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Terminal Charts For LOWW

Revision Letter For Cycle 13-2014

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: 3.7°E

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

Sunrise: 0254 Z
Sunset: 1858 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, Centerline, 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, Centerline, 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**
(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-Laermzulaessigkeitsverordnung 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. Marshalling with follow-me car on Main Apron on pilots request.

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 ACFT Code D.

TWY L between EX6 and EX13 MAX ACFT Code E .

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 FL 100. If the cruising speed is less than 250 KT, cruising speed has to be maintained.

Latest 10NM 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 FL 150 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.

2.4. 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 2.5NM 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.

2. ARRIVAL

ACFT 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 (Jet)	A6	B8	A7	B7
	6102'/1860m	5577'/1700m		5348'/1630m
	A8	B6	5479'/1670m	B5
	3839'/1170m	3986'/1215m		6365'/1940m
Medium (Turboprops)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light (Jet)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light	A8	B3	A5	B9
	3839'/1170m	3035'/925m	3084'/940m	3937'/1200m

To avoid stopping on rapid exit TWY after landing and vacating RWY 34 or RWY 16, join initially TWY D in direction North and continue further according ATC clearance.

If unable to comply with the HIRO system advise Tower as soon as possible.

2.5. TAXI PROCEDURES

ACFT shall vacate the RWY after landing without delay if not otherwise instructed.

Taxi clearance to apron or parking area will normally be issued by TWR when landing run is completed. If taxi clearance to apron or parking area has not been received at this time, ACFT shall vacate the RWY via the nearest TWY intersection and shall hold and wait on the TWY when entirely beyond the taxi holding position.

Follow-me guidance mandatory .

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

Squawk 7600.

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

- After completion of the procedure proceed to WGM VOR and enter the holding.
- Perform IAP and land on RWY 16.

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

- After completion of the procedure proceed to BRK NDB and enter the 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 to 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

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.

Engine start-up during push-back or towing shall be coordinated with push-back crew.

Push-back procedures are coordinated between ATC and push-back driver.

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 Category	TWY Designator			
	TORA			
	RWY 11	RWY 16	RWY 29	RWY 34
Medium/ Light	A10	B4	A3 (West)	B10
	9531'/2905m	7661'/2335m	9944'/3031m	6873'/2095m

To increase RWY capacity and to comply with slot times, ATC may reorder departure sequence at any time.

In addition intersections other than those prescribed above will be assigned.

Pilots unable to accept the reduced take-off runs from the assigned or above mentioned intersections shall inform ATC in time.

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

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.

As an ACFT operator you have the following options on the announcement of TOBT:

- Input by the ACFT operator/dispatch entering the TOBT via the ISP (Information Sharing Platform). The login can be requested on the following email address: cdm@viennaairport.com;
- Handling Agents;
- VAH (Vienna Aircraft Handling);
- Self-Service (authentication ticket for one time).

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 digital ATC clearance.

Start-up and Push-back

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

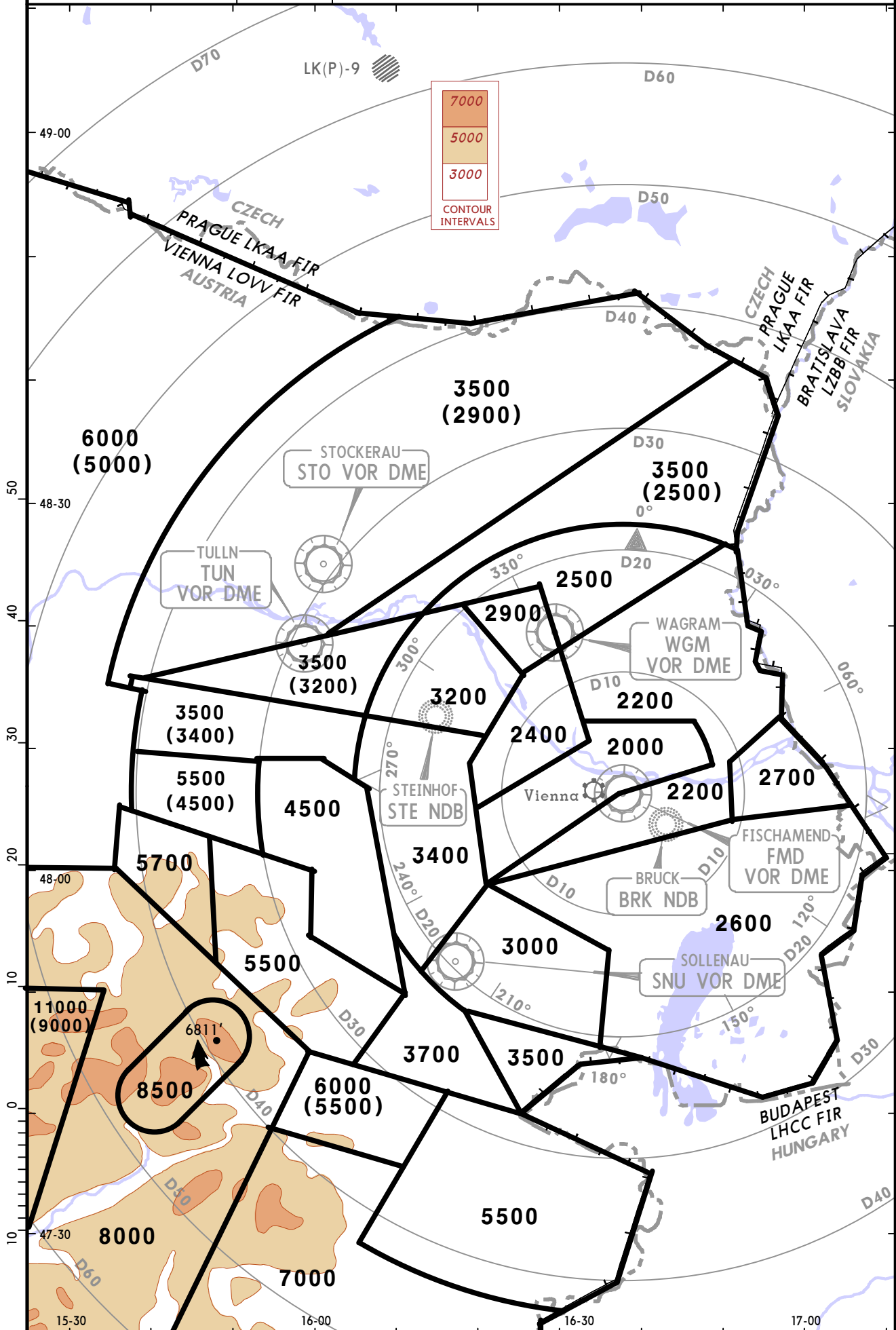
Following rules apply:

- 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.

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.



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 10-2F to 10-2J).
3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

**MIKOV SEVEN WHISKEY (MIKOV 7W) [MIKO7W]
REKLU ONE WHISKEY (REKLU 1W) [REKL1W]
TOVKA TWO WHISKEY (TOVKA 2W) [TOVK2W]
RWYS 11, 16, 29, 34 ARRIVALS**

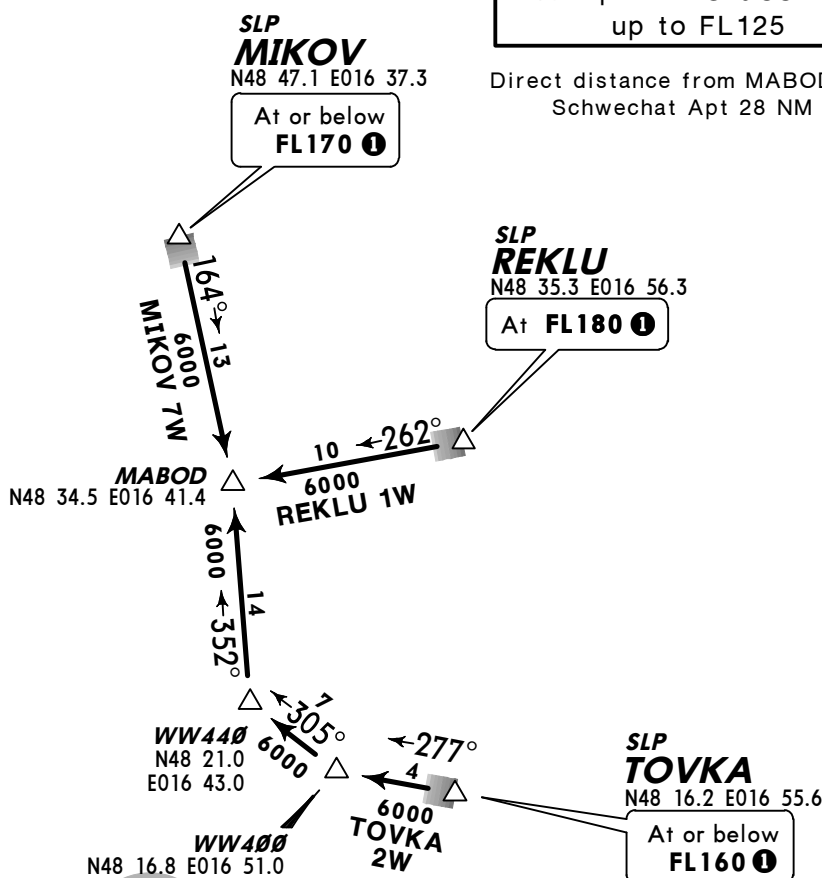
① Between 0530LT and 2330LT

STARs crossing through
Airspace "Class E"
up to FL125

**HOLDING
OVER MABOD**



Direct distance from MABOD to:
Schwechat Apt 28 NM



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 ▼

▶ 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 ▲ 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.

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 ▼

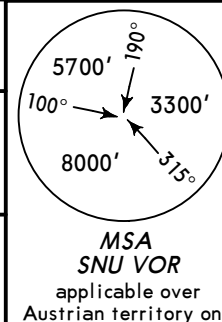
▶ If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer 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.



**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.

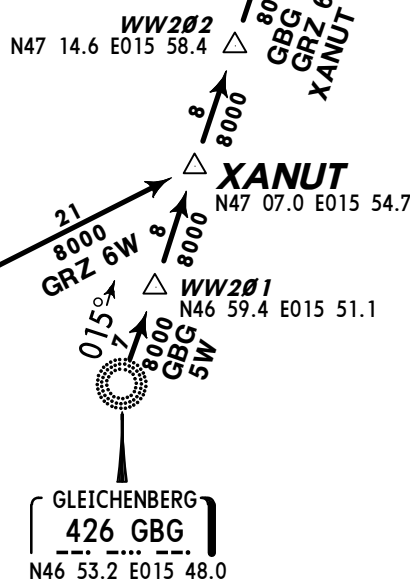
SLP Speed Limit Point

STARs crossing through
Airspace "Class E"
up to FL125

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

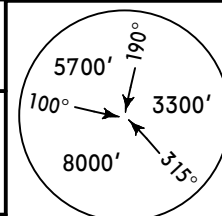
GRAZ
D(H) 116.2 GRZ
N46 57.3 E015 27.0

**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.

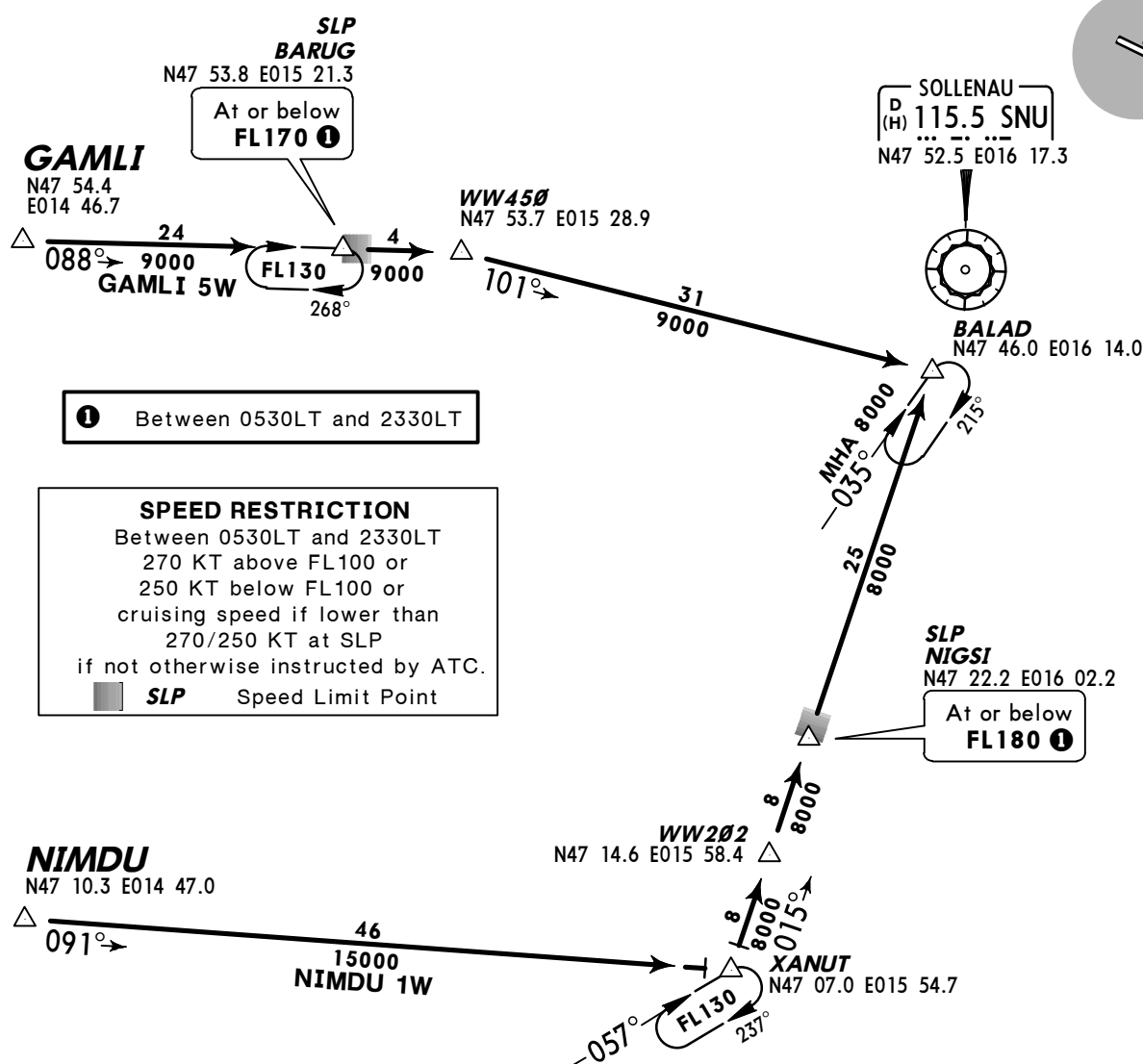


MSA
SNU VOR
applicable over
Austrian territory only

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



NOT TO SCALE

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

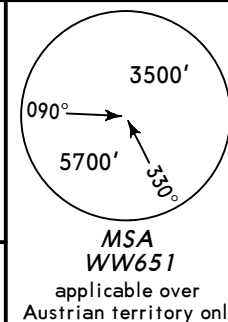
In case of calm winds or winds from EAST, SOUTHEAST, SOUTH & SOUTHWEST (according METAR or forecast) proceed at the last cleared level to WGM and enter the holding, descend to 5000' (QNH according METAR or forecast), perform IAP (ILS: intercept ILS out of WGM holding 5000') and land on Rwy 16.

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.

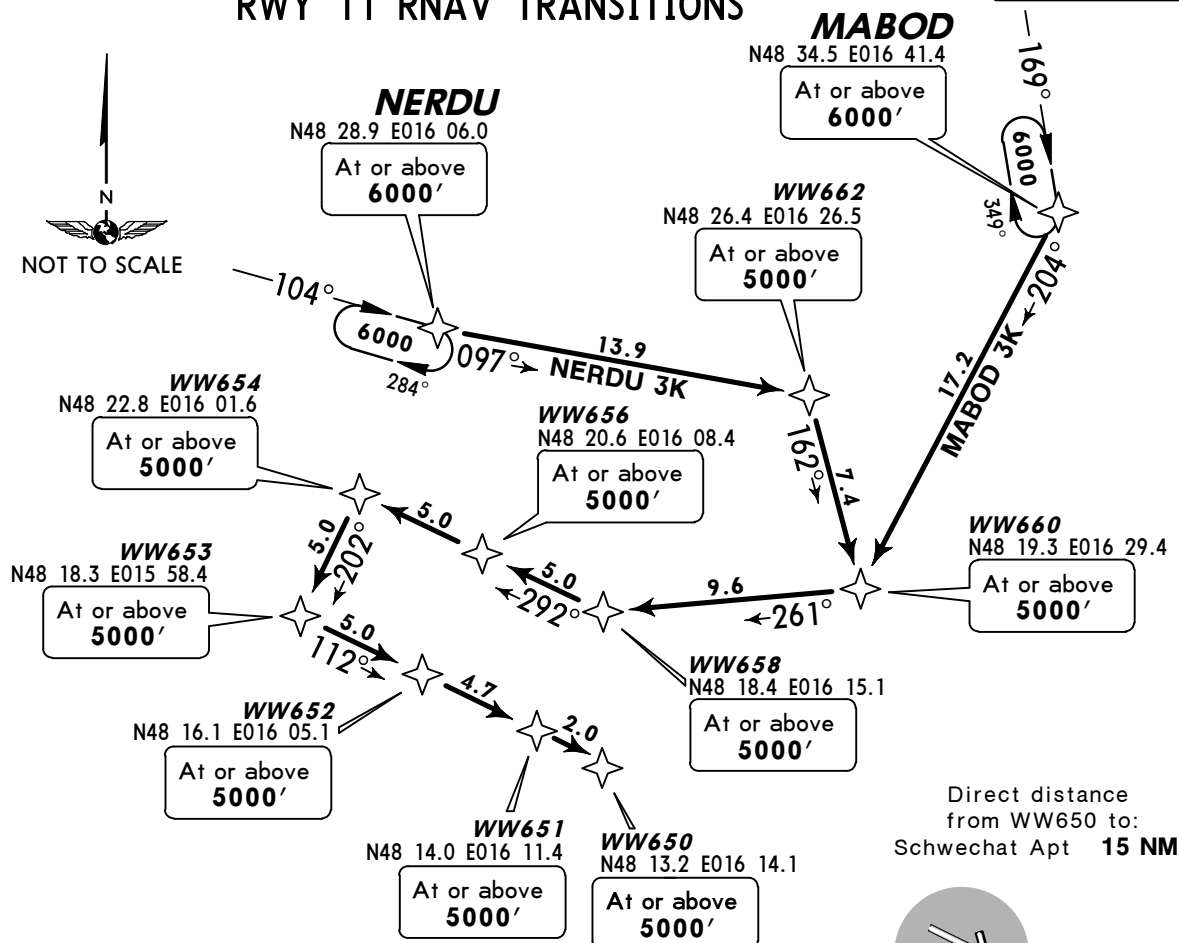
D-ATIS
122.95Apt Elev
600'

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

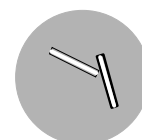
1. EXPECT vectors for base/final when on downwind transition.
2. EXPECT clearance for the IAP (normally ILS-APP) well before reaching WW651. In case no clearance was received perform an IAP.
3. If unable to follow transition advise ATC immediately.



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 LOST COMMS

TRANSITIONS crossing
through Airspace
"Class E" up to FL125

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

CLEARANCE PHRASEOLOGY

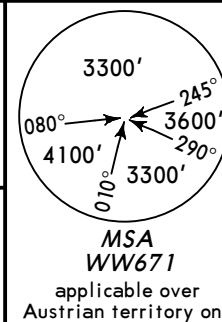
1. "Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. "Cleared xxx Transition and Profile": Authorization to fly the transition as published, including the vertical constraints depicted on the procedure.
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
MABOD 3K	MABOD (6000'+) - WW660 (5000'+) - WW658 (5000'+) - WW656 (5000'+) - WW654 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+).
NERDU 3K	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.



NERDU
N48 28.9 E016 06.0
At or above 6000'

WW675
N48 29.9 E016 17.3
At or above 6000'

WW673
N48 31.2 E016 24.5
At or above 5000'

WW674
N48 32.6 E016 31.7
At or above 5000'

MABOD
N48 34.5 E016 41.4
At or above 6000'

WW690
N48 29.4 E016 42.5
At or above 6000'

WW676
N48 27.8 E016 33.8
At or above 5000'

WW678
N48 21.7 E016 36.4
At or above 5000'

WW688
N48 15.0 E016 48.5
At or above 6000'

WW680
N48 13.4 E016 39.9
At or above 6000'

WW670
N48 20.3 E016 29.1
At or above 5000'

WW896
N48 20.3 E016 21.4
At or above 6000'

WW871
N48 18.6 E016 12.7
At or above 6000'

WW672
N48 26.4 E016 26.5
At or above 5000'

WW671
N48 22.3 E016 28.3
At or above 5000'

NOT TO SCALE

N

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
MABOD 5L	MABOD (6000'+) - WW690 (6000'+) - WW688 (6000'+) - WW680 (6000'+) - WW678 (5000'+) - WW676 (5000'+) - WW674 (5000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+) .
NERDU 5L	NERDU (6000'+) - WW871 (6000'+) - WW896 (6000'+) - WW675 (6000'+) - WW673 (5000'+) - WW672 (5000'+) - WW671 (5000'+).

3600'

110°

270°

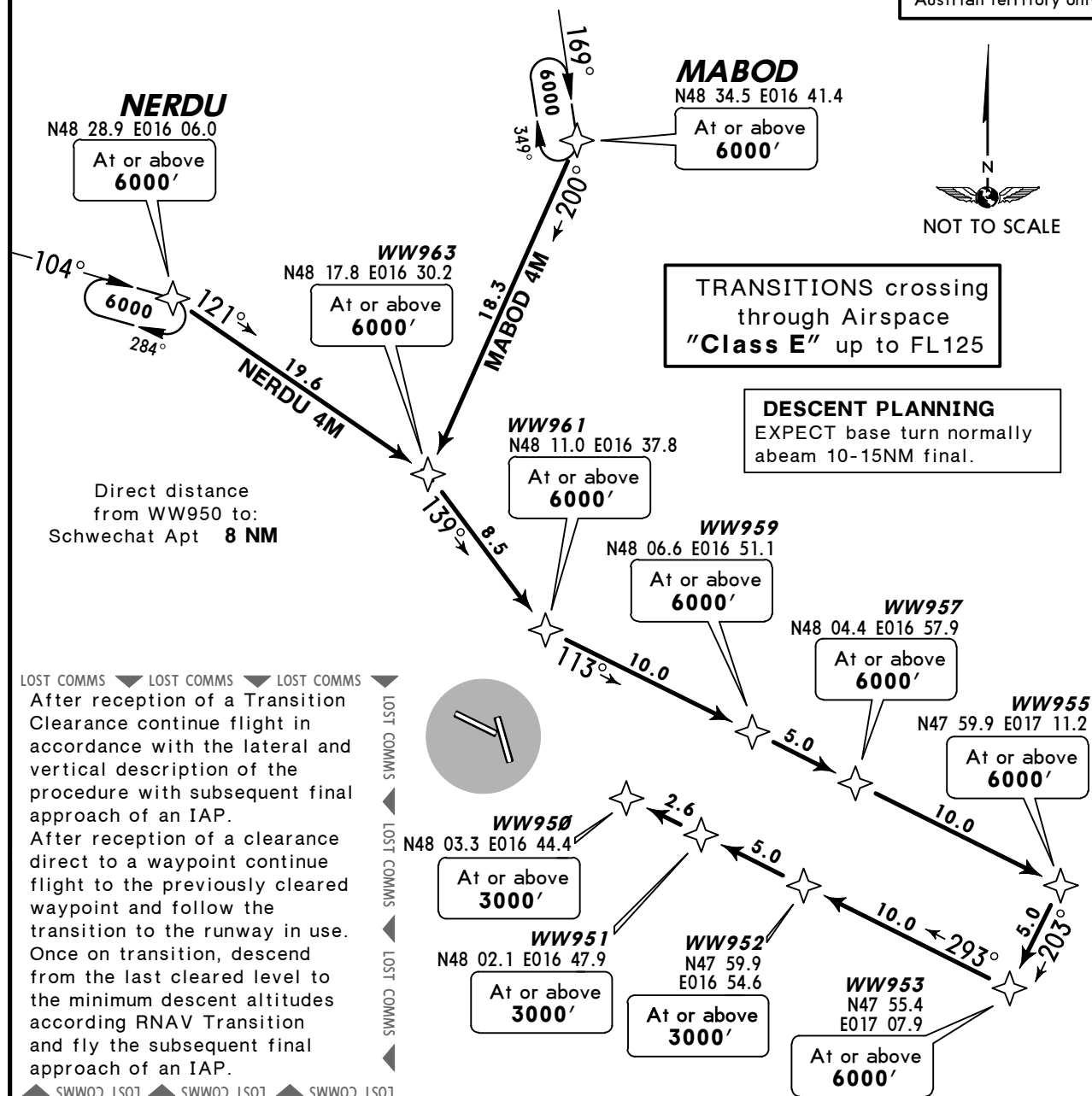
4000'

2400'

360°

MSA
WW951

applicable over
Austrian territory only



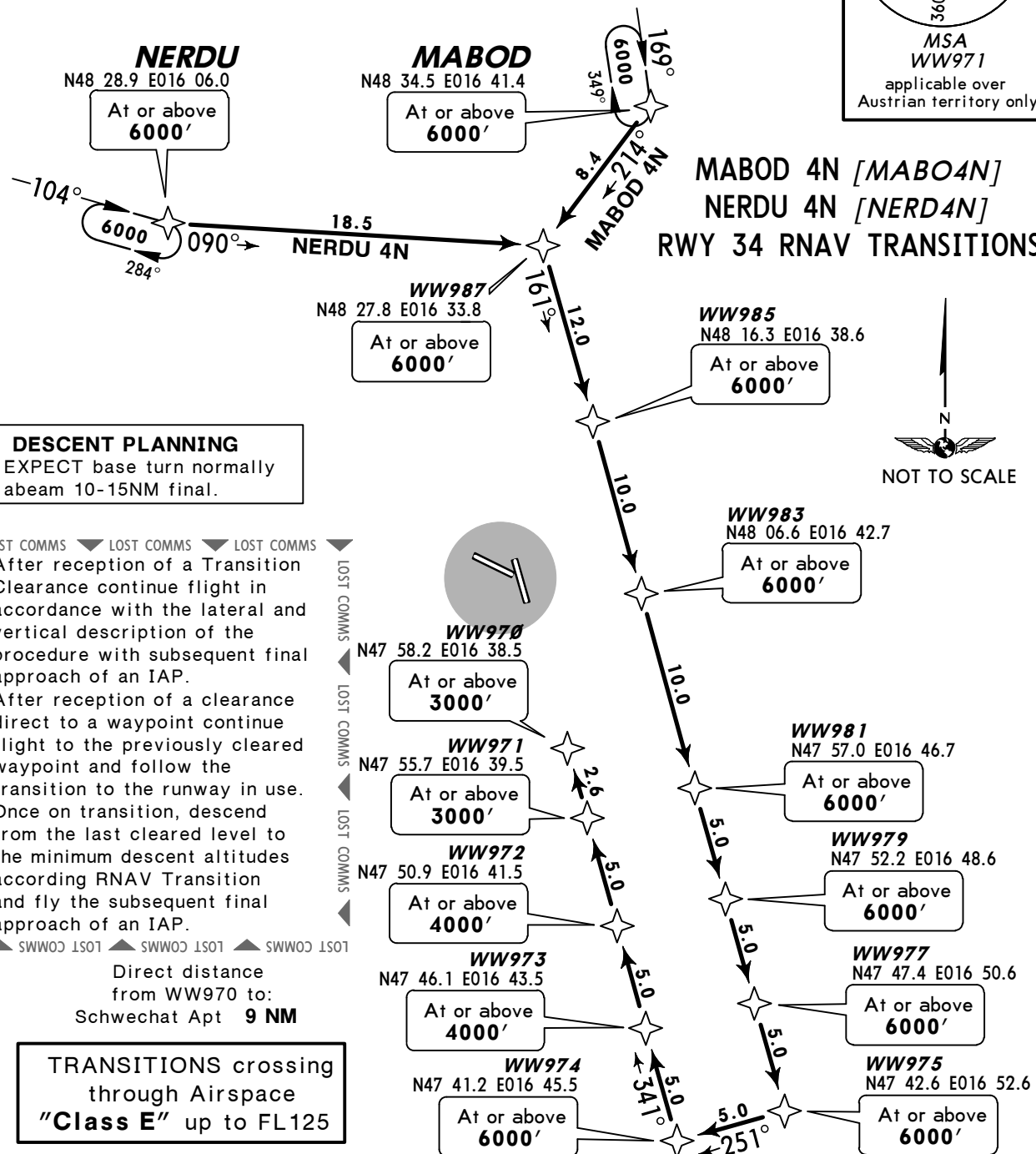
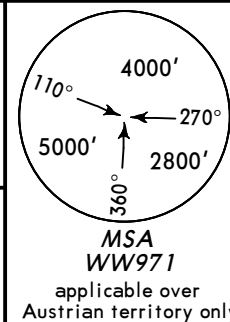
1. **"Cleared xxx Transition":** Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the transition, including the vertical constraints depicted on the procedure.
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'

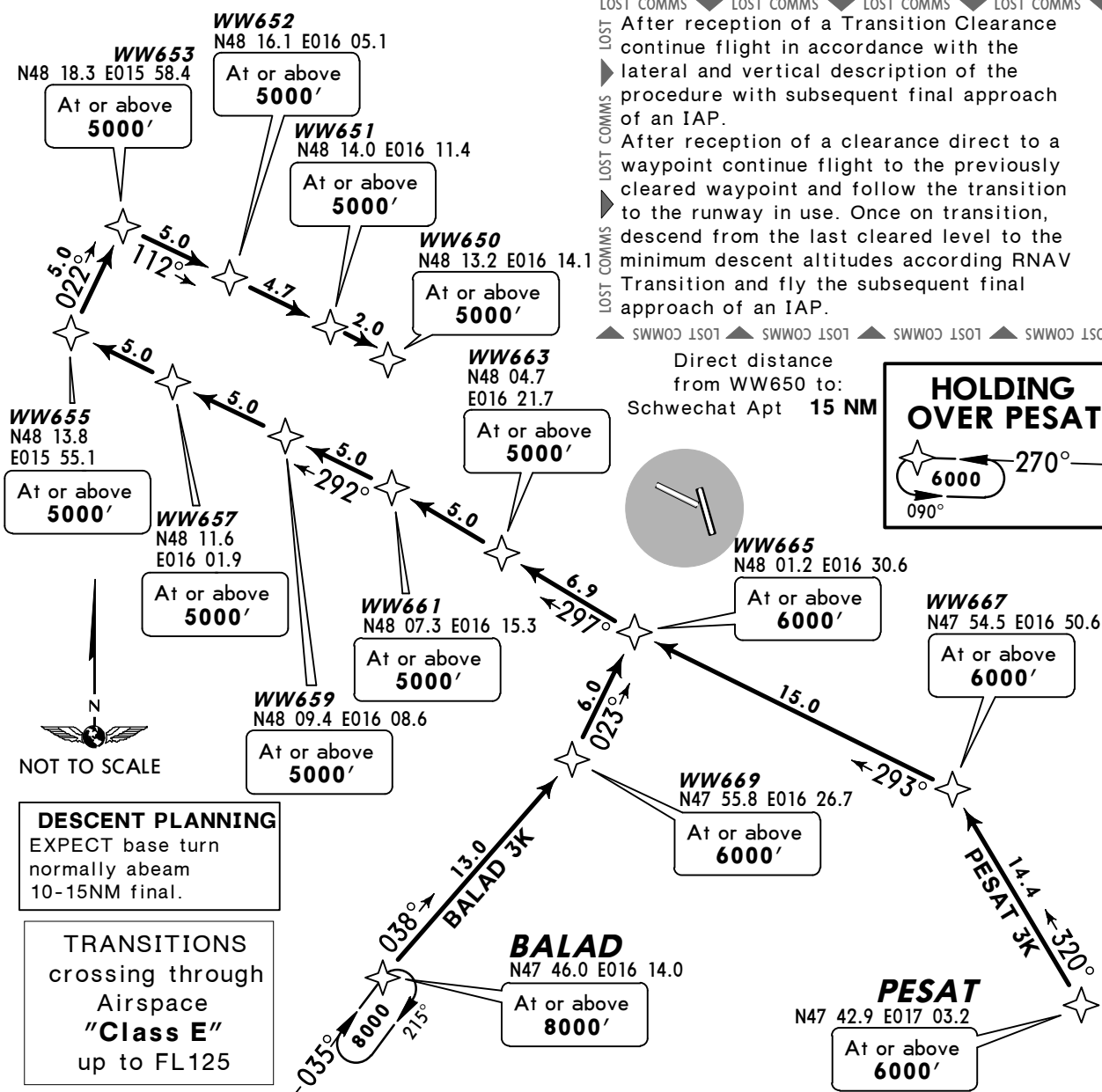
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

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**.



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.



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)

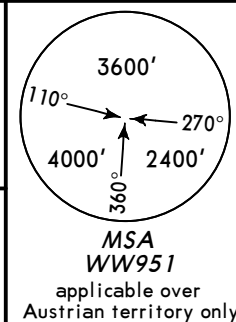
TRANSITION	ROUTING
BALAD 3K	BALAD (8000'+) - WW669 (6000'+) - WW665 (6000'+) - WW663 (5000'+) - WW661 (5000'+) - WW659 (5000'+) - WW657 (5000'+) - WW655 (5000'+) - WW653 (5000'+) - WW652 (5000'+) - WW651 (5000'+).
PESAT 3K	PESAT (6000'+) - WW667 (6000'+) - WW665 (6000'+) - WW663 (5000'+) - WW661 (5000'+)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

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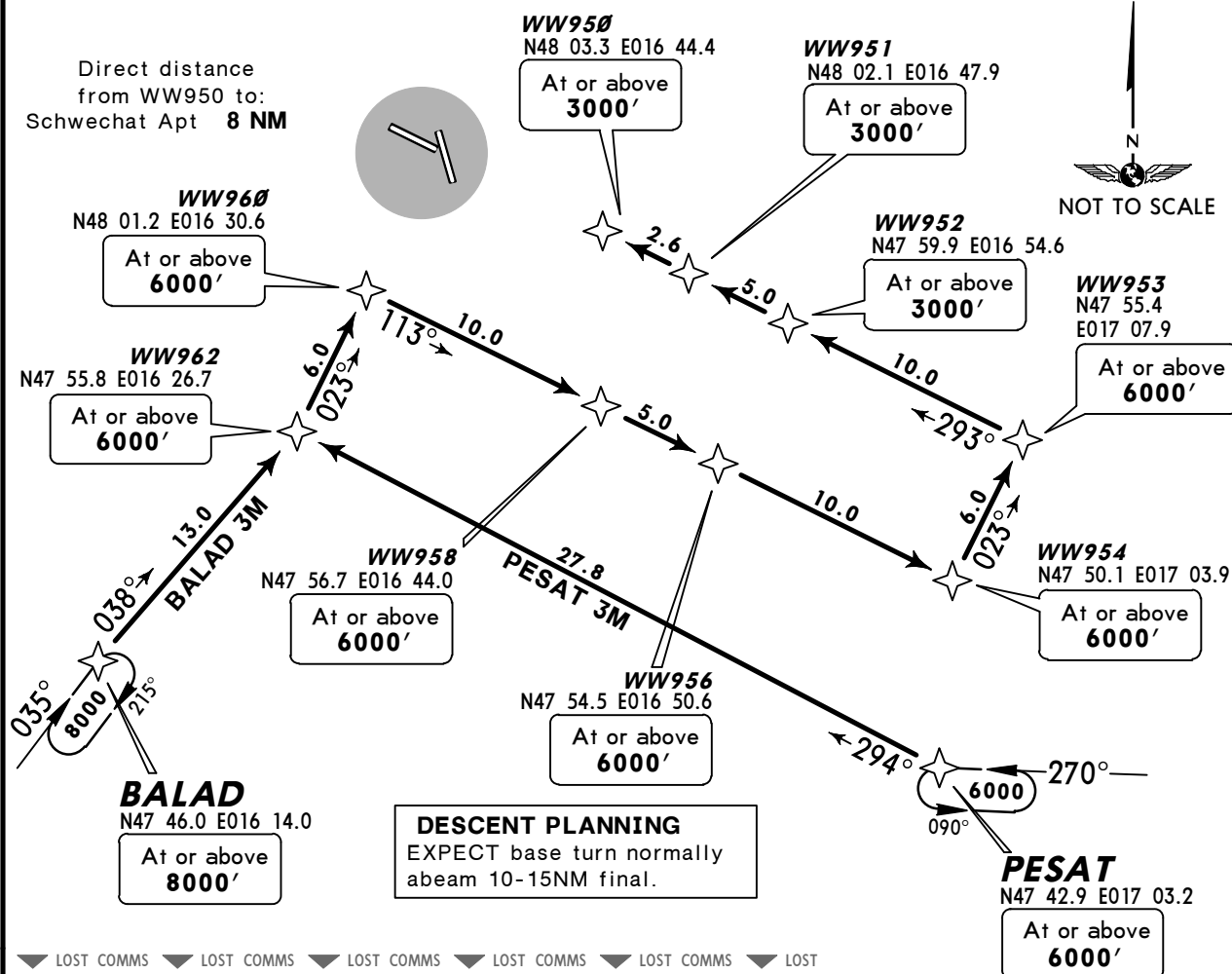
D-ATIS
122.95Apt Elev
600'

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**.

**BALAD 3M [BALA3M], PESAT 3M [PESA3M]
RWY 29 RNAV TRANSITIONS**

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



▼ 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.

LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT

CLEARANCE PHRASEOLOGY

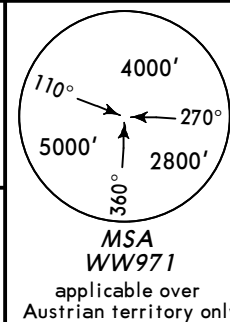
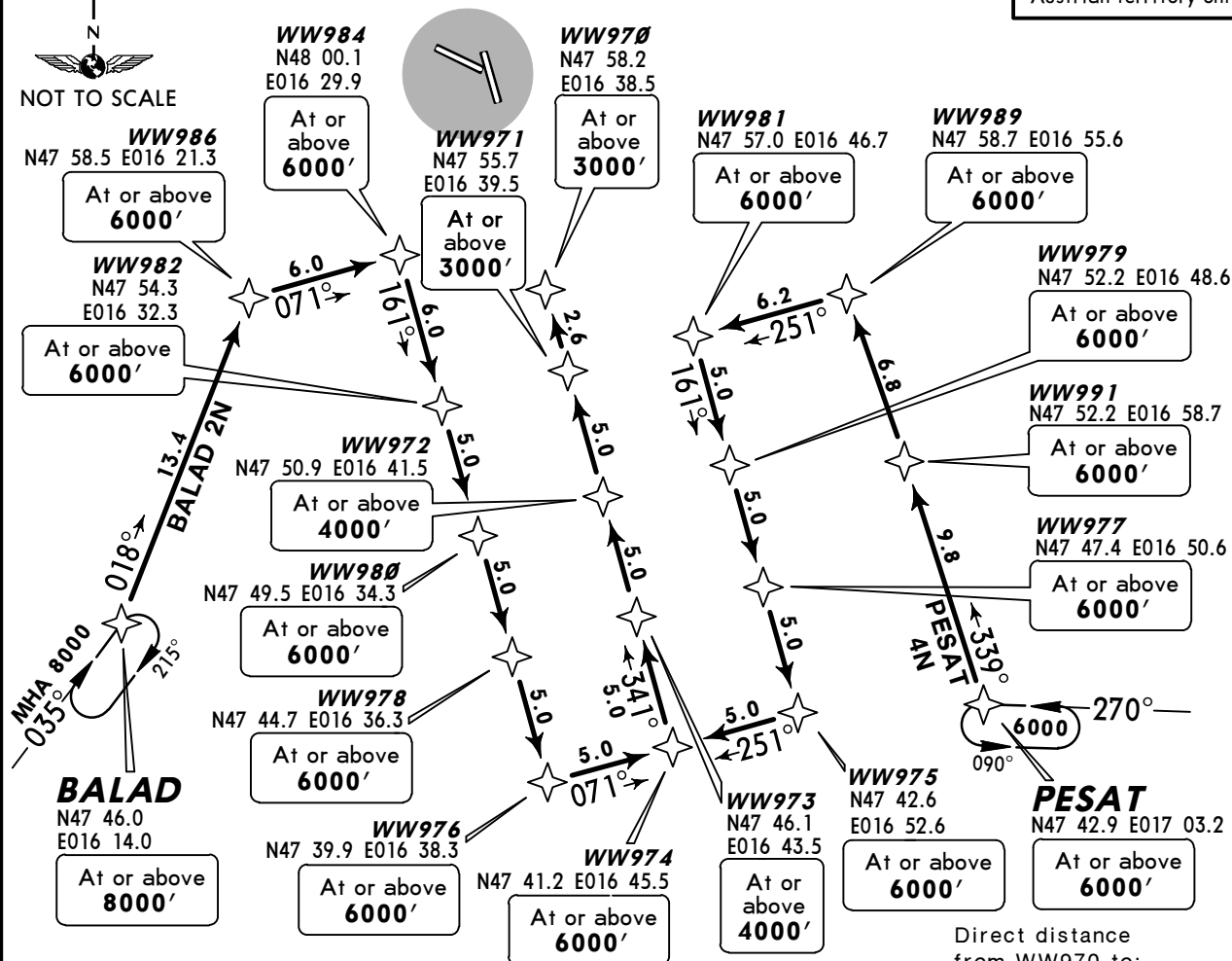
1. **"Cleared xxx Transition"**: Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile"**: Authorization to fly the transition, including the vertical constraints depicted on the procedure.
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
BALAD 3M	BALAD (8000'+) - WW962 (6000'+) - WW960 (6000'+) - WW958 (6000'+) - WW956 (6000'+) - WW954 (6000'+) - WW953 (6000'+) - WW952 (3000'+) - WW951 (3000'+).
PESAT 3M	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**.

**BALAD 2N [BALA2N], PESAT 4N [PESA4N]
RWY 34 RNAV TRANSITIONS**

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

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.

After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.

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

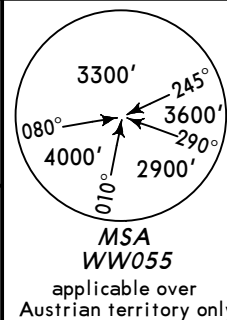
CLEARANCE PHRASEOLOGY

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)

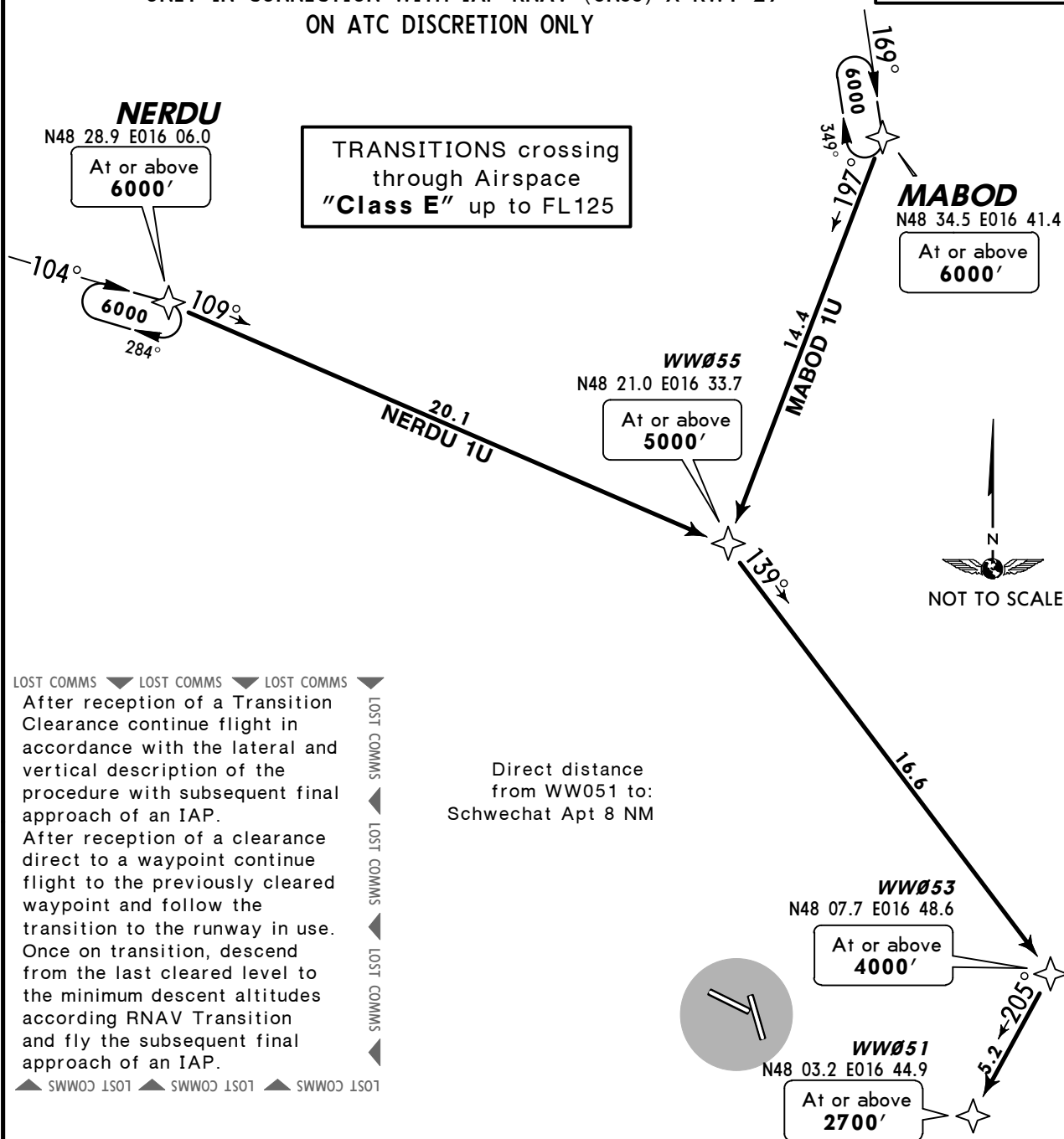
TRANSITION	ROUTING
BALAD 2N	BALAD (8000'+) - WW986 (6000'+) - WW984 (6000'+) - WW982 (6000'+) - WW980 (6000'+) - WW978 (6000'+) - WW976 (6000'+) - WW974 (6000'+) - WW973 (4000'+) - WW972 (4000'+) - WW971 (3000'+).
PESAT 4N	PESAT (6000'+) - WW991 (6000'+) - WW989 (6000'+) - WW981 (6000'+) - WW979 (6000'+)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

D-ATIS
122.95Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. EXPECT clearance for the IAP RNAV (GNSS) X
RWY 29 well before reaching WW053. In case no
clearance was received perform an IAP RNAV
(GNSS) X RWY 29. 3. If unable to follow transition
advise ATC **immediately**.



MABOD 1U [MAB1U], NERDU 1U [NER1U]
RWY 29 RNAV NOISE ABATEMENT TRANSITIONS
ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29
ON ATC DISCRETION ONLY



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.

▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 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****MABOD 1U**

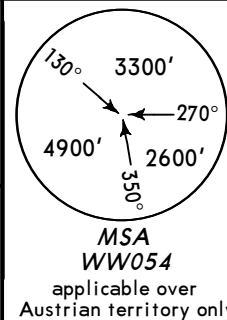
MABOD (6000'+) - WW055 (5000'+) - WW053 (4000'+) - WW051 (2700'+).

NERDU 1U

NERDU (6000'+) - WW055 (5000'+) - WW053 (4000'+) - WW051 (2700'+).

D-ATIS
122.95Apt Elev
600'

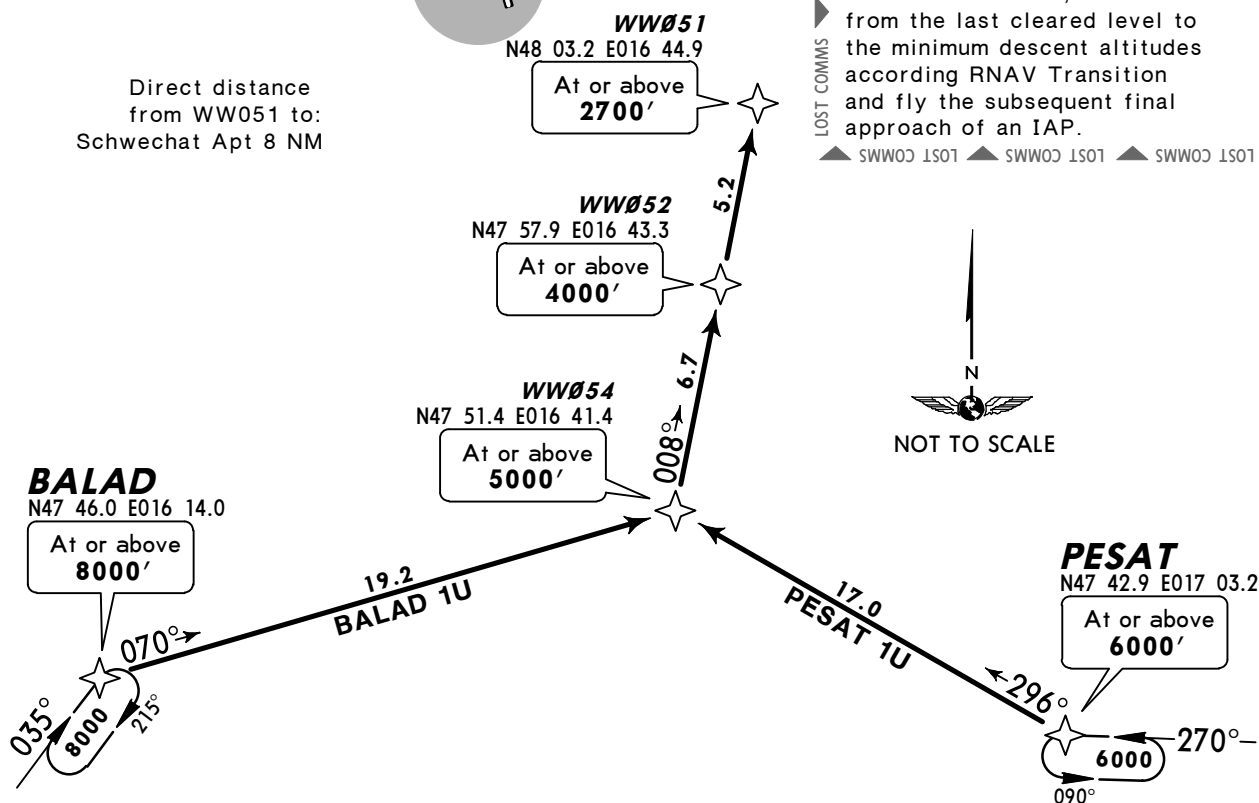
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. EXPECT clearance for the IAP RNAV (GNSS) X
RWY 29 well before reaching WW052. In case no
clearance was received perform an IAP RNAV
(GNSS) X RWY 29. 3. If unable to follow transition
advise ATC **immediately**.



**BALAD 1U [BAL1U], PESAT 1U [PES1U]
RWY 29 RNAV NOISE ABATEMENT TRANSITIONS**
ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29
ON ATC DISCRETION ONLY

TRANSITIONS crossing
through Airspace
"Class E" up to FL125

Direct distance
from WW051 to:
Schwechat Apt 8 NM

**CLEARANCE PHRASEOLOGY**

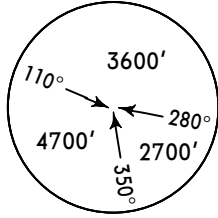
1. "Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. "Cleared xxx Transition and Profile": Authorization to fly the transition, including the vertical constraints depicted on the procedure.
3. "Cleared 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****BALAD 1U**

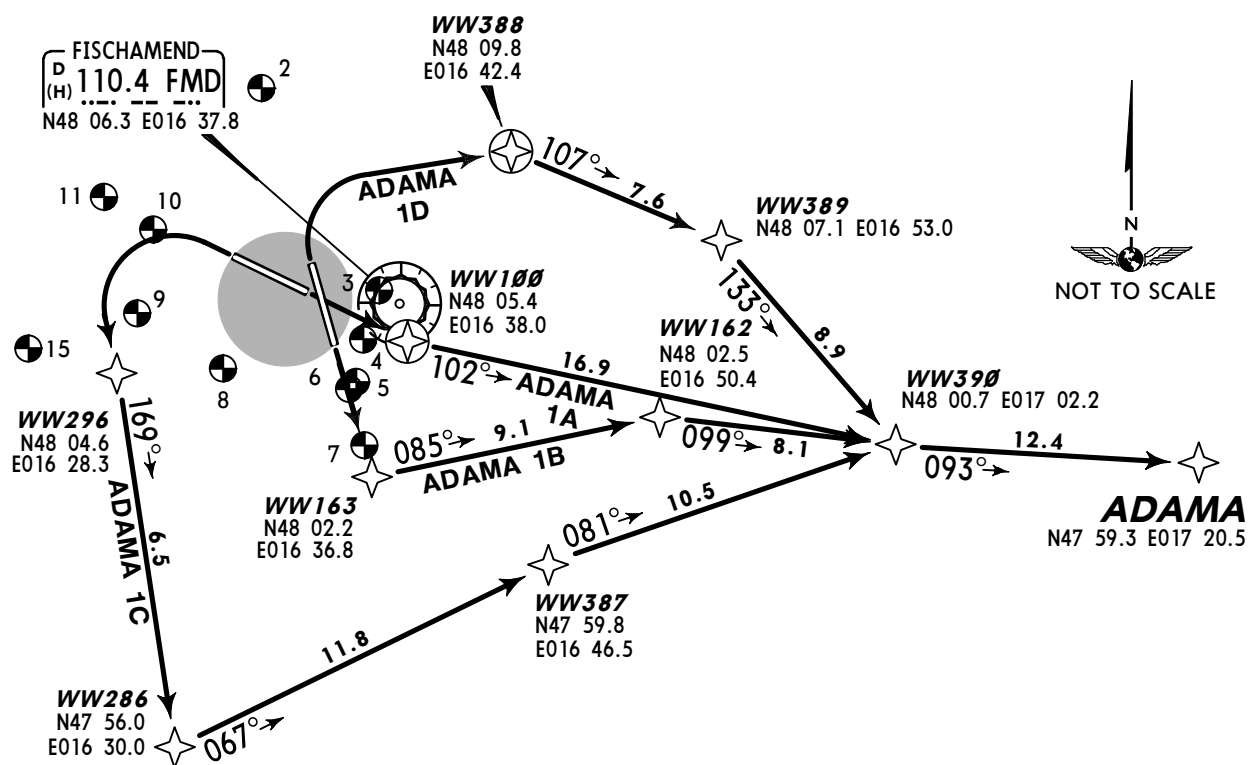
BALAD (8000'+) - WW054 (5000'+) - WW052 (4000'+) - WW051 (2700'+).

PESAT 1U

PESAT (6000'+) - WW054 (5000'+) - WW052 (4000'+) - WW051 (2700'+).

WIEN Radar (ADAMA 1A, 1B, 1D) 118.77 (ADAMA 1C) 128.2	Apt Elev 600'	Trans level: By ATC Trans alt: 5000'	 MSA FMD VOR applicable over 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'**

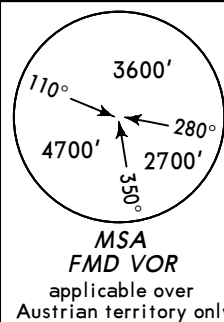
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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'

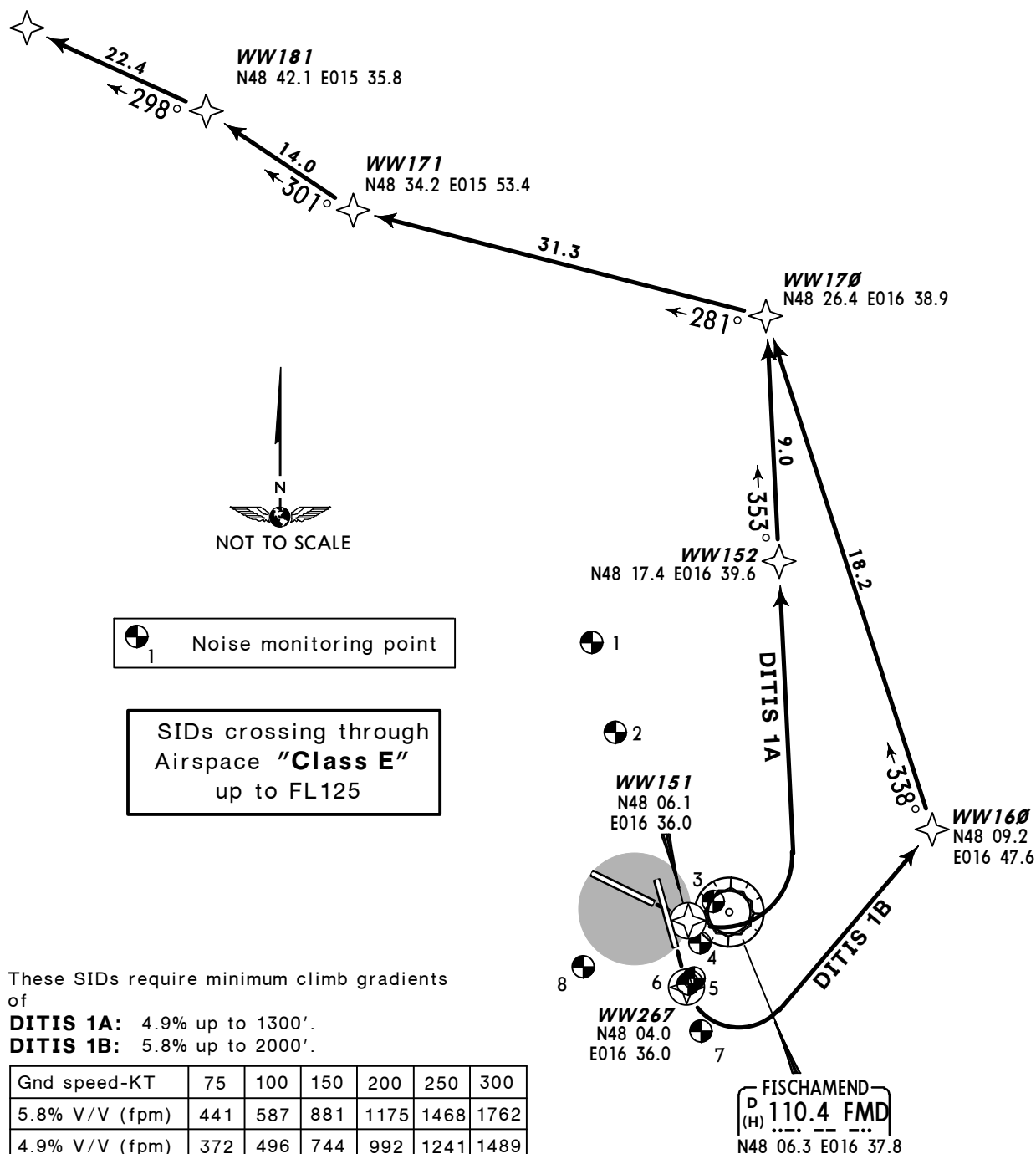
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement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



**DITIS ONE ALFA (DITIS 1A) [DITI1A]
DITIS ONE BRAVO (DITIS 1B) [DITI1B]
RWYS 11, 16 RNAV DEPARTURES**

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC

DITIS
N48 53.9
E015 07.0



These SIDs require minimum climb gradients of

DITIS 1A: 4.9% up to 1300'.

DITIS 1B: 5.8% up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
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'**

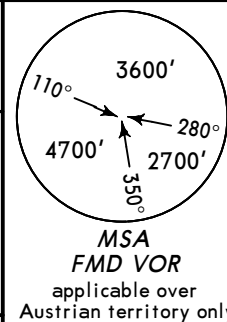
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
DITIS 1A	11	WW151 - WW152 - WW170 - WW171 - WW181 - DITIS.
DITIS 1B	16	WW267 - WW160 - WW170 - WW171 - WW181 - DITIS.

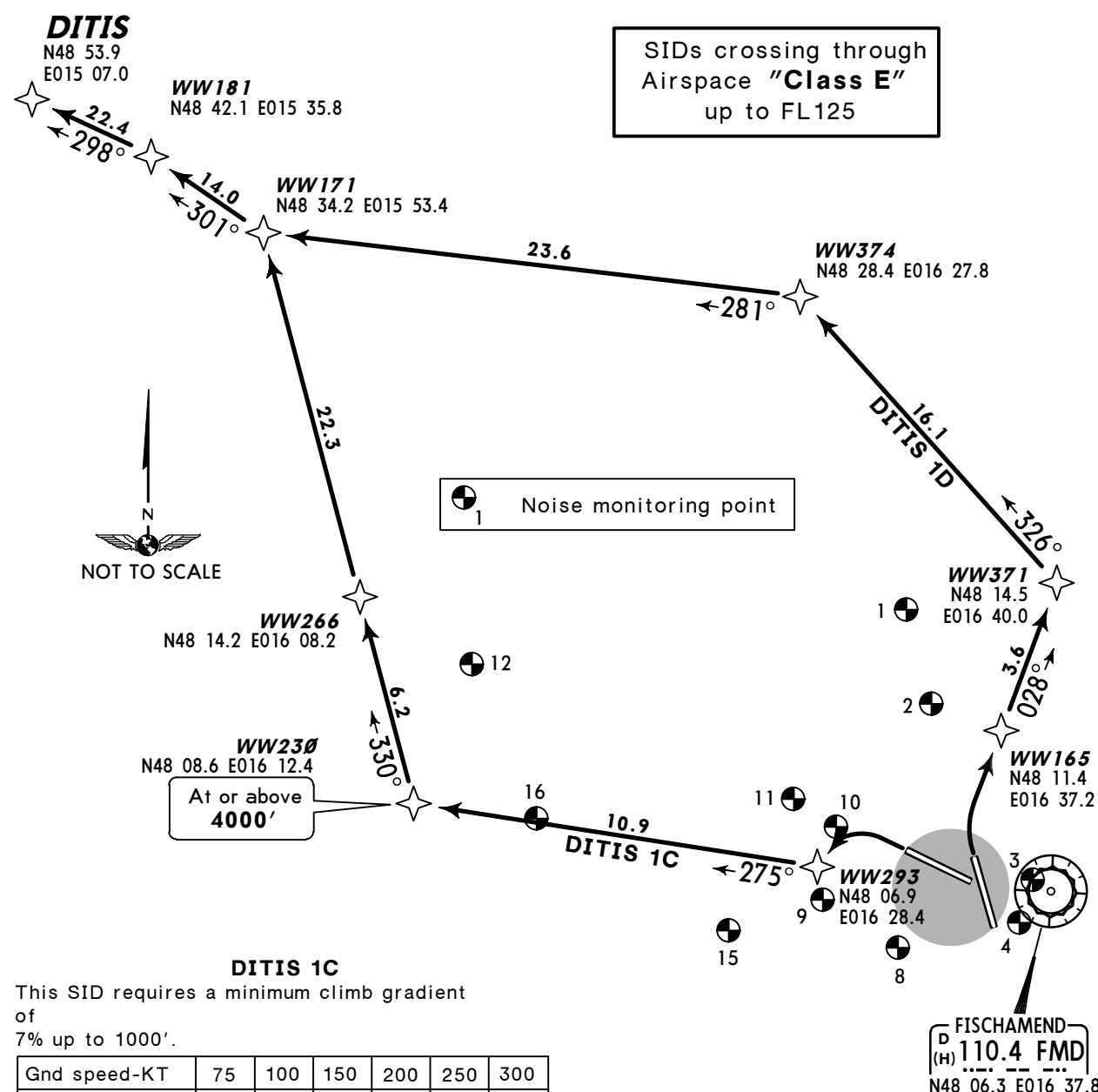
WIEN Radar
(DITIS 1C) 128.2
(DITIS 1D) 118.77Apt Elev
600'

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'.



**DITIS ONE CHARLIE (DITIS 1C) [DITI1C]
DITIS ONE DELTA (DITIS 1D) [DITI1D]
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°.

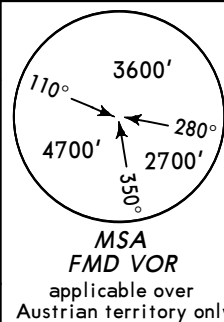
SID	RWY	ROUTING
DITIS 1C ①	29	(1000'+) - WW293 - WW230 (4000'+) - WW266 - WW171 - WW181 - DITIS.
DITIS 1D	34	(1500'+) - WW165 - WW371 - WW374 - WW171 - WW181 - DITIS.

① Between 2100-0700LT EXPECT clearance via SNU.

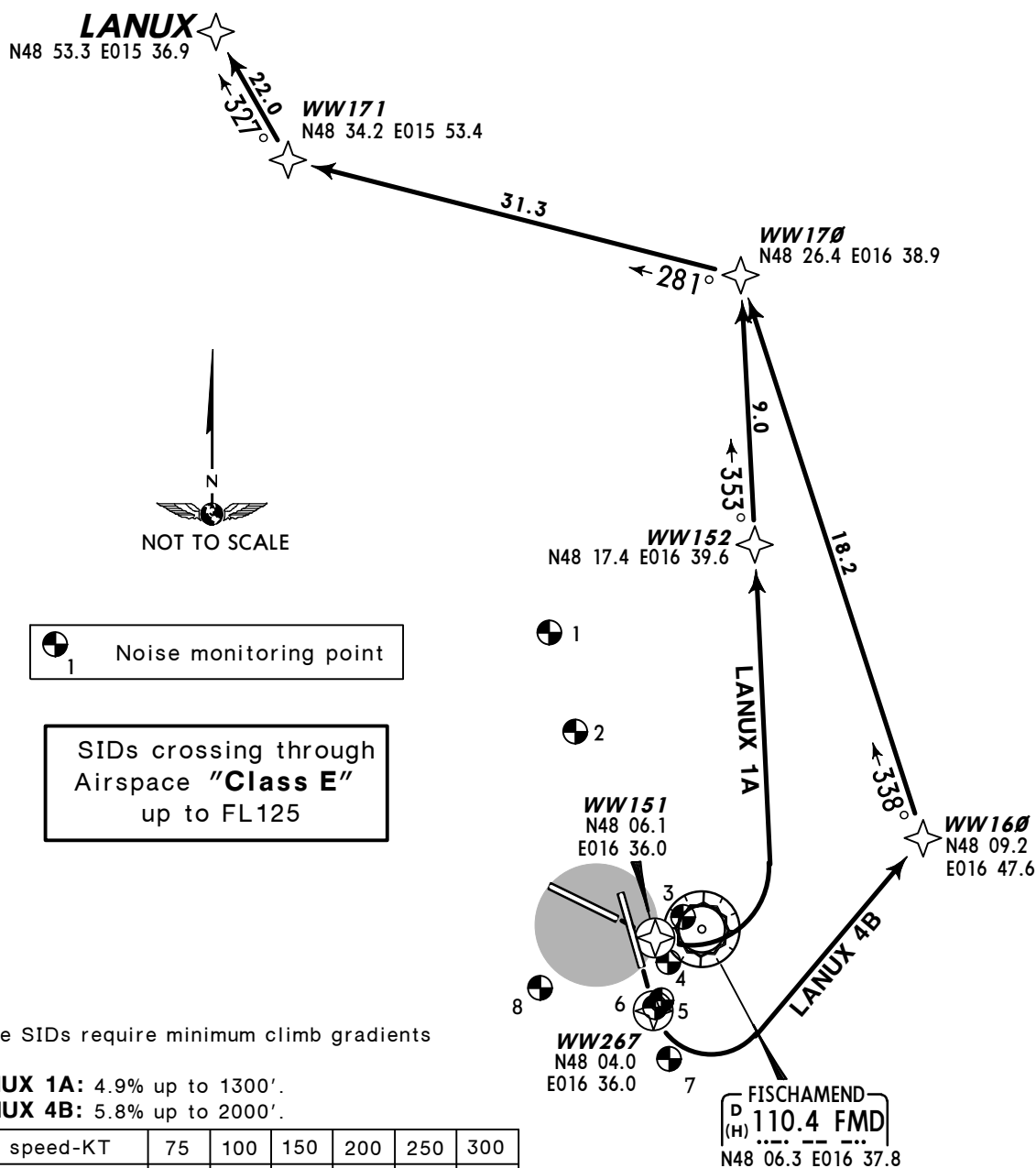
WIEN Radar
118.77Apt Elev
600'

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'.



**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**

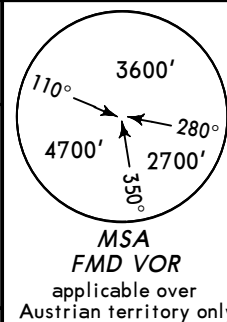
Initial climb clearance **5000'**

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

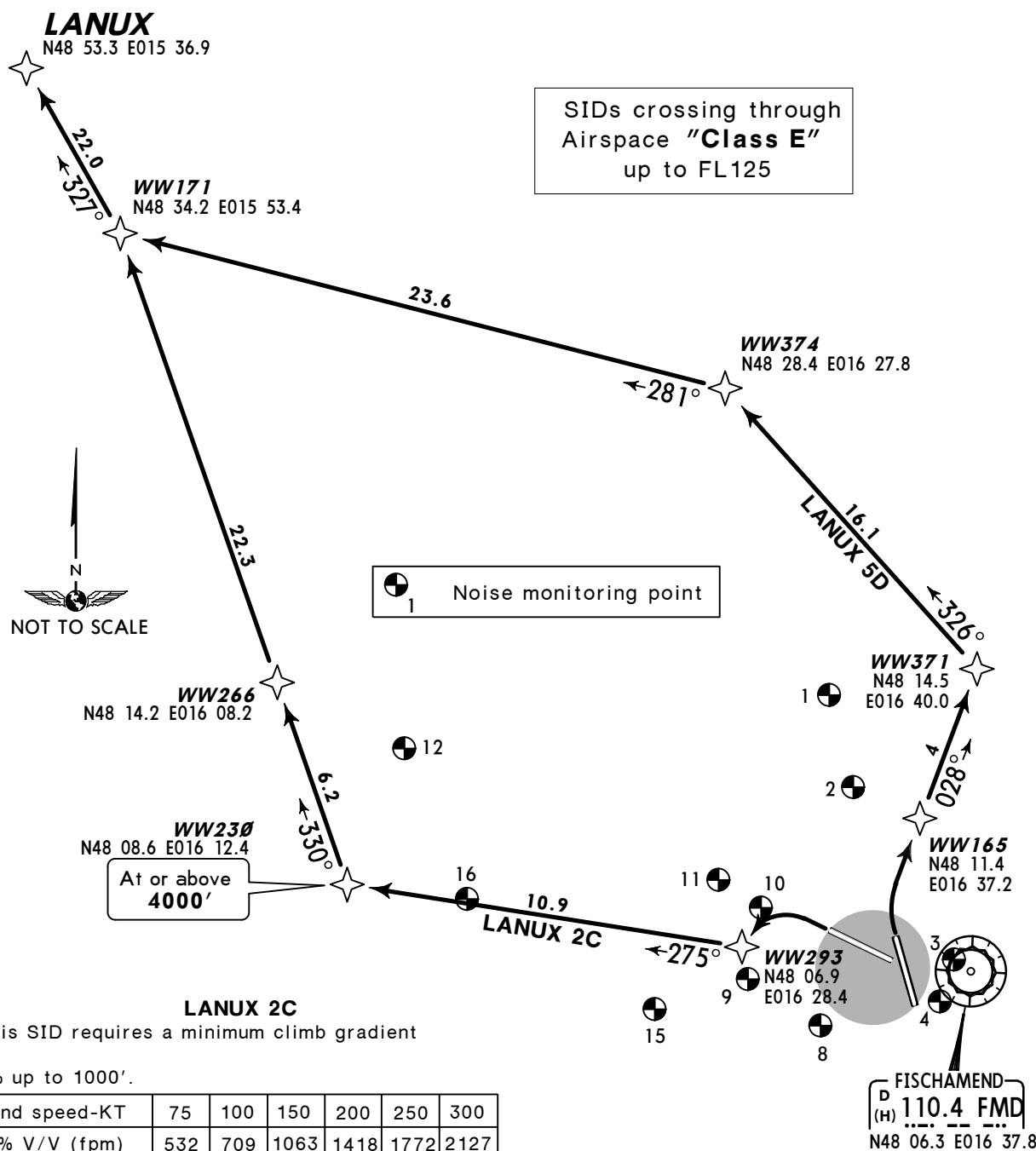
SID	RWY	ROUTING
LANUX 1A	11	WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 4B	16	WW267 - WW160 - WW170 - WW171 - LANUX.

WIEN Radar (LANUX 2C) (LANUX 5D) 128.2 118.77	<i>Apt Elev</i> 600'	Trans level: By ATC Trans alt: 5000'
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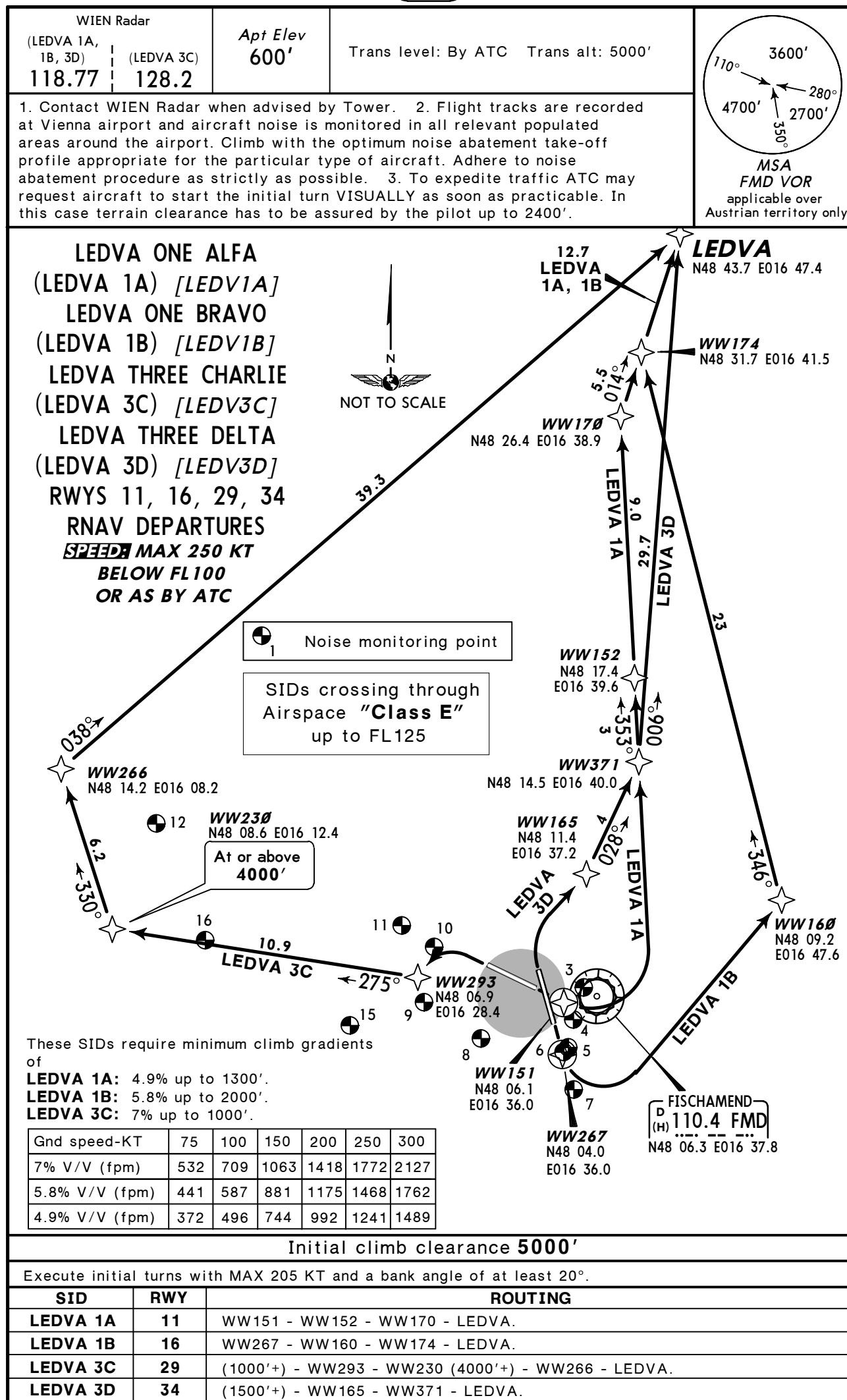
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement 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 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**



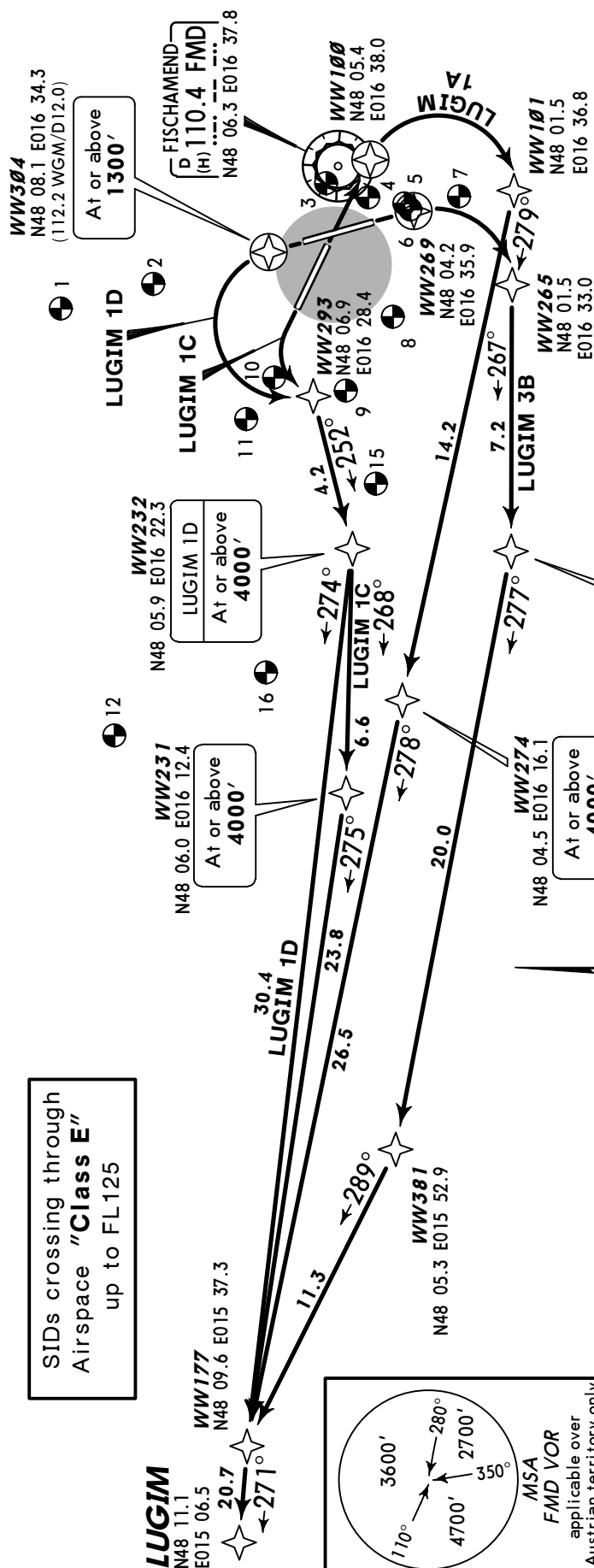
Initial climb clearance 5000'		
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.		
SID	RWY	ROUTING
LANUX 2C ①	29	(1000'+) - WW293 - WW230 (4000'+) - WW266 - WW171 - LANUX.
LANUX 5D	34	(1500'+) - WW165 - WW371 - WW374 - WW171 - LANUX.
① Between 2100-0700LT EXPECT clearance via SNU (chart 10-3P).		



WIEN Radar
128.2Apt Elev
600'

Trans level: By ATC Trans alt: 5000'

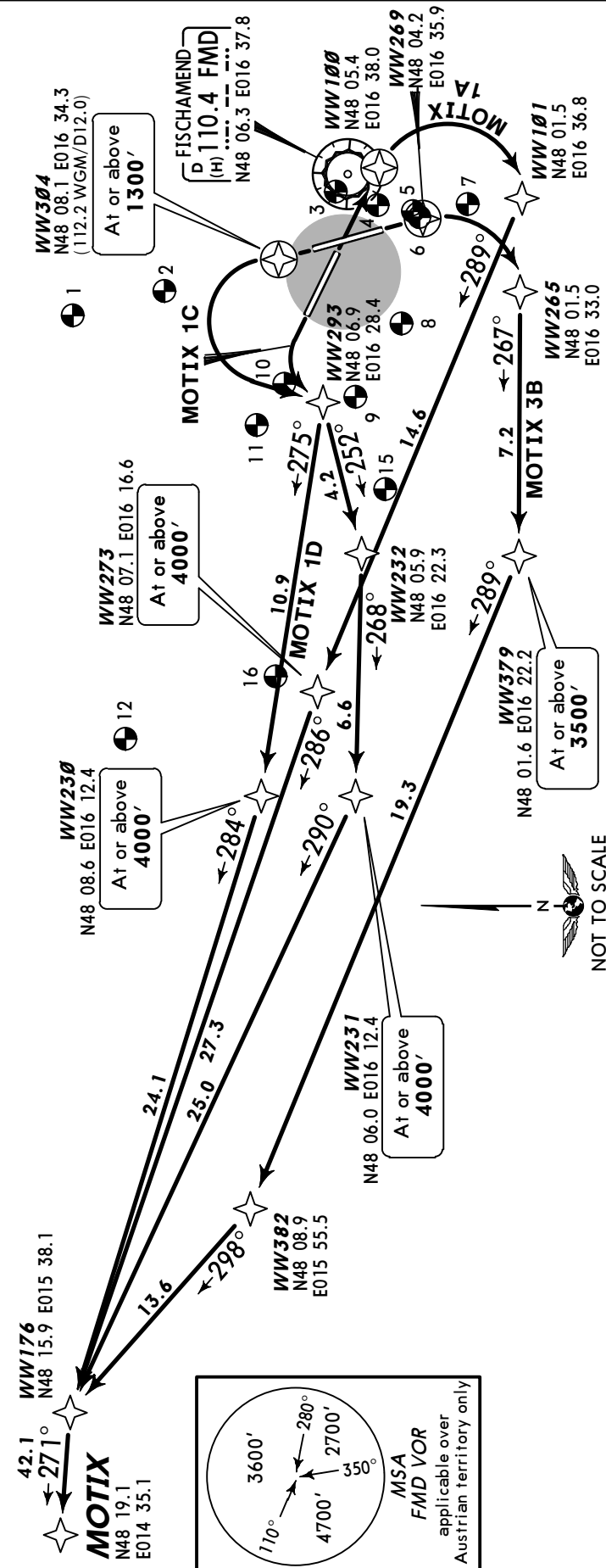
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement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

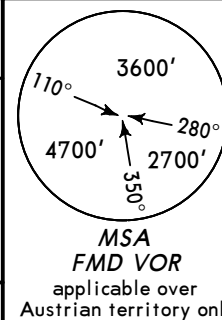
ROUTING	
SID	RWY
MOTIX 1A	11
MOTIX 3B	16
MOTIX 1C	29
MOTIX 1D	34

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

WIEN Radar
128.2Apt Elev
600'

Trans level: By ATC Trans alt: 5000'

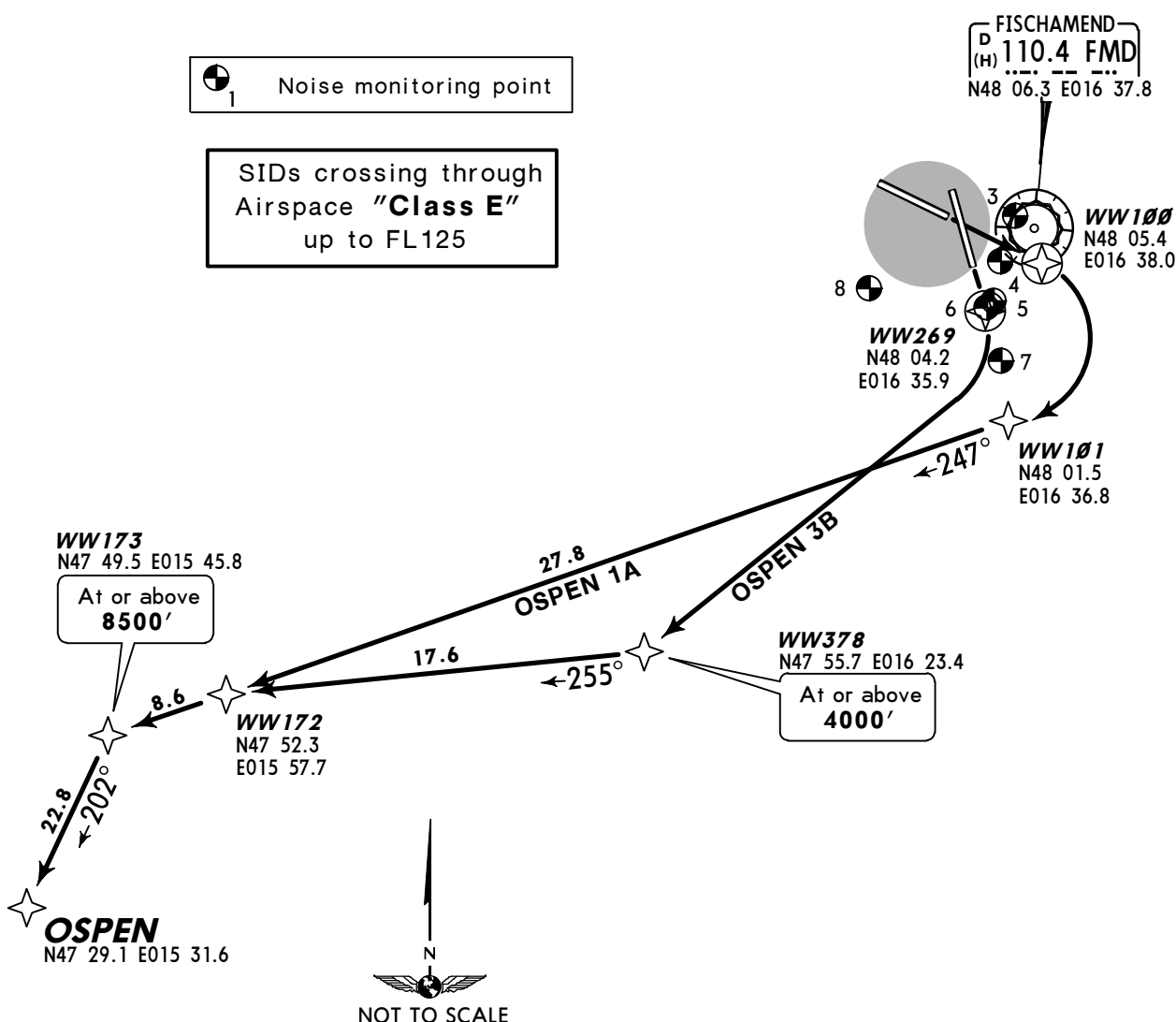
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement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



**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

**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'

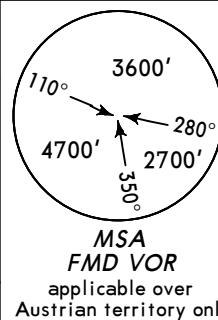
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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

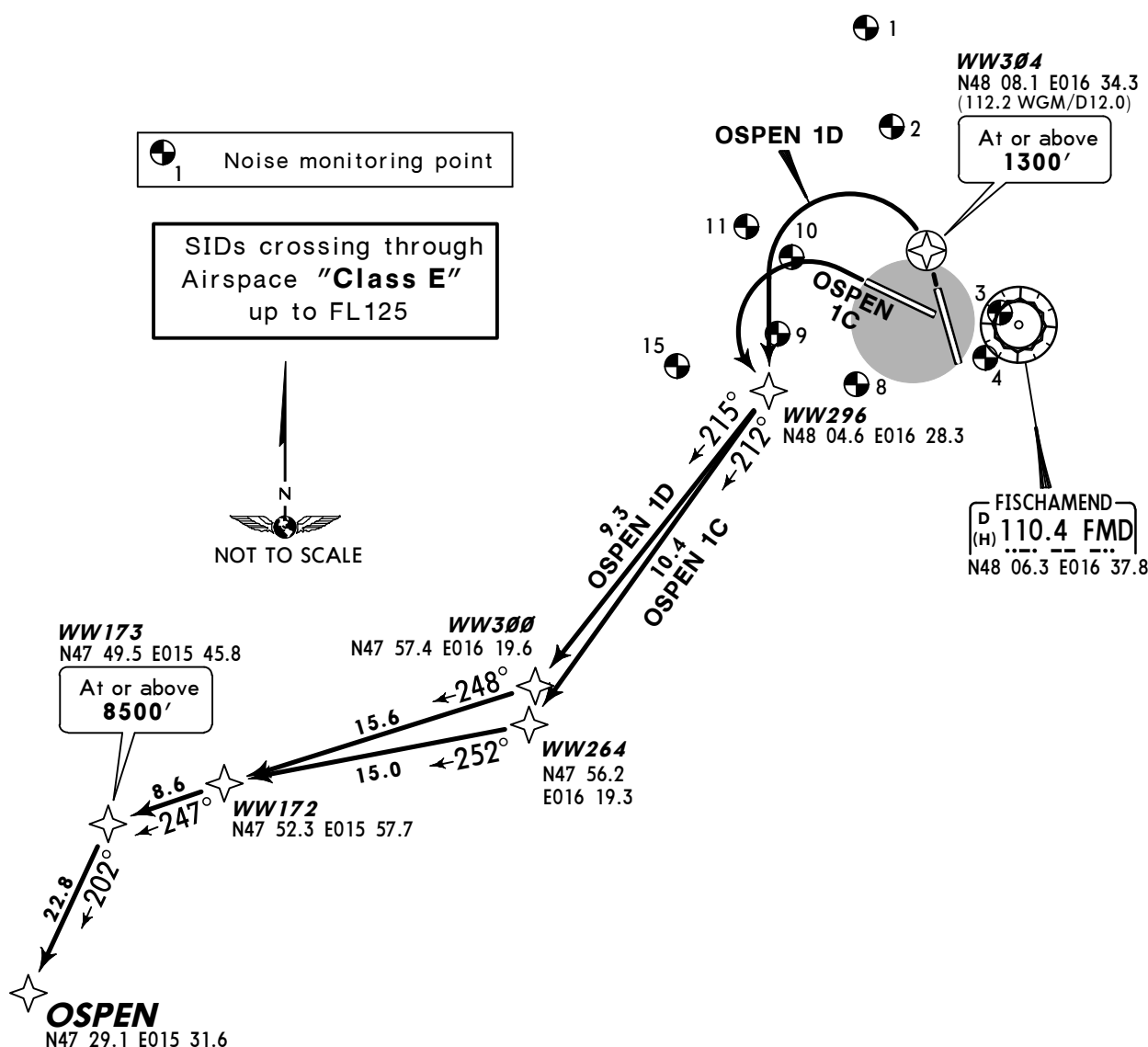
WIEN Radar
128.2Apt Elev
600'

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°.

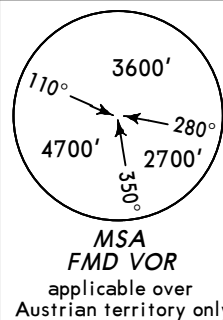
SID	RWY	ROUTING
OSPEN 1C ①	29	(1000'+) - WW296 - WW264 - WW172 - WW173 (8500'+) - OSPEN.
OSPEN 1D	34	WW304 (1300'+) - WW296 - WW300 - WW172 - WW173 (8500'+) - OSPEN.

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

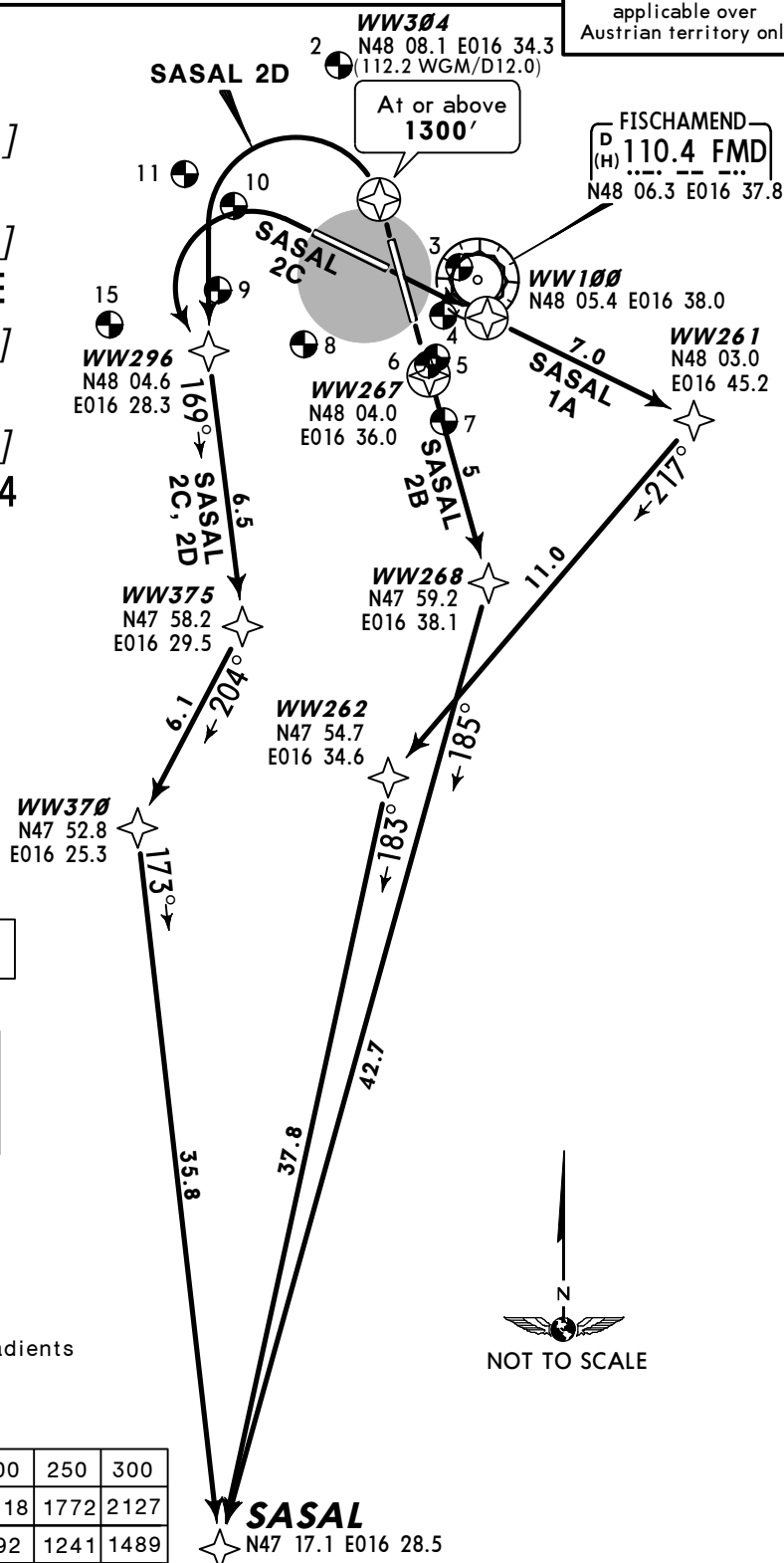
WIEN Radar
128.2Apt Elev
600'

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



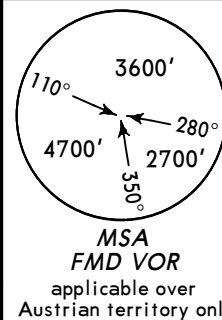
CHANGES: None. © JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

CHANGES: Definition for waypoint WW304 established.

WIEN Radar
128.2Apt Elev
600'

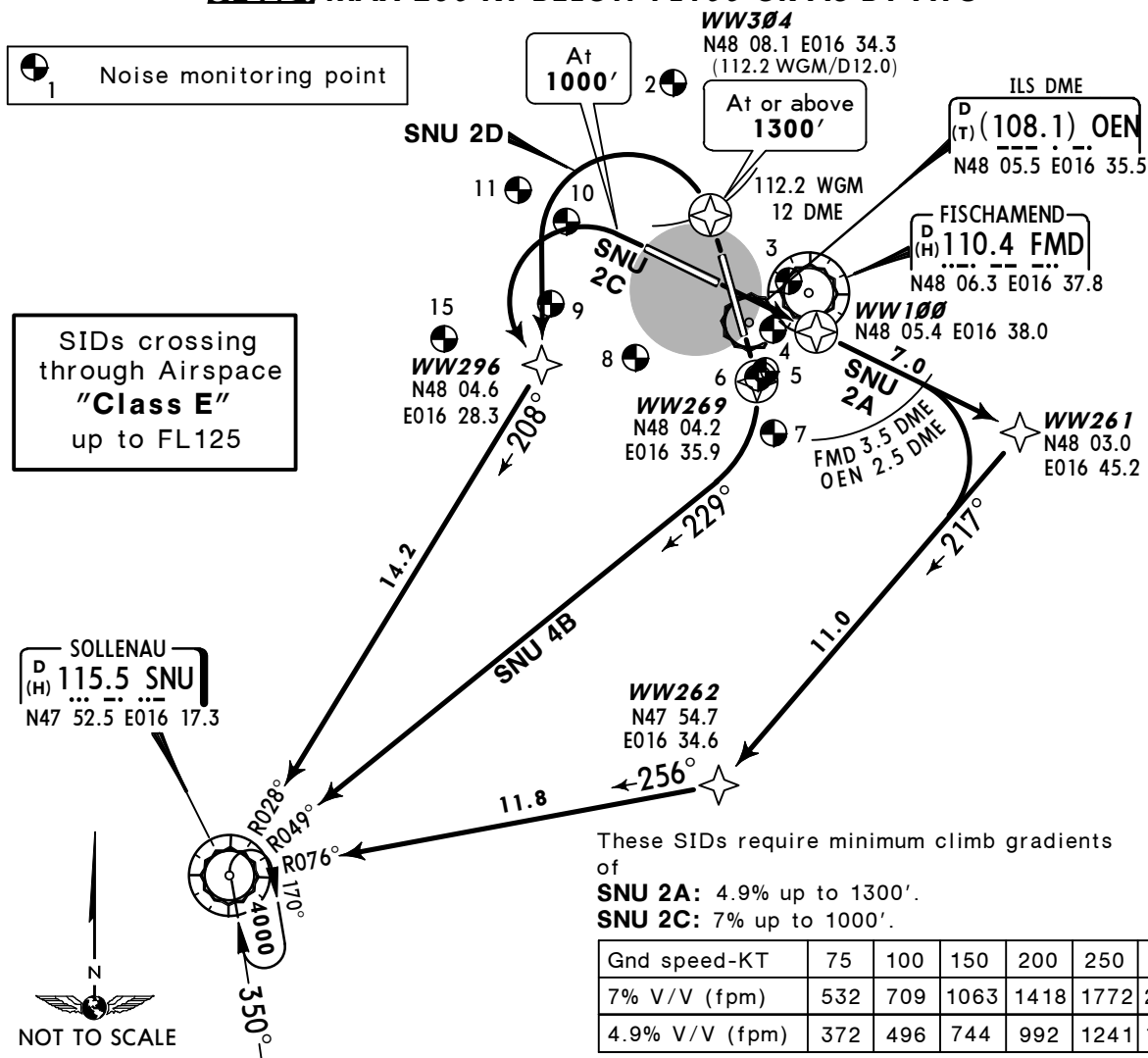
Trans level: By ATC Trans alt: 5000'

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°.

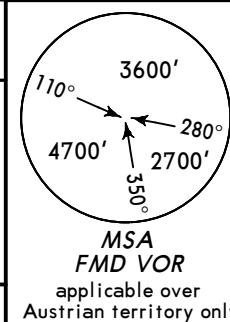
SID	RWY	ROUTING
SNU 2A	11	Climb straight ahead to FMD 3.5 DME (OEN 2.5 DME), turn RIGHT, 220° heading, intercept SNU R-076 inbound to SNU. RNAV: WW100 - WW261 - WW262 - SNU.
SNU 4B	16	Climb straight ahead, intercept SNU R-049 inbound to SNU. RNAV: WW269 - SNU.
SNU 2C	29	Climb straight ahead, at 1000' turn LEFT, intercept SNU R-028 inbound to SNU. RNAV: (1000'+) - WW296 - SNU.
SNU 2D	34	Climb straight ahead, at WGM 12 DME turn LEFT, intercept SNU R-028 inbound to SNU. RNAV: 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

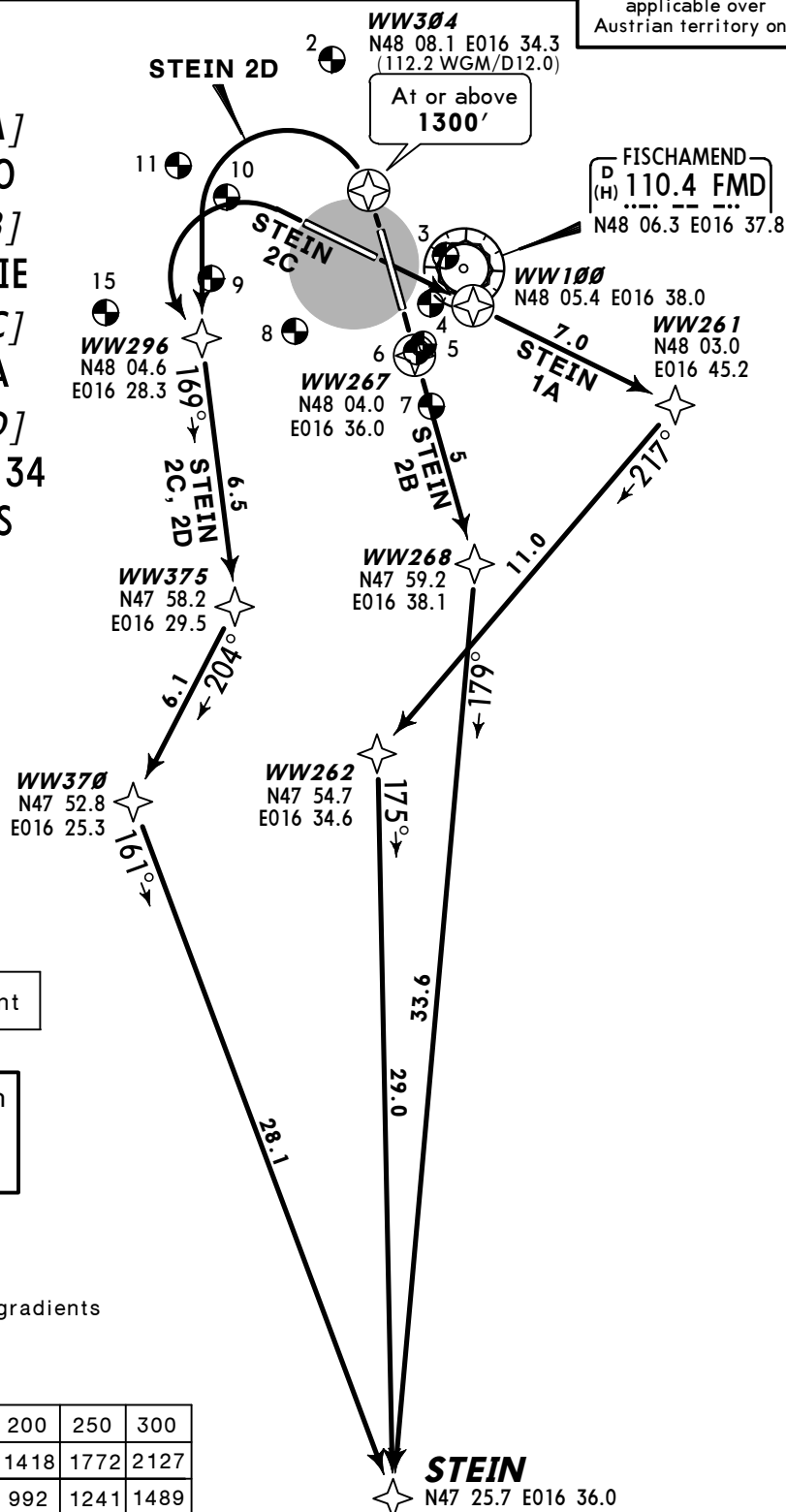
SIDs crossing through
Airspace "Class E"
up to FL125

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'**

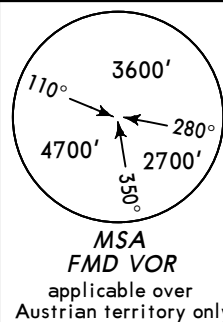
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

WIEN Radar
128.2Apt Elev
600'

Trans level: By ATC Trans alt: 5000'

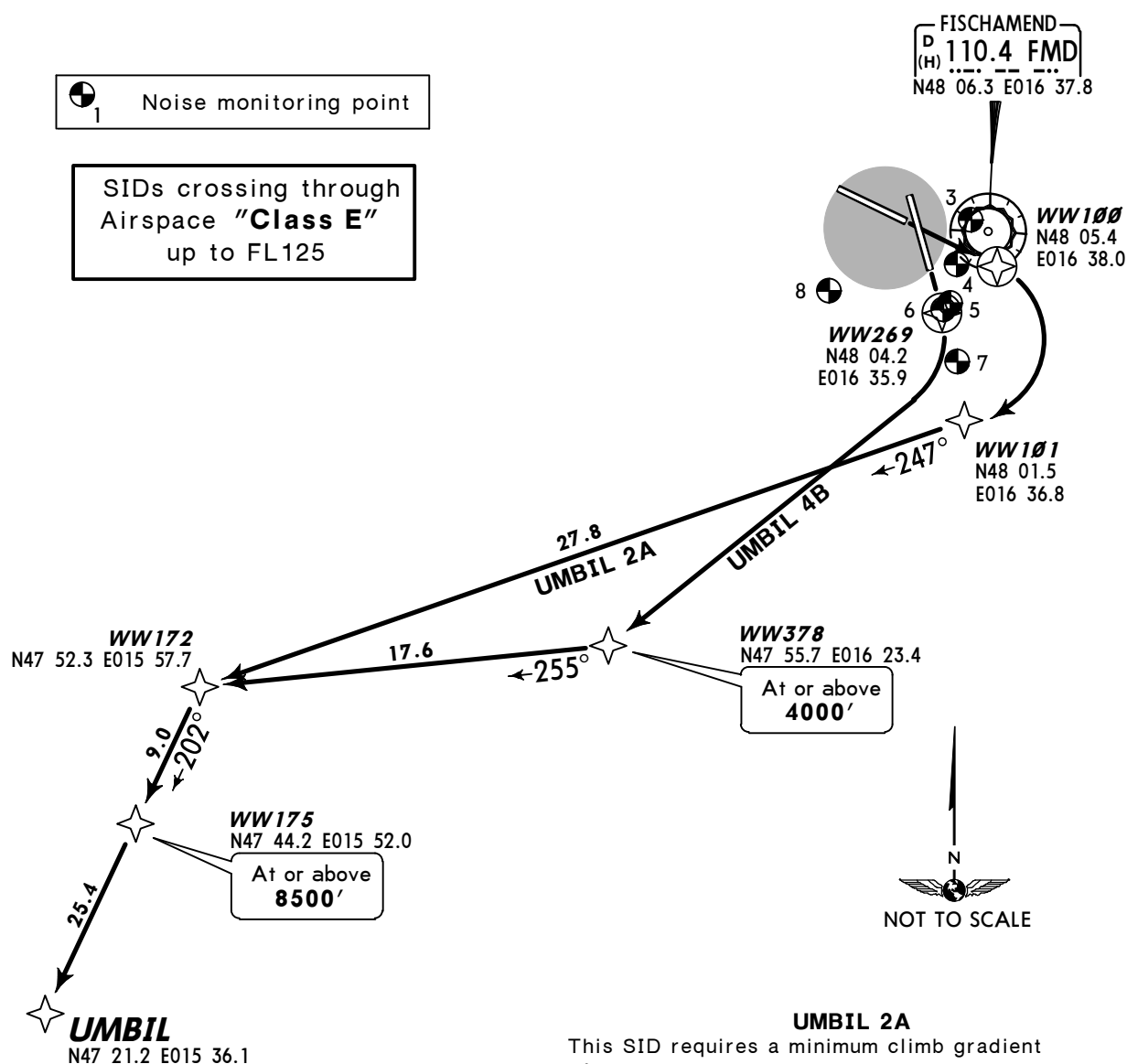
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement 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 ALFA (UMBIL 2A) [UMBI2A]
UMBIL FOUR BRAVO (UMBIL 4B) [UMBI4B]
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

Initial climb clearance **5000'**

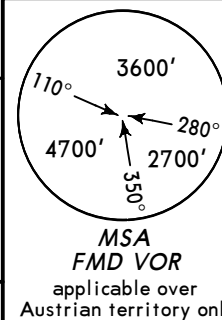
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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

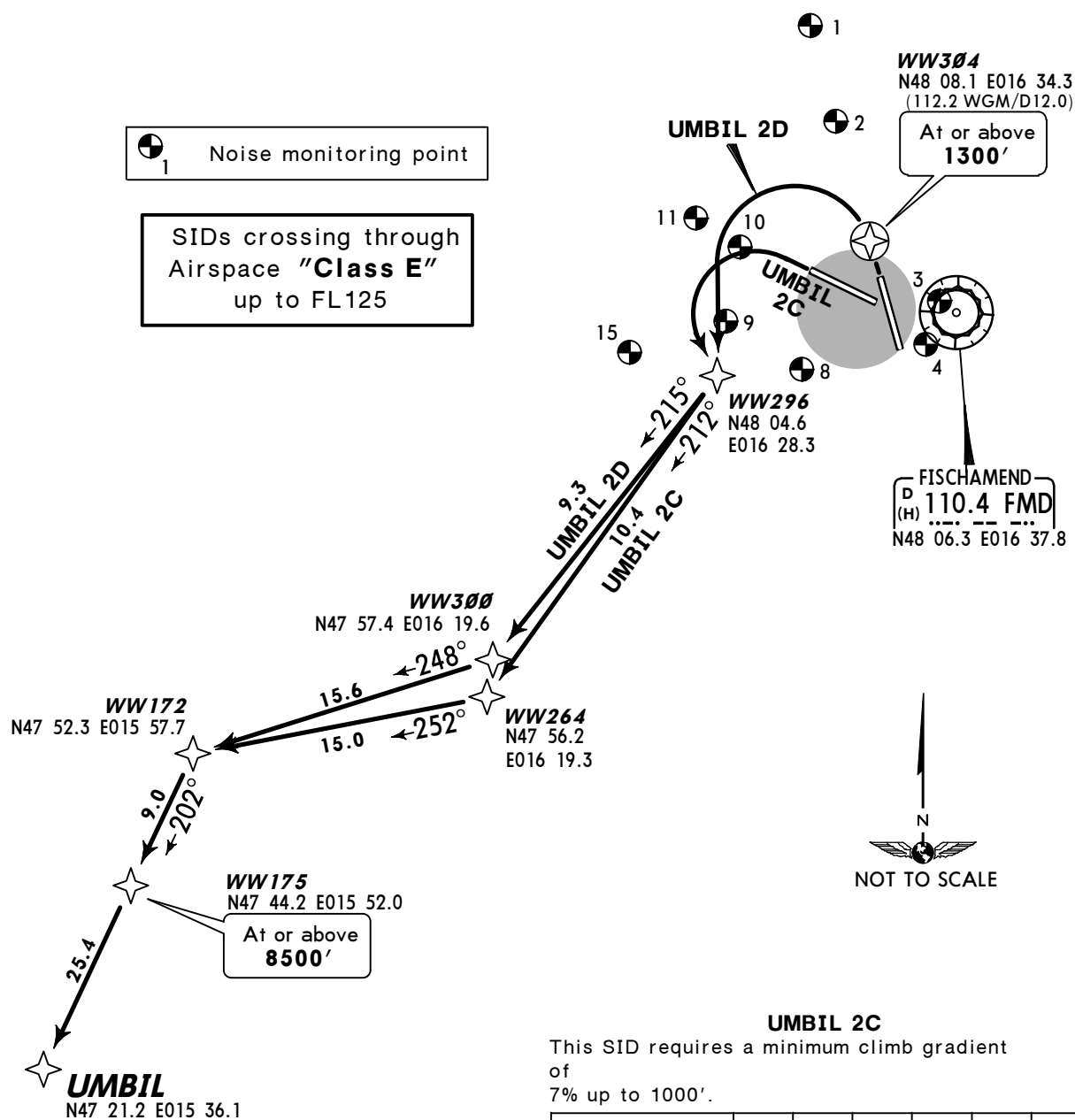
WIEN Radar
128.2Apt Elev
600'

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°.

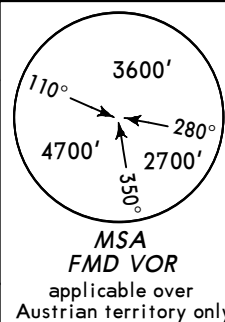
SID	RWY	ROUTING
UMBIL 2C ①	29	(1000'+) - WW296 - WW264 - WW172 - WW175 (8500'+) - UMBIL.
UMBIL 2D	34	WW304 (1300'+) - WW296 - WW300 - WW172 - WW175 (8500'+) - UMBIL.

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

WIEN Radar
118.77Apt Elev
600'

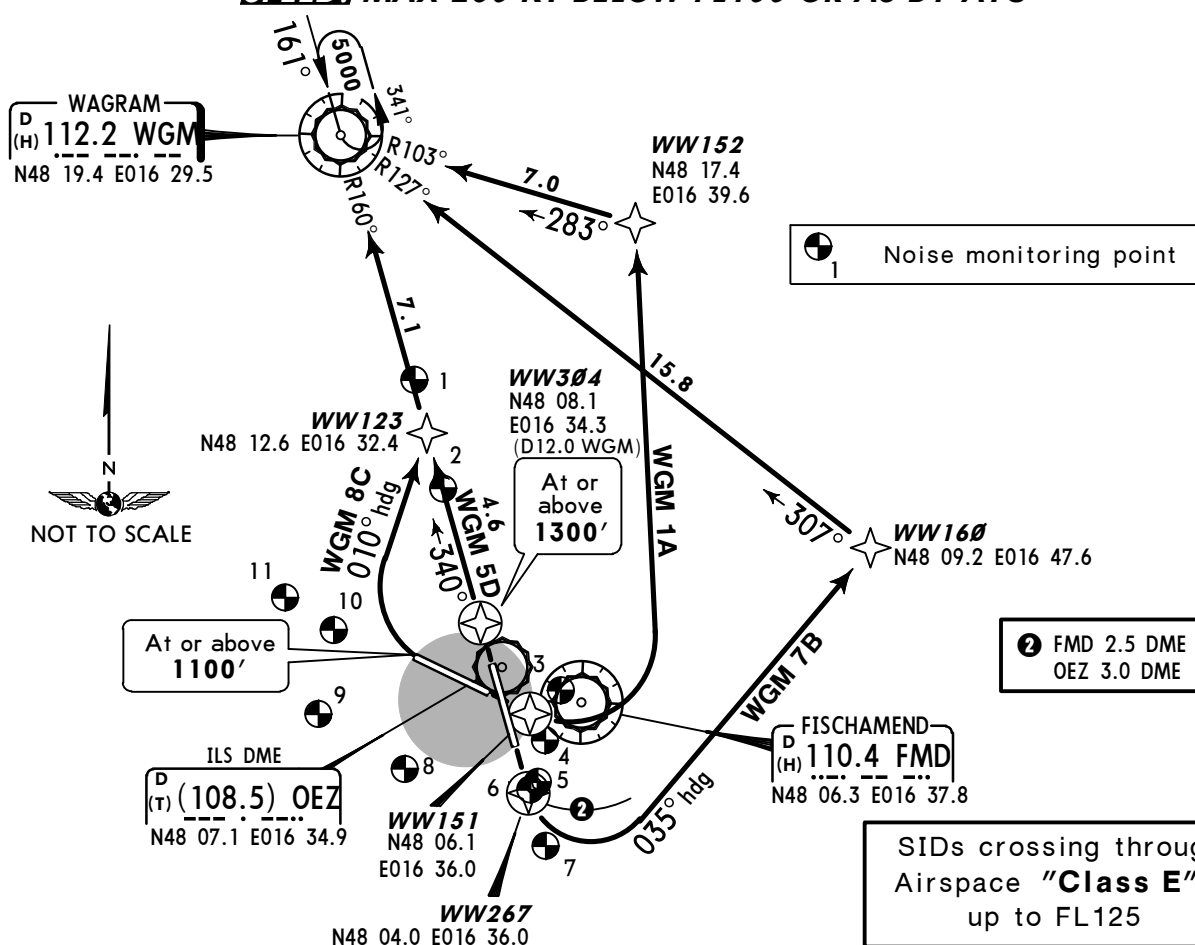
Trans level: By ATC Trans alt: 5000'

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'.



**WAGRAM ONE ALFA (WGM 1A)
WAGRAM SEVEN BRAVO (WGM 7B)
WAGRAM EIGHT CHARLIE (WGM 8C)
WAGRAM FIVE DELTA (WGM 5D)
RWYS 11, 16, 29, 34 RNAV DEPARTURES
BY ATC**

~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of

WGM 1A: 4.9% up to 1300'.

WGM 7B: 5.8% up to 2000'.

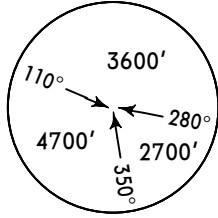
Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
4.9% V/V (fpm)	372	496	744	992	1241	1489

Initial climb clearance 5000'

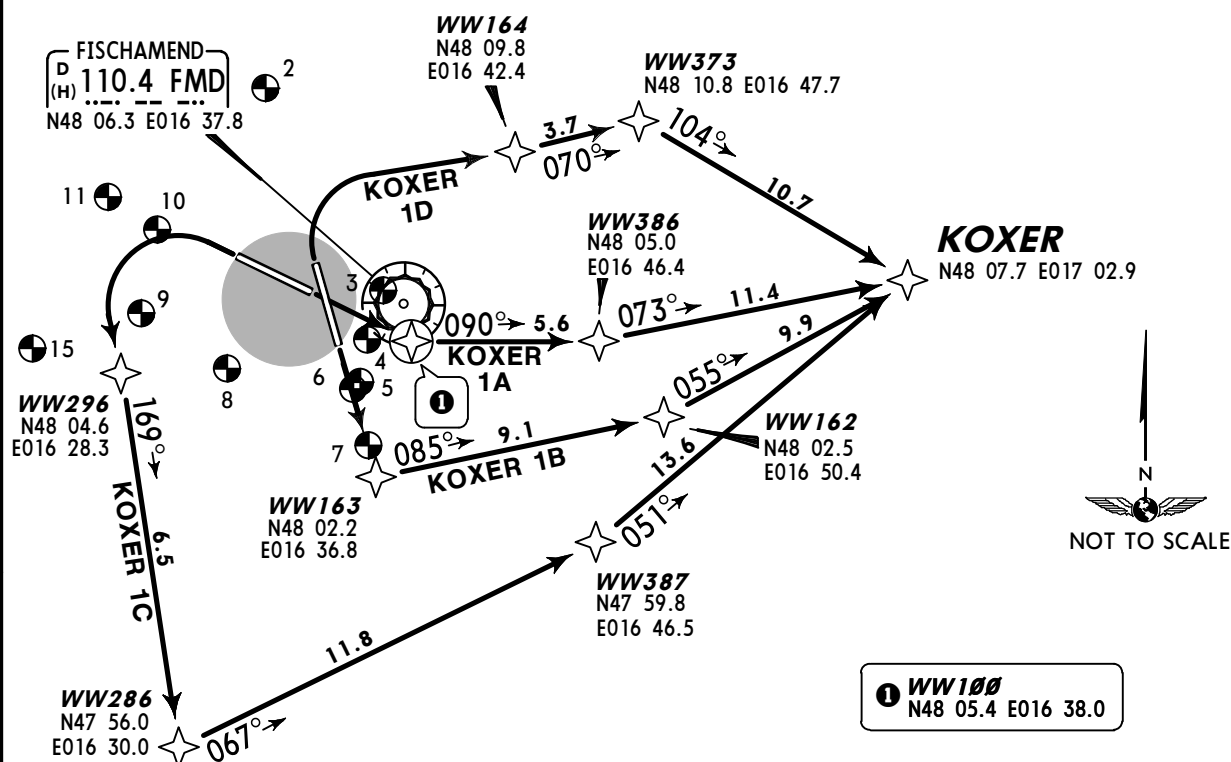
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
WGM 1A	11	WW151 - WW152 - WGM.
WGM 7B ①	16	Climb straight ahead to FMD 2.5 DME (OEZ 3.0 DME), turn LEFT, 035° heading, intercept WGM R-127 inbound to WGM. RNAV: WW267 - WW160 - WGM.
WGM 8C PROP ONLY ①	29	Climb with maximum climb gradient to at or above 1100', turn RIGHT, 010° heading, intercept WGM R-160 inbound to WGM. RNAV: (1100'+) - WW123 - WGM.
WGM 5D ①	34	Climb on WGM R-160 inbound to WGM. RNAV: WW304 (1300'+) - WGM.

① Also usable for non RNAV equipped aircraft.

WIEN Radar (KOKER 1A, 1B, 1D) 118.77 (KOKER 1C) 128.2	Apt Elev 600'	Trans level: By ATC Trans alt: 5000'	 MSA FMD VOR applicable over 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

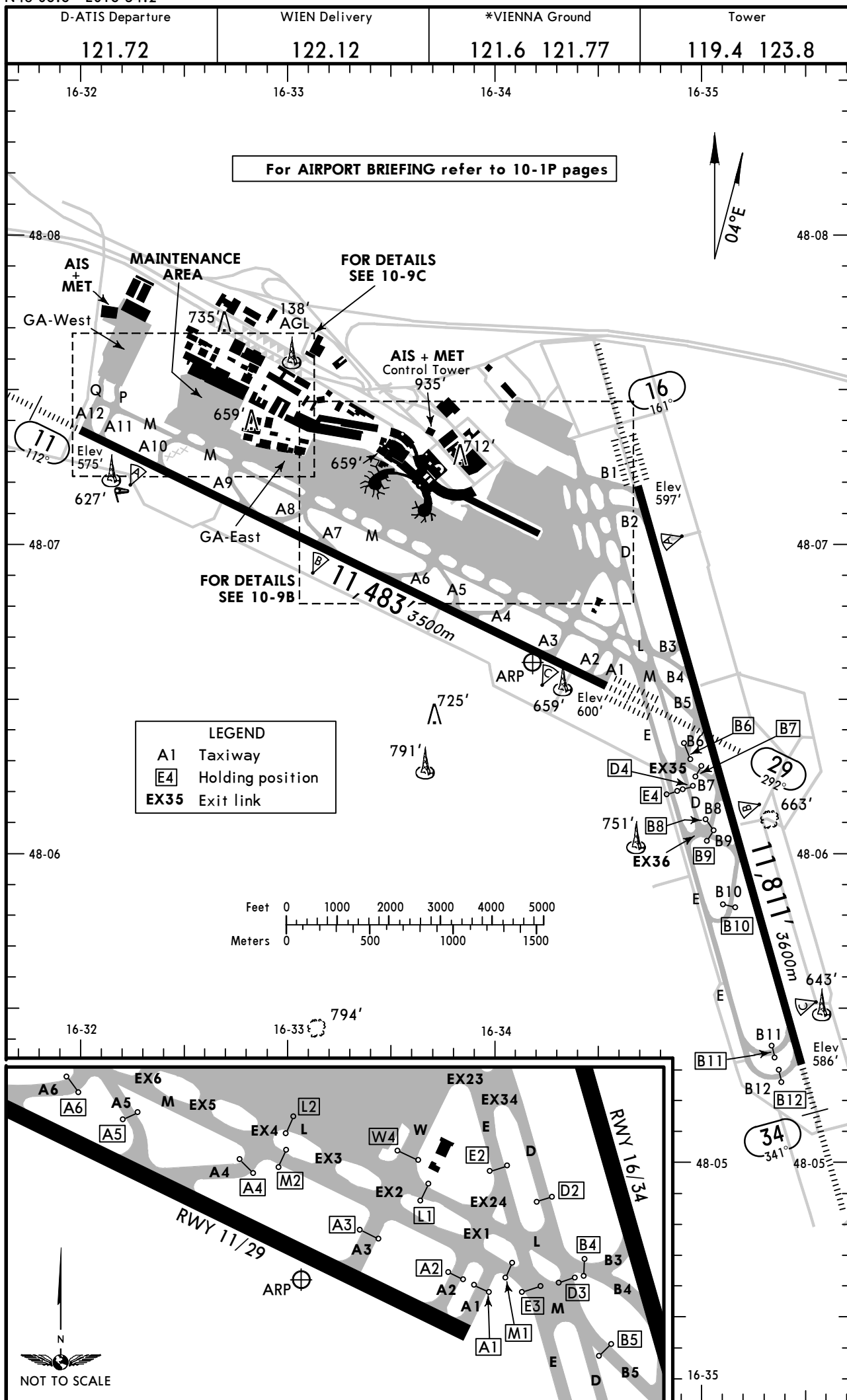
KOKER 1A: 5%.
KOKER 1B: 5.8% up to 2000'.
KOKER 1C: 7% up to 1000'.

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 B5 int	6365' (1940m)
twy B7 int	5348' (1630m)
twy B9 int	3937' (1200m)

RWY 34:

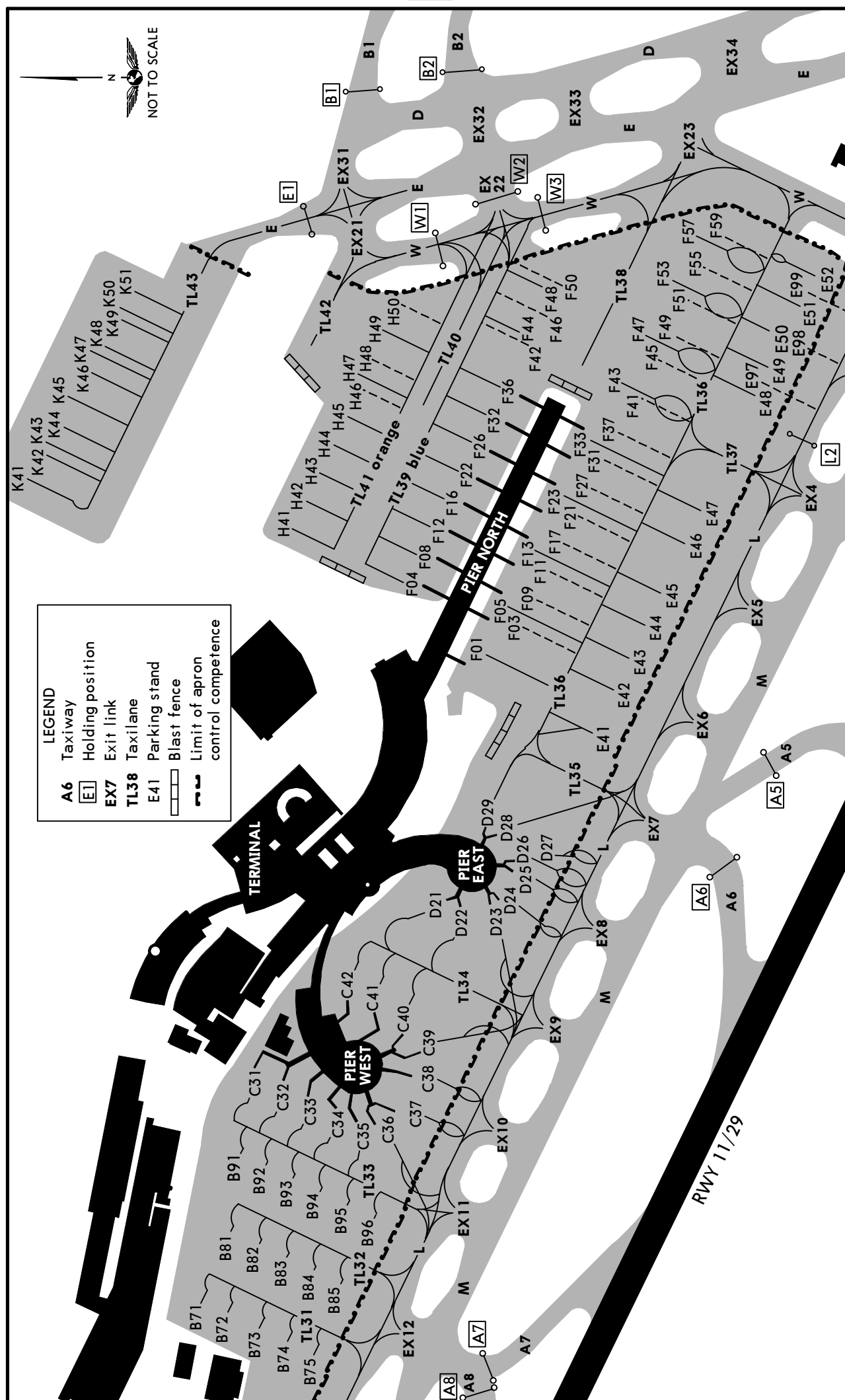
From rwy head	11,811' (3600m)
twy B11 int	10,942' (3335m)
twy B10 int	6873' (2095m)
twy B8 int	5577' (1700m)
twy B6 int	3986' (1215m)
twy B3 int	3035' (925m)

Standard

TAKE-OFF ①

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) 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.



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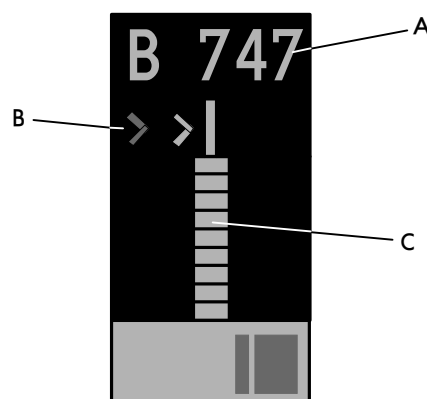
INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
A81, A82	N48 07.6	E016 32.2	571	F12	N48 07.1	E016 34.1	588
A83	N48 07.6	E016 32.1	571	F13	N48 07.1	E016 34.0	587
A84, A85	N48 07.5	E016 32.1	572	F16	N48 07.1	E016 34.1	588
A91	N48 07.4	E016 32.4	576	F17, F21	N48 07.0	E016 34.1	588
A92, A93	N48 07.4	E016 32.5	573	F22	N48 07.1	E016 34.1	589
A94 thru A96	N48 07.4	E016 32.6	573	F23	N48 07.0	E016 34.1	589
A97	N48 07.4	E016 32.7	574	F26	N48 07.1	E016 34.1	590
A98	N48 07.3	E016 32.8	576	F27	N48 07.0	E016 34.1	589
A99	N48 07.4	E016 32.7	574	F31	N48 07.0	E016 34.1	590
B71 thru B73	N48 07.3	E016 33.1	577	F32	N48 07.1	E016 34.2	591
B74	N48 07.3	E016 33.1	579	F33	N48 07.0	E016 34.2	590
B75	N48 07.2	E016 33.1	578	F36	N48 07.1	E016 34.2	591
B81	N48 07.3	E016 33.2	577	F37, F41	N48 07.0	E016 34.2	591
B82	N48 07.3	E016 33.2	576	F42	N48 07.0	E016 34.3	592
B83	N48 07.3	E016 33.2	578	F43	N48 07.0	E016 34.2	591
B84	N48 07.2	E016 33.2	578	F44	N48 07.0	E016 34.3	592
B85	N48 07.2	E016 33.2	579	F45	N48 07.0	E016 34.3	591
B91 thru B93	N48 07.3	E016 33.3	577	F46	N48 07.0	E016 34.3	592
B94	N48 07.2	E016 33.3	579	F47	N48 07.0	E016 34.3	590
B95	N48 07.2	E016 33.2	578	F48	N48 07.0	E016 34.3	593
B96	N48 07.2	E016 33.2	579	F49	N48 07.0	E016 34.3	591
C31	N48 07.3	E016 33.4	579	F50	N48 07.0	E016 34.3	593
C32, C33	N48 07.2	E016 33.4	579	F51	N48 07.0	E016 34.3	592
C34 thru C36	N48 07.2	E016 33.4	580	F53	N48 07.0	E016 34.4	592
C37, C38	N48 07.2	E016 33.4	581	F55	N48 06.9	E016 34.4	592
C39	N48 07.2	E016 33.5	581	F57, F59	N48 06.9	E016 34.4	593
C40 thru C42	N48 07.2	E016 33.5	580	H41	N48 07.3	E016 34.1	585
D21	N48 07.1	E016 33.6	581	H42	N48 07.2	E016 34.1	585
D22 thru 24	N48 07.1	E016 33.6	583	H43	N48 07.1	E016 34.1	586
D25 thru D29	N48 07.1	E016 33.7	583	H44	N48 07.2	E016 34.2	587
E41	N48 07.0	E016 33.8	586	H45	N48 07.2	E016 34.2	584
E42	N48 07.0	E016 33.9	589	H46	N48 07.2	E016 34.2	588
E43	N48 07.0	E016 33.9	590	H47	N48 07.2	E016 34.2	589
E44	N48 07.0	E016 33.9	592	H48	N48 07.2	E016 34.3	589
E45	N48 06.9	E016 34.0	593	H49, H50	N48 07.2	E016 34.3	590
E46	N48 06.9	E016 34.0	595	K41	N48 07.5	E016 34.1	585
E47	N48 06.9	E016 34.1	597	K42 thru K44	N48 07.4	E016 34.2	585
E48	N48 06.9	E016 34.2	597	K45	N48 07.4	E016 34.2	586
E49	N48 06.9	E016 34.2	598	K46	N48 07.4	E016 34.2	587
E50	N48 06.8	E016 34.3	598	K47, K48	N48 07.4	E016 34.3	588
E51, E52	N48 06.8	E016 34.3	599	K49, K50	N48 07.4	E016 34.3	589
E97	N48 06.9	E016 34.2	596	K51	N48 07.4	E016 34.3	590
E98	N48 06.9	E016 34.3	596				
E99	N48 06.9	E016 34.3	597				
F01	N48 07.1	E016 33.9	584				
F03	N48 07.1	E016 34.0	585				
F04, F05	N48 07.1	E016 34.0	586				
F08	N48 07.1	E016 34.0	587				
F09	N48 07.1	E016 34.0	586				
F11	N48 07.1	E016 34.0	587				

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

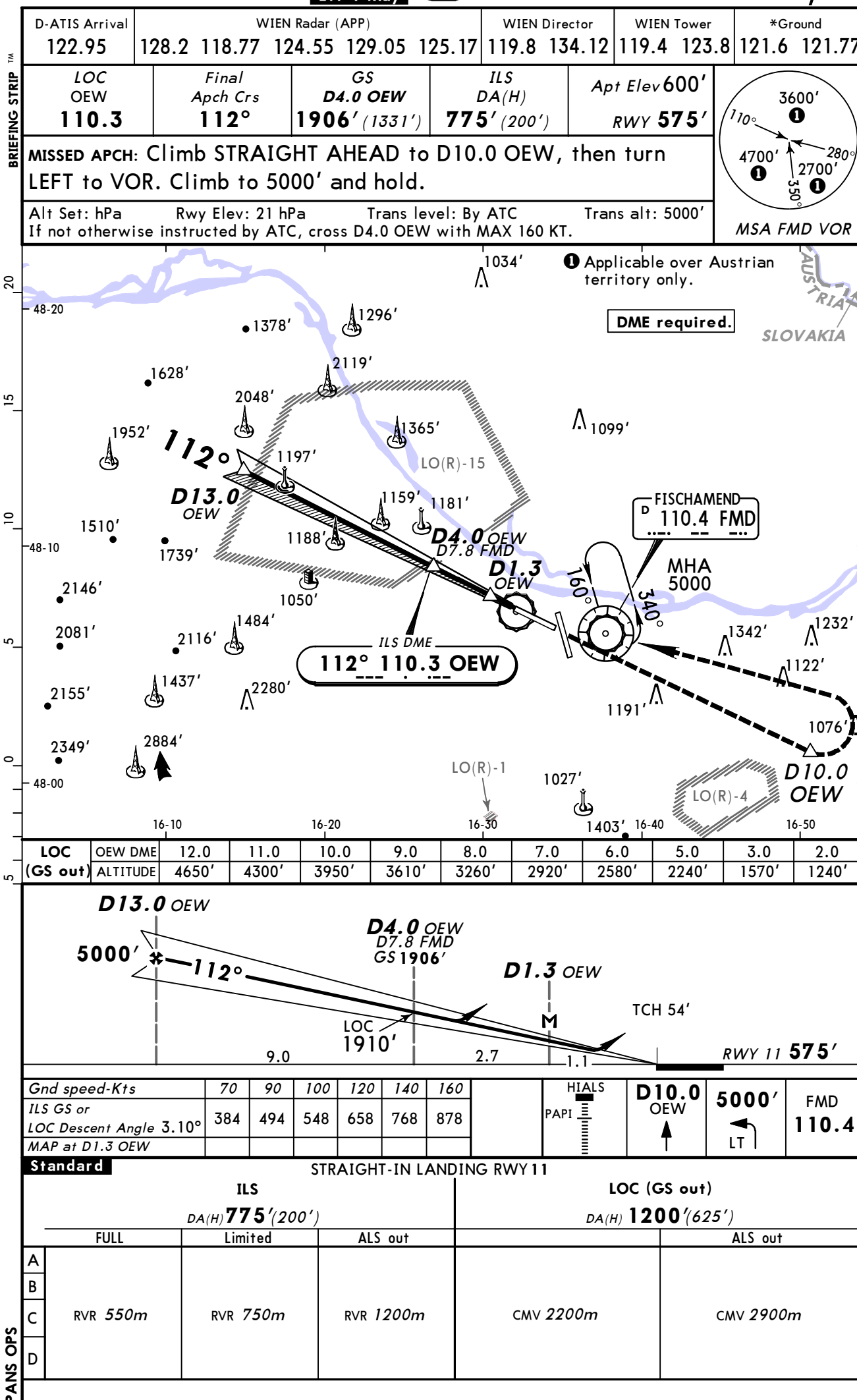
FORM OF DISPLAY	INDICATION FOR
Acft type	(preselected)
WAIT/VIEW/BLOCK	Not allowed object within scanning range - stand not usable
WAIT/GATE/BLOCK	Not allowed object within scanning range - stand not usable
SLOW DOWN	Taxiing speed too high
Acft type and SLOW	a) Bad weather conditions - visibility is reduced 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)

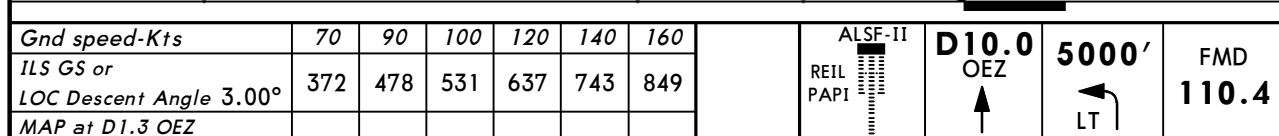
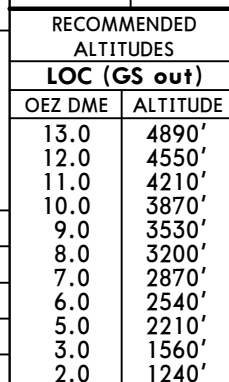
B: AZIMUTH GUIDANCE

(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





PLANS OPS

LOWW/VIE
SCHWECHAT

24 JAN 14
Eff 6 Feb
JEPPSEN
(11-3A)

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

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 OEZ 108.5	Final Apch Crs 161°		GS D4.0 OEZ 1882' (1285')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 600' RWY 597'				
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.											

3300' 1

245°

3600' 1

290°

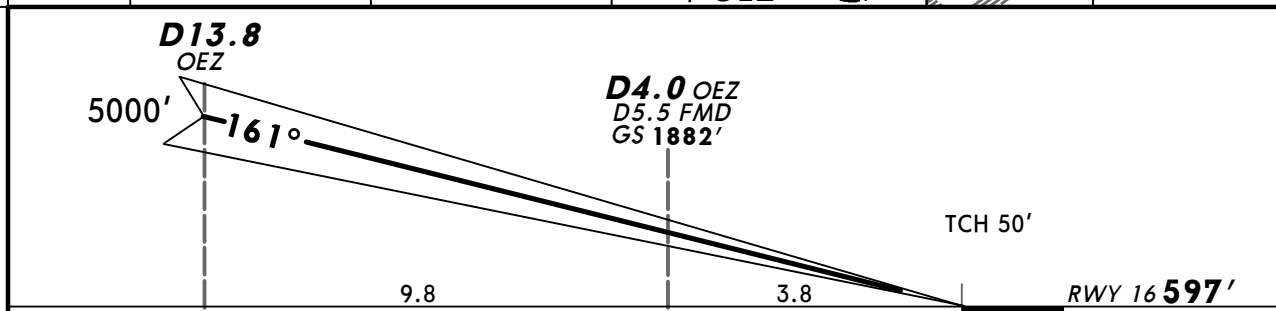
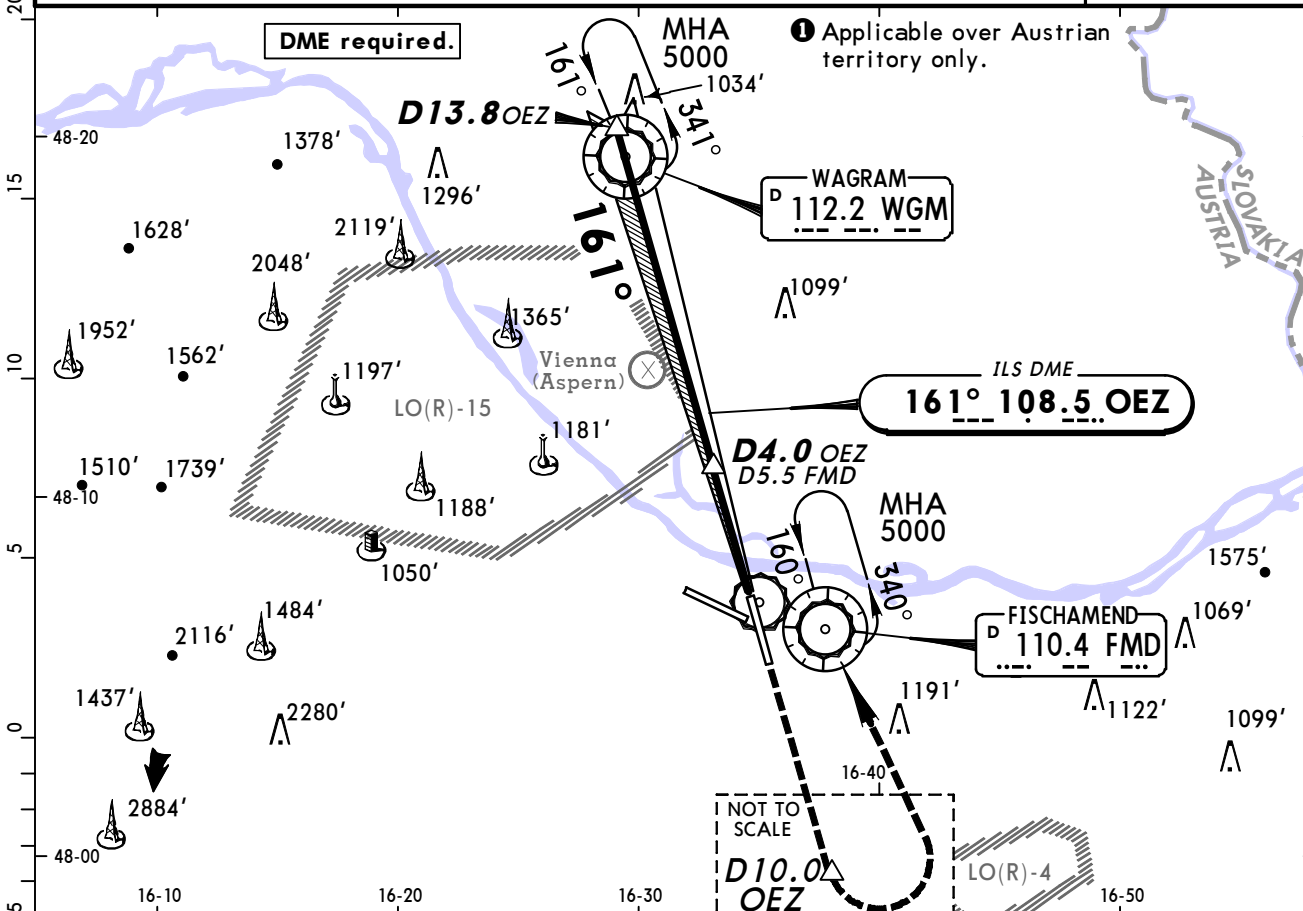
2900' 1

010°

4500' 1

080°

MSA
WGM VOR



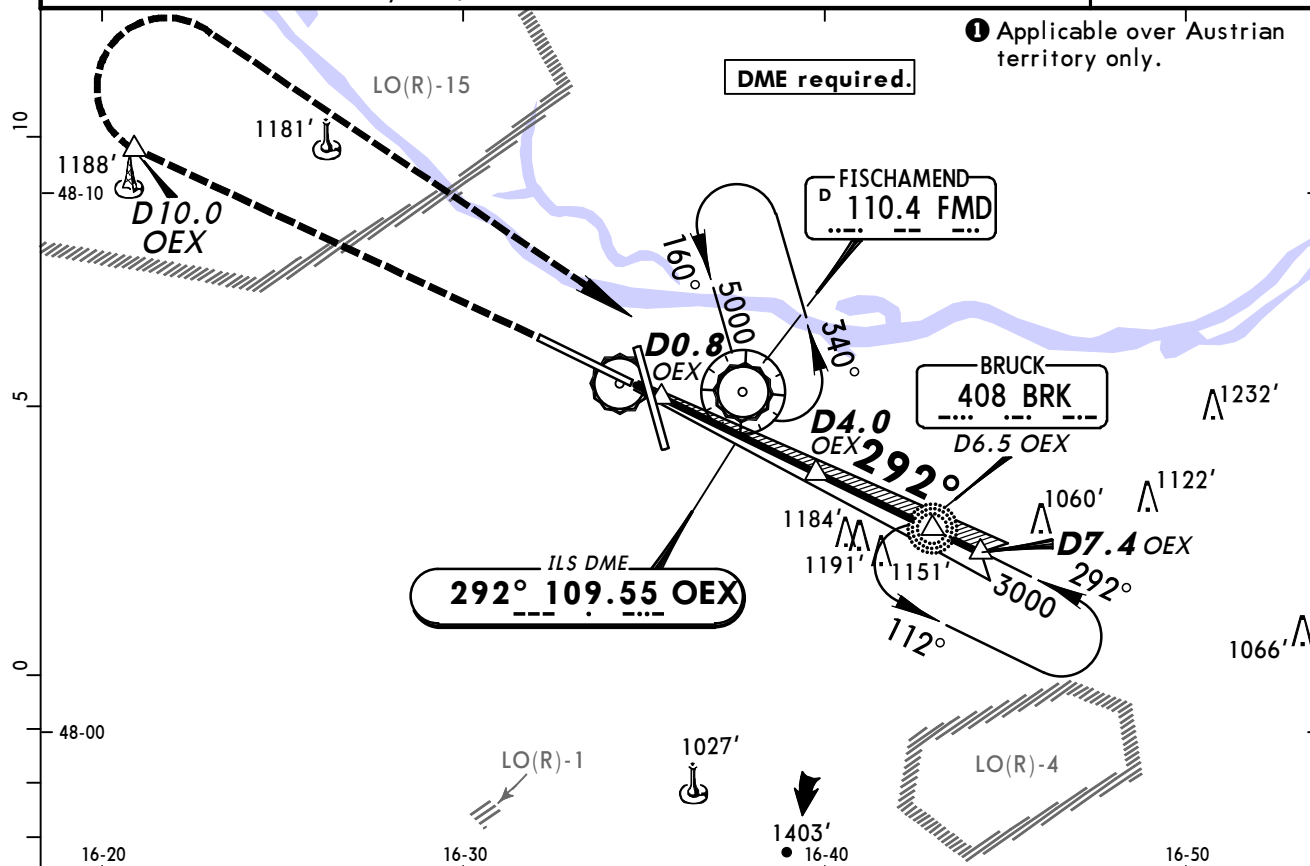
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D10.0 OEZ ↑	5000' ← LT	FMD 110.4
GS	3.00°	372	478	531	637	743				

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

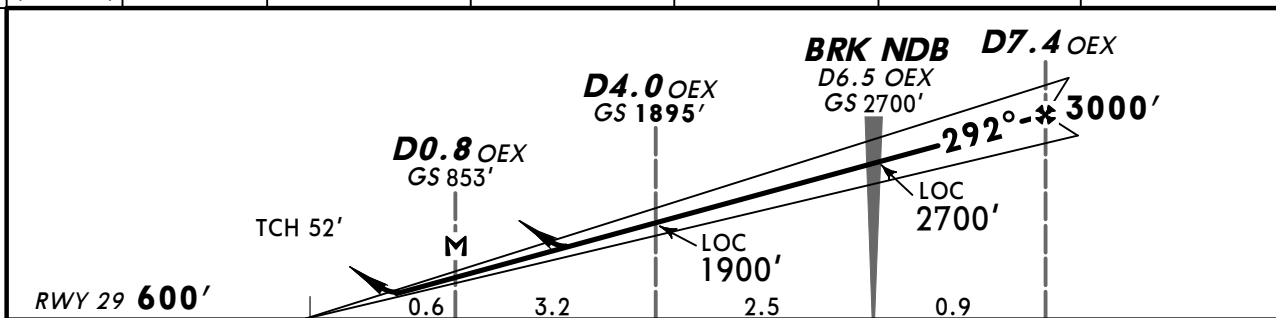
 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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 OEX 109.55	Final Apch Crs 292°	GS D4.0 OEX 1895' (1295')	ILS DA(H) 800' (200')		Apt Elev 600'		RWY 600'		3600' 1 105° 270° 4200' 2700' 360° 1 1 MSA BRK NDB		
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.											



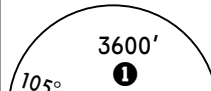
LOC (GS out)	OEX DME	2.0	3.0	5.0	6.0	7.0
	ALTITUDE	1240'	1560'	2210'	2540'	2870'

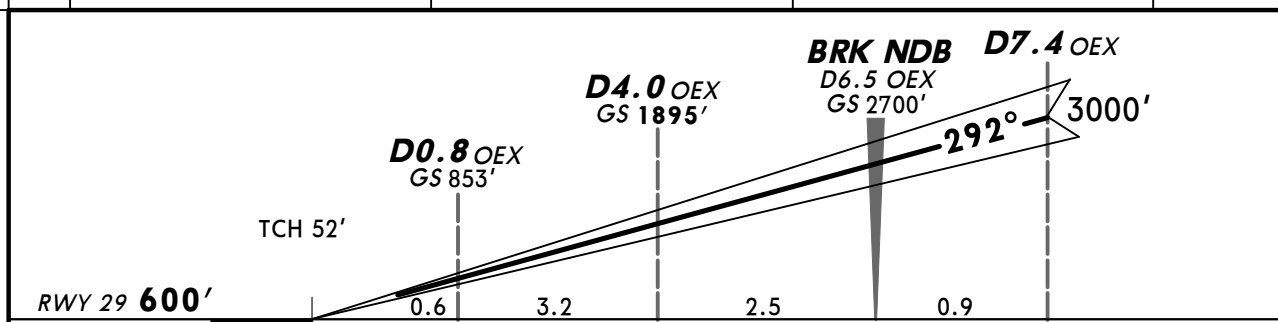
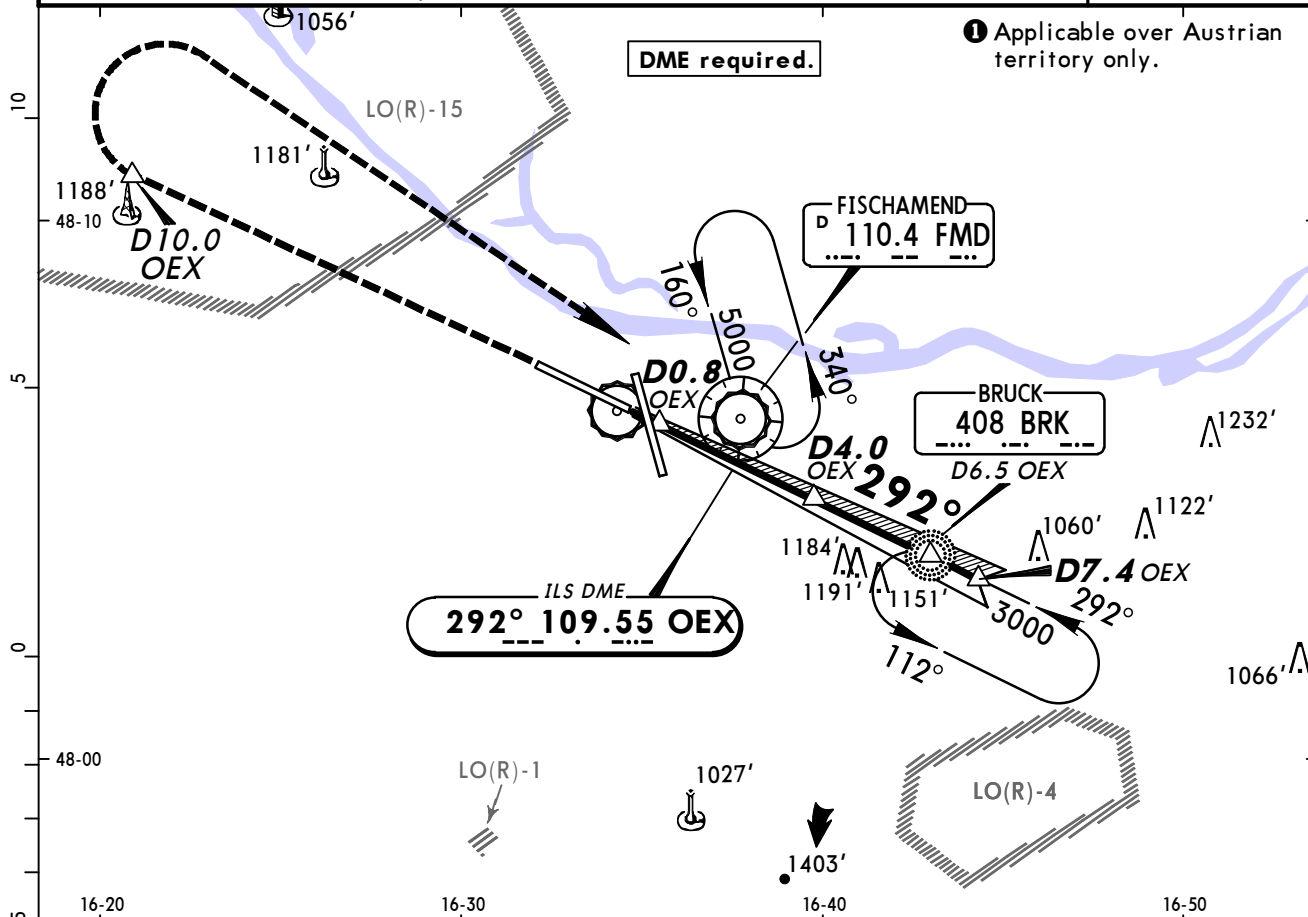


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D10.0 OEX	5000'	FMD 110.4
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	↑	RT	
MAP at 0.8 OEX										

STRAIGHT-IN LANDING RWY 29				LOC (GS out)	
ILS				DA(H) 1200' (600')	
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 OEX 109.55	Final Aptch Crs 292°		GS D4.0 OEX 1895' (1295')		CAT II & IIIA ILS Refer to Minimums		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' 1. Special Aircrew & Acft Certification Required. 2. If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	D10.0 OEX ↑	5000' RT	FMD 110.4
GS	3.00°	372	478	531	637	743				

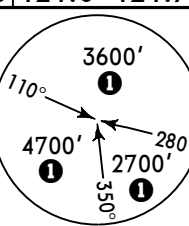
Standard		STRAIGHT-IN LANDING RWY 29	
CAT IIIA ILS DH 50'		CAT II ILS RA 97' DA(H) 700' (100')	
RVR 200m		RVR 300m	

PANS OPS

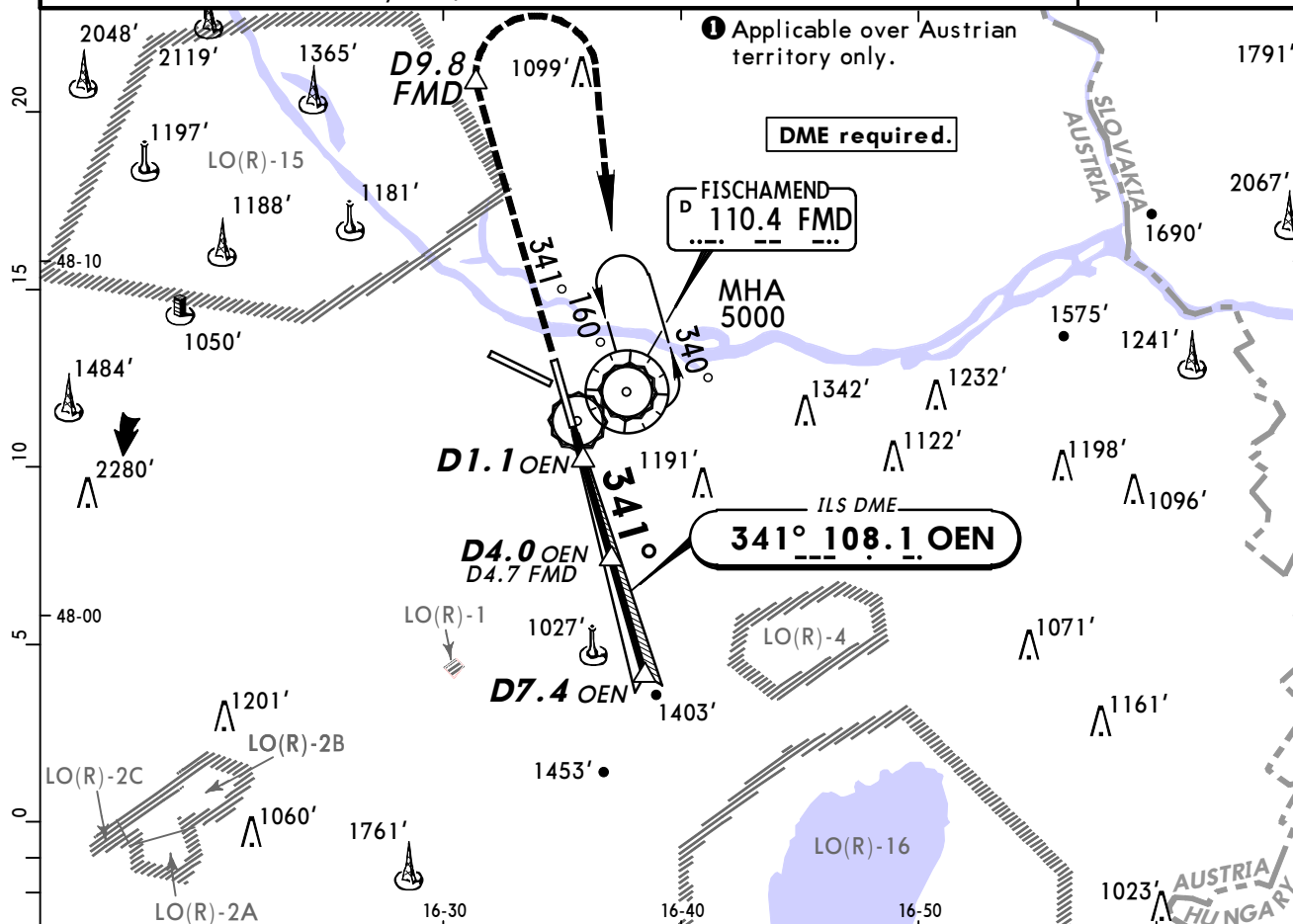
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

BRIEFING STRIP™

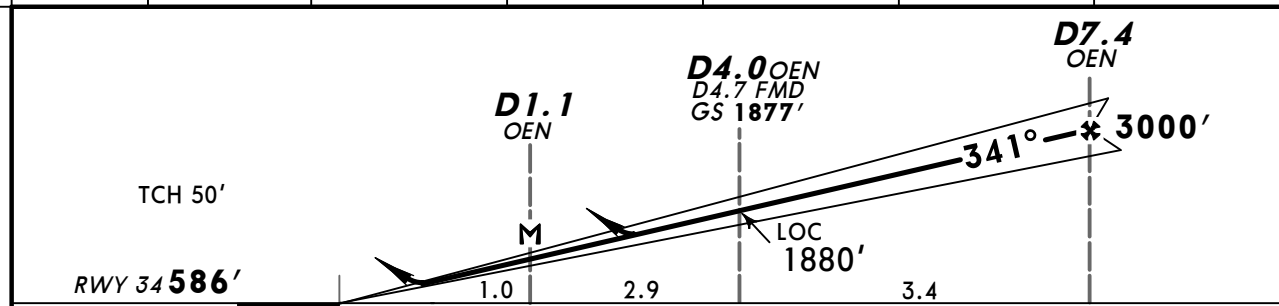
D-ATIS Arrival	WIEN Radar (APP)					WIEN Director		WIEN Tower		*Ground	
122.95	128.2	118.77	124.55	129.05	125.17	119.8	134.12	119.4	123.8	121.6	121.77
LOC OEN 108.1	Final Apch Crs 341°		GS D4.0 OEN 1877' (1291')		ILS DA(H) Refer to Minimums		Apt Elev 600' RWY 586'				
MISSED APCH: Climb STRAIGHT AHEAD to D9.8 FMD, then turn RIGHT to VOR. Climb to 5000' and hold.											
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000' If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT.											

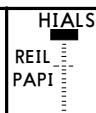


MSA FMD VOR

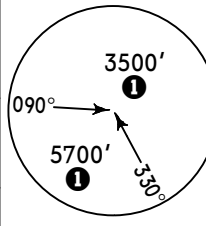


LOC (GS out)	OEN DME	2.0	3.0	5.0	6.0	7.0
	ALTITUDE	1230'	1550'	2200'	2530'	2860'

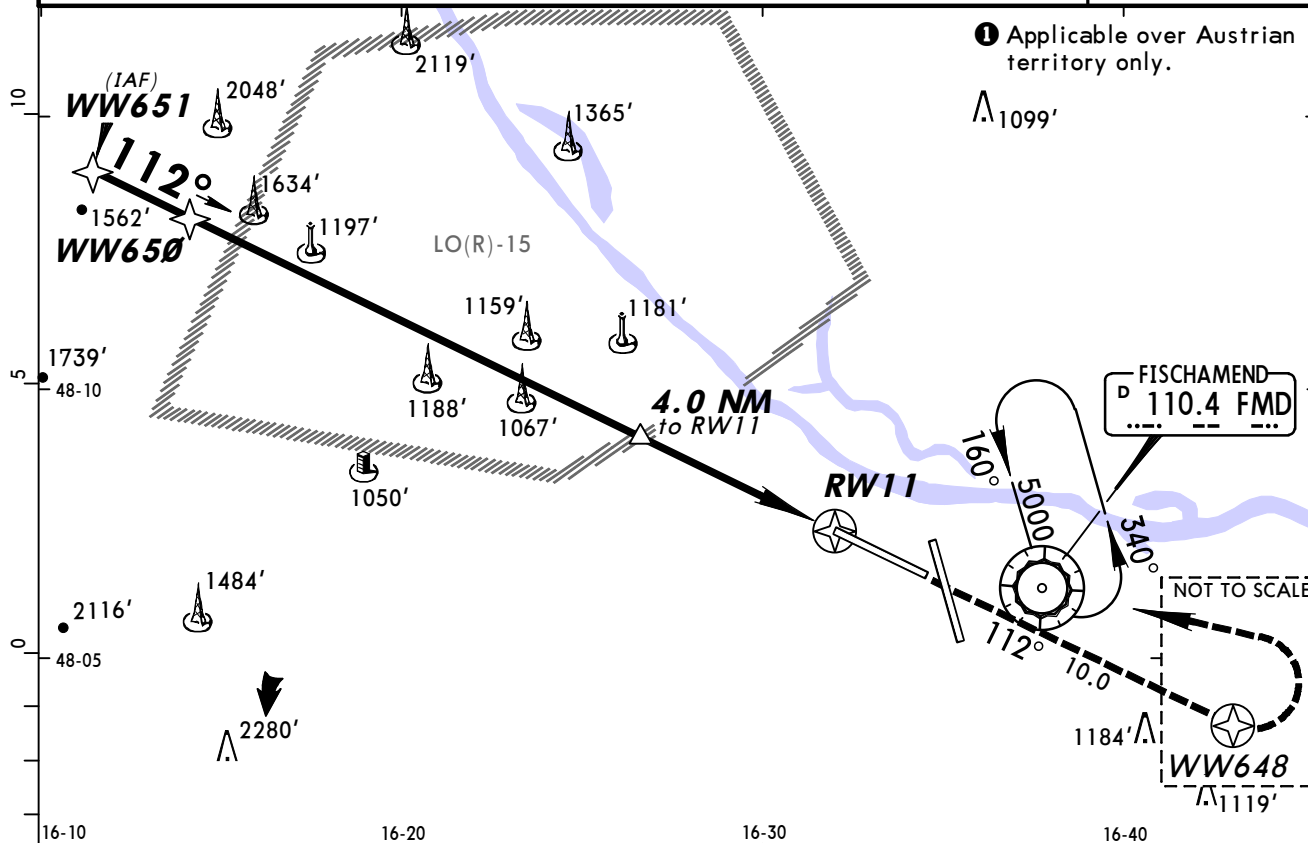


Gnd speed-Kts	70	90	100	120	140	160		D9.8 FMD	5000'	FMD
ILS GS or	372	478	531	637	743	849		↑	RT	110.4
LOC Descent Angle 3.00°										
MAP at D1.1 OEN										

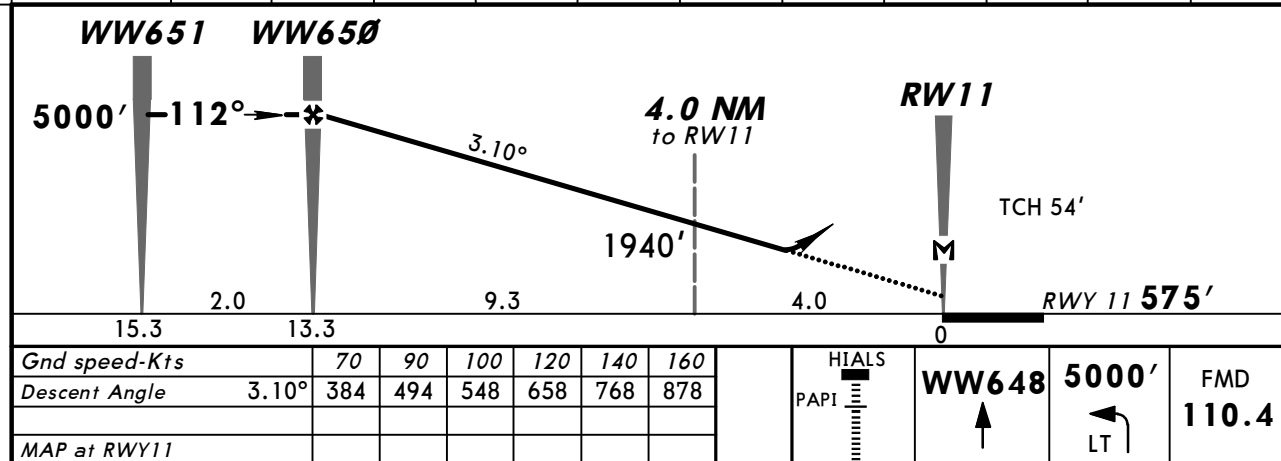
Standard									
STRAIGHT-IN LANDING RWY 34									
ILS					LOC (GS out)				
DA(H) C: 794' (208') AB: 786' (200') D: 804' (218')					DA(H) 1150' (564')				
FULL		Limited		ALS out				ALS out	
A							RVR 1500m		
B	RVR 550m		RVR 750m		RVR 1200m				
C							RVR 1900m		CMV 2400m
D									

D-ATIS Arrival 122.95		WIEN Radar (APP) 128.2 118.77 124.55 129.05 125.17				WIEN Director 119.8 134.12		WIEN Tower 119.4 123.8		*Ground 121.6 121.77	
RNAV		Final Apch Crs 112°		Minimum Alt WW650 5000' (4425')		LNAV/VNAV DA(H) 950' (375')		Apt Elev 600' 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.											

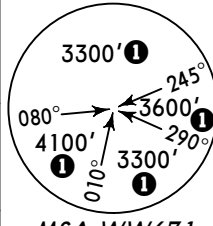
MSA WW651

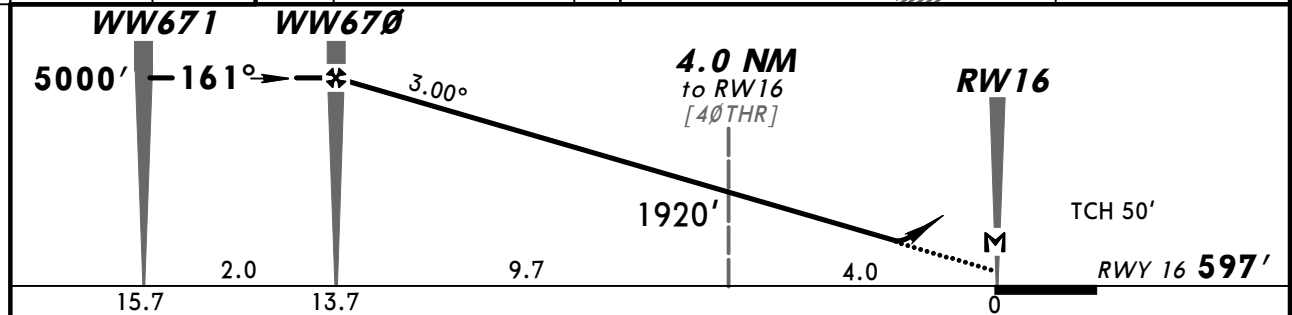
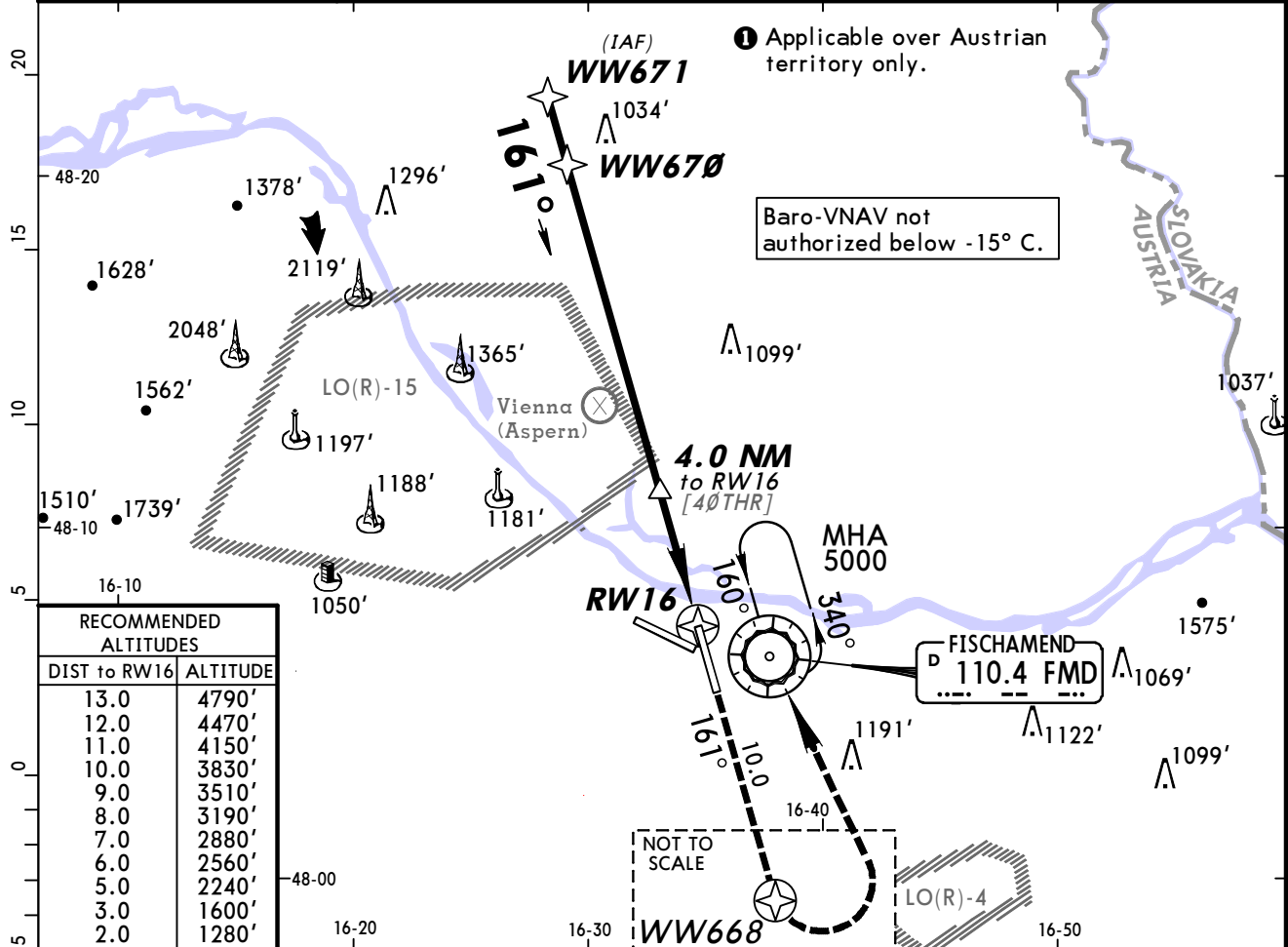


DIST to RW11	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
ALTITUDE	4910'	4580'	4250'	3920'	3590'	3260'	2930'	2600'	2270'	1620'	1290'



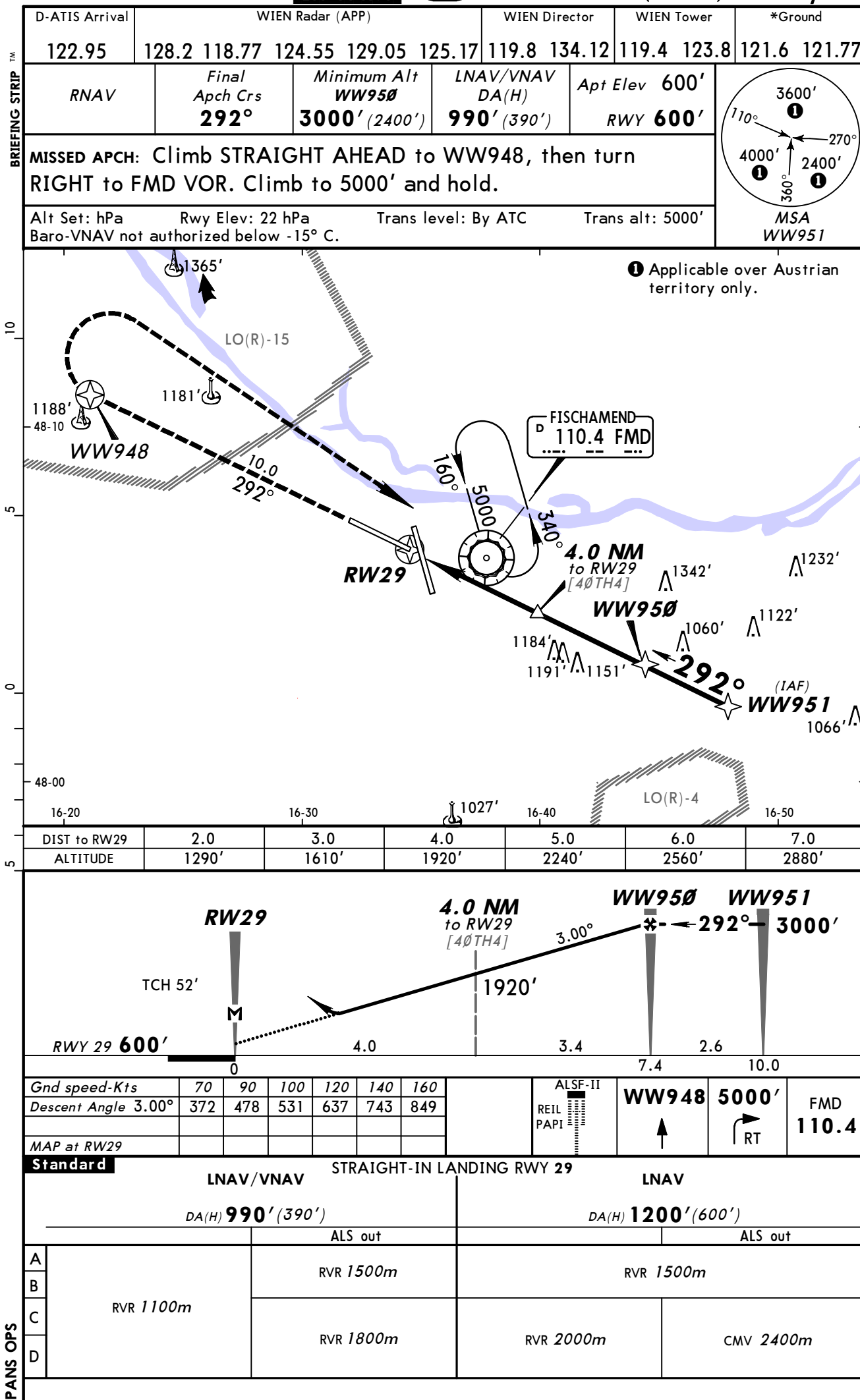
STRAIGHT-IN LANDING RWY 11			
LNAV/VNAV		LNAV	
DA(H) 950' (375')		DA(H) 1200' (625')	
ALS out		ALS out	
A	RVR 1000m	RVR 1500m	
		RVR 1500m	
B			
C			
D		CMV 2200m	CMV 2400m

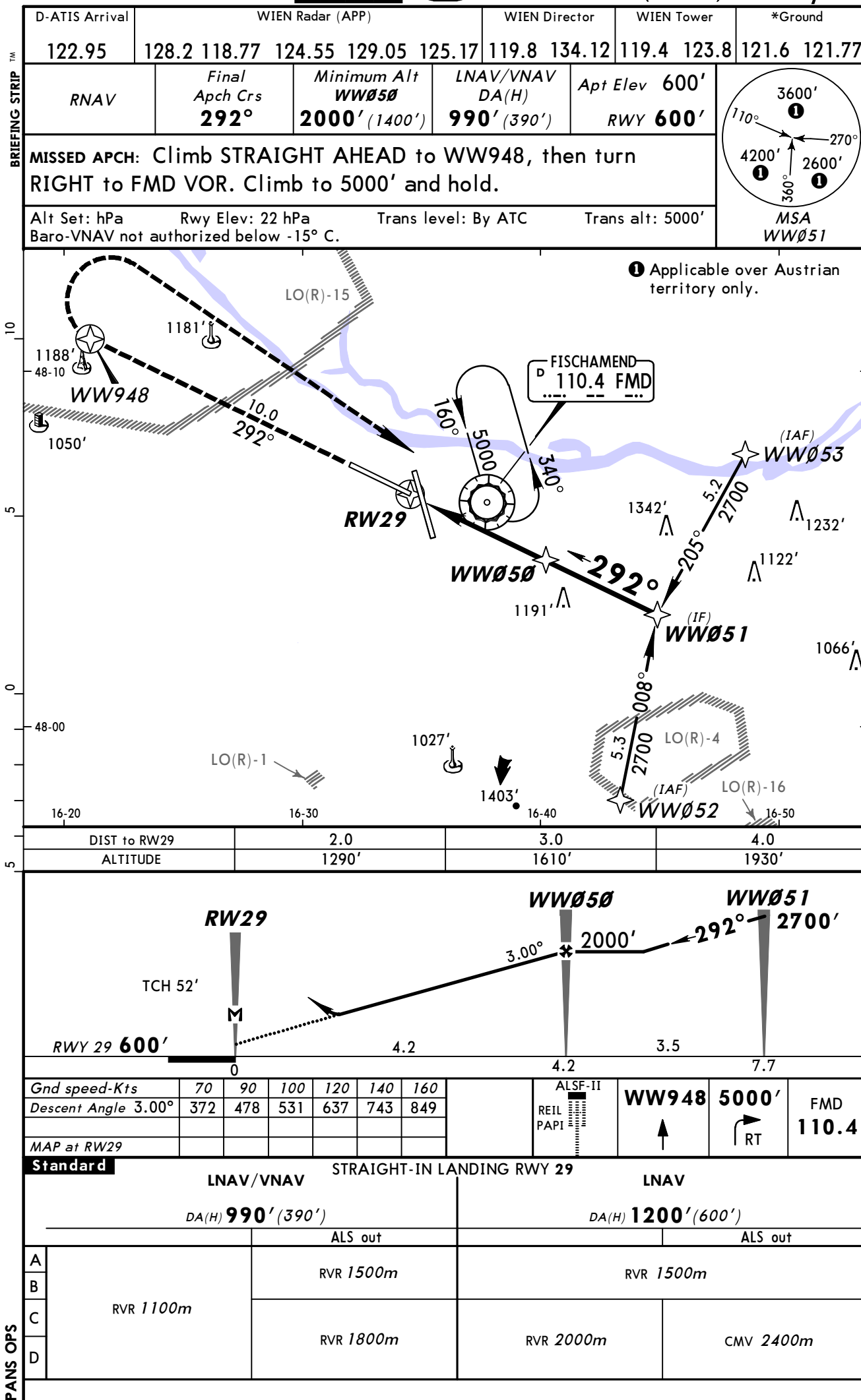
D-ATIS Arrival	WIEN Radar (APP)					WIEN Director		WIEN Tower		*Ground
122.95	128.2	118.77	124.55	129.05	125.17	119.8	134.12	119.4	123.8	121.6 121.77
RNAV	Final Apch Crs 161°	Minimum Alt WW670 5000' (4403')	LNAV/VNAV DA(H) 1050' (453')		Apt Elev 600' RWY 597'					
MISSED APCH: Climb STRAIGHT AHEAD to 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		

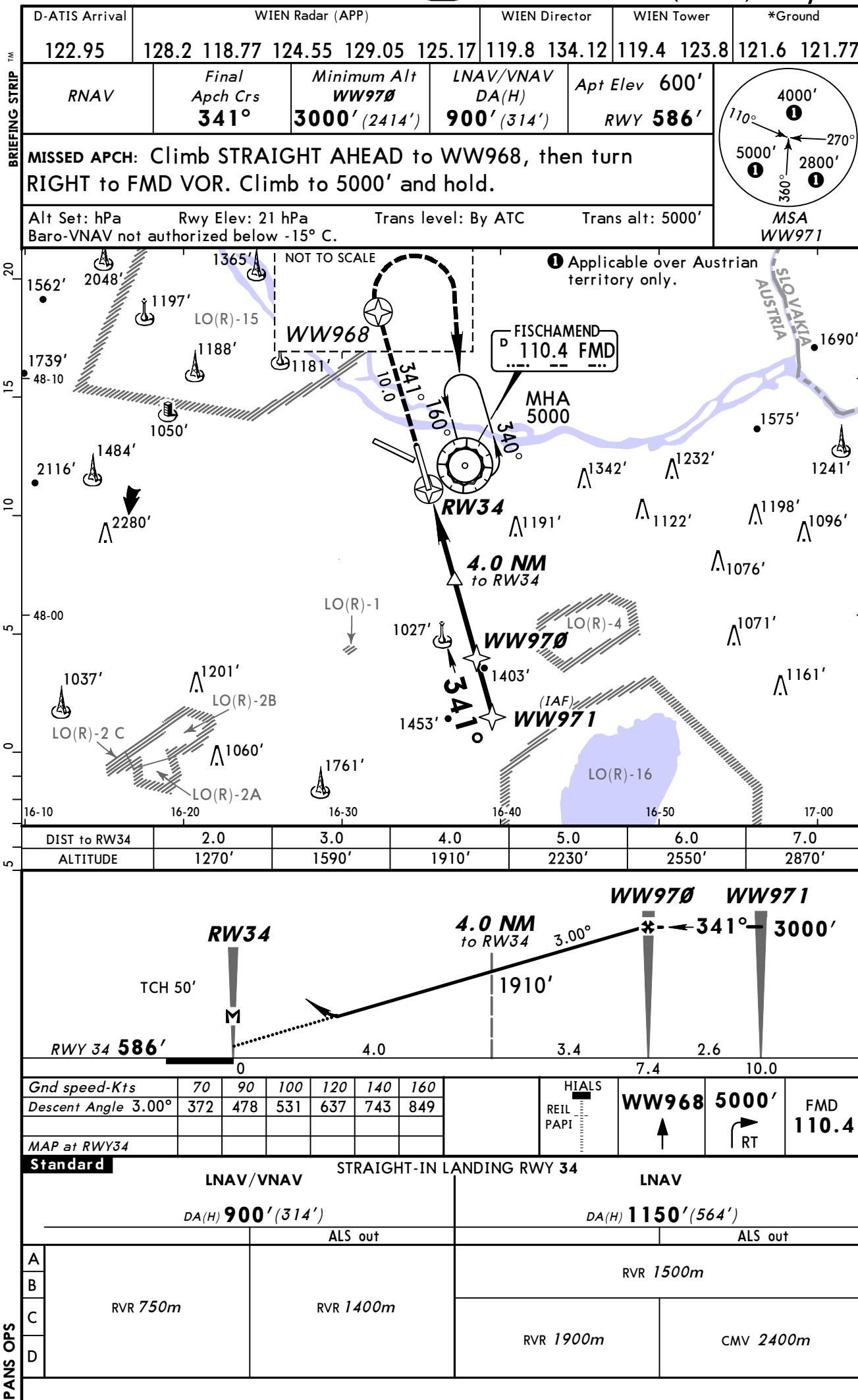


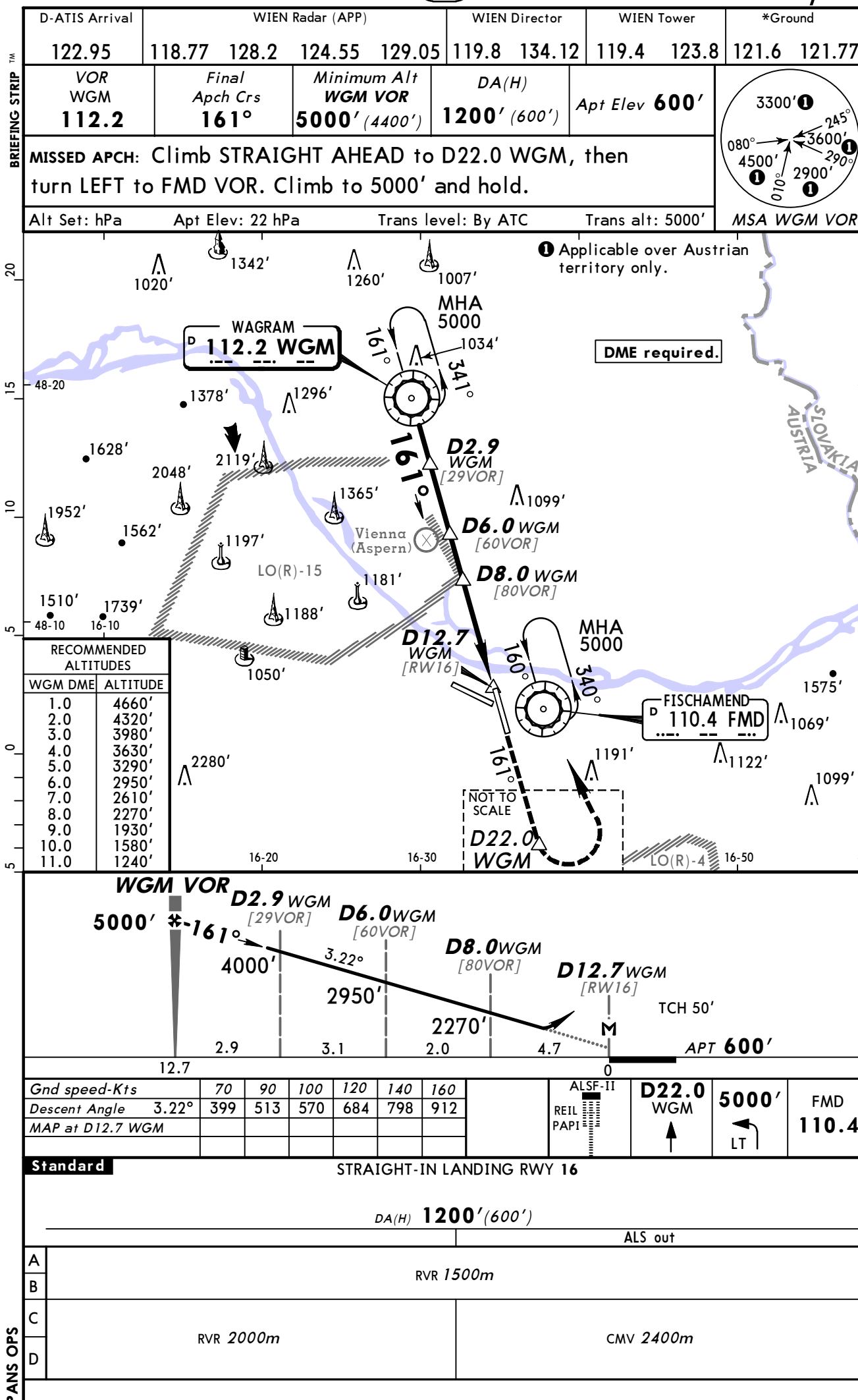
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	WW668	5000'	FMD
Descent Angle	3.00°	372	478	531	637	743		↑	←	110.4
MAP at RW16										

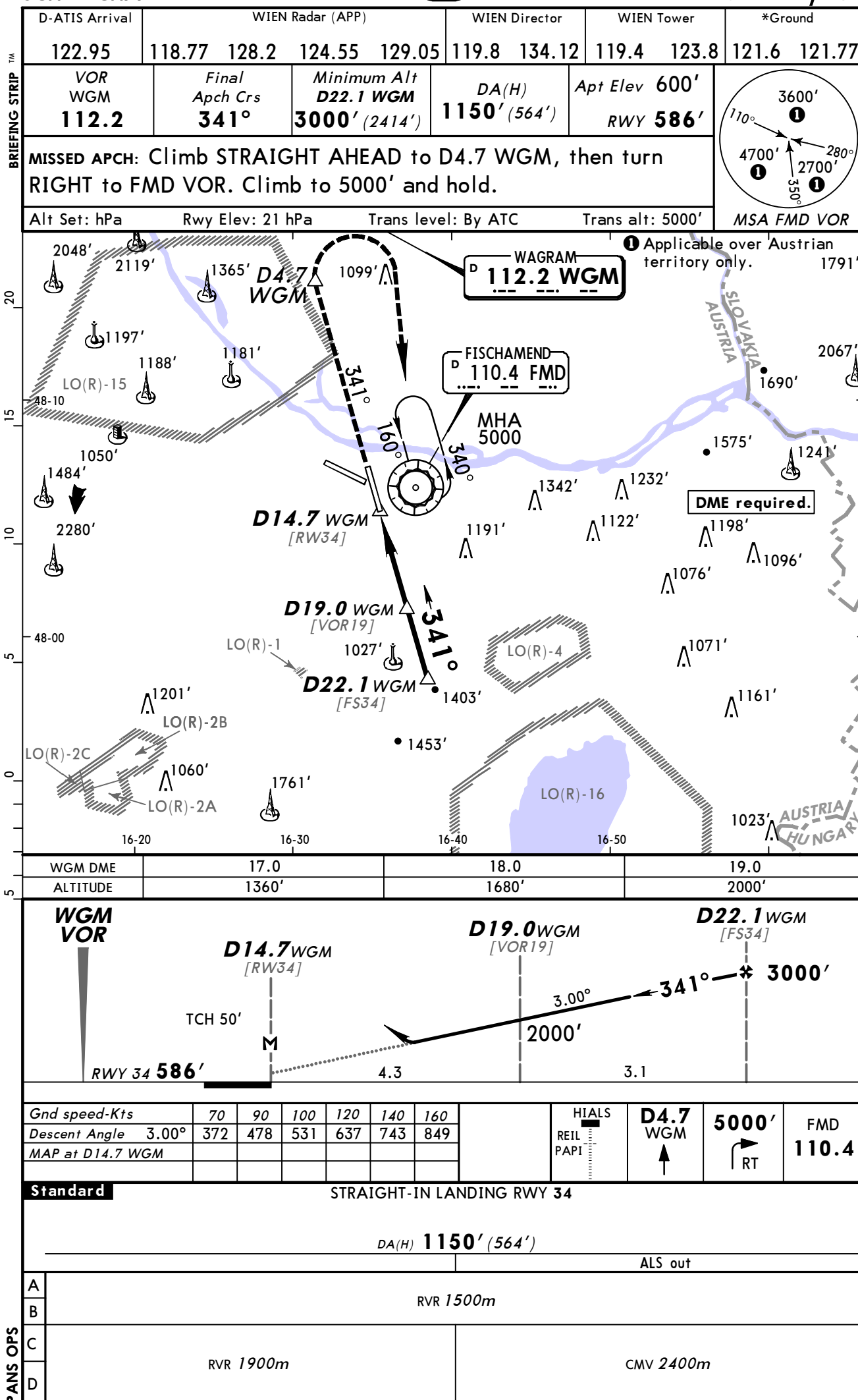
Standard		STRAIGHT-IN LANDING RWY 16			
		LNAV/VNAV		LNAV	
		DA(H) 1050'(453')		DA(H) 1200'(603')	
		ALS out		ALS out	
A	RVR 1400m	RVR 1500m		RVR 1500m	
B					
C		CMV 2100m		CMV 2100m	
D				CMV 2400m	



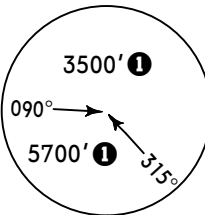


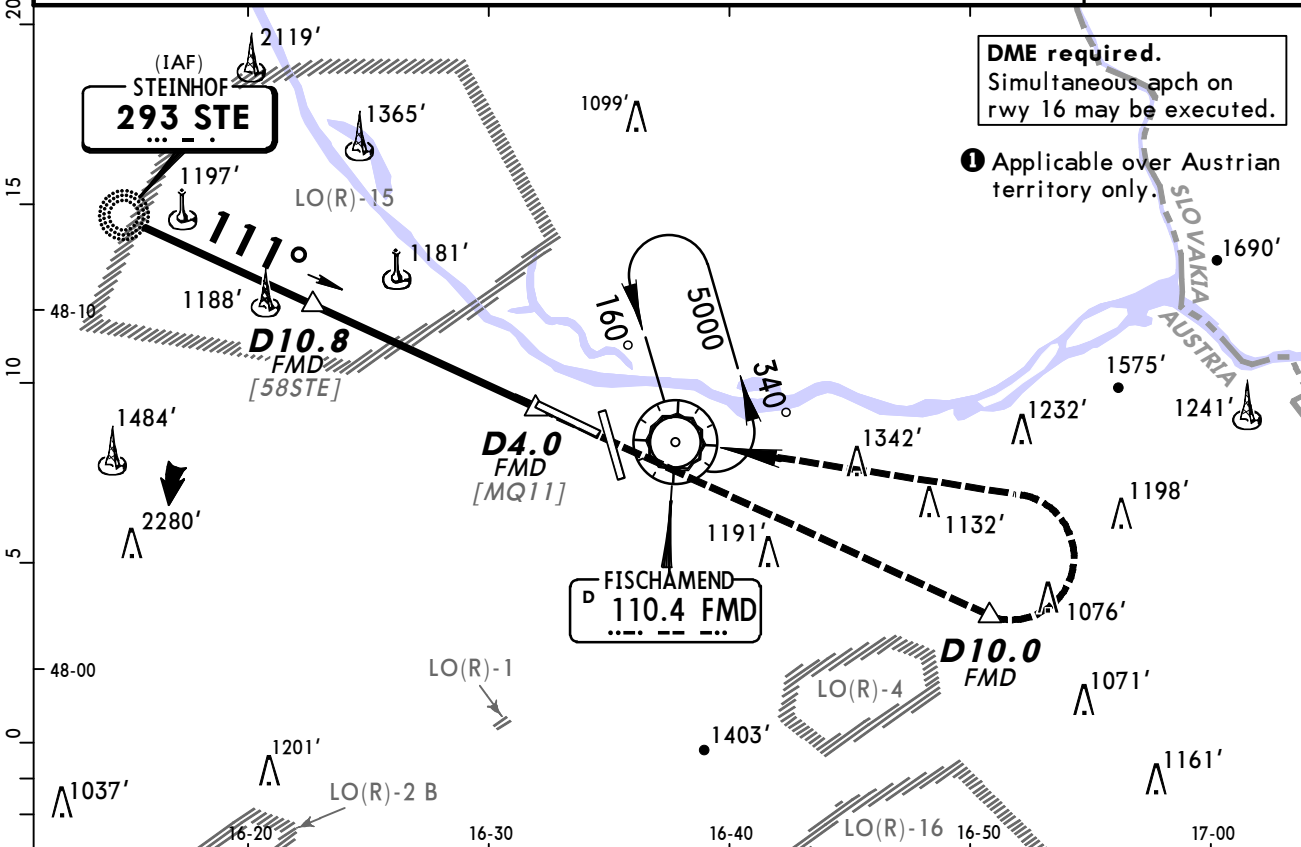




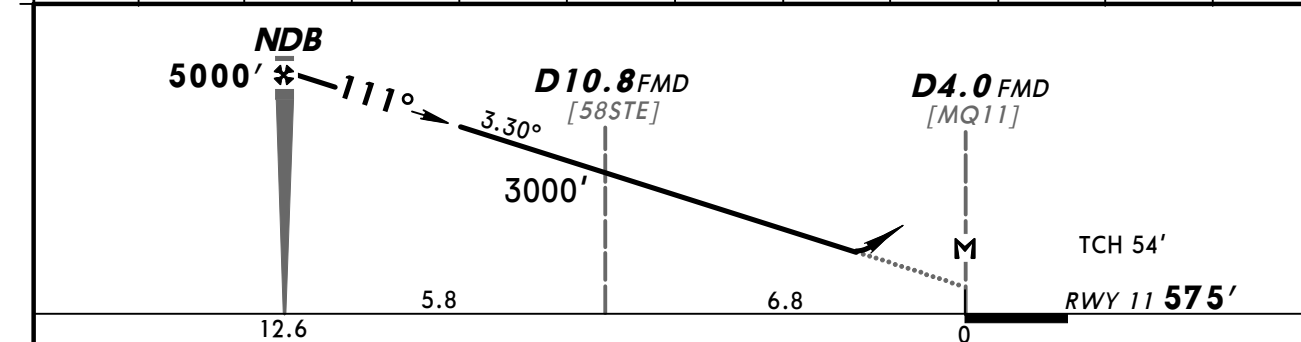


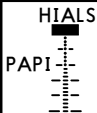
BRIEFING STRIP

D-ATIS Arrival	WIEN Radar (APP)					WIEN Director		WIEN Tower		*Ground	
122.95	128.2	118.77	124.55	129.05	125.17	119.8	134.12	119.4	123.8	121.6	121.77
NDB STE 293	Final Apch Crs 111°		Minimum Alt NDB 5000' (4425')		DA(H) 1450' (875')		Apt Elev 600' RWY 575'				
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 FMD, then turn LEFT to FMD climb 5000' and hold.											
Alt Set: hPa		Rwy Elev: 21 hPa		Trans level: By ATC			Trans alt: 5000'		MSA STE NDB		



FMD DME	16.6	16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0
ALTITUDE	5000'	4790'	4440'	4090'	3740'	3390'	3040'	2690'	2340'	1990'	1640'



Gnd speed-Kts	70	90	100	120	140	160		D10.0 OEW	5000'	FMD 110.4
Descent Angle	3.30°	409	526	584	701	934		LT		
MAP at D4.0 FMD										

Standard

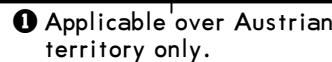
STRAIGHT-IN LANDING RWY 11

DA(H) 1450' (875')

ALS out

A	RVR 1500m	
B		
C	CMV 2400m	
D		

PANS OPS



ALSF-I
REIL
PAPI

STRAIGHT-IN LANDING RWY29

 $DA_{(H)} \mathbf{1360'} (760')$

ALS out

RVR 1500m

CMV 2400m

VIENNA, (SCHWECHAT - LOWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LOWW