



**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:** 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>BRENO 3 H</b> 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 OEJ, 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 OEJ at or above 7.700 FT MSL. MAX IAS until completion of turn at OEJ 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**



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Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>MOGTI 1 R*</b> 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 MSL, thereafter 4.1% (250 FT/NM) until passing 11520 FT MSL, thereafter 3.3% (205 FT/NM).

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**RNAV SID 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 MSL.

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

