1.1. ATIS

*D-ATIS 126.02

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-
verordnung ZLZV-2005' the following is applicable:

Approaches and departures to/from Austrian civil aerodromes are only permitted to
be performed by subsonic jet ACFT if the produced noise does not exceed the noise
limits specified in chapter 3 of ICAO Annex 16, Vol I.

1.3. LOW VISIBILITY PROCEDURES

Low visibility take-off becomes effective when RVR for TDZ is 400m or less and will
be activated with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" via RTF
or ATIS.

1.4. OTHER INFORMATION

1.4.1. GENERAL

Extensive glider activity.

1.4.2. SPECIAL NOTES

Due to mountainous terrain in vicinity of APT and the requirement for visual
manoeuvring, it is considered essential that pilots shall practise approaches in VMC
(including Missed Apch, Circling and Departure), prior operating in IMC. Training in
VMC may be substituted by simulator training, provided an adequate visual scene of
the vicinity INNSBRUCK is available. Contingency procedures and balked landing
procedures shall be included in pilots training and shall be practised before
operating in IMC.

When designing a balked landing procedure to RWY 26 the following guiding
principles shall be considered:

Climb with MAX gradient at least 6.1% along northern side of the INN valley. Start
LEFT turn when passing 3200' West of APT. MAX turn radius 1.0 NM (1800m) at
turning point D3.2 OEV (111.1 MHZ) West of station. AD obstruction chart type B is
recommended for preparation.

During FÖHN conditions (surface wind 100-180°, average windspeed 15-25 KT, gusts
30-50 KT) severe turbulence associated with horizontal windshear and severe
downdraughts at various altitudes have to be expected especially over the city of
INNSBRUCK below 5000'. To minimize operation in turbulence, pilots may - during a
LOC DME West (or SPECIAL LOC DME West) procedure - request if practicable a
visual approach to RWY 08 from a position West of APT.

If a full LOC DME West procedure is executed it is recommended to stop descent at
7000'. After passing AB Lctr proceed visually to a position over or South of APT but
not below 5000'. Thereafter continue descent and join right-hand baseleg for RWY 08. A downdraught
over the river INN on final approach to RWY 08 may be expected too. When
executing an approach procedure from the East (via RTT NDB) stop descent at 5000'
and continue as described above to RWY 08. Caution is advised when actual outside air temperature differs from ISA by more
than MINUS 10°C, due to substantial difference between true altitude and indicated
altitude. Pilot will be informed accordingly by ATC.

A cloud base report for the area of AB Lctr and for the visual manoeuvring area
(procedures WEST) taken by two ceilimeters, will be included in the INNSBRUCK MET
REPORT and transmitted on National Innsbruck VOLMET Broadcast if the indicated
cloud base is below 5000' AAL.

In the area around INNSBRUCK it may happen that different values of visibility exist
in various directions mainly caused by a haze or mist layer over the city. If such
situations are observed and the ground visibility is 8km or less, an additional
reference in plain language to the INNSBRUCK MET REPORT is made indicating this
situation and the various values of visibility. This plain-language-appendix refers
especially to an existing haze layer and as far as possible to the estimated visibility
above this haze layer.

1.4.3. ADDITIONAL SERVICE

Surveillance based on multilateration is used by INNSBRUCK Tower/APP in order to
provide additional service for the provision of air traffic services in the INN Valley.
This non-standard ICAO system is using on board transponder mode A/C/S replies by
calculating time/distance of signals in order to locate position and altitude of ACFT.
All standard ICAO Radar procedures, phraseology and services apply.

Radar service will be initiated by identification procedure for ACFT equipped with
serviceable transponder mode A/C/S: Departures when entering RWY.
2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. ATC PROCEDURES

No approach clearance will be issued by ATC below CEIL 1300’ and 1500m ground visibility.

In case of low fog, haze, mist or blowing snow over the APT a clearance for approach will be granted on pilots request provided:

- the RVR is at least 1000m and
- the visibility above the layers is at least 5.0 km and there are no clouds below 3100’ AAL.

2.1.2. SPECIAL RNP 03 RNAV RWY 26 GUIDELINES

2.1.2.1. EQUIPMENT REQUIREMENTS

Approved Dual FMCS installation according AC20-130A including RNP capability of 0.3 NM or better (smaller 0.3 NM).

Dual GPS and IRS (DME/DME, VOR/DME and LOC update not authorized).

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

Required RNP RNAV functions (28) according JAA TGL Draft XZ published 23 JAN 2004.

2.1.2.2. APPLICATION

This procedure requires special authorization by the Austrian Civil Aviation Authority for each operator and ACFT type.

Only operators of multi-engine ACFT shall apply for such permission.

The application shall contain:

- ACFT type
- FMS type and certification
- Instrument approach and landing chart
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.)
- Data file with ARINC 424 coding of the procedure
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to probability functions stated in RTCA DOC 236 and JAA TGL XZ Draft)

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

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

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

FAX: +43 (0) 5 1703 6665
+43 (0) 5 1703 6666

e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

3. DEPARTURE

3.1. OTHER INFORMATION

3.1.1. ATC PROCEDURES

No departure clearance will be issued by ATC below CEIL 1500’ and/or 1500m ground visibility.

In case of low fog, haze, mist layers or blowing snow over the APT a clearance for departure on RWY 08 will be granted to pilots for multi-engine ACFT only provided:

- the RVR is at least 600m and
- the visibility above the layers is at least 5.0 km and
- there are no clouds below 3100’ AAL.
ALGOI FOUR ALFA (ALGOI 4A) [ALGOI 4A]
BRENO TWO ALFA (BRENO 2A) [BREN2A]
BRENO TWO BRAVO (BRENO 2B) [BREN2B]
RASTA FOUR ALFA (RASTA 4A) [RASTA 4A]
SALZBURG THREE ALFA (SBG 3A)
TULSI THREE ALFA (TULSI 3A) [TULSI 3A]
ARRIVALS

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 292' per NM (4.8%) until passing 6700'.

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

INITIAL DEPARTURE

Aircraft not cleared to depart: All.

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 066° OEJ course. At D0 OEJ change to 066° and continue to using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.

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

REQUIRED MINIMUM CLIMB PROFILE

INITIAL DEPARTURE

A1 or above 4300'

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 292' per NM (4.8%) until passing 6700'.

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

INITIAL DEPARTURE

Aircraft not cleared to depart: All.

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 066° OEJ course. At D0 OEJ change to 066° and continue to using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.

Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.
RWY 26 INITIAL DEPARTURE PROCEDURE
FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 201' per NM (3.3%).

Meteorological minimums:
Ceiling: 1500'  Ground visibility: 1600m
Flight visibility during visual operations: Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OJE.
CAT C & D 5km.

Initial climb clearance By ATC

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'ZIRL' turn visually LEFT, join OJE on course 068° inbound to AB, continue on 068° OJE course. A1 OJE change to 066° and continue to 9500' using OJE back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.

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

REQUIRED MINIMUM CLIMB PROFILE

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 201' per NM (3.3%).

Initial climb clearance By ATC

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'ZIRL' turn visually LEFT, join OJE on course 068° inbound to AB, continue on 068° OJE course. A1 OJE change to 066° and continue to 9500' using OJE back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.

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

SIDs crossing through Airspace “Class E” up to FL125

SIDs renumbered & withdrawn.
**KOGOL TWO HOTEL (KOGOL 2H)**

**KOGOL TWO JULIETT (KOGOL 2J) [KOGO2J]**

**RWY 26 DEPARTURES**

ONLY AVAILABLE FOR FLIGHTS WITH RFL 120 OR BELOW

FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A TO WEST

**Lowi/Innsbruck, Austria**

**SIDs crossing through Airspace “Class E” up to FL125**

**INITIAL CLIMB/ROUTING**

INITIAL CLIMB/CLEARANCE  **By ATC**

At or above 365' per NM until completion of turn.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 395' per NM (6.5%) until D0 OEJ, then 365' per NM (6%) until completion of turn.

Meteorological minimums:

- **Ceiling:** 1600' GND VIS: 1500m
- **Flight visibility during visual operations:** For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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

**ADILONE HOTEL (ADILO 1H)**

**RWY 26 DEPARTURE**

**ALTERNATE RTT 2H - ADILO**

**Initial climb clearance By ATC**

At or above 4300' 4.5 KT MAX 25°}

Minimum Bank 25°

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 395' per NM (6.5%) until D0 OEJ, then 365' per NM (6%) until completion of turn.

Meteorological minimums:

- **Ceiling:** 1600' GND VIS: 1500m
- **Flight visibility during visual operations:** For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.
ADITO ONE JULIET (ADITO 1J)
RWY 08 DEPARTURE
ALTERNATE RTT 2J - INN - ADITLO

SIDs crossing through Airspace “Class E” up to FL125

ADITO
N47.090 E10.369

RATTENBERG TOWER HOTEL (RTT 2H)
RWY 26 DEPARTURE

SIDs crossing through Airspace “Class E” up to FL125

RATTENBERG
N47.526 E11.064

INITIAL CLIMB/ROUTING

INITIAL CLIMB/ROUTING

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 201’ per NM (3.3%).

Meteorological minimums:
Ceiling: 1500’
Ground visibility: 1500m

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village ‘ZIRL’ turn visually LEFT, join OEJ on course 068° inbound to AB, continue on 068° OEJ course. At OEJ change to 066° and continue to D4.4 OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route. Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE

Initial climb clearance By ATC

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 068° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADITO.

INITIAL CLIMB/ROUTING

Climb visually with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 068° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADITO.

INITIAL CLIMB/ROUTING

Climb visually with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 068° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADITO.
RATTENBERG TWO JULIETT (RTT 2J)
RWY 08 DEPARTURE

INITIAL SPECIAL PERFORMANCE DEPARTURE
RVR: 300m
take-off alternate required.
Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 202' per NM (4.8%) until passing 6080'.

Gnd speed-KT
75 100 150 200 250 300
292' per NM 365 486 729 972 1215 1458

INITIAL DEPARTURE
At or above 6080' MSL

For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Traffic: By ATC
Trans level: By ATC
Trans alt: 11000'
RTT IX
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP 0.3) DEPARTURE

GPS AND IRS REQUIRED

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

LOWI/INN
INNSBRUCK, AUSTRIA

As of 1 Apr 07

For AIRPORT BRIEFING refer to 10-1P pages

ADDITIONAL RUNWAY INFORMATION

CHANGETS: New chart.

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MISSED APCH: Climb on LOC CRS (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to AB LCTR, rejoin LOC overhead AB LCTR and continue climb on 075° with max gradient. At D1.4.0 OEV turn LEFT to RTT NDB and hold at 9500'.

WARNING: Be aware of back course indication on reciprocal track.

Ensure OEV LOC DME properly identified overhead RTT NDB.

Due to mountains, the coverage of LOC OEV and DME OEV is restricted to 27 NM within +/- 10° of the nominal inbound track. Caution advised outside this area reflections exist.

For ground visibility & ceiling requirement see 10-9A.
**INNSBRUCK, AUSTRIA**

**LOWI/INN**

**INNSBRUCK Radar (APF)**

**INNSBRUCK Tower**

**MINISSED APCH CLIMB GRAD ACCORDING SPECIAL AUTHORIZATION**

**Special LOC DME EAST**

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

**TERMINAL PROCEDURE REQUIREMENTS**

- **MIA**
- **MAP**
- **RATZING**
- **SO3 RTT**
- **D16.1 OEV**
- **D15.4 OEV**

**MINISSED APCH:** Climb on OEV LOC crs (255°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25° bank) onto 060° to AB Lctr, intercept OEV LOC crs (068°). Upon passing OEV LOC station proceed outbound OEV LOC back crs (066°), continue climb with max gradient to 9500', then turn LEFT to RTT NDB and hold.

- Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use AB Lctr for additional guidance.

**Minimums**

- 10,700' 255°
- 9500' 270°

**RWY**

- 1893'

**MSA RTT NDB**

**FINISHED PROCEDURE**

**VISUAL STRAIGHT-IN LANDING RWY 26**

**CIRCLE-TO-LAND**

**ACCORDING SPECIAL AUTHORIZATION**

**SEE 19-11**

**PROFILE:** Flight path and terrain contours are depicted to scale.

**GND SPEED-KTS**

- 70
- 90
- 110
- 120
- 140
- 160

**LOC DESCENT GRADIENT**

- 0.86 NM (e.g. 153 KT, 25° BANK)

**LOC DME**

- 9500'

**TRANS ALT:** 11,000'

**TRANS LEVEL:** By ATCRwy Elev: 67 hPa

**ALT SET:** hPa

**3.8° GS indication available between D18.2 OEV and MDA.**

**Special crew training necessary.**

**Due to mountains, the coverage of LOC OEV and DME OEV is restricted to 27 NM within +/- 10° of the nominal inbound track. Caution advised outside this area.**

**Profile:** Flight path and terrain contours are depicted to scale.
MISSED APCH: Climb on LOC crs (068°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 068° and continue climb with max gradient to 9500', then turn LEFT to RTT NDB and hold.

Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use AB Lctr for additional guidance.

Alt Set: NPa
Apt Elev: 68 hPa
Trans level: By ATC
Trans alt: 11000'
### RNAV RWY 26

**INNSBRUCK, AUSTRIA**

**D-ATIS**

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

**Missed Approach:** Climb to 9500' via RNAV missed approach track to WI001 and hold.

<table>
<thead>
<tr>
<th>RNAV Apch Crs</th>
<th>Minimum Alt</th>
<th>RNP 0.3 DA (H)</th>
<th>Rwy Elev</th>
<th>Rwy 1893'</th>
</tr>
</thead>
<tbody>
<tr>
<td>259°</td>
<td>9500' (7607')</td>
<td>2600' (707')</td>
<td>1900'</td>
<td>1893'</td>
</tr>
</tbody>
</table>

**CHANGES:**

- Grid speed Kts: 70 80 100 120 140 160
- Descent angle: 3.7 16.7 5.7
- 1. MAX 165 KT
- 2. JAR-OPS. STRAIGHT-IN LANDING RWY 26
- 3. RNP 0.3 LNAV/VNAV (Da/H: 2600' (707'))
- 4. NOT AUTH

**MINIMUM ALT:**

<table>
<thead>
<tr>
<th>Minimum Alt</th>
<th>2600' (707')</th>
</tr>
</thead>
</table>

**RTN:**

- RTT NDB
- MSA
- DTI

**Gnd speed-Kts:**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>619</td>
<td>743</td>
<td>867</td>
<td>991</td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** Note.
**VISUAL APPROACH PROCEDURE**

**following the instrument approach 11-3**

Having established effective external visual reference at MISSED APCH POINT, make a RIGHT turn in level flight (maximum radius of turn 0.9 NM/1700m).

When reaching westerly heading ensure that approach to the aerodrome can be accomplished visually. If found impossible to maintain visual conditions on approach to aerodrome, turn RIGHT to rejoin OEJ LOCALIZER via AB Lctr and follow the MISSED APCH as prescribed on 11-3.

If meteorological conditions guarantee a safe approach and landing continue visually either straight-in to final for RWY 26 or on a right-hand circuit to RWY 08.

**VISUAL APCH AFTER IFR APCH FROM WEST (11-4):** Having established effective external visual reference at MISSED APCH POINT (MAP), make a RIGHT turn in level flight (maximum radius of turn 0.4 NM/700m).

When reaching westerly heading ensure that approach to the aerodrome can be accomplished visually. If found impossible to maintain visual conditions on approach to aerodrome, turn RIGHT to rejoin OEJ LOCALIZER via AB Lctr and follow the MISSED APCH as described on 11-4.

If meteorological conditions guarantee a safe approach and landing continue visually either straight-in to final for RWY 26 or on a right-hand circuit to RWY 08.

**VISUAL APCH AFTER IFR APCH FROM EAST (11-2):** Having established effective external visual reference the flight shall be continued with visual reference either straight-in to final for RWY 26 or on a right-hand circuit to RWY 08.

If meteorological conditions guarantee a safe approach and landing continue visually either straight-in to final for RWY 26 or on a right-hand circuit to RWY 08.

**CIRCLE-TO-LAND**

**WITH PRESCRIBED FLIGHT TRACKS**

After apch 11-2 & 11-4

**MDA(H) 3700'(1800')**

**FLIGHT VISIBILITY 3000m**

A

B

C

D

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

For SPECIAL NOTES see 10-9A.