

LOWI/INN
INNSBRUCK**JEPPESEN**

8 NOV 13

10-1P

INNSBRUCK, AUSTRIA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

D-ATIS 126.02

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeitsverordnung ZLV-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.

Daily operational hours from 0630-2000LT.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with prop and turbo-prop ACFT, which do not exceed the maximum noise level of Dash 8, operational hours are valid from 0600-2300LT, but between 2200-2300LT only arrivals are granted.

For commercial flights, executed by air carriers according to paragraph 102 ff "Luftfahrtgesetz" (air navigation law) and by foreign carriers according to paragraph 114 ff "Luftfahrtgesetz" (air navigation law), with jet-propelled ACFT, that maximum noise level is less than the maximum noise level of Dash 8, arrivals are granted between 2000-2300LT.

For rescue-, ambulance- and catastrophe operations with noise reduced ACFT according to ICAO Annex 16, Chapter III, and with helicopters operational hours are valid analogues to item 2.

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. RWY OPERATIONS**1.4.1. REDUCED RWY SEPARATION****1.4.1.1. GENERAL**

Reduced RWY separation will be applied for RWYs 08 and 26 with 600m or 1500m separation.

ACFT will be classified as follows:

- **CAT 1 ACFT:**
Single engine propeller ACFT with MTOM of 2000kg or less.
- **CAT 2 ACFT:**
Single engine propeller ACFT with MTOM of more than 2000kg but less than 7000kg or twin engine propeller ACFT with MTOM of less than 7000kg.
- **CAT 3 ACFT:**
All other ACFT.

1.4.1.2. LANDING ACFT

Separation shall in no case be less than following minimums:

A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 600m from THR.

A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 1500m from THR.

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(10-1P1)

INNSBRUCK, AUSTRIA**AIRPORT BRIEFING**

1. GENERAL

A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:

- has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 2400m from THR.

1.4.1.3. DEPARTING ACFT

A CAT 1 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 600m from position of succeeding ACFT.

A CAT 2 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 1500m from position of succeeding ACFT.

An ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from position of succeeding ACFT.

1.4.1.4. WAKE TURBULENCE

The prescribed wake turbulence separation minimums have to be applied except:

- pilot of approaching ACFT announces that he is able to attend an appropriate distance himself, or
- pilot of departing ACFT reports after being questioned by Tower that he can avoid wake turbulence of preceding departed ACFT ("able to avoid..."), e.g. possibility of a visual turn.

1.5. OTHER INFORMATION

1.5.1. GENERAL

Extensive glider activity.

1.5.2. SPECIAL NOTES

Due to mountainous terrain in the vicinity of APT 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.

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 non-commercial flights). A sample briefing may be obtained from the APT administration but needs to be updated for the needs of the intended operation.

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' (AAL) ceiling and 5km 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.

The operation in VMC on site (or in the FSTD) shall include at least:

- one 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).

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).

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10-1P2

Eff 27 Apr

INNSBRUCK, AUSTRIA**AIRPORT BRIEFING**

1. GENERAL

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 RWY 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 D3.3 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 D1.2 West OEV turn RIGHT and climb on 273° along the Northern side of the valley. Not later than at D3.3 West OEV turn LEFT and join LOC OEJ and continue climb along LOC OEJ to RTT NDB.

Unless a detailed obstacle survey allows/requires another turning altitude, the required climb gradient is 6.1% to achieve an altitude of 3200' at D3.3 West of OEV, which may be considered as sufficient altitude for a safe LEFT turn with a maximum radius of 1800m. Due to ACFT 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!

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 downdraughts at various altitudes have to be expected especially over the city below 5000'.

To minimize operation in turbulence, pilots may during an approach procedure request a visual approach to RWY 08 from a position West of APT or stop descent at 7000' and 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 down-draught over the river INN on final approach to RWY 08 is most likely, too.

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.

Cloud base reports are available for two positions on final approach to RWY 26 at D1.8 OEV and at D0.5 OEV (indicating low clouds close to MAPs) and one position 2NM West of the APT.

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 8km 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.

1.5.3. 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.

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10-1P3**Eff 27 Apr****INNSBRUCK, AUSTRIA****AIRPORT BRIEFING**

2. ARRIVAL

2.1. OTHER INFORMATION**2.1.1. ATC PROCEDURES**

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

In case of fog, haze, mist layers or blowing snow in vicinity of the APT a clearance for approach will be granted on pilot's request provided:

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

2.1.2. RNAV (RNP) Z RWY 08 GUIDELINES**2.1.2.1. EQUIPMENT REQUIREMENTS**

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

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

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

Required RNP RNAV functions according EASA AMC 20-26.

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/>.

2.1.2.2. APPLICATION

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.

Only operators/pilots 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 EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

2.1.3. SPECIAL RNP 03 RNAV RWY 26 GUIDELINES**2.1.3.1. EQUIPMENT REQUIREMENTS**

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

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

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

Required RNP RNAV functions according EASA AMC 20-26.

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INNSBRUCK**JEPPESEN**

25 MAR 16

(10-1P4)

INNSBRUCK, AUSTRIA
AIRPORT BRIEFING

2. ARRIVAL

2.1.3.2. APPLICATION

This procedure requires special authorization by Austro Control. This authorization does not relieve the operators/pilot to obtain an approval/acceptance from the competent National Aviation Authority of the state of the operator/pilot.

Only operators/pilots 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 EASA AMC 20-26);
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

2.1.4. SPECIAL LOC ROMEO RWY 26 GUIDELINES

2.1.4.1. GENERAL

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/>.

If no effective external visual reference at the MAPt or when discontinuing an approach between D-19 OEV and the MAP, climb with MAX 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.

2.1.4.2. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

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

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

Required RNP RNAV functions according EASA AMC 20-26.

2.1.4.3. APPLICATION

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.

Only operators/pilots of multi-engine ACFT 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 26.

LOWI/INN
INNSBRUCK**JEPPESEN**

25 MAR 16

(10-1P5)

INNSBRUCK, AUSTRIA**AIRPORT BRIEFING**

2. ARRIVAL

2.1.5. APPLICATION GENERAL

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)

LOWI/INN
INNSBRUCK**JEPPESEN**
25 MAR 16 **10-1P6****INNSBRUCK, AUSTRIA**
AIRPORT BRIEFING**3. DEPARTURE****3.1. SPECIAL PERFORMANCE DEPARTURES**

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

The application shall contain:

- ACFT 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.

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.

Application 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@astrocontrol.at
(Ernst.Wieser@astrocontrol.at)

3.2. OTHER INFORMATION**3.2.1. ATC PROCEDURES**

Except for special performance departure no clearance will be issued by ATC below CEIL 1300' AAL and/or 1500m ground visibility.

In case of low layers of (low stratus) fog, haze, mist or blowing snow 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 these layers is at least 5.0km and
- there are no further clouds below 3100' AAL and
- one engine-out climb gradient MIM 4.8%.

LOWI/INN INNSBRUCK

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14 APR 17 **(10-1R)** Eff 27 Apr

INNSBRUCK, AUSTRIA

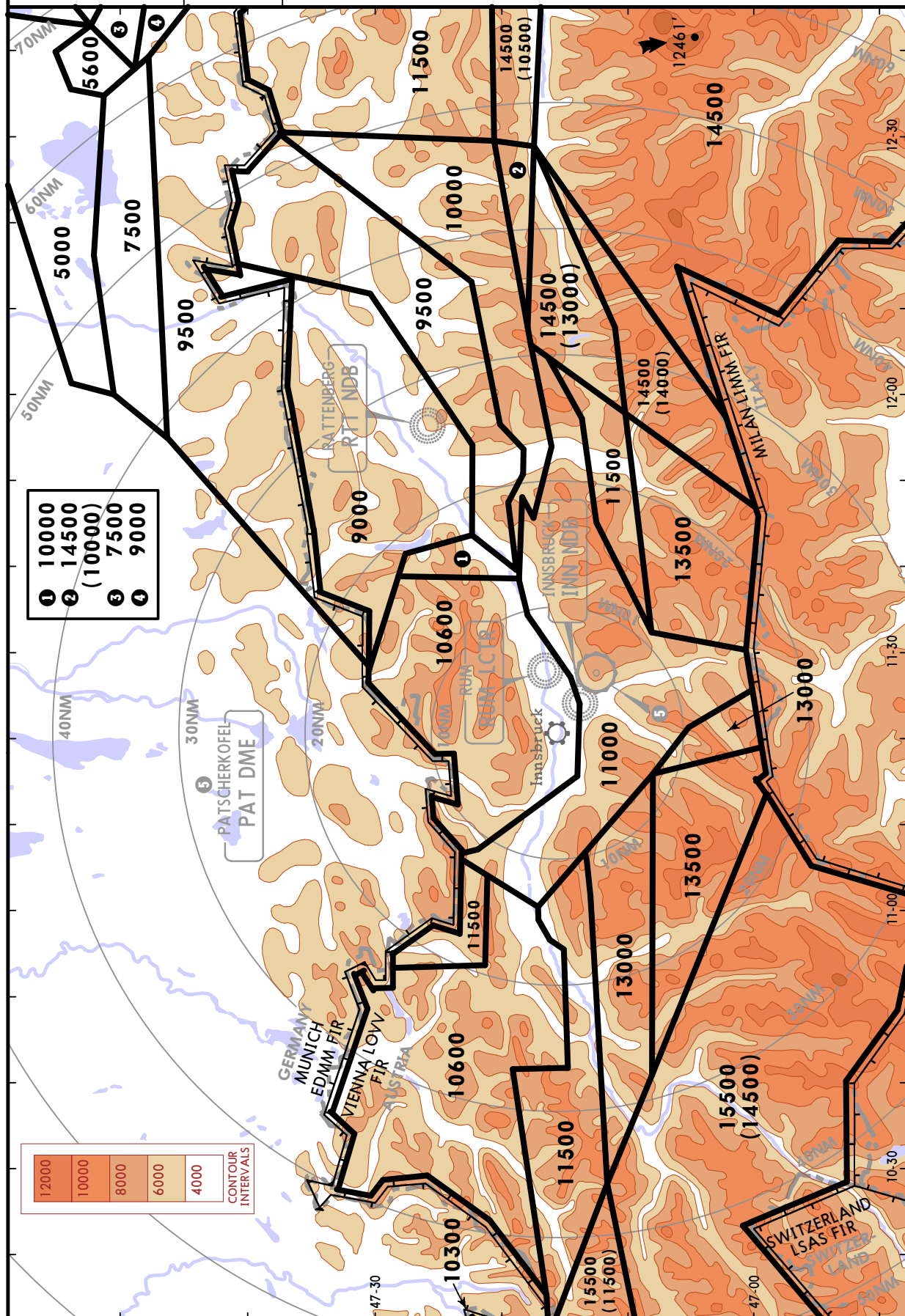
RADAR MINIMUM ALTITUDES

*INNSBRUCK
Radar (APP)
119.275

Apt Elev
1907'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'

1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance.
2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control



LOWI/INN
INNSBRUCK

JEPPESEN
28 OCT 16 **10-2**

Eff 10 Nov

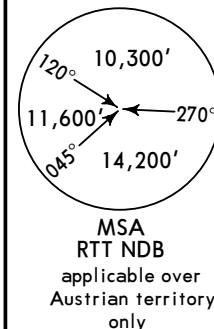
INNSBRUCK, AUSTRIA
RNAV STAR

D-ATIS
126.025

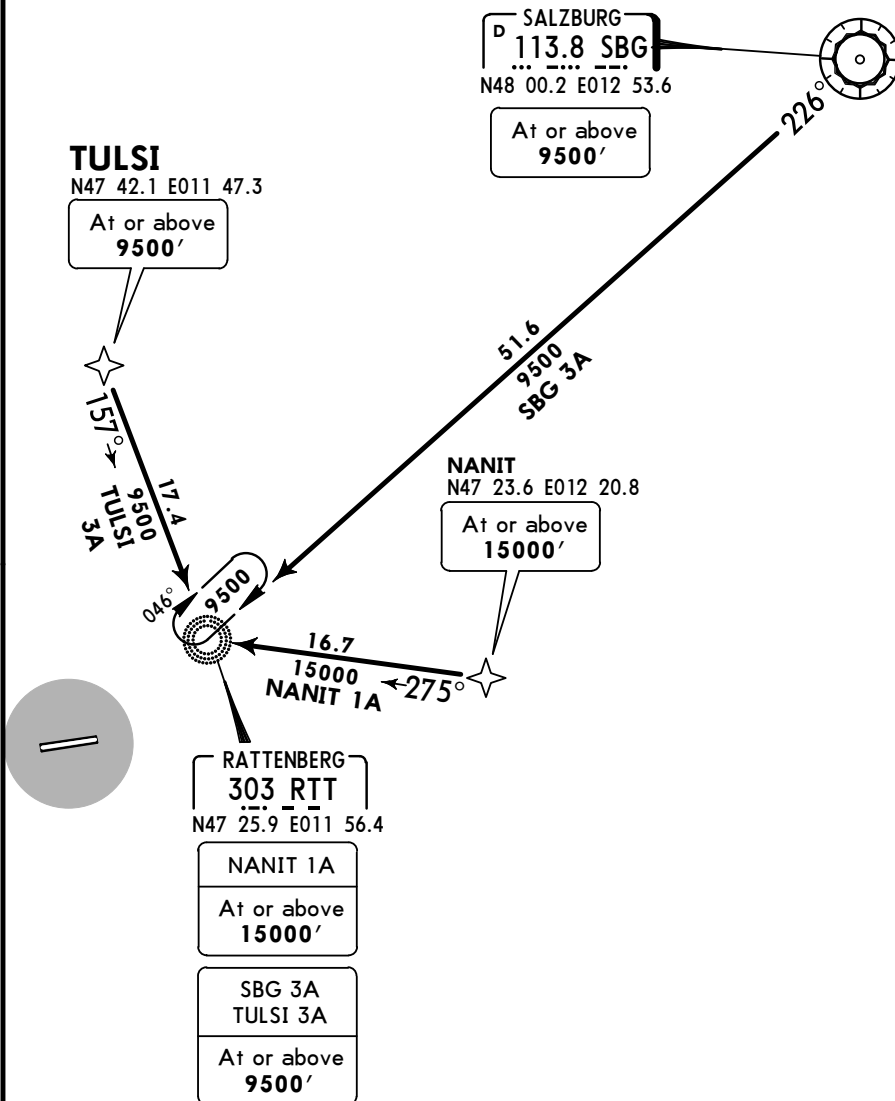
Apt Elev
1907'

Alt Set: hPa
Trans level: By ATC Trans alt: By ATC
1. RNAV 5 or B-RNAV approval required. 2. GNSS required.
3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.

NANIT 1A [NANI1A]
SALZBURG 3A (SBG 3A)
TULSI 3A [TULS3A]
RWYS 08, 26 RNAV ARRIVALS



STARs crossing through
Airspace "Class E"
up to FL125

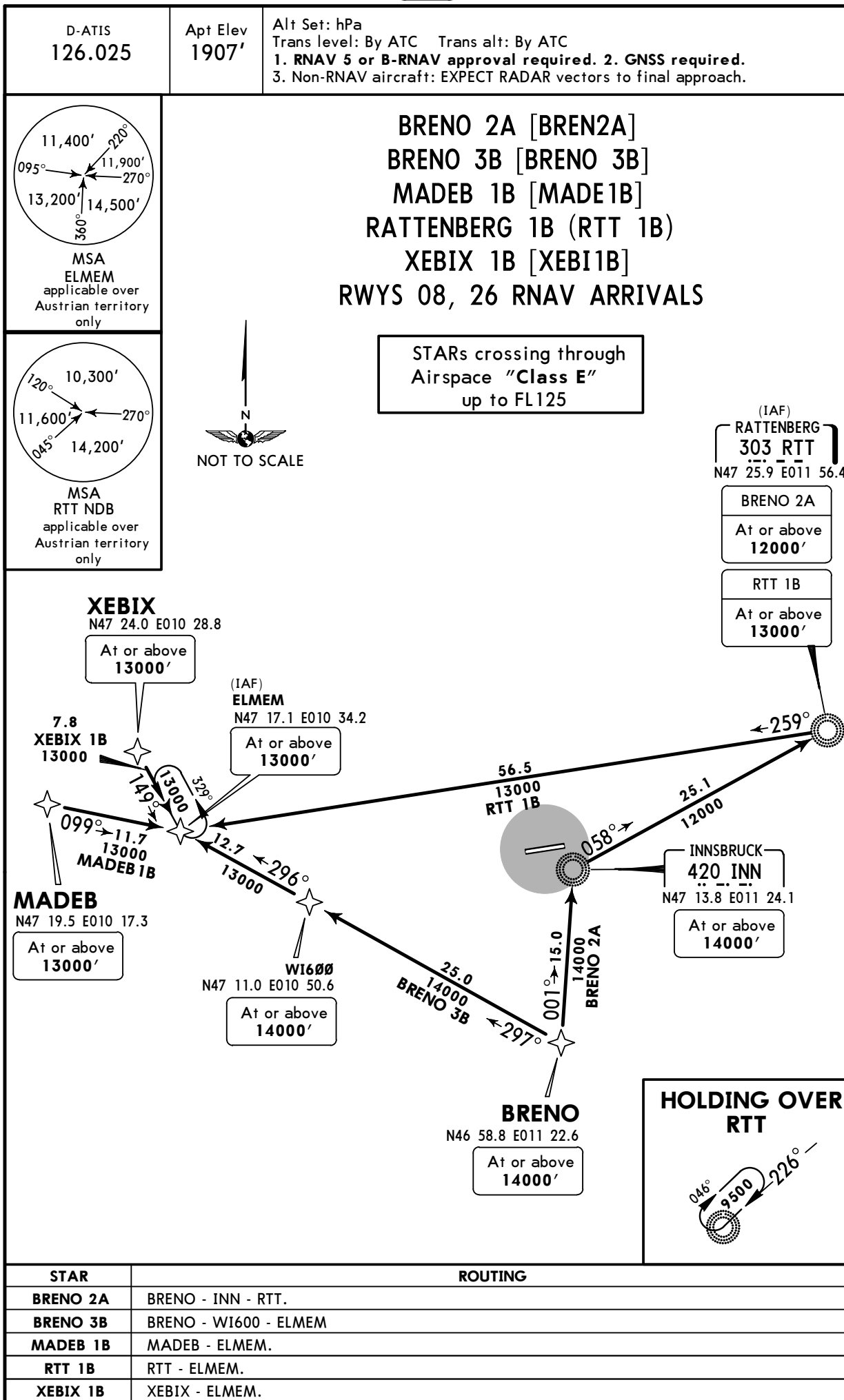


STAR	ROUTING
NANIT 1A	NANIT - RTT.
SBG 3A	SBG - RTT.
TULSI 3A	TULSI - RTT.

LOWI/INN
INNSBRUCK

JEPPesen
28 OCT 16 **(10-2A)** **Eff 10 Nov**

INNSBRUCK, AUSTRIA
RNAV STAR



LOWI/INN
INNSBRUCK

14 APR 17

10-3

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'

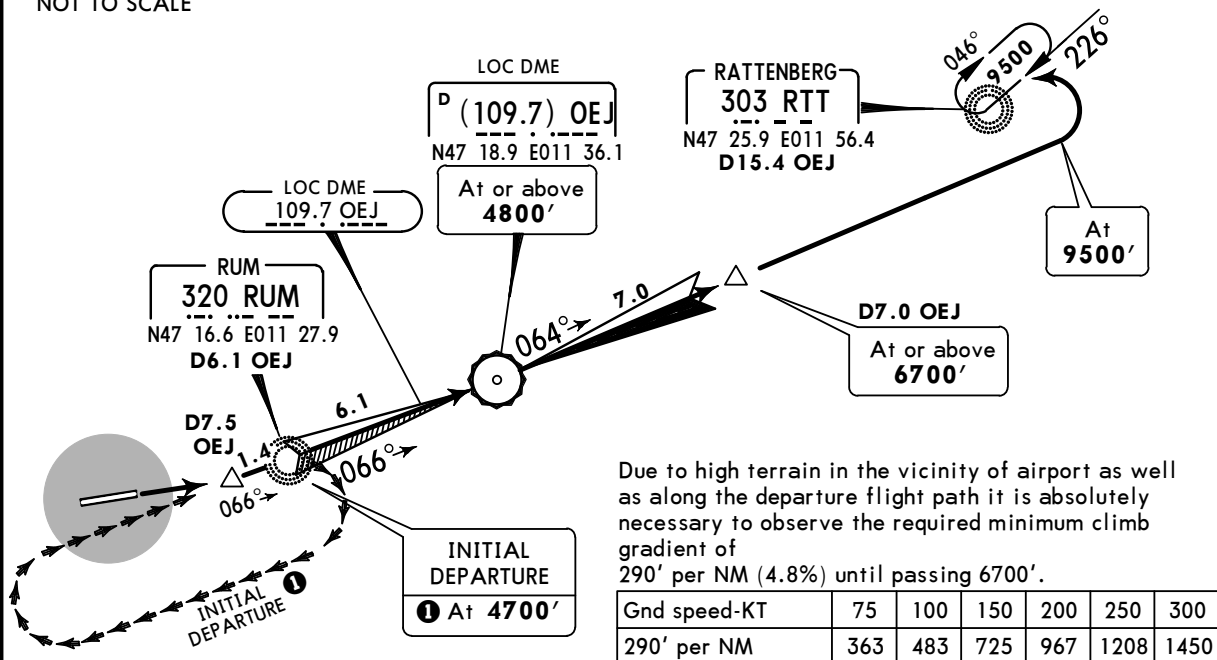
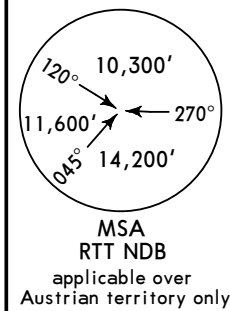
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

RWY 08 INITIAL DEPARTURE

FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



SIDs crossing through
Airspace "Class E"
up to FL125



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 290' per NM (4.8%) until passing 6700'.

Gnd speed-KT	75	100	150	200	250	300
290' per NM	363	483	725	967	1208	1450

① If unable to cross OEJ at 4800' and D7.0 OEJ EAST of OEJ at 6700', a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700' 205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

Meteorological minimums:

Ceiling: 1500' Ground visibility: 1500m

Flight visibility during visual operations:

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

SPECIAL PERFORMANCE DEPARTURE

RVR: 150m

Take-off alternate required.

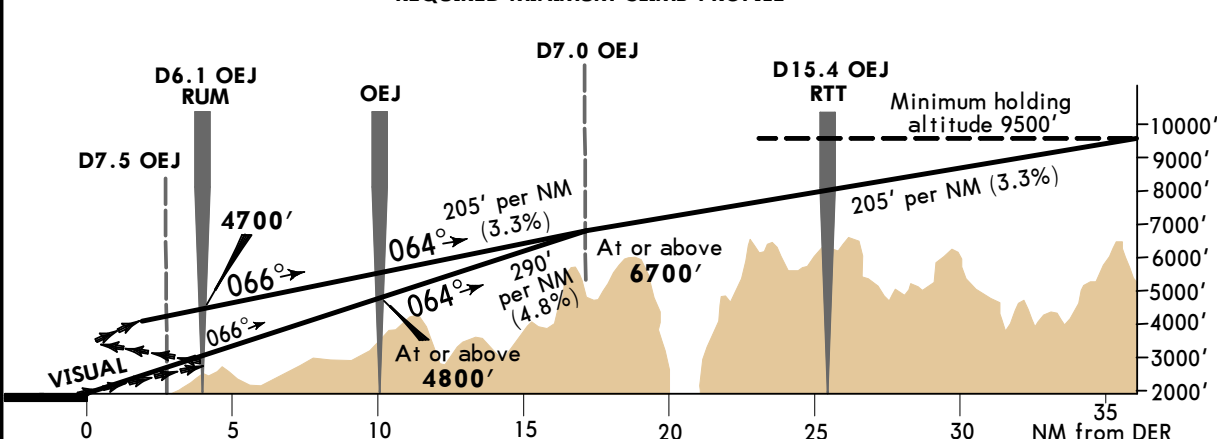
Initial climb clearance By ATC

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500' 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 until 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

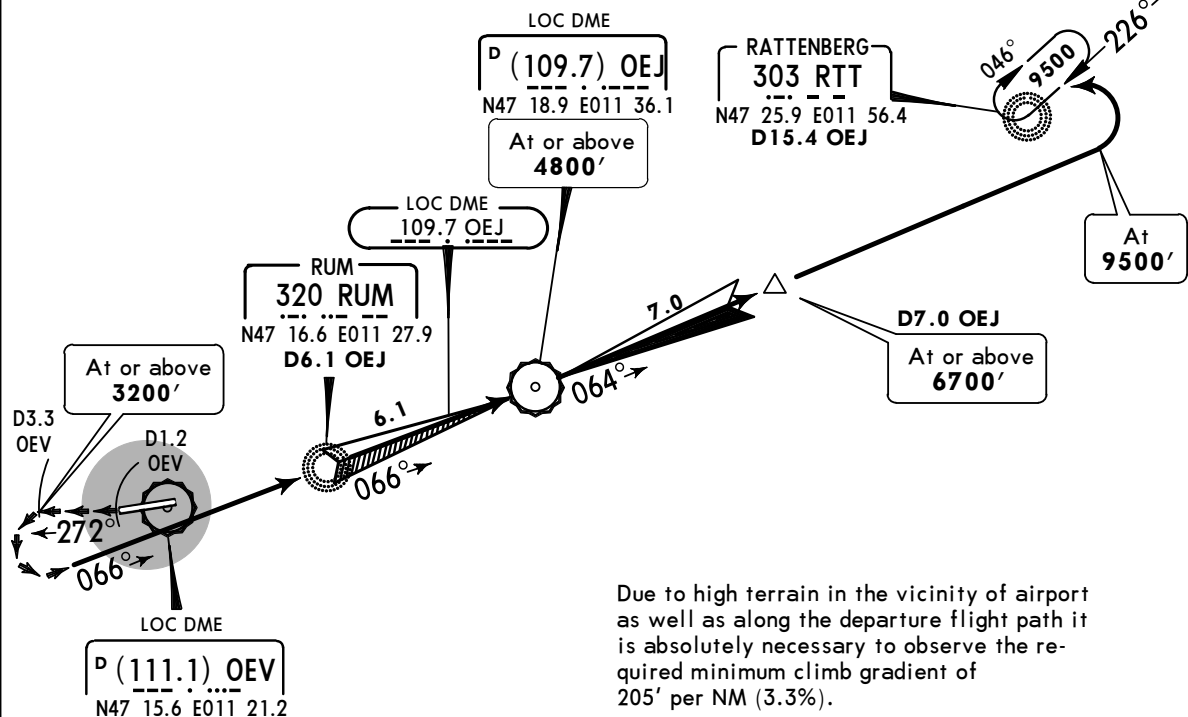
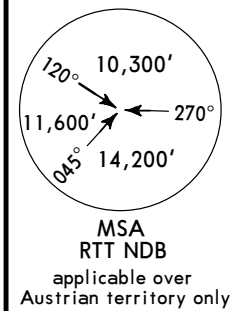
REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCKJEPPESEN
14 APR 17 (10-3A) Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.RWY 26 INITIAL DEPARTURE
FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3CSIDs crossing through
Airspace "Class E"
up to FL125

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

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

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

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

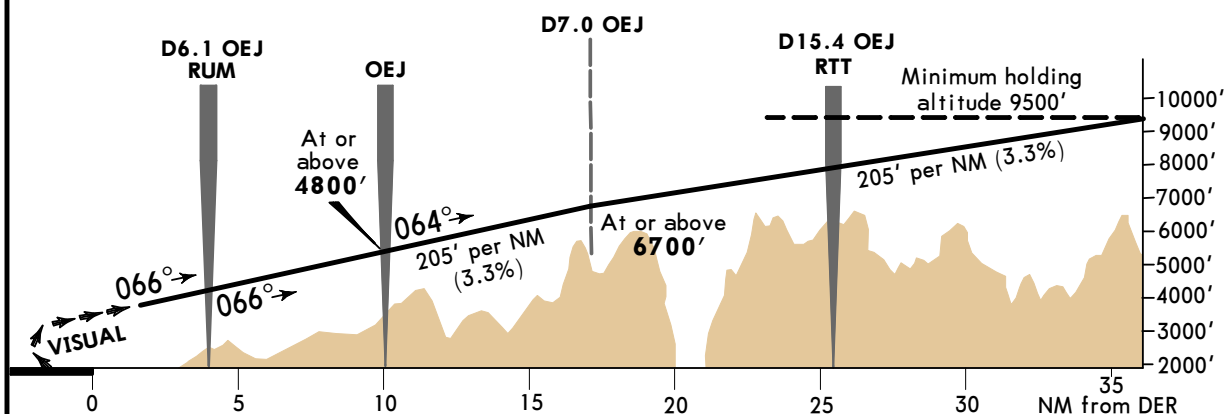
Initial climb clearance **By ATC**

INITIAL CLIMB

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join
 OEJ on course 066° via RUM. At OEJ change to 064° and continue to 9500' 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 2.0 DME before until 2.0 DME after
 LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCK

JEPPESEN
14 APR 17 **(10-3B)**

Eff 27 Apr

INNSBRUCK, AUSTRIA

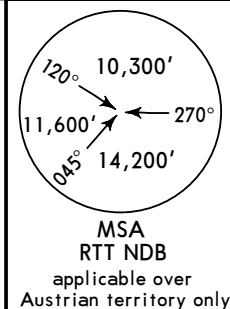
SID

*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

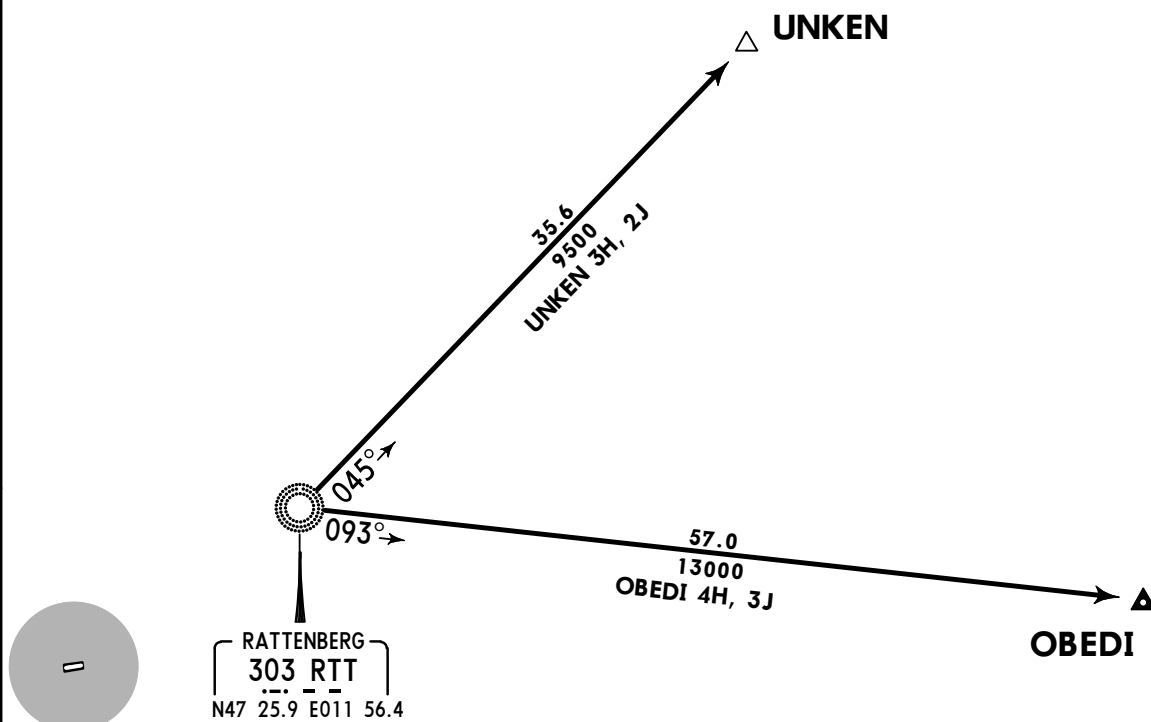
Trans level: By ATC Trans alt: 10000'
Contact INNSBRUCK RADAR when advised by Tower.

OBEDI 4H
UNKEN 3H
RWY 26 DEPARTURES
OBEDI 3J [OBED3J]
UNKEN 2J [UNKE2J]
RWY 08 DEPARTURES



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

SIDs crossing through
Airspace "Class E"
up to FL125



**HOLDING OVER
RTT**



Initial climb clearance By ATC

SID	ROUTING
OBEDI 4H, 3J	At RTT 093° bearing to OBEDI.
UNKEN 3H, 2J	At RTT 045° bearing to UNKEN.

LOWI/INN
INNSBRUCK

JEPPESEN
14 APR 17 **(10-3C)**

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275

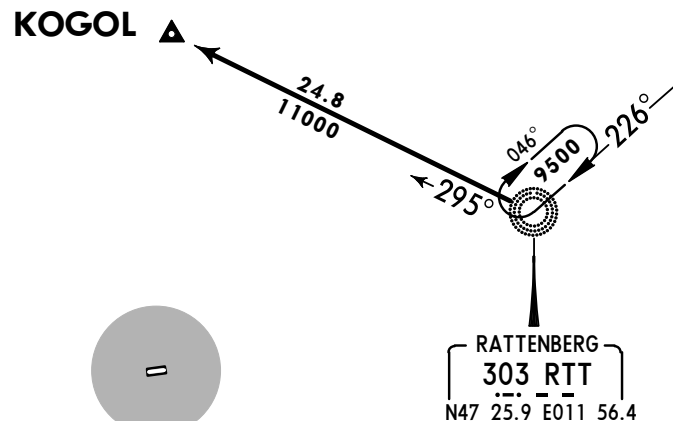
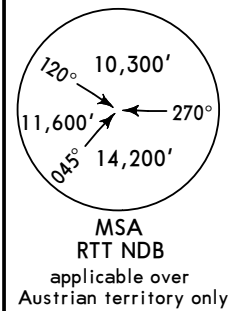
Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
Contact INNSBRUCK RADAR when advised by Tower.

KOGOL 4H
RWY 26 DEPARTURE
KOGOL 3J [KOG03J]
RWY 08 DEPARTURE

ONLY AVAILABLE FOR FLIGHTS WITH RFL 120 OR BELOW
FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A

SIDs crossing through
Airspace "Class E"
up to FL125



Initial climb clearance **By ATC**

ROUTING

At RTT 295° bearing to KOGOL.

LOWI/INN
INNSBRUCK

JEPPesen
14 APR 17 **(10-3D)** **Eff 27 Apr**

INNSBRUCK, AUSTRIA

SID

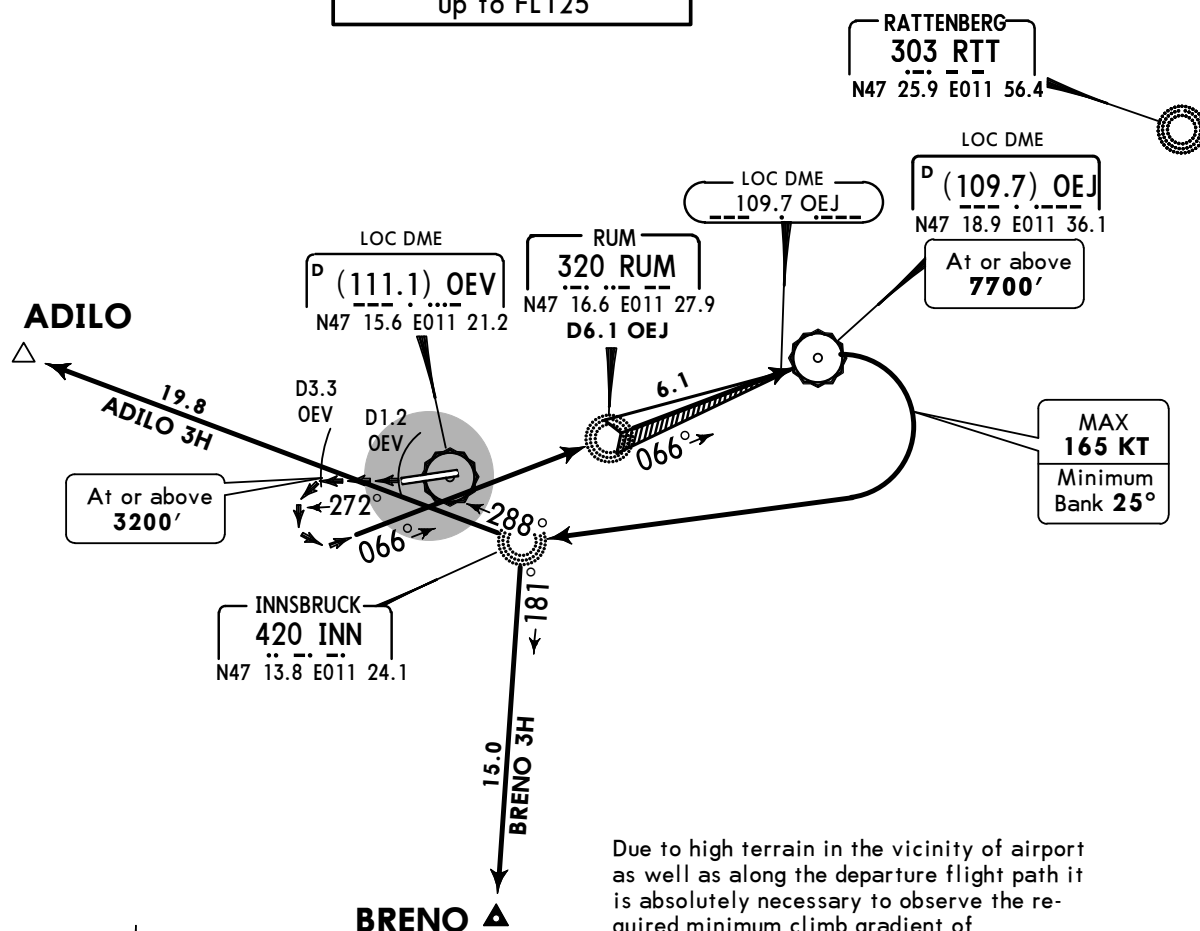
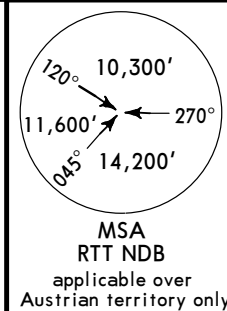
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

ADIL0 3H
ALTERNATE RTT 4H - INN - ADIL0
BRENO 3H
RWY 26 DEPARTURES

SIDs crossing through
Airspace "Class E"
up to FL125



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 OEJ, then

ADIL0 3H

365' per NM (6.0%) until completion of turn.

BRENO 3H

365' per NM (6.0%) until passing 11200', then 261' per NM (4.3%) until passing 15000'.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
365' per NM	456	608	911	1215	1519	1823
261' per NM	326	435	653	870	1088	1305

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

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 climb clearance By ATC

INITIAL CLIMB

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join OEJ on course 066° to OEJ, turn RIGHT to INN.

SID	ROUTING
ADIL0 3H	At INN, 288° bearing to ADIL0.
BRENO 3H	At INN, 181° bearing to BRENO.

LOWI/INN
INNSBRUCK

JEPPesen
14 APR 17 **10-3E** **Eff 27 Apr**

INNSBRUCK, AUSTRIA

SID

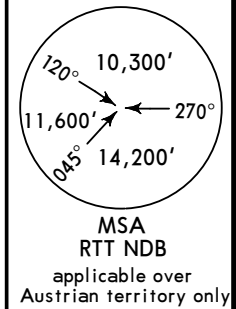
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

ADIL0 2J [ADIL2J]
ALTERNATE RTT 3J - INN - ADILO
BRENO 2J [BREN2J]
RWY 08 DEPARTURES

SIDs crossing through
Airspace "Class E"
up to FL125



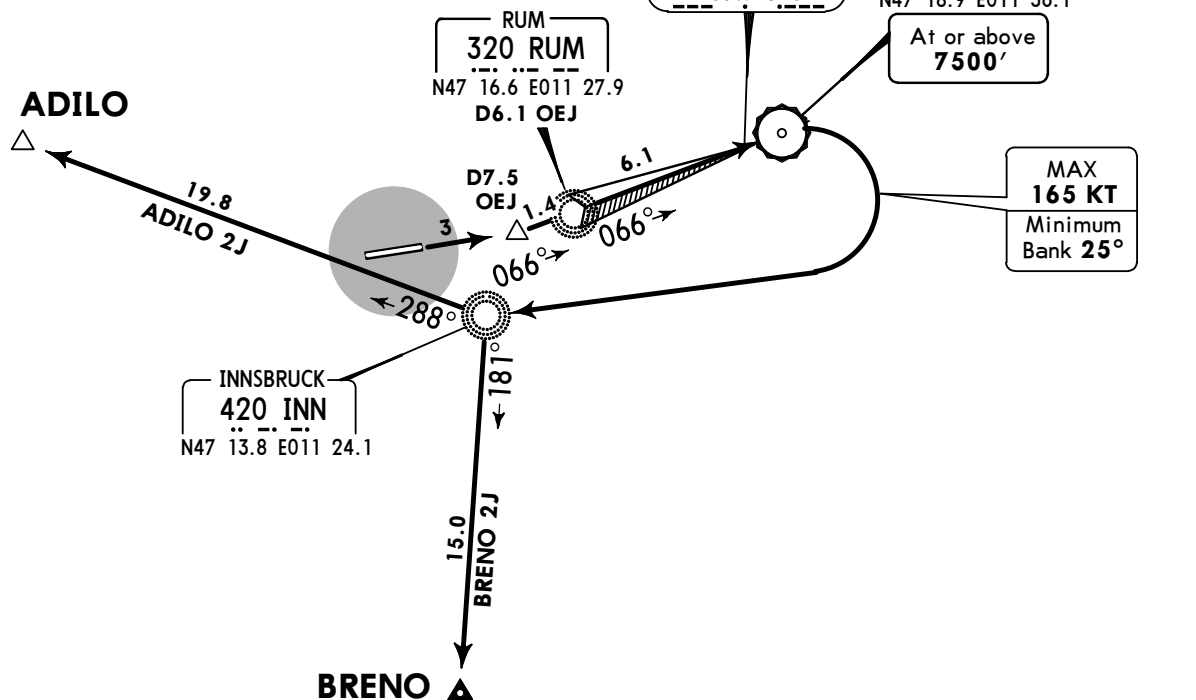
RATTENBERG
303 RTT
N47 25.9 E011 56.4

LOC DME

D (109.7) OEJ
N47 18.9 E011 36.1

At or above
7500'

MAX
165 KT
Minimum
Bank **25°**



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

SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
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 re-
quired minimum climb gradient of
535' per NM (8.8%) until OEJ, then
395' per NM (6.5%) until completion of turn.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	668	891	1337	1782	2228	2674
395' per NM	494	658	987	1317	1646	1975

Initial climb clearance By ATC

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course to OEJ, turn RIGHT to INN.

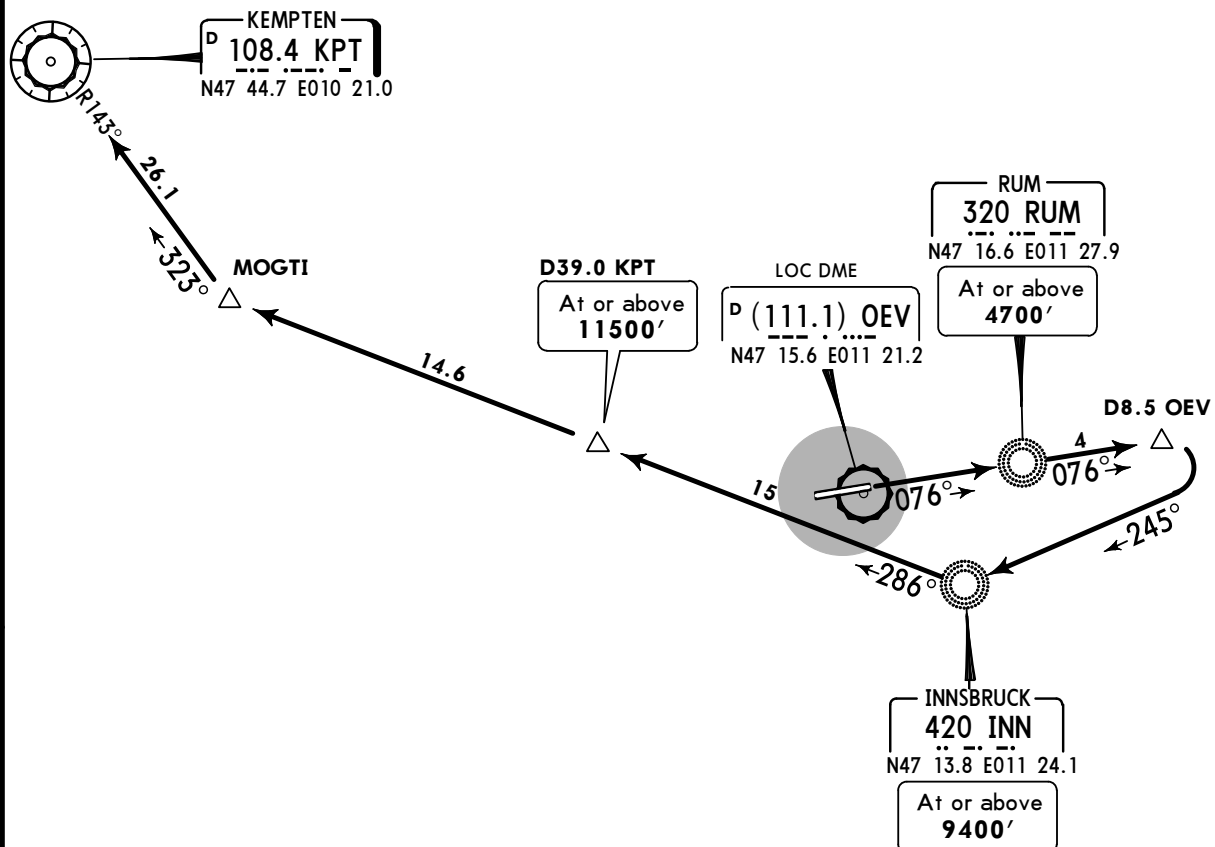
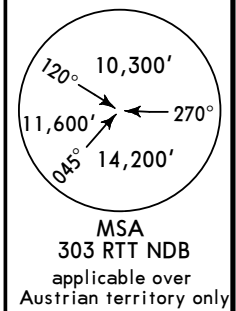
SID	ROUTING
ADIL0 2J	At INN, 288° bearing to ADILO.
BRENO 2J	At INN, 181° bearing to BRENO.

LOWI/INN
INNSBRUCKJEPPESEN
14 APR 17 (10-3F)

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.KEMPTEN 3J (KPT 3J)
RWY 08 DEPARTURESIDs crossing through
Airspace "Class E"
up to FL125

INITIAL DEPARTURE

Meteorological minimums:

Ceiling: 1500' Ground visibility: 1500m

Flight visibility during visual operations:

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

SPECIAL PERFORMANCE DEPARTURE

RVR: 150m

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
620' per NM (10.2%) until passing INN.

Gnd speed-KT	75	100	150	200	250	300
620' per NM	775	1033	1550	2067	2583	3100

MAX 154 KT and bank angle of at least 25°, after passing INN MAX 250 KT up to 11000'.

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on runway track with maximum climb gradient, intercept 076° bearing to RUM, continue on 076° bearing to D8.5 OE, turn RIGHT, intercept 245° bearing to INN, 286° bearing, intercept KPT R-143 inbound to KPT.

LOWI/INN
INNSBRUCK

JEPPesen
14 APR 17 **(10-3G)** **Eff 27 Apr**

INNSBRUCK, AUSTRIA

RNAV SID

*INNSBRUCK
Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'

1. RNAV 1

2. Contact INNSBRUCK Radar when advised by Tower.

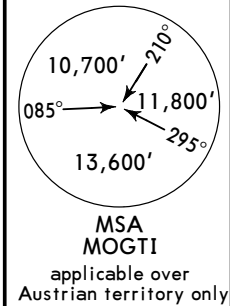
3. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley.

4. Lower weather minima and reduced length of the visual part are available on request for operators/pilots of multi-engine ACFT with improved RNAV capability.

5. High mountains surrounding the aerodrome.

MOGTI 2H [MOGT2H]
RWY 26 RNAV DEPARTURE
JETS AND TURBOPROPS

SIDs crossing through
Airspace "Class E"
up to FL125



MOGTI

At or above
13000'

WI802

At or above
11350'

WI507

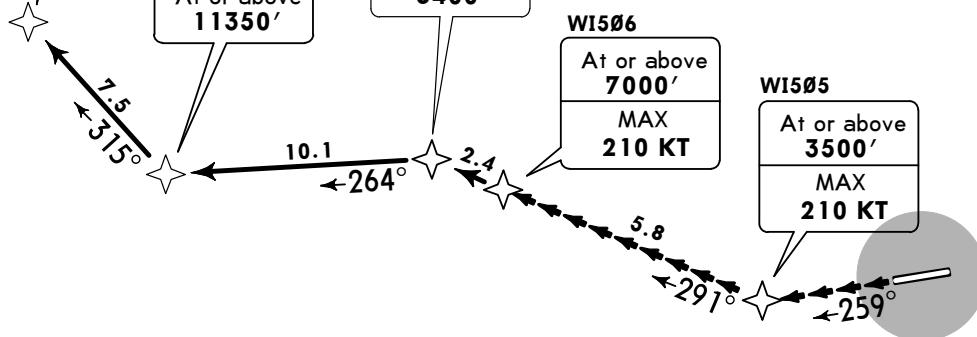
At or above
8400'

WI506

At or above
7000'
MAX
210 KT

WI505

At or above
3500'
MAX
210 KT



This SID requires minimum climb gradients
of
10.0% (608' per NM) up to 8400', then
4.8% (292' per NM).

Meteorological minimums:

Ceiling: 5100' **Ground visibility:** 5000m or
better along the visual part west of aerodrome.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on 259° track, MAINTAIN visual until passing 7000' and established on 291° track at WI505 -
WI506 - WI507 - WI802 - MOGTI.

LOWI/INN
INNSBRUCK

JEPPESEN
14 APR 17 **(10-3H)** **Eff 27 Apr**

INNSBRUCK, AUSTRIA
RNAV SID

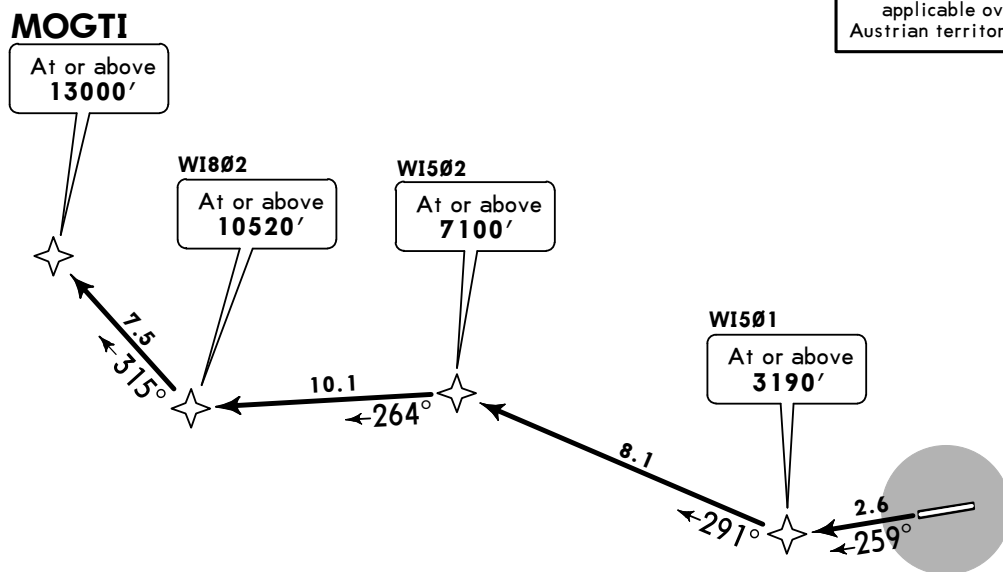
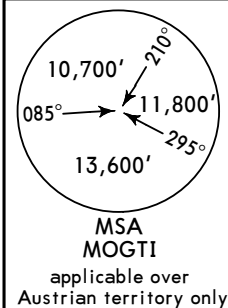
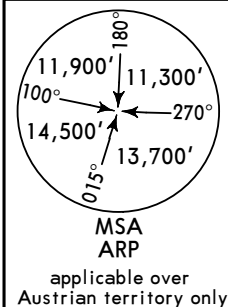
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

- Trans level: By ATC Trans alt: 10000'
1. GNSS and IRS required.
2. DME/DME, LOC and VOR/DME updating not authorized.
 3. Contact INNSBRUCK Radar when advised by Tower.
 4. High mountains surrounding the aerodrome.

MOGTI 1X [MOGT1X]
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP) DEPARTURE
 SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)

SIDs crossing through
 Airspace "Class E"
 up to FL125



This SID requires minimum climb gradients
 of
 8.0% until passing 7100', then
 5.6%.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
5.6% V/V (fpm)	425	567	851	1134	1418	1701



Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on 259° track to WI501 - WI502 - WI802 - MOGTI.

LOWI/INN
INNSBRUCK

14 APR 17

10-3J

Eff 27 Apr

INNSBRUCK, AUSTRIA
SID

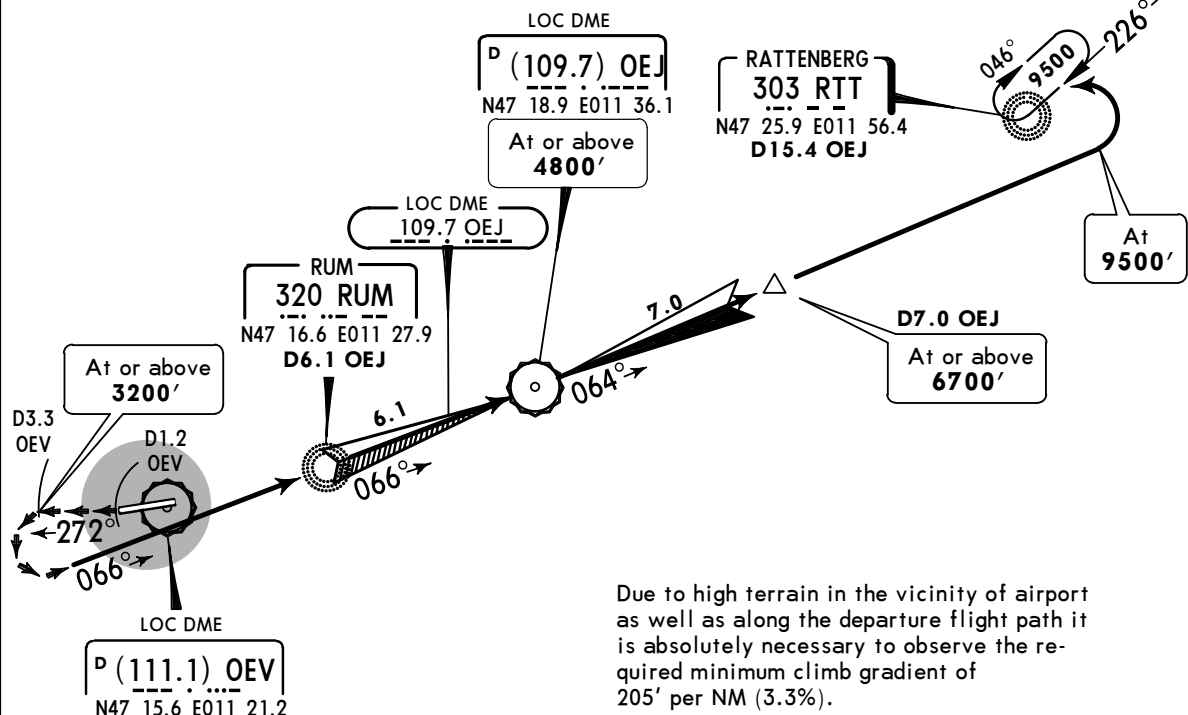
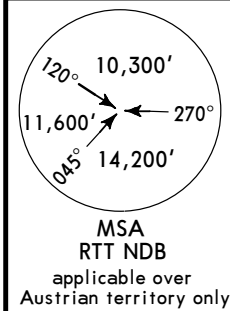
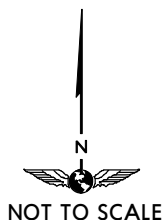
 *INNSBRUCK Radar (APP)
119.275

 Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'

1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.

RATTENBERG 4H (RTT 4H)
RWY 26 DEPARTURE

 SIDs crossing through
 Airspace "Class E"
 up to FL125


Meteorological minimums:

Ceiling: 1500' Ground visibility: 1500m

Flight visibility during visual operations:

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

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 205' per NM (3.3%).

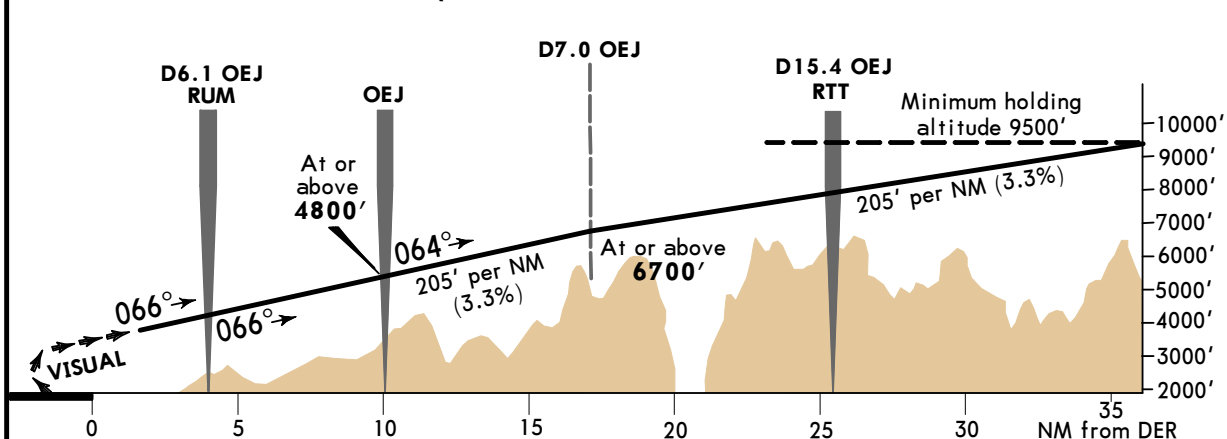
Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

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

Initial climb clearance By ATC
INITIAL CLIMB/ROUTING

Climb visually on RWY track to D1.2 OEJ, turn RIGHT, 272° track to D3.3 OEJ, turn visually LEFT, join OEJ on course 066° to OEJ. At OEJ change to 064° and continue to 9500' using OEJ back course, then turn LEFT to RTT.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE


CHANGES: SID RTT 3H renumbered 4H & revised.

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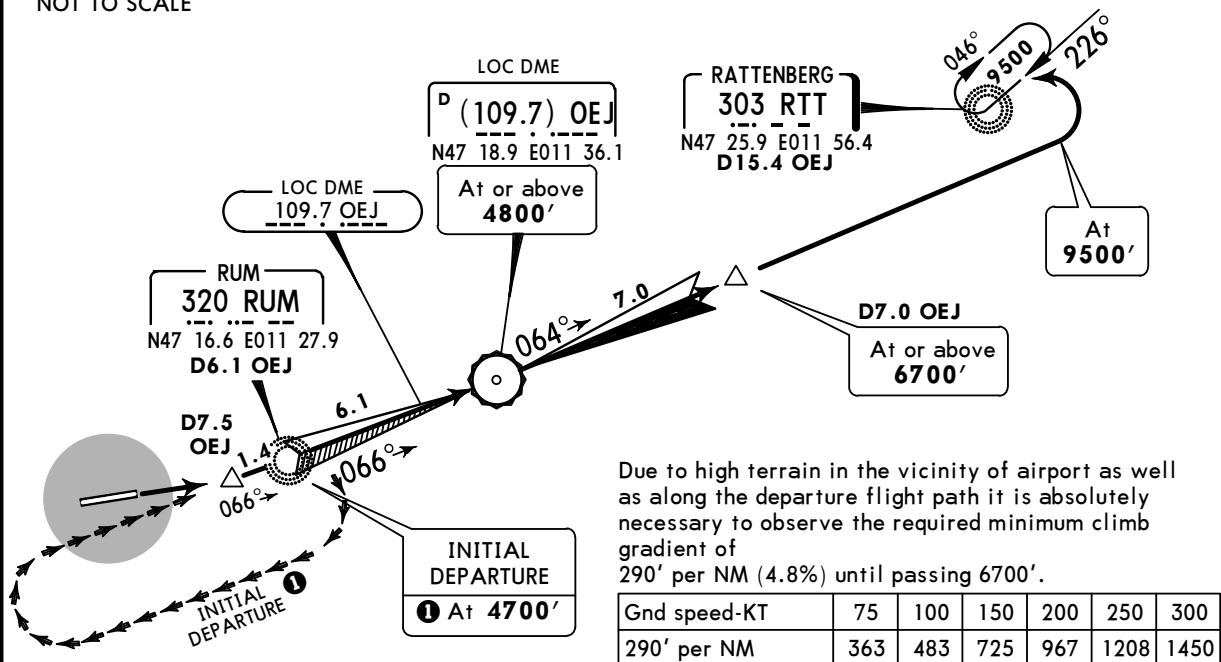
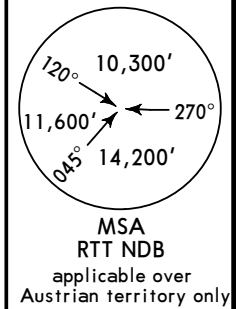
LOWI/INN
INNSBRUCKJEPPESEN
14 APR 17

10-3K

Eff 27 Apr

INNSBRUCK, AUSTRIA

SID

*INNSBRUCK Radar (APP)
119.275Apt Elev
1907'Trans level: By ATC Trans alt: 10000'
1. Contact INNSBRUCK Radar when advised by Tower.
2. High mountains surrounding the aerodrome.RATTENBERG 3J (RTT 3J)
RWY 08 DEPARTURESIDs crossing through
Airspace "Class E"
up to FL125

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

SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
Take-off alternate required.

1 If unable to cross OEJ at 4800' and D7.0 OEJ EAST of OEJ at 6700', a higher ceiling and visibility is necessary. In this case climb visually via RUM at 4700' 205' per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
205' per NM	256	342	513	683	854	1025

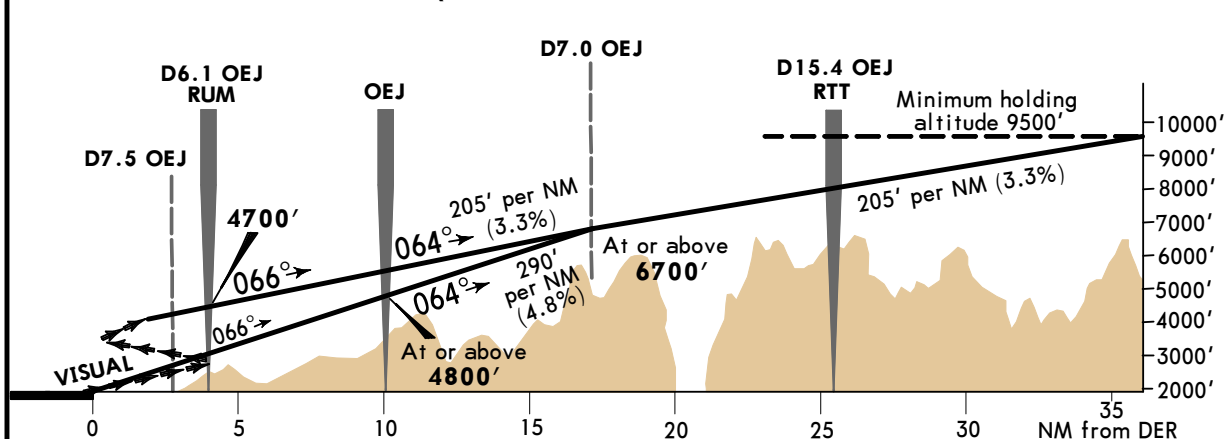
Initial climb clearance By ATC

INITIAL CLIMB

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to RUM, continue on 066° OEJ course. At OEJ change to 064° and continue to 9500' using OEJ back course, then turn LEFT to RTT.

Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC-DME station, use RUM as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



LOWI/INN
INNSBRUCK

JEPPESEN
14 APR 17 **(10-3L)** Eff 27 Apr

INNSBRUCK, AUSTRIA
RNAV SID

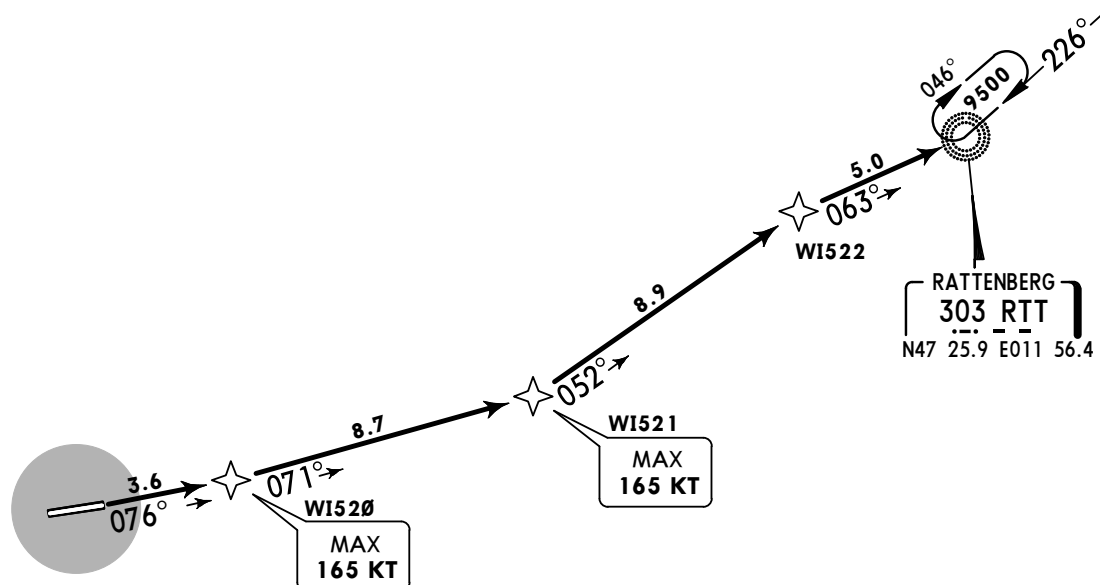
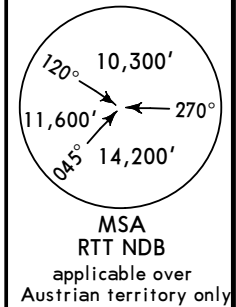
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. **RNAV 1**
2. Contact INNSBRUCK Radar when advised by Tower.
3. High mountains surrounding the aerodrome.

RATTENBERG 1Q (RTT 1Q)
RWY 08 RNAV DEPARTURE

SIDs crossing through
Airspace "Class E"
up to FL125



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

SPECIAL PERFORMANCE DEPARTURE
RVR: 150m
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
425' per NM (7.0%) until passing WI521.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

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

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

WI520 - WI521 - WI522 - RTT.

LOWI/INN
INNSBRUCK

JEPPESEN
14 APR 17 **(10-3M)** Eff 27 Apr

INNSBRUCK, AUSTRIA
RNAV SID

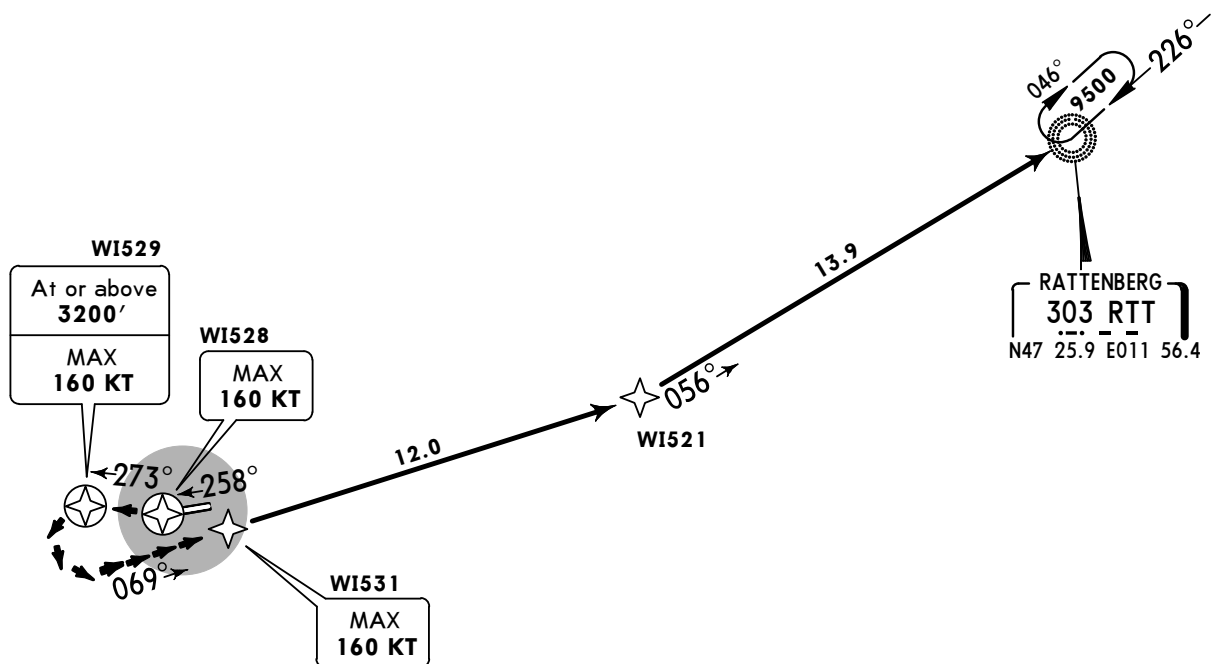
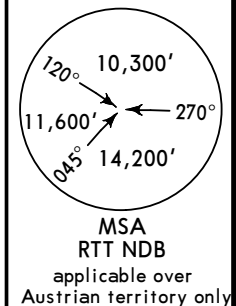
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

Trans level: By ATC Trans alt: 10000'
1. RNAV 1
2. Contact INNSBRUCK Radar when advised by Tower.
3. High mountains surrounding the aerodrome.

RATTENBERG 1R (RTT 1R)
RWY 26 RNAV DEPARTURE

SIDs crossing through
Airspace "Class E"
up to FL125



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

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
535' per NM (8.8%) until passing WI531.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	669	892	1338	1783	2229	2675

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

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb visually on 258° track to WI528 - WI529, MAINTAIN visual until 069° track to WI531 - WI521 - RTT.

LOWI/INN
INNSBRUCK

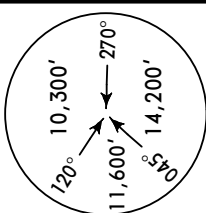
JEPPesen
14 APR 17 **10-3N** Eff 27 Apr

INNSBRUCK, AUSTRIA
RNAV SID

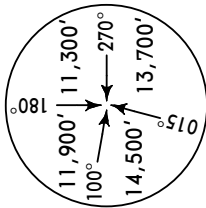
*INNSBRUCK Radar (APP)
119.275

Apt Elev
1907'

- Trans level: By ATC Trans alt: 10000'
1. **GNSS and IRS required.**
 2. **DME/DME, LOC and VOR/DME updating not authorized.**
 3. Contact INNSBRUCK Radar when advised by Tower.
 4. High mountains surrounding the aerodrome.



MSA
RTT NDB
applicable over
Austrian territory only

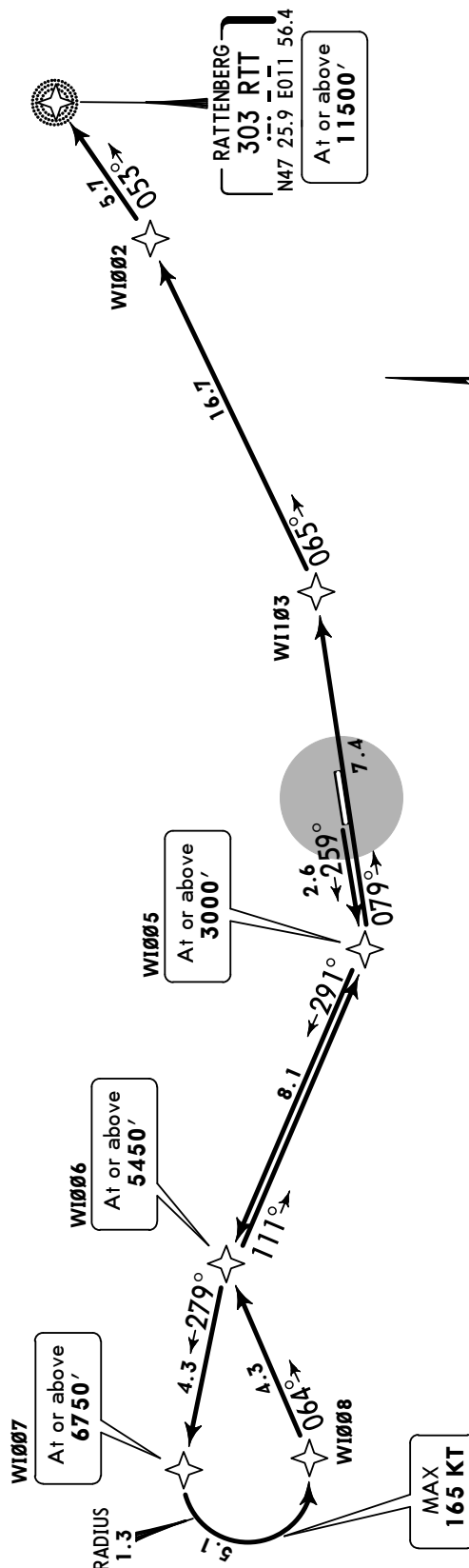


MSA
ARP
applicable over
Austrian territory only

SIDs crossing through
Airspace "Class E"
up to FL125

RATTENBERG 3X (RTT 3X)
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP) DEPARTURE

SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)



This SID requires minimum climb gradients of
7.0% (430' per NM) until W1005, then
5.0% (305' per NM) until passing W1008.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance By ATC

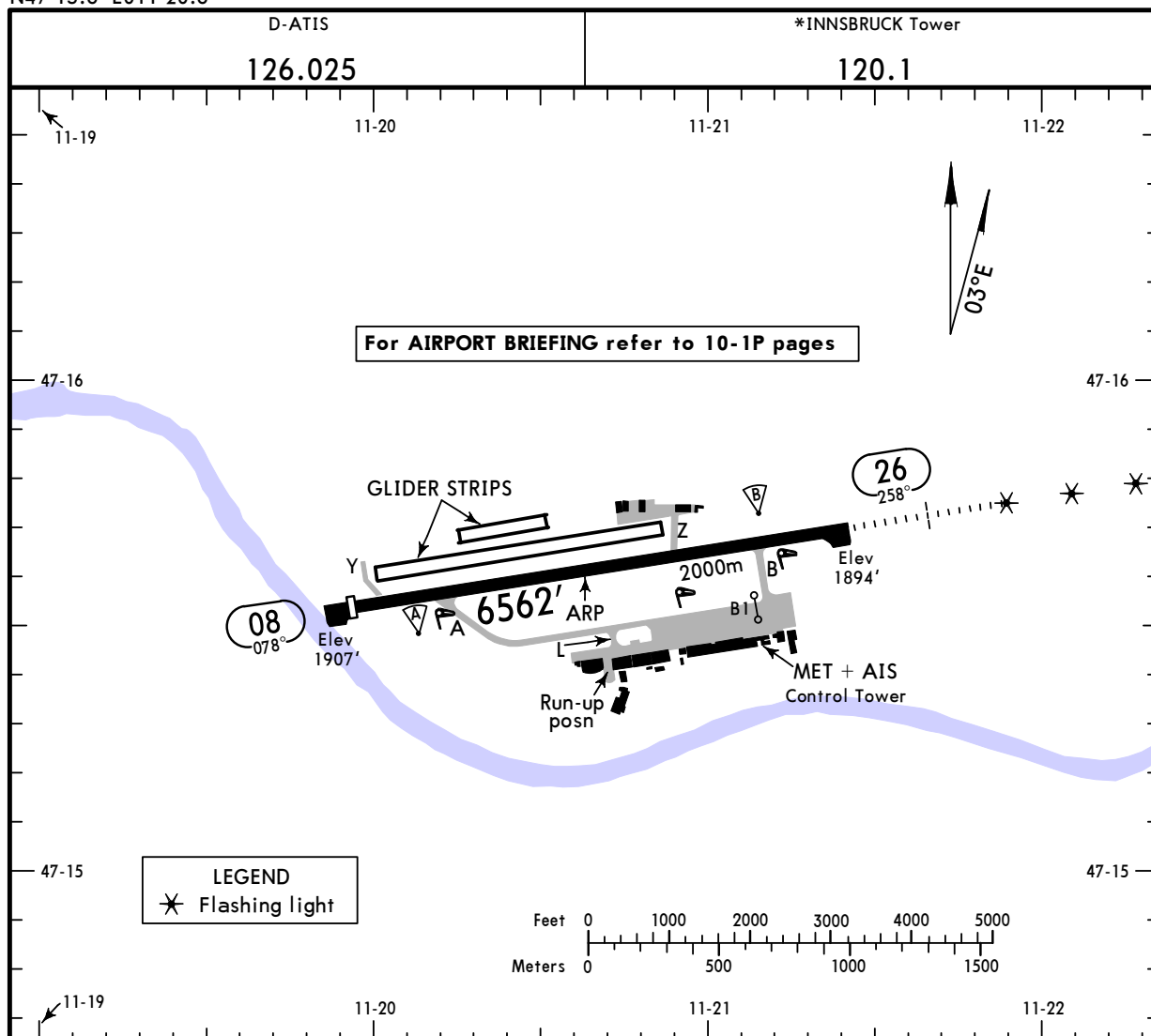
INITIAL CLIMB/ROUTING

Climb on 259° track to W1005 - W1006 - W1007 - W1008 - W1006 - W1005 - W1103 - W1002 - RTT.

LOWI/INN
Apt Elev **1907'**
N47 15.6 E011 20.6

JEPPesen
10 FEB 17 **(10-9)**

INNSBRUCK, AUSTRIA
INNSBRUCK



Standard

TAKE-OFF

All Rwy's

A
B
C
D

1500' - 1500m **1**

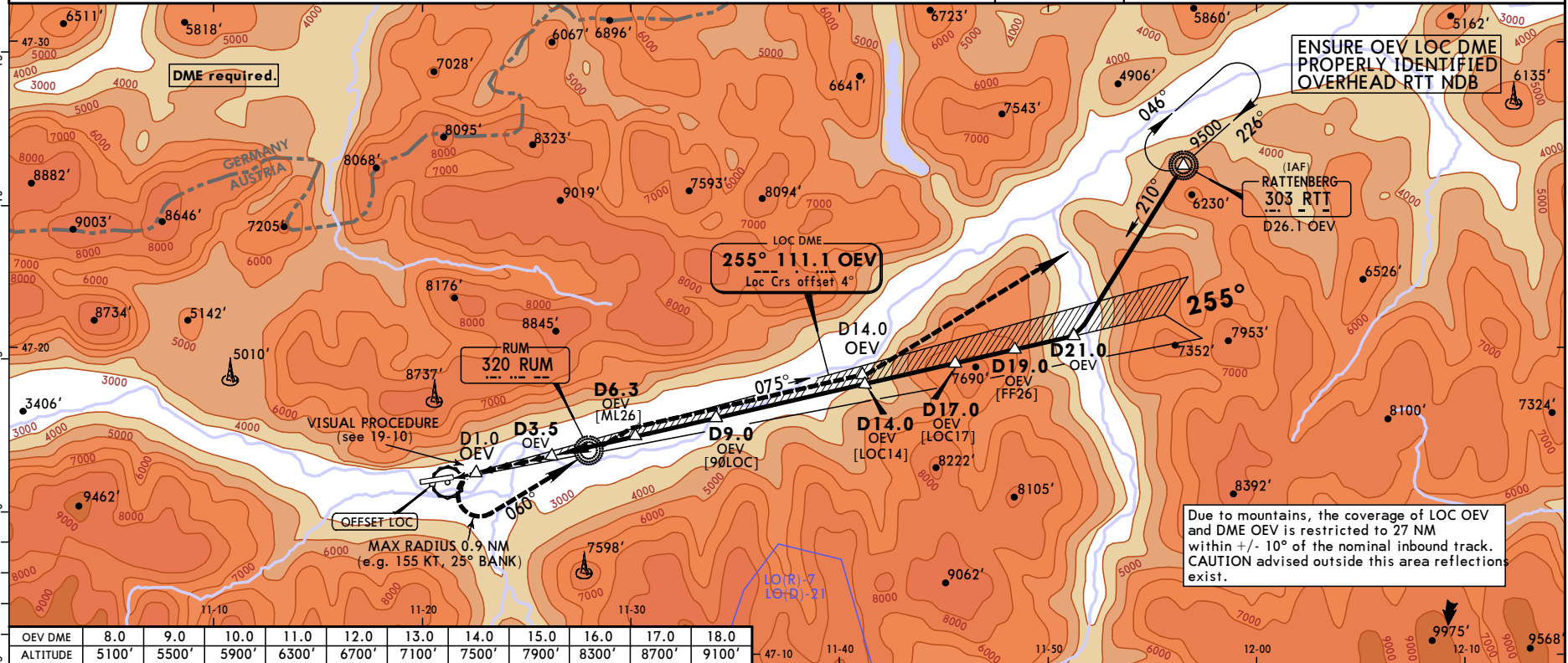
1 Special performance departure: RVR 150m, take-off alternate required.

LOWI/INN
INNSBRUCK

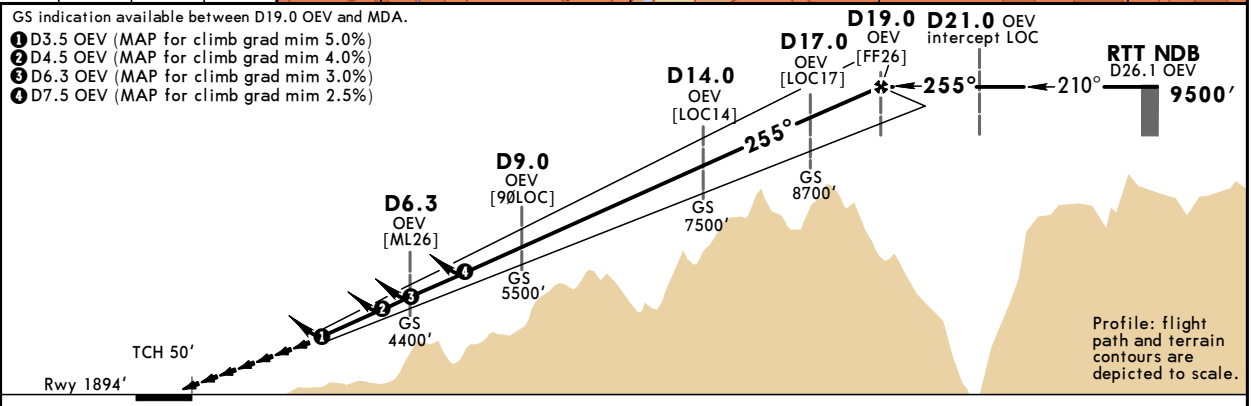
JEPPESEN
21 APR 17 (11-1) Eff 27 Apr

INNSBRUCK, AUSTRIA
LOC DME EAST

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1		
LOC OE 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OE 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907' Rwy 1894'	 MSA RTT NDB Applicable over Austrian territory only	
MISSED APCH: Climb on LOC crs (255°) with max gradient to D1.0 OE, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to RUM Lctr, rejoin LOC outbound and continue climb on 075° with max gradient. At D14.0 OE turn LEFT to RTT NDB and hold at 9500'. WARNING: Be aware of back course indication on reciprocal track.						
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: By ATC		
				Trans alt: By ATC		



Gnd speed-Kts		70	90	100	120	140	160		
GS or		470	604	671	805	939	1073		
LOC Descent Angle		3.79°							
For MAP see profile.									
						<div>HIALS</div> <div>REIL PAPI PAPI</div>		Refer to Missed Apch above	
Standard		VISUAL STRAIGHT-IN LANDING RWY26 Missed apch climb gradient min						CIRCLE-TO-LAND with prescribed flight tracks	
MDA(H) 5.0%		MDA(H) 4.0%		MDA(H) 3.0%		MDA(H) 2.5%			
3300' (1406') I		3700' (1806') I		4400' (2506') I		4900' (3006') I			
FLIGHT VISIBILITY—ALS out									
5000m									
A								A	SEE 19-10
B								B	
C								C	
D								D	
I Ceiling required at MDA(H). For ground visibility & ceiling requirement see 10-1P pages.									



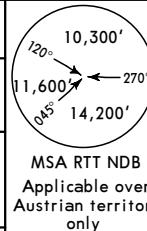
LOWI/INN
INNSBRUCK

21 APR 17
Eff 27 Apr 11-2

MIM MISSED APCH CLIMB GRAD
ACCORDING SPECIAL AUTHORIZATION

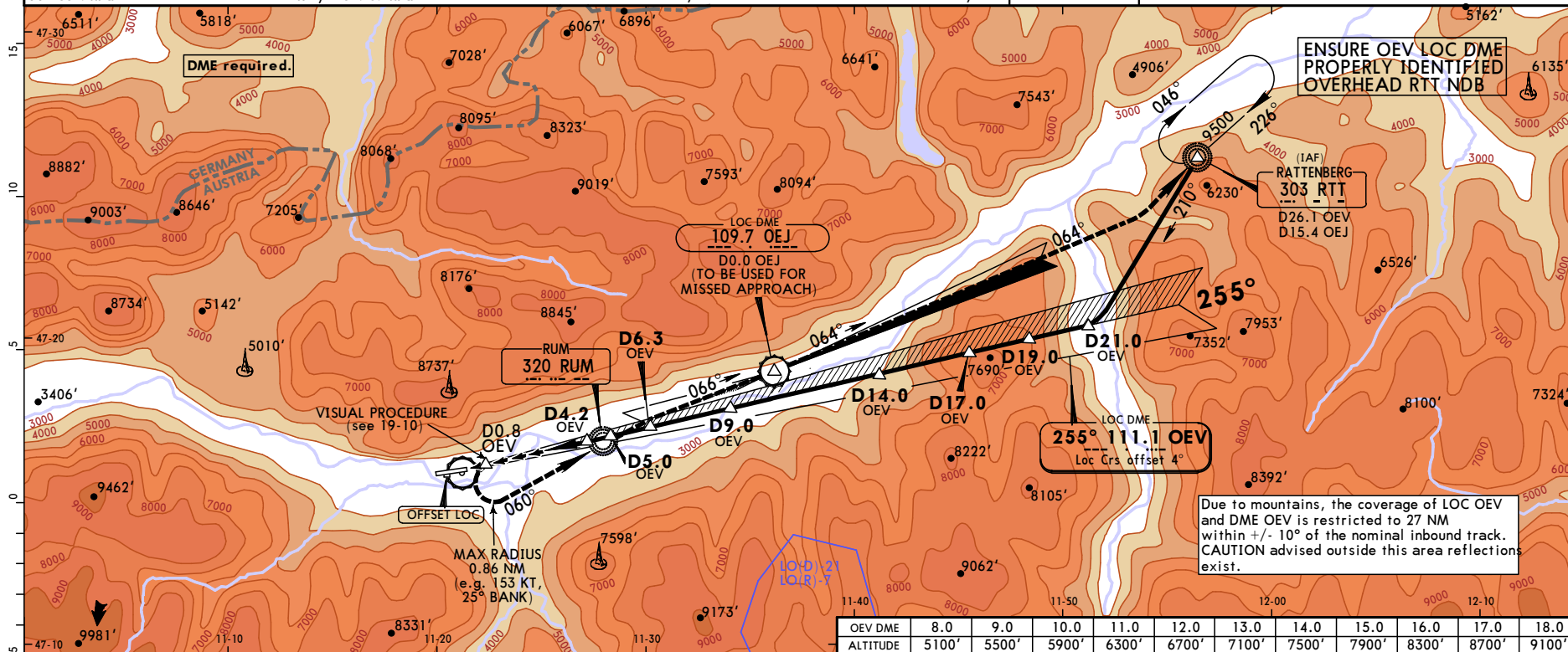
INNSBRUCK, AUSTRIA
Special LOC DME EAST

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
LOC OEI 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OEI 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907' Rwy 1894'	
MISSED APCH: Climb on OEI LOC crs (255°) with max gradient to D0.8 OEI, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25° bank) onto 060° to RUM Lctr, intercept OEI LOC crs (066°). Upon passing OEI LOC station proceed outbound OEI LOC back crs (064°), continue climb with max gradient to 9500', then turn LEFT to RTT NDB and hold. Due to erroneous LOC indications from D2.0 OEI before until D2.0 OEI after LOC DME station, use RUM Lctr for additional guidance.					
Alt Set: hPa		Rwy Elev: 67 hPa		Trans alt: By ATC	



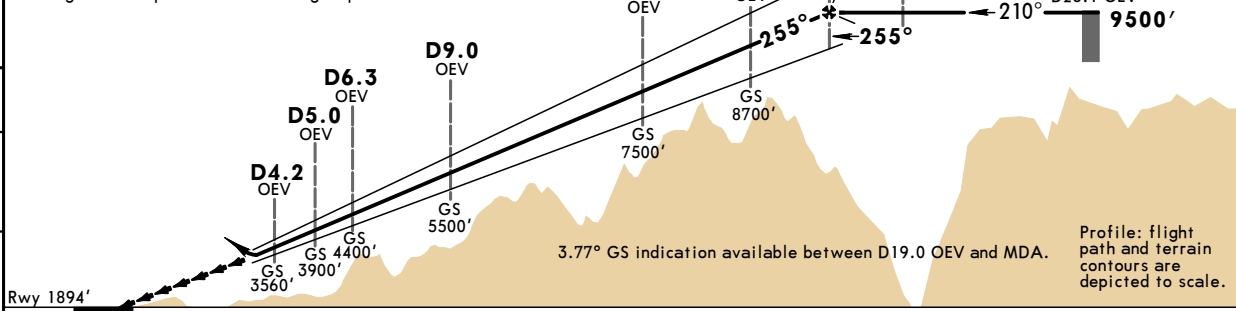
THE USE OF THIS PROCEDURE REQUIRES AUTHORIZATION BY
AUSTRO CONTROL GMBH.

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.



Gnd speed-Kts	70	90	100	120	140	160	
GS or LOC Descent Angle	3.77°	467	601	667	801	934	1068
MAP as approved.							
					HIALS REIL PAPI		Refer to Missed Apch above
Standard		VISUAL STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
		ALS out			with prescribed flight tracks		
A	ACCORDING SPECIAL AUTHORIZATION				A	SEE 19-10	
B					B		
C					C		
D					D		

This procedure is only for multi-engine aircraft
with special performance, e.g. small turn radius,
increased one-engine-out missed approach
climb gradient. Special crew training required.



LOWI/INN
INNSBRUCK

21 APR 17
Eff 27 Apr 11-3

JEPPesen

FOLLOWED BY
VISUAL APPROACH

INNSBRUCK, AUSTRIA
LOC DME WEST

BRIEFING STRIP	D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
	LOC OEJ 109.7	Final Apch Crs 066°	Minimum Alt KUDAV 11500' (9593')	MDA(H) 5000' (3093')	Apt Elev 1907'	
	MISSED APCH: Climb on LOC crs (066°) with max gradient. Upon passing LOC station proceed outbound LOC back crs on 064° 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 RUM Lctr for additional guidance.					
	Alt Set: hPa DME required.		Apt Elev: 68 hPa		Trans level: By ATC	
					Trans alt: By ATC	

120°

10,300'

11,600'

270°

14,200'

045°

MSA RTT NDB

11,400'

1,900'

13,200'

270°

14,500'

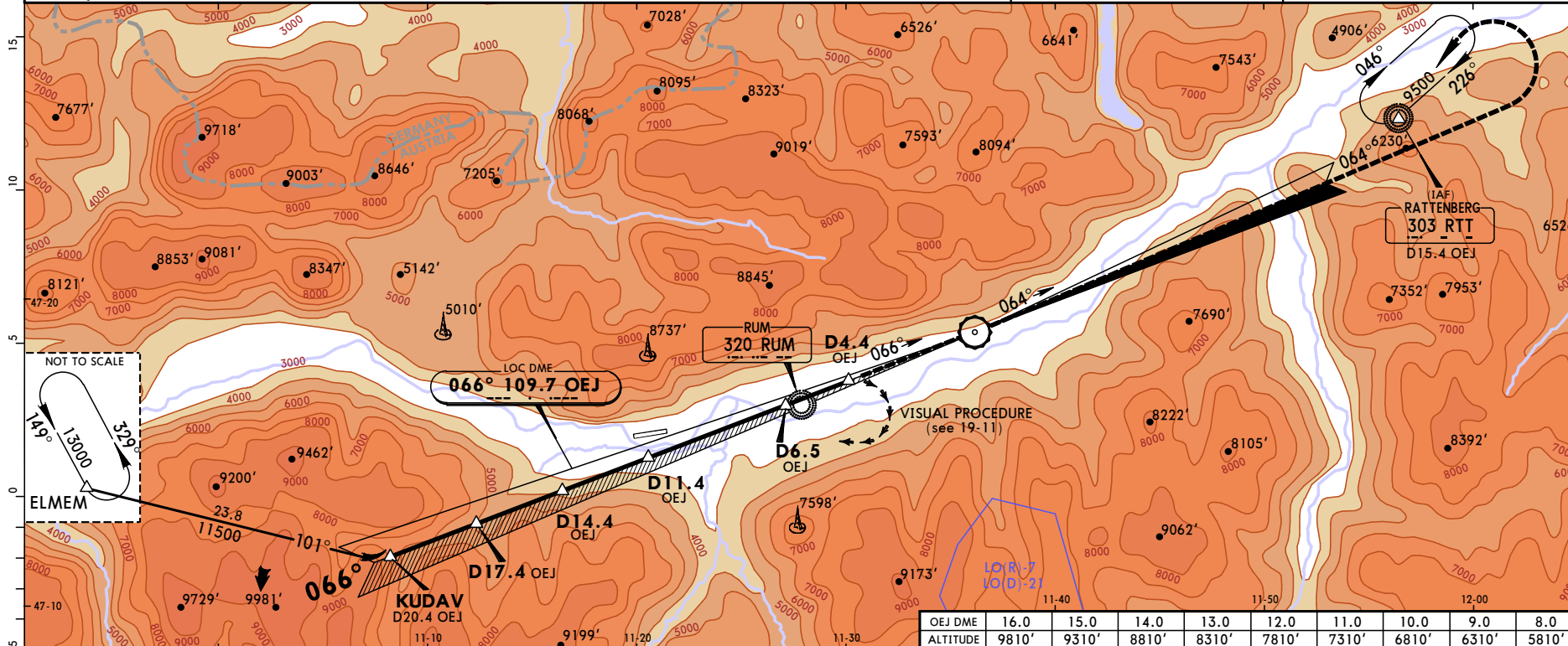
095°

360°

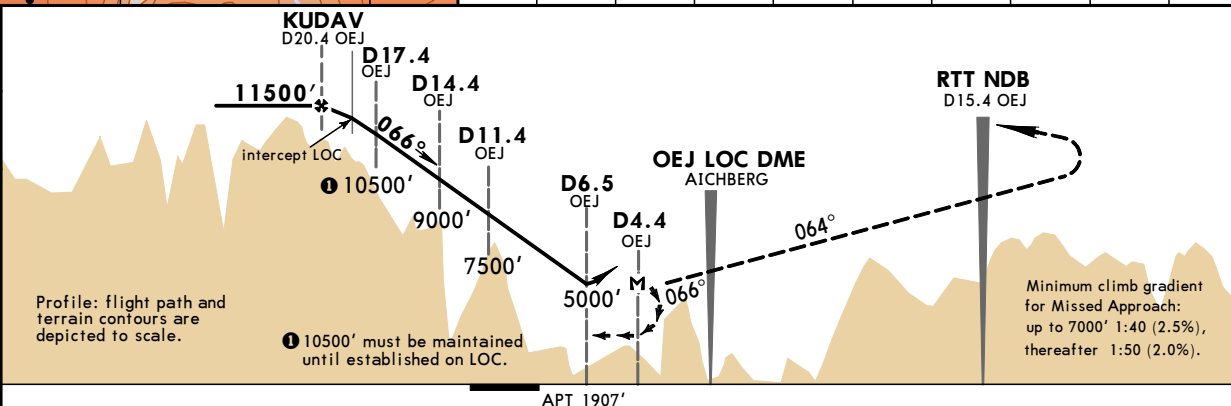
MSA ELMEM

Applicable over
Austrian territory
only

PILOTS USING THIS CHART MUST
REFER TO 10-1P PAGES.



Gnd speed-Kts		70	90	100	120	140	160	
LOC Descent Angle		4.70°	583	749	833	999	1166	1332
MAP at D4.4 OEJ								
					Lighting- Refer to Airport Chart		Refer to Missed Apch above	
Standard		STRAIGHT-IN LANDING			CEILING REQUIRED		CIRCLE-TO-LAND	
					For prescribed flight tracks see 19-11			
					MDA(H) _____ CEIL-FLIGHT VIS _____			
A	NOT APPLICABLE				A	5000' (3093') 3100' - 3000m		
B					B			
C					C	5000' (3093') 3100' - 5000m		
D					D			
For ground visibility & ceiling requirement see 10-1P pages.								



**LOWI/INN
INNSBRUCK**



INNSBRUCK, AUSTRIA

21 APR 17 (11-4) Eff 27 Apr

CAT A, B & C

① LOC R Rwy 26

D-ATIS 126.025		*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
LOC OEV 111.1	Final Apch Crs 255°	Minimum Alt D19.0 OEV 9500' (7606')	MDA(H) Refer to Minimums	Apt Elev 1907'	Rwy 1894'
MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold. RNAV missed apch track from W1700 onward is based on RNP 0.3.					
Alt Set: hPa		Apt Elev: 67 hPa		Trans level: By ATC	
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. DME required.					

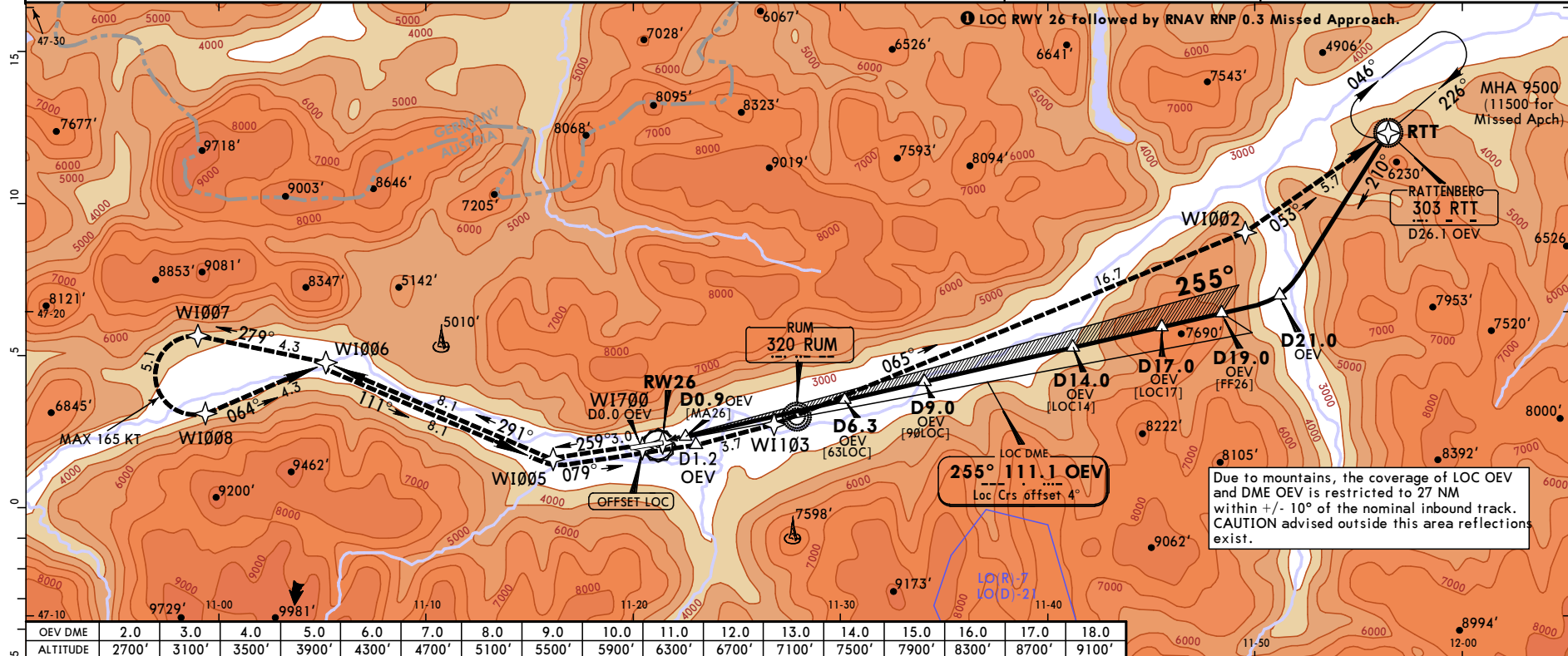
MSA RTT NDB

MSA ARP

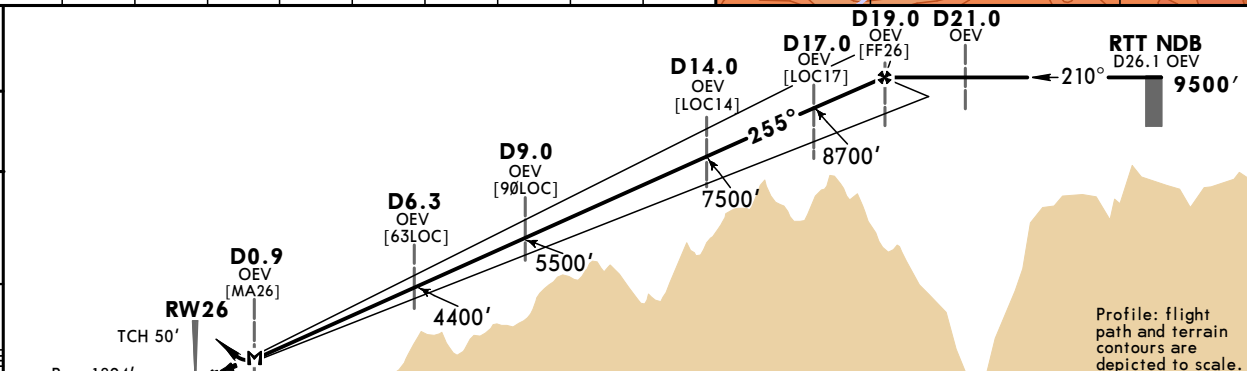
Applicable over
Austrian territory
only

THE CHART MAY ONLY BE USED IN CONNECTION WITH THE DESCRIPTION OF THE PROCEDURE.

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.



Gnd speed-Kts		70	90	100	120	140	160		
Descent Angle		3.79°	470	604	671	805	939	1073	
MAP at D0.9 OEV									
						11500 ↑ via W1700			
Standard STRAIGHT-IN LANDING RWY26 Missed apch climb gradient until 3200' mim								CIRCLE-TO-LAND with prescribed flight tracks	
MDA(H) 5.0% 2250' (356') I		MDA(H) 4.0% 2450' (556') I		MDA(H) 3.0% 2650' (756') I		MDA(H) 2.5% 2750' (856') I			
ALS out		ALS out		ALS out		ALS out			
A	RVR 1500m	RVR 1500m		RVR 1500m		RVR 1500m		A	
B	RVR 1200m							B	
C		CMV 2100m	CMV 2500m	CMV 3000m	CMV 3500m	CMV 3600m	CMV 4000m	C SEE 19-10	
D		NOT APPLICABLE						D NOT APPLICABLE	



PANS OPS

Profile: flight path and terrain contours are depicted to scale.

JEPPESEN
10 JUN 16
Eff 23 Jun 12-1

INNSBRUCK, AUSTRIA
RNAV (GNSS) Y Rwy 08

NOT TO SCALE

ELMEM (IAF)

WI810

WI811

WI812

WI813

WI814

WI006

WI005

WI103

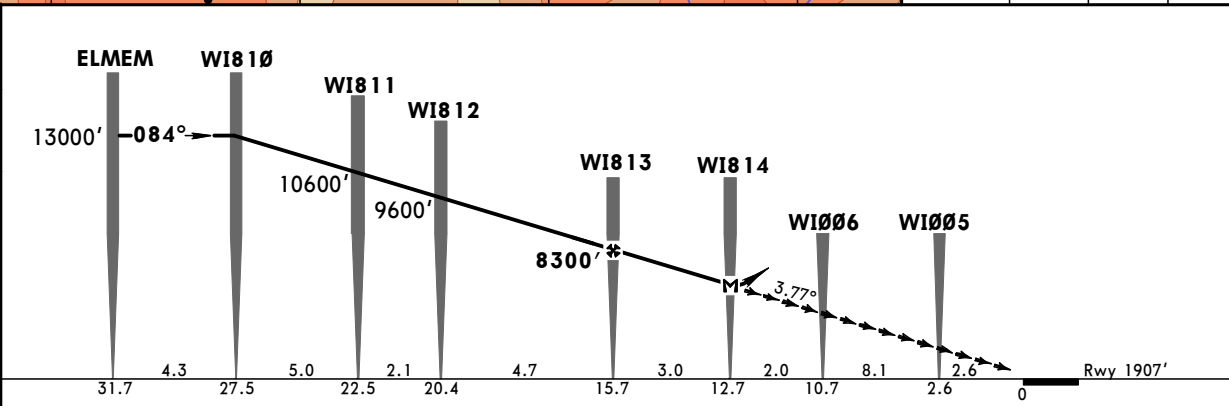
RTT

MHA 9500 (11500 for Missed Apch)

LO(R)-7 LO(D)-21

DIST to THR	15.0	14.0	13.0
ALTITUDE	8000'	7600'	7200'

Gnd speed-Kts		70	90	100	120	140	160	
Descent Angle		3.77°	467	601	667	801	934	1068
MAP at WI814								
Standard						LANDING RWY 08		
LNAV						PAPI		11500' via WI006
MDA(H) 7100' (5193')						↑		
CEIL - FLIGHT VISIBILITY								
A	5200' - 5000m							
B								
C								
D								



LOWI/INN
INNSBRUCK

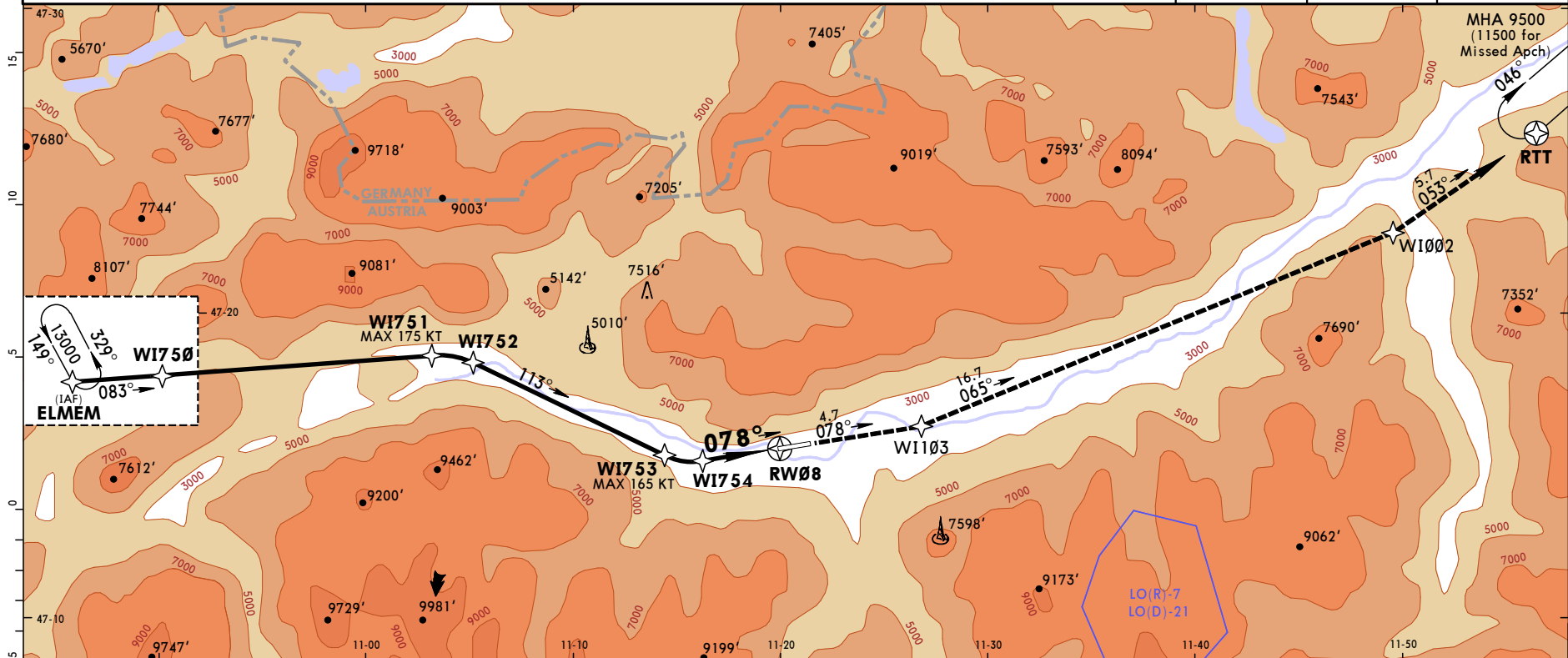
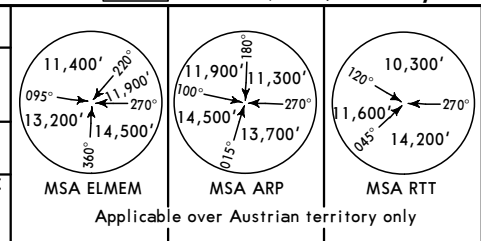
JEPPesen
10 JUN 16
Eff 23 Jun 12-20

CAT A,
B & C
INNSBRUCK, AUSTRIA
RNAV (RNP) Z Rwy 08

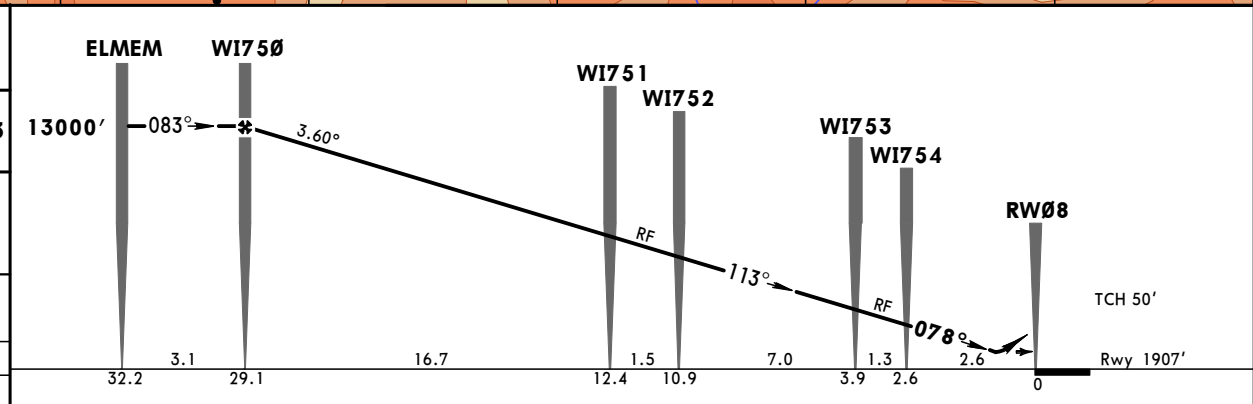
D-ATIS 126.025	*INNSBRUCK Radar (APP) 119.275		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs 078°	Minimum Alt W1750 13000' (11093')	RNP 0.3 DA(H) 2900' (993')	Apt Elev 1907' Rwy 1907'

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.
Missed apch procedure based on RNP 0.30.

Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: By ATC
1. **SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED** (refer to AIRPORT BRIEFING 10-1P pages). 2. GNSS and IRS required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

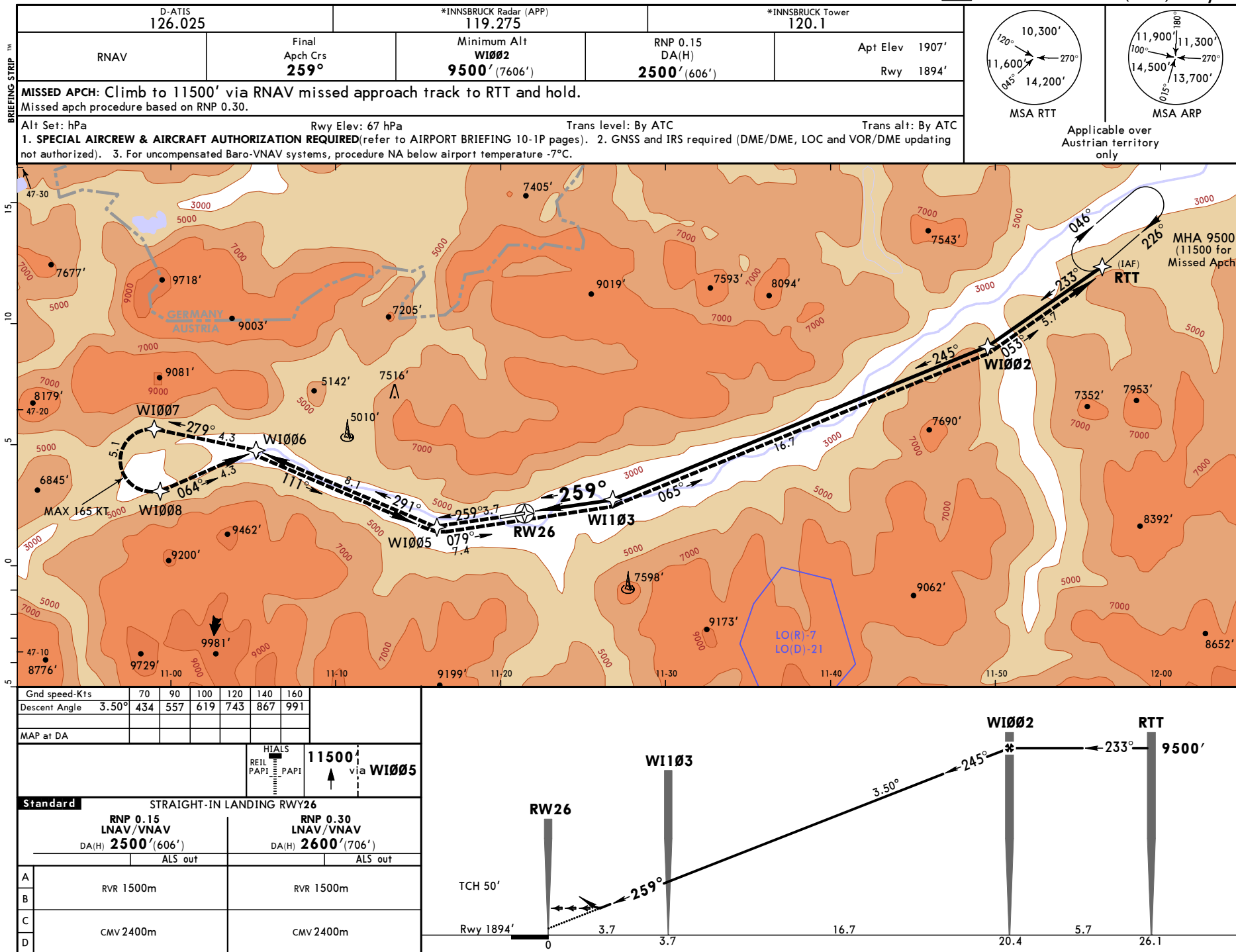


Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.60°	446	573	637	765	892	1019
MAP at DA							
					PAPI	11500' via W1103 ↑	
Standard		LANDING RWY 08					
RNP 0.30							
DA(H) 2900'(993')							
A	RVR 1500m						
B							
C	CMV 2400m						
D	NOT APPLICABLE						



LOWI/INN
INNSBRUCK

JEPPESEN INNSBRUCK, AUSTRIA
10 JUN 16 12-21 Eff 23 Jun RNAV (RNP) Rwy 26

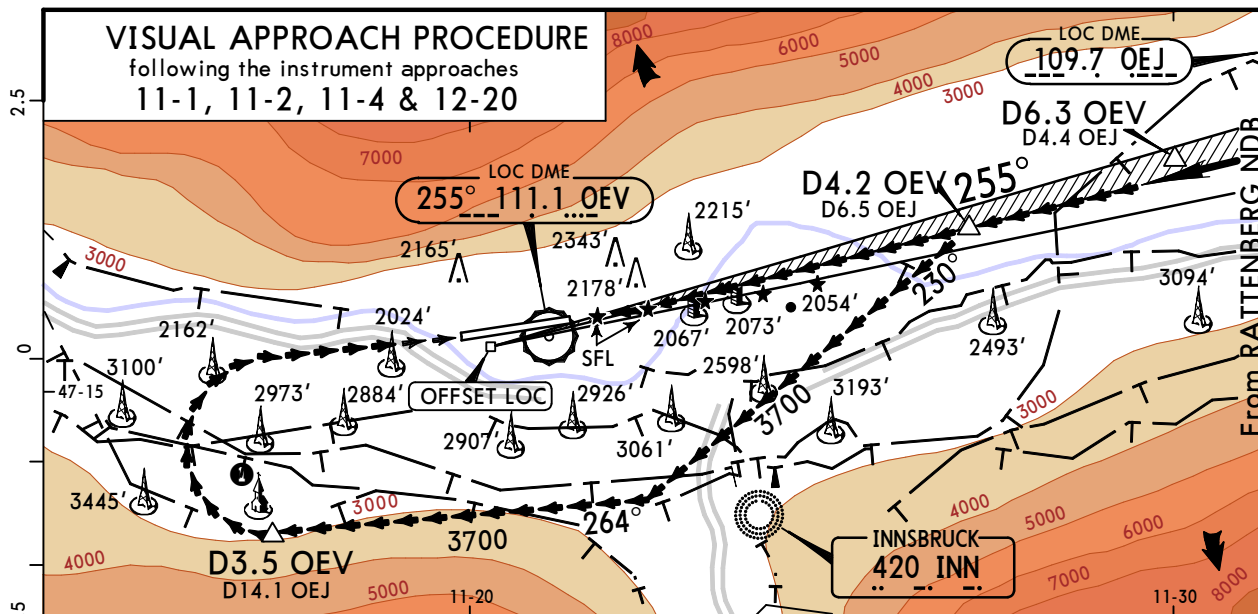


LOWI/INN
Apt Elev **1907'**

JEPPESSEN
21 APR 17 **(19-10)** **Eff 27 Apr**

INNSBRUCK, AUSTRIA
INNSBRUCK

SPECIAL CIRCLING PROCEDURES



VISUAL APCH AFTER 11-1:

Having established effective external VISUAL reference between D6.3 OEV/D4.4 OEJ and MAP the flight shall be continued with visual reference either straight-in to RWY 26 (distance depending on MAP versus missed apch climb performance) or on to a Right-hand circuit to RWY 08. The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

VISUAL APCH AFTER 11-2:

Having established effective external VISUAL reference (between D6.3 OEV/D4.4 OEJ and MAP) the flight shall be continued with visual reference either straight-in to RWY 26 or on to a Right-hand circuit to RWY 08.

1 Visual Cue: Church Axams for start of Right base.

Standard

Standard		CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS				
After apch 11-1 Missed apch climb gradient mim					After apch 11-2 & 12-20	
MDA(H) 5.0%	MDA(H) 4.0%	MDA(H) 3.0%	MDA(H) 2.5%			
3700' (1793')	3900' (1993')	4400' (2493')	4900' (2993')	FLIGHT VISIBILITY	MDA(H) 3700' (1793')	
A	5000m					
B					3000m	
C						
D					5000m	

Standard

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS				
After apch 11-4 Missed apch climb gradient mim				
5.0%	4.0%	3.0%	2.5%	
MDA(H) 3700' (1793')	MDA(H) 3900' (1993')	MDA(H) 4400' (2493')	MDA(H) 4900' (2993')	FLIGHT VISIBILITY
A	3000m			
B				
C				
D				

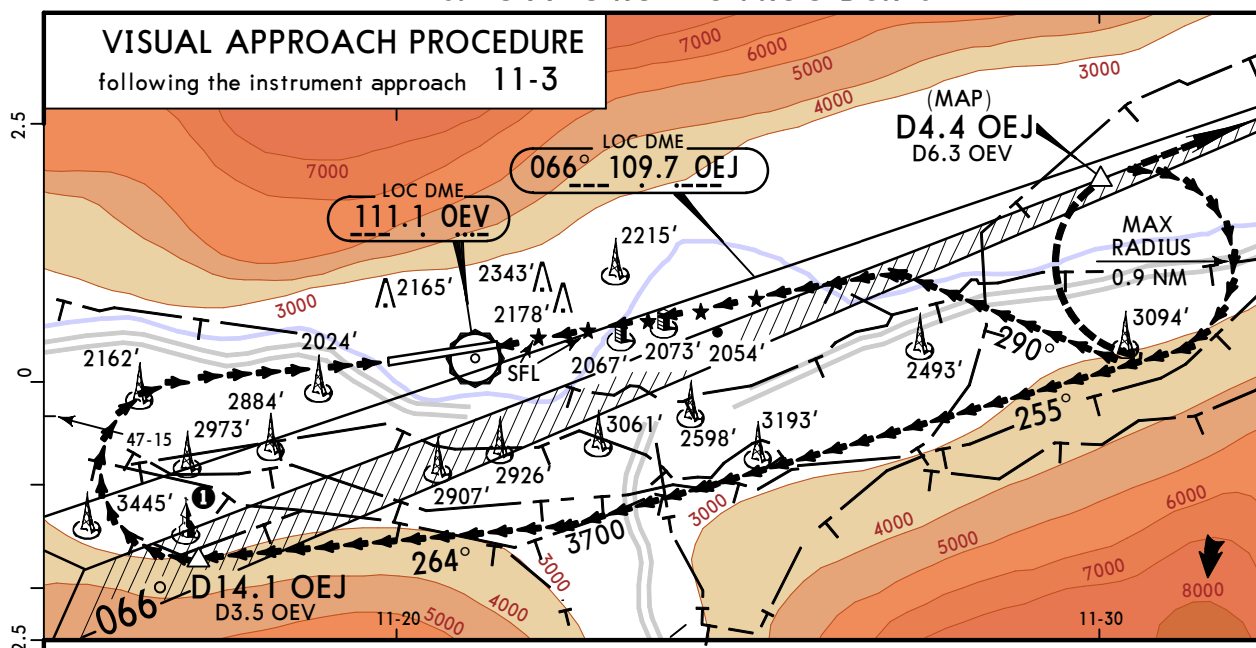
PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.

For SPECIAL NOTES see 10-1P pages.

LOWI/INN
Apt Elev **1907'**JEPPESEN
21 APR 17 **19-11** Eff 27 AprINNSBRUCK, AUSTRIA
INNSBRUCK

SPECIAL CIRCLING PROCEDURES



Having established effective external visual reference at decision point, make a Right turn in level flight (maximum turn radius 0.9 NM/1700m).

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

If found impossible to maintain visual conditions on approach to APT, Right turn to rejoin OEJ LOC via D4.4 OEJ/D6.3 OEJ and follow the MISSED APCH as described 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.

① Visual Cue: Church Axams for start of Right base.

StandardCIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKSMDA(H) **5000'** (3093')

FLIGHT VISIBILITY

A	
B	3000m
C	
D	5000m

PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.

For SPECIAL NOTES see 10-1P pages.

DAAG/ALG

HOUARI BOUMEDIENE

6 MAR 09

JEPPesen

(10-1R)

Eff 12 Mar

ALGIERS, ALGERIA

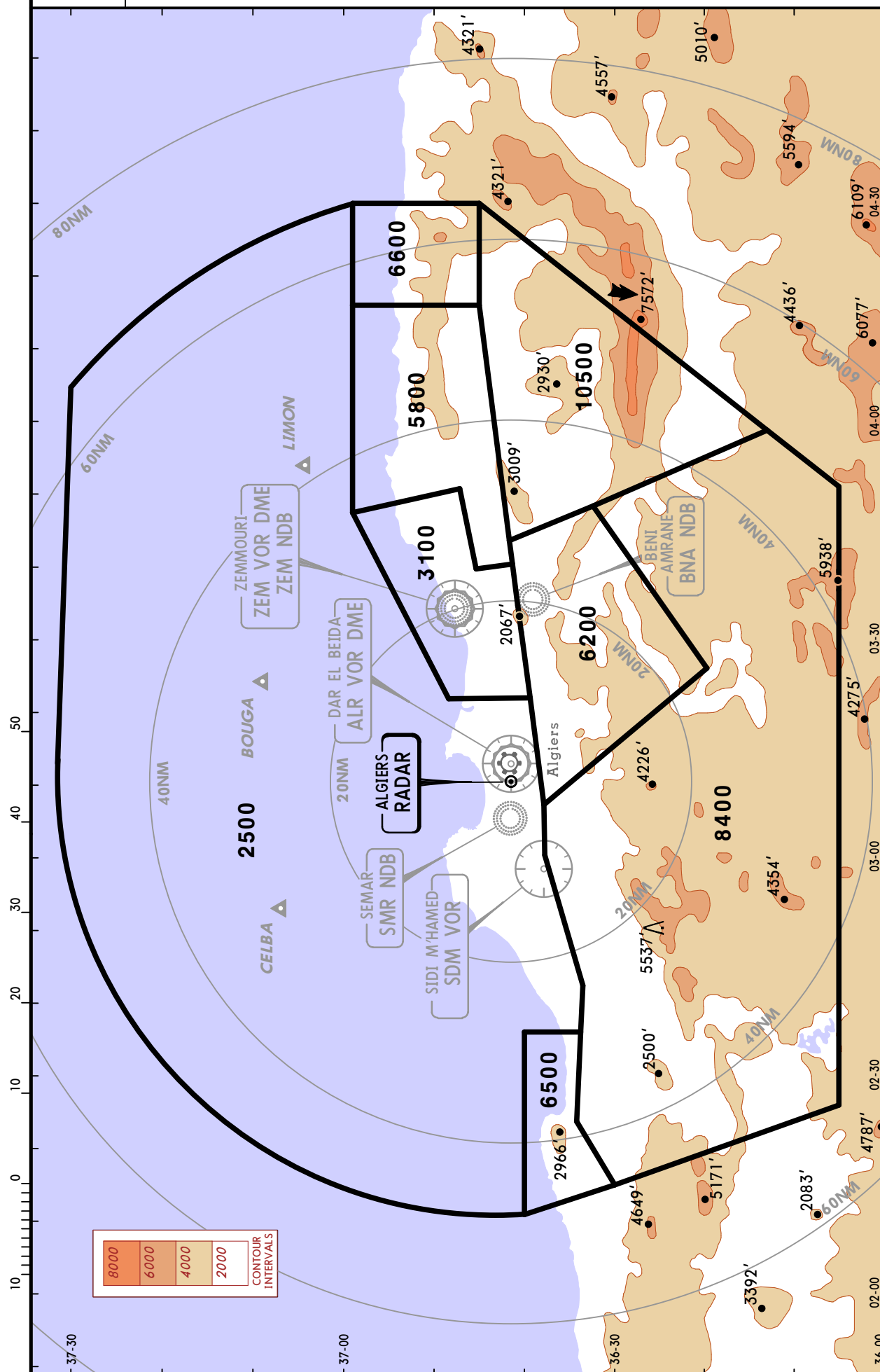
RADAR MINIMUM ALTITUDES

Apt Elev
82'

Alt Set: MB

Trans level: By ATC

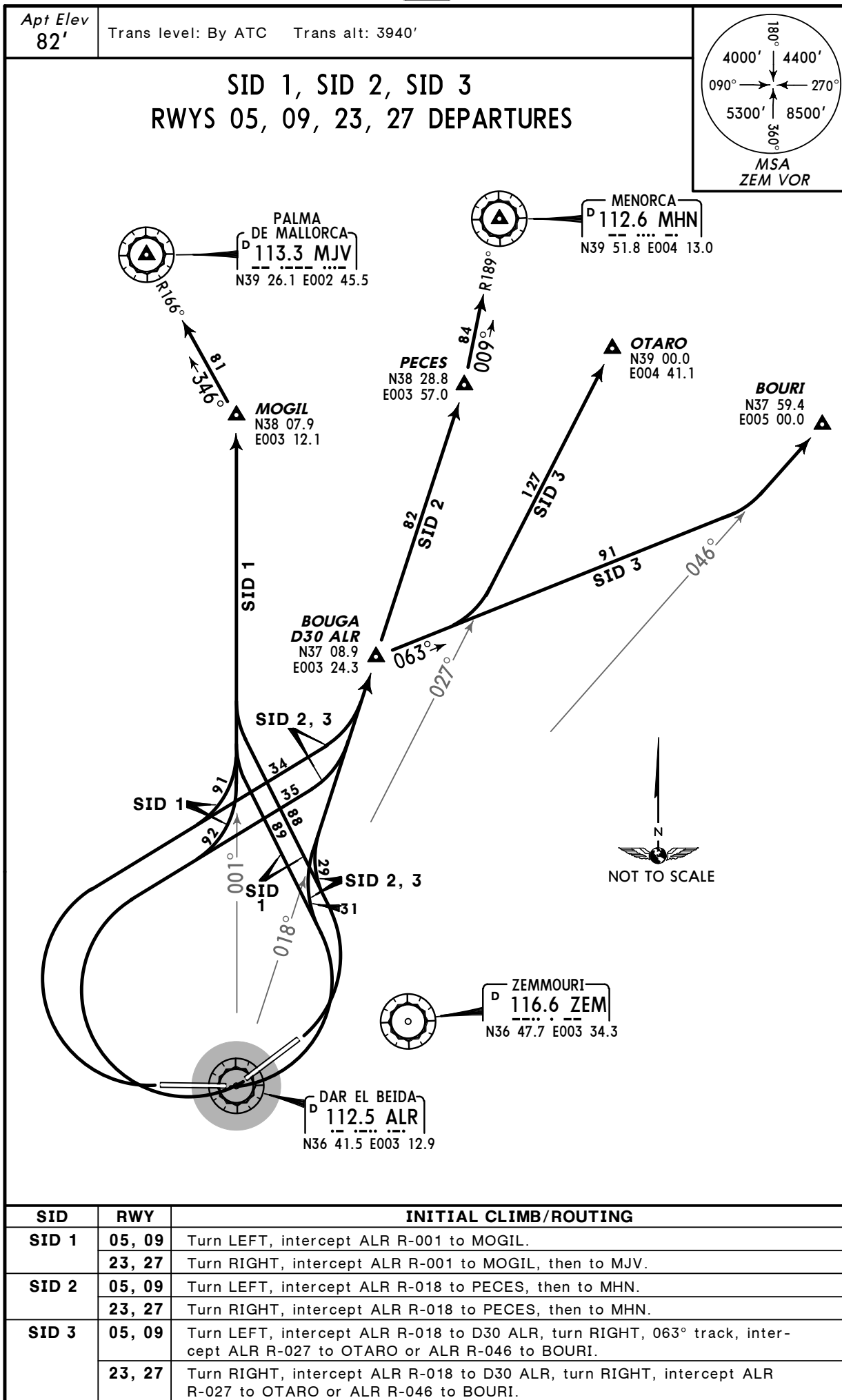
Trans alt: 3940'



DAAG/ALG
HOUARI BOUMEDIENE

JEPPesen
13 APR 07 **10-3**

ALGIERS, ALGERIA
SID



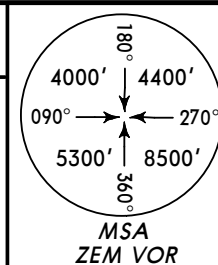
DAAG/ALG
HOUARI BOUMEDIENE

JEPPesen
13 APR 07 **(10-3A)**

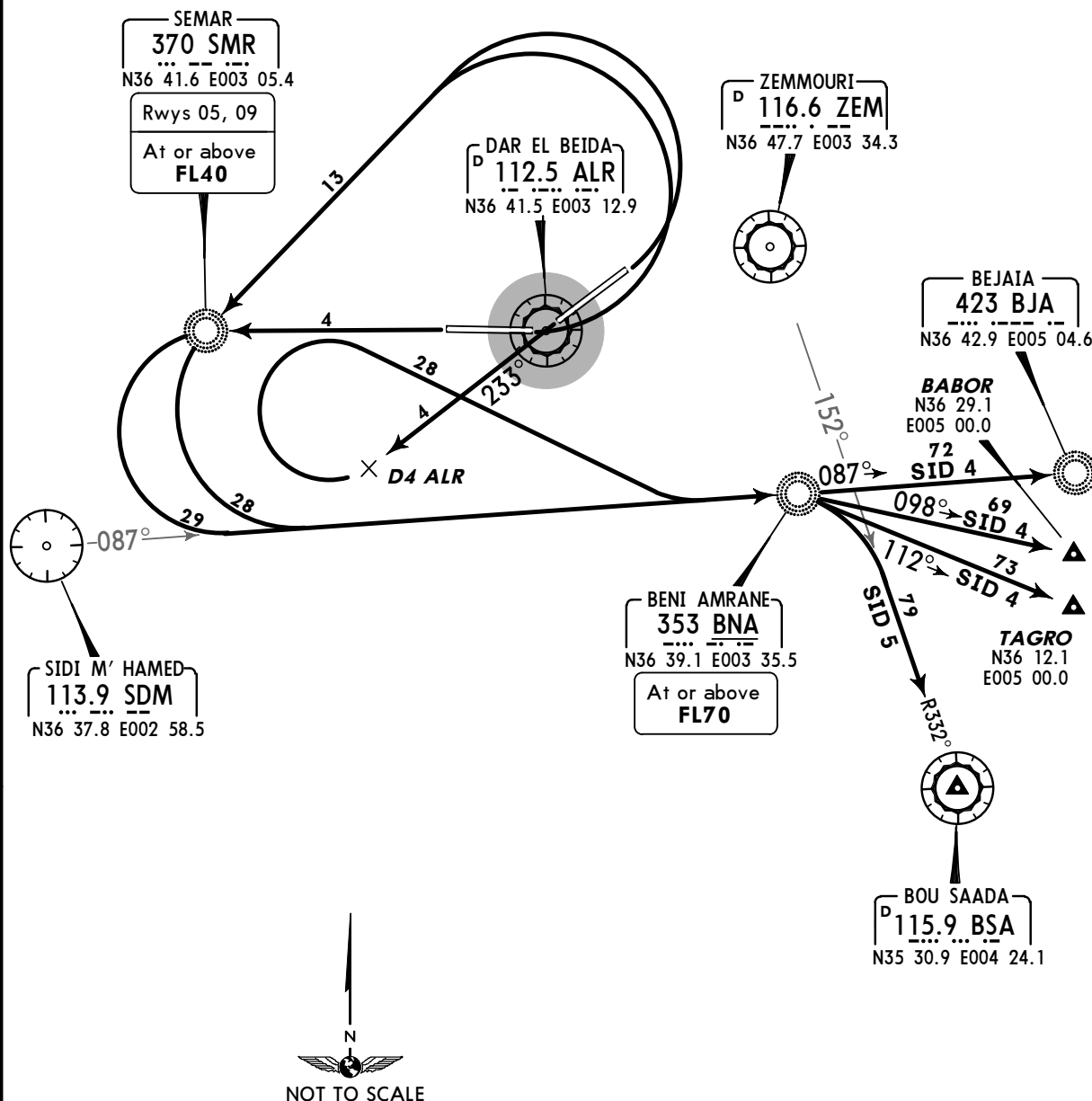
ALGIERS, ALGERIA
SID

Apt Elev
82'

Trans level: By ATC Trans alt: 3940'



SID 4, SID 5
RWYS 05, 09, 23, 27 DEPARTURES



RWY	INITIAL CLIMB
05, 09	Turn LEFT to SMR, intercept SDM R-087 to BNA.
23	To ALR, ALR R-233 to D4 ALR, turn RIGHT, intercept SDM R-087 to BNA.
27	To SMR, turn LEFT, intercept SDM R-087 to BNA.
SID	ROUTING
SID 4	At BNA to BJA or BABOR or TAGRO.
SID 5	At BNA to BSA.

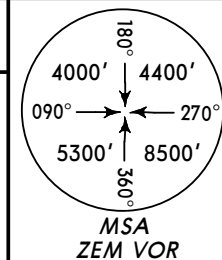
DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
13 APR 07 **(10-3B)**

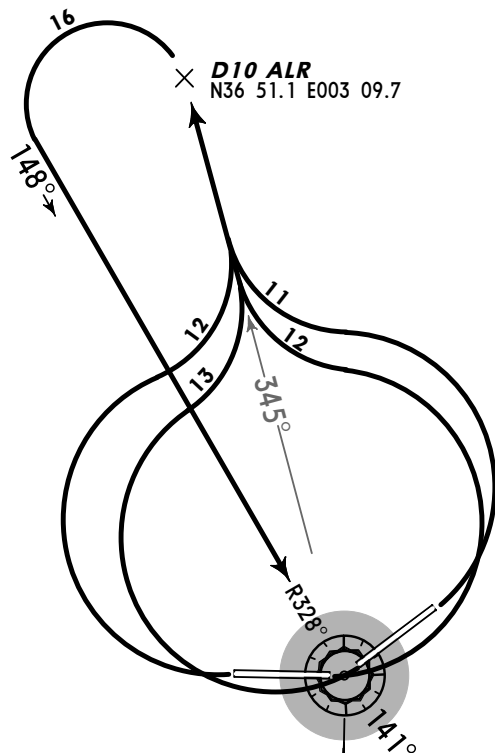
ALGIERS, ALGERIA
SID

Apt Elev
82'

Trans level: By ATC Trans alt: 3940'



SID 6
RWYS 05, 09, 23, 27 DEPARTURE



D10 ALR
N36 51.1 E003 09.7

ZEMMOURI
D 116.6 ZEM
N36 47.7 E003 34.3

DAR EL BEIDA
D 112.5 ALR
N36 41.5 E003 12.9
At or above
FL70



BOU SAADA
D 115.9 BSA
N35 30.9 E004 24.1

RWY	INITIAL CLIMB/ROUTING
05, 09	Turn LEFT, intercept ALR R-345 to D10 ALR, turn LEFT, intercept ALR R-328 inbound to ALR, ALR R-141 to BSA.
23, 27	Turn RIGHT, intercept ALR R-345 to D10 ALR, turn LEFT, intercept ALR R-328 inbound to ALR, ALR R-141 to BSA.

DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
13 APR 07 (10-3C)

ALGIERS, ALGERIA **SID**

APR 82'
Trans level: By ATC Trans alt: 3940'

SID 7
SID 8
SID 9
RWYS 05, 09, 23, 27 DEPARTURES

IBIZA 394 IZA
N38 54.9 E001 28.2

PALMA DE MALLORCA 113.3 MJV
N39 26.1 E002 45.5

LABRO
N37 16.5 E001 07.4

TERSA
N37 10.4 E001 30.0

SADAF
N37 48.2 E002 19.7

CELBA
N37 06.9 E002 53.1

CHERCHELL 397 CHE
N36 36.1 E002 11.6

DAHRA
N36 21.9 E001 30.0

TIARET 116.3 TRB
N35 20.9 E001 30.9

DAR EL BEIDA 112.5 ALR
N36 41.5 E003 12.9

ZEMMOURI 116.6 ZEM
N36 47.7 E003 34.3

MSA ZEM VOR

NOT TO SCALE

CHANGES: CELBA & DAHRA INS coordinates.

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DAAG/ALG

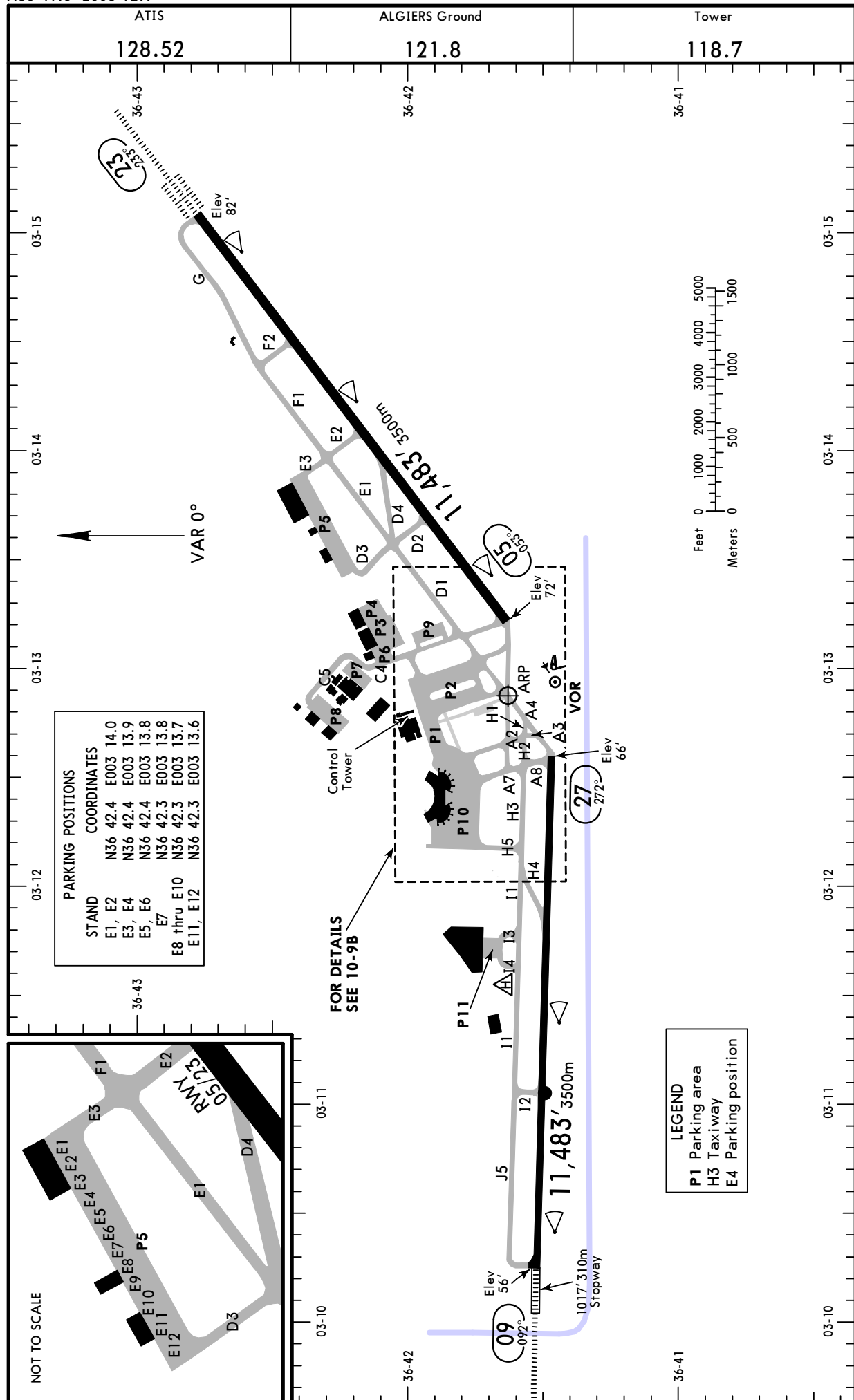
Apt Elev **'82'**
N36 41.6 E003 12.9


JEPPESSEN

3 JUL 15 (10-9)

ALGIERS, ALGERIA

HOUARI BOUMEDIENE



CHANGES: TWY J5 established.

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DAAG/ALG

 **JEPPESEN**
 3 JUL 15 **(10-9A)**

ALGIERS, ALGERIA
 HOUARI BOUMEDIENE

GENERAL

Birds.

Rwy 23 approved for CAT II/III operations, special aircrew and acft certification required.

In VMC both runways may be used simultaneously (landing rwy 09 with take-off rwy 05 & landing rwy 23 with take-off rwy 27).

Rwy 23 & 27 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
05	HIRL (60m) CL (30m) PAPI-L (3.00°) RVR				197'
23	HIRL (60m) CL (15m) HIALS-II TDZ ❶ HST-D4 RVR		10,335' 3150m		60m
❶ PAPI-L (3.07°)					
09	HIRL (60m) HIALS TDZ PAPI-L (3.03°) HST-H4 RVR		10,499' 3200m		148'
27	HIRL (60m) PAPI-L (3.00°) RVR				45m

TAKE-OFF

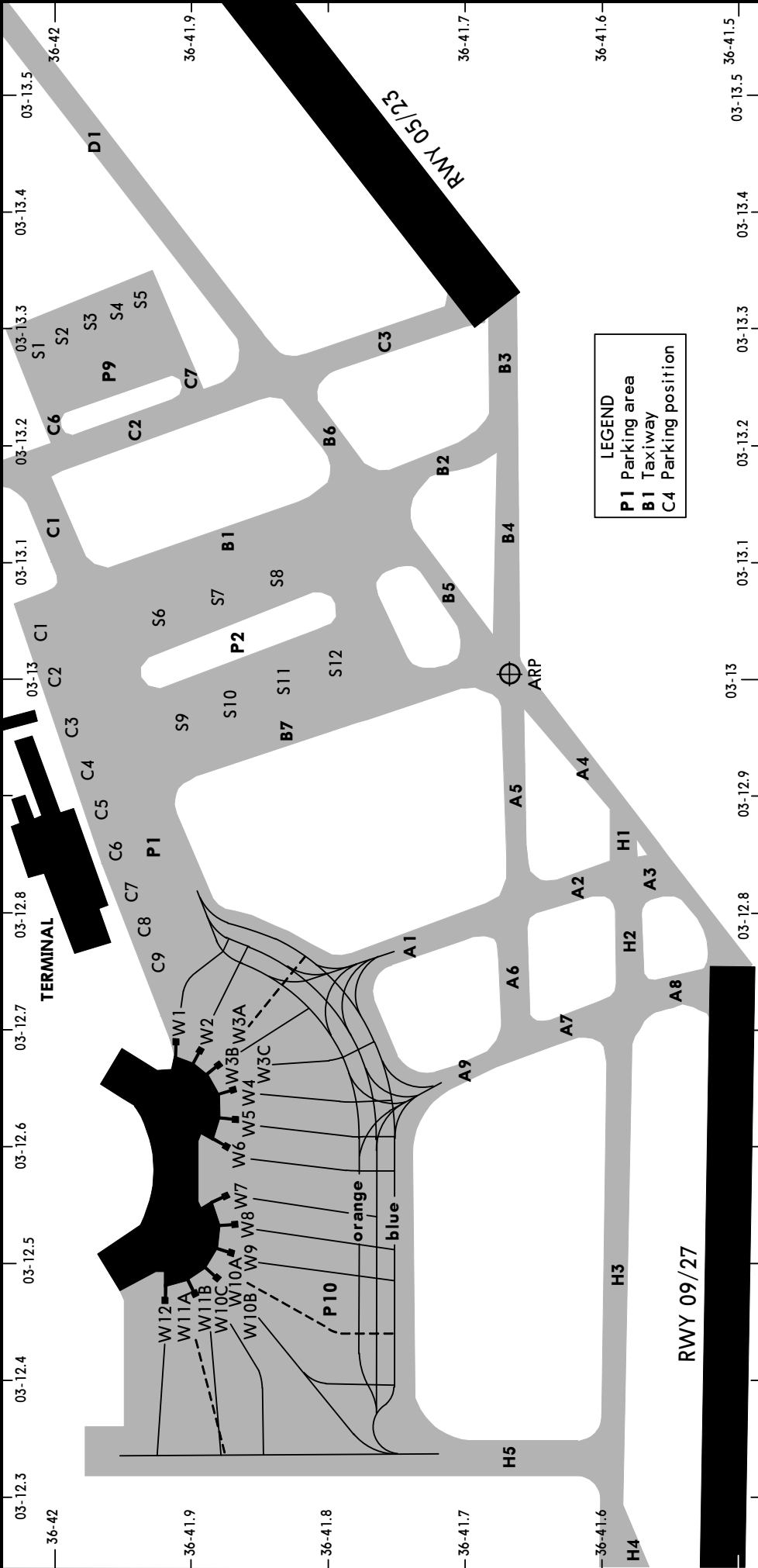
AIR CARRIER (JAA)

	Rwy 05/23 LVP must be in force RL, CL & TDZ, MID, Rollout RVR req	All Rwys RL and CL or RCLM (DAY only)
A		
B	175m	500m
C		
D	200m	

DAAG/ALG

22 AUG 08 **10-9B** Eff 28 Aug

ALGIERS, ALGERIA
HOUARI BOUMEDIENE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
C1 thru C3	N36 42.0 E003 13.0	S6, S7	N36 41.9 E003 13.1	W4 thru W7	N36 41.9 E003 12.6
C4 thru C6	N36 42.0 E003 12.9	S8	N36 41.8 E003 13.1	W8 thru W12	N36 41.9 E003 12.5
C7 thru C9	N36 41.9 E003 12.8	S9, S10	N36 41.9 E003 13.0		
S1 thru S4	N36 42.0 E003 13.3	S11, S12	N36 41.8 E003 13.0		
S5	N36 41.9 E003 13.3	W1 thru W3C	N36 41.9 E003 12.7		

CHANGES: Parking stands.

DAAG/ALG **JEPPESEN**
21 NOV 14 **10-9S****Standard**
ALGIERS, ALGERIA
HOUARI BOUMEDIENE

STRAIGHT-IN RWY		A	B	C	D
05	VOR ①	460' (388')	460' (388')	460' (388')	460' (388')
		2400m	2400m	2400m	2800m
09	ILS	256' (200')	266' (210')	276' (220')	286' (230')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	380' (324')	380' (324')	380' (324')	380' (324')
		1600m	1600m	1600m	2000m
	<i>ALS out</i>	2400m	2400m	2400m	2800m
	VOR ①	460' (404')	460' (404')	460' (404')	460' (404')
		1600m	1600m	2000m	2400m
	<i>ALS out</i>	2400m	2400m	2800m	3200m
	NDB ①	460' (404')	460' (404')	460' (404')	460' (404')
		1600m	1600m	2000m	2400m
	<i>ALS out</i>	2400m	2400m	2800m	3200m
23	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	182' (100')	182' (100')	182' (100')	182' (100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	282' (200')	292' (210')	302' (220')	312' (230')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	420' (338')	420' (338')	420' (338')	420' (338')
		2000m	2000m	2000m	2400m
	<i>ALS out</i>	2400m	2400m	2400m	2800m
	VOR ①	490' (408')	490' (408')	490' (408')	490' (408')
		2000m	2000m	2400m	2800m
	<i>ALS out</i>	2400m	2400m	2800m	3200m
27	VOR ①	520' (454')	520' (454')	520' (454')	520' (454')
		2400m	2400m	2800m	3200m

① Continuous Descent Final Approach.

DAAG/ALG **JEPPESEN**
21 NOV 14 **(10-9S1)****Standard**
ALGIERS, ALGERIA
HOUARI BOUMEDIENE

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	650' (568') V1600m ❷	650' (568') V1600m ❷	850' (768') V3600m	850' (768') V4000m
After apch to Rwy 23	650' (568') V2000m ❷	650' (568') V2000m ❷	850' (768') V4000m	850' (768') V4400m

❶ Not authorized South of airport.

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 05, 23

LVP must be in force RL, CL & TDZ, MID, Rollout RVR req		RL and CL or RCLM (DAY only)
A	175m	500m
B		
C		
D	200m	

TAKE-OFF RWY 09, 27

	RL and CL or RCLM (DAY only)
A	500m
B	
C	
D	

DAAG/ALG

JEPPESEN
 23 SEP 16 **10-9S1T**
Standard
ALGIERS, ALGERIA
 HOUARI BOUMEDIENE

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After apch to RWY 05 & 27	780' (698') V2400m	780' (698') V2400m	880' (798') V4000m	880' (798') V4400m
After apch to RWY 09	790' (708') V1600m❷	790' (708') V1600m❷	890' (808') V3600m	890' (808') V4000m
After apch to RWY 23	770' (688') V2000m❷	770' (688') V2000m❷	870' (788') V4000m	870' (788') V4400m

❶ Not authorized South of airport.

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 05, 23

LVP must be in force RL, CL & TDZ, MID, Rollout RVR req		RL and CL or RCLM (DAY only)
A	175m	500m
B		
C		
D	200m	

TAKE-OFF RWY 09, 27

	RL and CL or RCLM (DAY only)
A	500m
B	
C	
D	

DAAG/ALG

JEPPESEN
23 SEP 16 **10-9ST**
Standard
ALGIERS, ALGERIA
HOUARI BOUMEDIENE

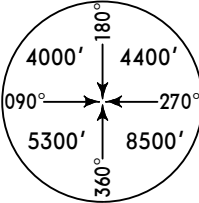
STRAIGHT-IN RWY		A	B	C	D
05	VOR ①	720' (648')	720' (648')	720' (648')	720' (648')
		2400m	2400m	3600m	4000m
09	ILS	346' (290')	356' (300')	366' (310')	376' (320')
	FULL	R650m V900m	R850m V1100m	R850m V1100m	R850m V1600m
	Limited	R750m V900m	R850m V1100m	R850m V1100m	R850m V1600m
	ALS out	R1400m	R1500m	R1500m	R1600m
	LOC ①	720' (664')	720' (664')	720' (664')	720' (664')
		1600m	1600m	2800m	3200m
	ALS out	2400m	2400m	3600m	4000m
	VOR ①	720' (664')	720' (664')	720' (664')	720' (664')
		1600m	1600m	2800m	3200m
	ALS out	2400m	2400m	3600m	4000m
	NDB ①	720' (664')	720' (664')	720' (664')	720' (664')
		1600m	1600m	2800m	3200m
	ALS out	2400m	2400m	3600m	4000m
23	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	182' (100')	182' (100')	182' (100')	182' (100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	282' (200')	292' (210')	302' (220')	312' (230')
		R750m V800m	R750m V800m	800m	800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	720' (638')	720' (638')	720' (638')	720' (638')
		2000m	2000m	3200m	3600m
	ALS out	2400m	2400m	3600m	4000m
	VOR ①	720' (638')	720' (638')	720' (638')	720' (638')
		2000m	2000m	3200m	3600m
	ALS out	2400m	2400m	3600m	4000m
27	VOR ①	710' (644')	710' (644')	710' (644')	710' (644')
		2400m	2400m	3600m	4000m

① Continuous Descent Final Approach.

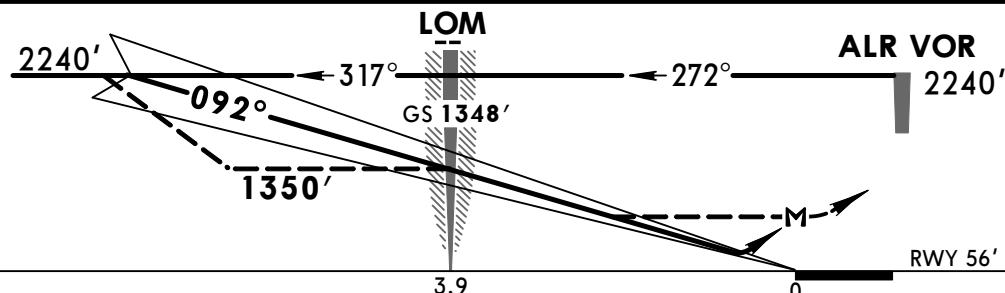
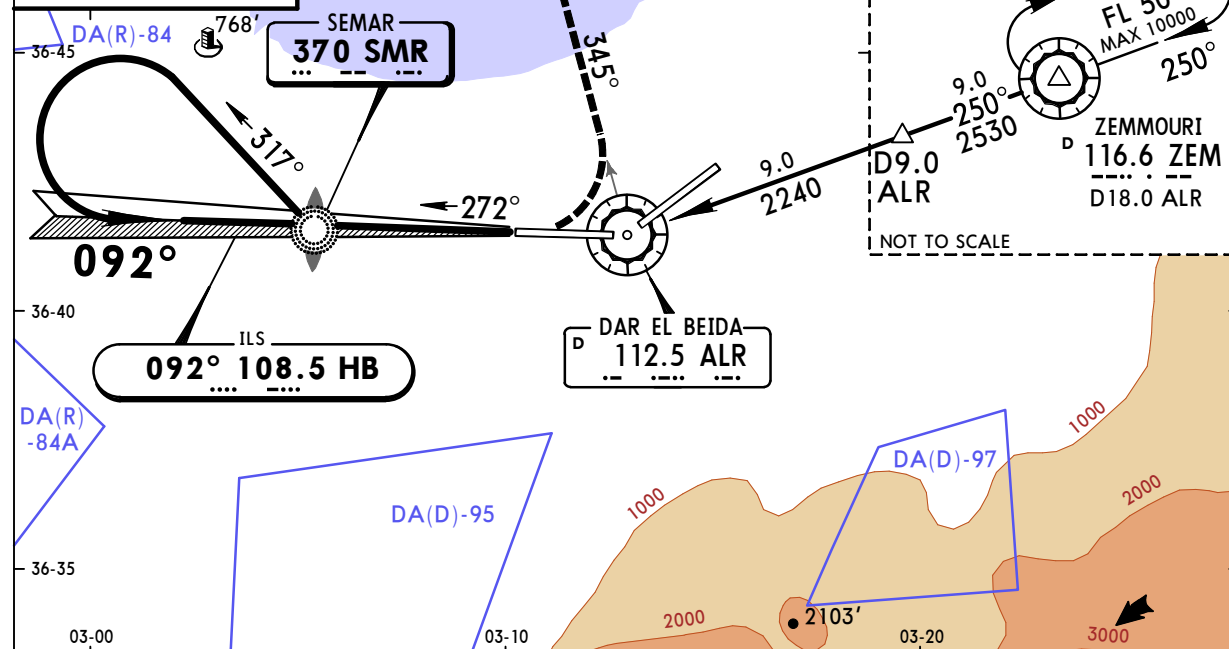
DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
16 SEP 16 (11-01)

ALGIERS, ALGERIA
VOR DME NDB ILS or
VOR DME NDB Rwy 09

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8			
LOC HB 108.5	Final Apch Crs 092°	GS LOM 1348' (1292')	ILS DA(H) Refer to Minimums	Apt Elev 82' RWY 56'					
NDB SMR 370		Minimum Alt LOM 1350' (1294')	NDB MDA(H) 720' (664')						
MISSED APCH: As soon as possible turn LEFT to climb on R-345 ALR to 3060' and as directed.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC				Trans alt: 3940'	

FT/METER CONVERSION	
QNH	
3940'	- 1200m
3060'	- 930m
2530'	- 770m
2240'	- 680m
1350'	- 410m



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC or NDB Descent Angle 3.00°	372	478	531	637	743	849	
LOM to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28	

STRAIGHT-IN LANDING RWY 09							CIRCLE-TO-LAND					
ILS DA(H) A: 346' (290') C: 366' (310') B: 356' (300') D: 376' (320')			LOC (GS out)		NDB		Not authorized South of airport					
FULL		ALS out	MDA(H) 720' (664')	ALS out	MDA(H) 720' (664')	ALS out	Max Kts	MDA(H) _____				
A	RVR 720m VIS 800m	1300m	1600m	2400m	1600m	2400m	100	790' (708') 1600m				
B	RVR 850m VIS 1100m	1500m					2800m		3600m	2800m	3600m	135
C												180
D	RVR 850m VIS 1600m	1600m	3200m	4000m	3200m	4000m	205	890' (808') 4000m				

1 After LOC(GS out) or NDB apch: VIS 2400m.

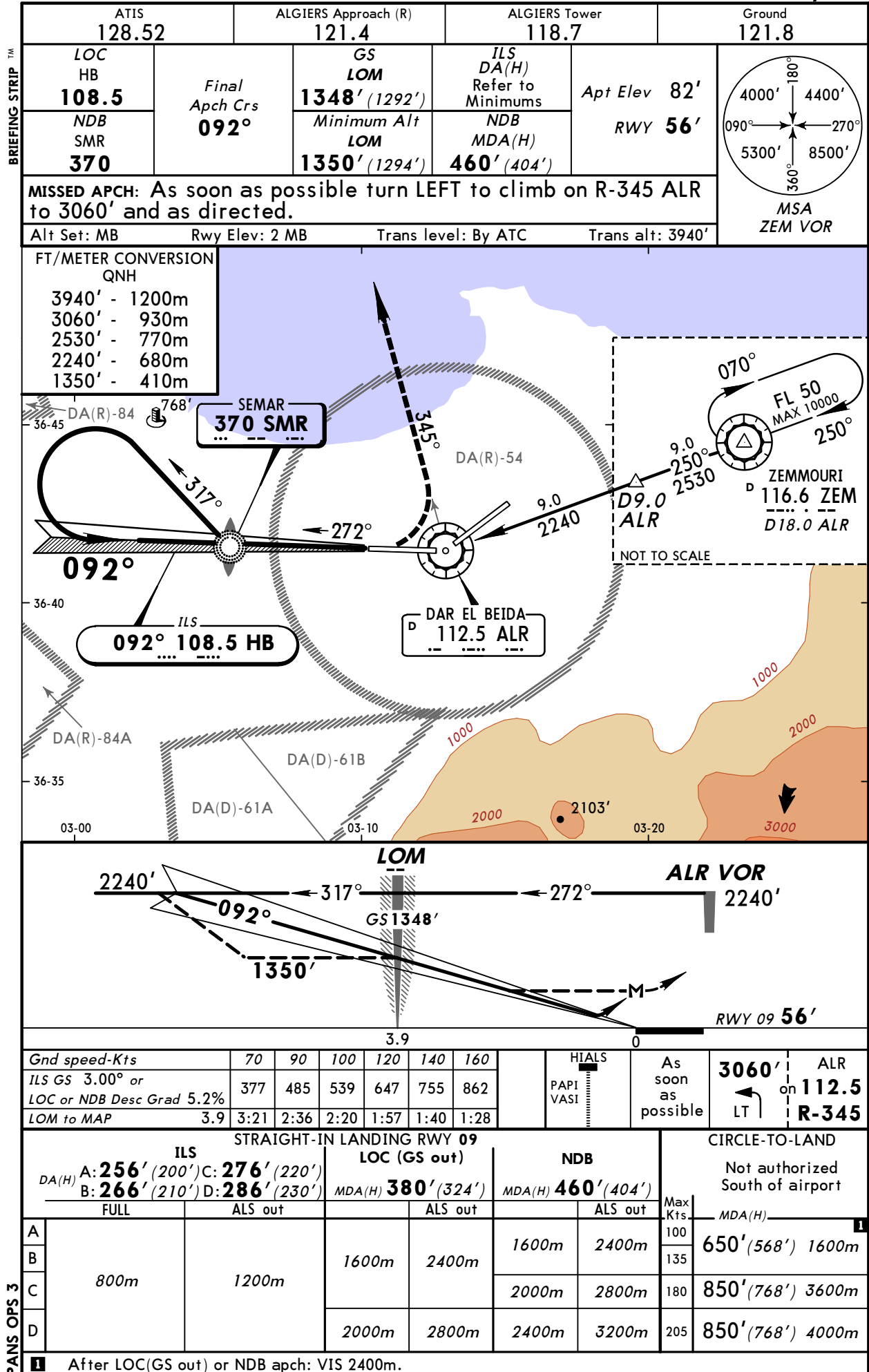
CHANGES: Temp minimums.

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DAAG/ALG
HOUARI BOUMEDIENE

JEPPesen
30 JAN 09 **(11-1)** Eff 12 Feb

ALGIERS, ALGERIA
VOR DME NDB ILS or
VOR DME NDB Rwy 09

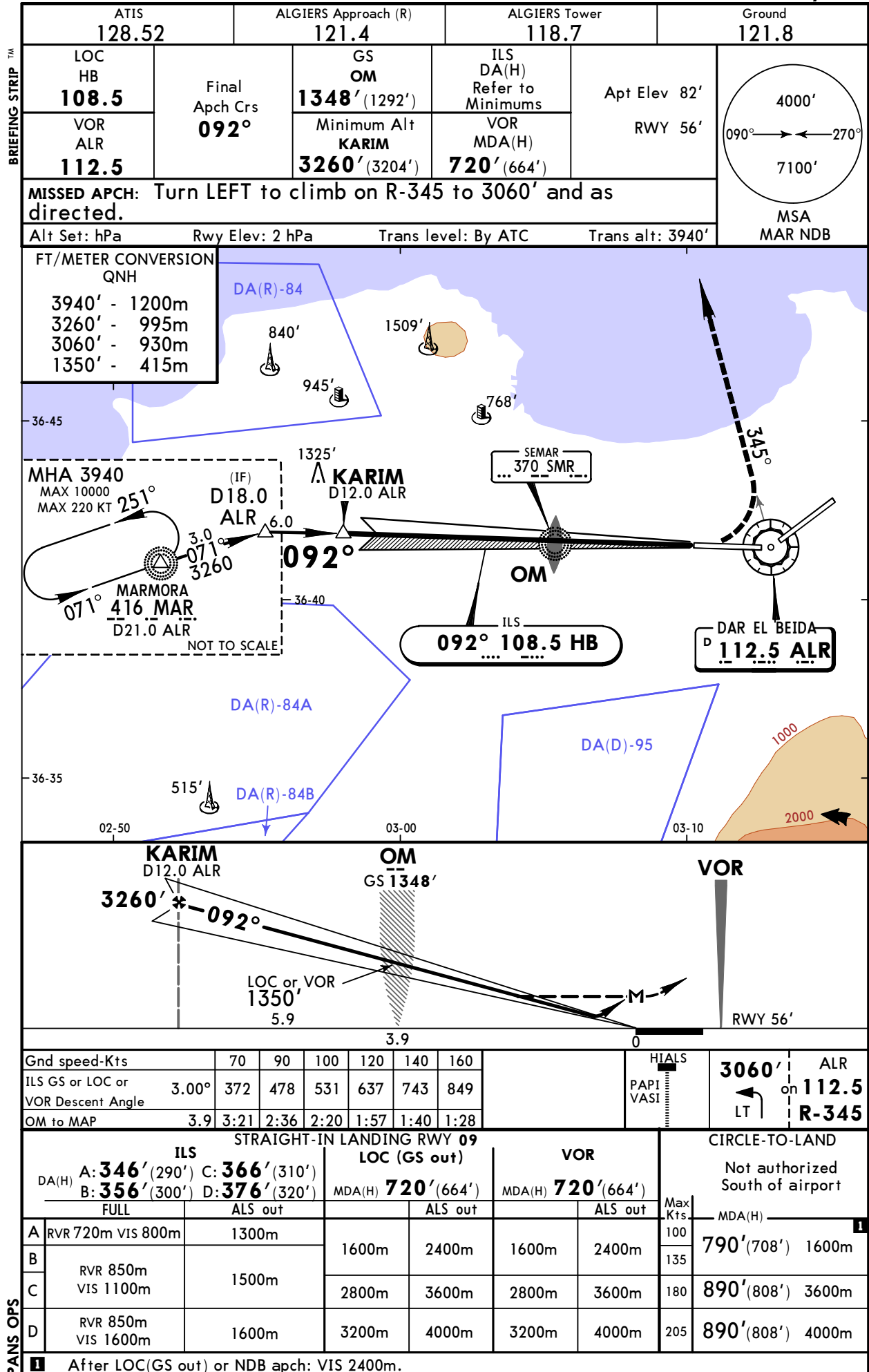


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HOUARI BOUMEDIENE

16 SEP 16

(11-02)

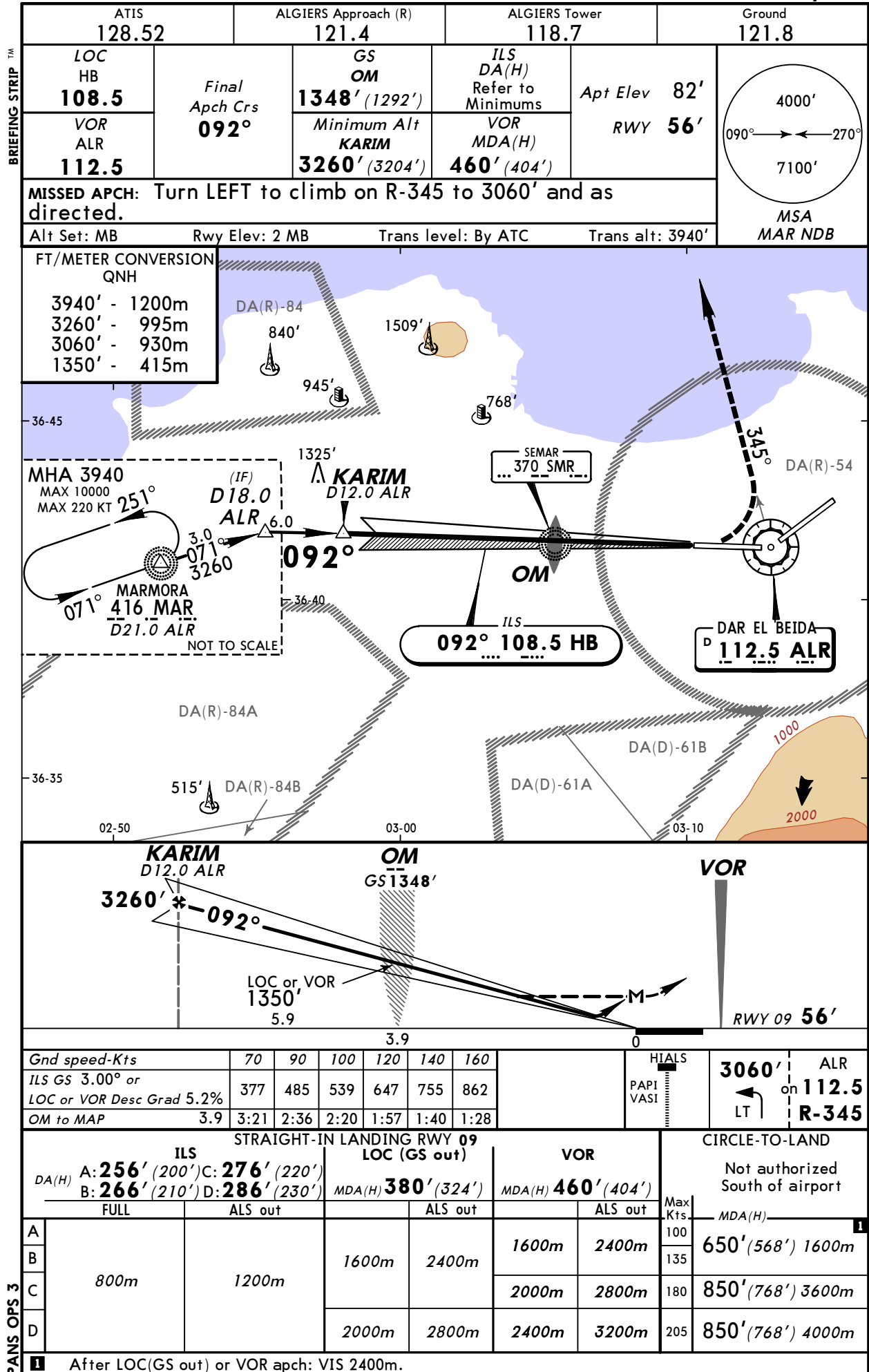
ALGIERS, ALGERIA
NDB VOR DME ILS or
NDB VOR DME Rwy 09



DAAG/ALG
HOUARI BOUMEDIENE

JEPPesen
30 JAN 09 **(11-2)** Eff 12 Feb

ALGIERS, ALGERIA
NDB VOR DME ILS or
NDB VOR DME Rwy 09



DAAG/ALG
HOUARI BOUMEDIENE

16 SEP 16

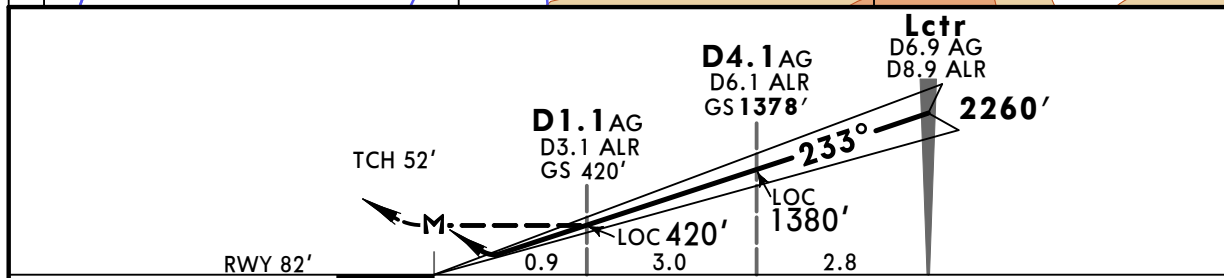
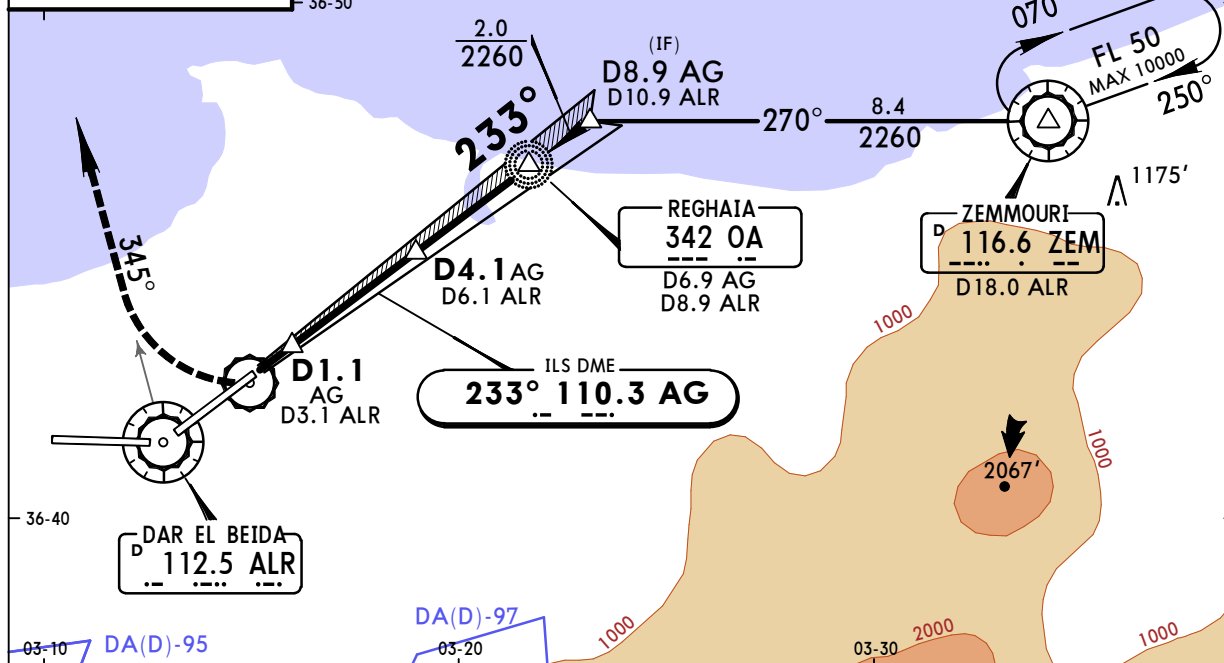
(11-03)

ALGIERS, ALGERIA
VOR DME ILS Rwy 23

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
LOC AG 110.3	Final Apch Crs 233°	GS D4.1 AG 1378' (1296')	ILS DA(H) Refer to Minimums	Apt Elev 82' RWY 82'		 MSA ZEM VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC			

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
1380'	420m
480'	145m
420'	128m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		480'	2470'	ALR
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			onto 112.5	R-345
LCTR to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31			RT	

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not authorized South of airport	
DA(H) A: 282' (200') C: 302' (220') B: 292' (210') D: 312' (230')			MDA(H) 720' (638')				
FULL		TDZ or CL out	ALS out			Max Kts	MDA(H)
A	RVR 750m VIS 800m		1200m	2000m	2400m	100	770' (688') 2000m
B						135	
C	800m			3200m	3600m	180	870' (788') 4000m
D				3600m	4000m	205	870' (788') 4400m

1 After LOC(GS out) apch: VIS 2400m.

CHANGES: Temp minimums.

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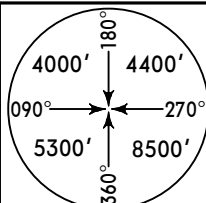
PANS OPS

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HOUARI BOUMEDIENE

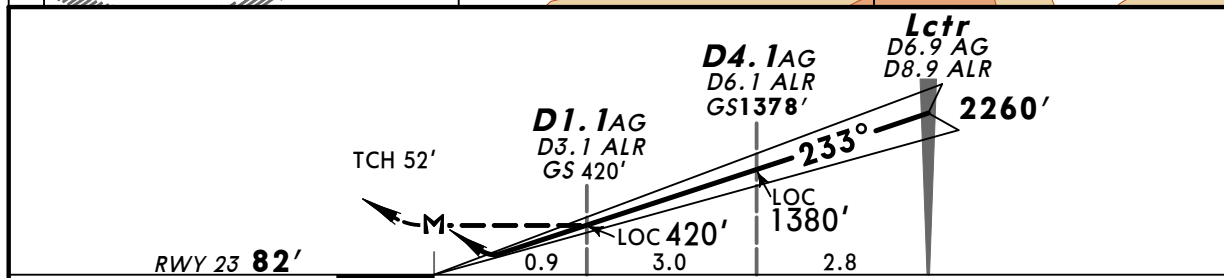
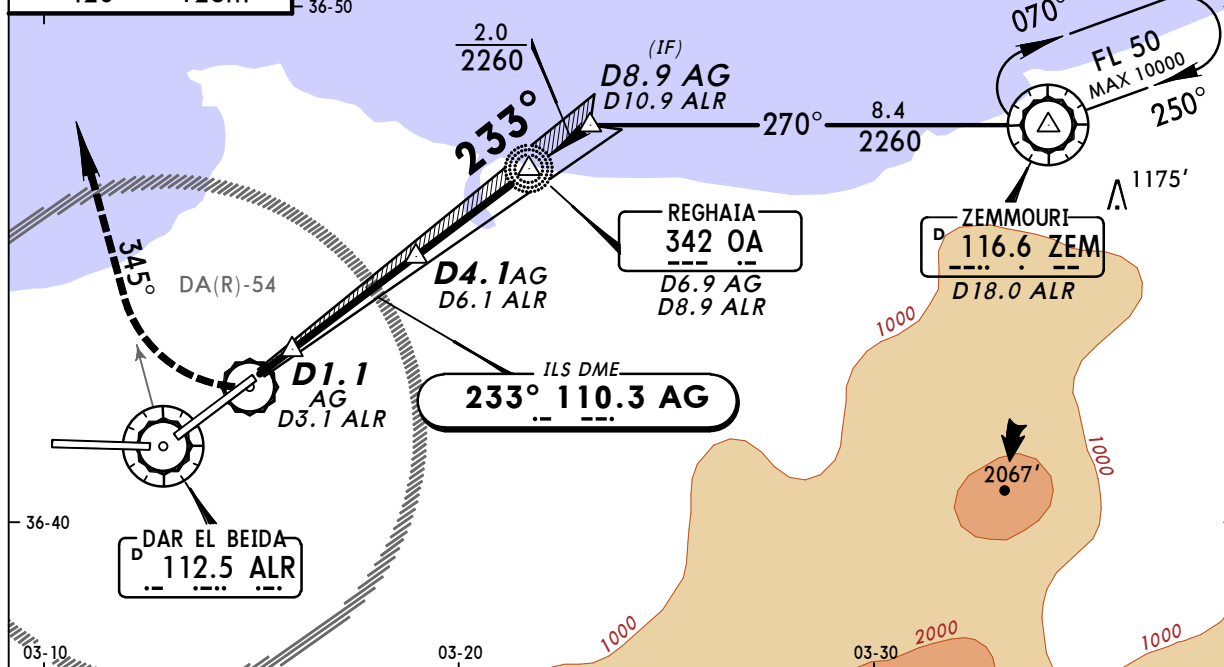
JEPPesen
30 JAN 09 **11-3** Eff 12 Feb

ALGIERS, ALGERIA
VOR DME ILS Rwy 23

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
LOC AG 110.3	Final Apch Crs 233°	GS D4.1 AG 1378' (1296')	ILS DA(H) Refer to Minimums	Apt Elev 82' RWY 82'			
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: MB Rwy Elev: 3 MB Trans level: By ATC Trans alt: 3940'							

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
1380'	420m
480'	145m
420'	128m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		480'	2470'	ALR
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI		↑	RT	onto 112.5
Lctr to MAP	6.7	5:45	4:28	4:01	3:21	2:52					R-345

STRAIGHT-IN LANDING RWY 23				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) A: 282' (200') C: 302' (220') B: 292' (210') D: 312' (230')				MDA(H) 420' (338')		Not authorized South of airport	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					100	650' (568') 2000m	
B					135		
C	800m	1200m	2000m	2400m	180	850' (768') 4000m	
D			2400m	2800m	205	850' (768') 4400m	

1 After LOC(GS out) apch: VIS 2400m.

CHANGES: ATIS added.

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DAAG/ALG
HOUARI BOUMEDIENE

30 JAN 09
Eff 12 Feb

JEPPesen

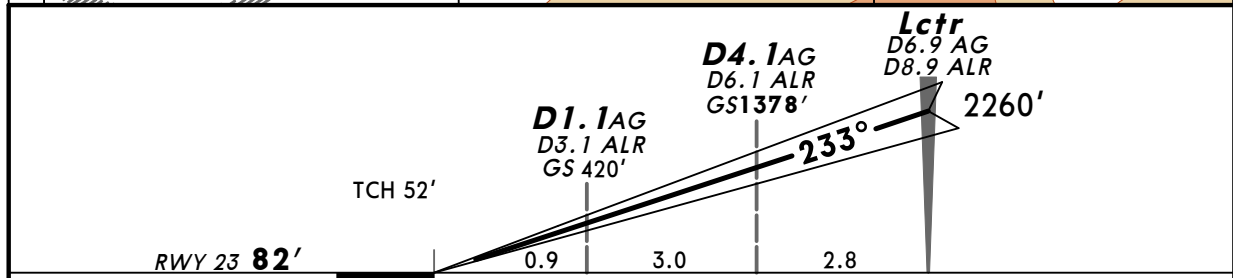
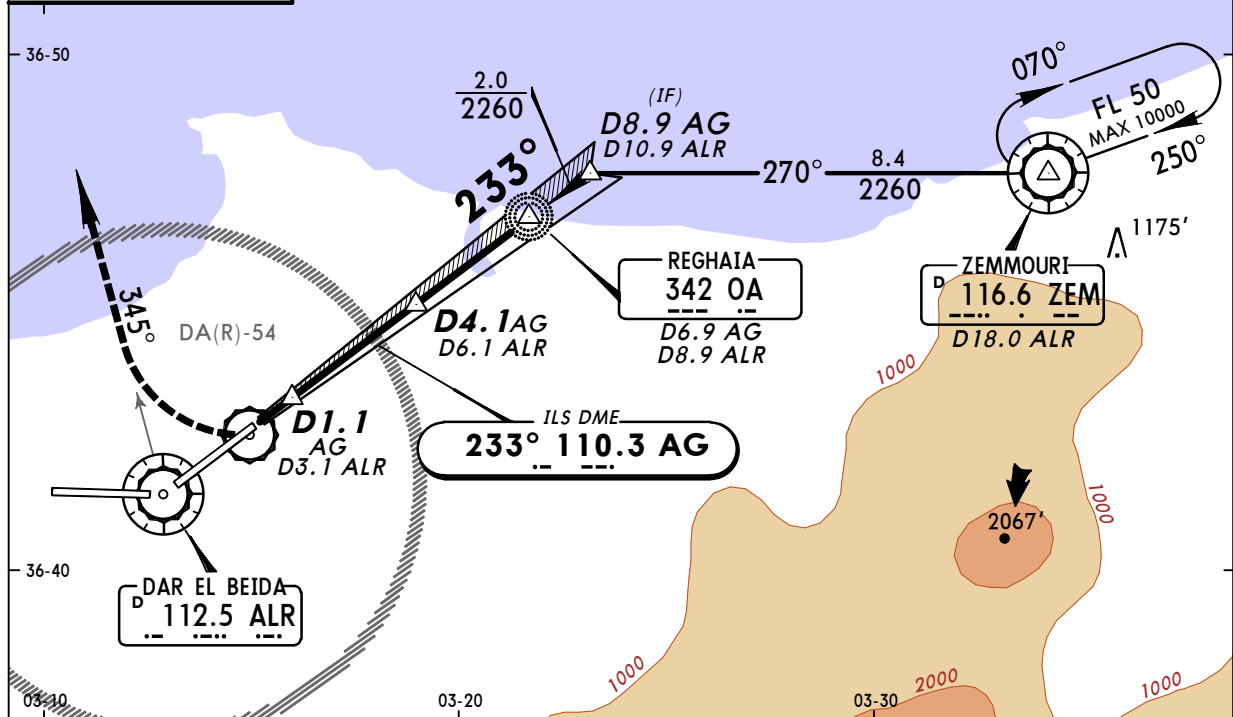
(11-3A)

ALGIERS, ALGERIA
CAT II VOR DME ILS Rwy 23

BRIEFING STRIP

ATIS 128.52	ALGIERS Approach (R) 121.4	ALGIERS Tower 118.7	Ground 121.8
LOC AG 110.3	Final Apch Crs 233°	GS D4.1 AG 1378' (1296')	CAT II ILS RA 103' DA(H) 182' (100')
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.			<div> </div>
Alt Set: MB Rwy Elev: 3 MB Trans level: By ATC Trans alt: 3940' Special Aircrew & Aircraft Certification Required.			MSA ZEM VOR

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2260'	688m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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STRAIGHT-IN LANDING RWY 23
CAT II ILS
ABCD
RA 103'
DA(H) **182'** (100')

RVR **350m**

PANS OPS 3

DAAG/ALG
HOUARI BOUMEDIENE

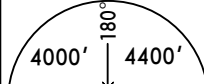
16 SEP 16

(13-01)

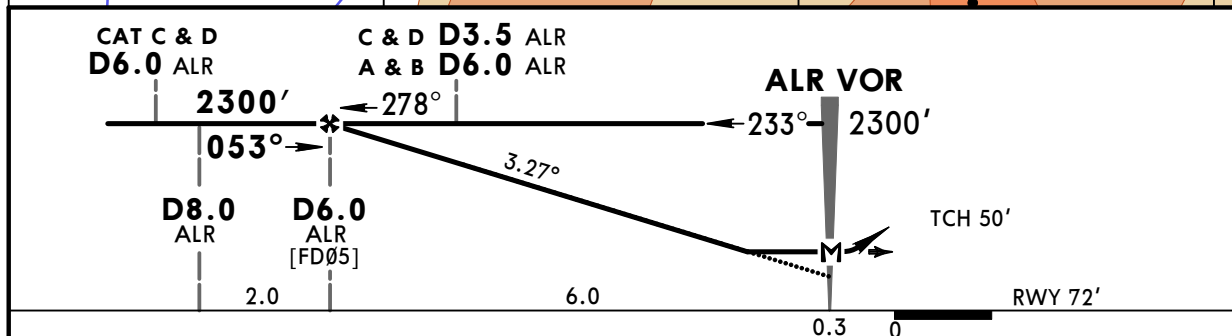
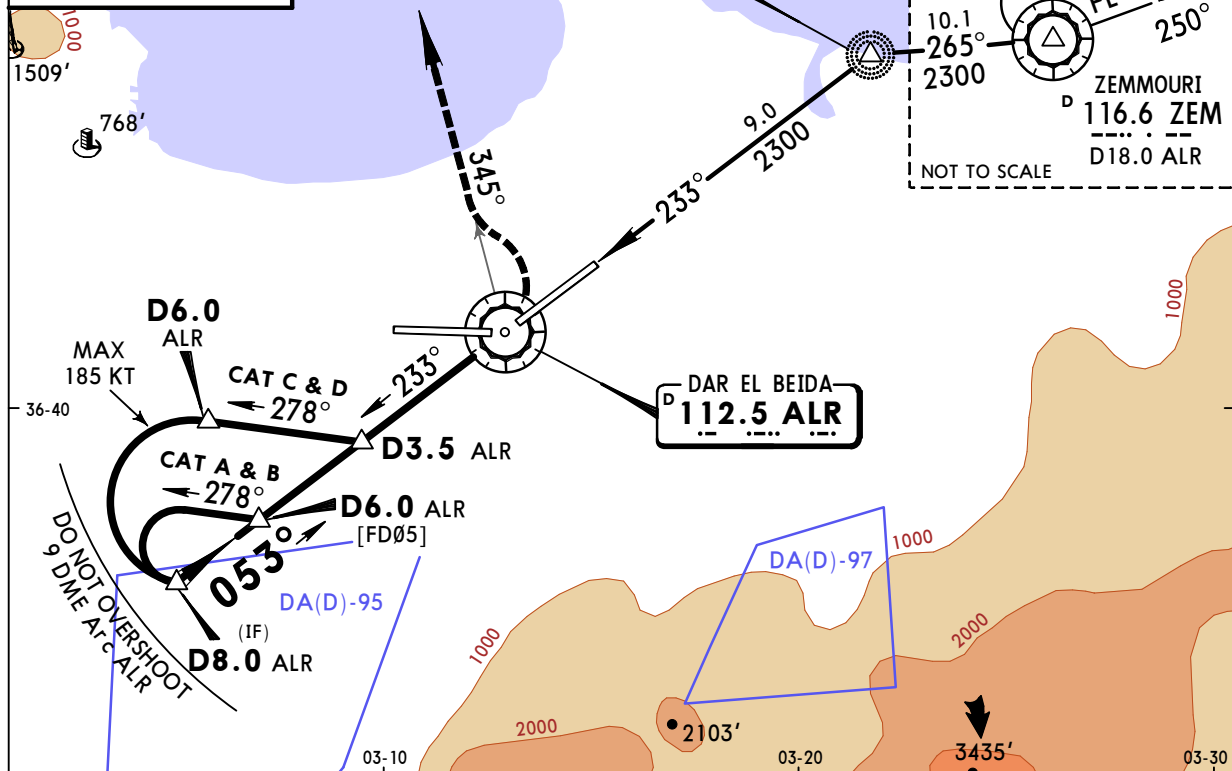
JEPPesen


ALGIERS, ALGERIA
VOR DME Rwy 05

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 053°	Minimum Alt D6.0 ALR 2300' (2228')	MDA(H) 720' (648')	Apt Elev 82' RWY 72'			
MISSED APCH: Turn LEFT to intercept R-345 ALR, maintain 3060' and as directed.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 3940'	
						MSA ZEM VOR	

FT/METER CONVERSION QNH	
3940'	1200m
3060'	930m
2300'	700m



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	 LT	ALR
Descent Angle 3.27°	405	521	579	694	810	926				112.5
										R-345
MAP at ALR VOR										

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
MDA(H) 720' (648')				Not authorized South of airport			
A				Max Kts	MDA(H)		
B	2400m			100	780' (698')		
C	3600m			135	2400m		
D	4000m			180	880' (798')		
				205	4400m		

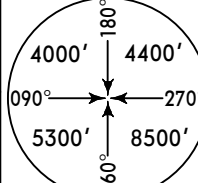
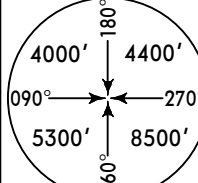
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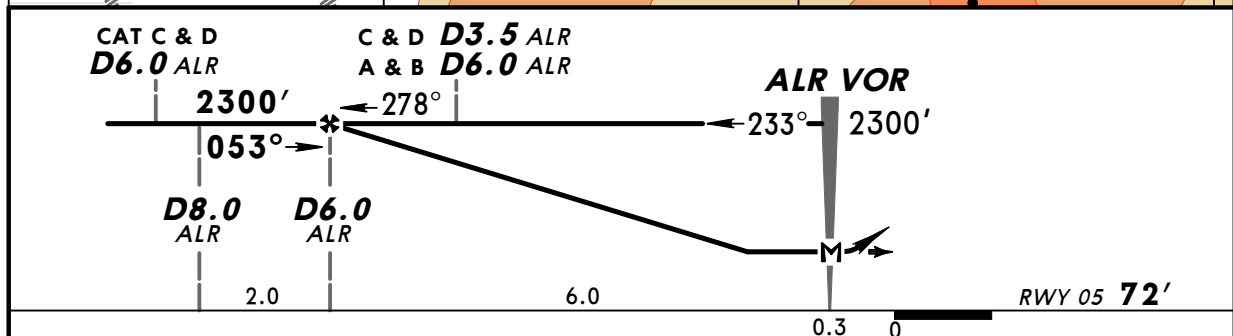
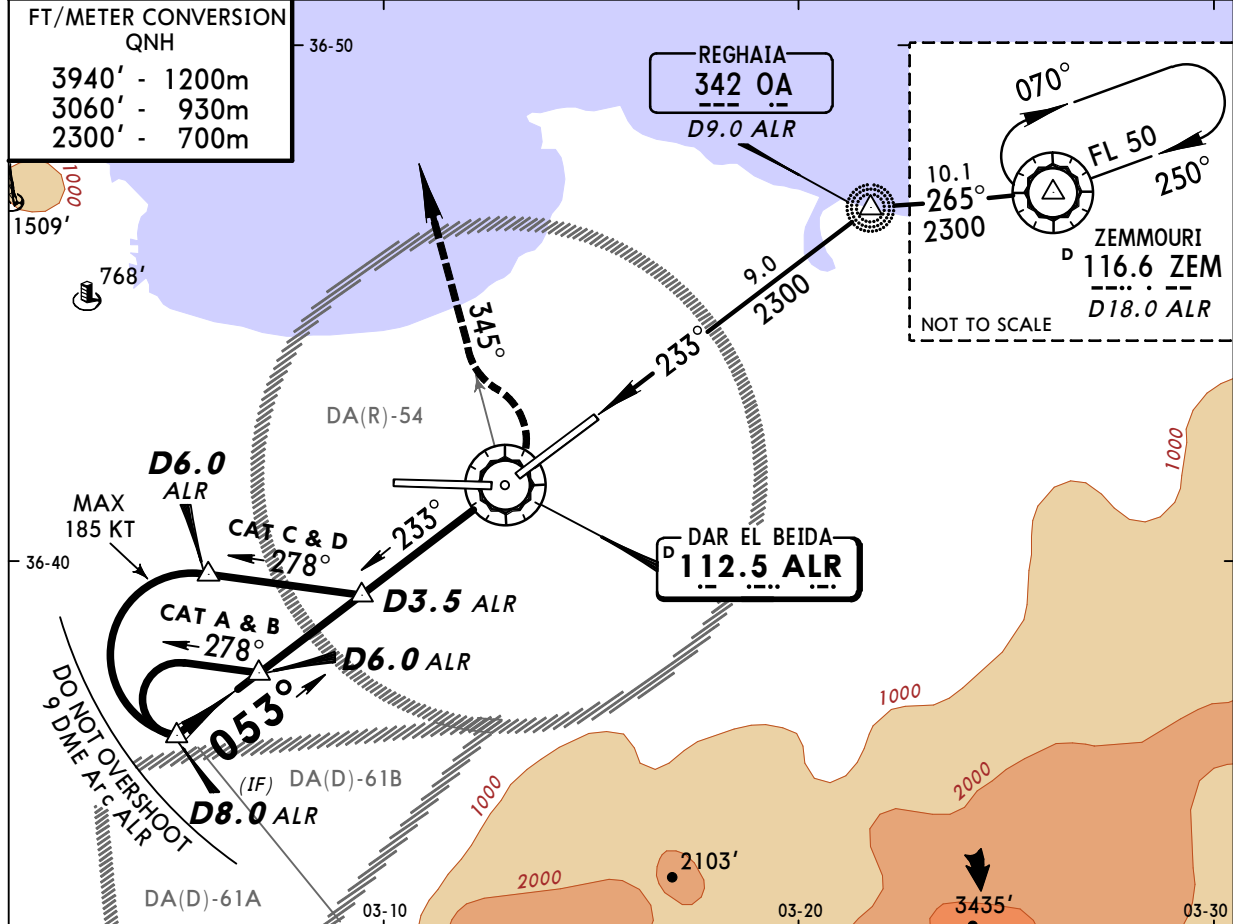
DAAG/ALG
HOUARI BOUMEDIENE

JEPPESEN
30 JAN 09 **(13-1)** **Eff 12 Feb**

ALGIERS, ALGERIA
VOR DME Rwy 05

BRIEFING STRIP

ATIS		ALGIERS Approach (R)		ALGIERS Tower		Ground	
128.52		121.4		118.7		121.8	
VOR ALR 112.5	Final Apch Crs 053°	Minimum Alt D6.0 ALR 2300' (2228')	MDA(H) 460' (388')	Apt Elev 82' RWY 72'			
MISSED APCH: Turn LEFT to intercept R-345 ALR, maintain 3060' and as directed.							
Alt Set: MB		Rwy Elev: 3 MB		Trans level: By ATC			
						MSA ZEM VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LT	ALR 112.5 R-345
Descent Gradient	5.7%	404	520	577	693	808			
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 05			CIRCLE-TO-LAND		
MDA(H) 460' (388')			Not authorized South of airport		
A	2400m	Max Kts	MDA(H)		
B		100	650' (568')		2400m
C		135	850' (768')		3600m
D		180	850' (768')		4000m

CHANGES: ATIS added.

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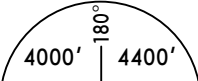
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16 SEP 16

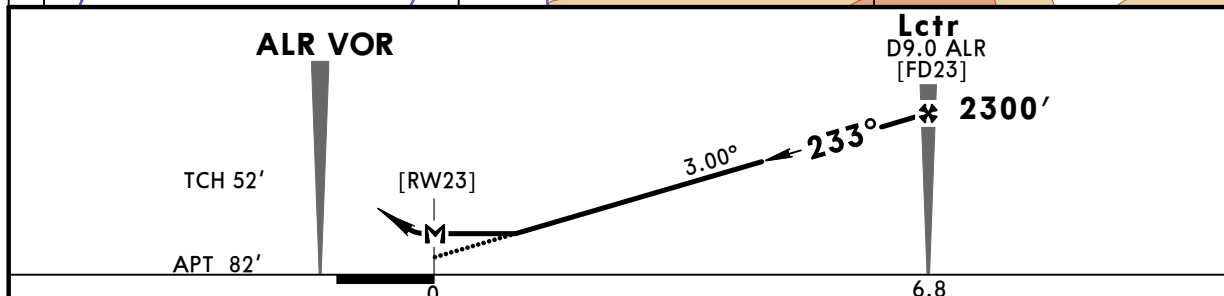
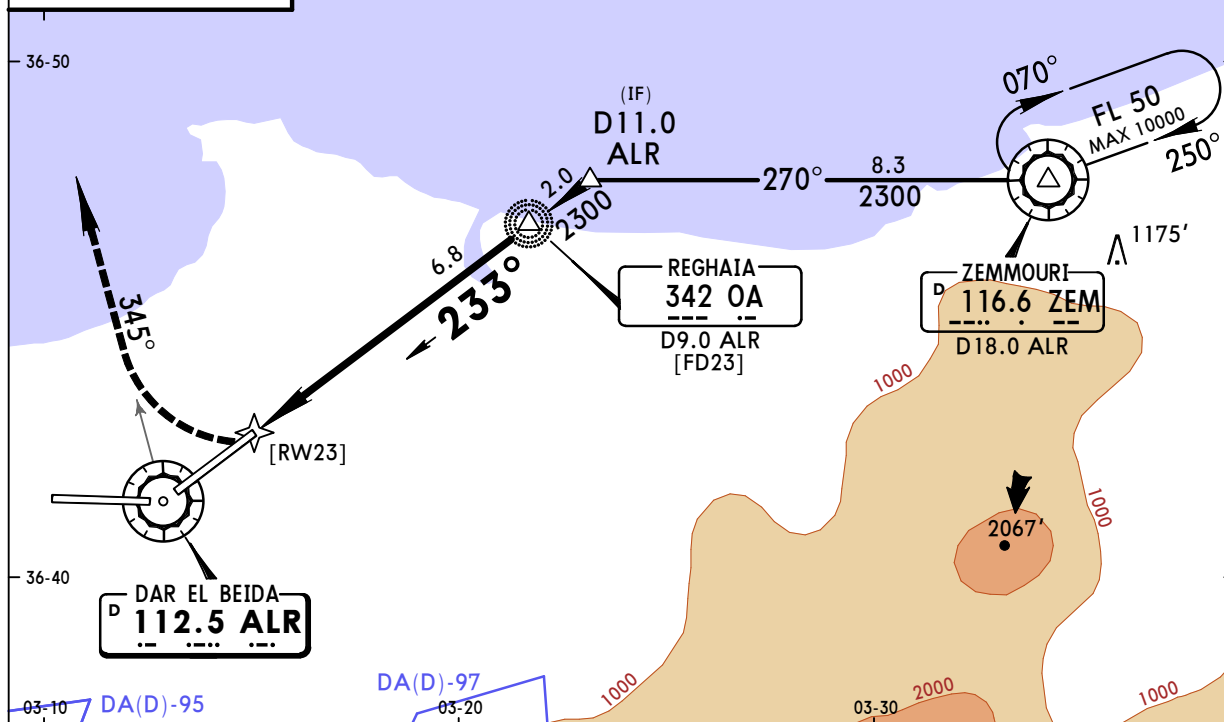
(13-02)

ALGIERS, ALGERIA
VOR DME Rwy 23

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 233°	Minimum Alt Lctr 2300' (2218')	MDA(H) 720' (638')		Apt Elev 82'		
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 3940'	
						MSA ZEM VOR	

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2300'	700m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160		480'	2470'	ALR
Descent Angle	3.00°	372	478	531	637	743		↑	↘	onto 112.5
LCTR to MAP	6.8	5:50	4:32	4:05	3:24	2:55				R-345

STRAIGHT-IN LANDING RWY 23					CIRCLE-TO-LAND Not authorized South of airport				
MDA(H) 720' (638')					MDA(H)				
ALS out					Max Kts				
A	2000m	2400m	100	770' (688')	2400m				
B	3200m	3600m	135	870' (788')	4000m				
C	3600m	4000m	180	870' (788')	4400m				
D	3600m	4000m	205	870' (788')	4400m				

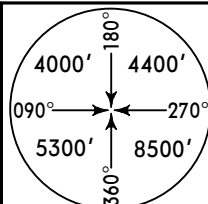
PANS OPS

DAAG/ALG
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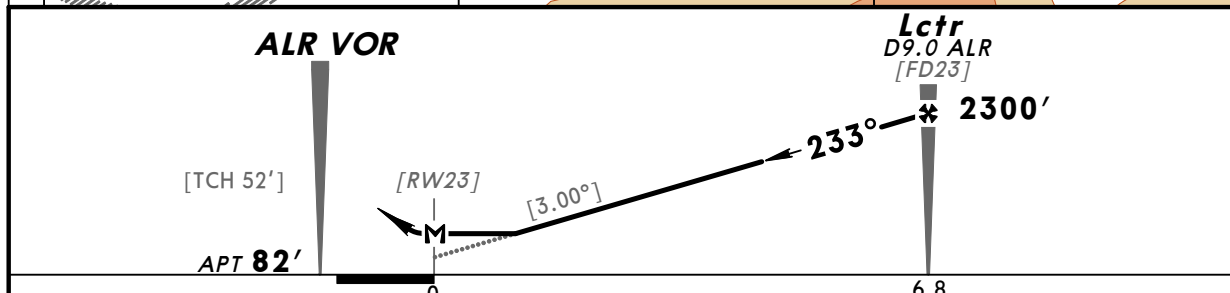
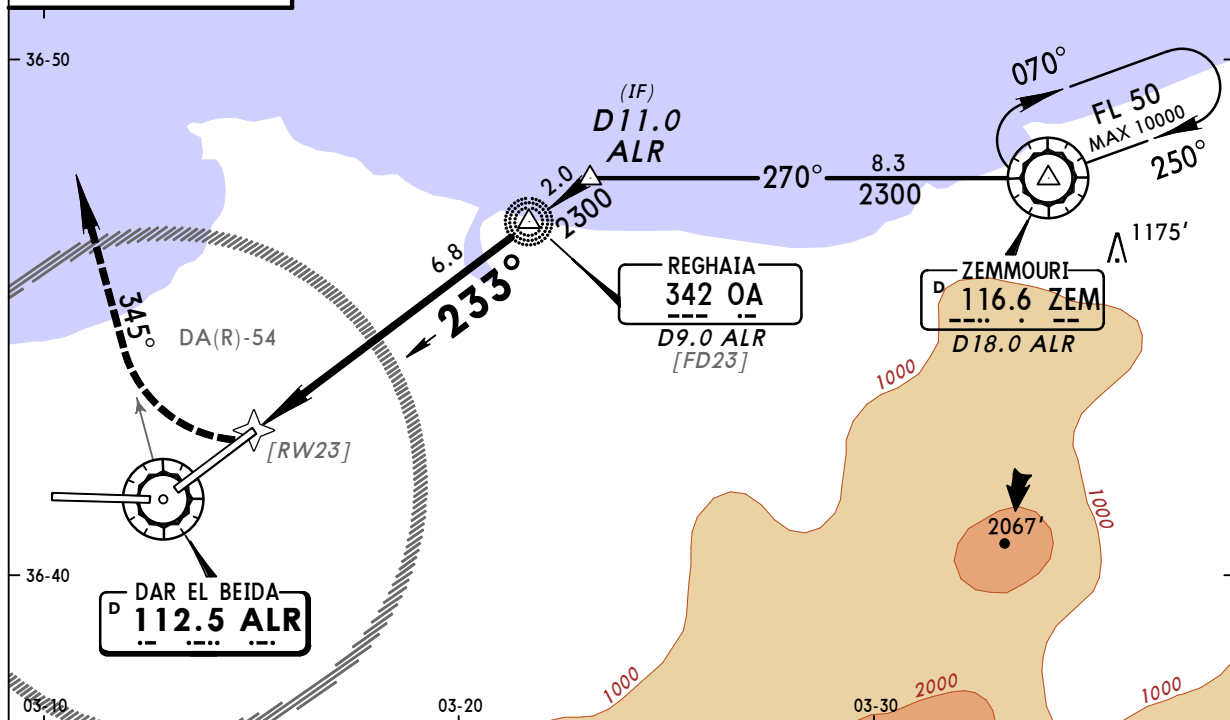
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30 JAN 09 **(13-2)** **Eff 12 Feb**


ALGIERS, ALGERIA
VOR DME Rwy 23

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 233°	Minimum Alt Lctr 2300' (2218')	MDA(H) 490' (408')	Apt Elev 82'			
MISSED APCH: Climb STRAIGHT AHEAD to 480', then turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: MB		Rwy Elev: 3 MB	Trans level: By ATC		Trans alt: 3940'		
MSA ZEM VOR							

FT/METER CONVERSION QNH	
3940'	1200m
2470'	750m
2300'	700m
480'	145m



Gnd speed-Kts	70	90	100	120	140	160		480'	2470'	ALR
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		↑	↗	onto 112.5
Lctr to MAP	6.8	5:50	4:32	4:05	3:24	2:55			RT	R-345

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND Not authorized South of airport	
MDA(H) 490' (408')				Max Kts	MDA(H)
ALS out				100	650' (568')
A	2000m	2400m		135	2400m
B	2400m	2800m		180	850' (768')
C	2400m	3200m		205	4400m
D	2800m				850' (768')

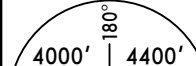
PANS OPS 3

DAAG/ALG
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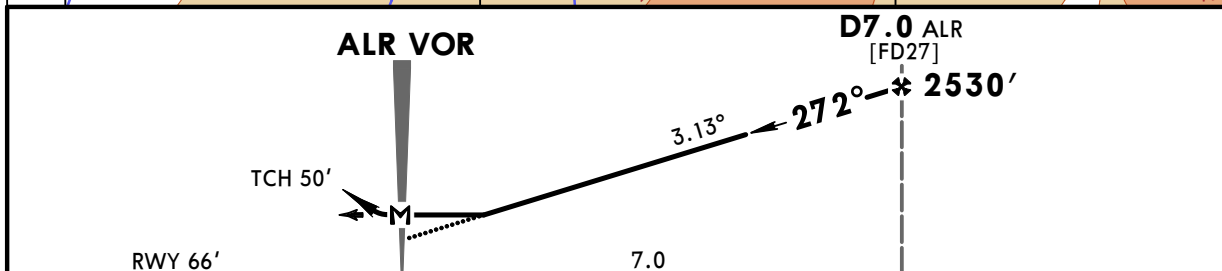
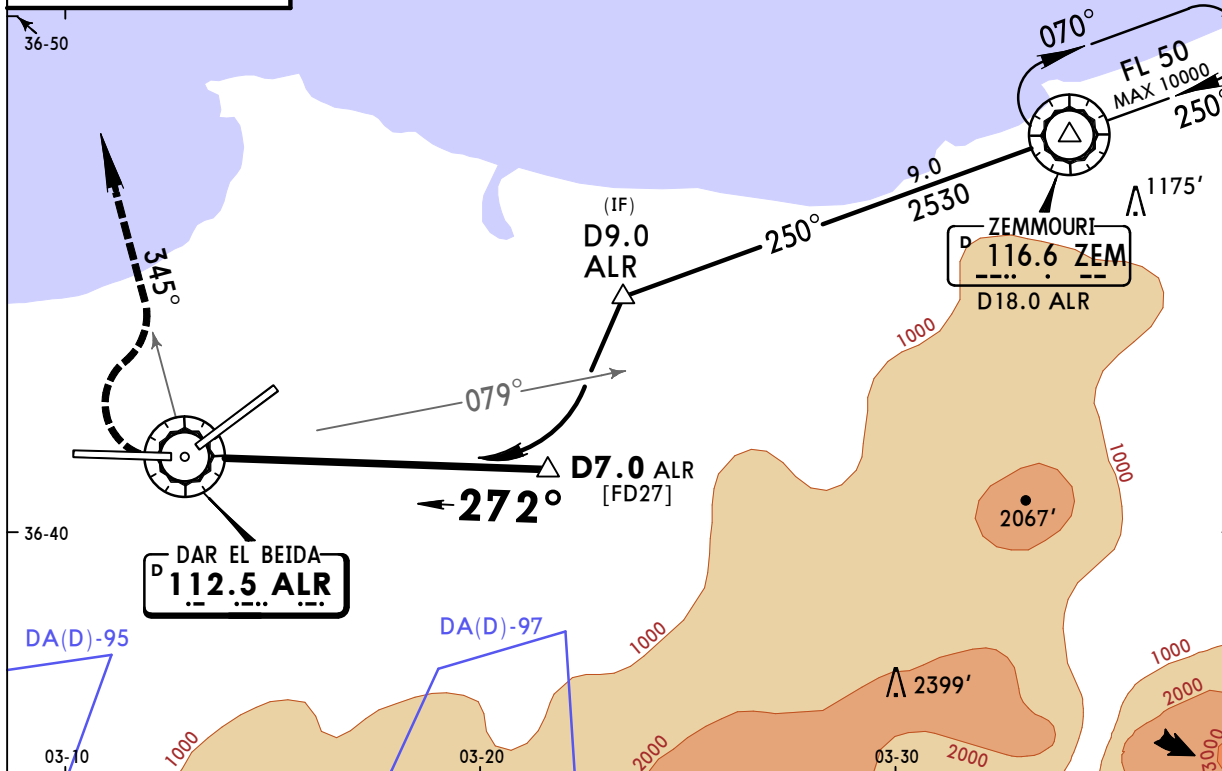
JEPPesen
16 SEP 16 **(13-03)**

ALGIERS, ALGERIA
VOR DME Rwy 27

BRIEFING STRIP

ATIS 128.52		ALGIERS Approach (R) 121.4		ALGIERS Tower 118.7		Ground 121.8	
VOR ALR 112.5	Final Apch Crs 272°	Minimum Alt D7.0 ALR 2530' (2464')	MDA(H) 710' (644')	Apt Elev 82' RWY 66'			
MISSED APCH: Climbing turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC			
				Trans alt: 3940'		MSA ZEM VOR	

FT/METER CONVERSION QNH	
3940'	1200m
2530'	770m
2470'	750m



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.13°	388	498	554	665	775	886			
MAP at ALR VOR									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 710' (644')				Not authorized South of airport			
A				Max Kts	MDA(H)		
B	2400m			100	780' (698')		
C	3600m			135	2400m		
D	4000m			180	880' (798')		
				205	4000m		

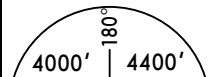
PANS OPS

DAAG/ALG
HOUARI BOUMEDIENE

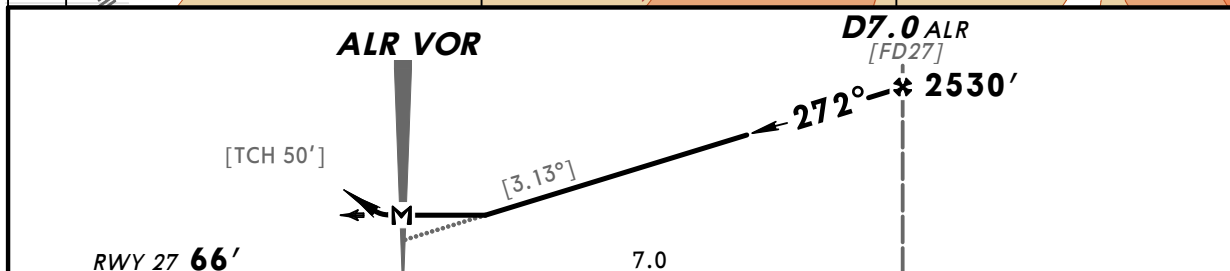
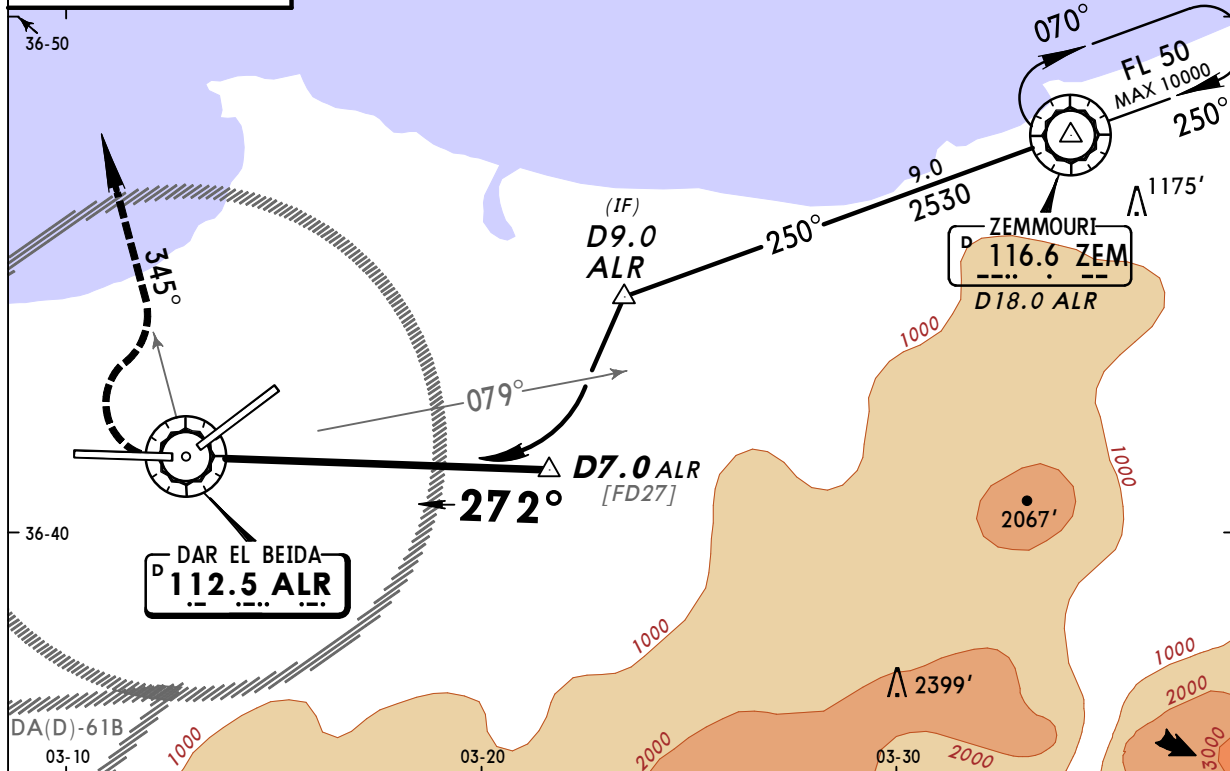
JEPPesen
30 JAN 09 **(13-3)** **Eff 12 Feb**

ALGIERS, ALGERIA
VOR DME Rwy 27

BRIEFING STRIP

ATIS		ALGIERS Approach (R)		ALGIERS Tower		Ground	
128.52		121.4		118.7		121.8	
VOR ALR 112.5	Final Apch Crs 272°	Minimum Alt D7.0 ALR 2530' (2464')	MDA(H) 520' (454')	Apt Elev 82' RWY 66'			
MISSED APCH: Climbing turn RIGHT onto R-345 ALR, maintain 2470' and as directed.							
Alt Set: MB		Rwy Elev: 2 MB		Trans level: By ATC		Trans alt: 3940'	
MSA ZEM VOR							

FT/METER CONVERSION QNH	
3940'	1200m
2530'	770m
2470'	750m



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 5.46% or Descent angle [3.13°]	388	498	554	665	775	886	PAPI-L	2470' ALR onto 112.5 RT R-345
MAP at ALR VOR								

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
MDA(H) 520' (454')				Not authorized South of airport	
A				Max Kts 100	MDA(H) 650' (568') 2400m
B	2400m			135	
C	2800m			180	850' (768') 3600m
D	3200m			205	850' (768') 4000m

PANS OPS 3

CHANGES: ATIS added.

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