VAR 4° F

Courtesy of Austro Control GmbH

£ 0 2665 9000 FT 8000 FT 7000 FT FD 0009 5000 FT 4000 FT 3000 FT 2000 FT 1000 FT 10000 FT CONTOUR LEGEND 7SM WI531 091° (T095.7 Ν WI528 9 TRACKS IN BRACKETS ARE TRUE SCALE 1: 500.000 128.975Mhz, 119.275Mh 130.475Mhz TRANSITION ALTITUDE 10000 ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET 8392 BEARINGS AND TRACKS ARE MAGNETIC 0056 DISTANCES ARE IN NM WI529 100Mhz 400Mhz 011 56 24 LOC/DME 065° 109.70 OEJ 35 FROM DER MOGTI 3 H and MOGTI 1 R: Pilots shall be well familiar with RNAV departures in general but especially with this procedure and the terrain along the western part of the Inn valley. MOGTI 3 H: Min. cloudbase 2100 FT AAL and VIS 5km or better. MSA 25 NM FROM NDB RTT **Austrian territory only** MNM HOLDING ALT 9500 14200 10300 CH57X PAT REQUIRED MINIMUM CLIMB PROFILE WHEN DEPARTING INNSBRUCK TO THE EAST - ဓ္တ 1600 N 47 16 33 E 011 27 54 TO BRENO D-15.4 OEJ NDB RTT MSA 25 NM FROM MOGTI **Austrian territory only BRENO 3 H** (°9.881T) - 22 SiO HIGH MOUNTAINS SURROUNDING 8 THE AERODROME D-7.0 OEJ LOC/OEJ DME 263° (T266.9°) 9 8 21000 M P-6.1 OEJ LRUM CHANGE: MAG. TRACKS; EDITORIAL D-7.5 OEJ INTERCEPT LOC OEJ for RNAV SIDS: **GNSS** required . 8241 RNAV 1 THR ELEV RWY 08 1907

Due to high and mountainous terrain close to the airport and along the departure flight path and the required unusual high climb gradient it is absolutely necessary that pilots observe the minimum climb gradient prescribed for each departure procedure.

For departure procedure LOC/DME OEJ (109,70 MHZ) shall be used (except MOGTI 3 H, MOGTI 1 R, RTT 1 R).

2. Meteorological Minima (day and night).

a) For departing aircraft Ground visibility 1.500 M

Ceiling 1.300 FT

b) during VISUAL operations Flight visibility: at least 3 KM for aircraft Cat A and B

at least 5 KM for aircraft Cat C and D

**Note:** Due to erroneous LOC indications when off centerline from 2,0 DME before until 2,0 DME after LOC station, use QDR locator RUM as additional quidance.

Contingency procedures are under the responsibility of the operator. Therefore the procedure requires sufficient ceiling and flight visibility until the aircraft is established on LOC OEJ.

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

		After '	Take-Off		
Designator	Route	Climb toinitially Expect FREQ		Remarks	
BRENO 3 H Breno three Hotel departure	Climb VISUALLY along RWY track at D-1.2 west of OEV turn RIGHT to track 271, at D-3.3 west of OEV at 3200 FT MSL or above turn VISUALLY LEFT (e.g.: 160 KT IAS/25 DEG bank) to join LOC OEJ 065 (109.70 MHZ). Continue along LOC OEJ 065 until OEJ, turn RIGHT inbound to NDB INN, leave INN on QDR 180 to BRENO.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 6,5% (395 FT/NM) until 0EJ, thereafter 6,0% (365 FT/NM) until passing 11.200 FT MSL; thereafter 4,3% (265 FT/NM) until passing 15.000 FT MSL. Cross 0EJ at or above 7.700 FT MSL. MAX IAS until completion of turn at 0EJ 165 KT; MNM bank 25 DEG.	
<b>KOGOL 4 H</b> Kogol four Hotel departure	Climb VISUALLY along RWY track at D-1.2 west of OEV turn RIGHT to track 271, at D-3.3 west of OEV at 3200 FT MSL or above turn VISUALLY LEFT (e.g.: 160 KT IAS/25 DEG bank) to join LOC OEJ 065 (109.70 MHZ). Continue along LOC OEJ 065/062 up to 9.500 FT MSL thereafter turn LEFT to RTT, follow QDR 294 RTT to KOGOL.	By ATC	INNSBRUCK RADAR 128.975	Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. MFA RTT KOGOL 11.000 FT MSL. KOGOL - KPT only available for flights with requested FL 120(-).	

Contact INNSBRUCK RADAR when advised by Tower

Due to high and mountainous terrain close to the airport and along the departure flight path and the required unusual high climb gradient it is absolutely necessary that pilots observe the minimum climb gradient prescribed for each departure procedure.

For departure procedure LOC/DME OEJ (109,70 MHZ) shall be used (except MOGTI 3 H, MOGTI 1 R, RTT 1 R).

2. Meteorological Minima (day and night).

a) For departing aircraft Ground visibility 1.500 M

Ceiling 1.300 FT

b) during VISUAL operations Flight visibility: at least 3 KM for aircraft Cat A and B

at least 5 KM for aircraft Cat C and D

**Note:** Due to erroneous LOC indications when off centerline from 2,0 DME before until 2,0 DME after LOC station, use QDR locator RUM as additional guidance.

Contingency procedures are under the responsibility of the operator. Therefore the procedure requires sufficient ceiling and flight visibility until the aircraft is established on LOC OEJ.

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

			After <sup>-</sup>	Take-Off	Remarks	
	Designator	Route	Climb toinitially	Expect FREQ		
	MOGTI 3 H* Mogti three Hotel departure	Climb on track 257° to - WI505 - WI506 - WI507 - WI802 - MOGTI	Ву АТС	INNSBRUCK RADAR 128.975	Climb gradient at least 11,0% (670 FT/NM) until passing 8400 FT MSL, thereafter 4,8% (295 FT/NM).	

Contact INNSBRUCK RADAR when advised by Tower

## RNAV SID Coding Table of MOGTI 3 H\*

	Path	Waypoint		Course/ DIST	Turn	Constraints		Navigation			
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks
I	CF	WI505	no	N471508.72 E0111606.85	257° (261.5°)			A4000+	K210-	RNAV 1	Maintain visual until passing 4.000 FT MSL and established on track WI505- WI506.
	TF	WI506	no	N471724.69 E0110821.27	289° (293.3°)	5.8	right	A7850+	K210-	RNAV 1	Maintain visual until passing 4.000 FT MSL and established on track WI505- WI506.
I	TF	WI507	no	N471820.40 E0110509.75	289° (293.2°)	2.4		A8400+		RNAV 1	
	TF	WI802	no	N471746.91 E0105022.55	263° (266.9°)	10.1	left	A11350+		RNAV 1	
	TF	MOGTI	no	N472320.33 E0104300.61	314° (318.0°)	7.5	right	A13000+		RNAV 1	

<sup>\*</sup> Pilots shall be well familiar with RNAV departures in general but especially with this procedure and the terrain along the western part of the Inn valley.

Procedure allowed only for Turboprop and Jet aircraft capable for an initial all engine climb gradient of at least 11,0% up to 8.400 FT MSL and during sufficient visual conditions for the initial climb out up to 4.000 FT MSL along the charted track west of the aerodrome, with cloudbase 2.100 FT AAL and VIS 5 KM or better along the visual part west of the aerodrome.

Contingency procedures are required and are the responsibility of the operator/pilot.

Lower weather minima and reduced length of the visual part are available on request for operators/pilots of multi engine aircraft with improved RNAV capability. For details contact special.procedures@austrocontrol.at.

Due to high and mountainous terrain close to the airport and along the departure flight path and the required unusual high climb gradient it is absolutely necessary that pilots observe the minimum climb gradient prescribed for each departure procedure.

For departure procedure LOC/DME OEJ (109.700 MHZ) shall be used (except MOGTI 3 H, MOGTI 1 R, RTT 1 R).

2. Meteorological Minima (day and night).

a) For departing aircraft Ground visibility 1.500 M

Ceiling 1.300 FT

b) during VISUAL operations Flight visibility: at least 3 KM for aircraft Cat A and B

at least 5 KM for aircraft Cat C and D

**Note:** Due to erroneous LOC indications when off centerline from 2.0 DME before until 2.0 DME after LOC station, use QDR locator RUM as additional guidance.

Contingency procedures are under the responsibility of the operator. Therefore the procedure requires sufficient ceiling and flight visibility until the aircraft is established on LOC OEJ.

Calculation of the SIDs is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

		After	Take-Off	Remarks	
Designator	Route	Climb toinitially	Expect FREQ		
MOGTI 1 R* Mogti one Romeo departure	Climb on track 257° to - WI505 - WI506 - WI507 - WI802 - MOGTI	Ву АТС	INNSBRUCK RADAR 128.975	Climb gradient at least 12.8% (780 FT/NM) until passing 8470 FT MSL, thereafter 4.1% (250 FT/NM) until passing 11520 FT MSL, thereafter 3.3% (205 FT/NM).	

Contact INNSBRUCK RADAR when advised by Tower

# RNAV SID Coding Table of MOGTI 1 R\*

l	Path	Waypoint		Course/ Track DIST	Turn	Constraints		Navigation			
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks
I	CF	WI505	no	N471508.72 E0111606.85	257° (261.5°)			A3930+	K210-	RNAV 1	
I	TF	WI506	no	N471724.69 E0110821.27	289° (293.3°)	5.8	right	A8470+	K210-	RNAV 1	
١	TF	WI507	no	N471820.40 E0110509.75	289° (293.2°)	2.4		A9040+		RNAV 1	
	TF	WI802	no	N471746.91 E0105022.55	263° (266.9°)	10.1	left			RNAV 1	
	TF	MOGTI	no	N472320.33 E0104300.61	314° (318.0°)	7.5	right	A13000+		RNAV 1	

<sup>\*</sup> Pilots shall be well familiar with RNAV departures in general but especially with this procedure and the terrain along the western part of the Inn valley.

Procedure allowed only for Turboprop and Jet aircraft capable for an initial all engine climb gradient of at least 12.8% up to 8.470 FT MSL.

Contingency procedures are required and are the responsibility of the operator/pilot.

Due to high and mountainous terrain close to the airport and along the departure flight path and the required unusual high climb gradient it is absolutely necessary that pilots observe the minimum climb gradient prescribed for each departure procedure.

For departure procedure LOC/DME OEJ (109,70 MHZ) shall be used (except MOGTI 3 H, MOGTI 1 R, RTT 1 R).

2. Meteorological Minima (day and night).

a) For departing aircraft Ground visibility 1.500 M

Ceiling 1.300 FT

b) during VISUAL operations Flight visibility: at least 3 KM for aircraft Cat A and B

at least 5 KM for aircraft Cat C and D

Note: Due to erroneous LOC indications when off centerline from 2,0 DME before until 2,0 DME after LOC station, use QDR locator RUM as additional guidance.

Contingency procedures are under the responsibility of the operator. Therefore the procedure requires sufficient ceiling and flight visibility until the aircraft is established on LOC OEJ.

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route.

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Designator	,	Route					Take-Off		Remarks		
Designator		Koute			Climb toinitially	Expect	FREQ	Remarks			
<b>OBEDI 4 H</b> Obedi four Hotel depa		D-1.2 west 271, at D-1 or above 160 KT IAS 065 (109. 0EJ 065/	t of OEV turn 3.3 west of OEV turn VISUALL 5/25 DEG bank) 70 MHZ). Conti 062 up to 9 turn LEFT to R	RWY track at RIGHT to track at 3200 FT MSL LY LEFT (e.g.: to join LOC OEJ inue along LOC 9.500 FT MSL RTT, follow QDR		By ATC	INNSBI RAD. 128.9	AR	Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. MFA RTT OBEDI 13.000 FT MSL.		
RTT 4 H Rattenberg Hotel depa		D-1.2 west 271, at D-1 or above 160 KT IAS 065 (109. 0EJ 065/	t of OEV turn 3.3 west of OEV turn VISUALL 5/25 DEG bank) 70 MHZ). Conti	RWY track at RIGHT to track at 3200 FT MSL LY LEFT (e.g.: to join LOC OEJ cinue along LOC 9.500 FT MSL T.		By ATC	INNSBI RAD 128.9	AR	Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL.		
	RTT 1 R Rattenberg one Romeo departure  Climb on track 257° to WI528 - WI529 - WI5 - WI521 - RTT						INNSBF RAD 128.9	AR	Climb gradient at least 8,8% (535 FT/NM) until passing WI531, thereafter 3,3% (205 FT/NM).		
	<u>.                                      </u>		Conta	ct INNSBRU	CK RAD	AR when advise	ed by Tower				
			ı	RNAV SID	Coding	Table of RT	T1R				
Path		Waypoir	ıt	Course/ Track	DIST	DIST Turn NM Direction	Constr	aints	Navigation Specification	Remarks	
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM		Level	Speed			
CF	WI528	yes	N471529.00 E0111927.00	257° (260.8°)				K160-	RNAV 1	Maintain visual until established on course 068° inbound to WI531	
TF	WI529	yes	N471542.00 E0111618.00	272° (275.8°)	2.2	right	A3200+	K160-	RNAV 1	Maintain visual until established on course 068° inbound to WI531	
CF	WI531	no	N471504.00 E0112206.00	068° (072.3°)		left		K160-	RNAV 1	Maintain visual until established on course 068° inbound to WI531	
TF	WI521	no	N471841.52 E0113850.93	068° (072.3°)	12.0				RNAV 1		
TF	RTT	no	N472551.32 E0115624.19	055° (058.9°)	13.9				RNAV 1		
UNKEN 3 H Unken three Hotel departure		Climb VISUALLY along RWY track at D-1.2 west of OEV turn RIGHT to track 271, at D-3.3 west of OEV at 3200 FT MSL or above turn VISUALLY LEFT (e.g.: 160 KT IAS/25 DEG bank) to join LOC OEJ 065 (109.70 MHZ). Continue along LOC OEJ 065/062 up to 9.500 FT MSL thereafter turn LEFT to RTT, follow QDR 044 to UNKEN.				By ATC	INNSBRUCK RADAR 128.975		Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. MFA RTT UNKEN 9.500 FT MSL.		
			Contact INNS	SBRUCK R	ADAR	when advis	ed by Tov	ver			