



ADVANCED INSTRUMENT PROCEDURE SOLUTIONS for ANSPs, AIRPORTS and AIRLINES

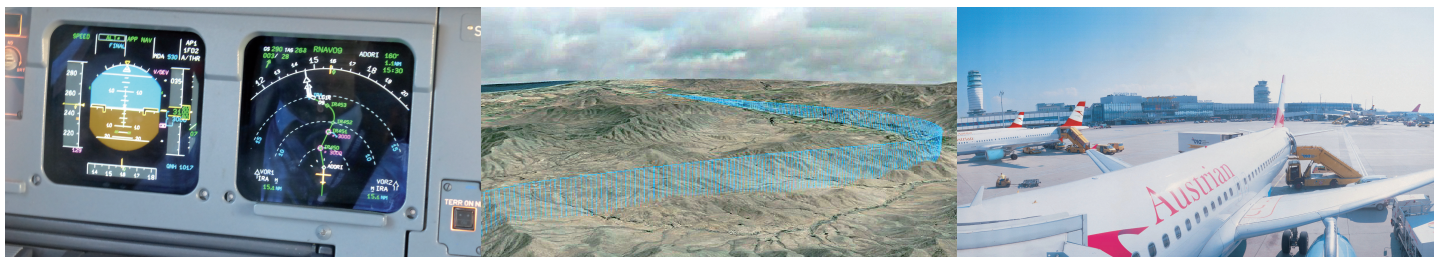
Procedure Design

The product portfolio of the Austro Control **Instrument Flight Procedures (IFP) Team** ranges from approved conventional approaches to complex satellite based procedures, which by using **SBAS or GBAS Augmentation** can additionally be optimized to further improve approach minima. Due to the terrain critical situation in Austria, Austro Control has been able to gather considerable knowhow especially in the field of RNP Approaches. The Austro Control experts rank among the pioneers of the so called **RNP Authorization Required (AR) Approaches**, which were implemented at Innsbruck Airport as early as 2005, thus opening a new chapter in the area of curved precision approaches.

In line with numerous projects in Austria and abroad the IFP Team is supporting the implementation of the most up to date approach procedures for both scheduled as well as charter air traffic and all involved aircraft with their respective NAV equipment. The Austro Control IFP Team has also been asked to implement state-of-the-art SBAS approaches at smaller airports with less NAV infrastructure for the benefit of General Aviation. These SBAS approaches are very popular due to their high procedure precision (incl. vertical guidance) despite relatively low requirements in terms of the aircraft equipment and also contribute considerably to the accessibility of smaller airports and flight safety in general.

Finally, Austro Control is currently successfully pursuing the new PinS (Point in Space) procedure type for rotorcraft as a new option to support IFR helicopter operations.

By working together closely with air traffic controllers and all relevant areas of air navigation services the IFP Team of Austro Control today has a systemic view of Air Traffic Management and can offer you customized and individually optimized IFP design solutions. Please take advantage of our expertise!



Your Benefit:

- Cost savings by increase of airspace/airport capacity
- Optimization of approach procedures
- Reduction of noise emission
- Improvement of safety levels

Where our Solutions have been implemented:

- Vienna
- Innsbruck
- Graz
- Linz
- Salzburg
- Klagenfurt
- Austrian Airfields
- Heliports (PinS)
- Luxembourg
- Istanbul
- Tehran

What we can offer:

- Conventional approach procedures (NDB, VOR, ILS)
- LNAV approaches
- Barometric LNAV/VNAV approaches
- SBAS approaches (APV or CAT-I)
- RNP Authorization Required approaches and departures
- GBAS approaches
- Complex RNP/conventional merge procedures
- Point in Space (PinS) procedures for helicopter operations
- SID/STAR design (RNAV and conventional)
- RNAV transition design
- Procedures for optimized airspace usage
- Procedures in difficult terrain

Your Advantages:

- Cost savings by increase of approach capacity
- Reduction of noise emission
- Improved accessibility of international and regional airports
- Customized procedures for each user of airspace
- Upgrading of airports without NAV infrastructure by GNSS procedures
- Greater autonomy due to lower approach minima
- Higher availability of procedures
- Flight Validation management
- PBN training

Contact:



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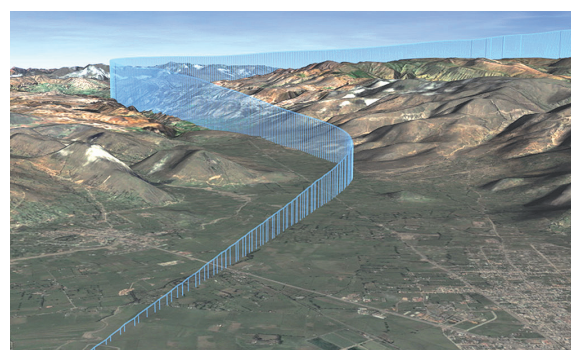
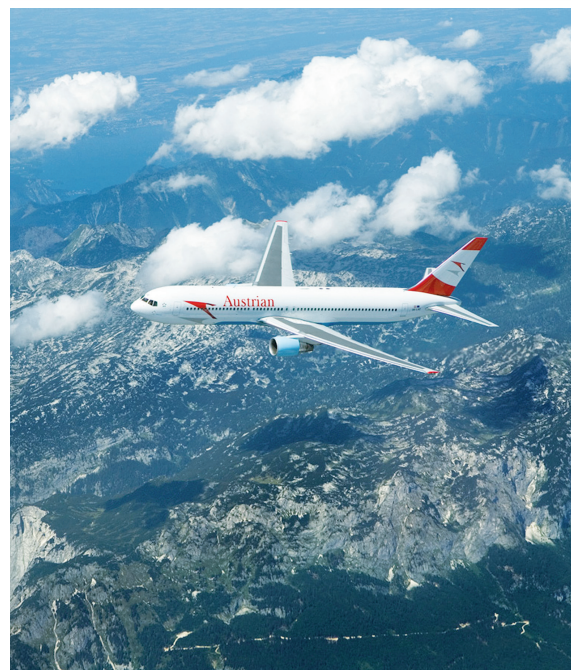
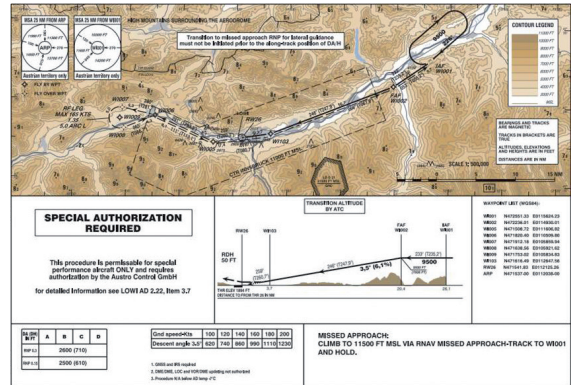
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