

recommended Approaches (preferably via NOVEMBER und WHISKEY)

North (along the western/right part of the valley)

- Lofer – Saalachtal - Saalfelden – NOVEMBER - LAKE
- St. Johann – Hochfilzen – Saalfelden – NOVEMBER - LAKE

West

- Runway 07: via WHISKEY along the southern part of the valley
- Runway 25: via WHISKEY along the northern part of the valley direct right downwind

South

- Recommendation to overfly aerodrome at least 5.000ft MSL until Saalfelden – NOVEMBER – LAKE

East (NOT recommended)

- Approaches from the east via ECHO NOT recommended. Approach via North recommended.

Saalbach/Glemmtal (NOT recommended)

- Approach from Saalbach/Glemmtal NOT recommended

IFR (NOT recommended)

- If possible cancel IFR with Innsbruck Radar latest approaching NANIT and perform VFR approach
 - Runway 07: along the southern part of the valley
 - Runway 25: along the northern part of the valley

GENERAL:

Recommended approach speeds until turning base, thereafter normal approach speed per

AFM/POH:

- 80kts (if possible)
- 100kts (otherwise)

Recommendation NOT to turn base if other aircraft on final not in sight

Recommended holding patterns: 4nm north of NOVEMBER or at least 5nm west of WHISKEY

recommended COMMUNICATION - APPROACH

Initial call 10nm before the aerodrome:

ONLY Call sign + aircraft type:

- *Zell Radio, AC-TYPE* (answer LOWZ: runway in use and QNH)

If runway in use and QNH known:

- *Zell Radio, Call sign XX-XXX, AC-Type XXXX, RWY XX, QNH XXXX*

Coms after initial call:

- Call sign, Position, Altitude
- Report all waypoints:
 - *NOVEMBER*
 - *LAKE*
 - *WHISKEY*
 - *ECHO*
 - *DOWNWIND*
 - *BASE*

Zell Radio DOES NOT acknowledge any of these position reports

FINAL 07/25 will be acknowledged by Zell Radio by confirming wind. Landing own discretion

CAUTION: NO LANDING CLEARANCE, own separation, own discretion. Traffic info only as far as possible.

- Report FINAL incl. Distance to the runway – eg. XX-XXX 2 miles final RWY 07
- Watch out for possible paragliders approx. 1nm west of LOWZ

LANDING/PARKING:

Runway 07 (in use until approx. 3kts tailwind):

- UL, Motorglider, AC < 1,2 MTOW and Helicopter vacate via SL3 to the glider area
- AC > 1,2t MTOW taxi via L3 or L4 and L
- All AC to follow marshaller/follow me.

Possible refueling BEFORE departure.

If landing with tailwind not possible inform ZELL RADIO asap. If traffic situation permits, runway in use will be changed otherwise no landing possible.

Runway 25:

- All AC vacate via L1 and L Abrollen aller LFZ via L1 und L.
- Helicopter vacate direct via SL4 to the apron in the glider area.
- All AC to follow marshaller/follow me.

Possible refueling if not more than 3 AC at the fuel station otherwise before departure

recommended DEPARTURES

North: Standard < 3.500ft MSL via LAKE and NOVEMBER along eastern/right part of the valley

West:

- Runway 07: via traffic pattern, then to the west along the northern part of the valley
- Runway 25: along southern part of the valley

South: until NOVEMBER < 3.500ft MSL via LAKE and NOVEMBER, then continue climb in direction Saalfelden, after passing 5.000ft MSL continue southbound

EAST (NOT recommended):

Standard departure to the east via ECHO is not recommended. Recommendation is to leave via LAKE, NOVEMBER < 3.500ft MSL, then to continue to the East.

Recommended COMMUNICATION DEPARTURES

- If runway in use is known, taxi on own discretion until holding point.
- No radio contact needed before reaching holding point for departure or crossing runway SL3 – L3.
- Zell Radio informs about approaching traffic as far as possible. Crossing runway not recommended if other AC on runway or on <1nm final.
- At the holding point: *Call sign, ready for departure, leaving via NOVEMBER/WHISKEY*
- Wind will be given by Zell Radio, thereafter take off on own discretion – not recommended if other AC on RWY or <1nm final

Payment landing fees: directly at the parking position via credit card or AeroPS software:

<https://www.aerops.com/de/produkte/aeropspilot/>

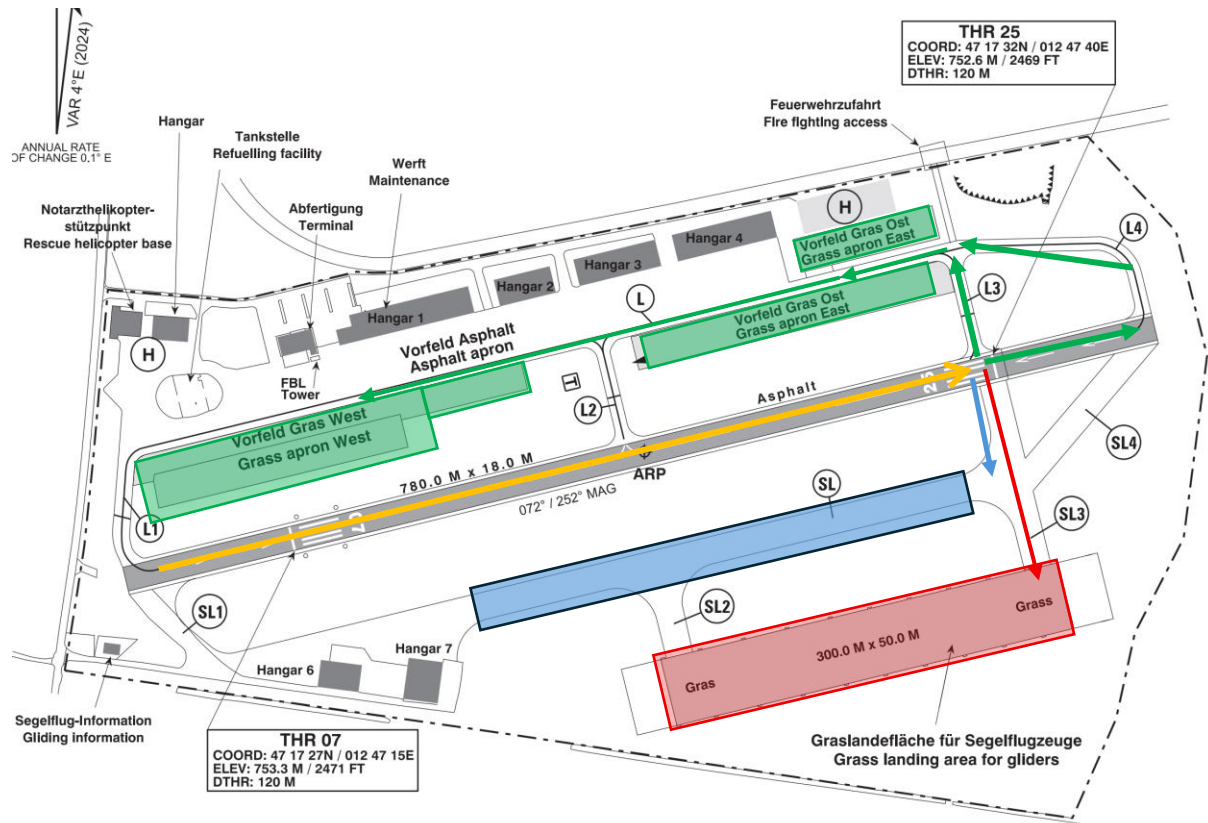
Payment Fuel: (Super98, AVGAS, JET Fuel): directly at the fuel station by credit card

Briefing sheet only as recommendation. No clearances will be given at any time. Own discretion and at your own risk.

Questions Approach/Departures: office@lowz.at

Questions Briefing: airexpo@lowz.at

Landing/Taxi/Parking RUNWAY 07



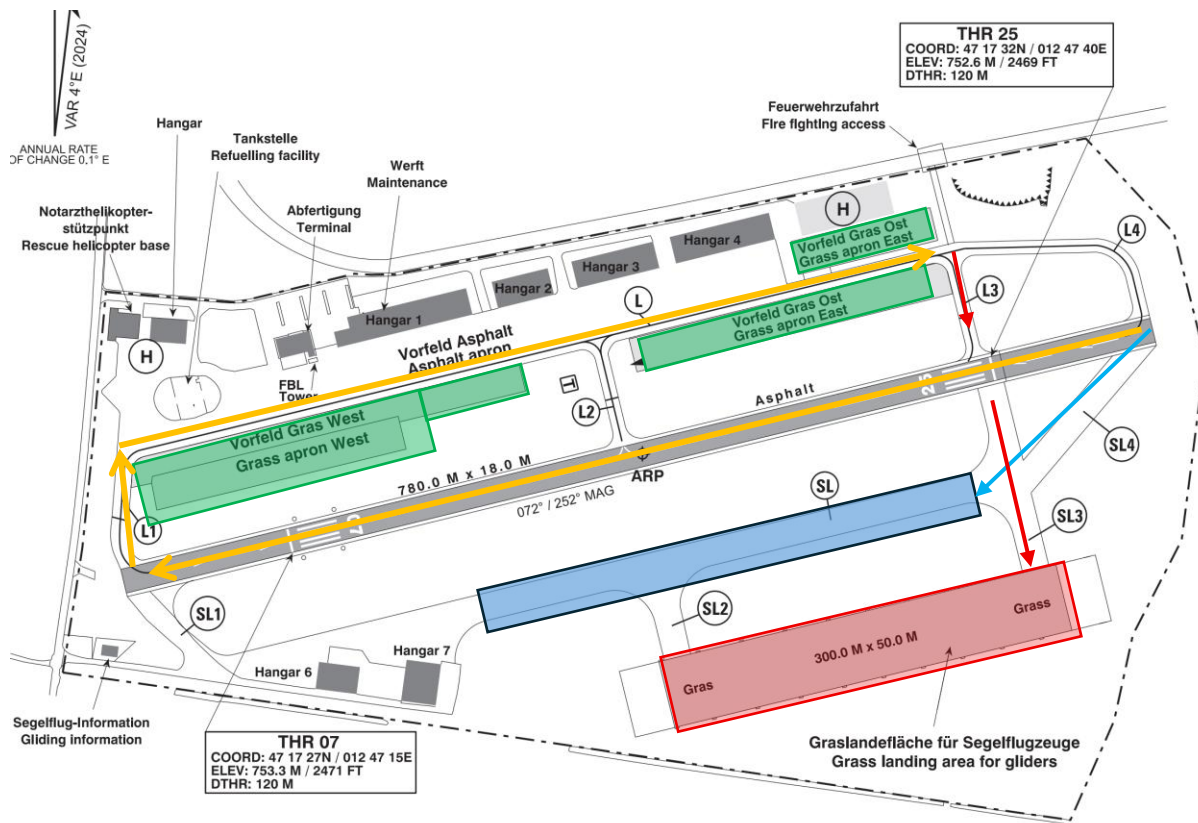
ORANGE: all Aircraft

RED: UL, Motorglider, <1,2t via SL3 to follow marshaller/follow me

GREEN: Aircraft > 1,2t via L3 or L4 to follow marshaller/follow me

BLUE: Helicopter parking taxiway SL

Landing/Taxi/RUNWAY 25



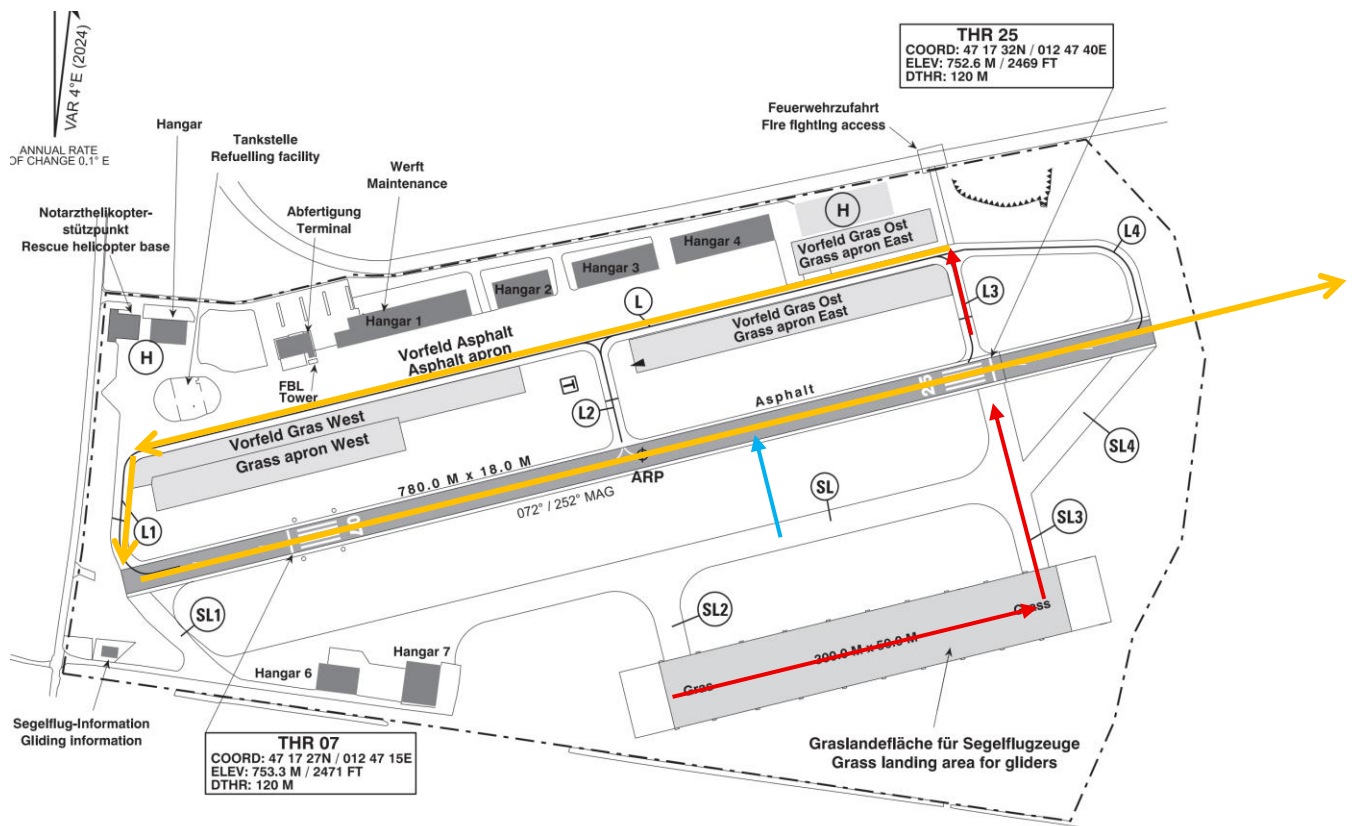
ORANGE: all aircraft except Heli (Heli after approach direct via SL4) L1, L to follow Marshaller/Follow me

GREEN: Aircraft Parking 1,2t MTOW, marshaller/follow me

RED: UL, Motorglider, Aircraft < 1,2t MTOW - hold short rwy before crossing. No crossing when aircraft on runway or on final 25.

BLUE: Parking Helicopter marshaller/follow me

Departure RUNWAY 07:

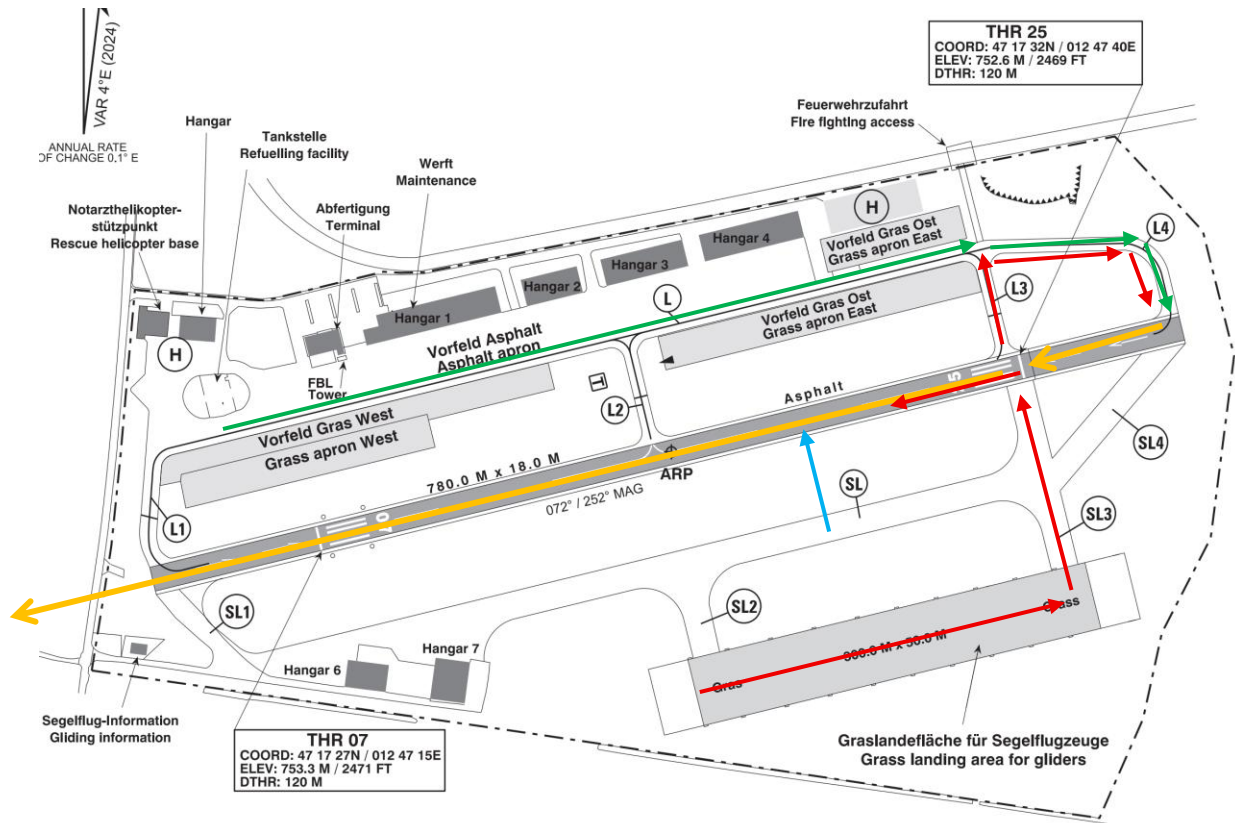


ORANGE: all Aircraft except HELI (HELI direct to the runway and to leave via runway 07, when no other AC on rwy or <1nm final)

RED: via SL3, hold short RWY 07, crossing if no aircraft on runway or <1nm final, L3, L (fuel station if needed), L1

BLUE: Helicopter direct to the runway if no aircraft on runway or <1nm final.

Departure RUNWAY 25:



ORANGE: all aircraft via SL3 oder L4

RED:

- intersection take off via SL3 if possible
- SL3 cross runway 25 if no aircraft on runway or <1nm final, L3, L4

GREEN: standard via L, L4

BLUE: direct runway 25 when no other aircraft on runway or <1nm final