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JEPPESEN
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General Information

Location: Wiener Neustadt/Ost Aut
IATA Code:
Lat/Long: N47° 50.6' E016° 15.6'
Elevation: 896 ft

Airport Use: Public
Magnetic Variation: 3.4°E

Fuel Types: 100 Octane (LL), Mogas, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 611 ft AGL

Sunrise: 0541 Z
Sunset: 1635 Z,

Runway Information

Runway: 10
Length x Width: 3501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 896 ft
Lighting: Edge
Stopway: 525 ft

Runway: 28
Length x Width: 3501 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 876 ft
Lighting: Edge, ALS
Stopway: 525 ft

Communication Information

Wiener Neustadt/Ost Aerod Information 130.0 AFIS
Wiener Neustadt/Ost Aerod Information 122.65 AFIS

LOAN

Apt Elev **896′**
N47 50.6 E016 15.6

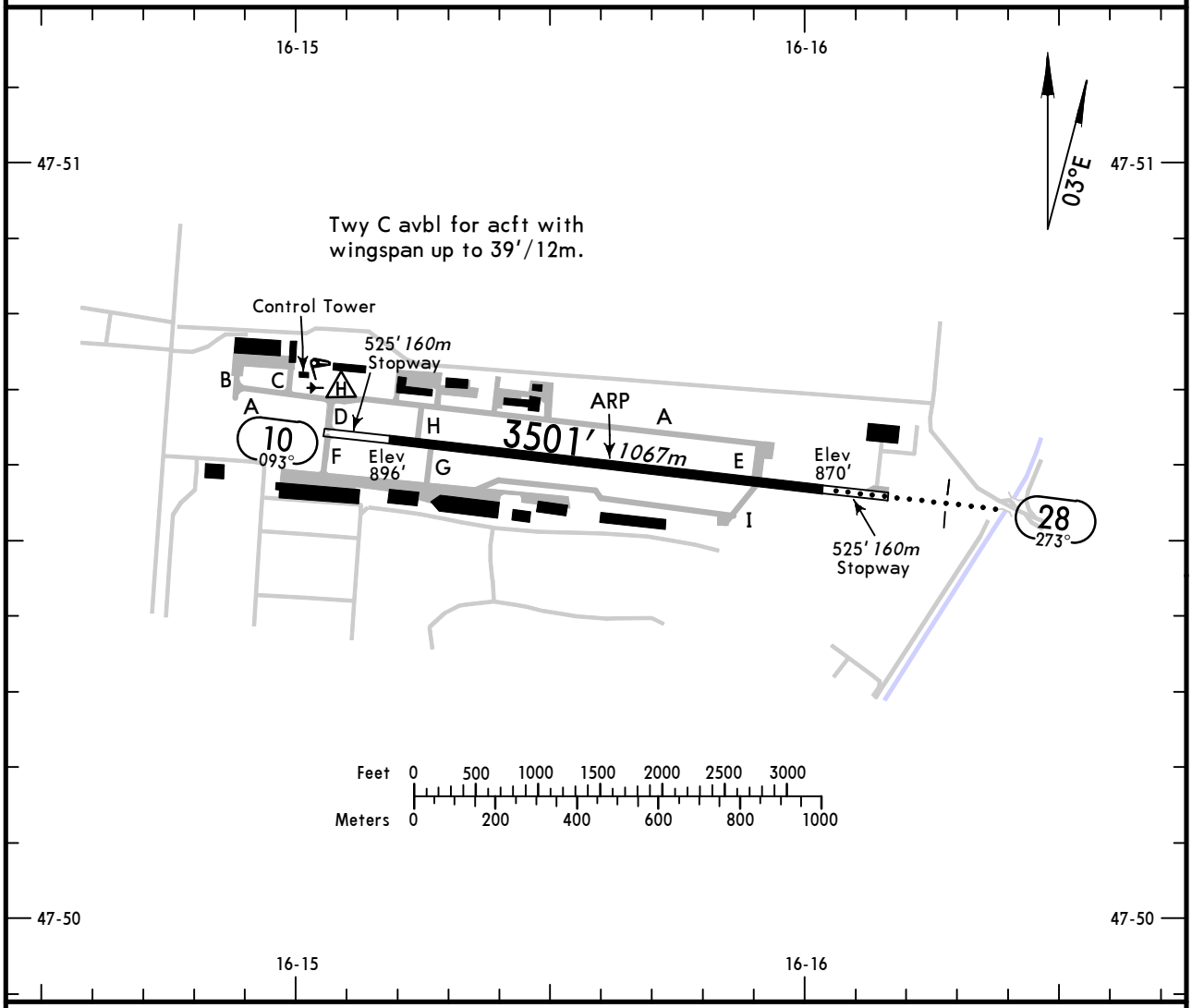
4 MAR 11 (10-9) **Eff 10 Mar**

JEPPESEN WIENER NEUSTADT/OST, AUSTRIA

WIENER NEUSTADT/OST

*WIENER NEUSTADT/OST Aerodrome (INFORMATION)

122.65 130.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL PAPI-L (angle 3.5°)				75′ *23m*
28	HIRL HIALS PAPI-L (angle 3.5°)				

Standard

TAKE-OFF

All Rwys

	RCLM (DAY only) or RL	NIL (DAY only)
A	*1500m*	
B		
C	NOT APPLICABLE	
D		

CHANGES: None.

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LOAN
WIENER NEUSTADT/OST

JEPPESEN 4 MAR 11 Eff 10 Mar (16-1) CAT A & B

WIENER NEUSTADT/OST, AUSTRIA

MISSED APCH CLIMB GRADIENT MIM 5.0% Lctr DME

BRIEFING STRIP ™

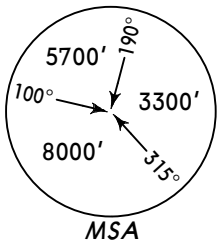
*WIENER NEUSTADT/OST Aerodrome (INFORMATION)
122.65 130.0

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 896′
TF 315	275°	D7.4 2500′ (1630′)	2380′ (1510′)	RWY 870′

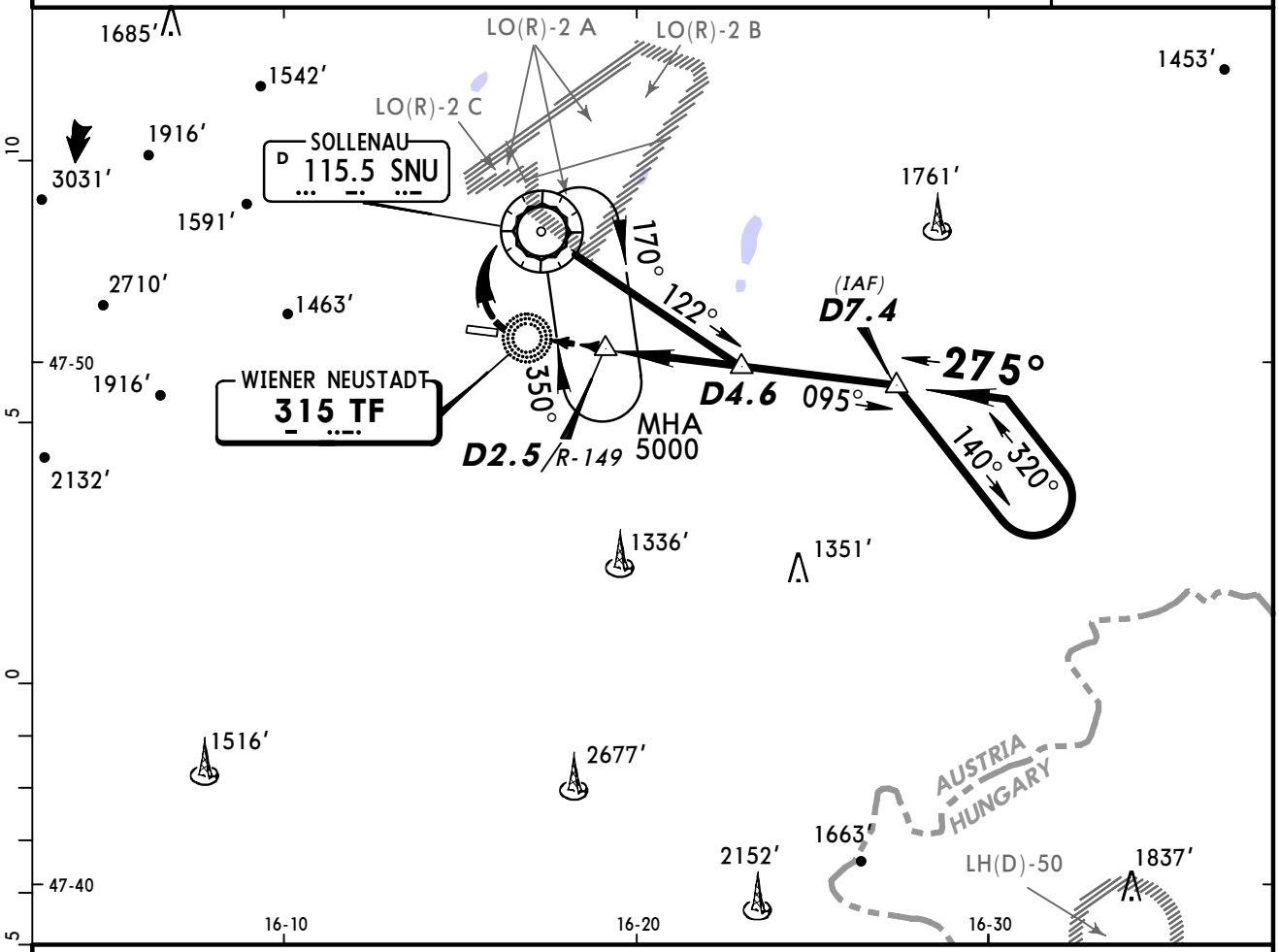
MISSED APCH: Climb STRAIGHT AHEAD. At Lctr turn RIGHT to VOR climbing to 5000′ and hold.

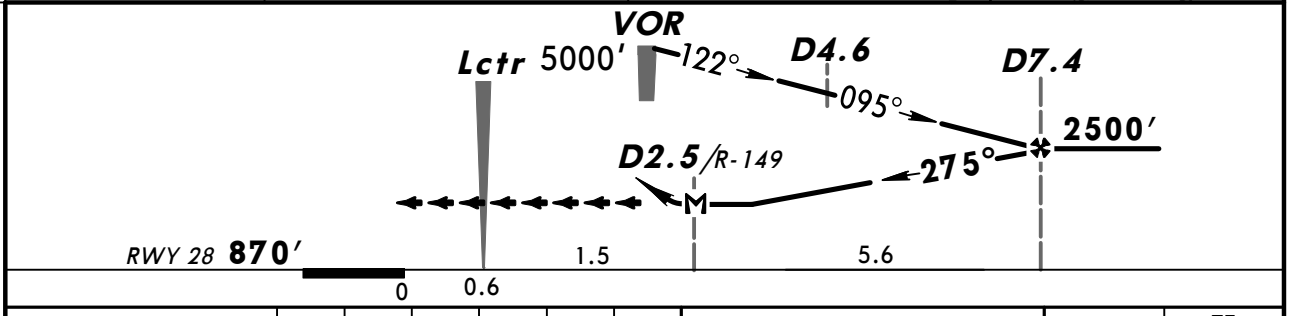
Alt Set: hPa Rwy Elev: 31 hPa Trans level: By ATC Trans alt: 5000′

1. Prior starting the approach pilots shall inform WIENER NEUSTADT Aerodrome.
2. IFR cancellation is expected as soon as possible, but latest at MAP.



MSA
SNU VOR
Austrian territory only





MAP at D2.5/R-149							

Lighting-Refer to Airport Chart

TF 315

PANS OPS

Standard

CIRCLE-TO-LAND [1]

Missed apch climb gradient mim 5.0%

	Max Kts	MDA(H)	VIS
A	100	2380′ (1510′)	1500m
B	135	2380′ (1510′)	1600m
C		NOT AUTHORIZED	
D			

[1] Circling height based on rwy 28 thresh elev of 870′.

CHANGES: MSA.

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General Information

Location: Voslau Aut
IATA Code:
Lat/Long: N47° 57.9' E016° 15.6'
Elevation: 767 ft

Airport Use: Public
Magnetic Variation: 3.4°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: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1735 ft AGL

Sunrise: 0541 Z
Sunset: 1635 Z,

Runway Information

Runway: 08
Length x Width: 1312 ft x 98 ft
Surface Type: grass
TDZ-Elev: 767 ft

Runway: 13
Length x Width: 3117 ft x 75 ft
Surface Type: bitu
TDZ-Elev: 761 ft
Lighting: Edge, ALS
Stopway: 171 ft

Runway: 26
Length x Width: 1312 ft x 98 ft
Surface Type: grass
TDZ-Elev: 767 ft

Runway: 31
Length x Width: 3117 ft x 75 ft
Surface Type: bitu
TDZ-Elev: 767 ft
Lighting: Edge, ALS

Communication Information

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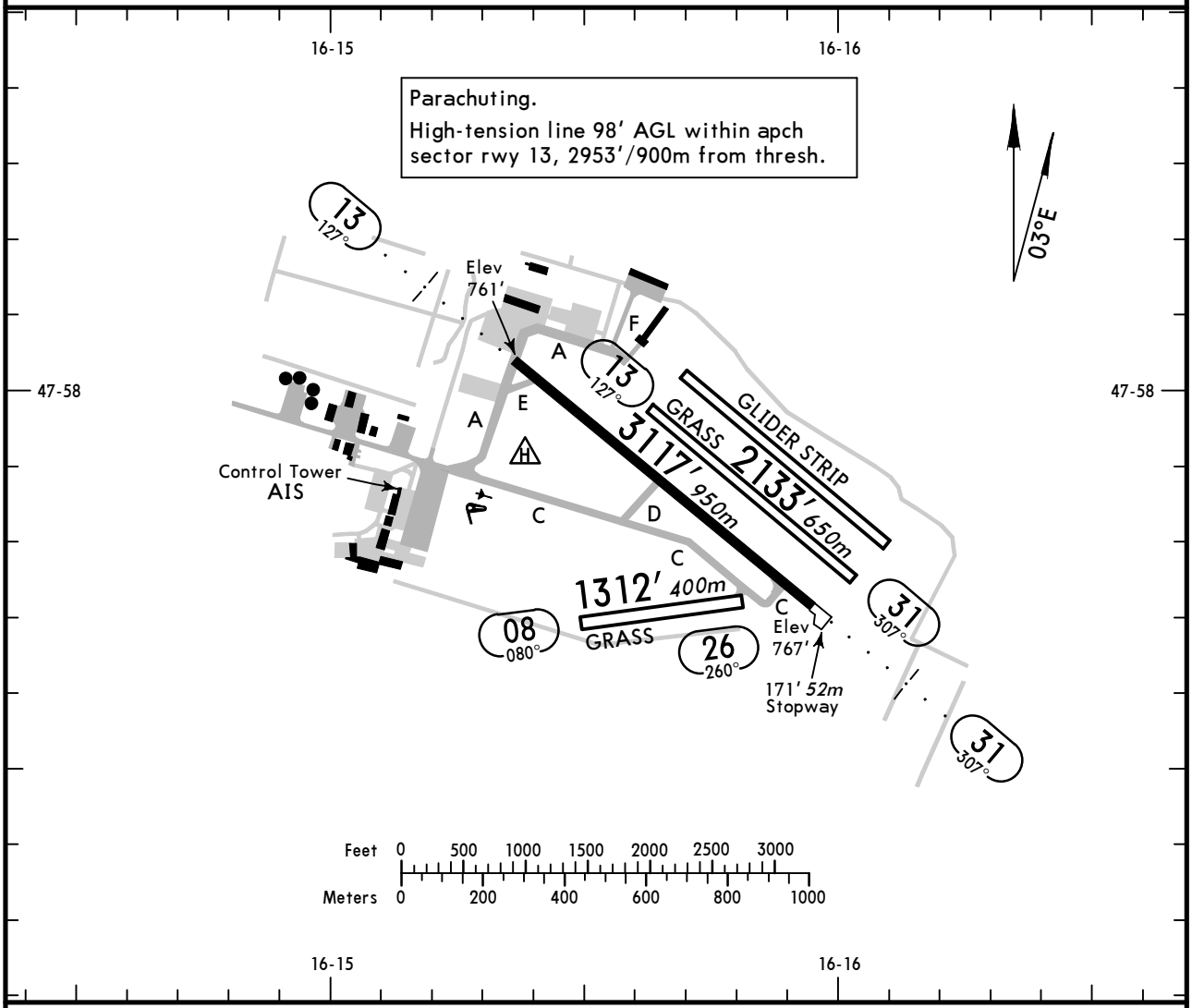
Voslau Aerodrome Information 118.6 AFIS

*VOSLAU Aerodrome (INFORMATION)

118.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08 26					98′ *30m*
13 31	HIRL *(58m)* HIALS PAPI-L (angle 4.5°) HIRL *(58m)* HIALS PAPI-L (angle 4.0°)				75′ *23m*
13 31	Grass runway				82′ *25m*

Standard

TAKE-OFF **1**

	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B	*250m*	*400m*	*500m*
C D	NOT APPLICABLE		

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: New airport.

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LOAV
VOSLAU

JEPPESEN
17 FEB 12 (12-1) CAT A & B

VOSLAU, AUSTRIA
RNAV (GNSS) with VFR-Part

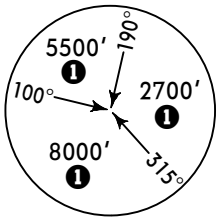
WIEN Radar	*VOSLAU Aerodrome (INFORMATION)
128.2	118.6

BRIEFING STRIP ™

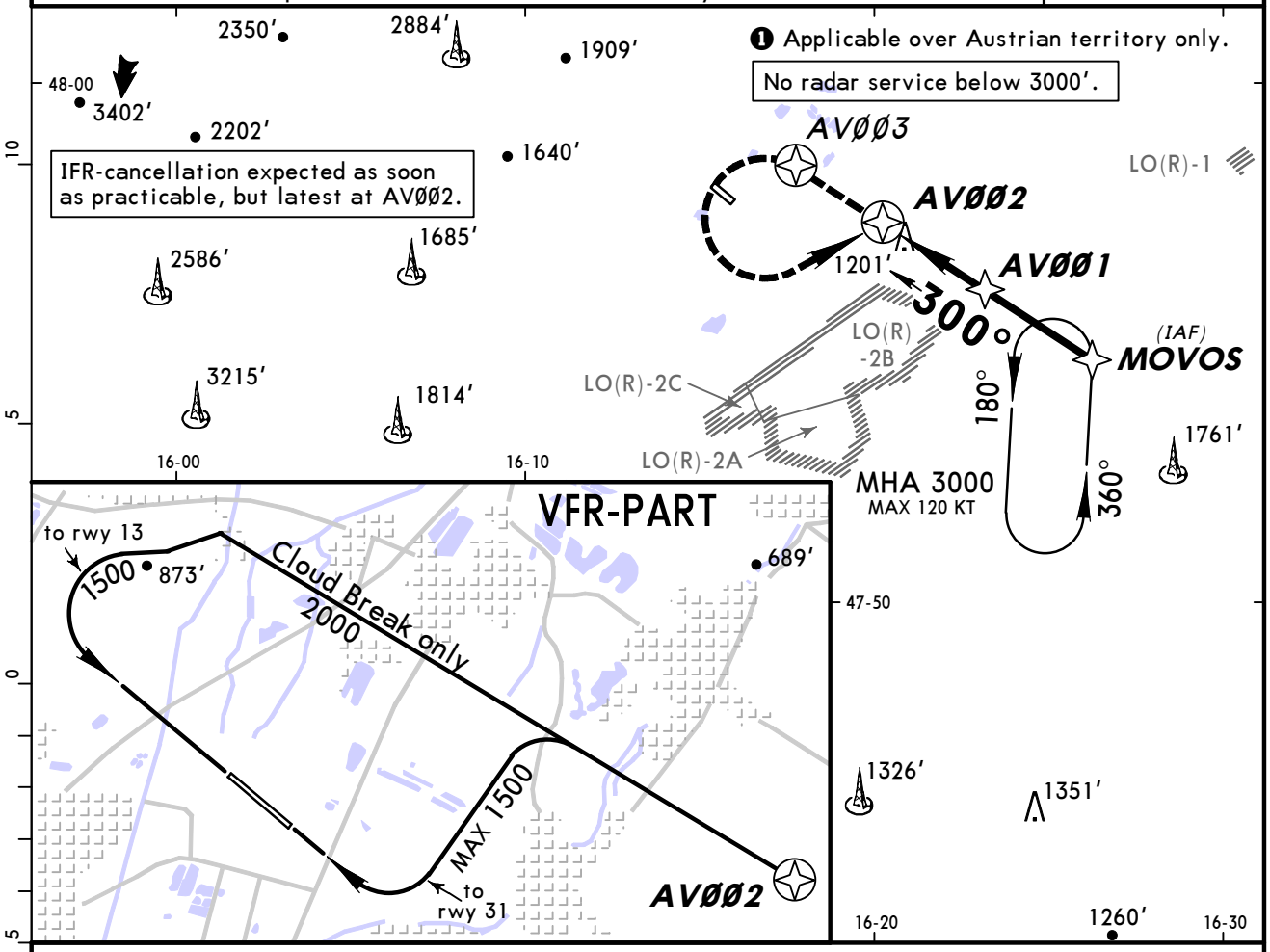
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev
	300°	AV00 1 3000′ (2233′)	2000′ (1233′)	767′

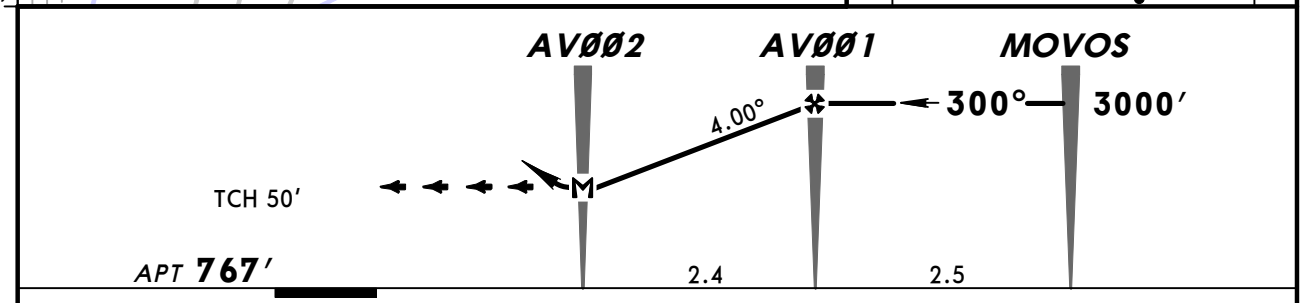
MISSED APCH: Climb STRAIGHT AHEAD. At AV00 3 turn LEFT to AV00 2, when passing AV00 2 turn RIGHT to MOVOS and climb to 3000′ and hold.

Alt Set: hPa | Apt Elev: 28 hPa | Trans level: By ATC | Trans alt: 5000′



MSA MOVOS





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 4.00°	496	637	708	850	991	1133
MAP at AV00 2						

HIALS PAPI-L | AV00 3 | AV00 2 LT

Standard

LANDING RWY **13/31**

LNAV

MDA(H) **2000′ (1233′)**

ALS out

PANS OPS

A B	CMV 5000m
C D	NOT APPLICABLE

CHANGES: New procedure.

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General Information

Location: Graz Aut
IATA Code: GRZ
Lat/Long: N46° 59.6' E015° 26.3'
Elevation: 1120 ft

Airport Use: Public
Magnetic Variation: 3.2°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: 0543 Z
Sunset: 1639 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: 17L
Length x Width: 2100 ft x 98 ft
Surface Type: grass
TDZ-Elev: 1093 ft

Runway: 17R
Length x Width: 2493 ft x 82 ft
Surface Type: grass
TDZ-Elev: 1112 ft
Displaced Threshold: 492 ft

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

Runway: 35L
Length x Width: 2493 ft x 82 ft

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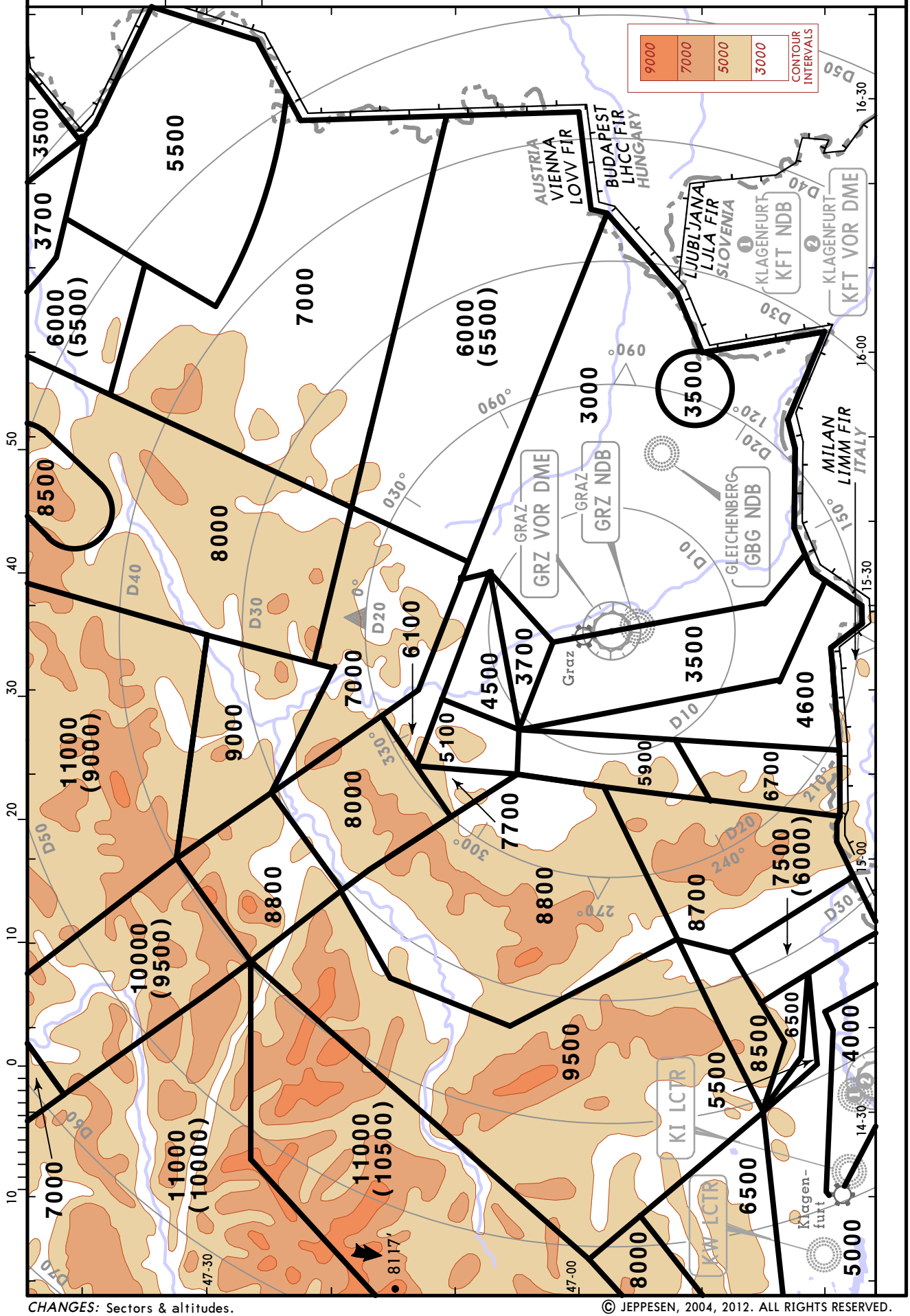
Surface Type: grass
TDZ-Elev: 1102 ft
Displaced Threshold: 492 ft

Runway: 35R
Length x Width: 2100 ft x 98 ft
Surface Type: grass
TDZ-Elev: 1106 ft

Communication Information

ATIS 126.125
Graz Tower 118.2
Graz Radar 123.025
Graz Radar 119.3

*GRAZ Radar (APP) 119.3 123.02	*Apt Elev* 1120′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. Minimum altitudes applicable for radar controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 2. SQUAWK as instructed by ATC. 3. This chart may only be used for cross-checking of assigned altitudes while under radar control.



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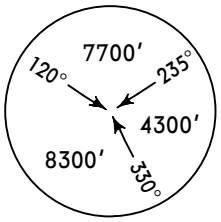
*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 4000′
126.12	1120′	



MSA
GRZ VOR
applicable over
Austrian territory only

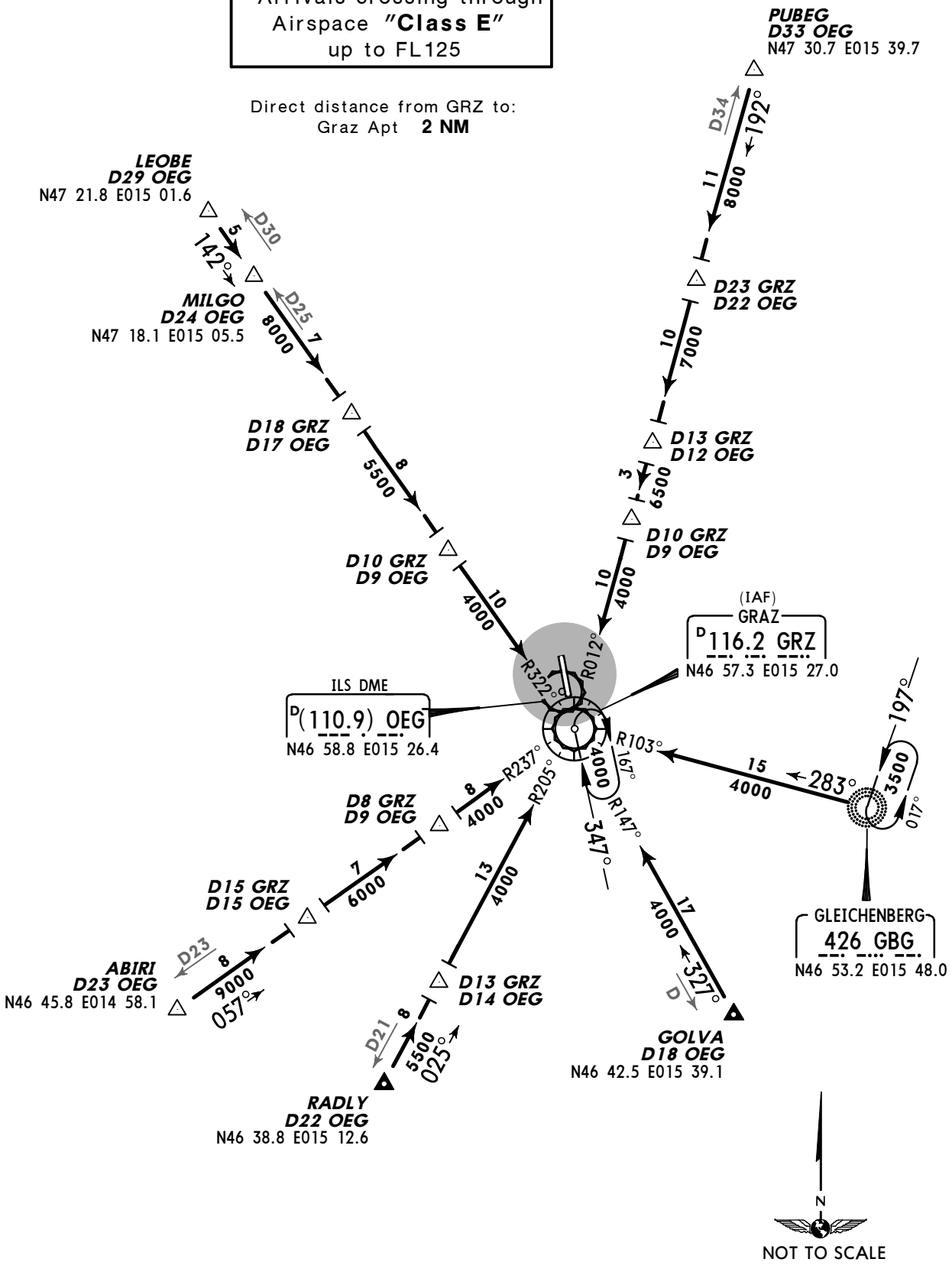
ARRIVALS

TO IAF GRZ

FOR ARRIVALS TO IF LENIZ REFER TO CHART 10-2A

Arrivals crossing through Airspace **"Class E"** up to FL125

Direct distance from GRZ to:
Graz Apt **2 NM**



CHANGES: Additional DME definitions established.

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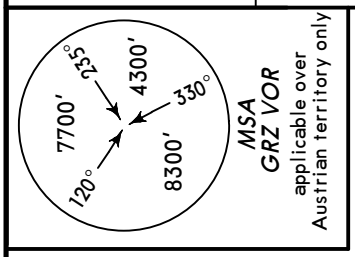
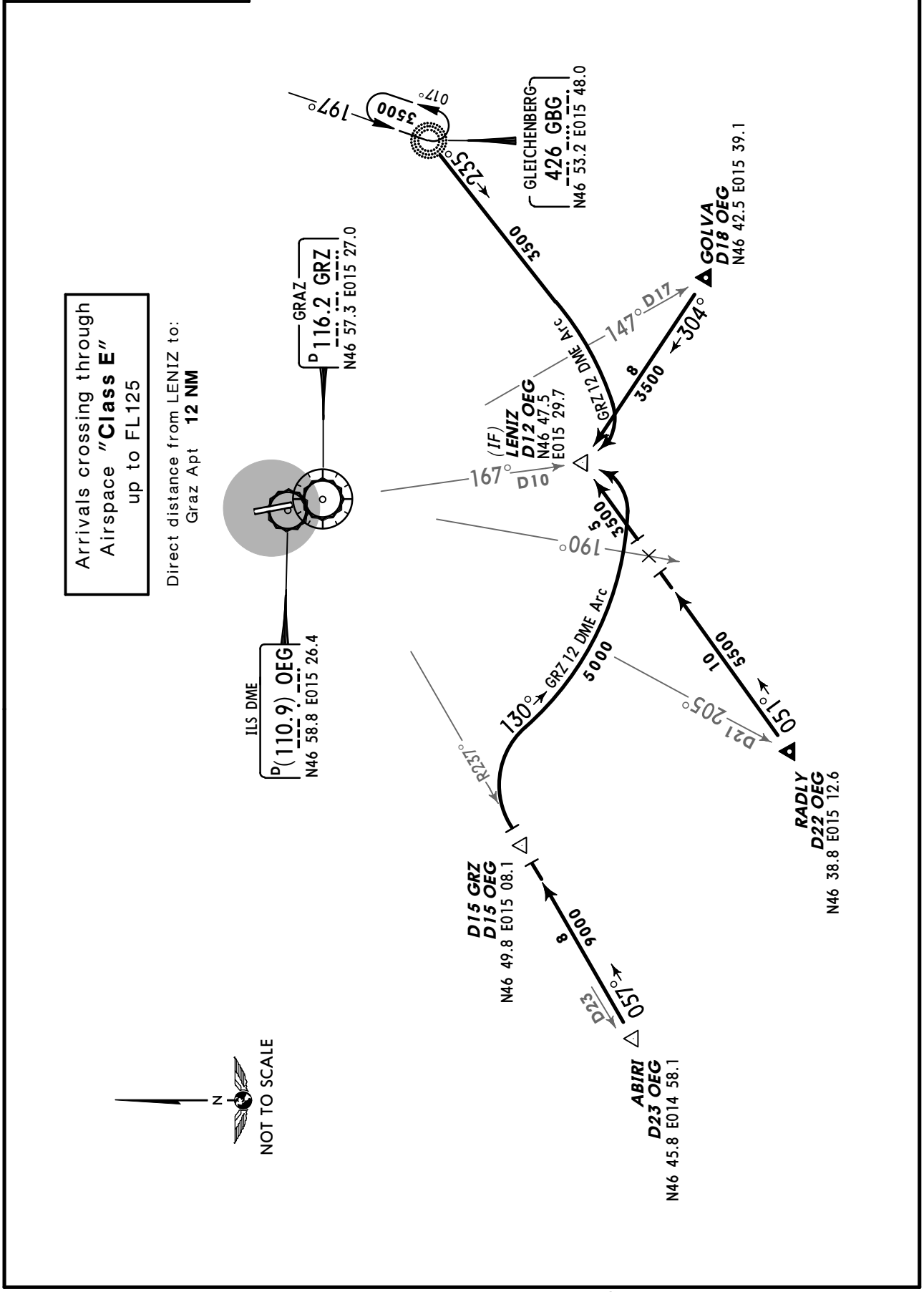
*ATIS	Apt Elev	
126.12	1120'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'



ARRIVALS
TO IF LENIZ
BY ATC



CHANGES: Additional DME definitions established.

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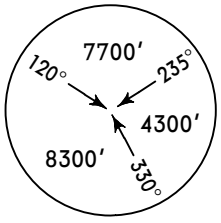
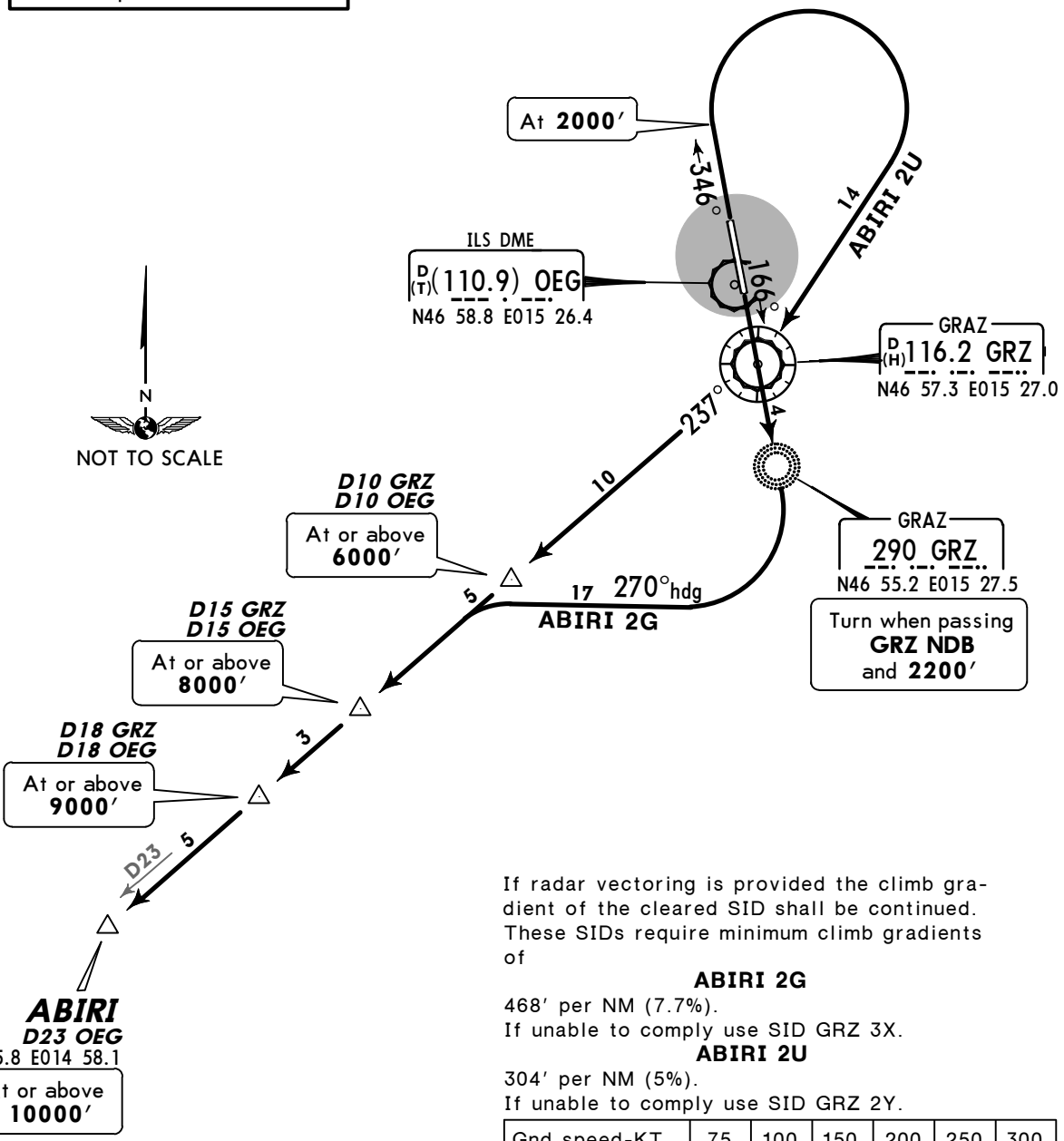
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

ABIRI TWO GOLF (ABIRI 2G)*[ABIR2G]*
ABIRI TWO UNIFORM (ABIRI 2U)*[ABIR2U]*
RWYS 17, 35 DEPARTURES



MSA
GRZ VOR
applicable over
Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

ABIRI 2G

468′ per NM (7.7%).
If unable to comply use SID GRZ 3X.

ABIRI 2U

304′ per NM (5%).
If unable to comply use SID GRZ 2Y.

Gnd speed-KT	75	100	150	200	250	300
468′ per NM	585	780	1170	**1560**	1949	2339
304′ per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
ABIRI 2G	**17**	Climb on 166° track, when passing GRZ NDB and 2200′ turn RIGHT, 270° heading, intercept GRZ R-237 to ABIRI.
ABIRI 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately** to GRZ VORDME, GRZ R-237 to ABIRI.

CHANGES: SIDs renumbered.

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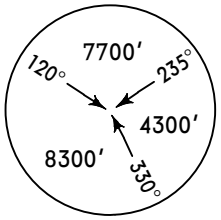
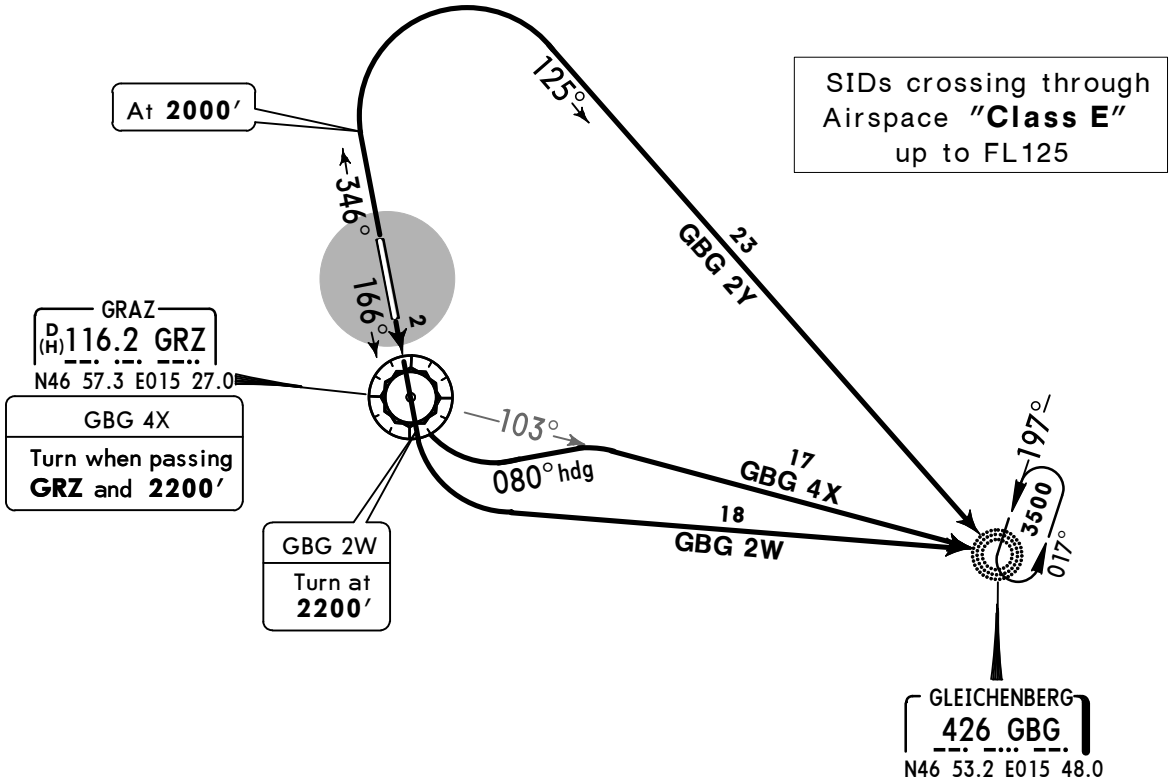
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

GLEICHENBERG TWO WHISKEY (GBG 2W)
GLEICHENBERG FOUR X-RAY (GBG 4X)
GLEICHENBERG TWO YANKEE (GBG 2Y)
RWYS 17, 35 DEPARTURES



MSA
GRZ VOR
applicable over
Austrian territory only



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. This SID requires a minimum climb gradient of

GBG 2Y

304′ per NM (5%) up to 2000′.
If unable to comply use SID GRZ 2Y.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

NOT TO SCALE

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

SID	RWY	ROUTING
GBG 2W	**17**	Climb on 166° track, at 2200′ turn LEFT to GBG, enter holding at or above 3500′.
GBG 4X		Climb on 166° track, when passing GRZ and 2200′ turn LEFT, 080° heading, intercept GRZ R-103 to GBG, enter holding at or above 3500′.
GBG 2Y	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** intercept 125° bearing to GBG, enter holding at or above 3500′.

CHANGES: SIDs renumbered.

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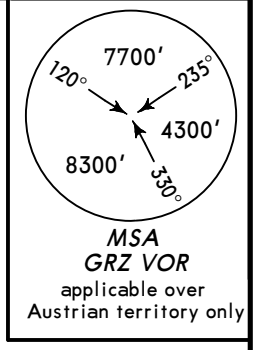
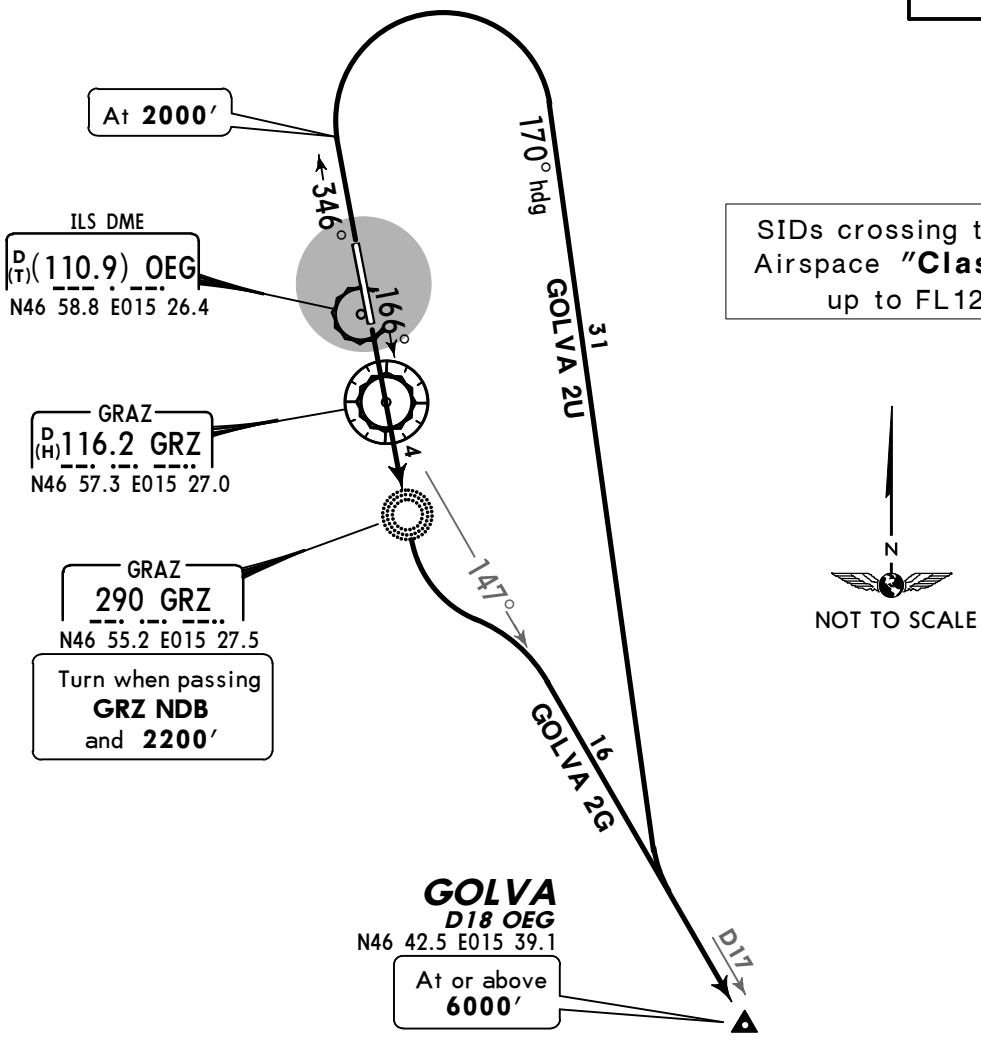
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

GOLVA TWO GOLF (GOLVA 2G)[GOLV2G]
GOLVA TWO UNIFORM (GOLVA 2U)[GOLV2U]
RWYS 17, 35 DEPARTURES



MSA
GRZ VOR
applicable over
Austrian territory only



SIDs crossing through Airspace **"Class E"** up to FL125

NOT TO SCALE

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. This SID requires a minimum climb gradient of

GOLVA 2U

304′ per NM (5%) up to 2000′.
If unable to comply use SID GRZ 2Y.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
GOLVA 2G	**17**	Climb on 166° track, when passing GRZ NDB and 2200′ turn LEFT, intercept GRZ R-147 to GOLVA.
GOLVA 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** 170° heading, intercept GRZ R-147 to GOLVA.

CHANGES: SIDs renumbered.

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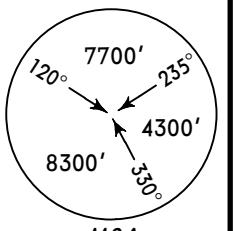
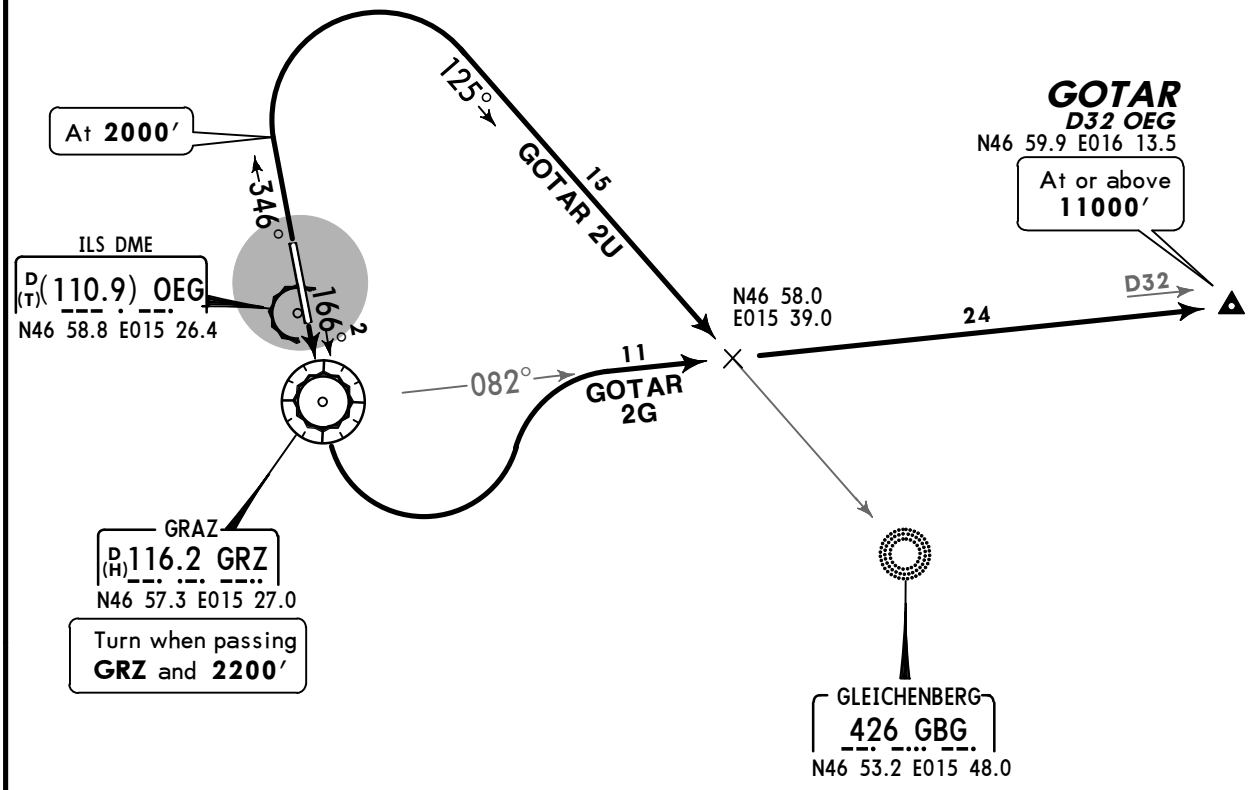
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

GOTAR TWO GOLF (GOTAR 2G) *[GOTA2G]*
GOTAR TWO UNIFORM (GOTAR 2U) *[GOTA2U]*
RWYS 17, 35 DEPARTURES

SIDs crossing through Airspace **"Class E"** up to FL125



MSA
GRZ VOR
applicable over Austrian territory only



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

GOTAR 2G
243′ per NM (4%).
If unable to comply use SID GRZ 3X.

GOTAR 2U
304′ per NM (5%) up to 2000′, thereafter 243′ per NM (4%).
If unable to comply use SID GRZ 2Y.

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
GOTAR 2G	**17**	Climb on 166° track, when passing GRZ and 2200′ turn LEFT, intercept GRZ R-082 to GOTAR.
GOTAR 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** intercept 125° bearing towards GBG, intercept GRZ R-082 to GOTAR.

CHANGES: SIDs renumbered.

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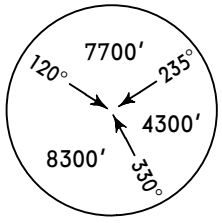
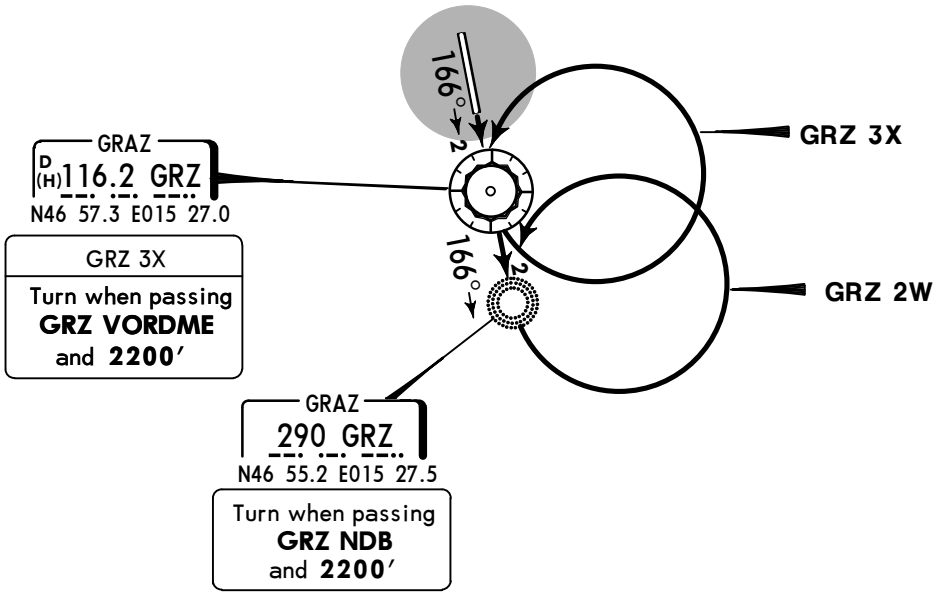
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

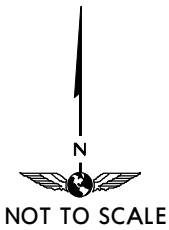
GRAZ TWO WHISKEY (GRZ 2W)
GRAZ THREE X-RAY (GRZ 3X)
RWY 17 DEPARTURES

SIDs crossing through Airspace **"Class E"** up to FL125

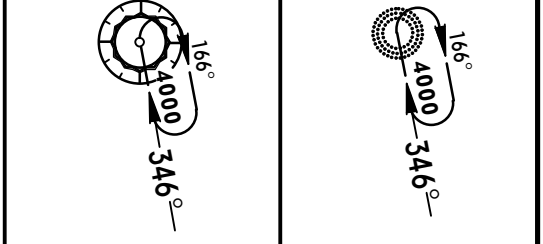


MSA
GRZ VOR
applicable over Austrian territory only





HOLDINGS OVER



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

SID	ROUTING
GRZ 2W	Climb on 166° track, when passing GRZ NDB and 2200′ turn LEFT to GRZ NDB, enter holding at or above 4000′.
GRZ 3X	Climb on 166° track, when passing GRZ VORDME and 2200′ turn LEFT to GRZ VORDME, enter holding at or above 4000′.

CHANGES: SIDs renumbered.

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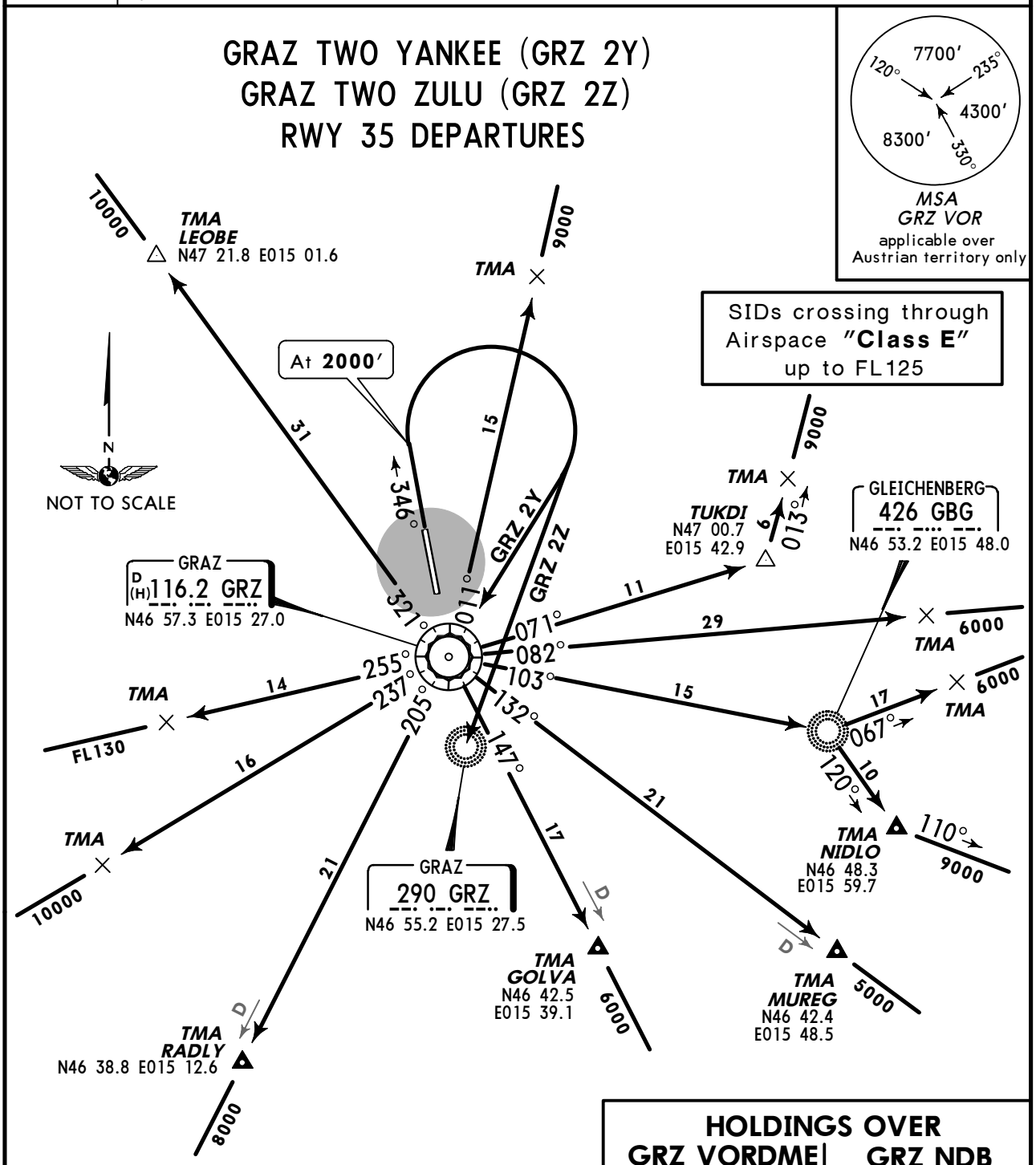
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

GRAZ TWO YANKEE (GRZ 2Y)
GRAZ TWO ZULU (GRZ 2Z)
RWY 35 DEPARTURES

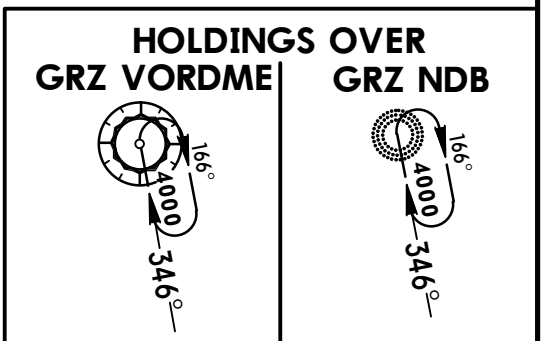


If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 2000′.

GRZ 2Z: If unable to comply use SID GRZ 2Y.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

HOLDINGS OVER



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

SID	ROUTING
GRZ 2Y	Climb on 346° track, at 2000′ turn RIGHT **immediately** to GRZ VORDME, enter holding at or above 4000′, leave GRZ VORDME at an altitude sufficient to reach the MEA of the airway concerned at the TMA border.
GRZ 2Z	Climb on 346° track, at 2000′ turn RIGHT **immediately** to GRZ NDB, enter holding at or above 4000′.

CHANGES: SIDs renumbered.

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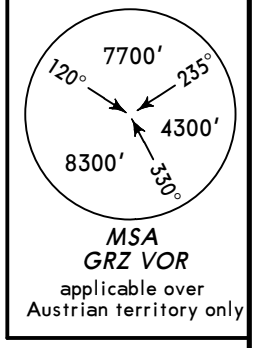
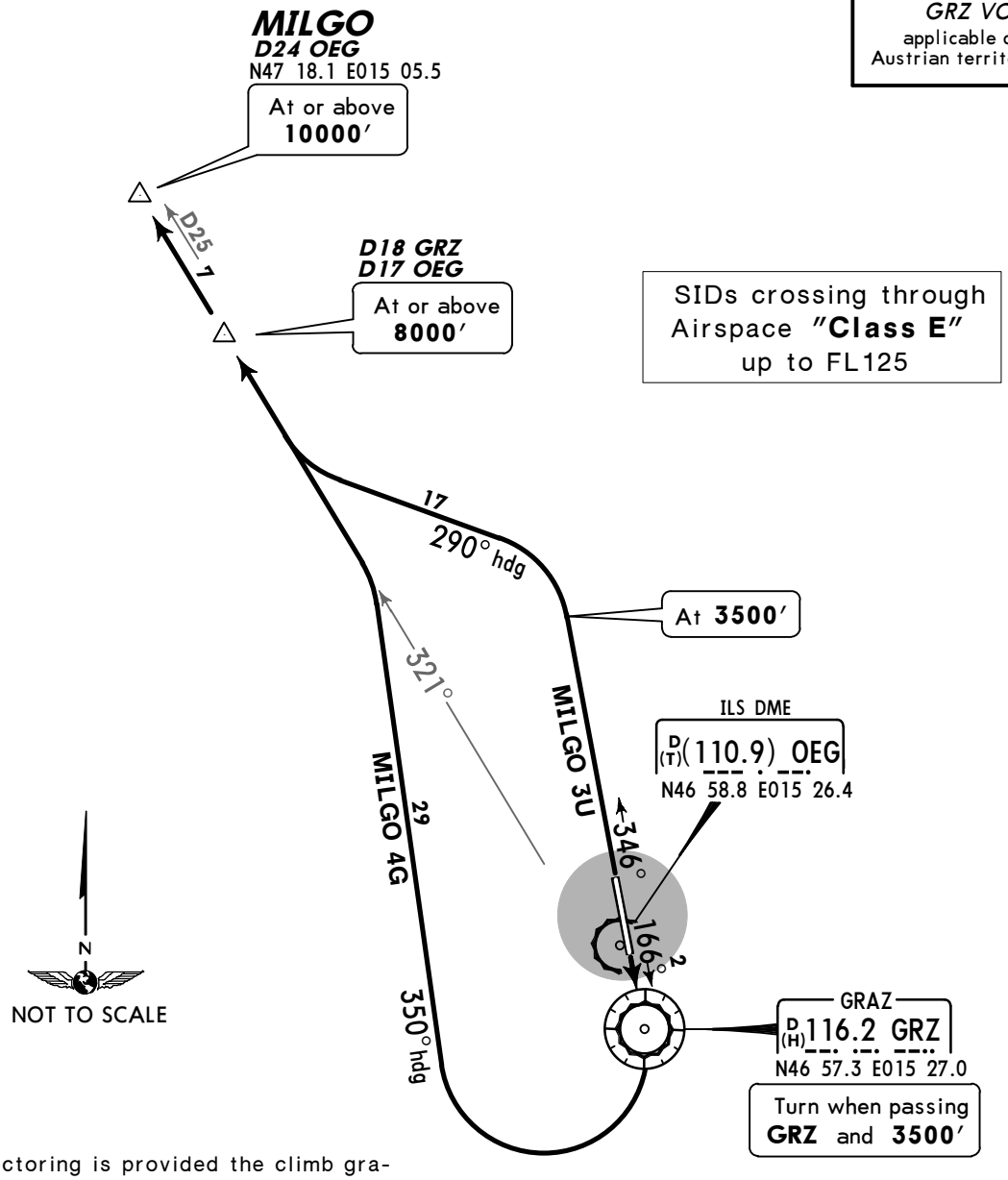
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

MILGO FOUR GOLF (MILGO 4G) *[MILG4G]*
MILGO THREE UNIFORM (MILGO 3U) *[MILG3U]*
RWYS 17, 35 DEPARTURES



MSA
GRZ VOR
applicable over
Austrian territory only



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

MILGO 4G

225′ per NM (3.7%).
If unable to comply use SID GRZ 3X.

MILGO 3U

395′ per NM (6.5%).
If unable to comply use SID GRZ 2Y.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
225′ per NM	281	375	562	749	937	1124

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

SID	RWY	ROUTING
MILGO 4G	**17**	Climb on 166° track, when passing GRZ and 3500′ turn RIGHT, 350° heading, intercept GRZ R-321 to MILGO.
MILGO 3U	**35**	Climb on 346° track, at 3500′ turn LEFT, 290° heading, intercept GRZ R-321 to MILGO.

CHANGES: SIDs renumbered.

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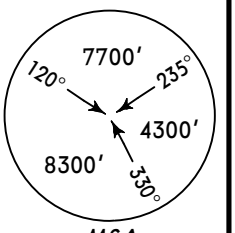
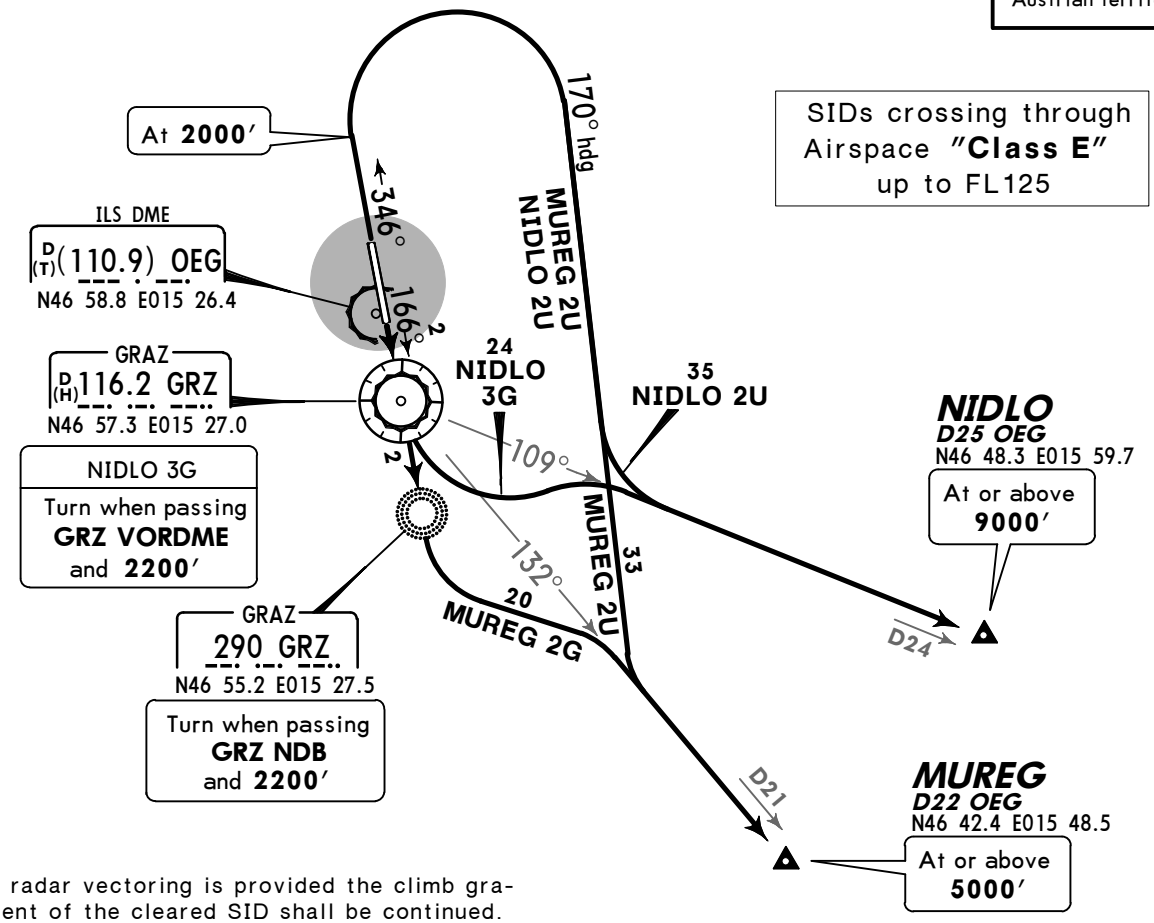
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as 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 TWO GOLF (MUREG 2G) *[MURE2G]*
MUREG TWO UNIFORM (MUREG 2U) *[MURE2U]*
NIDLO THREE GOLF (NIDLO 3G) *[NIDL3G]*
NIDLO TWO UNIFORM (NIDLO 2U) *[NIDL2U]*
RWYS 17, 35 DEPARTURES



MSA
GRZ VOR
applicable over
Austrian territory only



SIDs crossing through Airspace **"Class E"** up to FL125

If radar vectoring is provided the climb gradient of the cleared SID shall be continued.
These SIDs require a minimum climb gradient of

MUREG 2U, NIDLO 2U

304′ per NM (5%) up to 2000′.
If unable to comply use SID GRZ 2Y.

NIDLO 3G

267′ per NM (4.4%).
If unable to comply use SID GRZ 3X.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
267′ per NM	334	446	668	891	1114	1337

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

SID	RWY	ROUTING
MUREG 2G	**17**	Climb on 166° track, when passing GRZ NDB and 2200′ turn LEFT, intercept GRZ R-132 to MUREG.
MUREG 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** 170° heading, intercept GRZ R-132 to MUREG.
NIDLO 3G	**17**	Climb on 166° track, when passing GRZ VORDME and 2200′ turn LEFT, intercept GRZ R-109 to NIDLO.
NIDLO 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT, 170° heading, intercept GRZ R-109 to NIDLO.

CHANGES: SIDs renumbered.

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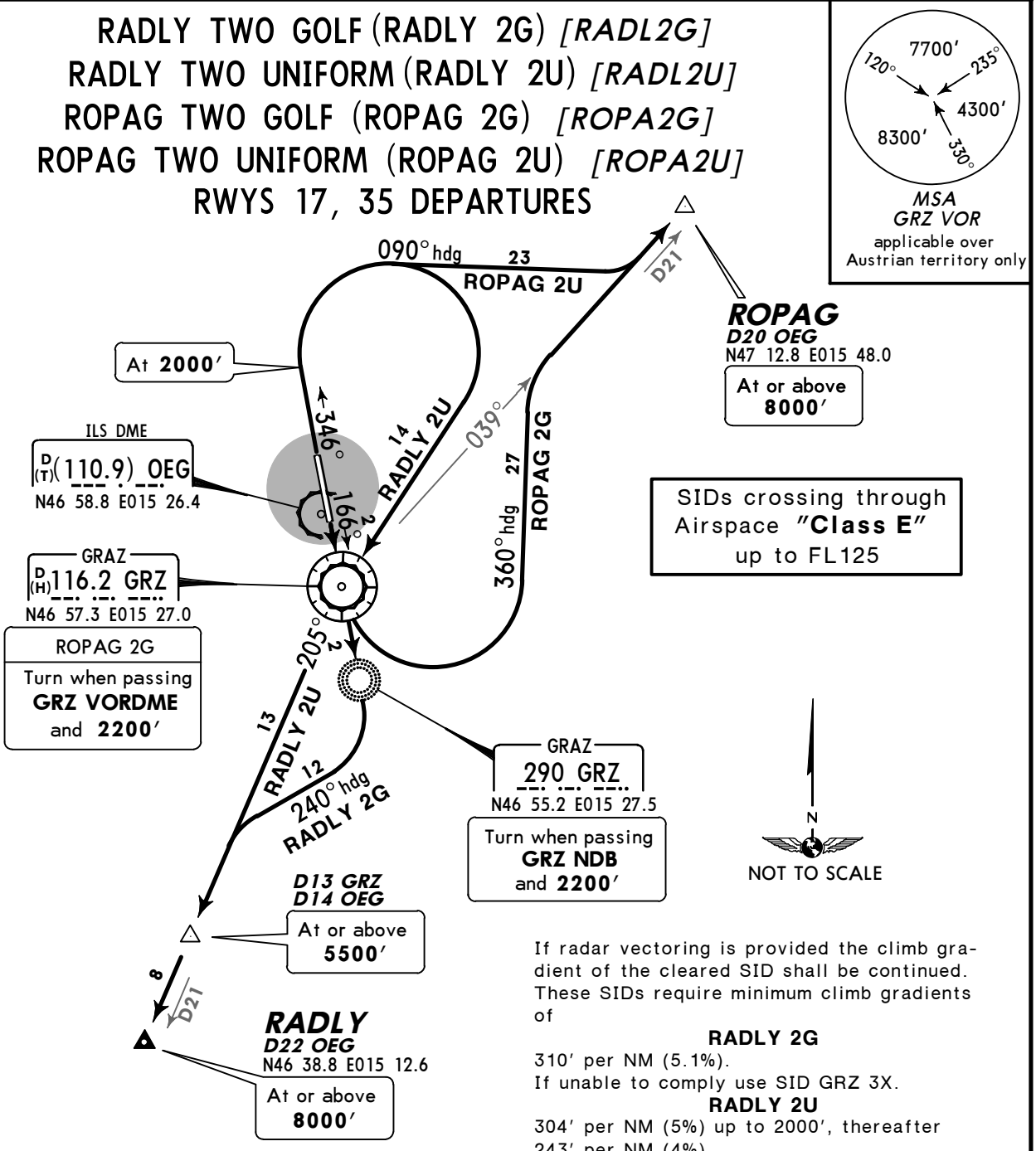
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.

RADLY TWO GOLF (RADLY 2G) *[RADL2G]*
RADLY TWO UNIFORM (RADLY 2U) *[RADL2U]*
ROPAG TWO GOLF (ROPAG 2G) *[ROPA2G]*
ROPAG TWO UNIFORM (ROPAG 2U) *[ROPA2U]*
RWYS 17, 35 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
310′ per NM	387	516	775	1033	1291	1549
304′ per NM	380	506	760	1013	1266	1519
243′ per NM	304	405	608	810	1013	1215

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

RADLY 2G
310′ per NM (5.1%).
If unable to comply use SID GRZ 3X.

RADLY 2U
304′ per NM (5%) up to 2000′, thereafter 243′ per NM (4%).
If unable to comply use SID GRZ 2Y.

ROPAG 2G
243′ per NM (4%).
If unable to comply use SID GRZ 3X.

ROPAG 2U
377′ per NM (6.2%).
If unable to comply use SID GRZ 2Y.

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

SID	RWY	ROUTING
RADLY 2G	**17**	Climb on 166° track, when passing GRZ NDB and 2200′ turn RIGHT, 240° heading, intercept GRZ R-205 to RADLY.
RADLY 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately** to GRZ VORDME, GRZ R-205 to RADLY.
ROPAG 2G	**17**	Climb on 166° track, when passing GRZ VORDME and 2200′ turn LEFT, 360° heading, intercept GRZ R-039 to ROPAG.
ROPAG 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** 090° heading, intercept GRZ R-039 to ROPAG.

CHANGES: SIDs renumbered.

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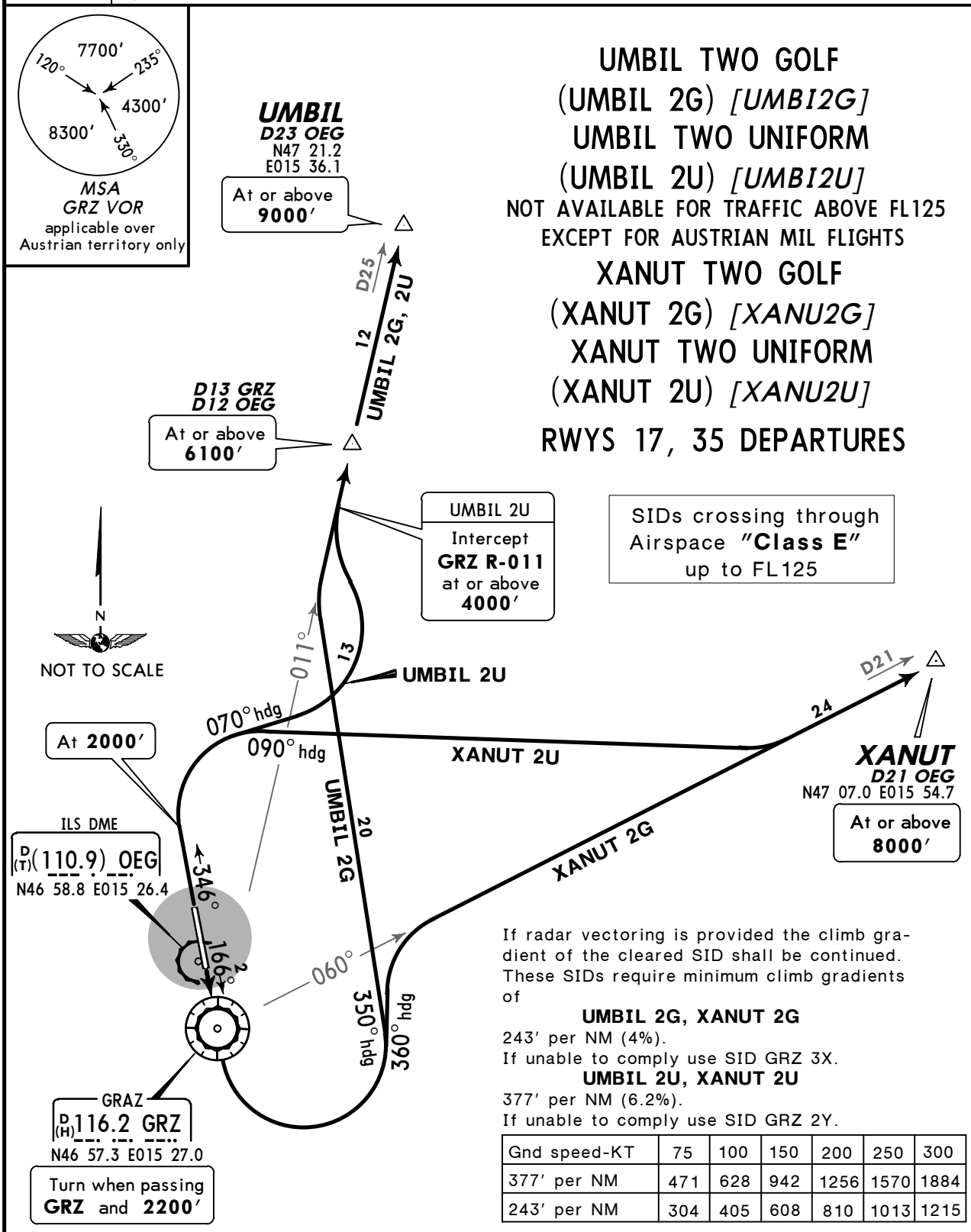
Apt Elev 1120′	Trans level: By ATC Trans alt: 4000′ 1. Due to mountainous terrain north of airport and the vicinity of the city of Graz, take-off should - whenever possible - be performed on runway 17. 2. To expedite traffic, ATC may request to start initial turn with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 3000′ east of aerodrome or 3500′ west of aerodrome.



Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	942	1256	1570	1884
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
UMBIL 2G	**17**	Climb on 166° track, when passing GRZ and 2200′ turn LEFT, 350° heading, intercept GRZ R-011 to UMBIL.
UMBIL 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** 070° heading, after crossing GRZ R-011 turn LEFT, intercept GRZ R-012 to UMBIL.
XANUT 2G	**17**	Climb on 166° track, when passing GRZ and 2200′ turn LEFT, 360° heading, intercept GRZ R-060 to XANUT.
XANUT 2U	**35**	Climb on 346° track, at 2000′ turn RIGHT **immediately,** 090° heading, intercept GRZ R-060 to XANUT.

CHANGES: SIDs renumbered.

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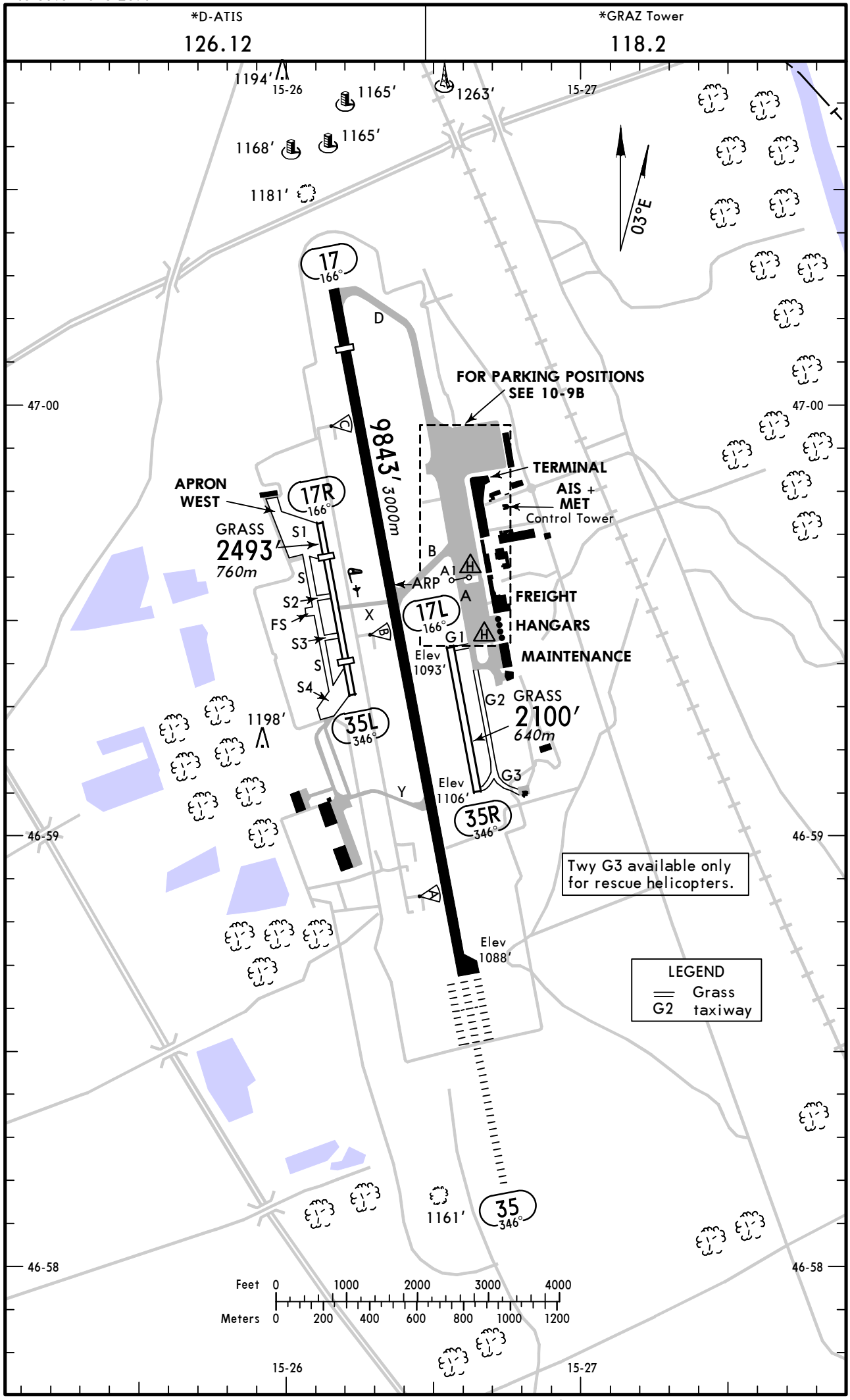
*D-ATIS	*GRAZ Tower
126.12	118.2



CHANGES: Rwy designation and bearings.

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GENERAL

Glider flying and parachute jumping west of airport.
Rwy 35 approved for CAT II/III operations, special aircrew and acft certification required.
Rwys 35, 35L and 35R right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
17	HIRL *(60m)* CL *(15m)* PAPI(3.0°) RVR	8990′ *2740m*			148′ *45m*
35	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL PAPI-L(3.0°) RVR		8871′ *2704m*		
17L 35R					98′ *30m*
17R 35L		2001′ *610m*			82′ *25m*

PREFERENTIAL RUNWAY SYSTEM:

To minimize noise, landing shall be performed on Rwy 35 and take-off from Rwy 17 whenever possible. Between 0800-1800LT, except sundays and holidays, departures on Rwy 35 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.

Standard

TAKE-OFF 1

	Approved Operators	**LVP must be in Force**					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Rwy designation. Low Visibility Procedures.

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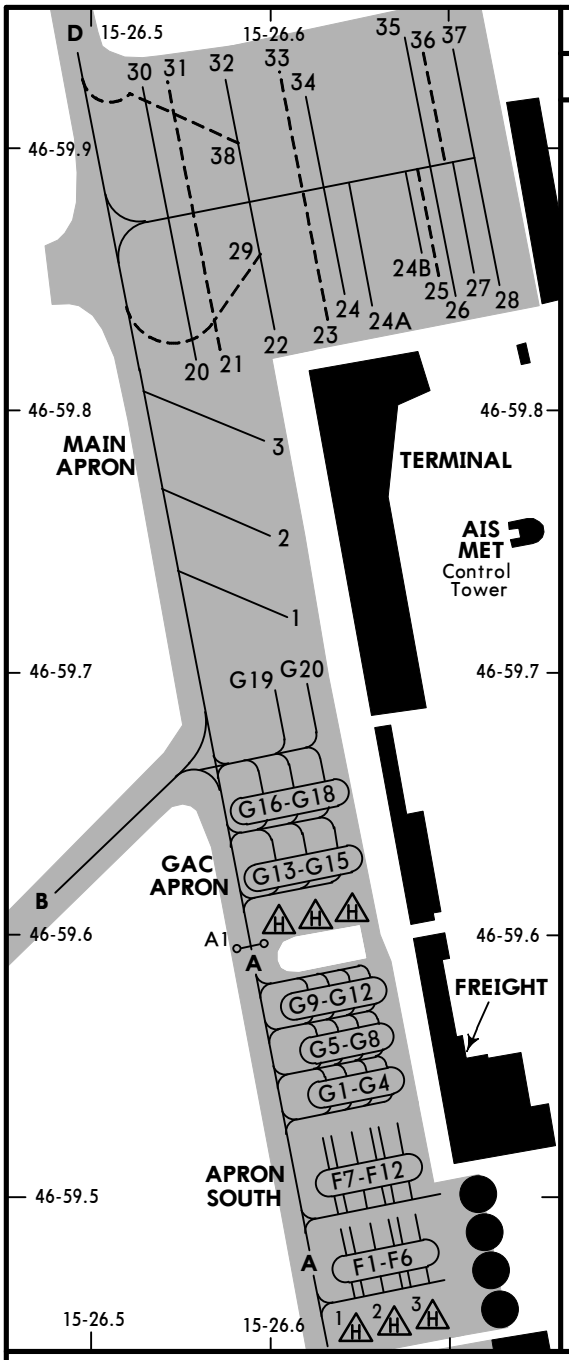

INS COORDINATES

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 20 thru 28 and 30 thru 37 are push back.
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.

CHANGES: Apron. Note.

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GRAZ, AUSTRIA
GRAZ

STRAIGHT-IN RWY		A	B	C	D
17	VOR	**1550**′(435′)	**1550**′(435′)	**1550**′(435′)	**1550**′(435′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
35	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**1188**′(100′)	**1188**′(100′)	**1188**′(100′)	**1188**′(100′)
		RA103′R300m	**RA103′R300m**	**RA103′R300m**	**RA103′R300m**
	ILS	**1288**′(200′)	**1288**′(200′)	**1288**′(200′)	**1288**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1420**′(332′)	**1420**′(332′)	**1420**′(332′)	**1420**′(332′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV (LNAV/VNAV)	**1400**′(312′)	**1400**′(312′)	**1400**′(312′)	**1400**′(312′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV (LNAV)	**1500**′(412′)	**1500**′(412′)	**1500**′(412′)	**1500**′(412′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1500**′(412′)	**1500**′(412′)	**1500**′(412′)	**1500**′(412′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1700**′(612′)	**1700**′(612′)	**1700**′(612′)	**1700**′(612′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND ❶❷	100 KT	135 KT	180 KT	205 KT
After NDB rwy 35	**1670**′(550′)	**1670**′(550′)	**2080**′(960′)	**2590**′(1470′)
	1700′(580′)	**1700**′(580′)	**2080**′(960′)	**2590**′(1470′)
	V1500m	V1600m	V2400m	V3600m

❶ Not authorized West of airport
❷ After RNAV: NOT APPLICABLE.

TAKE-OFF RWY 17, 35

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: Rwy designation.

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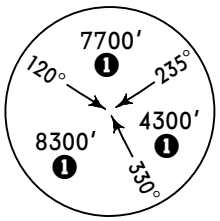
BRIEFING STRIP

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.12	119.3	123.02	118.2

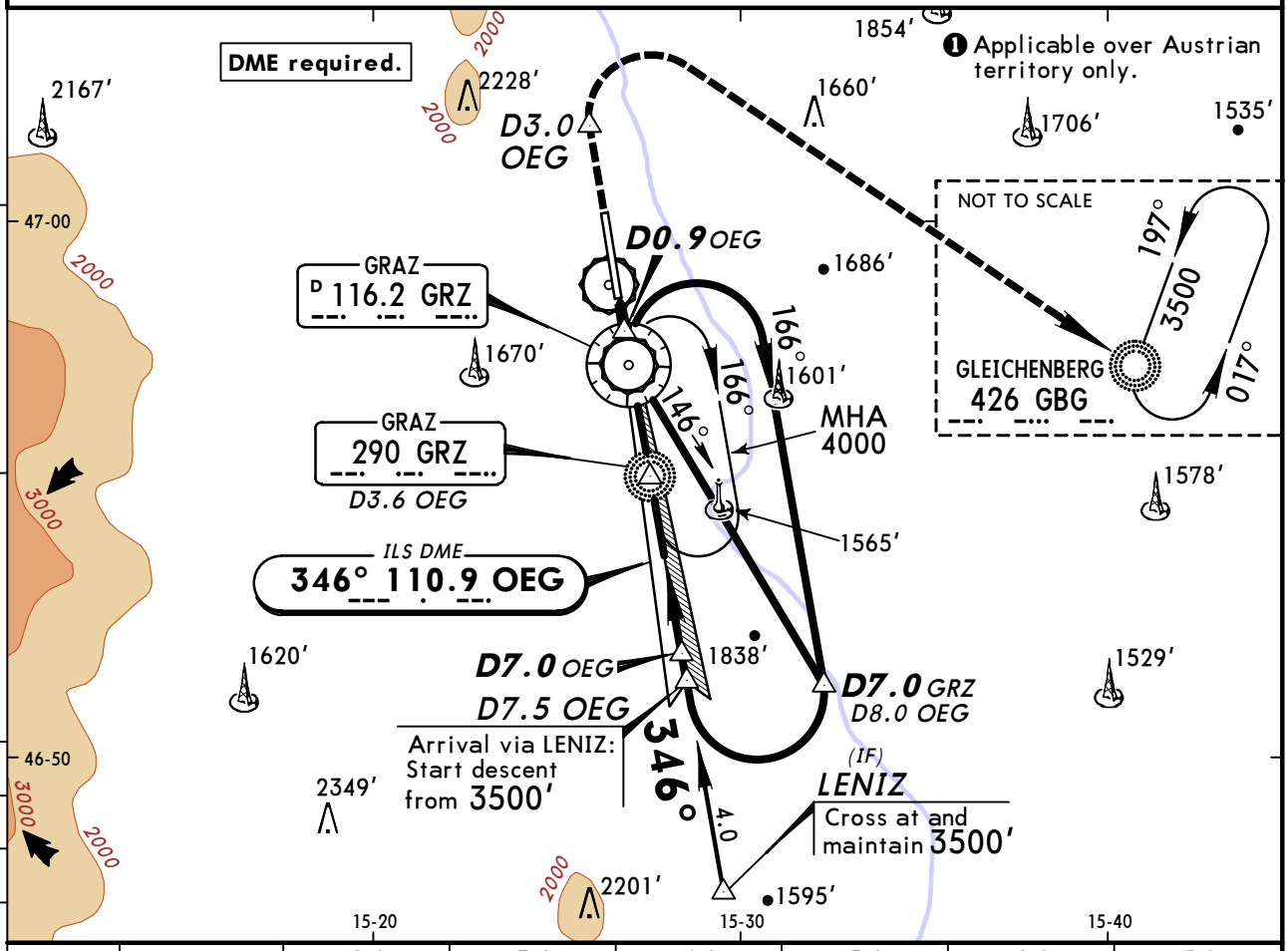
LOC OEG	Final Apch Crs	GS GRZ NDB	ILS DA(H)	Apt Elev 1120′
110.9	346°	2265′ (1177′)	1288′ (200′)	RWY 1088′

MISSED APCH: Climb STRAIGHT AHEAD, when passing D3.0 OEG turn RIGHT (MAX 185 KT) to GBG NDB climbing to 3500′.

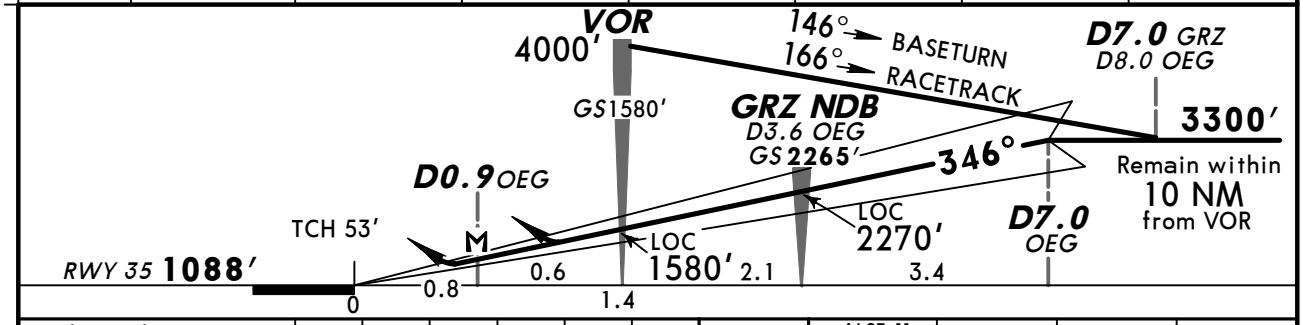


MSA
GRZ VOR

Alt Set: hPa | Rwy Elev: 39 hPa | Trans level: By ATC | Trans alt: 4000′



LOC (GS out)	OEG DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1710′	2030′	2350′	2670′	2990′	3300′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.9 OEG						

ALSF-II
REIL
PAPI

D3.0 OEG | 185 KT MAX | RT | 3500′ GBG 426

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35

	ILS DA(H) 1288′ (200′)			LOC (GS out) DA(H) 1420′ (332′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1670′ (550′)	1500m
135	1670′ (550′)	1600m
180	2080′ (960′)	2400m
205	2590′ (1470′)	3600m

CHANGES: Rwy designation. Bearings.

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LOWG/GRZ
GRAZ

JEPPESEN
30 DEC 11
Eff 12 Jan
11-1A

GRAZ, AUSTRIA
CAT II/III ILS Rwy 35

BRIEFING STRIP™

*D-ATIS	*GRAZ Radar (APP)	*GRAZ Tower
126.12	119.3 123.02	118.2

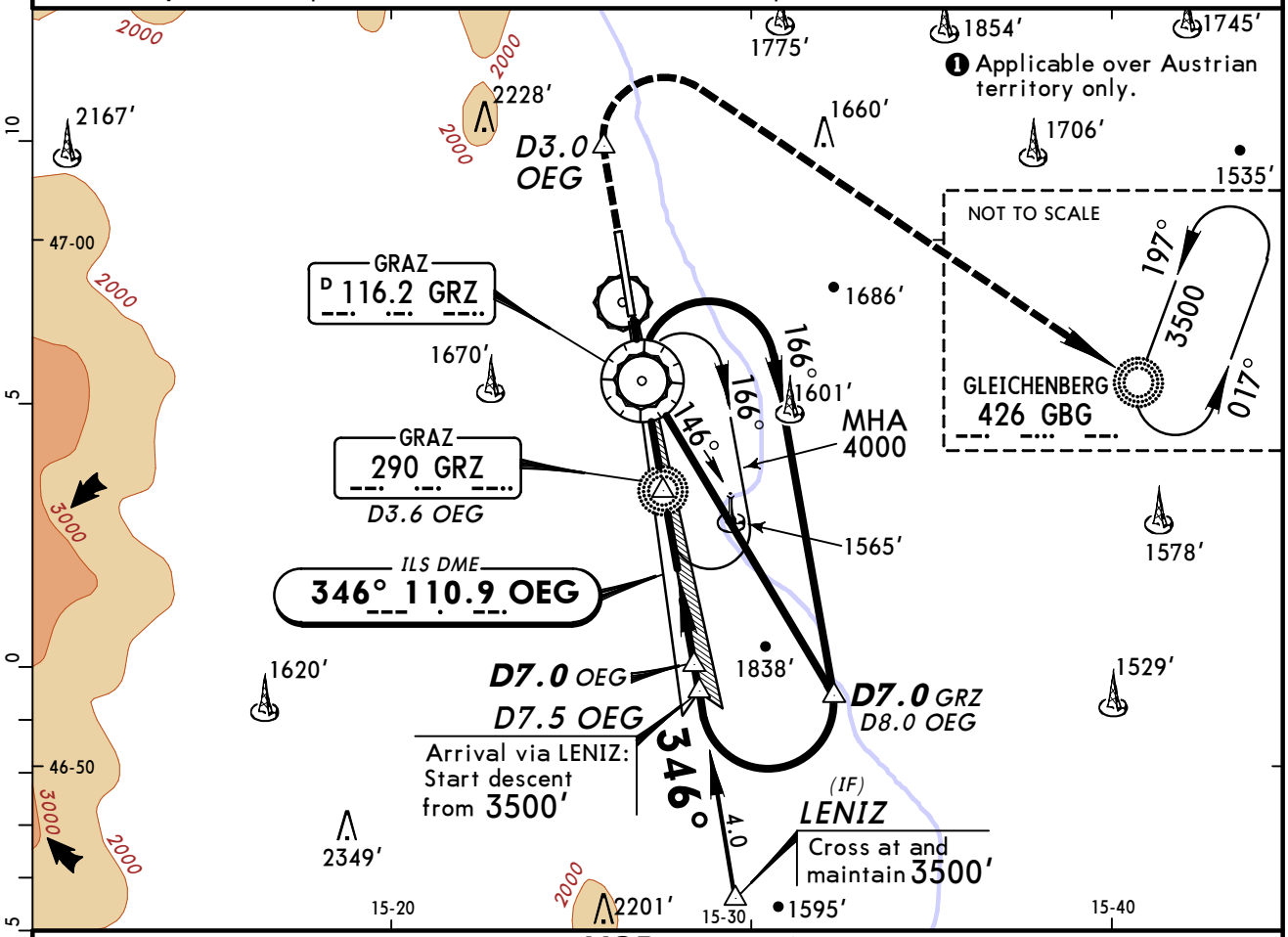
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
OEG 110.9	346°	GRZ NDB 2265′ (1177′)	Refer to Minimums	1120′ / 1088′

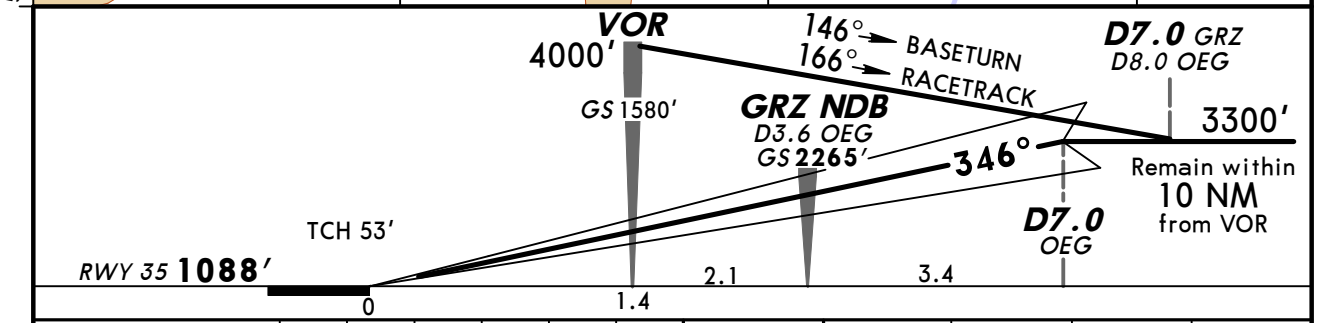
MISSED APCH: Climb STRAIGHT AHEAD, when passing D3.0 OEG turn RIGHT (MAX 185 KT) to GBG NDB climbing to 3500′.

MSA
GRZ VOR
7700′ (1) 120°–235°
4300′ (1)
8300′ (1)
330°

Alt Set: hPa | Rwy Elev: 39 hPa | Trans level: By ATC | Trans alt: 4000′

1. DME required. 2. Special Aircrew and Acft certification required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II
REIL
PAPI

D3.0 OEG | 185 KT MAX RT | 3500′ GBG 426

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 103′ DA(H) 1188′ (100′)
RVR 200m	RVR 300m (1)

(1) Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Rwy designation. Bearings.

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*D-ATIS	*GRAZ Radar (APP)	*GRAZ Tower
126.12	119.3 123.02	118.2

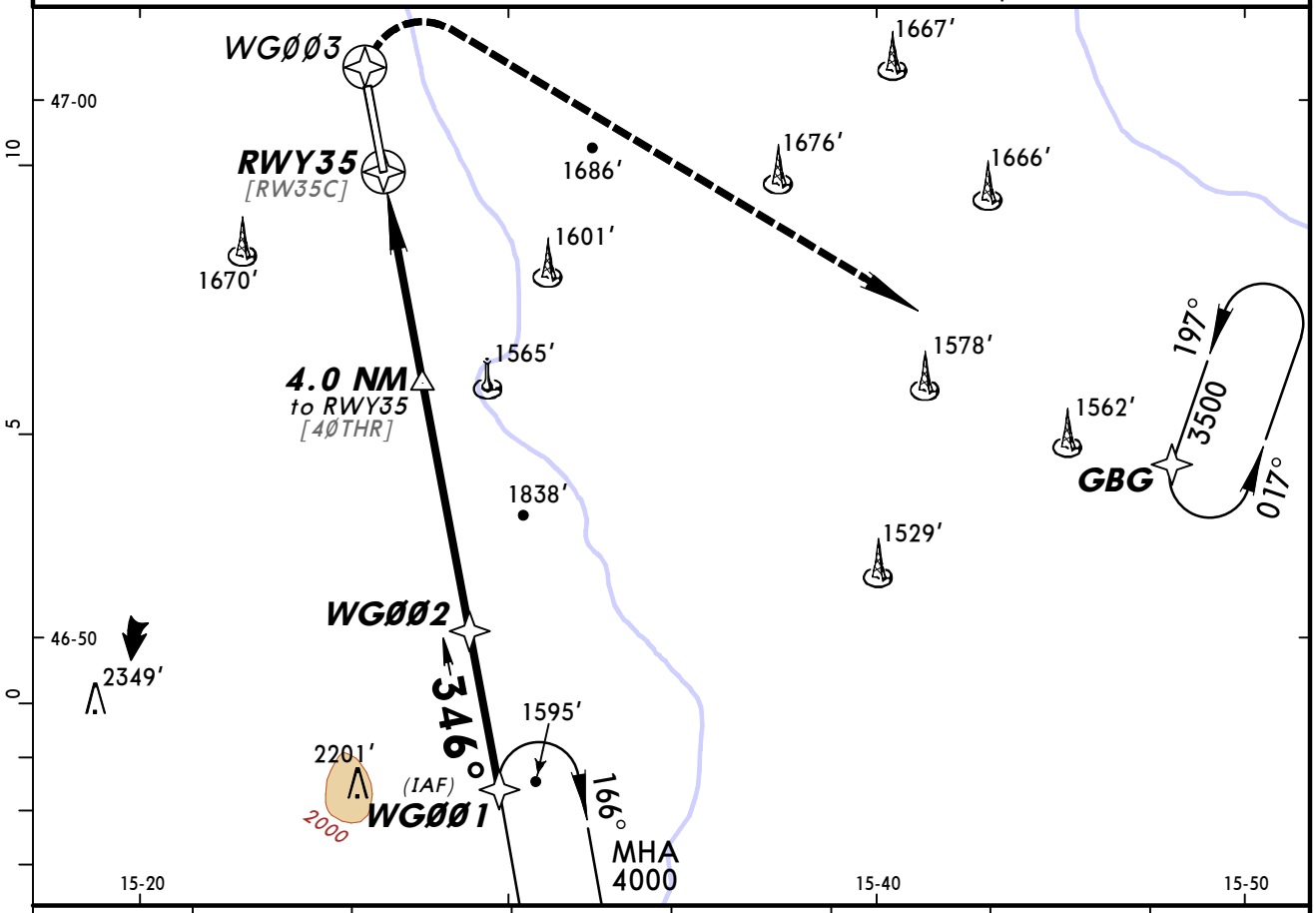
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	346°	WGØØ2 4000′ (2912′)	1400′ (312′)	1120′ / 1088′

MISSED APCH: Climb STRAIGHT AHEAD to WGØØ3, then turn RIGHT (MAX 185 KT) to GBG climbing to 3500′ and hold.

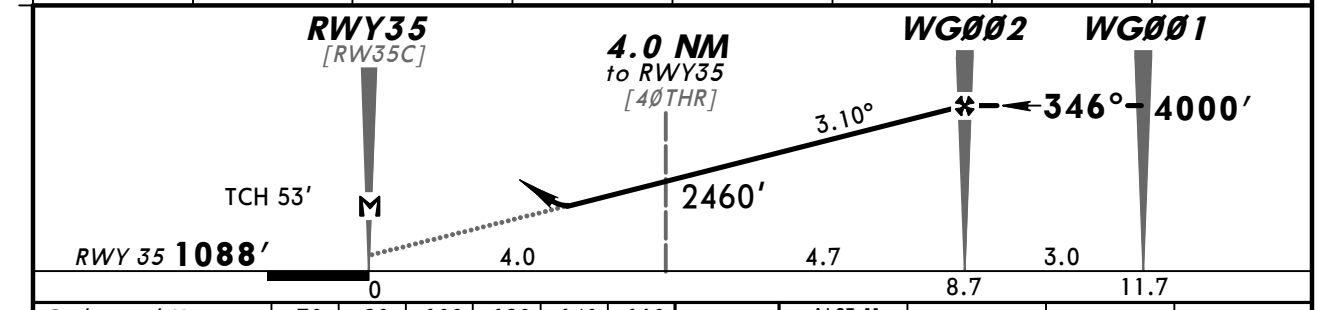
MSA WGØØ1: 140° 5900′, 220° 3400′, 325° 8100′

Alt Set: hPa | Rwy Elev: 39 hPa | Trans level: By ATC | Trans alt: 4000′

1. BARO-VNAV not authorized below -15° C. 2. Austrian border 17 NM South of airport.



DIST to RWY35	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1800′	2130′	2460′	2790′	3120′	3440′	3770′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at RWY35						

ALSF-II
REIL
PAPI

WGØØ3

185 KT MAX RT

3500′ GBG

Standard STRAIGHT-IN LANDING RWY 35

	LNAV/VNAV DA(H) 1400′ (312′)		LNAV DA(H) 1500′ (412′)	
		ALS out		ALS out
A	RVR 750m [1]	RVR 1400m	RVR 1200m	RVR 1500m
B				
C				RVR 1900m
D				

PANS OPS

[1] With TDZ, CL and HUD: RVR 700m.

CHANGES: Rwy designation.

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BRIEFING STRIP TM

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.12	119.3	123.02	118.2

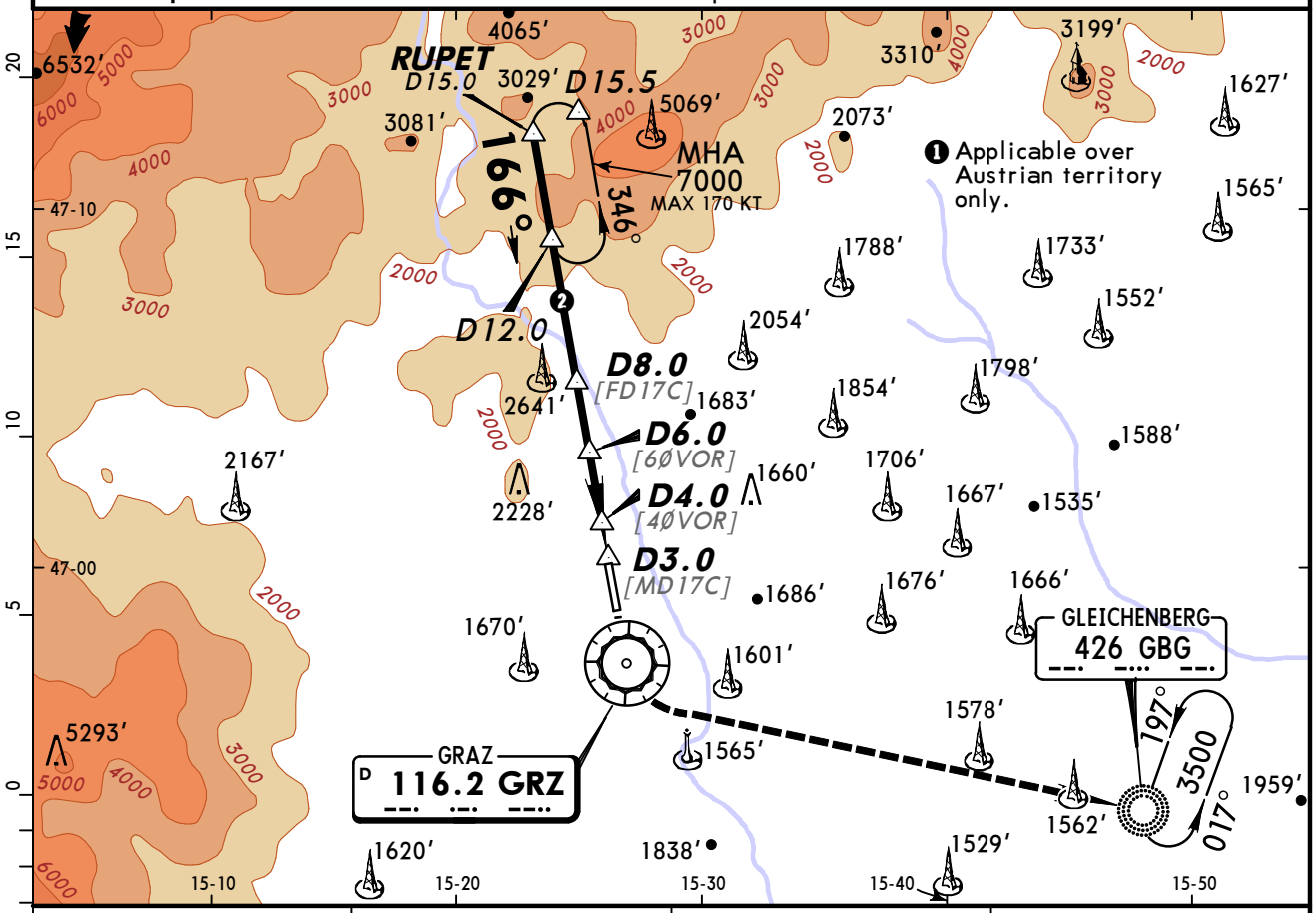
VOR GRZ	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
116.2	166°	D8.0 3500′ (2385′)	1550′ (435′)	Apt Elev 1120′ RWY 1115′

MISSED APCH: Climb to VOR, then turn LEFT to NDB climbing to 3500′.

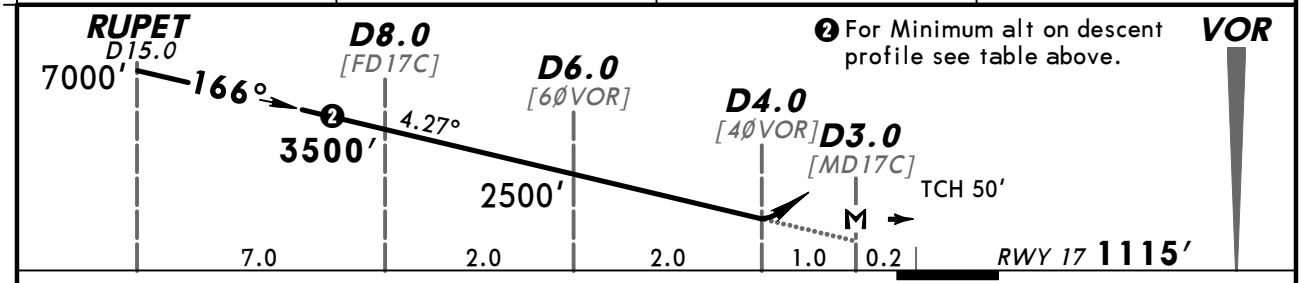
MSA GRZ VOR
7700′ (1) 120°–235°
4300′ (1) 330°–8300′ (1)

Alt Set: hPa | Rwy Elev: 40 hPa | Trans level: By ATC | Trans alt: 4000′

1. **DME required.** 2. Austrian border 17 NM south of airport.



GRZ DME	14.0	12.0	10.0
MINIMUM ALT	6500′	5500′	4500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.27°	529	680	756	907	1059	1210
MAP at D3.0						

PAPI | GRZ 116.2 | 3500′ LT | GBG 426

PANS OPS

Standard STRAIGHT-IN LANDING RWY 17

DA(H) 1550′ (435′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1670′ (550′)	1500m
B		135	1670′ (550′)	1600m
C	RVR 2000m	180	2080′ (960′)	2400m
D		205	2590′ (1470′)	3600m

CIRCLE-TO-LAND

Not authorized West of airport

CHANGES: Rwy designation. Bearings. Missed apch holding.

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BRIEFING STRIP

*D-ATIS	*GRAZ Radar (APP)		*GRAZ Tower
126.12	119.3	123.02	118.2

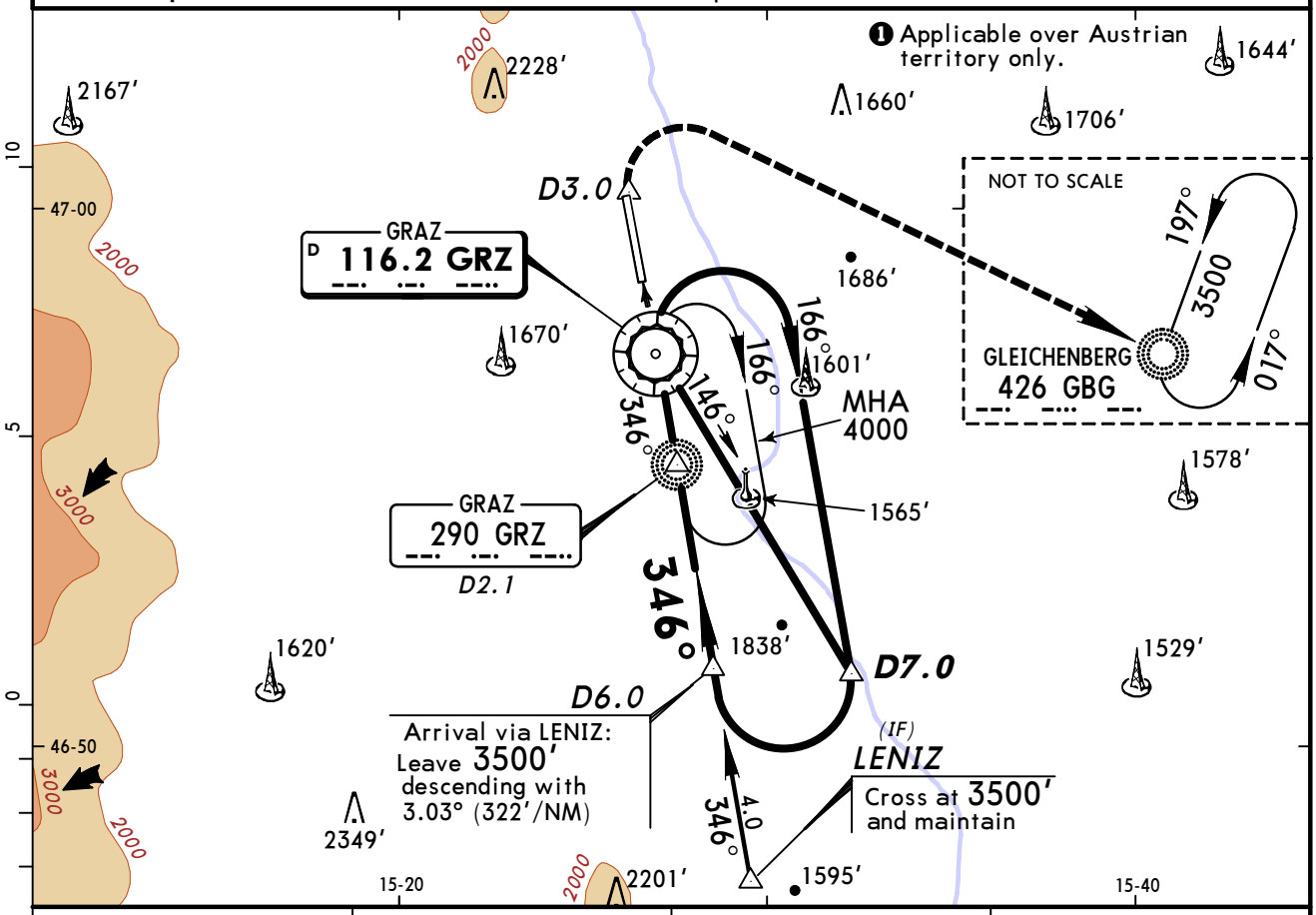
VOR GRZ	Final Apch Crs	Minimum Alt GRZ NDB	DA(H)	Apt Elev / RWY
116.2	346°	2300′ (1212′)	1500′ (412′)	Apt Elev 1120′ RWY 1088′

MISSED APCH: Climb to 1800′, then turn RIGHT (not later than D3.0, MAX 185 KT) to GBG NDB climbing to 3500′ and hold.

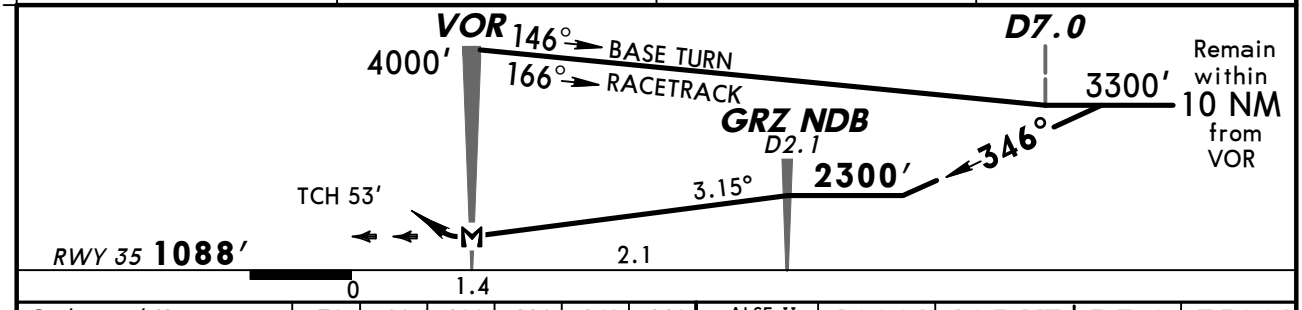
MSA GRZ VOR: 7700′ (120°–235°), 4300′ (235°–330°), 8300′ (330°–120°)

Alt Set: hPa | Rwy Elev: 39 hPa | Trans level: By ATC | Trans alt: 4000′

1. DME required. 2. Austrian border 17 NM south of airport.



GRZ DME	0.0	1.0	2.0
ALTITUDE	1600′	1940′	2270′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at VOR or GRZ NDB to MAP	2.1	1:48	1:24	1:16	1:03	0:54	0:47

ALSF-II, REIL, PAPI

1800′ ↑

185 KT MAX | D3.0 not later than RT

3500′ GBG 426

Standard STRAIGHT-IN LANDING RWY 35

DA(H) 1500′ (412′)

	ALS out
A, B, C, D	RVR 1200m / RVR 1900m

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1670′ (550′)	1900m
135		
180	2080′ (960′)	2400m
205	2590′ (1470′)	3600m

PANS OPS

CHANGES: Rwy designation. Bearings.

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BRIEFING STRIP

*D-ATIS	*GRAZ Radar (APP)	*GRAZ Tower
126.12	119.3 123.02	118.2

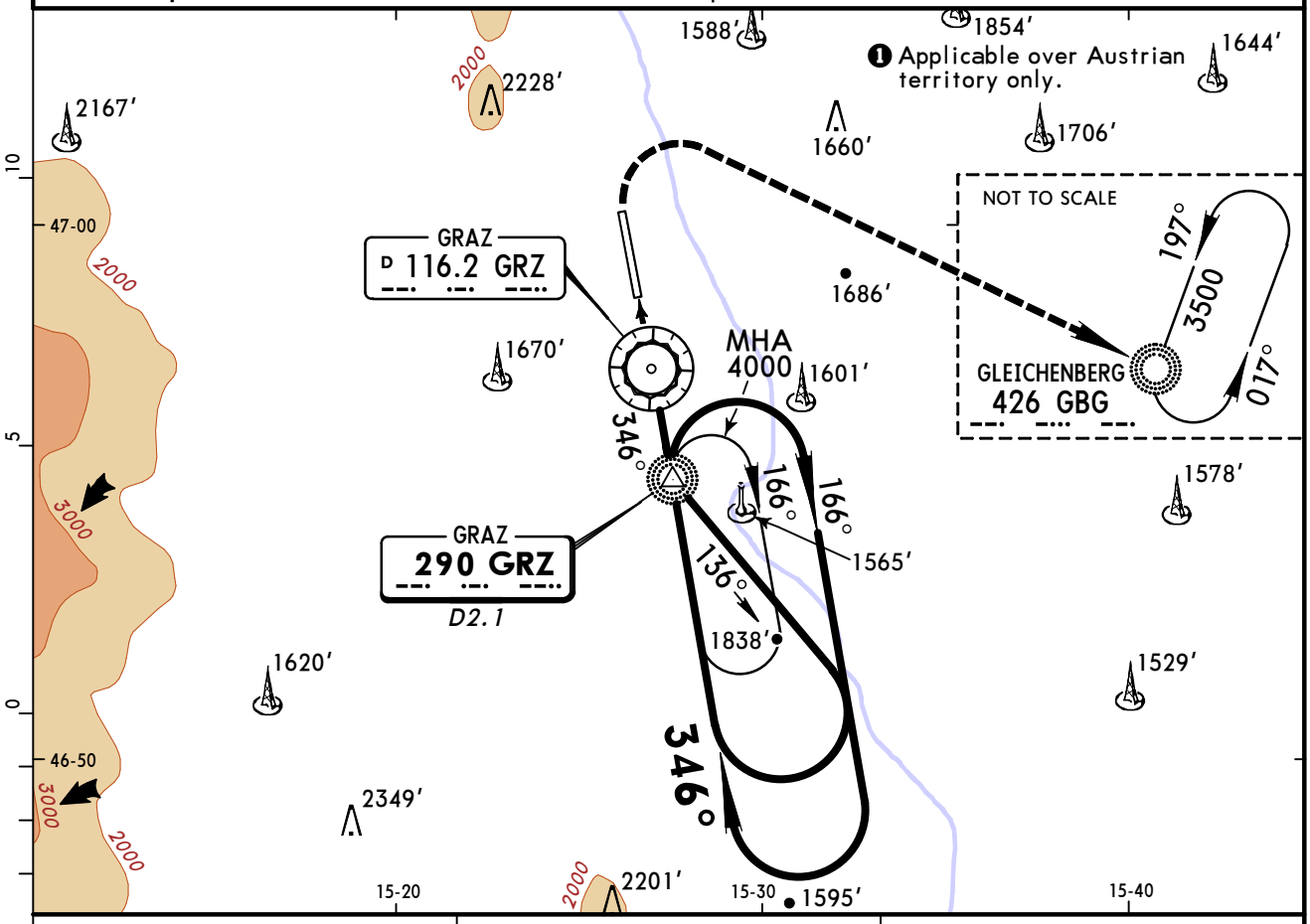
NDB GRZ	Final Apch Crs	Minimum Alt GRZ NDB	DA(H)	Apt Elev / RWY
290	346°	2300′ (1212′)	1700′ (612′)	Apt Elev 1120′ RWY 1088′

MISSED APCH: Climb STRAIGHT AHEAD to 1800′, then turn RIGHT (MAX 185 KT) to GBG NDB climbing to 3500′ and hold.

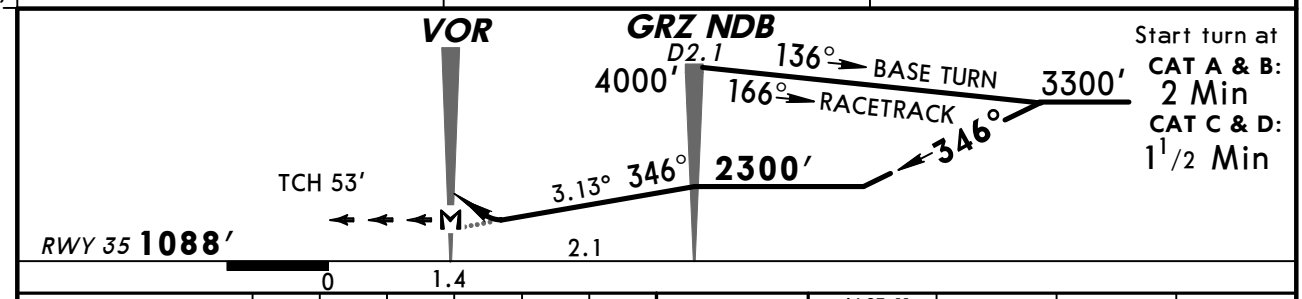
MSA
GRZ VOR
7700′ 120° 235° 4300′ 8300′ 330°

Alt Set: hPa Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 4000′

1. DME required. 2. Austrian border 17 NM south of airport.



GRZ DME	1.0	2.0
ALTITUDE	1940′	2270′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.13°	388	498	554	665	775	886
MAP at VOR or GRZ NDB to MAP 2.1	1:48	1:24	1:16	1:03	0:54	0:47

ALSF-II
REIL
PAPI

1800′ | 185 KT MAX RT | 3500′ GBG 426

PANS OPS

Standard STRAIGHT-IN LANDING RWY **35**

DA(H) **1700′ (612′)**

	ALS out
A, B, C, D	CMV 2100m / CMV 2800m

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1740′ (620′)	2800m
135		
180	2080′ (960′)	2800m
205	2590′ (1470′)	3600m

CHANGES: Rwy designation. Bearings.

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General Information

Location: Innsbruck Aut
IATA Code: INN
Lat/Long: N47° 15.6' E011° 20.6'
Elevation: 1907 ft

Airport Use: Public
Magnetic Variation: 2.2°E

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

Sunrise: 0600 Z
Sunset: 1656 Z,

Runway Information

Runway: 08
Length x Width: 6562 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1906 ft
Lighting: Edge, Centerline
Displaced Threshold: 338 ft

Runway: 26
Length x Width: 6562 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 1894 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS 126.025
Innsbruck Tower 120.1
Innsbruck De-Icing Ramp/Taxi Control 133.25
Innsbruck Radar 119.275

1. GENERAL

1.1. ATIS

D-ATIS 126.02

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLZV-2005' the following is applicable:
Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet ACFT if the produced noise does not exceed the noise limits specified in chapter 3 of ICAO Annex 16, Vol I.

Daily operational hours from 0630-2000LT.
For commercial flights, executed by air carriers according to paragraph 102 ff 'Luftfahrtgesetz' (air navigation law) and by foreign carriers according to paragraph 114 ff 'Luftfahrtgesetz' (air navigation law), with prop and turbo-prop ACFT, which not exceed the maximum noise level of Dash 8, operational hours are valid from 0600-2300LT, but between 2200-2300LT only arrivals are granted.
For commercial flights, executed by air carriers according to paragraph 102 ff 'Luftfahrtgesetz' (air navigation law) and by foreign carriers according to paragraph 114 ff 'Luftfahrtgesetz' (air navigation law), with jet-propelled ACFT, that maximum noise level is less than the maximum noise level of Dash 8, arrivals are granted between 2000-2300LT.
For rescue-, ambulance- and catastrophe operations with noise reduced ACFT according to ICAO Annex 16, chapter III, and with helicopters operational hours are valid analogues to item 2.

1.3. LOW VISIBILITY PROCEDURES

Low visibility take-off becomes effective when RVR for TDZ is 400m or less and will be activated with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" via RTF or ATIS.

1.4. OTHER INFORMATION

1.4.1. GENERAL

Extensive glider activity.

1.4.2. SPECIAL NOTES

Due to mountainous terrain in vicinity of APT and the requirement for visual manoeuvring, it is considered essential that pilots shall practise approaches in VMC (including Missed Apch, Circling and Departure), prior operating in IMC. Training in VMC may be substituted by simulator training, provided an adequate visual scene of the vicinity INNSBRUCK is available. Contingency procedures and balked landing procedures shall be included in pilots training and shall be practised before operating in IMC.
When designing a balked landing procedure to RWY 26 the following guiding principles shall be considered:
Climb with MAX gradient at least 6.1% along northern side of the INN valley. Start LEFT turn when passing 3200' West of APT. MAX turn radius 1.0 NM (1800m) at turning point D3.2 OEV (111.1 MHZ) West of station. AD obstruction chart type B is recommended for preparation.

During FOEHN conditions (surface wind 100-180°, average windspeed 15-25 KT, gusts 30-50 KT) severe turbulence associated with horizontal windshear and severe downdraughts at various altitudes have to be expected especially over the city of INNSBRUCK below 5000'. To minimize operation in turbulence, pilots may - during a LOC DME West procedure - request if practicable a visual approach to RWY 08 from a position West of APT.
If a full LOC DME West procedure is executed it is recommended to stop descent at 7000'. After passing AB Lctr proceed visually to a position over or South of APT but not below 5000'.

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1. GENERAL

Thereafter continue descent and join right-hand baseleg for RWY 08. A downdraught over the river INN on final approach to RWY 08 may be expected too. When executing an approach procedure from the East (via RTT NDB) stop descent at 5000' and continue as described above to RWY 08.
Caution is advised when actual outside air temperature differs from ISA by more than MINUS 10°C, due to substantial difference between true altitude and indicated altitude. Pilot will be informed accordingly by ATC.
A cloud base report for the area of AB Lctr and for the visual manoeuvring area (procedures WEST) taken by two ceilometers, will be included in the INNSBRUCK MET REPORT and transmitted on National Innsbruck VOLMET Broadcast if the indicated cloud base is below 5000' AAL.
In the area around INNSBRUCK it may happen that different values of visibility exist in various directions mainly caused by a haze or mist layer over the city. If such situations are observed and the ground visibility is 8km or less, an additional reference in plain language to the INNSBRUCK MET REPORT is made indicating this situation and the various values of visibility. This plain-language-appendix refers especially to an existing haze layer and as far as possible to the estimated visibility above this haze layer.

1.4.3. ADDITIONAL SERVICE

Surveillance based on multilateration is used by INNSBRUCK Tower/APP in order to provide additional service for the provision of air traffic services in the INN Valley. This non-standard ICAO system is using on board transponder mode A/C/S replies by calculating time/distance of signals in order to locate position and altitude of ACFT. All standard ICAO Radar procedures, phraseology and services apply.
Radar service will be initiated by identification procedure for ACFT equipped with serviceable transponder mode A/C/S: Departures when entering RWY.

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2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. ATC PROCEDURES

No approach clearance will be issued by ATC below CEIL 1300' and 1500m ground visibility.
In case of low fog, haze, mist or blowing snow over the APT a clearance for approach will be granted on pilots request provided
- the RVR is at least 1000m and
- the visibility above the layers is at least 5.0 km and there are no clouds below 3100' AAL.

2.1.2. SPECIAL RNP 03 RNAV RWY 26 GUIDELINES

2.1.2.1. EQUIPMENT REQUIREMENTS

Approved Dual FMCS installation according AC20-130A including RNP capability of 0.3 NM or better (smaller 0.3 NM).

Dual GPS and IRS (DME/DME, VOR/DME and LOC update not authorized).

FMS must be capable to perform ARINC 424 "RF" Path Terminator.

Required RNP RNAV functions (28) according JAA TGL Draft XZ published 23 JAN 2004.

2.1.2.2. APPLICATION

This procedure requires special authorization by the Austrian Civil Aviation Authority for each operator and ACFT type.

Only operators of multi-engine ACFT shall apply for such permission.

The application shall contain:
- ACFT type
- FMS type and certification
- instrument approach and landing chart
- flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.)
- Data file with ARINC 424 coding of the procedure
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations (refer to probability functions stated in RTCA DOC 236 and JAA TGL XZ Draft)

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual or Performance Manual.

Applications shall be conveyed at least six weeks prior to the intended operations.

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

FAX: +43 (0) 5 1703 6656
+43 (0) 5 1703 6666

e-mail: special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

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3. DEPARTURE

3.1. OTHER INFORMATION

3.1.1. ATC PROCEDURES

No departure clearance will be issued by ATC below CEIL 1500' and/or 1500m ground visibility.

In case of low fog, haze, mist layers or blowing snow over the APT a clearance for departure on RWY 08 will be granted to pilots for multi engine ACFT only provided
- the RVR is at least 600m and
- the visibility above the layers is at least 5.0 km and
- there are no clouds below 3100' AAL.

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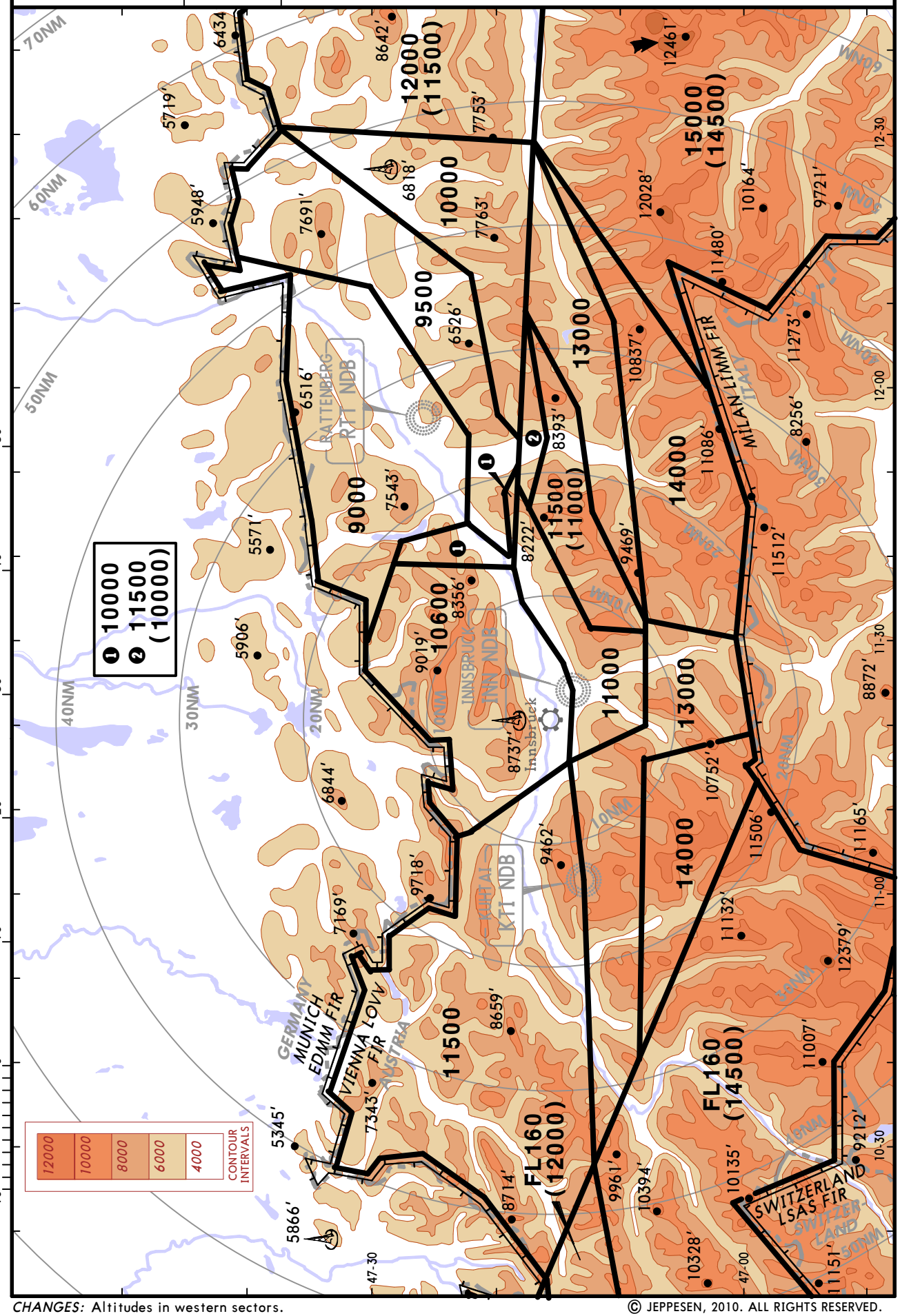
*INNSBRUCK Radar (APP) 119.27	Apt Elev 1900′	Alt Set: hPa Trans level: By ATC Trans alt: 11000′ 1. Minimum altitudes applicable for radar controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 2. This chart may only be used for cross-checking of assigned altitudes while under radar control



CHANGES: Altitudes in western sectors.

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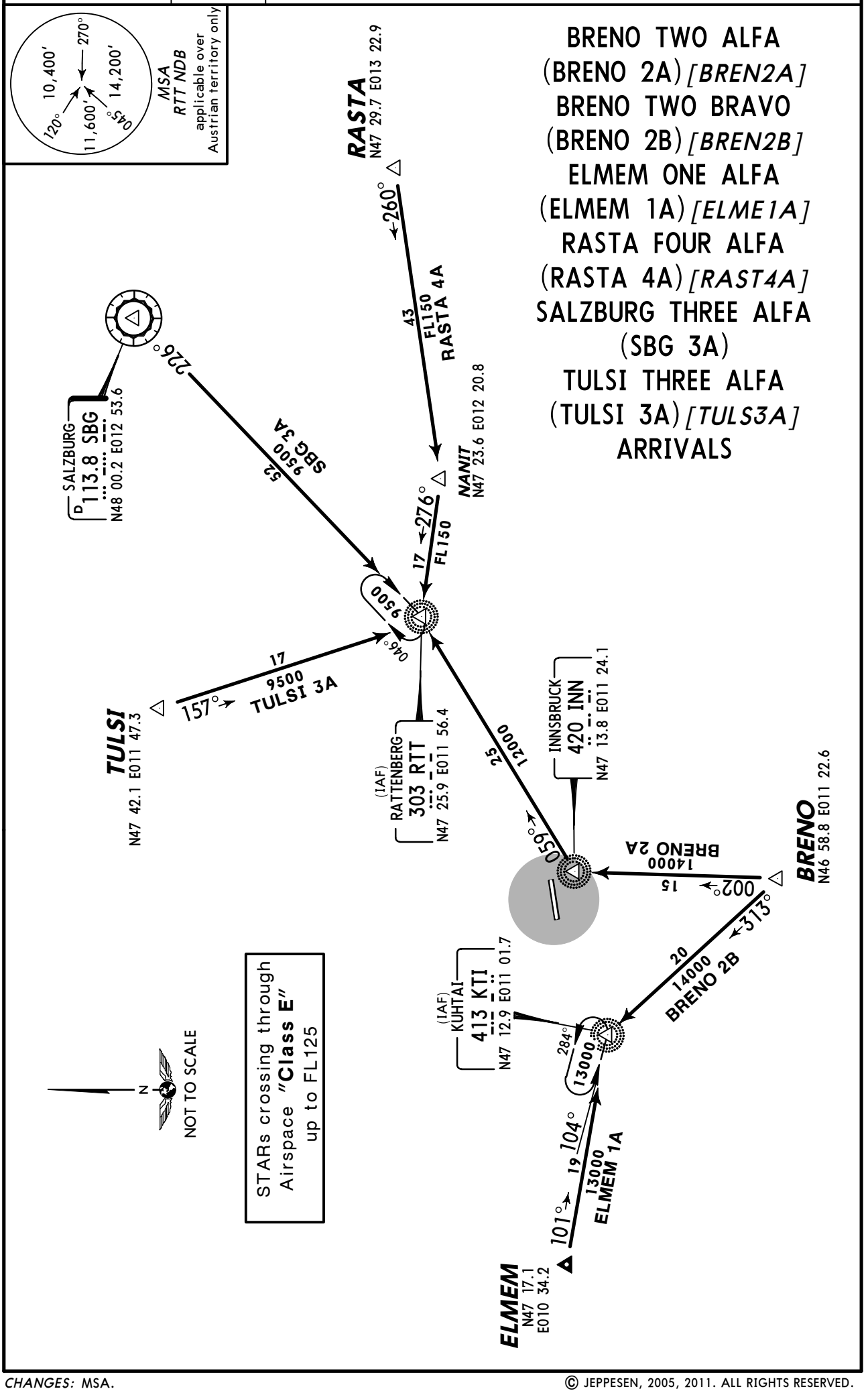
*D-ATIS	Apt Elev	Alt Set: hPa
126.02	1907′	Trans level: By ATC Trans alt: 11000′



CHANGES: MSA.

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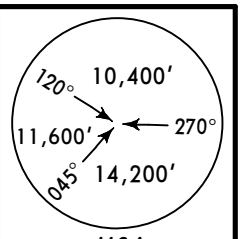
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		

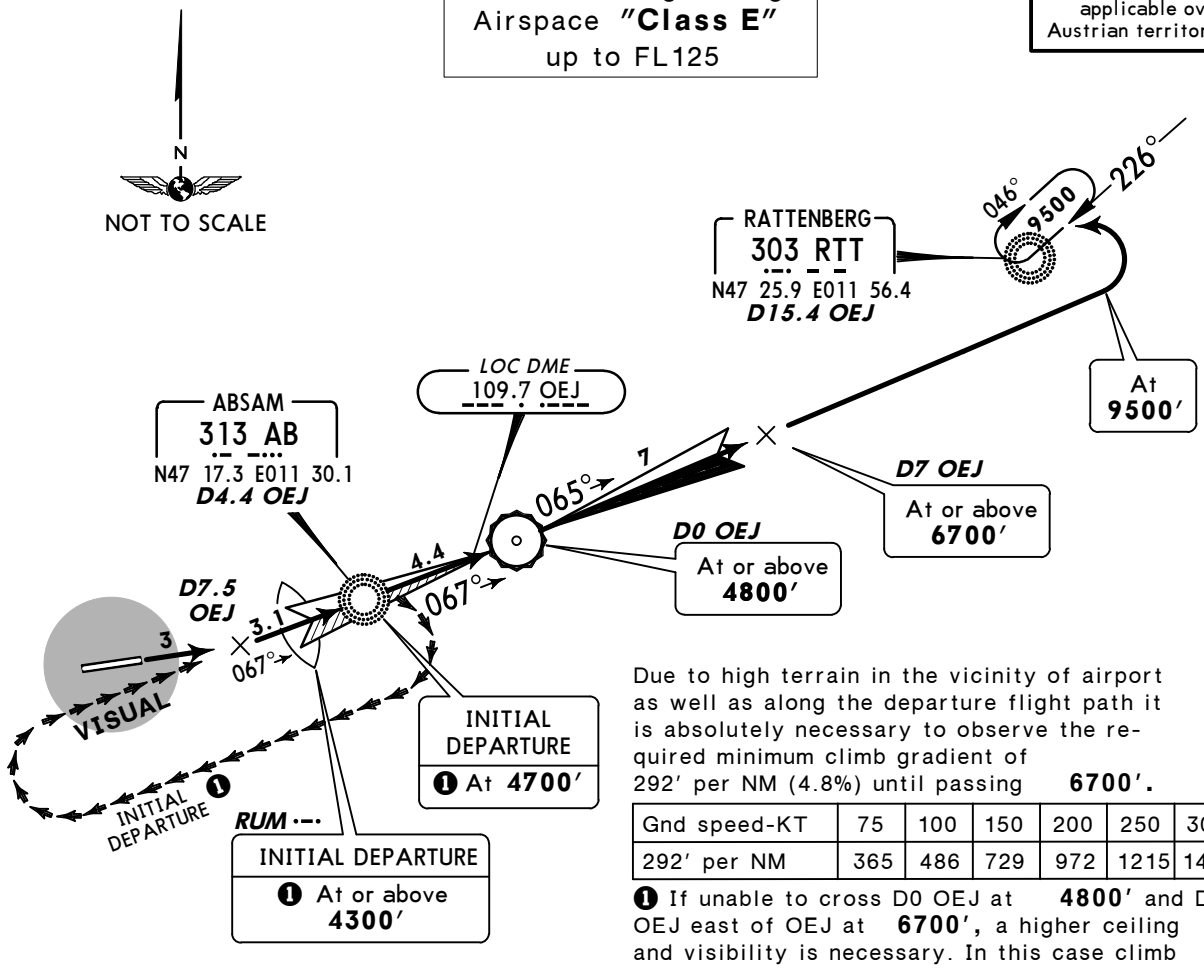
RWY 08 INITIAL DEPARTURE PROCEDURE

FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



MSA
RTT NDB
applicable over
Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125



Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 292′ per NM (4.8%) until passing **6700′.**

Gnd speed-KT	75	100	150	200	250	300
292′ per NM	365	486	729	972	1215	1458

1 If unable to cross D0 OEJ at **4800′** and D7 OEJ east of OEJ at **6700′,** a higher ceiling and visibility is necessary. In this case climb visually either via AB at **4700′** or RUM at or above **4300′.**

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	334	501	668	835	1003

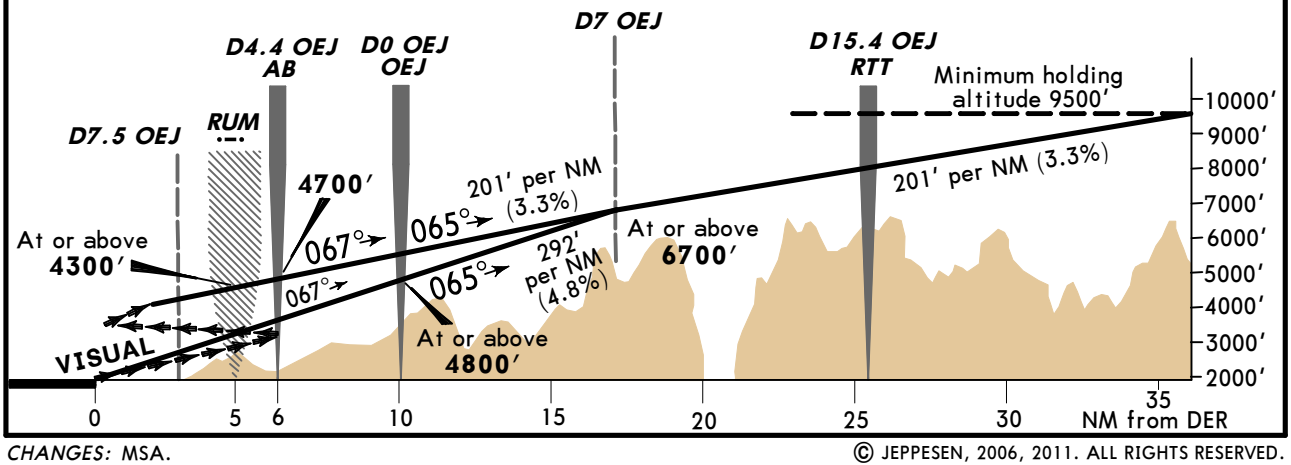
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 067° OEJ course. At OEJ change to 065° and continue to **9500′** using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: MSA.

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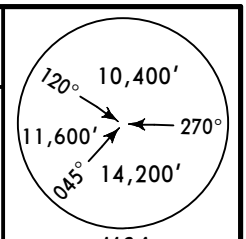
Apt Elev 1907′ | Trans level: By ATC Trans alt: 11000′

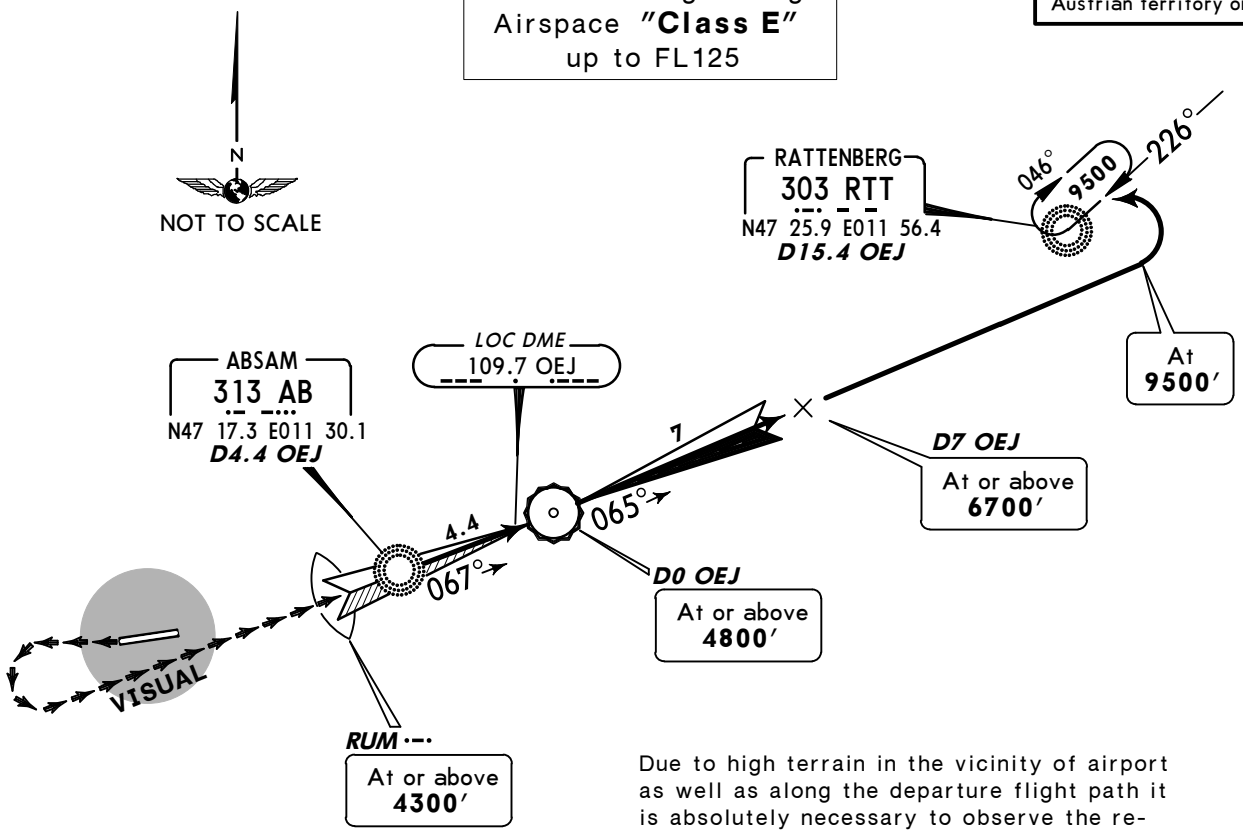
RWY 26 INITIAL DEPARTURE PROCEDURE

FOLLOWED BY SIDS SHOWN ON CHARTS 10-3B & 10-3C



MSA
RTT NDB
applicable over
Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125



Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations: For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 201′ per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	334	501	668	835	1003

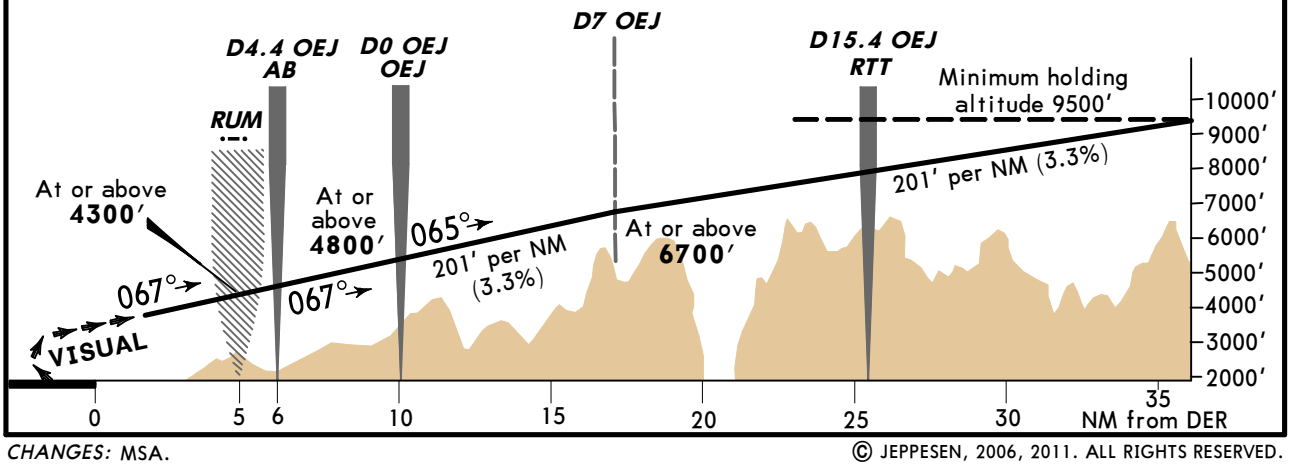
Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Initial climb clearance **By ATC**

INITIAL CLIMB

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'ZIRL' turn visually LEFT, join OEJ on course 067° inbound to AB, continue on 067° OEJ course. At OEJ change to 065° and continue to **9500′** using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: MSA.

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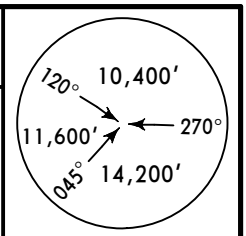
Apt Elev	Trans level: By ATC Trans alt: 11000′
1907′	

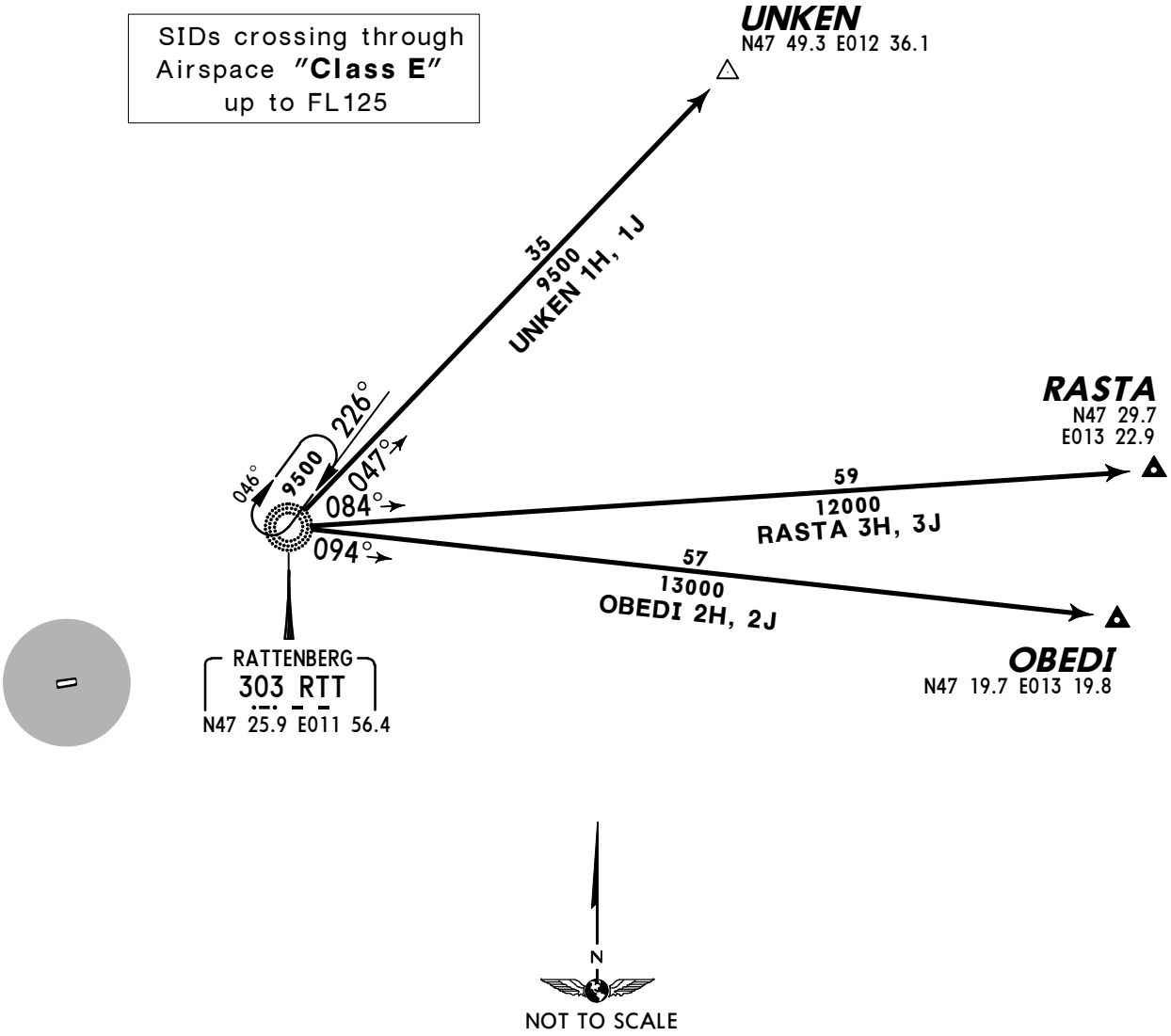


MSA
RTT NDB
applicable over
Austrian territory only

OBEDI TWO HOTEL (OBEDI 2H)
RASTA THREE HOTEL (RASTA 3H)
UNKEN ONE HOTEL (UNKEN 1H)
RWY 26 DEPARTURES

OBEDI TWO JULIETT (OBEDI 2J) *[OBED2J]*
RASTA THREE JULIETT (RASTA 3J) *[RAST3J]*
UNKEN ONE JULIETT (UNKEN 1J) *[UNKE1J]*
RWY 08 DEPARTURES

FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A
TO EAST



Initial climb clearance **By ATC**

SID	ROUTING
OBEDI 2H, 2J	At RTT 094° bearing to OBEDI.
RASTA 3H, 3J	At RTT 084° bearing to RASTA.
UNKEN 1H, 1J	At RTT 047° bearing to UNKEN.

CHANGES: MSA.

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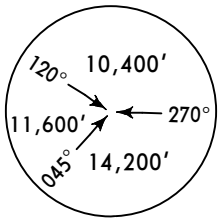
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		



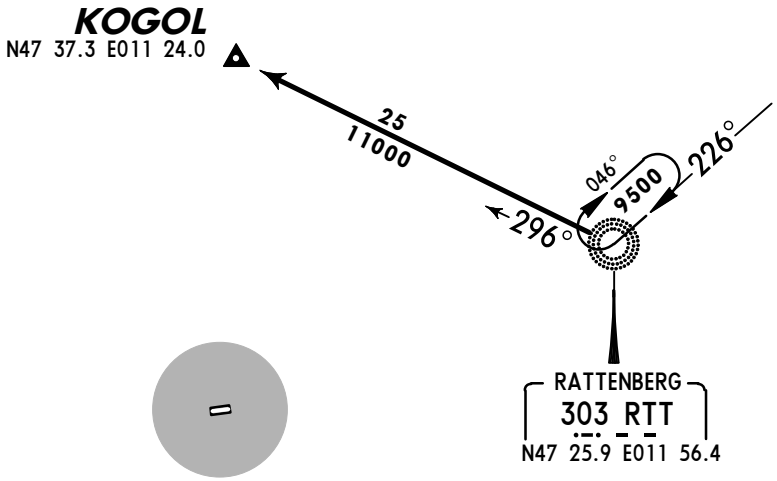
MSA
RTT NDB
applicable over
Austrian territory only

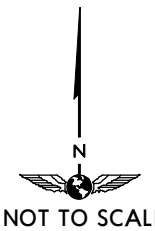
KOGOL TWO HOTEL (KOGOL 2H)
RWY 26 DEPARTURE

KOGOL TWO JULIETT (KOGOL 2J) *[KOGO2J]*
RWY 08 DEPARTURE

ONLY AVAILABLE FOR FLIGHTS WITH RFL 120 OR BELOW
FOR INITIAL CLIMB-OUT REFER TO CHARTS 10-3 OR 10-3A
TO WEST

SIDs crossing through
Airspace **"Class E"**
up to FL125





NOT TO SCALE

Initial climb clearance **By ATC**

ROUTING

At RTT 296° bearing to KOGOL.

CHANGES: MSA.

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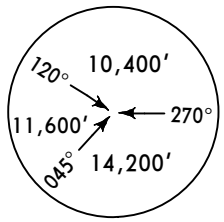
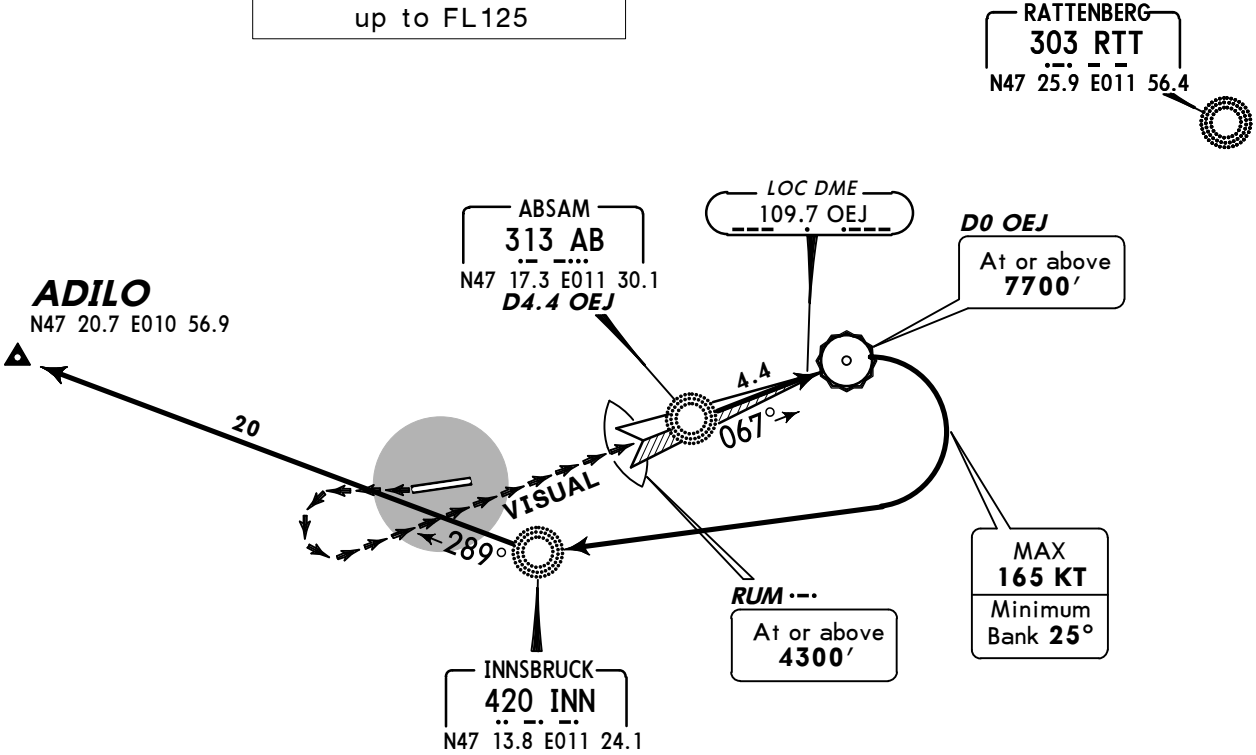
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		



MSA
RTT NDB
applicable over
Austrian territory only

ADILO ONE HOTEL (ADILO 1H)
RWY 26 DEPARTURE
ALTERNATE RTT 2H - INN - ADILO

SIDs crossing through
Airspace **"Class E"**
up to FL125



NOT TO SCALE

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
395′ per NM (6.5%) until D0 OEJ, then
365′ per NM (6%) until completion of turn.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
365′ per NM	456	608	911	1215	1519	1823

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'ZIRL' turn visually LEFT, join OEJ on course 067° inbound to AB, continue on 067° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADILO.

CHANGES: MSA.

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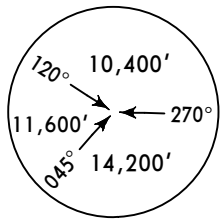
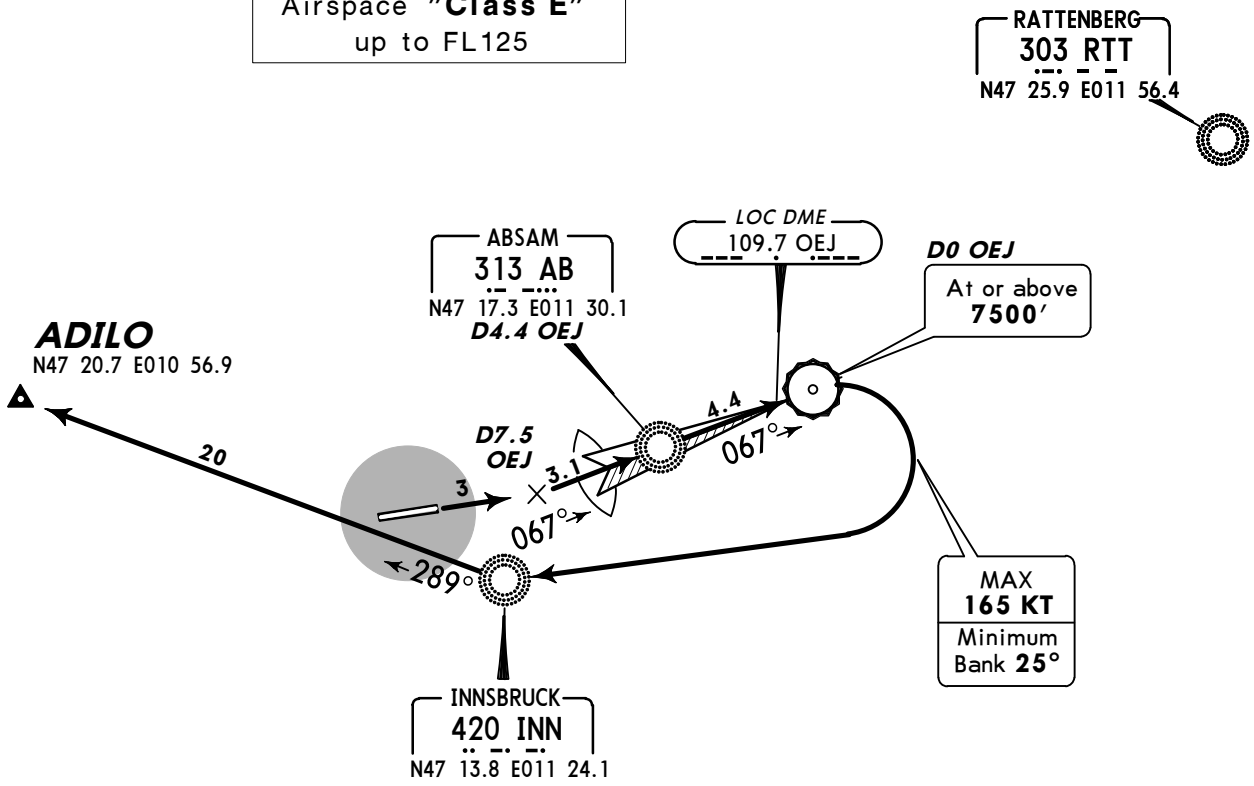
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		



MSA
RTT NDB
applicable over
Austrian territory only

ADILO ONE JULIETT (ADILO 1J) *[ADIL1J]*
RWY 08 DEPARTURE
ALTERNATE RTT 2J - INN - ADILO

SIDs crossing through Airspace **"Class E"** up to FL125



NOT TO SCALE

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 535′ per NM (8.8%) until D0 OEJ, then 395′ per NM (6.5%) until completion of turn.

Gnd speed-KT	75	100	150	200	250	300
535′ per NM	668	891	1337	1782	2228	2674
395′ per NM	494	658	987	1317	1646	1975

Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 067° OEJ course to D0 OEJ, turn RIGHT to INN, 289° bearing to ADILO.

CHANGES: MSA.

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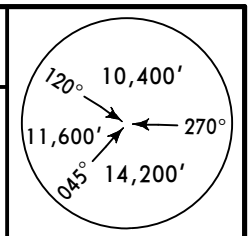
Apt Elev 1907′

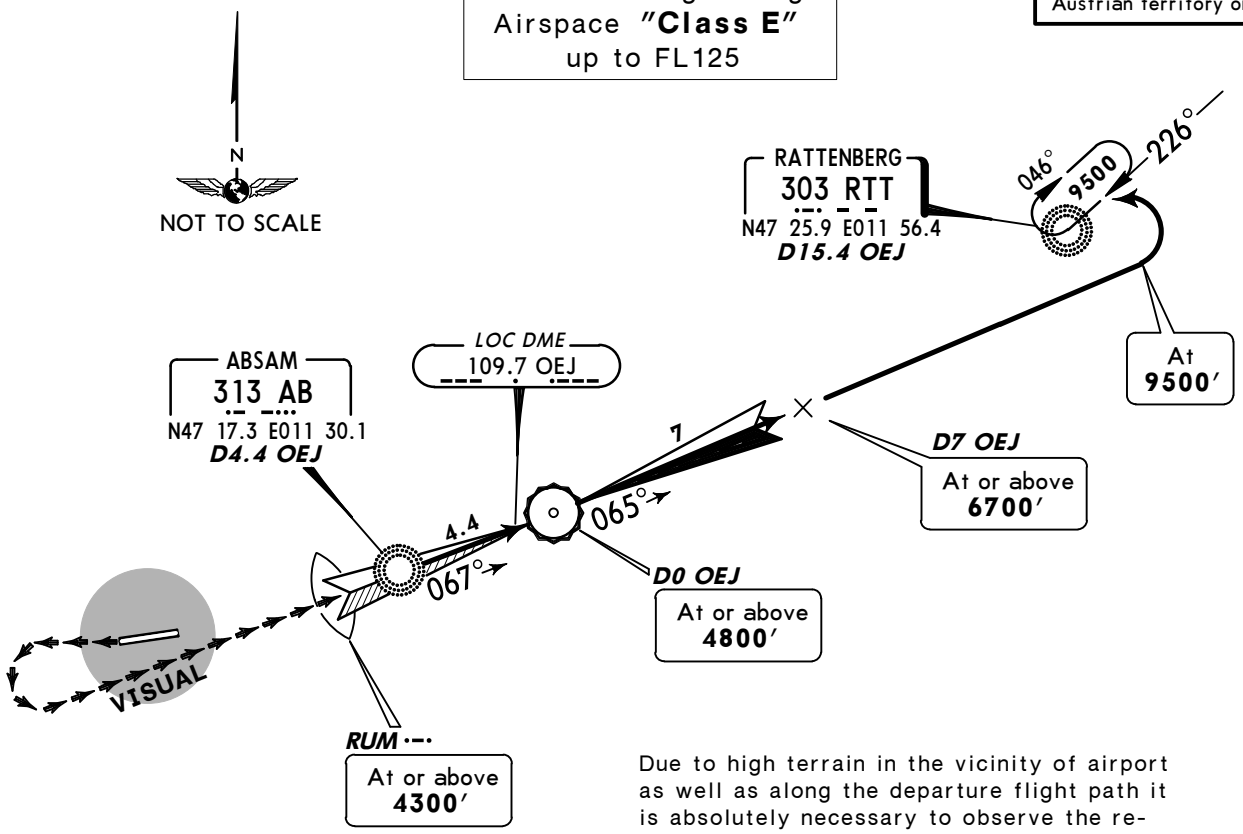
Trans level: By ATC Trans alt: 11000′

RATTENBERG TWO HOTEL (RTT 2H)
RWY 26 DEPARTURE



MSA
RTT NDB
applicable over
Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125



Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 201′ per NM (3.3%).

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	334	501	668	835	1003

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

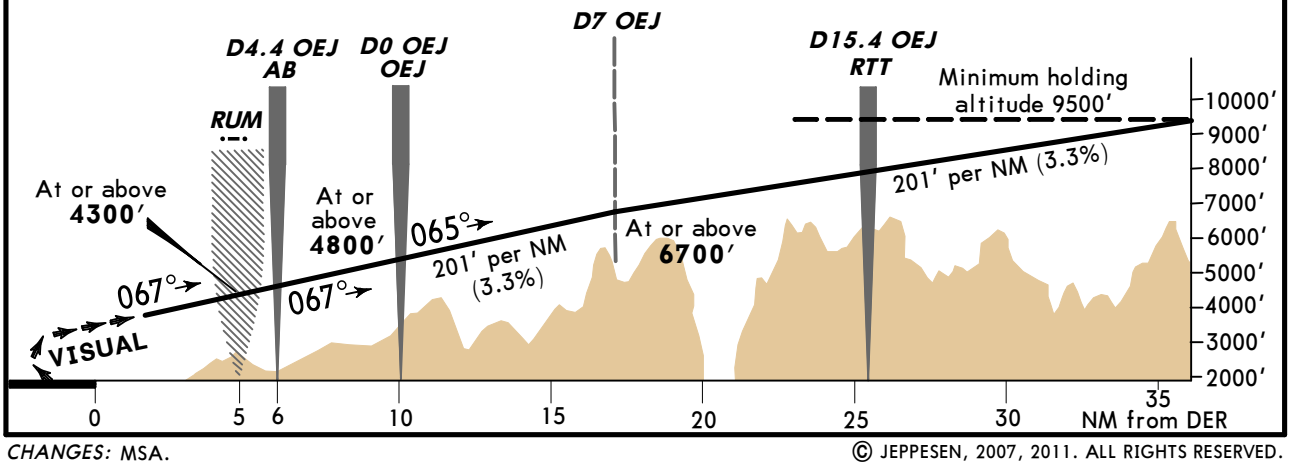
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations: For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb visually with maximum rate of climb along northern side of the valley (visual track 270°-275°). In the area of village 'ZIRL' turn visually LEFT, join OEJ on course 067° inbound to AB, continue on 067° OEJ course. At OEJ change to 065° and continue to **9500′** using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route.
Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: MSA.

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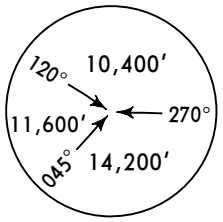
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		



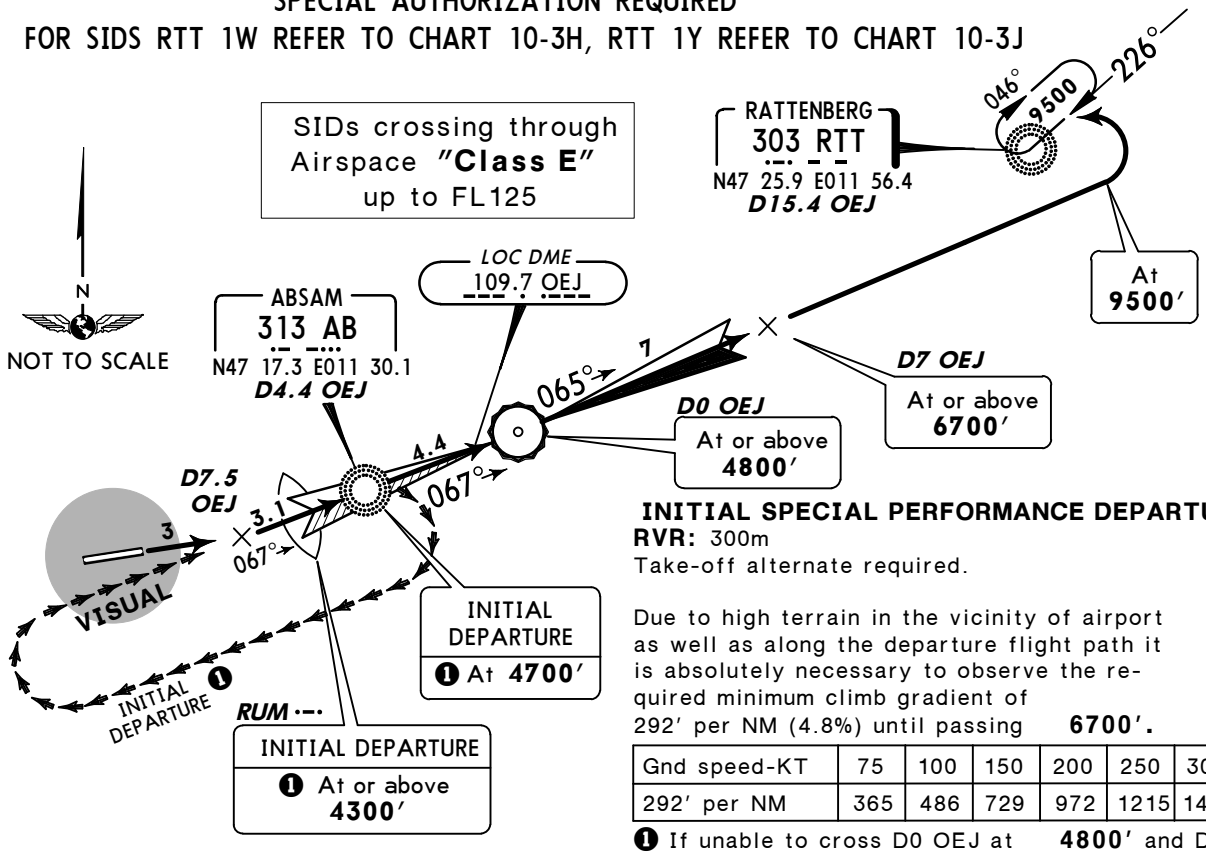
MSA
RTT NDB
applicable over Austrian territory only

RATTENBERG TWO JULIETT (RTT 2J)
RWY 08 DEPARTURE

RATTENBERG TWO ZULU (RTT 2Z)
RWY 08 SPECIAL PERFORMANCE DEPARTURE

SPECIAL AUTHORIZATION REQUIRED

FOR SIDS RTT 1W REFER TO CHART 10-3H, RTT 1Y REFER TO CHART 10-3J



INITIAL SPECIAL PERFORMANCE DEPARTURE

RVR: 300m

Take-off alternate required.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 292′ per NM (4.8%) until passing **6700′.**

Gnd speed-KT	75	100	150	200	250	300
292′ per NM	365	486	729	972	1215	1458

1 If unable to cross D0 OEJ at **4800′** and D7 OEJ east of OEJ at **6700′,** a higher ceiling and visibility is necessary. In this case climb visually either via AB at **4700′** or RUM at or above **4300′.**

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	334	501	668	835	1003

INITIAL DEPARTURE

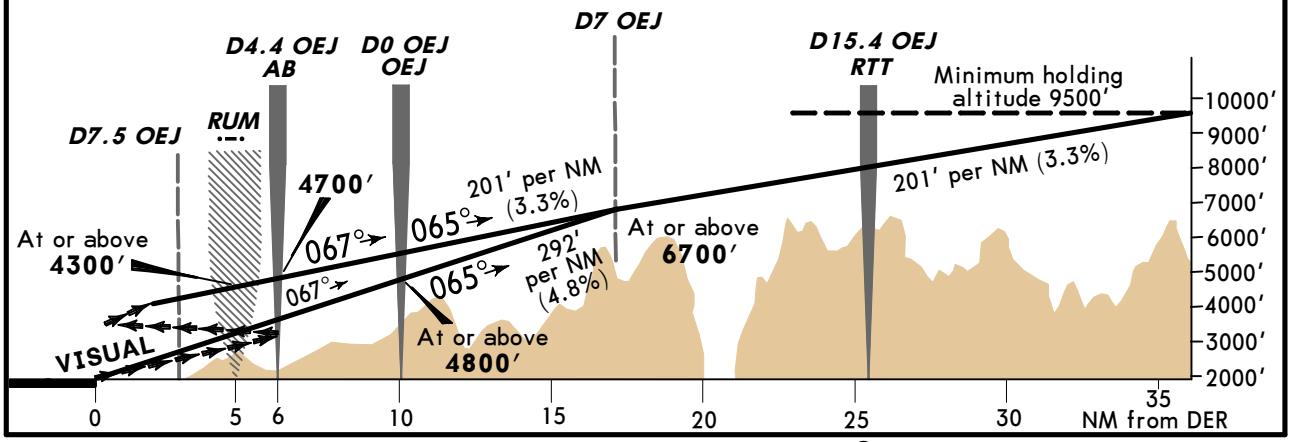
Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track with maximum rate of climb until intercepting OEJ course (D7.5 OEJ) inbound to AB, continue on 067° OEJ course. At OEJ change to 065° and continue to **9500′** using OEJ back course, then turn LEFT to RTT. After RTT join SID or cleared ATS route. Due to erroneous LOC indications when off centerline from 2 DME before until 2 DME after LOC-DME station, use AB as additional guidance.

REQUIRED MINIMUM CLIMB PROFILE



CHANGES: MSA.

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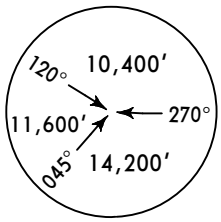
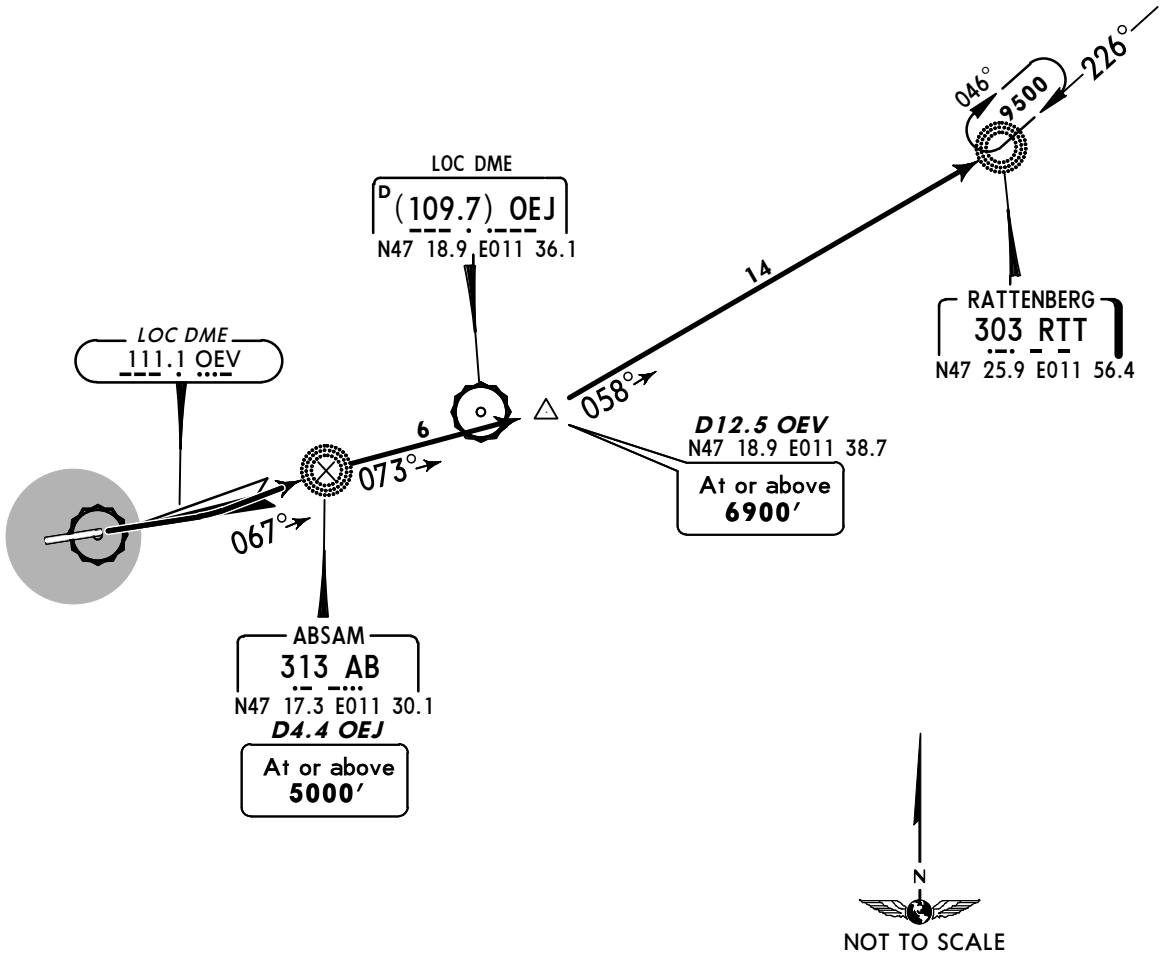
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		



MSA
RTT NDB
applicable over
Austrian territory only

RATTENBERG ONE WHISKEY (RTT 1W)
RWY 08 DEPARTURE

SIDs crossing through
Airspace **"Class E"**
up to FL125



Direct distance from Innsbruck Apt to:
AB **7NM**

Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of
498′ per NM (8.2%) until AB, then
328′ per NM (5.4%) until passing 9500′.

Gnd speed-KT	75	100	150	200	250	300
498′ per NM	623	830	1246	1661	2076	2491
328′ per NM	410	547	820	1094	1367	1641

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track, intercept 067° bearing to AB (D4.4 OEJ), 073° bearing (074° OEV back course), intercept 058° bearing to RTT.

CHANGES: MSA.

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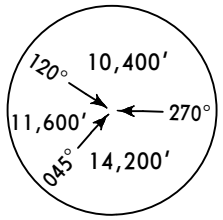
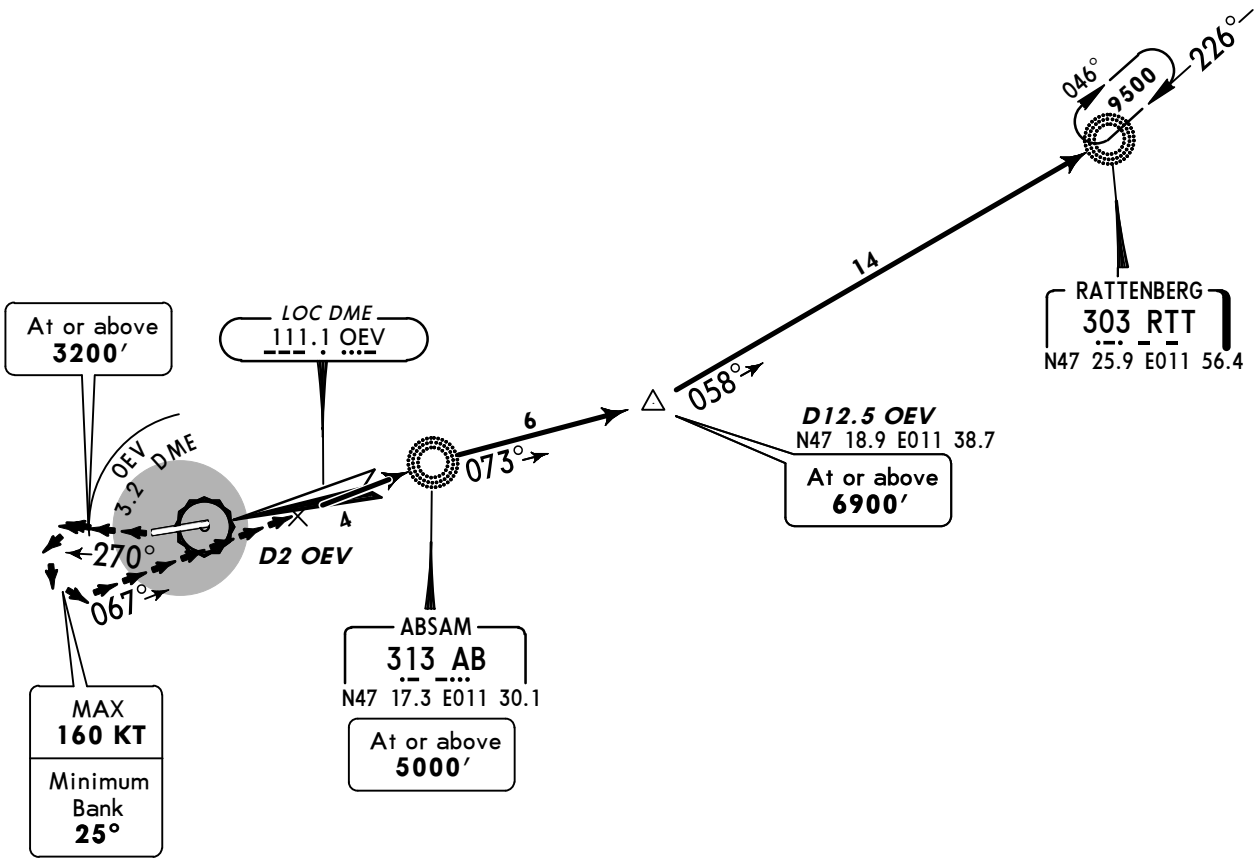
Apt Elev	Trans level: By ATC	Trans alt: 11000′
1907′		

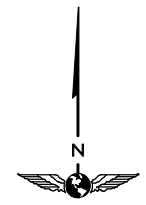


MSA
RTT NDB
applicable over
Austrian territory only

RATTENBERG ONE YANKEE (RTT 1Y)
RWY 26 DEPARTURE

SIDs crossing through
Airspace **"Class E"**
up to FL125





NOT TO SCALE

Due to high terrain in the vicinity of airport as well as along the departure flight path it is absolutely necessary to observe the required minimum climb gradient of 328′ per NM (5.4%) until passing 9500′.

Gnd speed-KT	75	100	150	200	250	300
328′ per NM	410	547	820	1094	1367	1641

Therefore the procedure requires sufficient ceiling and flight visibility until aircraft is established on OEJ.

Meteorological minimums:
Ceiling: 1500′ **Ground visibility:** 1500m
Flight visibility during visual operations:
For aircraft CAT A & B 3km, for aircraft CAT C & D 5km.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb visually on 270° track to OEV 3.2 DME, turn LEFT visually, intercept 067° bearing to AB (maintain visual to D2 OEV), 073° bearing (074° OEV back course), intercept 058° bearing to RTT.

CHANGES: MSA.

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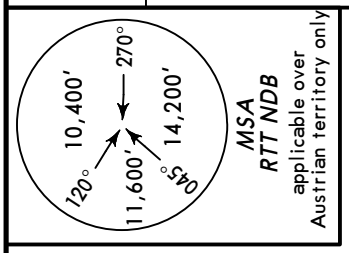
Apt Elev 1907′

Trans level: By ATC Trans alt: 11000′



MSA
RTT NDB
applicable over Austrian territory only

KEMPTEN ONE ZULU (KPT 1Z)
RWY 08 SPECIAL PERFORMANCE DEPARTURE
SPECIAL AUTHORIZATION REQUIRED

RATTENBERG
303 RTT
N47 25.9 E011 56.4

NOT TO SCALE

SIDs crossing through Airspace **"Class E"** up to FL125

ABSAM
313 AB
N47 17.3 E011 30.1
At or above **5600′**

INNSBRUCK
420 INN
N47 13.8 E011 24.1
At or above **9400′**

245°
8
067°
6
289°
15
20
22
332°
R152°

D39 KPT
At or above **11500′**

KEMPTEN
(H) 109.6 KPT
N47 44.7 E010 21.0

D22 KPT
N47 25.6
E010 35.8

This SID requires a minimum climb gradient of 608′ per NM (10%) until passing INN.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038

MAX 154 KT and bank angle of at least 25°, after passing INN MAX 250 KT up to 11000′.

Initial climb clearance **By ATC**

INITIAL CLIMB/ROUTING

Climb on runway track with maximum climb gradient, intercept 067° bearing to AB, turn RIGHT, intercept 245° bearing to INN, 289° bearing, intercept KPT R-152 inbound to KPT.

CHANGES: None.

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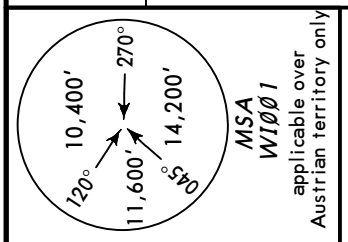
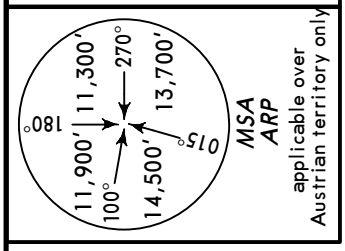
Apt Elev 1907′

Trans level: By ATC Trans alt: 11000′





RTT 1X
RWY 26 SPECIAL PERFORMANCE
RNAV (RNP) DEPARTURE

GNSS AND IRS REQUIRED
DME/DME, LOC AND VOR/DME UPDATING NOT AUTHORIZED
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)

SIDs crossing through Airspace **"Class E"** up to FL125

RATTENBERG
303 RTT
N47 25.9 E011 56.4
WIØØ1
At or above **9500′**

WIØØ2
N47 22.6 E011 49.5

WIØØ3
N47 16.3
E011 26.8

WIØØ5
N47 15.1 E011 16.1
At or above **3000′**

WIØØ6
N47 18.3 E011 05.2
At or above **5450′**

WIØØ7
N47 19.2 E010 59.0
At or above **6750′**

WIØØ8
N47 16.6 E010 59.4

RADIUS **1.35**

MAX **165 KT**

053° 5.1
090° 16.1
079° 2.7
259° 7.4
291° 8.1
111°
280° 4.3
065° 4.3
5.0

N
NOT TO SCALE

This SID requires minimum climb gradients of
425′ per NM (7%) until WI005, then
304′ per NM (5%) until passing WI008.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB/ROUTING

WI005 (3000′+) - WI006 (5450′+) - WI007 (6750′+) - WI008 (K165-) - WI006 - WI005 - WI003 - WI002 - WI001 (9500′+).

CHANGES: MSA added.

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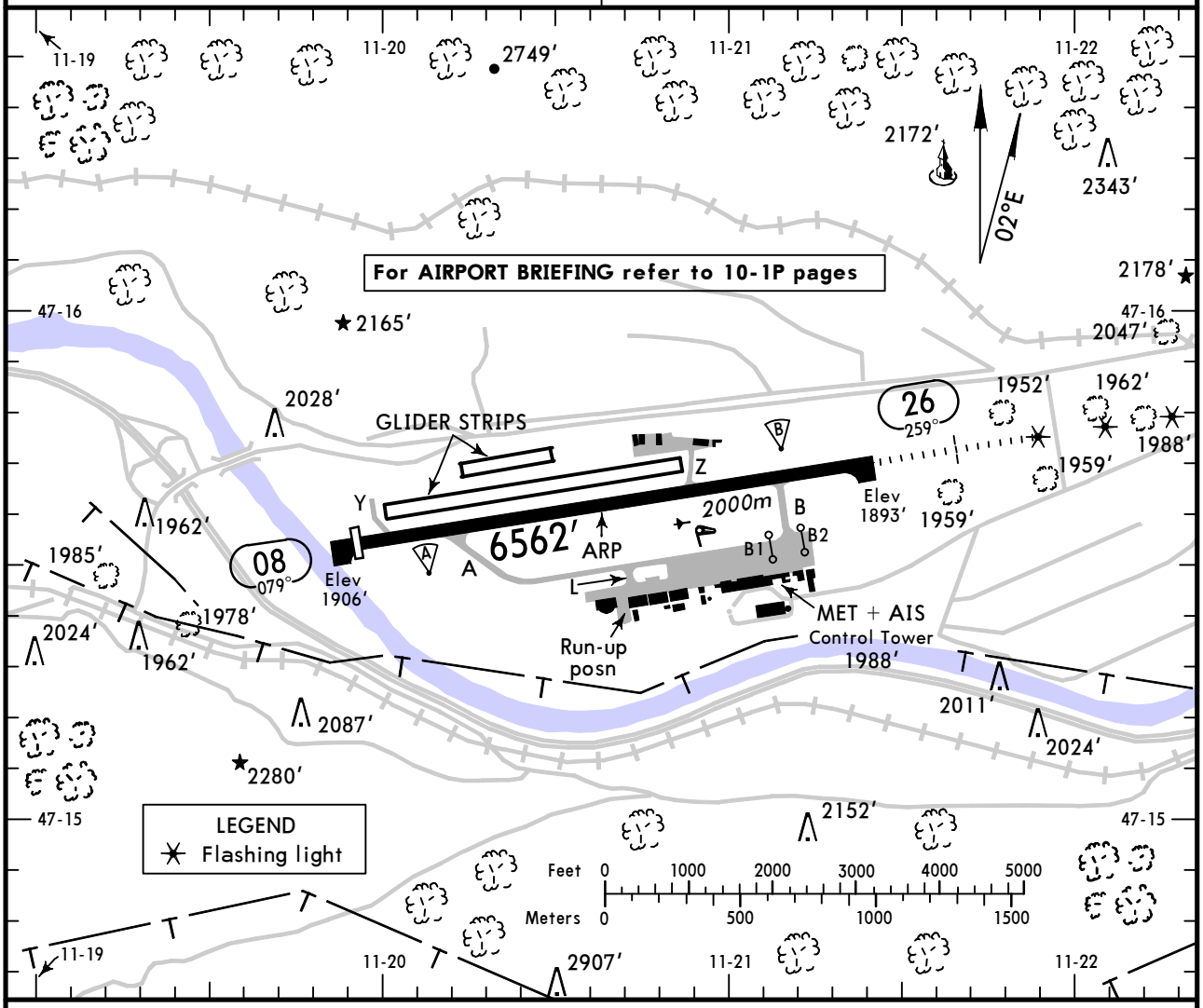
*D-ATIS	*INNSBRUCK Tower
126.02	120.1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL CL *(15m)* PAPI (3.5°)	RVR	6224′ *1897m*			148′ *45m*
26	HIRL CL ❶ *(15m)* HIALS SFL REIL PAPI (3.5°)	RVR	6365′ *1940m*		6365′ *1940m*	

❶ (38W, 20R & W, 8R)

Standard

TAKE-OFF

All Rwys

A B C D	1500′ - *1500m* ❶

❶ Special performance departure: RVR 300m, take-off alternate required.

CHANGES: Variation. Rwy bearings.

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STRAIGHT-IN RWY	A	B	C	D
26 LOC DME EAST ❶❷❸	**3400**′(1507′)	**3400**′(1507′)	**3400**′(1507′)	**3400**′(1507′)
	2800m	**2800m**	**3700m**	**4500m**
LOC DME EAST ❶❷❹	**3900**′(2007′)	**3900**′(2007′)	**3900**′(2007′)	**3900**′(2007′)
	2800m	**2800m**	**3700m**	**4500m**
LOC DME EAST ❶❷❺	**4400**′(2507′)	**4400**′(2507′)	**4400**′(2507′)	**4400**′(2507′)
	2800m	**2800m**	**3700m**	**4500m**
Special LOC DME EAST ❶	ACCORDING SPECIAL AUTHORIZATION			
RNAV (LNAV/VNAV)	**2600**′(707′)	**2600**′(707′)	**2600**′(707′)	**2600**′(707′)
	R1500m	**R1500m**	**R1800m**	**R2000m**
ALS out	R1500m	R1500m	R2000m	R2000m
RNAV (LNAV)	NOT AUTHORIZED			

❶Visual straight-in.
❷Ceiling required at DA(H).
❸Missed apch climb gradient mim 5.0%.
❹Missed apch climb gradient mim 4.0%.
❺Missed apch climb gradient mim 3.1%.

CIRCLE-TO-LAND	A	B	C	D
After LOC DME WEST	**5000**′(3100′)	**5000**′(3100′)	**5000**′(3100′)	**5000**′(3100′)
	ceil3100′- 3000m	ceil3100′- 3000m	ceil3100′- 5000m	ceil3100′- 5000m

CIRCLE-TO-LAND WITH PRESCRIBED FLIGHT TRACKS	A	B	C	D
After LOC DME EAST❻	**3700**′(1800′)	**3700**′(1800′)	**3700**′(1800′)	**3700**′(1800′)
After LOC DME EAST❹	**3900**′(2000′)	**3900**′(2000′)	**3900**′(2000′)	**3900**′(2000′)
After LOC DME EAST❺	**4400**′(2500′)	**4400**′(2500′)	**4400**′(2500′)	**4400**′(2500′)
After LOC DME EAST❼	**4600**′(2700′)	**4600**′(2700′)	**4600**′(2700′)	**4600**′(2700′)
After Special LOC DME EAST & RNAV	**3700**′(1800′)	**3700**′(1800′)	**3700**′(1800′)	**3700**′(1800′)
After LOC DME WEST	**5000**′(3100′)	**5000**′(3100′)	**5000**′(3100′)	**5000**′(3100′)
	3000m	3000m	5000m	5000m

For ground visibility, ceiling requirement & SPECIAL NOTES see 10-1P pages.
❹Missed apch climb gradient mim 4.0%.
❺Missed apch climb gradient mim 3.1%.
❻Missed apch climb gradient mim 4.5%.
❼Missed apch climb gradient mim 2.5%.

TAKE-OFF RWY 08, 26

A B C D	1500′- *1500m* 1

1 Special performance departure: RVR 300m, take-off alternate required.

CHANGES: Special LOC DME WEST withdrawn.

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INNSBRUCK, AUSTRIA
LOC DME EAST

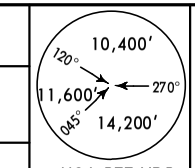
BRIEFING STRIP

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

LOC OEV	Final Apch Crs	Minimum Alt D19.0 OEV	DA(H) Refer to Minimums	Apt Elev / RWY
111.1	254°	9500′ (7606′)		1907′ / 1894′

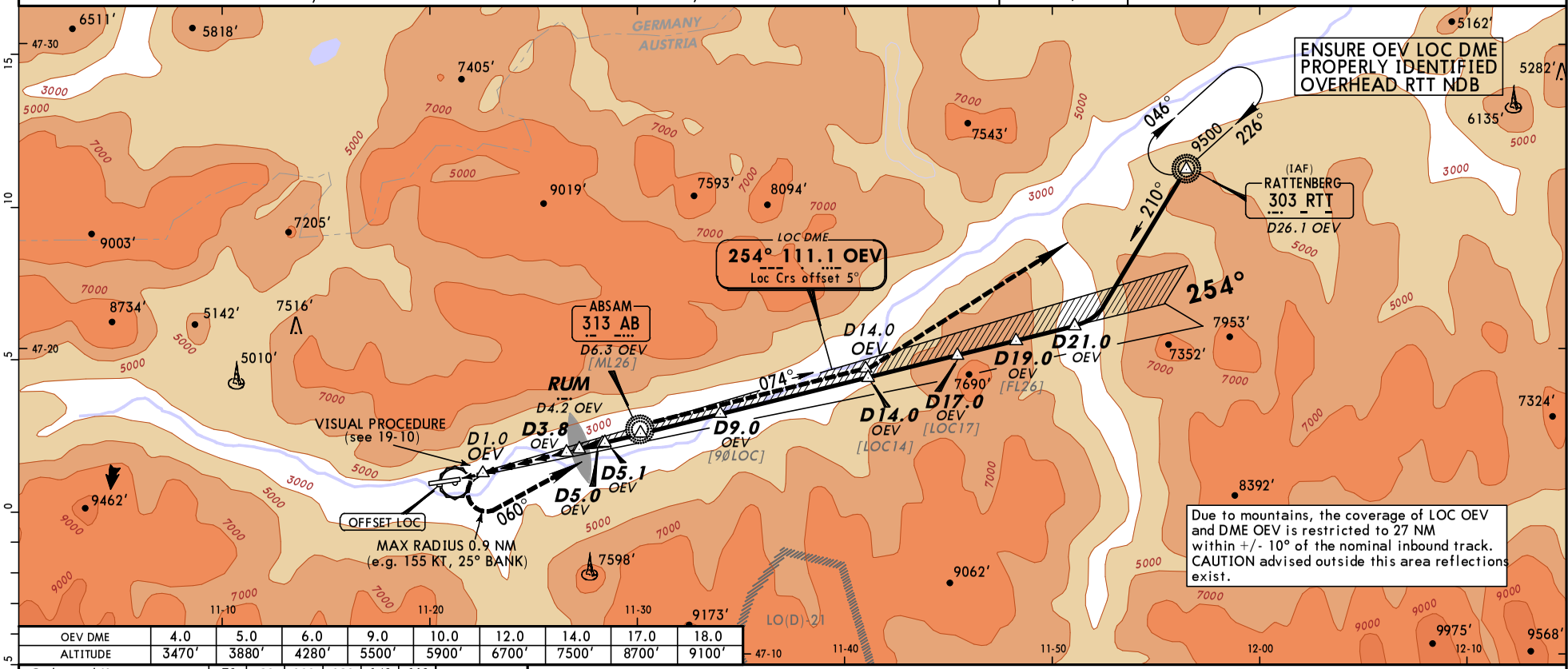
MISSED APCH: Climb on LOC crs (254°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.9 NM, eg.: 155 KT, 25° bank) onto 060° to AB Lctr, rejoin LOC overhead AB Lctr and continue climb on 074° with max gradient. At D14.0 OEV turn LEFT to RTT NDB and hold at 9500′. WARNING: Be aware of back course indication on reciprocal track.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 11000′



MSA RTT NDB
Applicable over Austrian territory only

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.



OEV DME	4.0	5.0	6.0	9.0	10.0	12.0	14.0	17.0	18.0
ALTITUDE	3470′	3880′	4280′	5500′	5900′	6700′	7500′	8700′	9100′

Gnd speed-Kts		70	90	100	120	140	160
GS or LOC Descent Angle	3.79°	470	604	671	805	939	1073
For MAP see profile.							

HIALS
REIL
PAPI PAPI

Refer to Missed Apch above

Standard VISUAL STRAIGHT-IN LANDING RWY **26**

Missed apch climb gradient mim 5.0%	Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 3.1%
DA(H) 3400′ (1506′) 1	DA(H) 3900′ (2006′) 1	DA(H) 4400′ (2506′) 1

ALS out

CIRCLE-TO-LAND with prescribed flight tracks

FLIGHT VISIBILITY

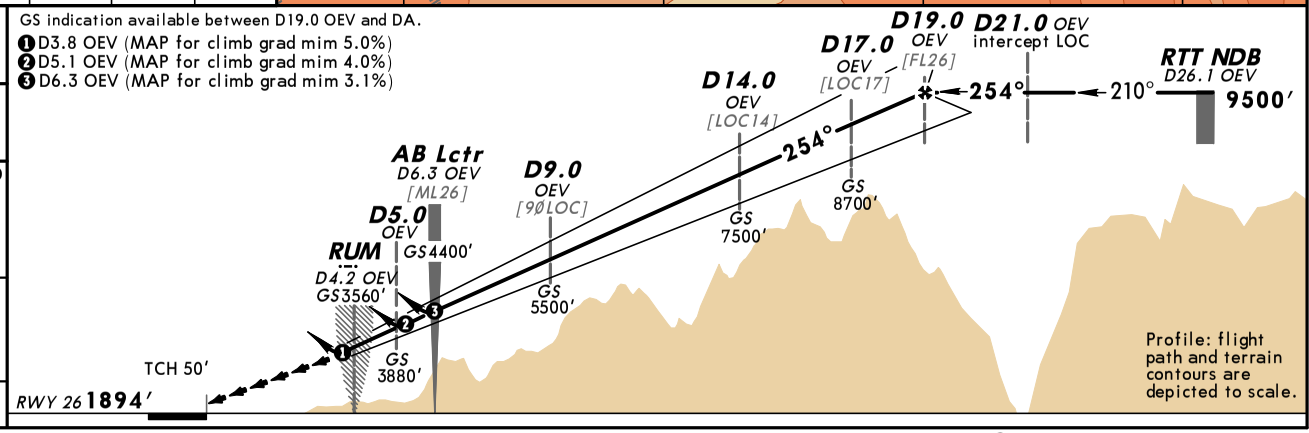
A	5000m	A
B		B
C		C
D		D

SEE 19-10

PANS OPS

1 Ceiling required at DA(H).
For ground visibility & ceiling requirement see 10-1P pages.

GS indication available between D19.0 OEV and DA.
1 D3.8 OEV (MAP for climb grad mim 5.0%)
2 D5.1 OEV (MAP for climb grad mim 4.0%)
3 D6.3 OEV (MAP for climb grad mim 3.1%)



CHANGES: Procedure.

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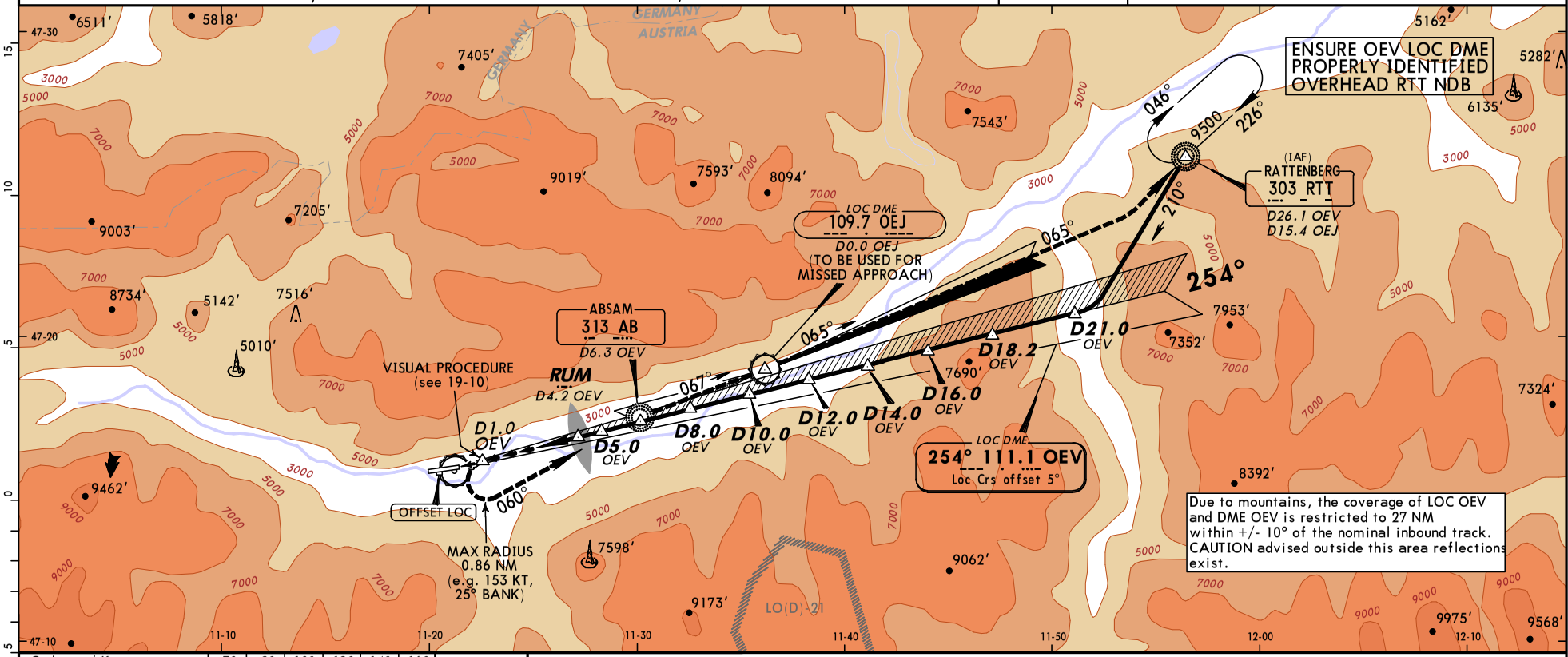
BRIEFING STRIP

D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

LOC OEV	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
111.1	254°	D18.2 OEV 9500′ (7606′)	Refer to Minimums	Apt Elev 1907′ RWY 1894′

MISSED APCH: Climb on OEV LOC crs (254°) with max gradient to D1.0 OEV, then turn LEFT (max radius 0.86 NM e.g. 153 KT, 25° bank) onto 060° to AB Lctr, intercept OEJ LOC crs (067°). Upon passing OEJ LOC station proceed outbound OEJ LOC back crs (065°), continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use AB Lctr for additional guidance.

Alt Set: hPa | Rwy Elev: 67 hPa | Trans level: By ATC | Trans alt: 11000′



Gnd speed-Kts		70	90	100	120	140	160
GS or LOC Descent Angle	3.80°	477	613	681	817	953	1090
MAP as approved.							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard VISUAL STRAIGHT-IN LANDING RWY **26**

ALS out

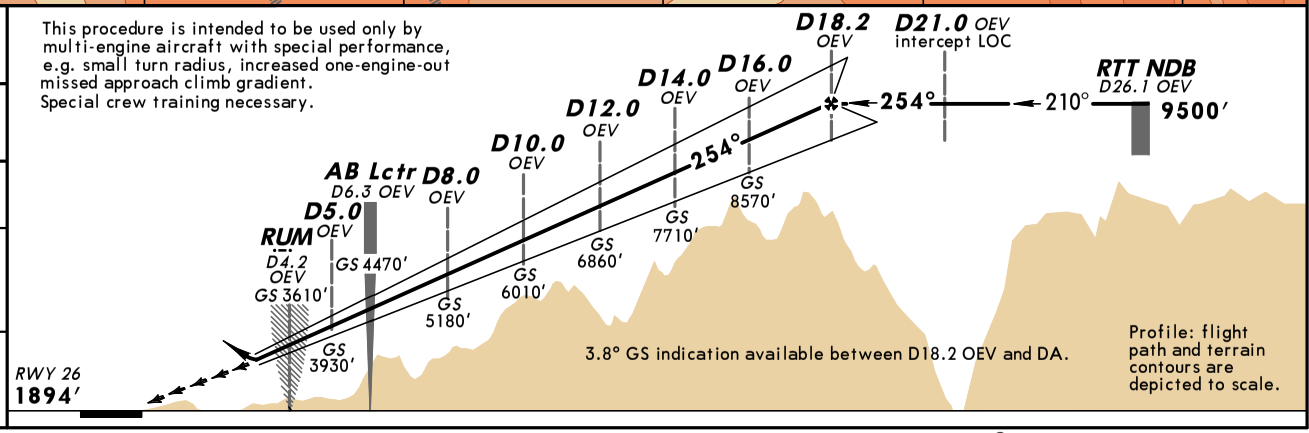
	ACCORDING SPECIAL AUTHORIZATION
A	
B	
C	
D	

CIRCLE-TO-LAND

with prescribed flight tracks

	SEE 19-10
A	
B	
C	
D	

This procedure is intended to be used only by multi-engine aircraft with special performance, e.g. small turn radius, increased one-engine-out missed approach climb gradient. Special crew training necessary.



PANS OPS

CHANGES: None.

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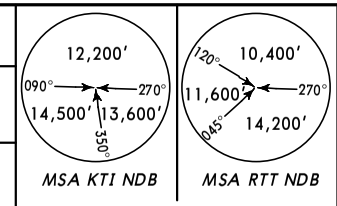
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

LOC OEJ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
109.7	067°	No FAF	5000′ (3093′)	1907′

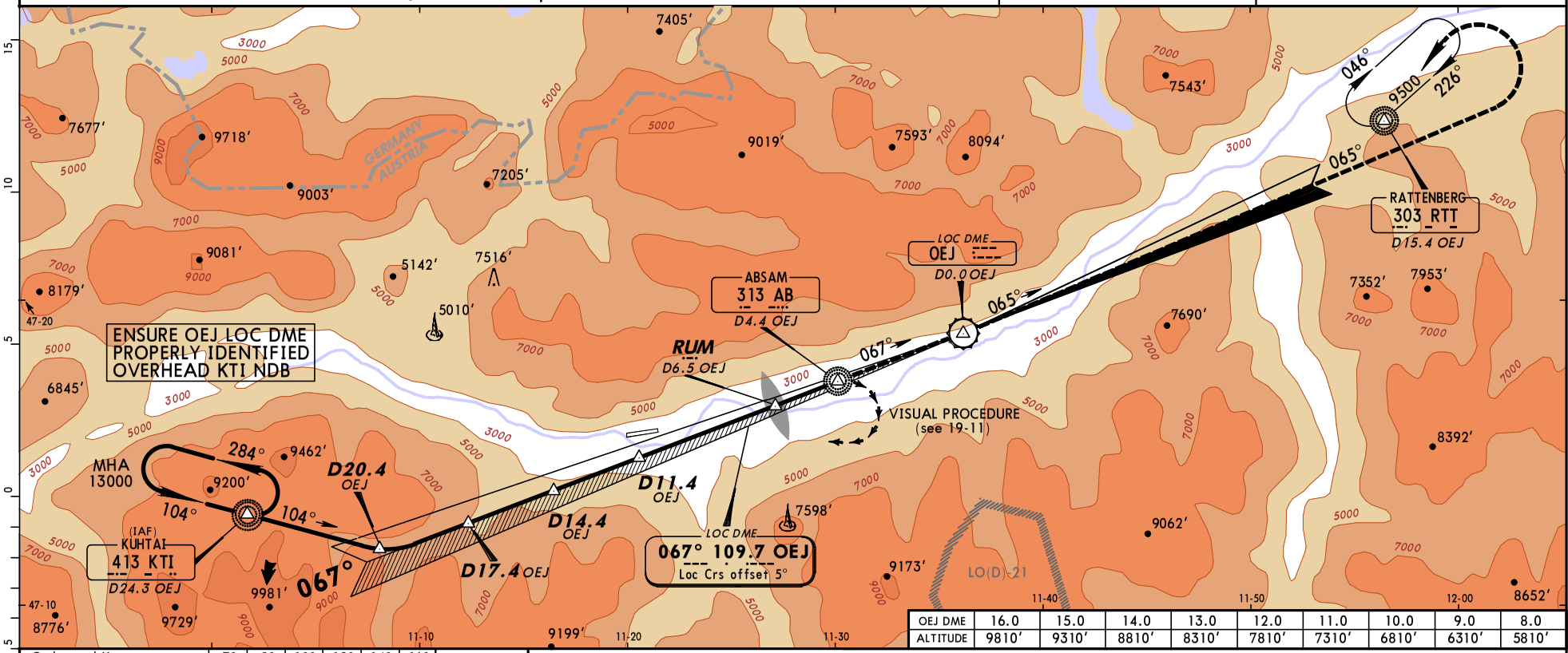
MISSED APCH: Climb on LOC crs (067°) with max gradient. Upon passing LOC station (D0.0 OEJ) proceed outbound LOC back crs on 065° and continue climb with max gradient to 9500′, then turn LEFT to RTT NDB and hold.
Due to erroneous LOC indications from D2.0 OEJ before until D2.0 OEJ after LOC DME station, use AB Lctr for additional guidance.

Alt Set: hPa | Apt Elev: 68 hPa | Trans level: By ATC | Trans alt: 11000′
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED. 2. DME required.



Applicable over Austrian territory only

PILOTS USING THIS CHART MUST REFER TO 10-1P PAGES.



OEJ DME	16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0	8.0
ALTITUDE	9810′	9310′	8810′	8310′	7810′	7310′	6810′	6310′	5810′

Gnd speed-Kts	70	90	100	120	140	160
LOC Descent Angle 4.70°	583	749	833	999	1166	1332
MAP at AB Lctr / D4.4 OEJ						

Lighting-Refer to Airport Chart

Refer to Missed Apch above

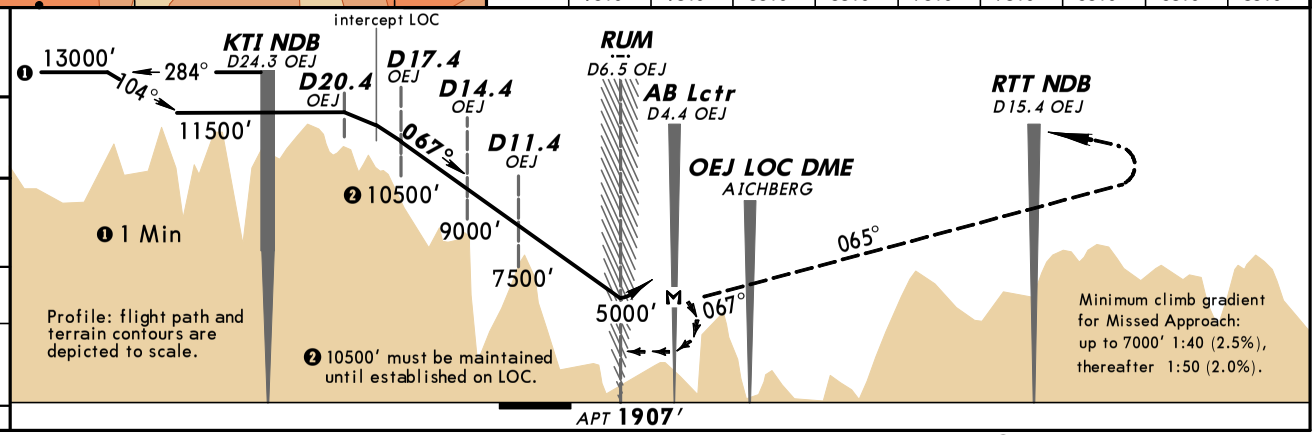
Standard STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

For prescribed flight tracks see 19-11

PANS OPS

		MDA(H)	CEIL-FLIGHT VIS
A, B	NOT APPLICABLE	5000′ (3093′)	3100′- 3000m
C, D		5000′ (3093′)	3100′- 5000m

For ground visibility & ceiling requirement see 10-1P pages.



CHANGES: Airport elevation. MSA.

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LOWI/INN
INNSBRUCK

JEPPESEN
16 SEP 11
Eff 22 Sep
12-20

INNSBRUCK, AUSTRIA
RNAV (RNP) RWY 26

BRIEFING STRIP ™

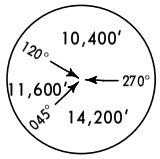
D-ATIS	*INNSBRUCK Radar (APP)	*INNSBRUCK Tower
126.02	119.27	120.1

RNAV	Final Apch Crs	Minimum Alt	RNP 0.3 DA(H)	Apt Elev / RWY
	259°	WIØØ2 9500′ (7606′)	2600′ (706′)	1907′ / 1894′

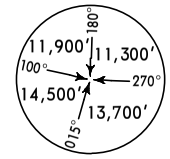
MISSED APCH: Climb to 9500′ via RNAV missed approach track to WIØØ1 and hold.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: By ATC Trans alt: 11000′

1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. GPS and IRS required (DME/DME, LOC and VOR/DME updating not authorized). 3. Request "RNP RNAV approach RWY 26". 4. Procedure NA below airport temperature -7°C.

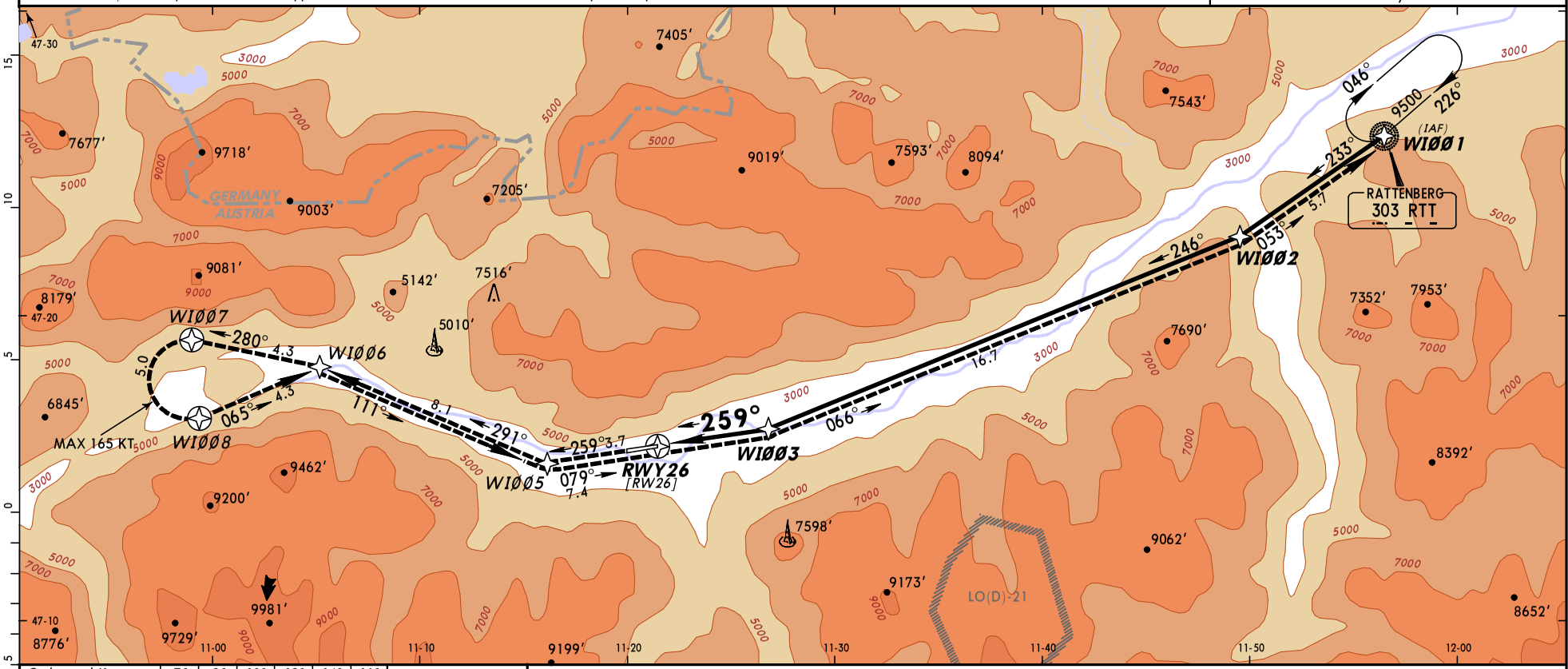


MSA WIØØ1



MSA ARP

Applicable over Austrian territory only



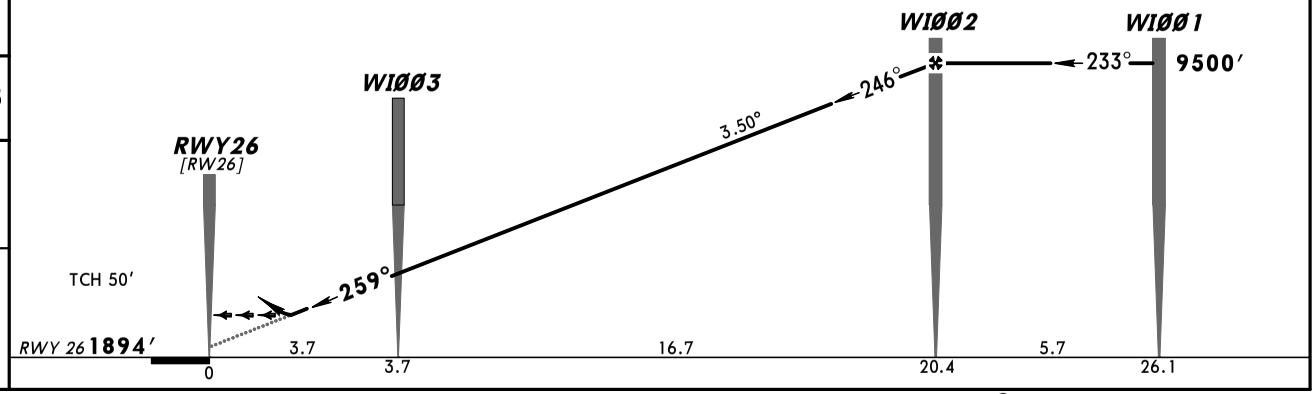
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at DA						

HIALS
REIL
PAPI PAPI

9500′ via WIØØ5

Standard STRAIGHT-IN LANDING RWY26

	RNP 0.30 LNAV/VNAV DA(H) 2600′ (706′) ALS out	LNAV
A	RVR 1500m	NOT AUTH
B		
C	CMV 2400m	
D		



CHANGES: MSA.

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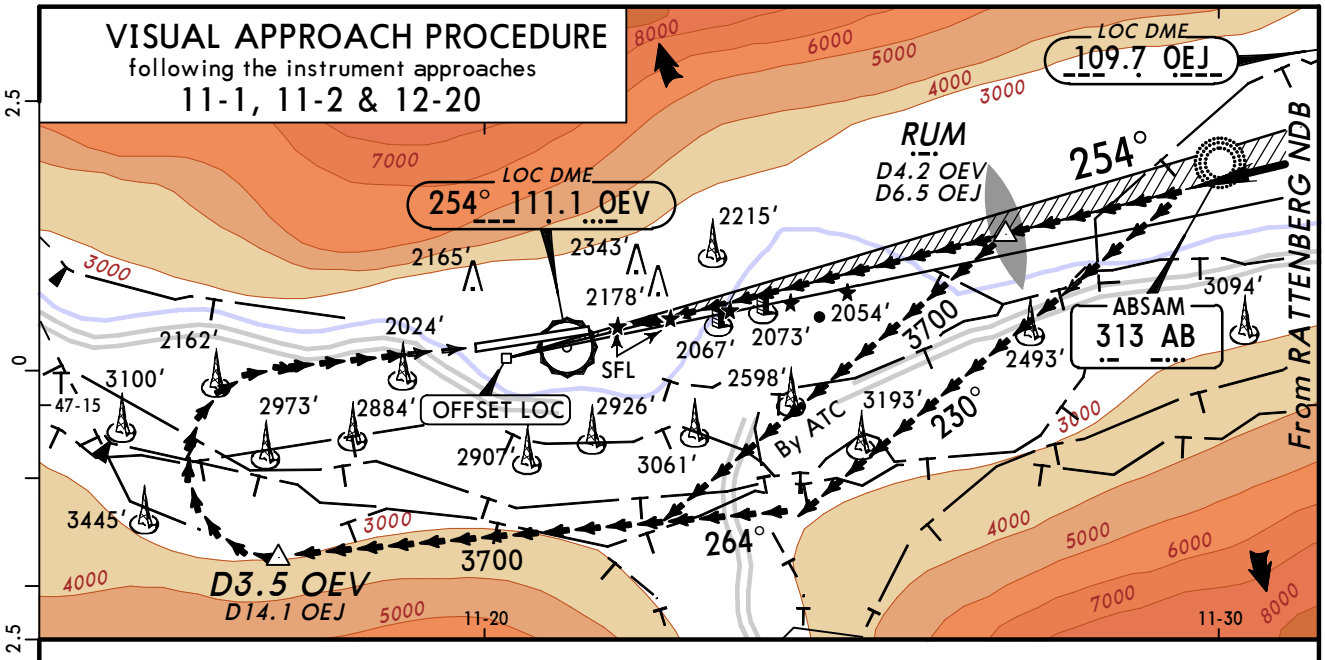
SPECIAL CIRCLING PROCEDURES



VISUAL APCH AFTER 11-1 & 11-2: Having established effective external visual reference the flight shall be continued with visual reference either straight-in to RWY 26 (distance to be flown visually up to 6 NM) or on to a right-hand circuit to RWY 08. The prescribed minimum flight visibility shall be observed during the visual part of the procedure.

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

	After apch 11-1 Missed apch climb gradient mim				After apch 11-2 & 12-20
	MDA(H) 4.5% 3700′ (1793′)	MDA(H) 4.0% 3920′ (2013′)	MDA(H) 3.1% 4420′ (2513′)	MDA(H) 2.5% 4600′ (2693′)	MDA(H) 3700′ (1793′)
FLIGHT VISIBILITY					
A	5000m				3000m
B					
C					5000m
D					

PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.
For SPECIAL NOTES see 10-1P pages.

CHANGES: Apt elev. Procedure.

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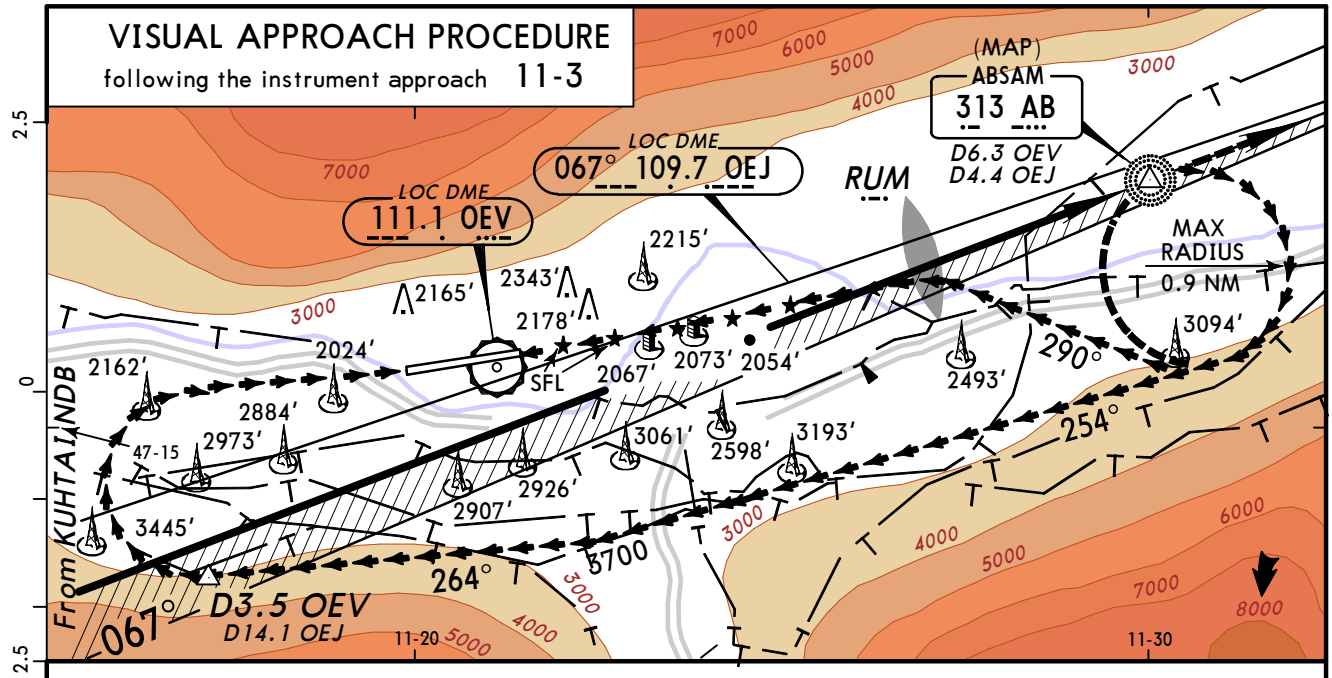
SPECIAL CIRCLING PROCEDURES



Having established effective external visual reference at MISSED APCH POINT (MAP), make a RIGHT turn in level flight (maximum radius of turn 0.9 NM/1700m).
When reaching westerly heading ensure that approach to the aerodrome can be accomplished visually.
If found impossible to maintain visual conditions on approach to aerodrome, turn RIGHT to rejoin OEJ LOCALIZER via AB Lctr and follow the MISSED APCH as described on 11-3.
If meteorological conditions guarantee a safe approach and landing continue visually either straight-in to final for RWY 26 or on a right-hand circuit to RWY 08.

Standard

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

MDA(H) **5000′** (3093′)

	FLIGHT VISIBILITY
A B	3000m
C D	5000m

PANS OPS

For ground visibility & ceiling requirement see 10-1P pages.
For SPECIAL NOTES see 10-1P pages.

CHANGES: Apt elev.

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General Information

Location: Klagenfurt Aut
IATA Code: KLU
Lat/Long: N46° 38.6' E014° 20.2'
Elevation: 1472 ft

Airport Use: Public
Magnetic Variation: 2.9°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: 0547 Z
Sunset: 1644 Z,

Runway Information

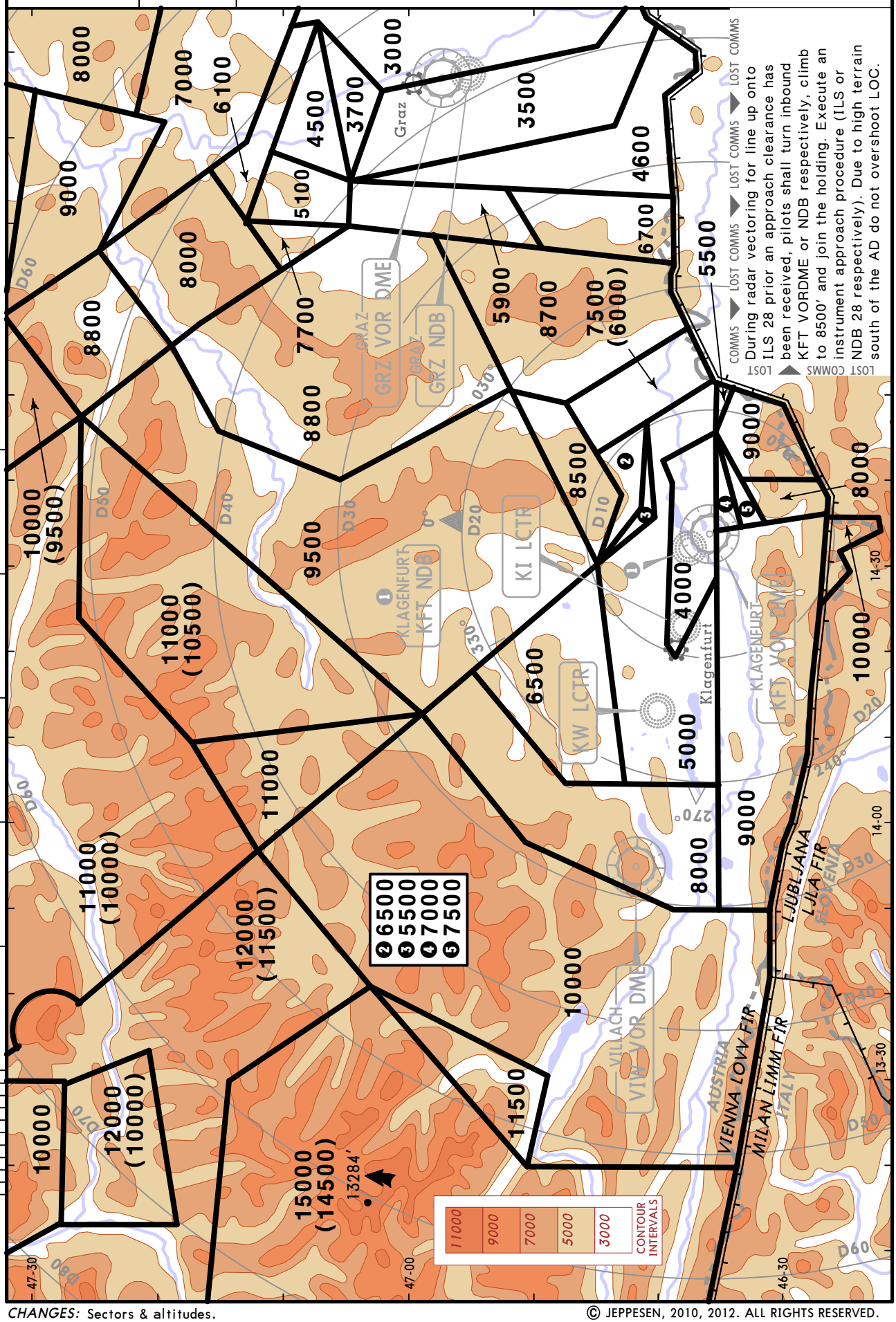
Runway: 10L
Length x Width: 8924 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1470 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 28R
Length x Width: 8924 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1444 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 126.325
Klagenfurt Tower 118.1
Klagenfurt Radar Approach Control 126.825

*KLAGENFURT Radar (APP) 126.82	*Apt Elev* 1472′	Alt Set:hPa Trans level: By ATC Trans alt: 7000′ 1. Minimum altitudes/FL applicable for radar controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 2. This chart may only be used for cross-checking of assigned altitudes while under radar control.



CHANGES: Sectors & altitudes.

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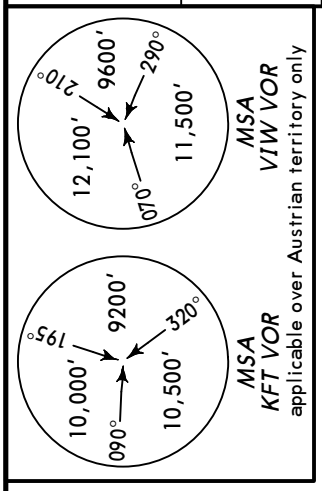
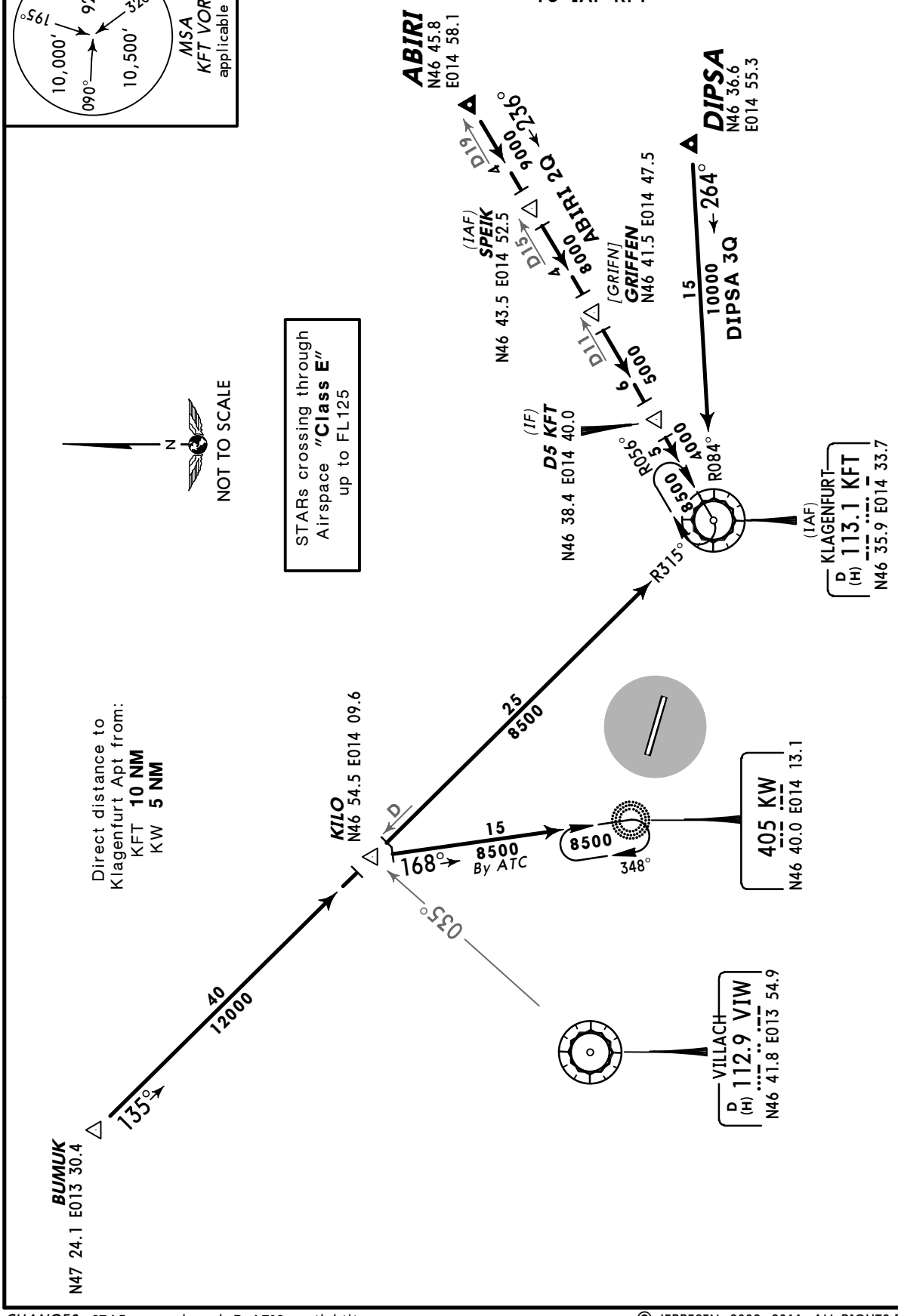
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 7000′
126.32	1472′	



ABIRI TWO QUEBEC (ABIRI 2Q) *[ABIR2Q]*
DIPSA THREE QUEBEC (DIPSA 3Q) *[DIPS3Q]*
RWYS 10L, 28R ARRIVALS

ARRIVALS

TO IAF KFT



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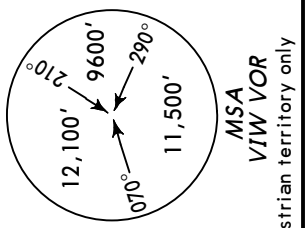
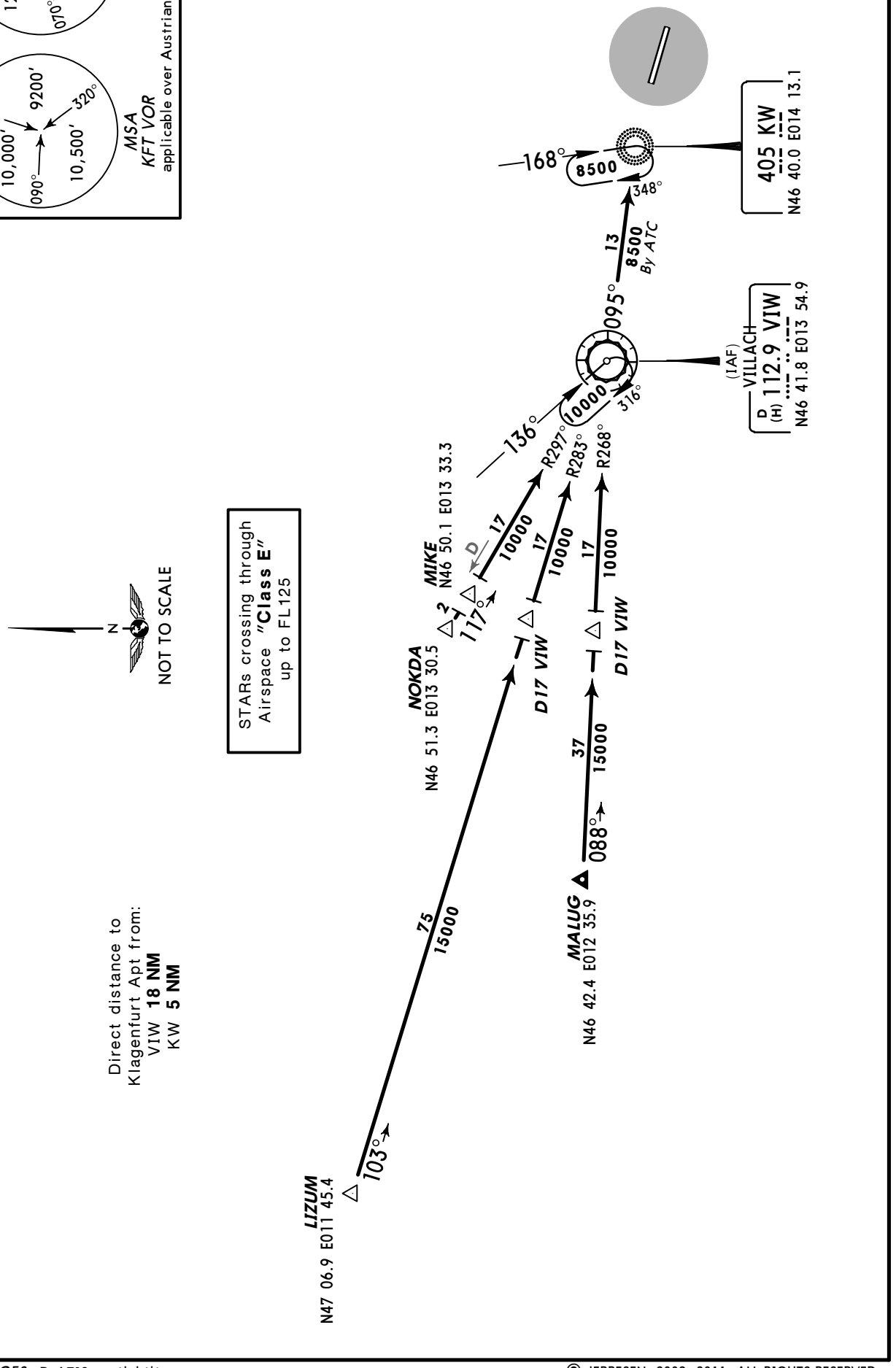
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 7000′
126.32	1472′	



ARRIVALS
TO IAF VIW



CHANGES: D-ATIS availability.

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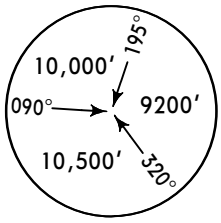
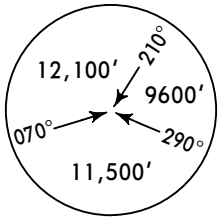
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′
1. Due to mountainous 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.

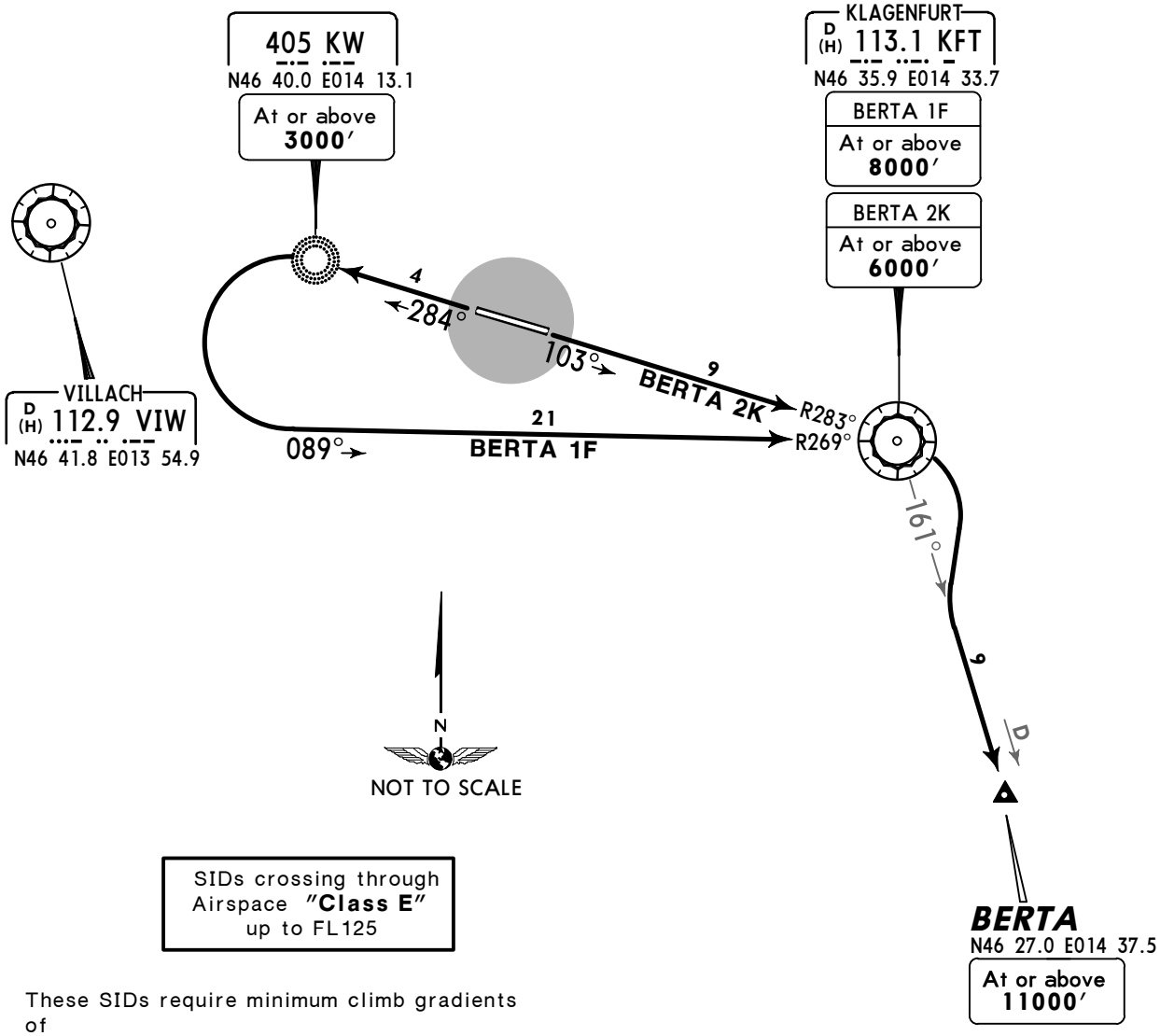


MSA
KFT VOR



MSA
VIW VOR
applicable over Austrian territory only

BERTA ONE FOXTROT (BERTA 1F) *[BERT1F]*
BERTA TWO KILO (BERTA 2K) *[BERT2K]*
RWYS 28R, 10L DEPARTURES
SPEED: MAX 205 KT UP TO FL100



SIDs crossing through Airspace **"Class E"** up to FL125

These SIDs require minimum climb gradients of
BERTA 1F: 352′ per NM (5.8%) up to 11000′.
BERTA 2K: 516′ per NM (8.5%) up to 11000′.

Gnd speed-KT	75	100	150	200	250	300
516′ per NM	646	861	1291	1722	2152	2582
352′ per NM	441	587	881	1175	1468	1762

SID	RWY	ROUTING
BERTA 1F	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn RIGHT, intercept KFT R-161 to BERTA.
BERTA 2K ALTERNATE SID KFT 2K	**10L**	Climb on 103° track to KFT, turn RIGHT, intercept KFT R-161 to BERTA.

CHANGES: SID BERTA 1K renumbered BERTA 2K.

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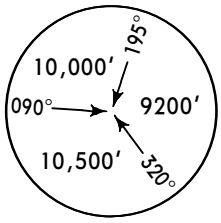
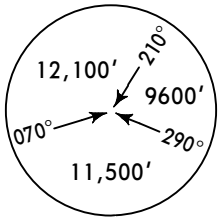
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′
1. Due to mountainous 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.



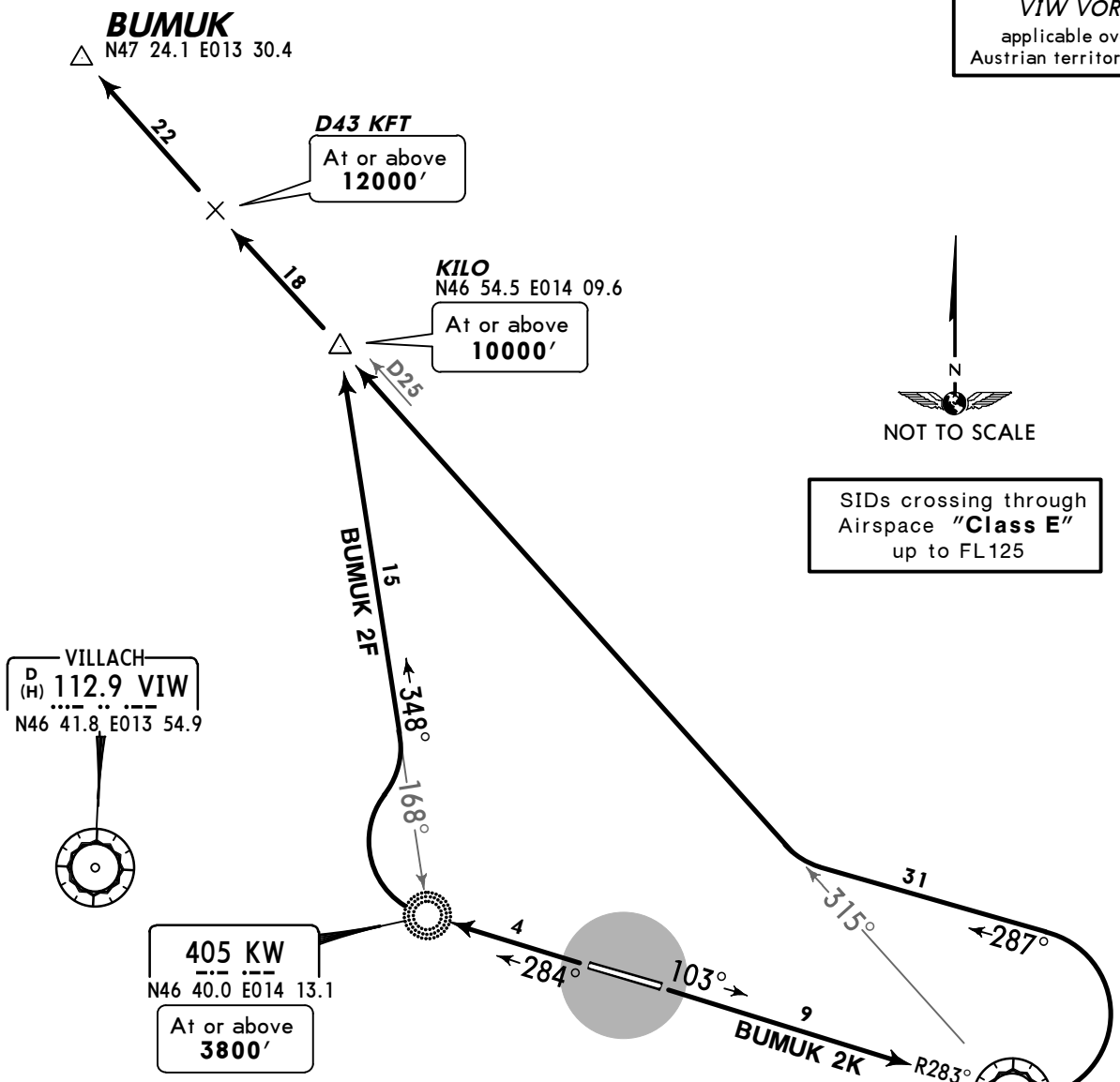
MSA
KFT VOR



MSA
VIW VOR
applicable over Austrian territory only

BUMUK TWO FOXTROT (BUMUK 2F) *[BUMU2F]*
BUMUK TWO KILO (BUMUK 2K) *[BUMU2K]*
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100



These SIDs require minimum climb gradients of

BUMUK 2F
498′ per NM (8.2%) up to 10000′.

BUMUK 2K
395′ per NM (6.5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
498′ per NM	623	830	1246	1661	2076	2491
395′ per NM	494	658	987	1317	1646	1975

SID	RWY	ROUTING
BUMUK 2F	**28R**	Climb on 284° track to KW, turn RIGHT, intercept 348° bearing from KW to KILO, intercept KFT R-315 to BUMUK.
BUMUK 2K	**10L**	Climb on 103° track to KFT, turn LEFT, intercept KFT R-315 to BUMUK.

CHANGES: SIDs renumbered.

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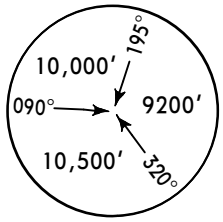
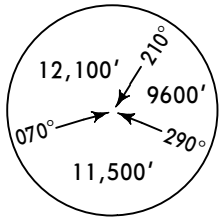
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′

1. Due to mountainous 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.



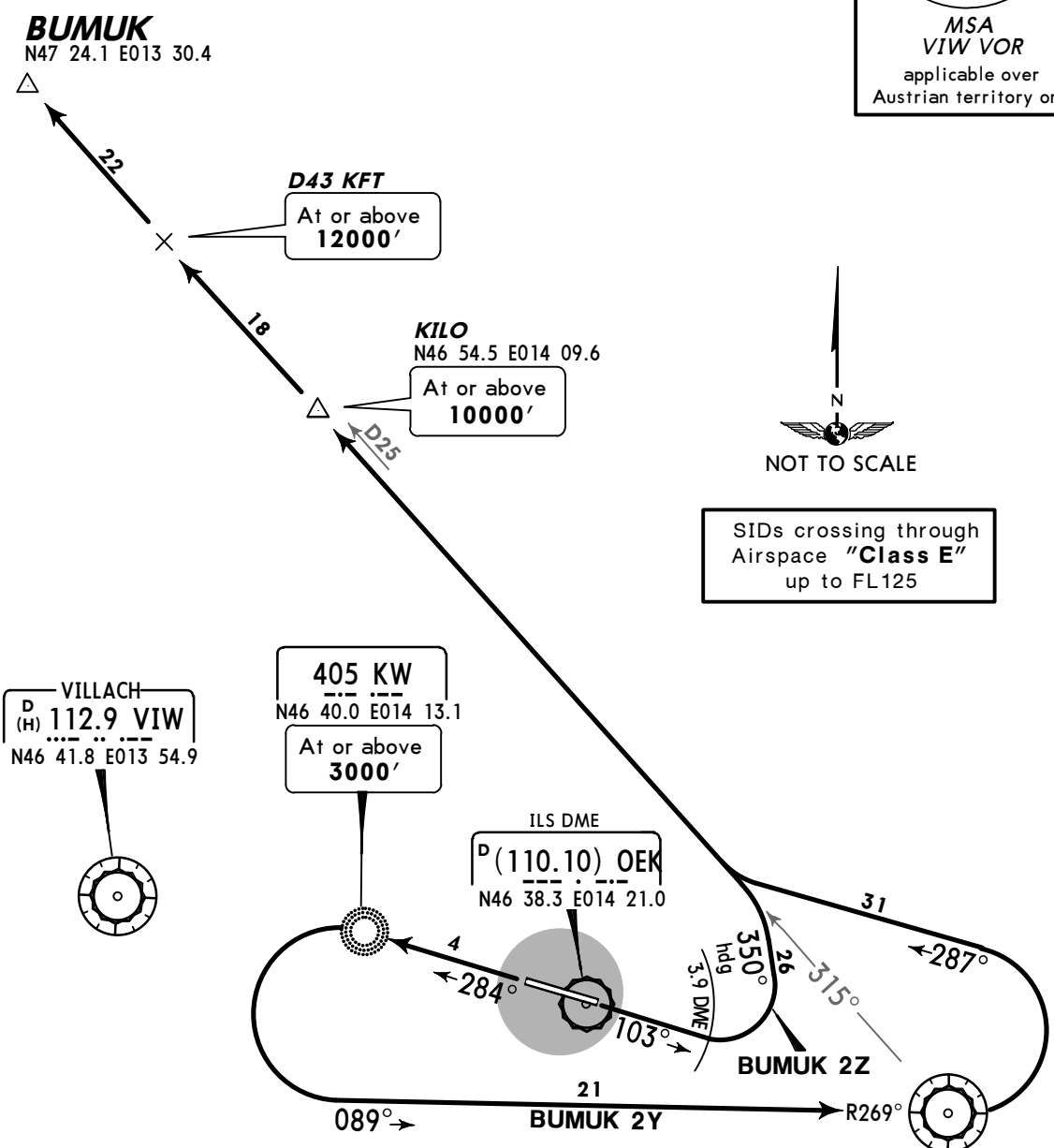
MSA
KFT VOR



MSA
VIW VOR
applicable over
Austrian territory only

BUMUK TWO YANKEE (BUMUK 2Y) *[BUMU2Y]*
BUMUK TWO ZULU (BUMUK 2Z) *[BUMU2Z]*
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100



These SIDs require minimum climb gradients of

BUMUK 2Y: 334′ per NM (5.5%) up to 5000′.
BUMUK 2Z: 395′ per NM (6.5%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
334′ per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BUMUK 2Y	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn LEFT, intercept KFT R-315 to BUMUK.
BUMUK 2Z	**10L**	Climb on 103° track, at OEK 3.9 DME turn LEFT, 350° heading, intercept KFT R-315 to BUMUK.

CHANGES: SIDs renumbered.

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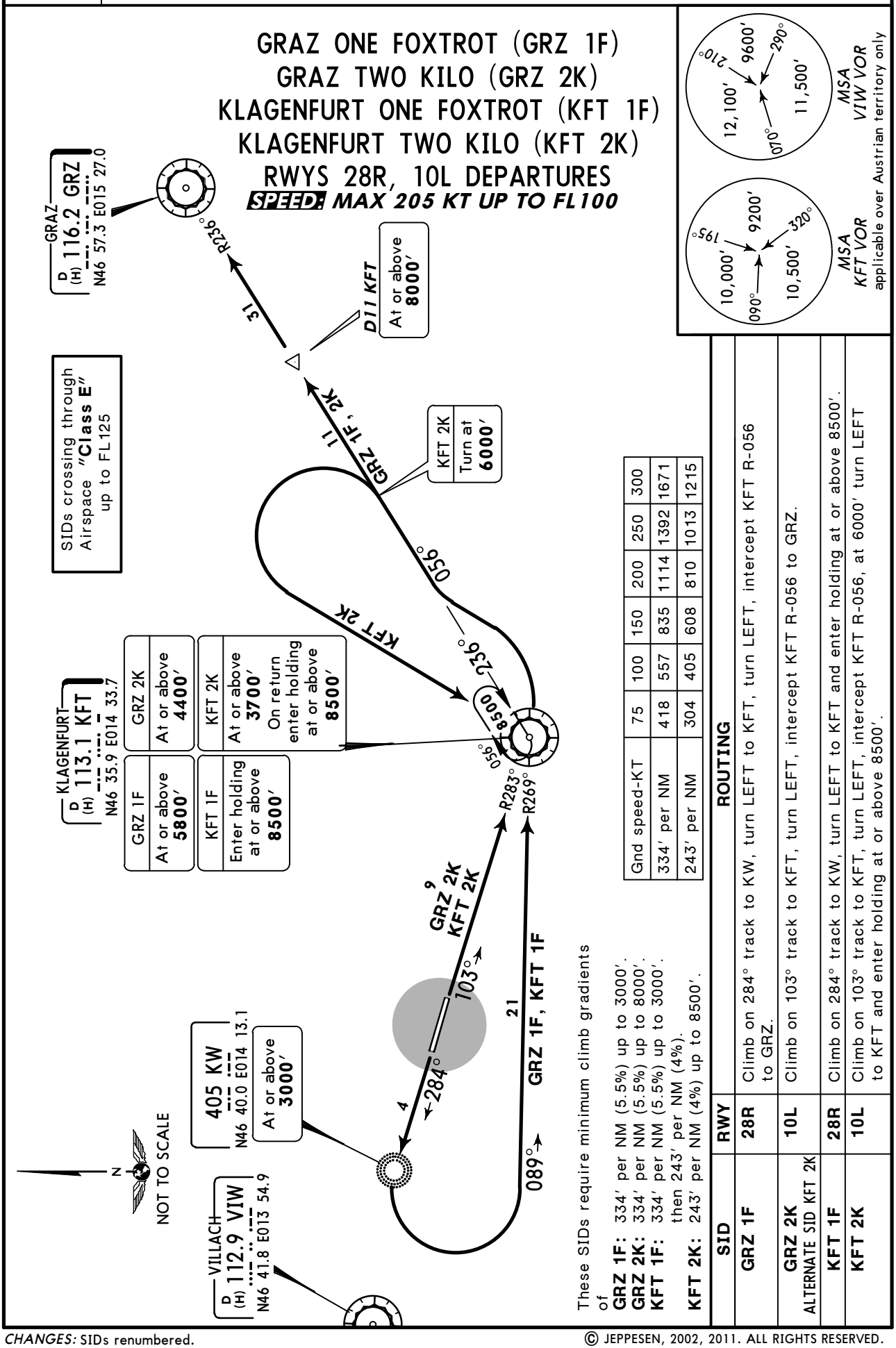
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′

1. Due to mountainous 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 TWO KILO (GRZ 2K)
KLAGENFURT ONE FOXTROT (KFT 1F)
KLAGENFURT TWO KILO (KFT 2K)
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100



Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
243′ per NM	304	405	608	810	1013	1215

These SIDs require minimum climb gradients of
GRZ 1F: 334′ per NM (5.5%) up to 3000′.
GRZ 2K: 334′ per NM (5.5%) up to 8000′.
KFT 1F: 334′ per NM (5.5%) up to 3000′, then 243′ per NM (4%).
KFT 2K: 243′ per NM (4%) up to 8500′.

SID	RWY	ROUTING
GRZ 1F	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn LEFT, intercept KFT R-056 to GRZ.
GRZ 2K ALTERNATE SID KFT 2K	**10L**	Climb on 103° track to KFT, turn LEFT, intercept KFT R-056 to GRZ.
KFT 1F	**28R**	Climb on 284° track to KW, turn LEFT to KFT and enter holding at or above 8500′.
KFT 2K	**10L**	Climb on 103° track to KFT, turn LEFT, intercept KFT R-056, at 6000′ turn LEFT to KFT and enter holding at or above 8500′.

CHANGES: SIDs renumbered.

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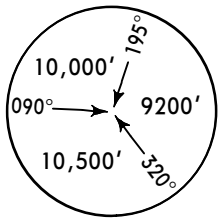
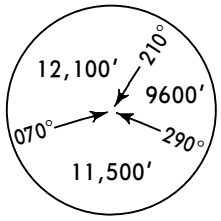
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′
1. Due to mountainous 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.



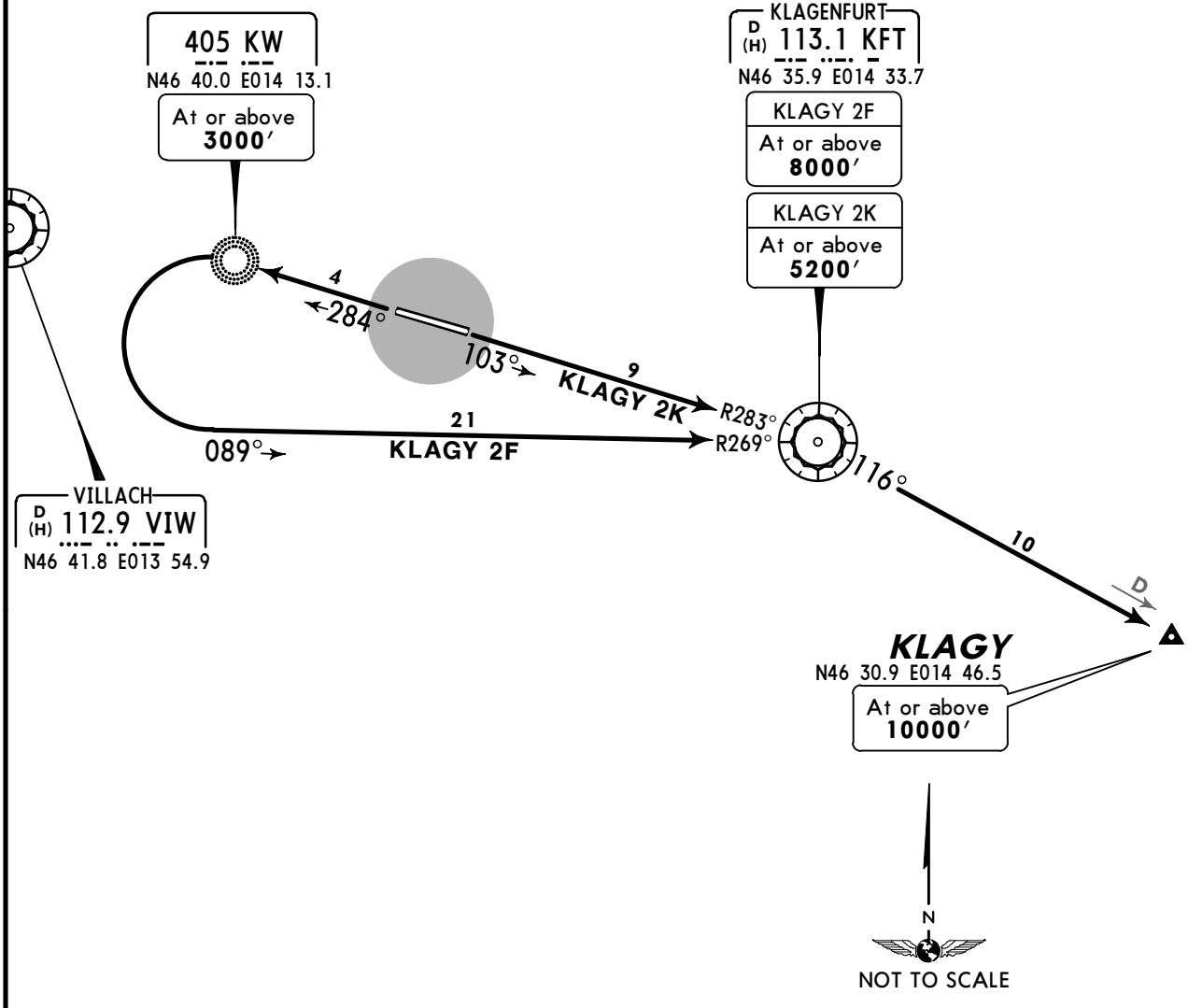
MSA
KFT VOR



MSA
VIW VOR
applicable over Austrian territory only

KLAGY TWO FOXTROT (KLAGY 2F) *[KLAG2F]*
KLAGY TWO KILO (KLAGY 2K) *[KLAG2K]*
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100



These SIDs require minimum climb gradients of
KLAGY 2F: 352′ per NM (5.8%) up to 10000′.
KLAGY 2K: 444′ per NM (7.3%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
444′ per NM	554	739	1109	1479	1848	2218
352′ per NM	441	587	881	1175	1468	1762

SIDs crossing through Airspace **"Class E"** up to FL125

SID	RWY	ROUTING
KLAGY 2F	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn RIGHT, KFT R-116 to KLAGY.
KLAGY 2K	**10L**	Climb on 103° track to KFT, turn RIGHT, KTF R-116 to KLAGY.

CHANGES: SIDs renumbered.

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Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′

1. Due to mountainous 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.

REKTI ONE FOXTROT (REKTI 1F) *[REKT1F]*
REKTI TWO KILO (REKTI 2K) *[REKT2K]*
REKTI ONE YANKEE (REKTI 1Y) *[REKT1Y]*
REKTI TWO ZULU (REKTI 2Z) *[REKT2Z]*
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100

MSA
VIW VOR
290° 9600′ 210° 12,100′ 070° 11,500′

MSA
KFT VOR
applicable over Austrian territory only
320° 9200′ 195° 10,000′ 090° 10,500′

SIDs crossing through Airspace "**Class E**" up to FL125

NOT TO SCALE

405 KW
N46 40.0 E014 13.1

REKTI 1F	REKTI 1Y
At or above **3800′**	Turn **LEFT** to KFT At or above **3000′**

REKTI 2K
At or above **7000′**

ILS DME
(110.10) OEK
N46 38.3 E014 21.0

VILLACH
(H) 112.9 VIW
N46 41.8 E013 54.9

At or above **10000′**

REKTI
N46 35.1 E013 53.8

At or above **11000′**

KLAGENFURT
(H) 113.1 KFT
N46 35.9 E014 33.7

REKTI 2K
At or above **4000′**

Gnd speed-KT	75	100	150	200	250	300
498′ per NM	623	830	1246	1661	2076	2491
395′ per NM	494	658	987	1317	1646	1975
334′ per NM	418	557	835	1114	1392	1671
286′ per NM	357	476	714	952	1190	1428

These SIDs require minimum climb gradients of
REKTI 1F: 498′ per NM (8.2%) up to 10000′.
REKTI 2K: 286′ per NM (4.7%) up to 10000′.
REKTI 1Y: 334′ per NM (5.5%) up to 3000′.
REKTI 2Z: 395′ per NM (6.5%) up to 10000′.

SID	RWY	ROUTING
REKTI 1F ALTERNATE SID REKTI 1Y	**28R**	Climb on 284° track to KW, turn LEFT, 275° bearing to VIW, turn LEFT, VIW R-183 to REKTI.
REKTI 2K	**10L**	Climb on 103° track to KFT, turn LEFT to KW, then to VIW, turn LEFT, VIW R-183 to REKTI.
REKTI 1Y	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn LEFT to KW, then to VIW, turn LEFT, VIW R-183 to REKTI.
REKTI 2Z	**10L**	Climb on 103° track, at OEK 3.9 DME turn LEFT to KW, 275° bearing to VIW, turn LEFT, VIW R-183 to REKTI.

CHANGES: SIDs renumbered.

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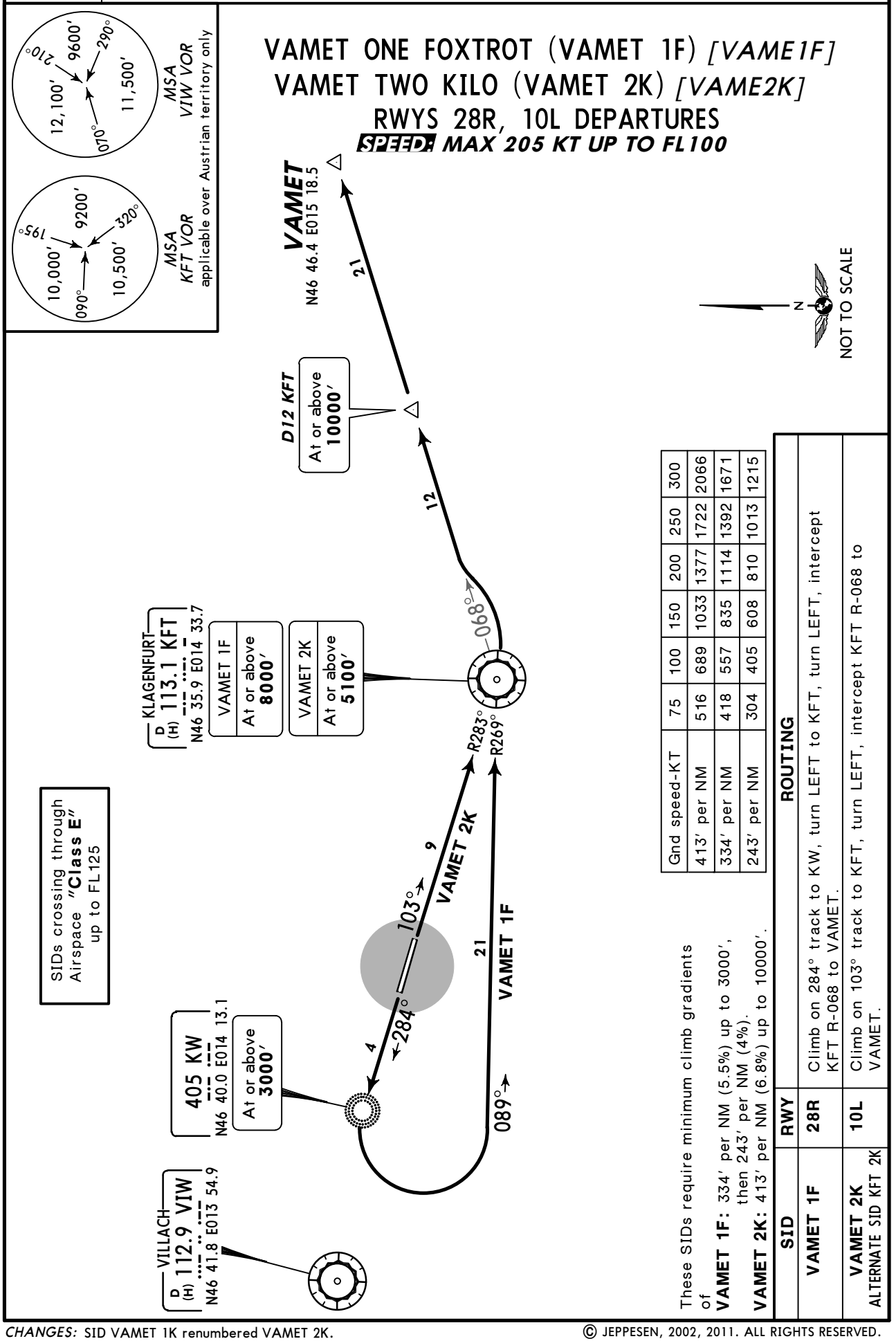
Apt Elev
1472′

Trans level: By ATC Trans alt: 7000′
1. Due to mountainous 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.

VAMET ONE FOXTROT (VAMET 1F) *[VAME1F]*
VAMET TWO KILO (VAMET 2K) *[VAME2K]*
RWYS 28R, 10L DEPARTURES

SPEED: MAX 205 KT UP TO FL100



Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066
334′ per NM	418	557	835	1114	1392	1671
243′ per NM	304	405	608	810	1013	1215

These SIDs require minimum climb gradients of
VAMET 1F: 334′ per NM (5.5%) up to 3000′, then 243′ per NM (4%).
VAMET 2K: 413′ per NM (6.8%) up to 10000′.

SID	RWY	ROUTING
VAMET 1F	28R	Climb on 284° track to KW, turn LEFT to KFT, turn LEFT, intercept KFT R-068 to VAMET.
VAMET 2K ALTERNATE SID KFT 2K	10L	Climb on 103° track to KFT, turn LEFT, intercept KFT R-068 to VAMET.

CHANGES: SID VAMET 1K renumbered VAMET 2K.

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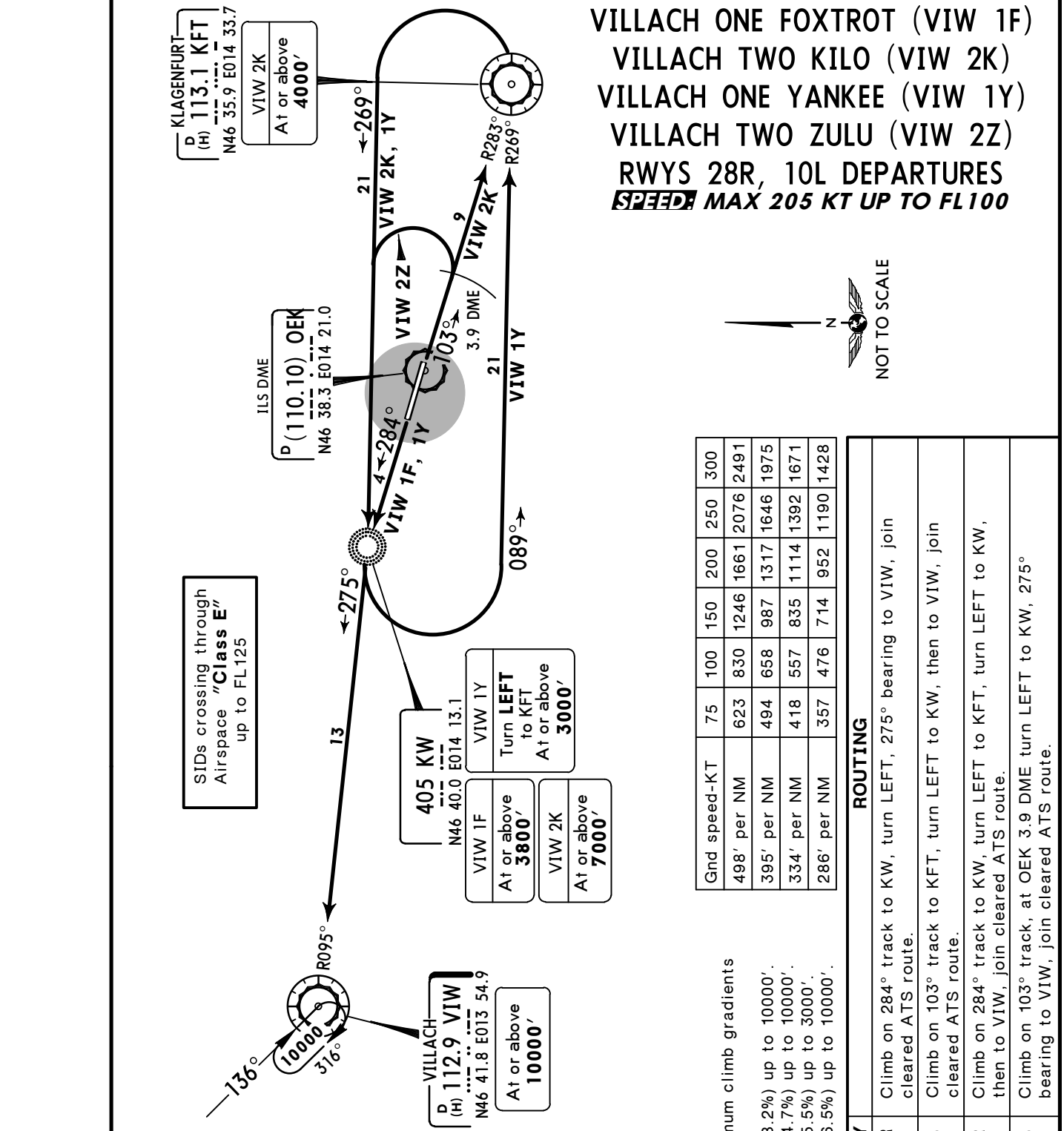
Apt Elev
1472'

Trans level: By ATC Trans alt: 7000'

1. Due to mountainous 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.
5. If necessary join VIW holding pattern and leave at an altitude sufficent to reach airway MEA not later than at the indicated DME distance.

VILLACH ONE FOXTROT (VIW 1F)
VILLACH TWO KILO (VIW 2K)
VILLACH ONE YANKEE (VIW 1Y)
VILLACH TWO ZULU (VIW 2Z)
RWYS 28R, 10L DEPARTURES

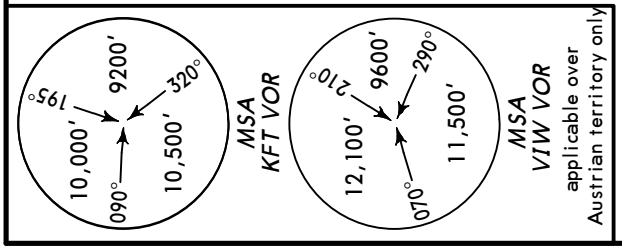
SPEED: MAX 205 KT UP TO FL100



Gnd speed-KT	75	100	150	200	250	300
498' per NM	623	830	1246	1661	2076	2491
395' per NM	494	658	987	1317	1646	1975
334' per NM	418	557	835	1114	1392	1671
286' per NM	357	476	714	952	1190	1428

These SIDs require minimum climb gradients of
VIW 1F: 498' per NM (8.2%) up to 10000'.
VIW 2K: 286' per NM (4.7%) up to 10000'.
VIW 1Y: 334' per NM (5.5%) up to 3000'.
VIW 2Z: 395' per NM (6.5%) up to 10000'.

SID	RWY	ROUTING
VIW 1F ALTERNATE SID VIW 1Y	**28R**	Climb on 284° track to KW, turn LEFT, 275° bearing to VIW, join cleared ATS route.
VIW 2K	**10L**	Climb on 103° track to KFT, turn LEFT to KW, then to VIW, join cleared ATS route.
VIW 1Y	**28R**	Climb on 284° track to KW, turn LEFT to KFT, turn LEFT to KW, then to VIW, join cleared ATS route.
VIW 2Z	**10L**	Climb on 103° track, at OEK 3.9 DME turn LEFT to KW, 275° bearing to VIW, join cleared ATS route.



CHANGES: SIDs renumbered.

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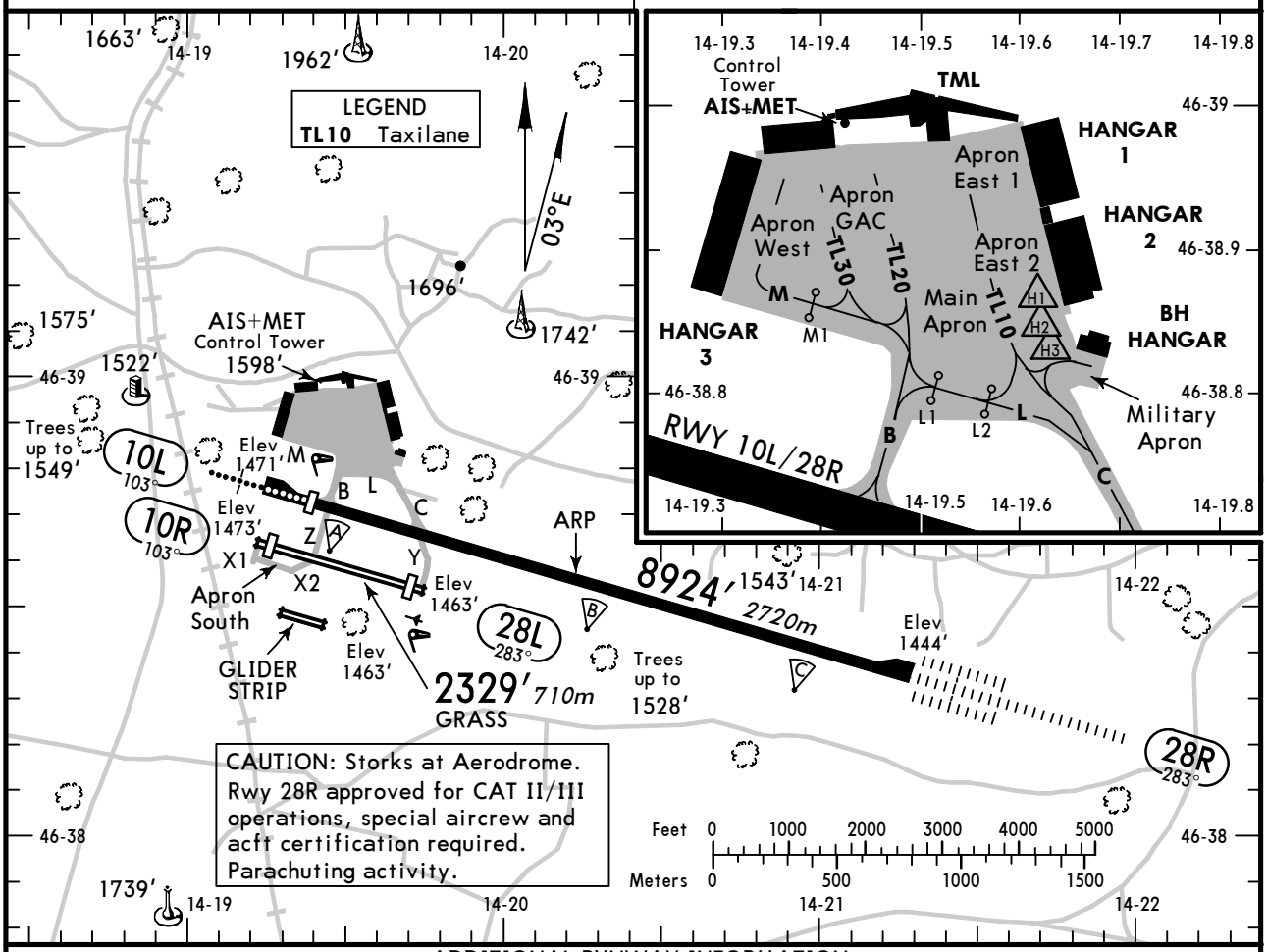
D-ATIS
126.32

*KLAGENFURT Tower
118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10L	HIRL *(60m)* CL *(15m)* HIALS PAPI(3.5°) RVR	8268′ *2520m*			148′ *45m*
28R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ PAPI(3.0°) RVR		7874′ *2400m*		
10R		2133′ *650m*			82′ *25m*
28L					

PREFERENTIAL RUNWAY SYSTEM:
To minimize noise, landing on rwy 28R and take-off on rwy 10L shall be performed whenever possible.

LOW VISIBILITY PROCEDURES

LVP will become effective in relation to weather conditions:
LVP becomes effective when RVR for TDZ is 600m or less and/or ceiling/vertical visibility is 200′ or less.
Pilots will be informed either via ATIS or RTF: ″LOW VISIBILITY PROCEDURES IN OPERATION″.
″RUNWAY VACATED″ is to be reported by the pilot as soon as the acft has left the yellow/green colourcoded section of the exit twy.

Standard TAKE-OFF [1] & IFR DEPARTURE PROCEDURE

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

IFR DEPARTURE PROCEDURE
A careful calculation of the take-off parameters and the aircraft climb gradient is essential. In no case enter a holding pattern below the published minimum holding altitude.

CHANGES: Rwy bearings.

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KLAGENFURT, AUSTRIA

KLAGENFURT

STRAIGHT-IN RWY		A	B	C	D
10L	NDB	**2800**′(1330′)	**2800**′(1330′)	**2800**′(1330′)	**2800**′(1330′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
28R	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**1544**′(100′)	**1544**′(100′)	**1544**′(100′)	**1544**′(100′)
		RA104′ R300m	**RA104′ R300m**	**RA104′ R300m**	**RA104′ R300m**
	ILS ❶	**1644**′(200′)	**1644**′(200′)	**1644**′(200′)	**1644**′(200′)
	With DME	**R550m**	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	ILS ❷	**1654**′(210′)	**1667**′(223′)	**1677**′(233′)	**1805**′(361′)
	With DME	**R600m**	**R600m**	**R600m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1200m
	ILS ❸	**1759**′(315′)	**1808**′(364′)	**1818**′(374′)	**1975**′(531′)
	With DME	**R800m**	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS	**1900**′(456′)	**1900**′(456′)	**1900**′(456′)	**2030**′(586′)
	W/o DME	**R800m**	**R800m**	**R800m**	**R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	**1900**′(456′)	**1900**′(456′)	**1900**′(456′)	**2030**′(586′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**2400**′(956′)	**2400**′(956′)	**2400**′(956′)	**2400**′(956′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb gradient mim 4.0%.
❷ Missed apch climb gradient mim 3.0%.
❸ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	185 KT
After NDB rwy 10L	**2800**′(1330′)	**2800**′(1330′)	**2800**′(1330′)	**2800**′(1330′)
With prescribed flight tracks	**2750**′(1280′)	**2750**′(1280′)	**2850**′(1380′)	**2850**′(1380′)
	V1500m	V1600m	V2400m	V3600m

❹ Not authorized North of airport

TAKE-OFF RWY 10L, 28R

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: New page.

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LOWK/KLU
KLAGENFURT

JEPPESEN 30 DEC 11 (11-1) Eff 12 Jan

KLAGENFURT, AUSTRIA
ILS or LOC Rwy 28R

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.32	126.82	118.1

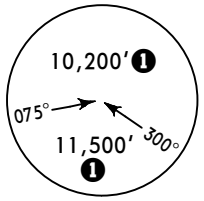
BRIEFING STRIP™

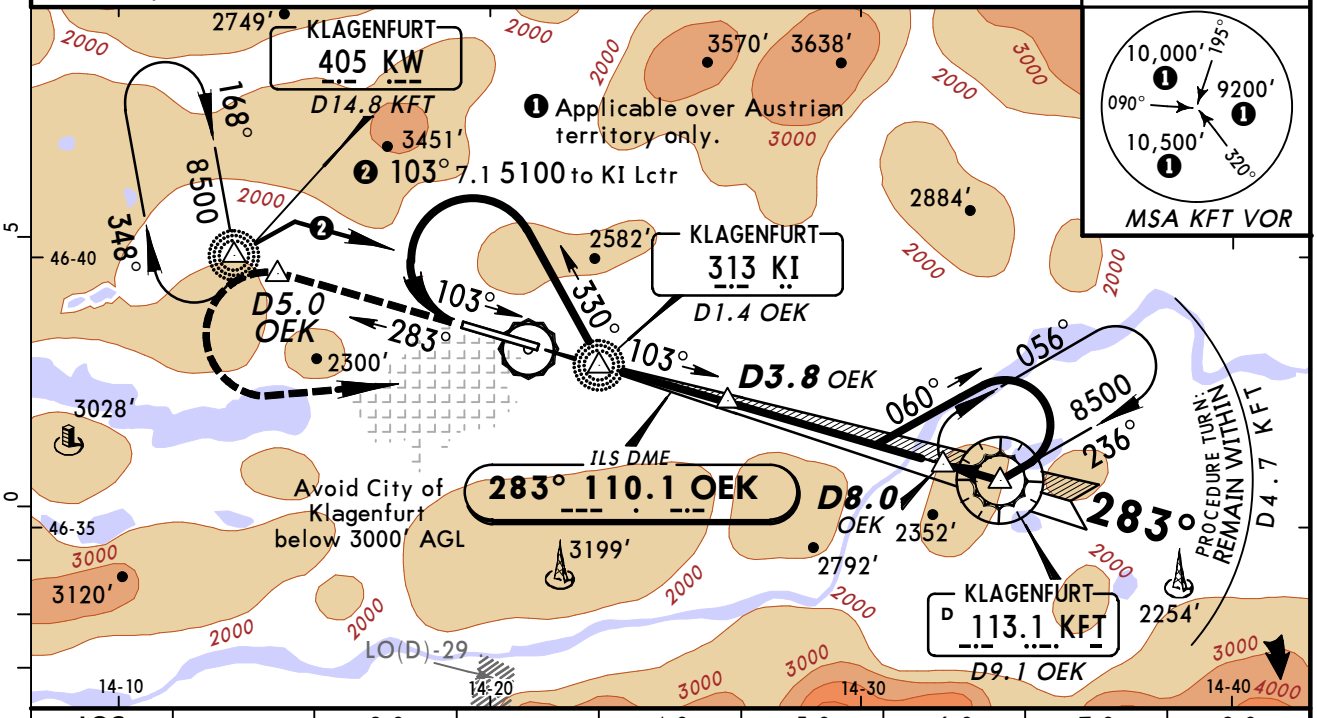
LOC OEK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1472′
110.1	283°	D3.8 OEK 2700′(1256′)	Refer to Minimums	RWY 1444′

Missed Approach - See Below

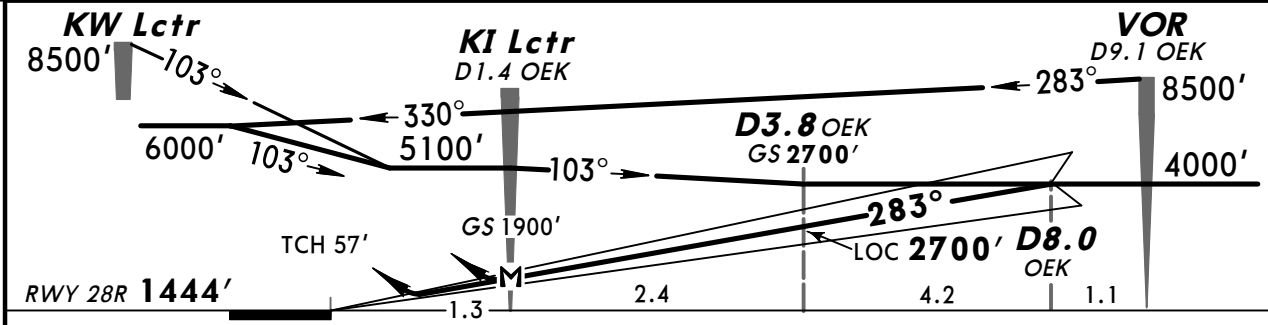
Alt Set: hPa Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 7000′

1. **DME required.** 2. Below 8500′ procedure based on MAX 185 KT.
3. Intercept localizer not later than overhead VOR.





LOC (GS out)	OEK DME	2.0		4.0	5.0	6.0	7.0	8.0
	ALTITUDE	2100′	2410′	2730′	3050′	3370′	3690′	4000′



MISSED APCH: Climb on 283° to D5.0 OEK, then turn LEFT to KI Lctr ❸. Continue climb on 103° to D3.8 OEK and join procedure turn not below 4000′. Continue climb to 8500′ via KI Lctr. After completing Baseturn proceed inbound to VOR and join holding at 8500′.

LOC: Climb on 283° up to 2600′, then turn LEFT inbound KI Lctr ❸ and continue missed apch as described above. ❸ Accelerate after completion of the missed apch turn and homing KI Lctr.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at KI Lctr/D1.4 OEK						

ALSF-II PAPI PAPI

283°

D5.0 OEK

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28R**

ILS ❶

	Missed Apch climb gradient mim 4.0% DA(H) 1644′(200′)			Missed Apch climb gradient mim 3.0% DA(H) C:1677′(233′) ❷ D:1805′(361′)			Missed Apch climb gradient mim 2.5% DA(H) C:1818′(374′) ❸ D:1975′(531′)			LOC (GS out) DA(H) ABC: 1900′(456′) D:2030′(586′)		CIRCLE-TO-LAND
	FULL	Limited	ALS out	FULL	Limited	ALS out	FULL	Limited	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	RVR 700m	RVR 750m	RVR 1400m	RVR 1400m	RVR 1500m	Not authorized North of airport
B							RVR 1000m		RVR 1500m			
C									RVR 1700m		CMV 2400m	See 19-10 for CIRCLE-TO-LAND with prescribed flight tracks
D				RVR 1000m		RVR 1700m	RVR 1700m		CMV 2400m	RVR 2000m		

❶ W/o OEK DME apply LOC DA(H) & RVR except CAT C: C2100m.
❷ DA(H) CAT A: 1654′(210′), CAT B: 1667′(223′). ❸ DA(H) CAT A: 1759′(315′), CAT B: 1808′(364′).

CHANGES: Proc title. Bearings. Markers withdrawn.

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LOWK/KLU
KLAGENFURT

30 DEC 11
Eff 12 Jan

JEPPESEN

11-1A ❶ Special CAT II ILS Rwy 28R

KLAGENFURT, AUSTRIA

BRIEFING STRIP™

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.32	126.82	118.1

LOC OEK 110.1	Final Apch Crs 283°	GS D3.8 OEK 2700′ (1256′)	CAT II ILS RA 104′ DA(H) 1544′ (100′)	Apt Elev 1472′ RWY 1444′

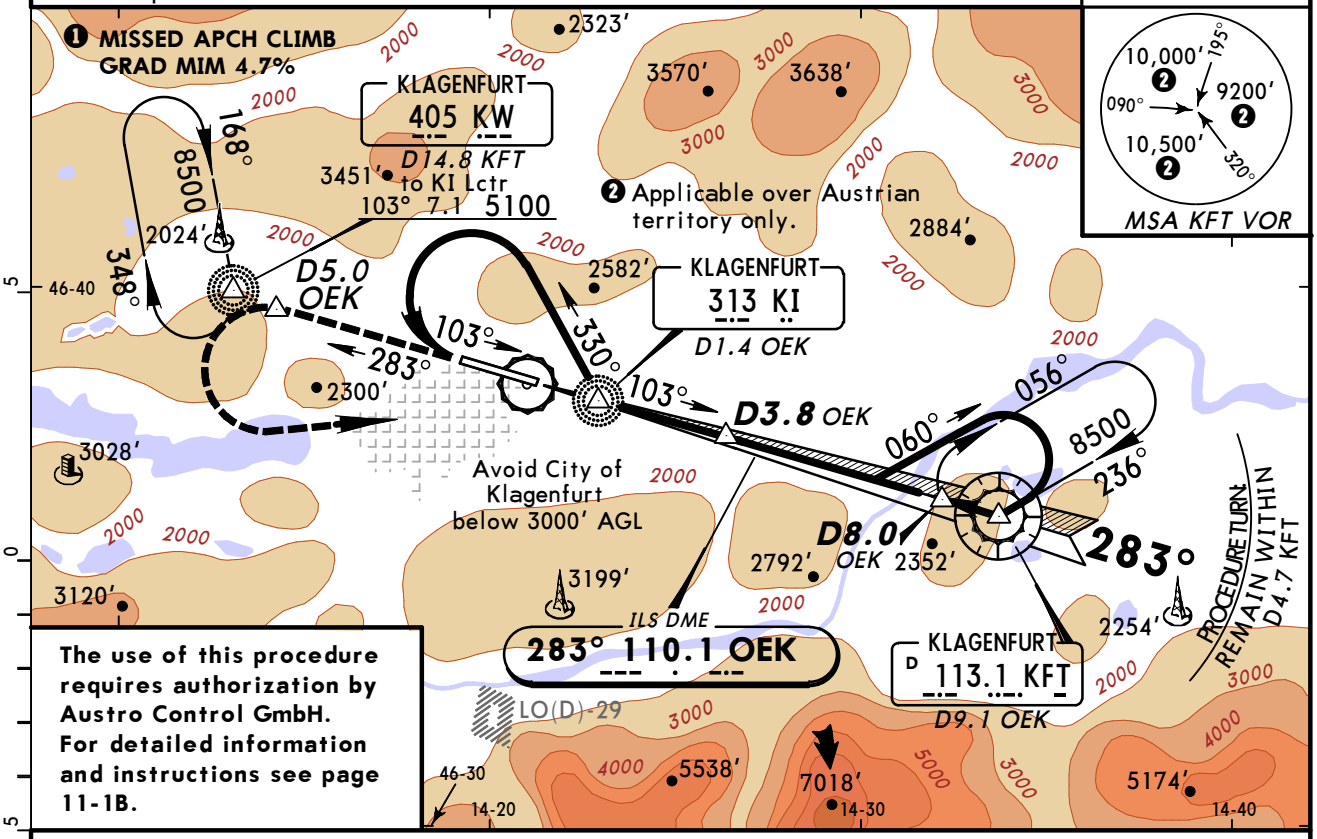
Missed Approach - See Below

Alt Set: hPa Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 7000′

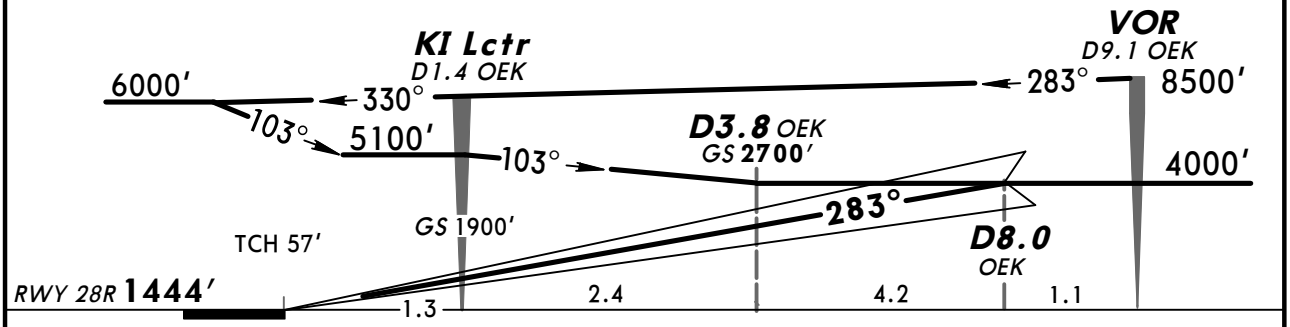
1. **DME required.** 2. Below 8500′ procedure based on MAX 185 KT.
3. Intercept localizer not later than overhead VOR.

MSA KW Lctr: 10,200′ ❷ (075° – 300°) 11,500′ ❷

MSA KFT VOR: 10,000′ ❷ (195° – 090°) 9200′ ❷ 10,500′ ❷ (320°)



The use of this procedure requires authorization by Austro Control GmbH. For detailed information and instructions see page 11-1B.



MISSED APCH: Climb on 283° to D5.0 OEK, then turn LEFT to KI Lctr. Continue climb on 103° to D3.8 OEK and join procedure turn not below 4000′. Continue climb to 8500′ via KI Lctr. After completing Baseturn proceed inbound to VOR and join holding at 8500′.

Accelerate after completion of the missed apch turn and homing KI Lctr.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

ALSF-II PAPI PAPI

283°

D5.0 OEK

Standard

STRAIGHT-IN LANDING RWY 28R ❶

CAT II ILS
ABCD
RA 104′
DA(H) 1544′ (100′)

RVR 300m ❷

MISSED APPROACH

MINIMUM CLIMB GRADIENT:

STRAIGHT: 4.7% (286′ per NM)

PANS OPS

❶ Radio altimeter and coupled approach required.
❷ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Markers withdrawn.

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SPECIAL CAT II/III ILS DME PROCEDURE RWY 28R GUIDELINES

1. Purpose and Scope

As this CAT II/III ILS DME approach procedure contains a NON-ICAO STANDARD missed approach (higher than normal missed approach climb gradient), special authorization by Austro Control GmbH is required for each operator and acft type.
This is to prove the performance of the acft to, i.e.: have sufficient climb capability during a critical engine-out missed approach.

2. Missed Approach Requirements

It is necessary to prove a climb gradient at lowest CAT III of average 4.7% for the critical engine-out climb capability up to 2500' MSL in the approach climb configuration (where applicable) under the following conditions:

- at ISA +10°C (i.e. OAT +20°C at 2500' MSL),
- at ISA -10°C (i.e. OAT 0°C at 2500' MSL) **and** the ANTI-ICE equipment **ON** .

Intermediate DH/DA with lower climb gradient available on special request.

3. Application

Only operators of multi-engine acft shall apply for such a permission.

The application shall contain:

- acft and engine type
- the maximum permissible landing weight for that type of approach
- minimum autopilot cut out height or autoland capability
- instrument approach and landing chart (IAL)

The following missed approach performance data are required for an altitude of 2500' MSL:

a) All-engines climb gradient:

- IAS
- ISA +10°C (i.e. OAT +20°C),
- ISA -10°C (i.e. OAT 0°C) **and** the ANTI-ICE equipment **ON**

b) One-engine inoperative climb gradient:

- IAS
- ISA +10°C (i.e. OAT +20°C),
- ISA -10°C (i.e. OAT 0°C) **and** the ANTI-ICE equipment **ON**

The relevant performance data shall be submitted in a listed form together with copies of the relevant pages of the Airplane Flight Manual or Performance Manual. Applications shall be conveyed at least six weeks prior to the intended operations.

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

Fax: +43 (0)5 1703 6656,
+43 (0)5 1703 6666
e-mail:
special.procedures@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

CHANGES: None.

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LOWK/KLU
KLAGENFURT

JEPPESEN
30 DEC 11
Eff 12 Jan
16-1

KLAGENFURT, AUSTRIA
MISSED APCH CLIMB GRADIENT MIM 3.1%
NDB Rwy 10L

BRIEFING STRIP TM

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.32	126.82	118.1

Lctr	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
KW	104°	Lctr 3500′ (2030′)	2800′ (1330′)	Apt Elev 1472′ / RWY 1470′
405				

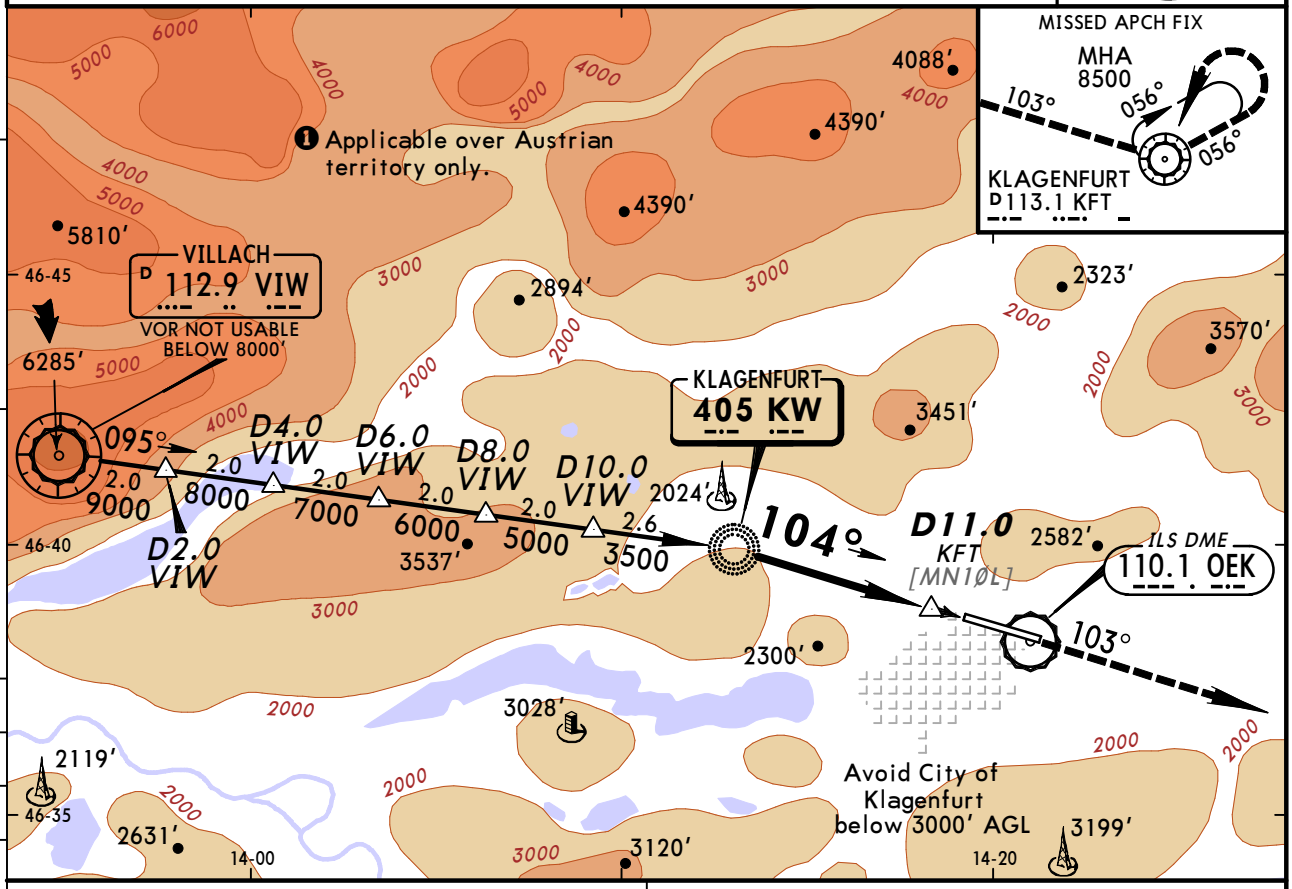
MSA
10,200′ (1)
KW
075° Lctr 300°
11,500′ (1)

MSA
(1) 195°
10,000′
090° KFT VOR 9200′ (1)
10,500′ (1) 320°

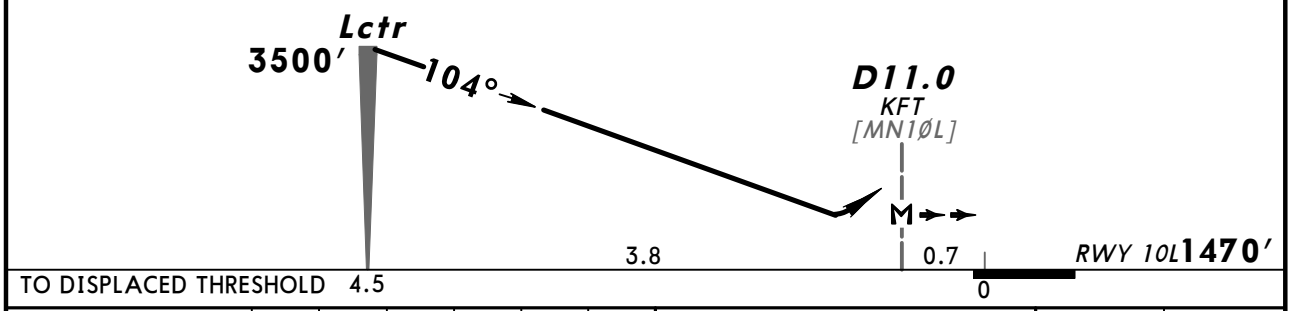
MISSED APCH: Climb to KFT VOR, then turn LEFT and follow R-056 KFT (for at least 1 Min) climbing to 6000′, then turn LEFT to KFT VOR and hold. Do not enter KFT VOR holding below 8500′.

Alt Set: hPa | Rwy Elev: 53 hPa | Trans level: By ATC | Trans alt: 7000′

1. **DME required.** 2. Below 8500′ procedure based on MAX 185 KT.



OEK DME	5.0
ALTITUDE	3200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.12°	511	657	729	875	1021	1167
MAP at D11.0 KFT						

HIALS
PAPI PAPI
KFT 113.1

PANS OPS

Standard STRAIGHT-IN LANDING RWY **10L**
Missed apch climb gradient mim 3.1%

DA(H) **2800′** (1330′)

ALS out

	CMV
A	5000m
B	
C	
D	

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	2800′ (1328′)	5000m
135		
180		
185		

CHANGES: Missed apch.

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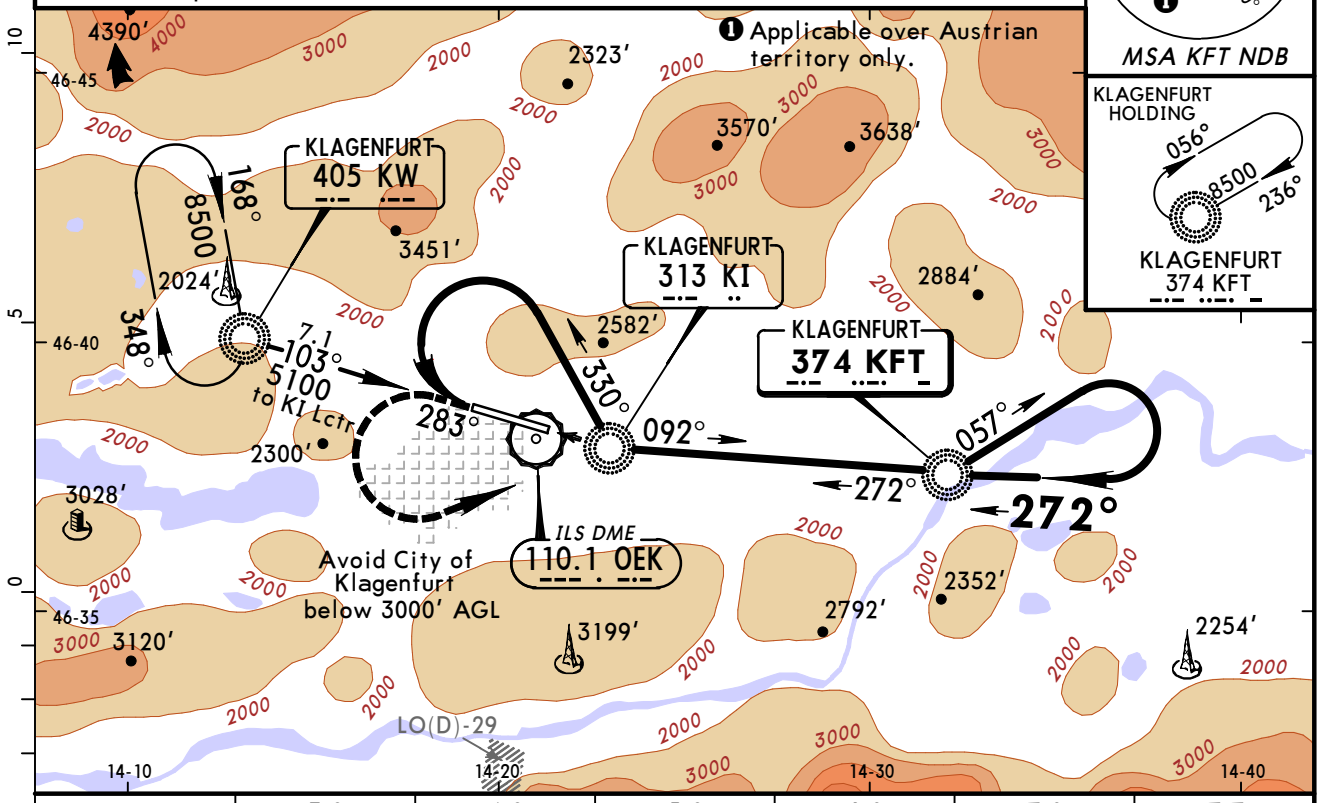
BRIEFING STRIP™

D-ATIS	*KLAGENFURT Radar (APP)	*KLAGENFURT Tower
126.32	126.82	118.1

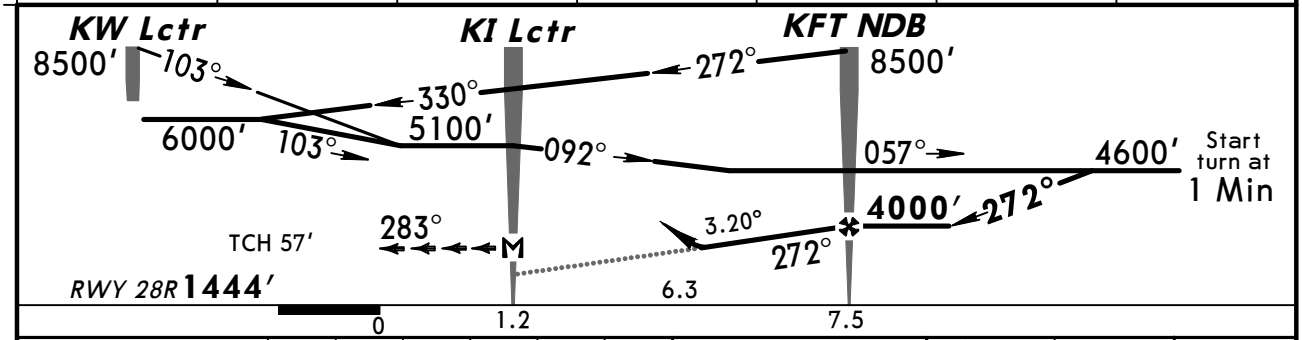
NDB KFT	Final Apch Crs	Minimum Alt KFT NDB	DA(H)	Apt Elev / RWY
374	272°	4000′ (2556′)	2400′ (956′)	1472′ / 1444′

MISSED APCH: Climb on 283° to 3500′, then turn LEFT to KI Lctr and continue climb on 092°, cross KFT NDB not below 4600′ and in reverse of the let down procedure up to 8500′.
Accelerate after completion of the missed apch turn and homing KI Lctr.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 7000′
Below 8500′ procedure based on MAX 185 KT.



OEK DME	3.0	4.0	5.0	6.0	7.0	7.7
ALTITUDE	2430′	2770′	3100′	3440′	3770′	4000′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at KI Lctr						

ALSF-II
PAPI PAPI
3500′ on 283°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28R**

DA(H) **2400′** (956′)

ALS out

CIRCLE-TO-LAND

Not authorized North of airport

A	RVR 1500m	See 19-10 for CIRCLE-TO-LAND with prescribed flight tracks
B		
C	CMV 3800m	CMV 4500m
D		

CHANGES: Bearings.

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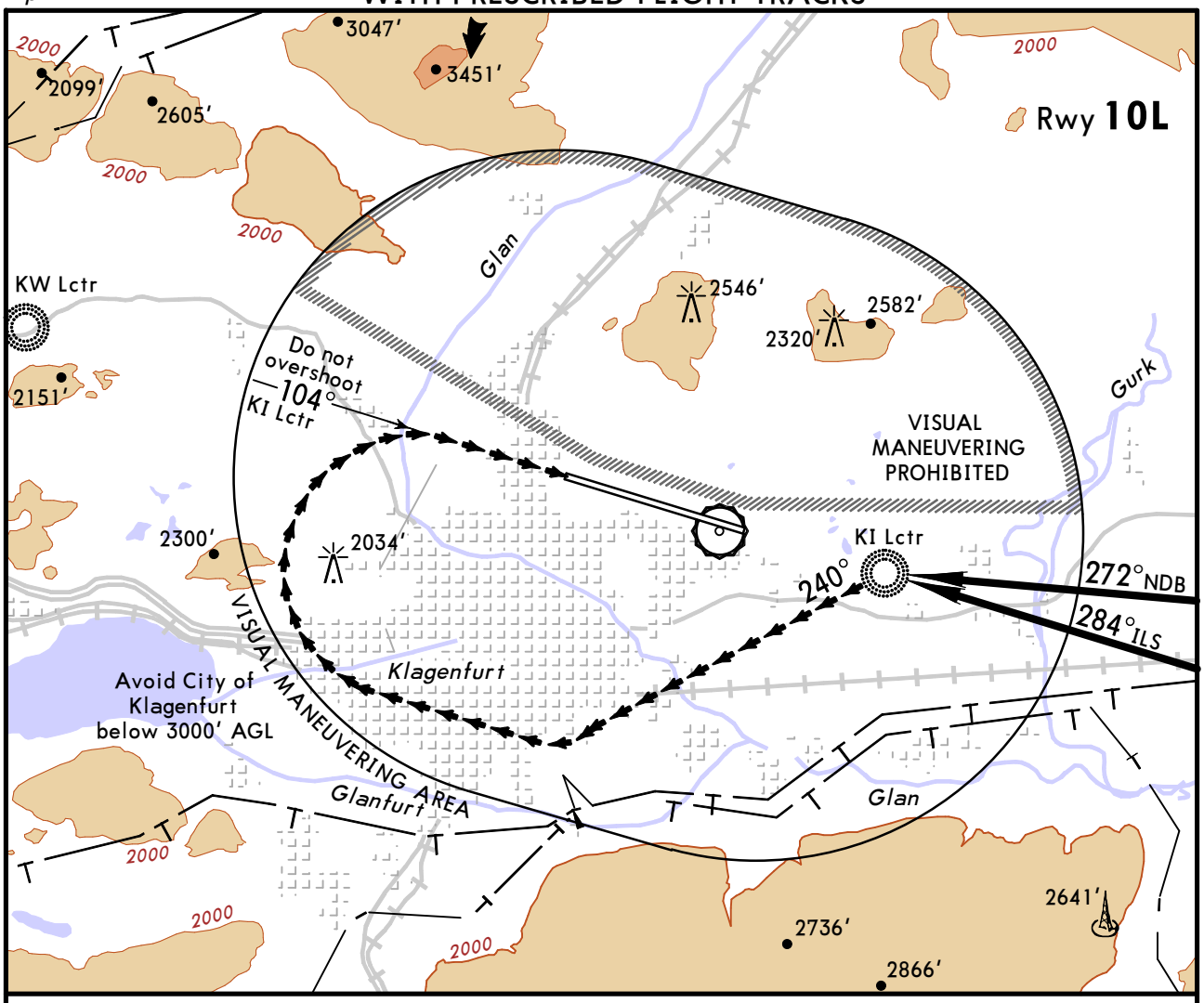
Apt Elev **1472'**

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS



MISSED APCH: If visual contact to the apt is lost, climb to MDA(H) and turn RIGHT to KI Lctr, then follow missed apch procedure as described for ILS or NDB apch.

Standard

Not authorized North of airport

	Max Kts	MDA(H)	VIS
A	100	**2750'** *(1278')*	*1500m*
B	135	**2750'** *(1278')*	*1600m*
C	180	**2850'** *(1378')*	*2400m*
D	185	**2850'** *(1378')*	*3600m*

CHANGES: Markers withdrawn.

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General Information

Location: Linz Aut
IATA Code: LNZ
Lat/Long: N48° 14.1' E014° 11.3'
Elevation: 980 ft

Airport Use: Public
Magnetic Variation: 2.9°E

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

Sunrise: 0549 Z
Sunset: 1643 Z,

Runway Information

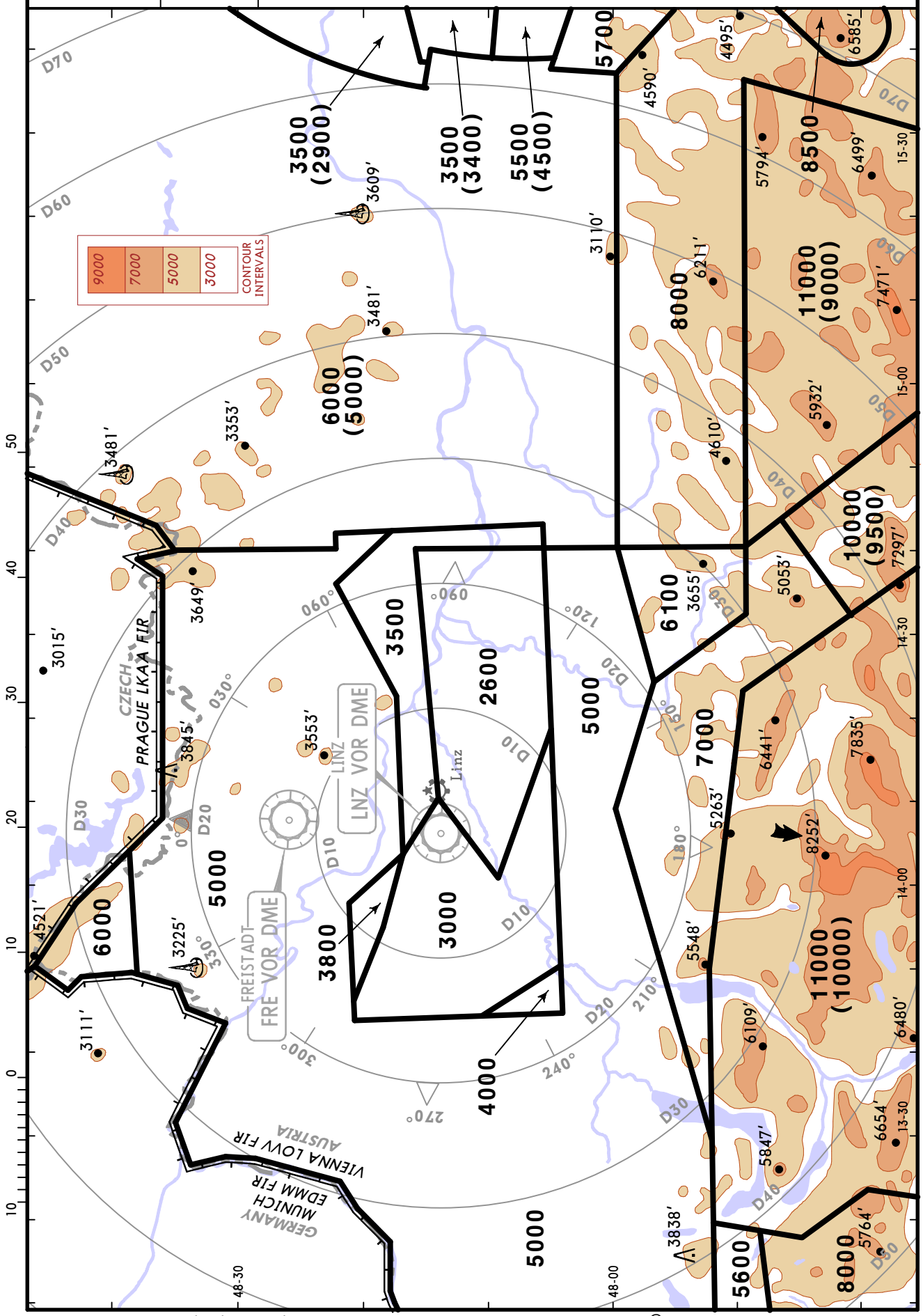
Runway: 08
Length x Width: 9843 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 978 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 820 ft

Runway: 26
Length x Width: 9843 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 963 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 492 ft

Communication Information

ATIS 128.125
Linz Tower 118.8
Linz Radar Approach Control 129.625
Linz Radar Approach Control 119.75

*LINZ Radar (APP) 129.62 119.75	*Apt Elev* 980′	Alt Set:hPa Trans level: By ATC Trans alt: 4000′ 1. The areas depicted and the associated minimum altitudes are based on an obstacle clearance of at least 1000′. 2. Minimum altitudes/FLapplicable for radar controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 3. SQUAWK as instructed by ATC. 4. This chart may only be used for cross-checking of assigned altitudes while under radar control.



CHANGES: Sectors completely revised.

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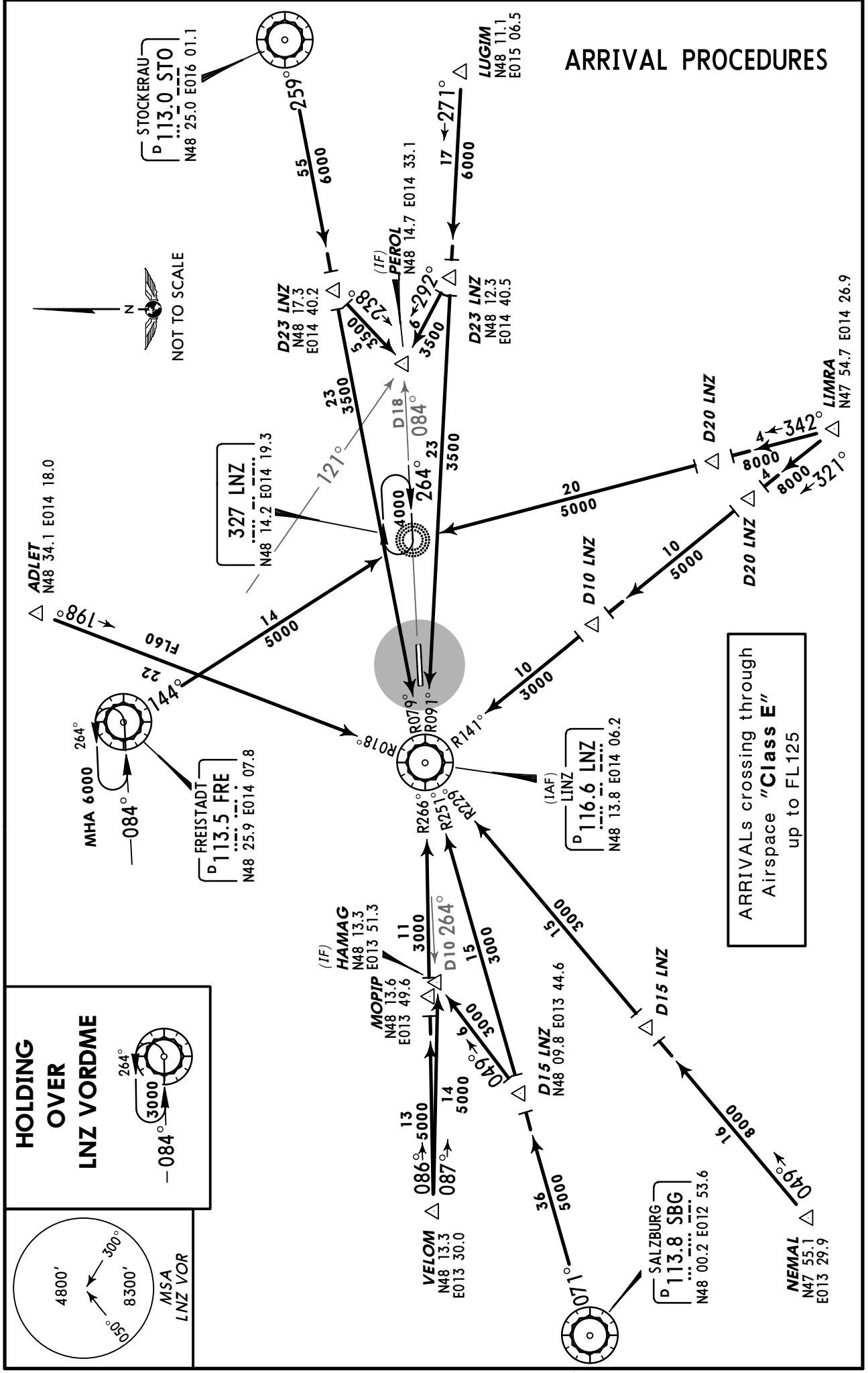
*D-ATIS	Apt Elev	Alt Set: hPa
128.12	980′	Trans level: By ATC Trans alt: 4000′

ARRIVAL PROCEDURES



CHANGES: MSA; holding over FRE established; ballnote 1 withdrawn.

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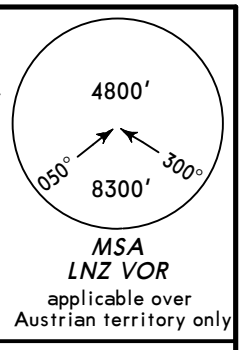
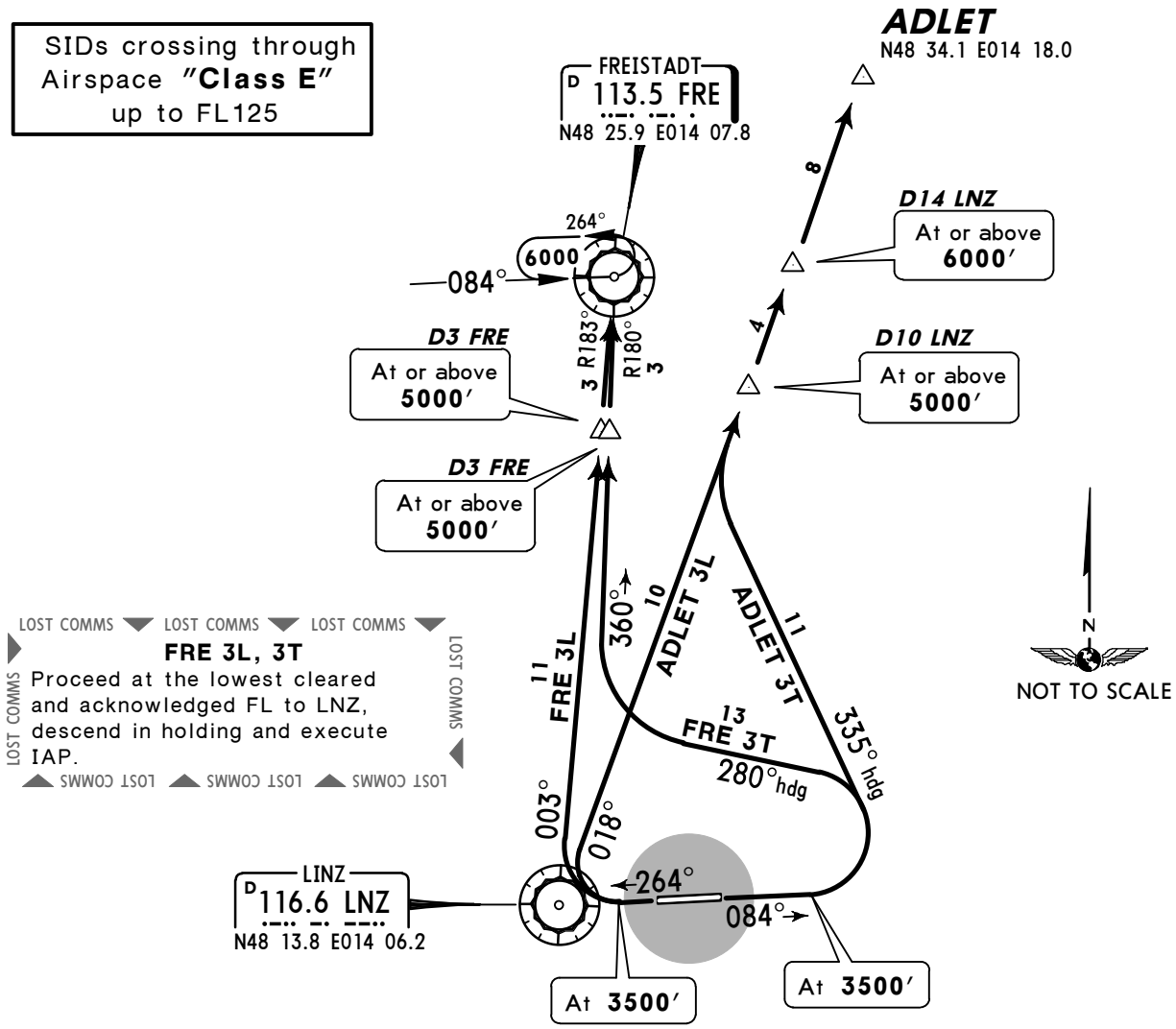
Apt Elev	Trans level: By ATC	Trans alt: 4000′
980′		



MSA
LNZ VOR
applicable over
Austrian territory only

ADLET THREE LIMA (ADLET 3L) *[ADLE3L]*
ADLET THREE TANGO (ADLET 3T) *[ADLE3T]*
FREISTADT THREE LIMA (FRE 3L)
FREISTADT THREE TANGO (FRE 3T)
RWYS 26, 08 DEPARTURES



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

ADLET 3L, FRE 3L

395′ per NM (6.5%) up to 2000′, then 280′ per NM (4.6%).

ADLET 3T, FRE 3T

280′ per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
280′ per NM	349	466	699	932	1165	1398

Initial climb clearance **FL60**

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

SID	RWY	ROUTING
ADLET 3L	**26**	Climb on 264° track to 3500′, turn RIGHT, intercept LNZ R-018 to ADLET
ADLET 3T	**08**	Climb on 084° track to 3500′, turn LEFT, 335° heading, intercept LNZ R-018 to ADLET.
FRE 3L	**26**	Climb on 264° track to 3500′, turn RIGHT, intercept LNZ R-003 to FRE.
FRE 3T	**08**	Climb on 084° track to 3500′, turn LEFT, 280° heading, intercept FRE R-180 inbound to FRE.

CHANGES: None.

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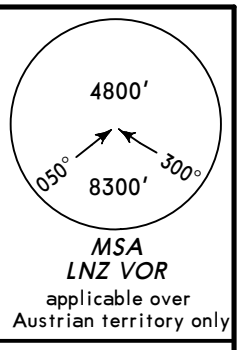
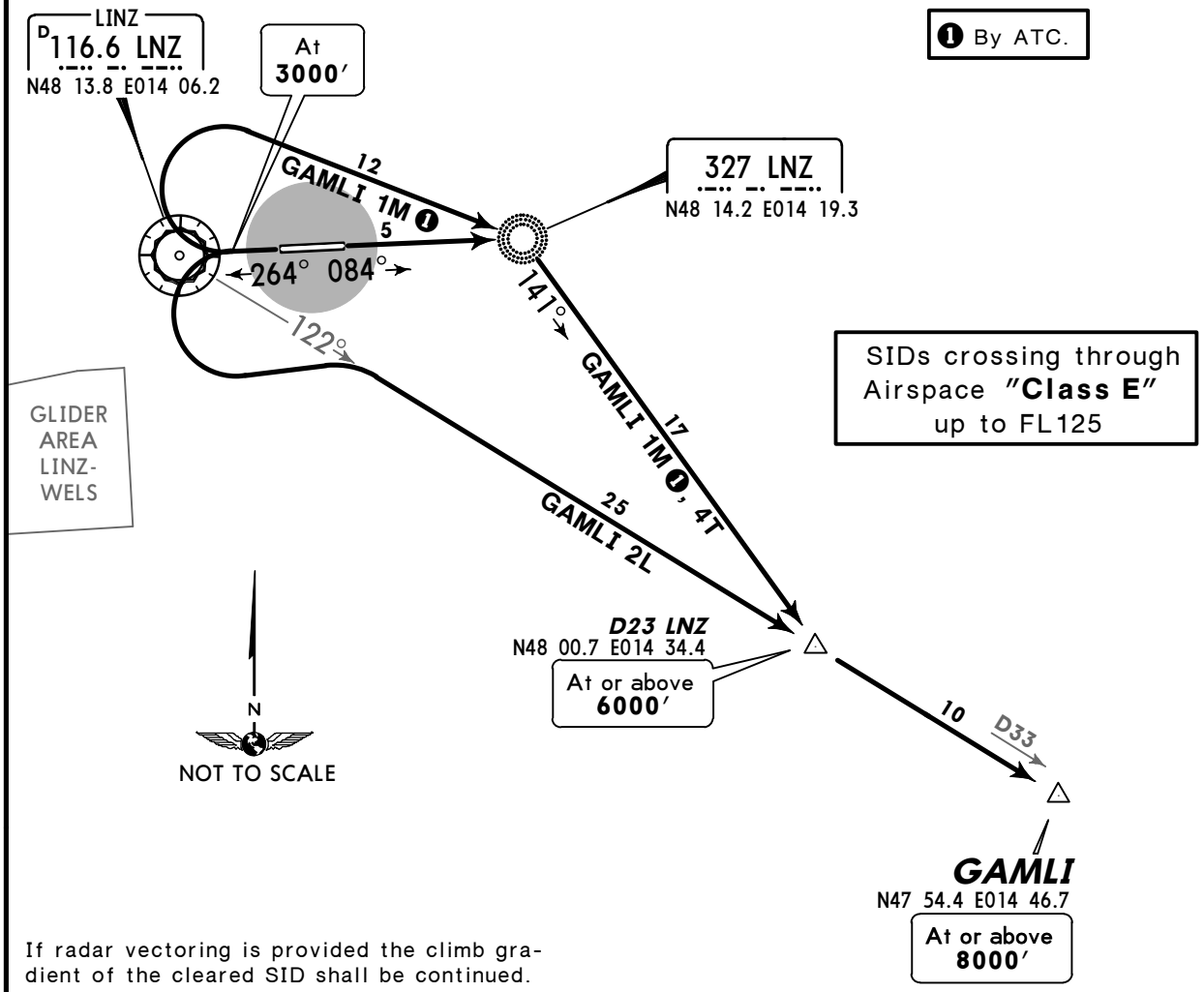
Apt Elev	Trans level: By ATC	Trans alt: 4000′
980′		



MSA
LNZ VOR
applicable over
Austrian territory only

GAMLI TWO LIMA (GAMLI 2L) *[GAML2L]*
GAMLI ONE MIKE (GAMLI 1M) *[GAML1M]* ❶
GAMLI FOUR TANGO (GAMLI 4T) *[GAML4T]*
RWYS 26, 08 DEPARTURES

NOT AVAILABLE FOR TRAFFIC DESTINATION LOWW



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

GAMLI 2L, 1M
395′ per NM (6.5%) up to 2000′.

GAMLI 4T
280′ per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
280′ per NM	349	466	699	932	1165	1398

Initial climb clearance **FL80**

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

SID	RWY	ROUTING
GAMLI 2L ❷	**26**	Climb on 264° track to 3000′, turn LEFT, intercept LNZ R-122 to GAMLI.
GAMLI 1M		Climb on 264° track to 3000′, turn RIGHT to LNZ NDB, turn RIGHT, 141° bearing, intercept LNZ R-122 to GAMLI.
GAMLI 4T	**08**	Climb on 084° track to LNZ NDB, turn RIGHT, 141° bearing, intercept LNZ R-122 to GAMLI.

❷ When Glider Flying Area Linz-Wels is active, expect GAMLI 1M for departure.

CHANGES: SID GAMLI 1M estbld; GAMLI 3T rnbrd 4T & revised; SIDs transferred.

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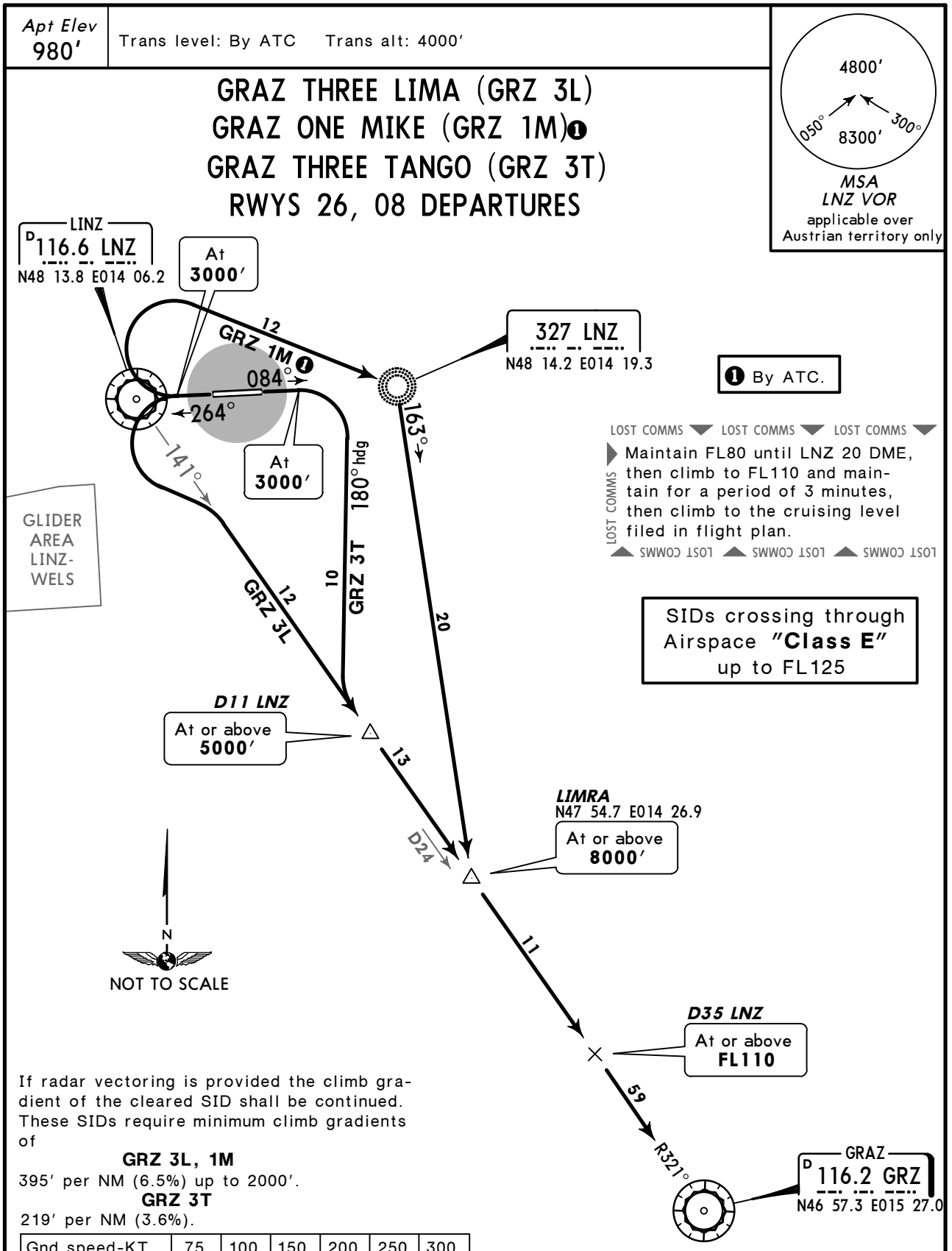
Apt Elev 980′

Trans level: By ATC Trans alt: 4000′

GRAZ THREE LIMA (GRZ 3L)
GRAZ ONE MIKE (GRZ 1M)❶
GRAZ THREE TANGO (GRZ 3T)
RWYS 26, 08 DEPARTURES



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

GRZ 3L, 1M

395′ per NM (6.5%) up to 2000′.

GRZ 3T

219′ per NM (3.6%).

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
219′ per NM	273	365	547	729	911	1094

Initial climb clearance **FL80**

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

SID	RWY	ROUTING
GRZ 3L ❷	26	Climb on 264° track to 3000′, turn LEFT, intercept LNZ R-141 to GRZ.
GRZ 1M		Climb on 264° track to 3000′, turn RIGHT to LNZ NDB, turn RIGHT, 163° bearing, intercept LNZ R-141 to GRZ.
GRZ 3T	08	Climb on 084° track to 3000′, turn RIGHT, 180° heading, intercept LNZ R-141 to GRZ.

❷ When Glider Flying Area Linz-Wels is active, expect GRZ 1M for departure.

CHANGES: New chart (SIDs transferred; GRZ 1M established).

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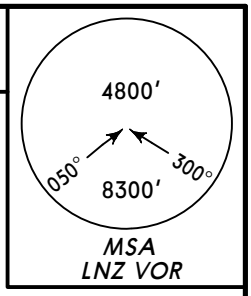
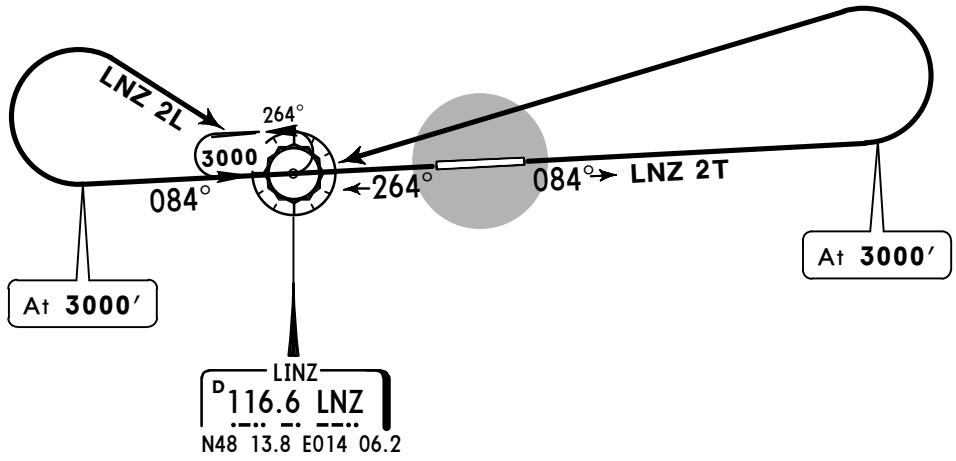
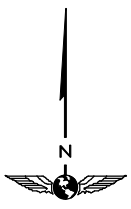
Apt Elev	Trans level: By ATC Trans alt: 4000′
980′	



LINZ TWO LIMA (LNZ 2L)
LINZ TWO TANGO (LNZ 2T)
RWYS 26, 08 DEPARTURES
FOR TRAINING PURPOSES ONLY

SIDs crossing through Airspace **"Class E"** up to FL125





NOT TO SCALE

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

LNZ 2L
395′ per NM (6.5%) up to **2000′.**
LNZ 2T
280′ per NM (4.6%).

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
280′ per NM	349	466	699	932	1165	1398

Initial climb clearance **4000′**

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

SID	RWY	ROUTING
LNZ 2L	**26**	Climb on 264° track to **3000′,** turn RIGHT **immediately** to LNZ and enter holding at or above **3000′.**
LNZ 2T	**08**	Climb on 084° track to **3000′,** turn LEFT **immediately** to LNZ and enter holding at or above **3000′.**

CHANGES: SIDs renumbered & revised; MSA; rwy designations.

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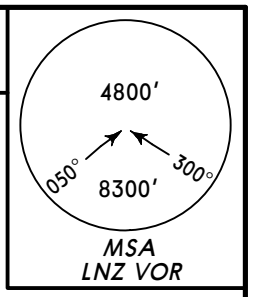
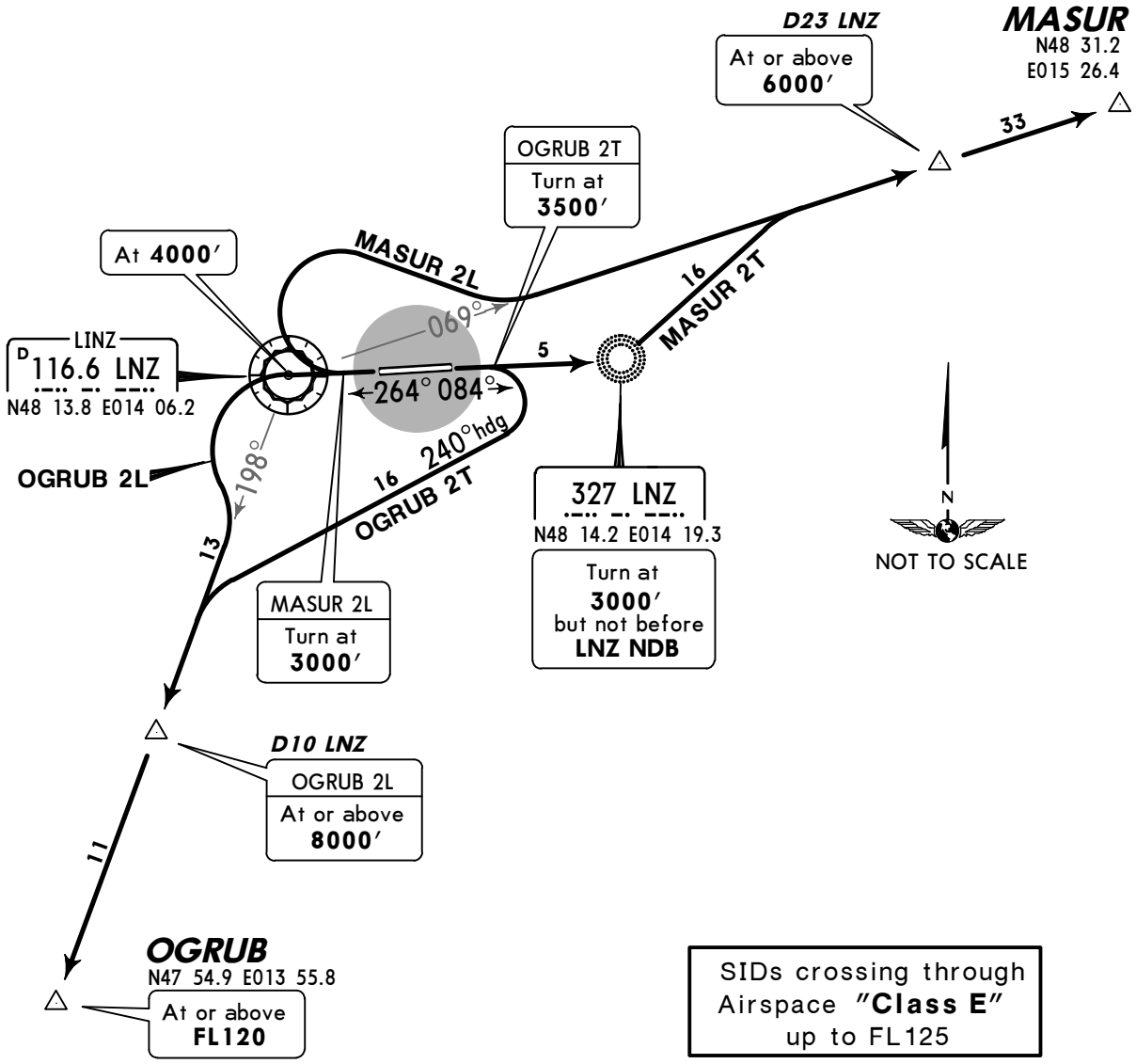
Apt Elev	Trans level: By ATC Trans alt: 4000′
980′	



MASUR TWO LIMA (MASUR 2L) *[MASU2L]*
MASUR TWO TANGO (MASUR 2T) *[MASU2T]*
OGRUB TWO LIMA (OGRUB 2L) *[OGRU2L]*
OGRUB TWO TANGO (OGRUB 2T) *[OGRU2T]*
RWYS 26, 08 DEPARTURES



SIDs crossing through Airspace **"Class E"** up to FL125

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of
MASUR 2L: 395′ per NM (6.5%) up to **2000′.**
MASUR 2T: 280′ per NM (4.6%).
OGRUB 2L: 425′ per NM (7%).
OGRUB 2T: 304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
395′ per NM	494	658	987	1317	1646	1975
304′ per NM	380	506	760	1013	1266	1519
280′ per NM	349	466	699	932	1165	1398

MASUR 2L, 2T: Initial climb clearance **FL60**
OGRUB 2L, 2T: Initial climb clearance **FL120**

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

SID	RWY	ROUTING
MASUR 2L	**26**	Climb on 264° track to **3000′,** turn RIGHT, intercept LNZ R-069 to MASUR.
MASUR 2T	**08**	Climb on 084° track, at **3000′,** but not before LNZ NDB turn LEFT, intercept LNZ R-069 to MASUR.
OGRUB 2L	**26**	Climb on 264° track to **4000′,** turn LEFT, intercept LNZ R-198 to OGRUB.
OGRUB 2T	**08**	Climb on 084° track to **3500′,** turn RIGHT, 240° heading, intercept LNZ R-198 to OGRUB.

CHANGES: SIDs renumbered & revised; MSA; rwy designations.

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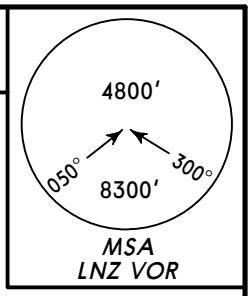
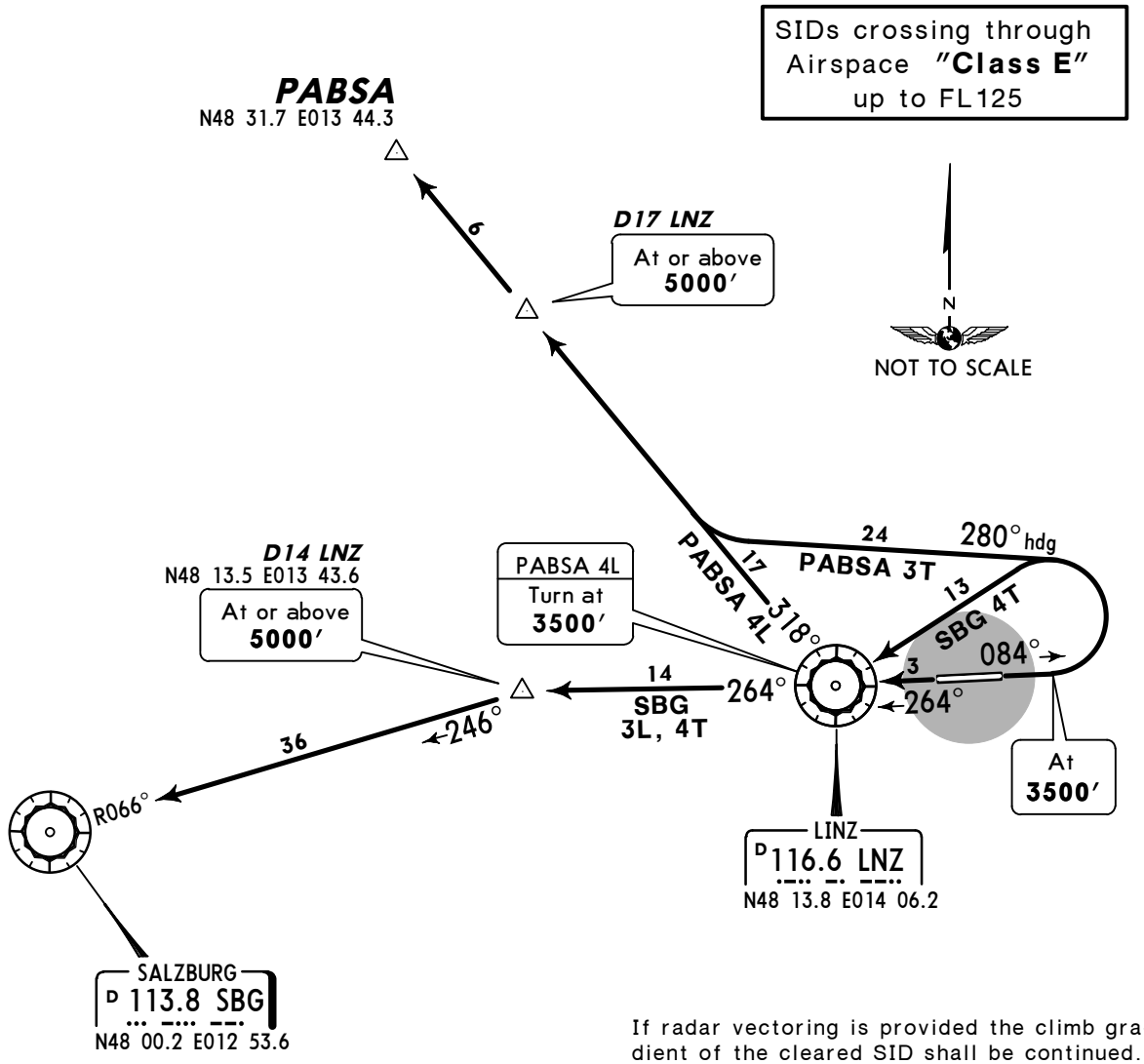
Apt Elev	Trans level: By ATC	Trans alt: 4000′
980′		



PABSA FOUR LIMA (PABSA 4L) *[PABS4L]*
PABSA THREE TANGO (PABSA 3T) *[PABS3T]*
SALZBURG THREE LIMA (SBG 3L)
SALZBURG FOUR TANGO (SBG 4T)
RWYS 26, 08 DEPARTURES



If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of

PABSA 4L

395′ per NM (6.5%) up to **2000′,** then 280′ per NM (4.6%).

PABSA 3T, SBG 4T

280′ per NM (4.6%).

SBG 3L

395′ per NM (6.5%) up to **2000′.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
280′ per NM	349	466	699	932	1165	1398

Initial climb clearance **FL60**

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

SID	RWY	ROUTING
PABSA 4L	**26**	Climb on 264° track to **3500′,** intercept LNZ R-318 to PABSA.
PABSA 3T	**08**	Climb on 084° track to **3500′,** turn LEFT, 280° heading, intercept LNZ R-318 to PABSA.
SBG 3L	**26**	Climb on 264° track, follow LNZ R-264, intercept SBG R-066 inbound to SBG.
SBG 4T	**08**	Climb on 084° track to **3500′,** turn LEFT to LNZ, LNZ R-264, intercept SBG R-066 inbound to SBG.

CHANGES: SIDs renumbered & revised; MSA; rwy designations.

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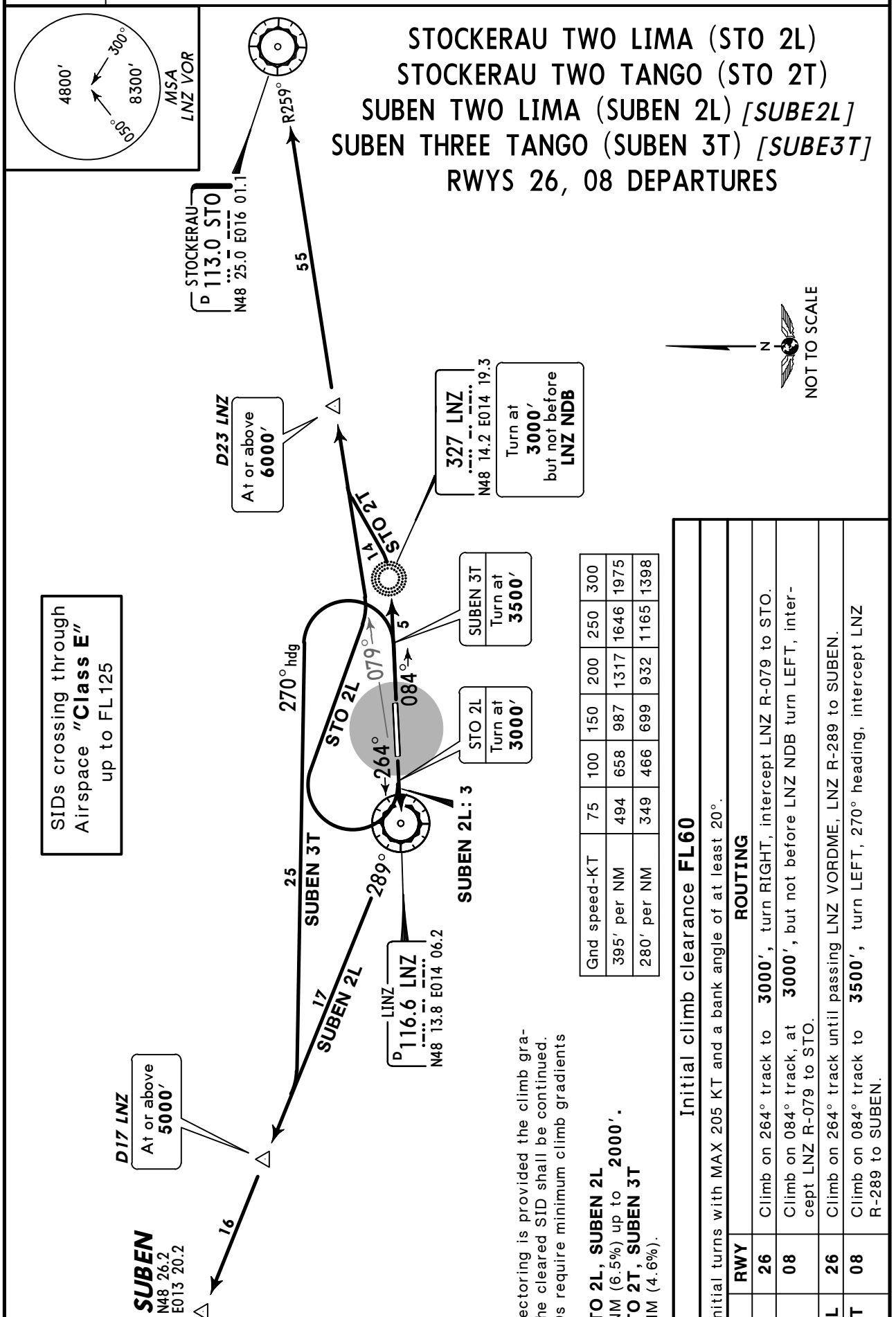
Apt Elev 980′

Trans level: By ATC Trans alt: 4000′

STOCKERAU TWO LIMA (STO 2L)
STOCKERAU TWO TANGO (STO 2T)
SUBEN TWO LIMA (SUBEN 2L) *[SUBE2L]*
SUBEN THREE TANGO (SUBEN 3T) *[SUBE3T]*
RWYS 26, 08 DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
280′ per NM	349	466	699	932	1165	1398

If radar vectoring is provided the climb gradient of the cleared SID shall be continued. These SIDs require minimum climb gradients of
STO 2L, SUBEN 2L
395′ per NM (6.5%) up to **2000′.**
STO 2T, SUBEN 3T
280′ per NM (4.6%).

Initial climb clearance **FL60**

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

SID	RWY	ROUTING
STO 2L	**26**	Climb on 264° track to **3000′**, turn RIGHT, intercept LNZ R-079 to STO.
STO 2T	**08**	Climb on 084° track, at **3000′**, but not before LNZ NDB turn LEFT, intercept LNZ R-079 to STO.
SUBEN 2L	**26**	Climb on 264° track until passing LNZ VORDME, LNZ R-289 to SUBEN.
SUBEN 3T	**08**	Climb on 084° track to **3500′**, turn LEFT, 270° heading, intercept LNZ R-289 to SUBEN.

CHANGES: SIDs renumbered & revised; MSA; rwy designations.

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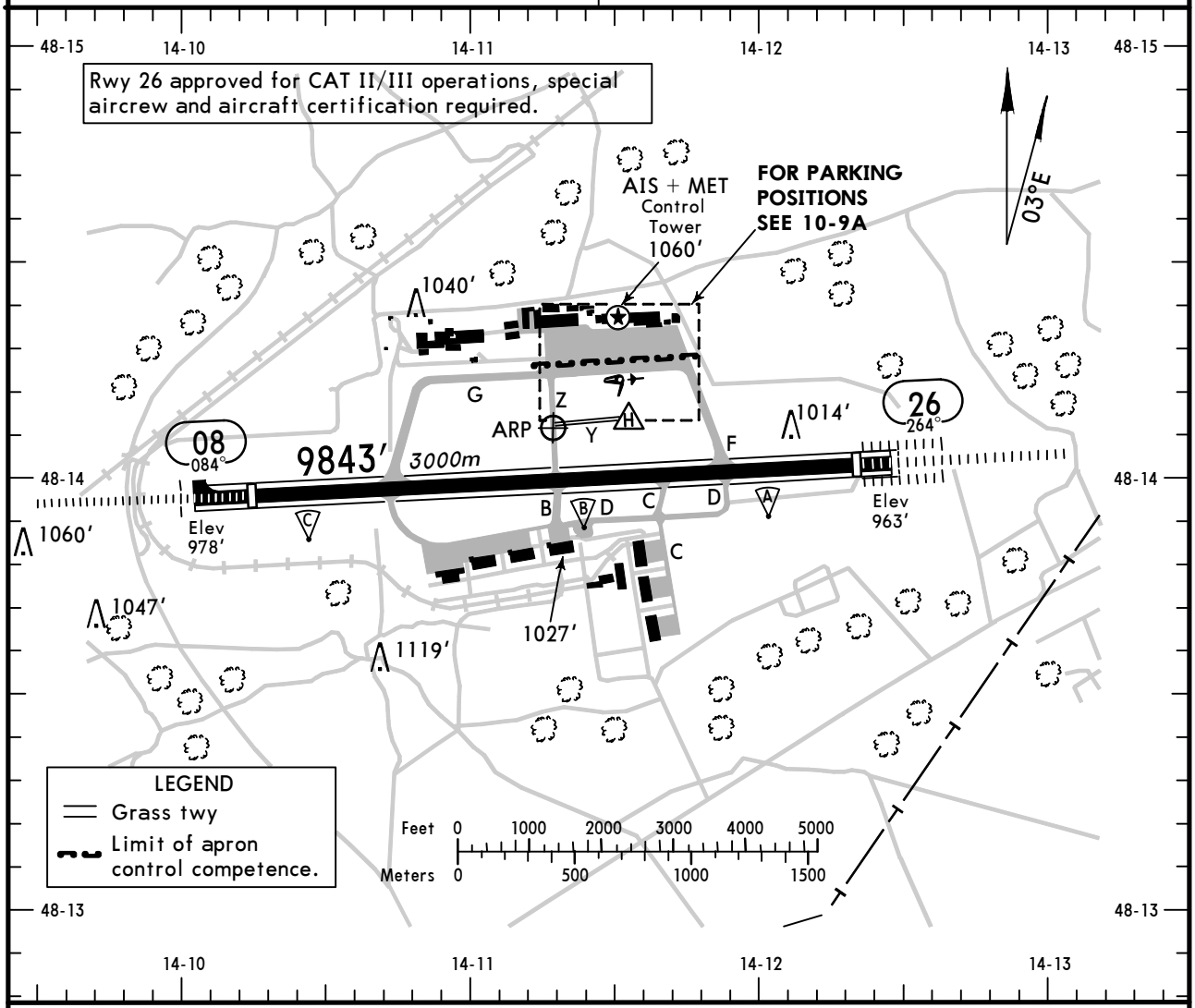
*D-ATIS	*LINZ Tower
128.12	118.8



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08 ❶ 26	HIRL *(60m)* CL *(15m)* HIALS SFL ❷	RVR	9022′ *2750m*	7989′ *2435m*		197′ *60m*
	HIRL *(60m)* CL *(15m)* ALSF-II TDZ REIL ❷	RVR	9350′ *2850m*	8378′ *2554m*	❸	

❶ Anti-skid layer.
❷ PAPI (angle 3.0°)

❸ TORA RWY 26: from rwy head 9843′ (3000m)
twy F int 7316′ (2230m)

PREFERENTIAL RUNWAY SYSTEM
To reduce noise between 2200LT and 0500LT landing on rwy 08 and take-off from rwy 26 shall be preferred.

Standard

TAKE-OFF ❶

	LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Rwy designations. Bearings. Elevations.

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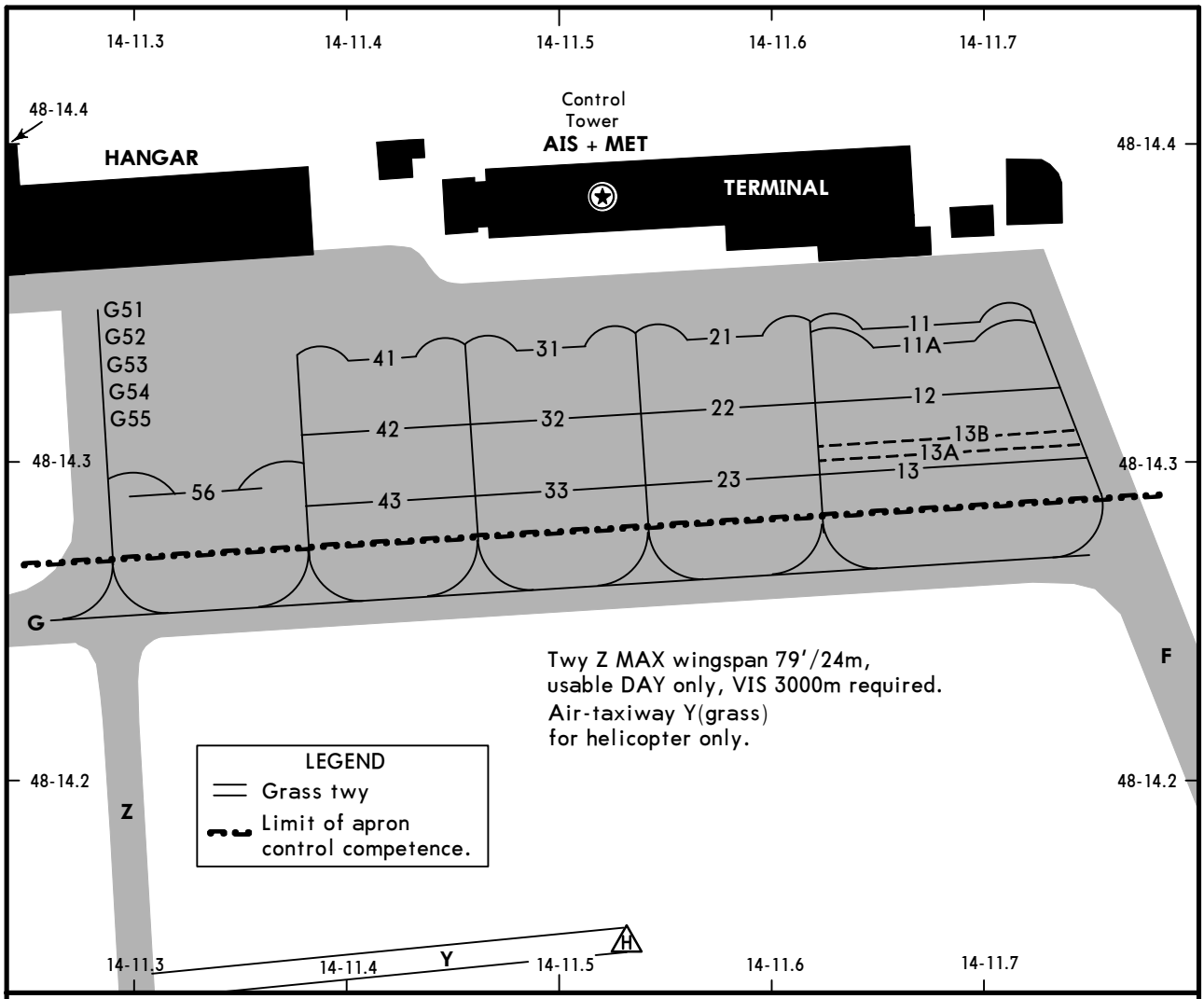

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11 thru 13B	N48 14.3 E014 11.6		
21 thru 33	N48 14.3 E014 11.5		
41 thru 43	N48 14.3 E014 11.4		
56	N48 14.3 E014 11.3		
G51 thru G55	N48 14.3 E014 11.3		

LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective in two stages in the following conditions:

Stage 1:
When TDZ RVR falls below 1200m and/or ceiling lowers to less than 300'.
The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures stage 1 in operation". CAT II/III apchs are possible on request. The procedures for LVP stage 2 including protection of sensitive area are applied.

Stage 2:
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 CAT II/III stage 2 in operation". Arriving acft are vectored so as to ensure a localizer intercept is at least 8 NM from threshold.
Pilots shall report "runway vacated" as soon as acft has left the yellow/green colour coded section of the exit taxiway.

CHANGES: Stand coordinates.

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LINZ, AUSTRIA

LINZ

STRAIGHT-IN RWY		A	B	C	D
08	ILS	**1178**′(200′)	**1178**′(200′)	**1178**′(200′)	**1178**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1320**′(342′)	**1320**′(342′)	**1320**′(342′)	**1320**′(342′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1450**′(472′)	**1450**′(472′)	**1450**′(472′)	**1450**′(472′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
26	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**1063**′(100′)	**1063**′(100′)	**1063**′(100′)	**1072**′(109′)
		RA105′ R300m	**RA105′ R300m**	**RA105′ R300m**	**RA115′ R300m**
	ILS	**1163**′(200′)	**1163**′(200′)	**1163**′(200′)	**1163**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1320**′(357′)	**1320**′(357′)	**1320**′(357′)	**1320**′(357′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1320**′(357′)	**1320**′(357′)	**1320**′(357′)	**1320**′(357′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1550′(570′)	**1640**′(660′)	**2220**′(1240′)	**2220**′(1240′)
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 08, 26

LVP must be in Force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: Rwy designations. Apt & rwy elevation.

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BRIEFING STRIP™

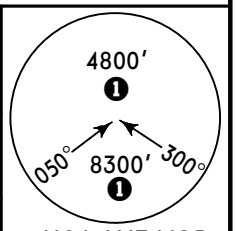
*D-ATIS	*LINZ Radar (APP)	*LINZ Tower
128.12	129.62	118.8

LOC OEM	Final Apch Crs	GS VOR	ILS DA(H)	Apt Elev / RWY
110.55	084°	1880′ (902′)	1178′ (200′)	980′ / 978′

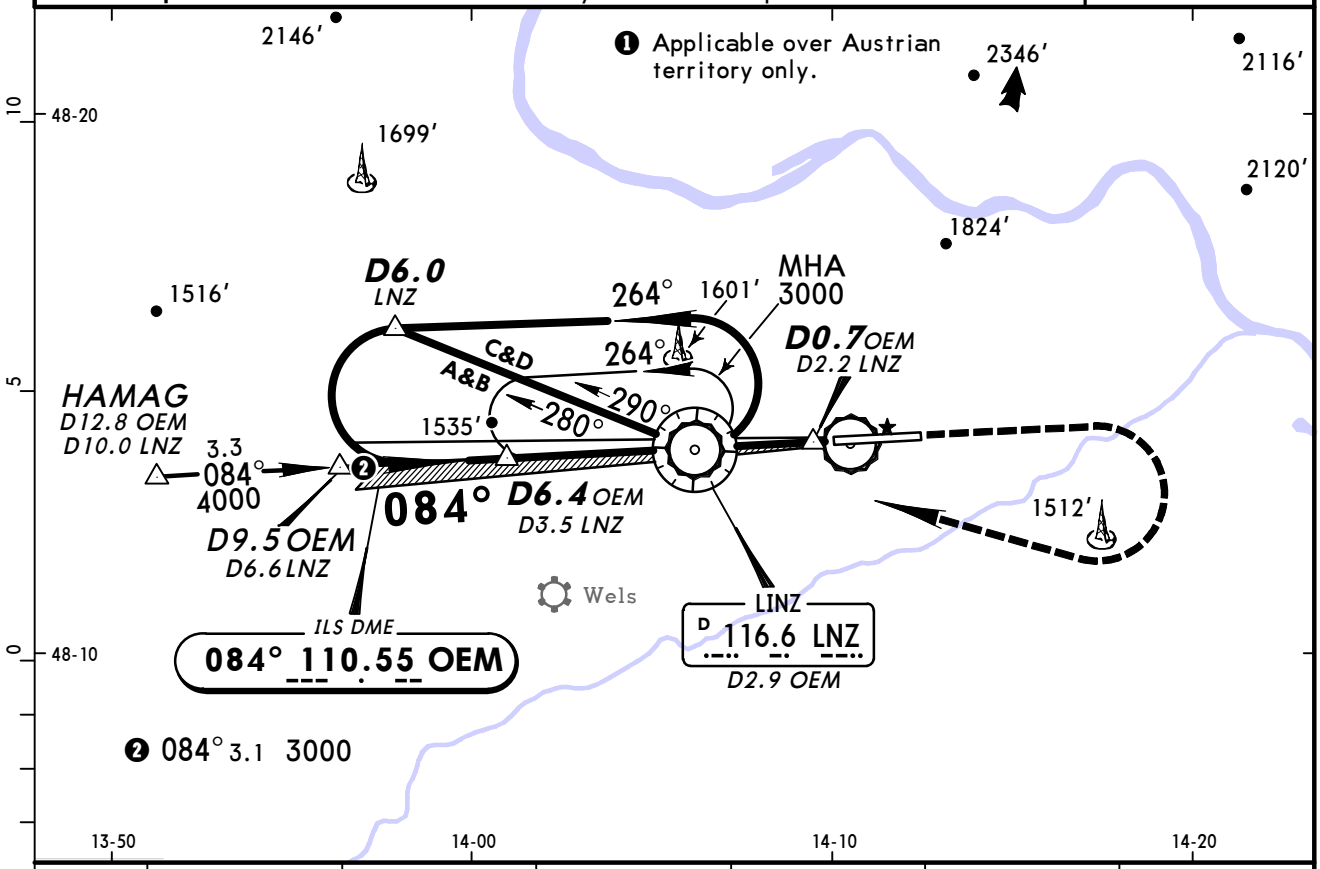
MISSED APCH: Climb to 3000′, then turn RIGHT to VOR, continue climb to 4000′ and hold.

Alt Set: hPa Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 4000′

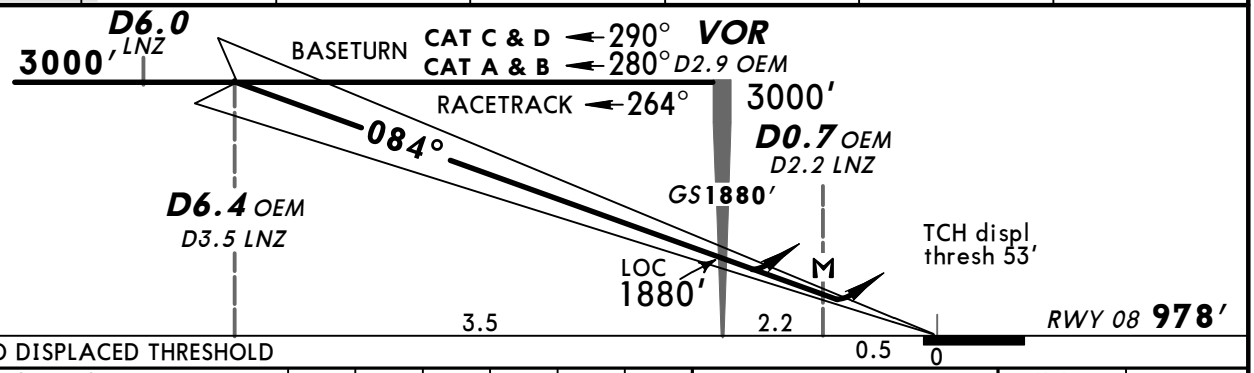
1. **DME required.** 2. ILS DME reads zero at rwy 08 touchdown point.



MSA LNZ VOR



LOC (GS out)	OEM DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2880′	2560′	2240′	1920′	1600′



TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D0.7 OEM/D2.2 LNZ						

HIALS
PAPI PAPI
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08**

	ILS DA(H) 1178′ (200′)			LOC (GS out) DA(H) 1320′ (342′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1550′ (570′)	1500m
135	1640′ (660′)	1600m
180	2220′ (1240′)	2400m
205	2220′ (1240′)	3600m

CHANGES: Procedure.

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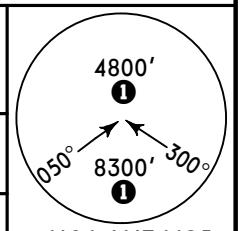
*D-ATIS	*LINZ Radar (APP)	*LINZ Tower
128.12	129.62	118.8

BRIEFING STRIP ™

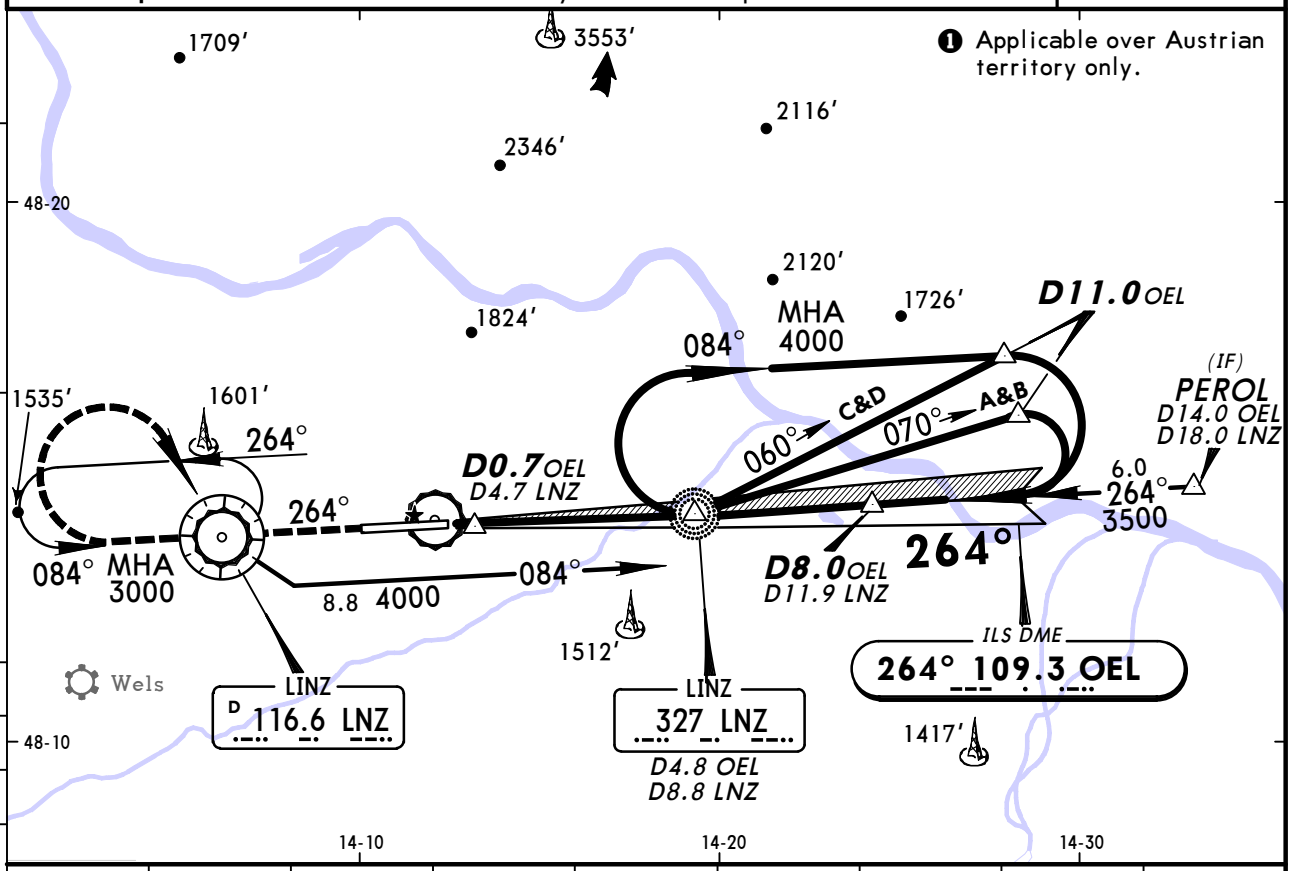
LOC OEL	Final Apch Crs	GS NDB	ILS DA(H)	Apt Elev 980′
109.3	264°	2500′ (1537′)	1163′ (200′)	RWY 963′

MISSED APCH: Climb to 3000′, then turn RIGHT to VOR and hold.

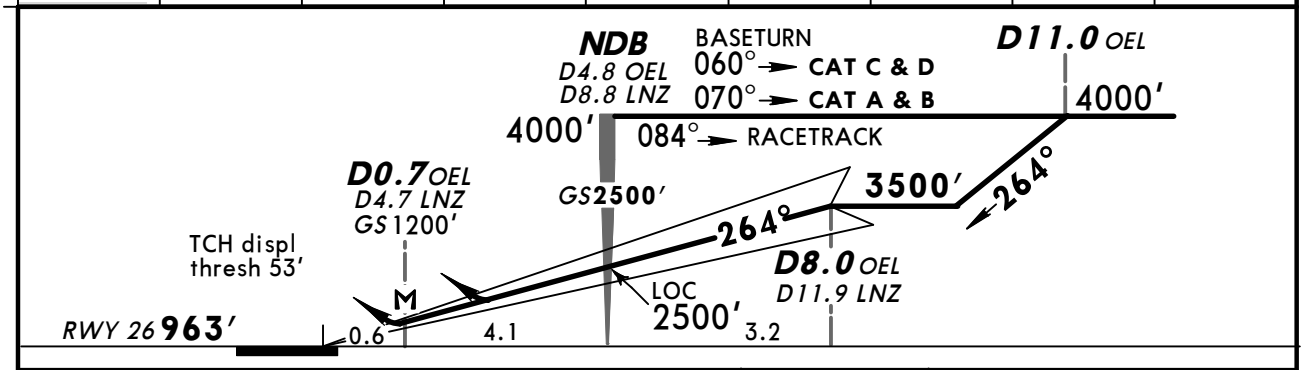
Alt Set: hPa Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 4000′
1. **DME required.** 2. ILS DME reads zero at rwy 26 touchdown point.



MSA LNZ VOR



LOC (GS out)	OEL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1590′	1910′	2230′	2550′	2870′	3190′	3500′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D0.7 OEL/D4.7 LNZ						

ALSF-II
REIL PAPI PAPI

3000′

LNZ 116.6 RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 1163′ (200′)			LOC (GS out) DA(H) 1320′ (357′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1550′ (570′)	1500m
135	1640′ (660)	1600m
180	2220′ (1240′)	2400m
205	2220′ (1240′)	3600m

CHANGES: Procedure.

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*D-ATIS	*LINZ Radar (APP)	*LINZ Tower
128.12	129.62	118.8

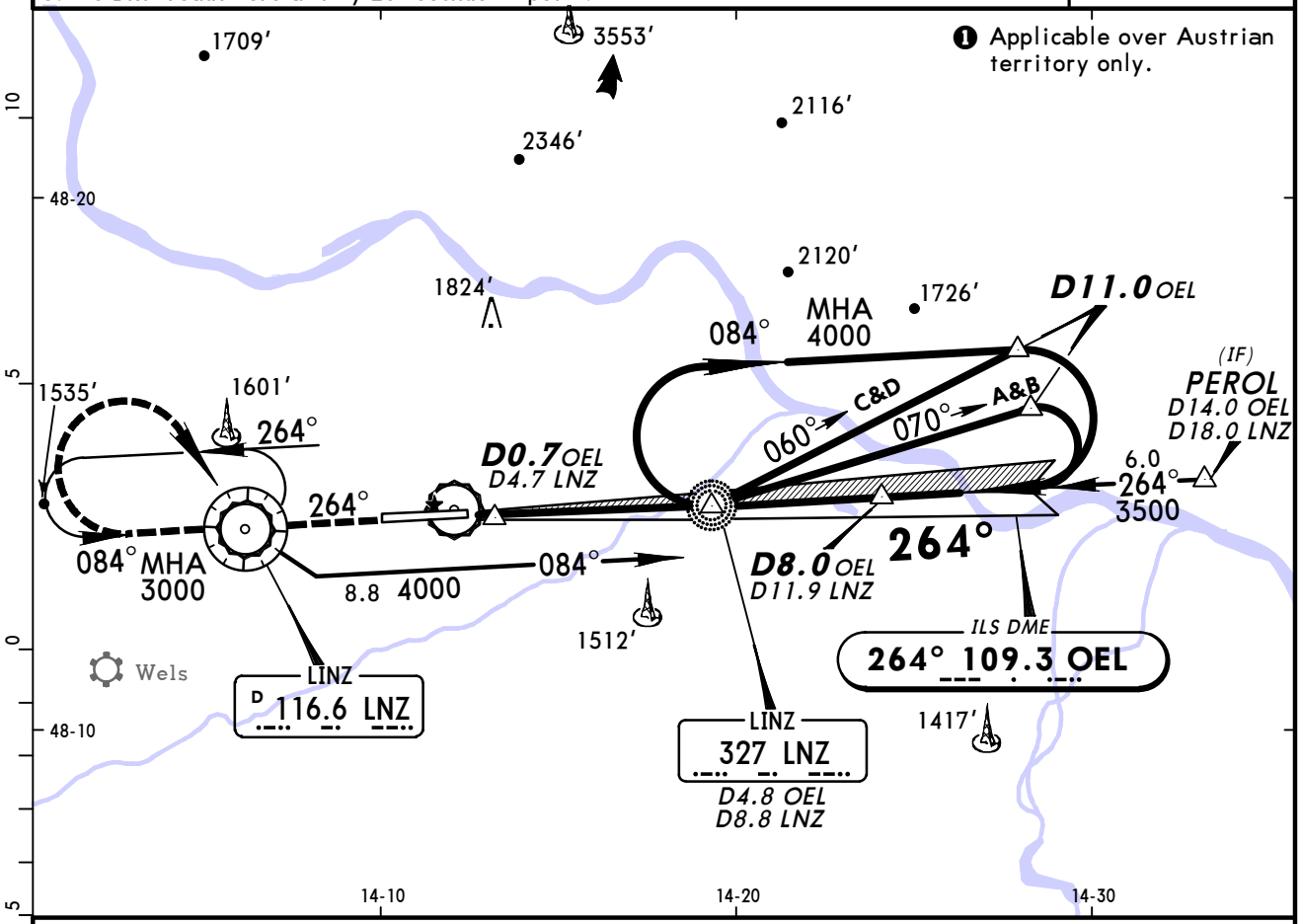
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
OEL 109.3	264°	NDB 2500′ (1537′)	Refer to Minimums	Apt Elev 980′ RWY 963′

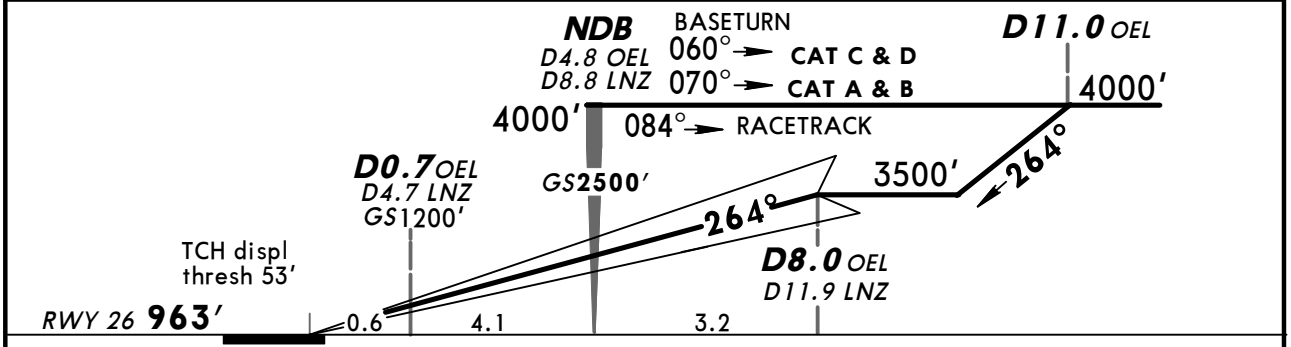
MISSED APCH: Climb to 3000′, then turn RIGHT to VOR and hold.

Alt Set: hPa Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 4000′
1. **DME required.** 2. Special Aircrew & Acft Certification Required.
3. ILS DME reads zero at rwy 26 touchdown point.

4800′ ❶
050° 8300′ ❶ 300°
MSA LNZ VOR

❶ Applicable over Austrian territory only.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
REIL PAPI PAPI

3000′

LNZ 116.6 RT

Standard STRAIGHT-IN LANDING RWY **26**

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH **50′**	**RA 105′** DA(H) **1063′** (100′)	**RA 115′** DA(H) **1072′** (109′)
RVR *200m*	RVR *300m* ❶	

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Procedure. Minimums.

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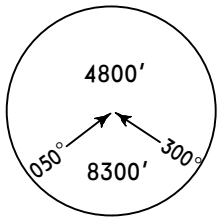
BRIEFING STRIP

*D-ATIS	*LINZ Radar (APP)	*LINZ Tower
128.12	129.62	118.8

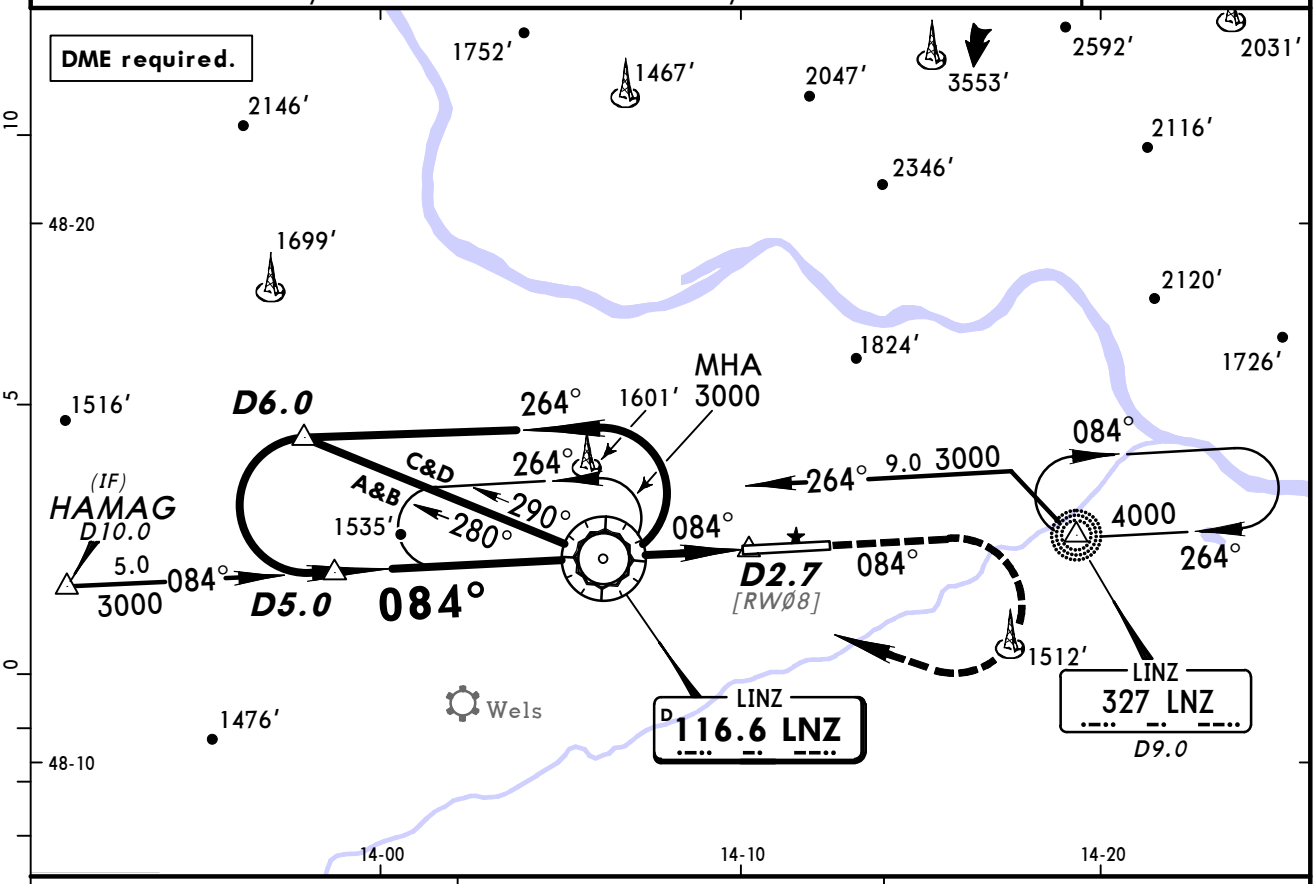
VOR LNZ 116.6	Final Apch Crs 084°	Minimum Alt VOR 2110′ (1132′)	DA(H) 1450′ (472′)	Apt Elev 980′ Rwy 978′

MISSED APCH: Climb on R-084 to 3000′, then turn RIGHT to VOR, continue climb to 4000′ and hold.

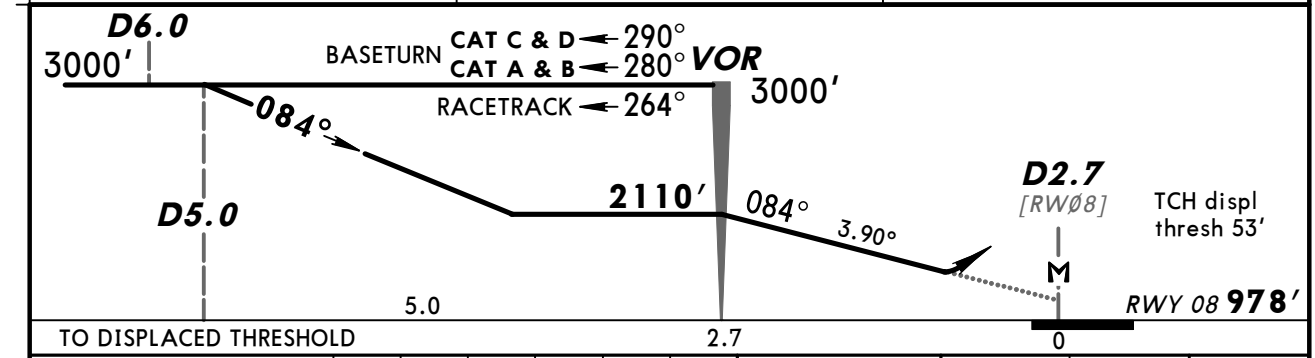


MSA LNZ VOR

Alt Set: hPa | Rwy Elev: 35 hPa | Trans level: By ATC | Trans alt: 4000′



LNZ DME	0.0	1.0
ALTITUDE	2110′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.90°	483	621	690	828	967	1105
MAP at D2.7							

HIALS
PAPI PAPI

3000′ LNZ on 116.6 R-084

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08**

DA(H) **1450′** (472′)

	ALS out
A	RVR 1500m
B	
C	CMV 2200m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1550′ (570′)	1500m
135	1640′ (660′)	1600m
180	2220′ (1240′)	2400m
205	2220′ (1240′)	3600m

CHANGES: None.

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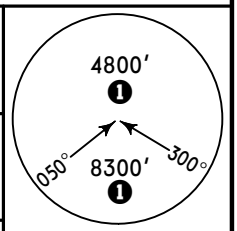
BRIEFING STRIP ™

*D-ATIS	*LINZ Radar (APP)	*LINZ Tower
128.12	129.62	118.8

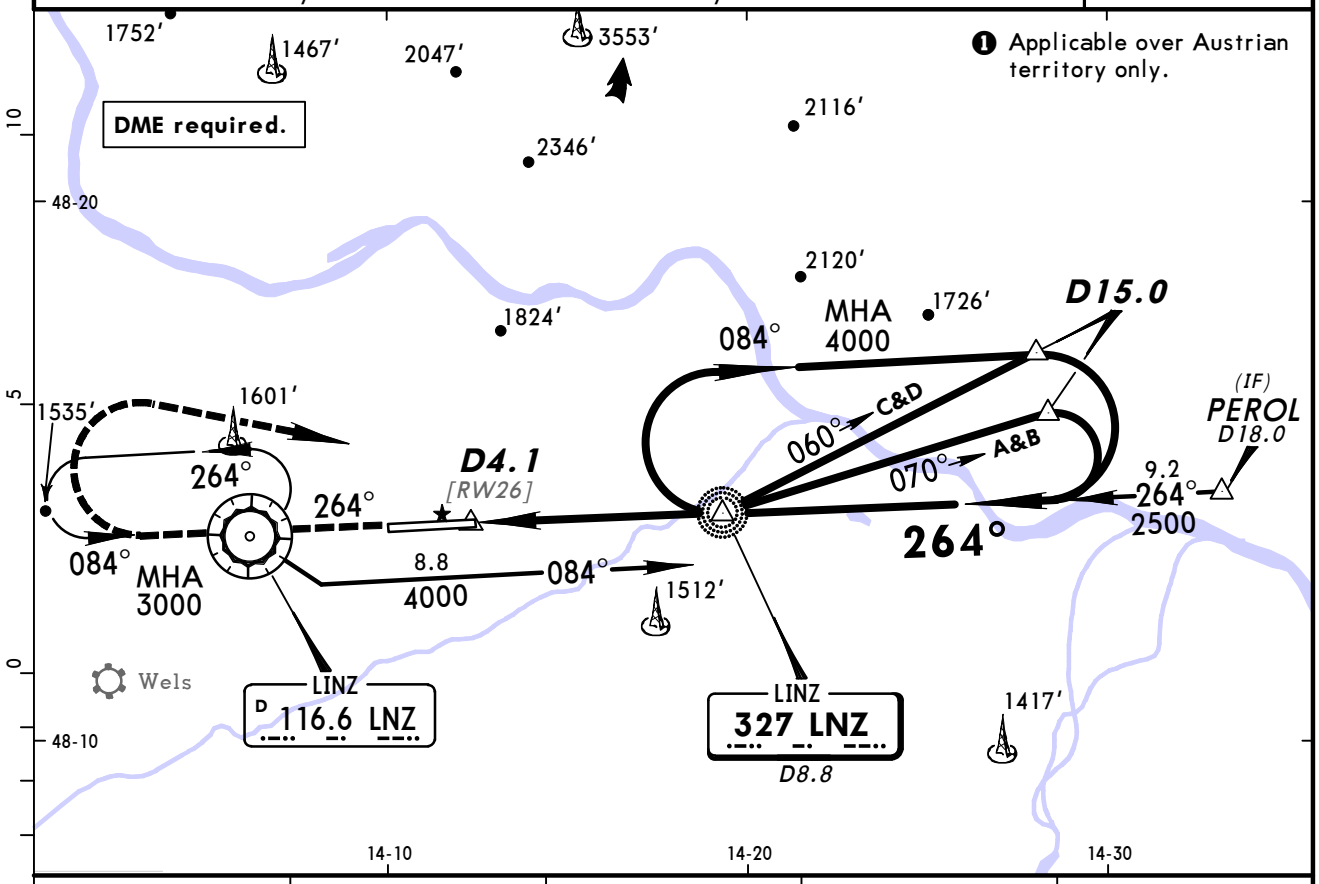
NDB LNZ 327	Final Apch Crs 264°	Minimum Alt NDB 2500′ (1537′)	DA(H) 1320′ (357′)	Apt Elev 980′ RWY 963′

MISSED APCH: Climb on 264° to 3000′, then turn RIGHT to NDB, continue climb to 4000′ and hold.

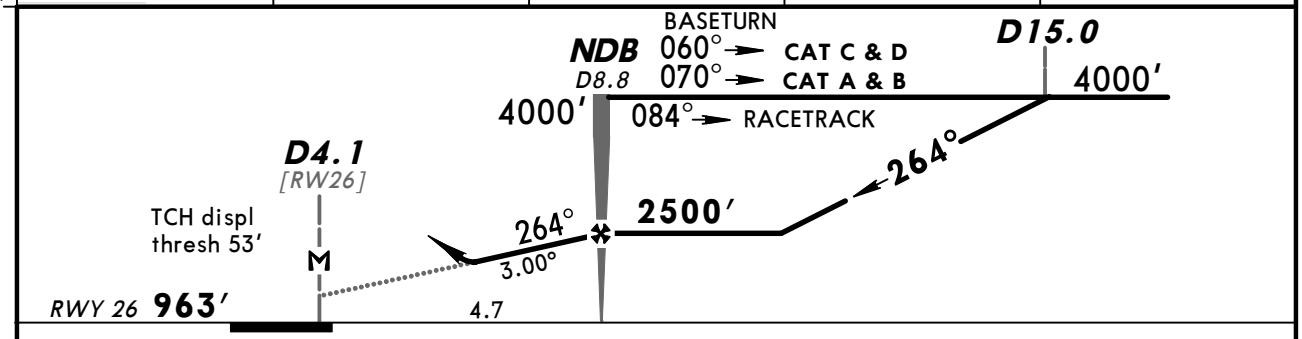
Alt Set: hPa | Rwy Elev: 35 hPa | Trans level: By ATC | Trans alt: 4000′



MSA LNZ VOR



LNZ DME	6.0	7.0	8.0	9.0
ALTITUDE	1550′	1870′	2190′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.1							

ALSF-II
REIL PAPI PAPI
3000′ on 264°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26**

DA(H) **1320′** (357′)

		ALS out
A	RVR 900m	RVR 1500m
B		
C		RVR 1600m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1550′ (570′)	1500m
135	1640′ (660′)	1600m
180	2220′ (1240′)	2400m
205	2220′ (1240′)	3600m

CHANGES: Procedure.

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JEPPESEN
JeppView for Windows

General Information

Location: Salzburg Aut
IATA Code: SZG
Lat/Long: N47° 47.7' E013° 00.2'
Elevation: 1411 ft

Airport Use: Public
Magnetic Variation: 2.7°E

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

Sunrise: 0554 Z
Sunset: 1648 Z,

Runway Information

Runway: 16
Length x Width: 9022 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 656 ft

Runway: 34
Length x Width: 9022 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 787 ft
Stopway: 328 ft

Communication Information

ATIS 125.725
Salzburg Tower 118.1
Salzburg Clearance Delivery 121.75
Salzburg Radar Approach Control 134.975
Salzburg Radar Approach Control 123.725

1. GENERAL

1.1. ATIS

D-ATIS 125.72

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP become effective when visibility less than 1500m and/or ceiling less than 700'. Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION." Arriving ACFT are vectored so as to ensure an intercept of the ILS at least 10 NM from THR. Pilot of a landed ACFT shall report "RUNWAY VACATED" as soon as his ACFT has left the yellow/green color coded section of the exit TWY (sensitive area vacated).

1.3. TAXI PROCEDURES

To meet the required wing-tip clearance, follow strictly the taxi-guidelines.

1.4. PARKING INFORMATION

Stands N1 thru N4 also available for commercial ACFT.

1.5. OTHER INFORMATION

During wind conditions with windspeed of 6 KT or less jet ACFT of ACFT type B757 or with wake turbulence category HEAVY have to expect RWY 16 for approach and landing. Exceptions for operational reasons only.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Following restriction applies on Saturdays during ski-charter season between 0800-2000LT:
Arriving IFR flights which are not able to comply with MIM 160 KT to 5 NM final are normally not accepted within the mentioned time frame (based on ETA) due to dense arriving and departing traffic.
For exemptions contact ATC office SALZBURG on phone +43 (0)5 1703 6555.

2.2. NOISE ABATEMENT PROCEDURES

Between 2200-2300LT arrivals are permitted only for commercial flights whose noise level at landing measured at noise-measuring station 4 is not exceeding 84 db SEL.

2.3. CAT II/III OPERATIONS

RWY 16 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

When vacating RWY 16 via TWY F, TWY centerline has to be followed and RWY end lights and RWY end markings may be disregarded.

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3. DEPARTURE

3.1. DE-ICING

Report the necessity for de-icing either to your ramp agent or to SALZBURG Ice on phone +43 (0)662 8580 2772.
When announced on ATIS (normally on Saturdays), SALZBURG Ice is available on frequency 128.3.
Forward requested fluid/mixture request to ramp agent.
ACFT will be de-iced on parking stands.
Only when announced on ATIS, inform SALZBURG Delivery/Tower before starting de-icing.

3.2. START-UP & TAXI PROCEDURES

TWR must be notified 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.
During RWY aligment (via TWY F or with "backtrack") the RWY end lights and RWY end markings may be disregarded.

3.3. NOISE ABATEMENT PROCEDURES

Only JET ACFT which are at least certified according ICAO Annex 16 Chapter 3 and whose noise level at departure measured at noise measuring station 4 is not exceeding 98db SEL are permitted.
All ACFT exceeding 98db SEL at noise-measuring station 4 during departure will be suspended from operations at Salzburg APT, except operator can prove that transgression was necessary for safety reasons and/or a singular event.
Restrictions for noise reduction
Between 0600-0700LT departures are permitted only for commercial flights.
Between 2200-2300LT departures are permitted only for delayed commercial flights.

3.4. RWY OPERATIONS

Following restriction applies on Saturdays during ski-charter season:
ACFT departing RWY 16 shall report if NOT able to depart from intersection B and have to make a backtrack to use full RWY length.
Taxi clearance will be issued by SALZBURG Tower.

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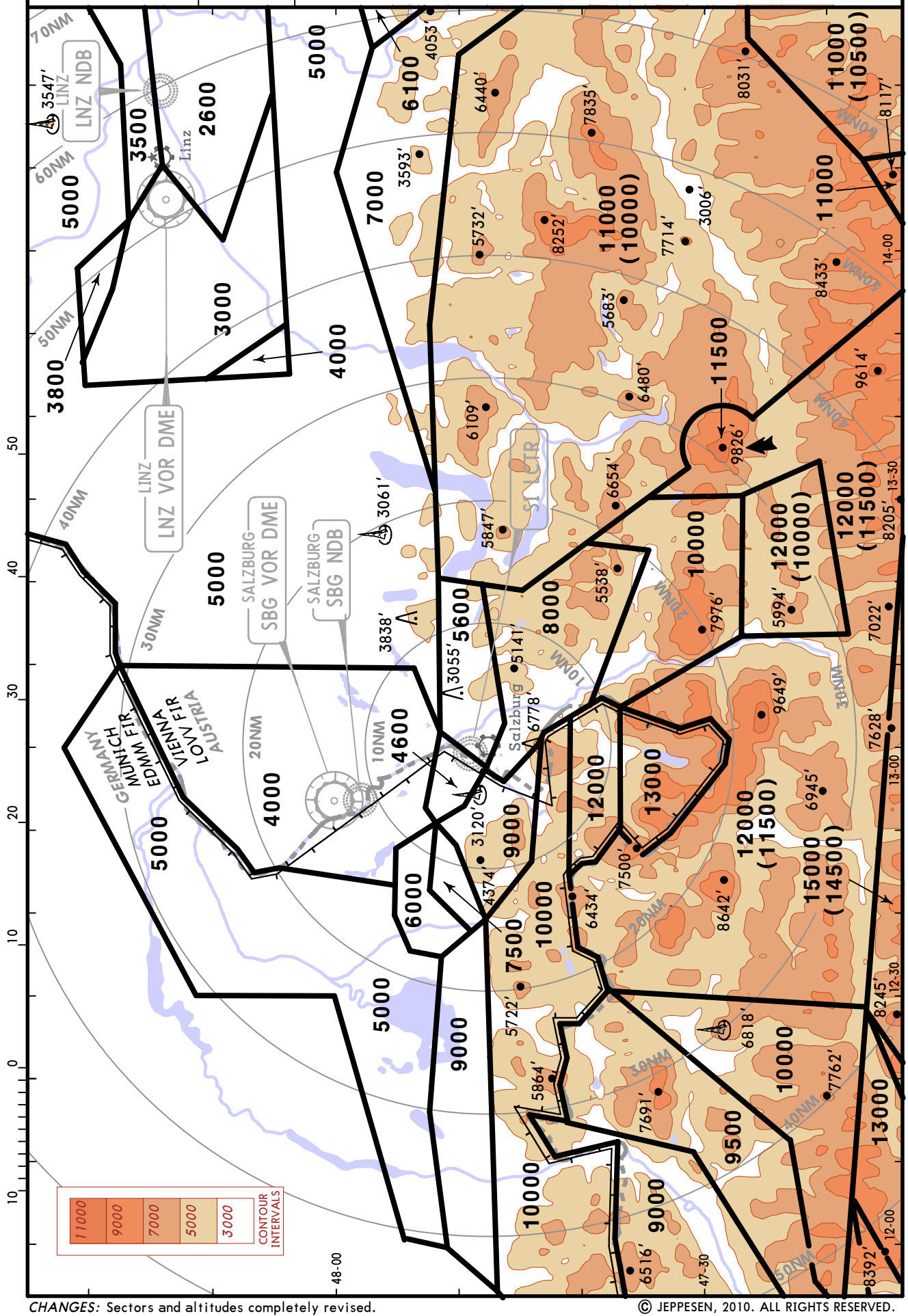
*SALZBURG Radar (APP) 123.72 134.97	*Apt Elev* 1411′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. Minimum altitudes applicable for radar controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance. 2. This chart may only be used for cross-checking of assigned altitudes while under radar control



CHANGES: Sectors and altitudes completely revised.

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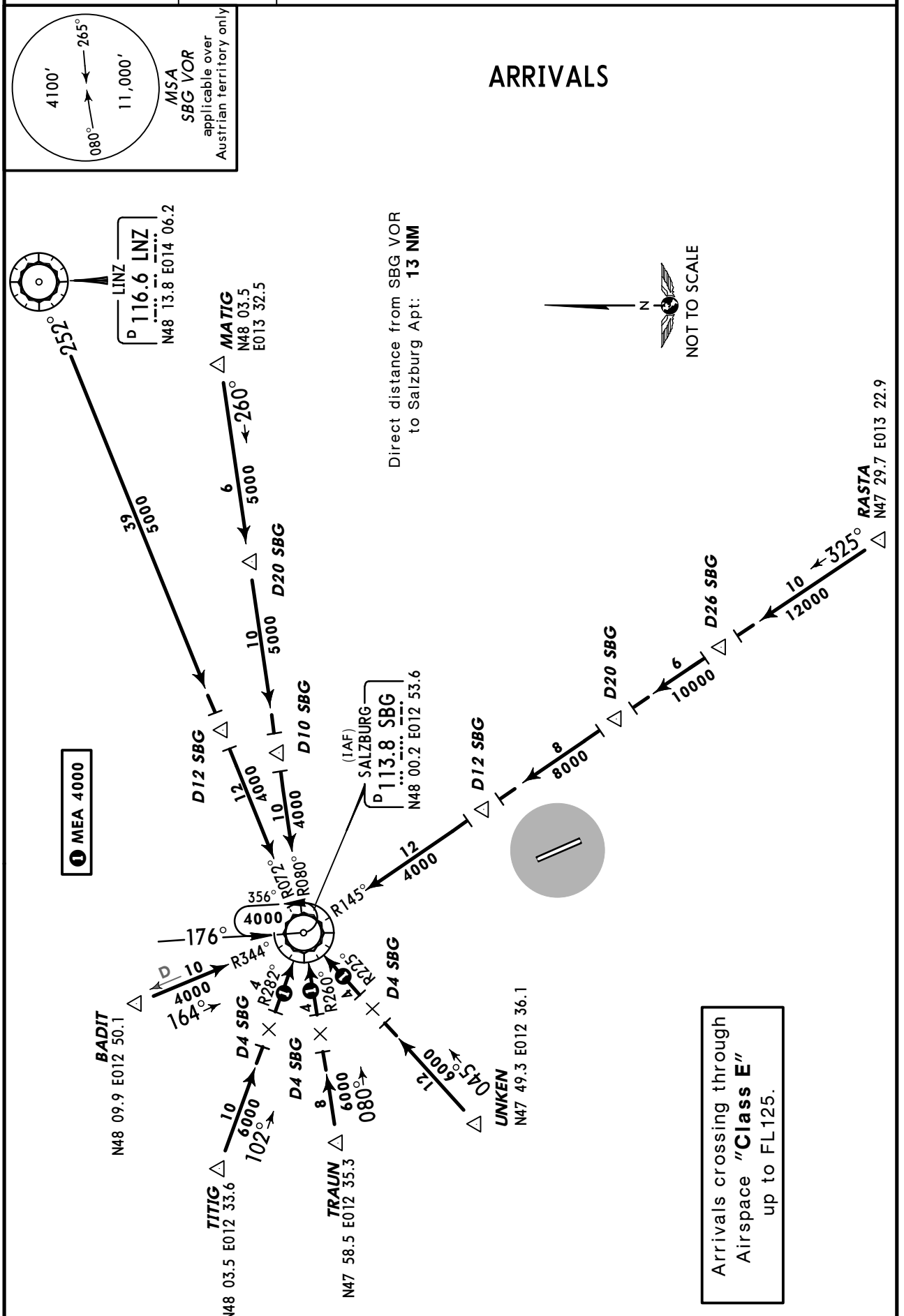
*D-ATIS	Apt Elev	Alt Set: hPa
125.72	1411′	Trans level: By ATC Trans alt: 4000′



CHANGES: MSA.

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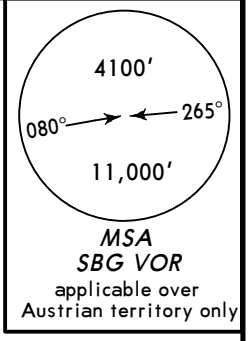
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

LINZ FIVE SIERRA (LNZ 5S)
LINZ SIX VICTOR (LNZ 6V)
RWYS 34, 16 DEPARTURES

ONLY AVAILABLE FOR NON-RNAV TRAFFIC BELOW FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over
Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125

D12 SBG
N47 57.7 E013 11.1

At or above **5000′**

SALZBURG
D (H) 113.8 SBG
N48 00.2 E012 53.6

099°

064° 41 R244°

LINZ
D (H) 116.6 LNZ
N48 13.8 E014 06.2

1 Noise monitoring point

At **SBG 11.9 DME**
If SBG DME not available turn at **SI**

LNZ 5S

038°

At or above **2800′**

410 SI
N47 49.1 E012 59.3

SBG 11.9 DME

ILS DME
D (T) (109.9) OES
N47 48.1 E013 00.1

OES 2 DME

330° hdg
LNZ 6V

HANG- AND PARAGLIDER AREA GAISBERG/ SCHWARZENBERG

LNZ 5S
Climb with maximum gradient at least 310′ per NM (5.1%) until passing 2500′ unless otherwise specified.

LNZ 6V
Climb with maximum gradient until passing 2500′.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549

LNZ 6V
Minimum required flight visibility
CAT A & B: 2.8 km/
CAT C: 3.7 km/ CAT D: 4.6 km
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANEUVERING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

❷ AREA FOR VISUAL MANEUVERING
Not usable between 166° & 250° from THR Rwy 34.

N
NOT TO SCALE

Initial climb clearance **FL60**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
LNZ 5S	**34**	Climb straight ahead, at SBG 11.9 DME turn RIGHT (if SBG not available turn RIGHT at SI), intercept 038° bearing from SI, intercept LNZ R-244 inbound to LNZ.
LNZ 6V	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT, 330° heading, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), intercept 038° bearing from SI, intercept LNZ R-244 inbound to LNZ.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: SIDs renumbered & revised; chart reindexed.

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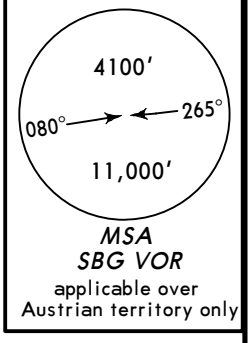
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

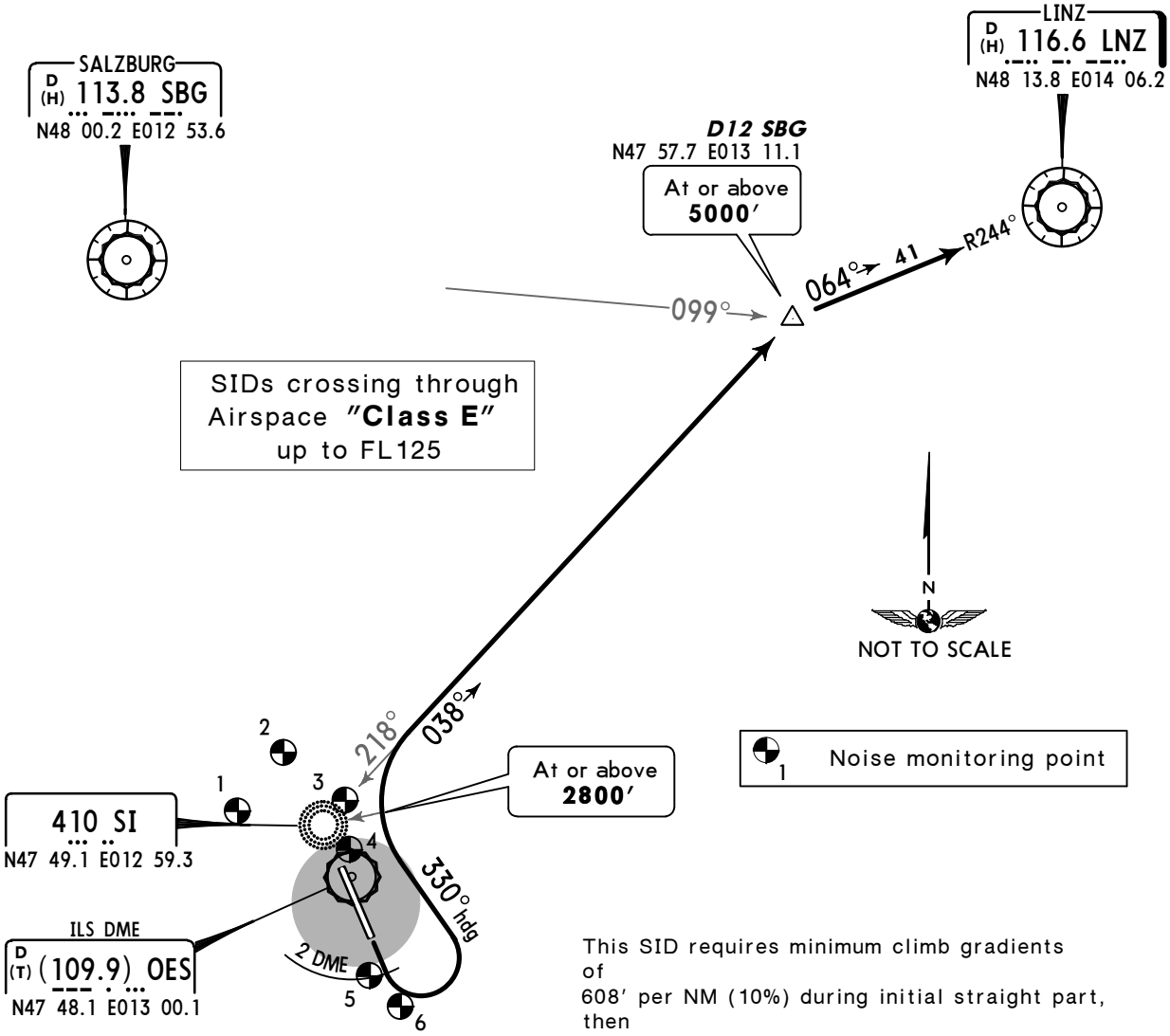
LINZ FIVE PAPA (LNZ 5P)
RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
ONLY AVAILABLE FOR NON-RNAV TRAFFIC BELOW FL125

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over
Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part, then
365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL60**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT, 330° heading, intercept 038° bearing from SI, intercept LNZ R-244 inbound to LNZ.

CHANGES: SID renumbered & revised; chart reindexed.

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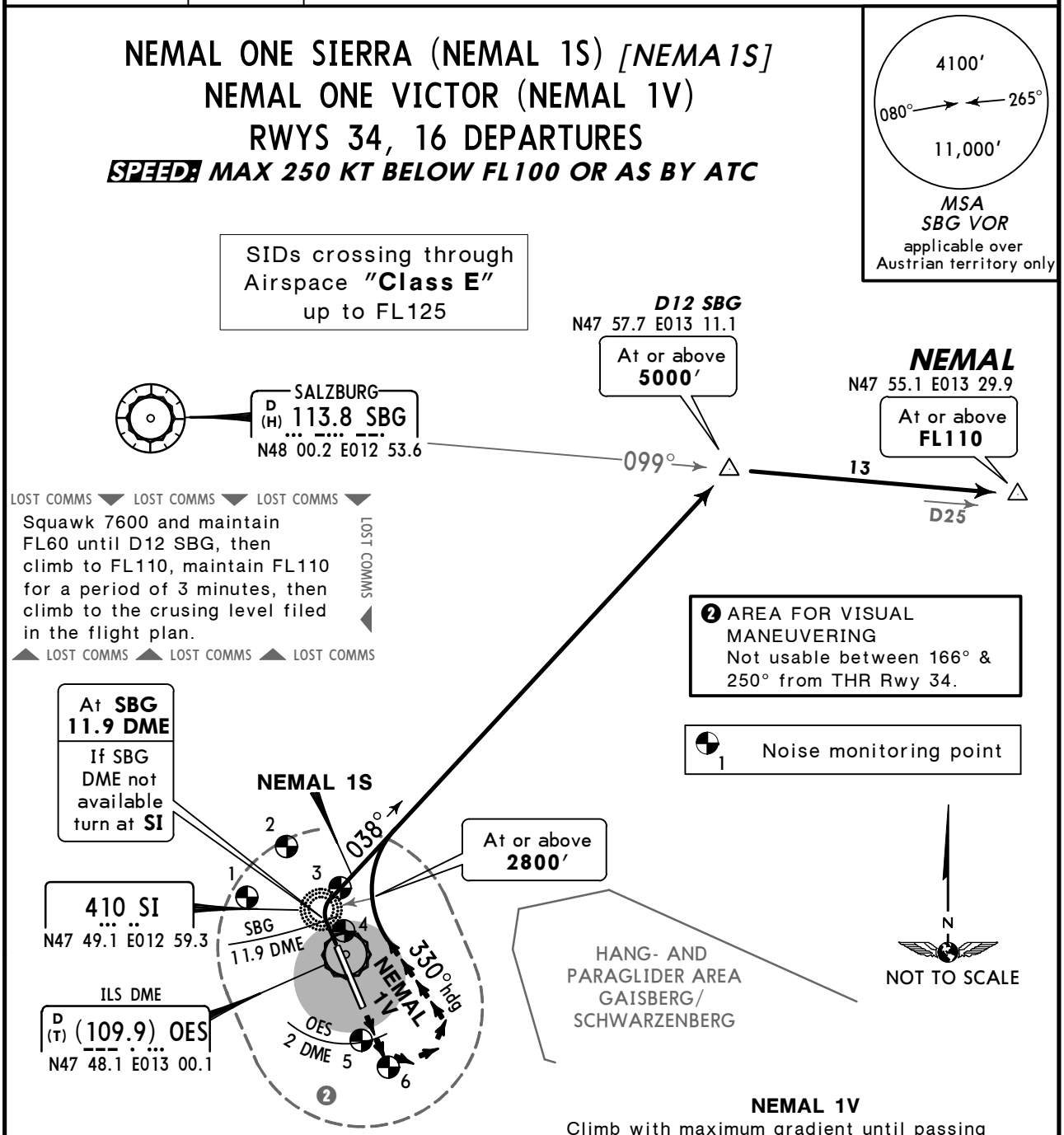
*SALZBURG Radar (APP) 123.72	Apt Elev 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

NEMAL ONE SIERRA (NEMAL 1S) *[NEMA 1S]*
NEMAL ONE VICTOR (NEMAL 1V)
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



NEMAL 1V
Climb with maximum gradient until passing 2500′.
Minimum required flight visibility CAT A & B: 2.8km/CAT C: 3.7 km/ CAT D: 4.6 km
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANEUVERING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

These SIDs require minimum climb gradients of
NEMAL 1S: 365′ per NM (6%).
NEMAL 1V: 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
334′ per NM	418	557	835	1114	1392	1671

Initial climb clearance **FL60**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
NEMAL 1S If unable to comply use SID LNZ 5S	**34**	Climb straight ahead, at SBG 11.9 DME turn RIGHT (if SBG not available turn RIGHT at SI), intercept 038° bearing from SI, intercept SBG R-099 to NEMAL.
NEMAL 1V If unable to comply use SID LNZ 6V	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT, 330° heading, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), intercept 038° bearing from SI, intercept SBG R-099 to NEMAL.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: LIMRA SIDs replaced by NEMAL .

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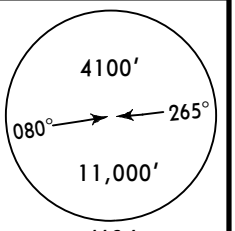
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

NEMAL ONE PAPA (NEMAL 1P) *[NEMA 1P]*
RWY 16 SPECIAL PERFORMANCE DEPARTURE

IF UNABLE TO COMPLY WITH, USE LNZ 5P
THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over Austrian territory only

SIDs crossing through Airspace **"Class E"** up to FL125

SALZBURG
D (H) 113.8 SBG
N48 00.2 E012 53.6

D12 SBG
N47 57.7 E013 11.1
At or above **5000′**

NEMAL
N47 55.1 E013 29.9
At or above **FL110**

099°
13
D25

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Squawk 7600 and maintain FL60 until D12 SBG, then climb to FL110, maintain FL110 for a period of 3 minutes, then climb to the crusing level filed in the flight plan.
LOST COMMS
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

N
NOT TO SCALE

1 Noise monitoring point

410 SI
N47 49.1 E012 59.3

ILS DME
D (T) (109.9) OES
N47 48.1 E013 00.1

218°
038°
330° hdg
2 DME
At or above **2800′**

This SID requires minimum climb gradients of
273′ per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL60**

ROUTING

Climb runway track to OES 2 DME, turn LEFT, 330° heading, intercept 038° bearing from SI, intercept SBG R-099 to NEMAL.

CHANGES: LIMRA SID repleced by NEMAL, chart reindexed.

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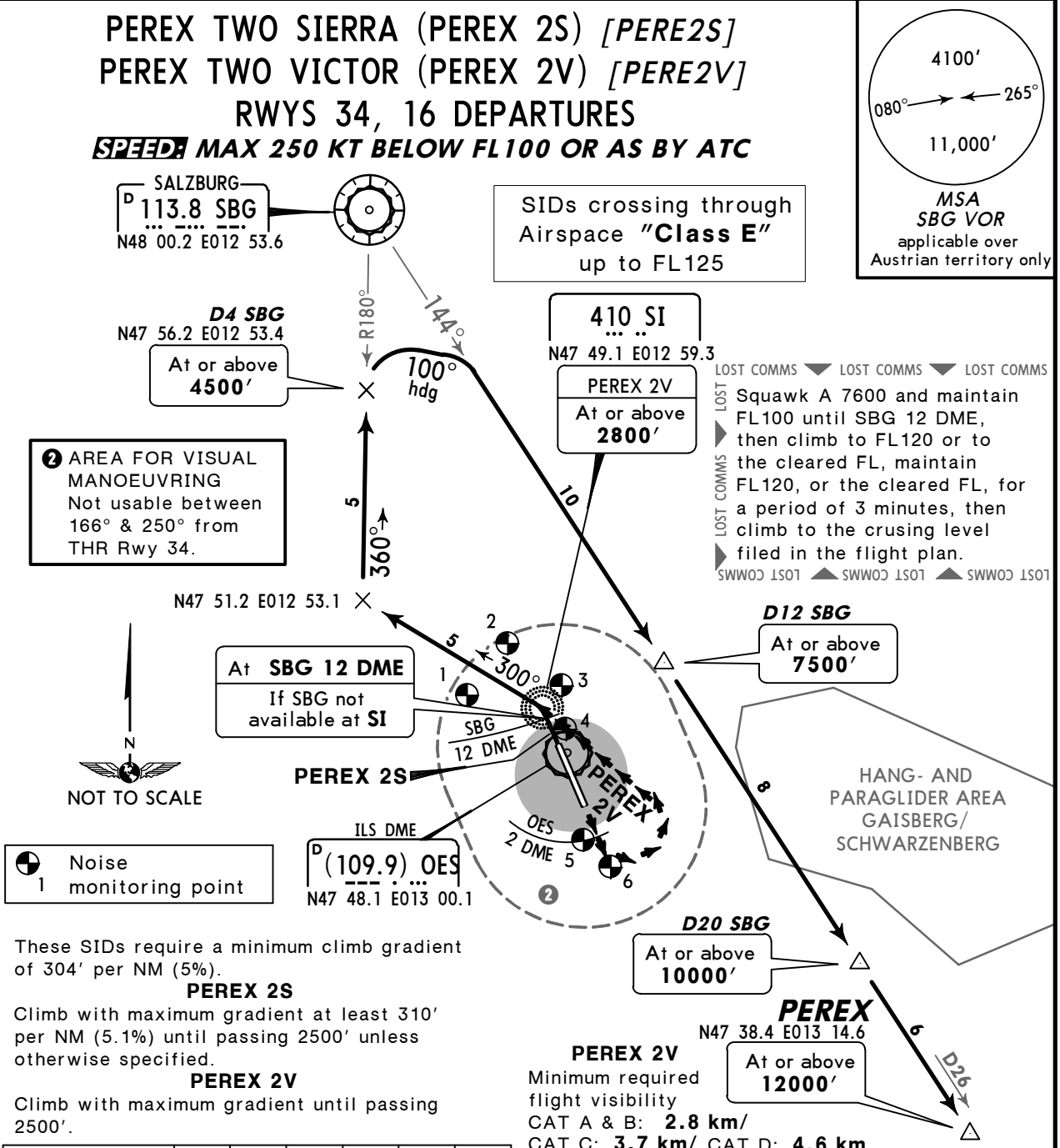
*SALZBURG Radar (APP) 123.72	Apt Elev 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible. 3. Rwy 34: Clearance shall be requested on initial contact with a phrase "Request special performance departure".

PEREX TWO SIERRA (PEREX 2S) *[PERE2S]*
PEREX TWO VICTOR (PEREX 2V) *[PERE2V]*
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 304′ per NM (5%).

PEREX 2S

Climb with maximum gradient at least 310′ per NM (5.1%) until passing 2500′ unless otherwise specified.

PEREX 2V

Climb with maximum gradient until passing 2500′.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549
304′ per NM	380	506	760	1013	1266	1519

PEREX 2V

Minimum required flight visibility
CAT A & B: **2.8 km**/
CAT C: **3.7 km**/ CAT D: **4.6 km**
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

Initial climb clearance **FL100**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
PEREX 2S If unable to comply use SID SBG 3X	**34**	Climb straight ahead, at SBG 12 DME turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept SBG R-144 to PEREX.
PEREX 2V If unable to comply use SID SBG 4Y	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT to SI, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), 300° bearing, intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept SBG R-144 to PEREX.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: MSA.

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*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

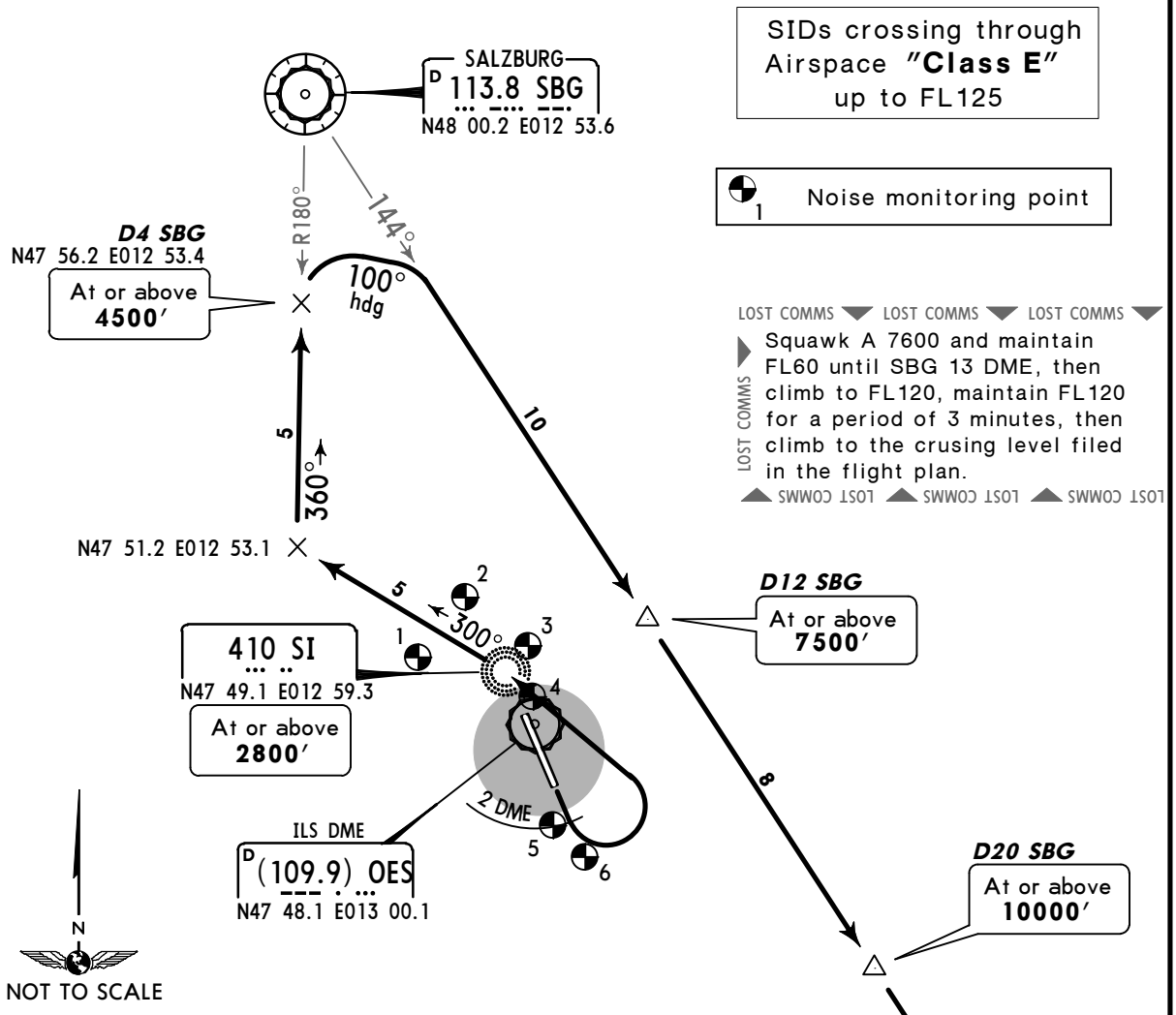
PEREX ONE PAPA (PEREX 1P) *[PERE1P]*

RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
IF UNABLE TO COMPLY USE SID SBG 2P

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

4100′
080° 265°
11,000′
MSA
SBG VOR
applicable over
Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part,
then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL100**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept SBG R-144 to PEREX.

CHANGES: MSA.

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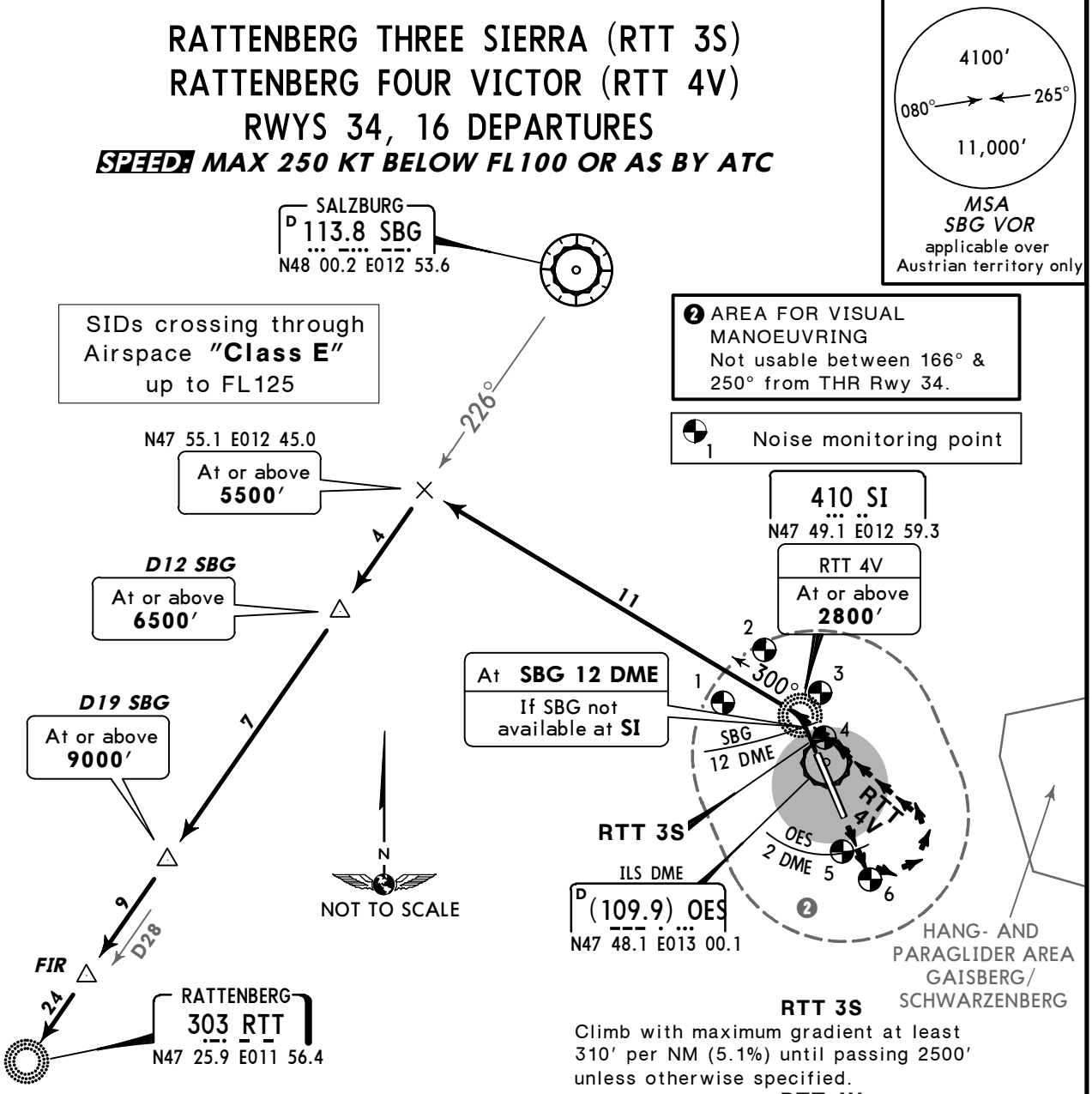
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible. 3. Rwy 34: Clearance shall be requested on initial contact with a phrase "Request special performance departure".

RATTENBERG THREE SIERRA (RTT 3S)
RATTENBERG FOUR VICTOR (RTT 4V)
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
RTT 3S: 316′ per NM (5.2%).
RTT 4V: 304′ per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
316′ per NM	395	527	790	1053	1317	1580
310′ per NM	387	516	775	1033	1291	1549
304′ per NM	380	506	760	1013	1266	1519

RTT 3S
Climb with maximum gradient at least 310′ per NM (5.1%) until passing 2500′ unless otherwise specified.

RTT 4V
Climb with maximum gradient until passing 2500′.
Minimum required flight visibility
CAT A & B: **2.8 km** /CAT C: **3.7 km**/
CAT D: **4.6 km**
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

Initial climb clearance **FL100**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
RTT 3S If unable to comply use SID SBG 3X	**34**	Climb straight ahead, at SBG 12 DME turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R-226 to RTT.
RTT 4V If unable to comply use SID SBG 4Y	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT to SI, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), 300° bearing, intercept SBG R-226 to RTT.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: MSA.

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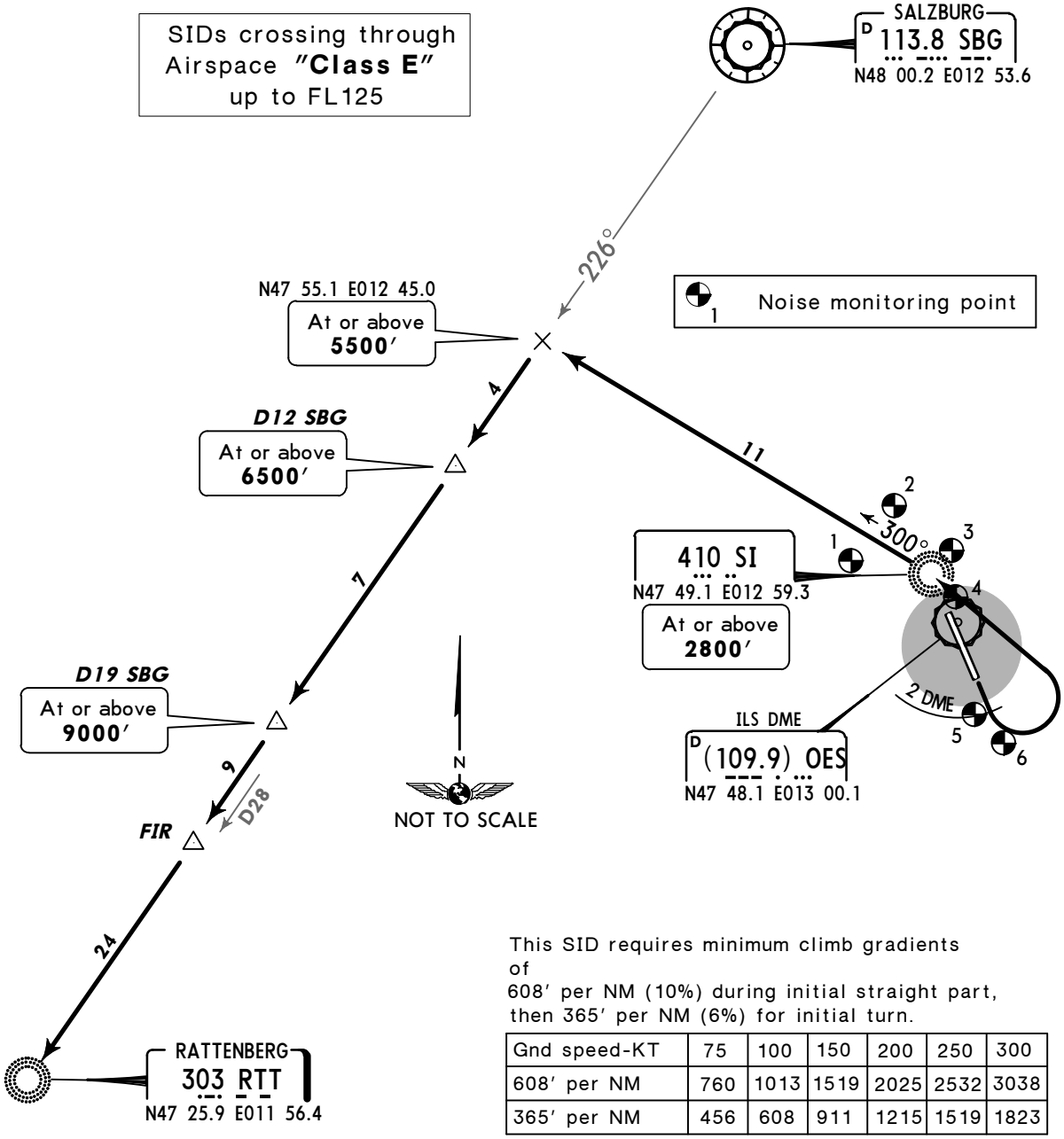
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

RATTENBERG TWO PAPA (RTT 2P)
RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
IF UNABLE TO COMPLY USE SID SBG 2P

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

4100′
080° 265°
11,000′
MSA
SBG VOR
applicable over Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part, then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL100**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept SBG R-226 to RTT.

CHANGES: MSA.

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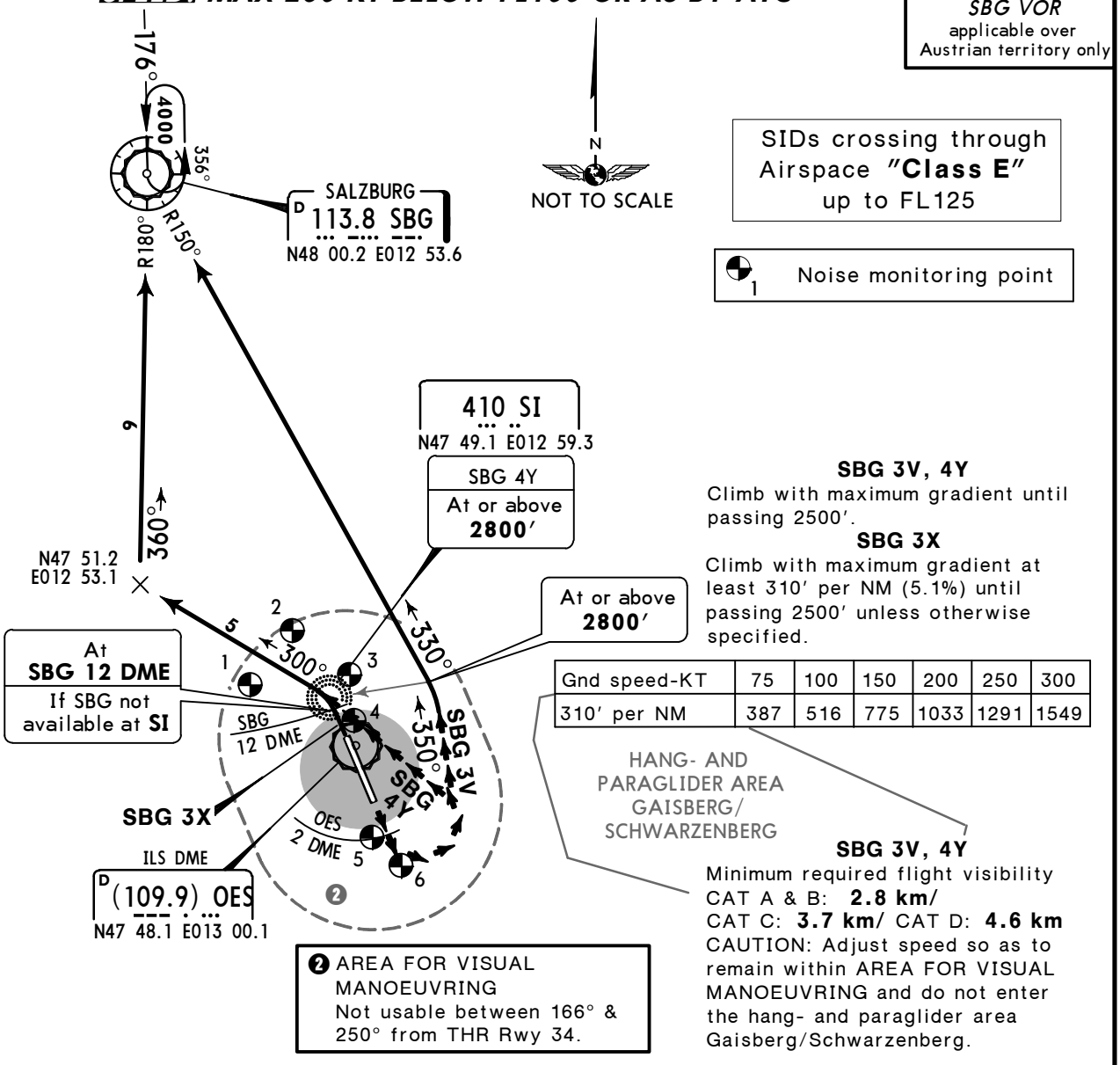
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible. 3. Rwy 34: Clearance shall be requested on initial contact with a phrase "Request special performance departure".

SALZBURG THREE VICTOR (SBG 3V)
SALZBURG THREE X-RAY (SBG 3X)
SALZBURG FOUR YANKEE (SBG 4Y)
RWYS 16, 34 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549

Initial climb clearance **FL60**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
SBG 3V	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT, 350° track, maintain visual until abeam SI, intercept SBG R-150 inbound to SBG (if necessary, climb in holding pattern to MEA).
SBG 3X	**34**	Climb straight ahead, at SBG 12 DME turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R-180 inbound to SBG (if necessary, climb in holding pattern to MEA).
SBG 4Y	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT to SI, maintain visual until passing (do not accelerate before turn is completed and not below 2500′), 300° bearing, intercept SBG R-180 inbound to SBG (if necessary, climb in holding pattern to MEA).

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: MSA.

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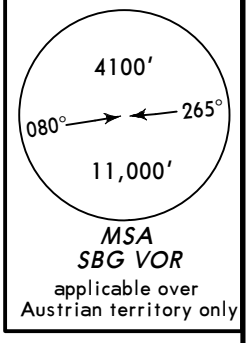
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

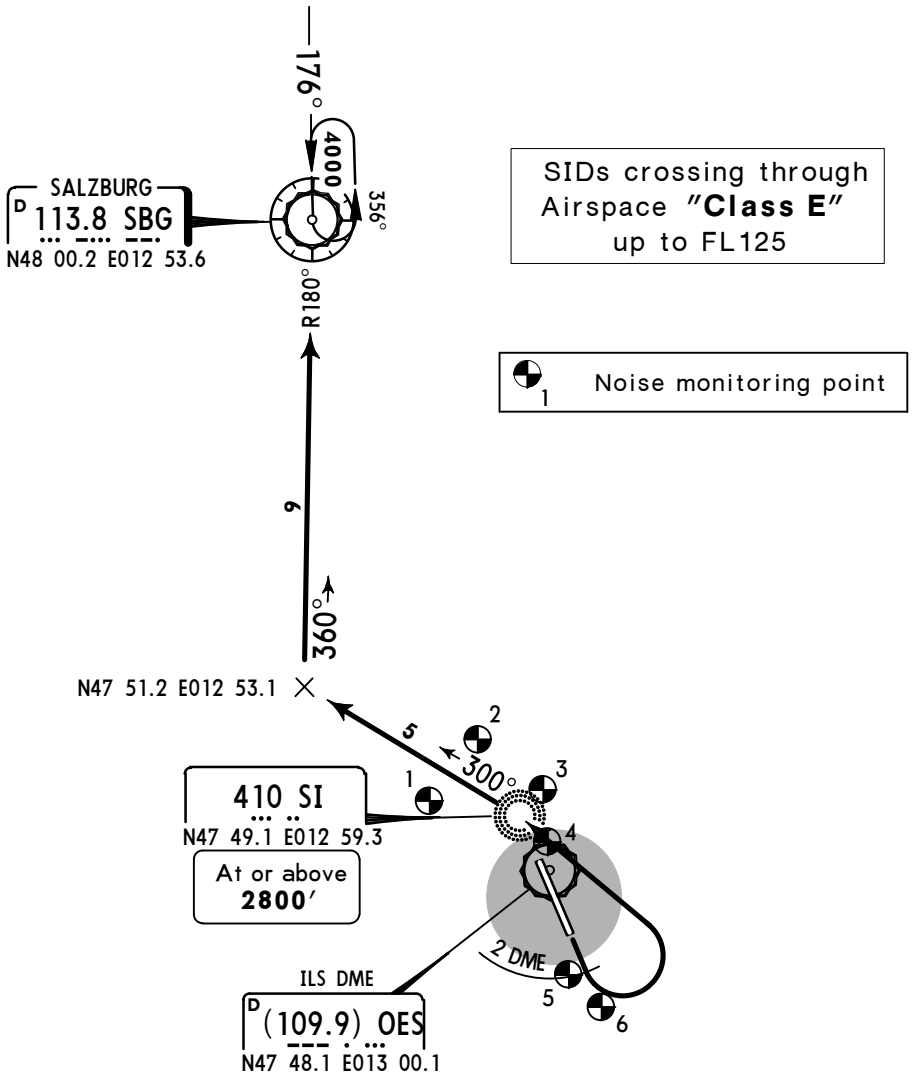
SALZBURG TWO PAPA (SBG 2P)
RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over
Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part,
then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

N
NOT TO SCALE

Initial climb clearance **FL60**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept SBG R-180 inbound to SBG (if necessary, climb in holding pattern to MEA.)

CHANGES: MSA.

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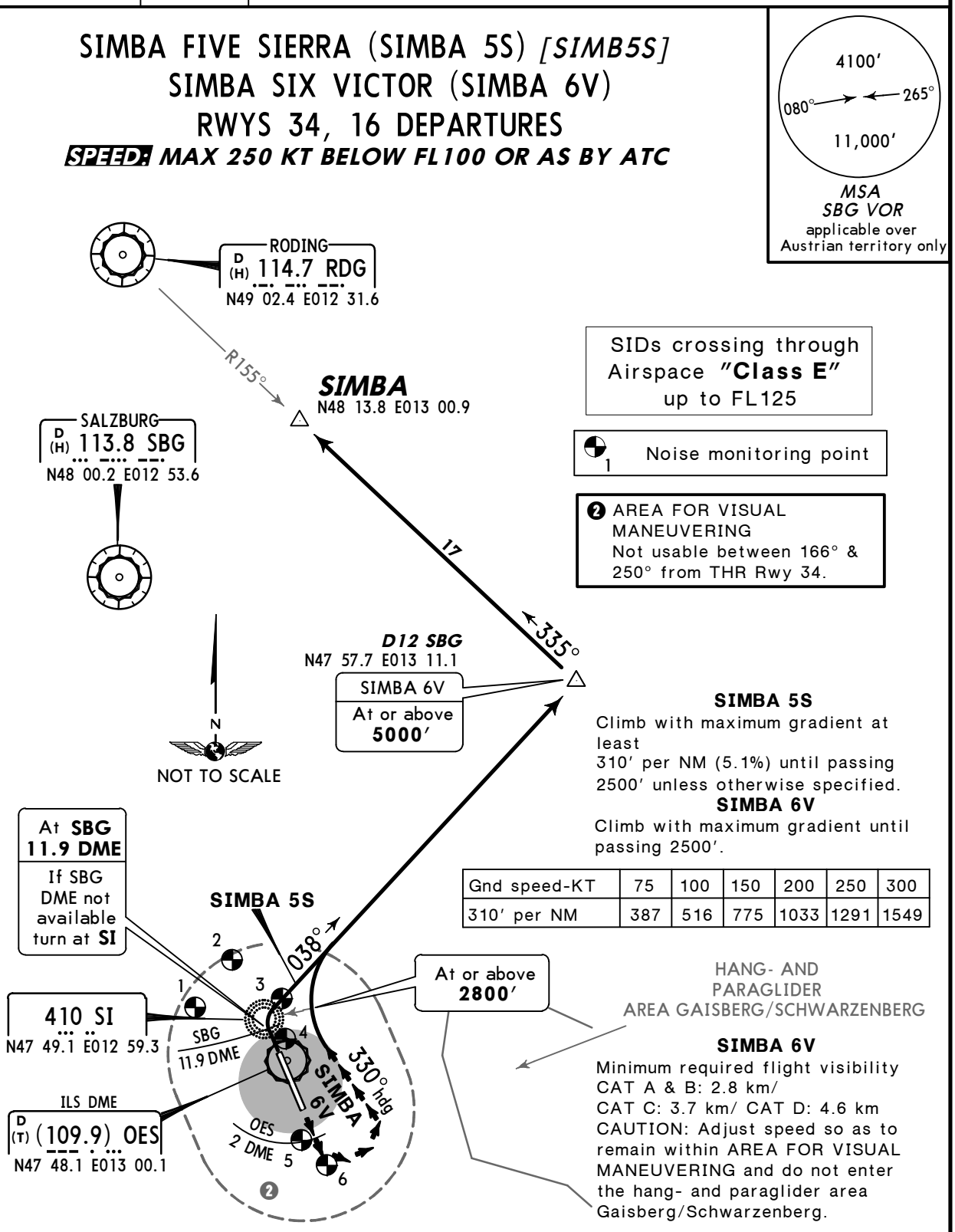
*SALZBURG Radar (APP) 123.72	Apt Elev 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

SIMBA FIVE SIERRA (SIMBA 5S) *[SIMB5S]*
SIMBA SIX VICTOR (SIMBA 6V)
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance **FL60**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
SIMBA 5S	**34**	Climb straight ahead, at SBG 11.9 DME turn RIGHT (if SBG not available turn RIGHT at SI), intercept 038° bearing from SI, intercept RDG R-155 inbound to SIMBA.
SIMBA 6V	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT, 330° heading, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), intercept 038° bearing from SI, intercept RDG R-155 inbound to SIMBA.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: SIDs renumbered and revised.

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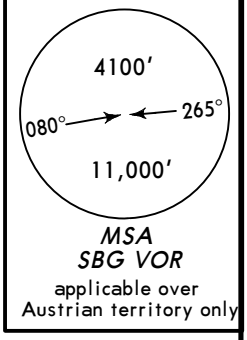
*SALZBURG Radar (APP) 123.72	Apt Elev 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

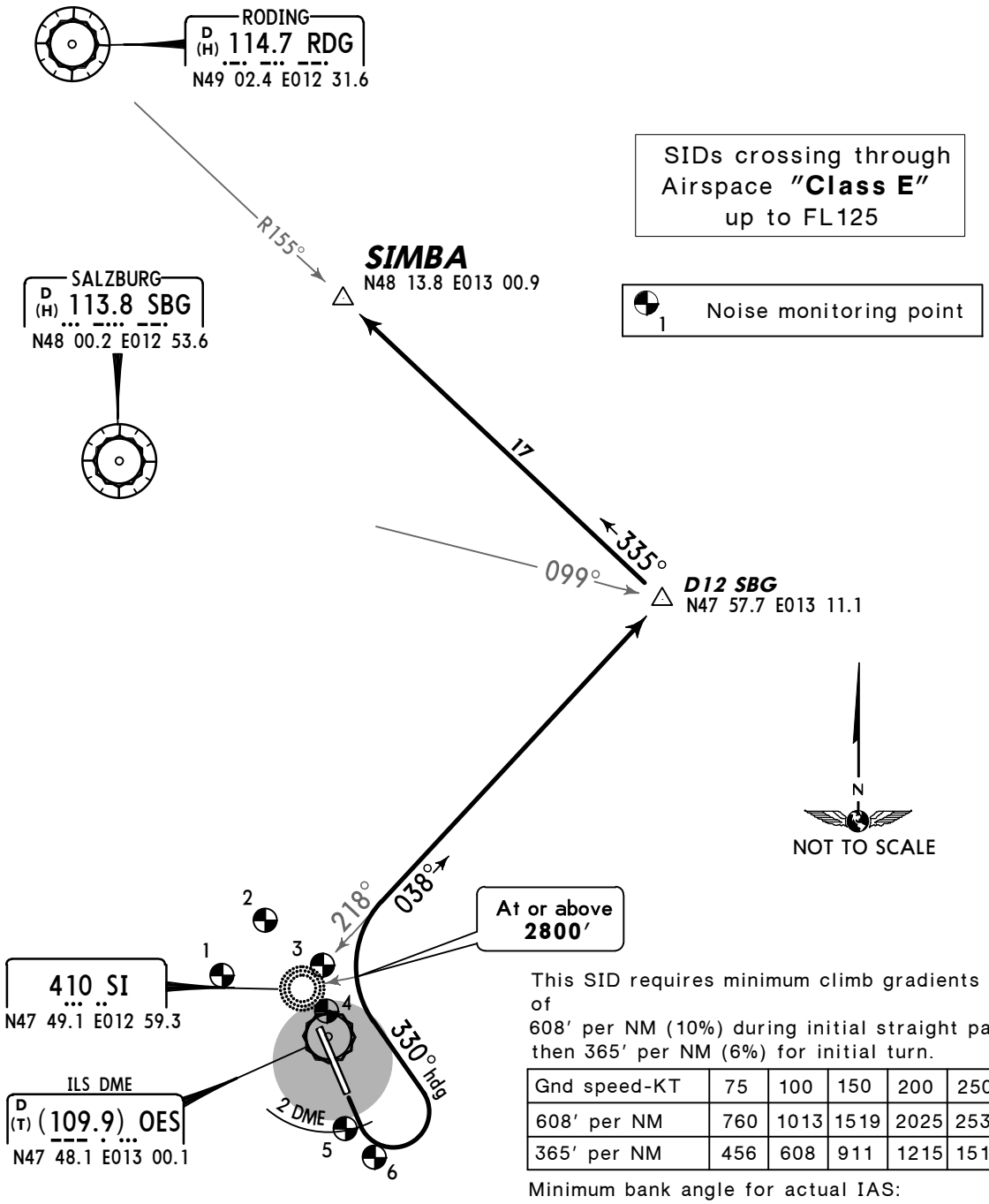
SIMBA SIX PAPA (SIMBA 6P) *[SIMB6P]*
RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over
Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part,
then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL60**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT, 330° heading, intercept 038° bearing from SI, intercept RDG R-155 inbound to SIMBA.

CHANGES: SID renumbered and revised.

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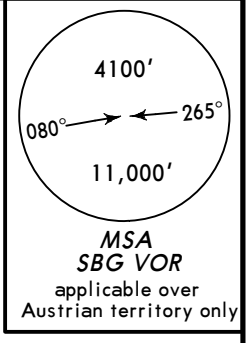
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

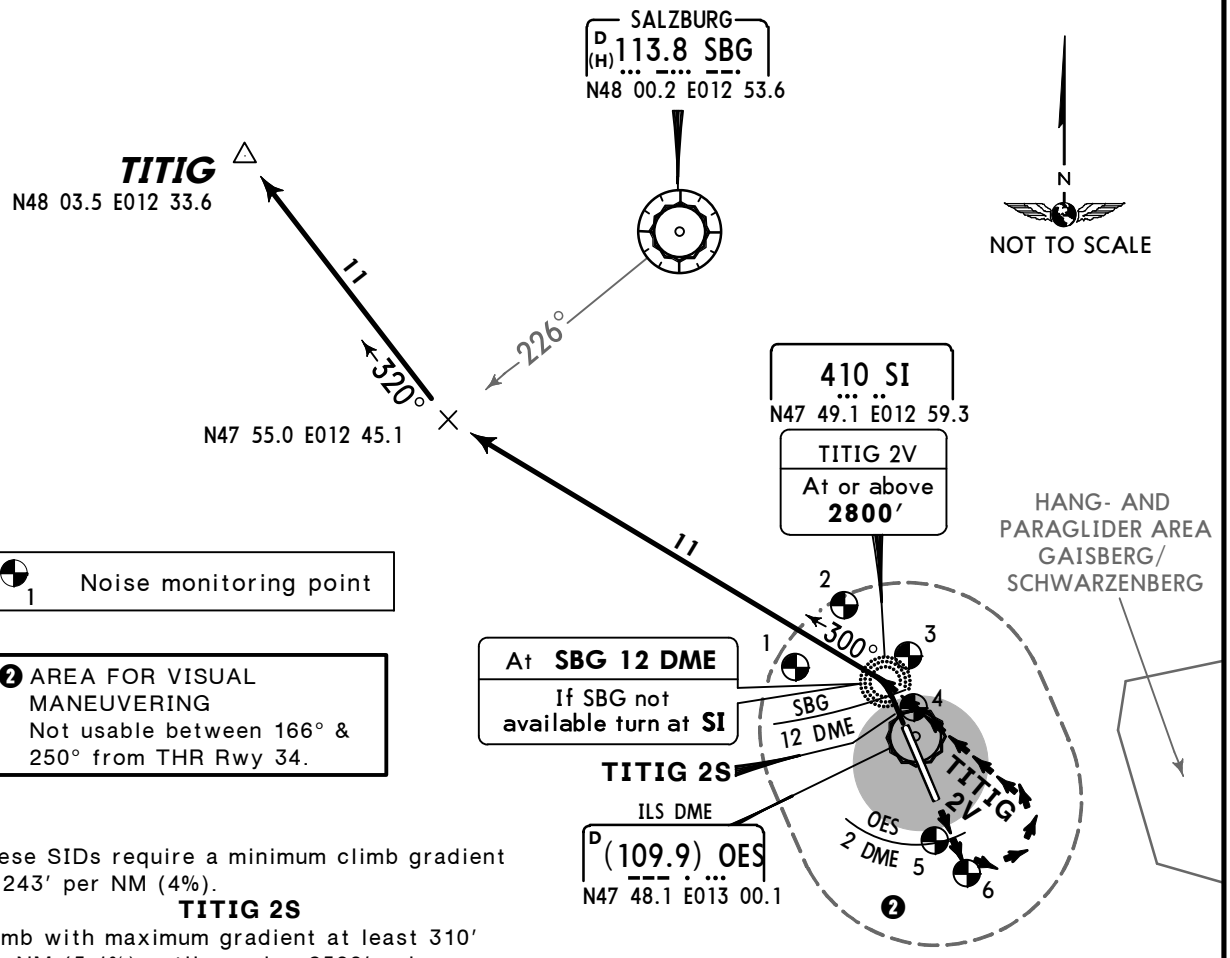
TITIG TWO SIERRA (TITIG 2S) *[TITI2S]*
TITIG TWO VICTOR (TITIG 2V) *[TITI2V]*
RWYS 34, 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

SIDs crossing through Airspace **"Class E"** up to FL125



MSA
SBG VOR
applicable over Austrian territory only



These SIDs require a minimum climb gradient of 243′ per NM (4%).

TITIG 2S

Climb with maximum gradient at least 310′ per NM (5.1%) until passing 2500′ unless otherwise specified.

TITIG 2V

Climb with maximum gradient until passing 2500′.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549
243′ per NM	304	405	608	810	1013	1215

TITIG 2V

Minimum required flight visibility
CAT A & B: **2.8 km**/
CAT C: **3.7 km**/ CAT D: **4.6 km**
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANEUVERING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

Initial climb clearance **FL60**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
TITIG 2S	**34**	Climb straight ahead, at SBG 12 DME turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, when passing SBG R-226 turn RIGHT to TITIG.
TITIG 2V	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT to SI, MAINTAIN visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), 300° bearing, when passing SBG R-226 turn RIGHT to TITIG

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: SIDs renamed and revised.

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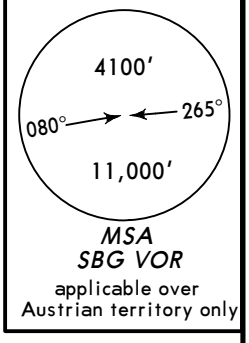
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TITIG TWO PAPA (TITIG 2P) *[TITI2P]*

RWY 16 SPECIAL PERFORMANCE DEPARTURE

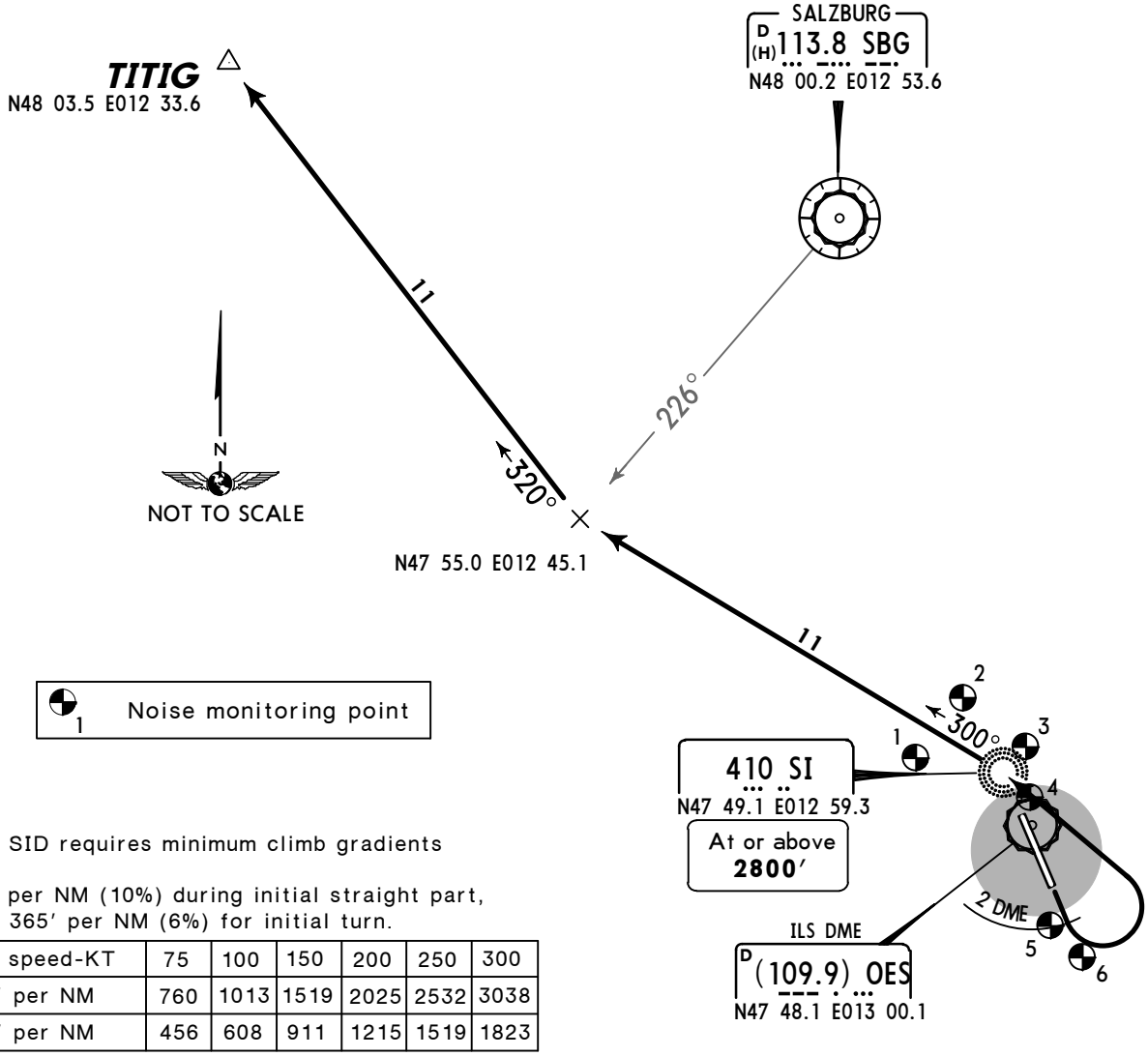
THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



MSA
SBG VOR
applicable over
Austrian territory only

SIDs crossing through
Airspace **"Class E"**
up to FL125



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part,
then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL60**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, when passing SBG R-226 turn RIGHT to TITIG.

CHANGES: SID renamed and revised.

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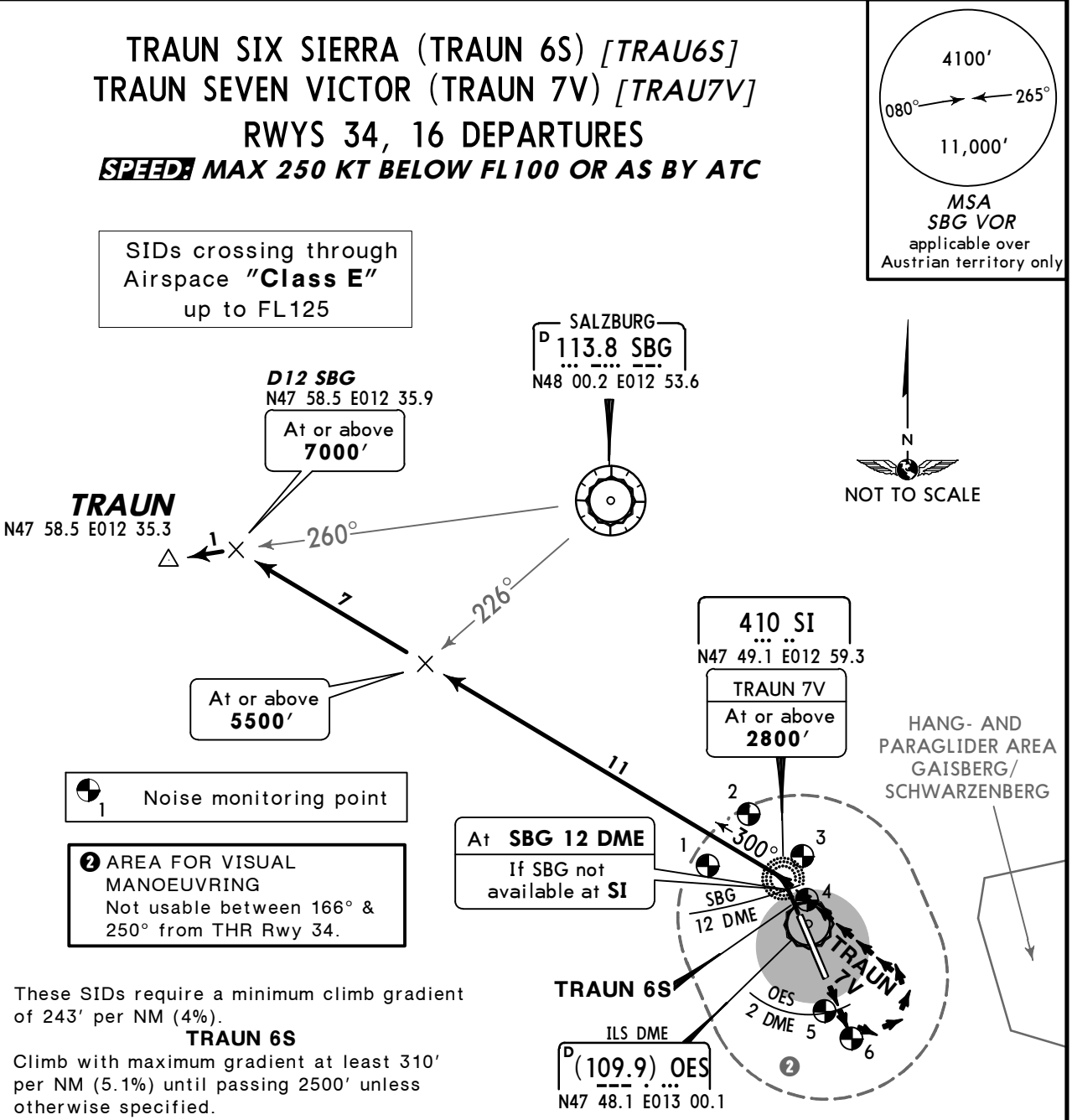
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible. 3. Rwy 34: Clearance shall be requested on initial contact with a phrase "Request special performance departure".

TRAUN SIX SIERRA (TRAUN 6S) *[TRAU6S]*
TRAUN SEVEN VICTOR (TRAUN 7V) *[TRAU7V]*
RWYS 34, 16 DEPARTURES
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require a minimum climb gradient of 243′ per NM (4%).

TRAUN 6S

Climb with maximum gradient at least 310′ per NM (5.1%) until passing 2500′ unless otherwise specified.

TRAUN 7V

Climb with maximum gradient until passing 2500′.

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	387	516	775	1033	1291	1549
243′ per NM	304	405	608	810	1013	1215

TRAUN 7V

Minimum required flight visibility
CAT A & B: **2.8 km**/
CAT C: **3.7 km**/ CAT D: **4.6 km**
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang- and paraglider area Gaisberg/Schwarzenberg.

Initial climb clearance **FL80**

RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
TRAUN 6S If unable to comply use SID SBG 3X	**34**	Climb straight ahead, at SBG 12 DME turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R-260 to TRAUN.
TRAUN 7V If unable to comply use SID SBG 4Y	**16**	Climb on runway track until passing OES 2 DME ❶, turn LEFT to SI, maintain visual until passing 2500′ (do not accelerate before turn is completed and not below 2500′), 300° bearing, intercept SBG R-260 to TRAUN.

❶ Observe maximum turn radius at OES 2 DME.

CHANGES: MSA.

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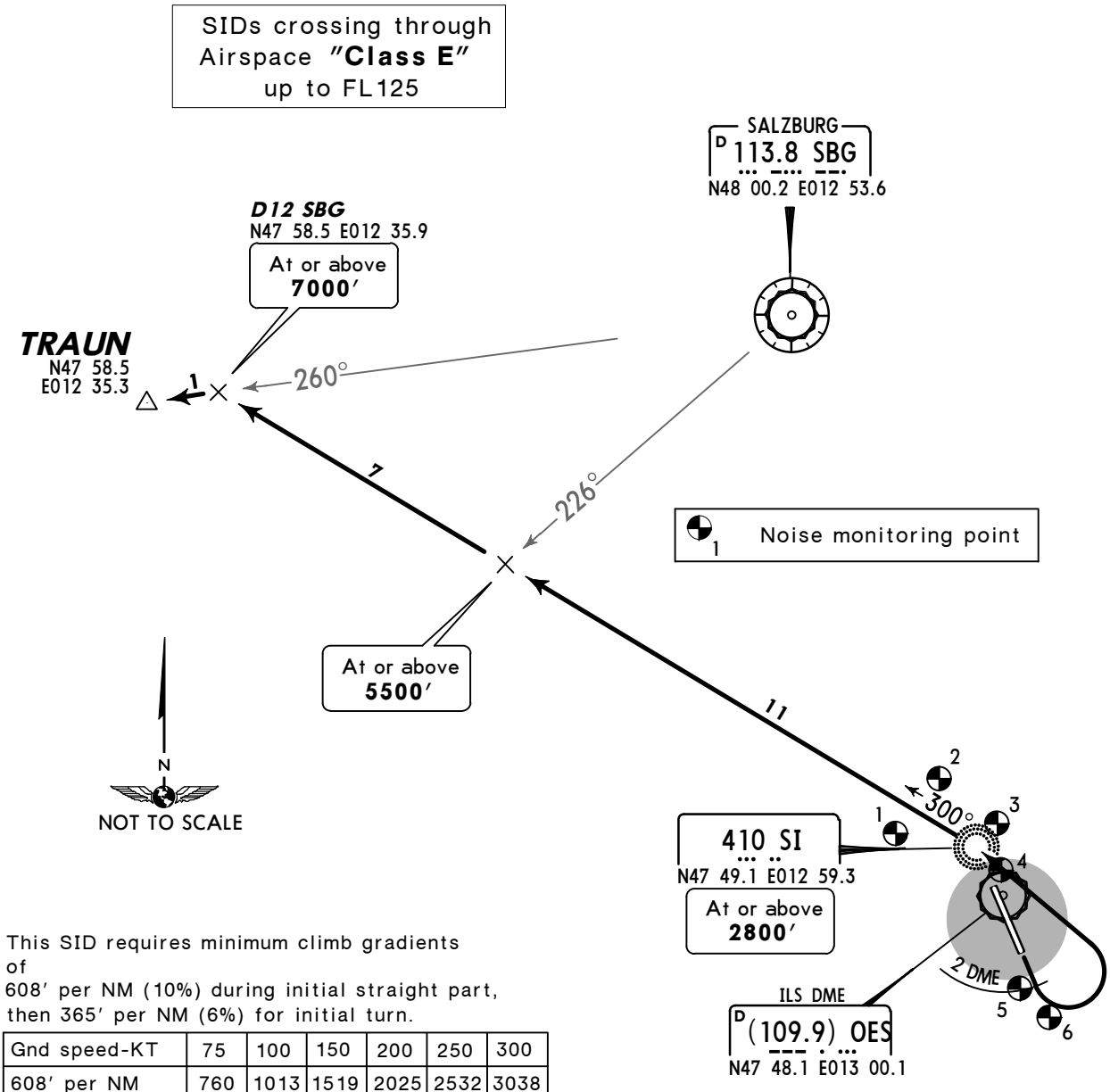
*SALZBURG Radar (APP) 123.72	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 4000′ 1. When instructed by SALZBURG Tower contact SALZBURG Radar. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TRAUN FOUR PAPA (TRAUN 4P)*[TRAU4P]*
RWY 16 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION BY AUSTRO CONTROL IS REQUIRED
FOR DETAILS REFER TO AUSTRIA ATC PAGES
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
IF UNABLE TO COMPLY USE SID SBG 2P

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

4100′
080° 265°
11,000′
MSA
SBG VOR
applicable over Austrian territory only



This SID requires minimum climb gradients of
608′ per NM (10%) during initial straight part,
then 365′ per NM (6%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
608′ per NM	760	1013	1519	2025	2532	3038
365′ per NM	456	608	911	1215	1519	1823

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **FL80**

ROUTING

Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept SBG R-260 to TRAUN.

CHANGES: MSA.

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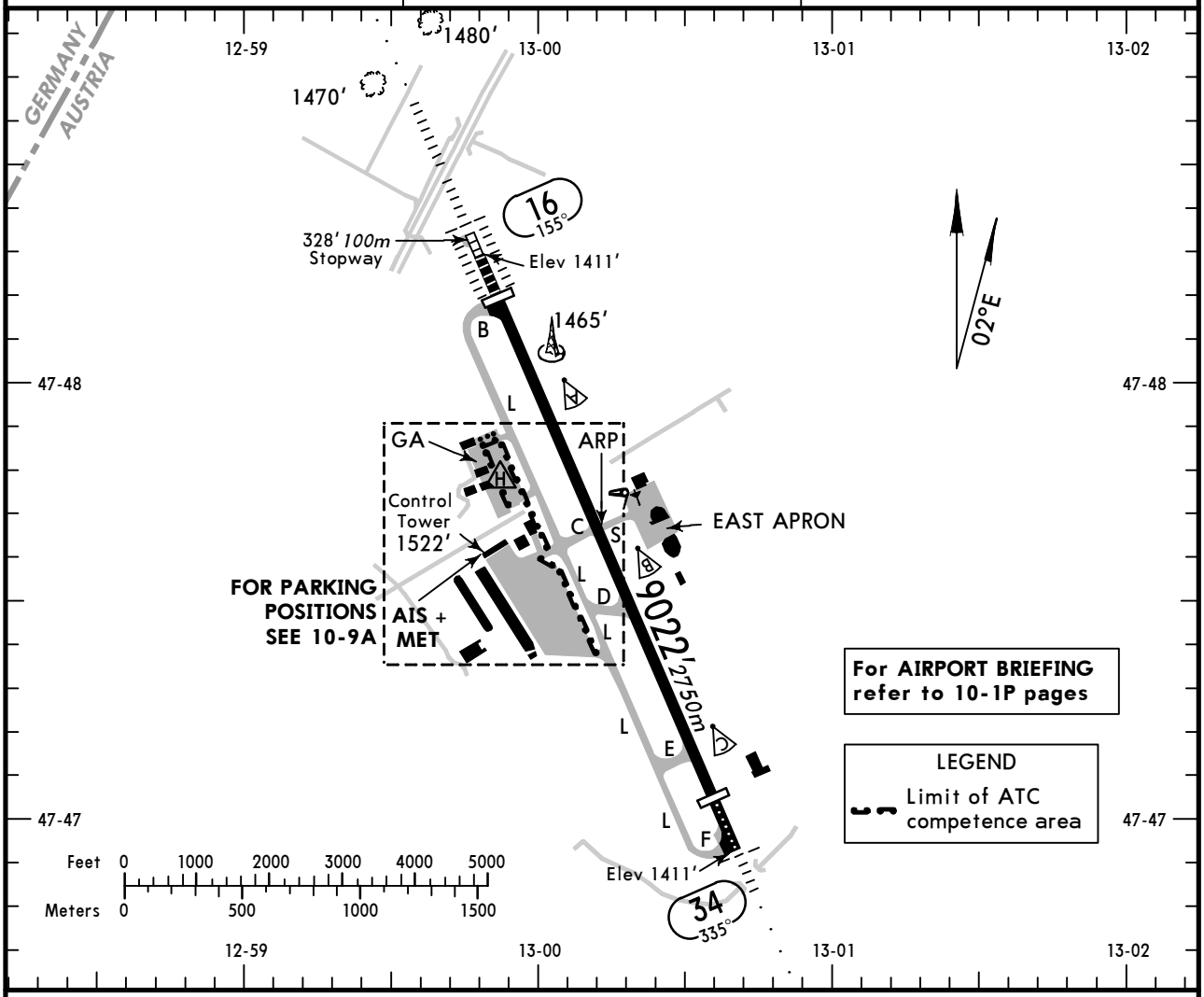
D-ATIS	*SALZBURG Delivery	*Tower
125.72	121.75	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL CL *(15m)* HIALS-II SFL ❶TDZ REIL PAPI (3.0°) RVR	8219′ *2505m*	7061′ *2152m*	❸	148′ *45m*
34	HIRL CL *(15m)* HIALS SFL ❷REIL PAPI (3.0°) RVR	8235′ *2510m*			

❶ Additional SFL between 9078′/2767m from displ thresh rwy 16 and approach lights.
❷ Additional SFL between 3445′/1050m from displ thresh rwy 34 and approach lights.

❸ TAKE OFF RUN AVAILABLE

Rwy 16: from rwy head 8875′ (2705m)
Twy B int 8054′ (2455m)
Twy C/S int 4600′ (1402m)

Rwy 34: from rwy head 9022′ (2750m)
Twy E int 7448′ (2270m)
Twy D int 5249′ (1600m)
Twy C/S int 4035′ (1230m)

Standard TAKE-OFF ❶

	Rwy 34 LVP must be in Force						Rwy 16
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*	*2800m*
B							
C							*3700m*
D	*150m*	*200m*	*250m*	*300m*			*4600m*

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Usable lengths.

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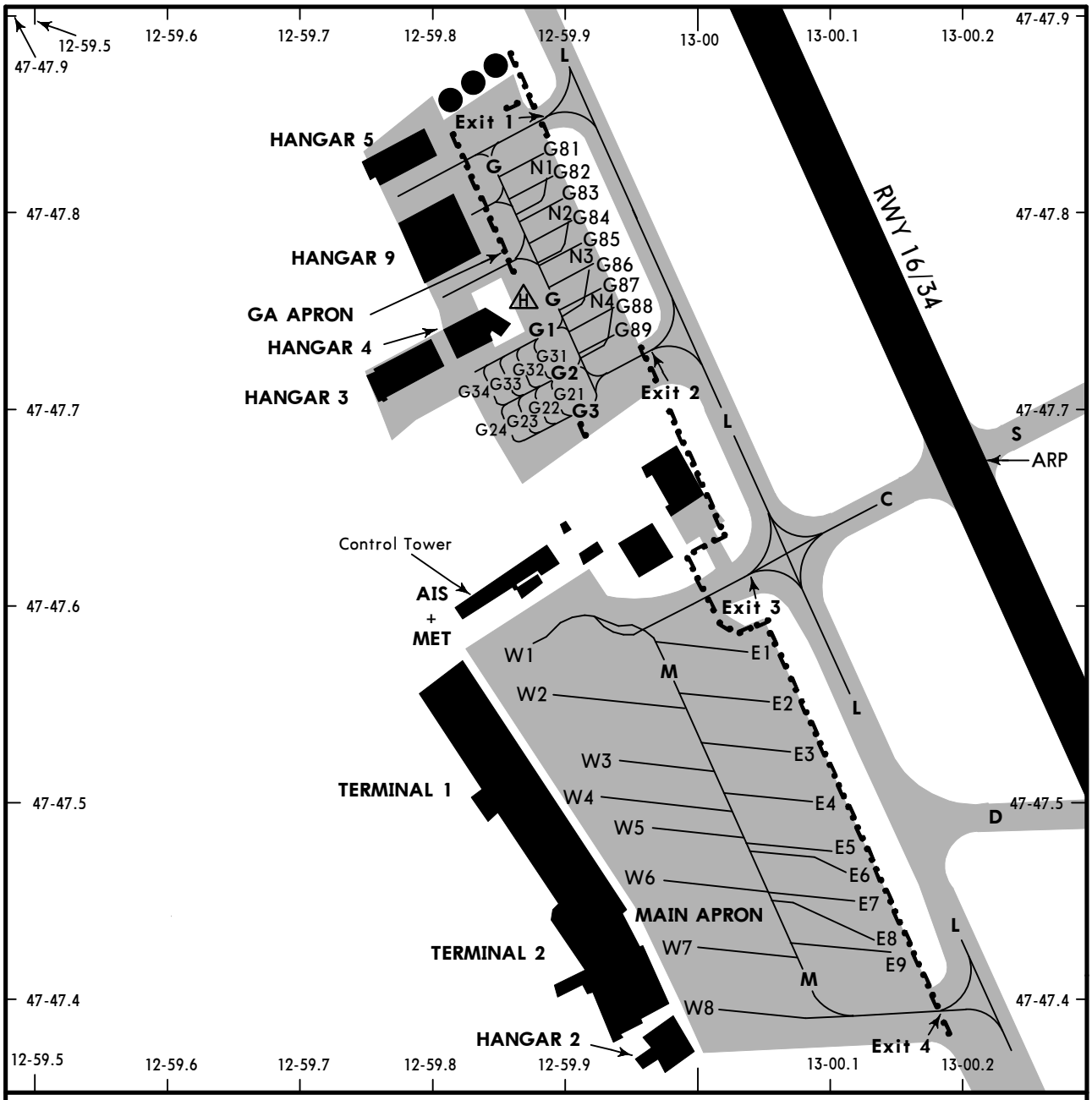

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E1	N47 47.6 E013 00.0	G81 thru G88	N47 47.8 E012 59.9
E2 thru E5	N47 47.5 E013 00.1	G89	N47 47.7 E012 59.9
E6 thru E9	N47 47.4 E013 00.1	N1 thru N4	N47 47.8 E012 59.9
G21 thru G23	N47 47.7 E012 59.9	W1, W2	N47 47.6 E012 59.9
G24	N47 47.7 E012 59.8	W3 thru W5	N47 47.5 E012 59.9
G31, G32	N47 47.7 E012 59.9	W6	N47 47.5 E013 00.0
G33, G34	N47 47.7 E012 59.8	W7, W8	N47 47.4 E013 00.0

CHANGES: Twy designations. Stands.

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SALZBURG, AUSTRIA

SALZBURG

STRAIGHT-IN RWY		A	B	C	D
16	Special CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	Special CAT 2 ILS	**1511′**(100′)	**1511′**(100′)	**1511′**(100′)	**1511′**(100′)
		RA98′R300m	**RA98′R300m**	**RA98′R300m**	**RA98′R300m**
	Special CAT 1 ILS	**1611′**(200′)	**1611′**(200′)	**1611′**(200′)	**1611′**(200′)
		RA 205′	**RA 205′**	**RA 205′**	**RA 205′**
		550m	**550m**	**550m**	**550m**
	ALS out	1000m	1000m	1000m	1000m
	ILS ❶	**1720′**(309′)	**1720′**(309′)	**1800′**(389′)	**1880′**(469′)
		800m	**800m**	**800m**	**800m**
	ALS out	1200m	1200m	1200m	1200m
	ILS ❷	**1750′**(339′)	**1750′**(339′)	**1880′**(469′)	**1970′**(559′)
		800m	**800m**	**800m**	**800m**
	ALS out	1200m	1200m	1200m	1200m
	ILS ❸	**1870′**(459′)	**1870′**(459′)	**2030′**(619′)	**2130′**(719′)
		800m	**800m**	**800m**	**800m**
	ALS out	1200m	1200m	1200m	1200m
	ILS ❹	**1920′**(509′)	**1920′**(509′)	**2090′**(679′)	**2200′**(789′)
		800m	**800m**	**800m**	**800m**
	ALS out	1200m	1200m	1200m	1200m
	LOC ❷	**1840′**(429′)	**1840′**(429′)	**1880′**(469′)	**1970′**(559′)
		900m	**1000m**	**1200m**	**1600m**
	ALS out	1500m	1500m	2000m	2000m
	LOC ❹	**1920′**(509′)	**1920′**(509′)	**2090′**(679′)	**2200′**(789′)
		1000m	**1200m**	**1400m**	**1800m**
	ALS out	1500m	1500m	2000m	2000m
	NDB ❺	**2510′**(1099′)	**2510′**(1099′)	**2510′**(1099′)	**2510′**(1099′)
		2800m	**2800m**	**3700m**	**4600m**
	NDB ❻	**2610′**(1199′)	**2610′**(1199′)	**2610′**(1199′)	**2610′**(1199′)
		2800m	**2800m**	**3700m**	**4600m**
	NDB ❼	**2710′**(1299′)	**2710′**(1299′)	**2710′**(1299′)	**2710′**(1299′)
		2800m	**2800m**	**3700m**	**4600m**
	NDB ❹	**2760′**(1349′)	**2760′**(1349′)	**2760′**(1349′)	**2760′**(1349′)
		2800m	**2800m**	**3700m**	**4600m**

❶ Missed apch climb gradient mim: STRAIGHT 5.0%, TURN 3.0%.
❷ Missed apch climb gradient mim: STRAIGHT 4.0%, TURN 3.0%.
❸ Missed apch climb gradient mim: STRAIGHT 3.0%, TURN 2.5%.
❹ Missed apch climb gradient mim 2.5%.
❺ Missed apch climb gradient mim 5.0%.
❻ Missed apch climb gradient mim 4.0%.
❼ Missed apch climb gradient mim 3.0%.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
IFR-Circling rwy 34	**2450′**(1039′)	**2450′**(1039′)	**2550′**(1139′)	**2550′**(1139′)
	V2800m	V2800m	V3700m	V4600m
VOR DME rwy 34	**3800′**(2389′)	**3800′**(2389′)	**3800′**(2389′)	**3800′**(2389′)
	V1500m	V1600m	V2400m	V3600m

CHANGES: NDB rwy 16.

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TAKE-OFF RWY 16

A B	*2800m*
C	*3700m*
D	*4600m*

TAKE-OFF RWY 34

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: Take-off rwy 16.

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*D-ATIS	*SALZBURG Radar (APP)	*SALZBURG Tower	*Delivery active by NOTAM
125.72	123.72 134.97	118.1	121.75

BRIEFING STRIP ™

LOC OES	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
109.9	155°	D5.1 OES 3000′ (1589′)	Refer to Minimums	Apt Elev 1411′ RWY 1411′

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (South), then turn LEFT climb via SI Lctr to SBG NDB and VOR to FL 60.
Accelerate not before turn is completed and not below 2500′.
Observe the resulting speed limits and MIM bank angle.

4100′ ❷
080° 265°
11,000′ ❷
MSA
SBG VOR

Alt Set: hPa | Rwy Elev: 50 hPa | Trans level: By ATC | Trans alt: 4000′

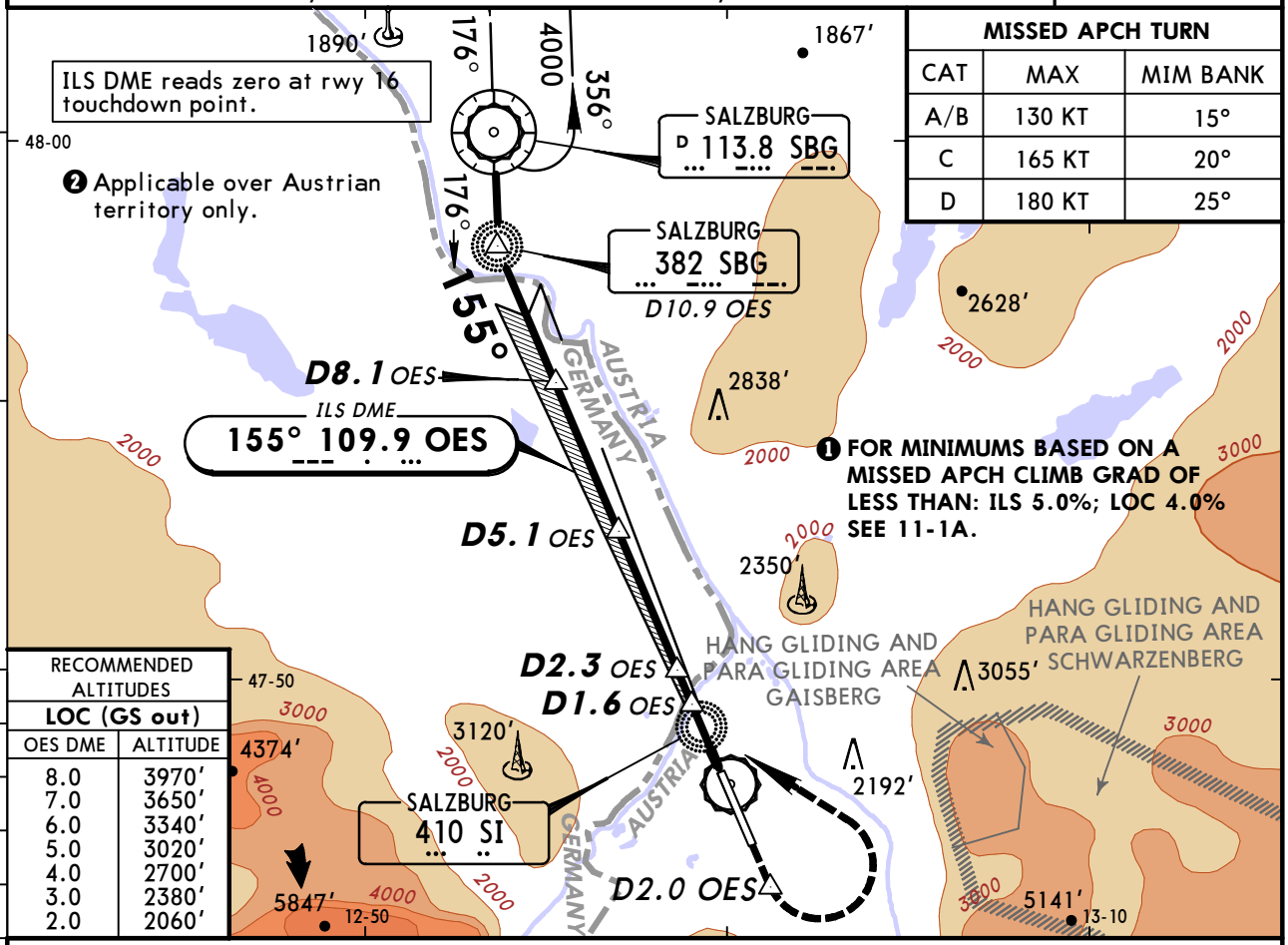
MISSED APCH TURN		
CAT	MAX	MIM BANK
A/B	130 KT	15°
C	165 KT	20°
D	180 KT	25°

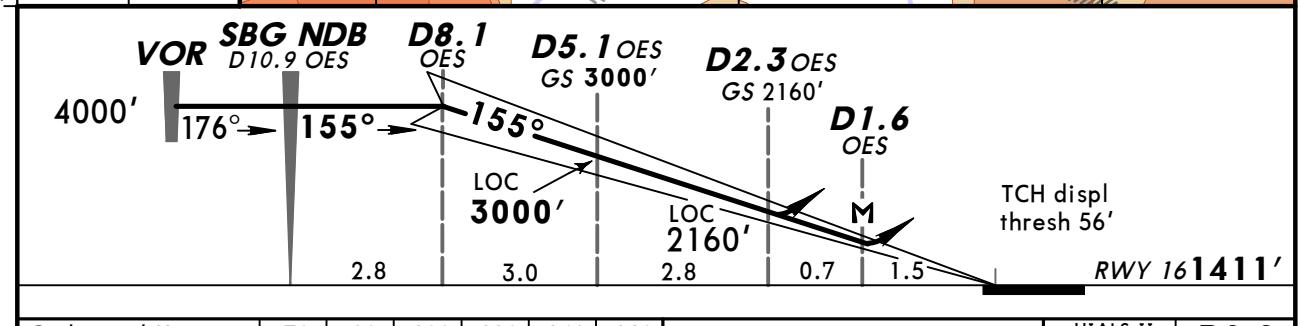
ILS DME reads zero at rwy 16 touchdown point.

❷ Applicable over Austrian territory only.

❶ FOR MINIMUMS BASED ON A MISSED APCH CLIMB GRAD OF LESS THAN: ILS 5.0%; LOC 4.0% SEE 11-1A.

RECOMMENDED ALTITUDES LOC (GS out)	
OES DME	ALTITUDE
8.0	3970′
7.0	3650′
6.0	3340′
5.0	3020′
4.0	2700′
3.0	2380′
2.0	2060′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	377	484	538	646	753	861
MAP at D1.6 OES						

HIALS-II
REIL PAPI PAPI
D2.0 OES

Standard STRAIGHT-IN LANDING RWY 16

ILS
Missed apch climb grad mim:
STRAIGHT 5.0%, TURN 3.0%
DA(H) C: 1800′ (389′)
AB: 1720′ (309′) D: 1880′ (469′)

LOC (GS out)
Missed apch climb grad mim:
STRAIGHT 4.0%, TURN 3.0%
DA(H) C: 1880′ (469′)
AB: 1840′ (429′) D: 1970′ (559′)

CIRCLE-TO-LAND

PANS OPS

	FULL	Limited	ALS out		ALS out	
A	RVR 700m	RVR 750m	RVR 1400m	RVR 1300m	RVR 1500m	Refer to SALZBURG 19-10
B						
C	RVR 1100m		RVR 1800m	RVR 1500m	CMV 2200m	
D	RVR 1500m		CMV 2200m	RVR 1800m	CMV 2400m	

CHANGES: MSA.

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ILS RWY 16 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM: STRAIGHT 4.0%, TURN 3.0%

Standard

ILS

DA(H)
AB: **1750'** *(339')* C: **1880'** *(469')*
D: **1970'** *(559')*

	FULL	ALS out
A B	RVR *800m*	RVR *1500m*
C	RVR *1500m*	CMV *2200m*
D	RVR *1800m*	CMV *2400m*

MISSED APCH CLIMB GRADIENT MIM: STRAIGHT 3.0%, TURN 2.5%

Standard

ILS

DA(H)
AB: **1870'** *(459')* C: **2030'** *(619')*
D: **2130'** *(719')*

	FULL	ALS out
A B	RVR *1400m*	RVR *1500m*
C	CMV *2100m*	CMV *2400m*
D	CMV *2400m*	

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard

ILS

DA(H)
AB: **1920'** *(509')* C: **2090'** *(679')*
D: **2200'** *(789')*

	FULL	ALS out
A B	RVR *1500m*	
C D	CMV *2400m*	

LOC (GS out) RWY 16 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard

LOC (GS out)

DA(H)
AB: **1920'** *(509')* C: **2090'** *(679')*
D: **2200'** *(789')*

		ALS out
A B	RVR *1500m*	
C D	CMV *2400m*	

CHANGES: None.

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SALZBURG, AUSTRIA
❶ Special CAT I ILS DME Rwy 16

BRIEFING STRIP™

*D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower	*Ground only used when announced by ATIS
125.72	123.72	134.97	118.1	121.75

LOC OES	Final Apch Crs	GS	ILS RA 205' DA(H)	Apt Elev 1411'
109.9	155°	D5.1 OES 3000' (1589')	1611' (200')	RWY 1411'

Missed Approach - See Below

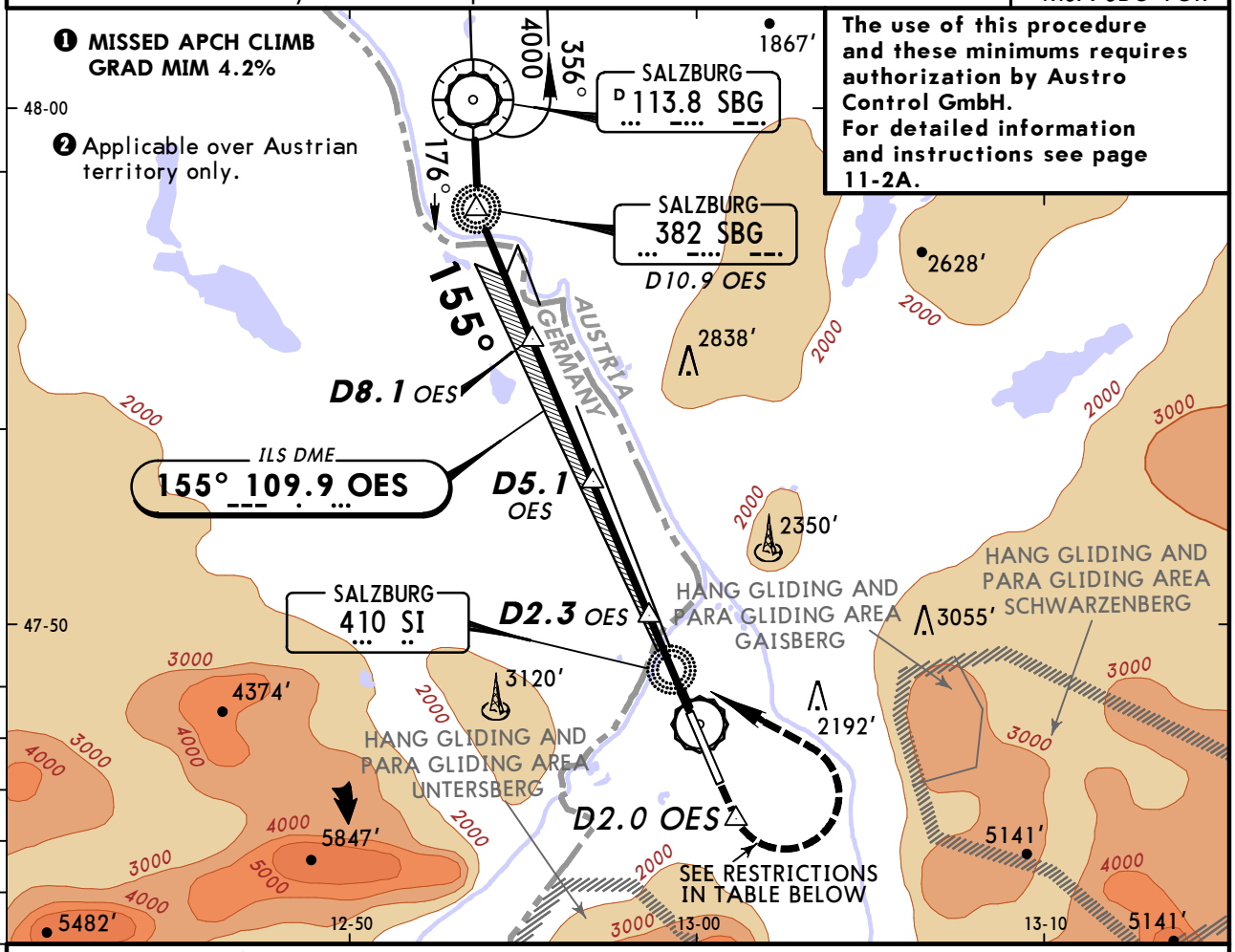
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 4000'
ILS DME reads zero at rwy 16 touchdown point.

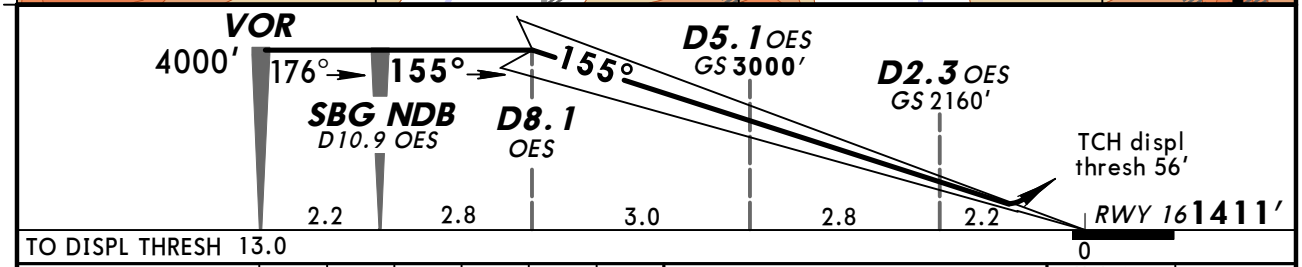
4100' ❷
080° 265°
11,000' ❷
MSA SBG VOR

❶ MISSED APCH CLIMB GRAD MIM 4.2%

❷ Applicable over Austrian territory only.

The use of this procedure and these minimums requires authorization by Austro Control GmbH. For detailed information and instructions see page 11-2A.





TO DISPL THRESH 13.0

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II
REIL PAPI PAPI

D2.0 OES

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (South), then turn LEFT climb via SI Lctr to SBG NDB and VOR to FL 60.
Accelerate not before missed apch turn is completed and not below 2500'.
Observe Missed Apch requirements and limitations specified in the table below.

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16 [1]
ILS
RA 205'
DA(H) 1611' (200')

	FULL	Limited	ALS out
A	RVR 550m	RVR 750m	RVR 1200m
B			
C			
D			

MISSED APPROACH
MINIMUM CLIMB GRADIENT:
STRAIGHT: 4.2% (255' per NM)
TURN: 3.3% (200' per NM)
MAXIMUM TURN RADIUS:
1780m/0.96NM
e.g. for MAX & BANK ANGLE
126 KT 15°
147 KT 20°
165 KT 25°

[1] CAT I Radio Altimeter and Coupled Apch required.

CHANGES: MSA.

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SPECIAL NOTES

GENERAL

The "Special CAT I ILS DME Rwy 16" approach procedure (see 11-2) is designated for an OCH of 200ft.
Other OCH values between 200ft and 700ft requiring NON-STANDARD Missed Approach climb gradients and a limited turn radius are available on special request.

APPLICATION FOR AUTHORIZATION

1. Purpose and Scope

As this CAT I ILS DME approach procedure contains a NON-ICAO STANDARD Missed Approach segment (limited radius of turn and higher than normal Missed Approach climb gradients) special authorization by Austro Control GmbH is required for each operator and aircraft type.
This is to prove the performance of the acft to cover both critical cases, i.e.:

a) to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
b) to limit the turn radius in case of a Missed Approach (go around).

2. Missed Approach Requirements

2.1. It is necessary to prove a straight climb gradient of 4.2% and for turn 3.3% for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:
- at ISA + 10°C (i.e. OAT + 20°C at 2500ft MSL),
- at ISA - 10°C (i.e. OAT 0°C at 2500ft MSL) **and** the ANTI-ICE equipment **ON.**

Note: A reduction of the landing weight may become necessary to achieve the above parameters.

2.2. If the performance loss during turn is more than 0.6% the actual values according to the Airplane Flight Manual of the Performance Manual have to be submitted.

2.3. A Missed Approach turning area according to ICAO Doc 8168 PANS-OPS Volume II is provided and the turning radius is limited to 5840ft/1780m.
Due to limited airspace available (for the turning maneuver) operators are informed that normally a bank-angle of more than 15° - even in case of a one-engine-out Missed Approach - is necessary in order to remain within protected airspace.
It is the operators responsibility to ensure that the maneuver is covered by the Flight Operation Manual or specifically certified by the competent authority.

3. Application

Only operators of multi-engine acft shall apply for such a permission.

3.1. The application shall contain:
- aircraft and engine type,
- the maximum permissible landing weight for that type of approach.

The following Missed Approach performance data is required for an altitude of 2500ft MSL:

3.2. All-engines climb gradient:
- IAS
- bank-angle applied at
  - ISA + 10°C (i.e. OAT + 20°C),
  - ISA - 10°C (i.e. OAT 0°C)

  and ANTI-ICE equipment **ON.**

3.3. One engine inoperative climb gradient:
- IAS
- bank angle applied at
- ISA + 10°C (i.e. OAT + 20°C),
- ISA - 10°C (i.e. OAT 0°C)

  and ANTI-ICE equipment **ON.**

The relevant performance data shall be submitted in a listed form together with copies of the relevant pages of the Airplane Flight Manual or Performance Manual.
Applications shall be conveyed at least six weeks prior to the intended operations.

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

Fax: +43 (0)5 1703 6656,
+43 (0)5 1703 6666
e-mail:
special.procedure@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

CHANGES: None.

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SALZBURG, AUSTRIA
❶ Special CAT II ILS DME Rwy 16

BRIEFING STRIP™

*D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
125.72	123.72	134.97	118.1

LOC OES	Final Apch Crs	GS	CAT II ILS	Apt Elev / RWY
109.9	155°	D5.1 OES 3000′ (1589′)	RA 98′ DA(H) 1511′ (100′)	Apt Elev 1411′ RWY 1411′

Missed Approach - See Below

Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 4000′
1. ILS DME reads zero at rwy 16 touchdown point.
2. Special Aircrew & Acft Certification Required.

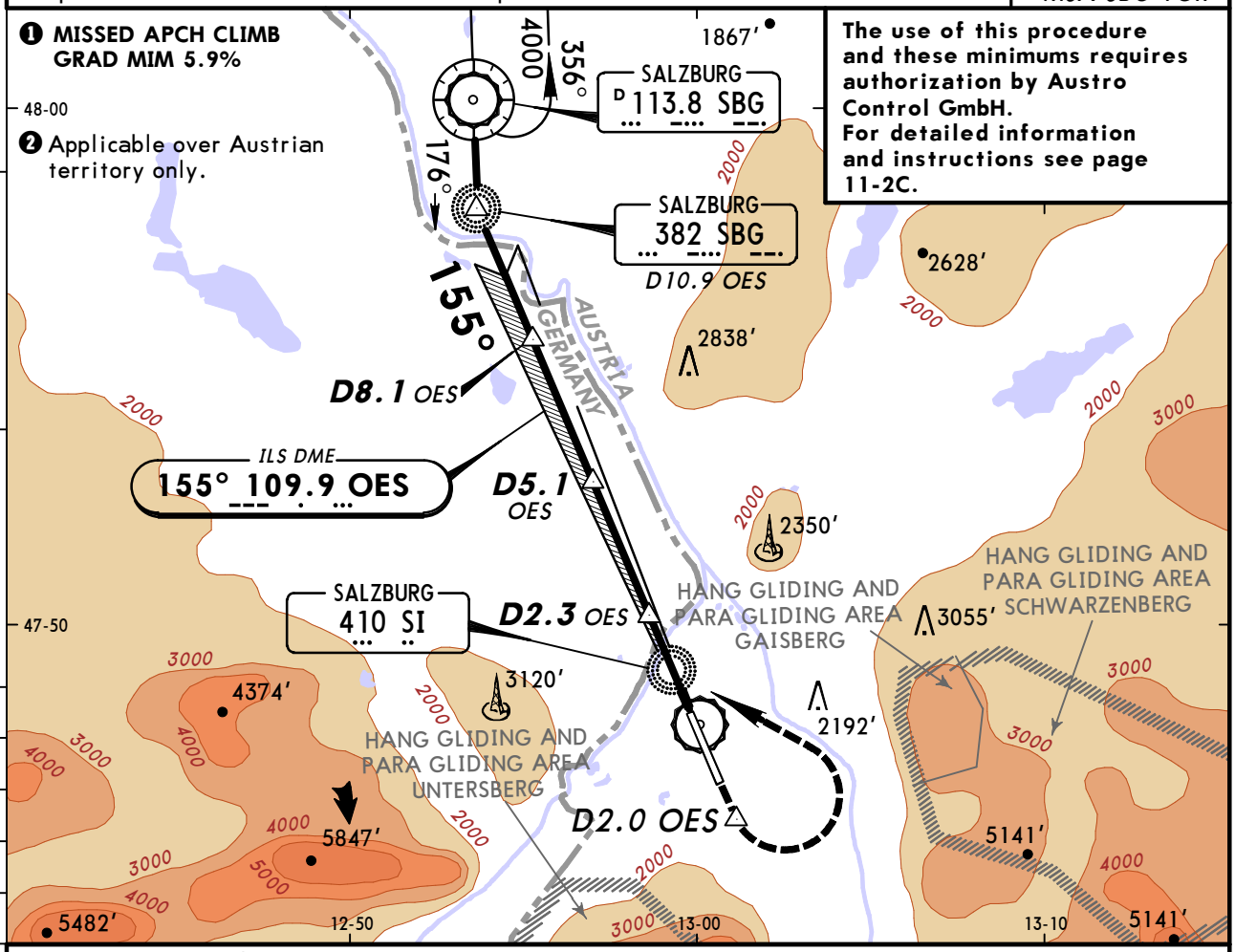
4100′❷
080° ← → 265°
11,000′❷
MSA SBG VOR

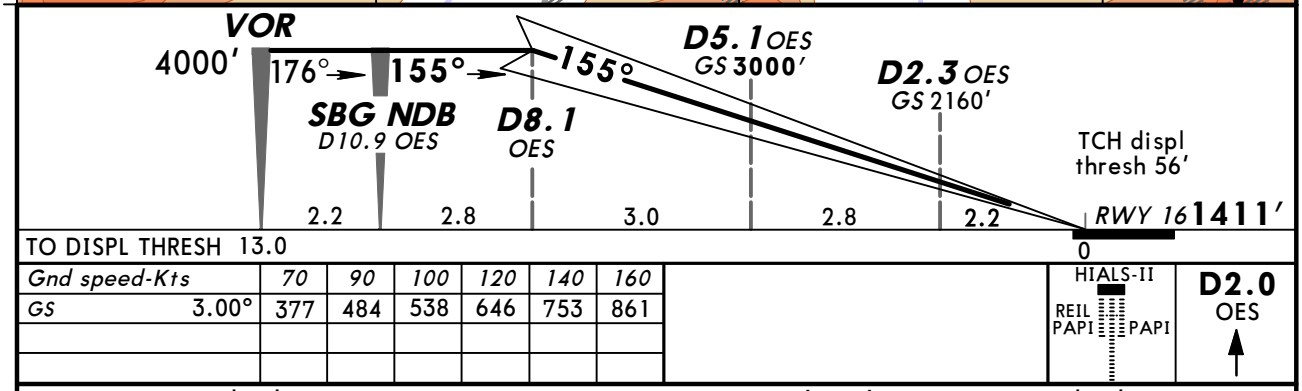
❶ MISSED APCH CLIMB GRAD MIM 5.9%

48-00

❷ Applicable over Austrian territory only.

The use of this procedure and these minimums requires authorization by Austro Control GmbH. For detailed information and instructions see page 11-2C.





TO DISPL THRESH 13.0

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II
REIL PAPI PAPI

D2.0 OES

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (South), then turn LEFT climb via SI Lctr to SBG NDB and VOR to FL 60.
Accelerate not before missed apch turn is completed and not below 2500′.
Observe Missed Apch requirements and limitations specified in the table below.

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 16 ❶
CAT II ILS
ABCD
RA 98′
DA(H) 1511′ (100′)

RVR 300m ❷

MISSED APPROACH

MINIMUM CLIMB GRADIENT:
STRAIGHT: 5.9% (358′ per NM)
TURN: 3.3% (200′ per NM)

MAXIMUM TURN RADIUS:
1780m/0.96NM

❶ CAT II Radio Altimeter and Coupled Apch required.
❷ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: MSA.

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SPECIAL NOTES

GENERAL

For "Special CAT II/III ILS DME Rwy 16" approach procedure see 11-2B.

APPLICATION FOR AUTHORIZATION

1. Purpose and Scope

As this CAT II/III ILS DME approach procedure contains a NON-ICAO STANDARD Missed Approach segment (limited radius of turn and higher than normal Missed Approach climb gradients) special authorization by Austro Control GmbH is required for each operator and aircraft type.
This is to prove the performance of the acft to cover both critical cases, i.e.:

a) to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
b) to limit the turn radius in case of a Missed Approach (go around).

2. Missed Approach Requirements

2.1. It is necessary to prove a straight climb gradient of 5.9% for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:
- at ISA + 10°C (i.e. OAT + 20°C at 2500ft MSL),
- at ISA - 10°C (i.e. OAT 0°C at 2500ft MSL)

and the ANTI-ICE equipment **ON.**

2.2. During turn a climb gradient of at least 3.3% is required.
Note: A reduction of the landing weight may become necessary to achieve the above parameters.

2.3. A Missed Approach turning area according to ICAO Doc 8168 PANS-OPS Volume II is provided and the turning radius is limited to 5840ft/1780m.
Due to limited airspace available (for the turning maneuver) operators are informed that normally a bank-angle of more than 15° - even in case of a one-engine-out Missed Approach - is necessary in order to remain within protected airspace.
It is the operators responsibility to ensure that the maneuver is covered by the Flight Operation Manual or specifically certified by the competent authority.

3. Application

Only operators of multi-engine acft shall apply for such a permission.
The operator shall demonstrate the CAT II/III capability including Missed Approach and the according procedures to Austro Control GmbH during a simulator check.

3.1. The application shall contain:
- aircraft and engine type,
- the maximum permissible landing weight for that type of approach,
- minimum autopilot cut out height or autoland capability,
- instrument approach and landing chart (IAL).

The following Missed Approach performance data is required for an altitude of 2500ft MSL:

3.2. All-engines climb gradient:
- IAS
- bank-angle applied at
  - ISA + 10°C (i.e. OAT + 20°C),
  - ISA - 10°C (i.e. OAT 0°C)

  and ANTI-ICE equipment **ON.**

3.3. One engine inoperative climb gradient:
- IAS
- bank angle applied at
- ISA + 10°C (i.e. OAT + 20°C),
- ISA - 10°C (i.e. OAT 0°C)

  and ANTI-ICE equipment **ON.**

The relevant performance data shall be submitted in a listed form together with copies of the relevant pages of the Airplane Flight Manual or Performance Manual.
Applications shall be conveyed at least six weeks prior to the intended operations.

Operators shall address their application to:

Austro Control GmbH
Flugsicherungsstelle Innsbruck
ATM/TERM Innsbruck
Postfach 1
6026 Innsbruck
AUSTRIA

Fax: +43 (0)5 1703 6656,
+43 (0)5 1703 6666
e-mail:
special.procedure@austrocontrol.at
(Ernst.Wieser@austrocontrol.at)

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BRIEFING STRIP™

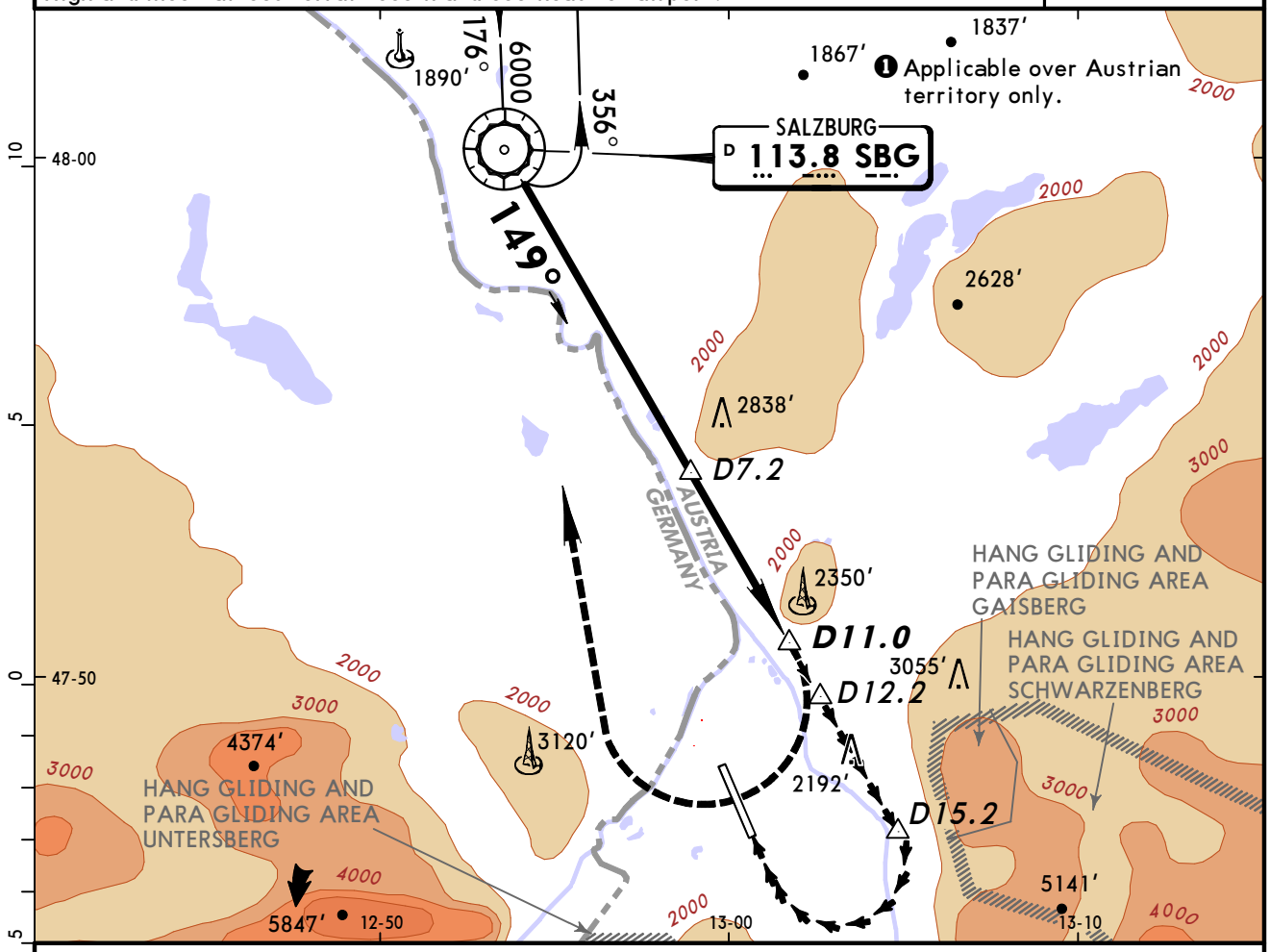
*D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower	*Ground only used when announced by ATIS
125.72	123.72	134.97	118.1	121.75

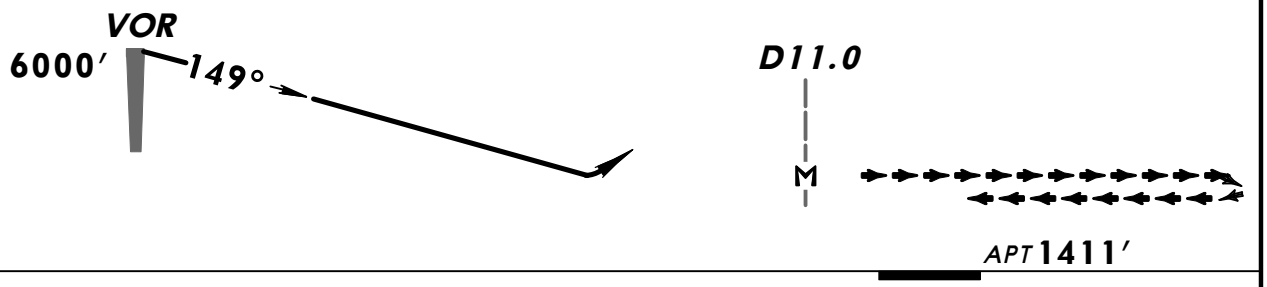
VOR SBG 113.8	Final Apch Crs 149°	Minimum Alt VOR 6000′ (4589′)	MDA(H) 3800′ (2389′)	Apt Elev 1411′

4100′ ❶
080° 265°
11,000′ ❶
MSA SBG VOR

MISSED APCH: Turn RIGHT to VOR and climb to FL 60.

Alt Set: hPa Apt Elev: 50 hPa Trans level: By ATC Trans alt: 4000′
High and mountainous terrain South and Southeast of airport.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D11.0							

HIALS

FL 60
RT

SBG
113.8

PANS OPS

This procedure is implemented for noise abatement reasons.Therefore and whenever meteorological conditions and aircraft performance permit, operators should support and pilots are encouraged to descend with low power staying visual above the check altitudes and MDA according following recommendations:
- Leave 6000′ on R-149 at D7.2,
- cross D12.2 at 4000′ or above,
- cross D15.2 at 2800′ or above.

This would require a descent of 400′/NM (e. g. 1000′/Min at 150 Kts TAS). Initiation of RIGHT base turn at D15.2 and at 2800′ will allow to join final rwy 34 at the PAPI based on a turning radius of 1.2 NM (e. g. 145 Kts IAS at approx 15° bank) and a descent of 330′/NM.

Standard CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (2389′)	1500m
135	3800′ (2389′)	1600m
180	3800′ (2389′)	2400m
205	3800′ (2389′)	3600m

CHANGES: MSA.

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BRIEFING STRIP TM

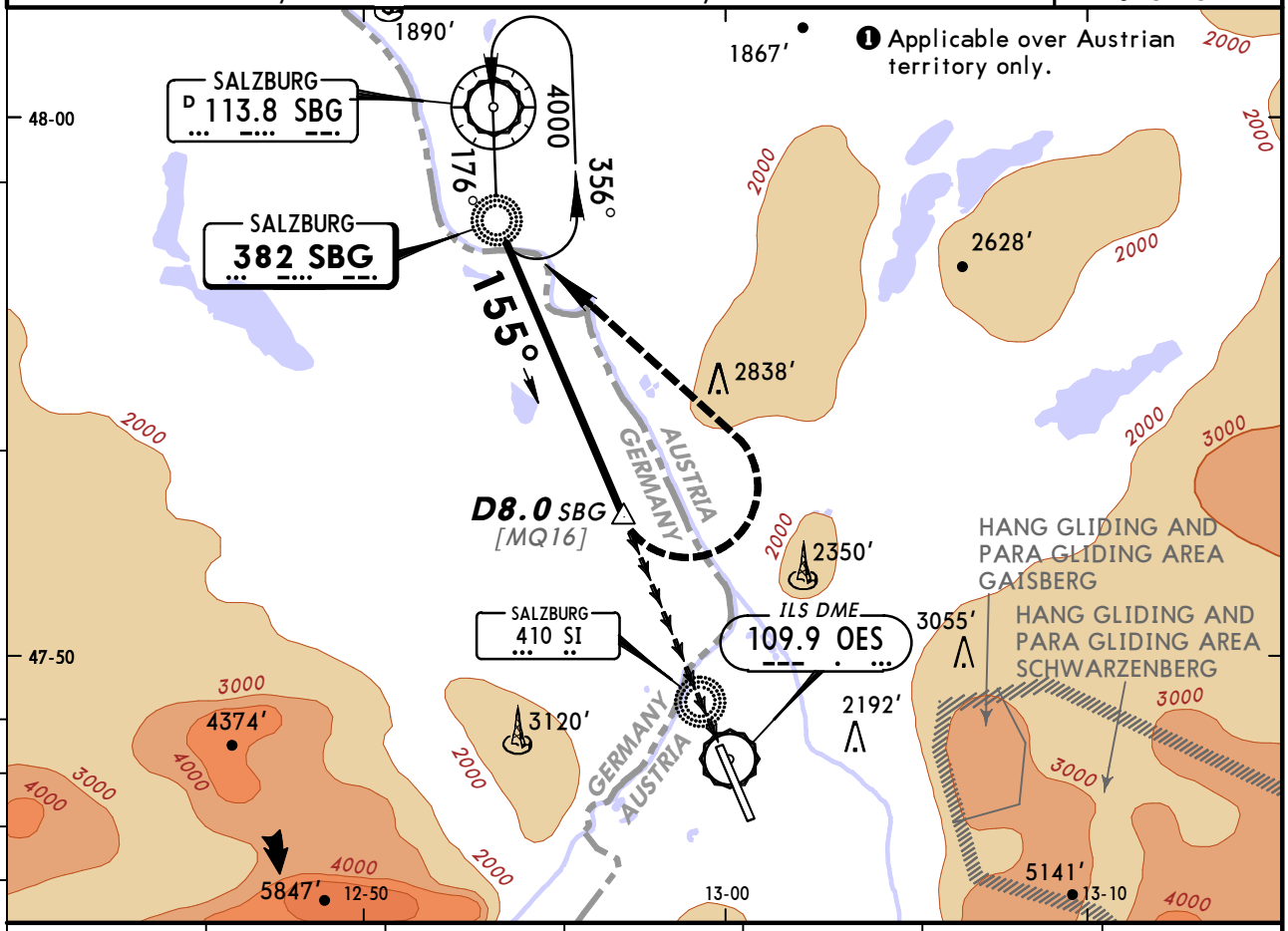
*D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower	*Ground only used when announced by ATIS
125.72	123.72	134.97	118.1	121.75

NDB SBG 382	Final Apch Crs 155°	Minimum Alt SBG NDB 4000′ (2589′)	DA(H) Refer to Minimums	Apt Elev 1411′ RWY 1411′

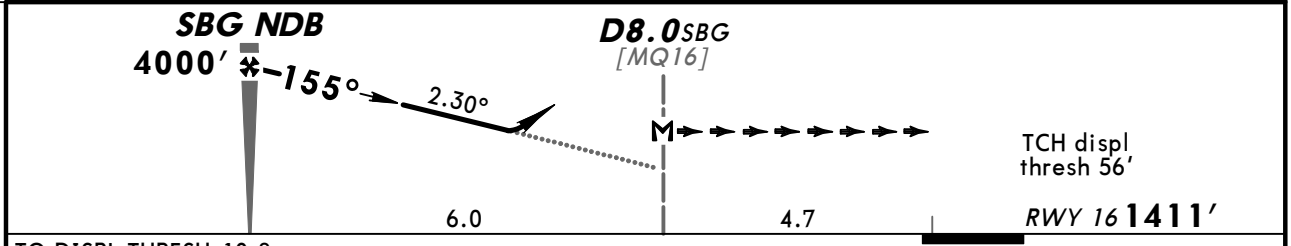
MISSED APCH: At D8.0 SBG turn LEFT (MAX 185 KT) to SBG NDB. Climb to FL 60 and rejoin holding.

4100′ ❶
080° 265°
11,000′ ❶
MSA SBG VOR

Alt Set: hPa | Rwy Elev: 50 hPa | Trans level: By ATC | Trans alt: 4000′



OES DME	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3790′	3560′	3320′	3090′	2850′	2620′



TO DISPL THRESH 10.8

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.30°	285	366	407	488	569	651
MAP at D8.0 SBG						

HIALS-II
REIL PAPI PAPI

185 KT MAX LT

SBG 382

Standard STRAIGHT-IN LANDING RWY 16

Missed apch climb gradient mim

5.0%: DA(H) 2510′ (1099′)
4.0%: DA(H) 2610′ (1199′)
3.0%: DA(H) 2710′ (1299′)
2.5%: DA(H) 2760′ (1349′)

	ALS out	ALS out
	FLIGHT VISIBILITY	FLIGHT VISIBILITY
A		
B	2800m	5000m
C	3700m	
D	4600m	

CIRCLE-TO-LAND

Refer to SALZBURG 19-10

PANS OPS

CHANGES: MSA.

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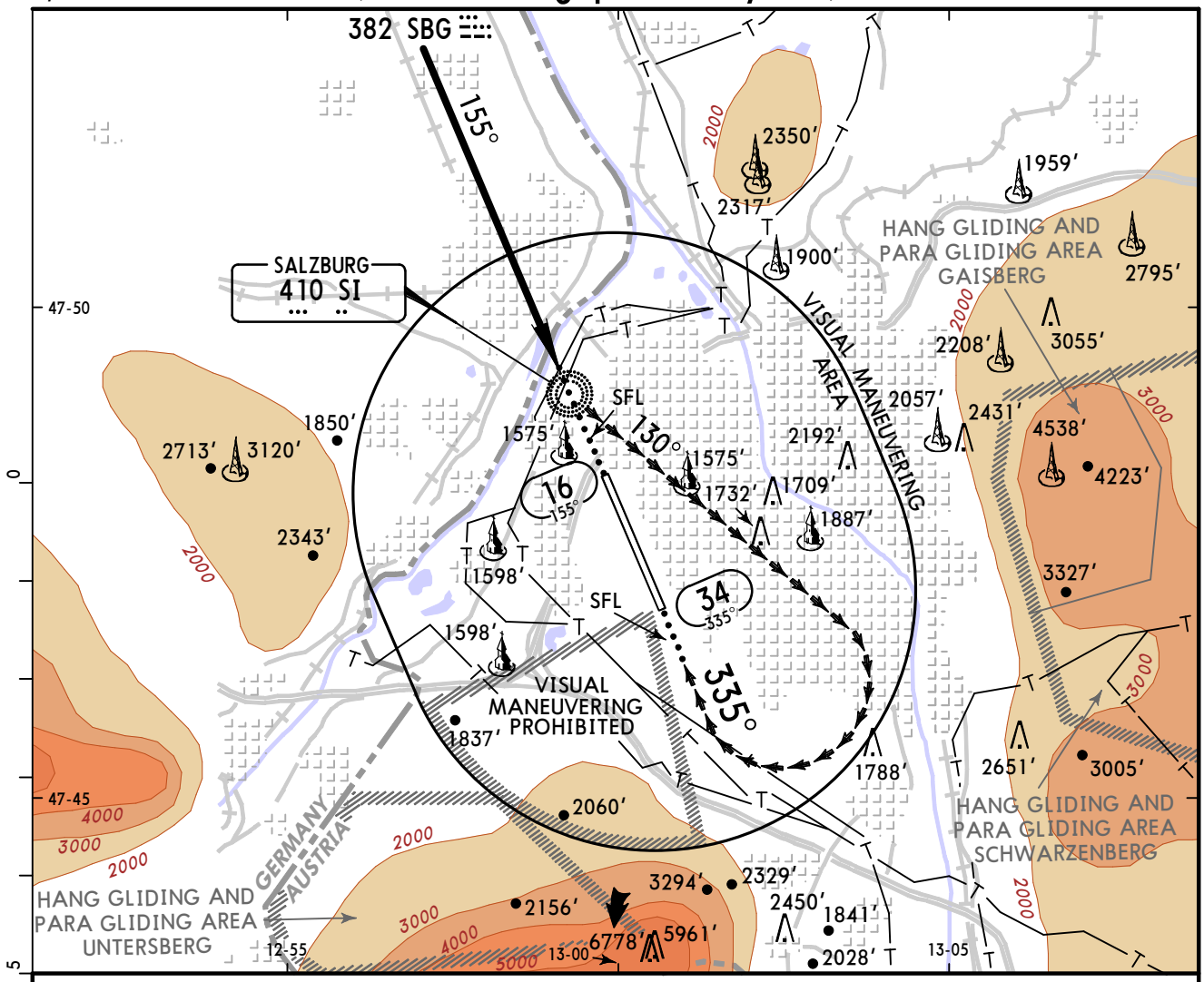
VISUAL APPROACH CHART
(IFR-Circling proc Rwy 34)

Apt Elev **1411′**



CIRCLING PROCEDURE RWY 34: Complete a published instrument approach to RWY 16. After passing SI Lctr fly visually approximately on 130° for 3.5 NM, then turn RIGHT onto final.

Balked landing during circling: If landing becomes impossible after passing SI Lctr (e.g. ABEAM THR 34), turn RIGHT to SBG NDB, avoid overshooting QDR 155° of SBG NDB and continue to SBG NDB/VOR climbing to FL 60.

For calculation of flight profile use AOC type B.
Acceleration not before turn is completed and not below 2500′.

Standard	CIRCLE-TO-LAND	
	MDA(H)	VIS
A B	**2450′** (1039′)	2800m
C	**2550′** (1139′)	3700m
D	**2550′** (1139′)	4600m

CHANGES: None.

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JEPPESEN
JeppView for Windows

General Information

Location: Vienna Aut
IATA Code: VIE
Lat/Long: N48° 06.6' E016° 34.2'
Elevation: 600 ft

Airport Use: Public
Magnetic Variation: 3.5°E

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

Sunrise: 0540 Z
Sunset: 1634 Z,

Runway Information

Runway: 11
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 575 ft
Lighting: Edge, ALS, Centerline

Runway: 16
Length x Width: 11811 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 597 ft
Lighting: Edge, ALS, REIL, TDZ

Runway: 29
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 600 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 34
Length x Width: 11811 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 586 ft
Lighting: Edge, ALS, REIL

Communication Information

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ATIS 122.95 Arrival Service
ATIS 121.725 Departure Service
Vienna Tower 123.8
Vienna Tower 121.2 Secondary
Vienna Tower 119.4
Vienna Ground Control 121.775
Vienna Ground Control 121.6
Vienna Ice Ramp/Taxi Control 131.625
Vienna Clearance Delivery 122.125
Vienna Director Approach Control 134.125
Vienna Director Approach Control 119.8 At or below 24500 ft
Vienna Approach Control 132.475
Vienna Approach Control 129.05 At or below 24500 ft
Vienna Approach Control 128.2 At or below 24500 ft
Vienna Approach Control 124.55 At or below 24500 ft
Vienna Approach Control 118.775
Vienna Information 118.525 AFIS

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.95 112.2 113.0 115.5
(also available via phone: +43 (0)5 1703 / 6331)
D-ATIS Departure 121.72
(also available via phone: +43 (0)5 1703 / 6332)

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLZV-2005' the following is applicable:

- Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet ACFT if the produced noise does not exceed the noise limits specified in chapter 3 of ICAO Annex 16, Vol I.

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective in the following conditions:
When TDZ RVR falls to less than 600m and/or ceiling lowers to less than 200', the following message will be passed to ACFT via RTF or ATIS: "Low Visibility Procedures in operation".
Only if instructed by ATC pilots shall report "RWY vacated" as soon as ACFT has left the yellow/green colour coded section of the exit TWY.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

ACFT operators should ensure that ACFT transponders are able to operate when the ACFT is on ground.
Arriving ACFT shall squawk Mode S until reaching final parking position.
Departing ACFT shall select the assigned transponder code and squawk Mode S at push-back request or at taxi request **latest**.
Activation of Mode S transponder means selecting: AUTO, ON, XPNDR, or the equivalent according specific installation. Do **not** switch OFF or STDBY.
ACFT not equipped with Mode S shall squawk Mode A/C.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

The HIRO system is valid from 0600 - 2300 LT unless otherwise advised by ATC (e.g. via ATIS). The HIRO system ensures a maximum RWY capacity, minimizes "go arounds" and enables depar tures during single RWY operations and continuous inbound traffic.

1.6. TAXI PROCEDURES

Obstacle clearance distance from centerline of TWY L, west of TWY W until EX14 is 139'/42.5m only. The obstacle clearance distance on TL34 and TL35 is 131'/40m on each side.
Wait for marshaller before entering taxilane for all positions on GA Apron or Main Apron except pier parking positions.
In order to meet the requirement for wing-tip clearance, follow strictly the taxi guidance lines.
TWYs P, Q, TL31, TL32, TL33, TL39 and TL41 MAX wingspan 118 '/36m.
TWY L West of EX14 MAX wingspan less than 171 '/52m.
TWY L between EX6 and EX13 MAX wingspan 213'/65m.
For taxiing of ACFT with wingspan exceeding 118'/36m Follow-me guidance from intermediate holding position W1, W2 or W3 to final parking position via TL40 is mandatory.

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1. GENERAL

1.7. PARKING INFORMATION

On stands A91 thru A99, B71 thru B74, C31 thru C42, D21 thru D29, F01 thru F37, H41 thru H45, H50 and K41 thru K51 push-back required.

Stands C31 thru C42 and D21 thru D29 equipped with Docking Guidance System.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

250 KT or cruising speed if lower at SLP.

2.1.1. LOW DRAG - LOW POWER APPROACH

Comply with any speed adjustments by ATC as promptly and as accurately as operationally possible. If unable to maintain an assigned speed due to meteorological or operational reasons advise ATC.

If not otherwise advised, 250 KT has to be maintained below FL100. If the cruising speed is less than 250 KT, cruising speed has to be maintained.
Latest 10 NM from THR, speed has to be reduced so as to reach 160 KT at 4NM Final.
The approach shall be conducted in 'clean configuration' as long as possible.

If ceiling at APT is below 500' and/or ground visibility is less than 2000m this procedure is recommended only.

Pilots unable to comply with these speed assignments shall inform ATC accordingly.

2.2. NOISE ABATEMENT POCEDURES

ACFT below FL150 will normally be cleared to achieve a continuous descent to the RWY in use.

2.3. CAT II/III OPERATIONS

RWYs 16 and 29 approved for CAT II/III operations, special aircrew and ACFT certification required.

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2.4. RUNWAY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

Expeditious exit from the landing RWY allows ATC to separate ACFT with the appropriate separation minimum (radar separation 2.5 NM or separation minimum according wake vortex category) during final approach.
To reduce the RWY occupancy time pilots should make use of the following procedure:

- As a rule RWYs shall be vacated via rapid exit TWYs.
- Good operating practice is to aim for an exit that can be made, rather than aiming for an earlier one, just to miss it and roll slowly to the next.
  As far as practicable, the RWY should always be vacated via the most appropriate rapid exit TWY for your ACFT type.

ACFT Category	TWY designator / Distance			
	RWY 11	RWY 16	RWY 29	RWY 34
Heavy	A4	B10	A9	B5
	7841'/2390m	6873'/2095m	7218'/2200m	6365'/1940m
				B4
				7661'/2335m
Medium (Jet)	A6	B8	A7	B7
	6102'/1860m	5577'/1700m		5348'/1630m
	A8	B6	5479'/1670m	B5
	3839'/1170m	3986'/1215m		6365'/1940m
Medium (Turboprops)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light (Jet)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light	A8	B3	A5	B9
	3839'/1170m	3035'/925m	3084'/940m	3937'/1200m

To avoid stopping on rapid exit TWY after landing and vacating RWY 34 or RWY 16, join initially TWY D in direction North and continue further according ATC clearance.
If unable to comply with the HIRO system advise Tower as soon as possible.

2.5. TAXI PROCEDURES

ACFT shall vacate the RWY after landing without delay if not otherwise instructed.
Taxi clearance to apron or parking area will normally be issued by TWR when landing run is completed. If taxi clearance to apron or parking area has not been received at this time, ACFT shall vacate the RWY via the nearest TWY intersection and shall hold and wait on the TWY when entirely beyond the taxi holding position.
Follow-me guidance mandatory for all arriving ACFT.

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3. DEPARTURE

3.1. DE-ICING

De-icing procedure available for ACFT on Main Apron and GA Apron:
- Report the necessity for de-icing either your ramp agent or VIENNA Ice on 131.62 or APT extension 22050.
- ACFT on Main Apron without contracted de-icing ground staff shall forward fluid/mixture request to Ramp agent.
  ACFT on GA Apron shall forward fluid/mixture request to GAC-officer (APT extension 22345).
- Report necessity for de-icing to ATC when ACFT is completely ready (doors closed, ready for start-up/push-back).

De-icing standby area: Stands E48 thru E99.
De-icing South: Stands F43, F47, F51, F53, F55, F57 and F59.
De-icing North: Stands F42, F44, F46, F48 and F50.
- ACFT cleared to the de-icing standby area approach stands from the South.
  Marshaller guidance on the area is provided.
  If instructed by marshaller to stop on the de-icing standby area, do not cut engines. Intermediate stop only.
  Thereafter marshaller guidance to de-icing South is provided.
- ACFT cleared to de-icing North approach stands via TL40.

Chemical de-icing is limited to a width of 131 '/40m on RWYs and 49 '/15m on TWYs.
For a de-icing request via DCL submit one of the following keywords in the optional free test field: DEICE, DE-ICE or ICE.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP & PUSH-BACK

If not otherwise instructed pilots of following ACFT are allowed to start one engine only during push-back/towing: B707, B747, B757, B767, B777, MD11, DC10, DC8, L1011, IL86, IL76, IL62, A300, A310, A330. Two engines: A340.

3.2.2. TAXIING

ACFT taxiing out from stands F41 and F44 must follow exactly the centerline marking in TL38.
When taxiing out from stand F42 deviation to the West in TL38 is prohibited.

3.3. NOISE ABATEMENT PROCEDURES

The published SIDs are also noise abatement procedures.
Strict adherence is compulsory within the limits ACFT performance.

3.4. RUNWAY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

ATC will consider every ACFT at the holding point as able to commence line up and take-off roll immediately after clearance issued. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC as early as possible. When cleared for take-off ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Pilots unable to comply with this requirement shall notify ATC before entering the RWY. Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is requested, pilots shall notify ATC **before** entering the RWY.

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3. DEPARTURE

Pilots shall prepare and be ready to accept the following intersection take-off runs:

ACFT Category	TWY designator / TORA			
	RWY 11	RWY 16	RWY 29	RWY 34
Medium/ Light	A10	B4	A3 (West)	B10
	9531'/2905m	7661'/2335m	9944'/3031m	6873'/2095m

To increase RWY capacity and to comply with slot times, ATC may reorder departure sequence at any time.

In addition intersections other than those prescribed above will be assigned. Pilots unable to accept the reduced take-off runs from the assigned or above mentioned intersections shall inform ATC in time.

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

DCL is available earliest 15 min prior EOBT.
The successful transmitted clearance must be accepted and confirmed by the pilot within MAX 10 min.
In case of any discrepancies, unavailability of data or data errors, the pilot has to revert to voice communication.

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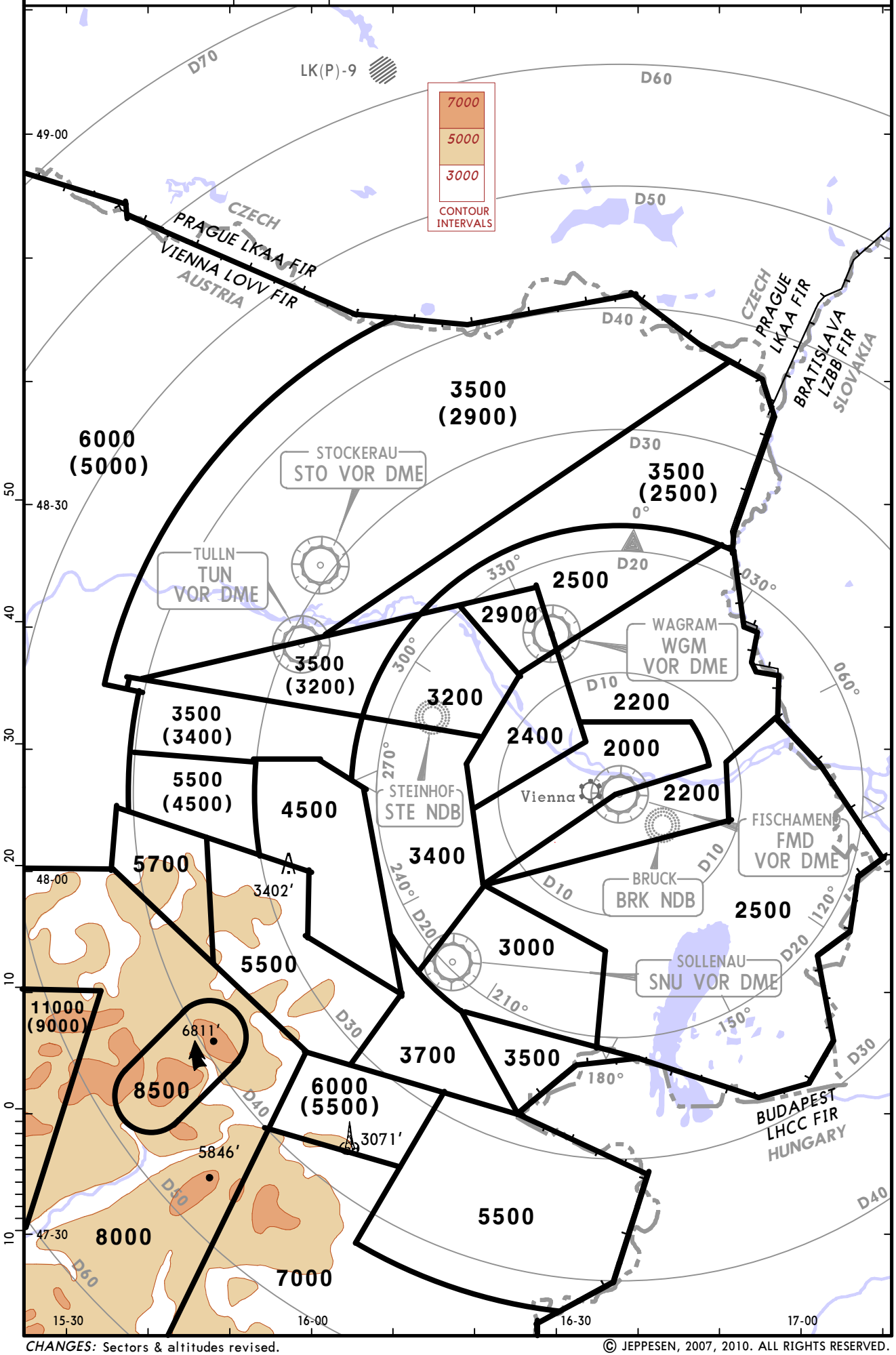
VIENNA Radar (APP)	Apt Elev	
128.2 118.77 124.55 129.05 132.47	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. SQUAWK as instructed by ATC. 2. Values in brackets refer to minimum flight altitudes in uncontrolled airspace providing adequate obstacle clearance.



CHANGES: Sectors & altitudes revised.

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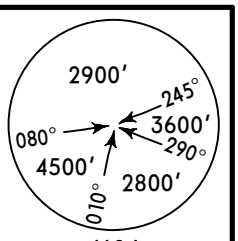
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2F to 10-2J). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

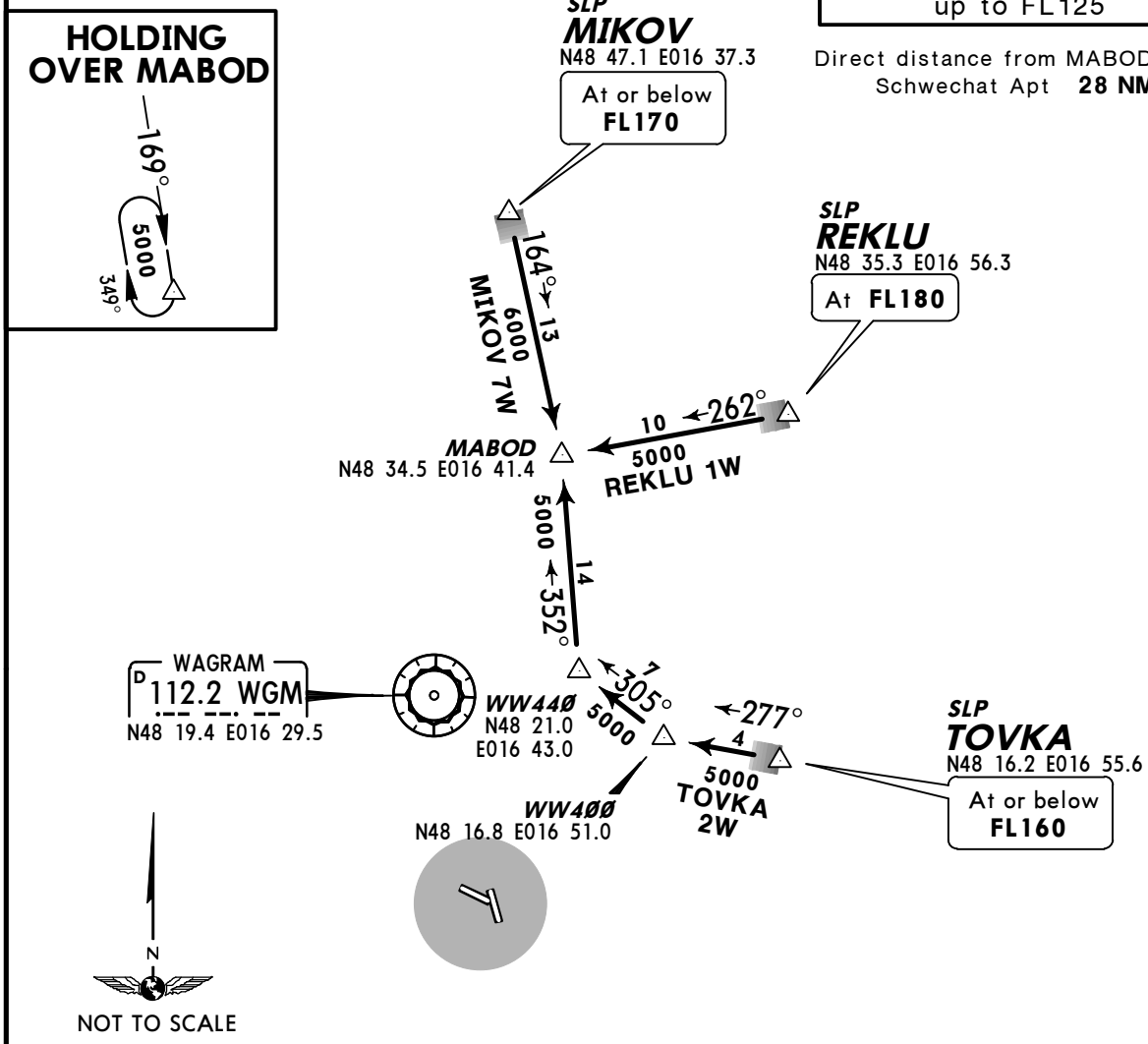


MSA
WGM VOR
applicable over
Austrian territory only

MIKOV SEVEN WHISKEY (MIKOV 7W) [MIKO7W]
REKLU ONE WHISKEY (REKLU 1W) [REKL1W]
TOVKA TWO WHISKEY (TOVKA 2W) [TOVK2W]
RWYS 11, 16, 29, 34 ARRIVALS
FROM NORTH & NORTHEAST

STARs crossing through Airspace **"Class E"** up to FL125

Direct distance from MABOD to:
Schwechat Apt **28 NM**



SPEED RESTRICTION
250 KT or cruising speed
if lower at SLP
if not otherwise instructed by ATC.
SLP Speed Limit Point

LOST COMMS

If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2E).

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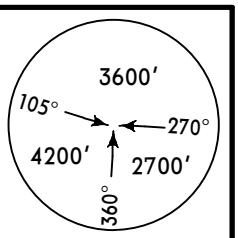
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2K to 10-2N). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

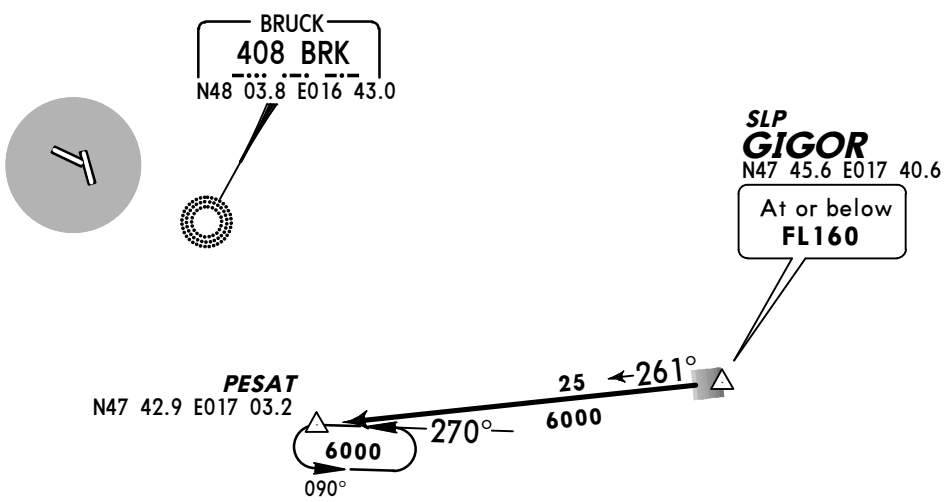


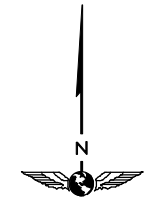
MSA
BRK NDB
applicable over
Austrian territory only

GIGOR ONE WHISKEY (GIGOR 1W) *[GIGO1W]*
RWYS 11, 16, 29, 34 ARRIVAL
FROM SOUTHEAST

STAR crossing through
Airspace **"Class E"**
up to FL125

Direct distance from PESAT to:
Schwechat Apt **31 NM**





NOT TO SCALE

SPEED RESTRICTION
250 KT or cruising speed
if lower at SLP
if not otherwise instructed by ATC.
SLP Speed Limit Point

LOST COMMS

If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2E).

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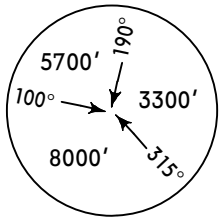
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
122.95 112.2 113.0 115.5	600′	

1. Non-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2K to 10-2N). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.



MSA
SNU VOR
applicable over
Austrian territory only

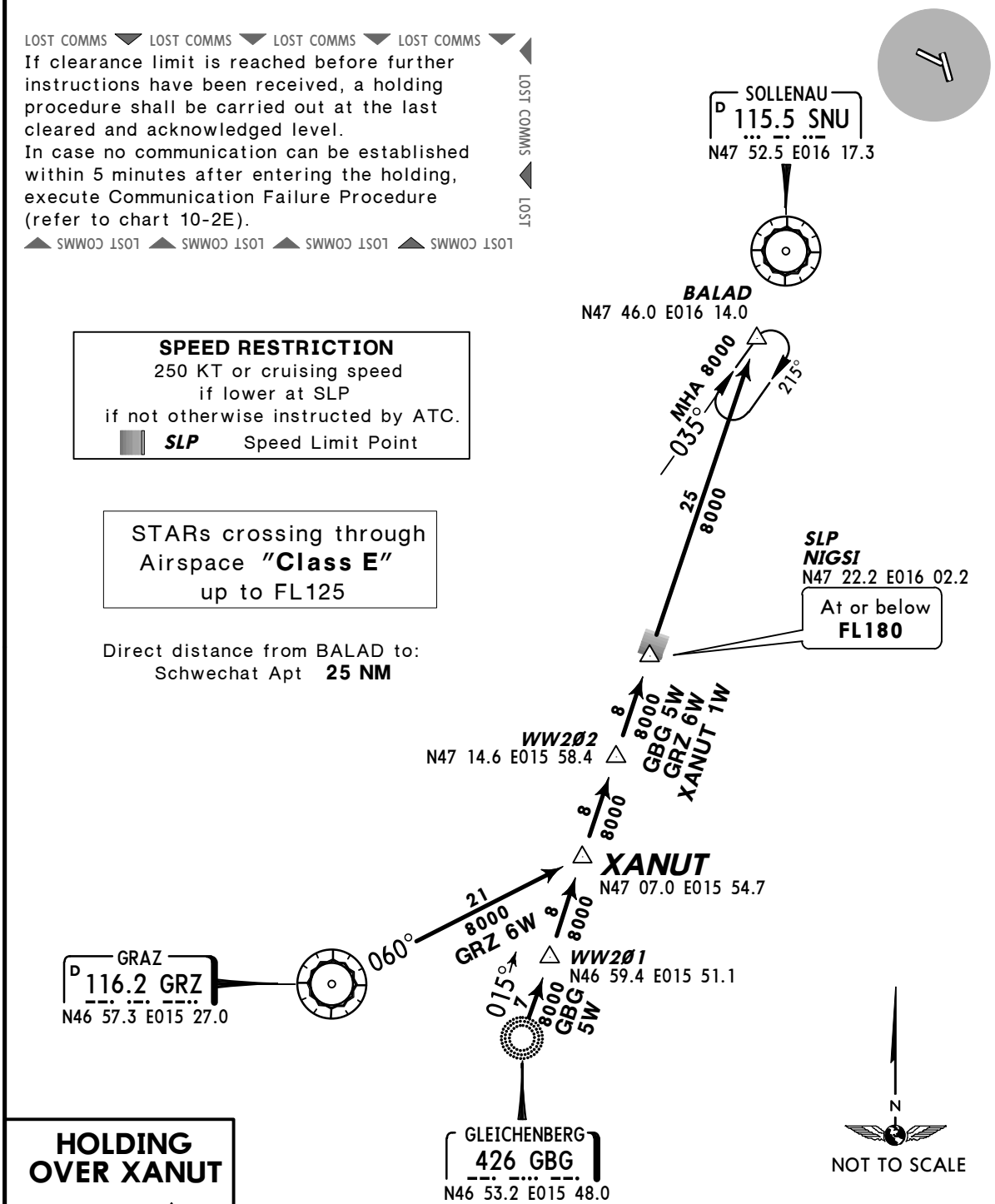
GLEICHENBERG FIVE WHISKEY (GBG 5W)
GRAZ SIX WHISKEY (GRZ 6W)
XANUT ONE WHISKEY (XANUT 1W) *[XANU1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM SOUTH

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level.
In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2E).
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

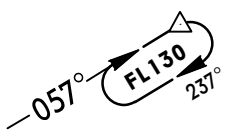
SPEED RESTRICTION
250 KT or cruising speed
if lower at SLP
if not otherwise instructed by ATC.
SLP Speed Limit Point

STARs crossing through Airspace **"Class E"** up to FL125

Direct distance from BALAD to:
Schwechat Apt **25 NM**



HOLDING OVER XANUT



CHANGES: None.

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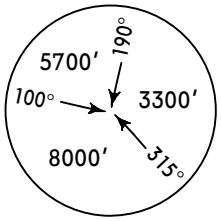
D-ATIS
122.95 112.2 113.0 115.5

Apt Elev
600′

Alt Set: hPa
Trans level: By ATC
Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2K to 10-2N). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

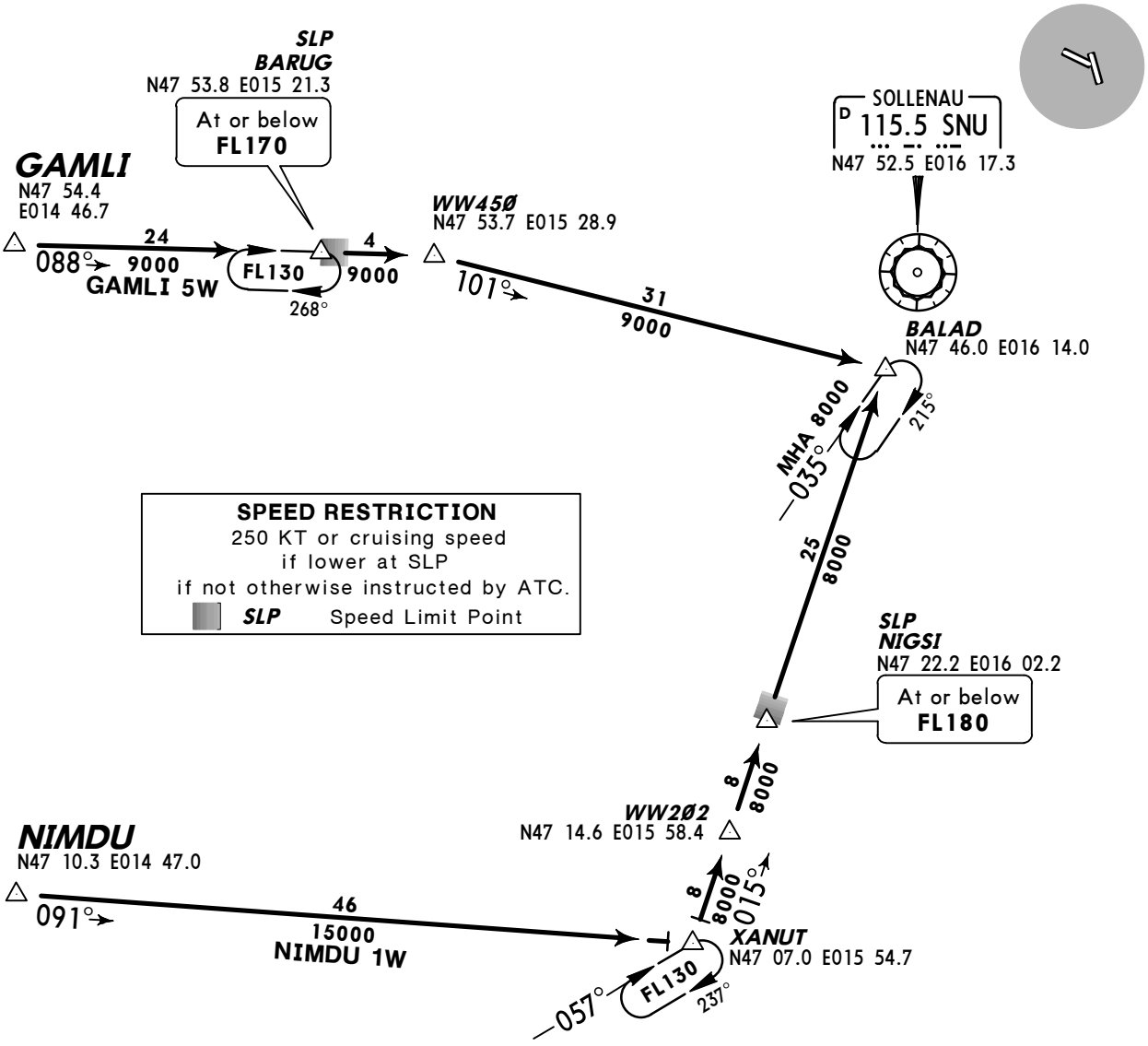


MSA
SNU VOR
applicable over
Austrian territory only

GAMLI FIVE WHISKEY (GAMLI 5W) *[GAML5W]*
NIMDU ONE WHISKEY (NIMDU 1W) *[NIMD1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM WEST

STARs crossing through Airspace **"Class E"** up to FL125

Direct distance from BALAD to: Schwechat Apt **25 NM**



SPEED RESTRICTION
250 KT or cruising speed
if lower at SLP
if not otherwise instructed by ATC.
SLP Speed Limit Point

N
NOT TO SCALE

LOST COMMS
If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level.
In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2E).

CHANGES: STAR GAMLI 4W renumbered 5W & revised.

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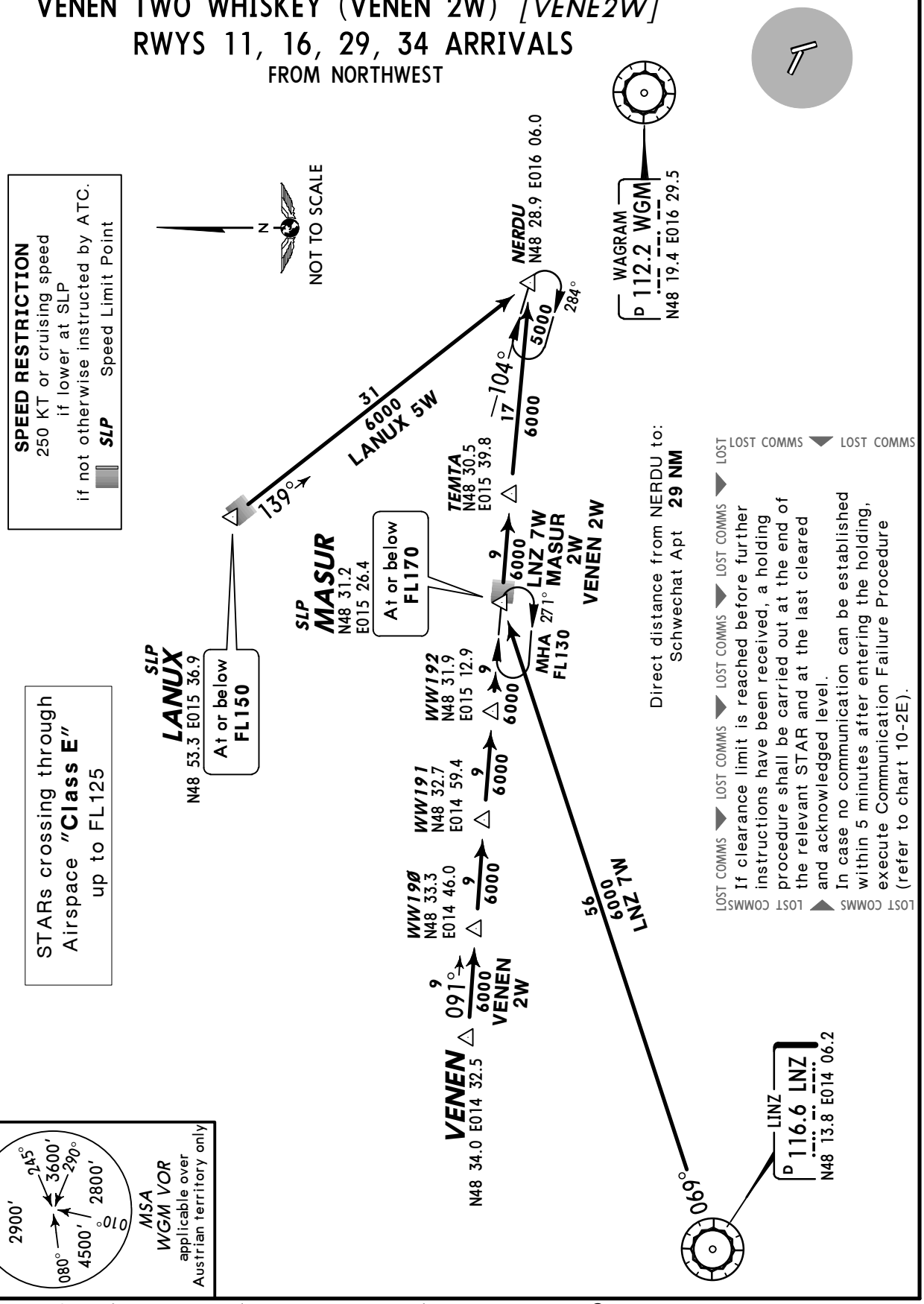
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. 2. GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2F to 10-2N). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

LANUX FIVE WHISKEY (LANUX 5W) *[LANU5W]*
LINZ SEVEN WHISKEY (LNZ 7W)
MASUR TWO WHISKEY (MASUR 2W) *[MASU2W]*
VENEN TWO WHISKEY (VENEN 2W) *[VENE2W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM NORTHWEST



CHANGES: Chart references in general instructions text revised.

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COMMUNICATION FAILURE PROCEDURES

1. FLIGHTS ABLE TO PERFORM RNAV TRANSITION

If rwy in use is known proceed in accordance with the lateral and vertical description of the RNAV transition (with suffix K, L, M or N) to the final approach of the rwy in use.
While performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2F to 10-2J & 10-2P to 10-2T), perform IAP and land on the rwy in use.

If the rwy in use is NOT known choose the following procedures according weather forecast or actual weather report:
- in case of calm winds or winds from southeast, south & southwest proceed according RNAV transition (with suffix L) to the relevant IAP of Rwy 16;
while performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2G & 10-2Q);
perform IAP and land on Rwy 16

- in case of winds from northwest, north or northeast proceed according RNAV transition (with suffix N) to the relevant IAP of Rwy 34;
while performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2J & 10-2T);
perform IAP and land on Rwy 34.

2. FLIGHTS UNABLE TO PERFORM RNAV TRANSITION

In case of calm winds or winds from southeast, south & southwest (according METAR or forecast) proceed at the last cleared level to WGM and enter the holding, descend to 5000′ (QNH according METAR or forecast), perform IAP (ILS: intercept ILS out of WGM holding 5000′) and land on Rwy 16.

In case of winds from northwest, north & northeast (according METAR or forecast) proceed at the last cleared level to SNU and enter the holding, descend to 5000′ (QNH according METAR or forecast), perform IAP and land on RWY 34.

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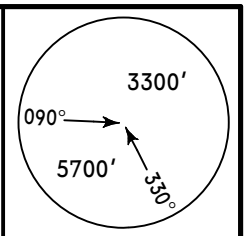
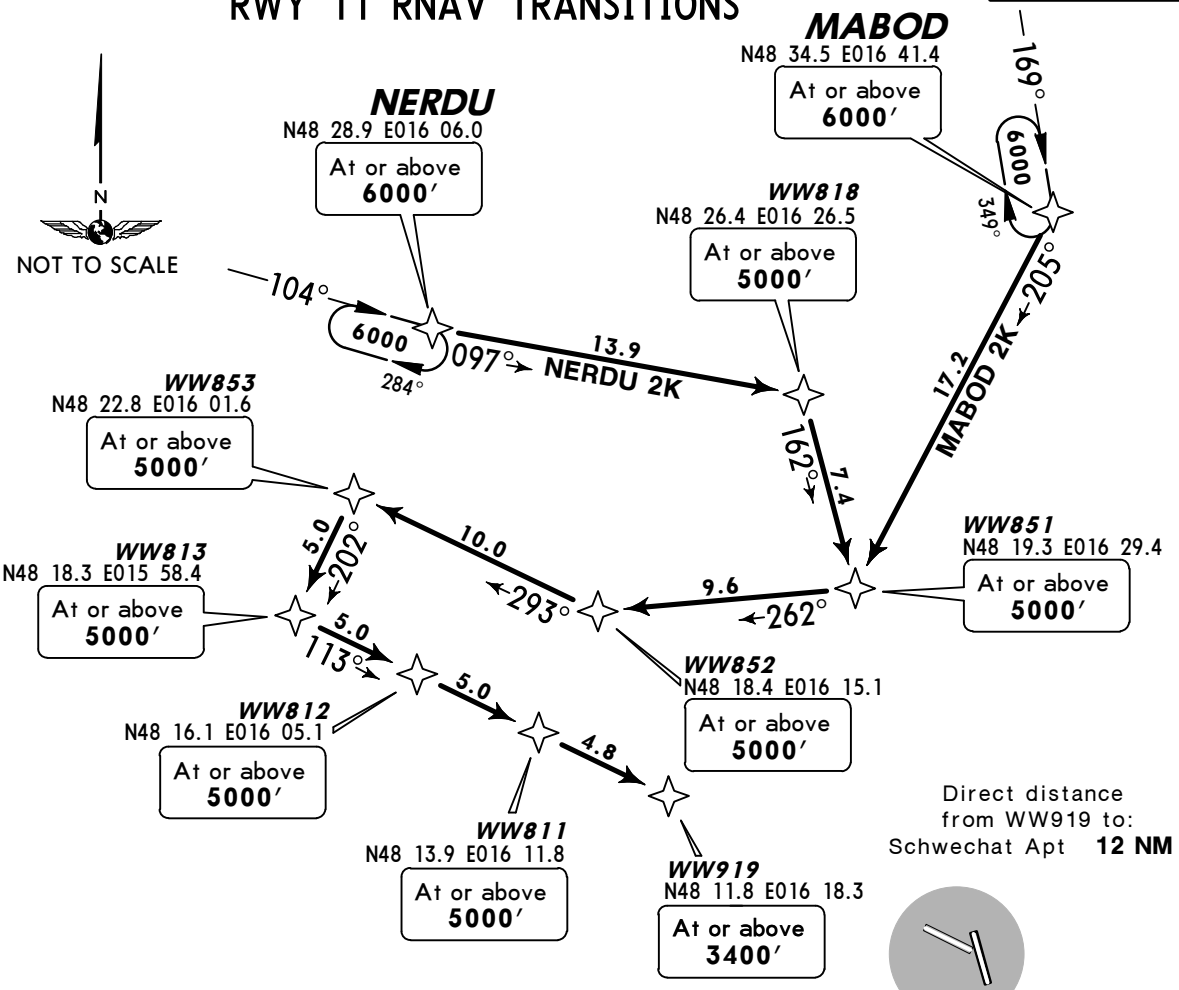
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW919. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW919
applicable over
Austrian territory only

MABOD 2K *[MAB2K]*, NERDU 2K *[NER2K]* RWY 11 RNAV TRANSITIONS



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 2K	MABOD (6000'+) - WW851 (5000'+) - WW852 (5000'+) - WW853 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+) - WW919(3400'+).
NERDU 2K	NERDU (6000'+) - WW818 (5000'+) - WW851 (5000'+) - WW852 (5000'+) - WW853 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+) - WW919(3400'+).

CHANGES: None.

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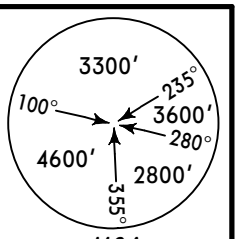
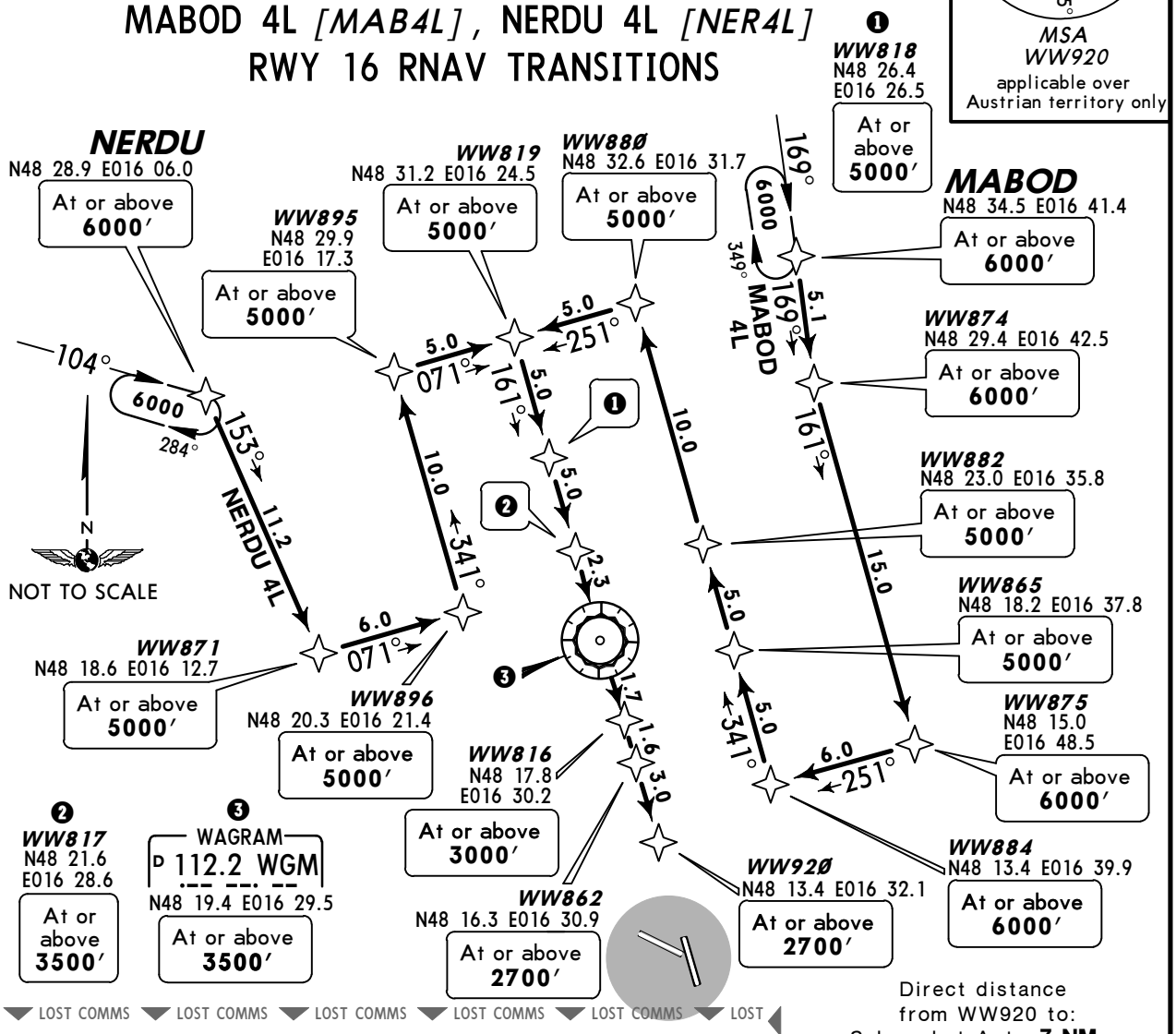
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW920. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW920
applicable over
Austrian territory only

MABOD 4L *[MAB4L]*, NERDU 4L *[NER4L]*
RWY 16 RNAV TRANSITIONS



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

LOST COMMS LOST COMMS

Direct distance from WW920 to:
Schwechat Apt **7 NM**

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 4L	MABOD (6000′+) - WW874 (6000′+) - WW875 (6000′+) - WW884 (6000′+) - WW865 (5000′+) - WW882 (5000′+) - WW880 (5000′+) - WW819 (5000′+) - WW818 (5000′+) - WW817 (3500′+) - WGM (3500′+) - WW816 (3000′+) - WW862 (2700′+) - WW920 (2700′+).
NERDU 4L	NERDU (6000′+) - WW871 (5000′+) - WW896 (5000′+) - WW895 (5000′+) - WW819 (5000′+) - WW818 (5000′+) - WW817 (3500′+) - WGM (3500′+) - WW816 (3000′+) - WW862 (2700′+) - WW920 (2700′+).

CHANGES: MSA.

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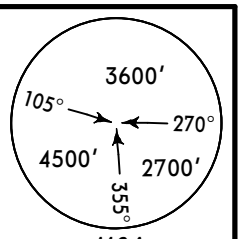
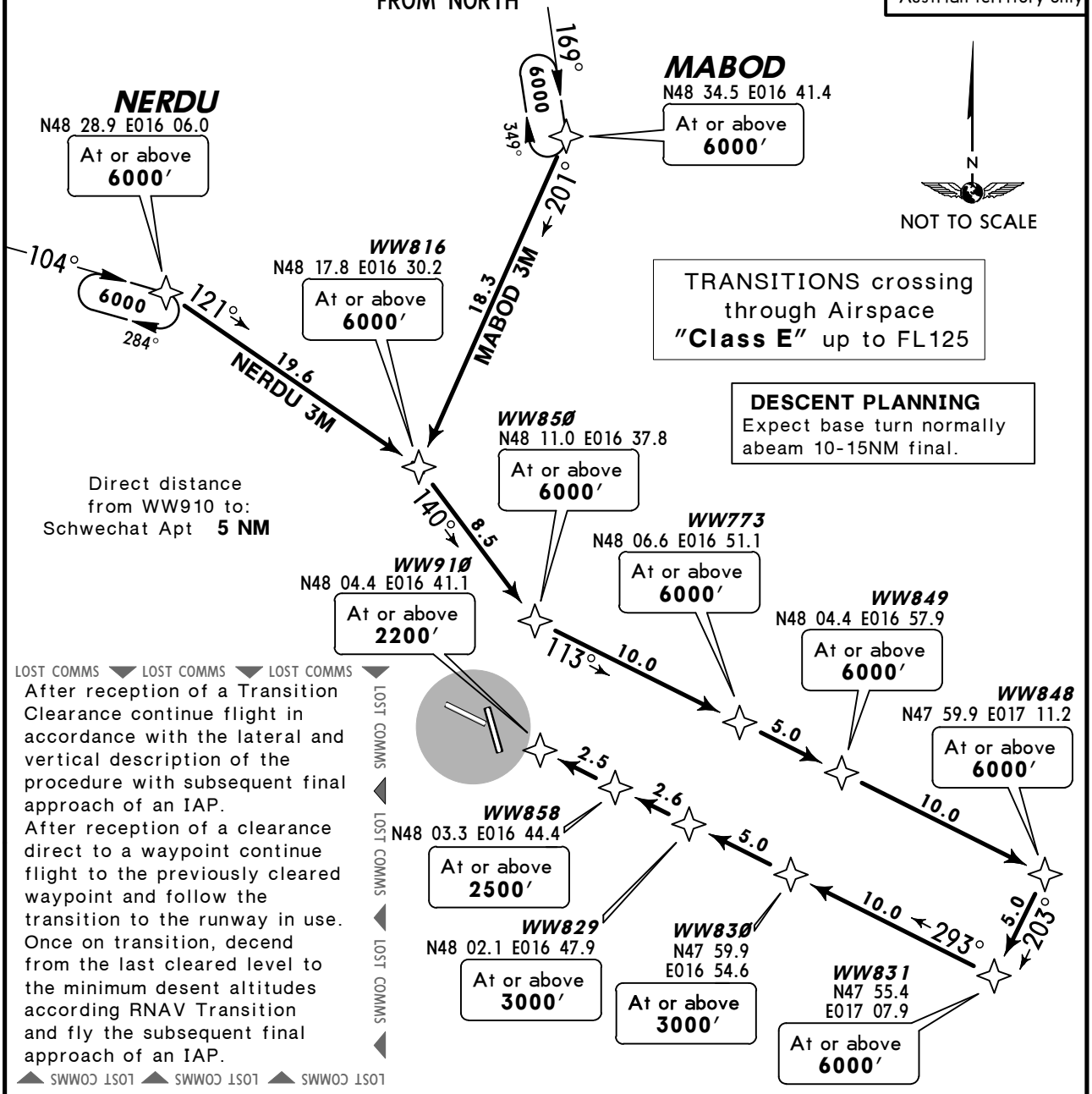
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
122.95 112.2 113.0 115.5	600′	1. Expect vectors for base/final when on downwind transition. 2. Expect clearance for the IAP (normally ILS-APP) well before reaching WW910. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW910
applicable over
Austrian territory only

MABOD 3M *[MAB3M]*, NERDU 3M *[NER3M]*
RWY 29 RNAV TRANSITIONS
FROM NORTH



CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 3M	MABOD (6000′+) - WW816 (6000′+) - WW850 (6000′+) - WW773 (6000′+) - WW849 (6000′+) - WW848 (6000′+) - WW831 (6000′+) - WW830 (3000′+) - WW829 (3000′+) - WW858 (2500′+) - WW910 (2200′+).
NERDU 3M	NERDU (6000′+) - WW816 (6000′+) - WW850 (6000′+) - WW773 (6000′+) - WW849 (6000′+) - WW848 (6000′+) - WW831 (6000′+) - WW830 (3000′+) - WW829 (3000′+) - WW858 (2500′+) - WW910 (2200′+).

CHANGES: MSA; RNAV transitions renumbered & revised.

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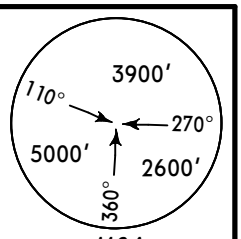
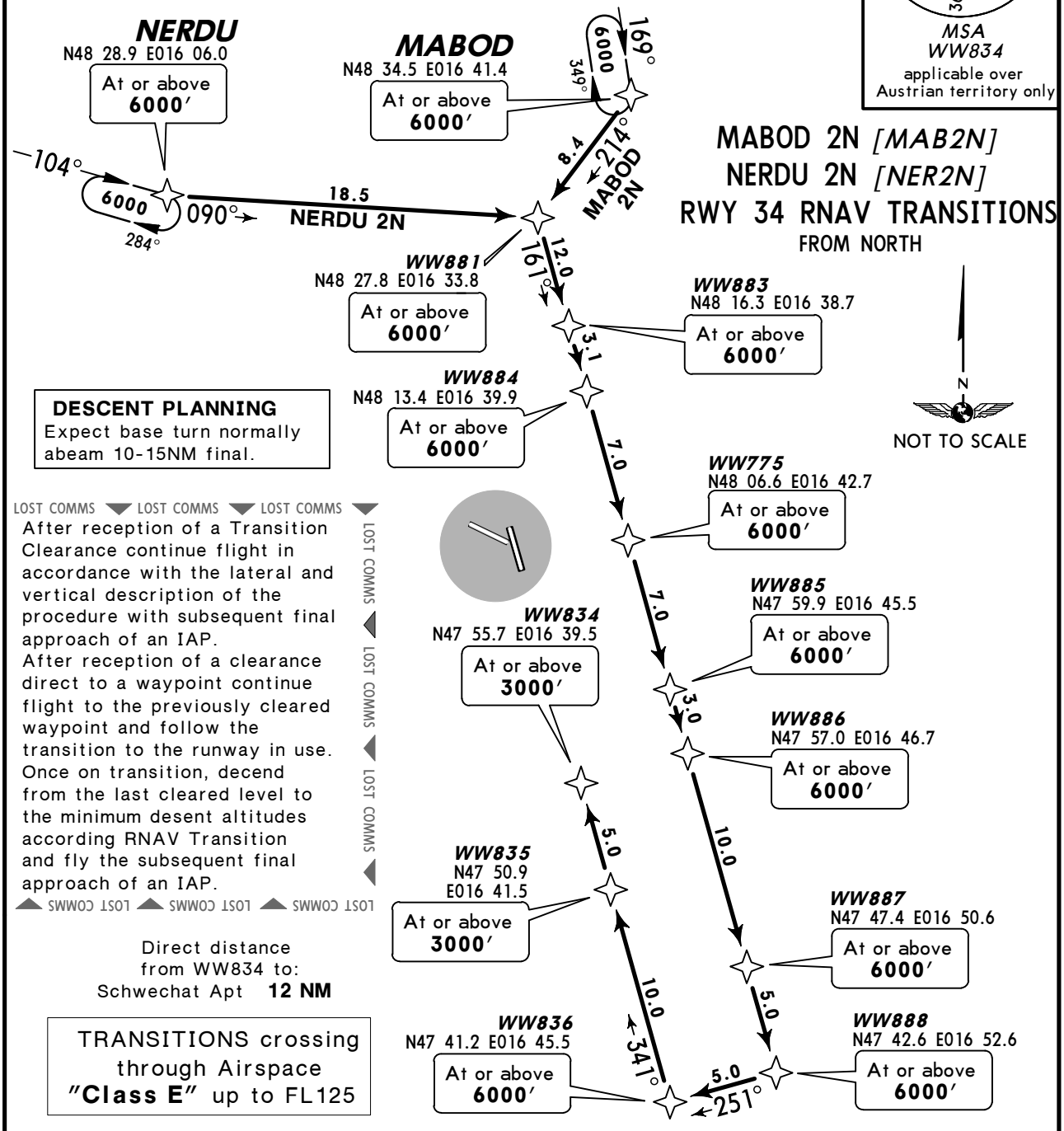
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. Expect vectors for base/final when on downwind transition. 2. Expect clearance for the IAP (normally ILS-APP) well before reaching WW834. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW834
applicable over
Austrian territory only



MABOD 2N [MAB2N]
NERDU 2N [NER2N]
RWY 34 RNAV TRANSITIONS
FROM NORTH

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

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 an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, decend from the last cleared level to the minimum desent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

Direct distance from WW834 to:
Schwechat Apt **12 NM**

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 2N	MABOD (6000′+) - WW881 (6000′+) - WW883 (6000′+) - WW884 (6000′+) - WW775 (6000′+) - WW885 (6000′+) - WW886 (6000′+) - WW887 (6000′+) - WW888 (6000′+) - WW836 (6000′+) - WW835 (3000′+) - WW834 (3000′+).
NERDU 2N	NERDU (6000′+) - WW881 (6000′+) - WW883 (6000′+) - WW884 (6000′+) - WW775 (6000′+) - WW885 (6000′+) - WW886 (6000′+) - WW887 (6000′+) - WW888 (6000′+) - WW836 (6000′+) - WW835 (3000′+) - WW834 (3000′+).

CHANGES: MSA; holdings over MABOD & NERDU revised.

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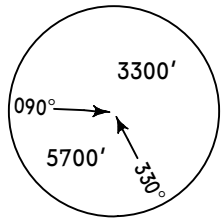
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW919. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW919
applicable over
Austrian territory only

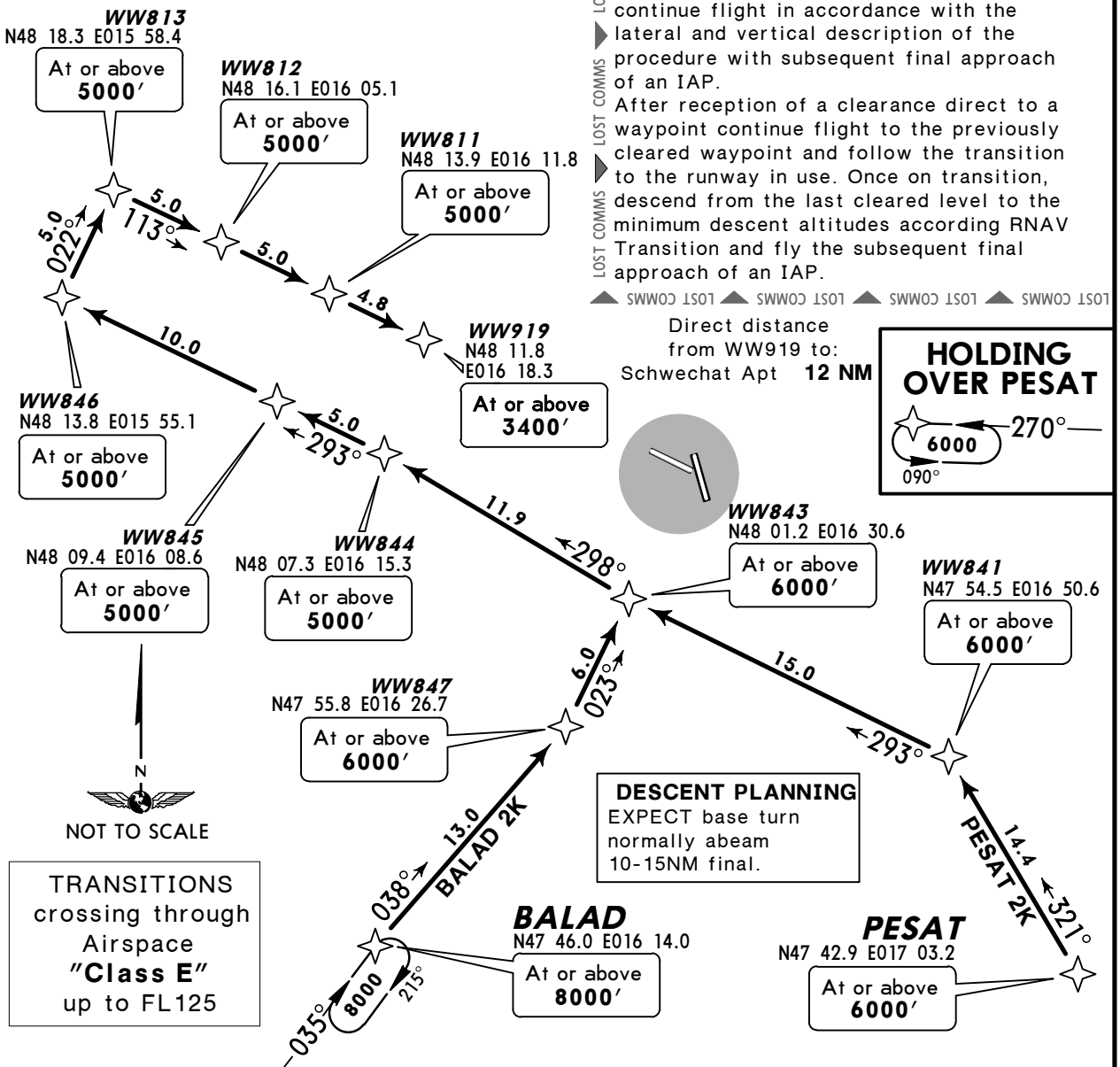
BALAD 2K *[BAL2K]*, PESAT 2K *[PES2K]* RWY 11 RNAV TRANSITIONS

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 an IAP.

LOST COMMS ▶ After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 2K	BALAD (8000′+) - WW847 (6000′+) - WW843 (6000′+) - WW844 (5000′+) - WW845 (5000′+) - WW846 (5000′+) - WW813 (5000′+) - WW812 (5000′+) - WW811 (5000′+) - WW919 (3400′+).
PESAT 2K	PESAT (6000′+) - WW841 (6000′+) - WW843 (6000′+) - WW844 (5000′+) - WW845 (5000′+) - WW846 (5000′+) - WW813 (5000′+) - WW812 (5000′+) - WW811 (5000′+) - WW919 (3400′+).

CHANGES: Chart reindexed.

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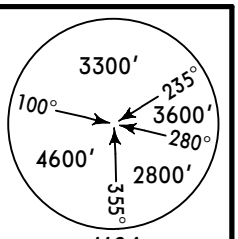
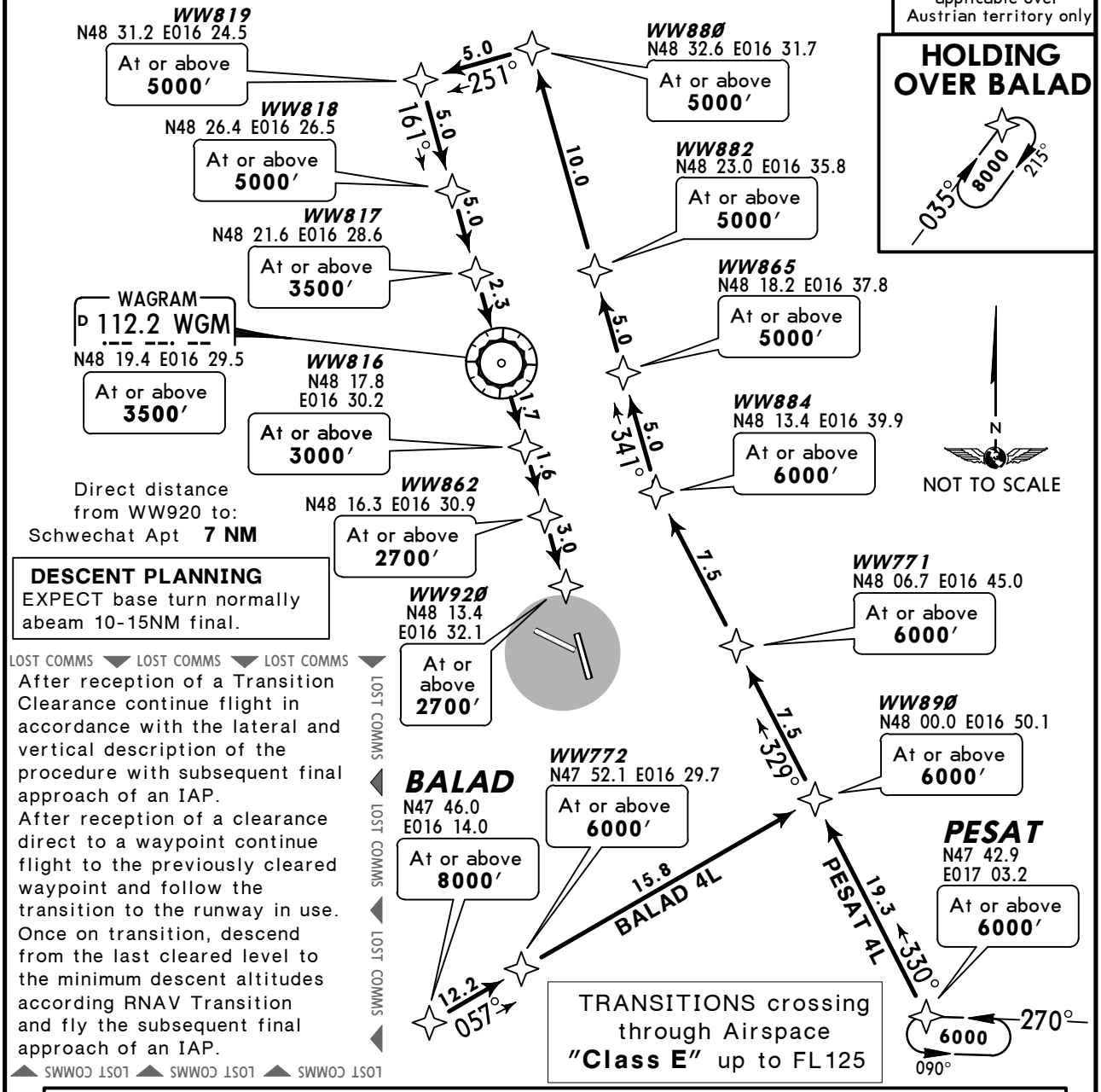
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW920. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW920
applicable over
Austrian territory only

BALAD 4L *[BAL4L]*, PESAT 4L *[PES4L]*
RWY 16 RNAV TRANSITIONS



Direct distance from WW920 to:
Schwechat Apt **7 NM**

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

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 an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

HOLDING OVER BALAD

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 4L	BALAD (8000′+) - WW772 (6000′+) - WW890 (6000′+) - WW771 (6000′+) - WW884 (6000′+) - WW865 (5000′+) - WW882 (5000′+) - WW880 (5000′+) - WW819 (5000′+) - WW818 (5000′+) - WW817 (3500′+) - WGM (3500′+) - WW816 (3000′+) - WW862 (2700′+) - WW920 (2700′+).
PESAT 4L	PESAT (6000′+) - WW890 (6000′+) - WW771 (6000′+) - WW884 (6000′+) - WW865 (5000′+) - WW882 (5000′+) - WW880 (5000′+) - WW819 (5000′+) - WW818 (5000′+) - WW817 (3500′+) - WGM (3500′+) - WW816 (3000′+) - WW862 (2700′+) - WW920 (2700′+).

CHANGES: MSA; chart reindexed.

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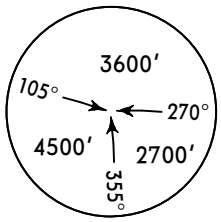
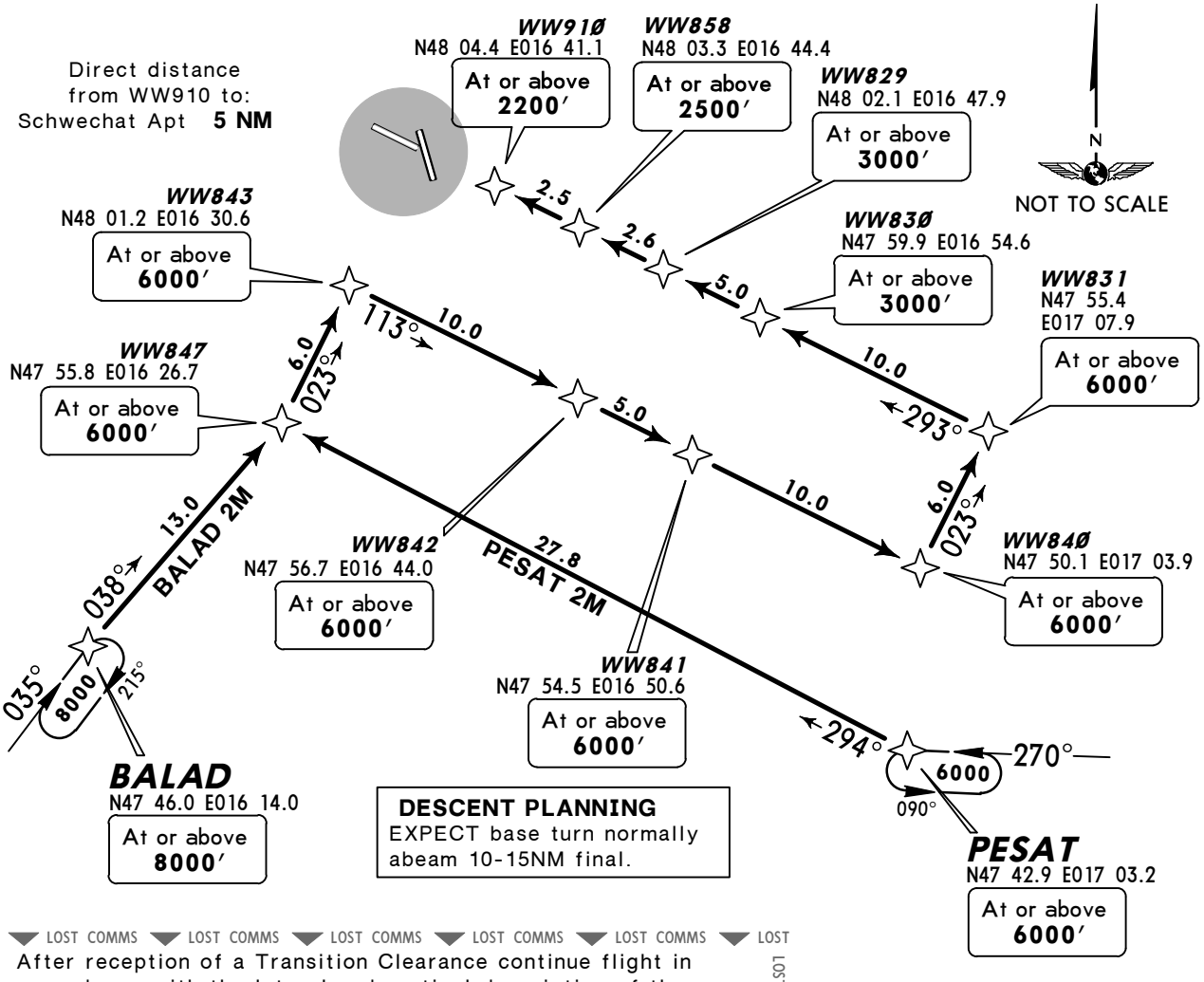
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW910. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW910
applicable over
Austrian territory only

BALAD 2M *[BAL2M]*, PESAT 2M *[PES2M]*
RWY 29 RNAV TRANSITIONS



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

LOST COMMS ◀ LOST COMMS

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 2M	BALAD (8000′+) - WW847 (6000′+) - WW843 (6000′+) - WW842 (6000′+) - WW841 (6000′+) - WW840 (6000′+) - WW831 (6000′+) - WW830 (3000′+) - WW829 (3000′+) - WW858 (2500′+) - WW910 (2200′+).
PESAT 2M	PESAT (6000′+) - WW847 (6000′+) - WW843 (6000′+) - WW842 (6000′+) - WW841 (6000′+) - WW840 (6000′+) - WW831 (6000′+) - WW830 (3000′+) - WW829 (3000′+) - WW858 (2500′+) - WW910 (2200′+).

CHANGES: Chart reindexed.

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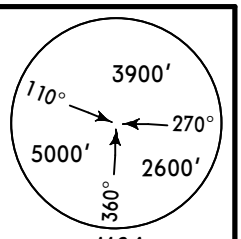
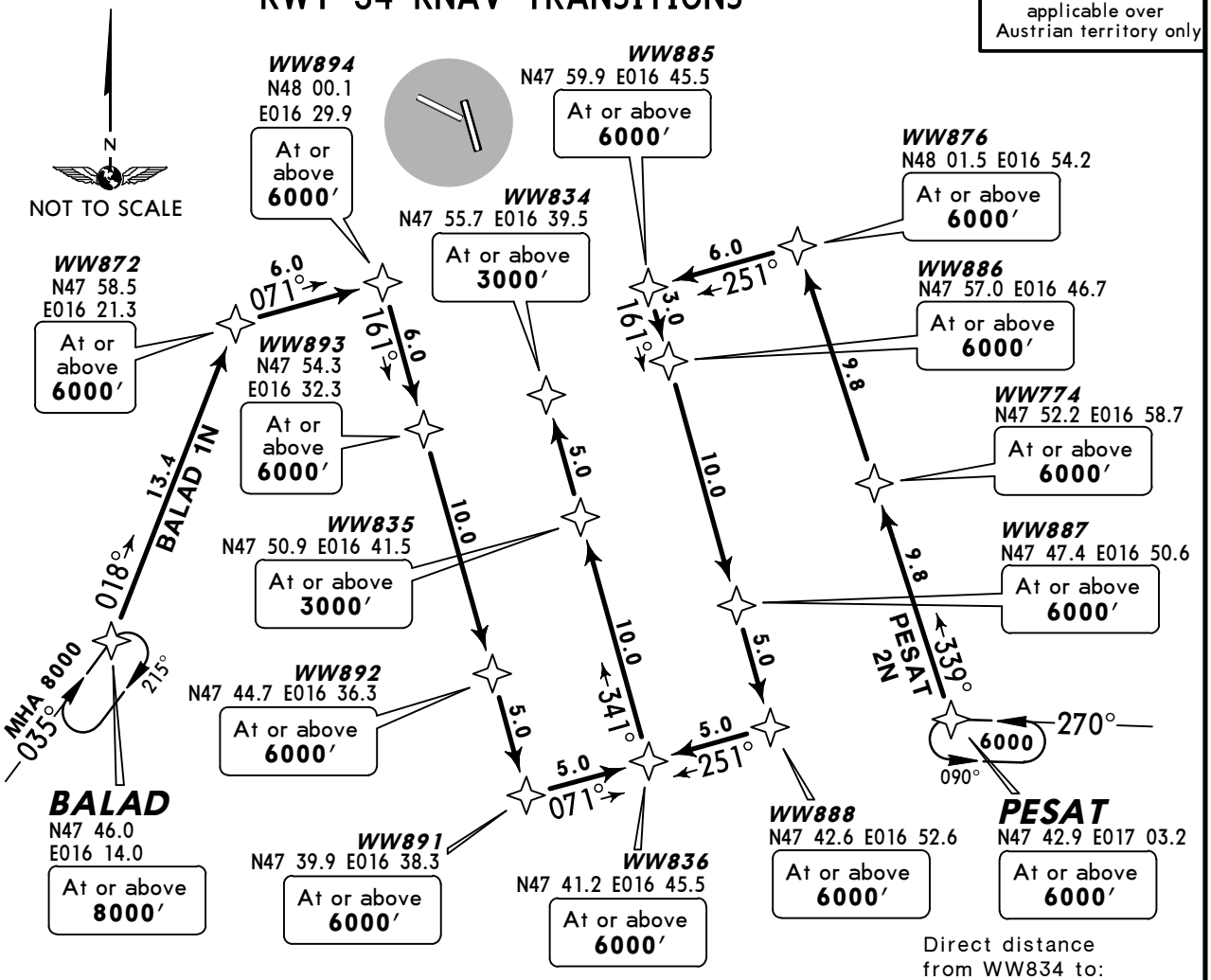
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW834. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.



MSA
WW834
applicable over
Austrian territory only

BALAD 1N *[BAL1N]*, PESAT 2N *[PES2N]*
RWY 34 RNAV TRANSITIONS



Direct distance from WW834 to:
Schwechat Apt **12 NM**

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

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 an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

TRANSITIONS crossing through Airspace **"Class E"** up to FL125

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 1N	BALAD (8000′+) - WW872 (6000′+) - WW894 (6000′+) - WW893 (6000′+) - WW892 (6000′+) - WW891 (6000′+) - WW836 (6000′+) - WW835 (3000′+) - WW834 (3000′+).
PESAT 2N	PESAT (6000′+) - WW774 (6000′+) - WW876 (6000′+) - WW885 (6000′+) - WW886 (6000′+) - WW887 (6000′+) - WW888 (6000′+) - WW836 (6000′+) - WW835 (3000′+) - WW834 (3000′+).

CHANGES: Chart reindexed.

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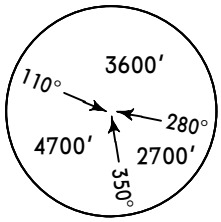
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

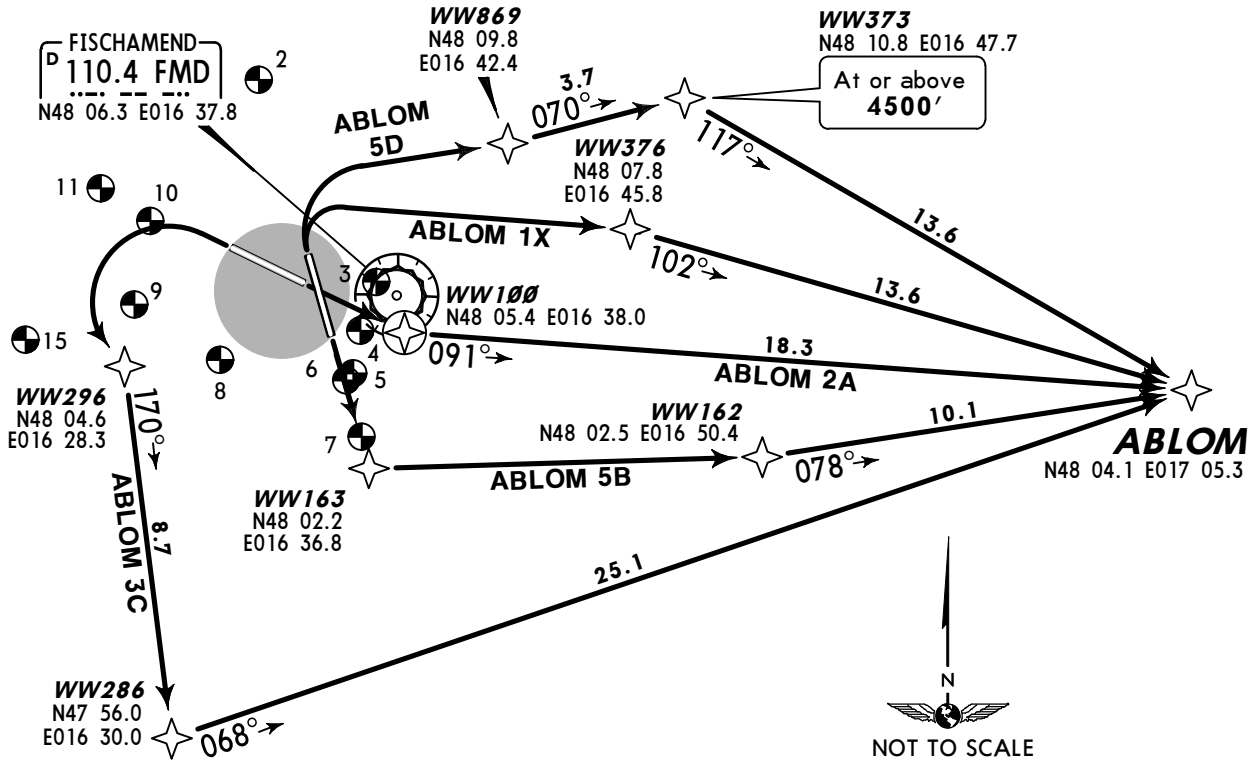
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

ABLOM TWO ALFA (ABLOM 2A) *[ABLO2A]*
ABLOM FIVE BRAVO (ABLOM 5B) *[ABLO5B]*
ABLOM THREE CHARLIE (ABLOM 3C) *[ABLO3C]*
ABLOM FIVE DELTA (ABLOM 5D) *[ABLO5D]*
ABLOM ONE X-RAY (ABLOM 1X) *[ABLO1X]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
ABLOM 2A: 304′ per NM (5%).
ABLOM 5B: 352′ per NM (5.8%) up to 2000′.
ABLOM 3C: 425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762
304′ per NM	380	506	760	1013	1266	1519

SIDs crossing through Airspace **"Class E"** up to FL125

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
ABLOM 2A	**11**	WW100 - ABLOM.
ABLOM 5B	**16**	WW163 - WW162 - ABLOM.
ABLOM 3C	**29**	(1000′+) - WW296 - WW286 - ABLOM.
ABLOM 5D	**34**	(1700′+) - WW869 - WW373 (4500′+) - ABLOM.
ABLOM 1X PROP ONLY		Climb with maximum climb gradient to (1300′+) - WW376 - ABLOM.

CHANGES: MSA; RNAV SID ABLOM 4D renumbered 5D & revised.

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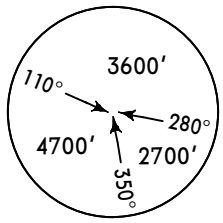
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

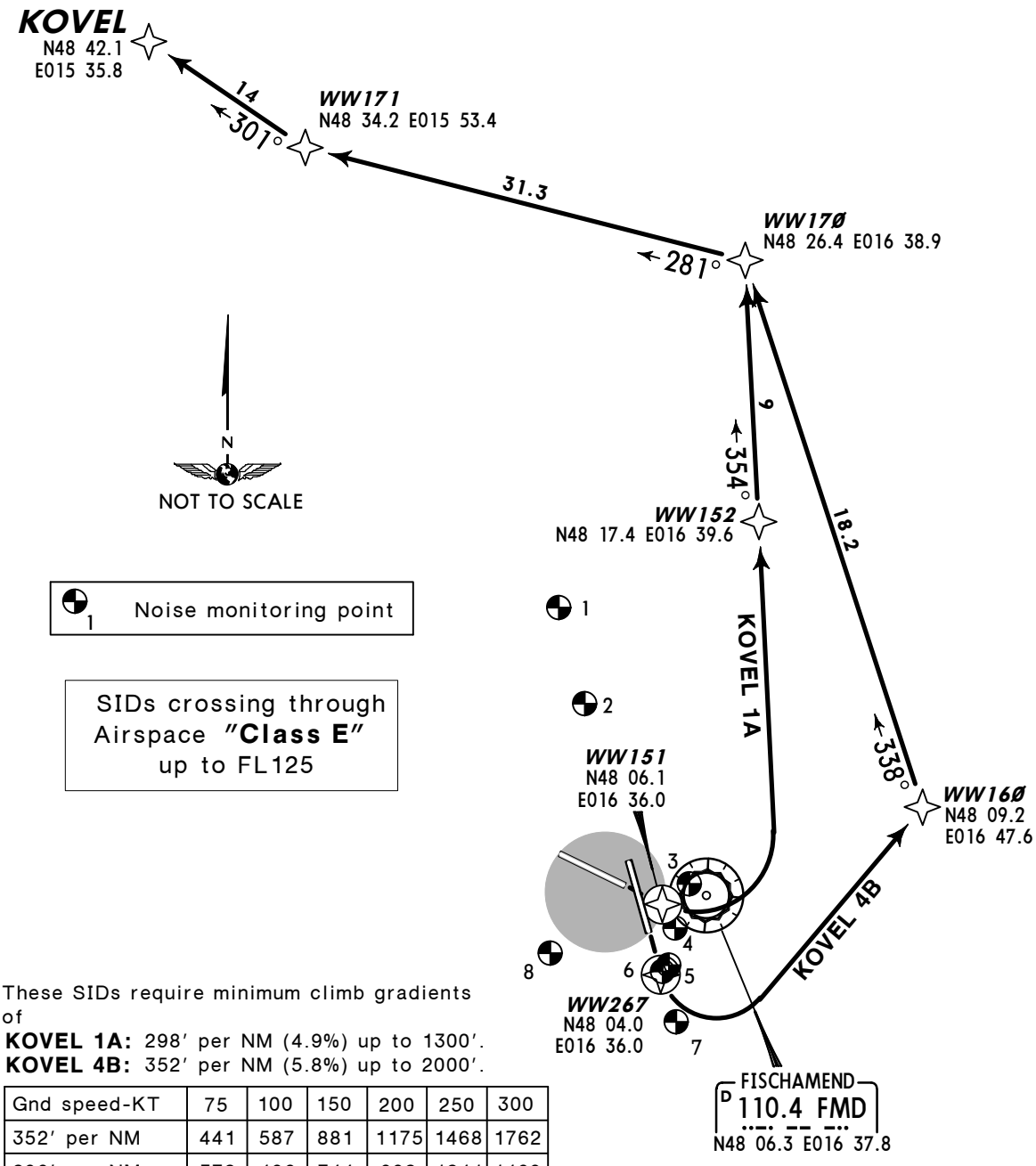
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

KOVEL ONE ALFA (KOVEL 1A) *[KOVE1A]*
KOVEL FOUR BRAVO (KOVEL 4B) *[KOVE4B]*
RWYS 11, 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SIDs crossing through Airspace **"Class E"** up to FL125

These SIDs require minimum climb gradients of
KOVEL 1A: 298′ per NM (4.9%) up to 1300′.
KOVEL 4B: 352′ per NM (5.8%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
KOVEL 1A	**11**	WW151 - WW152 - WW170 - WW171 - KOVEL.
KOVEL 4B	**16**	WW267 - WW160 - WW170 - WW171 - KOVEL.

CHANGES: MSA.

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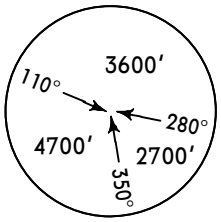
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

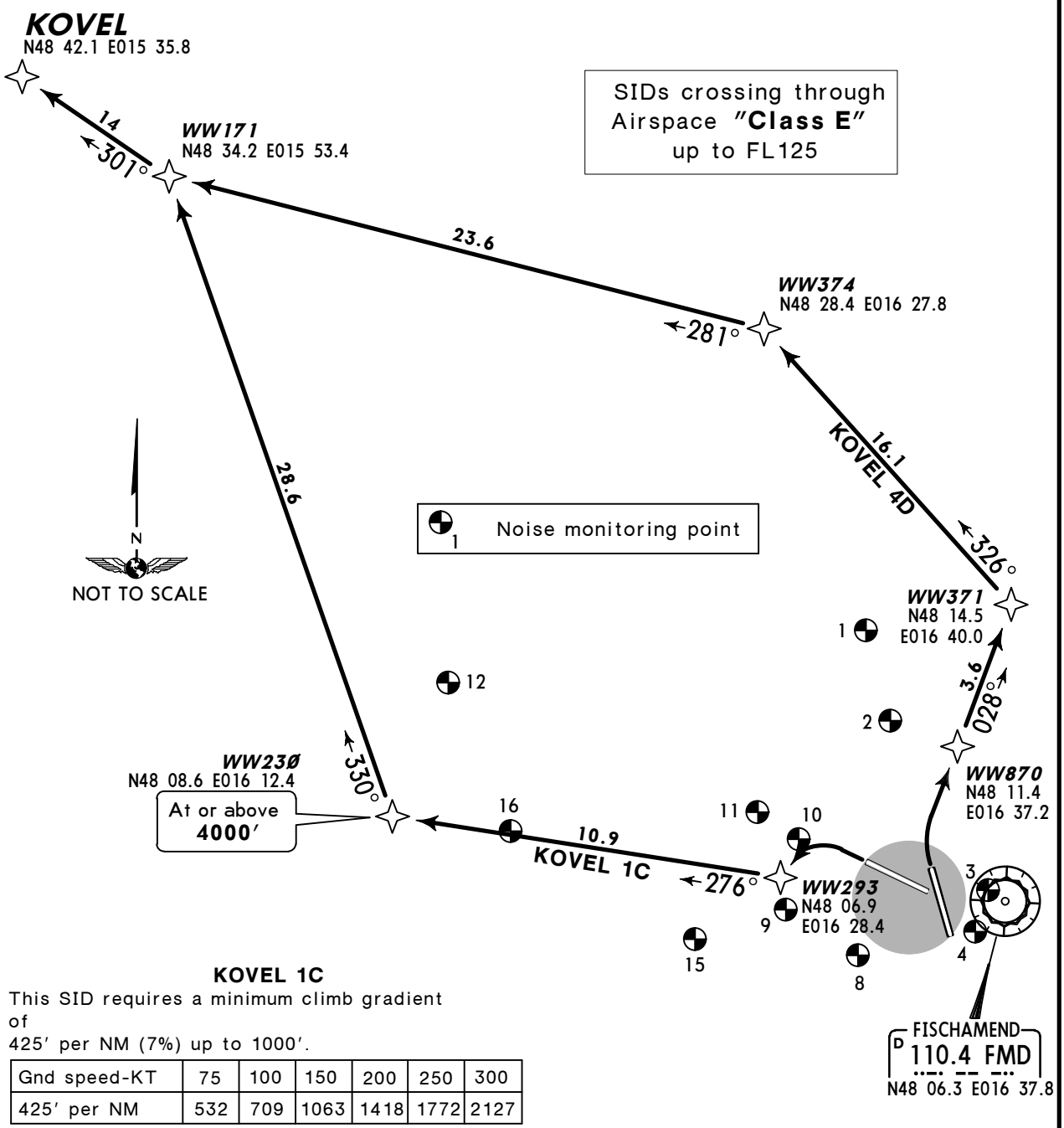
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

KOVEL ONE CHARLIE (KOVEL 1C) *[KOVE1C]*
KOVEL FOUR DELTA (KOVEL 4D) *[KOVE4D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



KOVEL 1C

This SID requires a minimum climb gradient of
425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
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
KOVEL 1C ❶	29	(1000′+) - WW293 - WW230 (4000′+) - WW171 - KOVEL.
KOVEL 4D	34	(1500′+) - WW870 - WW371 - WW374 - WW171 - KOVEL.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

CHANGES: MSA; RNAV SID KOVEL 3D renbrd 4D & revised; KOVEL 1C availability.

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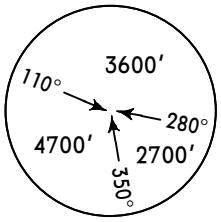
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

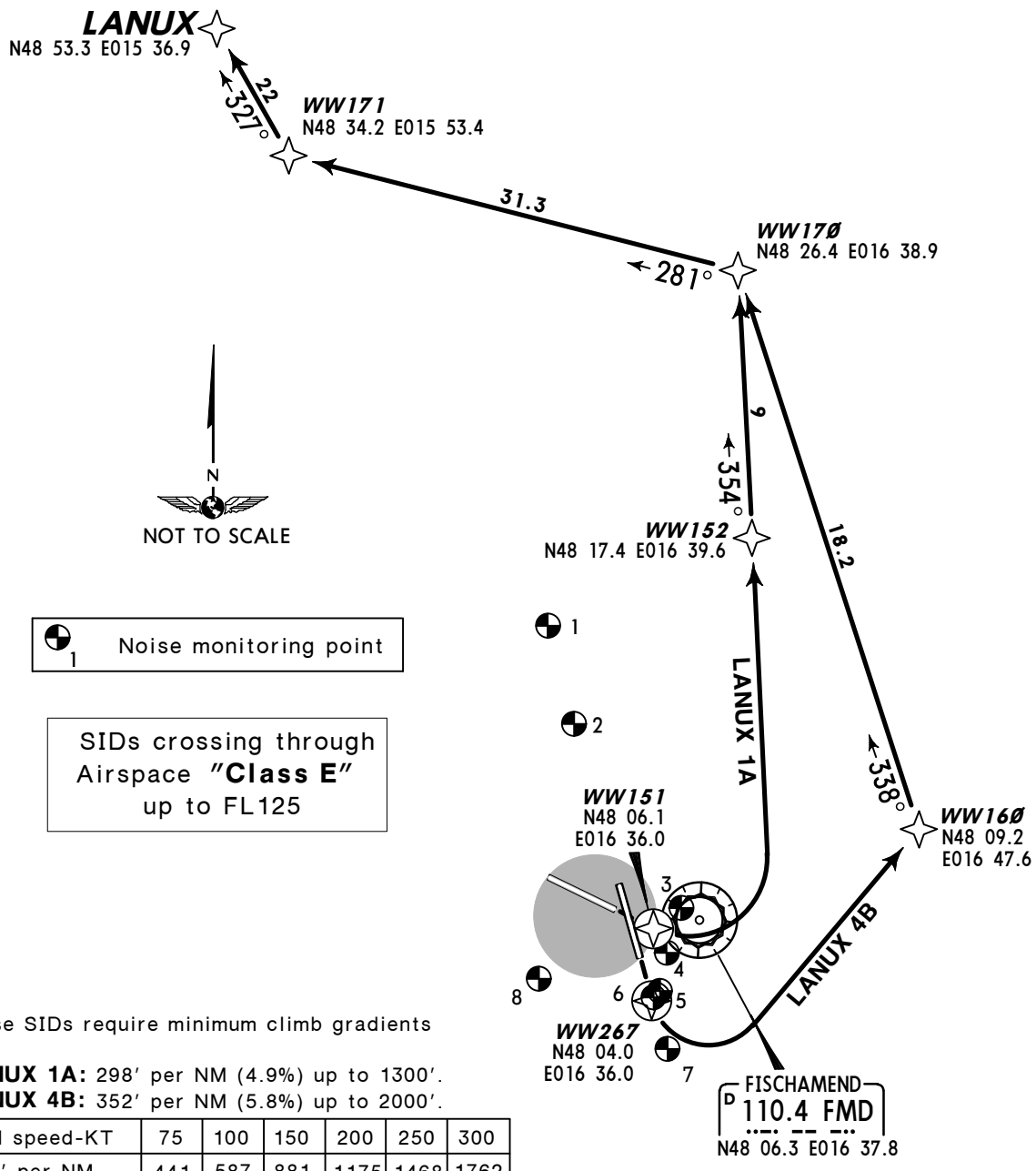
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

LANUX ONE ALFA (LANUX 1A) *[LANU1A]*
LANUX FOUR BRAVO (LANUX 4B) *[LANU4B]*
RWYS 11, 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
LANUX 1A: 298′ per NM (4.9%) up to 1300′.
LANUX 4B: 352′ per NM (5.8%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
LANUX 1A	**11**	WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 4B	**16**	WW267 - WW160 - WW170 - WW171 - LANUX.

CHANGES: MSA.

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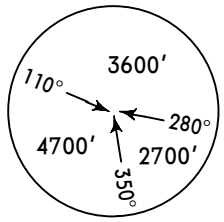
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

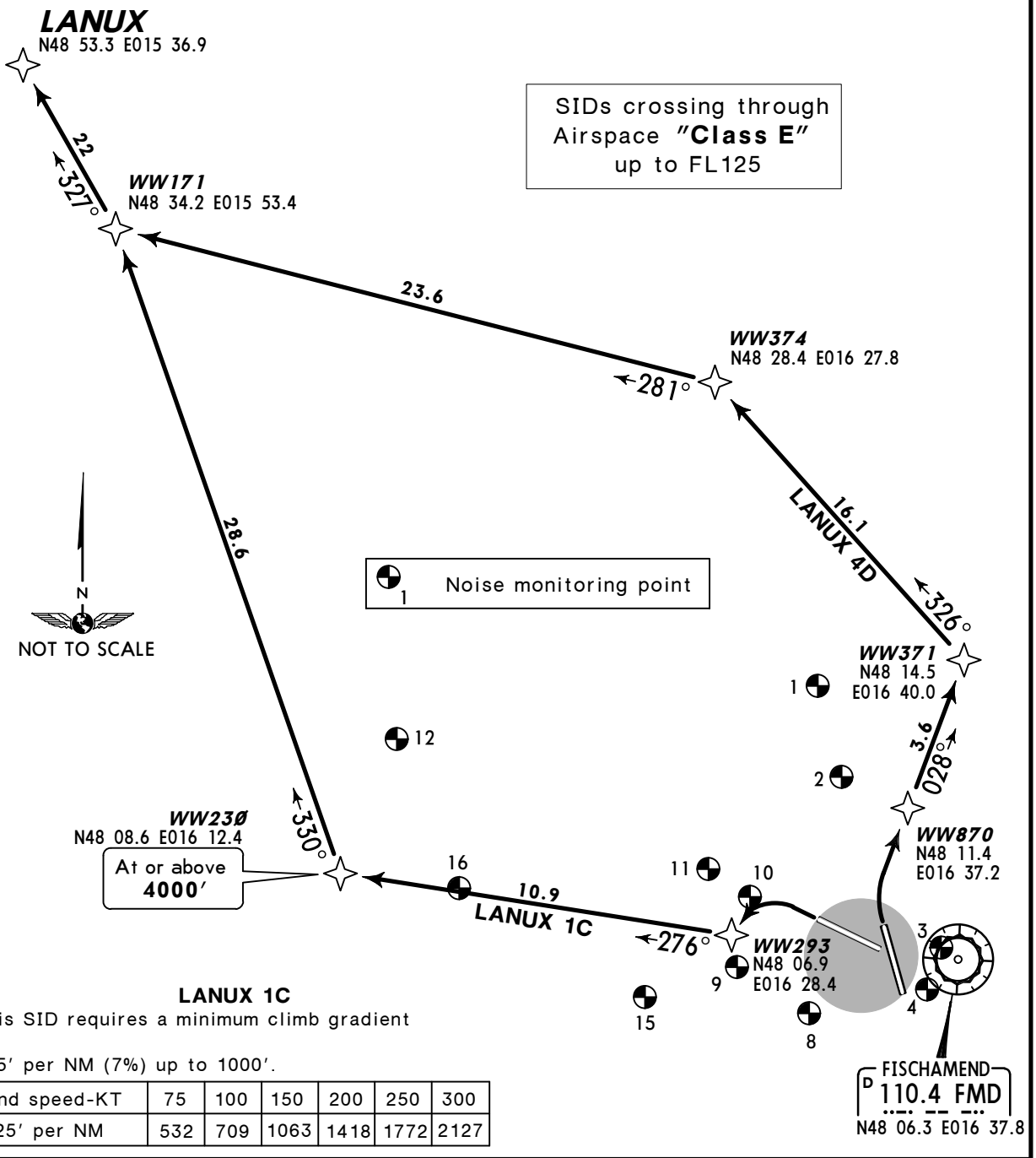
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

LANUX ONE CHARLIE (LANUX 1C) *[LANU1C]*
LANUX FOUR DELTA (LANUX 4D) *[LANU4D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



LANUX 1C
This SID requires a minimum climb gradient of
425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
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
LANUX 1C ❶	29	(1000′+) - WW293 - WW230 (4000′+) - WW171 - LANUX.
LANUX 4D	34	(1500′+) - WW870 - WW371 - WW374 - WW171 - LANUX.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

CHANGES: MSA; RNAV SID LANUX 3D renbrd 4D & revised; LANUX 1C availability.

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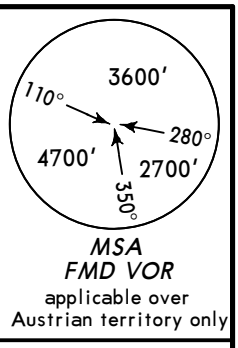
Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

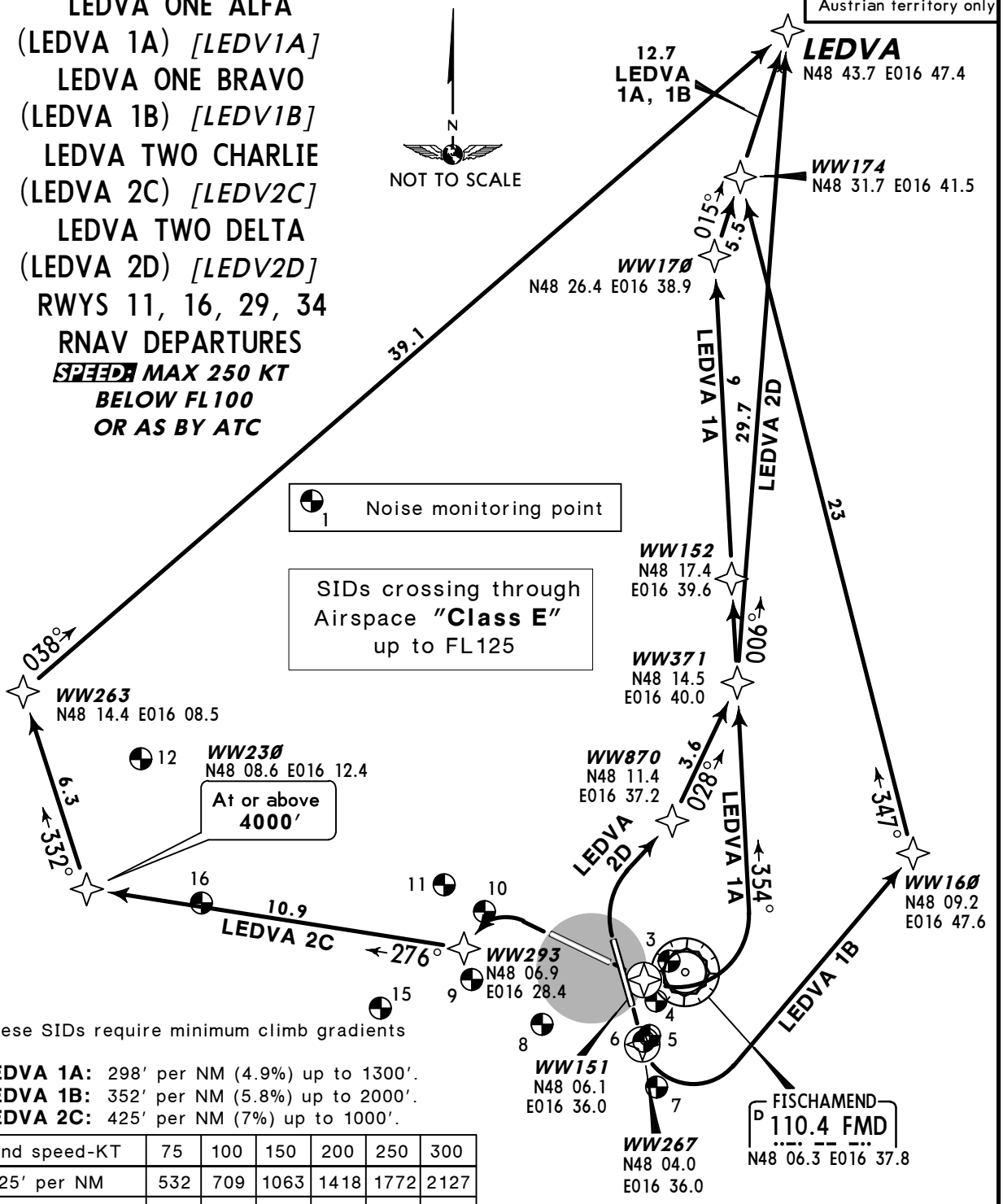
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

LEDVA ONE ALFA (LEDVA 1A) *[LEDV1A]*
LEDVA ONE BRAVO (LEDVA 1B) *[LEDV1B]*
LEDVA TWO CHARLIE (LEDVA 2C) *[LEDV2C]*
LEDVA TWO DELTA (LEDVA 2D) *[LEDV2D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT
BELOW FL100
OR AS BY ATC



These SIDs require minimum climb gradients of
LEDVA 1A: 298′ per NM (4.9%) up to 1300′.
LEDVA 1B: 352′ per NM (5.8%) up to 2000′.
LEDVA 2C: 425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
LEDVA 1A	**11**	WW151 - WW152 - WW170 - LEDVA.
LEDVA 1B	**16**	WW267 - WW160 - WW174 - LEDVA.
LEDVA 2C	**29**	(1000′+) - WW293 - WW230 (4000′+) - WW263 - LEDVA.
LEDVA 2D	**34**	(1500′+) - WW870 - WW371 - LEDVA.

CHANGES: MSA; RNAV SID LEDVA 1D renymbered 2D & revised.

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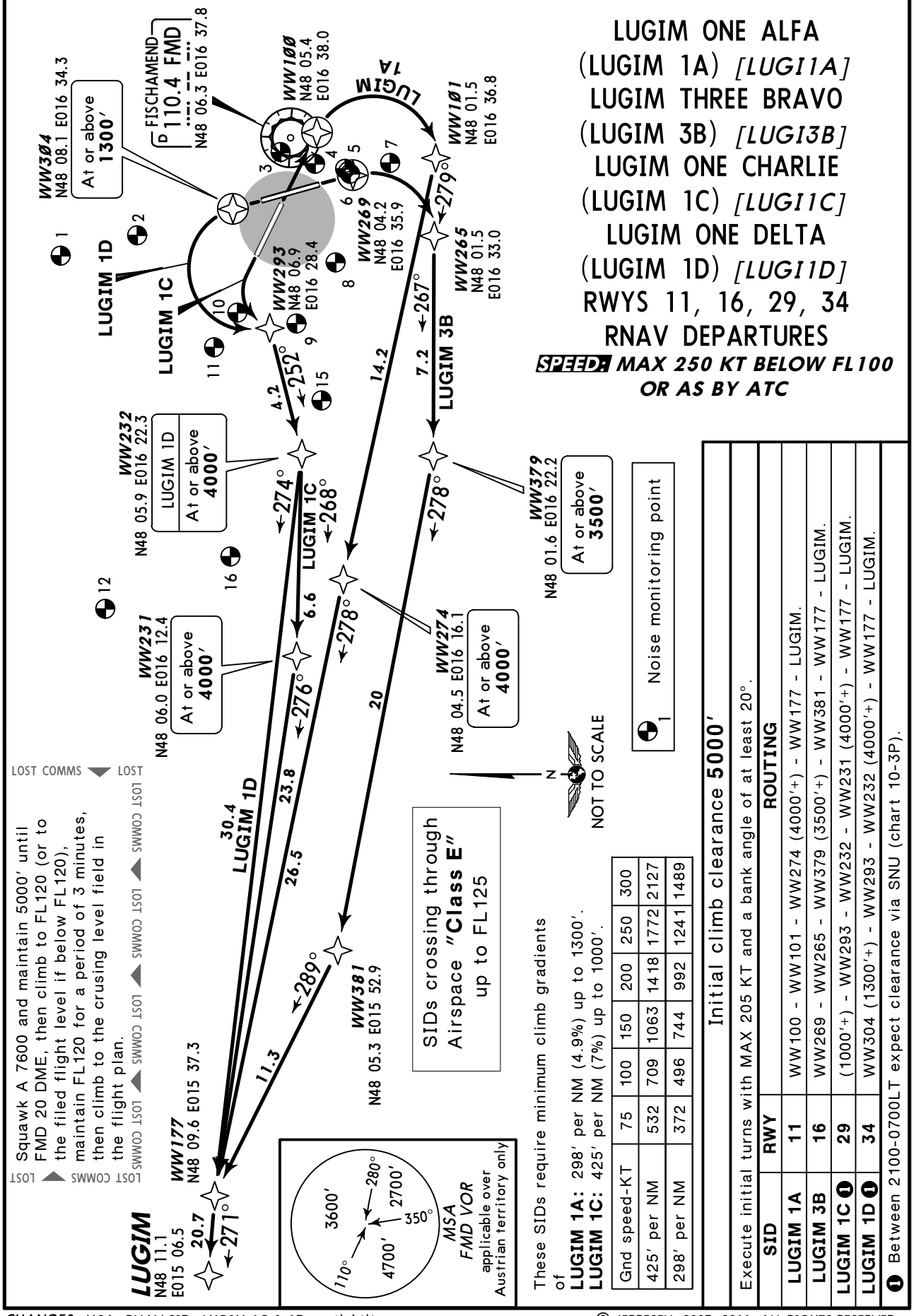
Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

1. 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.
2. 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′.

LUGIM ONE ALFA (LUGIM 1A) *[LUGI1A]*
LUGIM THREE BRAVO (LUGIM 3B) *[LUGI3B]*
LUGIM ONE CHARLIE (LUGIM 1C) *[LUGI1C]*
LUGIM ONE DELTA (LUGIM 1D) *[LUGI1D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
LUGIM 1A: 298′ per NM (4.9%) up to 1300′.
LUGIM 1C: 425′ per NM (7%) up to 1000′.

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

Initial climb clearance 5000′

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

SID	RWY	ROUTING
LUGIM 1A	11	WW100 - WW101 - WW274 (4000′+) - WW177 - LUGIM.
LUGIM 3B	16	WW269 - WW265 - WW379 (3500′+) - WW381 - WW177 - LUGIM.
LUGIM 1C ❶	29	(1000′+) - WW293 - WW232 - WW231 (4000′+) - WW177 - LUGIM.
LUGIM 1D ❶	34	WW304 (1300′+) - WW293 - WW232 (4000′+) - WW177 - LUGIM.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

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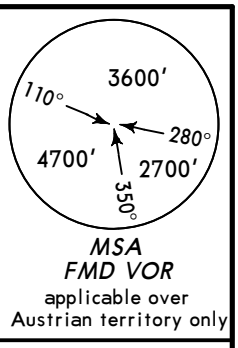
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

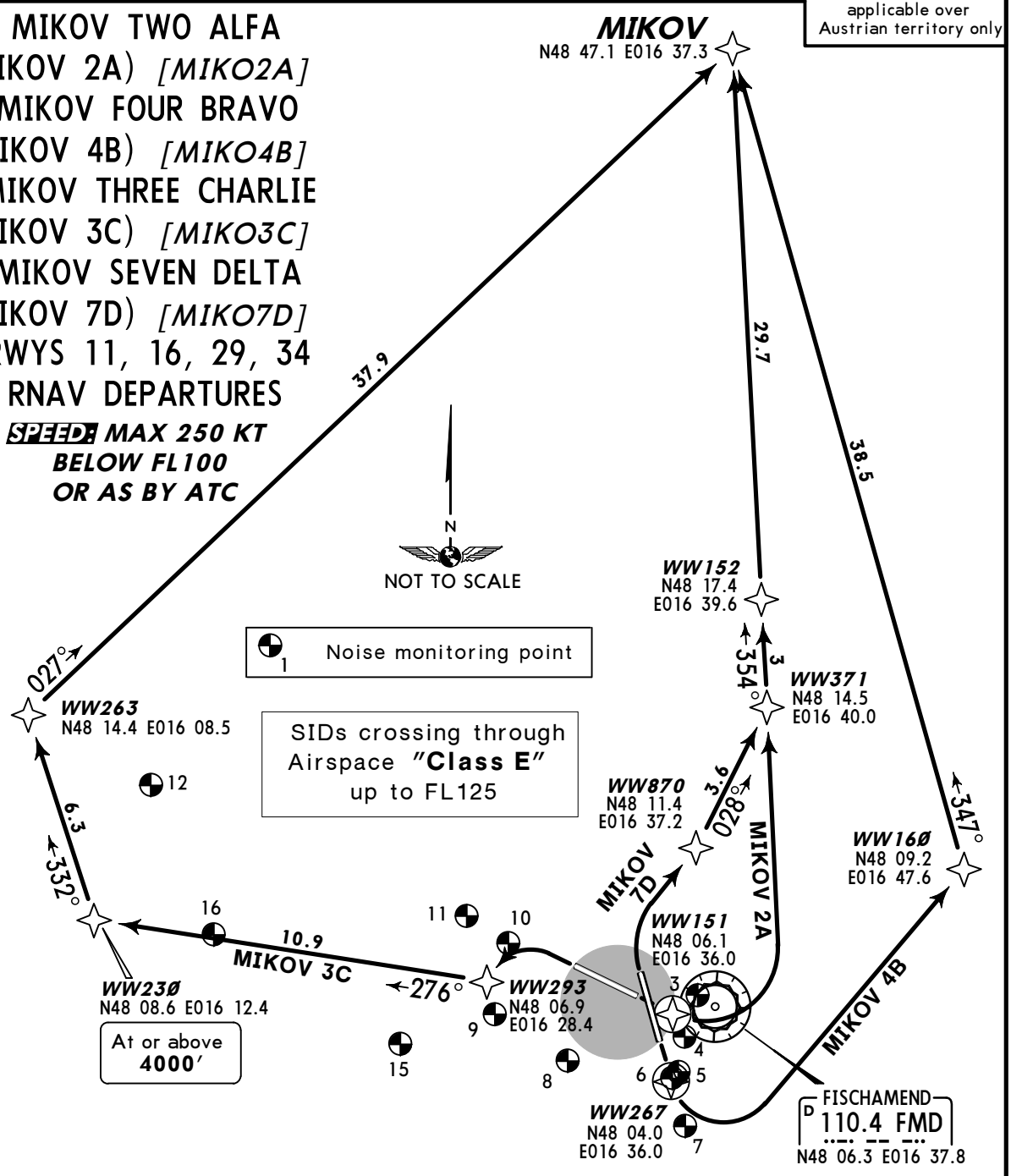
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over Austrian territory only

MIKOV TWO ALFA (MIKOV 2A) *[MIKO2A]*
MIKOV FOUR BRAVO (MIKOV 4B) *[MIKO4B]*
MIKOV THREE CHARLIE (MIKOV 3C) *[MIKO3C]*
MIKOV SEVEN DELTA (MIKOV 7D) *[MIKO7D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
MIKOV 2A: 298′ per NM (4.9%) up to 1300′.
MIKOV 4B: 352′ per NM (5.8%) up to 2000′.
MIKOV 3C: 425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
MIKOV 2A ❶	**11**	WW151 - WW152 - MIKOV.
MIKOV 4B ❶	**16**	WW267 - WW160 - MIKOV.
MIKOV 3C	**29**	(1000′+) - WW293 - WW230 (4000′+) - WW263 - MIKOV.
MIKOV 7D	**34**	(1500′+) - WW870 - WW371 - MIKOV

❶ Only for flights to LKTB.

CHANGES: MSA; RNAV SID MIKOV 6D renumbered 7D & revised.

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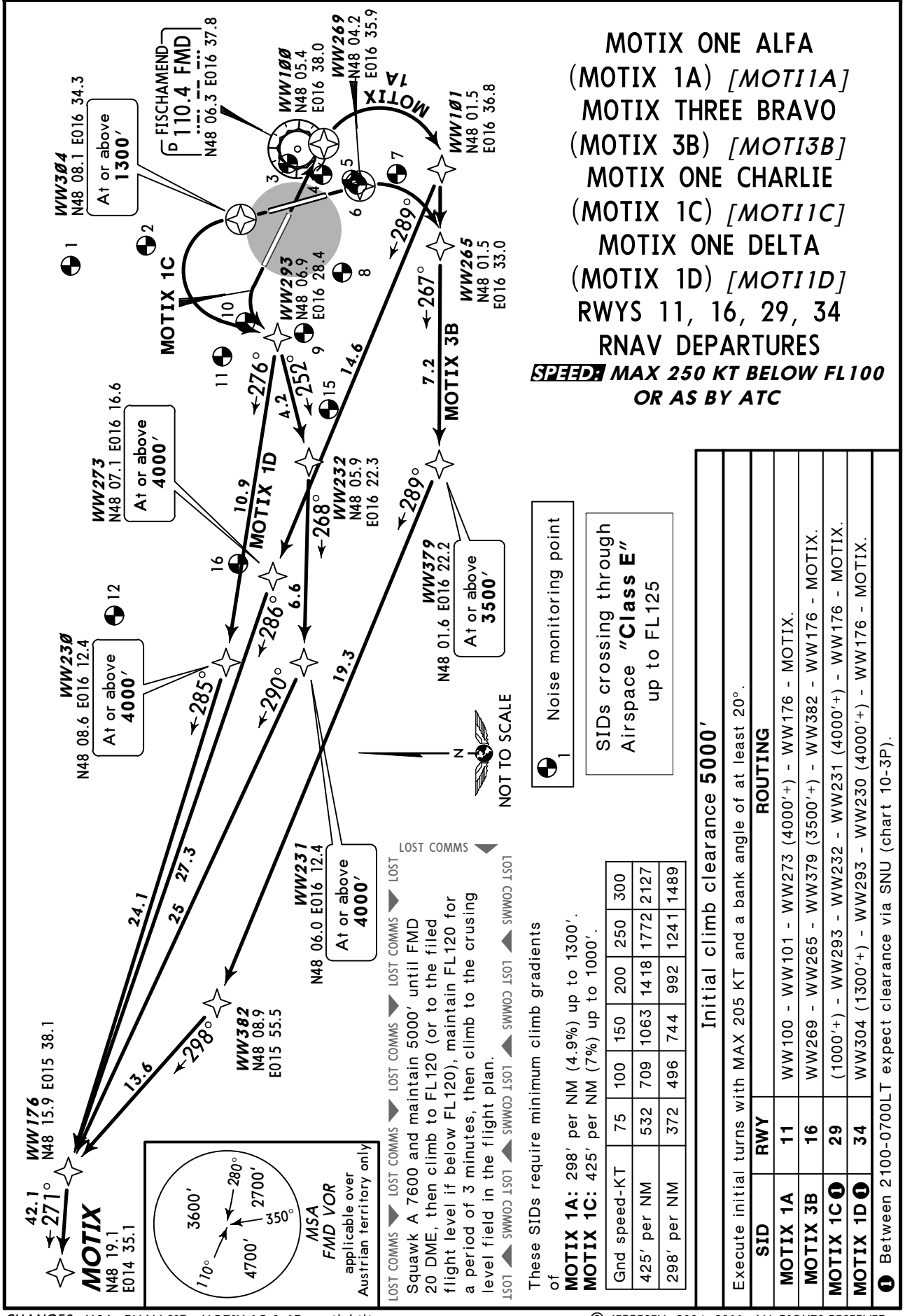
Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

1. 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.
2. 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′.

MOTIX ONE ALFA (MOTIX 1A) *[MOTI1A]*
MOTIX THREE BRAVO (MOTIX 3B) *[MOTI3B]*
MOTIX ONE CHARLIE (MOTIX 1C) *[MOTI1C]*
MOTIX ONE DELTA (MOTIX 1D) *[MOTI1D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
MOTIX 1A	11	WW100 - WW101 - WW273 (4000′+) - WW176 - MOTIX.
MOTIX 3B	16	WW269 - WW265 - WW379 (3500′+) - WW382 - WW176 - MOTIX.
MOTIX 1C ❶	29	(1000′+) - WW293 - WW232 - WW231 (4000′+) - WW176 - MOTIX.
MOTIX 1D ❶	34	WW304 (1300′+) - WW293 - WW230 (4000′+) - WW176 - MOTIX.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

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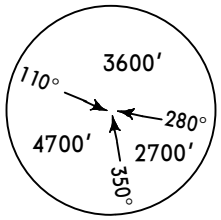
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

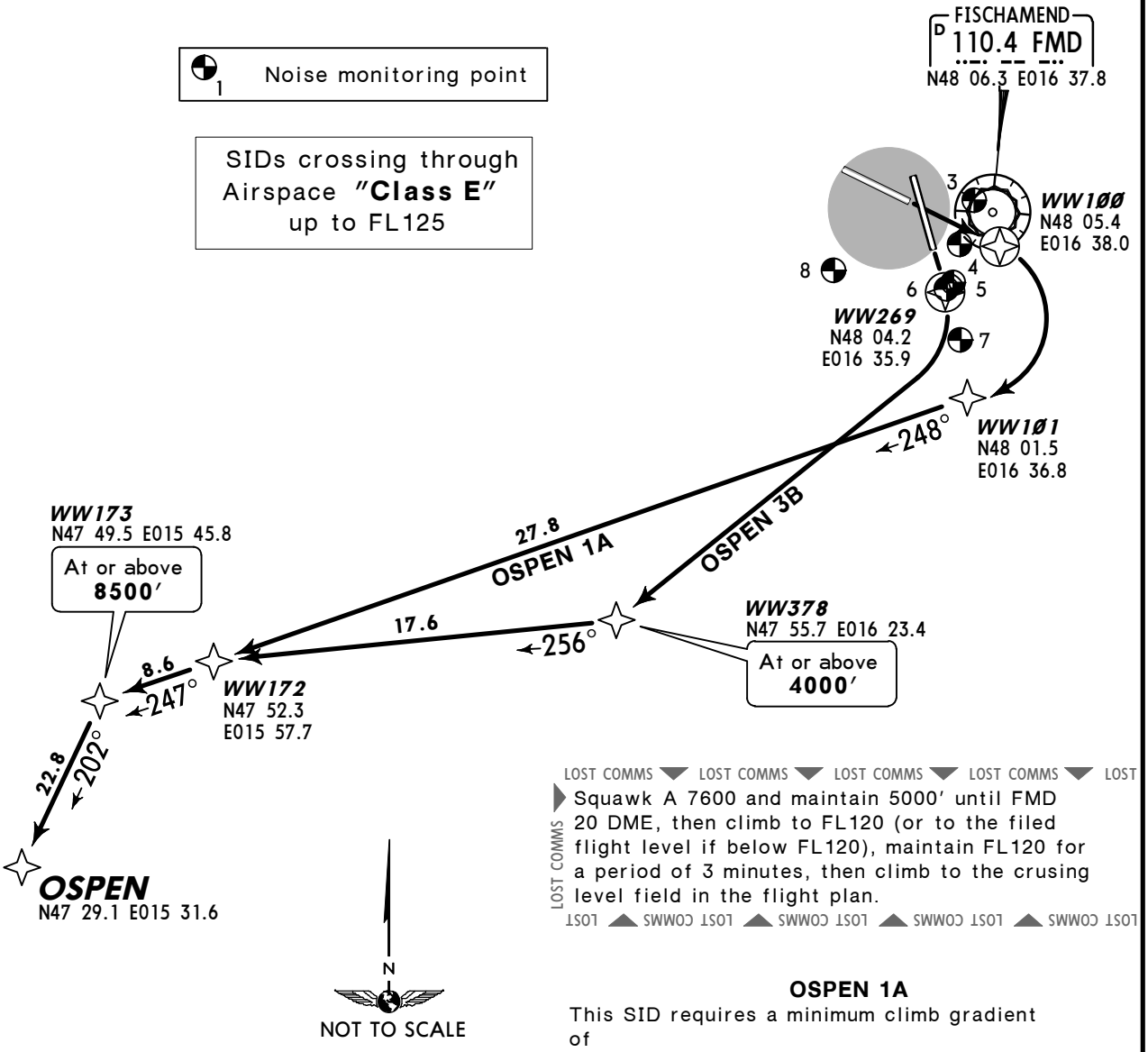
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

OSPEN ONE ALFA (OSPEN 1A) *[OSPE1A]*
OSPEN THREE BRAVO (OSPEN 3B) *[OSPE3B]*
RWYS 11, 16 RNAV DEPARTURES

BETWEEN 2100-0700LT
EXPECT CLEARANCE VIA SNU (CHART 10-3P)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

LOST COMMS: Squawk A 7600 and maintain 5000′ until FMD 20 DME, then climb to FL120 (or to the filed flight level if below FL120), maintain FL120 for a period of 3 minutes, then climb to the crusing level field in the flight plan.

LOST ▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST

OSPEN 1A

This SID requires a minimum climb gradient of
298′ per NM (4.9%) up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
OSPEN 1A	**11**	WW100 - WW101 - WW172 - WW173 (8500′+) - OSPEN.
OSPEN 3B	**16**	WW269 - WW378 (4000′+) - WW172 - WW173 (8500′+) - OSPEN.

CHANGES: MSA; RNAV SIDs availability.

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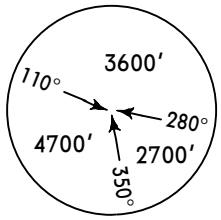
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

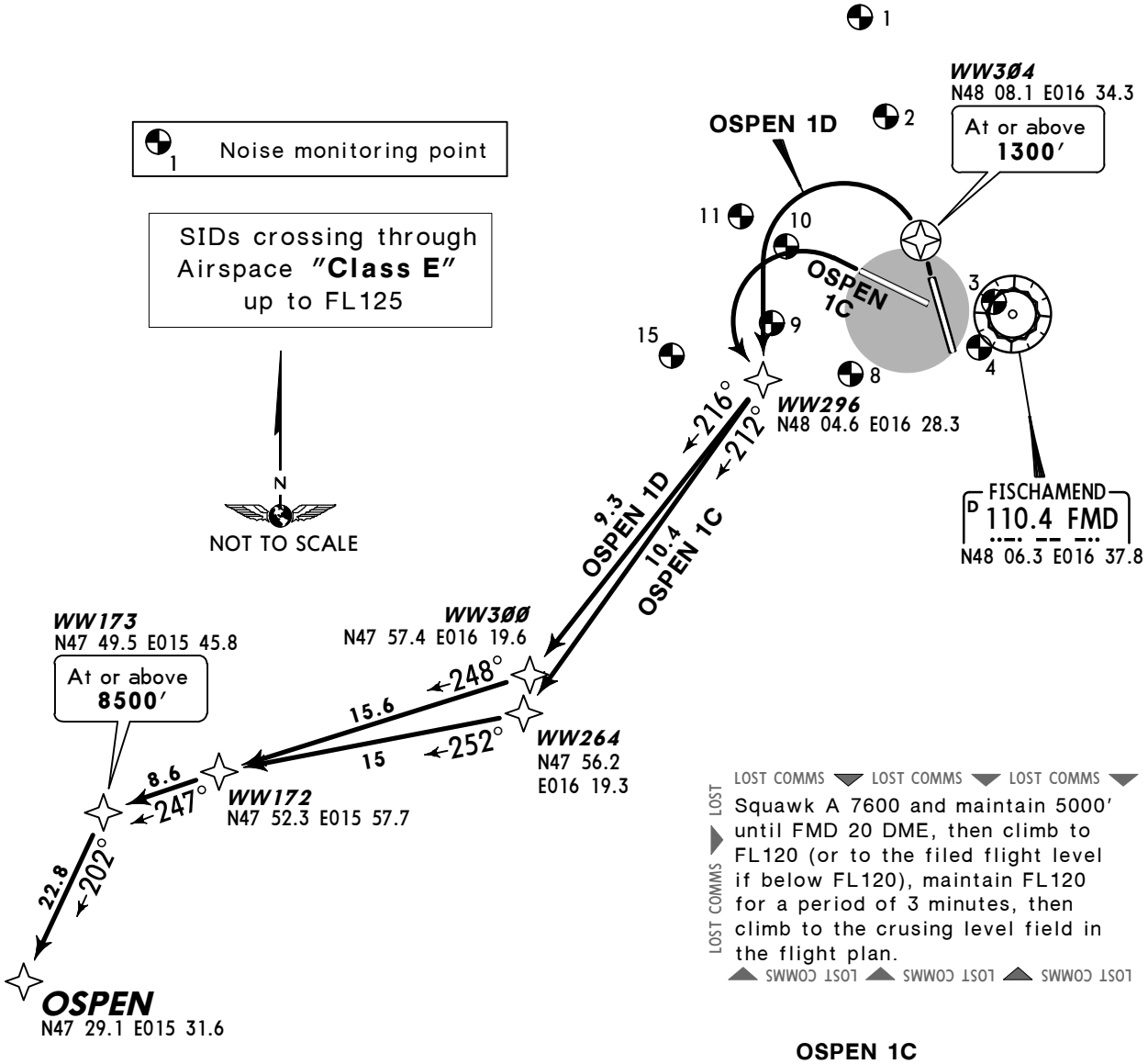
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

OSPEN ONE CHARLIE (OSPEN 1C) *[OSPE1C]*
OSPEN ONE DELTA (OSPEN 1D) *[OSPE1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▶ Squawk A 7600 and maintain 5000′ until FMD 20 DME, then climb to FL120 (or to the filed flight level if below FL120), maintain FL120 for a period of 3 minutes, then climb to the crusing level field in the flight plan.

◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

OSPEN 1C

This SID requires a minimum climb gradient of
425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
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
OSPEN 1C ❶	29	(1000′+) - WW296 - WW264 - WW172 - WW173 (8500′+) - OSPEN.
OSPEN 1D	34	WW304 (1300′+) - WW296 - WW300 - WW172 - WW173 (8500′+) - OSPEN.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

CHANGES: MSA; RNAV SID OSPEN 1C availability.

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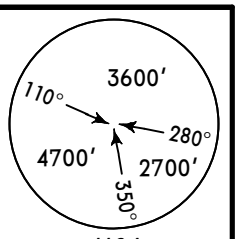
Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

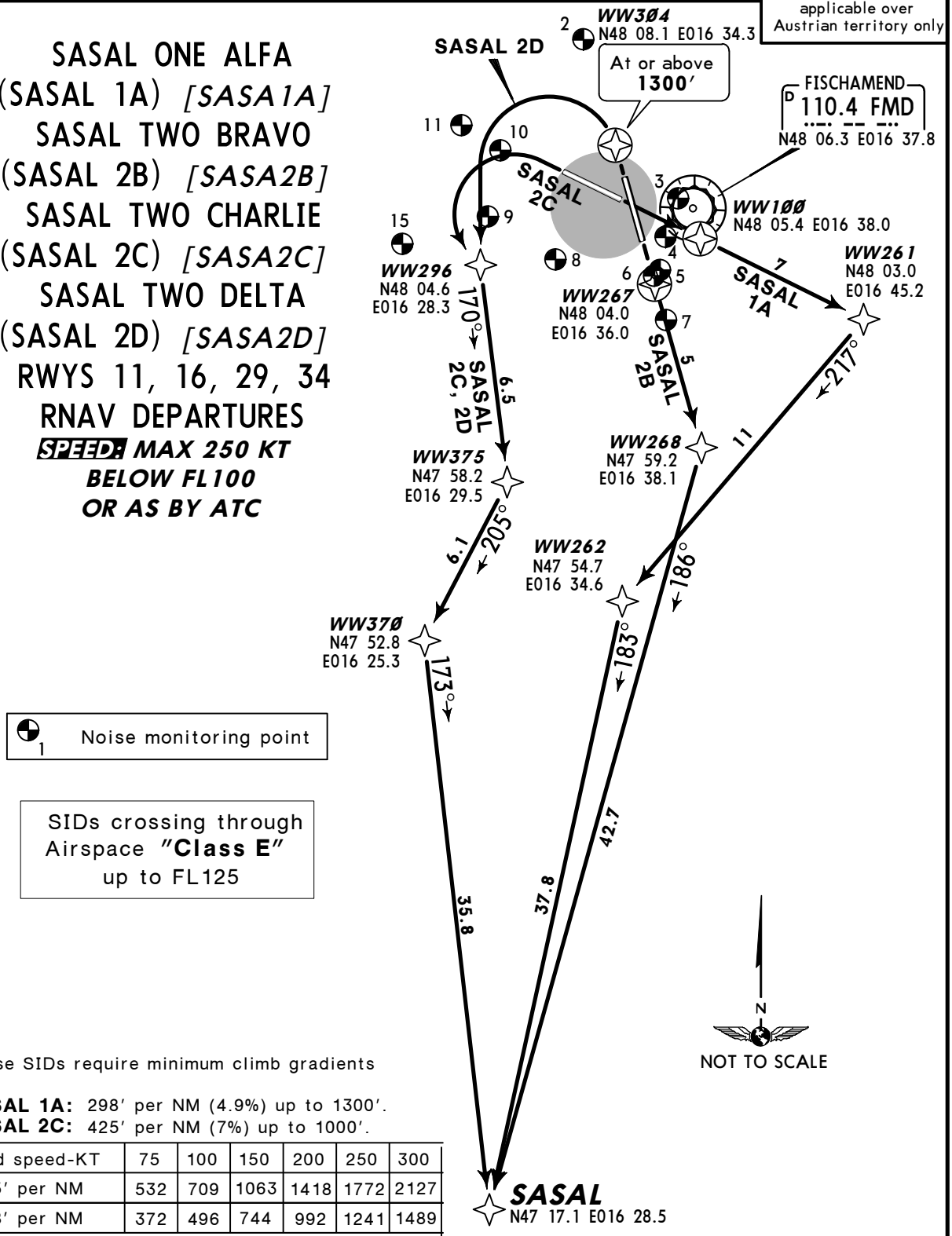
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over
Austrian territory only

SASAL ONE ALFA (SASAL 1A) *[SASA1A]*
SASAL TWO BRAVO (SASAL 2B) *[SASA2B]*
SASAL TWO CHARLIE (SASAL 2C) *[SASA2C]*
SASAL TWO DELTA (SASAL 2D) *[SASA2D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT
BELOW FL100
OR AS BY ATC



Noise monitoring point

SIDs crossing through Airspace **"Class E"** up to FL125

These SIDs require minimum climb gradients of
SASAL 1A: 298′ per NM (4.9%) up to 1300′.
SASAL 2C: 425′ per NM (7%) up to 1000′.

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

Initial climb clearance 5000′

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

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

CHANGES: MSA; RNAV SID SASAL 1D renumbered 2D & revised.

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Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

1. 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.
2. 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′.

SITNI THREE ALFA
(SITNI 3A) *[SITN3A]*
SITNI FIVE BRAVO
(SITNI 5B) *[SITN5B]*
RWYS 11, 16 RNAV DEPARTURES

BETWEEN 2100-0700LT

EXPECT CLEARANCE VIA SNU (CHART 10-3P)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

FISCHAMEND
D 110.4 FMD
N48 06.3 E016 37.8

WW100
N48 05.4
E016 38.0

SITNI 3A

WW101
N48 01.5
E016 36.8

WW269
N48 04.2
E016 35.9

268°

SITNI 5B

15

270°

WW377
N47 58.7 E016 26.7
At or above **3500′**

12.9

WW275
N48 01.7 E016 14.5
At or above **4000′**

269°

276°

WW380
N47 59.4 E016 07.6

25.5

21.1

WW178
N48 02.7 E015 36.5

31.1

268°

SITNI
N48 03.3
E014 50.1

LOST COMMS
Squawk A 7600 and maintain 5000′ until FMD
20 DME, then climb to FL120 (or to the filed flight level if below FL120), maintain FL120 for a period of 3 minutes, then climb to the crusing level field in the flight plan.
LOST COMMS

Noise monitoring point

NOT TO SCALE

SIDs crossing through Airspace **"Class E"** up to FL125

SITNI 3A
This SID requires a minimum climb gradient of 298′ per NM (4.9%) up to 1300′.

Gnd speed-KT	75	100	150	200	250	300	
298′ per NM	372	496	744	992	1241	1489	

MSA
FMD VOR
applicable over Austrian territory only
3600′ 280° 2700′ 350° 110° 4700′

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
SITNI 3A	11	WW100 - WW101 - WW275 (4000′+) - WW178 - SITNI.
SITNI 5B	16	WW269 - WW377 (3500′+) - WW380 - WW178 - SITNI.

CHANGES: MSA; RNAV SIDs availability.

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Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

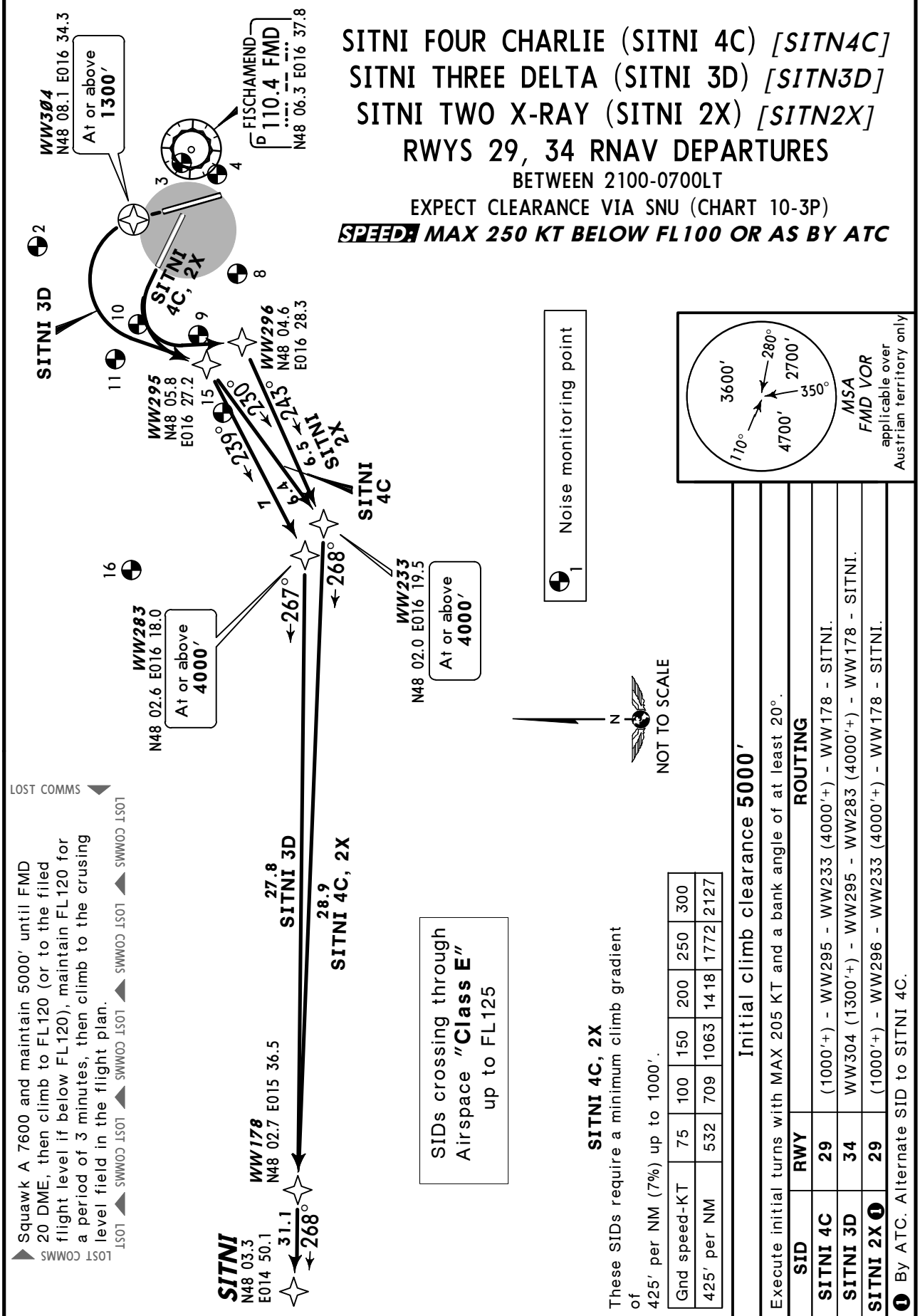
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.

SITNI FOUR CHARLIE (SITNI 4C) *[SITN4C]*
SITNI THREE DELTA (SITNI 3D) *[SITN3D]*
SITNI TWO X-RAY (SITNI 2X) *[SITN2X]*
RWYS 29, 34 RNAV DEPARTURES

BETWEEN 2100-0700LT

EXPECT CLEARANCE VIA SNU (CHART 10-3P)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SITNI 4C, 2X

These SIDs require a minimum climb gradient of 425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
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
SITNI 4C	29	(1000′+) - WW295 - WW233 (4000′+) - WW178 - SITNI.
SITNI 3D	34	WW304 (1300′+) - WW295 - WW283 (4000′+) - WW178 - SITNI.
SITNI 2X ❶	29	(1000′+) - WW296 - WW233 (4000′+) - WW178 - SITNI.

❶ By ATC. Alternate SID to SITNI 4C.

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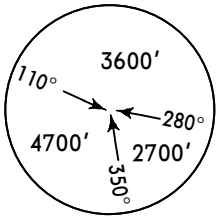
Apt Elev 600′	Trans level: By ATC Trans alt: 5000′

1. 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.
2. 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′.

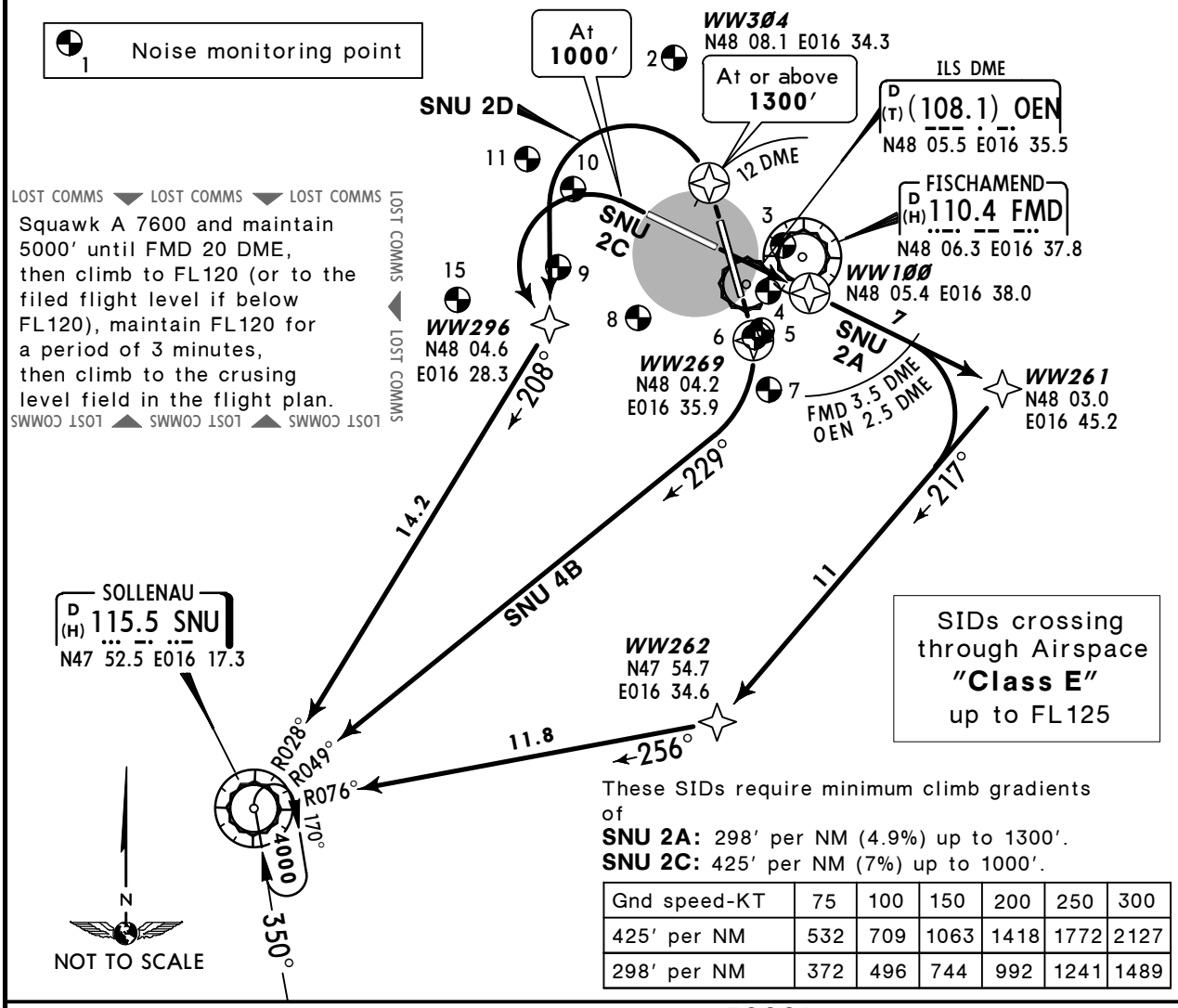


MSA
FMD VOR
applicable over
Austrian territory only

SOLLENAU TWO ALFA (SNU 2A)
SOLLENAU FOUR BRAVO (SNU 4B)
SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D)
RWYS 11, 16, 29, 34 RNAV DEPARTURES

BY ATC

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
425′ per NM	532	709	1063	1418	1772	2127
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
SNU 2A	**11**	Climb straight ahead to FMD 3.5 DME (OEN 2.5 DME), turn RIGHT, 220° heading, intercept SNU R-076 inbound to SNU. **FMS/RNAV:** WW100 - WW261 - WW262 - SNU.
SNU 4B	**16**	Climb straight ahead, intercept SNU R-049 inbound to SNU. **FMS/RNAV:** WW269 - SNU.
SNU 2C	**29**	Climb straight ahead, at 1000′ turn LEFT, intercept SNU R-028 inbound to SNU. **FMS/RNAV:** (1000′+) - WW296 - SNU.
SNU 2D	**34**	Climb straight ahead, at WGM 12 DME turn LEFT, intercept SNU R-028 inbound to SNU. **FMS/RNAV:** WW304 (1300′+) - WW296 - SNU.

Also usable for non RNAV equipped aircraft.

CHANGES: SNU 2A track update.

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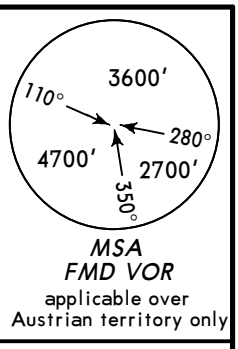
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

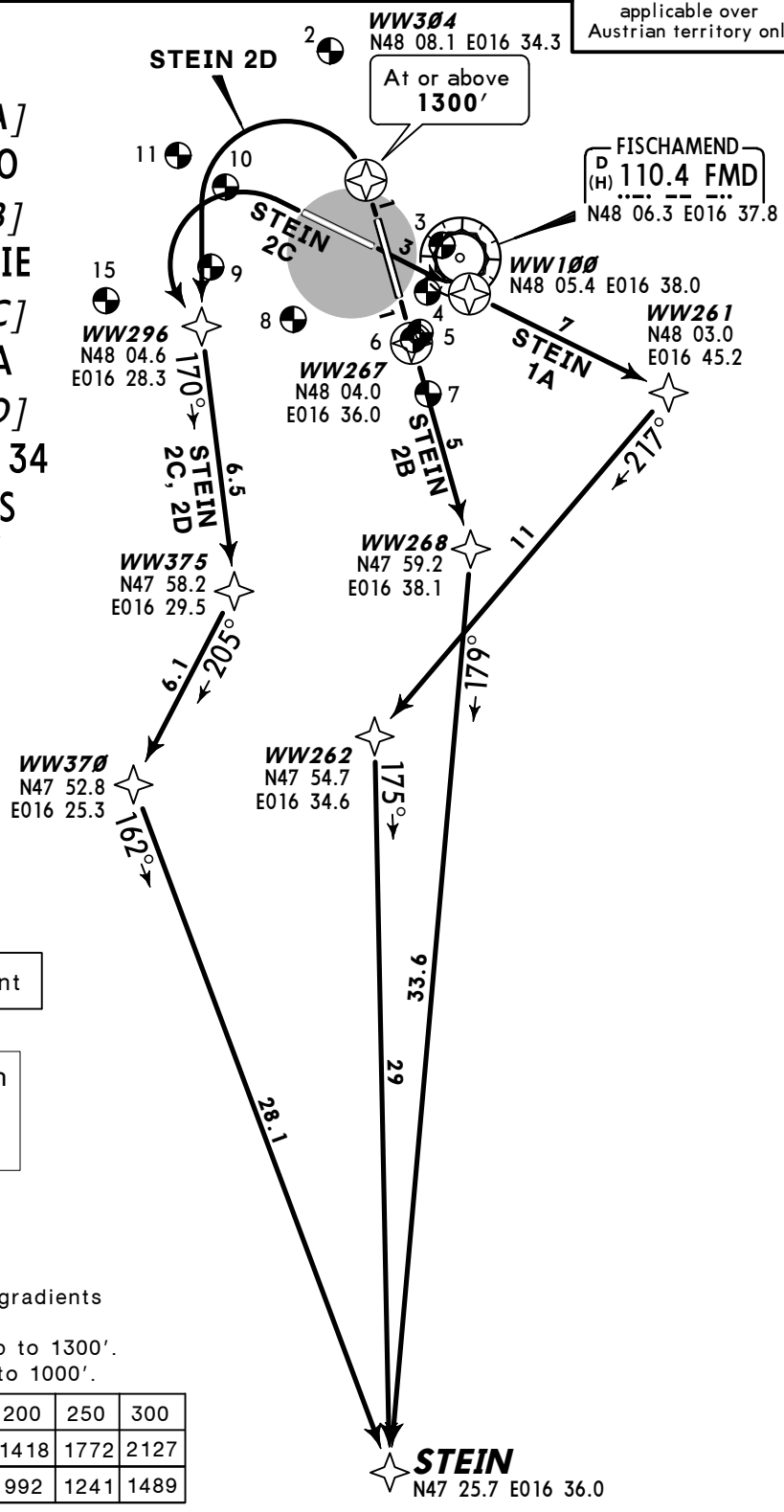
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over Austrian territory only

STEIN ONE ALFA (STEIN 1A) *[STEI1A]*
STEIN TWO BRAVO (STEIN 2B) *[STEI2B]*
STEIN TWO CHARLIE (STEIN 2C) *[STEI2C]*
STEIN TWO DELTA (STEIN 2D) *[STEI2D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT
BELOW FL100
OR AS BY ATC



1 Noise monitoring point

SIDs crossing through Airspace **"Class E"** up to FL125

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
425′ per NM	532	709	1063	1418	1772	2127
298′ per NM	372	496	744	992	1241	1489

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 2D	**34**	WW304 (1300′+) - WW296 - WW375 - WW370 - STEIN.

CHANGES: None.

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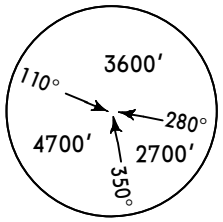
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

1. 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.
2. 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′.



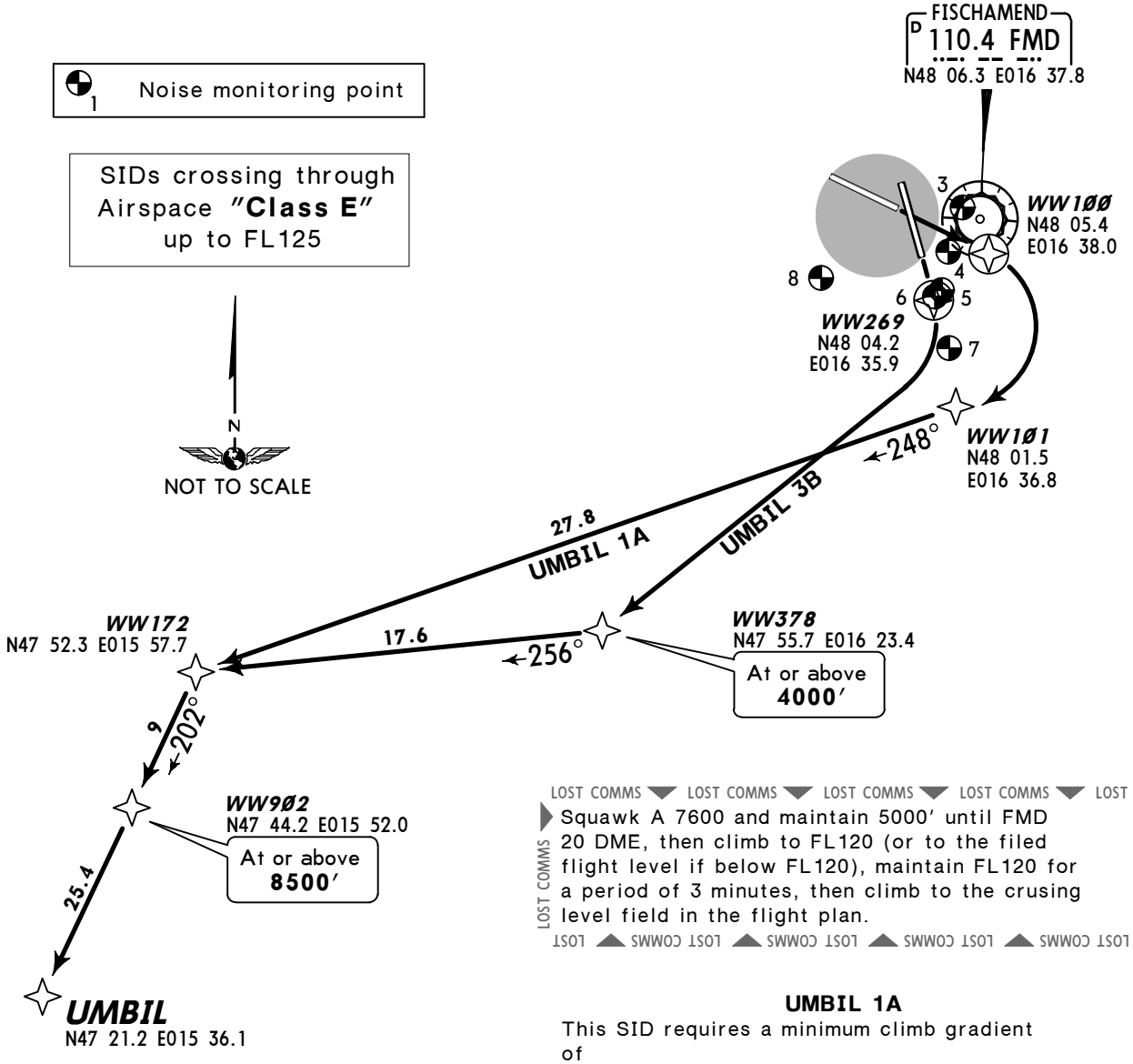
MSA
FMD VOR
applicable over Austrian territory only

UMBIL ONE ALFA (UMBIL 1A) *[UMBI1A]*
UMBIL THREE BRAVO (UMBIL 3B) *[UMBI3B]*
RWYS 11, 16 RNAV DEPARTURES

BETWEEN 2100-0700LT

EXPECT CLEARANCE VIA SNU (CHART 10-3P)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

LOST COMMS ▶ Squawk A 7600 and maintain 5000′ until FMD 20 DME, then climb to FL120 (or to the filed flight level if below FL120), maintain FL120 for a period of 3 minutes, then climb to the crusing level field in the flight plan.

LOST ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

UMBIL 1A

This SID requires a minimum climb gradient of
298′ per NM (4.9%) up to 1300′.

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
UMBIL 1A	**11**	WW100 - WW101 - WW172 - WW902 (8500′+) - UMBIL.
UMBIL 3B	**16**	WW269 - WW378 (4000′+) - WW172 - WW902 (8500′+) - UMBIL.

CHANGES: MSA; RNAV SIDs availability.

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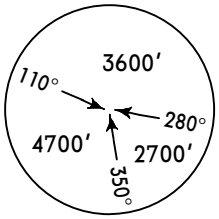
Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

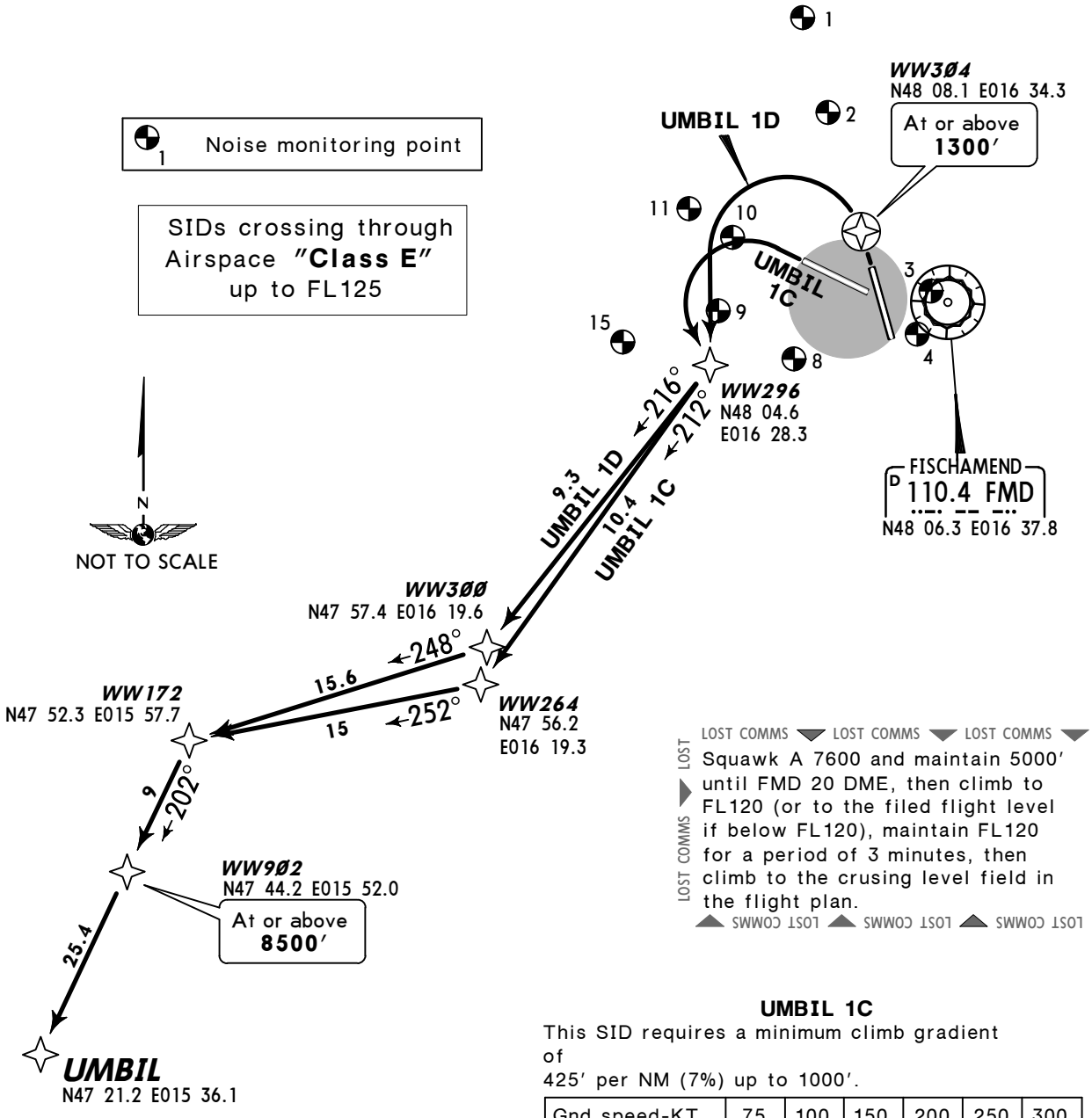
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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′.



MSA
FMD VOR
applicable over Austrian territory only

UMBIL ONE CHARLIE (UMBIL 1C) *[UMBI1C]*
UMBIL ONE DELTA (UMBIL 1D) *[UMBI1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



UMBIL 1C

This SID requires a minimum climb gradient of
425′ per NM (7%) up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
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
UMBIL 1C ❶	29	(1000′+) - WW296 - WW264 - WW172 - WW902 (8500′+) - UMBIL.
UMBIL 1D	34	WW304 (1300′+) - WW296 - WW300 - WW172 - WW902 (8500′+) - UMBIL.

❶ Between 2100-0700LT expect clearance via SNU (chart 10-3P).

CHANGES: MSA; RNAV SID UMBIL 1C availability.

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Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

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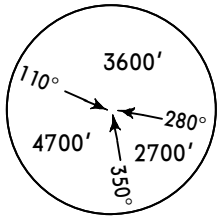
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.

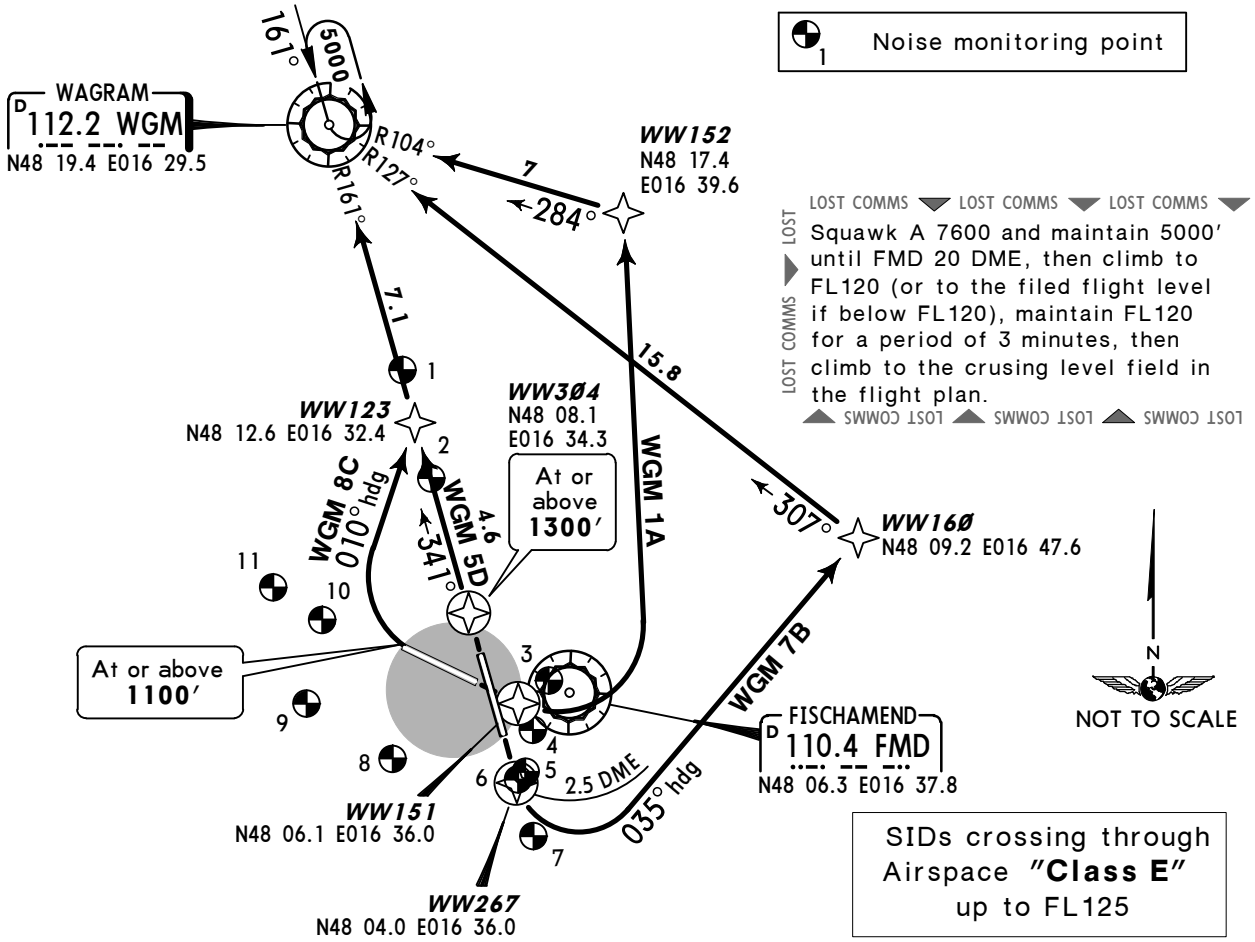


MSA
FMD VOR
applicable over
Austrian territory only

WAGRAM ONE ALFA (WGM 1A)
WAGRAM SEVEN BRAVO (WGM 7B)
WAGRAM EIGHT CHARLIE (WGM 8C)
WAGRAM FIVE DELTA (WGM 5D)
RWYS 11, 16, 29, 34 RNAV DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SIDs crossing through Airspace **"Class E"** up to FL125

These SIDs require minimum climb gradients of
WGM 1A: 298′ per NM (4.9%) up to 1300′.
WGM 7B: 352′ per NM (5.8%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
WGM 1A	**11**	WW151 - WW152 - WGM.
WGM 7B ❶	**16**	Climb straight ahead to FMD 2.5 DME, turn LEFT, 035° heading, intercept WGM R-127 inbound to WGM. **FMS/RNAV:** WW267 - WW160 - WGM.
WGM 8C PROP ONLY ❶	**29**	Climb straight ahead with maximum climb gradient to at or above 1100′, turn RIGHT, 010° heading, intercept WGM R-161 inbound to WGM. **FMS/RNAV:** (1100′+) - WW123 - WGM.
WGM 5D ❶	**34**	Climb on WGM R-161 inbound to WGM. **FMS/RNAV:** WW304 (1300′+) - WGM.

❶ Also usable for non RNAV equipped aircraft.

CHANGES: MSA; RNAV SIDs availability.

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LOWW/VIE

Apt Elev **600′**

N48 06.6 E016 34.2

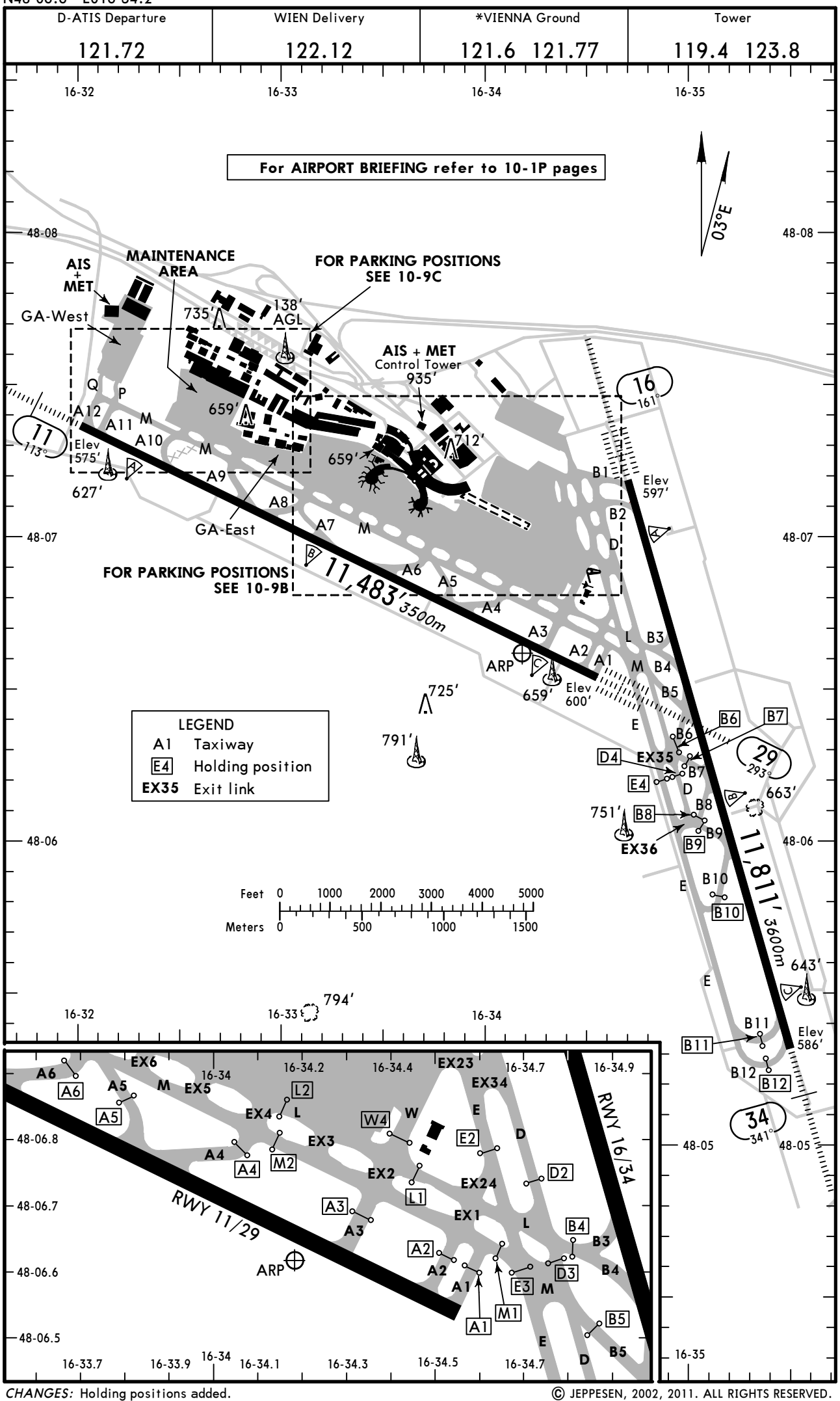
JEPPESEN

2 DEC 11 (10-9) **Eff 15 Dec**

VIENNA, AUSTRIA

SCHWECHAT

D-ATIS Departure	WIEN Delivery	*VIENNA Ground	Tower
121.72	122.12	121.6 121.77	119.4 123.8



CHANGES: Holding positions added.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶ 29	HIRL *(60m)* CL *(15m)* HIALS SFL ❷ RVR		10,533′ *3210m*	❹	148′ *45m*
	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❸ RVR		10,615′ *3235m*		

❶ Rwy grooved.

❷ PAPI-L (3.1°)

❸ PAPI-L (3.0°)

❹ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	11,483′ (3500m)
twy A11 int	10,938′ (3334m)
twy A10 int	9531′ (2905m)
twy A9 int	7218′ (2200m)
twy A8 int	7037′ (2145m)
twy A7 int	5479′ (1670m)
twy A6 int	4528′ (1380m)
twy A5 int	3084′ (940m)
twy A4 int	2789′ (850m)

RWY 29:

From rwy head	11,483′ (3500m)
twy A1 centerline east int	11,296′ (3443m)
twy A1 centerline west int	11,066′ (3373m)
twy A2 int	10,978′ (3346m)
twy A3 centerline east int	10,174′ (3101m)
twy A3 centerline west int	9944′ (3031m)
twy A4, A5 int	7841′ (2390m)
twy A6 int	6102′ (1860m)
twy A7 int	5118′ (1560m)
twy A8 int	3839′ (1170m)
twy A9 int	3396′ (1035m)

16 ❺ 34	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❻ RVR		10,810′ *3295m*	❼	148′ *45m*
	HIRL *(60m)* CL *(15m)* HIALS SFL REIL ❻ RVR		10,925′ *3330m*		

❺ Rwy grooved 66′/20m on each side of centerline.

❻ PAPI-L (3.0°)

❼ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head	11,811′ (3600m)
twy B2 int	11,007′ (3355m)
twy B4 int	7661′ (2335m)
twy B6 int	6955′ (2120m)
twy B5 int	6365′ (1940m)
twy B8 int	5381′ (1640m)
twy B7 int	5348′ (1630m)
twy B9 int	3937′ (1200m)

RWY 34:

From rwy head	11,811′ (3600m)
twy B11 int	10,942′ (3335m)
twy B9 int	7251′ (2210m)
twy B10 int	6873′ (2095m)
twy B7 int	5840′ (1780m)
twy B8 int	5577′ (1700m)
twy B5 int	4577′ (1395m)
twy B6 int	3986′ (1215m)
twy B3 int	3035′ (925m)

Standard

TAKE-OFF ❶

	LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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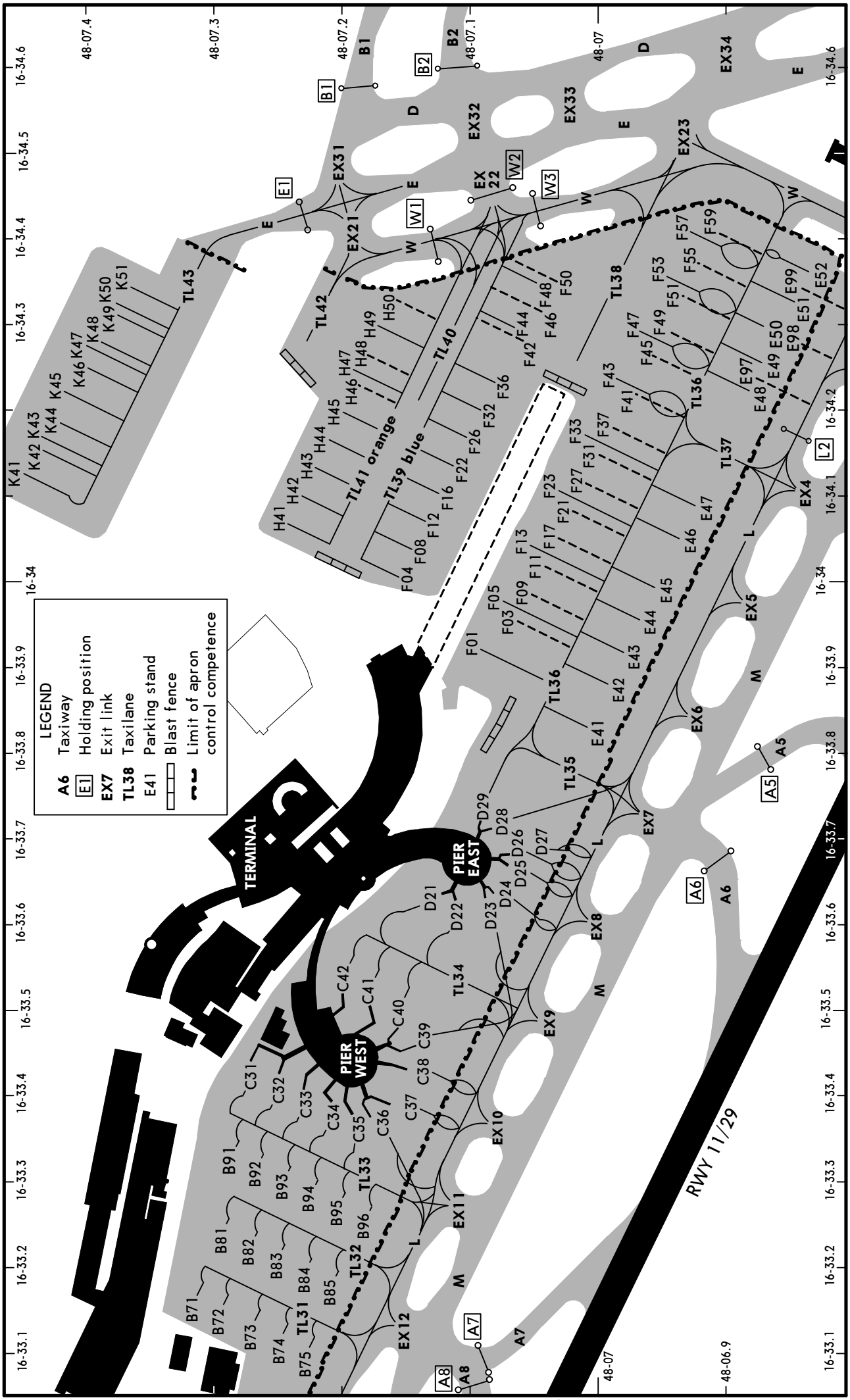

CHANGES: Holding positions added.

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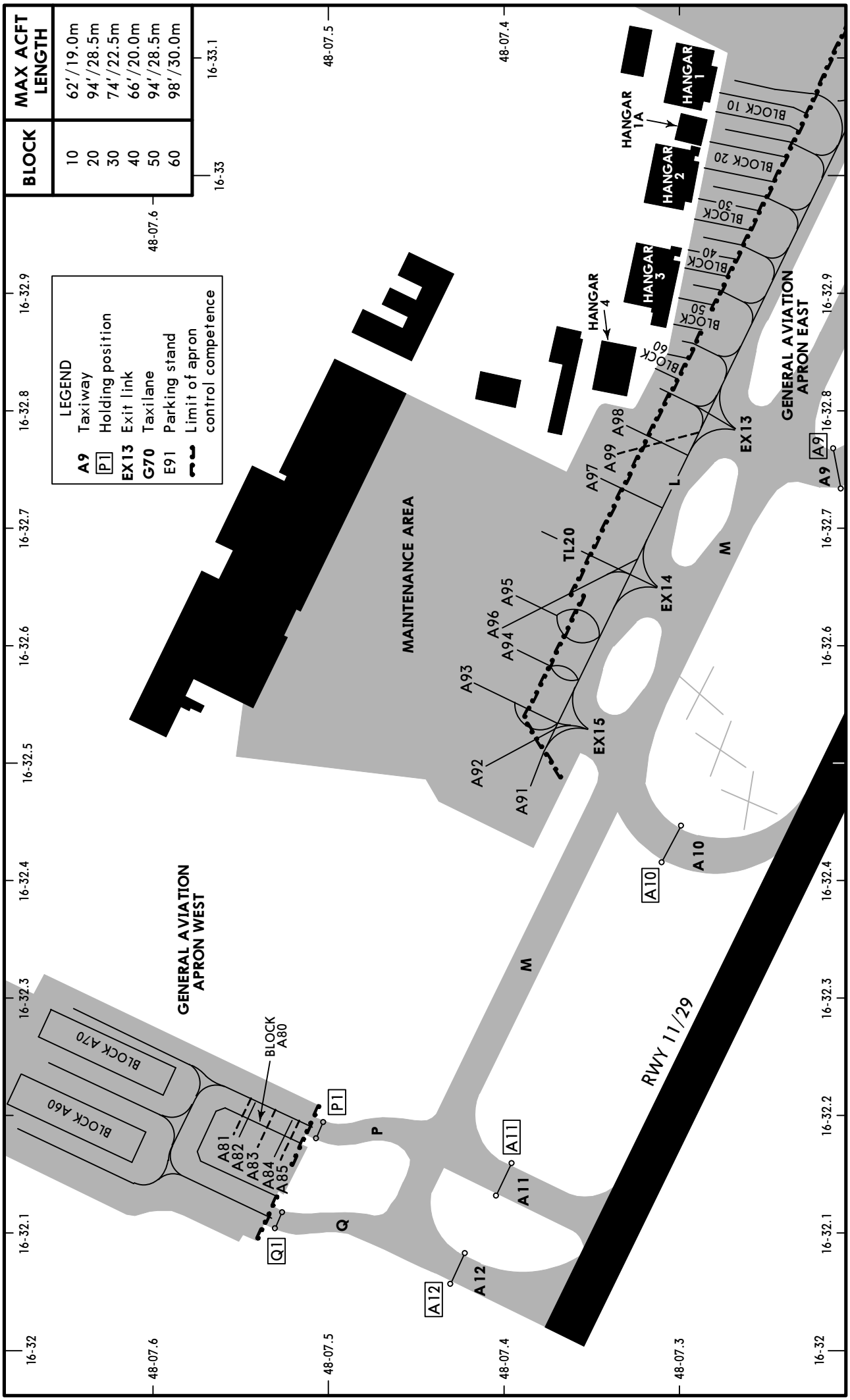

CHANGES: Twys. Holding positions added.

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INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A81, A82	N48 07.6 E016 32.2	571	F12	N48 07.1 E016 34.1	588
A83	N48 07.6 E016 32.1	571	F13	N48 07.1 E016 34.0	587
A84, A85	N48 07.5 E016 32.1	572	F16	N48 07.1 E016 34.1	588
A91	N48 07.4 E016 32.4	576	F17, F21	N48 07.0 E016 34.1	588
A92, A93	N48 07.4 E016 32.5	573	F22	N48 07.1 E016 34.1	589
A94 thru A96	N48 07.4 E016 32.6	573	F23	N48 07.0 E016 34.1	589
A97	N48 07.4 E016 32.7	574	F26	N48 07.1 E016 34.1	590
A98	N48 07.3 E016 32.8	576	F27	N48 07.0 E016 34.1	589
A99	N48 07.4 E016 32.7	574	F31	N48 07.0 E016 34.1	590
B71 thru B73	N48 07.3 E016 33.1	577	F32	N48 07.1 E016 34.2	591
B74	N48 07.3 E016 33.1	579	F33	N48 07.0 E016 34.2	590
B75	N48 07.2 E016 33.1	578	F36	N48 07.1 E016 34.2	591
B81	N48 07.3 E016 33.2	577	F37, F41	N48 07.0 E016 34.2	591
B82	N48 07.3 E016 33.2	576	F42	N48 07.0 E016 34.3	592
B83	N48 07.3 E016 33.2	578	F43	N48 07.0 E016 34.2	591
B84	N48 07.2 E016 33.2	578	F44	N48 07.0 E016 34.3	592
B85	N48 07.2 E016 33.2	579	F45	N48 07.0 E016 34.3	591
B91 thru B93	N48 07.3 E016 33.3	577	F46	N48 07.0 E016 34.3	592
B94	N48 07.2 E016 33.3	579	F47	N48 07.0 E016 34.3	590
B95	N48 07.2 E016 33.2	578	F48	N48 07.0 E016 34.3	593
B96	N48 07.2 E016 33.2	579	F49	N48 07.0 E016 34.3	591
C31	N48 07.3 E016 33.4	579	F50	N48 07.0 E016 34.3	593
C32, C33	N48 07.2 E016 33.4	579	F51	N48 07.0 E016 34.3	592
C34 thru C36	N48 07.2 E016 33.4	580	F53	N48 07.0 E016 34.4	592
C37, C38	N48 07.2 E016 33.4	581	F55	N48 06.9 E016 34.4	592
C39	N48 07.2 E016 33.5	581	F57, F59	N48 06.9 E016 34.4	593
C40 thru C42	N48 07.2 E016 33.5	580	H41	N48 07.3 E016 34.1	585
D21	N48 07.1 E016 33.6	581	H42	N48 07.2 E016 34.1	585
D22 thru 24	N48 07.1 E016 33.6	583	H43	N48 07.1 E016 34.1	586
D25 thru D29	N48 07.1 E016 33.7	583	H44	N48 07.2 E016 34.2	587
E41	N48 07.0 E016 33.8	586	H45	N48 07.2 E016 34.2	584
E42	N48 07.0 E016 33.9	589	H46	N48 07.2 E016 34.2	588
E43	N48 07.0 E016 33.9	590	H47	N48 07.2 E016 34.2	589
E44	N48 07.0 E016 33.9	592	H48	N48 07.2 E016 34.3	589
E45	N48 06.9 E016 34.0	593	H49, H50	N48 07.2 E016 34.3	590
E46	N48 06.9 E016 34.0	595	K41	N48 07.5 E016 34.1	585
E47	N48 06.9 E016 34.1	597	K42 thru K44	N48 07.4 E016 34.2	585
E48	N48 06.9 E016 34.2	597	K45	N48 07.4 E016 34.2	586
E49	N48 06.9 E016 34.2	598	K46	N48 07.4 E016 34.2	587
E50	N48 06.8 E016 34.3	598	K47, K48	N48 07.4 E016 34.3	588
E51, E52	N48 06.8 E016 34.3	599	K49, K50	N48 07.4 E016 34.3	589
E97	N48 06.9 E016 34.2	596	K51	N48 07.4 E016 34.3	590
E98	N48 06.9 E016 34.3	596			
E99	N48 06.9 E016 34.3	597			
F01	N48 07.1 E016 33.9	584			
F03	N48 07.1 E016 34.0	585			
F04, F05	N48 07.1 E016 34.0	586			
F08	N48 07.1 E016 34.0	587			
F09	N48 07.1 E016 34.0	586			
F11	N48 07.1 E016 34.0	587			

CHANGES: Stands F41 and F43 elevation.

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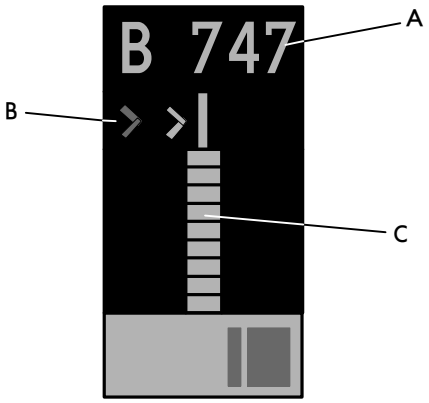
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST AND PIER WEST

ROUTINE DOCKING MANOEUVRE

1. Check that the correct aircraft type is displayed.
2. The "floating" arrows indicate that the system is activated.
3. Follow lead-in line.
4. When the vertical closing rate field turns to steady yellow the aircraft is caught by laser.
5. Watch the red and yellow arrows for azimuth guidance, yellow arrows on both sides of the yellow centerline indicate the correct azimuth guidance.
6. When the aircaft is 39'/12m away from the stop position, the closing rate information indicates the distance to go by turning off one row of LEDs per 2'/0.5m. All yellow closing rate LEDs will be switched off 2'/0.5m before STOP.
7. When the correct stop position is reached, the display will show "STOP" and the outer parts of the azimuth field will turn red.
8. When the aircraft is correctly parked "OK" will be displayed after a few seconds.
9. After fixing the front gear "CHOCK ON" will be displayed for the next 3 minutes.

EMERGENCY STOP: "STOP" with red indication left and right of azimuth guidance will appear on the display.



A: ALPHANUMERICAL

FORM OF DISPLAY	INDICATION FOR
Acft type	(preselected)
WAIT/VIEW/BLOCK	Not allowed object within scanning range - stand not usable
WAIT/GATE/BLOCK	Not allowed object within scanning range - stand not usable
SLOW DOWN	Taxiing speed too high
Acft type and SLOW	a) Bad weather conditions - visibility is reduced b) Acft lost during docking
STOP	Emergency stop
STOP/ID/FAIL	Identification failed - stop
STOP/SBU	Too far of centerline within last 7'/2m to stop position
STOP/TOO/FAST	Taxiing speed much too high - stop
STOP followed by OK	Correct stop position
TOO FAR	Acft has overshot the stop position (more than 3'/1m)
CHOCK ON	(disappears after 3 min)

B: AZIMUTH GUIDANCE

(Laser scanning technique) for use by the pilots occupying both the left and right seats

C: CLOSING RATE INFORMATION

Indicates the distance to stop position

CHANGES: Manoeuvre. Display.

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VIENNA, AUSTRIA
SCHWECHAT

STRAIGHT-IN RWY		A	B	C	D
11	ILS Y	**1765**′(1190′)	**1765**′(1190′)	**1765**′(1190′)	**1765**′(1190′)
		ceil2400′- R800m	**ceil2400′- R800m**	**ceil2400′- R800m**	**ceil2400′- R800m**
	ALS out	ceil2400′- R1200m	ceil2400′- R1200m	ceil2400′- R1200m	ceil2400′- R1200m
	ILS X	**775**′(200′)	**775**′(200′)	**775**′(200′)	**775**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC Y	**1770**′(1195′)	**1770**′(1195′)	**1770**′(1195′)	**1770**′(1195′)
		ceil2400′- R1200m	**ceil2400′- R1400m**	**ceil2400′- R1400m**	**ceil2400′- R1800m**
	ALS out	ceil2400′- R1500m	ceil2400′- R1500m	ceil2400′- R2000m	ceil2400′- R2000m
	LOC X	**1200**′(625′)	**1200**′(625′)	**1200**′(625′)	**1200**′(625′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	Special LOC	**1000**′(425′)	**1000**′(425′)	**1000**′(425′)	**1000**′(425′)
		ceil2500′-10 km	**ceil2500′-10 km**	**ceil2500′-10 km**	**ceil2500′-10 km**
	RNAV(LNAV/VNAV)	**950**′(375′)	**950**′(375′)	**950**′(375′)	**950**′(375′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV(LNAV)	**1200**′(625′)	**1200**′(625′)	**1200**′(625′)	**1200**′(625′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1860**′(1285′)	**1860**′(1285′)	**1860**′(1285′)	**1860**′(1285′)
		ceil2400′-R1200m	**ceil2400′-R1400m**	**ceil2400′-R1400m**	**ceil2400′-R1800m**
	ALS out	ceil2400′- R1500m	ceil2400′- R1500m	ceil2400′- R2000m	ceil2400′- R2000m
	SRE	**1110**′(535′)	**1110**′(535′)	**1110**′(535′)	**1110**′(535′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
16	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**697**′(100′)	**697**′(100′)	**697**′(100′)	**697**′(100′)
		RA104′R300m	**RA104′R300m**	**RA104′R300m**	**RA104′R300m**
	ILS	**797**′(200′)	**797**′(200′)	**797**′(200′)	**797**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV(LNAV/VNAV)	**1050**′(453′)	**1050**′(453′)	**1050**′(453′)	**1050**′(453′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV(LNAV)	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)	**1200**′(603′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	SRE	**980**′(383′)	**980**′(383′)	**980**′(383′)	**980**′(383′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: None.

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VIENNA, AUSTRIA
SCHWECHAT

STRAIGHT-IN RWY		A	B	C	D
29	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**700′**(100′)	**700′**(100′)	**700′**(100′)	**700′**(100′)
		RA97′R300m	**RA97′R300m**	**RA97′R300m**	**RA97′R300m**
	ILS	**800′**(200′)	**800′**(200′)	**800′**(200′)	**800′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV/VNAV)	**990′**(390′)	**990′**(390′)	**990′**(390′)	**990′**(390′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV (LNAV)	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)	**1200′**(600′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	SRE	**1160′**(560′)	**1160′**(560′)	**1160′**(560′)	**1160′**(560′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
34	ILS	**786′**(200′)	**786′**(200′)	**794′**(208′)	**804′**(218′)
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV/VNAV)	**990′**(314′)	**990′**(314′)	**990′**(314′)	**990′**(314′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV (LNAV)	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)	**1150′**(564′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	SRE	**1160′**(574′)	**1160′**(574′)	**1160′**(574′)	**1160′**(574′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	1250′(650′)	**1250′**(650′)	**1350′**(750′)	**1350′**(750′)
	V1500m	V1600m	V2400m	V3600m
After VOR 16	**1280′**(680′)	**1280′**(680′)	**1380′**(780′)	**1380′**(780′)
	V1500m	V1600m	V2400m	V3600m
After Special LOC	**1250′**(650′)	**1250′**(650′)	**1350′**(750′)	**1350′**(750′)
	ceil 2500′-V10 km	ceil 2500′-V10 km	ceil 2500′-V10 km	ceil 2500′-V10 km

❶ After ILS Y, LOC Y, NDB 11, ILS 34, LOC 34, VOR 34 or RNAV: NOT APPLICABLE.

CHANGES: Circling.

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VIENNA, AUSTRIA
SCHWECHAT

TAKE-OFF RWY 11, 16, 29, 34

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: New page.

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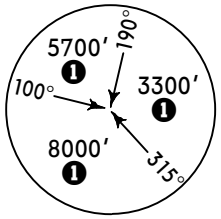
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP™

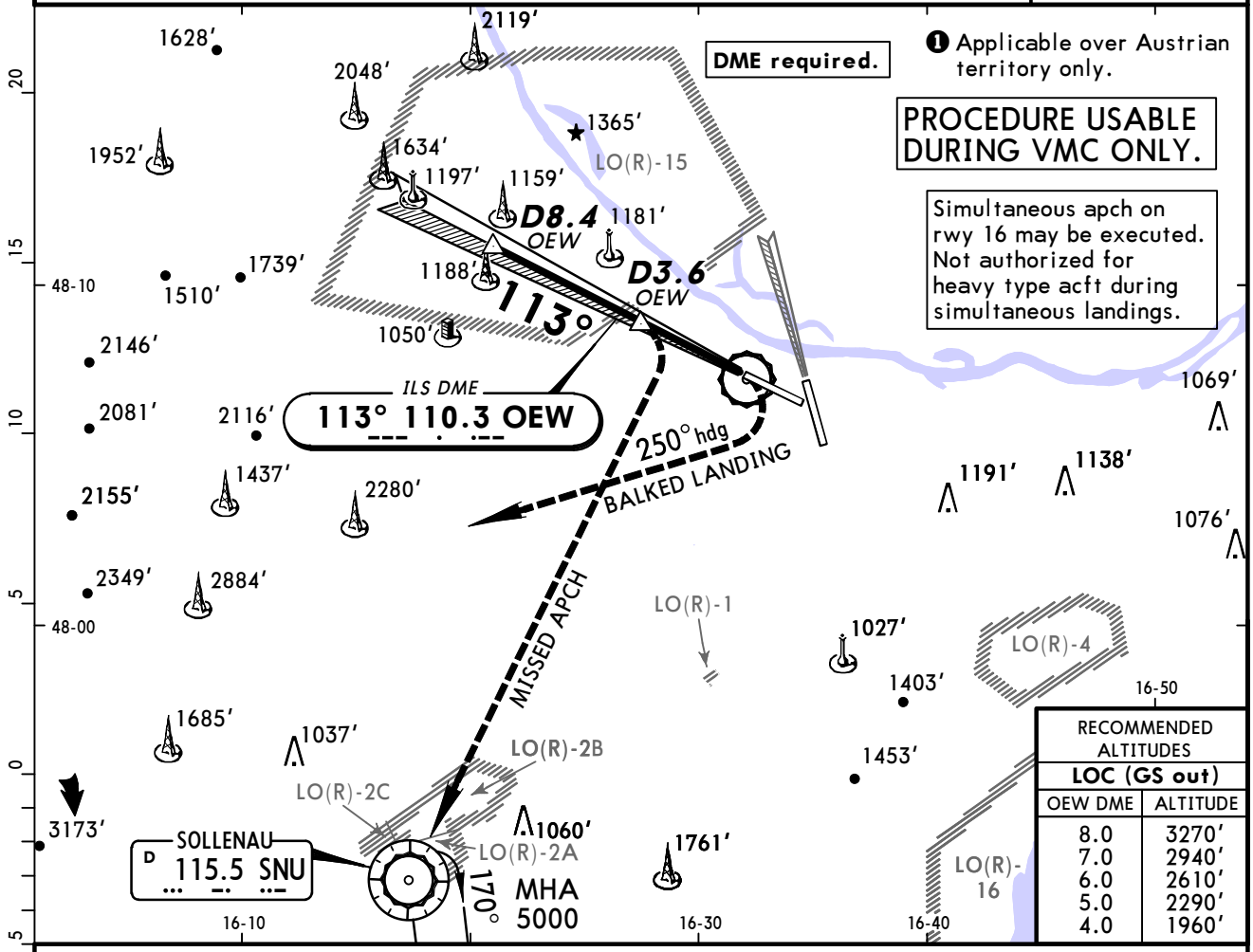
LOC OEW	Final Apch Crs	GS D8.4 OEW	ILS DA(H)	Apt Elev 600′ RWY 575′
110.3	113°	3400′ (2825′)	1765′ (1190′)	

MISSED APCH: Turn RIGHT to VOR, climb to 5000′ and hold.
BALKED LANDING: As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000′.
Terrain clearance has to be assured by pilot up to 2400′. If unable to comply inform ATC.

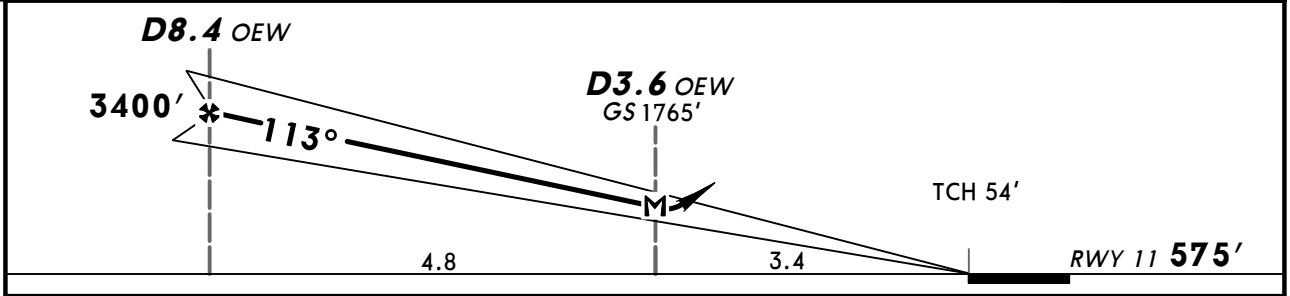
Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′



MSA SNU VOR



RECOMMENDED ALTITUDES LOC (GS out)	
OEW DME	ALTITUDE
8.0	3270′
7.0	2940′
6.0	2610′
5.0	2290′
4.0	1960′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.10°	390	501	557	668	779	891
MAP at D3.6 OEW						

HIALS
PAPI
5000′ RT
SNU 115.5

Standard STRAIGHT-IN LANDING RWY 11 **CEILING REQUIRED**

ILS DA(H) 1765′(1190′)		LOC (GS out) DA(H) 1770′(1195′)	
FULL/Limited	ALS out		ALS out

PANS OPS

A	2400′- RVR 1500m
B	
C	2400′- CMV 2400m
D	

CHANGES: MSA. Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
20 MAY 11 (11-2) Eff 2 Jun

VIENNA, AUSTRIA
ILS X Rwy 11

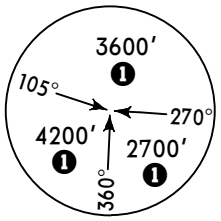
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

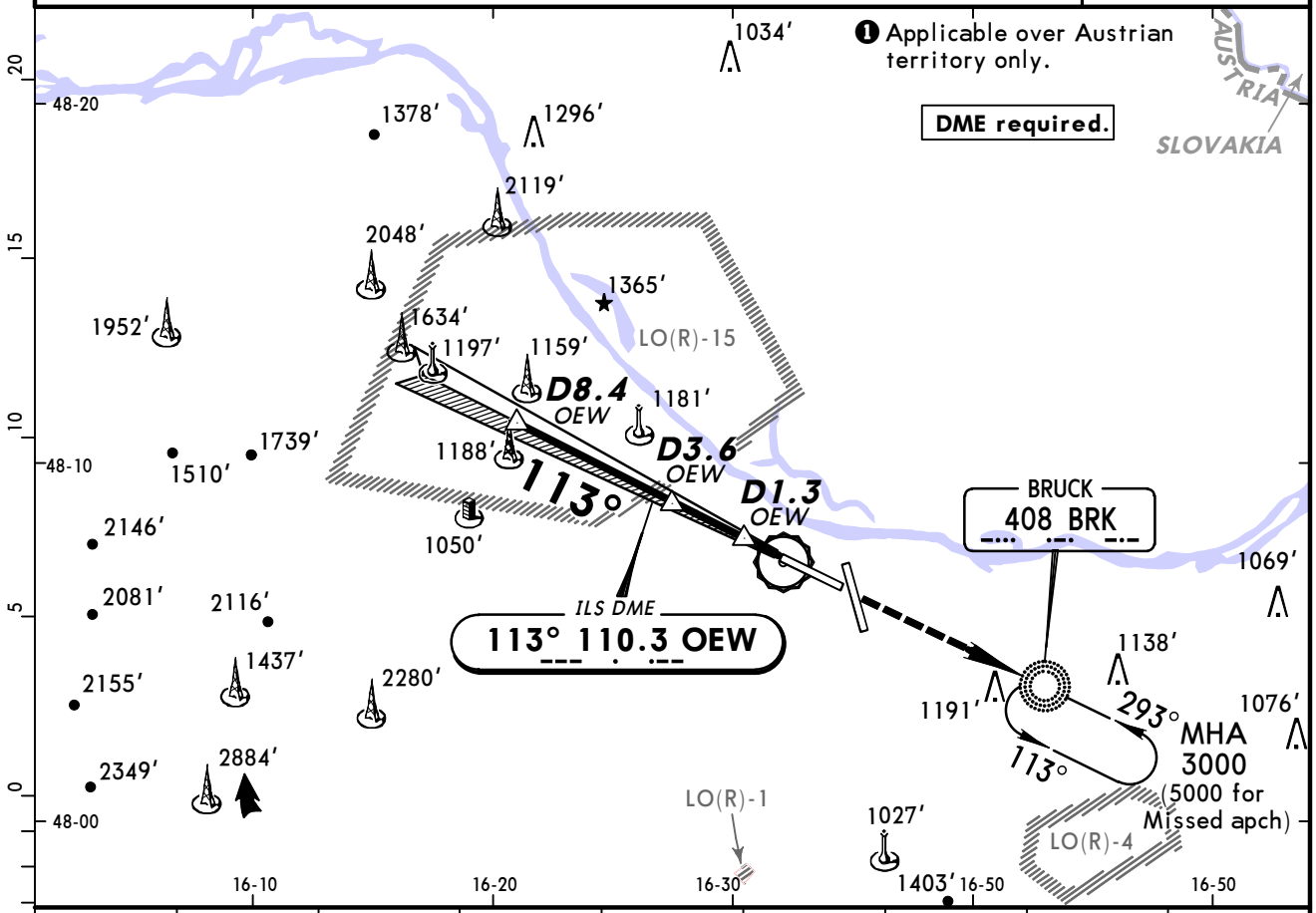
BRIEFING STRIP™

LOC OEW	Final Apch Crs	GS D3.6 OEW	ILS DA(H)	Apt Elev 600′
110.3	113°	1765′ (1190′)	775′ (200′)	RWY 575′

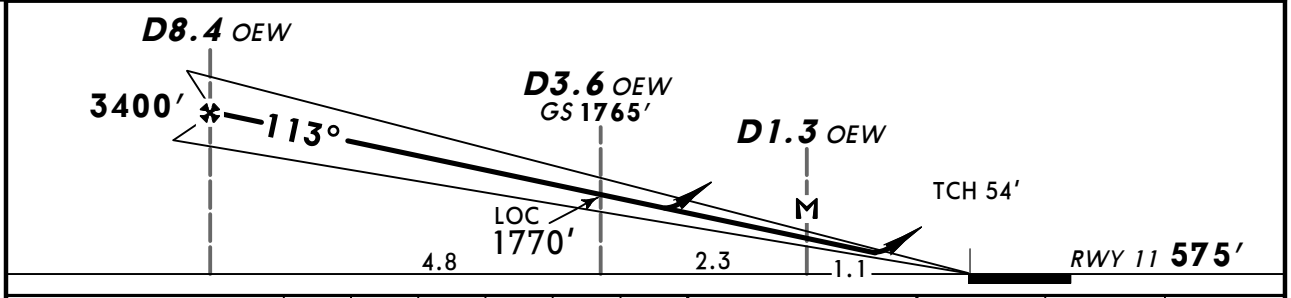
MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEW with MAX 160 KT.





LOC (GS out)	OEW DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3270′	2940′	2610′	2290′	1960′	1630′	1300′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.10°	390	501	557	668	779	891
MAP at D1.3 OEW						

HIALS
PAPI
5000′
BRK 408

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 775′(200′)			LOC (GS out) DA(H) 1200′(625′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	CMV 2200m	CMV 2900m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′(650′)	2900m
135		
180	1350′(750′)	2900m
205	1350′(750′)	3600m

CHANGES: MSA. Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
4 MAR 11 (11-3) Eff 10 Mar

VIENNA, AUSTRIA
Special LOC Rwy 11

D-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	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP™

LOC OEW	Final Apch Crs	Minimum Alt D3.6 OEW	DA(H)	Apt Elev 600′ RWY 575′
110.3	113°	1900′ (1325′)	1000′ (425′)	

MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

3300′ ❶
090°
5700′ ❶
315°
MSA STE NDB

Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′

If not otherwise instructed by ATC, cross D4.0 OEW with MAX 160 KT.

DME required.

❶ Applicable over Austrian territory only.

AUSTRIA
SLOVAKIA

1034′
1378′
1296′
1325′
2119′
2048′
1634′
1365′
1952′
1197′
1159′
1181′
1739′
1510′
1188′
1050′
2146′
2081′
2116′
1437′
2155′
2280′
2349′
2884′
1069′
1138′
1191′
1076′

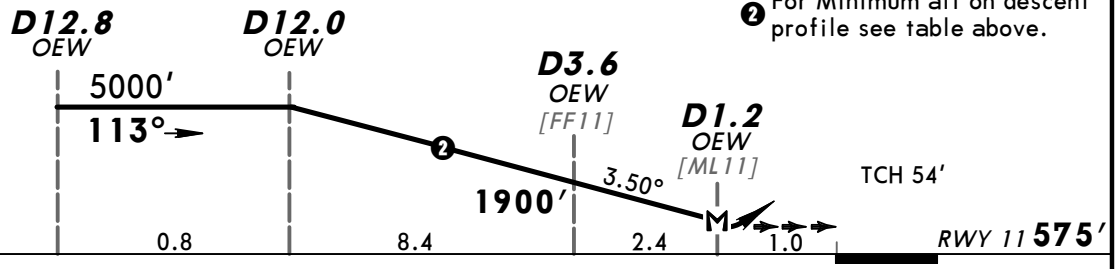
MHA 5000
113° D12.0 OEW [FF11]
D8.0 OEW
LO(R)-15
STEINHOF 293 STE
293°
D10.0 OEW
D12.8 OEW
D6.0 OEW
D1.2 OEW [ML11]
D3.6 OEW
LOC DME
113° 110.3 OEW
BRUCK 408 BRK
293° MHA 3000 (5000 for Missed apch)
113°
LO(R)-4

48-20 | 48-10 | 48-00 | 16-10 | 16-20 | 16-30 | 16-40 | 16-50

OEW DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	5000′	4630′	4260′	3890′	3520′	3150′	2780′	2410′	2040′

OEW DME	10.0	8.0	6.0
MINIMUM ALT	4260′	3520′	2780′

❷ For Minimum alt on descent profile see table above.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D1.2 OEW						

HIALS
PAPI
5000′
BRK 408

Standard STRAIGHT-IN LANDING RWY 11 **CEILING REQUIRED** CIRCLE-TO-LAND

DA(H) 1000′(425′)
ALS out

PANS OPS

	Max Kts	MDA(H)	CEIL - VIS
A, B	100, 135	1250′(650′)	2500′ - 10 km
C, D	180, 205	1350′(750′)	2500′ - 10 km

CEIL 2500′ - VIS 10 km

CHANGES: MSA.

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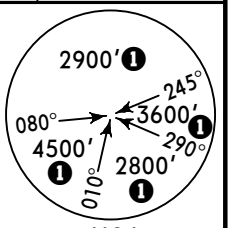
BRIEFING STRIP™

D-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	119.8 134.12	119.4 123.8	121.6 121.77

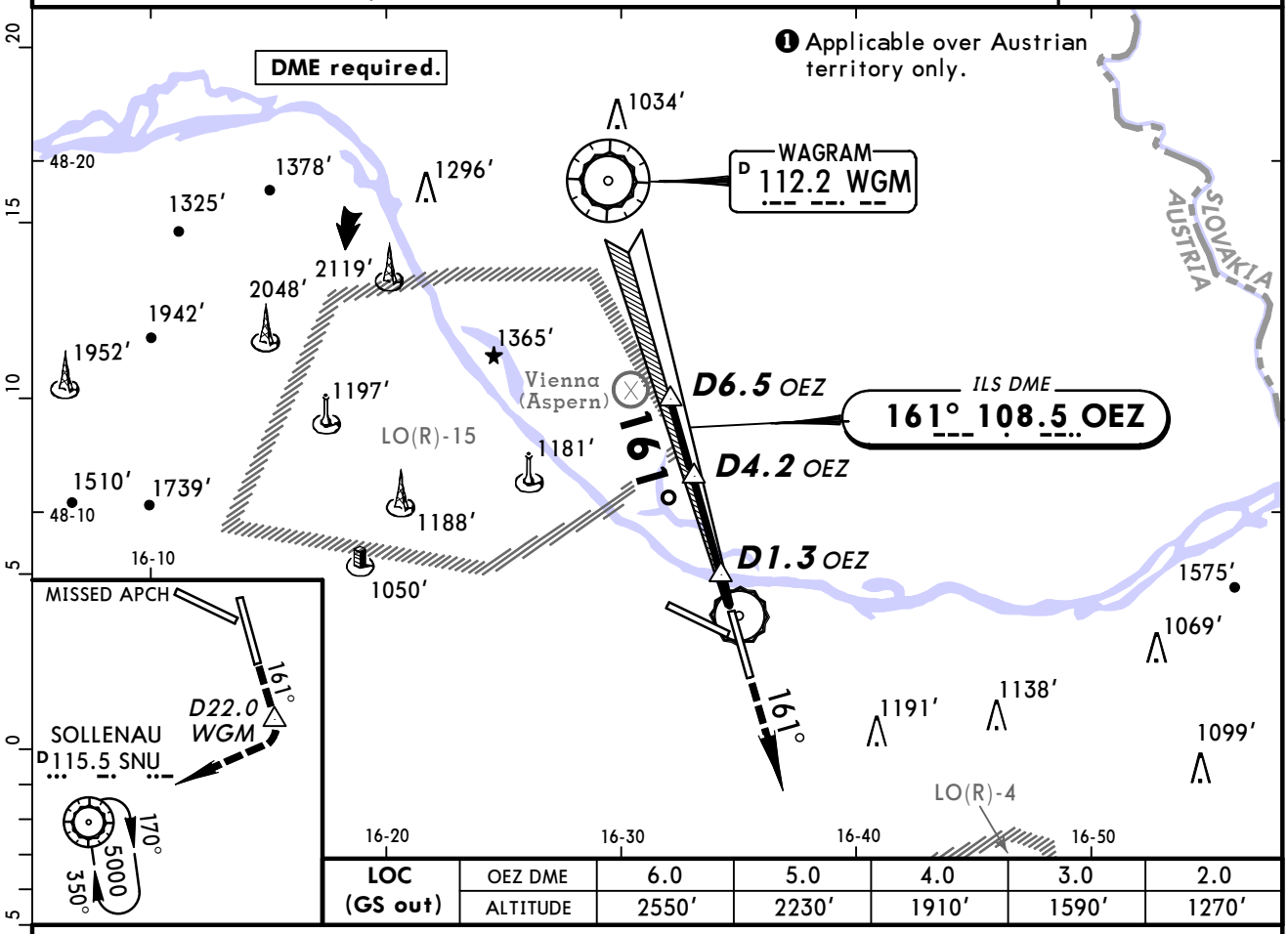
LOC OEZ	Final Apch Crs	GS D4.2 OEZ	ILS DA(H)	Apt Elev 600′
108.5	161°	1956′ (1359′)	797′ (200′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-161 WGM to D22.0 WGM, then turn RIGHT to SNU VOR climbing to 5000′ and hold.

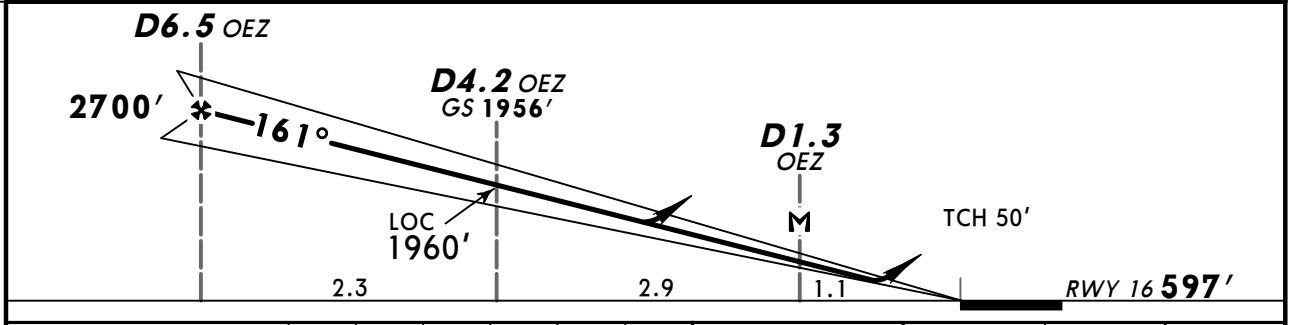
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.



MSA
WGM VOR



LOC (GS out)	OEZ DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2550′	2230′	1910′	1590′	1270′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.3 OEZ						

ALSF-II
REIL
PAPI

D22.0 WGM
WGM on 112.2
R-161

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

	ILS DA(H) 797′ (200′)			LOC (GS out) DA(H) 1200′ (603′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2100m	CMV 2400m
D					

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	1250′ (650′)	1500m
135	1250′ (650′)	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

CHANGES: Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
20 MAY 11
Eff 2 Jun
11-4A

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

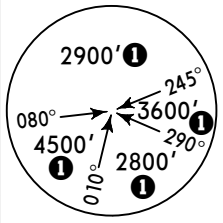
BRIEFING STRIP™

LOC OEZ	Final Apch Crs	GS D4.2 OEZ	CAT II & IIIA ILS Refer to Minimums	Apt Elev 600′ RWY 597′
108.5	161°	1956′ (1359′)		

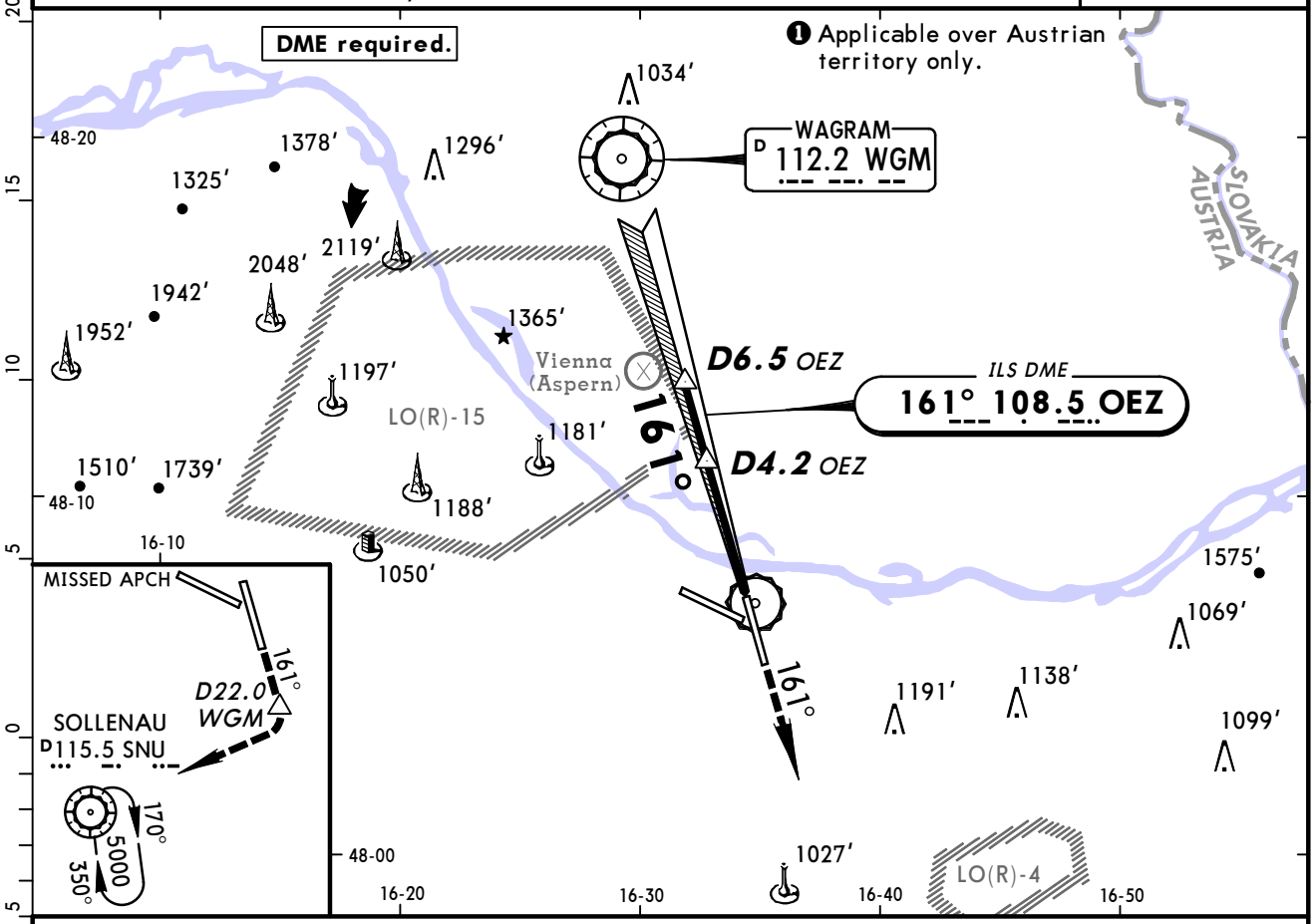
MISSED APCH: Climb STRAIGHT AHEAD on R-161 WGM to D22.0 WGM, then turn RIGHT to SNU VOR climbing to 5000′ and hold.

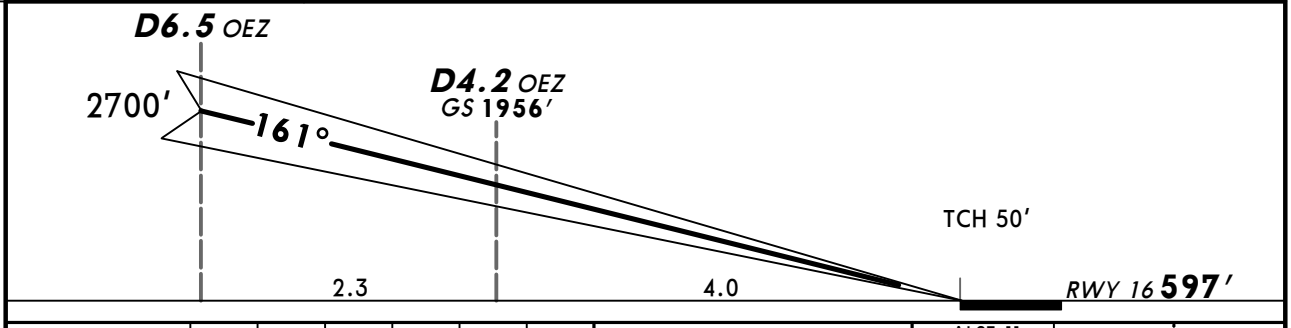
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. Special Aircrew & Acft Certification Required.
2. If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.



MSA
WGM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II
REIL
PAPI

D22.0 WGM
WGM on 112.2
R-161

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD RA 104′ DA(H) 697′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
20 MAY 11 (11-5) Eff 2 Jun

VIENNA, AUSTRIA
ILS Rwy 29

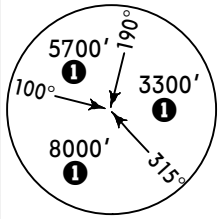
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP TM

LOC OEX	Final Apch Crs	GS D4.0 OEX	ILS DA(H)	Apt Elev 600′
109.55	293°	1889′ (1289′)	800′ (200′)	RWY 600′

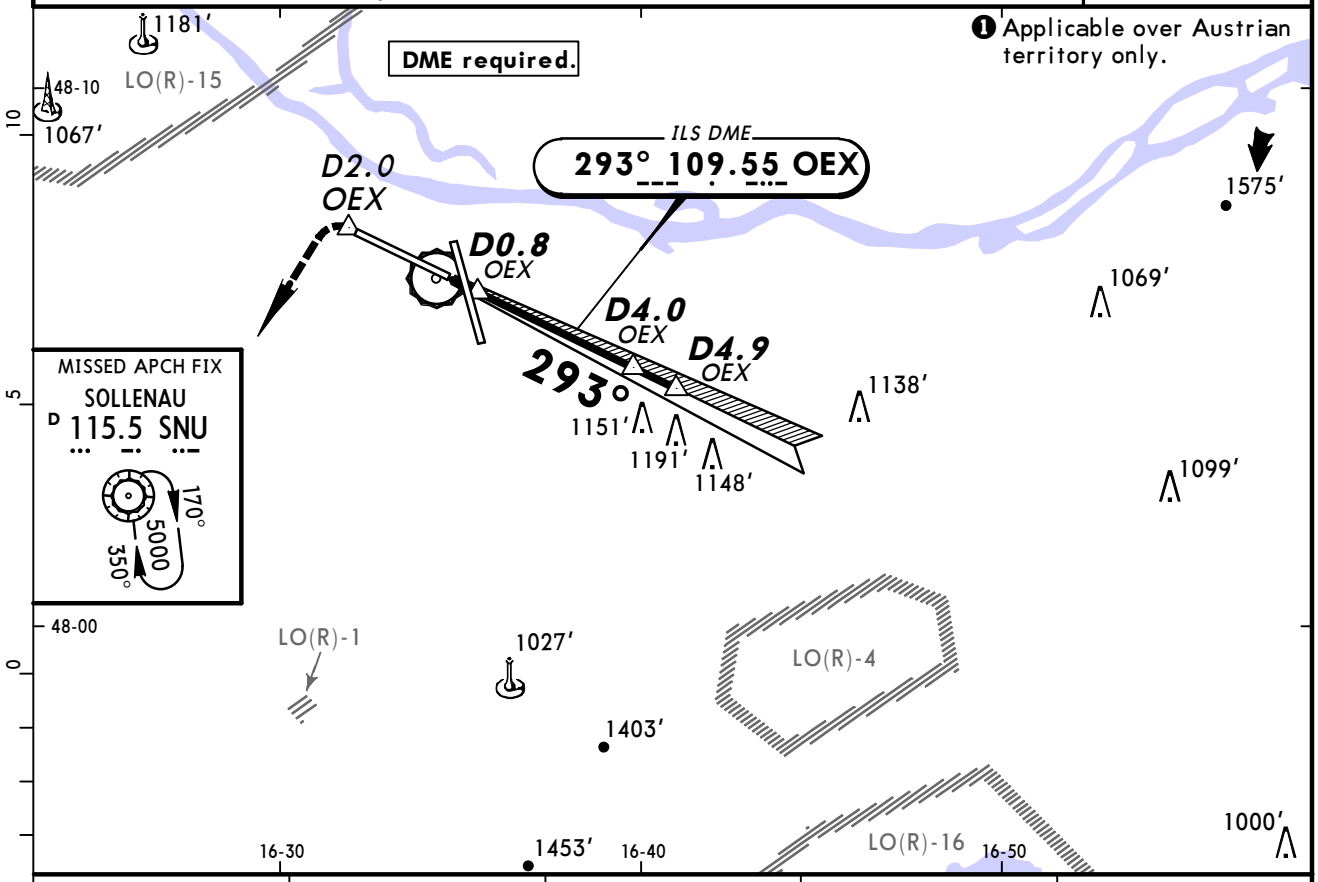
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.

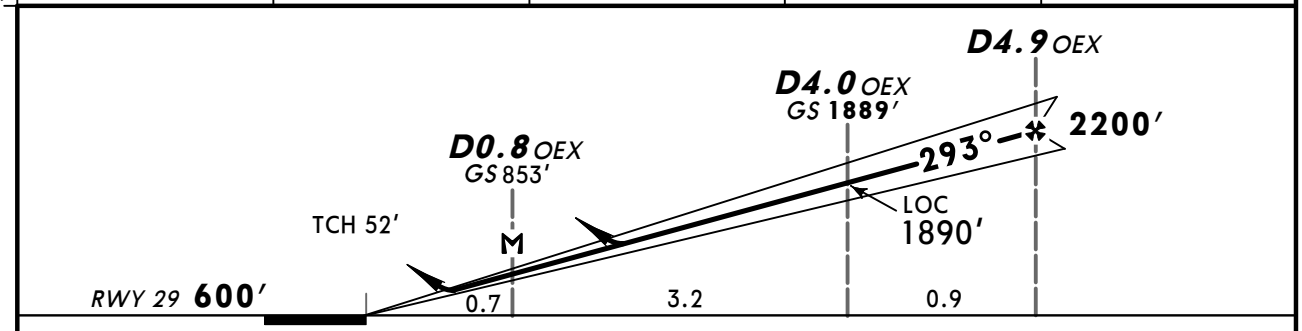


MSA SNU VOR

❶ Applicable over Austrian territory only.



LOC (GS out)	OEX DME	2.0	3.0	4.0
	ALTITUDE	1280′	1600′	1920′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at 0.8 OEX						

ALSF-II
REIL
PAPI

D2.0 OEX

5000′ LT

SNU 115.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 800′ (200′)			LOC (GS out) DA(H) 1200′ (600′)		CIRCLE-TO-LAND		
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1250′ (650′)	1500m
B						135	1250′ (650′)	1600m
C				RVR 2000m	CMV 2400m	180	1350′ (750′)	2400m
D						205	1350′ (750′)	3600m

CHANGES: MSA. Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
20 MAY 11
Eff 2 Jun
11-5A

VIENNA, AUSTRIA
CAT II/III ILS Rwy 29

D-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	119.8 134.12	119.4 123.8	121.6 121.77

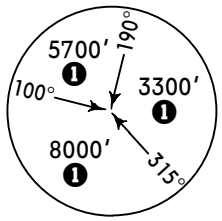
BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 600′
OEX	293°	D4.0 OEX	Refer to	RWY 600′
109.55		1889′ (1289′)	Minimums	

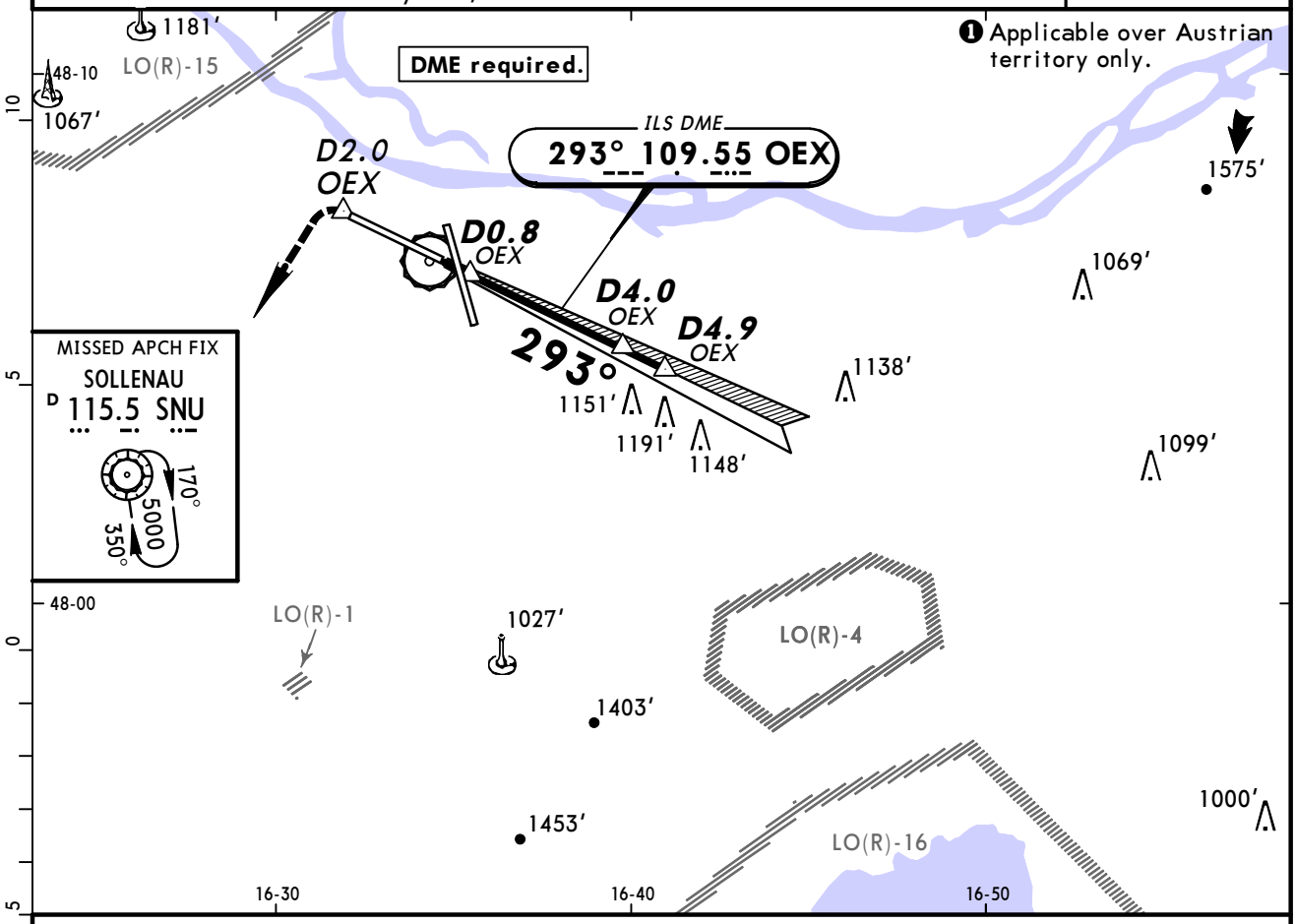
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 5000′ and hold.

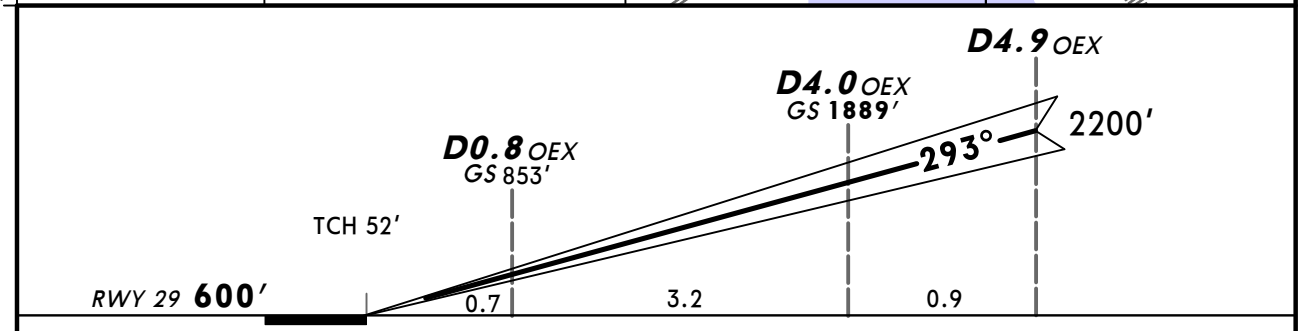
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. Special Aircrew & Acft Certification Required.
2. If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.



MSA
SNU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II
REIL
PAPI

D2.0 OEX

5000′ LT

SNU 115.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

CAT IIIA ILS	CAT II ILS
DH 50′	ABCD RA 97′ DA(H) 700′ (100′)
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: MSA. Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
30 DEC 11 (11-6) Eff 12 Jan

VIENNA, AUSTRIA
ILS or LOC Rwy 34

D-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	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP

LOC OEN 108.1	Final Apch Crs 341°	GS D4.4 OEN 2004′ (1418′)	ILS DA(H) Refer to Minimums	Apt Elev 600′ RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD on R-161 inbound to WGM VOR to 5000′ and hold.

Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT.

5700′ ❶ 190° 100° 3300′ ❶ 8000′ ❶ 315°
MSA SNU VOR

NOT TO SCALE
WAGRAM
D112.2 WGM
161° 5000 341°

❶ Applicable over Austrian territory only.

DME required.

SLOVAKIA AUSTRIA

D1.1 OEN
D4.4 OEN
D21.0 WGM
D7.4 OEN
D10.0 SNU
D13.0 SNU

ILS DME
341° 108.1 OEN

48-00 (IAF)
SOLLENAU
D115.5 SNU

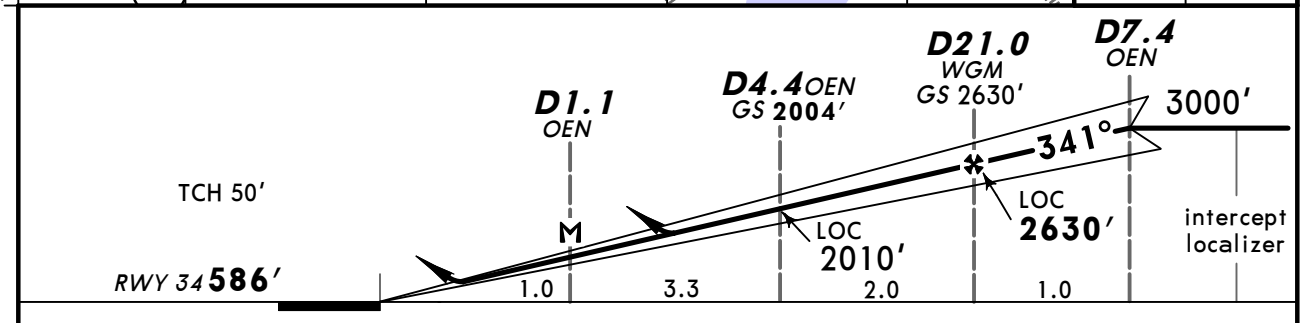
LO(R)-15 LO(R)-1 LO(R)-2A LO(R)-2B LO(R)-2C LO(R)-4 LO(R)-16

2048′ 2119′ 1197′ 1188′ 1181′ 1050′ 2280′ 1027′ 1403′ 1453′ 1060′ 1761′ 1191′ 1138′ 1099′ 1069′ 1575′ 1241′ 1791′ 1073′ 2067′ 1690′

341° 093° 350° 170° 5000 3000 10.0 3.0

48-10 47-50 16-30 16-40 16-50 17-00

RECOMMENDED ALTITUDES LOC (GS out)	
OEN DME	ALTITUDE
6.0	2510′
5.0	2190′
4.0	1870′
3.0	1550′
2.0	1230′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.1 OEN						

HIALS
REIL
PAPI

5000′ WGM on 112.2 R-161

WGM 112.2

Standard STRAIGHT-IN LANDING RWY 34

ILS			LOC (GS out)	
DA(H) AB: 786′ (200′)	C: 794′ (208′) D: 804′ (218′)		DA(H) 1150′ (564′)	
FULL	Limited	ALS out		ALS out
A RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			RVR 1900m	CMV 2400m
D				

PANS OPS

CHANGES: OM withdrawn. Minimums.

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LOWW/VIE
SCHWECHAT

JEPPESEN
27 JAN 12 (12-1) Eff 9 Feb

VIENNA, AUSTRIA
RNAV (GNSS) Rwy 11

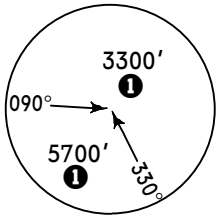
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP™

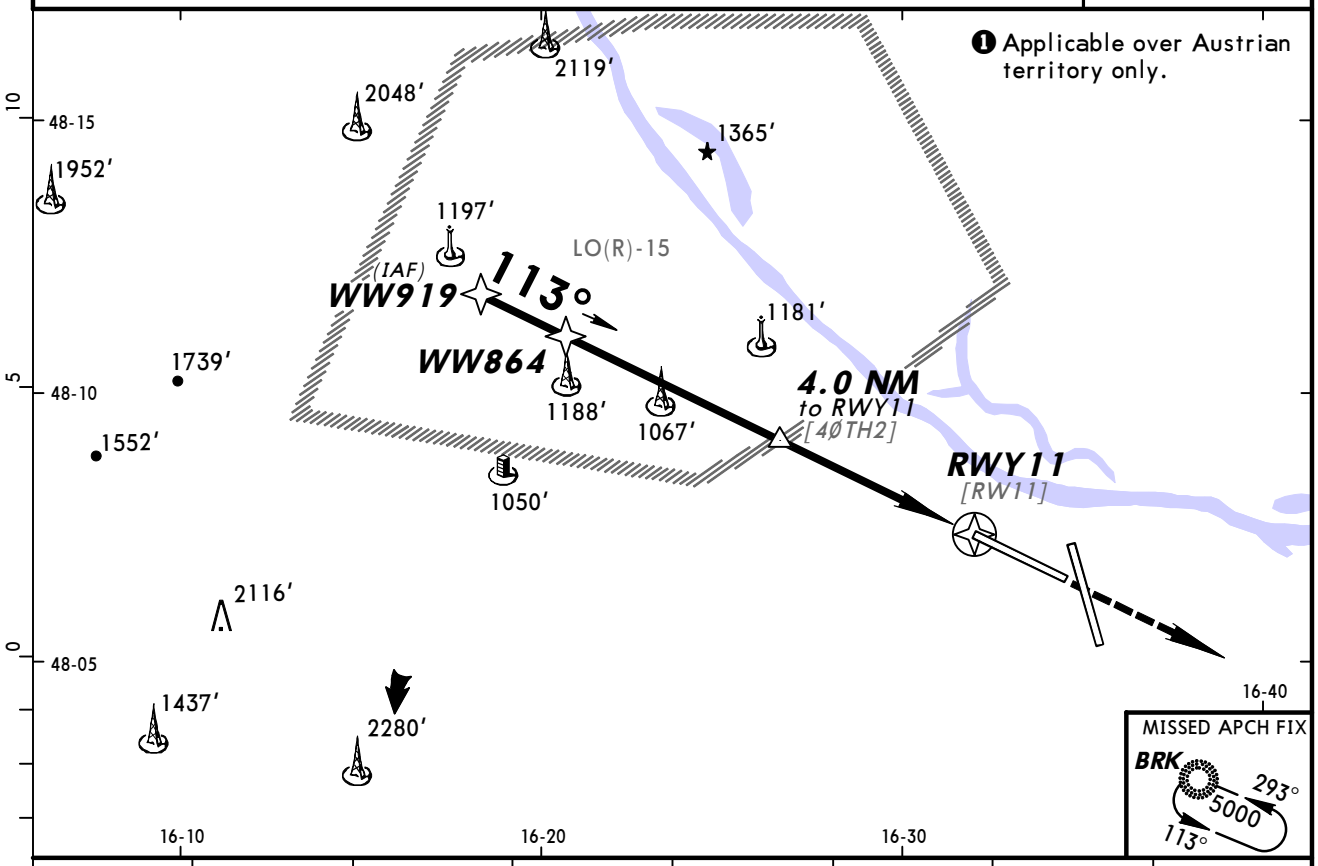
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600′
	113°	WW864 3400′ (2825′)	950′ (375′)	RWY 575′

MISSED APCH: Climb STRAIGHT AHEAD to BRK at 5000′ and hold.

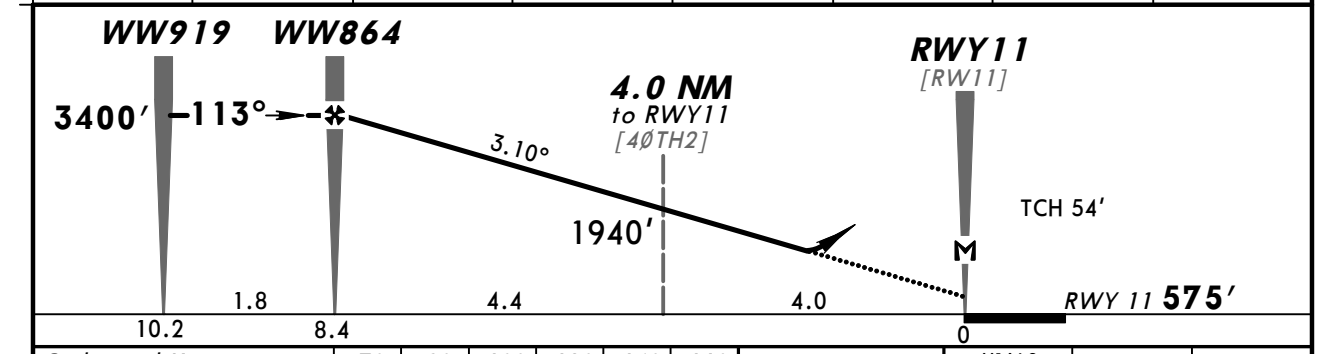
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.



MSA WW919



DIST to RWY11	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3260′	2930′	2600′	2270′	1940′	1620′	1290′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at RWY11						

HIALS
PAPI
5000′
BRK

PANS OPS

Standard STRAIGHT-IN LANDING RWY 11

	LNAV/VNAV DA(H) 950′ (375′)		LNAV DA(H) 1200′ (625′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	
B				
C		RVR 1700m	CMV 2200m	CMV 2400m
D				

CHANGES: None.

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LOWW/VIE
SCHWECHAT

JEPPESEN
27 JAN 12 (12-2) Eff 9 Feb

VIENNA, AUSTRIA
RNAV (GNSS) Rwy 16

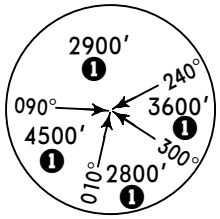
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77
112.2 113.0 115.5				

BRIEFING STRIP TM

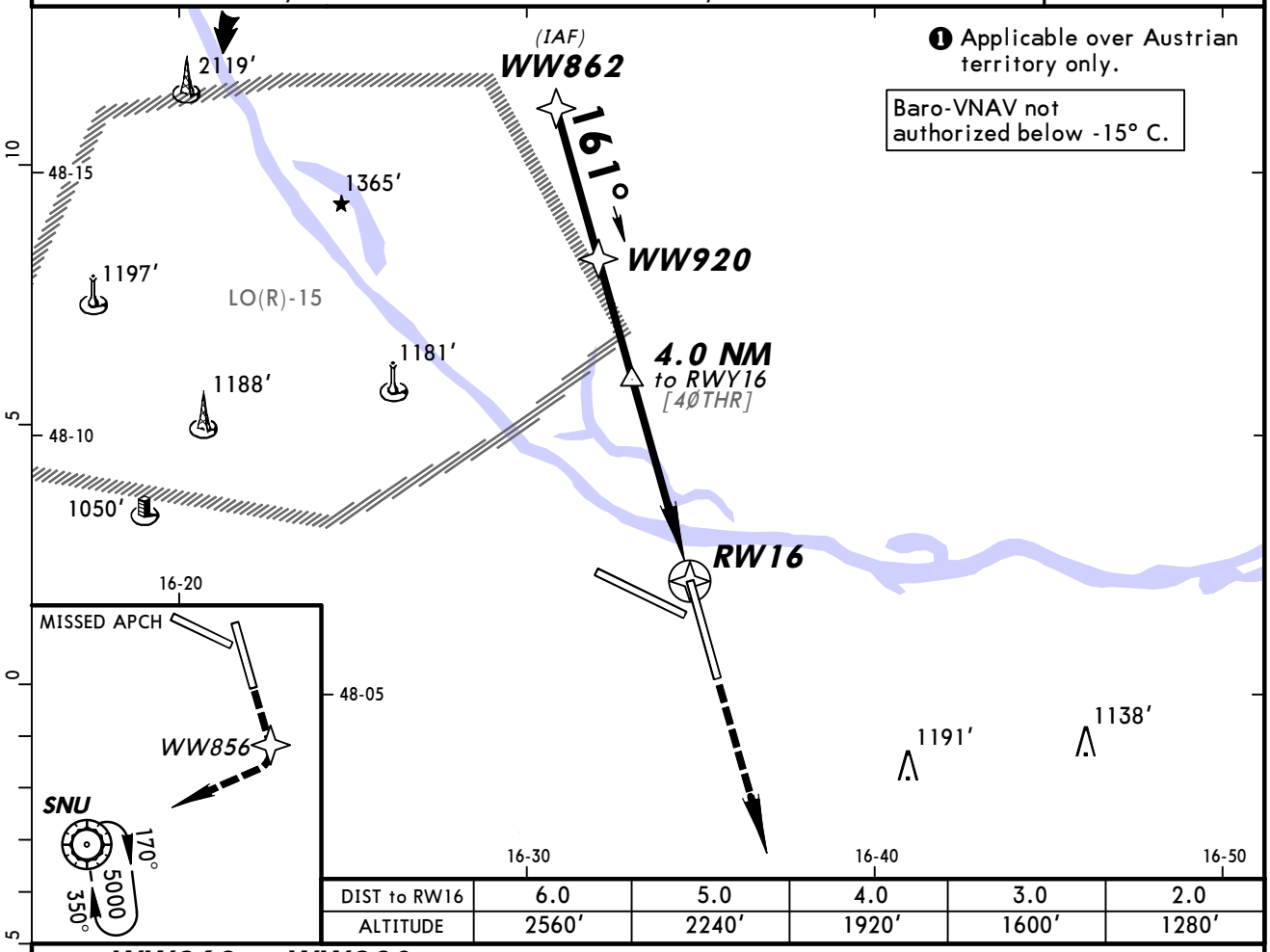
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600′
	161°	WW920 2700′ (2103′)	1050′ (453′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD to WW856, then turn RIGHT to SNU climbing to 5000′ and hold.

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′



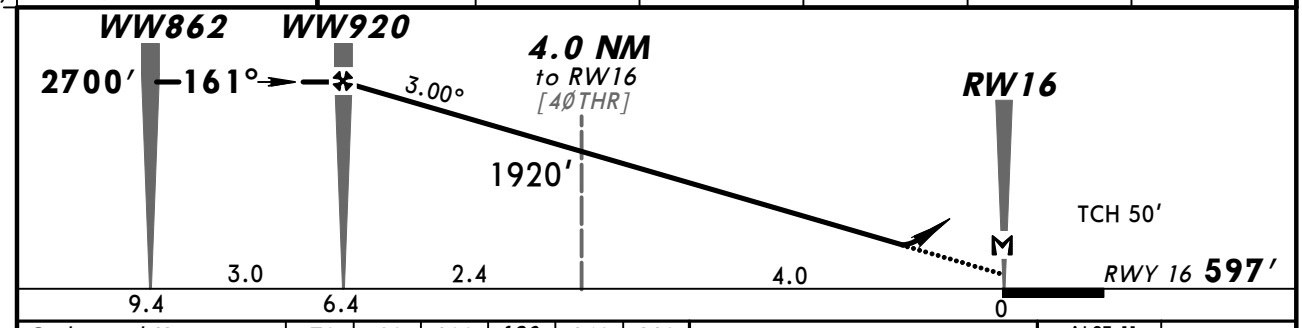
MSA WW862



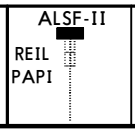
❶ Applicable over Austrian territory only.

Baro-VNAV not authorized below -15° C.

DIST to RW16	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2560′	2240′	1920′	1600′	1280′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW16						



WW856

PANS OPS

Standard STRAIGHT-IN LANDING RWY **16**

	LNAV/VNAV DA(H) 1050′(453′)		LNAV DA(H) 1200′(603′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B				
C		CMV 2100m	CMV 2100m	CMV 2400m
D				

CHANGES: MSA. Waypoint.

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LOWW/VIE SCHWECHAT

JEPPESEN 20 MAY 11 (12-3) Eff 2 Jun

VIENNA, AUSTRIA RNAV (GNSS) Rwy 29

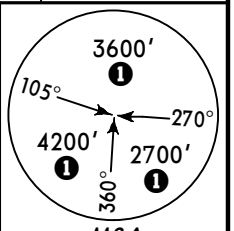
D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP ™

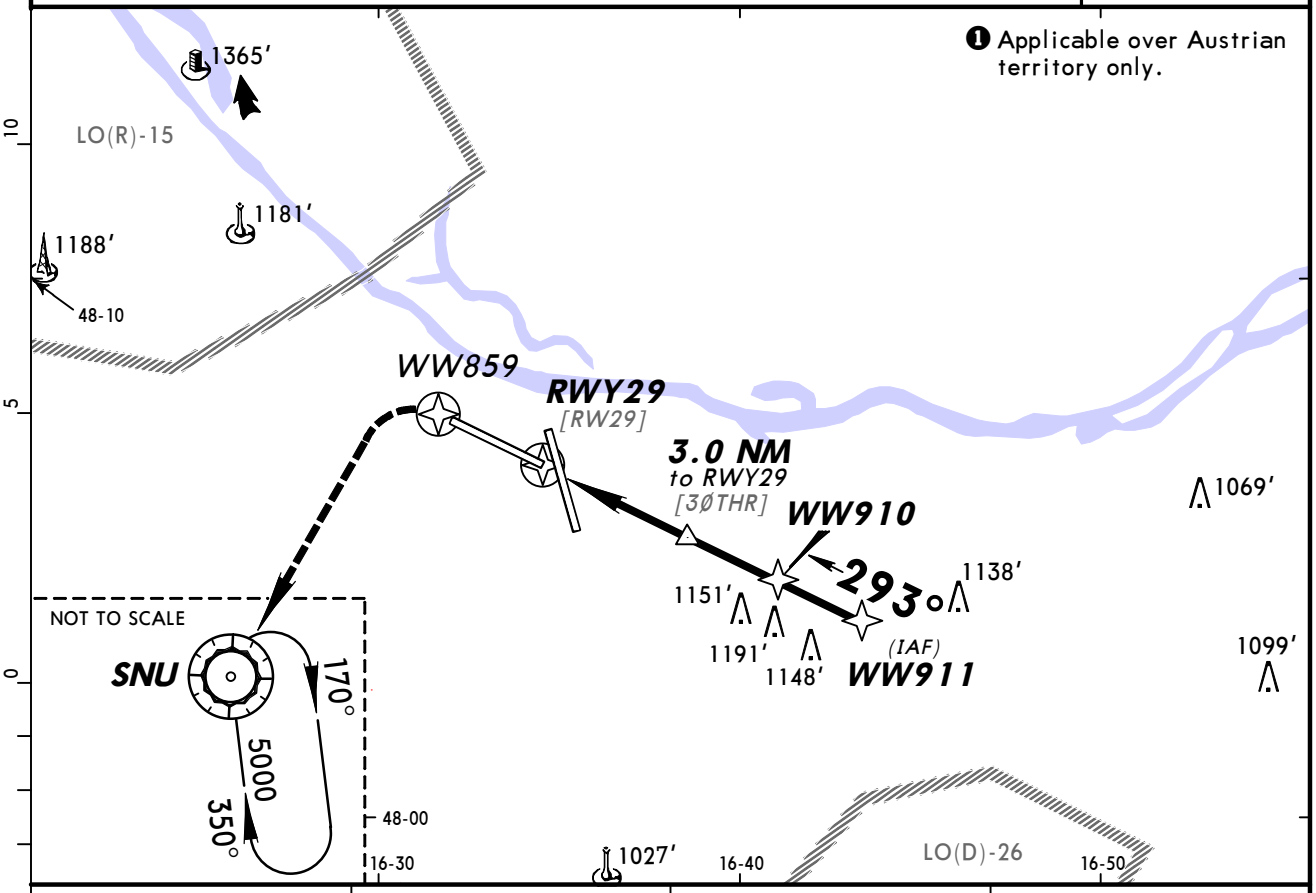
RNAV	Final Apch Crs **293°**	Minimum Alt **WW910** **2200′** (1600′)	LNAV/VNAV DA(H) **990′** (390′)	Apt Elev 600′ RWY **600′**

MISSED APCH: Climb STRAIGHT AHEAD to WW859, then turn LEFT to SNU climbing to 5000′ and hold.

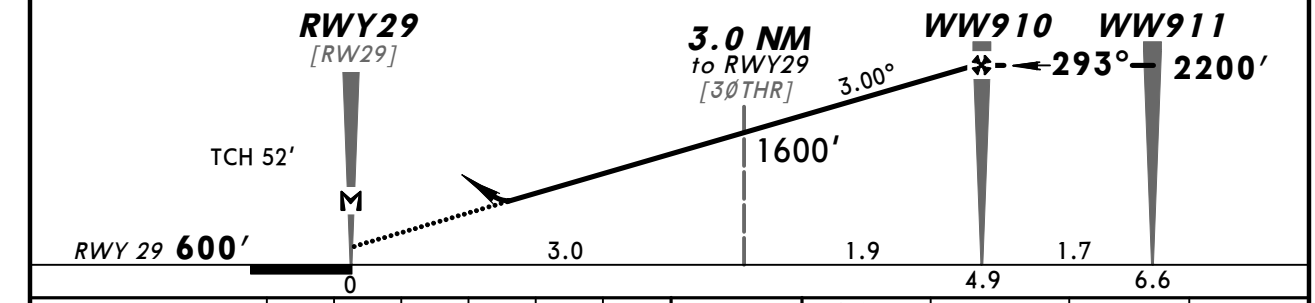
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.



MSA
WW911



DIST to RWY29	2.0	3.0	4.0
ALTITUDE	1280′	1600′	1920′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY29						

ALSF-II
REIL
PAPI

WW859 | 5000′ LT | SNU

PANS OPS

Standard STRAIGHT-IN LANDING RWY **29**

	LNAV/VNAV DA(H) **990′** (390′)		LNAV DA(H) **1200′** (600′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	
B				
C		RVR 1800m	RVR 2000m	CMV 2400m
D				

CHANGES: MSA. Procedure.

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LOWW/VIE
SCHWECHAT

JEPPESEN
20 MAY 11 (12-4) Eff 2 Jun

VIENNA, AUSTRIA
RNAV (GNSS) Rwy 34

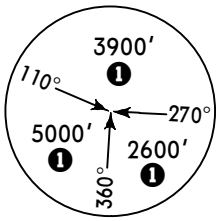
D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP™

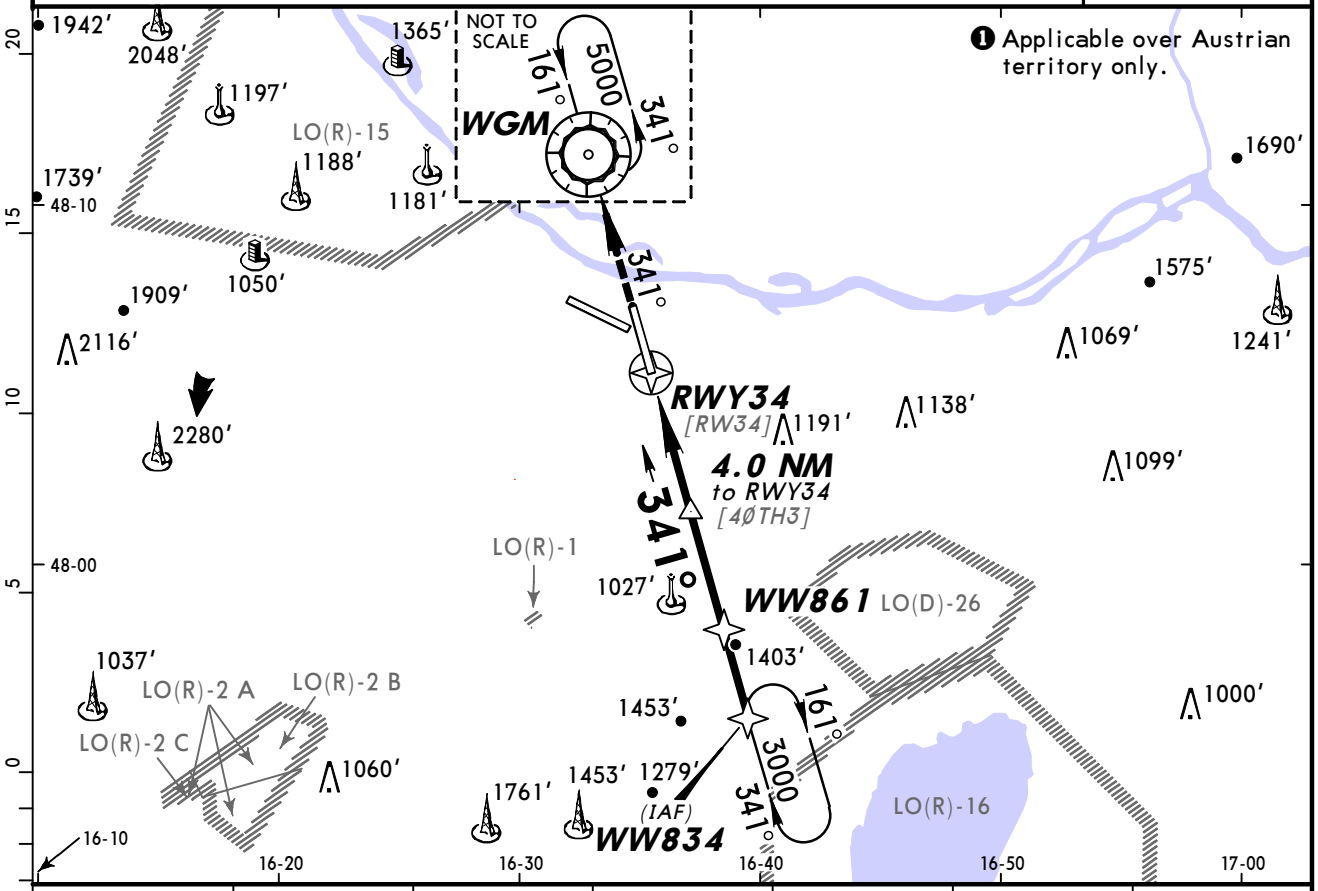
RNAV	Final Apch Crs 341°	Minimum Alt WW861 3000′ (2414′)	LNAV/VNAV DA(H) 990′ (314′)	Apt Elev 600′ RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD to WGM to 5000′ and hold.

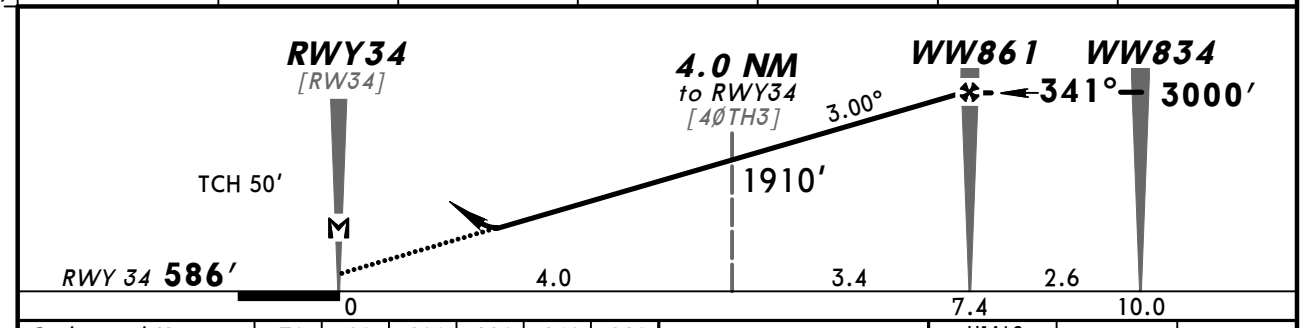
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.



MSA
WW834



DIST to RWY34	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1270′	1590′	1910′	2230′	2550′	2870′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY34						

HIALS
REIL
PAPI

5000′

WGM

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34

	LNAV/VNAV DA(H) 990′ (314′)		LNAV DA(H) 1150′ (564′)	
		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 1500m	
B				
C			RVR 1900m	CMV 2400m
D				

CHANGES: MSA.

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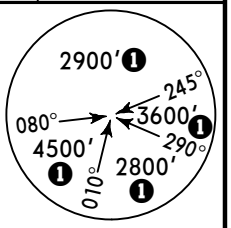
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP TM

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
WGM 112.2	161°	WGM VOR 5000′ (4403′)	1200′ (603′)	600′ / 597′

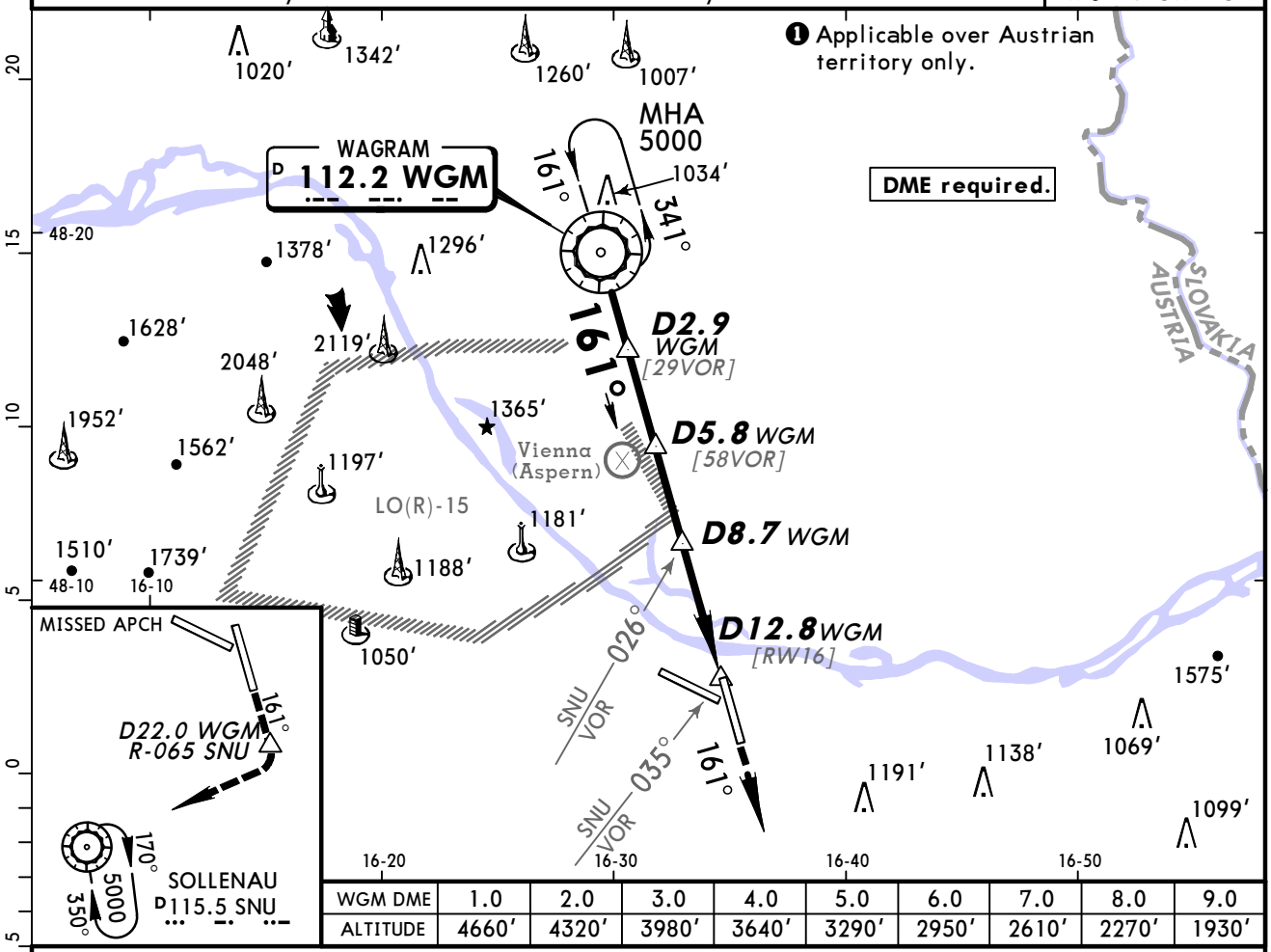
MISSED APCH: Climb STRAIGHT AHEAD on R-161 WGM to D22.0 WGM then turn RIGHT to SNU VOR climbing to 5000′ and hold.

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′

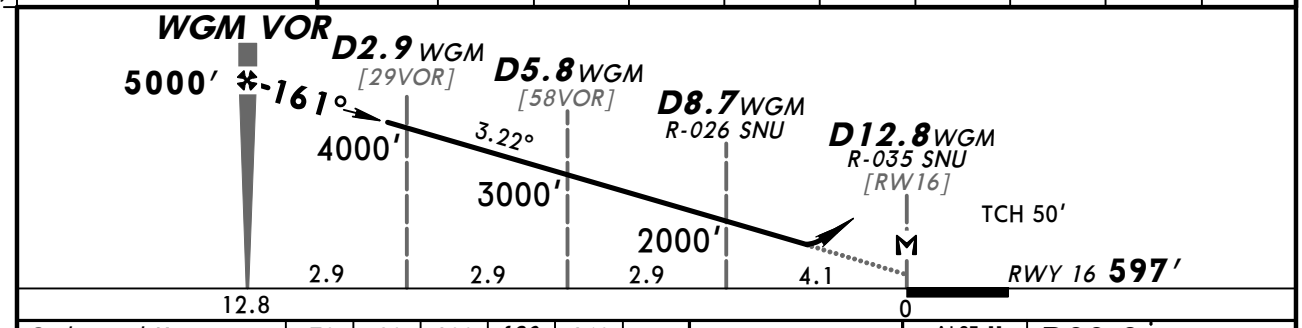


MSA WGM VOR

1 Applicable over Austrian territory only.



WGM DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	4660′	4320′	3980′	3640′	3290′	2950′	2610′	2270′	1930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.22°	399	513	570	684	798	912
MAP at D12.8 WGM/R-035 SNU							

ALSF-II
REIL
PAPI

D22.0 WGM on WGM 112.2 R-161

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

DA(H) 1200′ (603′)

ALS out

A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1280′ (680′)	1500m
135	1280′ (680′)	1600m
180	1380′ (780′)	2400m
205	1380′ (780′)	3600m

CHANGES: None.

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D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP

VOR WGM 112.2	Final Apch Crs 341°	Procedure Alt D22.0 WGM 3000′ (2414′)	DA(H) 1150′ (564′)	Apt Elev 600′ RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD on R-161 inbound to WGM VOR to 5000′ and hold.

Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′

MSA SNU VOR
5700′ 190° 100° 3300′ 8000′ 315°

❶ Applicable over Austrian territory only.

DME required.

NOT TO SCALE

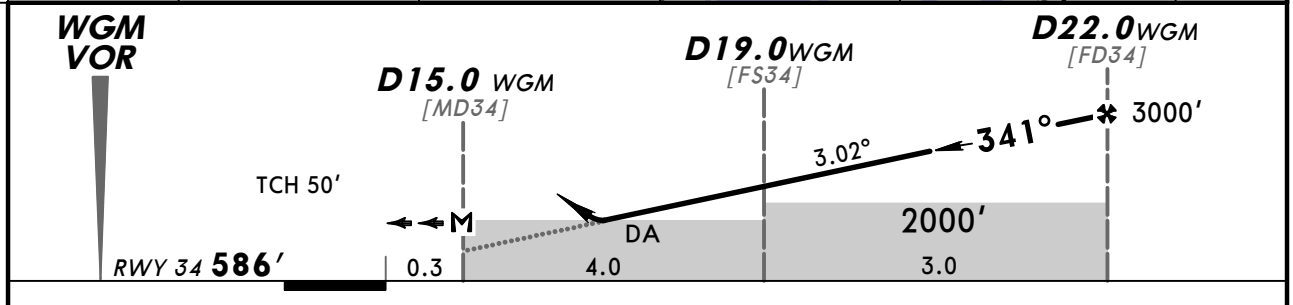
WAGRAM
D 112.2 WGM

D15.0 WGM [MD34]
D19.0 WGM [FS34]
D22.0 WGM [FD34]

(IAF)
SOLLENAU
D 115.5 SNU

D13.0 SNU
D10.0 SNU

RECOMMENDED ALTITUDES	
WGM DME	ALTITUDE
21.0	2690′
20.0	2370′
19.0	2050′
18.0	1730′
17.0	1410′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D15.0 WGM						

HIALS
REIL
PAPI

5000′ WGM on 112.2 R-161

WGM 112.2

Standard STRAIGHT-IN LANDING RWY 34

DA(H) 1150′ (564′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CHANGES: OM withdrawn. Minimums.

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LOWW/VIE
SCHWECHAT

JEPPESEN
15 JUL 11 (16-1) Eff 28 Jul

VIENNA, AUSTRIA
NDB Rwy 11

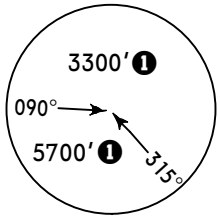
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

BRIEFING STRIP™

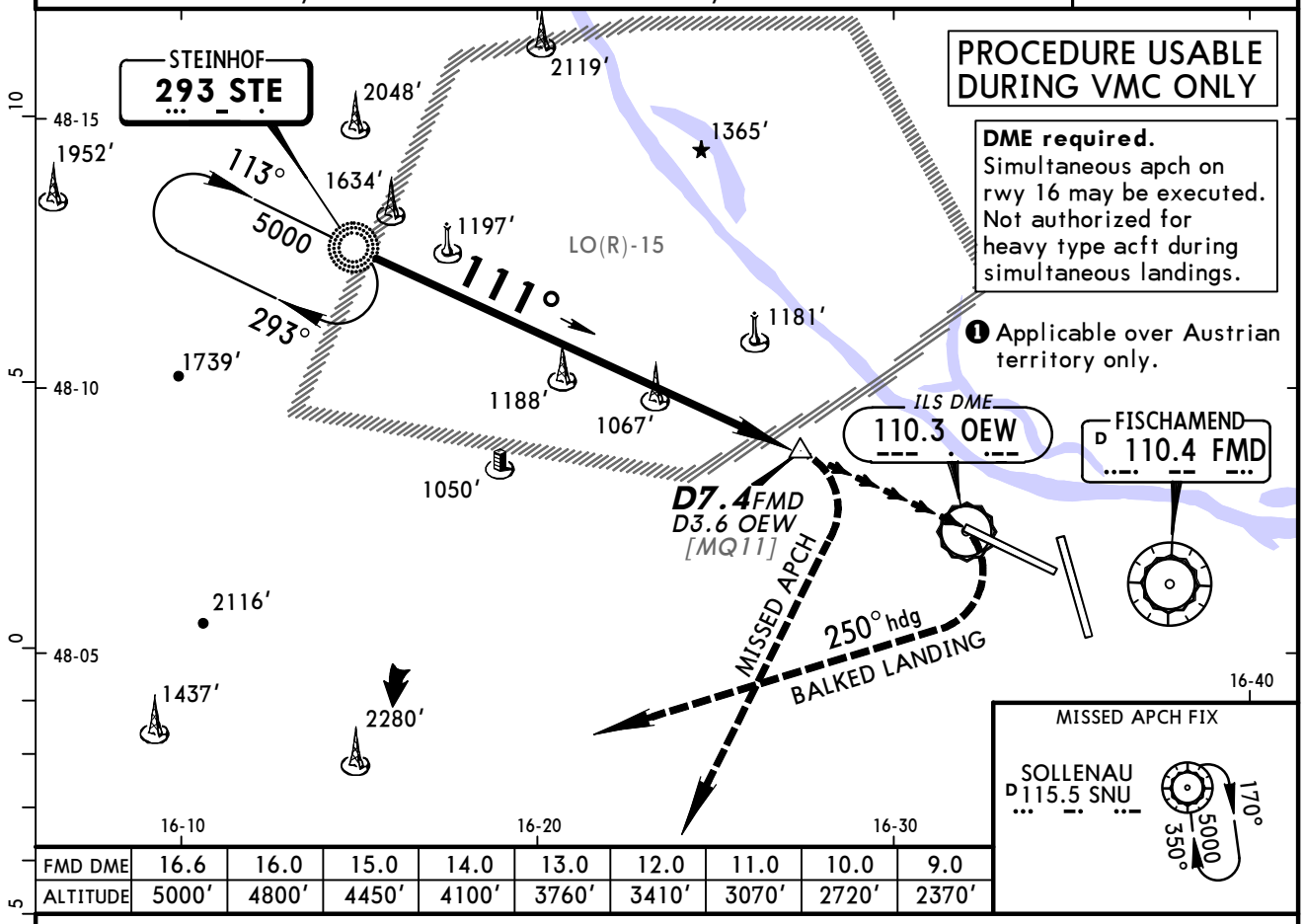
NDB STE 293	Final Apch Crs 111°	Minimum Alt NDB 5000′ (4425′)	DA(H) 1860′ (1285′)	Apt Elev 600′ RWY 575′

MISSED APCH: Turn RIGHT to VOR, climb to 5000′ and hold.
BALKED LANDING: As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000′.
Terrain clearance has to be assured by pilot up to 2400′. If unable to comply inform ATC.

Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′



MSA STE NDB



PROCEDURE USABLE DURING VMC ONLY

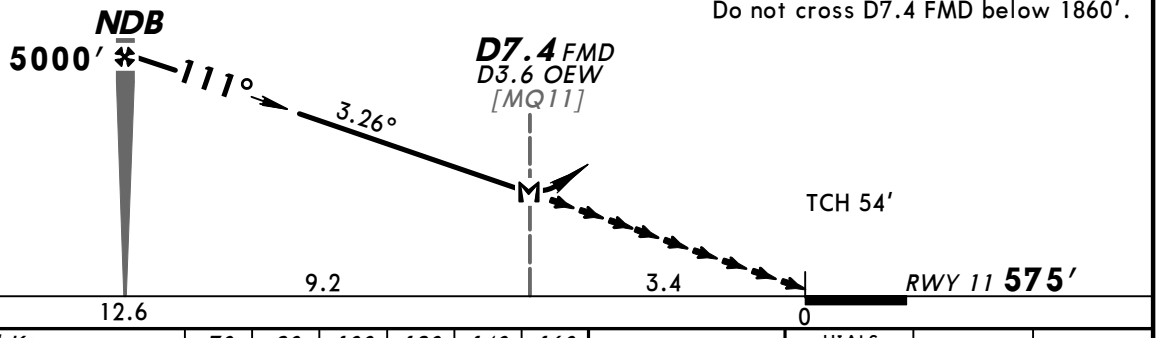
DME required. Simultaneous apch on rwy 16 may be executed. Not authorized for heavy type acft during simultaneous landings.

❶ Applicable over Austrian territory only.

FMD DME	16.6	16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0
ALTITUDE	5000′	4800′	4450′	4100′	3760′	3410′	3070′	2720′	2370′

MISSED APCH FIX
SOLLENAU
D 115.5 SNU
170°
350°
5000

Do not cross D7.4 FMD below 1860′.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
MAP at D7.4 FMD/D3.6 OEW						

HIALS
PAPI
5000′
RT
SNU
115.5

Standard STRAIGHT-IN LANDING RWY 11 **CEILING REQUIRED**

DA(H) **1860′** (1285′)

ALS out

PANS OPS

A	
B	
C	2400′- CMV 5000m
D	

CHANGES: Additional missed apch fix.

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LOWW/VIE SCHWECHAT

JEPPESEN 15 JUL 11 (16-2) Eff 28 Jul

VIENNA, AUSTRIA NDB Rwy 29

BRIEFING STRIP

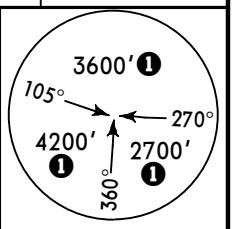
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 134.12	119.4 123.8	121.6 121.77

NDB BRK	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev / RWY
408	293°	3000′ (2400′)	1200′ (600′)	600′ / 600′

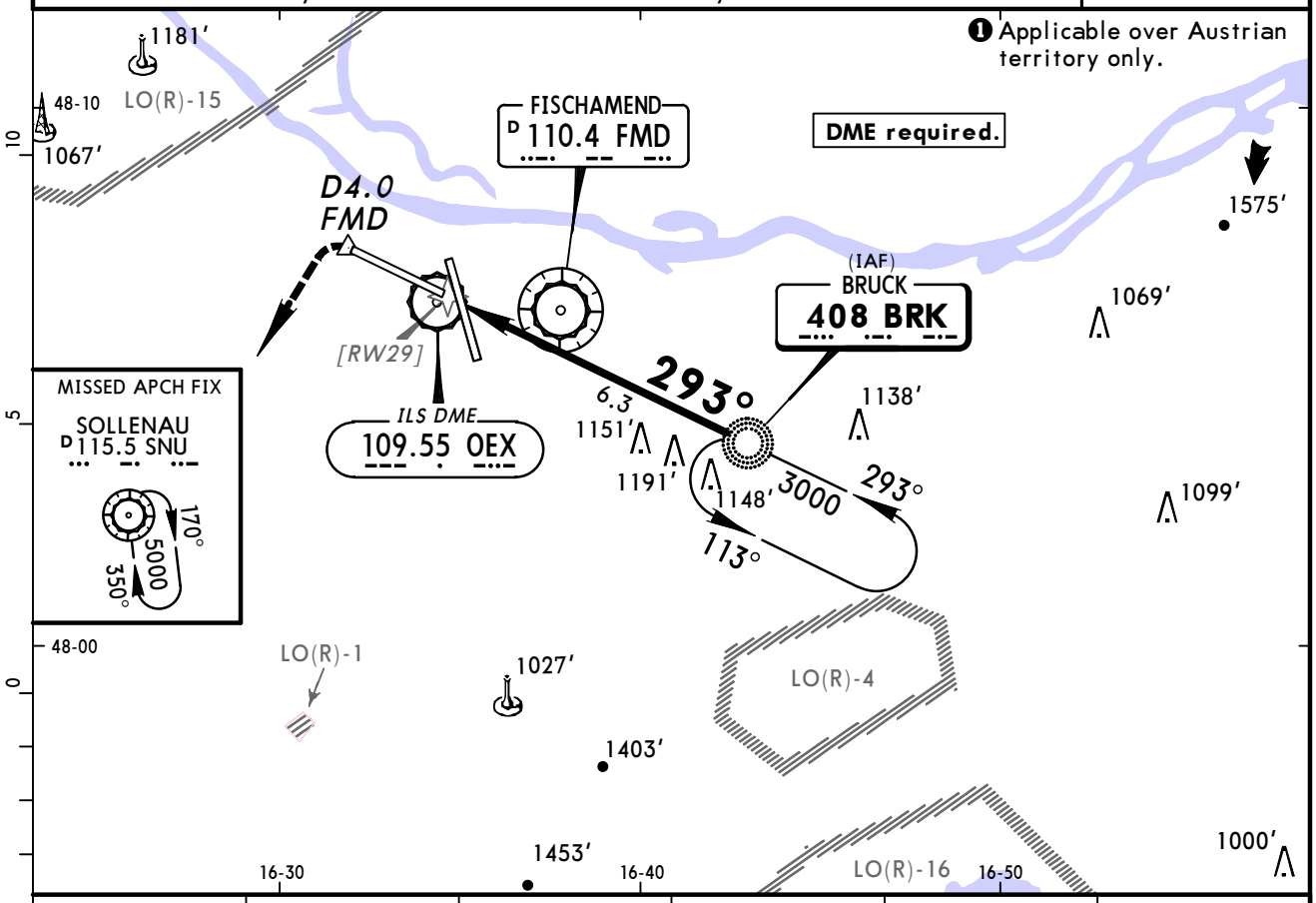
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 5000′ and hold.

Alt Set: hPa	Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 5000′

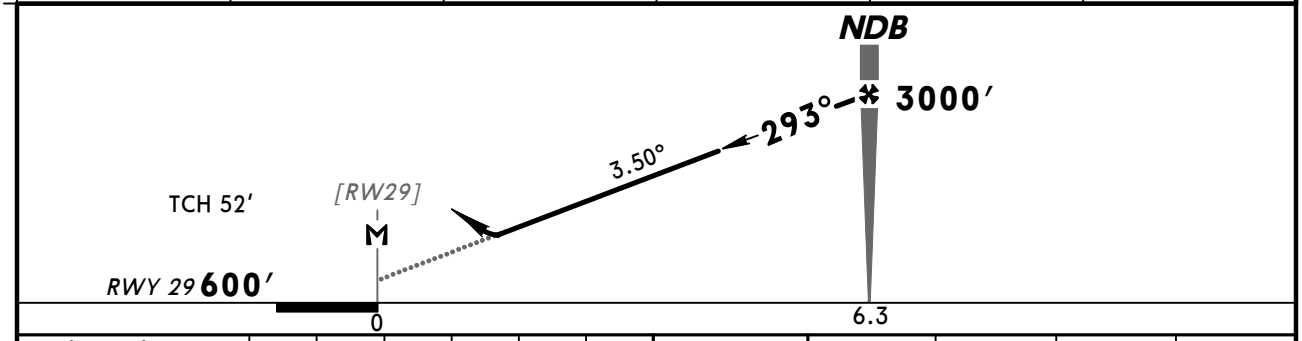
MSA BRK NDB



❶ Applicable over Austrian territory only.



OEX DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1360′	1730′	2100′	2470′	2840′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
NDB to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

ALSF-II
REIL
PAPI

D4.0 FMD

5000′ LT

SNU 115.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

DA(H) 1200′ (600′)

ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	1250′ (650′)	1500m
B			135	1250′ (650′)	1600m
C	RVR 2000m	CMV 2400m	180	1350′ (750′)	2400m
D			205	1350′ (750′)	3600m

CIRCLE-TO-LAND

CHANGES: None.

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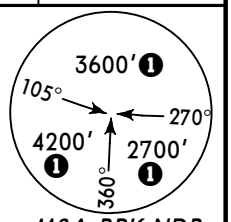
D-ATIS Arrival			WIEN Radar (APP)				WIEN Director		WIEN Tower		*Ground	
122.95												
112.2	113.0	115.5	118.77	128.2	124.55	129.05	119.8	134.12	119.4	123.8	121.6	121.77

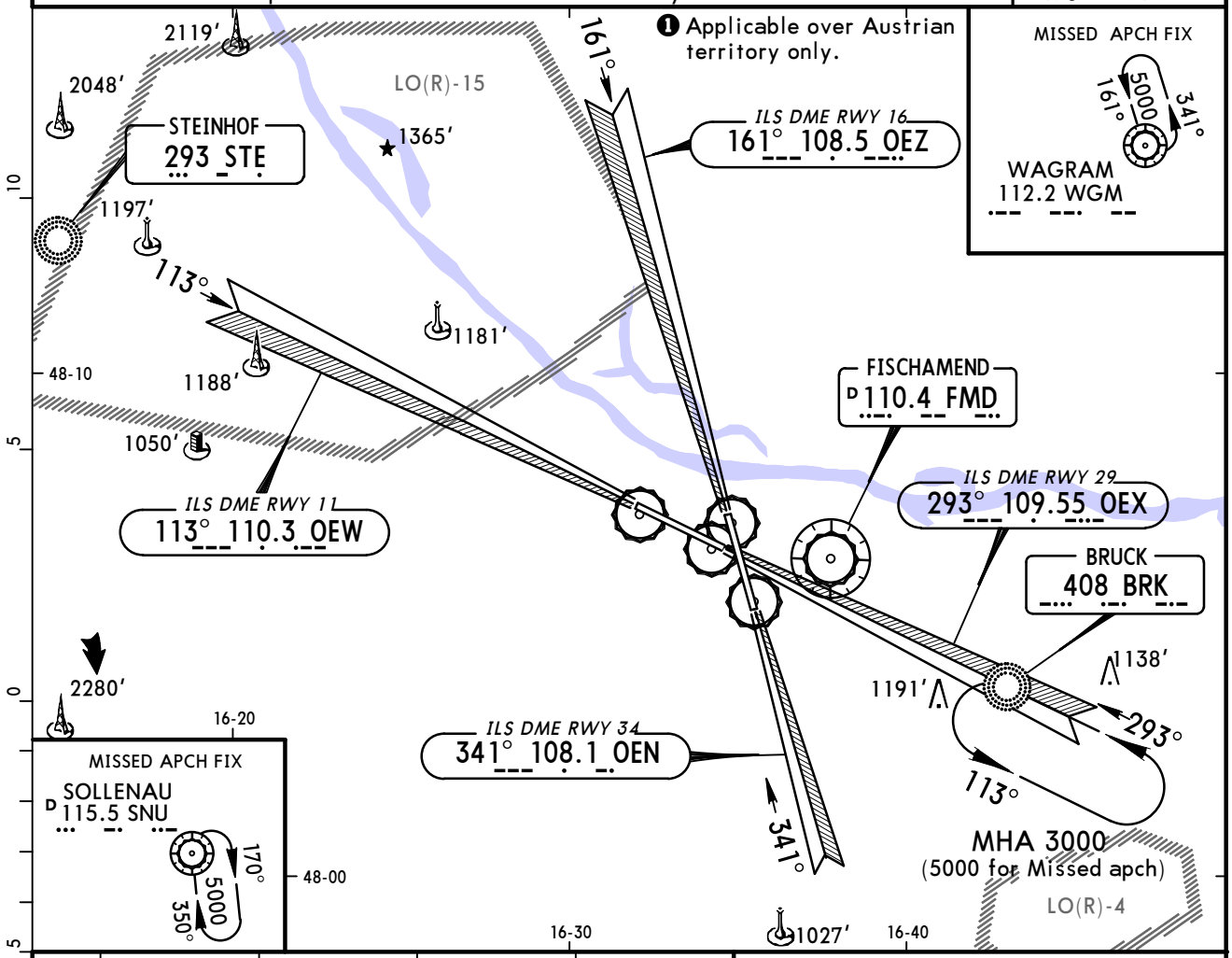
BRIEFING STRIP ™

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 600′ RWYs-See below
Missed Approach - See below				



MSA BRK NDB

Alt Set: hPa | Apt Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′



RWY	11	16	29	34
ELEV	575′	597′	600′	586′

MISSED APPROACH:

RWY 11: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

RWY 16: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to SNU VOR climbing to 5000′ and hold.

RWY 29: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 5000′ and hold.

RWY 34: Climb STRAIGHT AHEAD to WGM VOR to 5000′ and hold.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.86°	354	455	506	607	708	809
MAP 2 NM from threshold							

Lighting-Refer to Airport Chart

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING

PANS OPS

	SRE 11 MDA(H) 1110′ (535′)		SRE 16 MDA(H) 980′ (383′)		SRE 29 MDA(H) 1160′ (560′)		SRE 34 MDA(H) 1160′ (574′)	
		ALS out		ALS out		ALS out		ALS out
A B	RVR 1900m	CMV 2600m	RVR 1300m	RVR 2000m	RVR 2000m	CMV 2700m	CMV 2100m	CMV 2800m
C D	CMV 2100m	CMV 2800m	RVR 1500m	CMV 2200m	CMV 2200m	CMV 2900m	CMV 2300m	CMV 3000m

CHANGES: OM withdrawn.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 03-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
WIENER NEUSTADT/OST, (WIENER NEUSTADT/OST - LOAN)				
VOSLAU, (VOSLAU - LOAV)				
ADD	AIRPORT, AIRPORT INFO, TA...	10-9	17 Feb 2012	
ADD	RNAV (GNSS) WITH VFR-PART	12-1	17 Feb 2012	
GRAZ, (GRAZ - LOWG)				
INNSBRUCK, (INNSBRUCK - LOWI)				
KLAGENFURT, (KLAGENFURT - LOWK)				
LINZ, (LINZ - LOWL)				
SALZBURG, (SALZBURG - LOWS)				
VIENNA, (SCHWECHAT - LOWW)				

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LOAN

No Chart Change Notices for Airport LOAV

No Chart Change Notices for Airport LOWG

No Chart Change Notices for Airport LOWI

No Chart Change Notices for Airport LOWK

No Chart Change Notices for Airport LOWL

No Chart Change Notices for Airport LOWS

Chart Change Notices for Airport LOWW

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Expect clearance to ILS approach at higher initial approach altitudes (IAA) than shown on charts; ATC expects pilots to follow the GS from last cleared IAA.