

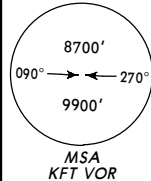
LOWK/KLU
KLAGENFURT

JEPPESEN
8 DEC 06 (10-3)

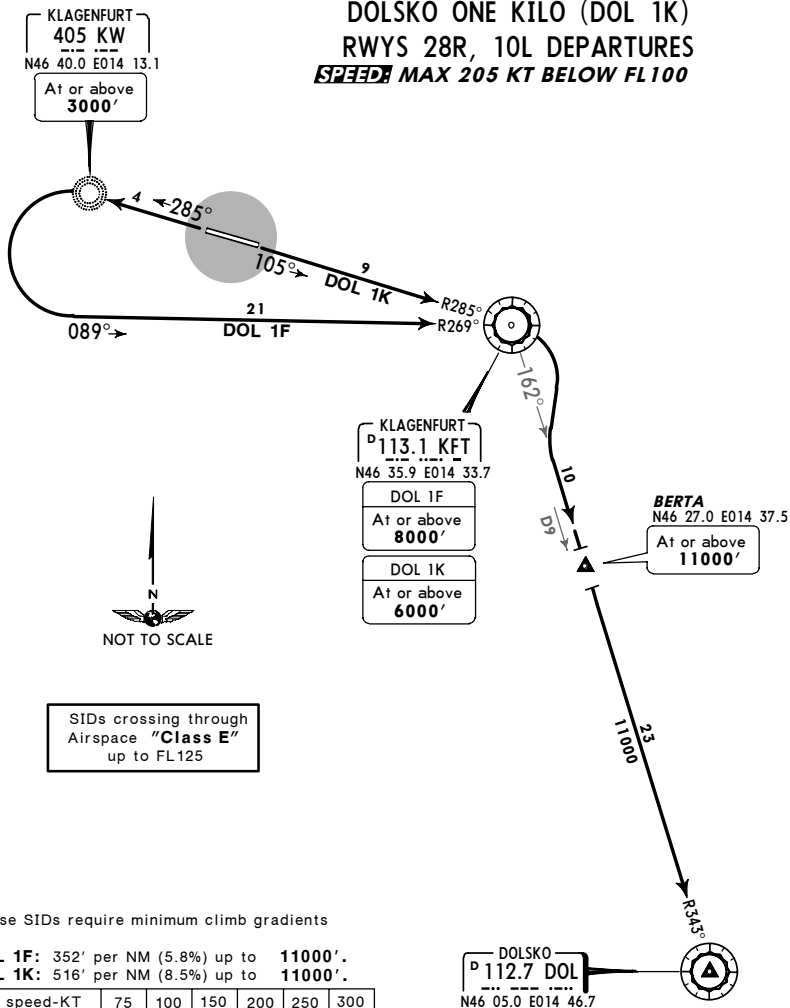
KLAGENFURT, AUSTRIA
SID

Apt Elev
1470'

- Trans level: By ATC Trans alt: 7000'
1. Due to high terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients.
 2. Execute turns with a bank angle of at least 20°.
 3. For noise abatement reasons aircraft should use runway 10L whenever possible.
 4. An acceleration segment according to PANS-OPS is not provided due to limited airspace in the vicinity of airport.



DOLSKO ONE FOXTROT (DOL 1F)
DOLSKO ONE KILO (DOL 1K)
RWYS 28R, 10L DEPARTURES
SPEED: MAX 205 KT BELOW FL100



SID	RWY	ROUTING
DOL 1F	28R	Climb on 285° track to KW, turn LEFT to KFT, turn RIGHT, intercept KFT R-162 via BERTA to DOL.
DOL 1K ALTERNATE SID KFT 1X	10L	Climb on 105° track to KFT, turn RIGHT, intercept KFT R-162 via BERTA to DOL.

CHANGES: Rwy designations.

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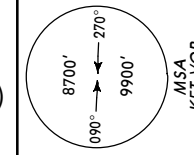
LOWK/KLU
KLAGENFURT

JEPPESEN
8 DEC 06 (10-3A)

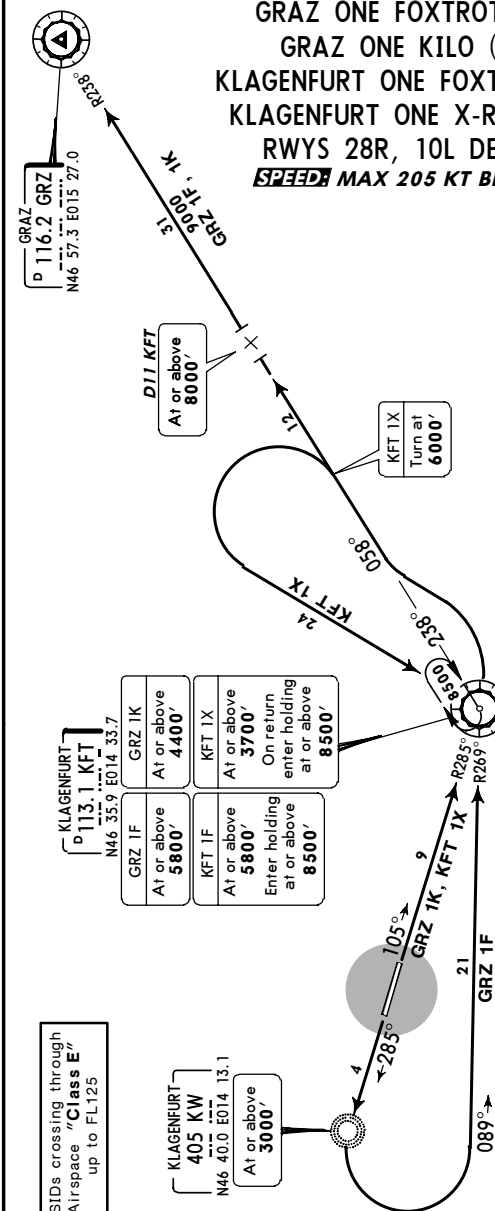
KLAGENFURT, AUSTRIA
SID

Apt Elev
1470'

- Trans level: By ATC Trans alt: 7000'
1. Due to high terrain in the vicinity of airport and along departure track it is absolutely necessary to observe the required climb gradients.
 2. Execute turns with a bank angle of at least 20°.
 3. For noise abatement reasons aircraft should use runway 10L whenever possible.
 4. An acceleration segment according to PANS-OPS is not provided due to limited airspace in the vicinity of airport.



GRAZ ONE FOXTROT (GRZ 1F)
GRAZ ONE KILO (GRZ 1K)
KLAGENFURT ONE FOXTROT (KFT 1F)
KLAGENFURT ONE X-RAY (KFT 1X)
RWYS 28R, 10L DEPARTURES
SPEED: MAX 205 KT BELOW FL100



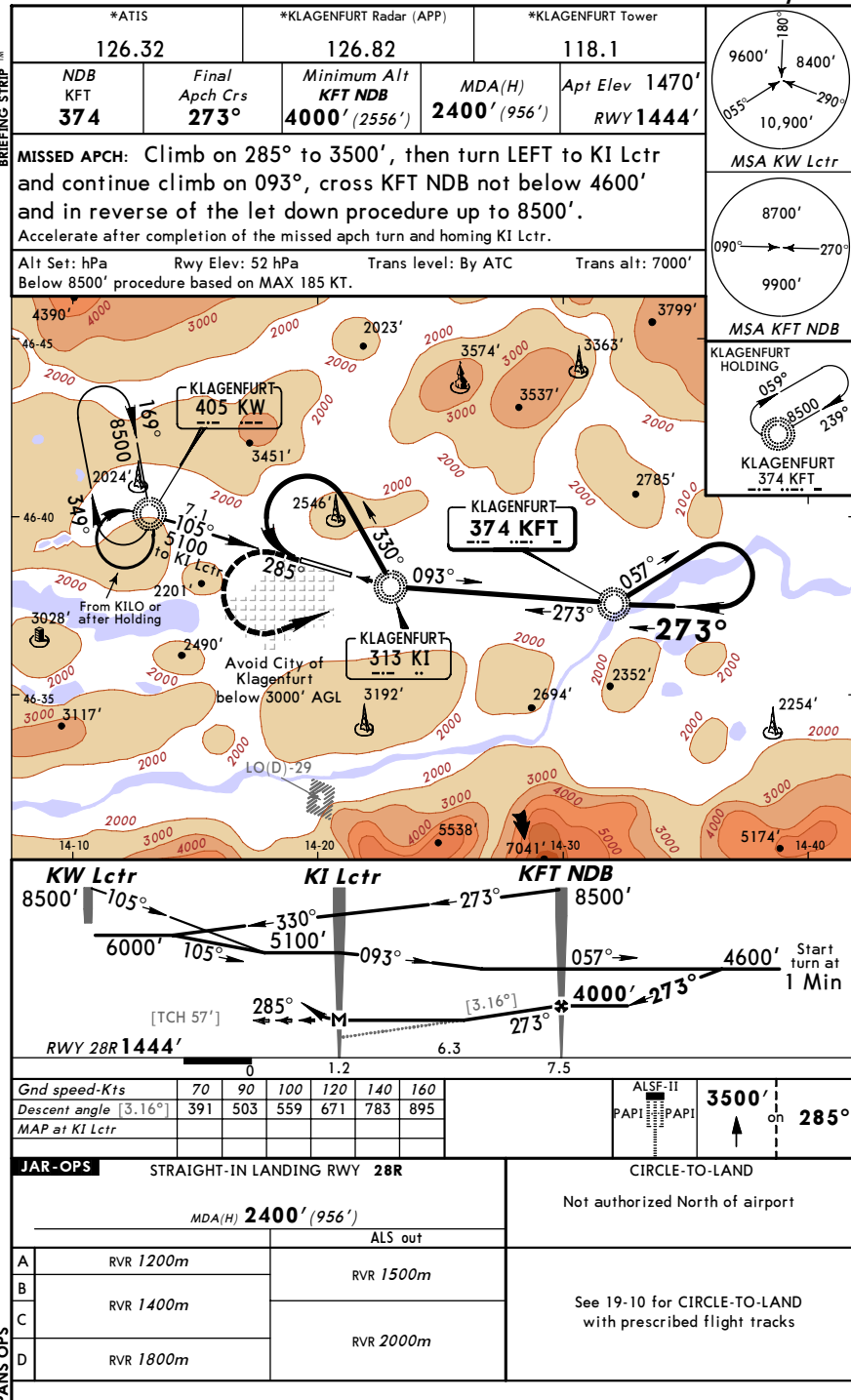
CHANGES: Rwy designations.

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LOWK/KLU
KLAGENFURT

JEPPESEN
6 APR 07 (16-2)

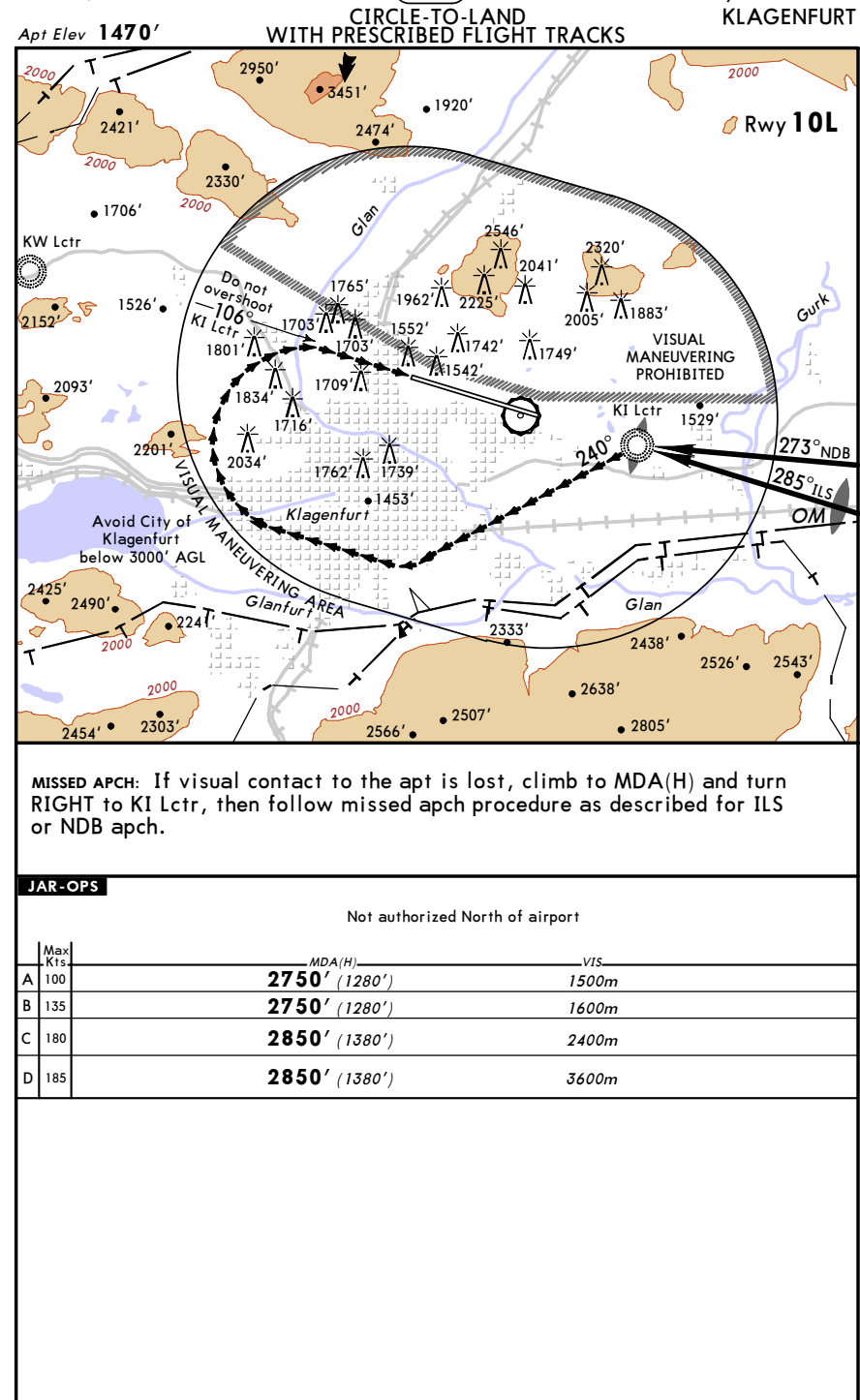
KLAGENFURT, AUSTRIA
NDB Rwy 28R



LOWK/KLU

JEPPESEN
6 APR 07 (19-10)

KLAGENFURT, AUSTRIA
KLAGENFURT



LOWW/VIE
SCHWECHAT

JEPPESEN

21 SEP 07 10-2E

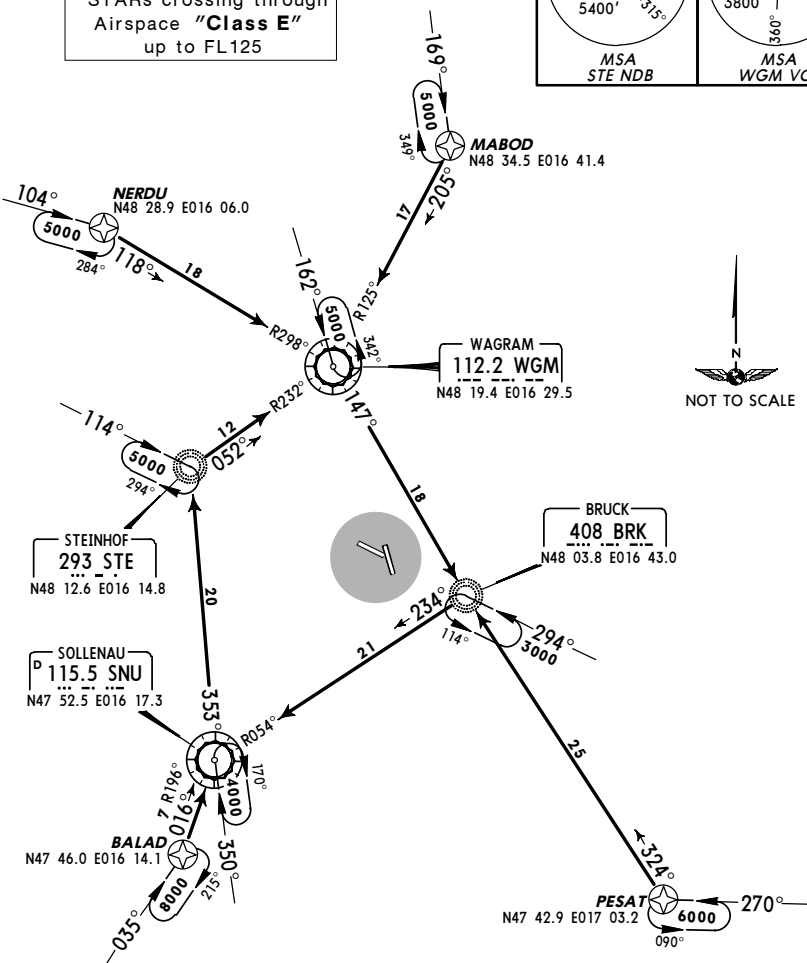
VIENNA, AUSTRIA

STAR

D-ATIS	122.95	112.2	113.0	115.5	Apt Elev 600'
Alt Set: hPa					
Trans level: By ATC	Trans alt: 5000'				

COMMUNICATION FAILURE PROCEDURE

STARs crossing through
Airspace "Class E"
up to FL125



COMMUNICATION FAILURE ROUTING

In case the runway in use is known proceed as depicted on chart clockwise to the relevant approach fix and maintain last cleared and acknowledged level. Start descent over approach fix and execute approach procedure.

If the runway in use is not known proceed as depicted on chart to BRK and maintain last cleared and acknowledged level. Start descent over BRK and execute approach to runway 29.

CHANGES: None.

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LOWW/VIE
SCHWECHAT

JEPPESEN

20 JUL 07 10-2F Eff 2 Aug

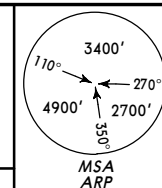
VIENNA, AUSTRIA

RNAV TRANSITION

D-ATIS	122.95	112.2	113.0	115.5	Apt Elev 600'
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Alt Set: hPa Trans level: By ATC Trans alt: 5000'

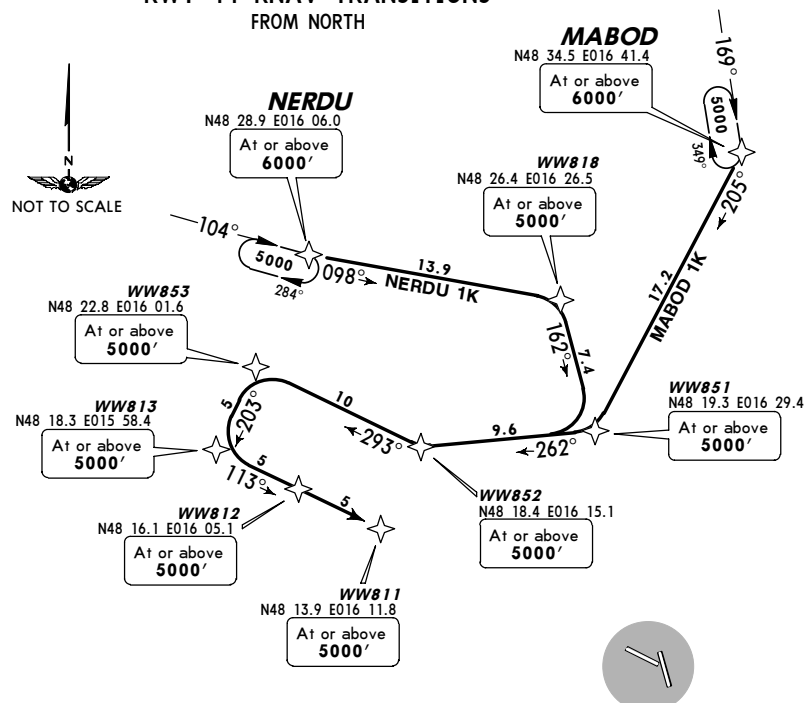
1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). 3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW811. In case no clearance was received perform an IAP. 4. If unable to follow transition advise ATC immediately.



MABOD 1K [MAB1K], NERDU 1K [NER1K] RWY 11 RNAV TRANSITIONS FROM NORTH



NOT TO SCALE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional STAR procedure. After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.

SWW003 LS01 ▲ SWW003 LS01 ▲ SWW003 LS01 ▲ SWW003 LS01 ▲ SWW003 LS01

TRANSITIONS crossing
through Airspace
"Class E" up to FL125

DESCENT PLANNING
Expect base turn normally
abeam 10-15NM final.

CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
- "Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position direct to a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING
MABOD 1K	MABOD (6000'+) - WW851 (5000'+) - WW852 (5000'+) - WW853 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+).
NERDU 1K	NERDU (6000'+) - WW818 (5000'+) - WW851 (5000'+) - WW852 (5000'+) - WW853 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+).

CHANGES: Clearance phraseology.

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LOWW/VIE
SCHWECHAT

JEPPESEN

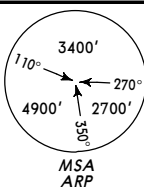
17 AUG 07 (10-3N) Eff 30 Aug

VIENNA, AUSTRIA

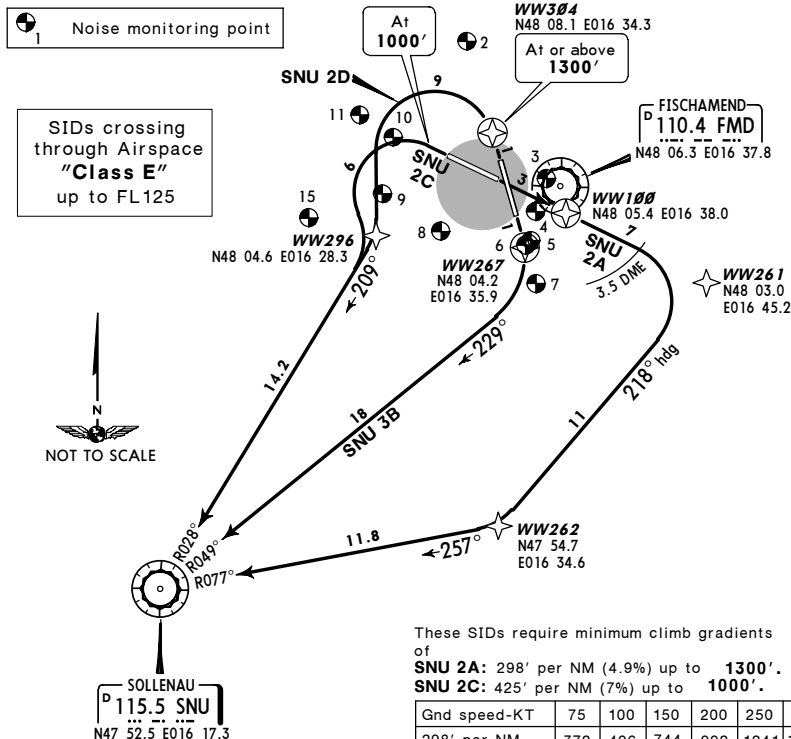
RNAV SID

VIENNA Radar (APP) 128.2 Apt Elev 600' Trans level: By ATC Trans alt: 5000' When instructed by Tower contact VIENNA Radar.

- Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
- To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



SOLLENAU TWO ALFA (SNU 2A), SOLLENAU THREE BRAVO (SNU 3B)
SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D)
RWYS 11, 16, 29, 34 RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
SNU 2A: 298' per NM (4.9%) up to 1300'.
SNU 2C: 425' per NM (7%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance 5000'

Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
SNU 2A ①	11	Climb straight ahead to FMD 3.5 DME, turn RIGHT, 218° heading, intercept SNU R-077 inbound to SNU. FMS/RNAV: WW100 - WW261 - WW262 - SNU.
SNU 3B ①	16	Climb straight ahead, intercept SNU R-049 inbound to SNU. FMS/RNAV: WW267 - SNU.
SNU 2C ①	29	Climb straight ahead, at 1000' turn LEFT, intercept SNU R-028 inbound to SNU. FMS/RNAV: (1000'+) - WW296 - SNU.
SNU 2D	34	WW304 (1300'+) - WW296 - SNU.

① Also usable for non RNAV equipped aircraft.

LOWW/VIE
SCHWECHAT

JEPPESEN

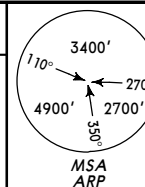
17 AUG 07 (10-3P) Eff 30 Aug

VIENNA, AUSTRIA

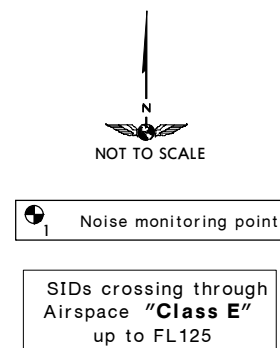
RNAV SID

VIENNA Radar (APP) 128.2 Apt Elev 600' Trans level: By ATC Trans alt: 5000' When instructed by Tower contact VIENNA Radar.

- Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
- To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



STEIN ONE ALFA
(STEIN 1A) [STE11A]
STEIN TWO BRAVO
(STEIN 2B) [STE12B]
STEIN TWO CHARLIE
(STEIN 2C) [STE12C]
STEIN ONE DELTA
(STEIN 1D) [STE11D]
RWYS 11, 16, 29, 34
RNAV DEPARTURES
**~~SPEED~~ MAX 250 KT
BELOW FL100
OR AS BY ATC**



These SIDs require minimum climb gradients of

STEIN 1A: 298' per NM (4.9%) up to 1300'.
STEIN 2C: 425' per NM (7%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
425' per NM	532	709	1063	1418	1772	2127

Initial climb clearance 5000'

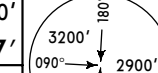
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

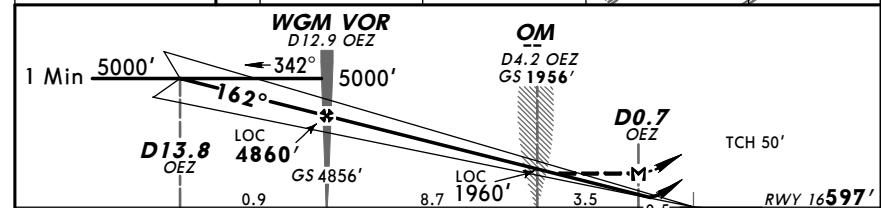
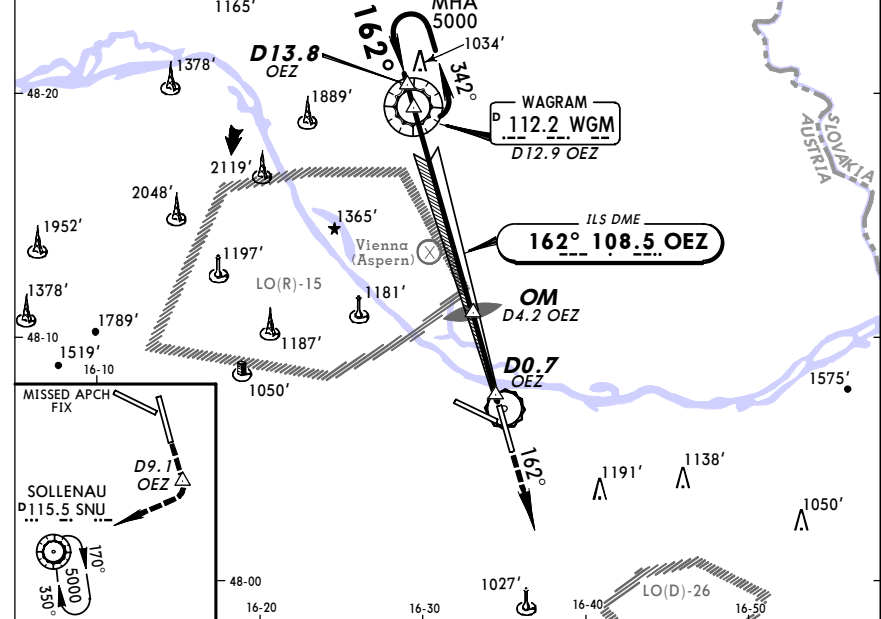
SID	RWY	ROUTING
STEIN 1A	11	WW100 - WW261 - WW262 - STEIN.
STEIN 2B	16	WW267 - WW268 - STEIN.
STEIN 2C	29	(1000'+) - WW296 - WW375 - WW370 - STEIN.
STEIN 1D	34	WW304 (1300'+) - WW296 - WW262 - STEIN.

LOWW/VIE
SCHWECHAT

JEPPESEN
20 JUL 07 (1-4) Eff 2 Aug

VIENNA, AUSTRIA
ILS Rwy 16

ATIS Arrival				WIEN Radar (APP)				WIEN Director		WIEN Tower		*Ground	
122.95	112.2	113.0	115.5	118.77	128.2	124.55	129.05	119.8	126.55	119.4	121.6	121.77	
LOC OEZ		Final Apch Crs		GS OM		ILS DA(H)		Apt Elev 600'					
108.5		162°		1956' (1359')		797' (200')		RWY 597'					
MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D9.1 OEZ, then turn RIGHT to SNU VOR climbing to 5000' and hold.													
Alt Set: hPa		Rwy Elev: 22 hPa		Trans level: By ATC			Trans alt: 5000'						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	D9.1 OEZ	WGM on 112.2 R-162
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862			
MAP at D0.7 OEZ									

JAR-OPS		STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND				
ILS		LOC (GS out)								
DA(H) 797' (200')		MDA(H) 1320' (723')								
FULL		ALS out		ALS out		Max Kts.	MDA(H)		VIS	
A	RVR 550m	RVR 1000m	RVR 1200m	RVR 1500m	RVR 2000m	100	1250' (650')	1500m		
B			RVR 1400m			135	1250' (650')	1600m		
C						180	1350' (750')	2400m		
D			RVR 1800m			205	1350' (750')	3600m		

