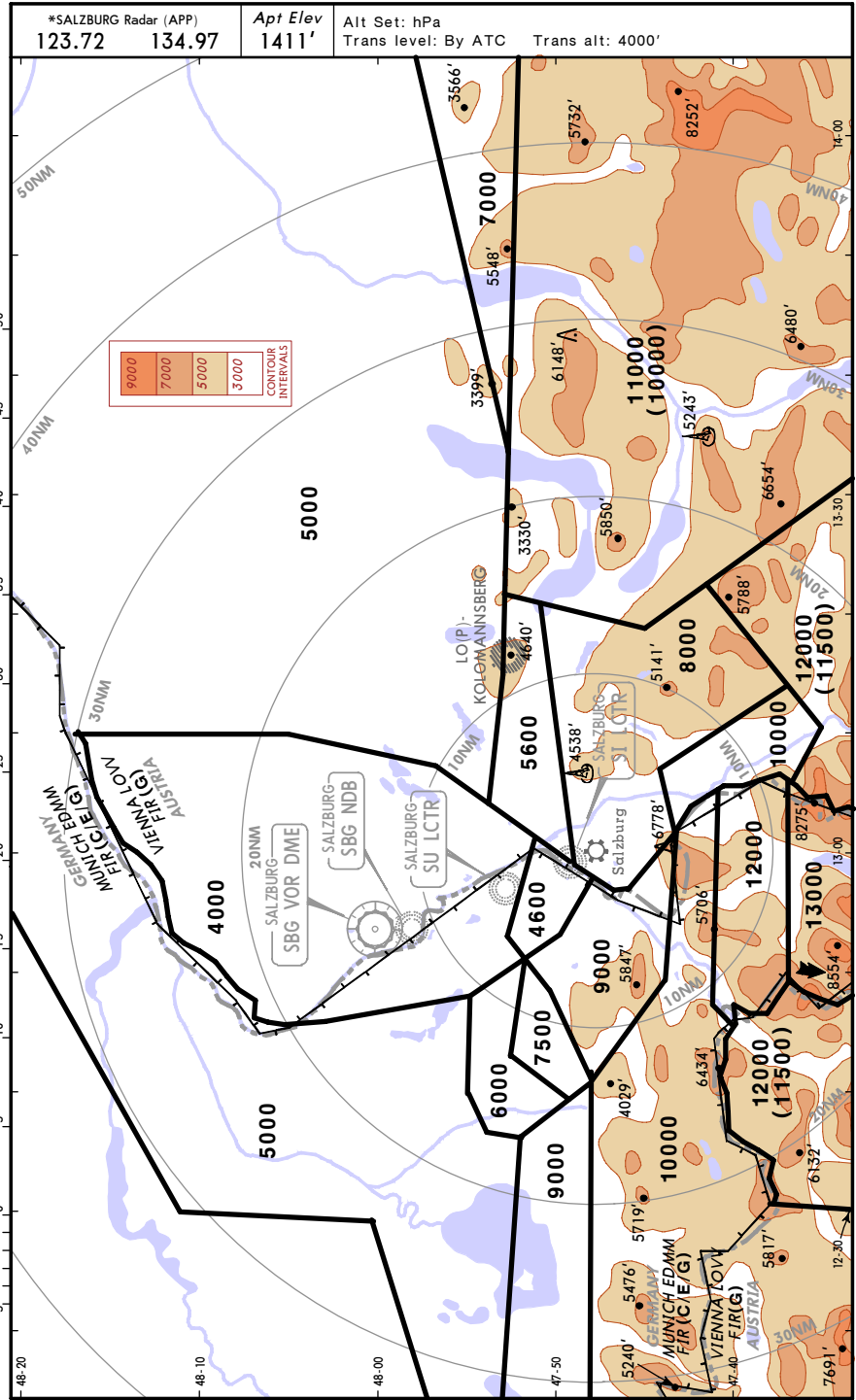


LOWS/SZG
 SALZBURG

JEPPESEN
 3 AUG 07 (10-1R)

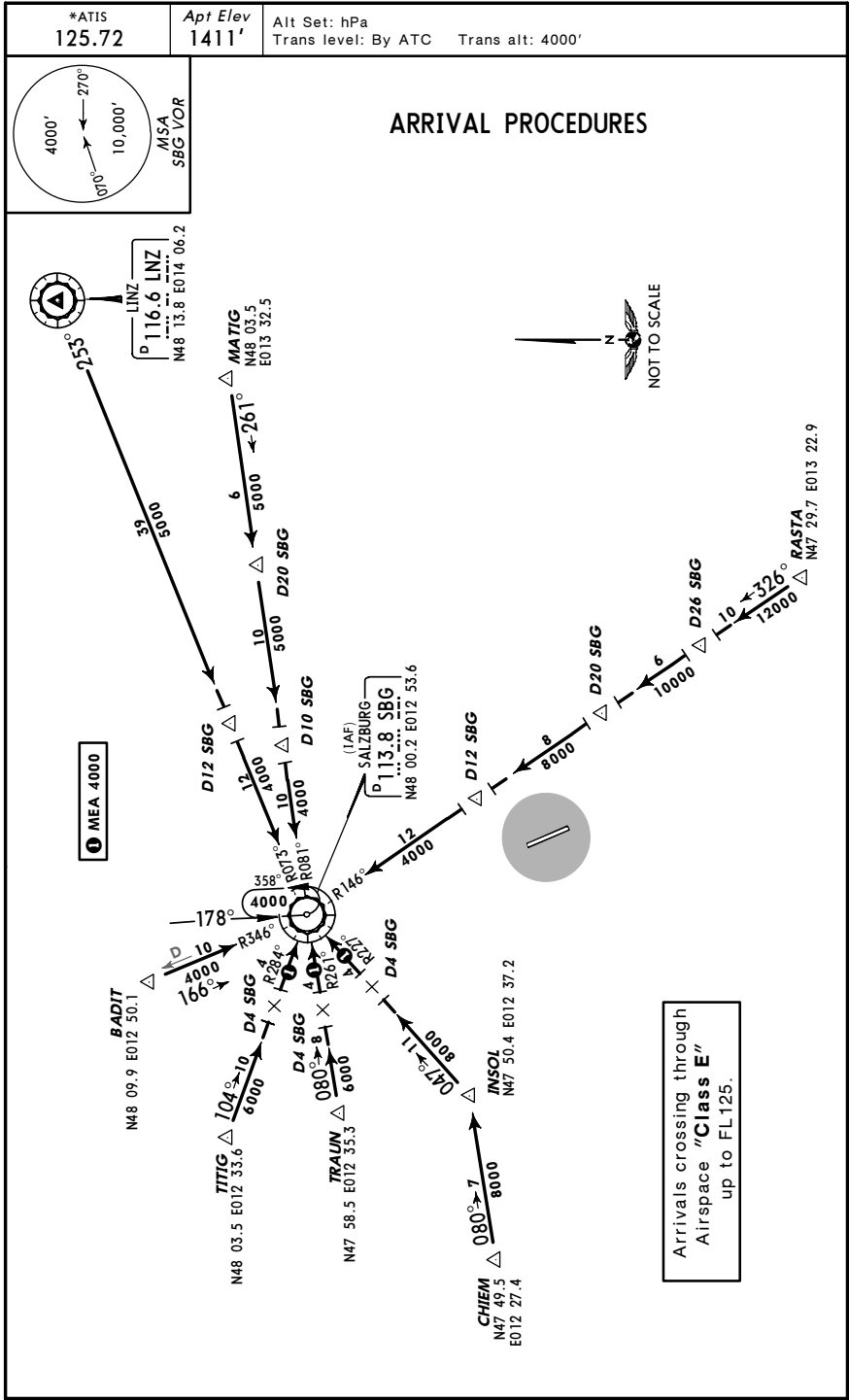
SALZBURG, AUSTRIA
 RADAR MINIMUM ALTITUDES



LOWS/SZG
 SALZBURG

JEPPESEN
 20 OCT 06 (10-2) Eff 26 Oct

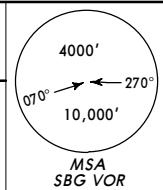
SALZBURG, AUSTRIA
 ARRIVAL



LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 **(10-3)** Eff 15 Mar **SID**

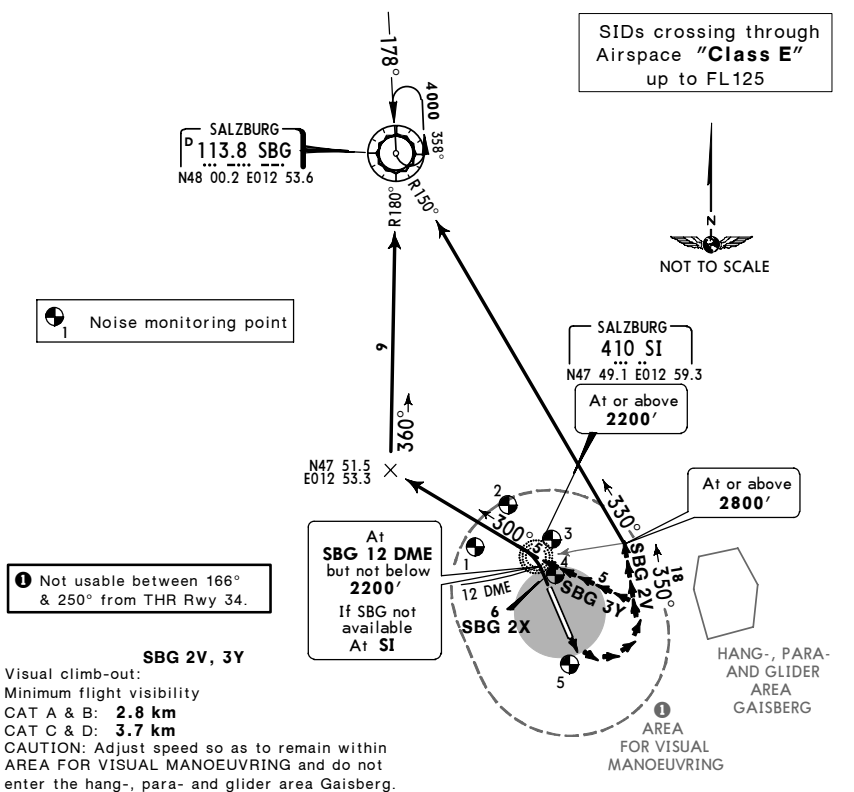
*SALZBURG Radar(APP) **123.72** *Apt Elev* **1411'** Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



SALZBURG TWO VICTOR (SBG 2V)
SALZBURG TWO X-RAY (SBG 2X)
SALZBURG THREE YANKEE (SBG 3Y)
RWYS 16, 34 DEPARTURES
TO NORTH

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance FL60

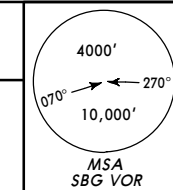
RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	INITIAL CLIMB/ROUTING
SBG 2V	16	Turn LEFT VISUALLY, 350° track, intercept SBG R-150 inbound to SBG. (If necessary, climb in holding pattern to MEA.)
SBG 2X	34	Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R-180 inbound to SBG. (If necessary, climb in holding pattern to MEA.)
SBG 3Y	16	Climb with maximum rate in a LEFT turn VISUALLY to SI (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below 2550' and until established on track to SI), 300° bearing, intercept SBG R-180 inbound to SBG. (If necessary, climb in holding pattern to MEA.)

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 **(10-3A)** Eff 15 Mar **SID**

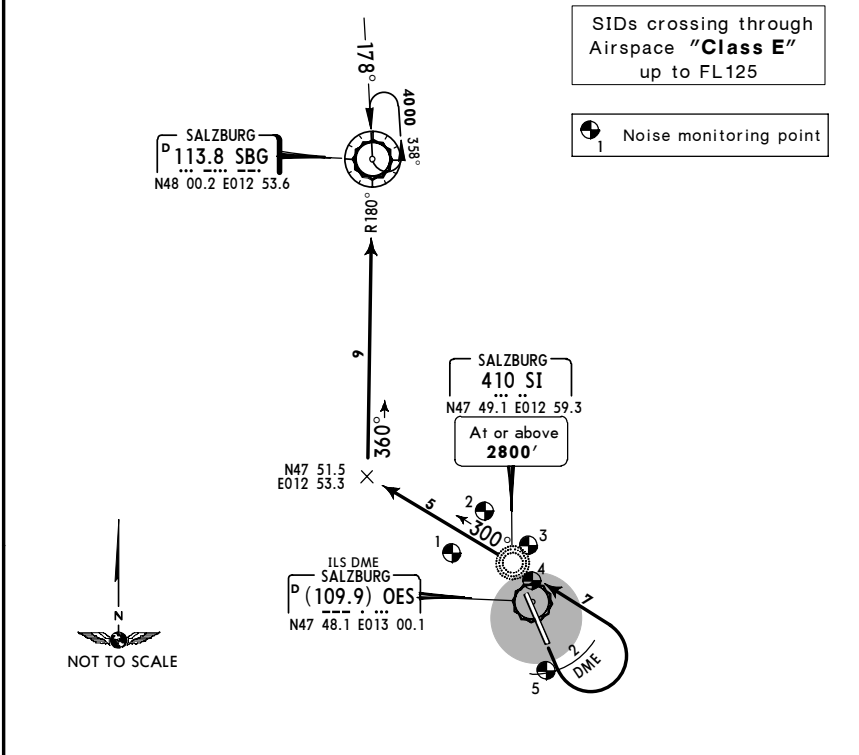
*SALZBURG Radar(APP) **123.72** *Apt Elev* **1411'** Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



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

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages.

Clearance shall be requested on initial contact with the phrase: "Request special performance departure".
 Minimum RVR: **300 m**.
 Minimum bank angle for actual IAS:
126 KT Minimum Bank 15°
147 KT Minimum Bank 20°
165 KT Minimum Bank 25°

This SID requires minimum climb gradients of 608' per NM (10%) until OES 2 DME, then 365' per NM (6%).

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

Initial climb clearance FL60

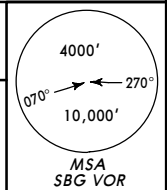
INITIAL CLIMB/ROUTING

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

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3B) Eff 15 Mar SID

*SALZBURG Radar(APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



SIMBA TWO SIERRA (SIMBA 2S) [SIMB2S]
SIMBA TWO VICTOR (SIMBA 2V) [SIMB2V]
 RWYS 34, 16 DEPARTURES
 TO NORTHEAST

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



SIDs crossing through
 Airspace "Class E"
 up to FL125

Noise monitoring point

SIMBA
 N48 13.8 E013 00.9



Not usable between 166° & 250° from THR Rwy 34.



SIMBA 2S

At or above
2800'

HANG-, PARA-
 AND GLIDER
 AREA
 GAISBERG

SIMBA 2V

Visual climb-out:
 Minimum flight visibility
 CAT A & B: **2.8 km**
 CAT C & D: **3.7 km**
 CAUTION: Adjust speed so as to remain within
 AREA FOR VISUAL MANOEUVRING and do not
 enter the hang-, para- and glider area Gaisberg.

Initial climb clearance **FL60**

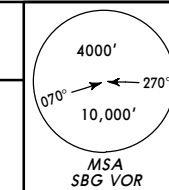
RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	INITIAL CLIMB/ROUTING
SIMBA 2S	34	Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn RIGHT (if SBG not available turn RIGHT at SI), intercept 041° bearing from SI, intercept RDG R-158 inbound to SIMBA.
SIMBA 2V	16	Turn LEFT VISUALLY, 350° track, intercept 041° bearing from SI, intercept RDG R-158 inbound to SIMBA.

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3C) Eff 15 Mar SID

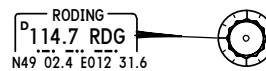
*SALZBURG Radar(APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.

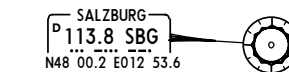


SIMBA THREE PAPA (SIMBA 3P) [SIMB3P]
RWY 16
SPECIAL PERFORMANCE DEPARTURE
 TO NORTHEAST

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC

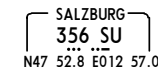


SIDs crossing through
 Airspace "Class E"
 up to FL125

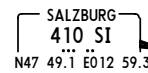


Noise monitoring point

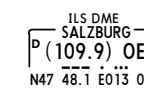
SIMBA
 N48 13.8 E013 00.9



N47 57.3
 E013 10.2



At or above
2800'



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure".

This SID requires minimum climb gradients of 608' per NM (10%) until OES 2 DME, then 365' per NM (6%).

Minimum RVR: **300 m.**
 Minimum bank angle for actual IAS:
126 KT Minimum Bank 15°
147 KT Minimum Bank 20°
165 KT Minimum Bank 25°

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

Initial climb clearance **FL60**

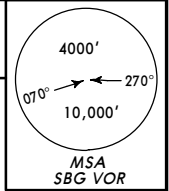
INITIAL CLIMB/ROUTING

Climb straight ahead to OES 2 DME, turn LEFT towards SU, intercept 041° bearing from SI, intercept RDG R-158 inbound to SIMBA.

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3D) Eff 15 Mar SID

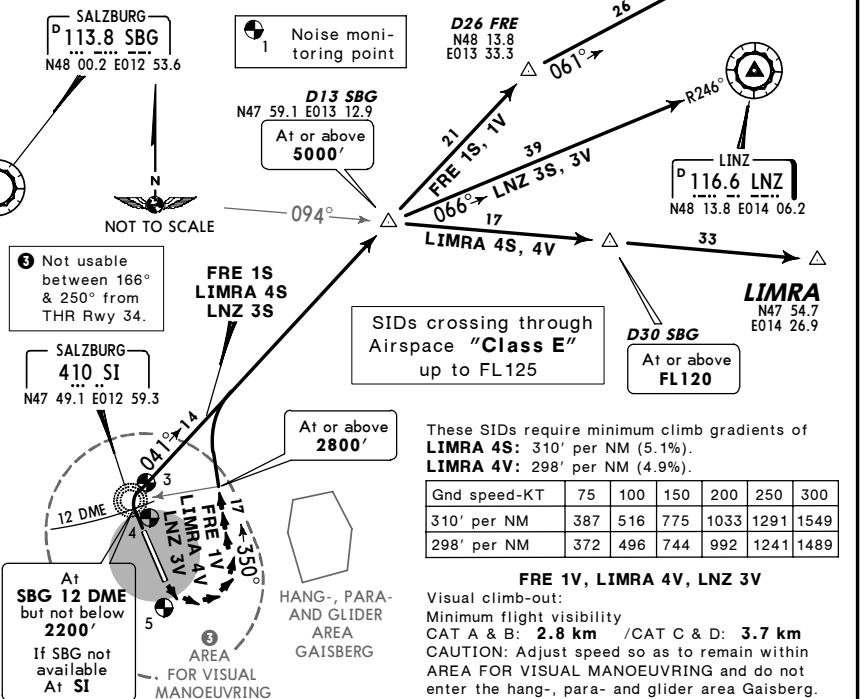
*SALZBURG Radar (APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



FREISTADT ONE SIERRA (FRE 1S)
FREISTADT ONE VICTOR (FRE 1V)
LIMRA FOUR SIERRA (LIMRA 4S) [LIMR4S]
LIMRA FOUR VICTOR (LIMRA 4V) [LIMR4V]
LNZ THREE SIERRA (LNZ 3S)
LNZ THREE VICTOR (LNZ 3V)
RWYS 34, 16 DEPARTURES TO EAST

SPEEDS MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of

	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
298' per NM	372	496	744	992	1241	1489

FRE 1V, LIMRA 4V, LNZ 3V
 Visual climb-out:
 Minimum flight visibility
 CAT A & B: **2.8 km** /CAT C & D: **3.7 km**
 CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang-, para- and glider area Gaisberg.

Initial climb clearance FL60
RWY 34: Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	INITIAL CLIMB
FRE 1S, LIMRA 4S, LNZ 3S	34	Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn RIGHT (if SBG not available turn RIGHT at SI).
FRE 1V, LIMRA 4V, LNZ 3V	16	Turn LEFT VISUALLY, 350° track.

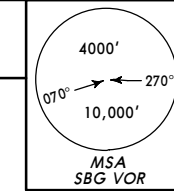
SID	ROUTING
FRE 1S, 1V	Intercept 041° bearing from SI, intercept FRE R-241 inbound to FRE.
LIMRA 4S, 4V	Intercept 041° bearing from SI, intercept SBG R-094 to LIMRA.
LNZ 3S, 3V	Intercept 041° bearing from SI, intercept LNZ R-246 inbound to LNZ.

1 If unable to comply use SID LNZ 3S. 2 If unable to comply use SID LNZ 3V.
 CHANGES: None. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3E) Eff 15 Mar SID

*SALZBURG Radar (APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

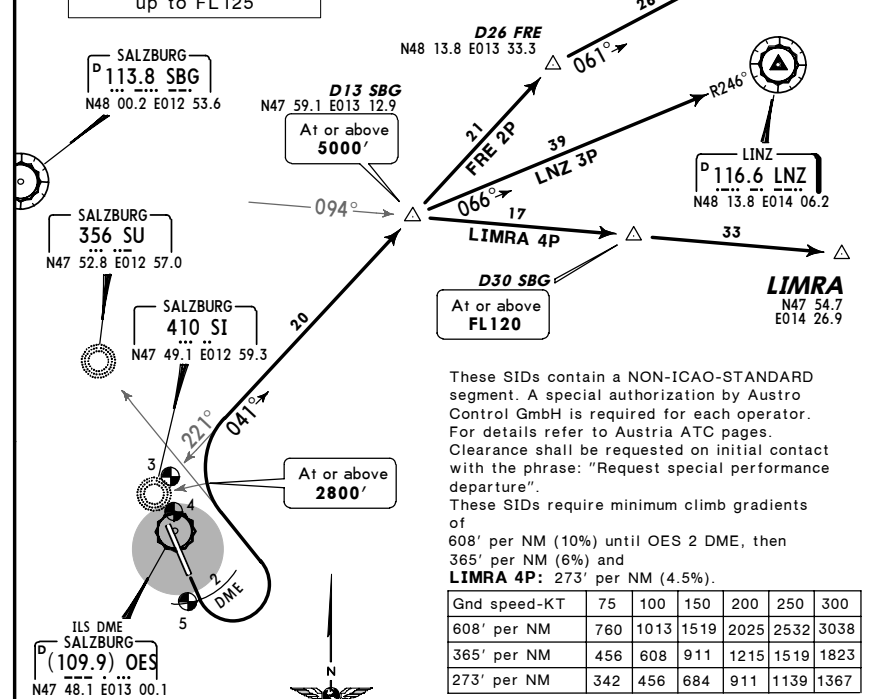
Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.



FREISTADT TWO PAPA (FRE 2P)
LIMRA FOUR PAPA (LIMRA 4P) [LIMR4P]
LNZ THREE PAPA (LNZ 3P)
RWY 16 SPECIAL PERFORMANCE DEPARTURES TO EAST
SPEEDS MAX 250 KT BELOW FL100 OR AS BY ATC

SIDs crossing through Airspace "Class E" up to FL125

Noise monitoring point



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure".
 These SIDs require minimum climb gradients of 608' per NM (10%) until OES 2 DME, then 365' per NM (6%) and LIMRA 4P: 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
608' per NM	760	1013	1519	2025	2532	3038
365' per NM	456	608	911	1215	1519	1823
273' per NM	342	456	684	911	1139	1367

Minimum RVR: **300 m**.
 Minimum bank angle for actual IAS:
126 KT Minimum Bank 15°
147 KT Minimum Bank 20°
165 KT Minimum Bank 25°

Initial climb clearance FL60
INITIAL CLIMB
 Climb straight ahead to OES 2 DME, turn LEFT towards SU.

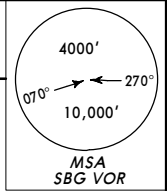
SID	ROUTING
FRE 2P	Intercept 041° bearing from SI, intercept FRE R-241 inbound to FRE.
LIMRA 4P	Intercept 041° bearing from SI, intercept SBG R-094 to LIMRA.
LNZ 3P	Intercept 041° bearing from SI, intercept LNZ R-246 inbound to LNZ.

1 If unable to comply use SID LNZ 3P.
 CHANGES: SIDs renumbered & revised. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

LOWS/SZG SALZBURG 16 NOV 07 **10-3F** Eff 22 Nov **SID** **JEPPESEN SALZBURG, AUSTRIA**

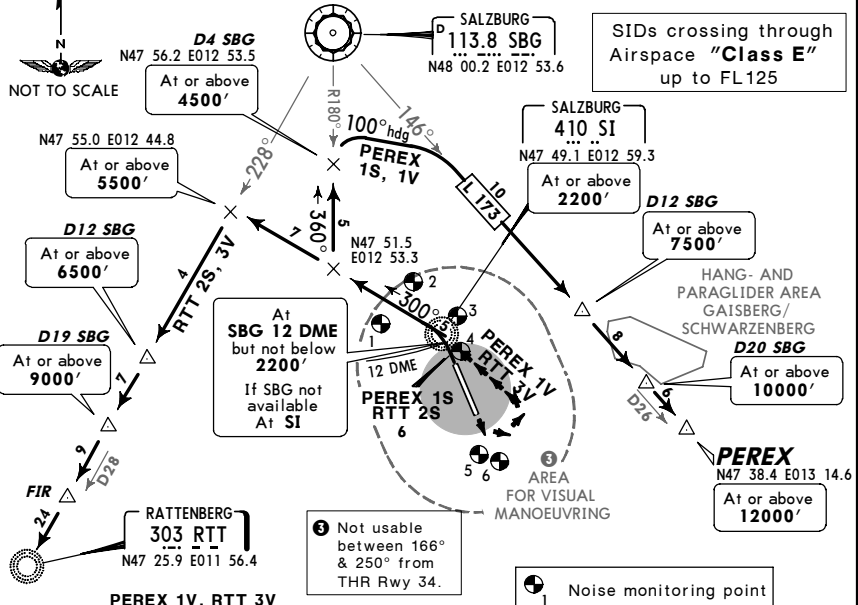
*SALZBURG Radar(APP) **123.72** *Apt Elev* **1411'** Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



PEREX ONE SIERRA (PEREX 1S) [PERE1S]
PEREX ONE VICTOR (PEREX 1V) [PERE1V]
RATTENBERG TWO SIERRA (RTT 2S)
RATTENBERG THREE VICTOR (RTT 3V)
RWYS 34, 16 DEPARTURES
TO SOUTH

SPEEDS MAX 250 KT BELOW FL100 OR AS BY ATC



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

These SIDs require minimum climb gradients of
PEREX 1S, 1V, RTT 3V: 304' per NM (5%).
RTT 2S: 316' per NM (5.2%).

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
316' per NM	395	527	790	1053	1317	1580

Initial climb clearance FL100

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

SID	RWY	INITIAL CLIMB
PEREX 1S RTT 2S ①	34	Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI.
PEREX 1V RTT 3V ②	16	Climb in a LEFT turn VISUALLY to SI (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below 2550' and until established on track to SI), 300° bearing.

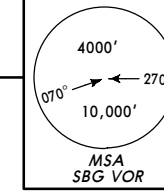
SID	ROUTING
PEREX 1S, 1V	On 300° bearing intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept airway L 173 to PEREX
RTT 2S, 3V	On 300° bearing intercept SBG R-228 to RTT.

① If unable to comply use SID SBG 2X. ② If unable to comply use SID SBG 3Y.

LOWS/SZG SALZBURG 16 NOV 07 **10-3G** Eff 22 Nov **SID** **JEPPESEN SALZBURG, AUSTRIA**

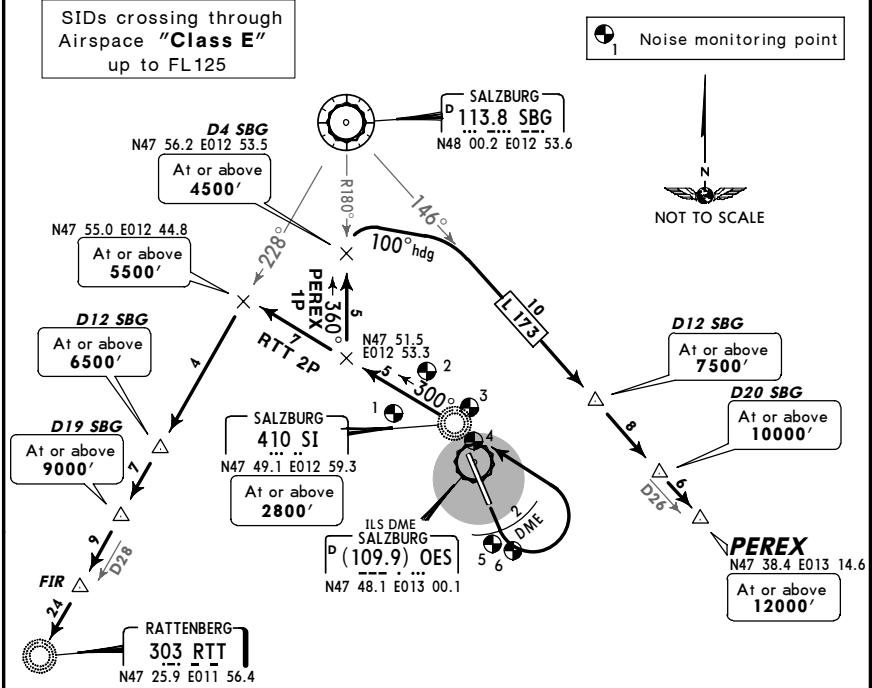
*SALZBURG Radar(APP) **123.72** *Apt Elev* **1411'** Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.



PEREX ONE PAPA (PEREX 1P) [PERE1P]
RATTENBERG TWO PAPA (RTT 2P)
RWY 16 SPECIAL PERFORMANCE DEPARTURES
IF UNABLE TO COMPLY USE SID SBG 2P
TO SOUTH

SPEEDS MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. Clearance shall be requested on initial contact with the phrase: "Request special performance departure".
 Minimum bank angle for actual IAS:
126 KT Minimum Bank 15°
147 KT Minimum Bank 20°
165 KT Minimum Bank 25°

These SIDs require minimum climb gradients of
 608' per NM (10%) until OES 2 DME, then
 365' per NM (6%).

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

Initial climb clearance FL100

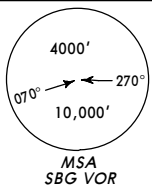
INITIAL CLIMB
 Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing.

SID	ROUTING
PEREX 1P	On 300° bearing intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept airway L 173 to PEREX.
RTT 2P	On 300° bearing intercept SBG R-228 to RTT.

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3H) Eff 15 Mar SID

*SALZBURG Radar (APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

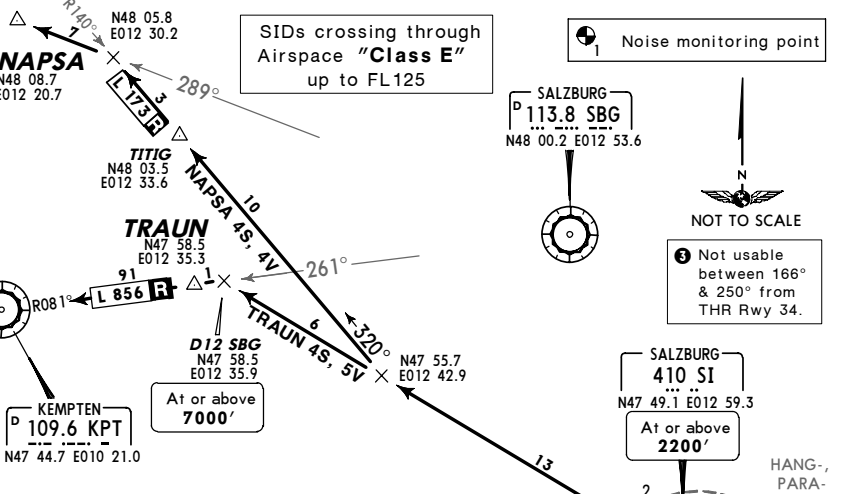
Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.



- MILLDORF 117.0 MDF [NAPS4S]
- N48 14.1 E012 20.2
- NAPSA FOUR SIERRA (NAPSA 4S) [NAPS4S]
- NAPSA FOUR VICTOR (NAPSA 4V) [NAPS4V]
- TRAUN FOUR SIERRA (TRAUN 4S) [TRAU4S]
- TRAUN FIVE VICTOR (TRAUN 5V) [TRAU5V]

RWYS 34, 16 DEPARTURES TO WEST

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

NAPSA 4V, TRAUN 5V
 Visual climb-out:
 Minimum flight visibility
 CAT A & B: 2.8 km
 CAT C & D: 3.7 km
 CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang-, para- and glider area Gaisberg.

NAPSA 4S, 4V: Initial climb clearance FL60
TRAUN 4S, 5V: Initial climb clearance FL80

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

SID	RWY	INITIAL CLIMB
NAPSA 4S TRAUN 4S	34	Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI.
NAPSA 4V TRAUN 5V	16	Climb with maximum rate in a LEFT turn VISUALLY to SI (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below 2550' and until established on track to SI), 300° bearing.

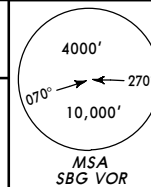
SID	ROUTING
NAPSA 4S, 4V	On 300° bearing intercept MDF R-140 inbound via TITIG (airway L 173), intercept SBG R-289 to NAPSA.
TRAUN 4S, 5V	On 300° bearing join airway L 856 to KPT.

1 If unable to comply use SID SBG 2X. 2 If unable to comply use SID SBG 3Y.

LOWS/SZG SALZBURG **JEPPESEN SALZBURG, AUSTRIA**
 2 MAR 07 (10-3J) Eff 15 Mar SID

*SALZBURG Radar (APP) 123.72 Apt Elev 1411' Trans level: By ATC Trans alt: 4000'
 When instructed by SALZBURG Tower contact SALZBURG Radar.

Flight tracks are recorded at Salzburg 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.

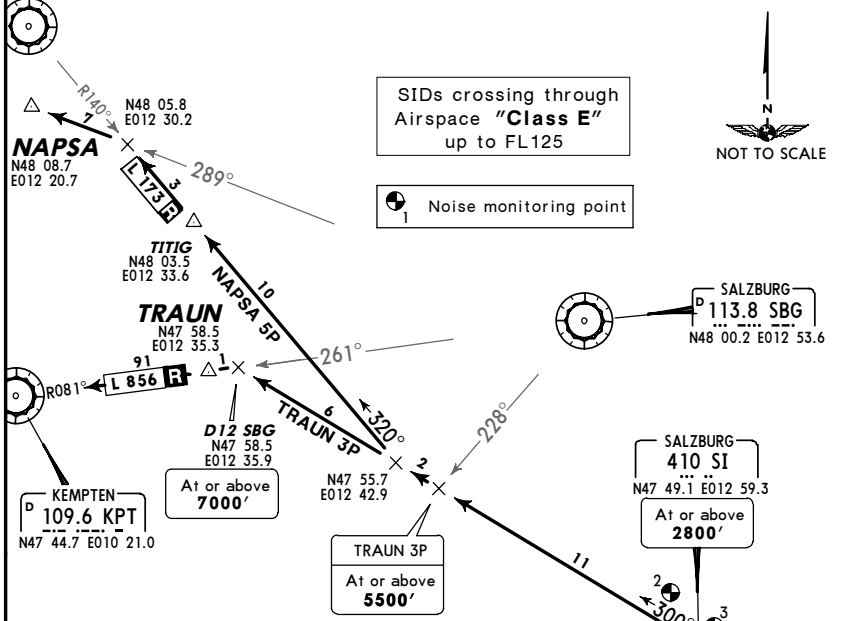


- MILLDORF 117.0 MDF [NAPS5P]
- N48 14.1 E012 20.2
- NAPSA FIVE PAPA (NAPSA 5P) [NAPS5P]
- TRAUN THREE PAPA (TRAUN 3P) [TRAU3P]

RWY 16

SPECIAL PERFORMANCE DEPARTURES TO WEST

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure".

These SIDs require minimum climb gradients of 608' per NM (10%) until OES 2 DME, then 365' per NM (6%).

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

Minimum RVR: 300 m.
 Minimum bank angle for actual IAS:
 126 KT Minimum Bank 15°
 147 KT Minimum Bank 20°
 165 KT Minimum Bank 25°

NAPSA 5P: Initial climb clearance FL60
TRAUN 3P: Initial climb clearance FL80

SID	INITIAL CLIMB/ROUTING
NAPSA 5P	Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept MDF R-140 inbound via TITIG (airway L 173), intercept SBG R-289 to NAPSA.
TRAUN 3P	Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, join airway L 856 to KPT.

1 If unable to comply use SID SBG 2P.

LOWS/SZG SALZBURG, AUSTRIA
 SALZBURG 29 MAR 02 10-4 NOISE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)
 WINTER : LT minus 1 HOUR = UTC (Z)

ARRIVALS

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

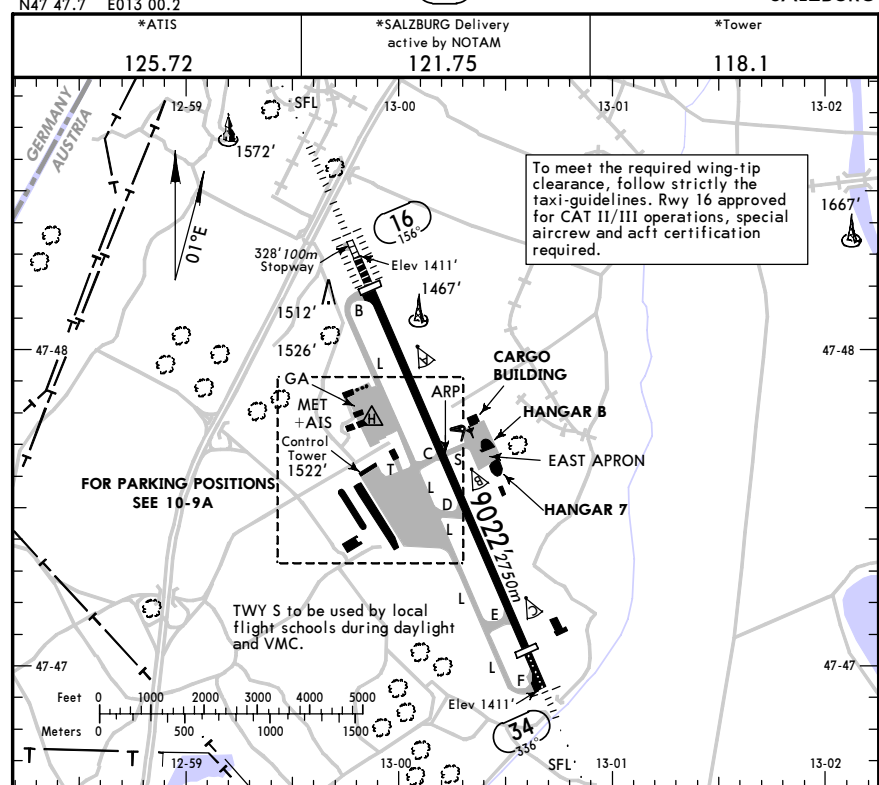
DEPARTURES

Between 2100-2200LT departures are permitted only for aircraft whose noise level at departure measured at noise-measuring station 4 is not exceeding 98 decibel SEL.
 Between 2200-2300LT departures are permitted only for delayed commercial flights.
 Between 0600-0700LT departures are permitted only for commercial flights whose noise level at departure measured at noise-measuring station 4 is not exceeding 98 decibel SEL.

LOCAL FLYING RESTRICTIONS

Repeated approaches and departures with the same aircraft at intervals of less than 20 minutes are not permitted Sun and Hol.

LOWS/SZG SALZBURG, AUSTRIA
 SALZBURG 16 JUL 04 10-9



RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Landing Beyond	Threshold	Glide Slope		
16	HIRL CL (15m) HIALS-II SFL ① TDZ REIL PAPI (3.0°) RVR	8366' 2550m	7208' 2197m		③	148' 45m
34	HIRL CL (15m) HIALS SFL ② REIL PAPI (3.0°) RVR	8235' 2510m				

① Additional SFL between 9078'/2767m from displ thresh rwy 16 and approach lights.
 ② Additional SFL between 3445'/1050m from displ thresh rwy 34 and approach lights.
 ③ TAKE OFF RUN AVAILABLE
 Rwy 16: from rwy head 9022' (2750m) Twy int B 8202' (2500m) Twy int C/S 4747' (1447m)
 Rwy 34: from rwy head 9022' (2750m) Twy int E 7448' (2270m) Twy int D 5249' (1600m) Twy int C/S 4035' (1230m)

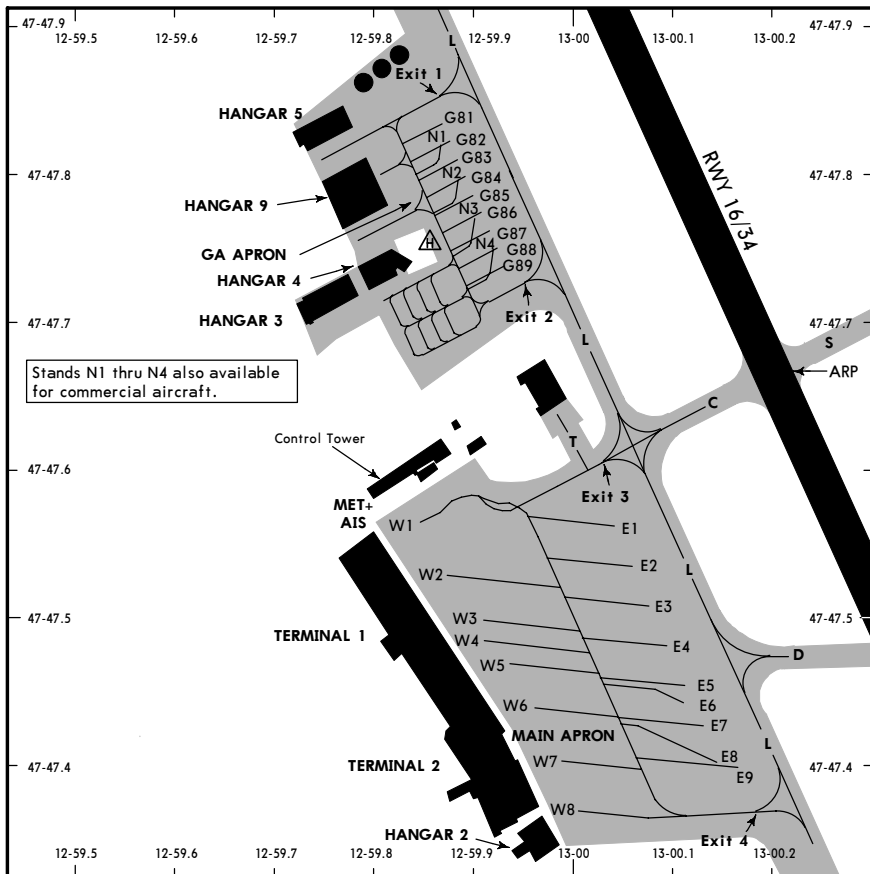
JAR-OPS		TAKE-OFF ①					Rwy 16 ②
		Rwy 34					
		LVP must be in Force					
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m		3700m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
 ② Take-off and initial LEFT turn shall be executed VISUALLY until over or ABEAM SI Lctr respectively and remain within the area for visual maneuvering (see 19-1).

LOWS/SZG

JEPPESEN
 16 JUL 04 (10-9A)

SALZBURG, AUSTRIA
 SALZBURG



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E1	N47 47.6 E013 00.0	G89	N47 47.7 E012 59.9
E2 thru E5	N47 47.5 E013 00.1	N1 thru N4	N47 47.8 E012 59.9
E6 thru E8	N47 47.4 E013 00.1	W1	N47 47.6 E012 59.9
E9	N47 47.4 E013 00.2	W2 thru W6	N47 47.5 E012 59.9
G81 thru G88	N47 47.8 E012 59.9	W7, W8	N47 47.4 E013 00.0

LOW VISIBILITY PROCEDURES

LVP become effective when visibility less than 1500m and/or ceiling less than 800'. Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION." Arriving acft are vectored so as to ensure an intercept of the ILS at least 10 NM from threshold. Pilot of a landed acft shall report "RUNWAY VACATED" as soon as his acft has left the yellow/green color coded section of the exit taxiway (sensitive area vacated).

LOWS/SZG
 SALZBURG

JEPPESEN
 17 MAR 06 (11-1)

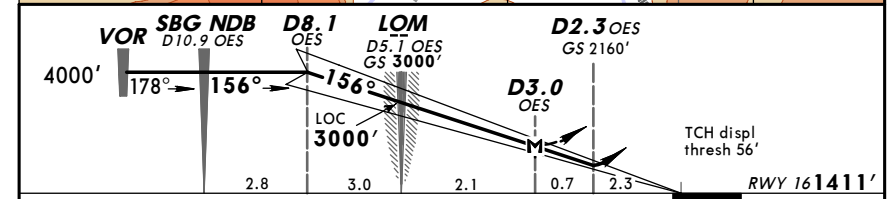
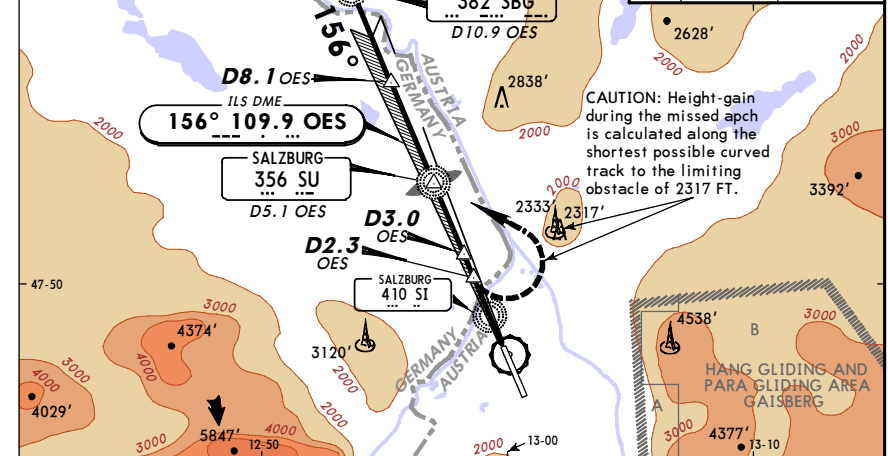
SALZBURG, AUSTRIA
 ILS Rwy 16

*ATIS 125.72	*SALZBURG Radar (APP) 123.72 134.97	*SALZBURG Tower 118.1	*Delivery active by NOTAM 121.75
LOC OES 109.9	Final Apch Crs 156°	GS LOM 3000' (1589')	ILS DA(H) Refer to Minimums Apt Elev 1411' RWY 1411'

MISSED APCH: Turn LEFT to SU Lctr climbing to FL 60 and proceed via SBG NDB to VOR. For missed approach if landing after passing DA(H)/MDA(H) becomes impossible: see 19-10.

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

MISSED APCH TURN		
CAT	MAX	MIM BANK
A	110 KT	15°
B	150 KT	
C	160 KT	20°
D	185 KT	

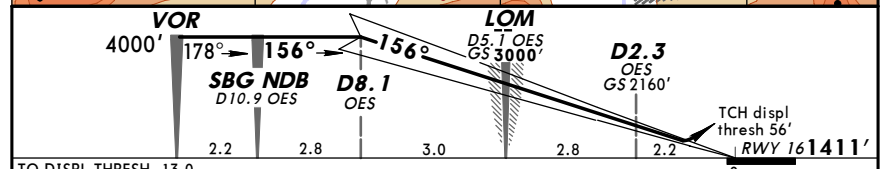
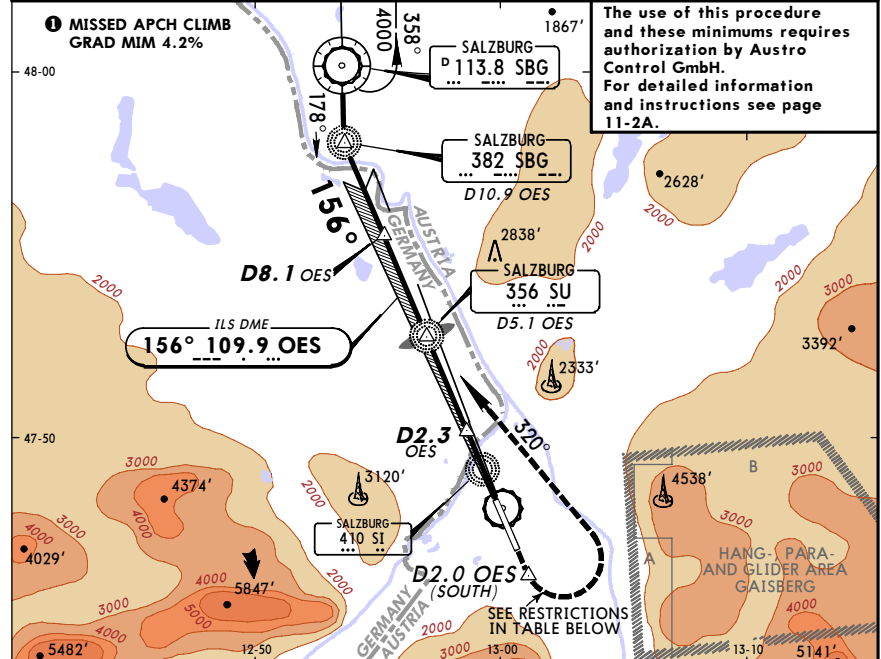


Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861			
MAP at D3.0 OES									

JAR-OPS		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
1		2		LOC (GS out)	
DA (H) A: 2070' (659') C: 2090' (679') B: 2080' (669') D: 2180' (769')		DA (H) A: 2160' (749') C: 2180' (769') B: 2170' (759') D: 2270' (859')		MDA (H) 2370' (959')	
FULL FLIGHT VISIBILITY		FULL FLIGHT VISIBILITY		ALS out FLIGHT VIS	
A	1500m		1500m		Refer to SALZBURG 19-10
B	1500m		1500m		
C	1500m		1500m		
D	1500m		1500m		

LOWS/SZG SALZBURG **JEPPESEN** **SALZBURG, AUSTRIA**
 3 NOV 06 **(11-2)** **Special CAT I ILS DME Rwy 16**

*ATIS 125.72	*SALZBURG Radar (APP) 123.72	*SALZBURG Tower 134.97	*SALZBURG Tower 118.1	*Ground only used when announced by ATIS 121.75
LOC OES 109.9	Final Apch Crs 156°	GS LOM 3000' (1589')	ILS RA 205' DA(H) 1611' (200')	Apt Elev 1411' RWY 1411'
Missed Approach - See Below				
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 4000'				



TO DISPL THRESH 13.0	70	90	100	120	140	160	
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (SOUTH), then turn LEFT onto 320° climbing via SU Lctr to SBG NDB and proceed to VOR climbing to FL 60. Accelerate not before missed apch turn is completed and not below 2500'. Observe Missed Apch requirements and limitations specified in the table below.

JAR-OPS	STRAIGHT-IN LANDING RWY 16		MISSED APPROACH	
	ILS RA 205' DA(H) 1611' (200')		MINIMUM CLIMB GRADIENT: STRAIGHT: 4.2% (255' per NM) TURN: 3.3% (200' per NM)	
	FULL	ALS out	MAXIMUM TURN RADIUS: 1780m/0.96NM e.g. for MAX & BANK ANGLE	
A			126 KT 15°	
B	RVR 550m	RVR 1000m	147 KT 20°	
C			165 KT 25°	
D				

■ CAT I Radio Altimeter and Coupled Apch required.

LOWS/SZG **JEPPESEN** **SALZBURG, AUSTRIA**
 3 NOV 06 **(11-2A)** **SALZBURG**

SPECIAL NOTES

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

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

- to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
 - to limit the turn radius in case of a Missed Approach (go around).
- 2. Missed Approach Requirements**
 2.1 It is necessary to prove a straight climb gradient of 4.2% and for turn 3.3% for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:
 - at ISA + 10° C (i.e. OAT + 20° C at 2500ft MSL),
 - at ISA - 10° C (i.e. OAT 0° C at 2500ft MSL) **and** the ANTI-ICE equipment **ON**.
Note: A reduction of the landing weight may become necessary to achieve the above parameters.

3. Application
 Only operators of multi-engine acft shall apply for such a permission.
 3.1 The application shall contain:
 - aircraft and engine type,
 - the maximum permissible landing weight for that type of approach.

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

- All-engines climb gradient:
 - IAS
 - bank-angle applied at
 - ISA + 10° C (i.e. OAT + 20° C),
 - ISA - 10° C (i.e. OAT 0° C) **and** ANTI-ICE equipment **ON**.
- One engine inoperative climb gradient:
 - IAS
 - bank angle applied at
 - ISA + 10° C (i.e. OAT + 20° C),
 - ISA - 10° C (i.e. OAT 0° C) **and** ANTI-ICE equipment **ON**.

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

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

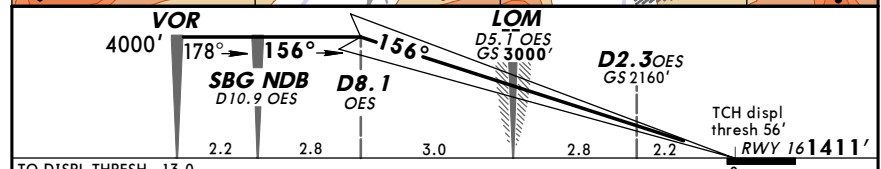
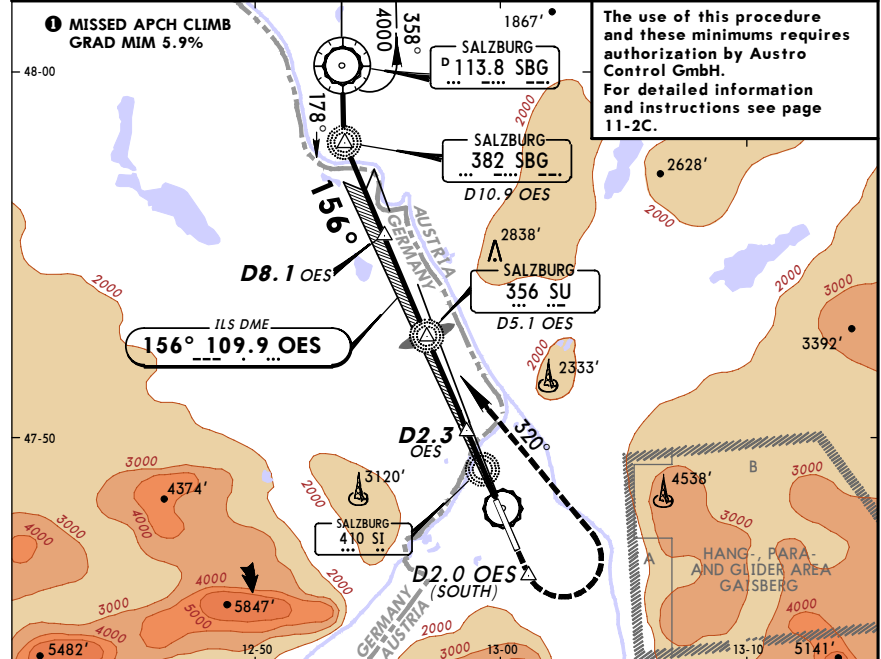
2.3 A Missed Approach turning area according to ICAO Doc 8168 PANS-OPS Volume II is provided and the turning radius is limited to 5840ft (1780m). Due to limited airspace available (for the turning maneuver) operators are informed that normally a bank-angle of more than 15° - even in case of a one-engine-out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

Operators shall address their application to:
 Austro Control GmbH
 Flugsicherungsstelle Innsbruck
 ATM/TERM Innsbruck
 Postfach 1
 6026 Innsbruck
 AUSTRIA

Fax: +43 (0)5 1703 6665,
 +43 (0)5 1703 6666
 e-mail:
 special.procedure@astrocontrol.at
 (Ernst.Wieser@astrocontrol.at)

LOWS/SZG **JEPPESEN** **SALZBURG, AUSTRIA**
SALZBURG 3 NOV 06 **(11-2B)** **Special CAT II ILS DME Rwy 16**

*ATIS 125.72		*SALZBURG Radar (APP) 123.72 134.97		*SALZBURG Tower 118.1
LOC OES 109.9	Final Apch Crs 156°	GS LOM 3000' (1589')	CAT II ILS RA 98' DA(H) 1511' (100')	Apt Elev 1411' RWY 1411'
Missed Approach - See Below				
Alt Set: hPa Rwy Elev: 50 hPa Trans level: By ATC Trans alt: 4000'				
1. ILS DME reads zero at rwy 16 touchdown point. 2. Special Aircrew & Acft Certification Required.				



TO DISPL THRESH	13.0	0	2.2	2.8	3.0	2.8	2.2
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (SOUTH), then turn LEFT onto 320° climbing via SU Lctr to SBG NDB and proceed to VOR climbing to FL 60. Accelerate not before missed apch turn is completed and not below 2500'. Observe Missed Apch requirements and limitations specified in the table below.

JAR-OPS	STRAIGHT-IN LANDING RWY 16 CAT II ILS ABCD RA 98' DA(H) 1511' (100')	MISSED APPROACH MINIMUM CLIMB GRADIENT: STRAIGHT: 5.9% (358' per NM) TURN: 3.3% (200' per NM) MAXIMUM TURN RADIUS: 1780m/0.96NM
RVR 300m		

1 CAT II Radio Altimeter and Coupled Apch required.
 2 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 CHANGES: None. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

LOWS/SZG **JEPPESEN** **SALZBURG, AUSTRIA**
SALZBURG 4 MAY 07 **(11-2C)**

SPECIAL NOTES

GENERAL

For "Special CAT II/III ILS DME Rwy 16" approach procedure see 11-2B.

APPLICATION FOR AUTHORIZATION

1. Purpose and Scope
 As this CAT II/III ILS DME approach procedure contains a NON-ICAO STANDARD Missed Approach segment (limited radius of turn and higher than normal Missed Approach climb gradients) special authorization by Austro Control GmbH is required for each operator and aircraft type. This is to prove the performance of the acft to cover both critical cases, i.e.:
 a) to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
 b) to limit the turn radius in case of a Missed Approach (go around).

2. Missed Approach Requirements

2.1 It is necessary to prove a straight climb gradient of 5.9% for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:
 - at ISA + 10° C (i.e. OAT + 20° C at 2500ft MSL),
 - at ISA - 10° C (i.e. OAT 0° C at 2500ft MSL)
and the ANTI-ICE equipment **ON**.
2.2 During turn a climb gradient of at least 3.3% is required.
Note: A reduction of the landing weight may become necessary to achieve the above parameters.

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

3. Application

Only operators of multi-engine acft shall apply for such a permission. The operator shall demonstrate the CAT II/III capability including Missed Approach and the according procedures to Austro Control GmbH during a simulator check.

- 3.1** The application shall contain:
 - aircraft and engine type,
 - the maximum permissible landing weight for that type of approach,
 - minimum autopilot cut out height or autoland capability,
 - instrument approach and landing chart (IAL).

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

- 3.2** All-engines climb gradient:
 - IAS
 - bank-angle applied at
 - ISA + 10° C (i.e. OAT + 20° C),
 - ISA - 10° C (i.e. OAT 0° C)
and ANTI-ICE equipment ON.
3.3 One engine inoperative climb gradient:
 - IAS
 - bank angle applied at
 - ISA + 10° C (i.e. OAT + 20°),
 - ISA - 10° C (i.e. OAT 0° C)
and ANTI-ICE equipment ON.

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

Operators shall address their application to:

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

Fax: +43 (0)5 1703 6665,
 +43 (0)5 1703 6666

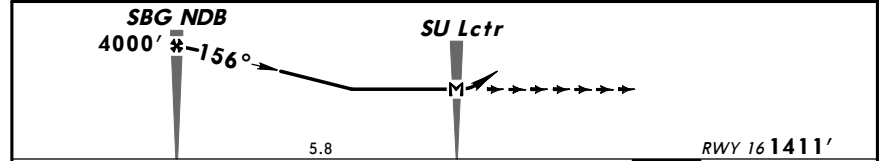
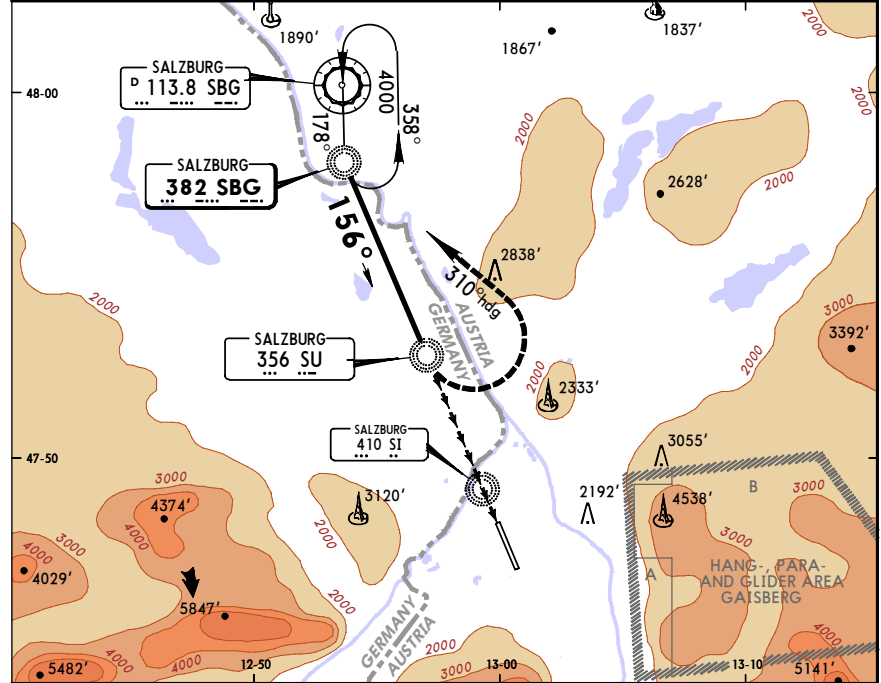
e-mail:
 special.procedure@astrocontrol.at
 (Ernst.Wieser@astrocontrol.at)

PHRASEOLOGY

Clearance for this ILS DME procedure shall be requested on initial contact with SALZBURG RADAR (APP) by the phrase:
"Request special CAT II/III ILS DME approach."

LOWS/SZG SALZBURG **JEPPESEN** **SALZBURG, AUSTRIA**
 17 MAR 06 (16-1) **NDB Rwy 16**

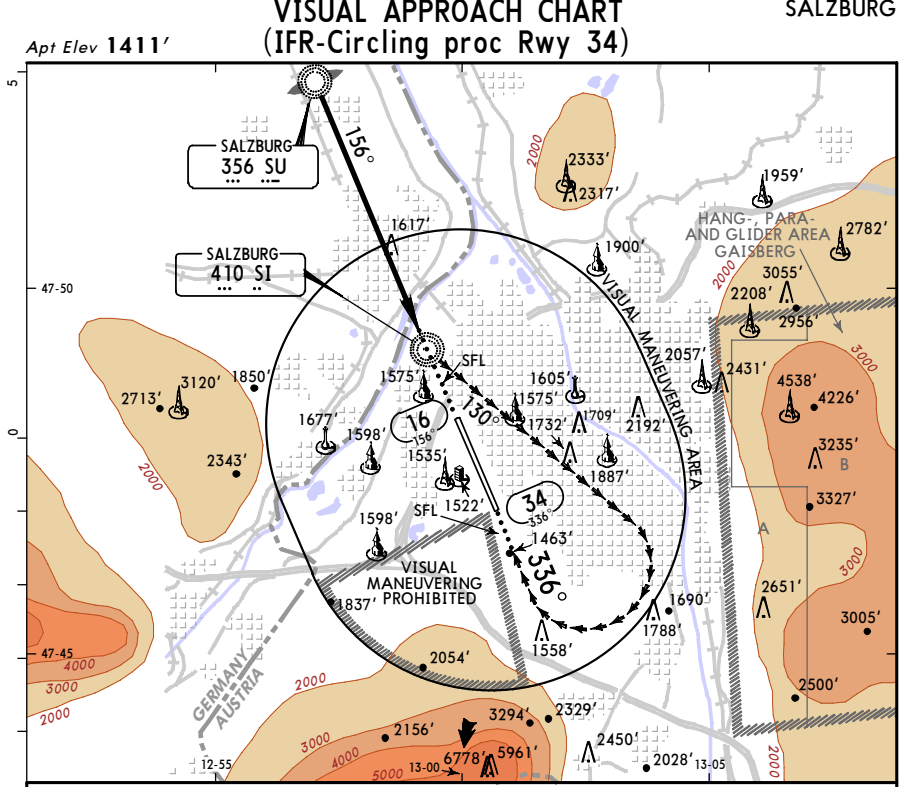
*ATIS 125.72		*SALZBURG Radar (APP) 123.72 134.97		*SALZBURG Tower 118.1	*Ground only used when announced by ATIS 121.75
NDB SBG 382	Final Apch Crs 156°	Minimum Alt 4000' (2589')	MDA(H) Refer to Minimums	Apt Elev 1411'	
MISSED APCH: Turn LEFT (MAX 185 KT) onto heading 310° to SBG NDB. Climb to FL 60 and rejoin holding. For missed approach if landing after MDA(H) becomes impossible: see 19-10.					4000' 070° ← 270° 10,000'
Alt Set: hPa		Rwy Elev: 50 hPa	Trans level: By ATC	Trans alt: 4000'	



TO DISPL THRESH	10.8	5.8	5.0	0			
Gnd speed-Kts	70	90	100	120	140	160	
Desc Gradient	4.0%	284	365	405	486	567	648
MAP at SU Lctr							

JAR-OPS		STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND
		Missed Apch climb gradient mim				
		5.0%	4.0%	3.0%	2.5%	Refer to SALZBURG 19-10
		MDA(H) 2510' (1099')	MDA(H) 2610' (1199')	MDA(H) 2710' (1299')	MDA(H) 2760' (1349')	
A	FLIGHT VISIBILITY	ALS out	ALS out	ALS out	ALS out	
B	2800m	2800m	2800m	2800m	2800m	
C	3700m	3700m	3700m	3700m	3700m	
D	3700m	3700m	3700m	3700m	3700m	

LOWS/SZG SALZBURG **JEPPESEN** **SALZBURG, AUSTRIA**
 17 MAR 06 (19-10) **SALZBURG**



CIRCLING PROCEDURE RWY 34: Complete a published instrument approach to RWY 16. After passing SI Lctr fly visually approximately on 130° for 3.5 NM, then turn RIGHT onto final.

Balked landing during circling: If landing becomes impossible after passing SI Lctr (e.g. abeam THR 34), turn RIGHT to SU Lctr, avoid overshooting QDR 156° of SI Lctr and continue to SBG NDB/VOR climbing to FL 60. For calculation of flight profile use AOC type B. Acceleration not before turn is completed and not below 2500'.

BALKED LANDING (OVERSHOOT) RWY 16: If landing after passing DA(H) / MDA(H) becomes impossible, climb on track 156° to MINIMUM 1850', then turn LEFT to SU Lctr and continue via SBG NDB to VOR.

For calculation of flight profile use AOC type B. Climb gradient at least 203' per NM (3.3% or 1:30). Level flight for configuration change of not more than 2950'/900m. Max radius of turn 0.86 NM (e.g. 25° bank/155 KT/Standard temperature). Complete turn and climb to 2500' prior to level acceleration.

JAR-OPS		CIRCLE-TO-LAND	
		MDA(H)	
A	2450' (1039')	2800m	
B	2550' (1139')	3700m	
C	2550' (1139')	4600m	
D	2550' (1139')	4600m	