JEPPESEN

JeppView for Windows

List of pages in this Trip Kit

JEPPESEN
JeppView for Windows

General Information

Location: GRAZ AUT
ICAO/IATA: LOWG / GRZ
Lat/Long: N46° 59.6', E015° 26.3'
Elevation: 1120 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0527 Z
Sunset: 1558 Z

Runway Information

Runway: 16C
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1117 ft
Lighting: Edge, Centerline
Displaced Threshold: 853 ft

Runway: 34C
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1088 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

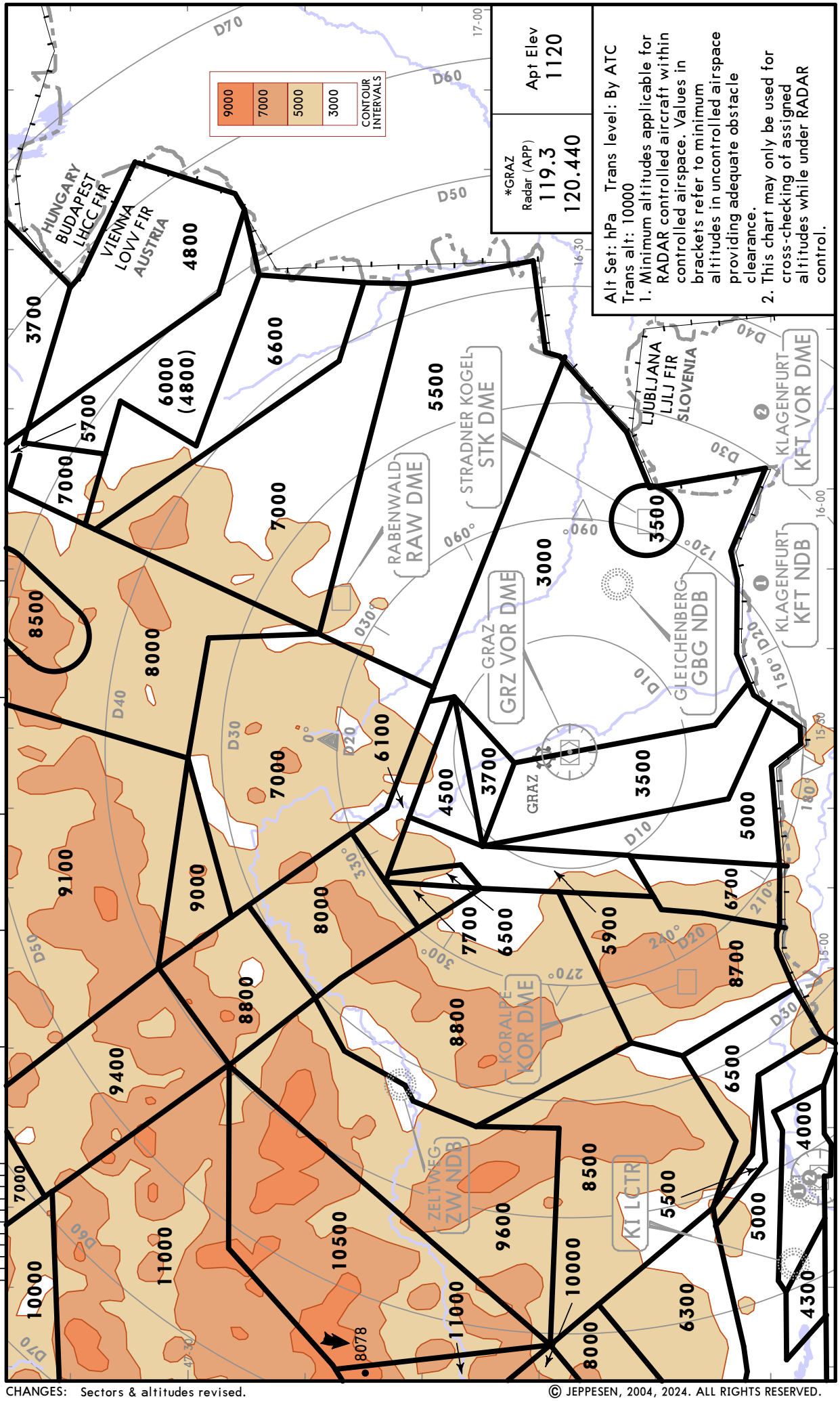
Communication Information

ATIS: 126.130
Graz Tower: 118.200 VHF-DF
Graz Radar: 119.300 VHF-DF
Graz Radar: 120.440 VHF-DF

LOWG/GRZ
GRAZ

JEPPESEN
10 MAY 24 (10-1R) Eff 16 May

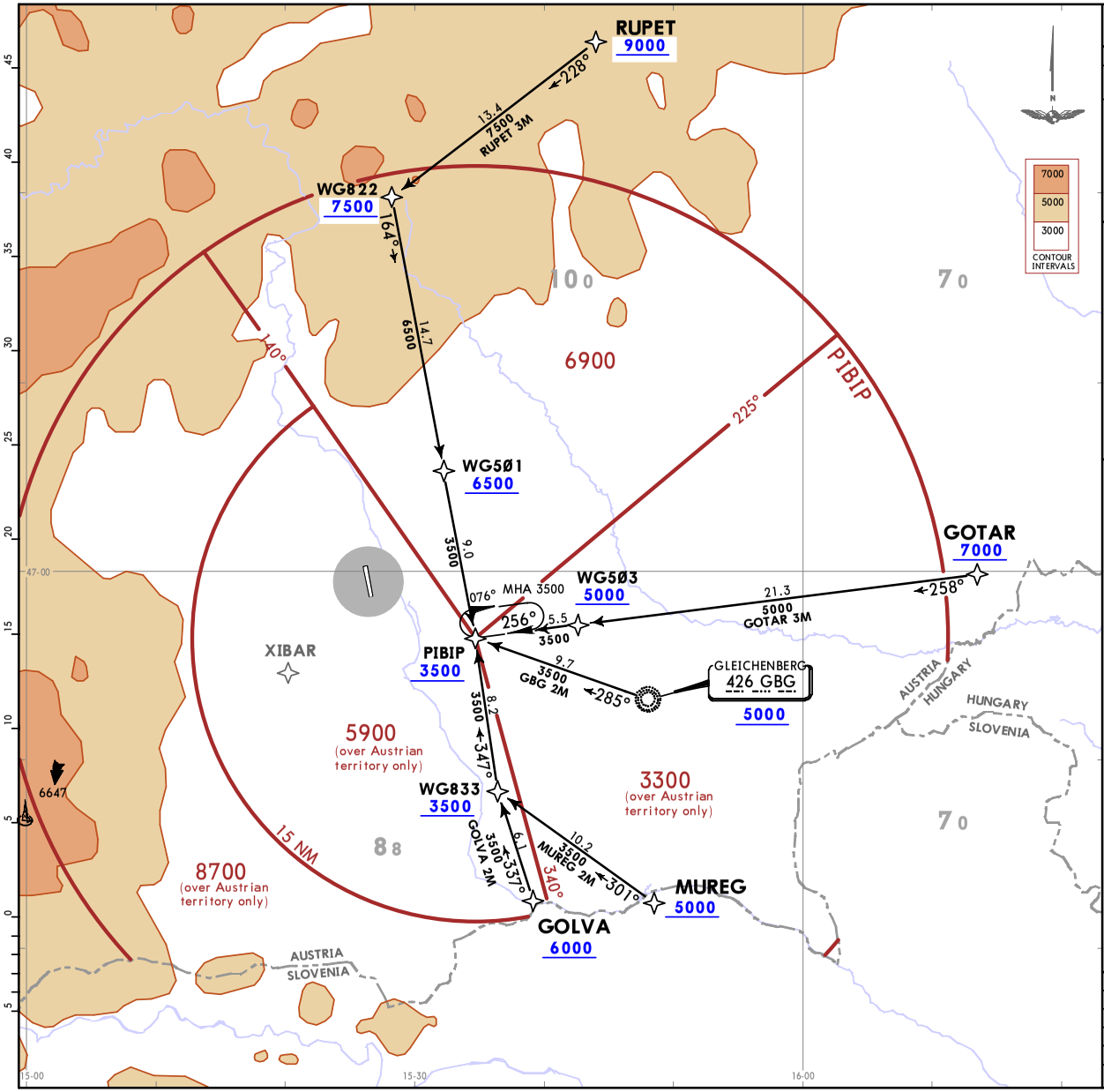
GRAZ, AUSTRIA
RADAR MINIMUM ALTITUDES



CHANGES: Sectors & altitudes revised.

LOWG/GRZ
GRAZ

JEPPESEN GRAZ, AUSTRIA
30 AUG 24 | 10-2 | Eff 5 Sep | RNAV STAR



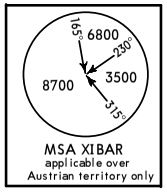
D-ATIS	Apt Elev
126.130	1120

Alt Set: hPa Trans level: By ATC

RNAV 1
GNSS required

1. Non-RNAV aircraft: shall inform ATC and may EXPECT RADAR vectors to final approach.
2. EXPECT RNAV-Transition to final approach (refer to chart 10-2B & 10-2C).
3. Unless instructed otherwise, follow STAR and enter holding, thereafter RNAV transitions or RADAR vectoring, depending on Rwy in use, will be provided by ATC.

GLEICHENBERG 2M (GBG 2M) [GBG2M]
GOLVA 2M [GOLV2M]
GOTAR 3M [GOTA3M]
MUREG 2M [MURE2M]
RUPET 3M [RUPE3M]
RNAV ARRIVALS (ALL RWYS)



STARs crossing through Airspace "Class E" up to FL125

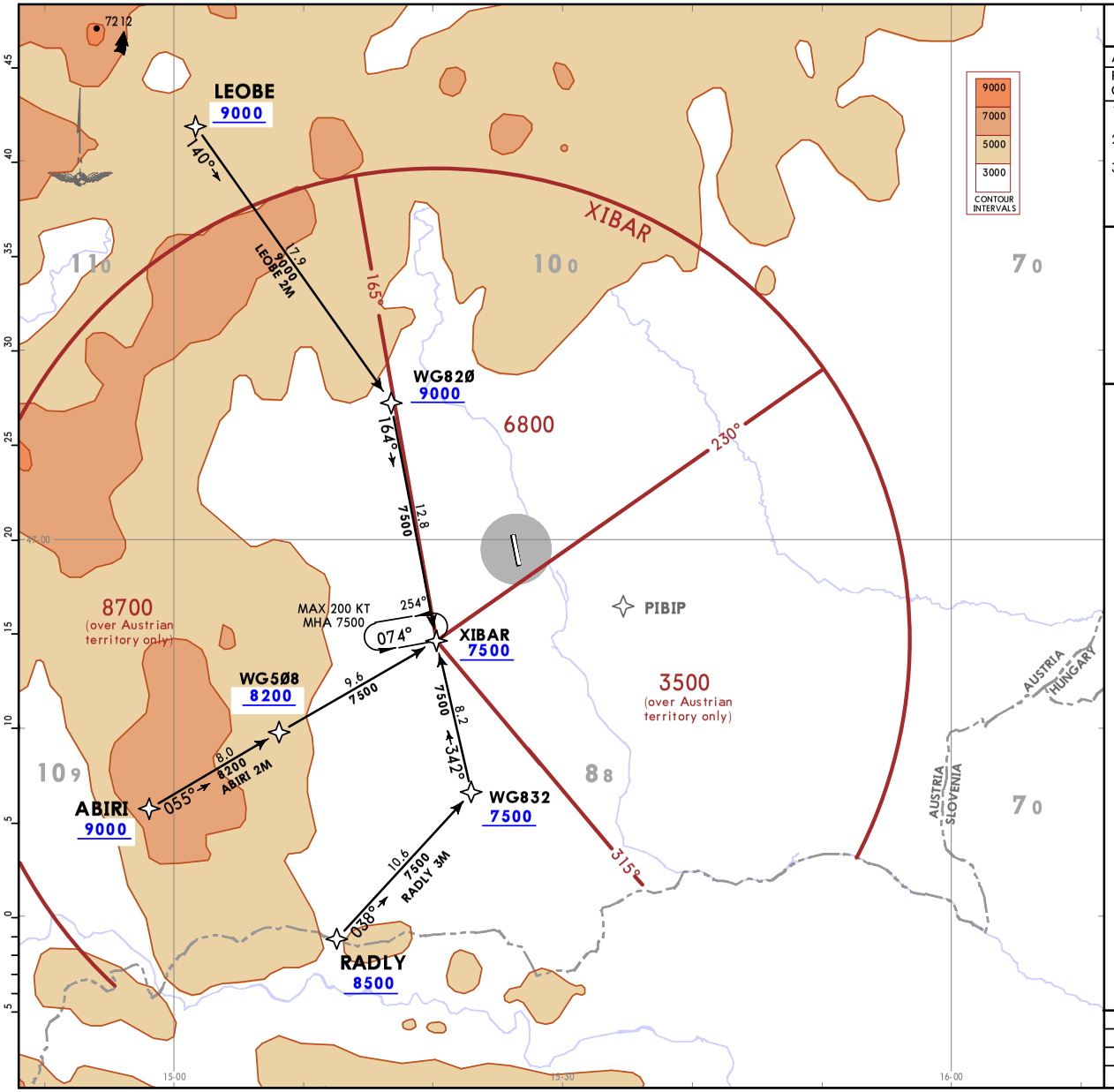
STAR	ROUTING
GBG 2M	GBG - PIBIP.
GOLVA 2M	GOLVA - WG833 - PIBIP.
GOTAR 3M	GOTAR - WG503 - PIBIP.
MUREG 2M	MUREG - WG833 - PIBIP.
RUPET 3M	RUPET - WG822 - WG501 - PIBIP.

CHANGES: MSA, RNAV STARs renumbered & revised.

JEPPESEN
30 AUG 24 10-2A Eff 5 Sep

GRAZ, AUSTRIA

RNAV STAR



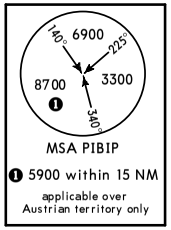
D-ATIS	Apt Elev
126.130	1120

Alt Set: hPa Trans level: By ATC

RNAV 1
GNSS required

1. Non-RNAV aircraft: shall inform ATC and may EXPECT RADAR vectors to final approach.
2. EXPECT RNAV-Transition to final approach (refer to chart 10-2B & 10-2C).
3. Unless instructed otherwise, follow STAR and enter holding, thereafter RNAV transitions or RADAR vectoring, depending on Rwy in use, will be provided by ATC.

ABIRI 2M [ABIR2M]
LEOBE 2M [LEOB2M]
RADLY 3M [RADL3M]
RNAV ARRIVALS
(ALL RWYS)



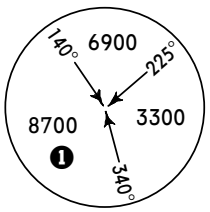
STARs crossing through Airspace "Class E" up to FL125

STAR	ROUTING
ABIRI 2M	ABIRI - WG5Ø8 - XIBAR.
LEOBE 2M	LEOBE - WG82Ø - XIBAR.
RADLY 3M	RADLY - WG832 - XIBAR.

CHANGES: MSA, RNAV STARs renumbered & revised.

D-ATIS	Apt Elev	
126.130	1120	Alt Set: hPa Trans level: By ATC RNAV 1 GNSS required 1. After direct clearance to a waypoint intercept and follow transition. 2. If unable to follow transition advise ATC IMMEDIATELY.

PIBIP 2N [PIB2N], XIBAR 2N [XIB2N] RNAV TRANSITIONS (RWY 16C)



MSA PIBIP
1 5900 within 15 NM
applicable over Austrian territory only

TRANSITIONS crossing through Airspace "Class E" up to FL125

7000
5000
3000
CONTOUR INTERVALS

WG822
MAX 220 KT
7500

WG821
MAX 220 KT
8000

RONOT
MAX 220 KT
7500

5.0
074°
5.0
254°
165°
14.7
XIBAR

6800
(over Austrian territory only)

8700
(over Austrian territory only)

XIBAR 2N 3
23.7

WG501
6300

230°
PIBIP 2N 2
9.0
344°
076°
MHA 3500
256°

PIBIP
3500

254°
344°
MAX 200 KT
MHA 7500
074°

XIBAR
7500

3500
(over Austrian territory only)

315°

6647

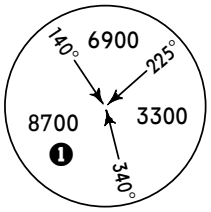
2 If cleared PIBIB 2N do not EXPECT descent below 7500 until WG822.
3 If cleared XIBAR 2N do not EXPECT descent below 8000 until WG821.

TRANSITION	ROUTING
PIBIP 2N	PIBIP - WG501 - WG822 - RONOT.
XIBAR 2N	XIBAR - WG821 - RONOT.

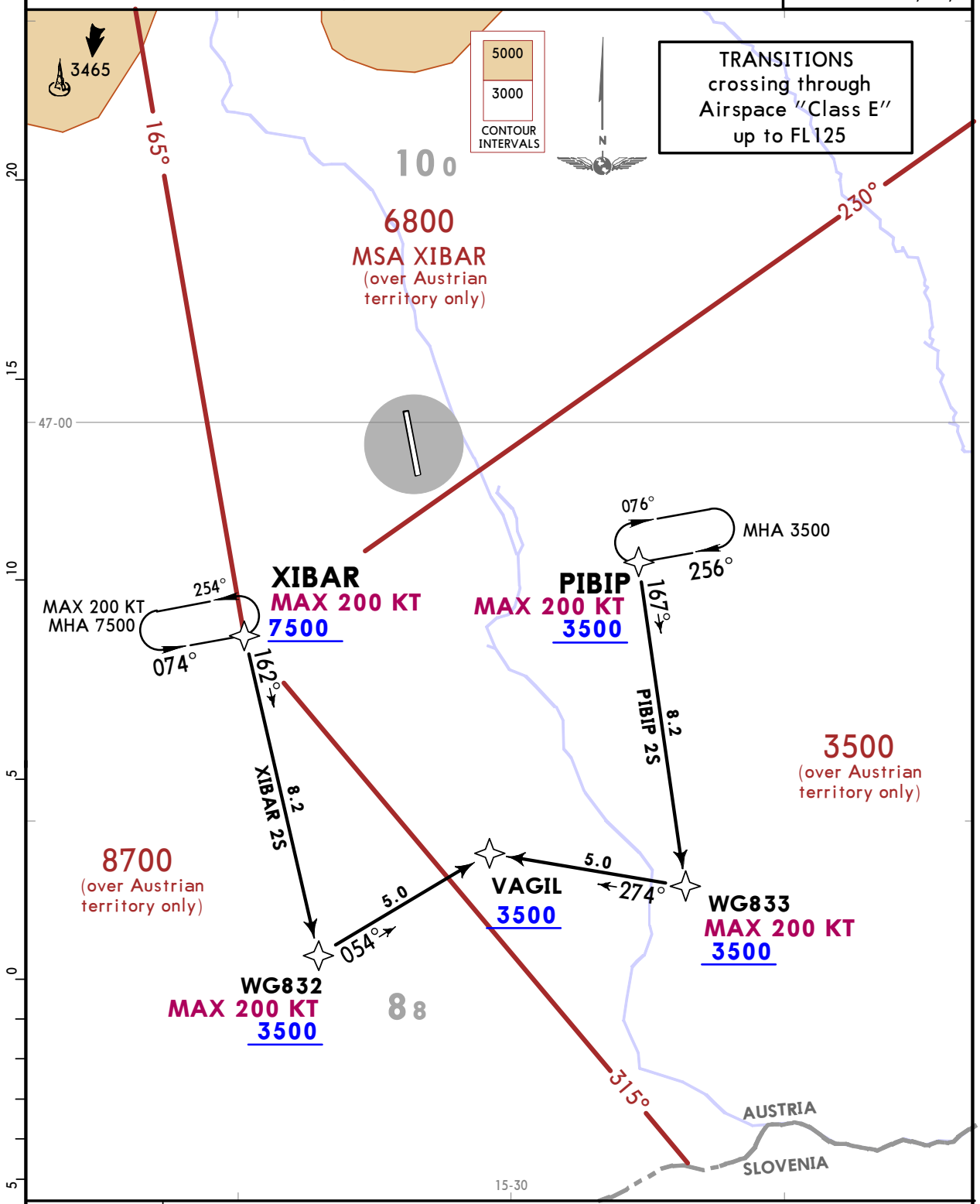
CHANGES: MSA.

D-ATIS	Apt Elev	
126.130	1120	Alt Set: hPa Trans level: By ATC RNAV 1 GNSS required 1. After direct clearance to a waypoint intercept and follow transition. 2. If unable to follow transition advise ATC IMMEDIATELY.

PIBIP 2S [PIB2S], XIBAR 2S [XIB2S] RNAV TRANSITIONS (RWY 34C)



MSA PIBIP
1 5900 within 15 NM
applicable over Austrian territory only

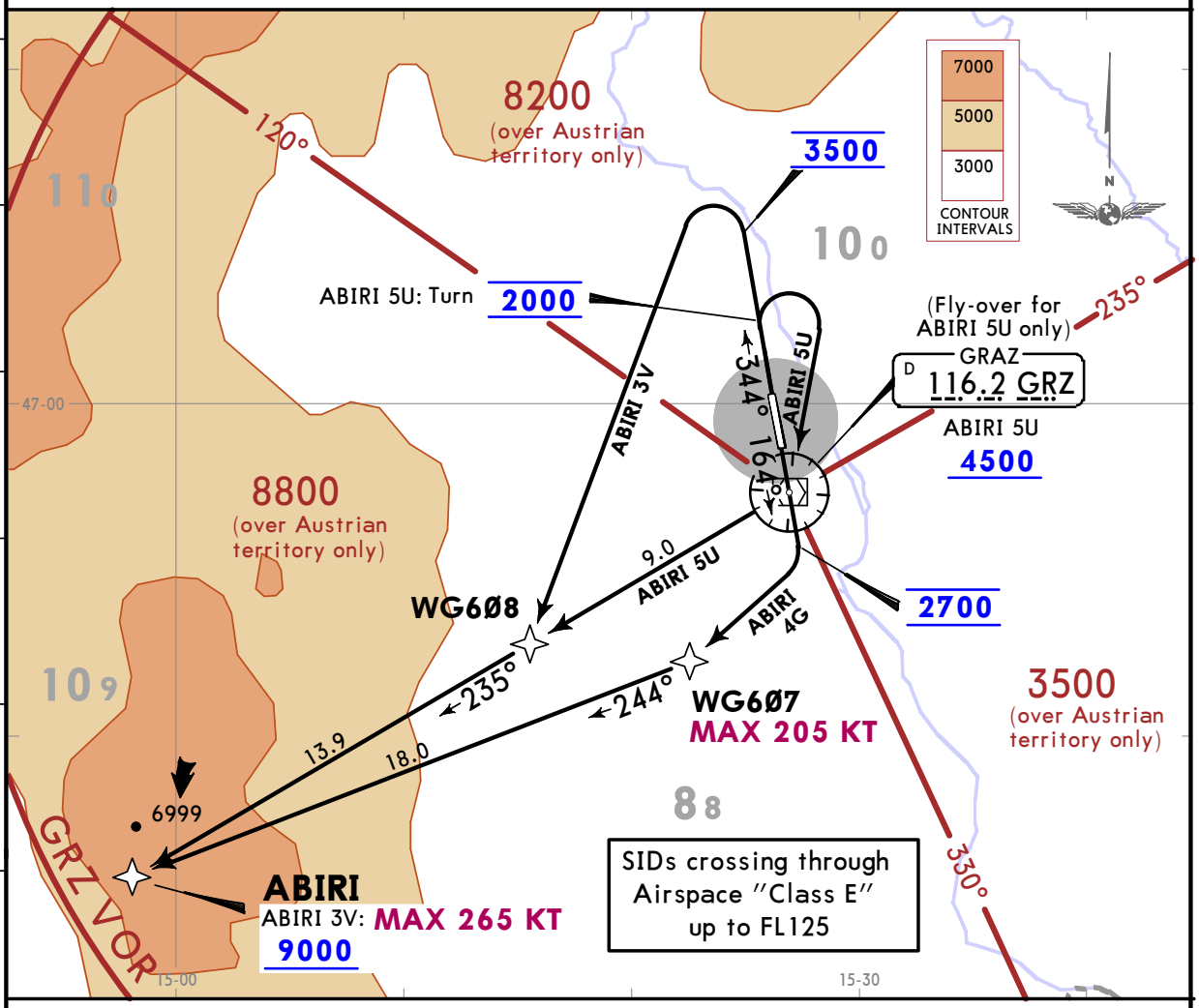


TRANSITION	ROUTING
PIBIP 2S	PIBIP - WG833 - VAGIL.
XIBAR 2S	XIBAR - WG832 - VAGIL.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

ABIRI 4G [ABIR4G]
ABIRI 5U [ABIR5U]
ABIRI 3V [ABIR3V]
RNAV DEPARTURES (ALL RWYS)



These SIDs require minimum climb gradients of

ABIRI 4G: 7.7% (470 FT/NM) up to 2700, then 6.0% (365 FT/NM).

ABIRI 5U: 5.1% (310 FT/NM) up to 4500, then 4.4% (270 FT/NM).

ABIRI 3V: 5.7% (350 FT/NM) up to 3500, then 3.5% (215 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply use GRZ SIDs.

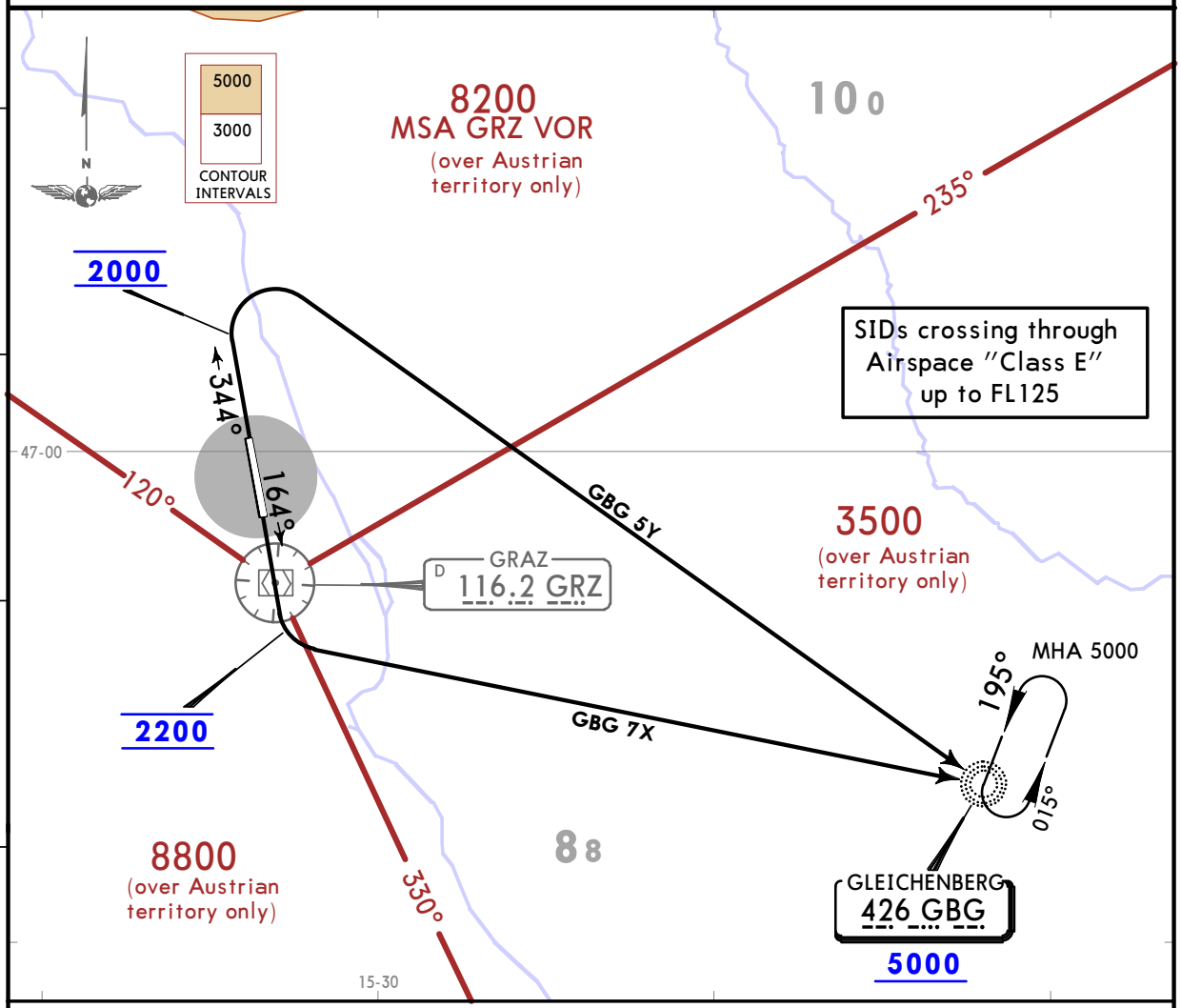
Initial climb clearance **by ATC**

SID	RWY	ROUTING
ABIRI 4G	**16C**	Climb on 164° track to 2700 - WG6Ø7 - ABIRI.
ABIRI 5U	**34C**	Climb on 344° track to 2000 - GRZ - WG6Ø8 - ABIRI.
ABIRI 3V By ATC		Climb on 344° track to 3500 - WG6Ø8 - ABIRI.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

GLEICHENBERG 7X (GBG 7X)
GLEICHENBERG 5Y (GBG 5Y)
RNAV DEPARTURES
(ALL RWYS)



GBG 5Y

This SID requires a minimum climb gradient of
5.1% (310 FT/NM) up to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

If unable to comply use GRZ SIDs.

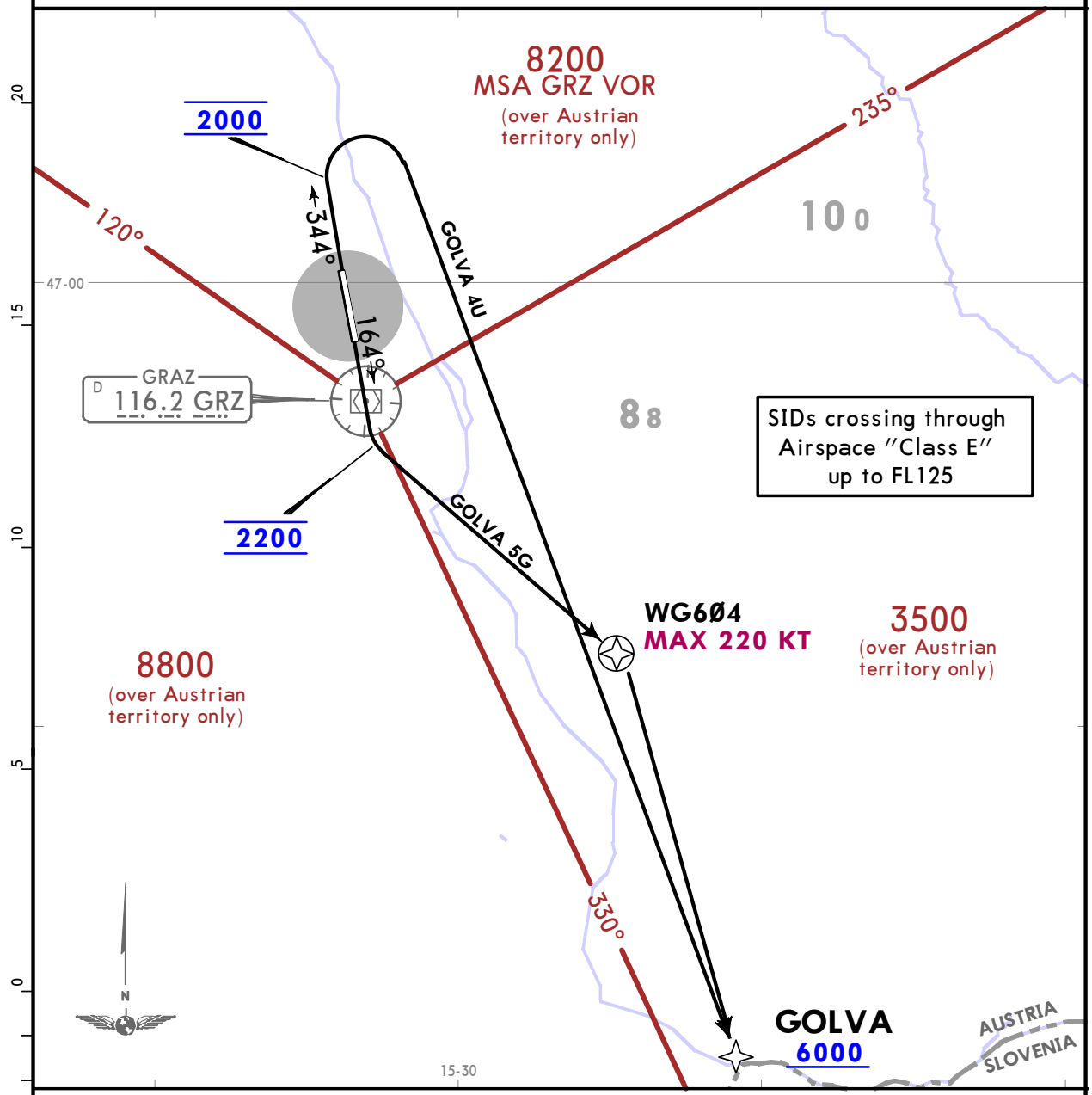
Initial climb clearance by ATC

SID	RWY	ROUTING
GBG 7X	**16C**	Climb on 164° track to 2200 - GBG. **NON-RNAV:** Climb on 164° track, at 2200 turn LEFT to GBG, enter holding at or above 5000.
GBG 5Y	**34C**	Climb on 344° track to 2000 - GBG. **NON-RNAV:** Climb on 344° track, at 2000 turn RIGHT IMMEDIATELY to GBG, enter holding at or above 5000.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

GOLVA 5G [GOLV5G]
GOLVA 4U [GOLV4U]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require a minimum climb gradient of
GOLVA 5G: 5.1% (310 FT/NM) up to 4200.
GOLVA 4U: 5.1% (310 FT/NM).

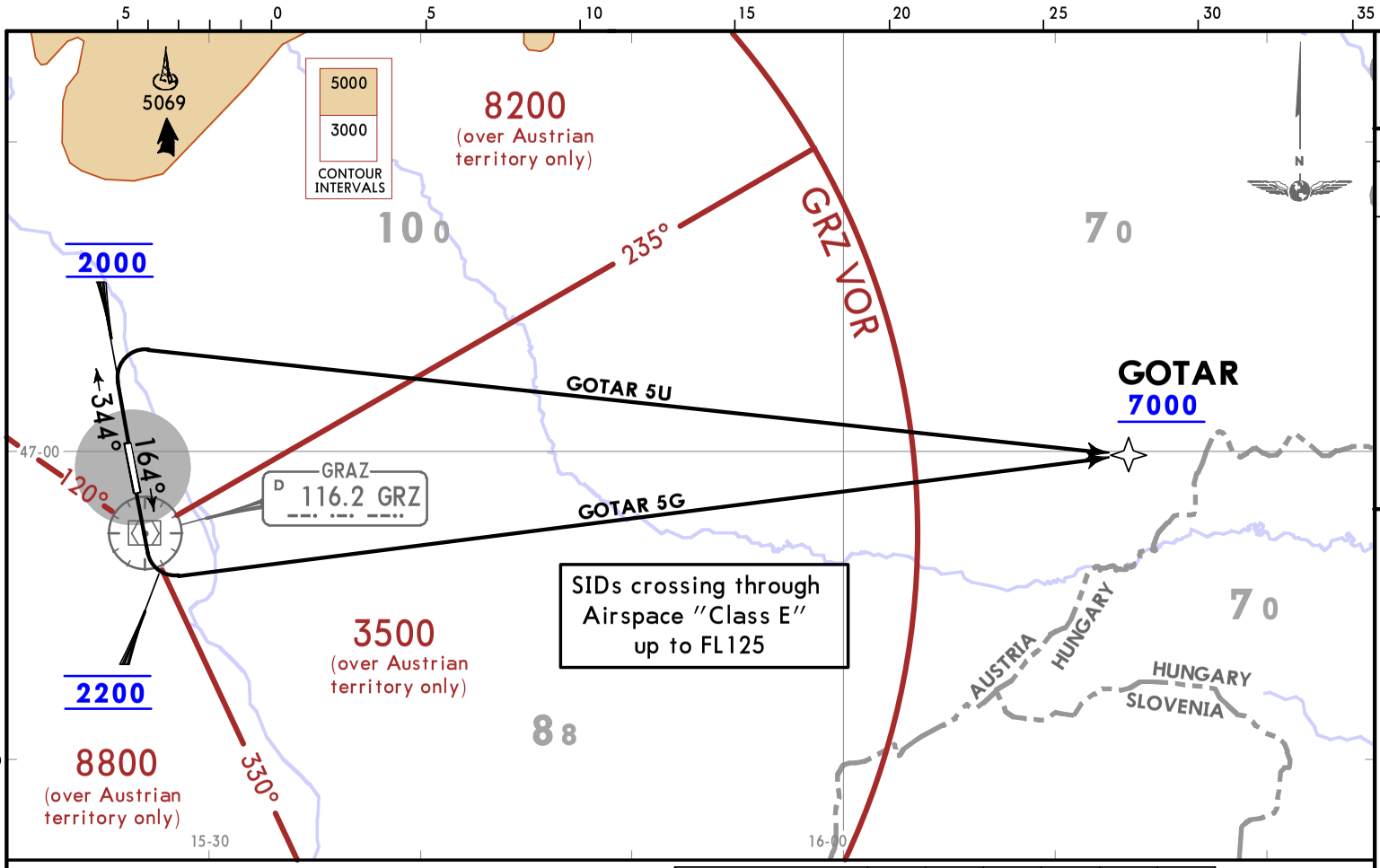
Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

If unable to comply use GRZ SIDs.

Initial climb clearance by ATC

SID	RWY	ROUTING
GOLVA 5G	16C	Climb on 164° track to 2200 - WG6Ø4 - GOLVA.
GOLVA 4U	34C	Climb on 344° track to 2000 - GOLVA.

CHANGES: MSA.



*GRAZ Radar (APP) 119.3	Apt Elev 1120

Trans alt: 10000

GNSS required
RNAV 1 approval required

1. Contact GRAZ Radar when advised by Tower.
2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

GOTAR 5G [GOTA5G]
GOTAR 5U [GOTA5U]
RNAV DEPARTURES
(ALL RWYS)

These SIDs require minimum climb gradients of
GOTAR 5G: 4.4% (270 FT/NM) up to 2200.
GOTAR 5U: 5.1% (310 FT/NM) up to 2000, then 4.4% (270 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.1% V/V (fpm)	387	516	775	1033	1291	1549

If unable to comply, use GRZ SIDs.

Initial climb clearance **By ATC**

SID	RWY	ROUTING
GOTAR 5G	**16C**	Climb on 164° track to 2200 - GOTAR.
GOTAR 5U	**34C**	Climb on 344° track to 2000 - GOTAR.

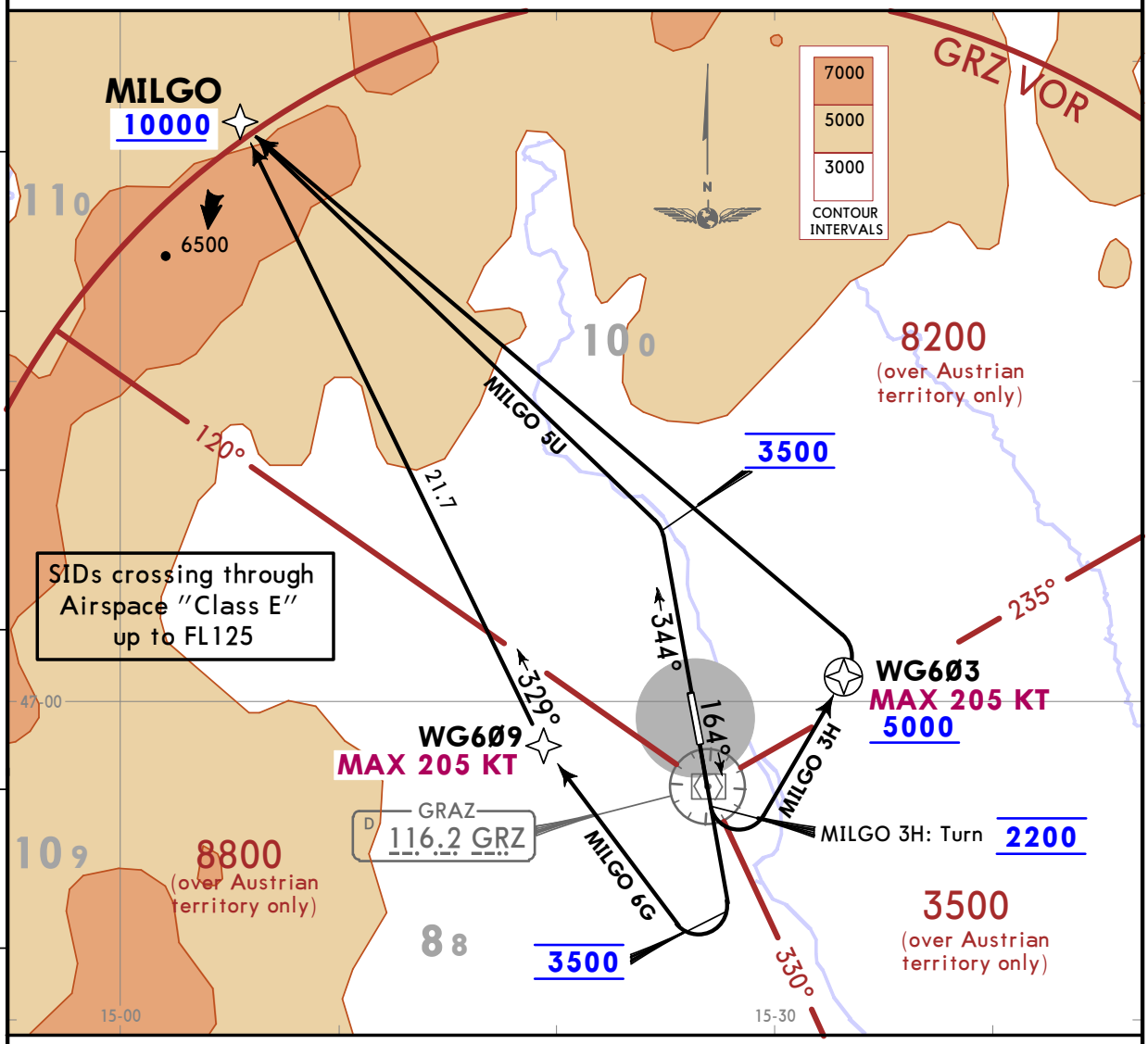
JEPPESEN
9 JUN 23
10-3C
Eff 15 Jun

GRAZ, AUSTRIA
RNAV SID

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000
		GNSS required RNAV 1 approval required
		1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

MILGO 6G [MILG6G]
MILGO 3H [MILG3H]
MILGO 5U [MILG5U]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
MILGO 6G: 3.7% (225 FT/NM).
MILGO 3H: 4.0% (245 FT/NM).
MILGO 5U: 6.2% (380 FT/NM) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.2% V/V (fpm)	471	628	942	1256	1570	1884

If unable to comply use GRZ SIDs.

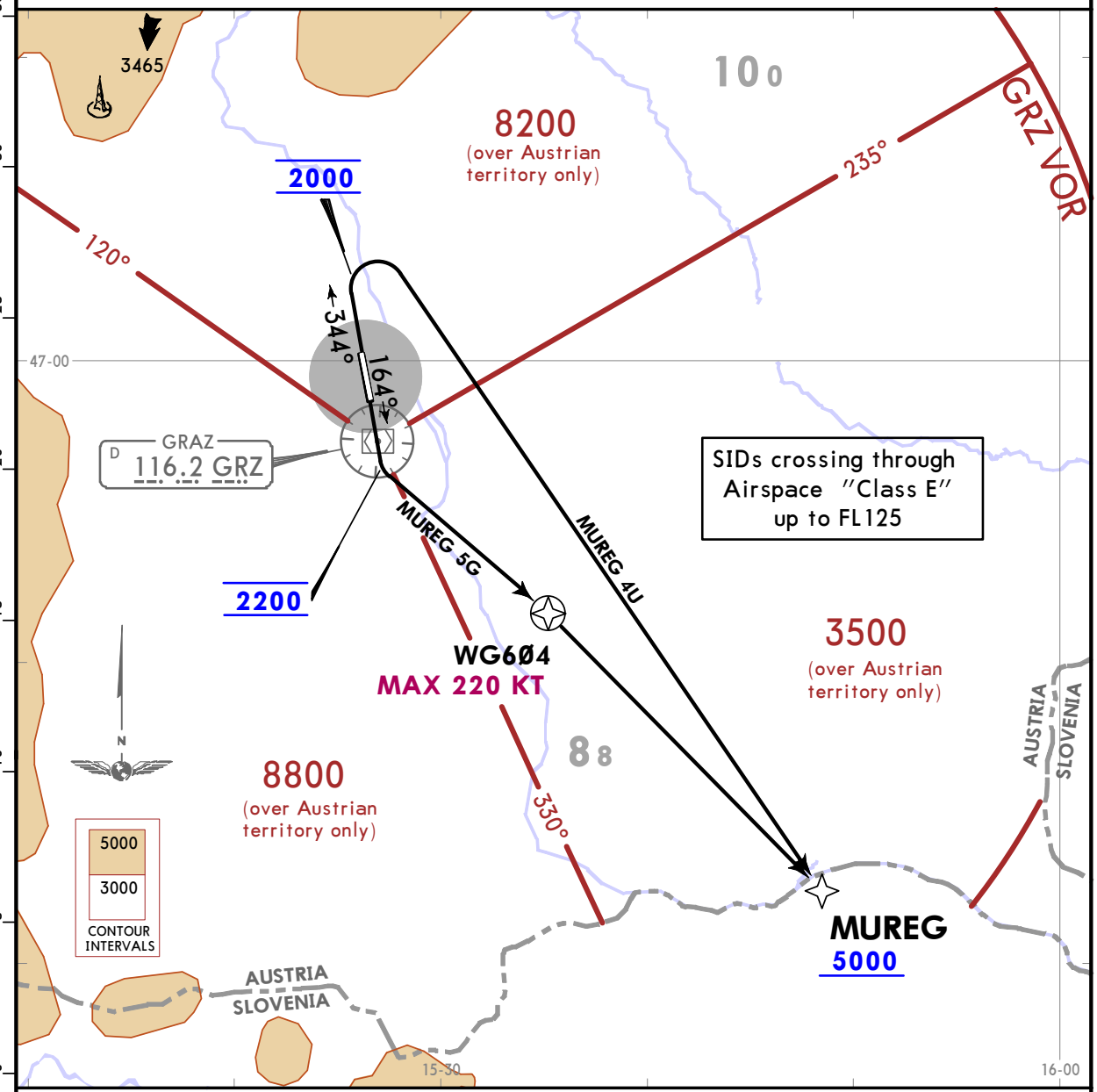
Initial climb clearance **By ATC**

SID	RWY	ROUTING
MILGO 6G	**16C**	Climb on 164° track to 3500 - WG6Ø9 - MILGO.
MILGO 3H		Climb on 164° track to 2200 - WG6Ø3 - MILGO.
MILGO 5U	**34C**	Climb on 344° track to 3500 - MILGO.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

MUREG 5G [MURE5G]
MUREG 4U [MURE4U]
RNAV DEPARTURES
(ALL RWYS)



MUREG 4U
This SID requires a minimum climb gradient of
5.1% (310 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

If unable to comply use GRZ SIDs.

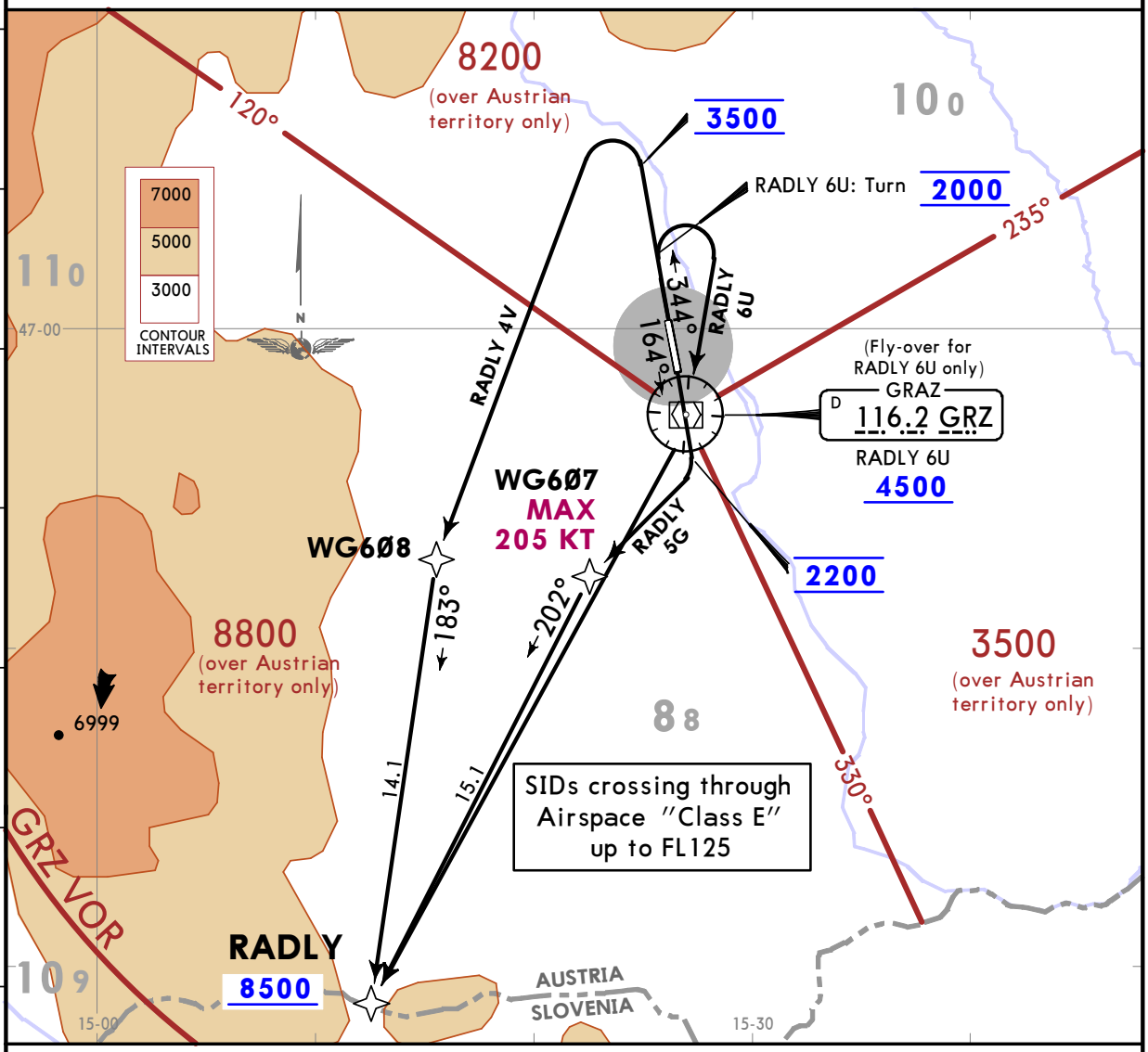
Initial climb clearance **By ATC**

SID	RWY	ROUTING
MUREG 5G	**16C**	Climb on 164° track to 2200 - WG60Ø4 - MUREG.
MUREG 4U	**34C**	Climb on 344° track to 2000 - MUREG.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

RADLY 5G [RADL5G]
RADLY 6U [RADL6U]
RADLY 4V [RADL4V]
RNAV DEPARTURES (ALL RWYS)



These SIDs require minimum climb gradients of
RADLY 5G: 5.2% (320 FT/NM).
RADLY 6U: 5.1% (310 FT/NM) up to 4500.
RADLY 4V: 5.7% (350 FT/NM) up to 3500.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.2% V/V (fpm)	395	527	790	1053	1316	1580
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply use GRZ SIDs.

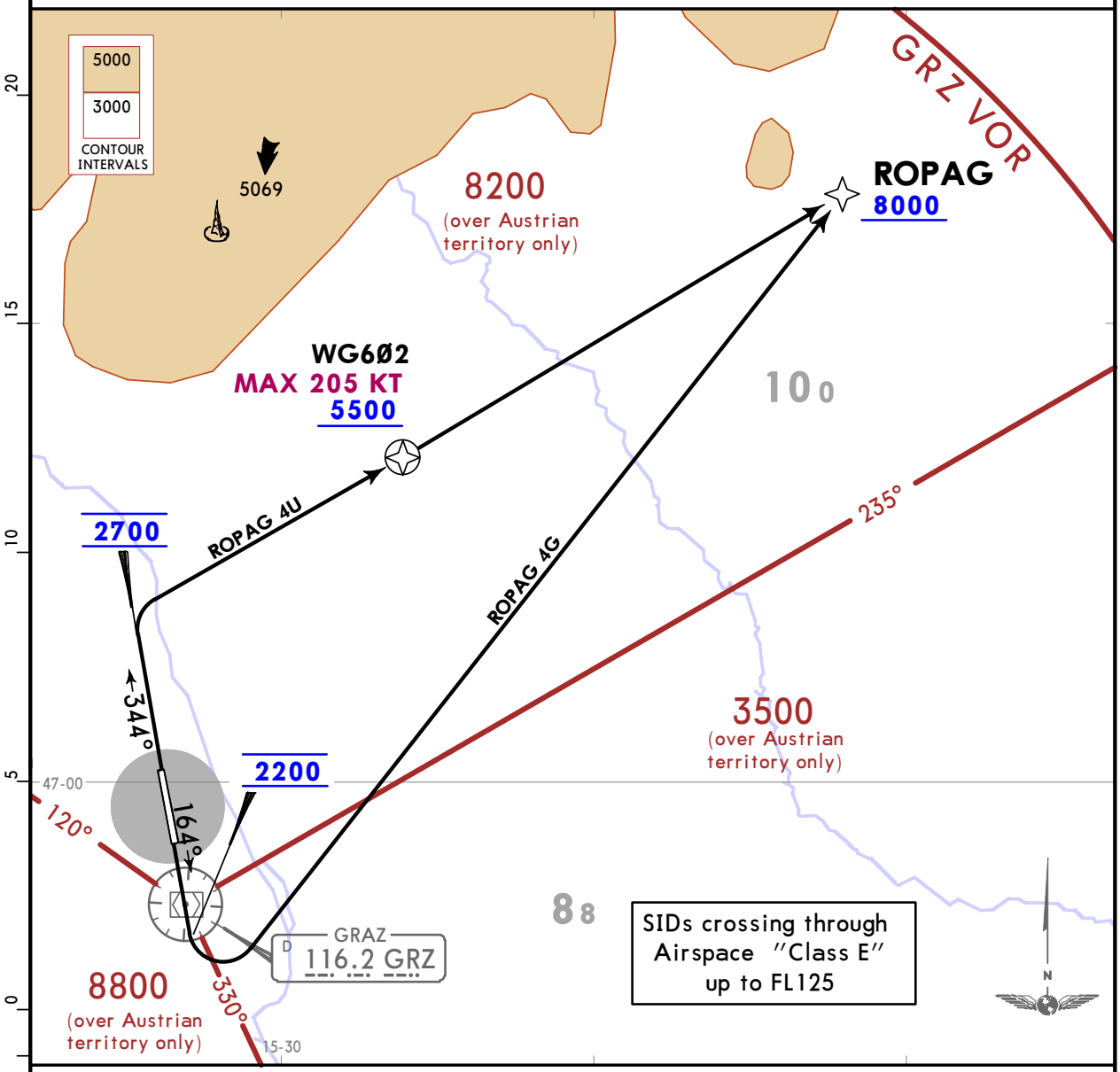
Initial climb clearance **By ATC**

SID	RWY	ROUTING
RADLY 5G	**16C**	Climb on 164° track to 2200 - WG6Ø7 - RADLY.
RADLY 6U	**34C**	Climb on 344° track to 2000 - GRZ - RADLY.
RADLY 4V By ATC		Climb on 344° track to 3500 - WG6Ø8 - RADLY.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 GNSS required RNAV 1 approval required 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

ROPAG 4G [ROPA4G]
ROPAG 4U [ROPA4U]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
ROPAG 4G: 4.0% (245 FT/NM).
ROPAG 4U: 6.2% (380 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.2% V/V (fpm)	471	628	942	1256	1570	1884

If unable to comply use GRZ SIDs.

Initial climb clearance **by ATC**

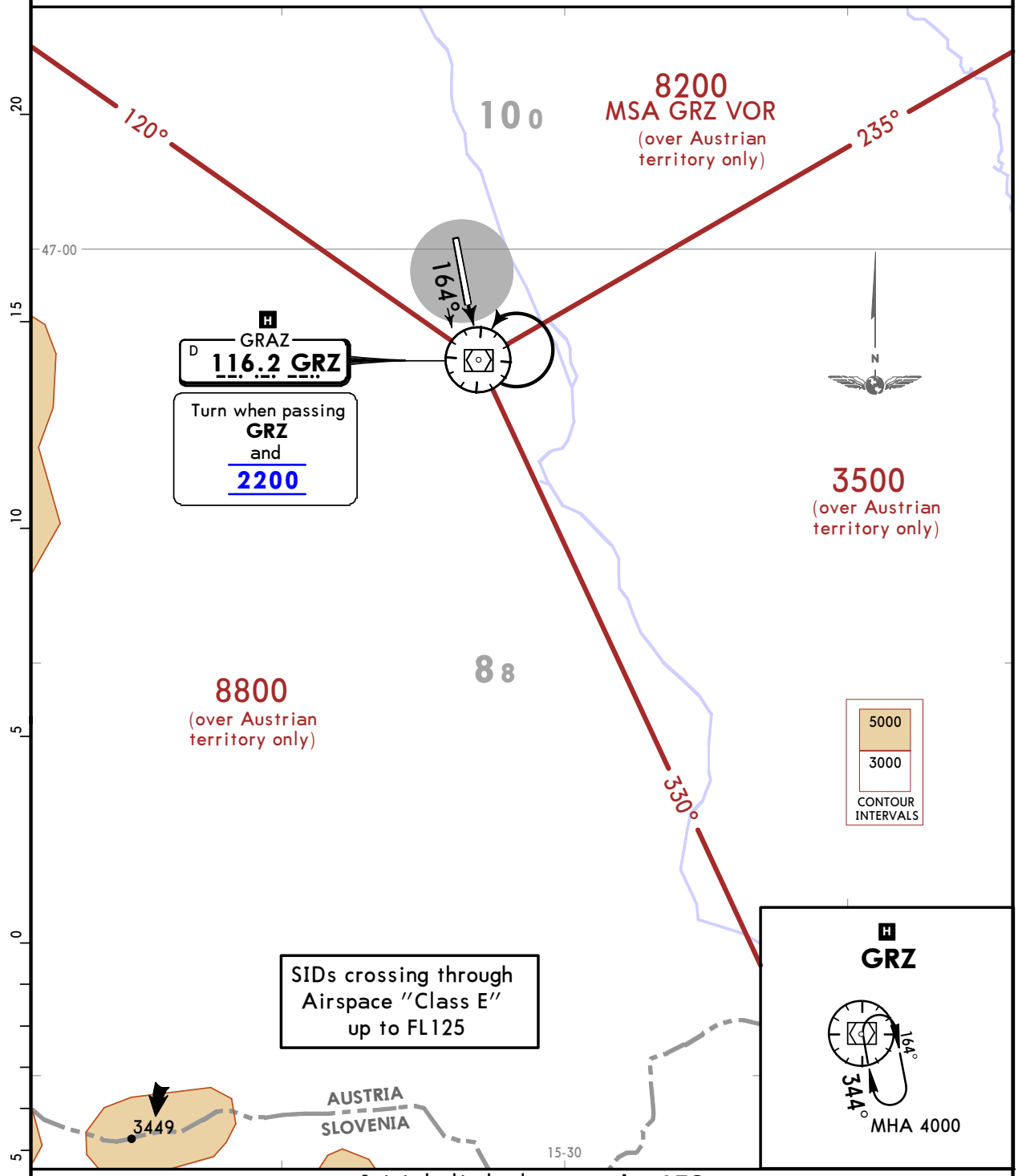
SID	RWY	ROUTING
ROPAG 4G	**16C**	Climb on 164° track to 2200 - ROPAG.
ROPAG 4U	**34C**	Climb on 344° track to 2700 - WG6Ø2 - ROPAG.

CHANGES: MSA.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.

GRAZ 4X (GRZ 4X) DEPARTURE (RWY 16C)

ONLY AVAILABLE FOR NON-RNAV EQUIPPED ACFT



Initial climb clearance **by ATC**

ROUTING

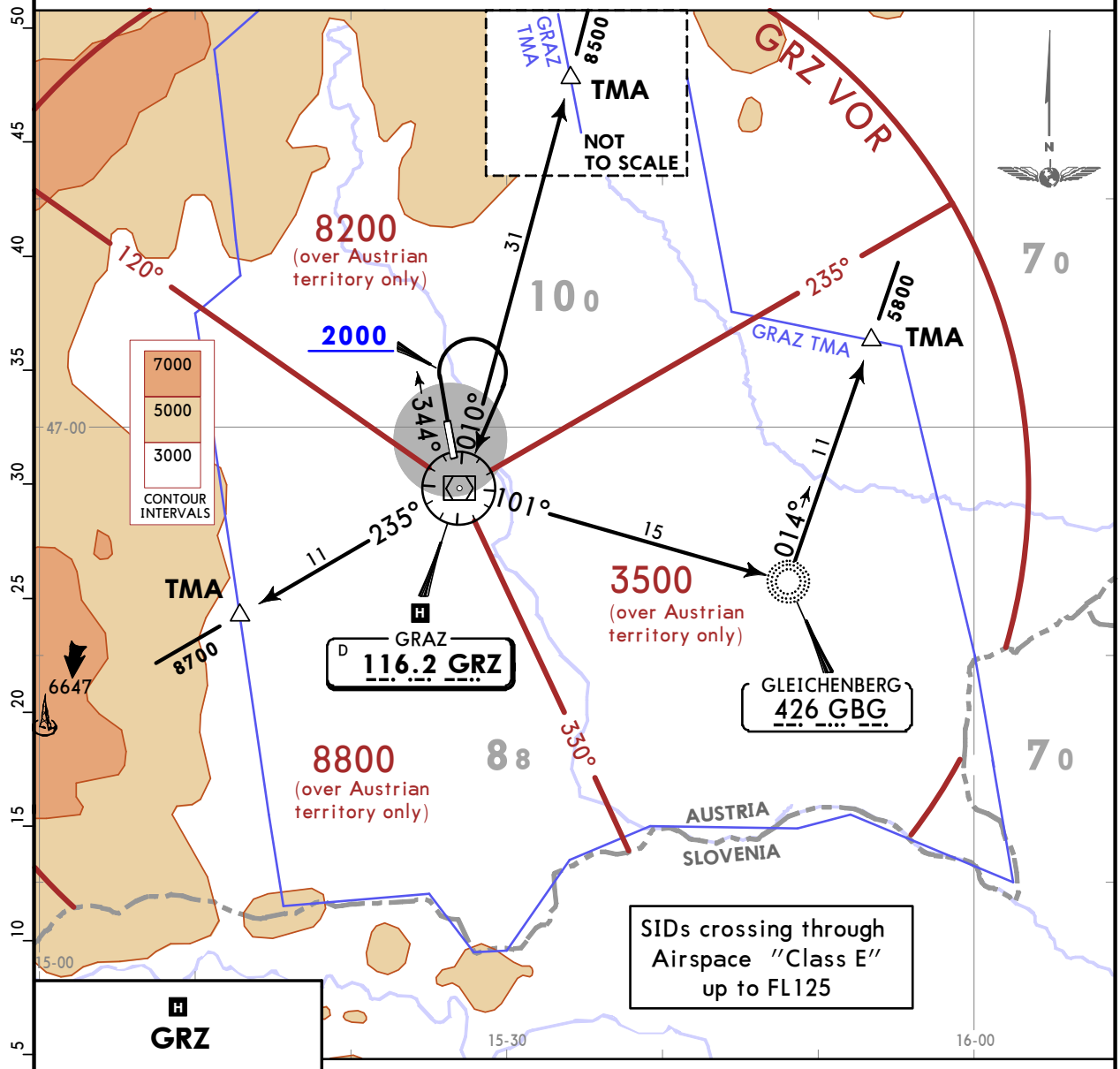
Climb on 164° track, when passing GRZ and 2200 turn LEFT to GRZ, enter holding at or above 4000.

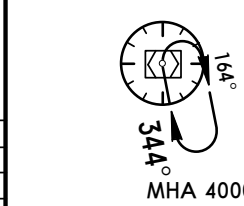
CHANGES: SID GRAZ 3W withdrawn.

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 1. Contact GRAZ Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome. 4. MAX 220 KT during turns.

GRAZ 4Y (GRZ 4Y)
DEPARTURE
(RWY 34C)

ONLY AVAILABLE FOR NON-RNAV EQUIPPED ACFT





This SID requires a minimum climb gradient of 4.3% (265 FT/NM) up to 2000.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

Initial climb clearance **by ATC**

ROUTING

Climb on 344° track, at 2000 turn RIGHT IMMEDIATELY to GRZ, enter holding at or above 4000, leave GRZ at an altitude sufficient to reach the MEA of the airway concerned at the TMA border.

CHANGES: SID GRAZ 4Z withdrawn.

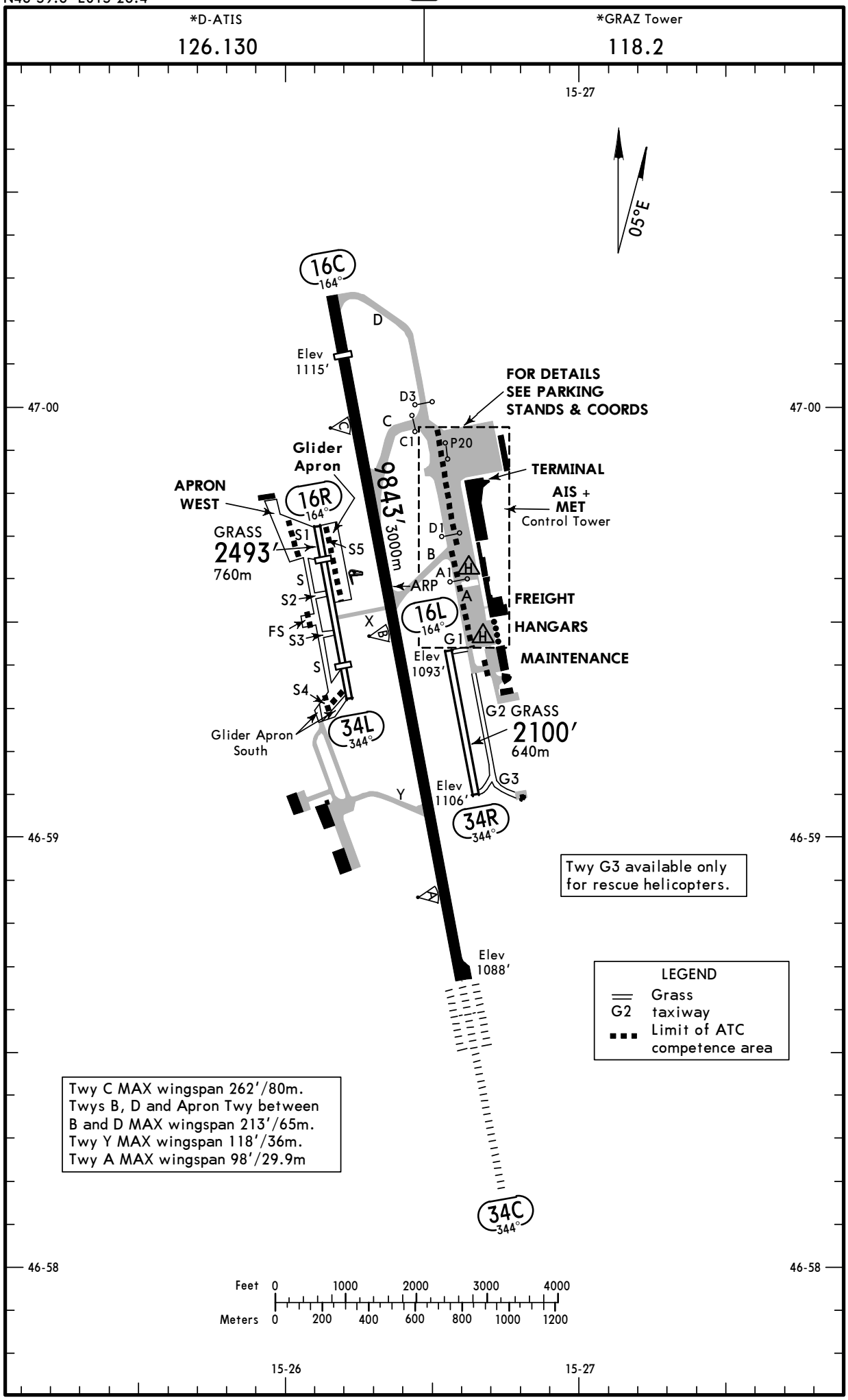
LOWG/GRZ

Apt Elev **1120′**
N46 59.6 E015 26.4

JEPPESEN
4 OCT 24 (10-9)

GRAZ, AUSTRIA
GRAZ

*D-ATIS	*GRAZ Tower
126.130	118.2



CHANGES: None.

GENERAL

Glider flying and parachute jumping west of airport.
Rwy 34C approved for CAT II/III operations, special aircrew and acft certification required.
Rwys 34L, 34C and 34R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L 34R					98' 30m
16C	HIRL (60m) CL (15m) PAPI(3.0°, MEHT 50') RVR	8990' 2740m		❸	148' 45m
34C	HIRL (60m) CL(15m) ❶ ALSF-II TDZ REIL ❷ HST-C RVR		8872' 2704m		
16R 34L		2001' 610m			82' 25m

❶ length 900m ❷ PAPI-L(3.0°, MEHT 52')

❸ TAKE-OFF RUN AVAILABLE

RWY 16C:

From rwy head	9843'(3000m)
twy C int	7274'(2217m)
twy B int	5561'(1695m)
twy X int	5381'(1640m)
twy Y int	2530' (771m)

RWY 34C:

From rwy head	9843'(3000m)
twy Y int	7467'(2276m)
twy B int	4518'(1377m)
twy X int	4498'(1371m)
twy C int	2936' (895m)

PREFERENTIAL RUNWAY SYSTEM:

To minimize noise, landing shall be performed on Rwy 34C and take-off from Rwy 16C whenever possible. Between 0800-1800LT, except sundays and holidays, departures on Rwy 34C are exempted from this regulation.

LOW VISIBILITY PROCEDURES (LVP)

Low visibility take-off is given when RVR is less than 550m.
LVP becomes effective when TDZ RVR falls below 600m and/or ceiling lowers to less than 200'. The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures in operation".
Pilots shall report "runway vacated" as soon as acft has left the yellow/green colour coded section of the exit taxiway.

CODE LETTER F OPERATION

GENERAL

All IFR procedures are Code F approved.
PAPI: For eye-to-wheel height of aircraft in approach configuration with more than 8m, check wheel clearance.

TAXI PROCEDURES

Taxiway B is closed for code letter F acft.
Taxiway D: Oversteering technique and use of cockpit taxi camera is recommended.
Slow taxi speeds and no deviations from the straight centreline markings are required.
Guidance with Follow Me car is provided on request.
If taxiway centreline markings and lighting are not clearly visible, pilots should stop and request a Follow Me car.

TAXI ROUTES

During taxiing the outer engines shall be used on idle power only.
Landing routes:
RWY 16C: Backtrack RWY 16C (turnpad available) - TWY C - main apron - stand 38.
RWY 34C: Exit via TWY C or TWY D - main apron - stand 38.
Departure routes:
RWY 16C: Main apron (stand 38) - TWY D - RWY 16C.
RWY 34C: Main apron (stand 38) - TWY C - backtrack on turnpad RWY 34C.

PARKING AND GROUND HANDLING

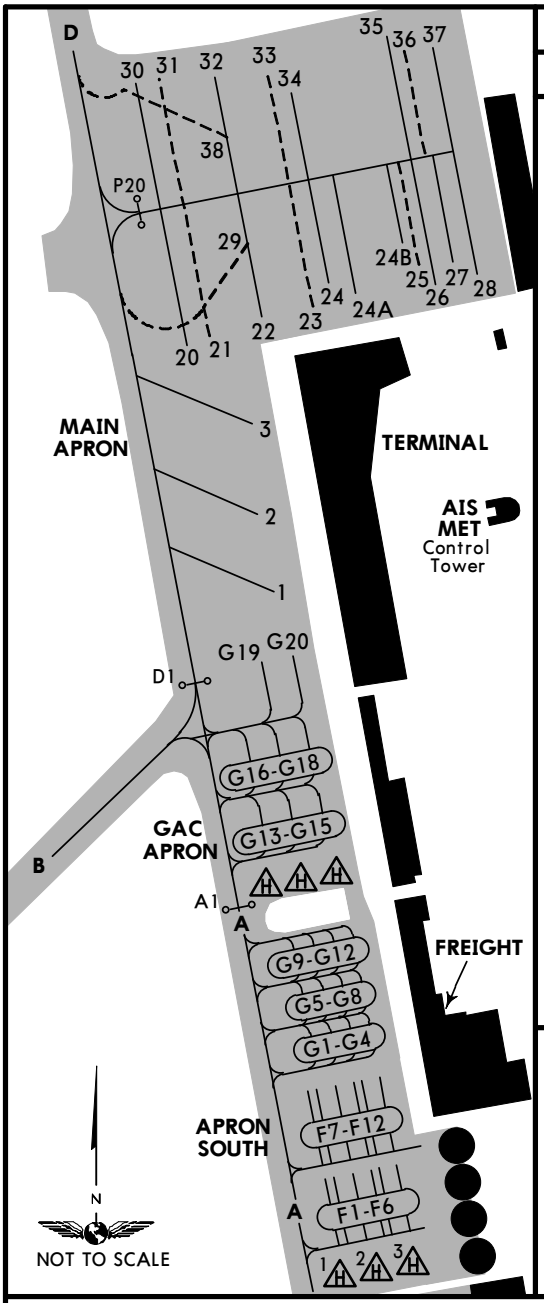
Parking on main apron: Expect parking on stand 38 (no push-back required).
All acft are guided by Follow Me car to and from apron exits. Use minimum power on apron.

Std/State TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
❶ R125m	R150m	R300m		R/V400m		R/V500m	NA

❶ RWY 34C: R75m with approved lateral guidance system.

CHANGES: MEHT added.



INS COORDINATES

STAND No.	COORDINATES	ELEV
1, 2	N46 59.7 E015 26.6	1102
3	N46 59.8 E015 26.6	1104
20, 21	N46 59.8 E015 26.6	1106
22 thru 24A	N46 59.8 E015 26.6	1107
24B	N46 59.8 E015 26.7	1106
25, 26	N46 59.8 E015 26.7	1107
27, 28	N46 59.9 E015 26.7	1107
29	N46 59.9 E015 26.6	1108
30, 31	N46 59.9 E015 26.5	1106
32	N46 59.9 E015 26.6	1106
33	N47 00.0 E015 26.6	1107
34	N46 59.9 E015 26.6	1107
35 thru 37	N47 00.0 E015 26.7	1107
38	N46 59.9 E015 26.6	1106
F1, F2	N46 59.5 E015 26.6	
F3 thru F6	N46 59.5 E015 26.7	
F7 thru F9	N46 59.5 E015 26.6	
F10 thru F12	N46 59.5 E015 26.7	
G1 thru G4	N46 59.5 E015 26.7	
G5	N46 59.6 E015 26.6	
G6 thru G8	N46 59.6 E015 26.7	
G9	N46 59.6 E015 26.6	
G10 thru G12	N46 59.6 E015 26.7	
G13 thru G15	N46 59.6 E015 26.6	1102
G16 thru G20	N46 59.7 E015 26.6	1102

Stands 23, 25, 31, 33 and 36 are push back for CAT D/E acft.

Apron-twy between twy B and twy D is a twy with reduced minimum-separation-distance of 139'/42.5m. Towing required for twin engine acft.

JET BLAST HAZARD PROCEDURES

TWR must be informed during start-up request of any requirement to use cross-bleed start procedure.

Engine test runs have to be coordinated with the APT duty officer in advance. TWR approval must be obtained during start-up request.

Minimum power is to be used when taxiing away from stand.

DE-ICING

Chemical deicing is limited to a width of 148'/45m on RWY 16C/34C and 75'/23m on taxiways. Deicing pattern follows centerline markings. Taxiing aircraft should not deviate from runway centerline marking and -lighting when entering the runway.

TURN PAD MARKING ON THE TURN PAD OF RWY 34C

For airplanes up to and including CAT C: For 180 degrees-turn, aircraft perform RIGHT turn at the end of RWY 34C, use marking.

For aircraft CAT D, E and F: For 180 degrees-turn, aircraft perform LEFT turn at the end of RWY 34C, no marking available. Nose gear steering setting according to the airplane manual. Turn 180 degrees for B777-9x not possible.

DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircrafts take-off weight.

If an intersection take-off will take place from an intersection with an intersection angle of 30 degrees (rapid exit taxiway), and the taxiway centerline is followed until the runway centerline, there is a loss of line-up distance of at least 846'/258m.

TURN PAD LIGHTING RWY 34C

On turn pad of RWY 34C no turn pad lighting available. "Follow-me" car/"Marshaller" is available on request for use of the turn pad under CAT II/III conditions.

CHANGES: Rwy designations.

LOWG/GRZ
GRAZ

JEPPESEN

8 MAR 24
Eff 21 Mar

11-1

GRAZ, AUSTRIA
ILS or LOC Rwy 34C

*D-ATIS	*GRAZ Radar (APP)	*GRAZ Tower
126.130	119.3 120.440	118.2

BRIEFING STRIP™

LOC OEG	Final Apch Crs	D7.5 OEG	ILS DA(H) Refer to Minimums	Apt Elev 1120′ Rwy 1088′
110.9	344°	3500′ (2412′)		

MISSED APCH: Climb STRAIGHT AHEAD, at D3.0 OEG turn RIGHT (MAX 210 KT) DIRECT to GBG NDB climbing to 5000′ and hold.

MSA
GRZ VOR
8200 (1) 120°–235°
3500 (1) 235°–330°
8800 (1) 330°–120°

Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10000′

RECOMMENDED ALTITUDES
LOC (GS out)

OEG DME	ALTITUDE
7.0	3310′
6.0	2990′
5.0	2670′
4.0	2350′
3.0	2030′
2.0	1710′

(1) Applicable over Austrian territory only.

D3.0 OEG
D4.5 GRZ
1826′
2000

D1.0 OEG
D0.5 GRZ
[MI35C]
1686′

(IAF)
GRAZ
D 116.2 GRZ

1754′
1670′
1733′
1628′
1537′
1582′
1577′
1564′
1903′
2995′
1557′
2201′

DME required.

MHA 4000

D3.7 OEG
D2.1 GRZ
[37LOC]

ILS DME
344° 110.9 OEG

D7.5 OEG
D5.9 GRZ
[FF34C]

D8.0 GRZ
D9.3 OEG

(IAF)
VAGIL
D9.8 OEG
D8.3 GRZ
to D7.5 OEG
344° 2.3 3500

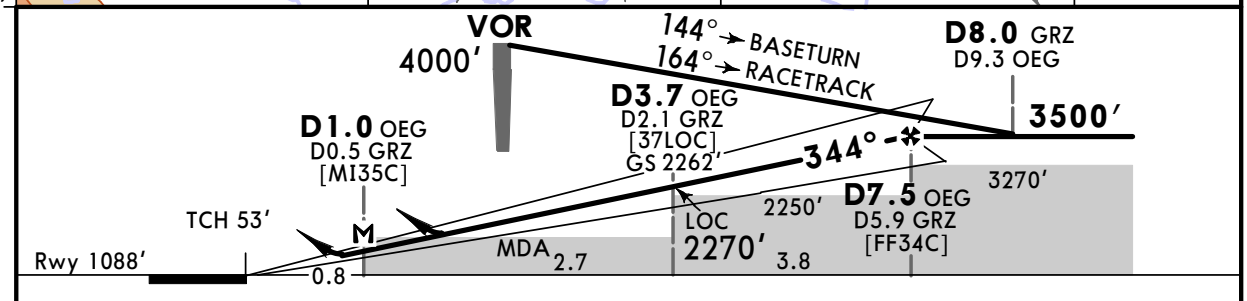
NOT TO SCALE
MHA 5000
GLEICHENBERG
426 GBG
195°
015°

NOT TO SCALE
GBG NDB
240°
5000

NOT TO SCALE
D15.0/
R-235 GRZ
D15.0 OEG

47-00
46-50
15-20
15-30
15-40

164°
144°
344°
216°
189°
174°
154°
141°
12 DME Arc GRZ
5000
3500
5500



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 OEG/D0.5 GRZ							

ALSF-II
REIL
PAPI

D3.0
OEG

Std/State

STRAIGHT-IN LANDING

	ILS	LOC (GS out)
DA(H)	C: 1292′ (204′)	CDFA
	AB: 1288′ (200′) D: 1303′ (215′)	(2) DA/MDA(H) 1430′ (342′)

CIRCLE-TO-LAND
Not authorized
West of airport

	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	(1) R550m	R900m	R900m
B				R1500m
C		R1200m		R1600m
D				

Max KT	MDA(H)	
100	1670′ (550′)	V1500m
135	1670′ (550′)	V1600m
180	2070′ (950′)	V2400m
205	2370′ (1250′)	V3600m

PANS OPS

(1) R750m when a Flight Director or Autopilot or HUD to DA is not used. (2) VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

LOWG/GRZ
GRAZ

JEPPESEN

8 MAR 24
Eff 21 Mar

11-1A

GRAZ, AUSTRIA
CAT II/III ILS Rwy 34C

BRIEFING STRIP™

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.130	119.3	120.440	118.2

LOC OEG	Final Apch Crs	D7.5 OEG	CAT III & II ILS Refer to Minimums	Apt Elev 1120′
110.9	344°	3500′ (2412′)		Rwy 1088′

MISSED APCH: Climb STRAIGHT AHEAD, at D3.0 OEG turn RIGHT (MAX 210 KT) DIRECT to GBG NDB climbing to 5000′ and hold.

8200 ❶ 120° 235°
3500 ❶
8800 ❶ 330°
MSA
GRZ VOR

Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10000′

DME required.
Special Aircrew and Acft certification required.

❶ Applicable over Austrian territory only.

D3.0 OEG
D4.5 GRZ
1826′

(IAF)
GRAZ
D 116.2 GRZ

1670′

D3.7 OEG
D2.1 GRZ

ILS DME
344° 110.9 OEG

D7.5 OEG
D5.9 GRZ
[FF34C]

D8.0 GRZ
D9.3 OEG

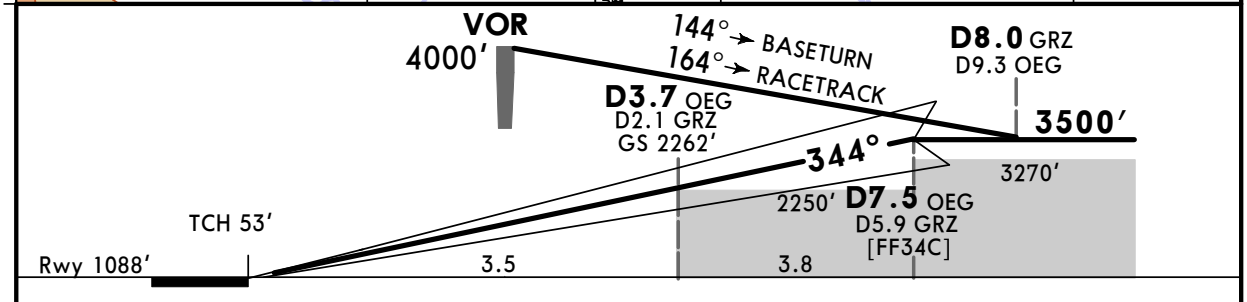
(IAF)
VAGIL
D9.8 OEG
D8.3 GRZ
to D7.5 OEG
344° 2.3 3500

NOT TO SCALE
MHA 5000
GLEICHENBERG
426 GBG
195°
015°

NOT TO SCALE
D15.0/
R-235 GRZ
D15.0 OEG

GBG NDB
240°
5000
NOT TO SCALE

12 DME Arc GRZ
5000
3500
1619′
1557′
5500
216°
189°
174°
154°
141°
2201′
1903′
1686′
1628′
1733′
1582′
1577′
1564′
1537′
MHA 4000
1754′
2995′
1859′
47-00
46-50
15-20
15-30
15-40



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D3.0
OEG

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS			
	A	B	C	D
	RA 103′	RA 116′	RA 129′	RA 144′
	DA(H) 1188′ (100′)	DA(H) 1201′ (113′)	DA(H) 1212′ (124′)	DA(H) 1227′ (139′)
R75m	R300m		R400m	

PANS OPS

CHANGES: ILS CAT III minimums.

LOWG/GRZ
GRAZ

JEPPESEN
10 MAR 23
Eff 23 Mar
(12-1)

GRAZ, AUSTRIA
RNP Rwy 16C

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.130	119.3	120.440	118.2

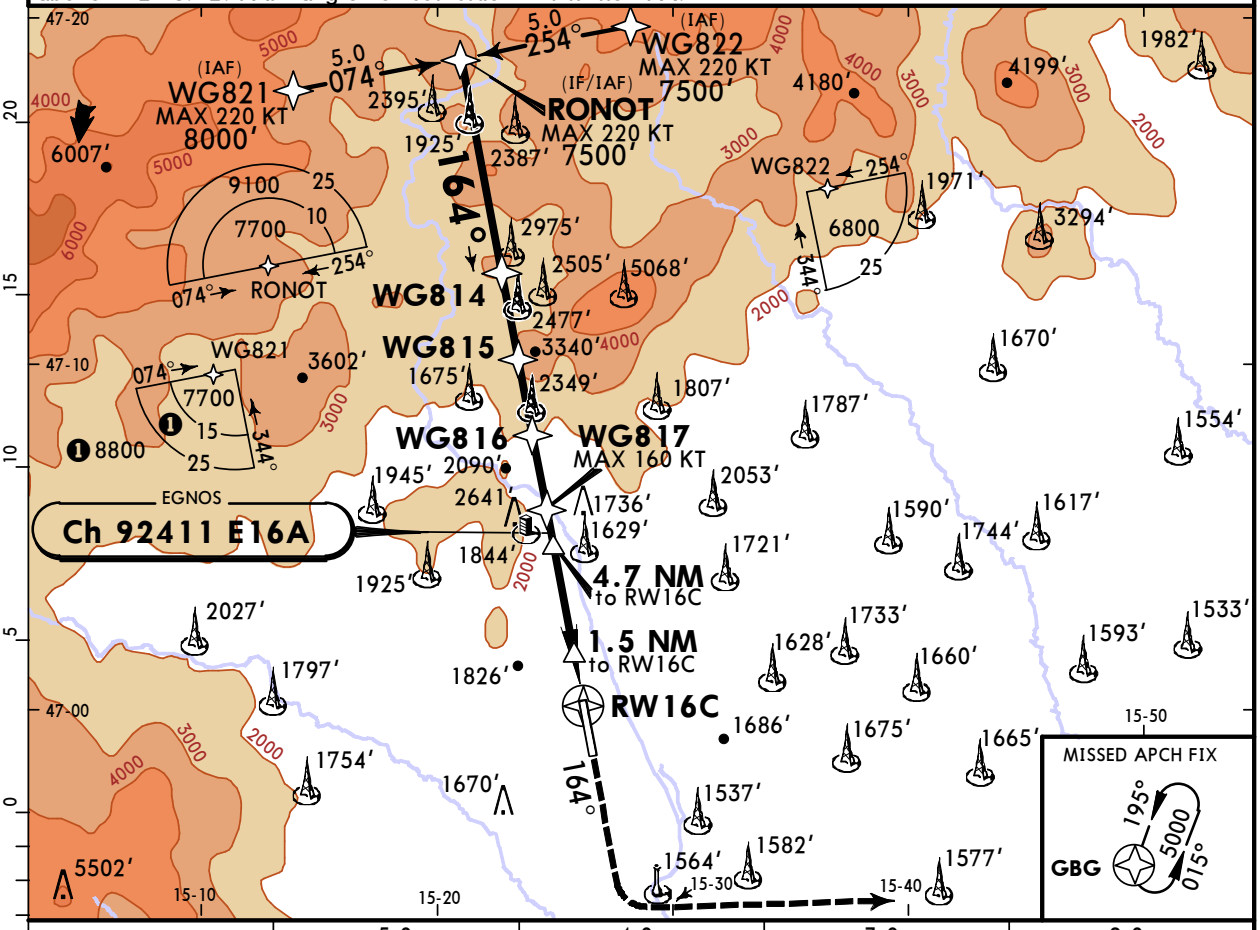
BRIEFING STRIP ™

EGNOS	Final Apch Crs	WG817	LPV CAT I DA(H)	Apt Elev 1120′	TAA
Ch 92411 E16A	164°	3300′ (2183′)	1317′ (200′)	Rwy 1117′	25 NM IF/IAF

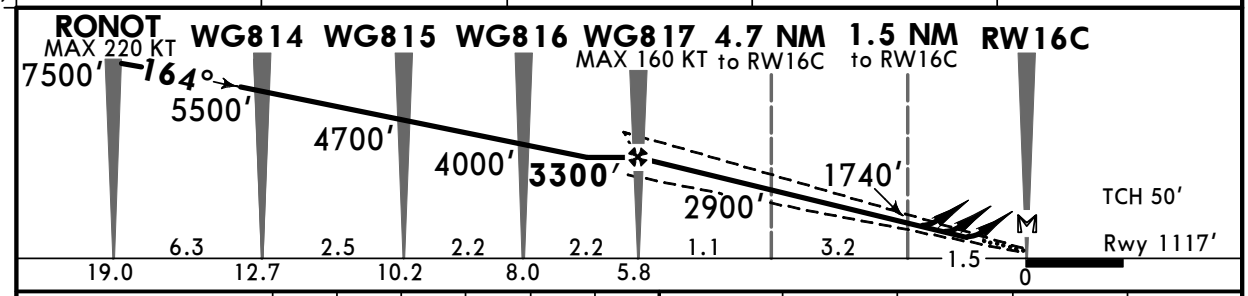
MISSED APCH: Climb STRAIGHT AHEAD, when passing 2500′ turn LEFT direct to GBG. Continue climb to 5000′ and hold.

RNP Apch	Alt Set: hPa	Rwy Elev: 40 hPa	Trans level: By ATC	Trans alt: 10000′

1. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15° C. VPA exceeds 3.5° above +12° C. 2. PAPI angle not coincident with the VPA.



DIST to RW16C	5.0	4.0	3.0	2.0
ALTITUDE	3020′	2650′	2280′	1910′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW16C							

PAPI | 2500′ | 5000′ LT | D | GBG

PANS OPS

Std/State

	LPV CAT I	STRAIGHT-IN LANDING LNAV/VNAV	LNAV CDFA
	DA(H) 1317′ (200′)	DA(H) A:1399′ (282′) B:1414′ (297′) C:1426′ (309′) D:1436′ (319′)	1 DA/MDA(H) 1510′ (393′)
A	R1200m	R1400m	R1500m
B			
C			R1800m
D			

2 CIRCLE-TO-LAND Not authorized West of airport

Max Kts	MDA(H)
100	1670′ (553′) V1500m
135	1670′ (553′) V1600m
180	2080′ (963′) V2400m
205	2400′ (1283′) V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on Rwy 16C thresh elev of 1117′.

CHANGES: Procedure.

LOWG/GRZ
GRAZ

JEPPESEN
10 MAR 23
Eff 23 Mar
12-2

GRAZ, AUSTRIA
❶ RNP Rwy 34C

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.130	119.3	120.440	118.2

EGNOS	Final Apch Crs	WG835	LPV CAT I DA(H)	Apt Elev 1120′
Ch 72310 E34A	344°	3000′ (1912′)	Refer to Minimums	Rwy 1088′

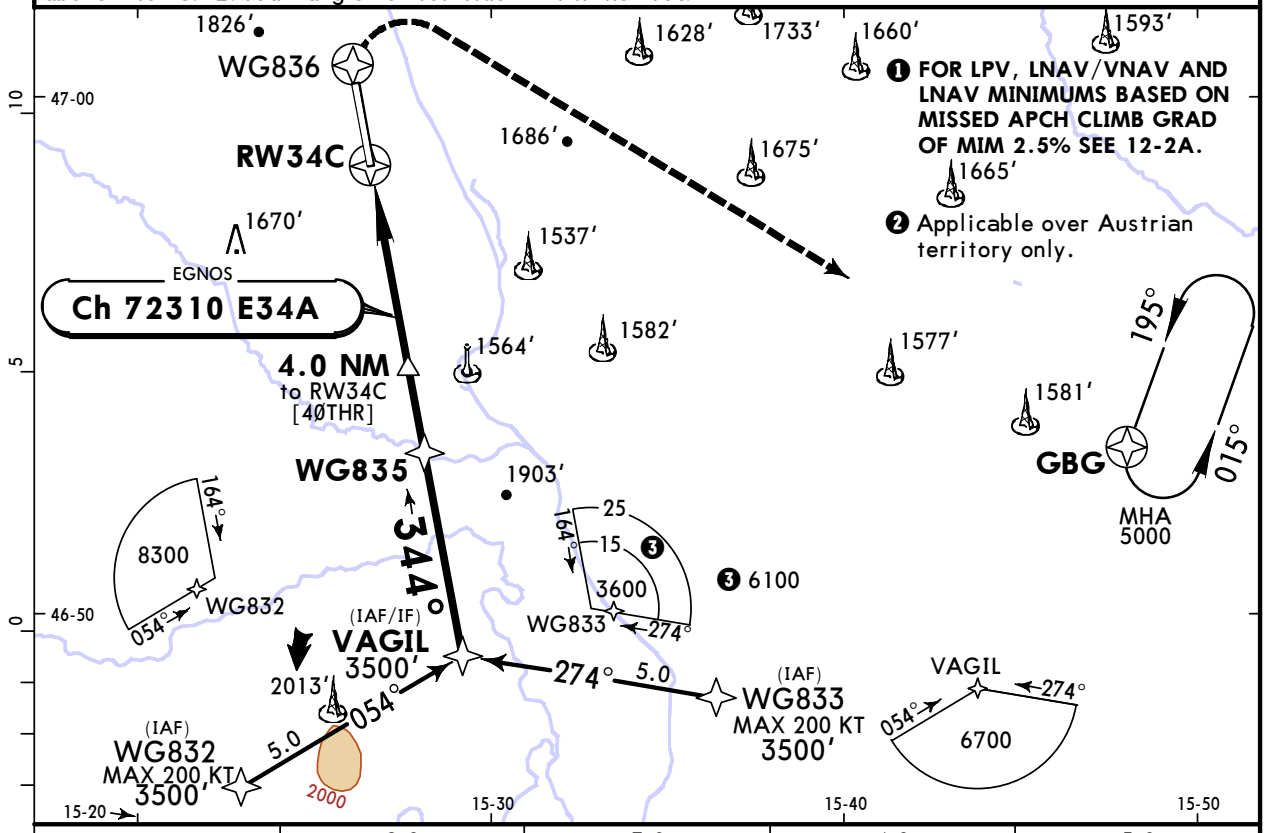
TAA
25 NM
IF/IAF
❷

BRIEFING STRIP ™

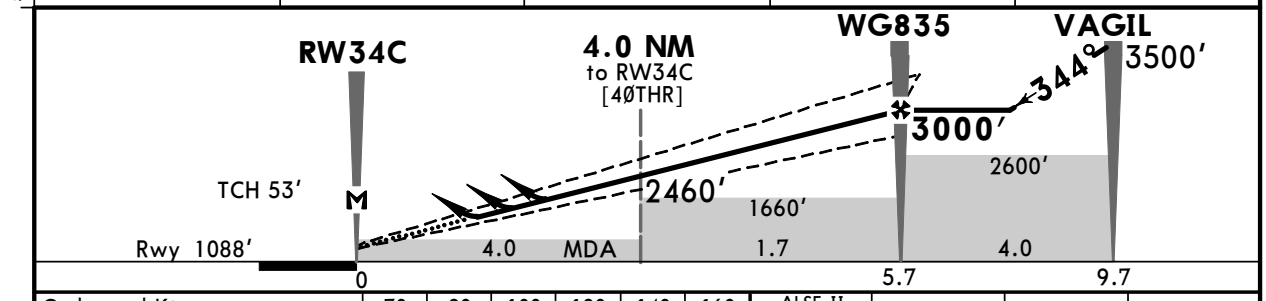
MISSED APCH: Climb STRAIGHT AHEAD to WG836, then turn RIGHT direct to GBG climbing to 5000′ and hold.

RNP Apch	Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10000′

1. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15° C. VPA exceeds 3.5° above +48° C. 2. PAPI angle not coincident with the VPA.



DIST to RW34C	2.0	3.0	4.0	5.0
ALTITUDE	1800′	2130′	2460′	2790′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.10°	384	494	548	658	768	878
MAP at RW34C							

ALSF-II
REIL
PAPI

WG836 ↑ | 5000′ RT | GBG

Std/State

STRAIGHT-IN LANDING

LPV CAT I MACG 4.0%
DA(H)
AB: **1288′** (200′) D: **1302′** (214′)
C: **1292′** (204′)

LNAV/VNAV MACG 4.0%
DA(H)
A: **1338′** (250′) C: **1353′** (265′)
B: **1345′** (257′) D: **1378′** (290′)

CIRCLE-TO-LAND
Not authorized
West of airport

	TDZ or CL out	ALS out		ALS out
A, B, C	R550m	❶ R550m	R1200m	❷ R750m	R1300m
D					R1400m

Max Kts	MDA(H)
100	1670′ (550′) V1500m
135	1670′ (550′) V1600m
180	2070′ (950′) V2400m
205	2370′ (1250′) V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ With TDZ, CL and HUD: A: R550m, BC: R600m, D: R650m.

CHANGES: Procedure, SMA, minimums.

RNP Rwy 34C MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Std/State STRAIGHT-IN LANDING
LPV CAT I

DA(H) A:**1304′**(216′) B:**1317′**(229′) C:**1325′**(237′) D:**1335′**(247′)

		TDZ or CL out	ALS out
A B C	R550m	1 R550m	R1200m
D			R1300m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std/State STRAIGHT-IN LANDING
LNAV/VNAV

DA(H) A:**1480′**(392′) B:**1492′**(404′) C:**1511′**(423′) D:**1538′**(450′)

		ALS out
A B	R1100m R1200m	R1500m
C	R1300m	R2000m
D	R1400m	R2100m

Std/State STRAIGHT-IN LANDING
LNAV
CDFA
2 DA/MDA(H) **1470′** (382′)

		ALS out
A B	R1100m	R1500m
C D		R1800m

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

LOWG/GRZ
GRAZ

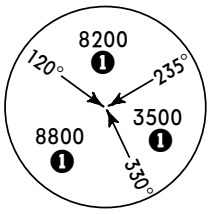
JEPPESEN
8 SEP 23 (13-1)

GRAZ, AUSTRIA
VOR Rwy 16C

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.130	119.3	120.440	118.2

VOR GRZ	Final Apch Crs	D11.7	DA/MDA(H)	Apt Elev 1120′
116.2	164°	5200′ (4083′)	1780′ (663′)	Rwy 1117′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 2500′ turn LEFT to NDB. Continue climb to 5000′ and hold.

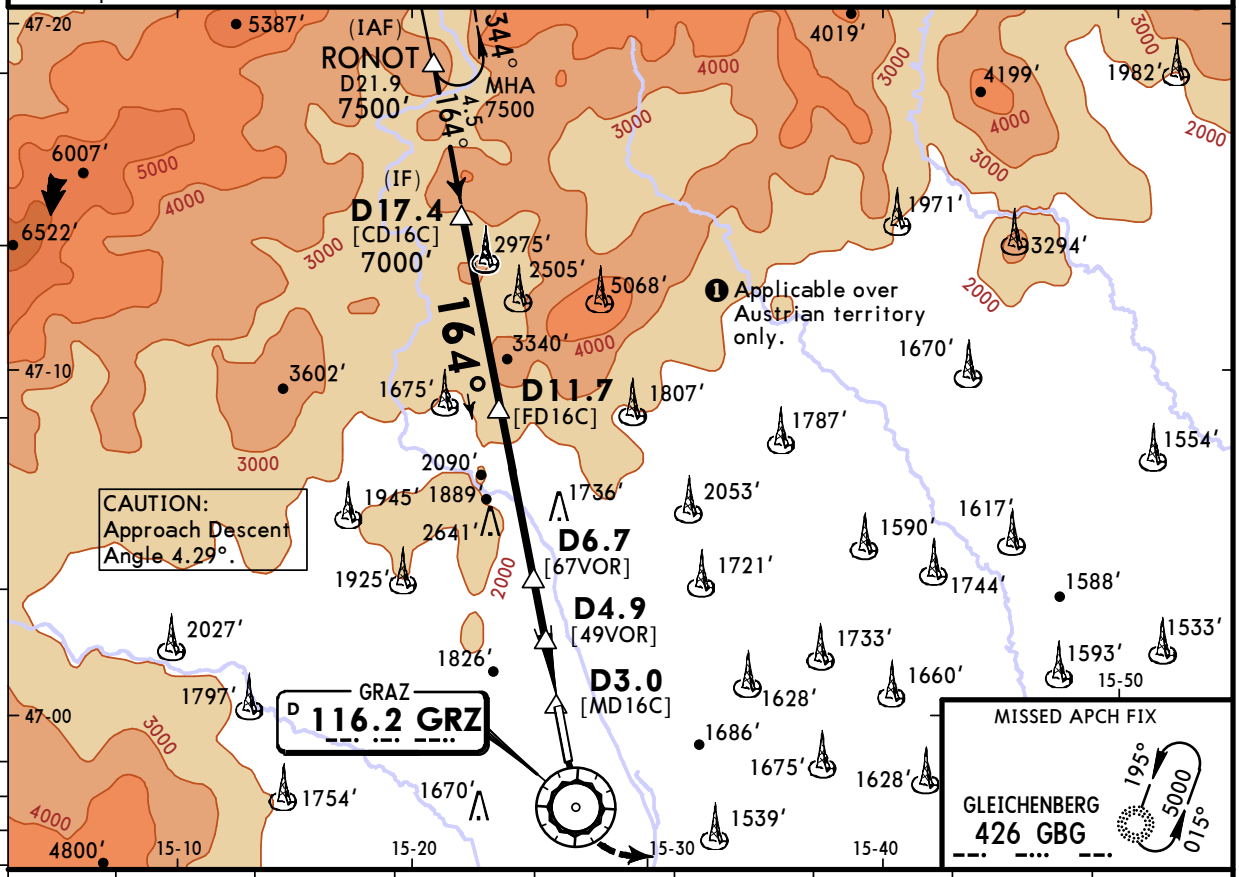


MSA
GRZ VOR

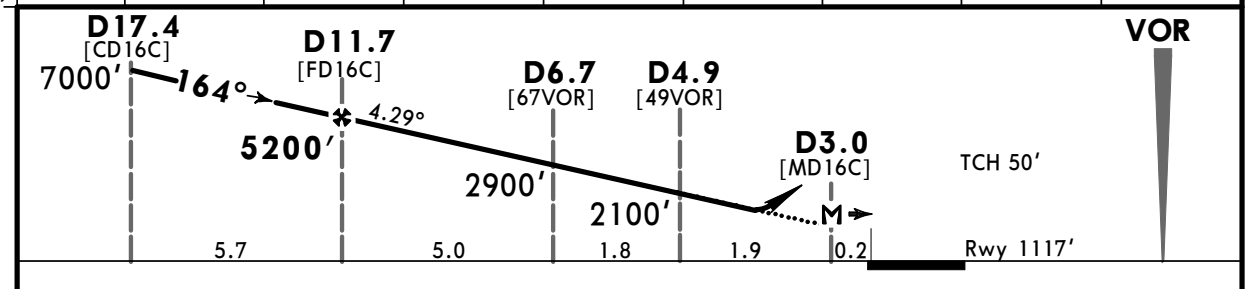
BRIEFING STRIP ™

Alt Set: hPa | Rwy Elev: 40 hPa | Trans level: By ATC | Trans alt: 10000′

DME required.



GRZ DME	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	4890′	4430′	3980′	3530′	3070′	2620′	2170′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.29°	532	684	760	912	1064	1215
MAP at D3.0							

PAPI | 2500′ | 5000′ LT | GBG 426

PANS OPS

Std/State STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1780′ (663′)

A	R1500m
B	
C	R3100m
D	

2 CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	
100	1780′ (663′)	V1500m
135	1780′ (663′)	V1600m
180	2080′ (963′)	3 V2400m
205	2400′ (1283′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 Circling height based on Rwy 16C thresh elev of 1117′.
3 or higher straight-in minimums.

CHANGES: CNF added.

LOWG/GRZ
GRAZ

JEPPESEN
8 SEP 23 (13-2)

GRAZ, AUSTRIA
VOR Rwy 34C

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.130	119.3	120.440	118.2

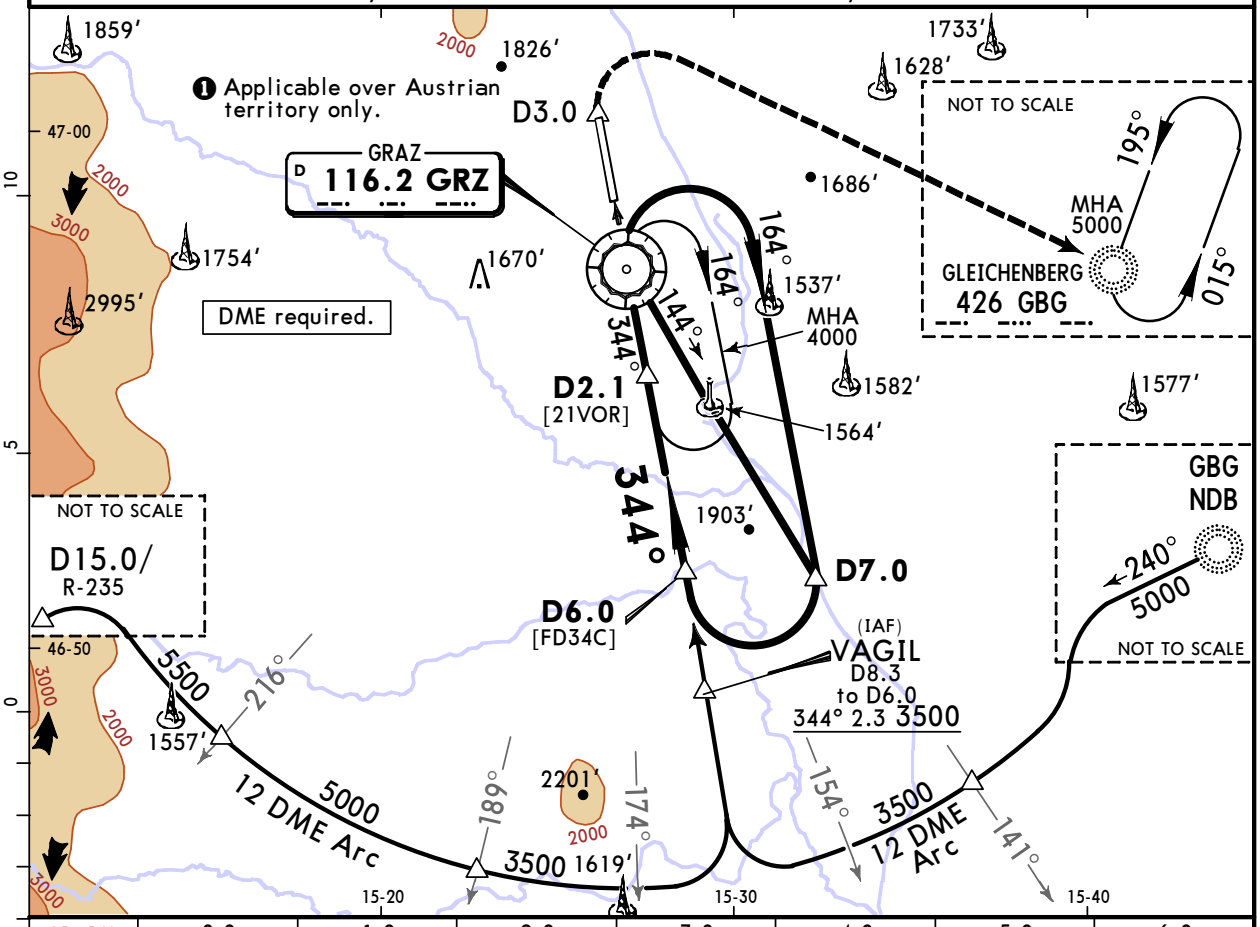
VOR GRZ	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 1120′
116.2	344°	3500′ (2412′)	1500′ (412′)	Rwy 1088′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1800′, not later than D3.0, turn RIGHT to GBG NDB climbing to 5000′ and hold.

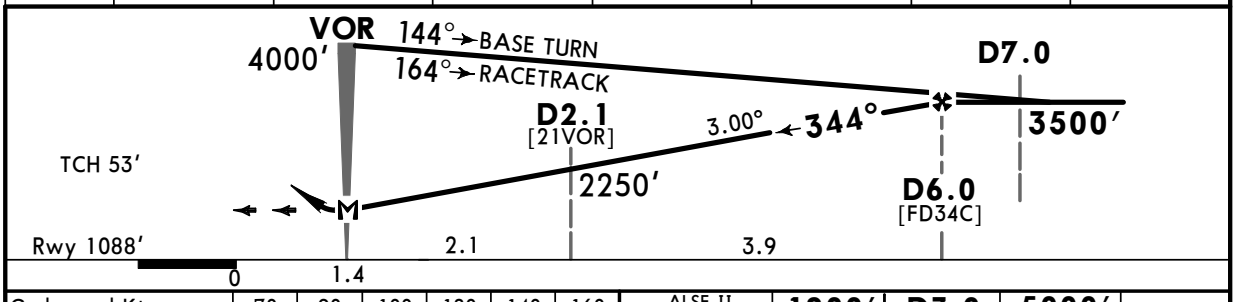
MSA
GRZ VOR
8200 (1) 120°–235°
3500 (1) 330°–8800 (1)

Alt Set: hPa | Rwy Elev: 39 hPa | Trans level: By ATC | Trans alt: 10000′

BRIEFING STRIP



GRZ DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1590′	1910′	2230′	2550′	2870′	3180′	3500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II
REIL
PAPI

1800′ not later than | D3.0 | 5000′ RT | GBG 426

Std/State

STRAIGHT-IN LANDING
CDFA
(1) DA/MDA(H) 1500′(412′)

	TDZ or CL out	ALS out
A	R1200m	R1500m
B		
C	R1200m	R1900m
D		

(2) CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	
100	1670′ (582′)	V1500m
135	1670′ (582′)	V1600m
180	2080′ (992′)	V2400m
205	2400′(1312′)	V3600m

PANS OPS

(1) VNAV DA(H) in lieu of MDA(H) depends on operator policy.
(2) Circling height based on Rwy 34C thresh elev of 1088′.

CHANGES: NDB GRZ removed, CNF added.

JEPPESEN

LOWG
GRAZ

29 MAR 24 (19-1)

GRAZ
AUSTRIA

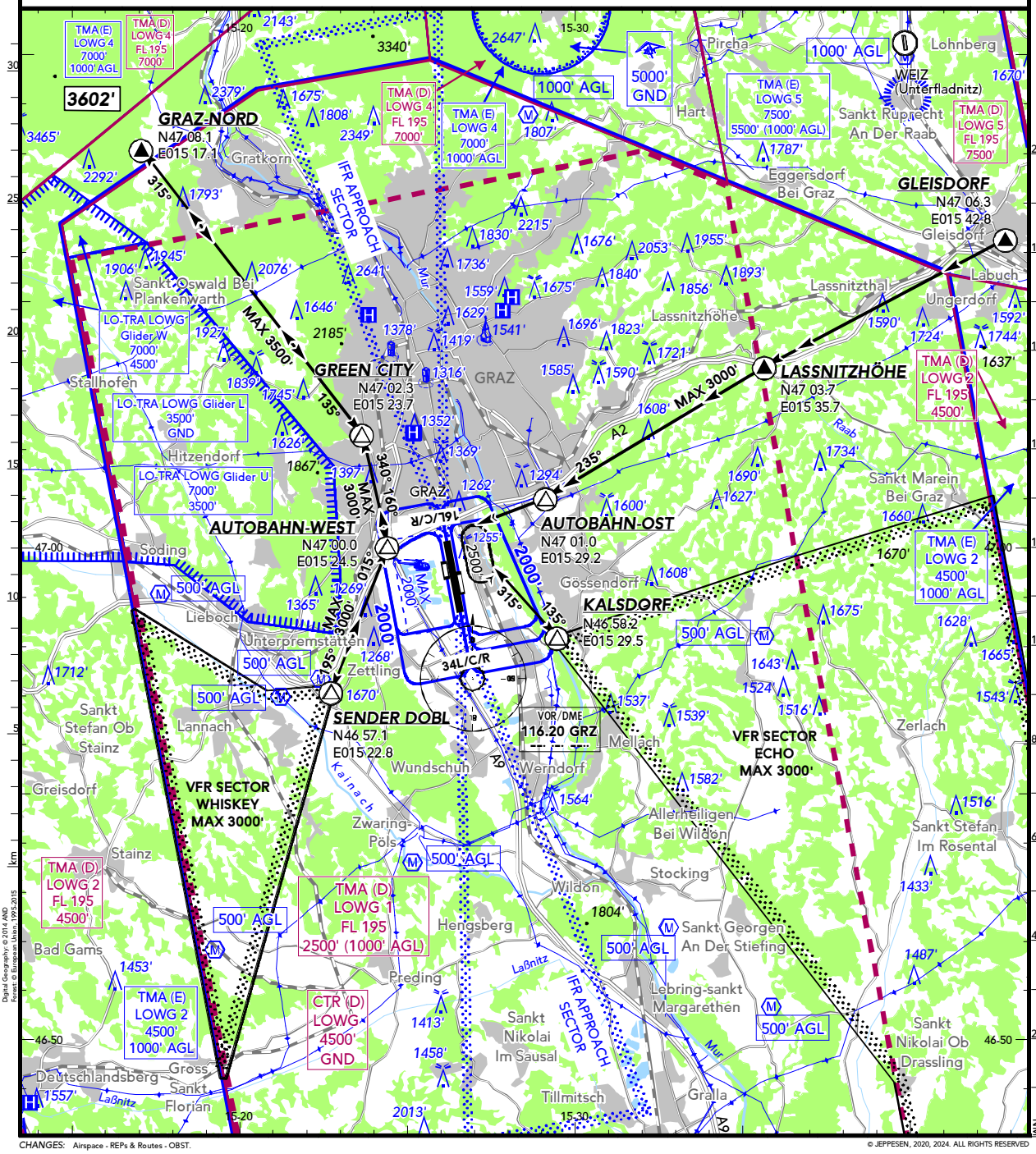
BRIEFING STRIP

LOCATION	FIS	ATIS	APPROACH
Elev **1120'** /341m N46 59.6 E015 26.4	WIEN INFORMATION **124.400**	ATIS **126.130**	GRAZ RADAR **119.300**(1) (ge, en) **120.440**(1) (ge, en)

TOWER
GRAZ TOWER **118.200**(1) (ge, en)

(1) VDF

VAR 5°E



CHANGES: Airspace - REPs & Routes - OBST.

GRAZ

JEPPESEN

LOWG GRAZ

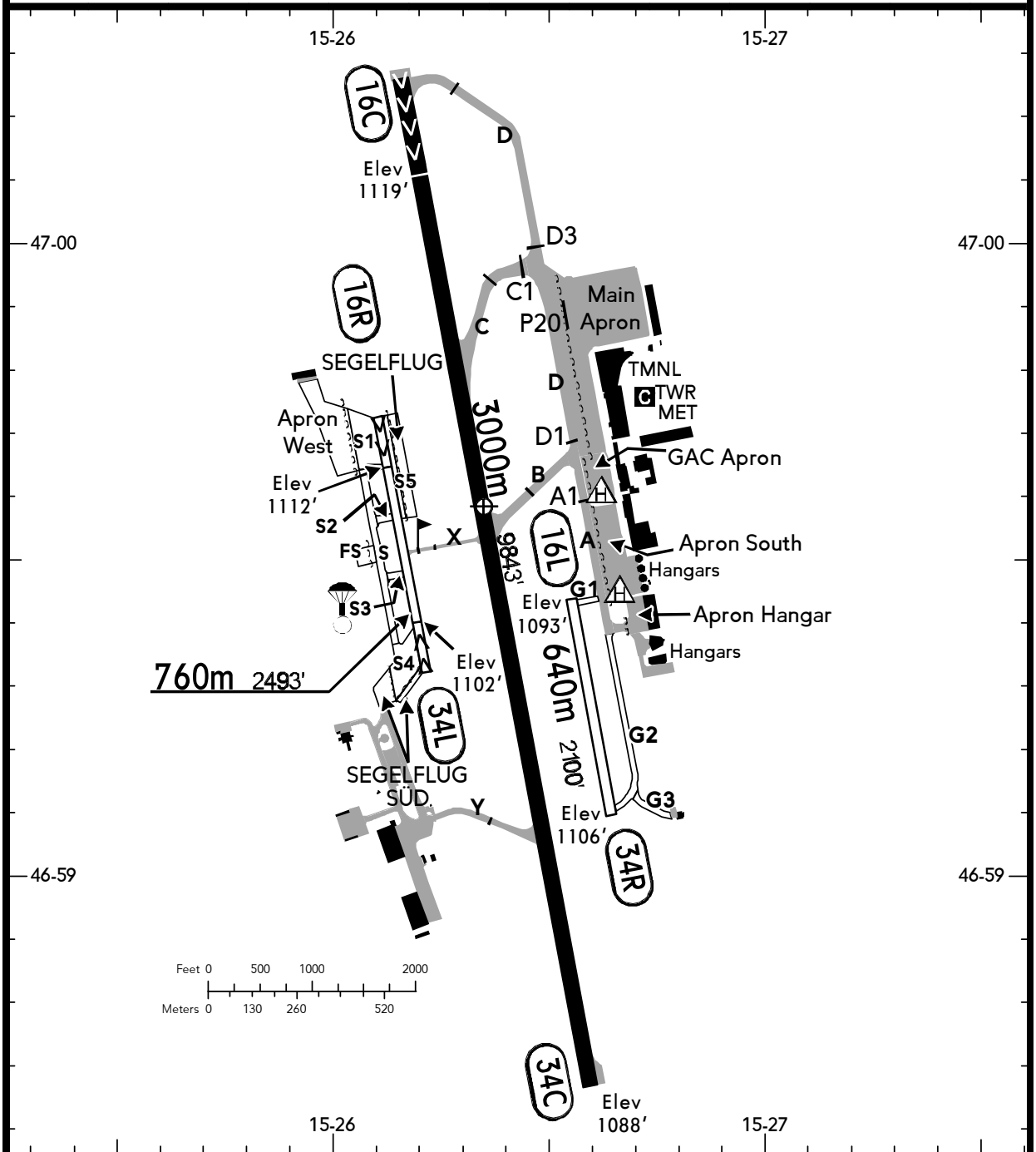
GRAZ 29 MAR 24 (19-2) AUSTRIA

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev **1120'** /341m N46 59.6 E015 26.4	ATIS **126.130**	GRAZ TOWER **118.200** (1) (ge, en)

ADMITTED AIRCRAFT

(1) VDF



RWY 16C/34C: ALS 34C - PAPI 16C (3.0°), 34C (3.0°) - THRL - RL - RENL - RCLL - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
16C (164°) 34C (344°)	3000 x 45 Paved	3000	2740 3000	PCN 61/F/B/W/T	
16R 34L	760 x 25 Grass	760	610	5t AUW	---
16L 34R	640 x 30 Grass	640	640	2t AUW	---

CHANGES: TWYs - Apron - Boundary of Jurisdiction - Text.

JEPPESEN

LOWG
GRAZ

GRAZ
AUSTRIA

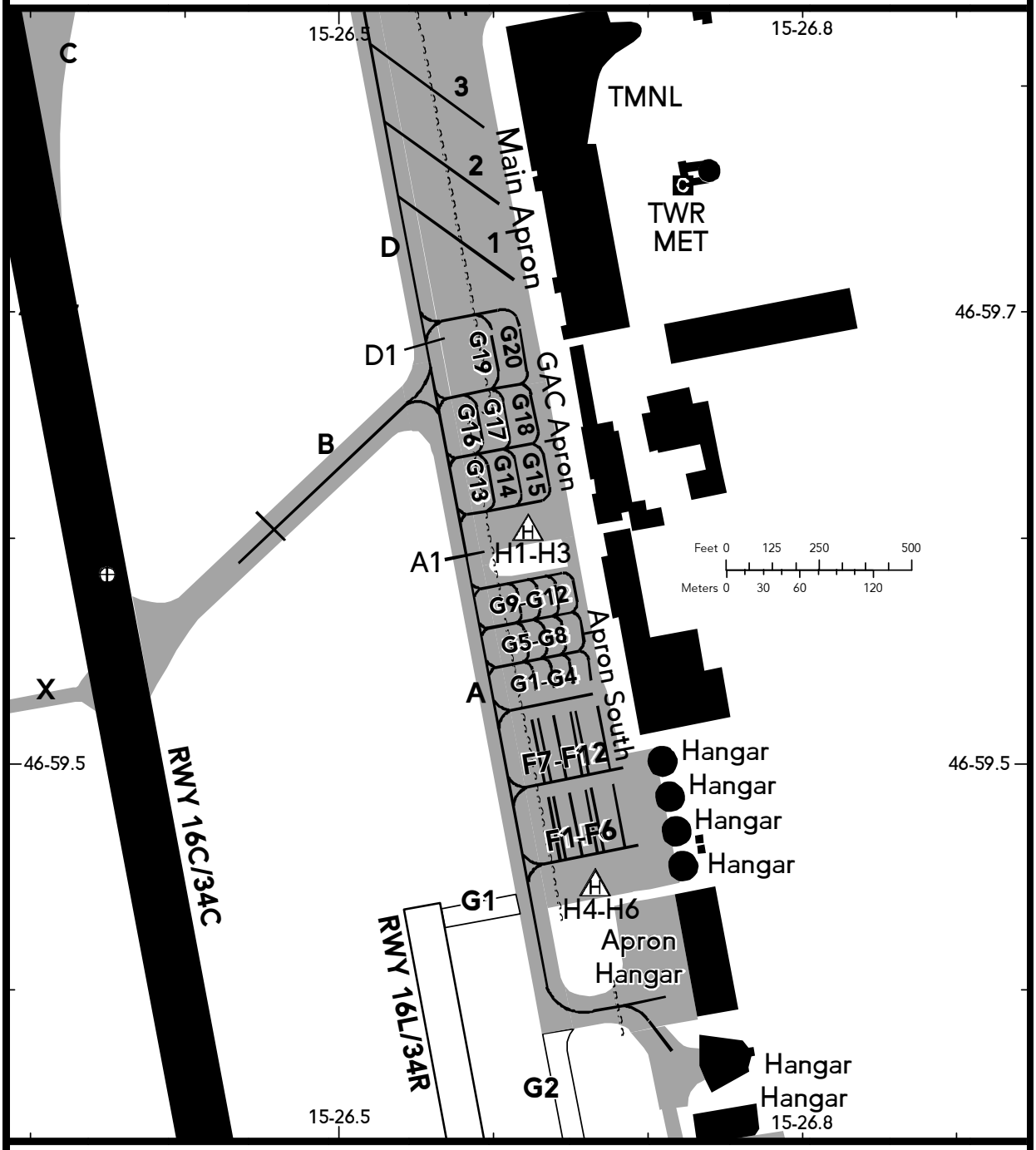
29 MAR 24 (19-2A)

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev **1120'** /341m N46 59.6 E015 26.4	ATIS **126.130**	GRAZ TOWER **118.200** (1) (ge, en)

ADMITTED AIRCRAFT

(1) VDF



CHANGES: None.

CAUTION: Pay attention to ropeways & high-tension lines.

NOTE: Emergency phone in case of COM Failure +43 (0) 5 1703-6712.

NOTE: MAX wingspan on stands:

- *G1 - G12: 12m,*
- *G20: 17m,*
- *F1, F3, F5, F6, F7, F9, F11, F12: 15m.*

NOTE: MAX rotor diameter:

- *H1 - H5: 13m,*
- *H6: 11m.*

Intersection TKOF

RWY	TWY	TORA (m)
16C	C	2217
	B	1695
	X	1640
	Y	771
34C	Y	2276
	B	1377
	X	1371
	C	895

TWY C is a rapid exit TWY for RWY 34C.

On principle glider flying and parachute jumping are permitted in the western area of AD only.

Preferably power flying is permitted in the eastern area of AD only (traffic circuit to E).

Towing required for twin-engined ACFT.

VFR Flights within CTR (D)

GRAZ TOWER is providing a radar service for VFR flights.

Outside op hr Graz contact Wien FIC for clearance.

Approach

Arrival routes/sectors end overhead the respective REPs AUTOBAHN-OST, KALSDORF, SENDER DOBL or AUTOBAHN-WEST. For further approach hold there for further clearance unless an approach or landing clearance has been received previously.

Arrivals via REP GRAZ-NORD shall follow the depicted route via REP GREEN CITY until reaching AUTOBAHN-WEST. It is important to note that the route shall be flown as exact as possible to avoid drifting unintentionally into LO TRA-LOWG GLIDER L or U.

Arrivals via SENDER DOBL shall particularly note that after entering CTR the highway A2 shall under no circumstances be overflown to avoid drifting unintentionally into LO TRA-LOWG GLIDER L or U.

For noise abatement reasons the maximum altitudes for entry routes/sectors as depicted shall be maintained as long as practicable.

Departure

Unless otherwise instructed by ATC, position reports overhead the REPs AUTOBAHN-OST, KALSDORF, AUTOBAHN-WEST, SENDER DOBL shall be omitted by departing VFR flights.

Departures via REP GRAZ-NORD shall follow the depicted route from AUTOBAHN-WEST via REP GREEN CITY. It is important to note that the route shall be flown as exact as possible to avoid drifting unintentionally into LO TRA-LOWG GLIDER L or U.

Departures via SENDER DOBL shall particularly note that within CTR the highway A2 shall under no circumstances be overflown to avoid drifting unintentionally into LO TRA-LOWG GLIDER L or U.

For noise abatement the maximum altitudes for the departure routes/sectors as depicted should be reached as soon as practicable.

Transit Flights

Will be cleared only if traffic situation permits.

Noise Abatement Procedures

Preferential RWY

Use RWY 16C for TKOF and RWY 34C for LDG whenever possible. Between 0800-1800LT, EXC Sun & Hol, DEP RWY 34C are exempted from this regulation.

ACFT of wake turbulence category "LIGHT" are exempted from this noise abatement procedure.

Traffic Circuits

Traffic circuits on RWY 16C/34C not allowed after 2200LT.

Traffic circuits (including HEL traffic circuits) on grass RWY 16L/34R (east) and 16R/34L (west) not allowed Sat after 1300LT, Sun & Hol, and after 2200LT.

Traffic circuits have to be flown as published, in line with ATC instructions and safety.

Flight corridors abeam RWYs shall preferably be used for DEP. ARR with highly throttled engine power can also be performed outside of these areas.

Enter into base leg at MAX 1700' QNH.

During simultaneous traffic circuit operations of HEL and powered ACFT, ATC may instruct HEL to use the traffic circuit for powered ACFT.

NORDO Flights

NORDO APCHs PPR by TEL. Keep to indicated entry time within 10 MIN, otherwise the clearance expires.

NORDO departures and NORDO transit flights are not permitted.

Radio Failure

Prior entry clearance:

Do not enter - divert to an uncontrolled AD. If unable, enter CTR via NORDO route GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST and continue to NORDO holding pattern E of TWR at 2500' and await light signals.

After entry clearance:

- If available, Squawk A7600;
- leave the CTR without delay via your entry route/sector (EXC GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST, Sector ECHO - KALSDORF);
- enter the CTR via the NORDO route GLEISDORF - LASSNITZHÖHE - AUTOBAHN-OST and continue to NORDO holding pattern E of TWR at 2500' and await light signals.