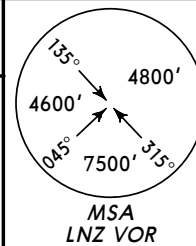


Apt Elev
978'

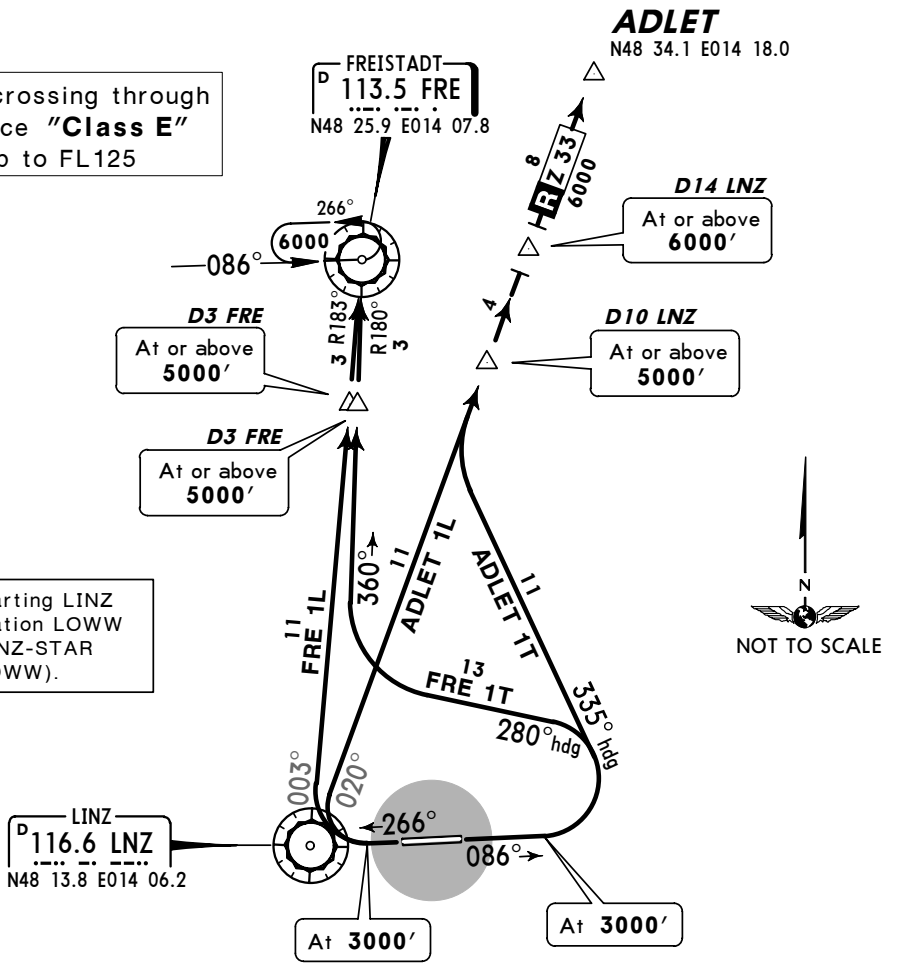
Trans level: By ATC Trans alt: 4000'



**ADLET ONE LIMA (ADLET 1L) [ADLE1L]
ADLET ONE TANGO (ADLET 1T) [ADLE1T]
FREISTADT ONE LIMA (FRE 1L)
FREISTADT ONE TANGO (FRE 1T)
RWYS 27, 09 DEPARTURES**

SIDs crossing through
Airspace "Class E"
up to FL125

Flights departing LINZ
with destination LOWW
shall file: LNZ-STAR
LNZ 6W (LOWW).



ADLET 1L, FRE 1L

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require a minimum climb gradient of 395' per NM (6.5%) up to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
FRE 1L, 1T
Squawk 7600, proceed at the lowest cleared and acknowledged **FL** to LNZ, descend in holding and execute IAP.
▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501

Initial climb clearance FL60

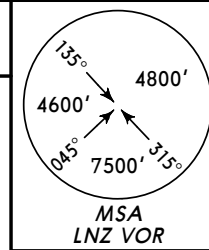
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
ADLET 1L	27	Climb on 266° track to 3000' , turn RIGHT, intercept LNZ R-020 to ADLET (airway Z 33).
ADLET 1T	09	Climb on 086° track to 3000' , turn LEFT, 335° heading, intercept LNZ R-020 to ADLET (airway Z 33).
FRE 1L	27	Climb on 266° track to 3000' , turn RIGHT, intercept LNZ R-003 to FRE.
FRE 1T	09	Climb on 086° track to 3000' , turn LEFT, 280° heading, intercept FRE R-180 inbound to FRE.

CHANGES: MSA; note established.

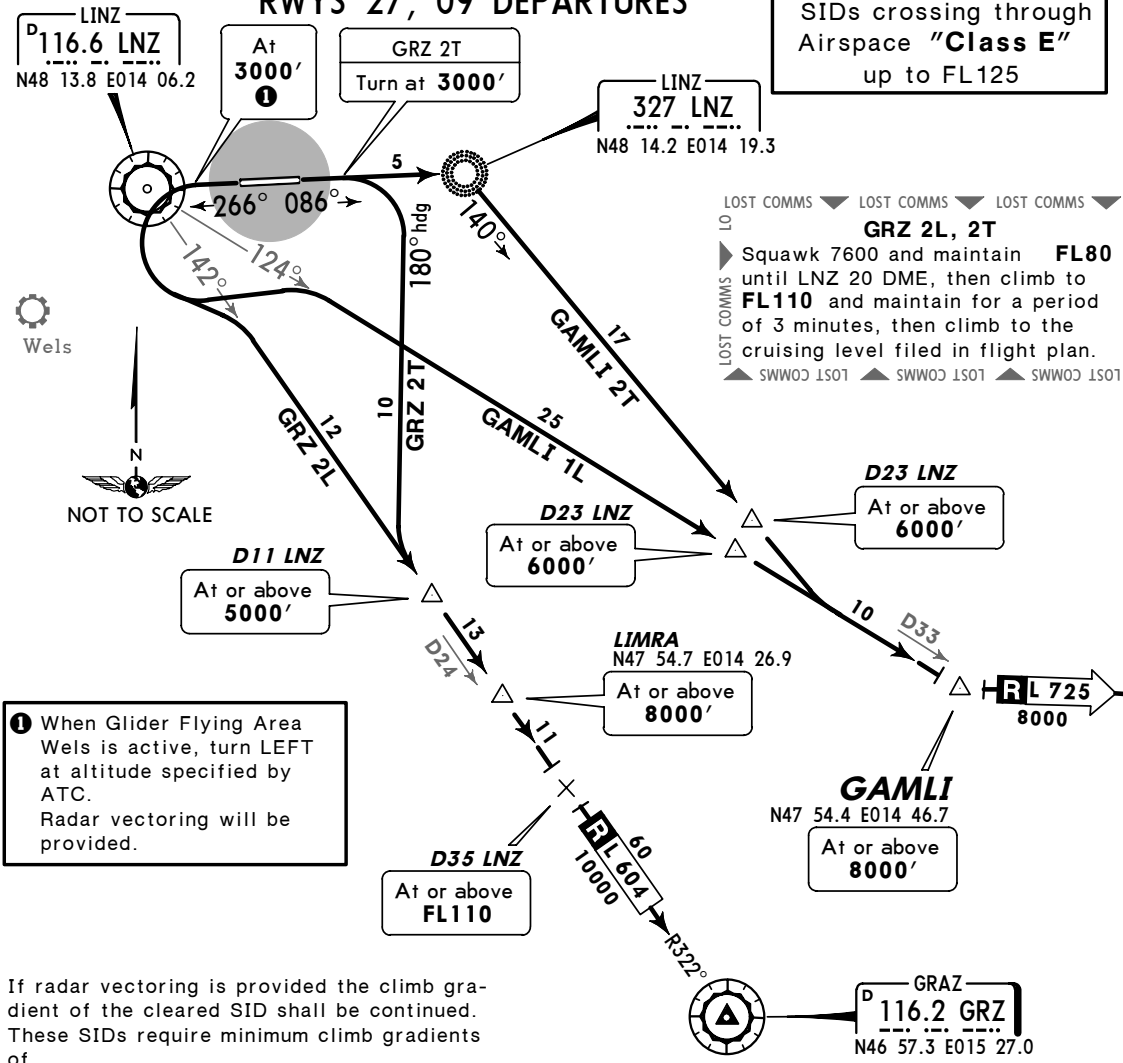
Apt Elev
978'

Trans level: By ATC Trans alt: 4000'



**GAMLI ONE LIMA (GAMLI 1L) [GAML1L]
GAMLI TWO TANGO (GAMLI 2T) [GAML2T]
GRAZ TWO LIMA (GRZ 2L)
GRAZ TWO TANGO (GRZ 2T)
RWYS 27, 09 DEPARTURES**

SIDs crossing through
Airspace "Class E"
up to FL125



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
GRZ 2L, 2T
▶ Squawk 7600 and maintain **FL80**
until LNZ 20 DME, then climb to
FL110 and maintain for a period
of 3 minutes, then climb to the
cruising level filed in flight plan.
▲ SWW03 1S0T ▲ SWW03 1S0T ▲ SWW03 1S0T

❶ When Glider Flying Area
Wels is active, turn LEFT
at altitude specified by
ATC.
Radar vectoring will be
provided.

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

- GAMLI 1L, GRZ 2L**
395' per NM (6.5%) up to **2000'**.
- GAMLI 2T**
280' per NM (4.6%).
- GRZ 2T**
219' per NM (3.6%).

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
280' per NM	349	466	699	932	1165	1398
219' per NM	273	365	547	729	911	1094

Initial climb clearance FL80

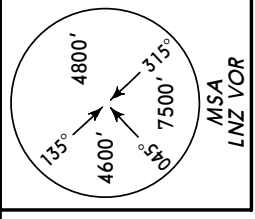
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
GAMLI 1L ❷	27	Climb on 266° track to 3000' ❶, turn LEFT, intercept LNZ R-124 to GAMLI.
GAMLI 2T ❷	09	086° track to LNZ NDB, turn RIGHT, 140° bearing, intercept LNZ R-124 to GAMLI.
GRZ 2L ❸	27	Climb on 266° track to 3000' ❶, turn LEFT, intercept LNZ R-142 to GRZ (airway L 604).
GRZ 2T ❸	09	Climb on 086° track to 3000' , turn RIGHT, 180° heading, intercept LNZ R-142 to GRZ (airway L 604).

❷ Not available for traffic destination LOWW.
❸ Flights departing LINZ with destination LOWW shall file: LNZ-STAR LNZ 6W (LOWW).

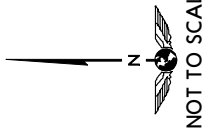
Apt Elev
978'

Trans level: By ATC Trans alt: 4000'



**MASUR ONE LIMA (MASUR 1L) [MASU1L]
MASUR ONE TANGO (MASUR 1T) [MASU1T]
RWYS 27, 09 DEPARTURES**

MASUR
N48 31.2
E015 26.4



SIDs crossing through
Airspace "Class E"
up to FL125

D23 LINZ
MASUR 1T
At or above
6000'

Flights departing LINZ
with destination LOWW
shall file: LNZ-STAR
LNZ 6W (LOWW).



LINZ 327 LNZ
N48 14.2 E014 19.3
Turn at
3000'
but not before
LNZ NDB

At
3000'

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

MASUR 1L
395' per NM (6.5%) up to **2000'**.
MASUR 1T
280' per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
280' per NM	349	466	699	932	1165	1398

Initial climb clearance FL60

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

ROUTING	
SID	RWY
MASUR 1L	27
Climb on 266° track to 3000' , turn RIGHT, intercept LNZ R-069 to MASUR.	
MASUR 1T	09
Climb on 086° track, at 3000' , but not before LNZ NDB turn LEFT, intercept LNZ R-069 to MASUR.	

LOWL/LNZ
LINZ

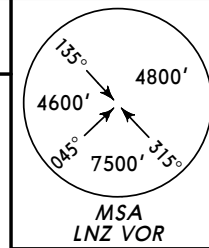
26 AUG 05 **10-3C** **Eff 1 Sep**

LINZ, AUSTRIA

SID

Apt Elev
978'

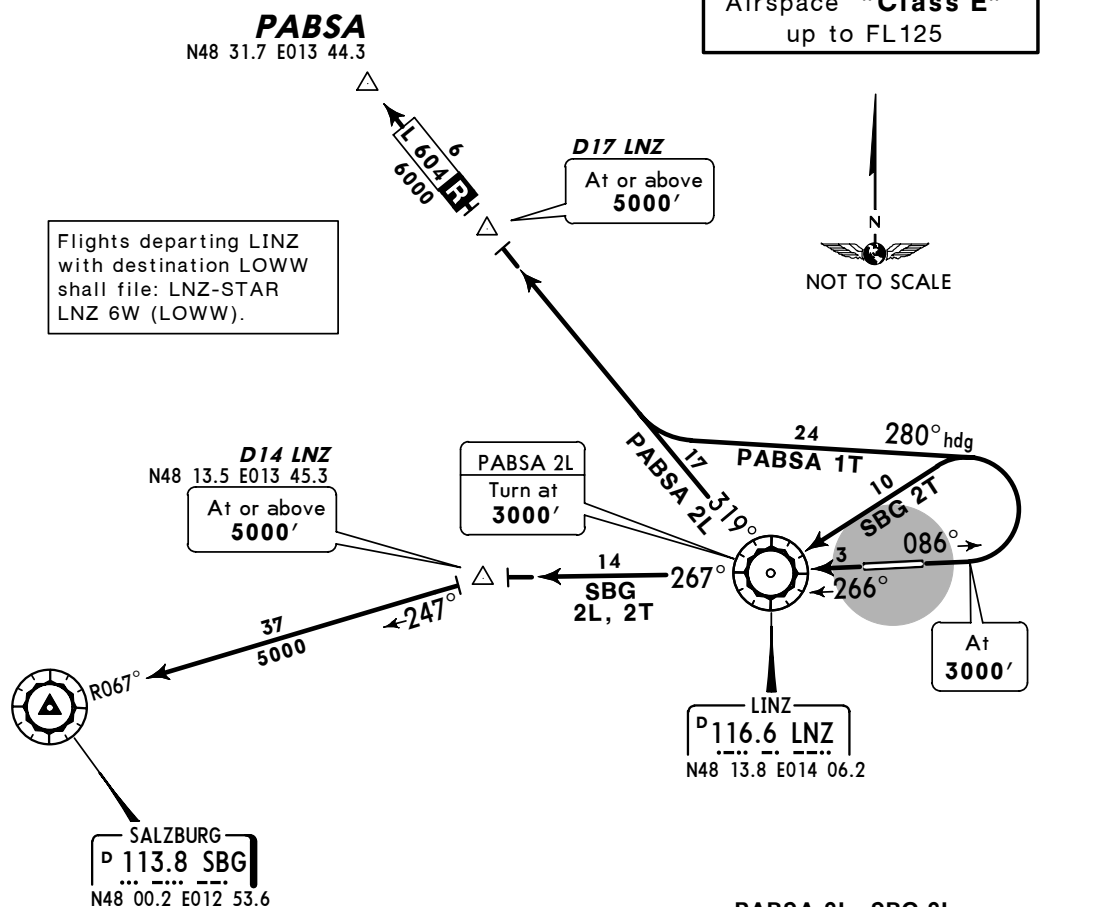
Trans level: By ATC Trans alt: 4000'



PABSA TWO LIMA (PABSA 2L) [PABS2L]
PABSA ONE TANGO (PABSA 1T) [PABS1T]
SALZBURG TWO LIMA (SBG 2L)
SALZBURG TWO TANGO (SBG 2T)
RWYS 27, 09 DEPARTURES

SIDs crossing through
Airspace "Class E"
up to FL125

Flights departing LINZ
with destination LOWW
shall file: LNZ-STAR
LNZ 6W (LOWW).



PABSA 2L, SBG 2L
 If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require a minimum climb gradient of 395' per NM (6.5%) up to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

Initial climb clearance **FL60**

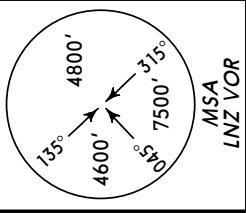
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
PABSA 2L	27	Climb on 266° track to 3000' , intercept LNZ R-319 to PABSA.
PABSA 1T	09	Climb on 086° track to 3000' , turn LEFT, 280° heading, intercept LNZ R-319 to PABSA.
SBG 2L	27	266° track, intercept LNZ R-267, intercept SBG R-067 inbound to SBG.
SBG 2T	09	Climb on 086° track to 3000' , turn LEFT to LNZ, LNZ R-267, intercept SBG R-067 inbound to SBG.

CHANGES: MSA.

Apt Elev
978'

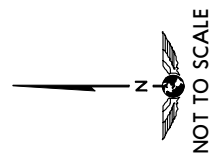
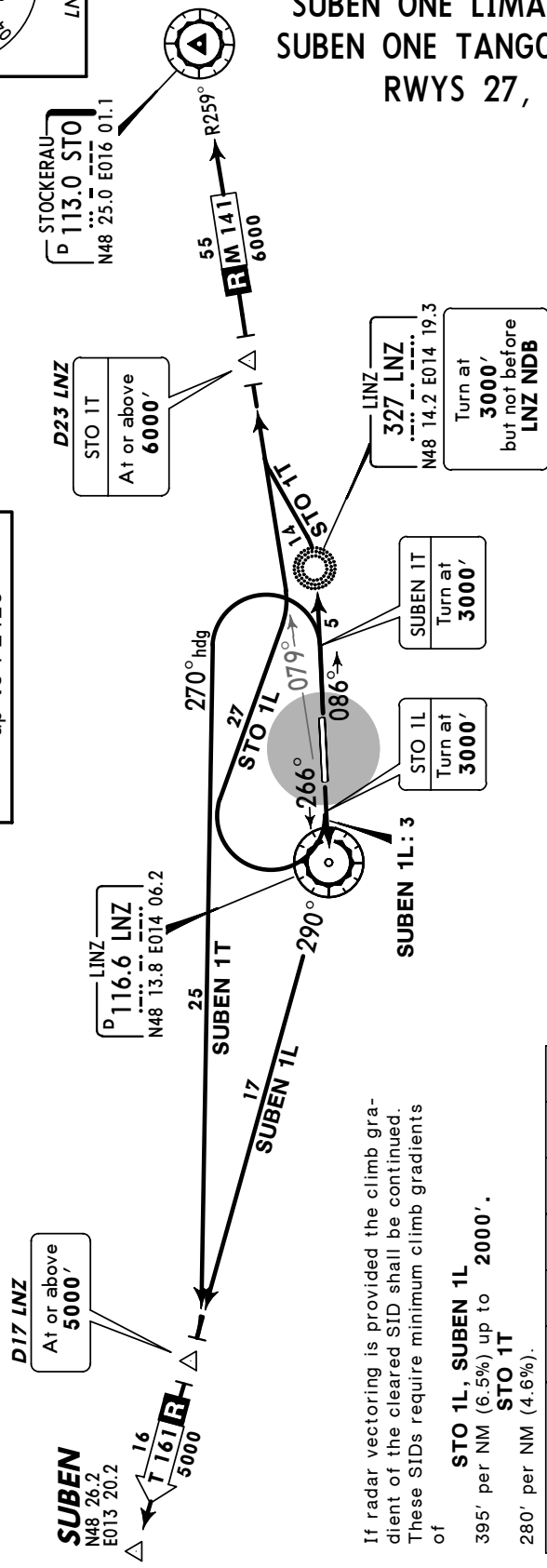
Trans level: By ATC Trans alt: 4000'



**STOCKERAU ONE LIMA (STO 1L)
STOCKERAU ONE TANGO (STO 1T)
SUBEN ONE LIMA (SUBEN 1L) [SUBE1L]
SUBEN ONE TANGO (SUBEN 1T) [SUBE1T]
RWYS 27, 09 DEPARTURES**

SIDs crossing through
Airspace "Class E"
up to FL125

Flights departing LINZ
with destination LOWW
shall file: LNZ-STAR
LNZ 6W (LOWW).

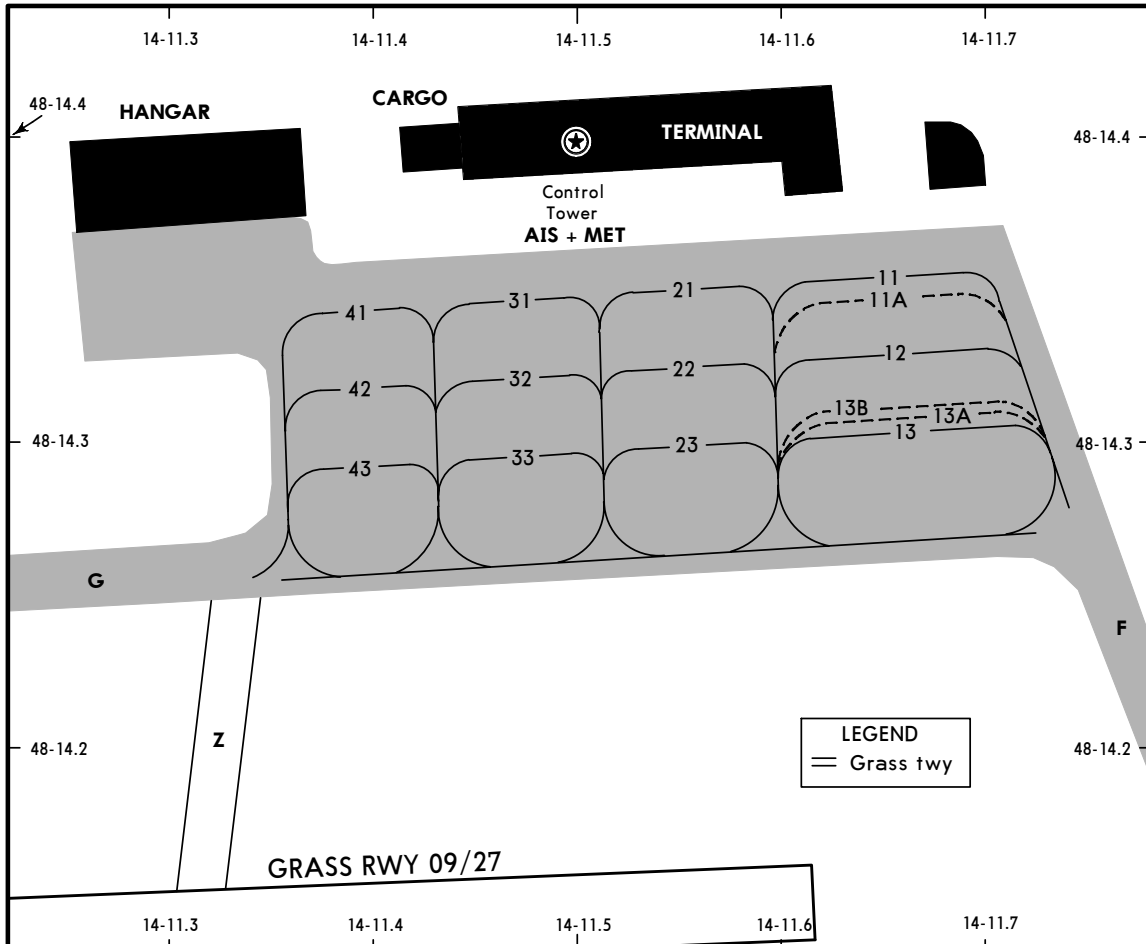


If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

- STO 1L, SUBEN 1L: 395' per NM (6.5%) up to 2000'.
- STO 1T: 280' per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
280' per NM	349	466	699	932	1165	1398

Initial climb clearance FL60		
SID	RWY	ROUTING
STO 1L	27	Climb on 266° track to 3000', turn RIGHT, intercept LNZ R-079 to STO.
STO 1T	09	Climb on 086° track, at 3000', but not before LNZ NDB turn LEFT, intercept LNZ R-079 to STO.
SUBEN 1L	27	266° track until passing LNZ VORDME, LNZ R-290 to SUBEN (airway T 161).
SUBEN 1T	09	Climb on 086° track to 3000', turn LEFT, 270° heading, intercept LNZ R-290 to SUBEN (airway T 161).



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11	N48 14.4 E014 11.7	41 thru 43	N48 14.3 E014 11.4
11A thru 13A	N48 14.3 E014 11.7		
13B	N48 14.3 E014 11.6		
21 thru 23	N48 14.3 E014 11.6		
31 thru 33	N48 14.3 E014 11.5		

LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective in two stages in the following conditions:

Stage 1:

When TDZ RVR falls below 1200m and/or ceiling lowers to less than 300'. The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures stage 1 in operation". CAT II/III apchs are possible on request. The procedures for LVP stage 2 including protection of sensitive area are applied.

Stage 2:

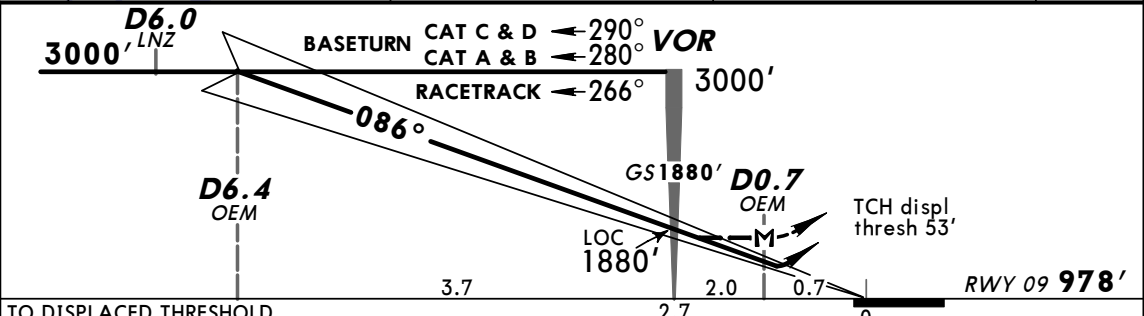
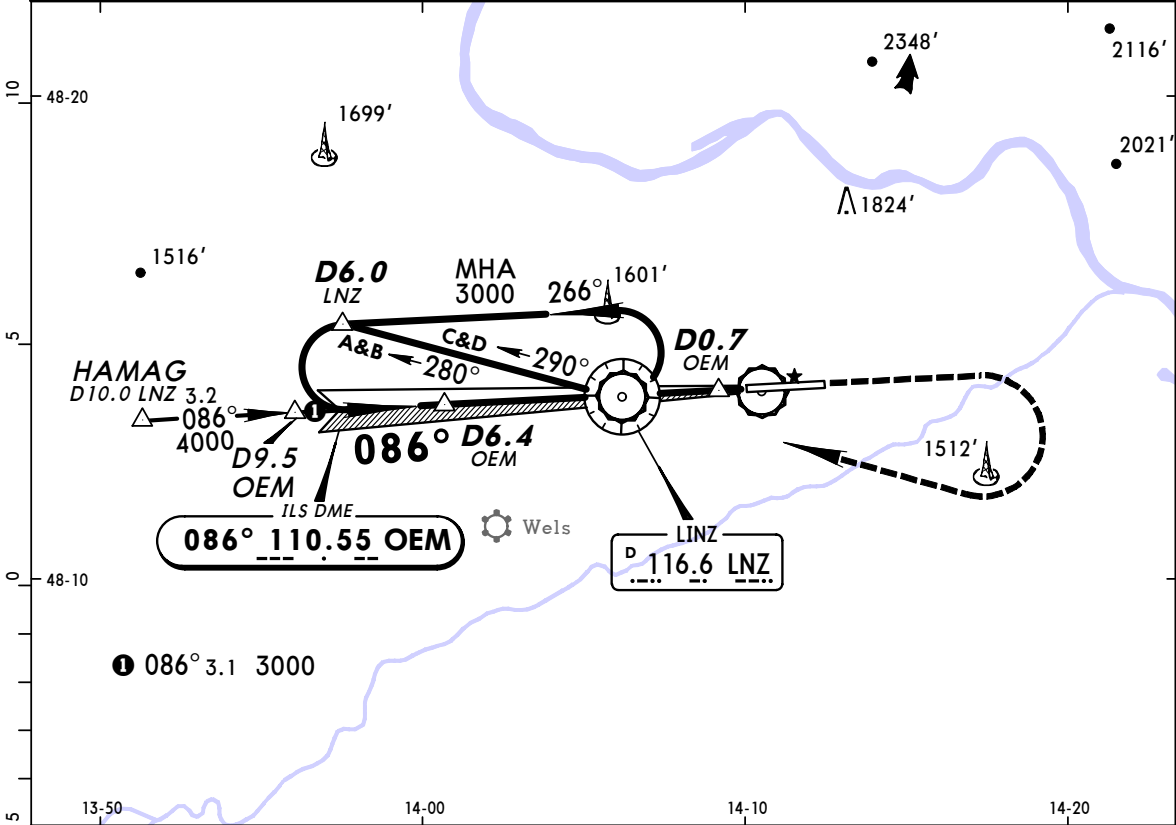
When TDZ RVR falls below 600m and/or ceiling lowers to less than 200'. The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures CAT II/III stage 2 in operation". Arriving acft are vectored so as to ensure a localizer intercept is at least 8 NM from threshold. Pilots shall report "runway vacated" as soon as acft has left the yellow/green colour coded section of the exit taxiway.

LOWL/LNZ
LINZ

14 OCT 05 (11-1)

LINZ, AUSTRIA
ILS Rwy 09

*ATIS 128.12		*LINZ Radar (APP) 129.62		*LINZ Tower 118.8	
LOC OEM 110.55	Final Apch Crs 086°	GS VOR 1880' (902')	ILS DA(H) 1178' (200')	Apt Elev 978'	
MISSED APCH: Climb to 3000', then turn RIGHT to VOR, continue climb to 4000' and hold.					
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC	
ILS DME reads zero at rwy 09 touchdown point.				Trans alt: 4000'	



TO DISPLACED THRESHOLD						HIALS PAPI PAPI PAPI 3000'	
Gnd speed-Kts	70	90	100	120	140		160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753		861
MAP at D0.7 OEM							

JAR-OPS				STRAIGHT-IN LANDING RWY 09		CIRCLE-TO-LAND	
ILS DA(H) 1178' (200')		LOC (GS out) MDA(H) 1320' (342')					
FULL		ALS out		Max Kts		MDA(H) VIS	
A					100	1550' (572')	1500m
B					135	1640' (662')	1600m
C	RVR 550m	RVR 1000m	RVR 1000m	RVR 1800m	180	2220' (1242')	2400m
D			RVR 1400m	RVR 2000m	205	2220' (1242')	3600m

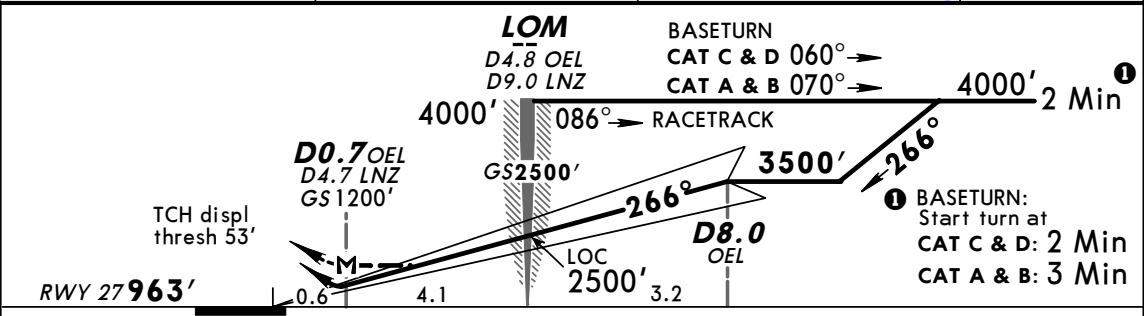
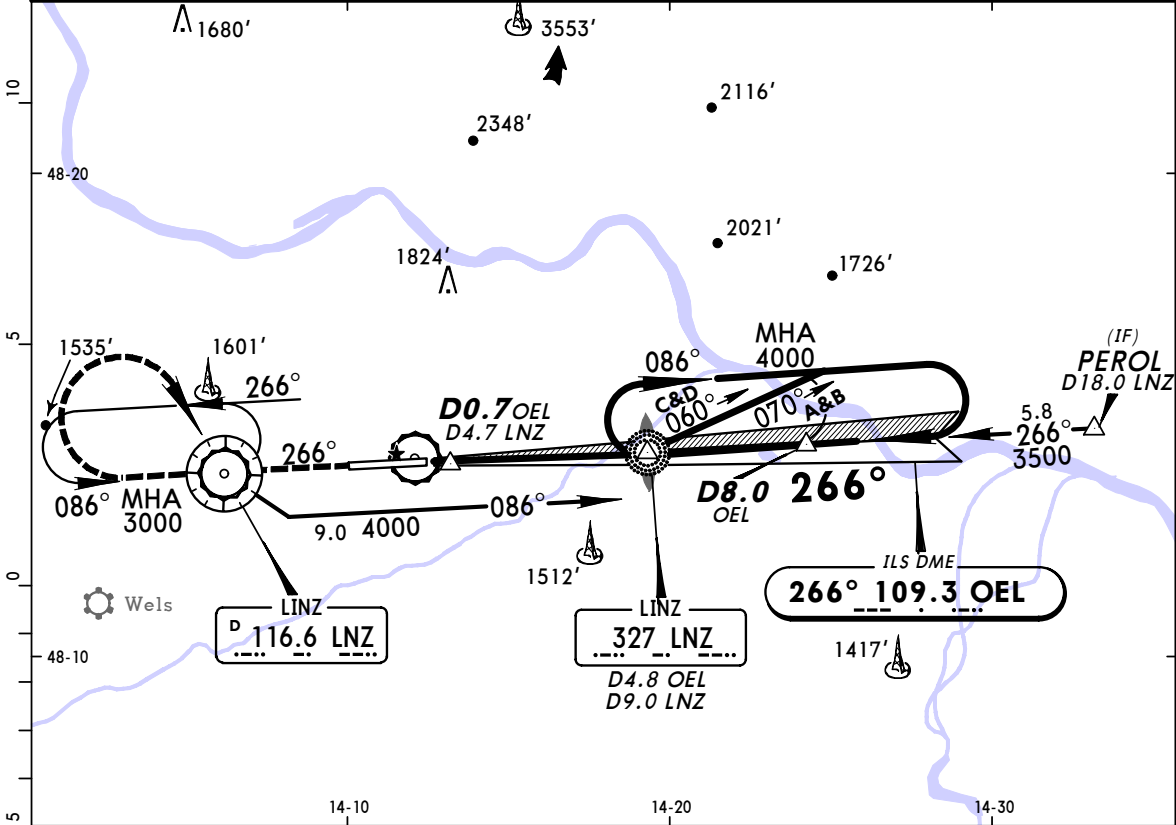
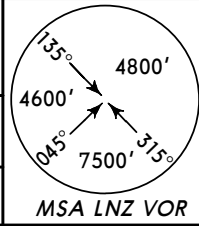
CHANGES: LOC frequency.

LOWL/LNZ
LINZ

23 SEP 05 **11-2** Eff 29 Sep

LINZ, AUSTRIA
ILS Rwy 27

*ATIS 128.12		*LINZ Radar (APP) 129.62		*LINZ Tower 118.8	
LOC OEL 109.3	Final Apch Crs 266°	GS LOM 2500' (1537')	ILS DA(H) 1163' (200')	Apt Elev 978' RWY 963'	
MISSED APCH: Climb to 3000', then turn RIGHT to VOR and hold.					
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC	
ILS DME reads zero at rwy 27 touchdown point.				Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	LNZ
ILS GS 3.00° or	377	484	538	646	753	861	REIL	↑	RT
LOC Descent Gradient 5.2%							PAPI		
MAP at D0.7 OEL/D4.7 LNZ									

JAR-OPS		STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
ILS DA(H) 1163' (200')		LOC (GS out) MDA(H) 1320' (357')			
FULL		ALS out		Max Kts	MDA(H) VIS
A		RVR 900m	ALS out	100	1550' (572') 1500m
B		RVR 1000m	RVR 1500m	135	1640' (662') 1600m
C	RVR 550m	RVR 1000m	RVR 1800m	180	2220' (1242') 2400m
D		RVR 1400m	RVR 2000m	205	2220' (1242') 3600m

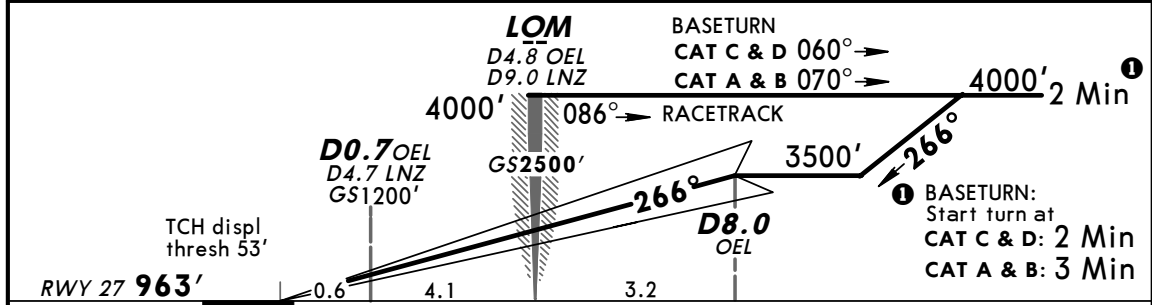
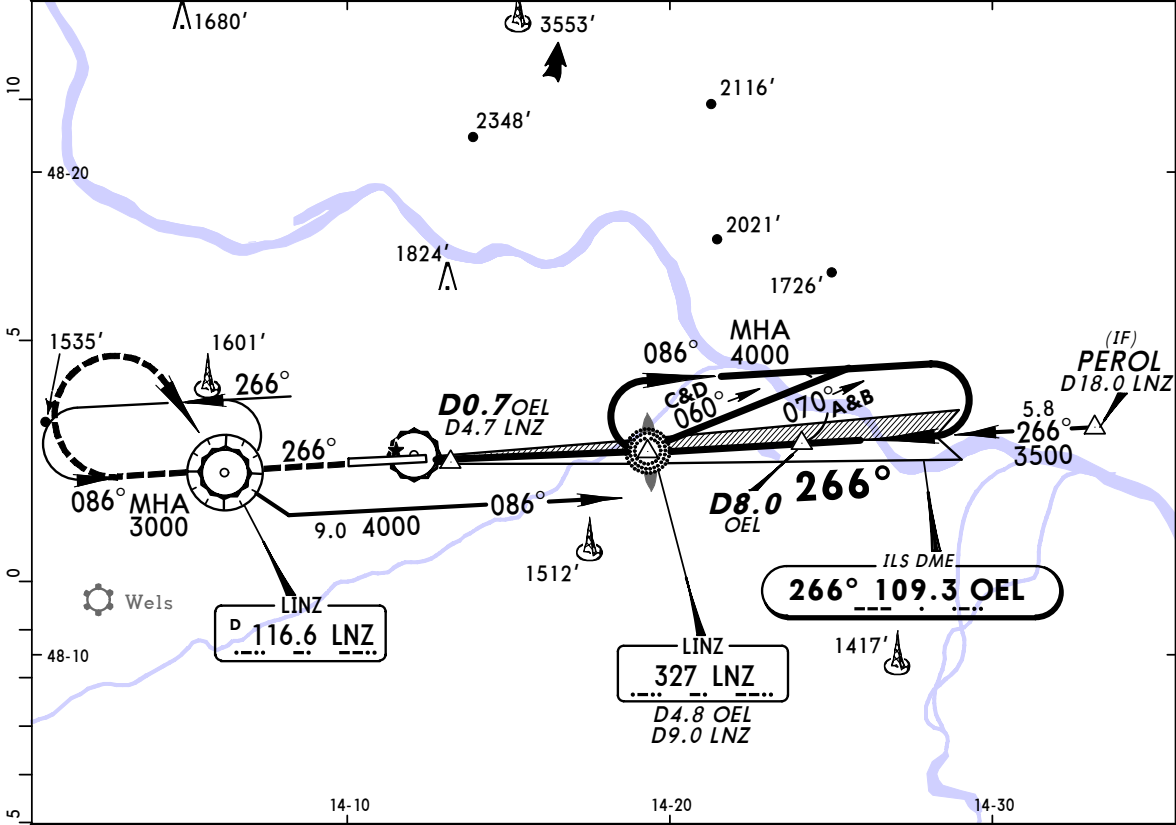
CHANGES: Chart reindexed.

LOWL/LNZ
LINZ

23 SEP 05
Eff 29 Sep **11-2A**

LINZ, AUSTRIA
CAT II ILS Rwy 27

*ATIS 128.12		*LINZ Radar (APP) 129.62		*LINZ Tower 118.8	
LOC OEL 109.3	Final Apch Crs 266°	GS LOM 2500' (1537')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 978' RWY 963'	<p>MSA LINZ VOR</p>
MISSED APCH: Climb to 3000', then turn RIGHT to VOR and hold.					
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC	
1. Special Aircrew & Acft Certification Required.		2. ILS DME reads zero at rwy 27 touchdown point.		Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI PAPI 	3000' ↑ LNZ 116.6 RT
GS	3.00°	377	484	538	646	753		

JAR-OPS		STRAIGHT-IN LANDING RWY 27 CAT II ILS	
ABC RA 105' DA(H) 1063' (100')	D RA 115' DA(H) 1072' (109')		

PANS OPS
RVR **300m**

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

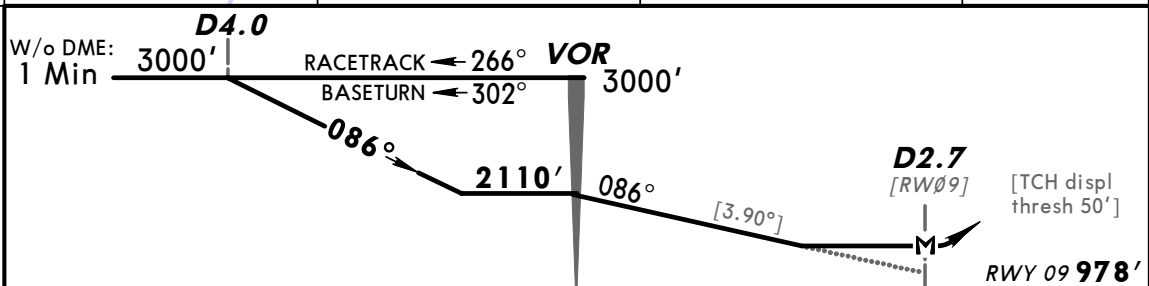
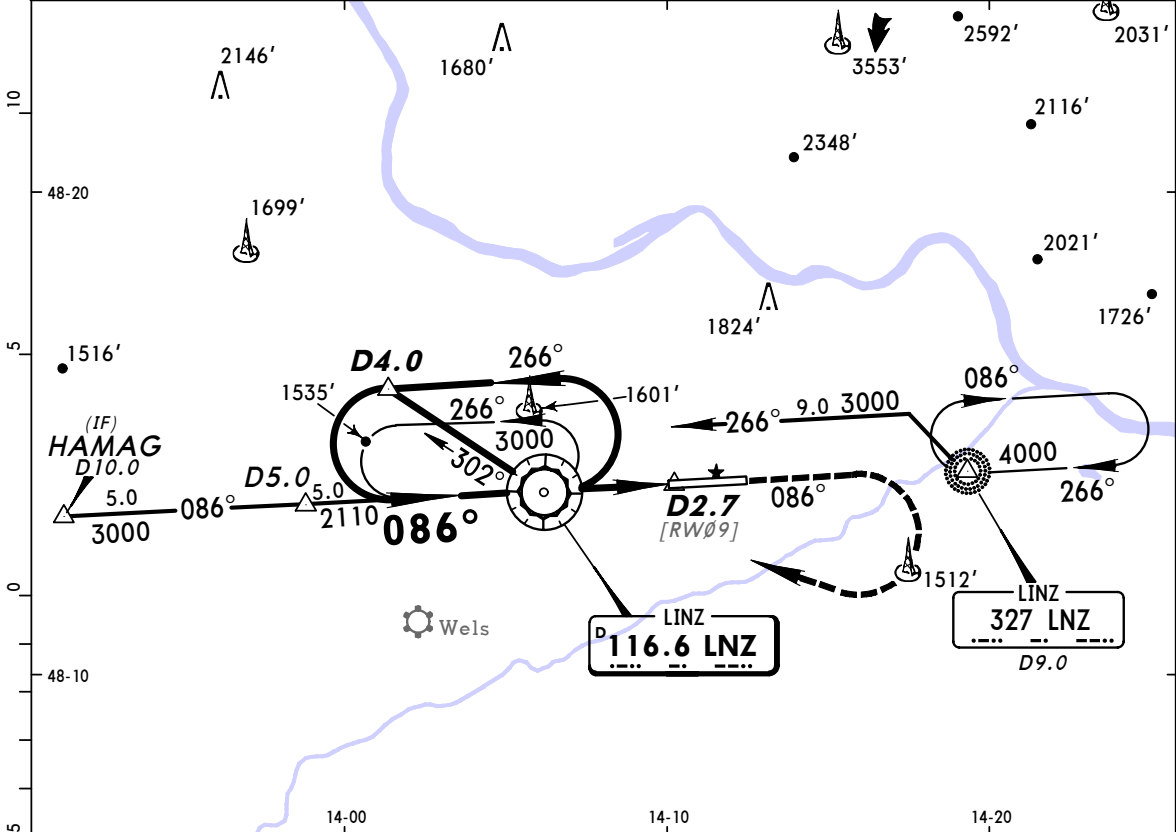
CHANGES: Chart reindexed.

LOWL/LNZ
LINZ

23 SEP 05 **13-1** Eff 29 Sep

LINZ, AUSTRIA
VOR Rwy 09

*ATIS 128.12		*LINZ Radar (APP) 129.62			*LINZ Tower 118.8	
VOR LNZ 116.6	Final Apch Crs 086°	Minimum Alt VOR 2110' (1132')	MDA(H) 1450' (472')	Apt Elev 978' Rwy 978'		
MISSED APCH: Climb on R-086 to 3000', then turn RIGHT to VOR.						
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC		
				Trans alt: 4000'		
MSA LNZ VOR						



TO DISPLACED THRESHOLD						2.7	0		
Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	LNZ
Descent Gradient 6.80% or Descent angle [3.90°]	483	621	690	828	967	1105	PAPI PAPI	↑	R-086
MAP at D2.7									

JAR-OPS STRAIGHT-IN LANDING RWY 09					CIRCLE-TO-LAND				
MDA(H) 1450' (472')									
ALS out					Max Kts	MDA(H)		VIS	
A	RVR 1000m	RVR 1500m			100	1550' (572')		1500m	
B	RVR 1200m	RVR 2000m			135	1640' (662')		1600m	
C	RVR 1600m				180	2220' (1242')		2400m	
D	RVR 1600m				205	2220' (1242')		3600m	

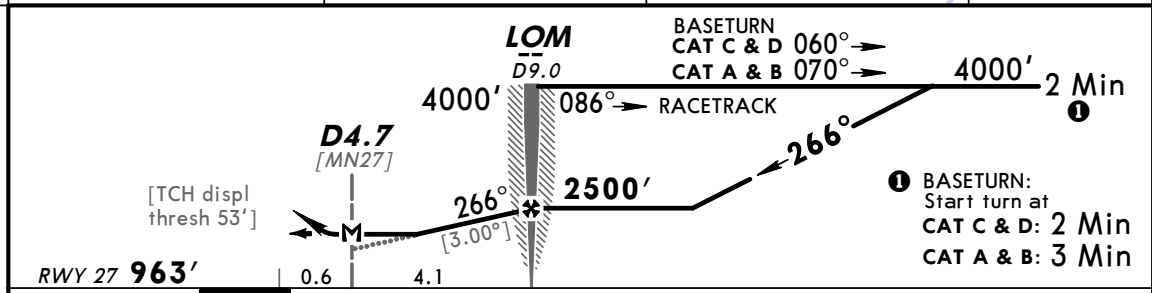
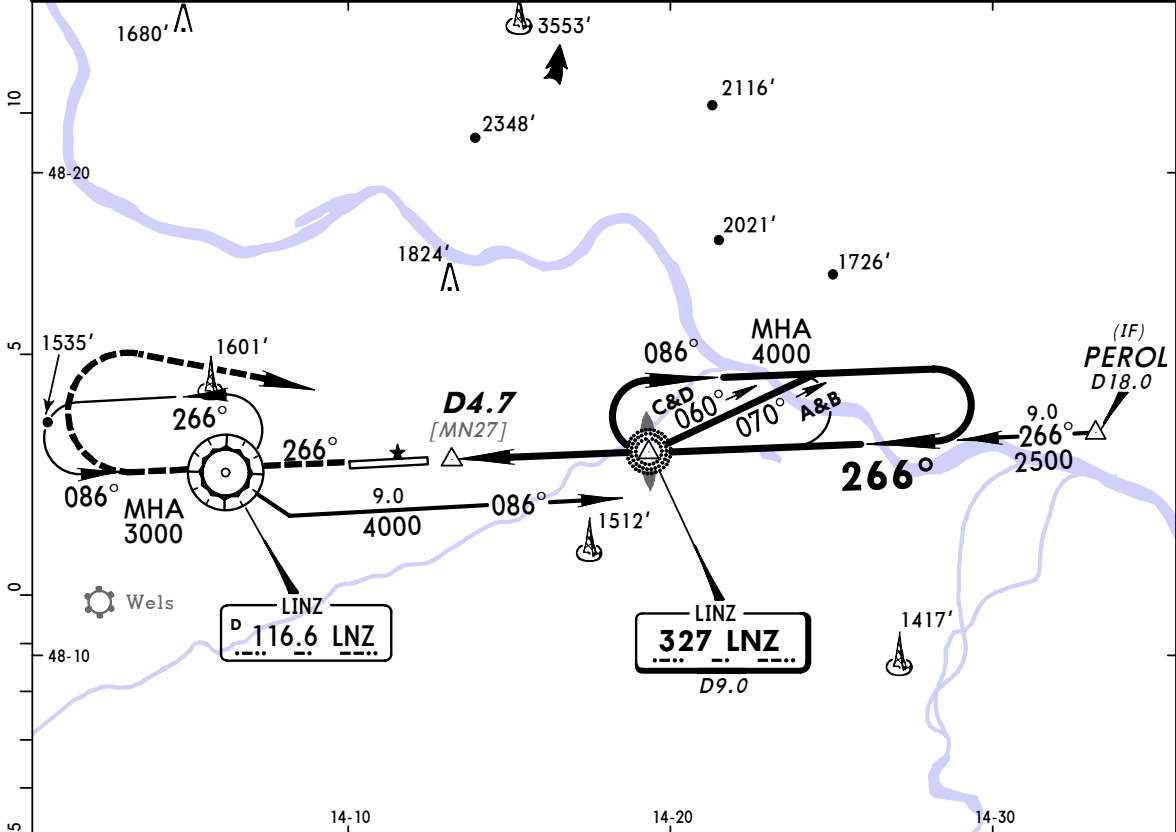
CHANGES: Minimums.

LOWL/LNZ
LINZ

23 SEP 05 **16-1** **Eff 29 Sep**

LINZ, AUSTRIA
NDB Rwy 27

*ATIS 128.12		*LINZ Radar (APP) 129.62		*LINZ Tower 118.8	
NDB LNZ 327	Final Apch Crs 266°	Minimum Alt LOM 2500' (1537')	MDA(H) 1320' (357')	Apt Elev 978' RWY 963'	
MISSED APCH: Climb on track 266° to 3000', then turn RIGHT to NDB, continue climb to 4000' and hold.					
Alt Set: hPa	Rwy Elev: 35 hPa	Trans level: By ATC		Trans alt: 4000'	MSA LNZ VOR



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑ on 266°
Descent Gradient	5.24% or [3.00°]							
Descent angle	372	478	531	637	743	849		

JAR-OPS				STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
				MDA(H) 1320' (357')			
				ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	1550'	1500m	
B	RVR 1000m	RVR 1800m		135	1640'	1600m	
C	RVR 1400m	RVR 2000m		180	2220'	2400m	
D	RVR 1400m	RVR 2000m		205	2220'	3600m	

PANS OPS

CHANGES: None.