REPUBLIK ÖSTERREICH

AUSTRO CONTROL GmbH
LUFTFAHRTINFORMATIONSDIENST
Schnirchgasse 17
1030 Wien
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

REPUBLIC OF AUSTRIA

AIP AMDT	**295**
AIRAC	6 MAR 2025

INKRAFTTRETUNGSDATUM/EFFECTIVE DATE: 17 APR 2025

Inhalt:	**Contents:**

- Flughafen **INNSBRUCK**:
  - Neue Instrument Approach Chart - ICAO RNP Visual V RWY 08 mit der Seitenbezeichnung LOWI AD 2 MAP 13-2-1,
  - Streichung der Instrument Approach Chart - ICAO RNP Y RWY 08,
  - Instrument Approach Charts - ICAO RNP Z RWY 08 (AR) und RNP Z RWY 26 (AR).
	- **INNSBRUCK** airport:
	  - New Instrument Approach Chart - ICAO RNP Visual V RWY 08 with page designation LOWI AD 2 MAP 13-2-1,
	  - Cancellation of Instrument Approach Chart - ICAO RNP Y RWY 08,
	  - Instrument Approach Charts - ICAO RNP Z RWY 08 (AR) and RNP Z RWY 26 (AR).

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**

GEN 1.7-19/GEN 1.7-20,

GEN 3.2-9/*GEN 3.2-10*, *GEN 3.2-11*/GEN 3.2-12,

Band 2 / **Volume 2**

AD 0.1-5/AD 0.1-6, *AD 0.1-7*/AD 0.1-8,

LOWG AD 2-25/LOWG AD 2-26, LOWG AD 2-27/LOWG AD 2-28, LOWG AD 2-29/LOWG AD 2-30, LOWG AD 2-31,

LOWI AD 2-27/LOWI AD 2-28, LOWI AD 2-29/LOWI AD 2-30, LOWI AD 2-31/LOWI AD 2-32, LOWI AD 2-33/LOWI AD 2-34, LOWI AD 2-35/LOWI AD 2-36, LOWI AD 2 MAP 13-2-1, LOWI AD 2 MAP 13-2-1A, LOWI AD 2 MAP 13-3-1, LOWI AD 2 MAP 13-3-2.

2. Folgende Blätter sind zu **vernichten**:

2. **Destroy** the following pages:

LOWG AD 2-32	26 DEC 2024,
LOWI AD 2 MAP 13-2-1	8 AUG 2024,
LOWI AD 2 MAP 13-2-1A	8 AUG 2024.

ENDE END

20. PROCEDURES FOR AIR NAVIGATION SERVICES

20. PROCEDURES FOR AIR NAVIGATION SERVICES

ICAO Document	Title	Difference(s)	Applicable
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 4.1 Minimum segment length shorter than recommended	LOWS - IAP RNP Z RWY 33 (AR)
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 4.4 Distance between FROP (Final approach roll-out point) and RWY THR less than recommended	LOWS - IAP RNP Y RWY 33 (AR) LOWS - IAP RNP Z RWY 33 (AR)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 2, Chapter 1 Minimum segment length shorter than recommended	LOWG - IAP RNP RWY 34C LOWI - IAP RNP E RWY 26 (LPV only) LOWK - IAP RNP RWY 10L LOAN - IAP RNP A LOAV - IAP RNP A LOIJ - IAP RNP A
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Minimum bank angle in the missed approach greater than 15°	LOWI - IAP RNP E RWY 26 (LPV only) LOWS - IAP RNP E RWY 15 (LPV only) LOWS - IAP ILS or LOC RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2, 2.4.2 Straight component of the intermediate segment less than 2.00 NM	LOWI - IAP RNP E RWY 26 (LPV only)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Minimum bank angle in the departure greater than 15°	LOWS - SID-ICAO RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Maximum airspeed restriction below promulgated value (Part I - Section 3, Chapter 3, 3.3.4)	LOWS - SID-ICAO RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 3, Chapter 3, 3.3.1.2 Departure turn height below 120 M (394 FT) at WW269 with 3.3% procedure design gradient	LOWW - SID-ICAO RWY 16
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2 Minimum segment length of the intermediate segment is shorter than recommended	LOGH - IAP COPTER RNP 328 (LPV only)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 4, Chapter 7, 7.2.1 The size of the visual manoeuvring (circling) area is based on a radius from the threshold below the minimum value for category C and D aircraft.	LOWS - IAP Circling RWY 33
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 4, Chapter 5, 5.4.5.4 OCA/H not adjusted to visual manoeuvering (circling).	LOWG - IAP VOR RWY 16C LOWL - IAP VOR RWY 08
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2, 2.2.2 MSA is not centred on the ARP	LOWG - STAR LOWG - Transition RWY 16C/34C LOWI - STAR LOWK - STAR LOWK - Transition RWY 10L/28R LOWL - STAR LOWL - Transition RWY 08/26 LOWS - STAR LOWW - STAR LOWW - Transition RWY 11/16/29/34

ICAO Document	Title	Difference(s)	Applicable
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table III-2-1-21 Minimum segment length of the initial segment is shorter than recommended	LOWW - IAP RNP RWY 11 LOWW - IAP RNP Z RWY 16 LOWW - IAP RNP RWY 29 LOWW - IAP RNP RWY 34 LOAN - IAP RNP A LOAV - IAP RNP A
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 1, Chapter 1 Part I - Section 4, Chapter 8 Part III - Section 2, Chapter 4 The minimum obstacle clearance for MSA/TAA is reduced to 984 FT (instead of 1 000 FT)	all MSA/TAA published in the AIP Austria
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 2, Chapter 1, 1.9 The minimum obstacle clearance for area minimum altitudes (AMA) is reduced to 984 FT (instead of 1 000 FT)	Area Minimum Altitudes (AMA) shown on chart ENR 6.5
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 4, Chapter 5, 5.2.1 No circling provided for non-straight-in final segment	LOWS - IAP RNP Visual V RWY 33 LOWI - IAP RNP Visual V RWY 08

Staffelung zwischen Warterunde und Streckenflug

Zwischen Luftfahrzeugen im Streckenflug und Luftfahrzeugen in einer Warterunde bzw. zwischen Luftfahrzeugen in unterschiedlichen Warterunden wird Horizontalstaffelung geleistet, indem zwischen dem errechneten Standort des Luftfahrzeuges im Streckenflug entsprechend der flugbetrieblichen Toleranz und dem Bereich einer Warterunde bzw. zwischen den Bereichen von Warterunden ein Puffer von mindestens 5 NM eingehalten wird.

Während diese Seitenstaffelung nicht besteht, wird zwischen Luftfahrzeugen in der Warterunde und Luftfahrzeugen im Streckenflug die entsprechende Vertikalstaffelung beibehalten.

Absatz 12.3.1.11 Geschätzte oder gemessene Bremswirkung wird nicht über SNOWTAM oder Pistenzustandsbericht (ATIS, Sprechfunk) verbreitet.

21. DOKUMENT 7030 - REGIONALE ERGÄNZENDE VERFAHREN

Dokument 7030, 5. Ausgabe inklusive Berichtigung 9

***Bezug* Abweichung**

Kapitel 6

Absatz 6.2.5.1 Übergabe der Radarkontrolle

Separation between holding and en-route aircraft

Horizontal separation between en-route aircraft by-passing a holding aircraft, or between aircraft in adjacent holding patterns is obtained by assuring a buffer of at least 5 NM between the estimated position of the en-route aircraft and the holding area or between the two holding areas.

While horizontal separation does not exist, vertical separation will be provided between holding aircraft and en-route aircraft.

Para 12.3.1.11 The estimated surface friction or the measured friction coefficient will not be promulgated via SNOWTAM message or runway condition report (ATIS, Voice-RTF).

21. DOCUMENT 7030 - REGIONAL SUPPLEMENTARY PROCEDURES

Document 7030, 5th edition including amendment 9

***Reference* Difference**

Chapter 6

Para 6.2.5.1 Transfer of control

5. LISTE DER VERFÜGBAREN LUFTFAHRTKARTEN / 5. LIST OF AERONAUTICAL CHARTS AVAILABLE

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	**Name und/oder Seitenbezeichnung / Chart name and/or number**		**Preis (€) / Price (€)**	**Datum / Date**
LUFTFAHRTKARTE - ICAO 1:500 000 / AERONAUTICAL CHART - ICAO 1:500 000				
1:500 000	Österreich/Austria (2252-A)		siehe AIC, Serie A / see AIC, series A	20 MAR 2025
STRECKENKARTE - ICAO / ENROUTE CHART - ICAO				
1:1 000 000	Streckenkarte - ICAO / Enroute Chart - ICAO	ENR 6.1	-	26 DEC 2024
ÜBERSICHTSKARTE / INDEX CHART				
1:1 000 000	Air Traffic Services Airspace - Index Chart	ENR 6.2	-	28 NOV 2024
-	Prohibited, Restricted and Danger Areas - Index Chart	ENR 6.3-1	-	25 JAN 2024
-	Temporary Reserved Airspaces - Index Chart	ENR 6.3-2	-	20 MAR 2025
-	Military Training Areas - Index Chart	ENR 6.4	-	28 NOV 2024
-	ATC Surveillance Minimum Altitude Chart - ICAO	ENR 6.5	-	16 MAY 2024
1:1 000 000	ATC Sectors - Index Chart	ENR 6.6	-	20 FEB 2025
-	Altimeter Setting Areas - Index Chart	ENR 6.7	-	3 OCT 2024
1:1 000 000	Free Route Airspace (FRA) - Index Chart Slovenian Austrian Part of SECSI FRA including Lowest Available Level (LAL)	ENR 6.8	-	20 FEB 2025
1:2 000 000	Free Route Airspace (FRA) - Index Chart South East Common Sky Initiative (SECSI) FRA	ENR 6.9	-	20 FEB 2025
-	FIC Sectors - Index Chart	ENR 6.10	-	23 MAR 2023
	IFR Enroute Minima - Index Chart	ENR 6.11	-	16 MAY 2024
FLUGPLATZKARTE - ICAO / AERODROME CHART - ICAO				
1:10 000	Graz	LOWG AD 2 MAP 1-1	-	20 FEB 2025
1:10 000	Innsbruck	LOWI AD 2 MAP 1-1	-	8 AUG 2024
1:5 000	Klagenfurt	LOWK AD 2 MAP 1-1	-	29 NOV 2024
1:10 000	Linz	LOWL AD 2 MAP 1-1	-	28 NOV 2024
1:20 000	Salzburg	LOWS AD 2 MAP 1-1	-	5 SEP 2024
1:20 000	Wien-Schwechat	LOWW AD 2 MAP 1-1	-	28 NOV 2024
1:10 000	Vöslau	LOAV AD 2 MAP 1-1	-	28 DEC 2023
1:10 000	Wels	LOLW AD 2 MAP 1-1	-	28 DEC 2023
1:10 000	Wr. Neustadt/Ost	LOAN AD 2 MAP 1-1	-	28 DEC 2023
1:5 000	Zell am See	LOWZ AD 2 MAP 1-1	-	5 SEP 2024
1:2 500	Tulln	LOXT AD 2 MAP 1-1	-	3 OCT 2024
1:10 000	Zeltweg	LOXZ AD 2 MAP 1-1	-	8 AUG 2024
FLUGPLATZKARTE / AERODROME CHART				
1:5 000	Altlichtenwarth	LOAR AD 2 MAP 1-1	-	12 JUL 2024
1:5 000	Dobersberg	LOAB AD 2 MAP 1-1	-	27 DEC 2024
1:5 000	Hohenems-Dornbirn	LOIH AD 2 MAP 1-1	-	8 AUG 2024

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	**Name und/oder Seitenbezeichnung / Chart name and/or number**		**Preis (€) / Price (€)**	**Datum / Date**
FLUGPLATZKARTE / AERODROME CHART				
1:5 000	Niederöblarn	LOGO AD 2 MAP 1-1	-	3 OCT 2024
1:5 000	Ottenschlag	LOAA AD 2 MAP 1-1	-	29 NOV 2024
1:5 000	Pinkafeld	LOGP AD 2 MAP 1-1	-	9 AUG 2024
1:5 000	Punitz-Güssing	LOGG AD 2 MAP 1-1	-	18 APR 2024
1:5 000	St. Johann/Tirol	LOIJ AD 2 MAP 1-1	-	28 DEC 2023
1:5 000	Völtendorf	LOAD AD 2 MAP 1-1	-	3 OCT 2024
HUBSCHRAUBERFLUGPLATZKARTE / HELIPORT CHART				
1:2 000	Flugeinsatzstelle Wr. Neustadt	LOAT AD 3 MAP 1-1	-	21 MAR 2024
LUFTFAHRZEUGABSTELL-/-ANDOCKKARTE - ICAO / AIRCRAFT PARKING / DOCKING CHART - ICAO				
1:4 000	Salzburg - Aircraft parking chart	LOWS AD 2 MAP 2-1	-	5 SEP 2024
1:5 000	Wien-Schwechat - Aircraft parking/docking chart	LOWW AD 2 MAP 2-1	-	28 NOV 2024
FLUGPLATZBODENBEWEGUNGSKARTE / AERODROME GROUND MOVEMENT CHART				
1:20 000	Wien-Schwechat - Aerodrome ground movement chart-Taxi restrictions	LOWW AD 2 MAP 3-2	-	28 NOV 2024
1:12 000	Salzburg - Aerodrome ground movement chart-Taxi restrictions	LOWS AD 2 MAP 3-2	-	5 SEP 2024
FLUGPLATZHINDERNISKARTE - ICAO TYP A (BETRIEBLICHE BEGRENZUNGEN) / AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)				
1:20 000	Graz - RWY 16C/34C	LOWG AD 2 MAP 4-1	-	25 MAR 2021
1:20 000	Innsbruck - RWY 08/26	LOWI AD 2 MAP 4-1	-	12 AUG 2021
1:20 000	Klagenfurt - RWY 10L/28R	LOWK AD 2 MAP 4-1	-	12 AUG 2021
1:20 000	Linz - RWY 08/26	LOWL AD 2 MAP 4-1	-	17 JUN 2021
1:20 000	Salzburg - RWY 15/33	LOWS AD 2 MAP 4-1	-	20 MAY 2021
1:20 000	Wien-Schwechat - RWY 11/29	LOWW AD 2 MAP 4-1	-	22 APR 2021
1:20 000	Wien-Schwechat - RWY 16/34	LOWW AD 2 MAP 4-2	-	22 APR 2021
1:20 000	Tulln - RWY 08/26	LOXT AD 2 MAP 4-1	-	6 NOV 2020
1:20 000	Zeltweg - RWY 08R	LOXZ AD 2 MAP 4-1	-	3 DEC 2020
1:20 000	Zeltweg - RWY 26L	LOXZ AD 2 MAP 4-2	-	3 DEC 2020
FLUGPLATZHINDERNISKARTE - ICAO TYP B / AERODROME OBSTACLE CHART - ICAO TYPE B				
1:25 000	Graz	LOWG AD 2 MAP 5-1	-	25 MAR 2021
1:25 000	Klagenfurt	LOWK AD 2 MAP 5-1	-	12 AUG 2021
1:25 000	Linz	LOWL AD 2 MAP 5-1	-	17 JUN 2021
1:25 000	Salzburg	LOWS AD 2 MAP 5-1	-	20 MAY 2021
1:25 000	Wien-Schwechat	LOWW AD 2 MAP 5-1	-	22 APR 2021
1:20 000	Zeltweg	LOXZ AD 2 MAP 5-1	-	3 DEC 2020
BODENPROFILKARTE FÜR PRÄZISIONSANFLUG - ICAO / PRECISION APPROACH TERRAIN CHART - ICAO				
1:2 500	Graz - RWY 34C	LOWG AD 2 MAP 7-2	-	25 MAR 2021
1:2 500	Klagenfurt - RWY 28R	LOWK AD 2 MAP 7-2	-	12 AUG 2021

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 08	LOWL AD 2 MAP 7-1	-	17 JUN 2021
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 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 11	LOWW AD 2 MAP 9-1-2	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 29	LOWW AD 2 MAP 9-2-1	-	20 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 29	LOWW AD 2 MAP 9-2-2	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 16	LOWW AD 2 MAP 9-3	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 34	LOWW AD 2 MAP 9-4-1	-	20 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 34	LOWW AD 2 MAP 9-4-2	-	20 FEB 2025
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	-	28 NOV 2024
1:250 000	ÖAMTC/Oberwart - SID Copter departure 353 CAT H	LODO AD 3 MAP 9-1	-	28 NOV 2024
STANDARD-INSTRUMENTENABFLUGKARTE (SID) / STANDARD DEPARTURE CHART - INSTRUMENT (SID)				
1:250 000	Wien-Schwechat - SID to vectors RWY 11, 16, 29, 34	LOWW AD 2 MAP 9-5	-	20 FEB 2025
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

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				
1:500 000	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
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	-	23 JAN 2025
1:500 000	Innsbruck - Special LOC/DME procedure EAST (3.77° GP available) n	LOWI AD 2 MAP 13-1-2-2	-	23 JAN 2025
1:500 000	Innsbruck - LOC R RWY 26	LOWI AD 2 MAP 13-1-2-3	-	23 JAN 2025
1:500 000	Innsbruck - RNP VISUAL V RWY 08	LOWI AD 2 MAP 13-2-1	-	17 APR 2025
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	-	17 APR 2025
1:500 000	Innsbruck - RNP Z RWY 26 (AR)	LOWI AD 2 MAP 13-3-2	-	17 APR 2025
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

AD 2 Flughäfen
AD 2 Airports

LOWG AD 2.1 Graz ..... LOWG AD 2-1

LOWI AD 2.1 Innsbruck International ..... LOWI AD 2-1

11. Übersteuern mit dem Bugfahrwerk auf der Rollbahn D

11.1. Folgende Luftfahrzeuge müssen mit dem Bugfahrwerk die Rollbahnmittellinie übersteuern: A340-600, A350-1000, A380-800, B747-400, B747-800, B767-400, B777-300, B787-9, B787-10, C5, MD11.

12. Wendeflächenbefeuerung Piste 34C

12.1. Auf der Wendefläche der Piste 34C ist die vorhandene Wendeflächenmarkierung nicht befeuert.
Benützung der Wendefläche bei CAT II/III Bedingungen auf Anforderung mit „Follow Me"-Fahrzeug/„Marshaller"

LOWG AD 2.21 VERFAHREN ZUR LÄRMVERMEIDUNG

Allgemeines siehe AD 1.1

1. Vorzugsweise Pistenrichtung

1.1. Zwecks Minderung des Fluglärms soll vorzugsweise auf der Piste 34C gelandet und von der Piste 16C gestartet werden (IFR und VFR Flüge).
In der Zeit von 0800 Uhr bis 1800 Uhr Ortszeit, ausgenommen Sonn- und Feiertage, sind Abflüge auf Piste 34C von dieser Regelung ausgenommen.

1.2. Luftfahrzeuge der Wirbelschleppenkategorie "LIGHT" sind von diesem Lärmminderungsverfahren zur Gänze ausgenommen.

2. Entsprechend der österreichischen "Zivilluftfahrzeug-Lärmzulässigkeitsverordnung ZLZV 2005" (BGBl. II NR 425/2005), gilt:
An- und Abflüge auf österreichischen Zivilflugplätzen dürfen mit Unterschallstrahlflugzeugen nur mehr durchgeführt werden, wenn der von ihnen entwickelte Lärm zumindest die in Kapitel 3 des ICAO Anhanges 16, Vol. I, festgelegten Lärmgrenzwerte nicht übersteigt.

3. Platzrundenflüge auf der Piste 16C/34C sind nicht gestattet täglich nach 2200 Uhr Ortszeit bis Betriebsende.

3.1. Platzrundenflüge auf den Graspisten 16L/34R (OST) und 16R/34L (WEST) sind nicht gestattet an Samstagen ab 1300 Uhr Ortszeit sowie an Sonntagen und gesetzlichen Feiertagen ganztägig und an sonstigen Tagen nach 2200 Uhr Ortszeit bis Betriebsende.

3.2. Hubschrauber-Platzrunden auf den Graspisten 16L/34R (OST) und 16R/34L (WEST) sind nicht gestattet an Samstagen ab 1300 Uhr Ortszeit, Sonntagen und gesetzlichen Feiertagen ganztägig sowie an sonstigen Tagen nach 2200 Uhr Ortszeit bis Betriebsende.

3.3. Die Platzrunden für den Flughafen Graz werden mittels AIP SUP verlautbart.

11. Oversteering with the nose gear on TWY D

11.1. Following aircraft must oversteer the taxiway centre line with the nose gear: A340-600, A350-1000, A380-800, B747-400, B747-800, B767-400, B777-300, B787-9, B787-10, C5, MD11.

12. Turn pad lighting RWY 34C

12.1. On turn pad of RWY 34C no turn pad lighting available.
'Follow Me' car/'Marshaller' is available on request for use of the turn pad under CAT II/III conditions.

LOWG AD 2.21 NOISE ABATEMENT PROCEDURES

General see AD 1.1

1. Preferential runway system

1.1. To minimize noise landing on RWY 34C and take-off from RWY 16C shall be performed (IFR and VFR flights) whenever possible.
Between 0800 and 1800 local time, except sundays and holidays, departures on RWY 34C are exempted from this regulation.

1.2. Aircraft of wake turbulence category "LIGHT" are exempted from this noise abatement procedure.

2. According to the Austrian ordinance "Zivilluftfahrzeug-Lärmzulässigkeitsverordnung ZLZV 2005" (BGBl. II NR 425/2005) the following is applicable:
Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet aeroplanes if the produced noise does not exceed at least the noise limits specified in chapter 3 of ICAO Annex 16, Vol I.

3. Traffic circuits on the runway 16C/34C are not allowed after 2200 local time until the end of operating hours on all days.

3.1. Traffic circuits on the grass runways 16L/34R (EAST) and 16R/34L (WEST) are not allowed on Saturdays after 1300 local time, on Sundays and on public holidays all-day, as well as after 2200 local time until the end of operating hours on other days.

3.2. Helicopter traffic circuits on the grass runways 16L/34R (EAST) and 16R/34L (WEST) are not allowed on Saturdays after 1300 local time, on Sundays and on public holidays all-day, as well as after 2200 local time until the end of operating hours on other days.

3.3. Traffic circuits for the aerodrome Graz are published by an AIP SUP.

LOWG AD 2.22 FLUGVERFAHREN

1. RADARGEFÜHRTE ANFLÜGE INNERHALB DER TMA LOWG 1-5

1.1. Innerhalb der TMA LOWG 1-5 werden - soweit erforderlich Luftfahrzeuge im Instrumentenflug während der Betriebszeiten der jeweiligen Radar-Anflugkontrollstelle (siehe LOWG AD 2.18) bis zum Endanflug eines verlautbarten Anflugverfahrens radargeführt.
Bei Ausübung des Radarkontrolldienstes wird die Mindestflughöhe im Anfangs- und Zwischenanflugteil des jeweiligen Anflugverfahrens unter Berücksichtigung von Hindernissen innerhalb von 3 NM beiderseits des Kurses berücksichtigt.

2. LEER GELASSEN

3. VERFAHREN FÜR VFR FLÜGE IN DER CTR LOWG (SIEHE SICHTFLUGKARTE 1 : 250 000 LOWG AD 2 MAP 14-2)

3.1. Anflüge

3.1.1. Die Anflugstrecken/-sektoren enden über den jeweiligen Meldepunkten AUTOBAHN-OST, KALSDORF, SENDER DOBL bzw. AUTOBAHN-WEST. Für den weiteren Anflug warten Sie dort auf Freigaben, falls Sie nicht vorher eine Anflug- oder Landefreigabe erhalten haben.

3.1.2. Aus Lärmschutzgründen sollten die in der Sichtflugkarte angegebenen Maximalhöhen für die Einflugstrecken/-sektoren solange wie möglich gehalten werden.

3.1.3. Fällt die Sprechfunkverbindung vor Erhalt der Einflugfreigabe aus, ist soweit als möglich auf einen nichtkontrollierten Flugplatz auszuweichen. Ist dies nicht möglich, ist über die NORDO-Strecke GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST in die CTR und in weiterer Folge in die NORDO-Warterunde östlich des TWR in 2500 FT einzufliegen und dort auf Lichtsignale zu warten.

3.1.4. Bei Ausfall der Sprechfunkverbindung nach Erhalt der Einflugfreigabe ist:
- der Transponder - soweit vorhanden - auf A 7600 zu schalten;
- die CTR über die Einflugstrecke/den Einflugsektor umgehend wieder zu verlassen (Ausnahmen: GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST, SEKTOR ECHO - KALSDORF);
- über die NORDO-Strecke GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST in die CTR und in weiterer Folge in die NORDO-Warterunde östlich des TWR in 2500 FT einzufliegen und dort auf Lichtsignale zu warten.

LOWG AD 2.22 FLIGHT PROCEDURES

1. RADAR SERVICE WITHIN TMA LOWG 1-5

1.1. Within the TMA LOWG 1-5 during the operational hours of these radar approach units (see LOWG AD 2.18) IFR flights will be - if necessary - radar vectored and sequenced to the final approach track of a published approach procedure.

When aircraft are vectored within the initial and intermediate approach segment the minimum flight altitude applied considers obstacles within 3 NM on either side of the track.

2. LEFT BLANK

3. PROCEDURES FOR VFR FLIGHTS WITHIN CTR LOWG (SEE VFR CHART 1 : 250 000 LOWG AD 2 MAP 14-2)

3.1. Approaches

3.1.1. Arrival routes/sectors end overhead the respective reporting point AUTOBAHN-OST, KALSDORF, SENDER DOBL or AUTOBAHN-WEST. For further approach hold there for further clearance unless an approach or landing clearance has been received previously.

3.1.2. For noise abatement the maximum altitudes for entry routes/sectors as depicted in the VFR-Chart should be maintained as long as practicable.

3.1.3. In case of radio communication failure prior having received an entry clearance divert if possible to an uncontrolled aerodrome. If unable, enter CTR via the NORDO-Route GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST and continue to the NORDO-Holding east of the TWR in 2500 FT and await light signals.

3.1.4. In case of radio communication failure after having received an entry clearance, the pilot shall:
- if transponder is available squawk A 7600;
- leave the CTR without delay via his entry route/sector (except: GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST, SECTOR ECHO - KALSDORF);
- enter the CTR via the NORDO-Route GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST and continue to the NORDO-Holding east of the TWR in 2500 FT and await lightsignals.

3.2. Abflüge

3.2.1. Sofern durch ATC nicht anders aufgetragen, sind Standortmeldungen bei Überflug der Meldepunkte AUTOBAHN-OST, KALSDORF, AUTOBAHN-WEST, SENDER DOBL durch abfliegende Sichtflüge zu unterlassen.

3.2.2. Aus Lärmschutzgründen sollten die in der Sichtflugkarte angegebenen Maximalhöhen für die Abflugstrecken/-sektoren sobald als möglich erreicht werden.

3.3. Transitflüge

3.3.1. Transitflüge werden nur in Ausnahmefällen (entsprechend der Verkehrslage) freigegeben.

3.4. NORDO-Flüge

3.4.1. NORDO-Anflüge dürfen nur nach telefonischer Freigabeerteilung durchgeführt werden. Die Einflugzeit in die CTR ist anzugeben. Zehn Minuten nach der angegebenen Einflugzeit erlischt die Freigabe.

3.4.2. NORDO-Transitflüge sind nicht zulässig.

3.4.3. NORDO-Abflüge sind nicht zulässig.

3.5. Sonstiges

3.5.1. Von GRAZ TOWER wird Radardienst für VFR-Flüge ausgeübt.

3.5.2. Außerhalb der Betriebszeiten der Flugverkehrskontrollstelle Graz ist eine Freigabe bei ACC/FIC Wien einzuholen.

4. VERFAHREN FÜR VFR-FLÜGE IN DER TMA LOWG 1-5

4.1. Sonstiges

4.1.1. Außerhalb der Betriebszeiten der Flugverkehrskontrollstelle Graz ist eine Freigabe bei ACC/FIC Wien einzuholen.

5. VERFAHREN BEI GERINGER SICHT

5.1. Einleitung

5.1.1. 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 3).

5.1.2. Die ATC-Verfahren bei geringer Sicht (LVP) treten entsprechend den nachfolgend beschriebenen Wetterverhältnissen in Kraft. Ein Vermeiden von Störungen der ILS Signale erfolgt normalerweise durch das Anwenden entsprechender Abstandhaltung zwischen Luftfahrzeugen im Endanflug.

3.2. Departures

3.2.1. Unless otherwise instructed by ATC, position reports overhead the reporting points AUTOBAHN-OST, KALSDORF, AUTOBAHN-WEST, SENDER DOBL shall be omitted by departing VFR flights.

3.2.2. For noise abatement the maximum altitudes for the departure routes/sectors as depicted in the VFR chart should be reached as soon as practicable.

3.3. Transitflights

3.3.1. Transitflights will be cleared only if traffic situation permits.

3.4. NORDO flights

3.4.1. NORDO-Approaches may be executed, provided a clearance has been obtained via telephone. The time of entering CTR must be indicated. The clearance expires 10 minutes after the indicated time of entering.

3.4.2. NORDO-Transit flights are not permitted.

3.4.3. NORDO-Departures are not permitted.

3.5. Miscellaneous

3.5.1. GRAZ TWR is providing radar service for VFR flights.

3.5.2. Outside duty hours of air traffic control unit Graz pilots shall contact ACC/FIC Wien for clearance.

4. PROCEDURES FOR VFR FLIGHTS WITHIN TMA LOWG 1-5

4.1. Miscellaneous

4.1.1. Outside duty hours of air traffic control unit Graz pilots shall contact ACC/FIC Wien for clearance.

5. LOW VISIBILITY PROCEDURES

5.1. Introduction

5.1.1. 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 3).

5.1.2. ATC-Low Visibility Procedures (LVP) will become effective in relation to weather conditions as specified below. 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	RVR für Aufsetzzone (TDZ) weniger als 600 M und / oder Hauptwolkenuntergrenze / Vertikalsicht weniger als 200 FT
APPLICATION	RVR for Tochdownzone (TDZ) less than 600 M and / or ceiling / vertical visibility less than 200 FT
SCHUTZ DER "OFZ" UND DER "LOC-SENSITIVE AREA"	Wird durch ATC sichergestellt (AD 1.1, Punkt 3)
PROTECTION OF OFZ AND LOC-SENSITIVE AREA	Is ensured by ATC (AD 1.1, item 3)
ANFLUGFREIGABE	ATC erteilt eine Freigabe für einen ILS-Anflug gleichgültig welche Kategorie geflogen wird.
CLEARANCE FOR APPROACH	ATC issues a clearance for ILS approach regardless of category flown.
WETTERINFORMATIONEN	Mit der Anflugfreigabe werden die aktuellen RVR-Werte übermittelt; mit der Landefreigabe werden die aktuellen RVR-Werte nochmals übermittelt.
METEOROLOGICAL INFORMATION	Together with the approach clearance the actual RVR values will be transmitted; together with the landing clearance the actual RVR values will be transmitted additionally.
LANDEFREIGABE	Wird normalerweise übermittelt bevor ein anfliegendes Luftfahrzeug 2 NM von der Pistenschwelle 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.

5.1.3. Start bei geringer Sicht

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

5.1.4. Information über Fehlfunktion und Rückstufung des Anflugverfahrens

5.1.4.1. 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

5.1.3. Low visibility take-off

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

5.1.4. Information regarding malfunction and downgrading of the approach procedure

5.1.4.1. During approach, immediately after occurence 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

AUSFALL ODER FEHLEN VON/DES	RÜCKSTUFUNG
FERNFELDMONITORS	CAT II
LOC-RESERVESENDERS	CAT II
Teilen des **ANFLUGBEFEUERUNGSSYSTEMS**	Keine Auswirkung
ROLLHALTBEFEUERUNG	Keine Auswirkung

5.1.4.2. 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.

LOWG AD 2.23 ZUSÄTZLICHE INFORMATIONEN

1. Segelflug- und Fallschirmspringerbetrieb ist grundsätzlich im westlichen Bereich des Flugplatzes durchzuführen.

2. Der Motorflugbetrieb ist vorzugsweise im östlichen Bereich des Flugplatzes durchzuführen (Platzrunden nach Osten).

3. Lärmregelung siehe LOWG AD 2.21.

4. Festegelegte Punkte - Instrumentenflugverfahren

FAILURE OR LACK OF	DOWNGRADING
FARFIELD MONITOR	CAT II
LOC-STANDBY TRANSMITTER	CAT II
elements of the **APPROACH LIGHTING SYSTEM**	No effect
STOPBAR LIGHTS	No effect

5.1.4.2. 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).

LOWG AD 2.23 ADDITIONAL INFORMATION

1. On principle glider flying and parachute jumping are permitted in the western area of the aerodrome only.

2. Preferably power flying is permitted in the eastern area of the aerodrome only (traffic circuits to the east).

3. Noise regulations see LOWG AD 2.21.

4. Designated points - Instrument flight procedures

DESIGNATOR	POSITION	PROCEDURE
ABIRI	46 45 45.01N 014 58 03.26E	SID RWY 16C, SID RWY 34C, STAR
GOLVA	46 42 31.57N 015 39 08.54E	SID RWY 16C, SID RWY 34C, STAR
GOTAR	46 59 52.37N 016 13 29.15E	SID RWY 16C, SID RWY 34C, STAR
LEOBE	47 21 49.28N 015 01 37.07E	STAR
MILGO	47 18 06.16N 015 05 29.94E	SID RWY 16C, SID RWY 34C
MUREG	46 42 24.25N 015 48 28.98E	SID RWY 16C, SID RWY 34C, STAR
PIBIP	46 56 29.54N 015 34 40.49E	RNAV transition RWY 16C, RNAV transition RWY 34C, STAR
RADLY	46 38 48.69N 015 12 33.03E	SID RWY 16C, SID RWY 34C, STAR
RONOT	47 18 50.00N 015 21 00.65E	IAP RWY 16C, RNAV transition RWY 16C
ROPAG	47 12 49.04N 015 47 57.72E	SID RWY 16C, SID RWY 34C
RUPET	47 27 55.00N 015 43 57.00E	STAR
RW16C	47 00 07.22N 015 26 11.81E	IAP RWY 16C
RW34C	46 58 40.03N 015 26 35.81E	IAP RWY 34C
VAGIL	46 49 10.78N 015 29 11.98E	IAP RWY 34C, RNAV transition RWY 34C
WG501	47 05 20.13N 015 32 14.40E	RNAV transition RWY 16C, STAR
WG503	46 57 11.96N 015 42 35.58E	STAR
WG508	46 49 47.76N 015 08 06.10E	STAR
WG602	47 07 05.25N 015 33 54.07E	SID RWY 34C
WG603	47 00 46.32N 015 33 11.43E	SID RWY 16C
WG604	46 51 37.71N 015 35 12.79E	SID RWY 16C

DESIGNATOR	POSITION	PROCEDURE
WG607	46 52 14.43N 015 22 32.92E	SID RWY 16C
WG608	46 52 46.33N 015 15 32.21E	SID RWY 34C
WG609	46 58 36.81N 015 19 24.32E	SID RWY 16C
WG814	47 12 36.92N 015 22 44.50E	IAP RWY 16C
WG815	47 10 07.67N 015 23 25.93E	IAP RWY 16C
WG816	47 07 57.08N 015 24 02.12E	IAP RWY 16C
WG817	47 05 46.47N 015 24 38.22E	IAP RWY 16C
WG820	47 07 14.86N 015 16 45.13E	STAR
WG821	47 17 53.91N 015 13 47.46E	IAP RWY 16C, RNAV transition RWY 16C
WG822	47 19 45.66N 015 28 14.11E	IAP RWY 16C, RNAV transition RWY 16C, STAR
WG832	46 46 37.77N 015 22 56.29E	IAP RWY 34C, RNAV transition RWY 34C, STAR
WG833	46 48 21.71N 015 36 22.98E	IAP RWY 34C, RNAV transition RWY 34C, STAR
WG835	46 53 06.61N 015 28 07.39E	IAP RWY 34C
WG836	47 00 36.46N 015 26 03.77E	IAP RWY 34C
XIBAR	46 54 38.72N 015 20 13.80E	RNAV transition RWY 16C, RNAV transition RWY 34C, STAR

5. Koordinaten der VFR-Meldepunkte

5. Coordinates of VFR reporting points

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
AUTOBAHN-OST	AO	47 01 00N 015 29 09E	GREEN CITY	GC	47 02 17N 015 23 41E
AUTOBAHN-WEST	AW	47 00 01N 015 24 27E	KALSDORF	KD	46 58 10N 015 29 29E
GLEISDORF	GD	47 06 15N 015 42 50E	LASSNITZHÖHE	LH	47 03 40N 015 35 39E
GRAZ-NORD	GN	47 08 04N 015 17 06E	SENDER DOBL	SD	46 57 04N 015 22 46E

LOWG AD 2.24 VERFÜGBARE FLUGPLATZKARTEN

LOWG AD 2.24 CHARTS RELATED TO AN AERODROME

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Flugplatzkarte - ICAO	LOWG AD 2 MAP 1-1	Aerodrome Chart - ICAO
Flugplatzhinderniskarte - ICAO Type A (Betriebliche Begrenzungen) (RWY 16C/34C)	LOWG AD 2 MAP 4-1	Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations) (RWY 16C/34C)
Flugplatzhinderniskarte - ICAO Type B	LOWG AD 2 MAP 5-1	Aerodrome Obstacle Chart - ICAO Type B
Bodenprofilkarte für Präzisionsanflug - ICAO (RWY 34C)	LOWG AD 2 MAP 7-2	Precision Approach Terrain Chart - ICAO (RWY 34C)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 16C)	LOWG AD 2 MAP 9-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 16C)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 34C)	LOWG AD 2 MAP 9-2	Standard Departure Chart - Instrument (SID) - ICAO (RWY 34C)
Standard-Instrumentenanflugkarte (STAR) - ICAO (RWY 16C und RWY 34C)	LOWG AD 2 MAP 11-1	Standard Arrival Chart - Instrument (STAR) - ICAO (RWY 16C and RWY 34C)

ART DER KARTE	SEITE PAGE	TYPE OF CHART
RNAV-Instrumentenanflugkarte (Transition) (RWY 16C und RWY 34C)	LOWG AD 2 MAP 11-2	RNAV Arrival Chart (Transition) (RWY 16C and RWY 34C)
Karte für Radarmindestflughöhen - ICAO	LOWG AD 2 MAP 12-1	ATC Surveillance Minimum Altitude Chart - ICAO
Instrumentenanflugkarte - ICAO (ILS CAT II & III or LOC RWY 34C)	LOWG AD 2 MAP 13-1-2	Instrument Approach Chart - ICAO (ILS CAT II & III or LOC RWY 34C)
Instrumentenanflugkarte - ICAO (RNP RWY 16C)	LOWG AD 2 MAP 13-2-1	Instrument Approach Chart - ICAO (RNP RWY 16C)
Instrumentenanflugkarte - ICAO (RNP RWY 34C)	LOWG AD 2 MAP 13-2-2	Instrument Approach Chart - ICAO (RNP RWY 34C)
Instrumentenanflugkarte - ICAO (VOR RWY 16C)	LOWG AD 2 MAP 13-4-1	Instrument Approach Chart - ICAO (VOR RWY 16C)
Instrumentenanflugkarte - ICAO (VOR RWY 34C)	LOWG AD 2 MAP 13-4-2	Instrument Approach Chart - ICAO (VOR RWY 34C)
Sichtflugkarte GRAZ	LOWG AD 2 MAP 14-2	Chart for VFR flights GRAZ

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

LOWG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY 16C		
Instrument Flight Procedure	**Line of Minima**	**Approach Speed Category**
NOT APPLICABLE / NO PENETRATION		

RWY 34C		
Instrument Flight Procedure	**Line of Minima**	**Approach Speed Category**
NOT APPLICABLE / NO PENETRATION		

3.6.1. Purpose and Scope

3.6.1.1. This LOC/DME approach procedure followed by an RNP 0.3 missed approach is based on ICAO Doc 8168 and 9905 and merges the benefits of LOC-accuracy on final and initial missed approach as well as RNP 0.3 accuracy during the further missed approach. ARINC 424 RF coding and navigation capability in the missed approach 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

3.6.2. Procedure Characteristics

3.6.2.1. The approach is a LOC/DME approach (equal to LOC/DME East approach according item *3.4.*) with initial missed approach along MT 254° to WI700 (= LOC Station OEV).
Nominal descent angle from FAF to MAPt is 3,77°.
Protected airspace in the final approach is based on OAS according ICAO Doc 8168 Vol. II.
Protected airspace during missed approach is based on 2x RNP (e.g.: 0.6 NM for RNP 0.3) in accordance with ICAO Doc 9905.
If no effective external visual reference at the MAPt or when discontinuing an approach between D-19 OEV and the MAPt, climb with maximum gradient on MT 254° to WI700 (LOC course OEV 254° provides guidance until short before WI700), thereafter the missed approach is based on RNP 0.3 and therefore LNAV shall be engaged accordingly.
Climb and follow the further missed approach procedure as charted for this approach (basically the same as for the RNP Z RWY 26 (AR) approach (item *3.9.*)).
During RF transition MAX IAS 165KT.
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.

3.6.3. Equipment Requirements

3.6.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better (≤ 0.3NM)

3.6.3.2. Dual GNSS and at least one IRU or equivalent;
DME/DME or VOR/DME not authorized for update during missed approach.

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

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

3.6.4. Flight Operations

3.6.4.1. 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.

3.6.5. Application

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

3.6.5.2. The application shall contain:
- Aircraft type
- Relevant details of the AFM showing compliance with the requirements
- Standard Operating Procedures and flight crew training documentation for normal and non normal operation including documentation changes (FCOM, AFM, etc.)
- 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
- A shortened approval process will be applied for operators holding an approval for RNP Z RWY 26 (AR) according item *3.9.*.

3.6.5.3. 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.
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

3.6.5.4. Operators shall address their application to:

3.6.5.4.1. Contact:
Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

FAX: +43 5 1703 / 6656 or +43 5 1703 / 6666
EMAIL: special.procedures@austrocontrol.at

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

3.7. Instrument approach procedure RNP VISUAL V RWY 08

3.7.1. General

This approach provides track guidance for cloud-breaking, followed by a visual part along a defined trajectory.

The nominal track is based on a 3.77° VPA from WI813 (FAF) to touchdown. After WI814 (MAPt) the procedure is continued as a visual segment.

In case of a coded visual segment, the published missed approach procedure remains valid and any coded or non-coded discontinuation of the approach after WI814 (published MAPt) is to be considered as a balked landing procedure under the responsibility of the operator for which no PANS-OPS obstacle clearance is guaranteed.

Visual reference to terrain with minimum flight visibility 5 KM and ceiling 5200 FT AAL or above is required not later than WI814 (MAPt), prior to continuing with the visual segment of the procedure.

The visual trajectory coincides with the missed approach track. The runway may not be or remain in sight at all times but visual cues along the track and the vicinity of the aerodrome are considered as sufficient external visual reference.

Note: It is essential to observe the required turn at WI006 in accordance with the coded trajectory.

Pilots must be well familiar with PBN approaches in general and with this procedure as well as the surrounding mountainous terrain in particular.

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

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

3.8. Instrument approach procedure RNP E RWY 26 (LPV only)

3.8.1. General provisions

This RNP approach provides an ILS-like guidance based on EGNOS with a 10 NM final descent at 3.5 degrees. The intermediate and final approach course is slightly offset (4.7 degrees) to the left of the runway centreline.

This instrument approach procedure does not require any special authorization by the competent national authority! For operators and pilots who have been adequately briefed on this approach procedure but with no flight experience/training, the weather minima shall be increased to VIS 5 KM and ceiling 3000 FT AAL (5000 FT AMSL).

Pilots shall be well familiar with RNP APCH approaches to LPV minima in general and with this procedure and the surrounding mountainous terrain in particular.

Aircraft need to be certified for SBAS approaches to LPV minima in accordance with EASA CS-ACNS as amended.

Flight crews using this approach procedure shall fulfil all requirements according to the general regulations.

Whenever the required EGNOS/GPS service is not available to fly this approach procedure, Austro Control will issue the corresponding NOTAMs.

3.8.2. Missed approach segment

The missed approach includes a minimum bank angle restriction of at least 25 degrees during the first turn due to terrain. This minimum bank angle is applicable in relation to the maximum IAS published for the turn. For turns at lower speeds, the minimum bank angle will accordingly decrease. As a rule of thumb, a bank angle resulting in a standard rate turn can be considered safe.

3.8.3. Visual manoeuvre

Meteorological minima see item 3.1.2.10.

Having established effective external VISUAL reference at the decision height/point at the latest, the flight shall be continued with visual reference either straight in to RWY 26 or join a right-hand traffic circuit to RWY 08 (according to chart LOWI AD 2 MAP 14-1). The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

Recommended practice during FOEHN conditions see item 3.1.2.5..

Remark: See chart LOWI AD 2 MAP 13-2-2

3.9. RNP Z RWY 08 (AR) – Procedure Guidelines (Authorization required)
for the application to the Austrian Civil Aviation Authority (refers to the procedure on chart!)

3.9.1. Purpose and Scope

3.9.1.1. 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

3.9.2. Procedure Characteristics

3.9.2.1. 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 WI751 to WI752 and WI753 to WI754 must be RF.
During RF transition MAX IAS 175KT (turn 1) or MAX IAS 165KT (turn 2).
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.

3.9.3. Equipment Requirements

3.9.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better (≤ 0.3NM)

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

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

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

3.9.4. Flight Operations

3.9.4.1. 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.

3.9.5. Application

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

3.9.5.2. The application shall contain:

- 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.

3.9.5.3. 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.
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

3.9.5.4. Operators shall address their application to:

3.9.5.4.1. Contact:
Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

FAX: +43 5 1703 / 6656 or +43 5 1703 / 6666
EMAIL: special.procedures@austrocontrol.at

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

3.10. RNP Z RWY 26 (AR) – Procedure Guidelines (Authorization required)

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

3.10.1. Purpose and Scope

3.10.1.1. The 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

3.10.2. Procedure Characteristics

3.10.2.1. Nominal descent angle from FAP: 3,5° (6,1%).
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 WI007 to WI008 must be RF.
During RF transition MAX IAS 165KT.
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.

3.10.3. Equipment Requirements

3.10.3.1. Approved Dual FMS installation according AC20-138() including RNP capability of 0.3NM or better (≤ 0.3NM)

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

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

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

3.10.4. Flight Operations

3.10.4.1. 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.

3.10.5. Application

3.10.5.1. Only operators/pilots of multi-engine aircraft shall apply for such permission.
The application shall contain:

- 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.

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.
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

3.10.5.2. Operators shall address their application to:

3.10.5.2.1. Contact:
Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

FAX: +43 5 1703 / 6656 or +43 5 1703 / 6666
EMAIL: special.procedures@austrocontrol.at

Remark: See chart LOWI AD 2 MAP 9-2-2, LOWI AD 2 MAP 13-3-2

4. VERFAHREN BEI GERINGER SICHT

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

4. LOW VISIBILITY PROCEDURES

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

LVP beim Start / LVP for Take-off	
AKTIVIERUNG / ACTIVATION	via RTF or ATIS: **"LOW VISIBILITY PROCEDURES IN OPERATION"**
ANWENDUNG / APPLICATION	RVR for Touchdownzone (TDZ) is less than 550 M

4.2. Verfahren für einen Start bei geringer Sicht stellen sicher, daß sich immer nur ein Luftfahrzeug auf den Manövrierflächen befinden darf und die Bewegung von Personen und Fahrzeugen auf der Manövrierfläche kontrolliert und auf das unbedingt erforderliche Minimum beschränkt ist.

4.2. Procedures for Low Visibility Take-Off shall ensure that only one aircraft at a time is allowed on the manoeuvring area and that the operation of persons and vehicles on the manoeuvring area is controlled and restricted to the essential minimum.

Allgemeines siehe AD 1.1

General see AD 1.1

5. VERFAHREN FÜR VFR FLÜGE IN DER TMA LOWI 1-5

5.1. Allgemeines

5.1.1. Für alle Flüge in den TMA LOWI 1-5 wird die Führung eines Transponders (Mode C) dringend empfohlen.

5.2. Transitflüge

5.2.1. Transitflüge werden normalerweise direkt zu einem verlautbarten Meldepunkt und in weiterer Folge entlang der verlautbarten Sichtflugstrecken freigegeben. APP kann jedoch je nach Verkehrslage bzw. auf Verlangen des Piloten auch Transitrouten abseits der verlautbarten Strecken freigeben (z.B.: Direktrouten NOVEMBER 1 - BRENNER und vv, MIKE 1 - NOVEMBER 1 und vv, etc.).

5.2.2. Transitflüge ohne Transponder müssen mit Verzögerungen rechnen.

5.2.3. NORDO Transitflüge sind nicht zulässig.

5.3. Sonstiges

5.3.1. Außerhalb der Betriebszeiten der Flugverkehrskontrollstelle Innsbruck ist eine Freigabe bei ACC/FIC Wien einzuholen.

5. PROCEDURES FOR VFR FLIGHTS WITHIN TMA LOWI 1-5

5.1. General

5.1.1. For all flights within TMA LOWI 1-5 a functioning Transponder (Mode C) is strongly recommended.

5.2. Transitflights

5.2.1. Transitflights will normally be cleared directly to a published reporting point and thereafter along the published routes. Depending on traffic situation APP may, however, order deviations aloof from published VFR-routes or give approval to such requests from pilots, respectively (e.g.: direct routing NOVEMBER 1 - BRENNER and vv, MIKE 1 - NOVEMBER 1 and vv, etc.).

5.2.2. Transitflights without transponder have to expect delays.

5.2.3. NORDO transitflights are not permitted.

5.3. Miscellaneous

5.3.1. Outside duty hours of air traffic control unit Innsbruck pilots shall contact ACC/FIC Wien for clearance.

LOWI AD 2.23 ZUSÄTZLICHE INFORMATIONEN

1. Zusatzregelung für Innsbruck

1.1. Für Flüge bei Nacht ist zusätzlich zu beachten:
Soferne zwei oder mehrere benachbarte Hindernis- oder Gefahrenfeuer im Gebiet südlich des Flugplatzes ausgefallen sind, werden anfliegende Luftfahrzeuge unverzüglich von der Flugverkehrskontrollstelle darüber informiert. Die Entscheidung, ob ein Anflug begonnen, bzw. fortgesetzt wird, liegt beim PIC.
Für den Platzrundenanflug zur Piste 08 oder bei Start auf Piste 26 muß eines der beiden westlichsten blinkenden Feuer in Betrieb sein.

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

LOWI AD 2.23 ADDITIONAL INFORMATION

1. Supplementary regulations for Innsbruck

1.1. For flights during night it has to be additionally noted:
In case two or more neighbouring obstruction lights or hazard beacons in the area south of the aerodrome are inoperative, approaching aircraft will be informed immediately by ATC. The decision whether to start or continue the approach rests solely with the PIC.
For visual manoeuvres to RWY 08 or take-off on RWY 26 one of the two most west blinking lights has to be in operation.

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

DESIGNATOR	POSITION	PROCEDURE
ADILO	47 20 44.93N 010 56 51.55E	SID RWY 08
ADWIG	LOC OEV / QDR-207 RTT (LOC OEV / D-21.0 OEV) (47 20 06.82N 011 51 20.45E)	IAP RWY 26
BILDU	47 10 13.60N 010 39 42.41E	STAR
BRENO	46 58 48.00N 011 22 36.00E	SID RWY 08, SID RWY 26, STAR
ELMEM	47 17 08.28N 010 34 14.66E	IAP RWY 08, STAR
KOGOL	47 37 20.16N 011 23 59.46E	SID RWY 08, SID RWY 26
LIZUM	47 06 54.25N 011 45 21.73E	STAR
MADEB	47 19 27.75N 010 17 19.99E	STAR
MOGTI	47 23 20.33N 010 43 00.61E	SID RWY 08, SID RWY 26
NANIT	47 23 34.87N 012 20 47.17E	STAR
OBEDI	47 19 40.43N 013 19 47.09E	SID RWY 08, SID RWY 26
RW08	47 15 31.97N 011 19 54.11E	IAP RWY 08
RW26	47 15 41.82N 011 21 25.24E	IAP RWY 26
TULSI	47 42 05.79N 011 47 19.53E	STAR
UMVEG	47 12 41.83N 011 53 47.66E	STAR
UNKEN	47 49 18.42N 012 36 03.59E	SID RWY 08, SID RWY 26
WI002	47 22 36.01N 011 49 30.01E	IAP RWY 08, IAP RWY 26, SID RWY 26
WI005	47 15 08.72N 011 16 06.82E	IAP RWY 08, IAP RWY 26, SID RWY 26
WI006	47 18 20.40N 011 05 09.80E	IAP RWY 08, IAP RWY 26, SID RWY 26
WI007	47 19 12.18N 010 58 59.94E	IAP RWY 26, SID RWY 26
WI008	47 16 38.56N 010 59 21.62E	IAP RWY 26, SID RWY 26
WI009	47 17 53.02N 010 58 34.83E	IAP RWY 26, SID RWY 26
WI103	47 16 16.49N 011 26 47.56E	IAP RWY 08, IAP RWY 26, SID RWY 26
WI501	47 15 08.72N 011 16 06.80E	SID RWY 26
WI502	47 18 20.40N 011 05 09.85E	SID RWY 26
WI505	47 15 08.72N 011 16 06.85E	SID RWY 26

DESIGNATOR	POSITION	PROCEDURE
WI506	47 17 24.69N 011 08 21.27E	SID RWY 26
WI507	47 18 20.40N 011 05 09.75E	SID RWY 26
WI520	47 16 22.53N 011 26 33.78E	SID RWY 08
WI521	47 18 41.52N 011 38 50.93E	SID RWY 08, SID RWY 26
WI522	47 23 47.76N 011 49 38.00E	SID RWY 08
WI528	47 15 29.00N 011 19 27.00E	SID RWY 26
WI529	47 15 42.00N 011 16 18.00E	SID RWY 26
WI531	47 15 04.00N 011 22 06.00E	SID RWY 26
WI601	47 02 04.00N 011 31 44.00E	STAR
WI610	47 23 22.41N 011 46 54.41E	IAP RWY 26
WI611	47 19 44.76N 011 40 55.80E	IAP RWY 26
WI612	47 18 21.49N 011 38 38.95E	IAP RWY 26
WI613	47 17 53.55N 011 35 47.48E	IAP RWY 26
WI614	47 15 44.57N 011 22 42.29E	IAP RWY 26
WI666	47 22 35.13N 011 45 36.39E	IAP RWY 26
WI700	47 15 30.91N 011 20 26.63E	IAP RWY 26
WI749	47 17 22.16N 010 38 42.94E	IAP RWY 08
WI751	47 18 34.91N 011 03 09.49E	IAP RWY 08
WI752	47 18 21.18N 011 05 08.91E	IAP RWY 08
WI753	47 15 18.89N 011 14 22.66E	IAP RWY 08
WI754	47 15 07.99N 011 16 12.91E	IAP RWY 08
WI755	47 15 40.17N 011 03 27.53E	IAP RWY 08
WI756	47 17 13.57N 011 15 43.43E	IAP RWY 08
WI802	47 17 46.91N 010 50 22.55E	SID RWY 26
WI810	47 17 23.71N 010 40 36.33E	IAP RWY 08
WI811	47 17 41.19N 010 47 53.94E	IAP RWY 08
WI812	47 17 48.33N 010 50 56.30E	IAP RWY 08
WI813	47 18 04.14N 010 57 49.49E	IAP RWY 08
WI814	47 18 13.91N 011 02 13.67E	IAP RWY 08
XEBIX	47 24 00.04N 010 28 47.55E	STAR

3. Koordinaten der VFR-Meldepunkte

3. Coordinates of VFR reporting points

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
BRENNER	BR	47 00 43N 011 29 54E	MIKE 2	M2	47 17 56N 011 39 56E
FOXTROT	F	47 17 22N 011 52 25E	MIKE 3	M3	47 14 24N 011 25 06E
GOLF	G	47 15 47N 011 17 41E	NOVEMBER 1	N1	47 23 10N 011 15 31E
HOTEL	H	47 19 48N 011 07 27E	NOVEMBER 2	N2	47 20 09N 011 10 39E

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
INDIA	I	47 14 10N 011 16 49E	SIERRA	S	47 10 57N 011 23 55E
KILO	K	47 12 40N 011 00 00E	WHISKEY 1	W1	47 16 40N 010 57 51E
MIKE 1	M1	47 24 10N 011 48 13E	WHISKEY 2	W2	47 17 11N 011 10 11E

4. Sonstige Landeflächen

4. Other landing areas

ART TYPE	RICHTUNG GEO TRUE BRG GEO	MAßE DER LANDEFLÄCHE (M) DIMENSIONS OF LANDING AREA (M)	TRAGFÄHIGKEIT UND OBERFLÄCHE DER LANDEFLÄCHE STRENGTH AND SURFACE OF LANDING AREA	ANMERKUNGEN REMARKS
GLD LDG AREA	NIL	350 x 50	NIL Gras / Grass	NIL

LOWI AD 2.24 VERFÜGBARE FLUGPLATZKARTEN

LOWI AD 2.24 CHARTS RELATED TO AN AERODROME

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Flugplatzkarte - ICAO	LOWI AD 2 MAP 1-1	Aerodrome Chart - ICAO
Flugplatzhinderniskarte - ICAO Type A (Betriebliche Begrenzungen) (RWY 08/26)	LOWI AD 2 MAP 4-1	Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations) (RWY 08/26)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 08)	LOWI AD 2 MAP 9-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 08)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 26)	LOWI AD 2 MAP 9-2-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 26)
Standard-Instrumentenabflugkarte (SID) - ICAO (RNP RWY 26)	LOWI AD 2 MAP 9-2-2	Standard Departure Chart - Instrument (SID) - ICAO (RNP RWY 26)
Standard-Instrumentenanflugkarte (STAR) - ICAO	LOWI AD 2 MAP 11-1	Standard Arrival Chart - Instrument (STAR) - ICAO
Karte für Radarmindestflughöhen - ICAO	LOWI AD 2 MAP 12-1	ATC Surveillance Minimum Altitude Chart - ICAO
Instrumentenanflugkarte - ICAO (LOC/DME Procedure EAST)	LOWI AD 2 MAP 13-1-2-1	Instrument Approach Chart - ICAO (LOC/DME Procedure EAST)
Instrumentenanflugkarte - ICAO (Special LOC/DME Procedure EAST)	LOWI AD 2 MAP 13-1-2-2	Instrument Approach Chart - ICAO (Special LOC/DME Procedure EAST)
Instrumentenanflugkarte - ICAO (LOC R RWY 26)	LOWI AD 2 MAP 13-1-2-3	Instrument Approach Chart - ICAO (LOC R RWY 26)
Instrumentenanflugkarte - ICAO (RNP VISUAL V RWY 08)	LOWI AD 2 MAP 13-2-1	Instrument Approach Chart - ICAO (RNP VISUAL V RWY 08)
Instrumentenanflugkarte - ICAO (RNP E RWY 26)	LOWI AD 2 MAP 13-2-2	Instrument Approach Chart - ICAO (RNP E RWY 26)
Instrumentenanflugkarte - ICAO (RNP Z RWY 08 (AR))	LOWI AD 2 MAP 13-3-1	Instrument Approach Chart - ICAO (RNP Z RWY 08 (AR))
Instrumentenanflugkarte - ICAO (RNP Z RWY 26 (AR))	LOWI AD 2 MAP 13-3-2	Instrument Approach Chart - ICAO (RNP Z RWY 26 (AR))
Sichtanflugkarte - ICAO	LOWI AD 2 MAP 14-1	Visual Approach Chart - ICAO
Sichtflugkarte INNSBRUCK	LOWI AD 2 MAP 14-2	Chart for VFR flights INNSBRUCK

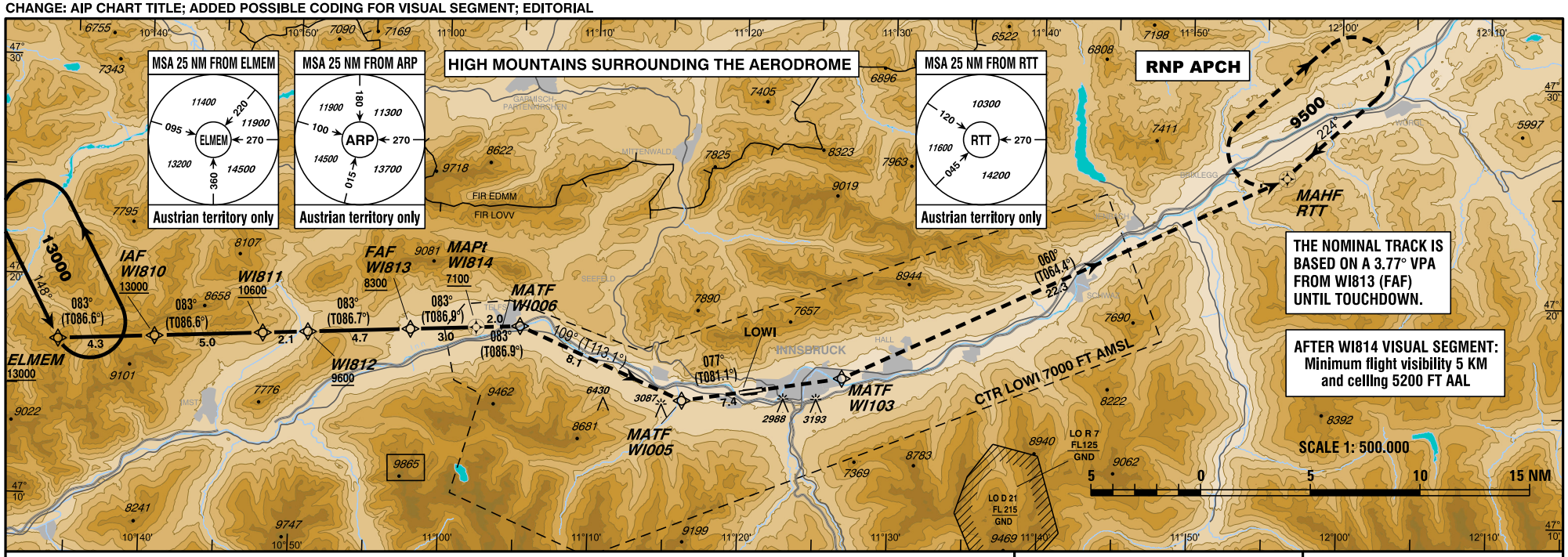
LOWI AD 2.25 “VISUAL SEGMENT SURFACE (VSS) PENETRATION”

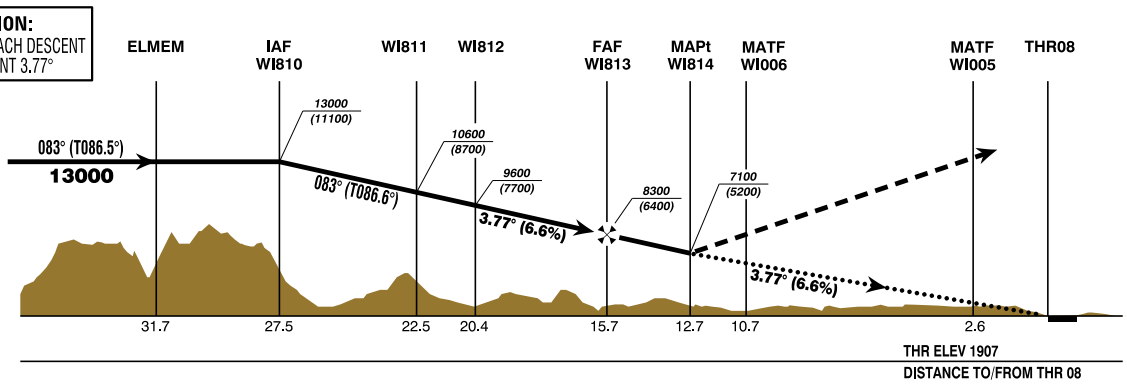
LOWI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY 08		
Instrument Flight Procedure	**Line of Minima**	**Approach Speed Category**
NOT APPLICABLE / NO PENETRATION		

RWY 26		
Instrument Flight Procedure	**Line of Minima**	**Approach Speed Category**
RNP E RWY 26 (LPV only)	LPV	CAT A/B/C

CHANGE: AIP CHART TITLE; ADDED POSSIBLE CODING FOR VISUAL SEGMENT; EDITORIAL





TRANSITION LEVEL BY ATC

PAPI angle not coincident with the VPA

BEARINGS AND TRACKS ARE MAGNETIC

TRACKS IN BRACKETS ARE TRUE

ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET

DISTANCES ARE IN NM

CONTOUR LEGEND

10000 FT
9000 FT
8000 FT
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL

VAR 4° E

AD ELEV 1907
THR 08 ELEV 1907
HGT RELATED TO AD ELEV

RADAR	
TOWER	128.975
ATIS	120.100
	126.030

MDA (MDH) IN FT	A	B	C	D
LNAV	7100 (5200)			

WI813 to WI814 - DISTANCE 3.0 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WI813 - WI814	MIN : SEC	2:15	1:48	1:30	1:17	1:08	1:00
WI813 - RWY 08	MIN : SEC	11:46	9:26	7:51	6:44	5:53	5:14
Rate of descent (6.6%)	FT / MIN	530	670	800	930	1070	1200

DIST In NM to WI814	2.3	1.3	0.3
DIST In NM to THR	15	14	13
ALT (HEIGHT)	8000 (6093)	7600 (5693)	7200 (5293)

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 9500 FT AMSL AND HOLD.

This chart may only be used in conjunction with the procedure description.
For detailed information, see LOWI AD 2.22, item 3.7

INNSBRUCK
ÖSTERREICH AUSTRIA
RNP VISUAL V RWY 08

Instrument Approach Procedure Coding Table
Innsbruck RNP VISUAL V RWY 08

Path Terminator	Waypoint				Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Level	Speed		
	ELMEM		no	N471708.28 E0103414.66				A13000+			
IF	WI810	IAF	no	N471723.71 E0104036.33	083° (086.6°)	4.3		A13000+		RNP APCH	
TF	WI811		no	N471741.19 E0104753.94	083° (086.6°)	5.0		A10600+		RNP APCH	
TF	WI812		no	N471748.33 E0105056.30	083° (086.7°)	2.1		A9600+		RNP APCH	
TF	WI813	FAF	no	N471804.14 E0105749.49	083° (086.7°)	4.7		A8300+		RNP APCH	
TF	WI814	MAPt	yes	N471813.91 E0110213.67	083° (086.9°)	3.0		A7100+		RNP APCH	
TF	WI006	MATF	no	N471820.40 E0110509.80	083° (086.9°)	2.0				RNP APCH	
TF	WI005	MATF	no	N471508.72 E0111606.82	109° (113.1°)	8.1	right			RNP APCH	
TF	WI103	MATF	no	N471616.49 E0112647.56	077° (081.1°)	7.4	left			RNP APCH	
TF	RTT	MAHF	yes	N472551.32 E0115624.19	060° (064.4°)	22.3	left	A9500+		RNP APCH	
HM	RTT	MAHF	yes	N472551.32 E0115624.19	224° (228.7°)		right	A9500+		RNP APCH	

Visual Approach Segment (after WI814) - Possible Coding

Path Terminator	Waypoint				Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Level	Speed		
TF	WI006		no	N471820.40 E0110509.80	083° (086.9°)	2.0					VPA -3.77°
TF	WI005		no	N471508.72 E0111606.82	109° (113.1°)	8.1	right				VPA -3.77°
TF	RW08		yes	N471531.97 E0111954.11	077° (081.4°)	2.6	left				VPA -3.77°
TF	WI103		no	N471616.49 E0112647.56	077° (081.0°)	4.7					
TF	RTT		yes	N472551.32 E0115624.19	060° (064.4°)	22.3	left				
HM	RTT		yes	N472551.32 E0115624.19	224° (228.7°)		right	A9500+		RNP APCH	

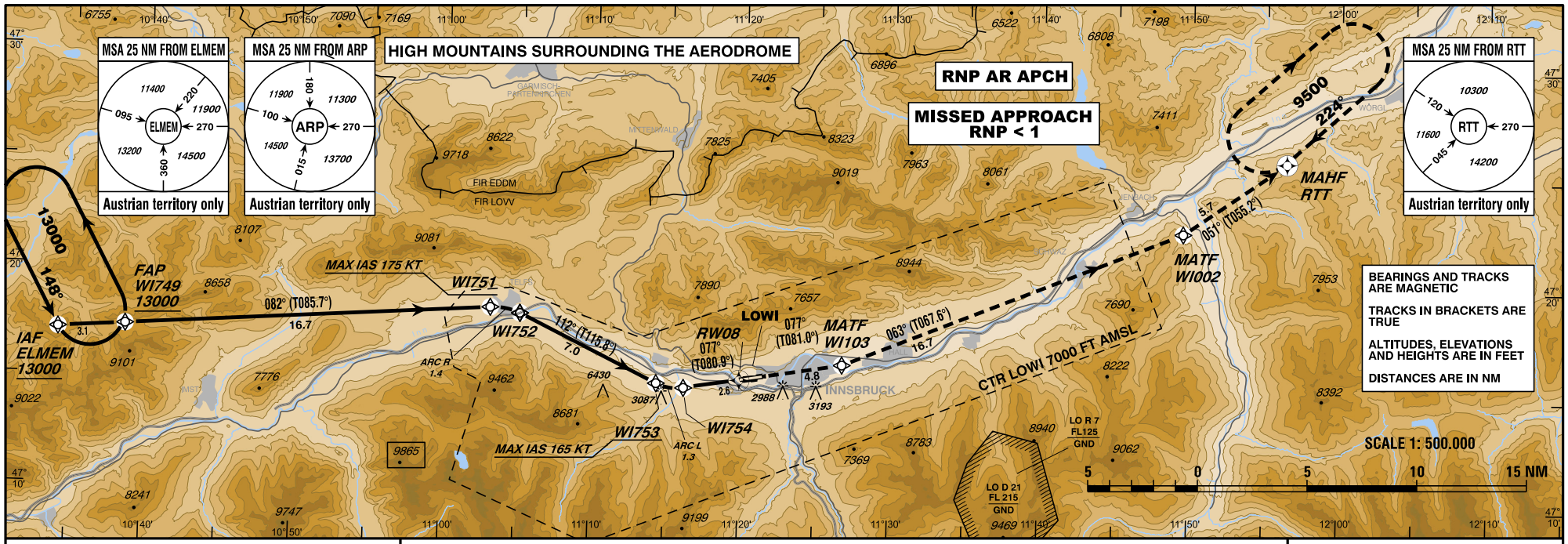
NOTE: Vertical path angle should be coded with -3.77° starting from WI814 until touchdown.

RNAV Holding

Holding Point	Inbound Track ° True	Inbound Track ° MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT MSL / FL	Time	DIST NM	Remarks
RTT	228.7°	224°	right		A9500	1 MIN		

THR Coordinates

RWY 08	N471531.97 E0111954.11

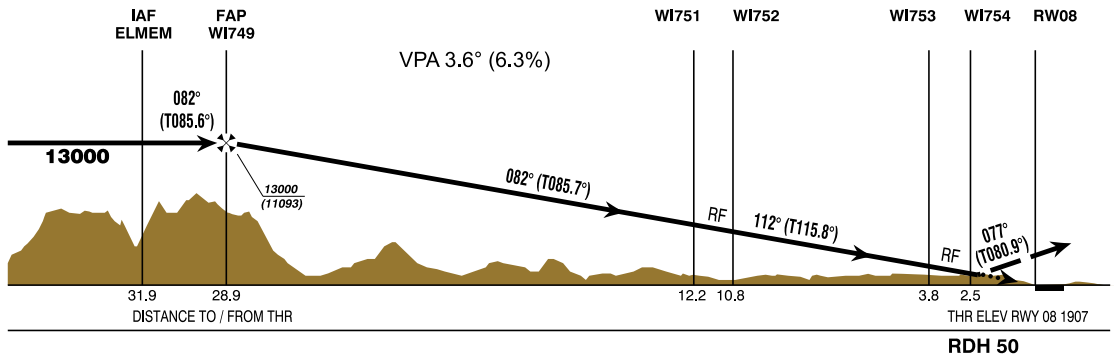


SPECIAL AUTHORIZATION REQUIRED

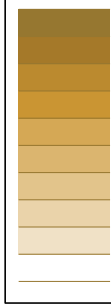
This procedure is permissible for special equipped aircraft and requires authorization by Austro Control GmbH

(for detailed information see LOWI AD 2.22, item 3.9.)

TRANSITION LEVEL BY ATC



CONTOUR LEGEND



RADAR	128.975
TOWER	120.100
ATIS	126.030

DA (DH) IN FT	A	B	C
RNP 0.3	2900 (1000)		

GS (KT)	80	100	120	140	160	180
FT / MIN	510	630	760	890	1010	1140

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure not authorized below AD temp -7°C
4. VPA exeeds 3.6° above +11°C
5. PAPI angle not coincident with the VPA

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 9500 FT AMSL AND HOLD.

Note: Missed Approach Procedure is based on RNP 0.3

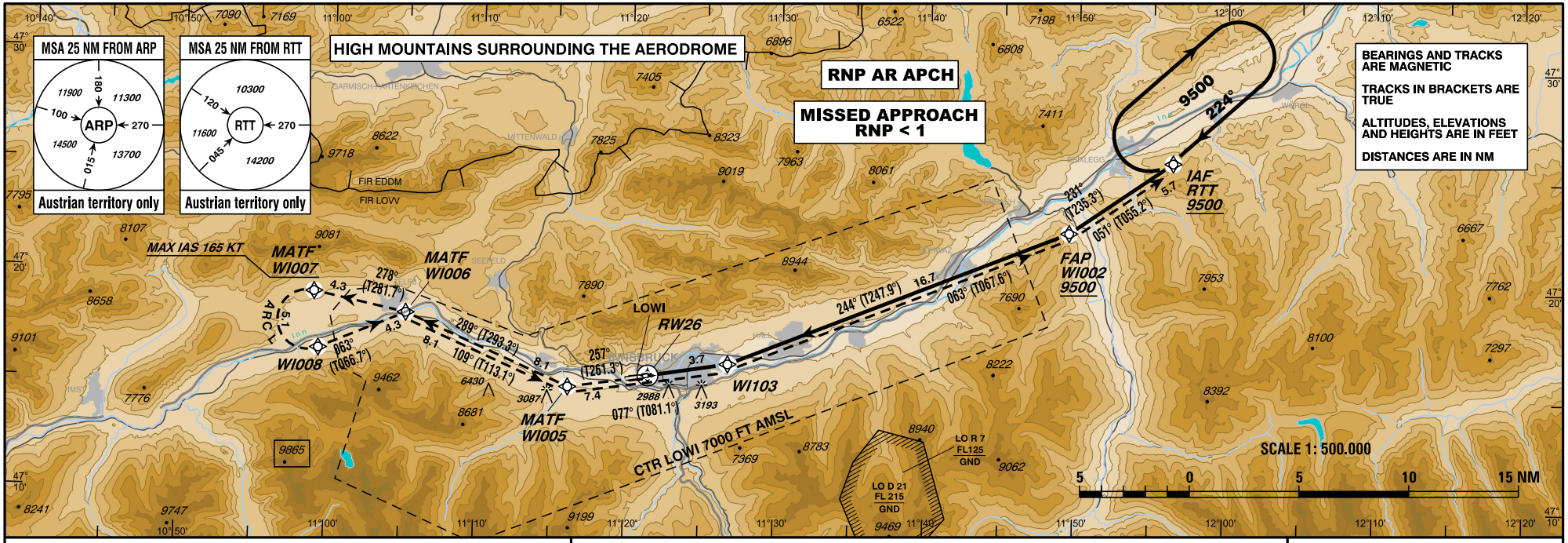
INNSBRUCK (LOWI)

ÖSTERREICH AUSTRIA

RNP Z RWY 08 (AR)

CAT A / B / C

CHANGE: EDITORIAL

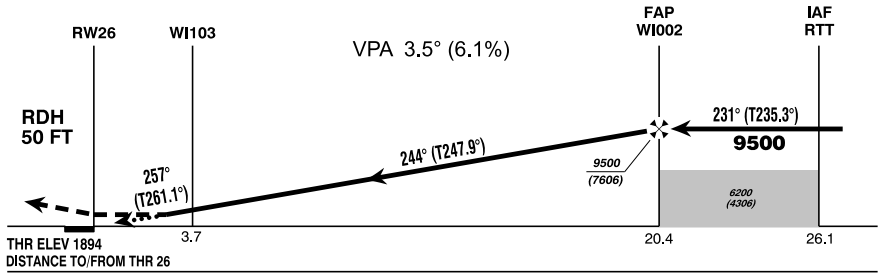


SPECIAL AUTHORIZATION REQUIRED

This procedure is permissible for special equipped aircraft and requires authorization by Austro Control GmbH

(for detailed information see LOWI AD 2.22, item 3.10.)

TRANSITION LEVEL BY ATC



CONTOUR LEGEND

10000 FT
9000 FT
8000 FT
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL

DA (DH) IN FT	A	B	C	D
RNP 0.3	2670 (776)			
RNP 0.15	2500 (610)			

GS (KT)	80	100	120	140	160	180
FT / MIN	490	620	740	860	990	1110

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure not authorized below AD temp -7°C
4. VPA exeeds 3.5° above +11°C

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 11500 FT AMSL AND HOLD.

Note: Missed Approach Procedure is based on RNP 0.3

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 1907 FT
THR 26 ELEV 1894 FT
HGT RELATED TO THR ELEV

RADAR	
TOWER	128.975
ATIS	120.100
	126.030

INNSBRUCK (LOWI)

ÖSTERREICH AUSTRIA

RNP Z RWY 26 (AR)