

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LOWW

Terminal Charts For LOWW

Revision Letter For Cycle 15-2013

Change Notices

Notebook

## **General Information**

Location: Vienna Aut  
IATA Code: VIE  
Lat/Long: N48° 06.6' E016° 34.2'  
Elevation: 600 ft

Airport Use: Public  
Magnetic Variation: 3.6°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: 0315 Z  
Sunset: 1845 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

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 129.05 At or below 24500 ft  
Vienna Approach Control 128.2 At or below 24500 ft  
Vienna Approach Control 125.175  
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 departures during single RWY operations and continuous inbound traffic.

**1.5.2. REDUCED RWY SEPARATION****1.5.2.1. GENERAL**

Reduced RWY separation will be applied for RWYs 11, 16, 29 and 34 with 2400m separation.

ACFT will be classified as follows:

- CAT 1 ACFT:  
Single engine propeller ACFT with MTOM of 2000kg or less.
- CAT 2 ACFT:  
Single engine propeller ACFT with MTOM of more than 2000kg but less than 7000kg or twin engine propeller ACFT with MTOM of less than 7000kg.
- CAT 3 ACFT:  
All other ACFT.

**1. GENERAL****1.5.2.2. LANDING ACFT**

Separation shall in no case be less than following minimums:

A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 600m from THR.

A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 1500m from THR.

A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:

- has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 2400m from THR.

**1.5.2.3. DEPARTING ACFT**

A CAT 1 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 600m from position of succeeding ACFT.

A CAT 2 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 1500m from position of succeeding ACFT.

An ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from position of succeeding ACFT.

**1.5.2.4. WAKE TURBULENCE**

The prescribed wake turbulence separation minimums have to be applied except:

- pilot of approaching ACFT announces that he is able to attend an appropriate distance himself, or
- pilot of departing ACFT reports after being questioned by Tower that he can avoid wake turbulence of preceding departed ACFT ("able to avoid...") e.g. possibility of a visual turn.

**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.

Pilots of long-wheelbase ACFT such as B777-300 and A340-600 shall exercise CAUTION during turns as main gear to pavement edge clearance may be limited. For those ACFT oversteering technique is required.

---

## 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, D21 thru D29 and F01 thru F37 equipped with Docking Guidance System.

---

## 2. ARRIVAL

---

### 2.1. SPEED RESTRICTIONS

#### 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 PROCEDURES

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.

**2. ARRIVAL****2.4. RWY 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<br>Category       | TWY designator |             |             |             |
|------------------------|----------------|-------------|-------------|-------------|
|                        | Distance       |             |             |             |
|                        | RWY 11         | RWY 16      | RWY 29      | RWY 34      |
| Heavy                  | A4             | B10         | A9          | B5          |
|                        |                |             |             | 6365'/1940m |
|                        | 7841'/2390m    | 6873'/2095m | 7218'/2200m | B4          |
|                        |                |             |             | 7661'/2335m |
| Medium<br>(Jet)        | A6             | B8          | A7          | B7          |
|                        | 6102'/1860m    | 5577'/1700m |             | 5348'/1630m |
|                        | A8             | B6          | 5479'/1670m | B5          |
|                        | 3839'/1170m    | 3986'/1215m |             | 6365'/1940m |
| Medium<br>(Turboprops) | A8             | B6          | A7          | B7          |
|                        | 3839'/1170m    | 3986'/1215m | 5479'/1670m | 5348'/1630m |
| Light<br>(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.

**2.6. OTHER INFORMATION****2.6.1. COMMUNICATION FAILURE DURING MISSED APCH**

Squawk 7600 and follow procedure to FMD VOR.

In case of calm winds or winds from East, Southeast, South and Southwest (according METAR or FCST):

After passing FMD VOR proceed to WGM VOR and enter holding.

Perform IAP and land on RWY 16.

In case of winds from West, Northwest, North and Northeast (according METAR or FCST):

After passing FMD VOR proceed to BRK NDB and enter holding.

Descend to 3000'.

Perform IAP and land on RWY 29.

---

### 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. A routing clearance can be requested earliest 15 min prior to estimated off-block time. This can be done either digital via DCL or by voice with Delivery.

Start-up and push-back clearances are only issued on designated frequencies of WIEN Ground or Tower.

Pilot has to assure that boarding is completed and ground crew is ready, before such a clearance request.

After receiving a push-back clearance, push-back has to be commenced without delay to assure MAX amount of capacity.

##### 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. DEPARTURE

#### 3.4. RWY 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.

Pilots shall prepare and be ready to accept the following intersection take-off runs:

| ACFT<br>Category | TWY designator |             |             |             |
|------------------|----------------|-------------|-------------|-------------|
|                  | TORA           |             |             |             |
|                  | RWY 11         | RWY 16      | RWY 29      | RWY 34      |
| Medium/<br>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)

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.

##### 3.5.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

###### 3.5.2.1. INTRODUCTION

CDM is part of the European program "Single European Sky" to optimize airspace and APT operations. By direct interaction with Eurocontrol network management a more efficient use of airspace and a reduction of enroute delays can be achieved.

A-CDM is about partnership at APTs between APT Ops, ATC, ACFT operators, slot coordinator and ground handlers.

Emphasis is put on:

- Linking inbound, turn-round and outbound processes;
- Sharing of information between partners;
- Improved flight operational data exchange between APTs and ATFM network.

Procedure period of time includes ATC flight plan submission (EOBT -3 hours at the earliest) until take-off.

###### 3.5.2.2. CDM PROCEDURES

###### Flight plan check:

ATC flight plans will be checked with regard to their APT slot - Scheduled Off-Block Time (SOBT). If they do not correspond, contact address will be informed together with request to coordinate times.

Filing and updating a flight plan is and remains the responsibility of the ACFT operator. He may delegate these tasks to his accredited handling agent.

---

### 3. DEPARTURE

---

TOBT-TSAT procedure:

TOBT (Target Off-Block Time) represents the time that an ACFT operator or handling agent estimates that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ACFT ready to start-up immediately. ACFT operator is responsible for correctness of and adherence to TOBT, but may delegate this responsibility to the handling agent or another airline.

TSAT (Target Start-up Approval Time) is issued by ATC and represents the time at which an ACFT can expect start-up, taking into account the ATFM restrictions and local constraints. ATC sequences departures based on TOBT.

TSAT will be calculated from TOBT -30 min onwards. After a TSAT has been issued the TOBT should be corrected up to a MAX of 3 times. Changes to TOBT do not affect TSAT in general, as long as newly calculated TOBT is not later than TSAT. However it is of the utmost importance that a TOBT reflects the potential readiness of the ACFT, since it is the basis for determination of TSAT.

TOBT adaptations shall be done as soon as possible. It is still mandatory to send a delay message to the IFPS if EOBT deviates by 15 min or more.

TSAT dialogue:

TSAT will be notified

- via airline or handling agent (via Information Sharing Platform, ISP),
- for general aviation flights either via handling agent or at general aviation counter at General Aviation Terminal (GAT),
- as part of ATC clearance.

Start-up and push-back:

Clearances for start-up and push-back are given in accordance with TSAT.

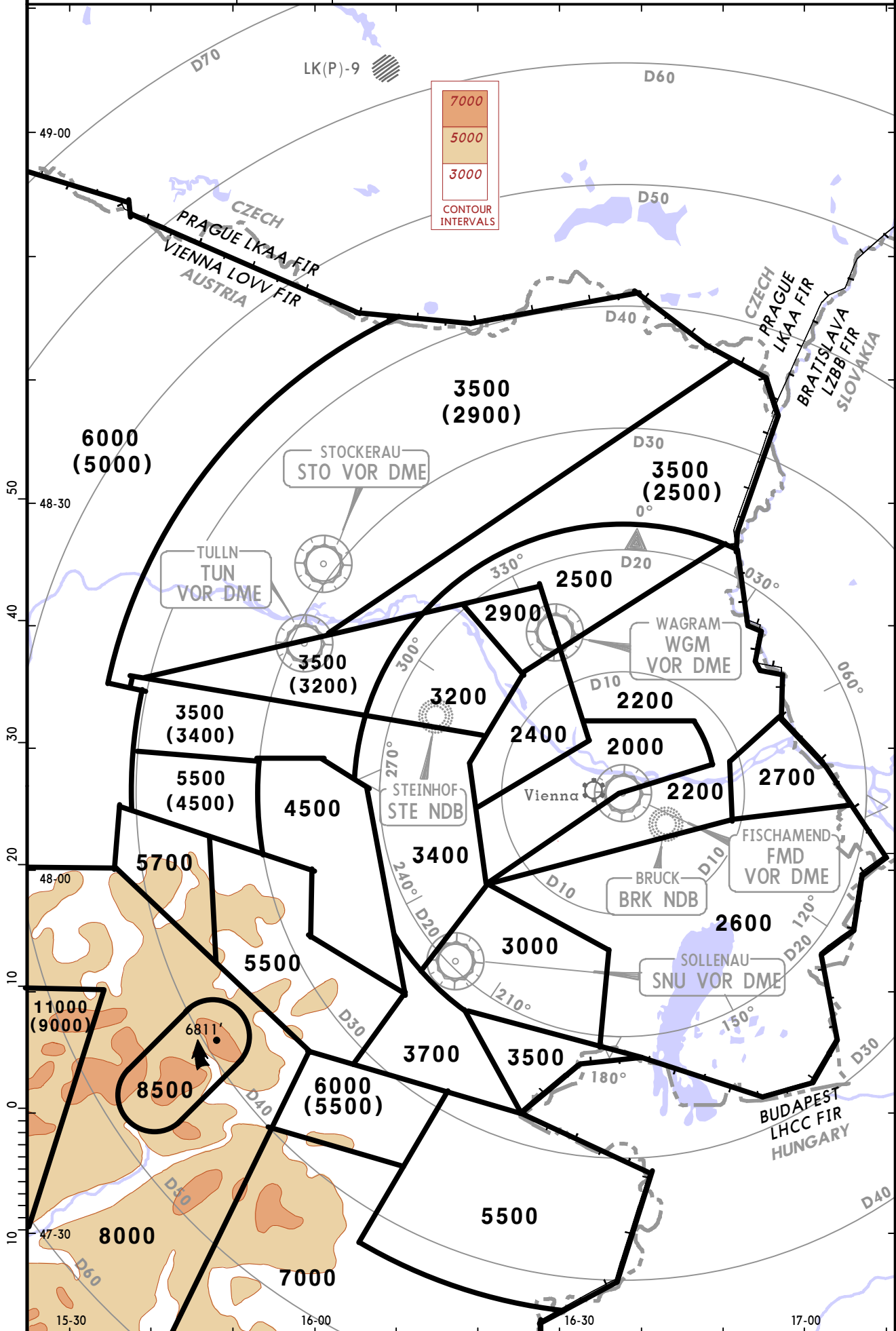
Following rules apply:

- On reaching TOBT, ACFT must be ready for start-up;
- Start-up can be requested at TSAT +/-5 min;
- ATC will approve start-up taking into account TSAT and current traffic situation;
- If flight is not ready at TSAT +5 min ATC has to be notified, otherwise TSAT will expire and a new TOBT has to be sent.

VIENNA Radar (APP)  
128.2 118.77  
124.55 129.05  
125.17

Apt Elev  
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. This chart may be used for cross-checking of assigned altitudes whilst under RADAR control.  
2. Values in brackets refer to minimum flight altitudes in uncontrolled airspace providing adequate obstacle clearance.



Alt Set: hPa    Trans level: By ATC    Trans alt: 5000'

▶ 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).

D-ATIS  
122.95

Apt Elev  
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Non-RNAV aircraft EXPECT RADAR vectors to final approach. 2. EXPECT 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.

## NATEX ONE WHISKEY (NATEX 1W) [NATE1W] RWYS 11, 16, 29, 34 ARRIVAL

STAR crossing through  
Airspace "Class E"  
up to FL125

① Between 0530LT and 2330LT



Direct distance from PESAT to:  
Schwechat Apt 31 NM

**PESAT**  
N47 42.9 E017 03.2

6000  
090°

18 ← 260°  
6000

**SLP**  
**NATEX**  
N47 44.8 E017 30.0

At or below  
**FL140** ①



NOT TO SCALE

### SPEED RESTRICTION

Between 0530LT and 2330LT  
270 KT above FL100 or  
250 KT below FL100 or  
cruising speed if lower than  
270/250 KT at SLP  
if not otherwise instructed by ATC.

■ **SLP** Speed Limit Point

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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).

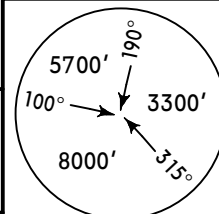
LOST COMMS ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

D-ATIS  
122.95

Apt Elev  
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

1. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
2. EXPECT 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**

**1** Between 0530LT and 2330LT

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).

▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

**SPEED RESTRICTION**

Between 0530LT and 2330LT

270 KT above FL100 or

250 KT below FL100 or

cruising speed if lower than

270/250 KT at SLP

if not otherwise instructed by ATC.

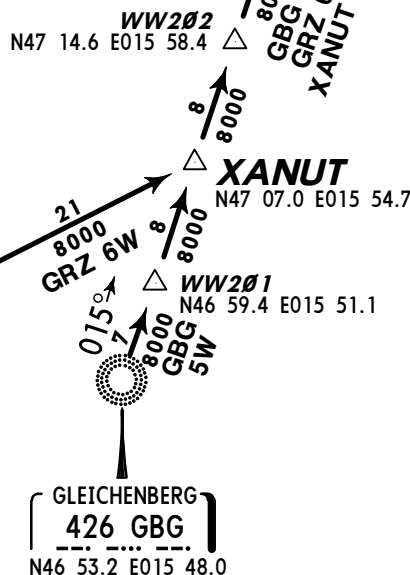
**SLP** Speed Limit Point

STARs crossing through  
Airspace "Class E"  
up to FL125

Direct distance from BALAD to:  
Schwechat Apt **25 NM**

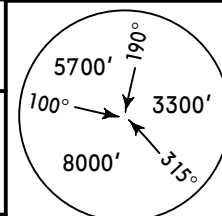
GRAZ  
D (H) 116.2 GRZ  
N46 57.3 E015 27.0

**HOLDING  
OVER XANUT**



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

1. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
2. EXPECT 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.

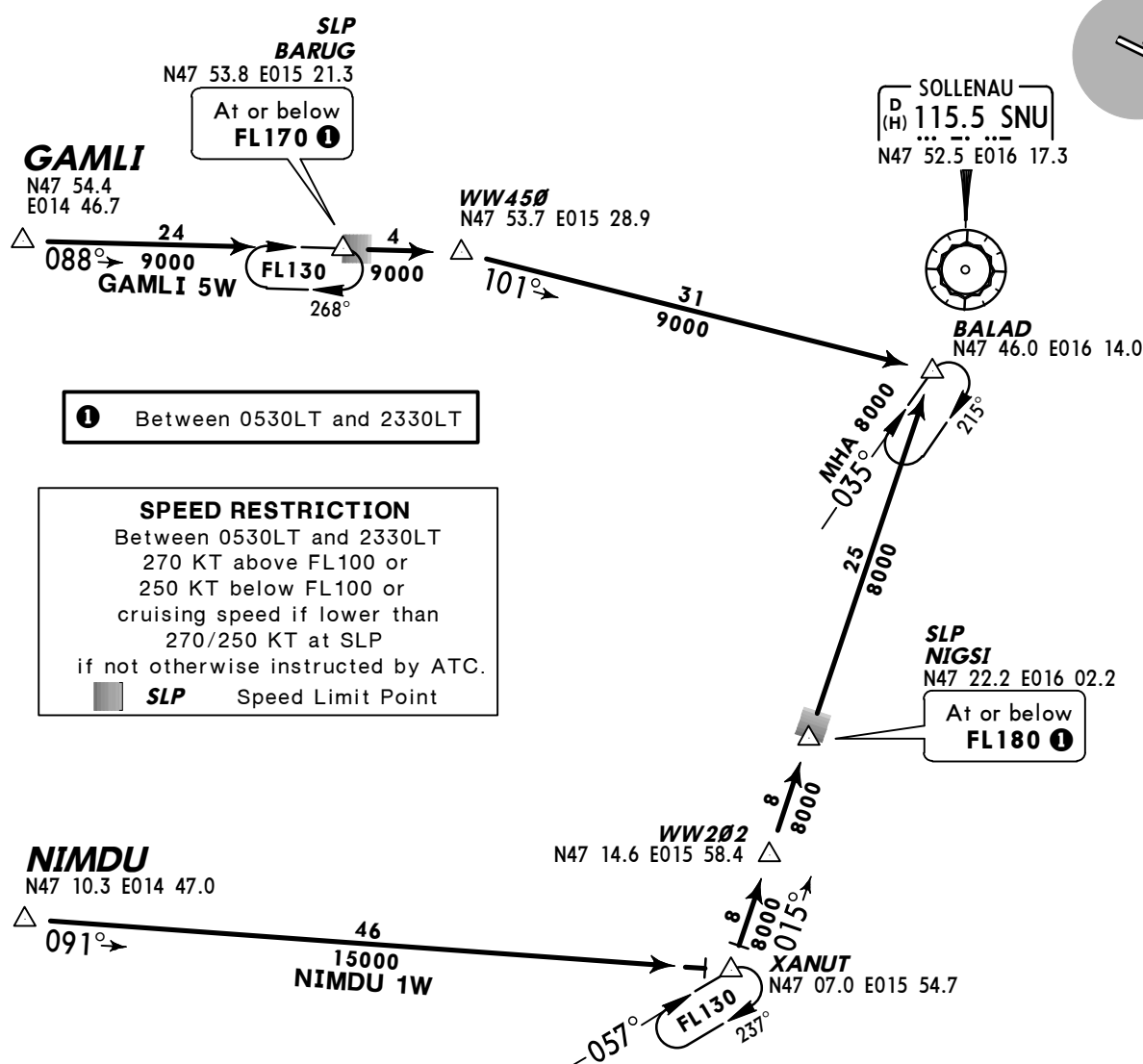


MSA  
SNU VOR  
applicable over  
Austrian territory only

# GAMLI FIVE WHISKEY (GAMLI 5W) [GAML5W] NIMDU ONE WHISKEY (NIMDU 1W) [NIMD1W] RWYS 11, 16, 29, 34 ARRIVALS

STARs crossing through  
Airspace "Class E"  
up to FL125

Direct distance from BALAD to:  
Schwechat Apt 25 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
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 ▲ LOST



## 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 10-2N), 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 & 10-2L); 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 & 10-2N); perform IAP and land on Rwy 34.

### 2. FLIGHTS UNABLE TO PERFORM RNAV TRANSITION

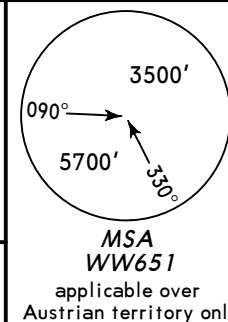
In case of calm winds or winds from EAST, SOUTHEAST, SOUTH & SOUTHWEST (according METAR or forecast) proceed at the last cleared level to WGM and enter the holding, descend to 5000' (QNH according METAR or forecast), perform IAP (ILS: intercept ILS out of WGM holding 5000') and land on Rwy 16.

In case of winds from WEST, NORTHWEST, NORTH & NORTHEAST (according METAR or forecast) proceed at the last cleared level to BRK and enter the holding, descend to 3000' (QNH according METAR or forecast), perform IAP and land on RWY 29.

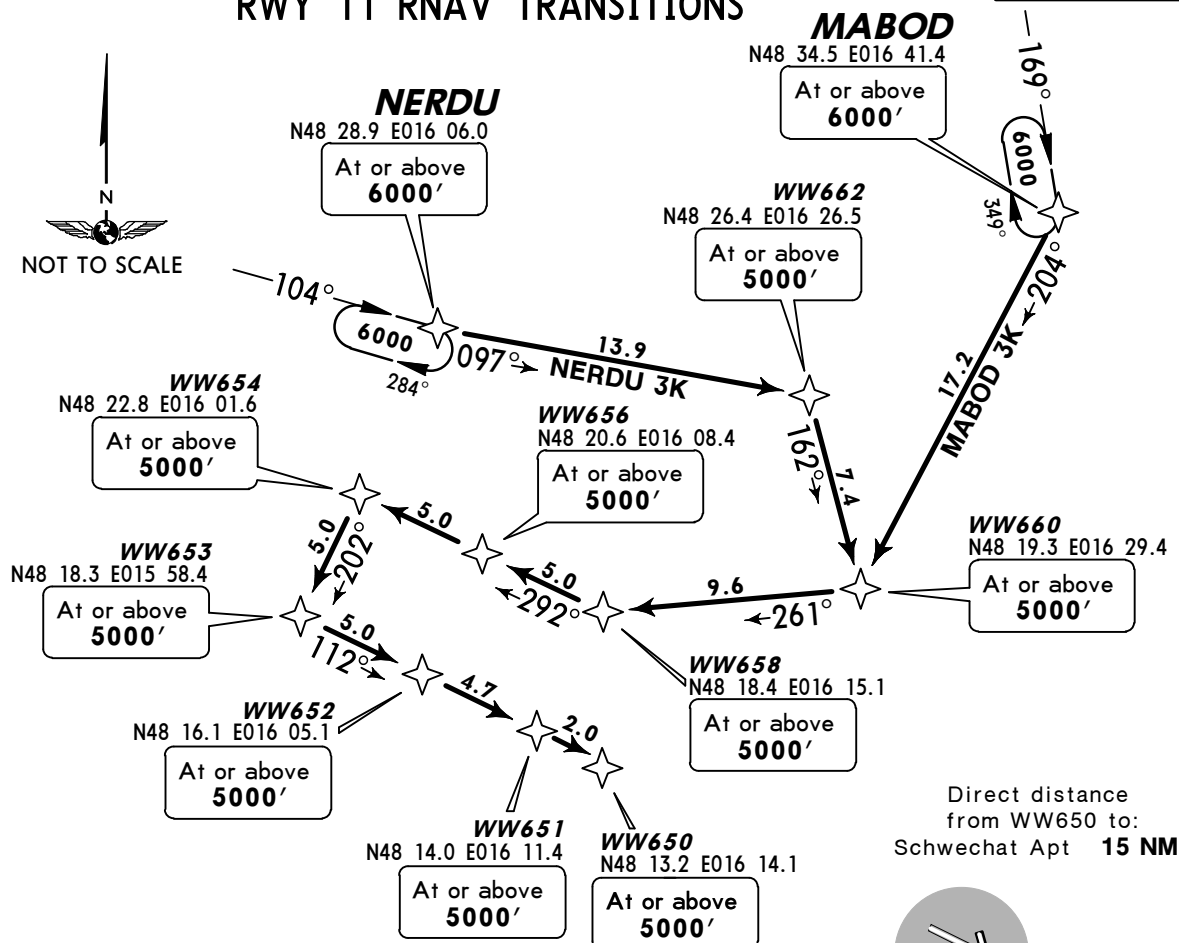
D-ATIS  
122.95Apt Elev  
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

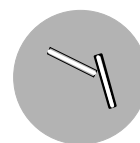
1. EXPECT vectors for base/final when on downwind transition.
2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW651. In case no clearance was received perform an IAP.
3. If unable to follow transition advise ATC immediately.



## MABOD 3K [MABO3K], NERDU 3K [NERD3K] RWY 11 RNAV TRANSITIONS



Direct distance  
from WW650 to:  
Schwechat Apt 15 NM



LOST COMMS 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. 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.

LS01 SWW0C LS01 SWW0C LS01 SWW0C LS01 SWW0C LS01 SWW0C LS01 SWW0C LS01

LOST COMMS LOST COMMS

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 transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile"**: Authorization to fly the transition 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 transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

### TRANSITION

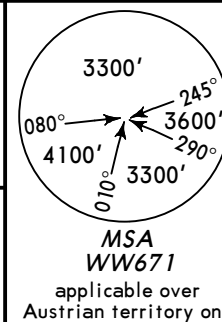
### ROUTING

|                 |                                                                                                                                                         |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MABOD 3K</b> | MABOD (6000'+) - WW660 (5000'+) - WW658 (5000'+) - WW656 (5000'+) - WW654 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+).                  |
| <b>NERDU 3K</b> | NERDU (6000'+) - WW662 (5000'+) - WW660 (5000'+) - WW658 (5000'+) - WW656 (5000'+) - WW654 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+). |

*Apt Elev*  
**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 WW671. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.

[illegible]

Direct distance  
from WW670 to:  
Schwechat Apt **14 NM**

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

## DESCENT PLANNING

EXPECT base turn normally  
abeam 10-15NM final.

## CLEARANCE PHRASEOLOGY

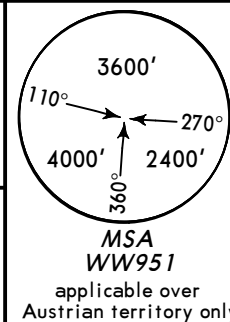
1. **"Cleared xxx Transition":** Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the transition, including the vertical constraints depicted on the procedure.
3. **"Cleared direct Waypoint xxx":** Authorization to fly from the present position direct to a waypoint and continue thereafter on the appropriate transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

| TRANSITION      | ROUTING                                                                                                                                                                   |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MABOD 5L</b> | MABOD (6000'+) - WW690 (6000'+) - WW688 (6000'+) - WW680 (6000'+) - WW678 (5000'+) - WW676 (5000'+) - WW674 (5000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+) . |
| <b>NERDU 5L</b> | NERDU (6000'+) - WW871 (6000'+) - WW896 (6000'+) - WW675 (6000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+).                                                     |

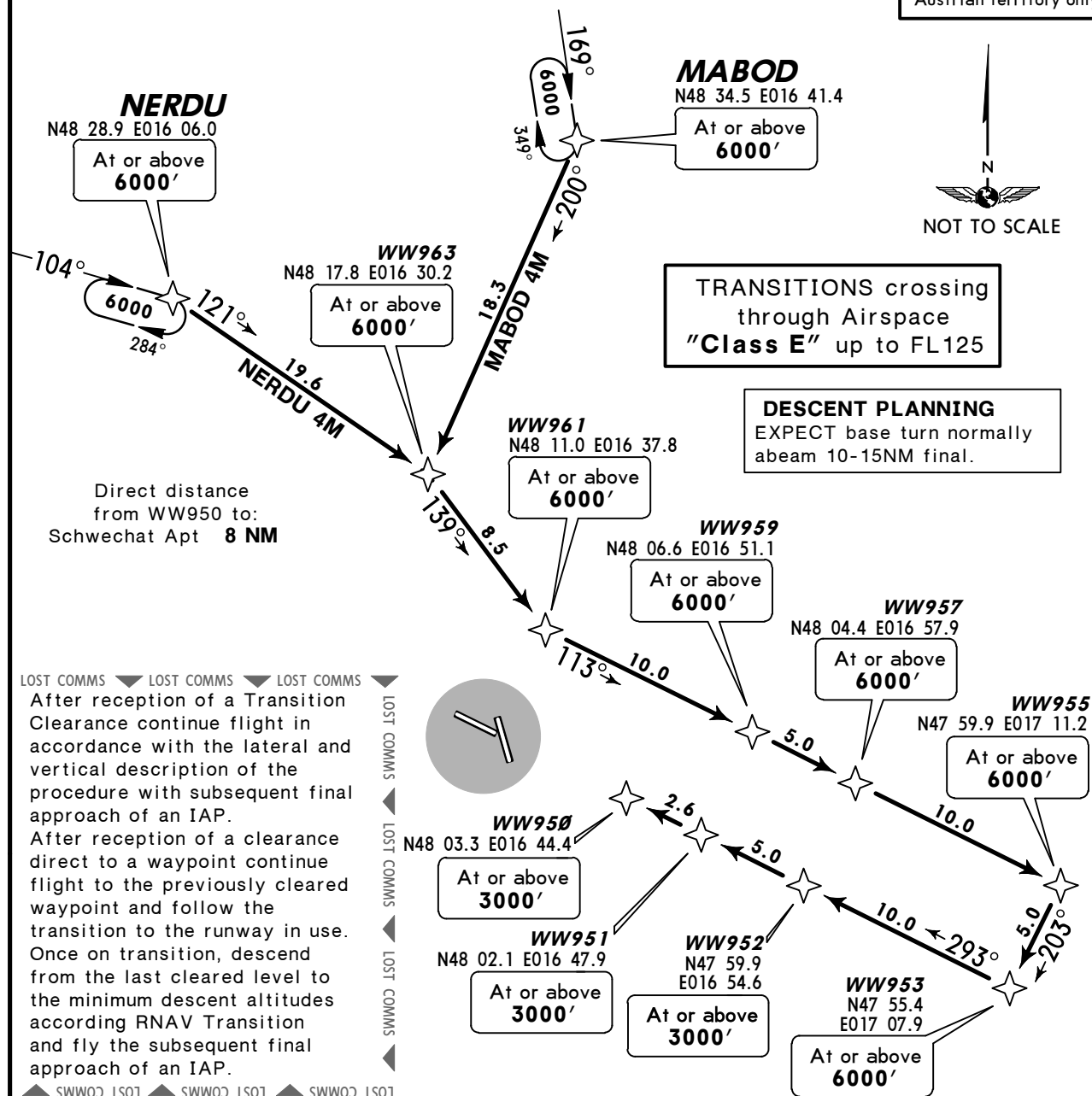
D-ATIS  
122.95Apt Elev  
600'

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 WW951. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC **immediately**.



## MABOD 4M [MABO4M], NERDU 4M [NERD4M] RWY 29 RNAV TRANSITIONS



### CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the transition, 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 transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

### TRANSITION

### ROUTING

#### MABOD 4M

MABOD (6000'+) - WW963 (6000'+) - WW961 (6000'+) - WW959 (6000'+) - WW957 (6000'+) - WW955 (6000'+) - WW953 (6000'+) - WW952 (3000'+) - WW951 (3000'+).

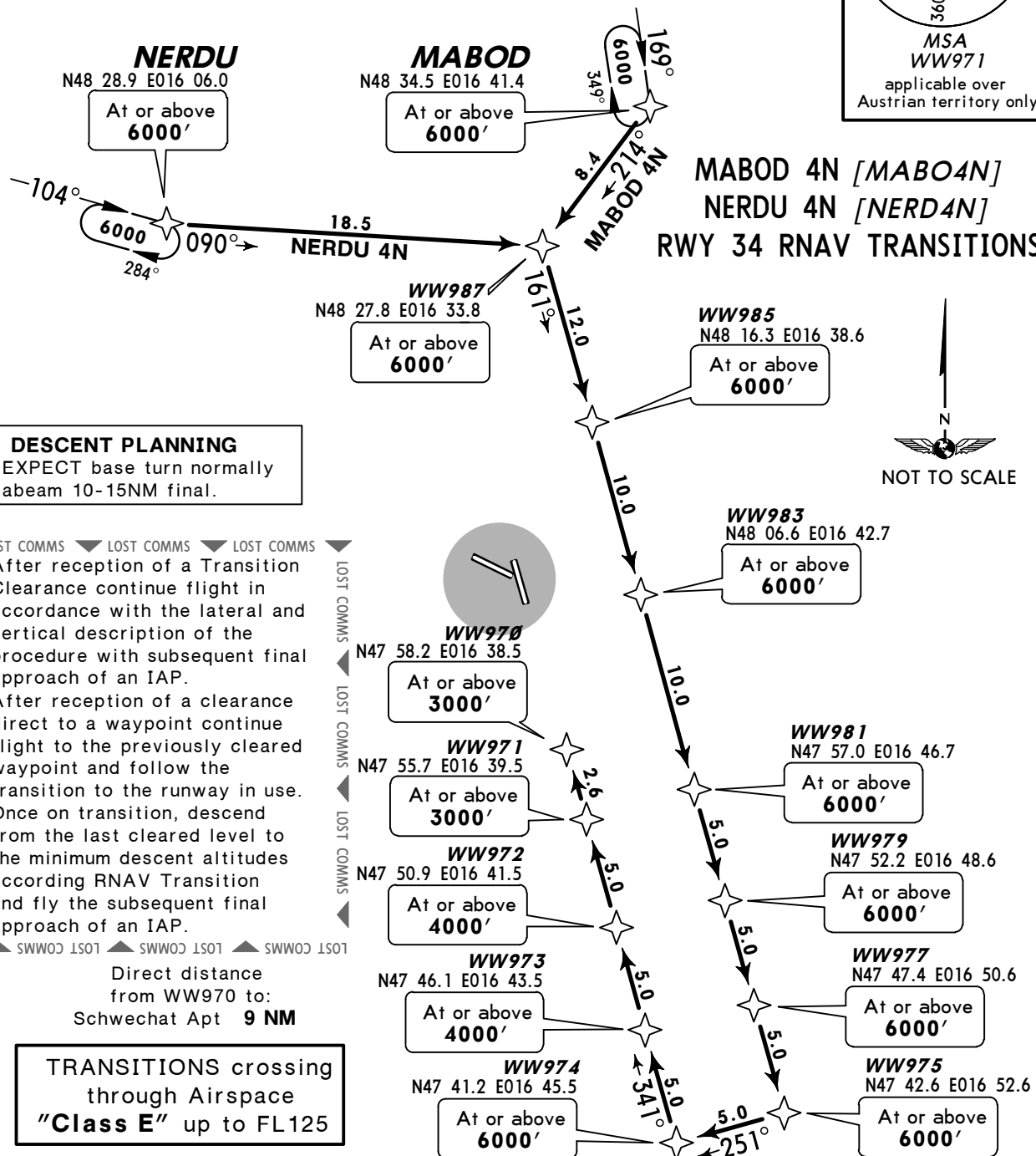
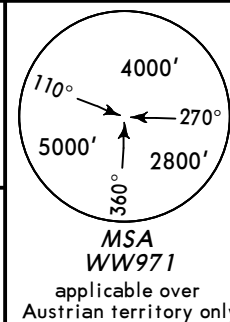
#### NERDU 4M

NERDU (6000'+) - WW963 (6000'+) - WW961 (6000'+) - WW959 (6000'+) - WW957 (6000'+) - WW955 (6000'+) - WW953 (6000'+) - WW952 (3000'+) - WW951 (3000'+).

D-ATIS  
122.95Apt Elev  
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 WW971. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC **immediately**.



LOST COMMS ▼ LOST COMMS ▼ 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.

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.

▲ SSWOC 1501 ▲ SSWOC 1501 ▲ SSWOC 1501

Direct distance  
from WW970 to:  
Schwechat Apt **9 NM**

TRANSITIONS crossing  
through Airspace  
"Class E" up to FL125

### CLEARANCE PHRASEOLOGY

1. "Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. "Cleared xxx Transition and Profile": Authorization to fly the transition 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 transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

### TRANSITION

### ROUTING

#### MABOD 4N

MABOD (6000'+) - WW987 (6000'+) - WW985 (6000'+) - WW983 (6000'+) - WW981 (6000'+) - WW979 (6000'+) - WW977 (6000'+) - WW975 (6000'+) - WW974 (6000'+) - WW973 (4000'+) - WW972 (4000'+) - WW971 (3000'+).

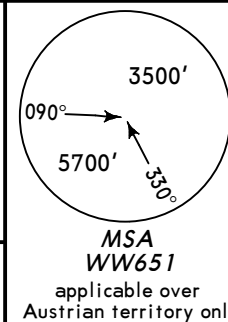
#### NERDU 4N

NERDU (6000'+) - WW987 (6000'+) - WW985 (6000'+) - WW983 (6000'+) - WW981 (6000'+) - WW979 (6000'+) - WW977 (6000'+) - WW975 (6000'+) - WW974 (6000'+) - WW973 (4000'+) - WW972 (4000'+) - WW971 (3000'+).

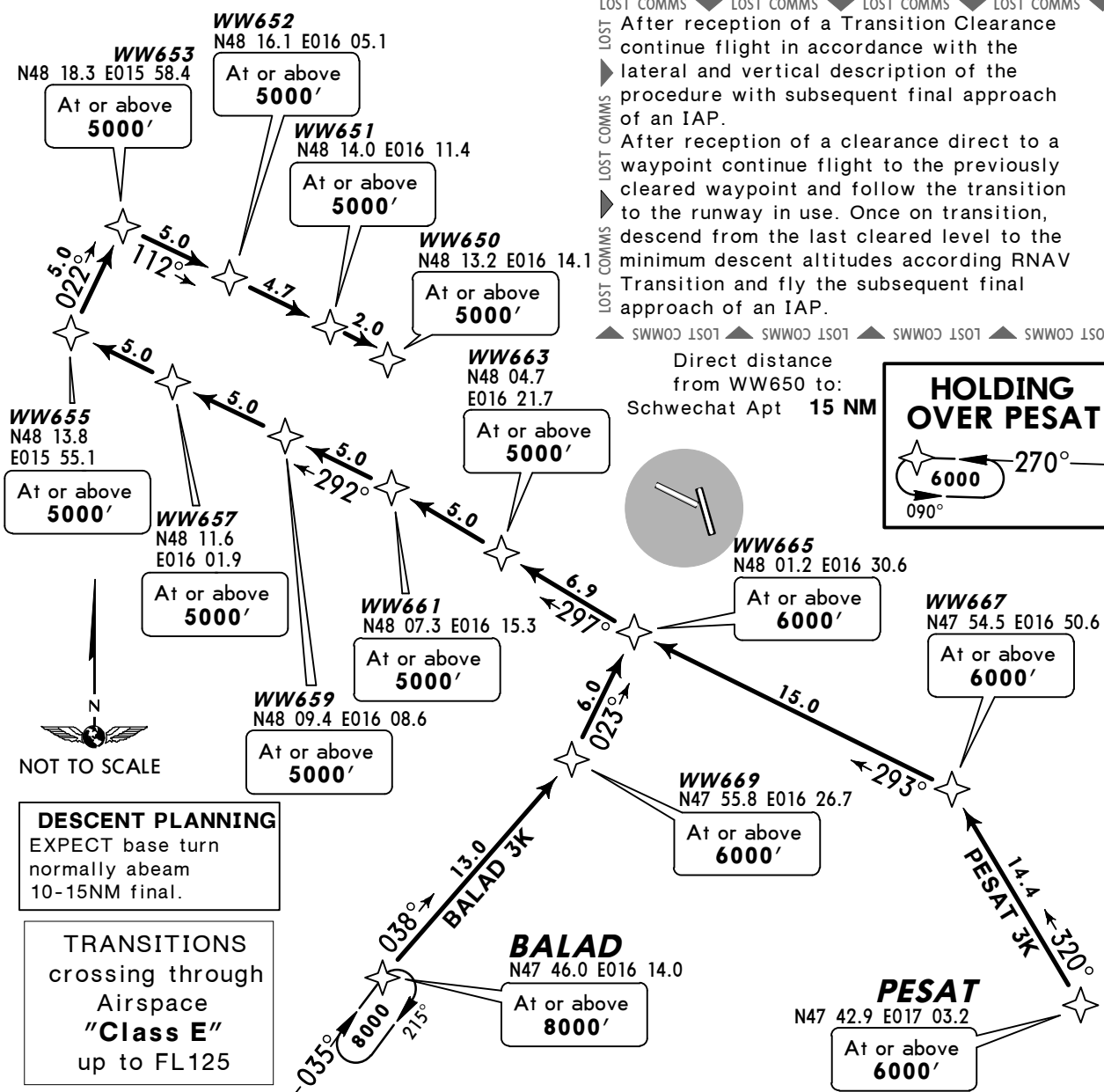
D-ATIS  
122.95Apt Elev  
600'

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 WW651. In case no clearance was received perform an IAP.
3. If unable to follow transition advise ATC immediately.



## BALAD 3K [BALA3K], PESAT 3K [PESA3K] RWY 11 RNAV TRANSITIONS



### CLEARANCE PHRASEOLOGY

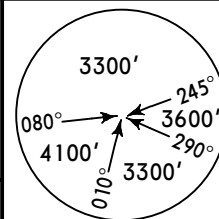
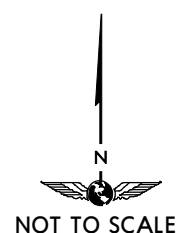
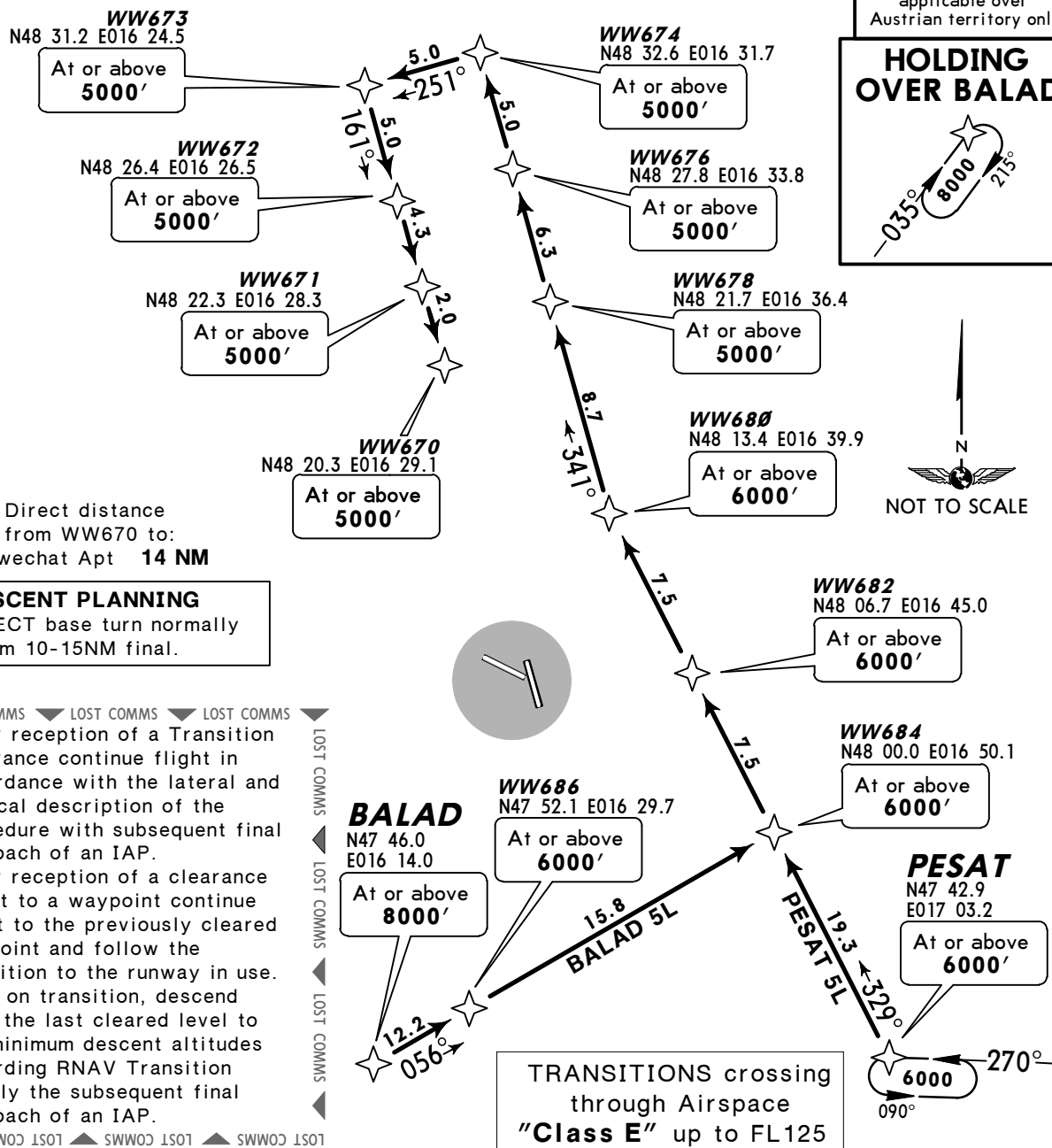
1. "Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. "Cleared xxx Transition and Profile": Authorization to fly the transition as published, including the vertical constraints depicted on the procedure.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

| TRANSITION | ROUTING                                                                                                                                                                                   |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BALAD 3K   | BALAD (8000'+) - WW669 (6000'+) - WW665 (6000'+) - WW663 (5000'+) - WW661 (5000'+) - WW659 (5000'+) - WW657 (5000'+) - WW655 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+). |
| PESAT 3K   | PESAT (6000'+) - WW667 (6000'+) - WW665 (6000'+) - WW663 (5000'+) - WW661 (5000'+) - WW659 (5000'+) - WW657 (5000'+) - WW655 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+). |

D-ATIS  
122.95Apt Elev  
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 WW671. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC immediately.

MSA  
WW671applicable over  
Austrian territory only**HOLDING  
OVER BALAD****BALAD 5L [BALA5L], PESAT 5L [PESA5L]  
RWY 16 RNAV TRANSITIONS****DESCENT PLANNING**

EXPECT base turn normally  
abeam 10-15NM final.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

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.

▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

**CLEARANCE PHRASEOLOGY**

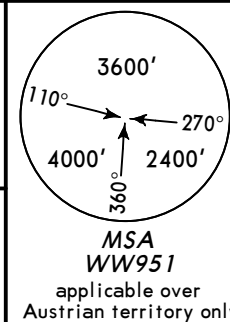
1. **"Cleared xxx Transition":** Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the transition, including the vertical constraints depicted on the procedure.
3. **"Cleared direct Waypoint xxx":** Authorization to fly from the present position direct to a waypoint and continue thereafter on the appropriate transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

| TRANSITION      | ROUTING                                                                                                                                                                                   |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BALAD 5L</b> | BALAD (8000'+) - WW686 (6000'+) - WW684 (6000'+) - WW682 (6000'+) - WW680 (6000'+) - WW678 (5000'+) - WW676 (5000'+) - WW674 (5000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+). |
| <b>PESAT 5L</b> | PESAT (6000'+) - WW684 (6000'+) - WW682 (6000'+) - WW680 (6000'+) - WW678 (5000'+) - WW676 (5000'+) - WW674 (5000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+).                  |

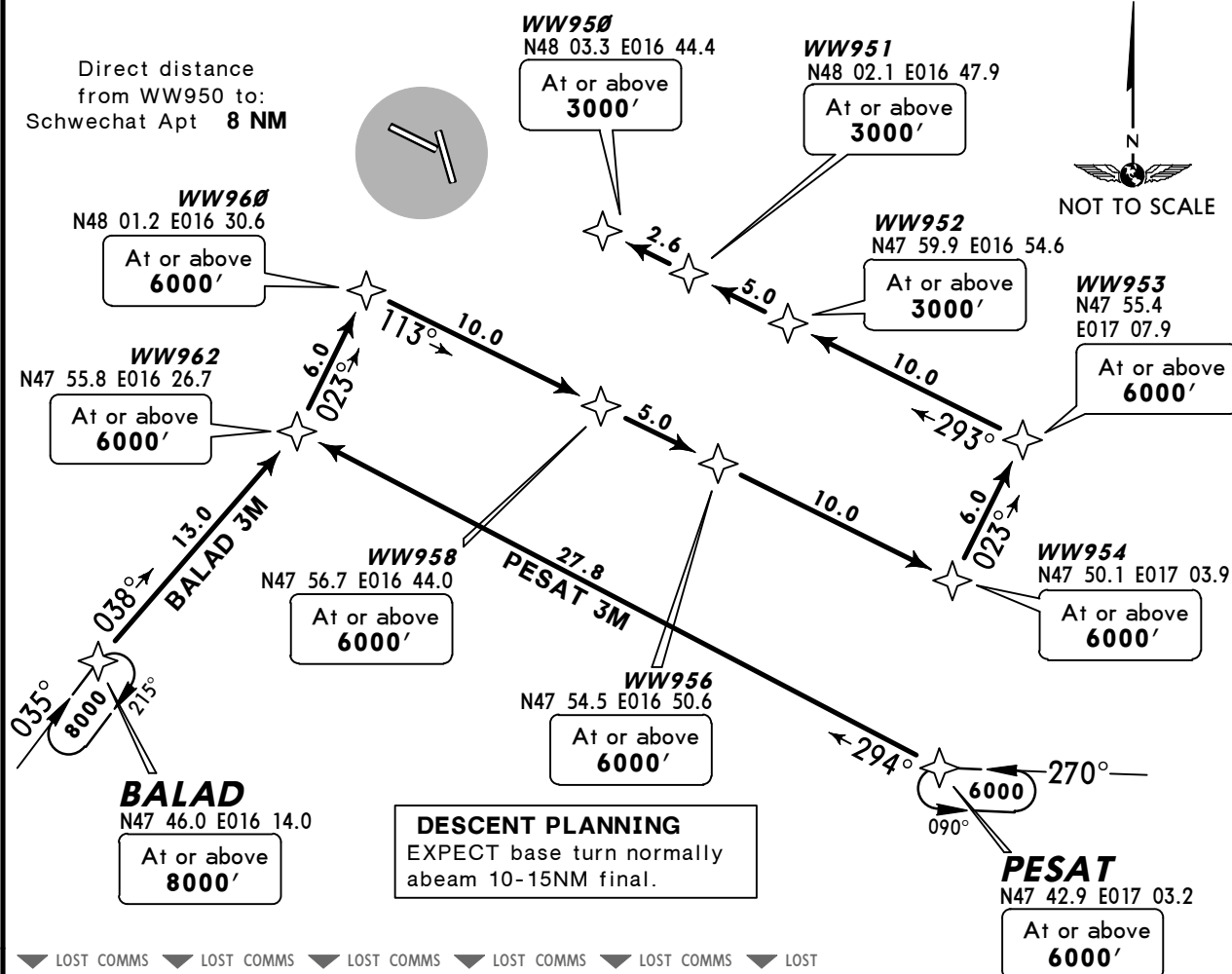
*Apt Elev*  
**600'**

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 WW951. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC **immediately.**



Direct distance  
from WW950 to:  
Schwechat Apt **8 NM**



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

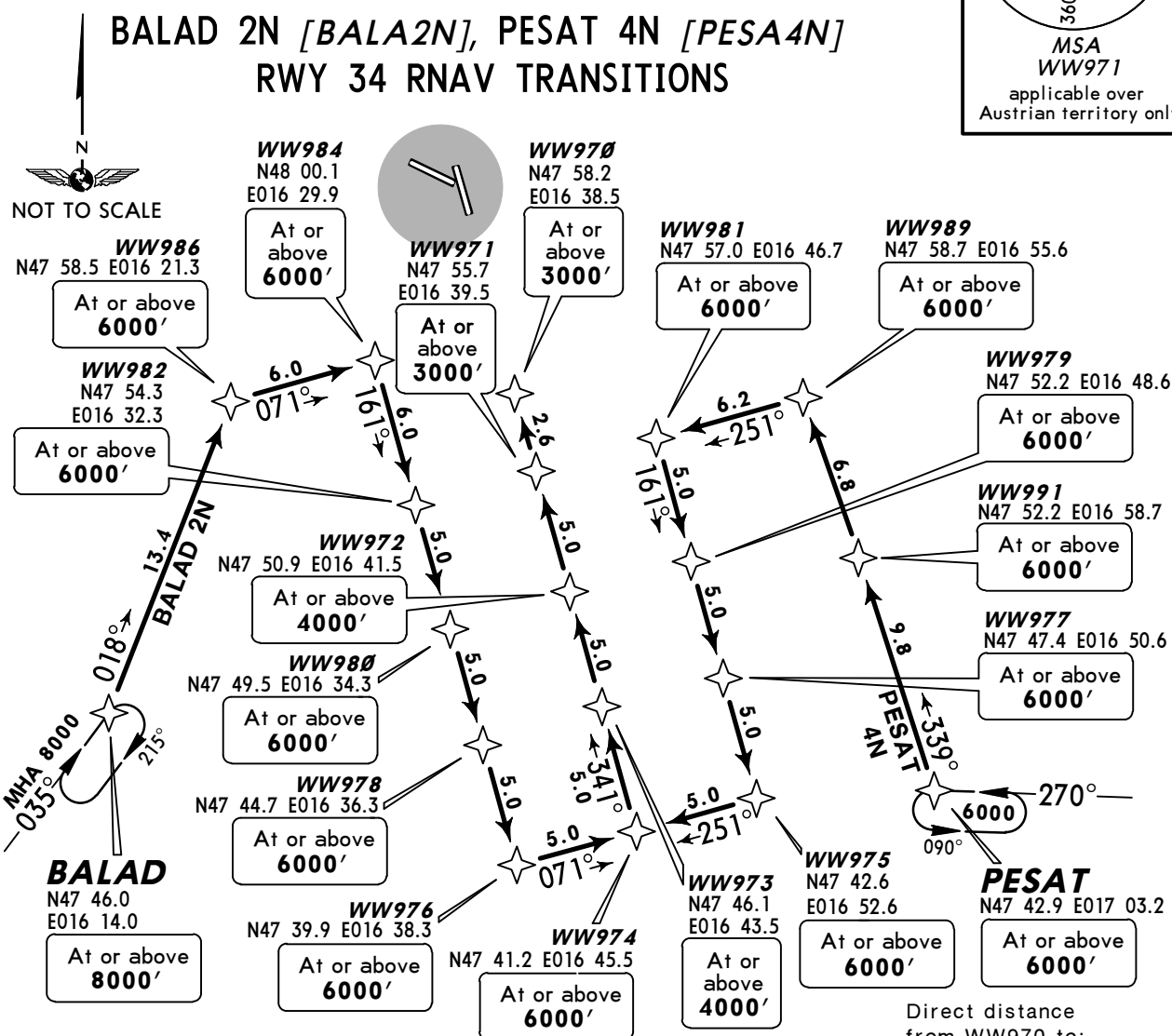
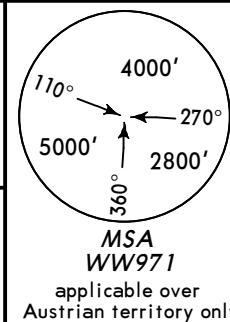
1. **"Cleared xxx Transition":** Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the transition, including the vertical constraints depicted on the procedure.
3. **"Cleared direct Waypoint xxx":** Authorization to fly from the present position direct to a waypoint and continue thereafter on the appropriate transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

| TRANSITION      | ROUTING                                                                                                                                                 |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BALAD 3M</b> | BALAD (8000'+) - WW962 (6000'+) - WW960 (6000'+) - WW958 (6000'+) - WW956 (6000'+) - WW954 (6000'+) - WW953 (6000'+) - WW952 (3000'+) - WW951 (3000'+). |
| <b>PESAT 3M</b> | PESAT (6000'+) - WW962 (6000'+) - WW960 (6000'+) - WW958 (6000'+) - WW956 (6000'+) - WW954 (6000'+) - WW953 (6000'+) - WW952 (3000'+) - WW951 (3000'+). |

D-ATIS  
122.95Apt Elev  
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 WW971. In case no clearance was received perform an IAP. 3. If unable to follow transition advise ATC **immediately**.



▼ 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.

Direct distance  
from WW970 to:  
Schwechat Apt **9 NM**

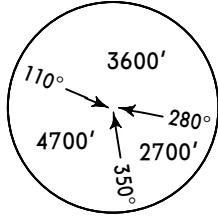
**DESCENT PLANNING**  
EXPECT base turn  
normally abeam  
10-15NM final.

TRANSITIONS crossing  
through Airspace  
"Class E" up to FL125

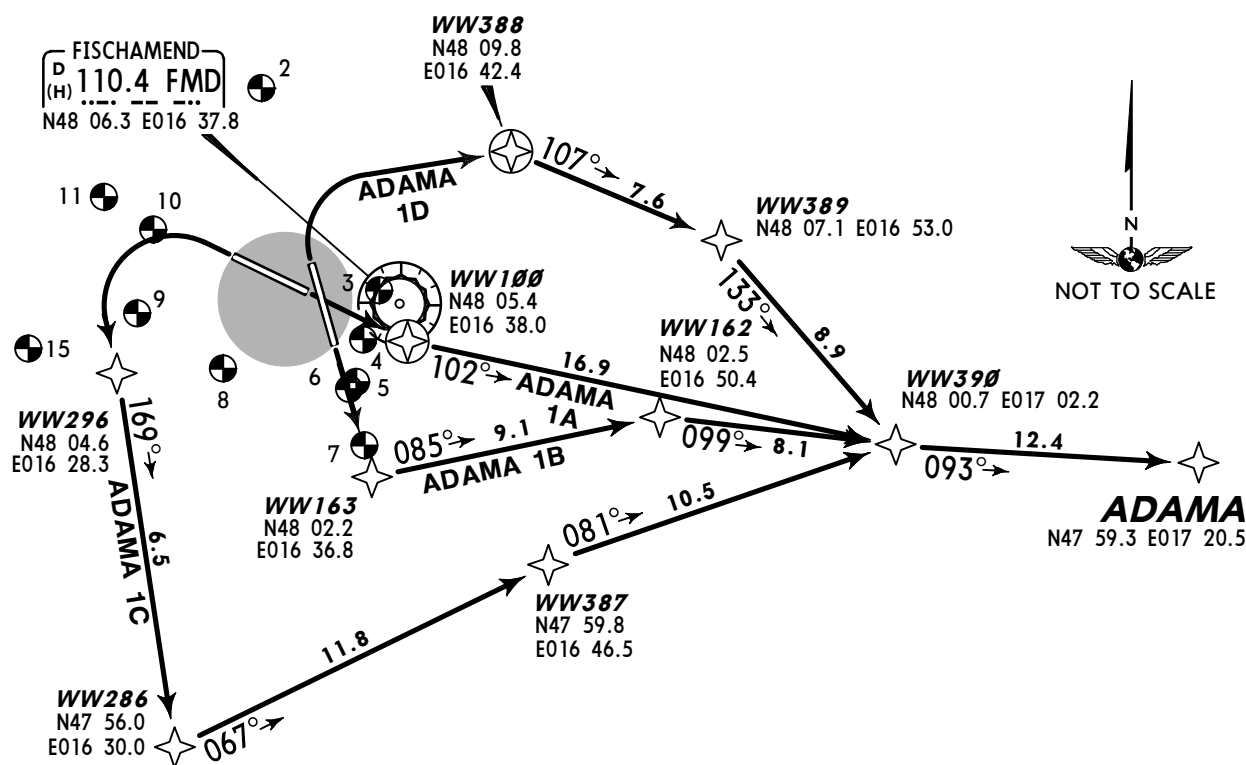
**CLEARANCE PHRASEOLOGY**

1. "Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. "Cleared xxx Transition and Profile": Authorization to fly the transition 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 transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

| TRANSITION | ROUTING                                                                                                                                                                                   |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BALAD 2N   | BALAD (8000'+) - WW986 (6000'+) - WW984 (6000'+) - WW982 (6000'+) - WW980 (6000'+) - WW978 (6000'+) - WW976 (6000'+) - WW974 (6000'+) - WW973 (4000'+) - WW972 (4000'+) - WW971 (3000'+). |
| PESAT 4N   | PESAT (6000'+) - WW991 (6000'+) - WW989 (6000'+) - WW981 (6000'+) - WW979 (6000'+) - WW977 (6000'+) - WW975 (6000'+) - WW974 (6000'+) - WW973 (4000'+) - WW972 (4000'+) - WW971 (3000'+). |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                  |                                      |                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| WIEN Radar<br>(ADAMA 1A,<br>1B, 1D) 118.77<br>(ADAMA 1C) 128.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Apt Elev<br>600' | Trans level: By ATC Trans alt: 5000' | <br>MSA<br>FMD VOR<br>applicable over<br>Austrian territory only |
| 1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'. |                  |                                      |                                                                                                                                                     |

ADAMA ONE ALFA (ADAMA 1A) [ADAM1A]  
ADAMA ONE BRAVO (ADAMA 1B) [ADAM1B]  
ADAMA ONE CHARLIE (ADAMA 1C) [ADAM1C]  
ADAMA ONE DELTA (ADAMA 1D) [ADAM1D]  
RWYS 11, 16, 29, 34 RNAV DEPARTURES  
**~~SPEEDS~~ 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

**ADAMA 1A:** 5% until passing WW390.

**ADAMA 1B:** 5.8% up to 2000'.

**ADAMA 1C:** 7% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7% V/V (fpm)   | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.8% V/V (fpm) | 441 | 587 | 881  | 1175 | 1468 | 1762 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |

Initial climb clearance **5000'**

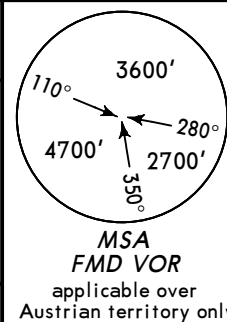
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

| SID      | RWY | ROUTING                                           |
|----------|-----|---------------------------------------------------|
| ADAMA 1A | 11  | WW100 - WW390 - ADAMA.                            |
| ADAMA 1B | 16  | WW163 - WW162 - WW390 - ADAMA.                    |
| ADAMA 1C | 29  | (1000'+) - WW296 - WW286 - WW387 - WW390 - ADAMA. |
| ADAMA 1D | 34  | (1700'+) - WW388 - WW389 - WW390 - ADAMA.         |

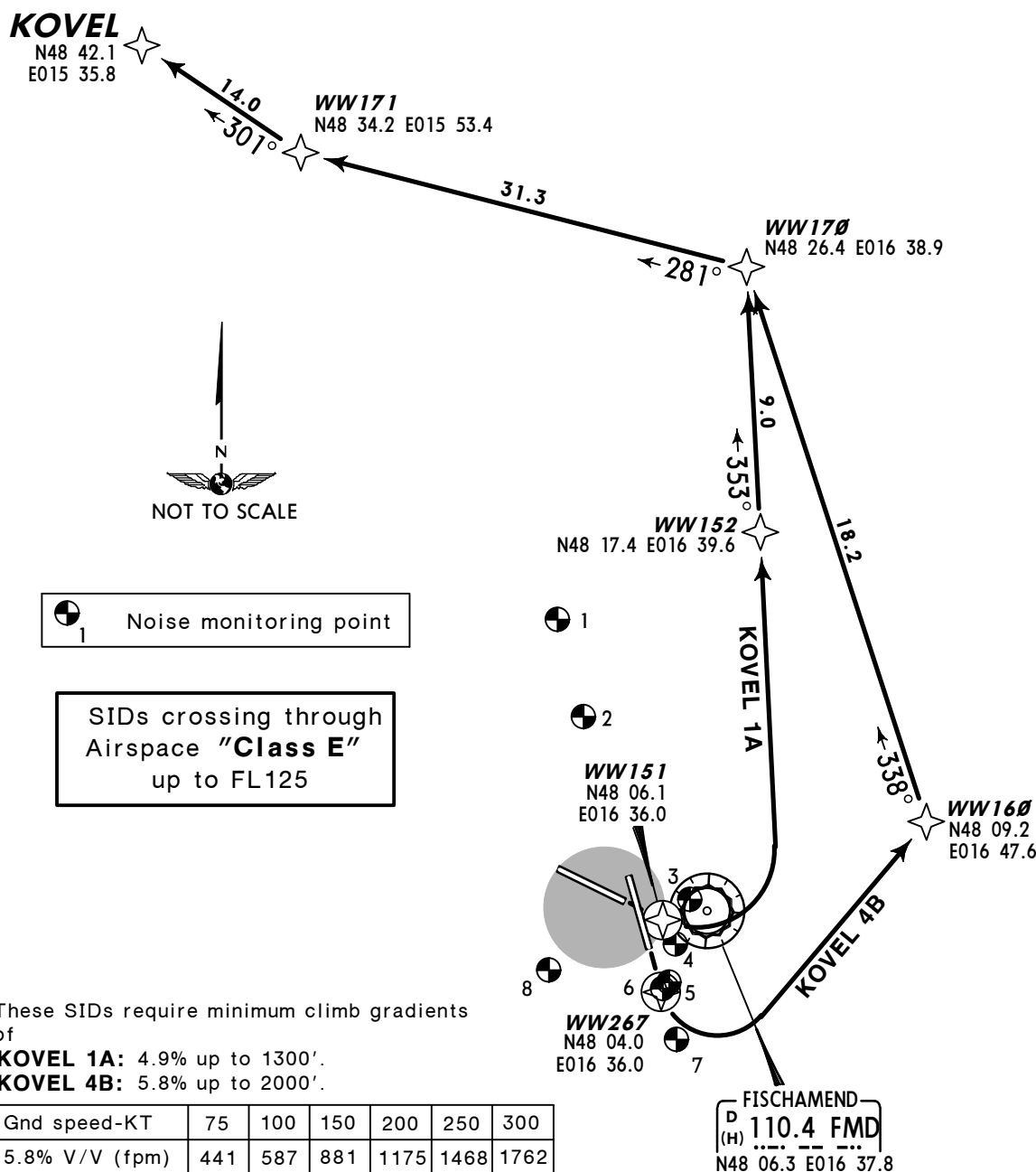
WIEN Radar  
118.77Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



**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**

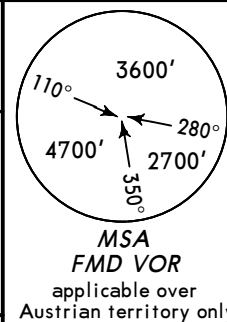
Initial climb clearance **5000'**

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. |

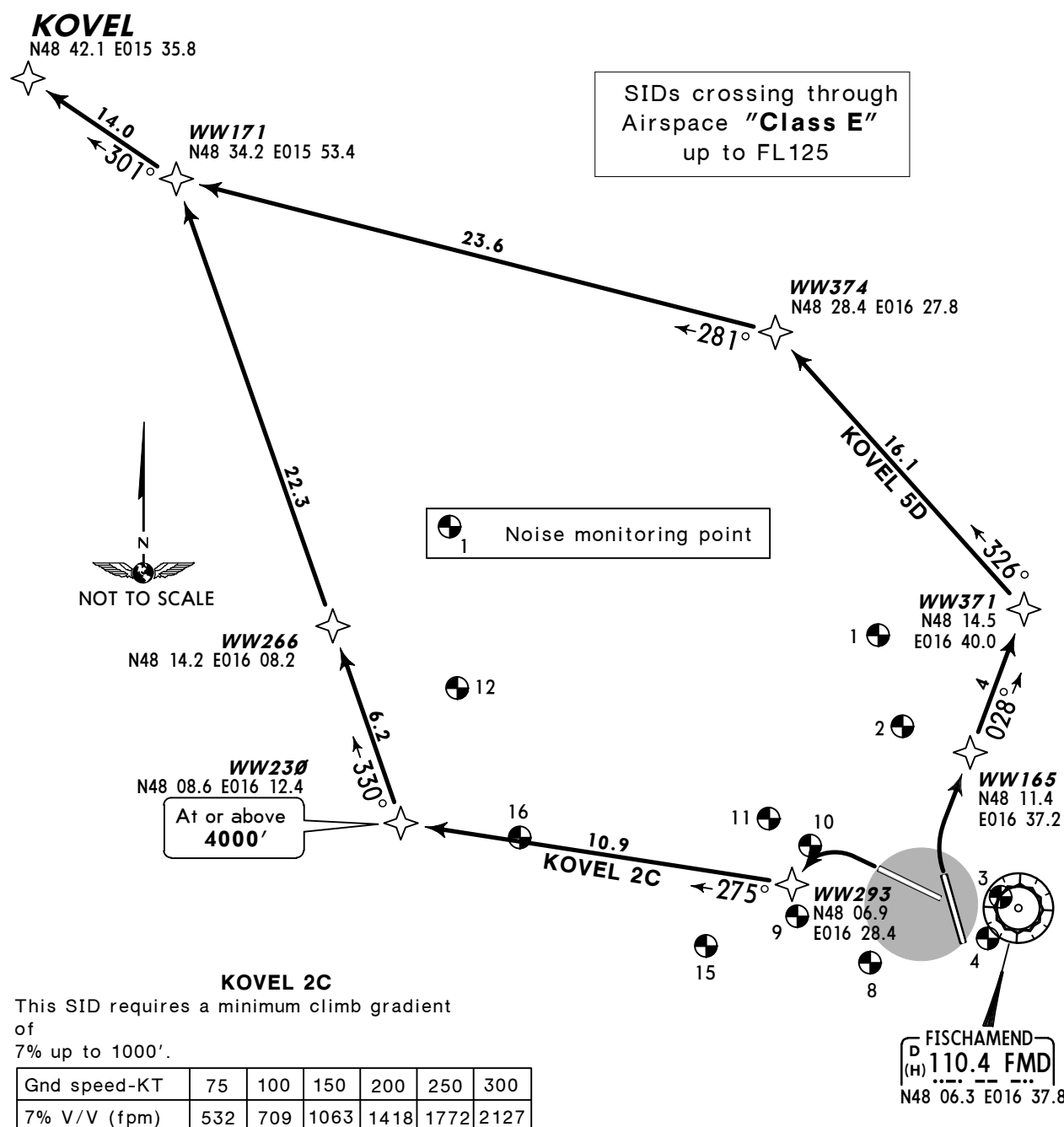
WIEN Radar  
(KOVEL 2C) | (KOVEL 5D)  
128.2 | 118.77Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'



1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.

**KOVEL TWO CHARLIE (KOVEL 2C) [KOVE2C]  
KOVEL FIVE DELTA (KOVEL 5D) [KOVE5D]  
RWYS 29, 34 RNAV DEPARTURES**  
**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**

Initial climb clearance **5000'**

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

| SID               | RWY       | ROUTING                                                    |
|-------------------|-----------|------------------------------------------------------------|
| <b>KOVEL 2C ①</b> | <b>29</b> | (1000'+) - WW293 - WW230 (4000'+) - WW266 - WW171 - KOVEL. |
| <b>KOVEL 5D</b>   | <b>34</b> | (1500'+) - WW165 - WW371 - WW374 - WW171 - KOVEL.          |

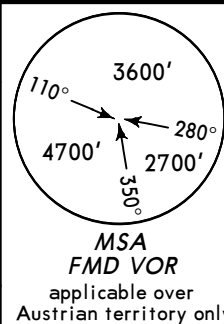
① Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).

WIEN Radar  
118.77

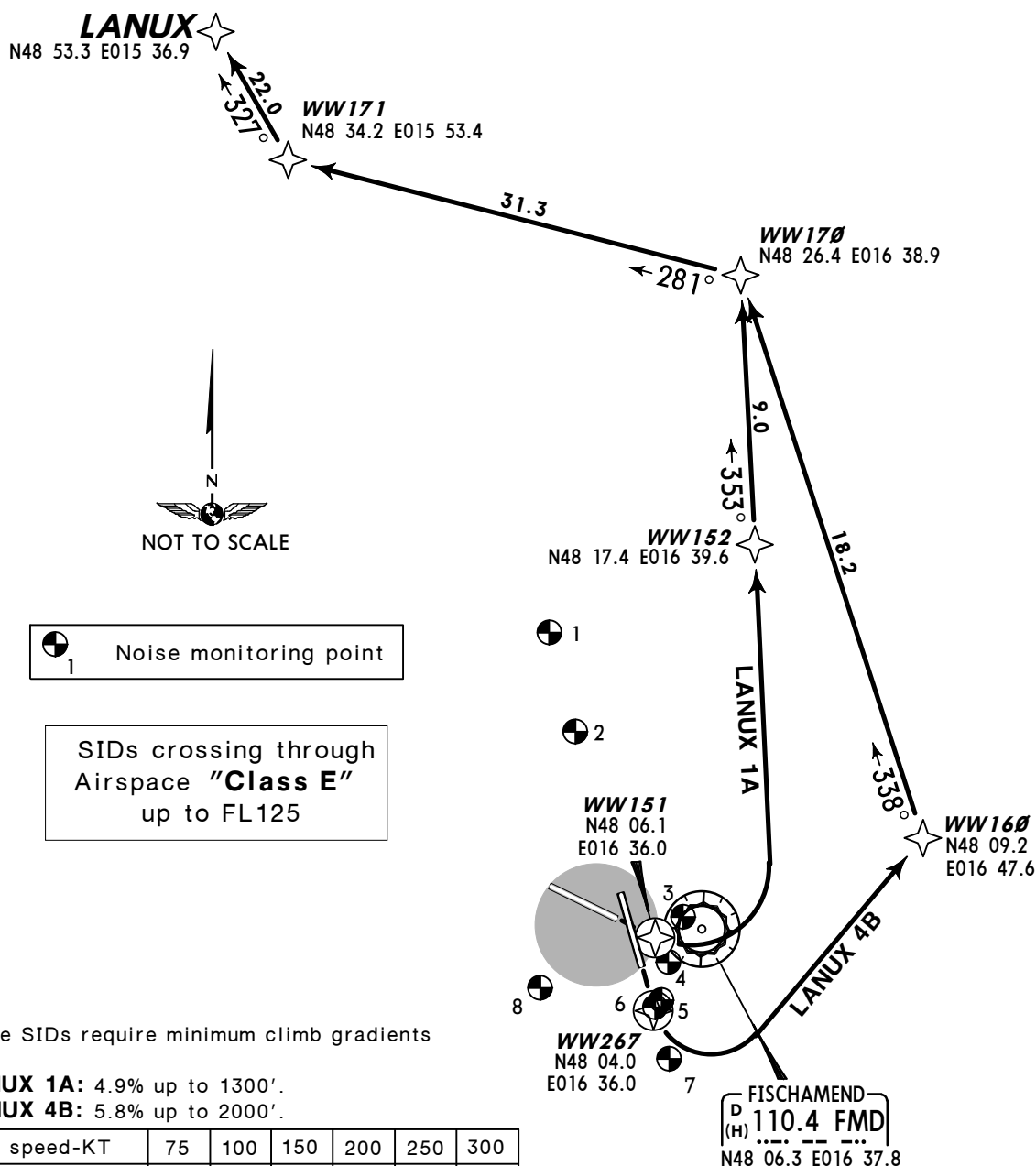
Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



**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**

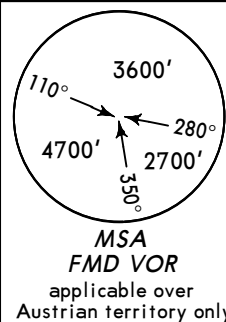


Initial climb clearance **5000'**

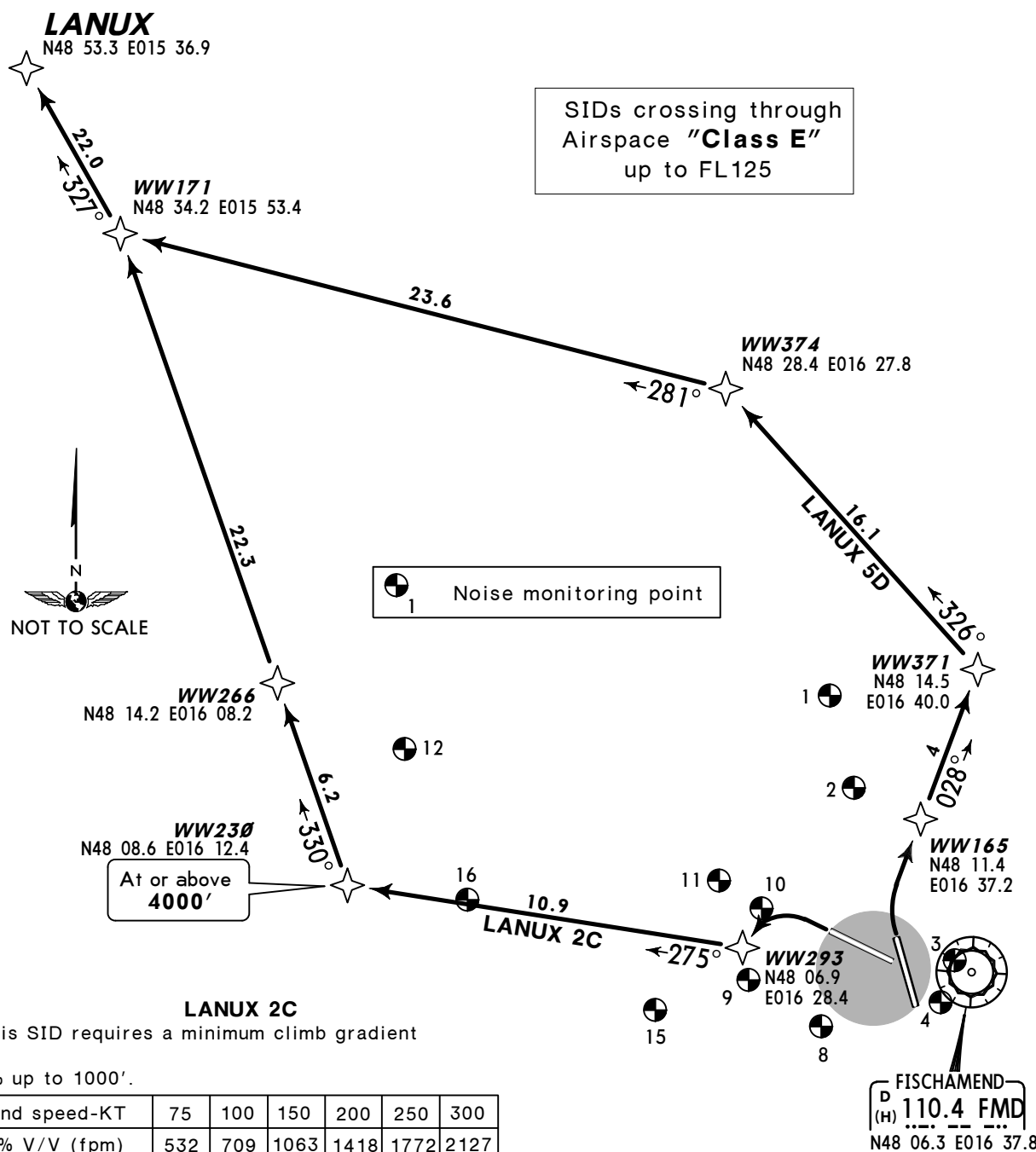
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

| SID      | RWY | ROUTING                                |
|----------|-----|----------------------------------------|
| LANUX 1A | 11  | WW151 - WW152 - WW170 - WW171 - LANUX. |
| LANUX 4B | 16  | WW267 - WW160 - WW170 - WW171 - LANUX. |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------------------|
| WIEN Radar<br>(LANUX 2C)   (LANUX 5D)<br><b>128.2</b>   <b>118.77</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <i>Apt Elev</i><br><b>600'</b> | Trans level: By ATC    Trans alt: 5000' |
| <p>1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.</p> |                                |                                         |



**LANUX TWO CHARLIE (LANUX 2C) [LANU2C]  
LANUX FIVE DELTA (LANUX 5D) [LANU5D]  
RWYS 29, 34 RNAV DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**

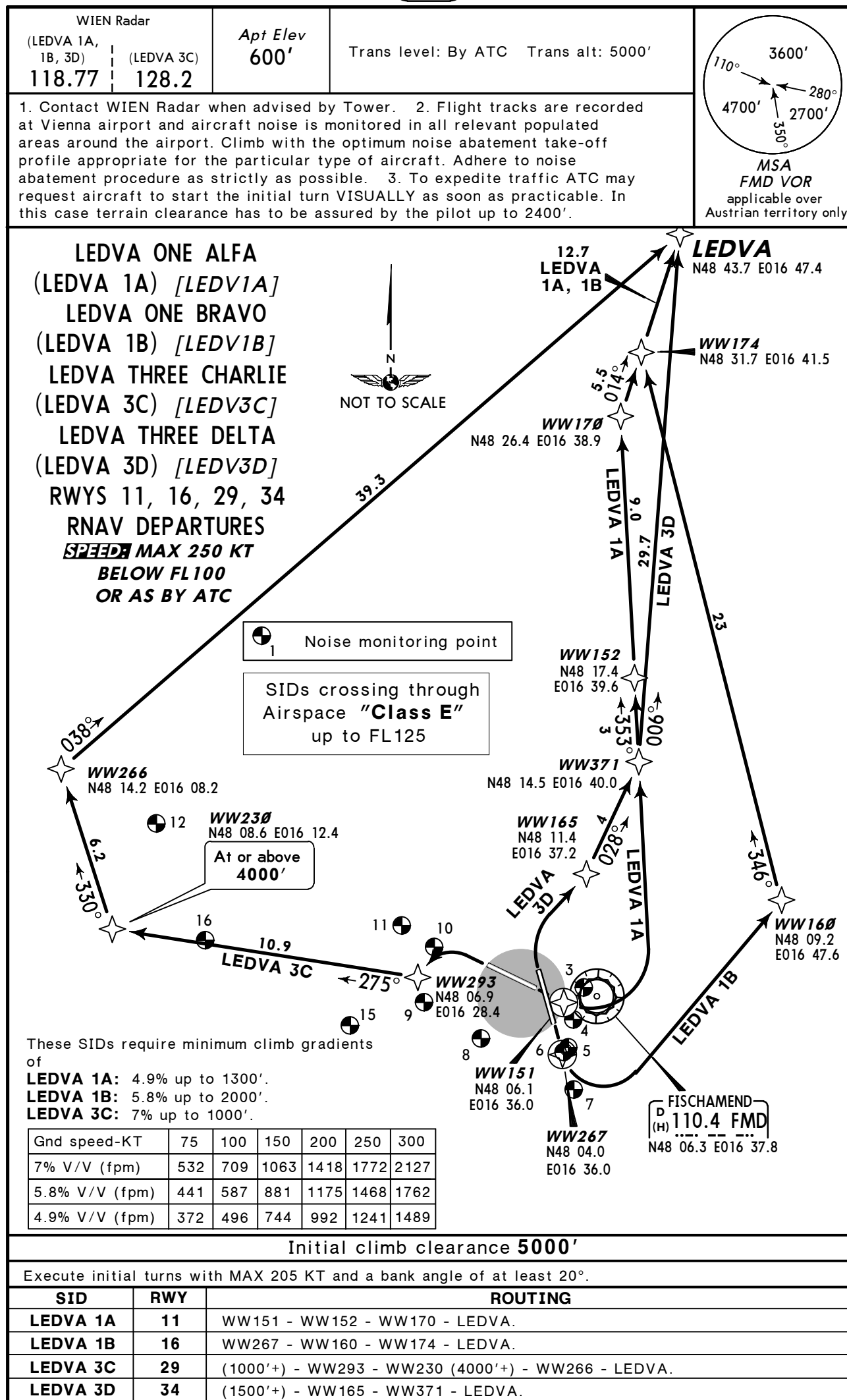


Initial climb clearance **5000'**

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

| SID               | RWY       | ROUTING                                                    |
|-------------------|-----------|------------------------------------------------------------|
| <b>LANUX 2C ①</b> | <b>29</b> | (1000'+) - WW293 - WW230 (4000'+) - WW266 - WW171 - LANUX. |
| <b>LANUX 5D</b>   | <b>34</b> | (1500'+) - WW165 - WW371 - WW374 - WW171 - LANUX.          |

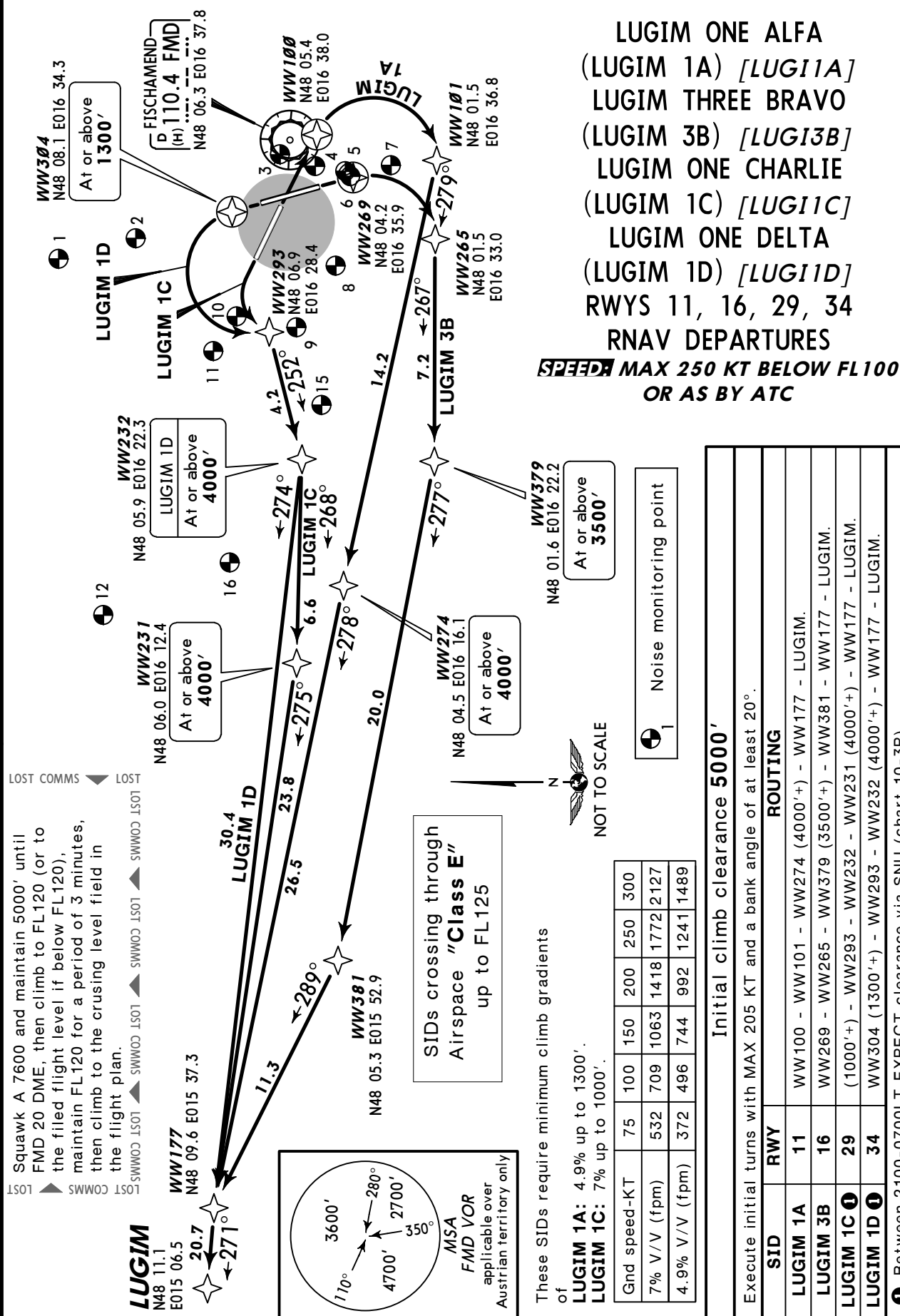
① Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).

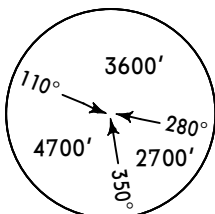


WIEN Radar  
128.2Apt Elev  
600'

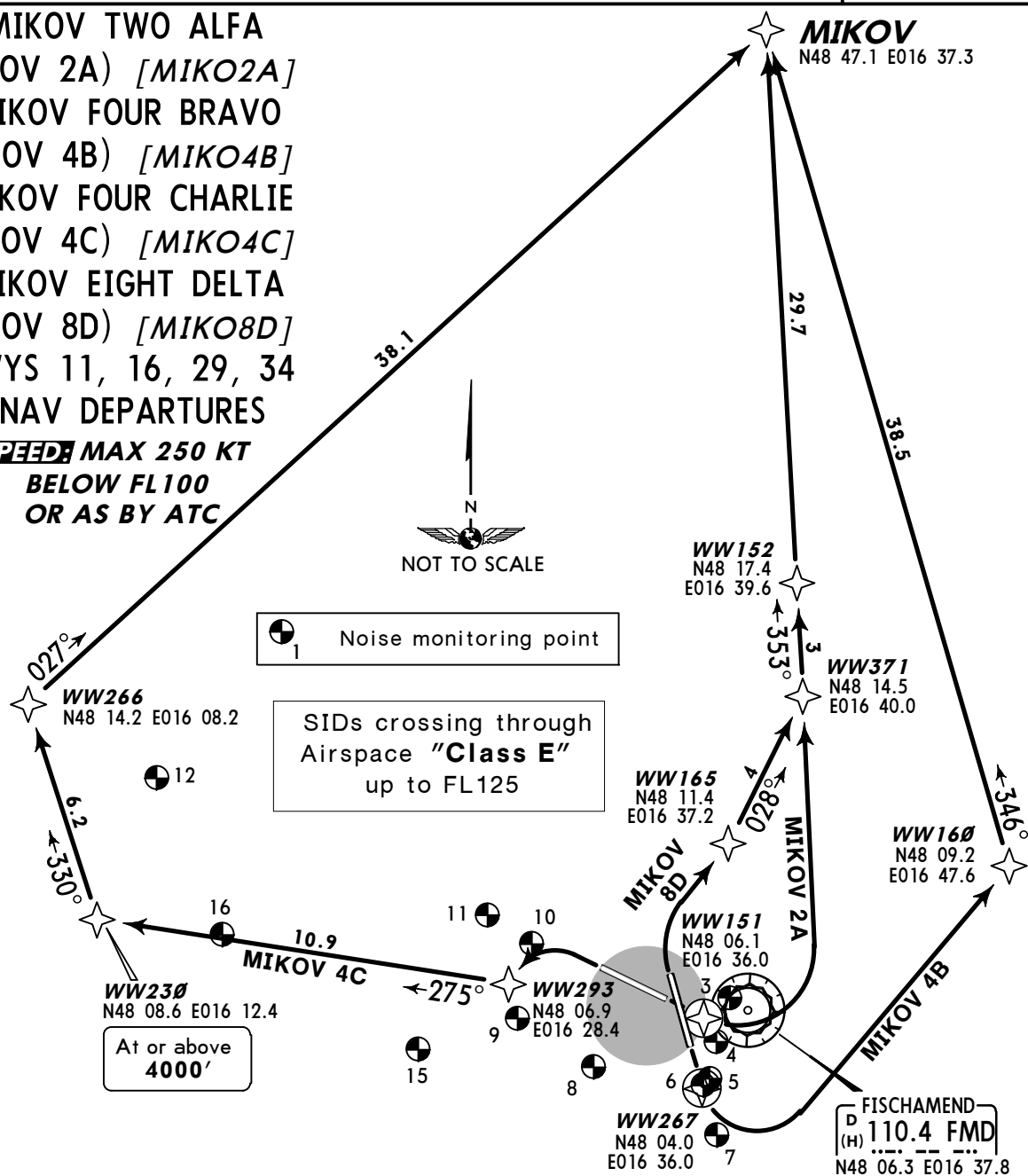
Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                  |                                      |                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| WIEN Radar<br>(MIKOV 2A, 4B, 8D) 118.77<br>(MIKOV 4C) 128.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Apt Elev<br>600' | Trans level: By ATC Trans alt: 5000' | <br>MSA<br>FMD VOR<br>applicable over<br>Austrian territory only |
| 1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'. |                  |                                      |                                                                                                                                                     |

**MIKOV TWO ALFA**  
(MIKOV 2A) [MIKO2A]  
**MIKOV FOUR BRAVO**  
(MIKOV 4B) [MIKO4B]  
**MIKOV FOUR CHARLIE**  
(MIKOV 4C) [MIKO4C]  
**MIKOV EIGHT DELTA**  
(MIKOV 8D) [MIKO8D]  
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:** 4.9% up to 1300'.

**MIKOV 4B:** 5.8% up to 2000'.

**MIKOV 4C:** 7% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7% V/V (fpm)   | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.8% V/V (fpm) | 441 | 587 | 881  | 1175 | 1468 | 1762 |
| 4.9% V/V (fpm) | 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°.

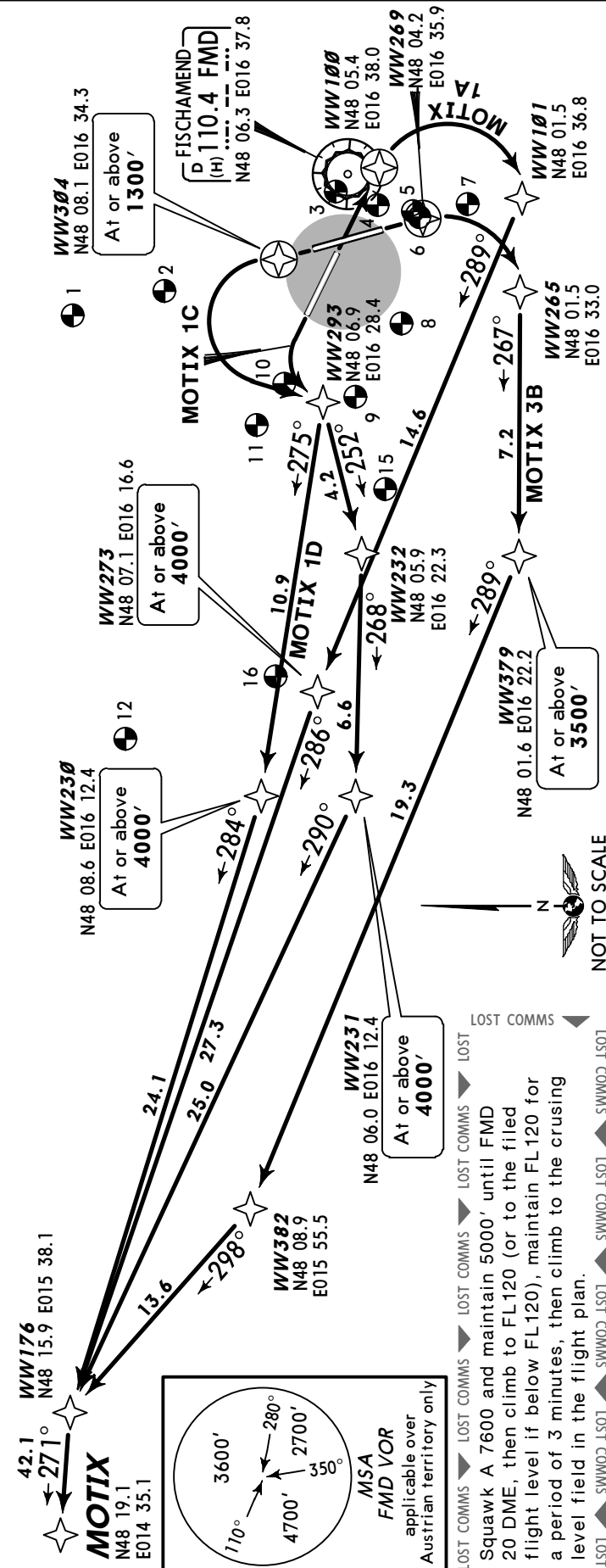
| SID               | RWY       | ROUTING                                            |
|-------------------|-----------|----------------------------------------------------|
| <b>MIKOV 2A</b> ① | <b>11</b> | WW151 - WW152 - MIKOV.                             |
| <b>MIKOV 4B</b> ① | <b>16</b> | WW267 - WW160 - MIKOV.                             |
| <b>MIKOV 4C</b>   | <b>29</b> | (1000'+) - WW293 - WW230 (4000'+) - WW266 - MIKOV. |
| <b>MIKOV 8D</b>   | <b>34</b> | (1500'+) - WW165 - WW371 - MIKOV                   |

① Only for flights to LKTB.

WIEN Radar  
128.2Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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) [MOT11A]  
**MOTIX THREE BRAVO**  
(MOTIX 3B) [MOT13B]  
**MOTIX ONE CHARLIE**  
(MOTIX 1C) [MOT11C]  
**MOTIX ONE DELTA**  
(MOTIX 1D) [MOT11D]  
**RWYS 11, 16, 29, 34**  
**RNAV DEPARTURES**  
**MAX 250 KT BELOW FL100**  
**OR AS BY ATC**

Noise monitoring point

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°.

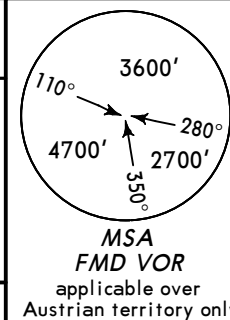
## ROUTING

| SID      | RWY | ROUTING                                                    |
|----------|-----|------------------------------------------------------------|
| MOTIX 1A | 11  | WW100 - WW101 - WW273 (4000'+) - WW176 - MOTIX.            |
| MOTIX 3B | 16  | WW269 - WW265 - WW379 (3500'+) - WW382 - WW176 - MOTIX.    |
| MOTIX 1C | 29  | (1000'+) - WW293 - WW232 - WW231 (4000'+) - WW176 - MOTIX. |
| MOTIX 1D | 34  | WW304 (1300'+) - WW293 - WW230 (4000'+) - WW176 - MOTIX.   |

Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).

|                     |                  |                                      |
|---------------------|------------------|--------------------------------------|
| WIEN Radar<br>128.2 | Apt Elev<br>600' | Trans level: By ATC Trans alt: 5000' |
|---------------------|------------------|--------------------------------------|

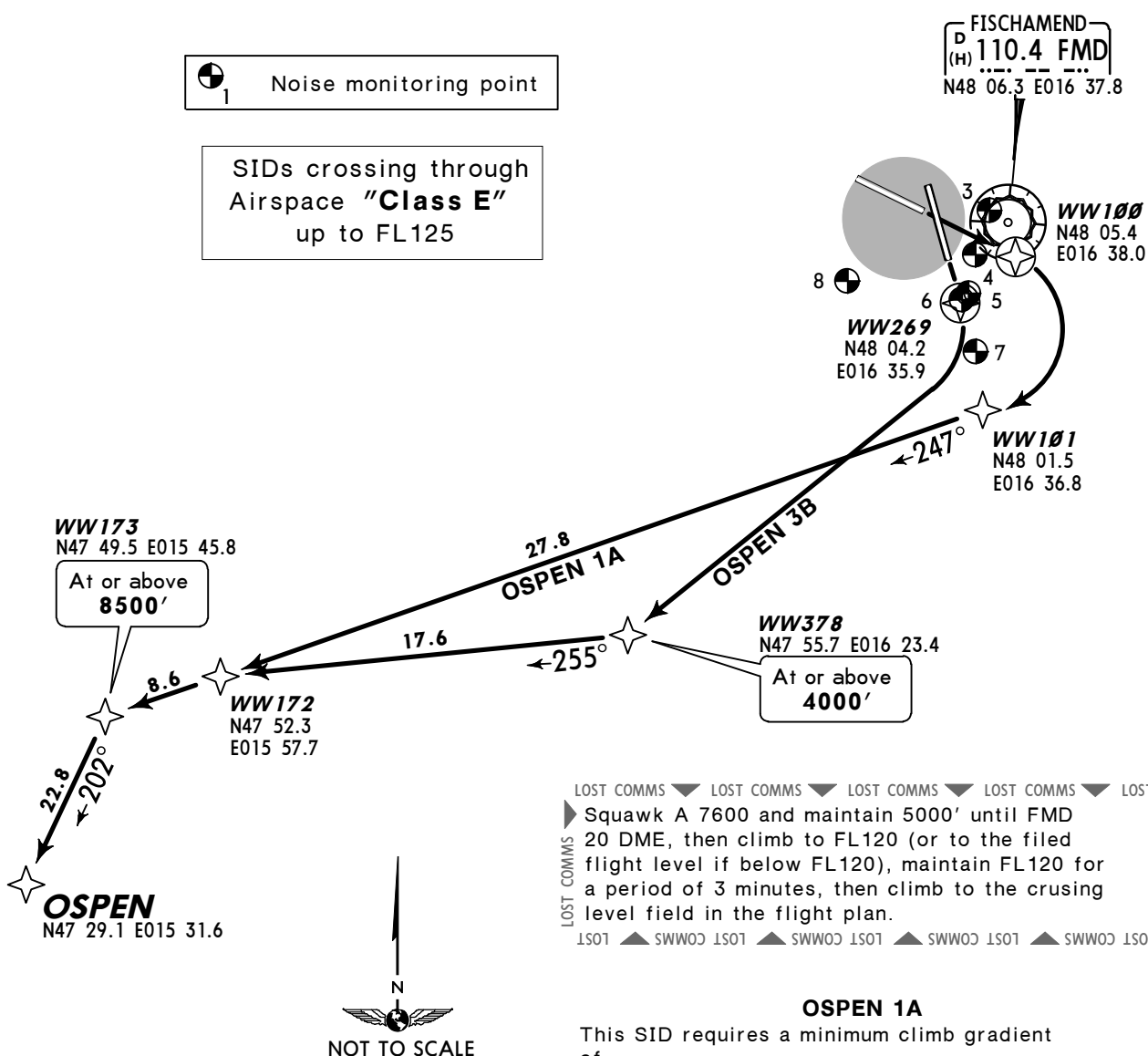
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. 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'.



**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****

Noise monitoring point

SIDs crossing through  
Airspace "Class E"  
up to FL125



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
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 cruising  
level field in the flight plan.  
LOST COMMS ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

**OSPEN 1A**

This SID requires a minimum climb gradient  
of  
4.9% up to 1300'.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000'**

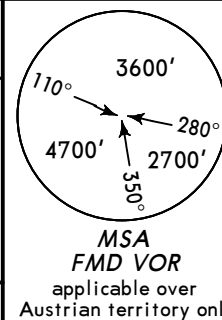
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

| SID      | RWY | ROUTING                                                  |
|----------|-----|----------------------------------------------------------|
| OSPEN 1A | 11  | WW100 - WW101 - WW172 - WW173 (8500'+) - OSPEN.          |
| OSPEN 3B | 16  | WW269 - WW378 (4000'+) - WW172 - WW173 (8500'+) - OSPEN. |

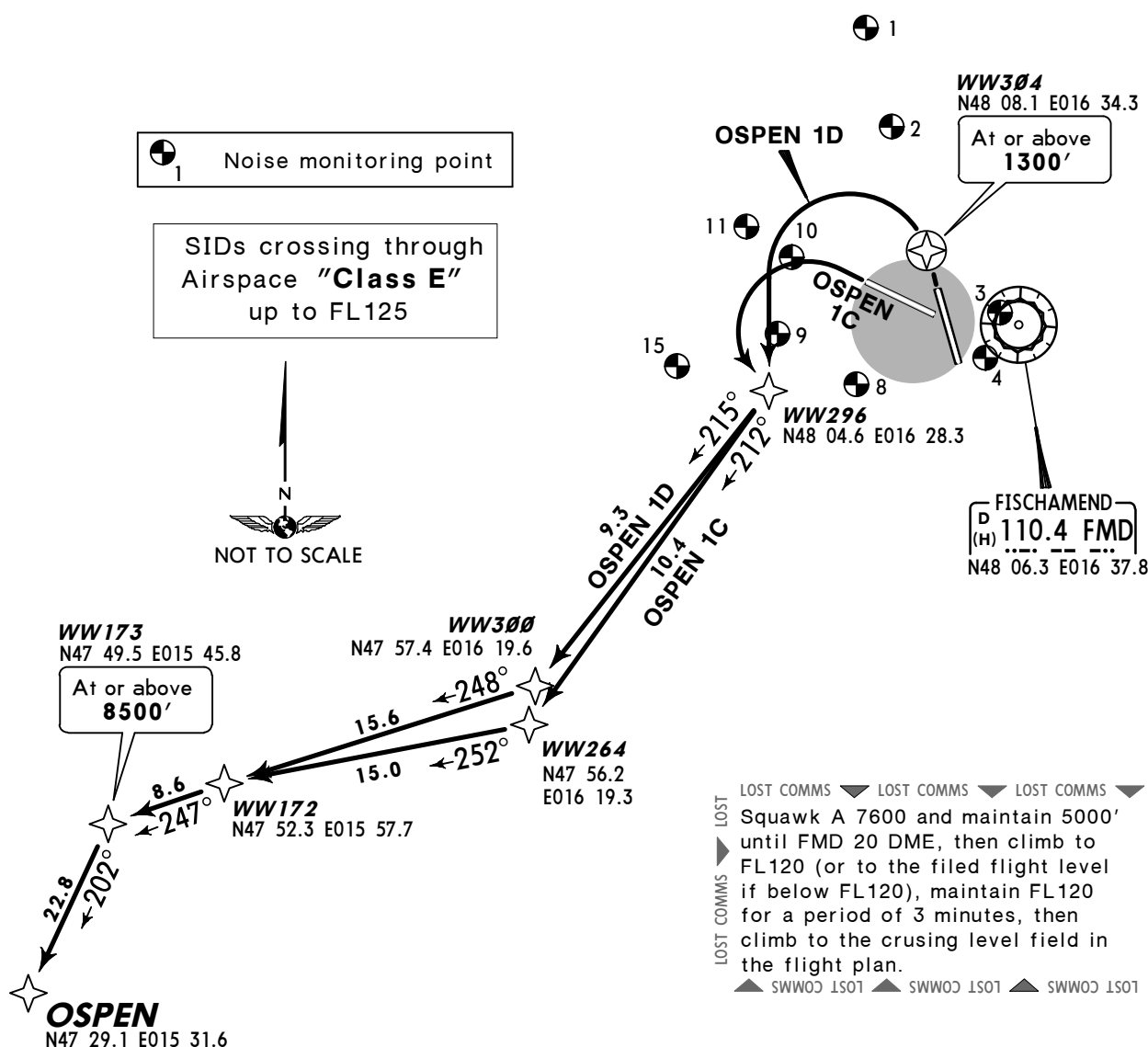
WIEN Radar  
128.2Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



**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**

**OSPEN 1C**

This SID requires a minimum climb gradient of 7% up to 1000'.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 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°.

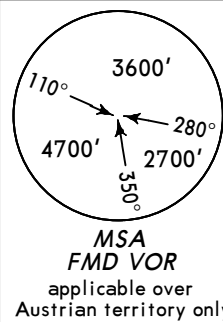
| SID               | RWY       | ROUTING                                                          |
|-------------------|-----------|------------------------------------------------------------------|
| <b>OSPEN 1C</b> ① | <b>29</b> | (1000'+) - WW296 - WW264 - WW172 - WW173 (8500'+) - OSPEN.       |
| <b>OSPEN 1D</b>   | <b>34</b> | WW304 (1300'+) - WW296 - WW300 - WW172 - WW173 (8500'+) - OSPEN. |

① Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).

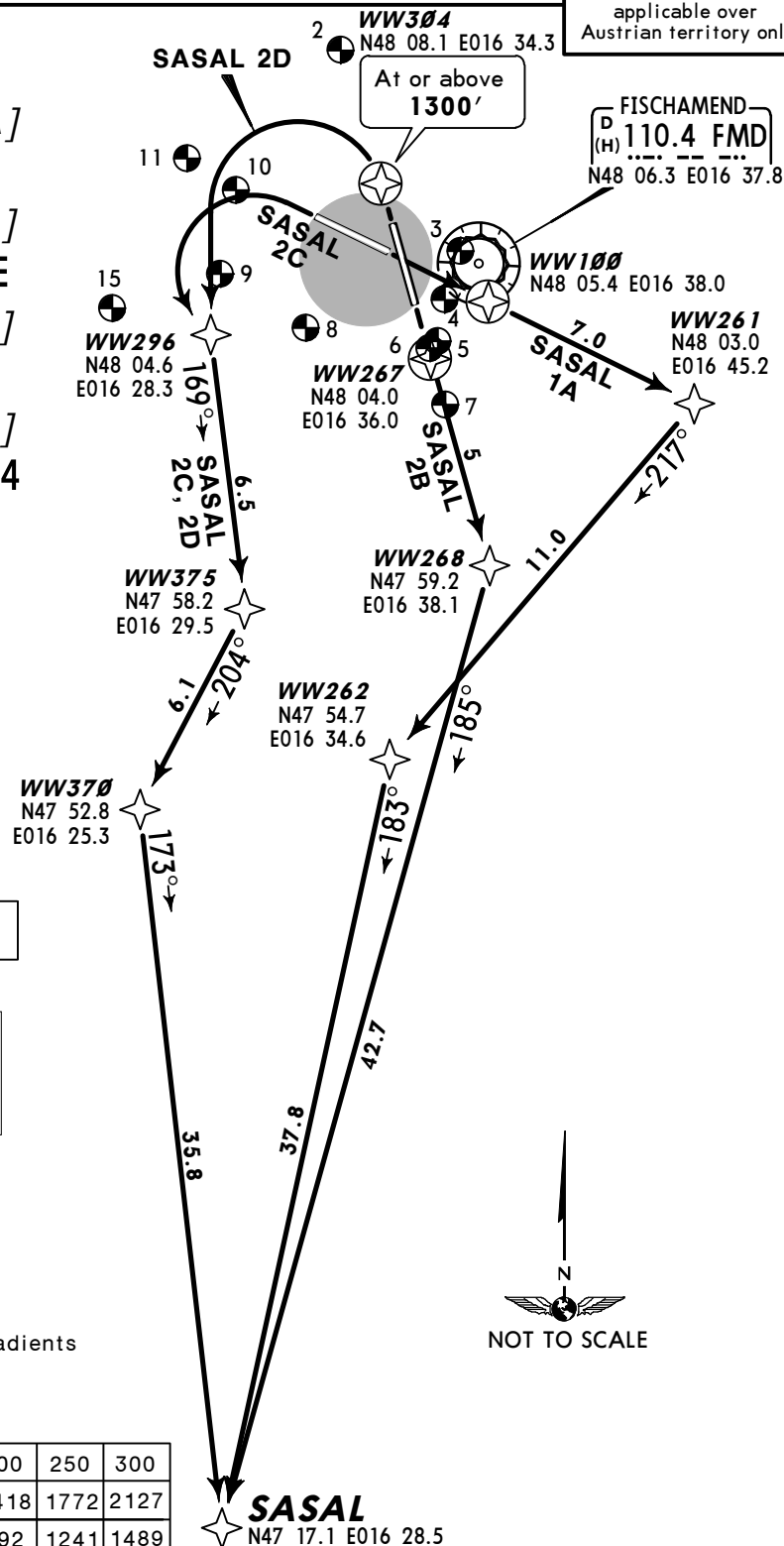
WIEN Radar  
128.2Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



**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:** 4.9% up to 1300'.

**SASAL 2C:** 7% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7% V/V (fpm)   | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 4.9% V/V (fpm) | 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. |

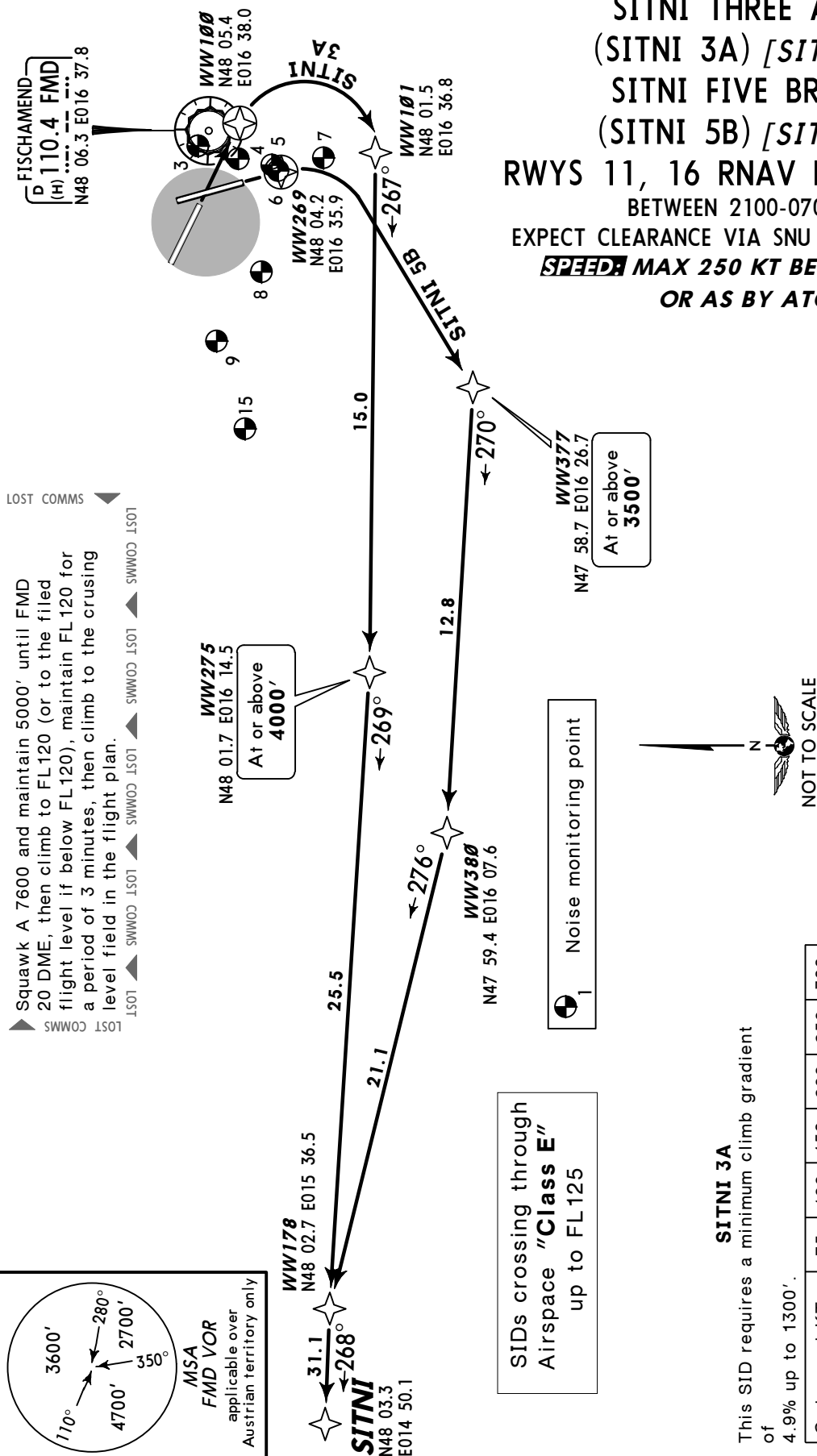
WIEN Radar  
128.2

Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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)  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**  
**OR AS BY ATC**



| 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. |

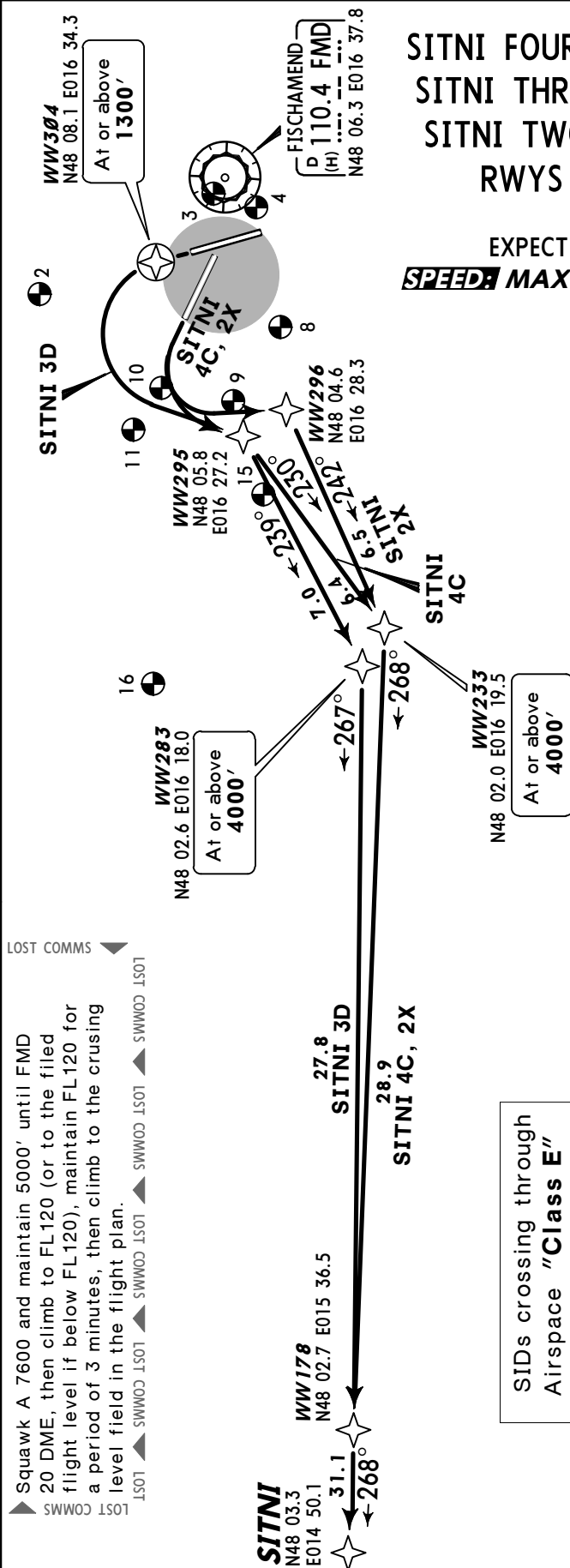
WIEN Radar  
128.2

Apt Elev  
600'

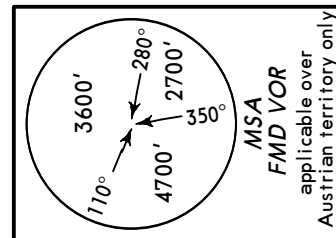
Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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**



Noise monitoring point



NOT TO SCALE

SIDs crossing through  
Airspace "Class E"  
up to FL125

**SITNI 4C, 2X**

These SIDs require a minimum climb gradient of 7% up to 1000'.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 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°.

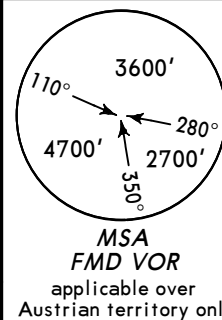
| SID               | RWY       | ROUTING                                                  |
|-------------------|-----------|----------------------------------------------------------|
| <b>SITNI 4C</b>   | <b>29</b> | (1000'+) - WW295 - WW233 (4000'+) - WW178 - SITNI.       |
| <b>SITNI 3D</b>   | <b>34</b> | WW304 (1300'+) - WW295 - WW283 (4000'+) - WW178 - SITNI. |
| <b>SITNI 2X ①</b> | <b>29</b> | (1000'+) - WW296 - WW233 (4000'+) - WW178 - SITNI.       |

① By ATC. Alternate SID to SITNI 4C.

WIEN Radar  
128.2Apt Elev  
600'

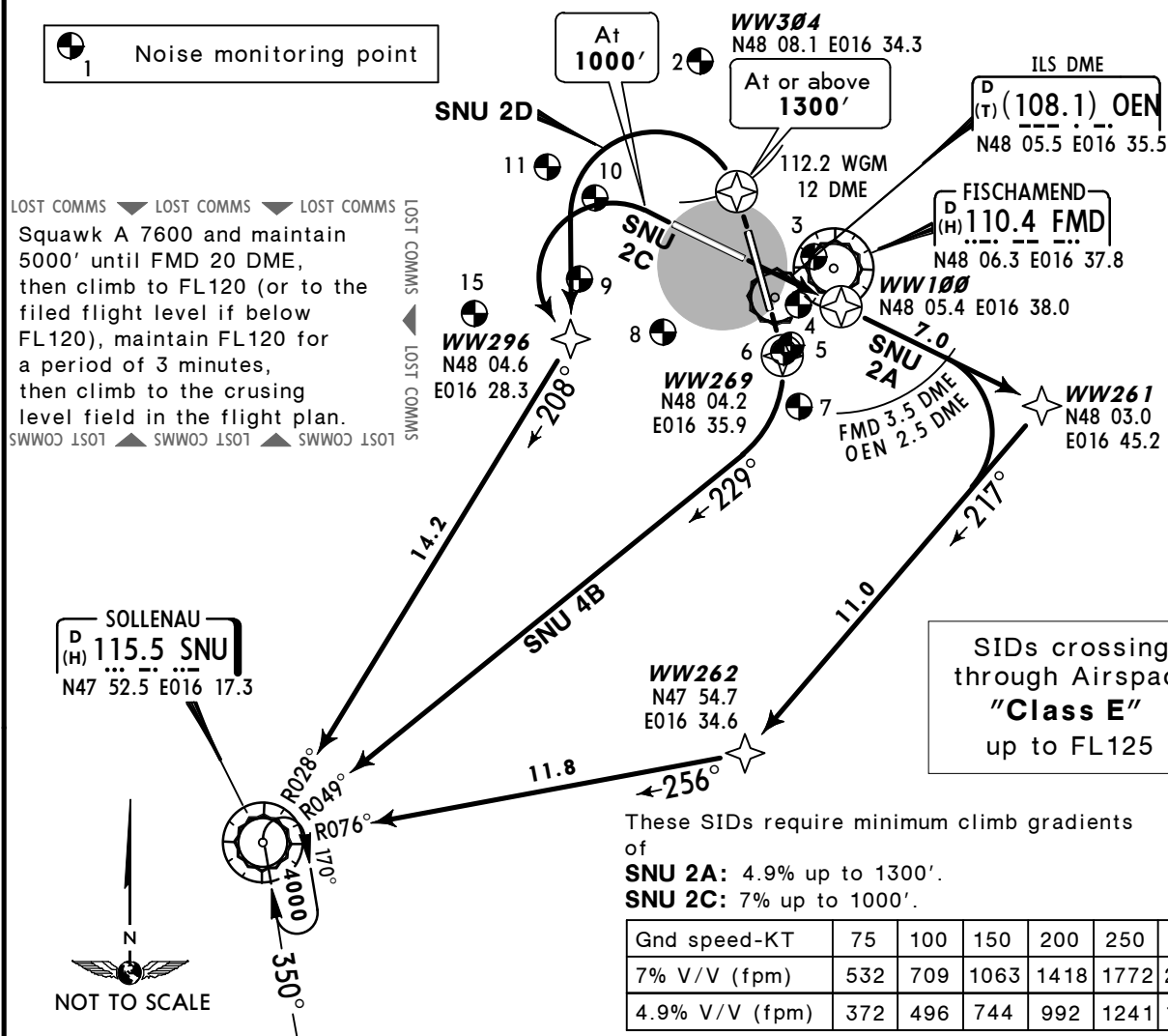
Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



**SOLLENAU TWO ALFA (SNU 2A)**  
**SOLLENAU 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**



**Initial climb clearance 5000'**

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

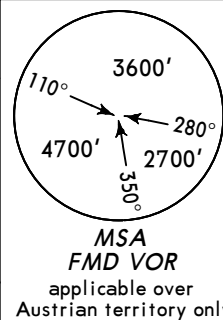
| SID    | RWY | ROUTING                                                                                                                                                       |
|--------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.<br><b>RNAV:</b> WW100 - WW261 - WW262 - SNU. |
| SNU 4B | 16  | Climb straight ahead, intercept SNU R-049 inbound to SNU.<br><b>RNAV:</b> WW269 - SNU.                                                                        |
| SNU 2C | 29  | Climb straight ahead, at 1000' turn LEFT, intercept SNU R-028 inbound to SNU.<br><b>RNAV:</b> (1000'+) - WW296 - SNU.                                         |
| SNU 2D | 34  | Climb straight ahead, at WGM 12 DME turn LEFT, intercept SNU R-028 inbound to SNU.<br><b>RNAV:</b> WW304 (1300'+) - WW296 - SNU.                              |

Also usable for non RNAV equipped aircraft.

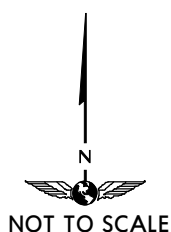
WIEN Radar  
128.2Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



**STEIN ONE ALFA**  
(STEIN 1A) [STE11A]  
**STEIN TWO BRAVO**  
(STEIN 2B) [STE12B]  
**STEIN TWO CHARLIE**  
(STEIN 2C) [STE12C]  
**STEIN TWO DELTA**  
(STEIN 2D) [STE12D]  
**RWYS 11, 16, 29, 34**  
**RNAV DEPARTURES**  
**SPEED MAX 250 KT**  
**BELOW FL100**  
**OR AS BY ATC**

 Noise monitoring point

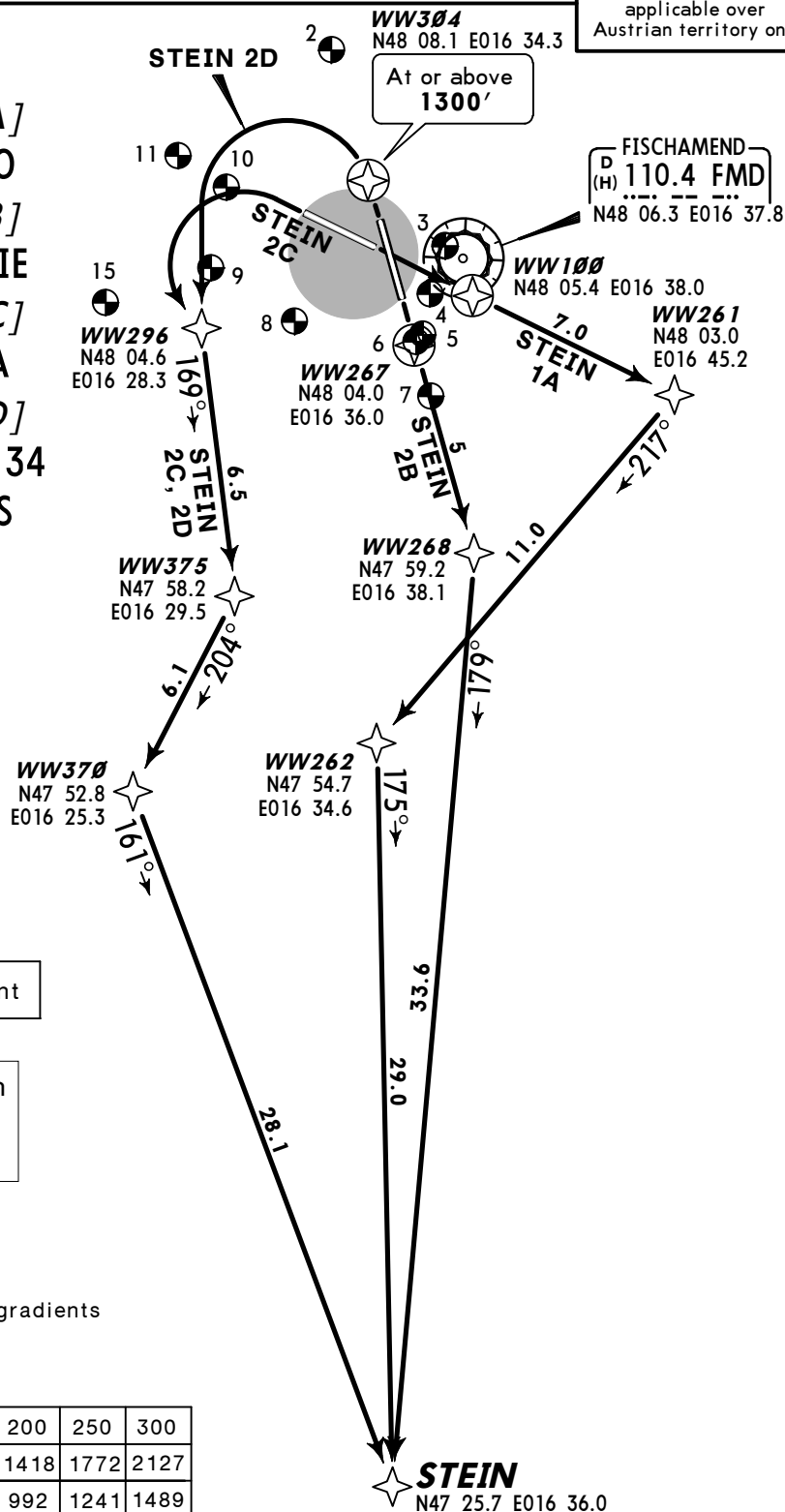
SIDs crossing through  
Airspace "Class E"  
up to FL125

These SIDs require minimum climb gradients  
of

**STEIN 1A:** 4.9% up to 1300'.

**STEIN 2C:** 7% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7% V/V (fpm)   | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 4.9% V/V (fpm) | 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. |

3600'

110°

280°

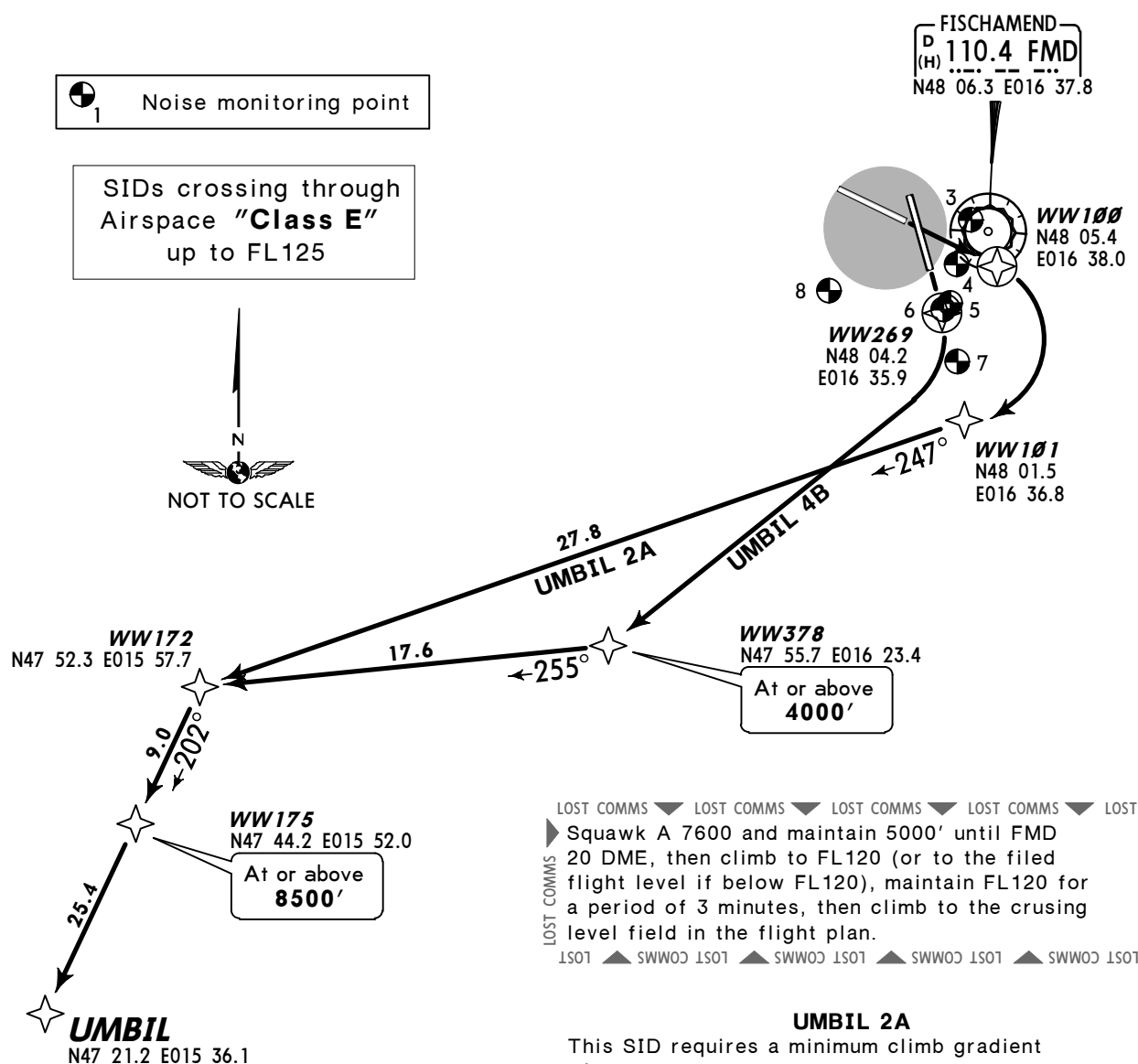
2700'

350°

4700'

**MSA  
FMD VOR**  
applicable over  
Austrian territory only

UMBIL TWO ALFA (UMBIL 2A) [UMBIL2A]  
UMBIL FOUR BRAVO (UMBIL 4B) [UMBIL4B]  
RWYS 11, 16 RNAV DEPARTURES  
BETWEEN 2100-0700LT  
EXPECT CLEARANCE VIA SNU (CHART 10-3P)  
**~~SPEEDS~~ MAX 250 KT BELOW FL100 OR AS BY ATC**



This SID requires a minimum climb gradient of 4.9% up to 1300'.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance **5000'**

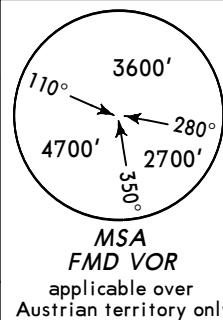
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

| SID      | RWY | ROUTING                                                  |
|----------|-----|----------------------------------------------------------|
| UMBIL 2A | 11  | WW100 - WW101 - WW172 - WW175 (8500'+) - UMBIL.          |
| UMBIL 4B | 16  | WW269 - WW378 (4000'+) - WW172 - WW175 (8500'+) - UMBIL. |

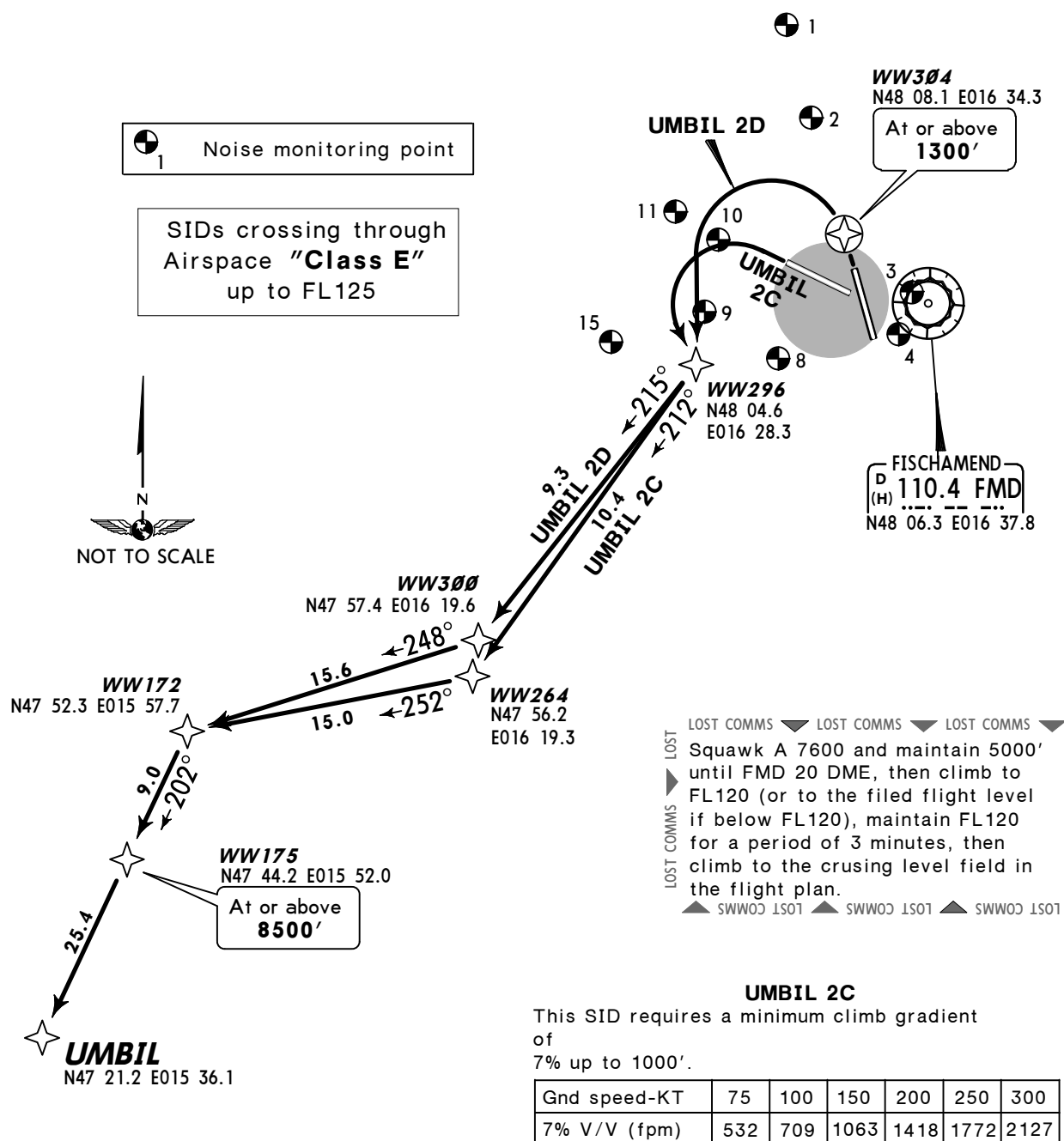
WIEN Radar  
128.2Apt Elev  
600'

Trans level: By ATC Trans alt: 5000'

1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'.



**UMBIL TWO CHARLIE (UMBIL 2C) [UMBI2C]  
UMBIL TWO DELTA (UMBIL 2D) [UMBI2D]  
RWYS 29, 34 RNAV DEPARTURES  
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**

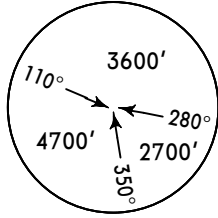
Initial climb clearance **5000'**

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

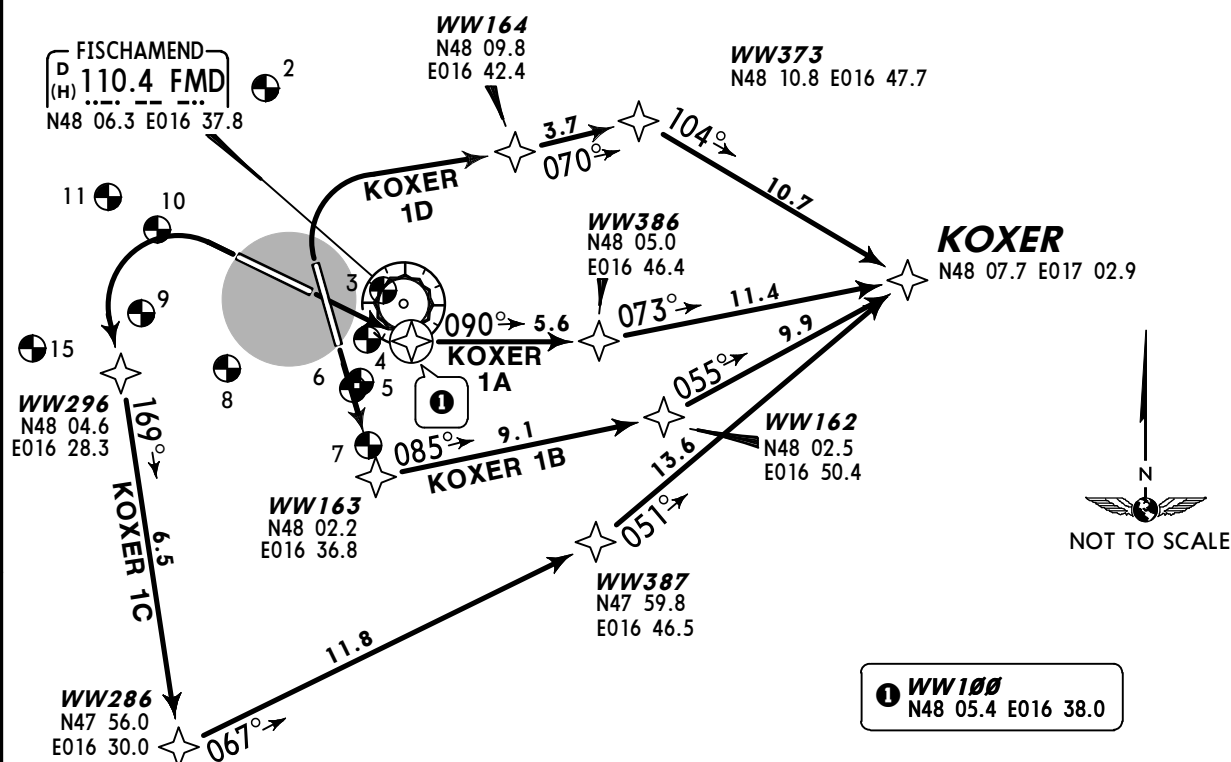
| SID        | RWY | ROUTING                                                          |
|------------|-----|------------------------------------------------------------------|
| UMBIL 2C ① | 29  | (1000'+) - WW296 - WW264 - WW172 - WW175 (8500'+) - UMBIL.       |
| UMBIL 2D   | 34  | WW304 (1300'+) - WW296 - WW300 - WW172 - WW175 (8500'+) - UMBIL. |

① Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                  |                                      |                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| WIEN Radar<br>(KOKER 1A,<br>1B, 1D) 118.77<br>(KOKER 1C) 128.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Apt Elev<br>600' | Trans level: By ATC Trans alt: 5000' | <br>MSA<br>FMD VOR<br>applicable over<br>Austrian territory only |
| 1. Contact WIEN Radar when advised by Tower. 2. 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. 3. 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'. |                  |                                      |                                                                                                                                                     |

KOKER ONE ALFA (KOKER 1A) [KOKE1A]  
KOKER ONE BRAVO (KOKER 1B) [KOKE1B]  
KOKER ONE CHARLIE (KOKER 1C) [KOKE1C]  
KOKER ONE DELTA (KOKER 1D) [KOKE1D]  
RWYS 11, 16, 29, 34 RNAV DEPARTURES  
**~~SPEEDS~~ 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

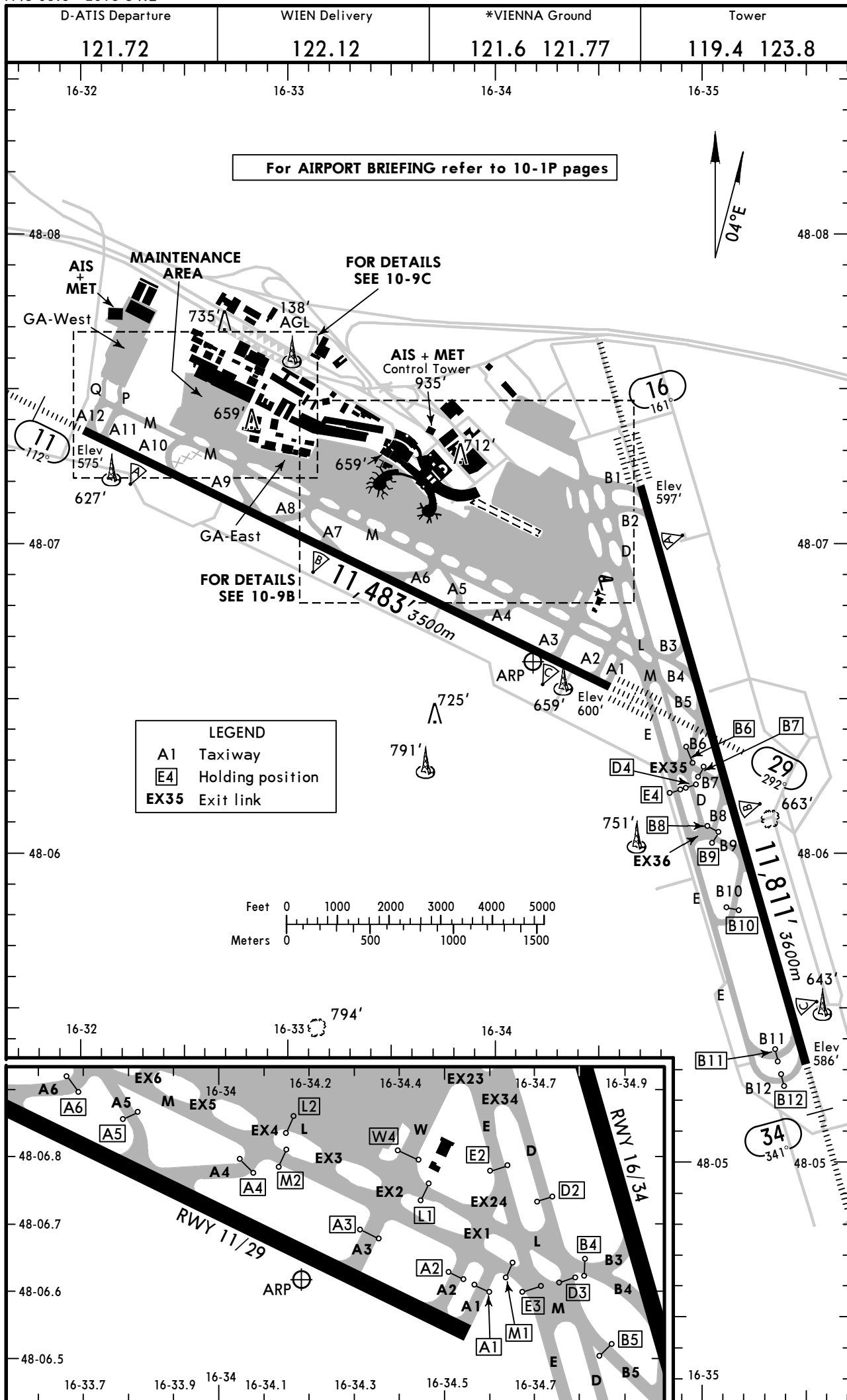
**KOKER 1A:** 5%.  
**KOKER 1B:** 5.8% up to 2000'.  
**KOKER 1C:** 7% up to 1000'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7% V/V (fpm)   | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5.8% V/V (fpm) | 441 | 587 | 881  | 1175 | 1468 | 1762 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |

Initial climb clearance **5000'**

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

| SID      | RWY | ROUTING                                   |
|----------|-----|-------------------------------------------|
| KOKER 1A | 11  | WW100 - WW386 - KOKER.                    |
| KOKER 1B | 16  | WW163 - WW162 - KOKER.                    |
| KOKER 1C | 29  | (1000'+) - WW296 - WW286 - WW387 - KOKER. |
| KOKER 1D | 34  | (1700'+) - WW164 - WW373 - KOKER.         |



## ADDITIONAL RUNWAY INFORMATION

| RWY |                                            | USABLE LENGTHS |               | TAKE-OFF | WIDTH |
|-----|--------------------------------------------|----------------|---------------|----------|-------|
|     |                                            | LANDING        | BEYOND        |          |       |
|     |                                            | Threshold      | Glide Slope   |          |       |
| 11  | HIRL (60m) CL (15m) HIALS SFL ② RVR        |                | 10,498' 3200m | ④        | 148'  |
| 29  | HIRL (60m) CL (15m) ALSF-II REIL TDZ ③ RVR |                | 10,615' 3235m |          | 45m   |

① Rwy grooved.

② PAPI-L (3.1°)

③ PAPI-L (3.0°)

④ 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 | HIRL (60m) CL (15m) ALSF-II REIL TDZ ⑥ RVR |  | 10,810' 3295m | ⑦ | 148' |
| 34 | HIRL (60m) CL (15m) HIALS SFL REIL ⑥ RVR   |  | 10,925' 3330m |   | 45m  |

⑤ Rwy grooved 66'/20m on each side of centerline.

⑥ PAPI-L (3.0°)

⑦ 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:

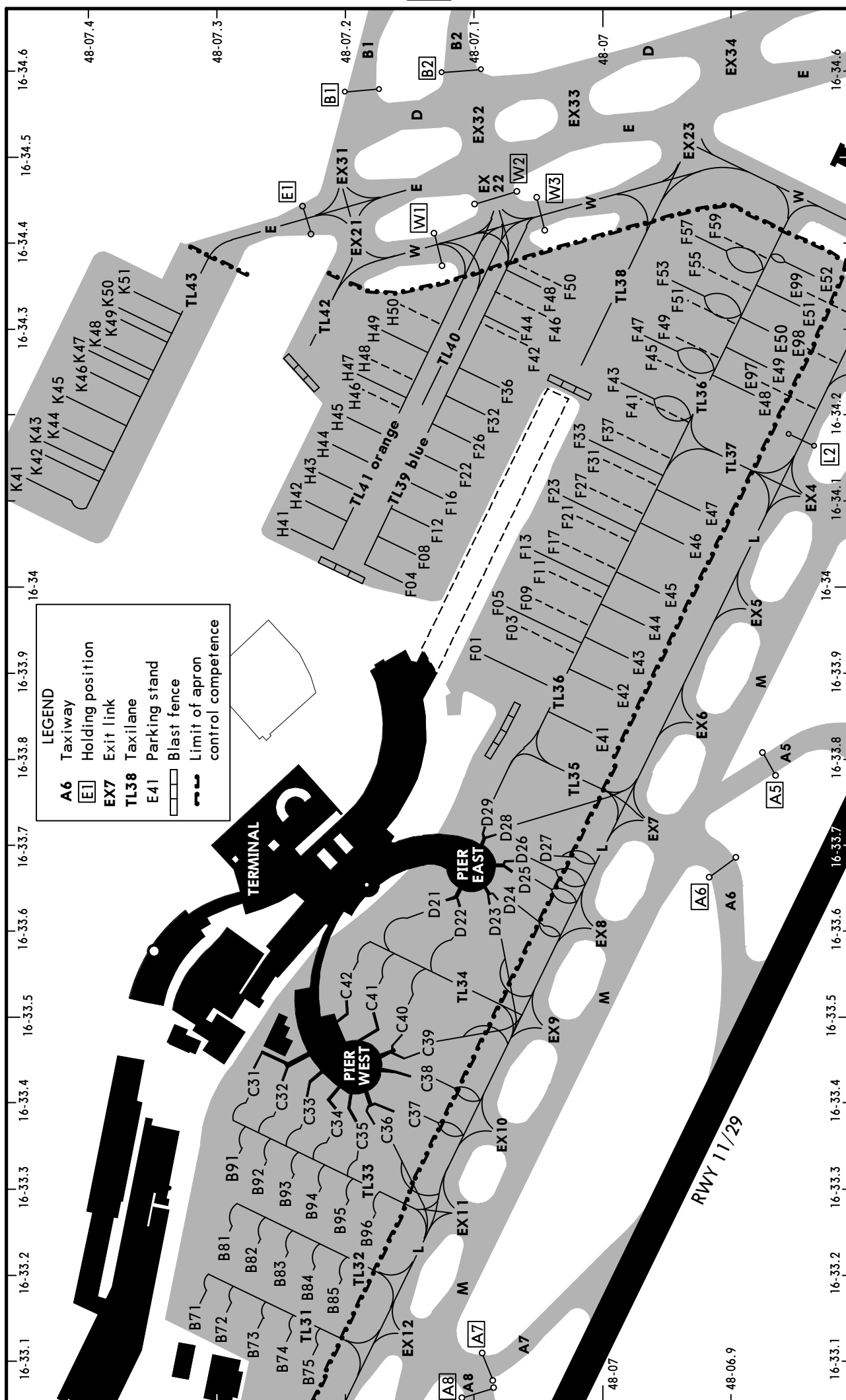
|               |                 |
|---------------|-----------------|
| From rwy head | 11,811' (3600m) |
| twy B11 int   | 10,942' (3335m) |
| twy B9 int    | 7251' (2210m)   |
| twy B10 int   | 6873' (2095m)   |
| twy B7 int    | 5840' (1780m)   |
| twy B8 int    | 5577' (1700m)   |
| twy B5 int    | 4577' (1395m)   |
| twy B6 int    | 3986' (1215m)   |
| twy B3 int    | 3035' (925m)    |

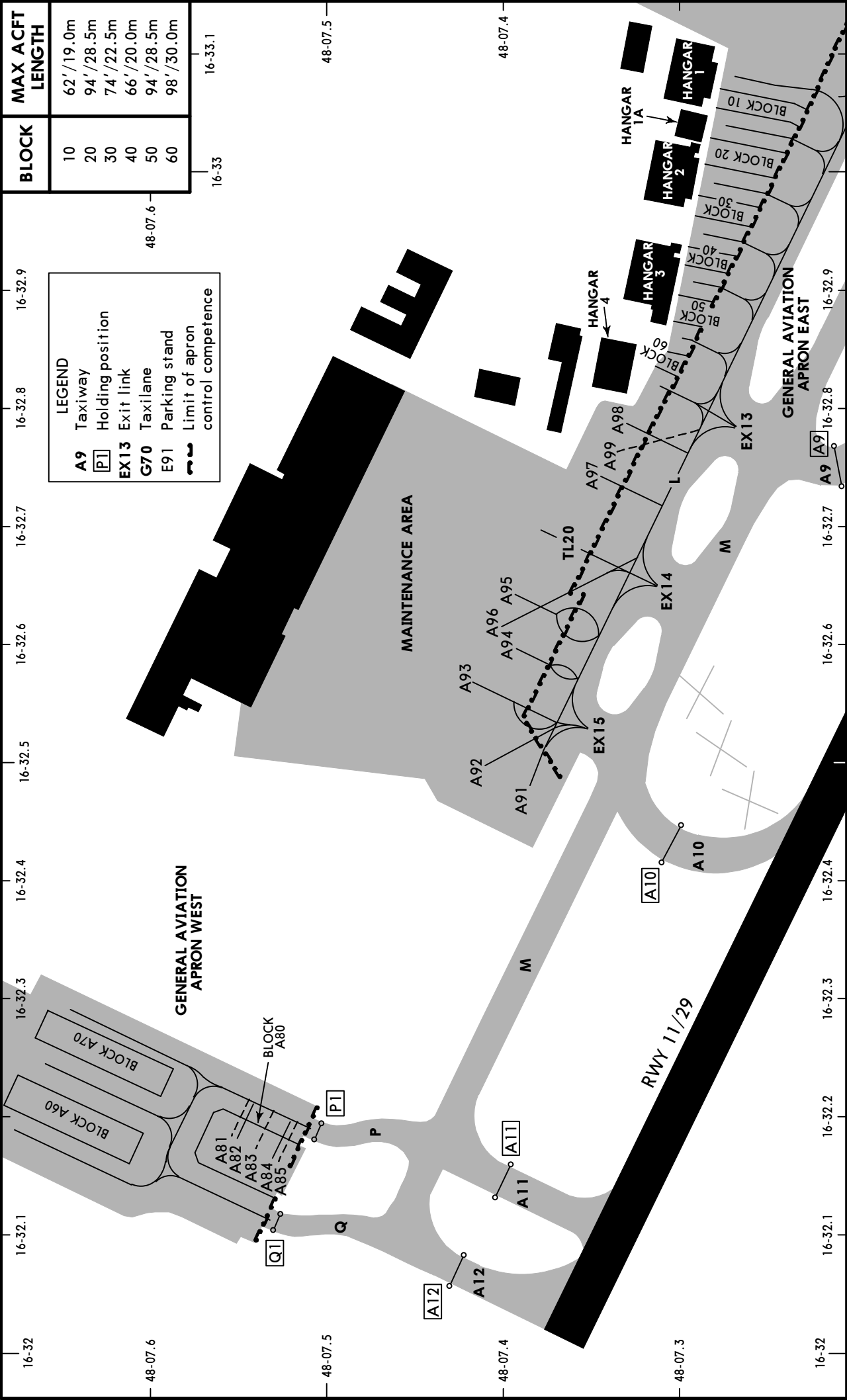
## Standard

## TAKE-OFF ①

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

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





CHANGES: Twys. Holding positions added.

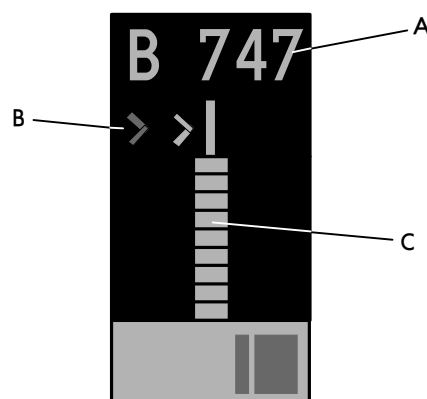
| INS COORDINATES |             |           |      |              |             |           |      |
|-----------------|-------------|-----------|------|--------------|-------------|-----------|------|
| STAND No.       | COORDINATES |           | ELEV | STAND No.    | COORDINATES |           | ELEV |
| 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  |              |             |           |      |

## 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 aircraft 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<br>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)                                                         |

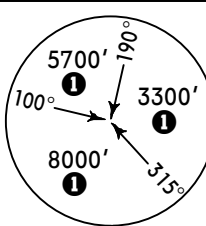
### B: AZIMUTH GUIDANCE

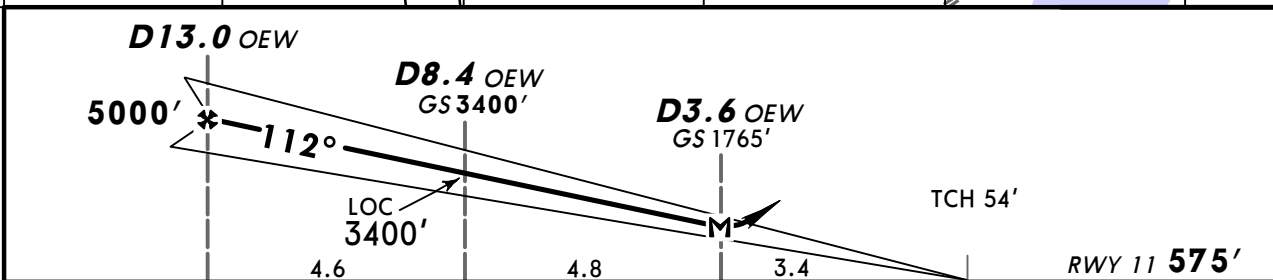
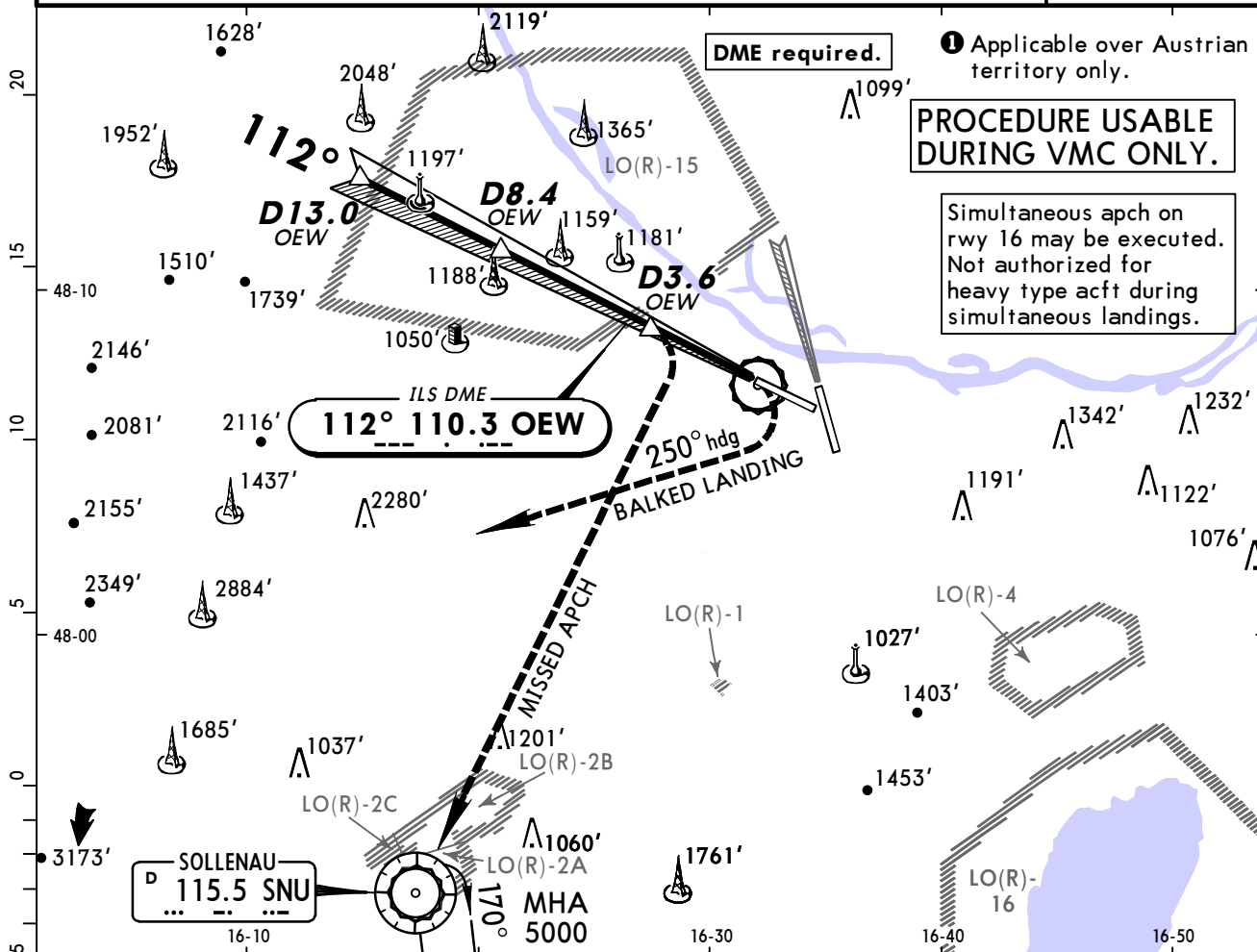
(Laser scanning technique) for use by the pilots occupying both the left and right seats

### C: CLOSING RATE INFORMATION

Indicates the distance to stop position

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                         |                                                |                  |                                 |                     |                               |                  |                           |  |                                                                                                    |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------|---------------------------------|---------------------|-------------------------------|------------------|---------------------------|--|----------------------------------------------------------------------------------------------------|--|
| D-ATIS Arrival<br>122.95                                                                                                                                                                                                                                                                                                | WIEN Radar (APP)<br>118.77 128.2 124.55 129.05 |                  |                                 |                     | WIEN Director<br>119.8 134.12 |                  | WIEN Tower<br>119.4 123.8 |  | *Ground<br>121.6 121.77                                                                            |  |
| LOC<br>OEW<br>110.3                                                                                                                                                                                                                                                                                                     | Final<br>Apch Crs<br>112°                      |                  | GS<br>D8.4 OEW<br>3400' (2825') |                     | ILS<br>DA(H)<br>1765' (1190') |                  | Apt Elev 600'<br>RWY 575' |  | <br>MSA SNU VOR |  |
| <b>MISSED APCH:</b> At D3.6 OEW turn RIGHT to VOR, climb to 5000' and hold.<br><b>BALKED LANDING:</b> As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000'.<br>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' |                           |  |                                                                                                    |  |

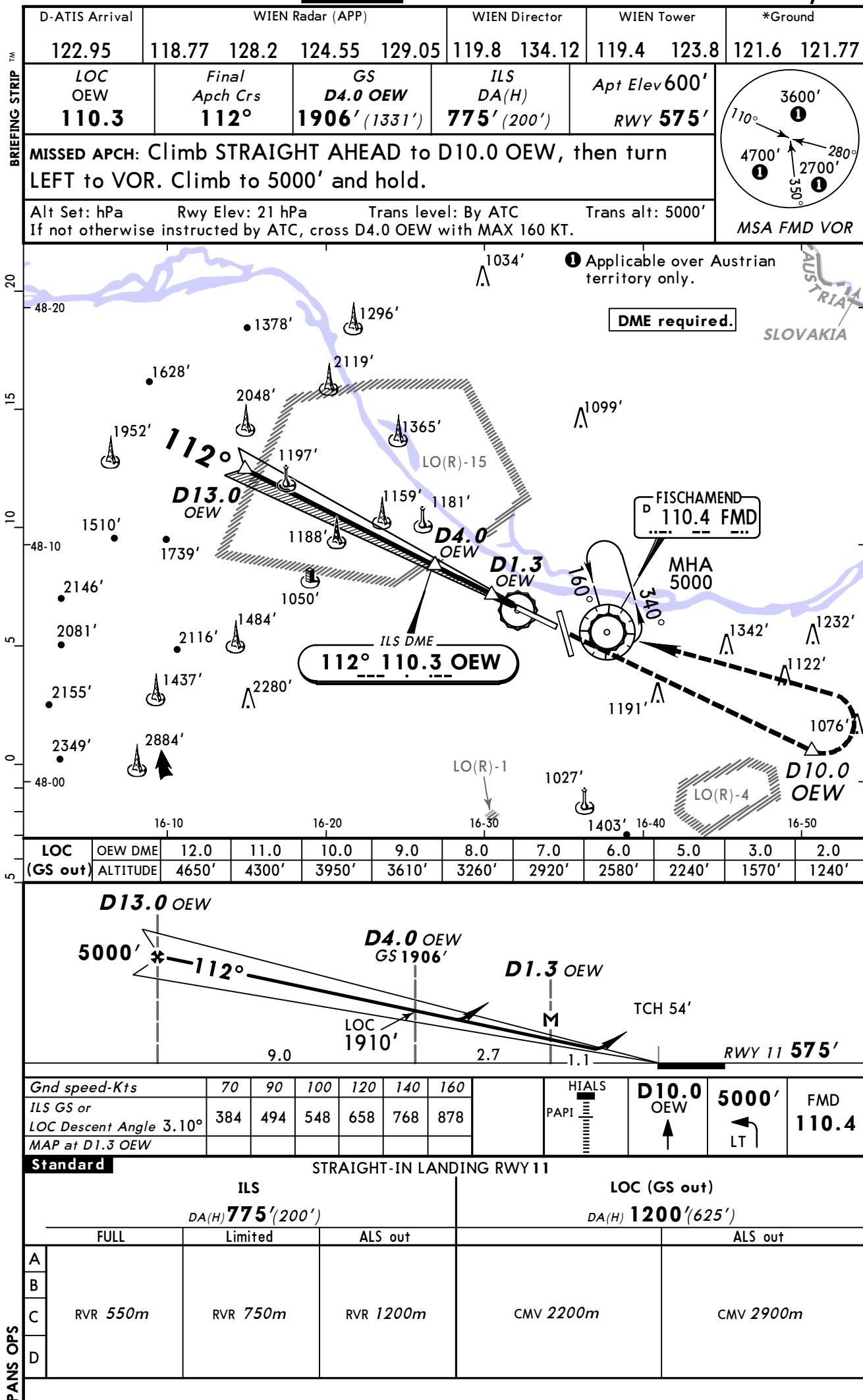


|                                      |     |     |     |     |     |     |               |             |             |              |
|--------------------------------------|-----|-----|-----|-----|-----|-----|---------------|-------------|-------------|--------------|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | D3.6<br>OEW | 5000'<br>RT | SNU<br>115.5 |
| ILS GS or<br>LOC Descent Angle 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |               |             |             |              |
| MAP at D3.6 OEW                      |     |     |     |     |     |     |               |             |             |              |

Standard STRAIGHT-IN LANDING RWY 11 CEILING REQUIRED

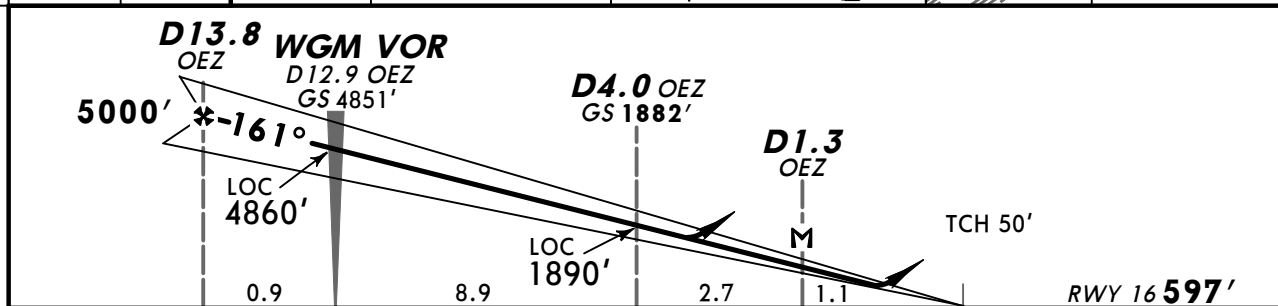
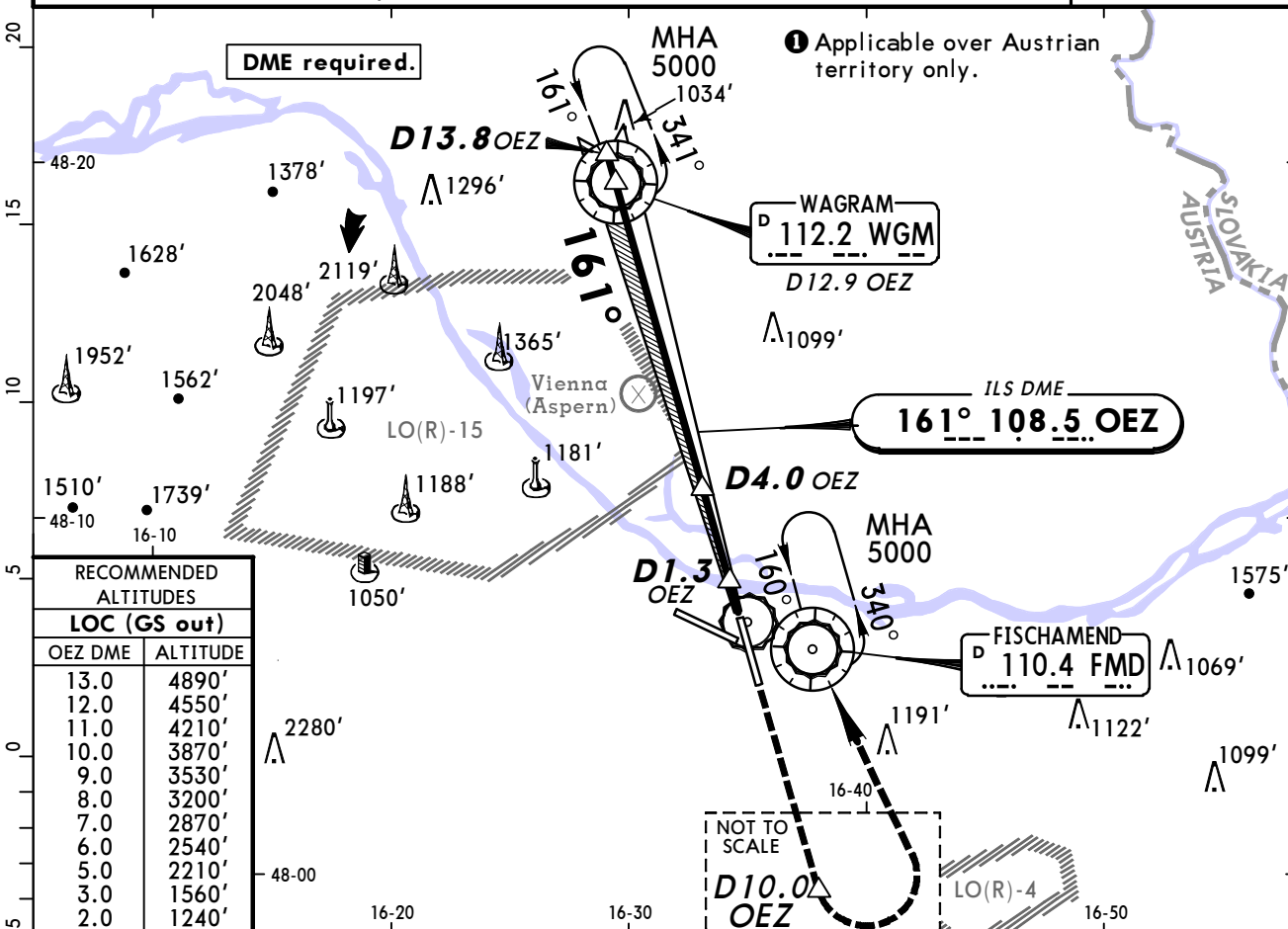
|                     |  |                     |  |
|---------------------|--|---------------------|--|
| ILS                 |  | LOC (GS out)        |  |
| DA(H) 1765' (1190') |  | DA(H) 1770' (1195') |  |
| FULL/Limited        |  | ALS out             |  |

|   |                   |  |
|---|-------------------|--|
| A | 2400' - RVR 1500m |  |
| B |                   |  |
| C | 2400' - CMV 2400m |  |
| D |                   |  |



BRIEFING STRIP™

|                                                                                                     |                           |                                 |                             |                           |        |                                                                                                                                                                                      |        |            |       |         |        |                  |  |
|-----------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|-----------------------------|---------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------|-------|---------|--------|------------------|--|
| D-ATIS Arrival                                                                                      | WIEN Radar (APP)          |                                 |                             |                           |        | WIEN Director                                                                                                                                                                        |        | WIEN Tower |       | *Ground |        |                  |  |
| 122.95                                                                                              | 118.77                    | 128.2                           | 124.55                      | 129.05                    | 125.17 | 119.8                                                                                                                                                                                | 134.12 | 119.4      | 123.8 | 121.6   | 121.77 |                  |  |
| LOC<br>OEZ<br>108.5                                                                                 | Final<br>Apch Crs<br>161° | GS<br>D4.0 OEZ<br>1882' (1285') | ILS<br>DA(H)<br>797' (200') | Apt Elev 600'<br>RWY 597' |        | <div><div><div>3300' 1</div><div>245°</div><div>3600' 1</div><div>290°</div><div>2900' 1</div><div>010°</div><div>4500' 1</div><div>080°</div></div><div>MSA<br/>WGM VOR</div></div> |        |            |       |         |        |                  |  |
| MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb 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.                                 |                           |                                 |                             |                           |        |                                                                                                                                                                                      |        |            |       |         |        |                  |  |



|                                   |     |     |     |     |     |     |           |                  |              |                  |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-----------|------------------|--------------|------------------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | ALSIF-II  | <b>D10.0 OEZ</b> | <b>5000'</b> | FMD <b>110.4</b> |
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | REIL PAPI | ↑                | LT           |                  |
| MAP at D1.3 OEZ                   |     |     |     |     |     |     |           |                  |              |                  |

| Standard          |          | STRAIGHT-IN LANDING RWY 16 |                    |           |           |
|-------------------|----------|----------------------------|--------------------|-----------|-----------|
| ILS               |          |                            | LOC (GS out)       |           |           |
| DA(H) 797' (200') |          |                            | 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                 |          |                            |                    |           |           |

LOWW/VIE  
SCHWECHAT

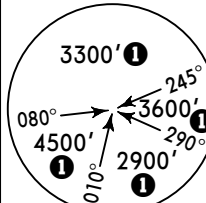
22 MAR 13  
Eff 4 Apr

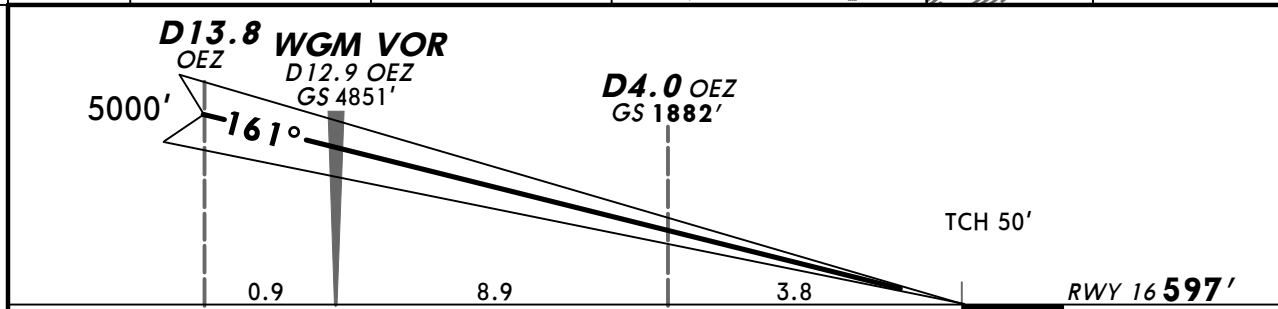
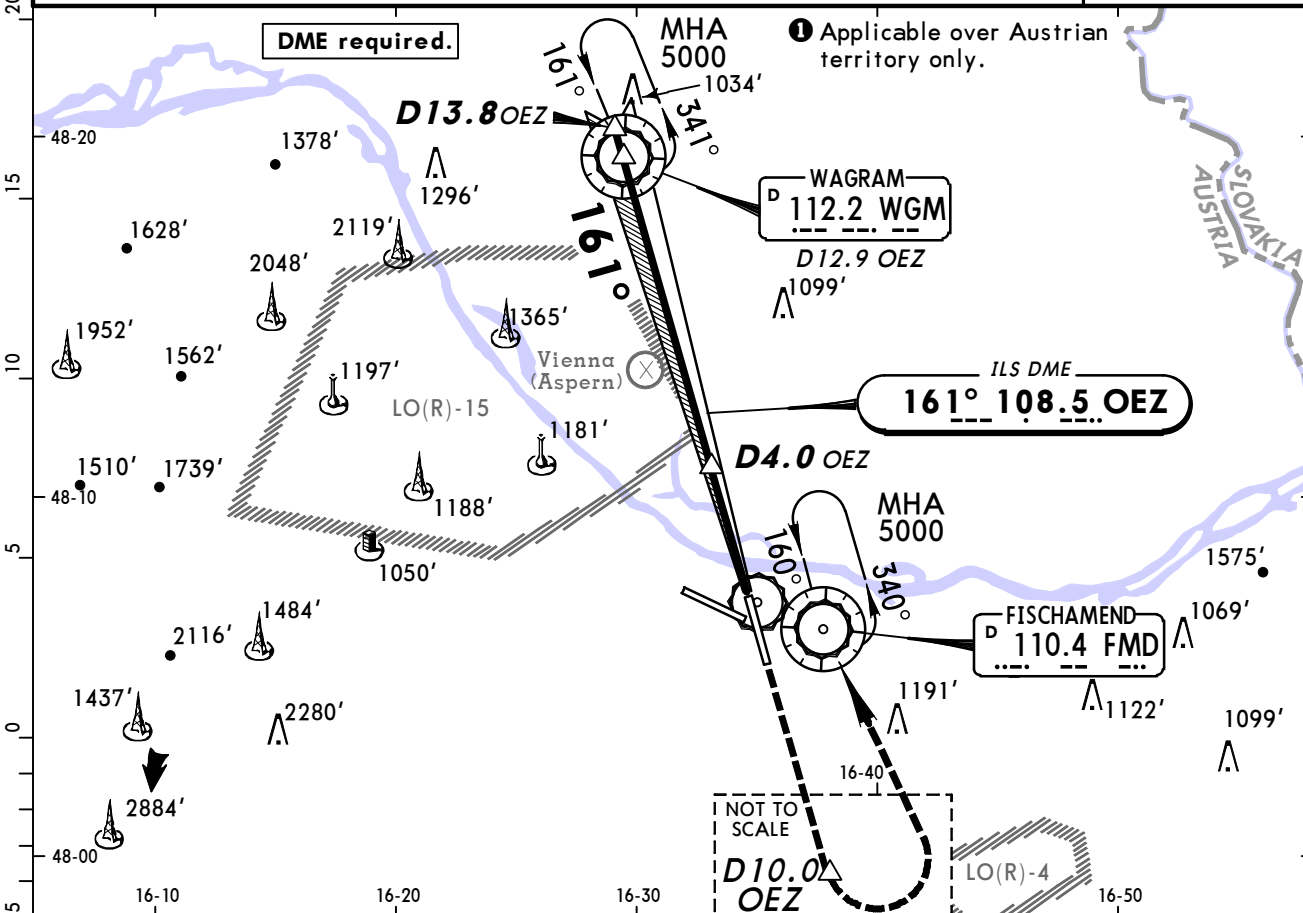
11-3A

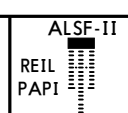
VIENNA, AUSTRIA  
CAT II/III ILS Rwy 16

BRIEFING STRIP

TH

|                                                                                                     |                           |                                 |                                        |                     |        |                           |        |                                                                                                       |       |              |
|-----------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|----------------------------------------|---------------------|--------|---------------------------|--------|-------------------------------------------------------------------------------------------------------|-------|--------------|
| D-ATIS Arrival                                                                                      | WIEN Radar (APP)          |                                 |                                        |                     |        | WIEN Director             |        | WIEN Tower                                                                                            |       | *Ground      |
| 122.95                                                                                              | 118.77                    | 128.2                           | 124.55                                 | 129.05              | 125.17 | 119.8                     | 134.12 | 119.4                                                                                                 | 123.8 | 121.6 121.77 |
| LOC<br>OEZ<br>108.5                                                                                 | Final<br>Apch Crs<br>161° | GS<br>D4.0 OEZ<br>1882' (1285') | CAT II & IIIA ILS<br>Refer to Minimums |                     |        | Apt Elev 600'<br>RWY 597' |        | <br>MSA<br>WGM VOR |       |              |
| MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb 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.                              |                           |                                 |                                        |                     |        |                           |        |                                                                                                       |       |              |



|               |       |     |     |     |     |     |                                                                                      |              |       |              |
|---------------|-------|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|--------------|-------|--------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | D10.0<br>OEZ | 5000' | FMD<br>110.4 |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                      | ↑            | ← LT  |              |
|               |       |     |     |     |     |     |                                                                                      |              |       |              |

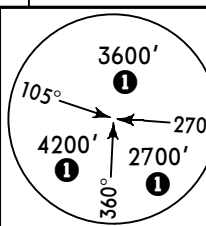
|                 |  |                                                                                                       |  |
|-----------------|--|-------------------------------------------------------------------------------------------------------|--|
| <b>Standard</b> |  | STRAIGHT-IN LANDING RWY 16                                                                            |  |
| CAT IIIA ILS    |  | CAT II ILS                                                                                            |  |
| DH <b>50'</b>   |  | RA <b>104'</b><br>DA(H) <b>697'</b> (100')                                                            |  |
| RVR <b>200m</b> |  | RVR <b>300m</b>  |  |

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

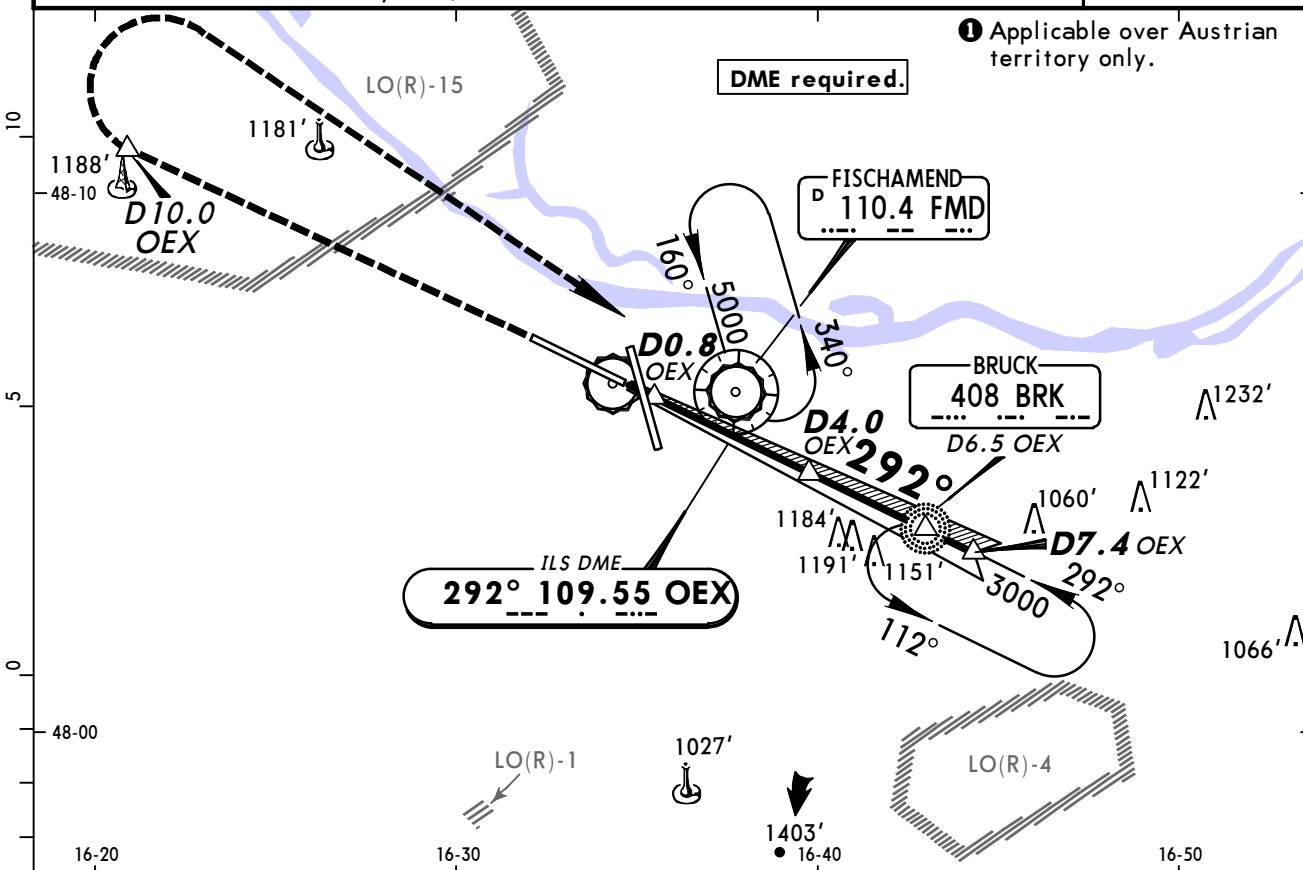
CHANGES: Chart reindexed. Communications.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

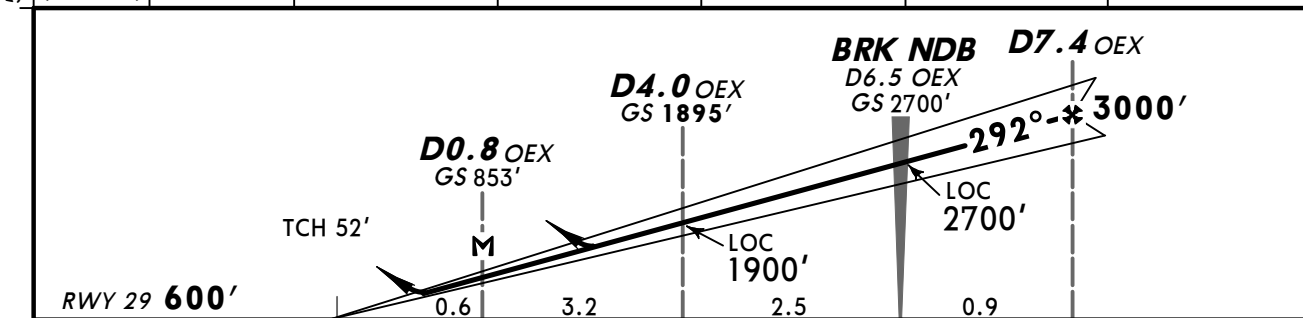
BRIEFING STRIP™

|                                                                                                  |                           |                                 |                             |                     |               |                  |          |            |                                                                                     |         |        |
|--------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|-----------------------------|---------------------|---------------|------------------|----------|------------|-------------------------------------------------------------------------------------|---------|--------|
| D-ATIS Arrival                                                                                   | WIEN Radar (APP)          |                                 |                             |                     |               | WIEN Director    |          | WIEN Tower |                                                                                     | *Ground |        |
| 122.95                                                                                           | 118.77                    | 128.2                           | 124.55                      | 129.05              | 125.17        | 119.8            | 134.12   | 119.4      | 123.8                                                                               | 121.6   | 121.77 |
| LOC<br>OEX<br>109.55                                                                             | Final<br>Apch Crs<br>292° | GS<br>D4.0 OEX<br>1895' (1295') | ILS<br>DA(H)<br>800' (200') |                     | Apt Elev 600' |                  | RWY 600' |            |  |         |        |
| MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEX, then turn RIGHT to VOR. Climb 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 BRK NDB



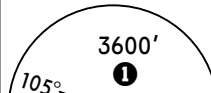
| LOC (GS out) | OEX DME  | 2.0   | 3.0   | 5.0   | 6.0   | 7.0   |
|--------------|----------|-------|-------|-------|-------|-------|
|              | ALTITUDE | 1240' | 1560' | 2210' | 2540' | 2870' |

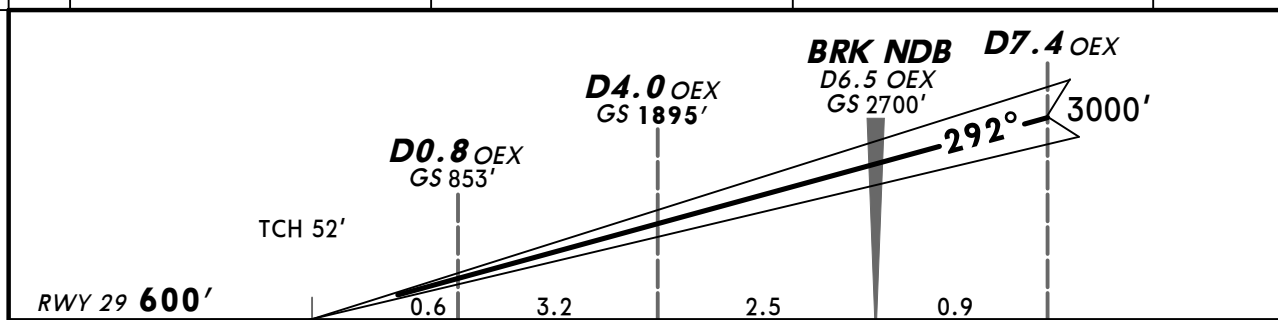
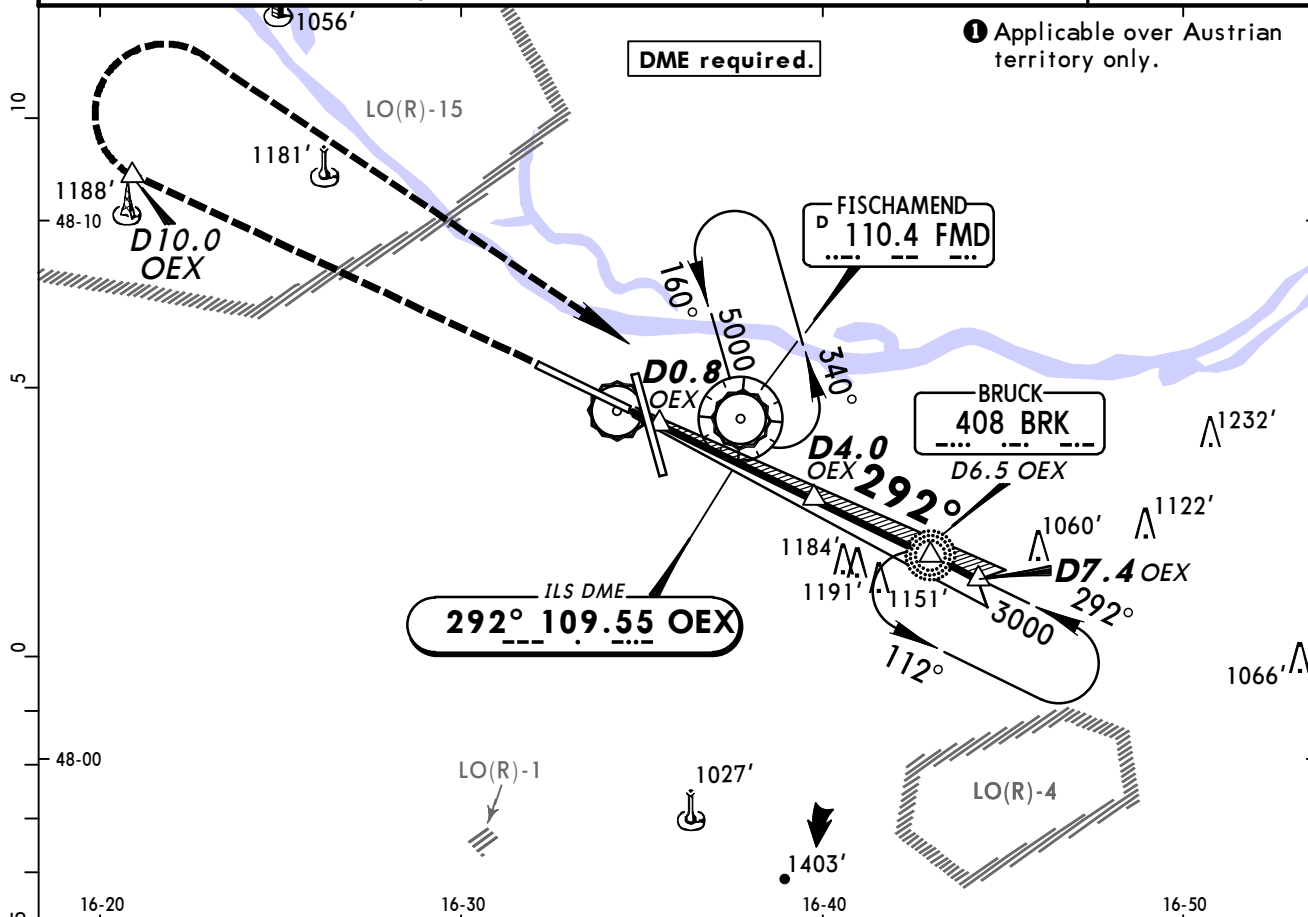


|                                   |     |     |     |     |     |     |           |           |       |           |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-----------|-----------|-------|-----------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | ALSIF-II  | D10.0 OEX | 5000' | FMD 110.4 |
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | REIL PAPI | ↑         | RT    |           |
| MAP at 0.8 OEX                    |     |     |     |     |     |     |           |           |       |           |

| STRAIGHT-IN LANDING RWY 29 |          |          |           |         | LOC (GS out)       |           |
|----------------------------|----------|----------|-----------|---------|--------------------|-----------|
| ILS                        |          |          |           |         | DA(H) 1200' (600') |           |
| DA(H) 800' (200')          |          |          |           |         | ALS out            |           |
| FULL                       |          | Limited  |           | ALS out | ALS out            |           |
| A                          |          |          |           |         | RVR 1500m          |           |
| B                          |          |          |           |         |                    |           |
| C                          | RVR 550m | RVR 750m | RVR 1200m |         | RVR 2000m          | CMV 2400m |
| D                          |          |          |           |         |                    |           |

BRIEFING STRIP

|                                                                                                                             |                            |       |                                 |        |                                              |               |                               |            |                                                                                     |         |        |
|-----------------------------------------------------------------------------------------------------------------------------|----------------------------|-------|---------------------------------|--------|----------------------------------------------|---------------|-------------------------------|------------|-------------------------------------------------------------------------------------|---------|--------|
| D-ATIS Arrival                                                                                                              | WIEN Radar (APP)           |       |                                 |        |                                              | WIEN Director |                               | WIEN Tower |                                                                                     | *Ground |        |
| 122.95                                                                                                                      | 118.77                     | 128.2 | 124.55                          | 129.05 | 125.17                                       | 119.8         | 134.12                        | 119.4      | 123.8                                                                               | 121.6   | 121.77 |
| LOC<br>OEX<br>109.55                                                                                                        | Final<br>Aptch Crs<br>292° |       | GS<br>D4.0 OEX<br>1895' (1295') |        | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |               | Apt Elev 600'<br><br>RWY 600' |            |  |         |        |
| MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEX, then turn<br>RIGHT to VOR. Climb to 5000' and hold.                         |                            |       |                                 |        |                                              |               |                               |            |                                                                                     |         |        |
| Alt Set: hPa      Rwy Elev: 22 hPa      Trans level: By ATC      Trans alt: 5000'                                           |                            |       |                                 |        |                                              |               |                               |            |                                                                                     |         |        |
| 1. Special Aircrew & Acft Certification Required.<br>2. If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT. |                            |       |                                 |        |                                              |               |                               |            |                                                                                     |         |        |



|               |       |     |     |     |     |     |  |                       |                    |                  |
|---------------|-------|-----|-----|-----|-----|-----|--|-----------------------|--------------------|------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | <b>D10.0 OEX</b><br>↑ | <b>5000'</b><br>RT | <b>FMD 110.4</b> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |  |                       |                    |                  |
|               |       |     |     |     |     |     |  |                       |                    |                  |

|                     |  |                                           |  |
|---------------------|--|-------------------------------------------|--|
| <b>Standard</b>     |  | <b>STRAIGHT-IN LANDING RWY 29</b>         |  |
| <b>CAT IIIA ILS</b> |  | <b>CAT II ILS</b>                         |  |
| <b>DH 50'</b>       |  | <b>RA 97'</b><br><b>DA(H) 700' (100')</b> |  |
| <b>RVR 200m</b>     |  | <b>RVR 300m</b>                           |  |

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

BRIEFING STRIP™

|                                                                                                                                                          |                           |       |                                 |        |                                      |               |                           |            |       |         |        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------|---------------------------------|--------|--------------------------------------|---------------|---------------------------|------------|-------|---------|--------|
| D-ATIS Arrival                                                                                                                                           | WIEN Radar (APP)          |       |                                 |        |                                      | WIEN Director |                           | WIEN Tower |       | *Ground |        |
| 122.95                                                                                                                                                   | 118.77                    | 128.2 | 124.55                          | 129.05 | 125.17                               | 119.8         | 134.12                    | 119.4      | 123.8 | 121.6   | 121.77 |
| LOC<br>OEN<br>108.1                                                                                                                                      | Final<br>Apch Crs<br>341° |       | GS<br>D4.0 OEN<br>1877' (1291') |        | ILS<br>DA(H)<br>Refer to<br>Minimums |               | Apt Elev 600'<br>RWY 586' |            |       |         |        |
| MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEN, then turn<br>RIGHT to VOR. Climb to 5000' and hold.                                                      |                           |       |                                 |        |                                      |               |                           |            |       |         |        |
| Alt Set: hPa      Rwy Elev: 21 hPa      Trans level: By ATC      Trans alt: 5000'<br>If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT. |                           |       |                                 |        |                                      |               |                           |            |       |         |        |

3600'

110°

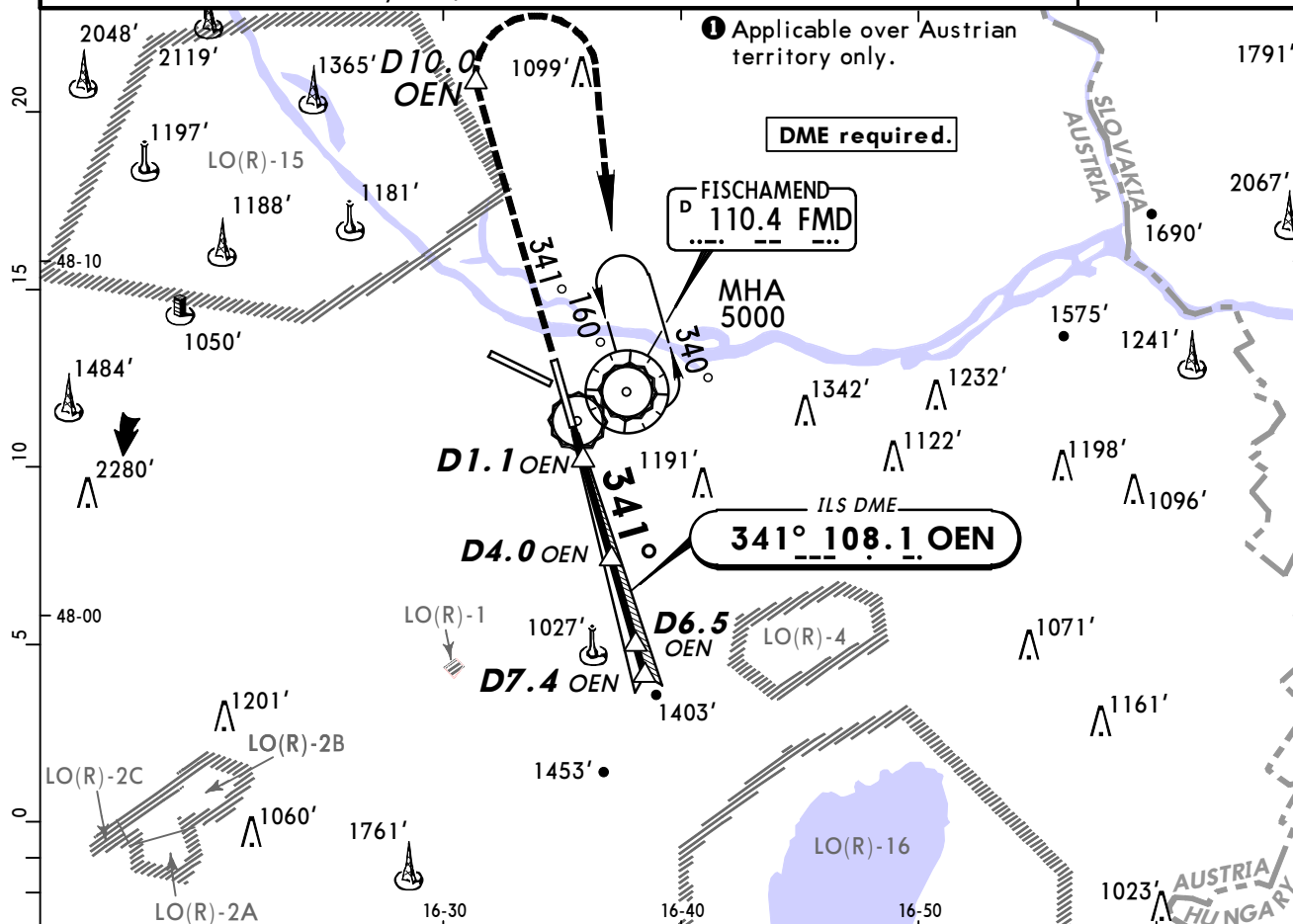
280°

4700'

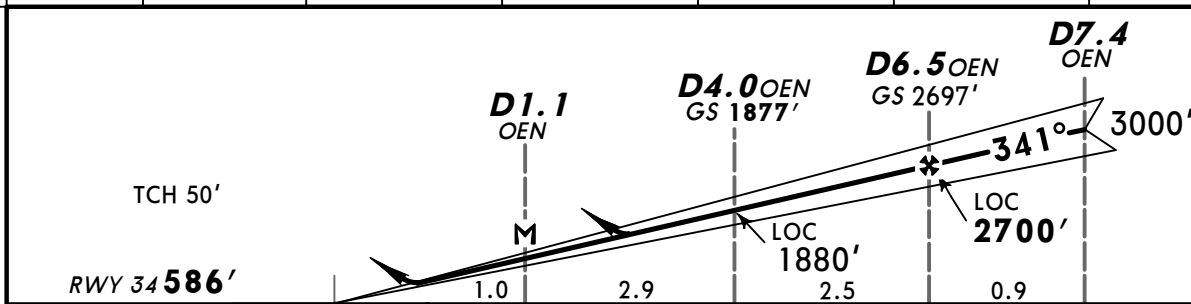
2700'

350°

MSA FMD VOR

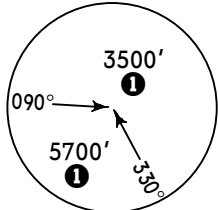


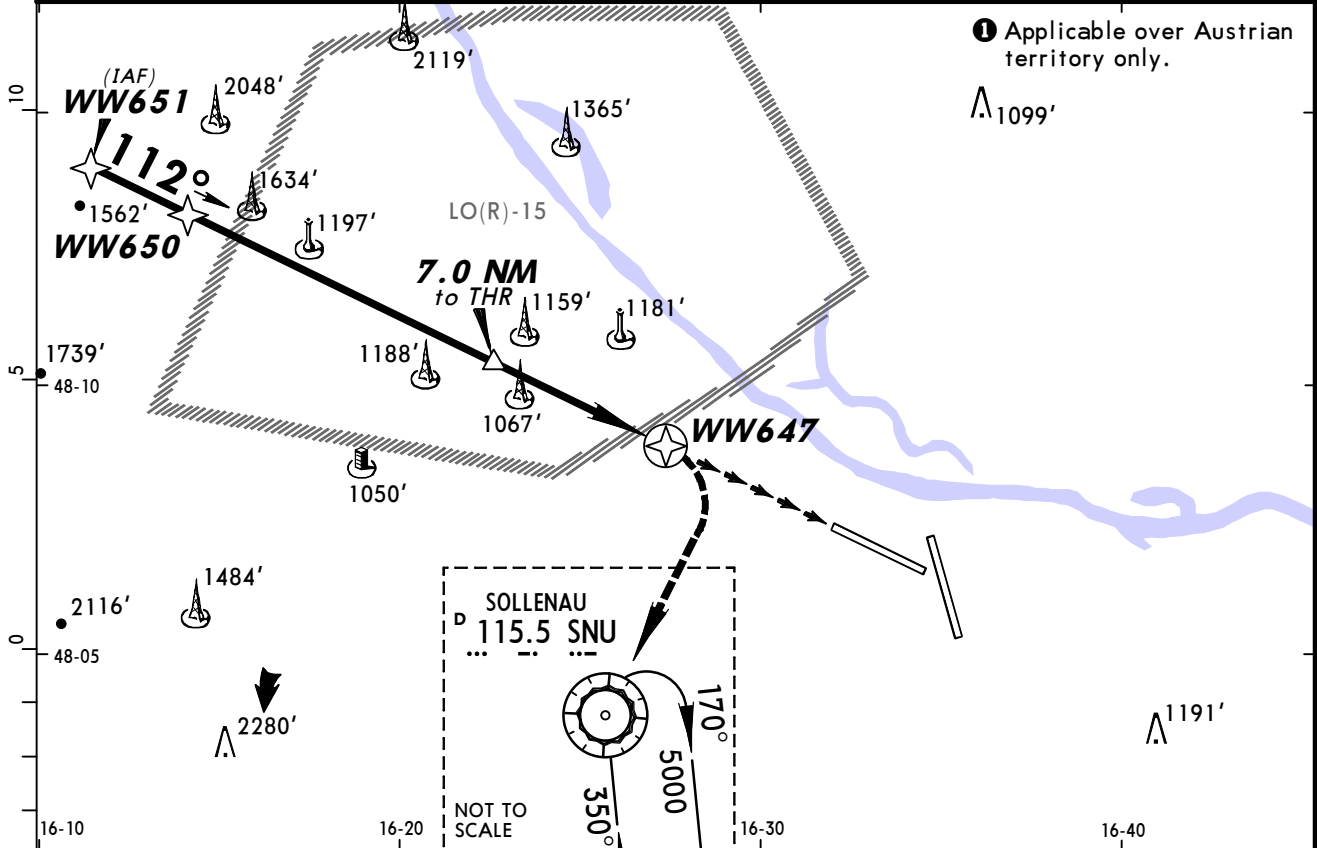
| LOC (GS out) | OEN DME  | 2.0   | 3.0   | 5.0   | 6.0   | 7.0   |
|--------------|----------|-------|-------|-------|-------|-------|
|              | ALTITUDE | 1230' | 1550' | 2200' | 2530' | 2860' |



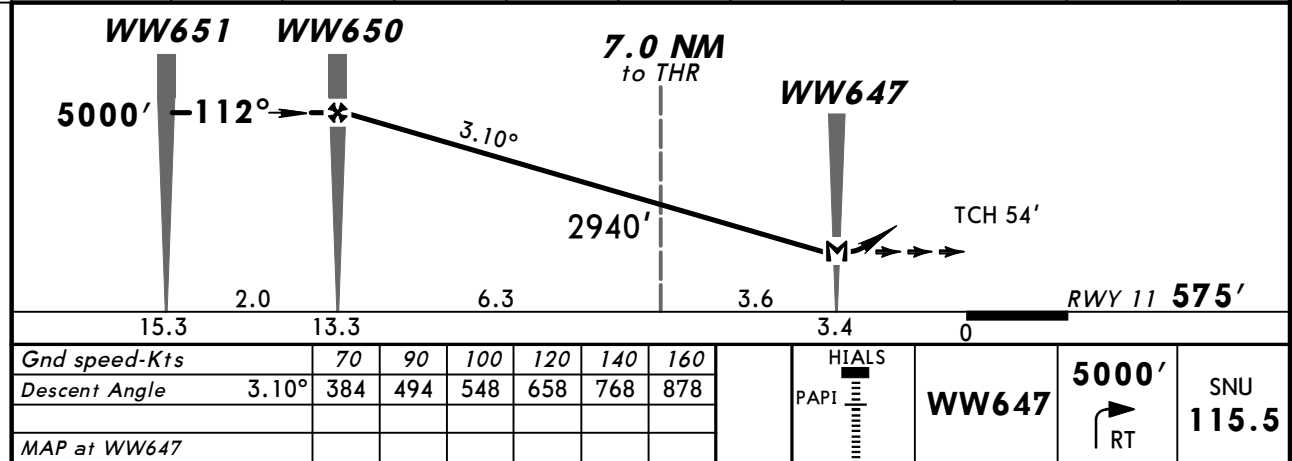
| Gnd speed-Kts           | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL<br>PAPI | D10.0 OEN | 5000' | FMD 110.4 |
|-------------------------|-----|-----|-----|-----|-----|-----|-----------------------|-----------|-------|-----------|
| ILS GS or               | 372 | 478 | 531 | 637 | 743 | 849 |                       | ↑         | RT    |           |
| LOC Descent Angle 3.00° |     |     |     |     |     |     |                       |           |       |           |
| MAP at D1.1 OEN         |     |     |     |     |     |     |                       |           |       |           |

| Standard |          | STRAIGHT-IN LANDING RWY 34     |           |                    |  |           |
|----------|----------|--------------------------------|-----------|--------------------|--|-----------|
|          |          | ILS                            |           | LOC (GS out)       |  |           |
|          |          | C: 794' (208')                 |           | DA(H) 1150' (564') |  |           |
|          |          | AB: 786' (200') D: 804' (218') |           |                    |  |           |
| FULL     |          | Limited                        | ALS out   |                    |  | ALS out   |
| A        | RVR 550m | RVR 750m                       | RVR 1200m | RVR 1500m          |  |           |
|          |          |                                |           |                    |  |           |
|          |          |                                |           |                    |  |           |
|          |          |                                |           |                    |  |           |
| B        |          |                                |           |                    |  |           |
| C        |          |                                |           | RVR 1900m          |  | CMV 2400m |
| D        |          |                                |           |                    |  |           |

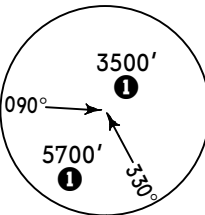
|                                                                       |                                                       |                  |                                       |                     |                                |                               |                           |                           |                                                                                     |                         |  |
|-----------------------------------------------------------------------|-------------------------------------------------------|------------------|---------------------------------------|---------------------|--------------------------------|-------------------------------|---------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------------|--|
| D-ATIS Arrival<br>122.95                                              | WIEN Radar (APP)<br>118.77 128.2 124.55 129.05 125.17 |                  |                                       |                     |                                | WIEN Director<br>119.8 134.12 |                           | WIEN Tower<br>119.4 123.8 |                                                                                     | *Ground<br>121.6 121.77 |  |
| RNAV                                                                  | Final<br>Apch Crs<br>112°                             |                  | Minimum Alt<br>WW650<br>5000' (4425') |                     | LNAV<br>DA(H)<br>1770' (1195') |                               | Apt Elev 600'<br>RWY 575' |                           |  |                         |  |
| MISSED APCH: At WW647 turn RIGHT to SNU VOR, climb 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 WW651                                                                           |                         |  |

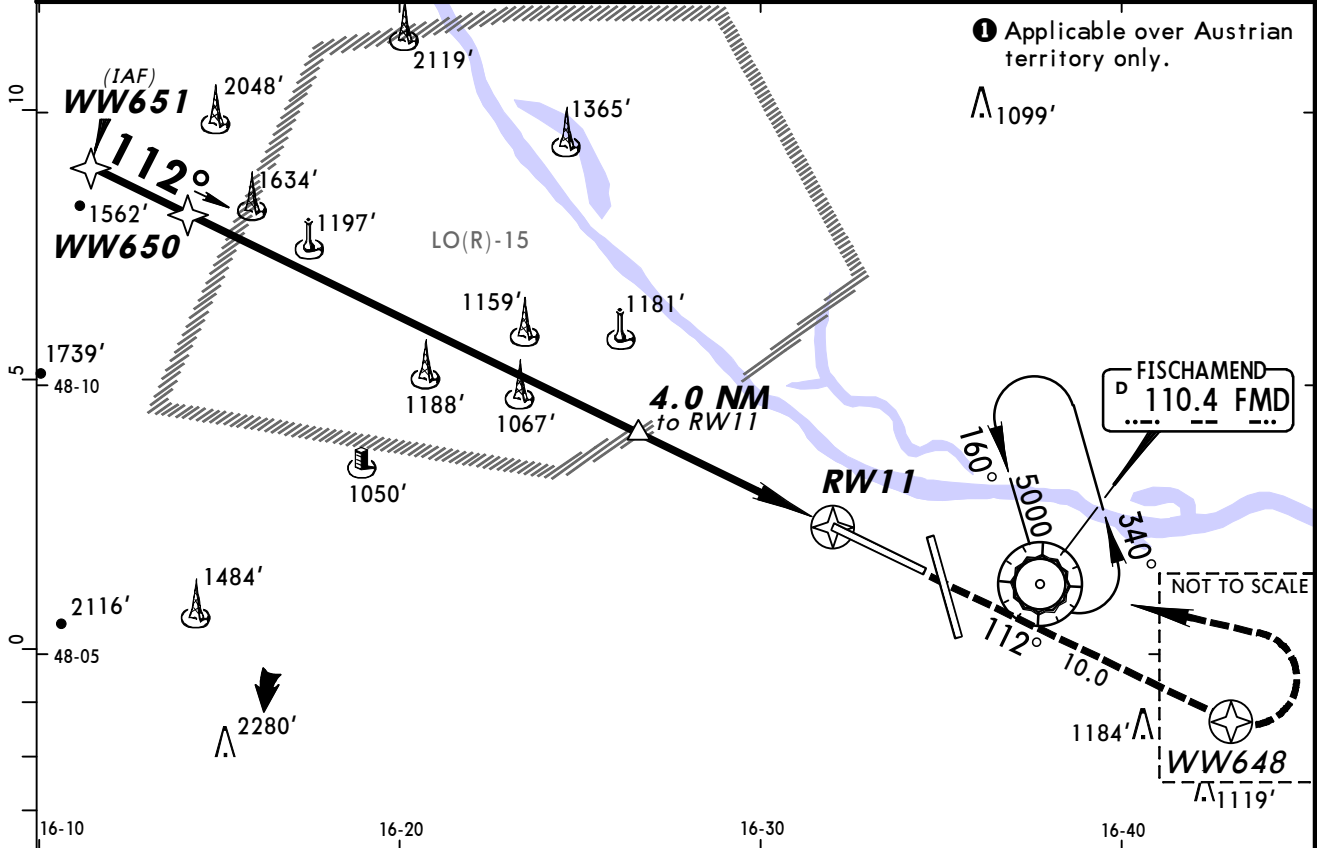


|             |       |       |       |       |       |       |       |       |       |       |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to THR | 13.0  | 12.0  | 11.0  | 10.0  | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 4.0   |
| ALTITUDE    | 4910' | 4580' | 4250' | 3920' | 3590' | 3260' | 2930' | 2600' | 2270' | 1940' |

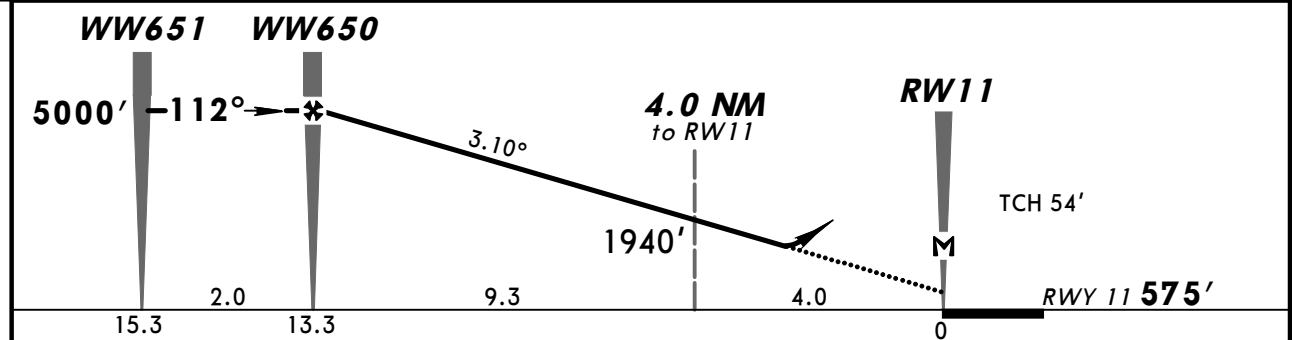


|          |           |                            |  |
|----------|-----------|----------------------------|--|
| Standard |           | STRAIGHT-IN LANDING RWY 11 |  |
|          |           | LNAV                       |  |
|          |           | DA(H) 1770' (1195')        |  |
|          |           | ALS out                    |  |
| A        | RVR 1500m |                            |  |
| B        |           |                            |  |
| C        | CMV 2400m |                            |  |
| D        |           |                            |  |
|          |           |                            |  |

|                                                                                                 |                           |                                       |                                   |                     |                           |                  |                                                                                     |            |       |         |        |
|-------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------------|---------------------|---------------------------|------------------|-------------------------------------------------------------------------------------|------------|-------|---------|--------|
| D-ATIS Arrival                                                                                  | WIEN Radar (APP)          |                                       |                                   |                     |                           | WIEN Director    |                                                                                     | WIEN Tower |       | *Ground |        |
| 122.95                                                                                          | 118.77                    | 128.2                                 | 124.55                            | 129.05              | 125.17                    | 119.8            | 134.12                                                                              | 119.4      | 123.8 | 121.6   | 121.77 |
| RNAV                                                                                            | Final<br>Apch Crs<br>112° | Minimum Alt<br>WW650<br>5000' (4425') | LNAV/VNAV<br>DA(H)<br>950' (375') |                     | Apt Elev 600'<br>RWY 575' |                  |  |            |       |         |        |
| MISSED APCH: Climb STRAIGHT AHEAD to WW648, then turn LEFT to FMD VOR. Climb 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 WW651                                                                           |            |       |         |        |



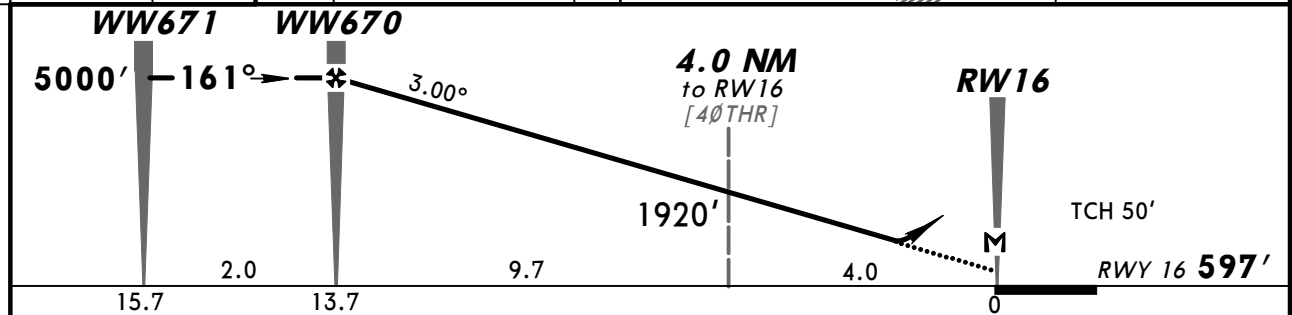
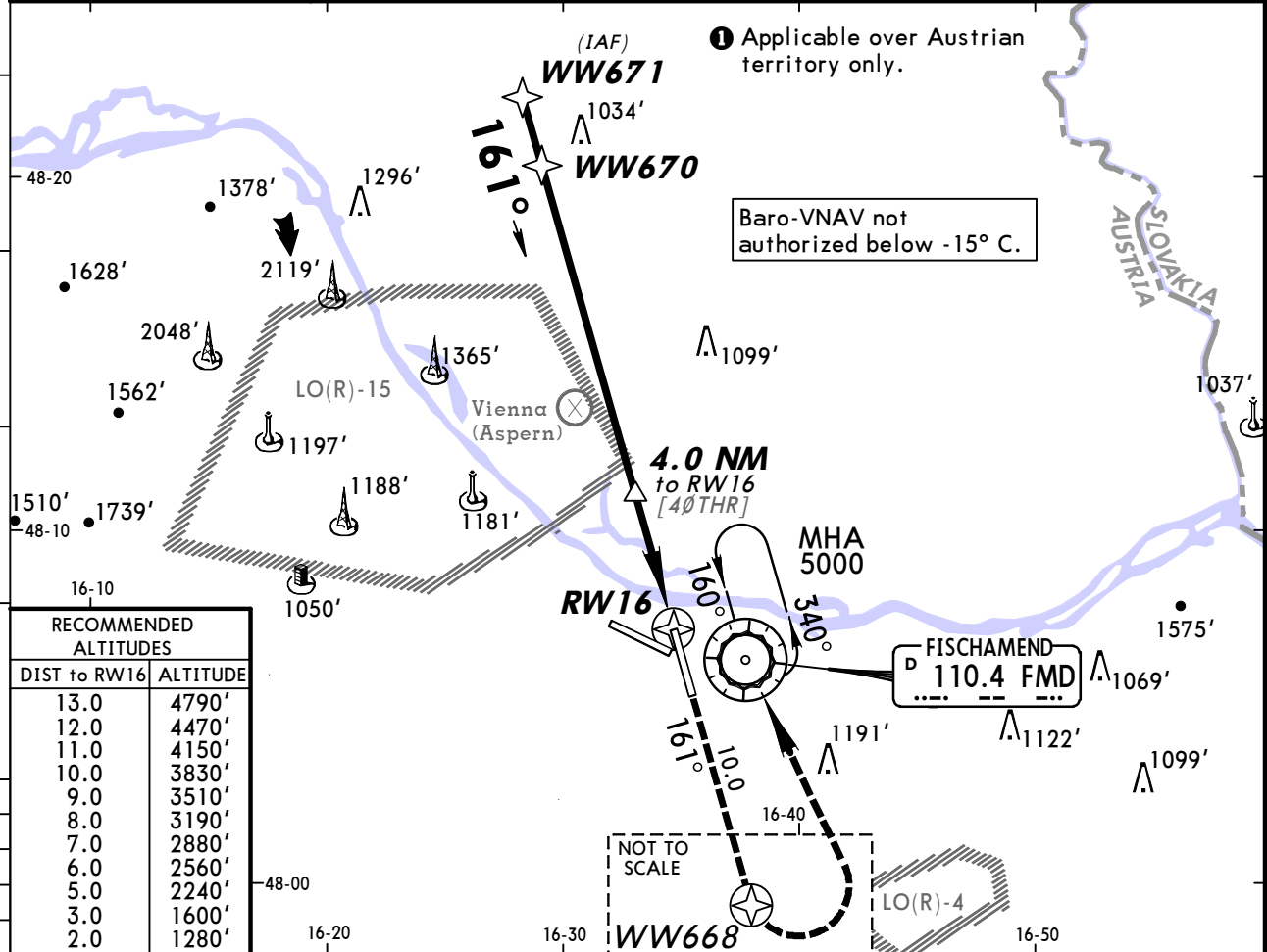
|              |       |       |       |       |       |       |       |       |       |       |       |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DIST to RW11 | 13.0  | 12.0  | 11.0  | 10.0  | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 3.0   | 2.0   |
| ALTITUDE     | 4910' | 4580' | 4250' | 3920' | 3590' | 3260' | 2930' | 2600' | 2270' | 1620' | 1290' |



|                            |     |     |     |     |     |     |                                                                                     |                   |                         |                     |
|----------------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------|-------------------|-------------------------|---------------------|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>WW648</b><br>↑ | <b>5000'</b><br>↙<br>LT | FMD<br><b>110.4</b> |
| <i>Descent Angle</i> 3.10° | 384 | 494 | 548 | 658 | 768 |     |                                                                                     |                   |                         |                     |
|                            |     |     |     |     |     |     |                                                                                     |                   |                         |                     |
| <i>MAP at RWY11</i>        |     |     |     |     |     |     |                                                                                     |                   |                         |                     |

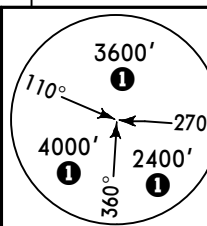
| Standard |           | STRAIGHT-IN LANDING RWY 11 |           |                    |  |
|----------|-----------|----------------------------|-----------|--------------------|--|
|          |           | LNAV/VNAV                  |           | LNAV               |  |
|          |           | DA(H) 950' (375')          |           | DA(H) 1200' (625') |  |
|          |           | ALS out                    |           | ALS out            |  |
| A        | RVR 1000m | RVR 1500m                  | RVR 1500m |                    |  |
| B        |           |                            |           |                    |  |
| C        |           | RVR 1700m                  | CMV 2200m | CMV 2400m          |  |
| D        |           |                            |           |                    |  |
|          |           |                            |           |                    |  |

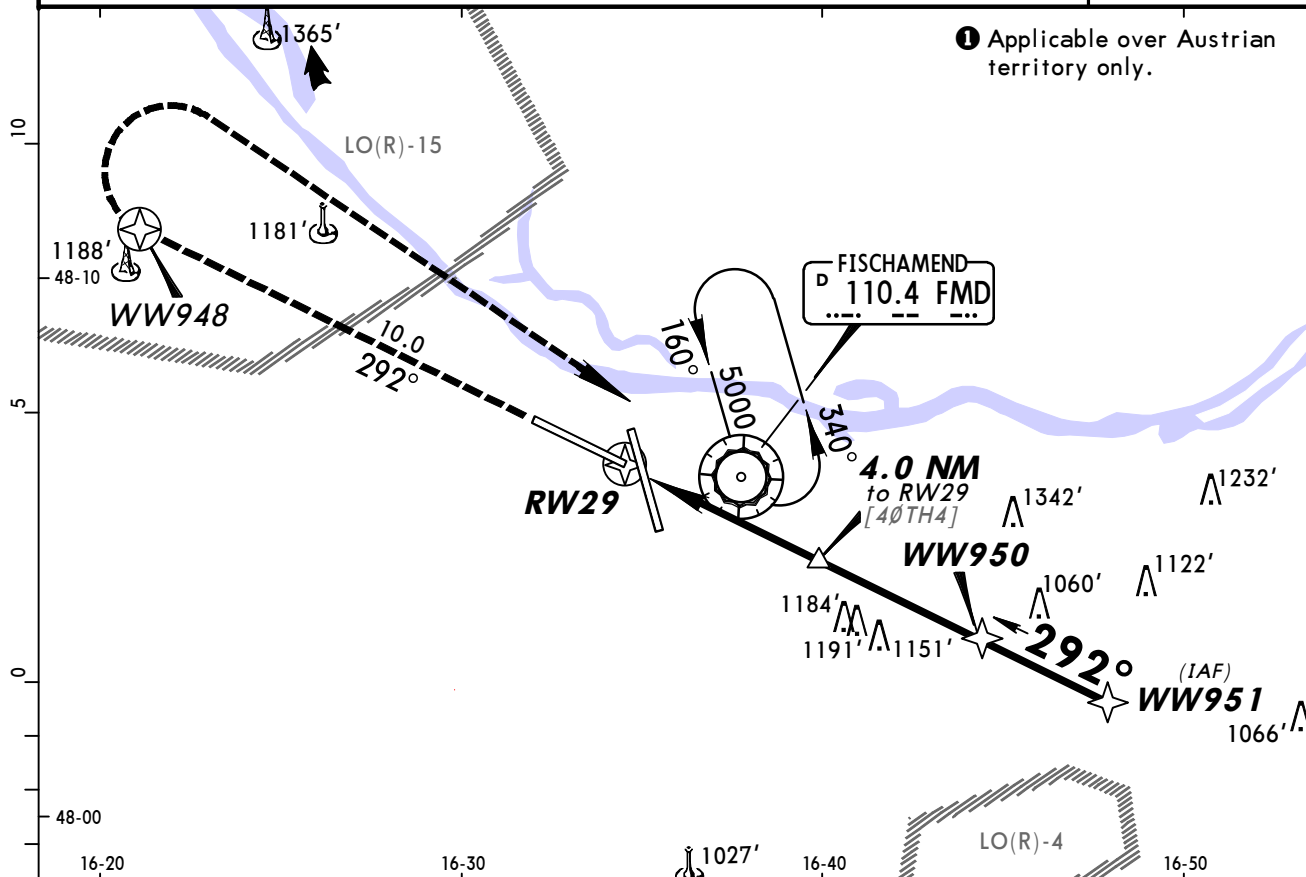
| D-ATIS Arrival                                                                                  | WIEN Radar (APP)                 |                                                     |                                           |        |                                             | WIEN Director                                                                       |        | WIEN Tower |       | *Ground      |
|-------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------------------------------|--------|---------------------------------------------|-------------------------------------------------------------------------------------|--------|------------|-------|--------------|
| 122.95                                                                                          | 118.77                           | 128.2                                               | 124.55                                    | 129.05 | 125.17                                      | 119.8                                                                               | 134.12 | 119.4      | 123.8 | 121.6 121.77 |
| RNAV                                                                                            | Final<br>Apch Crs<br><b>161°</b> | Minimum Alt<br><b>WW670</b><br><b>5000'</b> (4403') | LNAV/VNAV<br>DA(H)<br><b>1050'</b> (453') |        | Apt Elev <b>600'</b><br><br>RWY <b>597'</b> |  |        |            |       |              |
| MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD VOR. Climb to 5000' and hold. |                                  |                                                     |                                           |        |                                             |                                                                                     |        |            |       |              |
| Alt Set: hPa                                                                                    | Rwy Elev: 22 hPa                 |                                                     | Trans level: By ATC                       |        |                                             | Trans alt: 5000'                                                                    |        | MSA WW671  |       |              |



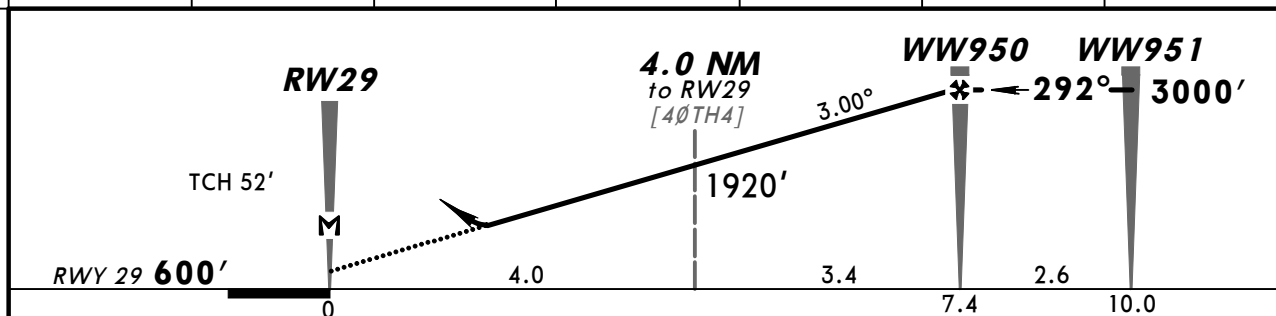
|                     |     |     |     |     |     |     |                                                             |                               |                                             |                                 |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------|-------------------------------|---------------------------------------------|---------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div>REIL</div><div>PAPI</div></div> | <div>WW668</div> <div>↑</div> | <div>5000'</div> <div>←</div> <div>LT</div> | <div>FMD</div> <div>110.4</div> |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                             |                               |                                             |                                 |
|                     |     |     |     |     |     |     |                                                             |                               |                                             |                                 |
| MAP at RW16         |     |     |     |     |     |     |                                                             |                               |                                             |                                 |

| Standard |           | STRAIGHT-IN LANDING RWY 16 |  |                   |  |
|----------|-----------|----------------------------|--|-------------------|--|
|          |           | LNAV/VNAV                  |  | LNAV              |  |
|          |           | DA(H) 1050'(453')          |  | DA(H) 1200'(603') |  |
|          |           | ALS out                    |  | ALS out           |  |
| A        | RVR 1400m | RVR 1500m                  |  | RVR 1500m         |  |
| B        |           |                            |  |                   |  |
| C        |           | CMV 2100m                  |  | CMV 2100m         |  |
| D        |           |                            |  | CMV 2400m         |  |
|          |           |                            |  |                   |  |

|                                                                                                         |                                  |                                                     |                                          |        |                                         |               |                                                                                     |            |       |         |        |
|---------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------------|--------|-----------------------------------------|---------------|-------------------------------------------------------------------------------------|------------|-------|---------|--------|
| D-ATIS Arrival                                                                                          | WIEN Radar (APP)                 |                                                     |                                          |        |                                         | WIEN Director |                                                                                     | WIEN Tower |       | *Ground |        |
| 122.95                                                                                                  | 118.77                           | 128.2                                               | 124.55                                   | 129.05 | 125.17                                  | 119.8         | 134.12                                                                              | 119.4      | 123.8 | 121.6   | 121.77 |
| RNAV                                                                                                    | Final<br>Apch Crs<br><b>292°</b> | Minimum Alt<br><b>WW950</b><br><b>3000' (2400')</b> | LNAV/VNAV<br>DA(H)<br><b>990' (390')</b> |        | Apt Elev <b>600'</b><br>RWY <b>600'</b> |               |  |            |       |         |        |
| <b>MISSED APCH: Climb STRAIGHT AHEAD to WW948, then turn RIGHT to FMD VOR. Climb to 5000' and hold.</b> |                                  |                                                     |                                          |        |                                         |               |                                                                                     |            |       |         |        |
| Alt Set: hPa                                                                                            |                                  |                                                     | Rwy Elev: 22 hPa                         |        | Trans level: By ATC                     |               |                                                                                     |            |       |         |        |
| Baro-VNAV not authorized below -15° C.                                                                  |                                  |                                                     |                                          |        |                                         |               | MSA<br>WW951                                                                        |            |       |         |        |

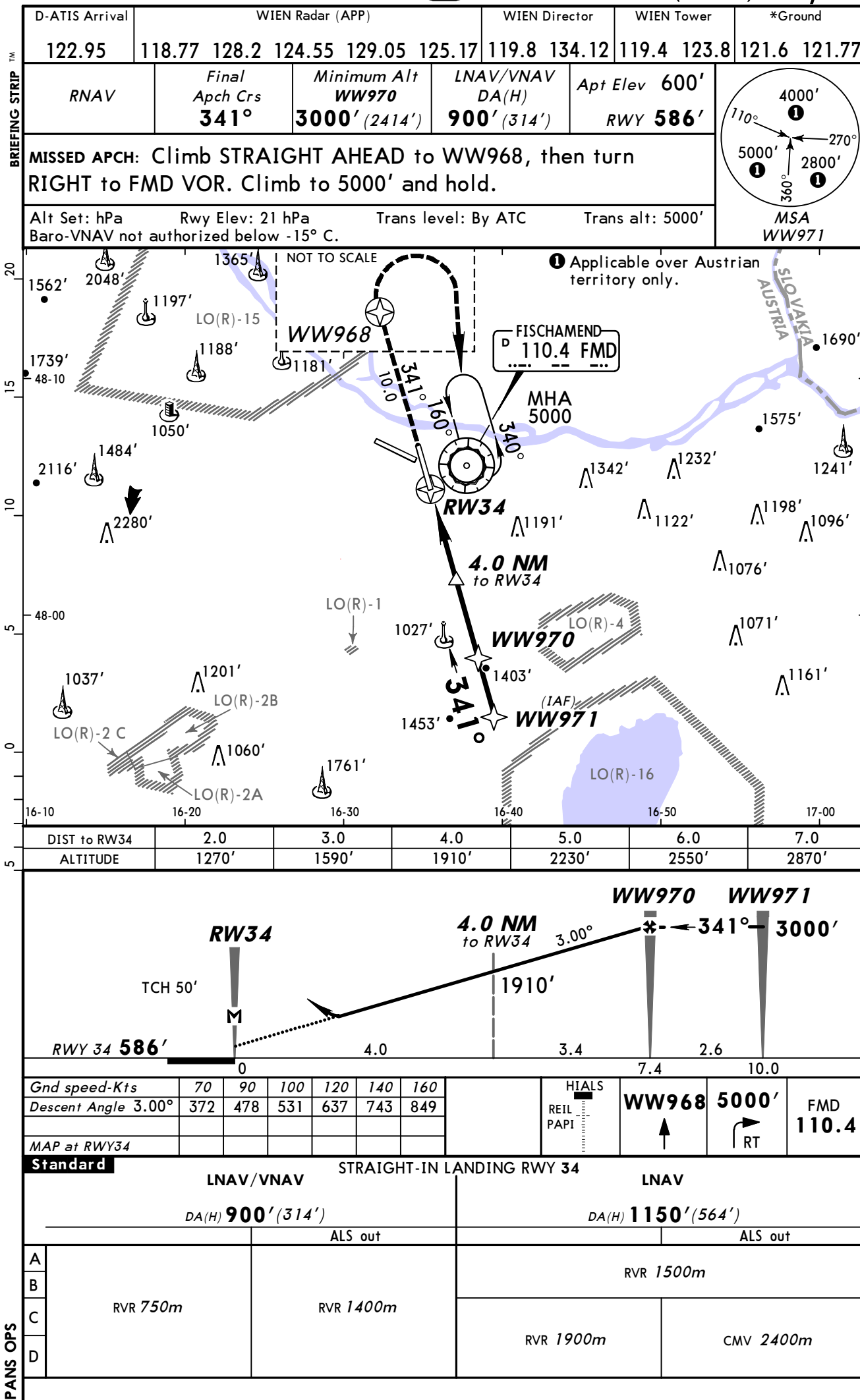


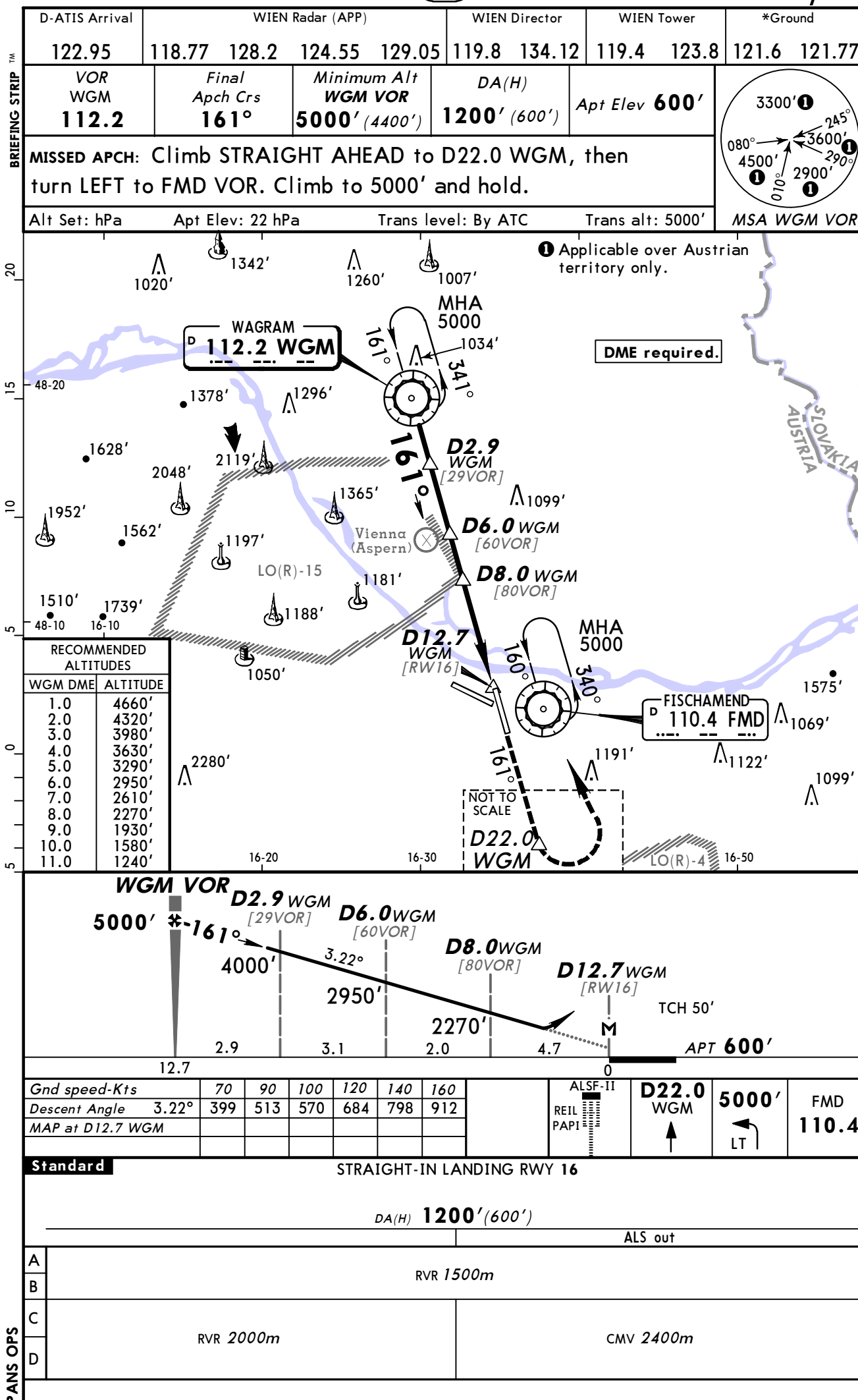
|   |              |       |       |       |       |       |       |
|---|--------------|-------|-------|-------|-------|-------|-------|
| 5 | DIST to RW29 | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   |
|   | ALTITUDE     | 1290' | 1610' | 1920' | 2240' | 2560' | 2880' |

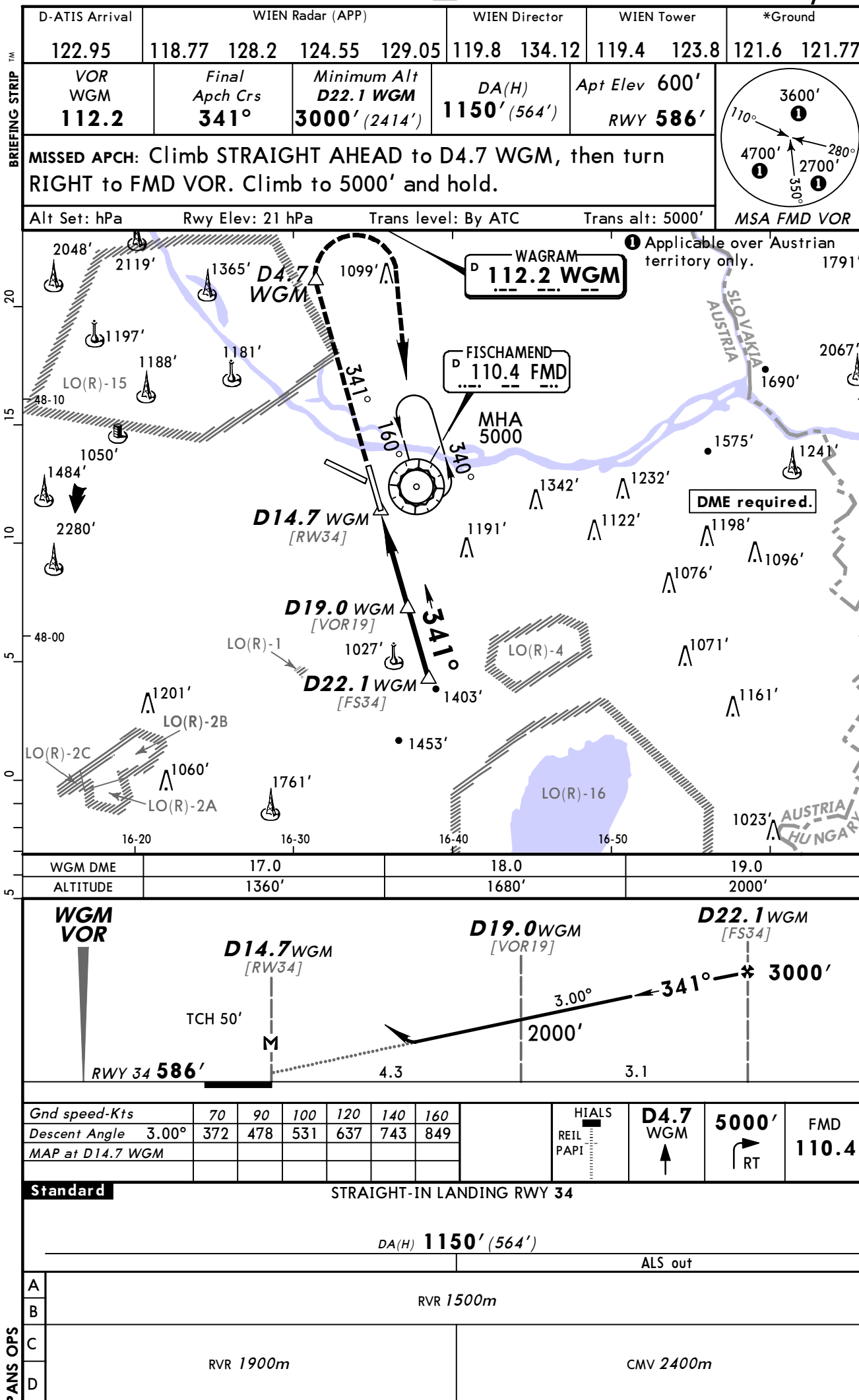


|                     |     |     |     |     |     |     |                                                                                                                                                       |                                                                                                  |                                                                                                     |       |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div>REIL<br/>PAPI</div><div></div></div> | WW948                                                                                            | 5000'                                                                                               | FMD   |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                                                                                       | <div></div> | <div></div> RT | 110.4 |
|                     |     |     |     |     |     |     |                                                                                                                                                       |                                                                                                  |                                                                                                     |       |
| MAP at RW29         |     |     |     |     |     |     |                                                                                                                                                       |                                                                                                  |                                                                                                     |       |

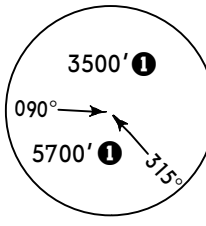
|                          |           |  |  |                            |  |  |  |
|--------------------------|-----------|--|--|----------------------------|--|--|--|
| <b>Standard</b>          |           |  |  | STRAIGHT-IN LANDING RWY 29 |  |  |  |
| LNAV/VNAV                |           |  |  | LNAV                       |  |  |  |
| DA(H) <b>990'</b> (390') |           |  |  | DA(H) <b>1200'</b> (600')  |  |  |  |
| ALS out                  |           |  |  | ALS out                    |  |  |  |
| A                        | RVR 1100m |  |  | RVR 1500m                  |  |  |  |
| B                        |           |  |  | RVR 1500m                  |  |  |  |
| C                        | RVR 1800m |  |  | RVR 2000m                  |  |  |  |
| D                        |           |  |  | CMV 2400m                  |  |  |  |

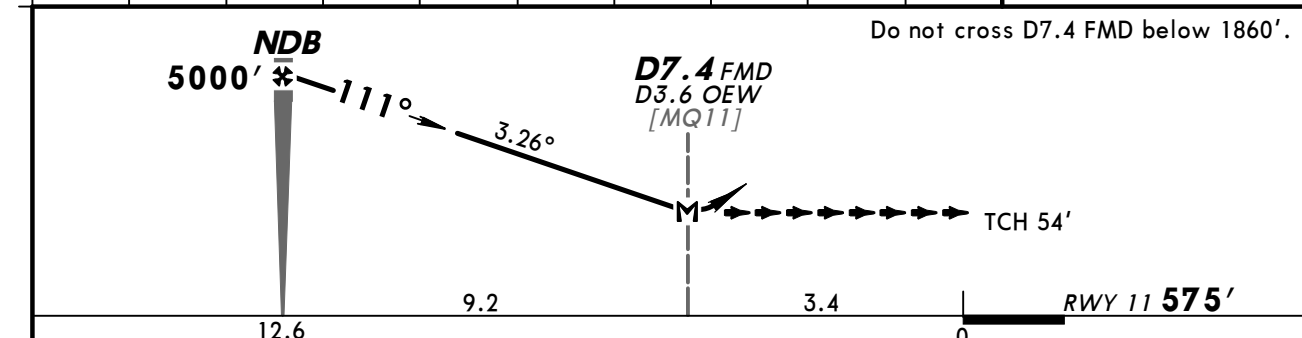
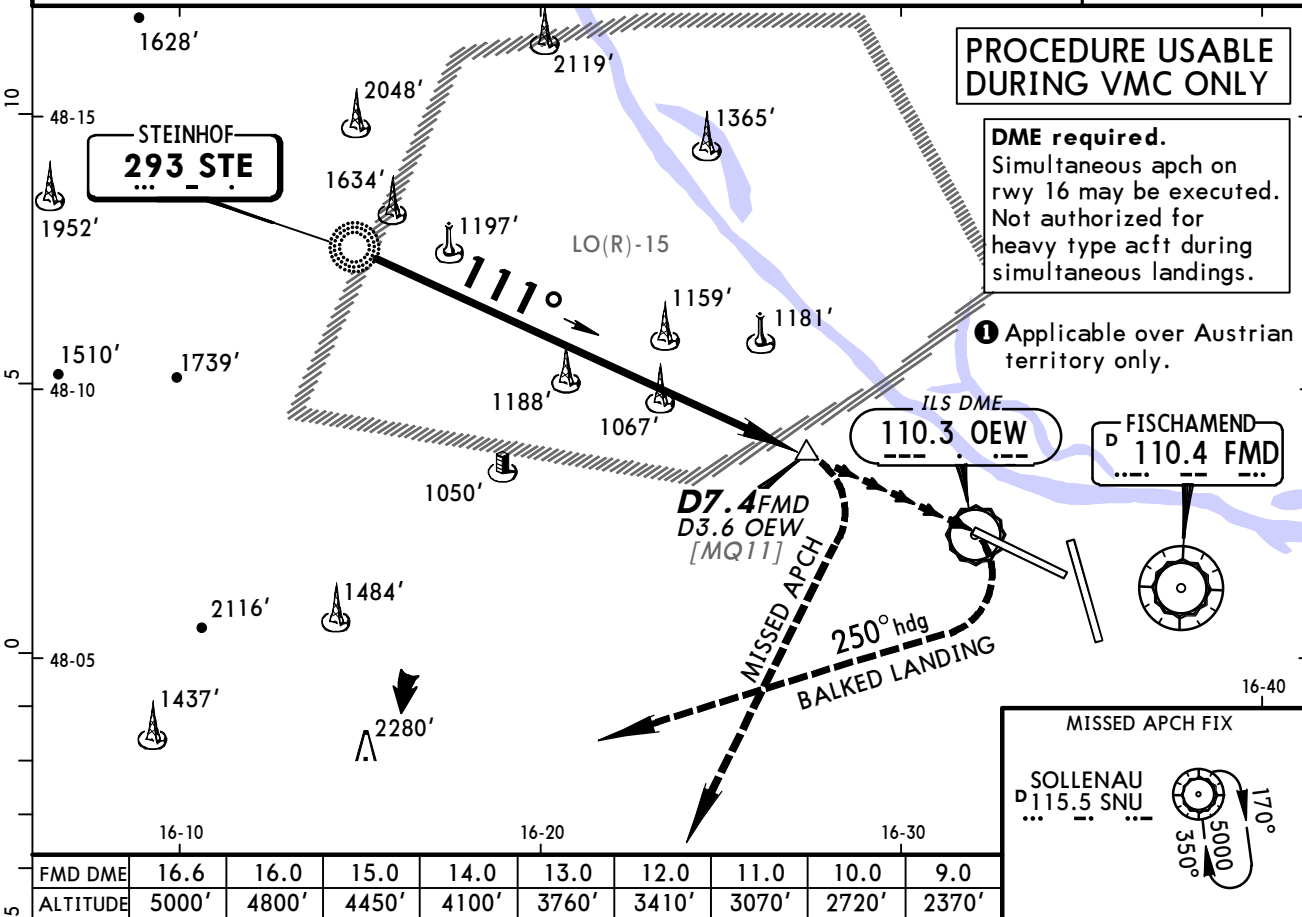






BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                         |                                                |                                     |  |                     |                               |                  |                           |  |                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------|--|---------------------|-------------------------------|------------------|---------------------------|--|-------------------------------------------------------------------------------------|--|
| D-ATIS Arrival<br>122.95                                                                                                                                                                                                                                                                                                | WIEN Radar (APP)<br>118.77 128.2 124.55 129.05 |                                     |  |                     | WIEN Director<br>119.8 134.12 |                  | WIEN Tower<br>119.4 123.8 |  | *Ground<br>121.6 121.77                                                             |  |
| NDB<br>STE<br>293                                                                                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>111°                      | Minimum Alt<br>NDB<br>5000' (4425') |  |                     | DA(H)<br>1860' (1285')        |                  | Apt Elev 600'<br>RWY 575' |  |  |  |
| <b>MISSED APCH:</b> At D3.6 OEW turn RIGHT to VOR, climb to 5000' and hold.<br><b>BALKED LANDING:</b> As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000'.<br>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                                                                                                                                                                                                                                                                                                             |                                                |                                     |  |                     |                               |                  |                           |  |                                                                                     |  |



|                          |       |     |     |     |     |     |                                                                                      |          |       |           |
|--------------------------|-------|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|----------|-------|-----------|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 |  | D3.6 OEW | 5000' | SNU 115.5 |
| Descent Angle            | 3.26° | 404 | 519 | 577 | 692 | 808 |                                                                                      |          |       |           |
| MAP at D7.4 FMD/D3.6 OEW |       |     |     |     |     |     |                                                                                      |          |       |           |

**Standard** STRAIGHT-IN LANDING RWY 11 **CEILING REQUIRED**

|                            |  |  |  |  |  |  |  |  |  |
|----------------------------|--|--|--|--|--|--|--|--|--|
| DA(H) <b>1860'</b> (1285') |  |  |  |  |  |  |  |  |  |
| ALS out                    |  |  |  |  |  |  |  |  |  |

|   |                   |
|---|-------------------|
| A | 2400' - CMV 5000m |
| B |                   |
| C |                   |
| D |                   |

BRIEFING STRIP

D-ATIS Arrival

122.95

WIEN Radar (APP)

118.77 128.2 124.55 129.05

WIEN Director

119.8 134.12

WIEN Tower

119.4 123.8

\*Ground

121.6 121.77

NDB  
BRK  
408

Final  
Apch Crs  
292°

Minimum Alt  
NDB  
3000' (2400')

DA(H)  
1360' (760')

Apt Elev 600'

3600' 1

105°

270°

4200' 1

2700' 1

360°

MISSED APCH: Climb STRAIGHT AHEAD to D10.0 FMD, then turn RIGHT to VOR. Climb to 5000' and hold.

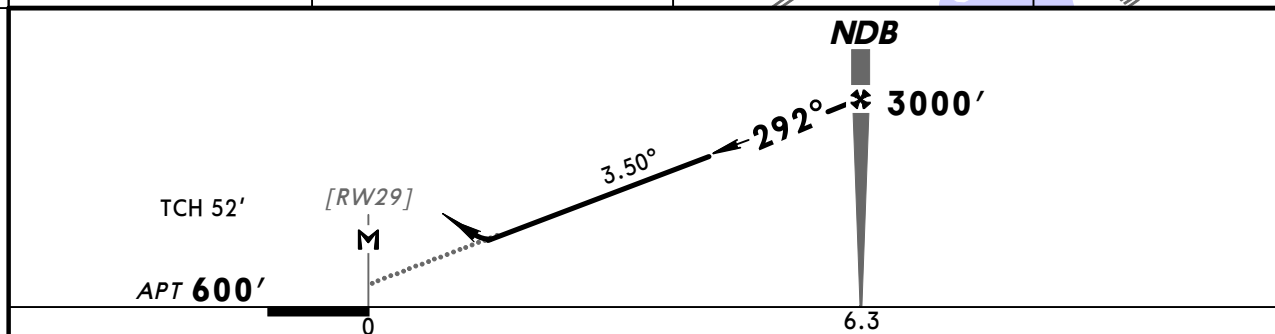
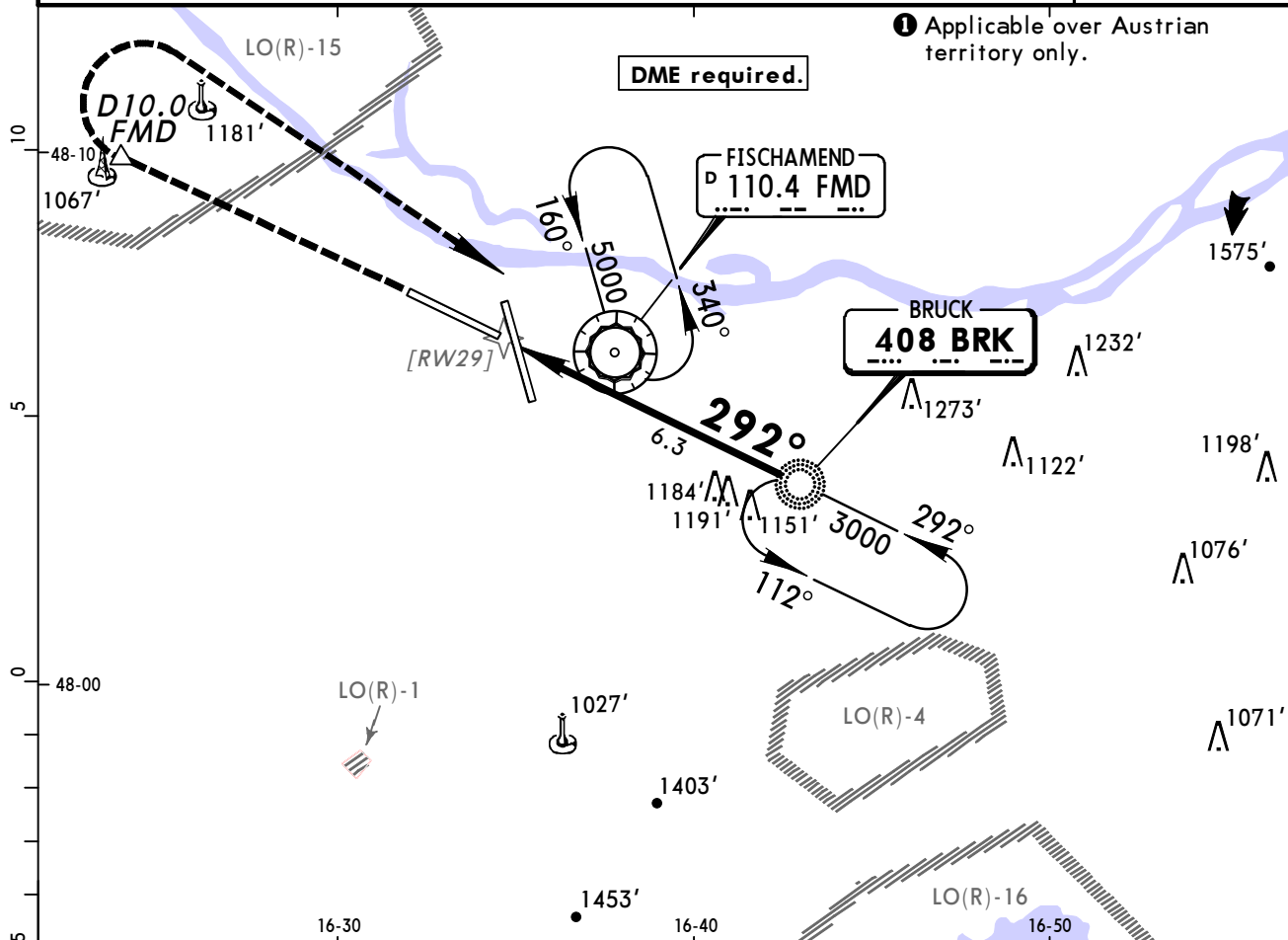
Alt Set: hPa

Apt Elev: 22 hPa

Trans level: By ATC

Trans alt: 5000'

MSA BRK NDB



|                     |      |      |      |      |      |      |                         |              |       |              |
|---------------------|------|------|------|------|------|------|-------------------------|--------------|-------|--------------|
| Gnd speed-Kts       | 70   | 90   | 100  | 120  | 140  | 160  | ALSF-II<br>REIL<br>PAPI | D10.0<br>FMD | 5000' | FMD<br>110.4 |
| Descent Angle 3.50° | 434  | 557  | 619  | 743  | 867  | 991  |                         | ↑            | RT    |              |
| NDB to MAP 6.3      | 5:24 | 4:12 | 3:47 | 3:09 | 2:42 | 2:22 |                         |              |       |              |

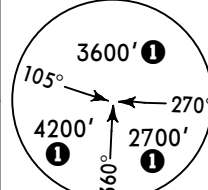
**Standard** STRAIGHT-IN LANDING RWY29

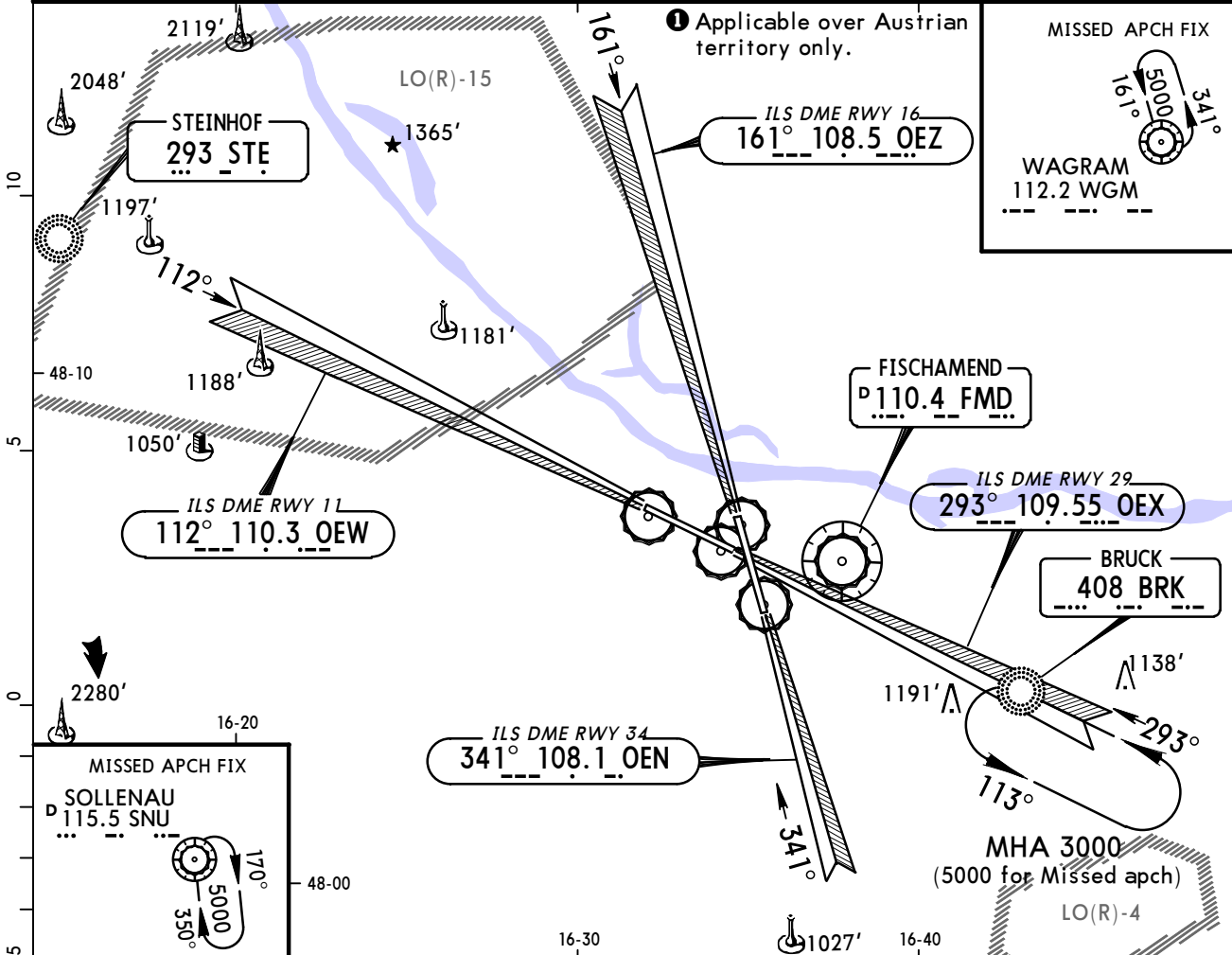
DA(H) **1360'** (760')

ALS out

|   |           |  |
|---|-----------|--|
| A | RVR 1500m |  |
| B |           |  |
| C | CMV 2400m |  |
| D |           |  |

BRIEFING STRIP <sup>TM</sup>

| 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 |
| <i>RADAR</i>                | <i>Final<br/>Apch Crs<br/>By ATC</i> | <i>Minimum Alt<br/>No FAF</i> | <i>MDA(H)<br/>Refer to<br/>Minimums</i> |        | <i>Apt Elev 600'</i><br><i>RWYs-See below</i> |        |  |       |         |        |
| Missed Approach - See below |                                      |                               |                                         |        |                                               |        |                                                                                     |       |         |        |
| Alt Set: hPa                | Apt Elev: 22 hPa                     |                               | Trans level: By ATC                     |        | Trans alt: 5000'                              |        | <i>MSA BRK NDB</i>                                                                  |       |         |        |



|      |      |      |      |      |
|------|------|------|------|------|
| 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 | Lighting-<br>Refer to<br>Airport<br>Chart | Refer to<br>Missed<br>Apch<br>above |
| Descent Angle           | 2.86° | 354 | 455 | 506 | 607 | 708 |                                           |                                     |
| MAP 2 NM from threshold |       |     |     |     |     |     |                                           |                                     |

**Standard**

**STRAIGHT-IN LANDING**

| SRE 11                     |           | SRE 16                    |           | SRE 29                     |           | SRE 34                     |           |
|----------------------------|-----------|---------------------------|-----------|----------------------------|-----------|----------------------------|-----------|
| MDA(H) <b>1110'</b> (535') |           | MDA(H) <b>980'</b> (383') |           | MDA(H) <b>1160'</b> (560') |           | MDA(H) <b>1160'</b> (574') |           |
| ALS out                    |           | ALS out                   |           | ALS out                    |           | ALS out                    |           |
| A                          | RVR 1900m | CMV 2600m                 | RVR 1300m | RVR 2000m                  | RVR 2000m | CMV 2700m                  | CMV 2100m |
| B                          |           |                           |           |                            |           |                            | CMV 2800m |
| C                          | CMV 2100m | CMV 2800m                 | RVR 1500m | CMV 2200m                  | CMV 2200m | CMV 2900m                  | CMV 2300m |
| D                          |           |                           |           |                            |           |                            | CMV 3000m |

**VIENNA, (SCHWECHAT - LOWW)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport LOWW**