

List of pages in this Trip Kit

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Airport Information For LOWG

Terminal Charts For LOWG

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: GRAZ AUT
ICAO/IATA: LOWG / GRZ
Lat/Long: N46° 59.6', E015° 26.3'
Elevation: 1120 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0557 Z
Sunset: 1528 Z

Runway Information

Runway: 17C
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1115 ft
Lighting: Edge, Centerline
Displaced Threshold: 853 ft

Runway: 35C
Length x Width: 9843 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1088 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 126.130
Graz Tower: 118.200 VHF-DF
Graz Radar: 119.300 VHF-DF
Graz Radar: 120.440 VHF-DF

LOWG/GRZ
GRAZ

JEPPESSEN
31 JUL 20 10-1R

GRAZ, AUSTRIA

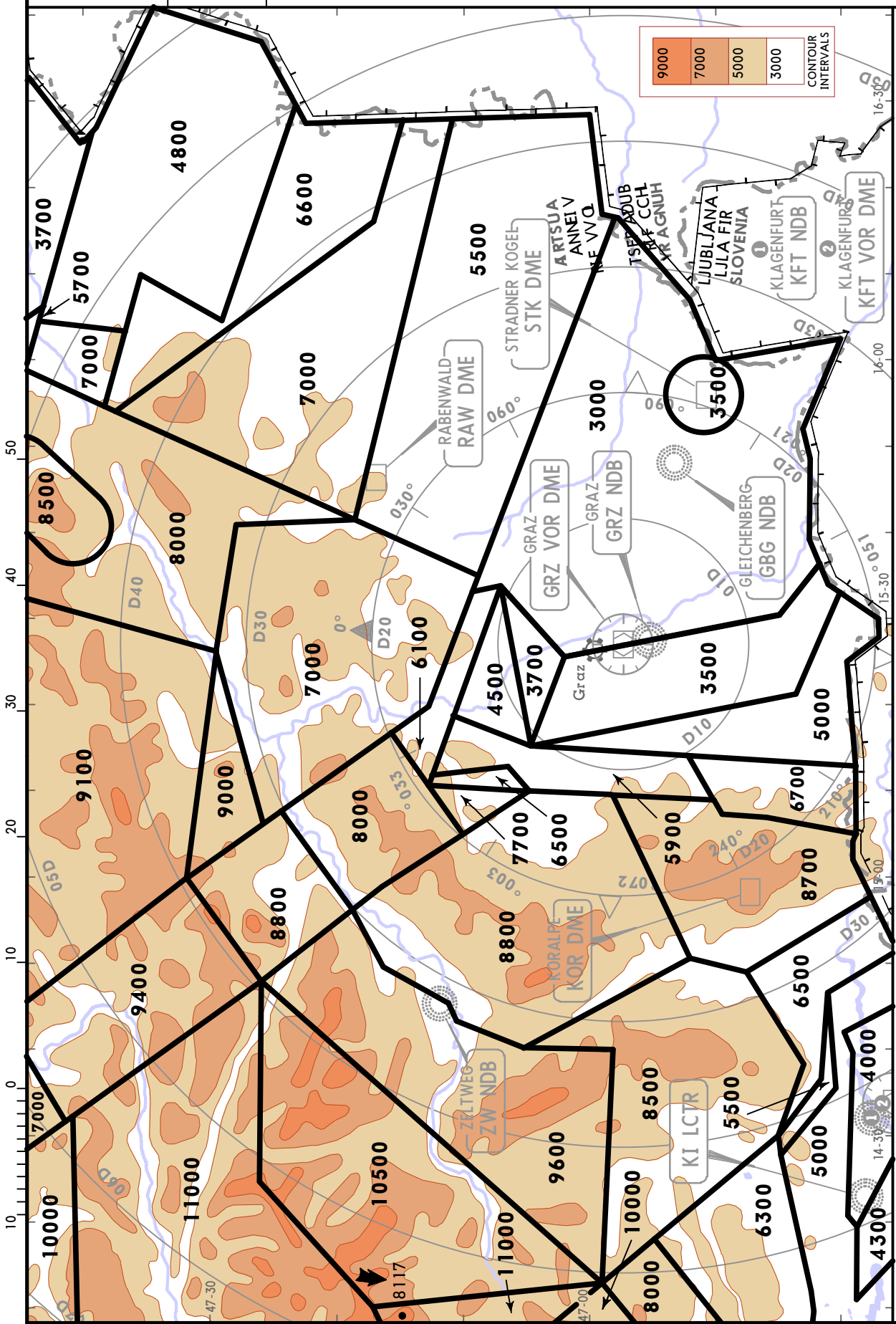
Eff 13 Aug RADAR MINIMUM ALTITUDES

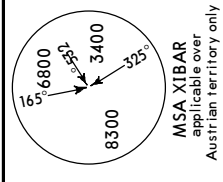
*GRAZ
Radar (APP)
119.3
120.440

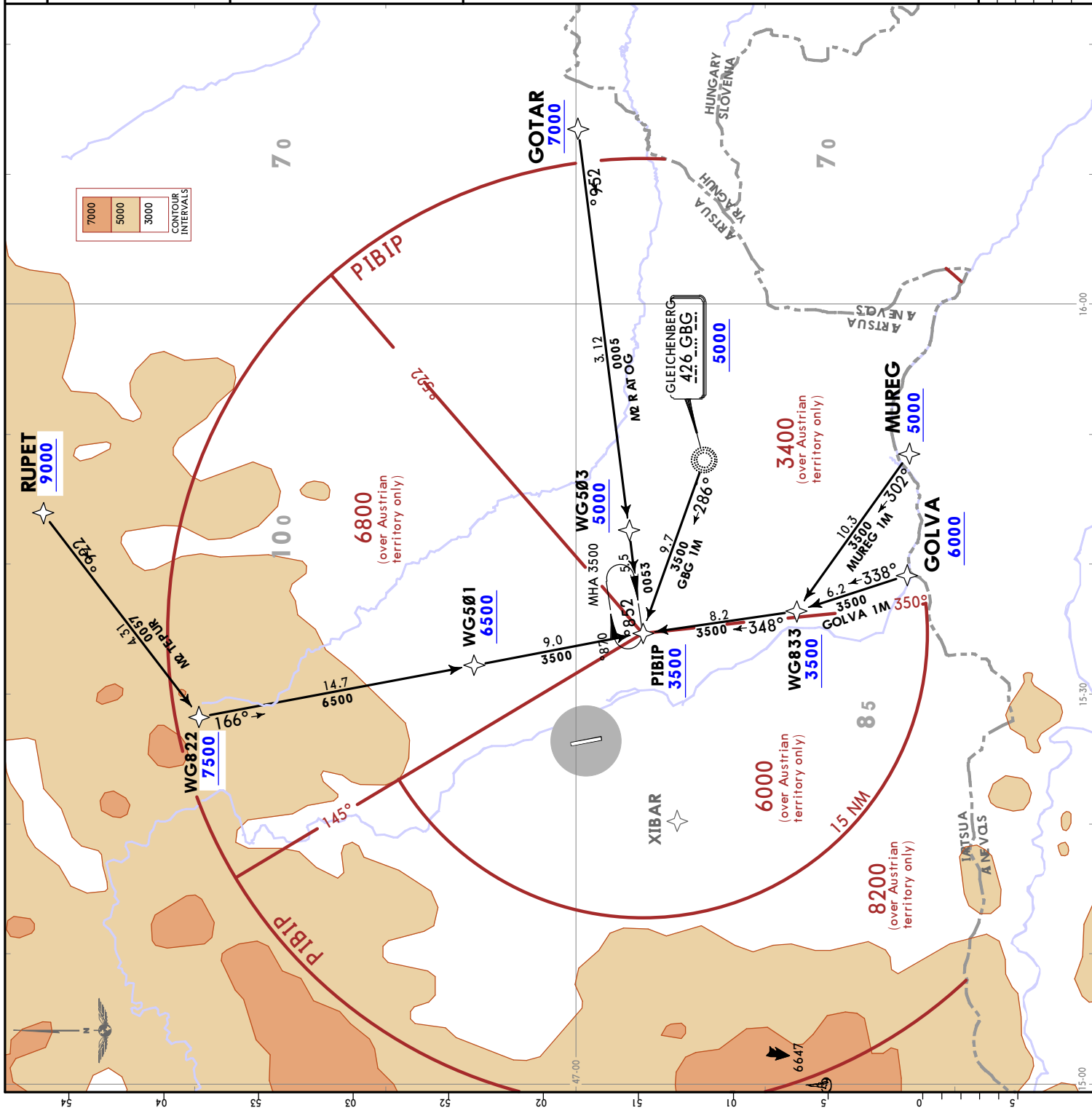
Apt Elev
1120

Alt Set: hPa Trans level: By ATC Trans alt: 10000

1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace.
2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control.



D-ATIS 126.130	Apt Elev 1120
Alt Set: hPa Trans level: By ATC 1. GNSS required. 2. RNAV 5 or BRNAV approval required. 3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach. 4. EXPECT RNAV-Transition to final approach (refer to chart 10-2B & 10-2C). 5. Unless instructed otherwise, follow STAR and enter holding, thereafter RNAV transitions or RADAR vectoring, depending on Rwy in use, will be provided by ATC.	
GLEICHENBERG 1M (GBG 1M) [GBG1M] GOLVA 1M [GOLV1M] GOTAR 2M [GOTA2M] MUREG 1M [MURE1M] RUPET 2M [RUPE2M] ALL RWYS RNAV ARRIVALS	
	
STARs crossing through Airspace "Class E" up to FL125	
STAR	ROUTING
GBG 1M	GBG - PIBIP.
GOLVA 1M	GOLVA - WG833 - PIBIP.
GOTAR 2M	GOTAR - WG503 - PIBIP.
MUREG 1M	MUREG - WG833 - PIBIP.
RUPET 2M	RUPET - WG822 - WG501 - PIBIP.



D-ATIS
126.130

Apt Elev
1120

Alt Set: hPa
Trans level: By ATC
1. GNSS required.
2. RNAV 5 or RNAV approval required.
3. Non-RNAV aircraft: EXPECT RADAR vectors to final approach.
4. EXPECT RNAV-Transition to final approach (refer to chart 10-2B & 10-2C).
5. Unless instructed otherwise, follow STAR and enter holding, thereafter RNAV transitions or RADAR vectoring, depending on Rwy in use, will be provided by ATC.

ABIRI 1M [ABIR1M]
LEOBE 1M [LEOB1M]
RADLY 2M [RADL2M]
ALL RWYS
RNAV ARRIVALS

145° 6800

225° 3400

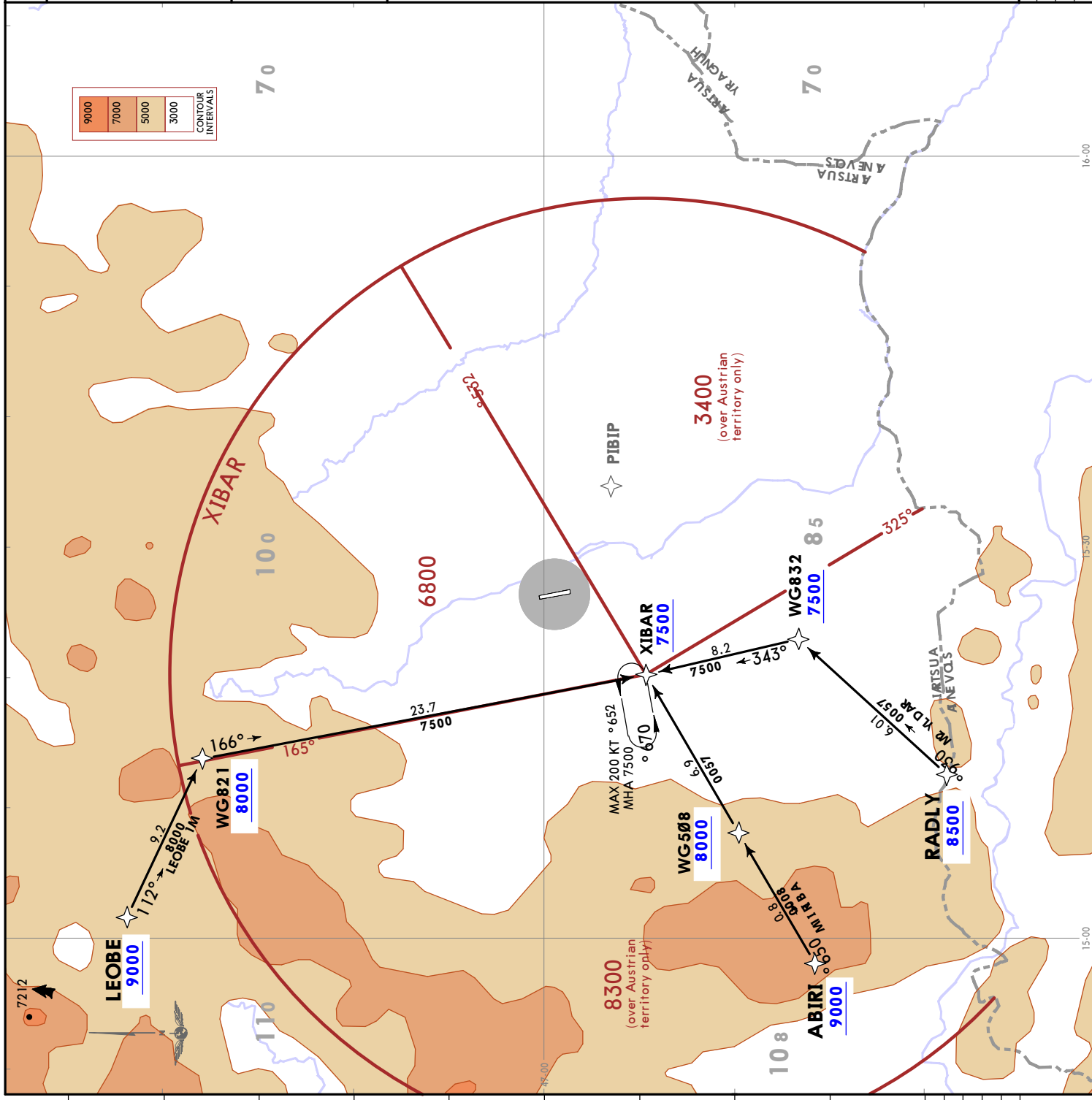
350° 8200

1

MSA PIBIP
6000 within 15 NM
applicable over
Austrian territory only

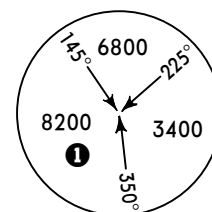
STARs crossing through
Airspace "Class E"
up to FL125

STAR	ROUTING
ABIRI 1M	ABIRI - WG508 - XIBAR.
LEOBE 1M	LEOBE - WG821 - XIBAR.
RADLY 2M	RADLY - WG832 - XIBAR.



Alt Set: hPa
Trans level: By ATC

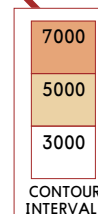
1. RNAV 1 or P-RNAV (GNSS) required.
2. After direct clearance to a waypoint intercept and follow transition.
3. If unable to follow transition advise ATC IMMEDIATELY.



MSA PIBIP
1 6000 within 15 NM
applicable over
Austrian territory only

PIBIP 2N [PIB2N], XIBAR 2N [XIB2N]
RWY 17C
RNAV TRANSITIONS

TRANSITIONS
crossing through
Airspace "Class E"
up to FL125



8300
(over Austrian
territory only)

6800
(over Austrian
territory only)

PIBIP
3500

XIBAR
7500

3400
(over Austrian
territory only)

- 2 If cleared PIBIB 2N do not EXPECT descent below 7500 until WG822.
- 3 If cleared XIBAR 2N do not EXPECT descent below 8000 until WG821.

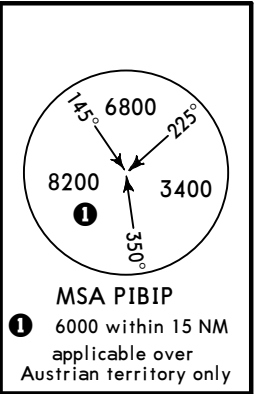
TRANSITION	ROUTING
PIBIP 2N	PIBIP - WG501 - WG822 - RONOT.
XIBAR 2N	XIBAR - WG821 - RONOT.

LOWG/GRZ
GRAZ

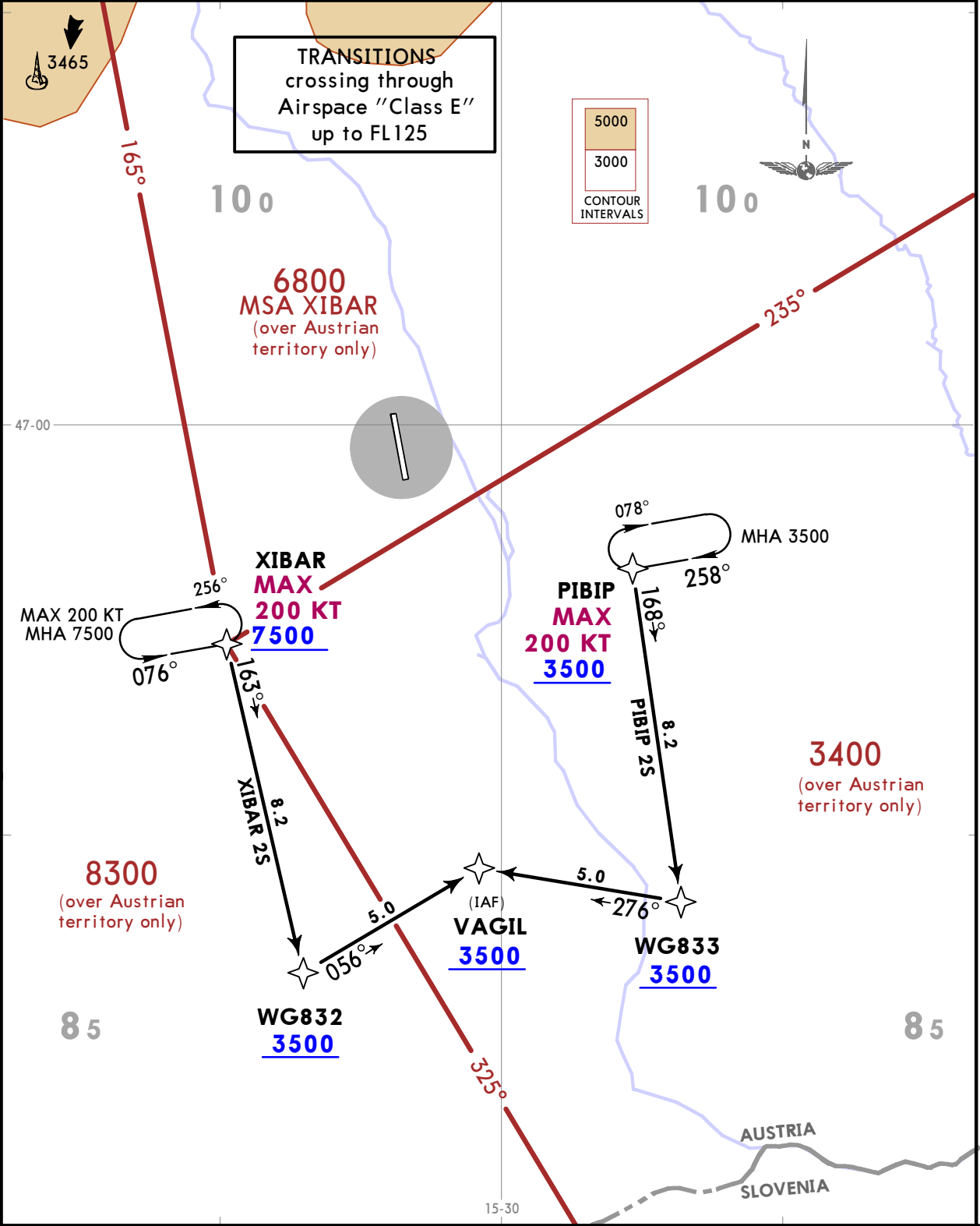
JEPPESSEN
29 MAY 20 10-2C

GRAZ, AUSTRIA
RNAV TRANSITION

D-ATIS 126.130	Apt Elev 1120	Alt Set: hPa Trans level: By ATC 1. RNAV 1 or P-RNAV (GNSS) required. 2. After direct clearance to a waypoint intercept and follow transition. 3. If unable to follow transition advise ATC IMMEDIATELY.
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PIBIP 2S [PIB2S], XIBAR 2S [XIB2S]
RWY 35C
RNAV TRANSITIONS



TRANSITION	ROUTING
PIBIP 2S	PIBIP - WG833 - VAGIL.
XIBAR 2S	XIBAR - WG832 - VAGIL.

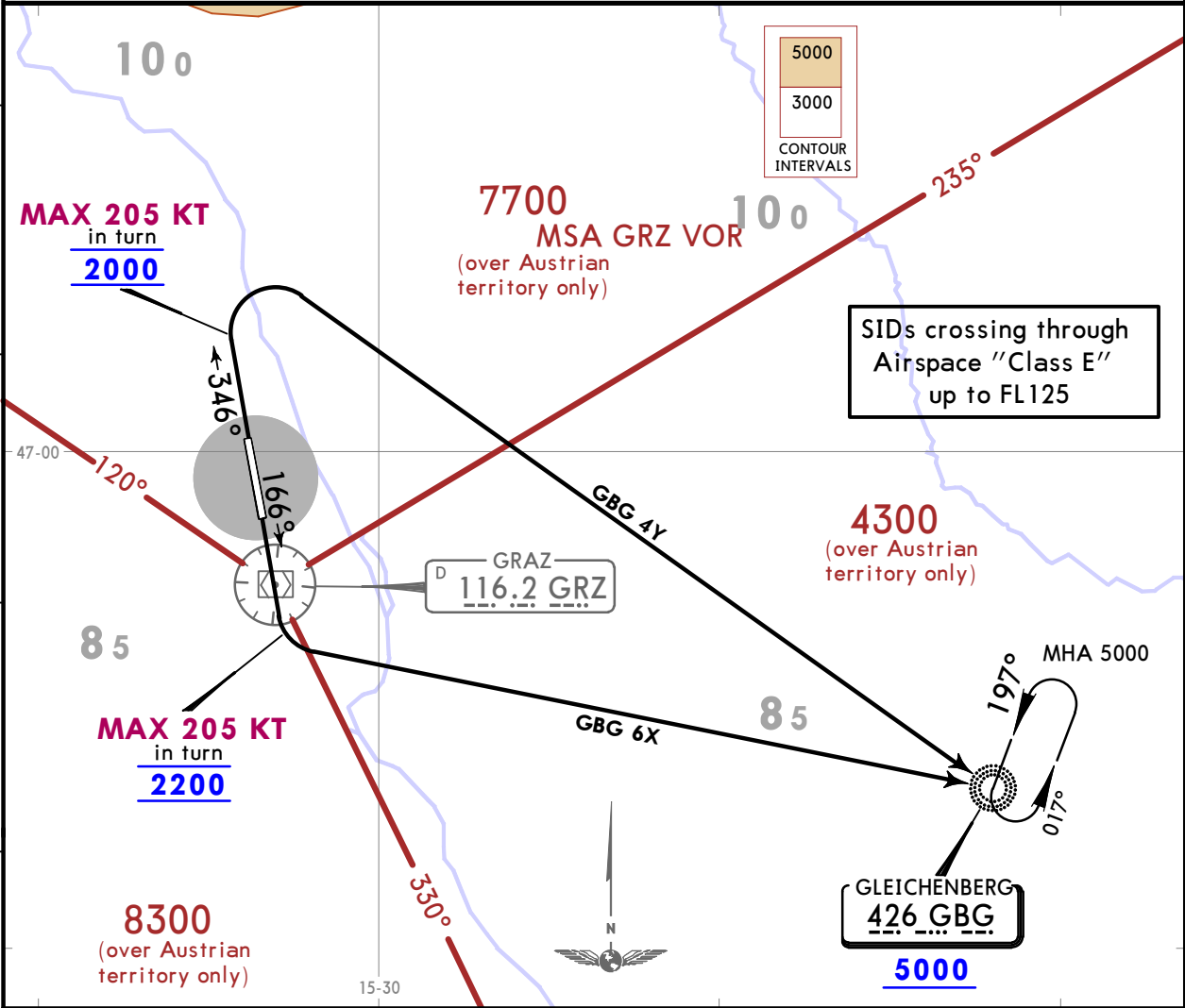
LOWG/GRZ
GRAZ

29 MAY 20 10-3A

GRAZ, AUSTRIA
RNAV SID

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 1. GNSS required. 2. RNAV 1 or P-RNAV approval required. 3. Contact GRAZ Radar when advised by Tower. 4. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 5. RWY 17C: Execute initial turns at a bank angle of at least 20°. 6. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.
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GLEICHENBERG 6X (GBG 6X)
GLEICHENBERG 4Y (GBG 4Y)
RNAV DEPARTURES
SPEED: RWY 17C: MAX 250 KT up to 10000.



GBG 4Y							
This SID requires a minimum climb gradient of 310 per NM (5.1%) up to 2000.							
Gnd speed-KT	75	100	150	200	250	300	
310 per NM	388	517	775	1033	1292	1550	
If unable to comply use GRZ SIDs.							

Initial climb clearance by ATC		
SID	RWY	ROUTING
GBG 6X	17C	Climb on 166° track to 2200 - GBG. NON-RNAV: Climb on 166° track, at 2200 turn LEFT to GBG, enter holding at or above 5000.
GBG 4Y	35C	Climb on 346° track to 2000 - GBG. NON-RNAV: Climb on 346° track, at 2000 turn RIGHT IMMEDIATELY to GBG, enter holding at or above 5000.

LOWG/GRZ
GRAZ

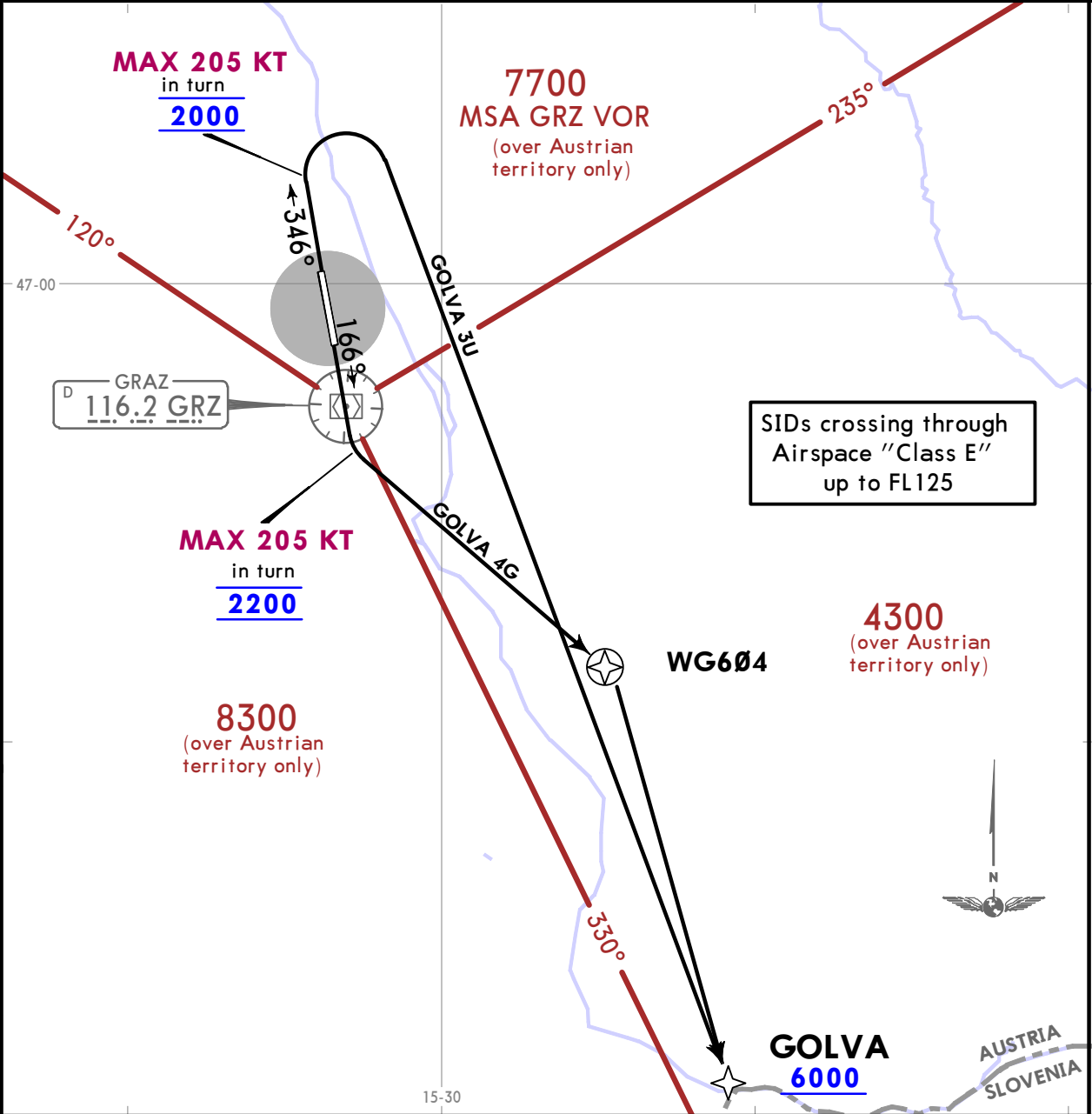
JEPPESSEN
29 MAY 20 10-3B

GRAZ, AUSTRIA
RNAV SID

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 1. GNSS required. 2. RNAV 1 or P-RNAV approval required. 3. Contact GRAZ Radar when advised by Tower. 4. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 5. RWY 17C: Execute initial turns at a bank angle of at least 20°. 6. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.
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GOLVA 4G [GOLV4G]
GOLVA 3U [GOLV3U]
RNAV DEPARTURES

SPEED: RWY 17C: MAX 250 KT up to 10000.



These SIDs require a minimum climb gradient of GOLVA 4G: 310 per NM (5.1%) up to 4200. GOLVA 3U: 310 per NM (5.1%).	Gnd speed-KT					
	75	100	150	200	250	300
	310 per NM	388	517	775	1033	1292
If unable to comply use GRZ SIDs.						
Initial climb clearance by ATC						
SID	RWY	ROUTING				
GOLVA 4G	17C	Climb on 166° track to 2200 - WG604 - GOLVA.				
GOLVA 3U	35C	Climb on 346° track to 2000 - GOLVA.				



LOWG/GRZ
GRAZ

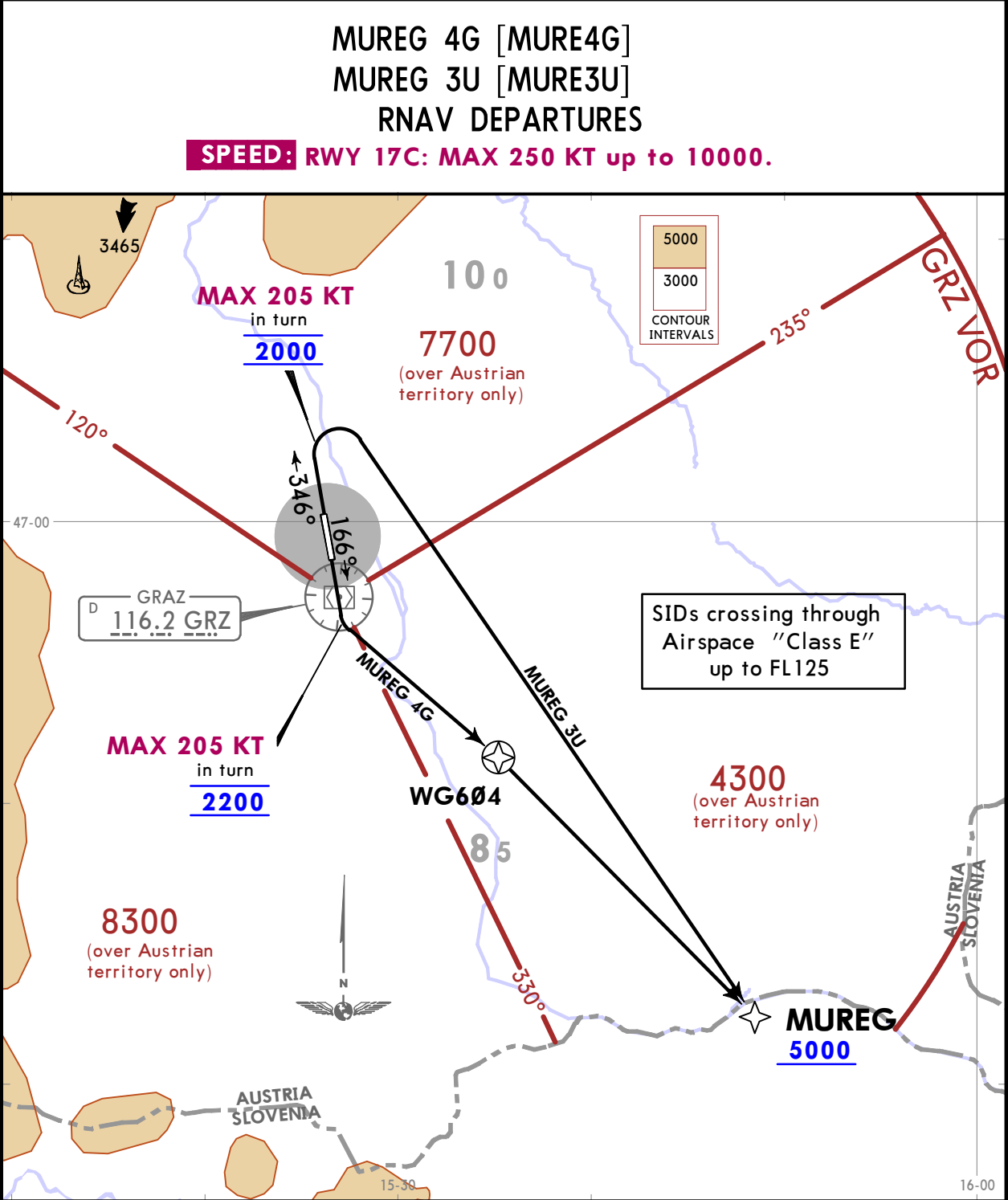
JEPPESSEN
29 MAY 20 10-3E

GRAZ, AUSTRIA
RNAV SID

*GRAZ
Radar (APP)
119.3

Apt Elev
1120

Trans alt: 10000
1. GNSS required.
2. RNAV 1 or P-RNAV approval required.
3. Contact GRAZ Radar when advised by Tower.
4. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
5. RWY 17C: Execute initial turns at a bank angle of at least 20°.
6. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.



MUREG 3U		<table><tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr><tr><td>310 per NM</td><td>388</td><td>517</td><td>775</td><td>1033</td><td>1292</td><td>1550</td></tr></table>						Gnd speed-KT	75	100	150	200	250	300	310 per NM	388	517	775	1033	1292	1550
Gnd speed-KT	75	100	150	200	250	300															
310 per NM	388	517	775	1033	1292	1550															
This SID requires a minimum climb gradient of 310 per NM (5.1%).		If unable to comply use GRZ SIDs.																			
Initial climb clearance By ATC																					
SID	RWY	ROUTING																			
MUREG 4G	17C	Climb on 166° track to 2200 - WG604 - MUREG.																			
MUREG 3U	35C	Climb on 346° track to 2000 - MUREG.																			

LOWG/GRZ
GRAZ

JEPPESSEN

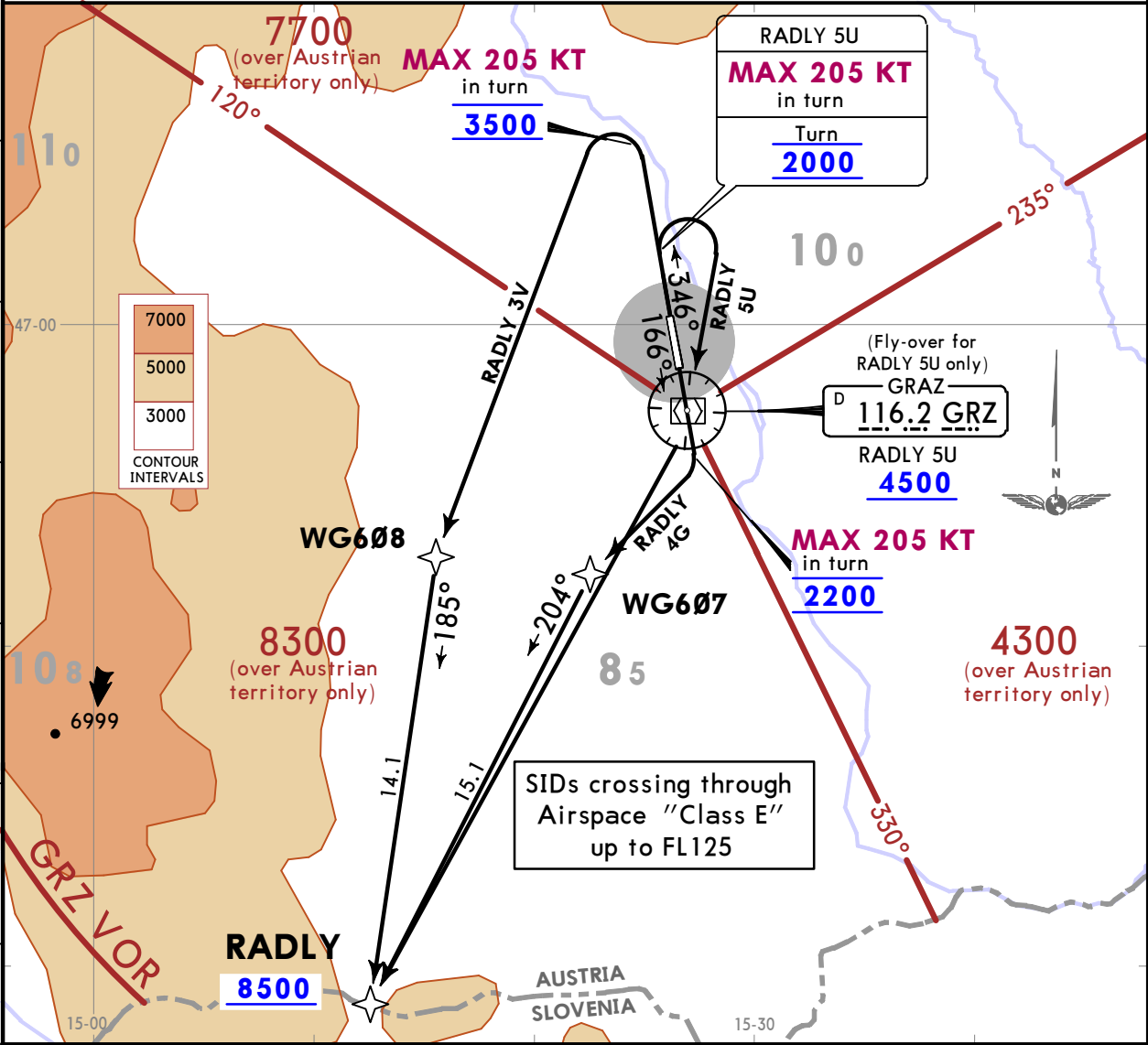
29 MAY 20 10-3F

GRAZ, AUSTRIA

RNAV SID

*GRAZ Radar (APP) 119.3	Apt Elev 1120	Trans alt: 10000 1. GNSS required. 2. RNAV 1 or P-RNAV approval required. 3. Contact GRAZ Radar when advised by Tower. 4. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 5. RWY 17C: Execute initial turns at a bank angle of at least 20°. 6. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000 EAST of aerodrome or 3500 WEST of aerodrome.
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RADLY 4G [RADL4G] RADLY 5U [RADL5U] RADLY 3V [RADL3V] RNAV DEPARTURES
SPEED: RWY 17C: MAX 250 KT up to 10000.

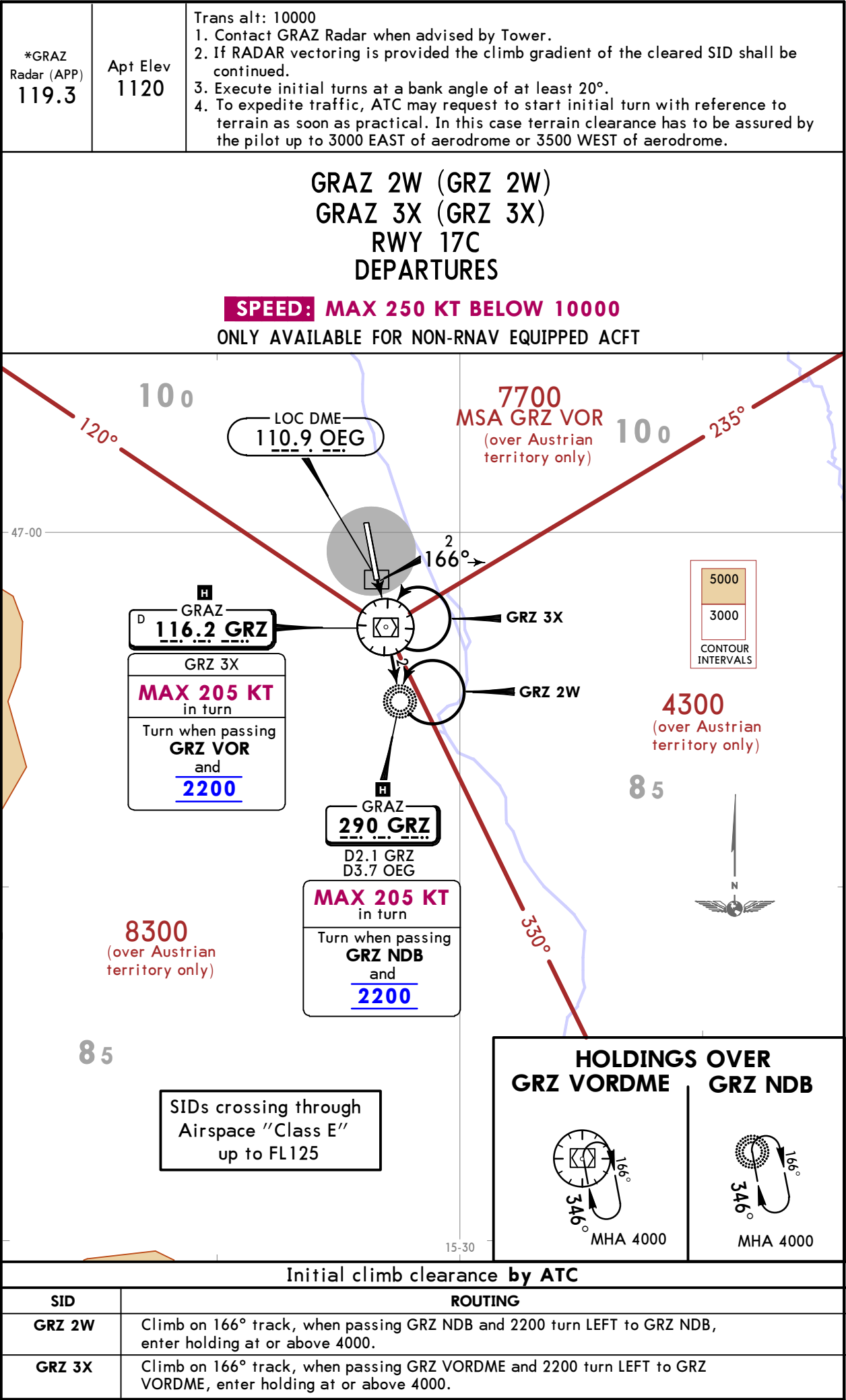


These SIDs require minimum climb gradients of		Gnd speed-KT					
RADLY 4G: 310 per NM (5.1%).		75	100	150	200	250	300
RADLY 5U: 310 per NM (5.1%) up to 4500.		388	517	775	1033	1292	1550
RADLY 3V: 350 per NM (5.7%) up to 3500.		438	583	875	1167	1458	1750
		If unable to comply use GRZ SIDs.					
Initial climb clearance By ATC							
SID	RWY	ROUTING					
RADLY 4G	17C	Climb on 166° track to 2200 - WG607 - RADLY.					
RADLY 5U	35C	Climb on 346° track to 2000 - GRZ - RADLY.					
RADLY 3V By ATC		Climb on 346° track to 3500 - WG608 - RADLY.					

LOWG/GRZ
GRAZ

JEPPESSEN
29 MAY 20 10-3H

GRAZ, AUSTRIA
SID



LOWG/GRZ

Apt Elev **1120'**
N46 59.6 E015 26.4

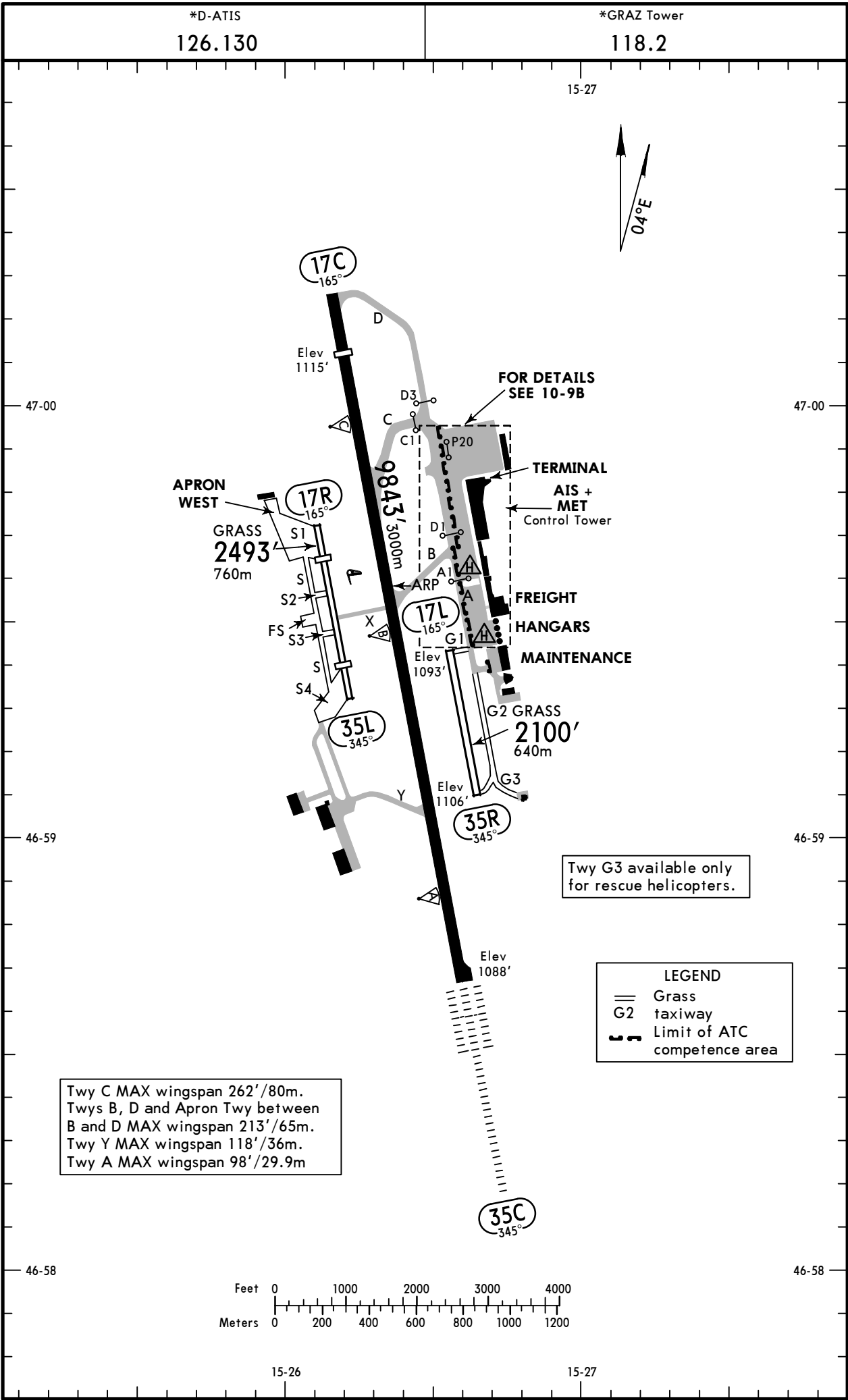
JEPPESSEN

17 APR 20
Eff 23 Apr

(10-9)

GRAZ, AUSTRIA

GRAZ



LOWG/GRZ

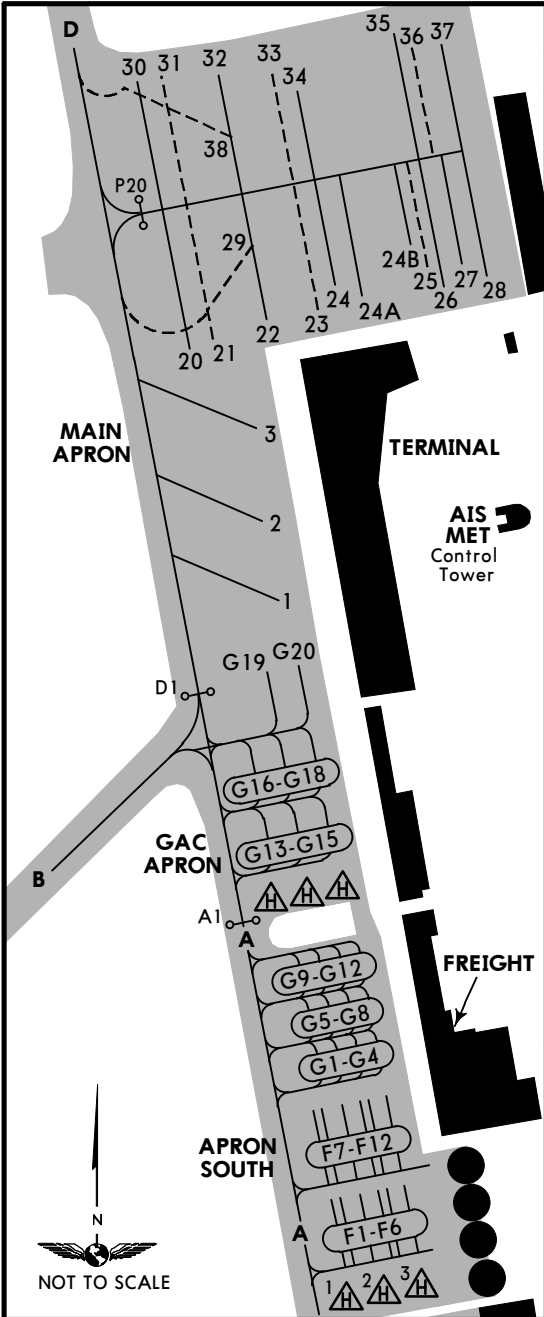
GRAZ, AUSTRIA
GRAZ

GENERAL Glider flying and parachute jumping west of airport. Rwy 35C approved for CAT II/III operations, special aircrew and acft certification required. Rwys 35L, 35C and 35R right-hand circuit.					
ADDITIONAL RUNWAY INFORMATION					
		USABLE LENGTHS			
		LANDING BEYOND			
RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
17L 35R					98' 30m
17C 35C	HIRL (60m) CL (15m) PAPI(3.0°) RVR	8990' 2740m		1	148' 45m
	HIRL (60m) CL (15m) ALSF-II TDZ REIL PAPI-L(3.0°) RVR		8872' 2704m		
17R 35L		2001' 610m			82' 25m
1 TAKE-OFF RUN AVAILABLE					
RWY 17C:					
From rwy head		9843' (3000m)	RWY 35C:		
twy C int		7274' (2217m)	From rwy head		9843' (3000m)
twy B int		5561' (1695m)	twy Y int		7467' (2276m)
twy X int		5381' (1640m)	twy B int		4518' (1377m)
twy Y int		2530' (771m)	twy X int		4498' (1371m)
			twy C int		2936' (895m)
PREFERENTIAL RUNWAY SYSTEM:					
To minimize noise, landing shall be performed on Rwy 35C and take-off from Rwy 17C whenever possible. Between 0800-1800LT, except sundays and holidays, departures on Rwy 35C are exempted from this regulation.					
LOW VISIBILITY PROCEDURES					
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 in operation". Pilots shall report "runway vacated" as soon as acft has left the yellow/green colour coded section of the exit taxiway.					
CODE LETTER F OPERATION					
GENERAL					
All IFR procedures are Code F approved. PAPI: For eye-to-wheel height of aircraft in approach configuration with more than 8m, check wheel clearance.					
TAXI PROCEDURES					
Taxiway B is closed for code letter F acft. Taxiway D: Oversteering technique and use of cockpit taxi camera is recommended. Slow taxi speeds and no deviations from the straight centreline markings are required. Guidance with Follow Me car is provided on request. If taxiway centreline markings and lighting are not clearly visible, pilots should stop and request a Follow Me car.					
TAXI ROUTES					
During taxiing the outer engines shall be used on idle power only. Landing routes: RWY 17C: Backtrack RWY 17C (turnpad available) - TWY C - main apron - stand 38. RWY 35C: Exit via TWY C or TWY D - main apron - stand 38. Departure routes: RWY 17C: Main apron (stand 38) - TWY D - RWY 17C. RWY 35C: Main apron (stand 38) - TWY C - backtrack on turnpad RWY 35C.					
PARKING AND GROUND HANDLING					
Parking on main apron: Expect parking on stand 38 (no push-back required). All acft are guided by Follow Me car to and from apron exits. Use minimum power on apron.					
Standard TAKE-OFF					
Low Visibility Take-off					
1 HIRL, CL & relevant RVR		RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
					Adequate vis ref (Day only)
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m
1 RWY 35: RVR 75m with approved guidance system or HUD/HUDLS.					

LOWG/GRZ

JEPPESSEN
22 NOV 19 (10-9B) Eff 5 Dec

GRAZ, AUSTRIA
GRAZ



INS COORDINATES		
STAND No.	COORDINATES	ELEV
1, 2	N46 59.7 E015 26.6	1102
3	N46 59.8 E015 26.6	1104
20, 21	N46 59.8 E015 26.6	1106
22 thru 24A	N46 59.8 E015 26.6	1107
24B	N46 59.8 E015 26.7	1106
25, 26	N46 59.8 E015 26.7	1107
27, 28	N46 59.9 E015 26.7	1107
29	N46 59.9 E015 26.6	1108
30, 31	N46 59.9 E015 26.5	1106
32	N46 59.9 E015 26.6	1106
33	N47 00.0 E015 26.6	1107
34	N46 59.9 E015 26.6	1107
35 thru 37	N47 00.0 E015 26.7	1107
38	N46 59.9 E015 26.6	1106
F1, F2	N46 59.5 E015 26.6	
F3 thru F6	N46 59.5 E015 26.7	
F7 thru F9	N46 59.5 E015 26.6	
F10 thru F12	N46 59.5 E015 26.7	
G1 thru G4	N46 59.5 E015 26.7	
G5	N46 59.6 E015 26.6	
G6 thru G8	N46 59.6 E015 26.7	
G9	N46 59.6 E015 26.6	
G10 thru G12	N46 59.6 E015 26.7	
G13 thru G15	N46 59.6 E015 26.6	1102
G16 thru G20	N46 59.7 E015 26.6	1102

Stands 23, 25, 31, 33 and 36 are push back for CAT D/E acft.
Apron-twy between twy B and twy D is a twy with reduced minimum-separation-distance of 139'/42.5m.
Towing required for twin engine acft.

JET BLAST HAZARD PROCEDURES

TWR must be informed during start-up request of any requirement to use cross-bleed start procedure.
Engine test runs have to be coordinated with the APT duty officer in advance. TWR approval must be obtained during start-up request.
Minimum power is to be used when taxiing away from stand.

DE-ICING

Chemical deicing is limited to a width of 148'/45m on RWY 17C/35C and 75'/23m on taxiways.
Deicing pattern follows centerline markings. Taxiing aircraft should not deviate from runway centerline marking and -lighting when entering the runway.

TURN PAD MARKING ON THE TURN PAD OF RWY 35C

For airplanes up to and including CAT C: For 180 degrees-turn, aircraft perform RIGHT turn at the end of RWY 35C, use marking.
For aircraft CAT D, E and F: For 180 degrees-turn, aircraft perform LEFT turn at the end of RWY 35C, no marking available. Nose gear steering setting according to the airplane manual. Turn 180 degrees for B777-9x not possible.

DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircrafts take-off weight.

If an intersection take-off will take place from an intersection with an intersection angle of 30 degrees (rapid exit taxiway), and the taxiway centerline is followed until the runway centerline, there is a loss of line-up distance of at least 846'/258m.

TURN PAD LIGHTING RWY 35C

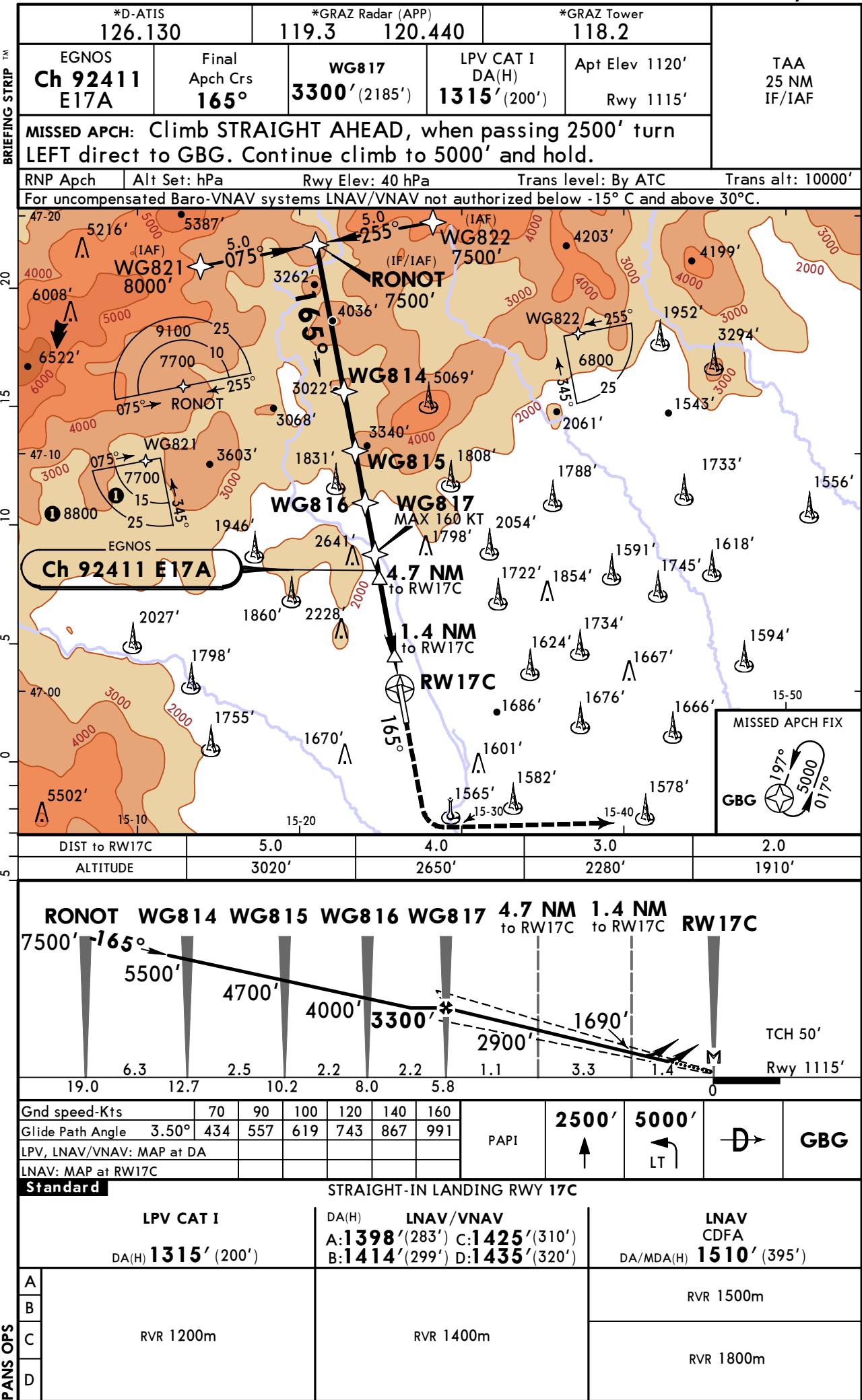
On turn pad of RWY 35C no turn pad lighting available. "Follow-me" car/"Marshaller" is available on request for use of the turn pad under CAT II/III conditions.

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LOWG/GRZ
GRAZ

JEPPESSEN
31 JUL 20
Eff 13 Aug (12-1)

GRAZ, AUSTRIA
RNP Rwy 17C

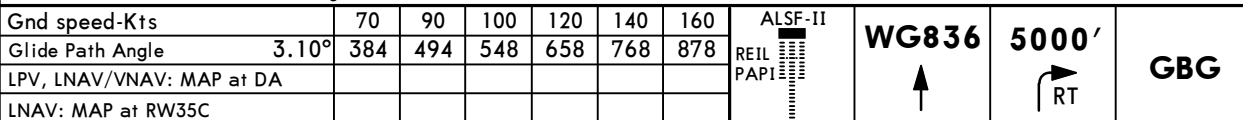


12-2

BRIEFING STRIP TM

TAA
25 NM
IF/IAF
①

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15° C.



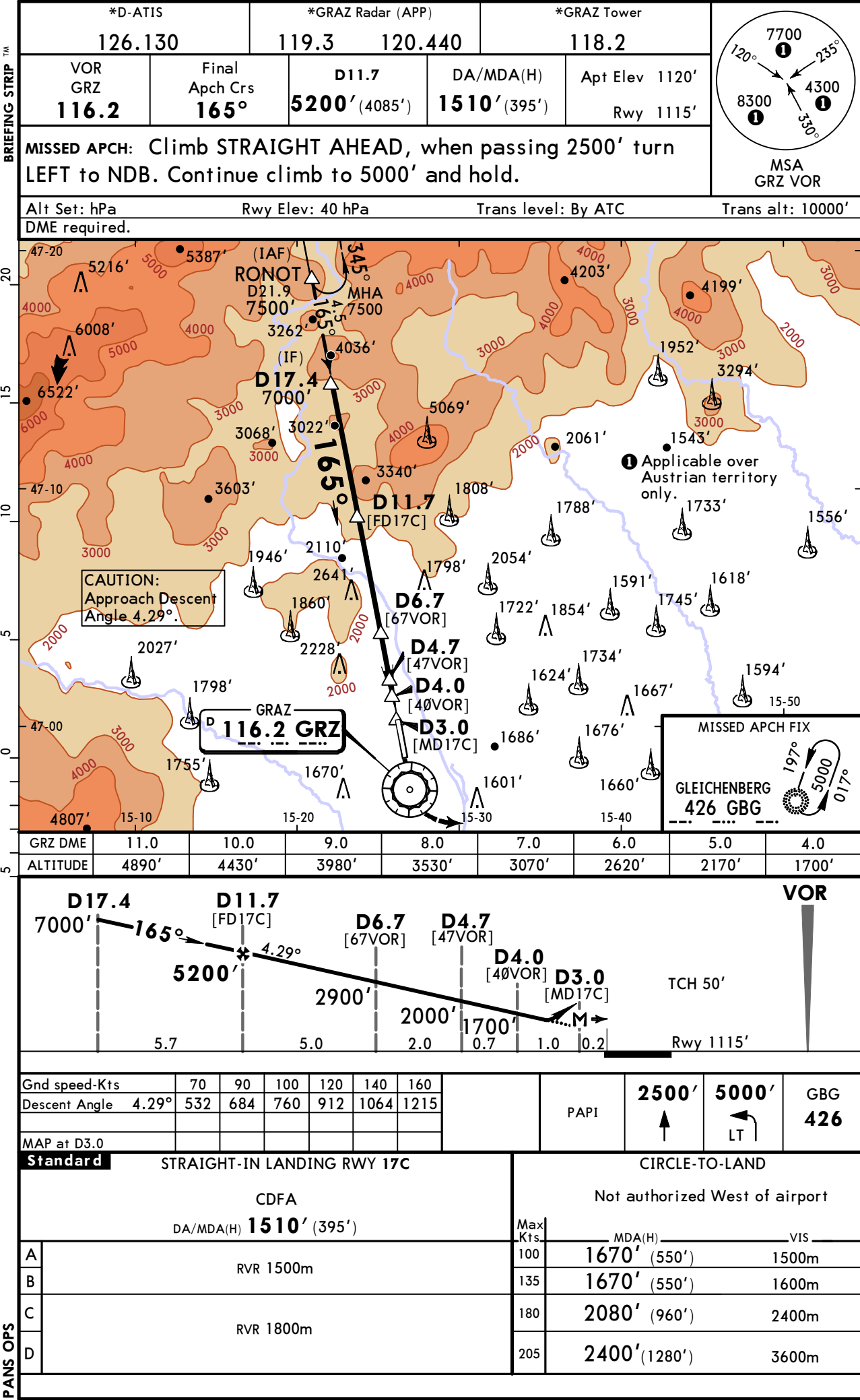
PANS OPS

2 With TDZ, CL and HUD: ABC: RVR 550m, D: RVR 650m.

LOWG/GRZ
GRAZ

JEPPESSEN
31 JUL 20
Eff 13 Aug 13-1

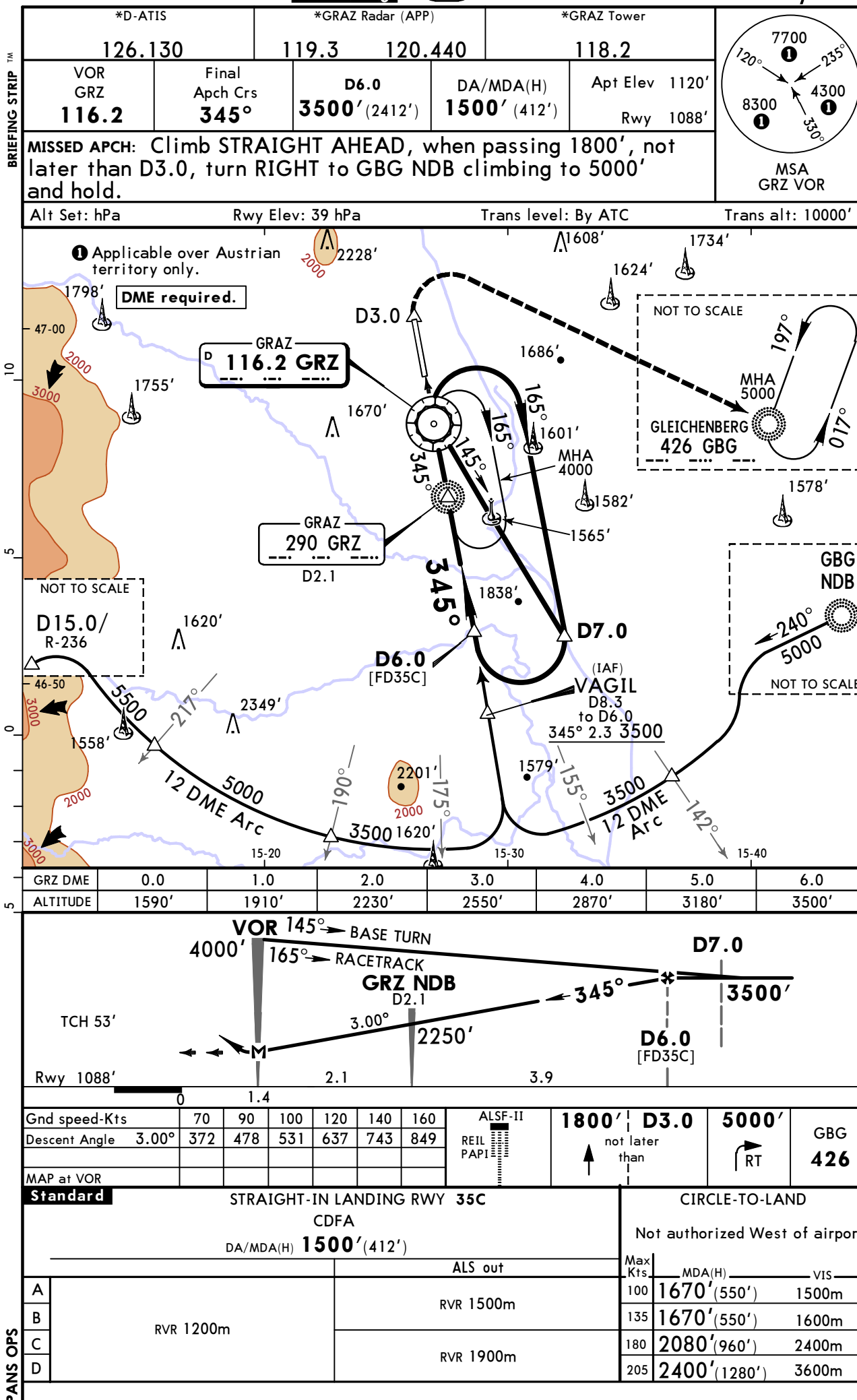
GRAZ, AUSTRIA
VOR Rwy 17C



LOWG/GRZ
GRAZ

JEPPESEN
31 JUL 20
Eff 13 Aug 13-2

GRAZ, AUSTRIA
VOR Rwy 35C



LOWG/GRZ
GRAZ

JEPPESSEN
30 OCT 20 **(16-1)**

GRAZ, AUSTRIA
NDB Rwy 35C

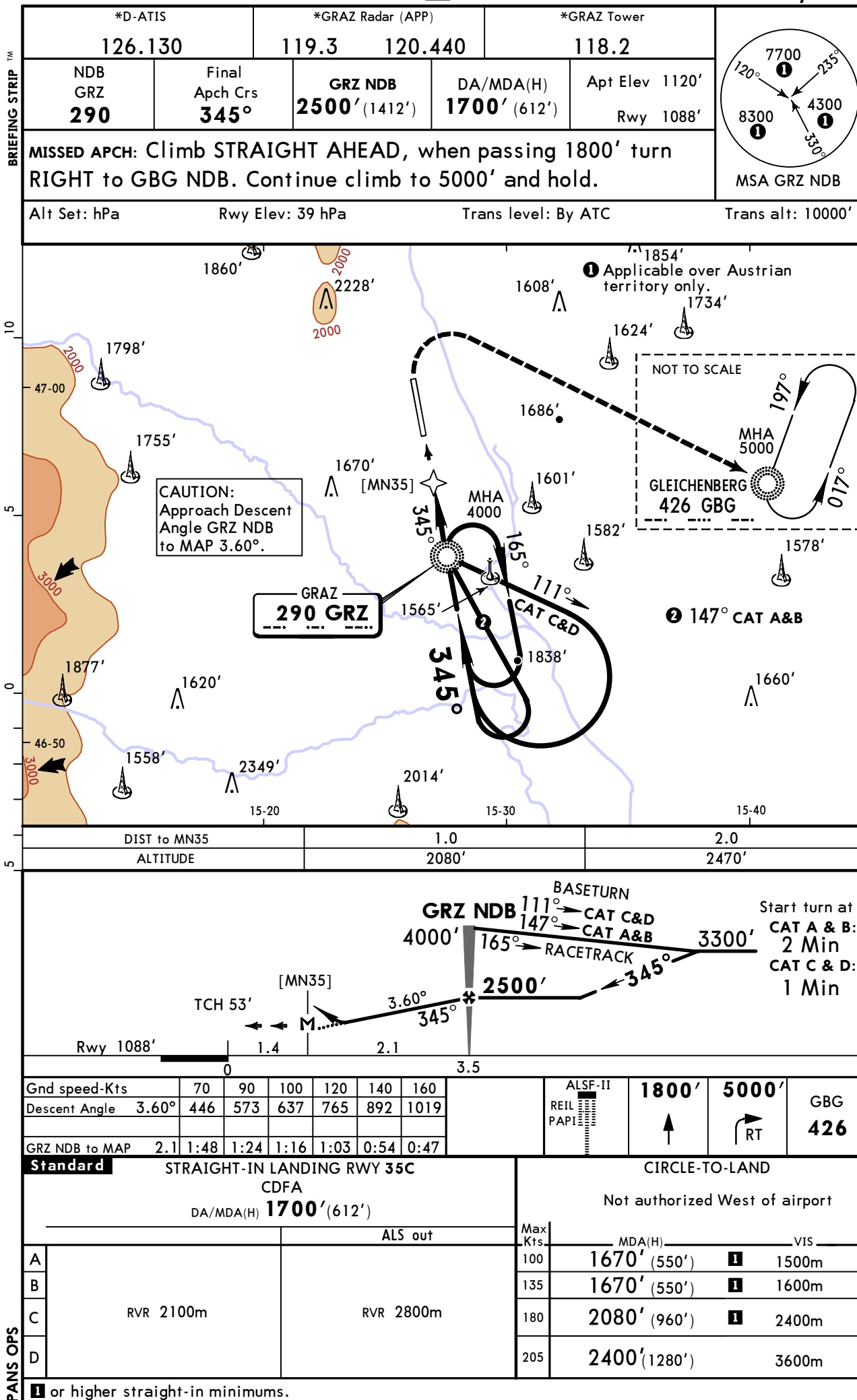


Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
GRAZ, (GRAZ - LOWG)				
REV	NDB RWY 35C	16-1	30 Oct 2020	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LOWG