA(EX): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
ETROK	47 32 27.17N 013 22 51.17E		FRA(A): LOWS
EVAXI	46 46 36.00N 013 31 11.00E		FRA(I); FRA(A): LOWK
GAMLI	47 54 24.00N 014 46 44.00E		FRA(I)
GAMSA	47 24 30.43N 009 39 06.88E	N871, Z209	
GAPTO	47 28 06.90N 010 45 33.95E	N871, T23	
GEDSO	47 04 50.00N 011 52 13.00E	L607, Z204, Z408	FRA(EX): H24, FL315 and BLW, FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
GESGI	47 50 07.54N 016 26 06.57E		FRA(AD): LOAN
GIMBO	48 43 31.31N 014 46 32.99E		FRA(I)
GIMIX	46 31 22.76N 013 42 50.69E		FRA(I); FRA(D): LJLJ
GIRIS	46 46 18.41N 010 53 02.84E	N606	
GOGEM	47 01 05.79N 011 31 34.86E	Y108	
GOLVA	46 42 31.57N 015 39 08.54E		FRA(I); FRA(AD): LJMB, LOWG
GOTAR	46 59 52.37N 016 13 29.15E		FRA(EX); FRA(AD): LOWG
GOVTU	47 20 44.95N 011 04 10.63E	T102	
HOLXA	48 29 29.04N 016 02 43.76E		FRA(A): LOXT
INGID	47 16 06.73N 013 41 06.67E		FRA(I); FRA(D): LOWK
INLOX	47 11 51.95N 014 45 21.40E		FRA(AD): LOXZ
INROM	48 00 46.19N 013 11 26.25E		FRA(D): LOWS
INSAX	47 00 56.00N 016 04 51.00E		FRA(I)
INSEL	47 09 20.00N 012 24 19.00E		FRA(I)
INTEG	47 09 02.00N 009 56 09.00E		See AIP SWITZERLAND.
IRBIR	47 33 59.09N 011 06 12.85E	T102	
IVKAL	46 47 39.00N 011 02 14.58E	T102	
KLAGY	46 30 51.48N 014 46 30.61E		FRA(I); FRA(AD): LOWK
KOGOL	47 37 20.16N 011 23 59.46E	L608, M726	

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS including supplementary definition of positions
1	2	3	4
KONUG	47 23 06.07N 013 10 04.66E		FRA(A): LOWS
KOVEL	48 42 03.25N 015 35 49.50E		FRA(I)
KOXER	48 07 39.00N 017 02 54.00E		FRA(D): LOWW
KUMOM	47 33 28.11N 012 22 18.15E		FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
KUSAM	47 08 14.00N 010 16 55.00E	Z119, Z209	
LADAG	48 35 20.33N 015 02 27.98E		FRA(I)
LANUX	48 53 17.18N 015 36 56.84E		FRA(EX); FRA(AD): LOWW
LATLO	47 41 01.61N 012 48 24.25E		FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
LEDVA	48 43 43.64N 016 47 21.10E		FRA(X); FRA(D): LOWW
LEOBE	47 21 49.28N 015 01 37.07E		FRA(A): LOWG
LIDSI	48 13 22.19N 013 53 50.30E		FRA(D): LOWL
LIKDA	47 01 00.90N 011 45 03.03E	N503	
LIMRA	47 54 39.53N 014 26 52.02E		FRA(I); FRA(AD): LOWL
LIZUM	47 06 54.25N 011 45 21.73E	M736, N503	
LOKVU	48 52 28.98N 015 50 05.99E		FRA(X)
LUGEM	48 10 20.00N 015 23 32.00E		FRA(D): LOWW
LUMUS	46 35 24.37N 014 09 22.68E		FRA(I); FRA(A): LJLJ
LUXEK	47 40 08.71N 011 37 00.80E	Y108	
MADEB	47 19 27.75N 010 17 19.99E	M738, N606, N871	
MALUG	46 42 22.00N 012 35 51.00E		FRA(E)
MAREG	48 11 25.76N 016 58 08.72E		FRA(EX)
MASUR	48 31 12.35N 015 26 21.45E		FRA(I); FRA(A): LOWW
MATIG	48 03 30.93N 013 32 29.38E		FRA(I); FRA(A): LOWS
MEDEL	48 12 26.00N 013 40 13.00E		FRA(I)
MEDIX	48 17 39.00N 015 24 31.00E		FRA(D): LOWW
MIKOV	48 47 05.08N 016 37 15.61E		FRA(E); FRA(A): LOWW
MILGO	47 18 06.16N 015 05 29.94E		FRA(I); FRA(D): LOWG
MIMVI	47 11 30.12N 011 45 36.97E	M736	
MODSA	47 38 30.00N 012 13 56.00E	Y106	FRA(E)
MOGTI	47 23 20.33N 010 43 00.61E	L12, P66, Y703	
MORED	47 52 34.87N 013 00 55.64E		FRA(I)
MOVOS	47 54 40.60N 016 26 14.08E		FRA(AD): LOAV
MUGGU	47 56 11.87N 015 54 41.63E		FRA(AD): LOXN
MUREG	46 42 24.25N 015 48 28.98E		FRA(I); FRA(AD): LOWG
NAKUM	46 43 30.09N 014 21 04.72E		FRA(I)

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS including supplementary definition of positions
1	2	3	4
NANIT	47 23 34.87N 012 20 47.17E		FRA(I); FRA(A): LOWI, LOWZ; FRA(D): LOWZ
NATAG	46 51 28.77N 010 37 07.50E	M738, Y740	
NAVTI	48 46 10.60N 016 12 18.21E		FRA(X)
NEMAL	47 55 05.00N 013 29 54.00E		FRA(I); FRA(A): LOWL, LOWW; FRA(D): LOWS
NESES	47 32 52.56N 010 33 16.96E	P66, T103, Y740	
NIDLO	46 48 15.03N 015 59 44.16E		FRA(I)
NIGEB	47 05 20.90N 011 04 36.75E	P66, Y303, Z408	
NIGSI	47 22 09.00N 016 02 10.00E		FRA(I); FRA(A): LOWW
NIPEL	46 29 22.10N 014 01 57.35E		FRA(I)
NORIN	47 23 11.77N 011 24 08.27E	M726, T23	
NUBRA	47 44 35.05N 013 56 16.49E		FRA(A): LOWL, LOWS
NUNRI	47 35 12.00N 009 39 09.00E	T103	
NURMI	47 40 10.00N 014 56 10.00E		FRA(I)
OBAGA	47 32 49.52N 011 15 04.51E	T101	
OBEDI	47 19 40.43N 013 19 47.09E		FRA(I); FRA(D): LOWI
OLPIX	47 01 02.00N 011 41 25.00E	M736	
OSDER	47 41 00.00N 010 53 30.00E	T103	
OSDOV	47 26 24.49N 010 10 59.94E	M738, Z2	
OSPEN	47 29 07.05N 015 31 38.71E		FRA(I); FRA(D): LOWW
OTRES	47 01 24.49N 010 44 32.53E	N606, T307	
PEROL	48 14 34.69N 014 28 49.39E		FRA(D): LOWL
PESAT	47 42 53.75N 017 03 11.37E		FRA(X): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
PETEN	48 24 58.49N 014 10 26.08E		FRA(D): LOWL
PIBIP	46 56 29.54N 015 34 40.49E		FRA(AD): LOGH
PINQI	48 41 21.00N 013 58 58.00E		FRA(I)
PISAM	48 53 34.49N 015 23 13.66E		FRA(EX)
RADIZ	47 37 34.63N 012 32 19.05E		FRA(EX): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RADLY	46 38 48.69N 015 12 33.03E		FRA(I); FRA(A): LJLJ, LOWG; FRA(D): LOWG
RASTA	47 29 43.54N 013 22 52.92E		FRA(I); FRA(A): LOWS
REKLU	48 35 15.00N 016 56 16.00E		FRA(A): LOWW
REKTI	46 35 04.34N 013 53 50.81E		FRA(D): LOWK
RENKA	48 35 05.43N 013 30 18.81E		FRA (X): H24, FL315 and BLW; FRA (X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RONAG	46 46 45.89N 010 15 32.44E	Z119, Z408	

NAME-CODE DESIGNATOR	COORDINATES	ATS ROUTE OR OTHER ROUTE	REMARKS including supplementary definition of positions
1	2	3	4
ROPAG	47 12 49.04N 015 47 57.72E		FRA(D): LOWG
RUPET	47 27 55.00N 015 43 57.00E		FRA(A): LOWG; FRA(D): LOWW
SASAL	47 17 05.38N 016 28 27.54E		FRA(EX)
SETAL	47 13 54.00N 014 15 32.00E		FRA(I)
SIMBA	48 13 48.55N 013 00 56.94E		FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(D): LOWS
SITNI	48 03 15.22N 014 50 04.61E		FRA(I); FRA(A): LOWL
SOTOV	46 56 37.91N 011 12 37.56E	P66, T101	
SOVIL	48 02 47.00N 015 22 32.00E		FRA(D): LOWW
STEIN	47 25 39.41N 016 35 58.95E		FRA(EX); FRA(D): LOWW
SUDUX	46 56 42.05N 011 00 31.25E	L12, T102	
SUGIB	47 32 37.00N 011 04 13.00E	N871	
SUNIS	47 08 30.76N 016 20 58.60E		FRA(E)
TAGAS	48 02 38.35N 015 39 14.30E		FRA(I)
TIRUL	47 03 25.83N 010 31 43.35E	M738, Y740, Z408	
TISKO	46 40 56.98N 015 59 30.87E		FRA(I)
TISMA	46 54 31.73N 014 09 34.66E		FRA(A): LOWK
TOBAD	47 43 57.77N 012 12 29.51E	Y106	
TOBSO	47 00 58.02N 011 51 27.35E	Y107	
TOVKA	48 16 12.56N 016 55 34.76E		FRA(EX); FRA(A): LOWW
TULSI	47 42 05.79N 011 47 19.53E	M736	
TUNUM	47 15 14.85N 011 30 27.33E	Y303, Z2, Z204, Z209	
UBUXI	48 08 04.00N 016 36 42.00E		FRA(I)
UMVEG	47 12 41.83N 011 53 47.66E	Z2	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
UNIMI	46 51 38.79N 011 03 54.68E	L12	
VAMET	46 46 25.92N 015 18 27.72E		FRA(I)
VATET	47 36 03.43N 014 01 59.23E		FRA(I)
VEKEN	46 33 49.00N 013 22 46.00E		FRA(I); FRA(A): LJLJ
VELOM	48 13 15.96N 013 29 57.87E		FRA(I)
VENEN	48 33 59.59N 014 32 28.84E		FRA(A): LOWW
VERDA	47 32 00.00N 013 20 00.00E		FRA(D): LOWS
VILAK	46 41 47.01N 013 54 52.72E		FRA(I); FRA(D): LOWK
WIMMI	47 24 56.00N 014 37 14.00E		FRA(AD): LOXZ
XEBIX	47 24 00.04N 010 28 47.55E	L607, N871, Y740, Z2	

1. SIGNIFICANT POINTS IN SLOVENIAN AUSTRIAN PART OF SECSI FRA

DESIGNATOR	COORDINATES	REMARKS
ABETI	47 40 39.77N 017 00 46.23E	FRA(E): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
ABIRI	46 45 45.01N 014 58 03.26E	FRA(AD): LOWG, LOWK
ABISO	46 15 44.61N 014 21 08.13E	FRA(I)
ABLAT	45 23 25.56N 013 37 34.14E	FRA(AD): LJPZ
ABLOM	48 04 03.24N 017 05 15.73E	FRA(X)
ABRUK	47 22 59.27N 015 00 23.87E	FRA(I)
ABTAN	47 06 49.00N 014 29 44.00E	FRA(I); FRA(A): LOWW
ADAMA	47 59 16.00N 017 20 29.00E	FRA(D): 5500 FT AMSL-FL245, LOWW
ADLET	48 34 03.36N 014 17 57.42E	FRA(I); FRA(A): LOWL, LKCS; FRA(D): LKCS
ADOMO	45 58 16.44N 014 38 42.11E	FRA(I)
AKIMA	48 24 47.38N 013 18 37.49E	FRA(E); FRA(A): LOWL
ALIVO	45 31 24.38N 014 44 20.64E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(D): LDRI
AMADI	48 05 28.74N 012 54 49.65E	FRA(A): EDDM
ARLON	46 24 49.76N 015 01 47.15E	FRA(I)
ARMIX	45 28 56.86N 014 16 04.36E	FRA(X): 7500 FT AMSL-FL205 (See AIP Croatia); FRA(I): FL205-FL660
ARNOS	46 32 28.52N 013 34 09.52E	FRA(I); FRA(A): LOWK
ARSIN	47 34 01.96N 016 45 13.48E	FRA(E); FRA(D): LOWW
AZAVE	45 32 18.90N 014 03 46.38E	FRA(A): LJPZ
BADIT	48 09 52.00N 012 50 04.00E	FRA(EX); FRA(A): LOWS
BAGSI	48 03 28.15N 014 17 22.98E	FRA(I)
BARPI	45 35 08.90N 013 31 22.31E	FRA(EX): 4500 FT AMSL-FL135; FRA(E): FL135-FL660; FRA(A): LJLJ, LJPZ
BARUG	47 53 48.57N 015 21 19.93E	FRA(I); FRA(A): LOWW
BEDOX	46 15 57.74N 015 49 34.44E	FRA(I): FL205-FL660
BEGLA	47 49 50.56N 017 06 51.94E	FRA(E): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
BERTA	46 26 58.95N 014 37 30.85E	FRA(I); FRA(AD): LOWK; FRA(A): LJLJ
BIRGI	47 20 52.00N 011 55 26.00E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
BUDEX	48 56 53.98N 014 20 09.70E	FRA(EX); FRA(A): LOWW
BUGEV	45 27 56.05N 013 46 24.39E	FRA(EX): 7500 FT AMSL-FL135 (see AIP Croatia)
BUMUK	47 24 08.25N 013 30 23.65E	FRA(I)
BUSET	45 30 06.38N 014 13 26.99E	FRA(I): FL205-FL660
BUWUT	48 48 18.27N 015 18 47.01E	FRA(D): LOWW
CEPRA	46 22 31.93N 015 12 23.22E	FRA(I)
DARZA	45 29 42.06N 015 00 25.73E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LJLJ
DAXNU	45 37 29.56N 013 37 09.26E	FRA(I)
DEGUM	46 27 57.11N 013 41 57.40E	FRA(I); FRA(A): LJLJ
DETSA	46 48 09.00N 012 16 52.00E	FRA(X); FRA(D): LOWS

DESIGNATOR	COORDINATES	REMARKS
DEXIT	48 45 46.00N 013 42 33.00E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(A): LOWL
DIMLO	46 41 00.56N 016 25 21.80E	FRA(EX); FRA(AD): LJMB
DIPSA	46 36 34.58N 014 55 20.08E	FRA(I); FRA(A): LOWK
DITIS	48 53 52.88N 015 06 58.90E	FRA(EX); FRA(AD): LKCS
DIVAL	47 33 17.67N 016 07 46.71E	FRA(I)
DOL	46 05 02.90N 014 46 42.87E	FRA(I)
EBITI	46 03 35.71N 014 59 07.89E	FRA(I)
EKSUM	45 43 24.00N 014 34 02.00E	FRA(I)
EPODO	46 11 45.57N 014 04 37.30E	FRA(I)
EPOLA	47 29 47.92N 014 53 15.59E	FRA(I)
EPOMI	45 39 07.82N 013 52 42.69E	FRA(I)
ERANI	47 44 01.89N 012 57 10.92E	FRA(I)
ERKIR	47 32 16.00N 012 00 32.00E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOIJ, LOWI; FRA(D): LOWS
ESEGA	48 17 47.20N 013 10 53.29E	FRA(EX): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
ETROK	47 32 27.17N 013 22 51.17E	FRA(A): LOWS
EVAXI	46 46 36.00N 013 31 11.00E	FRA(I); FRA(A): LOWK
FMD	48 06 18.41N 016 37 45.35E	FRA(I)
FORJO	45 33 53.58N 013 58 05.06E	FRA(AD): LJPZ
GAMLI	47 54 24.00N 014 46 44.00E	FRA(I)
GBG	46 53 13.16N 015 48 01.15E	FRA(AD): LOWG
GEDSO	47 04 50.00N 011 52 13.00E	FRA(EX): H24, FL315 and BLW, FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
GEMKA	45 28 13.08N 014 12 15.21E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(AD): LDPL
GESGI	47 50 07.54N 016 26 06.57E	FRA(AD): LOAN
GIMBO	48 43 31.31N 014 46 32.99E	FRA(I)
GIMIX	46 31 22.76N 013 42 50.69E	FRA(I); FRA(D): LJLJ
GIRDA	45 28 32.07N 014 08 02.23E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(AD): LDPL; FRA(A): LDRI
GOLVA	46 42 31.57N 015 39 08.54E	FRA(I); FRA(AD): LJMB, LOWG
GOMIG	48 08 19.92N 012 41 41.29E	FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
GORPA	45 46 23.07N 015 21 11.67E	FRA(I): FL205-FL660; FRA(A): LJLJ
GOTAR	46 59 52.37N 016 13 29.15E	FRA(EX); FRA(AD): LOWG
GRZ	46 57 19.12N 015 26 58.00E	FRA(I); FRA(D): LOWG
HOLXA	48 29 29.04N 016 02 43.76E	FRA(A): LOXT
ILB	45 33 56.11N 014 10 15.11E	FRA(I); FRA(A): LJLJ; FRA(AD): LJPZ
INGID	47 16 06.73N 013 41 06.67E	FRA(I); FRA(D): LOWK
INLOX	47 11 51.95N 014 45 21.40E	FRA(AD): LOXZ

DESIGNATOR	COORDINATES	REMARKS
INPUL	47 50 25.00N 012 44 30.00E	FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
INROM	48 00 46.19N 013 11 26.25E	FRA(D): LOWS
INSAX	47 00 56.00N 016 04 51.00E	FRA(I)
INSEL	47 09 20.00N 012 24 19.00E	FRA(I)
IRLIX	46 25 21.02N 015 41 39.44E	FRA(I)
KANIN	46 26 25.67N 013 37 43.28E	FRA(I)
KEBBU	45 37 56.26N 013 30 53.21E	FRA(EX); FRA(AD): LJPZ
KFT	46 35 51.31N 014 33 44.36E	FRA(I); FRA(D): LOWK
KIJEW	45 37 11.27N 014 00 54.01E	FRA(D): LJPZ
KIRDI	48 12 27.64N 012 49 17.95E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
KLAGY	46 30 51.48N 014 46 30.61E	FRA(I); FRA(AD): LOWK
KOMHO	46 15 41.00N 014 08 59.00E	FRA(A): LJLJ
KONUG	47 23 06.07N 013 10 04.66E	FRA(A): LOWS
KOVEL	48 42 03.25N 015 35 49.50E	FRA(I)
KOXER	48 07 39.00N 017 02 54.00E	FRA(D): LOWW
KUBUD	46 03 33.00N 013 36 11.00E	FRA(E)
KUMOM	47 33 28.11N 012 22 18.15E	FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
KUVEX	47 54 30.00N 017 26 15.00E	FRA(A): 5500 FT AMSL-FL245, LZIB (see also AIP Hungary)
LADAG	48 35 20.33N 015 02 27.98E	FRA(I)
LAMSI	48 39 12.15N 013 35 00.49E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
LANUX	48 53 17.18N 015 36 56.84E	FRA(EX); FRA(AD): LOWW
LAPNA	46 32 07.79N 015 31 13.55E	FRA(I); FRA(A): LOWW
LATLO	47 41 01.61N 012 48 24.25E	FRA(E): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
LEDVA	48 43 43.64N 016 47 21.10E	FRA(X); FRA(D): LOWW
LEOBE	47 21 49.28N 015 01 37.07E	FRA(A): LOWG
LEZEB	46 08 57.76N 015 28 35.95E	FRA(A): LJCE
LIDSI	48 13 22.19N 013 53 50.30E	FRA(D): LOWL
LIMRA	47 54 39.53N 014 26 52.02E	FRA(I); FRA(AD): LOWL
LNZ	48 13 46.96N 014 06 11.36E	FRA(I); FRA(A): LOWL; FRA(D): LOWL, LOWS
LOKVU	48 52 28.98N 015 50 05.99E	FRA(X)
LUGEM	48 10 20.00N 015 23 32.00E	FRA(D): LOWW
LULUD	45 50 33.13N 015 40 59.73E	FRA(X): 7500 FT AMSL-FL205; FRA(A): LDZA
LUMUS	46 35 24.37N 014 09 22.68E	FRA(I); FRA(A): LJLJ
LUPEV	49 00 35.02N 014 33 36.03E	FRA(E)
LUPIX	46 04 05.79N 014 45 35.13E	FRA(D): LJLJ

DESIGNATOR	COORDINATES	REMARKS
MAGAM	45 58 21.61N 015 42 10.55E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LJLJ
MALUG	46 42 22.00N 012 35 51.00E	FRA(E)
MAREG	48 11 25.76N 016 58 08.72E	FRA(EX)
MASUR	48 31 12.35N 015 26 21.45E	FRA(I); FRA(A): LOWW
MATIG	48 03 30.93N 013 32 29.38E	FRA(I); FRA(A): LOWS
MAXUR	45 44 45.27N 014 54 37.12E	FRA(I)
MEDEL	48 12 26.00N 013 40 13.00E	FRA(I)
MEDFI	46 09 04.84N 015 31 13.71E	FRA(D): LJCE
MEDIX	48 17 39.00N 015 24 31.00E	FRA(D): LOWW
MIKOV	48 47 05.08N 016 37 15.61E	FRA(E); FRA(A): LOWW
MILGO	47 18 06.16N 015 05 29.94E	FRA(I); FRA(D): LOWG
MODRO	46 03 37.56N 014 22 03.47E	FRA(D): LJLJ
MODSA	47 38 30.00N 012 13 56.00E	FRA(E)
MORED	47 52 34.87N 013 00 55.64E	FRA(I)
MOVOS	47 54 40.60N 016 26 14.08E	FRA(AD): LOAV
MUGGU	47 56 11.87N 015 54 41.63E	FRA(AD): LOXN
MUREG	46 42 24.25N 015 48 28.98E	FRA(I); FRA(AD): LOWG
NAKUM	46 43 30.09N 014 21 04.72E	FRA(I)
NANIT	47 23 34.87N 012 20 47.17E	FRA(I); FRA(A): LOWI, LOWZ; FRA(D): LOWZ
NATEX	47 44 49.00N 017 30 00.00E	FRA(A): 5500 FT AMSL-FL245, LOWW (see also AIP Hungary)
NAVTI	48 46 10.60N 016 12 18.21E	FRA(X)
NEMAL	47 55 05.00N 013 29 54.00E	FRA(I); FRA(A): LOWL, LOWW; FRA(D): LOWS
NEMEK	45 34 28.80N 015 17 52.92E	FRA(I): FL205-FL660
NIDLO	46 48 15.03N 015 59 44.16E	FRA(I)
NIGSI	47 22 09.00N 016 02 10.00E	FRA(I); FRA(A): LOWW
NIPEL	46 29 22.10N 014 01 57.35E	FRA(I)
NUBRA	47 44 35.05N 013 56 16.49E	FRA(A): LOWL, LOWS
NURMI	47 40 10.00N 014 56 10.00E	FRA(I)
OBEDI	47 19 40.43N 013 19 47.09E	FRA(I); FRA(D): LOWI
OBUTI	46 22 41.89N 016 16 26.58E	FRA(EX): 4500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LOWW; FRA(D): LDZA
OFROZ	46 18 44.00N 015 00 21.00E	FRA(A): LJLJ
OGODI	45 58 29.07N 013 53 43.67E	FRA(I)
OLEZE	46 06 21.12N 015 18 51.79E	FRA(AD): LJCE
OSPEN	47 29 07.05N 015 31 38.71E	FRA(I); FRA(D): LOWW
OTFOX	45 37 08.62N 013 42 00.83E	FRA(I)
OTMOH	45 45 15.29N 014 56 14.18E	FRA(D): LJCE
PENEP	46 07 58.97N 014 17 55.49E	FRA(I)

DESIGNATOR	COORDINATES	REMARKS
PEROL	48 14 34.69N 014 28 49.39E	FRA(D): LOWL
PESAT	47 42 53.75N 017 03 11.37E	FRA(X): FL245-FL660; FRA(I): 5500 FT AMSL-FL245
PESUT	46 14 14.91N 013 42 58.33E	FRA(I)
PETEN	48 24 58.49N 014 10 26.08E	FRA(D): LOWL
PETOV	46 18 34.83N 015 58 34.20E	FRA(EX): 5500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LDZA, LJMB; FRA(D): LJMB
PIBIP	46 56 29.54N 015 34 40.49E	FRA(AD): LOGH
PINQI	48 41 21.00N 013 58 58.00E	FRA(I)
PISAM	48 53 34.49N 015 23 13.66E	FRA(EX)
PODET	46 10 16.95N 015 37 36.47E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(D): LDZA
POHES	45 42 50.92N 014 46 50.86E	FRA(A): LJCE
RADIZ	47 37 34.63N 012 32 19.05E	FRA(EX): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RADLY	46 38 48.69N 015 12 33.03E	FRA(I); FRA(A): LJLJ, LOWG; FRA(D): LOWG
RASTA	47 29 43.54N 013 22 52.92E	FRA(I); FRA(A): LOWS
REDBU	47 57 21.19N 012 49 05.62E	FRA(A): EDDM
REKLU	48 35 15.00N 016 56 16.00E	FRA(A): LOWW
REKTI	46 35 04.34N 013 53 50.81E	FRA(D): LOWK
RENKA	48 35 05.43N 013 30 18.81E	FRA (X): H24, FL315 and BLW; FRA (X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RIFEN	45 51 04.00N 013 35 23.00E	FRA(EX): 7500 FT AMSL-FL185; FRA(X): FL185-FL660; FRA(A): LJLJ
ROLBA	45 50 24.72N 015 39 18.19E	FRA(I): FL205-FL660
ROPAG	47 12 49.04N 015 47 57.72E	FRA(D): LOWG
ROPUS	46 05 28.94N 014 11 31.09E	FRA(I)
RTT	47 25 51.32N 011 56 24.19E	FRA(EX); FRA(A): LOWI; FRA(D): LOWI, LOWS
RUPET	47 27 55.00N 015 43 57.00E	FRA(A): LOWG; FRA(D): LOWW
SABAD	45 27 57.14N 014 52 02.93E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LJLJ
SASAL	47 17 05.38N 016 28 27.54E	FRA(EX)
SBG	48 00 09.30N 012 53 33.94E	FRA(I); FRA(A): LOWI, LOWL; FRA(D): LOWS
SEHOR	45 56 25.06N 014 18 48.25E	FRA(I)
SETAL	47 13 54.00N 014 15 32.00E	FRA(I)
SIMBA	48 13 48.55N 013 00 56.94E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(D): LOWS
SITNI	48 03 15.22N 014 50 04.61E	FRA(I); FRA(A): LOWL
SKODA	48 50 03.00N 014 28 56.00E	FRA(I)
SNU	47 52 29.55N 016 17 18.37E	FRA(I); FRA(D): LOWW
SOVIL	48 02 47.00N 015 22 32.00E	FRA(D): LOWW
SOVOX	45 58 06.00N 013 35 50.00E	FRA(E)
STEIN	47 25 39.41N 016 35 58.95E	FRA(EX); FRA(D): LOWW
STO	48 25 01.69N 016 01 06.94E	FRA(I); FRA(A): LOWL

DESIGNATOR	COORDINATES	REMARKS
SUBEN	48 26 11.12N 013 20 12.16E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
SUNIS	47 08 30.76N 016 20 58.60E	FRA(E)
TAGAS	48 02 38.35N 015 39 14.30E	FRA(I)
TEKNO	47 37 25.59N 017 24 32.07E	FRA(EX): 5500 FT AMSL-FL245 (see also AIP Hungary)
TIBRO	46 13 06.00N 013 28 22.00E	FRA(EX)
TISKO	46 40 56.98N 015 59 30.87E	FRA(I)
TISMA	46 54 31.73N 014 09 34.66E	FRA(A): LOWK
TITIG	48 03 32.00N 012 33 34.00E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOWS
TIVAP	48 43 44.75N 014 23 38.23E	FRA(I)
TOVKA	48 16 12.56N 016 55 34.76E	FRA(EX); FRA(A): LOWW
TRAUN	47 58 29.00N 012 35 15.00E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOWS
TUTIV	45 42 30.69N 013 49 36.11E	FRA(I)
UBUXI	48 08 04.00N 016 36 42.00E	FRA(I)
UMVEG	47 12 41.83N 011 53 47.66E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
UNKEN	47 49 18.42N 012 36 03.59E	FRA(A) LOWS; FRA(D): LOWI
UPEGU	49 02 05.69N 014 28 35.34E	FRA(X)
UPETA	46 03 16.74N 014 05 53.72E	FRA(I)
URAVA	46 24 58.25N 013 31 56.30E	FRA(I)
VALLU	46 17 29.72N 015 20 10.74E	FRA(I); FRA(AD): LJMB; FRA(A): LJLJ
VAMET	46 46 25.92N 015 18 27.72E	FRA(I)
VANAX	46 02 28.02N 015 43 53.17E	FRA(I): FL205-FL660
VASLE	45 57 18.00N 014 58 42.00E	FRA(A): LJLJ
VATET	47 36 03.43N 014 01 59.23E	FRA(I)
VEKEN	46 33 49.00N 013 22 46.00E	FRA(I); FRA(A): LJLJ
VELOM	48 13 15.96N 013 29 57.87E	FRA(I)
VENEN	48 33 59.59N 014 32 28.84E	FRA(A): LOWW
VERDA	47 32 00.00N 013 20 00.00E	FRA(D): LOWS
VIBAD	45 57 21.00N 014 36 39.00E	FRA(A): LJLJ
VILAK	46 41 47.01N 013 54 52.72E	FRA(I); FRA(D): LOWK
WGM	48 19 25.88N 016 29 27.43E	FRA(I)
WIMMI	47 24 56.00N 014 37 14.00E	FRA(AD): LOXZ
ZARVE	45 53 34.47N 014 56 52.32E	FRA(AD): LJCE

LOWG AD 2.10 FLUGPLATZHINDERNISSE

Es werden alle Objekte in AD 2.10 aufgelistet, die Luftfahrthindernisse gemäß des österreichischen Luftfahrtgesetzes LFG §85 Absatz 1 sind und sich somit innerhalb der Sicherheitszone des Flughafens befinden. Die räumliche Ausdehnung der Sicherheitszone ist gemäß Sicherheitszonenverordnung im Sicherheitszonenplan des Flughafens dargestellt und entspricht nicht der in ICAO Annex 15 festgelegten Area 2.
Die Sicherheitszone eines österreichischen Flughafens basiert zu einem großen Teil auf den in ICAO Annex 14 beschriebenen Hindernisbegrenzungsflächen ("obstacle limitation surfaces"), ist jedoch nicht ident mit diesen. Der Sicherheitszonenplan dieses Flughafens ist im Österreichischen Nachrichtenblatt für Luftfahrer (ÖNfL) unter der Webadresse
https://www.austrocontrol.at/piloten/vor_dem_flug/aim_produkte/oenfl
verlautbart.
Zusätzlich werden auch jene Objekte in AD 2.10 aufgenommen, die nicht Luftfahrthindernisse gemäß LFG §85 Absatz 1 sind, jedoch in der in ICAO Annex 15 festgelegten Area 2 liegen. Die Vollständigkeit kann allerdings für diese Objekte nicht garantiert werden.
Es sind noch keine Flugplatzhindernisse in der Area 3 gemäß ICAO Annex 15 erfasst worden.

LOWG AD 2.10 AERODROME OBSTACLES

AD 2.10 lists all those objects that are by definition obstacles according to the Austrian Aviation Act §85 paragraph 1 and are situated within the safety zone (‘Sicherheitszone’) of the airport. The spatial extent of a safety zone is described in a particular plan (‘Sicherheitszonenplan’) for the airport as specified in the Austrian ordinance on safety zones (‘Sicherheitszonenverordnung’) and does not correspond to the spatial extent of Area 2 as described in ICAO Annex 15.
The safety zone of an Austrian airport is based but not identical to the obstacle limitation surfaces as described in ICAO Annex 14. The particular plan with the graphical representation of the safety zone is published on the internet at
https://www.austrocontrol.at/en/pilots/pre-flight_preparation/aim_products/oenfl.
Additionally also those objects are published in AD 2.10 which are by definition not obstacles according to the Austrian Aviation Act §85 paragraph 1 but correspond to the spatial extent of Area 2 as described in ICAO Annex 15. The completeness for these objects cannot be guaranteed though.
Aerodrome obstacles in Area 3 according to ICAO Annex 15 have not been collected yet.

OBST ID / BEZEICHNUNG OBST ID / DESIGNATION	ART DES HINDERNISSES OBST TYPE	OBST PSN	MAXIMALE HÖHE ÜBER MSL (FT) ELEV (FT)	HGT (FT)	TAGESKENNZEICHNUNG MARKING	ART UND FARBE DER BEFEUERUNG TYPE AND COLOUR OF LGT
a	b	c	d		e	
Alte Poststraße 461, 8055 Graz	Gebäude / Building	47 02 04.6N 015 25 49.7E	1236	92	nein / no	nein / no
Antenne RVR-A, Flughafen Graz	Antennenmast / Antenna	46 58 46.3N 015 26 26.7E	1103	16	nein / no	nein / no
Arnstein-Graz/Süd, 72-75	Stromleitung / Transmission line	47 01 39.5N 015 24 18.5E	1256	---	nein / no	nein / no
		47 01 39.5N 015 24 29.6E	1242	---	nein / no	nein / no
		47 01 40.3N 015 24 42.0E	1259	115	ja / yes	nein / no
		47 01 40.7N 015 24 57.7E	1243	---	nein / no	nein / no
		47 01 43.6N 015 25 09.2E	1273	---	nein / no	nein / no
		47 01 46.6N 015 25 22.2E	1256	---	nein / no	nein / no
		47 01 48.0N 015 25 29.0E	1253	---	nein / no	nein / no
		47 01 50.7N 015 25 38.9E	1266			
Baumgruppe, KG: 63206, Grundstücksnummer: 360/1	Baum / Tree	46 58 11.6N 015 26 31.4E	1158	80	nein / no	nein / no
Baumgruppe, KG: 63206, Grundstücksnummer: 360/1	Baum / Tree	46 58 10.0N 015 26 32.1E	1162	84	nein / no	nein / no

___ Für Datenelemente mit unterstrichenen Höhen über MSL sind die Information über die Einhaltung der in der Verordnung (EU) Nr. 2017/373 i.d.g.F. festgelegten Qualitätsanforderungen nicht verfügbar. / if ELEV is displayed as underlined text, this indicates that information on the data quality requirements as laid down in the Commission Regulation (EU) no 2017/373 a.a. for this data item is not available.

OBST ID / BEZEICHNUNG OBST ID / DESIGNATION	ART DES HINDERNISSES OBST TYPE	OBST PSN	MAXIMALE HÖHE ÜBER MSL (FT) ELEV (FT)	HGT (FT)	TAGESKENN-ZEICHNUNG MARKING	ART UND FARBE DER BEFEUER-UNG TYPE AND COLOUR OF LGT
a	b	c	d		e	
Baumreihe, F.h.umfahrungsstraße, 8073 Feldkirchen bei Graz	Baum / Tree	47 00 32.5N 015 26 16.6E 47 00 29.5N 015 26 07.6E 47 00 25.7N 015 25 55.4E	1144 1153 1151	17 17	nein / no nein / no	nein / no nein / no
Brauquartier 17, 8055 Graz	Gebäude / Building	47 01 59.4N 015 25 58.3E	1232	91	nein / no	nein / no
Brauquartier 2, 8055 Graz	Gebäude / Building	47 01 56.7N 015 25 54.7E	1227	87	nein / no	nein / no
Brüder Renner-Straße, 8055 Seiersberg-Pirka	Gebäude / Building	47 00 52.1N 015 26 00.2E	1162	34	nein / no	nein / no
Flugfeldgasse 22a, 8055 Seiersberg-Pirka	Gebäude / Building	47 00 48.7N 015 25 57.1E	1157	30	nein / no	nein / no
Gradnerstraße 28, 8055 Graz	Gebäude / Building	47 01 22.0N 015 25 34.6E	1202	64	nein / no	nein / no
Hafnerstraße 36, 8055 Graz	Schornstein / Chimney	47 01 36.4N 015 25 40.6E	1225	83	nein / no	ja / yes
Hafnerstraße 36, 8055 Graz	Gebäude / Building	47 01 40.7N 015 25 35.5E	1237	92	nein / no	nein / no
Hafnerstraße 42, 8055 Graz	Gebäude / Building	47 01 36.5N 015 25 34.5E	1215	73	nein / no	nein / no
Halle Brauerei, Reininghausstrasse 15	Gebäude / Building	47 03 50.6N 015 24 31.8E	1378	193	nein / no	nein / no
Halle mit Mast, Schindlerstraße 1	Gebäude / Building	47 00 41.2N 015 26 11.1E	1170	47	nein / no	nein / no
Handymast, Alte Poststraße 371	Gittermast / Mast	47 02 36.8N 015 25 19.0E	1280	125	nein / no	nein / no
Handymast Seiersberg Feldkirchnerstrasse 189	Antennenmast / Antenna	47 00 44.9N 015 25 59.0E	1198	70	nein / no	nein / no
Haus, Brunnenfeldstraße 27	Gebäude / Building	47 00 58.3N 015 25 49.3E	1170	40	nein / no	nein / no
Haus, Dr.- Hans-Klöpfer-Gasse 21	Gebäude / Building	47 00 35.4N 015 26 07.6E	1159	36	nein / no	nein / no
Haus, Dr.- Hans-Klöpfer-Gasse 32	Gebäude / Building	47 00 32.8N 015 26 06.7E	1149	27	nein / no	nein / no
Haus, Paul-Grogger-Gasse 28	Gebäude / Building	47 00 34.4N 015 26 01.3E	1154	32	nein / no	nein / no
Haus, Schindlerstrasse	Gebäude / Building	47 00 28.8N 015 25 54.6E	1151	31	nein / no	nein / no
Hochhaus, Alte Poststrasse 157	Gebäude / Building	47 04 02.0N 015 24 32.7E	1368	180	nein / no	nein / no
Hochhaus Telekom, Ägydigasse 6	Gebäude / Building	47 03 58.6N 015 25 49.7E	1417	278	nein / no	ja / yes
Hochhaus, Vinzenz-Muchitsch-Str. 6/6a	Gebäude / Building	47 03 18.6N 015 25 34.0E	1316	181	nein / no	nein / no
ILS-GP, Flughafen Graz	Navigationsanlage / Navigation aid	46 58 48.7N 015 26 26.1E	1141	53	nein / no	nein / no

___ Für Datenelemente mit unterstrichenen Höhen über MSL sind die Information über die Einhaltung der in der Verordnung (EU) Nr. 2017/373 i.d.g.F. festgelegten Qualitätsanforderungen nicht verfügbar. / if ELEV is displayed as underlined text, this indicates that information on the data quality requirements as laid down in the Commission Regulation (EU) no 2017/373 a.a. for this data item is not available.

LOWG AD 2.12 ÄUSSERE PISTENMERKMALE

LOWG AD 2.12 RWY PHYSICAL CHARACTERISTICS

KENNZAHLEN PISTE NUMMER DESIGNATIONS RWY NR	PISTENRICHTUNG TRUE BRG GEO	MAßE DER PISTE (M) DIMENSIONS OF RWY (M)	TRAGFÄHIGKEIT (PCN) UND OBERFLÄCHE DER PISTE UND STOPPFLÄCHE STRENGTH (PCN) AND SURFACE OF RWY AND SWY	SCHWELLEN-KOORDINATEN PISTENEND-KOORDINATEN GEOID UNDULATION (M) DER SCHWELLE THR COORDINATES RWY END COORDINATES THR GEOID UNDULATION (M)	SCHWELLENHÖHE UND HÖCHSTE HÖHE DER AUFSETZZONE VON PRÄZISIONSANFLUG-PISTEN ÜBER MSL (M) THR ELEVATION AND HIGHEST ELEVATION OF TDZ OF PRECISION APP RWY (M)	NEIGUNG DER PISTE UND STOPPFLÄCHE SLOPE OF RWY-SWY
1	2	3	4	5	6	7
16C	169.33	3000 x 45	RWY: PCN 61/F/B/ W/T Bitumen SWY: NIL	47 00 07.22N 015 26 11.81E GUND: 47	341	-0.35%
34C	349.34	3000 x 45	RWY: PCN 61/F/B/ W/T Bitumen SWY: NIL	46 58 40.03N 015 26 35.81E GUND: 47	332	0.35%
16L	169.00	640 x 30	RWY: AUW 2000 KG Gras / Grass SWY: NIL	NIL	333	NIL
34R	349.00	640 x 30	RWY: AUW 2000 KG Gras / Grass SWY: NIL	NIL	337	NIL
16R	169.00	760 x 25	RWY: AUW 5000 KG Gras / Grass SWY: NIL	NIL	339	NIL
34L	349.00	760 x 25	RWY: AUW 5000 KG Gras / Grass SWY: NIL	NIL	336	NIL

___ Für unterstrichene Höhen über MSL siehe GEN 2.1, Punkt 4 / for underlined ELEV see GEN 2.1, item 4

KENNZAHLEN PISTE NUMMER DESIGNATIONS RWY NR	AUSMAß DER STOPPFLÄCHE (M) SWY DIMENSIONS (M)	AUSMAß DER FREIFLÄCHE (M) CWY DIMENSIONS (M)	AUSMAß DES PISTENSTREIFENS (M) STRIP DIMENSIONS (M)	AUSMAß DER PISTENENDSICHER-HEITSFLÄCHE (M) RESA DIMENSIONS (M)	AUFFANGVOR-RICHTUNG DER PISTE RAG	HINDERNISFREIE ZONE OFZ
1	8	9	10	11	12	13
16C	NIL	60 x 150	3120 x 300	240 x 90	NIL	Siehe dazugehörige Hinderniskarte See relevant obstacle chart
34C	NIL	NIL	3120 x 300	240 x 90	NIL	Siehe dazugehörige Hinderniskarte See relevant obstacle chart

KENNZAHLEN PISTE NUMMER DESIGNATIONS RWY NR	AUSMAß DER STOPPFLÄCHE (M) SWY DIMENSIONS (M)	AUSMAß DER FREIFLÄCHE (M) CWY DIMENSIONS (M)	AUSMAß DES PISTENSTREIFENS (M) STRIP DIMENSIONS (M)	AUSMAß DER PISTENENDSICHER-HEITSFLÄCHE (M) RESA DIMENSIONS (M)	AUFFANGVOR-RICHTUNG DER PISTE RAG	HINDERNISFREIE ZONE OFZ
1	8	9	10	11	12	13
16L	NIL	NIL	700 x 75	NIL	NIL	NIL
34R	NIL	NIL	700 x 75	NIL	NIL	NIL
16R	NIL	NIL	820 x 60	NIL	NIL	NIL
34L	NIL	NIL	820 x 60	NIL	NIL	NIL

KENNZAHLEN PISTE NUMMER DESIGNATIONS RWY NR	ANMERKUNGEN REMARKS
1	14
16C/34C	Schwelle Piste 16C um 260 M pisteneinwärts versetzt. Entlang der Pistenränder 7.5 M breite befestigte Schultern. DTHR RWY 16C displaced 260 M inward. Along RWY edges paved shoulders, WID 7.5 M.
16L/34R	NIL
16R/34L	Schwelle Piste 16R und 34L 150 M pisteneinwärts versetzt. DTHR RWY 16R and 34L displaced 150 M inward.

LOWG AD 2.13 VERFÜGBARE STRECKEN

LOWG AD 2.13 DECLARED DISTANCES

PISTENKENNZAHL RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	ANMERKUNGEN REMARKS
1	2	3	4	5	6
16C	3000	3060	3000	2740	Declaration for intersection take-offs see LOWG AD 2.20 Local aerodrome regulations
TWY C	2217	2277	2217	NIL	
TWY B	1695	1755	1695	NIL	
TWY X	1640	1700	1640	NIL	
TWY Y	771	831	771	NIL	
34C	3000	3000	3000	3000	Declaration for intersection take-offs see LOWG AD 2.20 Local aerodrome regulations
TWY Y	2276	2276	2276	NIL	
TWY B	1377	1377	1377	NIL	
TWY X	1371	1371	1371	NIL	
TWY C	895	895	895	NIL	
16L	640	640	640	640	NIL
34R	640	640	640	640	NIL
16R	760	760	760	610	NIL
34L	760	760	760	610	NIL

3.1.1.2. Familiarization with the procedures intended for use with adequate briefing material is mandatory. The responsibility for the preparation of such information rests with the operator for commercial flights, respectively pilot in command (for noncommercial flights). A sample briefing may be obtained from the airport administration but needs to be updated for the needs of the intended operation.

3.1.1.3. Operation in VMC on site or in a flight simulation training device FSTD (full flight simulator-FFS; Flight and navigation procedures trainer II-FNPT II) is required before first use of the approach procedures in weather conditions of less than 3000 FT (AAL) Ceiling and 5 KM Visibility and for the approval of any special approach and/or departure procedure.
NOTE: operation in an FSTD shall include the program in VMC as well as in IMC unless a collision detection system is used.

3.1.1.4. The operation in VMC on site (or in the FSTD) shall include at least
- 1 LOC/DME EAST followed by missed approach
- one LOC/DME EAST approach followed by balked landing RWY 26 (may be replaced by one departure from RWY 26 utilizing the same track as for the intended balked landing)
- one LOC/DME EAST followed by visual manoeuvres to RWY 08
- one departure RWY 26 (may be replaced by one balked landing RWY 26 utilizing the same track).

3.1.1.5. Details of the required information and training for the approval of special procedures will be specified. However, training for the use of any one of the special procedures need to be performed in a FFS or FNPT II (exemptions for on site training may be granted if the situation requires such a decision).

3.1.2. Information on design and other details

3.1.2.1. The design of any departure contingency procedure and balked landing procedure is the responsibility of the operator / pilot in command.
When designing the initial part of a departure procedure, contingency or balked landing for runway 26 the following early turn procedure is proposed:
Climb visually with maximum gradient on RWY track.
At D-1,2 west OEV (WI528) turn right and climb on MT 272° along the northern side of the valley. Not later than at D-3,3 west OEV (WI529) turn left and join LOC OEJ (109,7 MHZ - 065°) and continue climb along LOC OEJ to 9500 FT, turn left to RTT.
Unless a detailed obstacle survey allows / requires another turning altitude, the required climb gradient is 6,1% to achieve an altitude of 3200 FT AMSL at D-3,3 west of OEV (WI529), which may be considered as sufficient altitude for a safe left turn with a maximum radius of 1800 M.
Due to aircraft mass and associated climb performance of less than 6,1% one engine inoperative climb it may be required to design an alternative contingency procedure along the western part of the Inn valley.
For such procedures it is the responsibility of the operator / pilot to establish an adequate trajectory and obstacle survey.

3.1.2.2. All radio navigation aids are no break power supplied and duplexed systems. Pilots will be informed by ATC about any deficiency in ground equipment and an approach clearance will NOT be issued if the stand-by equipment efficiency falls below the certified level.

3.1.2.3. Use of GP for LOC/DME East and Special LOC/DME East procedure:
The procedures as such are LOC/DME procedures! Final descent shall be commenced when passing D-19,0 OEV (FAF) checking the altitude at the published DME fixes.
The GP-information coincides normally with the prescribed check altitudes.
Due to reflection characteristics during specific weather conditions (snow, heavy rain or ice on the reflection area) the additional available GP information may differ to the DME check altitudes.
Furthermore significant deviation from ISA temperatures as well as the long distance between GP antenna and FAF and curvature of the earth lead to possible deviations between GP information and check altitudes.
The GP is monitored and will switch off automatically if the deviation will exceed certified values.
Remember that the procedure is a LOC/DME and especially the FAF and the check altitude at D-17,0 OEV are based on the restricting obstacle with an elevation of 7690 FT AMSL at D-17,5 OEV. Beyond D-17,0 OEV there are no more restricting obstacles and after passing D-10,0 GP may be fully used as vertical guidance.

3.1.2.4. Statistics, based on 95% probability, indicate windspeed maxima of 40 KT at 10000 FT AMSL and 20 KT at 5000 FT AMSL. These maxima have been applied on an omnidirectional basis when computing the outer boundary of the turning areas in order to provide sufficient terrain clearance.

3.1.2.5. During FOEHN conditions (surface wind 100° - 180°, average windspeed 15 - 25 KT, gusts 30 - 50 KT) with horizontal / vertical windshear and associated with possible moderate to severe turbulence and following partly severe down-draughts at various altitudes have to be expected especially over the city of Innsbruck below 5000 FT AMSL.
To minimize operation in turbulence, pilots may during an approach procedure request a visual approach to RWY 08 from a position west of the aerodrome or stop descent at 7000 FT AMSL and proceed visually to a position over or south of the aerodrome but not below 5000 FT AMSL. Thereafter continue descent and join right hand baseleg for RWY 08. A down-draught over the river Inn on final approach to RWY 08 is most likely too.

3.1.2.6. Cold temperature altitude correction to the surveillance minimum altitude will be applied by ATC (while on radar vectors or issuing a direct routing). For details see guidance material regarding altimeter compensation (ICAO DOC 8168 and AIP Austria ENR 1.7).

3.1.2.7. Cloud base reports are available for two positions on final approach to RWY 26 at D-1,8 OEV and D-0,5 OEV (indicating low clouds close to MAPts) and one position 2 NM west of the aerodrome.

3.1.2.8. In the area around Innsbruck it may happen that different values of visibility exist in various directions mainly caused by haze or mist layers over the city. If such situations are observed and the ground visibility is 8 KM or less, an additional reference in plain language to the INNSBRUCK MET REPORT is made, or ATC will refer to.
This plain language appendix refers especially to existing haze layers and as far as possible to the estimated visibility above these haze layers.

3.1.2.9. Glider (Sailplane) activity
Extensive glider operation (both by aero-tow and winch-launching) may take place at Innsbruck aerodrome down to a ground visibility of 5 KM and a ceiling of 450 M (1500 FT).
When winch-launchings are executed there are obstacles (winch and gliders not closer than 100 M to the RWY centre line) in the north-western part of the safety strip of RWY 08/26.
Pilots of IFR flights will be informed by ATC about any activity.
Extreme caution during special thermic conditions: Expect extensive glider flying activity and a large number of glider movements in the vicinity of Kellerjoch (APRX D-18 OEV).
More information will be provided on ATIS Innsbruck in this case.

3.1.2.10. Meteorological minima (day and night)

3.1.2.10.1. Meteorological minima for approaching IFR flights:
- Flight visibility: refer to charts or according special authorization

3.1.2.10.2. Meteorological minima for departing IFR flights:
- Ground visibility 1500 M
  Ceiling 1300 FT
- Special performance departure:
  RVR 150 M
  Take-off alternate required!
  NOTE: See also 3.2 Approach / Departure authorization / ATC procedures

3.1.2.10.3. Pilots are reminded that above mentioned or in the special authorization permitted values are absolute MINIMA and shall be used only by pilots with extended flight experience into Innsbruck aerodrome.

3.2. Approach / Departure authorization / ATC procedures

3.2.1. Except to pilots, holding a special authorization NO approach clearance will be issued by ATC below the following minima [exceptions see *3.2.2.*]: ground visibility 1500 M; ceiling 1300 FT AAL or

3.2.2. In case of fog, haze, cloud and/or mist layers or blowing snow in the vicinity of the aerodrome [see *3.1.2.8.*] an approach clearance will be granted on pilots request provided
- the RVR is at least 1000 M
- the visibility above these layers is at least 5 KM and
- there are no further clouds below 3100 FT AAL.

3.2.3. Except for special performance departure procedure, NO clearance will be issued by ATC below the following minima [exceptions *3.2.4.*]:
- Departures RWY 08 and 26
- Ground visibility 1500 M and/or

LOXA AD 2.17 ATS LUFTRAUM
LOXA AD 2.17 ATS AIRSPACE

1	**BEZEICHNUNG UND SEITLICHE BEGRENZUNG** --- **DESIGNATION AND LATERAL LIMITS**	MATZ Aigen: 47 32 19.0000N 014 04 58.0000E - 47 34 15.0000N 014 11 43.0000E - 47 33 20.0000N 014 12 25.0000E - 47 31 09.0000N 014 12 16.0000E - 47 29 24.0000N 014 05 56.0000E - 47 31 10.0000N 014 04 56.0000E - 47 32 19.0000N 014 04 58.0000E
2	**HÖHENBEGRENZUNG** --- **VERTICAL LIMITS**	GND - 5000 FT AMSL
3	**LUFTRAUMKLASSIFIZIERUNG** --- **AIRSPACE CLASSIFICATION**	D (HX) [1)]
4	**RUFZEICHEN DER FLUGVERKEHRSDIENSTSTELLE SPRACHE(N)** --- **ATS UNIT CALL SIGN LANGUAGE(S)**	AIGEN TOWER EN, GE
5	**ÜBERGANGSHÖHE** --- **TRANSITION ALTITUDE**	3050 M (10000 FT) AMSL
6	**BETRIEBSZEITEN** --- **HOURS OF APPLICABILITY**	[1)] D (HX) siehe ENR 1.1 --- [1)] D (HX) see ENR 1.1
7	**ANMERKUNGEN** --- **REMARKS**	nur VFR --- VFR only

LOXA AD 2.18 ATS FERNMELDEEINRICHTUNGEN
LOXA AD 2.18 ATS COMMUNICATION FACILITIES

DIENSTE BEZEICHNUNG --- **SERVICE DESIGNATION**	**RUFZEICHEN** --- **CALL SIGN**	**FREQUENZ** --- **FREQUENCY**	**DIENSTSTUNDEN** --- **HOURS OF OPERATION**	**ANMERKUNGEN** --- **REMARKS**
1	2	3	4	5
TWR	AIGEN TOWER	118.000 MHZ	siehe/see LOXA AD 2.3	
NOTFREQUENZ FÜR ALLE DIENSTE --- EMERGENCY FREQUENCY FOR ALL SERVICES		121.500 MHZ	siehe/see LOXA AD 2.3	

LOXA AD 2.23 ZUSÄTZLICHE INFORMATIONEN
LOXA AD 2.23 ADDITIONAL INFORMATION

1. Fernmeldeeinrichtungen

1. Communication facilities

RUFZEICHEN **CALL SIGN**	**FREQUENZ** **FREQUENCY**	**DIENSTSTUNDEN** **HOURS OF OPERATION**	**ANMERKUNGEN** **REMARKS**
1	2	3	4
AIGEN FLUGPLATZ AIGEN AERODROME	130.000 MHZ	Außerhalb der Dienstzeiten der Militärflugleitung --- Outside operational hours of the military flight operation office	Mögliche Modellflugtätigkeit im Nordbereich des Flugplatzes/ Possible model aeroplane flights in northern part of aerodrome

2. Koordinaten der VFR-Meldepunkte

2. Coordinates of VFR reporting points

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
BAD MITTERNDORF	BAM	47 33 17N 013 56 11E	LASSING	LAS	47 32 03N 014 15 30E
DONNERSBACHWALD	DOW	47 23 04N 014 06 59E	LIEZEN	LZN	47 34 15N 014 14 46E
GRÖBMING	GRB	47 26 22N 013 54 06E	OPPENBERG	OPP	47 29 18N 014 16 26E
HOCHTAUSING	HTG	47 34 45N 014 08 49E	TRAUTENFELS	TRT	47 31 12N 014 04 54E

LOXA AD 2.24 VERFÜGBARE FLUGPLATZKARTEN
LOXA AD 2.24 CHARTS RELATED TO AN AERODROME

Seite / page

Sichtflugkarte ZELTWEG/AIGEN LOXZ AD 2 MAP 14-2 Chart for VFR flights ZELTWEG/AIGEN