LOWI AD 2.1 ORTSKENNUNG UND NAME DES FLUGPLATZES
LOWI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LOWI - INNSBRUCK

LOWI AD 2.2 LAGE UND VERWALTUNG DES FLUGPLATZES
LOWI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	KOORDINATEN UND LAGE DES FLUGPLATZBEZUGSPUNKTES --- ARP COORDINATES AND SITE AT AD	N 47 15 37 E 011 20 38 1000 M westlich der Schwelle Piste 26 auf der Pistenmittellinie --- N 47 15 37 E 011 20 38 1000 M west from THR RWY 26 on RWY Centre Line
2	RICHTUNG UND ENTFERNUNG VON INNSBRUCK --- DIRECTION AND DISTANCE FROM INNSBRUCK	2,3 NM westlich von Innsbruck --- 2,3 NM west of Innsbruck city
3	FLUGPLATZHÖHE ÜBER MEERESSPIEGEL/ BEZUGSTEMPERATUR --- AD ELEVATION/REFERENCE AD TEMPERATURE	581 M (1907 FT) / 26.0° C
4	GEOID UNDULATION	49 M / 161 FT
5	ORTSMISSWEISUNG/ JÄHRLICHE ÄNDERUNG --- MAG VAR/ANNUAL CHANGE	3°E / JAN 2017
6	FLUGPLATZVERWALTUNG, ADRESSE, TELEFON, TELEFAX, TELEX, FLUGFERNMELDEDIENST --- AD ADMINISTRATION, ADDRESS, TELEPHONE, TELEFAX, TELEX, AFS	Tiroler Flughafenbetriebsgesellschaft m. b. H. Flughafen Innsbruck Fürstenweg 180 6020 Innsbruck Tel.: +43 (0)512 225 25-300: Flugplatzbetriebsleitung/Aerodrome OPS Office +43 (0)512 225 25-100: Flugplatzgeschäftsführung/Aerodrome Management Fax: +43 (0)512 22525-306 (OPS), +43 (0)512 22525-102 Sita/Sita: INNAPXH AFS/AFS: LOWIYDYX
7	GENEHMIGTER FLUGVERKEHR --- TYPES OF TRAFFIC PERMITTED	IFR / VFR
8	ANMERKUNGEN --- REMARKS	- --- -

LOWI AD 2.3 BETRIEBSZEITEN
LOWI AD 2.3 OPERATIONAL HOURS

1	FLUGPLATZBETRIEBSLEITUNG --- AD ADMINISTRATION	0530 – 1900 (0430 – 1800)		
2	ZOLL- UND EINWANDERUNGSBEHÖRDE --- CUSTOMS AND IMMIGRATION	0530 – 1900 (0430 – 1800)		
3	MEDIZINISCHE VERSORGUNG --- MEDICAL SUPPORT	0530 – 1900 (0430 – 1800)		
4	FLUGBERATUNG --- AIS BRIEFING OFFICE	0500 – 2200 (0400 – 2100)		Selfbriefing
5	MELDESTELLE FÜR FLUGVERKEHRSDIENSTE --- ATS REPORTING OFFICE (ARO)	H24	AIS/ARO Wien	Tel.: +43 (0)5 1703 3211 Fax: +43 (0)5 1703 3256
6	WETTERBERATUNG --- MET BRIEFING OFFICE	0500 – 2200 (0400 – 2100)		
7	FLUGVERKEHRSDIENSTSTELLE --- ATS	0445 – 2215 (0345 – 2115)		
8	BETANKUNG --- FUELLING	0530 – 1900 (0430 – 1800)		BP-Tel.: +43 (0)512 2827 11
9	ABFERTIGUNG --- HANDLING	0530 – 1900 (0430 – 1800)		
10	SICHERHEITSDIENST --- SECURITY	0530 – 1900 (0430 – 1800)		
11	ENTEISUNG --- DE-ICING	0530 – 1900 (0430 – 1800)		
12	ANMERKUNGEN --- REMARKS	Während der gesetzlichen Sommerzeit siehe Seite GEN 2.1-2 --- During legal summer time see page GEN 2.1-2		

LOWI AD 2.4 ABFERTIGUNGSDIENSTE UND EINRICHTUNGEN
LOWI AD 2.4 HANDLING SERVICES AND FACILITIES

1	**FRACHTVERLADEGERÄTE** --- **CARGO-HANDLING FACILITIES**	Alle modernen Einrichtungen mit einer Tragkraft bis zu 7000 KG. Frachtladegeräte mit größerer Tragkraft auf Anfrage. --- All modern facilities, load capacity up to 7000 KG. Cargo handling facilities with larger load capacity O/R.
2	**TREIBSTOFF/ÖLSORTEN** --- **FUEL/OIL TYPES**	JET A1, AVGAS 100LL / MULTIGRADE AERO-OIL SAE 20W-50
3	**BETANKUNGSMÖGLICHKEITEN** --- **FUELLING FACILITIES/CAPACITY**	verfügbar: ganzjährig 0630 - 2000 Lokalzeit während der Betriebszeiten Außerhalb der Betriebszeiten auf Anfrage mind. 2 Stunden vor Betriebsschluß. --- available: all seasons 0630 - 2000 local time during operational hours Outside operational hours O/R at least 2 hours prior to closing time.
4	**ENTEISUNGSEINRICHTUNGEN** --- **DE-ICING FACILITIES**	2 Enteisungsfahrzeuge; Enteisungsflüssigkeit Typ II --- 2 de-icing trucks; de-icing fluid type II
5	**VERFÜGBARE HALLENRÄUME FÜR FLUGHAFENFREMDE LUFTFAHRZEUGE** --- **HANGAR SPACE FOR VISITING AIRCRAFT**	zur Zeit keine Hangarkapazität verfügbar --- actually no hangar capacity available
6	**REPARATUREINRICHTUNGEN FÜR FLUGHAFENFREMDE LUFTFAHRZEUGE** --- **REPAIR FACILITIES FOR VISITING AIRCRAFT**	In beschränktem Ausmaß möglich bei Tyrolean Airways, Tyrol Air Ambulance, Tyrolean Jet Service und Heli Air --- Available in limited quantity at Tyrolean Airways, Tyrol Air Ambulance, Tyrolean Jet Service and Heli Air
7	**ANMERKUNGEN** --- **REMARKS**	- --- -

LOWI AD 2.5 EINRICHTUNGEN FÜR PASSAGIERE
LOWI AD 2.5 PASSENGER FACILITIES

1	**HOTELS** --- **HOTELS**	in Flughafennähe und Innsbruck Stadt --- near airport and Innsbruck city
2	**RESTAURANTS** --- **RESTAURANTS**	Restaurant, Backshop und Bar im Terminal --- Restaurant, Bakery and Bar in the Terminal
3	**BEFÖRDERUNGSMITTEL** --- **TRANSPORTATION**	Öffentliche Autobuslinie “F“, Taxi, Mietwagendienst --- Public bus line “F“, taxi, rent a car service
4	**MEDIZINISCHE EINRICHTUNGEN** --- **MEDICAL FACILITIES**	Flughafen-Sanitätsstelle, Spitäler (2 NM) --- Airport first aid station, hospitals (2 NM)
5	**BANKEN UND POSTÄMTER** --- **BANK AND POST OFFICE**	Bankomat, Changeomat, Bank (Öffnungszeiten: MON/WED/FRI von 12:00 bis 15:00 Ortszeit) --- Cash Machine, Changeomat, Bank (Opening hours: MON/WED/FRI from 12:00 until 15:00 local time)
6	**TOURISTENINFORMATION** --- **TOURIST OFFICE**	- --- -
7	**ANMERKUNGEN** --- **REMARKS**	Bordverpflegung auf Anfrage 2 Stunden vor Abflug --- Catering O/R 2 hours prior departure

LOWI AD 2.6 RETTUNGS- UND FEUERWEHRDIENSTE
LOWI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**VERFÜGBARE FEUERBEKÄMPFUNGS KATEGORIEN** --- **AD CATEGORY FOR FIRE FIGHTING**	Kategorie 8 (ICAO) --- category 8 (ICAO)
2	**BERGUNGSAUSRÜSTUNG** --- **RESCUE EQUIPMENT**	Kommando- und Bergungsfahrzeuge, Schlauchboot mit Außenbordmotor (40 PS), 3 Lufthebekissen – bis 14000 KG pro Kissen. --- Command and rescue vehicles, raft with outboardmotor (40 PS), 3 air bags - each up to 14000 KG per bag.
3	**MÖGLICHKEITEN ZUR ENTFERNUNG MANÖVRIERUNFÄHIGER LUFTFAHRZEUGE** --- **CAPABILITY FOR REMOVAL OF DISABLED AIRCRAFT**	durch externe Firma bei Bedarf --- on request by external company
4	**ANMERKUNGEN** --- **REMARKS**	- --- -

LOWI AD 2.7 JAHRESZEITLICH BEDINGTE VERFÜGBARKEIT - RÄUMUNG
LOWI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**RÄUMUNGSAUSRÜSTUNG** --- **TYPES OF CLEARING EQUIPMENT**	Ganzjährig Schneepflüge, Schneefräsen, Schneeschleudern, Kehrmaschinen mit Sandstreugerät, Kehrblasgeräte, Harnstoffstreugerät, Luftfahrzeug-Enteisungsgeräte. Flüssigenteisungsgerät für Piste --- All seasons snow ploughs, rotary snow ploughs, snow blowers, sweeping machine with sand spreader, airblast sweepers, urea spreader, aircraft de-icing equipment, liquid de-icing equipment for runway.
2	**VORRANGIGE RÄUMUNGEN** --- **CLEARANCE PRIORITIES**	Piste, Rollweg, Abstellfläche --- Runway, taxiway, apron
3	**ANMERKUNGEN** --- **REMARKS**	- --- -

LOWI AD 2.8 ABSTELLFLÄCHEN, ROLLWEGE UND HÖHENMESSERKONTROLLPOSITION(EN)
LOWI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**OBERFLÄCHE UND TRAGFÄHIGKEIT DER ABSTELLFLÄCHE** --- **APRON SURFACE AND STRENGTH**	Abstellfläche Süd: Oberfläche: Beton Tragfähigkeit: PCN 75/R/A/W/T Abstellfläche Nord: Oberfläche: Bitumen Tragfähigkeit: 2000 KG --- apron south: surface: concrete strength: PCN 75/R/A/W/T apron north: surface: bitumen strength: 2000 KG
2	**BREITE, OBERFLÄCHE UND TRAGFÄHIGKEIT DER ROLLWEGE** --- **TAXIWAY WIDTH, SURFACE AND STRENGTH**	A: Breite/width: 18 M Oberfläche/surface: Bitumen/bitumen Tragfähigkeit/strength: PCN 45/F/A/W/T B: Breite/width: 23 M Oberfläche/surface: Bitumen/bitumen Tragfähigkeit/strength: PCN 68/F/A/W/T Rollweg A und B: 4,5 M breite befestigte Schultern. Taxiway A and B paved shoulders, width: 4,5 M. L: Breite/width: 23 M Oberfläche/surface: Bitumen/bitumen Tragfähigkeit/strength: PCN 45/F/B/W/T Z: Breite/width: 15 M Oberfläche/surface: Bitumen/bitumen Tragfähigkeit/strength: 2000 KG
3	**POSITION(EN) ZUR HÖHENMESSERKONTROLLE UND HÖHE ÜBER MEERESSPIEGEL** --- **ACL LOCATIONS AND ELEVATION**	Abstellfläche - mittlere Ortshöhe über Meeresspiegel 579 M (1900 FT) ODER Schwelle Piste 08 581 M (1907 FT), Schwelle Piste 26 577 M (1894 FT) --- Apron - average elevation 579 M (1900 FT) OR THR RWY 08 581 M (1907 FT), THR RWY 26 577 M (1894 FT)
4	**VOR/INS KONTROLLPUNKTE** --- **VOR/INS CHECKPOINTS**	VOR: NIL INS: NIL --- VOR: NIL INS: NIL
5	**ANMERKUNGEN** --- **REMARKS**	Wendeflächen: Oberfläche: Schwelle Piste 08 Bitumen Schwelle Piste 26 Bitumen Tragfähigkeit: wie Piste --- Turn-around areas: surface: THR RWY 08 bitumen THR RWY 26 bitumen strength: as runway

LOWI AD 2.9 ROLLHILFEN UND KONTROLLSYSTEME UND MARKIERUNGEN
LOWI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**VERWENDUNG VON LUFTFAHRZEUG-STANDPLATZKENNZEICHEN, ROLLEITLINIEN UND OPTISCHEN ANDOCK/PARKFÜHRUNGSSYSTEMEN FÜR LUFTFAHRZEUGSTANDPLÄTZE** --- **USE OF AIRCRAFT STAND ID SIGNS, TWY GUIDE LINES AND VISUAL DOCKING/PARKING GUIDENCE SYSTEM OF AIRCRAFT STANDS**	nicht vorhanden Einwinkerdienst auf Abstellfläche vorgesehen. --- not available Follow-me service on apron provided
2	**PISTEN- UND ROLLWEGMARKIERUNGEN SOWIE BEFEUERUNG** --- **RWY AND TWY MARKINGS AND LIGHTS**	Markierungshilfen: - Pistenkennzahlen - Schwelle Piste 26 und versetzte Schwelle Piste 08 - Pistenmittellinie - Pistenrand - Wendeflächenrand - Aufsetzzone und Festabstand Piste 08 und Piste 26 - Rollwegmittellinien - Rollwegrand - Rollhaltpunkte - Landefläche für Segelflugzeuge weiße Umgrenzungsmarker --- Marking aids: - runway designation numbers - THR RWY 26 and displaced THR RWY 08 - runway centre line - runway edge - edge of turn-around areas - touchdown zones and fixed distance RWY 08 and RWY 26 - taxiway centre lines - taxiway edge - taxi-holding point - landing area for glider white boundary markers
3	**HALTEBALKEN** --- **STOP BARS**	verfügbar; Rollwege A und B. Siehe Flugplatzkarte --- appropriate; taxiway A and B. See Aerodrome chart
4	**ANMERKUNGEN** --- **REMARKS**	**-** --- **-**

LOWI AD 2.10 FLUGPLATZHINDERNISSE
LOWI AD 2.10 AERODROME OBSTACLES

BETROFFENES GEBIET --- **AREA AFFECTED**	**ART DES HINDERNISSES** --- **OBSTACLE TYPE**	**HÖHE ÜBER MSL** --- **ELEVATION**	**MARKIERUNG/ BEFEUERUNG** --- **MARKING/LIGHTS**	**KOORDINATEN** --- **COORDINATES**	**ANMERKUNGEN** --- **REMARKS**
Siehe Flugplatzhinderniskarte / see Aerodrome Obstacle Chart					

LOWI AD 2.11 VERFÜGBARE WETTERINFORMATIONEN
LOWI 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**ZUGEHÖRIGER WETTERDIENST** --- **ASSOCIATED MET OFFICE**	MET OFFICE INNSBRUCK --- MET OFFICE INNSBRUCK
2	**DIENSTSTUNDEN/ WETTERDIENST AUSSERHALB DER DIENSTSTUNDEN** --- **HOURS OF SERVICE/ MET OFFICE OUTSIDE HOURS**	0500 – 2200 (0400 – 2100) / Austro Control GmbH unter der gebührenpflichtigen Telefonnummer 0900 97 9703 (aus Österreich) bzw. 0900 179 1703 (aus Deutschland). --- 0500 – 2200 (0400 – 2100) / Austro Control GmbH via telephone number (charged) 0900 97 9703 (from Austria) and 0900 179 1703 (from Germany).
3	**ZUSTÄNDIGE STELLE FÜR DIE TAF ERSTELLUNG/GÜLTIGKEITSDAUER** --- **OFFICE RESPONSIBLE FOR TAF PREPARATION/ PERIOD OF VALIDITY**	LOWI/24 --- LOWI/24
4	**ART DER LANDEWETTERVORHERSAGE/ AUSGABEINTERVAL** --- **TYPE OF LANDING FORECAST/ INTERVAL OF ISSUANCE**	TREND (TR), während der Öffnungszeiten --- TREND (TR), during operational hours
5	**VERFÜGBARE BERATUNG** --- **BRIEFING/CONSULTATION PROVIDED**	Persönliche Beratung, Telefon, Self briefing --- Personal briefing and consultation, telephone, self briefing
6	**FLUGDOKUMENTATION SPRACHE(N)** --- **FLIGHT DOCUMENTATION LANGUAGE(S) USED**	Deutsch, Englisch --- German, English
7	**KARTEN UND SONSTIGE INFORMATIONEN FÜR BERATUNG UND KONSULTATION VERFÜGBAR** --- **CHARTS AND OTHER INFORMATION AVAILABLE FOR BRIEFING AND CONSULTATION**	Boden- und Höhenwetterkarten, Karten für signifikantes Wetter, weitere Karten für die 'Allgemeine Luftfahrt' --- Surface- and Upper level weather charts, significant weather charts, other charts for General Aviation
8	**ZUSÄTZLICHE AUSRÜSTUNG ZUR VERSORGUNG VON INFORMATIONEN** --- **SUPPLEMENTARY EQUIPMENT AVAILABLE FOR PROVIDING INFORMATION**	Wetterradar- und Satellitenbildinformation WXR/APT, Radiosonde, Blitzdaten --- Weatherradar and satelliteinformation WXR/APT, radiosonde, lightning detection
9	**BEREITSTELLUNG DER INFORMATIONEN AN ATS STELLEN** --- **ATS UNITS PROVIDED WITH INFORMATION**	Turm, Anflugkontrolle --- Tower, approach control unit
10	**ZUSÄTZLICHE INFORMATIONEN (VERRINGERUNG DES DIENSTES etc.)** --- **ADDITIONAL INFORMATION (LIMITATION OF SERVICE, etc,)**	Verlängerung bei Bedarf --- Extension on request

LOWI AD 2.12 ÄUSSERE PISTENMERKMALE
LOWI AD 2.12 RWY PHYSICAL CHARACTERISTICS

KENNZAHL DESIGNATION RWY NR	PISTEN-RICHTUNG TRUE BRG GEO	MASSE (M) DIMENSIONS (M)	TRAGFÄHIGKEIT (PCN)/ OBERFLÄCHE DER PISTE UND STOPPFLÄCHE STRENGTH (PCN) AND SURFACE OF RWY AND SWY	SCHWELLEN-KOORDINATEN THR COORDINATES	SCHWELLENHÖHE ÜBER MSL (M) THR ELEVATION (M)
1	2	3	4	5	6
08	081	2000 x 45	PCN 75/F/A/W/T Asphalt/asphalt	N 47 15 32.20 E 011 19 56.14	581 M Geoid undulation: 49 M/161 FT
26	261	2000 x 45	PCN 75/F/A/W/T Asphalt/asphalt	N 47 15 41.83 E 011 21 25.26	577 M Geoid undulation: 49 M/161 FT

NEIGUNG DER PISTE UND STOPPFLÄCHE SLOPE OF RWY AND SWY	AUSMASS DER STOPPFLÄCHE (M) SWY DIMENSIONS (M)	AUSMASS DER FREIFLÄCHE (M) CWY DIMENSIONS (M)	AUSMASS DES SICHERHEITSSTREIFENS (M) STRIP DIMENSIONS (M)	HINDERNISFREIE ZONE OFZ
7	8	9	10	11
			2120 x 300	siehe dazugehörige Hinderniskarte
			2120 x 300	see relevant obstacle chart

ANMERKUNGEN
REMARKS

12

- Schwelle Piste 08 um 103 M pisteneinwärts versetzt.
  THR RWY 08 displaced 103 M runway inward.

- Entlang der Pistenränder 7,5 M breite befestigte Schultern.
  Along runway edges paved shoulders, width 7,5 M.

- Längsneigung der Pisten, Stopp- und Freiflächen. Siehe Flugplatzhinderniskarte, Typ A
  Longitudinal profiles of runways, stopways and clearways. See aerodrome obstacle chart, type A

LOWI AD 2.13 VERFÜGBARE STRECKEN
LOWI AD 2.13 DECLARED DISTANCES

PISTENBEZEICHNUNG RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	ANMERKUNGEN REMARKS
1	2	3	4	5	6
08	2000 M	2000 M	2000 M	1897 M	
26	1940 M	2000 M	1940 M	1940 M	

LOWI AD 2.14 ANFLUG- UND PISTENBEFEUERUNG
LOWI AD 2.14 APPROACH AND RUNWAY LIGHTING

	R W Y 08	
2	ART, LÄNGE UND STÄRKE DER ANFLUGBEFEUERUNG TYPE, LENGTH AND INTENSITY OF APP LIGHTING SYSTEM	nicht verfügbar not available
3	BEFEUERUNG DER PISTENSCHWELLE, FARBE UND AUSSENBALKEN RWY THR LIGHTS, COLOUR AND WING BARS	grün (versetzte Schwelle Piste 08 Außenbalken) green (displaced THR RWY 08 wing bars)
4	ART DES GLEITWINKELBEFEUERUNGSSYSTEMS TYPE OF VISUAL APP SLOPE INDICATOR SYSTEM	PAPI, bestehend aus 4 Einheiten links und rechts der Piste 08 Gleitwinkel 3,5°, MEHT über der Schwelle Piste 08: 50,4 FT, in 5 Stufen regelbar PAPI, consisting of 4 units left and right of RWY 08, glide angle 3,5°, MEHT over THR RWY 08: 50,4 FT, adjustable in 5 stages
5	ART UND LÄNGE DER PISTENAUFSETZZONENBEFEUERUNG TYPE AND LENGTH OF RWY TOUCHDOWN ZONE LIGHTS	NIL NIL
6	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENMITTELLINIENBEFEUERUNG LENGTH, SPACING, COLOUR AND INTENSITY OF RWY CENTRE LINE LIGHTS	weiß bis 900 M vor Pistenende; weiß/rot von 900 M bis 300 M vor Pistenende; rot auf den letzten 300 M der Piste; Feuerabstand: 15 M. white to 900 M before runway end; white/red from 900 M to 300 M before runway end; red on the last 300 M of runway; distance between lights: 15 M.
7	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENRANDBEFEUERUNG LENGTH, SPACING, COLOUR AND INTENSITY OF RWY EDGE LIGHTS	2000 M / 60 M / weiß; von versetzter Schwelle Piste 08 pistenauswärts rot - pisteneinwärts weiß 2000 M / 60 M / white; from displaced THR RWY 08 runway outward red - runway inward white
8	FARBE DER PISTENENDBEFEUERUNG UND AUSSENBALKEN COLOUR OF RWY END LIGHTS AND WING BARS	rot red
9	LÄNGE UND FARBE DER STOPPFLÄCHENBEFEUERUNG LENGTH AND COLOUR OF STOPWAY LIGHTS	- -
10	ANMERKUNGEN REMARKS	Pistenbefeuerung: gerichtete Hochleistungsfeuer in 5 Stufen regelbar Runway lighting: directional high intensity lights adjustable in 5 stages

		R W Y 26
2	**ART, LÄNGE UND STÄRKE DER ANFLUGBEFEUERUNG** --- **TYPE, LENGTH AND INTENSITY OF APP LIGHTING SYSTEM**	Präzisionsanflugbefeuerung mit Blitzfeuern (ICAO-Standard, Kategorie I) in 5 Stufen regelbar, 600 M lang, zusätzlich 20 weiße Blitzfeuer ab 4900 M bis 600 M vor Schwelle Piste 26. --- Precision approach lighting system with flashing lights (ICAO-standard, category I) adjustable in 5 stages, length 600 M, in addition 20 white flashing lights from 4900 M up to 600 M before THR RWY 26.
3	**BEFEUERUNG DER PISTENSCHWELLE, FARBE UND AUSSENBALKEN** --- **RWY THR LIGHTS, COLOUR AND WING BARS**	grün --- green
4	**ART DES GLEITWINKELBEFEUERUNGSSYSTEMS** --- **TYPE OF VISUAL APP SLOPE INDICATOR SYSTEM**	PAPI, bestehend aus 4 Einheiten links und rechts der Piste 26, Gleitwinkel 3,5°, MEHT über der Schwelle Piste 26: 50,4 FT, in 5 Stufen regelbar --- PAPI, consisting of 4 units left and right of RWY 26, glide angle 3,5°, MEHT over THR RWY 26: 50,4 FT, adjustable in 5 stages
5	**ART UND LÄNGE DER PISTENAUFSETZZONENBEFEUERUNG** --- **TYPE AND LENGTH OF RWY TOUCHDOWN ZONE LIGHTS**	NIL --- NIL
6	**LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENMITTELLINIENBEFEUERUNG** --- **LENGTH, SPACING, COLOUR AND INTENSITY OF RWY CENTRE LINE LIGHTS**	weiß bis 840 M vor Ende der LDA/TORA/ASDA bei 1940 M; weiß/rot von 840 M bis 240 M vor Ende der LDA/TORA/ASDA bei 1940 M; rot auf den letzten 240 M vor Ende der LDA/TORA/ASDA bei 1940 M; Feuerabstand: 15 M. --- white to 840 M before end of LDA/TORA/ASDA at 1940 M; white/red from 840 M to 240 M before end of LDA/TORA/ASDA at 1940 M; red on the last 240 M before end of LDA/TORA/ASDA at 1940 M; distance between lights: 15 M.
7	**LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENRANDBEFEUERUNG** --- **LENGTH, SPACING, COLOUR AND INTENSITY OF RWY EDGE LIGHTS**	2000 M / 60 M; weiß (Hochleistungsfeuer) --- 2000 M / 60 M; white (high intensity lights)
8	**FARBE DER PISTENENDBEFEUERUNG UND AUSSENBALKEN** --- **COLOUR OF RWY END LIGHTS AND WING BARS**	rot; am physischen Ende der Piste bei 2000 M --- red; at physical end of RWY at 2000 M
9	**LÄNGE UND FARBE DER STOPPFLÄCHEN-BEFEUERUNG** --- **LENGTH AND COLOUR OF STOPWAY LIGHTS**	- --- -
10	**ANMERKUNGEN** --- **REMARKS**	Anflugbefeuerung: Präzisionsanflugbefeuerung nur teilweise sichtbar im Bereich von 600 M bis 570 M vor Schwelle Piste 26; Präzisionsanflugbefeuerung uneingeschränkt sichtbar von 540 M vor der Schwelle Piste 26 in Richtung Schwelle Piste 26. Pistenbefeuerung: gerichtete Hochleistungsfeuer in 5 Stufen regelbar --- Approach lighting: Precision approach lighting only partly visible between 600 M and 570 M before THR RWY 26; Precision approach lighting is fully visible from 540 M before THR RWY 26 toward the THR RWY 26. Runway lighting: directional high intensity lights adjustable in 5 stages

LOWI AD 2.15 SONSTIGE BEFEUERUNG, NOTSTROMVERSORGUNG
LOWI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN STANDORT, EIGENSCHAFTEN UND BETRIEBSZEIT** --- **ABN/IBN LOCATION, CHARACTERISTICS AND HOURS OF OPERATION**	nicht vorhanden --- not available
2	**LDI STANDORT UND BEFEUERUNG, ANEMOMETER STANDORT UND BEFEUERUNG** --- **LDI LOCATION AND LGT ANEMOMETER LOCATION AND LIGHT**	LDI: 150 M südlich der Pistenmittellinie, 700 M westlich der Schwelle Piste 26 Anemometer: siehe Karte --- LDI: 150 M south of RCL, 700 M west of THR RWY 26 Anemometer: see chart
3	**ROLLWEGRAND- UND MITTELLINIENBEFEUERUNG** --- **TAXIWAY EDGE AND CENTRE LINE LIGHTS**	Rollwegrand: blau (Niederleistungsfeuer); Rollweg A und B Rollwegmittellinie: - Rollhalt: rot (Niederleistungsfeuer); Rollweg A, B und Z --- Taxiway edge: blue (Low intensity lights); taxiway A and B Taxiway centre line:- Holding point: red (Low intensity lights); taxiway A, B and Z
4	**NOTSTROMVERSORGUNG/UMSCHALTZEITEN** --- **SECONDARY POWER SUPPLY/SWITCH-OVER TIME**	Notstromversorgung gemäß ICAO Annex 14, Kapitel 8, Punkt 8.1.3, maximale Umschaltzeit unter 15 Sekunden. Für IFR-Flüge wird die Umschaltzeit der Notstromanlage zur Lastübernahme für die Flugplatzbefeuerung auf 1 Sekunde reduziert, wenn die Bodensicht weniger als 1500 M beträgt. --- Secondary power supply according to ICAO annex 14, chapter 8, item 8.1.3, maximum switch-over time 15 seconds. For IFR flights the switch-over time of the secondary power supply for automatic connexion to aerodrome lighting will be reduced to 1 second if the ground visibility is less than 1500 M.
5	**ANMERKUNGEN** --- **REMARKS**	Abstellfläche: blaue Randfeuer (Niederleistungsfeuer) und Scheinwerfer Wendeflächen: blaue Randfeuer (Niederleistungsfeuer) --- Apron: blue edge lights (low intensity lights) and floodlights Turn-around areas: blue edge lights (low intensity lights)

LOWI AD 2.16 HUBSCHRAUBERLANDEFLÄCHE
LOWI AD 2.16 HELICOPTER LANDING AREA

NIL

LOWI AD 2.17 ATS LUFTRAUM
LOWI AD 2.17 ATS AIRSPACE

1	**BEZEICHNUNG UND SEITLICHE BEGRENZUNG** --- **DESIGNATION AND LATERAL LIMITS**	CTR LOWI 47 25 00.0000N 011 44 20.0000E - 47 23 40.0000N 011 45 04.0000E - 47 23 04.0000N 011 45 27.0000E - 47 18 20.0000N 011 48 10.0000E - 47 12 30.0000N 011 26 45.0000E - 47 11 15.0000N 011 22 10.0000E - 47 07 55.0000N 011 10 05.0000E - 47 10 40.0000N 011 00 45.0000E - 47 15 12.0000N 011 02 40.0000E - 47 15 48.0000N 011 00 50.0000E - 47 18 09.0000N 011 00 06.0000E - 47 19 17.0000N 011 01 25.0000E - 47 19 30.0000N 011 04 30.0000E - 47 17 23.0000N 011 13 14.0000E - 47 25 00.0000N 011 44 20.0000E
2	**HÖHENBEGRENZUNG** --- **VERTICAL LIMITS**	GND - 7000 FT AMSL
3	**LUFTRAUMKLASSIFIZIERUNG** --- **AIRSPACE CLASSIFICATION**	D
4	**RUFZEICHEN DER FLUGVERKEHRSDIENSTSTELLE SPRACHE(N)** --- **ATS UNIT CALL SIGN LANGUAGE(S)**	INNSBRUCK TURM - Englisch, Deutsch --- INNSBRUCK TOWER - English, German
5	**ÜBERGANGSHÖHE** --- **TRANSITION ALTITUDE**	wird von der Flugverkehrskontrollstelle angewiesen --- as instructed by ATC
6	**BETRIEBSZEITEN** --- **HOURS OF APPLICABILITY**	H24
7	**ANMERKUNGEN** --- **REMARKS**	Aufgrund von erheblichen Unterschieden in der MRVA wird keine Übergangshöhe festgelegt. Abfliegende Luftfahrzeuge sollen von einer Übergangshöhe von 10000 FT AMSL ausgehen. --- Due to significant differences in the MRVA no transition altitude is determined. Departing aircraft shall consider 10000 FT AMSL as transition altitude to change from altitude to Flight level.

LOWI AD 2.18 ATS FERNMELDEEINRICHTUNGEN
LOWI AD 2.18 ATS COMMUNICATION FACILITIES

DIENSTE BEZEICHNUNG --- **SERVICE DESIGNATION**	**RUFZEICHEN** --- **CALL SIGN**	**FREQUENZ** --- **FREQUENCY**	**DIENSTSTUNDEN** --- **HOURS OF OPERATION**	**ANMERKUNGEN** --- **REMARKS**
1	2	3	4	5
APP	INNSBRUCK RADAR	119.275 MHZ	0445 – 2215 (0345 – 2115)	[1] Aktuelle ATIS Information auch über Telefon abrufbar: +43 (0)5 1703 / 6631 / Actual ATIS also available via phone: +43 (0)5 1703 / 6631 [2] Außerhalb der Dienststunden der Flugverkehrsdienste wird die automatisch generierte ATIS Aussendung nicht überprüft / No verification of automatic generated ATIS broadcast outside the hours of operation of ATS Während der gesetzlichen Sommerzeit siehe GEN 2.1 / During legal summer time see GEN 2.1
TWR	INNSBRUCK TURM / TOWER	120.100 MHZ	0445 – 2215 (0345 – 2115)	
ATIS	INNSBRUCK INFORMATION [1]	126.025 MHZ	H24 [2]	
NOTFREQUENZ FÜR ALLE DIENSTE --- EMERGENCY FREQUENCY FOR ALL SERVICES		121.500 MHZ	0445 – 2215 (0345 – 2115)	

LOWI AD 2.19 FUNKNAVIGATIONS- UND LANDEHILFEN
LOWI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

ART DER HILFE (VAR) TYPE OF AID (VAR)	KENNUNG IDENT	FREQUENZ FREQUENCY	DIENSTSTUNDEN HOURS OF OPERATION	KOORDINATEN COORDINATES	ELEV (ADRIA) DME ANTENNA	ANMERKUNGEN REMARKS
1	2	3	4	5	6	7
NDB (3°E / JAN 2017)	INN	420 KHZ	H24	N47 13 48.03 E011 24 06.75		Reichweite/range 40NM.
NDB (3°E / JAN 2017)	RTT	303 KHZ	H24	N47 25 51.32 E011 56 24.19		Reichweite/range 40NM.
L (3°E / JAN 2017)	AB	313 KHZ	H24	N47 17 18.74 E011 30 06.03		Reichweite/range 25NM.
LOC (3°E / JAN 2017)	OEV	111.10 MHZ	H24	N47 15 30.84 E011 20 26.22		LOC course 255° MAG.
DME	OEV	CH48X	H24	N47 15 35.48 E011 21 12.73	1915FT/583.8M	Co-located with GP antenna.
GP	OEV	331.70 MHZ	H24	N47 15 36.33 E011 21 12.78		GP 3.77°.
LOC Frontbeam (3°E / JAN 2017)	OEJ	109.70 MHZ	H24	N47 18 52.29 E011 36 08.46		LOC course: Frontbeam 066° MAG; LOC located APRX 9NM ENE of AD offset from RCL.
LOC Backbeam (3°E / JAN 2017)	OEJ	109.70 MHZ	H24	N47 18 52.50 E011 36 09.26		LOC course: Backbeam 064° MAG; LOC located APRX 9NM ENE of AD offset from RCL.
DME	OEJ	CH34X	H24	N47 18 52.21 E011 36 08.72	2767FT/843.5M	Co-located with LOC antenna.
DME	PAT	CH57X	H24	N47 12 30.86 E011 27 36.93	7368FT/2245.7M	Bereich/coverage 60NM/FL500.
RSR/MSSR			H24	N48 28 15.09 E013 41 07.15		RSR/MSSR West: 140NM/46000FT; SSR modes A und/and C. Wegen fehlender Primärradarinformationen stehen Verkehrsinformationen, die mittels Radar erstellt werden, nur beschränkt zur Verfügung. Radar derived collision hazard information is limited due to lack of primary information.

LOWI AD 2.20 BESONDERE LOKALE VERFAHREN (IFR UND VFR)
LOWI AD 2.20 SPECIAL LOCAL PROCEDURES (IFR AND VFR)

1. <u>Örtliche Flugbeschränkungen:</u>

a) Verfahren für Sichtflüge in der CTR LOWI (siehe AD 2.22;
b) Segelflugbetrieb zulässig (siehe AD 2.22);
c) Flugbetrieb mit Ultraleichtluftfahrzeugen ist auf dem Flugplatz Innsbruck **NICHT** zulässig;
d) Fallschirmspringerlandungen im Bereich des Flugplatzareals sind gestattet;
e) Para- und Hängegleiterbetrieb in der CTR LOWI ist grundsätzlich **NICHT** zugelassen;
f) - Die tägliche Betriebszeit des Flughafens Innsbruck ist 0630 Uhr Ortszeit bis 2000 Uhr Ortszeit.
- Für gewerbsmäßige Flüge, die von Luftbeförderungsunternehmen gemäß §§ 102 ff Luftfahrtgesetz und von ausländischen Luftbeförderungsunternehmen gemäß § 114 Luftfahrtgesetz mit Propeller- und Turbopropflugzeugen, welche den Gesamtlärmpegel einer Dash 8 nicht überschreiten, durchgeführt werden, gilt eine Betriebszeit von 0600 Uhr Ortszeit bis 2300 Uhr Ortszeit, wobei zwischen 2200 Uhr Ortszeit und 2300 Uhr Ortszeit nur Landungen gestattet sind.
- Für gewerbsmäßige Flüge, die von Luftbeförderungsunternehmen gemäß §§ 102 ff Luftfahrtgesetz und von ausländischen Luftbeförderungsunternehmen gemäß § 114 Luftfahrtgesetz mit Strahlflugzeugen durchgeführt werden, deren Landelärmpegel geringer ist als der Landelärmpegel einer Dash 8, sind zwischen 2000 Uhr Ortszeit und 2300 Uhr Ortszeit Landungen gestattet.
- Für Rettungs-, Ambulanz- und Katastropheneinsätze mit lärmarmen Luftfahrzeugen gemäß ICAO Annex 16, Kapitel III, und mit Hubschraubern, gilt eine Betriebszeit analog Punkt 2.

1. <u>Local Flying Restrictions:</u>

a) Procedure for VFR flight within CTR LOWI (see AD 2.22);
b) Glider flying permitted (see AD 2.22);
c) operation of ultra lights at Innsbruck aerodrome is **NOT** permitted;
d) parachute landings at Innsbruck aerodrome are permitted;
e) Para- and hanggliding within CTR LOWI basically **NOT** permitted;
f) - Daily operational hours of aerodrome Innsbruck 0630 until 2000 local time.
- For commercial flights, executed by air carriers according to §§ 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign air carriers according to § 114 "Luftfahrtgesetz" (air navigation law), with prop and turbo-prop aircraft, which do not exceed the maximum noise level of a Dash 8, operational hours are valid from 0600 until 2300 local time, but between 2200 and 2300 local time only arrivals are granted.
- For commercial flights, executed by air carriers according to §§ 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign air carriers according to § 114 "Luftfahrtgesetz" (air navigation law), with jet-propelled aircraft, that maximum noise level is less than the maximum noise level of a Dash 8, arrivals are granted between 2000 and 2300 local time.
- For rescue-, ambulance- and catastrophe operations with noise reduced aircraft according to ICAO-Annex 16, chapter III, and with helicopters operational hours are valid analogous to item 2.

g) Rollweg Z grundsätzlich nur für Luftfahrzeuge bis 2000 KG;

h) aus Lärmschutzgründen sind die verlautbarten Sichtflugstrecken einzuhalten, soweit nicht ATC-Freigaben andere Flugwege vorschreiben.

- Die Mittagsruhe wird Montag bis Samstag für die Zeit von 1230 Uhr Ortszeit bis 1400 Uhr Ortszeit festgelegt;
- An Sonn- und Feiertagen wird die Mittagsruhe von 1230 Uhr Ortszeit bis 1500 Uhr Ortszeit festgelegt.

In der Zeit der Mittagsruhe sind Platzflüge, Schulungsflüge mit einer Dauer von weniger als 20 Minuten, Starts zu Rundflügen mit einer Dauer von weniger als 20 Minuten, Absetzflüge für Fallschirmspringer; Schleppflüge; ausgenommen Segelflugleistungsflüge über eine Distanz von mehr als 100 KM **NICHT** gestattet.
An Sonn- und Feiertagen sind Platzflüge sowie Schleppflüge ab 1500 Uhr nur zulässig, soferne das Luftfahrzeug einen Schallpegel von höchstens 70 db(A) aufweist.
Zu Allerheiligen (1. November) sind ausnahmslos Schulflüge, Platzflüge, Schleppflüge sowie Starts zu Rundflügen unter 20 Minuten verboten.

Motorkunstflüge im Platzrundenbereich sind untersagt.

→

g) taxiway Z basically to be used by aircraft up to 2000 KG;

h) for reasons of noise abatement, flights shall proceed strictly along the published VFR routes as far as ATC instructions do not require other flight routes.

- The midday rest is determined from 1230 until 1400 local time on Monday to Saturday.
- On Sunday and legal holidays the midday rest is determined from 1230 until 1500 local time.

In the time of the midday rest local flights, training flights with a duration of less than 20 minutes, departures to sight-seeing flights with a duration of less than 20 minutes, flights for parachute descents and aero tow flights are **NOT** permitted except glider flying over a distance of more than 100 KM.
On Sunday and legal holidays local flights and aero tow flights beginning from 1500 local time are only permitted if the sound power level of aircraft is not exceeding 70 db(A).
On All Saints´Day (1st November) training flights, local flights, aero tow flights and departures for sight seeing flights with a duration of less than 20 minutes are not permitted.
Motor acrobatic flights in the aerodrome circuit area are not allowed.

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LOWI AD 2.21 VERFAHREN ZUR LÄRMVERMEIDUNG
LOWI AD 2.21 NOISE ABATEMENT PROCEDURES

Allgemeines siehe AD 1.1

1. Vorzugsweise Pistenrichtung
Zwecks Minderung des Fluglärms sollen einmotorige Flächenflugzeuge mit Kolbentriebwerk bis zu einem höchstzulässigen Abfluggewicht von 5700 KG im Sichtflugverkehr vorzugsweise auf der Piste 08 landen und von Piste 26 starten.

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.

General see AD 1.1

1. Preferential runway system
To minimize noise VFR flights executed with single piston engine aeroplane (maximum certificated take-off weight 5700 KG) shall preferably land on RWY 08 and take-off from RWY 26.

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.

LOWI AD 2.22 FLUGVERFAHREN
LOWI AD 2.22 FLIGHT PROCEDURES

1. Radargeführte Anflüge innerhalb der Innsbruck Area

Innerhalb der Innsbruck Area werden - soweit erforderlich - Luftfahrzeuge im Instrumentenflug während der Betriebszeiten der jeweiligen Radar-Anflugkontrollstelle (siehe LOWI AD 2.18) bis zum Endanflug eines verlautbarten Anflugverfahrens radargeführt und radarüberwacht. Im Inntal wird der Radardienst mit Hilfe von "Multilateration" (MLAT) gem. ICAO Doc 4444 durchgeführt. 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 angewandt.

1. Radar service within Innsbruck area

Within the Innsbruck Area during the operational hours of the radar approach unit (see LOWI AD 2.18) IFR flights will be - if necessary - radar vectored and sequenced to the final approach track of published approach procedure and radar monitored. In the Inn Valley radar service is provided by "Multilateration" (MLAT) sensors according ICAO Doc 4444.
When aircraft are vectored within initial and intermediate approach segment the minimum flight altitude applied considers obstacles within 3 NM on either side of the track.

2. Verfahren für VFR Flüge in der CTR LOWI

(Siehe Sichtflugkarte 1 : 250 000 LOWI AD 2.24-9)

2.1 Allgemeines

Für alle Flüge in der CTR wird die Führung eines Transponders (Mode C) dringend empfohlen.

2.2 Anflüge

a) Flughöhen entlang der Sichtflugstrecken/ Direktroutings werden von TWR/APP aufgetragen.
Die Einflugstrecken enden in der jeweiligen Warterunde. Für den weiteren Anflug warten Sie in den Warterunden MIKE 2 (4000 FT MSL), SIERRA (5000 FT MSL), WHISKEY 2 (3500 FT MSL) oder NOVEMBER 2 (5500 FT MSL) auf Freigaben, falls Sie nicht bereits vorher eine Anflug-, Lande- oder anderweitige Freigabe erhalten haben.

b) Fällt die Sprechfunkverbindung vor Erhalt der Einflugfreigabe aus, ist auf einen nichtkontrollierten Flugplatz auszuweichen.

c) Bei Ausfall der Sprechfunkverbindung nach Erhalt der Einflugfreigabe, ist der Flug entsprechend der erhaltenen Freigabe durchzuführen und der Transponder auf A 7600 zu schalten.

2. Procedures for VFR flights within CTR LOWI

(See VFR chart 1 : 250 000 LOWI AD 2.24-9)

2.1 General

For all flights within CTR a functioning Transponder (Mode C) is strongly recommended.

2.2 Approaches

a) Altitudes along the VFR-Routes/direct routes are instructed by ATC.
Entry routes end in the respective holding pattern. For further approach hold in the holding pattern MIKE 2 (4000 FT MSL), SIERRA (5000 FT MSL), WHISKEY 2 (3500 FT MSL) or NOVEMBER 2 (5500 FT MSL) and wait for further clearance unless an approach, landing or other clearance has been already received previously.

b) In case of radio communication failure prior having received an entry clearance, divert to an uncontrolled aerodrome.

c) In case of radio communication failure after having received an entry clearance, the pilot shall continue the flight according to the received clearance and squawk A 7600.

Wurde der Flug nur bis zur Warterunde MIKE 2, SIERRA, WHISKEY 2 oder NOVEMBER 2 freigegeben, so ist bei:
- Warterunde MIKE 2 und SIERRA sofort und unter Einhaltung der Mindestflughöhe auf 3000 (-) FT MSL zu sinken und der Flug entlang der Autobahn bis südlich des Turms fortzuführen und dort auf Lichtzeichen zu warten
- Warterunde WHISKEY 2 und NOVEMBER 2 sofort und unter Einhaltung der Mindestflughöhe auf 3000 (-) FT MSL zu sinken und der Flug entlang des Berghanges der nördlichen Talseite (Flugrichtung LOWI – linke Talseite) bis nördlich des Turms fortzuführen und dort auf Lichtzeichen zu warten.

Achtung: möglicher Segelflugverkehr nördlich des Platzes.

d) Bei Föhnwetterlagen wird von einem NORDO Anflug abgeraten.

If the clearance was issued only until holding MIKE 2, SIERRA, WHISKEY 2 or NOVEMBER 2 the pilot shall in case of holding:
- MIKE 2 and SIERRA descend without delay to 3000 (-) FT MSL in compliance with the minimum flight altitudes and proceed along the highway to a position south of control-TWR and await light signals
- WHISKEY 2 and NOVEMBER 2 descend without delay to 3000 (-) FT MSL in compliance with the minimum flight altitudes and proceed along the mountainslopes in the northern part of the Inn-valley (proceeding in direction LOWI on the left side of the Inn-valley) to a position north of the control-TWR and await light signals.

Attention: possible glider flying traffic north of the aerodrome.

d) During FOEHN conditions it is dissuaded to execute a NORDO approach.

2.3 Abflüge

2.3.1. Das verbaute Stadtgebiet sowie der Überflug des Krankenhauses (Klinik) ist zu meiden. Wenn immer möglich ist eine Route südlich der Stadt entlang der Autobahn zu wählen.

2.3.2. Bei starken Föhnlagen ist, aus Sicherheitsgründen, die Stadt nördlich zu umfliegen (starke Abwinde südlich der Stadt!).

2.3.3. Abflüge Piste 26

a) Abflüge nach SIERRA oder MIKE 3:
Nach dem Überfliegen des Flusses Inn Rechtskurve nach GOLF. Wenn nicht anders angewiesen, machen sie die Linkskurve nach SIERRA oder MIKE 3 nicht unter 3000 FT MSL.

b) Abflüge nach WHISKEY 1 oder NOVEMBER 1:
Nach dem Überfliegen des Flusses Inn Rechtskurve nach GOLF und WHISKEY 2.

2.3.4. Abflüge Piste 08

a) Abflüge nach SIERRA oder MIKE 3:
Nach dem Abflug Rechtskurve nach SIERRA oder MIKE 3.

b) Abflüge nach WHISKEY 1 oder NOVEMBER 1:
Nach Erreichen einer sicheren Höhe Rechtskurve nach INDIA und WHISKEY 2.

2.3 Departures

2.3.1. For noise abatement reasons departures shall avoid the built up area of the city as well as the hospital. If possible, departures shall be executed south of Innsbruck along the highway.

2.3.2. During FOEHN conditions pilots shall proceed north of the city (severe downdraughts south of the city!)

2.3.3. Departures runway 26

a) Departures to SIERRA or MIKE 3:
After passing the river Inn turn right inbound to GOLF. No left turn to SIERRA or MIKE 3 below 3000 FT MSL unless otherwise instructed.

b) Departures to WHISKEY 1 or NOVEMBER 1:
After passing the river Inn turn right inbound to GOLF and WHISKEY 2.

2.3.4. Departures runway 08

a) Departures to SIERRA or MIKE 3:
After departure turn right inbound to SIERRA or MIKE 3.

b) Departures to WHISKEY 1 or NOVEMBER 1:
When reaching safe altitude turn right inbound to INDIA and WHISKEY 2.

2.4 Transitflüge

a) Flüge die das Inntal im Bereich der CTR LOWI bzw. TMA LOWI 1-5 durchfliegen oder überfliegen benötigen eine entsprechende Freigabe durch Innsbruck APP (119,275 MHZ) oder Innsbruck TWR (120,100 MHZ).
Im Interesse der Sicherheit sollten aber auch alle Transitflüge, die außerhalb der CTR LOWI bzw. unterhalb der TMA LOWI 1-5 das Inntal queren mit Innsbruck APP (119,275 MHZ) oder Innsbruck TWR (120,100 MHZ) Funkkontakt aufnehmen.

b) Transitflüge werden normalerweise entlang der verlautbarten Sichtflugstrecken freigegeben. TWR 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.).

2.4 Transitflights

a) Flights crossing or proceeding along the Inn valley in the area of the CTR LOWI or TMA LOWI 1-5 are subject to a clearance from Innsbruck APP (119,275 MHZ) or Innsbruck TWR (120,100 MHZ).
In the interest of safety also all other transit flights crossing the Inn valley outside the CTR LOWI or below TMA LOWI 1-5 should contact Innsbruck APP (119,275 MHZ) or Innsbruck TWR (120,100 MHZ).

b) Transitflights will normally be cleared along the published routes. Depending on traffic situation TWR may, however, instruct 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.).

2.5 NORDO Flüge

a) 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.

b) NORDO-Transitflüge sind nicht zulässig.

2.5 NORDO Flights

a) 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.

b) NORDO-transitflights are not permitted.

2.6 Segelflugbetrieb

2.6.1 Auf dem Flugplatz Innsbruck ist Segelflugbetrieb zulässig, soweit die Bodensicht mindestens 5 KM beträgt und die Hauptwolkenuntergrenze nicht unter 450 M (1500 FT) liegt.
Erfolgt der Start der Segelflugzeuge mittels Windenschlepp, so werden maximal zwei Winden und vier Segelflugzeuge im Abstand von mindestens 100 M parallel zur Pistenmittellinie 08/26 aufgestellt.
Ein gleichzeitiger Flugbetrieb auf der befestigten Piste 08/26 und Windenschleppstarts finden nicht statt.
Piloten von an- und abfliegenden IFR-Flügen werden vor Erteilung einer Anflugfreigabe bzw. einer Anlaßzustimmung über die vorgenannten Hindernisse informiert.

2.6.2 Temporäre zivile Luftraumreservierungen (TRA) – TRA LOWI L und TRA LOWI C

a) Vor Aufnahme des Segelflugbetriebes in Innsbruck ist in jedem Fall die Zustimmung des Flugplatzbetriebsleiters einzuholen. Vor Einflug in die TRA LOWI C ist eine Zustimmung von TWR einzuholen.

b) Segelschleppflüge sind nur mit Sprechfunkverbindung und nur von der befestigten Piste aus zulässig.

c) TRA LOWI L ist nur für Start und Landung am Segelfluggelände Innsbruck zulässig. Die lokal aufgetragenen Verfahren sind unbedingt einzuhalten.

d) Solange über ATIS (FREQ 126,02 MHZ) die Aktivierung der TRA LOWI C ausgestrahlt wird, ist der Ein-, Aus- und Durchflug für TRA LOWI C ohne separate Zustimmung von TWR Innsbruck zulässig.

2.6 Glider Flying

2.6.1 Glider flying at Innsbruck airport is permitted down to a ground visibility of 5 KM and a ceiling of 450 M (1500 FT).

When winch-launchings are executed, two winches and not more than four gliders will be parked in the northern part of the safety strip of runway 08/26 at a distance of at least 100 M parallel to the runway centre line.
Simultaneous flight operations on paved runway 08/26 and winch launchings are not executed.
Pilots of arriving and departing IFR flights will be informed by ATC about existing obstacles prior to landing or start-up clearance.

2.6.2 Temporary reserved airspaces (TRA) - TRA LOWI L and TRA LOWI C

a) Initiation of glider operation in Innsbruck is subject to approval from the arodrome operator. Prior entering the TRA LOWI C approval from TWR has to be received.

b) Glider towing is permitted only with radio communication and using the concrete RWY.

c) TRA LOWI L is available only for departure and landing at the glider site Innsbruck. The local procedures and regulations have to be strictly observed.

d) As long as the activation of TRA LOWI C is transmitted via ATIS (FREQ 126,02 MHZ) no separate approval by TWR Innsbruck for entering, leaving or crossing of TRA LOWI C is necessary.

2.7 Hänge- und Paragleiterbetrieb

Hänge- und Paragleiterbetrieb ist in der CTR LOWI nicht zulässig

2.7 Hang- and Paragliding

Hang- and paragliding within CTR LOWI is not permitted.

2.8 Fallschirmsprungbetrieb

Vor Aufnahme des Fallschirmsprungbetriebes innerhalb des Flughafenareals ist in jedem Fall die Zustimmung des Flugplatzbetriebsleiters einzuholen.

2.8 Parachute Jumping

Initiation of parachute jumping operation on the premises of Innsbruck airport is subject to approval from the aerodrome operator.

2.9 Föhn

Bei Föhnlagen (Bodenwind 100° - 180°, Windgeschwindigkeit 15 - 25 KT, Böen von 30 - 50 KT) ist mit starker Turbulenz, verbunden mit horizontalen Windscherungen und starken Abwinden, in allen Flughöhen und innerhalb des gesamten Inntales zu rechnen.
Um längere Flüge in starker Turbulenz zu vermeiden, wird empfohlen, An- und Abflüge in großer Höhe und entlang der Nordseite des Inntales durchzuführen.

Achtung:	Erhöhte Segelflugtätigkeit innerhalb des Segelfluggebietes, sowie andere Luftfahrzeuge auf Gegenkurs.

Bei Anflügen aus dem Osten und Süden sollte der Flughafen nicht unter 5000 FT MSL überflogen werden. Im Endanflug zur Piste 08 über dem Fluß Inn ist mit starken Abwinden zu rechnen.

2.9 Foehn

During FOEHN conditions (surface wind 100° - 180°, windspeed 15 - 25 KT, gusts 30 - 50 KT) expect severe turbulence associated with horizontal windshears and severe downdraughts at all altitudes.

In order to avoid strong turbulence it is recommended to execute approaches and departures at high altitudes along the northern part of the Inn valley.

Attention:	Intensive glider activity within the glider areas as well as other aircraft in opposite direction.

Approaches from the east and the south should overfly the airport not below 5000 FT MSL. On final for RWY 08 severe downdraughts have to be expected over the Inn river.

2.10 Sonstiges

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

Achtung:	Segelflugtätigkeit, Para- und Hängegleiterflugtätigkeit in der Nähe der Einflugpunkte in die CTR.

2.10 Miscellaneous

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

Attention:	Glider-, para- and hangglideractivity in the vicinity of entry points into CTR.

3. Instrument procedures

3.1 General remarks

3.1.1 These procedures differ partly from standard ICAO procedures

a) Due to mountainous terrain in the vicinity of the aerodrome and the requirement for visual manoeuvring, it is considered essential that pilots are well familiar with descent, approach and missed approach procedures, balked landing procedures as well as the circling manoeuvres, and the departure procedures.

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

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

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

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

3.1.2 Information on design and other details

a) The design of any departure contingency procedure and balked landing procedure is the responsibility of the operator / pilot in command.
When designing the balked landing, the initial part of the departure procedure and the contingency procedure for runway 26 the following guiding principles should be considered:
Balked landing and departure contingency:
The operator / pilots in command should define the use of a turn procedure not later than D-3,3 west OEV DME, or
the use of an alternative contingency procedure along the Inn valley (this needs more detailed preparation and knowledge of the procedures and area).
Proposed Early turn procedure:
Climb visually with maximum gradient on RWY track. At D-1,2 west OEV turn right and climb on MT 273° along the northern side of the valley. Not later than at D-3,3 west OEV turn left inbound to AB and join LOC OEJ (109,7 MHZ - 066°) and continue climb along LOC OEJ to RTT.
Unless a detailed obstacle survey allows / requires another turning altitude, the required climb gradient is 6,1% to achieve an altitude of 3200 FT AMSL at D-3,3 west of OEV, which may be considered as sufficient altitude for a safe left turn with a maximum radius of 1800 M. Due to aircraft mass and associated climb performance of less than 6,1% one engine inoperative climb it may be required to design an alternative contingency procedure along the western part of the Inn valley.
AOC type "B" and any adequate extension is recommended for preparation!

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

c) In designing the instrument descent and missed approach procedures the lateral limits of the associated areas have been enlarged and the vertical clearances increased as recommended by ICAO in the PANS-OPS for operation over mountainous terrain.

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

e) Statistics, based on 95% probability, indicate windspeed maxima of 40 KT at 10.000 FT AMSL and 20 KT at 5.000 FT AMSL.
These maxima have been applied on an omnidirectional basis when computing the outer boundary of the turning areas in order to provide sufficient terrain clearance.

Remark: See chart LOWI AD 2.24-6-1 to LOWI AD 2.24-6-4

f) During FOEHN conditions (surface wind 100° - 180°, average windspeed 15 - 25 KT, gusts 30 - 50 KT) with horizontal / vertical windshear and associated with possible moderate to severe turbulence and following partly severe down-draughts at various altitudes have to be expected especially over the city of Innsbruck below 5.000 FT AMSL.
To minimize operation in turbulence, pilots may during an approach procedure request a visual approach to RWY 08 from a position west of the aerodrome or stop descent at 7.000 FT AMSL and proceed visually to a position over or south of the aerodrome but not below 5.000 FT AMSL. Thereafter continue descent and join right hand baseleg for RWY 08. A down-draught over the river Inn on final approach to RWY 08 is most likely too.

g) 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. Pilots will normally be informed by ATC. For details see guidance material regarding altimeter compensation (ICAO DOC 8168 and AIP Austria ENR 1.7.).

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

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

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

k) Meteorological minima (day and night)

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

-) Meteorological minima for departing IFR flights:
Ground visibility 1.500 M
Ceiling 1.500 FT
Special performance departure:
RVR 150 M
Take-off alternate required!

NOTE: See also 3.2 Approach / Departure authorization / ATC procedures

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

3.2 Approach / Departure authorization / ATC procedures

a) Except to pilots, holding a special authorization NO approach clearance will be issued by ATC below the following minima [exceptions see b)]: ground visibility 1.500 M; ceiling 1.300 FT AAL or

b) In case of fog, haze, mist layers or blowing snow in the vicinity of the aerodrome [see 3.1.2, item i)] an approach clearance will be granted on pilots request provided
- the RVR is at least 1.000 M
- the visibility above these layers is at least 5 KM and
- there are no further clouds below 3.100 FT AAL.

c) Except for special performance departure procedure, NO clearance will be issued by ATC below the following minima [exceptions see d)]:
Departures RWY 08 and 26
Ground visibility 1.500 M and/or
Ceiling 1.300 FT AAL

d) In case of low layers of fog, haze, mist (low stratus) or blowing snow [see 3.1.2, item i)] a clearance for departure on RWY 08 will be granted on request to pilots for multi engine aircraft only provided:
- the RVR is at least 600 M
- the visibility above these layers is at least 5 KM and
- there are no further clouds below 3.100 FT AAL
- one engine out climb gradient MNM 4,8 %
- pilots qualified according 3.1

Remark: See chart LOWI AD 2.24-6-1 to LOWI AD 2.24-6-4

3.3 Authorization

a) The use of any special procedure or any deviation from the published procedures, requires authorization from Austro Control GmbH/ACG. Only operators whose pilots are familiar with the mountainous terrain and the other circumstances in the vicinity of Innsbruck aerodrome may apply for such authorization. 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 if so required.

b) The application to ACG shall contain:

- aircraft and engine type
- maximum permissible landing/take off mass
- information on aircraft performance (e.g. one engine out climb performance)
- requested meteorological minima
- charts intended for use.

The following performance data (as applicable) are required for an altitude of 3.500 FT AMSL:

-) all-engines IAS and bank-angle applied,
   - at ISA + 10°C,
   - at ISA - 10°C and
     anti-ice equipment on as required

-) one engine out climb gradient, IAS and bank-angle applied
   - at ISA + 10°C,
   - at ISA - 10°C and
     anti-ice equipment on as required

Note: Sample calculations and details for approval shall be obtained by special.procedures@austrocontrol.at

The relevant performance data shall be submitted in a listed form including copies of the relevant pages of the Aeroplane Flight Manual or other approved Performance data.

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 6656,
+43 (0)5 1703 6666
e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

3.4 Instrument approach procedure west

LOC/DME West

a) General provisions

A bi-directional localizer (OEJ 109,70 MHZ, Frontbeam 066° MAG, Backbeam 064° MAG) located 10 NM ENE of the aerodrome, and offset from the runway centre line, is provided for the instrument flight segment of the descent procedure and also for track guidance during climb phase in the case of failure to establish effective external visual reference at decision point. A collocated DME provides distance information for regulating the descent and discontinued descent flight profiles.
The visual flight segment includes a turn of more than 180° after passing the decision point some 6 NM ENE of the aerodrome in order to position the aircraft for final approach RWY 26 or for circling RWY 08.

Final approach to minimum descent altitude (MDA)

Descend on LOC (066°) to minimum descent altitude (MDA), checking altitude at

D - 17,4 OEJ	10.500 FT or above
D - 14,4 OEJ	9.000 FT or above
D - 11,4 OEJ	7.500 FT or above
D - 6,5 OEJ	5.000 FT or above.

A descent gradient of 8,2% (i.e. 4,7°) respectively 500 FT/NM is required.

MDA should be reached at D-6,5 OEJ.

If no effective external visual reference at D - 6,5 OEJ continue on LOC course 066°.

b) Missed approach procedure

Final decision point to commence the VISUAL SEGMENT of the instrument approach procedure is D-4,4 OEJ (MAPt = locator AB).
Remark : SOC is assumed at D-4,1 OEJ.

At D-0 OEJ change to 064° using LOC and continue with maximum climb gradient. When crossing 9500 FT AMSL turn left to NDB RTT and hold.

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

Minimum required missed approach climb gradient
2,5% up to 7.000 FT AMSL
2% above 7.000 FT AMSL

c) Visual manoeuvre

Meteorological minima within the area of visual manoeuvre see 3.1.2, item k).
Having established effective external visual reference at decision point, make a right turn in level flight.
Maximum turn radius 1.700 M.

When reaching westerly heading, ensure that the approach to the aerodrome can be accomplished visually.

Recommended practice during FOEHN conditions see 3.1.2, item f).

Remark: See chart LOWI AD 2.24-6-1

3.5 Instrument approach procedure East
LOC/DME EAST via NDB RTT

LOC OEJ for missed approach **NOT** approved!

a) General provisions

A localizer (OEV 111,10 MHZ, LOC course 255° MAG) on the aerodrome but 3,5° offset from the runway centre line and a collocated DME are providing course guidance and distance information during the instrument phase of the descent procedure and in case of a missed approach. A glidepath which is frequencypaired with LOC OEV is available coinciding with the DME descent gradient of 3,77° between D - 19 OEV and the threshold.
The visual part of the procedure requires effective external VISUAL reference at the applicable MAPt.

b) Initial approach segment

Main radio navigational aid and initial approach fix for this procedure is NDB RTT.
If necessary enter the holding pattern of NDB RTT (inbound track 226°, right turn, 9.500 FT AMSL).

LOC and DME OEV on 111,10 MHZ shall be positively identified not later than overhead NDB RTT (D - 26,1 OEV).

c) Intermediate approach segment

Leave NDB RTT on QDR 210°, continue descent - if necessary - to 9.500 FT AMSL and intercept LOC about D - 21 OEV (LOC course 255° MAG) ; maintain 9.500 FT or above until passing D - 19 OEV.

d) Final approach to minimum descent altitude (MDA)

Commence final descent on LOC course 255° when passing D - 19 OEV (FAF) and descend to minimum descent altitude (MDA), checking altitude at DME FIX :

D - 19,0	OEV	9.500 FT or above
D - 17,0	OEV	8.700 FT or above
D - 14,0	OEV	7.500 FT or above
D - 9,0	OEV	5.500 FT or above
D - 6,3	OEV	4.400 FT or above
D - 3,5	OEV	3.300 FT or above

The GP information coincides with the above prescribed altitudes between D - 19 and the MDA.

A descent gradient of 6,6 % (i.e. 3,77°) respectively 400 FT/NM is required.

If no effective external visual reference at the MAPt, or when discontinuing an approach between D - 19 OEV and the MAPt, climb on LOC course 255° to D-1 OEV.
Note: The LOC - course is 3,5° offset from the RWY centre line !

e) Missed approach segment and discontinued approach procedure

Final decision point to commence the VISUAL SEGMENT of the instrument approach procedure is the MAPt.

At D - 1 OEV turn left and follow QDM 060° in direction to locator AB. Maximum turn radius of 1700 M.

Rejoin LOC OEV (111,10 MHZ) outbound and continue with maximum climb gradient. When crossing D - 14 OEV turn left to NDB RTT and enter the holding in 9500 FT.

Minimum required missed approach climb gradient

MDA 4.900 FT AMSL	2,5 %	MAPt D - 7,5 OEV
MDA 4.400 FT AMSL	3,0 %	MAPt D - 6,3 OEV
MDA 3.700 FT AMSL	4 %	MAPt D - 4,5 OEV
MDA 3.300 FT AMSL	5 %	MAPt D - 3,5 OEV

f) Visual segment

Meteorological minima see 3.1.2, item k).

Having established effective external VISUAL reference between locator AB and MAPt the flight shall be continued with visual reference either straight - in to RWY 26 (distance depending on MAPt versus missed approach climb performance) or on to a right hand traffic circuit to RWY 08 (according to AIP chart LOWI AD 2.24-7-1). The prescribed minimum flight visiblity shall be observed during the visual part of the procedure.

Recommended practice during FOEHN conditions see 3.1.2, item f).

Remark: See chart LOWI AD 2.24-6-3

3.6 Special instrument approach procedure East

LOC/DME EAST via NDB RTT

Missed approach along LOC OEJ !

a) General provisions

The use of this procedure is only for multi engine aircraft with special performance, e.g. specific turn radii, increased one-engine out missed approach climb gradient and requires a permission by the competent authority as described in item 3.3.

Special crew training is required.
Any deviation requires a special documentation by the operator/PIC !!
A localizer (OEV 111,10 MHZ, LOC course 255° MAG) on the aerodrome but 3,5° offset from the runway centre line and a collocated DME are providing course guidance and distance information (DME - FIX) during the instrument phase of the descent procedure and in case of a missed approach. A glidepath which is frequency - paired with LOC OEV is available coincíding with the DME descent gradient of 3,77° between D - 19 OEV and the threshold.

b) Initial approach segment

Main radio navigational aid and initial approach fix (IAF) for this procedure is NDB RTT.
If necessary enter the holding pattern of NDB RTT (inbound track 226°, right turn, 9.500 FT AMSL).

LOC and DME OEV on 111,10 MHZ shall be positively identified not later than overhead NDB RTT (D - 26,1 OEV).

c) Intermediate approach segment

Leave NDB RTT on QDR 210°, continue descent - if necessary - to 9.500 FT AMSL and intercept LOC about D - 21 OEV (LOC course 255° MAG) ; maintain 9.500 FT or above until passing D - 19 OEV.

d) Final approach to minimum descent altitude (MDA)

Commence final descent on LOC course 255° when passing D - 19 OEV (FAF) and descend to approved minimum descent altitude (MDA), checking altitude at DME - FIX:

D - 19,0	OEV	9.500 FT or above
D - 17,0	OEV	8.700 FT or above
D - 14,0	OEV	7.500 FT or above
D - 9,0	OEV	5.500 FT or above
D - 6,3	OEV	4.400 FT or above
D - 5,0	OEV	3.900 FT or above
D - 3,5	OEV	3.300 FT or above

The GP information coincides with the above prescribed altitudes between D - 19 and the MDA.

A descent gradient of 6,6 % (i.e. 3,77°) respectively 400 FT/NM is required.

If no effective external visual reference at the MAPt, or when discontinuing an approach between D - 19 OEV and the MAPt, climb on LOC course 255° to D-0,8 OEV.
Note: The LOC - course is 3,5° offset from the RWY centre line !

e) Missed approach segment

Final decision point to commence the VISUAL SEGMENT of the instrument approach procedure is the approved MAPt.

At D - 0,8 OEV climb in a left turn and follow QDM 060° in direction to locator AB. Maximum turn radius of 1.600 M.

Latest over locator AB join LOC/DME OEJ (109,70 MHZ) and continue climb on LOC OEJ (066°/064°) with maximum climb gradient.

When crossing 9.500 FT AMSL turn left to NDB RTT and hold.

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

Minimum required missed approach climb gradient:

according special authorization.

Note: Sample calculations and details for approval shall be obtained by special.procedures@austrocontrol.at

f) Visual segment

Meteorological minima **according special authorization.**

Having established effective external VISUAL reference (between locator AB and MAPt) the flight shall be continued with visual reference either straight - in to RWY 26 or on to a right hand traffic circuit to RWY 08 (according to AIP chart LOWI AD 2.24-7-1).

Recommended practice during FOEHN conditions see 3.1.2, item f).

Remark: See chart LOWI AD 2.24-6-4

3.7 RNAV (RNP) RWY 26 – Procedure Guidelines (Authorization required)

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

3.7.1 Purpose and Scope

This RNAV (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: http://augur.ecacnav.com/

3.7.2 Procedure Characteristics:

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.

3.7.3 Equipment Requirements

a) Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better ($\leq$ 0.3NM)

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

c) FMS must be capable to perform ARINC 424 RF Path Terminator

d) Required RNAV RNP functions according EASA AMC 20-26.

3.7.4 Application

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

Operators shall address their application to:

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

FAX: +43 (0)5 1703 6656,
+43 (0)5 1703 6666
e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

Remark: See chart LOWI AD 2.24-4-4,
LOWI AD 2.24-6-5

3.8 LOC Romeo approach – Procedure Guidelines (Authorization required) (LOC/DME East procedure followed by RNAV (RNP) 0.3 Missed approach)

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

3.8.1 Purpose and Scope

This LOC/DME approach procedure followed by an RNAV (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 RNAV (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: http://augur.ecacnav.com/

3.8.2 Procedure Characteristics:

The approach is a LOC/DME approach (equal to LOC/DME East approach according item 3.5) with initial missed approach along MT 255° 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 255° to WI700 (LOC course OEV 255° provides guidance until short before WI700), thereafter the missed approach is based on RNAV (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 RNAV (RNP) approach RWY 26 (item 3.7)

During RF transition MAX IAS 165 KT.

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.

3.8.3 Equipment Requirements

a) Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better ($\leq$ 0.3NM)

b) Dual GNSS and at least one IRS or equivalent DME/DME or VOR/DME not authorized for update during missed approach

c) FMS must be capable to perform ARINC 424 RF Path Terminator

d) Required RNAV RNP functions according EASA AMC 20-26.

3.8.4 Application

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

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 RNAV (RNP) RWY 26 according item 3.7

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

Operators shall address their application to:

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

FAX: +43 (0)5 1703 6656,
+43 (0)5 1703 6666

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

Remark: See chart LOWI AD 2.24-6-7

3.9 RNAV (RNP) Z RWY 08 – 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

This RNAV (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: http://augur.ecacnav.com/

3.9.2 Procedure Characteristics:

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

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

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

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

ARINC 424 coding of the procedure for the transition from 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

a) Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better ($\leq$ 0.3NM)

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

c) FMS must be capable to perform ARINC 424 RF Path Terminator

d) Required RNAV RNP functions according EASA AMC 20-26.

3.9.4 Application

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

Operators shall address their application to:

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

FAX: +43 (0)5 1703 6656,
+43 (0)5 1703 6666
e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

Remark: See chart LOWI AD 2.24-6-6-2

4. Verfahren bei geringer Sicht

Ein Start bei geringer Sicht ist dann gegeben, wenn die Pistensichtweite (RVR) weniger als 400 M beträgt.

4. Low Visibility Procedures

A low visibility take-off is given when the Runway Visual Range (RVR) is less than 400 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) 400 M or less

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.

Allgemeines siehe AD 1.1

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.

General see AD 1.1

5. Verfahren für VFR Flüge in der TMA LOWI 1-5

5.1 Allgemeines

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

5.2 Transitflüge

a) 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.).

b) Transitflüge ohne Transponder müssen mit Verzögerungen rechnen.

c) NORDO Transitflüge sind nicht zulässig.

5.3 Sonstiges

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

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

5.2 Transitflights

a) 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.).

b) Transitflights without transponder have to expect delays.

c) NORDO transitflights are not permitted.

5.3 Miscellaneous

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

LOWI AD 2.23 ZUSÄTZLICHE INFORMATIONEN
LOWI AD 2.23 ADDITIONAL INFORMATION

1. Zusatzregelung für Innsbruck

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 durchgeführt, 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.

1. Supplementary regulations for Innsbruck

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 to make the approach or to continue the approach comes from the PIC.

For circling approach to RWY 08 or take-off on RWY 26 one of the two most west blinking lights has to be in operation.

2. "Waypoint"-Liste - Instrumentenflugverfahren

2. Waypoint list - Instrument flight procedures

IDENT	LAT	LONG	REF
ADILO	47 20 44.93N	010 56 51.55E	SID RWY 08, SID RWY 26
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	STAR, IAP RWY 08
KOGOL	47 37 20.16N	011 23 59.46E	SID RWY 08, SID RWY 26
KUDAV	47 11 32.50N	011 08 11.98E	IAP RWY 08, IAP RWY 26
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 32.20N	011 19 56.14E	IAP RWY 08
RW26	47 15 41.83N	011 21 25.26E	IAP RWY 26
TULSI	47 42 05.79N	011 47 19.53E	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	SID RWY 26, IAP RWY 08, IAP RWY 26
WI005	47 15 08.72N	011 16 06.82E	SID RWY 26, IAP RWY 08, IAP RWY 26
WI006	47 18 20.40N	011 05 09.80E	SID RWY 26, IAP RWY 08, IAP RWY 26
WI007	47 19 12.18N	010 58 59.94E	SID RWY 26, IAP RWY 26
WI008	47 16 38.56N	010 59 21.62E	SID RWY 26, IAP RWY 26
WI009	47 17 53.02N	010 58 34.83E	SID RWY 26, IAP RWY 26
WI103	47 16 16.49N	011 26 47.56E	SID RWY 26, IAP RWY 08, IAP 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
WI506	47 17 24.69N	011 08 21.27E	SID RWY 26
WI507	47 18 20.40N	011 05 09.75E	SID RWY 26
WI600	47 10 59.13N	010 50 37.87E	STAR
WI700	47 15 30.91N	011 20 26.63E	IAP RWY 26
WI750	47 17 22.22N	010 38 44.07E	IAP RWY 08
WI751	47 18 34.91N	011 03 09.49E	IAP RWY 08

IDENT	LAT	LONG	REF
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

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

	Seite / page	
Flugplatzkarte-ICAO	LOWI AD 2.24-1-1	Aerodrome Chart-ICAO
Flugplatzhinderniskarte-ICAO Type A, Betriebliche Begrenzungen (RWY 08/26)	LOWI AD 2.24-2-1	Aerodrome Obstacle Chart-ICAO Type A Operating Limitations (RWY 08/26)
Flugplatzhinderniskarte-ICAO Type B	LOWI AD 2.24-2-2	Aerodrome Obstacle Chart-ICAO Type B
Standard Abflugkarte Instrumenten-ICAO (RWY 08)	LOWI AD 2.24-4-1	Standard Departure Chart-Instrument-ICAO (RWY 08)
Standard Abflugkarte Instrumenten-ICAO (RWY 26)	LOWI AD 2.24-4-2	Standard Departure Chart-Instrument-ICAO (RWY 26)
←		
Standard Abflugkarte Instrumenten-ICAO (RNAV (RNP) RWY 26)	LOWI AD 2.24-4-4	Standard Departure Chart-Instrument-ICAO (RNAV (RNP) RWY 26)
Standard Anflugkarte Instrumenten-ICAO	LOWI AD 2.24-5-1	Standard Arrival Chart-Instrument-ICAO
Instrumentenanflugkarte-ICAO (LOC/DME Procedure WEST)	LOWI AD 2.24-6-1	Instrument Approach Chart-ICAO (LOC/DME Procedure WEST)
Instrumentenanflugkarte-ICAO (LOC/DME Procedure EAST)	LOWI AD 2.24-6-3	Instrument Approach Chart-ICAO (LOC/DME Procedure EAST)
Instrumentenanflugkarte-ICAO (Special LOC/DME Procedure EAST)	LOWI AD 2.24-6-4	Instrument Approach Chart-ICAO (Special LOC/DME Procedure EAST)
Instrumentenanflugkarte-ICAO (RNAV (RNP) RWY 26)	LOWI AD 2.24-6-5	Instrument Approach Chart-ICAO (RNAV (RNP) RWY 26)
Instrumentenanflugkarte-ICAO (RNAV (GNSS) Y RWY 08)	LOWI AD 2.24-6-6-1	Instrument Approach Chart-ICAO (RNAV (GNSS) Y RWY 08)
Instrumentenanflugkarte-ICAO (RNAV (RNP) Z RWY 08)	LOWI AD 2.24-6-6-2	Instrument Approach Chart-ICAO (RNAV (RNP) Z RWY 08)
Instrumentenanflugkarte-ICAO (LOC R RWY 26)	LOWI AD 2.24-6-7	Instrument Approach Chart-ICAO (LOC R RWY 26)
Sichtanflugkarte-ICAO	LOWI AD 2.24-7-1	Visual Approach Chart-ICAO
Karte für Radarmindestflughöhen-ICAO	LOWI AD 2.24-8	ATC Surveillance Minimum Altitude Chart-ICAO
Sichtflugkarte INNSBRUCK	LOWI AD 2.24-9	Chart for VFR flights INNSBRUCK