GENERAL

Operational Hours

ATS Hours: TWR 0445-2215‡

AD ADMIN Hours: 0400-2200‡

AD OPS Hours

LDG

PROP: 0500-2200‡

JET: 0530-2200‡

TKOF

PROP: 0500-2100‡

JET: 0530-1900‡

Airport Information

RFF: CAT 8

Fuel: 0530-1900‡, outside OPS hours O/R at least 2HR prior to CLSD time.

PCN: RWY 08/26: 75/F/A/W/T

Customs: 0530-1900‡

Operation

Low Visibility Procedure: LVP in use when RVR 400m or below.

TWY Restriction

TWY A width 18m / 59ft.

TWY L MAX wingspan 30m / 98ft

APU

Use GPU instead of APU if possible.

Special Notes

Due to mountainous terrain in vicinity of AD and the requirement for visual manoeuvring, it is considered essential that pilots shall practise APCHs in VMC (including MISAP, Circling and DEP), prior OPS in IMC.

Training in VMC may be substituted by simulator training, provided an adequate visual scene of the vicinity INNSBRUCK is AVBL.

Contingency PROCs and balked LDG PROCs shall be included in pilots training and shall be practised before operation in IMC. When designing a balked LDG PROC to RWY 26 the following guiding principle shall be considered:

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

Use of GP for LOC/DME East and Special LOC/DME East PROC:
Final descent shall be commenced when passing D19 OEV (FAF) checking ALT at published DME fixes.
GP INFO coincides normally with prescribed check ALTs.
Due to reflection characteristics during specific weather conditions (snow, heavy rain or ice on reflection area) the additional AVBL GP information may differ to DME check ALTs.
Significant deviation from ISA temperatures as well as the long distance between GP antenna and FAF and curvature of earth lead to possible deviations between GP INFO and check ALTs.
GP is monitored and will switch off automatically if deviation exceed certified values.
The PROC is a LOC/DME and especially FAF and check ALTs at D17 OEV are based on restricting obstacle with an ELEV of 7690ft AMSL at D17.5 OEV. Beyond D17 OEV there are no more restricting obstacles and after passing D10 GP my be fully used as vertical guidance.

© Lido 2018

GENERAL

During FOEHN CONDs (surface wind 100-180°, average windspeed 15-25KT, gusts 30-50KT) with horizontal/vertical windshear and associated with possible moderate to severe TURB and following partly severe down-draughts at various ALT have to be expected especially over the city of INNSBRUCK below 5000ft AMSL. To minimize operation in TURB, pilots may during an APCH procedure request a visual APCH to RWY 08 from a PSN west of AD or stop descent at 7000ft AMSL and proceed visually to a PSN over or south of AD but not below 5000ft AMSL. Thereafter continue descent and join right-hand baseleg for RWY 08. A down-draught over the river Inn on final APCH to RWY 08 is most likely too.

Caution is advised when actual outside air TEMP differs from ISA by more than MINUS 10°, due to substantial difference between true ALT and indicated ALT. Pilot will be informed accordingly by ATC.

Cloud base reports are AVBL for two positions on final APCH to RWY 26 at D1.8 OEV and at D0.5 OEV (indicating low clouds close to MAPts) and one position 2NM west of AD.

In the area around INNSBRUCK it may happen that different values of VIS exist in various directions mainly caused by a haze or mist layer over the city. If such situations are observed and the ground VIS 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 an existing haze layer and as far as possible to the estimated VIS above this haze layer.

Warnings

Avoid built-up area of the city and hospital.

Windshear possible up to 3100ft.

APL only partly VIS between 600m / 1968ft - 570m / 1870ft before THR 26 and fully VIS from 540m / 1772ft before THR until THR 26.

ARRIVAL

Arrival Procedure

No APCH CLR will be issued by ATC below the following MIN: CEIL 1300ft, VIS 1500m.

In case of low fog, haze, cloud, mist or blowing snow over the AD a CLR for APCH will be granted on pilots REQ provided:

- RVR is at least 1000m.
- VIS above the layers is at least 5km.
- No further clouds below 3100ft AAL.

DEPARTURE

Take-off Minima

RWY		08	
All ACFT	ft - m/km	c1300 - 1.5v	-
		0 - 150R	Special performance with state permission only

RWY		26	
All ACFT	ft - m/km	c1300 - 1.5v	-
Turboprop Jet ACFT		c2100 - 5.0v	SID MOGTI 3H RNAV: MNM climb gradient 11.0% up to 8400, then 4.8%, stay visual until 4000 Lower MIN by state permission.

© Lido 2018

DEPARTURE

Departure Procedure

Due to significant differences in the MRVA no transition ALT is determined.
DEP ACFT shall consider 10000ft AMSL as transition ALT to change from ALT to FL.

No DEP CLR will be issued by ATC below the following MIN: CEIL 1500ft and/or VIS 1500m.

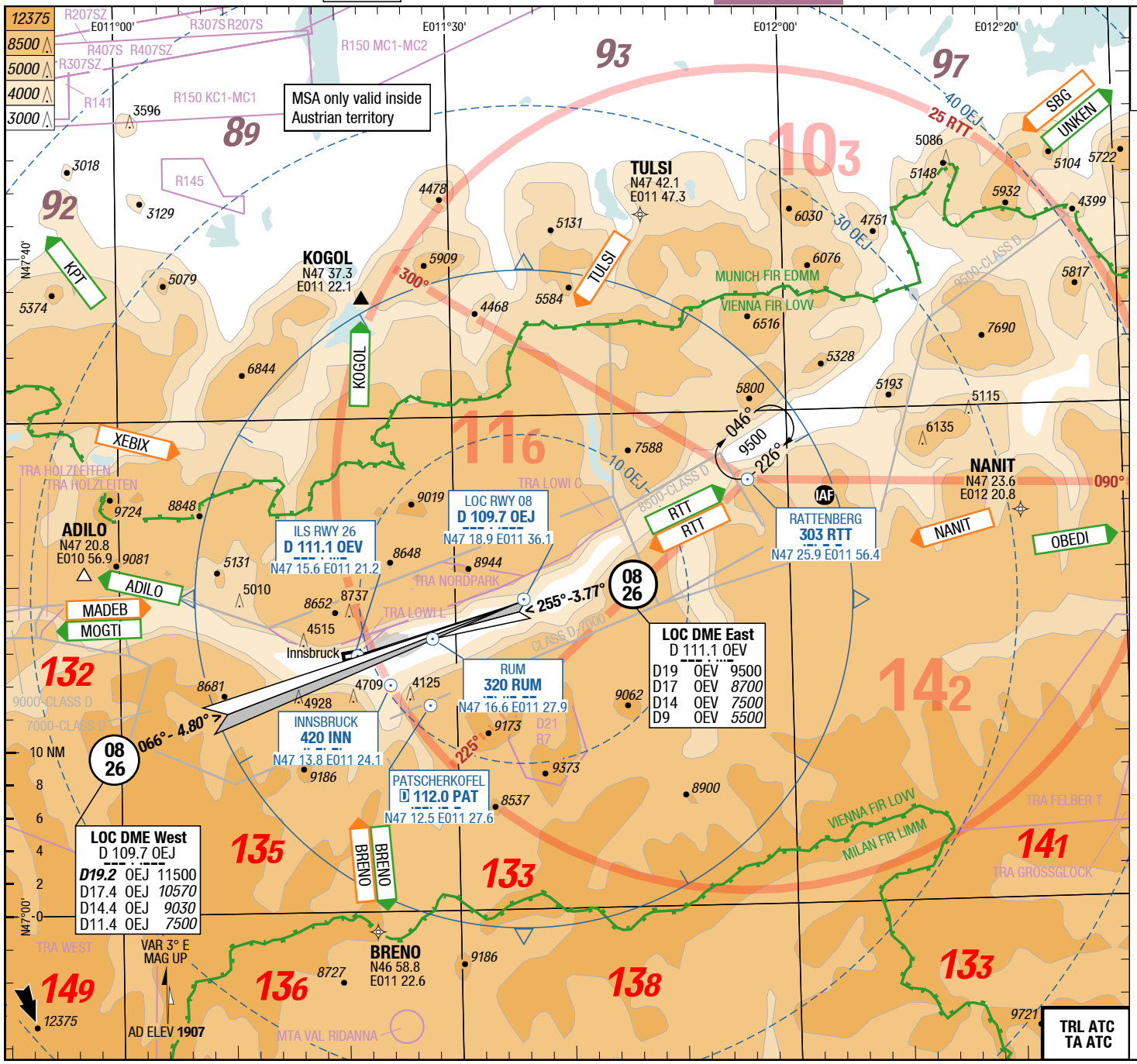
RWY 08: In case of low fog, haze, cloud, mist layers or blowing snow over the AD a CLR for DEP will be granted O/R to pilots for multi ENG only provided:
- RVR is at least 600m.
- VIS above the layers is at least 5km.
- No further clouds below 3100ft AAL.
- One ENG out climb gradient MNM 4.8%.

MOGTI 3H
Pilots shall be familiar with RNAV DEP in general but especially with this PROC and the terrain along the western part of the Inn valley.
PROC allowed only for Turboprop and Jet ACFT capable for an inital all ENG climb gradient of at least 11% up to 8400ft MSL and during sufficent VIS COND for the inital climb out up to 4000ft MSL along the charted track west of AD with cloudbase 2100ft AAL and VIS 5KM or better along the VIS part west of AD.
Contingency PROC are required and the reponsibility of the pilot.
Lower WX minima and reduced length of the VIS part are AVBL O/R for pilots of Multi ENG ACFT with improved RNAV capability.

De-Icing

AVBL 0530-1900‡.

© Lido 2017



D-ATIS	126.030
RAD	119.275 0445-2215‡
TWR	120.100 0445-2215‡
De-Icing	133.250 0530-1900‡

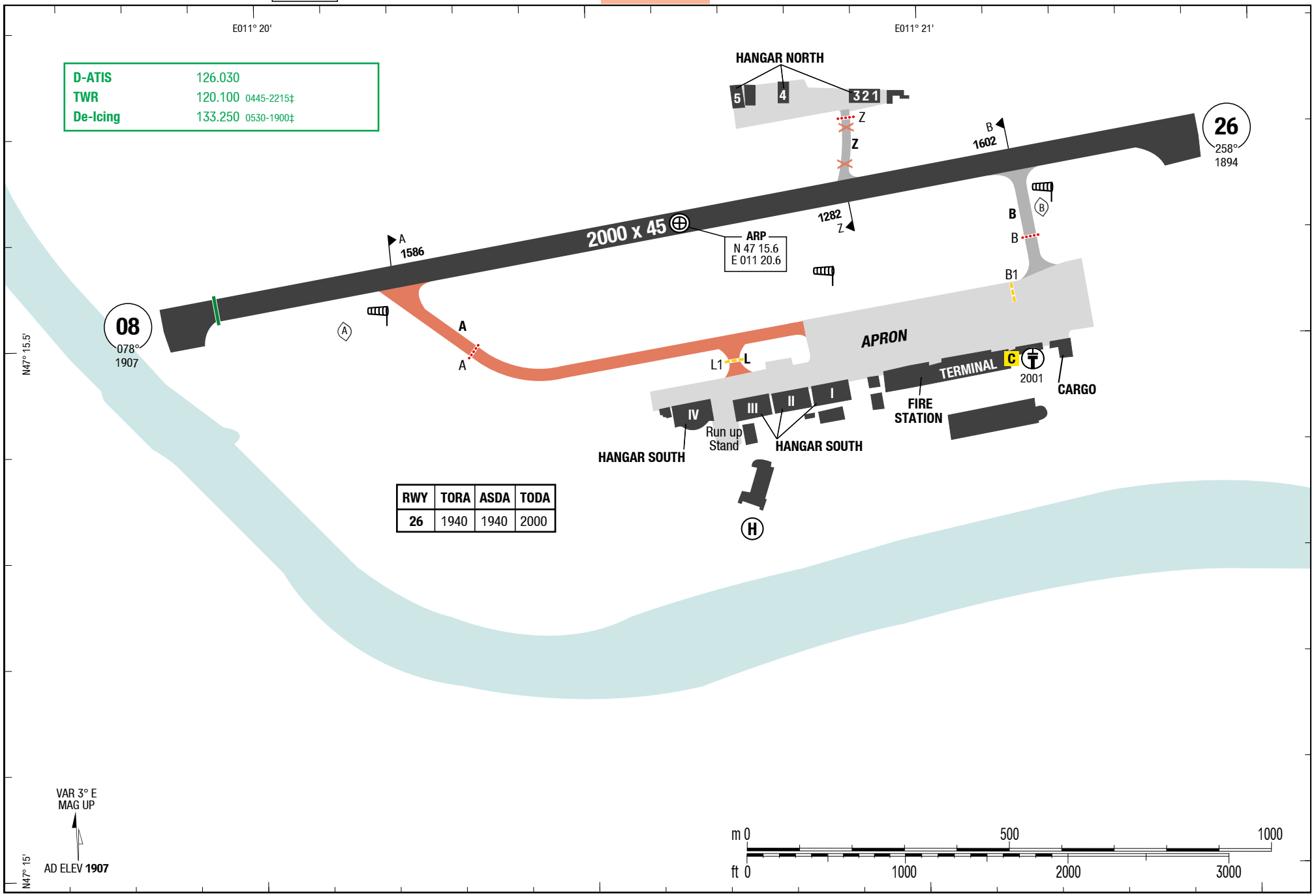
Landing RWY system:

08 — 103 — 1897 x 45 — 3.5° / 3.5° — 60 HL / 15 HL
THR 1907 (67hPa) / TDZ --- (---%) -0.2%

26 — 45 x 1940 — 3.5° / 3.5° — 60 HL / 15 HL — 600
SFL 4.9km - 600m before RW26
+0.2% TDZ --- (---%) / **THR 1894** (67hPa) HL-SF

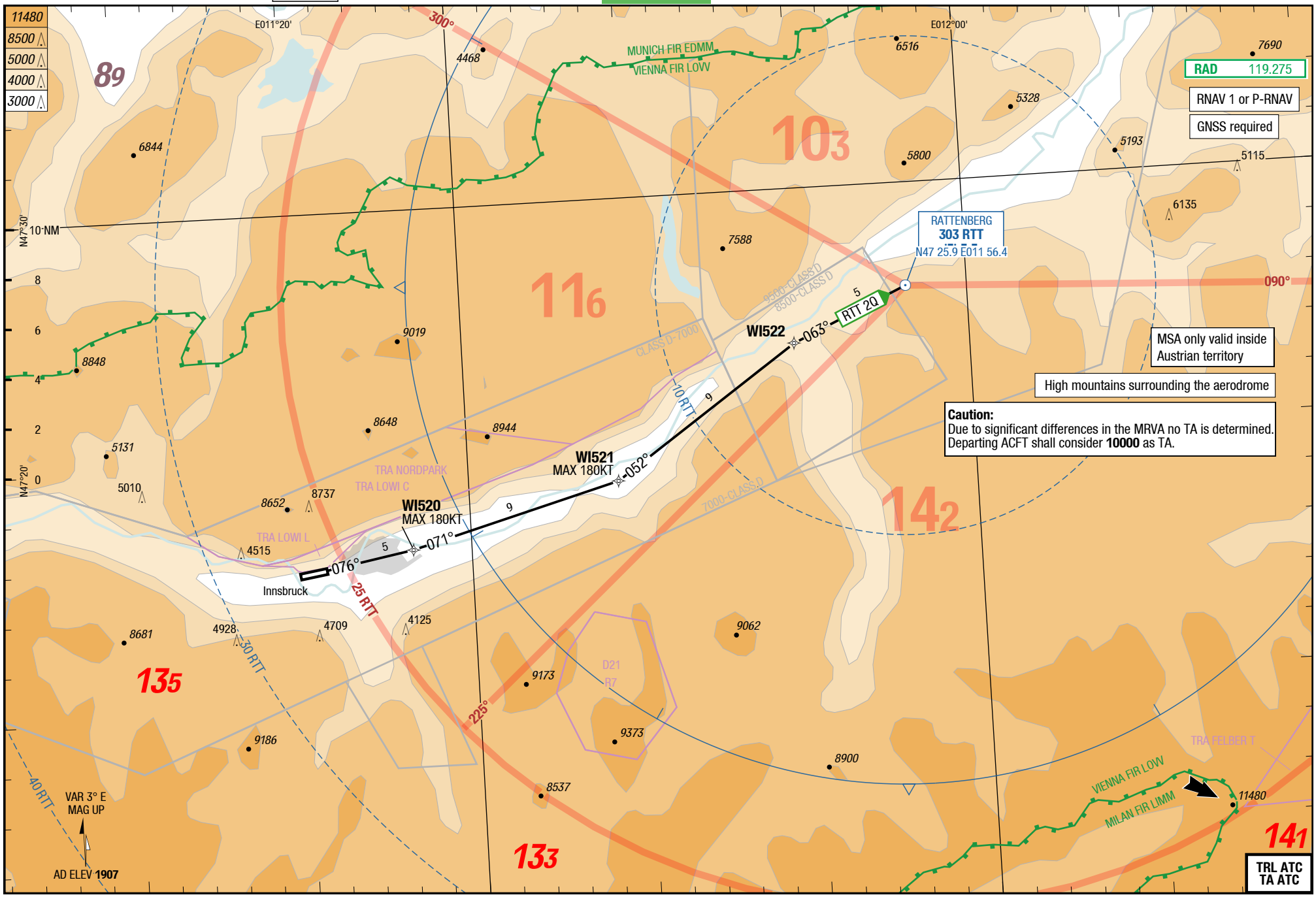
© Lido 2018

Changes: FREQ, SUAs, OBST



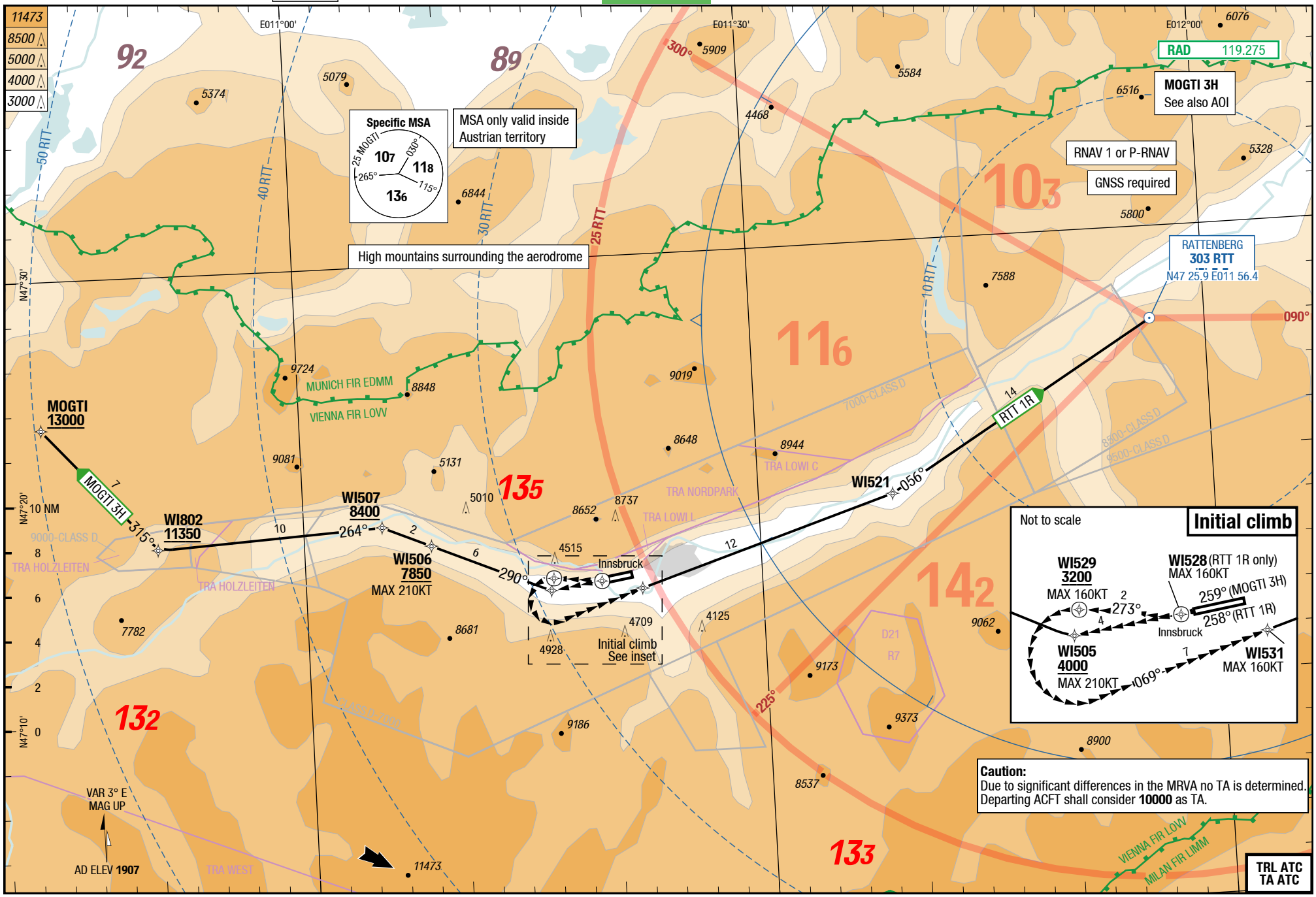
© Lido 2018

Changes: FREQ



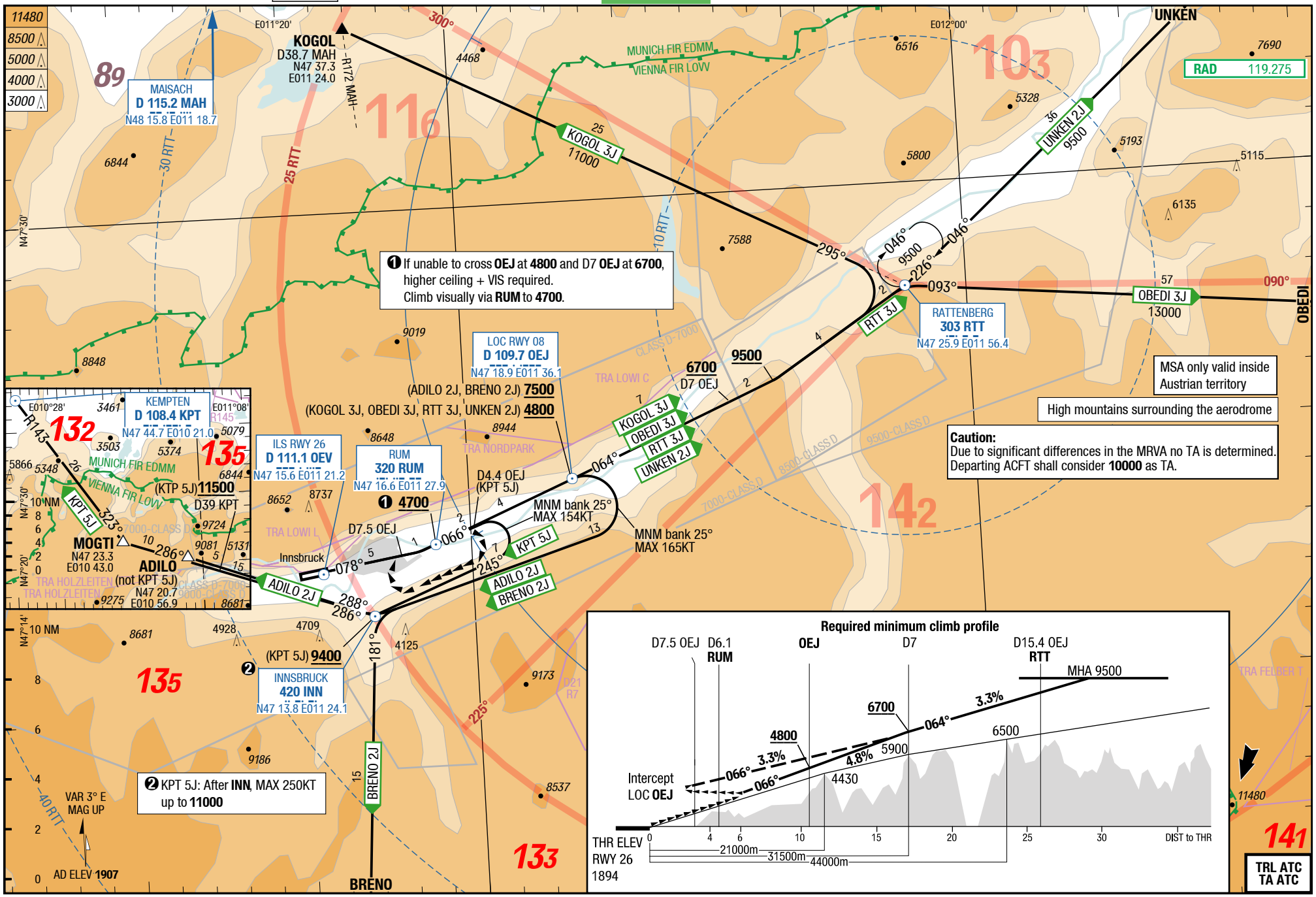
Changes: OBST

© Lido 2018



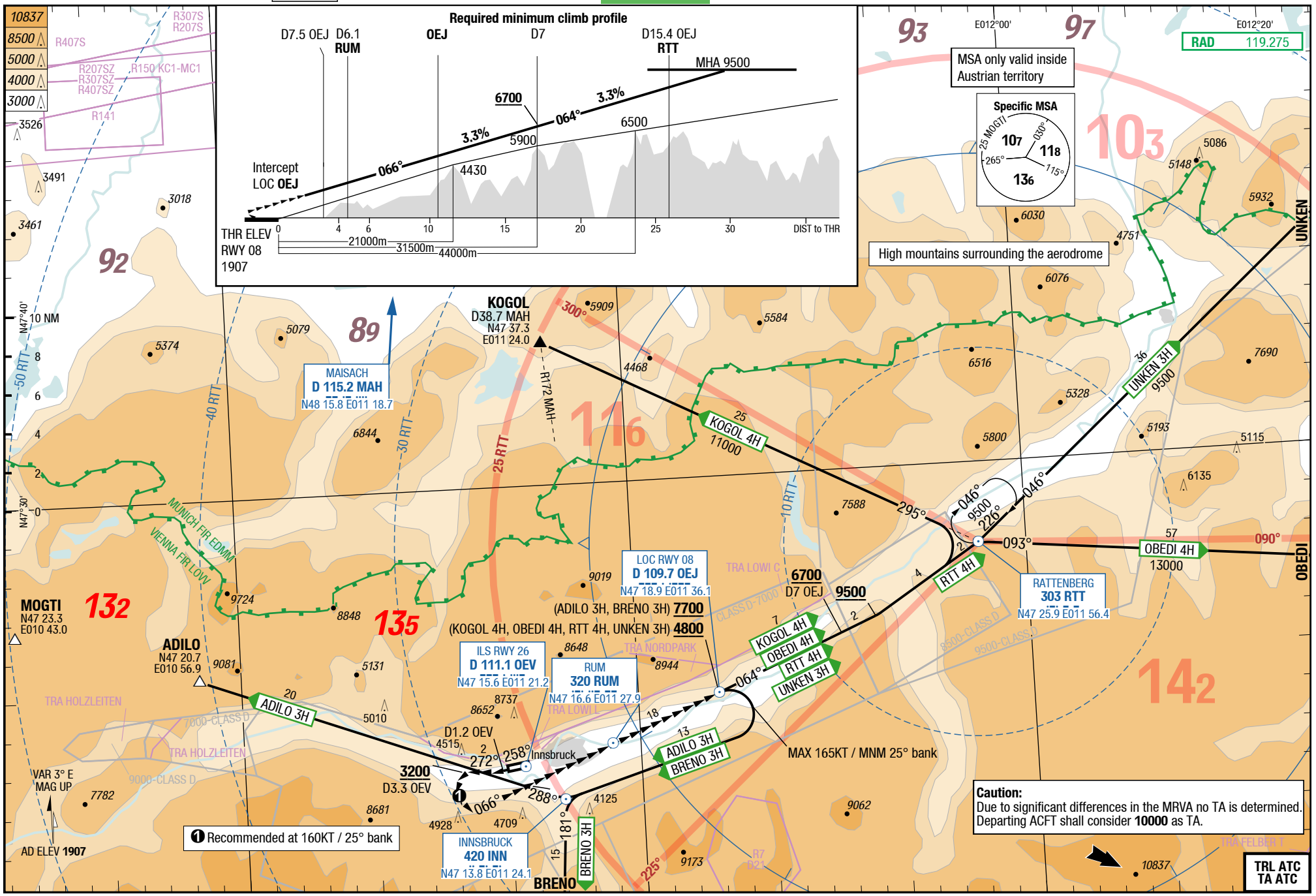
Changes: PROC, OBST

© Lido 2018



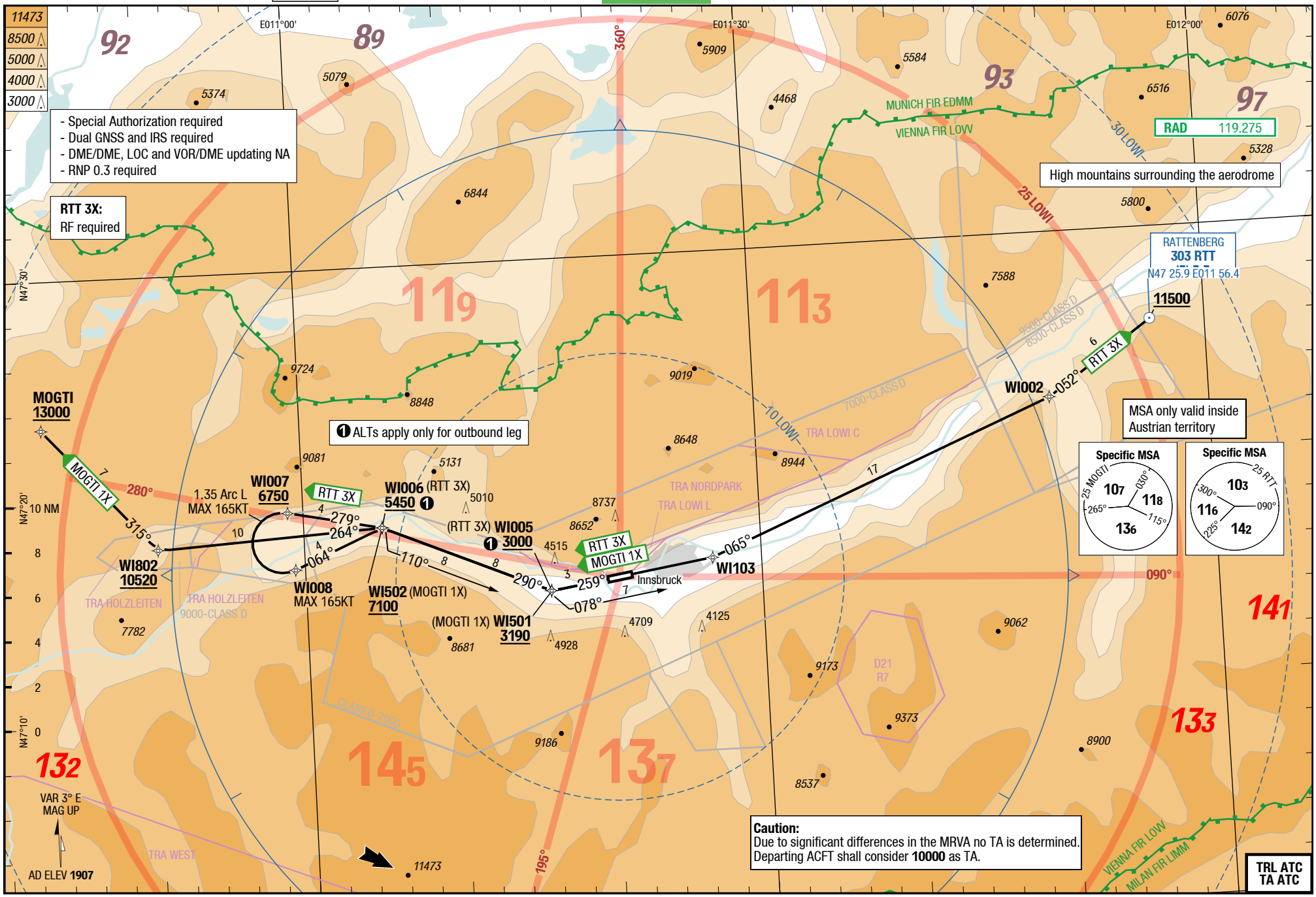
Changes: OBST

© Lido 2018



© Lido 2018

Changes: OBST



Changes: OBST

RATTENBERG 2Q

RWY 08 (078°)

When Instructed, contact Innsbruck RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
RATTENBERG 2Q **RTT 2Q** 7.0% to WI521 **119.275**	076° WI520 [K180-] - WI521 [K180-] - WI522 - RTT	Initial climb by ATC

© Lido 2017

Changes: Speed RESTR, PROC renumbered, Initial climb

MOGTI 3H / RATTENBERG 1R

RWY 26 (258°)

When instructed, contact Innsbruck RAD.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
11.0%	ft/MIN	1400	1700	2100	2400	2700	3100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
MOGTI 3H 11.0% to 8400 4.8% **119.275** ①②	259° WI505 [K210-] - WI506 [K210-] - WI507 - WI802 - MOGTI	WI505 MNM **4000** WI506 MNM **7850** WI507 MNM **8400** WI802 MNM **11350** MOGTI MNM **13000** Initial climb by ATC
RATTENBERG 1R **RTT 1R** 8.8% to WI531 **119.275** ③	258° WI528 [K160-] - WI529 [K160- ;L] - 069° WI531 [K160-] - WI521 - RTT	WI529 MNM **3200** Initial climb by ATC

① See also AOI.

② Maintain visual until passing 4000 and established on track WI505 - WI506.

③ Maintain visual until established on course 069° inbound to WI531.

Changes: ALT, Note, PROC renumbered, Initial climb

© Lido 2017

ADILO 2J / BRENO 2J / KEMPTEN 5J / KOGOL 3J

RWY 08 (078°)

When instructed, contact Innsbruck RAD.

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500
10.2%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ADILO 2J 8.8% to OEJ then 6.5% until turn completed **119.275** ①②	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - at **OEJ RT** (MNM 25° bank, MAX 165KT) direct **INN** - QDR 288 **INN** to ADILO ALTN: RTT 3J - **INN** - ADILO	**OEJ** MNM **7500** initial climb by ATC
BRENO 2J 8.8% to OEJ then 6.5% to 11200 then 4.3% to 15000 **119.275** ①②	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - at **OEJ RT** (MNM 25° bank, MAX 165KT) direct **INN** - QDR 181 **INN** to BRENO	**OEJ** MNM **7500** initial climb by ATC
KEMPTEN 5J **KPT 5J** 10.2% **119.275** ①②④	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** inbound **OEJ** - at D4.4 **OEJ RT** (MNM bank 25°, MAX 154KT) intercept QDM 245 **INN** to **INN** - QDR 286 **INN** via MOGTI - **RT** intercept R143 **KPT** to **KPT**	**RUM** MNM **4700** **INN** MNM **9400** D39 **KPT** MNM **11500** initial climb by ATC
KOGOL 3J 4.8% to 6700 **119.275** ①②③	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 295 **RTT** to KOGOL	**OEJ** MNM **4800** D7 **OEJ** MNM **6700** initial climb by ATC

① Climb RWY track on departure at maximum climb gradient until intercepting LOC OEJ.

② Due to erroneous LOC indications 2 NM before and after LOC station, use QDR from RUM as additional guidance.

③ If unable to cross OEJ at 4800ft and D7 OEJ at 6700ft, a higher ceiling and visibility are necessary. In this case climb visually via RUM to 4700ft.

④ After INN, MAX 250KT up to 11000ft.

Changes: DIST, PROC renumbered

© Lido 2018

OBEDI 3J / RATTENBERG 3J / UNKEN 2J

RWY 08 (078°)

When instructed, contact Innsbruck RAD.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
OBEDI 3J 4.8% to 6700 **119.275** ①②③	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 093 **RTT** to OBEDI	**OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC
RATTENBERG 3J **RTT 3J** 4.8% to 6700 **119.275** ①②③	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT**	**OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC
UNKEN 2J 4.8% to 6700 **119.275** ①②③	at D7.5 **OEJ** intercept 066° LOC **OEJ** via **RUM** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 046 **RTT** to UNKEN	**OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC

① Climb RWY track on departure at maximum climb gradient until intercepting LOC OEJ.

② Due to erroneous LOC indications 2 NM before and after LOC station, use QDR from RUM as additional guidance.

③ If unable to cross OEJ at 4800ft and D7 OEJ at 6700ft, a higher ceiling and visibility are necessary. In this case climb visually via RUM to 4700ft.

© Lido 2018

ADILO 3H / BRENO 3H / KOGOL 4H / OBEDI 4H / RATTENBERG 4H / UNKEN 3H

RWY 26 (258°)

When instructed, contact Innsbruck RAD.

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ADILO 3H 6.5% to OEJ then 6.0% until completion of turn **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - at **OEJ RT** (MAX 165KT / MNM 25° bank) direct **INN** - QDR 288 **INN** to ADILO ALTN: RTT 4H - **INN** - ADILO	D3.3 **OEV** MNM **3200** **OEJ** MNM **7700** Initial climb by ATC
BRENO 3H 6.5% to OEJ 6.0% to 11200 then 4.3% to 15000 **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - at **OEJ RT** (MAX 165KT / MNM 25° bank) direct **INN** - QDR 181 **INN** to BRENO	D3.3 **OEV** MNM **3200** **OEJ** MNM **7700** Initial climb by ATC
KOGOL 4H **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160 KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 295 **RTT** to KOGOL	D3.3 **OEV** MNM **3200** **OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC
OBEDI 4H **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 093 **RTT** to OBEDI	D3.3 **OEV** MNM **3200** **OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC
RATTENBERG 4H **RTT 4H** **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT**	D3.3 **OEV** MNM **3200** **OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC
UNKEN 3H **119.275** ①	climb visually 258° - at D1.2 **OEV RT** 272° - at D3.3 **OEV LT** (recommended at 160KT / 25° bank) visually intercept 066° LOC **OEJ** to **OEJ** - 064° LOC **OEJ** backcourse - at MNM **9500 LT** direct **RTT** - QDR 046 **RTT** to UNKEN	D3.3 **OEV** MNM **3200** **OEJ** MNM **4800** D7 **OEJ** MNM **6700** Initial climb by ATC

① Due to erroneous LOC indications 2 NM before and after LOC station, use QDR from RUM as additional guidance.

© Lido 2017

INN-LOWI

5-70 **RNAV (RNP) SIDs RWY 26**

MOGTI 1X / RATTENBERG 3X

RWY 26 (258°)

When Instructed, contact Innsbruck RAD.

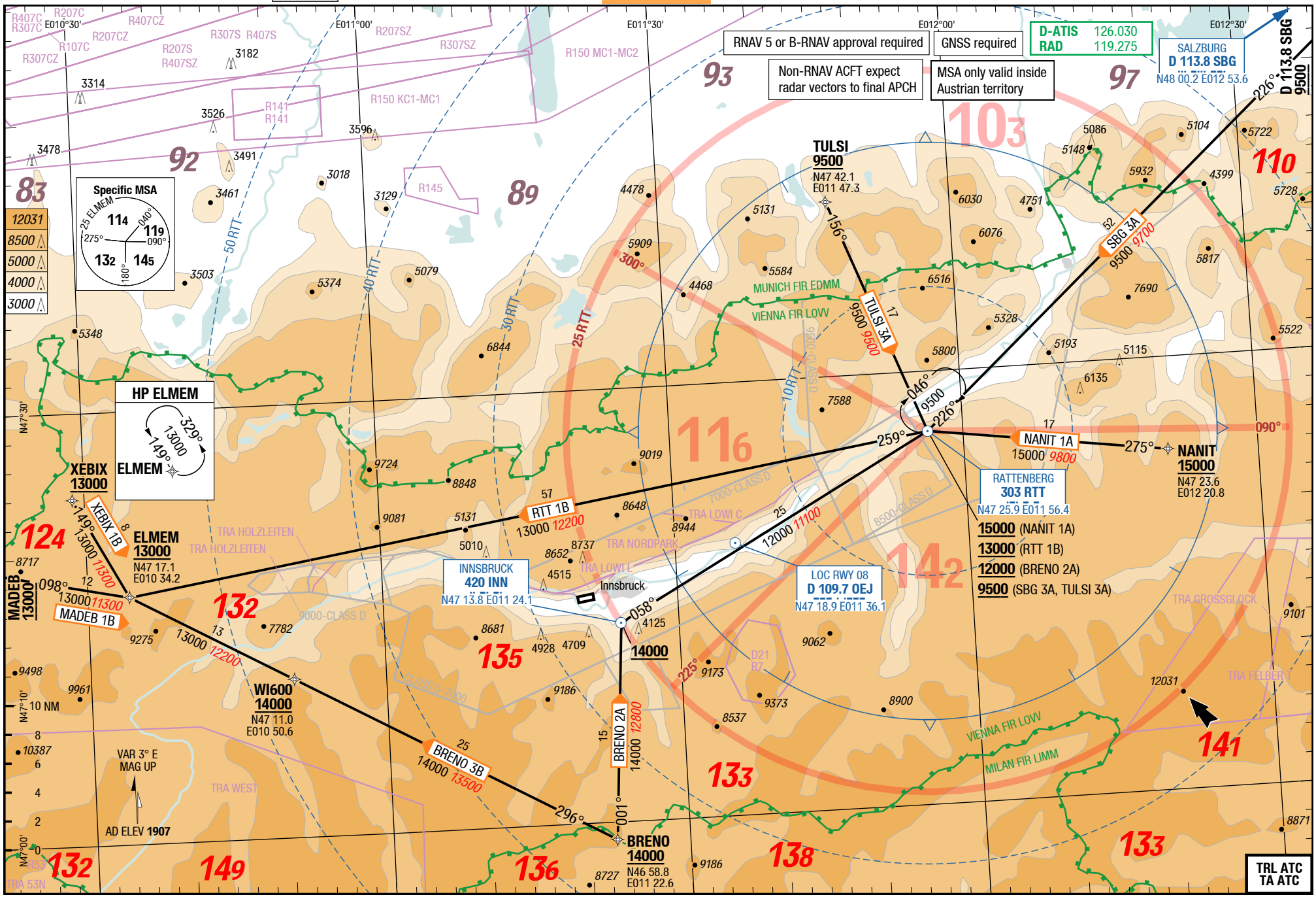
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
MOGTI 1X 8.0% to 7100 then 5.6% **119.275** ①	WI501 - WI502 - WI802 - MOGTI	WI501 MNM **3190** WI502 MNM **7100** WI802 MNM **10520** MOGTI MNM **13000**
RATTENBERG 3X **RTT 3X** 7.0% to WI005 5.0% to WI008 **119.275** ①	WI005 - WI006 - WI007 [K165**-** ;L] - WI008 [K165**-**] - WI006 - WI005 - WI103 - WI002 - RTT	WI005 MNM **3000** WI006 MNM **5450** WI007 MNM **6750** RTT MNM **11500**

① Special authorization required.

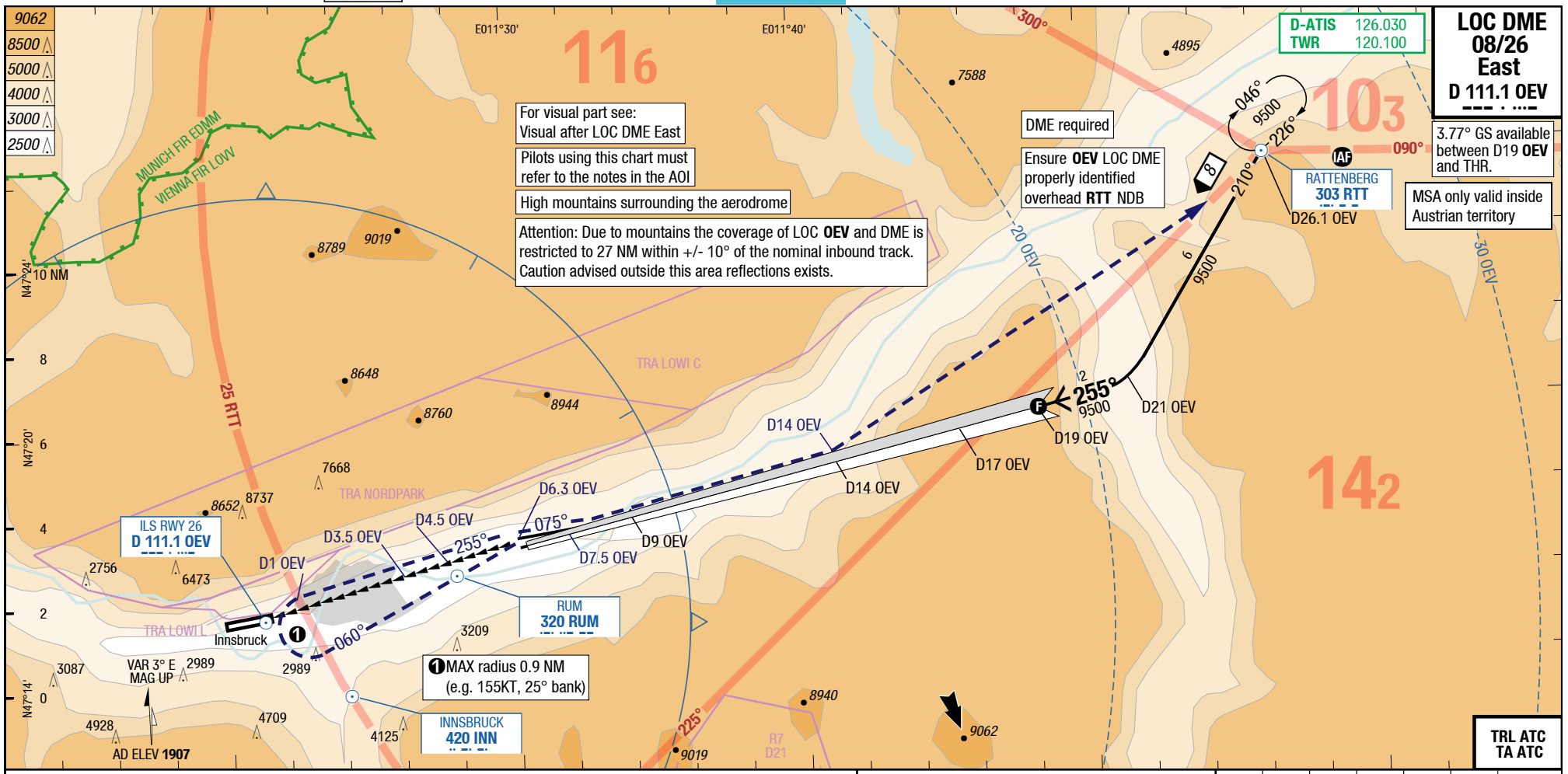
Changes: chart title

© Lido 2017

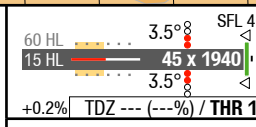


© Lido 2018

Changes: FREQ, OBST



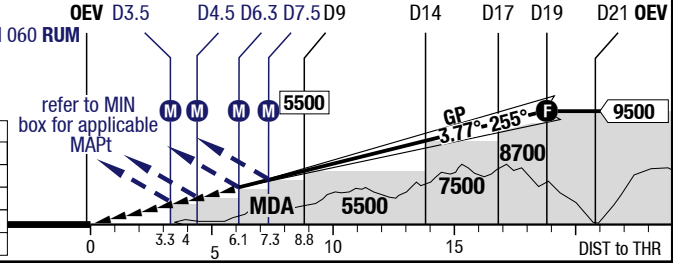
08/26		LOC DME GA 5.0% at D3.5	LOC DME GA 4.0% at D4.5	LOC DME GA 3.0% at D6.3	LOC DME GA 2.5% at D7.5		Circling
C	ft - m/km ft	C 1410 - 3.7V **3300**	C 1810 - 3.7V **3700**	C 2510 - 3.7V **4400**	C 3010 - 3.7V **4900**		See VAC
D	ft - m/km ft	C 1410 - 4.5V **3300**	C 1810 - 4.5V **3700**	C 2510 - 4.5V **4400**	C 3010 - 4.5V **4900**		See VAC



7	8	10	14	17	19	3.77° D OEV 255°
4710	5110	5920	7520	8730	9500	RWY 258°

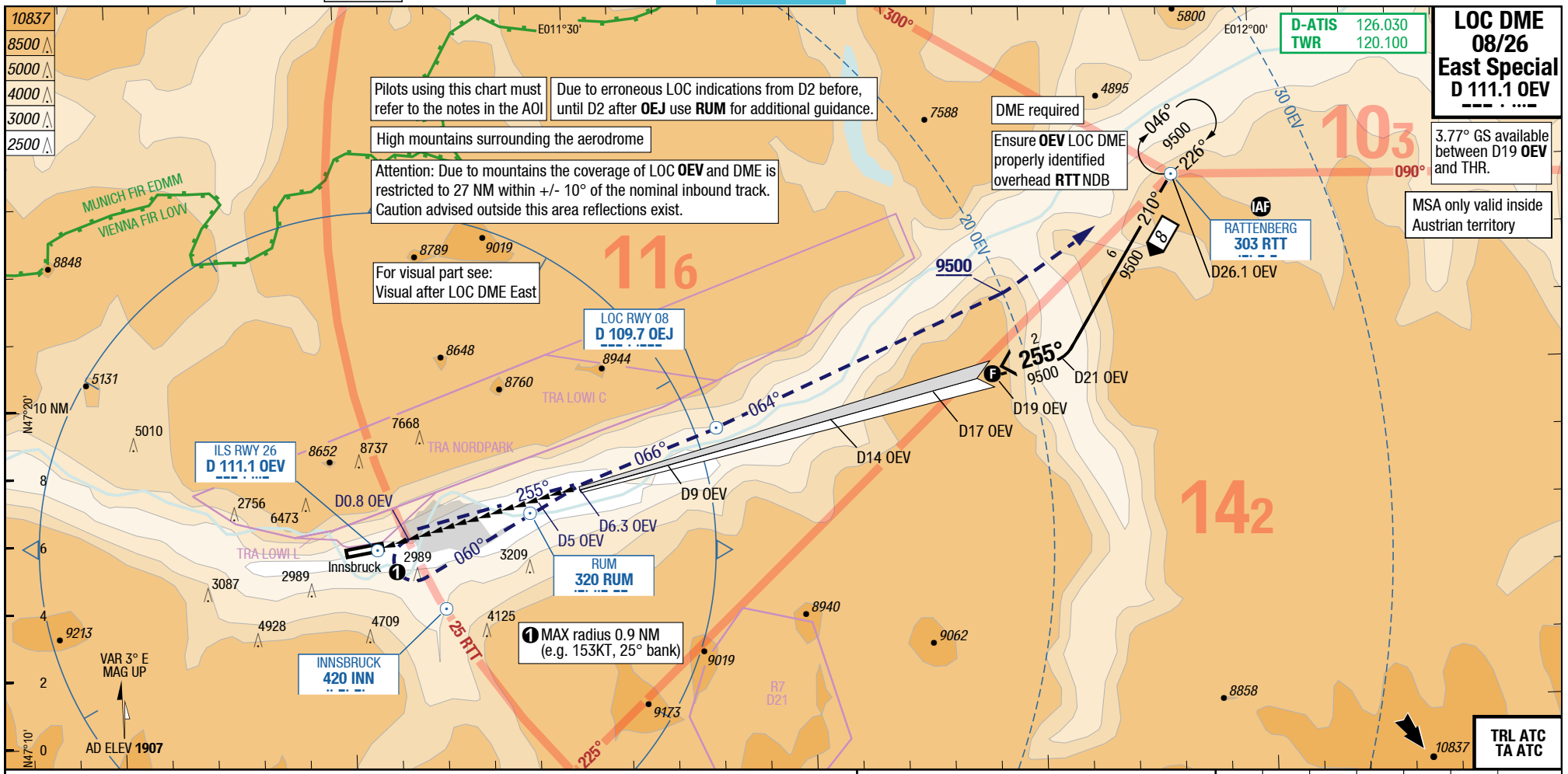
255° (MAX climb gradient) at D1 **OEV LT** - intercept QDM 060 **RUM** to **RUM** (MAX radius 0.9 NM)
LOC **OEV** 075° outbound at D14 **OEV LT** - direct **RTT** climb **9500**

GS	120	140	160
D9 OEV	*810*	*940*	*1080*
-D7.5 OEV	*0:44*	*0:38*	*0:33*
-D6.3 OEV	*1:21*	*1:09*	*1:01*
-D4.5 OEV	*2:14*	*1:55*	*1:41*
-D3.5 OEV	*2:44*	*2:21*	*2:03*



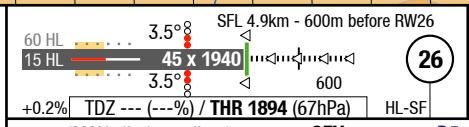
Changes: FREQ, OBST

© Lido 2018



08/26	LOC DME 1)					Circling
C	ft - m/km ft					See VAC
D	ft - m/km ft					See VAC

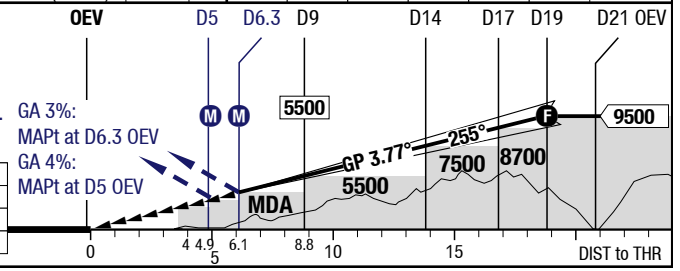
1) This procedure is permissable for special performance aircraft only and requires special authorization



7	8	10	14	17	19	3.77° D OEV 255° RWY 258°
4710	5110	5920	7520	8730	9500	

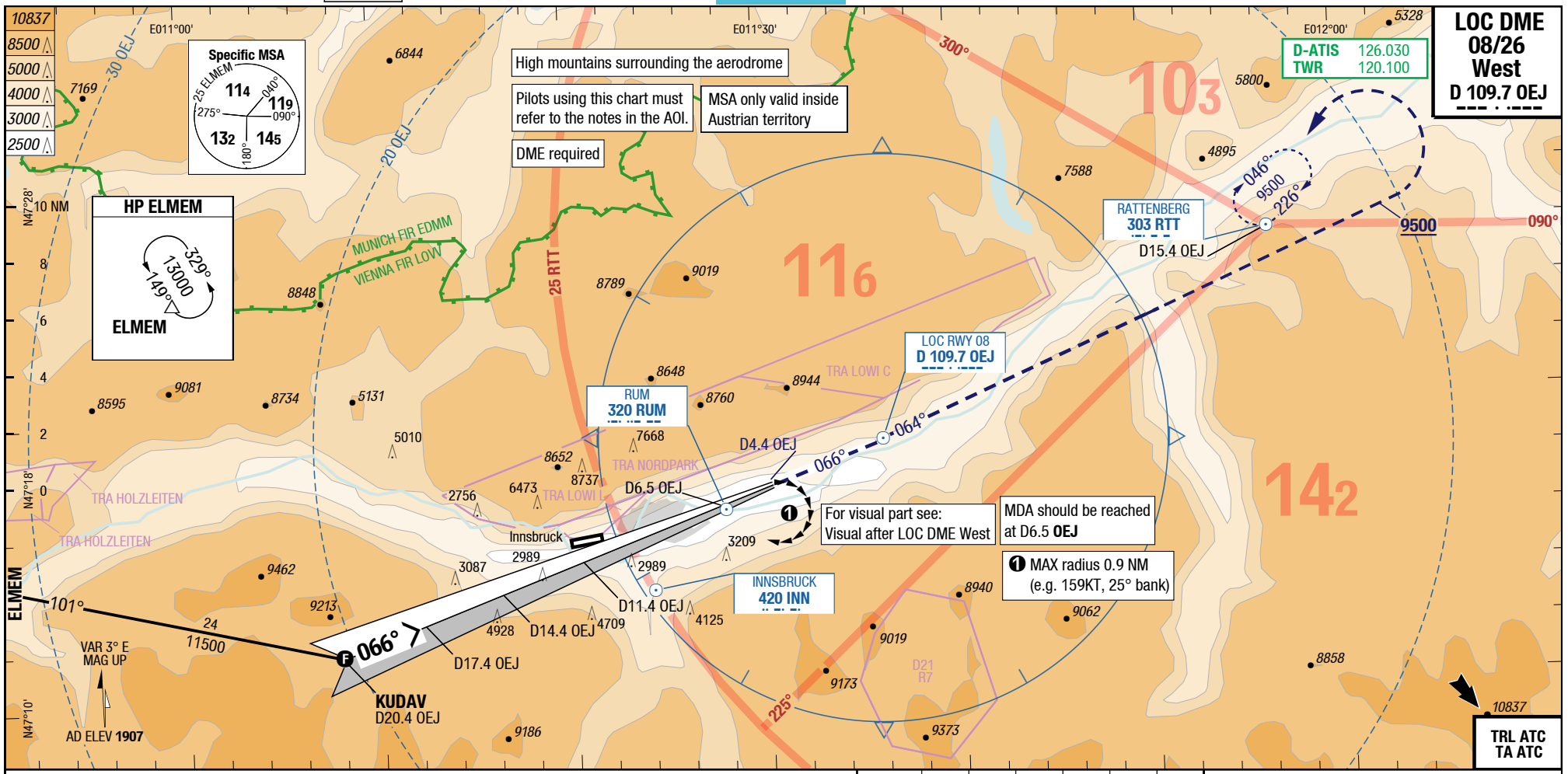
255° (MAX climb gradient) at D0.8 **OEV LT** intercept QDM 060 **RUM** to **RUM** - join LOC **OEJ** 066° INBD / 064° OUBD at MNM **9500 LT** direct **RTT** maintain **9500**

GS	120	140	160
D9 OEV	*810*	*940*	*1080*
-D6.3 OEV	*1:21*	*1:09*	*1:01*
-D5 OEV	*1:59*	*1:42*	*1:29*



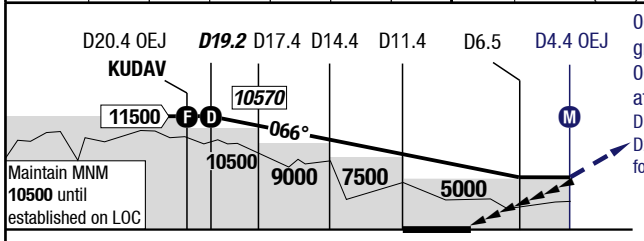
© Lido 2018

Changes: FREQ, OBST



4.80° D OEJ	16	14.4	13	11.4	10	8
	9850	9030	8320	7500	6790	5770

60 HL / 15 HL — 3.5° — 45 x 1940 — 3.5° — 600
SFL 4.9km - 600m before RW26
26
+0.2% TDZ --- (---%) / **THR 1894** (67hPa) HL-SF



066° LOC **OEJ** INBD (MAX climb gradient)
064° LOC **OEJ** OUBD
at MNM **9500 LT** direct **RTT**
Due to erroneous LOC indications from D2 before, until D2 after **OEJ** use **RUM** for additional guidance.

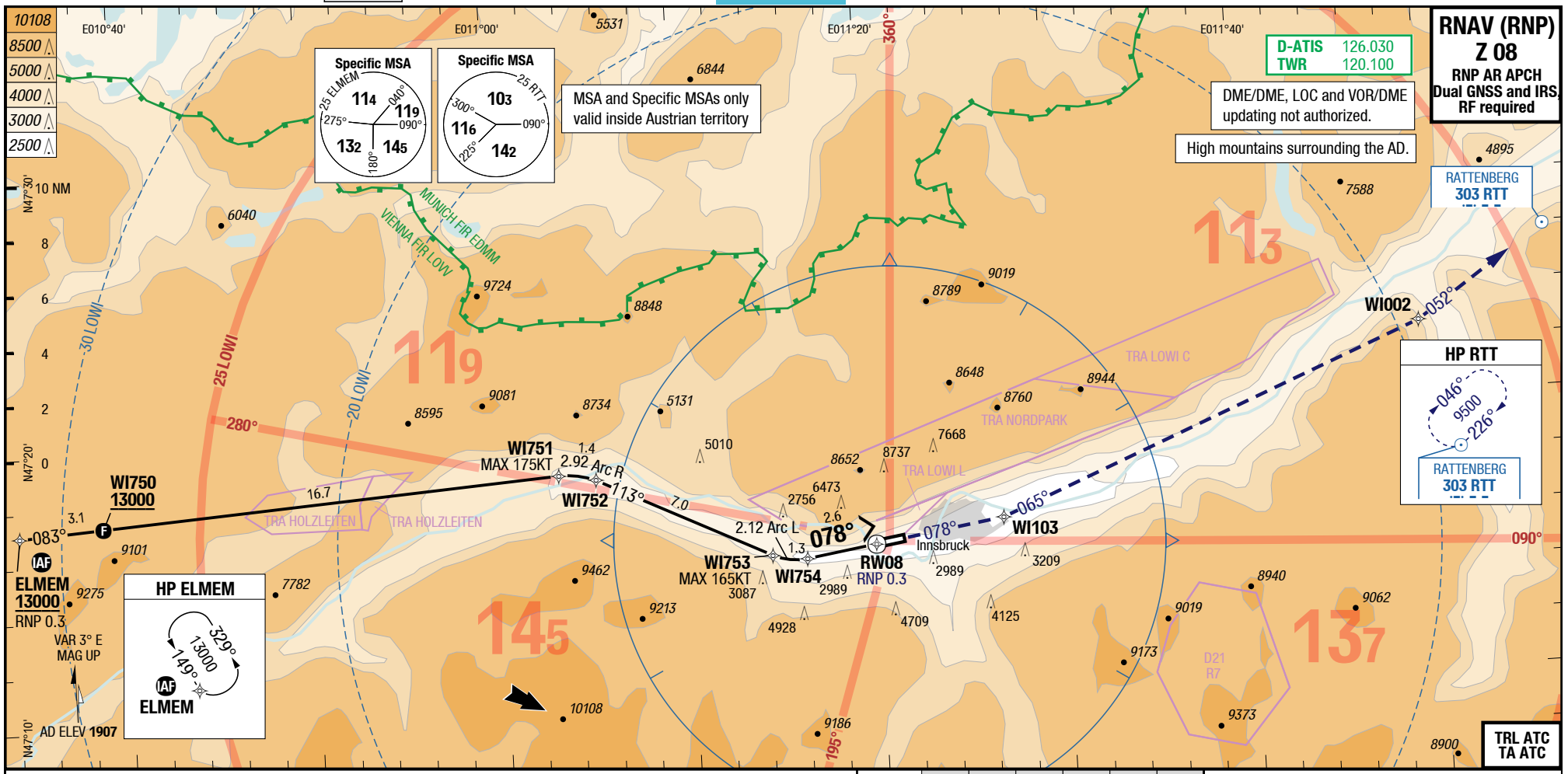
GS	120	140	160
D17.4 OEJ - MAPt	*1000* *6:30*	*1160* *5:36*	*1330* *4:54*

08/26		**LOC DME** GA 2.5% 1)					**Circling**
C	ft - m/km ft	C 3110 - 5.0V **5000**					See VAC
D	ft - m/km ft	C 3110 - 5.0V **5000**					See VAC

1) Up to 7000ft then GA 2.0%

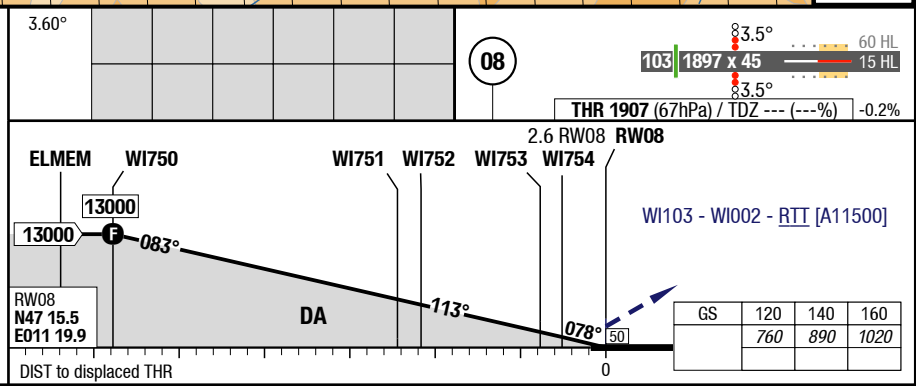
Changes: FREQ, OBST

© Lido 2018



08		RNAV RNP 0.30 VNAV [1]					Circling
C	ft - m/km ft	1000 - 2.4 **2900** [2]					Not published
D	ft - m/km ft	Not published					Not published

1) Uncompensated BARO VNAV NA below -7°C (19°F)
2) With EVS 1.6km



Changes: FREQ, OBST

© Lido 2018

INN-LOWI

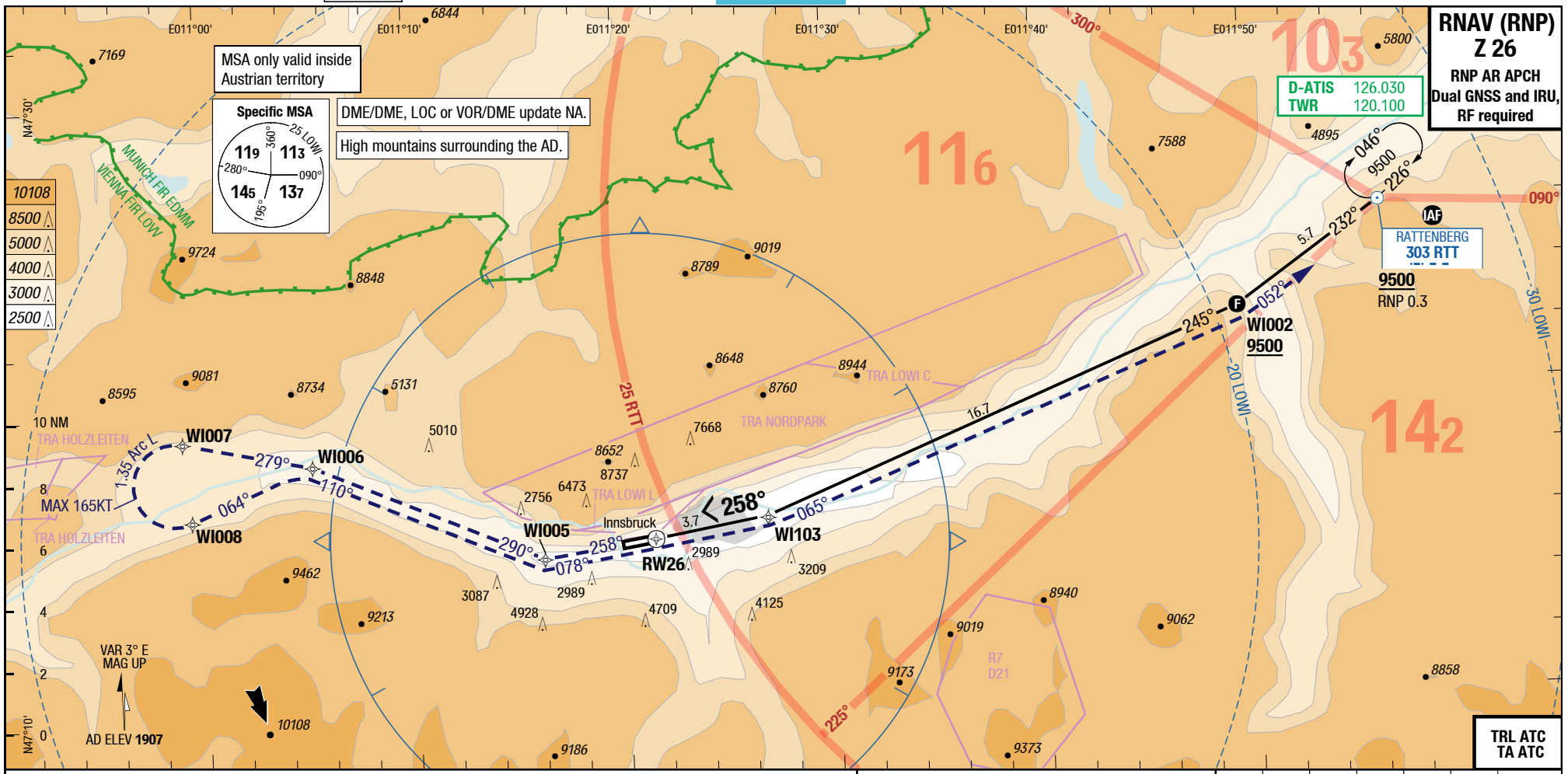
7-60

Austria **Innsbruck** IAC

RNAV (RNP) Z 26

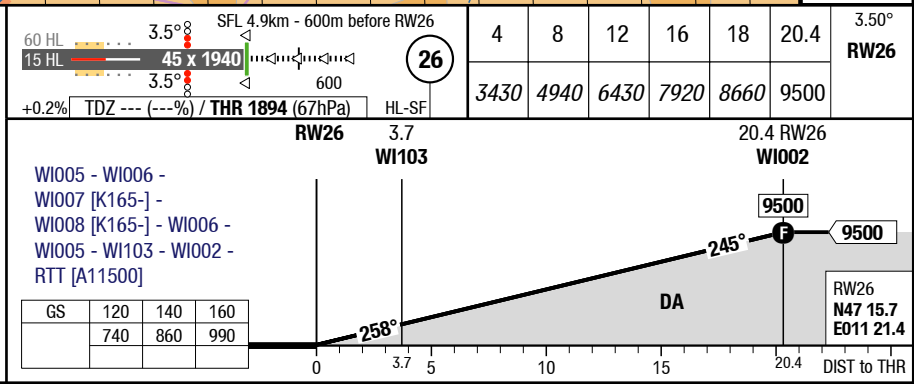
IAC **Innsbruck** Austria

RNAV (RNP) Z 26



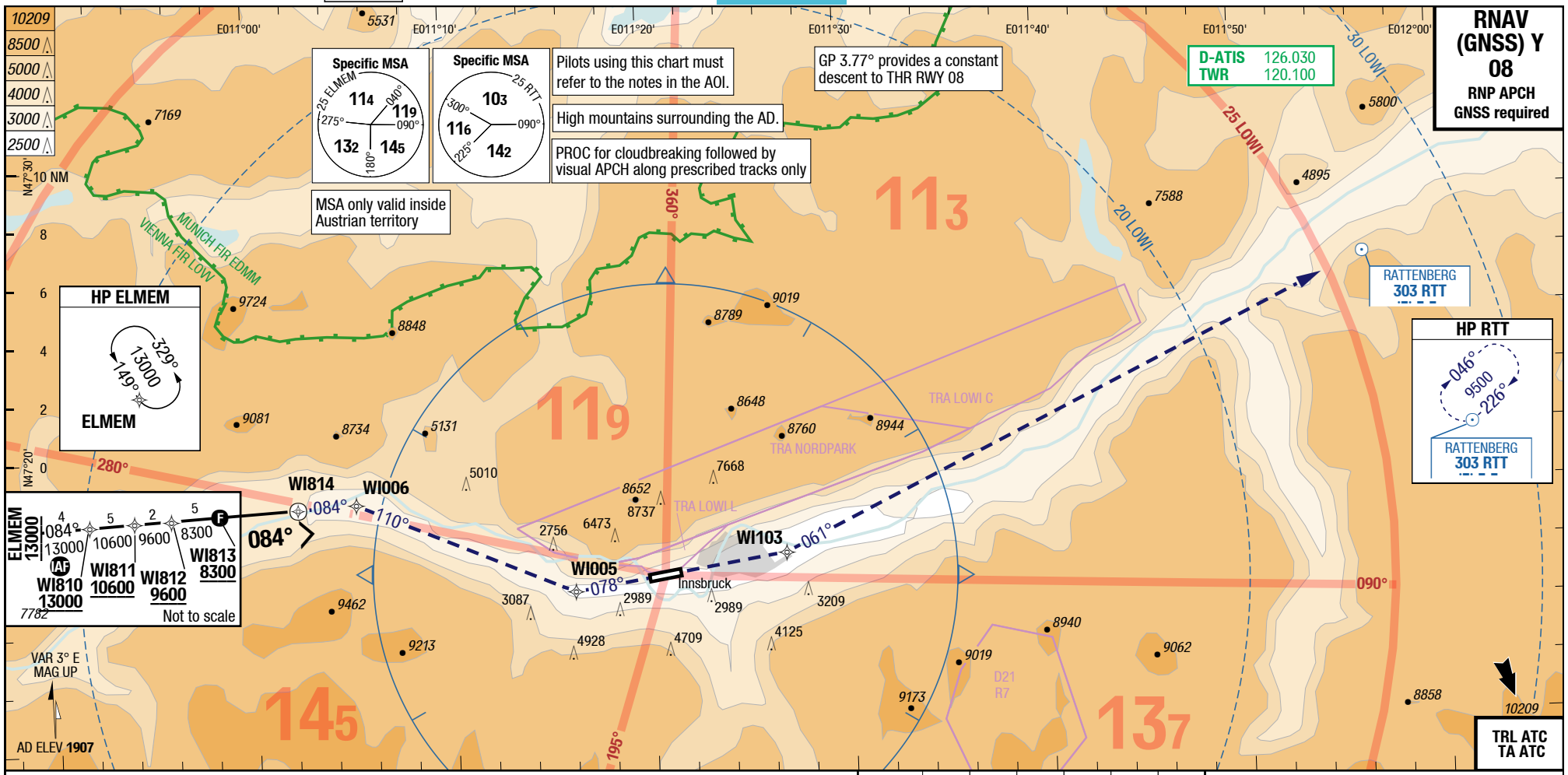
26		RNAV RNP 0.15 VNAV 1) 2)	RNAV RNP 0.30 VNAV 1) 2)				Circling
C	ft - m/km ft	610 - 2.4 **2500**	710 - 2.4 **2600**				Not published
D	ft - m/km ft	610 - 2.4 **2500**	710 - 2.4 **2600**				Not published

1) Uncompensated BARO VNAV NA below -7°C (19°F)
2) With EVS 1.6km, wo EVS use STD



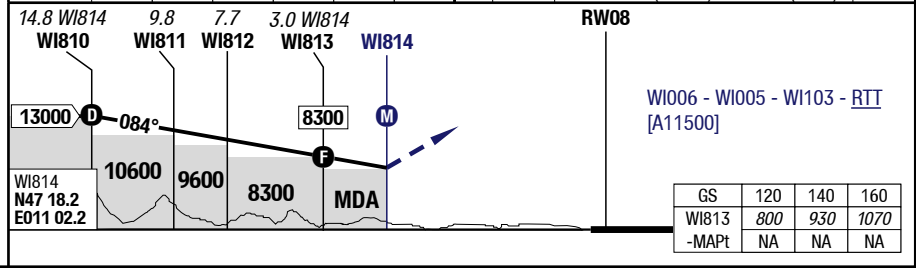
Changes: FREQ, OBST

© Lido 2018



3.77° WI814 084° RWY 078°	14.8	10	8	6	4	1
	13000	11110	10310	9510	8710	7500

08
83.5°
103 1897 x 45 60 HL 15 HL
83.5°
THR 1907 (67hPa) / TDZ --- (---%) -0.2%



GS	120	140	160
WI813	*800*	*930*	*1070*
-MAPt	NA	NA	NA

08		RNAV GNSS LNAV					Circling
C	ft - m/km ft	C 5200 - 5.0V **7100**					Not published
D	ft - m/km ft	C 5200 - 5.0V **7100**					Not published

Changes: FREQ, OBST

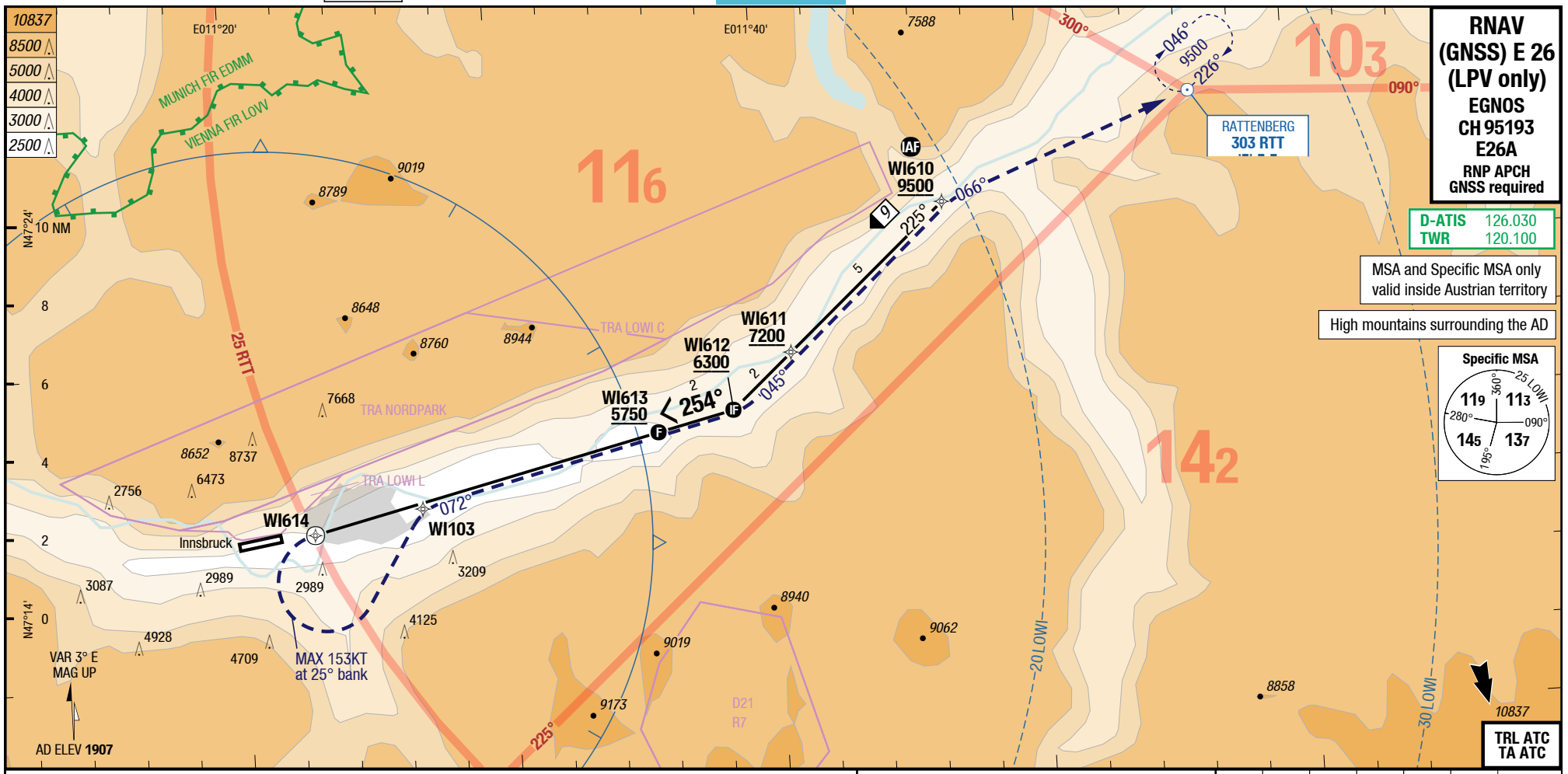
© Lido 2018

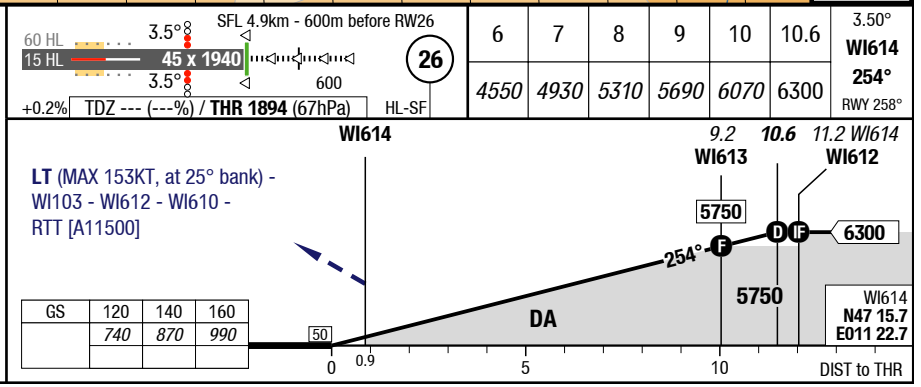
INN-LOWI

Austria **Innsbruck** | 7-80 | **RNAV (GNSS) E 26 (LPV only)**

IAC IAC

Innsbruck Austria | **RNAV (GNSS) E 26 (LPV only)**





26		RNAV GNSS LPV GA 7.1%	RNAV GNSS LPV GA 5.0%	RNAV GNSS LPV GA 2.5%			Circling
C	ft - m/km ft	1410 - 2.4 **3300** 1)	2010 - 2.4 **3900** 1)	2410 - 2.4 **4300** 1)			Not published
D	ft - m/km ft	Not published	Not published	Not published			Not published

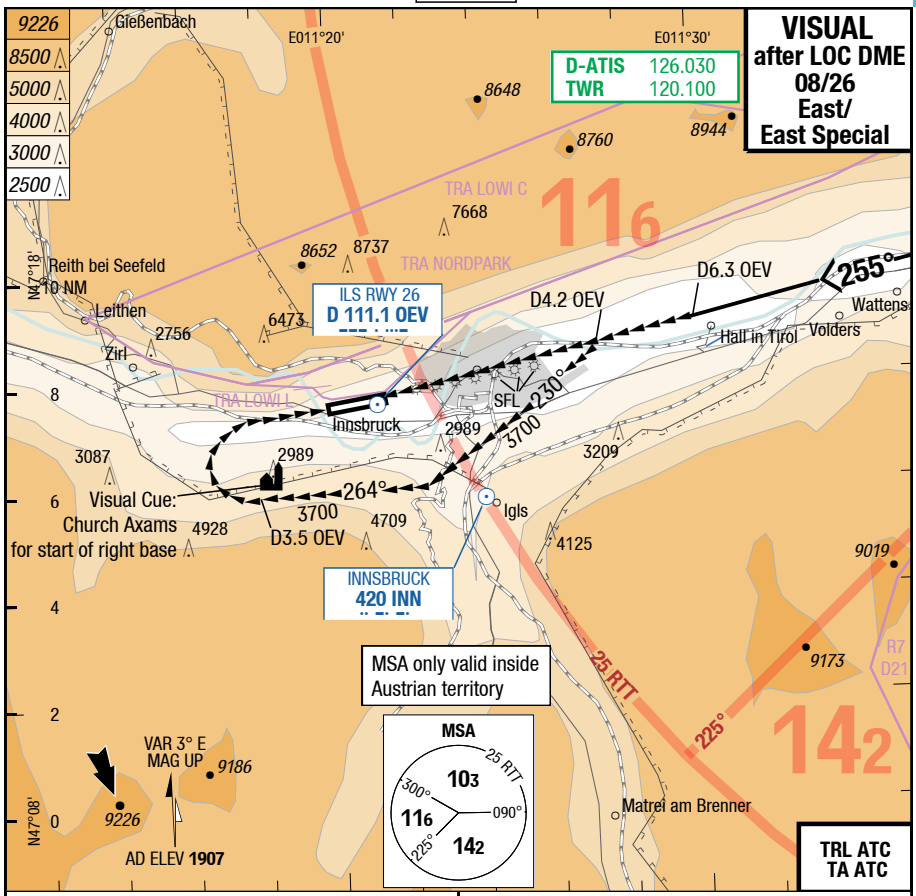
1) With EVS 1.6km

Changes: FREQ, OBST

© Lido 2018

INN-LOWI

Visual after LOC DME 08/26 East



Having established effective external visual reference the flight shall be continued with visual reference either straight-in to RWY26 (distance to be flown visually up to 6 NM) or onto a right-hand circuit to RWY08.
The prescribed minimum flight visibility shall be observed during the visual part of the PROC.

08/26		VISUAL GA 5.0% 1)	VISUAL GA 4.0% 1)	VISUAL GA 3.0% 1)	VISUAL GA 2.5% 1)	VISUAL 2)	Circling
C	ft - m/km ft	1810 - 5.0V **3700**	2010 - 5.0V **3900**	2510 - 5.0V **4400**	3010 - 5.0V **4900**	1810 - 5.0V **3700**	Not published
D	ft - m/km ft	1810 - 5.0V **3700**	2010 - 5.0V **3900**	2510 - 5.0V **4400**	3010 - 5.0V **4900**	1810 - 5.0V **3700**	Not published

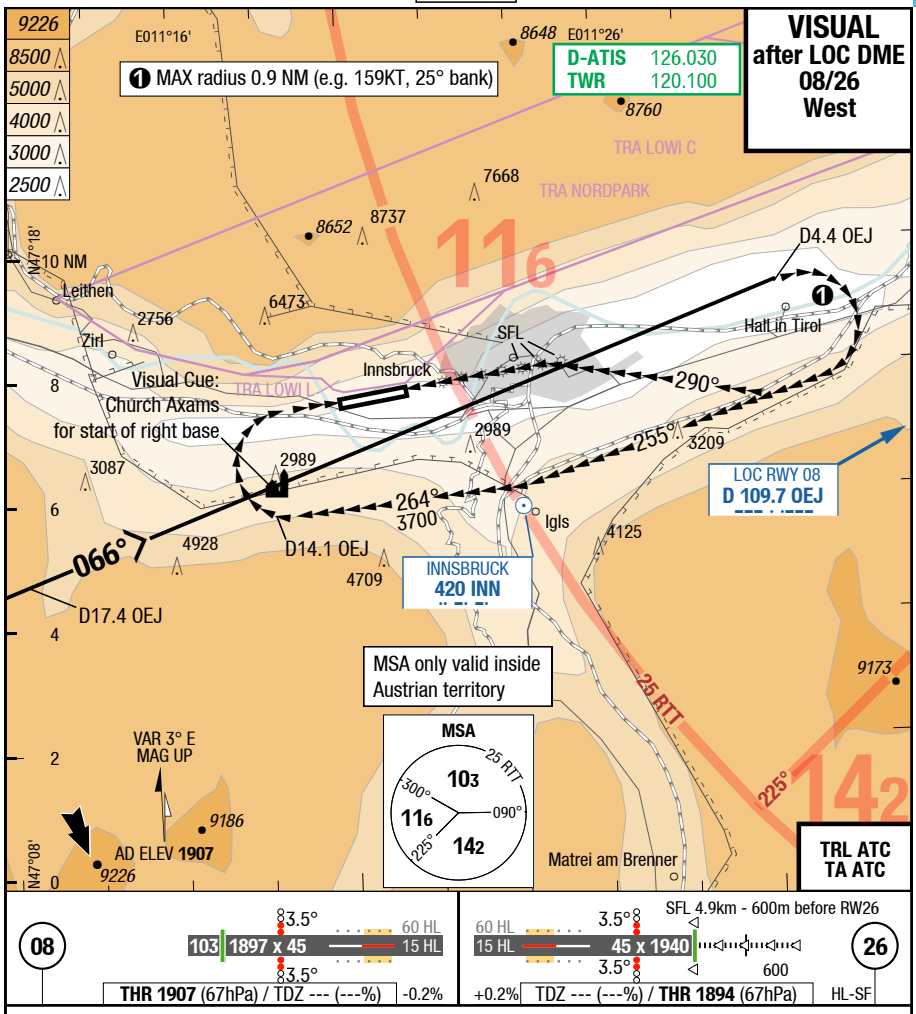
1) Circling P-TRK after LOC DME East
2) Circling P-TRK after LOC DME East Special and after RNAV (RNP) RWY 26, Special authorization required

Changes: FREQ, OBST

© Lido 2018

INN-LOWI

7-100 **Visual after LOC DME 08/26 West**



Having established effective visual reference at MAPt, **RT** in level flight (maximum radius of turn 0.9 NM / 1700m). When reaching westerly heading, ensure that the APCH to the AD can be accomplished visually.

08/26		VISUAL RWY 08	VISUAL RWY 26				Circling
C	ft - m/km ft	3100 - 5.0V **5000**	3110 - 5.0V **5000**				Not published
D	ft - m/km ft	3100 - 5.0V **5000**	3110 - 5.0V **5000**				Not published

Changes: FREQ, OBST

© Lido 2018

14-JUN-2018

INN-LOWI

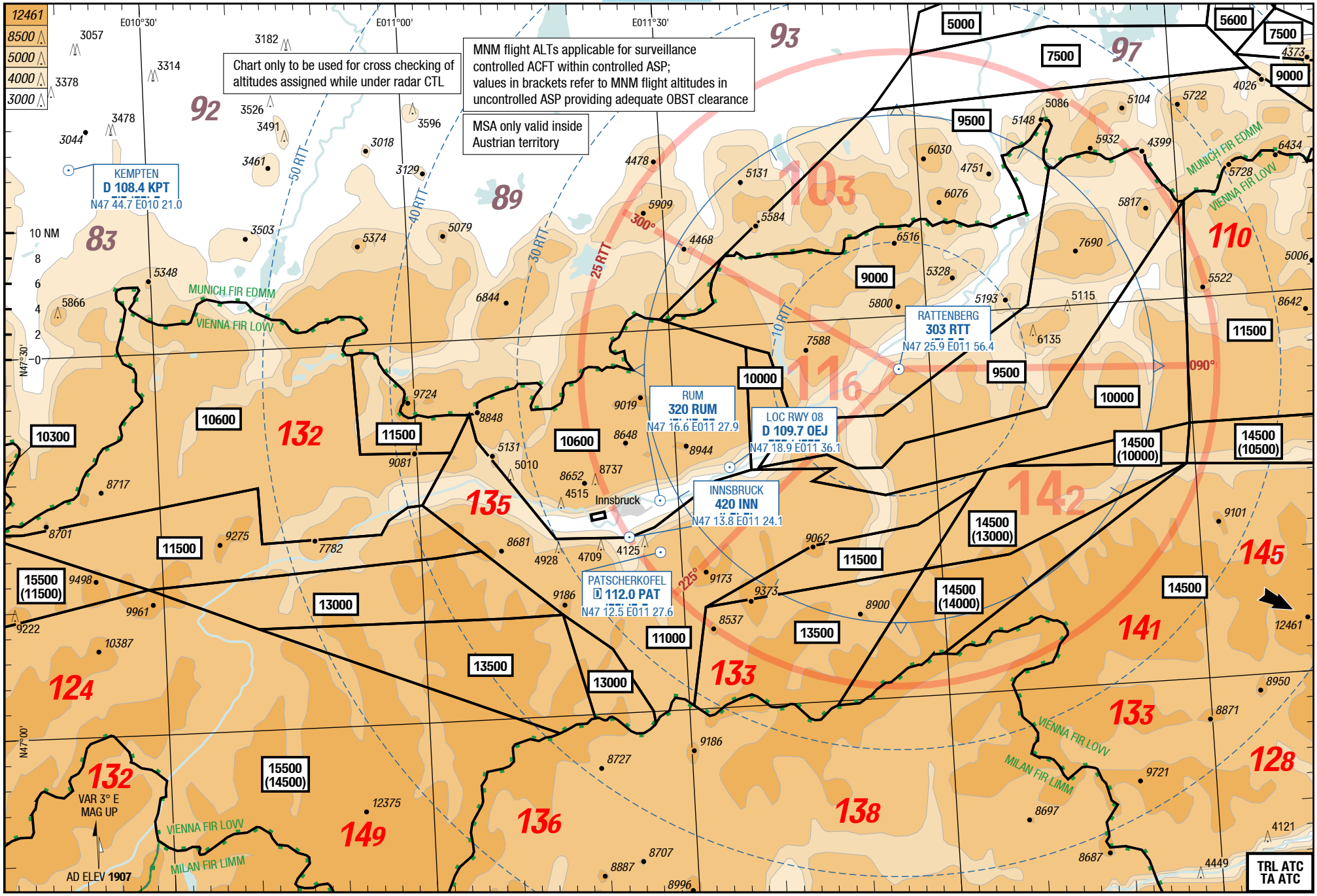
8-10

Austria **Innsbruck** NIL **MRC**

MRC

MRC

Innsbruck Austria NIL **MRC**



Changes: OBST

© Lido 2018