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Revision Letter For Cycle 13-2016

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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: 0253 Z
Sunset: 1857 Z

Runway Information

Runway: 11
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 575 ft
Lighting: Edge, ALS, Centerline

Runway: 16
Length x Width: 11811 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 597 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 29
Length x Width: 11483 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 600 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 34
Length x Width: 11811 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 586 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 121.725 Departure Service
ATIS: 122.950 Arrival Service
Wien Tower: 119.400
Wien Tower: 121.200 Secondary
Wien Tower: 123.800
Wien Tower: 124.475 Secondary
Wien Ground: 121.775
Wien Ground: 121.600
Wien Ice Ramp/Taxi: 131.625
Wien Clearance Delivery: 122.125
Wien Radar Approach: 130.075
Wien Radar Approach: 125.175
Wien Radar Approach: 134.675
Wien Radar Approach: 129.050
Wien Radar Approach: 118.775
Wien Direct (Approach Control Radar): 119.800
Wien Direct (Approach Control Radar): 134.125
Wien Information: 118.525 AFIS

LOWW/VIE
SCHWECHAT

6 MAY 16

JEPPesen

10-1P

VIENNA, AUSTRIA
AIRPORT BRIEFING

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 ZLV-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.

LOWW/VIE
SCHWECHAT

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10-1P1

VIENNA, AUSTRIA

AIRPORT BRIEFING

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 when taxiing through TWYs A11 and A12 as main gear to pavement edge clearance may be limited.

For those ACFT oversteering technique is required.

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(10-1P2)

VIENNA, AUSTRIA
AIRPORT BRIEFING

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 PROCEDURE S

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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10-1P3

VIENNA, AUSTRIA

AIRPORT BRIEFING

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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SCHWECHAT

JEPPESEN
27 MAY 16 10-1P4

VIENNA, AUSTRIA
AIRPORT BRIEFING

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	A7	B9
	3839'/1170m	3035'/925m	5479'/1670m	3937'/1200m

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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SCHWECHAT

JEPPesen
27 MAY 16 **(10-1P5)**

VIENNA, AUSTRIA
AIRPORT BRIEFING

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.

LOWW/VIE
SCHWECHAT

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(10-1P6)

VIENNA, AUSTRIA
AIRPORT BRIEFING**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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SCHWECHAT

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JEPPesen

10-1P7

VIENNA, AUSTRIA
AIRPORT BRIEFING

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 address: cdm@viennaairport.com;
- Handling Agents;
- VAH (Vienna Aircraft Handling);
- Self-Service (authentication ticket for one time).

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

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

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

TSAT Dialogue

TSAT will be notified

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

Start-up and Push-back

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

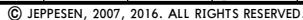
Following rules apply:

- On reaching TOBT, ACFT must be ready for start-up;
- Start-up can be requested at TSAT +/-5 min;
- ATC will approve start-up taking into account TSAT and current traffic situation.

Alt Set: hPa Trans level: By ATC Trans alt: 10000'

1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance.

2. This chart may only be used for cross-checking of assigned altitudes whilst under RADAR control.



LOWW/VIE
SCHWECHAT **JEPPesen**
18 MAR 16 **(10-2)** **Eff 31 Mar****VIENNA, AUSTRIA**
STAR

ARRIVAL INSTRUCTIONS

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 transition 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.

LOWW/VIE
SCHWECHAT

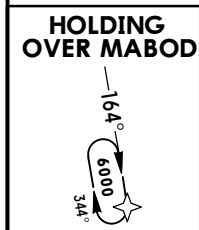
JEPPesen
18 MAR 16 (10-2A) Eff 31 Mar

VIENNA, AUSTRIA
RNAV STAR

D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa	Trans level: By ATC	Trans alt: 10000'
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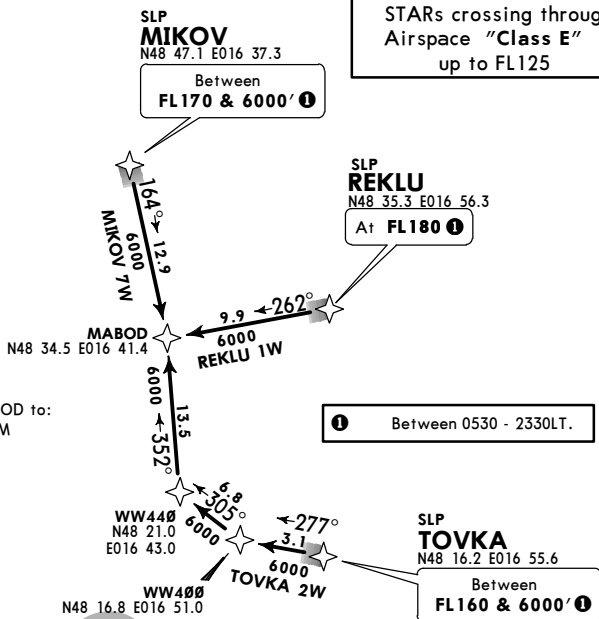
1. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
2. EXPECT RNAV-Transition to final approach (refer to charts 10-2F to 10-2J).
3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

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



STARs crossing through
Airspace "Class E"
up to FL125

Direct distance from MABOD to:
Schwechat Apt 28 NM



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

▶ If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2).

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

LOWW/VIE
SCHWECHAT

JEPPesen
18 MAR 16 (10-2B) Eff 31 Mar

VIENNA, AUSTRIA
RNAV STAR

D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa	Trans level: By ATC	Trans alt: 10000'
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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

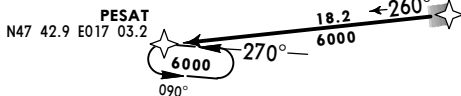
Between 0530 - 2330LT.



Direct distance from PESAT to:
Schwechat Apt 31 NM

SLP
NATEX
N47 44.8 E017 30.0

Between
FL140 & 6000'



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 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2).
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOWW/VIE
SCHWECHAT

JEPPesen
18 MAR 16 10-2C Eff 31 Mar

VIENNA, AUSTRIA
RNAV STAR

D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa	Trans level: By ATC	Trans alt: 10000'
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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).
▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501

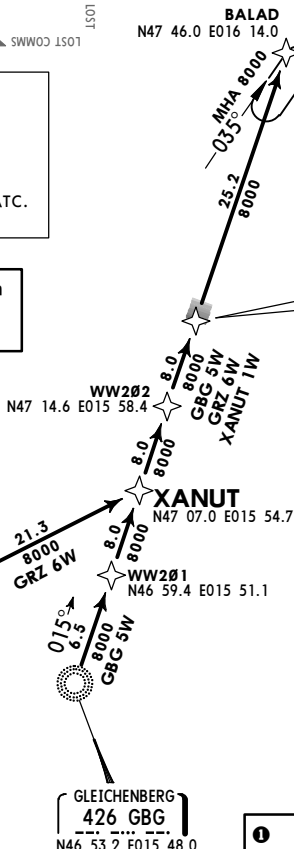
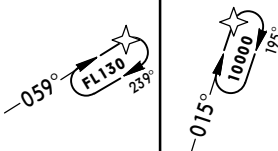
SPEED RESTRICTION
Between 0530 - 2330LT.
270 KT above FL100 or
250 KT below FL100 or
cruising speed if lower than
270/250 KT at SLP
if not otherwise instructed by ATC.
■ SLP Speed Limit Point

STARs crossing through
Airspace "Class E"
up to FL125

Direct distance from BALAD to:
Schwechat Apt 25 NM

GRAZ
116.2 GRZ
N46 57.3 E015 27.0

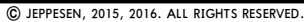
HOLDINGS OVER
XANUT NIGSI



NOT TO SCALE

Between 0530 - 2330LT.

ABTAN 1W [ABTA1W], GAMLI 5W [GAML5W]
NEMAL 1W [NEMA1W], OBUTI 1W [OBUT1W]
RNAV



LOWW/VIE
SCHWECHAT

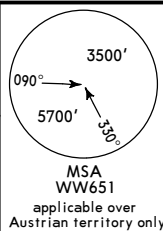
JEPPesen
18 MAR 16 10-2F Eff 31 Mar

VIENNA, AUSTRIA
RNAV TRANSITION

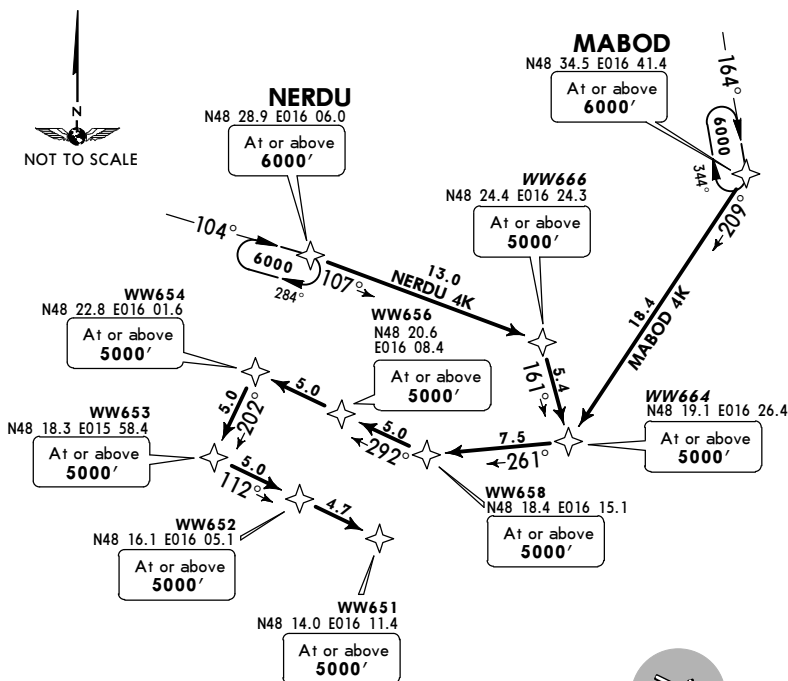
D-ATIS
122.950

Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. EXPECT vectors for base/final when on downwind transition.
2. If unable to follow transition advise ATC immediately.



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 COMMS

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

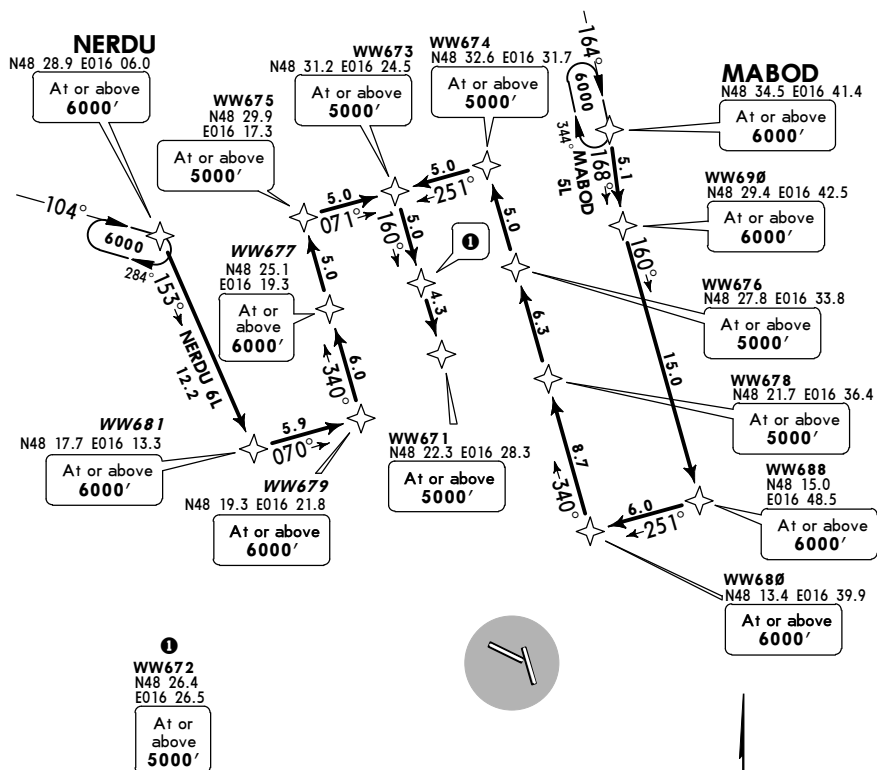
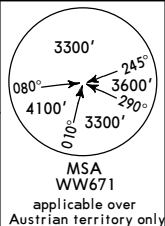
After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach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

TRANSITIONS crossing
through Airspace
"Class E" up to FL125

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.

VIENNA, AUSTRIA



LOWW/VIE
SCHWECHAT

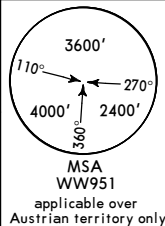
JEPPesen
18 MAR 16 (10-2H) Eff 31 Mar

VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.950

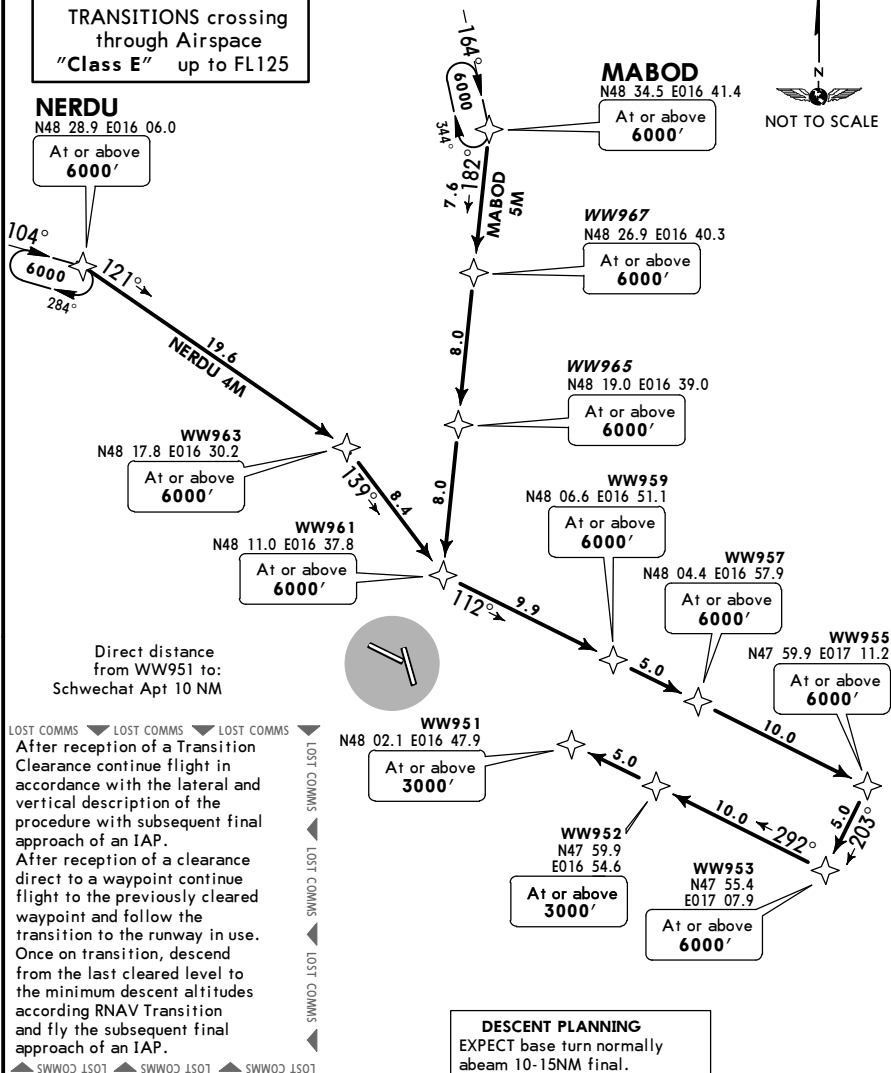
Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
1. EXPECT vectors for base/final when on downwind transition.
2. If unable to follow transition advise ATC immediately.



**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

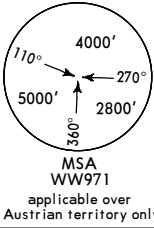


TRANSITION	ROUTING
MABOD 5M	MABOD - WW967 - WW965 - WW961 - WW959 - WW957 - WW955 - WW953 - WW952 - WW951.
NERDU 4M	NERDU - WW963 - WW961 - WW959 - WW957 - WW955 - WW953 - WW952 - WW951.

LOWW/VIE
SCHWECHAT

JEPPesen
18 MAR 16 (10-2J) Eff 31 Mar

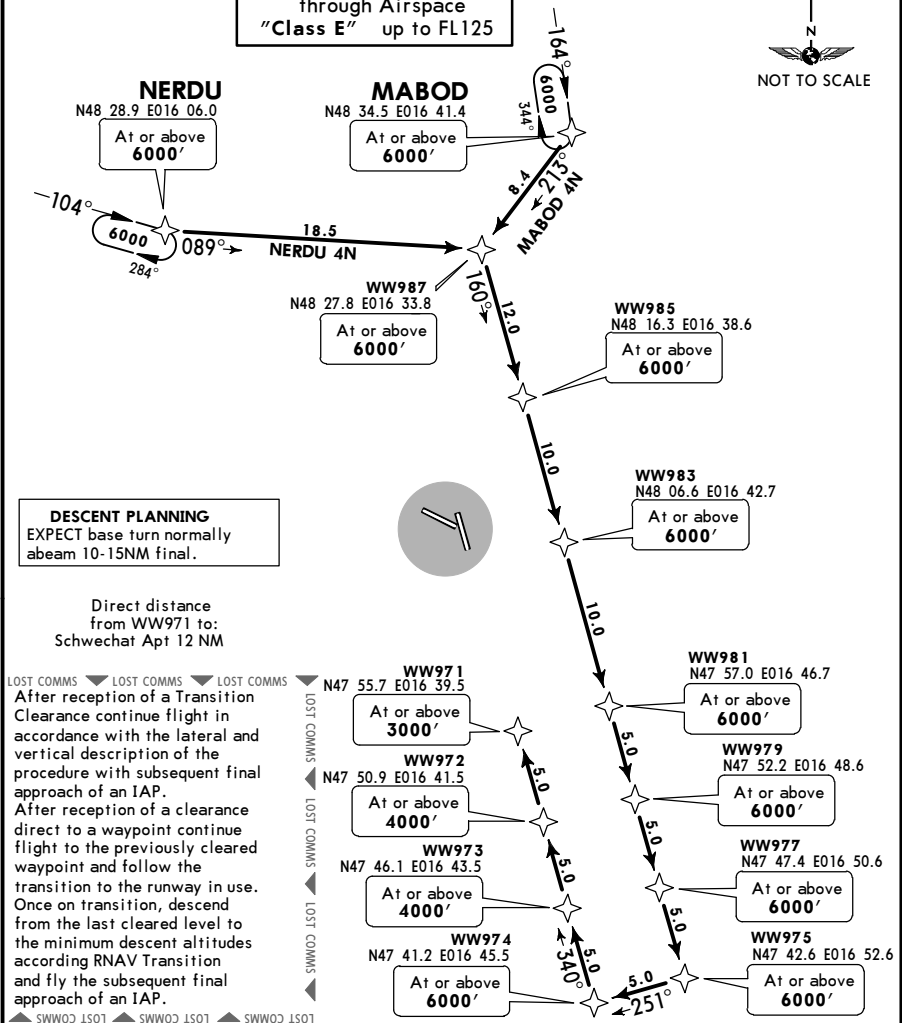
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa Trans level: By ATC Trans alt: 10000' 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.	
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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

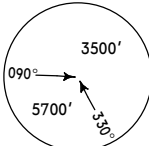


TRANSITION	ROUTING
MABOD 4N	MABOD - WW987 - WW985 - WW983 - WW981 - WW979 - WW977 - WW975 - WW974 - WW973 - WW972 - WW971.
NERDU 4N	NERDU - WW987 - WW985 - WW983 - WW981 - WW979 - WW977 - WW975 - WW974 - WW973 - WW972 - WW971.

LOWW/VIE
SCHWECHAT

JEPPESEN
18 MAR 16 10-2K Eff 31 Mar

VIENNA, AUSTRIA
RNAV TRANSITION

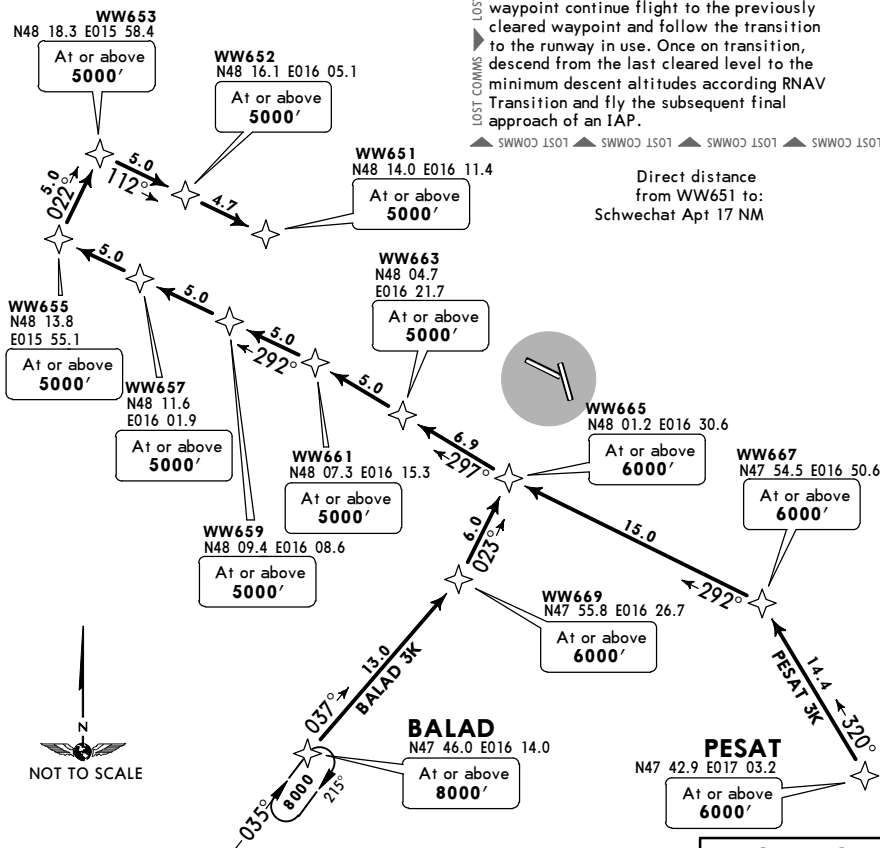
D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa Trans level: By ATC Trans alt: 10000' 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.	
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BALAD THREE KILO (BALAD 3K) [BAL3K]
PESAT THREE 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 ▼ 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.
LOST COMMS After reception of a clearance direct to a waypoint continue flight to the previously cleared waypoint and follow the transition to the runway in use. Once on transition, descend from the last cleared level to the minimum descent altitudes according RNAV Transition and fly the subsequent final approach of an IAP.
LOST COMMS ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

Direct distance
from WW651 to:
Schwechat Apt 17 NM



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

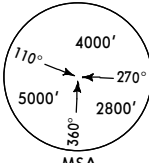
HOLDING
OVER PESAT
6000 270°
090°

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.

LOWW/VIE
SCHWECHAT

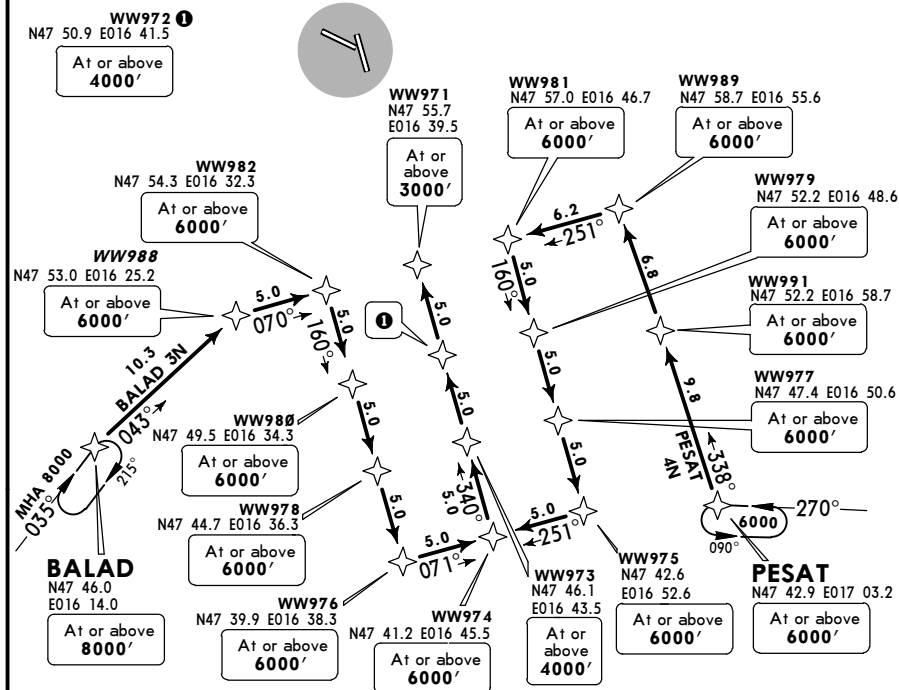
JEPPesen
18 MAR 16 (10-2N) Eff 31 Mar

VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS 122.950	Apt Elev 600'	Alt Set: hPa Trans level: By ATC Trans alt: 10000' 1. EXPECT vectors for base/final when on downwind transition. 2. If unable to follow transition advise ATC immediately.	
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**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



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

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

Direct distance
from WW971 to:
Schwechat Apt 12 NM

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

LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲

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.

LOWW/VIE
SCHWECHAT

JEPPesen
18 MAR 16 (10-2P) Eff 31 Mar

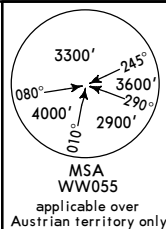
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.950

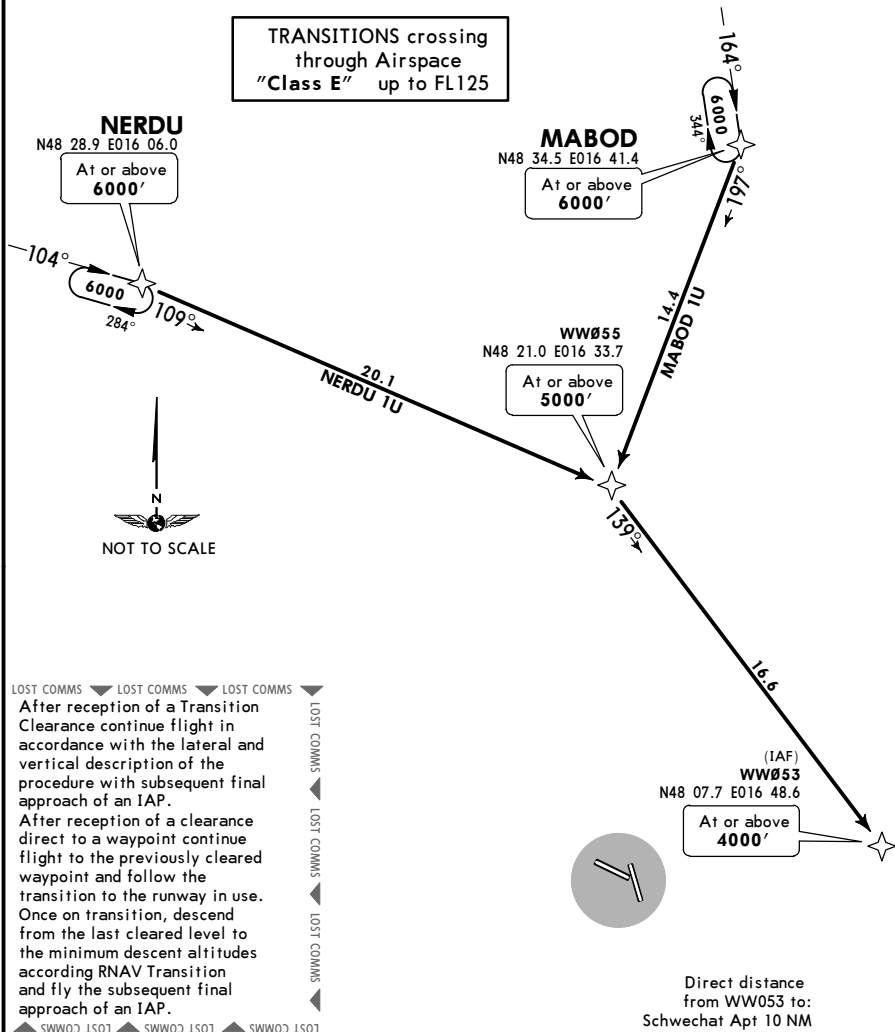
Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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 DISCRETION ONLY



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.
▲ SSW003 1501 ▲ SSW003 1501 ▲ SSW003 1501

Direct distance
from WW053 to:
Schwechat Apt 10 NM

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

LOWW/VIE
SCHWECHAT

JEPPesen
18 MAR 16 **(10-2Q)** **Eff 31 Mar**

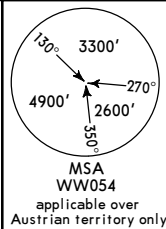
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.950

Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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 DISCRETION ONLY

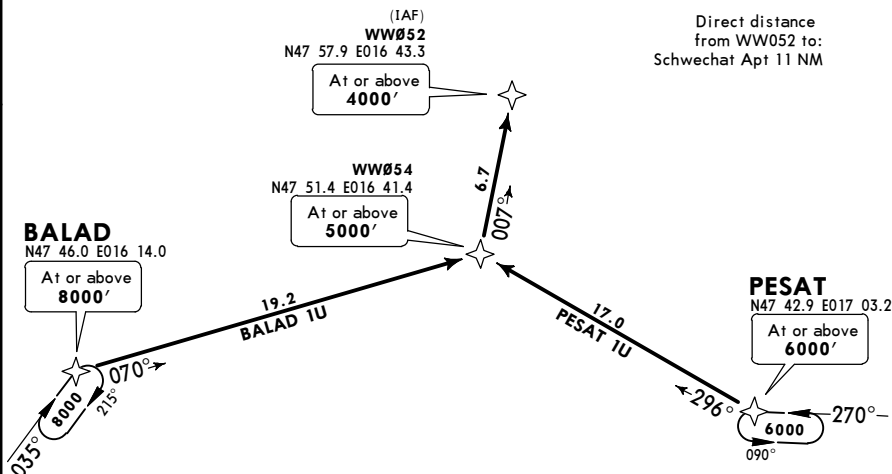


TRANSITIONS crossing
through Airspace
"Class E" up to FL125



- 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.
- ▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01

Direct distance
from WW052 to:
Schwechat Apt 11 NM



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

LOWW/VIE
SCHWECHAT

JEPPESSEN
 27 MAY 16 (10-3)

 VIENNA, AUSTRIA
RNAV SID

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

LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 (10-3A)

VIENNA, AUSTRIA
RNAV SID

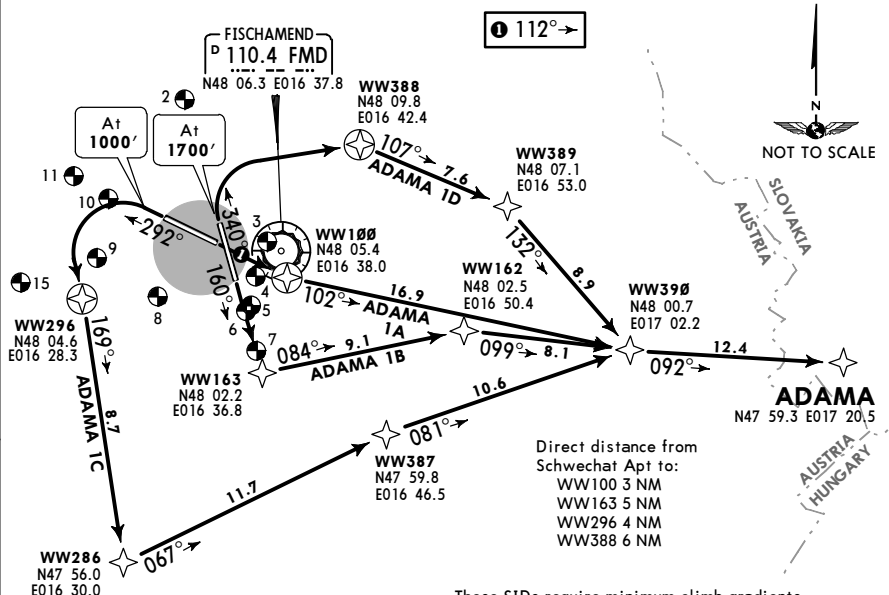
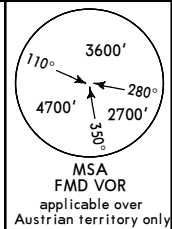
WIEN Radar			Apt Elev 600'	Trans level: By ATC	Trans alt: 10000'
(ADAMA 1A, ID) 125.175	(ADAMA 1B) 129.050	(ADAMA 1C) 134.675			

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]

RNAV

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
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'**

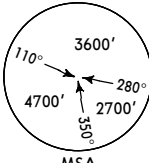
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

LOWW/VIE
SCHWECHAT

JEPPesen
27 MAY 16 (10-3B)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 125.175	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'	 MSA FMD VOR applicable over Austrian territory only
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 1A [DITI1A]

DITIS 1B [DITI1B]

RNAV

SPEED: MAX 250 KT BELOW FL100

DITIS
N48 53.9
E015 07.0



22.4
298° WW181
N48 42.1 E015 35.8



14.0
307° WW171
N48 34.2 E015 53.4



31.3
287° WW170
N48 26.4 E016 38.9



Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125

Direct distance from
Schwechat Apt 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: None.

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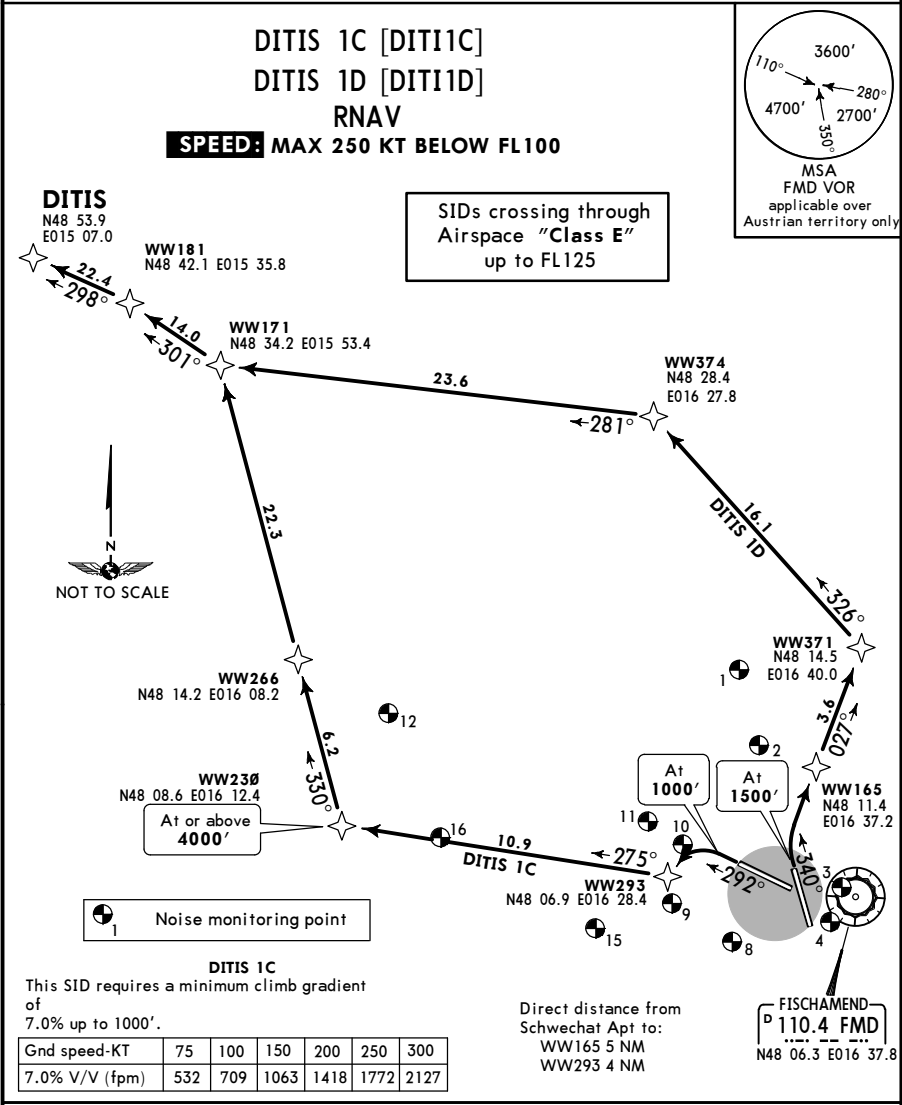
LOWW/VIE
SCHWECHAT

JEPPesen
27 MAY 16 (10-3C)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar		Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
(DITIS 1C) (DITIS 1D)			
134.675	125.175		

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'.



LOWW/VIE
SCHWECHAT

JEPPSEN
27 MAY 16 10-3D

VIENNA, AUSTRIA
RNAV SID

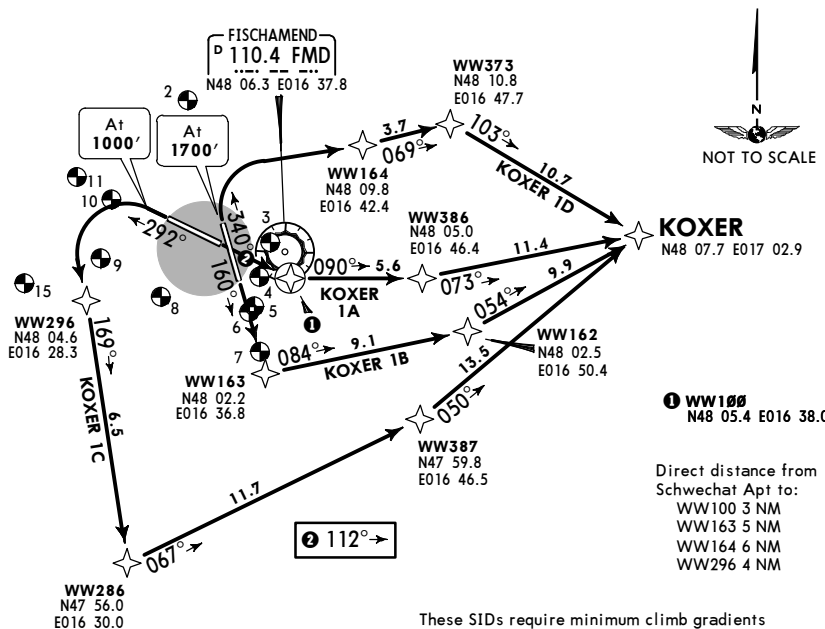
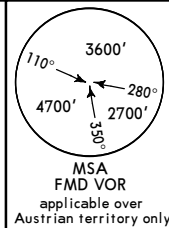
WIEN Radar			Apt Elev	Trans level: By ATC Trans alt: 10000'
(KOXER 1A, 1D)	(KOXER 1B)	(KOXER 1C)	600'	
125.175	129.050	134.675		

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 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]

RNAV

SPEED: MAX 250 KT BELOW FL100



① WW100
N48 05.4 E016 38.0

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

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'**

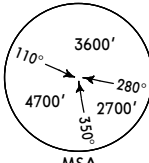
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

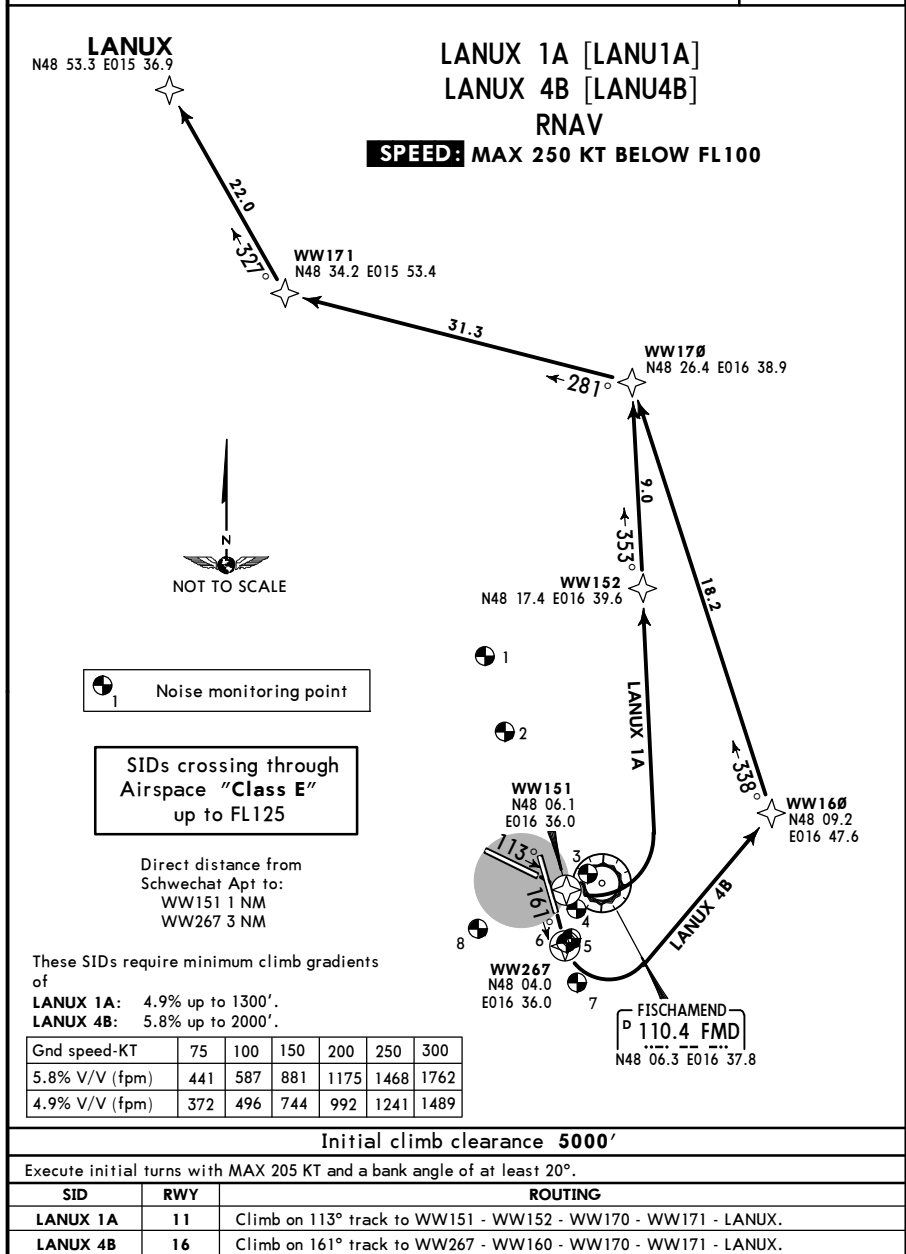
SID	RWY	ROUTING
KOXER 1A	11	Climb on 112° track to WW100 - WW386 - KOXER.
KOXER 1B	16	Climb on 160° track to WW163 - WW162 - KOXER.
KOXER 1C	29	Climb on 292° track to 1000' - WW296 - WW286 - WW387 - KOXER.
KOXER 1D	34	Climb on 340° track to 1700' - WW164 - WW373 - KOXER.

LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 (10-3E)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 125.175	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'	 MSA FMD VOR applicable over Austrian territory only
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'.			



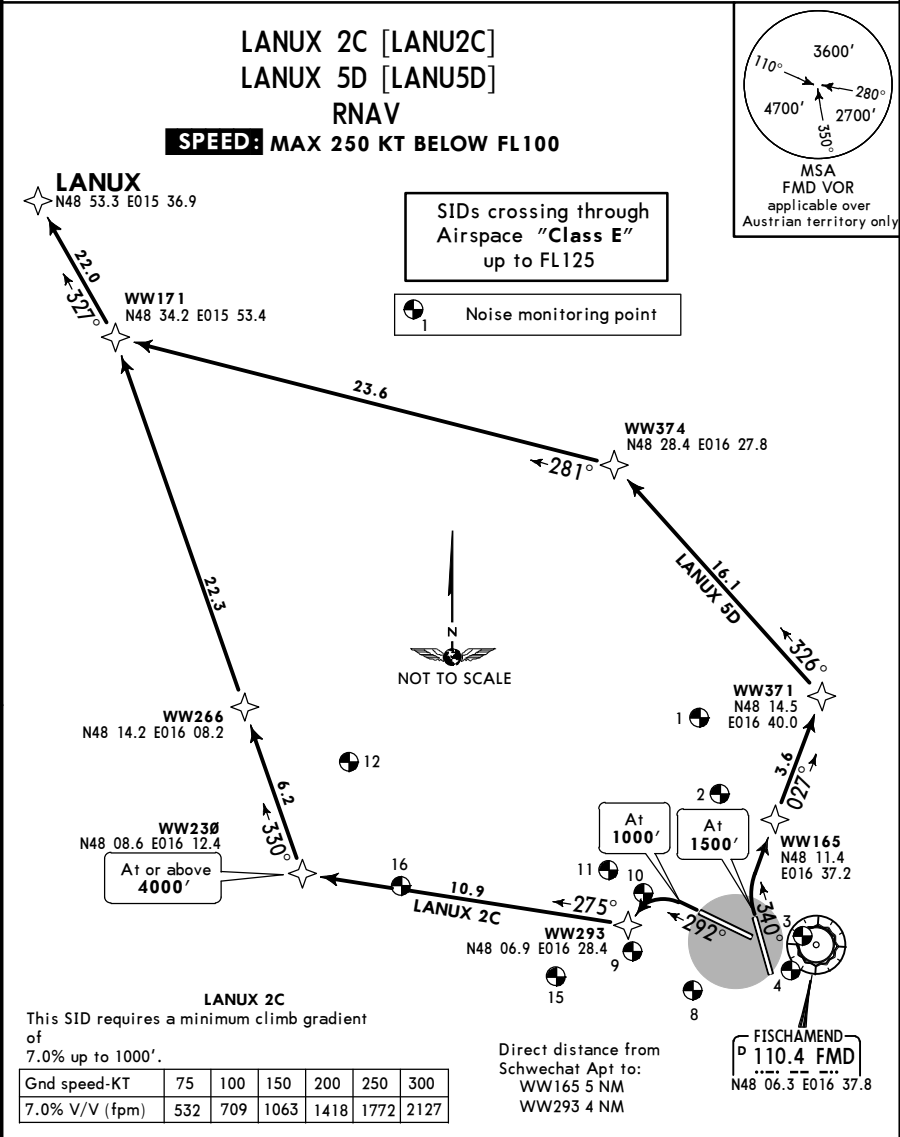
LOWW/VIE
SCHWECHAT

JEPPesen
27 MAY 16 10-3F

VIENNA, AUSTRIA
RNAV SID

WIEN Radar		Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
(LANUX 2C) (LANUX 5D)			
134.675	125.175		

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'.



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.

LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 (10-3G)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar
(LEDVA 1A, 1B, 3D) | (LEDVA 3C)
125.175 | **134.675**

Apt Elev
600'

Trans level: By ATC
Trans alt: 10000'

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'.

3600'

170°

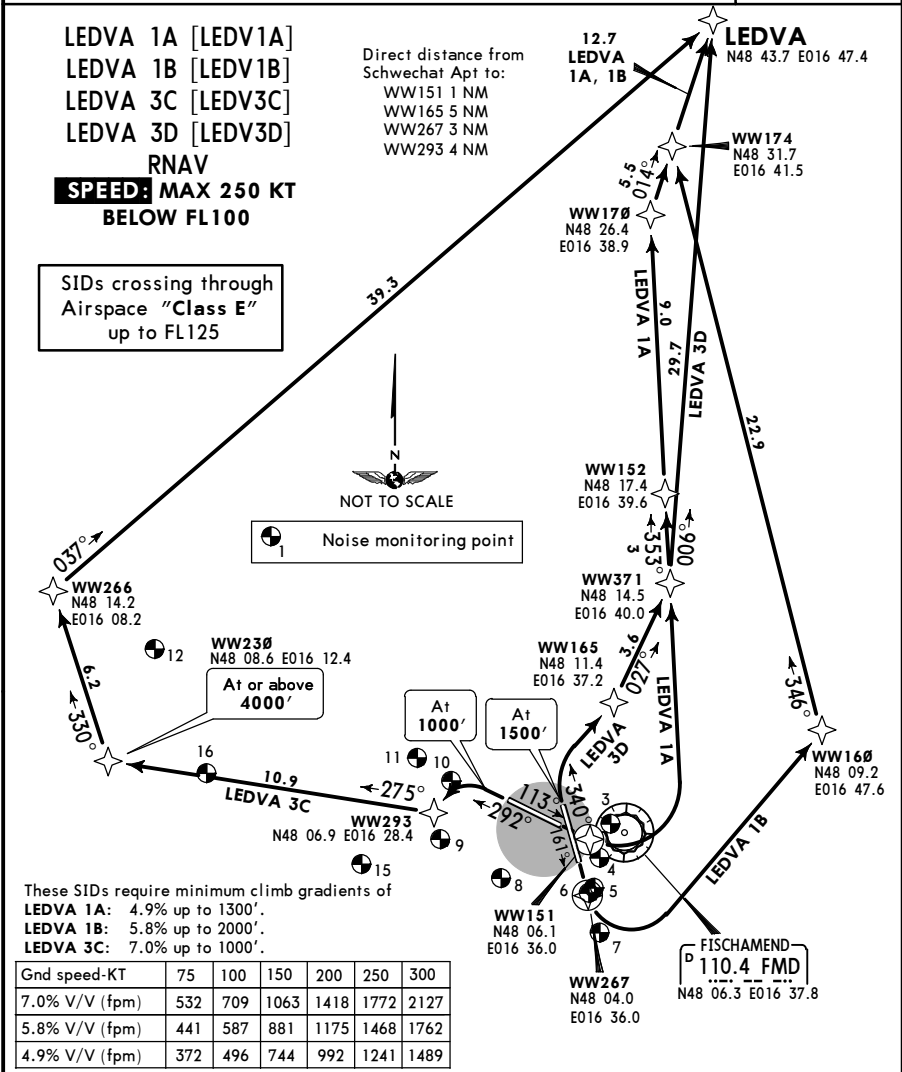
280°

4700'

2700'

350°

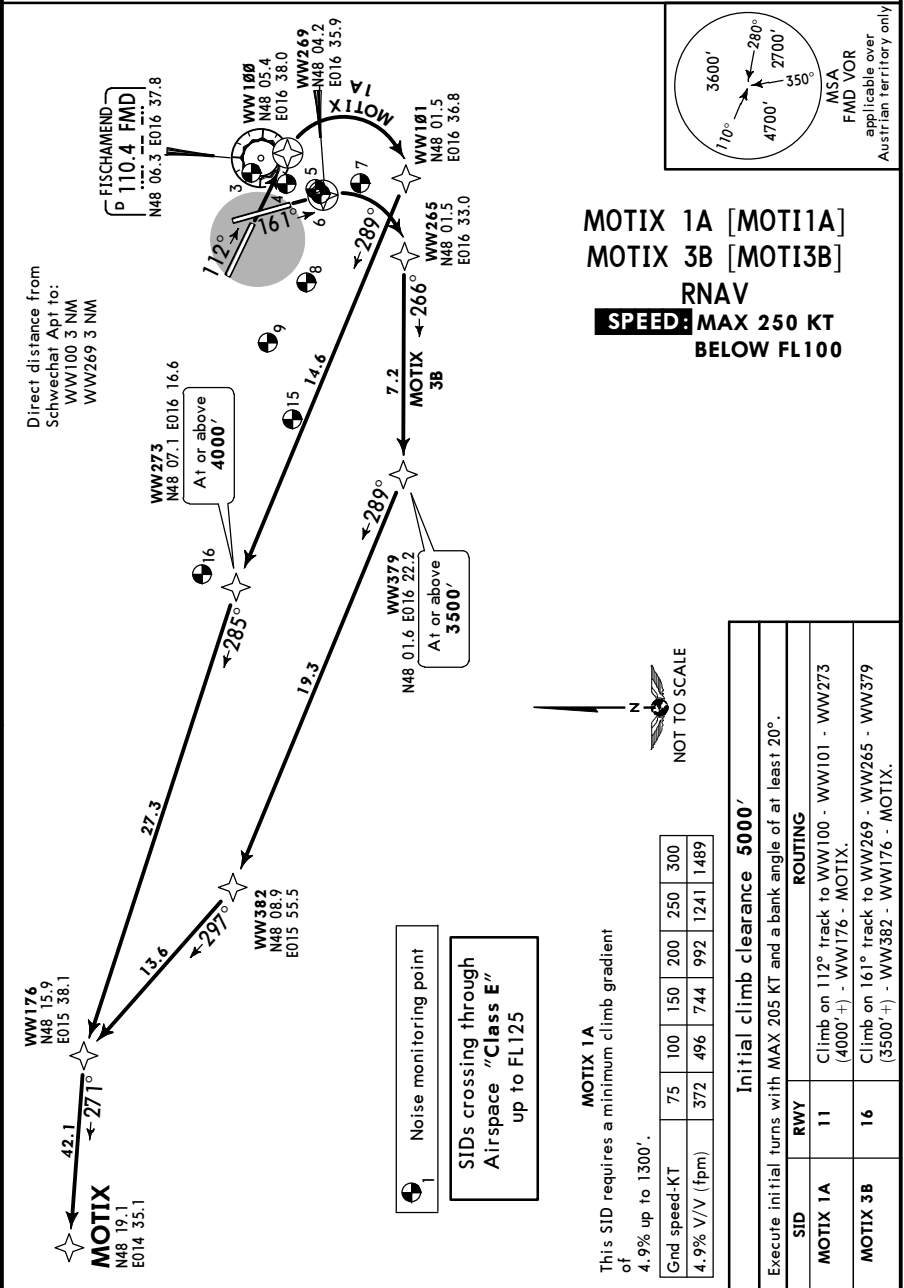
MSA
FMD VOR
applicable over
Austrian territory only



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.

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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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'.



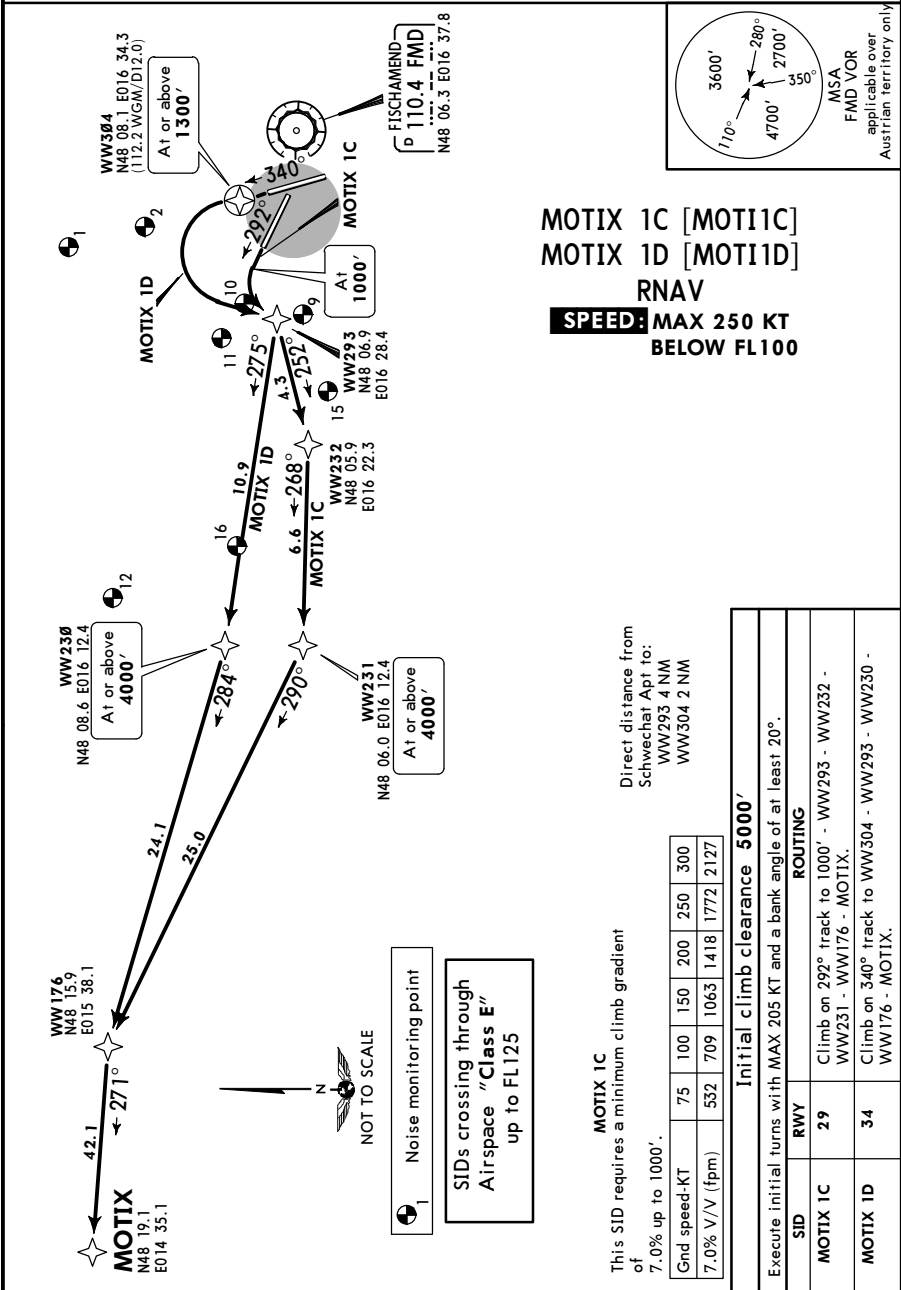
LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 (10-3K)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC	Trans alt: 10000'
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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'.

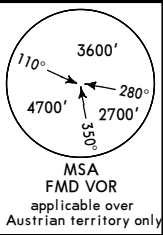


LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 10-3L

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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'.		



OSPEN 1A [OSPE1A]
OSPEN 3B [OSPE3B]

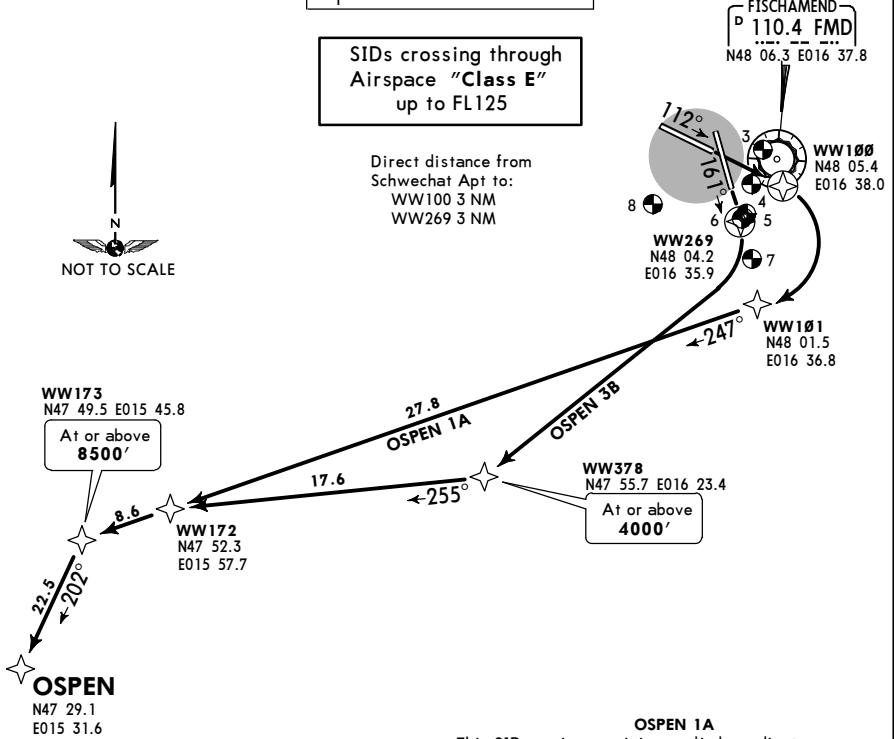
RNAV

SPEED: MAX 250 KT BELOW FL100

Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125

Direct distance from
Schwechat Apt to:
WW100 3 NM
WW269 3 NM



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.

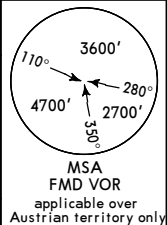
LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3M)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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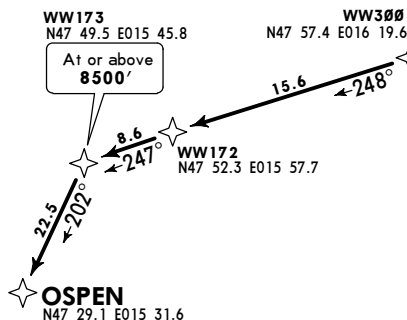
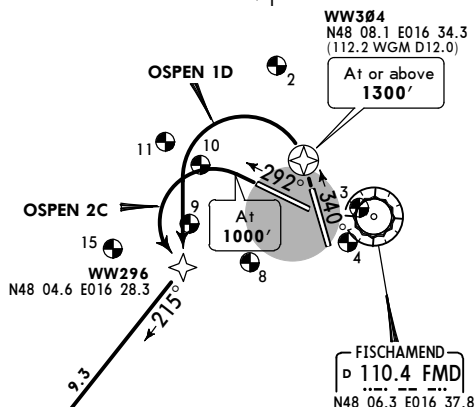
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



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

Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125



Direct distance from
Schwechat airport to:
WW296 4 NM
WW304 2 NM

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.

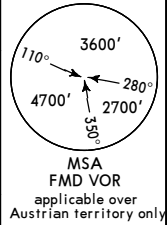
LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3N)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



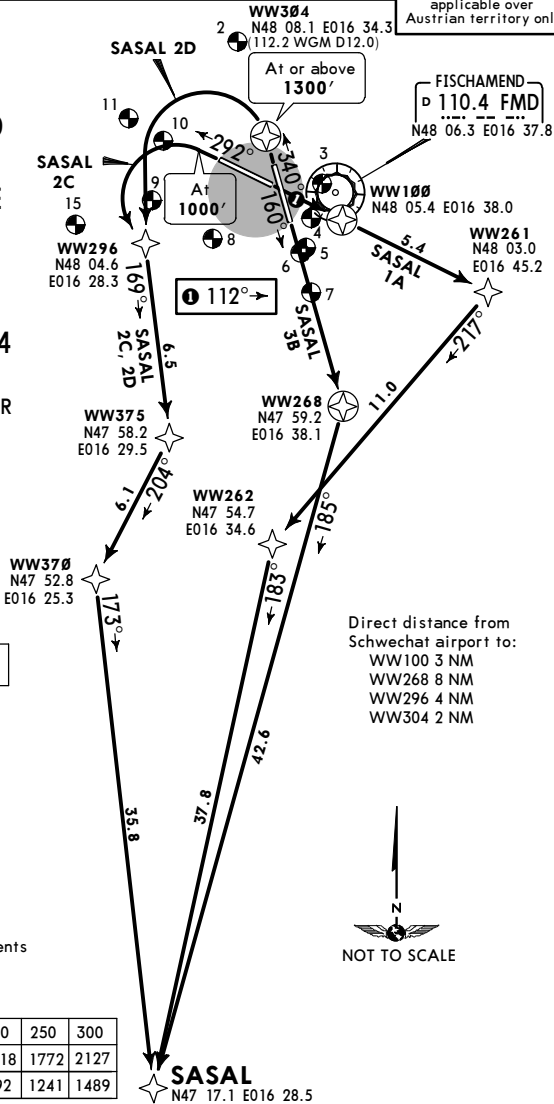
SASAL ONE ALFA
(SASAL 1A) [SASA1A]
SASAL THREE BRAVO
(SASAL 3B) [SASA3B]
SASAL TWO CHARLIE
(SASAL 2C) [SASA2C]
SASAL TWO DELTA
(SASAL 2D) [SASA2D]
RWYS 11, 16, 29, 34
RNAV DEPARTURES
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
SPEED: MAX 250 KT
BELOW FL100

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



Direct distance from
Schwechat airport to:
WW100 3 NM
WW268 8 NM
WW296 4 NM
WW304 2 NM



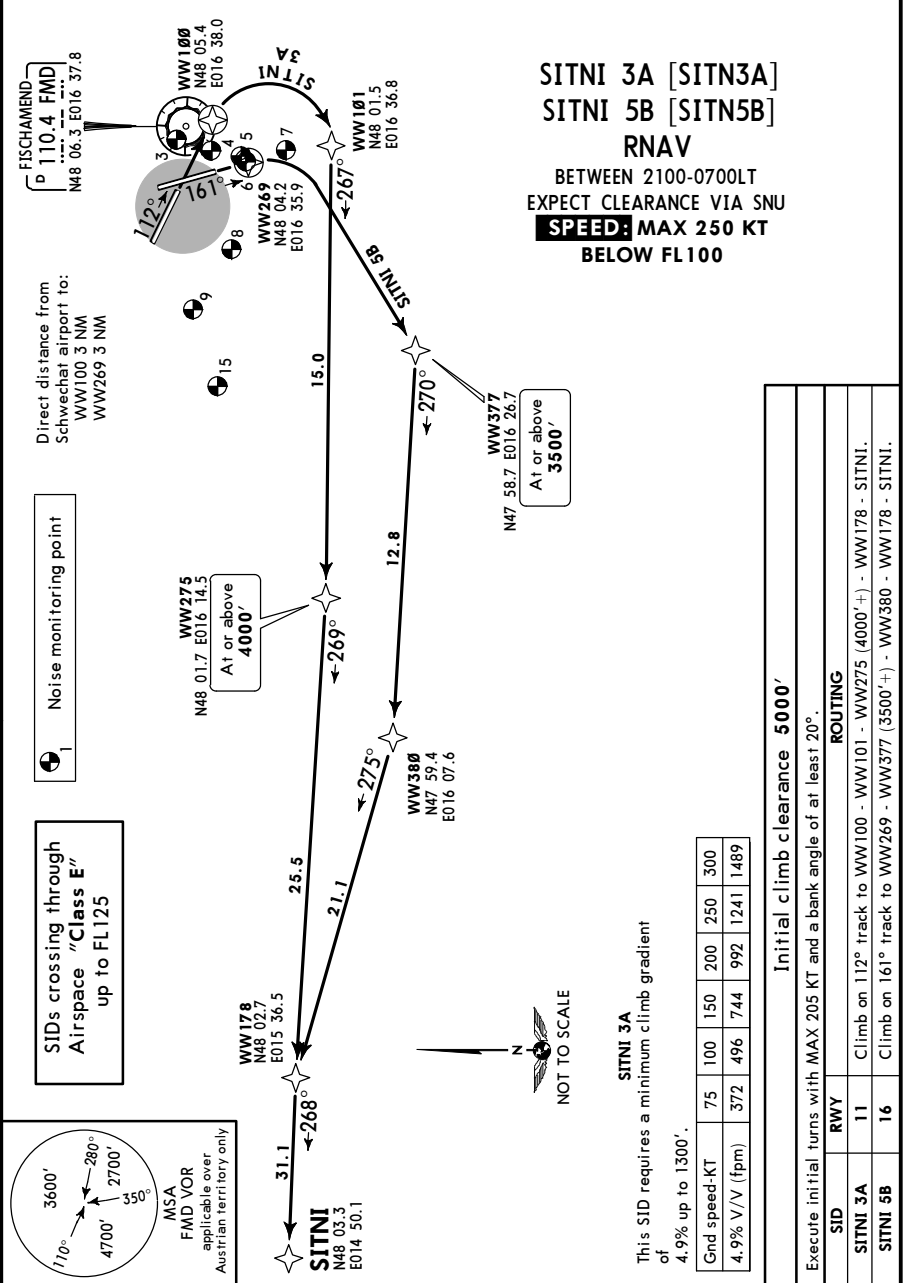
Initial climb clearance **5000'**

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.

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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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'.



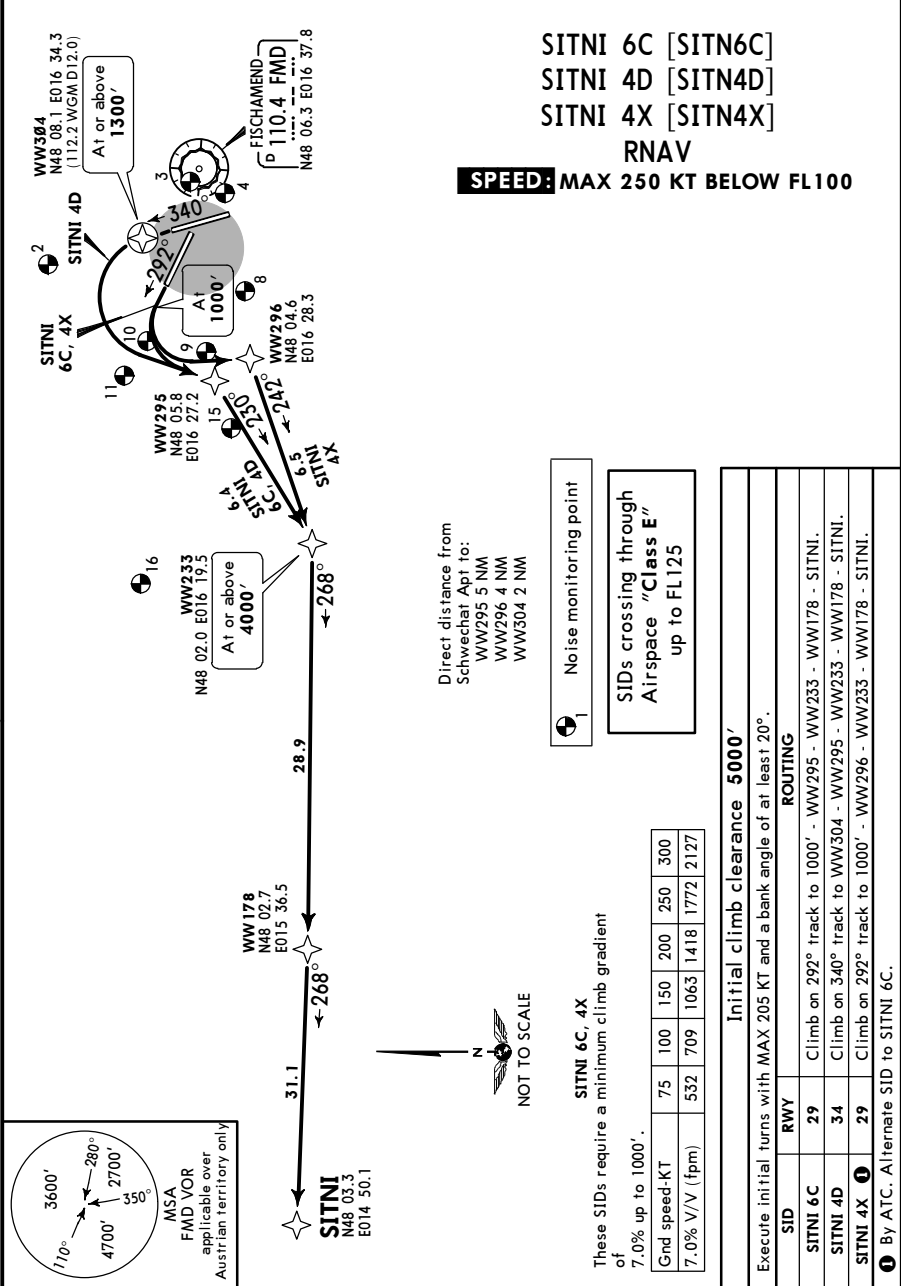
LOWW/VIE
SCHWECHAT

JEPPESSEN
27 MAY 16 (10-3Q)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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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'.



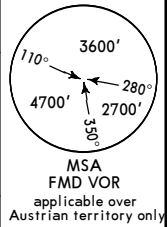
LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3S)

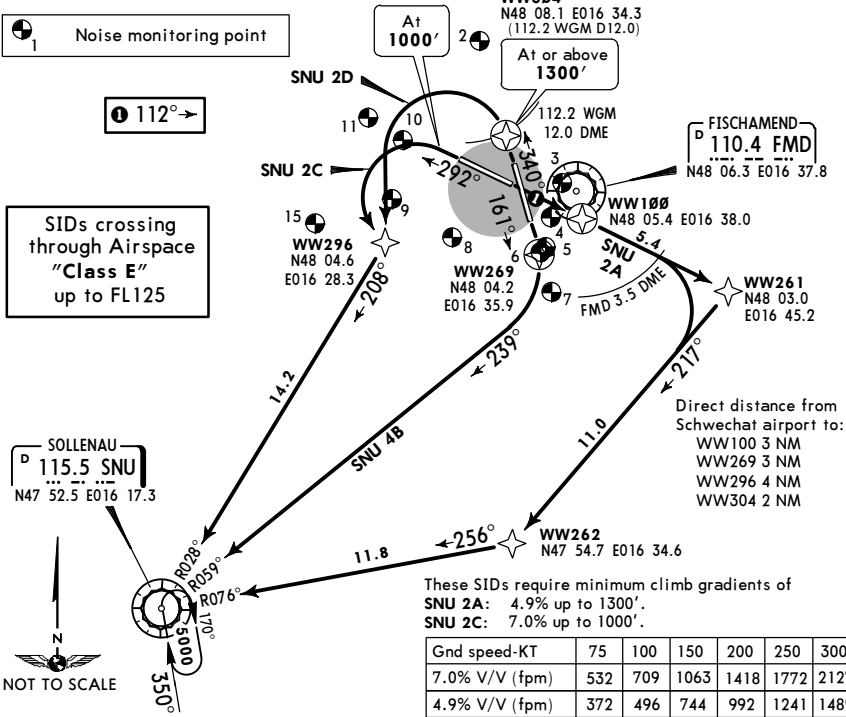
VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



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

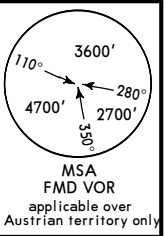


LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3T)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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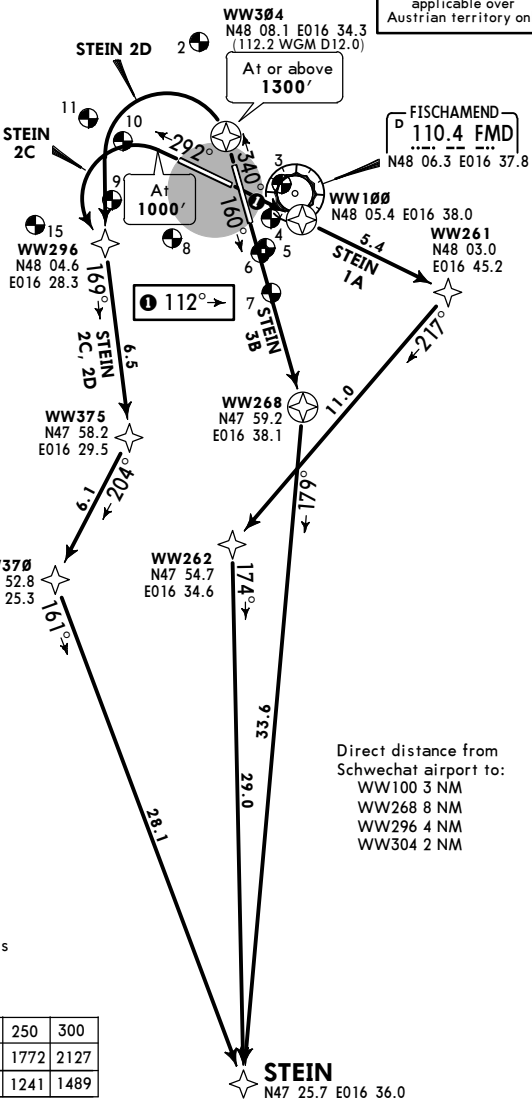
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.

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**



Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125



Direct distance from
Schwechat airport to:

WW100	3 NM
WW268	8 NM
WW296	4 NM
WW304	2 NM

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 - WW375 - WW370 - STEIN.

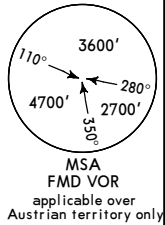
LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 10-3U

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



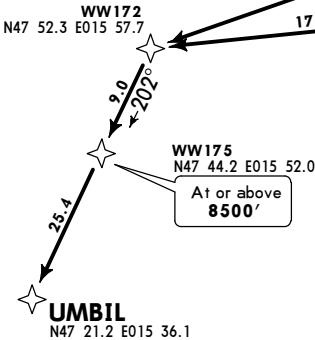
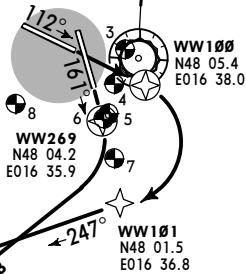
UMBIL TWO ALFA (UMBIL 2A) [UMB12A]
UMBIL FOUR BRAVO (UMBIL 4B) [UMB14B]
RWYS 11, 16 RNAV DEPARTURES
RNAV 1 OR P-RNAV (GNSS OR DME/DME) REQUIRED
BETWEEN 2100-0700LT EXPECT CLEARANCE VIA SNU
SPEED: MAX 250 KT BELOW FL100

SIDs crossing through
Airspace "Class E"
up to FL125

Noise monitoring point

Direct distance from
Schwechat airport to:
WW100 3 NM
WW269 3 NM

FISCHAMEND
D 110.4 FMD
N48 06.3 E016 37.8



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'**

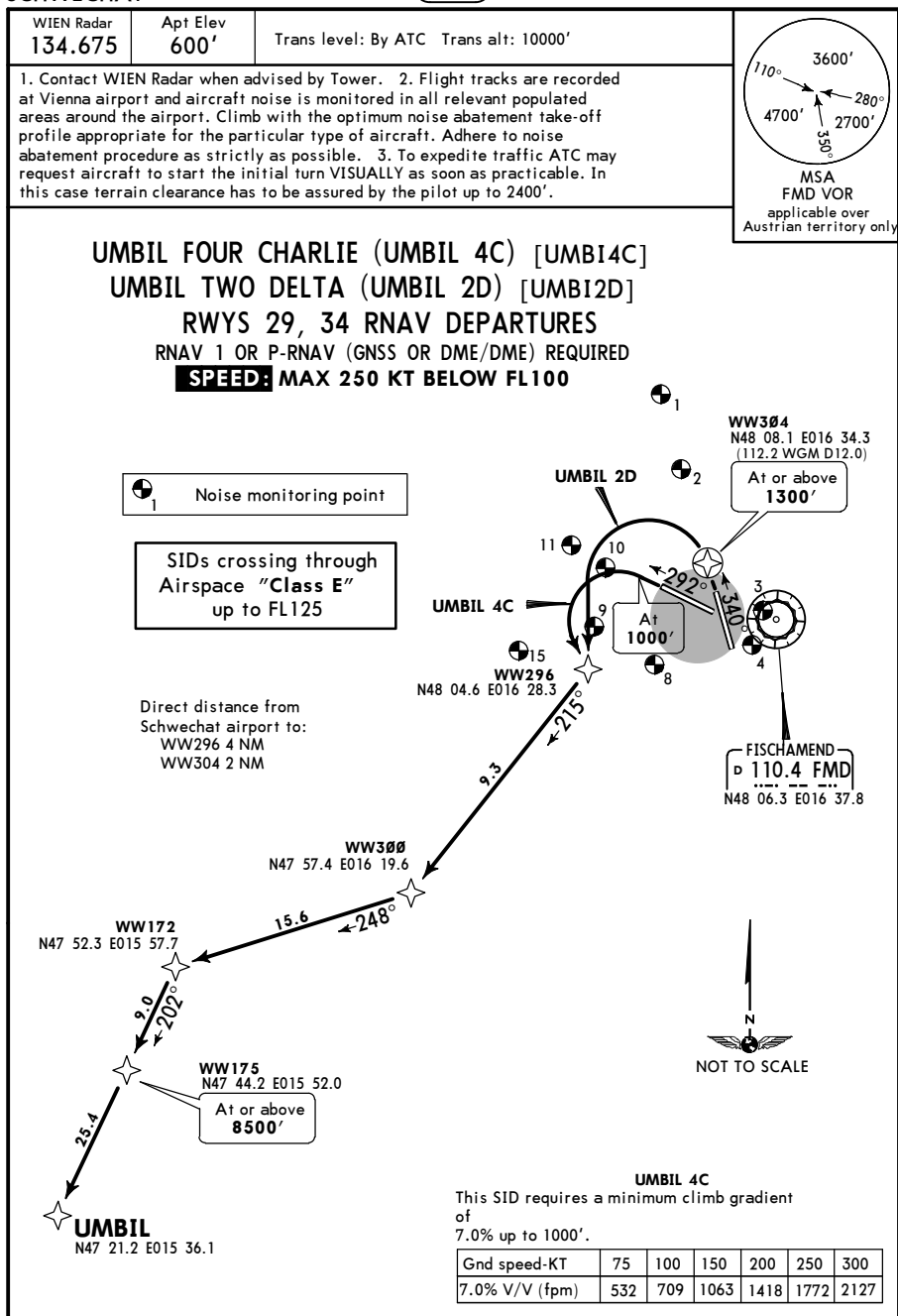
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 10-3V

VIENNA, AUSTRIA
RNAV SID



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.

LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3W)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar
125.175

Apt Elev
600'

Trans level: By ATC Trans alt: 10000'

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'.

3600'

170°

280°

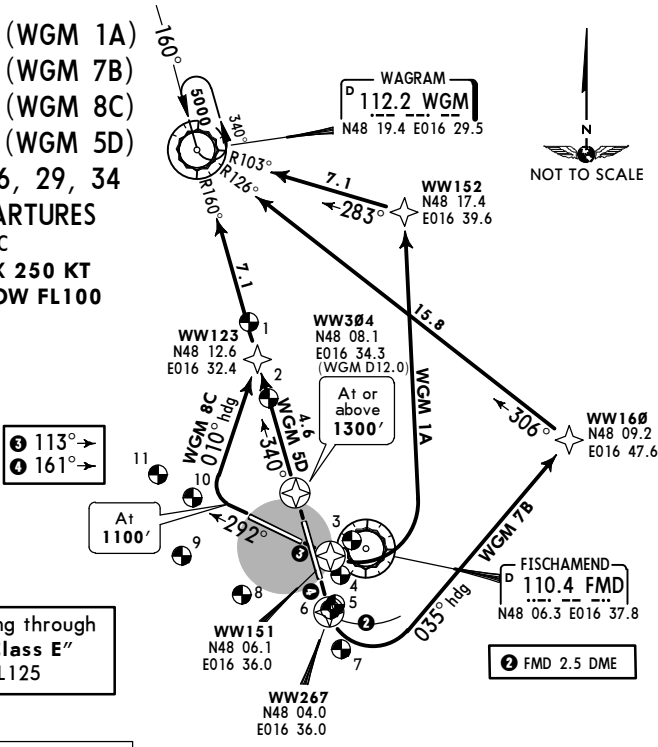
2700'

560'

4700'

MSA
FMD VOR
applicable over
Austrian territory only

WAGRAM 1A (WGM 1A)
WAGRAM 7B (WGM 7B)
WAGRAM 8C (WGM 8C)
WAGRAM 5D (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 ①	16	Climb on 161° track 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 ①	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 ①	34	Climb on WGM R-160 inbound to WGM. RNAV: Climb on 340° track to WW304 - WGM.

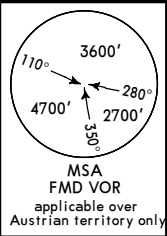
① Also usable for non RNAV equipped aircraft.

LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3X)

VIENNA, AUSTRIA
RNAV SID

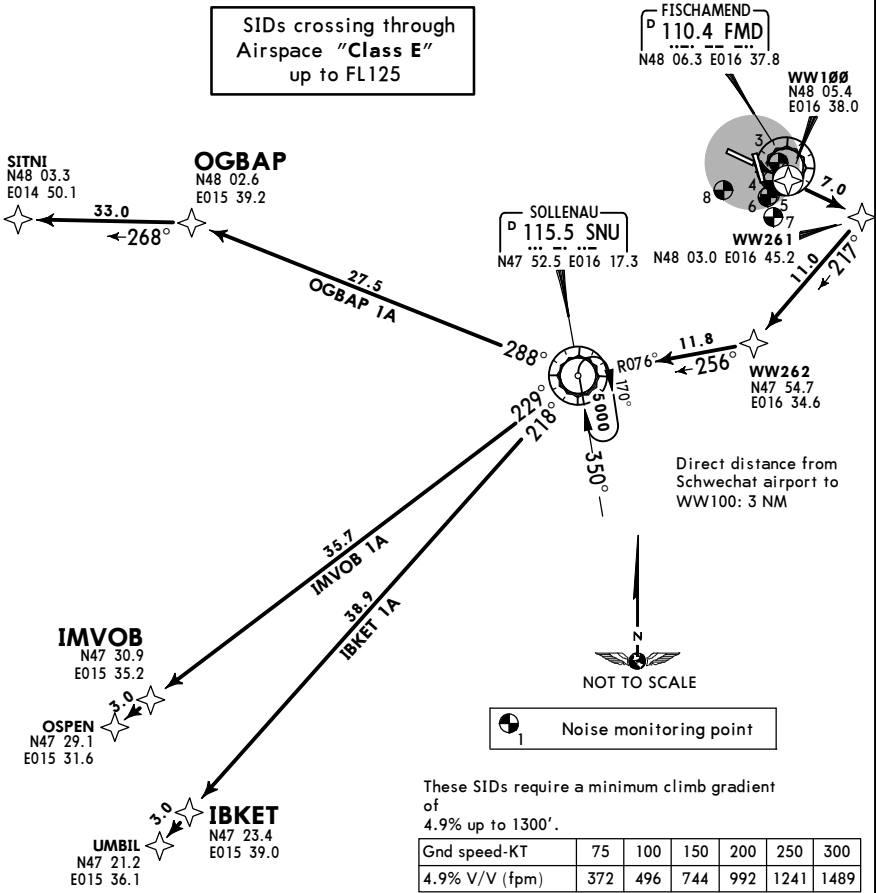
WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400'.

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

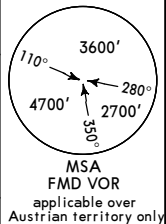
Initial climb clearance 5000'	
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.	
SID	ROUTING
IBKET 1A	WW100 - WW261 - WW262 - SNU - IBKET - UMBIL.
IMVOB 1A	WW100 - WW261 - WW262 - SNU - IMVOB - OSPEN.
OGBAP 1A	WW100 - WW261 - WW262 - SNU - OGBAP - SITNI.

LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3X1)

VIENNA, AUSTRIA
RNAV SID

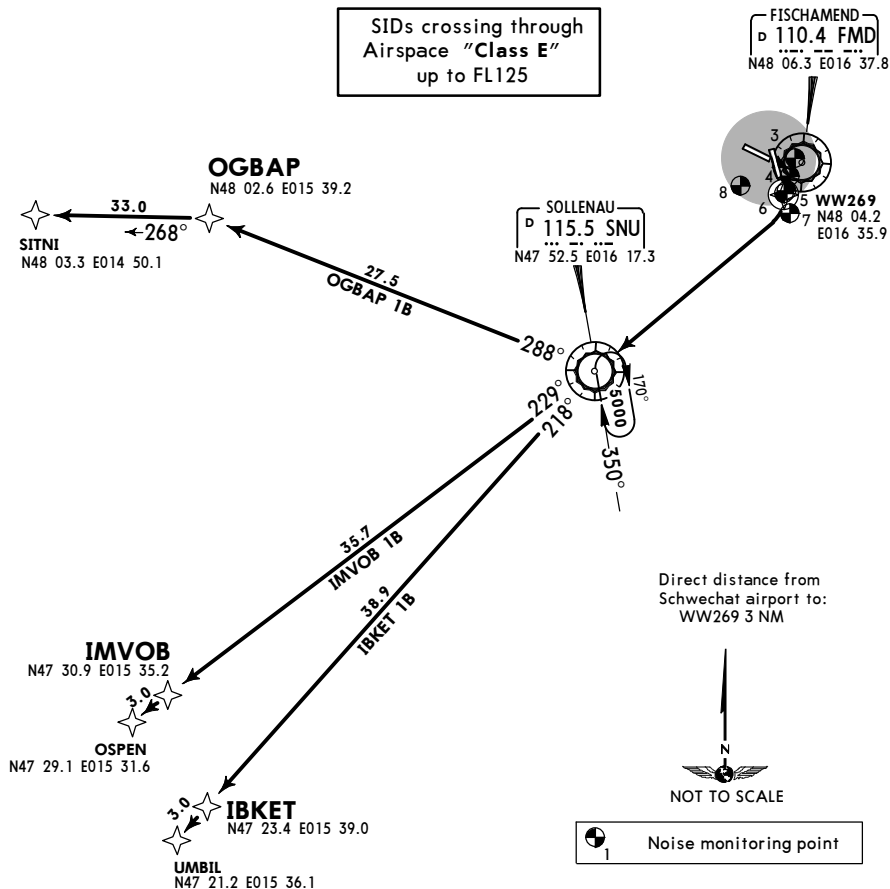
WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile 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'.		



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.

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3X2)

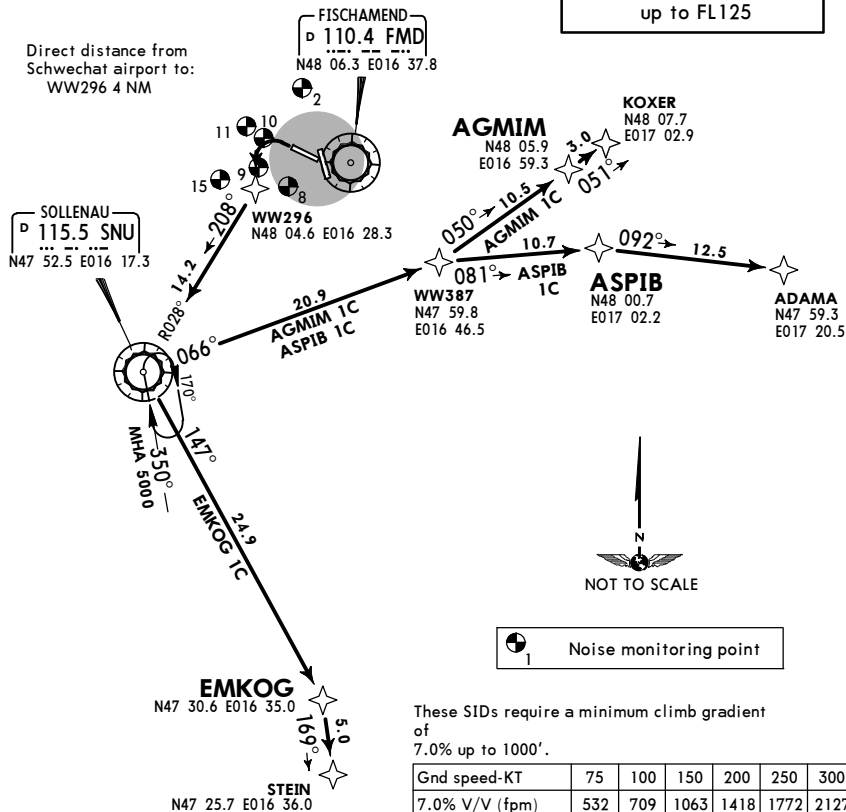
VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'	3600' 110° 280° 4700' 2700' 550° MSA FMD VOR applicable over Austrian territory only
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.			

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



Initial climb clearance **5000'**

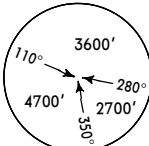
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3X3)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'	 MSA FMD VOR applicable over Austrian territory only
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.			

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

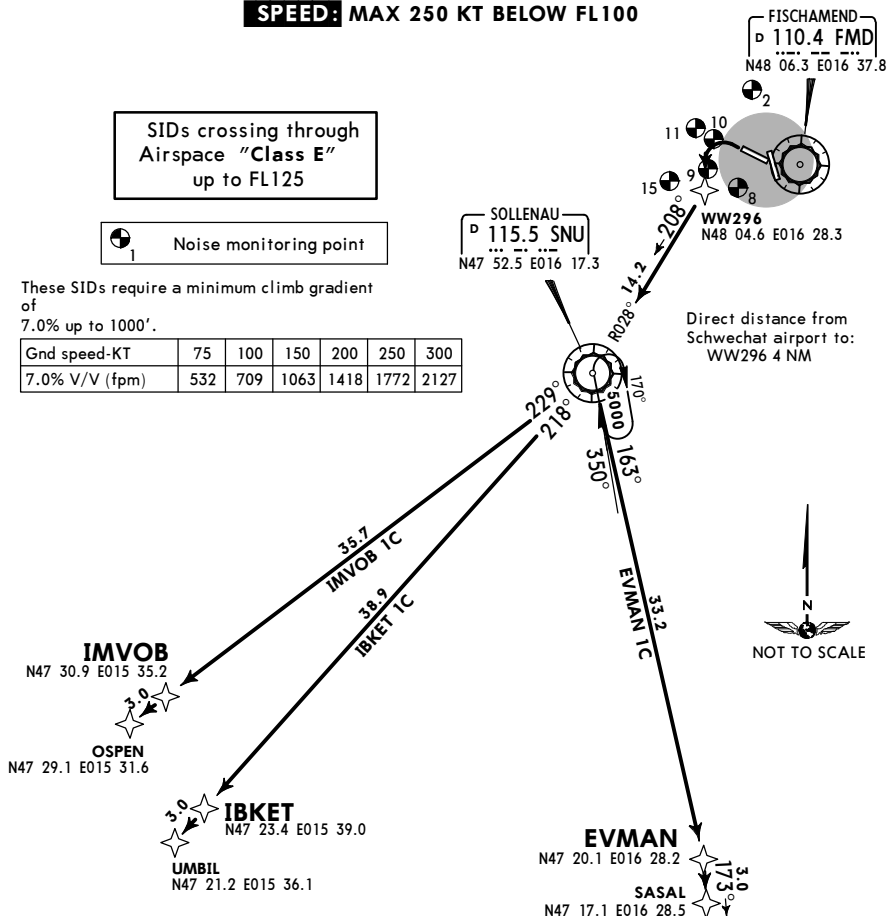
SPEED: MAX 250 KT BELOW FL100

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



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.

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3X4)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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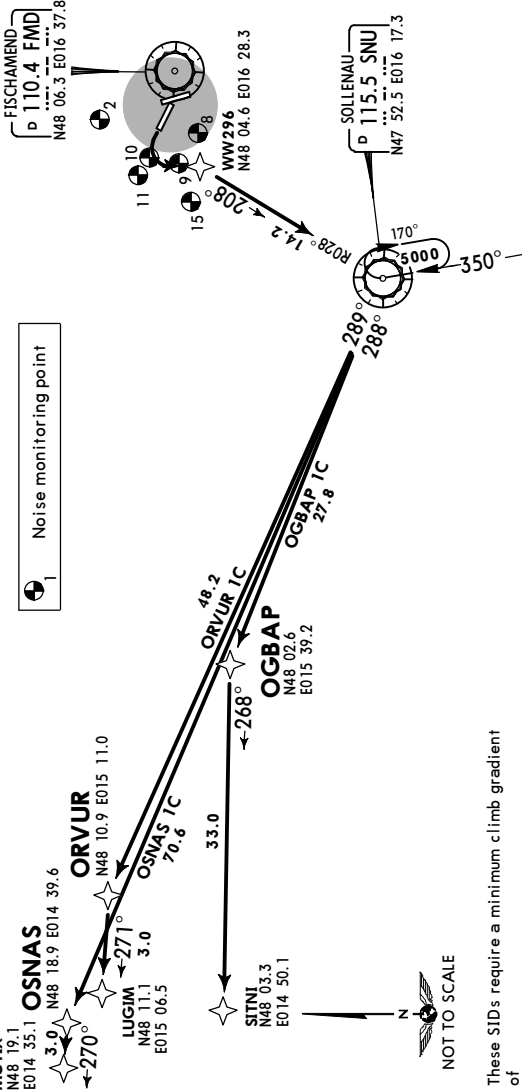
1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.

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

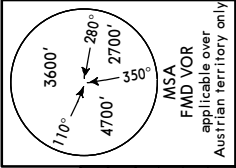
SPEED: MAX 250 KT BELOW FL100

Direct distance from
Schwechat airport to:
WW296 4 NM



SIDs crossing through
Airspace "Class E"
up to FL125

Noise monitoring point



Initial climb clearance 5000'

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

ROUTING	
SID	
OGBAP 1C	(1000'+) - WW296 - SNU - OGBAP - SITNI.
ORVUR 1C	(1000'+) - WW296 - SNU - ORVUR - LUGIM.
OSNAS 1C	(1000'+) - WW296 - SNU - OSNAS - MOTIX.

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

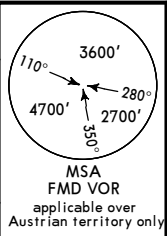
These SIDs require a minimum climb gradient of 7.0% up to 1000'.

LOWW/VIE
SCHWECHAT

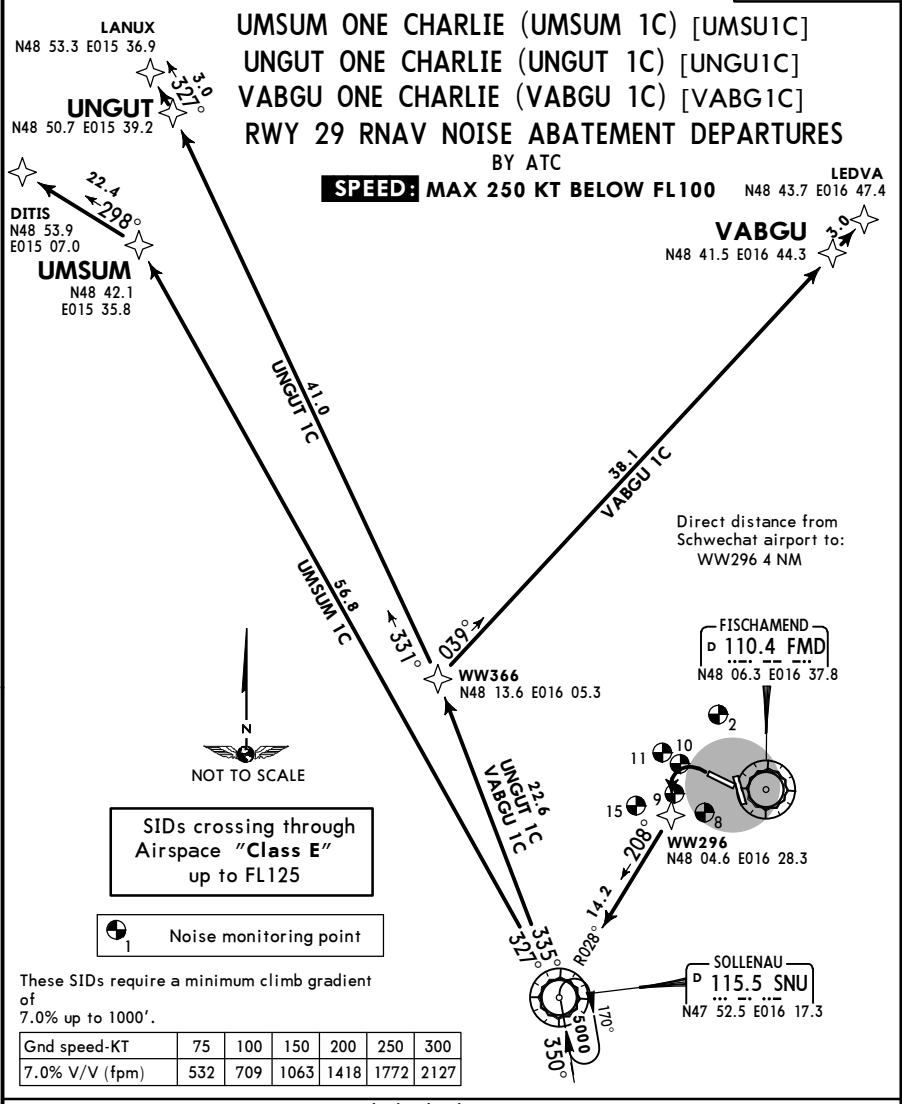
JEPPESSEN
8 APR 16 (10-3X5)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.



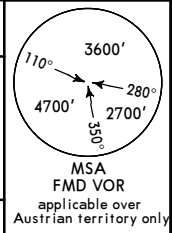
Initial climb clearance 5000'	
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.	
SID	ROUTING
UMSUM 1C	(1000'+) - WW296 - SNU - UMSUM - DITIS.
UNGUT 1C	(1000'+) - WW296 - SNU - WW366 - UNGUT - LANUX.
VABGU 1C	(1000'+) - WW296 - SNU - WW366 - VABGU - LEDVA.

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (10-3X6)

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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'.		



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

Direct distance from
Schwechat airport to:
WW304 2 NM



WW304
N48 08.1 E016 34.3
(112.2 WGM D12.0)
At or above
1300'
FISCHAMEND
D 110.4 FMD
N48 06.3 E016 37.8

SOLLENAU
D 115.5 SNU
N47 52.5 E016 17.3

IMVOB
N47 30.9 E015 35.2
OSPEN
N47 29.1 E015 31.6
IBKET
N47 23.4 E015 39.0
UMBIL
N47 21.2 E015 36.1

EVMAN
N47 20.1 E016 28.2
SASAL
N47 17.1 E016 28.5

EMKOG
N47 30.6 E016 35.0
STEIN
N47 25.7 E016 36.0

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.

LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (10-3X7)

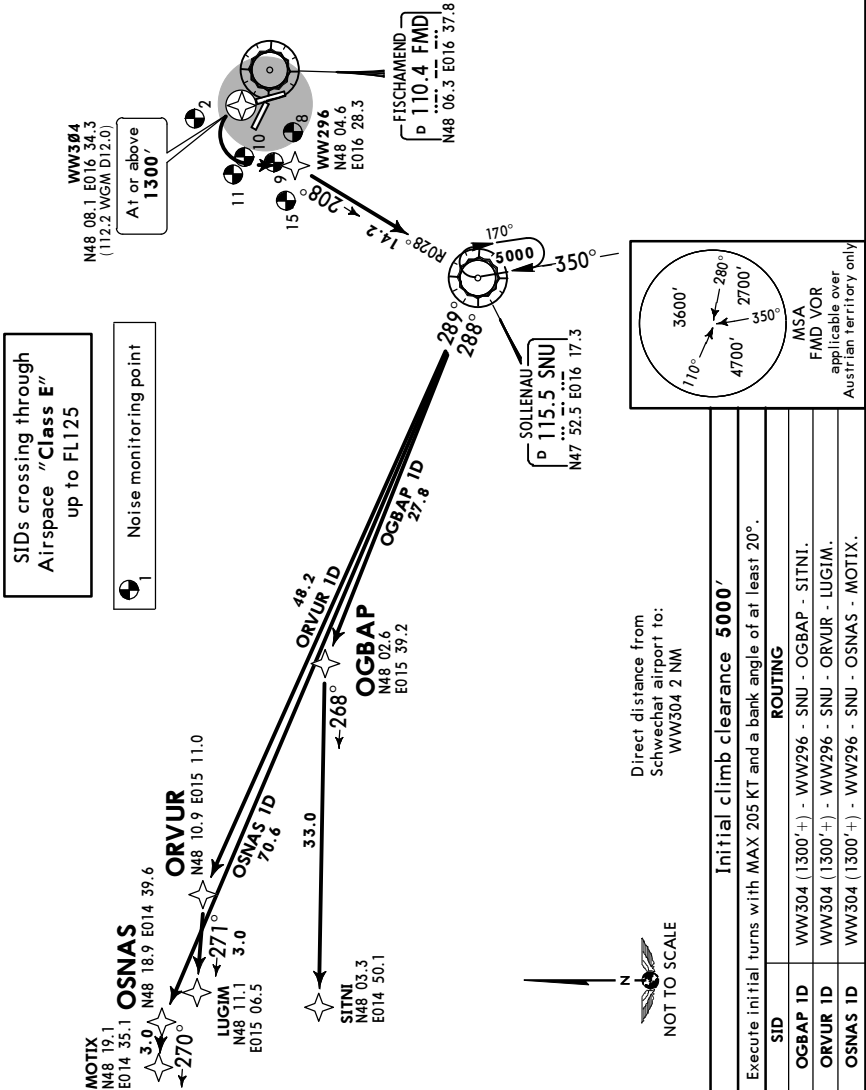
VIENNA, AUSTRIA
RNAV SID

WIEN Radar 134.675	Apt Elev 600'	Trans level: By ATC Trans alt: 10000'
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1. Contact WIEN Radar when advised by Tower. 2. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 3. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400'.

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



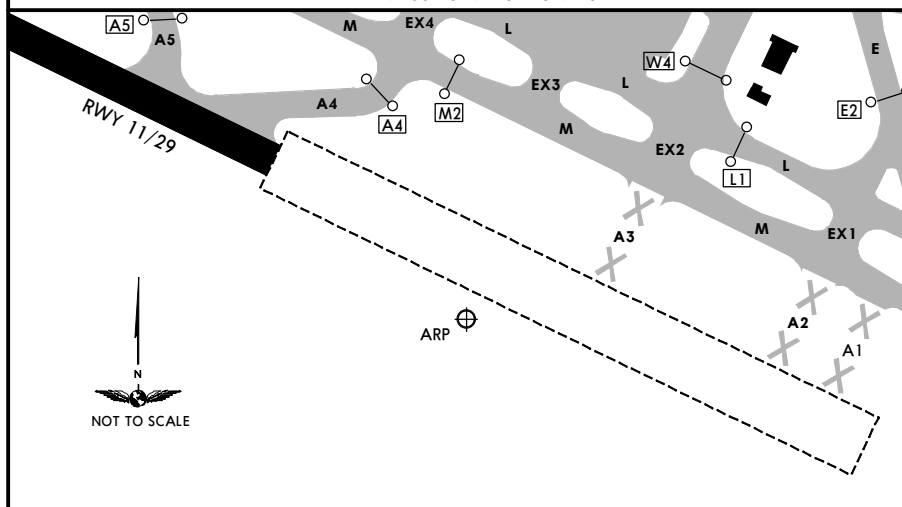
LOWW/VIE

1 APR 16 **JEPPESEN**
(10-8)

VIENNA, AUSTRIA
SCHWECHAT

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



Operational limitations

- Landings on Rwy 29 prohibited
- Rwy 11/29 shortened to a length of 8727'/2660m
- Rwy 11/29 closed between Twy A1 and East of Twy A4
- Twys A1, A2 And A3 closed
- Take-off Rwy 11 permitted only from Twy A11 and Twy A12
- Take-off Rwy 29 permitted only from intersection Twy A4 and Twy A5
- ILS Rwy 11 unserviceable

DECLARED DISTANCES

RWY 11

TORA via Twy A12 8314' (2534m)
TORA via Twy A11 8182' (2494m)
LDA 8727' (2660m)

RWY 29

TORA via Twy A4/Twy A5 7841' (2390m)

Temporary displaced Rwy end lighting Rwy 11 and Rwy 29
designator marking installed.

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LOWW/VIE



27 MAY 16 **(10-9A)**

VIENNA, AUSTRIA

SCHWECHAT

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							LANDING BEYOND			
	Threshold	Glide Slope								
11	HIRL (60m)	CL (15m)	HIALS	SFL ②	RVR		10,511'3204m		148'	
① 29	HIRL (60m)	CL (15m)	ALSF-II	REIL	TDZ ③	RVR	10,632'3241m	①	45m	
① Rwy grooved.										
② PAPI-L (3.1°)										
③ PAPI-L (3.0°)										
④ TAKE-OFF RUN AVAILABLE										
RWY 11:										
From rwy head 11,483' (3500m)										
twy A11 int 10,938' (3334m)										
twy A10 int 9531' (2905m)										
twy A9 int 7218' (2200m)										
twy A7 int 5479' (1670m)										
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 int 7841' (2390m)										
twy A6 int 6102' (1860m)										
twy A8 int 3839' (1170m)										

16	HIRL (60m)	CL (15m)	ALSF-II	REIL	TDZ	RVR	10,810'3295m		148'
5									
34	HIRL (60m)	CL (15m)	HIALS	SFL	REIL	RVR	10,925'3330m	7	45m

5 Rwy grooved 66'/20m on each side of centerline.									
6 PAPI-L (3.0°)									
7 TAKE-OFF RUN AVAILABLE									
<u>RWY 16:</u>									
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)									
<u>RWY 34:</u>									
From rwy head 11,811' (3600m)									
twy B11 int 10,942' (3335m)									
twy B10 int 6873' (2095m)									
twy B8 int 5577' (1700m)									
twy B6 int 3986' (1215m)									
twy B3 int 3035' (925m)									

Standard

TAKE-OFF **1**

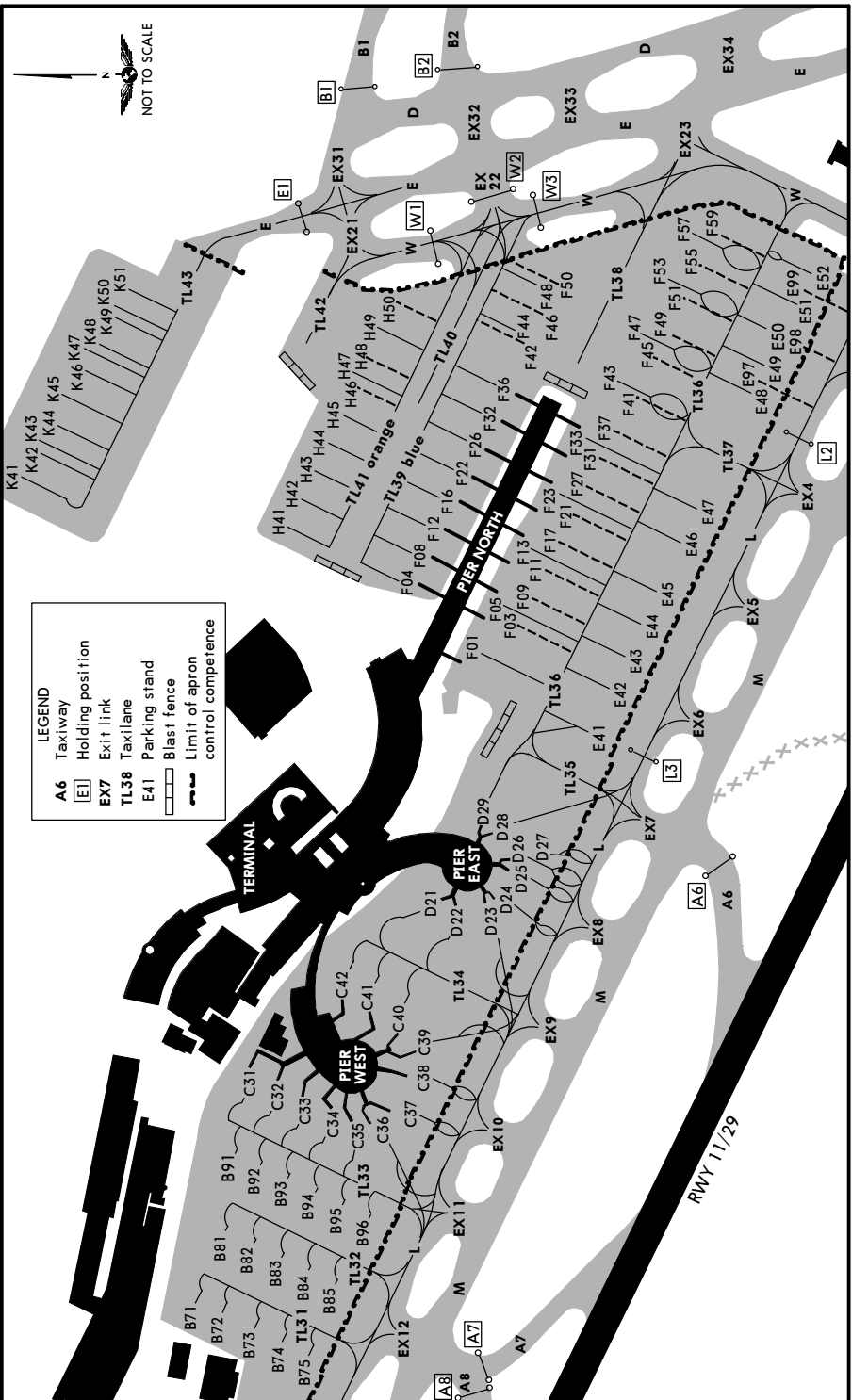
	LVP must be in Force				RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C	150m	200m	250m	300m			
D							

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

LOWW/VIE

JEPPesen
27 MAY 16 (10-9B)

VIENNA, AUSTRIA
SCHWECHAT



CHANGES: Twy closed.

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LOWW/VIE

JEPPESSEN
27 MAY 16 10-9C

VIENNA, AUSTRIA
SCHWECHAT

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

LEGEND

A9

Taxiway

P1

Holding position

EX13

Exit link

G70

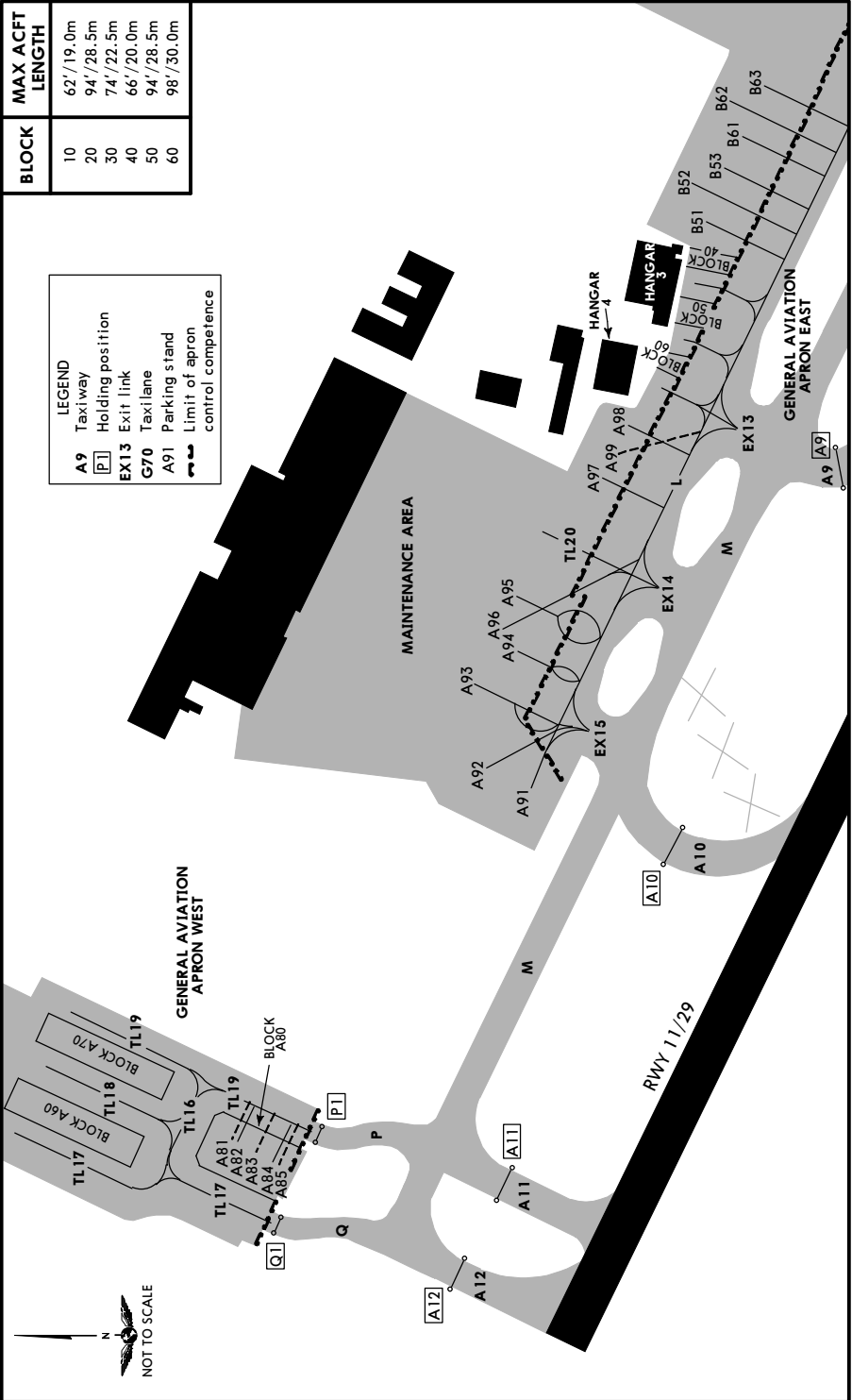
Taxilane

A91

Parking stand

~

Limit of apron control competence



LOWW/VIE


JEPPESSEN
 26 DEC 14 **(10-9D)** **Eff 8 Jan**
VIENNA, AUSTRIA
SCHWECHAT

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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LOWW/VIE

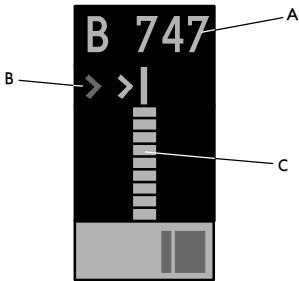
VIENNA, AUSTRIA
SCHWECHAT

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

ROUTINE DOCKING MANOEUVRE

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

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



A: ALPHANUMERICAL

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

B: AZIMUTH GUIDANCE

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

C: CLOSING RATE INFORMATION

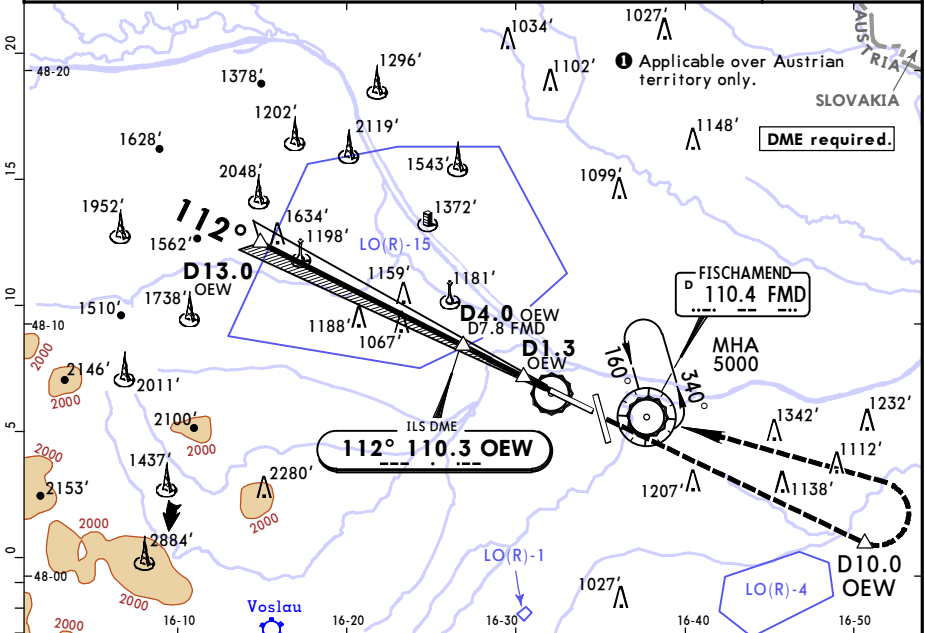
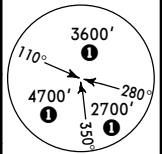
Indicates the distance to stop position

LOWW/VIE
SCHWECHAT

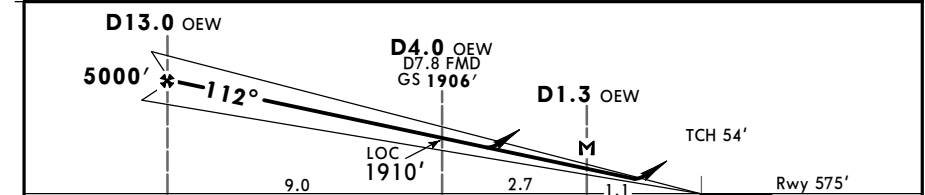
JEPPESSEN
8 APR 16 (11-1)

VIENNA, AUSTRIA
ILS or LOC Rwy 11

D-ATIS Arrival	WIEN Radar (APP)	134.675 130.075 118.775	WIEN Director	WIEN Tower	*Ground
122.950		124.550 129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775
LOC OEW 110.3	Final Apch Crs 112°	GS D4.0 OEW 1906' (1331')	ILS DA(H) 775' (200')	Apt Elev 600' 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: 10000'	MSA FMD VOR	
If not otherwise instructed by ATC, cross D4.0 OEW with MAX 160 KT.					



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		HIALS	D10.0 OEW	5000'	FMD 110.4
ILS GS or LOC Descent Angle	3.10°	384	494	548	658	878		PAPI		LT	
MAP at D1.3 OEW											

Standard					STRAIGHT-IN LANDING RWY 11				
ILS DA(H) 775' (200')					LOC (GS out) DA(H) 1200' (625')				
FULL		Limited		ALS out	DA(H) 1200' (625')		ALS out		
A									
B									
C	RVR 550m	RVR 750m	RVR 1200m		CMV 2200m		CMV 2900m		
D									

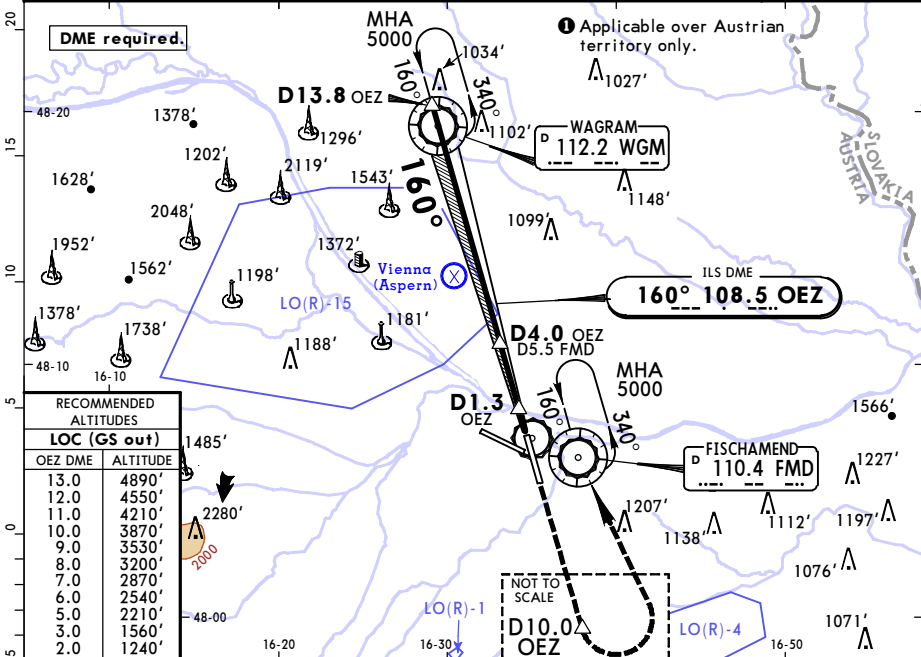
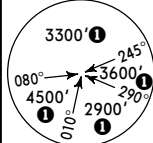
PANS OPS

LOWW/VIE
SCHWECHAT

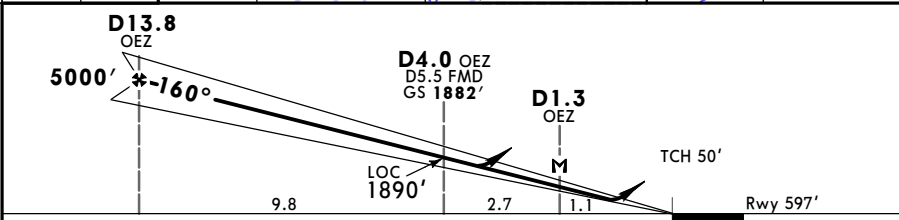
JEPPesen
8 APR 16 11-3

VIENNA, AUSTRIA
ILS or LOC Rwy 16

D-ATIS Arrival	WIEN Radar (APP)	134.675 130.075 118.775	WIEN Director	WIEN Tower	*Ground
122.950		124.550 129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775
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: 10000'				MSA WGM VOR	
If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.					



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	ALSF-II	D10.0 OEZ	5000'	FMD
ILS GS or	372	478	531	637	743	849	REIL PAPI	↑	LT	110.4
LOC Descent Angle	3.00°									
MAP at D1.3 OEZ										

Standard			STRAIGHT-IN LANDING RWY 16				
ILS						LOC (GS out)	
DA(H) 797' (200')						DA(H) 1200' (603')	
FULL		Limited	ALS out				ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m			
B							
C							
D							
					CMV 2100m	CMV 2400m	

PANS OPS

LOWW/VIE
SCHWECHAT

8 APR 16 (11-3A)

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

D-ATIS Arrival

122.950

WIEN Radar (APP)

134.675 130.075 118.775
124.550 129.050 125.175

WIEN Director

119.8 134.125

WIEN Tower

119.4 123.8

*Ground

121.6 121.775

LOC
OEZ

108.5

Final
Apch Crs

160°

GS
D4.0 OEZ

1882' (1285')

CAT II &
IIIA ILS
Refer to
Minimums

Apt Elev 600'
Rwy 597'

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

Alt Set: hPa

Rwy Elev: 22 hPa

Trans level: By ATC

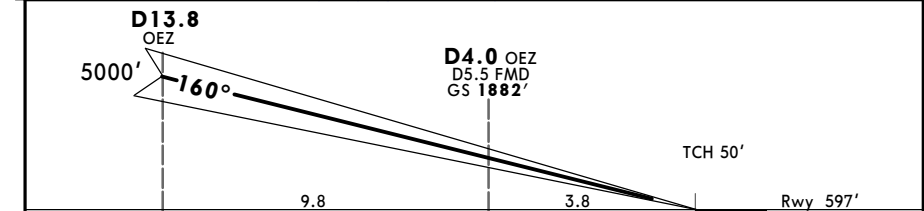
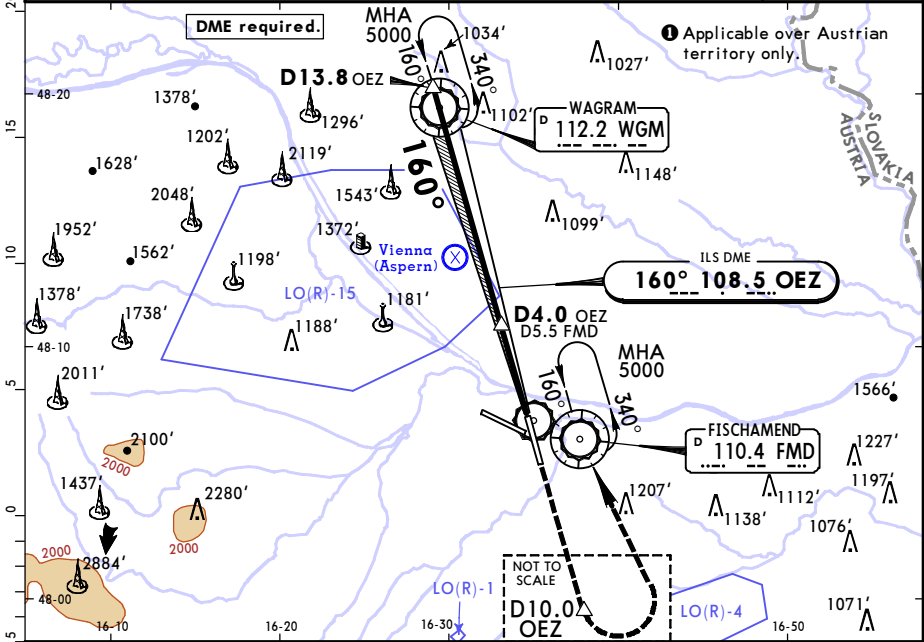
Trans alt: 10000'

1. Special Aircrew & Acft Certification Required.

2. If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.

3300' 245°
4500' 080°
2900' 070°

MSA
WGM VOR



Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	D10.0 OEZ	5000'	FMD 110.4
GS	3.00°	372	478	531	637	743	849	REIL PAPI	↑	LT	

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

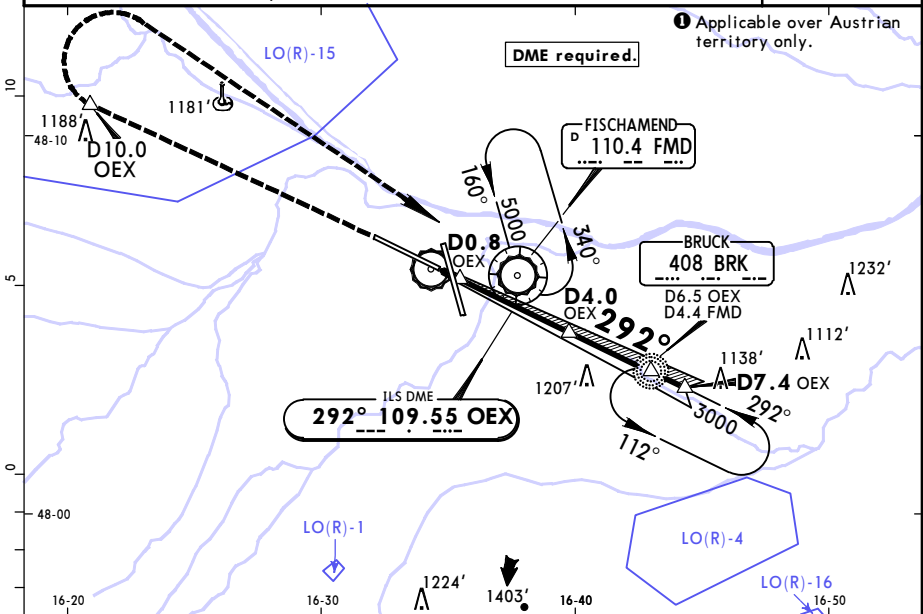
LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 11-4

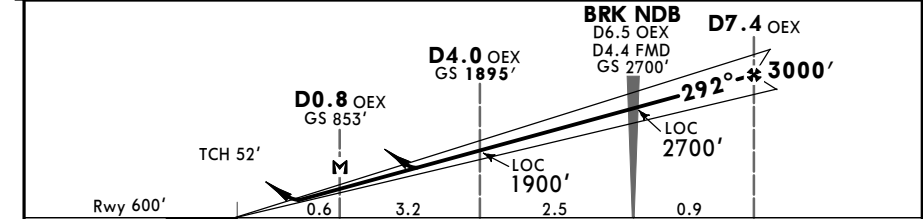
VIENNA, AUSTRIA
ILS or LOC Rwy 29

BREEZING STRIP™	D-ATIS Arrival		134.675 130.075 118.775			WIEN Director		WIEN Tower		*Ground	
	122.950		WIEN Radar (APP)		124.550 129.050 125.175			119.8 134.125		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: 10000' If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.											

MSA BRK NDB



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



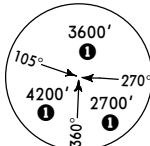
Gnd speed-Kts	70	90	100	120	140	160	ALS-II REIL PAPI	D10.0 OEX 5000' RT	FMD 110.4
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle	3.00°								
MAP at 0.8 OEX									

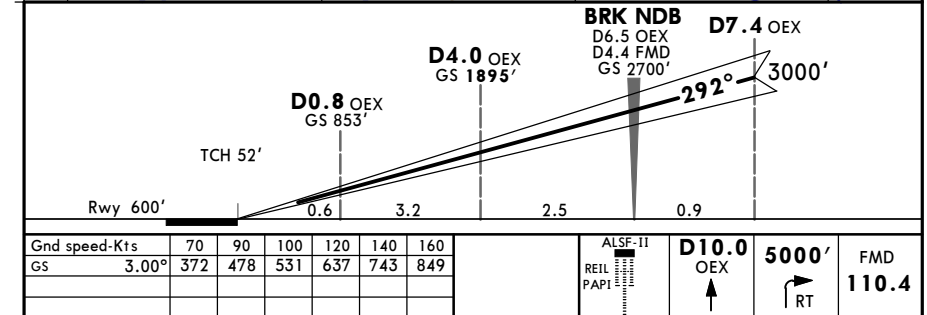
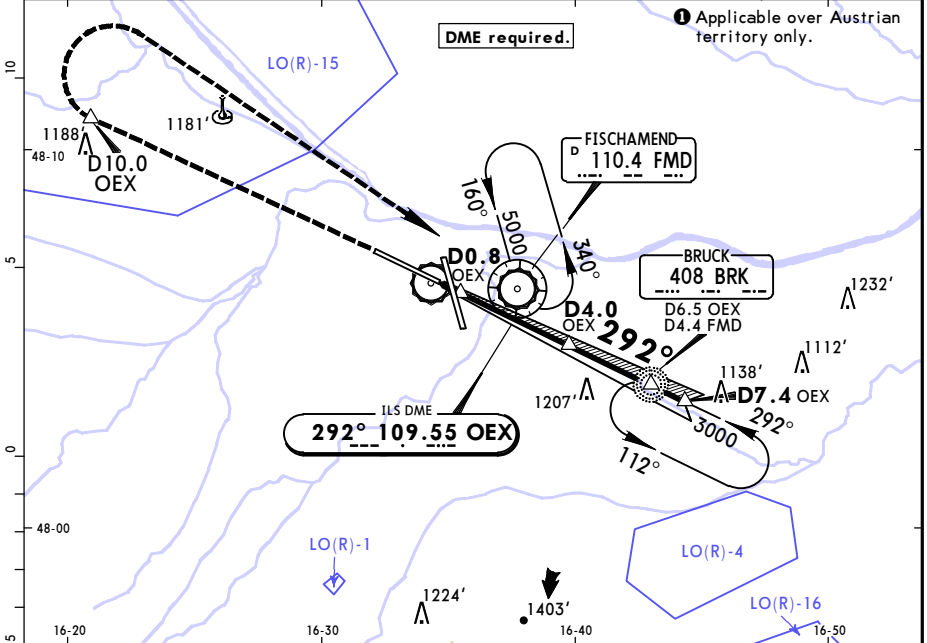
Standard			STRAIGHT-IN LANDING RWY 29			LOC (GS out)		
ILS			DA(H) 800' (200')			DA(H) 1200' (600')		
FULL			Limited			ALS out		
A			B			RVR 1500m		
C			D			RVR 2000m		
RVR 550m			RVR 750m			RVR 1200m		
RVR 2000m			CMV 2400m					

LOWW/VIE
SCHWECHAT

8 APR 16 **JEPPesen**
(11-4A)

VIENNA, AUSTRIA
CAT II/III ILS Rwy 29

BRIEFING STRIP™	D-ATIS Arrival	134.675 130.075 118.775			WIEN Director	WIEN Tower	*Ground	
	122.950	WIEN Radar (APP)	124.550 129.050 125.175			119.8 134.125	119.4 123.8	121.6 121.775
	LOC OEX	Final ApcH Crs	GS D4.0 OEX	CAT II & IIIA ILS Refer to Minimums	Apt Elev 600'			
	109.55	292°	1895' (1295')		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: 10000'								
1. Special Aircrew & Acft Certification Required.							MSA BRK NDB	
2. If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.								



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

LOWW/VIE
SCHWECHAT

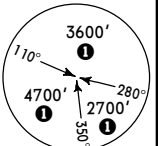
JEPPESSEN
8 APR 16 (11-5)

VIENNA, AUSTRIA
ILS or LOC Rwy 34

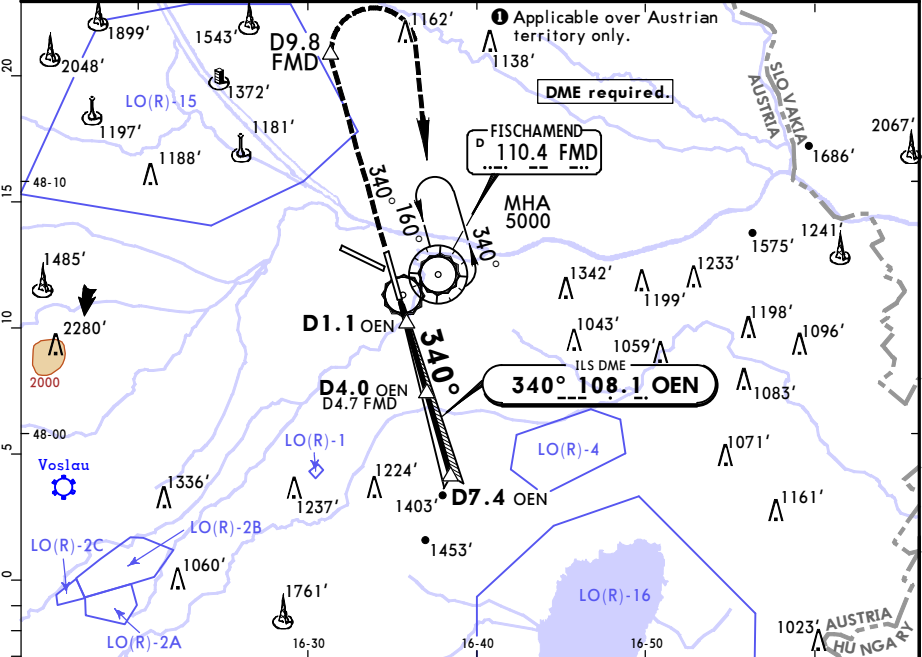
D-ATIS Arrival 122.950	WIEN Radar (APP) 134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
LOC OEN 108.1	Final Apch Crs 340°	GS D4.0 OEN 1877' (1291')	ILS DA(H) Refer to Minimums	Apt Elev 600' Rwy 586'

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

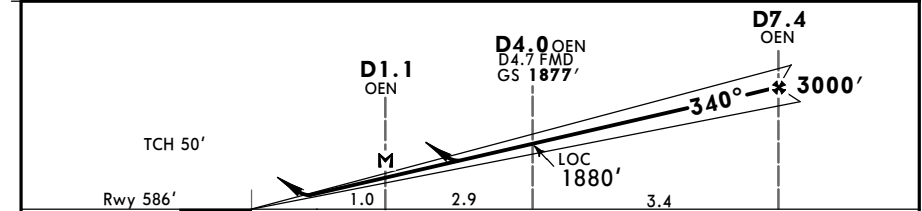
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10000'
If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT.



MSA FMD VOR



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



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

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

CHANGES: Frequencies.

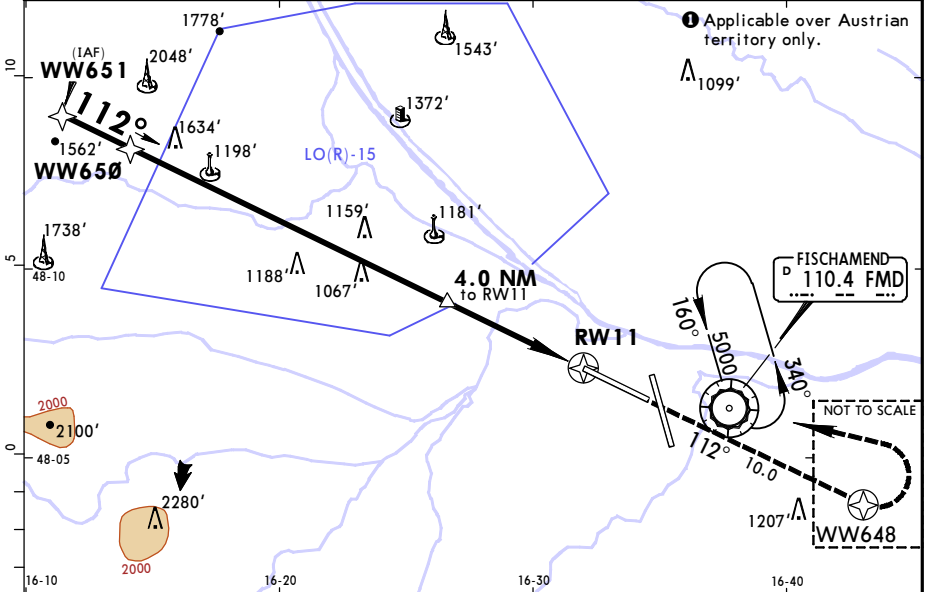
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LOWW/VIE
SCHWECHAT

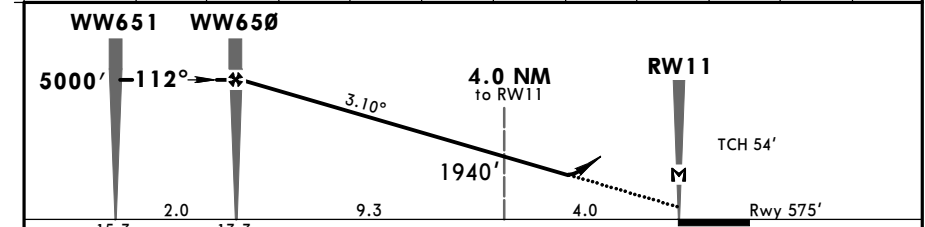
JEPPESSEN
8 APR 16 (12-1)

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 11

D-ATIS Arrival 122.950	WIEN Radar (APP) 134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
RNAV	Final Apch Crs 112°	Minimum Alt WW650 5000' (4425')	LNAV/VNAV DA(H) 950' (375')	Apt Elev 600' Rwy 575'
MISSED APCH: Climb STRAIGHT AHEAD to WW648, then turn LEFT to FMD VOR. Climb to 5000' and hold.				
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10000'				
Baro-VNAV not authorized below -15° C.				



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	HIALS	WW648 5000'	FMD 110.4
Descent Angle	3.10°	384	494	548	658	768	PAPI	↑	LT
MAP at RWY11									

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

LOWW/VIE
SCHWECHAT

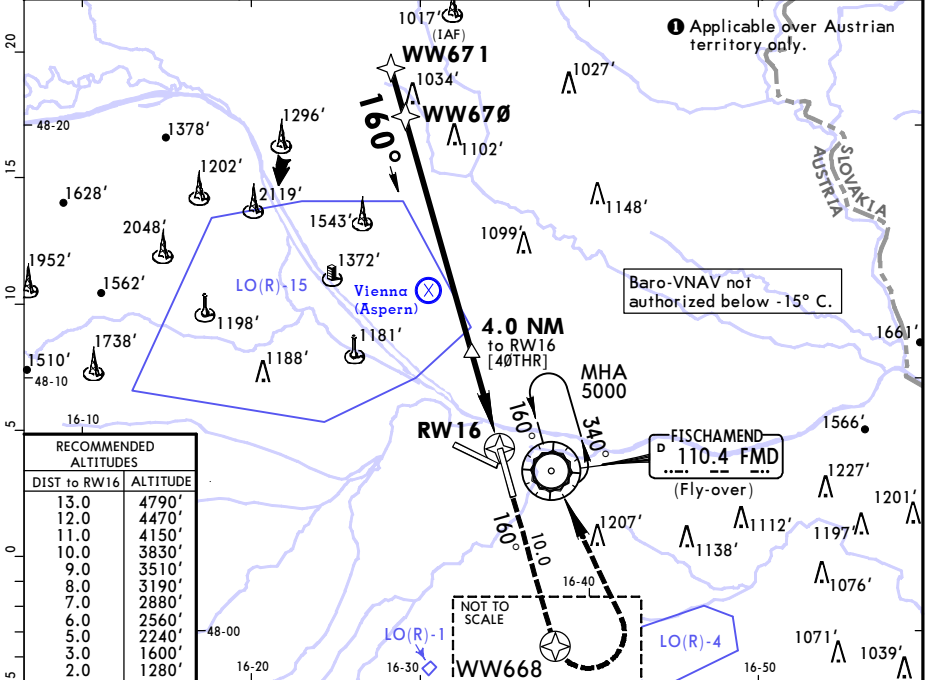
JEPPesen
8 APR 16 (12-3)

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 16

D-ATIS Arrival 122.950	WIEN Radar (APP) 134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
RNAV	Final Apch Crs 160°	Minimum Alt WW670 5000' (4403')	LNAV/VNAV DA(H) 1050' (453')	Appt Elev 600' Rwy 597'

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

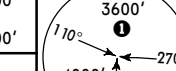
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000' MSA WW671

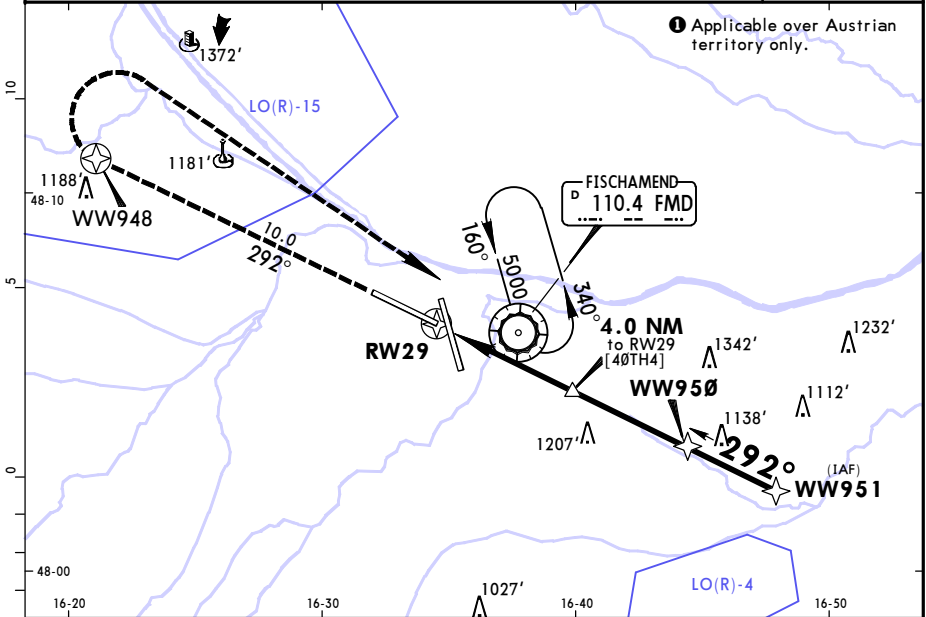


LOWW/VIE
SCHWECHAT

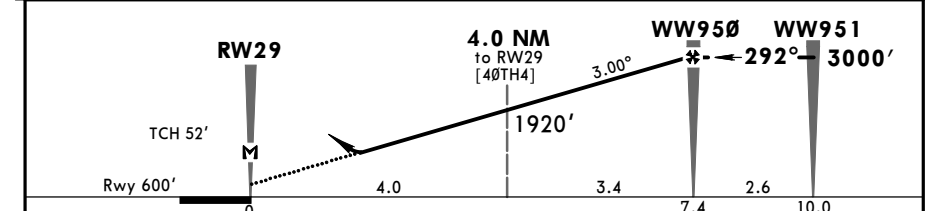
JEPPesen
8 APR 16 (12-4)

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 29

BRIEFING STRIP™	D-ATIS Arrival			WIEN Radar (APP)			WIEN Director		WIEN Tower		*Ground	
	122.950			134.675 130.075 118.775 124.550 129.050 125.175			119.8 134.125		119.4 123.8		121.6 121.775	
	RNAV		Final Apch Crs 292°		Minimum Alt WW950 3000' (2400')		LNAV/VNAV DA(H) 990' (390')		Apt Elev 600' 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: 10000'					
Baro-VNAV not authorized below -15° C.												



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	ALSF-II REIL PAPI	WW948	5000'	FMD
Descent Angle 3.00°	372	478	531	637	743	849		↑	RT	110.4
MAP at RW29										

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

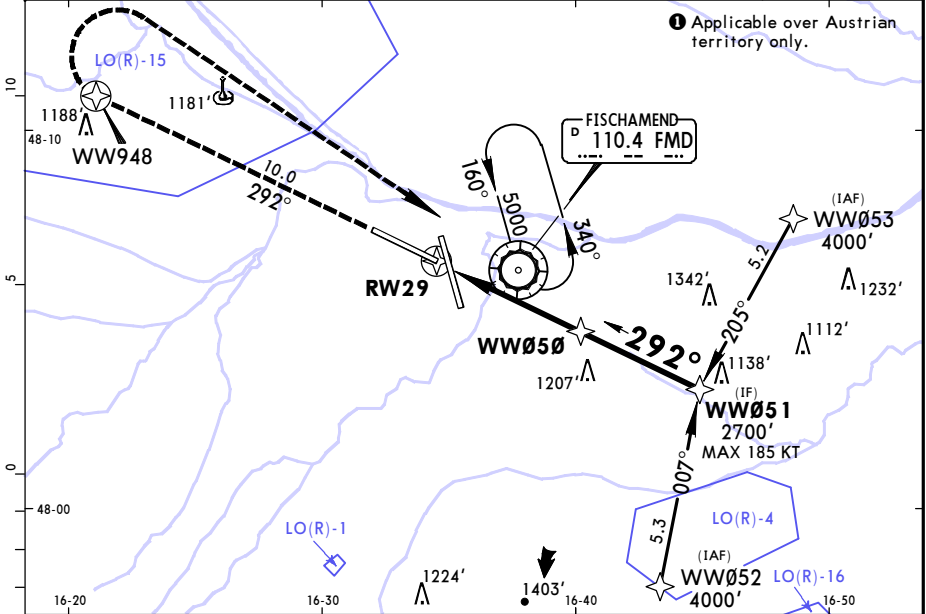
LOWW/VIE
SCHWECHAT

JEPPesen
8 APR 16 (12-5)

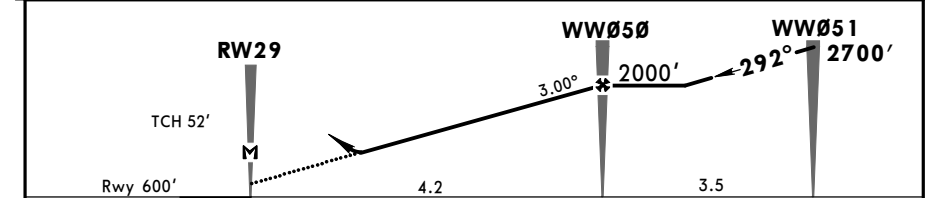
VIENNA, AUSTRIA
RNAV (GNSS) X Rwy 29

BRIEFING STRIP™

D-ATIS Arrival		134.675 130.075 118.775			WIEN Director		WIEN Tower		*Ground	
122.950		WIEN Radar (APP) 124.550 129.050 125.175			119.8 134.125		119.4 123.8		121.6 121.775	
RNAV		Final Apch Crs 292°	Minimum Alt WW050 2000' (1400')	LNAV/VNAV DA(H) 990' (390')	Apt Elev 600'		Rwy 600'		3600' 1 270° 2600' 1 360° 4200' 1 170° MSA WW051	
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: 10000'				
Baro-VNAV not authorized below -15° C.										



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II REIL PAPI	WW948	5000'	FMD
Descent Angle 3.00°	372	478	531	637	743	849		↑	RT	110.4
MAP at RW29										

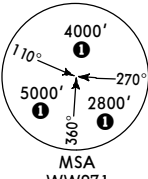
Standard		LNAV/VNAV		STRAIGHT-IN LANDING RWY 29		LNAV	
		DA(H) 990' (390')				DA(H) 1200' (600')	
		ALS out				ALS out	
A	RVR 1100m	RVR 1500m		RVR 1500m			
B							
C							
D		RVR 1800m		RVR 2000m		CMV 2400m	

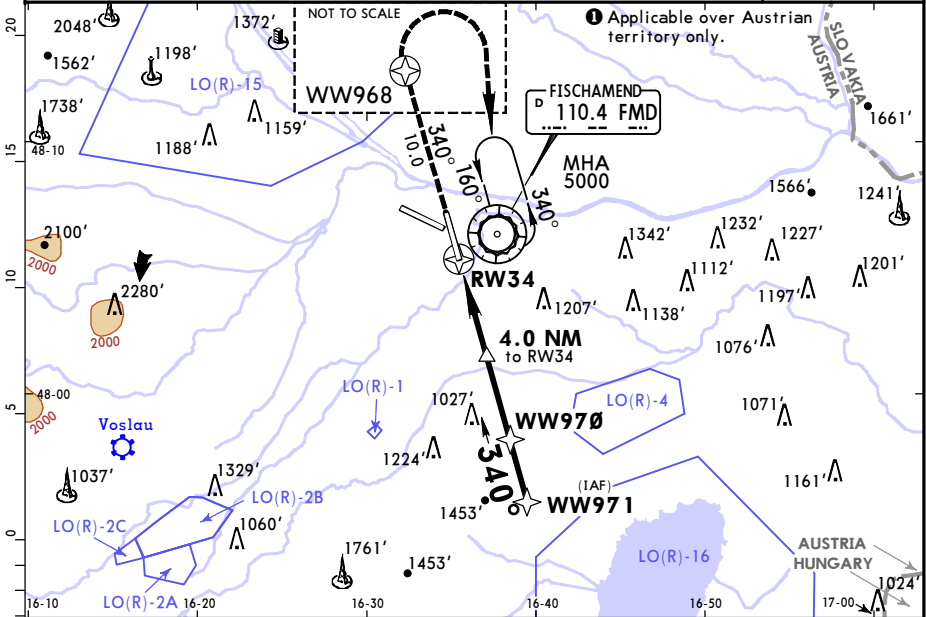
PANS OPS

LOWW/VIE
SCHWECHAT

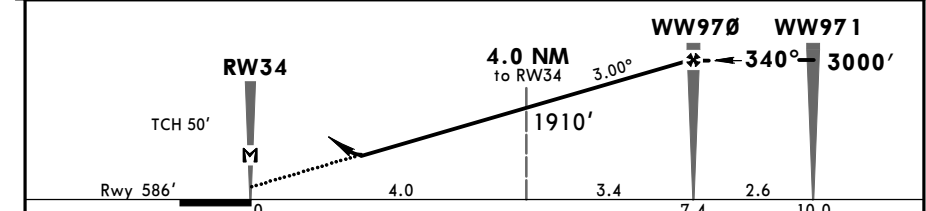
JEPPesen
8 APR 16 (12-6)

VIENNA, AUSTRIA
RNAV (GNSS) Rwy 34

BRIEFING STRIP™	D-ATIS Arrival	WIEN Radar (APP)			WIEN Director	WIEN Tower	*Ground
	122.950	134.675 130.075 118.775			119.8 134.125	119.4 123.8	121.6 121.775
	RNAV	Final Apch Crs	Minimum Alt	LNNAV/VNAV DA(H)	Apt Elev	600'	
		340°	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: 10000'							
Baro-VNAV not authorized below -15° C.							



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		WW968 5000'	FMD 110.4
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at RWY34									

PANS OPS	STRAIGHT-IN LANDING RWY 34				LNNAV	
	LNNAV/VNAV		DA(H) 900' (314')		DA(H) 1150' (564')	
	ALS out		ALS out			
	RVR 750m		RVR 1400m		RVR 1500m	
					RVR 1900m	
					CMV 2400m	

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 (12-20)

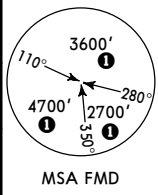
VIENNA, AUSTRIA
RNAV (RNP) N Rwy 16

D-ATIS Arrival 122.950	WIEN Radar (APP)	134.675	130.075	118.775	WIEN Director	119.8	134.125	WIEN Tower	119.4	123.8	*Ground	121.6	121.775
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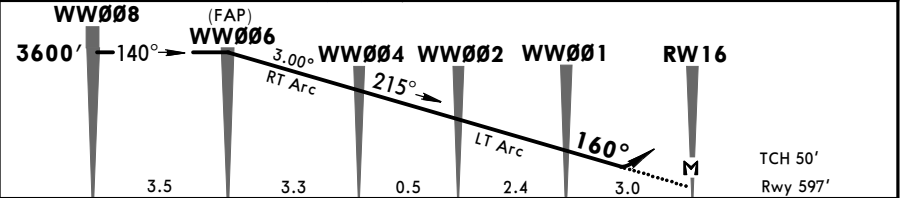
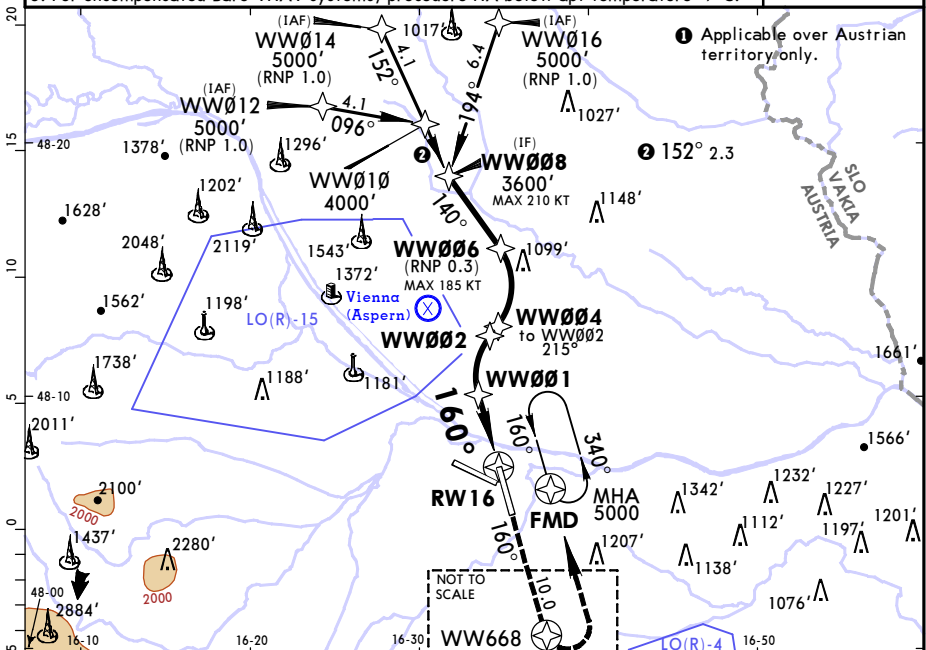
RNAV	Final Aptch Crs 160°	Minimum Alt WW006 3600' (3003')	RNP 0.3 DA(H) 1200' (603')	Apt Elev 600' Rwy 597'
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MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD. Climb to 5000' and hold.

- Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000'
- SPECIAL AIRCREW AND AIRCRAFT AUTHORIZATION REQUIRED.**
 - GNS and IRS required.** (DME/DME, LOC and VOR/DME updating not authorized.
 - For uncompensated Baro-VNAV systems, procedure NA below apt temperature -7°C.



BRIEFING STRIP



Gnd speed-Kts	70	90	100	120	140	160	ALS-F II 	WW668 ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW16								

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

LOWW/VIE
SCHWECHAT

8 APR 16 (12-21)

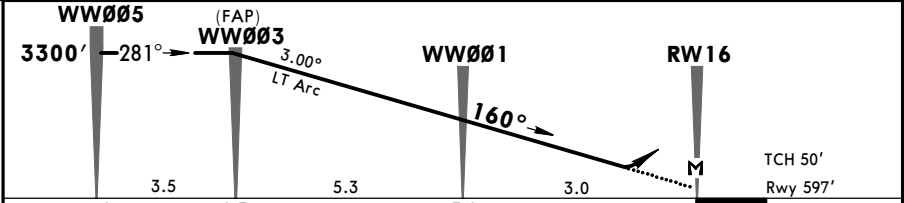
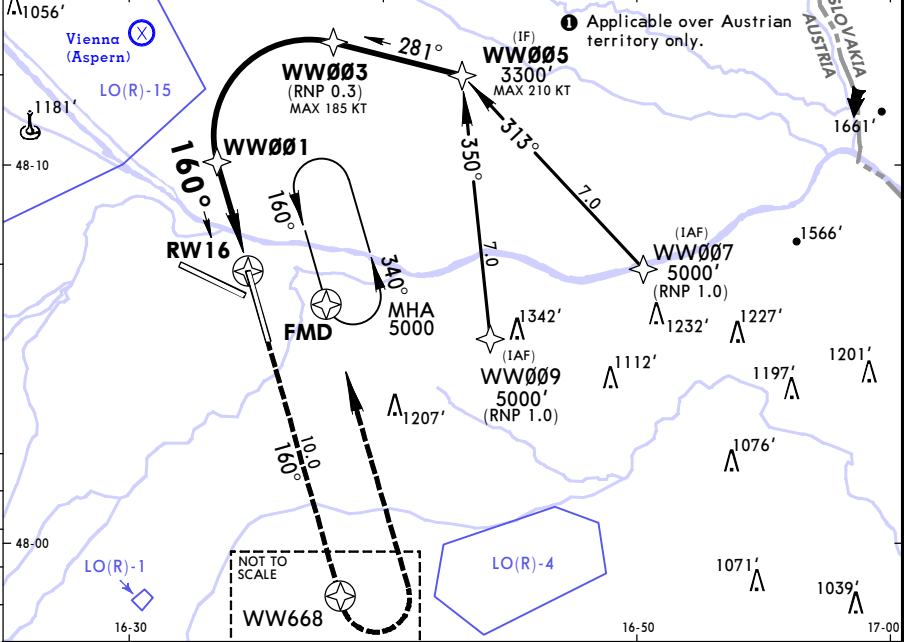
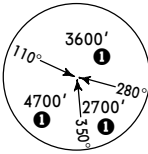
VIENNA, AUSTRIA
RNAV (RNP) E Rwy 16

D-ATIS Arrival 122.950	WIEN Radar (APP) 134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
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RNAV	Final Apch Crs 160°	Minimum Alt WW003 3300' (2703')	RNP 0.3 DA(H) 1200' (603')	Apt Elev 600' Rwy 597'
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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: 10000'
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.



11.8		8.3		3.0		0			
Gnd speed-Kts	70	90	100	120	140	160			ALSF-II
Descent Angle	3.00°	372	478	531	637	743	849	WW668	
MAP at RW16									

Standard STRAIGHT-IN LANDING RWY 16
RNP 0.3
DA(H) 1200' (603')
ALS out

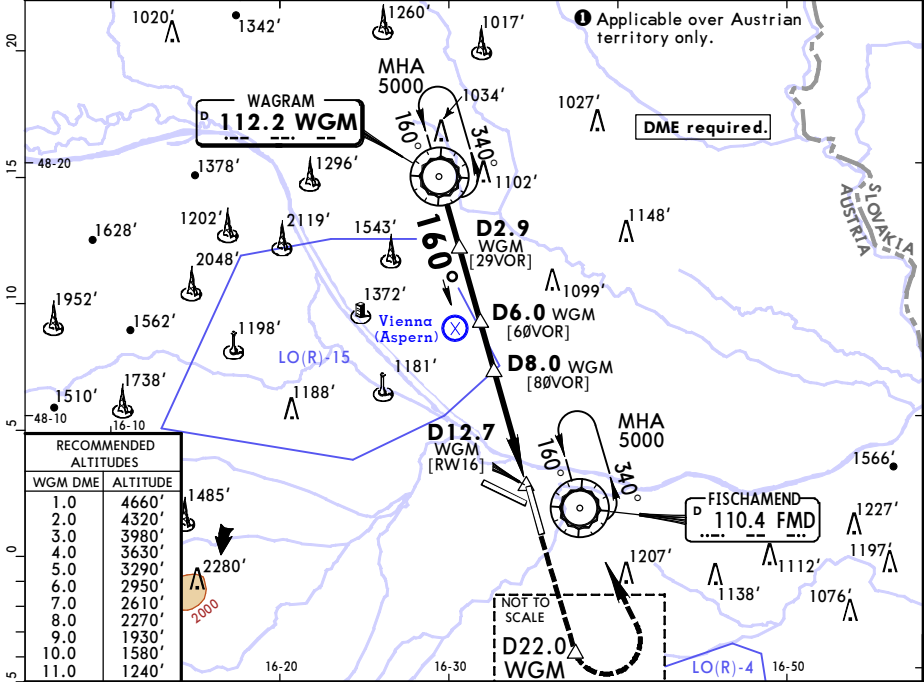
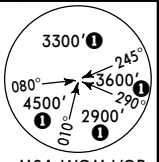
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D		

LOWW/VIE
SCHWECHAT

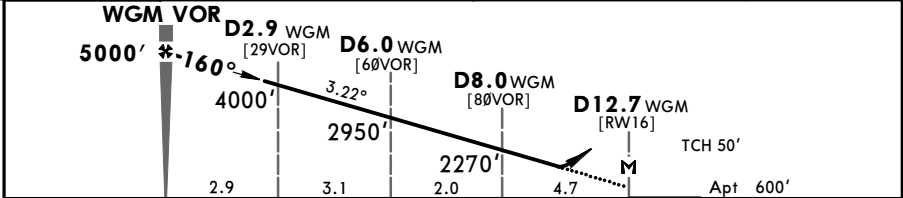
JEPPESSEN
8 APR 16 13-1

VIENNA, AUSTRIA
VOR Rwy 16

D-ATIS Arrival	WIEN Radar (APP)	134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director	WIEN Tower	*Ground
122.950			119.8 134.125	119.4 123.8	121.6 121.775
VOR WGM	Final Apch Crs	Minimum Alt WGM VOR	DA(H)	Apt Elev	
112.2	160°	5000' (4400')	1200' (600')	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: 10000'	MSA WGM VOR	



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	ALSF-II	D22.0 WGM	5000'	FMD 110.4
Descent Angle	3.22°	399	513	570	684	798	912	REIL		
MAP at D12.7 WGM								PAPI		

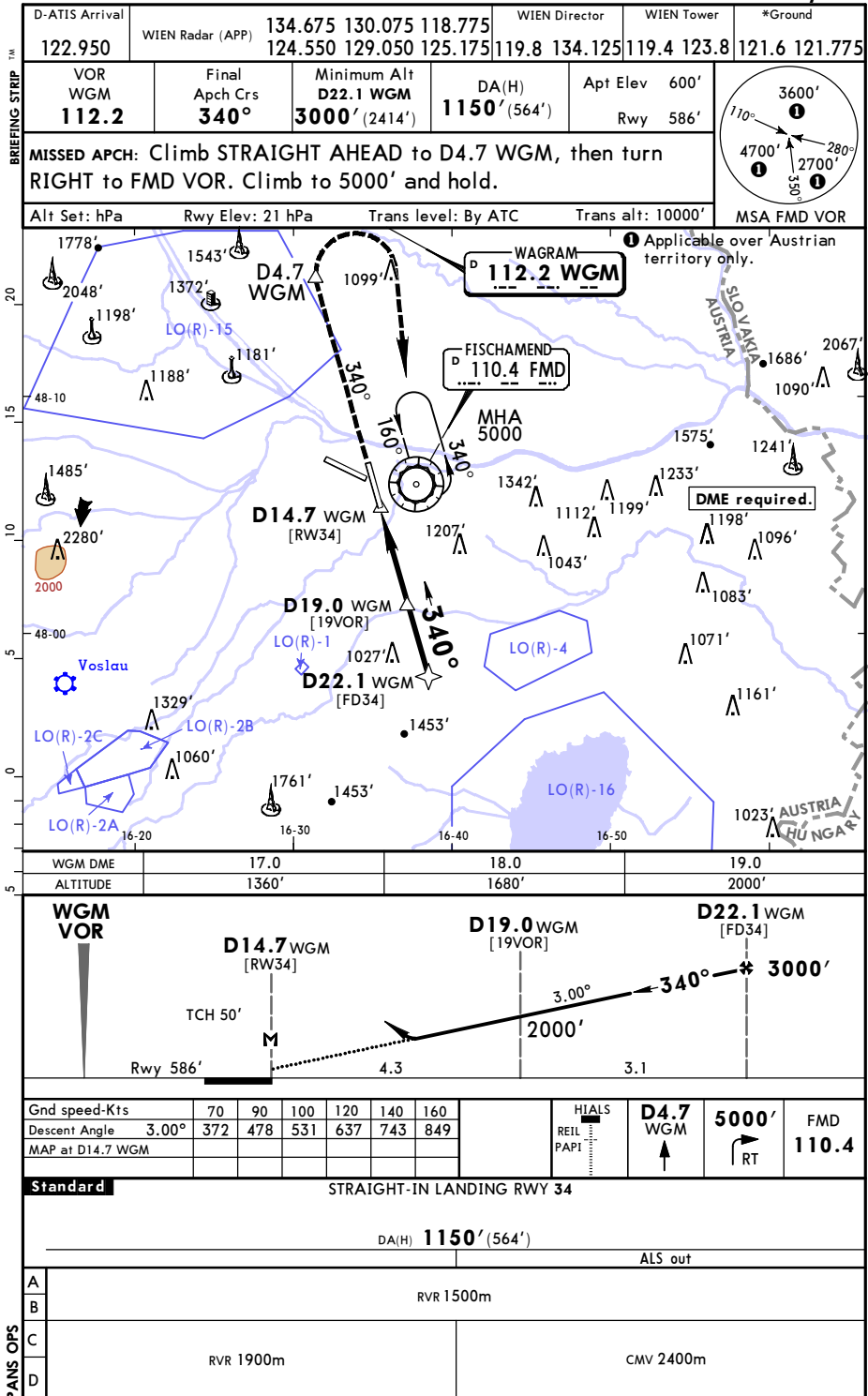
Standard		STRAIGHT-IN LANDING RWY 16	
		DA(H) 1200'(600')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 2000m		CMV 2400m
D			

PANS OPS

LOWW/VIE
SCHWECHAT

JEPPESSEN
8 APR 16 **13-2**

VIENNA, AUSTRIA
VOR Rwy 34

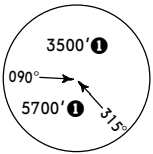


LOWW/VIE
SCHWECHAT

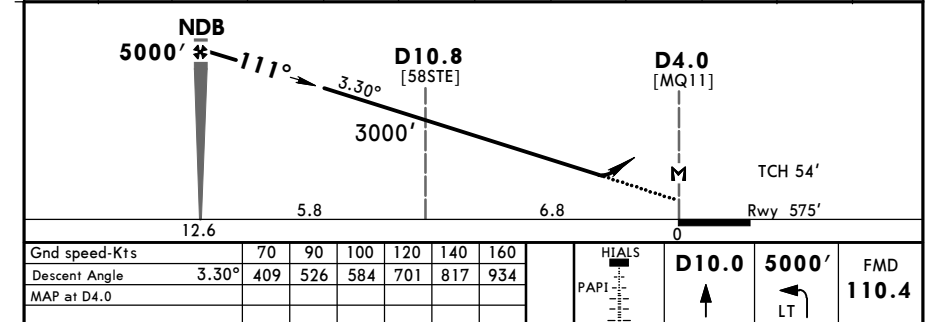
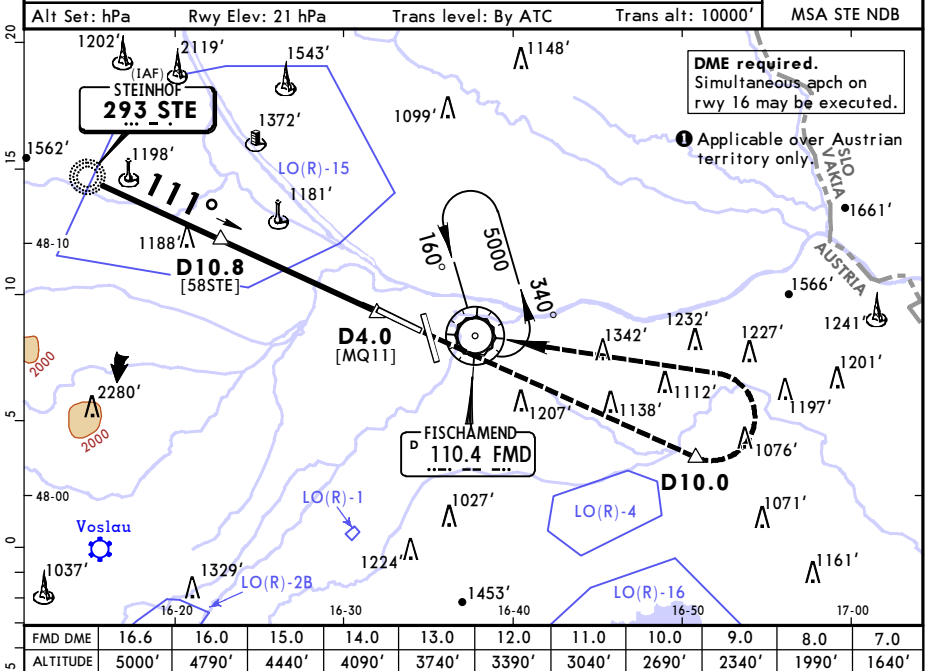
JEPPESSEN
8 APR 16 (16-1)

VIENNA, AUSTRIA
NDB Rwy 11

D-ATIS Arrival 122.950	WIEN Radar (APP) 134.675 130.075 118.775 124.550 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
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NDB STE 293	Final Apch Crs 111°	Minimum Alt NDB 5000' (4425')	DA(H) 1450' (875')	Apt Elev 600' Rwy 575'	
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MISSED APCH: Climb STRAIGHT AHEAD to D10.0, then turn LEFT to VOR. Climb to 5000' and hold.



LOWW/VIE
SCHWECHAT

JEPPESEN
8 APR 16 16-2

VIENNA, AUSTRIA
NDB Rwy 29

BREEZING STRIP™	D-ATIS Arrival	WIEN Radar (APP)			WIEN Director	WIEN Tower	*Ground
	122.950	134.675	130.075	118.775	119.8 134.125	119.4 123.8	121.6 121.775
	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: 10000'	MSA BRK NDB

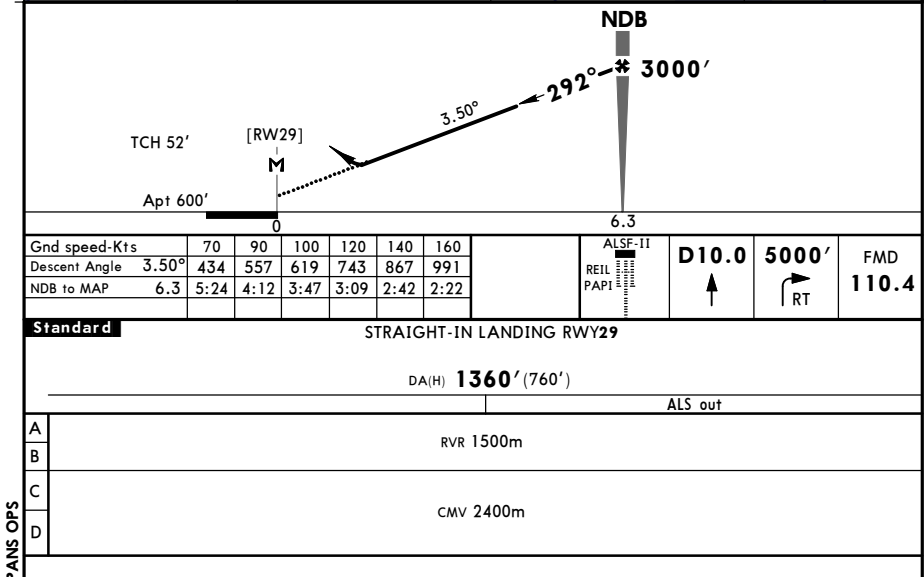
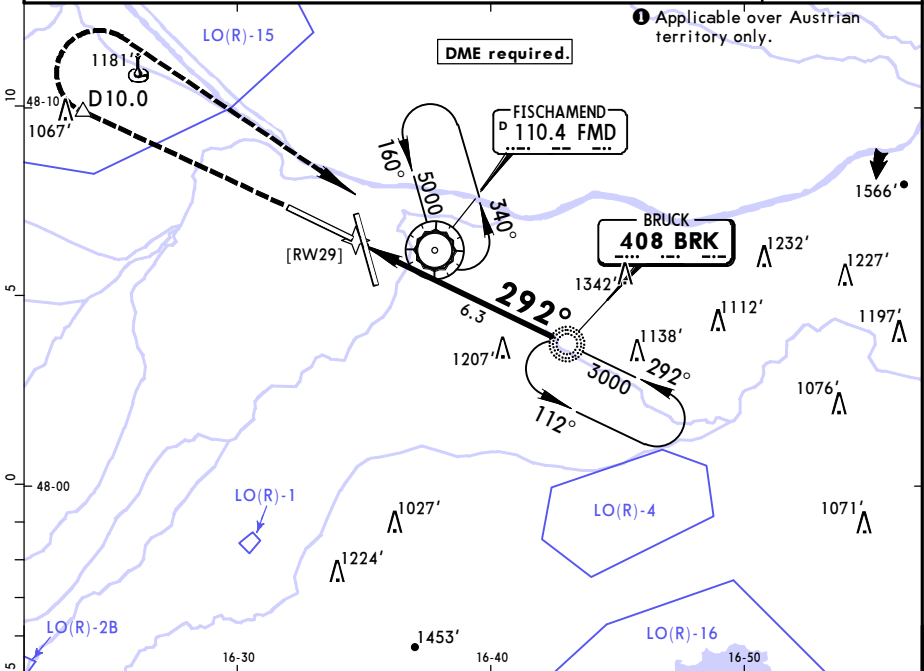




Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

VIENNA, (SCHWECHAT - LOWW)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LOWW

Type: Terminal

Effectivity: Permanent

Begin Date: 20160526

End Date: No end date

(11-1 thru 16-2) WIEN Radar (APP) freq 124.550 withdrawn.

Type: Terminal

Effectivity: Temporary

Begin Date: 20160401

End Date: Until Further Notice

For construction work information refer to 10-8 and latest NOTAMs.