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General Information

Location: VIENNA AUT
ICAO/IATA: LOWW / VIE
Lat/Long: N48° 06.62', E016° 34.18'
Elevation: 600 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° 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: 0642 Z
Sunset: 1520 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

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Communication Information

ATIS: 122.950 Arrival Service
ATIS: 121.725 Departure Service
Wien Tower: 123.800
Wien Tower: 124.475 Secondary
Wien Tower: 121.200 Secondary
Wien Tower: 119.400
Wien Ground: 121.600
Wien Ground: 121.775
Wien Ice Ramp/Taxi: 131.625
Wien Clearance Delivery: 122.125
Wien Radar Approach: 125.175
Wien Radar Approach: 129.050
Wien Radar Approach: 124.550
Wien Radar Approach: 128.200
Wien Radar Approach: 118.775
Wien Direct (Approach Control Radar): 134.125
Wien Direct (Approach Control Radar): 119.800
Wien Information: 118.525 AFIS

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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-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.

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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.

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1. GENERAL

1.7. PARKING INFORMATION

On stands A91 thru A99, B51 thru B53, B61 thru B63, B71 thru B75, 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.

All Visual Approaches in a right traffic pattern to RWY 29 and 34 have to join at least a 5 NM Final.

2.2. NOISE ABATEMENT POCEDURES

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.

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2. ARRIVAL

2.4. CALCULATION OF TRACK MILES

During rush hours, which will be published by NOTAM, plan complete RNAV Transition track miles. This also applies to ATFM slotted time periods.

Outside rush hours plan track miles between end of STAR and a 10 NM final as in the table below.

End Point of STAR	Runway in Use	Track Miles (NM)
BALAD	11	34
	16	50
	29	36
	34	24
MABOD	11	35
	16	21
	29	42
	34	52
NERDU	11	21
	16	23
	29	54
	34	60
PESAT	11	55
	16	52
	29	22
	34	23

2.5. RWY OPERATIONS

2.5.1. 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.

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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.

2.6. 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.

2.7. OTHER INFORMATION

2.7.1. 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.

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3. DEPARTURE

3.1. DE-ICING

De-icing procedure available for ACFT on Main Apron and GA Apron:

- Report the necessity for de-icing either 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.

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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.

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3. DEPARTURE

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.

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 adress: cdm@viennaairport.com;
- Handling Agents;
- VAH (Vienna Aircraft Handling);
- Self-Service (authentification 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 adaptions 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.

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LOWW/VIE SCHWECHAT

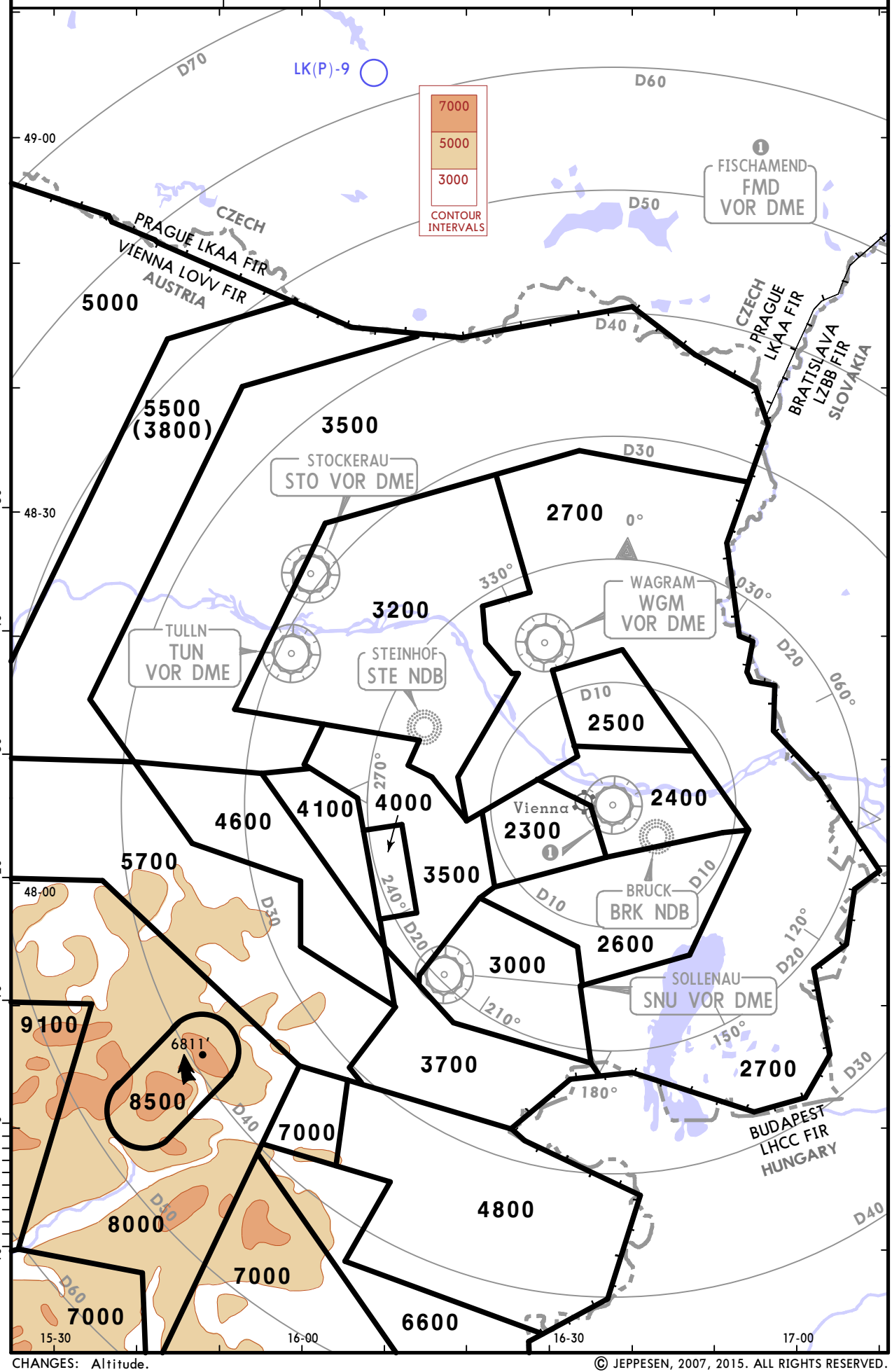
JEPPESEN

6 NOV 15 (10-1R) Eff 12 Nov

VIENNA, AUSTRIA

RADAR MINIMUM ALTITUDES

VIENNA Radar (APP)	Apt Elev	
128.2 118.775 124.55 129.05 125.175	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ This chart may only be used for cross-checking of assigned altitudes whilst under RADAR control.



CHANGES: Altitude.

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ARRIVAL INSTRUCTIONS

CLEARANCE PHRASEOLOGY FOR RNAV TRANSITIONS

"Cleared xxx Transition": Authorization to fly the lateral transition. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

"Cleared xxx Transition and Profile": Authorization to fly the transition as published, including the vertical constraints depicted on the procedure.

"Cleared direct Waypoint xxx": Authorization to fly from the present position direct to a waypoint and continue thereafter on the appropriate transition to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

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.

3. RNAV TRANSITIONS TO FINAL

In case of LOST COM after reception of transition clearance continue on tranistion and execute final approach. In case of LOST COM when cleared direct to a waypoint on a transition continue to the previously cleared waypoint, follow the transition to the RWY in use, once on transition descend from the last cleared level to the transitions minimum descent altitudes and execute final approach.

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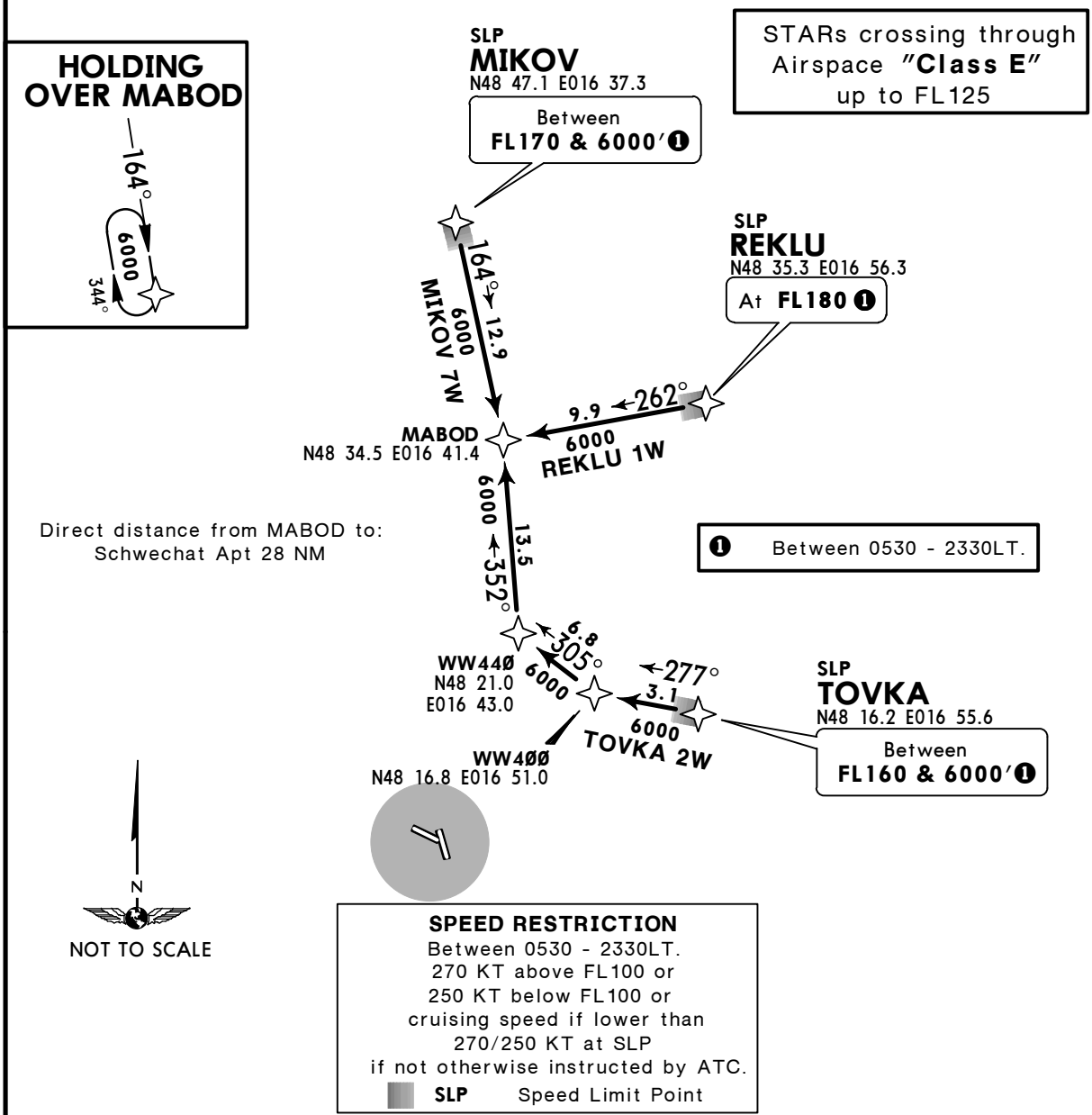
D-ATIS	Apt Elev	
122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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 RNAV ARRIVALS

GNSS OR DME/DME REQUIRED
RNAV 5 OR B-RNAV APPROVAL REQUIRED



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 10-2).

CHANGES: None.

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D-ATIS	Apt Elev	
122.95	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 RNAV ARRIVAL
GNSS OR DME/DME REQUIRED
RNAV 5 OR B-RNAV APPROVAL REQUIRED

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

❶ Between 0530 - 2330LT.

Direct distance from PESAT to: Schwechat Apt 31 NM

SLP
NATEX
N47 44.8 E017 30.0
Between
FL140 & 6000′❶

260°
18.2
6000
270°
PESAT
N47 42.9 E017 03.2
6000
090°

N

NOT TO SCALE

SPEED RESTRICTION
Between 0530 - 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

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 10-2).

CHANGES: RNAV specification.

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D-ATIS	Apt Elev	
122.95	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 RNAV ARRIVALS

GNSS OR DME/DME REQUIRED

RNAV 5 OR B-RNAV APPROVAL REQUIRED

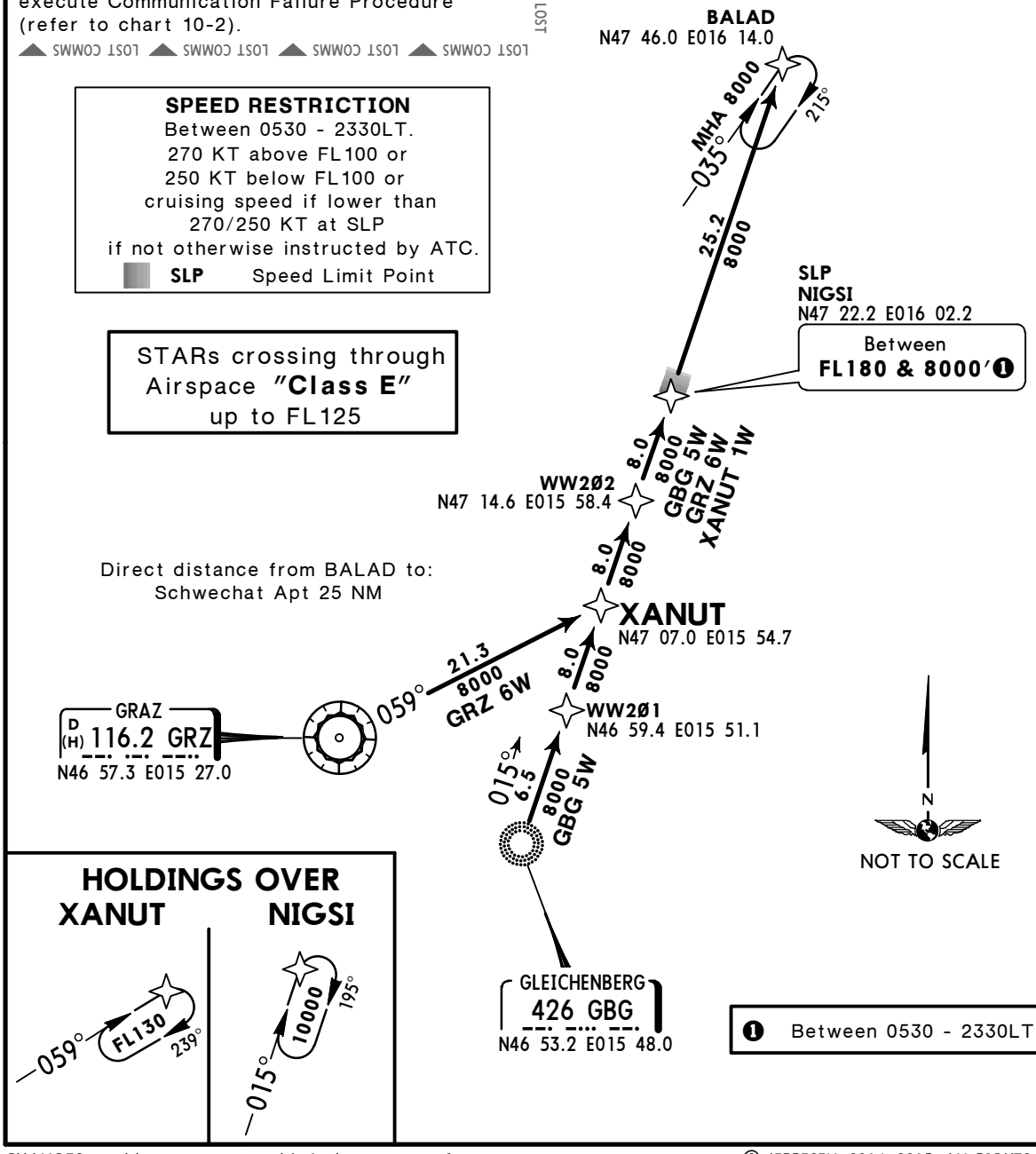
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 10-2).

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

SPEED RESTRICTION
Between 0530 - 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



HOLDINGS OVER

XANUT

NIGSI

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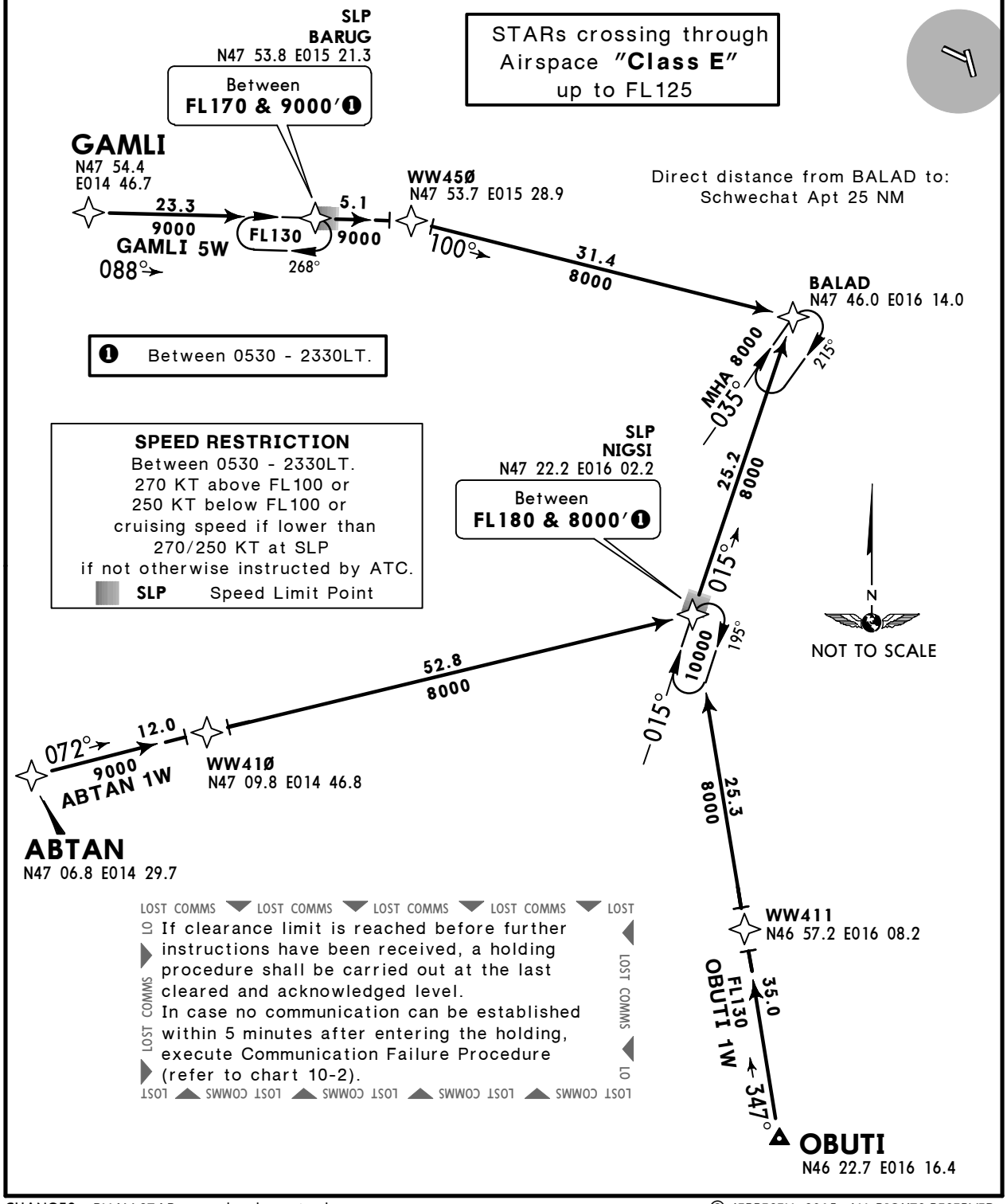
D-ATIS	Apt Elev	
122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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.

ABTAN ONE WHISKEY (ABTAN 1W) [ABTA1W]
GAMLI FIVE WHISKEY (GAMLI 5W) [GAML5W]
OBUTI ONE WHISKEY (OBUTI 1W) [OBUT1W]
RWYS 11, 16, 29, 34 RNAV ARRIVALS

GNSS OR DME/DME REQUIRED
RNAV 5 OR B-RNAV APPROVAL REQUIRED



CHANGES: RNAV STARs completely revised.

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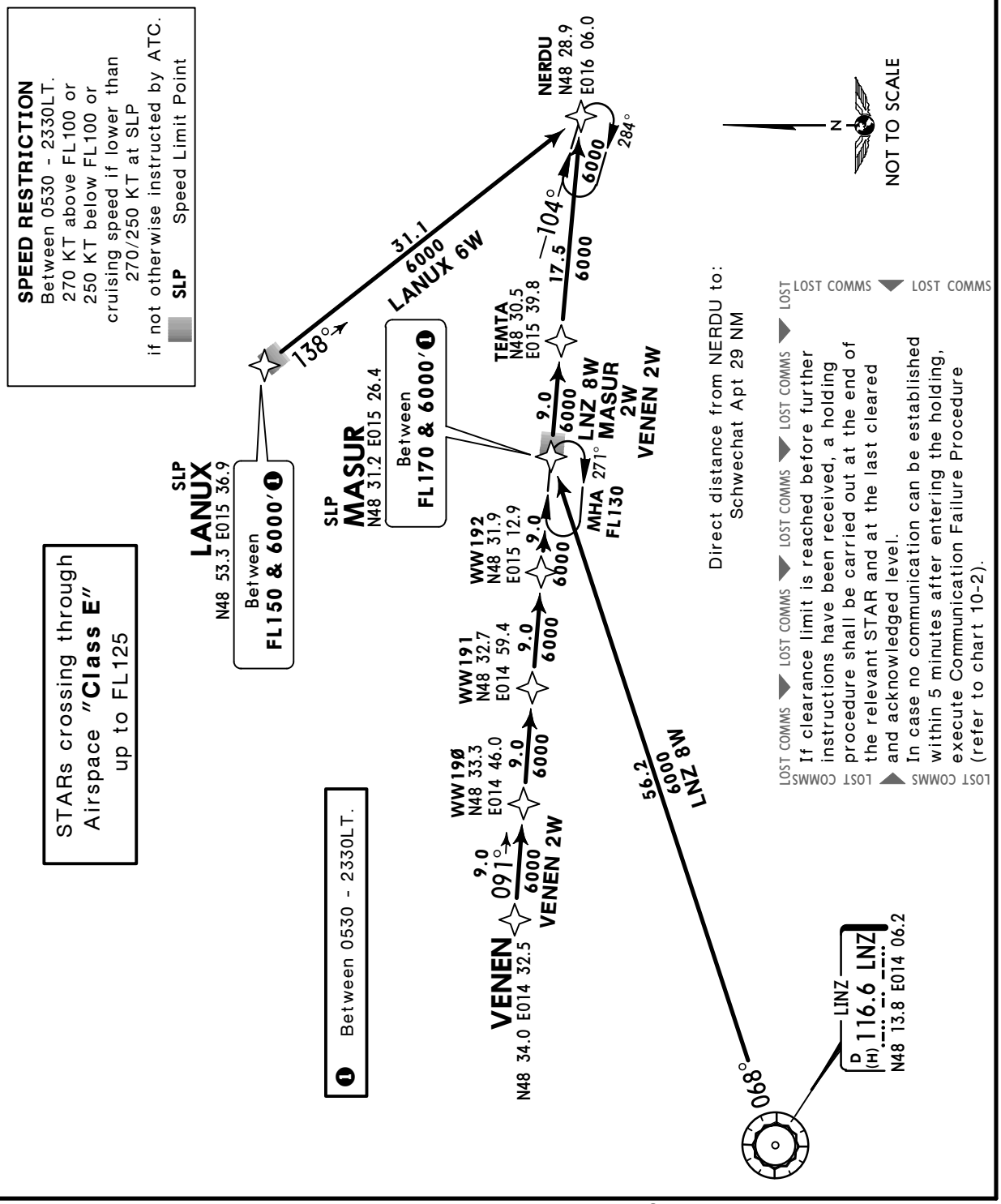
D-ATIS	Apt Elev	
122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

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.

LANUX SIX WHISKEY (LANUX 6W) [LANU6W]
LINZ EIGHT WHISKEY (LNZ 8W)
MASUR TWO WHISKEY (MASUR 2W) [MASU2W]
VENEN TWO WHISKEY (VENEN 2W) [VENE2W]
RWYS 11, 16, 29, 34 RNAV ARRIVALS

GNSS OR DME/DME REQUIRED
RNAV 5 OR B-RNAV APPROVAL REQUIRED



CHANGES: RNAV specification.

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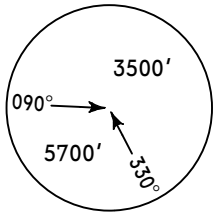
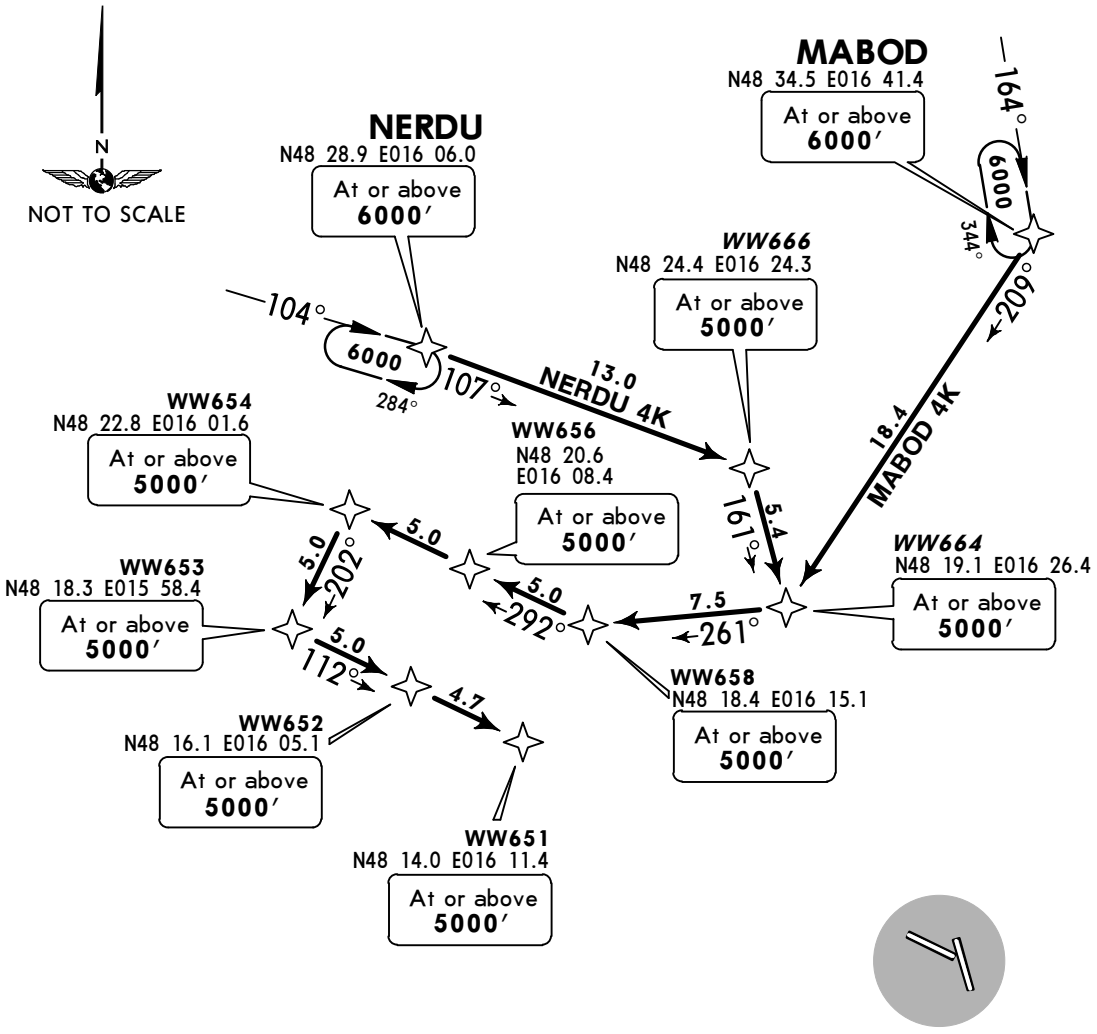
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.



MSA
WW651
applicable over
Austrian territory only

MABOD FOUR KILO (MABOD 4K) [MAB4K]
NERDU FOUR KILO (NERDU 4K) [NER4K]
RWY 11 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED



Direct distance
from WW651 to:
Schwechat Apt 17 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.

LOST COMMS LOST COMMS

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

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

TRANSITION	ROUTING
MABOD 4K	MABOD - WW664 - WW658 - WW656 - WW654 - WW653 - WW652 - WW651.
NERDU 4K	NERDU - WW666 - WW664 - WW658 - WW656 - WW654 - WW653 - WW652 - WW651.

CHANGES: RNAV transitions renumbered & revised.

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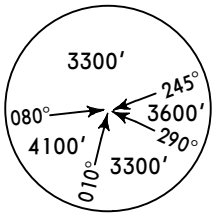
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.

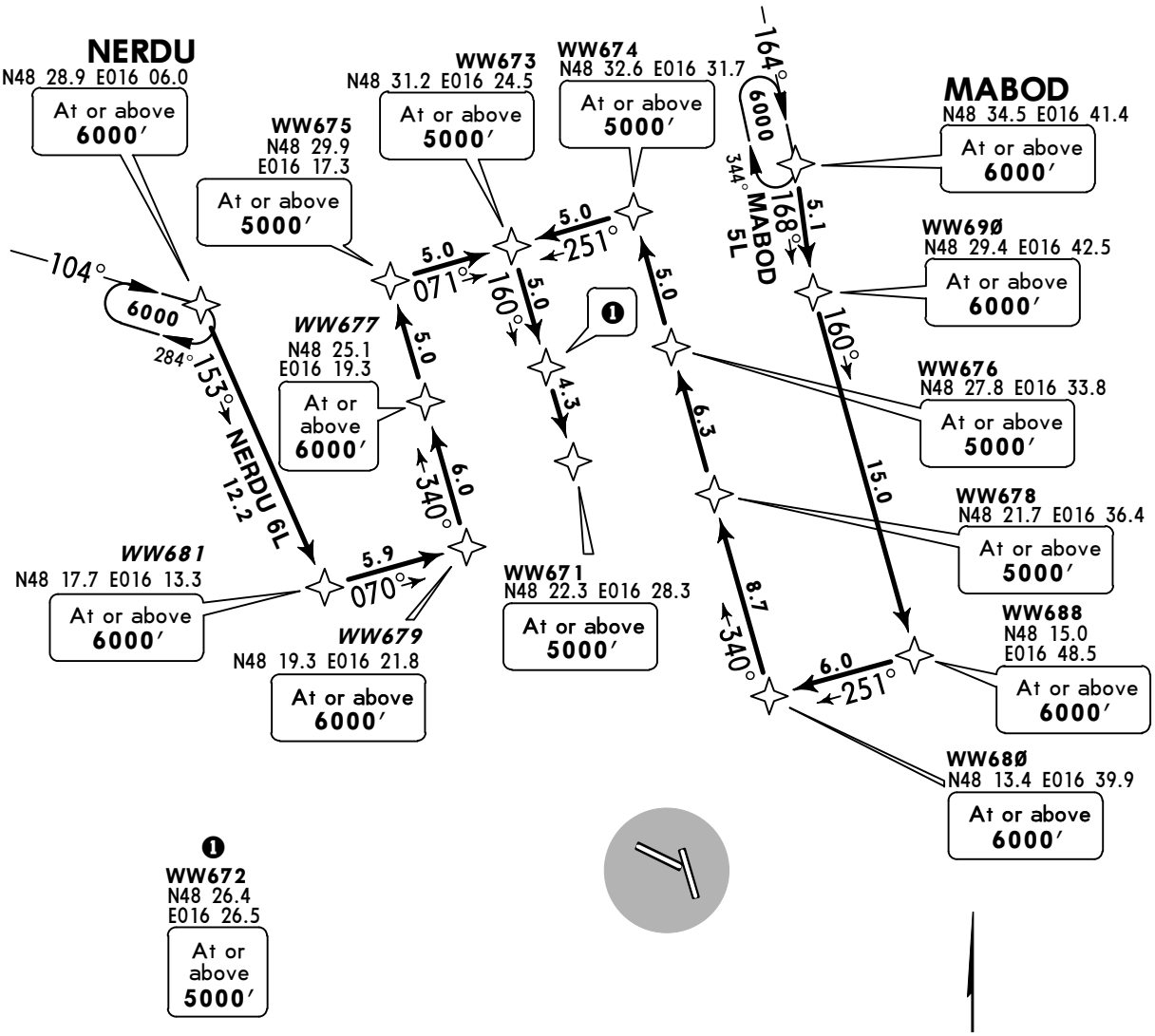


MSA
WW671
applicable over
Austrian territory only

MABOD FIVE LIMA (MABOD 5L) [MAB5L]
NERDU SIX LIMA (NERDU 6L) [NER6L]
RWY 16 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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



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.

NOT TO SCALE

Direct distance from WW671 to: Schwechat Apt 16 NM

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

TRANSITION	ROUTING
MABOD 5L	MABOD - WW690 - WW688 - WW680 - WW678 - WW676 - WW674 - WW673 - WW672 - WW671.
NERDU 6L	NERDU - WW681 - WW679 - WW677 - WW675 - WW673 - WW672 - WW671.

CHANGES: RNAV transitions revised; NERDU transition renumbered.

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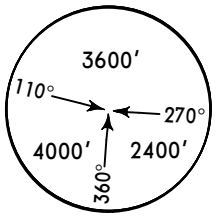
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.

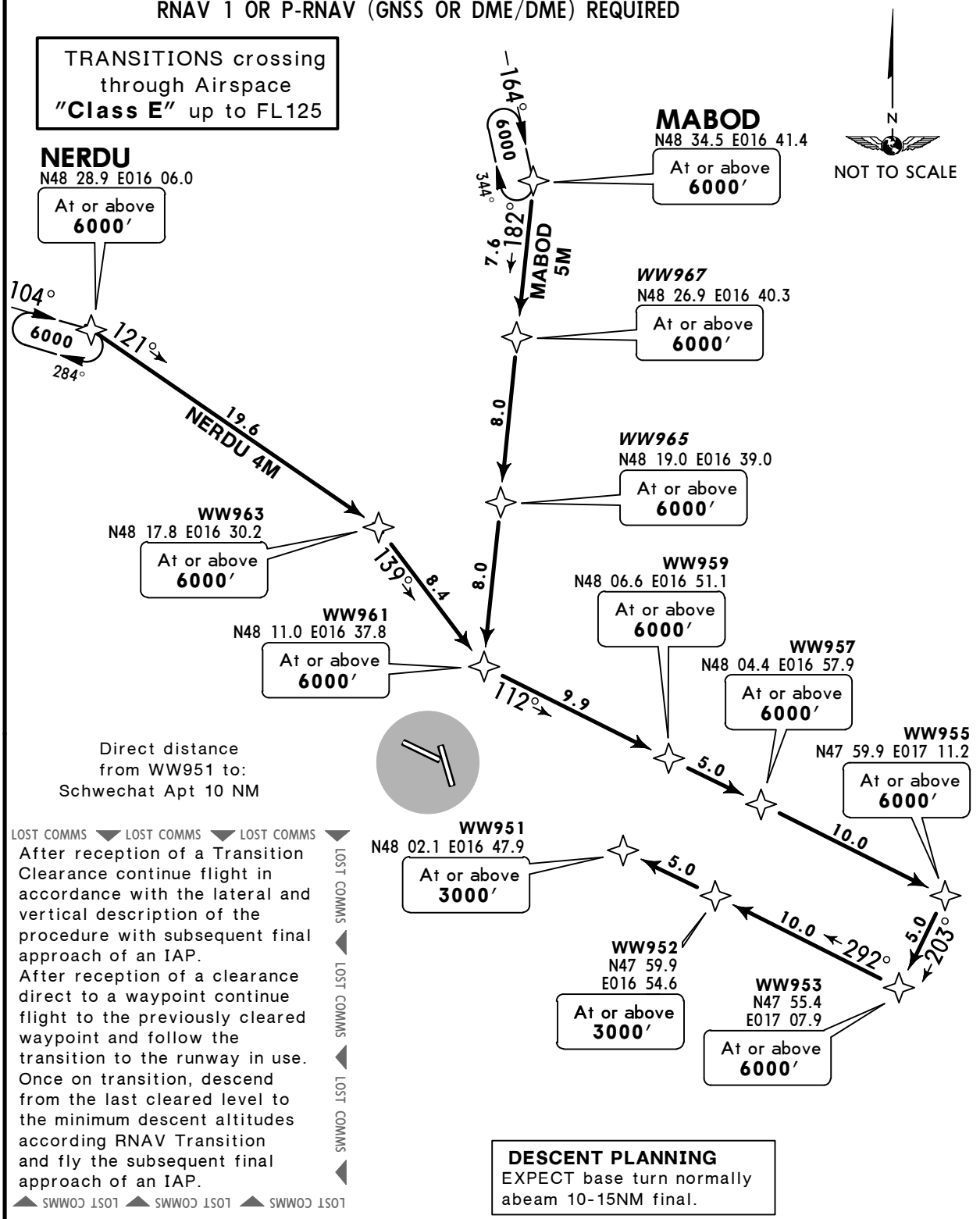


MSA
WW951
applicable over
Austrian territory only

MABOD FIVE MIKE (MABOD 5M) [MAB5M]
NERDU FOUR MIKE (NERDU 4M) [NER4M]
RWY 29 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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

TRANSITION	ROUTING
MABOD 5M	MABOD - WW967 - WW965 - WW961 - WW959 - WW957 - WW955 - WW953 - WW952 - WW951.
NERDU 4M	NERDU - WW963 - WW961 - WW959 - WW957 - WW955 - WW953 - WW952 - WW951.

CHANGES: RNAV transitions revised; MABOD transition renumbered.

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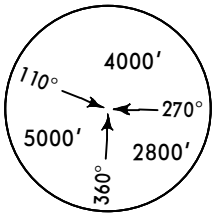
D-ATIS	Apt Elev
122.950	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. EXPECT vectors for base/final when on downwind transition.
2. If unable to follow transition advise ATC immediately.



MSA
WW971
applicable over
Austrian territory only

MABOD FOUR NOVEMBER (MABOD 4N) [MAB4N]
NERDU FOUR NOVEMBER (NERDU 4N) [NER4N]
RWY 34 RNAV TRANSITIONS
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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

N
NOT TO SCALE

NERDU
N48 28.9 E016 06.0
At or above **6000′**

MABOD
N48 34.5 E016 41.4
At or above **6000′**

164° 6000 344°
8.4 213° MABOD 4N

104° 6000 284°
089° 18.5 NERDU 4N

WW987
N48 27.8 E016 33.8
At or above **6000′**

160° 12.0

WW985
N48 16.3 E016 38.6
At or above **6000′**

10.0

WW983
N48 06.6 E016 42.7
At or above **6000′**

10.0

WW981
N47 57.0 E016 46.7
At or above **6000′**

5.0

WW979
N47 52.2 E016 48.6
At or above **6000′**

5.0

WW977
N47 47.4 E016 50.6
At or above **6000′**

5.0

WW975
N47 42.6 E016 52.6
At or above **6000′**

5.0 251°

WW974
N47 41.2 E016 45.5
At or above **6000′**

5.0 340°

WW973
N47 46.1 E016 43.5
At or above **4000′**

5.0

WW972
N47 50.9 E016 41.5
At or above **4000′**

5.0

WW971
N47 55.7 E016 39.5
At or above **3000′**

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

Direct distance from WW971 to: Schwechat Apt 12 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

TRANSITION	ROUTING
MABOD 4N	MABOD - WW987 - WW985 - WW983 - WW981 - WW979 - WW977 - WW975 - WW974 - WW973 - WW972 - WW971.
NERDU 4N	NERDU - WW987 - WW985 - WW983 - WW981 - WW979 - WW977 - WW975 - WW974 - WW973 - WW972 - WW971.

CHANGES: RNAV transitions revised.

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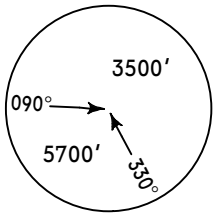
D-ATIS	Apt Elev
122.950	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. EXPECT vectors for base/final when on downwind transition.
2. If unable to follow transition advise ATC immediately.



MSA
WW651
applicable over Austrian territory only

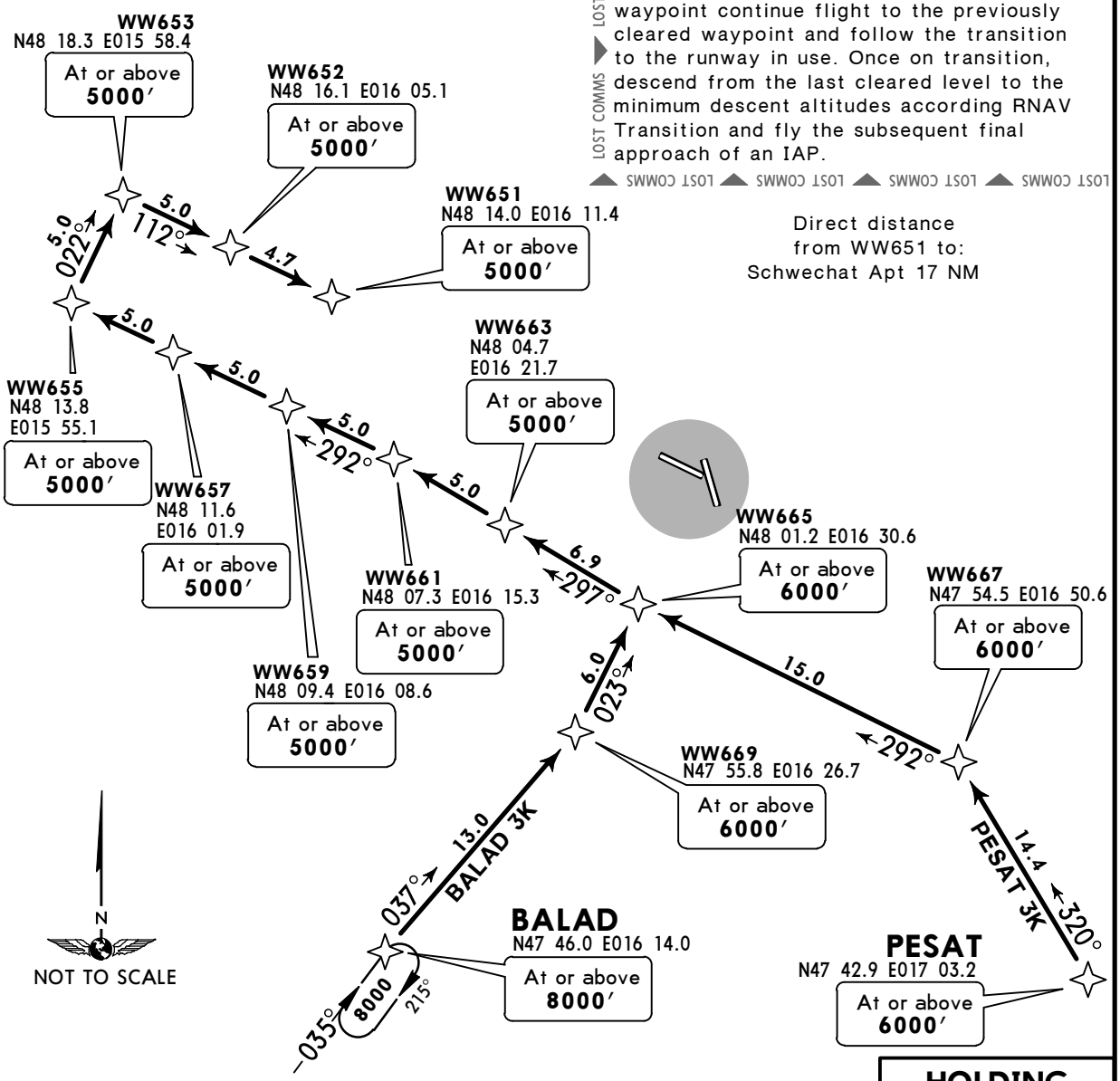
BALAD THREE KILO (BALAD 3K) [BAL3K]
PESAT THREE KILO (PESAT 3K) [PES3K]
RWY 11 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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

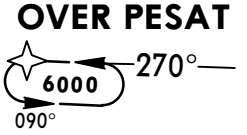
LOST COMMS
After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of an IAP.
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the 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.

Direct distance from WW651 to: Schwechat Apt 17 NM



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

HOLDING OVER PESAT



TRANSITION	ROUTING
BALAD 3K	BALAD - WW669 - WW665 - WW663 - WW661 - WW659 - WW657 - WW655 - WW653 - WW652 - WW651.
PESAT 3K	PESAT - WW667 - WW665 - WW663 - WW661 - WW659 - WW657 - WW655 - WW653 - WW652 - WW651.

CHANGES: RNAV transitions revised.

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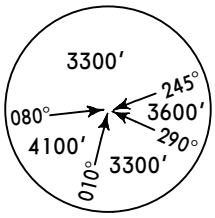
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.



MSA
WW671
applicable over
Austrian territory only

BALAD FIVE LIMA (BALAD 5L) [BAL5L]
PESAT FIVE LIMA (PESAT 5L) [PES5L]
RWY 16 RNAV TRANSITIONS
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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

HOLDING OVER BALAD

WW673
N48 31.2 E016 24.5
At or above **5000′**

WW674
N48 32.6 E016 31.7
At or above **5000′**

5.0 251°

5.0 160°

5.0

WW672
N48 26.4 E016 26.5
At or above **5000′**

WW676
N48 27.8 E016 33.8
At or above **5000′**

4.3

6.3

WW671
N48 22.3 E016 28.3
At or above **5000′**

WW678
N48 21.7 E016 36.4
At or above **5000′**

8.7 340°

WW68Ø
N48 13.4 E016 39.9
At or above **6000′**

N
NOT TO SCALE

7.5

WW682
N48 06.7 E016 45.0
At or above **6000′**

Direct distance from WW671 to:
Schwechat Apt 16 NM

7.5

WW684
N48 00.0 E016 50.1
At or above **6000′**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

WW686
N47 52.1 E016 29.7
At or above **6000′**

BALAD
N47 46.0
E016 14.0
At or above **8000′**

15.8 BALAD 5L

PESAT
N47 42.9
E017 03.2
At or above **6000′**

19.3 PESAT 5L 329°

12.2 056°

6000 270° 090°

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

TRANSITION	ROUTING
BALAD 5L	BALAD - WW686 - WW684 - WW682 - WW680 - WW678 - WW676 - WW674- WW673 - WW672 - WW671.
PESAT 5L	PESAT - WW684 - WW682 - WW680 - WW678 - WW676 - WW674 - WW673 - WW672 - WW671.

CHANGES: RNAV transitions revised.

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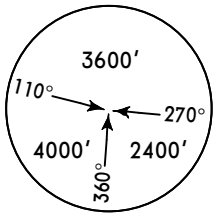
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.



MSA
WW951
applicable over
Austrian territory only

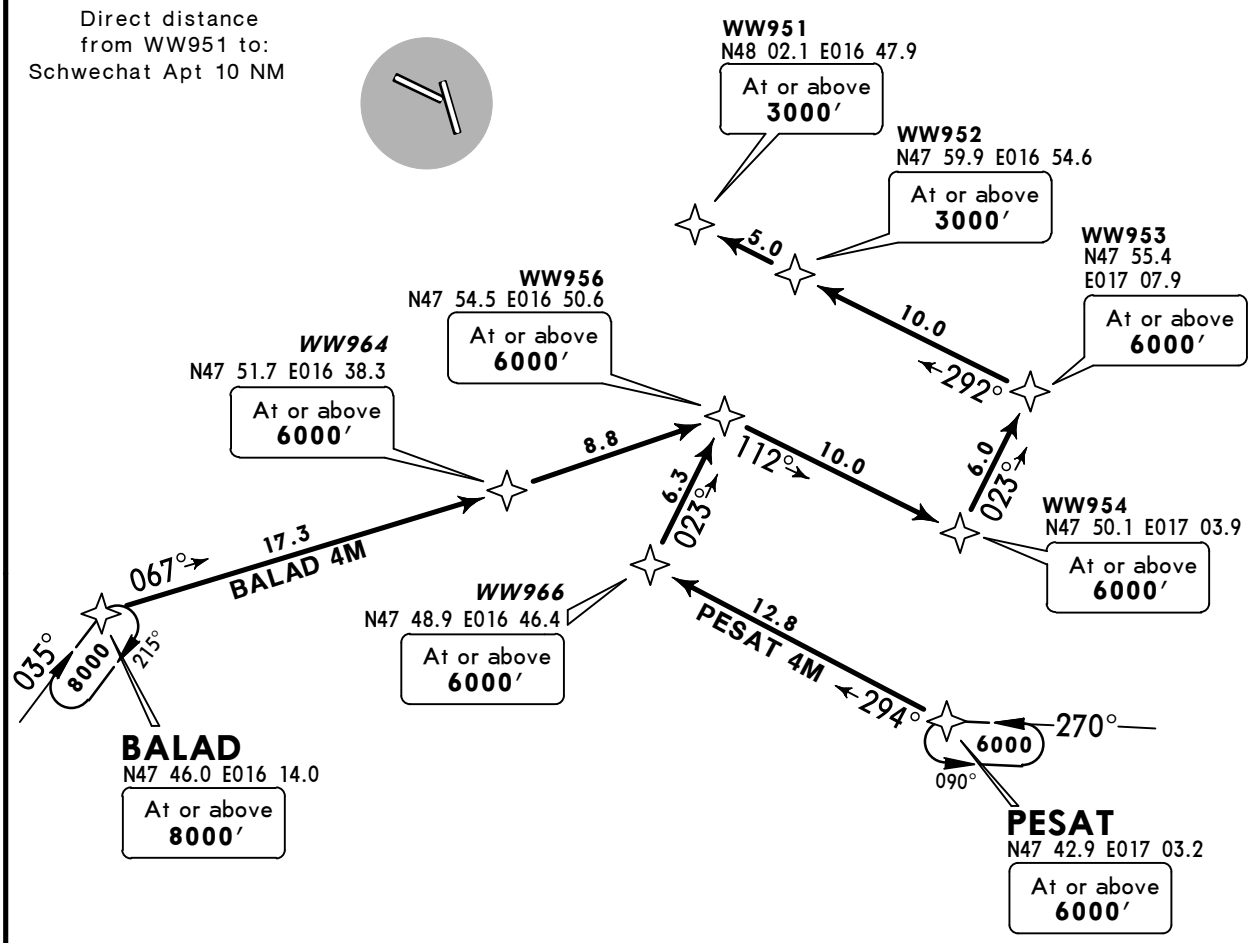
BALAD FOUR MIKE (BALAD 4M) [BAL4M]
PESAT FOUR MIKE (PESAT 4M) [PES4M]
RWY 29 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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

N
NOT TO SCALE

Direct distance from WW951 to: Schwechat Apt 10 NM



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.

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

TRANSITION	ROUTING
BALAD 4M	BALAD - WW964 - WW956 - WW954 - WW953 - WW952 - WW951.
PESAT 4M	PESAT - WW966 - WW956 - WW954 - WW953 - WW952 - WW951.

CHANGES: RNAV transitions renumbered & revised.

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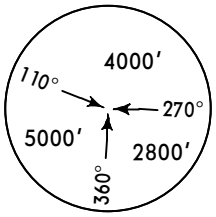
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.



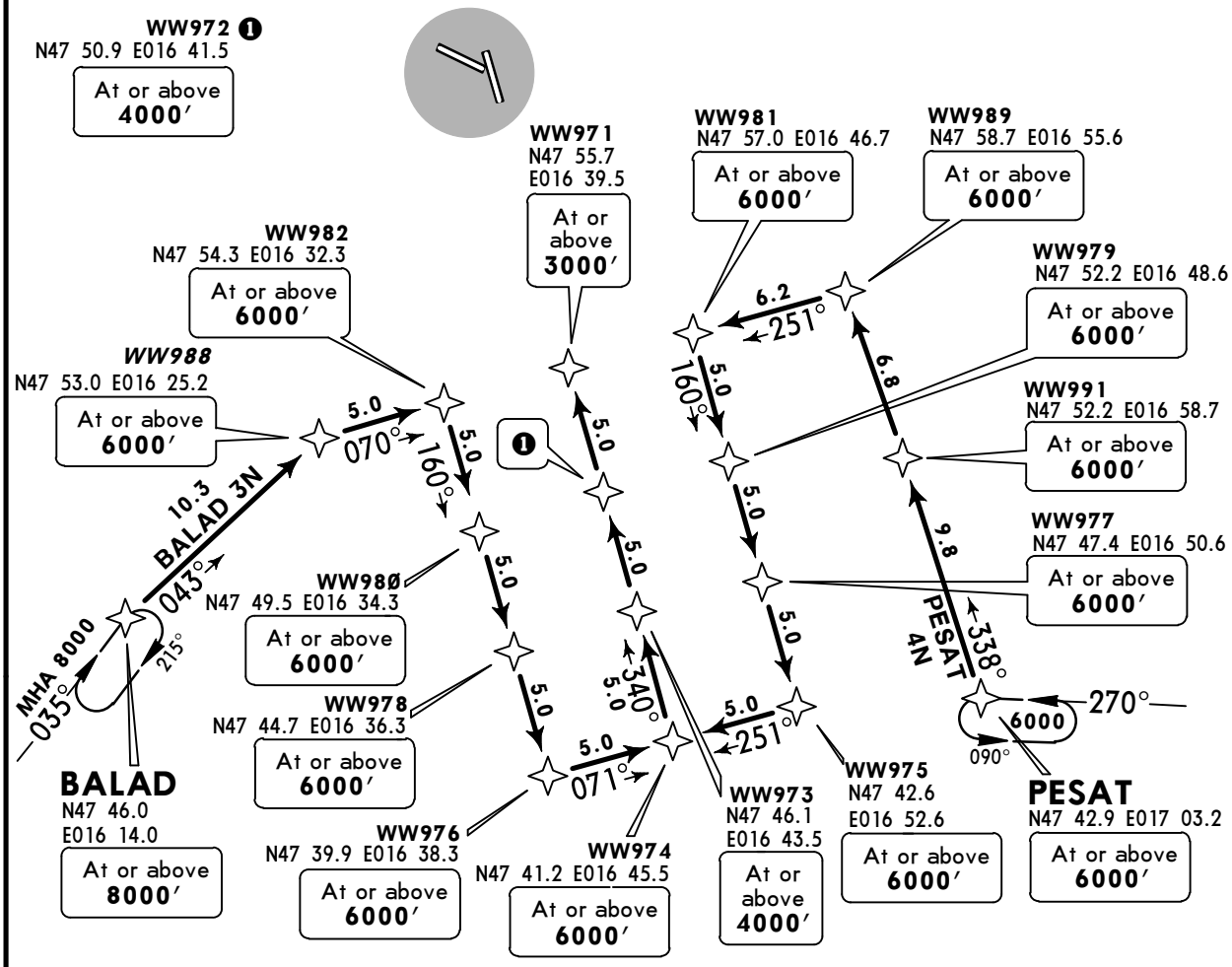
MSA
WW971
applicable over
Austrian territory only

BALAD THREE NOVEMBER (BALAD 3N) [BAL3N]
PESAT FOUR NOVEMBER (PESAT 4N) [PES4N]
RWY 34 RNAV TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

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

N
NOT TO SCALE



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

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Direct distance from WW971 to: Schwechat Apt 12 NM

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

TRANSITION	ROUTING
BALAD 3N	BALAD - WW988 - WW982 - WW980 - WW978 - WW976 - WW974 - WW973 - WW972 - WW971.
PESAT 4N	PESAT - WW991 - WW989 - WW981 - WW979 - WW977 - WW975 - WW974 - WW973 - WW972 - WW971.

CHANGES: RNAV transitions revised; BALAD transition renumbered.

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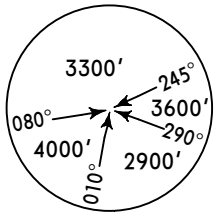
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ If unable to follow transition advise ATC immediately.

MABOD ONE UNIFORM (MABOD 1U) [MAB1U]
NERDU ONE UNIFORM (NERDU 1U) [NER1U]
RWY 29 RNAV NOISE ABATEMENT TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29
ATC DICRETION ONLY



MSA
WW055
applicable over
Austrian territory only

TRANSITIONS crossing
through Airspace
"Class E" up to FL125

NERDU
N48 28.9 E016 06.0
At or above
6000′

MABOD
N48 34.5 E016 41.4
At or above
6000′

WWØ55
N48 21.0 E016 33.7
At or above
5000′

(IAF)
WWØ53
N48 07.7 E016 48.6
At or above
4000′

164°
6000
344°
197°
14.4
MABOD 1U
104°
6000
284°
109°
20.1
NERDU 1U
139°
16.6

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance
from WW053 to:
Schwechat Apt 10 NM

TRANSITION	ROUTING
MABOD 1U	MABOD - WW055 - WW053.
NERDU 1U	NERDU - WW055 - WW053.

CHANGES: General notes.

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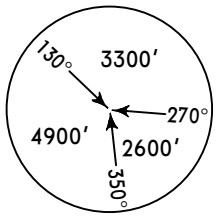
D-ATIS	Apt Elev	
122.950	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ If unable to follow transition advise ATC immediately.

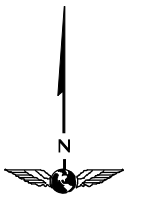
BALAD ONE UNIFORM (BALAD 1U) [BAL1U]
PESAT ONE UNIFORM (PESAT 1U) [PES1U]
RWY 29 RNAV NOISE ABATEMENT TRANSITIONS

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29
ATC DICRETION ONLY



MSA
WW054
applicable over
Austrian territory only

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



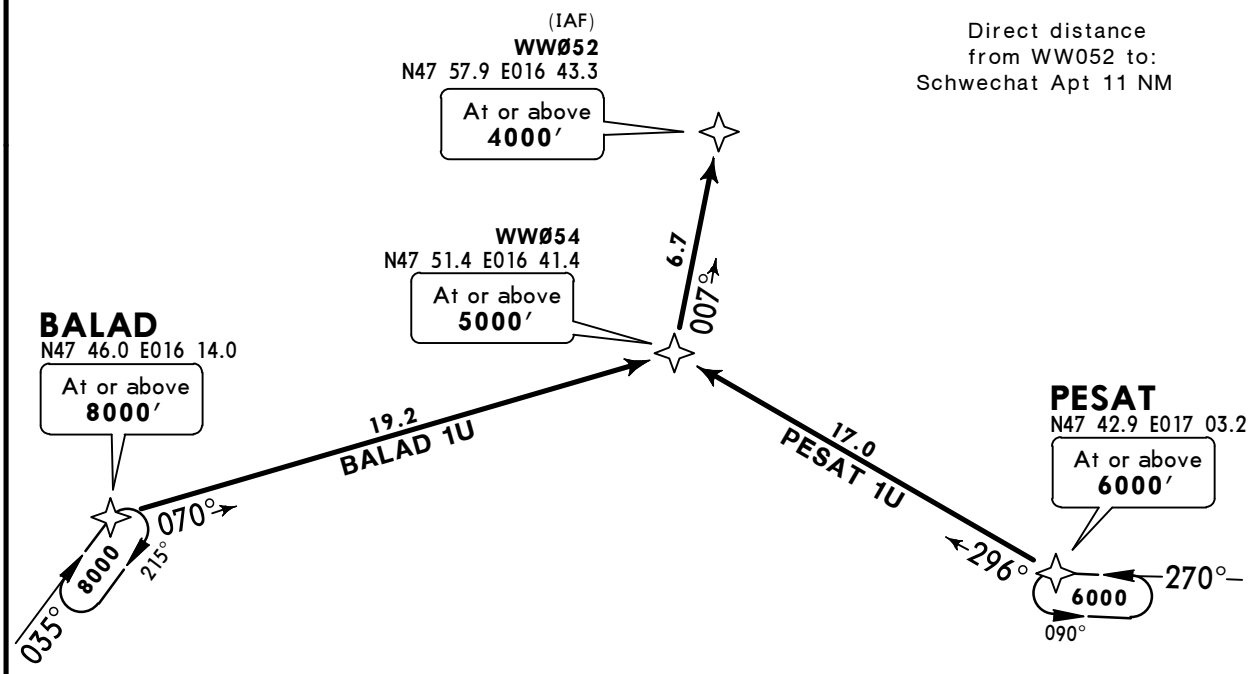
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from WW052 to: Schwechat Apt 11 NM



TRANSITION	ROUTING
BALAD 1U	BALAD - WW054 - WW052.
PESAT 1U	PESAT - WW054 - WW052.

CHANGES: General notes.

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RNAV SID DESIGNATION	REFER TO CHART
ADAMA 1A, 1B, 1C, 1D	10-3A
DITIS 1A, 1B	10-3B
DITIS 1C, 1D	10-3C
KOXER 1A, 1B, 1C, 1D	10-3D
LANUX 1A, 4B	10-3E
LANUX 2C, 5D	10-3F
LEDVA 1A, 1B, 3C, 3D	10-3G
LUGIM 1A, 3B, 1C, 2D	10-3H
MOTIX 1A, 3B	10-3J
MOTIX 1C, 1D	10-3K
OSPEN 1A, 3B	10-3L
OSPEN 2C, 1D	10-3M
SASAL 1A, 3B, 2C, 2D	10-3N
SITNI 3A, 5B	10-3P
SITNI 6C, 4D, 4X	10-3Q
SOLLENAU 2A, 4B, 2C, 2D	10-3S
STEIN 1A, 3B, 2C, 2D	10-3T
UMBIL 2A, 4B	10-3U
UMBIL 4C, 2D	10-3V
WAGRAM 1A, 7B, 8C, 5D	10-3W
IBKET 1A, IMVOB 1A, OGBAP 1A	10-3X
IBKET 1B, IMVOB 1B, OGBAP 1B	10-3X1
AGMIM 1C, ASPIB 1C, EMKOG 1C	10-3X2
EVMAN 1C, IBKET 1C, IMVOB 1C	10-3X3
OGBAP 1C, ORVUR 1C, OSNAS 1C	10-3X4
UMSUM 1C, UNGUT 1C, VABGU 1C	10-3X5
EMKOG 1D, EVMAN 1D, IBKET 1D, IMVOB 1D	10-3X6
OGBAP 1D, ORVUR 1D, OSNAS 1D	10-3X7

CHANGES: None.

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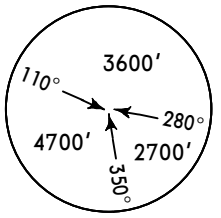
WIEN Radar (ADAMA 1A)	(ADAMA 1B, 1D)	(ADAMA 1C)	Apt Elev	
124.55	129.05	128.2	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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 1A [ADAM1A]
ADAMA 1B [ADAM1B]
ADAMA 1C [ADAM1C]
ADAMA 1D [ADAM1D]
RWYS 11, 16, 29, 34 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100



MSA
FMD VOR
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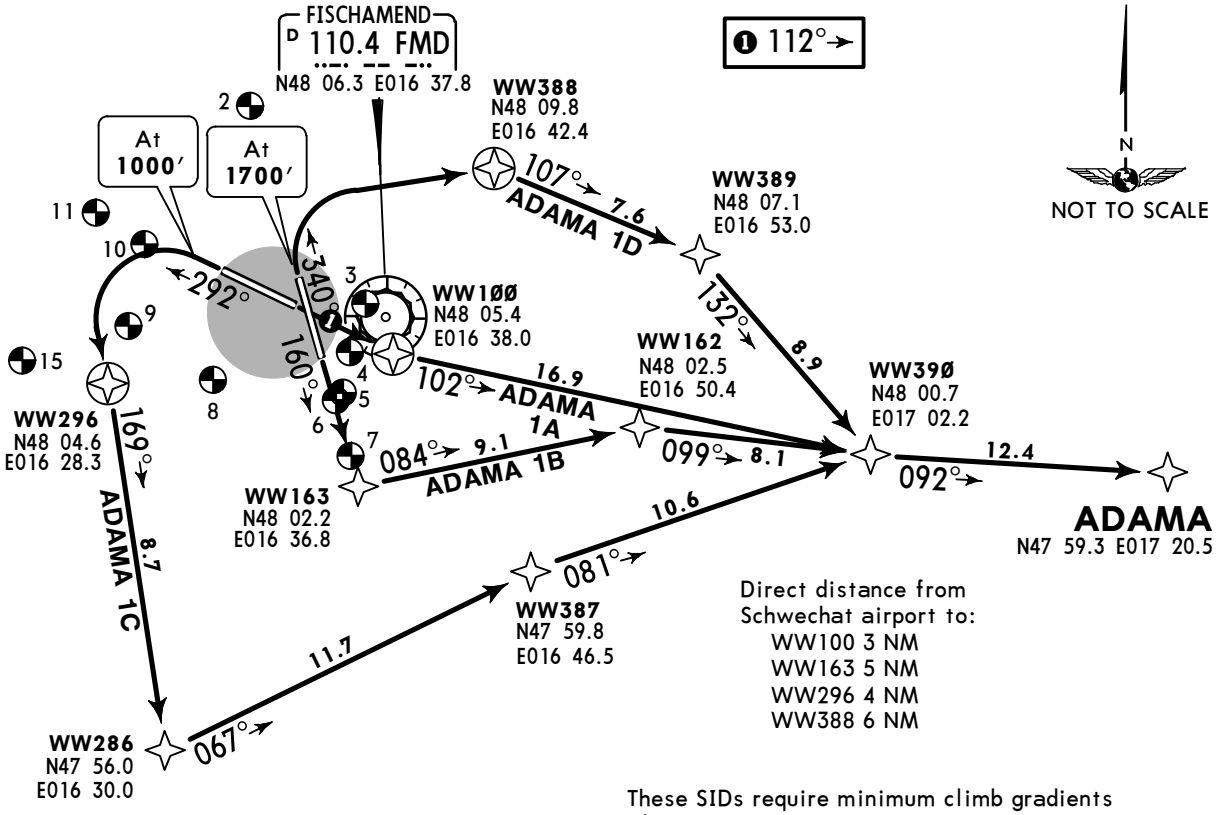
Austrian territory only



Direct distance from Schwechat airport to:
WW100 3 NM
WW163 5 NM
WW296 4 NM
WW388 6 NM

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: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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**	Climb on 112° track to WW100 - WW390 - ADAMA.
ADAMA 1B	**16**	Climb on 160° track to WW163 - WW162 - WW390 - ADAMA.
ADAMA 1C	**29**	Climb on 292° track to 1000′ - WW296 - WW286 - WW387 - WW390 - ADAMA.
ADAMA 1D	**34**	Climb on 340° track to 1700′ - WW388 - WW389 - WW390 - ADAMA.

CHANGES: Communications.

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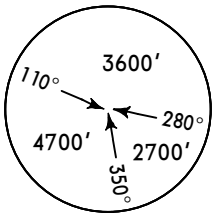
WIEN Radar	Apt Elev	
124.55	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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′.



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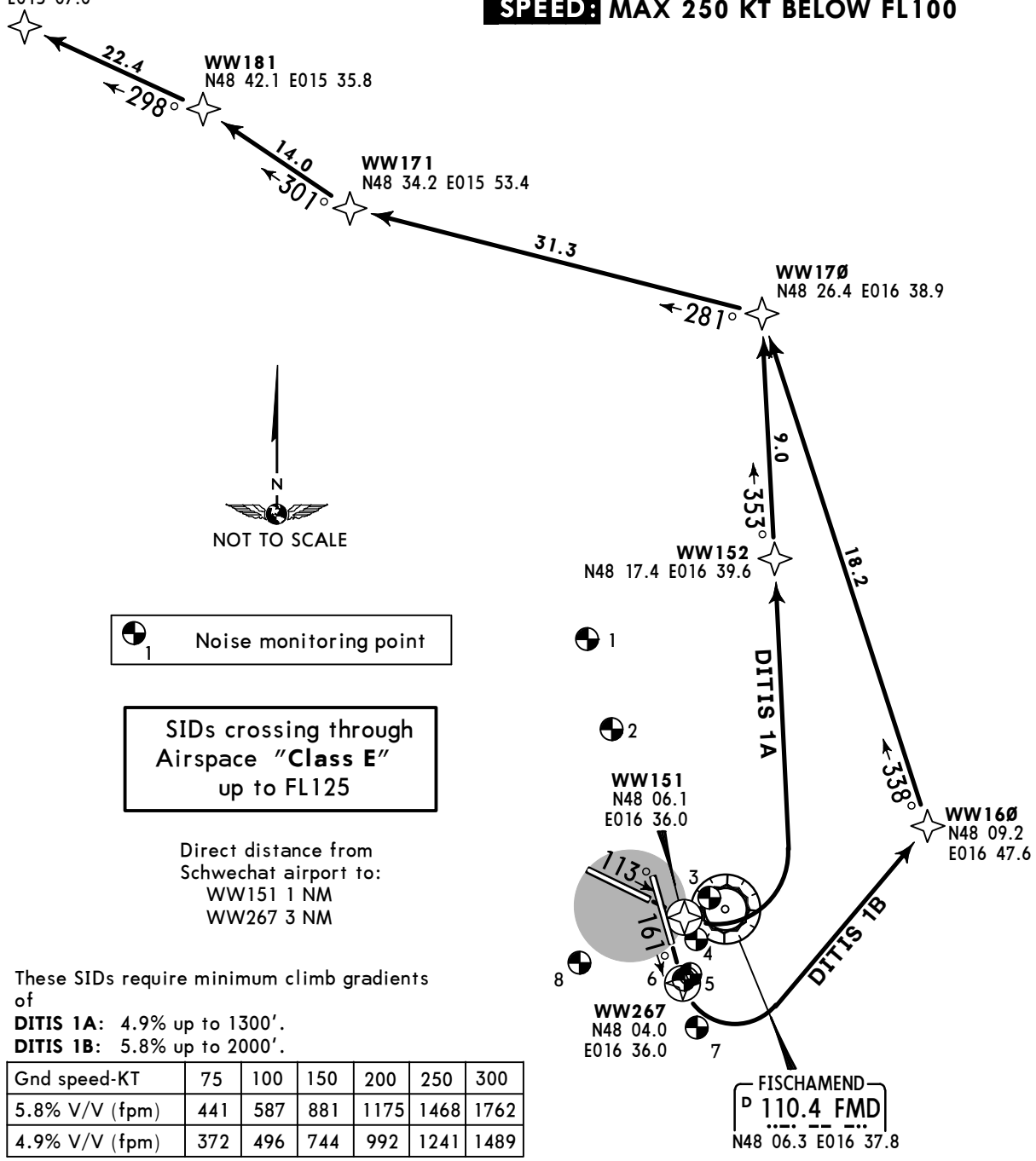
Austrian territory only

DITIS 1A [DITI1A]
DITIS 1B [DITI1B]
RWYS 11, 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

Direct distance from Schwechat airport to:
WW151 1 NM
WW267 3 NM

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**	Climb on 113° track to WW151 - WW152 - WW170 - WW171 - WW181 - DITIS.
DITIS 1B	**16**	Climb on 161° track to WW267 - WW160 - WW170 - WW171 - WW181 - DITIS.

CHANGES: Communications.

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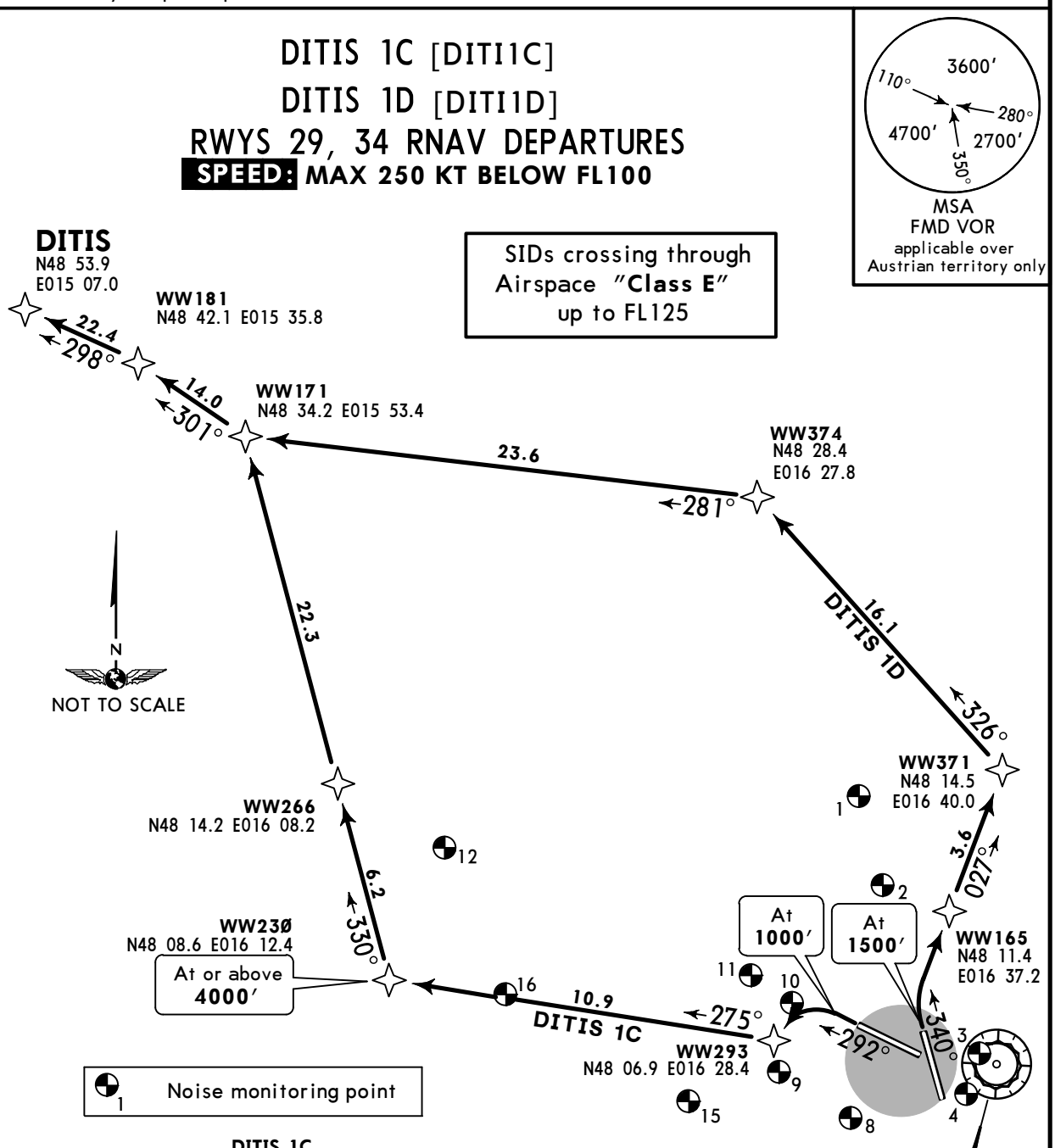
WIEN Radar (DITIS 1C)	WIEN Radar (DITIS 1D)	Apt Elev	
118.775	124.55	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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 1C [DITI1C]
DITIS 1D [DITI1D]
RWYS 29, 34 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100



DITIS 1C
This SID requires a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Direct distance from Schwechat airport to:
WW165 5 NM
WW293 4 NM

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
DITIS 1C	**29**	Climb on 292° track to 1000′ - WW293 - WW230 - WW266 - WW171 - WW181 - DITIS.
DITIS 1D	**34**	Climb on 340° track to 1500′ - WW165 - WW371 - WW374 - WW171 - WW181 - DITIS.

CHANGES: Communications.

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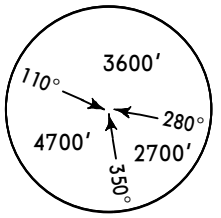
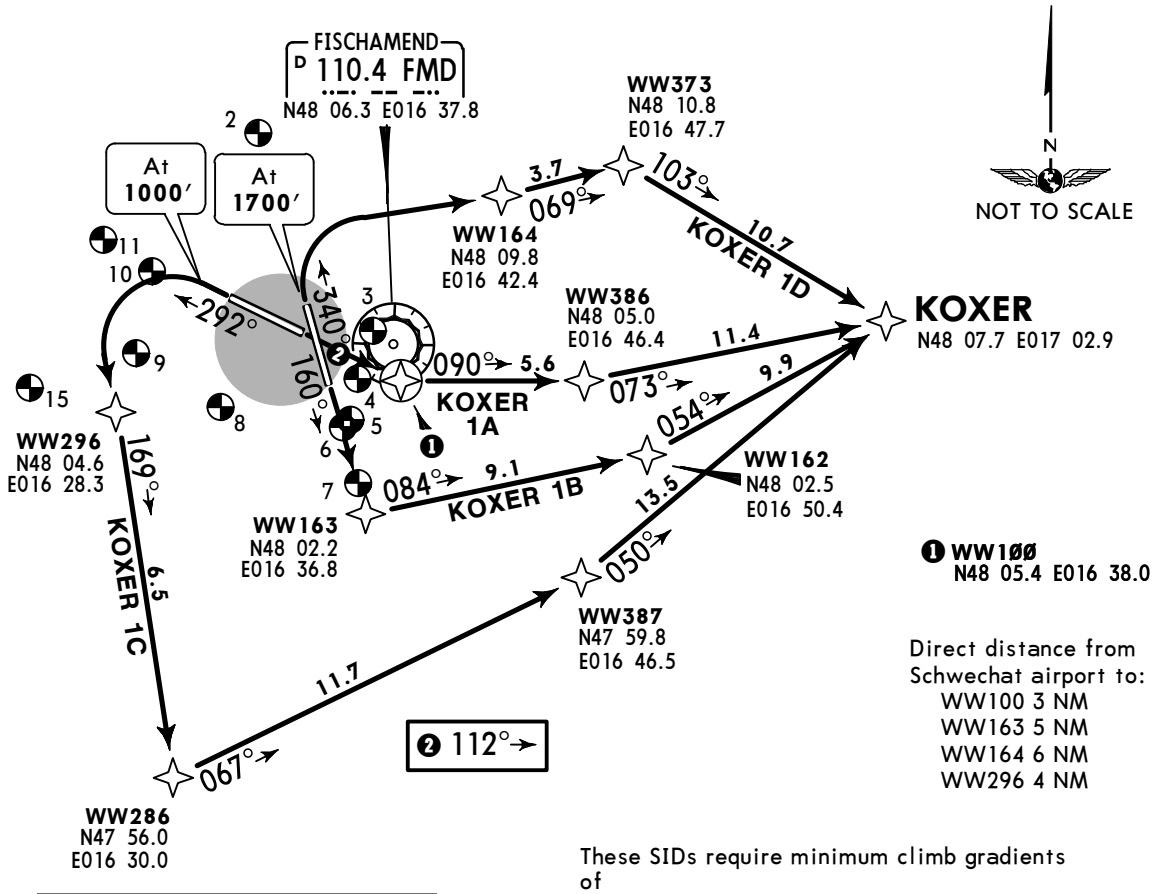
WIEN Radar (KOXER 1A)	(KOXER 1B, 1D)	(KOXER 1C)	Apt Elev	
124.55	129.05	128.2	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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′.

KOXER 1A [KOXE1A]
KOXER 1B [KOXE1B]
KOXER 1C [KOXE1C]
KOXER 1D [KOXE1D]
RWYS 11, 16, 29, 34 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100



MSA
FMD VOR
applicable over
Austrian territory only



Direct distance from Schwechat airport to:
WW100 3 NM
WW163 5 NM
WW164 6 NM
WW296 4 NM

Noise monitoring point

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

These SIDs require minimum climb gradients of
KOXER 1A: 5%.
KOXER 1B: 5.8% up to 2000′.
KOXER 1C: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
KOXER 1A	**11**	Climb on 112° track to WW100 - WW386 - KOXER.
KOXER 1B	**16**	Climb on 160° track to WW163 - WW162 - KOXER.
KOXER 1C	**29**	Climb on 292° track to 1000′ - WW296 - WW286 - WW387 - KOXER.
KOXER 1D	**34**	Climb on 340° track to 1700′ - WW164 - WW373 - KOXER.

CHANGES: Communications.

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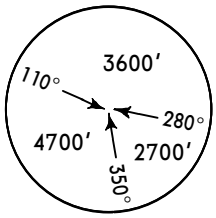
WIEN Radar	Apt Elev	
124.55	600′	Trans level: By ATC Trans alt: 5000′

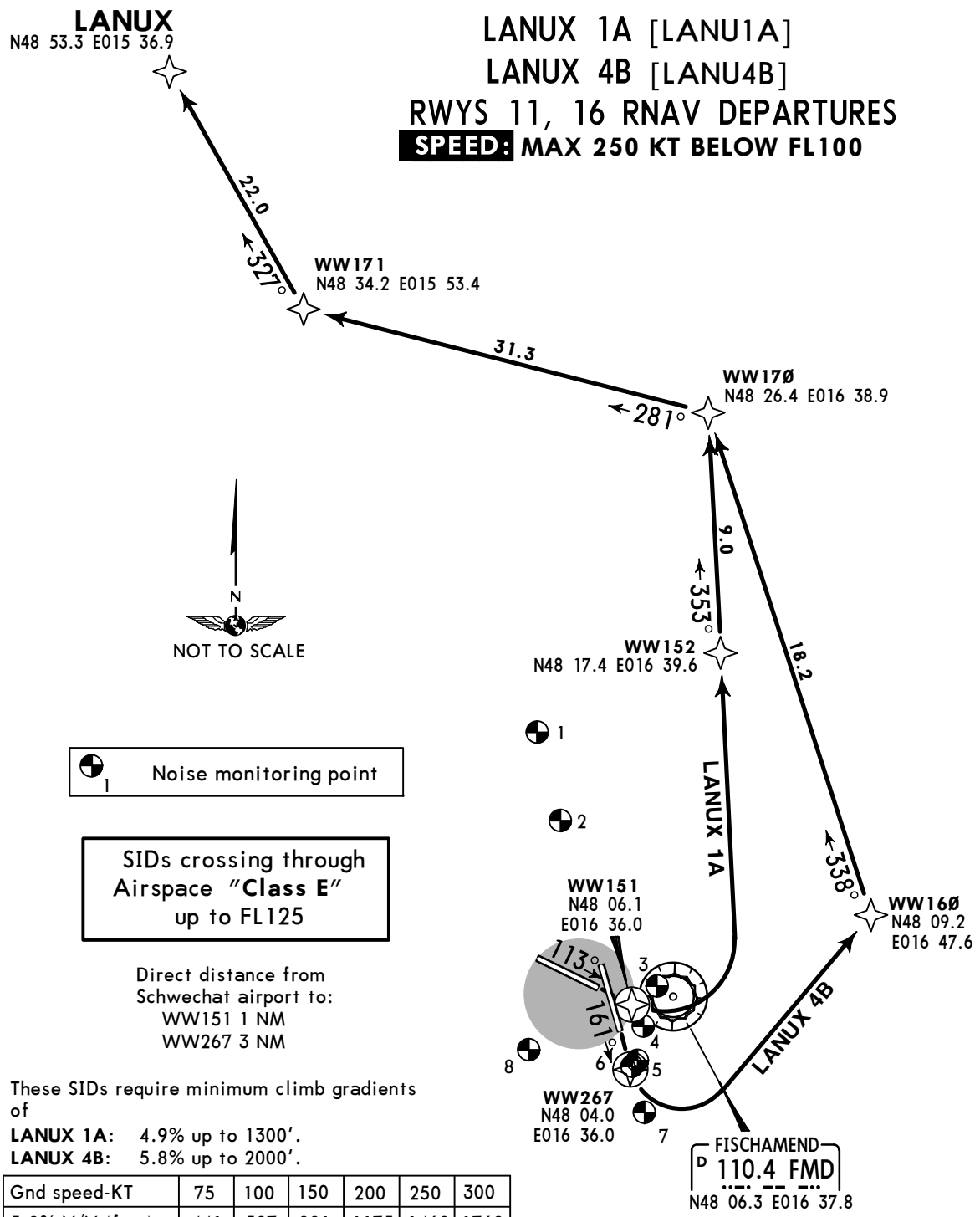
1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400′.



MSA
FMD VOR
applicable over
Austrian territory only

LANUX 1A [LANU1A]
LANUX 4B [LANU4B]
RWYS 11, 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



1 Noise monitoring point

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

Direct distance from Schwechat airport to:
WW151 1 NM
WW267 3 NM

These SIDs require minimum climb gradients of
LANUX 1A: 4.9% up to 1300′.
LANUX 4B: 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
LANUX 1A	**11**	Climb on 113° track to WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 4B	**16**	Climb on 161° track to WW267 - WW160 - WW170 - WW171 - LANUX.

CHANGES: Communications.

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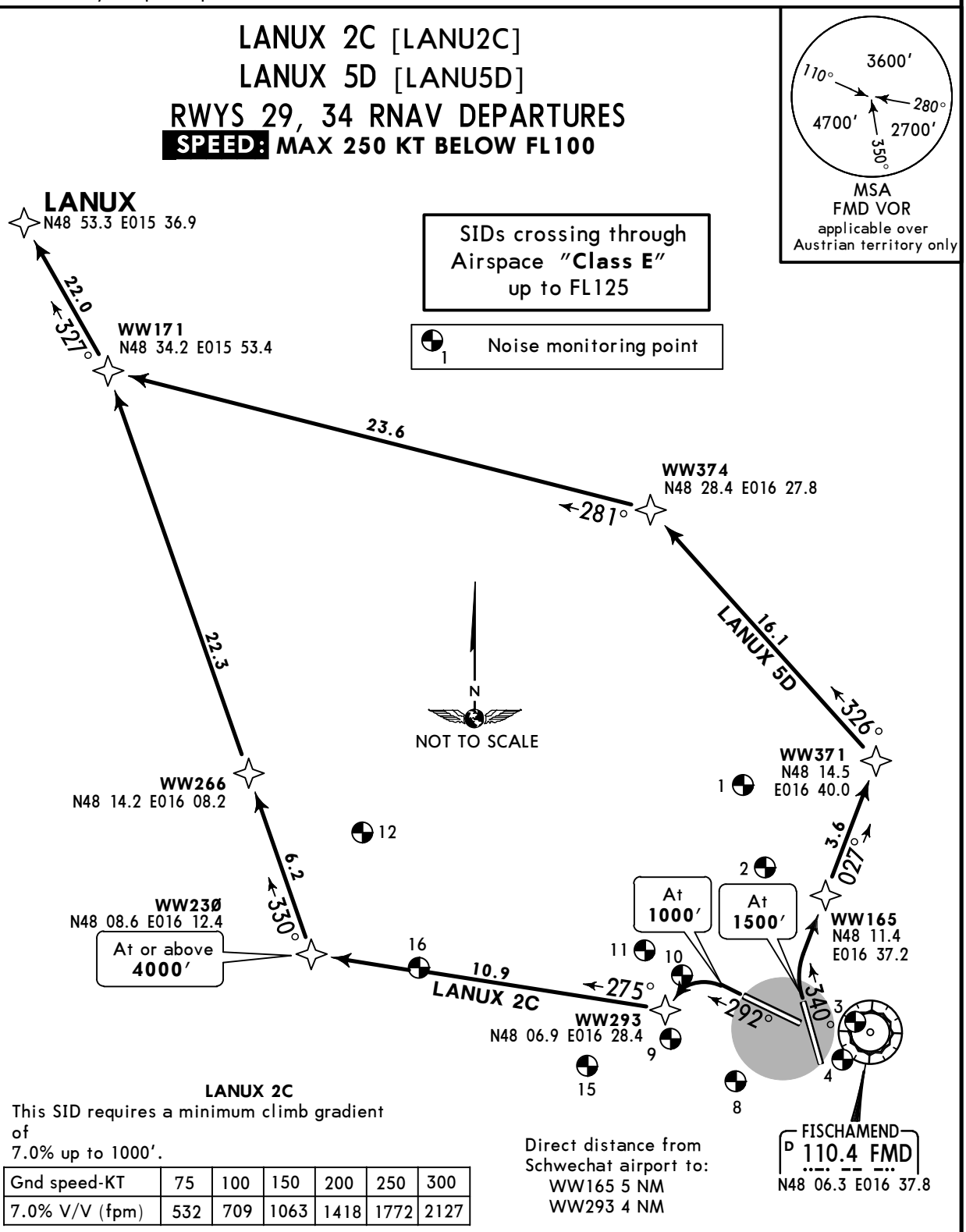
WIEN Radar (LANUX 2C)	WIEN Radar (LANUX 5D)	Apt Elev	
118.775	124.55	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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 2C [LANU2C]
LANUX 5D [LANU5D]
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



LANUX 2C
This SID requires a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Direct distance from Schwechat airport to:
WW165 5 NM
WW293 4 NM

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
LANUX 2C	**29**	Climb on 292° track to 1000′ - WW293 - WW230 - WW266 - WW171 - LANUX.
LANUX 5D	**34**	Climb on 340° track to 1500′ - WW165 - WW371 - WW374 - WW171 - LANUX.

CHANGES: Communications.

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LOWW/VIE
SCHWECHAT

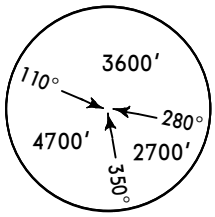
JEPPESEN

4 DEC 15 (10-3G) Eff 10 Dec

VIENNA, AUSTRIA
RNAV SID

WIEN Radar (LEDVA 1A, 1B, 3D)	WIEN Radar (LEDVA 3C)	Apt Elev	Trans level: By ATC Trans alt: 5000′
124.55	118.775	600′	

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required. 3. Contact WIEN Radar when advised by Tower. 4. 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. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400′.

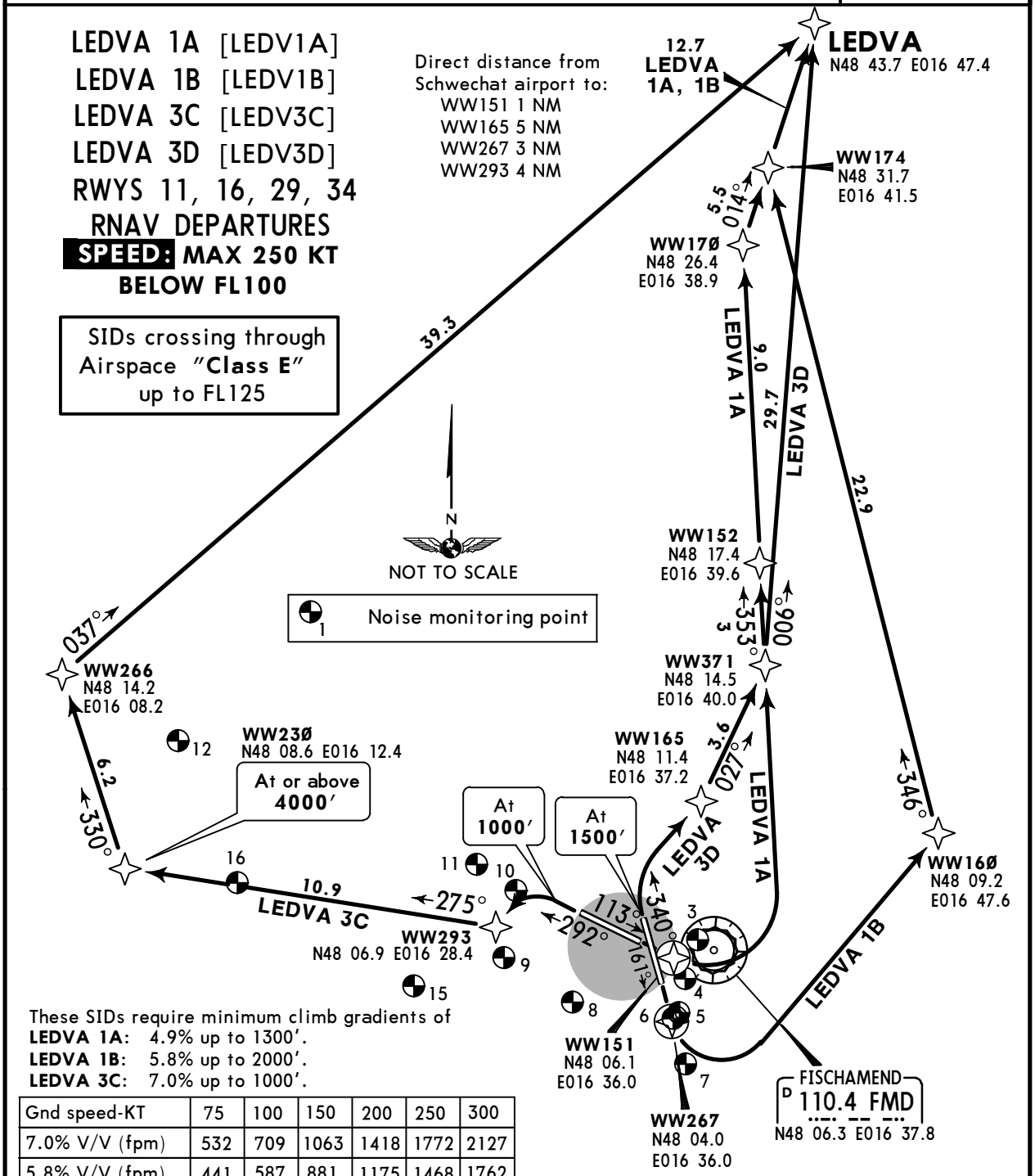


MSA
FMD VOR
applicable over Austrian territory only

LEDVA 1A [LEDV1A]
LEDVA 1B [LEDV1B]
LEDVA 3C [LEDV3C]
LEDVA 3D [LEDV3D]
RWYS 11, 16, 29, 34
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

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

Direct distance from Schwechat airport to:
WW151 1 NM
WW165 5 NM
WW267 3 NM
WW293 4 NM



These SIDs require minimum climb gradients of
LEDVA 1A: 4.9% up to 1300′.
LEDVA 1B: 5.8% up to 2000′.
LEDVA 3C: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
LEDVA 1A	**11**	Climb on 113° track to WW151 - WW152 - WW170 - LEDVA.
LEDVA 1B	**16**	Climb on 161° track to WW267 - WW160 - WW174 - LEDVA.
LEDVA 3C	**29**	Climb on 292° track to 1000′ - WW293 - WW230 - WW266 - LEDVA.
LEDVA 3D	**34**	Climb on 340° track to 1500′ - WW165 - WW371 - LEDVA.

CHANGES: Communications.

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LOWW/VIE SCHWECHAT

JEPPESEN

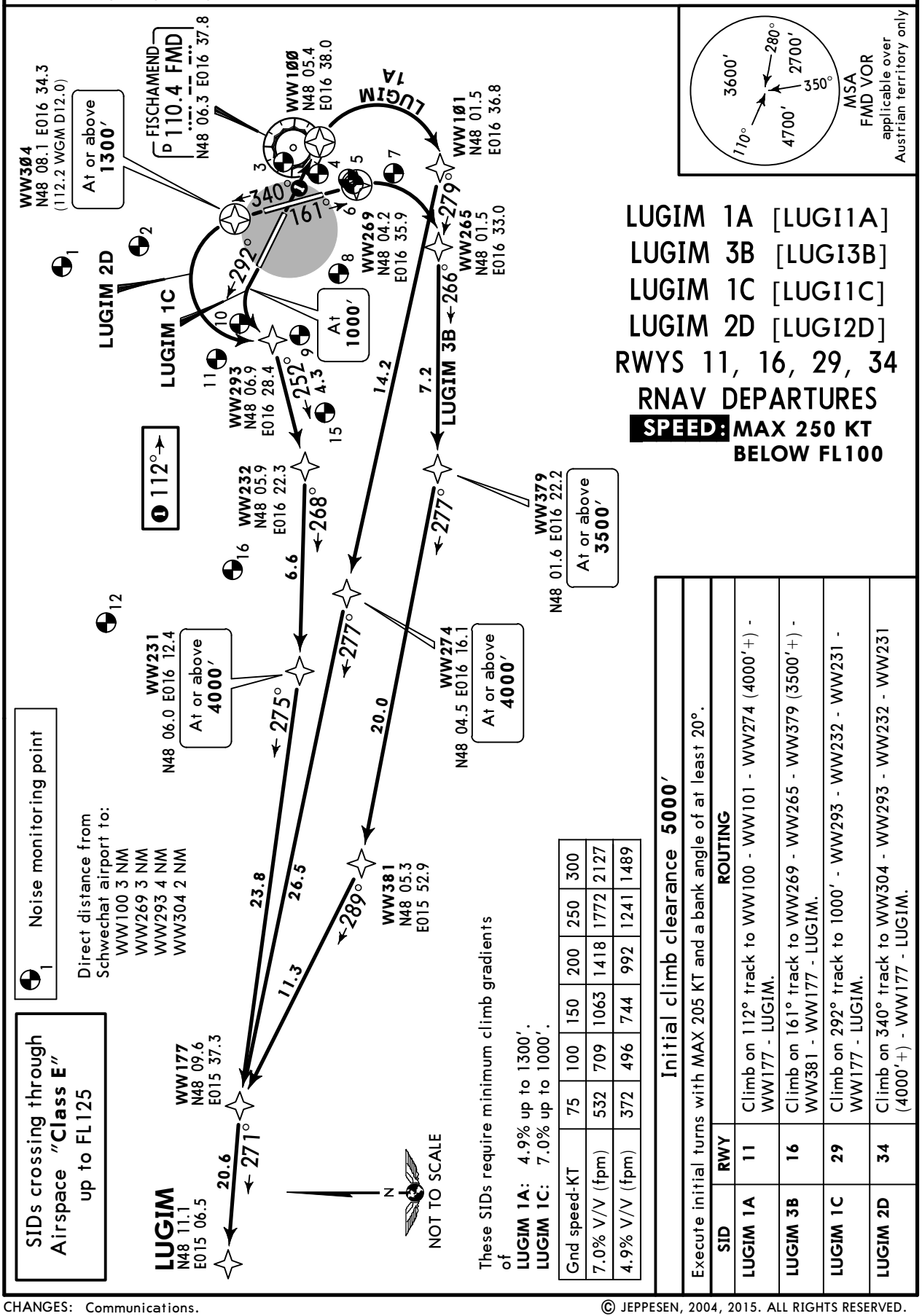
4 DEC 15 (10-3H) Eff 10 Dec

VIENNA, AUSTRIA

RNAV SID

WIEN Radar (LUGIM 1A, 3B)	WIEN Radar (LUGIM 1C, 2D)	Apt Elev	
128.2	118.775	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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′.



These SIDs require minimum climb gradients of
LUGIM 1A: 4.9% up to 1300′.
LUGIM 1C: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
LUGIM 1A	**11**	Climb on 112° track to WW100 - WW101 - WW274 (4000′+) - WW177 - LUGIM.
LUGIM 3B	**16**	Climb on 161° track to WW269 - WW265 - WW379 (3500′+) - WW381 - WW177 - LUGIM.
LUGIM 1C	**29**	Climb on 292° track to 1000′ - WW293 - WW232 - WW231 - WW177 - LUGIM.
LUGIM 2D	**34**	Climb on 340° track to WW304 - WW293 - WW232 - WW231 (4000′+) - WW177 - LUGIM.

CHANGES: Communications.

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LOWW/VIE
SCHWECHAT

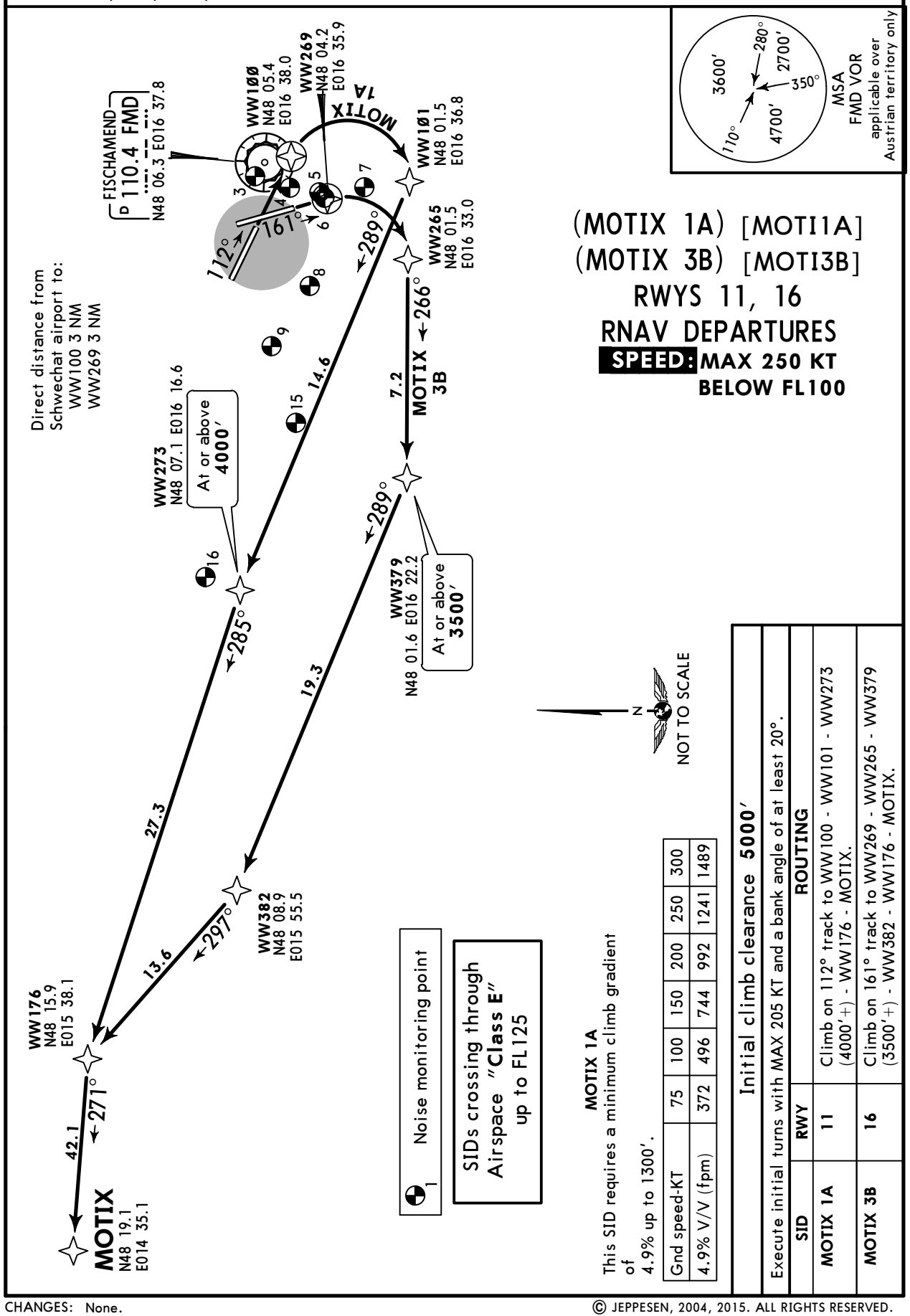
JEPPESEN

4 DEC 15 (10-3J) Eff 10 Dec

VIENNA, AUSTRIA
RNAV SID

WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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 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
MOTIX 1A	11	Climb on 112° track to WW100 - WW101 - WW273 (4000′+) - WW176 - MOTIX.
MOTIX 3B	16	Climb on 161° track to WW269 - WW265 - WW379 (3500′+) - WW382 - WW176 - MOTIX.

CHANGES: None.

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LOWW/VIE
SCHWECHAT

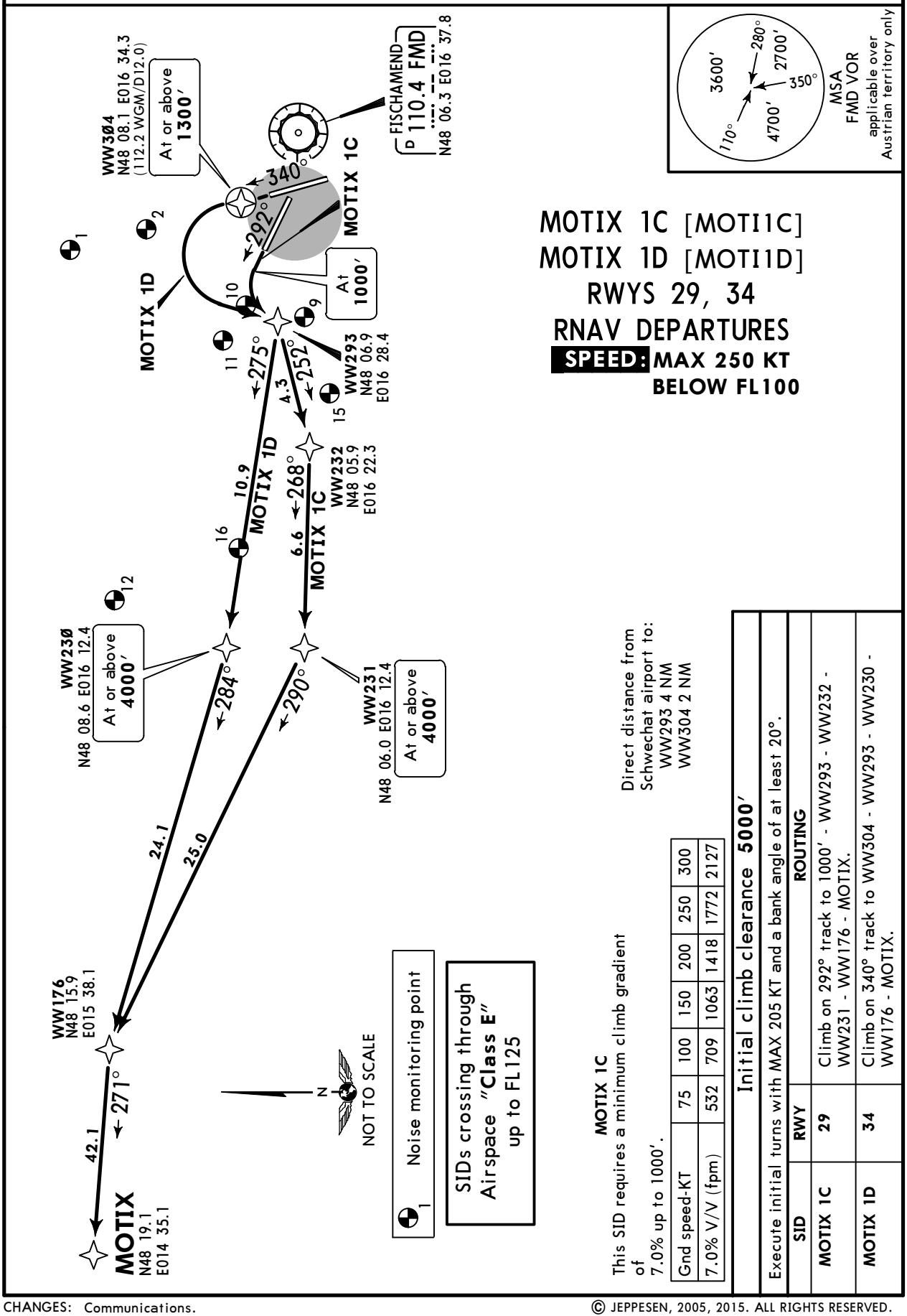
JEPPESEN

4 DEC 15 (10-3K) Eff 10 Dec

VIENNA, AUSTRIA
RNAV SID

WIEN Radar	Apt Elev	
118.775	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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′.



CHANGES: Communications.

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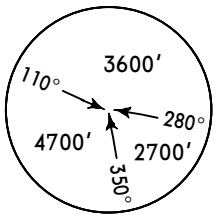
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

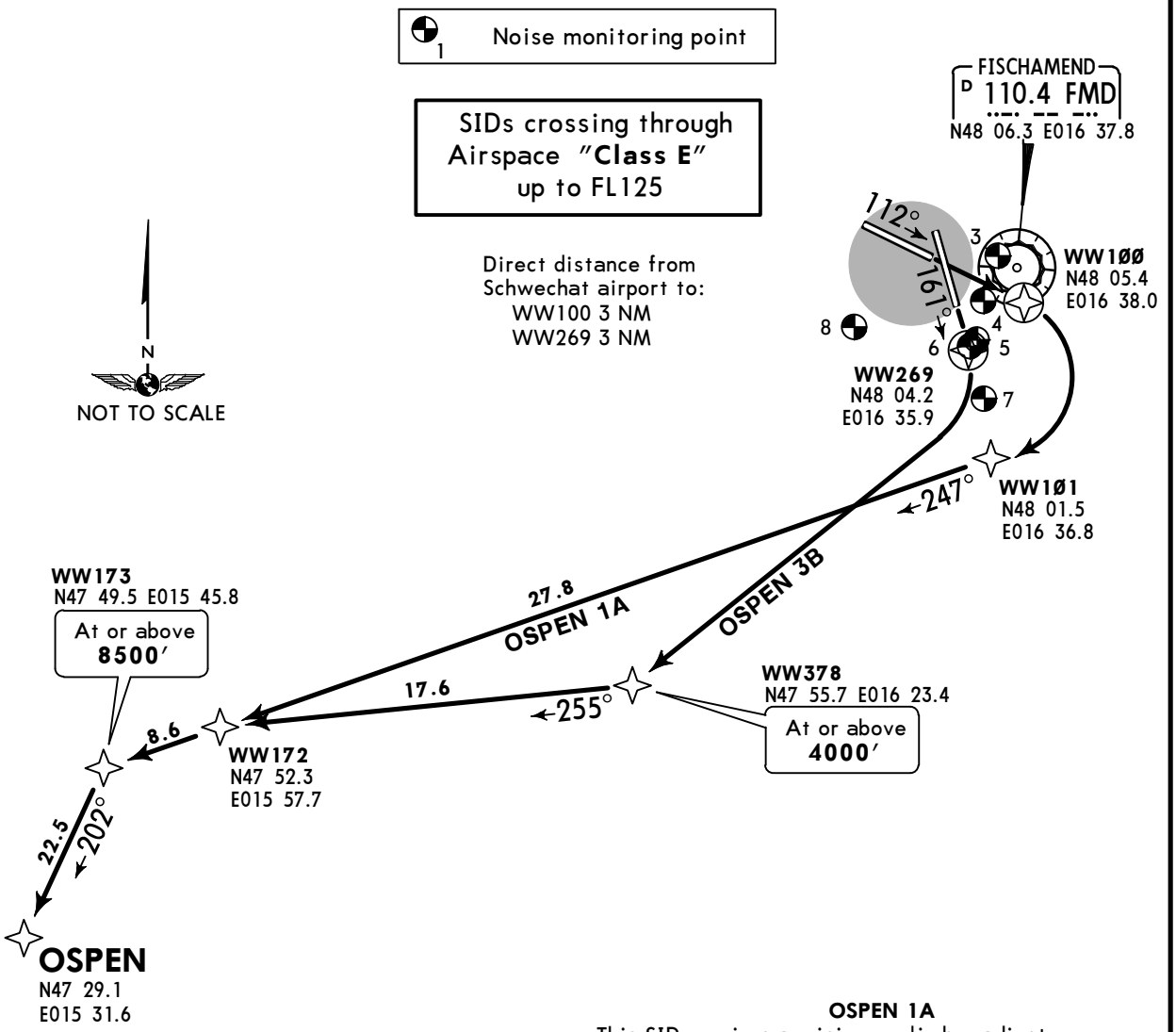
1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400′.



MSA
FMD VOR
applicable over
Austrian territory only

OSPEN 1A [OSPE1A]
OSPEN 3B [OSPE3B]
RWYS 11, 16 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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**	Climb on 112° track to WW100 - WW101 - WW172 - WW173 (8500′+) - OSPEN.
OSPEN 3B	**16**	Climb on 161° track to WW269 - WW378 (4000′+) - WW172 - WW173 (8500′+) - OSPEN.

CHANGES: None.

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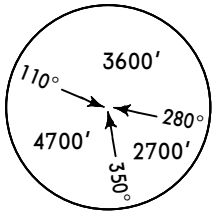
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.

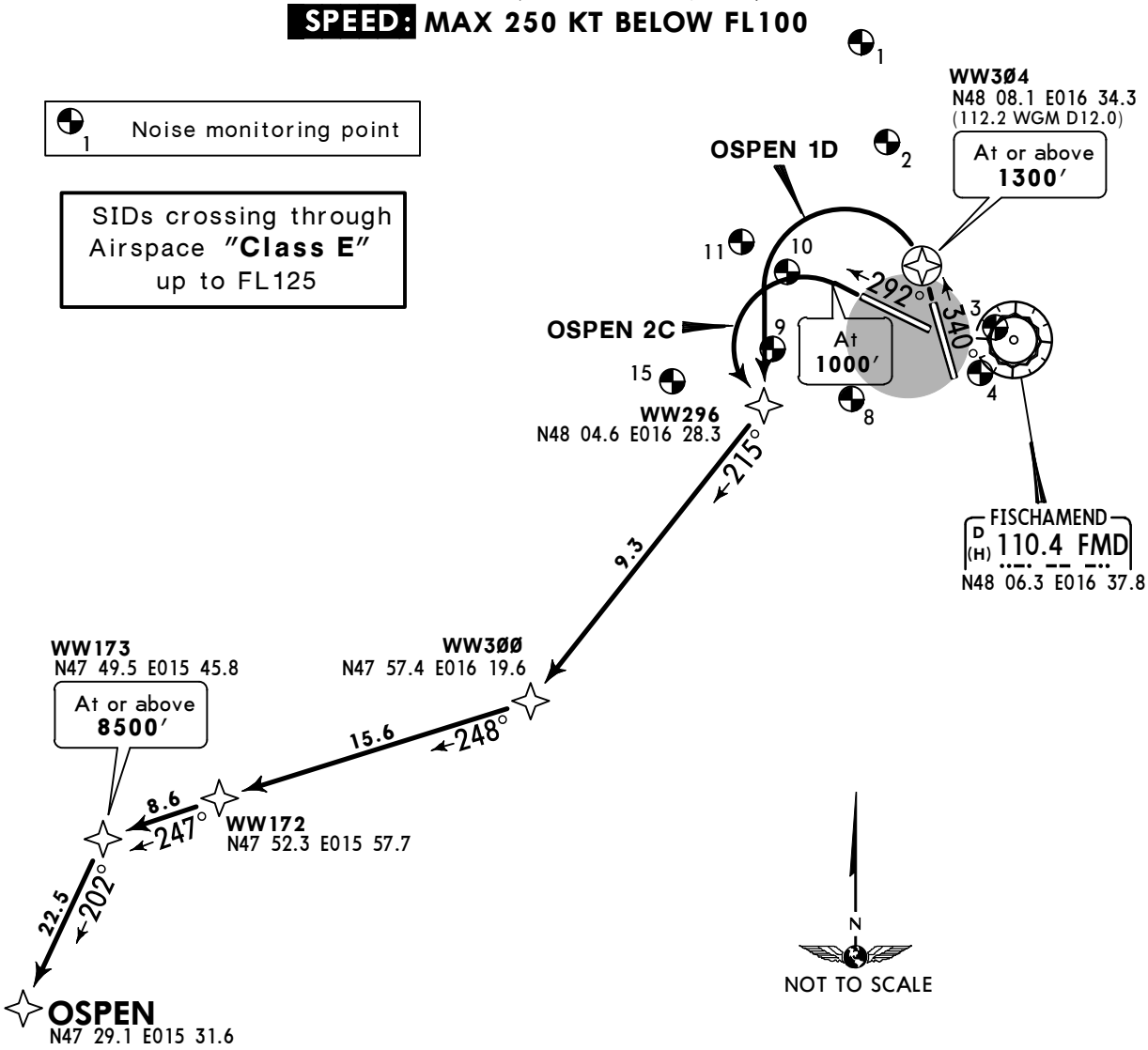


MSA
FMD VOR
applicable over
Austrian territory only

OSPEN TWO CHARLIE (OSPEN 2C) [OSPE2C]
OSPEN ONE DELTA (OSPEN 1D) [OSPE1D]
RWYS 29, 34 RNAV DEPARTURES

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

SPEED: MAX 250 KT BELOW FL100



OSPEN 2C

This SID requires a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 2C	**29**	Climb on 292° track to 1000′ - WW296 - WW300 - WW172 - WW173 - OSPEN.
OSPEN 1D	**34**	Climb on 340° track to WW304 - WW296 - WW300 - WW172 - WW173 - OSPEN.

CHANGES: None.

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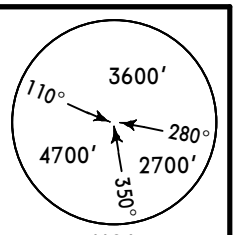
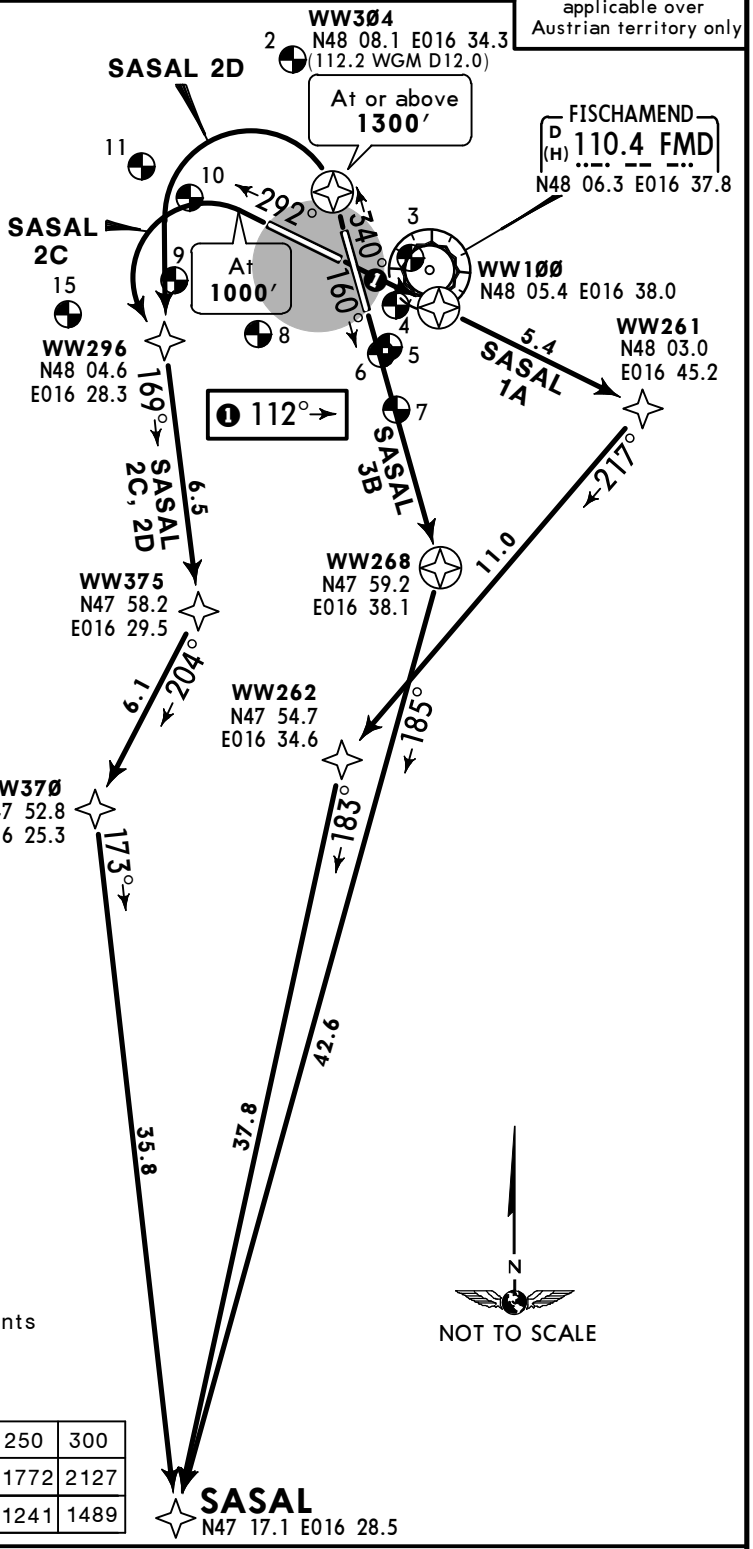
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.



MSA
FMD VOR
applicable over
Austrian territory only

SASAL ONE ALFA
(SASAL 1A) [SASA1A]
SASAL THREE BRAVO
(SASAL 3B) [SASA3B]
SASAL TWO CHARLIE
(SASAL 2C) [SASA2C]
SASAL TWO DELTA
(SASAL 2D) [SASA2D]
RWYS 11, 16, 29, 34
RNAV DEPARTURES
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
SPEED: MAX 250 KT BELOW FL100



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: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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**	Climb on 112° track to WW100 - WW261 - WW262 - SASAL.
SASAL 3B	**16**	Climb on 160° track to WW268 - SASAL.
SASAL 2C	**29**	Climb on 292° track to 1000′ - WW296 - WW375 - WW370 - SASAL.
SASAL 2D	**34**	Climb on 340° track to WW304 - WW296 - WW375 - WW370 - SASAL.

CHANGES: Initial climb track RWYs 11 & 16; SASAL 2B renumbered 3B & revised.

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LOWW/VIE
SCHWECHAT

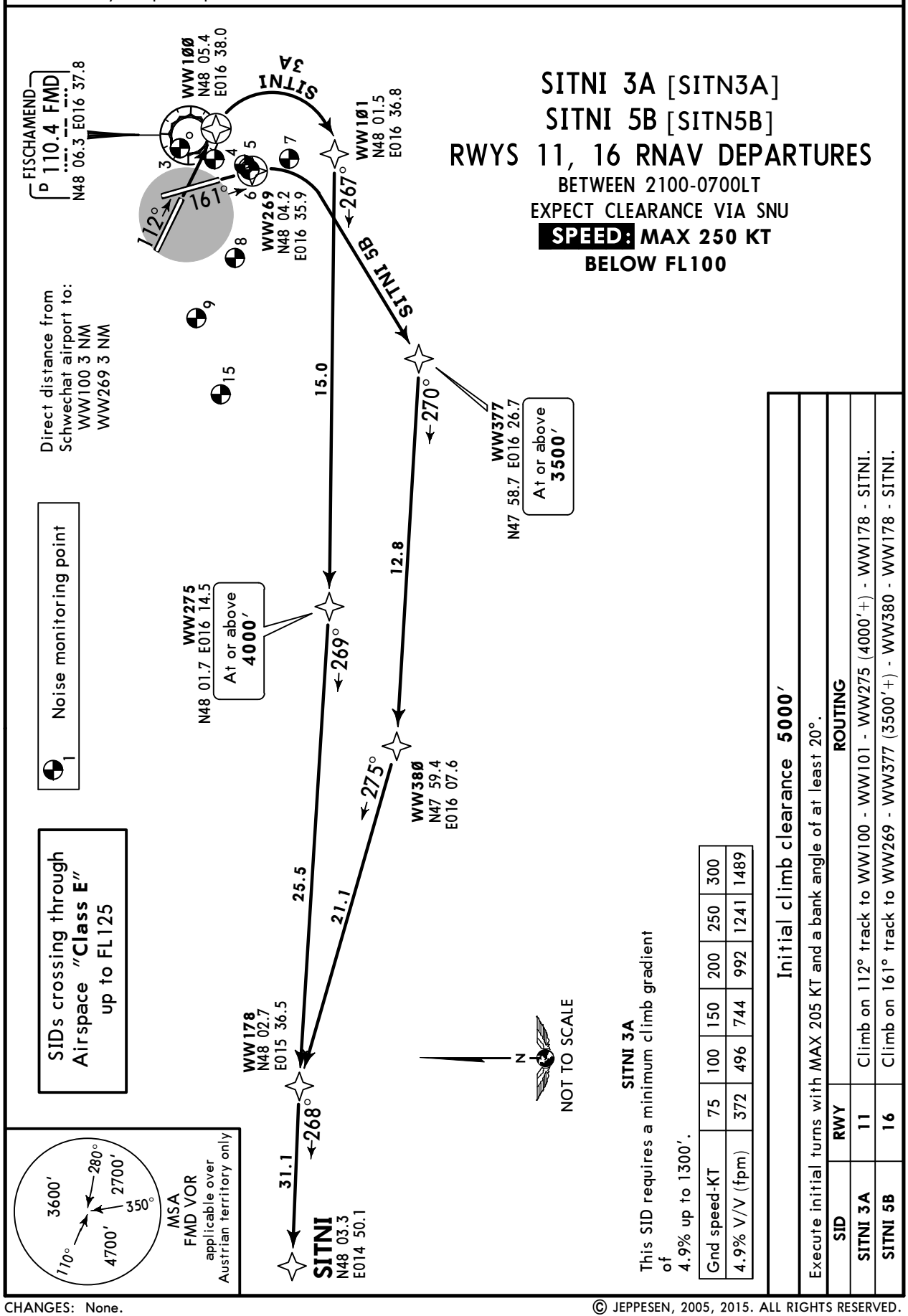
JEPPESEN

4 DEC 15 (10-3P) **Eff 10 Dec**

VIENNA, AUSTRIA
RNAV SID

WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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′.



CHANGES: None.

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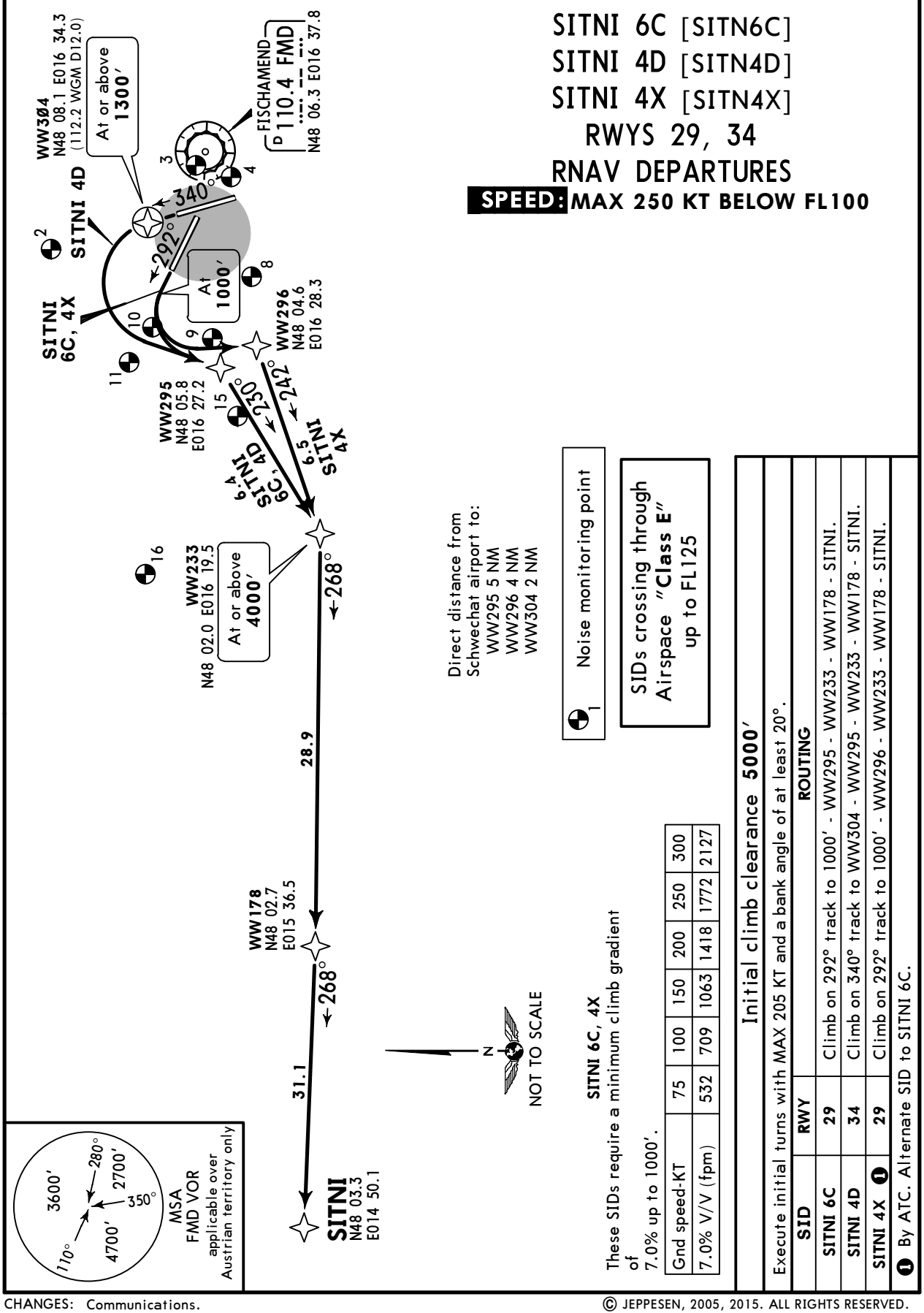
WIEN Radar	Apt Elev	
118.775	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. 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. 5. 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 6C [SITN6C]
SITNI 4D [SITN4D]
SITNI 4X [SITN4X]
RWYS 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100



SITNI 6C, 4X
These SIDs require a minimum climb gradient of 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
SITNI 6C	29	Climb on 292° track to 1000′ - WW295 - WW233 - WW178 - SITNI.
SITNI 4D	34	Climb on 340° track to WW304 - WW295 - WW233 - WW178 - SITNI.
SITNI 4X ❶	29	Climb on 292° track to 1000′ - WW296 - WW233 - WW178 - SITNI.

❶ By ATC. Alternate SID to SITNI 6C.

CHANGES: Communications.

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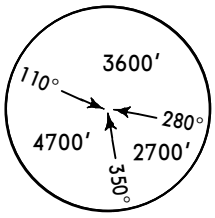
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.

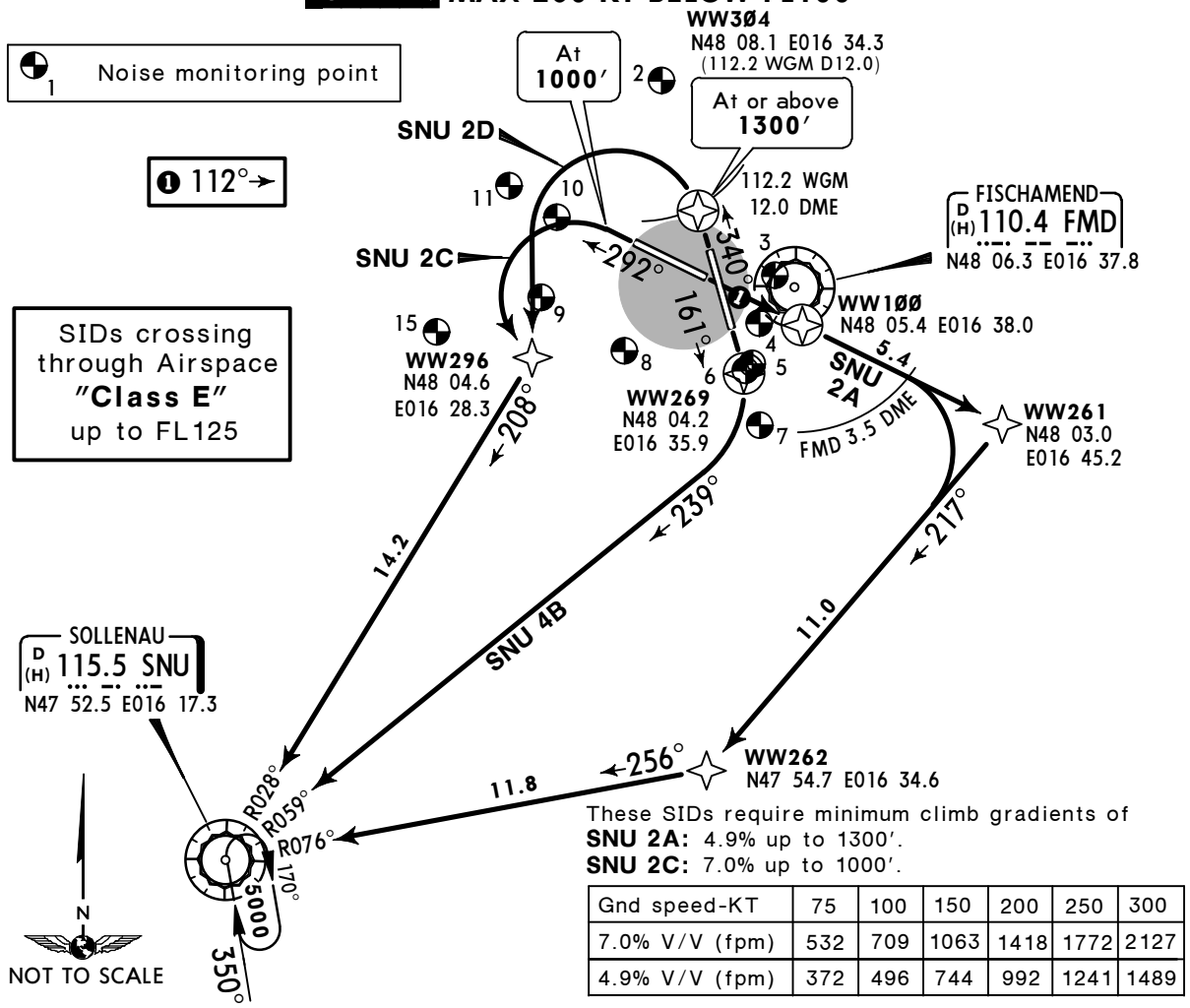


MSA
FMD VOR
applicable over
Austrian territory only

SOLLENAU TWO ALFA (SNU 2A)
SOLLENAU FOUR BRAVO (SNU 4B)
SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D)
RWYS 11, 16, 29, 34 RNAV DEPARTURES

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
BY ATC

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
SNU 2A: 4.9% up to 1300′.
SNU 2C: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
SNU 2A	**11**	Climb on 112° track to FMD 3.5 DME, turn RIGHT, 220° heading, intercept SNU R-076 inbound to SNU. **RNAV:** Climb on 112° track to WW100 - WW261 - WW262 - SNU.
SNU 4B	**16**	Climb on 161° track, intercept SNU R-059 inbound to SNU. **RNAV:** Climb on 161° track to WW269 - SNU.
SNU 2C	**29**	Climb on 292° track, at 1000′ turn LEFT, intercept SNU R-028 inbound to SNU. **RNAV:** Climb on 292° track to 1000′ - WW296 - SNU.
SNU 2D	**34**	Climb on 340° track, at WGM 12.0 DME turn LEFT, intercept SNU R-028 inbound to SNU. **RNAV:** Climb on 340° track to WW304 - WW296 - SNU.

Also usable for non RNAV equipped aircraft.

CHANGES: Initial climb track RNAV SIDs RWYs 11 & 16.

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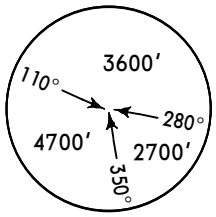
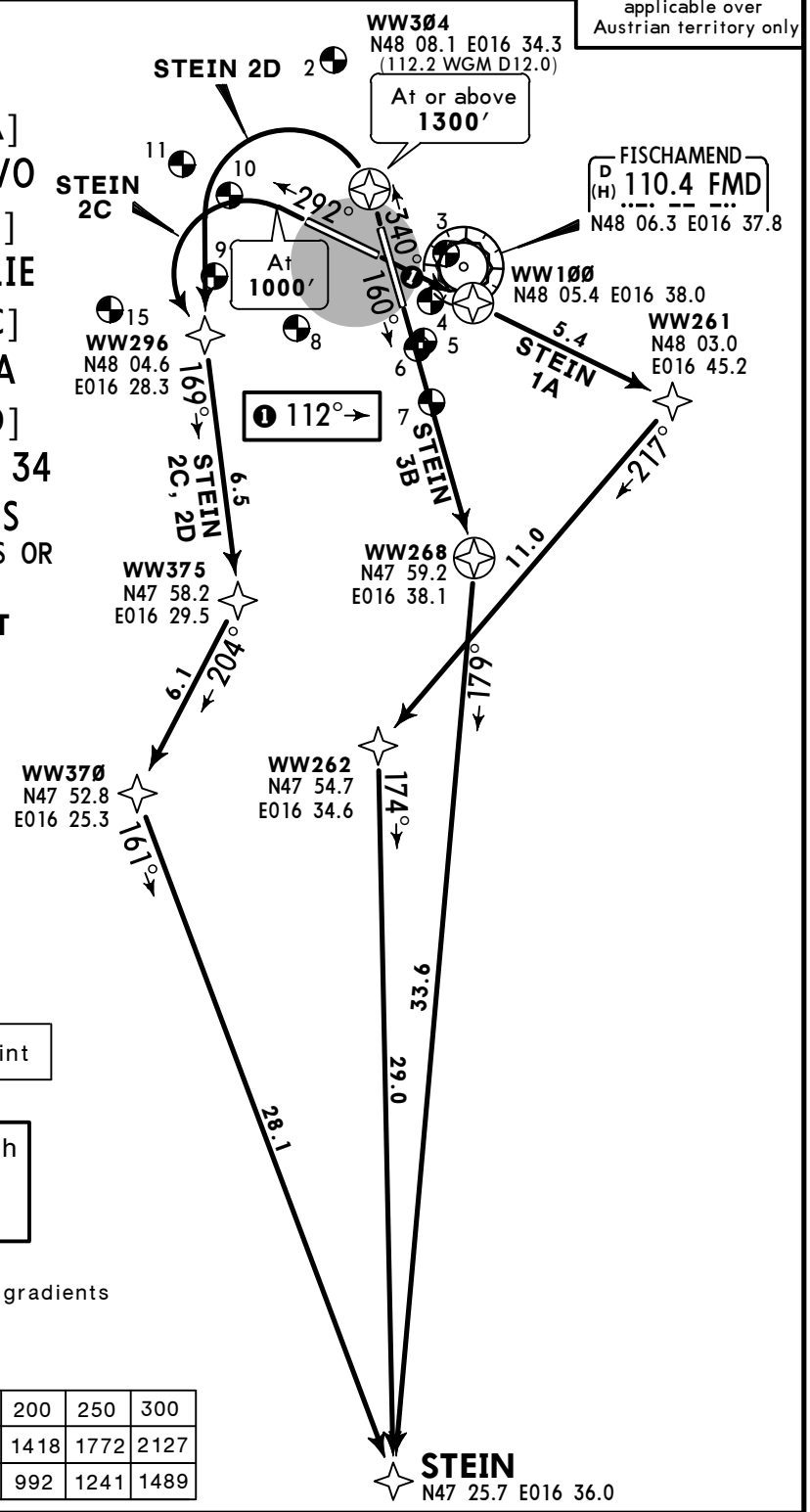
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.



MSA
FMD VOR
applicable over
Austrian territory only

STEIN ONE ALFA
(STEIN 1A) [STEI1A]
STEIN THREE BRAVO
(STEIN 3B) [STEI3B]
STEIN TWO CHARLIE
(STEIN 2C) [STEI2C]
STEIN TWO DELTA
(STEIN 2D) [STEI2D]
RWYS 11, 16, 29, 34
RNAV DEPARTURES
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
SPEED: MAX 250 KT BELOW FL100



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: 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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**	Climb on 112° track to WW100 - WW261 - WW262 - STEIN.
STEIN 3B	**16**	Climb on 160° track to WW268 - STEIN.
STEIN 2C	**29**	Climb on 292° track to 1000′ - WW296 - WW375 - WW370 - STEIN.
STEIN 2D	**34**	Climb on 340° track to WW304 - WW296 - WW375 - WW370 - STEIN.

CHANGES: Initial climb track SIDs RWYs 11 & 16; STEIN 2B renumb 3B & revised.

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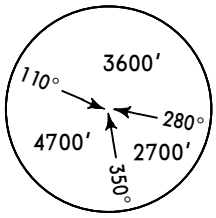
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.



MSA
FMD VOR
applicable over Austrian territory only

UMBIL TWO ALFA (UMBIL 2A) [UMBI2A]
UMBIL FOUR BRAVO (UMBIL 4B) [UMBI4B]
RWYS 11, 16 RNAV DEPARTURES

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
BETWEEN 2100-0700LT EXPECT CLEARANCE VIA SNU

SPEED: MAX 250 KT BELOW FL100

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

Noise monitoring point

FISCHAMEND
D (H) 110.4 FMD
N48 06.3 E016 37.8

112°
161°
3
4
5
6
7
8

WW100
N48 05.4
E016 38.0

WW269
N48 04.2
E016 35.9

WW101
N48 01.5
E016 36.8

247°

27.8
UMBIL 2A

UMBIL 4B

WW172
N47 52.3 E015 57.7

17.6

255°

WW378
N47 55.7 E016 23.4

At or above **4000′**

9.0
202°

WW175
N47 44.2 E015 52.0

At or above **8500′**

25.4

UMBIL
N47 21.2 E015 36.1

N
NOT TO SCALE

UMBIL 2A

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**	Climb on 112° track to WW100 - WW101 - WW172 - WW175 (8500′+) - UMBIL.
UMBIL 4B	**16**	Climb on 161° track to WW269 - WW378 (4000′+) - WW172 - WW175 (8500′+) - UMBIL.

CHANGES: Initial climb track.

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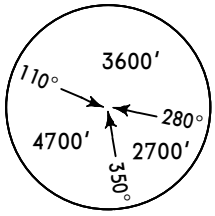
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.

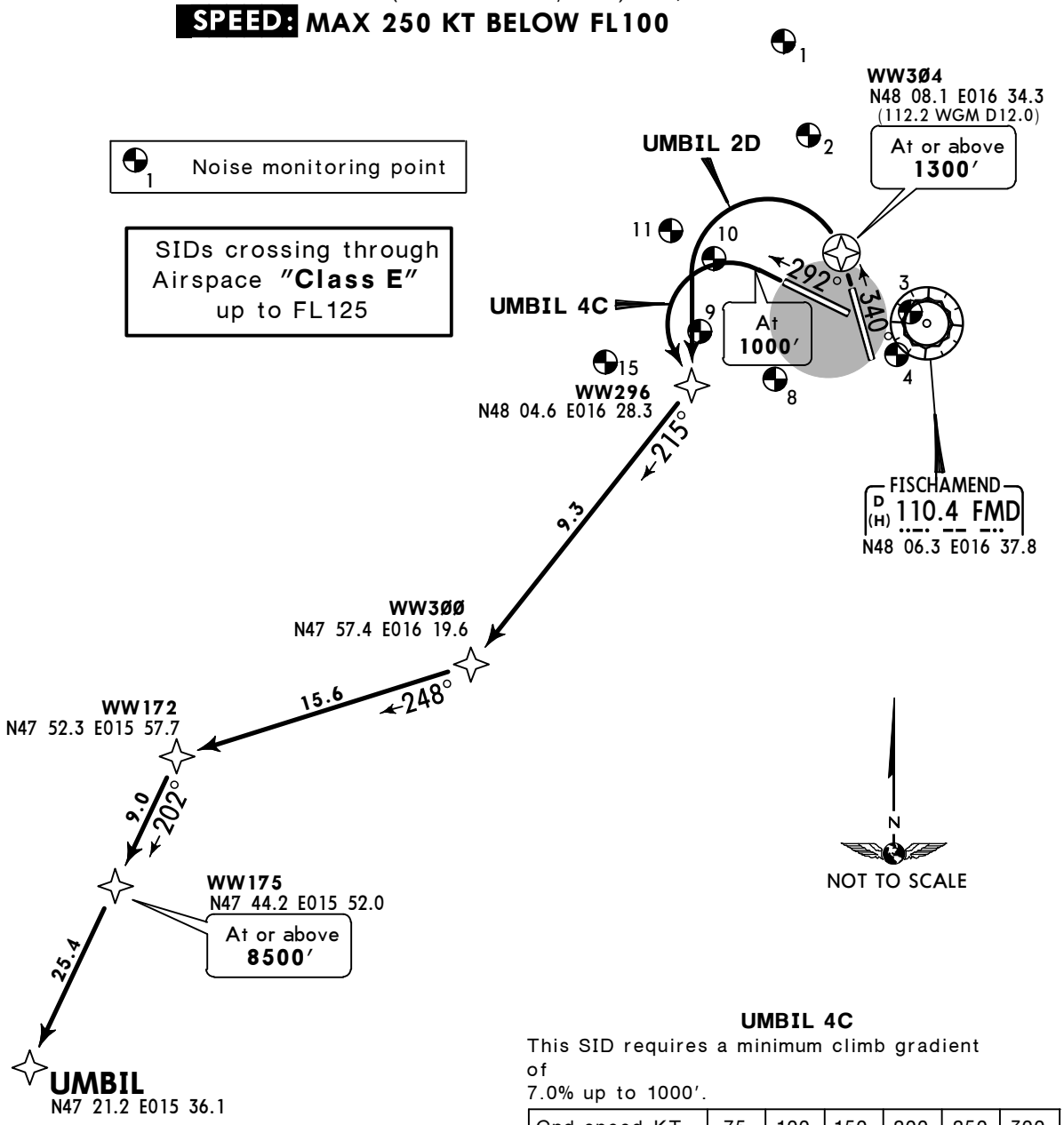


MSA
FMD VOR
applicable over
Austrian territory only

UMBIL FOUR CHARLIE (UMBIL 4C) [UMBI4C]
UMBIL TWO DELTA (UMBIL 2D) [UMBI2D]
RWYS 29, 34 RNAV DEPARTURES

RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED

SPEED: MAX 250 KT BELOW FL100



UMBIL 4C

This SID requires a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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
UMBIL 4C	**29**	Climb on 292° track to 1000′ - WW296 - WW300 - WW172 - WW175 - UMBIL.
UMBIL 2D	**34**	Climb on 340° track to WW304 - WW296 - WW300 - WW172 - WW175 UMBIL.

CHANGES: None.

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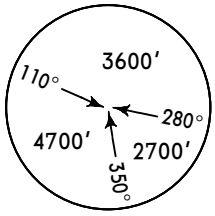
WIEN Radar	Apt Elev	
124.55	600′	Trans level: By ATC Trans alt: 5000′

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required. 3. Contact WIEN Radar when advised by Tower. 4. 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. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400′.



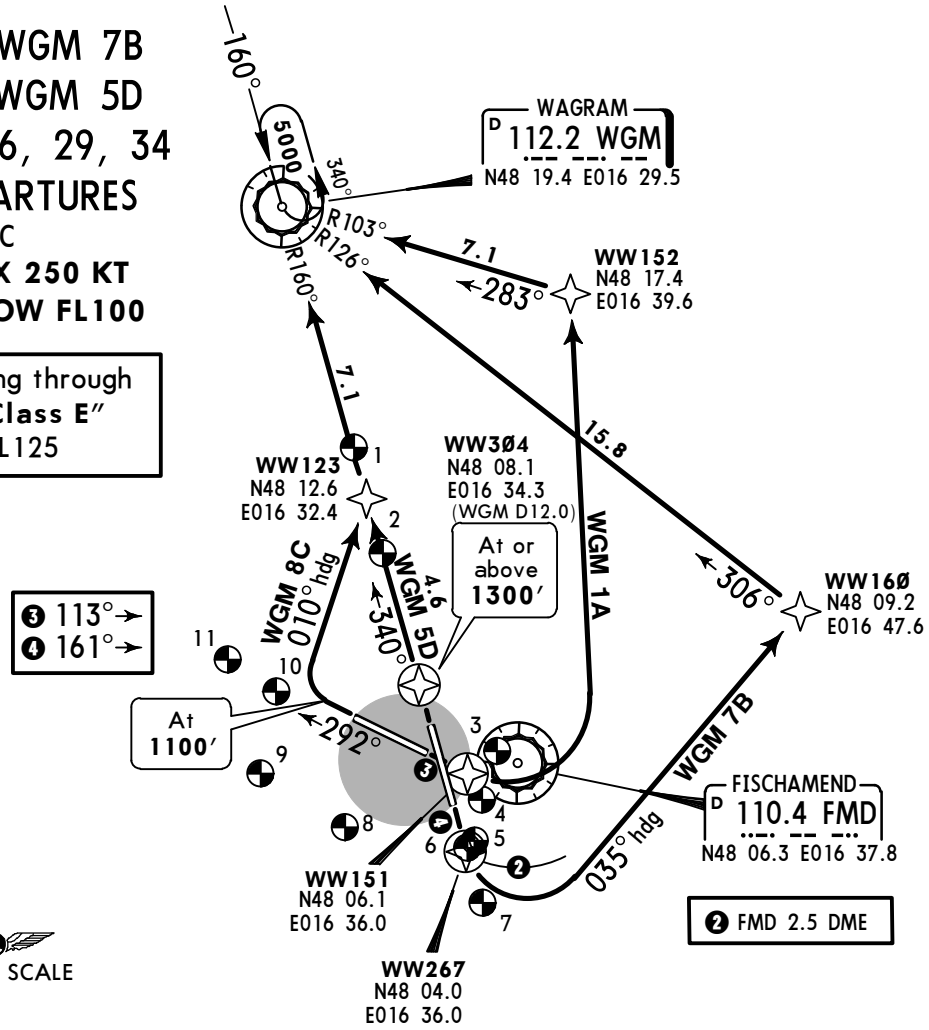
MSA
FMD VOR
applicable over
Austrian territory only

WGM 1A, WGM 7B
WGM 8C, WGM 5D
RWYS 11, 16, 29, 34
RNAV DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100

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



Noise monitoring point

Direct distance from Schwechat airport to:
WW151 1 NM
WW267 3 NM
WW123 6 NM
WW304 2 NM

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**	Climb on 113° track to WW151 - WW152 - WGM.
WGM 7B ❶	**16**	Climb on 161° track to to FMD 2.5 DME, turn LEFT, 035° heading, intercept WGM R-126 inbound to WGM. **RNAV:** Climb on 161° track to WW267 - WW160 - WGM.
WGM 8C PROP ONLY ❶	**29**	Climb on 292° track with maximum climb gradient to 1100′, turn RIGHT, 010° heading, intercept WGM R-160 inbound to WGM. **RNAV:** Climb on 292° track to 1100′ - WW123 - WGM.
WGM 5D ❶	**34**	Climb on WGM R-160 inbound to WGM. **RNAV:** Climb on 340° track to WW304 - WGM.

❶ Also usable for non RNAV equipped aircraft.

CHANGES: Communications.

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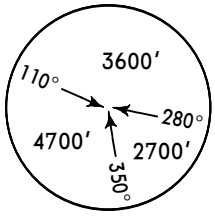
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.



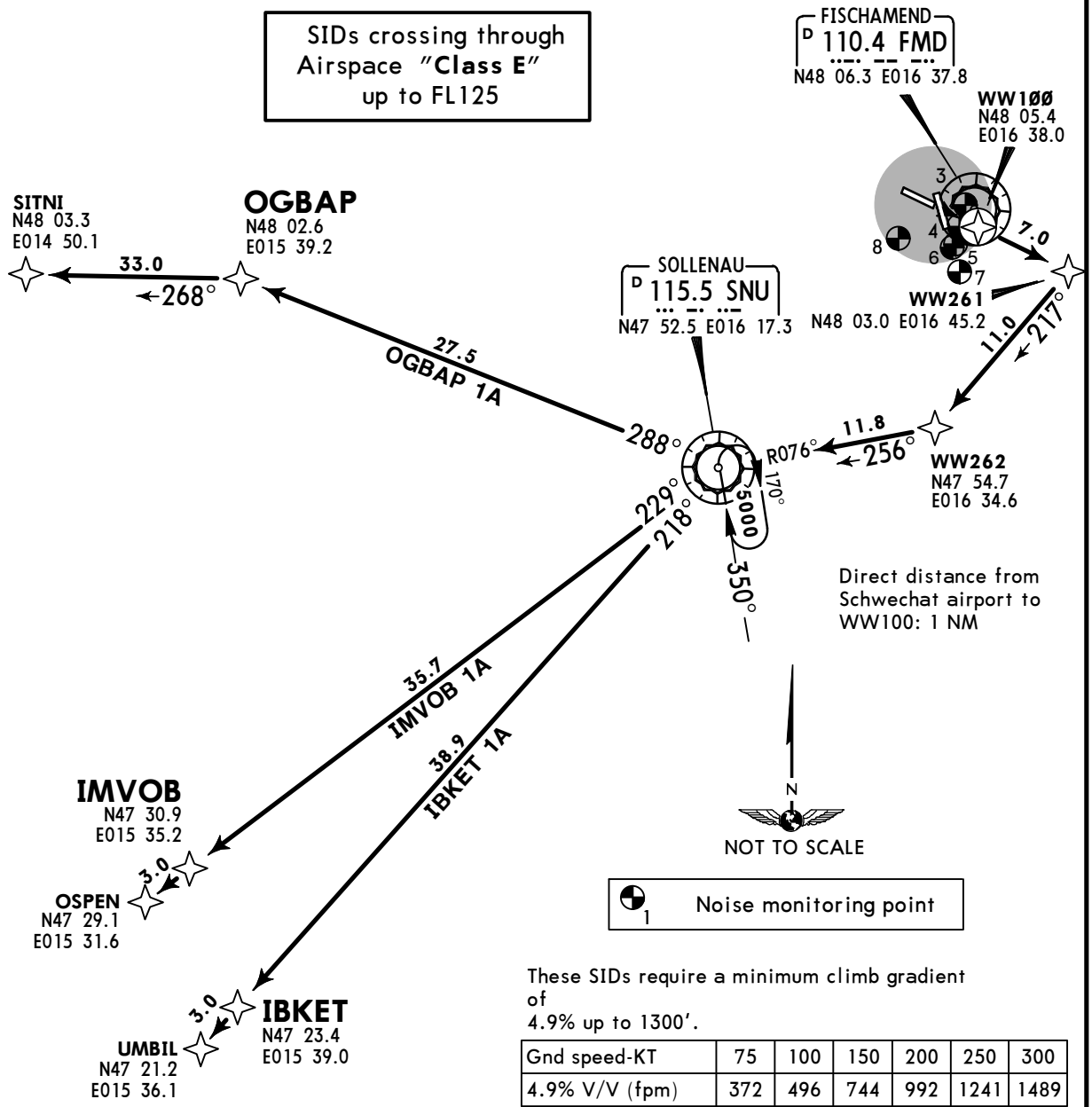
MSA
FMD VOR
applicable over
Austrian territory only

IBKET 1A [IBKE1A]
IMVOB 1A [IMVO1A]
OGBAP 1A [OGBA1A]
RWY 11 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100

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



These SIDs require 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	ROUTING
IBKET 1A	WW100 - WW261 - WW262 - SNU - IBKET - UMBIL.
IMVOB 1A	WW100 - WW261 - WW262 - SNU - IMVOB - OSPEN.
OGBAP 1A	WW100 - WW261 - WW262 - SNU - OGBAP - SITNI.

CHANGES: None.

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WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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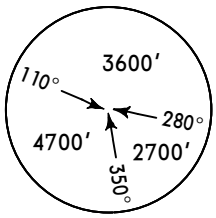


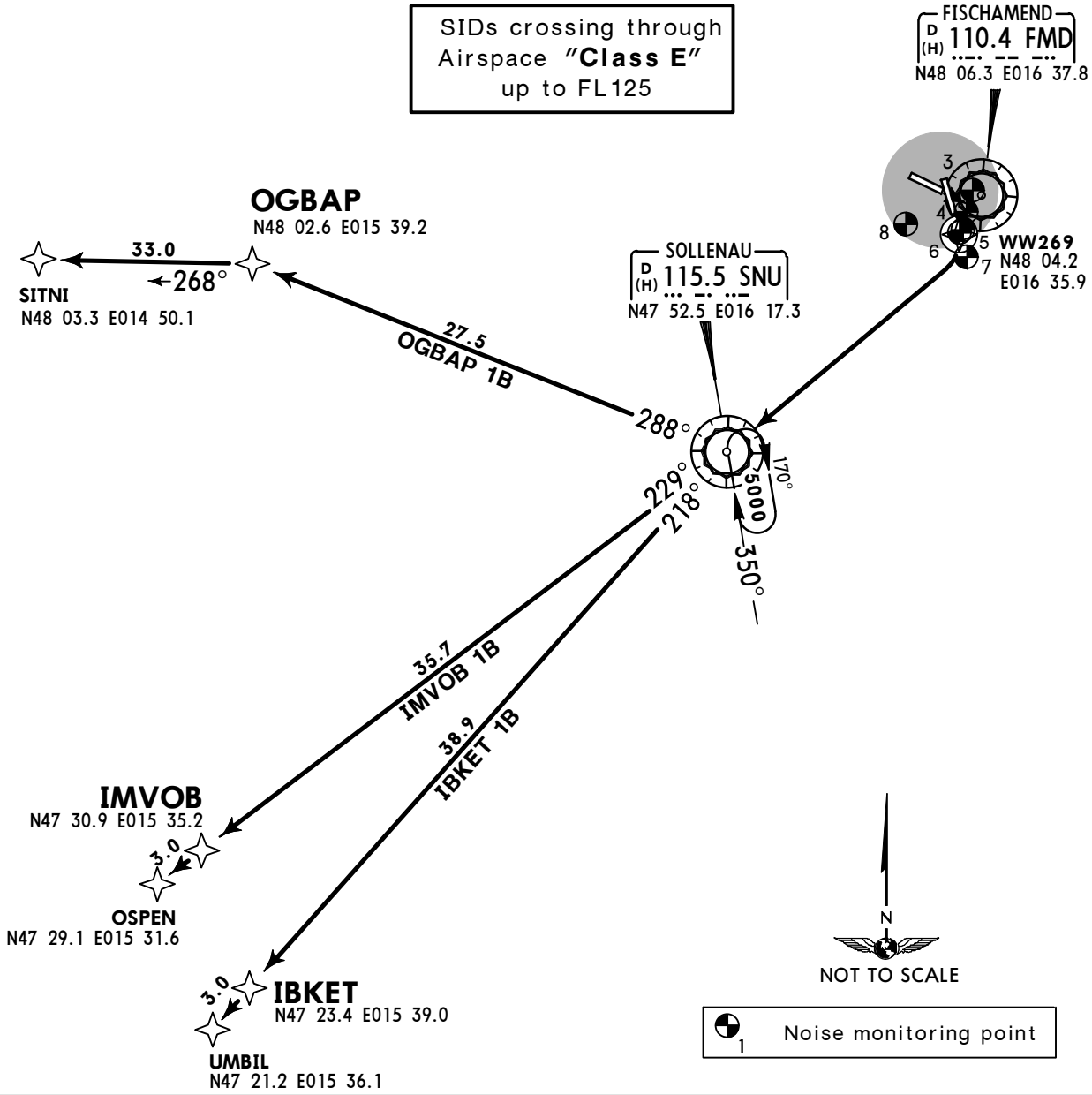
MSA
FMD VOR
applicable over
Austrian territory only

IBKET ONE BRAVO (IBKET 1B) [IBKE1B]
IMVOB ONE BRAVO (IMVOB 1B) [IMVO1B]
OGBAP ONE BRAVO (OGBAP 1B) [OGBA1B]
RWY 16 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100

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	ROUTING
IBKET 1B	WW269 - SNU - IBKET - UMBIL.
IMVOB 1B	WW269 - SNU - IMVOB - OSPEN.
OGBAP 1B	WW269 - SNU - OGBAP - SITNI.

CHANGES: New chart.

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WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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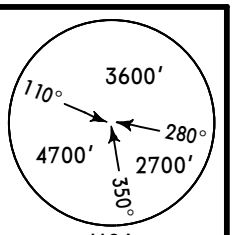


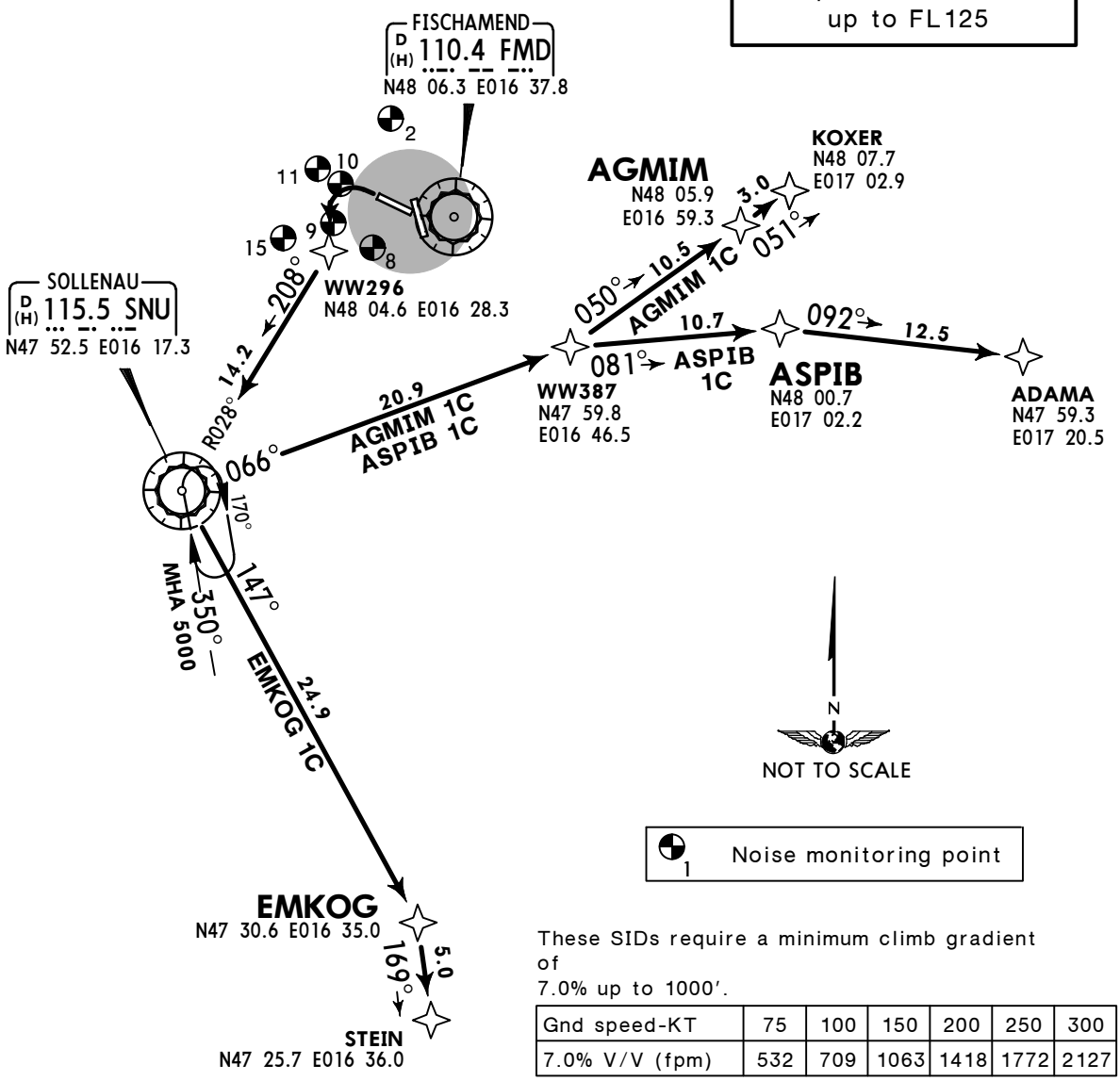
MSA
FMD VOR
applicable over
Austrian territory only

AGMIM ONE CHARLIE (AGMIM 1C) [AGMI1C]
ASPIB ONE CHARLIE (ASPIB 1C) [ASPI1C]
EMKOG ONE CHARLIE (EMKOG 1C) [EMKO1C]
RWY 29 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100

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



These SIDs require a minimum climb gradient of 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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	ROUTING
AGMIM 1C	(1000′+) - WW296 - SNU - WW387 - AGMIM - KOXER.
ASPIB 1C	(1000′+) - WW296 - SNU - WW387 - ASPIB - ADAMA.
EMKOG 1C	(1000′+) - WW296 - SNU - EMKOG - STEIN.

CHANGES: New chart.

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WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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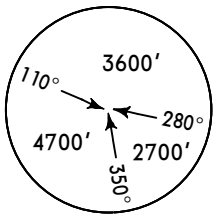


MSA
FMD VOR
applicable over
Austrian territory only

EVMAN ONE CHARLIE (EVMAN 1C) [EVMA1C]
IBKET ONE CHARLIE (IBKET 1C) [IBKE1C]
IMVOB ONE CHARLIE (IMVOB 1C) [IMVO1C]
RWY 29 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

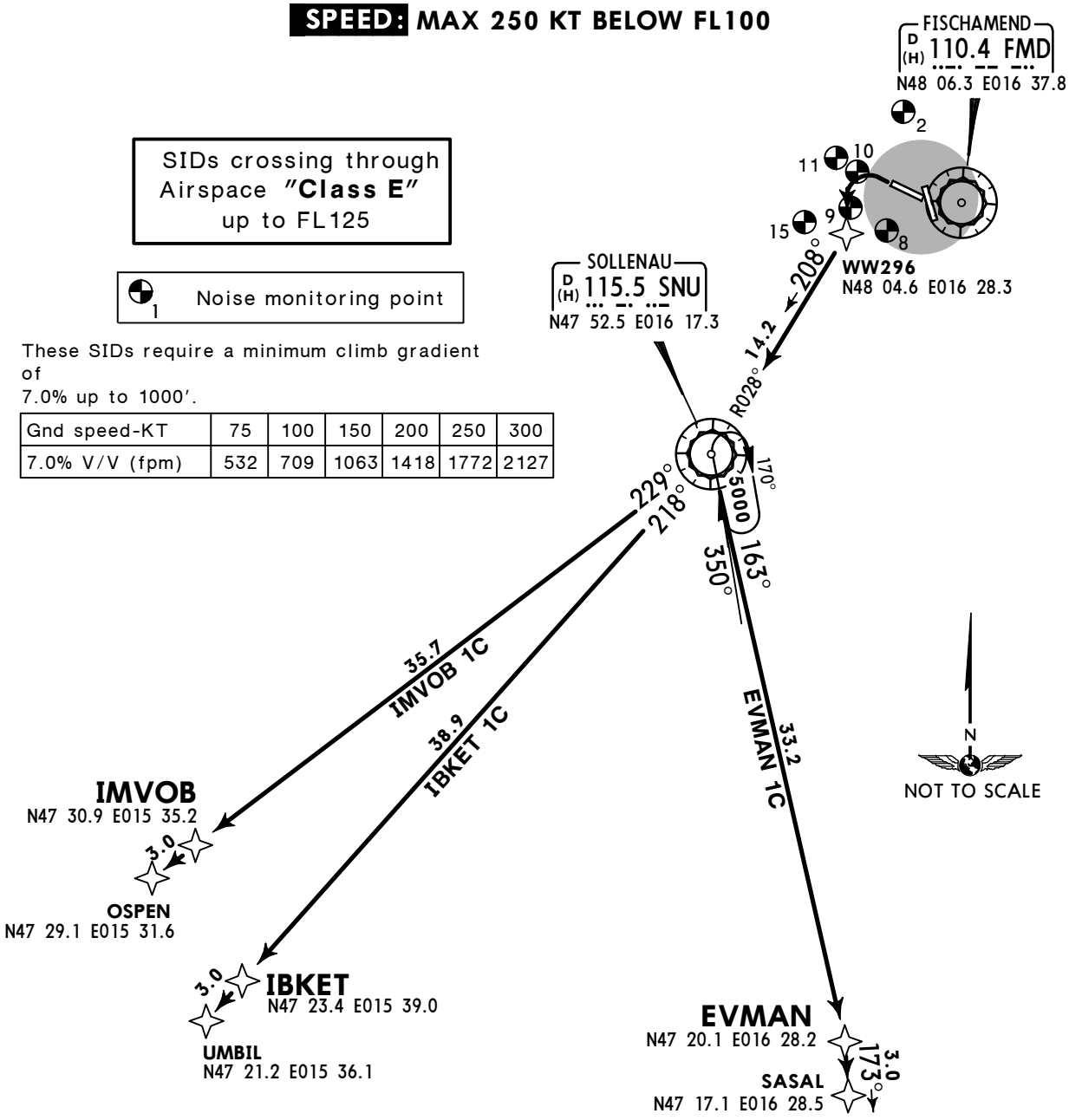
SPEED: MAX 250 KT BELOW FL100

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

Noise monitoring point

These SIDs require a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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	ROUTING
EVMAN 1C	(1000′+) - WW296 - SNU - EVMAN - SASAL.
IBKET 1C	(1000′+) - WW296 - SNU - IBKET - UMBIL.
IMVOB 1C	(1000′+) - WW296 - SNU - IMVOB - OSPEN.

CHANGES: New chart.

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WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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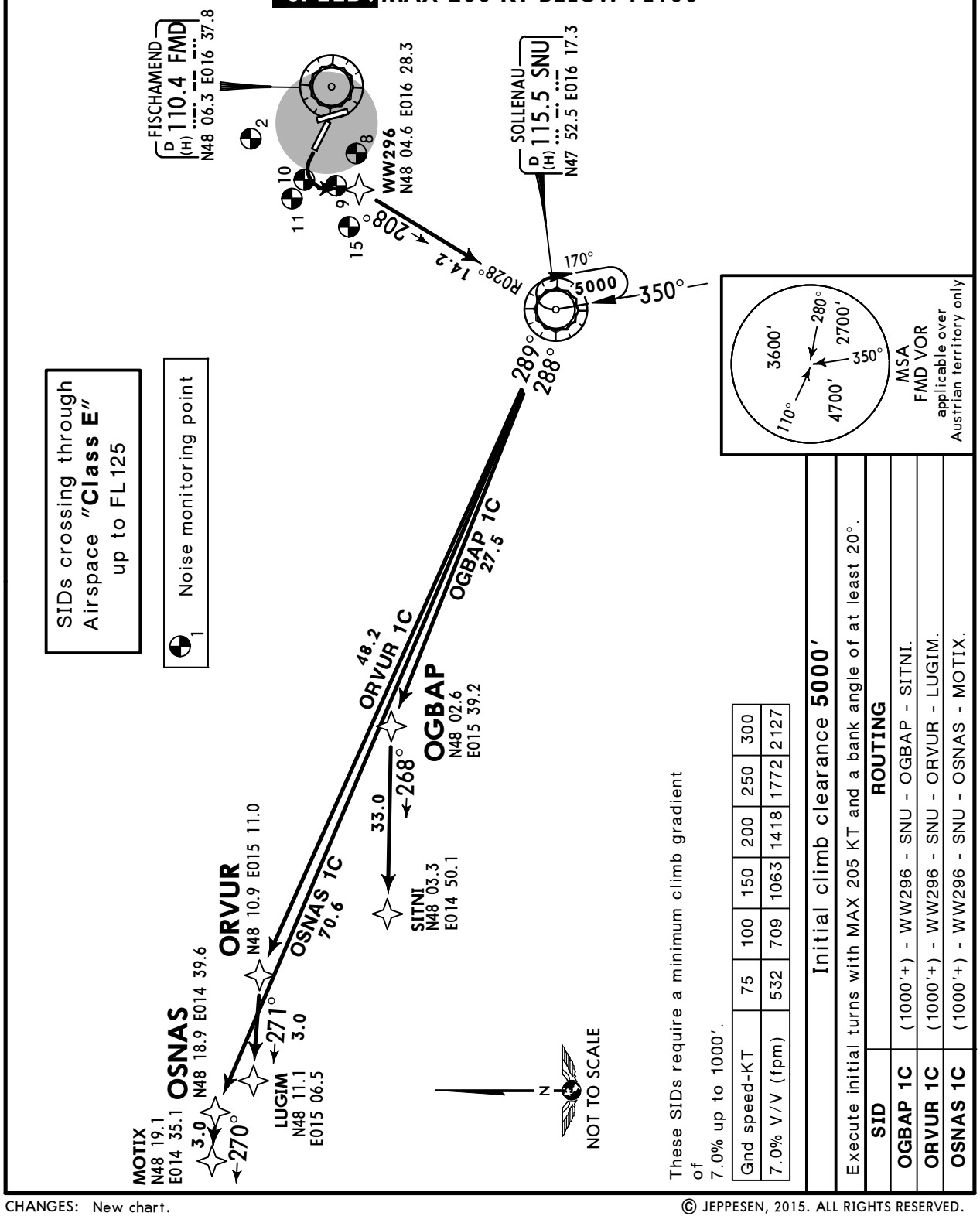
OGBAP ONE CHARLIE (OGBAP 1C) [OGBA1C]
ORVUR ONE CHARLIE (ORVUR 1C) [ORVU1C]
OSNAS ONE CHARLIE (OSNAS 1C) [OSNA1C]
RWY 29 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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	ROUTING
OGBAP 1C	(1000′+) - WW296 - SNU - OGBAP - SITNI.
ORVUR 1C	(1000′+) - WW296 - SNU - ORVUR - LUGIM.
OSNAS 1C	(1000′+) - WW296 - SNU - OSNAS - MOTIX.

CHANGES: New chart.

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WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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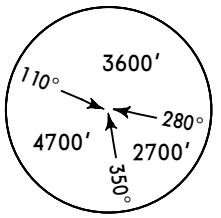
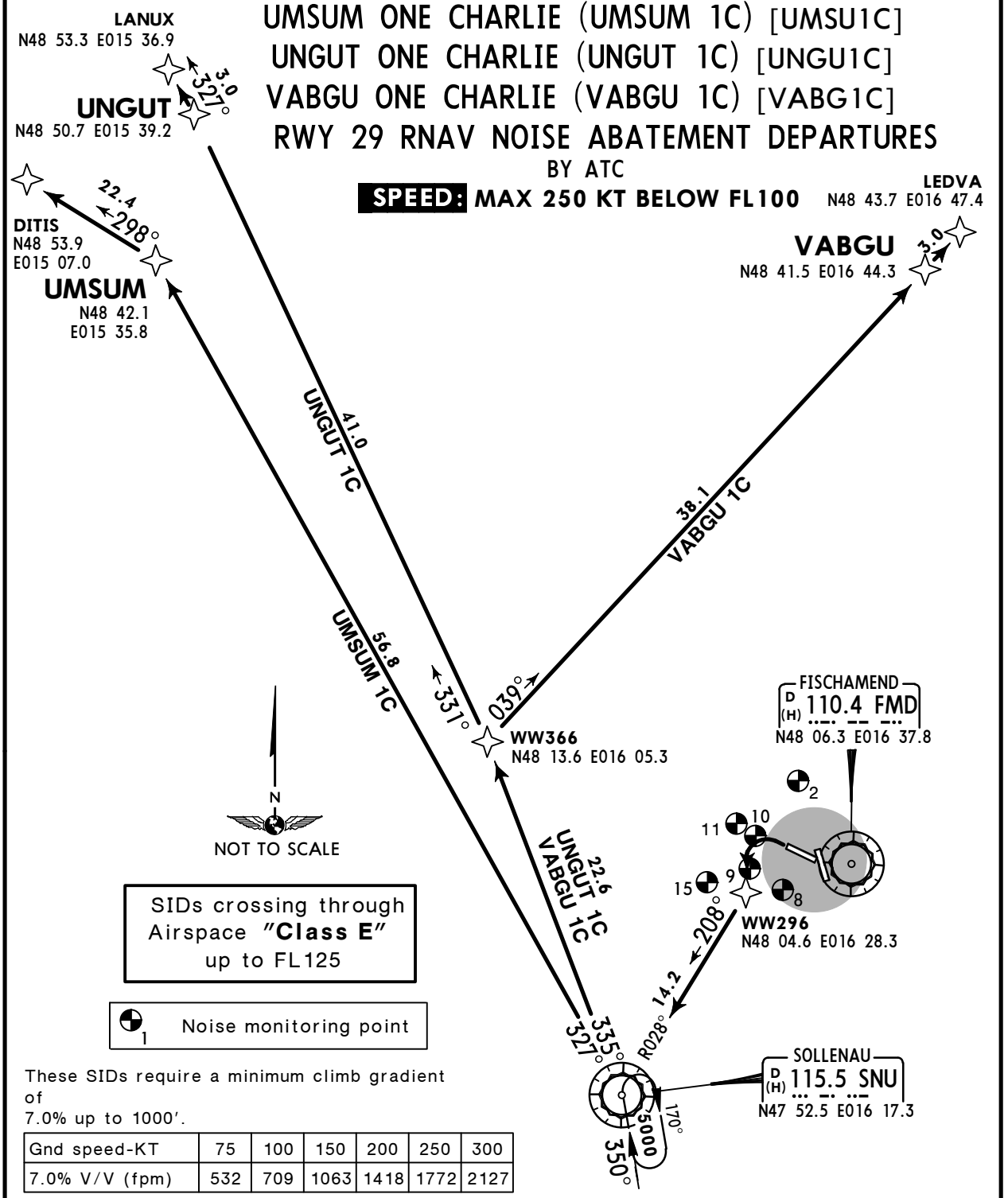


MSA
FMD VOR
applicable over
Austrian territory only

UMSUM ONE CHARLIE (UMSUM 1C) [UMSU1C]
UNGUT ONE CHARLIE (UNGUT 1C) [UNGU1C]
VABGU ONE CHARLIE (VABGU 1C) [VABG1C]
RWY 29 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of
7.0% up to 1000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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	ROUTING
UMSUM 1C	(1000′+) - WW296 - SNU - UMSUM - DITIS.
UNGUT 1C	(1000′+) - WW296 - SNU - WW366 - UNGUT - LANUX.
VABGU 1C	(1000′+) - WW296 - SNU - WW366 - VABGU - LEDVA.

CHANGES: New chart.

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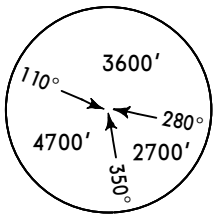
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.



MSA
FMD VOR
applicable over
Austrian territory only

EMKOG ONE DELTA (EMKOG 1D) [EMKO1D]
EVMAN ONE DELTA (EVMAN 1D) [EVMA1D]
IBKET ONE DELTA (IBKET 1D) [IBKE1D]
IMVOB ONE DELTA (IMVOB 1D) [IMVO1D]
RWY 34 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100

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

Noise monitoring point

NOT TO SCALE

WW304
N48 08.1 E016 34.3
(112.2 WGM D12.0)

At or above **1300′**

WW296
N48 04.6
E016 28.3

FISCHAMEND
D (H) 110.4 FMD
N48 06.3 E016 37.8

SOLLENAU
D (H) 115.5 SNU
N47 52.5 E016 17.3

208° 14.2 R028° 170° 229° 218° 350° 147° 163° MHA 5000

35.7 IMVOB 1D
38.9 IBKET 1D
24.9 EMKOG 1D
33.2 EVMAN 1D

IMVOB
N47 30.9
E015 35.2

3.0

OSPEN
N47 29.1
E015 31.6

3.0

IBKET
N47 23.4 E015 39.0

UMBIL
N47 21.2 E015 36.1

EMKOG
N47 30.6 E016 35.0

5.0 169°

STEIN
N47 25.7 E016 36.0

EVMAN
N47 20.1 E016 28.2

3.0 173°

SASAL
N47 17.1 E016 28.5

Initial climb clearance **5000′**

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

SID	ROUTING
EMKOG 1D	WW304 (1300′+) - WW296 - SNU - EMKOG - STEIN.
EVMAN 1D	WW304 (1300′+) - WW296 - SNU - EVMAN - SASAL.
IBKET 1D	WW304 (1300′+) - WW296 - SNU - IBKET - UMBIL.
IMVOB 1D	WW304 (1300′+) - WW296 - SNU - IMVOB - OSPEN.

CHANGES: New chart.

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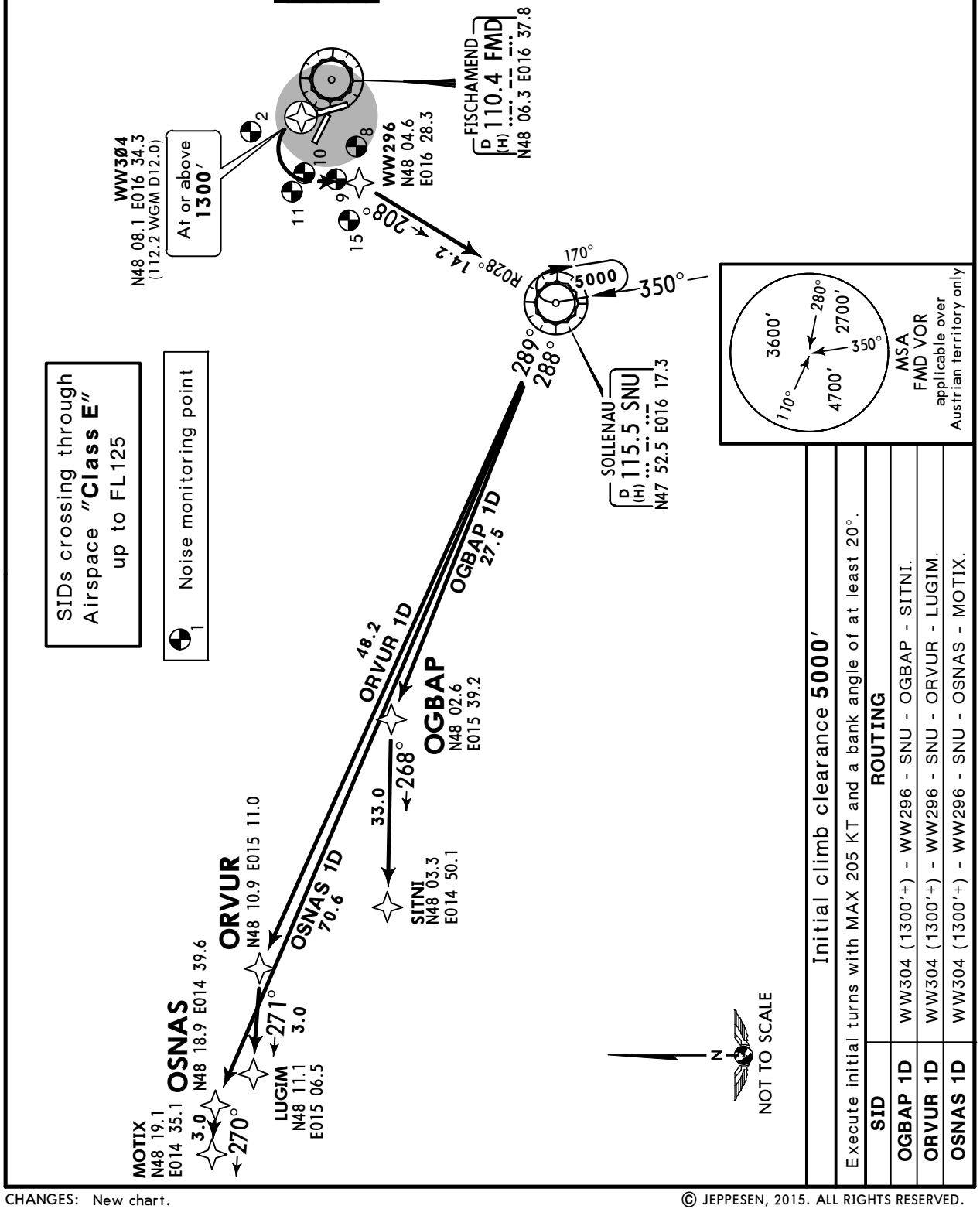
WIEN Radar	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′

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′.

OGBAP ONE DELTA (OGBAP 1D) [OGBA1D]
ORVUR ONE DELTA (ORVUR 1D) [ORVU1D]
OSNAS ONE DELTA (OSNAS 1D) [OSNA1D]
RWY 34 RNAV NOISE ABATEMENT DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100



Initial climb clearance **5000′**

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

SID	ROUTING
OGBAP 1D	WW304 (1300′+) - WW296 - SNU - OGBAP - SITNI.
ORVUR 1D	WW304 (1300′+) - WW296 - SNU - ORVUR - LUGIM.
OSNAS 1D	WW304 (1300′+) - WW296 - SNU - OSNAS - MOTIX.

CHANGES: New chart.

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LOWW/VIE

Apt Elev **600′**

N48 06.6 E016 34.2

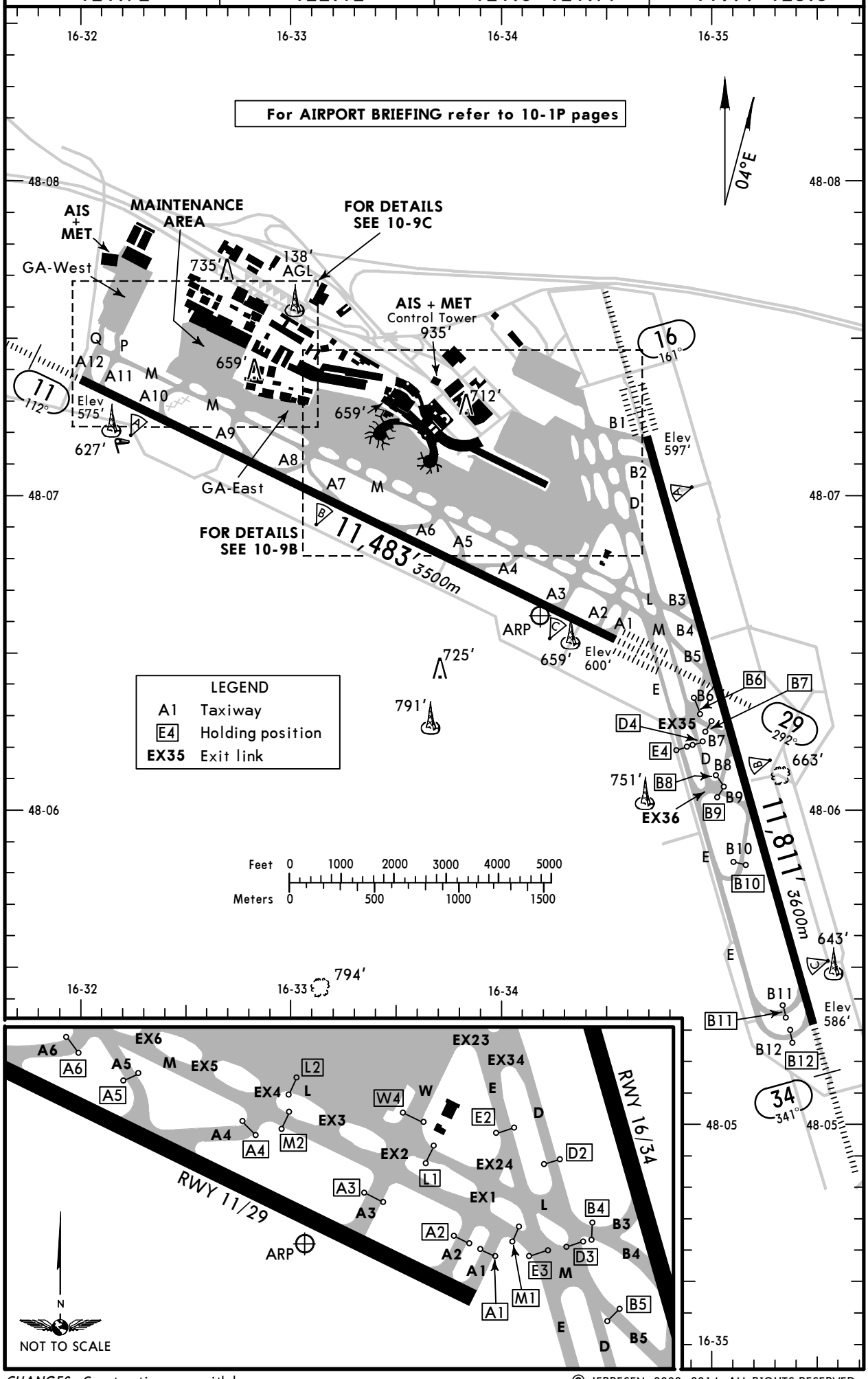
JEPPESEN

18 APR 14 (10-9)

VIENNA, AUSTRIA

SCHWECHAT

D-ATIS Departure	WIEN Delivery	*VIENNA Ground	Tower
121.72	122.12	121.6 121.77	119.4 123.8



CHANGES: Construction area withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶ 29	HIRL *(60m)* CL *(15m)* HIALS SFL ❷ RVR		10,498′ *3200m*	❹	148′ *45m*
	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❸ RVR		10,615′ *3235m*		

❶ Rwy grooved.
❷ PAPI-L (3.1°)
❸ PAPI-L (3.0°)
❹ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	11,483′ (3500m)
twy A11 int	10,938′ (3334m)
twy A10 int	9531′ (2905m)
twy A9 int	7218′ (2200m)
twy A8 int	7037′ (2145m)
twy A7 int	5479′ (1670m)
twy A6 int	4528′ (1380m)
twy A5 int	3084′ (940m)
twy A4 int	2789′ (850m)

RWY 29:

From rwy head	11,483′ (3500m)
twy A1 centerline east int	11,296′ (3443m)
twy A1 centerline west int	11,066′ (3373m)
twy A2 int	10,978′ (3346m)
twy A3 centerline east int	10,174′ (3101m)
twy A3 centerline west int	9944′ (3031m)
twy A4, A5 int	7841′ (2390m)
twy A6 int	6102′ (1860m)
twy A7 int	5118′ (1560m)
twy A8 int	3839′ (1170m)
twy A9 int	3396′ (1035m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❺ 34	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❻ RVR		10,810′ *3295m*	❼	148′ *45m*
	HIRL *(60m)* CL *(15m)* HIALS SFL REIL ❻ RVR		10,925′ *3330m*		

❺ Rwy grooved 66′/20m on each side of centerline.
❻ PAPI-L (3.0°)
❼ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head	11,811′ (3600m)
twy B2 int	11,007′ (3355m)
twy B4 int	7661′ (2335m)
twy 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 ❶

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

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

CHANGES: Intersections TORA's withdrawn.

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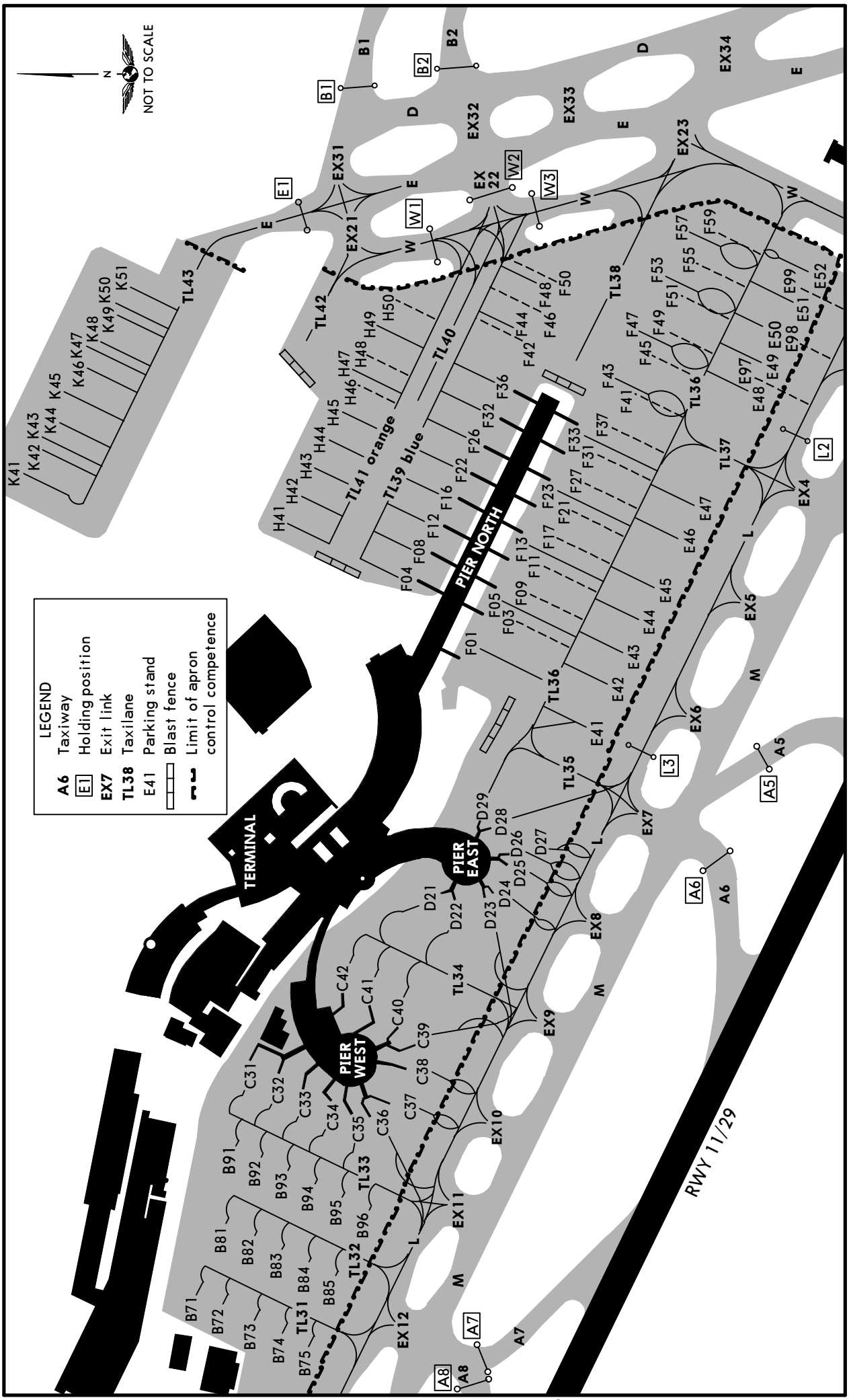

CHANGES: Holding point L3 established.

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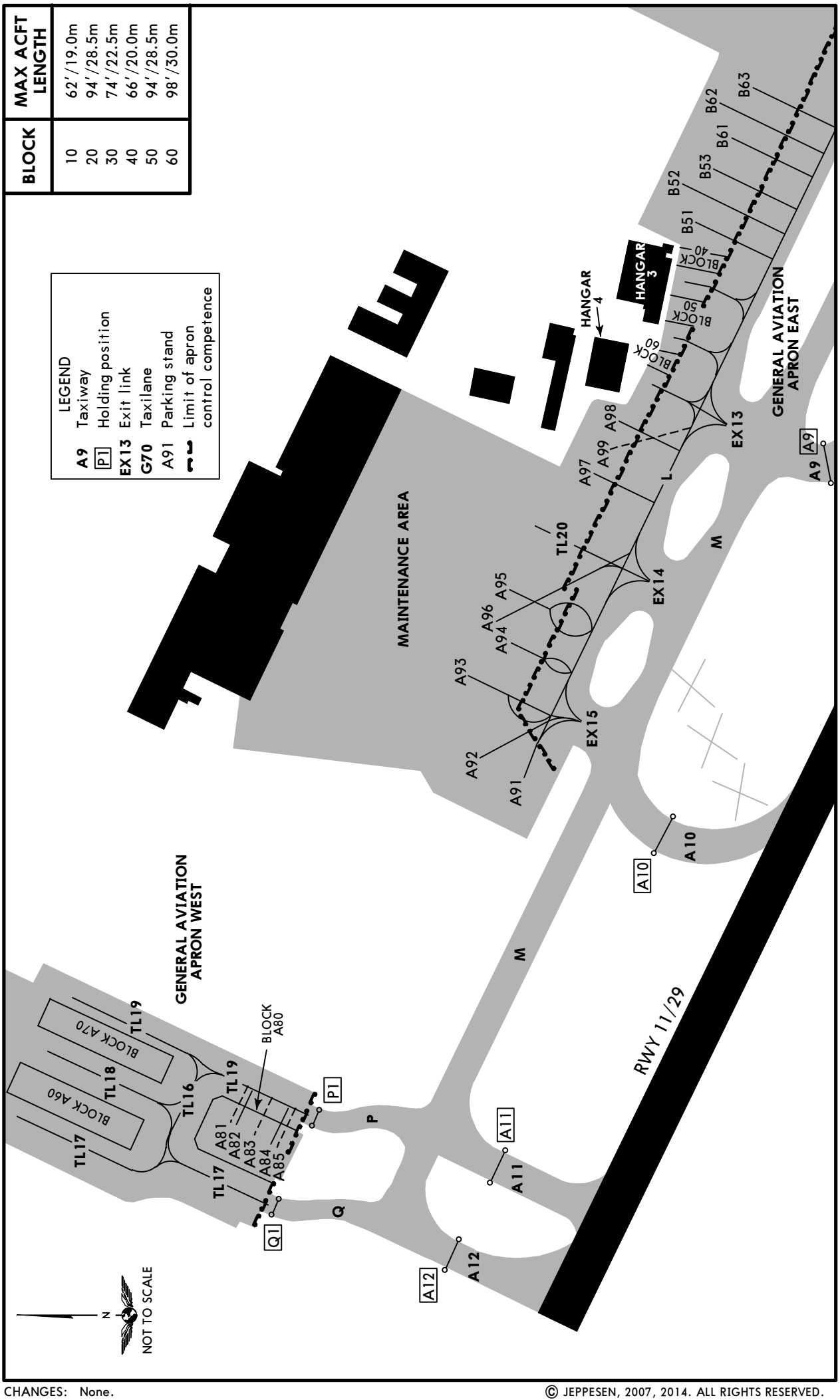
BLOCK	MAX ACFT LENGTH
10	62'/19.0m
20	94'/28.5m
30	74'/22.5m
40	66'/20.0m
50	94'/28.5m
60	98'/30.0m



CHANGES: None.

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INS COORDINATES

STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
A81, A82	N48 07.6	E016 32.2	571	F03	N48 07.1	E016 34.0	585
A83	N48 07.6	E016 32.1	571	F04, F05	N48 07.1	E016 34.0	586
A84, A85	N48 07.5	E016 32.1	572	F08	N48 07.1	E016 34.0	587
A91	N48 07.4	E016 32.4	576	F09	N48 07.1	E016 34.0	586
A92, A93	N48 07.4	E016 32.5	573	F11	N48 07.1	E016 34.0	587
A94 thru A96	N48 07.4	E016 32.6	573	F12	N48 07.1	E016 34.1	588
A97	N48 07.4	E016 32.7	574	F13	N48 07.1	E016 34.0	587
A98	N48 07.3	E016 32.8	576	F16	N48 07.1	E016 34.1	588
A99	N48 07.4	E016 32.7	574	F17, F21	N48 07.0	E016 34.1	588
B51	N48 07.3	E016 33.0	578	F22	N48 07.1	E016 34.1	589
B52	N48 07.3	E016 33.0	577	F23	N48 07.0	E016 34.1	589
B53, B61	N48 07.3	E016 33.0	578	F26	N48 07.1	E016 34.1	590
B62	N48 07.3	E016 33.0	577	F27	N48 07.0	E016 34.1	589
B63	N48 07.3	E016 33.0	578	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				

CHANGES: Stands B51 thru B53 and B61 thru B63.

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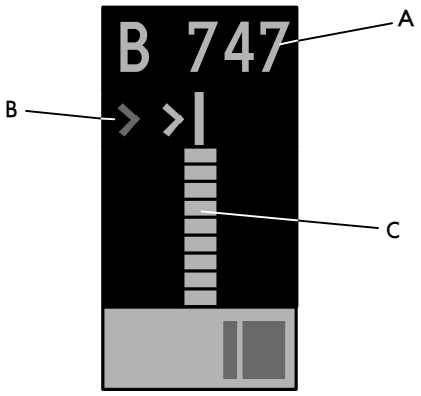
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST AND PIER WEST

ROUTINE DOCKING MANOEUVRE

1. Check that the correct aircraft type is displayed.
2. The "floating" arrows indicate that the system is activated.
3. Follow lead-in line.
4. When the vertical closing rate field turns to steady yellow the aircraft is caught by laser.
5. Watch the red and yellow arrows for azimuth guidance, yellow arrows on both sides of the yellow centerline indicate the correct azimuth guidance.
6. When the aircaft is 39'/12m away from the stop position, the closing rate information indicates the distance to go by turning off one row of LEDs per 2'/0.5m. All yellow closing rate LEDs will be switched off 2'/0.5m before STOP.
7. When the correct stop position is reached, the display will show "STOP" and the outer parts of the azimuth field will turn red.
8. When the aircraft is correctly parked "OK" will be displayed after a few seconds.
9. After fixing the front gear "CHOCK ON" will be displayed for the next 3 minutes.

EMERGENCY STOP: "STOP" with red indication left and right of azimuth guidance will appear on the display.



A: ALPHANUMERICAL

FORM OF DISPLAY	INDICATION FOR
Acft type	(preselected)
WAIT/VIEW/BLOCK	Not allowed object within scanning range - stand not usable
WAIT/GATE/BLOCK	Not allowed object within scanning range - stand not usable
SLOW DOWN	Taxiing speed too high
Acft type and SLOW	a) Bad weather conditions - visibility is reduced b) Acft lost during docking
STOP	Emergency stop
STOP/ID/FAIL	Identification failed - stop
STOP/SBU	Too far of centerline within last 7'/2m to stop position
STOP/TOO/FAST	Taxiing speed much too high - stop
STOP followed by OK	Correct stop position
TOO FAR	Acft has overshot the stop position (more than 3'/1m)
CHOCK ON	(disappears after 3 min)

B: AZIMUTH GUIDANCE

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

C: CLOSING RATE INFORMATION

Indicates the distance to stop position

CHANGES: None.

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LOWW/VIE SCHWECHAT

JEPPESEN

18 APR 14 **Eff 1 May** (11-1)

VIENNA, AUSTRIA
ILS or LOC Rwy 11

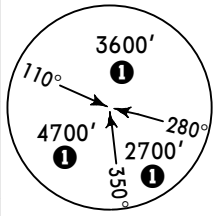
BRIEFING STRIP

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

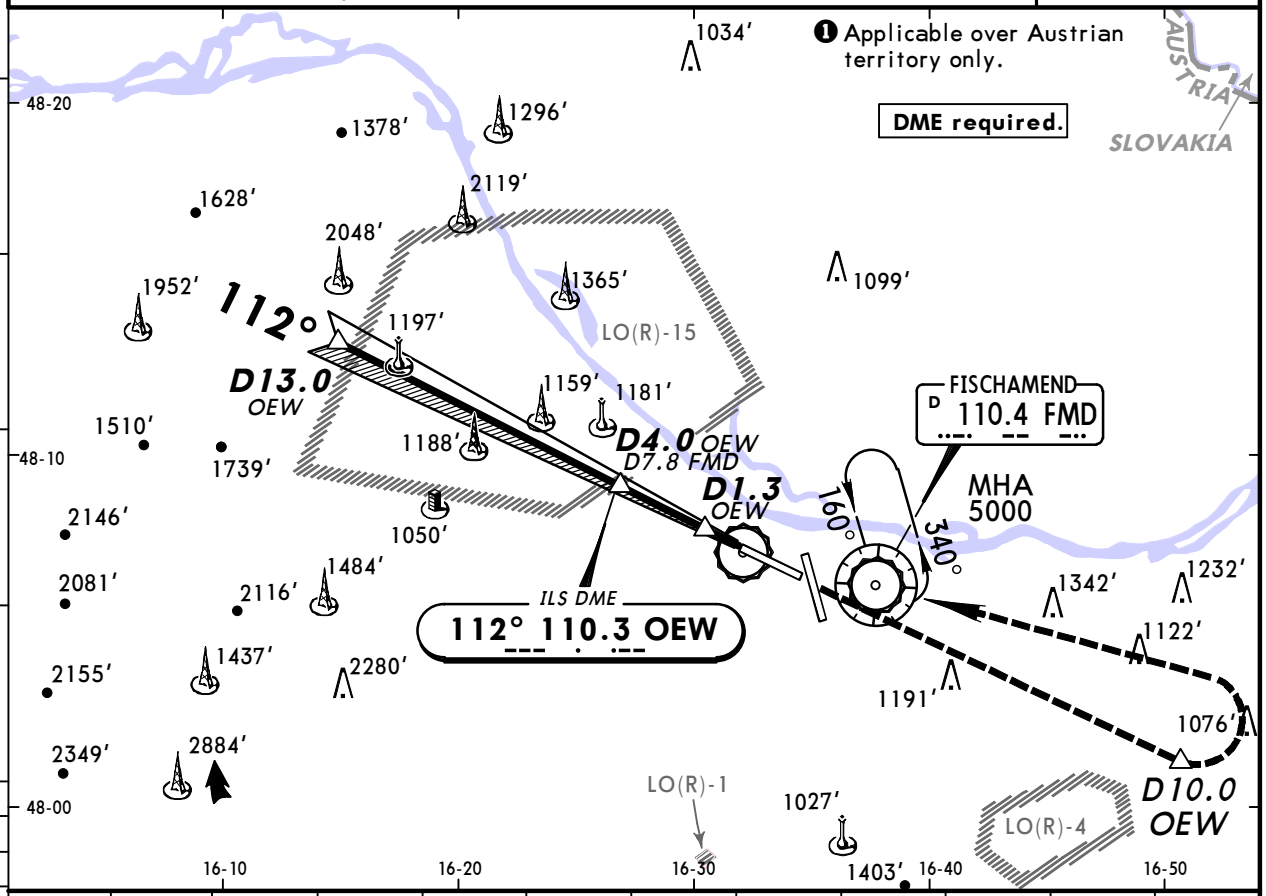
LOC OEW	Final Apch Crs	GS D4.0 OEW	ILS DA(H)	Apt Elev 600′
110.3	112°	1906′ (1331′)	775′ (200′)	RWY 575′

MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEW, then turn LEFT to VOR. Climb to 5000′ and hold.

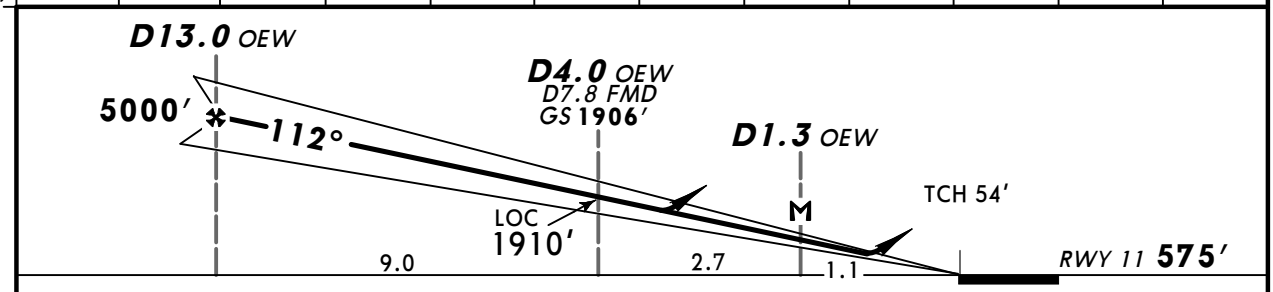
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEW with MAX 160 KT.



MSA FMD VOR



LOC (GS out)	OEW DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
	ALTITUDE	4650′	4300′	3950′	3610′	3260′	2920′	2580′	2240′	1570′	1240′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.10°	384	494	548	658	768	878
MAP at D1.3 OEW						

HIALS PAPI | D10.0 OEW | 5000′ LT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 11

PANS OPS	ILS DA(H) 775′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1200′(625′)	LOC ALS out
A, B, C, D	RVR 550m	RVR 750m	RVR 1200m	CMV 2200m	CMV 2900m

CHANGES: Procedure identification. Printing sequence.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (11-3) Eff 28 May

VIENNA, AUSTRIA ILS or LOC Rwy 16

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

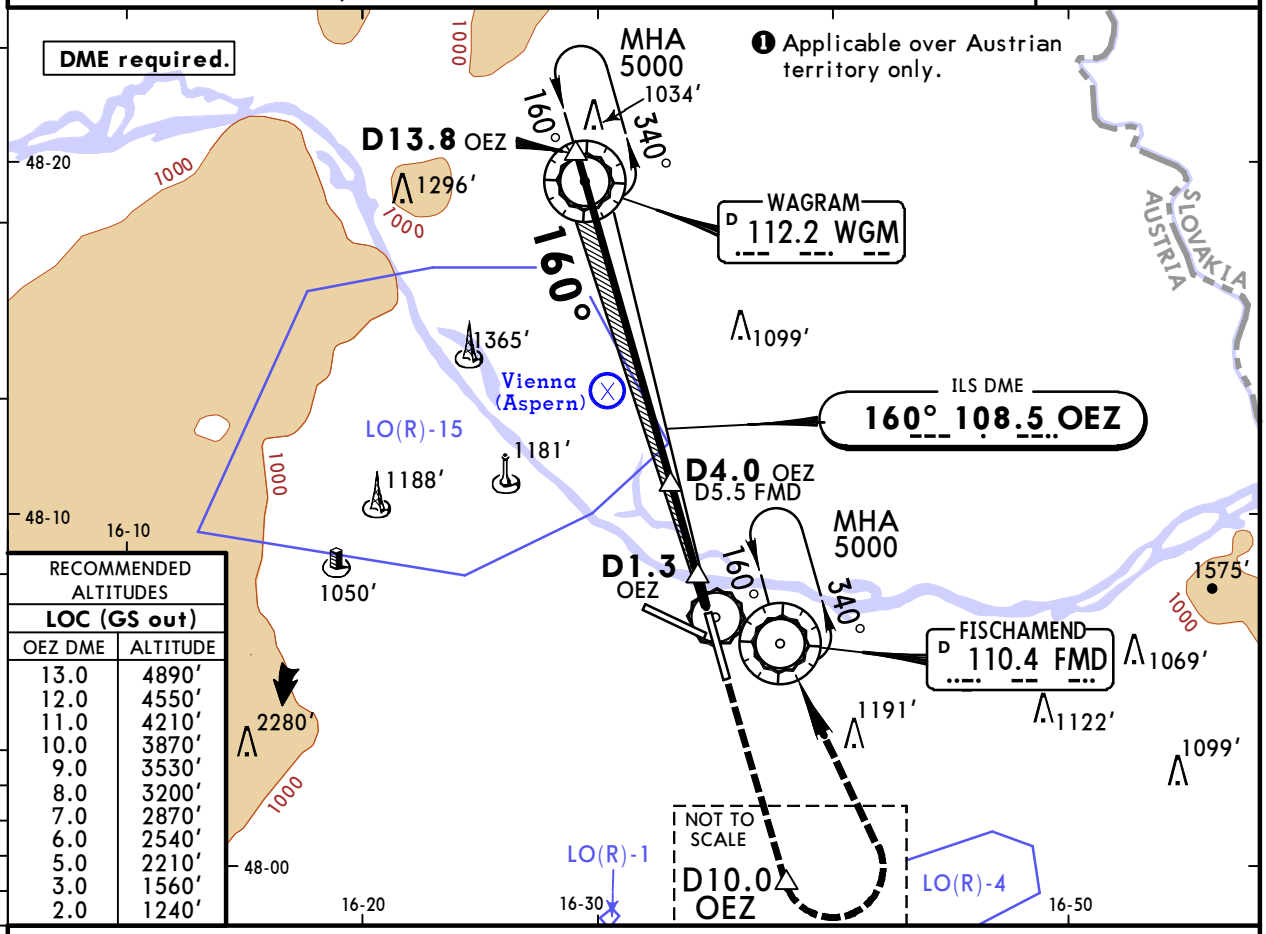
BRIEFING STRIP ™

LOC OEZ	Final Apch Crs	GS D4.0 OEZ	ILS DA(H)	Apt Elev 600′
108.5	160°	1882′(1285′)	797′(200′)	Rwy 597′

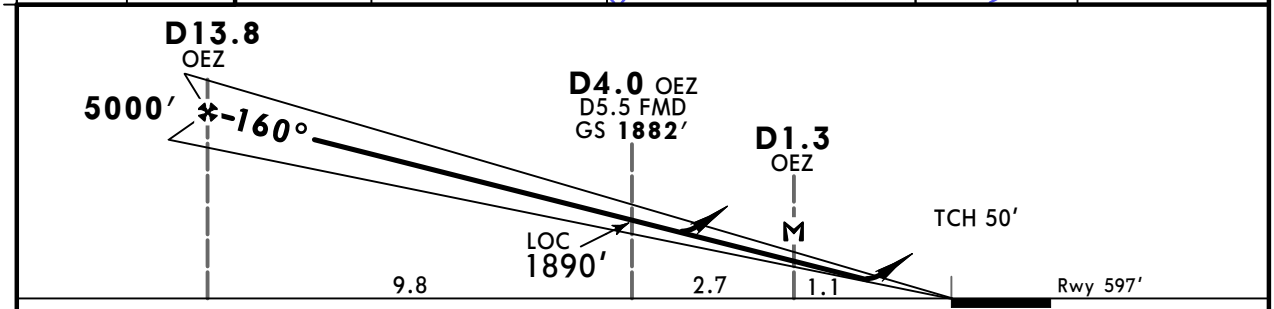
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.

MSA WGM VOR: 3300′❶ 245°–3600′❶ 290°–2900′❶ 010°–4500′❶ 080°



RECOMMENDED ALTITUDES LOC (GS out)	
OEZ DME	ALTITUDE
13.0	4890′
12.0	4550′
11.0	4210′
10.0	3870′
9.0	3530′
8.0	3200′
7.0	2870′
6.0	2540′
5.0	2210′
3.0	1560′
2.0	1240′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.3 OEZ						

ALSF-II REIL PAPI | D10.0 OEZ | 5000′ LT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 16

PANS OPS	ILS DA(H) 797′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1200′(603′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2100m	CMV 2400m
D					

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15
Eff 28 May
11-3A

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

BRIEFING STRIP

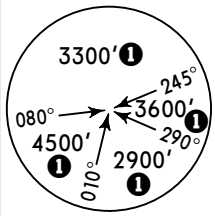
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

LOC OEZ	Final Apch Crs	GS D4.0 OEZ	CAT II & IIIA ILS Refer to Minimums	Apt Elev 600′ Rwy 597′
108.5	160°	1882′(1285′)		

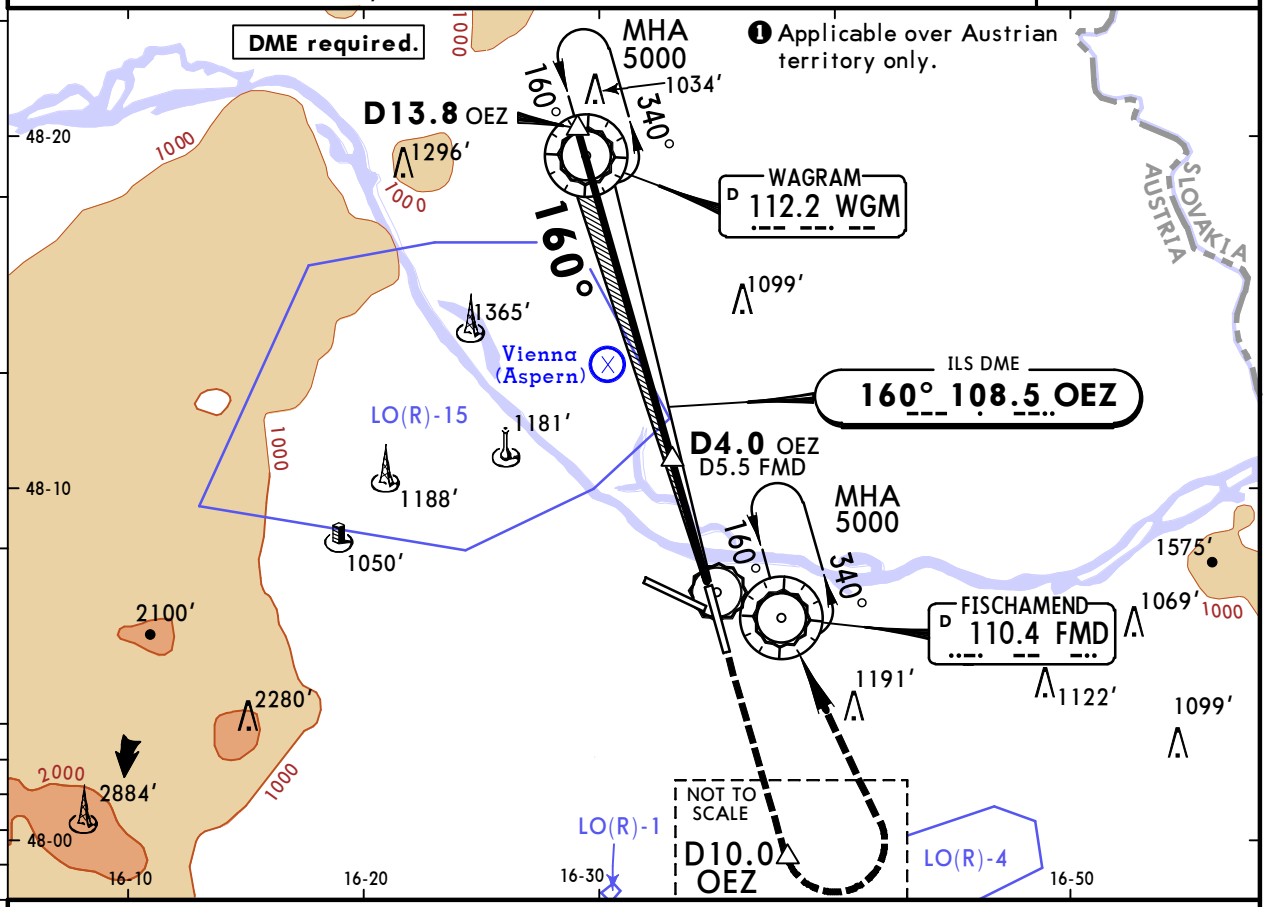
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb to 5000′ and hold.

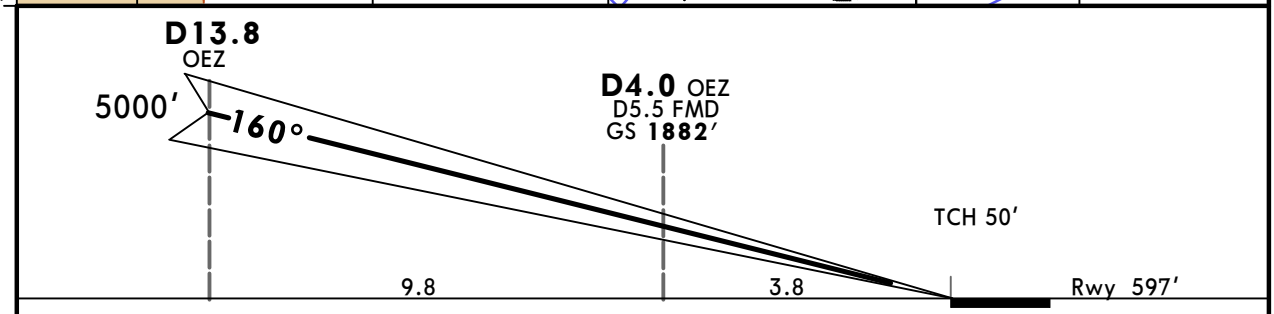
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. Special Aircrew & Acft Certification Required.
2. If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.



MSA
WGM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D10.0 OEZ

5000′ LT

FMD 110.4

PANS OPS

Standard STRAIGHT-IN LANDING RWY 16

CAT IIIA ILS	CAT II ILS
DH 50′	RA 104′ DA(H) 697′(100′)
RVR 200m	RVR 300m ❶

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

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (11-4)

VIENNA, AUSTRIA ILS or LOC Rwy 29

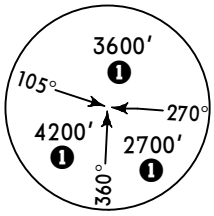
BRIEFING STRIP ™

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

LOC OEX	Final Apch Crs	GS D4.0 OEX	ILS DA(H)	Apt Elev 600′
109.55	292°	1895′(1295′)	800′(200′)	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

❶ Applicable over Austrian territory only.

DME required.

LO(R)-15

1188′ 48-10 D10.0 OEX

1181′

1050′

FISCHAMEND D 110.4 FMD

160° 5000 340°

D0.8 OEX

BRUCK 408 BRK

D6.5 OEX D4.4 FMD

D4.0 OEX 292°

1232′

1122′

1060′

1184′ 1191′ 1151′

D7.4 OEX

3000 292°

112°

1066′

ILS DME 292° 109.55 OEX

48-00

LO(R)-1

1027′

1000

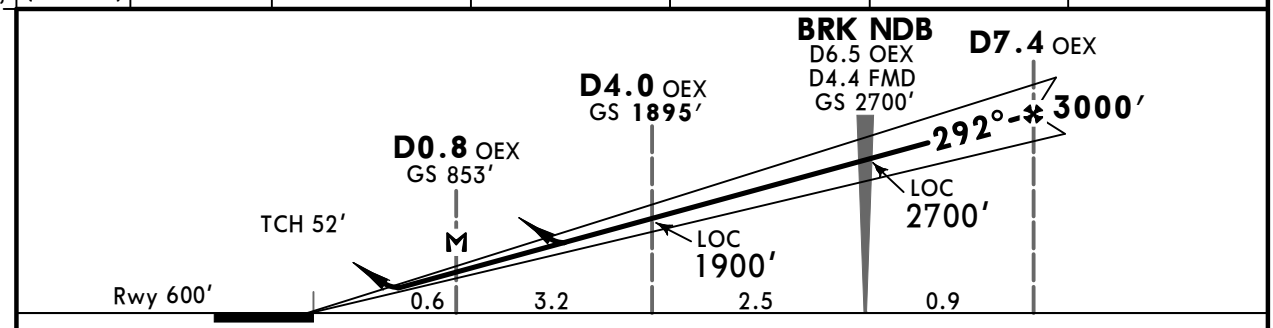
1403′

LO(R)-4

LO(R)-16

16-20 16-30 16-40 16-50

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at 0.8 OEX						

ALSF-II REIL PAPI | D10.0 OEX | 5000′ RT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 800′(200′)			LOC (GS out) DA(H) 1200′(600′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 2000m	CMV 2400m
D					

PANS OPS

CHANGES: Waypoint designations.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (11-4A)

VIENNA, AUSTRIA CAT II/III ILS Rwy 29

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

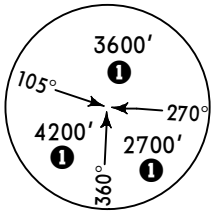
BRIEFING STRIP

LOC OEX	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 600′
109.55	**292°**	**D4.0 OEX** **1895′**(1295′)	Refer to Minimums	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.



MSA BRK NDB

❶ Applicable over Austrian territory only.

DME required.

LO(R)-15

1056′ 1181′ 1188′ 1050′

48-10

D10.0 OEX

FISCHAMEND D 110.4 FMD

160° 5000 340°

D0.8 OEX

BRUCK 408 BRK

D6.5 OEX D4.4 FMD

D4.0 OEX 292°

1232′ 1060′ 1122′ 1184′ 1191′ 1151′

D7.4 OEX 292° 3000 112°

ILS DME 292° 109.55 OEX

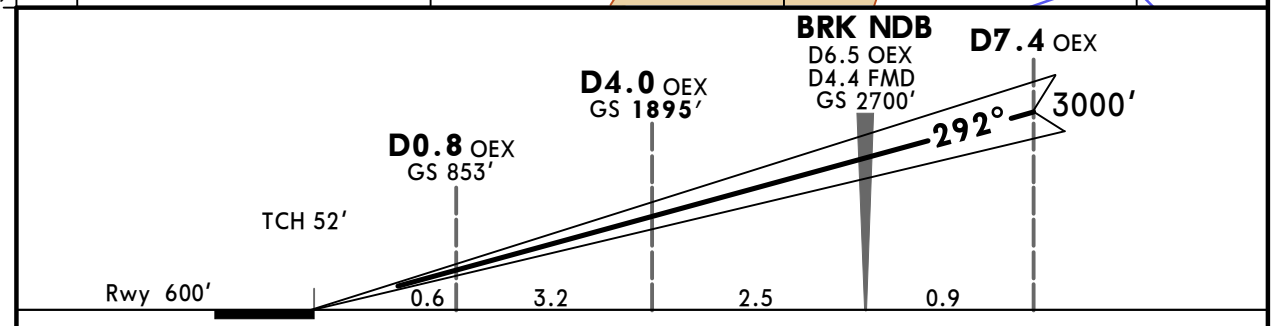
1066′

48-00

LO(R)-1 1027′ 1000 1403′ LO(R)-4 LO(R)-16

16-20 16-30 16-40 16-50

10 5 0 5



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II REIL PAPI | D10.0 OEX | 5000′ RT | FMD 110.4

PANS OPS

Standard STRAIGHT-IN LANDING RWY 29

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 97′** DA(H) **700′**(100′)
RVR 200m	RVR 300m ❶

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

CHANGES: Waypoint designations.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (11-5) Eff 28 May

VIENNA, AUSTRIA ILS or LOC Rwy 34

BRIEFING STRIP

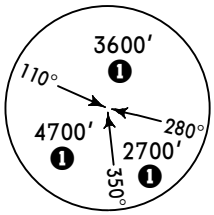
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

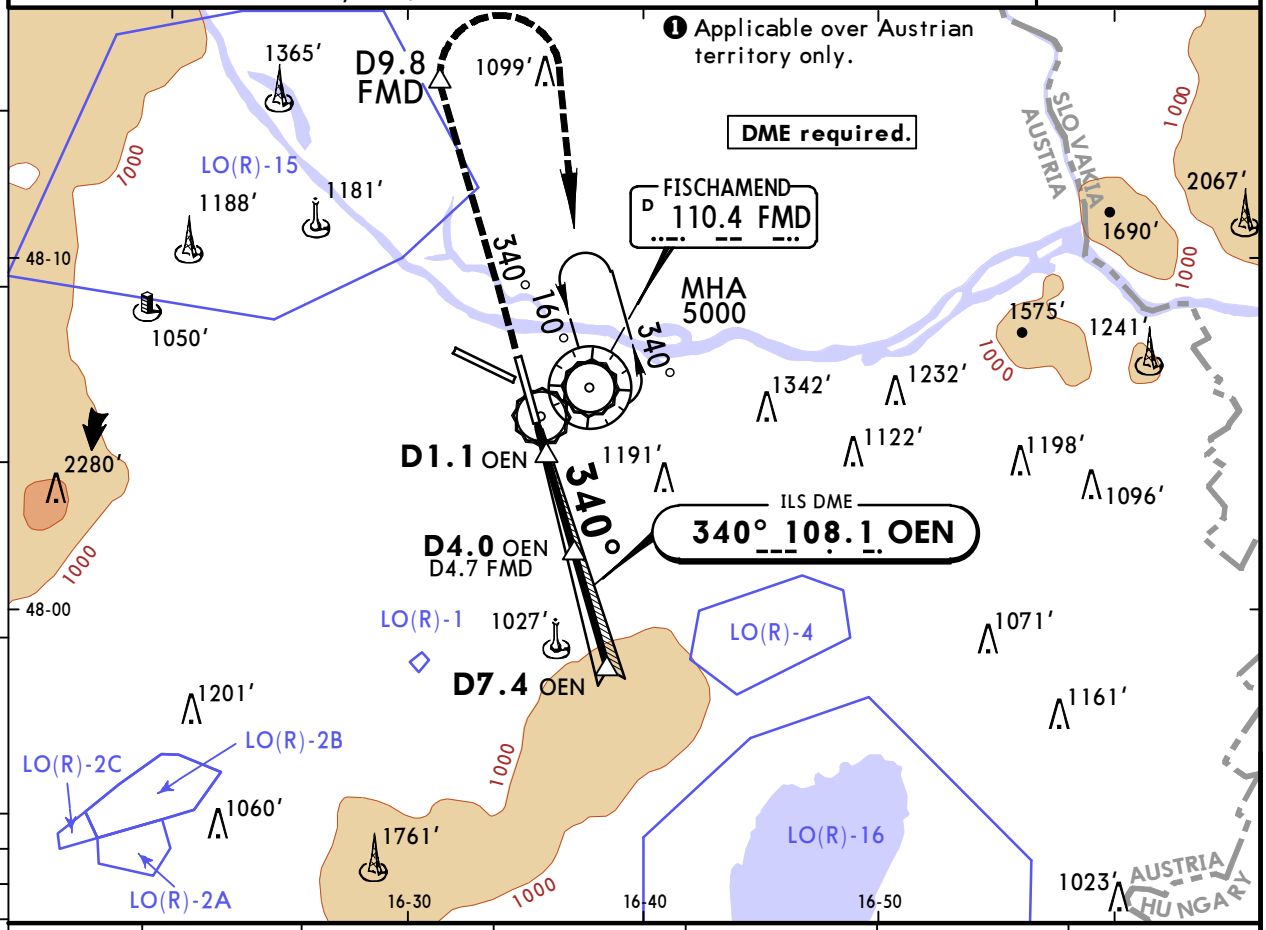
LOC OEN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 600′
108.1	**340°**	**D4.0 OEN** **1877′** (1291′)	Refer to Minimums	Rwy 586′

MISSED APCH: Climb STRAIGHT AHEAD to D9.8 FMD, then turn RIGHT to VOR. Climb to 5000′ and hold.

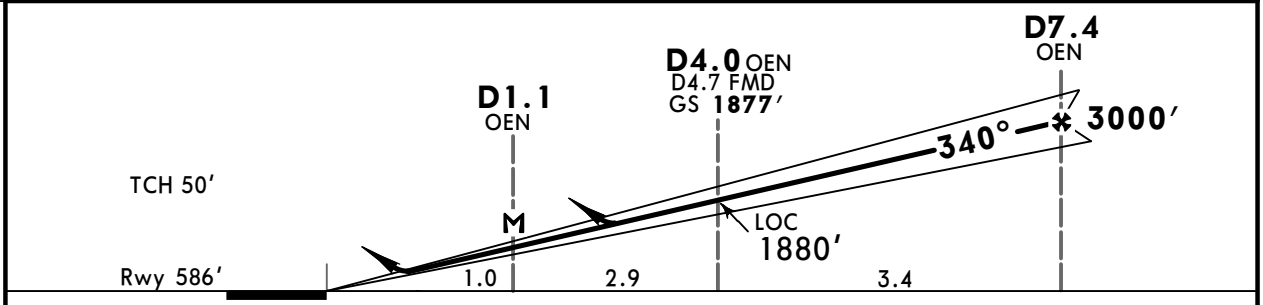
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT.

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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1 OEN						

HIALS REIL PAPI

D9.8 FMD

5000′ RT

FMD **110.4**

Standard STRAIGHT-IN LANDING RWY 34

ILS			LOC (GS out)	
DA(H) AB: **786′** (200′)	C: **794′** (208′) D: **804′** (218′)		DA(H) **1150′** (564′)	
FULL	Limited	ALS out		ALS out
RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
			RVR 1900m	CMV 2400m

PANS OPS A B C D

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

18 APR 14 **Eff 1 May** (12-1)

VIENNA, AUSTRIA RNAV (GNSS) Z Rwy 11

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

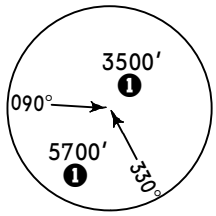
BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600′
	112°	WW65Ø 5000′ (4425′)	950′ (375′)	RWY 575′

MISSED APCH: Climb STRAIGHT AHEAD to WW648, then turn LEFT to FMD VOR. Climb to 5000′ and hold.

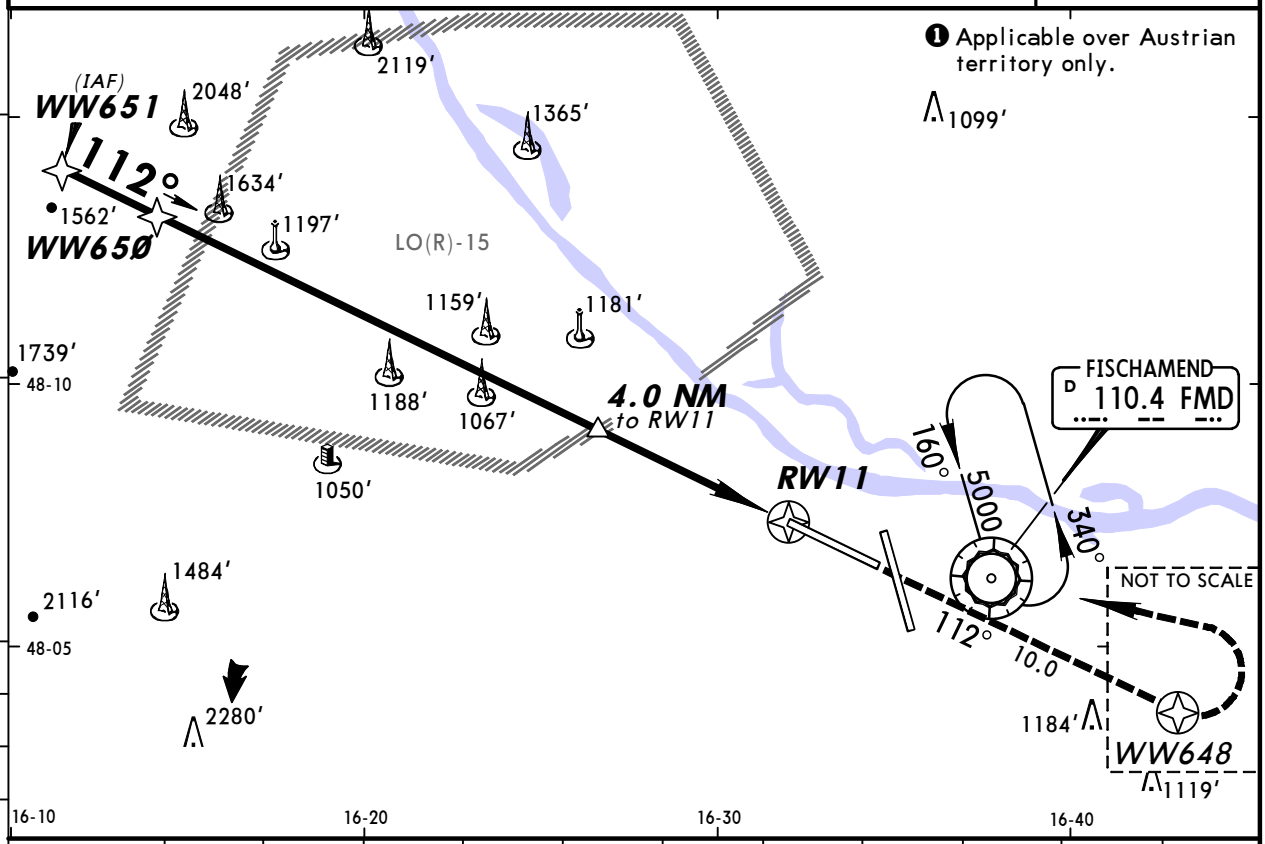
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′

Baro-VNAV not authorized below -15° C.

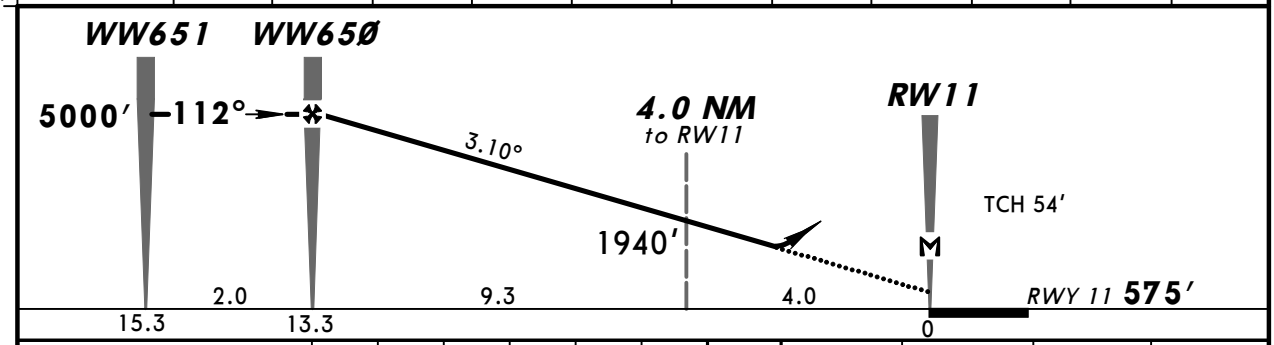


MSA WW651

❶ Applicable over Austrian territory only.



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′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at RWY11							

HIALS PAPI | WW648 | 5000′ LT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 11

PANS OPS

	LNAV/VNAV DA(H) 950′ (375′)		LNAV DA(H) 1200′ (625′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	
B				
C		RVR 1700m	CMV 2200m	CMV 2400m
D				

CHANGES: Printing sequence.

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LOWW/VIE SCHWECHAT

JEPPESEN

11 JUL 14 Eff 24 Jul (12-3)

VIENNA, AUSTRIA RNAV (GNSS) Z Rwy 16

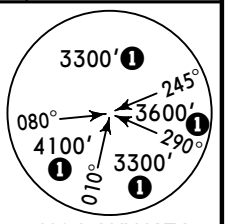
BRIEFING STRIP™

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

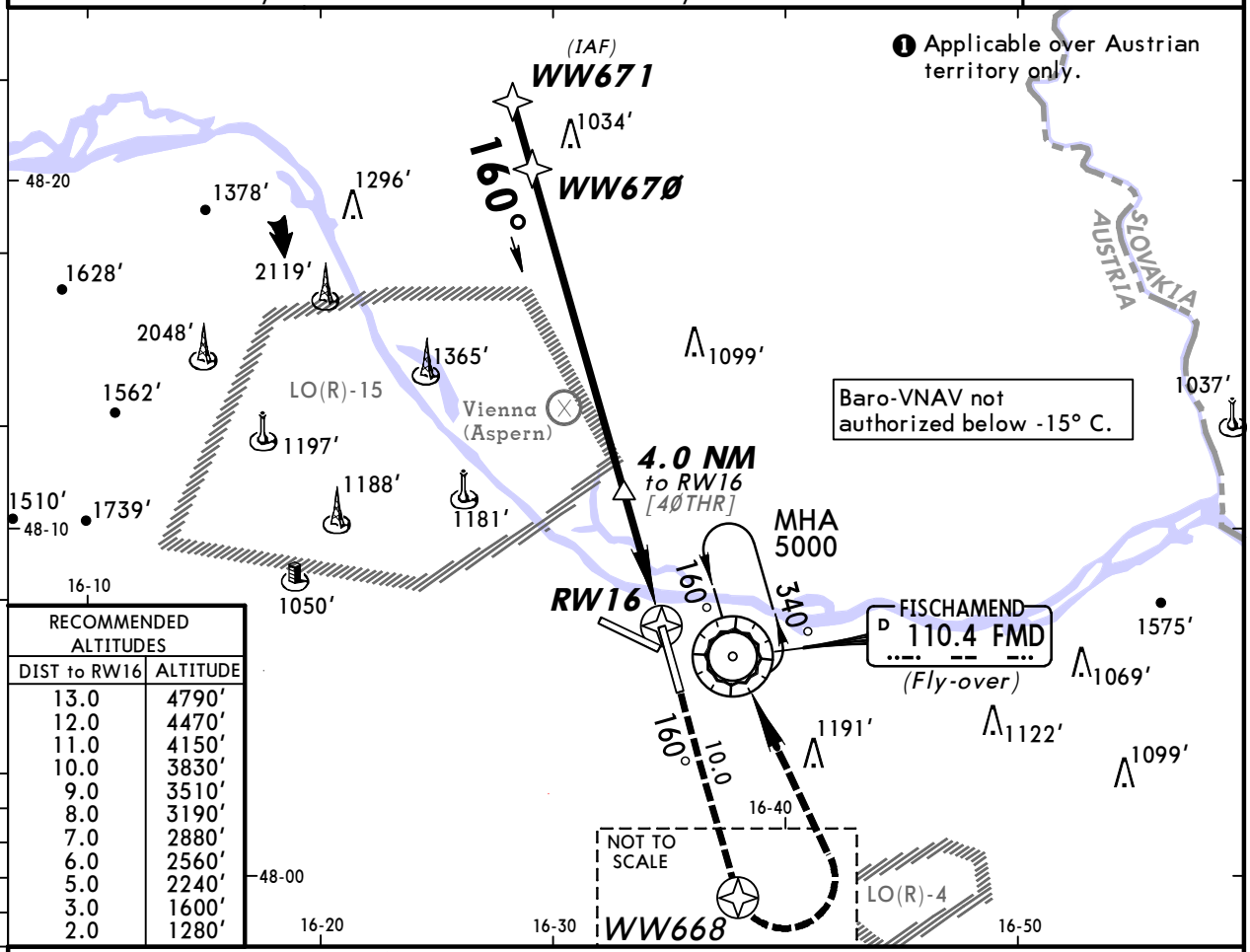
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600'
	160°	WW67Ø 5000' (4403')	1050' (453')	RWY 597'

MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD VOR. Climb to 5000' and hold.

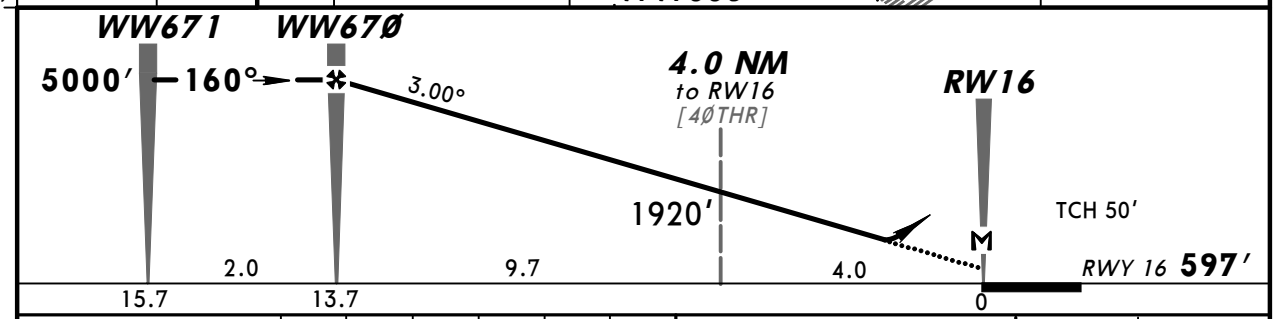
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000'



MSA WW671



RECOMMENDED ALTITUDES	
DIST to RW16	ALTITUDE
13.0	4790'
12.0	4470'
11.0	4150'
10.0	3830'
9.0	3510'
8.0	3190'
7.0	2880'
6.0	2560'
5.0	2240'
3.0	1600'
2.0	1280'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

ALSF-II
REIL
PAPI

WW668

Standard STRAIGHT-IN LANDING RWY 16

PANS OPS

	LNAV/VNAV DA(H) 1050'(453')		LNAV DA(H) 1200'(603')	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B				
C		CMV 2100m	CMV 2100m	CMV 2400m
D				

CHANGES: Procedure identification. Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

11 JUL 14 Eff 24 Jul (12-4)

VIENNA, AUSTRIA RNAV (GNSS) Z Rwy 29

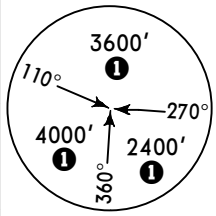
BRIEFING STRIP TM

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	Minimum Alt WW95Ø	LNAV/VNAV DA(H)	Apt Elev 600′
	292°	3000′ (2400′)	990′ (390′)	RWY 600′

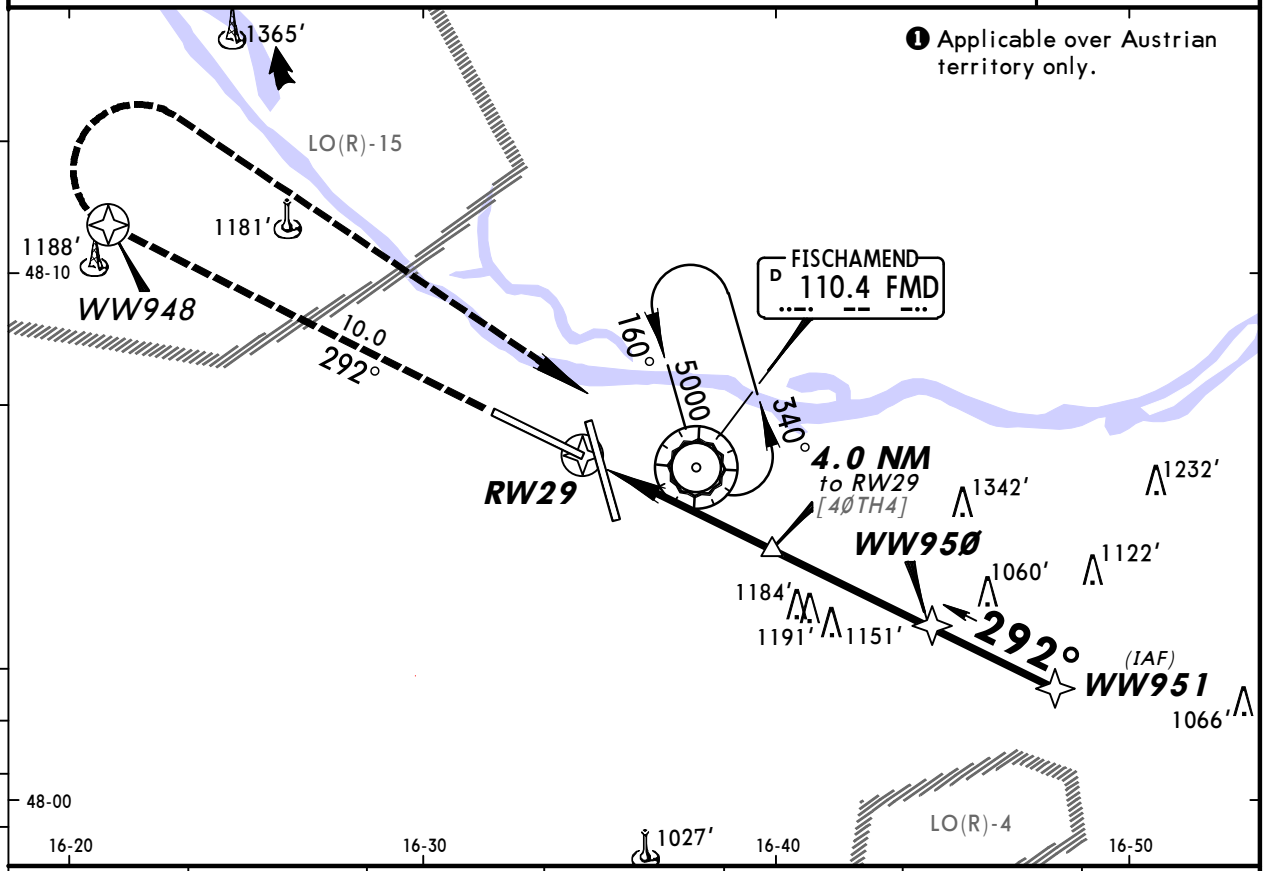
MISSED APCH: Climb STRAIGHT AHEAD to WW948, then turn RIGHT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.

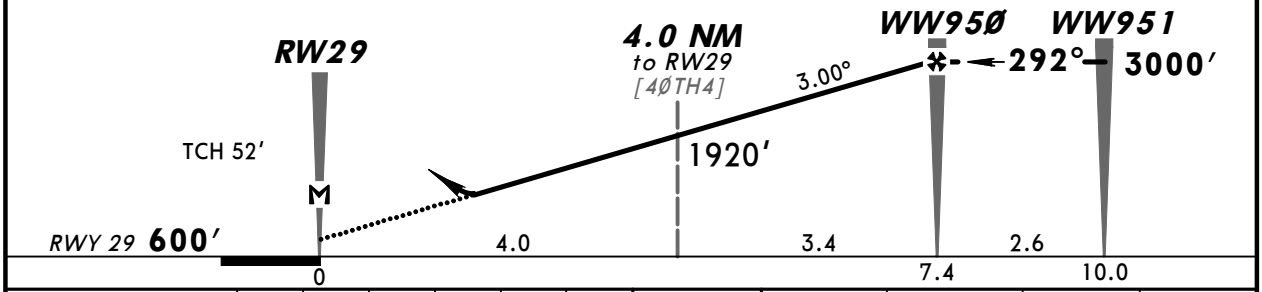


MSA WW951

❶ Applicable over Austrian territory only.



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

ALSF-II REIL PAPI | WW948 | 5000′ RT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 29

	LNAV/VNAV DA(H) 990′ (390′)		LNAV DA(H) 1200′ (600′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	
B				
C		RVR 1800m	RVR 2000m	CMV 2400m
D				

PANS OPS

CHANGES: None.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15
Eff 28 May

(12-5)

VIENNA, AUSTRIA
RNAV (GNSS) X Rwy 29

BRIEFING STRIP ™

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600′
	292°	**WWØ5Ø** **2000′**(1400′)	**990′**(390′)	Rwy 600′

MISSED APCH: Climb STRAIGHT AHEAD to WW948, then turn RIGHT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.

MSA WWØ51
3600′ ❶ (110°–270°)
4200′ ❶ (360°)
2600′ ❶ (270°–360°)

❶ Applicable over Austrian territory only.

LO(R)-15
1181′
1188′
48-10
WW948
10.0
292°
1050′
160°
5000
340°
FISCHAMEND
D 110.4 FMD
RW29
WWØ5Ø
292°
1184′
1191′
(IF)
WWØ51
2700′
MAX 185 KT
007°
5.3
(IAF)
WWØ53
4000′
5.2
205°
1342′
1232′
1122′
1066′
48-00
LO(R)-1
1027′
1000
1403′
LO(R)-4
(IAF)
WWØ52
4000′
LO(R)-16
16-20
16-30
16-40
16-50

DIST to RW29	2.0	3.0	4.0
ALTITUDE	1290′	1610′	1930′

RW29
TCH 52′
Rwy 600′
0
4.2
WWØ5Ø
3.00°
2000′
4.2
3.5
292°
WWØ51
2700′
7.7

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

ALSF-II
REIL
PAPI

WW948

5000′ RT

FMD 110.4

Standard STRAIGHT-IN LANDING RWY **29**

	LNAV/VNAV DA(H) **990′**(390′)		LNAV DA(H) **1200′**(600′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1500m	
B				
C		RVR 1800m	RVR 2000m	CMV 2400m
D				

PANS OPS

CHANGES: Arrival routes.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (12-6) Eff 28 May

VIENNA, AUSTRIA RNAV (GNSS) Rwy 34

BRIEFING STRIP ™

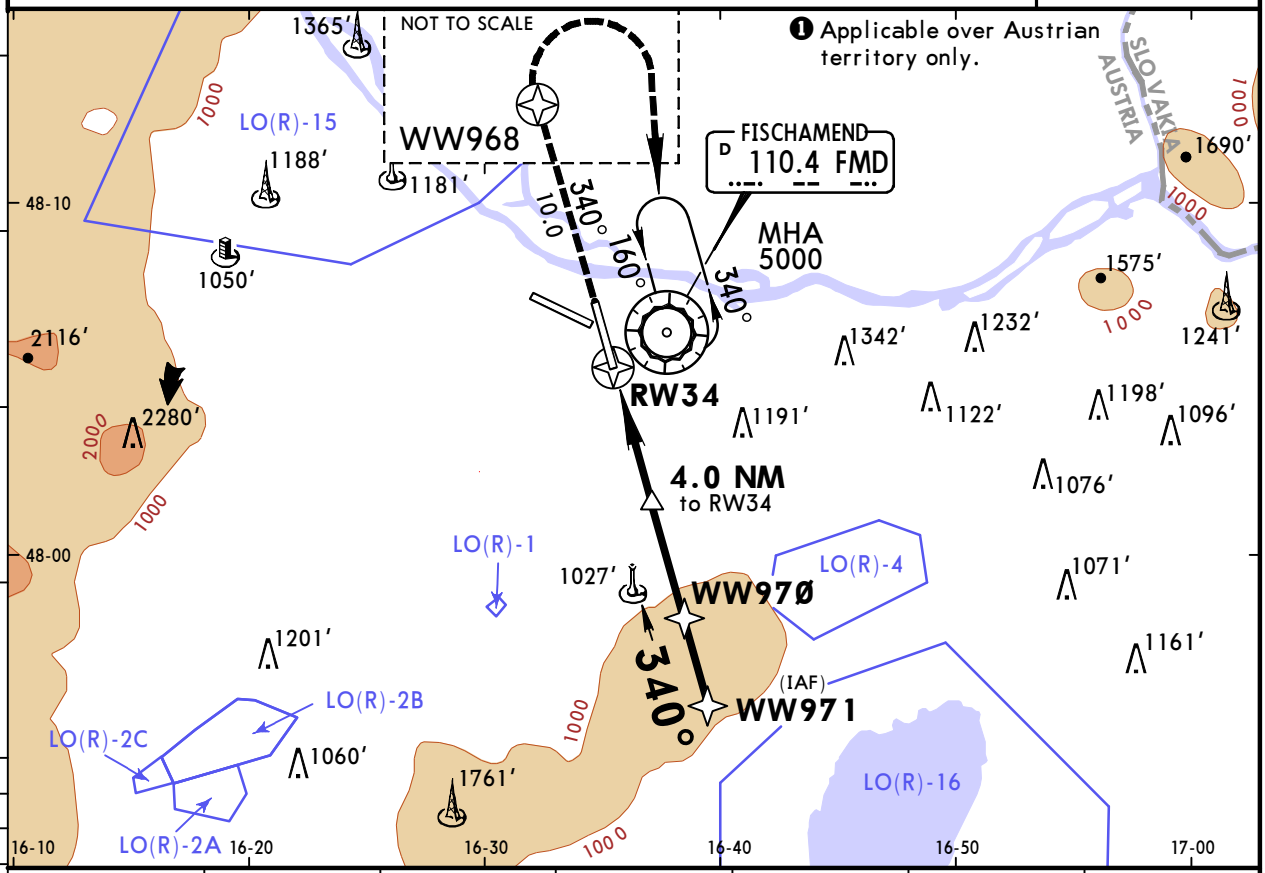
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 600′
	340°	WW97Ø 3000′(2414′)	900′(314′)	Rwy 586′

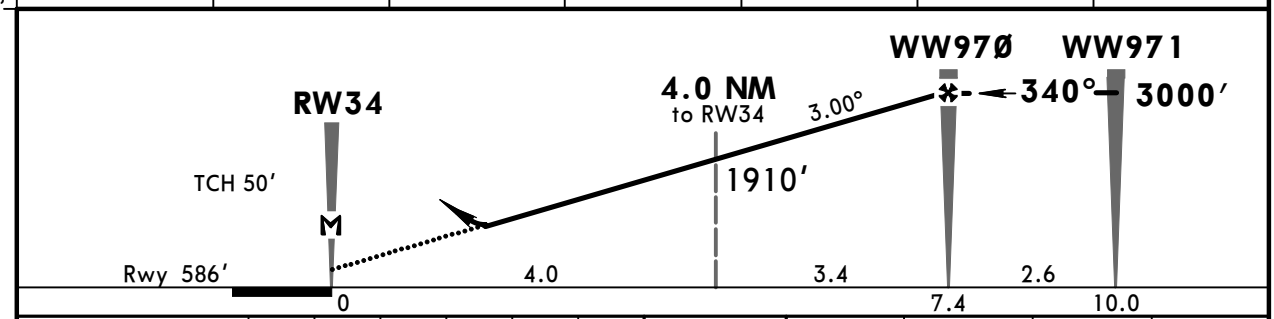
MISSED APCH: Climb STRAIGHT AHEAD to WW968, then turn RIGHT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000′
Baro-VNAV not authorized below -15° C.

MSA WW971: 4000′ ❶ (110°–270°); 5000′ ❶ (270°–360°); 2800′ ❶ (360°–110°)



DIST to RW34	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1270′	1590′	1910′	2230′	2550′	2870′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY34						

HIALS REIL PAPI | WW968 | 5000′ RT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 34

PANS OPS	LNAV/VNAV DA(H) 900′(314′)		LNAV DA(H) 1150′(564′)	
		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 1500m	
B				
C			RVR 1900m	CMV 2400m
D				

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

26 JUN 15 (12-20)

VIENNA, AUSTRIA RNAV (RNP) N Rwy 16

BRIEFING STRIP ™

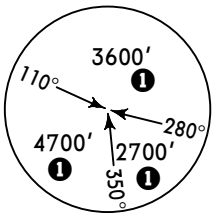
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775

RNAV	Final Apch Crs	Minimum Alt WWØØ6	RNP 0.3 DA(H)	Apt Elev 600′
	160°	3600′ (3003′)	1200′ (603′)	Rwy 597′

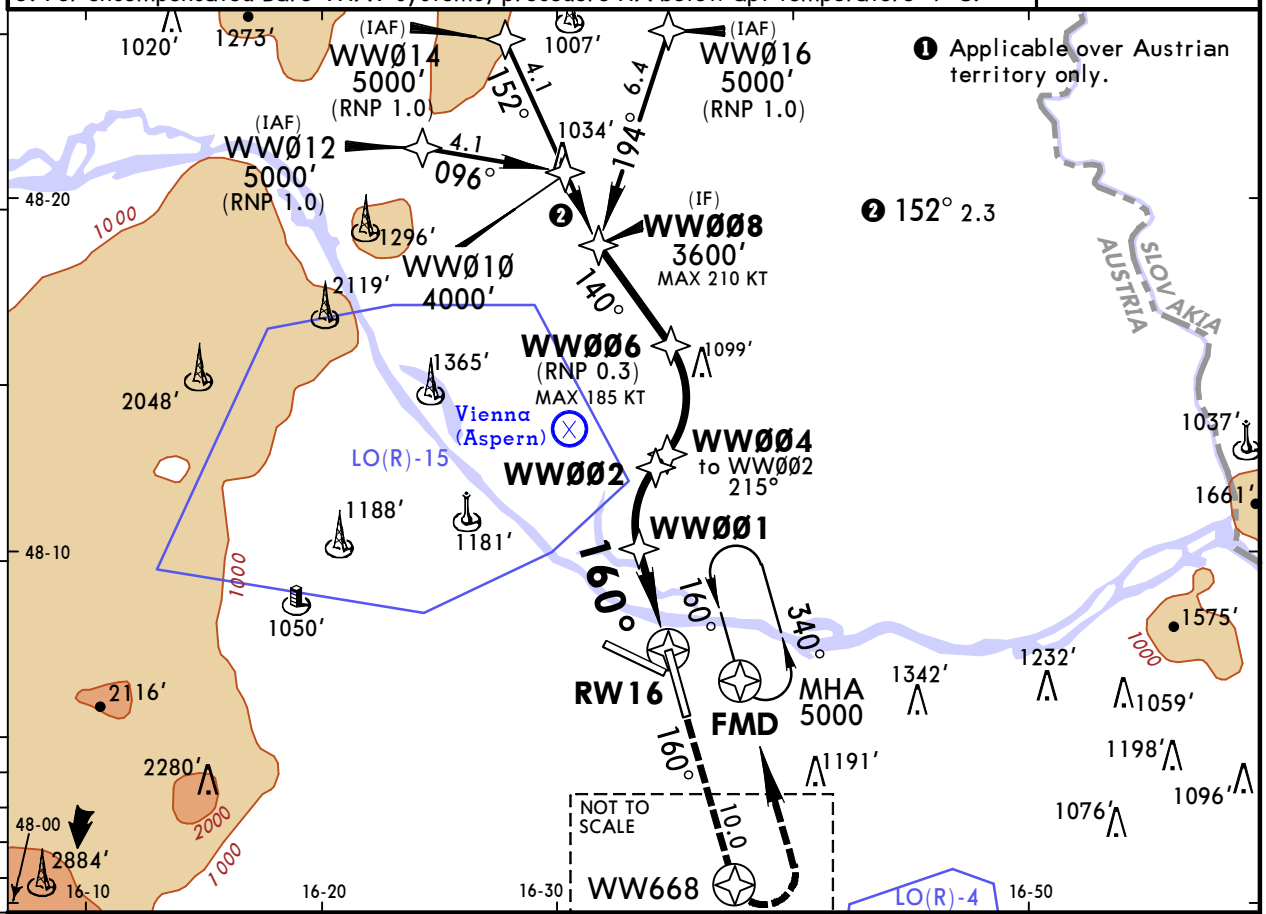
MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD. Climb to 5000′ and hold.

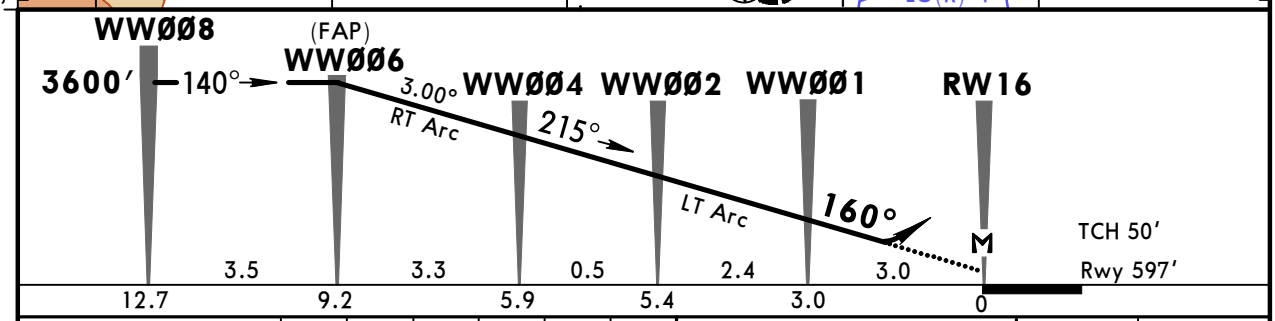
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. **SPECIAL AIRCREW AND AIRCRAFT AUTHORIZATION REQUIRED.**
2. **GNSS and IRS required.** (DME/DME, LOC and VOR/DME updating not authorized.
3. For uncompensated Baro-VNAV systems, procedure NA below apt temperature -7°C.



MSA FMD





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

ALSF-II

WW668

Standard

STRAIGHT-IN LANDING RWY **16**

RNP 0.3

DA(H) **1200′**(603′)

PANS OPS		ALS out
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D		

CHANGES: New procedure.

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LOWW/VIE SCHWECHAT

JEPPESEN

26 JUN 15 (12-21)

VIENNA, AUSTRIA RNAV (RNP) E Rwy 16

BRIEFING STRIP ™

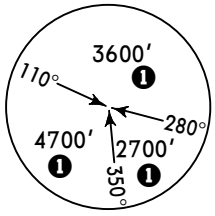
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775

RNAV	Final Apch Crs	Minimum Alt WW003	RNP 0.3 DA(H)	Apt Elev 600′ Rwy 597′
	160°	3300′ (2703′)	1200′ (603′)	

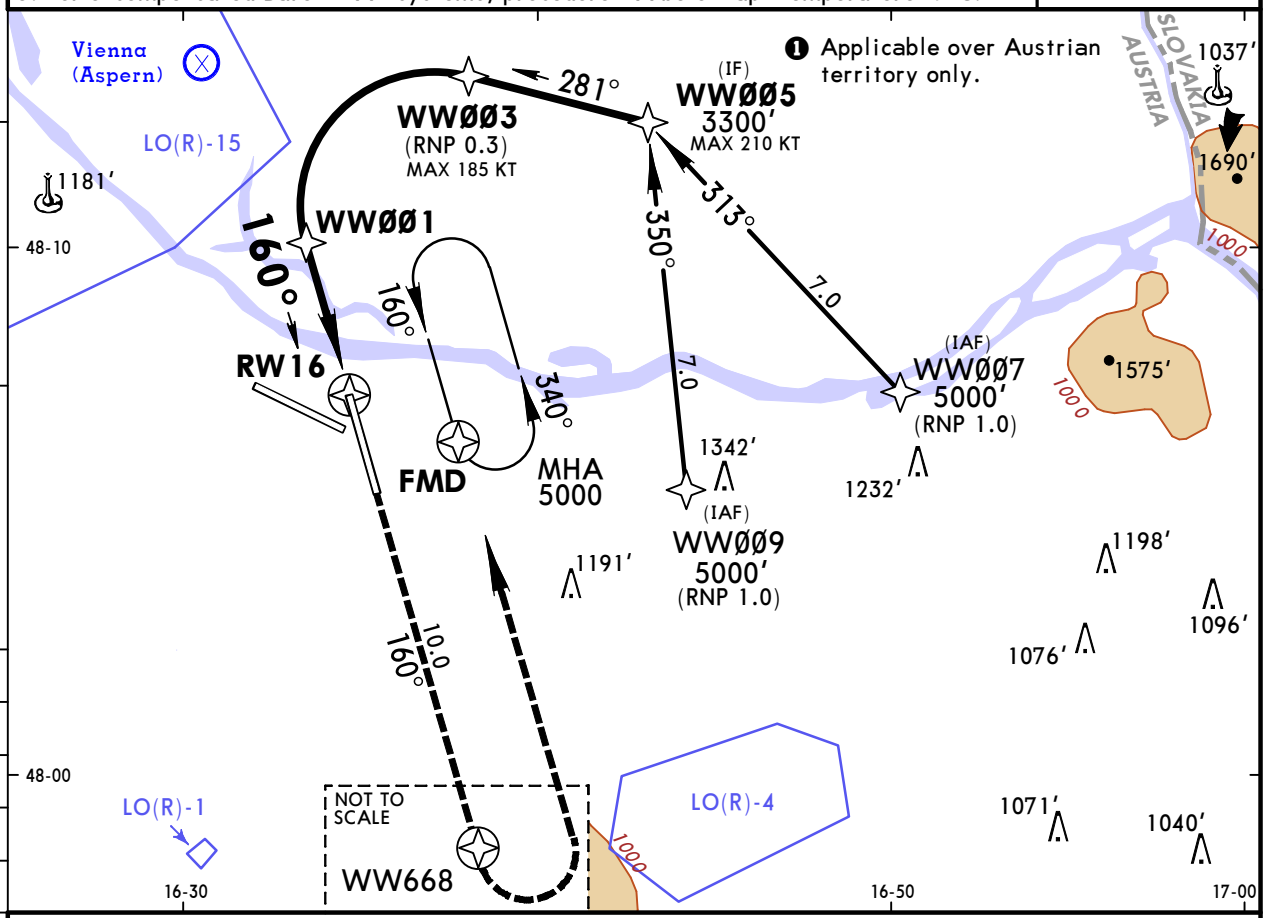
MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD. Climb to 5000′ and hold.

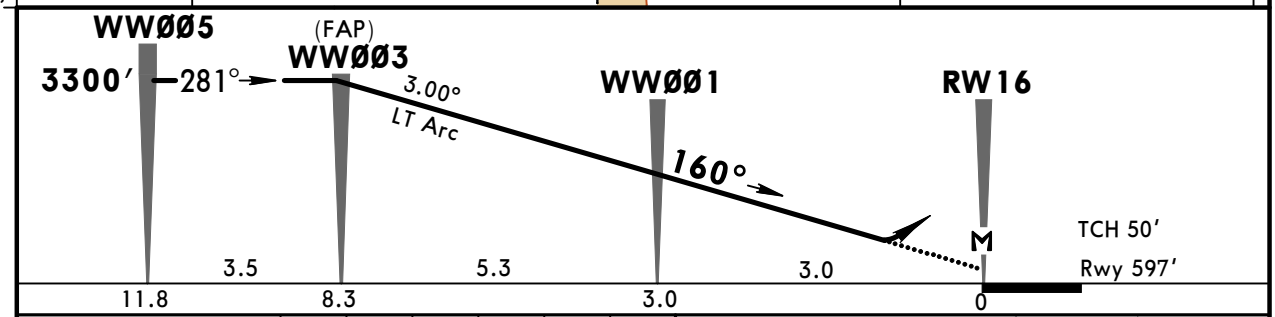
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. **SPECIAL AIRCREW AND AIRCRAFT AUTHORIZATION REQUIRED.**
2. **GNSS and IRS required.** (DME/DME, LOC and VOR/DME updating not authorized.
3. For uncompensated Baro-VNAV systems, procedure NA below apt temperature -7°C.



MSA FMD





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

ALSF-II

WW668

Standard

STRAIGHT-IN LANDING RWY **16**

RNP 0.3

DA(H) **1200′**(603′)

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

PANS OPS

CHANGES: New procedure.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (13-1) Eff 28 May

VIENNA, AUSTRIA VOR Rwy 16

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

BRIEFING STRIP ™

VOR WGM	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 600′
112.2	160°	WGM VOR 5000′ (4400′)	1200′ (600′)	

MISSED APCH: Climb STRAIGHT AHEAD to D22.0 WGM, then turn LEFT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

MSA WGM VOR: 3300′❶ (080°–245°); 3600′❶ (245°–290°); 4500′❶ (290°–010°); 2900′❶ (010°–080°)

❶ Applicable over Austrian territory only.

WAGRAM D 112.2 WGM

DME required.

MHA 5000 (160°–340°)

D2.9 WGM [29VOR]

D6.0 WGM [60VOR]

D8.0 WGM [80VOR]

D12.7 WGM [RW16]

D22.0 WGM

FISCHAMEND D 110.4 FMD

Vienna (Aspern)

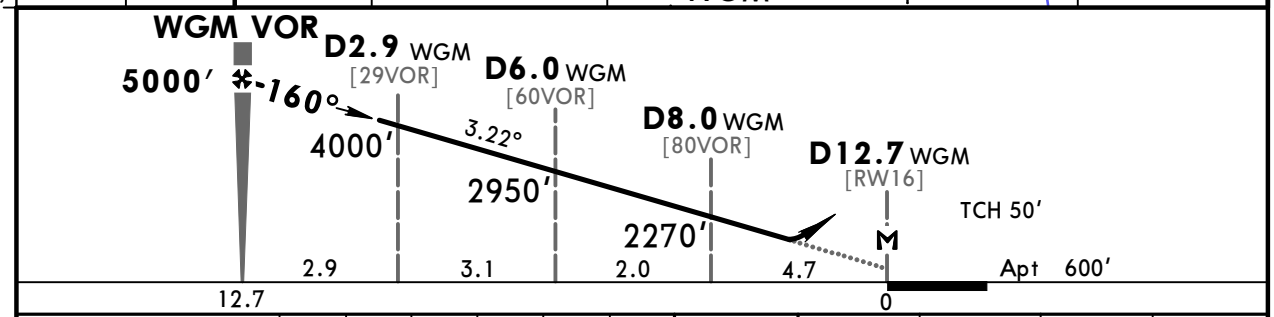
LO(R)-15

LO(R)-4

NOT TO SCALE

SLOVAKIA AUSTRIA

RECOMMENDED ALTITUDES	
WGM DME	ALTITUDE
1.0	4660′
2.0	4320′
3.0	3980′
4.0	3630′
5.0	3290′
6.0	2950′
7.0	2610′
8.0	2270′
9.0	1930′
10.0	1580′
11.0	1240′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.22°	399	513	570	684	798	912
MAP at D12.7 WGM							

ALSF-II, REIL, PAPI

D22.0 WGM

5000′ LT

FMD 110.4

Standard STRAIGHT-IN LANDING RWY 16

DA(H) 1200′(600′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D		

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

22 MAY 15 (13-2) Eff 28 May

VIENNA, AUSTRIA VOR Rwy 34

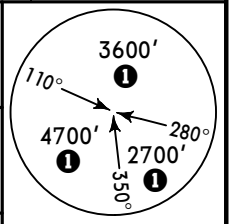
BRIEFING STRIP ™

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.950	128.2 118.775 124.550 129.050 125.175	119.8 134.12	119.4 123.8	121.6 121.775

VOR WGM	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 600′
112.2	340°	D22.1 WGM 3000′ (2414′)	1150′ (564′)	Rwy 586′

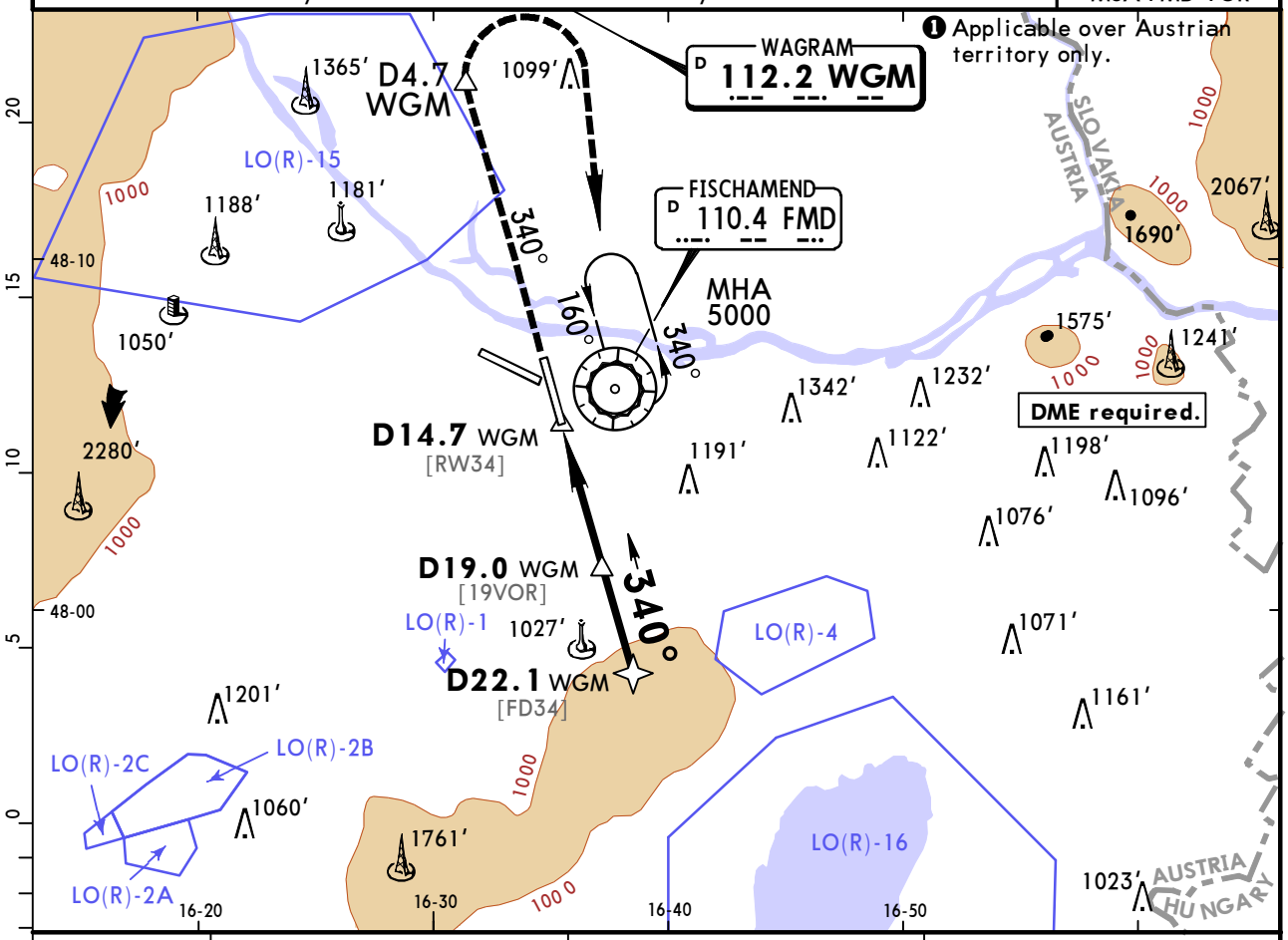
MISSED APCH: Climb STRAIGHT AHEAD to D4.7 WGM, then turn RIGHT to FMD VOR. Climb to 5000′ and hold.

Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′

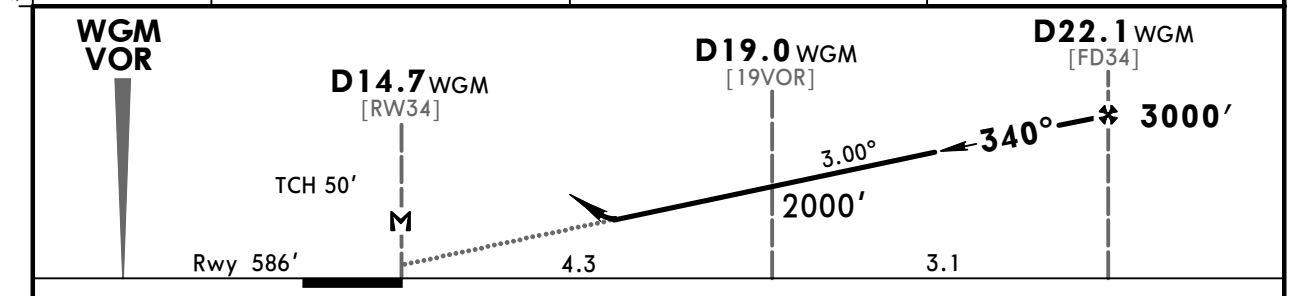


MSA FMD VOR

❶ Applicable over Austrian territory only.



WGM DME	17.0	18.0	19.0
ALTITUDE	1360′	1680′	2000′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D14.7 WGM						

HIALS REIL PAPI | D4.7 WGM | 5000′ RT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 34

DA(H) 1150′ (564′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m
D		

CHANGES: Bearings.

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LOWW/VIE SCHWECHAT

JEPPESEN

11 DEC 15 (16-1)

VIENNA, AUSTRIA NDB Rwy 11

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

BRIEFING STRIP ™

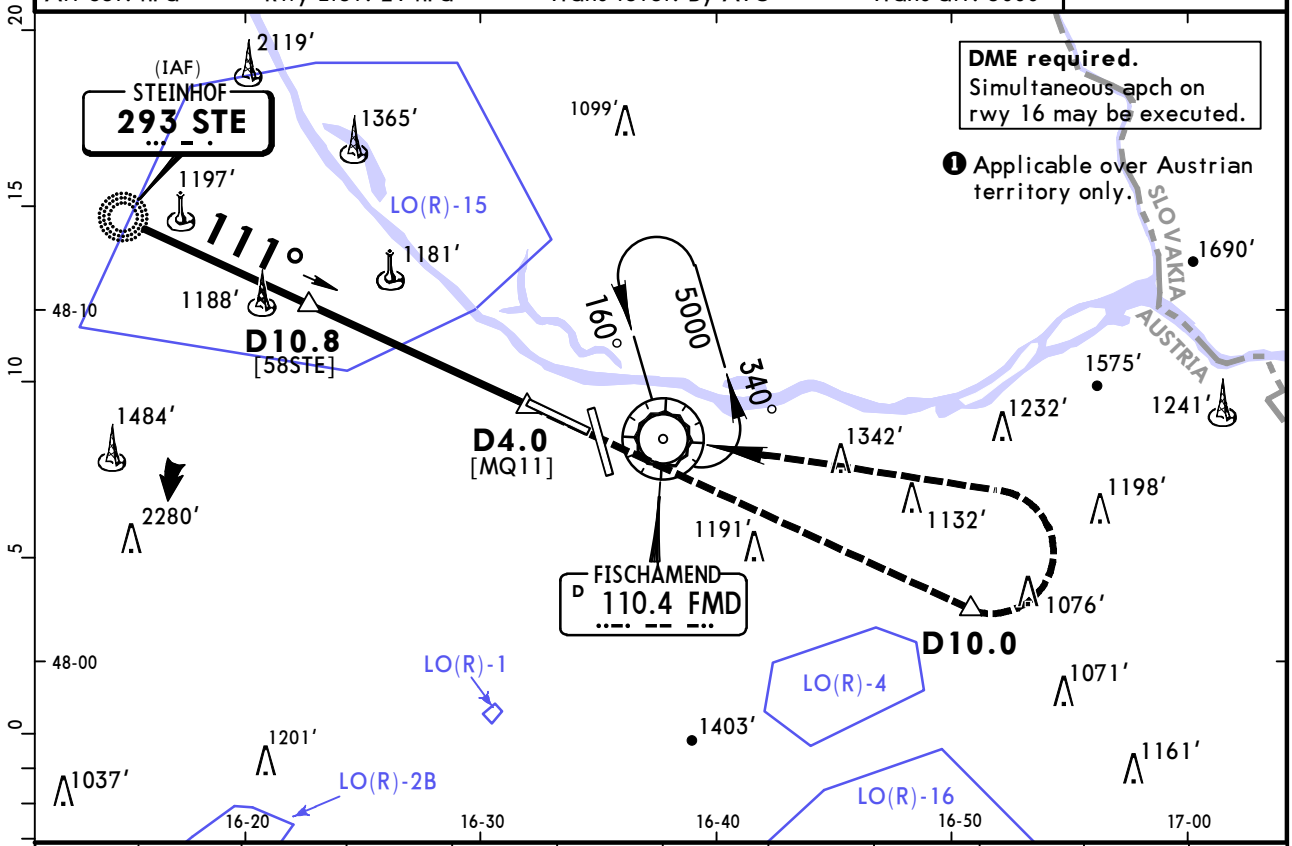
NDB STE	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev 600′
293	111°	5000′ (4425′)	1450′ (875′)	Rwy 575′

MISSED APCH: Climb STRAIGHT AHEAD to D10.0, then turn LEFT to VOR. Climb to 5000′ and hold.

3500′ ❶ 090° 5700′ ❶ 315°

MSA STE NDB

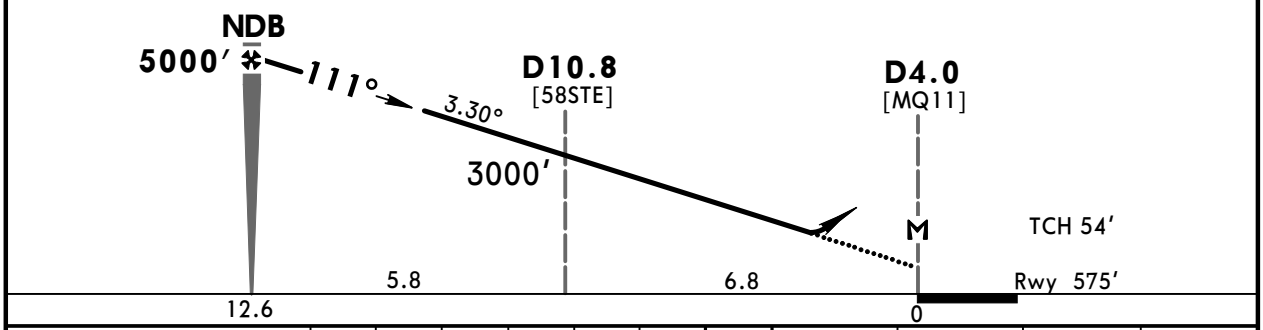
Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′



DME required. Simultaneous apch on rwy 16 may be executed.

❶ Applicable over Austrian territory only.

FMD DME	16.6	16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0	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
Descent Angle	3.30°	409	526	584	701	817	934
MAP at D4.0							

HIALS PAPI | D10.0 | 5000′ LT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 11

DA(H) **1450′**(875′)

ALS out

PANS OPS

A B	RVR 1500m
C D	CMV 2400m

CHANGES: Missed apch icon.

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LOWW/VIE SCHWECHAT

JEPPESEN

11 DEC 15 (16-2)

VIENNA, AUSTRIA NDB Rwy 29

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

BRIEFING STRIP ™

NDB BRK	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev 600′
408	292°	3000′ (2400′)	1360′ (760′)	

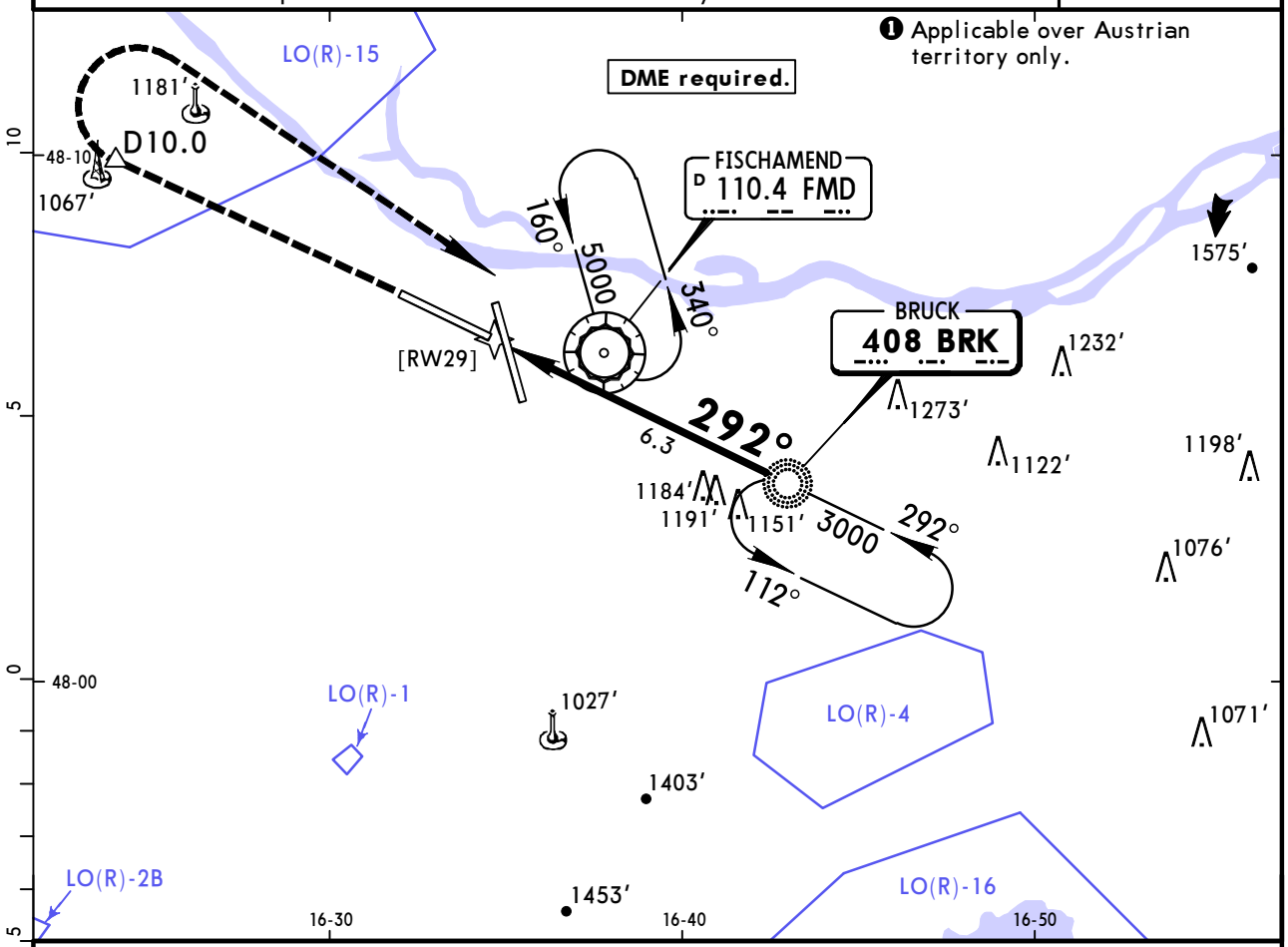
MISSED APCH: Climb STRAIGHT AHEAD to D10.0, then turn RIGHT to VOR. Climb to 5000′ and hold.

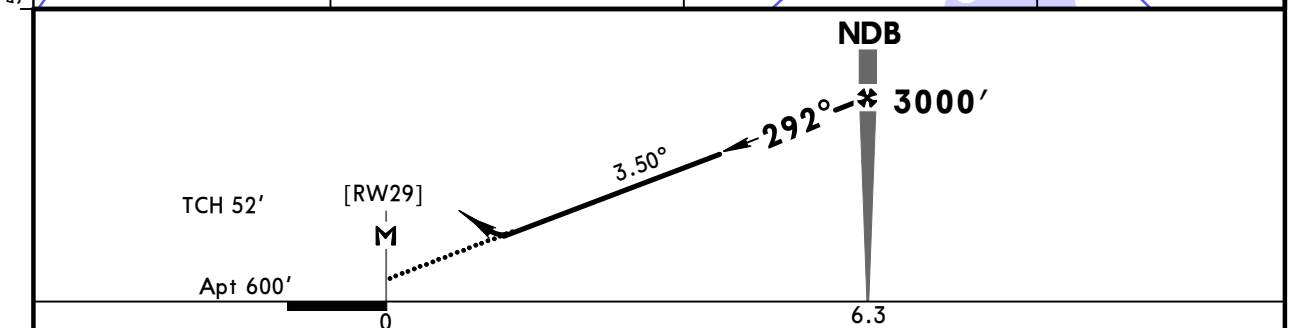
Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

3600′ ❶ 105° 270° 4200′ ❶ 2700′ ❶ 360°

MSA BRK NDB

❶ Applicable over Austrian territory only.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
NDB to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

ALSF-II REIL PAPI | D10.0 ↑ | 5000′ ↱ RT | FMD 110.4

Standard STRAIGHT-IN LANDING RWY 29

DA(H) 1360′ (760′)

ALS out

PANS OPS

A B	RVR 1500m
C D	CMV 2400m

CHANGES: None.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VIENNA, (SCHWECHAT - LOWW)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LOWW