

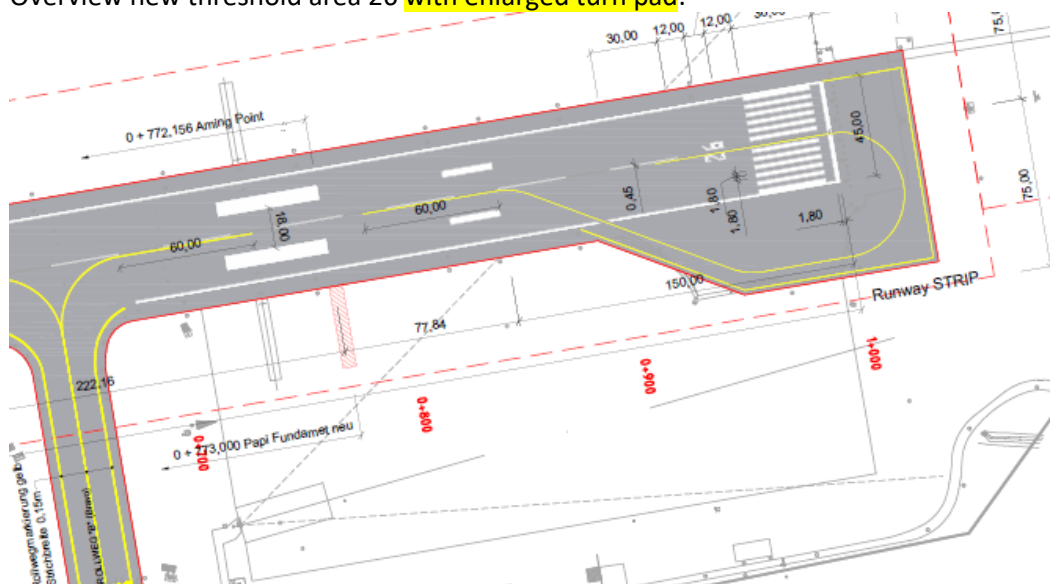
Dear Ladies and Gentlemen,

we hope you are doing well, and you are in recovery from the pandemic.

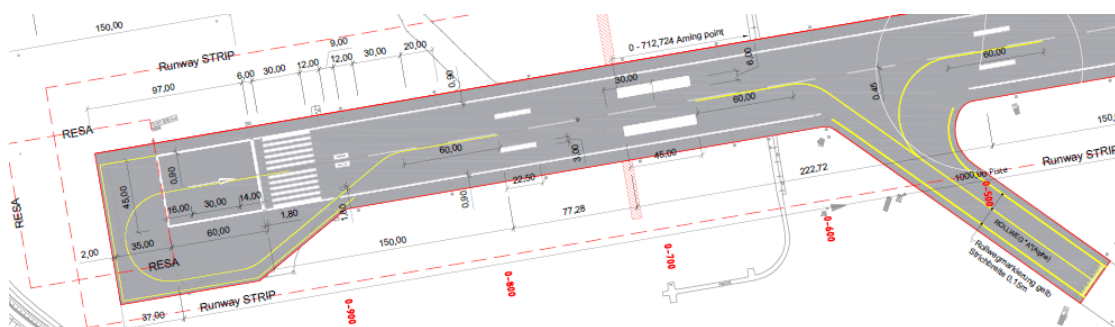
As announced, the Innsbruck Airport starts today with the major RWY renovation and closure for 4 weeks and reopening on 19.10.2021.

The following changes will be implemented in the course of the renovation:

Overview new threshold area 26 with enlarged turn pad:



Overview new threshold area 08 with enlarged turn pad:



New LDA RWY 08 of 1940 m:

The displaced threshold RWY 08 is moved to the west by 43 m. This results in new extended LDA RWY 08 of 1940 m which is now equal to LDA for RWY 26 with 1940 m. (Note: displacement THR 08 will be 60 m iso 103 m)

PAPI characteristics:

- RWY 26: PAPI angle 3,5°. **Single PAPI** (on left side of RWY)
- RWY 08: PAPI angle 3,5°. **Dual PAPI** (on both sides of RWY)

New reference aircraft A321-200 for PAPI instead of B767:

- PAPI reference based on Aircraft Type **A321-200**
- MEHT THR 26: **43,9 FT**
- MEHT THR 08: **41,3 FT** (Note: displacement THR 08 will be 60 m iso 103 m)
- PAPI angle 3,5°
- All aircraft with larger eye path to wheel path height than A321-200 (**6,88 m**) need to clarify internally if sufficient wheel clearance is provided or if approach path adjustments are required.

New PAPI positioning - closer to RWY thresholds

- To provide longer landing roll distances after touchdown, the PAPI and co-located touchdown aiming markings are situated 40 m closer to the thresholds on both RWY sides (**new 227 m** instead of 267 m previously).
This effectuates little reduced wheel clearance over THR 26 for A321-200 (and aircraft with larger eye to wheel path) but the required MWC *minimum wheel clearance* for A321-200 of 5 m is given, as required per regulation (in fact overmatched with 6,49 m, even with low PAPI indication - one white and three red lights). Aircraft with larger eye-to-wheel height and/or the requirement of more than 6,49 m minimum wheel clearance over THR 26 need further consideration by the operator. On RWY 08 the desired wheel clearance of 9 m is given over physical RWY beginning for the reference aircraft A321-200, as required per regulation.

Simple touch down zone lights STDZ (EASA CS ADR-DSN.M.696):

- The purpose of STDZ lights is to provide pilots with enhanced situational awareness in all visibility conditions and to assist pilots to decide whether to commence a go around if the aircraft has not landed until a certain point on the runway
- Simple Touchdown Zone Lights will be installed on both RWYs in LOWI at a distance of 623 m from each threshold to indicate the ultimate end of the declared / marked touch down zone. Remaining length of the LDA published when passing these lights is 1317 m.
- Simple Touchdown Zone lights consist of a pair of white lights located on each side of the runway center line, 0.3meters beyond the upwind edge of the final Touchdown Zone Marking.

T/O direction RWY 08 no RCL runway center line lights on the first 60 m:

- On RWY 08 on the first 60 m until displaced landing threshold 08 there are no RCL. To use full RWY length 08 observe the TORA 2000 m sign on T/O threshold RWY 08.

No threshold identification lights (never before on RWY 08; removed on RWY 26):

- Threshold identification lights (flashing) removed for RWY 26 as they are no longer required by regulations

After completion of the renovation, we will send you current pictures and further information as necessary.

For any questions you may contact:

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