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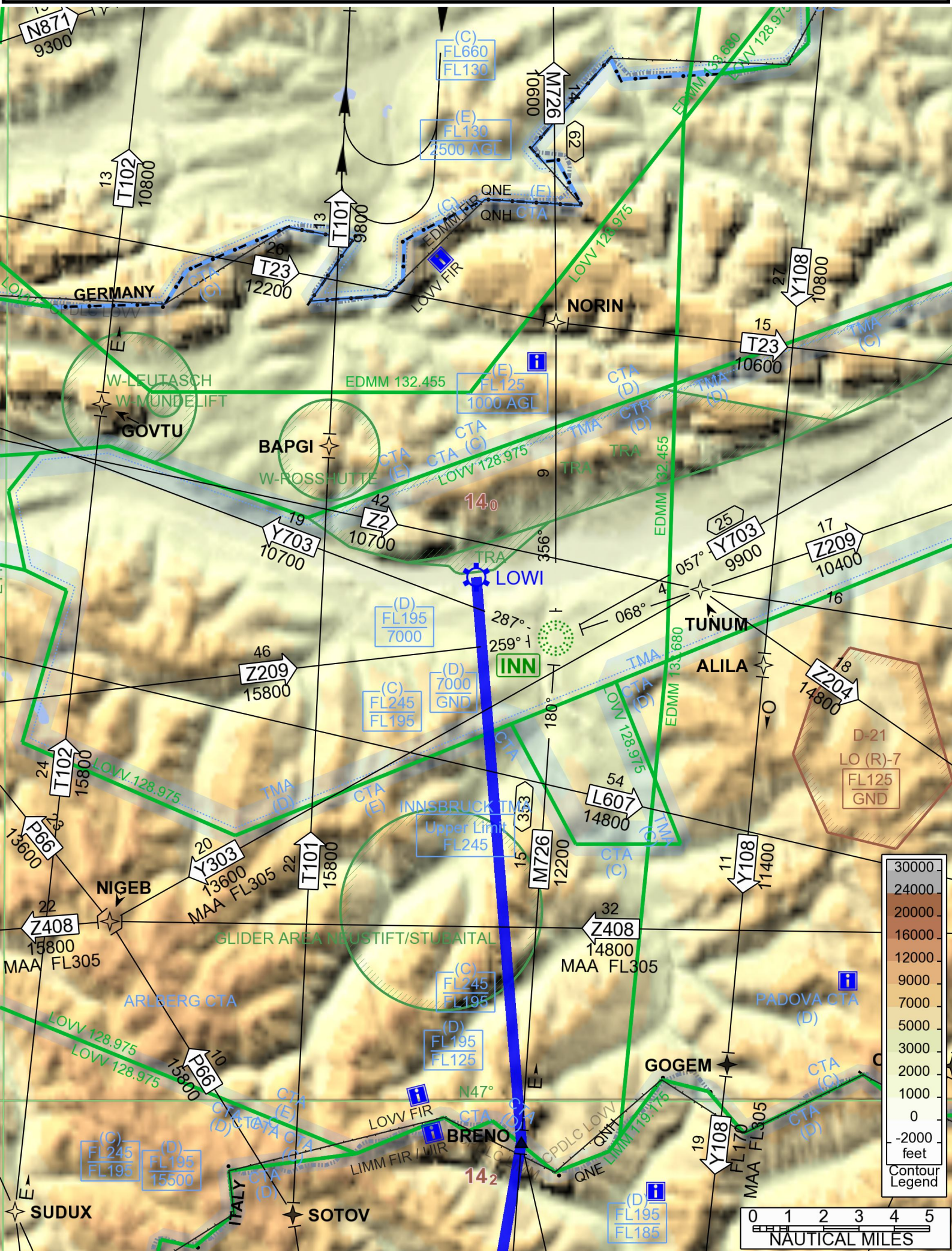
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Revision Letter For Cycle 07-2023

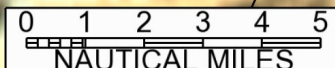
Change Notices

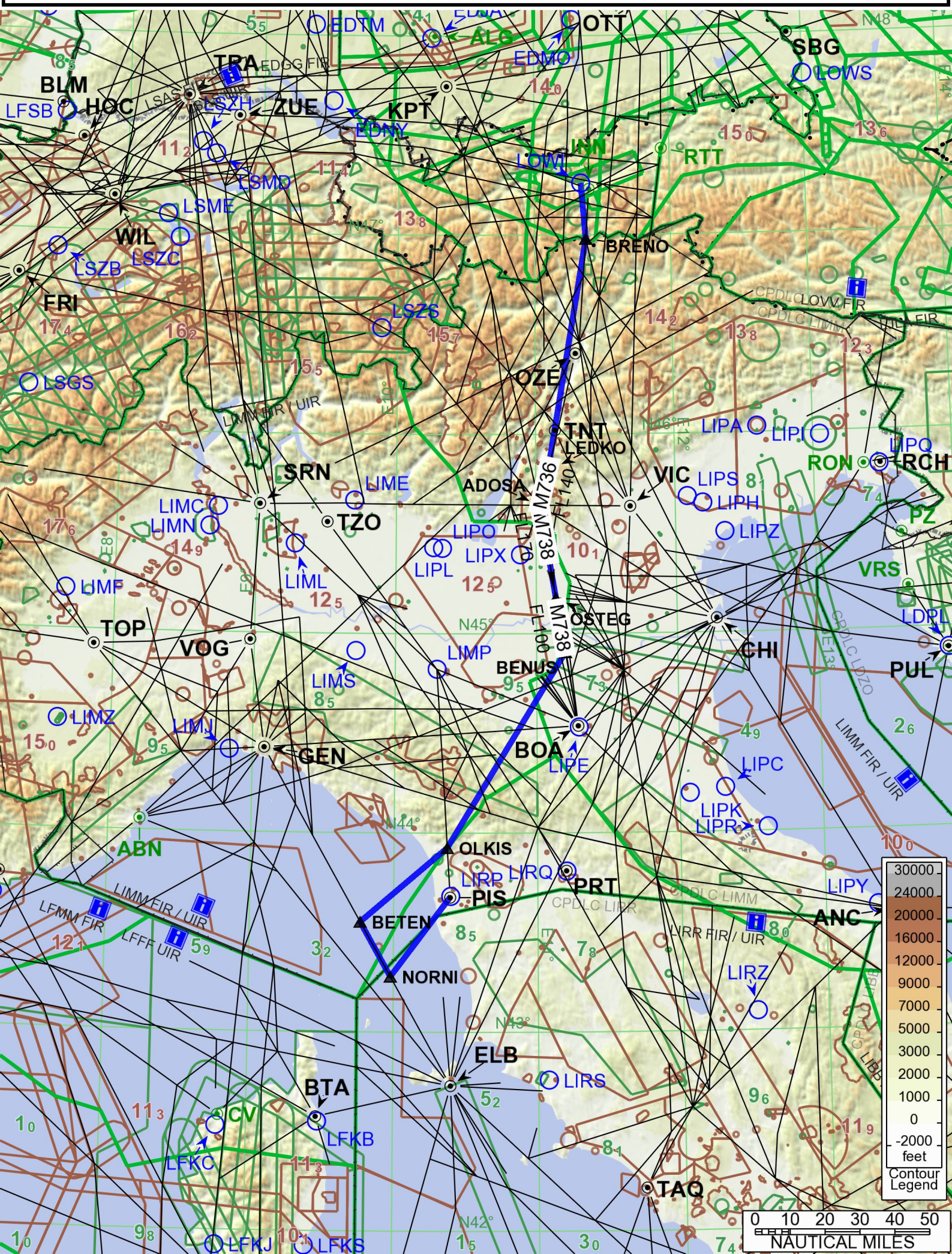
Notebook

FIR/UIR Communications



30000
24000
20000
16000
12000
9000
7000
5000
3000
0
-2000
feet

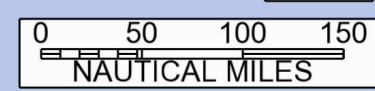
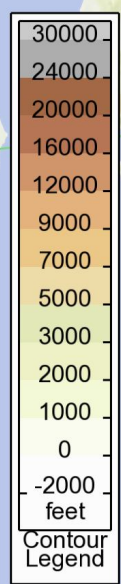
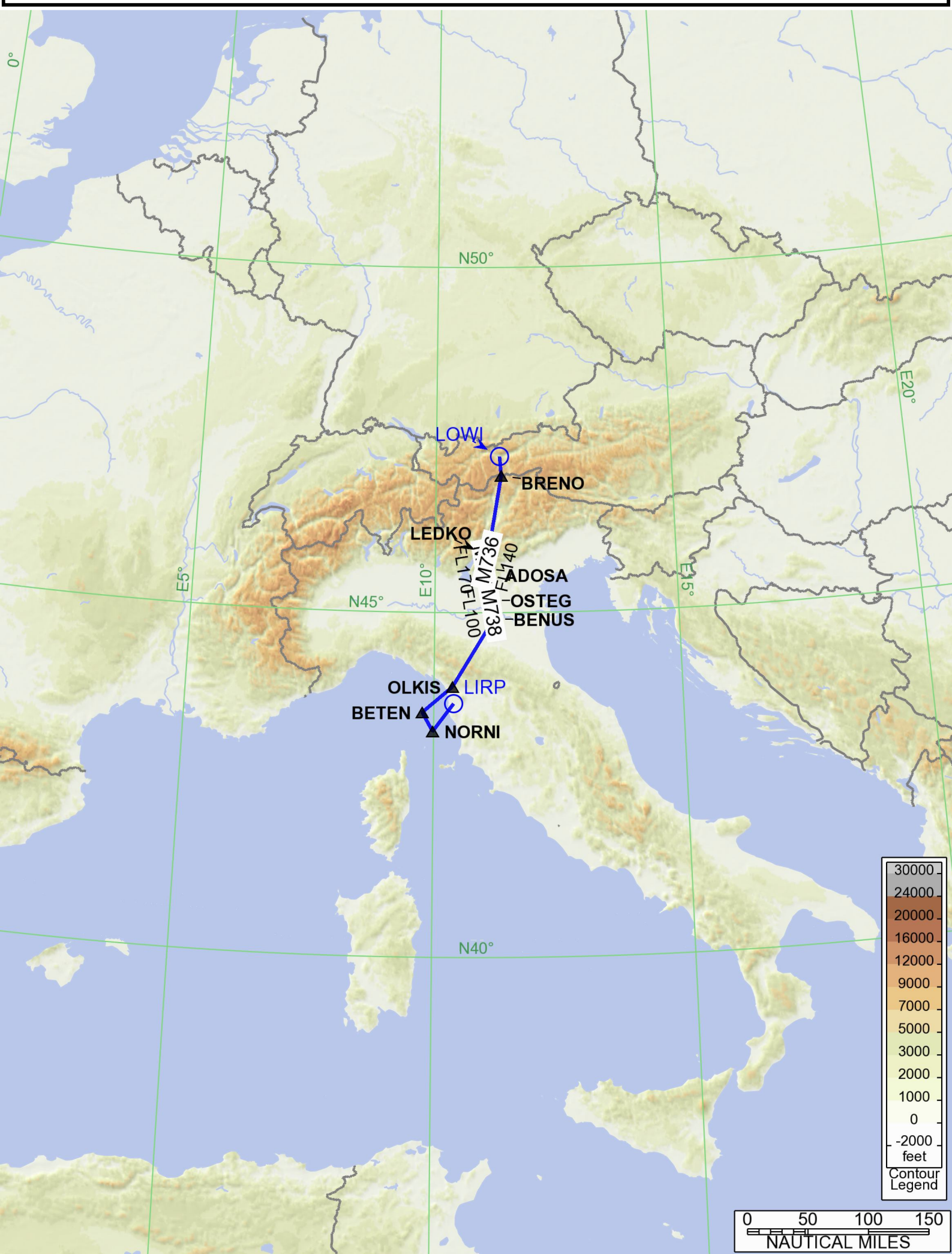




Elevation (feet)
30000
24000
20000
16000
12000
9000
7000
5000
3000
2000
1000
0
-2000

Contour Legend





General Information

Location: INNSBRUCK AUT
ICAO/IATA: LOWI / INN
Lat/Long: N47° 15.6', E011° 20.6'
Elevation: 1907 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° 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: 0447 Z
Sunset: 1748 Z

Runway Information

Runway: 08
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1907 ft
Lighting: Edge, Centerline
Displaced Threshold: 197 ft

Runway: 26
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1894 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 126.030
Innsbruck Tower: 120.100
Innsbruck Radar: 128.975

LOWI/INN

+ JEPPESEN

INNSBRUCK, AUSTRIA

INNSBRUCK

24 MAR 23

10-1P

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 126.030

1.2. NOISE ABATEMENT PROCEDURES

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

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

Daily operational hours from 0630-2000LT.

For commercial flights, executed by air carriers according to paragraph 101 "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 101 "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 IV, and with helicopters operational hours are valid analogues to item 2.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Low visibility take-off becomes effective when RVR for TDZ is less than 550m and will be activated with the phrase "LVP 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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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 maneuvering, it is considered essential that pilots are well familiar with descent, approach and missed approach procedures, balked landing procedures as well as the visual maneuvers, 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 visual maneuvers 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

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 272° 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 downdraught 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

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, cloud and/or 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. GUIDELINES FOR RNP Z RWY 08 (AR) AND RNP Z RWY 26 (AR)

2.1.2.1. EQUIPMENT REQUIREMENTS

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

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

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

Required RNP AR approach functions/airworthiness according EASA CS-ACNS as amended.

To assure availability of GNSS signal, operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on:

<https://augur.eurocontrol.int>.

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;
- A copy of the letter of approval to conduct RNP AR operations granted by their National Aviation Authority.

2.1.3. SPECIAL LOC ROMEO RWY 26 GUIDELINES

2.1.3.1. GENERAL

To assure availability of GNSS signal operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on:

<https://augur.eurocontrol.int>.

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 254[^] to WI700 (LOC course OEV 254[^] provides guidance until short before WI700), thereafter the missed approach is based on RNP 0.3 and therefore LNAV shall be engaged accordingly.

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10-1P4

INNSBRUCK, AUSTRIA
.AIRPORT.BRIEFING.

2. ARRIVAL

2.1.3.2. EQUIPMENT REQUIREMENTS

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

Dual GNSS and at least one Inertial Reference Unit 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 AR approach functions/airworthiness according EASA CS-ACNS as amended.

2.1.3.3. 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:

- 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;
- A shortened approval process will be applied for operators holding an approval for RNP Z RWY 26 (AR).

2.1.4. RNP E RWY 26 (LPV ONLY)

2.1.4.1. GENERAL

This RNP approach provides an ILS-like guidance based on EGNOS with a 10NM final descent at 3.5[^].

The intermediate and final approach course is slightly offset (4.7[^]) to the left of the RWY centerline.

This instrument approach procedure does not require any special authorization by the competent national authority!

For operators and pilots who have been adequately briefed on this approach procedure but with no flight experience/training, the weather minima shall be increased to VIS 5km and ceiling 3000' AAL (5000' AMSL).

Pilots shall be well familiar with RNP APCH approaches to LPV minima in general and with this procedure and the surrounding mountainous terrain in particular.

ACFT need to be certified for SBAS approaches to LPV minima in accordance with EASA CS-ACNS as amended.

Flight crews using this approach procedure shall fulfil all requirements according to the general regulations.

Whenever the required EGNOS/GPS service is not available to fly this approach procedure, Austro Control will issue the corresponding NOTAMs.

2.1.4.2. MISSED APPROACH SEGMENT

The missed approach includes a minimum bank angle restriction of at least 25[^] during the first turn due to terrain.

This minimum bank angle is applicable in relation to the maximum IAS published for the turn. For turns at lower speeds, the minimum bank angle will accordingly decrease. As a rule of thumb, a bank angle resulting in a standard rate turn can be considered safe.

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10-1P5

INNSBRUCK, AUSTRIA
.AIRPORT.BRIEFING.

2. ARRIVAL

2.1.4.3. VISUAL MANEUVER

Having established effective external VISUAL reference at the decision height/ point at the latest, the flight shall be continued with visual reference either straight in to RWY 26 or join a right-hand traffic circuit to RWY 08. The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

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 5 1703 6656
+43 5 1703 6666
E-mail: special.procedures@austrocontrol.at

LOWI/INN
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27 JAN 23

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 5 1703 6656
+43 5 1703 6666
E-mail: special.procedures@austrocontrol.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



1 OCT 21

(10-1R) .Eff.7.Oct.

INNSBRUCK, AUSTRIA

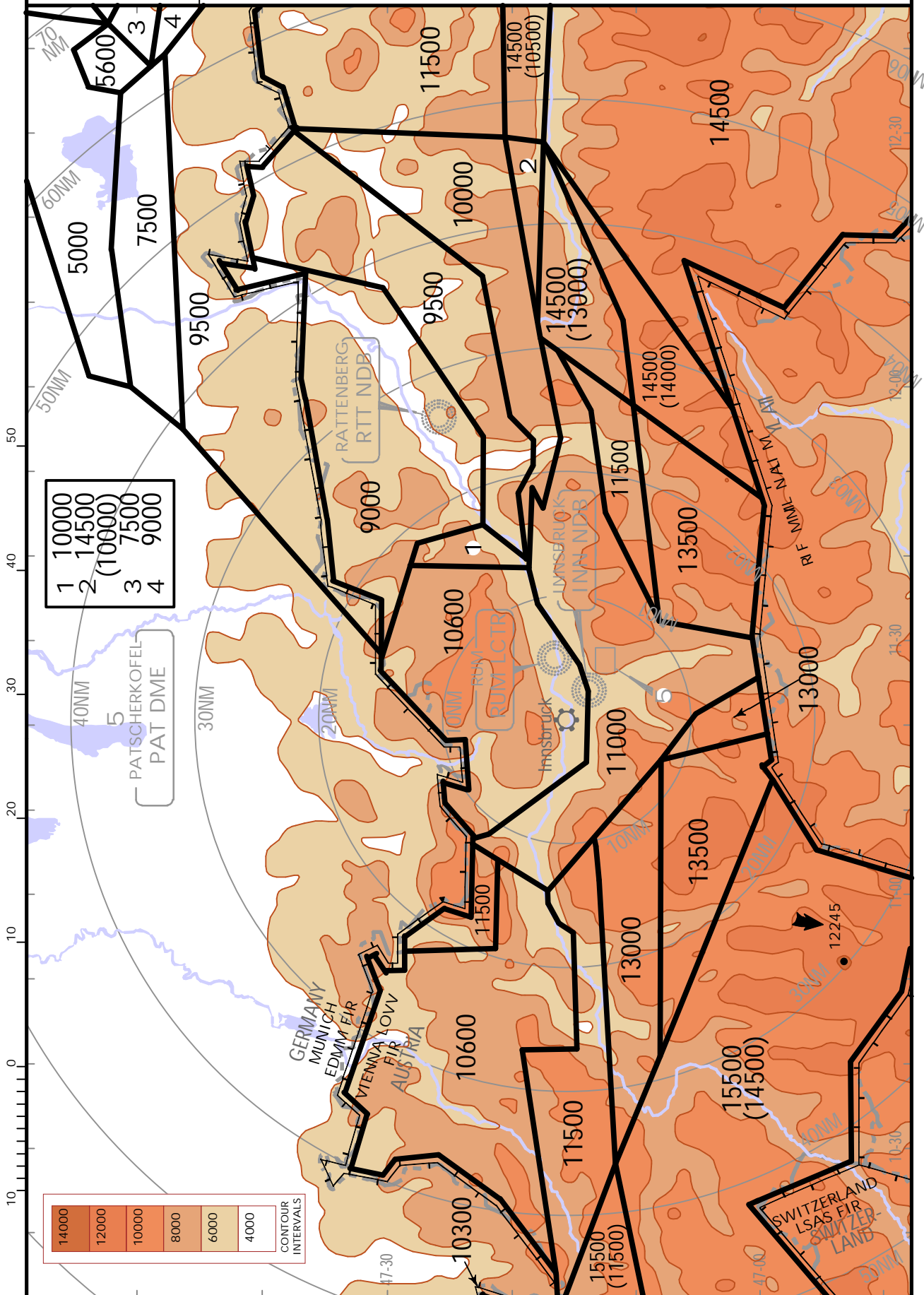
.RADAR.MINIMUM.ALTITUDES.

*INNSBRUCK
Radar (APP)
128.975

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.
3. Cold temperature altitude correction to the minimum altitude will be applied by ATC.



LOWI/INN
INNSBRUCK

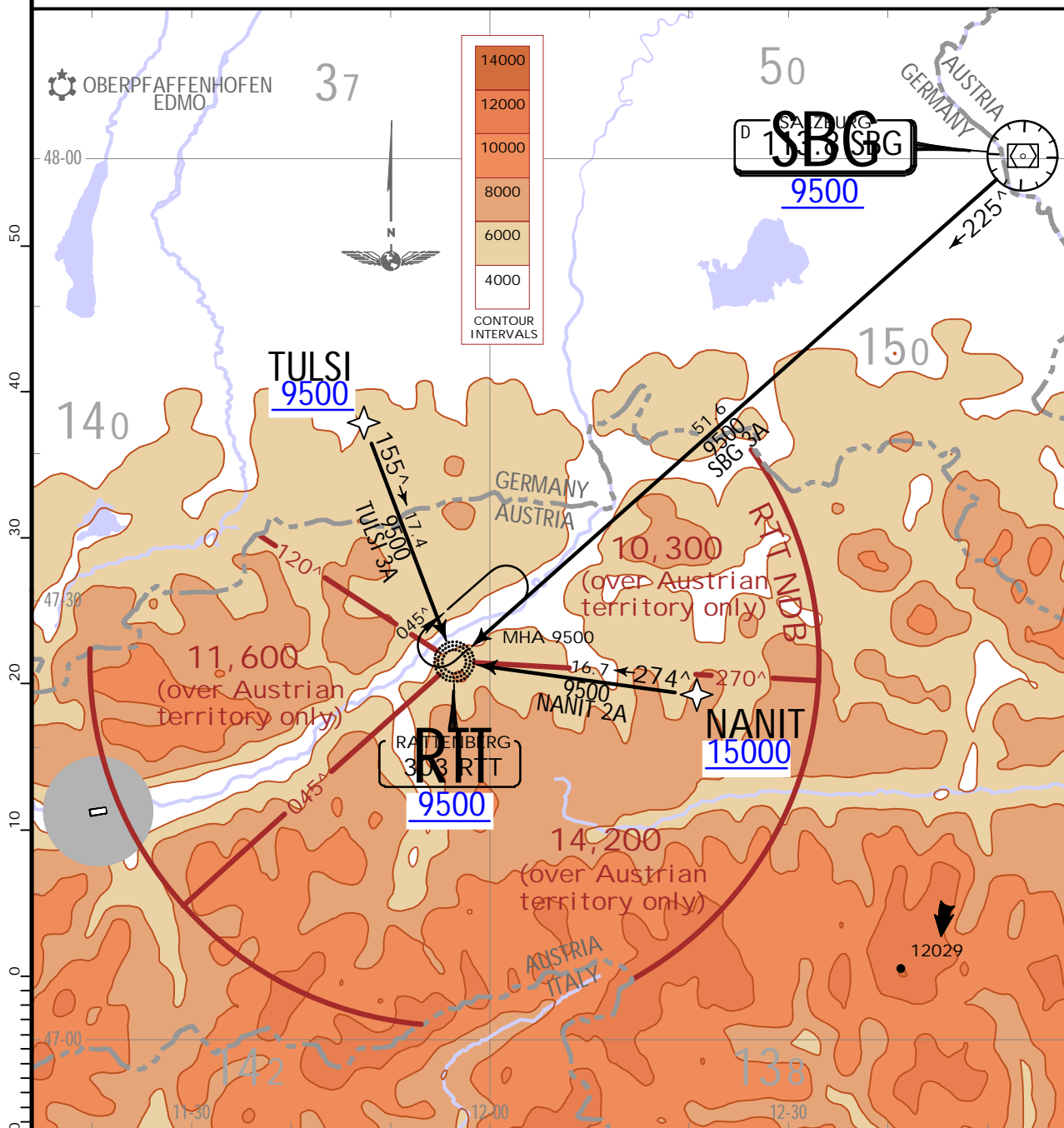
JEPPESEN
6 AUG 21 (10-2) .Eff.12.Aug.

INNSBRUCK, AUSTRIA
.RNAV.STAR.

D-ATIS 126.030	Apt Elev 1907	Alt Set: hPa Trans level: By ATC 1. RNAV 5 approval required. 2. GNSS required. 3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.
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**NANIT 2A [NANI2A]
SALZBURG 3A (SBG 3A) [SBG3A]
TULSI 3A [TULS3A]
RNAV ARRIVALS
(ALL RWYS)**

STARs crossing through
airspace class E
up to FL125

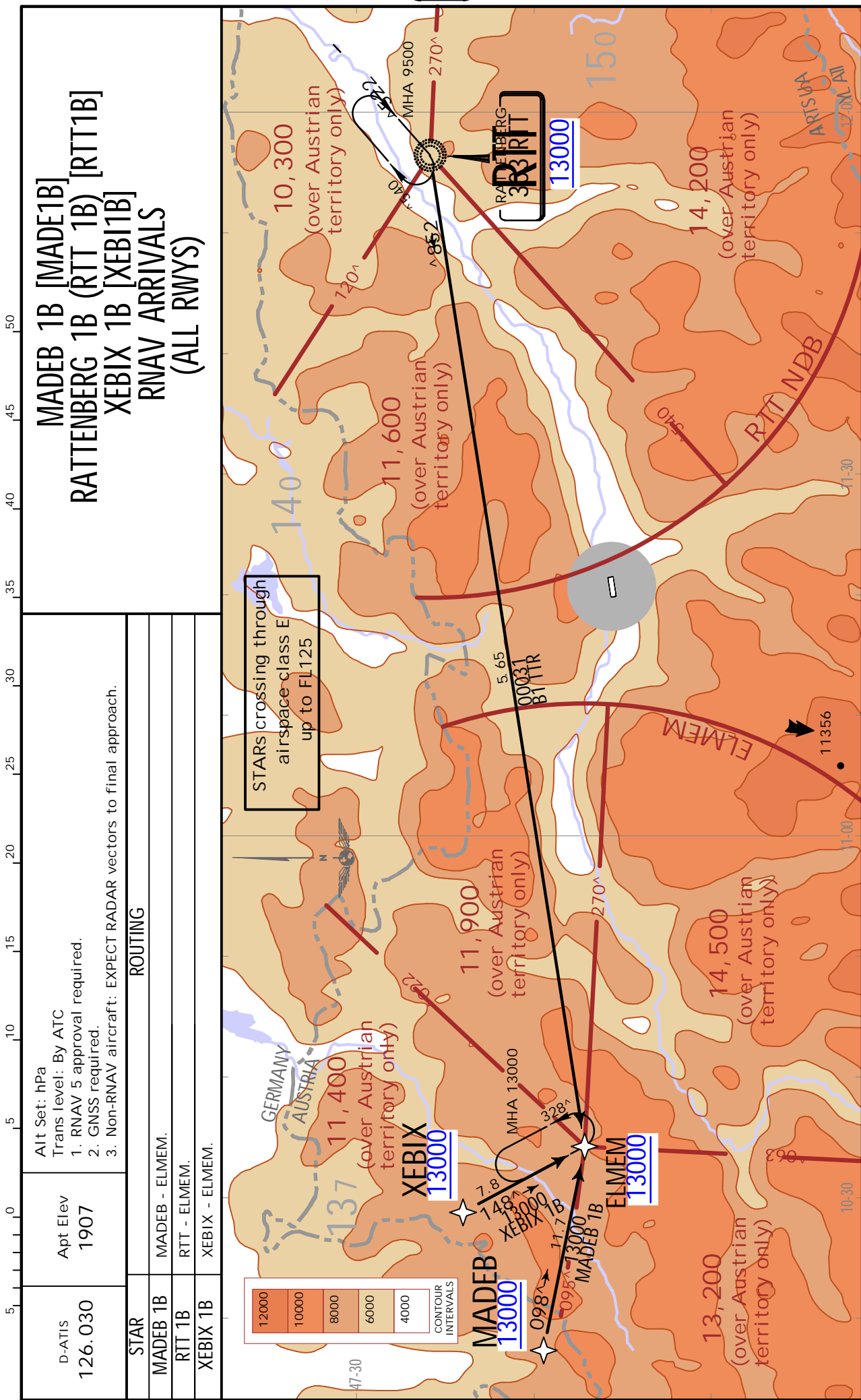


STAR	ROUTING
NANIT 2A	NANIT - RTT.
SBG 3A	SBG - RTT.
TULSI 3A	TULSI - RTT.

LOWI/INN
INNSBRUCK

JEPPESEN
6 AUG 21 (10-2A) .Eff.12.Aug.

INNSBRUCK, AUSTRIA
.RNAV.STAR.



LOWI/INN
INNSBRUCK

JEPPESEN
6 AUG 21 (10-2B) .Eff.12.Aug.

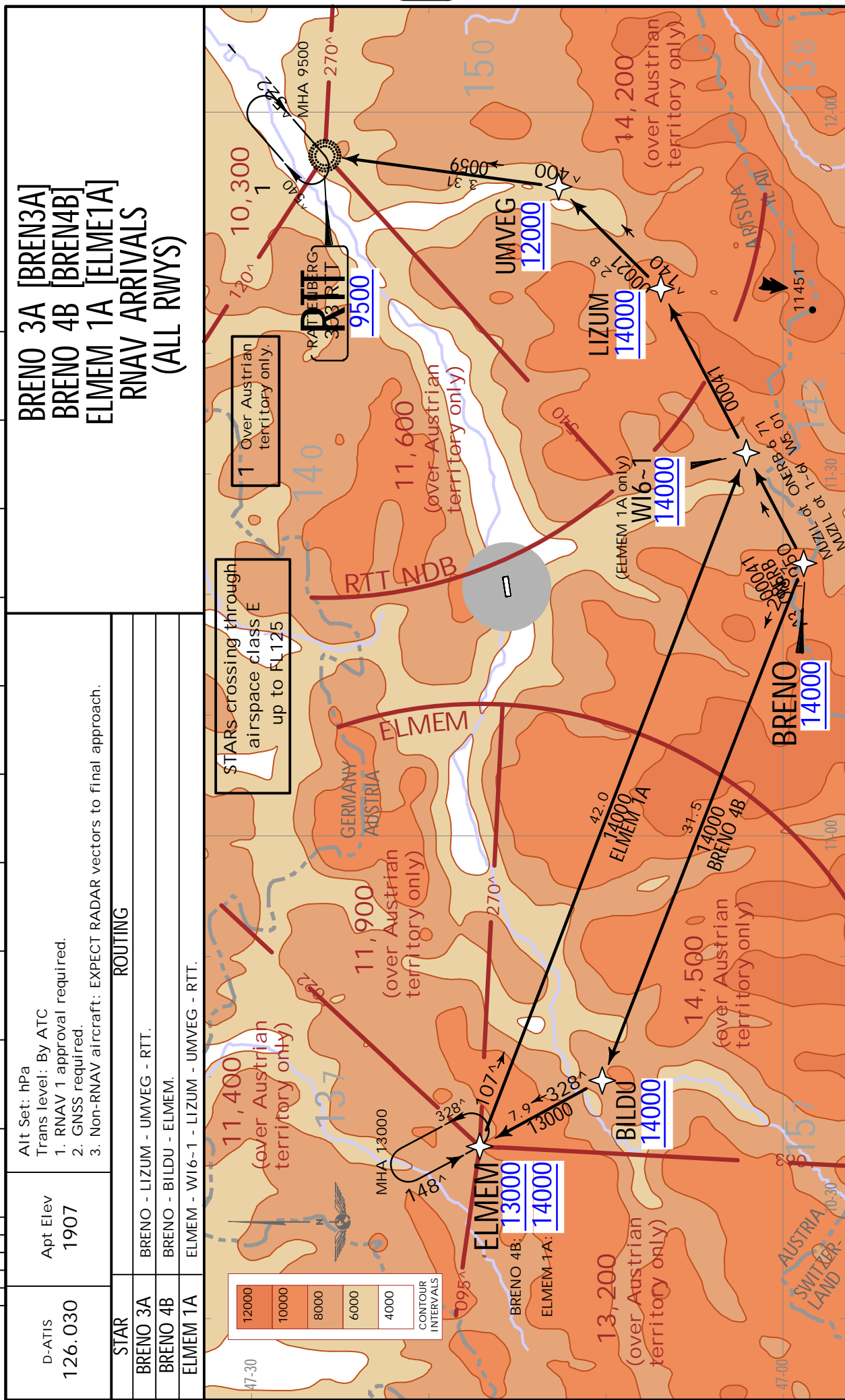
INNSBRUCK, AUSTRIA
.RNAV.STAR.

**BRENO 3A [BREN3A]
BRENO 4B [BREN4B]
ELMEM 1A [ELME1A]
RNAV ARRIVALS
(ALL RWYS)**

50
45
40
35
30
25
20
15
10
5

ROUTING

STAR	Alt Set: hPa Trans level: By ATC 1. RNAV 1 approval required. 2. GNS required. 3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.
BRENO 3A	BRENO - LIZUM - UMVEG - RTT.
BRENO 4B	BRENO - BILDU - ELMEM.
ELMEM 1A	ELMEM - WI6-1 - LIZUM - UMVEG - RTT.



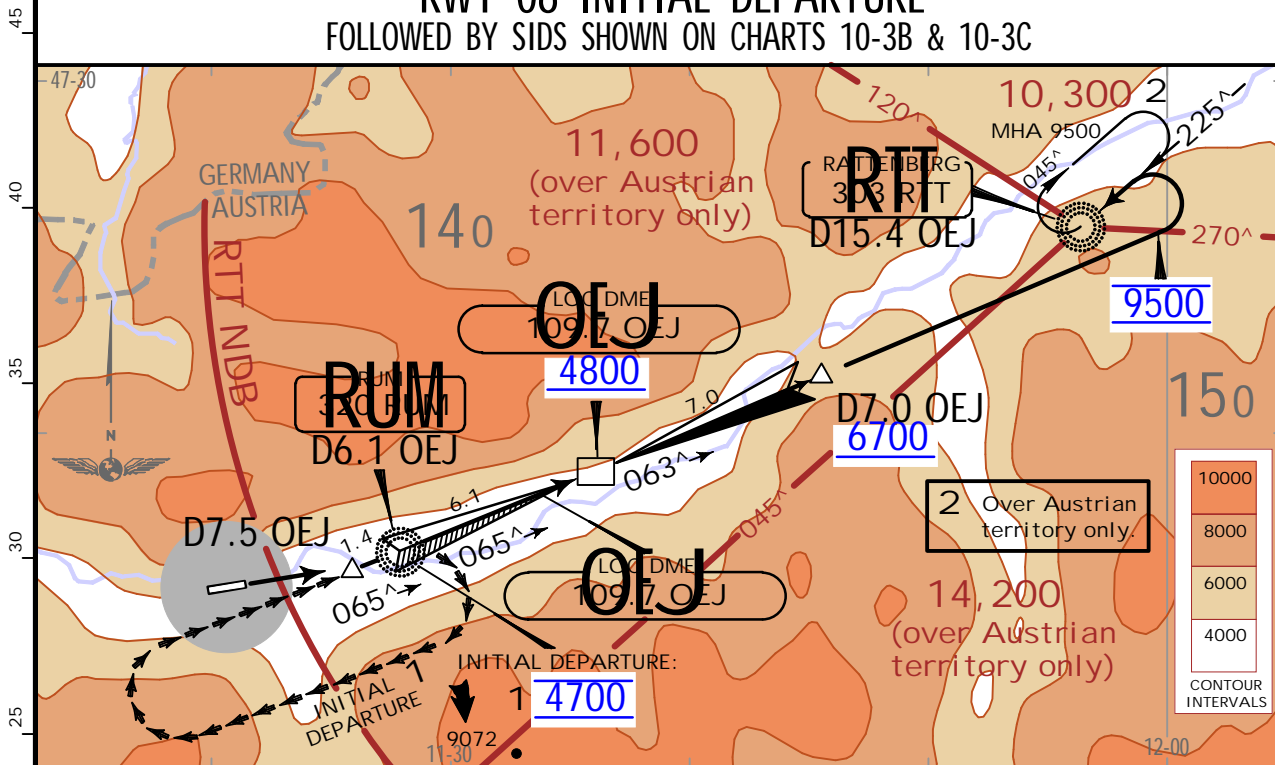
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INNSBRUCK

JEPPESEN
1 OCT 21 (10-3) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.
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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

Meteorological minimums:
Ceiling: 1300 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%).

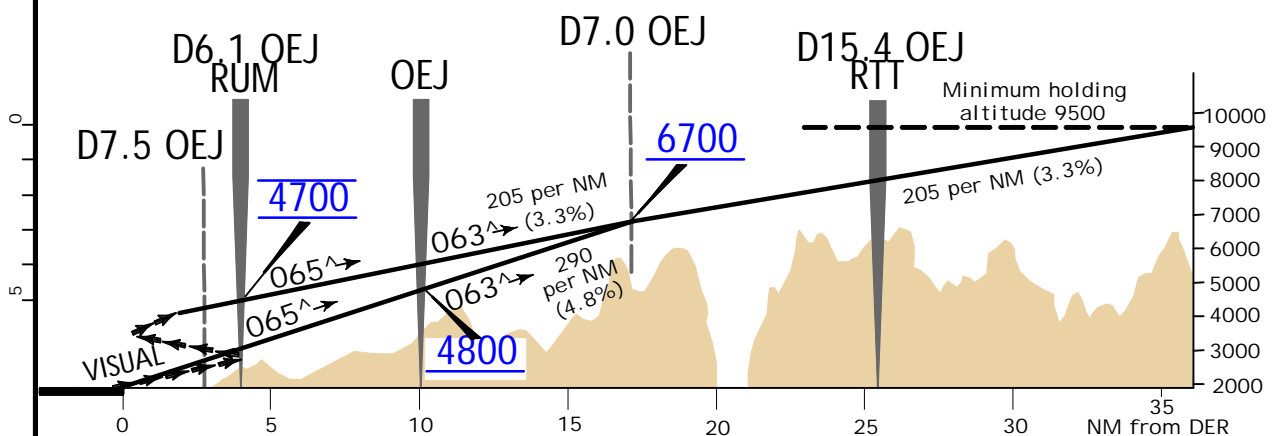
Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

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 065° OEJ course. At OEJ change to 063° 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



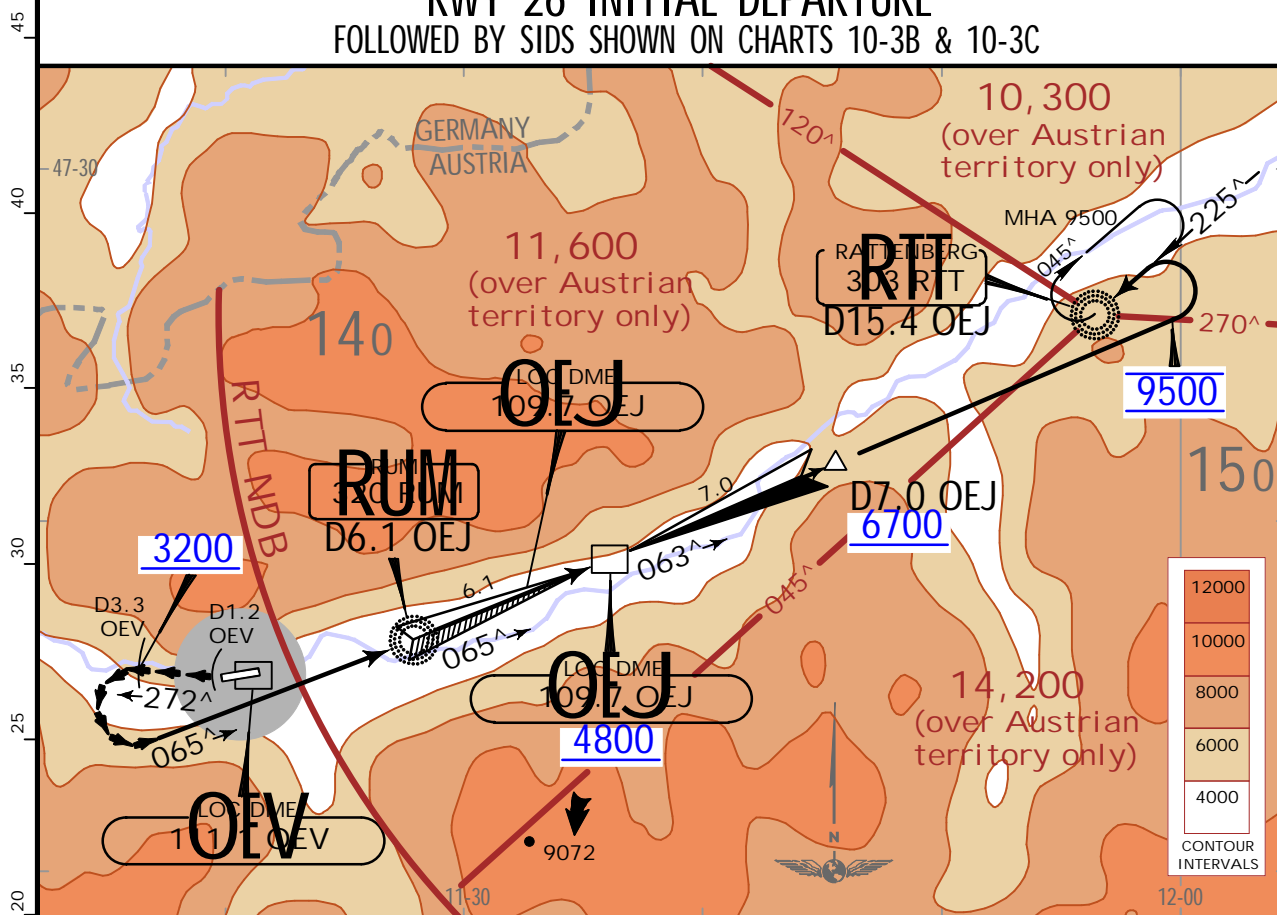
LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3A) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.
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RWY 26 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 205 per NM (3.3%).

Meteorological minimums:
Ceiling: 1300 Ground visibility: 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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

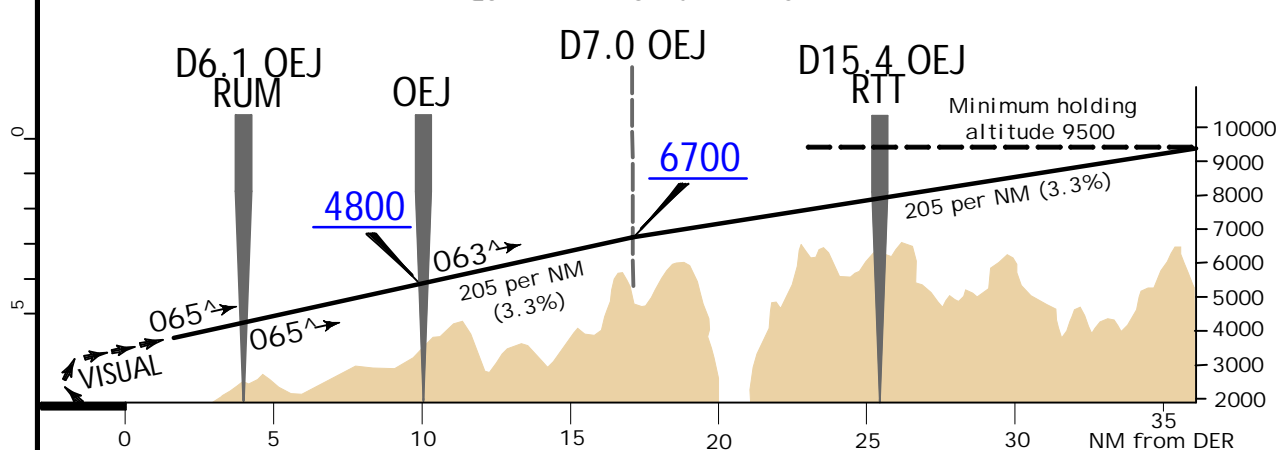
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

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 (e. g. 160 KT/25° bank), join OEJ on course 065° via RUM. At OEJ change to 063° 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

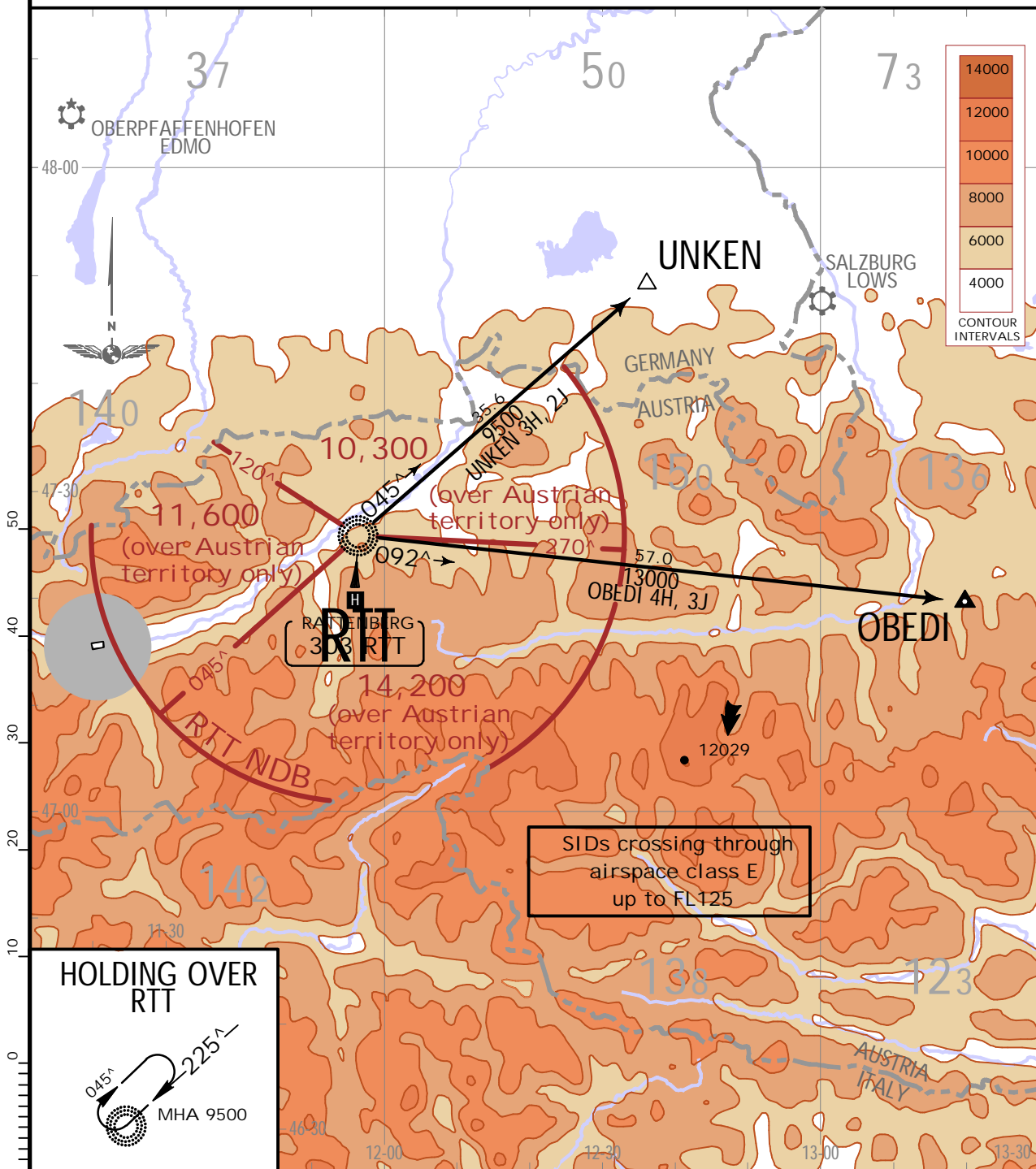
JEPPESEN
1 OCT 21 (10-3B) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 Contact INNSBRUCK RADAR when advised by Tower.
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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



Initial climb clearance		By ATC	
SID		ROUTING	
OBEDI 4H, 3J	At RTT 092° bearing to OBEDI.		
UNKEN 3H, 2J	At RTT 045° bearing to UNKEN.		

CHANGES: RADAR frequency; bearings.

LOWI/INN
INNSBRUCK

JEPPESEN

INNSBRUCK, AUSTRIA

1 OCT 21 (10-3C) .Eff.7.Oct.

.SID.

*INNSBRUCK Radar (APP)
128.975

Apt Elev
1907

Trans alt: 10000
Contact INNSBRUCK RADAR when advised by Tower.

KOGOL 4H
RWY 26 DEPARTURE
KOGOL 3J [KOG03J]
RWY 08 DEPARTURE
FOR INITIAL CLIMB-OUT REFER
TO CHARTS 10-3 OR 10-3A

45
40
35
30
25
20
15
10
5
0
-5

KOGOL
To KPT.
RFL 120

GERMANY
AUSTRIA

10,300
(over Austrian
territory only)

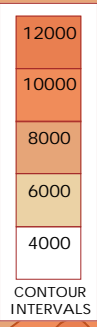
11,600
(over Austrian
territory only)

MHA 9500

SIDs crossing through
airspace class E
up to FL125

RAFFENBERG
303 RTT

14,200
(over Austrian
territory only)



Initial climb clearance By ATC
ROUTING

At RTT 294° bearing to KOGOL.

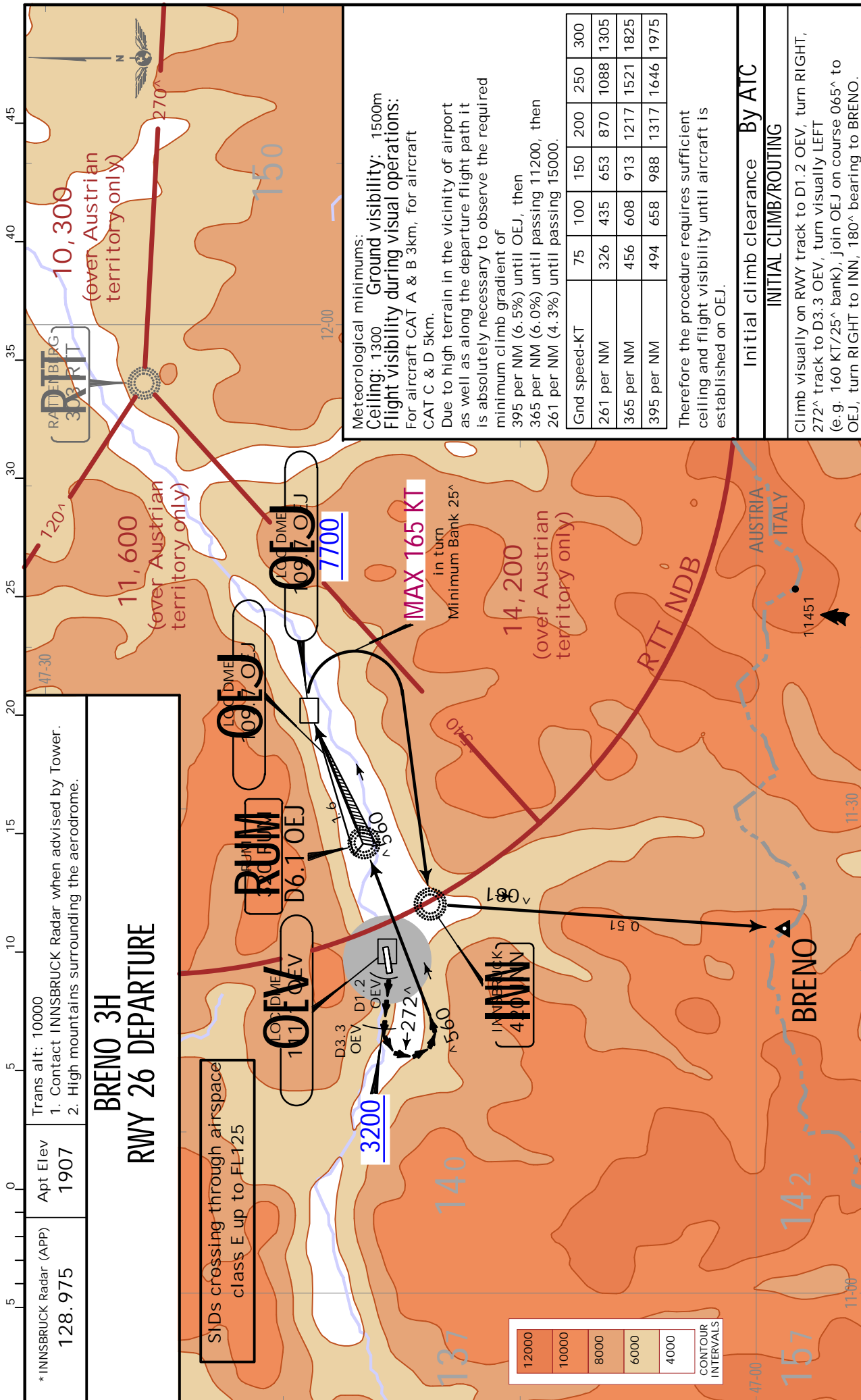
LOWI/INN
INNSBRUCK

JEPPesen

INNSBRUCK, AUSTRIA

1 OCT 21 (10-3D) .Eff.7.Oct.

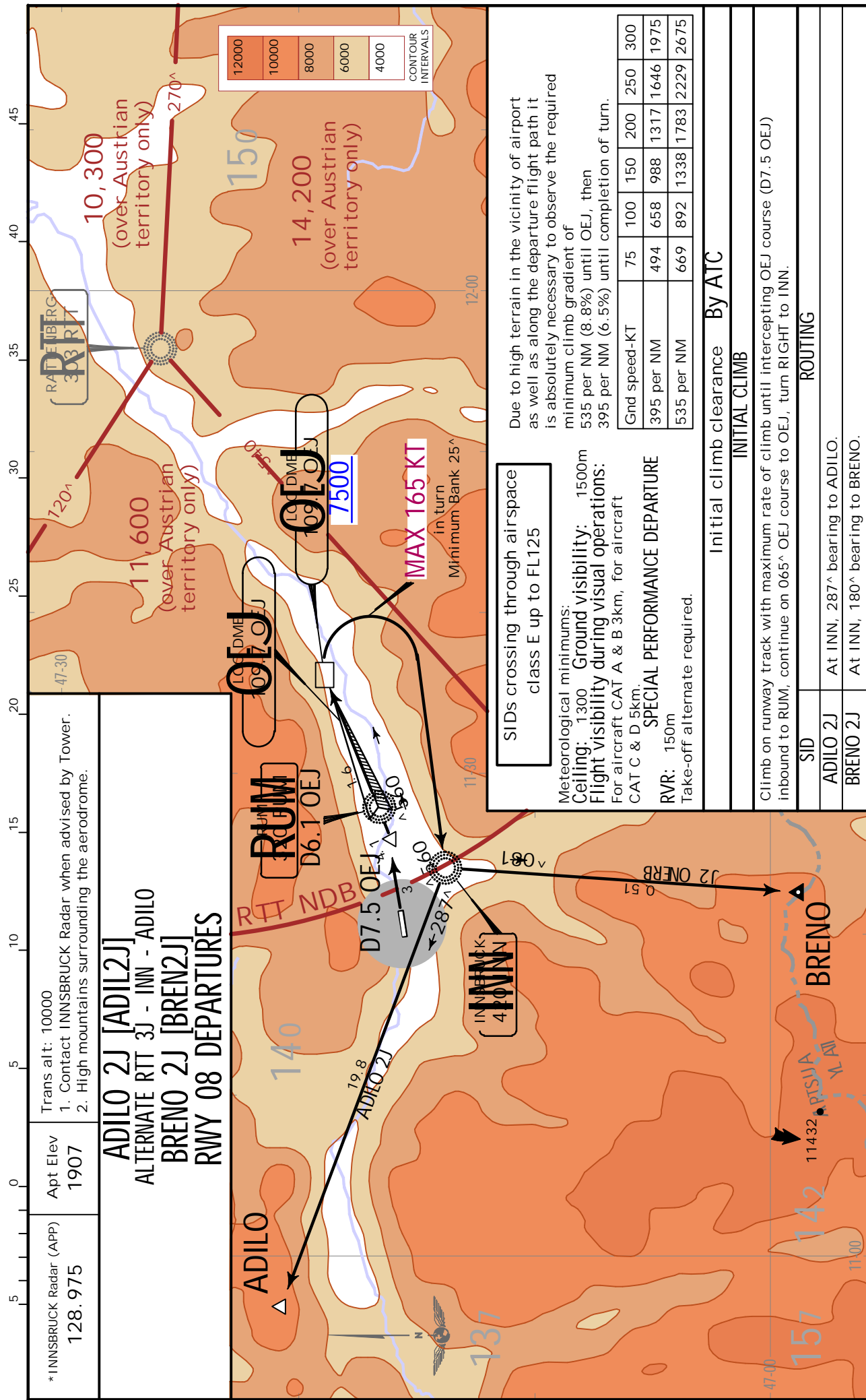
.SID.



LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3E) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.SID.



CHANGES: RADAR frequency; bearings.

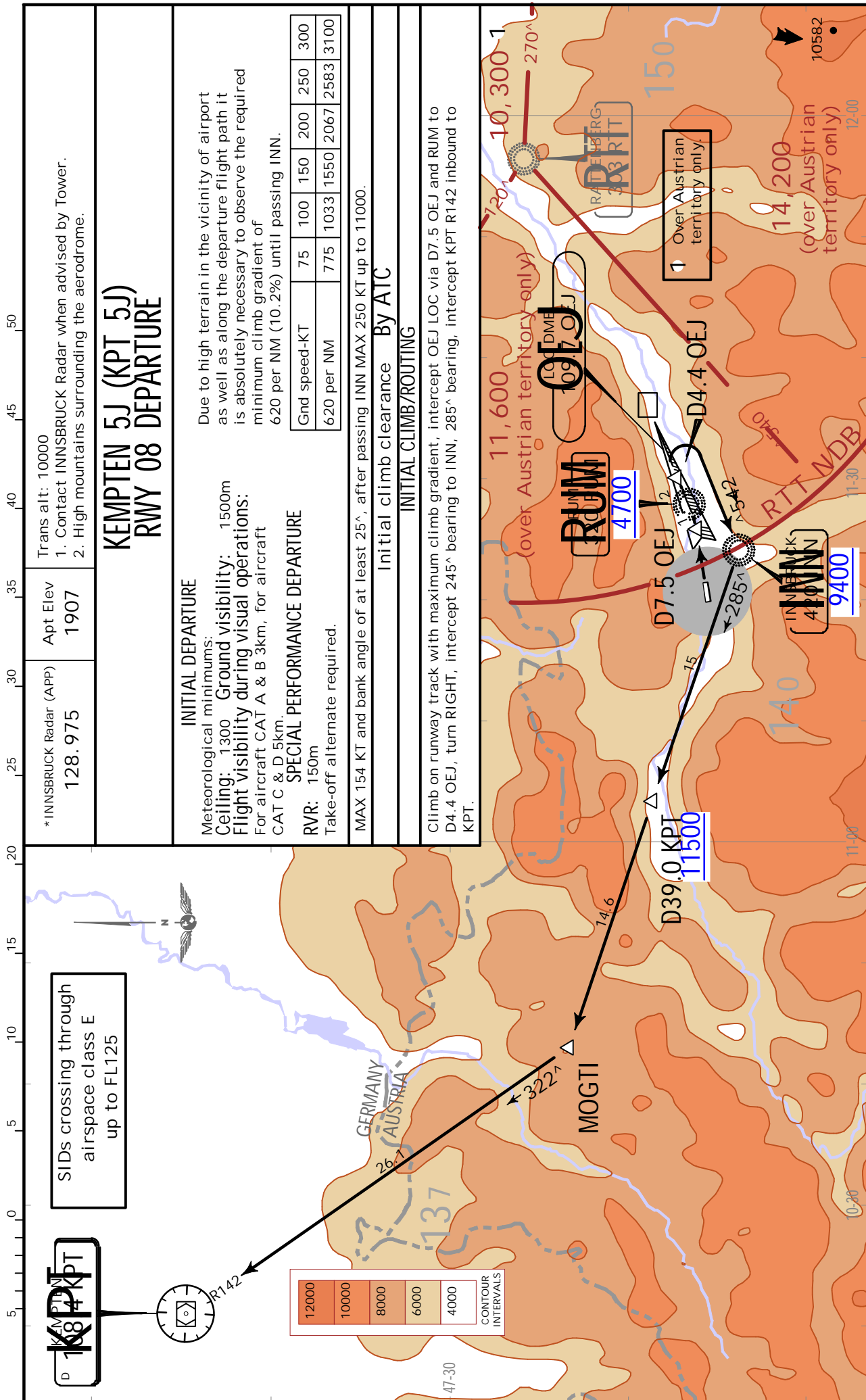
LOWI/INN
INNSBRUCK

JEPPESEN

INNSBRUCK, AUSTRIA

1 OCT 21 (10-3F) .Eff.7.Oct.

.SID.



LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3G) .Eff.7.Oct.

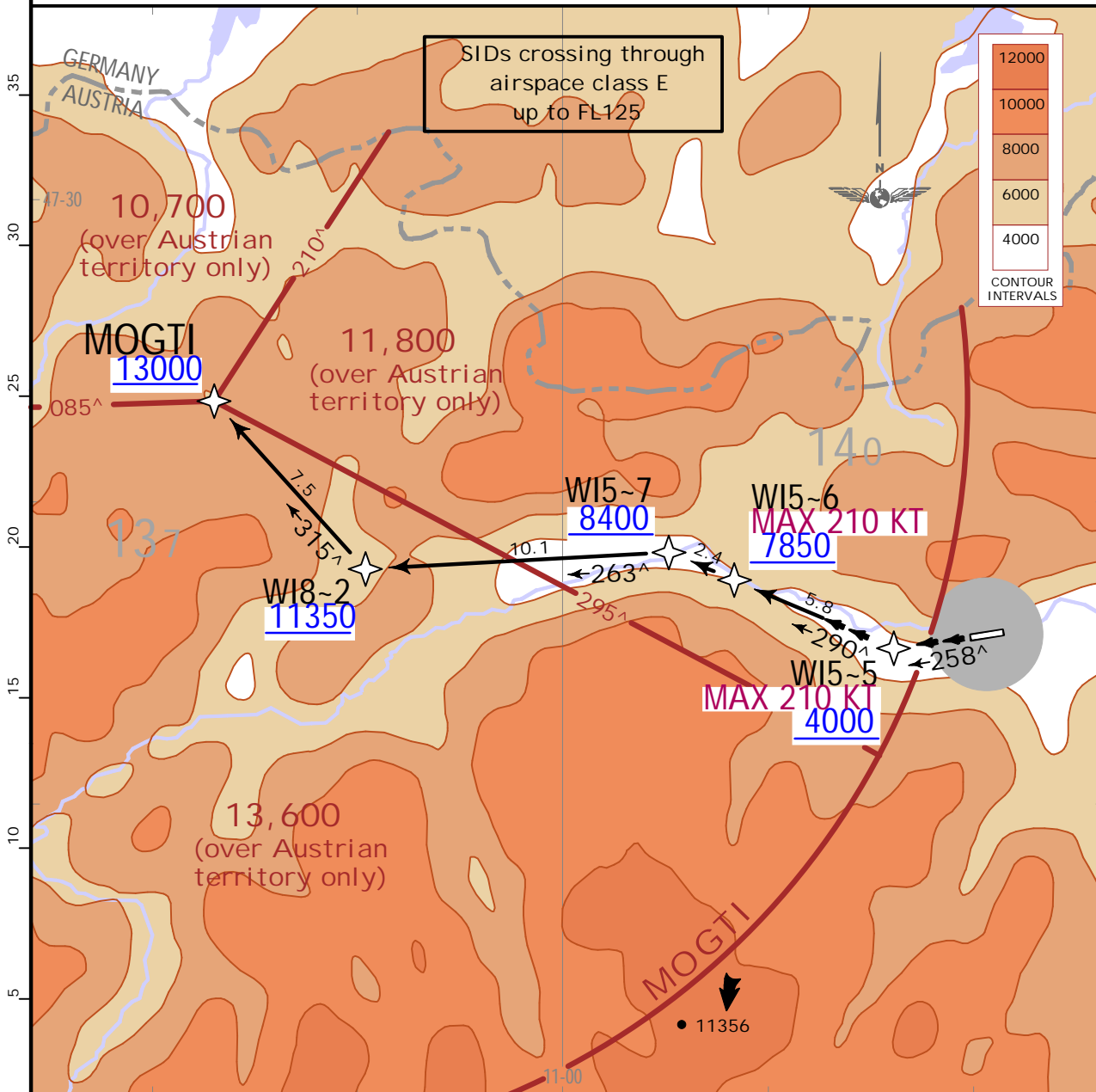
INNSBRUCK, AUSTRIA
.RNAV.SID.

*INNSBRUCK
Radar (APP)
128.975

Apt Elev
1907

- Trans alt: 10000
1. GNSS required. 2. RNAV 1 approval required.
 3. Contact INNSBRUCK Radar when advised by Tower.
 4. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley.
 5. 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.
 6. High mountains surrounding the aerodrome.

MOGTI 3H [MOGT3H]
RWY 26 RNAV DEPARTURE
JETS AND TURBOPROPS



This SID requires minimum climb gradients of
670 per NM (11.0%) up to 8400, then
295 per NM (4.8%).

Meteorological minimums:
Ceiling: 2100 Ground visibility: 5000m or better along the visual part west of aerodrome.

Gnd speed-KT	75	100	150	200	250	300
295' per NM	369	492	738	983	1229	1475
670' per NM	838	1117	1675	2233	2792	3350

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on 258^ track, MAINTAIN visual until passing 4000 and established on 290^ track at WI5-5 - WI5-6 - WI5-7 - WI8-2 - MOGTI.

LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3G1) .Eff.7.Oct.

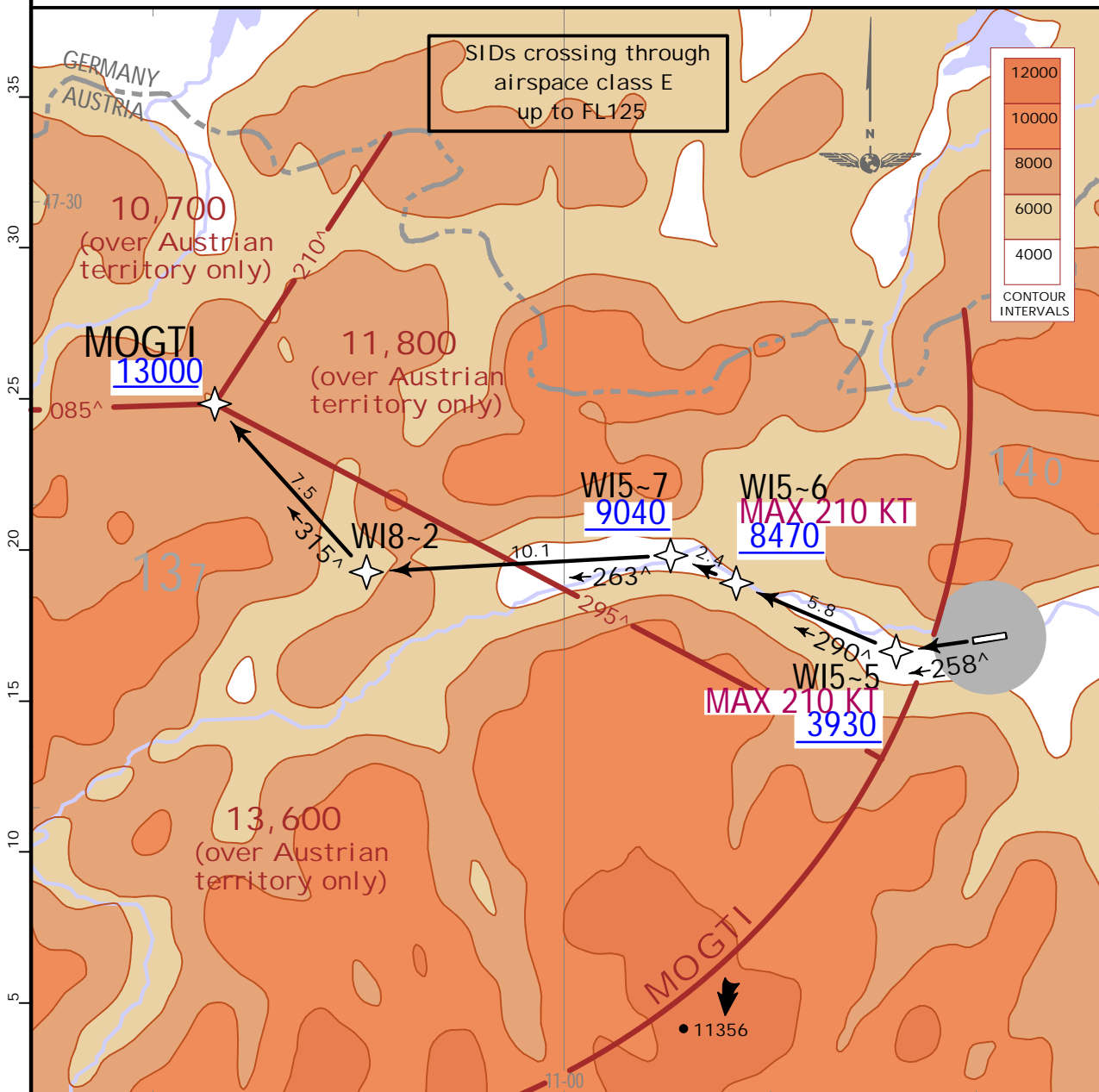
INNSBRUCK, AUSTRIA
.RNAV.SID.

*INNSBRUCK
Radar (APP)
128.975

Apt Elev
1907

- Trans alt: 10000
1. GNSS required.
 2. RNAV 1 approval required.
 3. Contact INNSBRUCK Radar when advised by Tower.
 4. Pilots shall be well familiar with RNAV SID and the terrain along the western part of the Inn valley.
 5. High mountains surrounding the aerodrome.

MOGTI 1R [MOGT1R]
RWY 26 RNAV DEPARTURE
JETS AND TURBOPROPS



Meteorological minimums:
Ceiling: 1300 Ground visibility: 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km,
for aircraft CAT C & D 5km.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
780 per NM	975	1300	1950	2600	3250	3900

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 780 per NM (12.8%) until passing 8470, then 250 per NM (4.1%) until passing 11 520.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on 258° track to WI5-5 - WI5-6 - WI5-7 - WI8-2 - MOGTI.

LOWI/INN
INNSBRUCK



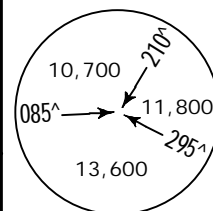
INNSBRUCK, AUSTRIA
.RNAV.SID.

1 OCT 21 (10-3H) .Eff.7.Oct.

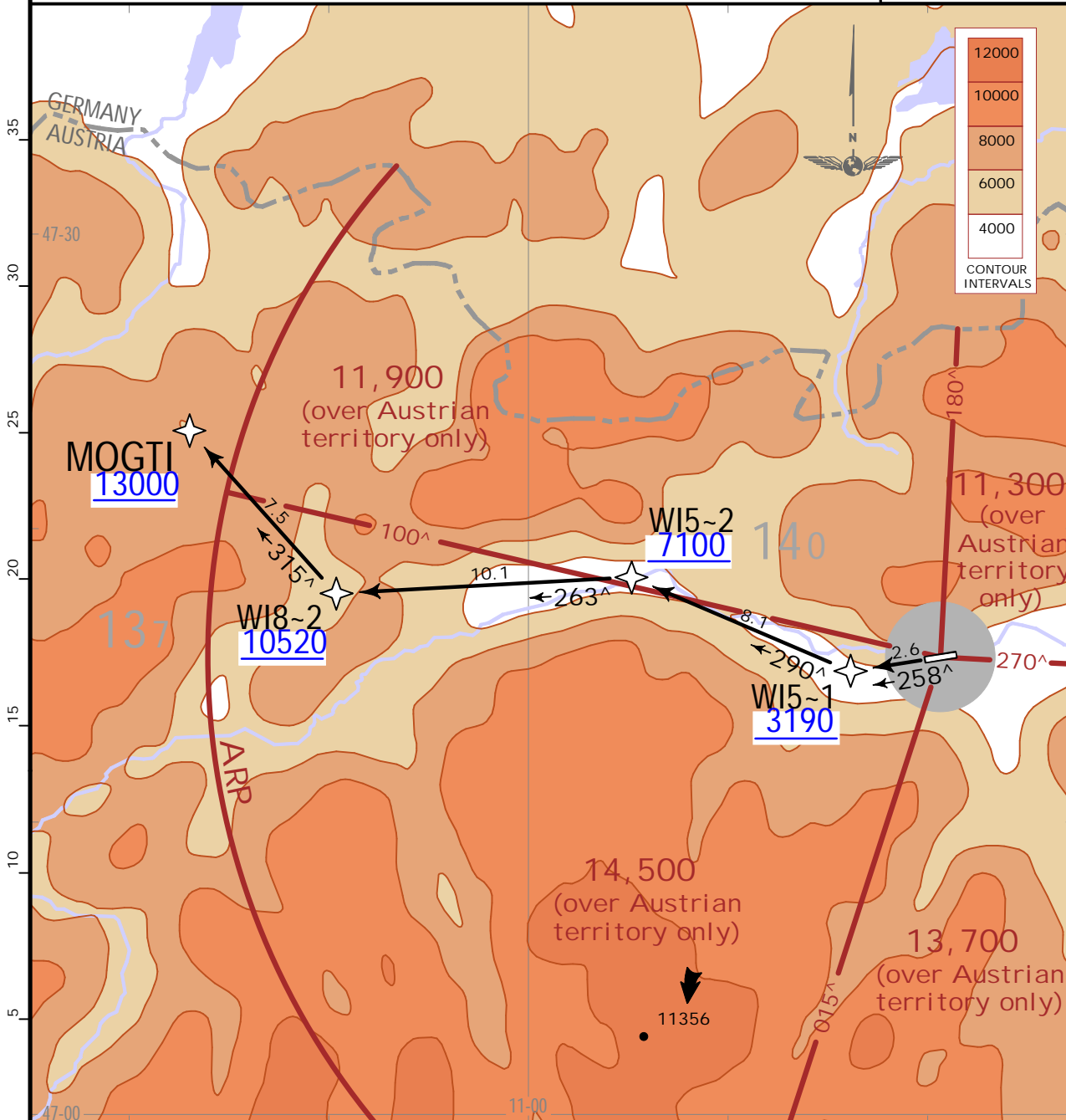
*INNSBRUCK Radar (APP)
128.975

Apt Elev
1907

- Trans alt: 10000
1. Dual GNSS and at least one IRU or equivalent.
 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)



This SID requires minimum climb gradients of
8.0% (490 per NM) until passing 7100, then
5.6% (345 per NM).

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

SIDs crossing through
airspace class E
up to FL125

Initial climb clearance By ATC

INITIAL CLIMB/ROUTING

Climb on 258[^] track to WI5-1 - WI5-2 - WI8-2 - MOGTI.

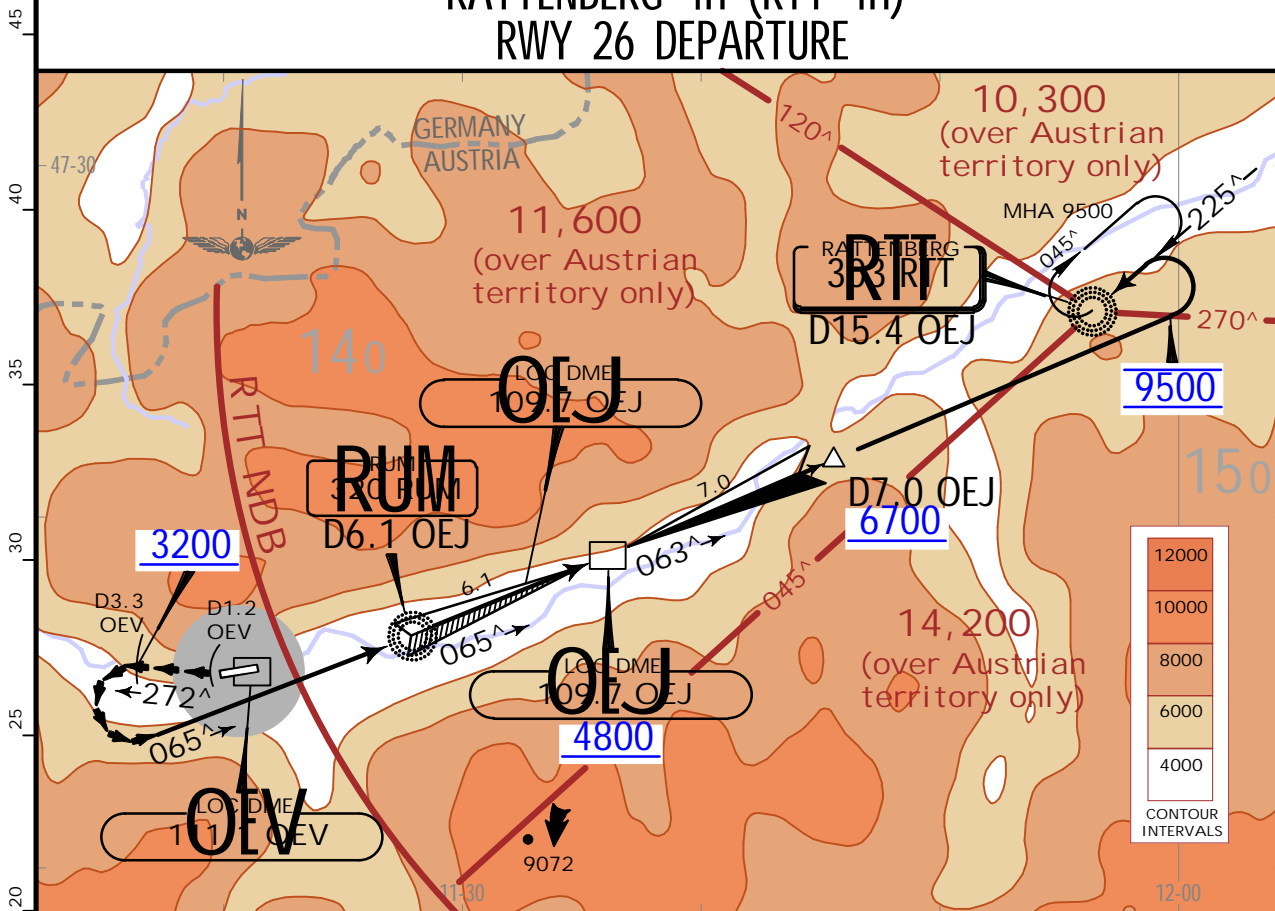
LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3J) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.
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RATTENBERG 4H (RTT 4H)
RWY 26 DEPARTURE



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 205 per NM (3.3%).

Meteorological minimums:
Ceiling: 1300 Ground visibility: 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

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

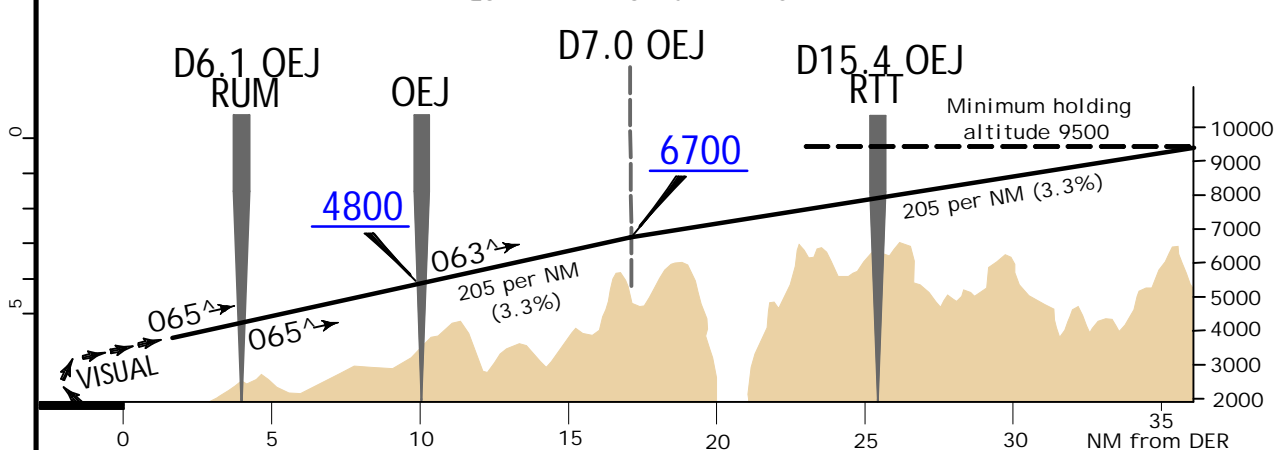
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

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 (e.g. 160 KT/25° bank), join OEJ on course 065° to OEJ. At OEJ change to 063° 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

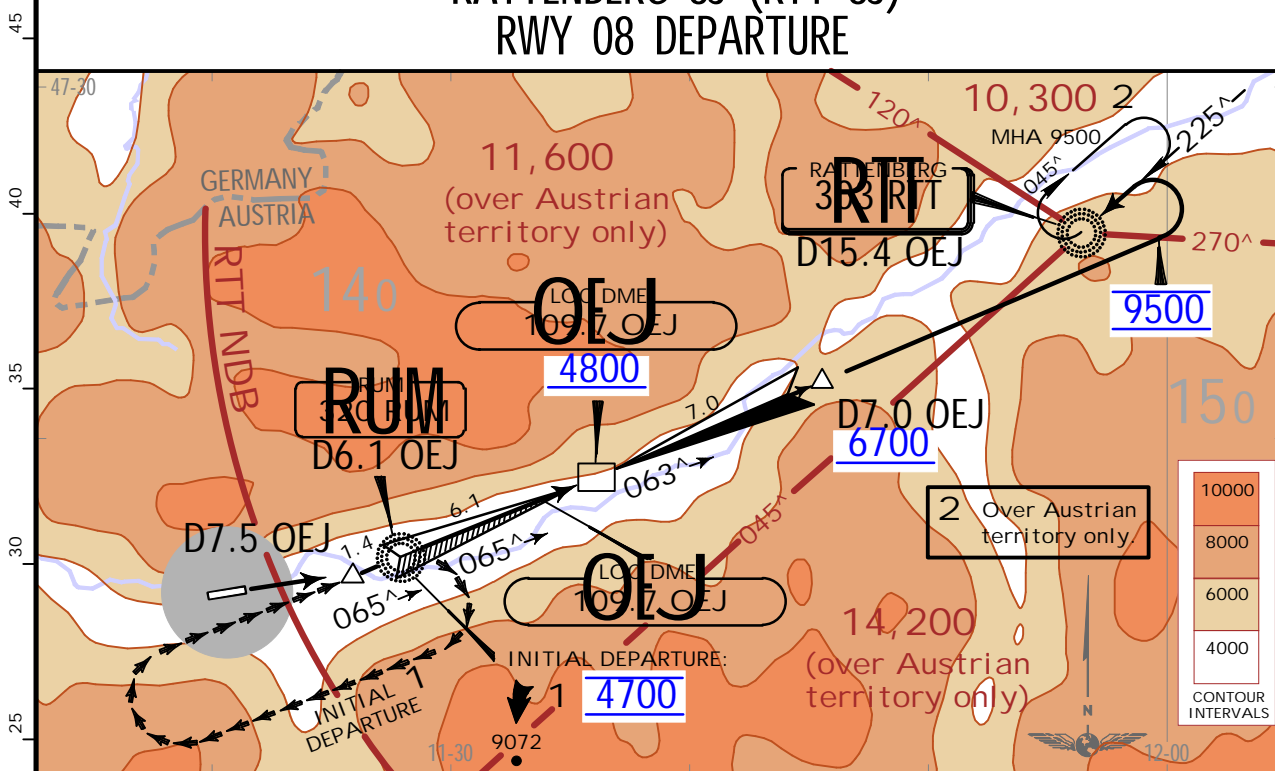
INNSBRUCK, AUSTRIA

1 OCT 21 (10-3K) .Eff.7.Oct.

.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. Contact INNSBRUCK Radar when advised by Tower. 2. High mountains surrounding the aerodrome.
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**RATTENBERG 3J (RTT 3J)
RWY 08 DEPARTURE**



SIDs crossing through airspace class E up to FL125

Meteorological minimums:
Ceiling: 1300 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 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%).

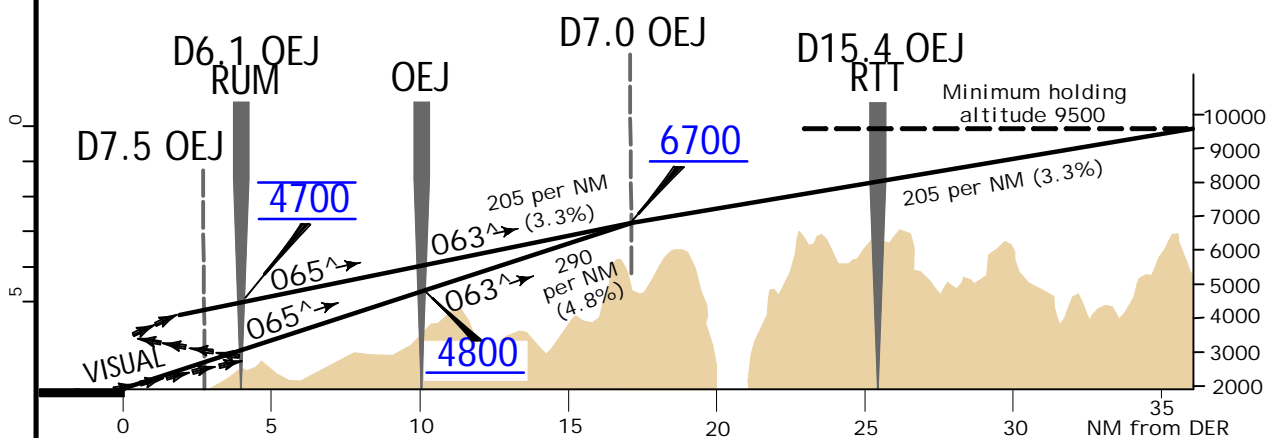
Gnd speed-KT	75	100	150	200	250	300
205 per NM	256	342	513	683	854	1025

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 065^ OEJ course. At OEJ change to 063^ 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



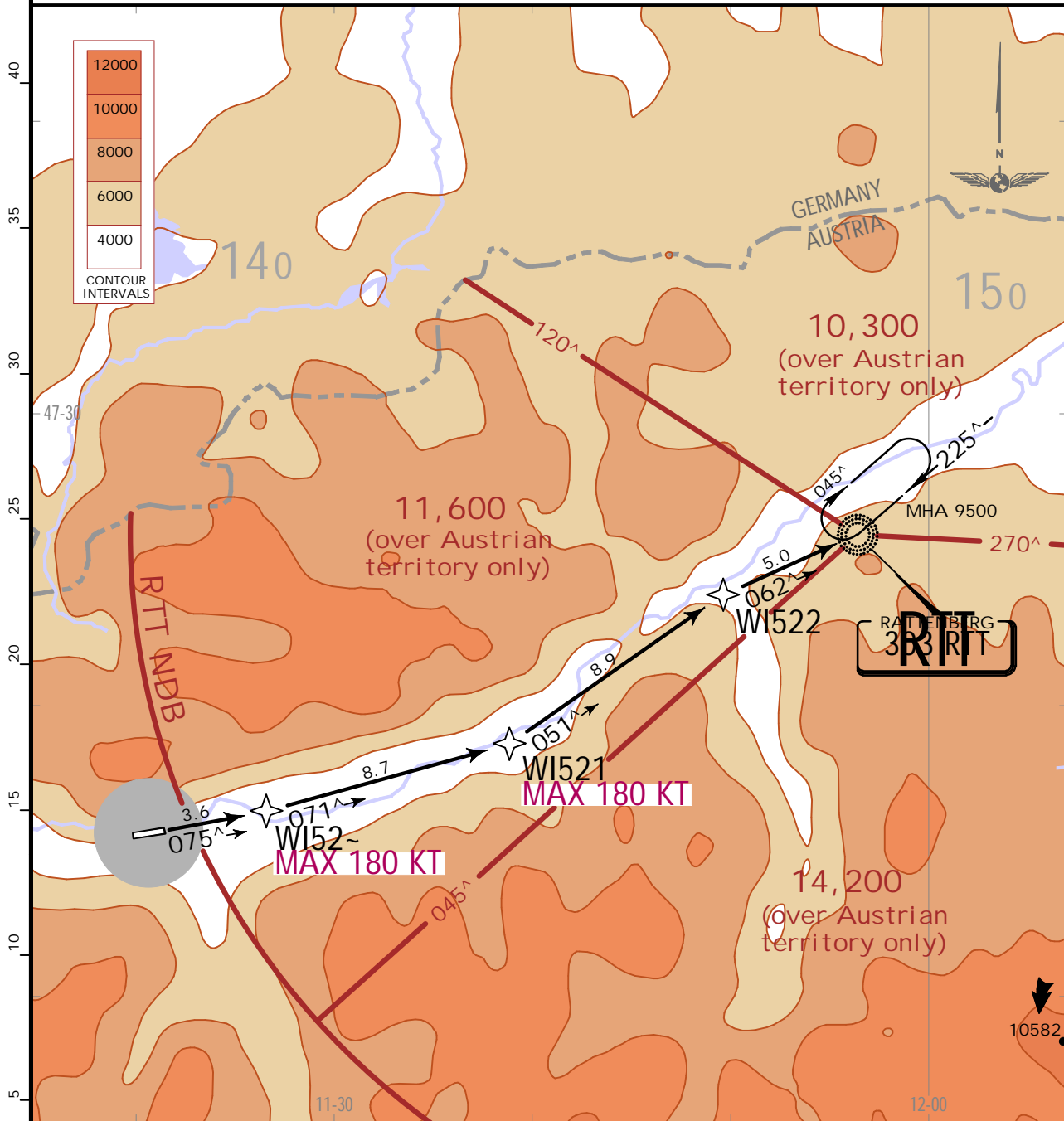
LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3L) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.RNAV.SID.

*INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. GNSS required. 2. RNAV 1 approval required. 3. Contact INNSBRUCK Radar when advised by Tower. 4. High mountains surrounding the aerodrome.
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RATTENBERG 2Q (RTT 2Q)
RWY 08 RNAV DEPARTURE



SIDs crossing through
airspace class E
up to FL125

Meteorological minimums:
Ceiling: 1300 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

Initial climb clearance **By ATC**
INITIAL CLIMB/ROUTING

WI52~ - WI521 - WI522 - RTT.

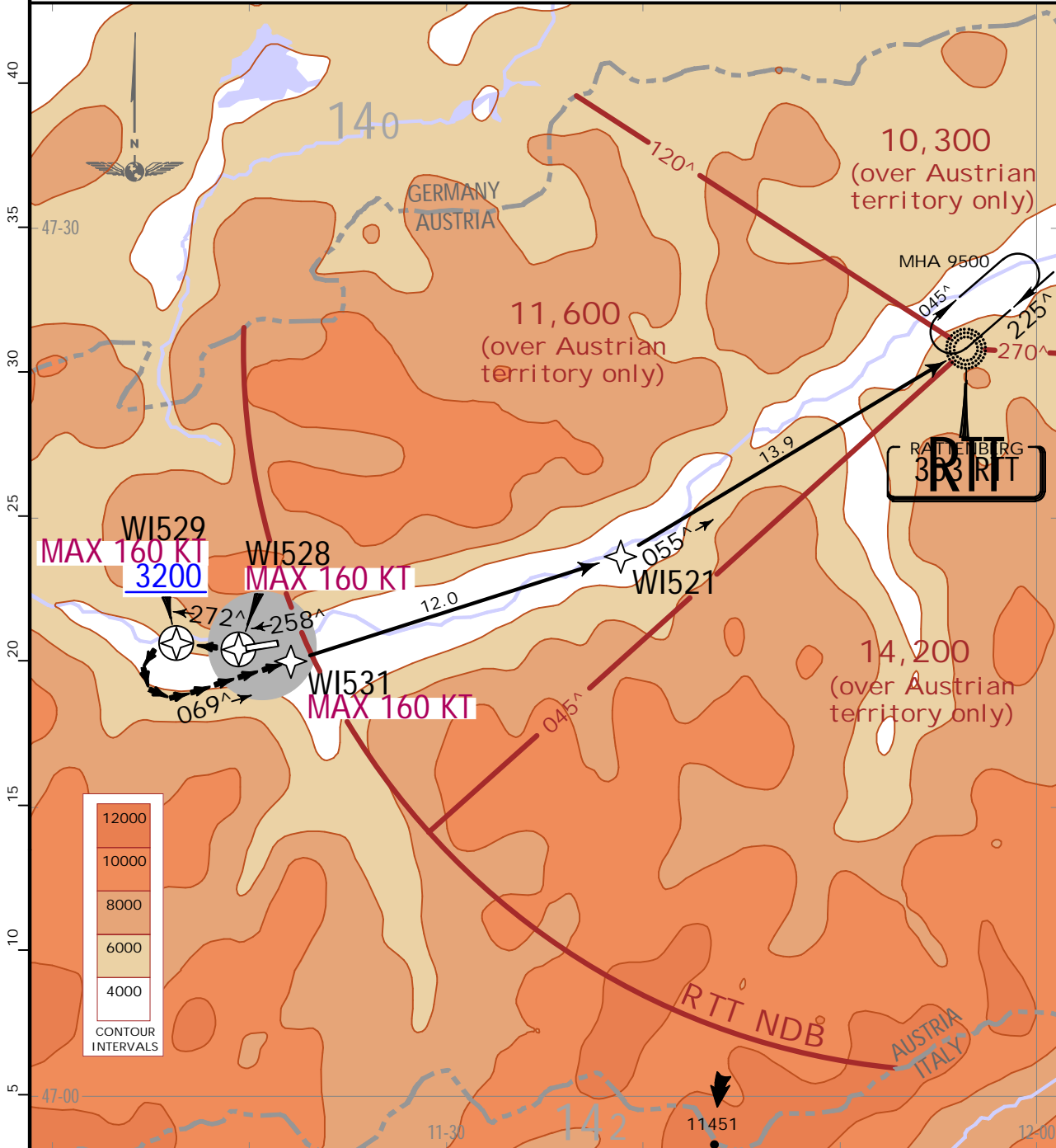
LOWI/INN
INNSBRUCK

JEPPESEN
1 OCT 21 (10-3M) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.RNAV.SID.

* INNSBRUCK Radar (APP) 128.975	Apt Elev 1907	Trans alt: 10000 1. GNSS required. 2. RNAV 1 approval required. 3. Contact INNSBRUCK Radar when advised by Tower. 4. High mountains surrounding the aerodrome.
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RATTENBERG 1R (RTT 1R)
RWY 26 RNAV DEPARTURE



Meteorological minimums:
Ceiling: 1300 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

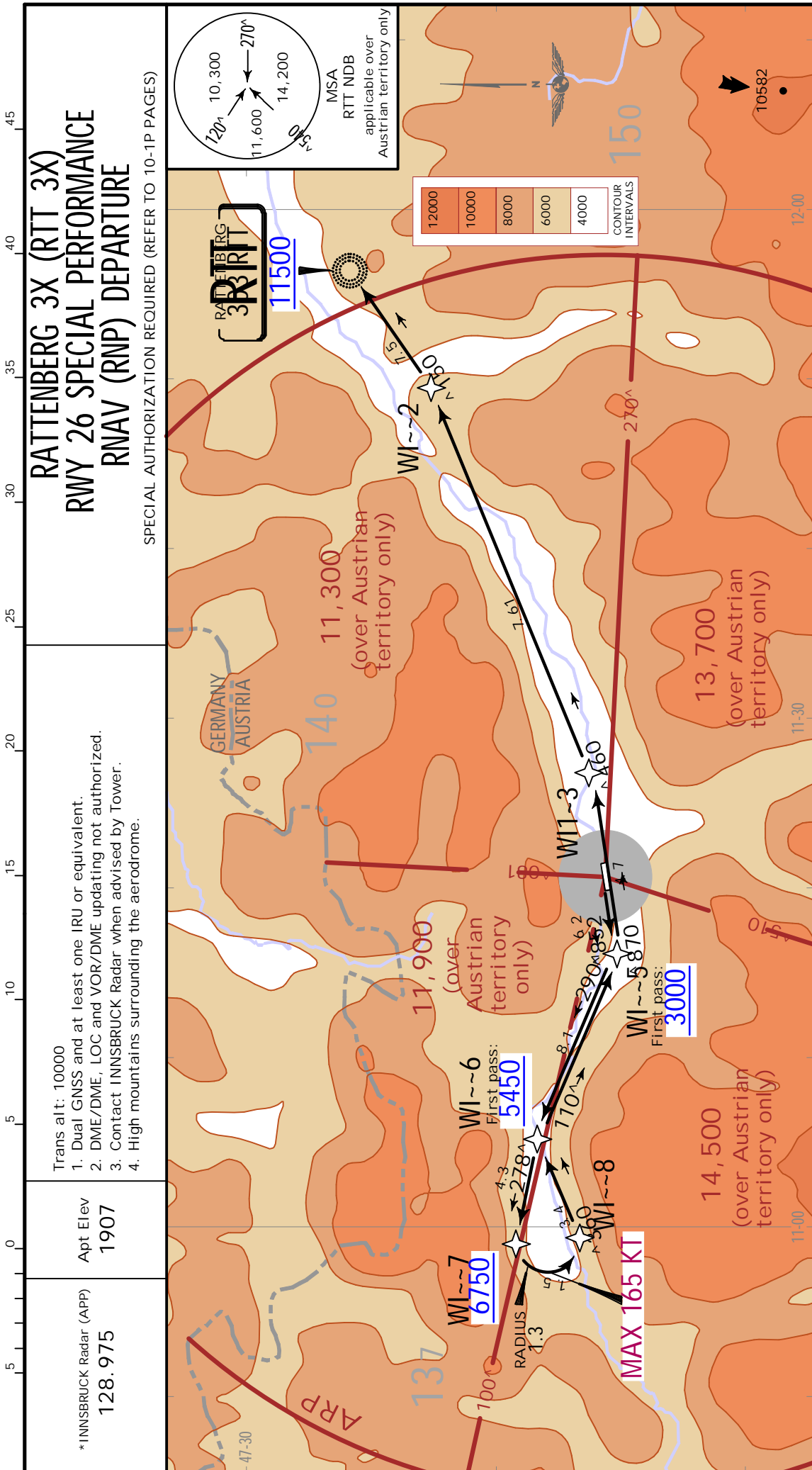
Initial climb clearance By ATC
INITIAL CLIMB/ROUTING

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

LOWI/INN
INNSBRUCK

JEPPesen
1 OCT 21 (10-3N) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
.RNAV.SID.



SIDs crossing through airspace class E up to FL125

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

This SID requires minimum climb gradients of 7.0% (430 per NM) until WI--5, then 5.0% (305 per NM) until passing WI--8.

Initial climb clearance By ATC

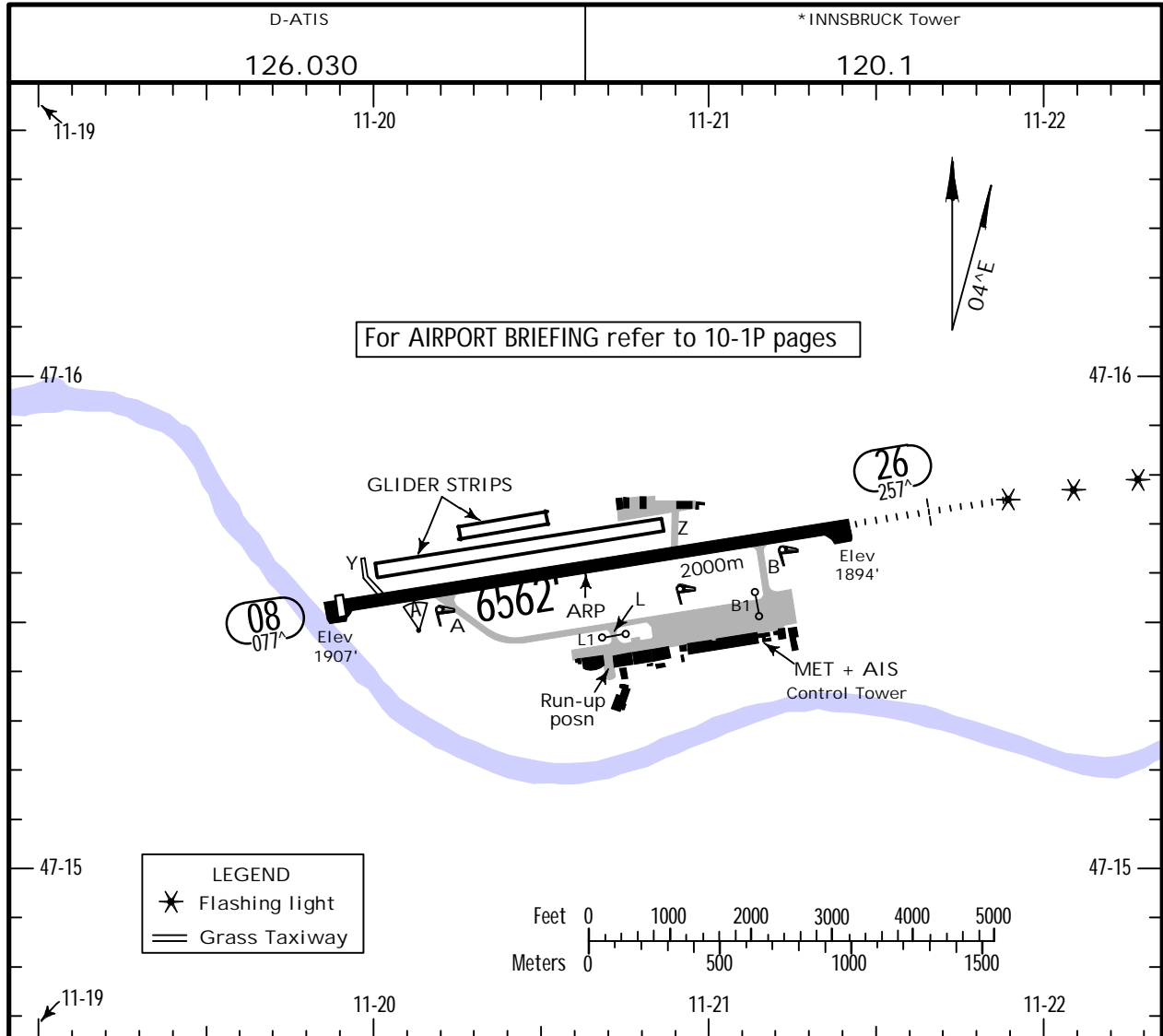
INITIAL CLIMB/ROUTING

Climb on 258^h track to WI--5 - WI--6 - WI--7 - WI--8 - WI--6 - WI--5 - WI--3 - WI--2 - RTT.

LOWI/INN
 Apt Elev 1907'
 N47 15.6 E011 20.6

JEPPESEN
 1 OCT 21 (10-9) .Eff.7.Oct.

INNSBRUCK, AUSTRIA
 INNSBRUCK



LEGEND
 * Flashing light
 = Grass Taxiway

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) 1 TDZ 2 PAPI (3.5°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08	HIRL (60m) CL (15m) 1 TDZ 2 PAPI (3.5°) RVR	6365' 1940m	5453' 1662m	5	148' 45m
26	HIRL (60m) CL (15m) HIALS 3 TDZ 2 SFL REIL 4 RVR				

- 1 No CL lights on first 197'/60m from begin of RWY until displ thresh. To use full RWY length observe TORA 6562'/2000m sign.
 - 2 Simple Touchdown Zone Lights
 - 3 only partly visible between 1969'/600m and 1870'/570m before thresh rwy 26.
 - 4 PAPI-L (3.5°)
 - 5 TAKE-OFF RUN AVAILABLE
- | | |
|---|---|
| <p><u>Rwy 08:</u> from rwy head 6562' (2000m)</p> <p style="padding-left: 20px;">twy Y int (grass) 5925' (1806m)</p> <p style="padding-left: 20px;">twy A int 5203' (1586m)</p> <p style="padding-left: 20px;">twy Z int 2201' (671m)</p> | <p><u>Rwy 26:</u> from rwy head 6365' (1940m)</p> <p style="padding-left: 20px;">twy B int 5256' (1602m)</p> <p style="padding-left: 20px;">twy Z int 4206' (1282m)</p> |
|---|---|

Standard. TAKE-OFF All Rwys

A	1300' - 1500m 1
B	
C	
D	

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

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

MSA RTT NDB
Applicable over
Austrian territory
only

*INNSBRUCK Tower	120.1
*INNSBRUCK Radar (APP)	128.975
Minimum Alt D19.0 OEV	9500' (7606')
MDA(H) Refer to Minimums	Apt Elev 1907' Rwy 1894'

LOC OEV
111.1

Final
Apt Crs
254

MISSED APCH: Climb on LOC crs (254°) with max gradient to D1.0 OEV, 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 074° with max gradient. At D14.0 OEV 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 ON FB RB

5000'

47-30

5818' (5005)

8882'

9003'

8734'

5142'

5010'

47-20

8068'

8095'

8323'

9019'

7593'

8094'

6641'

7028'

6067'

6896'

5000'

6000'

7000'

8000'

9000'

10000'

11000'

12000'

13000'

14000'

15000'

16000'

17000'

18000'

19000'

20000'

21000'

22000'

23000'

24000'

25000'

26000'

27000'

28000'

29000'

30000'

31000'

32000'

33000'

34000'

35000'

36000'

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38000'

39000'

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42000'

43000'

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65000'

66000'

67000'

68000'

69000'

70000'

71000'

72000'

73000'

74000'

75000'

76000'

77000'

78000'

79000'

80000'

81000'

82000'

83000'

84000'

85000'

86000'

87000'

88000'

89000'

90000'

91000'

92000'

93000'

94000'

95000'

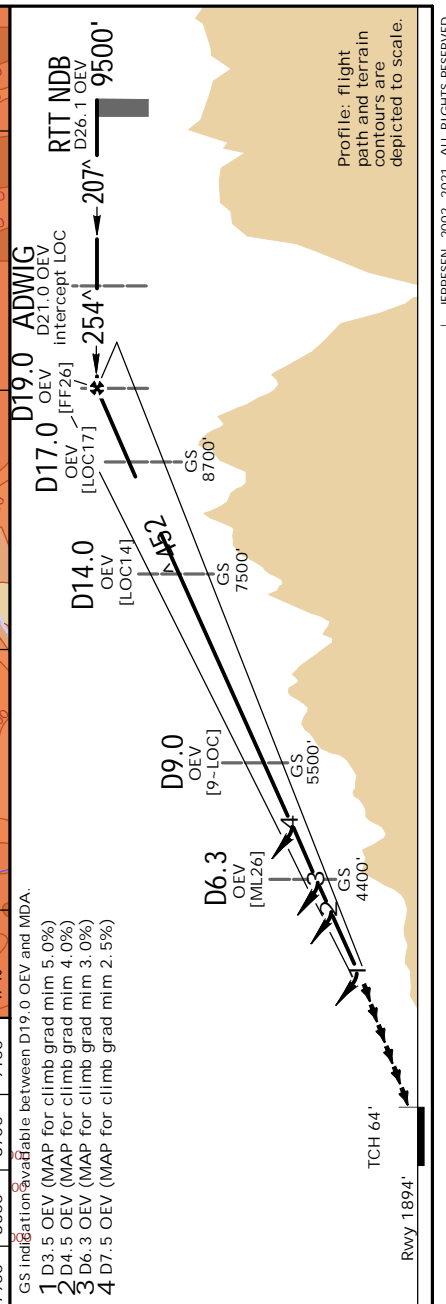
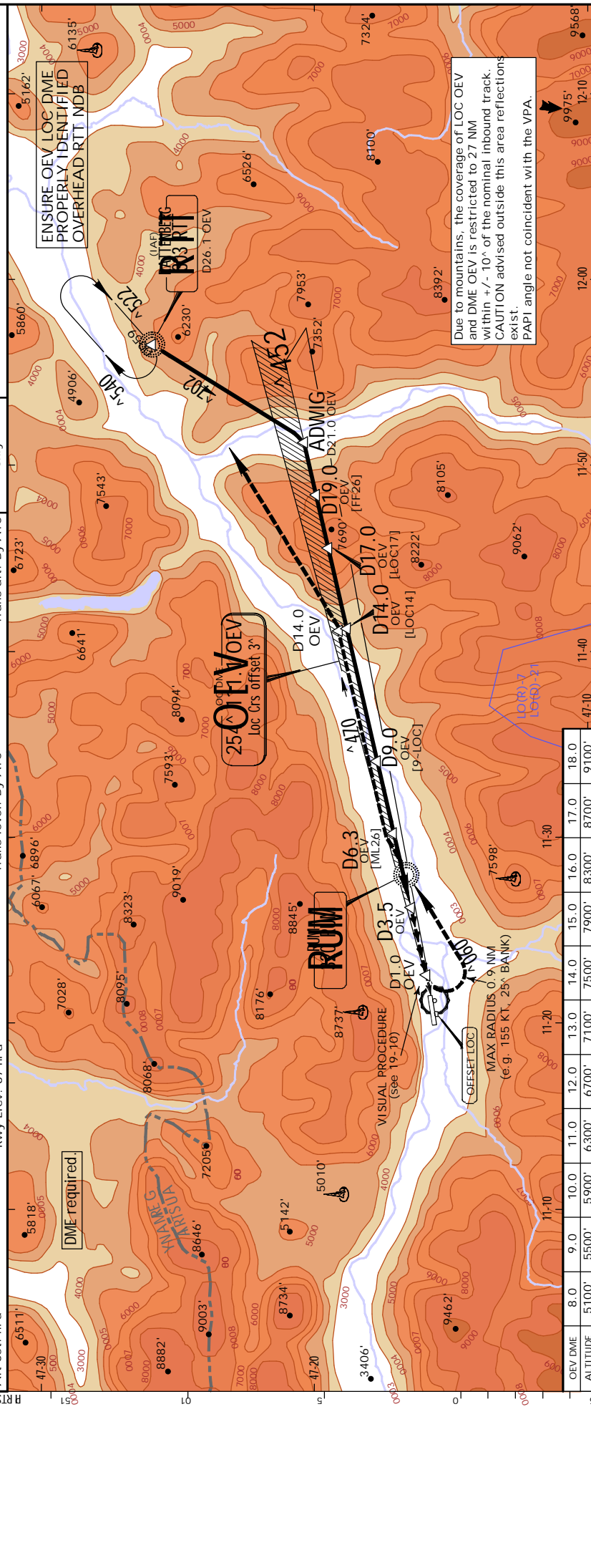
96000'

97000'

98000'

99000'

100000'



OEVDME	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0
ALTIITUDE	5100'	5500'	5900'	6300'	6700'	7100'	7500'	7900'	8300'	8700'	9100'
GS or LOC Descent Angle	3.77°	4.67°	5.57°	6.47°	7.37°	8.27°	9.17°	10.07°	10.97°	11.87°	12.77°
Grnd speed-Kts	120	130	140	150	160	170	180	190	200	210	220
For MAP see profile.											

Refer to Missed Apch above

CIRCLE-TO-LAND with prescribed flight tracks

Standard. VISUAL STRAIGHT-IN LANDING RWY26

MDA(H)	3300'	3700'	4400'	4900'
MDA(MSL)	(1406')	(1806')	(2506')	(3006')
Missed apch climb gradient mim	5.0%	4.0%	3.0%	2.5%
ALS OUT	1	1	1	1

FLIGHT VISIBILITY: 5000m

1 Ceiling required at MDA(H).
For ground visibility & ceiling requirement see 10-1P pages.

CHANGES: Note.

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LOWI/INN
INNSBRUCK

JEPPESEN
MIM MISSED APCH CLIMB GRAD
ACCORDING SPECIAL AUTHORIZATION

INNSBRUCK AUSTRIA
Special LOC DME EAST

17 DEC 21
Eff. 30 Dec. (11-2)

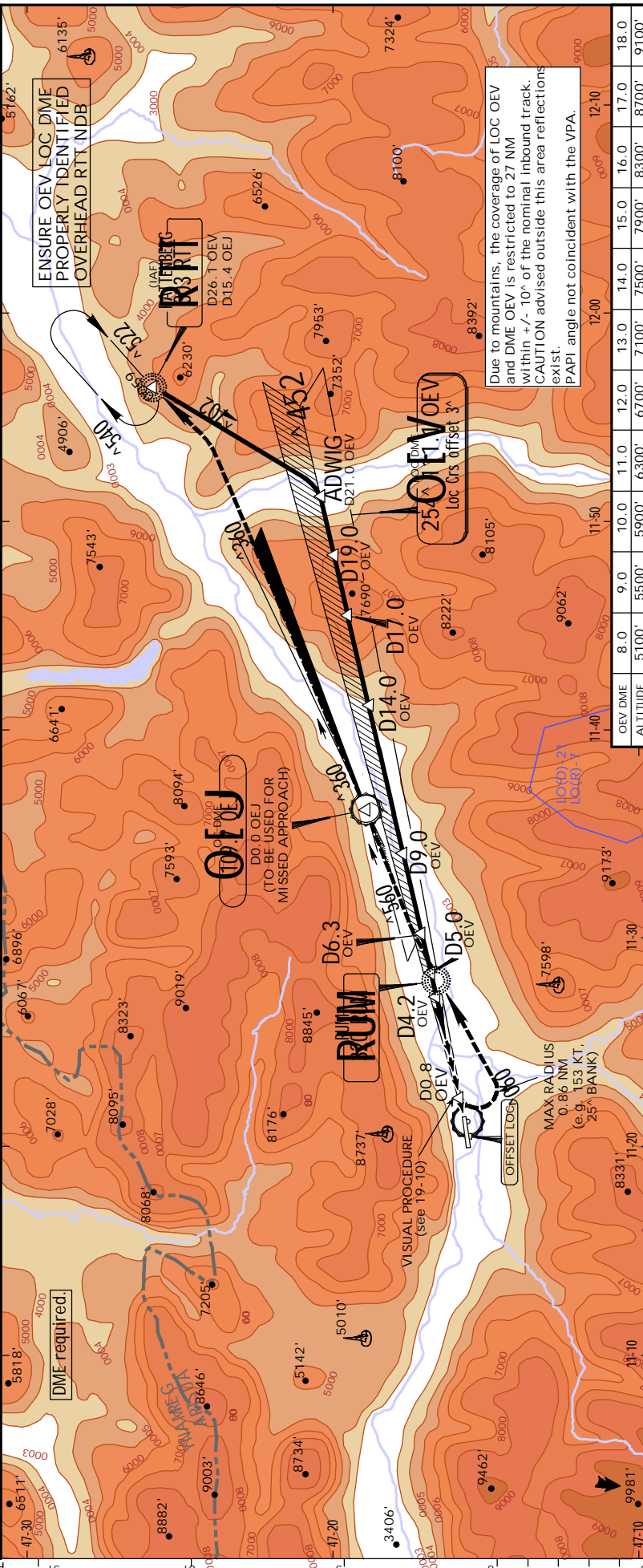
*INNSBRUCK Radar (APP)

*INNSBRUCK Tower

D-ATIS	126.030	128.975	120.1
LOC OEV	111.1	Minimum Alt D19.0 OEV 9500' (7606')	MDA(H) Refer to Minimums
Final Apch Crs	254 ^Λ		Apt Elev 1907' Rwy 1894'

MISSED APCH: Climb on OEV LOC crs (254^Λ) with max gradient to D0.8 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25^Λ bank) onto 060^Λ to RUM Lctr. Intercept OEJ LOC crs (065^Λ). Upon passing OEJ LOC station proceed outbound OEJ LOC back crs (063^Λ), 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 Rwy Elev: 67 hPa Trans alt: By ATC



Gnd Speed-Kts	70	90	100	120	140	160
GS or LOC Descent Angle	3.77 ^Λ	467	601	667	801	934
MAP as approved.						1068

Standard. VISUAL STRAIGHT-IN LANDING RWY 26

ALS OUT

with prescribed flight tracks

A	B	C	D
SEE 19-10			

Refer to Missed Apch above

CIRCLE-TO-LAND

Refer to Missed Apch above

with prescribed flight tracks

SEE 19-10

Altitude Table:

OEVDME	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0
ALTITUDE	5100'	5500'	5900'	6300'	6700'	7100'	7500'	7900'	8300'	8700'	9100'

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

3.77^Λ GS indication available between D19.0 OEV and MDA.

LOWI/INN
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10 FEB 23
11-3 .Eff. 23.Feb.

D-ATIS
126.030

LOC
OEJ
109.7

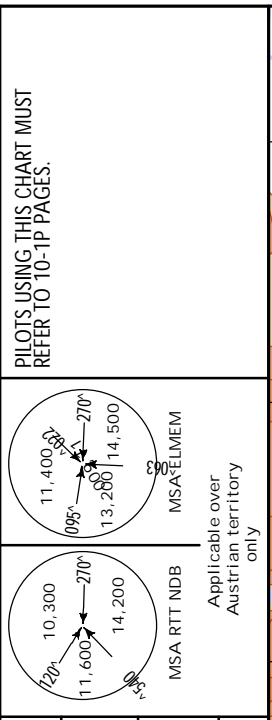
Final
Apch Crs
065^A

Minimum Alt
KUDAV
11500' (9593')

MDA(H)
5000' (3093')

*INNSBRUCK Tower
120.1

Apt Elev 1907'



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

MSA RTT NDB
MSA ELMEM

Applicable over Austrian territory only

MISSED APCH: Climb on LOC crs (065°) with max gradient. Upon passing LOC station proceed outbound LOC back crs on 063° and continue climb with max gradient to 9500'. Then turn LEFT to RTT NDB and hold.

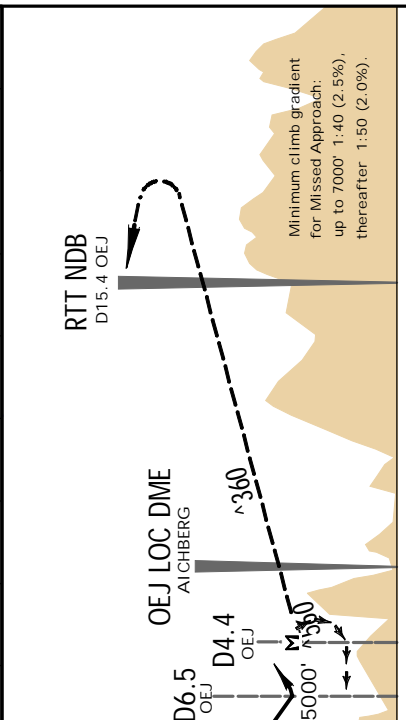
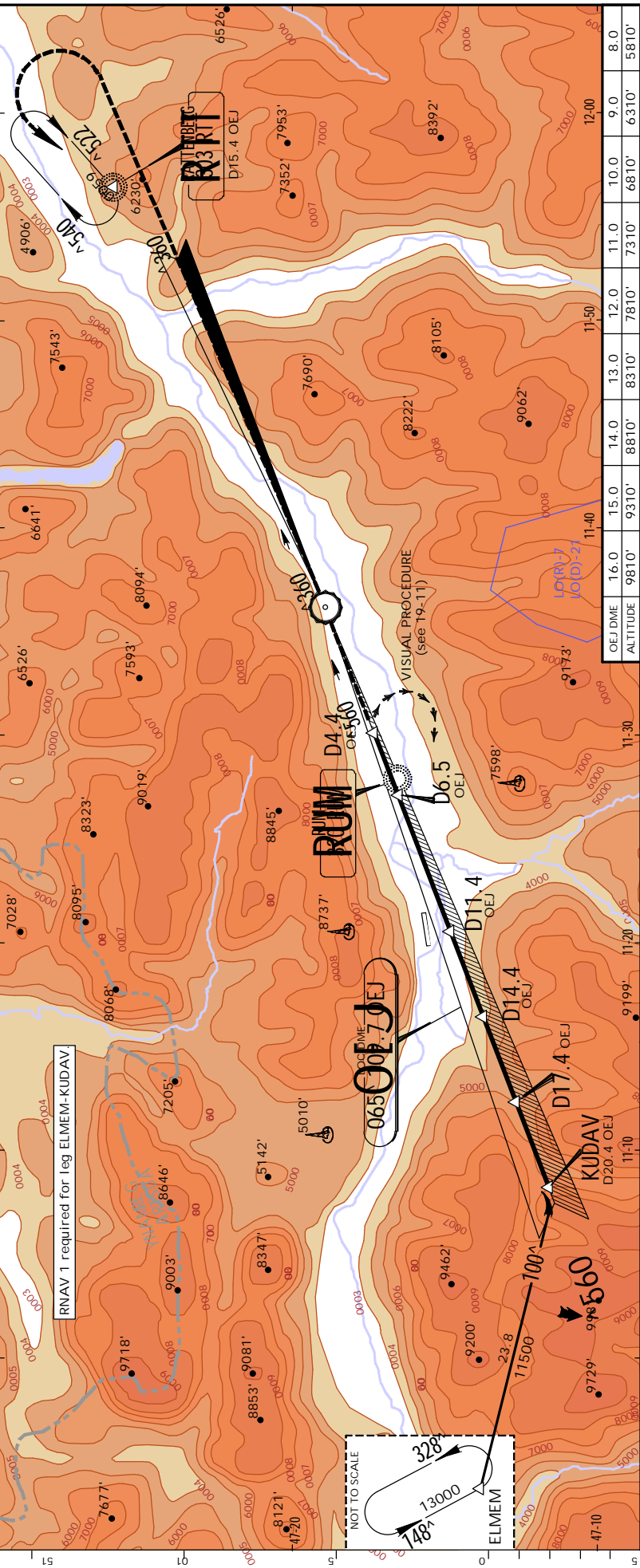
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use RUM Lctr for additional guidance.

Alt Set: hPa
DME required.

Apt Elev: 68 hPa

Trans level: By ATC

Trans alt: By ATC



OEJ/DME	Altitude	Distance
16.0	9810'	11-30
15.0	9310'	11-40
14.0	8810'	11-50
13.0	8310'	12-00
12.0	7810'	12-10
11.0	7310'	12-20
10.0	6810'	12-30
9.0	6310'	12-40
8.0	5810'	12-50

MAP at D4.4 OEJ	LOC Descent Angle	Gnd Speed-Kts	Lighting-Refer to Airport Chart	Refer to Missed Apch above
	4.70°	583		
	7.49	833		
	9.99	1166		
	13.32	1660		

Standard. STRAIGHT-IN LANDING. CEILING-REQUIRED. CIRCLE-TO-LAND

For prescribed flight tracks See 19-11

MDA(H)	CEIL-FLIGHT VIS
A 5000' (3093')	3100' - 3000m
B 5000' (3093')	3100' - 5000m
C NOT APPLICABLE	
D NOT APPLICABLE	

For ground visibility & ceiling requirement see 10-1P pages.
CHANGES: IAF withdrawn.

LOWI/INN
INNSBRUCK
INNSBRUCK, AUSTRIA
CAT A, B & C 1 LOC R Rwy 26
10 FEB 23 (11-4) Eff. 23 Feb.

THE CHART MAY ONLY BE USED IN CONNECTION WITH THE DESCRIPTION OF THE PROCEDURE.
PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.

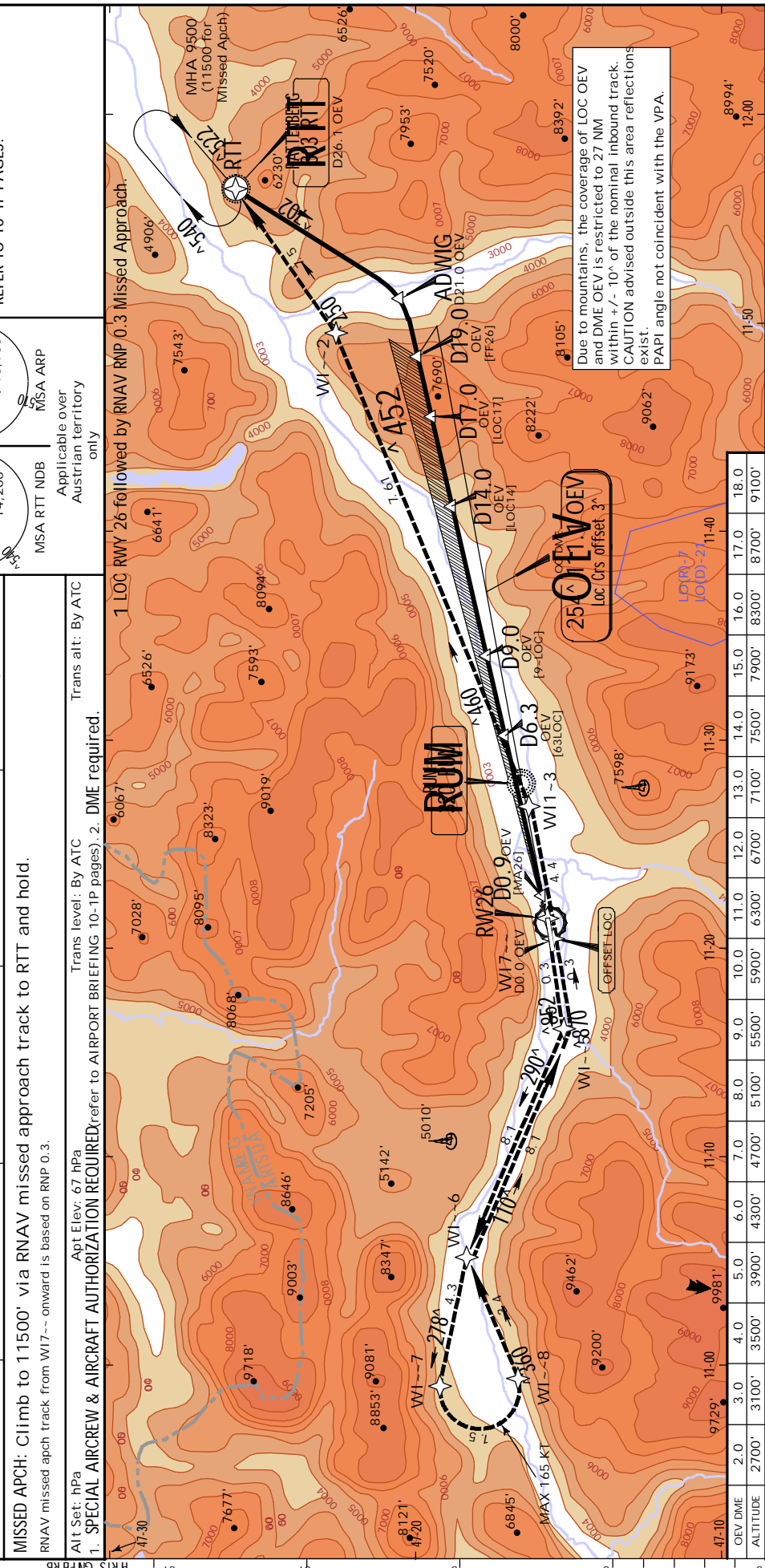
MSA ARP
MISA ARP
Applicable over Austrian territory only

*INNSBRUCK Tower	120.1
*INNSBRUCK Radar (APP)	128.975
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 WI7-- onward is based on RNP 0.3.

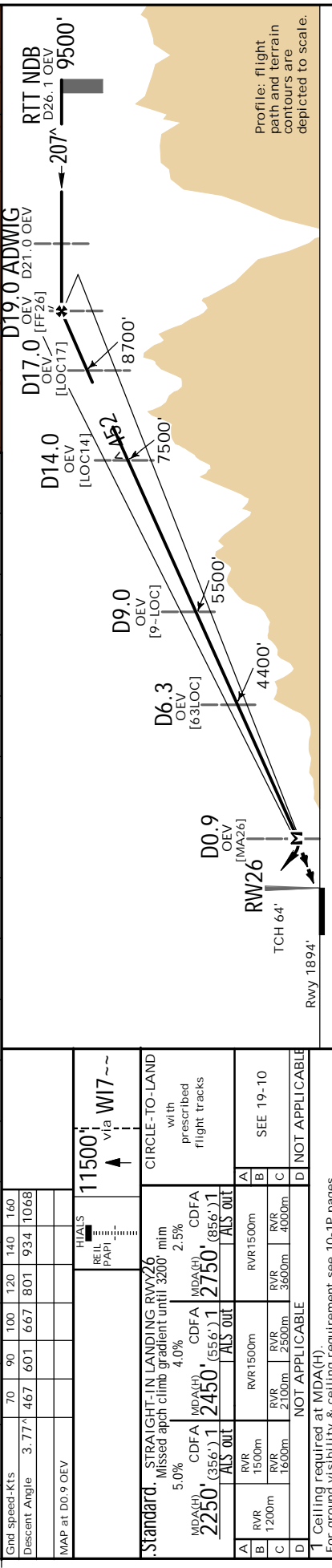
AIT Set: PPA
APT Elev: 67 PPA
Trans level: By ATC

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED refer to AIRPORT BRIEFING 10-1P pages). 2. DME required.



Due to mountains, the coverage of LOC OEV and DME OEV is restricted to 27 NM within +/- 10° of the nominal inbound track. CAUTION advised outside this area reflections exist.
PAPI angle not coincident with the VPA.

OEVDME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	9100'
Altitude	2700'	3100'	3500'	3900'	4300'	4700'	5100'	5500'	5900'	6300'	6700'	7100'	7500'	7900'	8300'	8700'	9100'	
Grid speed-Kts	70	90	100	120	140	160												
Descent Angle	3.77°	4.67	6.01	6.67	8.01	9.34	10.68											
MAP at D0.9 OEV																		



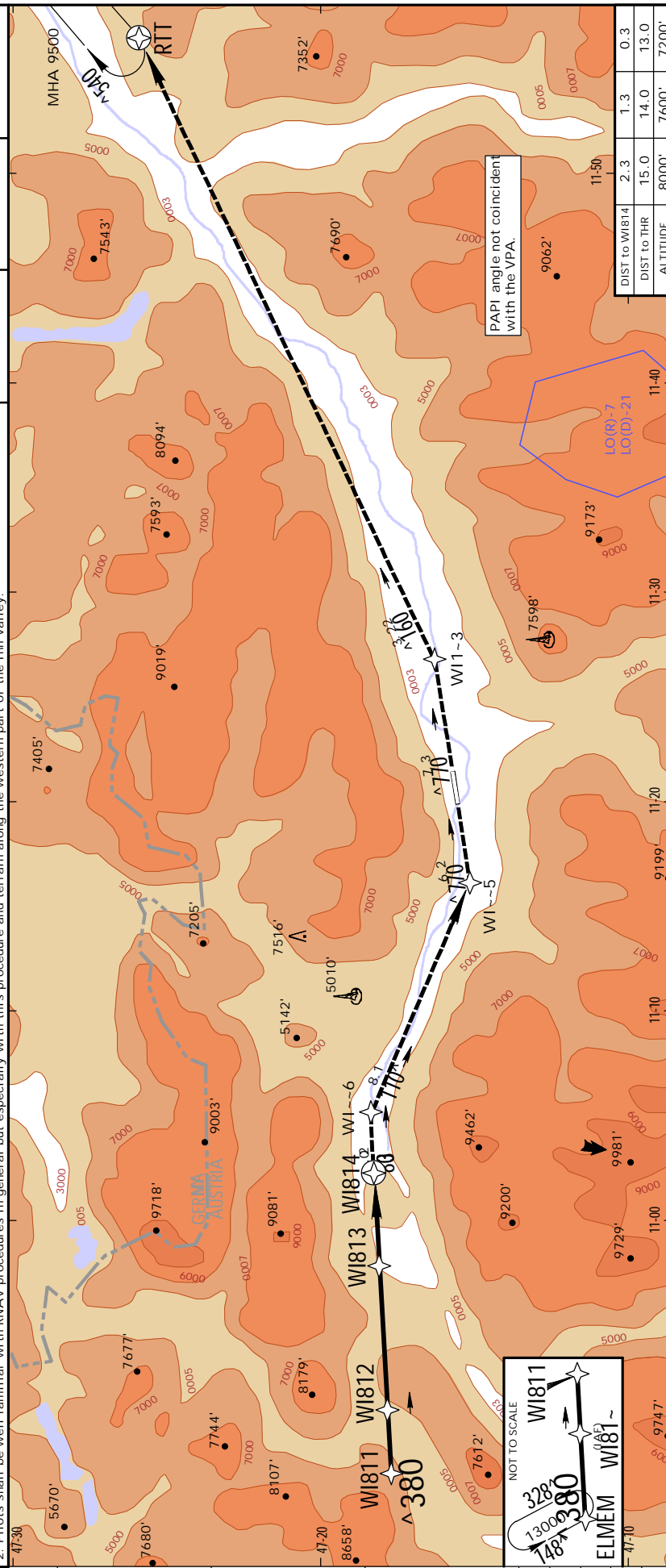
Profile: flight path and terrain contours are depicted to scale.

OEVDME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	9100'
Altitude	2700'	3100'	3500'	3900'	4300'	4700'	5100'	5500'	5900'	6300'	6700'	7100'	7500'	7900'	8300'	8700'	9100'	
Grid speed-Kts	70	90	100	120	140	160												
Descent Angle	3.77°	4.67	6.01	6.67	8.01	9.34	10.68											
MAP at D0.9 OEV																		

Standard		STRAIGHT-IN LANDING RWY26	
Missed apch climb gradient until 3200' min		with prescribed flight tracks	
5.0%	4.0%	2.5%	
MDA(H)	CDFA	CDFA	CDFA
2250' (356')	2450' (556')	2750' (856')	2750' (856')
ALS OUT	ALS OUT	ALS OUT	ALS OUT
A	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1200m	RVR 2100m	RVR 3600m
C	RVR 1600m	RVR 2100m	RVR 4000m
D	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE

1 Ceiling required at MDA(H). For ground visibility & ceiling requirement see 10-1P pages.
CHANGES: None.

D-DATIS 126.030		*INNSBRUCK Radar (APP) 128.975		*INNSBRUCK Tower 120.1	
RNAV	Final Apch Crs 083°	WI813 8300' (6393')	MDA(H) 7100' (5193')	Apt Elev 1907' Rwy 1907'	
MISSED APCH: Climb to 9500' via RNAV missed approach track to RTT and hold. RNP Apch Alt Set: hPa Rwy Elev: 68 hPa Trans level: By ATC Trans alt: By ATC					
1. Procedure for cloudbreaking only provided effective external visual reference to the terrain exists and can be maintained from at or before reaching the MAP. Continue visually along the prescribed track (identical to missed approach track) and the required vertical descent profile. The rwy may not be or remain in sight at all times but other visual cues surrounding the track and the vicinity of the aerodrome may be used as sufficient external visual reference. 2. Pilots shall be well familiar with RNAV procedures in general but especially with this procedure and terrain along the western part of the Inn Valley.					



Gnd Speed-Kts 70 90 100 120 140 160		MAP at WI814	
Descent Angle 3.77° 4.67 6.01 6.67 8.01 9.34 10.68		PAPI 9500' via WI--6	
Standard.			
LANDING RWY 08 LNAV MDA(H) 7100' (5193')			
CEIL - FLIGHT VISIBILITY 5200' - 5000m			
A	B	C	D

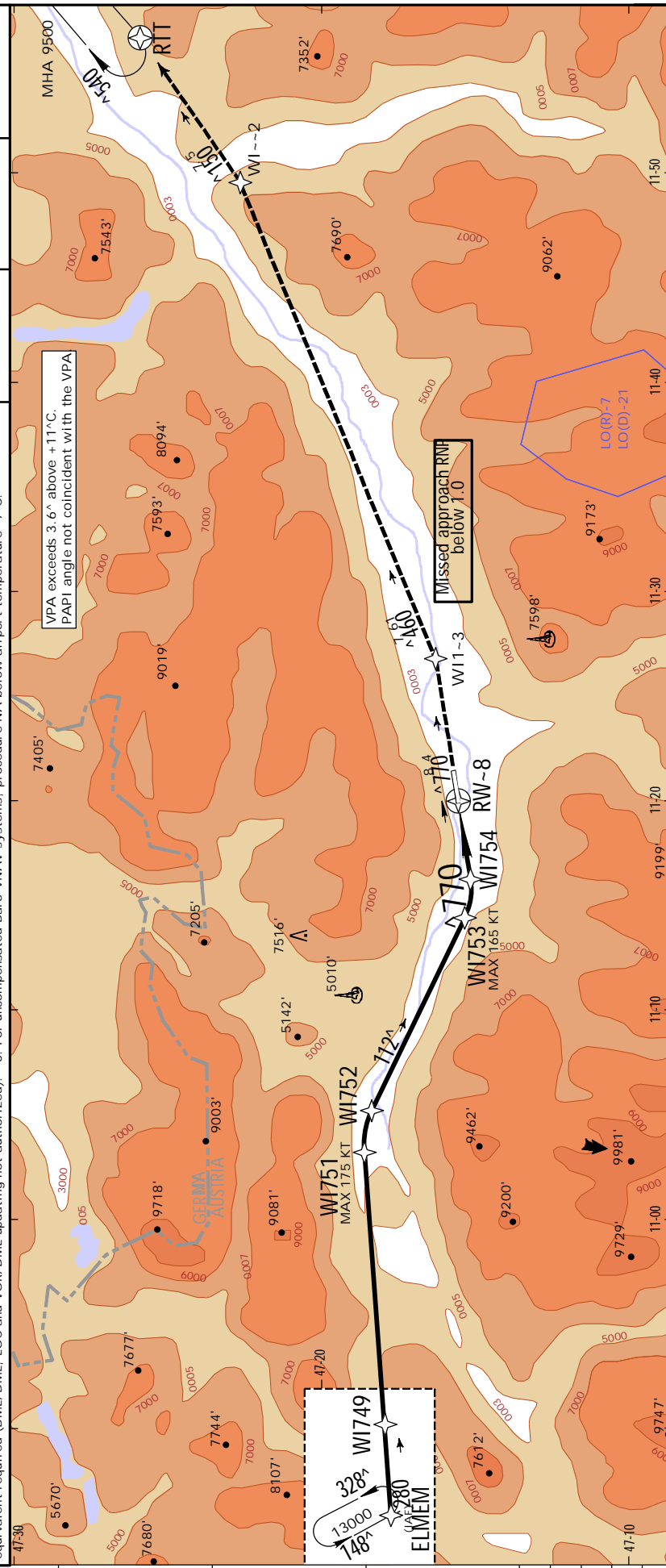


LOWI/INN
INNSBRUCK

INNSBRUCK, AUSTRIA
RNP Z Rwy 08 (AR)

CAT A,
B & C

D-ATIS 126.030	*INNSBRUCK Radar (APP) 128.975	*INNSBRUCK Tower 120.1
RNAV	Final Apch Crs 077°	RNP 0.3 DA(H) 2900' (993')
Minimum Alt W1749		Apt Elev 1907'
Minimum Alt 13000' (11093')		Rwy 1907'
<p>MISSED APCH: Climb to 9500' via RNAV missed approach track to RTT and hold.</p> <p>Misssed apch procedure based on RNP 0.30.</p> <p>RNP AR Apch AIT Set: hPa Rwy Elev: 68 hPa Trans alt: By ATC</p> <p>1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.</p>		



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

9 SEP 22 (12-21)

D-ATIS 126.030	*INNSBRUCK Radar (APP) 128.975	*INNSBRUCK Tower 120.1
RNAV	Final Apch Crs 258°	RNP 0.15 DA(H) 2500' (606')
MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.		Apt Elev 1907' Rwy 1894'
MISSED apch procedure based on RNP 0.30.		Trans alt: By ATC
RNP AR Apch	Alt Set: hPa	Trans alt: By ATC
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.		

Rwy Elev: 67 hPa
RWY 26: 11500'

Minimum Alt: WI--2 9500' (7606')

Final Apch Crs: 258°

RNP 0.15 DA(H): 2500' (606')

Apt Elev: 1907'

Rwy: 1894'

Trans alt: By ATC

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

Rwy Elev: 67 hPa

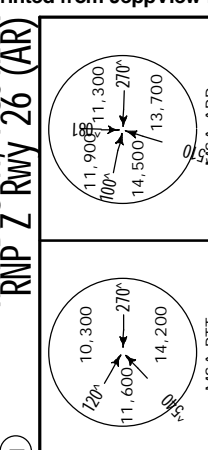
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. Dual GNSS and at least one Inertial Reference Unit or equivalent required (DME/DME, LOC and VOR/DME updating not authorized). 3. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -7°C.

MISSED APCH: Climb to 11500' via RNAV missed approach track to RTT and hold.

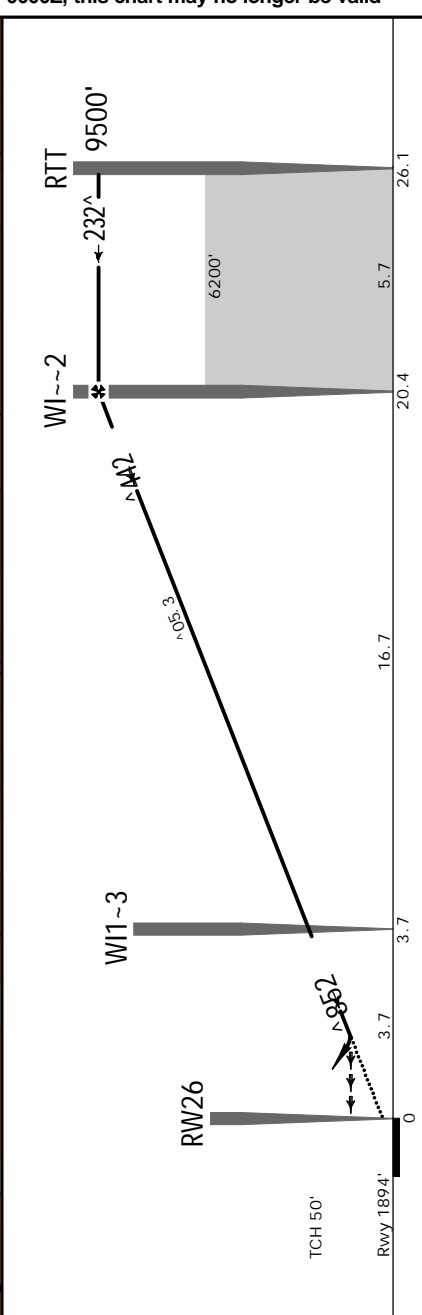
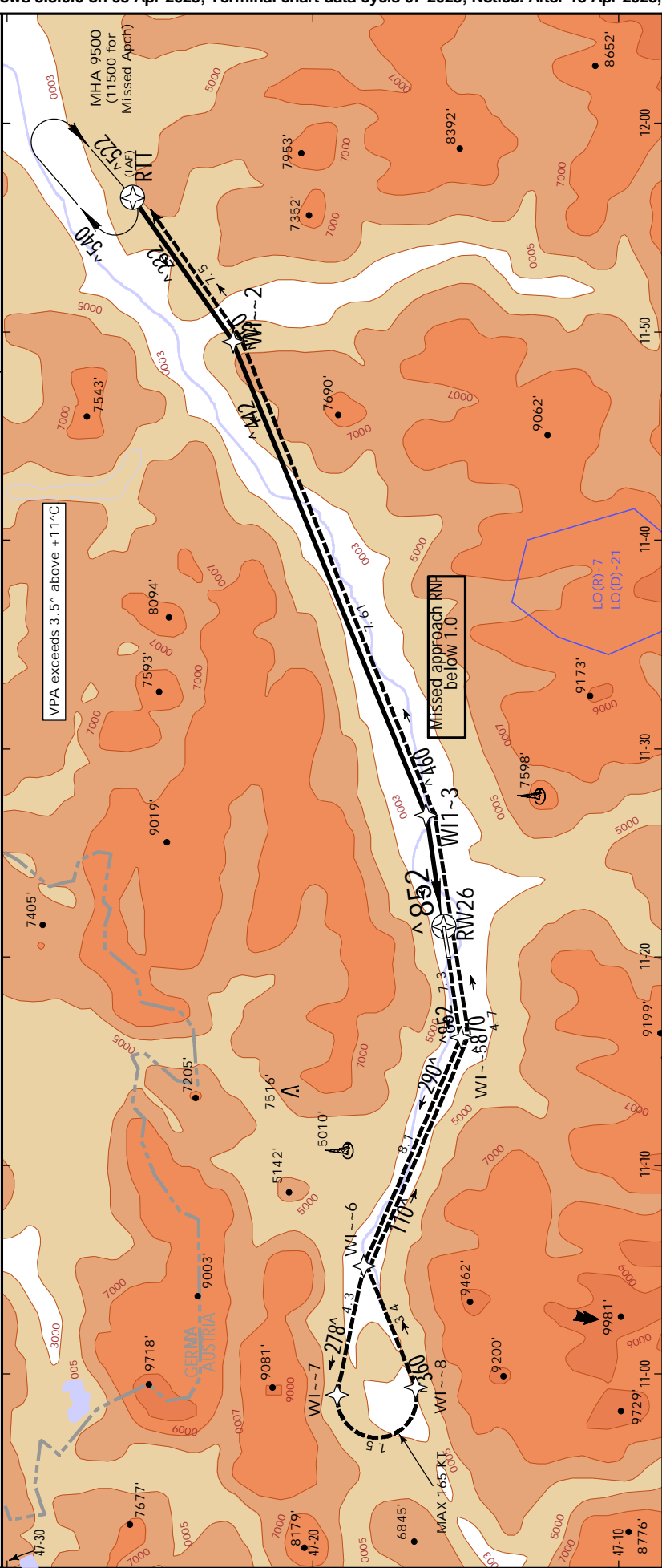
MISSED apch procedure based on RNP 0.30.

RNP AR Apch Alt Set: hPa

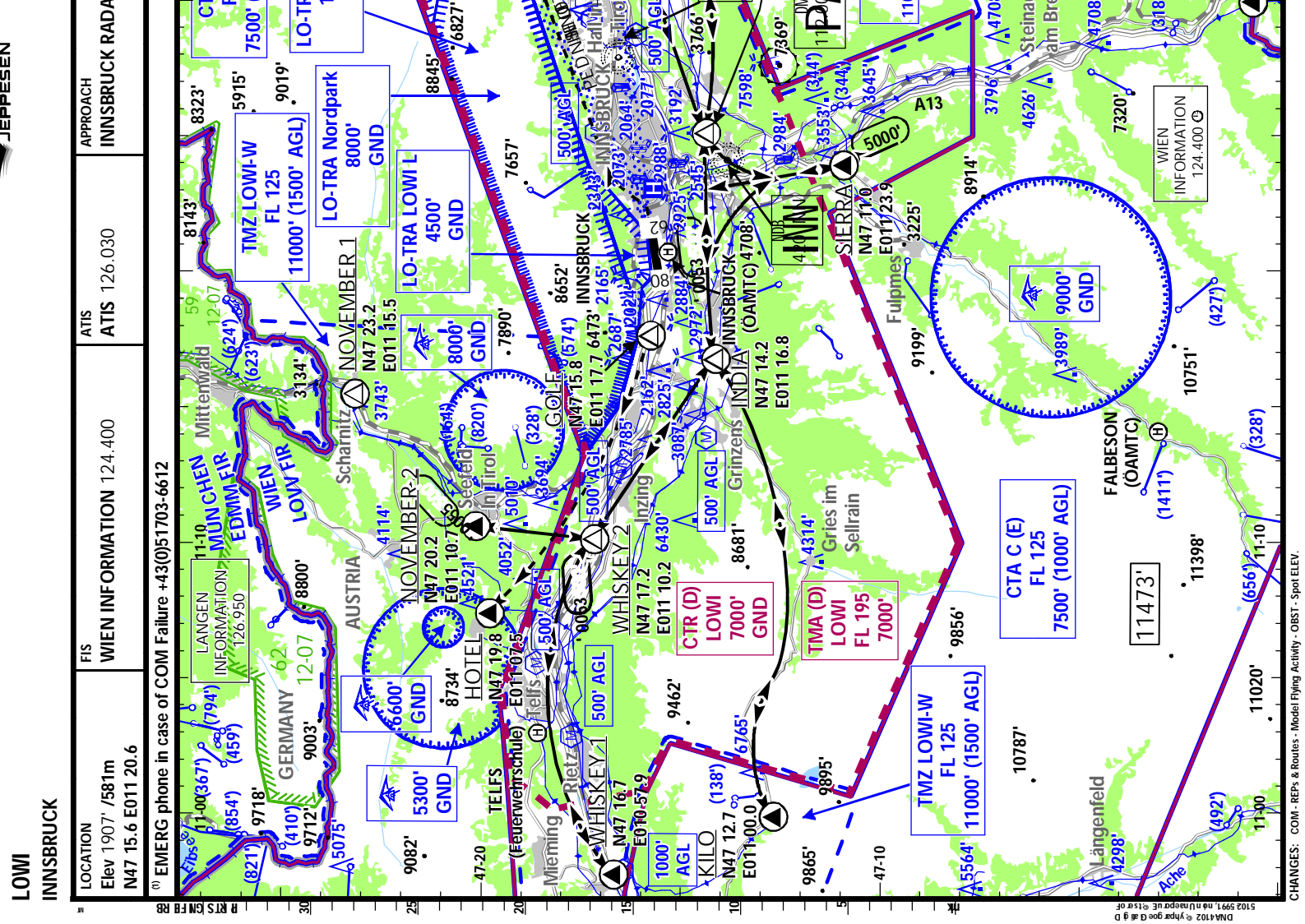
Rwy Elev: 67 hPa



Applicable over Austrian territory only



STRAIGHT-IN LANDING RWY26	
RNP 0.15 DA(H) 2500' (606') ALS OUT	RNP 0.30 DA(H) 2670' (776') ALS OUT
RVR 1500m	RVR 1500m
RVR 2400m	RVR 2400m



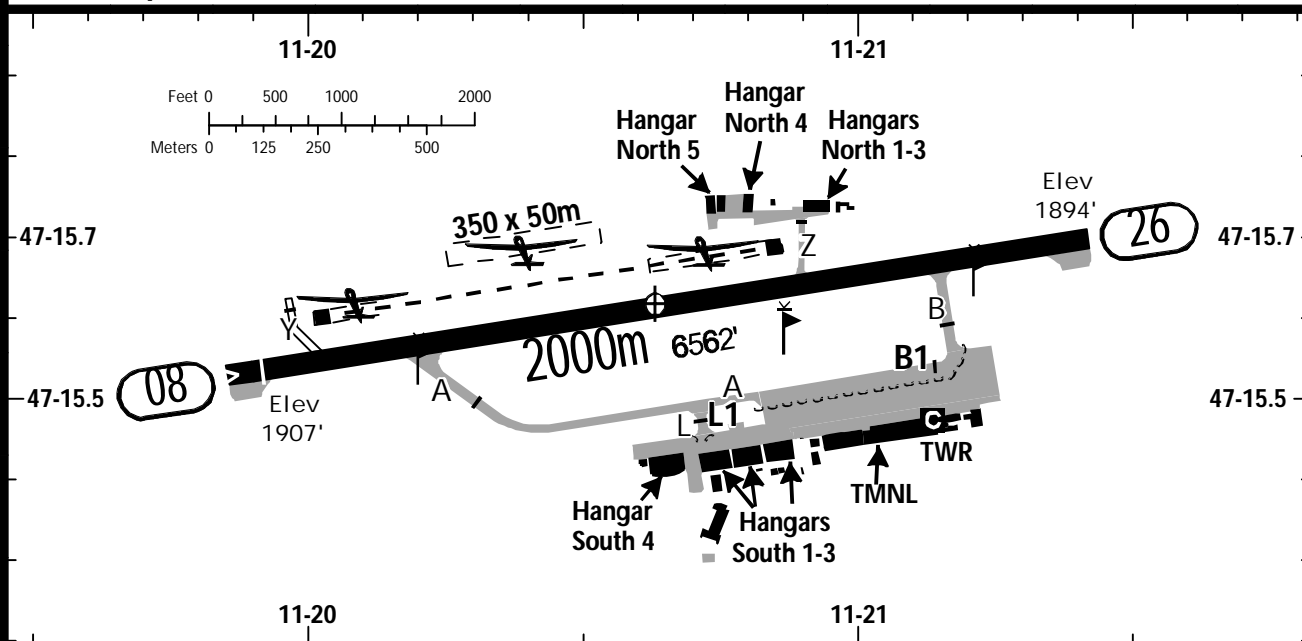
LOWI
INNSBRUCK

INNSBRUCK
AUSTRIA

31 MAR 23 **(19-2)**

BRIEFING STRIP™	LOCATION Elev 1907' /581m N47 15.6 E011 20.6	ATIS ATIS 126.030	TOWER INNSBRUCK TOWER 120.100 ⁽ⁿ⁾ (ge, en)
	ADMITTED AIRCRAFT 		

⁽ⁿ⁾ EMERG phone in case of COM Failure +43(0)51703-6612



ALS 26 - PAPI 08 (3.5°), 26 (3.5°) - THRL - RL - RENL - RCLL - TWYL (A, B) - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 (077°)	2000 x 45 Asphalt	2000	1940	PCN 75/F/A/W/T	
26 (257°)		1940			

Intersection TKOF

RWY	TWY	TORA (m)
08	Y	1806
	A	1586
	Z	671
26	B	1602
	Z	1282

CAUTION: Extreme caution should be exercised when flying in valleys due to numerous high tension lines and cableways.

Intense glider activity within TRAs LOWI L & LOWI C; other ACFT in opposite direction.

Also glider-, para- and hangglideractivity in the vicinity of entry points into CTR.

General

For all flights within CTR/TMA LOWI a functioning transponder (Mode C) is strongly recommended.

Outside op hr of Innsbruck ATC contact Wien FIC for clearance.

Simultaneous flight operations on paved RWY 08/26 and winch launchings are not executed.

TWY Z to be used by ACFT up to 2t.

Foehn Conditions

During "Foehn" (surface wind 100°-180°, wind speed 15-25 KT, gusts 30 up to 50 KT) expect severe turbulence with horizontal wind shears and severe downdraughts at all altitudes. To avoid strong turbulence, it is recommended to execute APCH/DEP at high altitude and along the N side of the Inn valley.

Approaches from the E and the S should overfly the AD not below 5000'. On final for RWY 08 severe downdraughts have to be expected over the Inn river.

Approach

Altitudes along the routes are instructed by ATC.

Arrival routes terminate in a holding. For further approach wait for clearance, if not already cleared for approach or landing.

For entry via FOXTROT proceed via MIKE 3 into the holding pattern S of the AD and wait for further clearance unless an APCH, LDG or other clearance has been already received previously.

For entry via KILO proceed via INDIA into the holding pattern S of the AD and wait for further clearance unless an APCH, LDG or other clearance has been already received previously.

NORDO PPR by TEL TWR. The time of entry into the CTR shall be stated with the request. Do not exceed the indicated CTR entry time by more than 10 MIN, otherwise the clearance expires.

LOWI
INNSBRUCK

31 MAR 23

19-3

INNSBRUCK
AUSTRIA

During "Foehn" conditions it is dissuaded to execute a NORDO approach.

Radio Communication Failure

Failure prior to CTR entry clearance: Do not enter! Divert to an uncontrolled AD.

Failure after CTR entry clearance: Squawk A 7600 and continue as cleared.

If the clearance was issued only until holding MIKE 2, SIERRA, WHISKEY 2 or NOVEMBER 2 the pilot shall in case of holding:

- At MIKE 2 and SIERRA descend without delay to 3000' in compliance with the minimum flight altitude and proceed along the highway to a position S of Tower and await light signals.
- At WHISKEY 2 and NOVEMBER 2 descend without delay to 3000' in compliance with the minimum flight altitude and proceed along the mountainside in the northern part of the Inn valley (proceeding in direction AD on the left side of the Inn valley) to a position N of the AD and await light signals.

In case of radio communication failure after having received an entry clearance via HOTEL ACFT shall set the transponder to A7600 and without delay but in compliance with the minimum flight altitude descend to 3000' and proceed along the mountain slope in the northern part of the Inn Valley (proceeding in direction AD on the left side of the Inn Valley) to a position N of the AD and await light signals.

In case of radio communication failure after having received an entry clearance via FOXTROT ACFT shall set the transponder to A7600 and after MIKE 3 without delay but in compliance with the minimum flight altitude descend to 3000' and proceed along the high-way to a position S of TWR and await light signals.

In case of radio communication failure after having received an entry clearance via KILO ACFT shall set the transponder to A7600 and after INDIA without delay but in compliance with the minimum flight altitude descend to 3000' to a position S of TWR and await light signals.

CAUTION: Possible glider traffic N of the AD.

Departure

During Foehn circumnavigate city of Innsbruck in the N because of severe downdraughts S of city.

DEP RWY 26

Unless otherwise instructed, after passing the Inn river turn right inbound to GOLF to join the cleared VFR route.

- DEP to SIERRA or BRENNER follow GOLF, INDIA, SIERRA and BRENNER;
- DEP to MIKE 1 follow GOLF, INDIA, MIKE 3, MIKE 2 and MIKE 1. The city Schwaz should be circumnavigated in the N between MIKE 2 and MIKE 1;
- DEP to FOXTROT follow GOLF, INDIA, MIKE 3 and FOXTROT;
- DEP to WHISKEY 1 follow GOLF, WHISKEY 2 and WHISKEY 1;
- DEP to NOVEMBER 2 or NOVEMBER 1 follow GOLF, NOVEMBER 2 and NOVEMBER 1;

- DEP to HOTEL follow GOLF on the N side of the valley to HOTEL;

- DEP to KILO follow GOLF, INDIA and KILO.

DEP RWY 08

Unless otherwise instructed, after reaching a safe flight altitude turn right to join the cleared VFR route.

- DEP to SIERRA or BRENNER follow SIERRA and BRENNER;
- DEP to MIKE 1 follow MIKE 3, MIKE 2 and MIKE 1; The city Schwaz should be circumnavigated in the N between MIKE 2 and MIKE 1;
- DEP to FOXTROT follow MIKE 3 and FOXTROT;
- DEP to WHISKEY 1 follow INDIA, WHISKEY 2 and WHISKEY 1;
- DEP to NOVEMBER 2 or NOVEMBER 1 follow INDIA, NOVEMBER 2 and NOVEMBER 1;
- DEP to HOTEL follow INDIA and HOTEL;
- DEP to KILO follow INDIA and KILO.

Transit

Flights crossing or proceeding along the Inn valley in the area of CTR or TMA LOWI are subject to a clearance from INNSBRUCK RADAR or TOWER.

In the interest of safety also all other transit flights crossing the Inn valley outside the CTR or below the TMA LOWI should contact INNSBRUCK RADAR or TOWER.

Transit flights will normally be cleared directly to a published reporting point and thereafter along the published routes. Depending on traffic situation RADAR (TMA) or TOWER (CTR) may, however, advise deviations aloof from published VFR routes or give an approval to such requests from pilots, respectively (e.g. direct routes NOVEMBER 1 - BRENNER and vice versa, MIKE 1 - NOVEMBER 1 and vice versa etc.).

Transit flights within TMA LOWI without transponder have to expect delays.

NORDO transits not permitted.

Noise Abatement

Flights shall proceed strictly along published routes as far as ATC instructions do not require other routes.

To minimise noise, VFR flights with single piston engine ACFT (up to 5.7t MTOW) shall preferably land on RWY 08 and take off from RWY 26.

Between 1230-1400LT (Mon-Sat) or 1230-1500LT (Sun & Hol) and on 01 NOV no local/aero-tow/parajumping/instruction/training FLTs.

Departures avoid built-up areas of city and the hospital; if possible proceed S of city along the highway.

TRA LOWI L and TRA LOWI C

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

Glider towing is permitted only with radio communication and using the paved RWY.

TRA LOWI L is available only for DEP and LDG at the glider site Innsbruck. The local procedures and regulations have to be strictly observed.

LOWI
INNSBRUCK

31 MAR 23

19-3A

INNSBRUCK
AUSTRIA

As long as the activation of TRA LOWI C is transmitted via ATIS no separate approval by Innsbruck TWR for entering, leaving or crossing of TRA LOWI C is necessary.

Hang- and Paragliding

Hang- and paragliding within CTR LOWI is not permitted.

Parachute Jumping

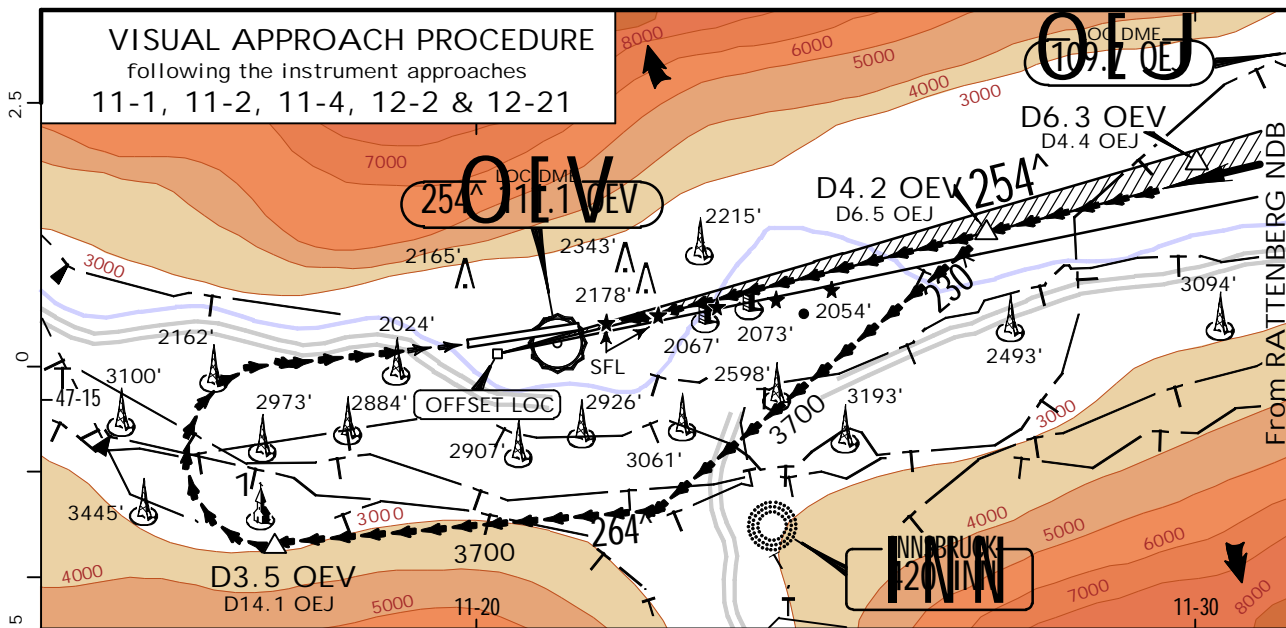
Initiation of parachute jumping operation on the premises of Innsbruck airport is subject to approval from the aerodrome operator.

LOWI/INN
Apt Elev 1907'

JEPPesen
6 AUG 21 (19-10) .Eff.12.Aug.

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.

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS
After apch 11-1

Missed apch climb gradient mim	5.0%	4.0%	3.0%	2.5%
MDA(H)	3700' (1793')	3700' (1793')	4400' (2493')	4900' (2993')

FLIGHT VISIBILITY

- A
- B
- C
- D

5000m

.Standard.

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS
After apch 12-2

Missed apch climb gradient mim	7.1%	5.0%	2.5%	After apch 11-2 & 12-21
MDA(H)	3700' (1793')	3900' (1993')	4300' (2393')	MDA(H) 3700' (1793')

FLIGHT VISIBILITY

- A
- B
- C
- D

3000m

5000m

NOT APPLICABLE

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')	3700' (1793')	4400' (2493')	4900' (2993')

FLIGHT VISIBILITY

- A
- B
- C
- D

3000m

5000m

NOT APPLICABLE

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

PANS OPS

LOWI/INN
Apt Elev 1907'

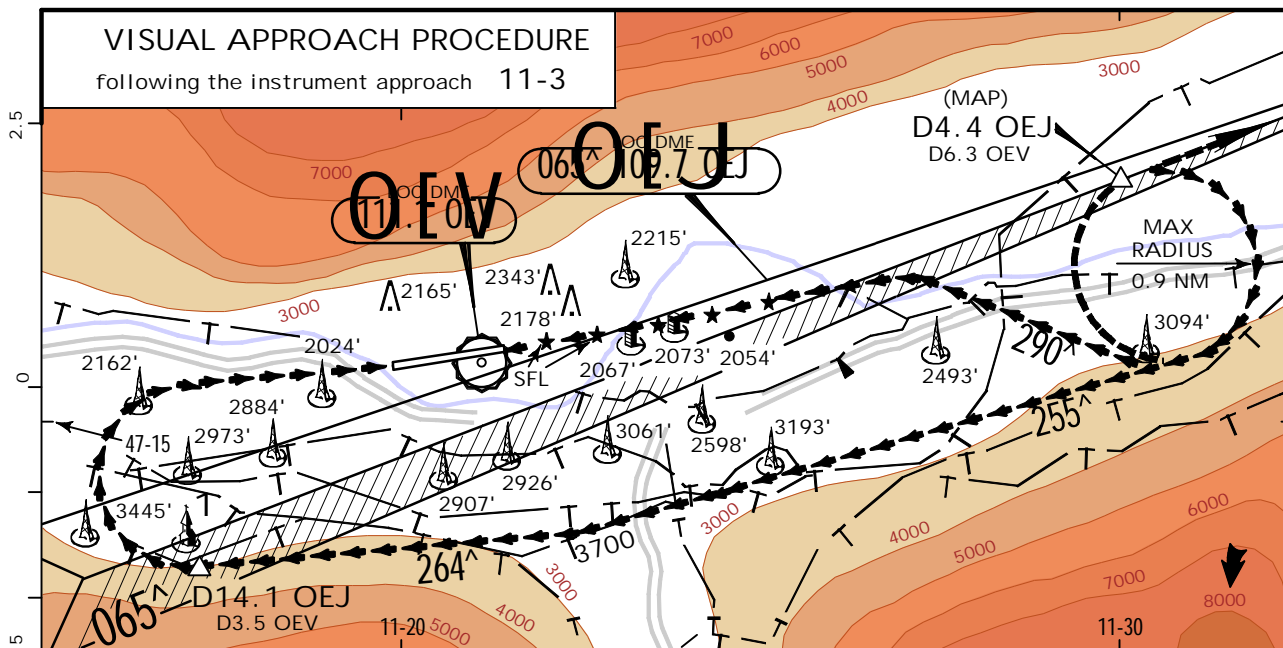
JEPPESEN

INNSBRUCK, AUSTRIA

6 AUG 21 (19-11) .Eff.12.Aug.

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 OEV 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.

.Standard.

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

MDA(H) 5000' (3093')

FLIGHT VISIBILITY

A	
B	3000m
C	
D	5000m

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

For SPECIAL NOTES see 10-1P pages.

PANS OPS

General Information

Location: PISA ITA
ICAO/IATA: LIRP / PSA
Lat/Long: N43° 41.0', E010° 23.7'
Elevation: 6 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 997 ft (991 ft AGL)

Sunrise: 0454 Z
Sunset: 1749 Z

Runway Information

Runway: 04L
Length x Width: 8976 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 790 ft

Runway: 04R
Length x Width: 9816 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 469 ft

Runway: 22L
Length x Width: 9816 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 843 ft

Runway: 22R
Length x Width: 8976 ft x 148 ft

Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge, Centerline

Communication Information

Pisa Tower: 122.100
Pisa Tower: 25.780 Military
Pisa Tower: 23.410 Military
Pisa Tower: 119.105
Pisa Ground: 120.080
Pisa Approach: 23.305 Military
Pisa Approach: 126.080
Pisa Approach: 124.280
Pisa Approach: 33.840 Military
Pisa Emergency: 24.340 Military

LIRP/PSA
SAN GIUSTO

+JEPPESEN

22 JAN 21

10-1P

.Eff.28.Jan.

PISA, ITALY
.AIRPORT.BRIEFING.

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. GENERAL

1.1.2. and 1.1.3. will not be applied in following circumstances:

- Tailwind component exceeding 10 KT;
- For safety reasons due to performance of ACFT;
- In case of LVP in force, traffic may be subject to delays to permit application of these procedures;
- Provisions about NADP 1, RWY 04R/L step climb, intersection take-off A and mandatory RWY 22L/R take-off; not affected are military, State, humanitarian ACFT and SAR flights.

1.1.2. NIGHTTIME RESTRICTIONS

Between 2200-0700LT RWY 22L/R is mandatory for take-off, RWY 04R/L is mandatory for landing.

1.1.3. USE OF RWY

RWY 22L/R is mandatory for take-off of ACFT wake turbulence CAT H. Between 0700-2200LT RWY 22L/R is mandatory for take-off in absence of inbound traffic and flight activity over the field.

RWY 04R/L full length departure is mandatory, take-off is allowed from intersection take-off A RWY 04R only if TWY AA is closed.

RWY 04R/L is mandatory for landing of ACFT wake turbulence CAT H.

1.1.4. RUN-UP TESTS

Each MAX power engine run-up of civil ACFT is subject to previous clearance by Toscana Aeroporti APT Operation Center, in accordance with Base Operation Center (BOC) of 46th Brigata Aerea.

It is absolutely forbidden to perform engine run-up on civil apron.

The established area to perform engine run-up is the THR RWY 04L, except for particular requirement to appraise and coordinate each time. Run-up of engine is allowed between 0600-2300LT.

Engine run-up is not subject to restrictions of time for execution of commercial flights, rescue, emergency, humanitarian, fire fighting, State flights that cannot be otherwise carried out.

1.1.5. AUXILIARY POWER UNITS (APUs)

On apron it is forbidden to hold APU and engine running any longer than the time which is necessary for execution of start-up procedure before departure (MAX 60 minutes).

1.1.6. REVERSE THRUST

Reverse within safety limits, reverse thrust performances must be minimized at every landing.

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP will be in force when:

- RVR is less than 550m; and/or
- ceiling is below 200' according to local meteorological report; and/or
- the deterioration of weather conditions recommends so.

Pilots will be informed by RTF when LVP are in force.

LIRP/PSA
SAN GIUSTO

+ JEPPESEN

22 JAN 21

10-1P1

.Eff.28.Jan.

PISA, ITALY
.AIRPORT.BRIEFING.

1. GENERAL

Remark:

Even with clouds and RVR values above the established values, TWR may activate the LVP:

- a pilot report indicates a bad weather condition;
- there is an explicit pilot request to activate LVP or to perform a CAT II approach with marginal values of RVR/cloud base (except the approach requested for training).

As reported in the points above, in order to not penalize the traffic sequence, the activation of the LVP may also take place on pilots request for the specific flight. The message "LVP in progress" will be communicated by ATC on frequency to the concerned flight only.

CAT II Operations for Training

Practice CAT II approaches and landings with RVR/cloud base values higher than those for LVP activation will be subject to traffic conditions in place or foreseen. In order to guarantee ILS signal protection, pilots shall request in advance to ATC the permission containing also the explicit indication that the request has training purposes.

1.2.2. GROUND MOVEMENT

In case of poor visibility conditions a reduced APT capacity can be expected due to restrictions applied on ground movements.

Whenever LVP are in force the LVP chart must be followed.

- Follow-me assistance on the maneuvering area is available on request and mandatory with RVR below 550m.
- In case of aborted take-off paths prescribed for arriving ACFT must be followed.

Mandatory Reports

In reduced visibility conditions all pilots shall report to TWR:

- During taxiing before departure:
 - reaching RHP;
 - abeam TWY C, unless otherwise instructed by TWR.
- During taxiing after landing:
 - safely landed;
 - RWY vacated, as soon as RHP D has been crossed;
 - TWY E, unless otherwise instructed by TWR;
 - reached the stand.

1.2.3. CONTINGENCIES

Stop Bar Failure

Only one movement at a time in the movement area when RVR is below 1500m.

Landing allowed up to CAT I approach minimums and take-off when RVR is equal or more than 400m.

RVR Failure

Landing allowed up to CAT I approach minimums and take-off with visibility equal or more than 400m.

1.2.4. RADIO FAILURE ON THE MANEUVERING AREA

Departing ACFT

Continue along taxi route as instructed until the clearance limit.

Wait for Follow-me car assistance to return to the apron.

Arriving ACFT

Vacate RWY and sensitive area. Wait for Follow-me car assistance to continue taxiing.

LIRP/PSA
SAN GIUSTO

+ JEPPESEN

10 MAR 23

10-1P2

.Eff.23.Mar.

PISA, ITALY
.AIRPORT.BRIEFING.

1. GENERAL

1.3. TAXI PROCEDURES

1.3.1. GENERAL

RWY 04L/22R is used as TWY when RWY 04R/22L is in use.

In order to avoid jet blast damage heavy four-engined ACFT shall taxi on all TWYs with outer engines at idle power.

TWY R between stands 30 to 39 MAX wingspan 71' /21.50m.

TWY R between stands 29 and 30 MAX wingspan 94' /28.50m.

TWY O and E MAX wingspan 118' /36m.

TWY R between stands 28 and 29 MAX wingspan 118' /36m.

TWY T0 MAX wingspan 135' /41m.

TWY s P and R between stands 20 to 27 MAX wingspan 200' /61m.

Apron TWY E MAX wingspan 200' /61m, if stands 40 and 42 thru 44 not available.

TWYs AA, A, B, C, D and F MAX wingspan 213' /65m.

1.3.2. APRON

Orderly movement of traffic to/from aprons is provided in cooperation with Italian Air Force - 46th Brigata Aerea and the aerodrome operator Toscana Aeroporti.

Toscana Aeroporti procedures on the apron are the following:

- Only one push-back per time is allowed.
- Pilots will ask ATC unit the push-back clearance after they have received ACFT READY status.
- Pilots must report the stand number occupied when requesting start-up clearance from ATC.
- According to apron layout, some push-back maneuvers block the taxi to and from other stands. Pilots will be instructed to maintain TWY E or F or the stand until the conditions to continue a safe taxiing will be guaranteed.
- Pilots on taxi must strictly follow apron markings even for start-up operations.

Marshaller assistance is mandatory for all ARR/DEP ACFT and for engine start-up operation.

1.4. RWY OPERATIONS

RWY 04R/22L and RWY 04L/22R cannot be used simultaneously. The choice of the RWY is not allowed on pilot's request and there are two operational scenarios.

The main scenario provides:

- RWY 04R/22L as active RWY;
- RWY 04L/22R as main taxi route.

The alternative scenario provides:

- RWY 04L/22R as active RWY (see 'Operations on RWY 04L/22R');
- RWY 04R/22L as main taxi route.

Switch from RWY 04R/22L to RWY 04L/22R and vice versa requires some time during which both RWYs will not be available. This event will be announced by NOTAM for aerodrome closure. During the entire RWY 04L/22R operating period, the crews will be informed by a NOTAM and TWR will instruct the civil ACFT to wait, as general rule, at RWY holding position E or F.

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SAN GIUSTO

+ JEPPESEN

10 MAR 23

10-1P3

.Eff.23.Mar.

PISA, ITALY
.AIRPORT.BRIEFING.

1. GENERAL

Operations on RWY 04L/22R:

- a) VIS for take-off: more or equal to 550m;
- b) VIS for landing: as request by NO CAT approaches;
- c) RVR available on request. This data is not representative of RWY 04L/22R;
- d) Maximum cross wind factor allowed for each type of ACFT reduced by:
 - 15% when RWY is dry;
 - 20% when RWY is wet.
- e) Take-offs and landings are not allowed in case of contaminated RWY;
- f) Restrictions on RWY use for take-offs and landings will be announced by NOTAM.

1.5. OTHER INFORMATION

CAUTION: Birds.

2. ARRIVAL

2.1. RWY OPERATIONS

Due to the close distance between the RWYs, every ACFT shall vacate the active RWY reaching the corresponding 'RWY vacated sign', positioned about 197'/60m after each RWY holding position.

ACFT landing on RWY 22L should be aware of highway with high intensity yellow lights, located along 200^, with a length of about 2133'/650m within R-065 and R-080 PIS at D2.6 PIS. Do not confuse with a RWY.

2.2. PARKING INFORMATION

On stands 11, 13, 15, 17, 20 thru 29, 52 and 54 push-back required.

2.3. CAT II OPERATIONS

RWY 04R approved for CAT II operations; special aircrew and ACFT certification required.

2.4. RADIO FAILURE ON THE MANEUVERING AREA

After landing ACFT will vacate the RWY and wait for the arrival of the Follow-me car in order to be guided back to the stand at the following TWY:

- TWY D for RWY 04R;
- TWY AA for RWY 22L;
- TWY F for 04L;
- TWY AA for RWY 22R.

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+ JEPPESEN

3 FEB 23

10-1P4

PISA, ITALY
.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. GENERAL

To avoid frequency congestion when RWY 04R/L is in use, pilots should refrain from asking for RWY 22L/R for departure to ATC. Departing traffic may be expedited by suggesting a departure RWY different from the one in use according to inbound traffic and flight activity over the field.

If a different RWY from the one in use for departure is necessary for safety reason, pilots should advise PISA TWR when ready to start-up.

If crew needs to run before take-off checks once aligned to the RWY, they must inform TWR in advance before receiving line-up clearance.

3.2. NOISE ABATEMENT PROCEDURES

According to noise abatement procedure, departure RWY can be established only before taxi therefore pilots should brief both RWY take-off directions during the pre-flight briefing.

RWY 04R/L take-off, except for safety reason, shall be performed in accordance to ICAO DOC 8168 NADP 1 with thrust reduction at 1500'.

Departure from RWY 04R/L shall follow initial climb procedure and at D2.0 PIS ACFT shall be at or above 1600', at D3.0 PIS at or above 2400'. If unable to comply, pilots must warn ATC before requesting start-up clearance and that departures will be planned to take-off from RWY 22L/R. Therefore RWY 22L/R departures may be subject to delay.

3.3. START-UP

Pilots shall request start-up clearance 5 minutes before ready to start engines, handling operation completed.

3.4. RADIO FAILURE ON THE MANEUVERING AREA

Departing ACFT shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

3.5. OTHER

" ACFT ready" means:

- Doors and holds are closed.
- Compulsory documentation provided to handler.
- ACFT Safe Area clear from vehicles, equipment and ground personnel.
- ACFT fully ready to taxi.

LIRP/PSA SAN GIUSTO

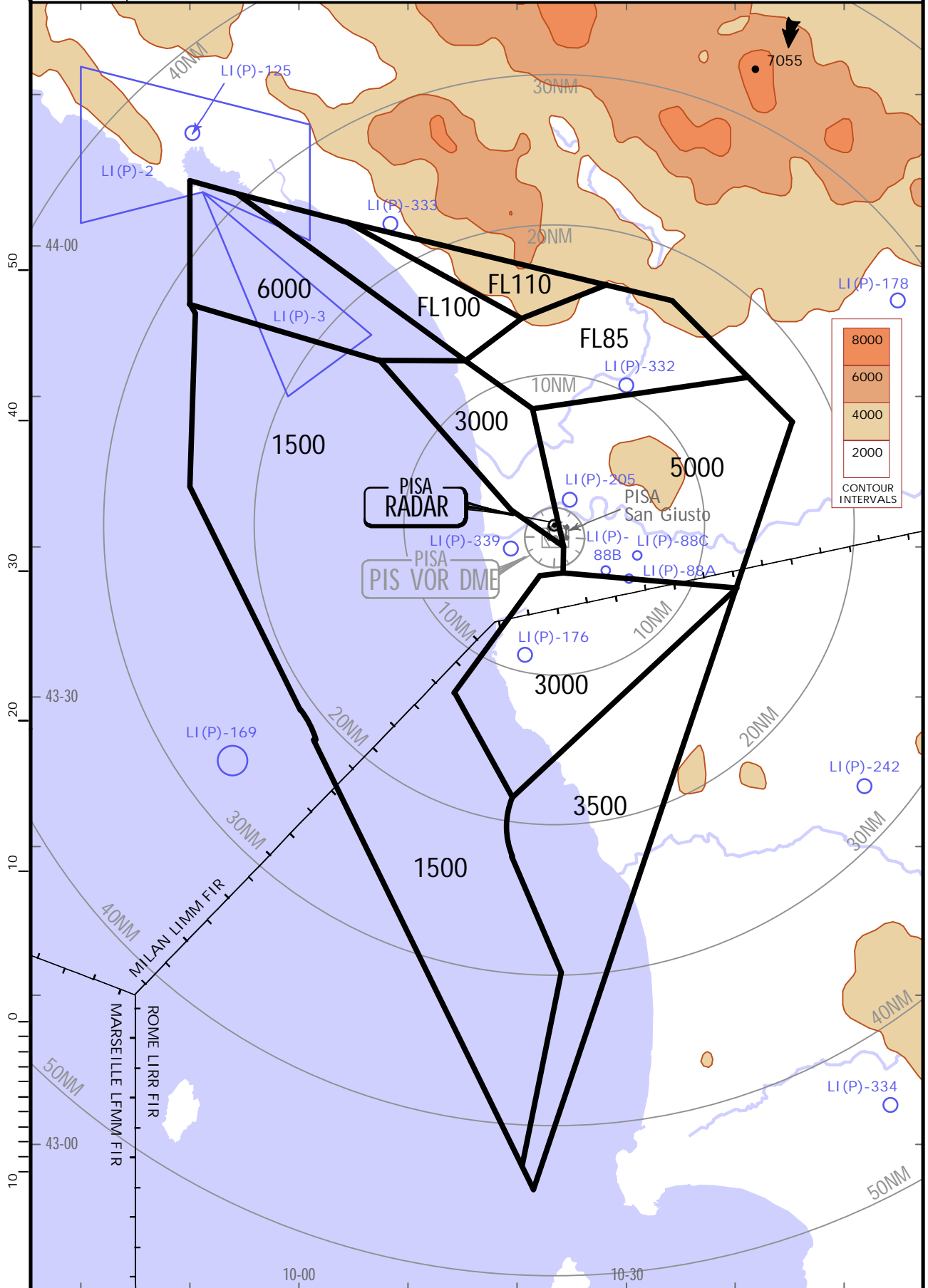
JEPPESSEN
15 MAY 20 **10-1R** .Eff. 21 May

PISA, ITALY

DFG
RADAR MINIMUM ALTITUDES.

Apt Elev
6

- Alt Set: hPa Trans level: By ATC Trans alt: 6000
- Altitudes are established on PISA QNH.
 - Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
 - Minimum altitudes ensure at least 1000 clearance over the highest obstacle within sector and within:
 - 3 NM of the sector boundary up to 20 NM from RADAR antenna;
 - 5 NM of the sector boundary beyond 20 NM from RADAR antenna.



**AREA
PISA**
ITALY

10-1VA

13 NOV 20

+ JEPPESEN

Pisa APP may occasionally request holding over the REPs shown on 10-1V.

For flights with destination to Firenze (Peretola) AD, pilots shall establish and maintain contact with FIRENZE APPROACH to receive traffic information and clearance to enter CTR (D) Firenze 1. In case of delay in issuing the clearance, pilots shall perform VFR holdings over points: GALCIANA (RQNW2), PONTASSIEVE (RQE1) and BARBERINO VAL D'ELSA (RQS1).

VFR Reporting Point Definitions:

Pisa CTR

CASCINA (RPE2)	089°/7.0	"PIS" VOR/DME
CASTELLINA MARITTIMA (RPSE1)	152°/17	"PIS" VOR/DME
CECINA (RPS1)	166°/23	"PIS" VOR/DME
COLLESALVETTI (RPSE2)	139°/5.0	"PIS" VOR/DME
MARINA DI PISA (RPW1)	269°/5.0	"PIS" VOR/DME
MONTECARLO (RPNE1)	047°/16	"PIS" VOR/DME
PISA NORD (RPN2)	336°/7.0	"PIS" VOR/DME
PONTEDERA (RPE1)	094°/10	"PIS" VOR/DME
QUIESA (RPN1)	357°/10	"PIS" VOR/DME
SUD DI LIVORNO (RPS2)	196°/11	"PIS" VOR/DME
VIAREGGIO (RPNW1)	330°/13	"PIS" VOR/DME

Firenze CTR

1NM WEST S.CASCIANO (RQS2)	187°/10	"PRT" VOR/DME
BARBERINO VAL D'ELSA (RQS1)	182°/17	"PRT" VOR/DME
CASELLO A11 (RQNW3)	299°/2.0	"PRT" VOR/DME
CERTOSA (RQS3)	160°/5.0	"PRT" VOR/DME
FIESOLE (RQE2)	090°/5.0	"PRT" VOR/DME
GALCIANA (RQNW2)	306°/8.0	"PRT" VOR/DME
NORD PISTOIA (RQNW1)	301°/15	"PRT" VOR/DME
PONTASSIEVE (RQE1)	100°/11	"PRT" VOR/DME

Grosseto CTR

CASOLE D'ELSA (RSN1)	356°/35	"GRO" VORTAC (109.85 "GRO")
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LIRP/PSA
SAN GIUSTO



26 MAR 21 10-2

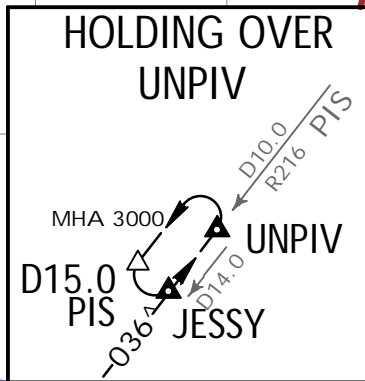
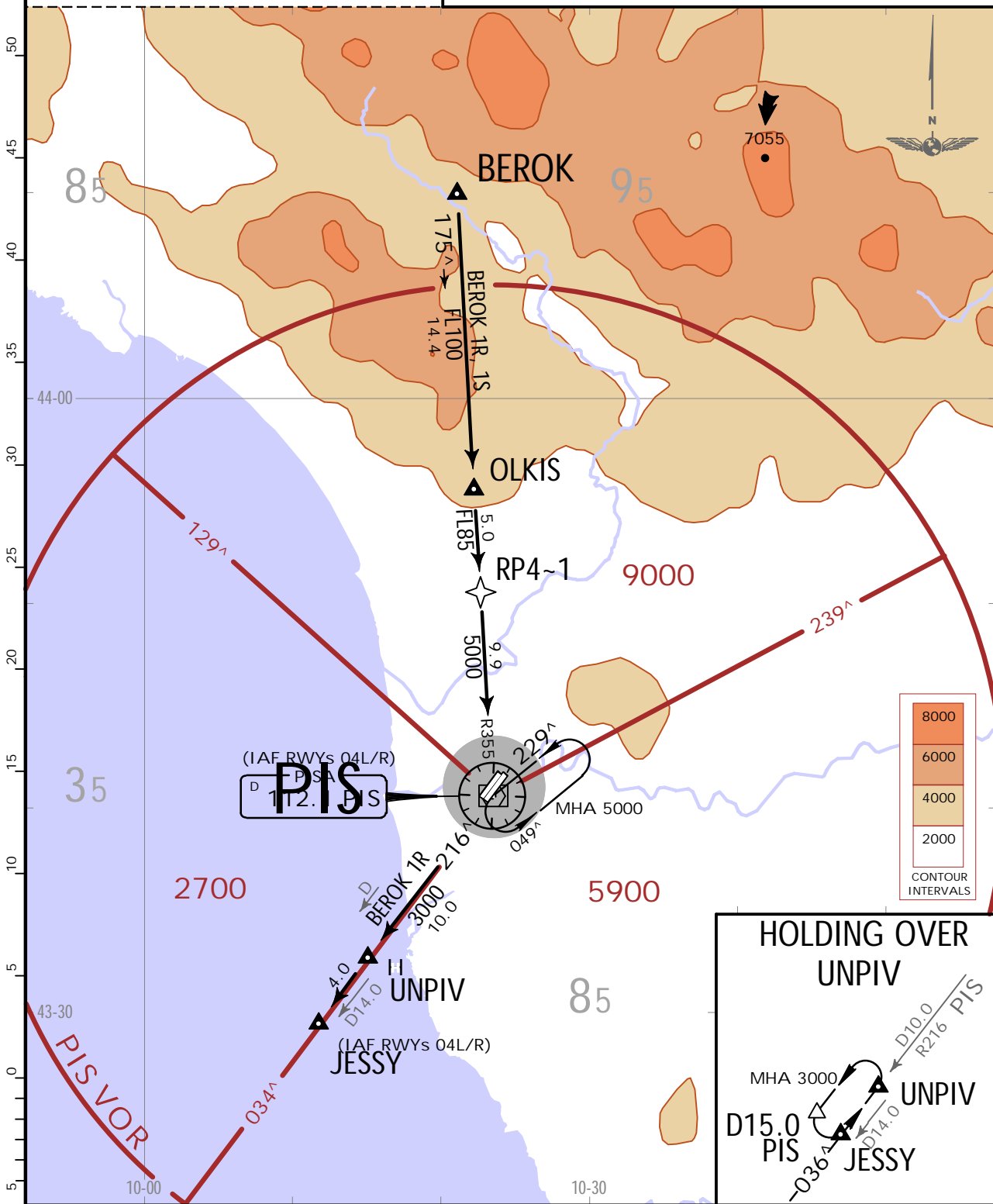
PISA, ITALY
.RNAV.STAR.

Apt Elev 6	Alt Set: hPa Trans level: By ATC 1. RNAV (DME/DME). 2. RNAV 1. 3. VORDME required. 4. Traffic from NW above FL190 will be normally cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared).
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NOT TO SCALE

BEROK 1R [BERO1R]
BEROK 1S [BERO1S]
RNAV ARRIVALS
BASED ON PIS VOR



STAR	ROUTING
BEROK 1R	BEROK - OLKIS - RP401 - PIS - UNPIV.
BEROK 1S	BEROK - OLKIS - RP401 - PIS.

LIRP/PSA
SAN GIUSTO



26 MAR 21 (10-2A)

PISA, ITALY
.RNAV.STAR.

Apt Elev 6	Alt Set: hPa Trans level: By ATC 1. RNAV (DME/DME). 2. RNAV 1. 3. VORDME required.
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PRT 1R, PRT 1S
RNAV ARRIVALS
BASED ON PIS VOR



STAR	ROUTING
PRT 1R	PRT - GINAR - PIS - UNPIV.
PRT 1S	PRT - GINAR - PIS.

LIRP/PSA
SAN GIUSTO

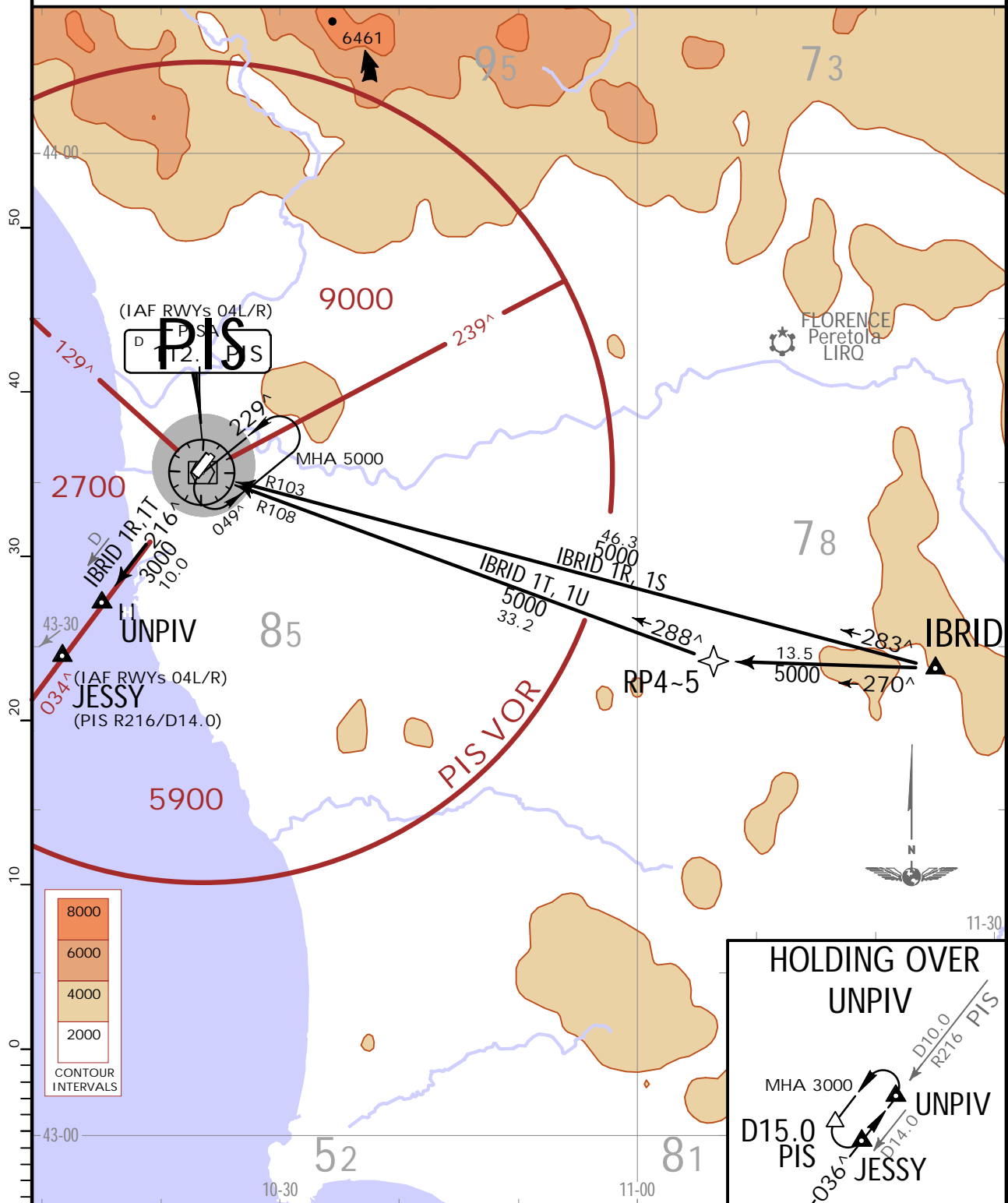


PISA, ITALY
.RNAV.STAR.

26 MAR 21 (10-2B)

Apt Elev 6	Alt Set: hPa Trans level: By ATC 1. RNAV (DME/DME). 2. RNAV 1. 3. VORDME required.
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IBRID 1R [IBRI1R], IBRID 1S [IBRI1S]
IBRID 1T [IBRI1T], IBRID 1U [IBRI1U]
RNAV ARRIVALS
BASED ON PIS VOR



STAR	ROUTING
IBRID 1R	IBRID - PIS - UNPIV.
IBRID 1S	IBRID - PIS.
IBRID 1T	IBRID - RP405 - PIS - UNPIV.
IBRID 1U	IBRID - RP405 - PIS.

LIRP/PSA
SAN GIUSTO

JEPPESSEN
26 MAR 21 (10-2C)

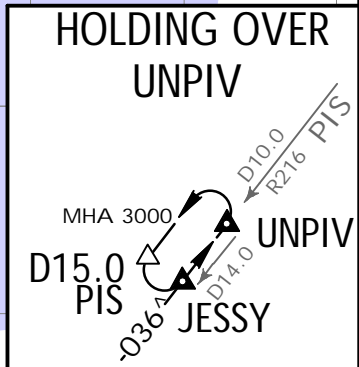
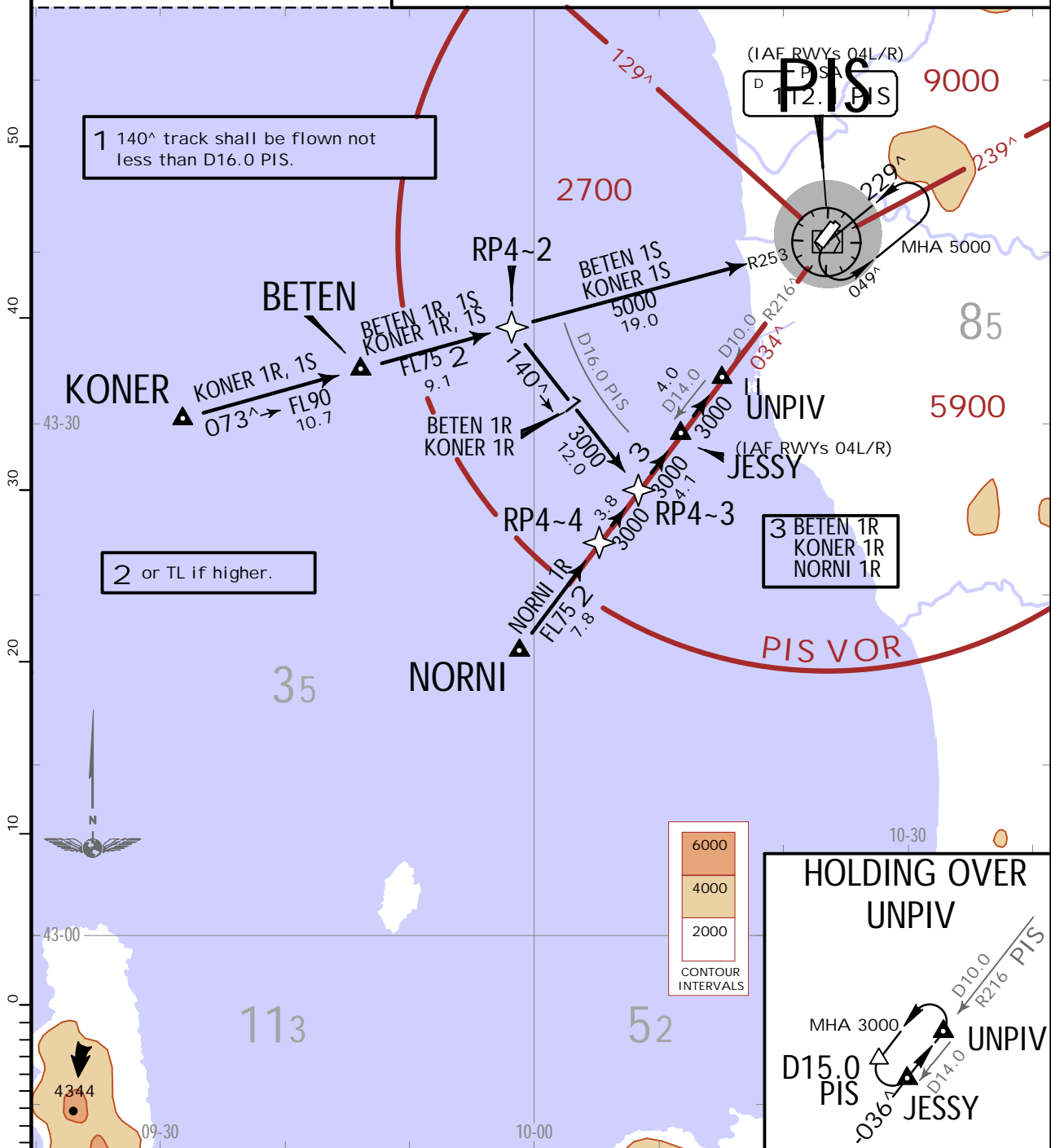
PISA, ITALY
.RNAV.STAR.

Apt Elev 6
Alt Set: hPa Trans level: By ATC
1. RNAV (DME/DME).
2. RNAV 1.
3. VORDME required.
4. Traffic from NW above FL190 will be normally cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared).



NOT TO SCALE

BETEN 1R [BETE1R], BETEN 1S [BETE1S]
KONER 1R [KONE1R], KONER 1S [KONE1S]
NORNI 1R [NORN1R]
RNAV ARRIVALS
BASED ON PIS VOR



STAR	ROUTING
BETEN 1R	BETEN - RP402 - RP403 - JESSY - UNPIV.
BETEN 1S	BETEN - RP402 - PIS.
KONER 1R	KONER - BETEN - RP402 - RP403 - JESSY - UNPIV.
KONER 1S	KONER - BETEN - RP402 - PIS.
NORNI 1R	NORNI - RP404 - JESSY - UNPIV.

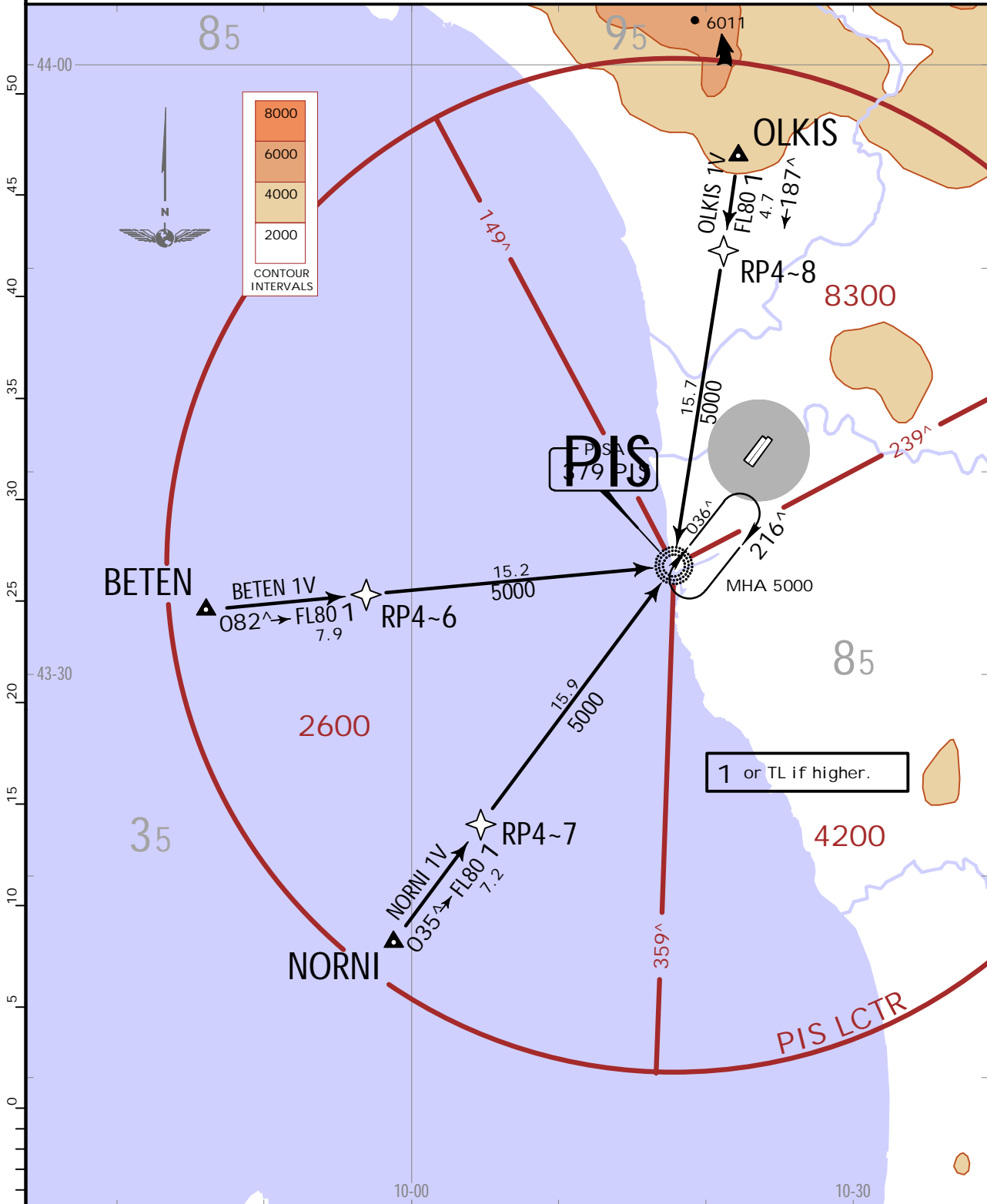
LIR/PSA
SAN GIUSTO

JEPPESSEN
26 MAR 21 (10-2D)

PISA, ITALY
.RNAV.STAR.

Apt Elev 6	Alt Set: hPa Trans level: By ATC 1. RNAV (DME/DME). 2. RNAV 1. 3. ADF required.
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**BETEN 1V [BETE1V]
NORNI 1V [NORN1V], OLKIS 1V [OLKI1V]
RNAV ARRIVALS
BASED ON PIS NDB
ONLY IN CASE OF PIS VOR UNSERVICEABLE**



STAR	ROUTING
BETEN 1V	BETEN - RP406 - PIS.
NORNI 1V	NORNI - RP407 - PIS.
OLKIS 1V	OLKIS - RP408 - PIS.

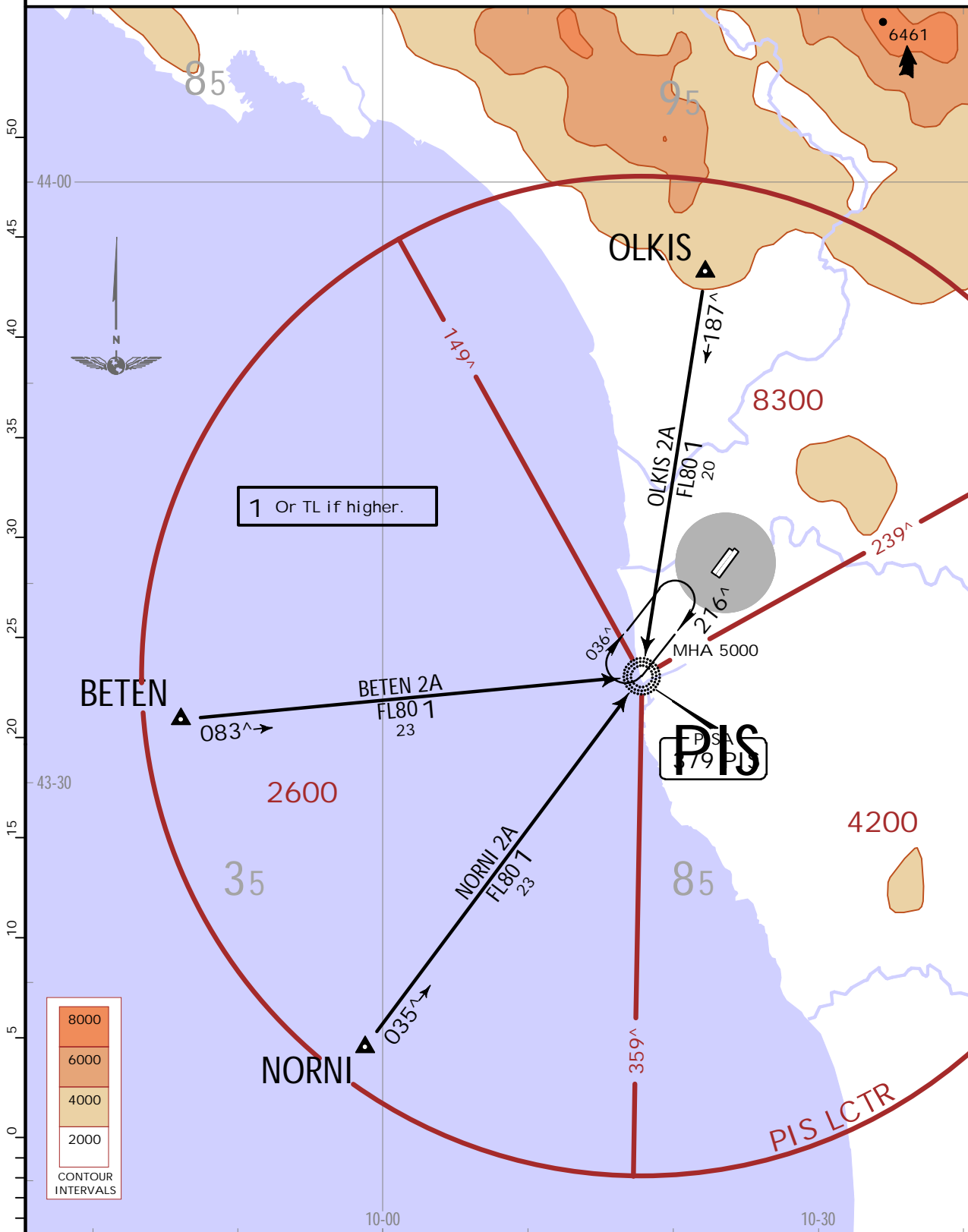
LIR/PSA
SAN GIUSTO

JEPPESSEN
26 MAR 21 10-2F

PISA, ITALY
.STAR.

Apt Elev 6	Alt Set: hPa Trans level: By ATC
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BETEN 2A [BETE2A]
NORNI 2A [NORN2A], OLKIS 2A [OLKI2A]
ARRIVALS
BASED ON PIS NDB



STAR	ROUTING
BETEN 2A	On 083° bearing to PIS.
NORNI 2A	On 035° bearing to PIS.
OLKIS 2A	On 187° bearing to PIS.

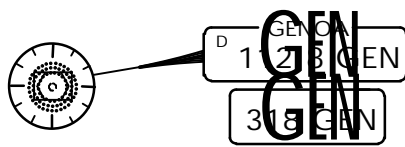
LIRP/PSA
SAN GIUSTO

JEPPESSEN

PISA, ITALY
.STAR.

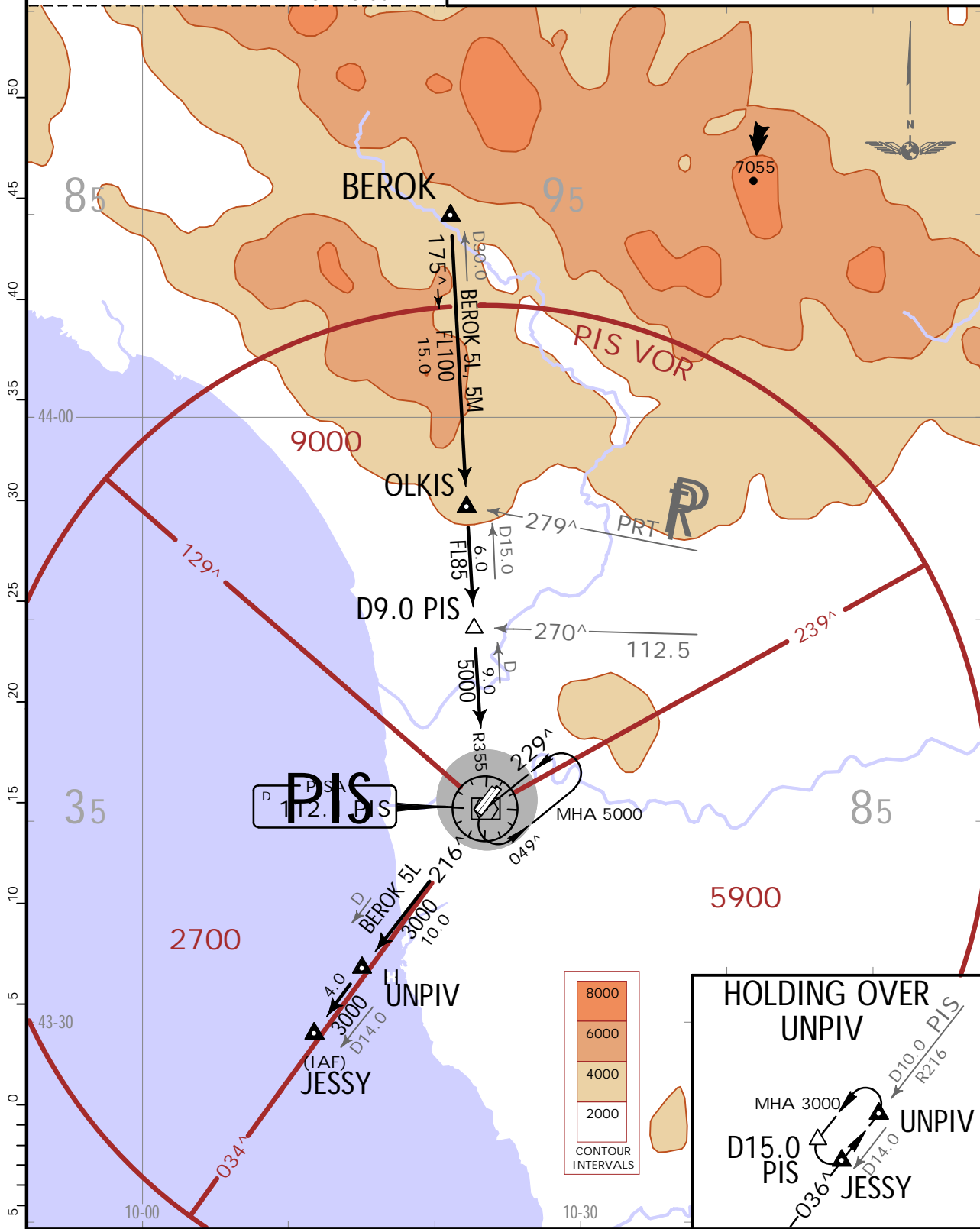
26 MAR 21 (10-2G)

Apt Elev 6	Alt Set: hPa Trans level: By ATC Traffic from NW above FL190 will be normally cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared).
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BEROK 5L [BERO5L]
BEROK 5M [BERO5M]
ARRIVALS
BASED ON PIS VOR

NOT TO SCALE



STAR	ROUTING
BEROK 5L	On PIS R355 inbound via OLKIS to PIS, PIS R216 to UNPIV (or JESSY as cleared).
BEROK 5M	On PIS R355 inbound via OLKIS to PIS.

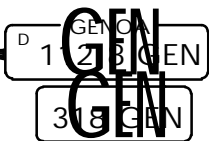
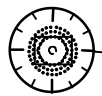
LIRP/PSA
SAN GIUSTO

JEPPESSEN

PISA, ITALY
.STAR.

26 MAR 21 (10-2J)

Apt Elev 6
Alt Set: hPa
Trans level: By ATC
Traffic from NW above FL190 will be normally cleared to proceed via GEN - BEROK - PIS - UNPIV (or JESSY as cleared).

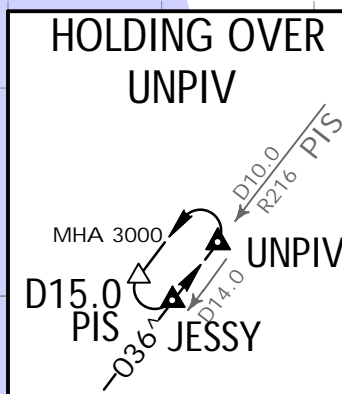


BETEN 3L [BETE3L], BETEN 3M [BETE3M]
KONER 3L [KONE3L], KONER 3M [KONE3M]
NORNI 3L [NORN3L]
ARRIVALS
BASED ON PIS VOR

NOT TO SCALE

2 140° track shall be flown not less than D16.0 PIS.

1 Or TL if higher.



STAR	ROUTING
BETEN 3L	On PIS R254 inbound to D19.0 PIS, turn RIGHT, 140° track, when passing PIS R220 turn LEFT to UNPIV (or JESSY as cleared).
BETEN 3M	On PIS R254 inbound to PIS.
KONER 3L	On PIS R254 inbound via BETEN to D19.0 PIS, turn RIGHT, 140° track, when passing PIS R220 turn LEFT to UNPIV (or JESSY as cleared).
KONER 3M	On PIS R254 inbound via BETEN to PIS.
NORNI 3L	On PIS R216 inbound to UNPIV (or JESSY as cleared).

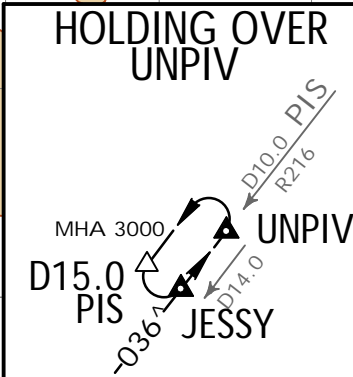
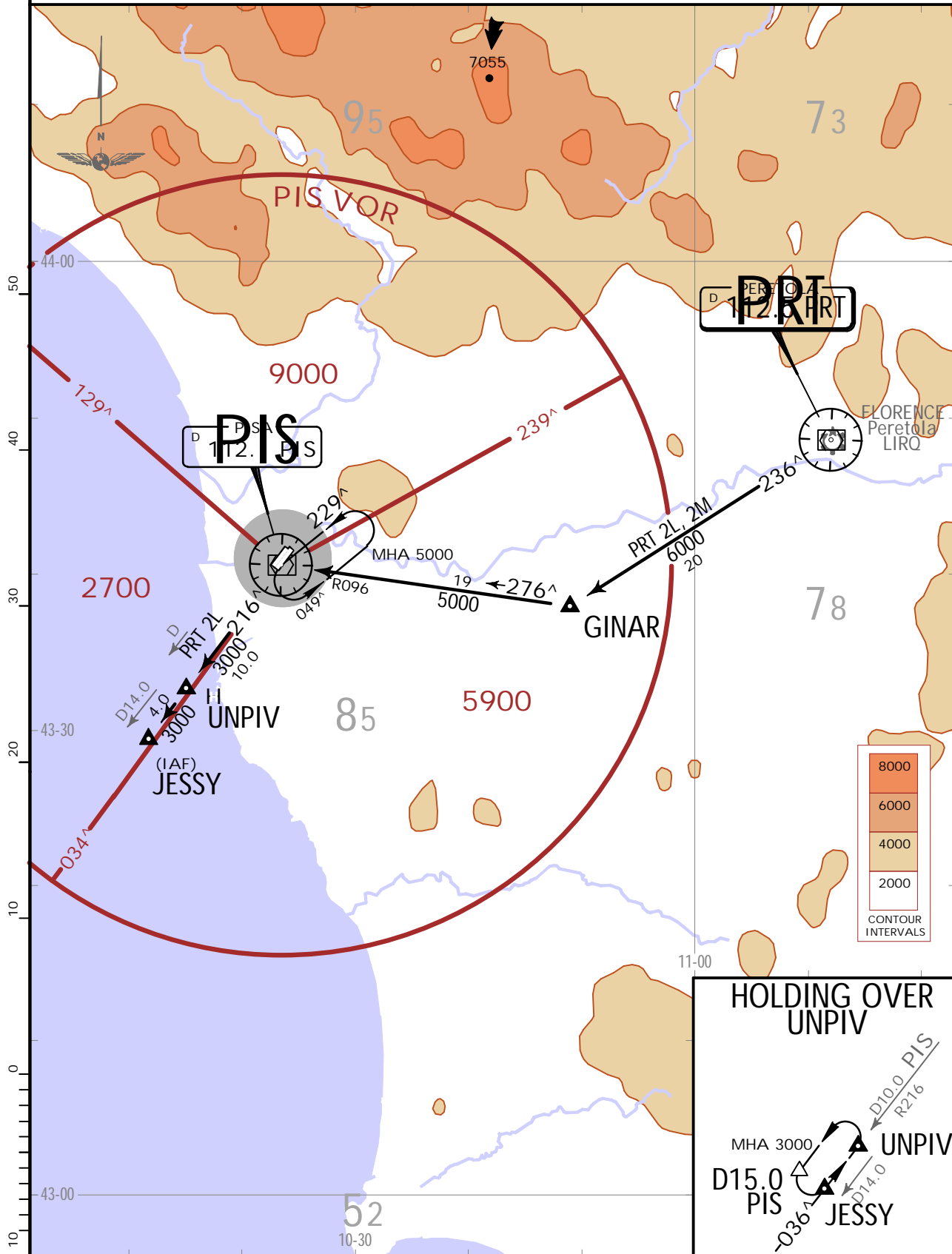
LIRP/PSA
SAN GIUSTO

JEPPESEN
26 MAR 21 (10-2K)

PISA, ITALY
.STAR.

Apt Elev 6	Alt Set: hPa Trans level: By ATC
---------------	-------------------------------------

PRT 2L, PRT 2M
ARRIVALS
BASED ON PIS VOR



STAR	ROUTING
PRT 2L	On PRT R236 to GINAR, intercept PIS R096 inbound to PIS, PIS R216 to UNPIV (or JESSY as cleared).
PRT 2M	On PRT R236 to GINAR, intercept PIS R096 inbound to PIS.

LIRP/PSA
SAN GIUSTO

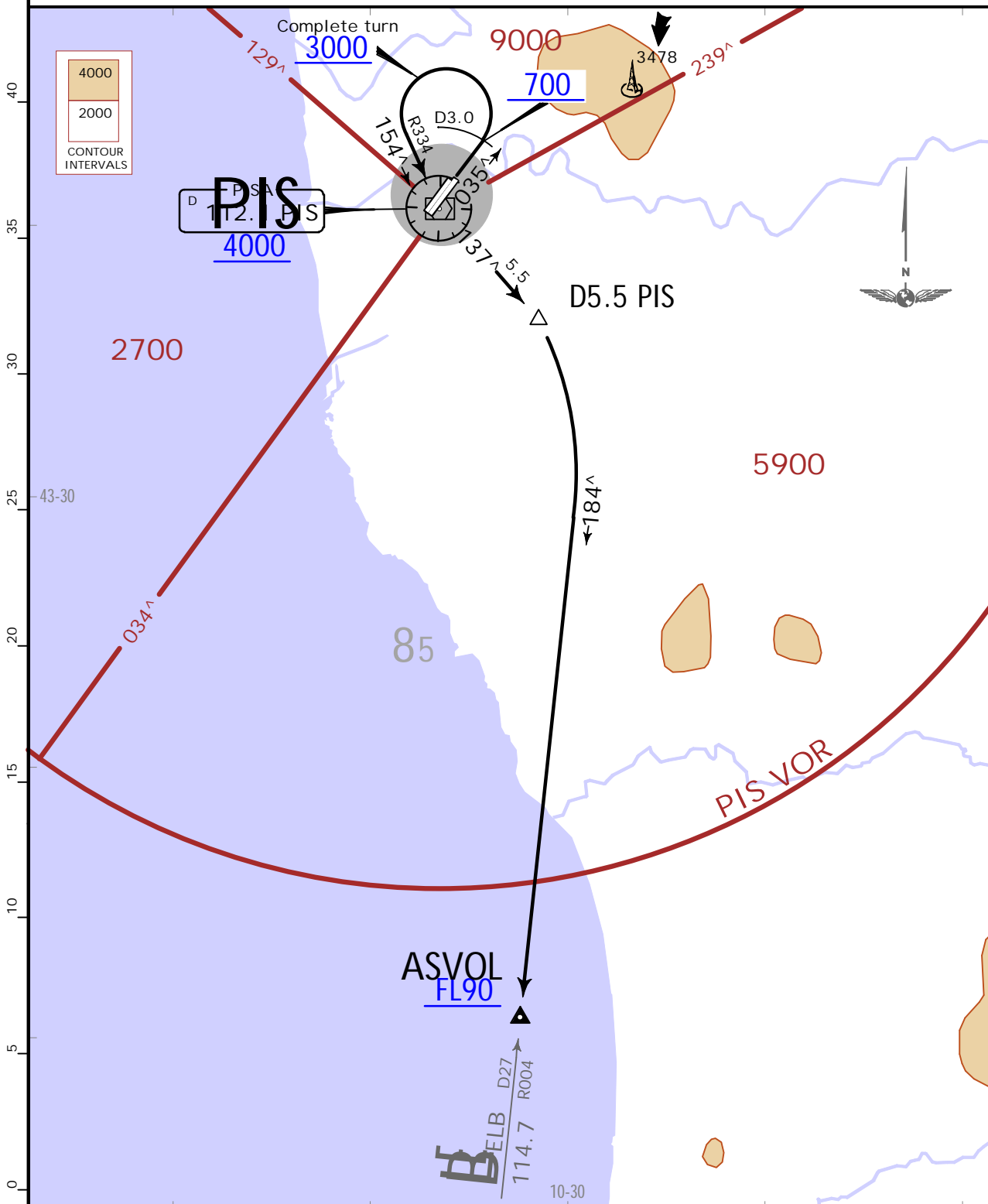
JEPPESEN
19 MAR 21 (10-3) .Eff.25.Mar.

PISA, ITALY
.SID.

Apt Elev
6

Trans alt: 6000
Minimum climb gradient does not take in consideration presence of close-in obstacles.

ASVOL 5A [ASV05A] RWYS 04L/R DEPARTURE



This SID requires a minimum climb gradient of 486 per NM (8%) until passing 4000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

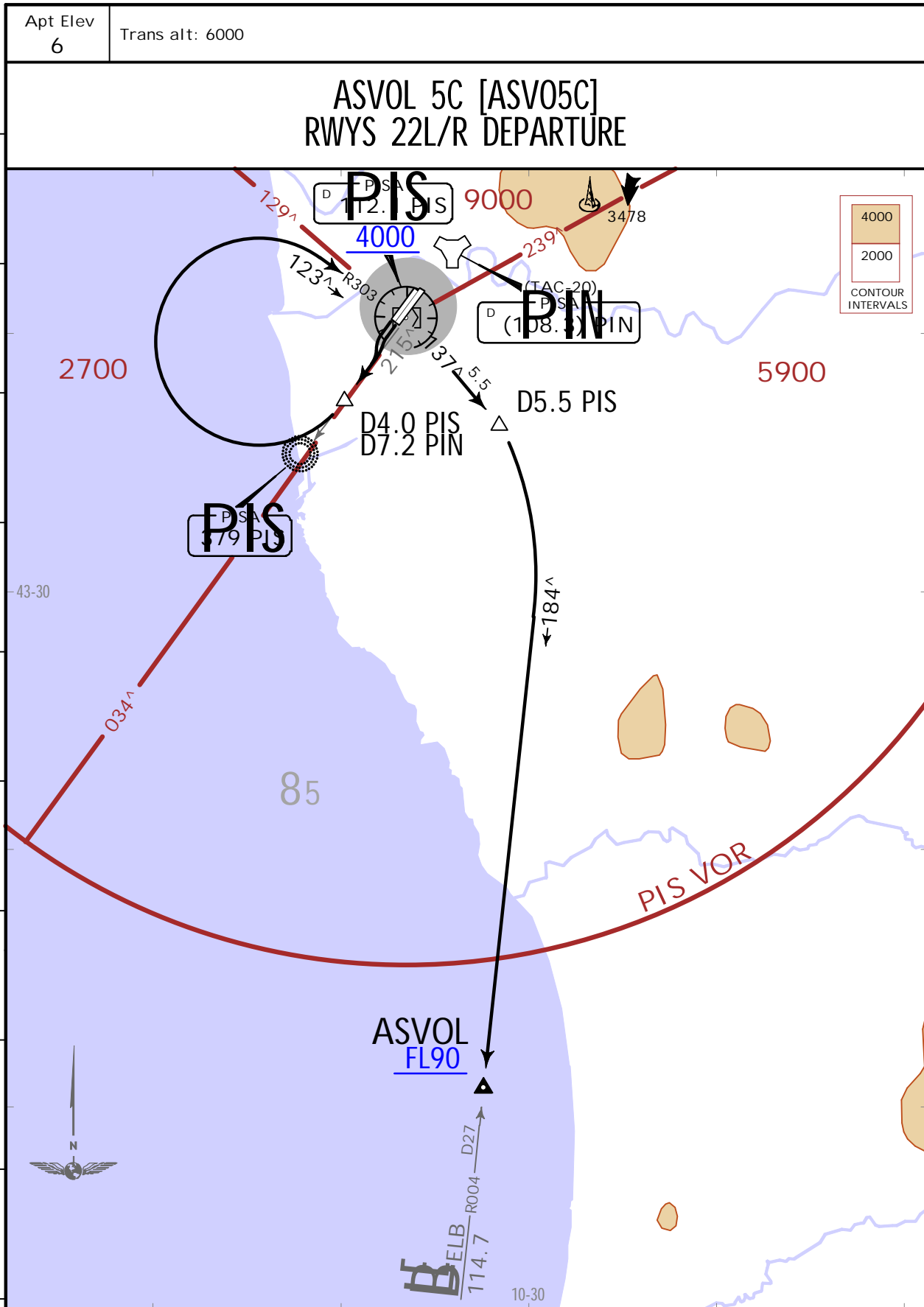
INITIAL CLIMB/ROUTING

Climb on runway heading to D3.0 PIS, turn LEFT, intercept PIS R334 inbound to PISA, PISA R137 to D5.5 PISA, turn RIGHT, intercept ELB R004 inbound to ASVOL.

LIRP/PSA
SAN GIUSTO

JEPPESEN
19 MAR 21 (10-3A) .Eff.25.Mar.

PISA, ITALY
.SID.



This SID requires a minimum climb gradient of 304 per NM (5%) until passing 3000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R215 (215° bearing towards PIS Lctr) to D4.0 PIS/D7.2 PIN, turn RIGHT, intercept PIS R303 inbound to PIS, PIS R137 to D5.5 PIS, turn RIGHT, intercept ELB R004 inbound to ASVOL.

LIRP/PSA
SAN GIUSTO

JEPPESSEN

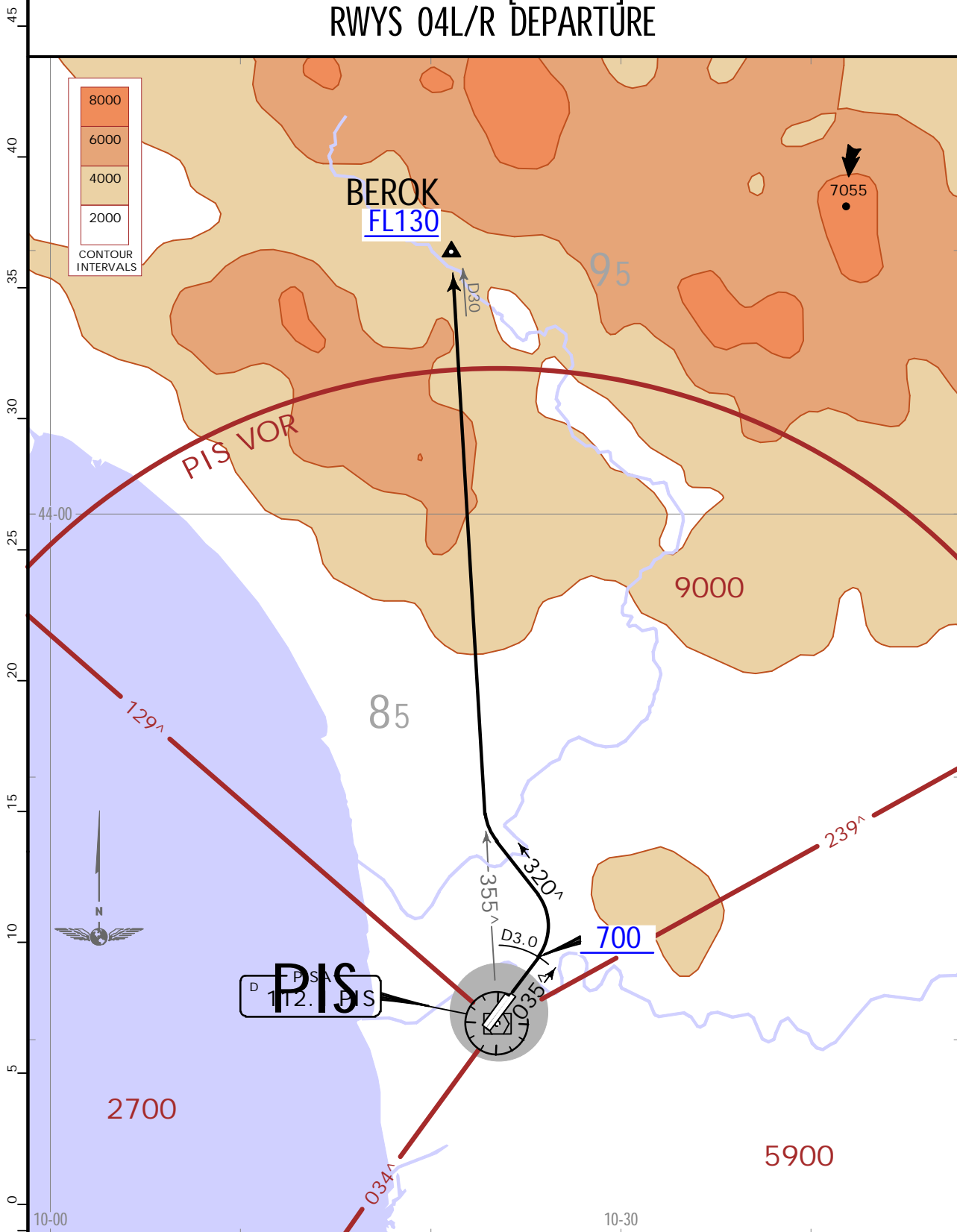
PISA, ITALY
.SID.

26 MAR 21 (10-3B)

Apt Elev
6

Trans alt: 6000
Minimum climb gradient does not take in consideration presence of close-in obstacles.

**BEROK 7A [BERO7A]
RWYS 04L/R DEPARTURE**



This SID requires a minimum climb gradient of 486 per NM (8%) until passing 4000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to D3.0 PIS, turn LEFT, 320° track, intercept PIS R355 to BEROK.

LIRP/PSA
SAN GIUSTO



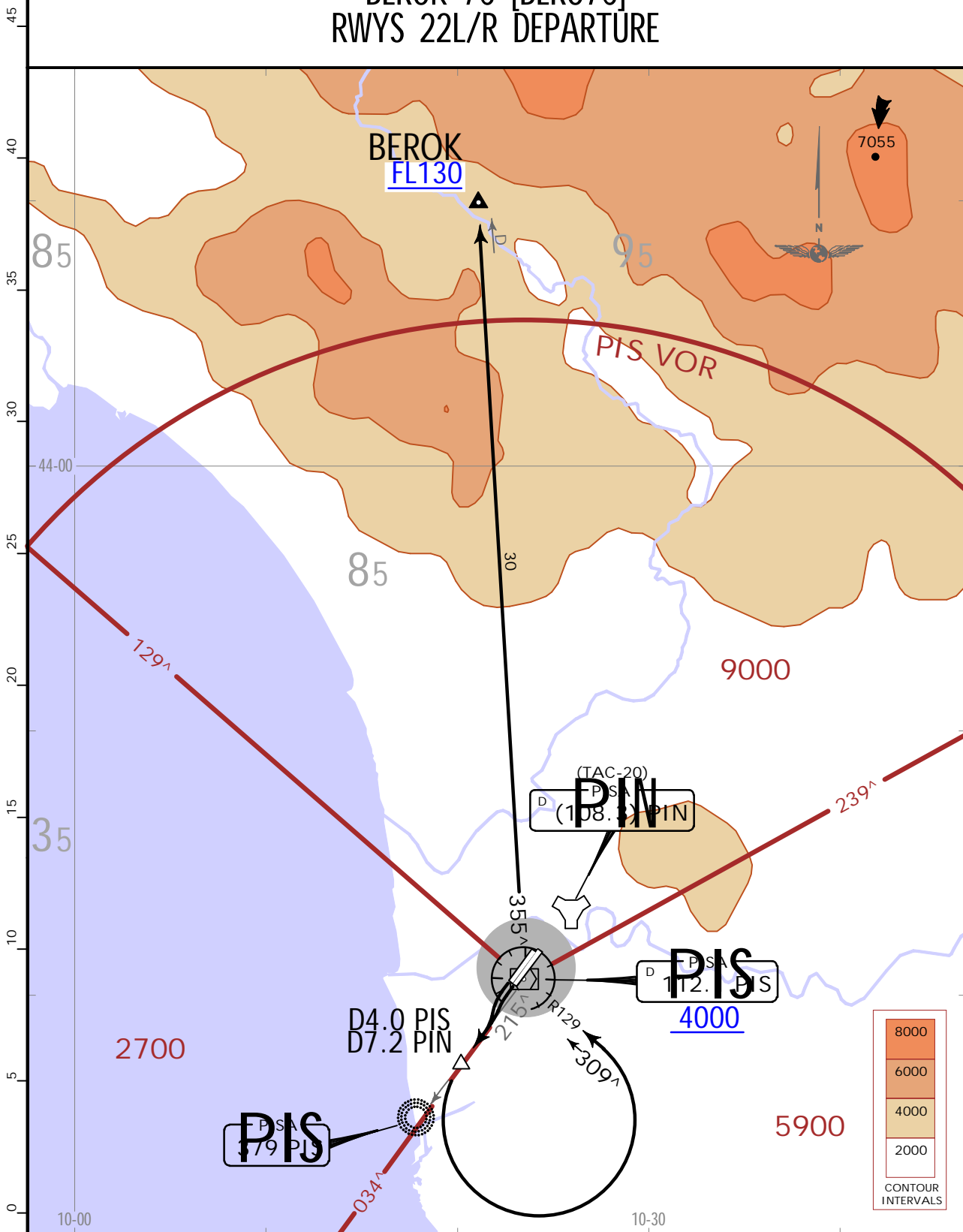
PISA, ITALY
.SID.

26 MAR 21 (10-3C)

Apt Elev
6

Trans alt: 6000

**BEROK 7C [BERO7C]
RWYS 22L/R DEPARTURE**



This SID requires a minimum climb gradient of 304 per NM (5%) until passing FL90 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

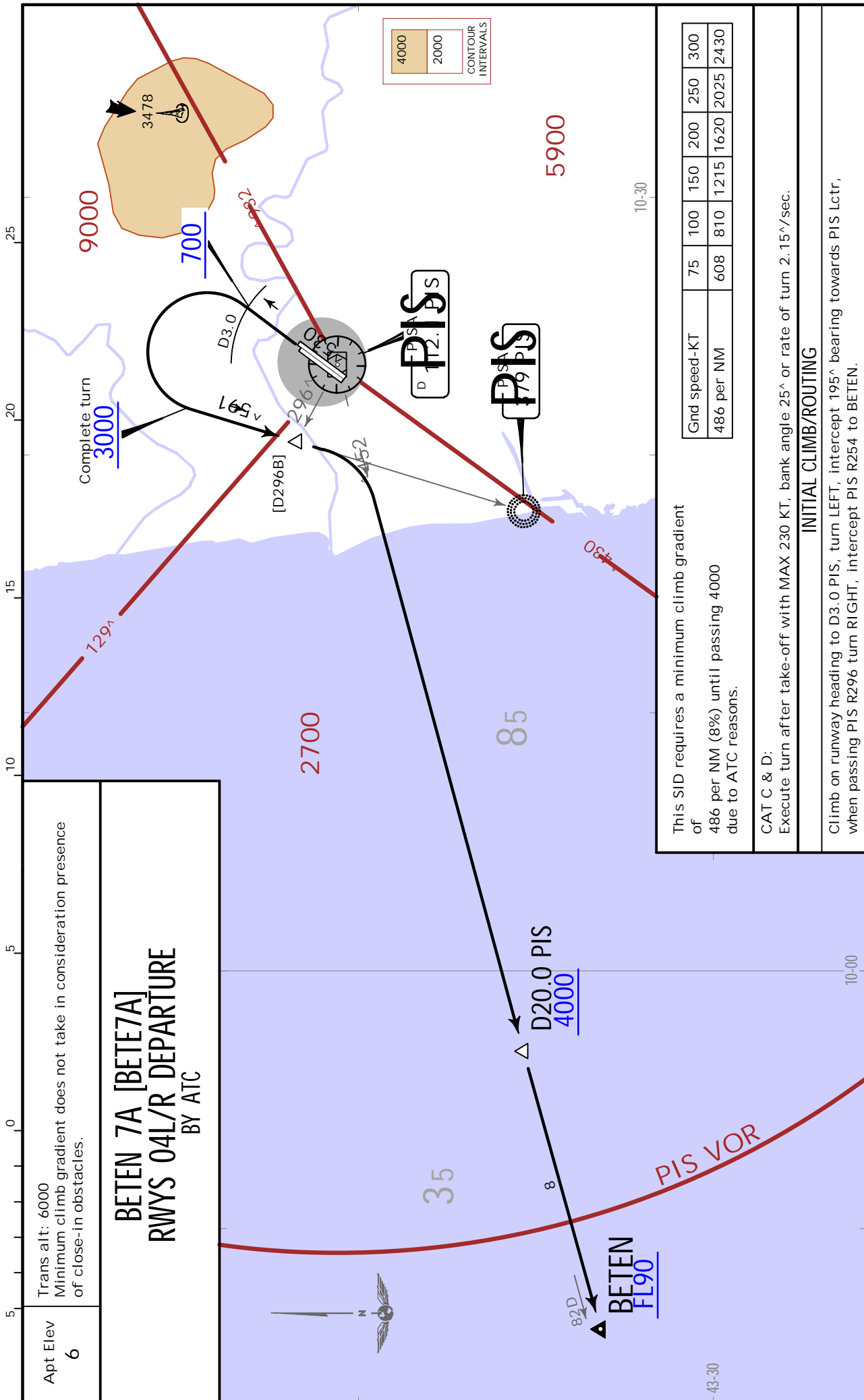
As soon as practicable intercept PIS R215 (215° bearing towards PIS Lctr) to D4.0 PIS/D7.2 PIN, turn LEFT, intercept PIS R129 inbound to PIS, PIS R355 to BEROK.

LIRP/PSA
SAN GIUSTO



PISA, ITALY
.SID.

26 MAR 21 (10-3D)



Apt Elev
6

Trans alt: 6000
Minimum climb gradient does not take in consideration presence of close-in obstacles.

**BETEN 7A [BETE7A]
RWYS 04L/R DEPARTURE
BY ATC**

Grnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

This SID requires a minimum climb gradient of 486 per NM (8%) until passing 4000 due to ATC reasons.

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

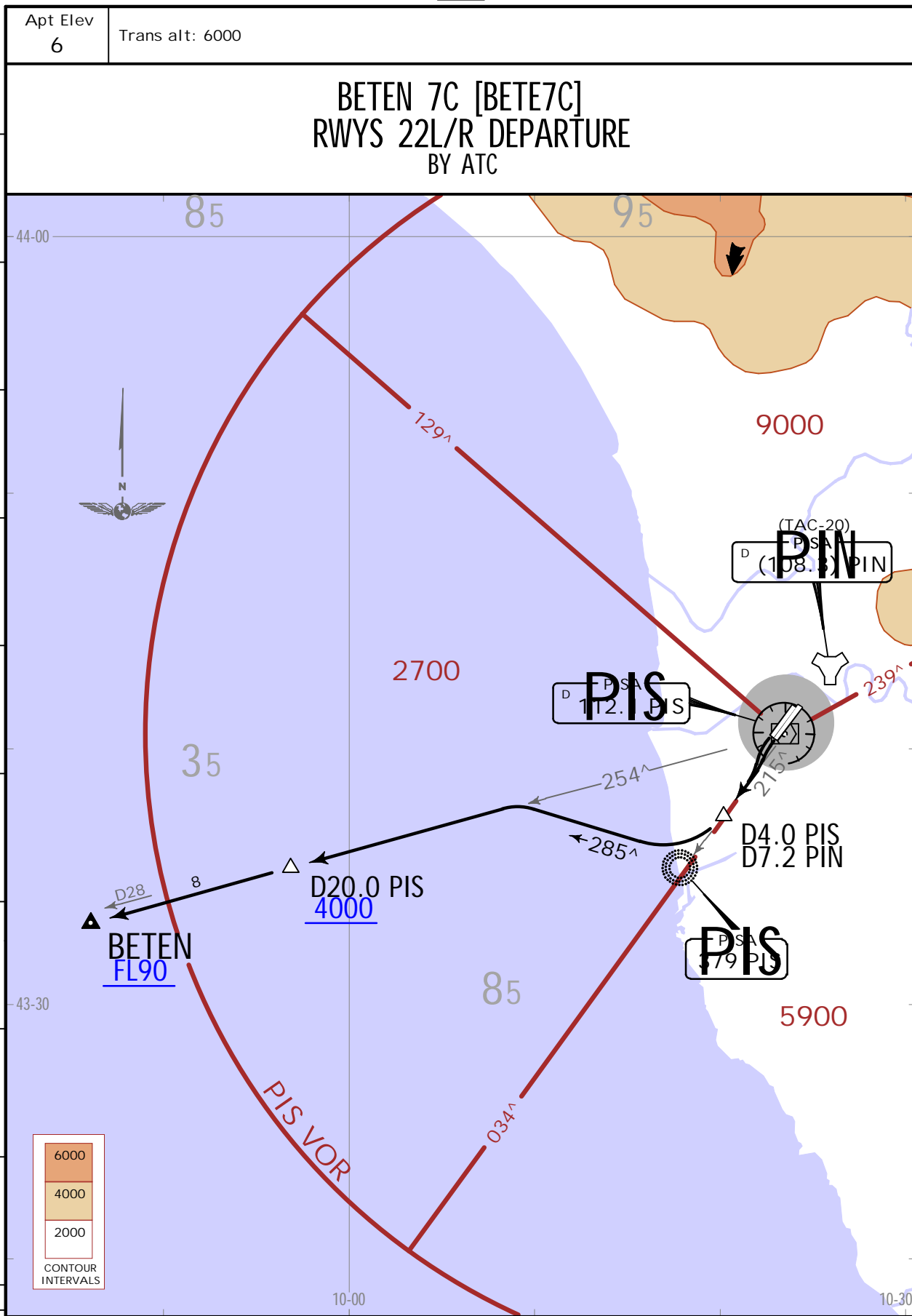
INITIAL CLIMB/ROUTING

Climb on runway heading to D3.0 PIS, turn LEFT, intercept 195° bearing towards PIS Lctr, when passing PIS R296 turn RIGHT, intercept PIS R254 to BETEN.

LIRP/PSA
SAN GIUSTO

JEPPESEN
26 MAR 21 (10-3E)

PISA, ITALY
.SID.



Apt Elev 6
Trans alt: 6000

**BETEN 7C [BETE7C]
RWYS 22L/R DEPARTURE
BY ATC**

This SID requires a minimum climb gradient of 304 per NM (5%) until passing FL90 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

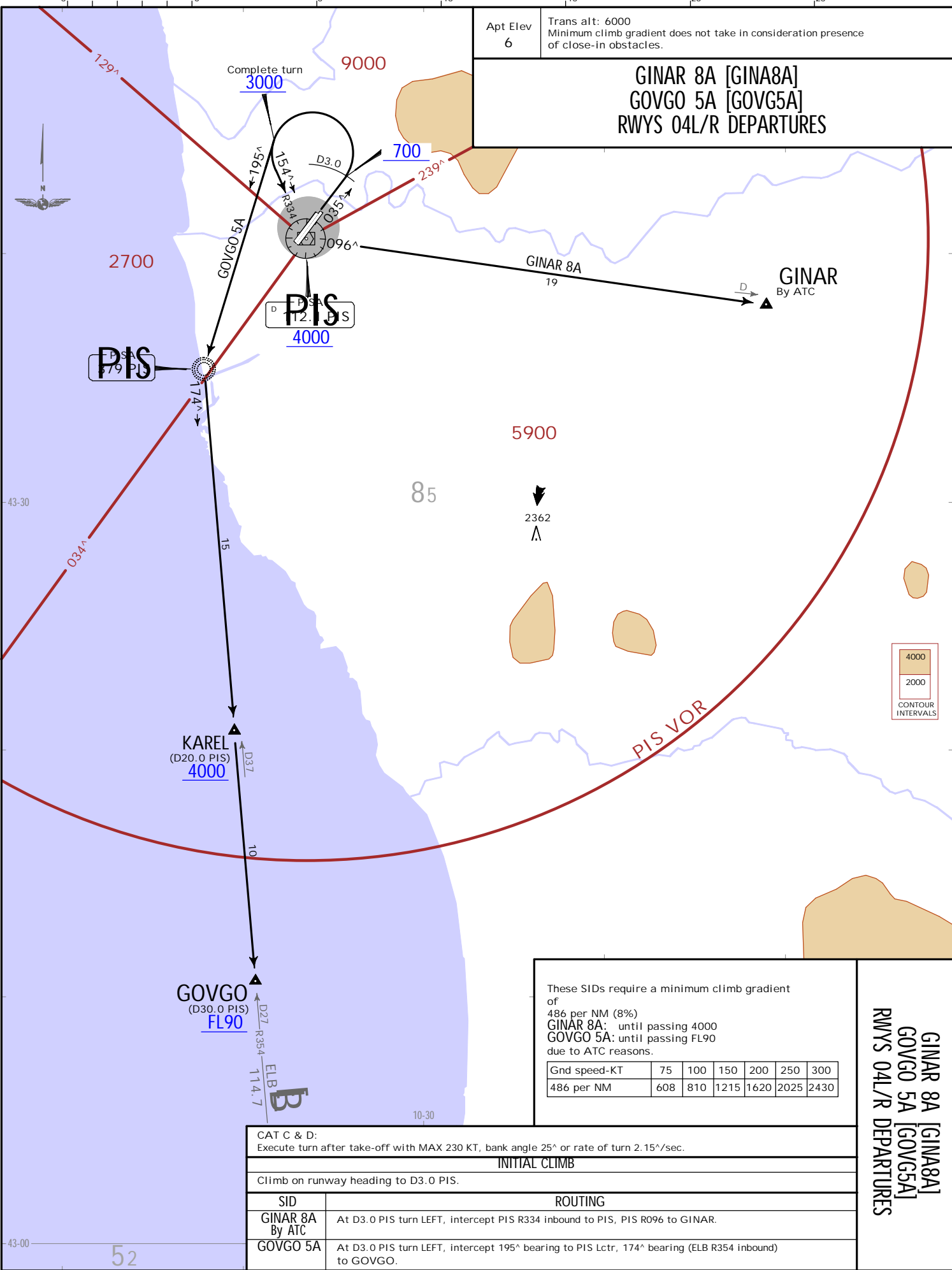
Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R215 (215[^] bearing towards PIS Lctr) to D4.0 PIS/D7.2 PIN, turn RIGHT, 285[^] track, intercept PIS R254 to BETEN.

CHANGES: MSA

LIRP/PSA
SAN GIUSTO



Apt Elev 6
Trans alt: 6000
Minimum climb gradient does not take in consideration presence of close-in obstacles.

**GINAR 8A [GINA8A]
GOVGO 5A [GOVG5A]
RWYS 04L/R DEPARTURES**

These SIDs require a minimum climb gradient of 486 per NM (8%)
GINAR 8A: until passing 4000
GOVGO 5A: until passing FL90 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB

Climb on runway heading to D3.0 PIS.

SID	ROUTING
GINAR 8A By ATC	At D3.0 PIS turn LEFT, intercept PIS R334 inbound to PIS, PIS R096 to GINAR.
GOVGO 5A	At D3.0 PIS turn LEFT, intercept 195° bearing to PIS Lctr, 174° bearing (ELB R354 inbound) to GOVGO.

**GINAR 8A [GINA8A]
GOVGO 5A [GOVG5A]
RWYS 04L/R DEPARTURES**

26 MAR 21 10:3F
JEPPESSEN
PISA, ITALY
SID.

LIR/PSA
SAN GIUSTO

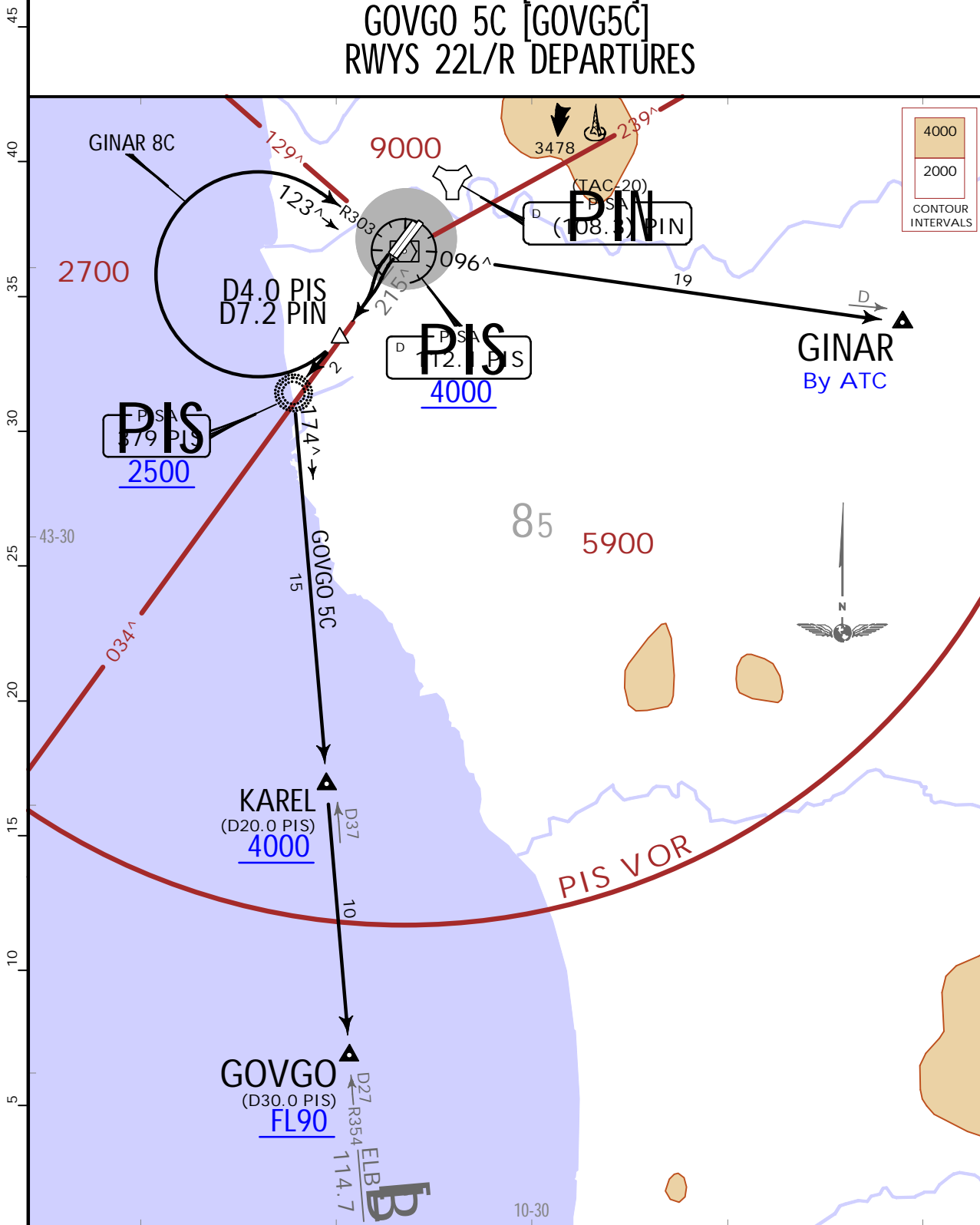


PISA, ITALY
.SID.

26 MAR 21 (10-3G)

Apt Elev 6
Trans alt: 6000

GINAR 8C [GINA8C]
GOVGO 5C [GOVG5C]
RWYS 22L/R DEPARTURES



These SIDs require a minimum climb gradient of 304 per NM (5%) until passing 3000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

Execute turns with MAX 250 KT.

SID	INITIAL CLIMB/ROUTING
GINAR 8C By ATC	As soon as practicable intercept PIS R215 (215° bearing towards PIS Lctr) to D4.0 PIS/ D7.2 PIN, turn RIGHT, intercept PIS R303 inbound to PIS, PIS R096 to GINAR.
GOVGO 5C	As soon as practicable intercept PIS R215 (215° bearing) to PIS Lctr, 174° bearing (ELB R354 inbound) to GOVGO.

LIRP/PSA
SAN GIUSTO

JEPPESEN

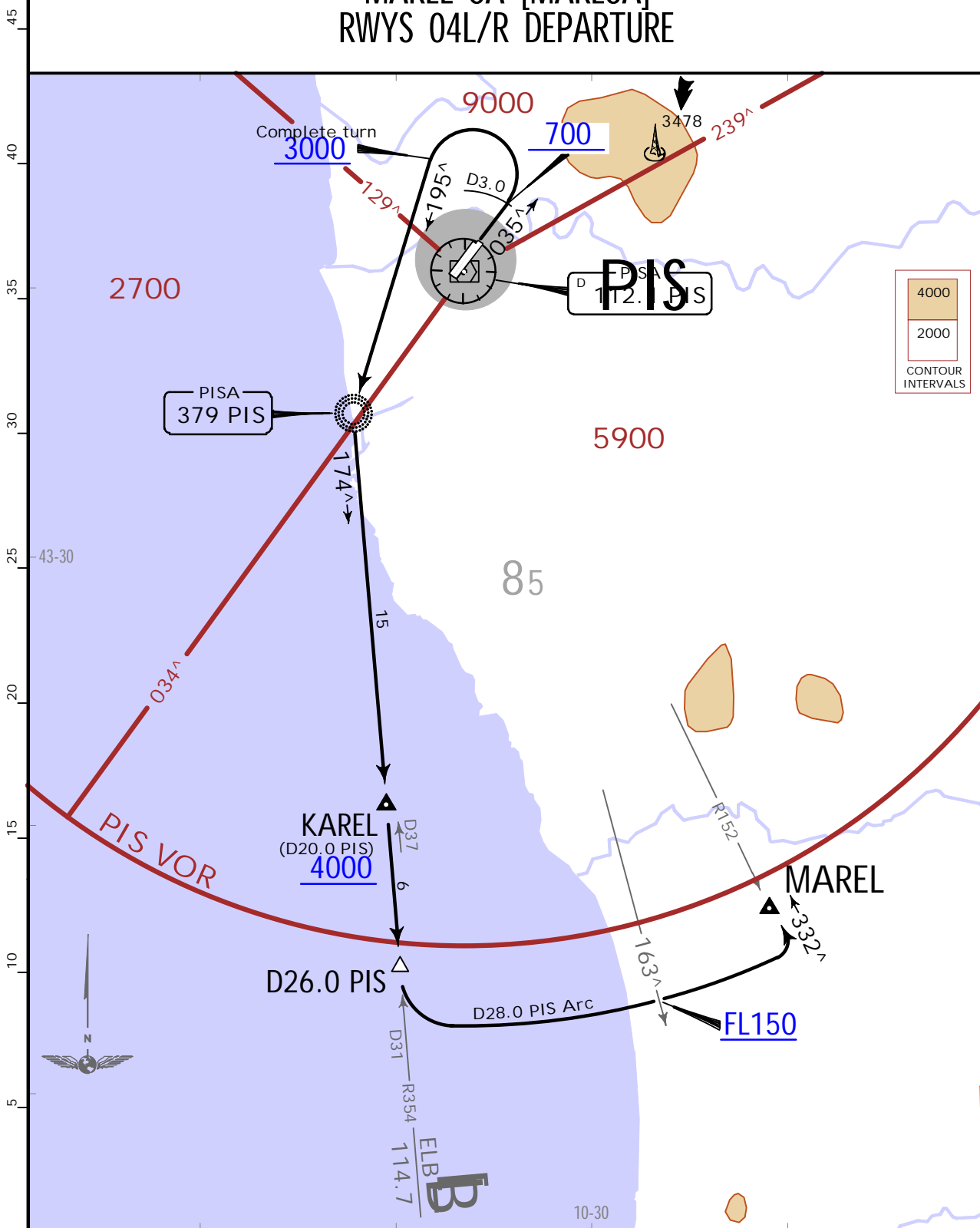
PISA, ITALY
.SID.

26 MAR 21 (10-3H)

Apt Elev
6

Trans alt: 6000
Minimum climb gradient does not take in consideration presence of close-in obstacles.

MAREL 8A [MARE8A]
RWYS 04L/R DEPARTURE



This SID requires a minimum climb gradient of 486 per NM (8%) until passing 4000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

CAT C & D:
Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB/ROUTING

Climb on runway heading to D3.0 PIS, turn LEFT. intercept 195° bearing to PIS Lctr, 174° bearing (ELB R354 inbound) via KAREL to D26.0 PIS, turn LEFT, along D28.0 PIS Arc, when passing PIS R163 turn LEFT, intercept PIS R152 inbound to MAREL.

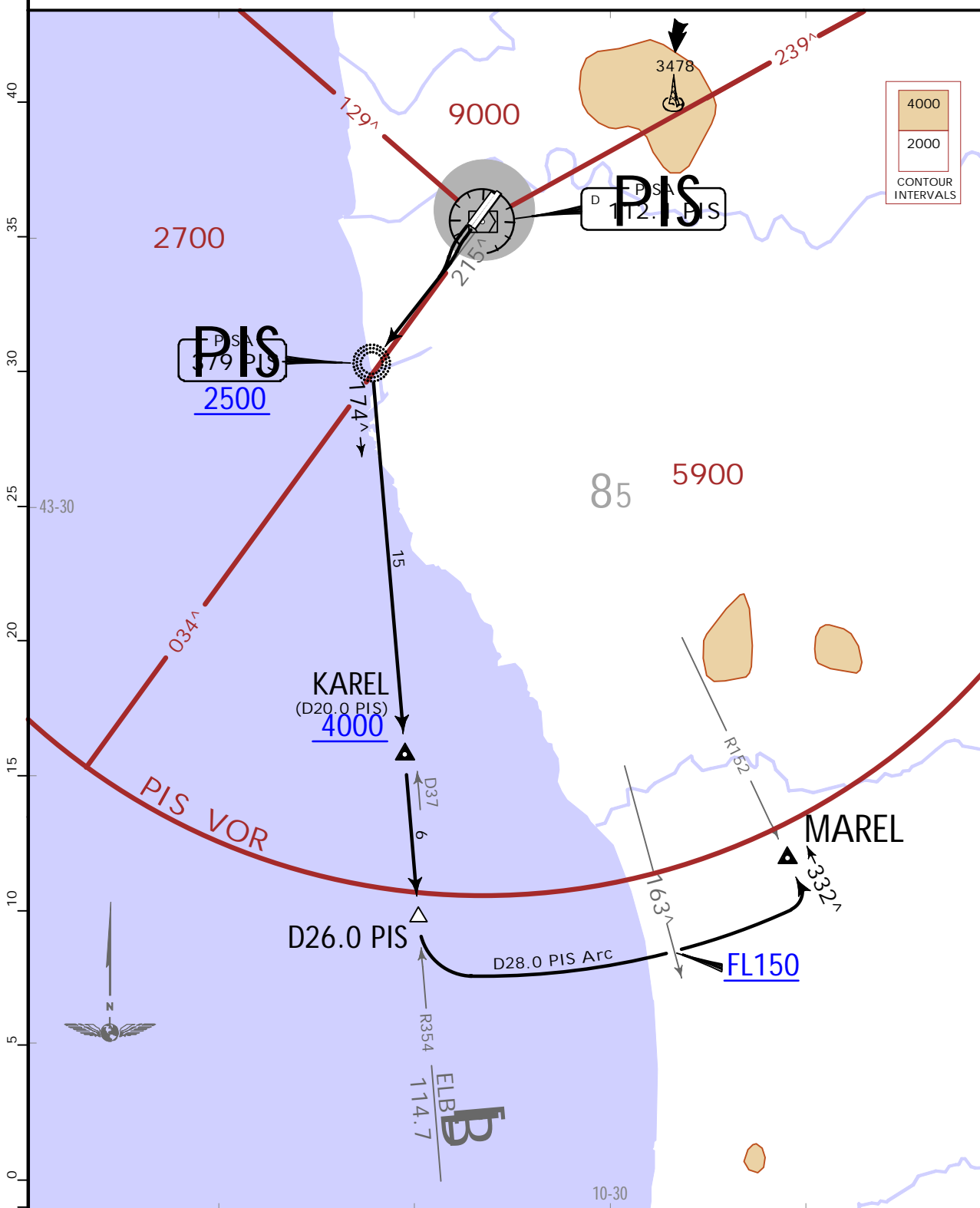
LIRP/PSA
SAN GIUSTO

JEPPESSEN
26 MAR 21 (10-3J)

PISA, ITALY
.SID.

Apt Elev
6
Trans alt: 6000

MAREL 8C [MARE8C]
RWYS 22L/R DEPARTURE



This SID requires a minimum climb gradient of 425 per NM (7%) due to ATC reasons.

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

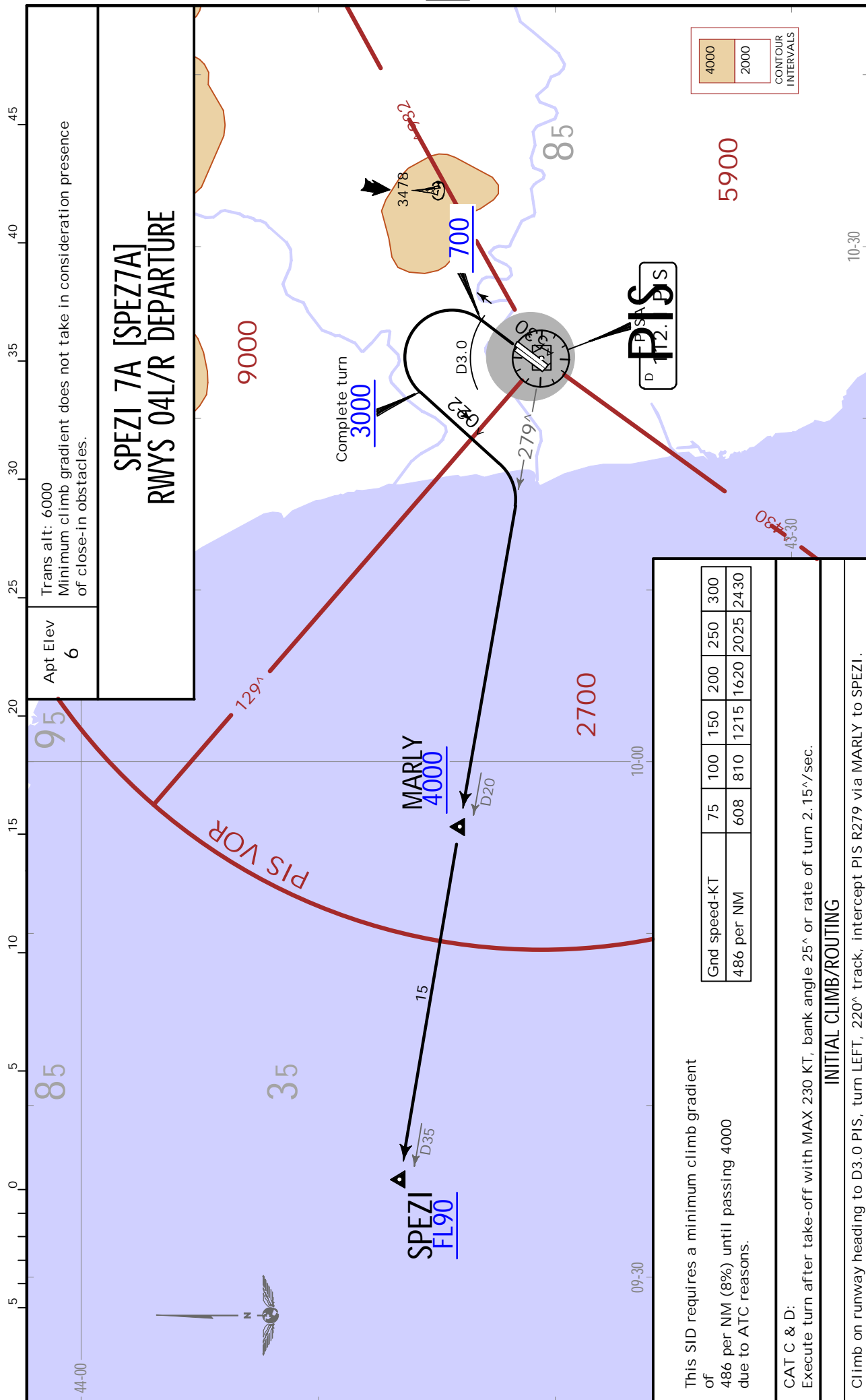
As soon as practicable intercept PIS R215 (215° bearing) to PIS Lctr, 174° bearing (ELB R354 inbound) to D26.0 PIS, turn LEFT, along D28.0 PIS Arc, when passing PIS R163 turn LEFT, intercept PIS R152 inbound to MAREL.

LIRP/PSA
SAN GIUSTO



PISA, ITALY
.SID.

26 MAR 21 10-3K

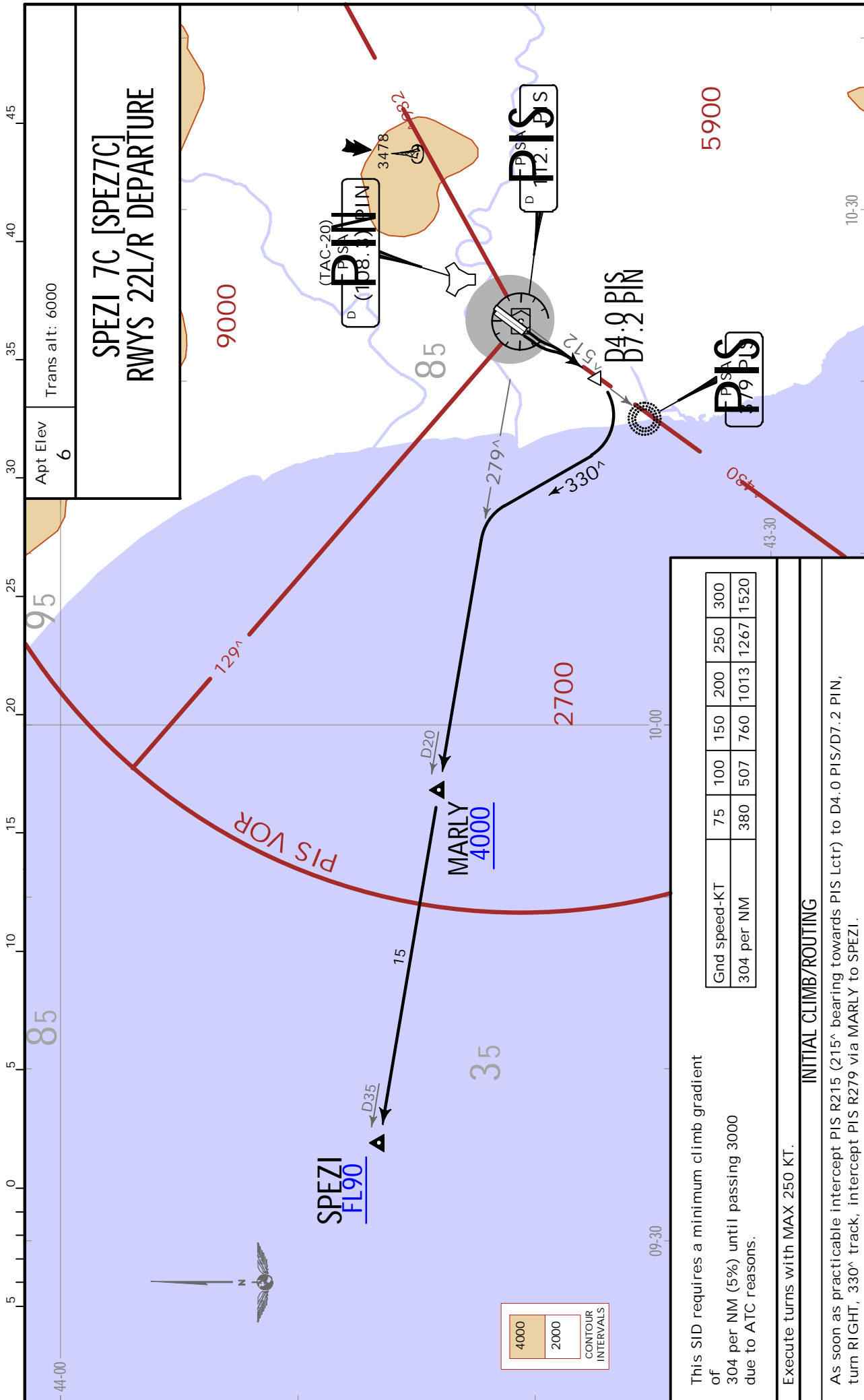


LIRP/PSA
SAN GIUSTO



PISA, ITALY
.SID.

26 MAR 21 10-3L



Trans alt: 6000
Apt Elev 6
SPEZI 7C [SPEZ7C]
RWYS 22L/R DEPARTURE

Grnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

Execute turns with MAX 250 KT.

INITIAL CLIMB/ROUTING

As soon as practicable intercept PIS R215 (215° bearing towards PIS Lctr) to D4.0 PIS/D7.2 PIN, turn RIGHT, 330° track, intercept PIS R279 via MARLY to SPEZI.

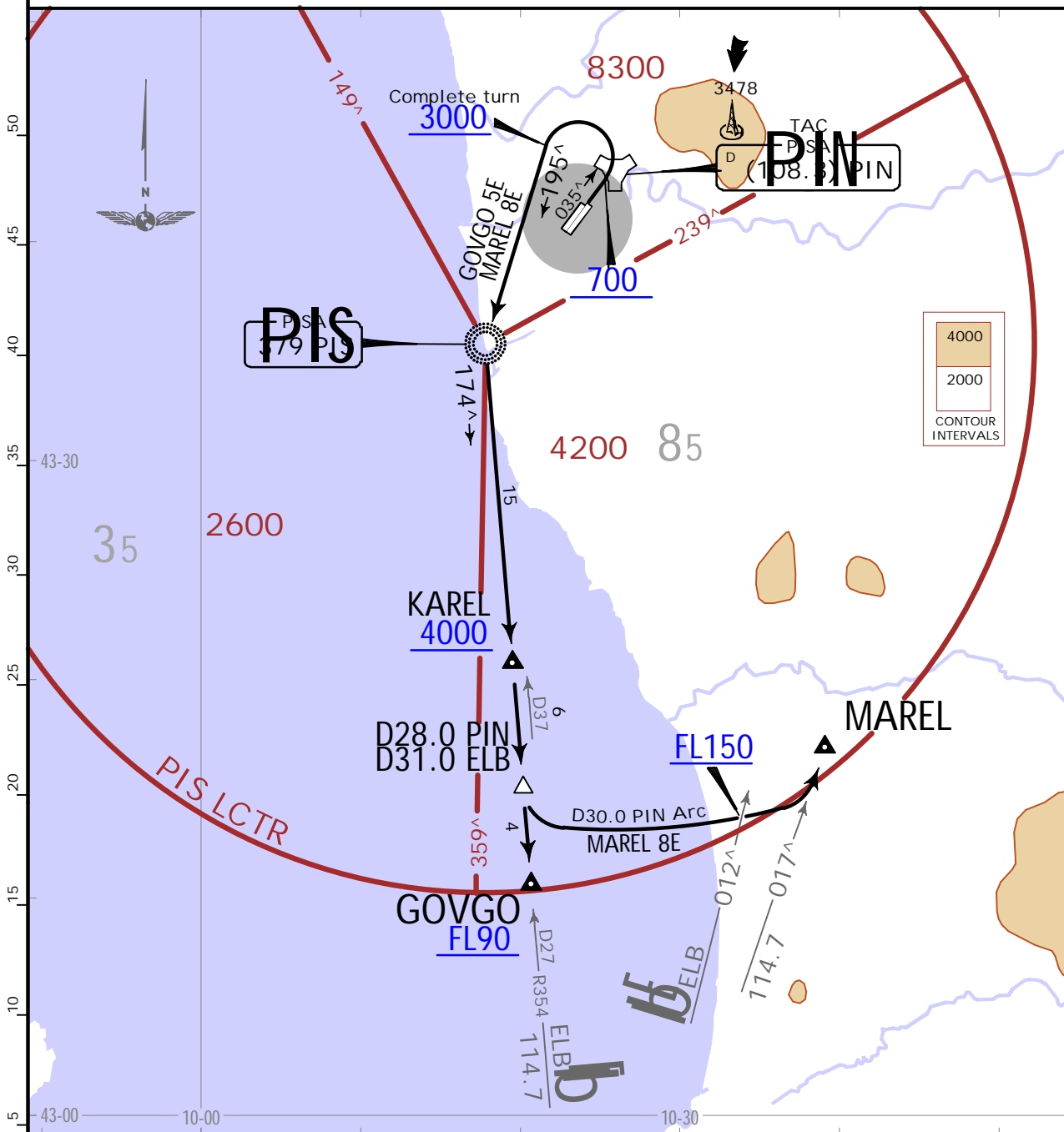
LIRP/PSA
SAN GIUSTO

JEPPESSEN
26 MAR 21 (10-3N)

PISA, ITALY
.SID.

Apt Elev 6	Trans alt: 6000 Minimum climb gradient does not take in consideration presence of close-in obstacles.
---------------	--

GOVGO 5E [GOVG5E]
MAREL 8E [MARE8E]
RWYS 04L/R DEPARTURES
TO BE USED WHEN PIS VOR UNSERVICEABLE



These SIDs require a minimum climb gradient of 486 per NM (8%) until passing 4000 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

CAT C & D:

Execute turn after take-off with MAX 230 KT, bank angle 25° or rate of turn 2.15°/sec.

INITIAL CLIMB

Climb on runway heading to 700, turn LEFT, intercept 195° bearing to PIS, 174° bearing (ELB R354 inbound).

SID	ROUTING
GOVGO 5E	To GOVGO.
MAREL 8E	Via KAREL to D28.0 PIN (D31.0 ELB), turn LEFT, along D30.0 PIN Arc, when passing ELB R012 turn LEFT, intercept ELB R017 to MAREL.

LIRP/P5A

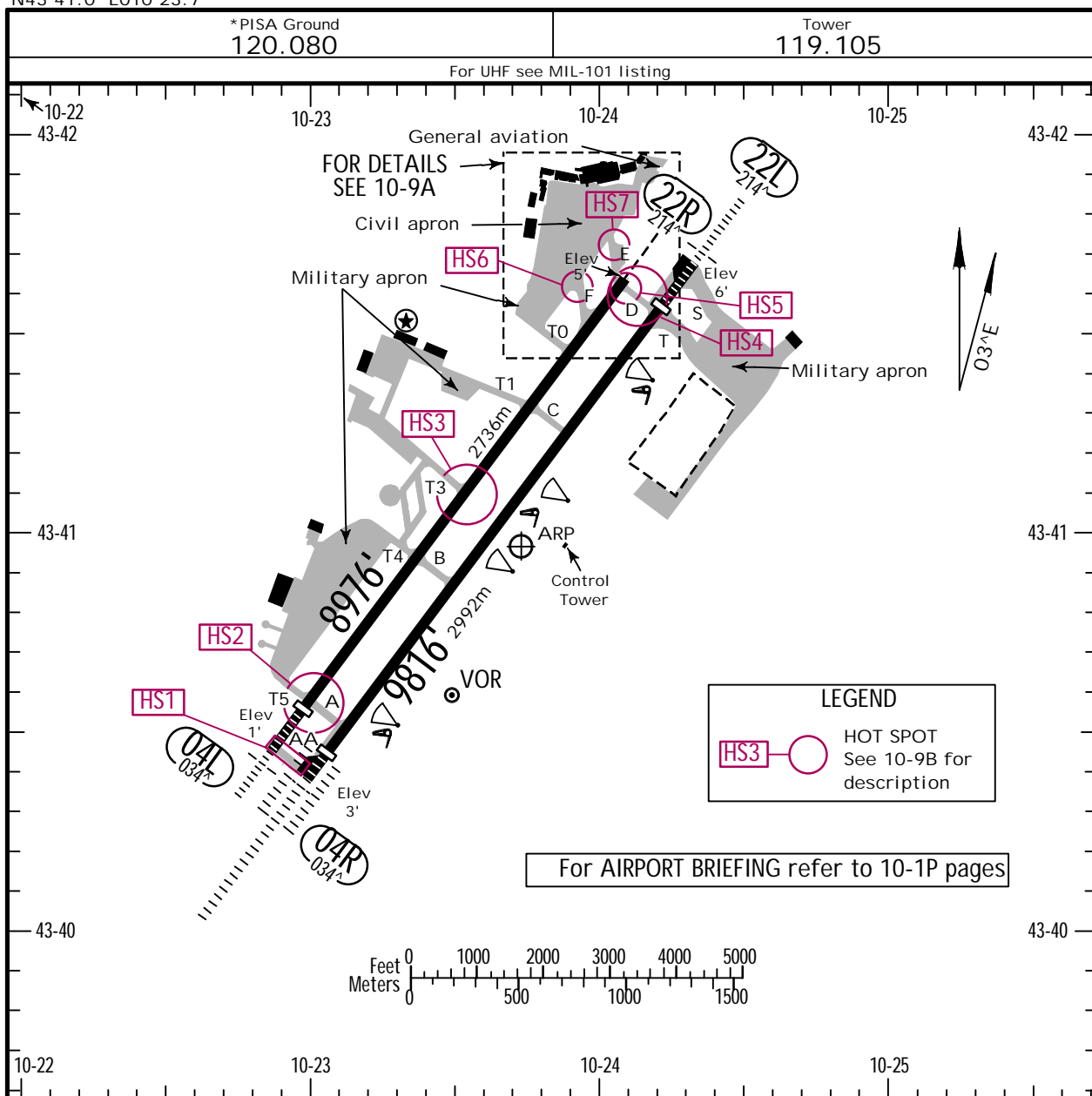
JEPPESEN

PISA, ITALY

Apt Elev 6'
N43 41.0 E010 23.7

22 JAN 21 (10-9) .Eff.28.Jan.

SAN GIUSTO



For AIRPORT BRIEFING refer to 10-1P pages

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m) CL (30m) HIALS REIL PAPI-L(3.0°)	Threshold	Landing Beyond	Glide Slope	TAKE-OFF			
04L	HIRL (60m) CL (30m) HIALS REIL PAPI-L(3.0°)	8186' 2495m			1	148'		
22R	HIRL (60m) CL (30m) PAPI-R (3.5°)					45m		
04R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI(3.0°) RVR	9347' 2849m	8314' 2534m		1	148'		
22L	HIRL (60m) CL (15m) HIALS PAPI(3.0°) RVR	8973' 2735m				45m		

1 TAKE-OFF RUN AVAILABLE

<u>RWY 04L:</u>			
From rwy head	8976' (2736m)		
twy A int	8054' (2455m)		
<u>RWY 04R:</u>		<u>RWY 22L:</u>	
From rwy head	9816' (2992m)	From rwy head	9816' (2992m)
twy A int	8871' (2704m)	twy D int	8875' (2705m)

	.Standard. TAKE-OFF			
	Rwy 04R/22L Low Visibility Take-off		All Rwys	
	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A				
B				
C	RVR 200m	RVR 300m	400m	500m
D				

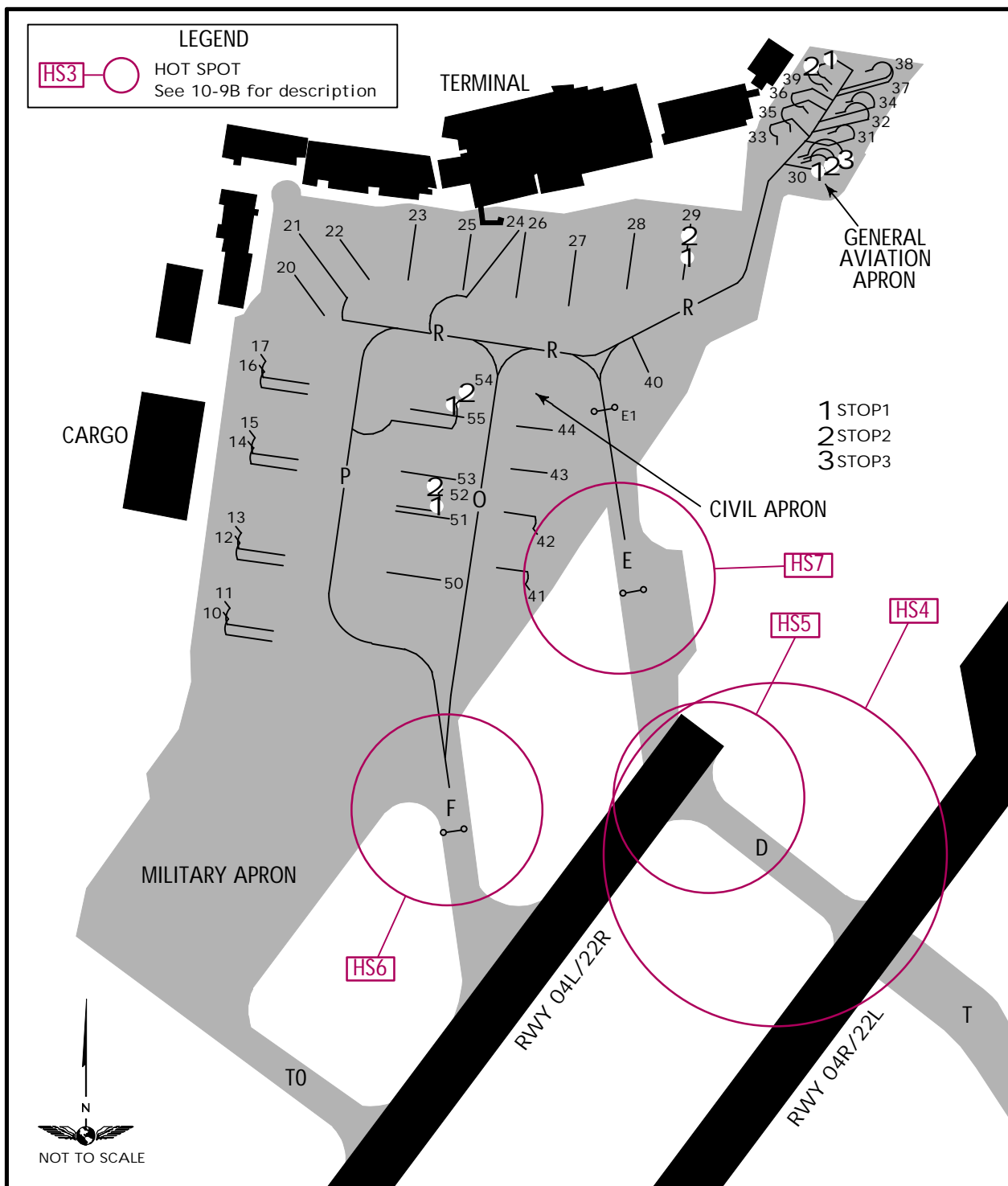
LIRP/PSA

JEPPesen

PISA, ITALY

22 JAN 21 (10-9A) .Eff.28.Jan.

SAN GIUSTO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
10 thru 13	N43 41.7 E010 23.8	34	N43 41.9 E010 24.2
14 thru 17, 20	N43 41.8 E010 23.8	35	N43 41.9 E010 24.1
21	N43 41.9 E010 23.8	36 thru 39 STOP2	N43 41.9 E010 24.2
22, 23	N43 41.9 E010 23.9	40	N43 41.8 E010 24.1
24	N43 41.9 E010 24.0	41, 42	N43 41.7 E010 24.0
25	N43 41.9 E010 23.9	43, 44	N43 41.8 E010 24.0
26, 27	N43 41.9 E010 24.0	50 thru 52 STOP1	N43 41.7 E010 23.9
28 thru 29 STOP2	N43 41.9 E010 24.1	52 STOP2 thru 55	N43 41.8 E010 23.9
30 STOP1 thru 32	N43 41.9 E010 24.2		
33	N43 41.9 E010 24.1		

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

RWY 04R/22L ACTIVE:

- HS1** Holding position AA2 is about 771' /235m from RWY 04R centerline.
- HS2** Possible take-off and landing of home-based military helicopters.
Due to close distance between the rwys, every acft must vacate the active rwy reaching the corresponding " rwy vacated sign" , positioned on twys about 197' /60m after each rwy holding position.
- HS3** Possible take-off and landing of home-based military helicopters.
- HS4** RWY 22L final is offset. Opposite RWY operation are frequent.
Be careful to local essential traffic and follow strictly ATC instruction.
Due to close distance between the rwys, every acft must vacate the active rwy reaching the corresponding " rwy vacated sign" , positioned on twys about 197' /60m after each rwy holding position.

RWY 04L/22R ACTIVE:

- HS1** Holding position AA2 is about 771' /235m from RWY 04R centerline.
- HS2** Possible take-off and landing of home-based military helicopters.
Due to close distance between the rwys, every acft must vacate the active rwy reaching the corresponding " rwy vacated sign" , positioned on twys about 197' /60m after each rwy holding position.
- HS3** Possible take-off and landing of home-based military helicopters.
- HS5** When on TWY D, be careful: RWY 04L-22R crossing must be cleared by Tower.
Due to close distance between the rwys, every acft must vacate the active rwy reaching the corresponding " rwy vacated sign" , positioned on twys about 197' /60m after each rwy holding position.
- HS6** **HS7** When Tower will instruct ACFT to hold at the RWY holding position, be careful: short taxi route between apron an holding position. Frequent opposite RWY operation.

LIRP/PSA

SAN GIUSTO

.RVR.550m.or.Less.



29 OCT 21 (10-9C) .Eff.4.Nov.

PISA, ITALY

LOW VISIBILITY TAXI ROUTES

*PISA Ground
120.075

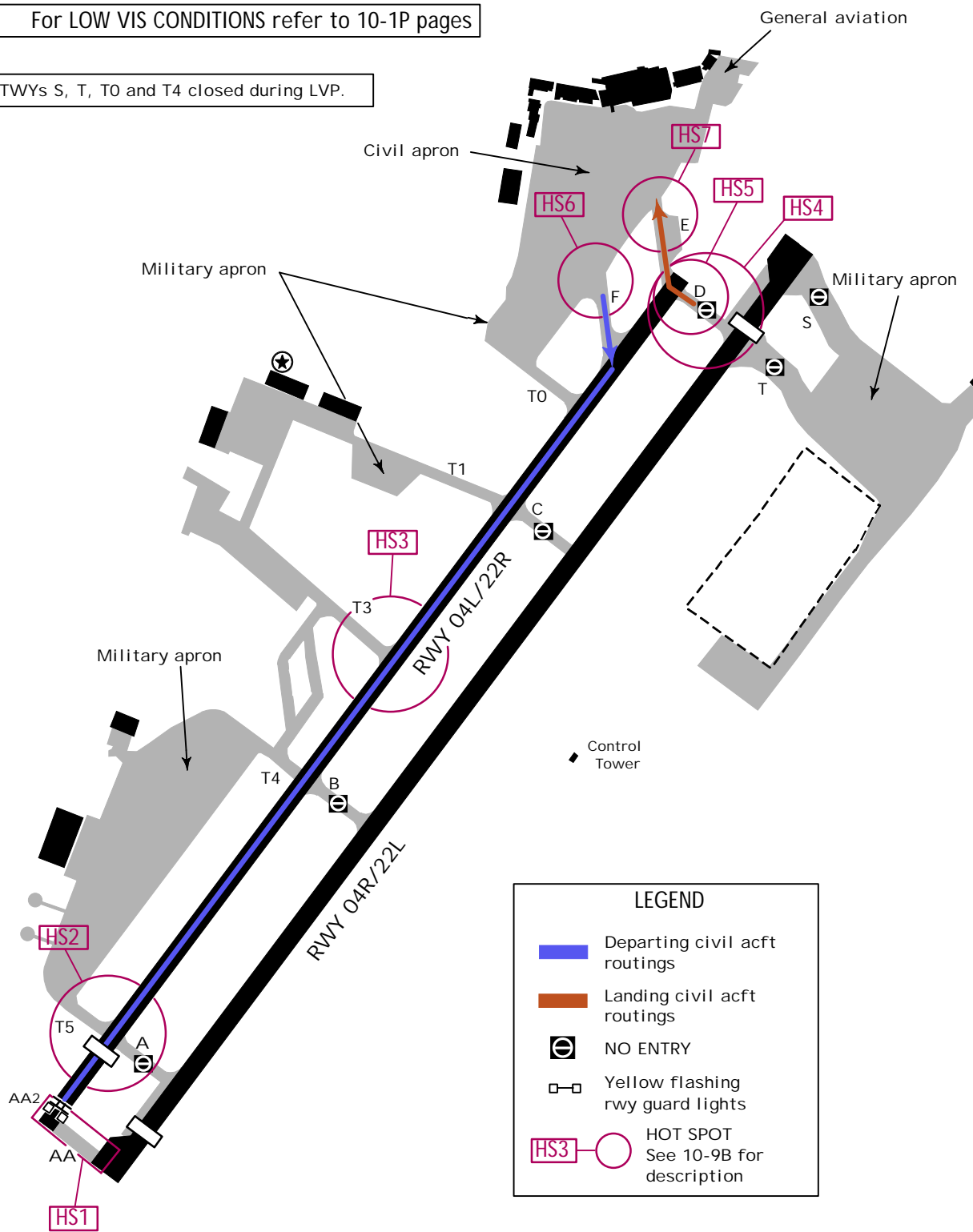
Tower
119.1

For UHF see MIL-101 listing

TAXI ROUTES FOR CIVIL AFCT RWY 04R FOR APPROVED OPERATORS ONLY

For LOW VIS CONDITIONS refer to 10-1P pages

TWYs S, T, T0 and T4 closed during LVP.



LEGEND

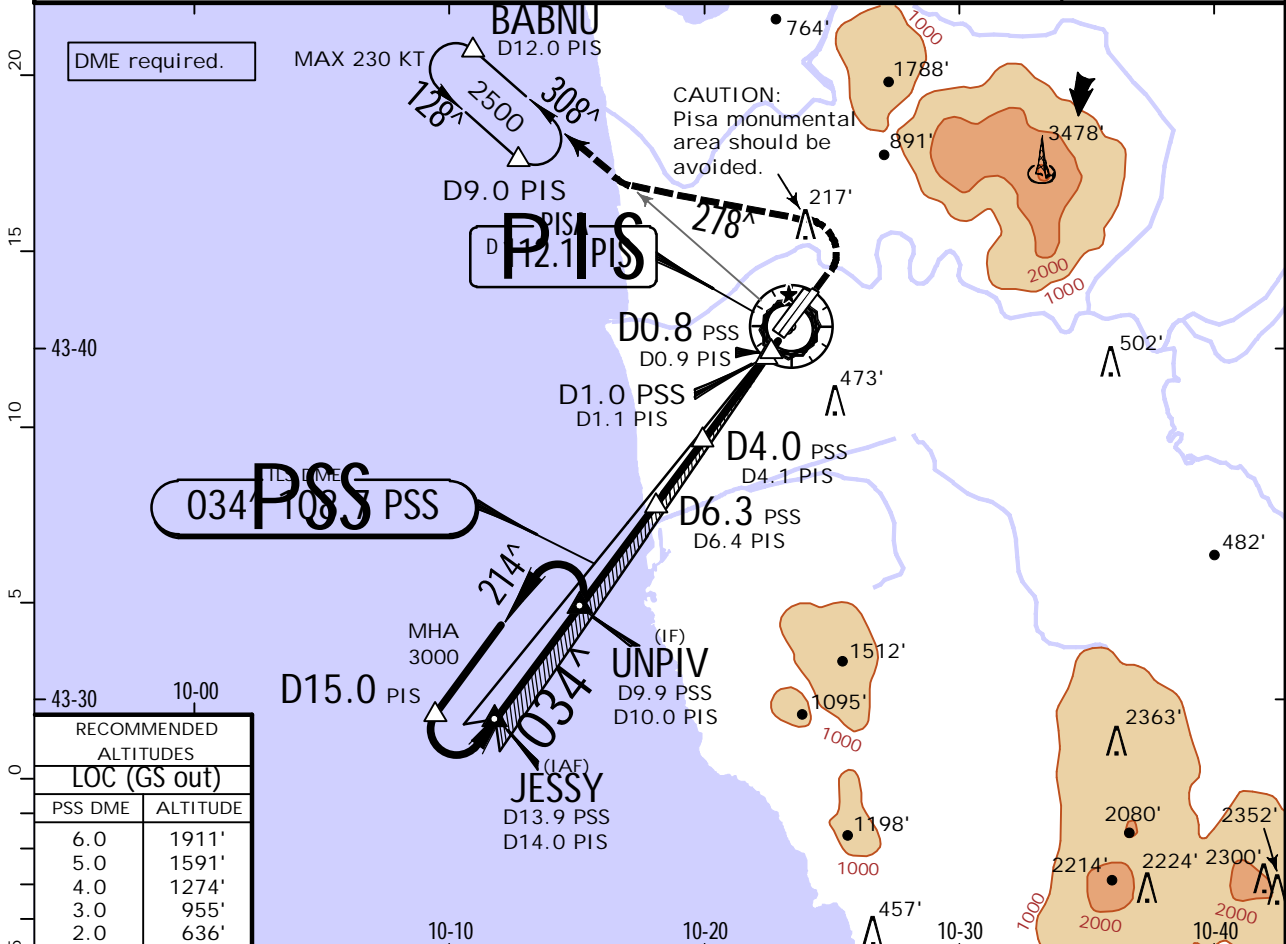
- Departing civil acft routings
- Landing civil acft routings
- NO ENTRY
- Yellow flashing rwy guard lights
- HOT SPOT See 10-9B for description

LIR/PSA SAN GIUSTO

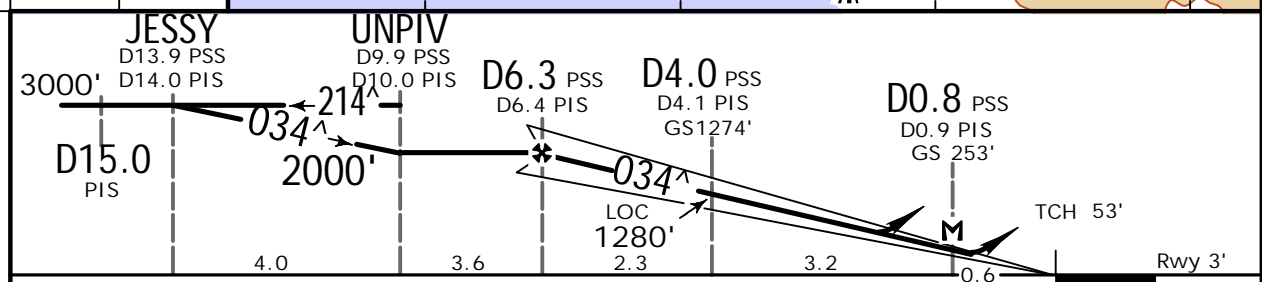
JEPPESEN
2 JUL 21
Eff. 15 Jul. (11-1)

PISA, ITALY ILS Z or LOC Z Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
LOC PSS 108.7	Final Apch Crs 034[^]	D6.3 PSS 2000' (1997')	ILS DA(H) Refer to Minimums	Apt Elev 6' Rwy 3'	
MISSED APCH: Proceed on RWY heading to 400', then turn LEFT on 278 [^] (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-308 to BABNU climbing to 2500' and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 6000'	
MSA PIS VOR					



RECOMMENDED ALTITUDES	
LOC (GS out)	
PSS DME	ALTITUDE
6.0	1911'
5.0	1591'
4.0	1274'
3.0	955'
2.0	636'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at D0.8 PSS/D0.9 PIS								

Standard.				STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of rwy			
DA(H) AB: 203' (200')		C: 230' (227')		CDFA			
D: 240' (237')		DA/MDA(H) 400' (397')					
FULL		TDZ or CL out		ALS out			
A						Max Kts	
B						100	760' (754') 1500m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m		135	760' (754') 1600m
D						175	870' (864') 2400m
						175	870' (864') 3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Fix. | JEPPESEN, 1998, 2021. ALL RIGHTS RESERVED.

LIR/PSA

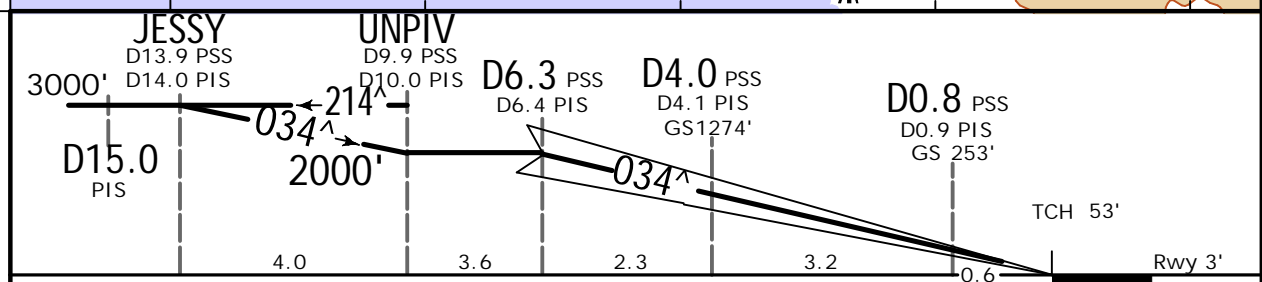
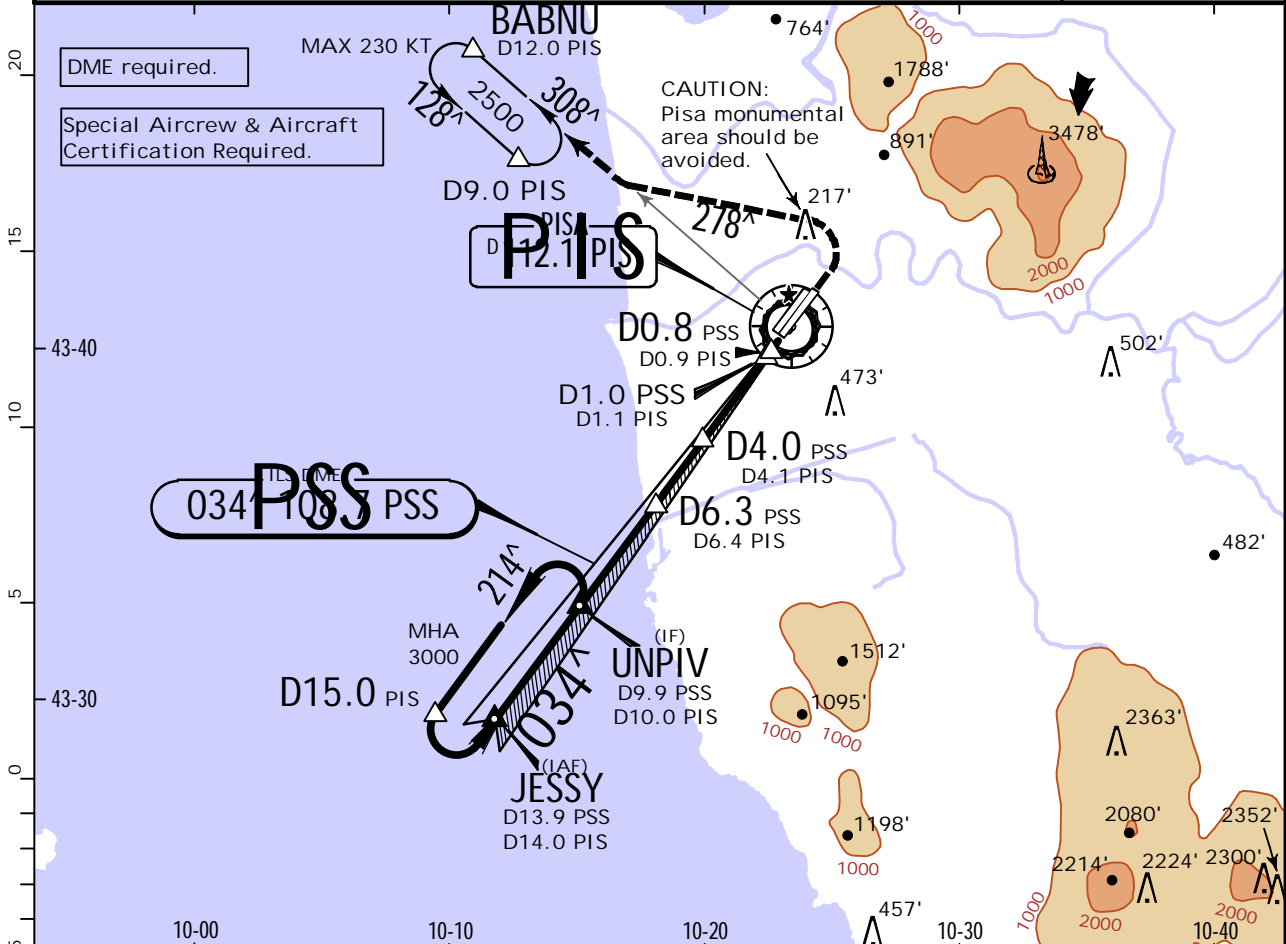
SAN GIUSTO

JEPPESEN
 2 JUL 21
 .Eff.15.Jul. (11-1A)

PISA, ITALY

CAT II ILS Z Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
LOC PSS 108.7	Final Apch Crs 034 [^]	D6.3 PSS 2000' (1997')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 6' Rwy 3'	
MISSED APCH: Proceed on RWY heading to 400', then turn LEFT on 278 [^] (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-308 to BABNU climbing to 2500' and hold.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	MSA PIS VOR	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00 [^]	372	478	531	637	743		

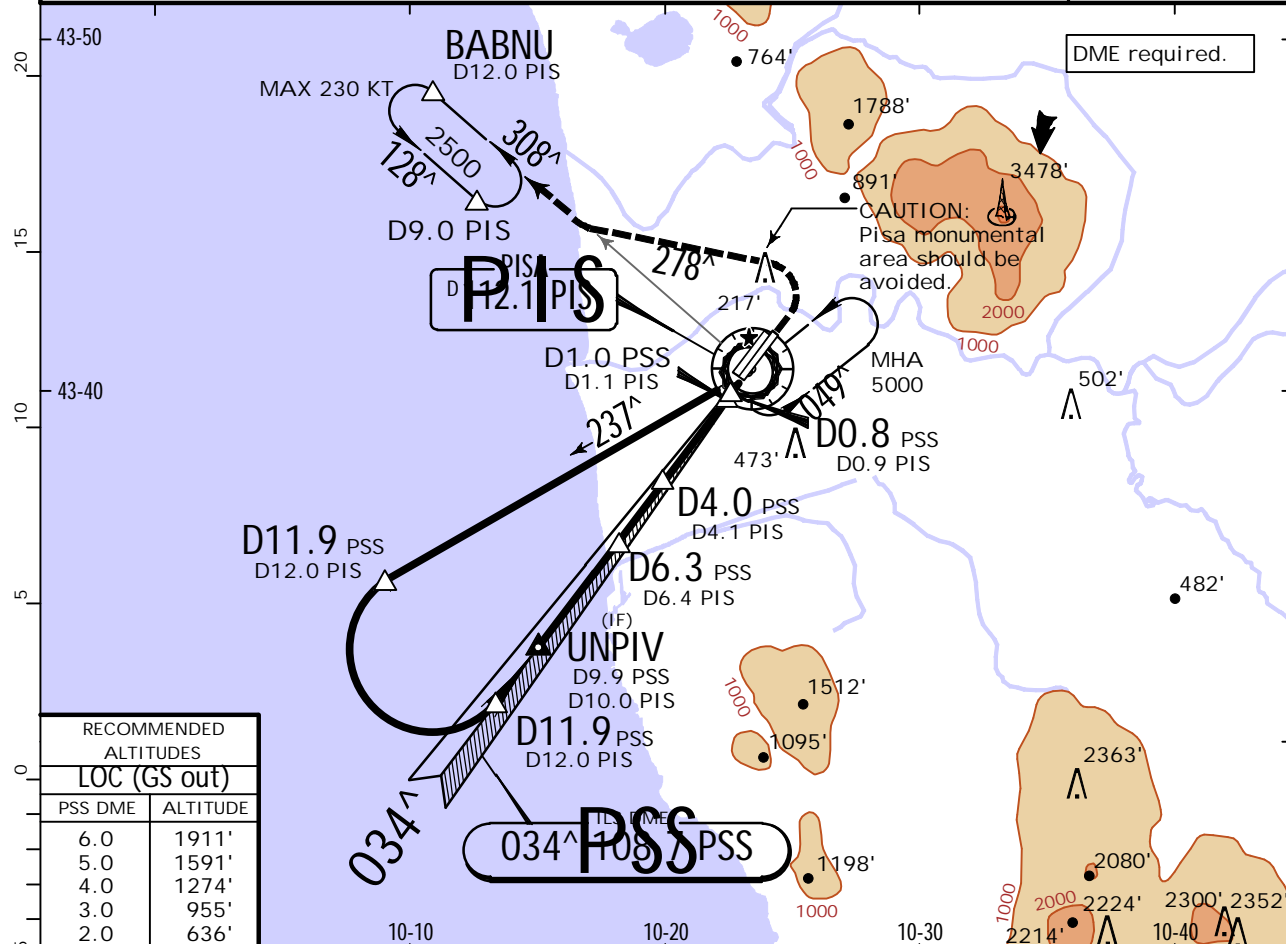
Standard.			STRAIGHT-IN LANDING RWY 04R			CAT II ILS			
AB RA 107' DA(H) 107' (104')		C RA 143' DA(H) 143' (140')		D RA 155' DA(H) 154' (151')		RVR 300m		RVR 400m	
RVR 300m		RVR 400m		RVR 450m		RVR 300m		RVR 400m	

LIR/PSA SAN GIUSTO

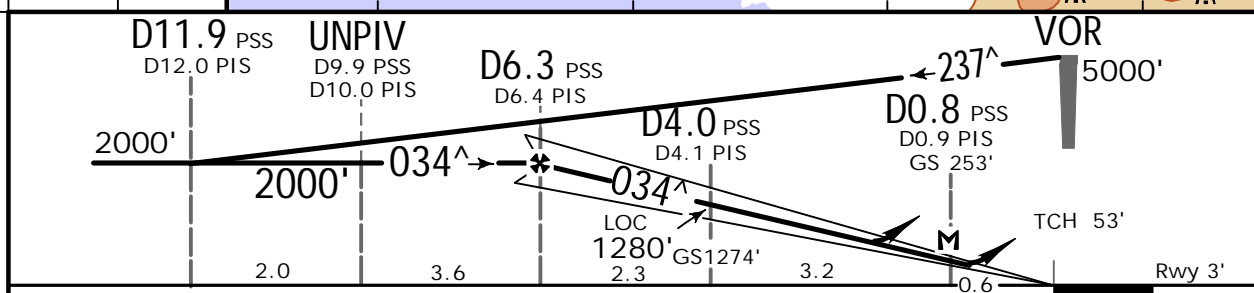
JEPPesen
22 JAN 21
Eff. 28 Jan. (11-2)

PISA, ITALY ILS Y or LOC Y Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
LOC PSS 108.7	Final Apch Crs 034[^]	D6.3 PSS 2000' (1997')	ILS DA(H) Refer to Minimums	Apt Elev 6'	Rwy 3'
MISSED APCH: Proceed on RWY heading to 400', then turn LEFT on 278 [^] (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-308 to BABNU climbing to 2500' and hold.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	MSA PIS VOR	



RECOMMENDED ALTITUDES	
LOC (GS out)	
PSS DME	ALTITUDE
6.0	1911'
5.0	1591'
4.0	1274'
3.0	955'
2.0	636'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D0.8 PSS/D0.9 PIS								

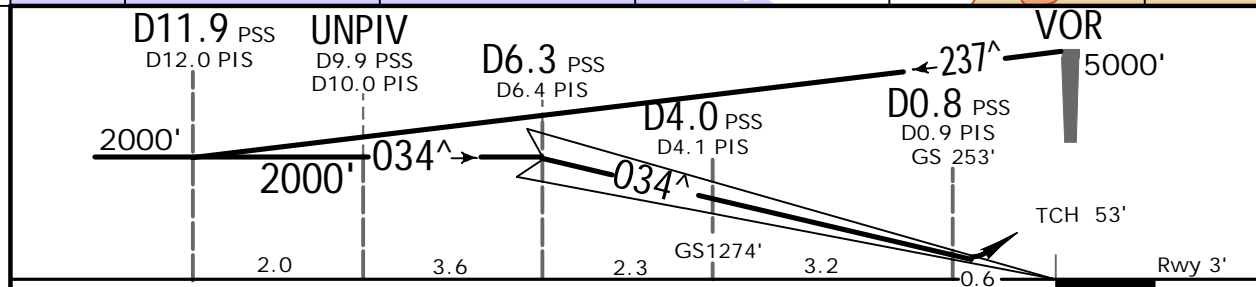
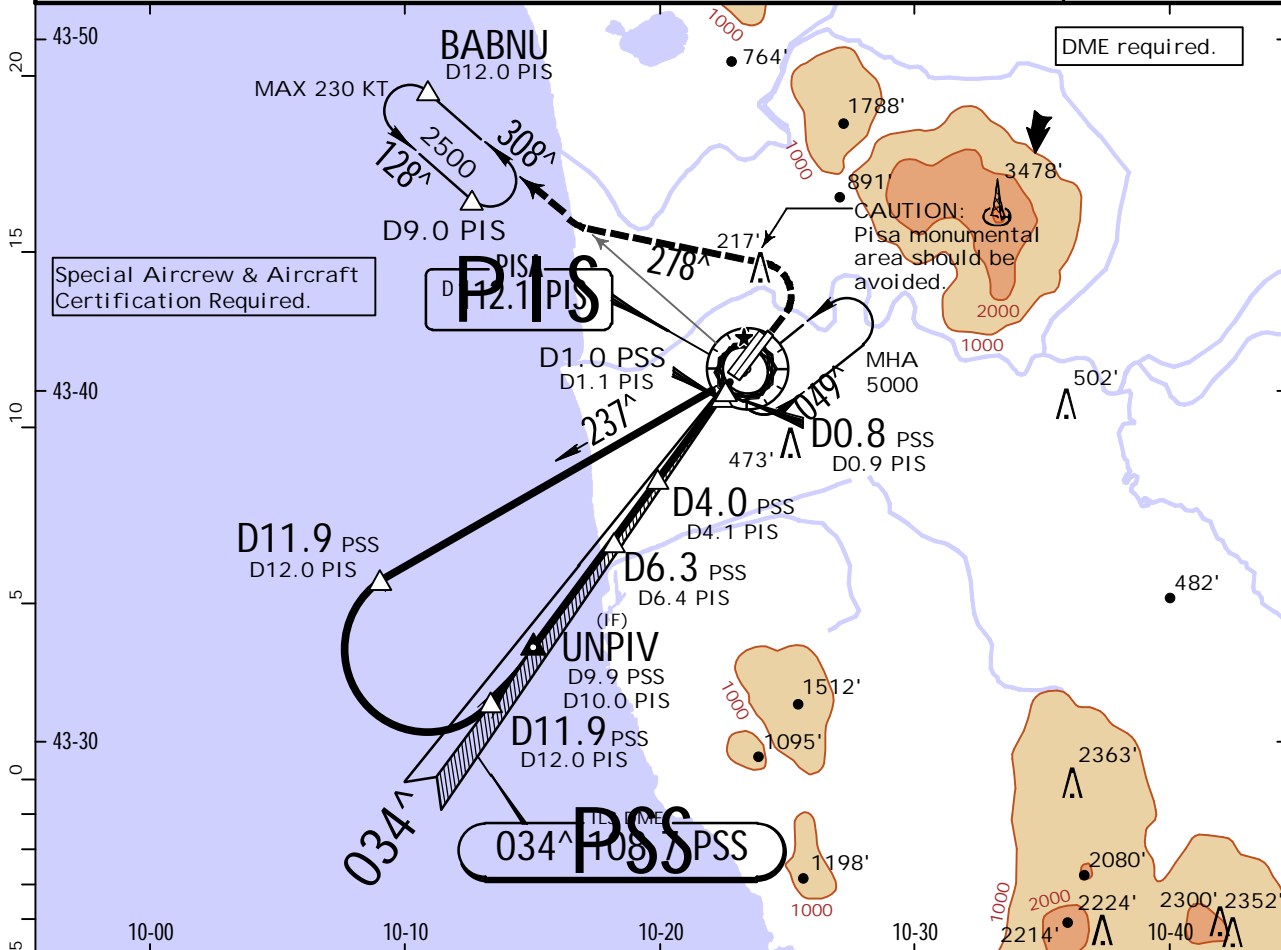
PANS OPS	STRAIGHT-IN LANDING RWY 04R				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized West of rwy	
	DA(H) AB: 203' (200')	C: 230' (227')	D: 240' (237')	DA/MDA(H) 400' (397')	Max Kts	MDA(H) VIS
A	FULL	TDZ or CL out	ALS out	ALS out	100	760' (754') 1500m
B				RVR 1500m	135	760' (754') 1600m
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1100m	175	870' (864') 2400m
D				RVR 1800m	175	870' (864') 3600m
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

LIRP/PSA
SAN GIUSTO

JEPPESEN
22 JAN 21
.Eff. 28 Jan. (11-2A)

PISA, ITALY
CAT II ILS Y Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
LOC PSS 108.7	Final Apch Crs 034[^]	D6.3 PSS 2000' (1997')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 6'	Rwy 3'
MISSED APCH: Proceed on RWY heading to 400', then turn LEFT on 278 [^] (MAX 190 KT), but not before D1.0 PSS/D1.1 PIS before thresh, to intercept and follow R-308 to BABNU climbing to 2500' and hold.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	MSA PIS VOR	



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS	3.00 [^]	372	478	531	637	849		

Standard.			STRAIGHT-IN LANDING RWY 04R CAT II ILS		
AB RA 107' DA(H) 107' (104')		C RA 143' DA(H) 143' (140')		D RA 155' DA(H) 154' (151')	
RVR 300m		RVR 400m		RVR 450m	

LIRP/PSA

SAN GIUSTO



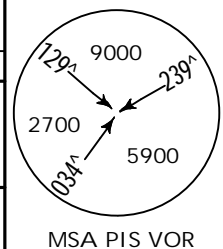
2 APR 21 (12-1)

PISA, ITALY

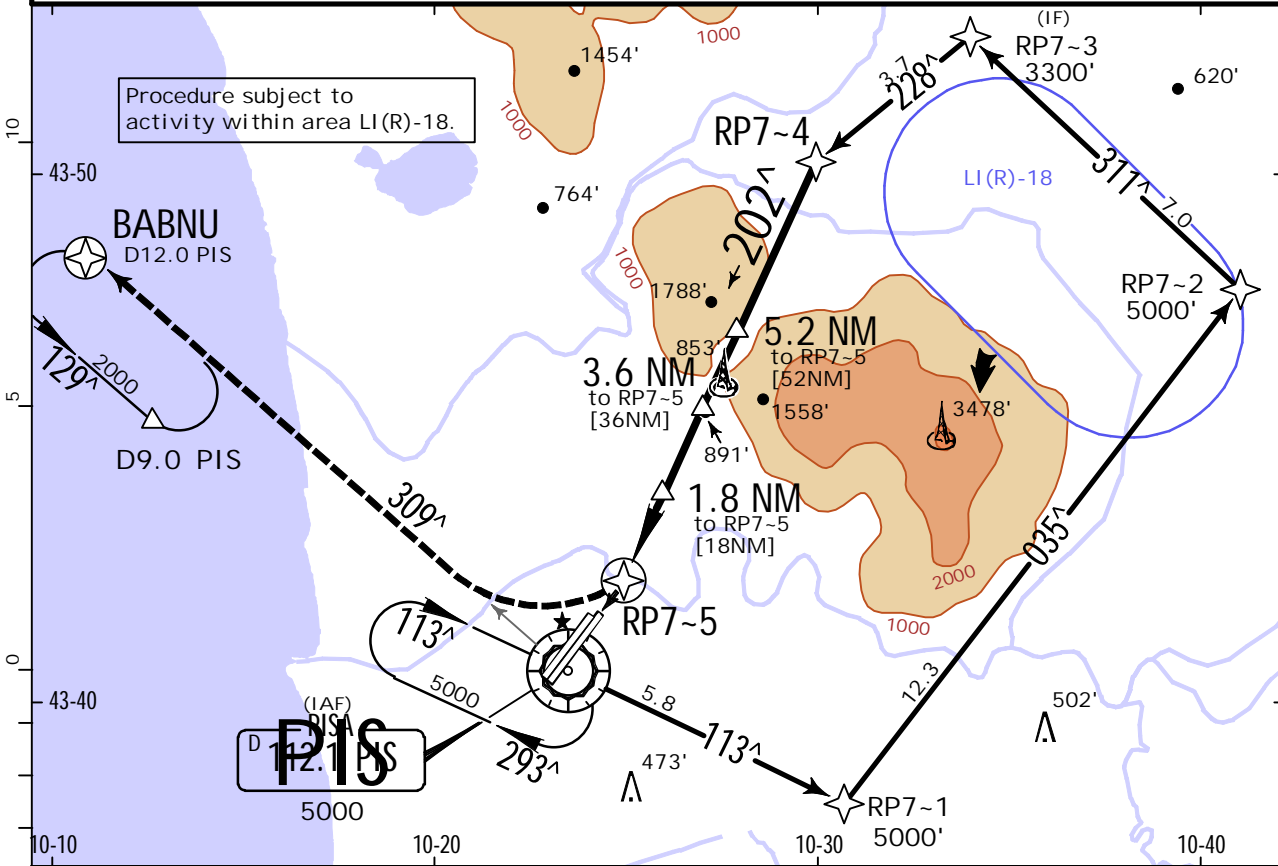
RNAV (GNSS) Rwy 22L

BRIEFING STRIP™

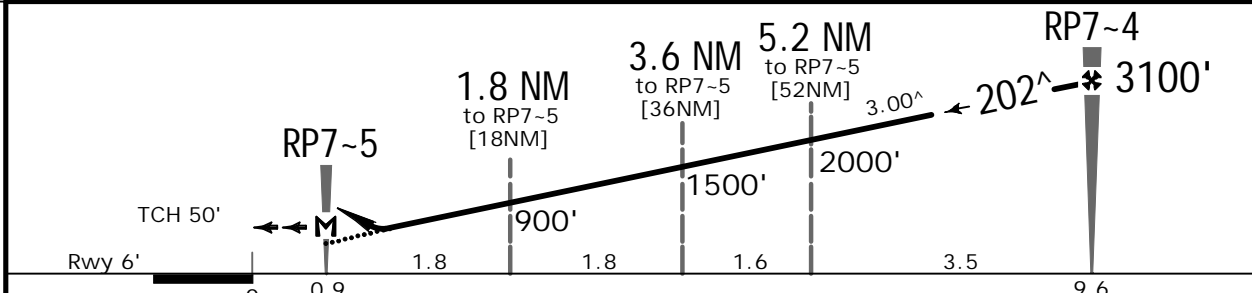
PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
RNAV	Final Apch Crs 202[^]	RP7-4 3100' (3094')	DA/MDA(H) 440' (434')	Apt Elev 6' Rwy 6'	
MISSED APCH: As soon as practicable turn RIGHT to join R-309 climbing to 2000' to BABNU and hold. MAX 230 KT.					
RNP apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	



1. VOR & DME required. 2. Final apch offset 12[^] from rwy centerline and PAPI. 3. Radar monitoring not assured between RP7-2 and RP7-3.



DIST to RP7-5	1.0	1.8	2.0	3.6	4.0	5.2	6.0	7.0	8.0
ALTITUDE	660'	900'	978'	1500'	1614'	2000'	2250'	2568'	2886'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MAX 230 KT	as soon as practicable	RT	PIS on 112.1 R-309
Descent Angle	3.00 [^]	372	478	531	637	849					

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND		
	LNAV		CDEFA		Not authorized West of rwy		
	DA/MDA(H)		440' (434')				
	ALS out				Max Kts	MDA(H)	VIS
	A	RVR 1500m			100	760' (754')	1500m
B		RVR 1500m		135	760' (754')	1600m	
C			RVR 2000m	175	870' (864')	2400m	
D	RVR 1600m			175	870' (864')	3600m	

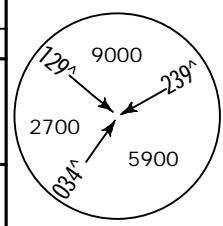
LIRP/PSA SAN GIUSTO



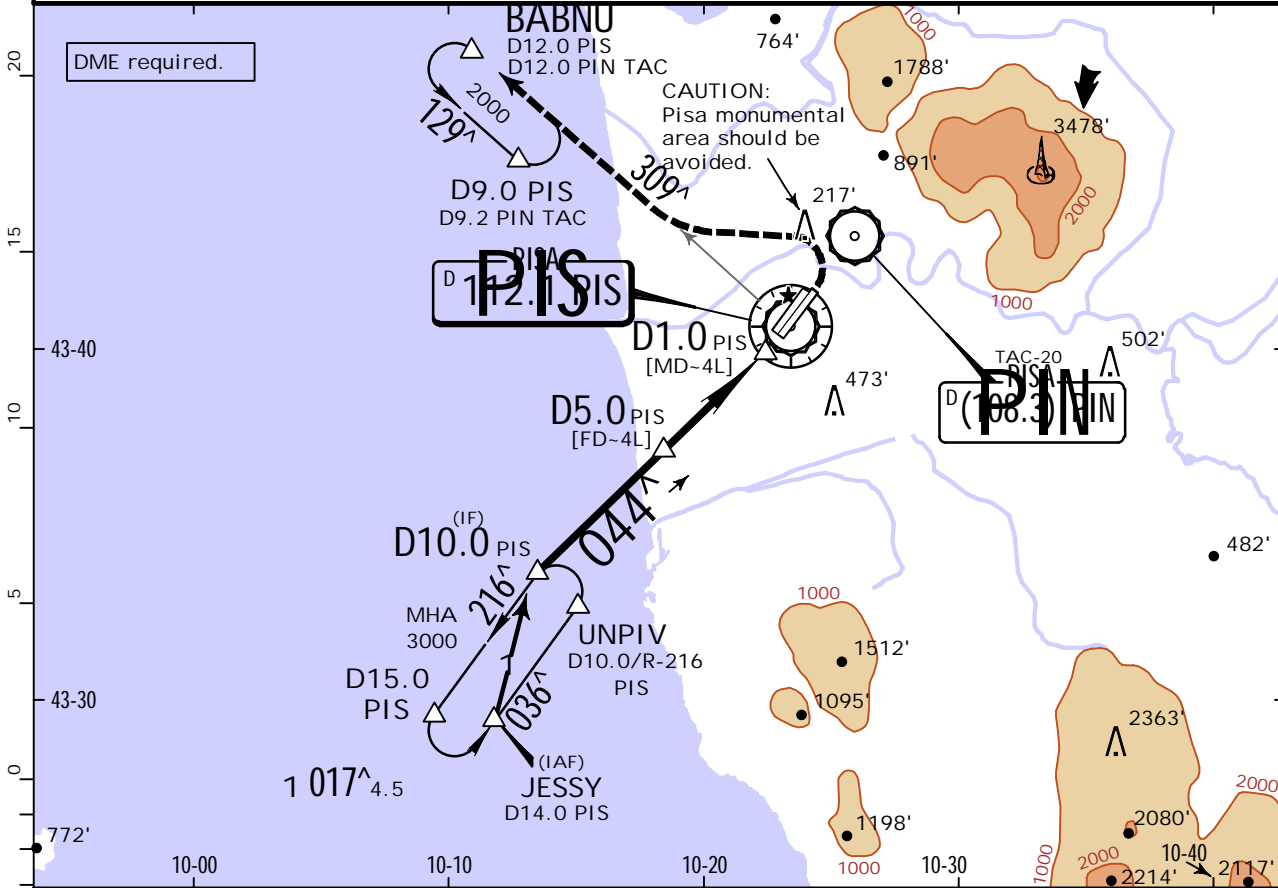
2 APR 21 (13-1)

PISA, ITALY VOR Z Rwy 04L

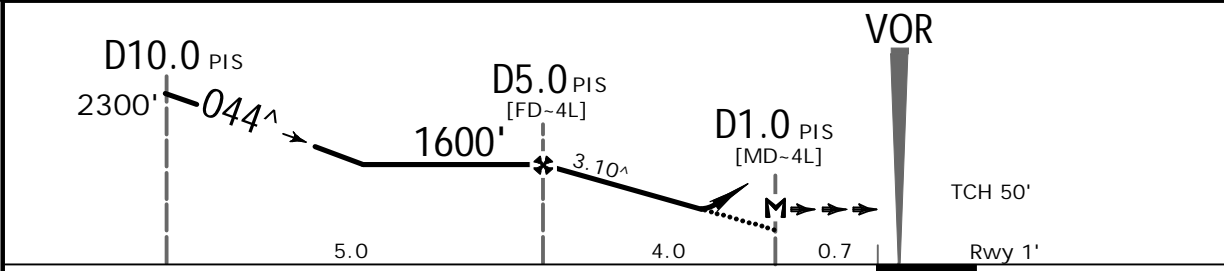
PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
VOR PIS 112.1	Final Apch Crs 044 [^]	D5.0 PIS 1600' (1599')	DA/MDA(H) 450' (449')	Apt Elev 6' Rwy 1'	
MISSED APCH: As soon as practicable turn LEFT (CAT CD: MAX 190 KT) to intercept and follow R-309 to BABNU climbing to 2000' and hold.					



Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS REIL PAPI as soon as practicable CAT CD: 190 KT PIS 112.1 R-309
Descent Angle	3.10 [^]	384	494	548	658	768	

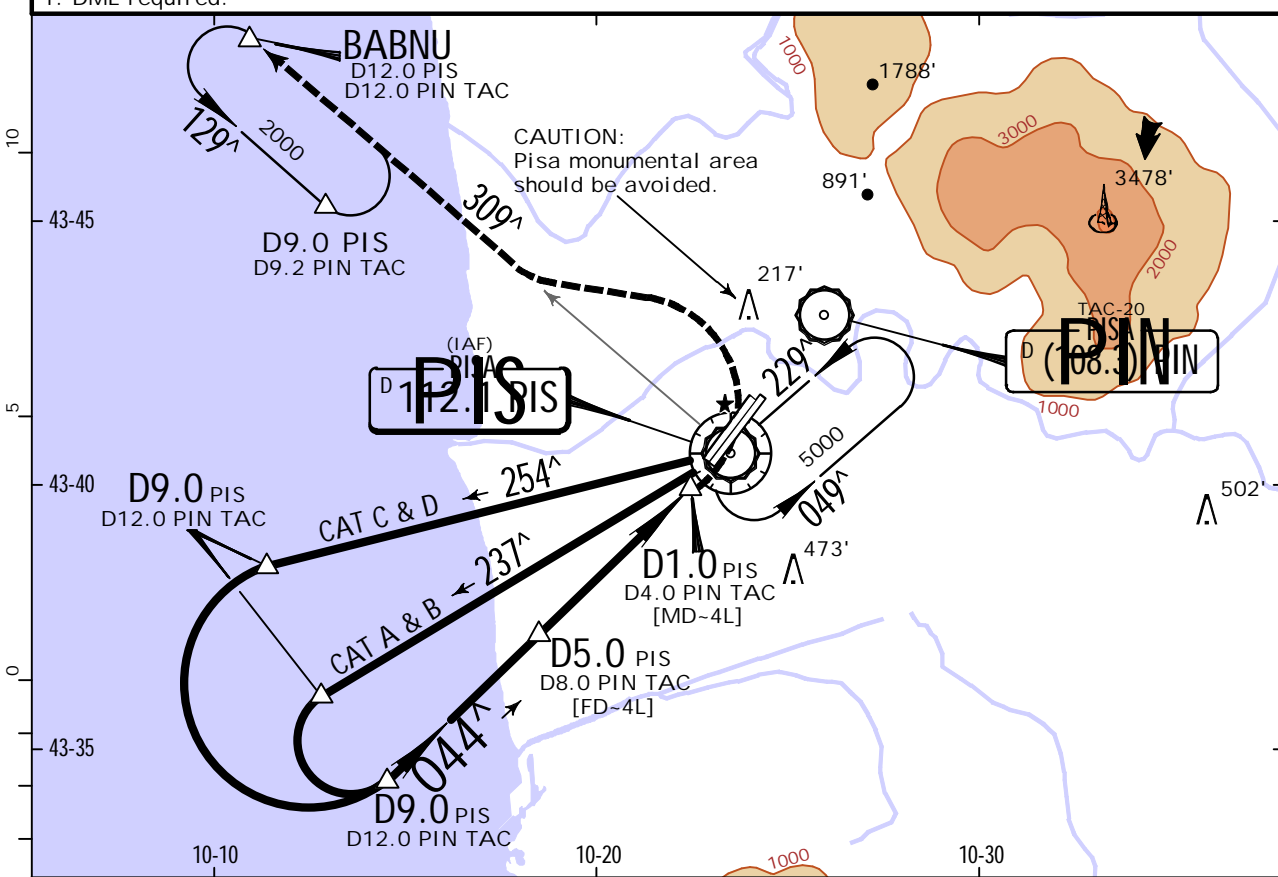
Standard. STRAIGHT-IN LANDING RWY 04L		CIRCLE-TO-LAND	
CDFA DA/MDA(H) 450' (449')		Not authorized West of rwy	
ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	100	760' (754') 1500m
B	RVR 1500m	135	760' (754') 1600m
C	RVR 1700m	175	870' (864') 2400m
D	RVR 1700m	175	870' (864') 3600m

LIRP/PSA SAN GIUSTO

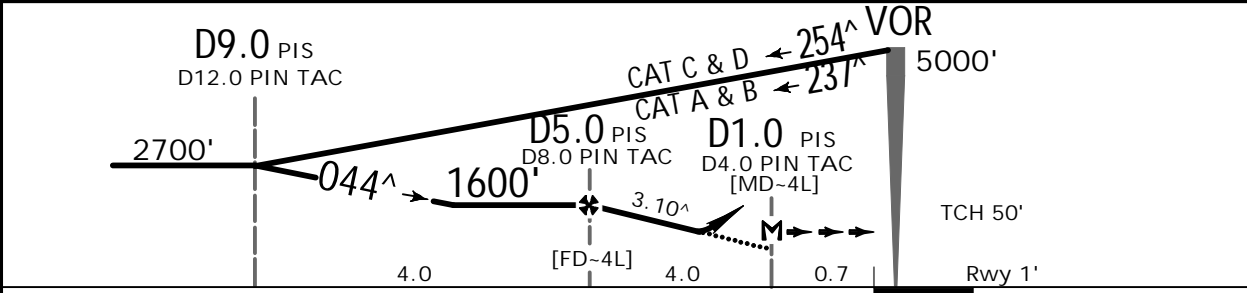
JEPPesen
2 APR 21 (13-2)

PISA, ITALY VOR Y Rwy 04L

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
VOR PIS 112.1	Final Apch Crs 044 [^]	D5.0 PIS 1600' (1599')	DA/MDA(H) 450' (449')	Apt Elev 6' Rwy 1'	
MISSED APCH: As soon as practicable turn LEFT (CAT CD: MAX 190 KT) to intercept and follow R-309 PIS to BABNU climbing to 2000' and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
1. DME required.					



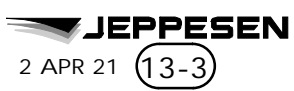
PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI LT	as soon as practicable CAT CD: 190 KT MAX PIS R-309
Descent Angle	3.10 [^]	384	494	548	658	768		
MAP at D1.0 PIS/D4.0 PIN TAC								

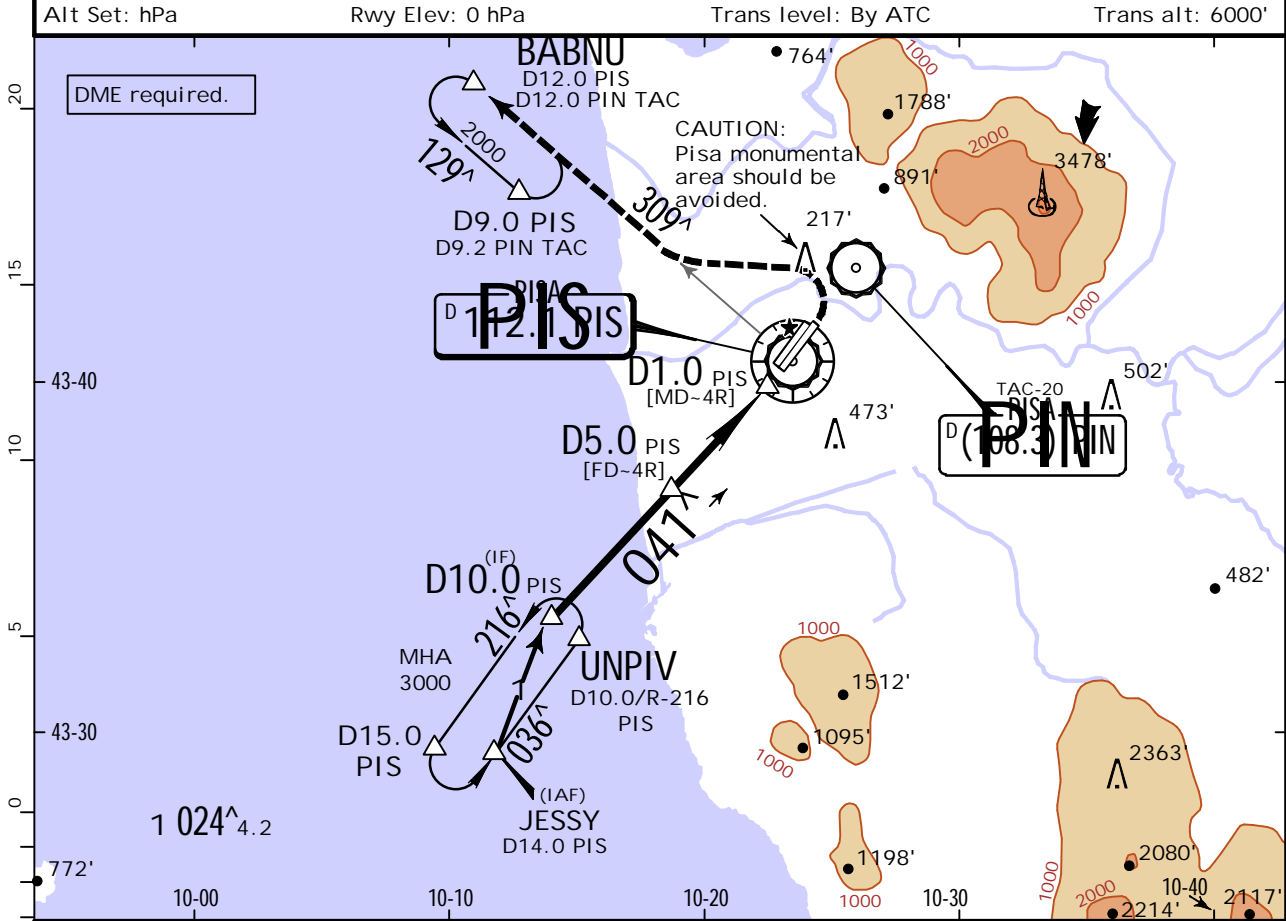
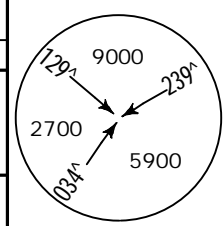
Standard. STRAIGHT-IN LANDING RWY 04L CDFA DA/MDA(H) 450' (449') ALS out			CIRCLE-TO-LAND Not authorized West of rwy		
PANS OPS	A	RVR 1500m	Max Kts	MDA(H)	VIS
			100	760' (754')	1500m
	B	RVR 1500m	135	760' (754')	1600m
			175	870' (864')	2400m
D	RVR 1700m	RVR 2100m	175	870' (864')	3600m

LIR/PSA SAN GIUSTO

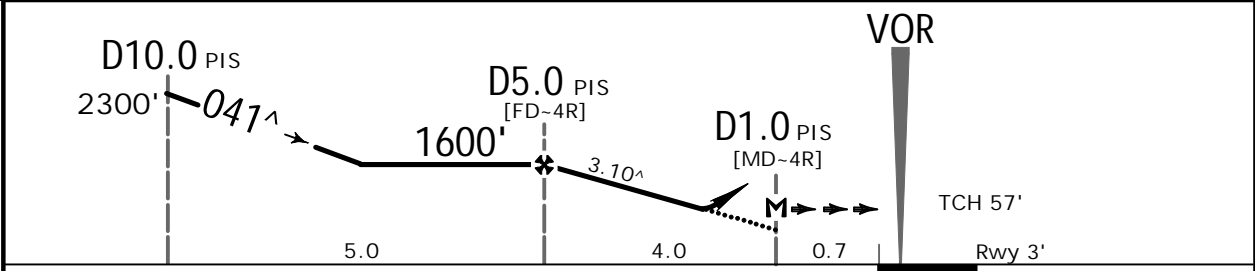


PISA, ITALY VOR Z Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
VOR PIS 112.1	Final Apch Crs 041 [^]	D5.0 PIS 1600' (1597')	DA/MDA(H) 450' (447')	Apt Elev 6' Rwy 3'	
MISSED APCH: As soon as practicable turn LEFT (CAT CD: MAX 190 KT) to intercept and follow R-309 to BABNU climbing to 2000' and hold.					
MSA PIS VOR					



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI as soon as practicable ← LT	CAT CD: 190 KT MAX	PIS 112.1 R-309
Descent Angle	3.10 [^]	384	494	548	658	768			
MAP at D1.0 PIS									

Standard. STRAIGHT-IN LANDING RWY 04R CDFA DA/MDA(H) 450' (447')			CIRCLE-TO-LAND Not authorized West of rwy		
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	760' (754')	1500m
B			135	760' (754')	1600m
C		RVR 2100m	175	870' (864')	2400m
D			175	870' (864')	3600m

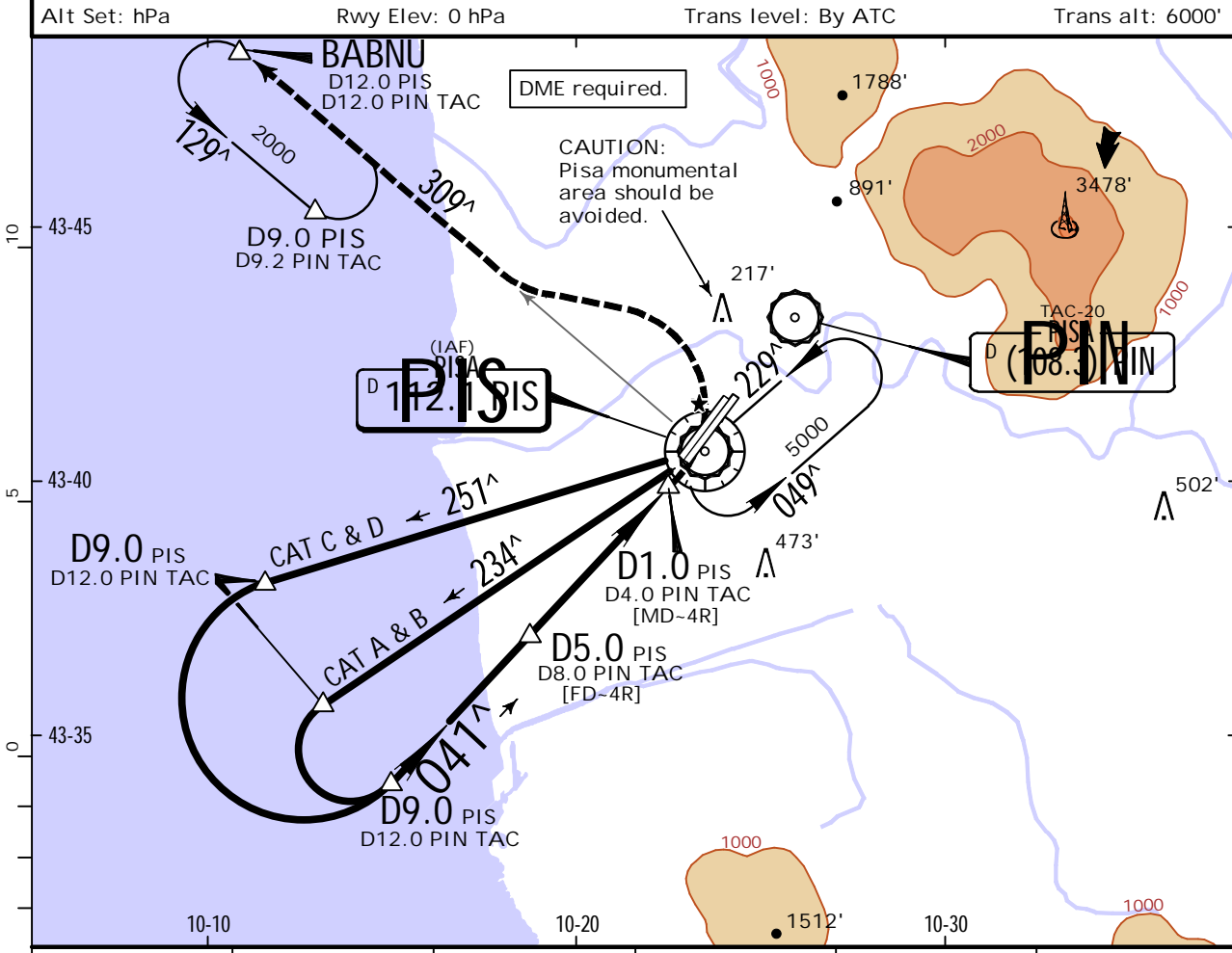
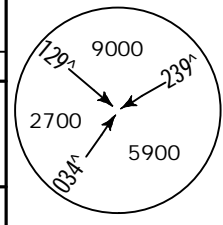
LIRP/PSA SAN GIUSTO



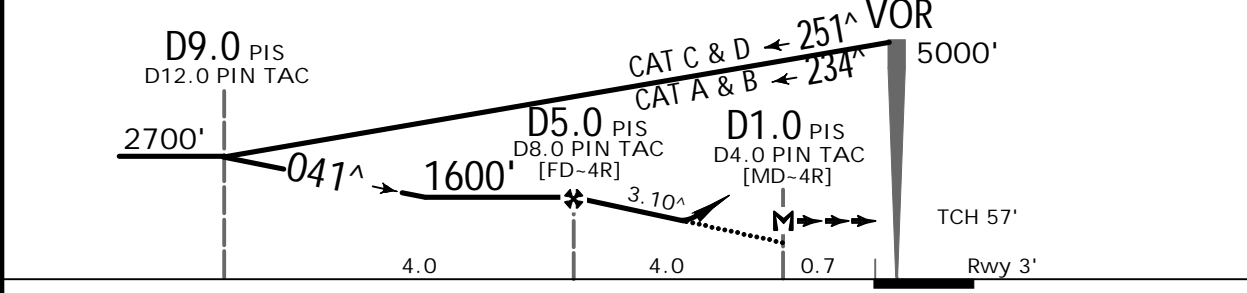
2 APR 21 (13-4)

PISA, ITALY VOR Y Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
VOR PIS 112.1	Final Apch Crs 041 [^]	D5.0 PIS 1600' (1597')	DA/MDA(H) 450' (447')	Apt Elev 6' Rwy 3'	
MISSED APCH: As soon as practicable turn LEFT (CAT CD: MAX 190 KT), intercept and follow R-309 to BABNU climbing to 2000' and hold.					MSA PIS VOR



PIS DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1600'	1270'	940'	610'	280'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II	as soon as practicable	CAT CD: 190 KT MAX	PIS 112.1 R-309
Descent Angle	3.10 [^]	384	494	548	658	878	PAPI	LT		
MAP at D1.0 PIS/D4.0 PIN TAC										

Standard. STRAIGHT-IN LANDING RWY 04R			CIRCLE-TO-LAND		
CDFA DA/MDA(H) 450' (447')			Not authorized West of rwy		
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	760' (754')	1500m
B			135	760' (754')	1600m
C	RVR 2100m	RVR 2100m	175	870' (864')	2400m
D			175	870' (864')	3600m

LIRP/PSA SAN GIUSTO



MISSED APCH CLIMB
GRADIENT MIN 3.7%

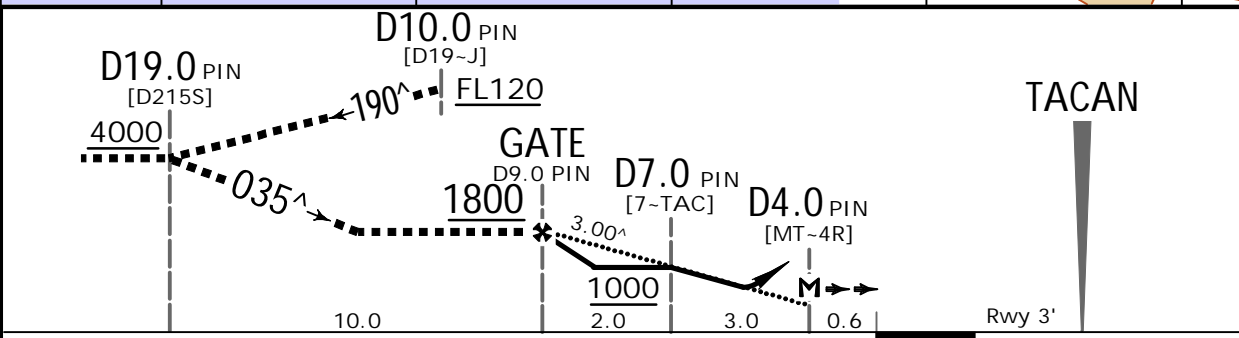
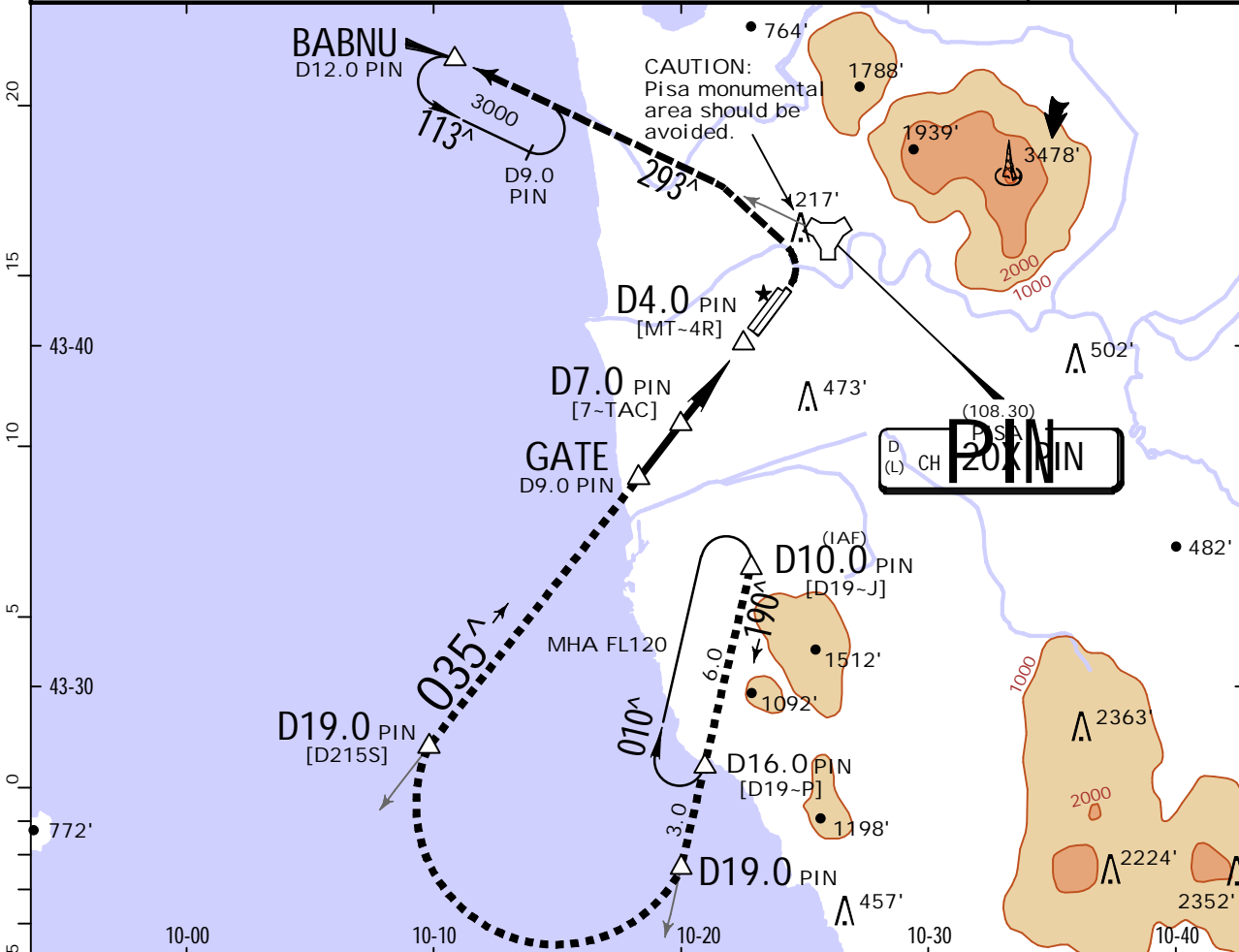
PISA, ITALY HI-TACAN Rwy 04R

13 MAY 22

(14-1)

CAT C, D & E

PISA Approach		PISA Tower		*Ground	
126.080	233.05	119.105	234.100	120.080	
TACAN PIN CH 20X (108.30)	Final Apch Crs 035 [^]	GATE 1800 (1797')	MDA(H) 450' (447')	Apt Elev 6' Rwy 3'	
MISSED APCH: Climb to 3000', as soon as practicable, turn LEFT to join and follow R-293 PIN TACAN inbound holding fix BABNU.					
MAX 240 KT. Missed approach requires a minimum climb of 3.7%.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'	
EMERG SAFE ALT 100 NM 9200'.					MSA PIN TACAN



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	240 KT	3000'	as soon as practicable	PIN 20X (108.30)
Descent Angle	3.00 [^]	372	478	531	637	743	PAPI	MAX	↑	←	R-293
MAP at D4.0 PIN											

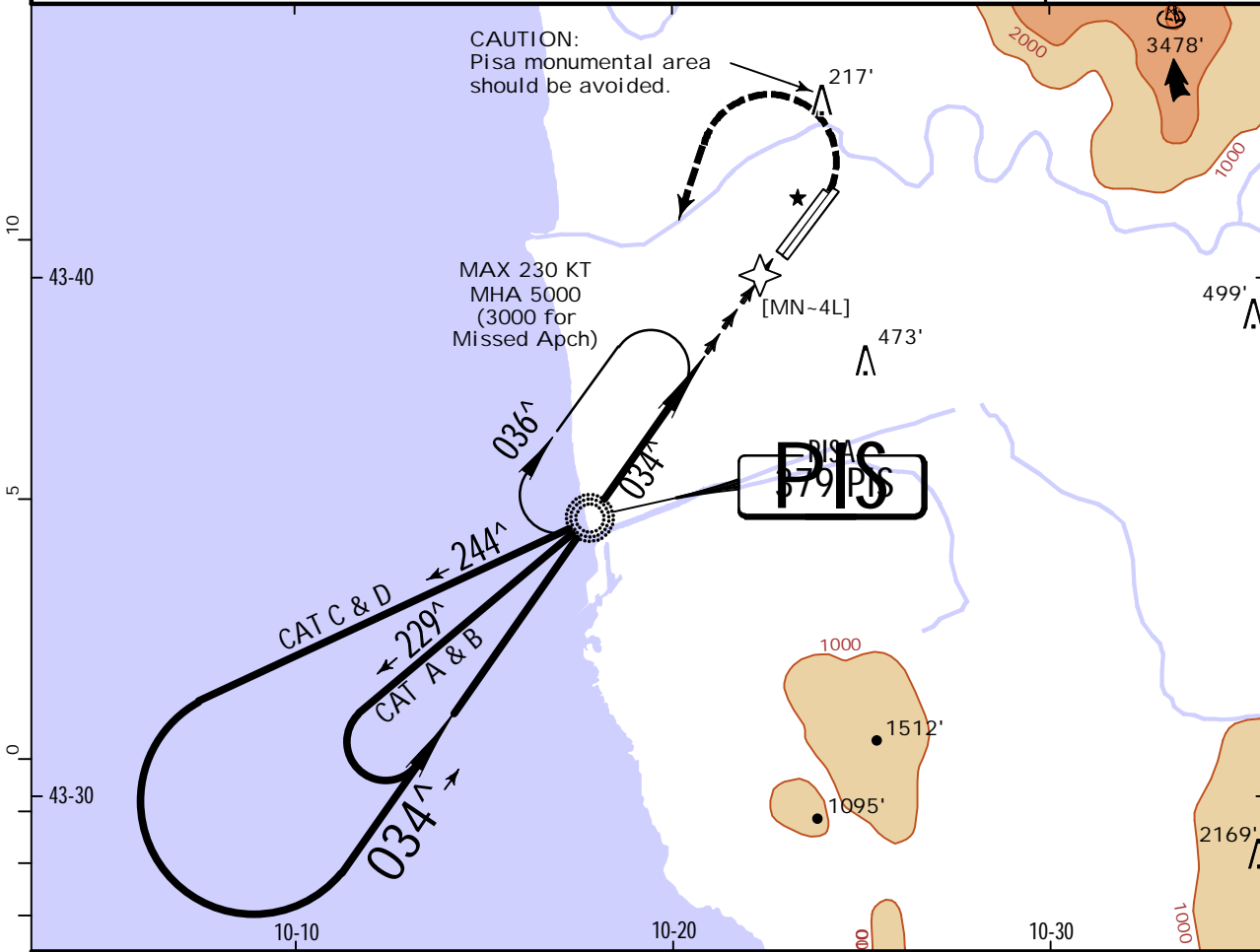
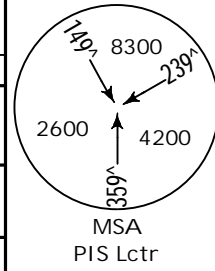
.Military.						STRAIGHT-IN LANDING						CIRCLE-TO-LAND					
						MDA(H) 450' (447')						Not authorized West of rwy					
						ALS out						Max Kts					
A/B						NOT APPLICABLE						MDA(H)					
C												NOT APPLICABLE					
D						500' - V1.4 km						175					
E						500' - V2.1 km						185					
												870' (864') 900' - V4.0 km					
												1560' (1554') 1600' - V5.0 km					

LIRP/PSA SAN GIUSTO

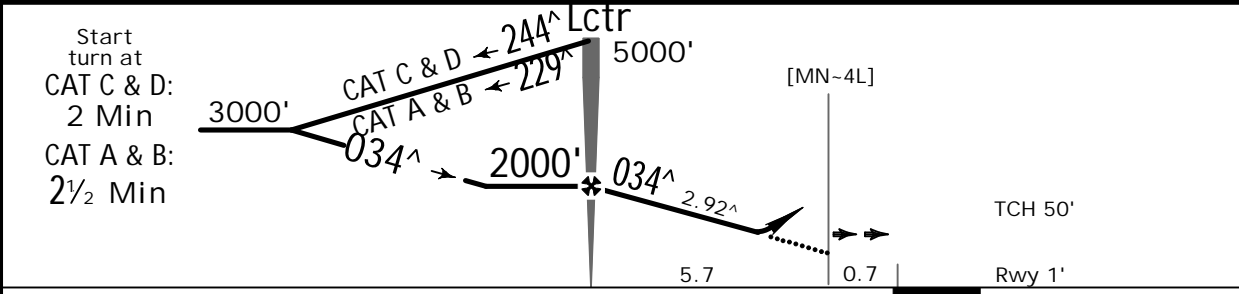
JEPPESSEN
2 APR 21 (16-1)

PISA, ITALY Lctr Rwy 04L

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
Lctr PLS 379	Final Appch Crs 034	Lctr 2000' (1999')	DA/MDA(H) 820' (819')	Apt Elev 6' Rwy 1'	
MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000' and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 6000'	



Dist to MN-4L	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1790'	1480'	1170'	860'	550'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	as soon as practicable	240 KT MAX ← LT	3000'	PIS 379
Descent Angle	2.92°	362	465	517	620	723					

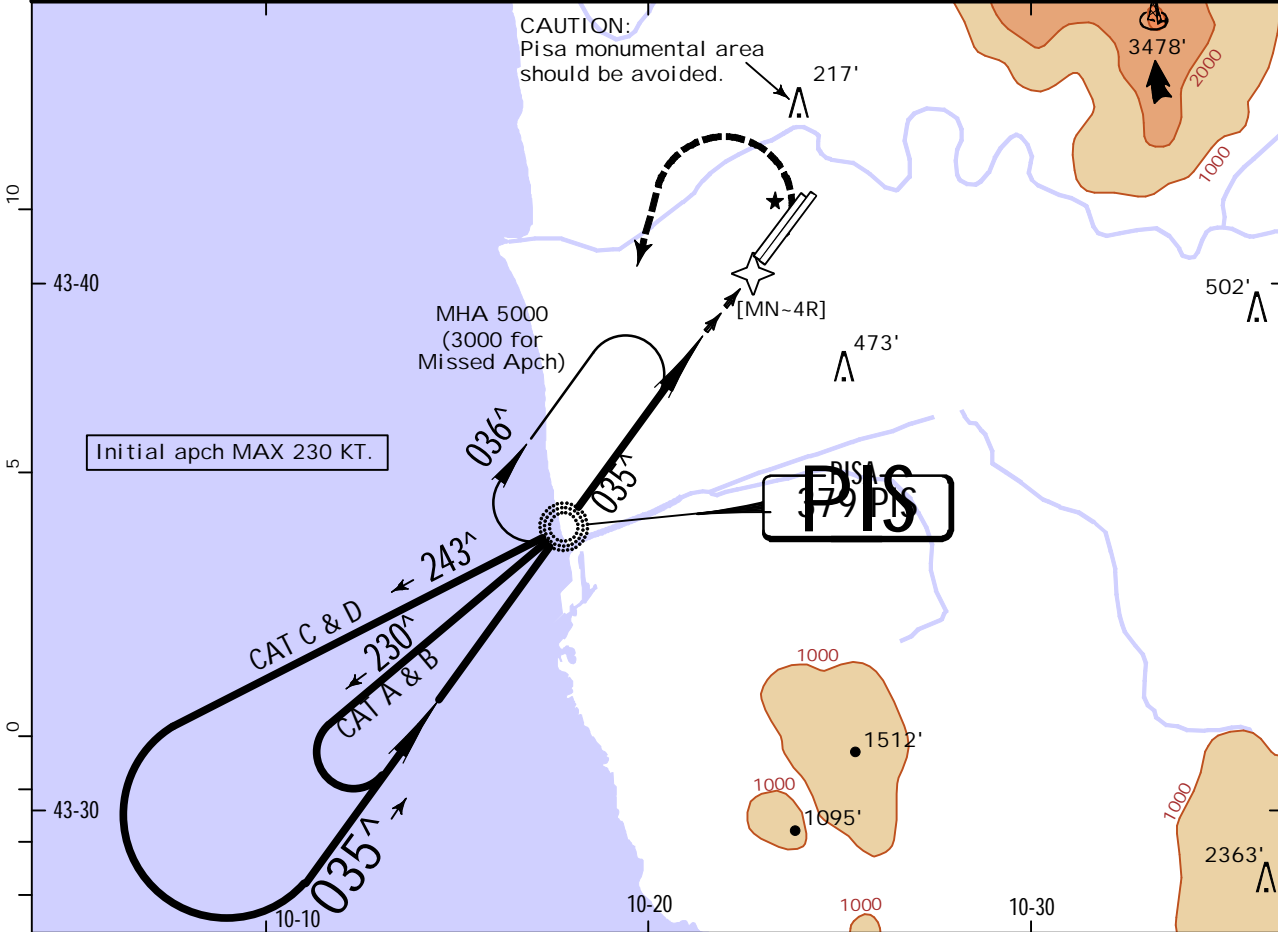
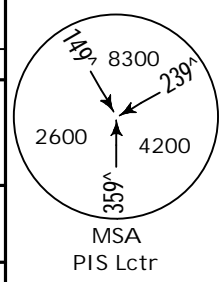
PANS OPS	Standard. STRAIGHT-IN LANDING RWY 04L				CIRCLE-TO-LAND			
	CDFA DA/MDA(H) 820' (819')				Not authorized West of rwy			
	ALS out				Max Kts	MDA(H)	VIS	
	A	RVR 1500m			100	820' (814')	1500m	
	B	RVR 1500m			135	820' (814')	1600m	
C	RVR 2400m			175	870' (864')	2400m		
D	RVR 2400m			175	870' (864')	3600m		

LIR/PSA SAN GIUSTO

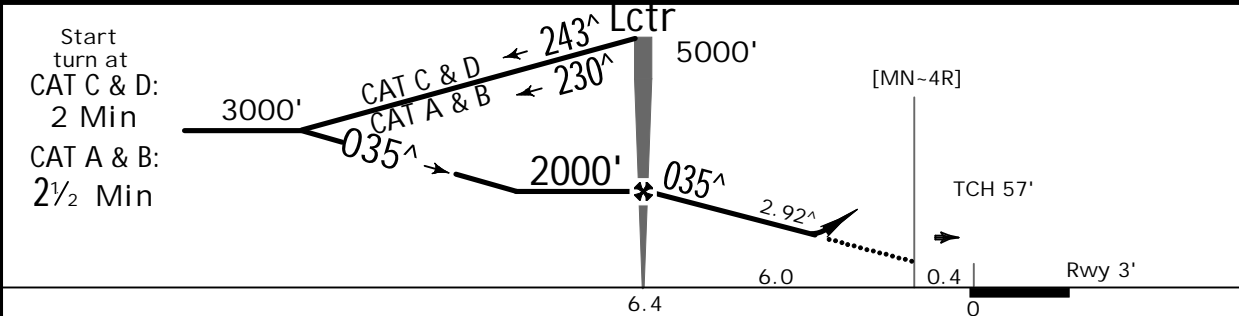
JEPPESSEN
2 APR 21 (16-2)

PISA, ITALY Lctr Rwy 04R

PISA Approach 126.080		PISA Tower 119.105		*Ground 120.080	
For UHF see MIL-101 listing					
Lctr PIS 379	Final Apch Crs 035^	Lctr 2000' (1997')	DA/MDA(H) Refer to Minimums	Apt Elev 6' Rwy 3'	
MISSED APCH: As soon as practicable turn LEFT (MAX 240 KT) to Lctr climbing to 3000' and hold (MAX 230 KT).					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 6000'	



Dist to MN-4R	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2000'	1690'	1380'	1070'	760'	450'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI as soon as practicable	240 KT MAX LT	3000' ↑	PIS 379
Descent Angle	2.92^	362	465	517	620	723				

Standard. STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND			
CDFA		Not authorized West of rwy			
DA/MDA(H) AB: 600' (597') CD: 760' (757')					
ALS out					
PANS OPS	A	RVR 1500m	Max Kts	MDA(H)	VIS
	B		100	760' (754')	1500m
	C		135	760' (754')	1600m
	D		175	870' (864')	2400m
		RVR 2400m	175	870' (864')	3600m

(APP) *At ATC discretion.

LIRP

Elev 6'2m

N43 41.0
E010 23.7

1.6 NM SSW Pisa

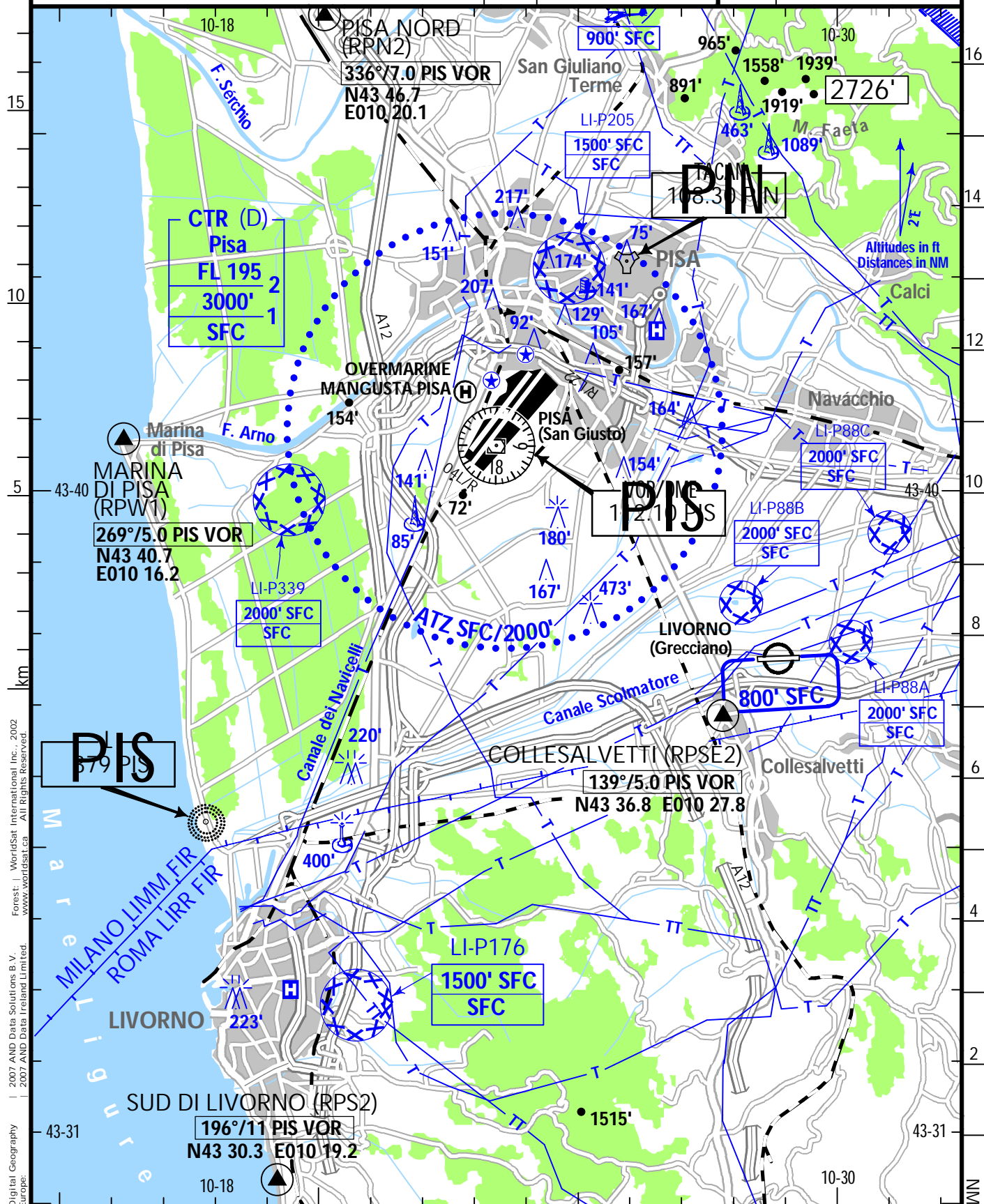
PISA APPROACH 126.080 124.280*
(it, en)

(TWR)

PISA TOWER 119.105
(it, en)

GROUND 120.080

RWY	ILS	RWY	ILS
04R	109.70 IPI	035°	



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PISA

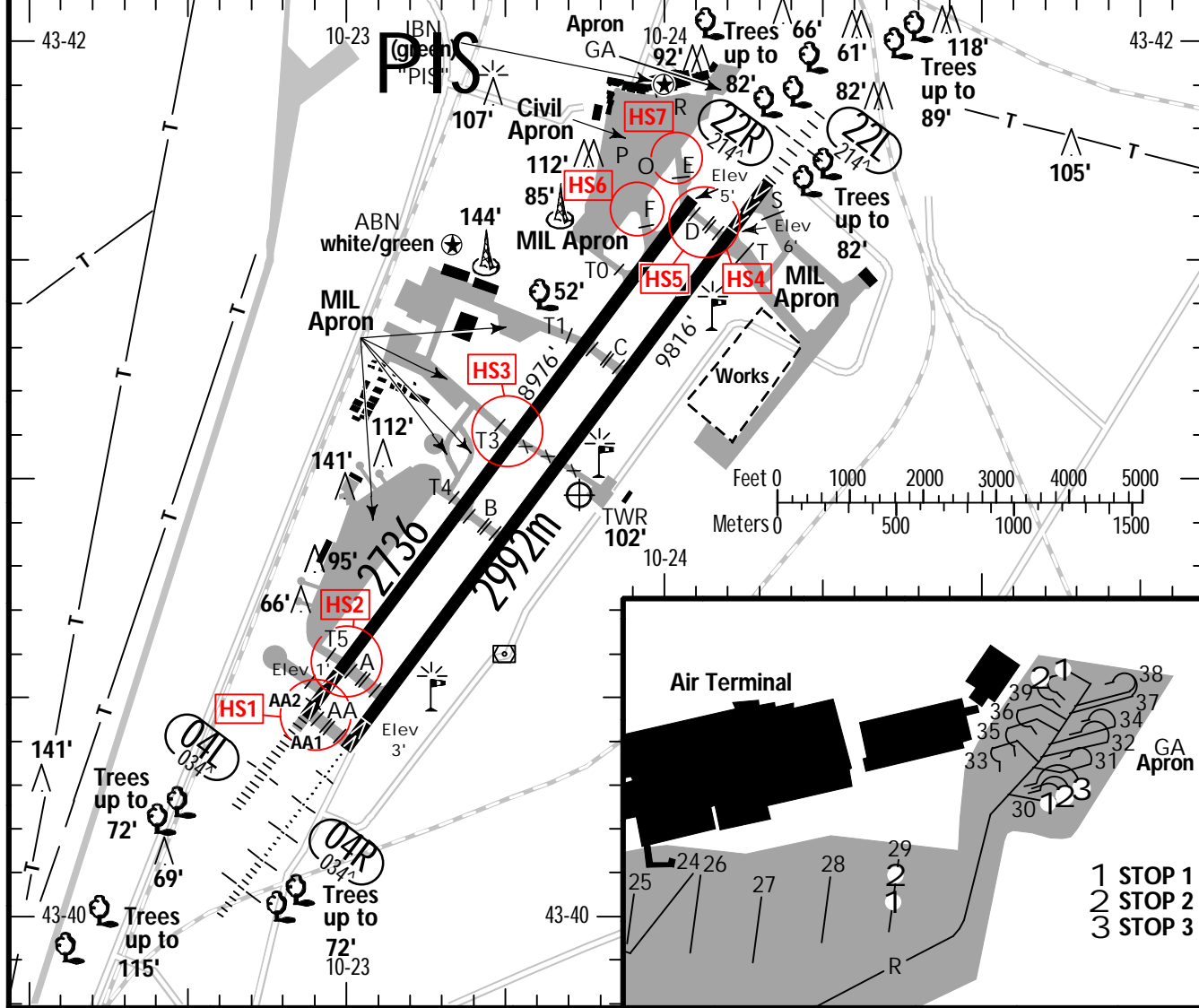
SAN GIUSTO

ITALY

19-2 13 NOV 20



GROUND 120.080 (FIS) ROMA INFORMATION 125.750



ABN - IBN - ALS 04L, 04R/22L - PAPI 04R/22L/04L (3[^]), 22R (3.5[^]) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R 22L 4	2992 x 45 Asphalt	2992	2849 2735	PCN 112/F/D/W/T	
04L 22R	2736 x 45 Asphalt	2736	2495 2736	PCN 90/F/A/W/T	

4 RWY head surface in concrete, PCN 74/R/D/W/T.

For text please refer to 19-3.

LIRP
SAN GIUSTO

13 NOV 20

19-3

PISA
ITALY

NOTE: Refer to Pisa (LIRP) Area Information.

CAUTION: When LDG on RWY 22L/R, pilots should be aware of a portion of highway Pisa-Florence with high intensity yellow light which is located along 200°, with a length of about 650m at 2.6NM from PIS VOR/DME within 065°-080°. This part of highway shall not be confused with a RWY.

Birds on and in vicinity of AD.

Random wildlife hazard.

Intersection TKOF

RWY	TWY	TORA (m)
04L	A	2455
04R	A	2704
22L	D	2705

Intersection TKOF A RWY 04R usable only if TWY AA is CLSD.

VFR Arrivals

On the following points: MARINA DI PISA (RPW1), SUD DI LIVORNO (RPS2), COLLESALVETTI (RPSE2), CASCINA (RPE2) and PISA NORD (RPN2) ACFT shall be cleared by Pisa TWR to join the AD traffic patterns or to overfly the field. Whenever necessary, such points may be used as VFR holding fix.

Traffic Circuit

Non-standard for RWY 04L/R and standard for RWY 22R/L.

Pisa TWR may assign different patterns than those specified, according to meteorological conditions or presence of traffic.

RWY Preferential Use

RWY 04R/22L and RWY 04L/22R cannot be used simultaneously. The choice of the RWY is not allowed on pilot's request.

RWY 04L/22R is normally used as main taxi route and can be activated only if RWY 04R/22L is not usable for FLT OPS. This event will be announced by NOTAM.

As general rule, when RWY 04L/22R is in use, TWR will instruct ACFT to hold at RWY Holding Position E or F.

RWY holding position BTN RWY 04R/22L and RWY 04L/22R are close by and double to allow the alternate use of the RWYs.

TWY Restrictions

TWY S, T, T0, T1, T3, T4, T5 not usable by CIV ACFT.

Apron Regulations

Orderly movement of traffic to/from aprons is provided in cooperation with Italian Air Force and the aerodrome operator.

Pilots on taxi must strictly follow apron markings.

Avoiding collision with other ACFT or with obstacles is the responsibility of pilots when taxiing on the apron.

Noise Abatement Procedures

RWY 04R/L full length DEP are mandatory.

According to noise abatement procedure, departure runway can be established only before taxi therefore

pilots should brief both RWY take-off directions during the pre-flight briefing.

RWY Incursion Hot Spots

RWY 04R/22L

HS1 - RWY holding position 'AA2' is about 235m from RWY 04R centre-line.

HS2 - Possible TKOF and LDG of home based MIL HELs.

HS3 - Possible TKOF and LDG of home based MIL HELs.

HS4 - RWY 22L final is offset; opposite RWY operation are frequent. Be careful to local essential traffic and follow strictly ATC instruction.

RWY 04L/22R

HS2 - Possible TKOF and LDG of home based MIL HELs.

HS3 - Possible TKOF and LDG of home based MIL HELs.

HS5 - When on TWY D, be careful: RWY 04L/22R crossing must be cleared by PISA TOWER.

HS6 - When PISA TOWER will instruct ACFT to hold at RWY holding position F, be careful: short TAX route BTN APN and RWY holding position, frequent opposite RWY operation.

HS7 - When PISA TOWER will instruct ACFT to hold at RWY holding position E, be careful: short TAX route BTN APN and RWY holding position, frequent opposite RWY operation.

Radio Failure on Manoeuvring Area

DEP ACFT:

Shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the follow-me car in order to be guided back to the stand.

ARR ACFT:

After LDG will vacate the RWY and wait for the arrival of the follow-me car in order to be guided back to the stand, at the following TWY:

- TWY D for RWY 04R;
- TWY AA for RWY 22L;
- TWY F for RWY 04L;
- TWY AA for RWY 22R.

Miscellaneous

Night VFR not allowed EXC HEL.

Birds hazard in the vicinity AD.

Taxing in movement area with caution due to grass cutting. Presence of men and equipment in radio contact with TWR.

Presence groups of max two small size wild animal observed in the manoeuvring area.

All GA ACFT are subject to PPR coordination PPR number assigned should be inserted in item 18 of FPL.

Training activity PPR by Italian Air Force 46th Aero Command.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
INNSBRUCK, (INNSBRUCK - LOWI)				
REV	AIRPORT BRIEFING (GEN)	10-1P	24 Mar 2023	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	24 Mar 2023	
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	24 Mar 2023	
REV	AIRPORT BRIEFING (ARR)	10-1P3	24 Mar 2023	
REV	AIRPORT BRIEFING (ARR CON...	10-1P4	24 Mar 2023	
REV	AIRPORT BRIEFING (ARR CON...	10-1P5	24 Mar 2023	
REV	VFR APPROACH CHART	19-1	31 Mar 2023	
REV	VFR AERODROME CHART	19-2	31 Mar 2023	
REV	VFR GENERAL AERODROME INF...	19-3	31 Mar 2023	
ADD	VFR GENERAL AERODROME INF...	19-3A	31 Mar 2023	

PISA, (SAN GIUSTO - LIRP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIRP

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TEL ATS 050928461. ARO 050928483, 050928486.

No Chart Change Notices for Airport LOWI

Chart Change Notices for Country AUT

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Text section 2.2: EFF 01 JUL 22 until 30 JUN 23 Temporary Restricted area LO-R Mistelbach estbld (GND/3500'). Times of activity: by NOTAM, activity info by MILITARY RADAR 131.025.

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Text section 2.2: Until 31 DEC 25 Temporary Restricted Area LO-R10 (GND/4000') estbld. Times of activity: promulgated by NOTAM, Mon-Fri MAX BTN BCMT-ECET, EXC Hol.

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Text section 2.2: Until 31 DEC 24 Temporary Restricted Area LO-R9 (GND/7500') estbld. Times of activity: promulgated by NOTAM, Mon-Fri MAX BTN BCMT-ECET, EXC Hol.

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Text section 2.2: Until 31 DEC 25 Temporary Restricted Area LO-R 11 (GND/3500' MSL) estbld. Times of activity: promulgated by NOTAM, Mon-Fri MAX BTN BCMT-ECET, EXC Hol.

Chart Change Notices for Country ITA

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ATC clearance for VFR TFC to enter any CTA zone ASP class (D), shall be requested only to FIS.

Type: Gen Tmnl (VFR)
Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Text section 2.2: Until 10 MAY 23 Temporary Segregated Areas estbld: LI-TSA Area 1-3 (GND/7000') and LI-TSA Area 4 (GND/FL150). Activated on tactical basis by Amendola APP.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 20 MAY 21 Milano FIS MILANO INFORMATION 124.925 lateral limits extended by APRX 18 NM to E along Po river and APRX 30 NM N of the river. Padova FIS PADOVA INFORMATION 124.150 lateral limits chgd accordingly. Milano FIS MILANO INFORMATION 128.925 lateral limits extended by APRX 16 NM to E along Po river and APRX 17 NM S of the river. Padova FIS PADOVA INFORMATION 126.425 (0700-2100LT), 124.150(O/T) lateral limits chgd accordingly.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 15 JUL 21 FMC Area Padova Central-East (GND/lower limit class A/C/D) estbld within lateral limits of CTA (D) Padova 22 Bibione, CTA (D) Padova 20 Grado, CTA (D) Padova 23 Sud Lignano, CTA (D) Padova 21 Palmanova and APRX 9 NM of NE corner of CTA (D) Padova 9 Veneto, with eastern boundary along country border. MONITOR 119.175, SQUAWK 4776.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 15 JUL 21 FMC Area Milano East (GND/lower limit class A/C/D) estbld with same lateral limits as CTA (D) Milano 21 Verona. MONITOR 135.900, SQUAWK 4613. FMC Area Milano North-East boundary chgd to exclude FMC Area Milano East.

Communication Information For EDGG ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LANGEN RADAR:	131.3 MHz		
LANGEN RADAR:	254.9 MHz		

Communication Information For EDGG FIR

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LANGEN RADAR:	118.75 MHz	(R)	
LANGEN RADAR:	119.030 MHz	(R)	Secondary
LANGEN RADAR:	119.110 MHz	(R)	
LANGEN RADAR:	119.2 MHz	(R)	
LANGEN RADAR:	120.155 MHz	(R)	
LANGEN RADAR:	120.805 MHz	(R)	
LANGEN RADAR:	121.05 MHz	(R)	
LANGEN RADAR:	121.355 MHz	(R)	
LANGEN RADAR:	123.280 MHz	(R)	
LANGEN RADAR:	124.430 MHz	(R)	
LANGEN RADAR:	124.730 MHz	(R)	
LANGEN RADAR:	124.9 MHz	(R)	
LANGEN RADAR:	125.05 MHz	(R)	
LANGEN RADAR:	125.2 MHz	(R)	
LANGEN RADAR:	125.22 MHz	(R)	
LANGEN RADAR:	125.355 MHz	(R)	
LANGEN RADAR:	125.405 MHz	(R)	
LANGEN RADAR:	125.6 MHz	(R)	
LANGEN RADAR:	125.680 MHz	(R)	
LANGEN RADAR:	126.555 MHz	(R)	Secondary
LANGEN RADAR:	127.05 MHz	(R)	
LANGEN RADAR:	127.365 MHz	(R)	
LANGEN RADAR:	127.5 MHz	(R)	
LANGEN RADAR:	127.62 MHz	(R)	
LANGEN RADAR:	127.72 MHz	(R)	
LANGEN RADAR:	128.555 MHz	(R)	
LANGEN RADAR:	129.17 MHz	(R)	
LANGEN RADAR:	129.3 MHz	(R)	
LANGEN RADAR:	129.355 MHz	(R)	
LANGEN RADAR:	129.67 MHz	(R)	
LANGEN RADAR:	131.3 MHz	(R)	
LANGEN RADAR:	132.155 MHz	(R)	
LANGEN RADAR:	133.435 MHz	(R)	
LANGEN RADAR:	133.460 MHz	(R)	
LANGEN RADAR:	134.8 MHz	(R)	
LANGEN RADAR:	135.35 MHz	(R)	
LANGEN RADAR:	135.65 MHz	(R)	
LANGEN RADAR:	135.72 MHz	(R)	
LANGEN RADAR:	136.130 MHz	(R)	
Type: Information:			
LANGEN:	119.15 MHz		FIS
Type: VOLMET:			
BREMEN:	127.410 MHz		
FRANKFURT 1:	127.605 MHz		
FRANKFURT 2:	135.780 MHz		

Communication Information For EDMM ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MUNICH RADAR:	128.630 MHz		
MUNICH RADAR:	129.1 MHz		
MUNICH RADAR:	306.6 MHz		

Communication Information For EDMM ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Arrival:			
MUNICH:	128.030 MHz		

Communication Information For EDMM FIR INMARSAT Service: INMARSAT SECURITY NUMBER FOR MUNICH ATC IS 421105

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MUNICH RADAR:	118.235 MHz	(R)	
MUNICH RADAR:	124.960 MHz	(R)	
MUNICH RADAR:	125.140 MHz	(R)	
MUNICH RADAR:	125.87 MHz	(R)	
MUNICH RADAR:	126.17 MHz	(R)	
MUNICH RADAR:	128.630 MHz	(R)	
MUNICH RADAR:	129.1 MHz	(R)	
MUNICH RADAR:	129.45 MHz	(R)	
MUNICH RADAR:	129.52 MHz	(R)	
MUNICH RADAR:	129.555 MHz	(R)	
MUNICH RADAR:	131.055 MHz	(R)	
MUNICH RADAR:	132.455 MHz	(R)	
MUNICH RADAR:	132.555 MHz	(R)	
MUNICH RADAR:	133.230 MHz	(R)	
MUNICH RADAR:	133.55 MHz	(R)	
MUNICH RADAR:	133.615 MHz	(R)	
MUNICH RADAR:	133.680 MHz	(R)	
MUNICH RADAR:	134.15 MHz	(R)	
MUNICH RADAR:	136.230 MHz	(R)	
MUNICH RADAR:	136.52 MHz	(R)	
MUNICH RADAR:	253.5 MHz	(R)	
MUNICH RADAR:	255.95 MHz	(R)	
MUNICH RADAR:	264.65 MHz	(R)	
MUNICH RADAR:	265.72 MHz	(R)	
MUNICH RADAR:	291.65 MHz	(R)	
MUNICH RADAR:	296.77 MHz	(R)	
MUNICH RADAR:	306.6 MHz	(R)	
MUNICH RADAR:	307.3 MHz	(R)	
MUNICH RADAR:	374.87 MHz	(R)	
Type: Information:			
LANGEN:	125.8 MHz		FIS
Type: VOLMET:			
BERLIN:	128.405 MHz		
FRANKFURT 2:	135.780 MHz		

Communication Information For EDUU UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
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Type: Upper Area Control Center:			
RHEIN RADAR:	133.360 MHz		
RHEIN RADAR:	375.25 MHz		

Communication Information For EDUU UIR CPDLC Service: CPDLC SERVICES FOR ATN VDL MODE
 2 EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF EDUU IN RHEIN UIR. WITHIN THE AREA OF RESPONSIBILITY OF RHEIN UIR IT IS MANDATORY FOR FLIGHT CREWS OF CPDLC-EQUIPPED AIRCRAFT TO LOG ON TO EDUU.
 INMARSAT Service: INMARSAT SECURITY NUMBER FOR KARLSRUHE UAC IS 421106

Callsign:	Frequency	Radar	ServiceIndicators
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Type: Upper Area Control Center:			
RHEIN RADAR:	118.215 MHz	(R)	
RHEIN RADAR:	120.930 MHz	(R)	
RHEIN RADAR:	121.440 MHz	(R)	
RHEIN RADAR:	122.635 MHz	(R)	
RHEIN RADAR:	124.035 MHz	(R)	
RHEIN RADAR:	124.960 MHz	(R)	
RHEIN RADAR:	126.265 MHz	(R)	
RHEIN RADAR:	126.785 MHz	(R)	
RHEIN RADAR:	127.310 MHz	(R)	
RHEIN RADAR:	128.235 MHz	(R)	
RHEIN RADAR:	128.815 MHz	(R)	
RHEIN RADAR:	128.830 MHz	(R)	
RHEIN RADAR:	131.365 MHz	(R)	
RHEIN RADAR:	131.385 MHz	(R)	
RHEIN RADAR:	132.080 MHz	(R)	
RHEIN RADAR:	132.140 MHz	(R)	
RHEIN RADAR:	132.330 MHz	(R)	
RHEIN RADAR:	132.405 MHz	(R)	
RHEIN RADAR:	132.730 MHz	(R)	
RHEIN RADAR:	133.035 MHz	(R)	
RHEIN RADAR:	133.280 MHz	(R)	
RHEIN RADAR:	133.285 MHz	(R)	
RHEIN RADAR:	133.340 MHz	(R)	
RHEIN RADAR:	133.360 MHz	(R)	
RHEIN RADAR:	133.640 MHz	(R)	
RHEIN RADAR:	133.655 MHz	(R)	
RHEIN RADAR:	133.760 MHz	(R)	
RHEIN RADAR:	133.815 MHz	(R)	
RHEIN RADAR:	133.835 MHz	(R)	
RHEIN RADAR:	133.840 MHz	(R)	
RHEIN RADAR:	133.860 MHz	(R)	
RHEIN RADAR:	134.065 MHz	(R)	
RHEIN RADAR:	134.085 MHz	(R)	
RHEIN RADAR:	134.690 MHz	(R)	
RHEIN RADAR:	135.030 MHz	(R)	
RHEIN RADAR:	135.310 MHz	(R)	
RHEIN RADAR:	135.835 MHz	(R)	
RHEIN RADAR:	135.955 MHz	(R)	
RHEIN RADAR:	136.315 MHz	(R)	
RHEIN RADAR:	136.335 MHz	(R)	
RHEIN RADAR:	136.405 MHz	(R)	
RHEIN RADAR:	136.480 MHz	(R)	
RHEIN RADAR:	252.97 MHz	(R)	
RHEIN RADAR:	254.97 MHz	(R)	
RHEIN RADAR:	258.92 MHz	(R)	
RHEIN RADAR:	280.35 MHz	(R)	
RHEIN RADAR:	280.77 MHz	(R)	
RHEIN RADAR:	281.37 MHz	(R)	
RHEIN RADAR:	282.7 MHz	(R)	
RHEIN RADAR:	285.07 MHz	(R)	
RHEIN RADAR:	292.12 MHz	(R)	
RHEIN RADAR:	300.05 MHz	(R)	
RHEIN RADAR:	307.25 MHz	(R)	
RHEIN RADAR:	308.87 MHz	(R)	
RHEIN RADAR:	338.45 MHz	(R)	
RHEIN RADAR:	338.47 MHz	(R)	
RHEIN RADAR:	342.12 MHz	(R)	
RHEIN RADAR:	355.62 MHz	(R)	

RHEIN RADAR:	357.0 MHz	(R)
RHEIN RADAR:	357.02 MHz	(R)
RHEIN RADAR:	359.7 MHz	(R)
RHEIN RADAR:	360.37 MHz	(R)
RHEIN RADAR:	375.25 MHz	(R)
RHEIN RADAR:	376.35 MHz	(R)
RHEIN RADAR:	379.1 MHz	(R)
RHEIN RADAR:	387.32 MHz	(R)
RHEIN RADAR:	397.45 MHz	(R)
RHEIN RADAR:	398.7 MHz	(R)

Type: VOLMET:	
BREMEN:	127.410 MHz
FRANKFURT 1:	127.605 MHz
BERLIN:	128.405 MHz
FRANKFURT 2:	135.780 MHz

Communication Information For LDZO FIR/UIR CPDLC Service: CPDLC SERVICES FOR ATN VIA VHF DATA LINK MODE 2 (VDL M2) EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF LDZO FOR ZAGREB ABOVE FL 285 IN ZAGREB FIR. LOGON SHOULD BE ESTABLISHED 10 TO 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ZAGREB CONTROL/RADAR:	122.530 MHz	(R)	
ZAGREB CONTROL/RADAR:	122.57 MHz	(R)	
ZAGREB CONTROL/RADAR:	124.37 MHz	(R)	
ZAGREB CONTROL/RADAR:	125.22 MHz	(R)	
ZAGREB CONTROL/RADAR:	125.780 MHz	(R)	
ZAGREB CONTROL/RADAR:	126.635 MHz	(R)	
ZAGREB CONTROL/RADAR:	127.110 MHz	(R)	
ZAGREB CONTROL/RADAR:	127.365 MHz	(R)	
ZAGREB CONTROL/RADAR:	127.87 MHz	(R)	
ZAGREB CONTROL/RADAR:	128.27 MHz	(R)	
ZAGREB CONTROL/RADAR:	129.42 MHz	(R)	Secondary
ZAGREB CONTROL/RADAR:	129.65 MHz	(R)	
ZAGREB CONTROL/RADAR:	130.215 MHz	(R)	
ZAGREB CONTROL/RADAR:	131.27 MHz	(R)	
ZAGREB CONTROL/RADAR:	132.12 MHz	(R)	
ZAGREB CONTROL/RADAR:	132.340 MHz	(R)	
ZAGREB CONTROL/RADAR:	133.635 MHz	(R)	
ZAGREB CONTROL/RADAR:	135.8 MHz	(R)	
ZAGREB CONTROL/RADAR:	136.3 MHz	(R)	

Type: Emergency:	
ZAGREB:	123.1 MHz

Type: Information:		
ZAGREB:	135.05 MHz	FIS

Communication Information For LFFF ACC No communication information available

Communication Information For LFFF UAC High (UAC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
MARSEILLE CONTROL:	124.65 MHz		
MARSEILLE CONTROL:	132.490 MHz		

Communication Information For LFFF UIR CPDLC Service: CPDLC SERVICES TO ATN PROTECTED

MODE (VDL MODE 2) EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF LFFF FOR PARIS ACC, LFEE FOR REIMS ACC, LFRR FOR BREST ACC, LFMM FOR MARSEILLE ACC AND LFBB FOR BORDEAUX ACC WITHIN FRANCE UIR.

Callsign:	Frequency	Radar	ServiceIndicators
Type: Upper Area Control Center:			
BREST CONTROL:	118.030 MHz	(R)	
PARIS CONTROL:	118.230 MHz	(R)	
MARSEILLE CONTROL:	118.415 MHz	(R)	
BORDEAUX CONTROL:	118.430 MHz	(R)	
PARIS CONTROL:	118.72 MHz	(R)	
BREST CONTROL:	118.865 MHz	(R)	
MARSEILLE CONTROL:	118.880 MHz	(R)	
BREST CONTROL:	118.885 MHz	(R)	
BREST CONTROL:	119.82 MHz	(R)	
MARSEILLE CONTROL:	119.865 MHz	(R)	
BORDEAUX CONTROL:	120.785 MHz	(R)	
BORDEAUX CONTROL:	120.935 MHz	(R)	
PARIS CONTROL:	120.955 MHz	(R)	
REIMS CONTROL:	121.07 MHz	(R)	
BORDEAUX CONTROL:	121.340 MHz	(R)	
BORDEAUX CONTROL:	122.415 MHz	(R)	
PARIS CONTROL:	122.57 MHz	(R)	
PARIS CONTROL:	122.615 MHz	(R)	
BORDEAUX CONTROL:	122.630 MHz	(R)	
MARSEILLE CONTROL:	122.715 MHz	(R)	
MARSEILLE CONTROL:	123.530 MHz	(R)	
BORDEAUX CONTROL:	123.630 MHz	(R)	
MARSEILLE CONTROL:	123.97 MHz	(R)	
MARSEILLE CONTROL:	124.015 MHz	(R)	
BREST CONTROL:	124.065 MHz	(R)	
BORDEAUX CONTROL:	124.080 MHz	(R)	
MARSEILLE CONTROL:	124.305 MHz	(R)	
MARSEILLE CONTROL:	124.55 MHz	(R)	Secondary
MARSEILLE CONTROL:	124.615 MHz	(R)	
PARIS CONTROL:	124.630 MHz	(R)	
BORDEAUX CONTROL:	124.635 MHz	(R)	
MARSEILLE CONTROL:	124.65 MHz	(R)	Secondary
BREST CONTROL:	124.67 MHz	(R)	
BREST CONTROL:	124.77 MHz	(R)	Secondary
BORDEAUX CONTROL:	124.830 MHz	(R)	
PARIS CONTROL:	124.85 MHz	(R)	
BREST CONTROL:	124.940 MHz	(R)	
REIMS CONTROL:	124.955 MHz	(R)	
PARIS CONTROL:	125.080 MHz	(R)	
MARSEILLE CONTROL:	125.465 MHz	(R)	
REIMS CONTROL:	125.935 MHz	(R)	
BREST CONTROL:	125.965 MHz	(R)	
BORDEAUX CONTROL:	126.130 MHz	(R)	
MARSEILLE CONTROL:	126.255 MHz	(R)	
BREST CONTROL:	126.265 MHz	(R)	
REIMS CONTROL:	126.285 MHz	(R)	
MARSEILLE CONTROL:	126.465 MHz	(R)	
MARSEILLE CONTROL:	126.780 MHz	(R)	
MARSEILLE CONTROL:	127.180 MHz	(R)	
PARIS CONTROL:	127.305 MHz	(R)	
BREST CONTROL:	127.385 MHz	(R)	
BORDEAUX CONTROL:	127.435 MHz	(R)	
MARSEILLE CONTROL:	127.540 MHz	(R)	
REIMS CONTROL:	127.555 MHz	(R)	
BREST CONTROL:	127.560 MHz	(R)	
MARSEILLE CONTROL:	127.840 MHz	(R)	
REIMS CONTROL:	127.855 MHz	(R)	
BREST CONTROL:	127.860 MHz	(R)	
PARIS CONTROL:	128.105 MHz	(R)	
PARIS CONTROL:	128.140 MHz	(R)	
PARIS CONTROL:	128.27 MHz	(R)	
REIMS CONTROL:	128.305 MHz	(R)	
BORDEAUX CONTROL:	128.765 MHz	(R)	
MARSEILLE CONTROL:	128.780 MHz	(R)	
REIMS CONTROL:	128.835 MHz	(R)	
PARIS CONTROL:	128.87 MHz	(R)	
PARIS CONTROL:	129.005 MHz	(R)	
BREST CONTROL:	129.505 MHz	(R)	

MARSEILLE CONTROL:	130.165 MHz	(R)	
BORDEAUX CONTROL:	130.230 MHz	(R)	
BREST CONTROL:	130.235 MHz	(R)	
MARSEILLE CONTROL:	130.735 MHz	(R)	
PARIS CONTROL:	131.065 MHz	(R)	
REIMS CONTROL:	131.085 MHz	(R)	
PARIS CONTROL:	131.180 MHz	(R)	
PARIS CONTROL:	131.255 MHz	(R)	
BREST CONTROL:	131.280 MHz	(R)	
BREST CONTROL:	132.02 MHz	(R)	
PARIS CONTROL:	132.1 MHz	(R)	
BORDEAUX CONTROL:	132.180 MHz	(R)	
BREST CONTROL:	132.185 MHz	(R)	
BREST CONTROL:	132.190 MHz	(R)	
BREST CONTROL:	132.210 MHz	(R)	
BREST CONTROL:	132.240 MHz	(R)	
MARSEILLE CONTROL:	132.255 MHz	(R)	
PARIS CONTROL:	132.265 MHz	(R)	
REIMS CONTROL:	132.280 MHz	(R)	
MARSEILLE CONTROL:	132.365 MHz	(R)	
PARIS CONTROL:	132.380 MHz	(R)	
MARSEILLE CONTROL:	132.385 MHz	(R)	
REIMS CONTROL:	132.390 MHz	(R)	
REIMS CONTROL:	132.410 MHz	(R)	Secondary
BORDEAUX CONTROL:	132.430 MHz	(R)	
MARSEILLE CONTROL:	132.435 MHz	(R)	
MARSEILLE CONTROL:	132.490 MHz	(R)	
REIMS CONTROL:	132.505 MHz	(R)	
BREST CONTROL:	132.510 MHz	(R)	Secondary
REIMS CONTROL:	132.630 MHz	(R)	Secondary
PARIS CONTROL:	132.67 MHz	(R)	Secondary
BREST CONTROL:	132.735 MHz	(R)	
PARIS CONTROL:	132.740 MHz	(R)	
MARSEILLE CONTROL:	132.760 MHz	(R)	
REIMS CONTROL:	132.785 MHz	(R)	
BREST CONTROL:	132.830 MHz	(R)	
MARSEILLE CONTROL:	132.865 MHz	(R)	
REIMS CONTROL:	132.880 MHz	(R)	
PARIS CONTROL:	132.885 MHz	(R)	
BORDEAUX CONTROL:	132.910 MHz	(R)	
BORDEAUX CONTROL:	132.990 MHz	(R)	
REIMS CONTROL:	133.005 MHz	(R)	
BORDEAUX CONTROL:	133.010 MHz	(R)	
BREST CONTROL:	133.085 MHz	(R)	
MARSEILLE CONTROL:	133.235 MHz	(R)	
BREST CONTROL:	133.240 MHz	(R)	
REIMS CONTROL:	133.255 MHz	(R)	
MARSEILLE CONTROL:	133.330 MHz	(R)	
REIMS CONTROL:	133.415 MHz	(R)	
MARSEILLE CONTROL:	133.430 MHz	(R)	
BORDEAUX CONTROL:	133.465 MHz	(R)	
BREST CONTROL:	133.480 MHz	(R)	
PARIS CONTROL:	133.505 MHz	(R)	
BREST CONTROL:	133.55 MHz	(R)	Secondary
MARSEILLE CONTROL:	133.585 MHz	(R)	
BREST CONTROL:	133.615 MHz	(R)	
BREST CONTROL:	133.635 MHz	(R)	
BORDEAUX CONTROL:	133.680 MHz	(R)	
MARSEILLE CONTROL:	133.760 MHz	(R)	
REIMS CONTROL:	133.830 MHz	(R)	
PARIS CONTROL:	133.92 MHz	(R)	Secondary
BORDEAUX CONTROL:	133.960 MHz	(R)	
BORDEAUX CONTROL:	134.255 MHz	(R)	
MARSEILLE CONTROL:	134.260 MHz	(R)	
BREST CONTROL:	134.335 MHz	(R)	
REIMS CONTROL:	134.405 MHz	(R)	
BREST CONTROL:	134.410 MHz	(R)	
BORDEAUX CONTROL:	134.610 MHz	(R)	
MARSEILLE CONTROL:	134.705 MHz	(R)	
BORDEAUX CONTROL:	134.730 MHz	(R)	
BORDEAUX CONTROL:	134.765 MHz	(R)	
REIMS CONTROL:	134.960 MHz	(R)	
REIMS CONTROL:	135.035 MHz	(R)	
REIMS CONTROL:	135.105 MHz	(R)	Secondary
MARSEILLE CONTROL:	135.110 MHz	(R)	
BORDEAUX CONTROL:	135.115 MHz	(R)	
BORDEAUX CONTROL:	135.240 MHz	(R)	

BREST CONTROL:	135.260 MHz	(R)	
MARSEILLE CONTROL:	135.290 MHz	(R)	
REIMS CONTROL:	135.305 MHz	(R)	
PARIS CONTROL:	135.405 MHz	(R)	
MARSEILLE CONTROL:	135.440 MHz	(R)	
BORDEAUX CONTROL:	135.460 MHz	(R)	
REIMS CONTROL:	135.505 MHz	(R)	
PARIS CONTROL:	135.55 MHz	(R)	
BORDEAUX CONTROL:	135.665 MHz	(R)	
MARSEILLE CONTROL:	135.930 MHz	(R)	
BREST CONTROL:	135.965 MHz	(R)	
BREST CONTROL:	136.0 MHz	(R)	Secondary
BORDEAUX CONTROL:	136.040 MHz	(R)	
BREST CONTROL:	136.160 MHz	(R)	
BORDEAUX CONTROL:	136.180 MHz	(R)	
REIMS CONTROL:	136.330 MHz	(R)	Secondary
PARIS CONTROL:	136.37 MHz	(R)	
BREST CONTROL:	232.05 MHz	(R)	
PARIS CONTROL:	232.25 MHz	(R)	
MARSEILLE CONTROL:	232.32 MHz	(R)	
PARIS CONTROL:	232.42 MHz	(R)	
REIMS CONTROL:	241.6 MHz	(R)	
MARSEILLE CONTROL:	244.92 MHz	(R)	
BORDEAUX CONTROL:	245.55 MHz	(R)	
REIMS CONTROL:	251.0 MHz	(R)	
BORDEAUX CONTROL:	255.92 MHz	(R)	
REIMS CONTROL:	269.02 MHz	(R)	
PARIS CONTROL:	279.02 MHz	(R)	
BORDEAUX CONTROL:	341.42 MHz	(R)	
REIMS CONTROL:	343.3 MHz	(R)	
MARSEILLE CONTROL:	344.37 MHz	(R)	
MARSEILLE CONTROL:	357.45 MHz	(R)	
PARIS CONTROL:	359.8 MHz	(R)	
BREST CONTROL:	369.25 MHz	(R)	
BORDEAUX CONTROL:	369.52 MHz	(R)	
BORDEAUX CONTROL:	371.97 MHz	(R)	
BREST CONTROL:	372.72 MHz	(R)	
BREST CONTROL:	372.9 MHz	(R)	
PARIS CONTROL:	374.4 MHz	(R)	
REIMS CONTROL:	375.72 MHz	(R)	
BREST CONTROL:	375.8 MHz	(R)	
PARIS CONTROL:	375.87 MHz	(R)	
BORDEAUX CONTROL:	377.4 MHz	(R)	
BREST CONTROL:	389.87 MHz	(R)	
PARIS CONTROL:	398.62 MHz	(R)	

Communication Information For LFMM ACC No communication information available

Communication Information For LFMM ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MARSEILLE CONTROL:	127.905 MHz		
MARSEILLE CONTROL:	232.32 MHz		
MARSEILLE CONTROL:	244.92 MHz		
MARSEILLE CONTROL:	357.45 MHz		

Communication Information For LFMM FIR INMARSAT Service: INMARSAT SECURITY NUMBER FOR MARSEILLE ACC IS 422703

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
MARSEILLE CONTROL:	123.805 MHz	(R)	

MARSEILLE CONTROL:	123.9 MHz	(R)
MARSEILLE CONTROL:	123.97 MHz	(R)
MARSEILLE CONTROL:	124.305 MHz	(R)
MARSEILLE CONTROL:	126.155 MHz	(R)
MARSEILLE CONTROL:	126.705 MHz	(R)
MARSEILLE CONTROL:	127.905 MHz	(R)
MARSEILLE CONTROL:	128.32 MHz	(R)
MARSEILLE CONTROL:	128.85 MHz	(R)
MARSEILLE CONTROL:	130.955 MHz	(R)
MARSEILLE CONTROL:	133.87 MHz	(R)
MARSEILLE CONTROL:	232.32 MHz	(R)
MARSEILLE CONTROL:	244.92 MHz	(R)
MARSEILLE CONTROL:	344.37 MHz	(R)
MARSEILLE CONTROL:	357.45 MHz	(R)

Type: Information:

MARSEILLE:	119.75 MHz	FIS, Secondary
MARSEILLE:	120.55 MHz	FIS
MARSEILLE:	124.5 MHz	FIS

Communication Information For LIMM ACC No communication information available

Communication Information For LIMM ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
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Type: ACC:

ROME RADAR:	118.8 MHz
ROME RADAR:	119.2 MHz
ROME RADAR:	119.42 MHz
ROME RADAR:	120.335 MHz
ROME RADAR:	121.315 MHz
ROME RADAR:	122.530 MHz
ROME RADAR:	124.2 MHz
ROME RADAR:	124.35 MHz
ROME RADAR:	124.8 MHz
ROME RADAR:	125.455 MHz
ROME RADAR:	125.5 MHz
ROME RADAR:	125.95 MHz
ROME RADAR:	127.12 MHz
ROME RADAR:	127.35 MHz
ROME RADAR:	127.95 MHz
ROME RADAR:	128.8 MHz
ROME RADAR:	129.0 MHz
ROME RADAR:	130.9 MHz
ROME RADAR:	131.1 MHz
ROME RADAR:	131.25 MHz
ROME RADAR:	132.030 MHz
ROME RADAR:	132.52 MHz
ROME RADAR:	132.840 MHz
ROME RADAR:	133.130 MHz
ROME RADAR:	133.25 MHz

Type: Radar:

ROME RADAR:	125.95 MHz
ROME RADAR:	127.12 MHz

Communication Information For LIMM ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
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Type: ACC:

PADOVA RADAR:	119.17 MHz
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PADOVA RADAR: 120.72 MHz
 PADOVA RADAR: 122.735 MHz
 PADOVA RADAR: 125.485 MHz
 PADOVA RADAR: 125.9 MHz
 PADOVA RADAR: 127.380 MHz
 PADOVA RADAR: 128.57 MHz
 PADOVA RADAR: 130.52 MHz
 PADOVA RADAR: 132.860 MHz
 PADOVA RADAR: 133.305 MHz
 PADOVA RADAR: 133.515 MHz
 PADOVA RADAR: 133.705 MHz
 PADOVA RADAR: 133.940 MHz
 PADOVA RADAR: 134.390 MHz
 PADOVA RADAR: 134.75 MHz
 PADOVA RADAR: 135.940 MHz
 PADOVA RADAR: 136.465 MHz

Type: Radar:
 PADOVA RADAR: 120.72 MHz
 PADOVA RADAR: 125.9 MHz

Communication Information For LIMM ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
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Type: ACC:
 PADOVA RADAR: 119.17 MHz
 PADOVA RADAR: 120.72 MHz
 PADOVA RADAR: 122.735 MHz
 PADOVA RADAR: 125.485 MHz
 PADOVA RADAR: 125.9 MHz
 PADOVA RADAR: 127.380 MHz
 PADOVA RADAR: 128.57 MHz
 PADOVA RADAR: 130.52 MHz
 PADOVA RADAR: 132.860 MHz
 PADOVA RADAR: 133.305 MHz
 PADOVA RADAR: 133.515 MHz
 PADOVA RADAR: 133.705 MHz
 PADOVA RADAR: 133.940 MHz
 PADOVA RADAR: 134.390 MHz
 PADOVA RADAR: 134.75 MHz
 PADOVA RADAR: 135.940 MHz
 PADOVA RADAR: 136.465 MHz

Type: Radar:
 PADOVA RADAR: 120.72 MHz
 PADOVA RADAR: 125.9 MHz

Communication Information For LIMM FIR/UIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF LIMM IN MILAN FIR, WITHIN MILAN ACC, AND LIPP IN MILAN FIR, WITHIN PADOVA ACC, ABOVE FL285. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
 INMARSAT Service: INMARSAT SECURITY NUMBER FOR MILAN ACC IS 424702 INMARSAT SECURITY NUMBER FOR PADOVA ACC IS 424703

Callsign:	Frequency	Radar	ServiceIndicators
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Type: ACC:
 MILAN RADAR: 118.67 MHz (R) Secondary
 MILAN RADAR: 118.805 MHz (R)
 MILAN RADAR: 122.730 MHz (R)
 MILAN RADAR: 124.25 MHz (R)
 MILAN RADAR: 125.27 MHz (R)
 MILAN RADAR: 125.630 MHz (R)
 MILAN RADAR: 126.3 MHz (R)
 MILAN RADAR: 126.75 MHz (R)
 MILAN RADAR: 127.45 MHz (R)
 MILAN RADAR: 129.07 MHz (R)

MILAN RADAR:	130.180 MHz	(R)	Secondary
MILAN RADAR:	130.730 MHz	(R)	
MILAN RADAR:	132.705 MHz	(R)	
MILAN RADAR:	132.905 MHz	(R)	
MILAN RADAR:	133.180 MHz	(R)	
MILAN RADAR:	133.740 MHz	(R)	
PADOVA RADAR:	133.940 MHz	(R)	
MILAN RADAR:	134.05 MHz	(R)	
MILAN RADAR:	134.17 MHz	(R)	
MILAN RADAR:	134.42 MHz	(R)	Secondary
MILAN RADAR:	134.530 MHz	(R)	
MILAN RADAR:	135.07 MHz	(R)	Secondary
MILAN RADAR:	135.130 MHz	(R)	
MILAN RADAR:	135.455 MHz	(R)	
MILAN RADAR:	135.9 MHz	(R)	
MILAN RADAR:	136.035 MHz	(R)	
MILAN RADAR:	136.205 MHz	(R)	

Type: Control:

PADOVA MILITARY:	123.17 MHz	(R)
PADOVA MILITARY:	129.37 MHz	(R)
MILAN MILITARY:	129.82 MHz	(R)
MILAN MILITARY:	233.92 MHz	(R)
MILAN MILITARY:	235.1 MHz	(R)
PADOVA MILITARY:	277.75 MHz	(R)
PADOVA MILITARY:	313.6 MHz	(R)
PADOVA MILITARY:	338.77 MHz	(R)

Type: Information:

MILAN:	124.92 MHz	FIS
MILAN:	128.92 MHz	FIS

Type: VOLMET:

MILAN:	126.6 MHz
PISA:	128.4 MHz

Communication Information For LIRR ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
PADOVA RADAR:	119.17 MHz		
PADOVA RADAR:	120.72 MHz		
PADOVA RADAR:	122.735 MHz		
PADOVA RADAR:	125.485 MHz		
PADOVA RADAR:	125.9 MHz		
PADOVA RADAR:	127.380 MHz		
PADOVA RADAR:	128.57 MHz		
PADOVA RADAR:	130.52 MHz		
PADOVA RADAR:	132.860 MHz		
PADOVA RADAR:	133.305 MHz		
PADOVA RADAR:	133.515 MHz		
PADOVA RADAR:	133.705 MHz		
PADOVA RADAR:	133.940 MHz		
PADOVA RADAR:	134.390 MHz		
PADOVA RADAR:	134.75 MHz		
PADOVA RADAR:	135.940 MHz		
PADOVA RADAR:	136.465 MHz		
Type: Radar:			
PADOVA RADAR:	120.72 MHz		
PADOVA RADAR:	125.9 MHz		

Communication Information For LIRR FIR/UIR CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF LIPP IN ROME FIR, WITHIN PADOVA ACC, ABOVE FL285. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
 INMARSAT Service: INMARSAT SECURITY NUMBER FOR ROME ACC IS 424704

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ROME RADAR:	118.8 MHz	(R)	
PADOVA RADAR:	119.17 MHz	(R)	
ROME RADAR:	119.2 MHz	(R)	
ROME RADAR:	119.42 MHz	(R)	
ROME RADAR:	120.335 MHz	(R)	
BRINDISI RADAR:	120.580 MHz	(R)	
PADOVA RADAR:	120.72 MHz	(R)	
ROME RADAR:	121.315 MHz	(R)	
ROME RADAR:	122.530 MHz	(R)	
PADOVA RADAR:	122.735 MHz	(R)	
BRINDISI RADAR:	123.95 MHz	(R)	Secondary
ROME RADAR:	124.2 MHz	(R)	
ROME RADAR:	124.35 MHz	(R)	
ROME RADAR:	124.8 MHz	(R)	
ROME RADAR:	125.455 MHz	(R)	
PADOVA RADAR:	125.485 MHz	(R)	
ROME RADAR:	125.5 MHz	(R)	
PADOVA RADAR:	125.9 MHz	(R)	
ROME RADAR:	125.95 MHz	(R)	
BRINDISI RADAR:	126.87 MHz	(R)	
ROME RADAR:	127.12 MHz	(R)	
ROME RADAR:	127.35 MHz	(R)	
PADOVA RADAR:	127.380 MHz	(R)	
ROME RADAR:	127.95 MHz	(R)	
BRINDISI RADAR:	128.3 MHz	(R)	
PADOVA RADAR:	128.57 MHz	(R)	
ROME RADAR:	128.8 MHz	(R)	
ROME RADAR:	129.0 MHz	(R)	
BRINDISI RADAR:	129.215 MHz	(R)	
PADOVA RADAR:	130.52 MHz	(R)	Secondary
BRINDISI RADAR:	130.77 MHz	(R)	Secondary
ROME RADAR:	130.9 MHz	(R)	
ROME RADAR:	131.1 MHz	(R)	
ROME RADAR:	131.25 MHz	(R)	
ROME RADAR:	132.030 MHz	(R)	
BRINDISI RADAR:	132.360 MHz	(R)	
ROME RADAR:	132.52 MHz	(R)	
ROME RADAR:	132.840 MHz	(R)	
PADOVA RADAR:	132.860 MHz	(R)	
BRINDISI RADAR:	133.02 MHz	(R)	Secondary
ROME RADAR:	133.130 MHz	(R)	
ROME RADAR:	133.25 MHz	(R)	
PADOVA RADAR:	133.305 MHz	(R)	
ROME RADAR:	133.485 MHz	(R)	
PADOVA RADAR:	133.515 MHz	(R)	
PADOVA RADAR:	133.705 MHz	(R)	
ROME RADAR:	134.2 MHz	(R)	
PADOVA RADAR:	134.390 MHz	(R)	
PADOVA RADAR:	134.75 MHz	(R)	
ROME RADAR:	134.780 MHz	(R)	
ROME RADAR:	134.9 MHz	(R)	
ROME RADAR:	135.42 MHz	(R)	Secondary
ROME RADAR:	135.615 MHz	(R)	
ROME RADAR:	135.7 MHz	(R)	
PADOVA RADAR:	135.940 MHz	(R)	
PADOVA RADAR:	136.465 MHz	(R)	
BRINDISI RADAR:	136.65 MHz	(R)	
Type: Arrival:			
ROME:	125.5 MHz	(R)	
ROME:	127.95 MHz	(R)	
Type: Control:			
ROME MILITARY:	123.22 MHz	(R)	
ROME MILITARY:	126.460 MHz	(R)	
ROME MILITARY:	142.3 MHz	(R)	
ROME MILITARY:	231.65 MHz	(R)	
ROME MILITARY:	232.17 MHz	(R)	
ROME MILITARY:	255.85 MHz	(R)	
ROME MILITARY:	277.87 MHz	(R)	

Type: Departure:
 ROME: 122.530 MHz (R)
 ROME: 129.0 MHz (R)
 ROME: 130.9 MHz (R)
 ROME: 131.1 MHz (R)
 ROME: 134.2 MHz (R)

Type: Direct (Approach Control Rader):
 ROME: 119.2 MHz (R)
 ROME: 131.25 MHz (R)

Type: Information:

BRINDISI:	119.47 MHz	FIS, Secondary
PADOVA:	124.15 MHz	FIS
ROME:	124.2 MHz	FIS
ROME:	124.8 MHz	FIS
BRINDISI:	125.1 MHz	FIS
ROME:	125.75 MHz	FIS
PADOVA:	126.42 MHz	FIS
ROME:	127.12 MHz	FIS
ROME:	128.8 MHz	FIS
ROME:	129.57 MHz	FIS
ROME:	130.9 MHz	FIS
BRINDISI:	131.12 MHz	FIS
BRINDISI:	131.2 MHz	FIS, Secondary
ROME:	133.25 MHz	FIS
ROME:	134.12 MHz	FIS
ROME:	134.2 MHz	FIS

Type: VOLMET:
 ROME: 126.0 MHz

Communication Information For LJLA ACC No communication information available

Communication Information For LJLA FIR CPDLC Service: CPDLC SERVICES FOR ATN B1/B1+B2

EQUIPPED AIRCRAFT ARE AVAILABLE WITH LOGON ADDRESS OF LJLA IN LJUBLJANA FIR BETWEEN FL245 AND FL660. LOGON SHOULD BE ESTABLISHED 10 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE

Call sign:	Frequency	Radar	Service Indicators
Type: ACC:			
LJUBLJANA RADAR:	119.885 MHz	(R)	
LJUBLJANA RADAR:	121.330 MHz	(R)	
LJUBLJANA RADAR:	128.880 MHz	(R)	
LJUBLJANA RADAR:	130.235 MHz	(R)	
LJUBLJANA RADAR:	132.480 MHz	(R)	
LJUBLJANA RADAR:	135.280 MHz	(R)	
Type: Information:			
LJUBLJANA:	118.480 MHz		FIS
LJUBLJANA:	123.880 MHz		FIS
Type: Radar:			
LJUBLJANA:	132.480 MHz	(R)	Secondary
LJUBLJANA:	135.280 MHz	(R)	

Communication Information For LOVV ACC No communication information available

Communication Information For LOVV ACC Both (ACC Sector)

Call sign:	Frequency	Radar	Service Indicators
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Type: ACC:
 VIENNA RADAR: 118.560 MHz
 VIENNA RADAR: 118.730 MHz
 VIENNA RADAR: 119.880 MHz
 VIENNA RADAR: 122.040 MHz
 VIENNA RADAR: 125.785 MHz
 VIENNA RADAR: 126.280 MHz
 VIENNA RADAR: 128.7 MHz
 VIENNA RADAR: 129.12 MHz
 VIENNA RADAR: 129.2 MHz
 VIENNA RADAR: 131.35 MHz
 VIENNA RADAR: 132.160 MHz
 VIENNA RADAR: 132.190 MHz
 VIENNA RADAR: 132.465 MHz
 VIENNA RADAR: 132.6 MHz
 VIENNA RADAR: 132.765 MHz
 VIENNA RADAR: 132.95 MHz
 VIENNA RADAR: 133.6 MHz
 VIENNA RADAR: 133.8 MHz
 VIENNA RADAR: 133.965 MHz
 VIENNA RADAR: 133.985 MHz
 VIENNA RADAR: 134.35 MHz
 VIENNA RADAR: 134.440 MHz
 VIENNA RADAR: 135.635 MHz
 VIENNA RADAR: 136.32 MHz
 VIENNA RADAR: 136.390 MHz

Communication Information For LOVV ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
VIENNA RADAR:	118.560 MHz		
VIENNA RADAR:	118.730 MHz		
VIENNA RADAR:	119.880 MHz		
VIENNA RADAR:	122.040 MHz		
VIENNA RADAR:	125.785 MHz		
VIENNA RADAR:	126.280 MHz		
VIENNA RADAR:	128.7 MHz		
VIENNA RADAR:	129.12 MHz		
VIENNA RADAR:	129.2 MHz		
VIENNA RADAR:	131.35 MHz		
VIENNA RADAR:	132.160 MHz		
VIENNA RADAR:	132.190 MHz		
VIENNA RADAR:	132.465 MHz		
VIENNA RADAR:	132.6 MHz		
VIENNA RADAR:	132.765 MHz		
VIENNA RADAR:	132.95 MHz		
VIENNA RADAR:	133.6 MHz		
VIENNA RADAR:	133.8 MHz		
VIENNA RADAR:	133.965 MHz		
VIENNA RADAR:	133.985 MHz		
VIENNA RADAR:	134.35 MHz		
VIENNA RADAR:	134.440 MHz		
VIENNA RADAR:	135.635 MHz		
VIENNA RADAR:	136.32 MHz		
VIENNA RADAR:	136.390 MHz		

Communication Information For LOVV ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: Radar:			
LINZ:	125.685 MHz		
LINZ:	129.62 MHz		

Communication Information For LOVV FIR CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF LOVV IN VIENNA FIR FOR ATN/FANS B+ EQUIPPED AIRCRAFT. IF AN AIRCRAFT LOGS ON WITH ATN B2 CAPABILITY ONLY, NO CPDLC SERVICE WILL BE OFFERED. LOG-ON SHALL BE INITIATED BY THE PILOT IN SUFFICIENT TIME. THE USE ABOVE FL285 IS MANDATORY TO ALL AIRCRAFT.

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
VIENNA RADAR:	118.560 MHz	(R)	
VIENNA RADAR:	118.730 MHz	(R)	
VIENNA RADAR:	119.880 MHz	(R)	
VIENNA RADAR:	122.040 MHz	(R)	
VIENNA RADAR:	125.785 MHz	(R)	
VIENNA RADAR:	126.280 MHz	(R)	
VIENNA RADAR:	128.7 MHz	(R)	
VIENNA RADAR:	129.12 MHz	(R)	
VIENNA RADAR:	129.2 MHz	(R)	
VIENNA RADAR:	131.35 MHz	(R)	
VIENNA RADAR:	132.160 MHz	(R)	
VIENNA RADAR:	132.190 MHz	(R)	
VIENNA RADAR:	132.465 MHz	(R)	
VIENNA RADAR:	132.6 MHz	(R)	
VIENNA RADAR:	132.765 MHz	(R)	
VIENNA RADAR:	132.95 MHz	(R)	
VIENNA RADAR:	133.6 MHz	(R)	
VIENNA RADAR:	133.8 MHz	(R)	
VIENNA RADAR:	133.965 MHz	(R)	
VIENNA RADAR:	133.985 MHz	(R)	
VIENNA RADAR:	134.35 MHz	(R)	
VIENNA RADAR:	134.440 MHz	(R)	
VIENNA RADAR:	135.635 MHz	(R)	
VIENNA RADAR:	136.32 MHz	(R)	
VIENNA RADAR:	136.390 MHz	(R)	

Type: Information:			
VIENNA:	118.52 MHz		FIS
VIENNA:	124.4 MHz		FIS
VIENNA:	134.62 MHz		FIS

Type: VOLMET:			
KLAGENFURT NATIONAL SOUTH:	122.280 MHz		
VIENNA NATIONAL EAST:	122.555 MHz		
VIENNA:	126.005 MHz		
INNSBRUCK NATIONAL WEST:	130.480 MHz		

Communication Information For LSAS FIR CPDLC Service: CPDLC SERVICES ARE AVAILABLE ABOVE FL145, AS A MINIMUM, WITH LOGON ADDRESS OF LSAZ IN SWITZERLAND FIR, WITHIN ZURICH ACC, AND LSAZ IN SWITZERLAND FIR, WITHIN GENEVA ACC. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
 INMARSAT Service: INMARSAT SECURITY NUMBER FOR GENEVA ACC IS 426901 INMARSAT SECURITY NUMBER FOR ZURICH ACC IS 426902

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ALPS RADAR GENEVA:	119.17 MHz	(R)	
ALPS RADAR ZURICH:	119.22 MHz	(R)	
ALPS RADAR ZURICH:	119.92 MHz	(R)	
SWISS RADAR:	124.22 MHz	(R)	
SWISS RADAR:	125.55 MHz	(R)	Secondary
SWISS RADAR:	126.22 MHz	(R)	Secondary
SWISS RADAR:	128.05 MHz	(R)	
SWISS RADAR:	128.905 MHz	(R)	
SWISS RADAR:	133.905 MHz	(R)	
SWISS RADAR:	134.030 MHz	(R)	
SWISS RADAR:	135.680 MHz	(R)	
SWISS RADAR:	136.155 MHz	(R)	

Type: Information:

ZURICH:	124.7 MHz	FIS
ZURICH:	126.22 MHz	FIS, Secondary
GENEVA:	126.35 MHz	FIS

Type: VOLMET:

GENEVA:	126.805 MHz
ZURICH:	127.205 MHz

Communication Information For LSAS UIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF LSAZ IN SWITZERLAND UIR, WITHIN ZURICH ACC, AND LSAG IN SWITZERLAND UIR, WITHIN GENEVA ACC. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
 INMARSAT Service: INMARSAT SECURITY NUMBER FOR GENEVA ACC IS 426901 INMARSAT SECURITY NUMBER FOR ZURICH ACC IS 426902

Callsign:	Frequency	Radar	ServiceIndicators
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Type: ACC:

SWISS RADAR:	126.05 MHz	(R)
SWISS RADAR:	126.22 MHz	(R)
SWISS RADAR:	128.155 MHz	(R)
SWISS RADAR:	128.785 MHz	(R)
SWISS RADAR:	132.615 MHz	(R)
SWISS RADAR:	132.815 MHz	(R)
SWISS RADAR:	132.835 MHz	(R)
SWISS RADAR:	133.05 MHz	(R)
SWISS RADAR:	133.405 MHz	(R)
SWISS RADAR:	133.630 MHz	(R)
SWISS RADAR:	133.660 MHz	(R)
SWISS RADAR:	133.690 MHz	(R)
SWISS RADAR:	134.315 MHz	(R)
SWISS RADAR:	134.605 MHz	(R)
SWISS RADAR:	134.85 MHz	(R)
SWISS RADAR:	135.015 MHz	(R)
SWISS RADAR:	136.015 MHz	(R)

Type: VOLMET:

GENEVA MET BROADCAST:	126.805 MHz
ZURICH MET BROADCAST:	127.205 MHz