



LOWG Graz Thalerhof

Styria

Version 2.0



Austrian X-Plane Design Group

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1. The original

The airport Graz Thalerhof lies 5NM south of Graz and serves since 2008 almost exclusively the civil aviation. In addition to the 3000-meter-long bitumen piste 17C / 35C for the big birds, two grass slopes are available for small private aircraft and sailors. 17R / 35L is mainly used by the Aero Club "Cumulus" for gliders, ultralight and parachutists. The parachutist landing point is west of the runway.

At the apron there are six heliports, one of which is used by the police. Originally one of the heliports was used for the ÖAMTC rescue helicopter Christophorus 12. Since 2010, the Einsatz are flown from a separate base south of the apron.

The military part of the airport is separated from the civil part of the facility. This is also realized in the scenery by a gate. The gate can be opened with the [Hangar Ops Plugin](#) of [Shade Tree Micro](#) (KeyCode = "0").

The history

The airport area in Roman times

2,000 years ago, one of the largest Roman-era villas in Austria stood on the grounds of the current airport site. The villa was one of the leading families in the Roman province of Noricum as a representative residence and the center of a probably very extensive land ownership.

The fact that the villa, which was partially excavated 70 years ago, is one of the most important buildings of the Roman era in Austria has always been out of the question. However, the old plans did not allow exact localization of the structure. It was also not known whether the almost 2,000-year-old building remains were still preserved. To clarify matters, in 2007 ground radar measurements were carried out on those areas of the airport area that suggested the remains of the villa. In order not to disturb the flight operations, the measurements took place during the night under floodlight. The reward for this effort was excellent results: The walls of the villa were very good, the modern measurement showed extensive agreement with the old excavation plan, but also new, additional details.

The villa is located in an area of Graz Airport, which is not affected by possible extensions in the future. So it remains for posterity, which may later be explored with even more modern methods.

1913 – The first airfield is created

The works on the former k. u. k. Start airfield, hangars are built and a grass field is built.

1914

On June 26, 1914, the time has come - the first plane takes off from Graz Airport.

The year of birth of the airport is also closely linked to the saddest chapter in its history: this year, a detention center is being built on the site of what is now the airport, in the immediate vicinity of the military airport. Civilians from Bukovina and Galicia are held here and suspected of "Russophilia".

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In the camp, which exists until 1917, very bad sanitary conditions and lack of space prevail, especially in the first few months, causing epidemics to break out several times. Nearly 1,800 people die in the four years the camp exists. A Karner in the cemetery of Feldkirchen is the final resting place for most of the deceased.

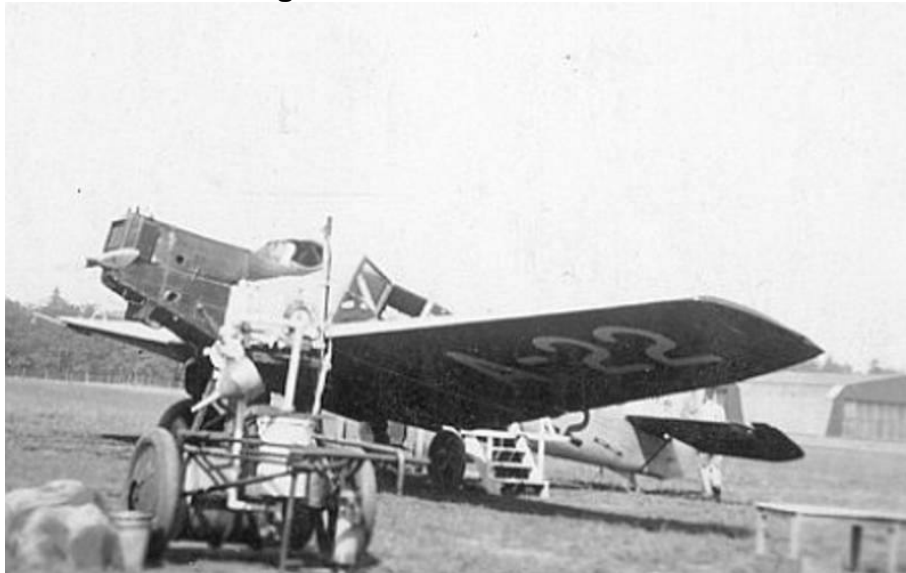
1920 – Owned by the Styrian Provincial Government

The facilities of the Thalerhof go to the Office of the Styrian Provincial Government. At this time, military and civil aviation are prohibited. One therefore turns to gliding.

1922

The airport comes under the administration of the Republic of Austria.

1925 – The first flight network in Austria



The first inner Austrian airline network is formed. The route leads from Vienna via Graz to Klagenfurt.

1930

Graz is included in the radio network and gets a DF station.

1937 – An airport building is being built

Thanks to ongoing improvements in navigation and radio technology, the air traffic is climbing steeply. The construction of an airport building begins.

1945 – Time of occupation

On May 9, 1945 Soviet troops reach the airport, later it is occupied by the British. With the exception of air traffic of the occupying powers, civil and military aviation is prohibited in Austria.

1947

The Office of Civil Aviation is being established and Graz Airport is going back to local administration.

1951

On June 23, 1951 Graz Airport is re-integrated into international air traffic. This was approved by the British occupying power.

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1955 – Again under Austrian sovereignty

The withdrawal of the occupying powers brings Austria back the air sovereignty. The ever-increasing air traffic and technical progress require an improvement of the airport. A 1,500m long concrete runway with appropriate lighting system is being built - it is the first new build of this kind in Austria.

1962



This year, for the first time, about 1,000 passengers will be counted.

1963

Graz Airport will be integrated into AUA's internal Austrian route network. The course Vienna - Graz - Klagenfurt is developing so well that the passenger volume doubled until 1964.

1966



The introduction of the Graz - Linz - Frankfurt line will integrate the airport into the international flight network.

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1969 – 40.000 passengers

The airport must be enlarged again and modernized. A new terminal building will be built and the runway extended to 2,500 m. Thus, more than 40,000 passengers are taking off and landing at Graz Airport this year.

1981 – The Concorde lands in Graz

Another highlight in the history of Graz Airport is the landing of the Concorde of British Airways on March 29, 1981.

1983



A modern approach aid is put into operation at Graz Airport. This steers appropriately equipped aircraft in bad visibility to the ground safely. This can reduce the failures due to fog almost to zero.

1984 – 70 years Graz Airport

More than 100,000 visitors celebrate the 70th anniversary of Graz Airport. On the occasion of the festivities a big air show takes place. A sensational highlight is the landing of the first "jumbo" (B-747) of Deutsche Lufthansa.

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1994



The new airport building will be officially opened after two years of construction. On the occasion of the 80th anniversary of the airport, an international air day will be held on 29 October. Over 120,000 visitors can not miss this event.

2000

For the first time, more than 750,000 passengers are registered.

2001

The new cargo building will be inaugurated and the apron will be extended to the north.

2002



The new tower will open in October.

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2003 – It is built diligently

The General Aviation Center is opened. At the same time, one of the largest construction projects in the history of the airport begins: the expansion of the passenger terminal to twice the capacity.

On 27.11.2003, Graz Airport is pleased about the 800,000th passenger.

2004

On May 28, all previous records will be broken: over 6,000 passengers frequent the airport on this day. The airport is celebrating its 90th anniversary and serves almost 900,000 passengers this year.

2005

On March 22, the new departure hall will be opened.

2006

In December 2006, the 900,000th passenger is welcomed.

2007

For its terminal expansion Graz Airport is awarded the "GerambRose" for good construction.

2008 – 1 million passengers



In September, SPAR opens the first supermarket on an Austrian airport.

Finally, on December 23, 2008, history is being written: The millionth passenger is a milestone for Graz Airport.

2009 – Year of the economic crisis

The economic crisis is not without a trace at Graz Airport. The fact that the passenger decline of almost 6% has been comparatively low can primarily be attributed to the introduction of new lines and the expansion of existing connections.

In June 2009, the newly built heliport will be handed over to the ÖAMTC. SPAR celebrates its 400,000th customer at Graz Airport - even though the branch has not even been open for a year.

2010 – The volcano spits fire and ashes

The ash cloud of the Icelandic volcano on the Eyjafjalla glacier leads repeatedly in April and May to airspace barriers over Europe; Middle of April also over Austria. Approximately That's why 12,000 passengers at Graz Airport can not be transported.

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2011



Between the airport terminal and the railway station, a covered railway access is being built in cooperation with the state of Styria. This allows passengers comfortably and dry foot to Feldkirchen station, S-Bahn line S5 station about 300 meters to the terminal.

2012

Another milestone in safety was set. A third taxiway (taxiway C) was built for optimal use of the runway for fast traffic handling. Furthermore, the two already existing taxiways (B + D) and the adjoining apron have been partially renovated in order to be able to fulfill all safety requirements well in the future.

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2014



Graz Airport celebrates its 100th anniversary, making it the oldest commercial airport in Austria. The first half of the year is all about [100 years of Graz Airport](#).

> The modern departure terminal. Photo: Krug / Graz Airport.

2015

Graz Airport recorded a significant increase in passenger numbers of 7.35% on the previous year. Airberlin, SWISS and Turkish Airlines, which enriched the flight schedule with new and more flights, made particularly positive contributions.

2016

The freight sector, which is important for the local economy, was re-anchored in 2016. Swissport International and Graz Airport have founded the joint venture Swissport Cargo Services Graz GmbH, which was able to increase its 2015 results by 5.3% in the first year.

(Quelle: <http://www.flughafen-graz.at/unternehmen/der-flughafen-graz/geschichte.html>)



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2. the scenery

The scenery is based on publicly available information and photos. This scenery is partly a conversion of MSFS LOWG2009 created by the [Austrian Design Group](#). The conversion was done with [FS2XPLANE](#) by [Marginal](#). The scenery includes night textures and realistic lighting (X-Plane 10, 11 only).

charts

Maps material for flight simulation is available at [vaccAustria](#).

3. functions (summary)

- Photorealistic scenery
- Compatible with OSM + autogen V6.0 from PliotBalu
- Realistic soil texture at the airport area
- Parking positions, taxiways, runways, etc. conform to the charts
- realistic markings on the runway, apron and taxiways
- different buildings in the area
- Night textures
- realistic lighting *)
- ATC taxilines for AI traffic *)
- X-Plane Ground Services *)

*) X-Plane 10, 11 only!



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4. installation

Simply copy the folder "LOWG Graz Thalerhof 2.0" into the compressed file after extracting it to the "Custom Scenery" folder.

directory structure:

```
<X-Plane-directory>/  
    Custom Scenery /  
        LOWG Graz Thalerhof 2.0 /  
            Earth nav data and others)
```

and restart X-Plane.

5. recommended settings

To see the included lighting effects, HDR should be turned on. The higher the settings for "texture resolution" and "airport detail", the better the appearance of the scenery, but the influence on the "frames per second" is higher.

6. required software

X-Plane® Version 11.10+, 10.30+ oder 9.7

7. used libraries

none



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8. recommended addons

Although the scenery works without it, we recommend installing the following addons (the images are taken with these addons):

OSM Europe osm+autogen by PilotBalu,

Download von: http://simheaven.com/?page_id=23

to get roads and houses from OSM and autogen - where no OSM data is available
or

Osm Austria beta6.0 by PilotBalu

Download von: <http://simheaven.com/experimental/>

HD Mesh Scenery v2 by alpilotx

Download von: <http://www.alpilotx.net/downloads/x-plane-10-hd-scenery-mesh-v2/>

Europe Library von LyAvain,

Download von: http://simheaven.com/?page_id=14

to see European instead of the US buildings.

9. Credits

LAMINAR RESEARCH®

Ben Supnik

marginal

uwespeed

X-Plane®

[WED](#) (Version 1.6.0 used)

[Sketchup-Plugin](#)

European vehicles



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10. betatester-team

DanielMan, greuff, PAA196, PetJedi, grissley, kalle, merlin, all members of AXDG.

11. license agreement

The present scenery is freeware and remains the property of the creator (s). By installing the freeware, the user acknowledges the terms of use. It is not permitted to upload the scenery or parts thereof to other websites without the express written permission of the creator (s). Likewise, it is not permitted to use the scenery or any parts thereof for commercial purposes unless the express written permission of the creator (s) has been obtained.

Changes or modifications of the scenery or parts of it in the private use area are permitted. However, it is not permitted to distribute such modified versions without the express written permission of the creator (s).

Otherwise, the relevant copyright provisions apply.

The creator / s do not warrant for any functions or for any damage to hardware and / or software by this scenery. The creator (s) are available for questions on this scenery at <http://forum.aerosoft.com/index.php?forum/621-freeware/>, but can not guarantee the functionality on all systems.

Have fun landing and departing in Graz

oe3gsu, Gerhard

