

For Flight Simulation and non commercial use only !

Courtesy of Austro Control GmbH

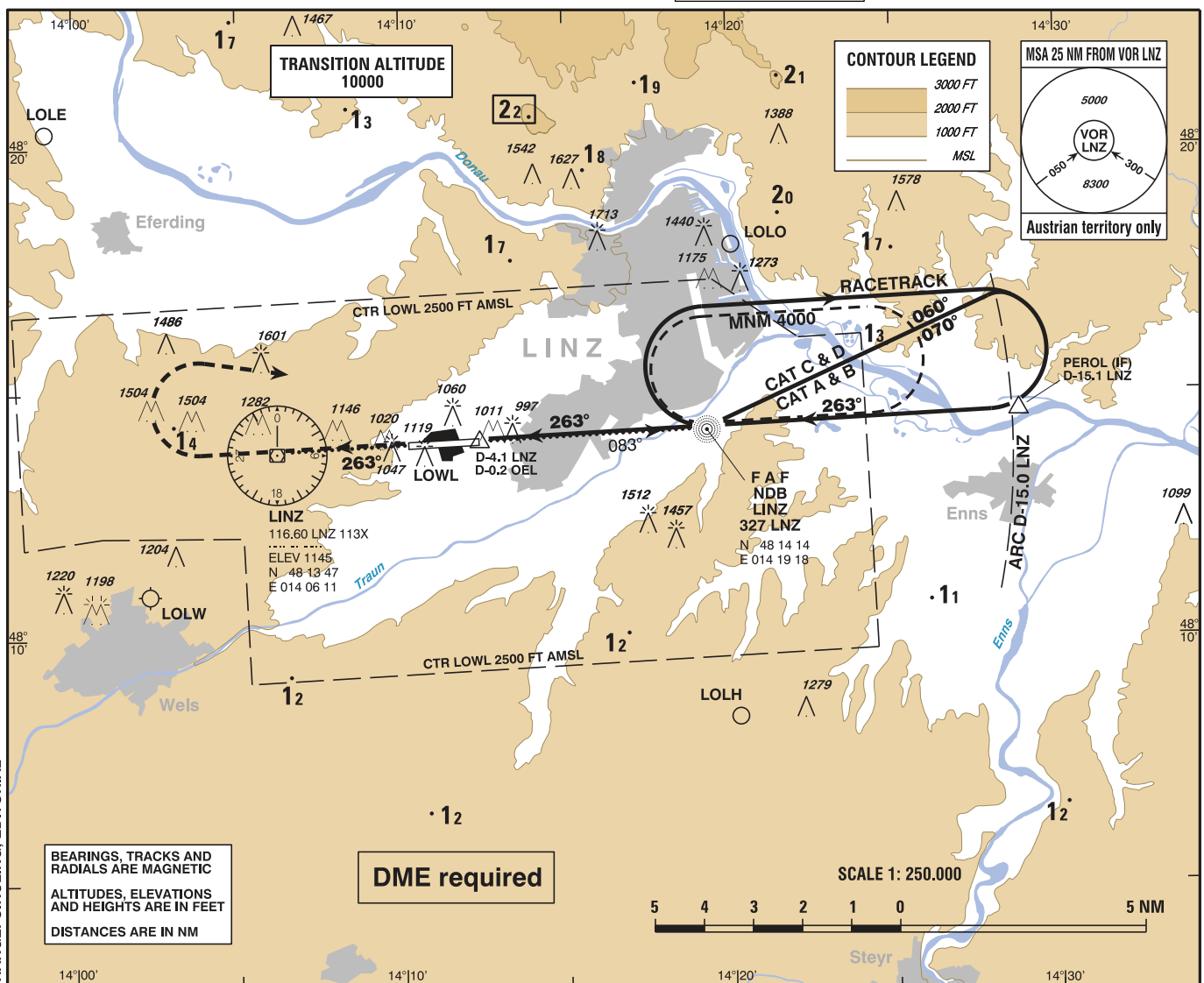
INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 980 FT
 THR 26 ELEV 963 FT
 HGT RELATED TO THR ELEV
 CIRCLING HGT RELATED TO AD ELEV

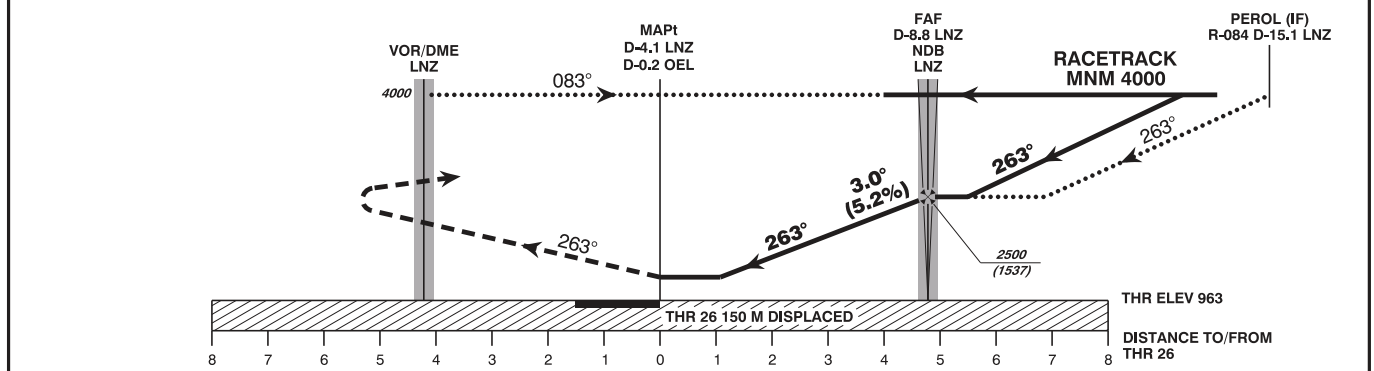
Radar 129.620Mhz
 Director 119.750Mhz
 Tower 118.800Mhz
 Atis 128.120Mhz

L I N Z
 ÖSTERREICH AUSTRIA
 NDB RWY 26



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
 DISTANCES ARE IN NM

DME required



MISSED APPROACH : CLIMB ON TRACK 263°, WHEN PASSING 3000 FT AMSL TURN RIGHT TO NDB LNZ; CONTINUE CLIMB TO 4000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D	NDB LNZ to THR 26 - DISTANCE 4.7 NM (Timing not authorized for defining the MAPt)																		
STRAIGHT-IN APPROACH	NDB	1320 (360)				GS (KT)	80	100	120	140	160	180												
		NDB LNZ - THR 26	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34															
CIRCLING		1480 (500)	1530 (550)	1910 (930)	1910 (930)	Rate of descent (5.2%)	FT / MIN	420	530	630	740	840	950											
CIRCLING NOT AUTHORIZED NORTH OF THE AD						<table border="1"> <tr> <td>DME LNZ</td> <td>8</td> <td>7</td> <td>6</td> </tr> <tr> <td>DIST THR</td> <td>3.9</td> <td>2.9</td> <td>1.9</td> </tr> <tr> <td>ALT (HEIGHT)</td> <td>2250 (1287)</td> <td>1930 (967)</td> <td>1620 (657)</td> </tr> </table>							DME LNZ	8	7	6	DIST THR	3.9	2.9	1.9	ALT (HEIGHT)	2250 (1287)	1930 (967)	1620 (657)
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CHANGE: CIRCLING; EDITORIAL