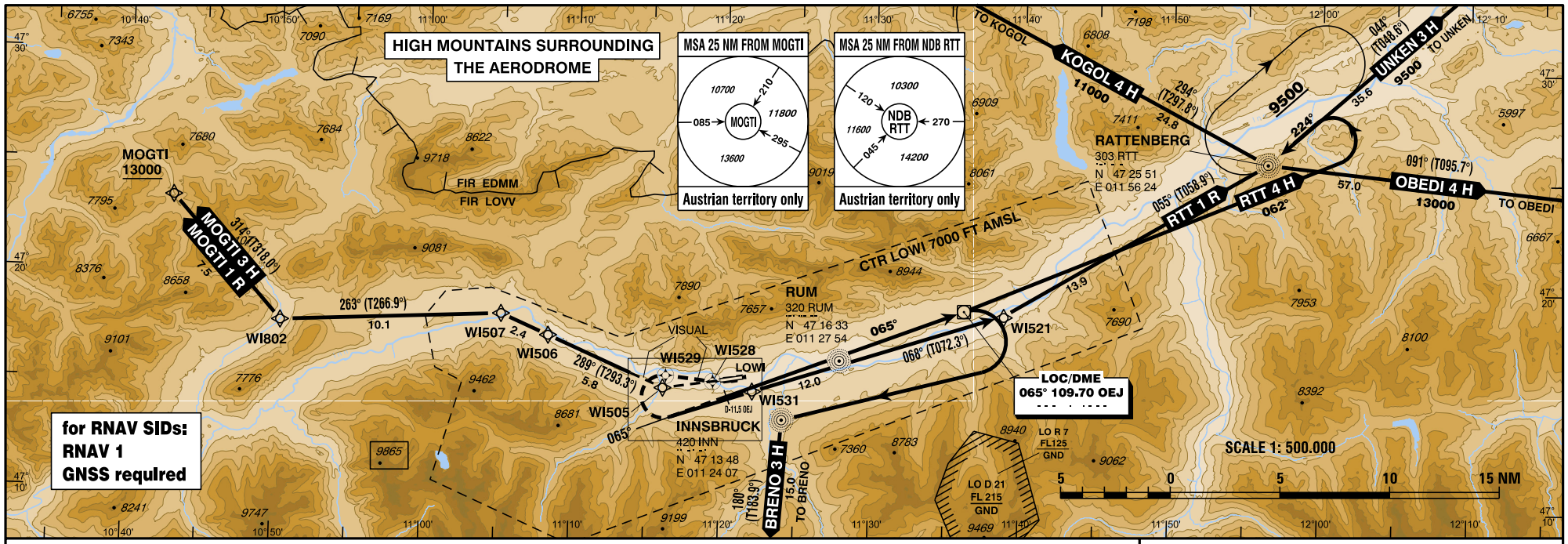
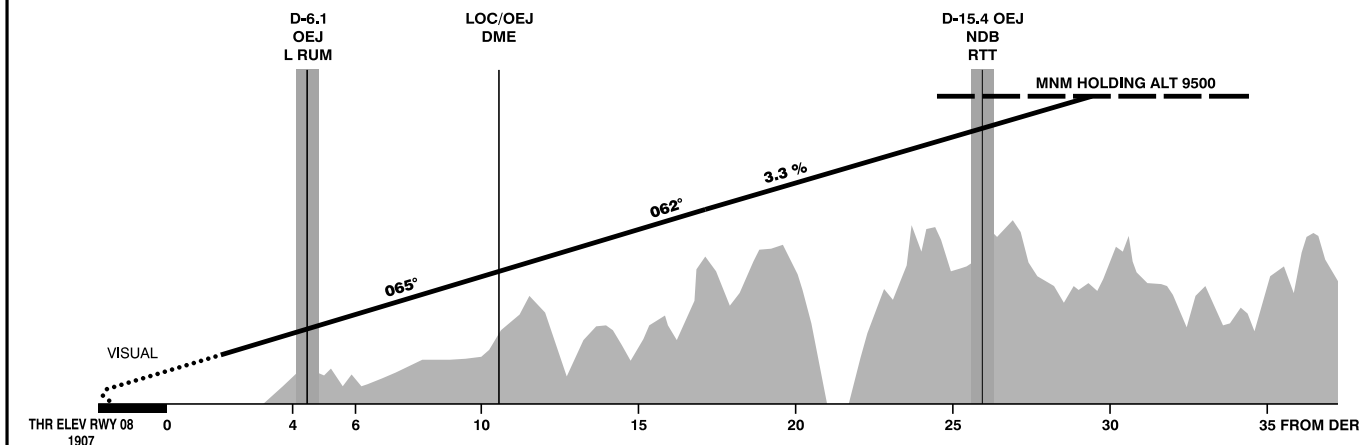
CHANGE: EDITORIAL





Radar	128.975Mhz, 119.275Mhz
Arrival	130.475Mhz
Tower	120.100Mhz
Delivery	123.400Mhz
Atis	126.030Mhz

TRANSITION ALTITUDE
10000

BEARINGS AND TRACKS ARE MAGNETIC

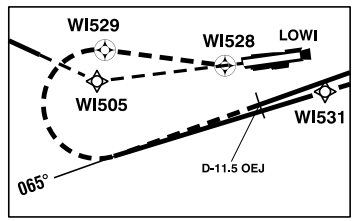
TRACKS IN BRACKETS ARE TRUE

ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET

DISTANCES ARE IN NM

CONTOUR LEGEND

10000 FT
9000 FT
8000 FT
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL



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.

AIRAC AMDT 298 / 10 JUL 2025

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

VAR 4° E

INNSBRUCK RWY 26

INNSBRUCK (LOWI)
ÖSTERREICH AUSTRIA

1. General Remarks

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 1: 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.

Note 2: If not otherwise indicated any visual maneuvering is required to a distance of D-11.5 NM OEJ and having established positive track guidance of LOC OEJ.

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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
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 AMSL 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	Cross D-11.5 NM OEJ at or above 5.700 FT AMSL. Climb gradient at least 6.5% (395 FT/NM) until OEJ, thereafter 3.3% (205 FT/NM). MAX IAS until completion of turn at OEJ 165 KT; Minimum bank angle 25° until BRENO.
KOGOL 4 H 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 AMSL 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 AMSL thereafter turn LEFT to RTT, follow QDR 294 RTT to KOGOL.	By ATC	INNSBRUCK RADAR 128.975	Cross D-11.5 OEJ at or above 4.500 FT AMSL. MFA RTT KOGOL 11.000 FT AMSL. KOGOL - KPT only available for flights with requested FL 120(-).

Contact INNSBRUCK RADAR when advised by Tower

1. General Remarks

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 1: 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.

Note 2: If not otherwise indicated any visual maneuvering is required to a distance of D-11.5 NM OEJ and having established positive track guidance of LOC OEJ.

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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
MOGTI 3 H* Mogti three Hotel departure	Climb on track 257° to - WI505 - WI506 - WI507 - WI802 - MOGTI	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 11.0% (670 FT/NM) until passing 8400 FT AMSL, thereafter 4.8% (295 FT/NM).
Contact INNSBRUCK RADAR when advised by Tower				

Coding Table of MOGTI 3 H*

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WI505	no	N471508.72 E0111606.85	257° (261.5°)			A4000+	K210-	RNAV 1	Maintain visual until passing 4.000 FT AMSL 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 AMSL and established on track WI505-WI506.
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	

* 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 AMSL and during sufficient visual conditions for the initial climb out up to 4.000 FT AMSL 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.

1. General Remarks

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 1: 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.

Note 2: If not otherwise indicated any visual maneuvering is required to a distance of D-11.5 NM OEJ and having established positive track guidance of LOC OEJ.

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.

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

Coding Table of MOGTI 1 R*

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WI505	no	N471508.72 E0111606.85	257° (261.5°)			A3930+	K210-	RNAV 1	
TF	WI506	no	N471724.69 E0110821.27	289° (293.3°)	5.8	right	A8470+	K210-	RNAV 1	
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	

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

1. General Remarks

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 1: 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.

Note 2: If not otherwise indicated any visual maneuvering is required to a distance of D-11.5 NM OEJ and having established positive track guidance of LOC OEJ.

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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OBEDI 4 H Obedi 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 AMSL 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 AMSL thereafter turn LEFT to RTT, follow QDR 091 to OBEDI.	By ATC	INNSBRUCK RADAR 128.975	Cross D-11.5 OEJ at or above 4.500 FT AMSL. MFA RTT OBEDI 13.000 FT AMSL.
RTT 4 H Rattenberg 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 AMSL 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 AMSL thereafter turn LEFT to RTT.	By ATC	INNSBRUCK RADAR 128.975	Cross D-11.5 OEJ at or above 4.500 FT AMSL.
RTT 1 R Rattenberg one Romeo departure	Climb on track 257° to WI528 - WI529 - WI531 - WI521 - RTT	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 8.8% (535 FT/NM) until passing WI531, thereafter 3.3% (205 FT/NM).

Contact INNSBRUCK RADAR when advised by Tower

Coding Table of RTT 1 R

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				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 AMSL 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 AMSL thereafter turn LEFT to RTT, follow QDR 044 to UNKEN.	By ATC	INNSBRUCK RADAR 128.975	Cross D-11.5 OEJ at or above 4.500 FT AMSL. MFA RTT UNKEN 9.500 FT AMSL.

Contact INNSBRUCK RADAR when advised by Tower