General Info

Vienna, AUT
N 48° 06.6' E 16° 34.2' Mag Var: 2.2°E
Elevation: 600'

Public, Control Tower, IFR, Landing Fee, Customs
Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 11483' x 148' bitu
Runway 16-34 11811' x 148' bitu

Runway 11 (114.0°M) TDZE 575'
Lights: Edge, ALS, Centerline
Runway 16 (162.0°M) TDZE 597'
Lights: Edge, ALS, REIL, TDZ
Runway 29 (294.0°M) TDZE 600'
Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 34 (342.0°M) TDZE 586'
Lights: Edge, ALS, REIL

Communications Info

ATIS **122.95**
ATIS **121.725** Departure Service
ATIS **115.5** Arrival Service
ATIS **113.0** Arrival Service
ATIS **112.2** Arrival Service
Vienna Tower **123.8**
Vienna Tower **121.2** Secondary
Vienna Tower **119.4**
Vienna Ground Control **121.775**
Vienna Ground Control **121.6**
Vienna Ice Ramp/Taxi Control **131.625**
Vienna Clearance Delivery **122.125**
Vienna Radar **132.475**
Vienna Radar **129.05** At or below 24500'
Vienna Radar **128.2** At or below 24500'
Vienna Radar **124.55** At or below 24500'
Vienna Radar **118.775**
Vienna Information **118.525** AFIS
Vienna Director (Approach Control Radar) **126.55**
Vienna Director (Approach Control Radar) **119.8** At or below 24500'

Airport Information
LOWW (Schwechat)
JEPPESEN
JeppView 3.5.2.0

Notebook Info

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.95 122.2 113.0 115.5
D-ATIS Departure 121.72

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLZV-2005' the following is applicable:

- Approaches and departures to/from Austrian civil aerodromes are only permitted to be performed by subsonic jet ACFT if the produced noise does not exceed the noise limits specified in chapter 3 of ICAO Annex 16, Vol I.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures become effective in two stages in the following conditions:

Stage 1:

When TDZ RVR falls to 1200m or less and/or ceiling lowers to 300' or less, the following message will be passed to ACFT via RTF or ATIS: "Low Visibility Procedures stage 1 in operation". CAT II/III apchs are possible on request.
The procedures for LVP stage 2 including protection of sensitive area are applied.

Stage 2:

When TDZ RVR falls to 600m or less and/or ceiling lowers to 200' or less, the following message will be passed to ACFT via RTF or ATIS: "Low Visibility Procedures CAT II/III stage 2 in operation".
Arriving ACFT are vectored so as to ensure a localizer intercept at least 8 NM from THR. 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. RWY OPERATIONS

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. TAXI PROCEDURES

Obstacle clearance distance from centerline of TWY L, to the southern edge of main apron West of TL35 is 139'/42.5m only. The obstacle clearance distance on TL35 is 131'/40m on each side.
Wait for marshaller before entering taxilane for all positions on GA Apron or Main Apron except pier parking positions.
In order to meet the requirement for wing-tip clearance, follow strictly the yellow taxi guidance lines.
Taxilanes G10 thru G70 MAX wingspan less than 79 '/24m.
EX15 and TWY L West of EX14 MAX wingspan less than 171 '/52m.
TWYs P, Q, TL31, TL32 and T33 MAX wingspan 118 '/36m.
Between EX12 and EX13 MAX wingspan 200 '/61m.
TL34 MAX wingspan 213 '/65m.
Taxiing on apron North of TL20 prohibited.

1.6. PARKING INFORMATION

Stands 31 thru 35, 40 thru 42, 51, 52, 57 and 58 shall be reached without stopping, once the turn from TWY has been initiated.
Whenever docking process has been interrupted, pilot has to inform ATC to start moving again.

On stands 31 thru 59, A91 thru A97, B71 thru B74, F01 thru F37, H41 thru H45, H50 and K41 thru K51 push-back required.

1.7. OTHER INFORMATION

RWY 11/29 grooved.
RWY 16/34 grooved 66 '/20m on each side of centerline.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

2. ARRIVAL

2.1. SPEED RESTRICTIONS

250 KT or cruising speed if lower at SLP.

2.1.1. LOW DRAG - LOW POWER APPROACH

Comply with any speed adjustments by ATC as promptly and as accurately as operationally possible. If unable to maintain an assigned speed due to meteorological or operational reasons advise ATC.

If not otherwise advised, 250 KT has to be maintained below FL100. If the cruising speed is less than 250 KT, cruising speed has to be maintained.
Latest 10 NM from THR, speed has to be reduced so as to reach 160 KT shortly before OM (4 NM from THR RWY 29). 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.

These speeds indicated above shall be maintained within a tolerance of plus/minus 10 KT.

2.2. NOISE ABATEMENT POCEDURES

ACFT below FL150 will normally be cleared to achieve a continuous descent to the RWY in use.

2.3. CAT II/III OPERATIONS

RWYs 16 and 29 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RUNWAY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

Expeditious exit from the landing RWY allows ATC to separate ACFT with the appropriate separation minimum (radar separation 2.5 NM or separation minimum according wake vortex category) during final approach.
To reduce the RWY occupancy time pilots should make use of the following procedure:

- As a rule RWYs shall be vacated via rapid exit TWYs.
- Whenever RWY conditions permit pilots should prepare their landing so as to vacate via the following exit TWYs or earlier:

ACFT Category	TWY designator / Distance			
	RWY 11	RWY 16	RWY 29	RWY 34
Heavy	A4	B10	A9	B4
	7841'/2390m	6873'/2095m	7218'/2200m	7661'/2335m
Medium (Jet)	A6	B8	A7	B7
	6102'/1860m	5577'/1700m		
	A8	B6	5479'/1670m	5348'/1630m
	3839'/1170m	3986'/1215m		
Medium (Turboprops)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light (Jet)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light	A8	B3	A5	B9
	3839'/1170m	3035'/925m	3084'/940m	3937'/1200m

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

2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. GENERAL

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.

2.5.2. BLOCKS OF PARKING POSITIONS 10 THRU 50

Taxiing of ACFT within Taxilanes G10 to G70 permitted only for ACFT up to 79'/24m.
Follow-me guidance mandatory for all arriving ACFT.
ACFT, which will be parked East of TL 31 have to be towed.
Self taxiing, refuelling/ground handling not permitted within this area.

2.6. OTHER INFORMATION

2.6.1. TRANSPONDER PROCEDURES

Arriving ACFT shall squawk Mode S until reaching final parking position.
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.

3. DEPARTURE

3.1. DE-ICING

De-icing procedure available for ACFT on Main Apron and GA Apron:
- Report the necessity for de-icing either your Ramp agent or VIENNA Ice on 131.625.
- 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.
- Report necessity for de-icing to Delivery when the ACFT is completely ready (doors closed, ready for start-up/push-back)
- ACFT on de-icing position without contracted de-icing ground staff may contact VIENNA Ice on 131.625.

ACFT taxiing to the de-icing position without following this procedure will not be accepted and sent back to a remote stand.
Normally ATC will clear ACFT to the de-icing standby area (marshaller guidance to parking positions E48 thru E99 approaching from the South). If instructed by marshaller car to stop on the de-icing standby area, do not cut engines - intermediate stop only. Thereafter marshaller guidance to the de-icing positions (parking positions F41 thru F59) is provided.

Chemical de-icing is limited to a width of 131 '/40m on RWYs and 49'/15m on TWYs.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP & PUSH-BACK

If not otherwise instructed pilots of following ACFT are allowed to start one engine only during push-back/towing: B707, B747, B757, B767, B777, MD11, DC10, DC8, L1011, IL86, IL76, IL62, A300, A310, A330. Two engines: A340.

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.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

3. DEPARTURE

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

3.4. NOISE ABATEMENT PROCEDURES

The published SIDs are also noise abatement procedures.
Strict adherence is compulsory within the limits ACFT performance.

3.5. RUNWAY OPERATIONS

3.5.1. 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.

3.6. OTHER INFORMATION

3.6.1. TRANSPONDER PROCEDURES

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.

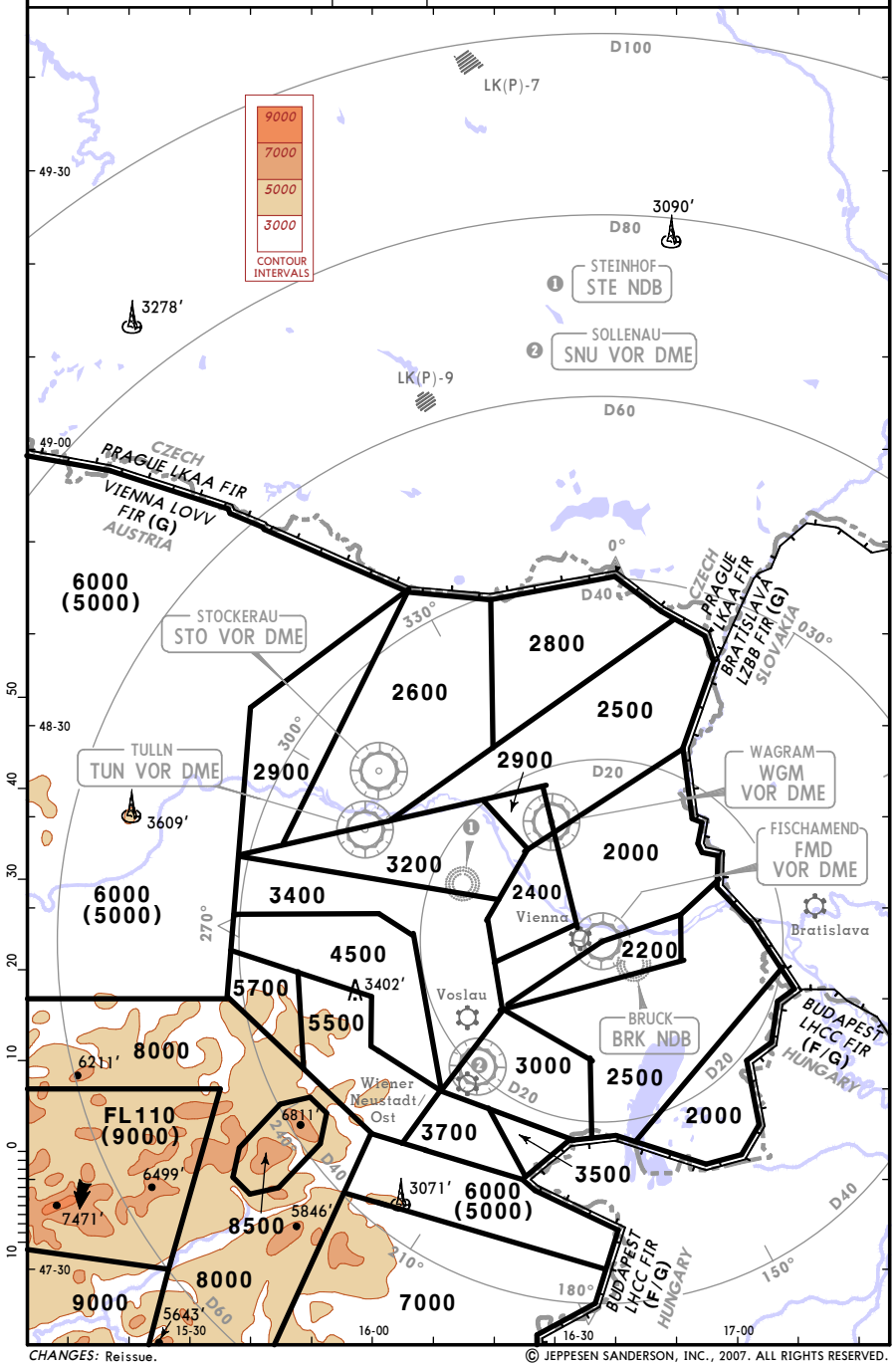
LOWW/VIE SCHWECHAT

JEPPESEN 3 AUG 07 (10-1R)

VIENNA, AUSTRIA

RADAR MINIMUM ALTITUDES

VIENNA Radar (APP)	Apt Elev	
128.2 118.77 124.55 129.05 132.47	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** SQUAWK as instructed by ATC. **2.** MAX 250 KT below FL100.



CHANGES: Reissue.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

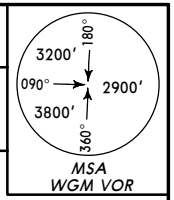
JEPPESEN 4 JAN 08 (10-2) Eff 17 Jan

VIENNA, AUSTRIA

STAR

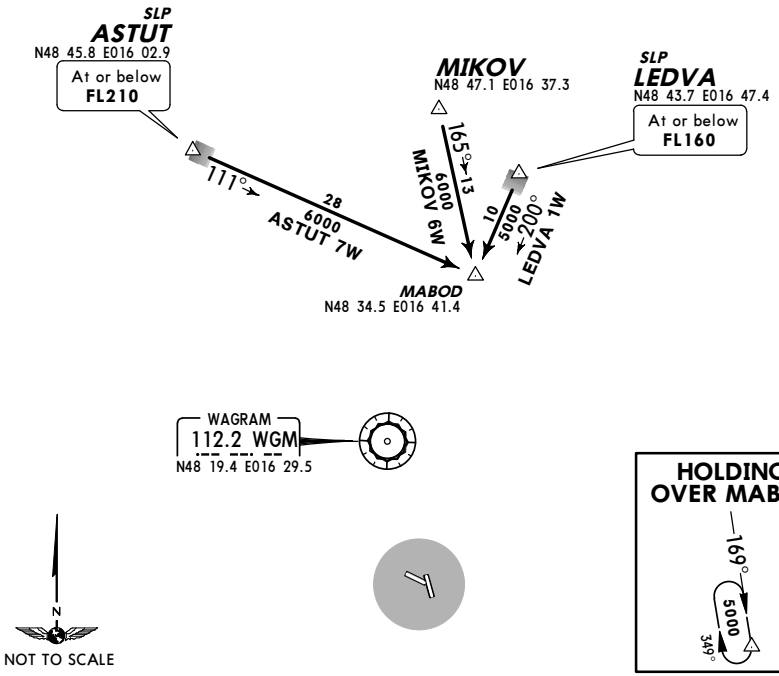
D-ATIS	Apt Elev	
122.95 112.2 113.0 115.5	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS 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.



ASTUT SEVEN WHISKEY (ASTUT 7W) *[ASTU7W]*
LEDVA ONE WHISKEY (LEDVA 1W) *[LEDV1W]*
MIKOV SIX WHISKEY (MIKOV 6W) *[MIKO6W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM NORTH

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



HOLDING OVER MABOD

SLP Speed Limit Point

LOST COMMS

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

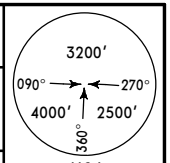
CHANGES: None.

LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA

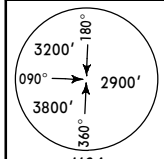
JEPPESEN 4 JAN 08 (10-2A) Eff 17 Jan — STAR

D-ATIS				Apt Elev	Alt Set: hPa
122.95	112.2	113.0	115.5	600′	Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2F to 10-2N). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

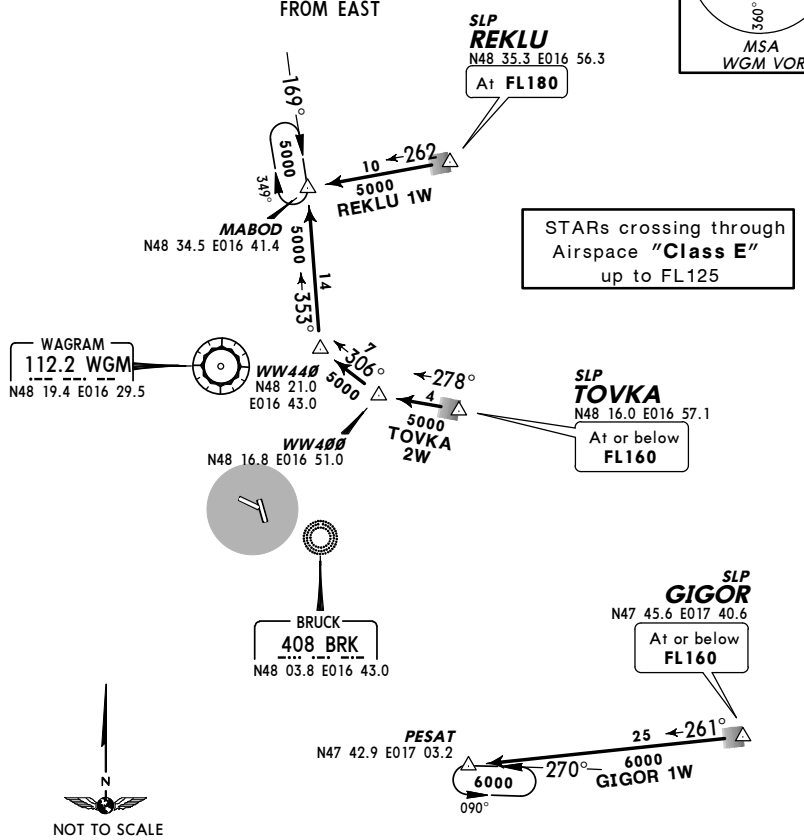


MSA
BRK NDB



MSA
WGM VOR

GIGOR ONE WHISKEY (GIGOR 1W) *[GIGO1W]*
REKLU ONE WHISKEY (REKLU 1W) *[REKL1W]*
TOVKA TWO WHISKEY (TOVKA 2W) *[TOVK2W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM EAST



SLP Speed Limit Point

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

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

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

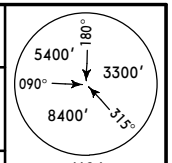
CHANGES: STAR EKLUS replaced by REKLU.

LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA

JEPPESEN 21 SEP 07 (10-2B) — STAR

D-ATIS				Apt Elev	Alt Set: hPa
122.95	112.2	113.0	115.5	600′	Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2K to 10-2N). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.



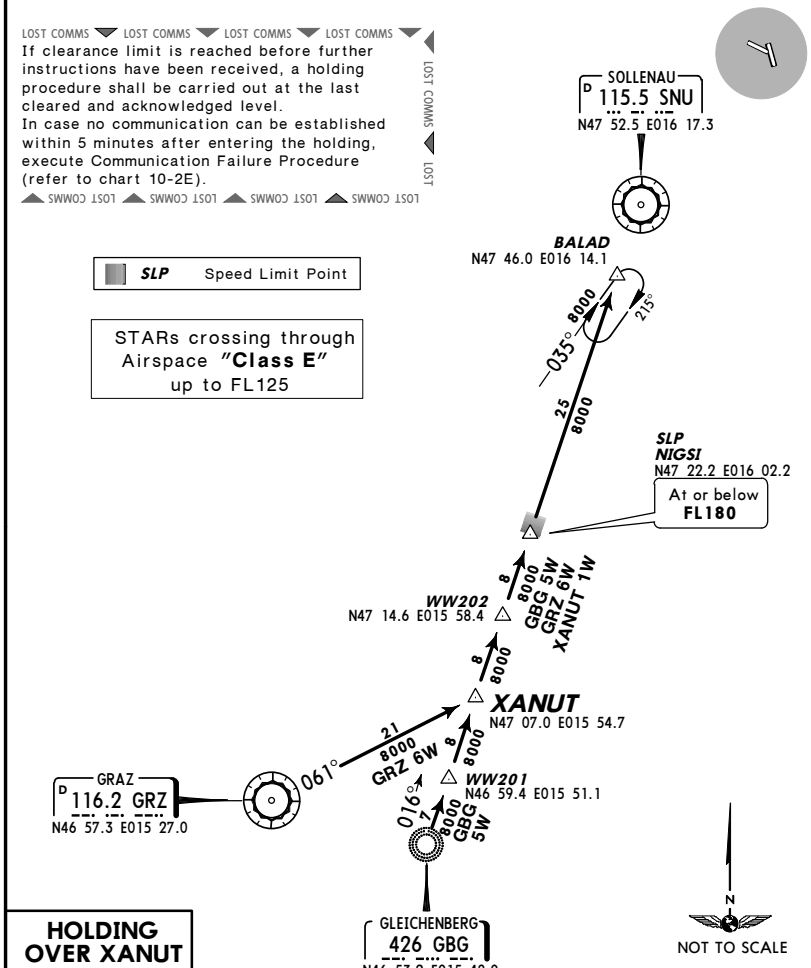
MSA
SNU VOR

GLEICHENBERG FIVE WHISKEY (GBG 5W)
GRAZ SIX WHISKEY (GRZ 6W)
XANUT ONE WHISKEY (XANUT 1W) *[XANU1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM SOUTH

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

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

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



CHANGES: Crossing at NIGSI.

LOWW/VIE SCHWECHAT

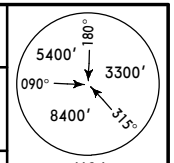
JEPPESEN 21 SEP 07 (10-2C)

VIENNA, AUSTRIA

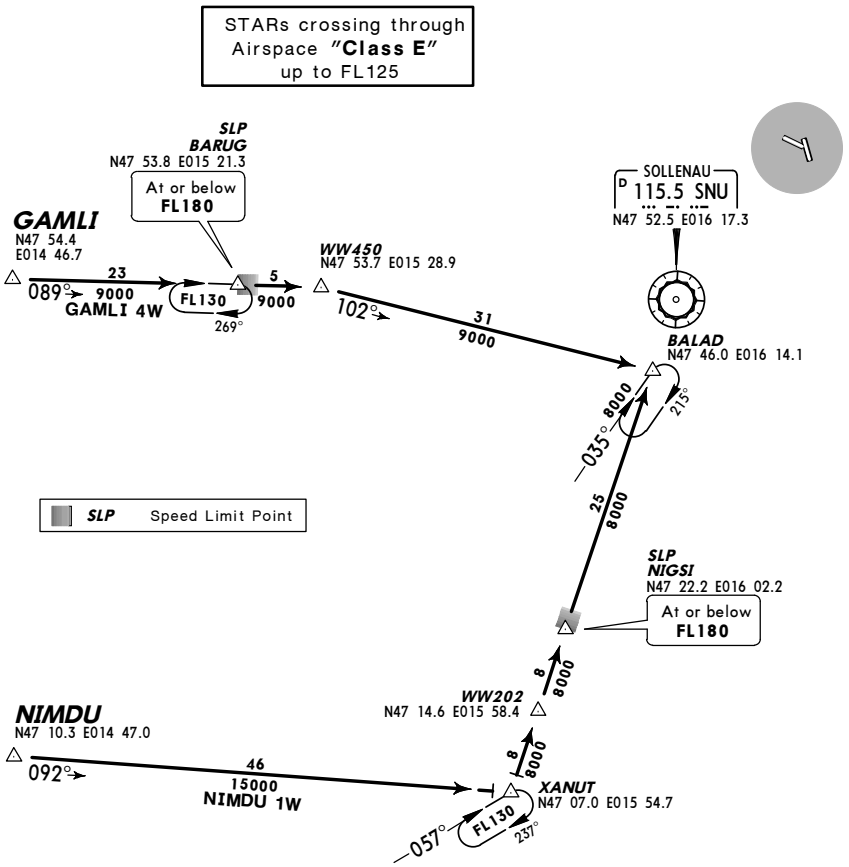
STAR

D-ATIS				Apt Elev	Alt Set: hPa
122.95	112.2	113.0	115.5	600′	Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS 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.



GAMLI FOUR WHISKEY (GAMLI 4W) *[GAML4W]*
NIMDU ONE WHISKEY (NIMDU 1W) *[NIMD1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM WEST



CHANGES: Crossings at BARUG & NIGSI.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 21 SEP 07 (10-2D)

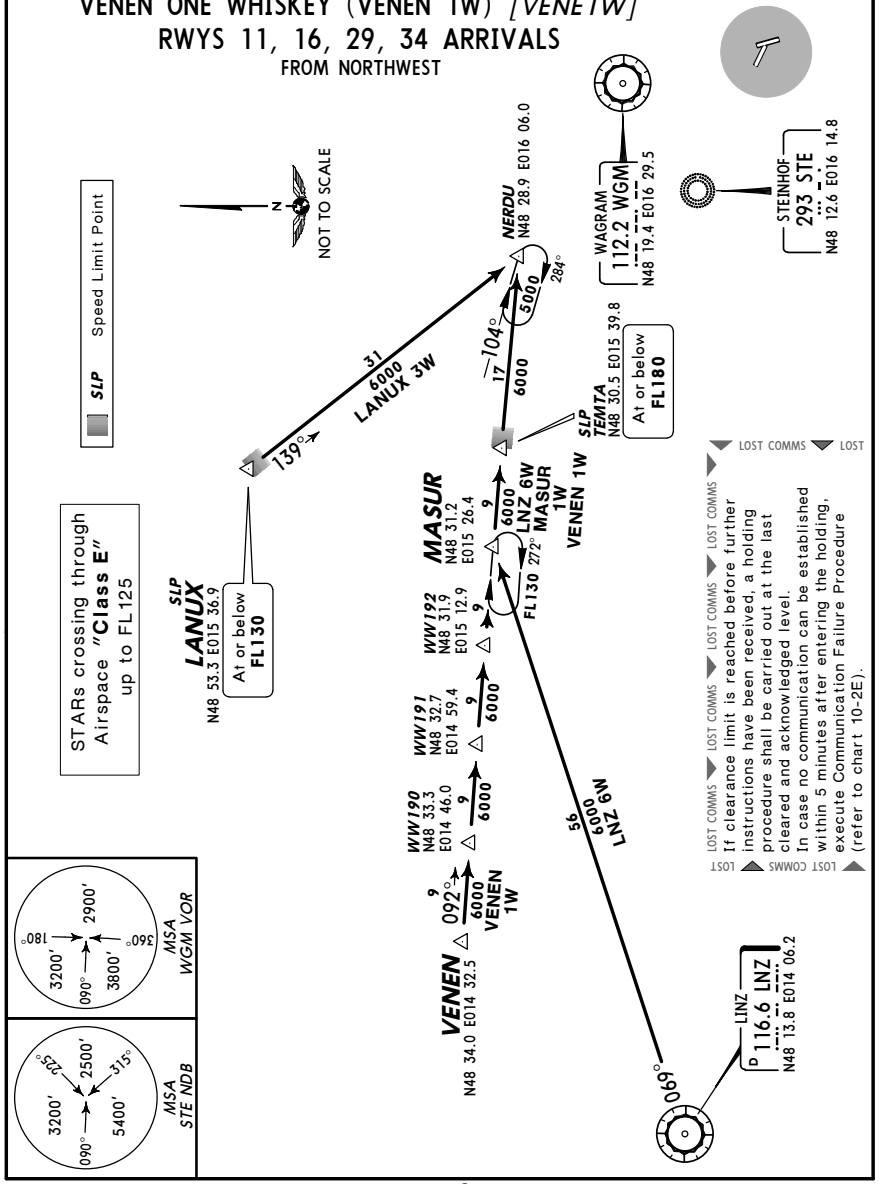
VIENNA, AUSTRIA

STAR

D-ATIS				Apt Elev	Alt Set: hPa
122.95	112.2	113.0	115.5	600′	Trans level: By ATC Trans alt: 5000′

1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2F to 10-2J). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

LANUX THREE WHISKEY (LANUX 3W) *[LANU3W]*
LINZ SIX WHISKEY (LNZ 6W)
MASUR ONE WHISKEY (MASUR 1W) *[MASU1W]*
VENEN ONE WHISKEY (VENEN 1W) *[VENE1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM NORTHWEST



CHANGES: Crossings at LANUX & TEMTA.

LOWW/VIE SCHWECHAT

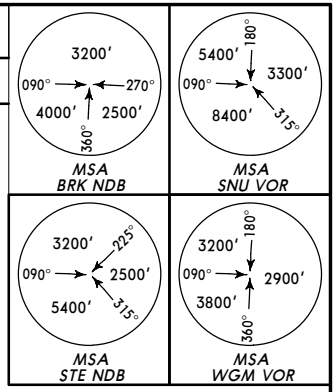
JEPPESEN
21 SEP 07 (10-2E)

VIENNA, AUSTRIA

STAR

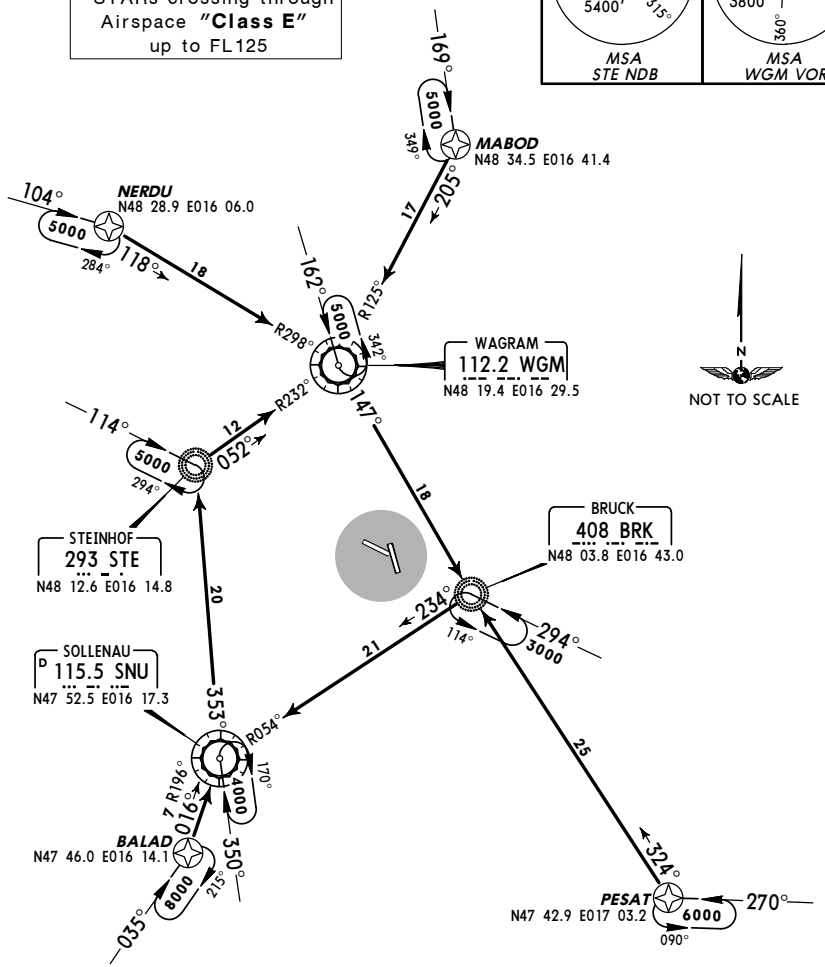
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

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



COMMUNICATION FAILURE PROCEDURE

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



COMMUNICATION FAILURE ROUTING

In case the runway in use is known proceed as depicted on chart clockwise to the relevant approach fix and maintain last cleared and acknowledged level. Start descent over approach fix and execute approach procedure.
If the runway in use is not known proceed as depicted on chart to BRK and maintain last cleared and acknowledged level. Start descent over BRK and execute approach to runway 29.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

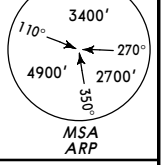
JEPPESEN
20 JUL 07 (10-2F) Eff 2 Aug

VIENNA, AUSTRIA

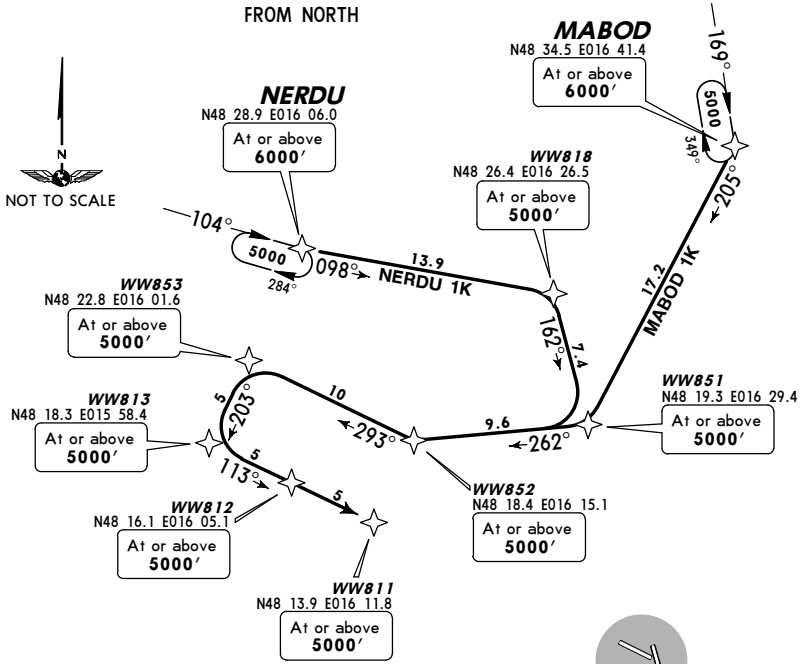
RNAV TRANSITION

D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW811. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MABOD 1K *[MAB1K]*, NERDU 1K *[NER1K]*
RWY 11 RNAV TRANSITIONS
FROM NORTH



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 a conventional STAR procedure. After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.

COMMS ▼ LOST COMMS

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

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

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 1K	MABOD **(6000′+)** - WW851 **(5000′+)** - WW852 **(5000′+)** - WW853 **(5000′+)** - WW813 **(5000′+)** - WW812 **(5000′+)** - WW811 **(5000′+).**
NERDU 1K	NERDU **(6000′+)** - WW818 **(5000′+)** - WW851 **(5000′+)** - WW852 **(5000′+)** - WW853 **(5000′+)** - WW813 **(5000′+)** - WW812 **(5000′+)** - WW811 **(5000′+).**

LOWW/VIE SCHWECHAT

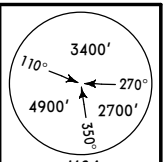
JEPPESEN 20 JUL 07 (10-2G) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

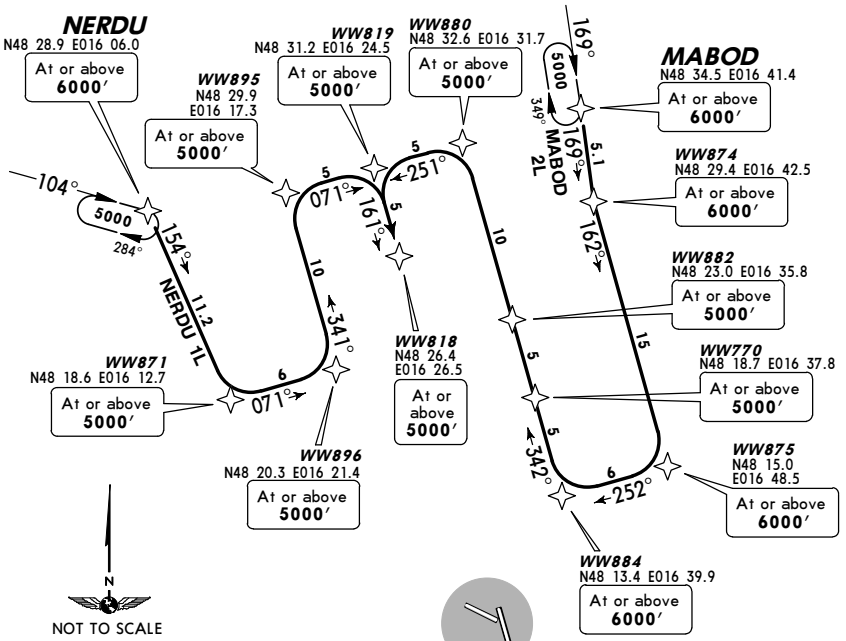
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW818. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MABOD 2L *[MAB2L]*, NERDU 1L *[NER1L]*
RWY 16 RNAV TRANSITIONS

FROM NORTH



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 a conventional STAR procedure. After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.

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

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

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 2L	MABOD **(6000′+)** - WW874 **(6000′+)** - WW875 **(6000′+)** - WW884 **(6000′+)** - WW770 **(5000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+).**
NERDU 1L	NERDU **(6000′+)** - WW871 **(5000′+)** - WW896 **(5000′+)** - WW895 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+).**

CHANGES: Clearance phraseology.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

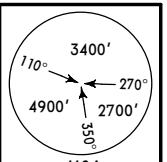
JEPPESEN 20 JUL 07 (10-2H) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

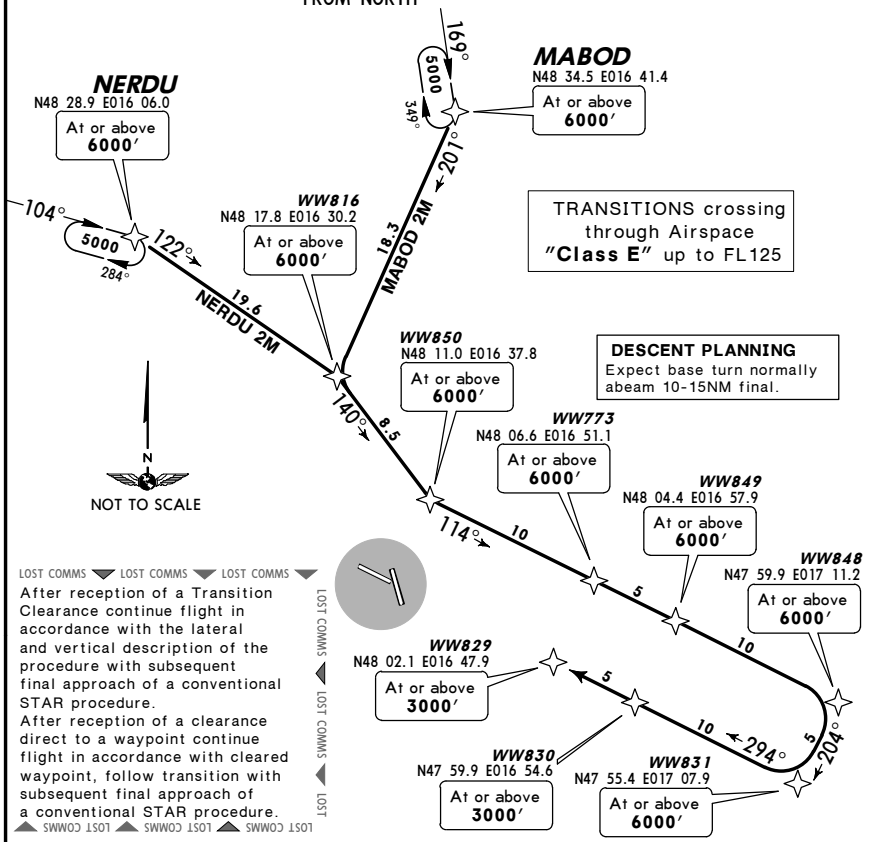
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW829. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MABOD 2M *[MAB2M]*, NERDU 2M *[NER2M]*
RWY 29 RNAV TRANSITIONS

FROM NORTH



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 a conventional STAR procedure. After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.

LOST COMMS ◀ LOST COMMS ◀ LOST

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 2M	MABOD **(6000′+)** - WW816 **(6000′+)** - WW850 **(6000′+)** - WW773 **(6000′+)** - WW849 **(6000′+)** - WW848 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+).**
NERDU 2M	NERDU **(6000′+)** - WW816 **(6000′+)** - WW850 **(6000′+)** - WW773 **(6000′+)** - WW849 **(6000′+)** - WW848 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+).**

CHANGES: Clearance phraseology.

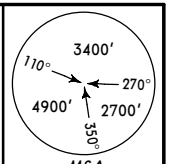
LOWW/VIE SCHWECHAT

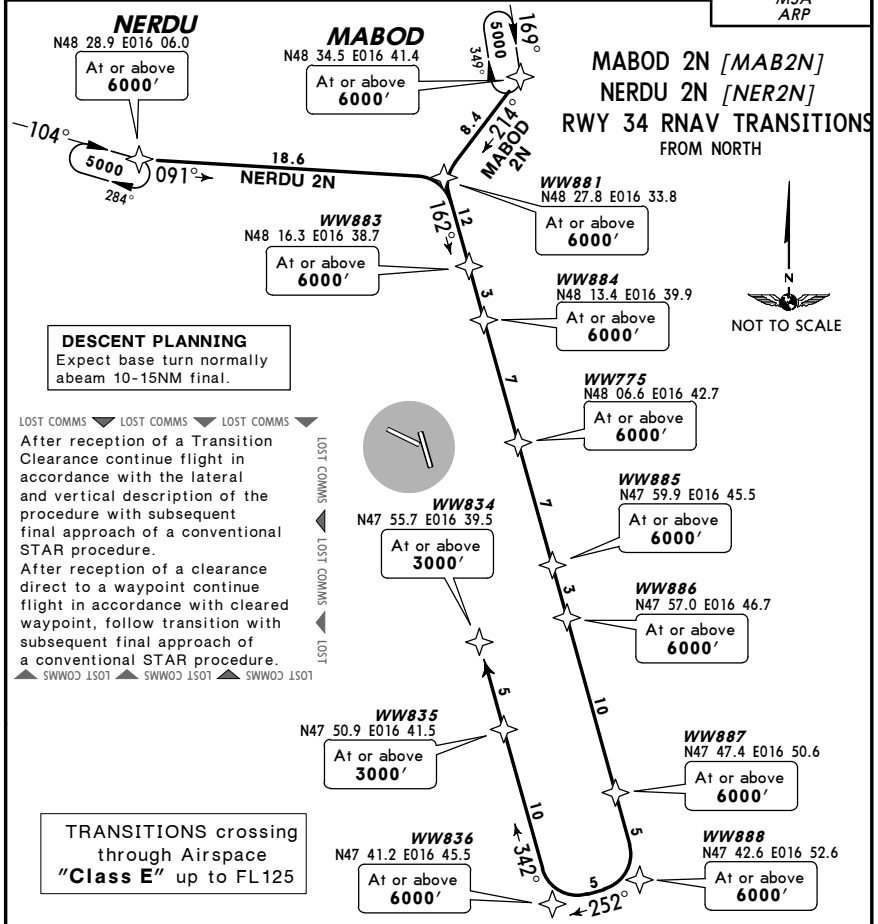
JEPPESEN
20 JUL 07 (10-2J) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
122.95 112.2 113.0 115.5	600′	**1.** Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW834. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.





CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
MABOD 2N	MABOD **(6000′+)** - WW881 **(6000′+)** - WW883 **(6000′+)** - WW884 **(6000′+)** - WW775 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**
NERDU 2N	NERDU **(6000′+)** - WW881 **(6000′+)** - WW883 **(6000′+)** - WW884 **(6000′+)** - WW775 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**

CHANGES: Clearance phraseology.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

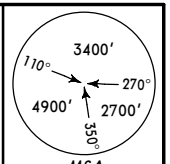
LOWW/VIE SCHWECHAT

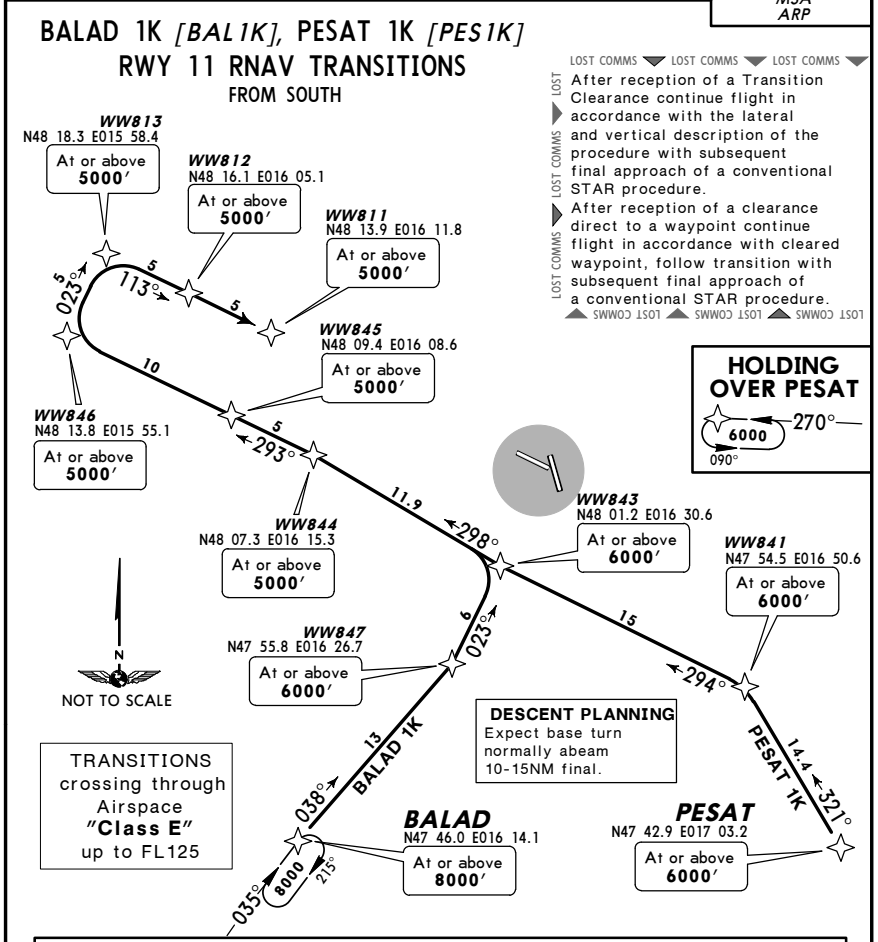
JEPPESEN
20 JUL 07 (10-2K) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000′
122.95 112.2 113.0 115.5	600′	**1.** Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW811. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.





CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 1K	BALAD **(8000′+)** - WW847 **(6000′+)** - WW843 **(6000′+)** - WW844 **(5000′+)** - WW845 **(5000′+)** - WW846 **(5000′+)** - WW813 **(5000′+)** - WW812 **(5000′+)** - WW811 **(5000′+).**
PESAT 1K	PESAT **(6000′+)** - WW841 **(6000′+)** - WW843 **(6000′+)** - WW844 **(5000′+)** - WW845 **(5000′+)** - WW846 **(5000′+)** - WW813 **(5000′+)** - WW812 **(5000′+)** - WW811 **(5000′+).**

CHANGES: Clearance phraseology.

LOWW/VIE SCHWECHAT

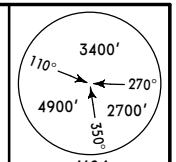
JEPPESEN 20 JUL 07 (10-2L) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

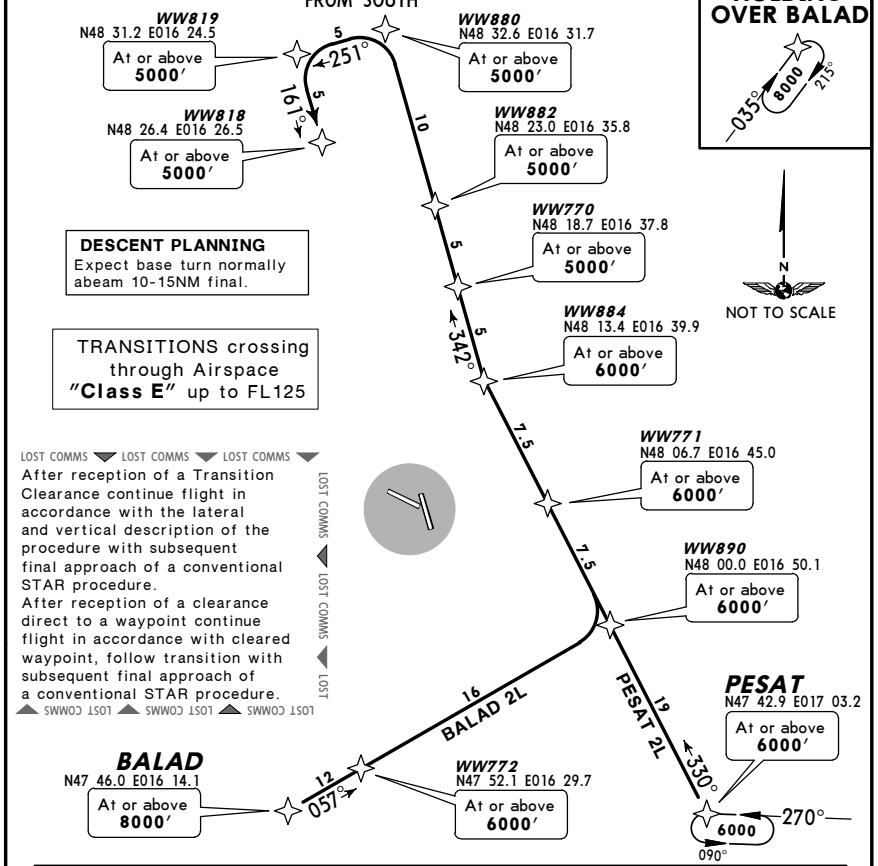
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW818. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MSA ARP

BALAD 2L *[BAL2L]*, PESAT 2L *[PES2L]*
RWY 16 RNAV TRANSITIONS
FROM SOUTH



HOLDING OVER BALAD

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

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 a conventional STAR procedure.
After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.
LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 2L	BALAD **(8000′+)** - WW772 **(6000′+)** - WW890 **(6000′+)** - WW771 **(6000′+)** - WW884 **(6000′+)** - WW770 **(5000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+)**.
PESAT 2L	PESAT **(6000′+)** - WW890 **(6000′+)** - WW771 **(6000′+)** - WW884 **(6000′+)** - WW770 **(5000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+)**.

CHANGES: Clearance phraseology.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

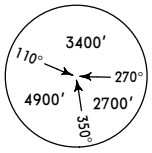
JEPPESEN 20 JUL 07 (10-2M) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

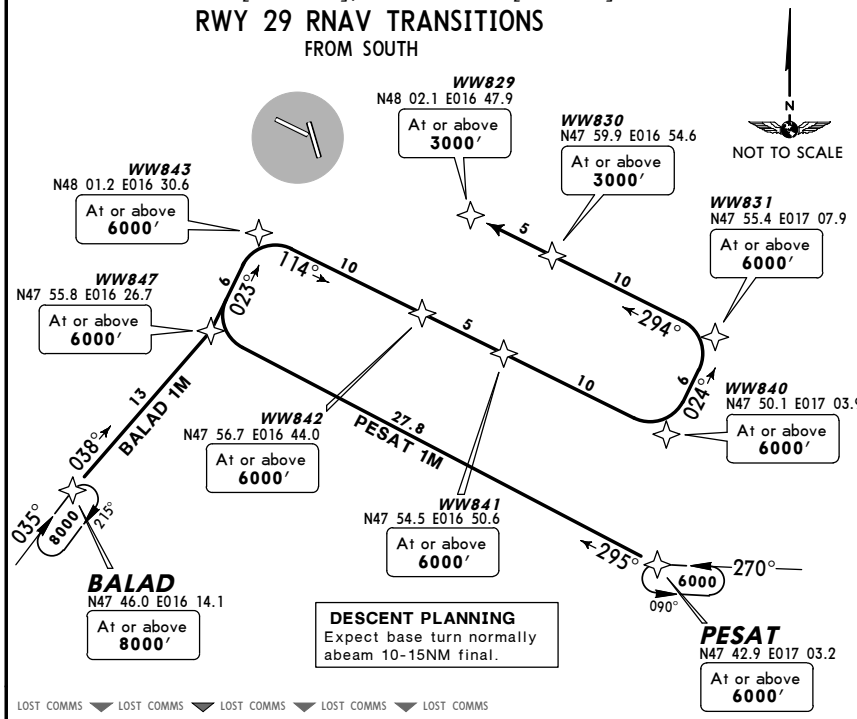
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW829. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MSA ARP

BALAD 1M *[BAL1M]*, PESAT 1M *[PES1M]*
RWY 29 RNAV TRANSITIONS
FROM SOUTH



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

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

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 a conventional STAR procedure.
After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.
LOST COMMS ◀ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 1M	BALAD **(8000′+)** - WW847 **(6000′+)** - WW843 **(6000′+)** - WW842 **(6000′+)** - WW841 **(6000′+)** - WW840 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+)**.
PESAT 1M	PESAT **(6000′+)** - WW847 **(6000′+)** - WW843 **(6000′+)** - WW842 **(6000′+)** - WW841 **(6000′+)** - WW840 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+)**.

CHANGES: Clearance phraseology.

LOWW/VIE SCHWECHAT

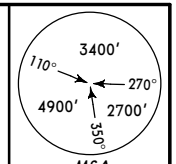
JEPPESEN
20 JUL 07 (10-2N) Eff 2 Aug

VIENNA, AUSTRIA

RNAV TRANSITION

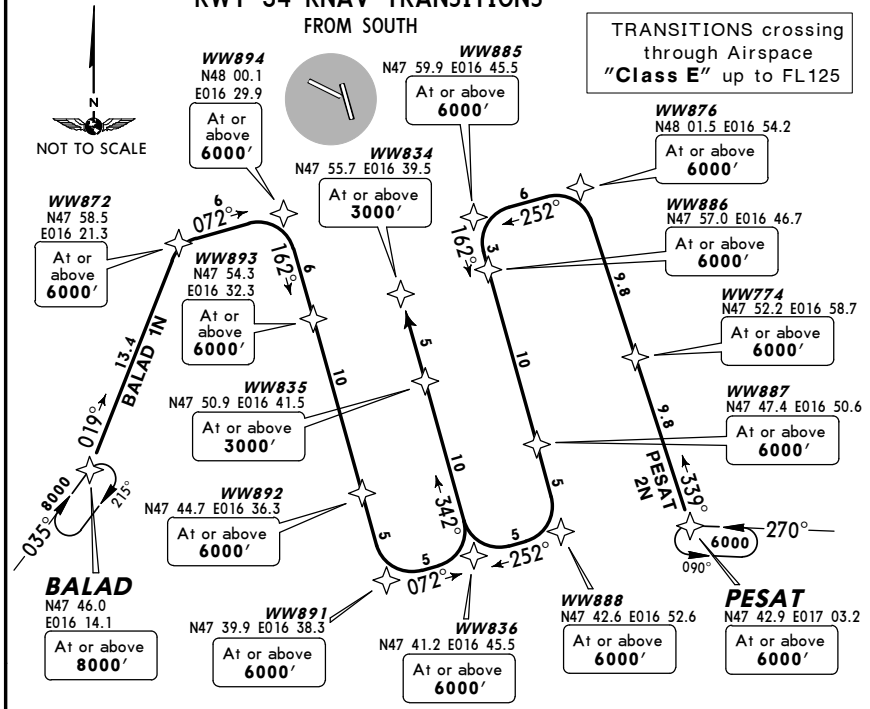
D-ATIS	Apt Elev
122.95 112.2 113.0 115.5	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. **2.** Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). **3.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW834. In case no clearance was received perform an IAP. **4.** If unable to follow transition advise ATC immediately.



MSA ARP

BALAD 1N *[BAL1N]*, PESAT 2N *[PES2N]*
RWY 34 RNAV TRANSITIONS



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 a conventional STAR procedure. After reception of a clearance direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of a conventional STAR procedure.

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

LOST COMMS

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

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 1N	BALAD **(8000′+)** - WW872 **(6000′+)** - WW894 **(6000′+)** - WW893 **(6000′+)** - WW892 **(6000′+)** - WW891 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**
PESAT 2N	PESAT **(6000′+)** - WW774 **(6000′+)** - WW876 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**

CHANGES: Clearance phraseology.

LOWW/VIE SCHWECHAT

JEPPESEN
4 JAN 08 (10-3) Eff 17 Jan

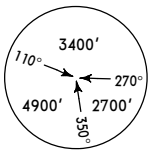
VIENNA, AUSTRIA

RNAV SID

Apt Elev
600′

Trans level: By ATC Trans alt: 5000′

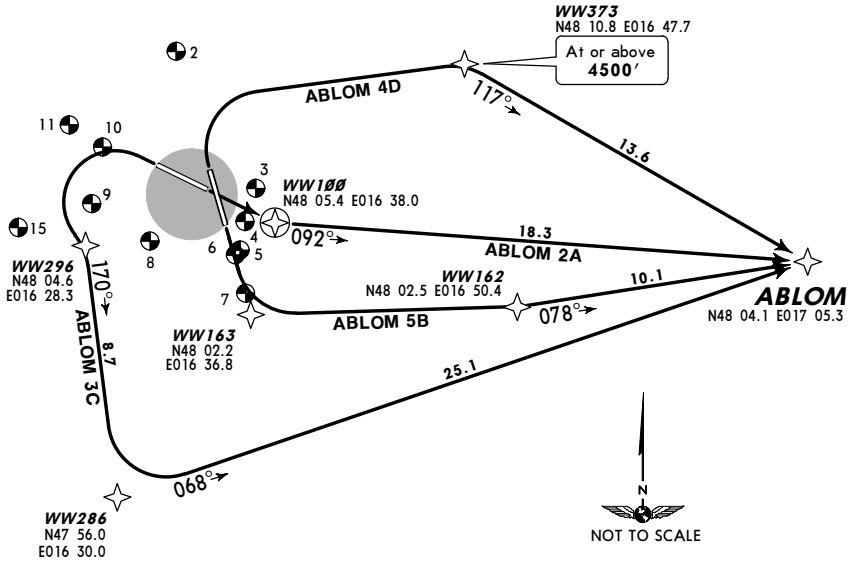
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



MSA ARP

ABLOM TWO ALFA (ABLOM 2A) *[ABLO2A]*
ABLOM FIVE BRAVO (ABLOM 5B) *[ABLO5B]*
ABLOM THREE CHARLIE (ABLOM 3C) *[ABLO3C]*
ABLOM FOUR DELTA (ABLOM 4D) *[ABLO4D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
ABLOM 2A: 304′ per NM (5%).
ABLOM 5B: 352′ per NM (5.8%) up to **2000′.**
ABLOM 3C: 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762
304′ per NM	380	506	760	1013	1266	1519

1 Noise monitoring point

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

Initial climb clearance **5000′**

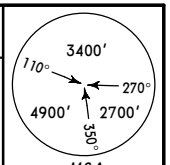
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
ABLOM 2A	**11**	WW100 - ABLOM.
ABLOM 5B	**16**	WW163 - WW162 - ABLOM.
ABLOM 3C	**29**	**(1000′+) -** WW296 - WW286 - ABLOM.
ABLOM 4D	**34**	**(1700′+) -** WW373 **(4500′+) -** ABLOM.

CHANGES: RNAV SID ABLOM 4B renumbered 5B & revised.

Apt Elev	Trans level: By ATC Trans alt: 5000′
600′	

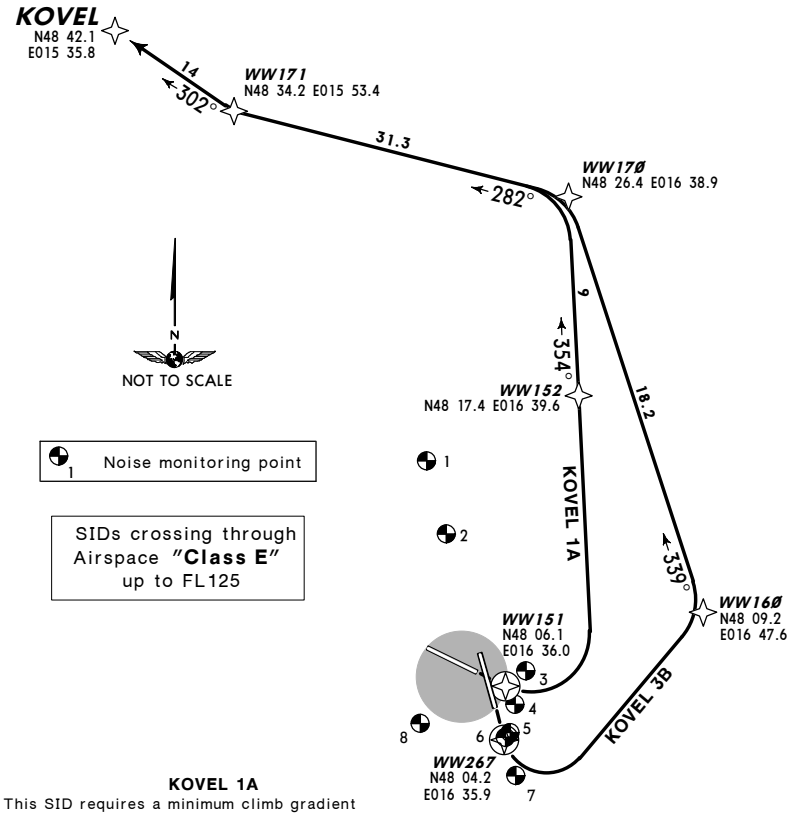
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



KOVEL ONE ALFA (KOVEL 1A) *[KOVE1A]*
KOVEL THREE BRAVO (KOVEL 3B) *[KOVE3B]*
RWYS 11, 16 RNAV DEPARTURES

FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3B

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



KOVEL 1A

This SID requires a minimum climb gradient of
298′ per NM (4.9%) up to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

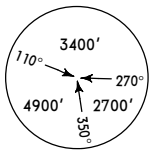
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
KOVEL 1A	11	WW151 - WW152 - WW170 - WW171 - KOVEL.
KOVEL 3B	16	WW267 - WW160 - WW170 - WW171 - KOVEL.

CHANGES: None.

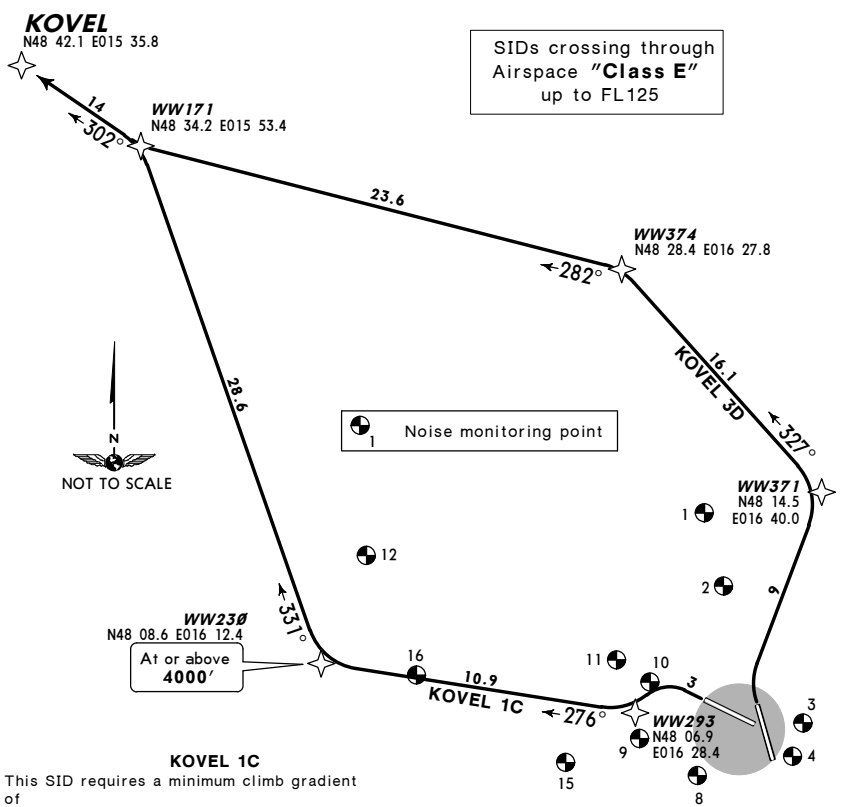
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



KOVEL ONE CHARLIE (KOVEL 1C) *[KOVE1C]*
KOVEL THREE DELTA (KOVEL 3D) *[KOVE3D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



KOVEL 1C

This SID requires a minimum climb gradient of
425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	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°.

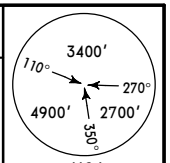
SID	RWY	ROUTING
KOVEL 1C ❶	29	**(1000′+) -** WW293 - WW230 **(4000′+) -** WW171 - KOVEL.
KOVEL 3D	34	**(1500′+) -** WW371 - WW374 - WW171 - KOVEL.

❶ Usable between 0700-2100LT. Alternate SID SNU 2C on chart 10-3N.

CHANGES: KOVEL 2D renumbered 3D & revised; noise monitoring.

VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

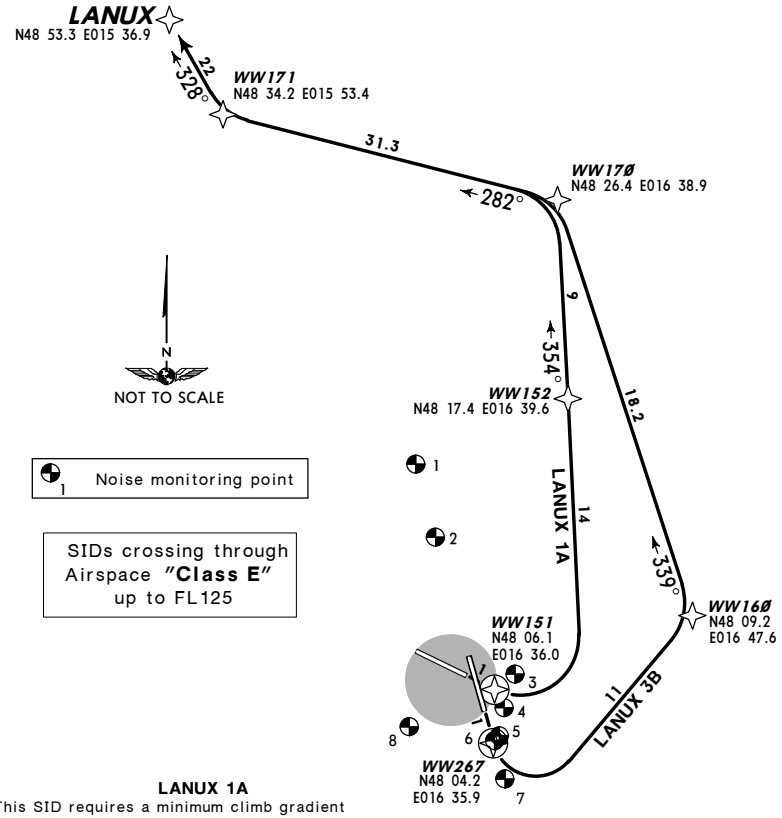
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



LANUX ONE ALFA (LANUX 1A) *[LANU1A]*
LANUX THREE BRAVO (LANUX 3B) *[LANU3B]*
RWYS 11, 16 RNAV DEPARTURES

FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3D

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



LANUX 1A
This SID requires a minimum climb gradient of
298′ per NM (4.9%) up to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

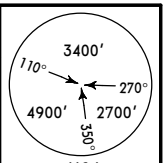
SID	RWY	ROUTING
LANUX 1A	11	WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 3B	16	WW267 - WW160 - WW170 - WW171 - LANUX.

CHANGES: Noise monitoring points established.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

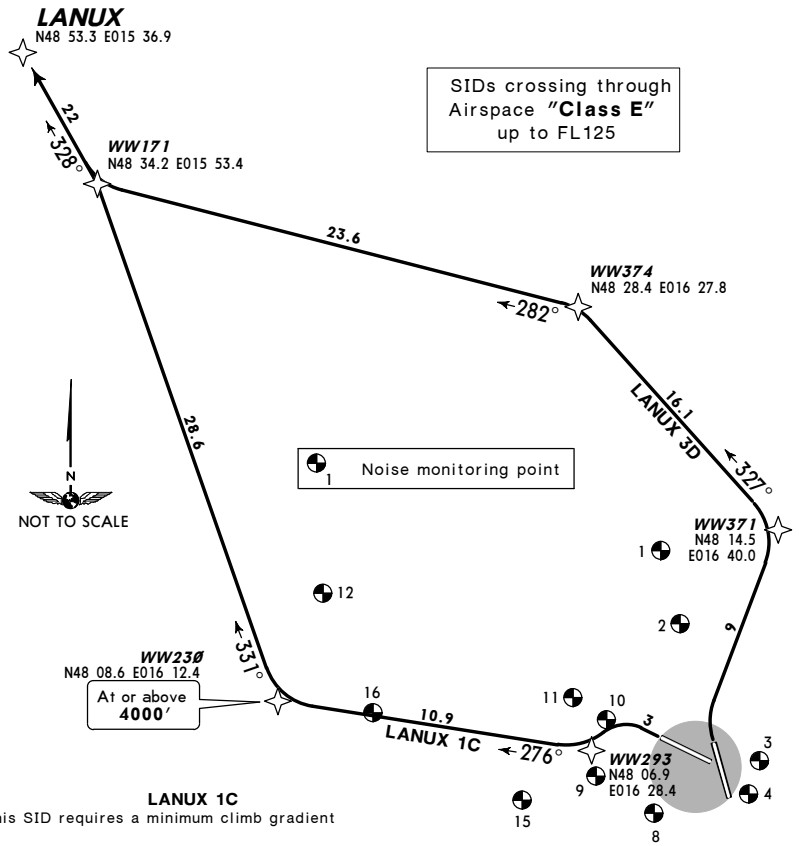
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



LANUX ONE CHARLIE (LANUX 1C) *[LANU1C]*
LANUX THREE DELTA (LANUX 3D) *[LANU3D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



LANUX 1C
This SID requires a minimum climb gradient of
425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	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
LANUX 1C ❶	29	**(1000′+) -** WW293 - WW230 **(4000′+) -** WW171 - LANUX.
LANUX 3D	34	**(1500′+) -** WW371 - WW374 - WW171 - LANUX.

❶ Usable between 0700-2100LT. Alternate SID SNU 2C on chart 10-3N.

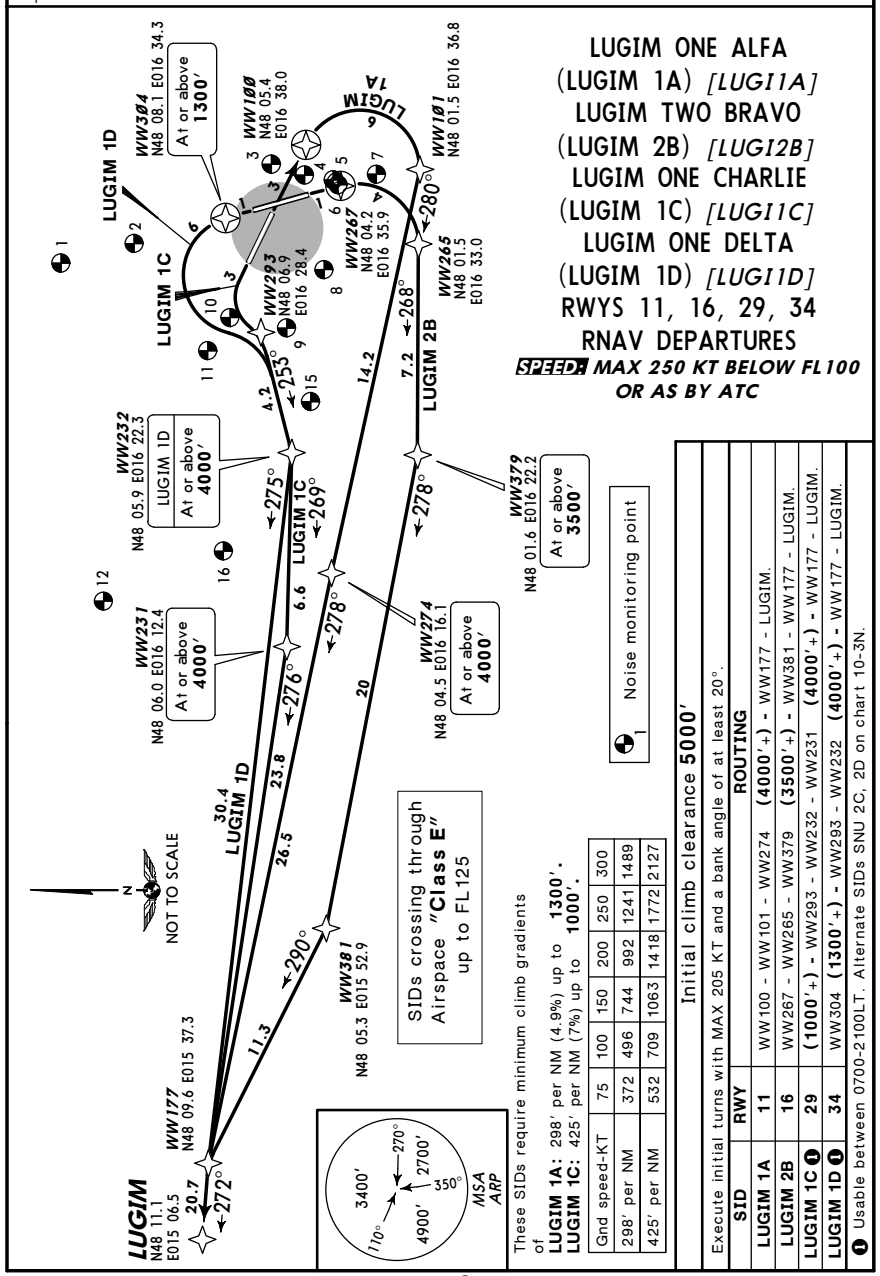
CHANGES: LANUX 2D renumbered 3D & revised; noise monitoring.

LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA

JEPPESEN 17 AUG 07 (10-3E) Eff 30 Aug — RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

1. 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. **2.** 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′.



Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
425′ per NM	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
LUGIM 1A	11	WW100 - WW101 - WW274 **(4000′+) -** WW177 - LUGIM.
LUGIM 2B	16	WW267 - WW265 - WW379 **(3500′+) -** WW381 - WW177 - LUGIM.
LUGIM 1C ❶	29	**(1000′+) -** WW293 - WW232 - WW231 **(4000′+) -** WW177 - LUGIM.
LUGIM 1D ❶	34	WW304 **(1300′+) -** WW293 - WW232 **(4000′+) -** WW177 - LUGIM.

❶ Usable between 0700-2100LT. Alternate SIDs SNU 2C, 2D on chart 10-3N.

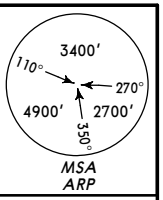
Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

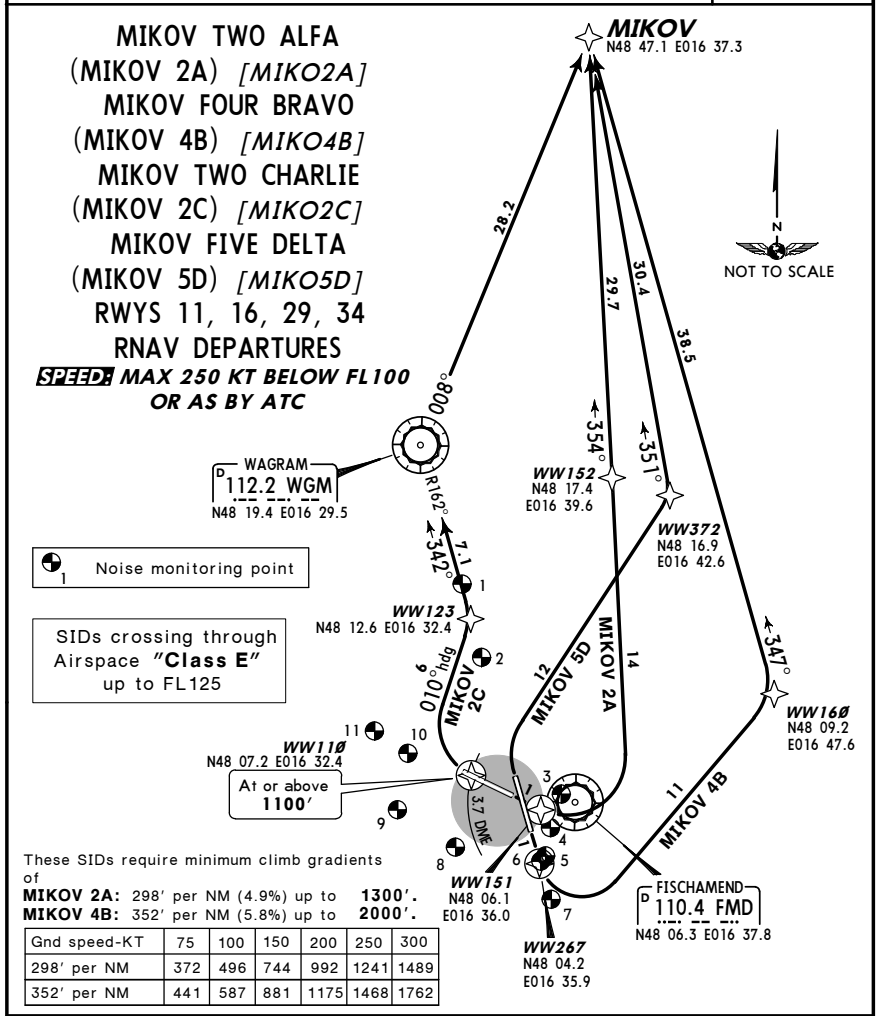
LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA

JEPPESEN 17 AUG 07 (10-3F) Eff 30 Aug — RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

1. 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. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.





These SIDs require minimum climb gradients of
MIKOV 2A: 298′ per NM (4.9%) up to **1300′.**
MIKOV 4B: 352′ per NM (5.8%) up to **2000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
352′ per NM	441	587	881	1175	1468	1762

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
MIKOV 2A	11	WW151 - WW152 - MIKOV.
MIKOV 4B	16	WW267 - WW160 - MIKOV.
MIKOV 2C PROP ONLY ❶	29	Climb straight ahead to FMD 3.7 DME (THR RWY 11), turn RIGHT, 010° heading, intercept WGM R-162 inbound to WGM, WGM R-008 to MIKOV. **FMS/RNAV:** WW110 **(1100′+) -** WW123 - WGM - MIKOV.
MIKOV 5D	34	**(1500′+) -** WW372 - MIKOV.

❶ Also usable for non RNAV equipped aircraft. Alternate SID STO 4C on chart 10-3Q.

LOWW/VIE SCHWECHAT

JEPPESEN 17 AUG 07 (10-3G) Eff 30 Aug

VIENNA, AUSTRIA

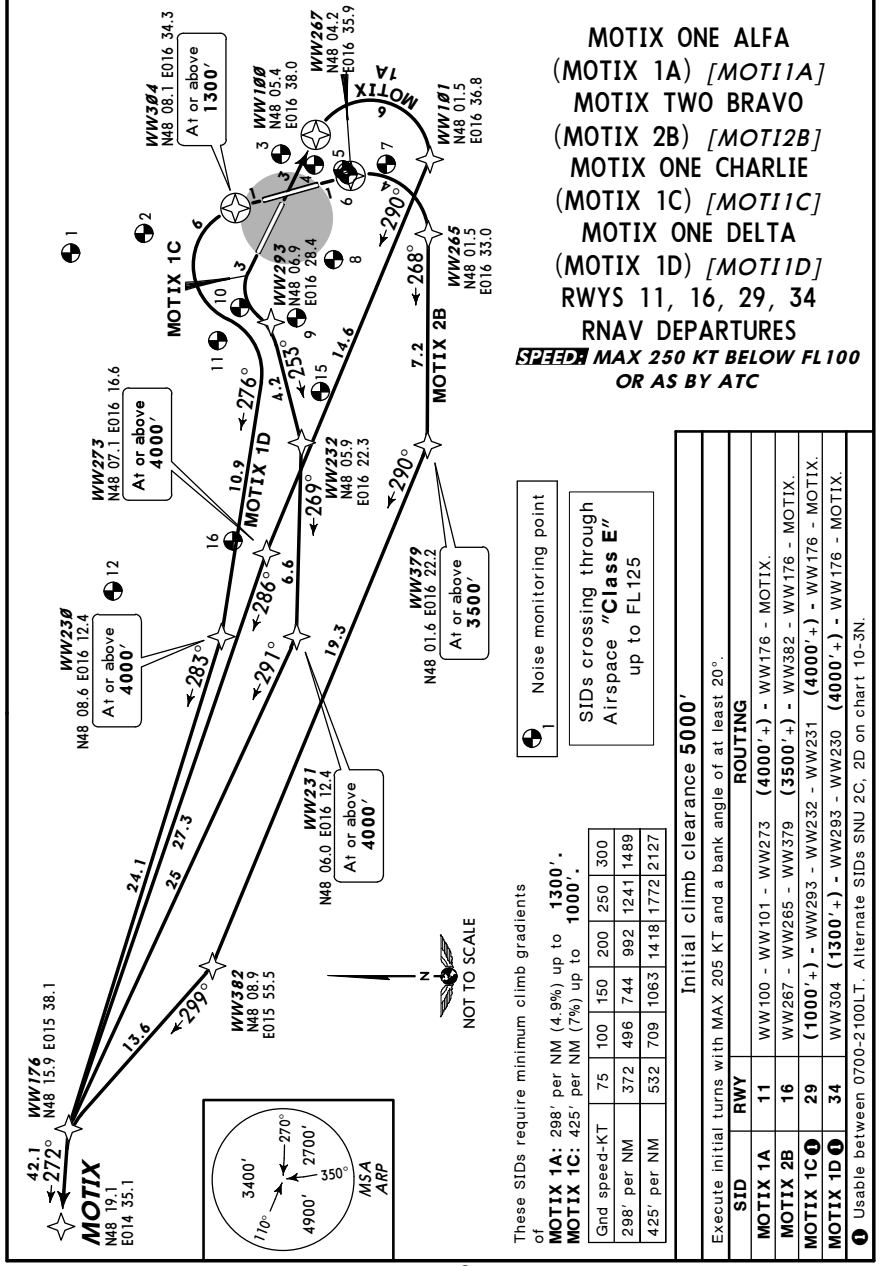
RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

1. 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. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.

MOTIX ONE ALFA (MOTIX 1A) *[MOTI1A]*
MOTIX TWO BRAVO (MOTIX 2B) *[MOTI2B]*
MOTIX ONE CHARLIE (MOTIX 1C) *[MOTI1C]*
MOTIX ONE DELTA (MOTIX 1D) *[MOTI1D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Noise monitoring point

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

These SIDs require minimum climb gradients of
MOTIX 1A: 298′ per NM (4.9%) up to **1300′.**
MOTIX 1C: 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
425′ per NM	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
MOTIX 1A	11	WW100 - WW101 - WW273 **(4000′+)** - WW176 - MOTIX.
MOTIX 2B	16	WW267 - WW265 - WW379 **(3500′+)** - WW382 - WW176 - MOTIX.
MOTIX 1C ❶	29	**(1000′+)** - WW293 - WW232 - WW231 **(4000′+)** - WW176 - MOTIX.
MOTIX 1D ❶	34	WW304 **(1300′+)** - WW293 - WW230 **(4000′+)** - WW176 - MOTIX.

❶ Usable between 0700-2100LT. Alternate SIDs SNU 2C, 2D on chart 10-3N.

CHANGES: Noise monitoring points established.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

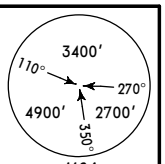
JEPPESEN 17 AUG 07 (10-3H) Eff 30 Aug

VIENNA, AUSTRIA

RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

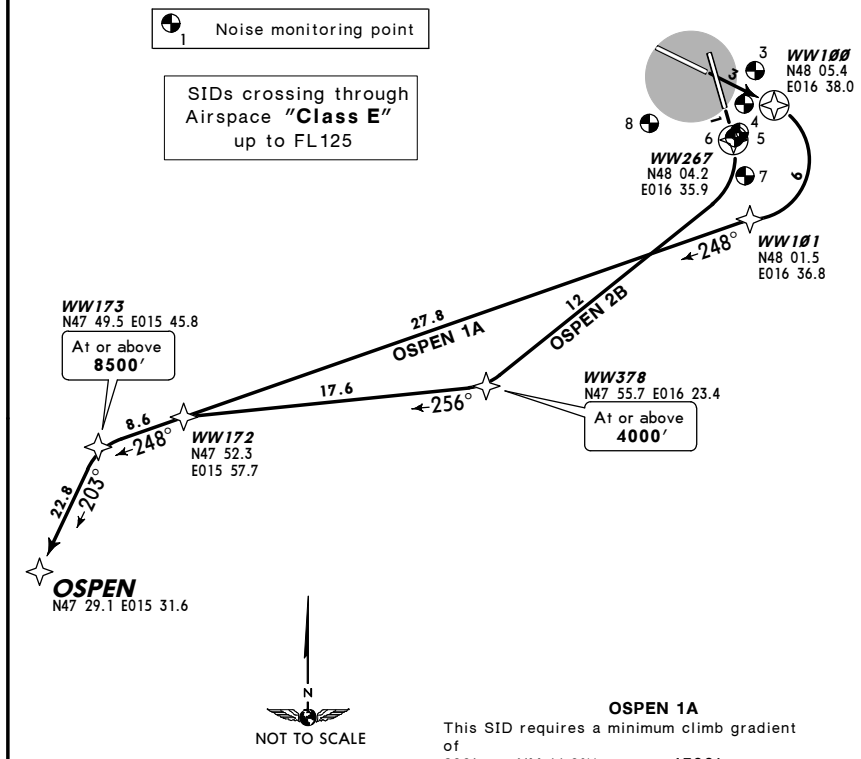
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



OSPEN ONE ALFA (OSPEN 1A) *[OSPE1A]*
OSPEN TWO BRAVO (OSPEN 2B) *[OSPE2B]*
RWYS 11, 16 RNAV DEPARTURES

USABLE BETWEEN 0700-2100LT
ALTERNATE SIDS SNU 2A, 3B ON CHART 10-3N
FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3J

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



OSPEN 1A
This SID requires a minimum climb gradient of
298′ per NM (4.9%) up to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
OSPEN 1A	11	WW100 - WW101 - WW172 - WW173 **(8500′+)** - OSPEN.
OSPEN 2B	16	WW267 - WW378 **(4000′+)** - WW172 - WW173 **(8500′+)** - OSPEN.

CHANGES: OSPEN 1C & 1D transferred; noise monitoring.

LOWW/VIE SCHWECHAT

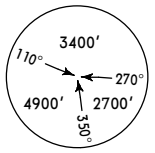
JEPPESEN 17 AUG 07 (10-3J) Eff 30 Aug

VIENNA, AUSTRIA

RNAV SID

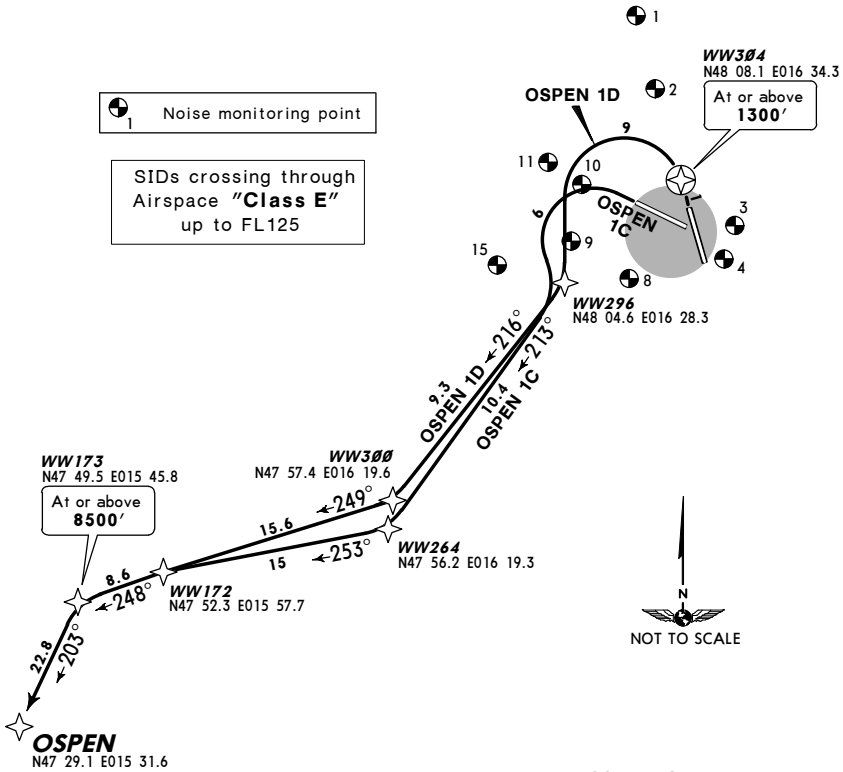
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



OSPEN ONE CHARLIE (OSPEN 1C) *[OSPE1C]*
OSPEN ONE DELTA (OSPEN 1D) *[OSPE1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



OSPEN 1C
This SID requires a minimum climb gradient of
425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	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 1C❶	29	**(1000′+) -** WW296 - WW264 - WW172 - WW173 **(8500′+) -** OSPEN.
OSPEN 1D	34	WW304 **(1300′+) -** WW296 - WW300 - WW172 - WW173 **(8500′+) -** OSPEN.

❶ Usable between 0700-2100LT. Alternate SID SNU 2C on chart 10-3N.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

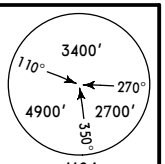
JEPPESEN 17 AUG 07 (10-3K) Eff 30 Aug

VIENNA, AUSTRIA

RNAV SID

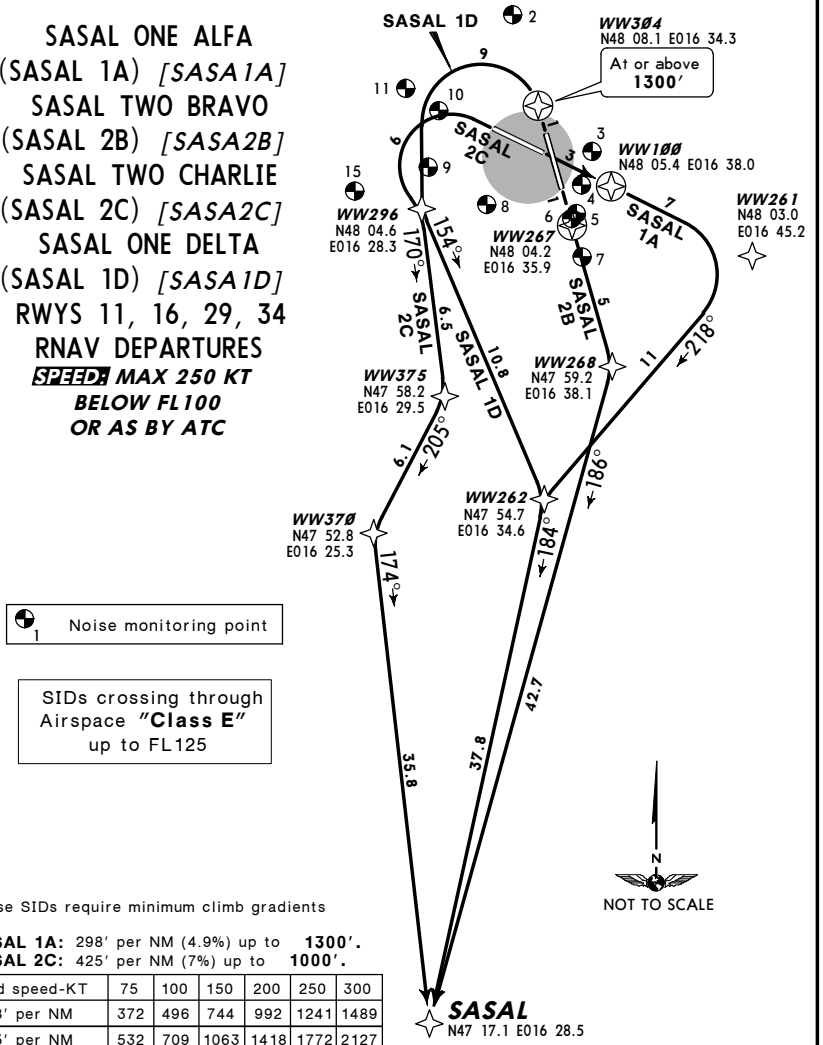
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



SASAL ONE ALFA (SASAL 1A) *[SASA1A]*
SASAL TWO BRAVO (SASAL 2B) *[SASA2B]*
SASAL TWO CHARLIE (SASAL 2C) *[SASA2C]*
SASAL ONE DELTA (SASAL 1D) *[SASA1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
SASAL 1A: 298′ per NM (4.9%) up to **1300′.**
SASAL 2C: 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
425′ per NM	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
SASAL 1A	11	WW100 - WW261 - WW262 - SASAL.
SASAL 2B	16	WW267 - WW268 - SASAL.
SASAL 2C	29	**(1000′+) -** WW296 - WW375 - WW370 - SASAL.
SASAL 1D	34	WW304 **(1300′+) -** WW296 - WW262 - SASAL.

LOWW/VIE SCHWECHAT

JEPPESEN 17 AUG 07 (10-3L) Eff 30 Aug

VIENNA, AUSTRIA

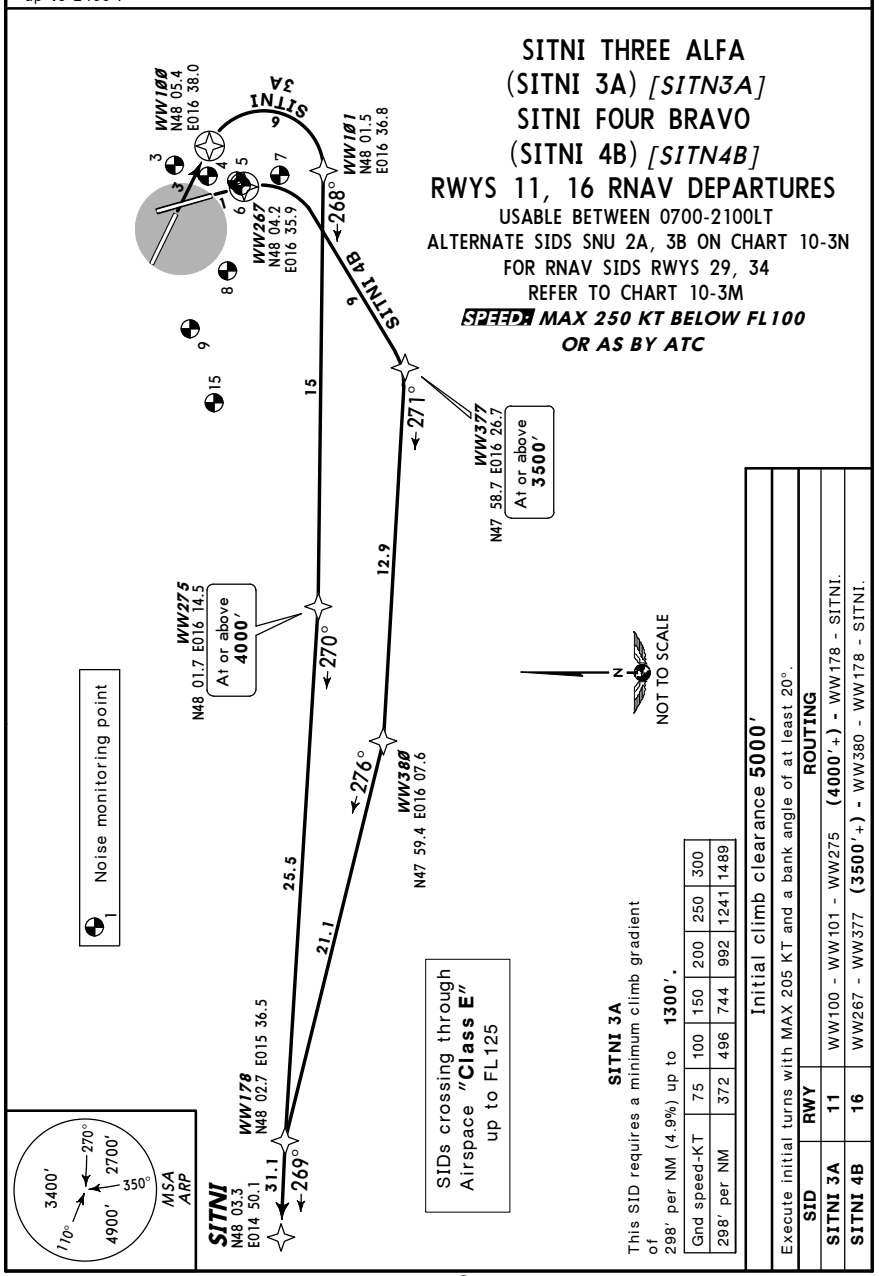
RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

1. 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. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.

SITNI THREE ALFA (SITNI 3A) *[SITN3A]*
SITNI FOUR BRAVO (SITNI 4B) *[SITN4B]*
RWYS 11, 16 RNAV DEPARTURES

USABLE BETWEEN 0700-2100LT
ALTERNATE SIDS SNU 2A, 3B ON CHART 10-3N
FOR RNAV SIDS RWYS 29, 34
REFER TO CHART 10-3M
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SITNI 3A
This SID requires a minimum climb gradient of 298′ per NM (4.9%) up to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	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
SITNI 3A	11	WW100 - WW101 - WW275 **(4000′+)** - WW178 - SITNI.
SITNI 4B	16	WW267 - WW377 **(3500′+)** - WW380 - WW178 - SITNI.

LOWW/VIE SCHWECHAT

JEPPESEN 17 AUG 07 (10-3M) Eff 30 Aug

VIENNA, AUSTRIA

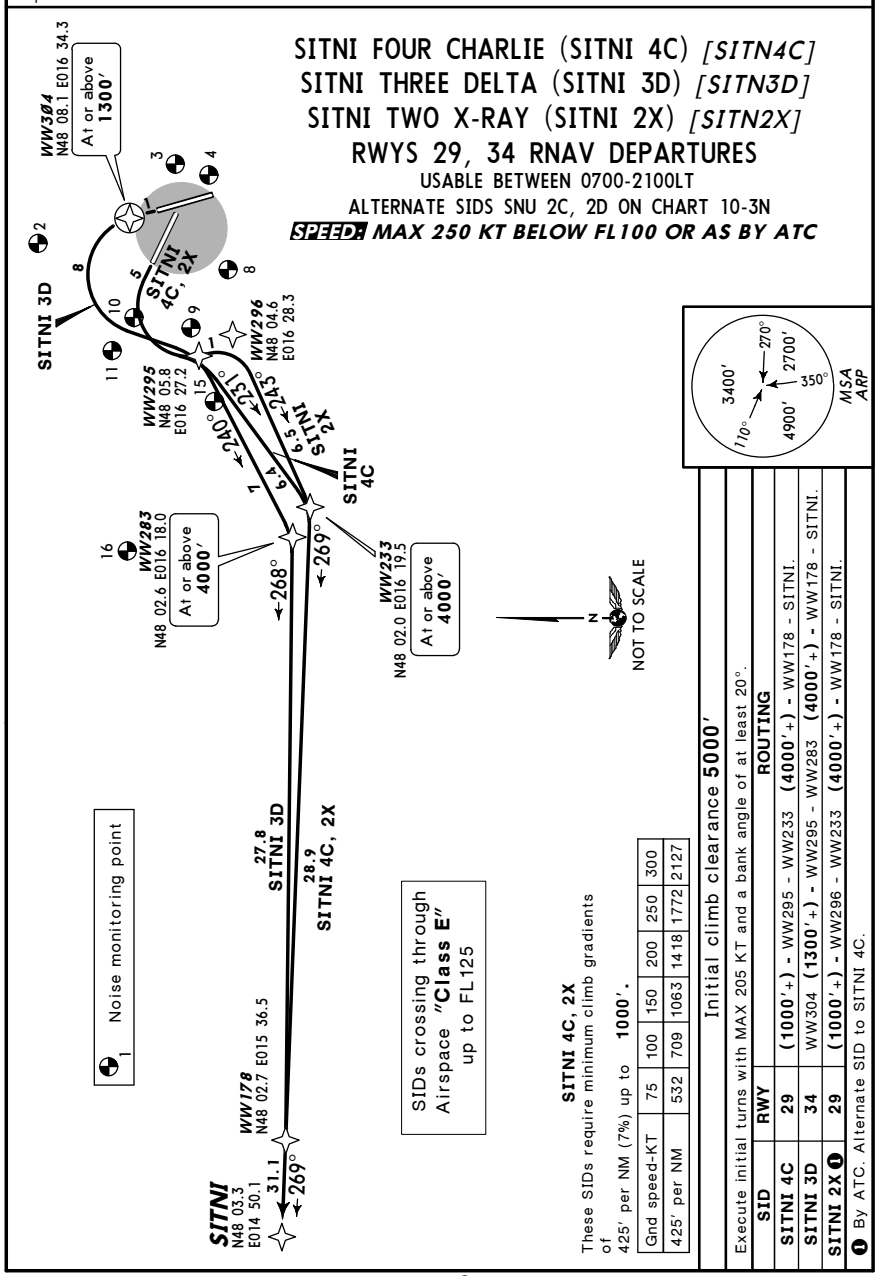
RNAV SID

VIENNA Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by Tower contact VIENNA Radar.

1. 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. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.

SITNI FOUR CHARLIE (SITNI 4C) *[SITN4C]*
SITNI THREE DELTA (SITNI 3D) *[SITN3D]*
SITNI TWO X-RAY (SITNI 2X) *[SITN2X]*
RWYS 29, 34 RNAV DEPARTURES

USABLE BETWEEN 0700-2100LT
ALTERNATE SIDS SNU 2C, 2D ON CHART 10-3N
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SITNI 4C, 2X
These SIDs require minimum climb gradients of 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

Initial climb clearance **5000′**
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
SITNI 4C	29	**(1000′+)** - WW295 - WW233 **(4000′+)** - WW178 - SITNI.
SITNI 3D	34	WW304 **(1300′+)** - WW295 - WW283 **(4000′+)** - WW178 - SITNI.
SITNI 2X ❶	29	**(1000′+)** - WW296 - WW233 **(4000′+)** - WW178 - SITNI.

❶ By ATC. Alternate SID to SITNI 4C.

LOWW/VIE SCHWECHAT

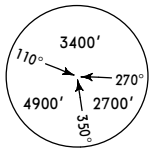
JEPPESEN 17 AUG 07 (10-3N) Eff 30 Aug

VIENNA, AUSTRIA

RNAV SID

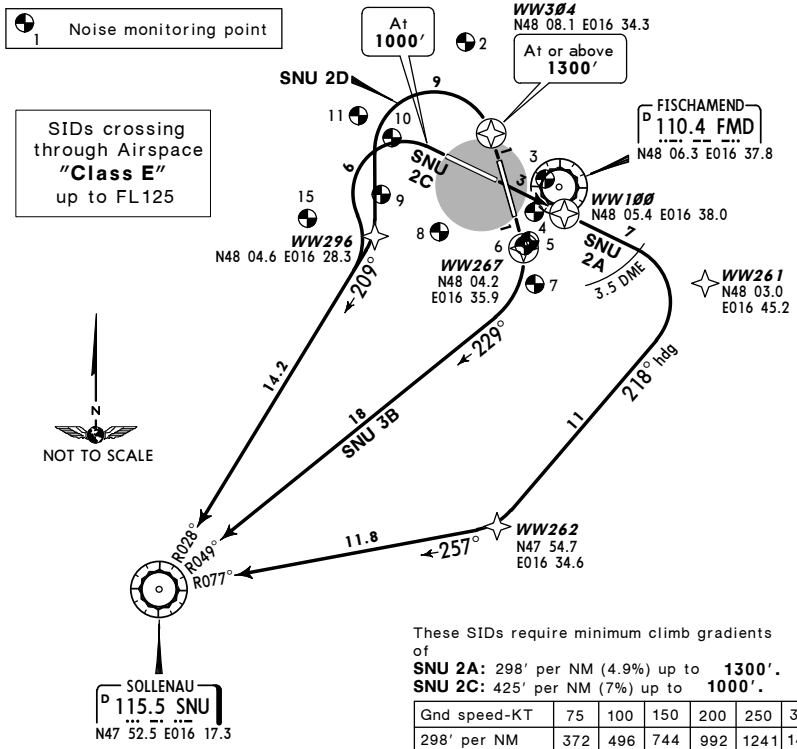
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. 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 THREE BRAVO (SNU 3B) SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D) RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
SNU 2A: 298′ per NM (4.9%) up to **1300′.**
SNU 2C: 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
425′ per NM	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
SNU 2A ❶	11	Climb straight ahead to FMD 3.5 DME, turn RIGHT, 218° heading, intercept SNU R-077 inbound to SNU. **FMS/RNAV:** WW100 - WW261 - WW262 - SNU.
SNU 3B ❶	16	Climb straight ahead, intercept SNU R-049 inbound to SNU. **FMS/RNAV:** WW267 - SNU.
SNU 2C ❶	29	Climb straight ahead, at **1000′** turn LEFT, intercept SNU R-028 inbound to SNU. **FMS/RNAV: (1000′+) -** WW296 - SNU.
SNU 2D	34	WW304 **(1300′+) -** WW296 - SNU.

❶ Also usable for non RNAV equipped aircraft.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

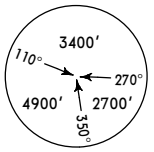
JEPPESEN 17 AUG 07 (10-3P) Eff 30 Aug

VIENNA, AUSTRIA

RNAV SID

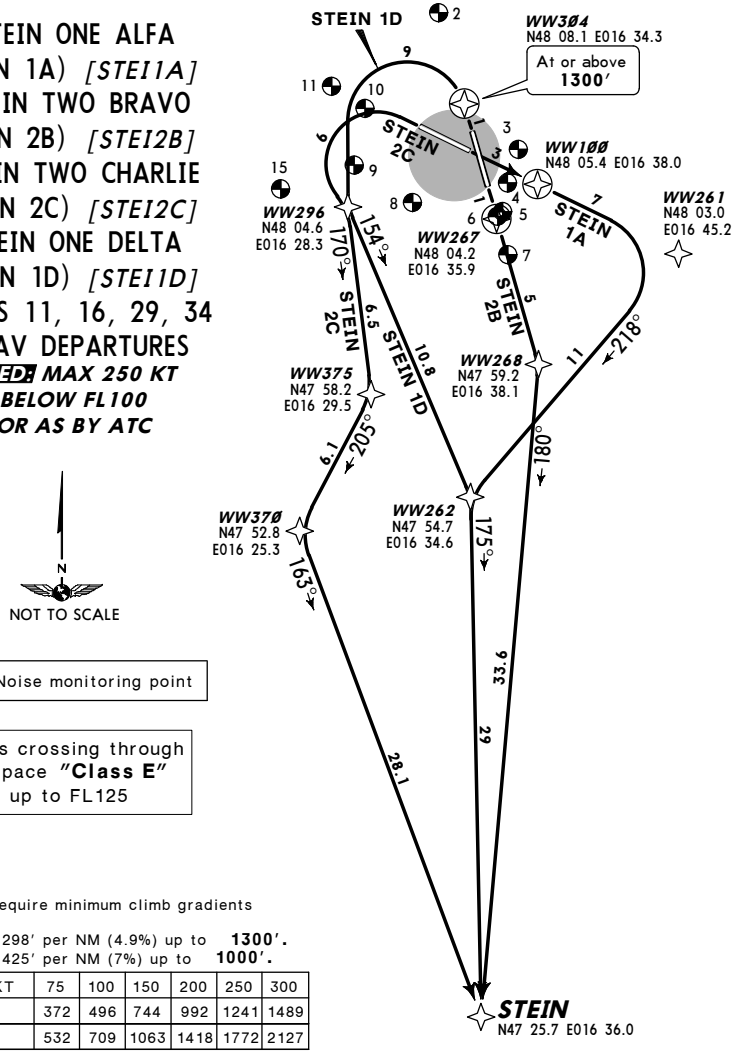
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. 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 TWO BRAVO (STEIN 2B) *[STEI2B]* STEIN TWO CHARLIE (STEIN 2C) *[STEI2C]* STEIN ONE DELTA (STEIN 1D) *[STEI1D]* RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
STEIN 1A: 298′ per NM (4.9%) up to **1300′.**
STEIN 2C: 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
425′ per NM	532	709	1063	1418	1772	2127

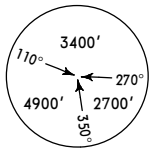
Initial climb clearance 5000′

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

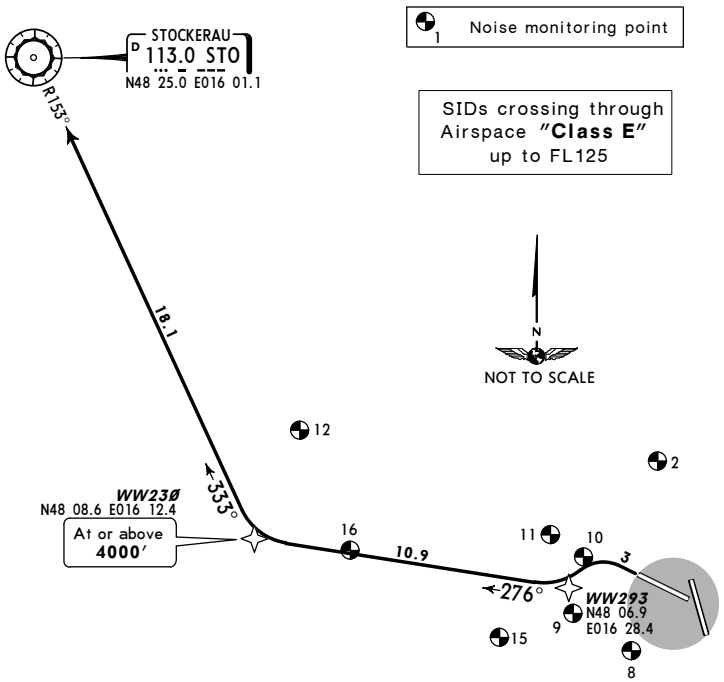
SID	RWY	ROUTING
STEIN 1A	11	WW100 - WW261 - WW262 - STEIN.
STEIN 2B	16	WW267 - WW268 - STEIN.
STEIN 2C	29	**(1000′+) -** WW296 - WW375 - WW370 - STEIN.
STEIN 1D	34	WW304 **(1300′+) -** WW296 - WW262 - STEIN.

VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. 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′.



STOCKERAU FOUR CHARLIE (STO 4C)
RWY 29 RNAV DEPARTURE
USABLE BETWEEN 0700-2100LT
ALTERNATE SID SNU 2C ON CHART 10-3N
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient of 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	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°.

ROUTING

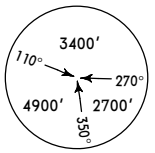
(1000′+) - WW293 - WW230 **(4000′+) -** STO.

CHANGES: Chart reindexed; noise monitoring points established.

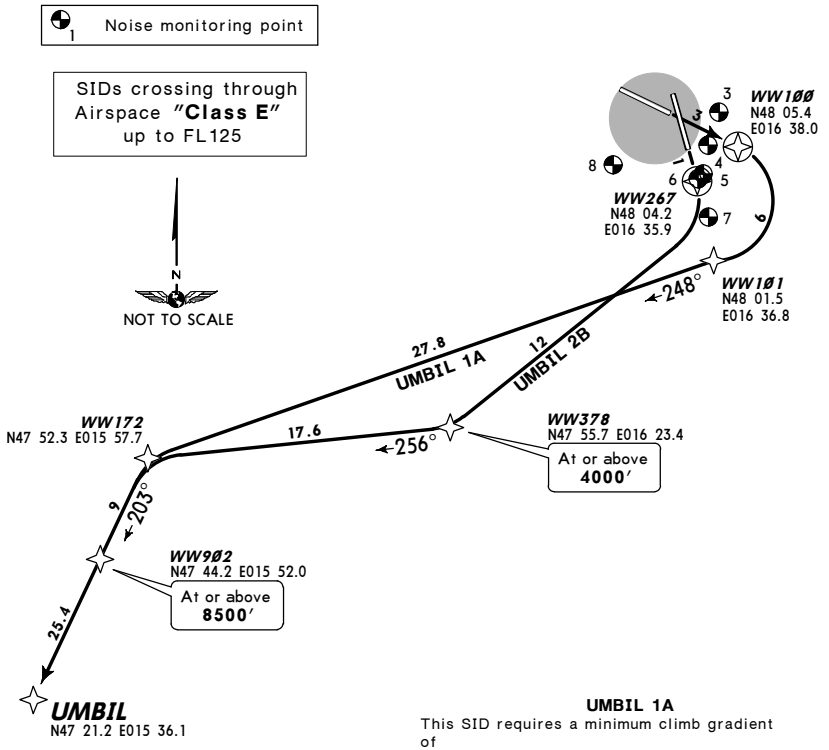
Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. 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 ONE ALFA (UMBIL 1A) *[UMBI1A]*
UMBIL TWO BRAVO (UMBIL 2B) *[UMBI2B]*
RWYS 11, 16 RNAV DEPARTURES
USABLE BETWEEN 0700-2100LT
ALTERNATE SIDS SNU 2A, 3B ON CHART 10-3N
FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3T
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



UMBIL 1A
This SID requires a minimum climb gradient of 298′ per NM (4.9%) up to **1300′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

Initial climb clearance **5000′**

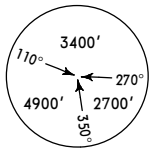
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
UMBIL 1A	**11**	WW100 - WW101 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 2B	**16**	WW267 - WW378 **(4000′+) -** WW172 - WW902 **(8500′+) -** UMBIL.

CHANGES: New chart.

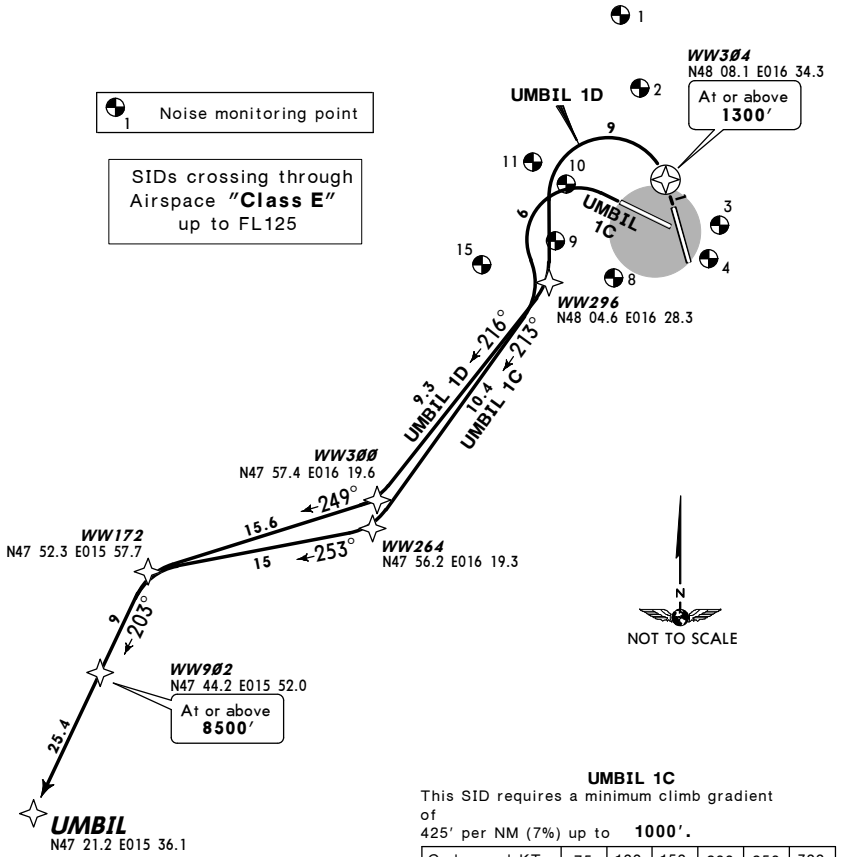
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. 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 ONE CHARLIE (UMBIL 1C) *[UMBI1C]*
UMBIL ONE DELTA (UMBIL 1D) *[UMBI1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



UMBIL 1C
This SID requires a minimum climb gradient of 425′ per NM (7%) up to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

Initial climb clearance 5000′

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

SID	RWY	ROUTING
UMBIL 1C ❶	29	**(1000′+) -** WW296 - WW264 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1D	34	WW304 **(1300′+) -** WW296 - WW300 - WW172 - WW902 **(8500′+) -** UMBIL.

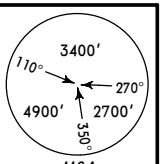
❶ Usable between 0700-2100LT. Alternate SID SNU 2C on chart 10-3N.

CHANGES: New chart.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN JeppView 3.5.2.0

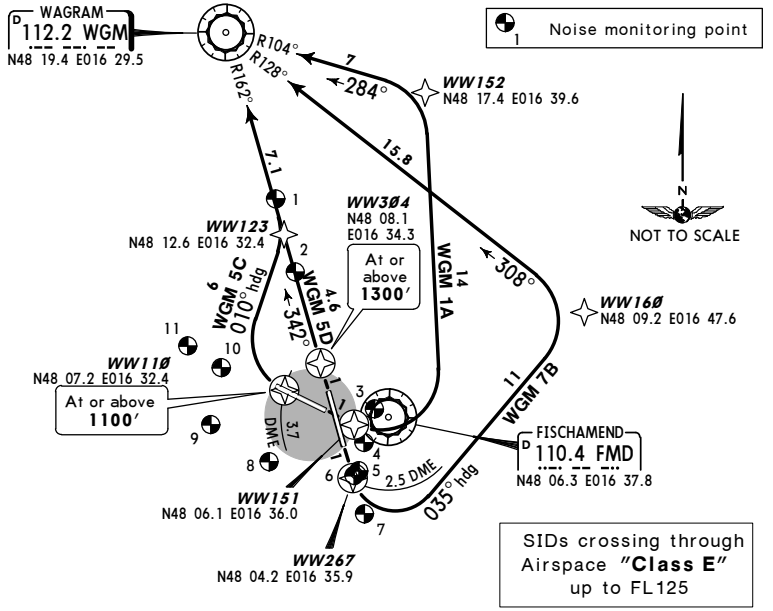
VIENNA Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by Tower contact VIENNA Radar.

1. 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.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400′.



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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
WGM 1A: 298′ per NM (4.9%) up to **1300′.**
WGM 7B: 352′ per NM (5.8%) up to **2000′.**

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489
352′ per NM	441	587	881	1175	1468	1762

Initial climb clearance 5000′

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

SID	RWY	ROUTING
WGM 1A	11	WW151 - WW152 - WGM.
WGM 7B ❶	16	Climb straight ahead to FMD 2.5 DME, turn LEFT, 035° heading, intercept WGM R-128 inbound to WGM. **FMS/RNAV:** WW267 - WW160 - WGM.
WGM 5C PROP ONLY ❶	29	Climb straight ahead to FMD 3.7 DME (THR RWY 11), turn RIGHT, 010° heading, intercept WGM R-162 inbound to WGM. **FMS/RNAV:** WW110 **(1100′+) -** WW123 - WGM.
WGM 5D ❶	34	Intercept WGM R-162 inbound to WGM. **FMS/RNAV:** WW304 **(1300′+) -** WGM.

❶ Also usable for non RNAV equipped aircraft.

CHANGES: New chart.

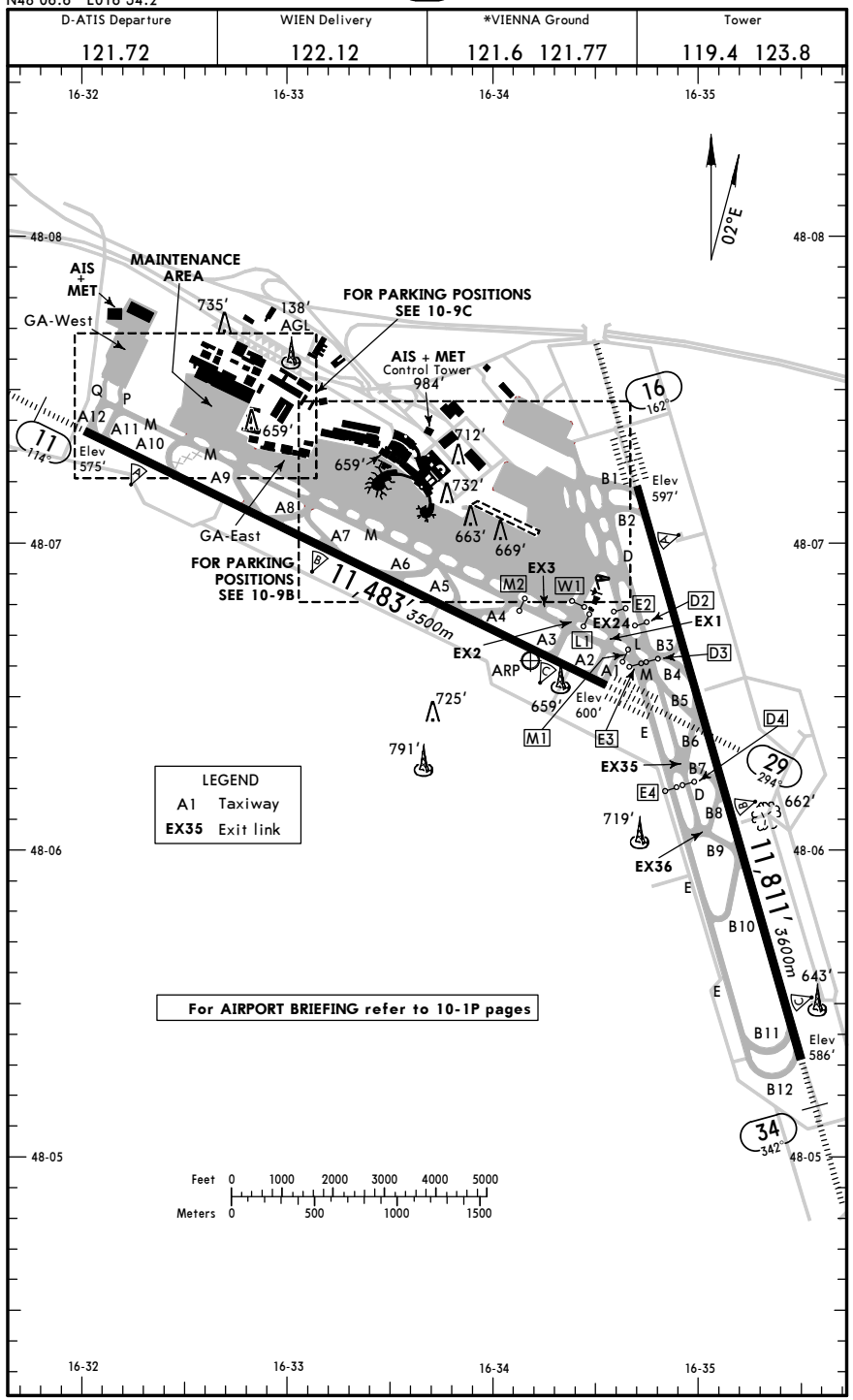
LOWW/VIE

Apt Elev 600′
N48 06.6 E016 34.2

JEPPESEN
11 JAN 08 (10-9)

VIENNA, AUSTRIA
SCHWECHAT

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



CHANGES: Tower frequency.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE
JEPPESEN
11 JAN 08 (10-9A)
VIENNA, AUSTRIA
SCHWECHAT

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL *(60m)* CL *(15m)* HIALS SFL ❶ RVR		10,533′ *3210m*	❸	148′ *45m*
29	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❷ RVR		10,615′ *3235m*		

❶ PAPI-L (3.1°)
❷ PAPI-L (3.0°)
❸ TAKE-OFF RUN AVAILABLE

RWY 11:

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

RWY 29:

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

16	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ ❹ RVR		10,810′ *3295m*	❺	148′ *45m*
34	HIRL *(60m)* CL *(15m)* HIALS SFL REIL ❹ RVR		10,925′ *3330m*		

❹ PAPI-L (3.0°)
❺ TAKE-OFF RUN AVAILABLE

RWY 16:

From rwy head	11,811′ (3600m)
twy B2 int	11,007′ (3355m)
twy B4 int	7661′ (2335m)
twy B6 int	6955′ (2120m)
twy B5 int	6365′ (1940m)
twy B8 int	5381′ (1640m)
twy B7 int	5348′ (1630m)
twy B9 int	3937′ (1200m)

RWY 34:

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

JAR-OPS

TAKE-OFF ❶

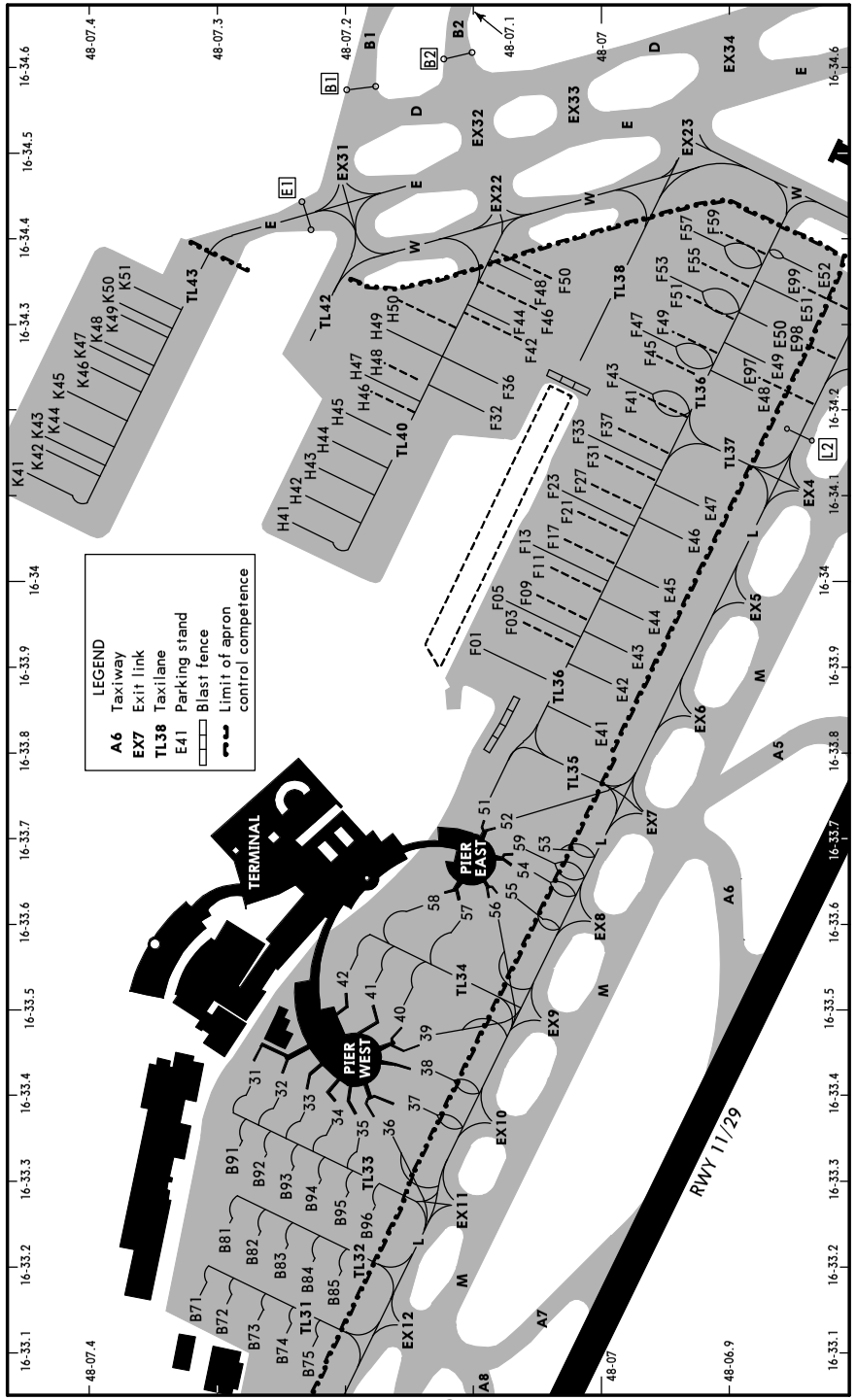
	Approved Operators: HIRL, CL & mult. RVR req	All Rwys, LVP must be in Force: RL, CL & mult. RVR req	All Rwys, LVP must be in Force: RL & CL	All Rwys, LVP must be in Force: RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*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

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

CHANGES: None.

LOWW/VIE JEPPESEN VIENNA, AUSTRIA

30 NOV 07 (10-9B) SCHWECHAT



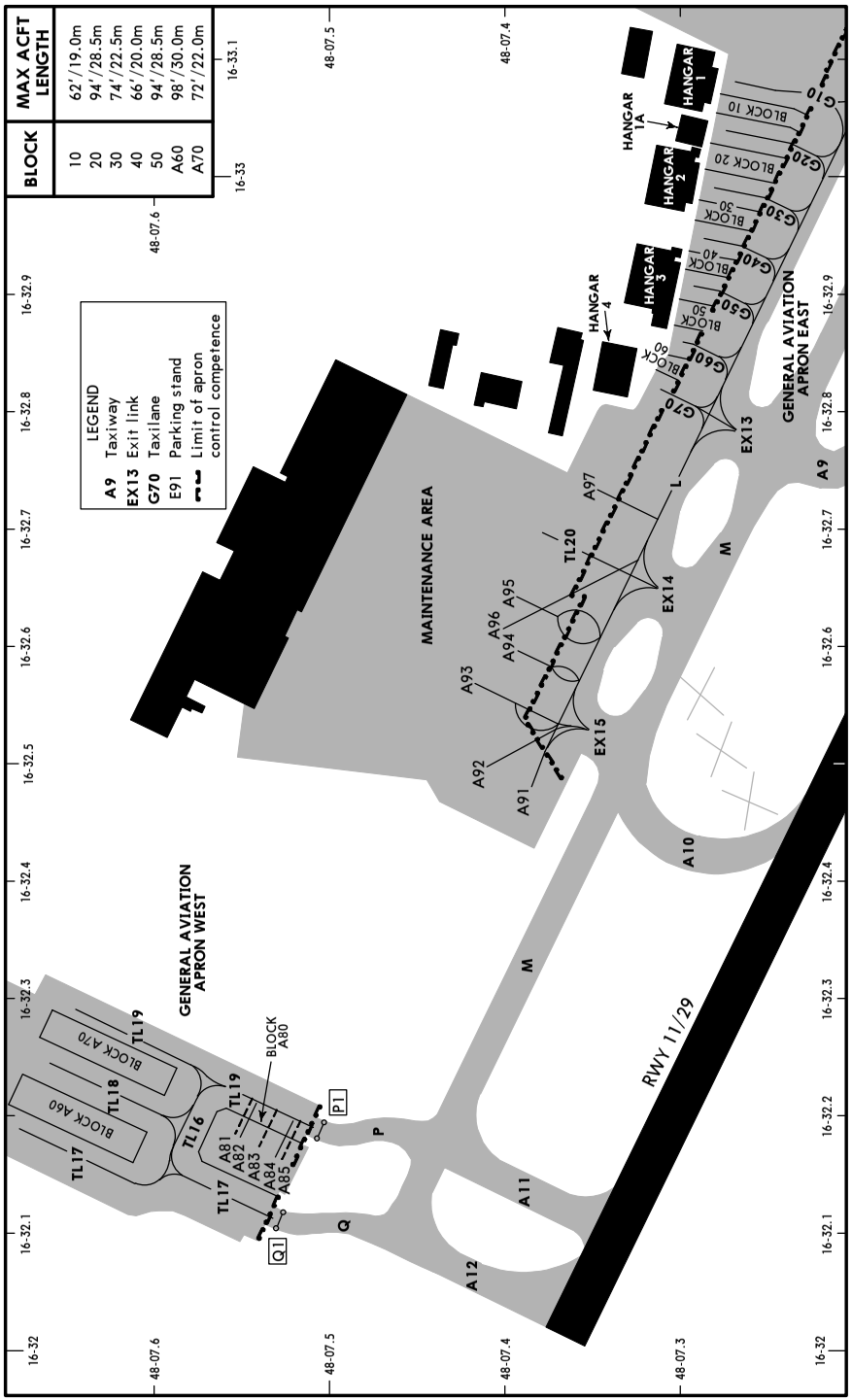
CHANGES: Apron layout. Stands.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE JEPPESEN VIENNA, AUSTRIA

30 NOV 07 (10-9C) 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
A60	98'/30.0m
A70	72'/22.0m



CHANGES: Apron layout.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
31	N48 07.3 E016 33.4	579	F05, F09	N48 07.1 E016 34.0	586
32, 33	N48 07.2 E016 33.4	579	F11, F13	N48 07.1 E016 34.0	587
34 thru 36	N48 07.2 E016 33.4	580	F17, F21	N48 07.0 E016 34.1	588
37, 38	N48 07.2 E016 33.4	581	F23, F27	N48 07.0 E016 34.1	589
39	N48 07.2 E016 33.5	581	F31	N48 07.0 E016 34.1	590
40 thru 42	N48 07.2 E016 33.5	580	F32	N48 07.1 E016 34.2	591
51 thru 54	N48 07.1 E016 33.7	583	F33	N48 07.0 E016 34.2	590
55 thru 57	N48 07.1 E016 33.6	583	F36, F37	N48 07.0 E016 34.2	591
58	N48 07.1 E016 33.6	581	F41	N48 07.0 E016 34.2	-
59	N48 07.1 E016 33.7	583	F42	N48 07.0 E016 34.3	592
A81, A82	N48 07.6 E016 32.2	571	F43	N48 07.0 E016 34.2	-
A83	N48 07.6 E016 32.1	571	F44	N48 07.0 E016 34.3	592
A84, A85	N48 07.5 E016 32.1	572	F45	N48 07.0 E016 34.3	591
A91	N48 07.4 E016 32.4	576	F46	N48 07.0 E016 34.3	592
A92, A93	N48 07.4 E016 32.5	573	F47	N48 07.0 E016 34.3	590
A94 thru A96	N48 07.4 E016 32.6	573	F48	N48 07.0 E016 34.3	593
A97	N48 07.4 E016 32.7	573	F49	N48 07.0 E016 34.3	591
B71 thru B73	N48 07.3 E016 33.1	577	F50	N48 07.0 E016 34.3	593
B74	N48 07.3 E016 33.1	579	F51	N48 07.0 E016 34.3	592
B75	N48 07.2 E016 33.1	578	F53	N48 07.0 E016 34.4	592
B81	N48 07.3 E016 33.2	577	F55	N48 06.9 E016 34.4	592
B82	N48 07.3 E016 33.2	576	F57, F59	N48 06.9 E016 34.4	593
B83	N48 07.3 E016 33.2	578	H41	N48 07.3 E016 34.1	585
B84	N48 07.2 E016 33.2	578	H42	N48 07.2 E016 34.1	585
B85	N48 07.2 E016 33.2	579	H43	N48 07.1 E016 34.1	586
B91 thru B93	N48 07.3 E016 33.3	577	H44	N48 07.2 E016 34.2	587
B94	N48 07.2 E016 33.3	579	H45	N48 07.2 E016 34.2	584
B95	N48 07.2 E016 33.2	578	H46	N48 07.2 E016 34.2	588
B96	N48 07.2 E016 33.2	579	H47	N48 07.2 E016 34.2	589
E41	N48 07.0 E016 33.8	586	H48	N48 07.2 E016 34.3	589
E42	N48 07.0 E016 33.9	589	H49, H50	N48 07.2 E016 34.3	590
E43	N48 07.0 E016 33.9	590	K41	N48 07.5 E016 34.1	585
E44	N48 07.0 E016 33.9	592	K42 thru K44	N48 07.4 E016 34.2	585
E45	N48 06.9 E016 34.0	593	K45	N48 07.4 E016 34.2	586
E46	N48 06.9 E016 34.0	595	K46	N48 07.4 E016 34.2	587
E47	N48 06.9 E016 34.1	597	K47, K48	N48 07.4 E016 34.3	588
E48	N48 06.9 E016 34.2	597	K49, K50	N48 07.4 E016 34.3	589
E49	N48 06.9 E016 34.2	598	K51	N48 07.4 E016 34.3	590
E50	N48 06.8 E016 34.3	598			
E51, E52	N48 06.8 E016 34.3	599			
E97	N48 06.9 E016 34.2	596			
E98	N48 06.9 E016 34.3	596			
E99	N48 06.9 E016 34.3	597			
F01	N48 07.1 E016 33.9	584			
F03	N48 07.1 E016 34.0	585			

CHANGES: Coordinates.

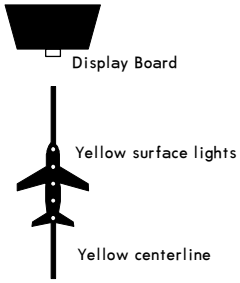
Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

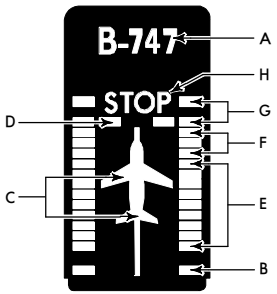
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST

ROUTINE DOCKING MANOEUVRE

1. Line-up to center acft symbol with yellow reference bar.
2. Check acft type displayed (flashing).
3. Check green bottom lights (flashing).
4. When nosegear passes over first sensor, acft type display and green bottom lights will both change from flashing to steady.
5. Green closing lights will move upwards in relation to actual acft speed.
6. At 10'/3m before stop position yellow lights will illuminate.
7. Reaching the stop position, all 4 red lights will illuminate current with the display command "STOP".
8. If correctly positioned "OK" will be displayed. Beyond 2'/0.5m of the nominal stop position, a warning will be displayed in a flashing mode "TOO FAR".

EMERGENCY STOP: All 4 red stop position lights and "STOP" at full brillance with flash.





FORM OF DISPLAY	INDICATION FOR
A: Alphanumerical	Acft type (preselected) final stop confirmation
B: Green bottom lights	Permission to enter gate
C: Yellow bar/acft symbol	Azimuth guidance (parallax)
D: Pair of green lights	Stop position reference
E: Vertical row of green lights	Closing rate to stop position. Each light corresponds to an inductive loop spaced at 3'/1m intervals
F: 3 pairs of yellow lights	Nosegear 10'/3m before stop position
G: 2 pairs of red lights	Stop position reached
H: Alphanumerical	Stop command The taxiing speed determines the closing rate

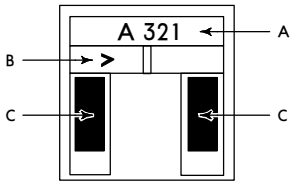
CHANGES: Chart reindexed.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) 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 two vertical closing rate fields turn yellow the aircraft is caught by the laser and being identified.
5. Watch the red arrows in relation to the yellow centreline indicator for correct azimuth guidance.
6. When the aircaft is 39'/12m from the stop position, the closing rate starts indication of distance to go by turning off one pair of LEDs for each 3'/1m the aircraft advances into the gate.
7. When the correct stop position is reached, the display will show "STOP" and the azimuth field will turn red. All yellow closing rate LEDs will be switched off.
8. When the aircraft is correctly parked "OK" will be displayed after a few seconds.
9. After "CHOCK/ON" will be displayed for the next 3 minutes.

EMERGENCY STOP: "STOP" with a red bar will appear on the display.



A: ALPHANUMERICAL

FORM OF DISPLAY	INDICATION FOR
Acft type	(preselected)
WAIT/TEST	Calibration procedure
ERROR	System error
ERR10	System error (communication error with system)
GATE/BLOCK	Not allowed object within scanning range when system starts - stand not usable
WAIT/STOP	Not allowed object within scanning range - stop
ID FAIL/STOP	Identification failed - stop
SLOW/DOWN	Taxiing speed too high
SBU/STOP	Too far of centreline within last 10'/3m to stop position
STOP	Emergency stop
STOP followed by OK	Correct stop position
STOP/ABORT	Docking is interrupted by gate operator
TOO FAR	Acft has overshot the stop position (more than 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

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

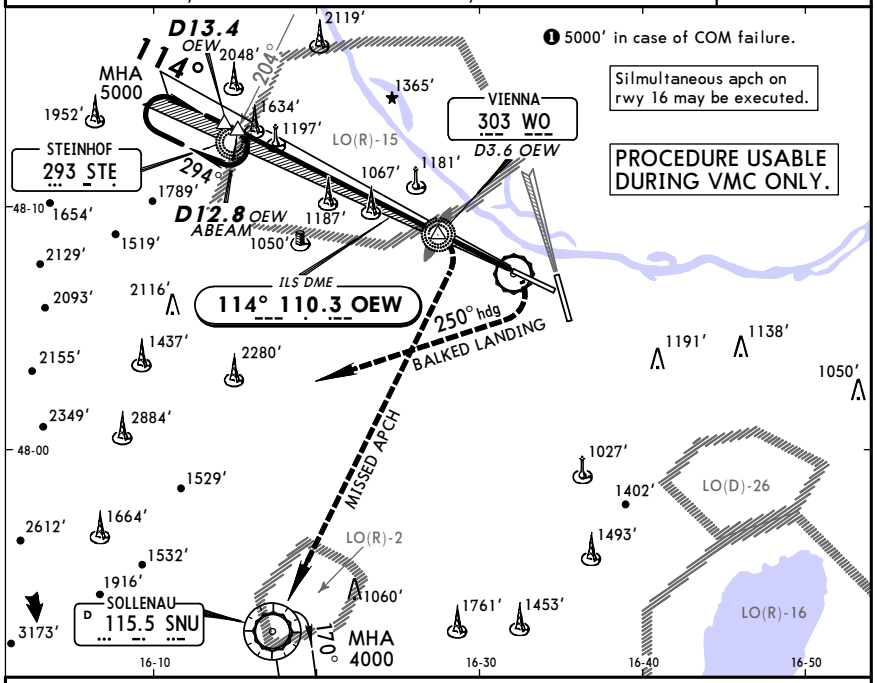
LOC	Final	GS	ILS	
OEW	Apch Crs	D12.8 OEW	DA(H)	Apt Elev 600'
110.3	114°	4932' (4357')	1765' (1190')	RWY 575'

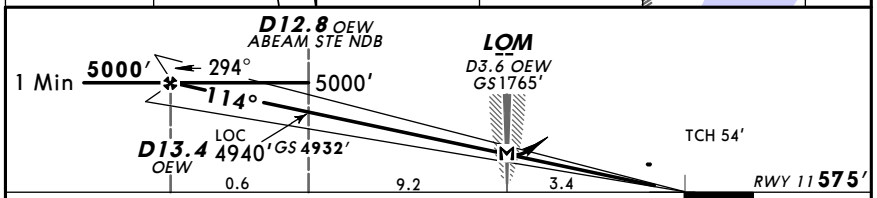
BRIEFING STRIP

MISSED APCH: Turn RIGHT to VOR, climb to 4000' ❶ and hold.
BALKED LANDING: As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000'.
Terrain clearance has to be assured by pilot up to 2400'. If unable to comply inform ATC.

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

MSA STE NDB: 3200' (225°), 2500' (090°), 5400' (315°)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.10° or LOC Descent Gradient 5.4%	390	501	557	668	779	891
MAP at LOM/D3.6 OEW						

HIALS PAPI 4000' RT SNU 115.5

JAR-OPS STRAIGHT-IN LANDING RWY 11 **CEILING REQUIRED**

PANS OPS

	ILS DA(H) 1765' (1190') FULL	ILS DA(H) 1765' (1190') ALS out	LOC (GS out) MDA(H) 1770' (1195')	LOC (GS out) MDA(H) 1770' (1195') ALS out
A	2400'- RVR 800m	2400'- RVR 1200m	2400'- RVR 1200m	2400'- RVR 1500m
B			2400'- RVR 1400m	
C				2400'- RVR 2000m
D			2400'- RVR 1800m	

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-2)

VIENNA, AUSTRIA
ILS X Rwy 11

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

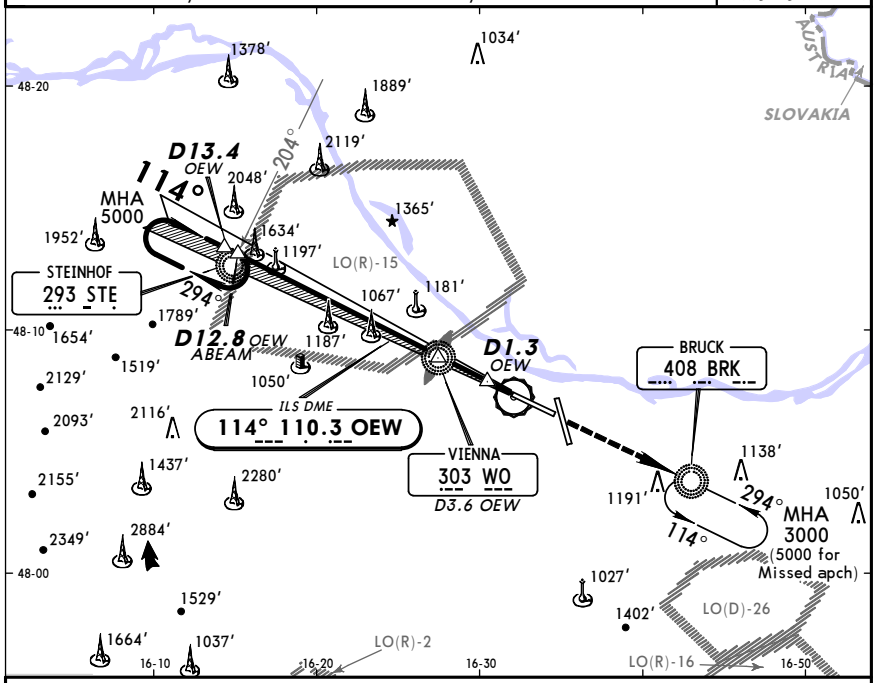
BRIEFING STRIP

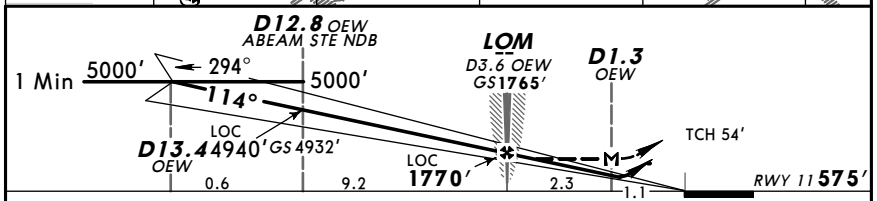
LOC OEW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 600′
110.3	114°	1765′ (1190′)	775′ (200′)	RWY 575′

MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

3200′ 225° 090° 2500′ 5400′ 315°
MSA STE NDB

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.10° or LOC Descent Gradient 5.4%	390	501	557	668	779	891
MAP at D1.3 OEW						

HIALS PAPI 5000′ BRK 408

JAR-OPS — STRAIGHT-IN LANDING RWY 11 — CIRCLE-TO-LAND

	ILS DA(H) 775′ (200′) FULL	ILS DA(H) 775′ (200′) ALS out	LOC (GS out) MDA(H) 1200′ (625′)	LOC (GS out) MDA(H) 1200′ (625′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

Max Kts	MDA(H)	VIS
100	1250′ (650′)	1500m
135	1250′ (650′)	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

PANS OPS

CHANGES: Tower frequency.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-3)

VIENNA, AUSTRIA
Special LOC DME Rwy 11

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

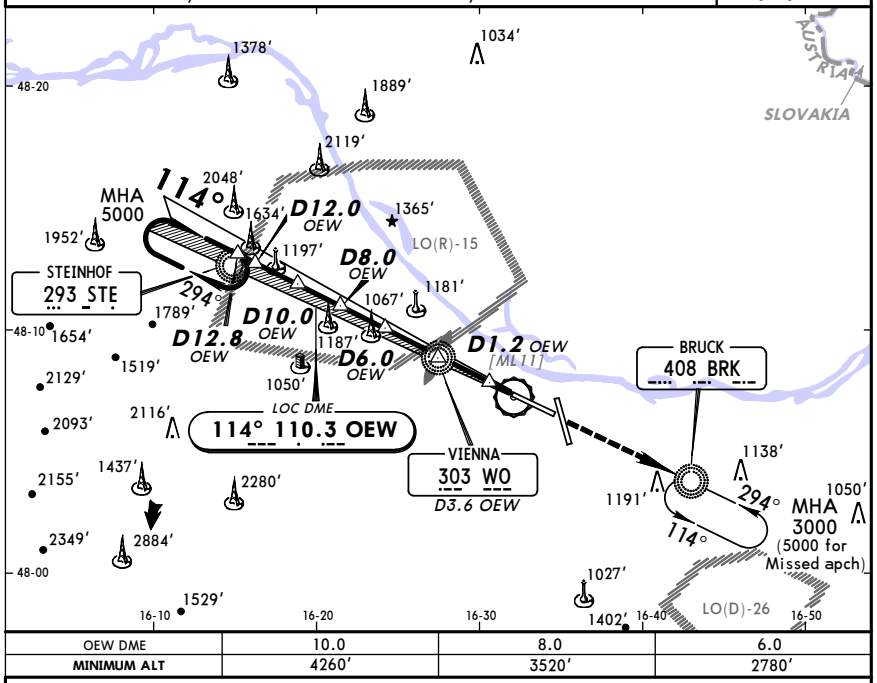
BRIEFING STRIP

LOC OEW	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 600′
110.3	114°	1900′ (1325′)	1000′ (425′)	RWY 575′

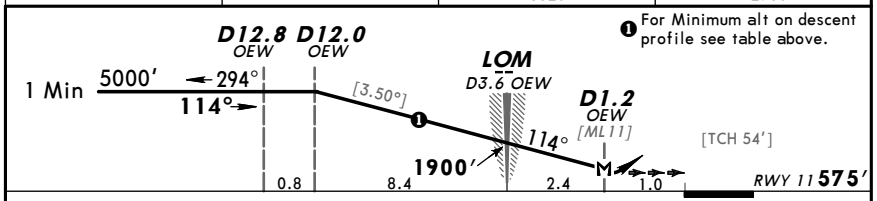
MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

3200′ 225° 090° 2500′ 5400′ 315°
MSA STE NDB

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



OEW DME	10.0	8.0	6.0
MINIMUM ALT	4260′	3520′	2780′



❶ For Minimum alt on descent profile see table above.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.10% or Descent angle [3.50°]	434	557	619	743	867	991
MAP at D1.2 OEW						

HIALS PAPI 5000′ BRK 408

JAR-OPS — STRAIGHT-IN LANDING RWY 11 — CEILING REQUIRED — CIRCLE-TO-LAND

	MDA(H) 1000′ (425′) ALS out
A	CEIL 2500′ - VIS 10 km
B	
C	
D	

Max Kts	MDA(H)	CEIL - VIS
100	1250′ (650′)	2500′ - 10 km
135		
180	1350′ (750′)	2500′ - 10 km
205		

PANS OPS

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-4)

VIENNA, AUSTRIA ILS Rwy 16

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

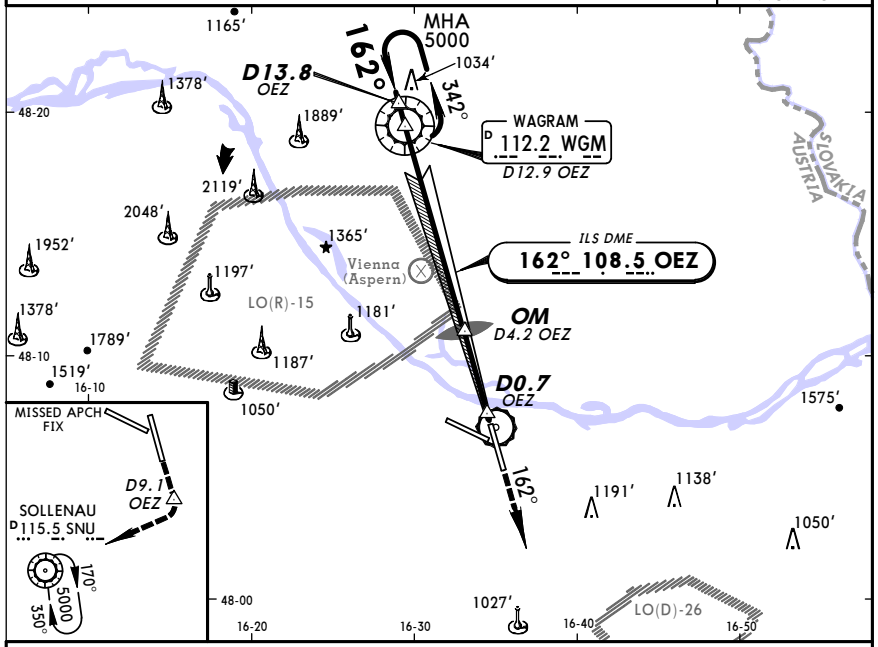
BRIEFING STRIP

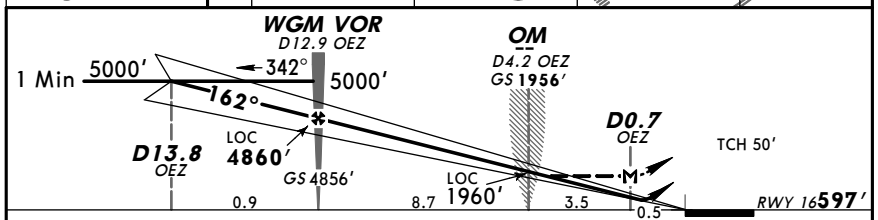
LOC OEZ 108.5	Final Apch Crs 162°	GS OM 1956′ (1359′)	ILS DA(H) 797′ (200′)	Apt Elev 600′ RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D9.1 OEZ, then turn RIGHT to SNU VOR climbing to 5000′ and hold.

MSA WGM VOR: 3200′ (090°–180°), 2900′ (180°–360°), 3800′ (360°–090°)

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	485	539	647	755	862
LOC Descent Gradient 5.2%						
MAP at D0.7 OEZ						

ALSF-II, REIL, PAPI

D9.1 OEZ — WGM on 112.2 R-162

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H) 797′ (200′) FULL	ILS DA(H) 797′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (723′)	LOC (GS out) MDA(H) 1320′ (723′) ALS out
A	RVR 550m	RVR 1000m	RVR 1200m	RVR 1500m
B			RVR 1400m	
C				RVR 2000m
D			RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′ (650′) 1	1500m
135	1250′ (650′) 1	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

1 After LOC (GS out): MDA(H) 1320′ (720′).

CHANGES: ATIS. Tower frequency.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-4A)

VIENNA, AUSTRIA CAT II ILS Rwy 16

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

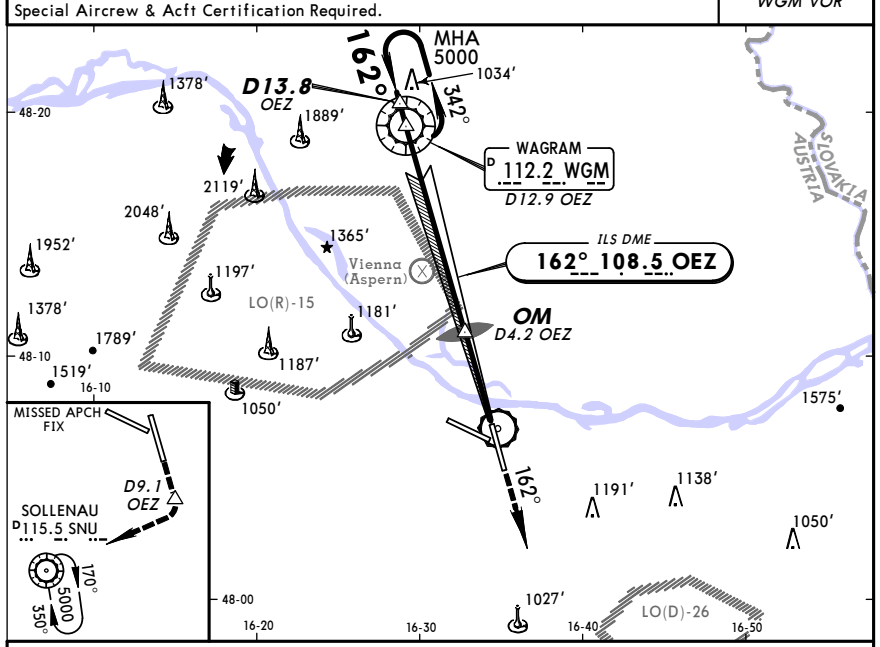
BRIEFING STRIP

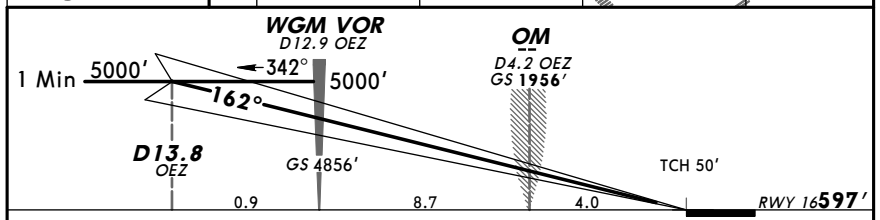
LOC OEZ 108.5	Final Apch Crs 162°	GS OM 1956′ (1359′)	CAT II ILS RA 104′ DA(H) 697′ (100′)	Apt Elev 600′ RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D9.1 OEZ, then turn RIGHT to SNU VOR climbing to 5000′ and hold.

MSA WGM VOR: 3200′ (090°–180°), 2900′ (180°–360°), 3800′ (360°–090°)

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′
Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II, REIL, PAPI

D9.1 OEZ — WGM on 112.2 R-162

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16
CAT II ILS
ABCD
RA 104′
DA(H) 697′ (100′)

RVR 300m 1

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

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-5)

VIENNA, AUSTRIA ILS Rwy 29

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95	112.2 113.0 115.5 118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP TM

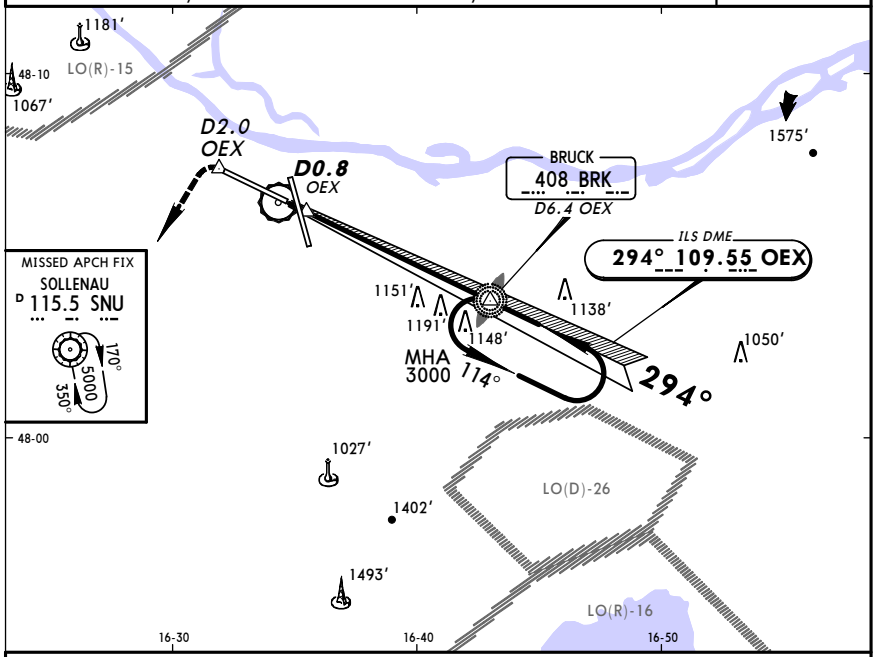
LOC OEX	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.55	294°	2674′ (2074′)	800′ (200′)	600′ / 600′

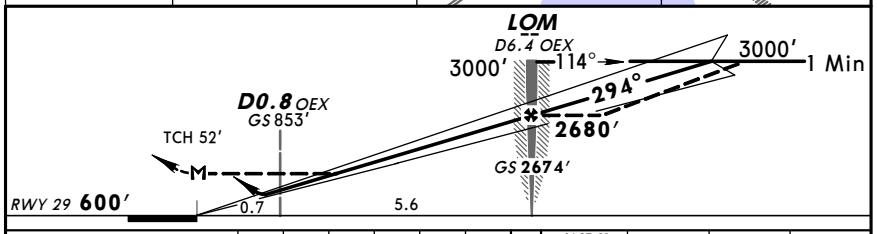
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 5000′ and hold.

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

3200′ 090° 270° 4000′ 2500′ 360°

MSA BRK NDB





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
LOM to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

ALSF-II REIL PAPI | D2.0 OEX | 5000′ LT | SNU 115.5

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 800′ (200′) FULL	ILS DA(H) 800′ (200′) ALS out	LOC (GS out) MDA(H) 1200′ (600′)	LOC (GS out) MDA(H) 1200′ (600′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′ (650′)	1500m
135	1250′ (650′)	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

CHANGES: ATIS. Tower frequency.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-5A)

VIENNA, AUSTRIA CAT II ILS Rwy 29

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95	112.2 113.0 115.5 118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP TM

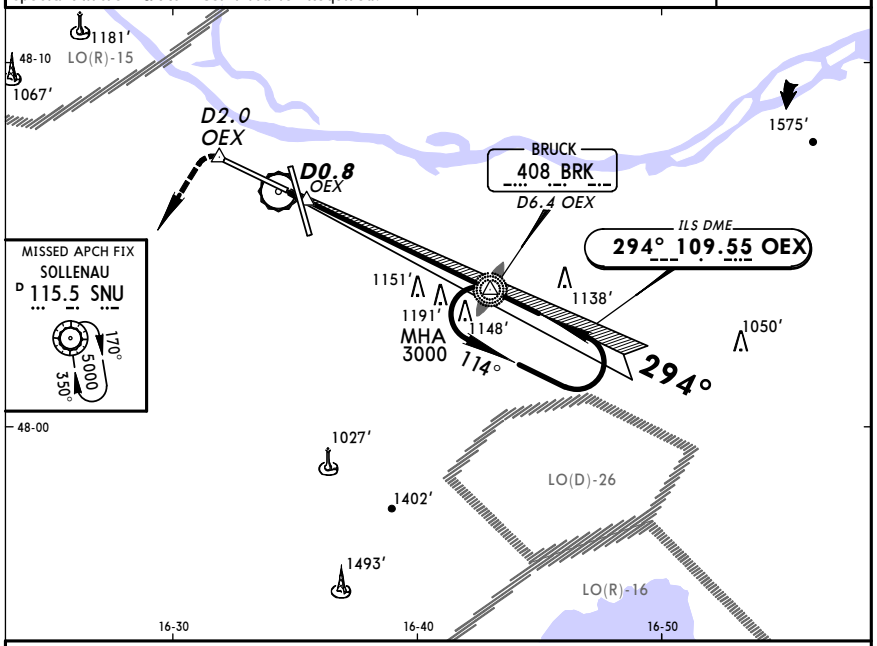
LOC OEX	Final Apch Crs	GS LOM	CAT II ILS RA / DA(H)	Apt Elev / RWY
109.55	294°	2674′ (2074′)	98′ / 700′ (100′)	600′ / 600′

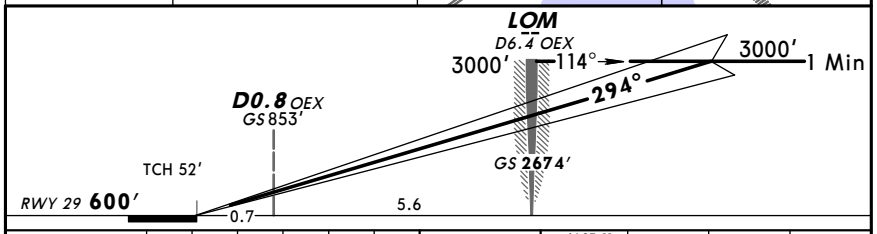
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 5000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
Special Aircrew & Acft Certification Required.

3200′ 090° 270° 4000′ 2500′ 360°

MSA BRK NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

ALSF-II REIL PAPI | D2.0 OEX | 5000′ LT | SNU 115.5

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29
CAT II ILS
ABCD
RA 98′
DA(H) 700′ (100′)

RVR 300m 1

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

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (11-6)

VIENNA, AUSTRIA ILS Rwy 34

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

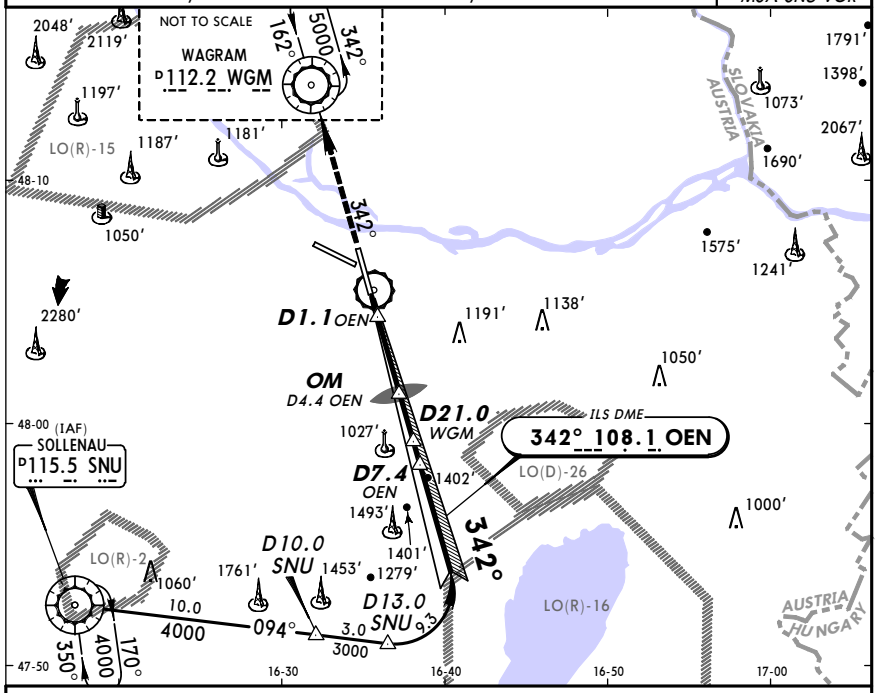
BRIEFING STRIP™

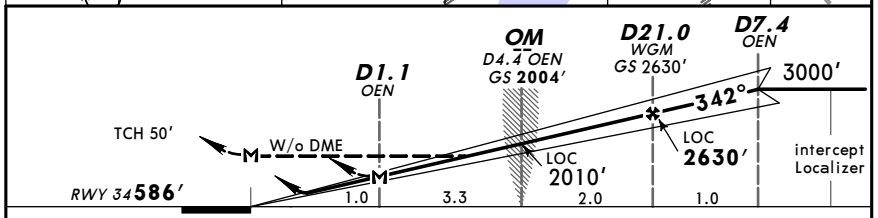
LOC OEN 108.1	Final Apch Crs 342°	GS OM 2004′ (1418′)	ILS DA(H) Refer to Minimums	Apt Elev 600′ RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 inbound to WGM VOR to 5000′ and hold.

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

MSA SNU VOR: 5400′ 180° 3300′ 090° 8400′ 315°





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
LOC w/o DME: OM to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37
LOC with DME: MAP at D1.1 OEN						

HIALS, REIL, PAPI

5000′ on WGM 112.2 R-162

WGM 112.2

JAR-OPS STRAIGHT-IN LANDING RWY 34

ILS DA(H) C: 794′(208′) D: 804′(218′) AB: 786′(200′)

LOC (GS out) with OEN DME MDA(H) 1150′(564′)

LOC (GS out) w/o OEN DME MDA(H) 1280′(694′)

	FULL	ALS out	with OEN DME	ALS out	w/o OEN DME	ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B			RVR 1200m		RVR 1400m	
C	RVR 600m		RVR 2000m		RVR 2000m	
D			RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′(650′) 1	1500m
135	1250′(650′) 1	1600m
180	1350′(750′)	2400m
205	1350′(750′)	3600m

1 After LOC (GS out) w/o OEN DME: MDA(H) 1280′(680′).

PANS OPS

CHANGES: ATIS. Tower freqeuncy.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (13-1)

VIENNA, AUSTRIA VOR Rwy 16

D-ATIS Arrival 122.95	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

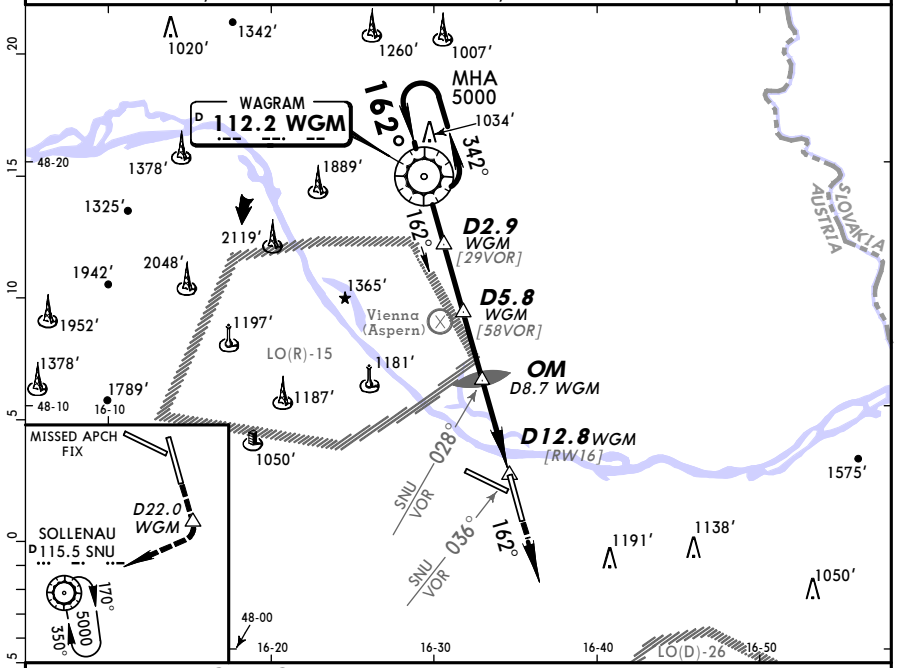
BRIEFING STRIP™

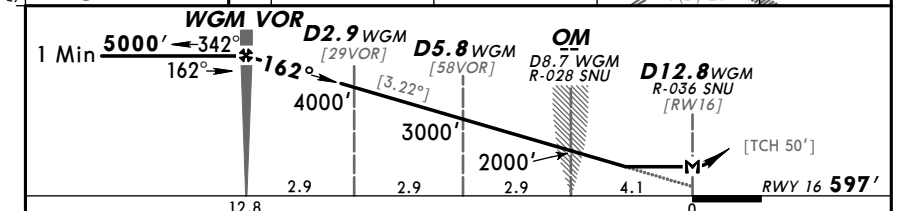
VOR WGM 112.2	Final Apch Crs 162°	Minimum Alt WGM VOR 5000′ (4403′)	MDA(H) (CONDITIONAL) 1200′ (603′)	Apt Elev 600′ RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D22.0 WGM then turn RIGHT to SNU VOR climbing to 5000′ and hold.

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

MSA WGM VOR: 3200′ 180° 2900′ 090° 3800′ 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.62% or Descent angle [3.22°]	399	513	570	684	798	912
MAP at D12.8 WGM/R-036 SNU						

ALSF-II, REIL, PAPI

D22.0 WGM on WGM 112.2 R-162

JAR-OPS STRAIGHT-IN LANDING RWY 16

With DME MDA(H) 1200′(603′) | W/o DME MDA(H) 1320′(723′)

	With DME	ALS out	W/o DME	ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′(650′) 1	1500m
135	1250′(650′) 1	1600m
180	1350′(750′)	2400m
205	1350′(750′)	3600m

1 After apch w/o DME: MDA(H) 1320′(720′).

PANS OPS

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA VOR Rwy 34

JEPPESEN 11 JAN 08 (13-2)

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95	112.2 113.0 115.5 / 118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

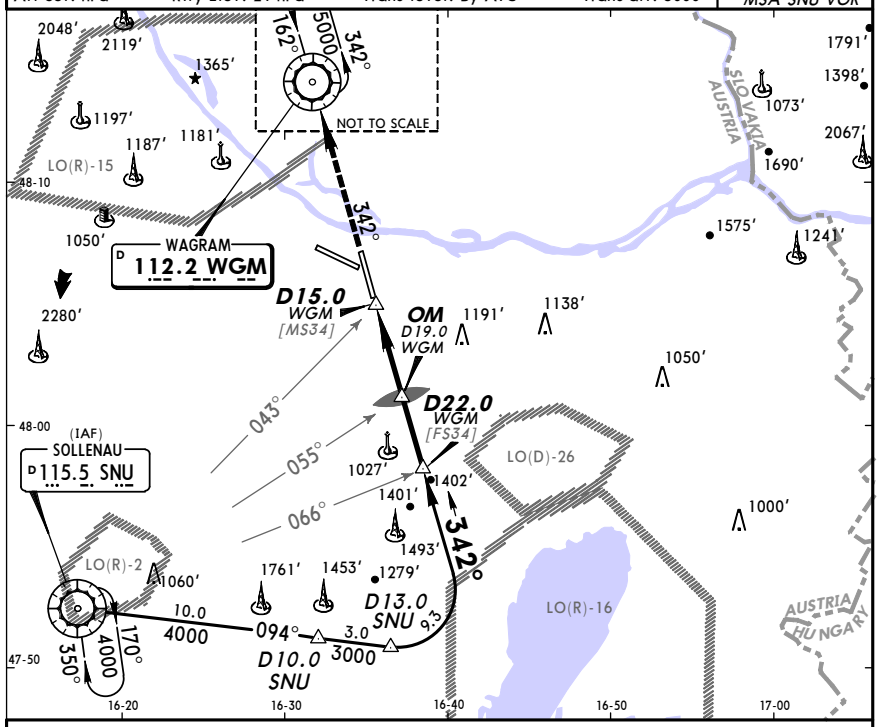
BRIEFING STRIP

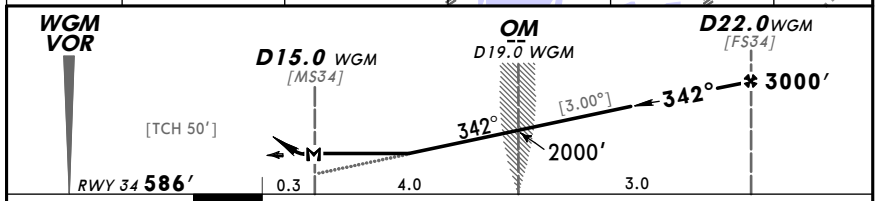
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
WGM 112.2	342°	D22.0 WGM 3000′ (2414′)	1150′ (564′)	RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 inbound to WGM VOR to 5000′ and hold.

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

MSA SNU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	378	486	540	648	755	863
MAP at D15.0 WGM						

HIALS REIL PAPI

5000′ WGM on 112.2 R-162

WGM 112.2

JAR-OPS STRAIGHT-IN LANDING RWY 34

MDA(H) 1150′ (564′)

	ALS out	ALS in
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1250′ (650′)	1500m
135	1250′ (650′)	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

PANS OPS

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT — VIENNA, AUSTRIA NDB Y Rwy 11

JEPPESEN 11 JAN 08 (16-1)

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95	112.2 113.0 115.5 / 118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

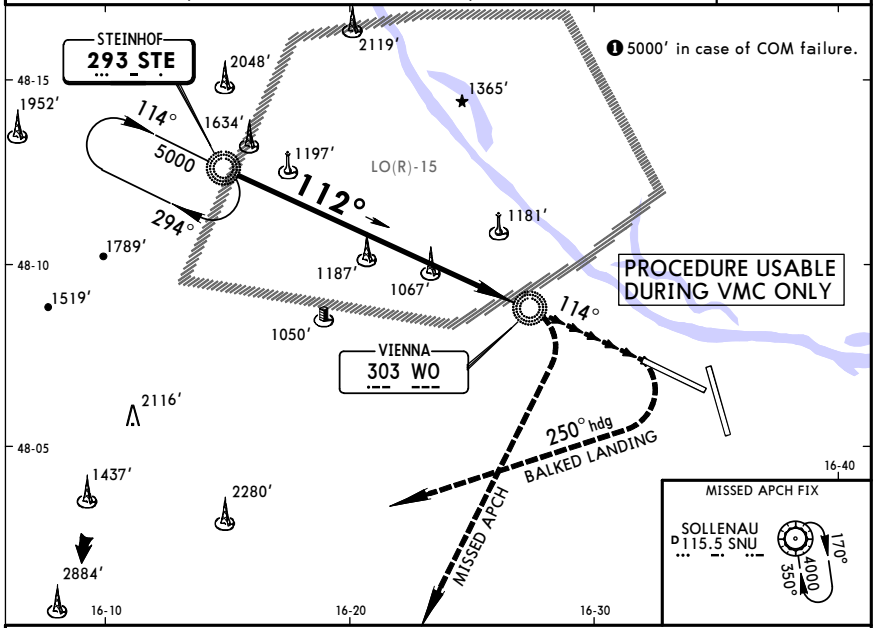
BRIEFING STRIP

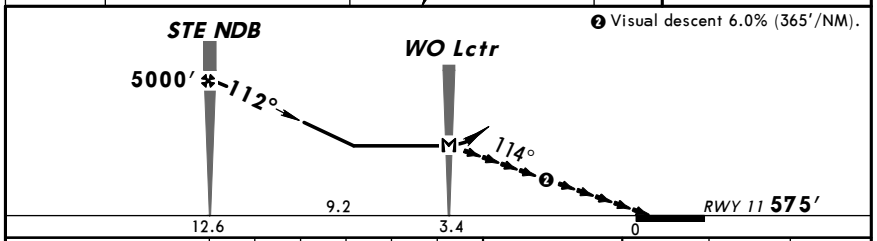
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
STE 293	112°	STE NDB 5000′ (4425′)	1860′ (1285′)	RWY 575′

MISSED APCH: Turn RIGHT to VOR, climb to 4000′ ❶ and hold.
BALKED LANDING: As early as practicable turn RIGHT to heading 250° with MAX bank, to avoid penetration of rwy 16 and climb to 5000′.
Terrain clearance has to be assured by pilot up to 2400′. If unable to comply inform ATC.

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

MSA STE NDB





MAP at WO Lctr

HIALS PAPI

4000′ RT

SNU 115.5

JAR-OPS STRAIGHT-IN LANDING RWY 11 — **CIRCLING REQUIRED**

MDA(H) 1860′ (1285′)

	ALS out	ALS in
A	2400′- RVR 1200m	2400′- RVR 1500m
B	2400′- RVR 1400m	
C		2400′- RVR 2000m
D	2400′- RVR 1800m	

PANS OPS

CHANGES: Tower frequency. Missed approach. Note. Minimums.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (16-2)

VIENNA, AUSTRIA NDB X Rwy 11

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP

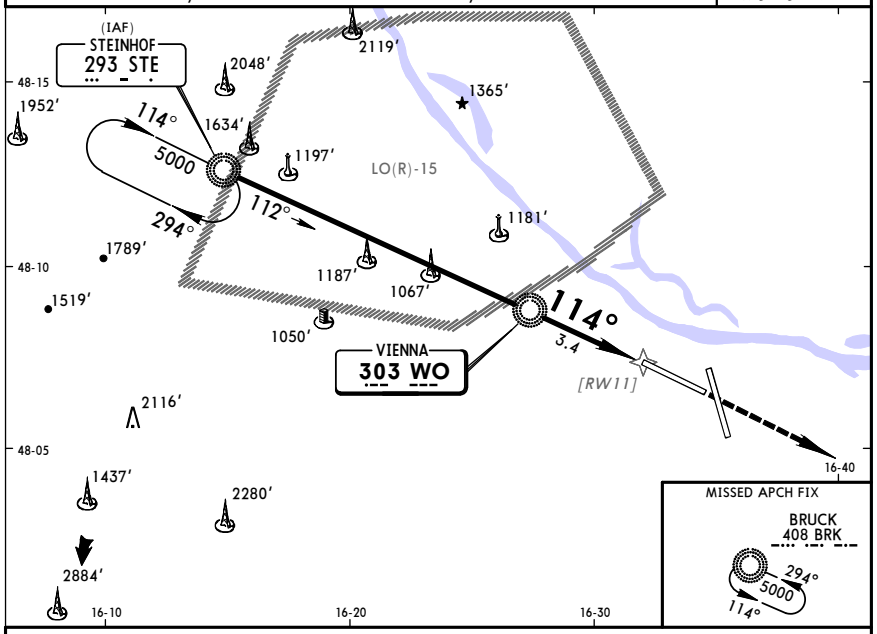
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
WO		WO Lctr		RWY 575′
303	114°	1860′ (1285′)	1200′ (625′)	

MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.

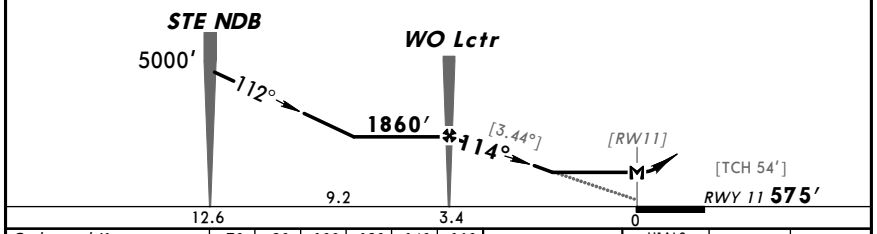
3200′ 225° 2500′ 315° 5400′ 090°

MSA STE NDB

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



MISSED APCH FIX
BRUCK
408 BRK
294°
5000
114°



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.00% or Descent angle [3.44°]	426	548	609	730	852	974
WO Lctr to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:17

HIALS PAPI 5000′ BRK 408

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) 1200′ (625′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	1250′ (650′)	1500m
B	135	1250′ (650′)	1600m
C	180	1350′ (750′)	2400m
D	205	1350′ (750′)	3600m

CHANGES: Tower frequency.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (16-3)

VIENNA, AUSTRIA NDB Rwy 29

D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP

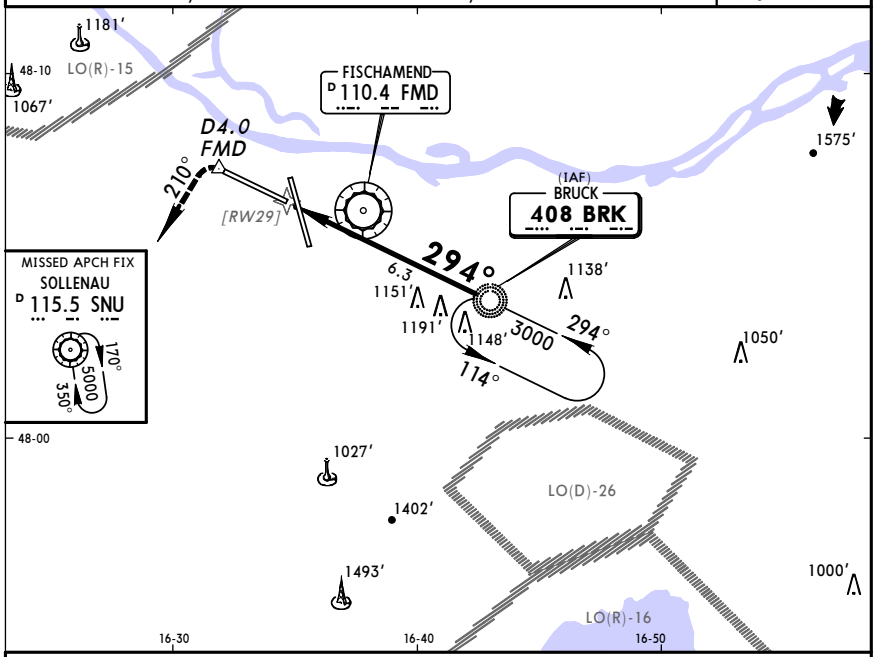
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
BRK		NDB		RWY 600′
408	294°	3000′ (2400′)	1200′ (600′)	

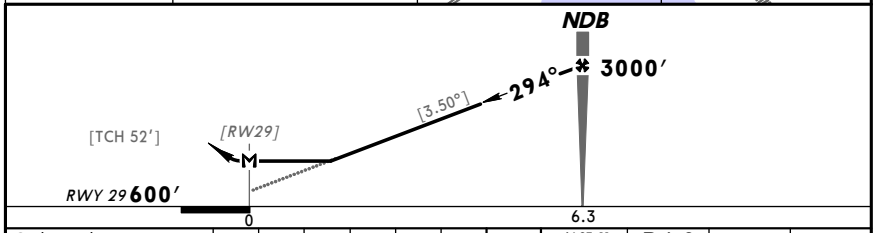
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 5000′ and hold.

3200′ 090° 270° 4000′ 2500′ 360°

MSA BRK NDB

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.10% or Descent angle [3.50°]	434	557	619	743	867	991
NDB to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

ALSF-II REIL PAPI D4.0 FMD 5000′ LT SNU 115.5

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) 1200′ (600′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	1250′ (650′)	1500m
B	135	1250′ (650′)	1600m
C	180	1350′ (750′)	2400m
D	205	1350′ (750′)	3600m

CHANGES: ATIS. Tower frequency.

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (18-1)

VIENNA, AUSTRIA SRE All Rwys

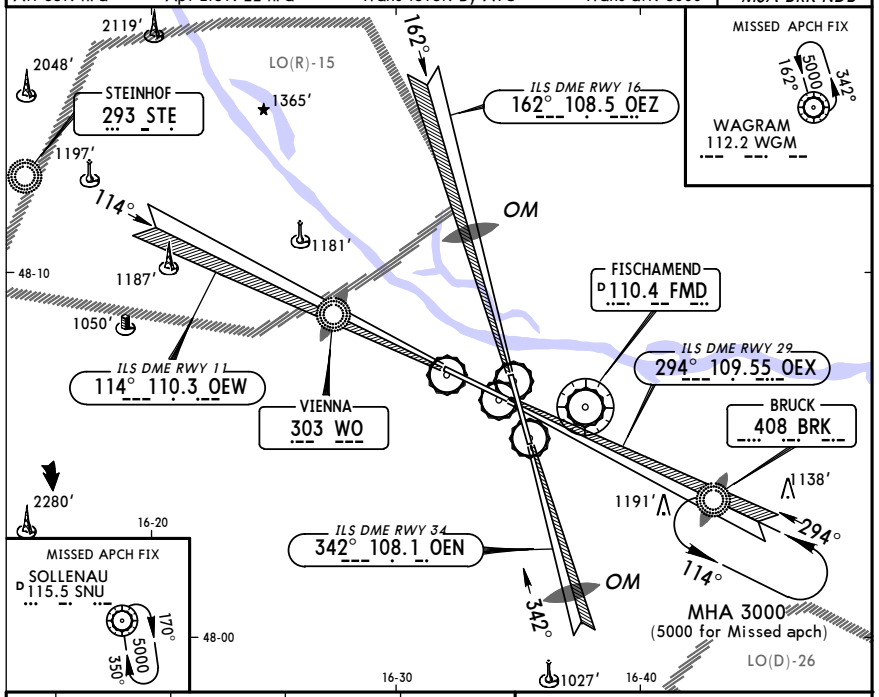
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP ™

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 600′ RWYs-See below
Missed Approach - See below				

3200′ 090° 270° 4000′ 2500′ 360° — MSA BRK NDB

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



RWY	11	16	29	34
ELEV	575′	597′	600′	586′

MISSED APPROACH:

RWY 11: Climb STRAIGHT AHEAD to BRK NDB to 5000′ and hold.
RWY 16: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to SNU VOR climbing to 5000′ and hold.
RWY 29: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 5000′ and hold.
RWY 34: Climb STRAIGHT AHEAD to WGM VOR to 5000′ and hold.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.0%	354	456	506	608	709	810
MAP 2 NM from threshold						

Lighting-Refer to Airport Chart

Refer to Missed Apch above

PANS OPS

JAR-OPS STRAIGHT-IN LANDING	SRE 11 MDA(H) 1110′(535′) ALS out	SRE 16 MDA(H) 980′(383′) ALS out	SRE 29 MDA(H) 1160′(560′) ALS out	SRE 34 MDA(H) 1160′(574′) ALS out
A	RVR 1000m / RVR 1500m	RVR 900m / RVR 1500m	RVR 1000m / RVR 1500m	RVR 1000m / RVR 1500m
B	RVR 1200m / RVR 1500m	RVR 1000m / RVR 1500m	RVR 1200m / RVR 1500m	RVR 1200m / RVR 1500m
C	RVR 1600m / RVR 2000m	RVR 1400m / RVR 1800m	RVR 1600m / RVR 2000m	RVR 1600m / RVR 2000m
D	RVR 1600m / RVR 2000m	RVR 1400m / RVR 2000m	RVR 1600m / RVR 2000m	RVR 1600m / RVR 2000m

CIRCLE-TO-LAND	Max Kts	MDA(H)	VIS
A	100	1250′(650′)	1500m
B	135	1250′(650′)	1600m
C	180	1350′(750′)	2400m
D	205	1350′(750′)	3600m

CHANGES: ATIS. Tower frequency.

Licensed to max. Printed on 16 Feb 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
JEPPESEN
JeppView 3.5.2.0

LOWW/VIE SCHWECHAT

JEPPESEN 11 JAN 08 (18-10)

VIENNA, AUSTRIA GPS Rwy 16

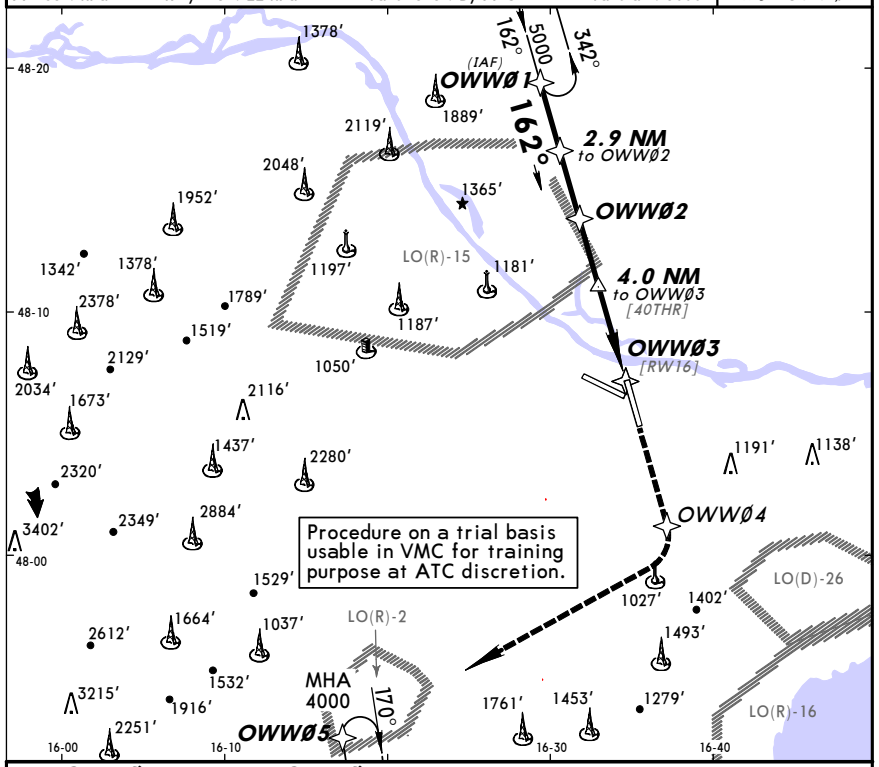
D-ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95				
112.2 113.0 115.5	118.77 128.2 124.55 129.05	119.8 126.55	119.4 123.8	121.6 121.77

BRIEFING STRIP ™

GPS	Final Apch Crs 162°	Minimum Alt OWWØ2 3000′ (2403′)	MDA(H) 980′ (383′)	Apt Elev 600′ RWY 597′
MISSED APCH: Climb STRAIGHT AHEAD to OWWØ4, then turn RIGHT to OWWØ5 climbing to 4000′ and hold.				

3200′ 180° 090° 2900′ 3800′ 360° — MSA OWWØ1

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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.78% or Descent angle [3.31°]	410	527	586	703	820	937
MAP at OWWØ3						

ALSF-II REIL — OWWØ4 — 4000′ RT — OWWØ5

PANS OPS

STRAIGHT-IN LANDING RWY 16 MDA(H) 980′(383′) ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	100	1200′(600′)	5.0 km
B: 5.0 km	135	1250′(650′)	5.0 km
C/D	180/205	1550′(950′)	5.0 km

CHANGES: ATIS. Tower frequency