1. GENERAL

1.1. ATIS

ATIS Arrival 122.95 122.2 113.0 115.5
ATIS Departure 121.72

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeits-verordnung ZLZV-1993' the following is applicable:
- Approaches and departures to/from Austrian civil aerodromes, except to/from Vienna APT between 0600-2230LT, 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 the above mentioned ordinance (equivalent to those specified in ICAO Annex 16, Vol I, part II, chapter 3).
- Approaches and departures to/from Vienna APT between 0600-2230LT, performed by subsonic jet ACFT fitted with engines having a by-pass ratio of less than 2 and a maximum take-off mass of 34000 kg or more or having a maximum certificated passenger seating capacity of more than 19 passenger seats excluding seats for the crew, are only permitted if the produced noise does not exceed the noise limits specified in chapter 3 of the above mentioned ordinance (equivalent to those specified in ICAO Annex 16, Vol I, part II, chapter 3).

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 threshold. 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. RUNWAY OPERATIONS

HIRO (HIGH INTENSITY RWY OPERATIONS)
The HIRO system is valid from 0700 - 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, between EX 7 and EX 12, is 139'/42.5m only. The obstacle clearance distance on TL40 and TL50 is 131'/40m on each side.
MAX wingspan for taxiing between TL50 and TL60 is 197'/60m.
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.
Taxiing of ACFT within Taxilanes G10 to G70 permitted only for ACFT code letter A or B.
TWY L West of EX14 and EX15 is restricted to ACFT with ICAO code letter D max.

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.

CHANGES: Taxi procedures.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. LOW DRAG - LOW POWER APPROACH

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

If not otherwise advised, 250 KT has to be maintained below 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 PROCEDURES

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

HIRO (HIGH INTENSITY RWY OPERATIONS)

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

Follow-me guidance mandatory for all arriving ACFT.
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.

2.6. OTHER INFORMATION

TRANSPONDER PROCEDURES
Arriving ACFT shall squawk mode S until reaching final parking position.
ACFT not equipped with mode S shall squawk mode A/C.

3. DEPARTURE

3.1. DE-ICING

De-icing procedure for ACFT on Main-apron and GAC-apron:
Deicing coordinator is avbl for all info concerning de-icing.

Service: H24
Freq: 131.625
Callsign: VIENNA Ice

If the necessity for de-icing is obvious because of prefailing WX conditions all ACFT will be put in the de-icing sequence. All pilots shall sontact VIENNA Ice as early as possible to confirm or to cancel the necessity for de-icing, latest 20 minutes before departure.

PROCEDURE:
- ACFT on MAIN apron without contracted de-icing ground staff shall forward fluid/mixture request to RAMP agent.
  ACFT on GAC apron shall forward fluid/mixture request to GAC-officer.
- Report the necessity for de-icing either your RAMP agent or VIENNA Ice on 131.625.
- Report necessity for de-icing to delivery freq - 122.125 - 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 the remote stand.
Normally ATC will clear ACFT to the de-icing standby area (marshaller guidance to parking positions 6J to 6Z 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 to F59) is provided.

Chemical de-icing is limited to a width of 40m on RWYs and 15m on TWYs.
De-icing pattern follows centerline markings.
Taxiing ACFT should not deviate from centerline marking and lighting.

3. DEPARTURE

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. TAXI

ACFT taxiing out from stands 7L, 7M and 91 must follow exactly the centreline marking in TL70. When taxiing out from stand 90 deviation to the West in TL70 is prohibited.

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

HIRO (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.

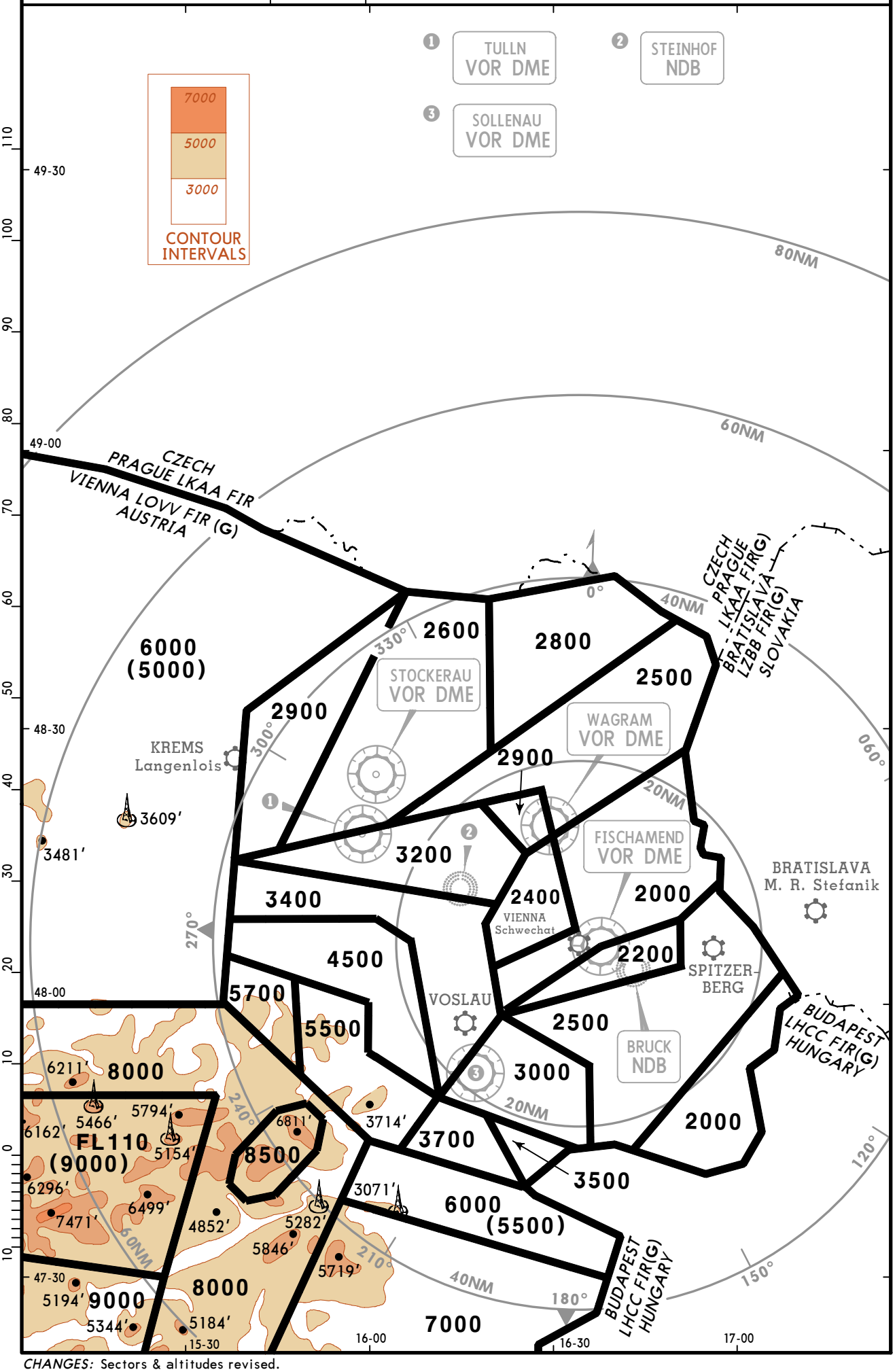
3.6. OTHER INFORMATION

TRANSPONDER PROCEDURES
Departing ACFT shall select the correct transponder code and squawk mode S not later than starting the push-back procedure or commencing taxi if no push-back is required.
ACFT not equipped with mode S shall squawk mode A/C when starting the push-back procedure or commencing taxi if no push-back is required.

VIENNA Radar (APP)
128.2 124.55
129.05 132.47

Apt Elev 600′

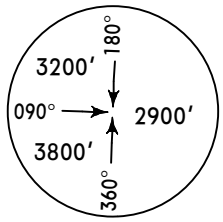
Alt Set: hPa
Trans level: By ATC Trans alt: 5000′
1. SQUAWK as instructed by ATC.
2. MAX 250 KT below FL100.



CHANGES: Sectors & altitudes revised.

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	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 10-2D to 10-2G). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

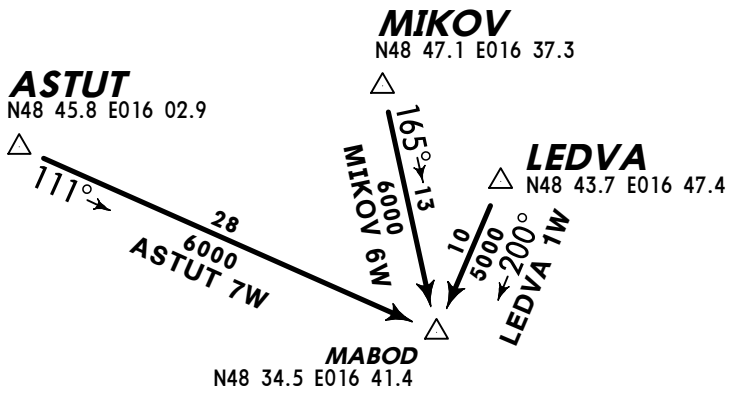


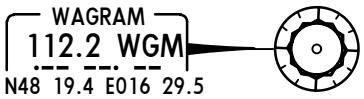
MSA
WGM VOR

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

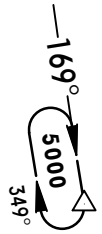
DESCENT PLANNING
Expect clearance to cross
ASTUT at or below **FL210,**
LEDVA at or below **FL160.**

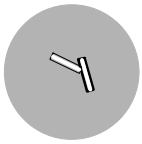
STARs crossing through Airspace **"Class E"** up to FL125





HOLDING OVER MABOD





NOT TO SCALE

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

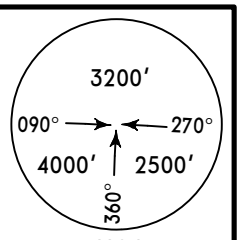
If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to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

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

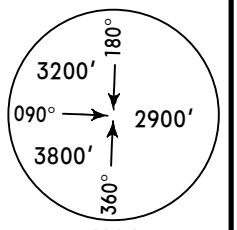
CHANGES: None.

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	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 10-2D to 10-2G). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

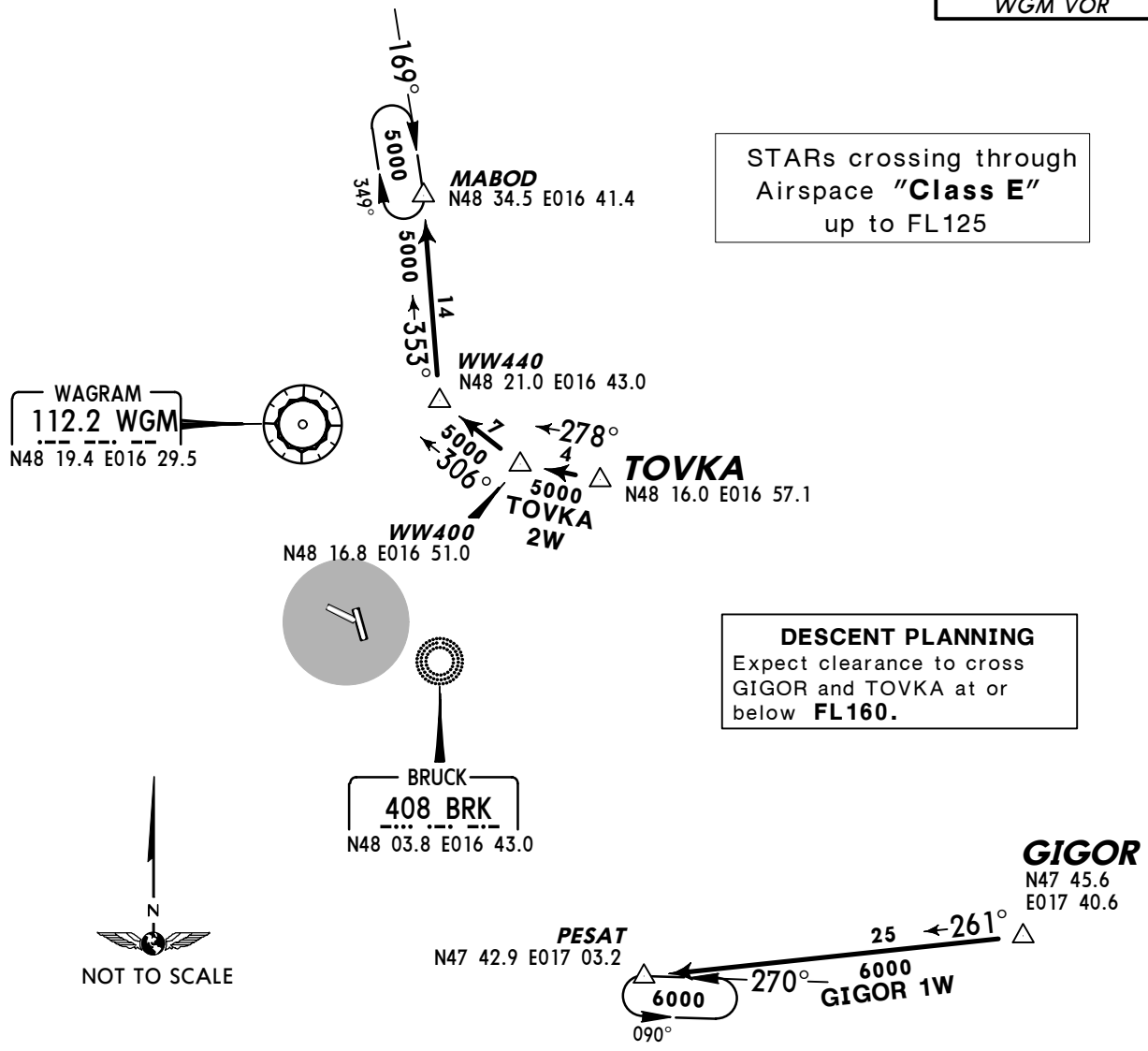


MSA
BRK NDB



MSA
WGM VOR

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



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

DESCENT PLANNING
Expect clearance to cross GIGOR and TOVKA at or below **FL160.**

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

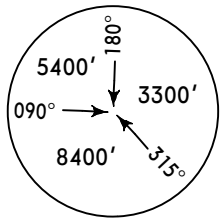
If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to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

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

CHANGES: STAR TOVKA 1W renumbered 2W & revised.

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	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 10-2D to 10-2G). **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 10-2C).
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
LOST COMMS LOST

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

SOLLENAU
D 115.5 SNU
N47 52.5 E016 17.3

BALAD
N47 46.0 E016 14.2

035° 8000
215°
25 8000

NIGSI
N47 22.2
E016 02.2

8 8000 GBG 5W GRZ 6W XANUT 1W

WW202
N47 14.6 E015 58.4

8 8000

XANUT
N47 07.0 E015 54.7

061° 21 8000 GRZ 6W
8 8000

WW201
N46 59.4 E015 51.1

016° 7 8000 GBG 5W

GRAZ
D 116.2 GRZ
N46 57.3 E015 27.0

GLEICHENBERG
426 GBG
N46 53.2 E015 48.0

N
NOT TO SCALE

DESCENT PLANNING
Expect clearance to cross NIGSI at or below **FL180.**

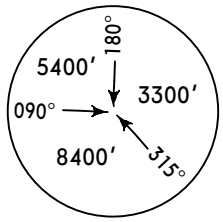
HOLDING OVER XANUT

057° FL130 237°

CHANGES: New chart.

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

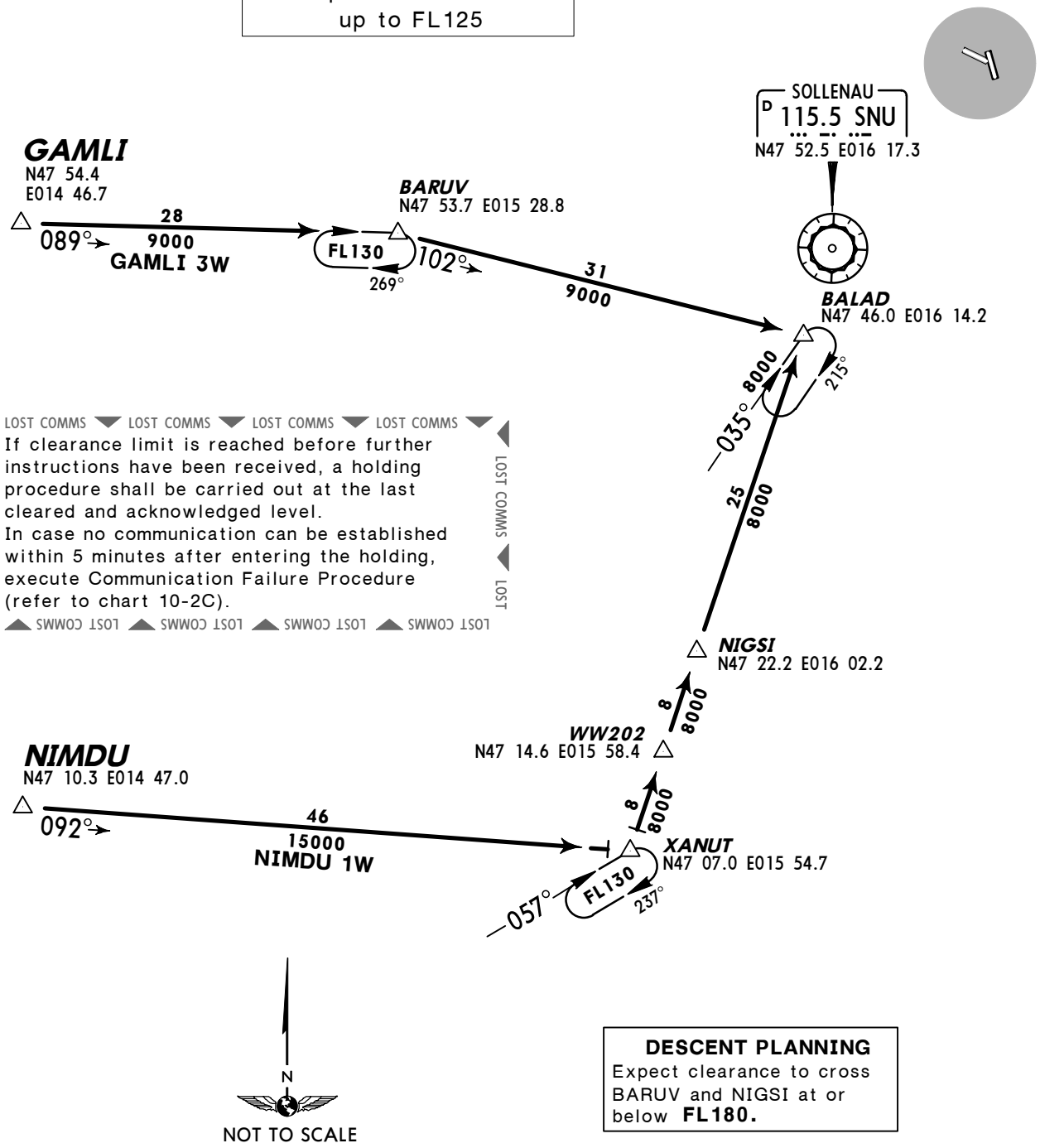
1. Non-RNAV aircraft expect radar vectors to final approach. **2.** GPS/FMS aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 10-2D to 10-2G). **3.** For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.



MSA
SNU VOR

GAMLI THREE WHISKEY (GAMLI 3W) *[GAML3W]*
NIMDU ONE WHISKEY (NIMDU 1W) *[NIMD1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM WEST

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



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 10-2C).

LOST COMMS

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

N

NOT TO SCALE

DESCENT PLANNING
Expect clearance to cross BARUV and NIGSI at or below **FL180.**

CHANGES: New chart.

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	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 10-2D to 10-2G). **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

NOT TO SCALE

LANUX N48 53.3 E015 36.9

139° 31 6000 LANUX 3W

NERDU N48 28.9 E016 06.0

284° 5000

104° 17 6000

TEMTA N48 30.5 E015 39.8

9 6000 LNZ 6W MASUR 1W VENEN 1W

MASUR N48 31.2 E015 26.4

272° FL130

WW192 N48 31.9 E015 12.9

9 6000

WW191 N48 32.7 E014 59.4

9 6000

WW190 N48 33.3 E014 46.0

9 6000

VENEN N48 34.0 E014 32.5

9 092° 6000 VENEN 1W

56 6000 LNZ 6W

069°

WAGRAM 112.2 WGM N48 19.4 E016 29.5

STEINHOF 293 STE N48 12.6 E016 14.8

LINZ D 116.6 LNZ N48 13.8 E014 06.2

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

DESCENT PLANNING
Expect clearance to cross LANUX at or below **FL130**, TEMTA at or below **FL180.**

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

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

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

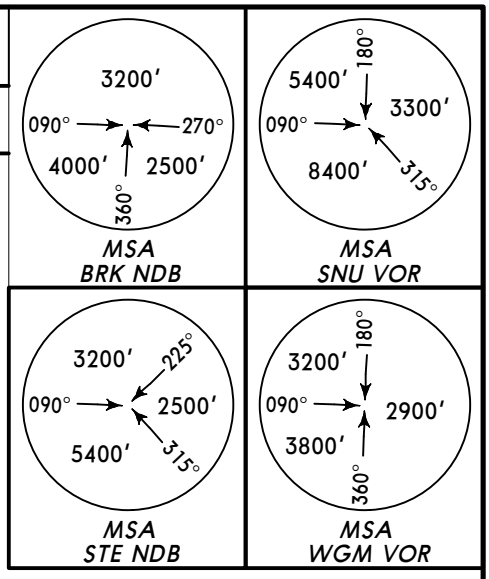
CHANGES: Speed restriction & SLPs withdrawn.

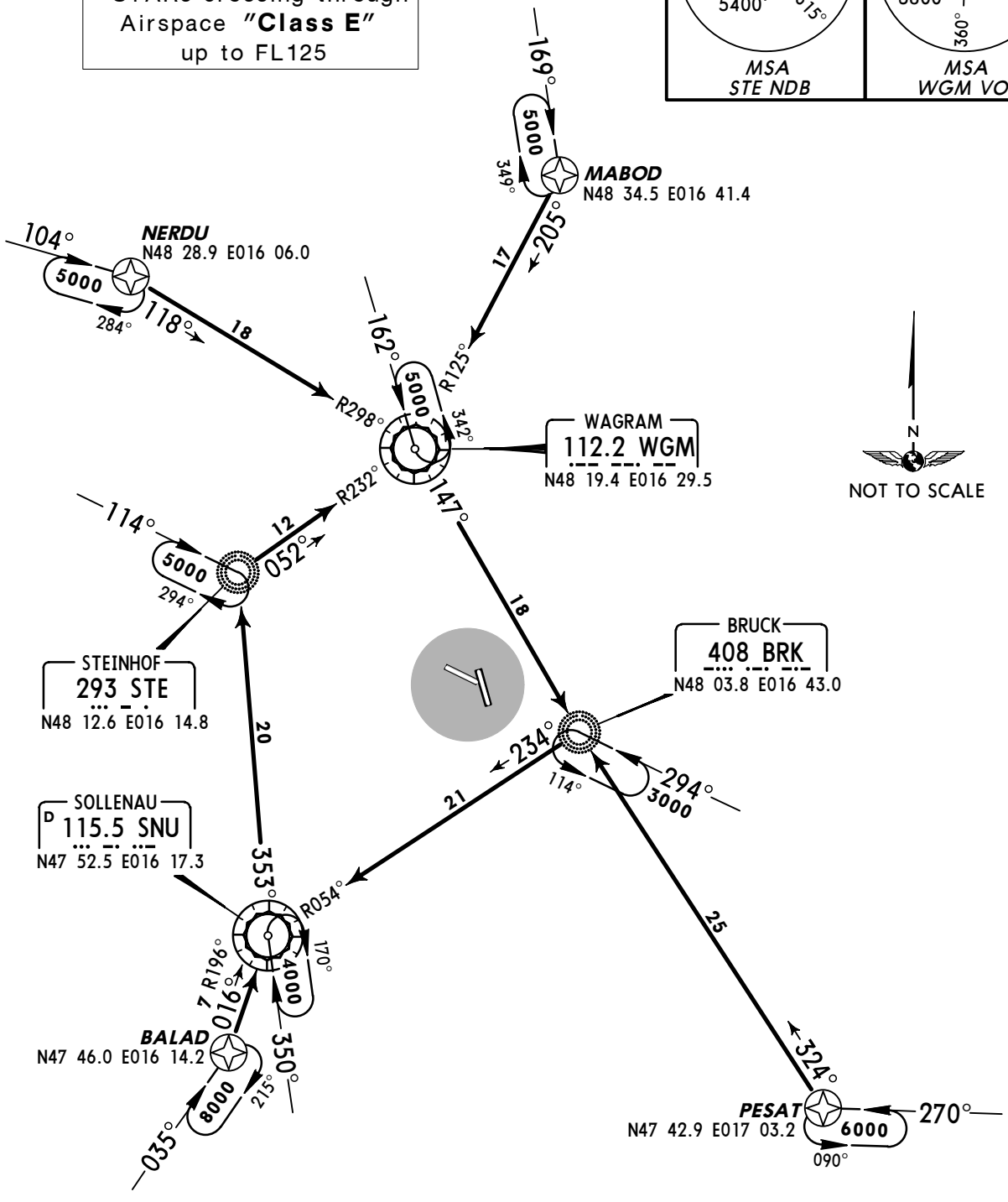
ATIS	Apt Elev
112.2 113.0 115.5 122.95	600′

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

COMMUNICATION FAILURE PROCEDURE

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



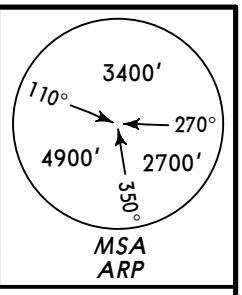


COMMUNICATION FAILURE ROUTING

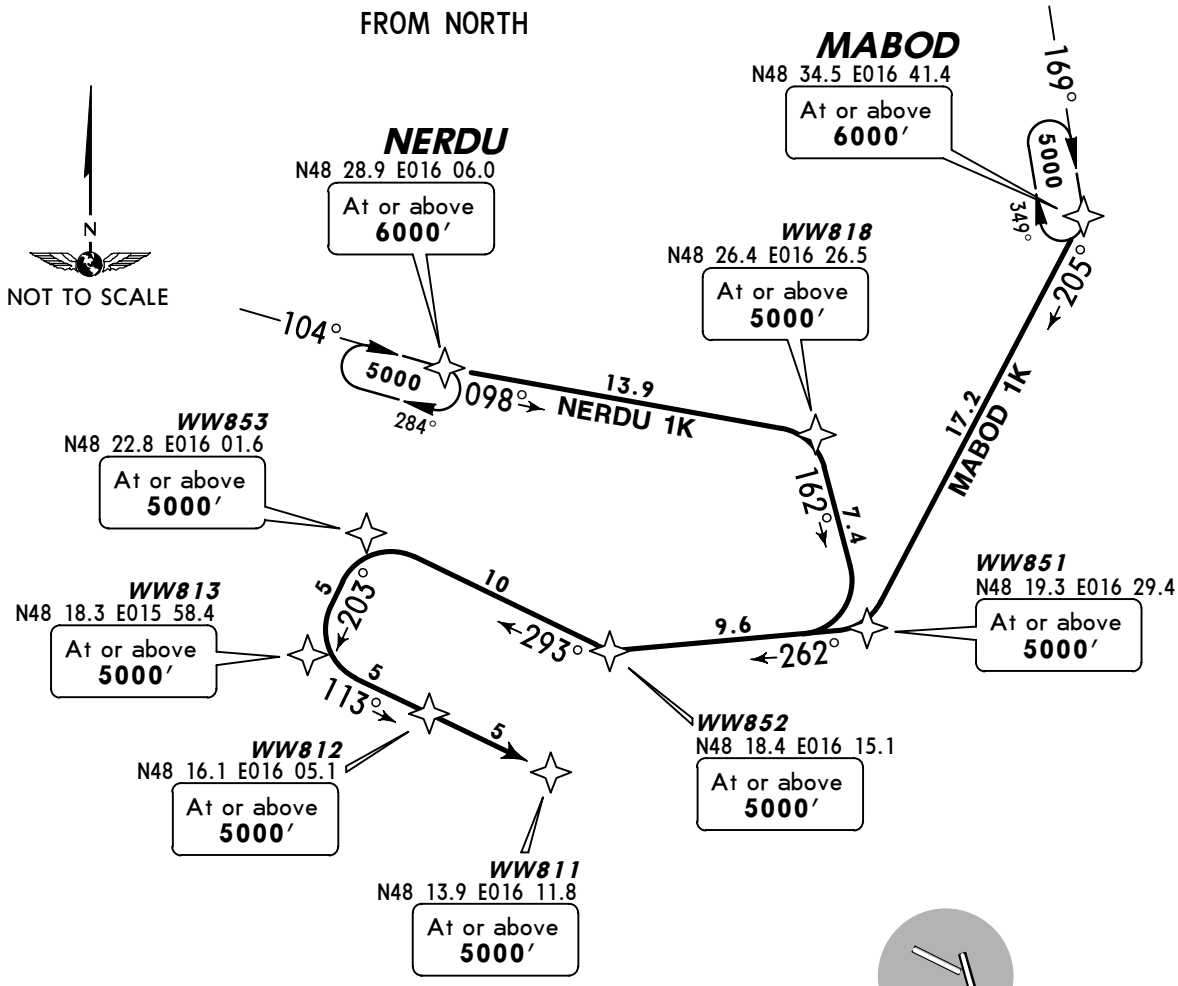
In case the runway in use is known proceed as depicted on chart clockwise to the relevant approach fix and maintain last cleared and acknowledged level. Start descent over approach fix and execute approach procedure.
If the runway in use is not known proceed as depicted on chart to BRK and maintain last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

CHANGES: None.

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.

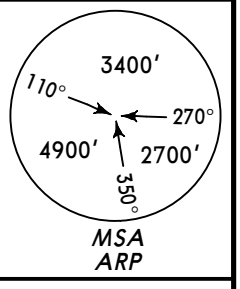
CLEARANCE PHRASEOLOGY

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 one or a combination of waypoints. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

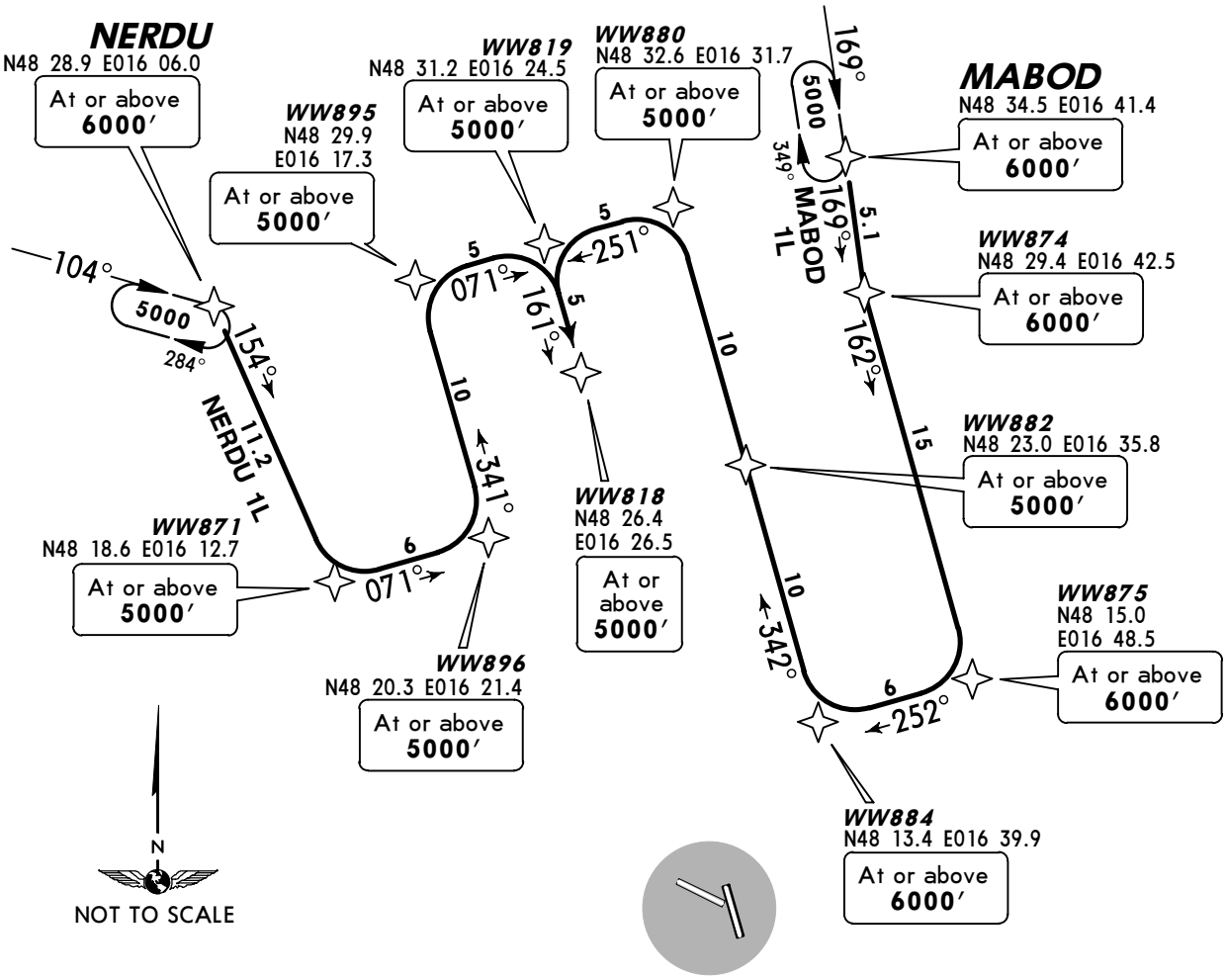
TRANSITION	ROUTING
MABOD 1K	MABOD **(6000′+) -** WW851 **(5000′+) -** WW852 **(5000′+) -** WW853 **(5000′+) -** WW813 **(5000′+) -** WW812 **(5000′+) -** WW811 **(5000′+).**
NERDU 1K	NERDU **(6000′+) -** WW818 **(5000′+) -** WW851 **(5000′+) -** WW852 **(5000′+) -** WW853 **(5000′+) -** WW813 **(5000′+)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

CHANGES: RNAV transitions reindexed, revised & transferred.

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 1L *[MAB1L]*, 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.

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.

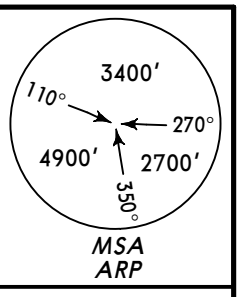
CLEARANCE PHRASEOLOGY

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 one or a combination of waypoints. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

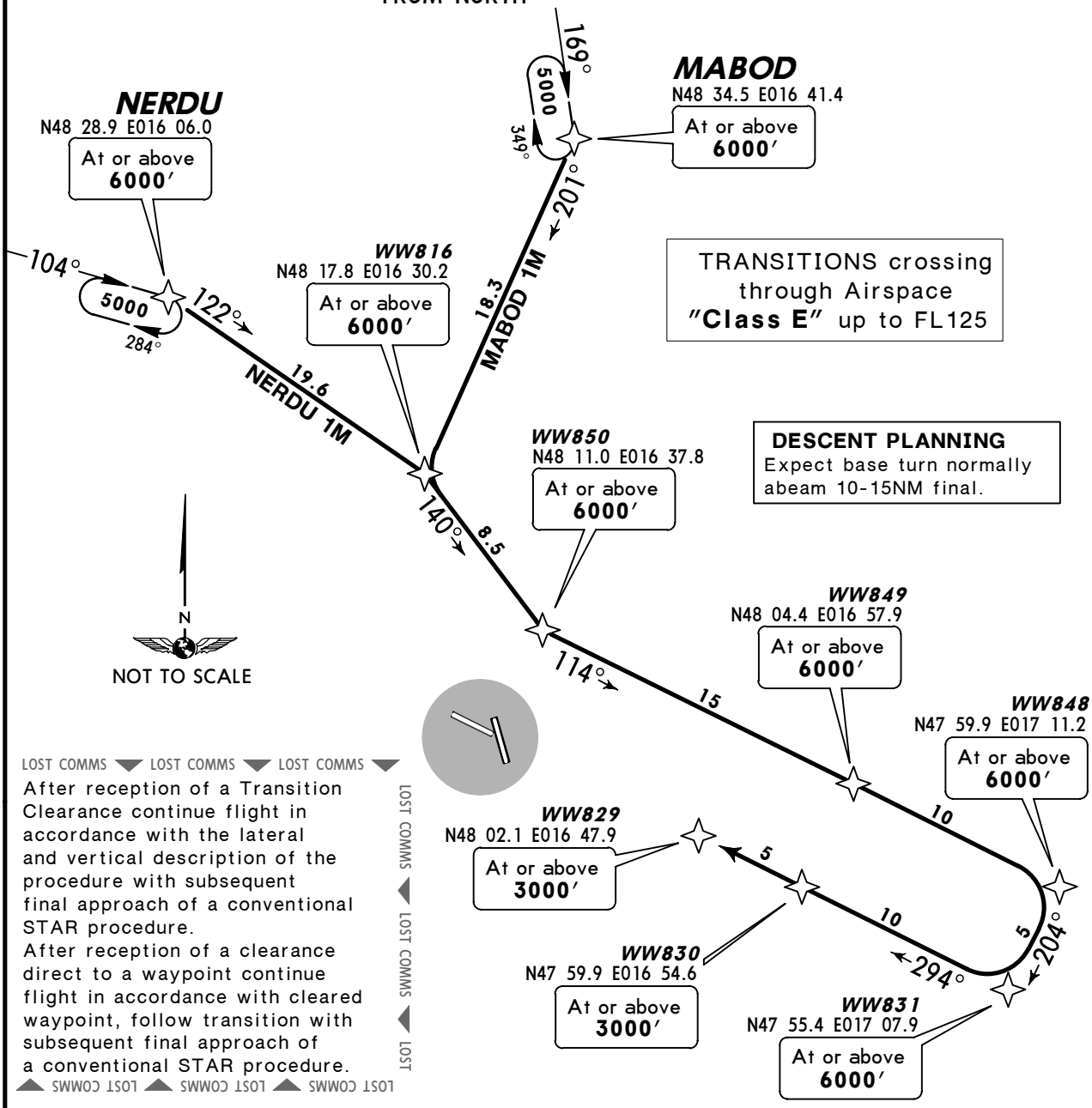
TRANSITION	ROUTING
MABOD 1L	MABOD **(6000′+)** - WW874 **(6000′+)** - WW875 **(6000′+)** - WW884 **(6000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+).**
NERDU 1L	NERDU **(6000′+)** - WW871 **(5000′+)** - WW896 **(5000′+)** - WW895 **(5000′+)** - WW819 **(5000′+)**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

CHANGES: RNAV transitions reindexed, revised & transferred.

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 1M *[MAB1M]*, NERDU 1M *[NER1M]*
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

CLEARANCE PHRASEOLOGY

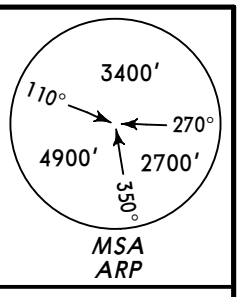
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted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

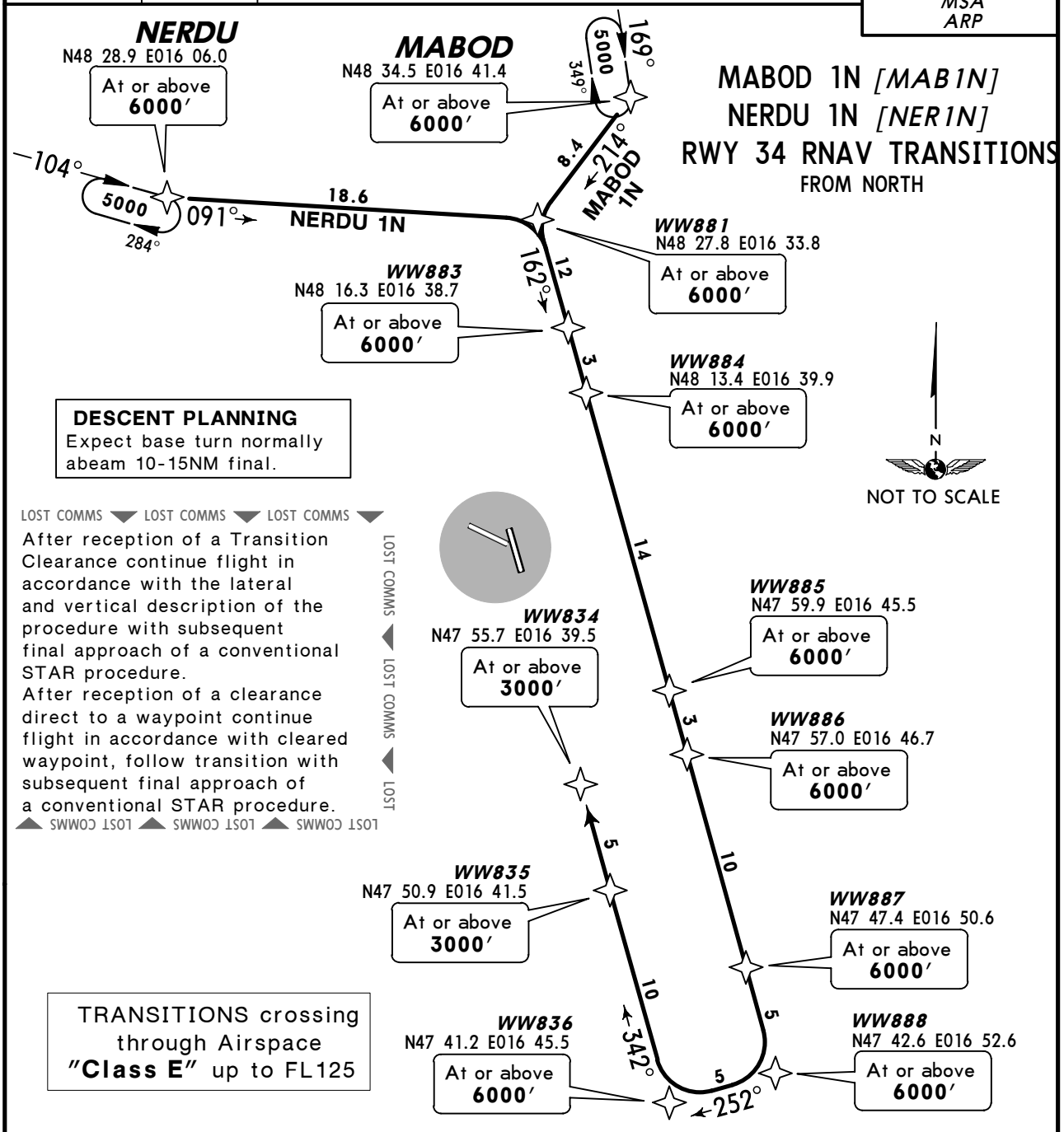
TRANSITION	ROUTING
MABOD 1M	MABOD **(6000′+)** - WW816 **(6000′+)** - WW850 **(6000′+)** - WW849 **(6000′+)** - WW848 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+).**
NERDU 1M	NERDU **(6000′+)** - WW816 **(6000′+)** - WW850 **(6000′+)** - WW849 **(6000′+)** - WW848 **(6000′+)** - WW831 **(6000′+)** - WW830 **(3000′+)** - WW829 **(3000′+).**

CHANGES: RNAV transitions reindexed, revised & transferred.

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.





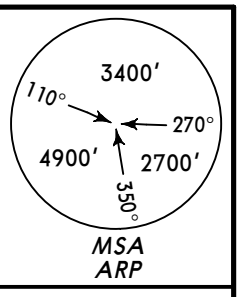
CLEARANCE PHRASEOLOGY

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 one or a combination of waypoints. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING
MABOD 1N	MABOD **(6000′+)** - WW881 **(6000′+)** - WW883 **(6000′+)** - WW884 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**
NERDU 1N	NERDU **(6000′+)** - WW881 **(6000′+)** - WW883 **(6000′+)** - WW884 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**

CHANGES: RNAV transitions reindexed, revised & transferred.

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.



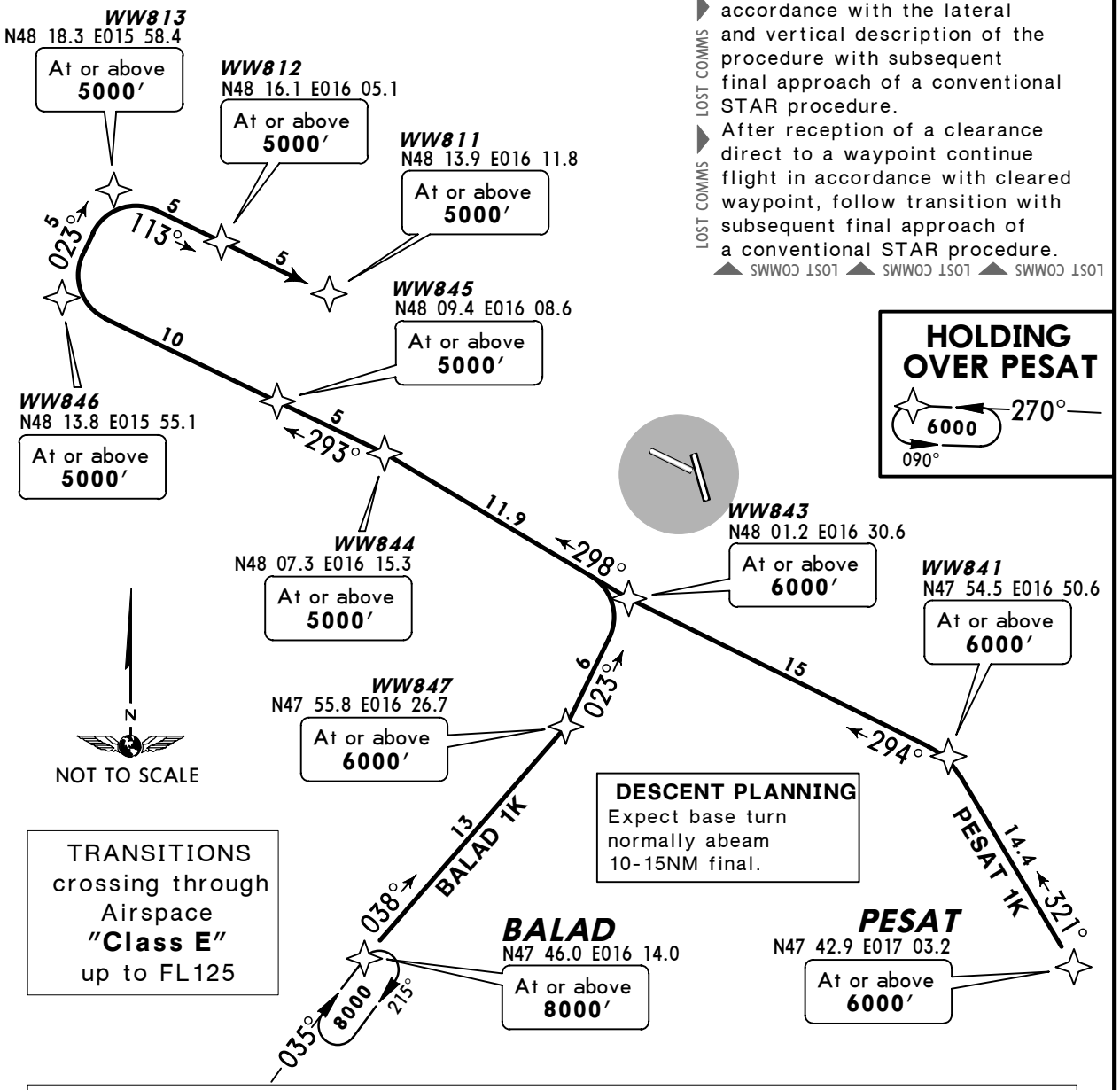
BALAD 1K *[BAL1K]*, PESAT 1K *[PES1K]*
RWY 11 RNAV TRANSITIONS
FROM SOUTH

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 ▲



HOLDING OVER PESAT

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

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

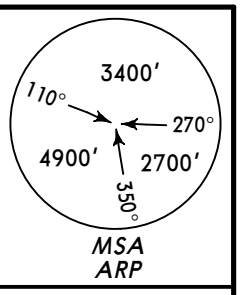
CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Transition":** Authorization to fly the lateral 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 one or a combination of waypoints. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

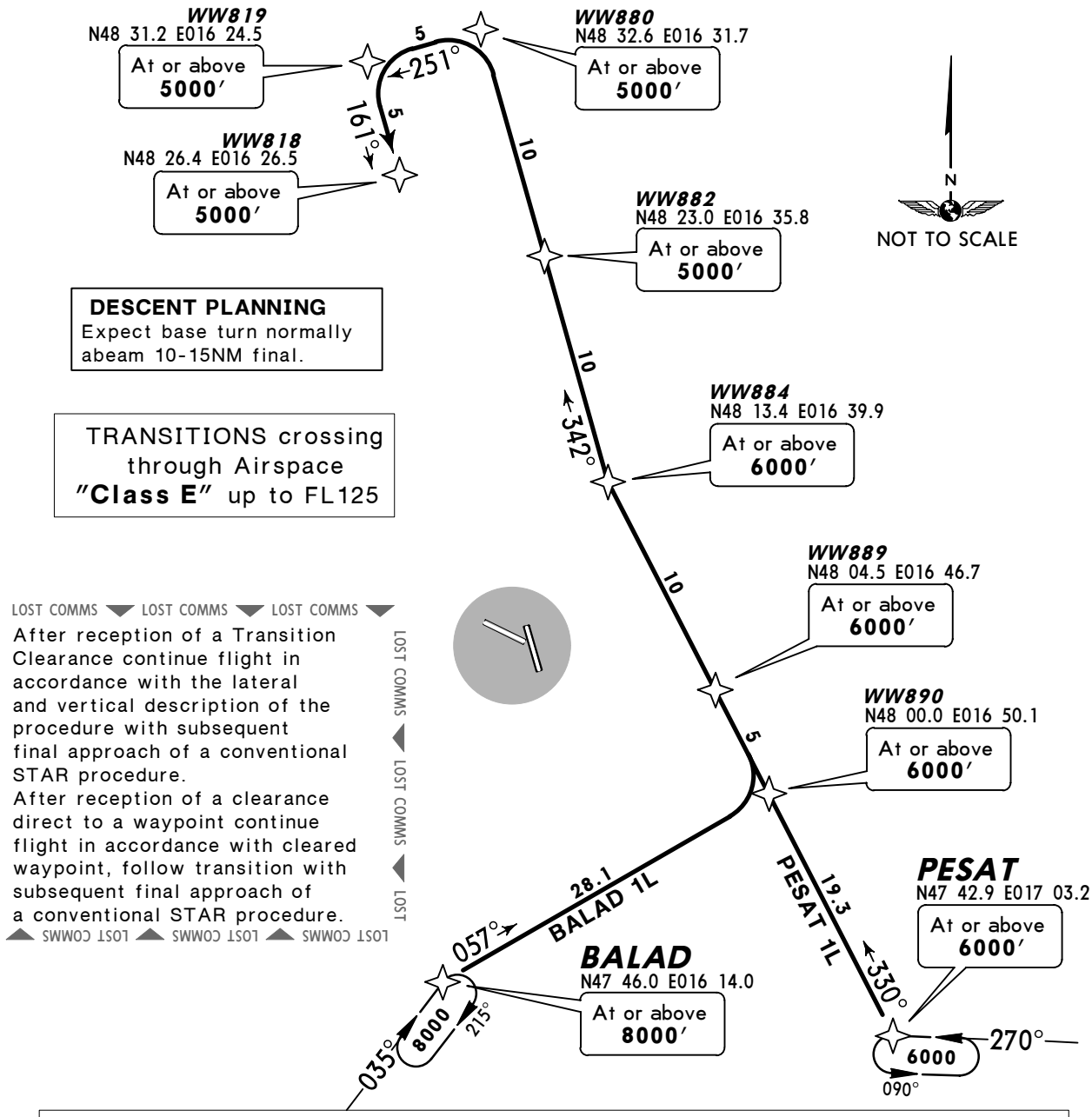
TRANSITION	ROUTING
BALAD 1K	BALAD **(8000′+)** - WW847 **(6000′+)** - WW843 **(6000′+)** - WW844 **(5000′+)** - WW845 **(5000′+)** - WW846 **(5000′+)** - WW813 **(5000′+)** - WW812 **(5000′+)** - WW811 **(5000′+).**
PESAT 1K	PESAT **(6000′+)** - WW841 **(6000′+)** - WW843 **(6000′+)** - WW844 **(5000′+)**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

CHANGES: New chart.

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.



BALAD 1L *[BAL1L]*, PESAT 1L *[PES1L]*
RWY 16 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 ▼

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

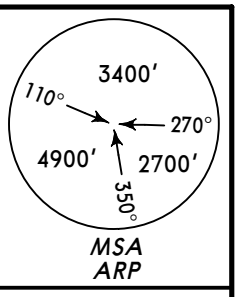
CLEARANCE PHRASEOLOGY

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 one or a combination of waypoints. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

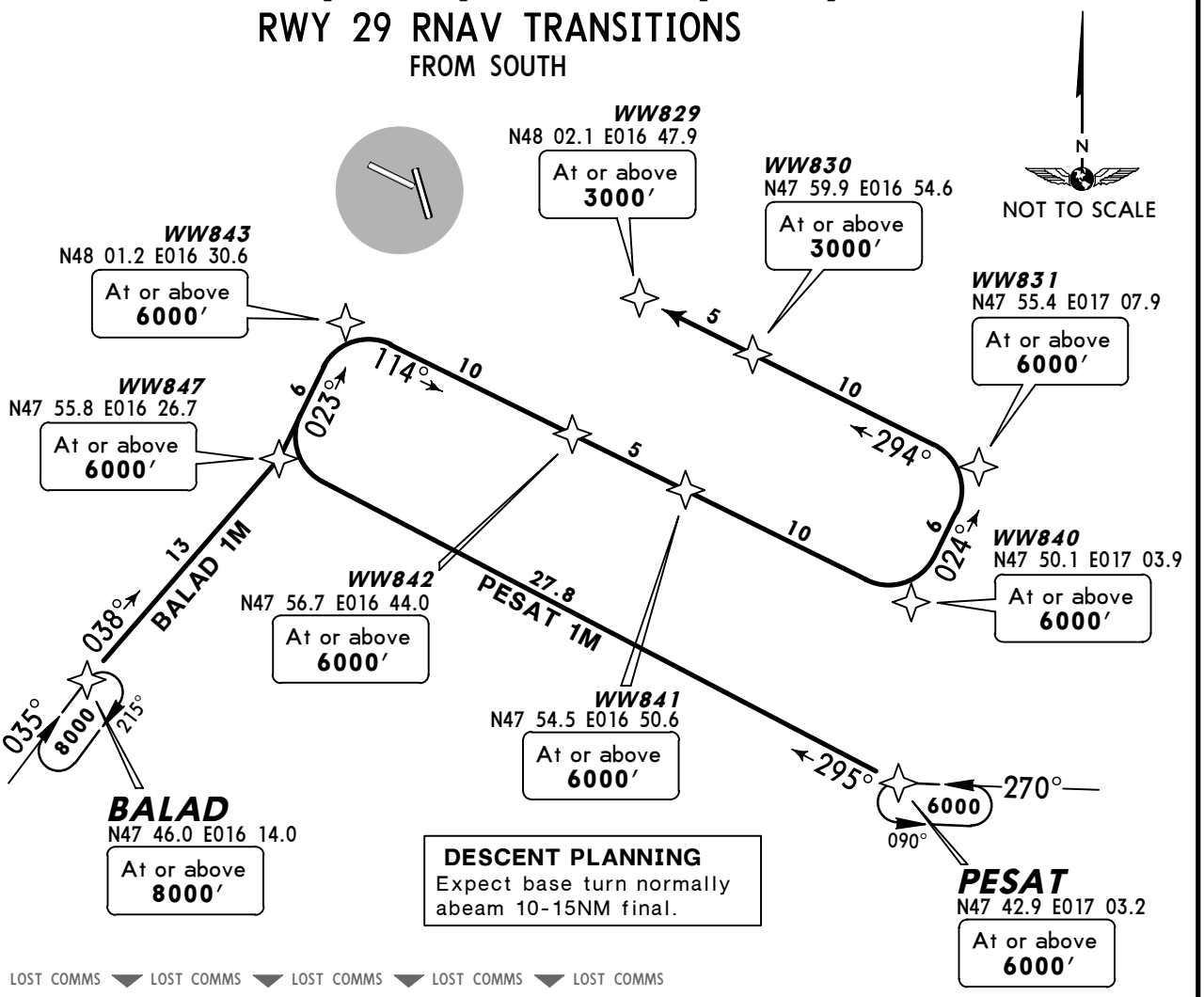
TRANSITION	ROUTING
BALAD 1L	BALAD **(8000′+)** - WW890 **(6000′+)** - WW889 **(6000′+)** - WW884 **(6000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+).**
PESAT 1L	PESAT **(6000′+)** - WW890 **(6000′+)** - WW889 **(6000′+)** - WW884 **(6000′+)** - WW882 **(5000′+)** - WW880 **(5000′+)** - WW819 **(5000′+)** - WW818 **(5000′+).**

CHANGES: New chart.

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.



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



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

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

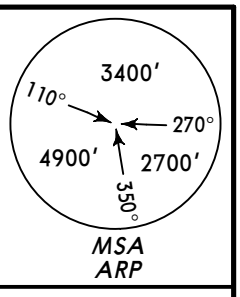
CLEARANCE PHRASEOLOGY

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 one or a combination of waypoints. 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′+).**

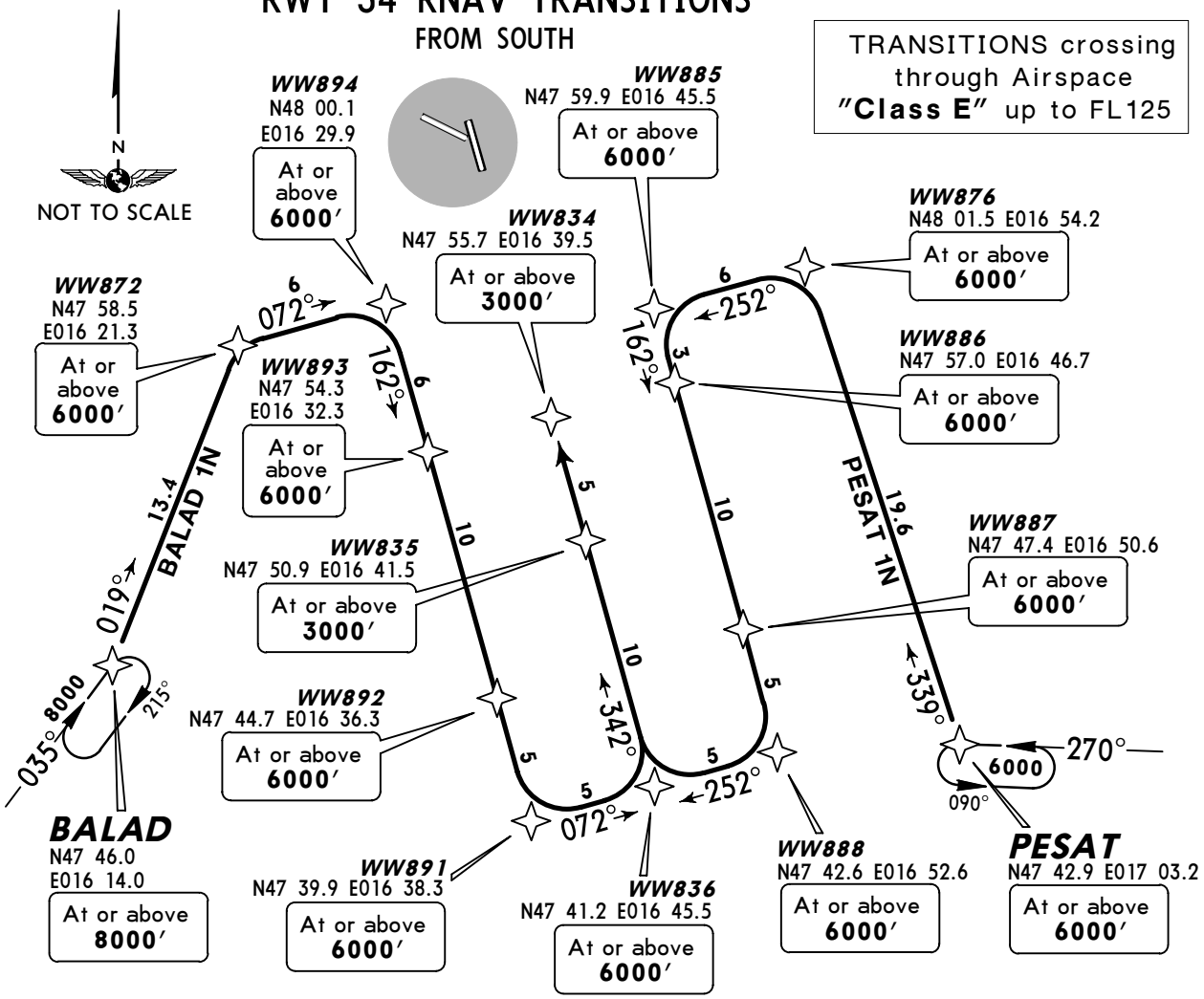
CHANGES: New chart.

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.



BALAD 1N *[BAL1N]*, PESAT 1N *[PES1N]*
RWY 34 RNAV TRANSITIONS
FROM SOUTH

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



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

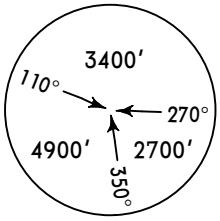
1. **"Cleared xxx Transition":** Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
2. **"Cleared xxx Transition and Profile":** Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct Waypoint xxx":** Authorization to fly from the present position direct to one or a combination of waypoints. 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 1N	PESAT **(6000′+)** - WW876 **(6000′+)** - WW885 **(6000′+)** - WW886 **(6000′+)** - WW887 **(6000′+)** - WW888 **(6000′+)** - WW836 **(6000′+)** - WW835 **(3000′+)** - WW834 **(3000′+).**

CHANGES: New chart.

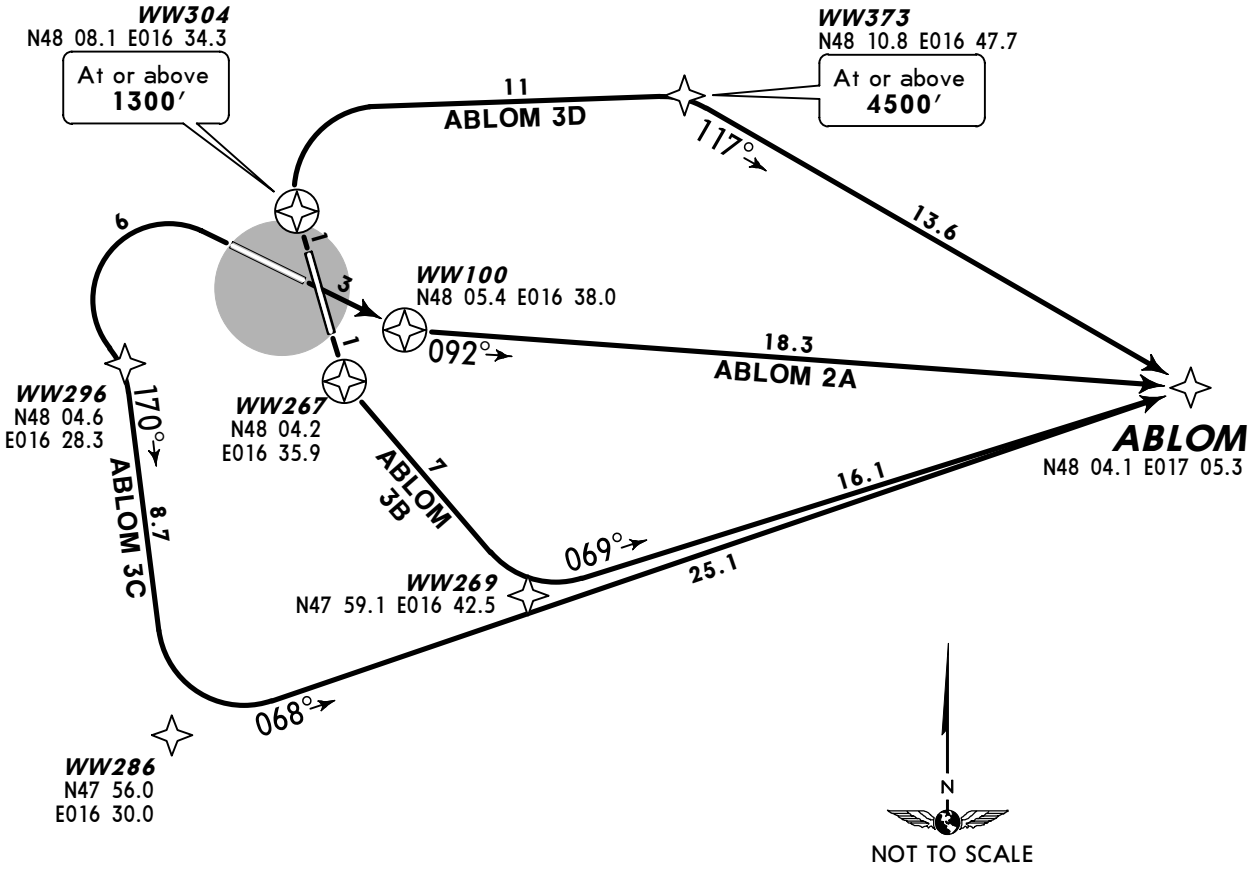
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



ABLOM TWO ALFA (ABLOM 2A) *[ABLO2A]*
ABLOM THREE BRAVO (ABLOM 3B) *[ABLO3B]*
ABLOM THREE CHARLIE (ABLOM 3C) *[ABLO3C]*
ABLOM THREE DELTA (ABLOM 3D) *[ABLO3D]*
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 3B: 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

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

Initial climb clearance **5000′**

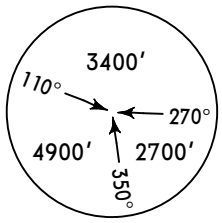
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
ABLOM 2A	**11**	WW100 - ABLOM.
ABLOM 3B	**16**	WW267 - WW269 - ABLOM.
ABLOM 3C	**29**	**(1000′+) -** WW296 - WW286 - ABLOM.
ABLOM 3D	**34**	WW304 **(1300′+) -** WW373 **(4500′+) -** ABLOM.

CHANGES: ABLOM 2B, 2C & 2D renumb 3B, 3C & 3D & revised.

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

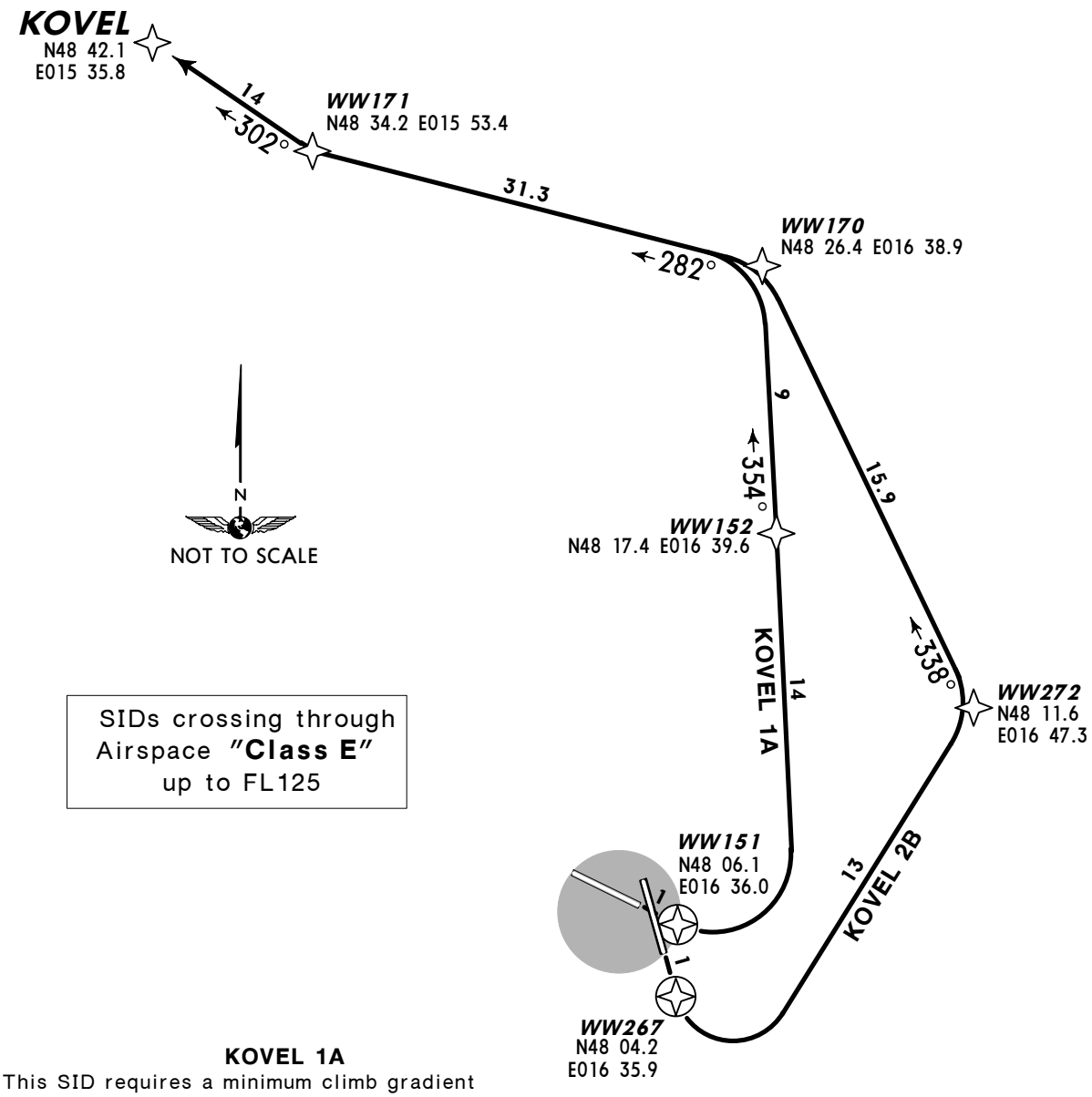
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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 2000′.



KOVEL ONE ALFA (KOVEL 1A) *[KOVE1A]*
KOVEL TWO BRAVO (KOVEL 2B) *[KOVE2B]*
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′**

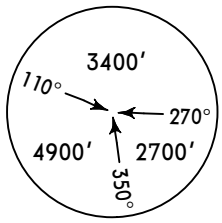
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
KOVEL 1A	**11**	WW151 - WW152 - WW170 - WW171 - KOVEL.
KOVEL 2B	**16**	WW267 - WW272 - WW170 - WW171 - KOVEL.

CHANGES: RNAV SID KOVEL 1B renumbered 2B & revised.

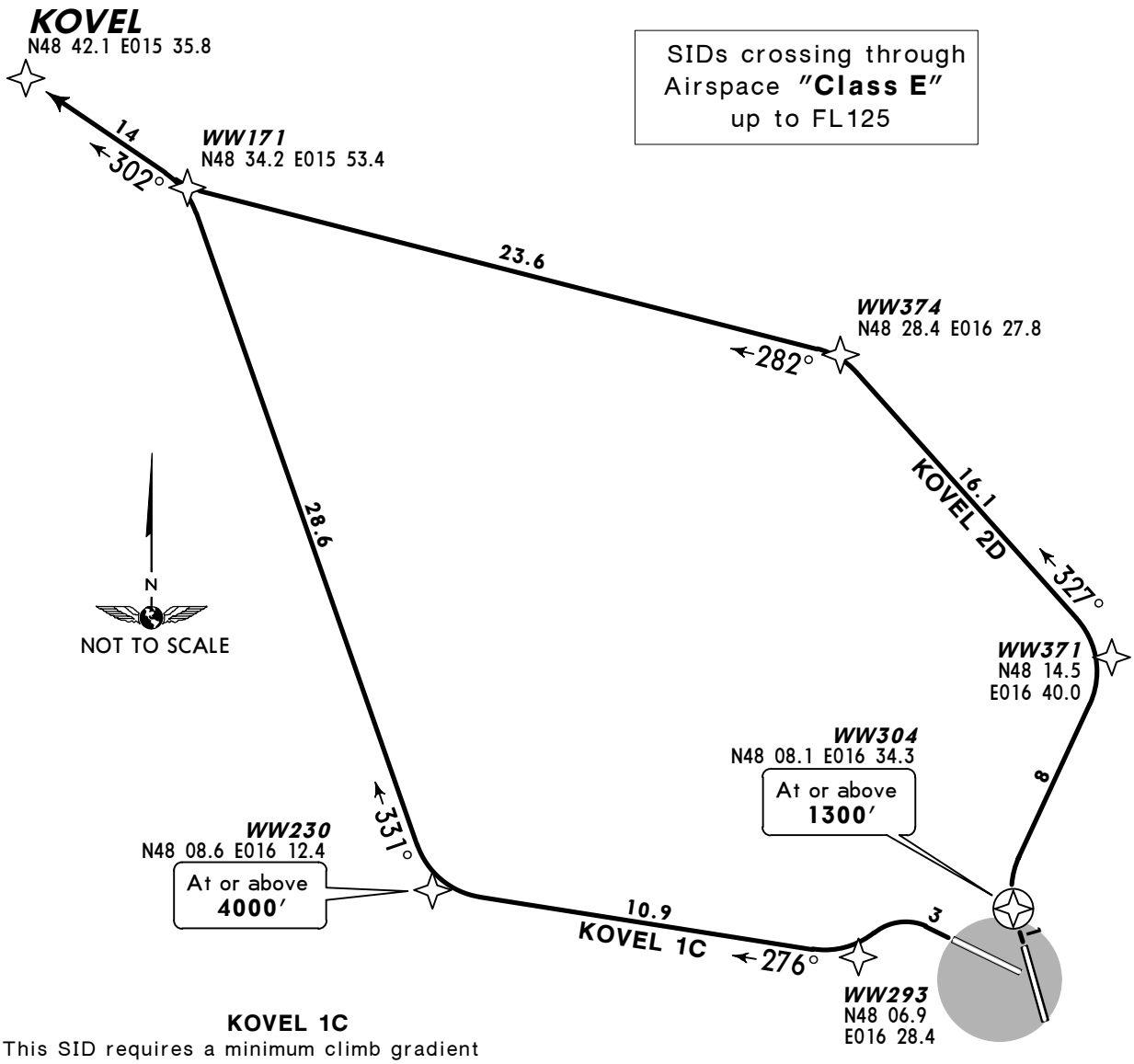
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



KOVEL ONE CHARLIE (KOVEL 1C) *[KOVE1C]*
KOVEL TWO DELTA (KOVEL 2D) *[KOVE2D]*
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°.

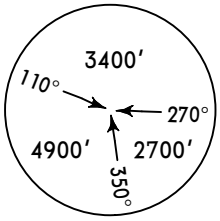
SID	RWY	ROUTING
KOVEL 1C ❶	29	**(1000′+) -** WW293 - WW230 **(4000′+) -** WW171 - KOVEL.
KOVEL 2D	34	WW304 **(1300′+) -** WW371 - WW374 - WW171 - KOVEL.

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

CHANGES: RNAV SID KOVEL 1D renumbered 2D & revised.

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

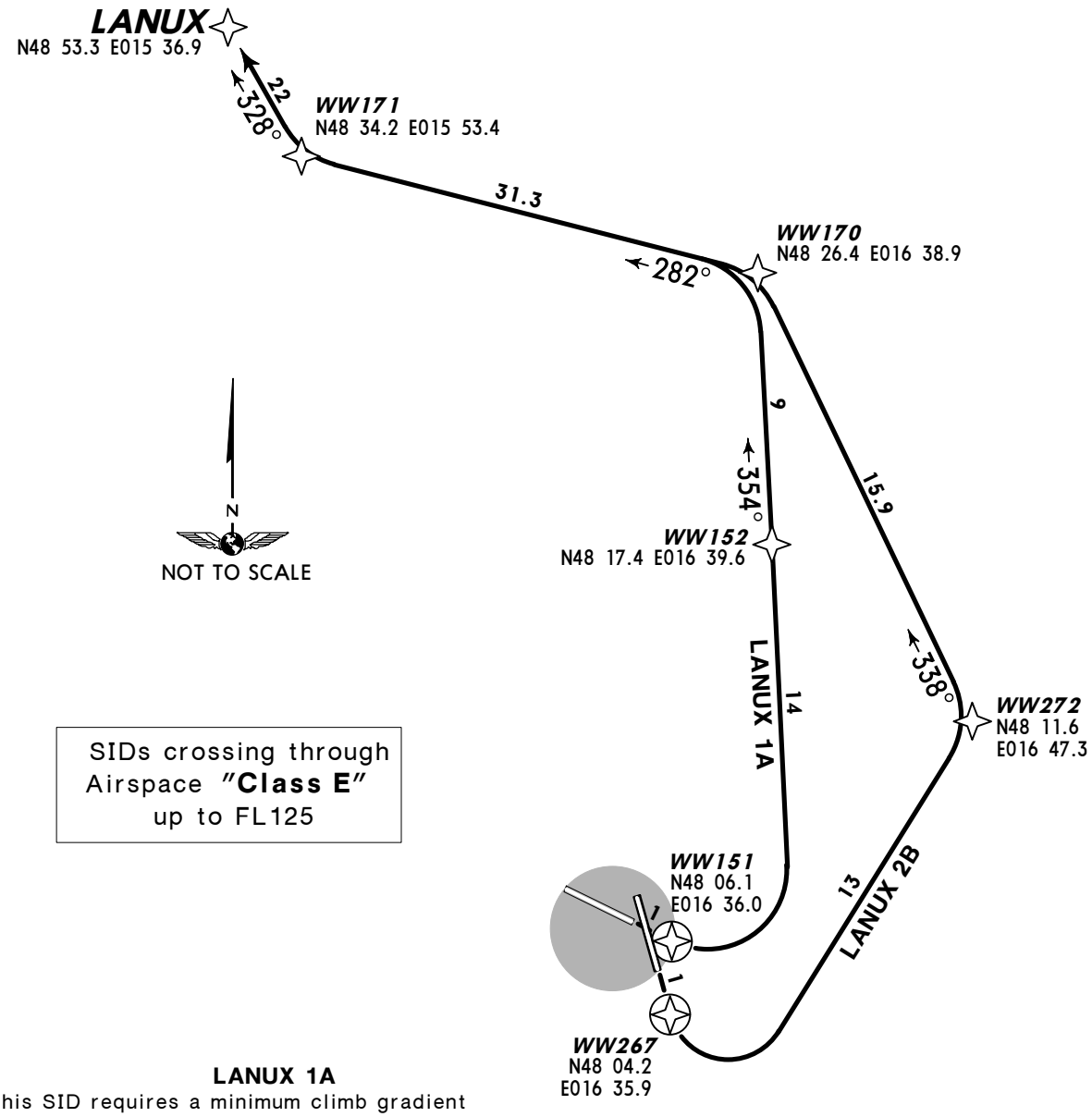
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. 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 2000′.



LANUX ONE ALFA (LANUX 1A) *[LANU1A]*
LANUX TWO BRAVO (LANUX 2B) *[LANU2B]*
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′**

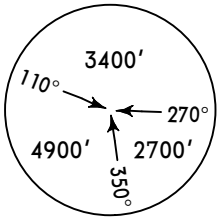
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
LANUX 1A	**11**	WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 2B	**16**	WW267 - WW272 - WW170 - WW171 - LANUX.

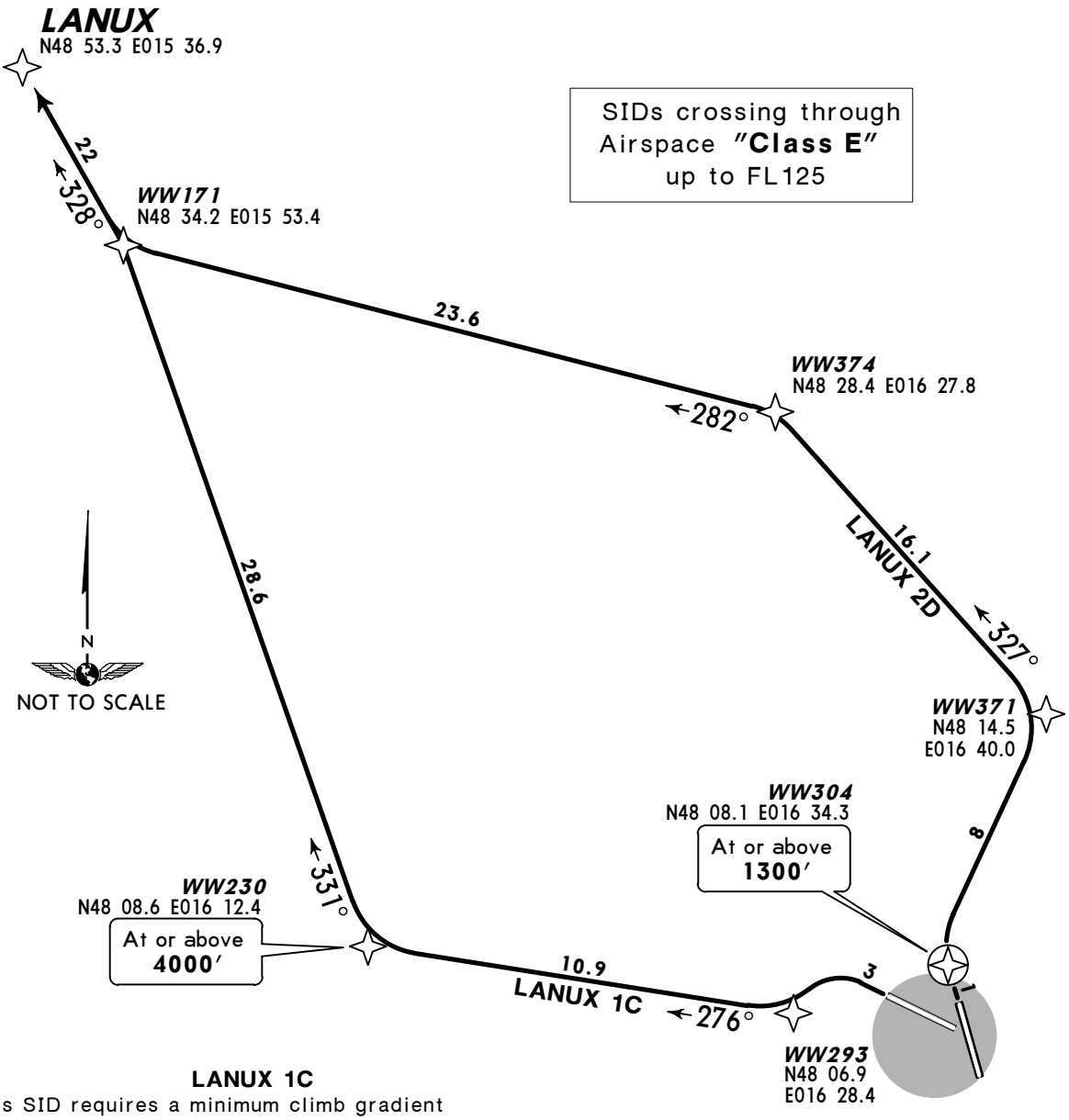
CHANGES: RNAV SID LANUX 1B renumbered 2B & revised.

WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN 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 2000′.



LANUX ONE CHARLIE (LANUX 1C) *[LANU1C]*
LANUX TWO DELTA (LANUX 2D) *[LANU2D]*
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 2D	**34**	WW304 **(1300′+) -** WW371 - WW374 - WW171 - LANUX.

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

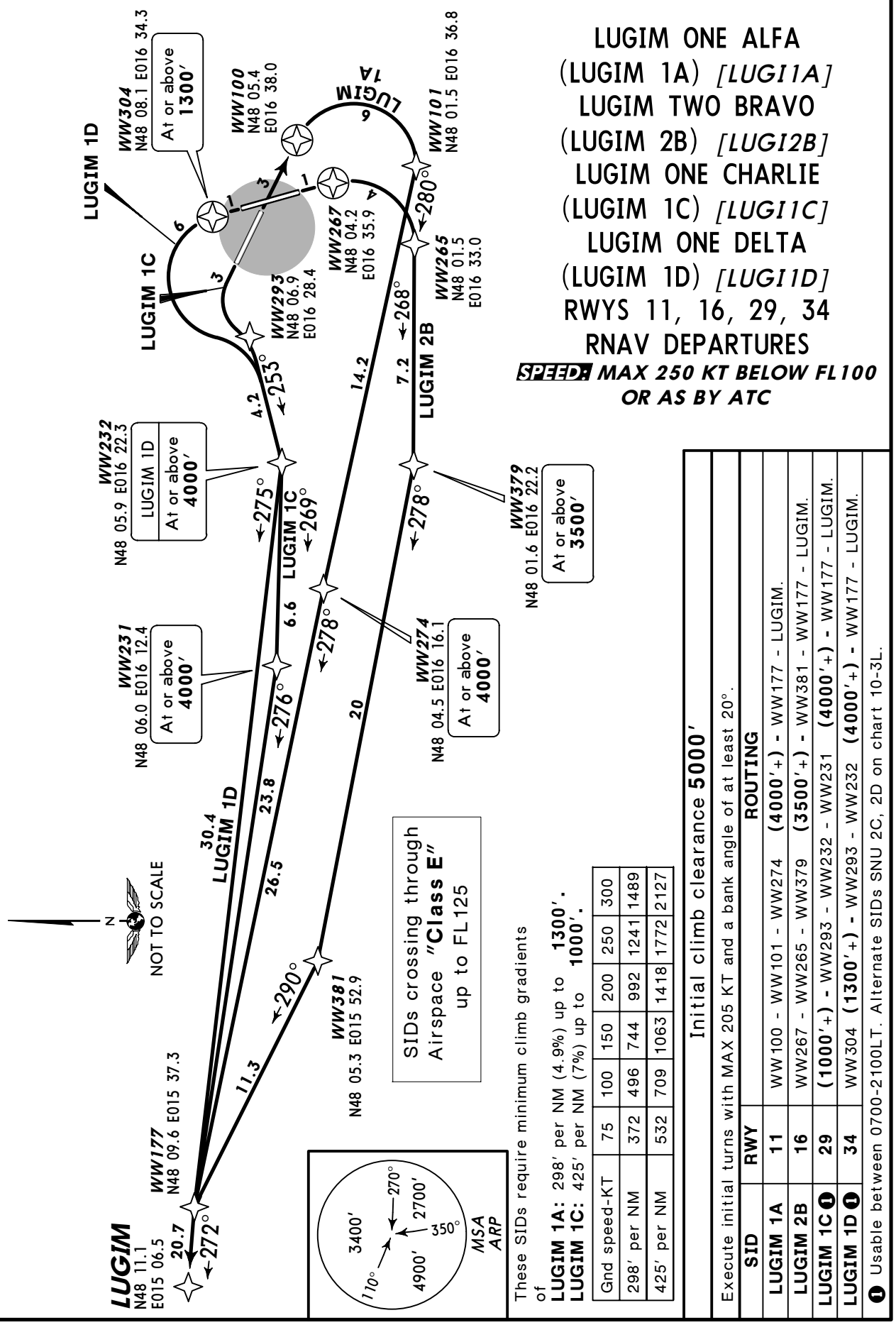
CHANGES: RNAV SID LANUX 1D renumbered 2D & revised.

WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN 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 2000′.

LUGIM ONE ALFA (LUGIM 1A) *[LUGI1A]*
LUGIM TWO BRAVO (LUGIM 2B) *[LUGI2B]*
LUGIM ONE CHARLIE (LUGIM 1C) *[LUGI1C]*
LUGIM ONE DELTA (LUGIM 1D) *[LUGI1D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
LUGIM 1A: 298′ per NM (4.9%) up to **1300′.**
LUGIM 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°.

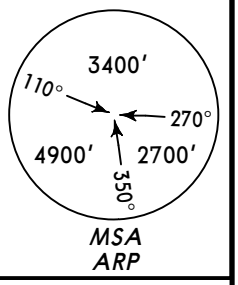
SID	RWY	ROUTING
LUGIM 1A	11	WW100 - WW101 - WW274 **(4000′+)** - WW177 - LUGIM.
LUGIM 2B	16	WW267 - WW265 - WW379 **(3500′+)** - WW381 - WW177 - LUGIM.
LUGIM 1C ❶	29	**(1000′+)** - WW293 - WW232 - WW231 **(4000′+)** - WW177 - LUGIM.
LUGIM 1D ❶	34	WW304 **(1300′+)** - WW293 - WW232 **(4000′+)** - WW177 - LUGIM.

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

CHANGES: RNAV SID LUGIM 1B renumbered 2B & revised.

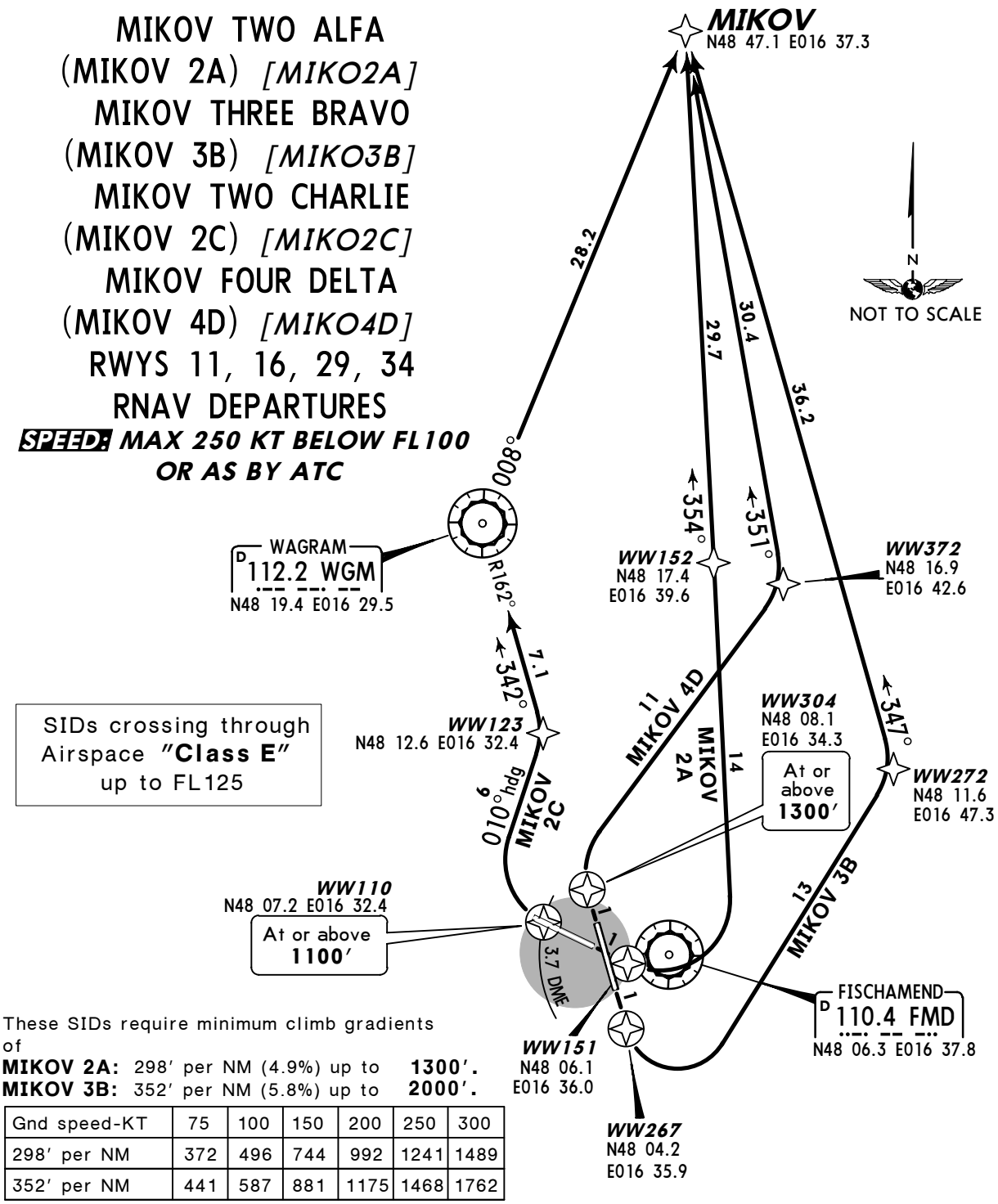
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



MIKOV TWO ALFA (MIKOV 2A) *[MIKO2A]*
MIKOV THREE BRAVO (MIKOV 3B) *[MIKO3B]*
MIKOV TWO CHARLIE (MIKOV 2C) *[MIKO2C]*
MIKOV FOUR DELTA (MIKOV 4D) *[MIKO4D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
MIKOV 2A: 298′ per NM (4.9%) up to **1300′.**
MIKOV 3B: 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 3B	**16**	WW267 - WW272 - 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 4D	**34**	WW304 **(1300′+) -** WW372 - MIKOV.

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

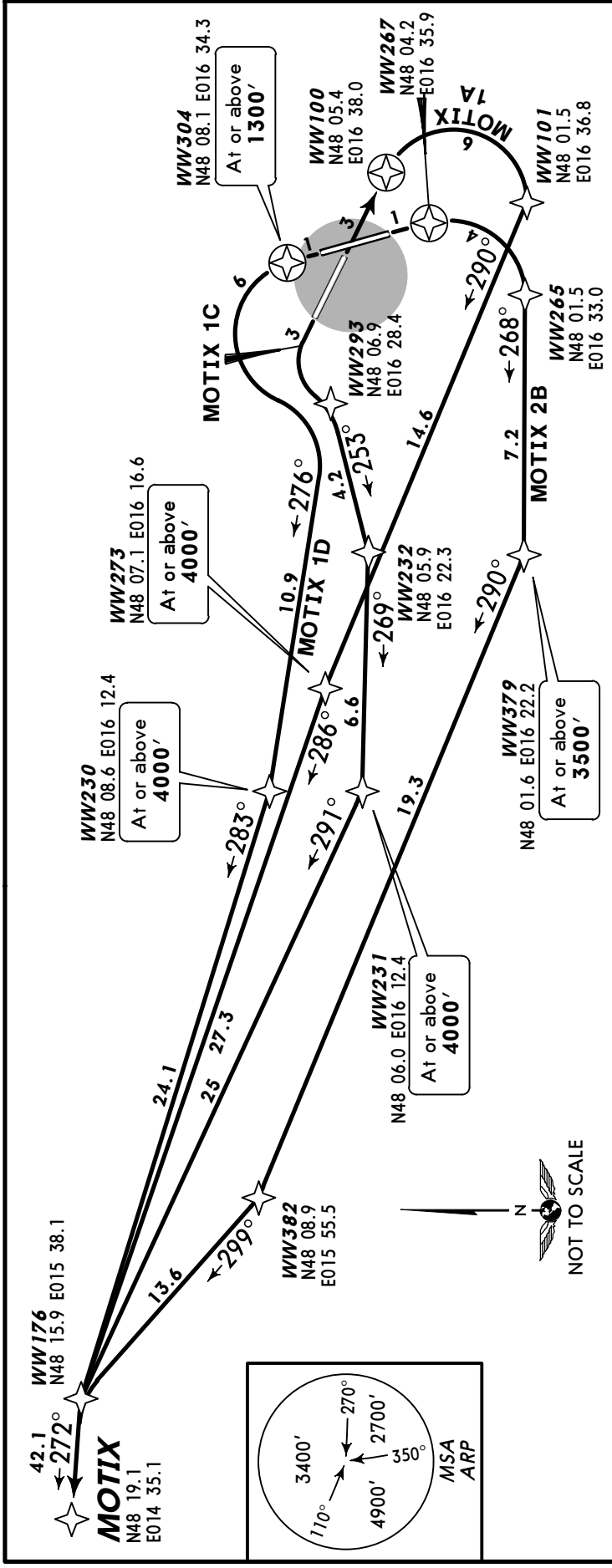
CHANGES: RNAV SIDs MIKOV 2B & 3D renumb 3B & 4D & revised.

WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN 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 2000′.

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



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°.

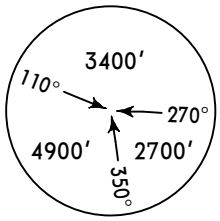
SID	RWY	ROUTING
MOTIX 1A	11	WW100 - WW101 - WW273 **(4000′+)** - WW176 - MOTIX.
MOTIX 2B	16	WW267 - WW265 - WW379 **(3500′+)** - WW382 - WW176 - MOTIX.
MOTIX 1C❶	29	**(1000′+)** - WW293 - WW232 - WW231 **(4000′+)** - WW176 - MOTIX.
MOTIX 1D❶	34	WW304 **(1300′+)** - WW293 - WW230 **(4000′+)** - WW176 - MOTIX.

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

CHANGES: RNAV SID MOTIX 1B renumbered 2B & revised.

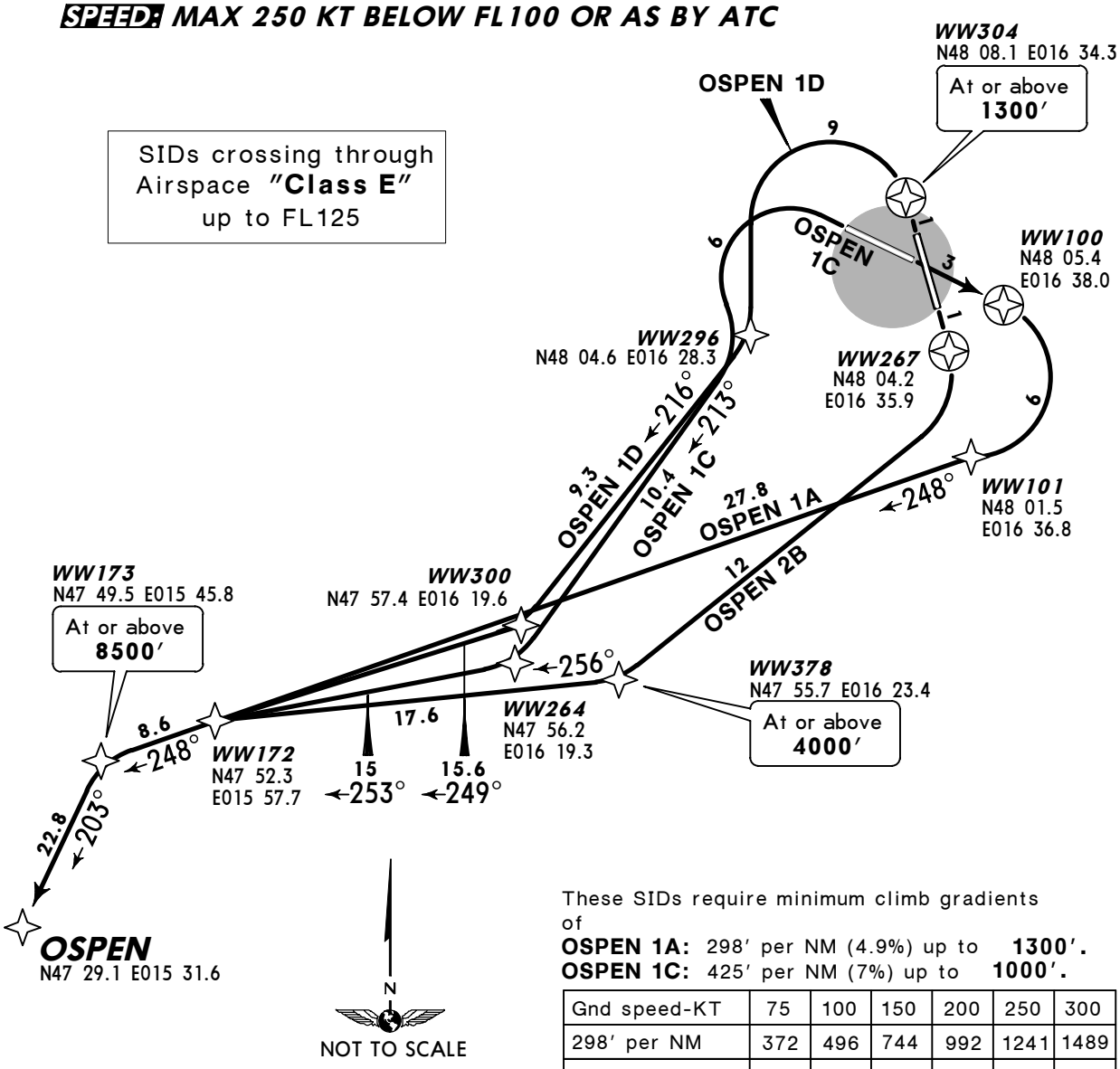
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



OSPEN ONE ALFA (OSPEN 1A) *[OSPE1A]*
OSPEN TWO BRAVO (OSPEN 2B) *[OSPE2B]*
OSPEN ONE CHARLIE (OSPEN 1C) *[OSPE1C]*
OSPEN ONE DELTA (OSPEN 1D) *[OSPE1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
OSPEN 1A: 298′ per NM (4.9%) up to **1300′.**
OSPEN 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°.

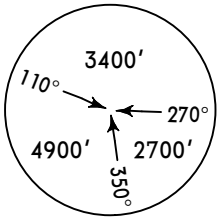
SID	RWY	ROUTING
OSPEN 1A ❶	**11**	WW100 - WW101 - WW172 - WW173 **(8500′+) -** OSPEN.
OSPEN 2B ❶	**16**	WW267 - WW378 **(4000′+) -** WW172 - WW173 **(8500′+) -** OSPEN.
OSPEN 1C ❶	**29**	**(1000′+) -** WW296 - WW264 - WW172 - WW173 **(8500′+) -** OSPEN.
OSPEN 1D	**34**	WW304 **(1300′+) -** WW296 - WW300 - WW172 - WW173 **(8500′+) -** OSPEN.

❶ Usable between 0700-2100LT. Alternate SIDs SNU 2A, 3B, 2C on chart 10-3L.

CHANGES: RNAV SID OSPEN 1B renumbered 2B & revised.

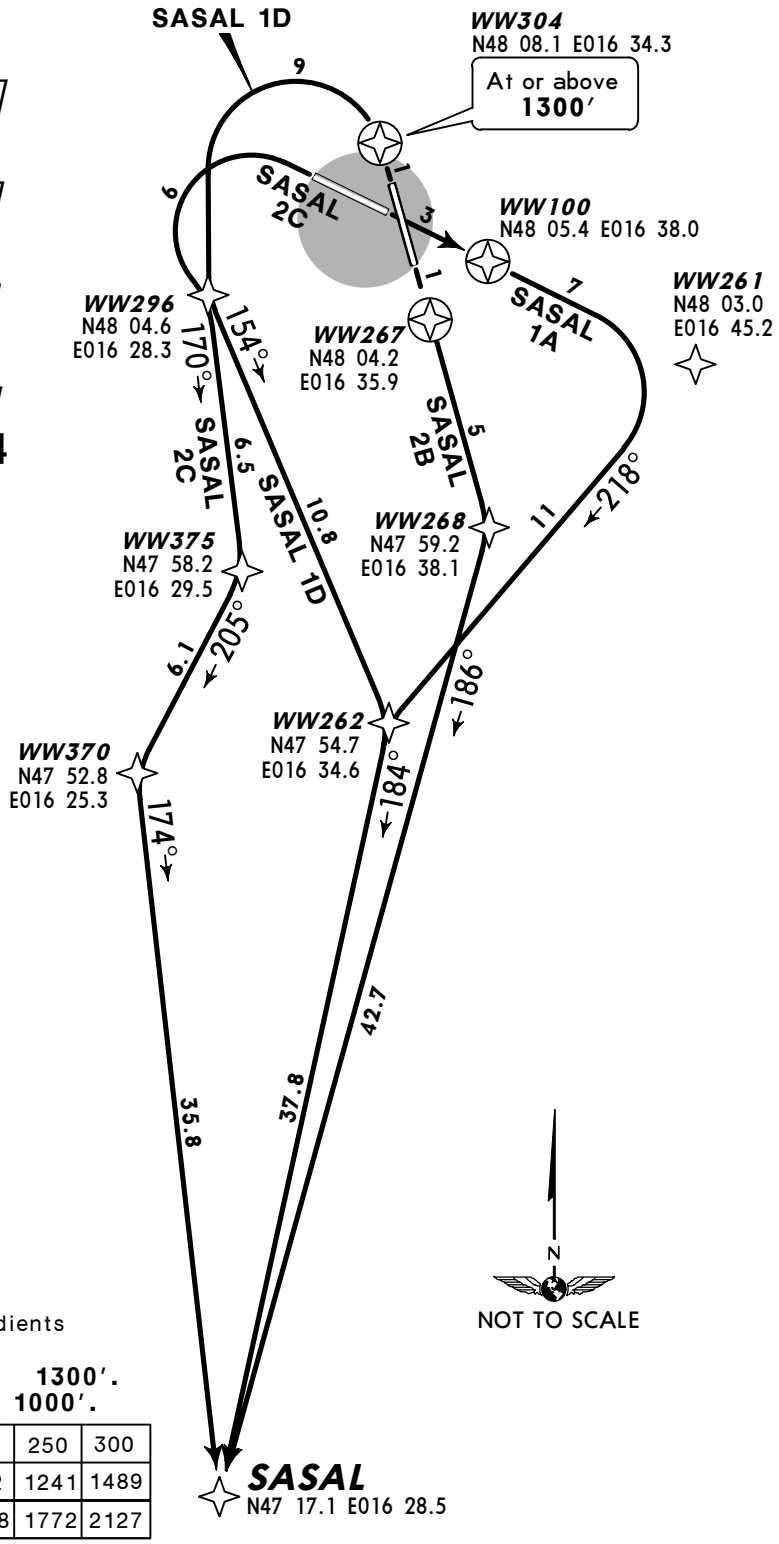
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



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



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

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′**

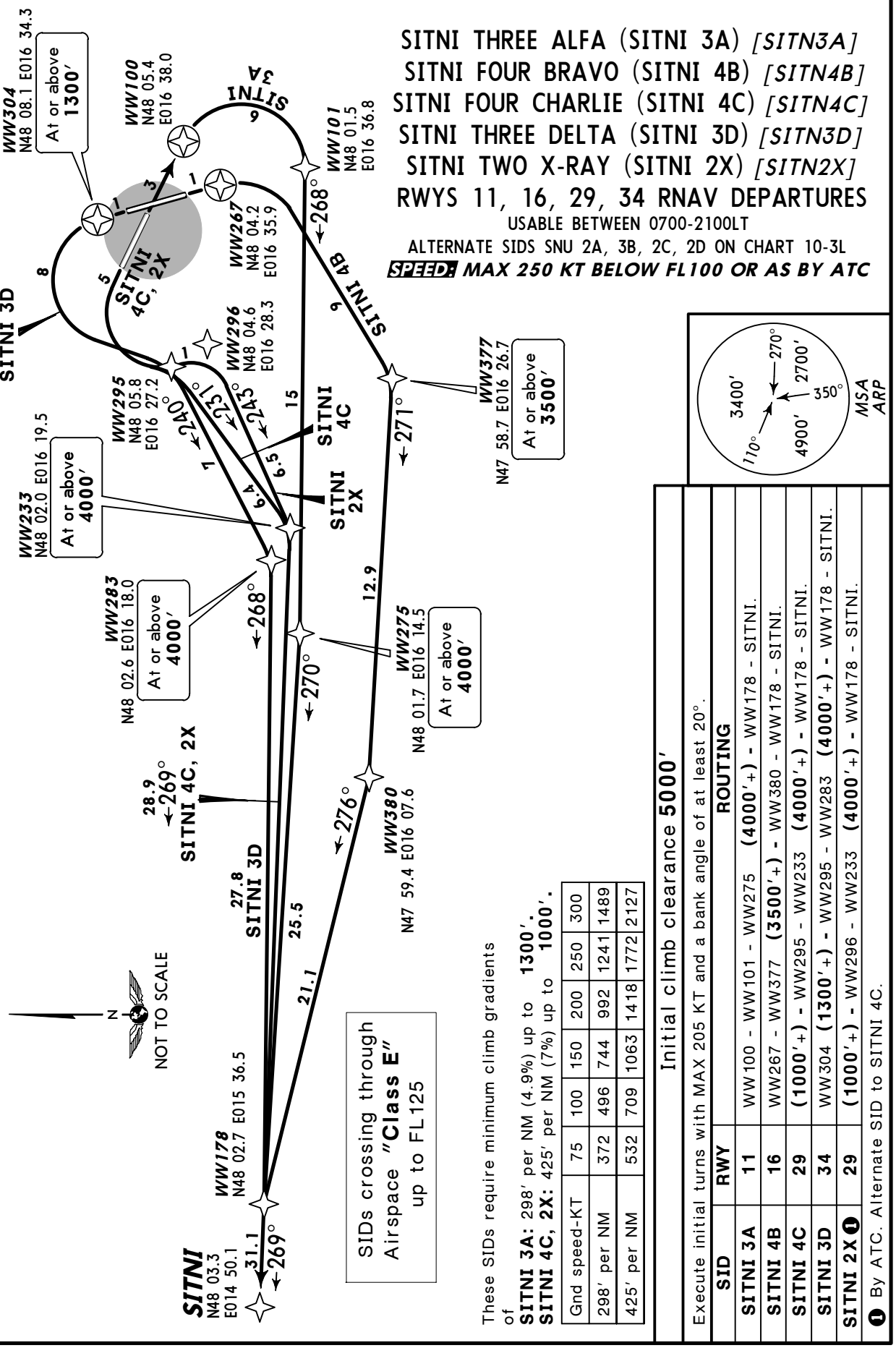
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

CHANGES: RNAV SIDs SASAL 1B & 1C renumb 2B & 2C & revised.

WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN 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 2000′.



These SIDs require minimum climb gradients of
SITNI 3A: 298′ per NM (4.9%) up to **1300′.**
SITNI 4C, 2X: 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°.

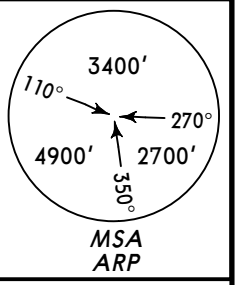
SID	RWY	ROUTING
SITNI 3A	11	WW100 - WW101 - WW275 **(4000′+)** - WW178 - SITNI.
SITNI 4B	16	WW267 - WW377 **(3500′+)** - WW380 - WW178 - SITNI.
SITNI 4C	29	**(1000′+)** - WW295 - WW233 **(4000′+)** - WW178 - SITNI.
SITNI 3D	34	WW304 **(1300′+)** - WW295 - WW283 **(4000′+)** - WW178 - SITNI.
SITNI 2X ❶	29	**(1000′+)** - WW296 - WW233 **(4000′+)** - WW178 - SITNI.

❶ By ATC. Alternate SID to SITNI 4C.

CHANGES: RNAV SID SITNI 3B renumbered 4B & revised.

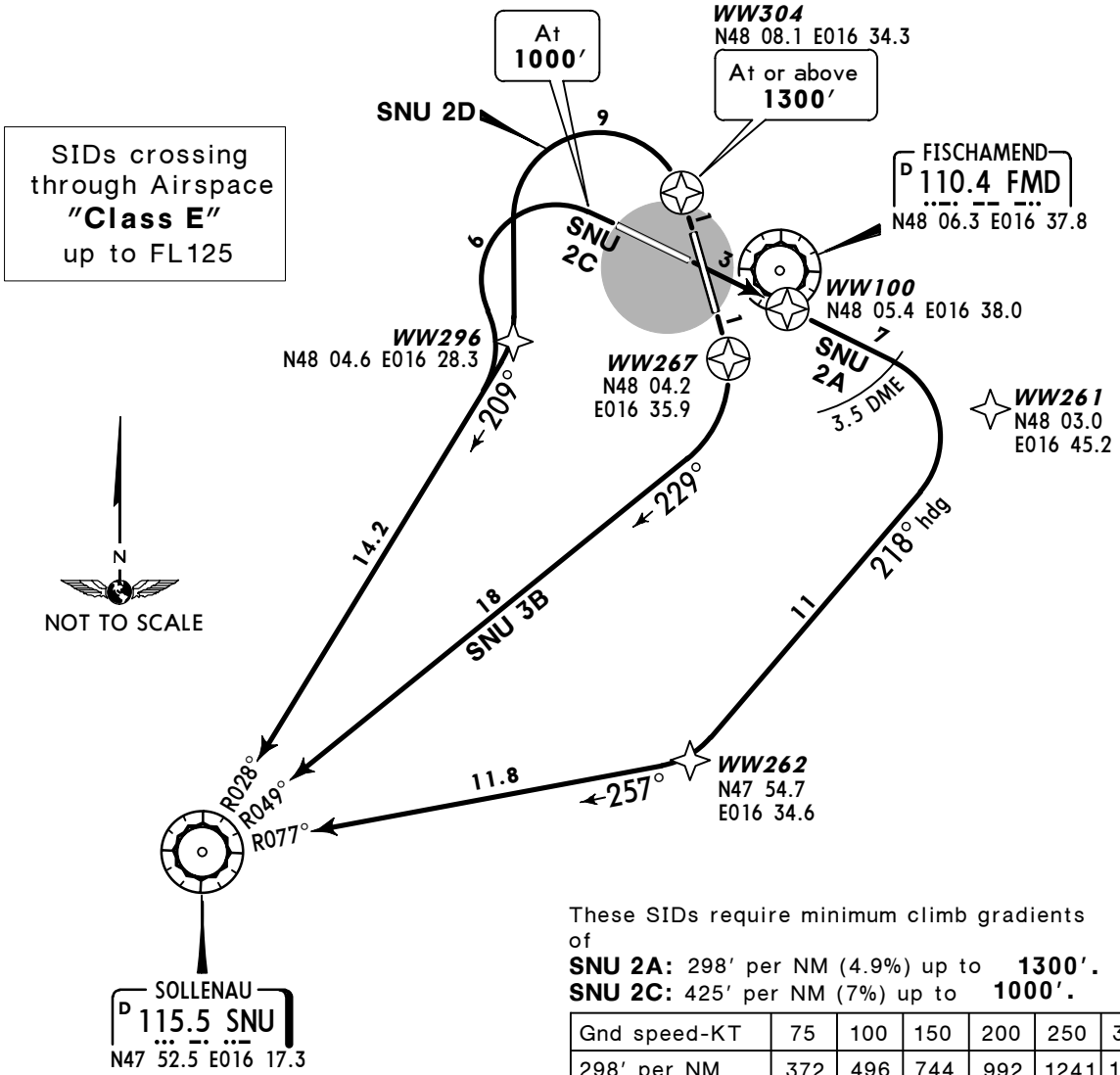
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.
128.2	600′	

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 2000′.



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°.

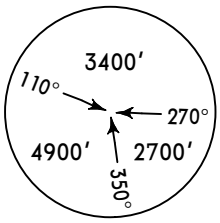
SID	RWY	ROUTING
SNU 2A ❶	**11**	Climb straight ahead to FMD 3.5 DME, turn RIGHT, 218° heading, intercept SNU R-077 inbound to SNU. **FMS/RNAV:** WW100 - WW261 - WW262 - SNU.
SNU 3B ❶	**16**	Climb straight ahead, intercept SNU R-049 inbound to SNU. **FMS/RNAV:** WW267 - SNU.
SNU 2C ❶	**29**	Climb straight 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.

CHANGES: RNAV SID SNU 2B renumbered 3B & revised.

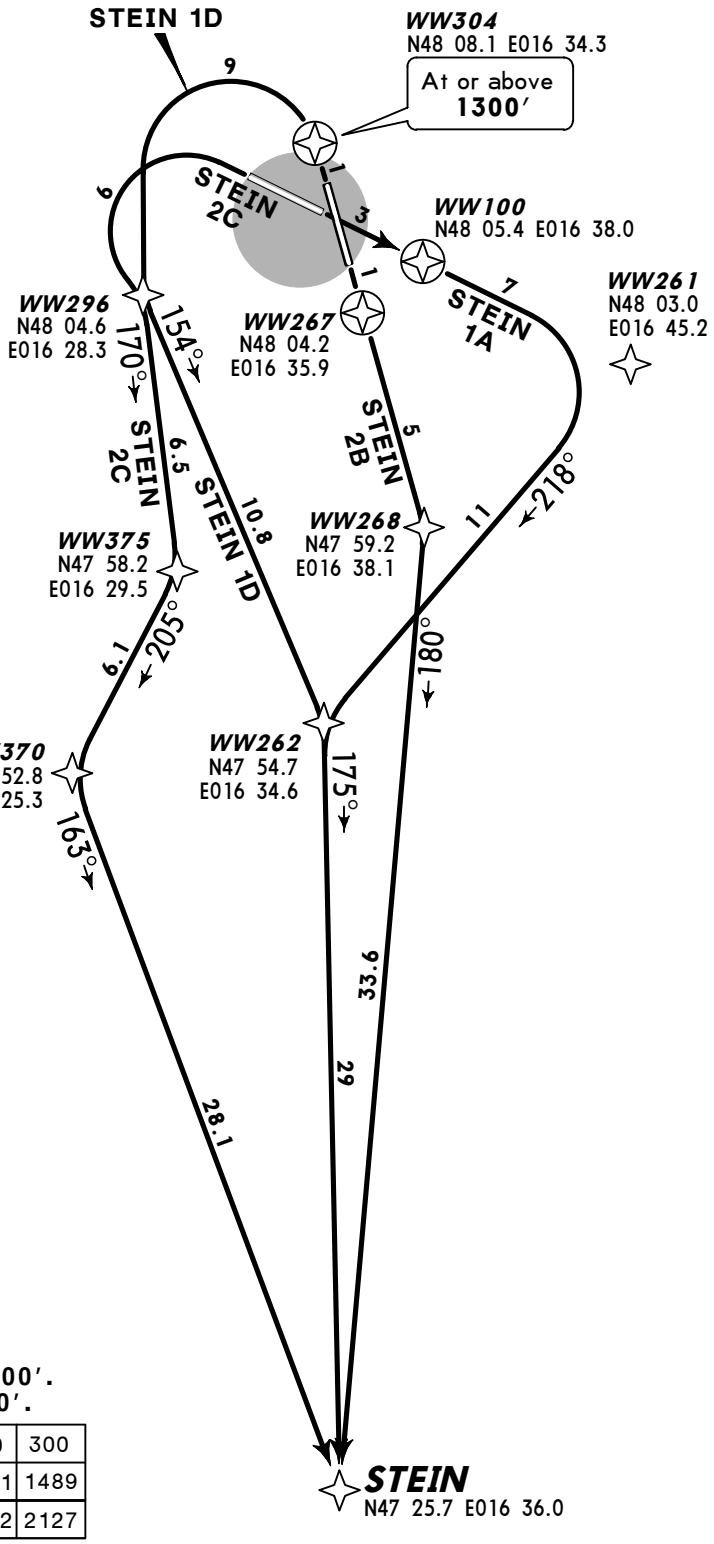
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



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



NOT TO SCALE

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

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′**

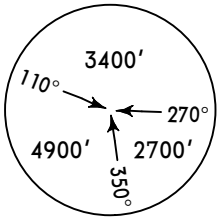
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

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.

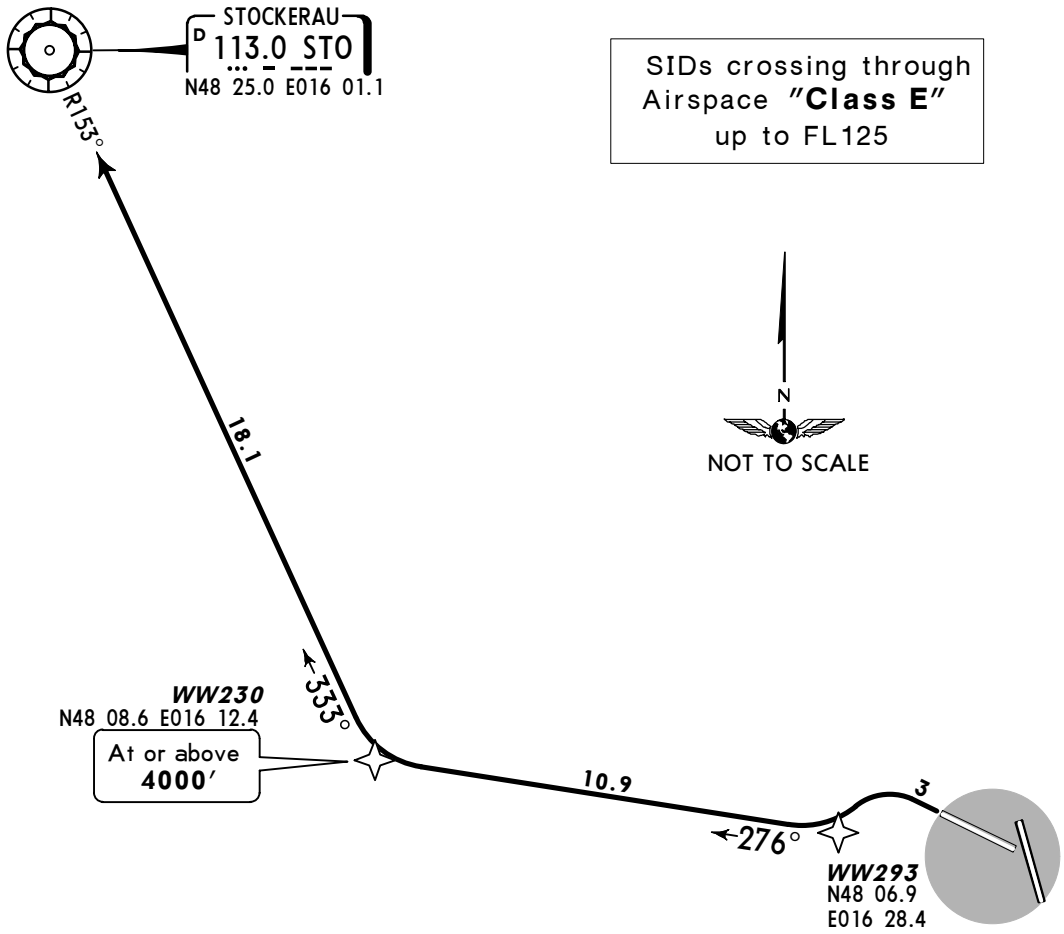
CHANGES: RNAV SIDs STEIN 1B & 1C renumb 2B & 2C & revised.

WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.
128.2	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 2000′.



STOCKERAU FOUR CHARLIE (STO 4C)
RWY 29 RNAV DEPARTURE
USABLE BETWEEN 0700-2100LT
ALTERNATE SID SNU 2C ON CHART 10-3L
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°.

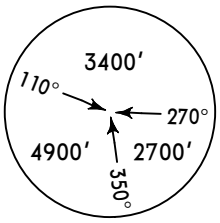
ROUTING

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

CHANGES: None.

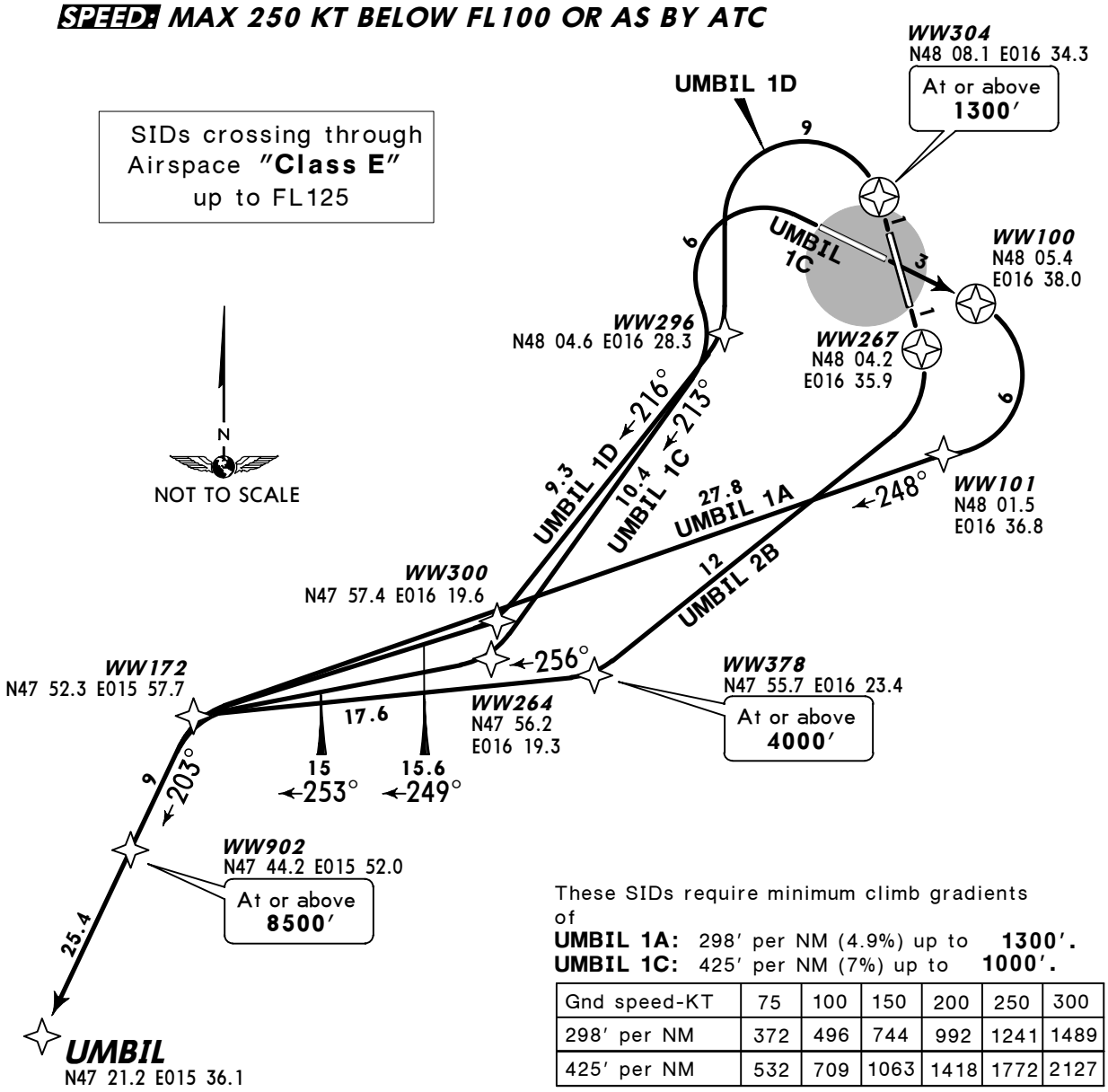
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



UMBIL ONE ALFA (UMBIL 1A) *[UMBI1A]*
UMBIL TWO BRAVO (UMBIL 2B) *[UMBI2B]*
UMBIL ONE CHARLIE (UMBIL 1C) *[UMBI1C]*
UMBIL ONE DELTA (UMBIL 1D) *[UMBI1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
UMBIL 1A: 298′ per NM (4.9%) up to **1300′.**
UMBIL 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°.

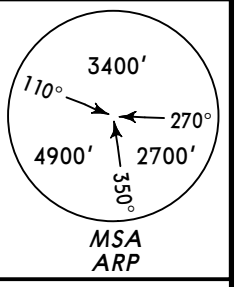
SID	RWY	ROUTING
UMBIL 1A ❶	**11**	WW100 - WW101 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 2B ❶	**16**	WW267 - WW378 **(4000′+) -** WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1C ❶	**29**	**(1000′+) -** WW296 - WW264 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1D	**34**	WW304 **(1300′+) -** WW296 - WW300 - WW172 - WW902 **(8500′+) -** UMBIL.

❶ Usable between 0700-2100LT. Alternate SIDs SNU 2A, 3B, 2C on chart 10-3L.

CHANGES: RNAV SID UMBIL 1B renumbered 2B & revised.

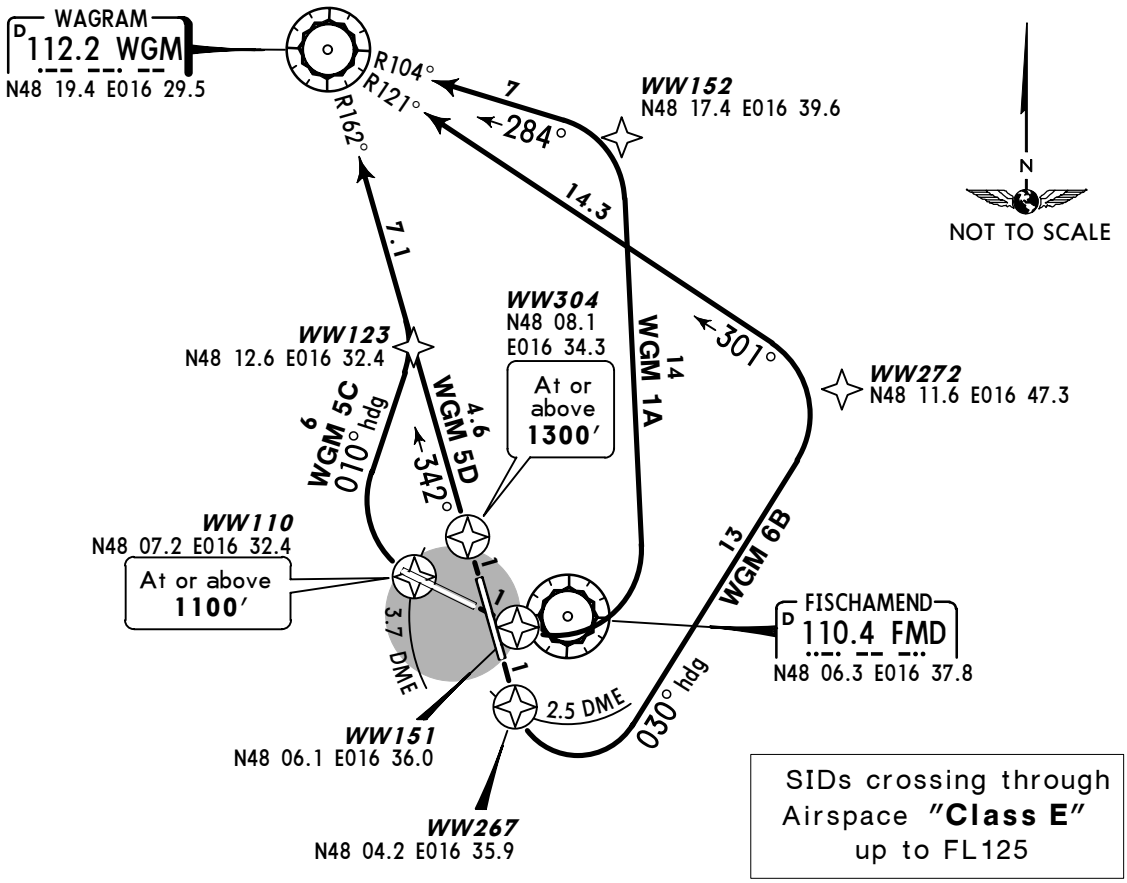
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

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 2000′.



WAGRAM ONE ALFA (WGM 1A), WAGRAM SIX BRAVO (WGM 6B)
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 6B: 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 6B ❶	**16**	Climb straight ahead to FMD 2.5 DME, turn LEFT, 030° heading, intercept WGM R-121 inbound to WGM. **FMS/RNAV:** WW267 - WW272 - 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: RNAV SID WGM 5B renumbered 6B & revised.

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

LEGEND
A1 Taxiway
EX35 Exit link

Twy L MAX wingspan 118′/36m.

02°E

MAINTENANCE AREA
GA-West
735′
138′ AGL
FOR PARKING POSITIONS SEE 10-9C
AIS + MET Control Tower
712′
732′
659′
663′
669′
Elev 575′
Elev 597′
Elev 600′
Elev 586′
AIS + MET
GA-East
FOR PARKING POSITIONS SEE 10-9B
11,483′ 3500m
11,811′ 3600m
725′
791′
719′
643′
662′
ARP
11 114°
16 162°
29 294°
34 342°
Q1
P1
Q
P
A12
A11
A10
A9
A8
A7
A6
A5
A4
A3
A2
A1
M
L
W
W1
L1
E1
E2
E3
E4
M1
B1
B2
B3
B4
B5
B6
B7
B8
B9
B10
B11
B12
D
D2
D3
D4
E
EX31
EX32
EX33
EX34
EX22
EX23
EX24
EX1
EX2
EX35
EX36

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

For AIRPORT BRIEFING refer to 10-1P pages

48-08
48-07
48-06
48-05
16-32
16-33
16-34
16-35

GENERAL AVIATION APRON WEST
BLOCK A60
BLOCK A70
BLOCK A80
TL16
TL17
TL18
TL19
A81
A82
A83
A84
A85

BLOCK	MAX ACFT LENGTH
A60	98′/30.0m
A70	72′/22.0m

48-07.7
48-07.6
48-07.5
16-32
16-32.1
16-32.2
16-32.3

PARKING POSITIONS			
STAND	COORDINATES		ELEV
A81, A82	N48 07.6	E016 32.2	571
A83	N48 07.6	E016 32.1	571
A84, A85	N48 07.5	E016 32.1	572

CHANGES: Holding positions renamed.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶	HIRL *(60m)* CL *(15m)* HIALS SFL PAPI-L (3.1°) RVR		10,533′ *3210m*	❷	148′ *45m*
29	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ PAPI-L (3.0°) RVR		10,615′ *3235m*		

❶ Rwy grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 11:

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

RWY 29:

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

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❸	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ PAPI-L (3.0°) RVR		10,810′ *3295m*	❹	148′ *45m*
34	HIRL *(60m)* CL *(15m)* HIALS SFL REIL PAPI-L (3.0°) RVR		10,925′ *3330m*		

❸ Rwy grooved 66′/20m on each side of center line.

❹ 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

All Rwys

LVP must be in Force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*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.

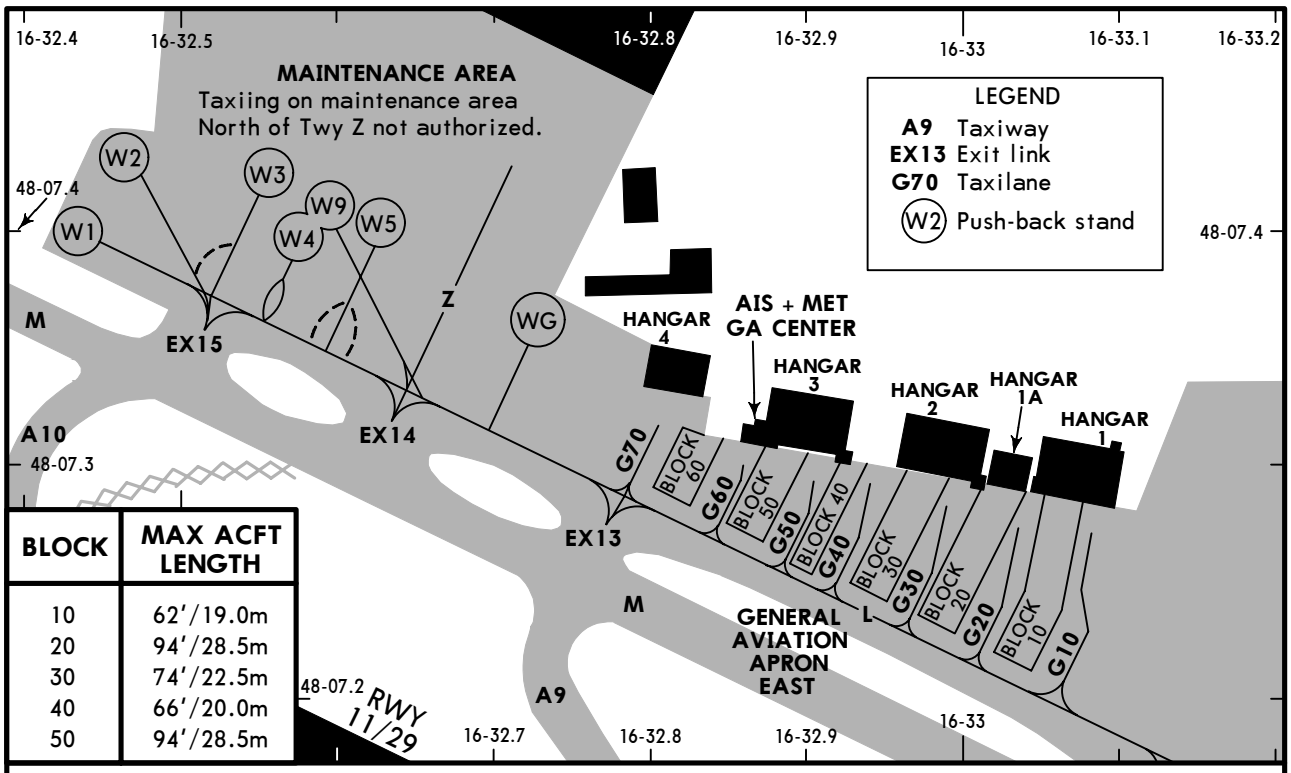
CHANGES: None.

LOWW/VIE

VIENNA, AUSTRIA

SCHWECHAT

31 MAR 06 (10-9B) **Eff 1 Apr**



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

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
6A	N48 07.0 E016 33.8	586	59	N48 07.1 E016 33.7	583
6B	N48 07.0 E016 33.9	589	89	N48 07.1 E016 34.2	592
6C	N48 07.0 E016 33.9	590	90, 91	N48 07.0 E016 34.3	592
6D	N48 07.0 E016 33.9	592	92 thru 94	N48 07.0 E016 34.3	593
6E	N48 06.9 E016 34.0	593	97, 98	N48 07.1 E016 34.4	592
6F	N48 06.9 E016 34.0	595	99	N48 07.1 E016 34.4	593
6G	N48 06.9 E016 34.1	597	B71 thru B73	N48 07.3 E016 33.1	577
6J	N48 06.9 E016 34.2	597	B74	N48 07.3 E016 33.1	579
6K	N48 06.9 E016 34.2	598	B75	N48 07.2 E016 33.1	579
6L	N48 06.8 E016 34.3	598	B81	N48 07.3 E016 33.2	577
6M, 6N	N48 06.8 E016 34.3	599	B82	N48 07.3 E016 33.2	576
6X	N48 06.9 E016 34.2	596	B83	N48 07.3 E016 33.2	578
6Y	N48 06.9 E016 34.3	596	B84	N48 07.2 E016 33.2	578
6Z	N48 06.9 E016 34.4	597	B85	N48 07.2 E016 33.2	579
7A	N48 07.1 E016 34.0	584	B91 thru B93	N48 07.3 E016 33.3	577
7B, 7C	N48 07.1 E016 34.0	586	B94	N48 07.2 E016 33.3	579
7D	N48 07.1 E016 34.0	587	B95	N48 07.2 E016 33.2	578
7E, 7F	N48 07.0 E016 34.1	588	B96	N48 07.2 E016 33.2	579
7G, 7H	N48 07.0 E016 34.1	589	F41	N48 07.0 E016 34.2	590
7I, 7J	N48 07.0 E016 34.2	590	F45	N48 07.0 E016 34.3	591
31	N48 07.3 E016 33.4	579	F47	N48 07.0 E016 34.3	590
32, 33	N48 07.2 E016 33.4	579	F49	N48 07.0 E016 34.3	591
34 thru 36	N48 07.2 E016 33.4	580	F51	N48 07.0 E016 34.3	592
37, 38	N48 07.2 E016 33.4	581	F53	N48 07.0 E016 34.4	592
39	N48 07.2 E016 33.5	581	F55, F57, F59	N48 06.9 E016 34.4	593
40 thru 42	N48 07.2 E016 33.5	580	K41	N48 07.5 E016 34.1	-
49	N48 07.2 E016 33.4	580	K42 thru K46	N48 07.4 E016 34.2	-
51 thru 54	N48 07.1 E016 33.7	583	K47 thru K51	N48 07.4 E016 34.3	-
55 thru 57	N48 07.1 E016 33.6	583	W1	N48 07.4 E016 32.4	576
58	N48 07.1 E016 33.6	581	W2, W3	N48 07.4 E016 32.5	573
			W4, W5, W9	N48 07.4 E016 32.6	573
			WG	N48 07.4 E016 32.7	573

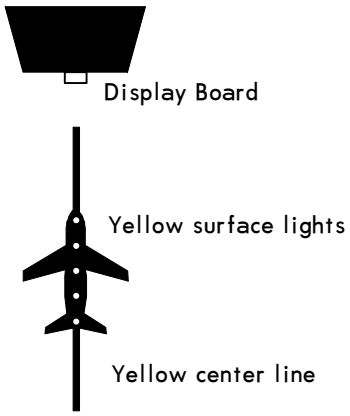
CHANGES: None.

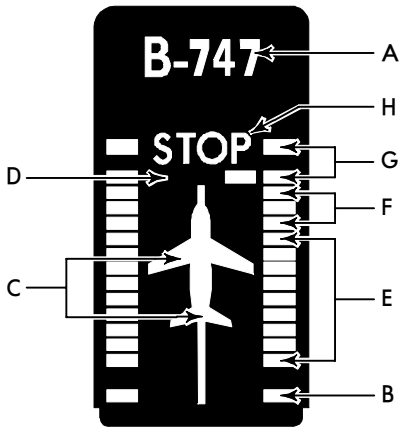
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST

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 3 meters 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 0,5 meter 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 1 meter intervals
F: 3 pairs of yellow lights	Nosegear 3 meters before stop position
G: 2 pairs of red lights	Stop position reached
H: Alphanumerical	Stop command The taxiing speed determines the closing rate

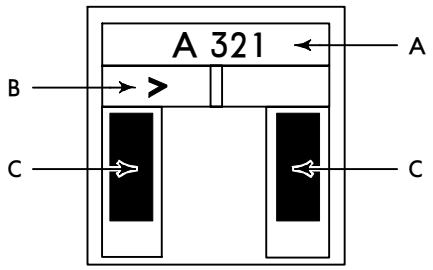
CHANGES: Reissue.

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 centre line indicator for correct azimuth guidance.
6. When the aircaft is 12m from the stop position, the closing rate starts indication of distance to go by turning off one pair of LEDs for each meter 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 centre line within last 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

LOWW/VIE
SCHWECHAT

16 JUN 06 (11-1)

VIENNA, AUSTRIA
ILS Rwy 11

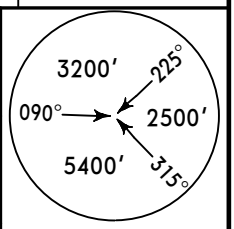
ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8 126.55	119.4	121.6 121.77

BRIEFING STRIP™

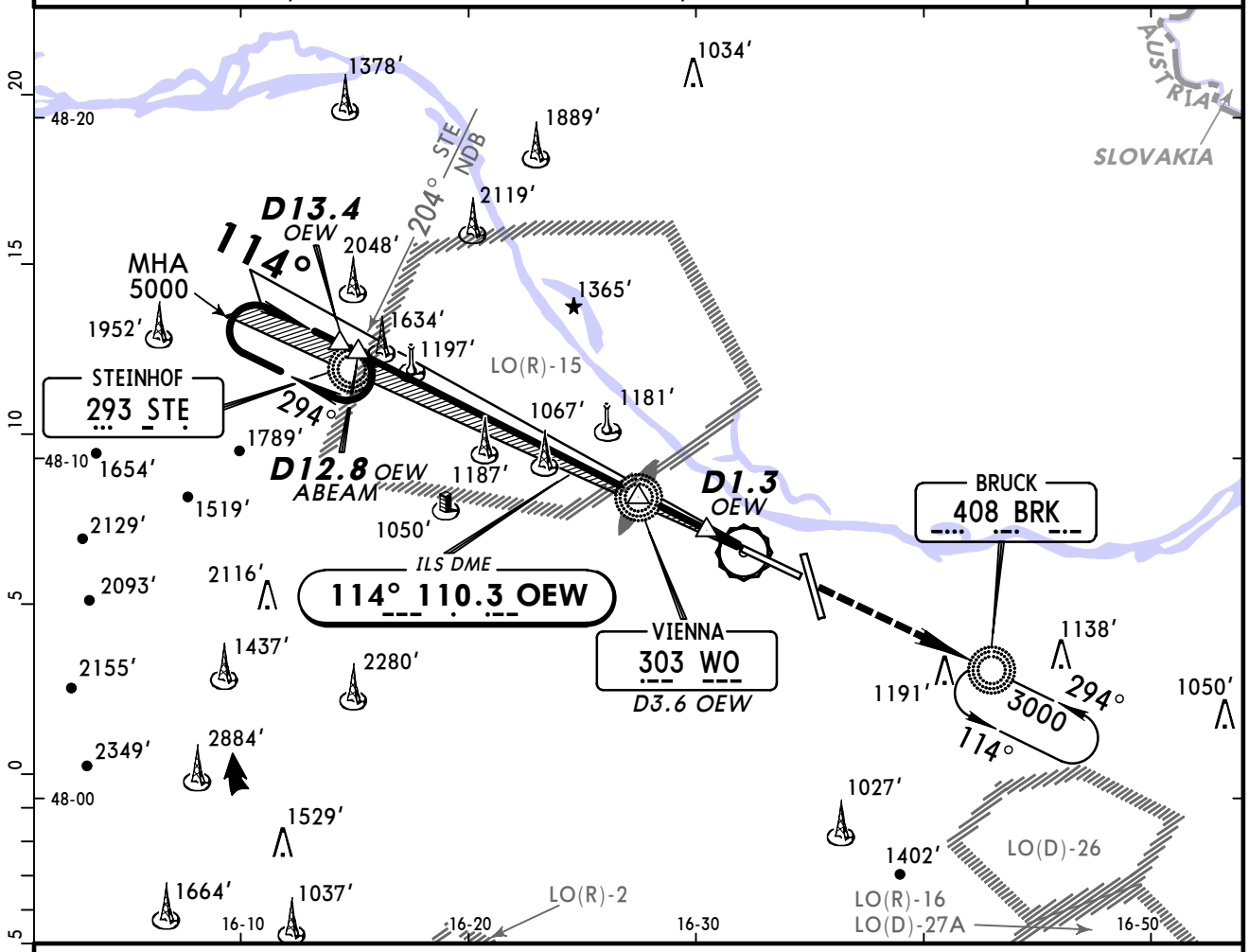
LOC OEW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 600′
110.3	114°	1770′ (1195′)	775′ (200′)	RWY 575′

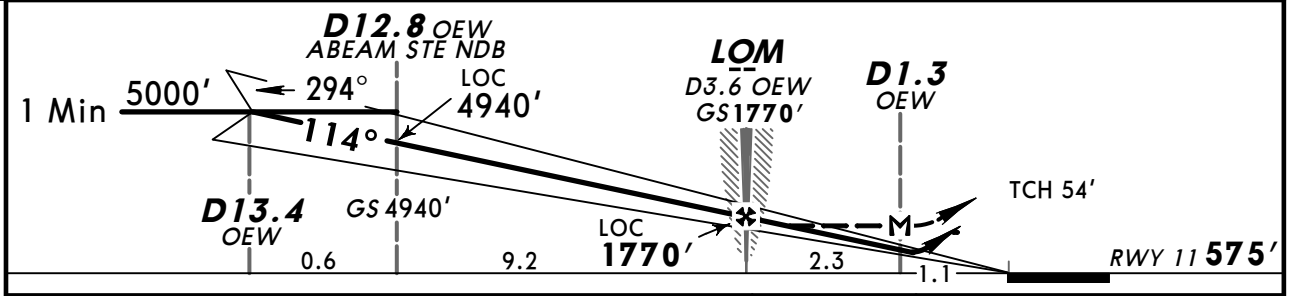
MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 3000′ and hold.

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



MSA STE NDB





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

3000′

BRK 408

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 11

	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	

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: Communications. LOM. MAP.

LOWW/VIE
SCHWECHAT

16 JUN 06 (11-1A)

VIENNA, AUSTRIA
Special LOC DME Rwy 11

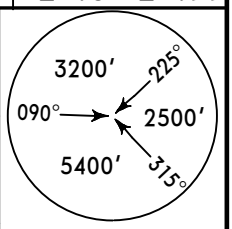
ATIS Arrival				WIEN Radar (APP)			WIEN Director		WIEN Tower	*Ground	
122.95	112.2	113.0	115.5	128.2	124.55	129.05	119.8	126.55	119.4	121.6	121.77

BRIEFING STRIP™

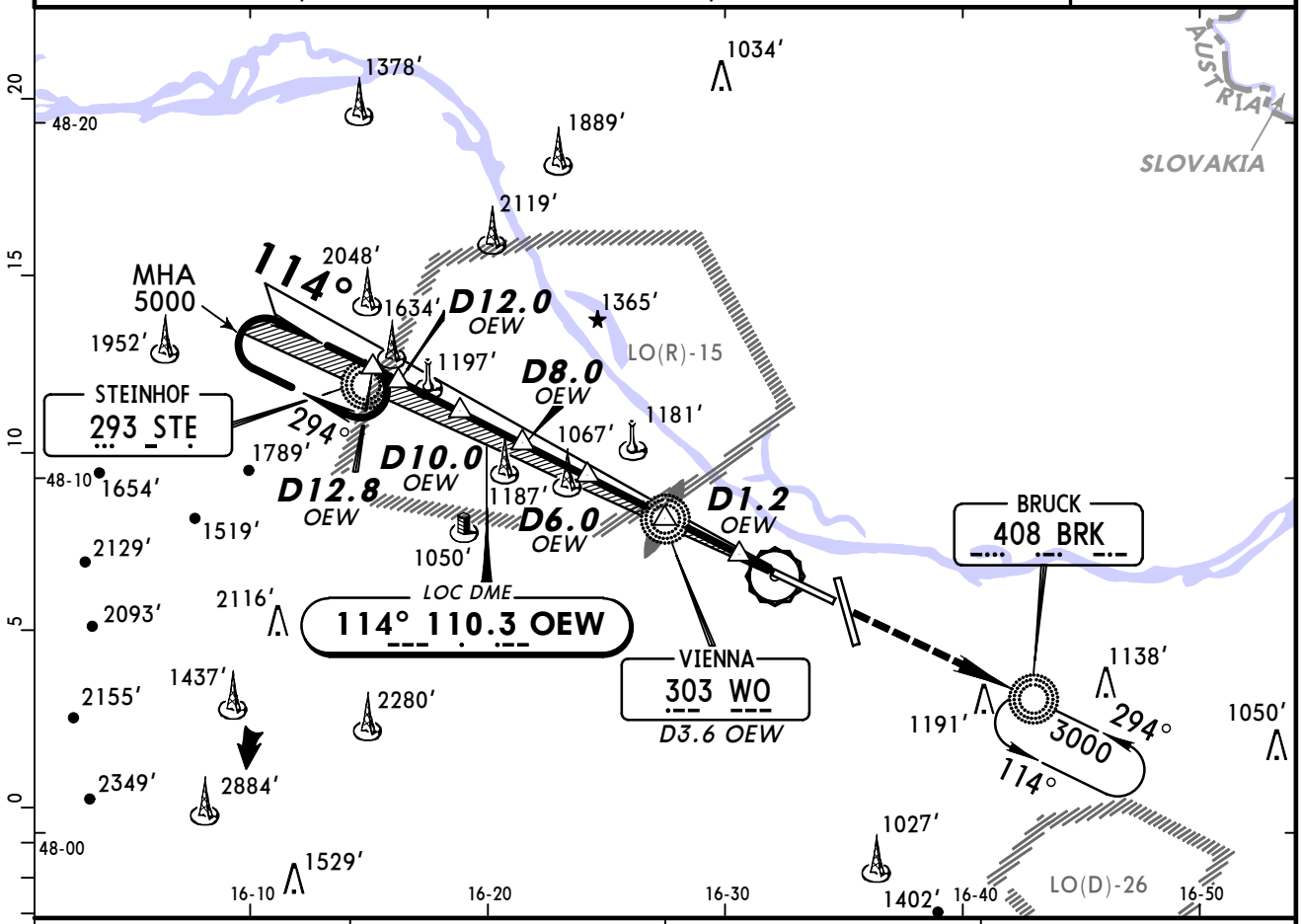
LOC OEW	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 600′
110.3	114°	1900′ (1325′)	1000′ (425′)	RWY 575′

MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 3000′ and hold.

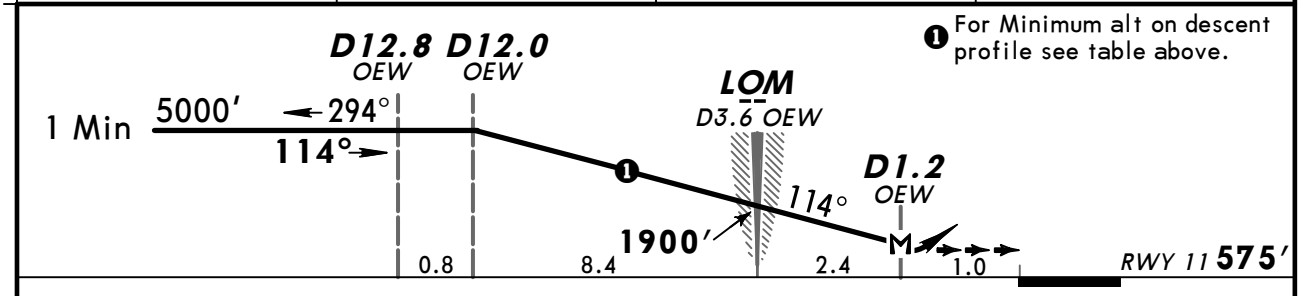
Alt Set: hPa | Rwy Elev: 21 hPa | Trans level: By ATC | Trans alt: 5000′



MSA STE NDB



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 6.1%	432	556	618	741	865	988
MAP at D1.2 OEW						

HIALS
PAPI
3000′
BRK 408

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

PANS OPS

MDA(H) 1000′ (425′)
ALS out

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

CHANGES: Communications. LOM.

LOWW/VIE
SCHWECHAT

16 JUN 06 | 11-2

VIENNA, AUSTRIA
ILS Rwy 16

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

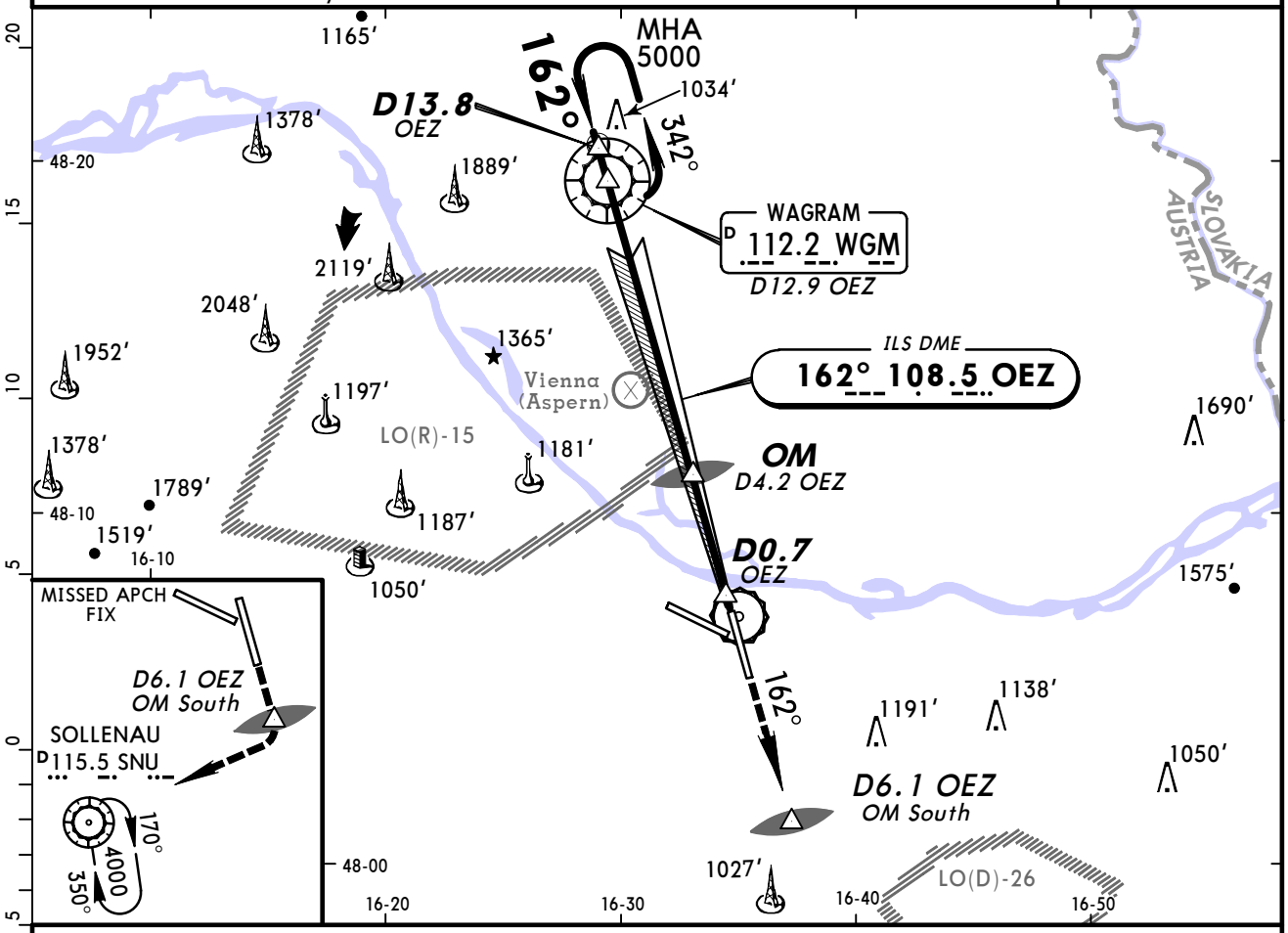
BRIEFING STRIP™

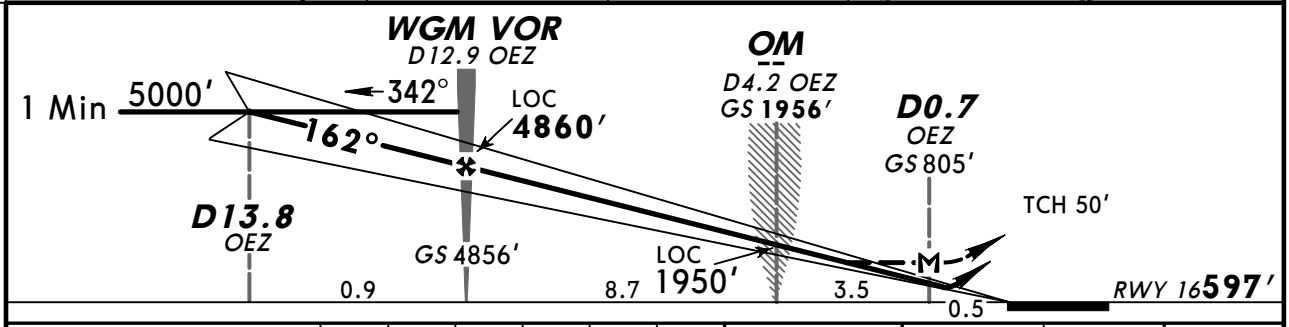
LOC OEZ	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 600′
108.5	162°	1956′ (1359′)	797′ (200′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D6.1 OEZ, then turn RIGHT to SNU VOR climbing to 4000′ and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
ILS DME reads zero at rwy 16 touchdown.

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





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
MAP at D0.7 OEZ						

ALSF-II
REIL
PAPI

D6.1 OEZ on WGM 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				
C			RVR 1400m	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: Communications. MAP.

LOWW/VIE
SCHWECHAT

16 JUN 06 | 11-2A

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

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

BRIEFING STRIP™

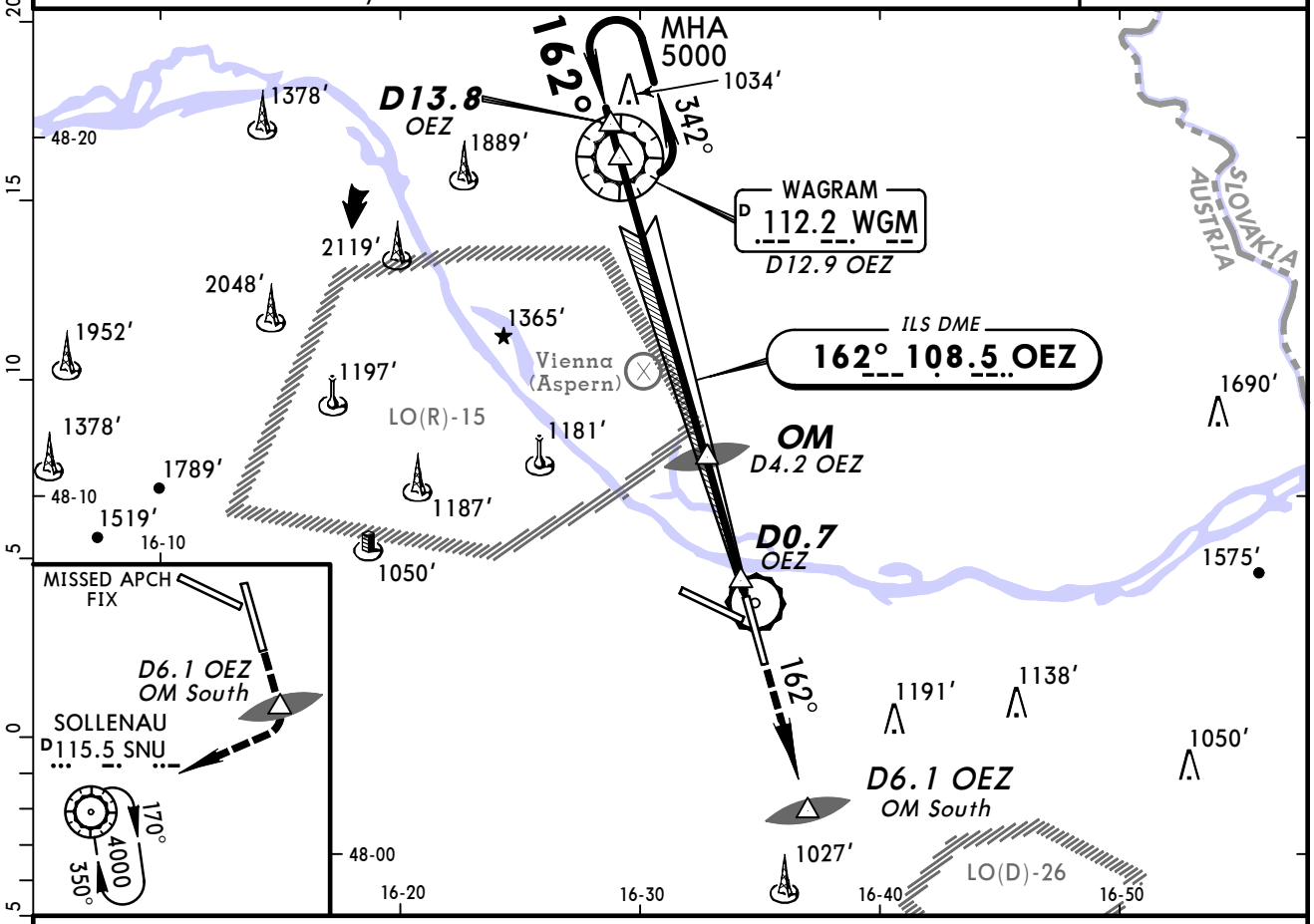
LOC OEZ	Final Apch Crs	GS OM	Refer to Minimums	Apt Elev 600′ RWY 597′
108.5	162°	1956′ (1359′)		

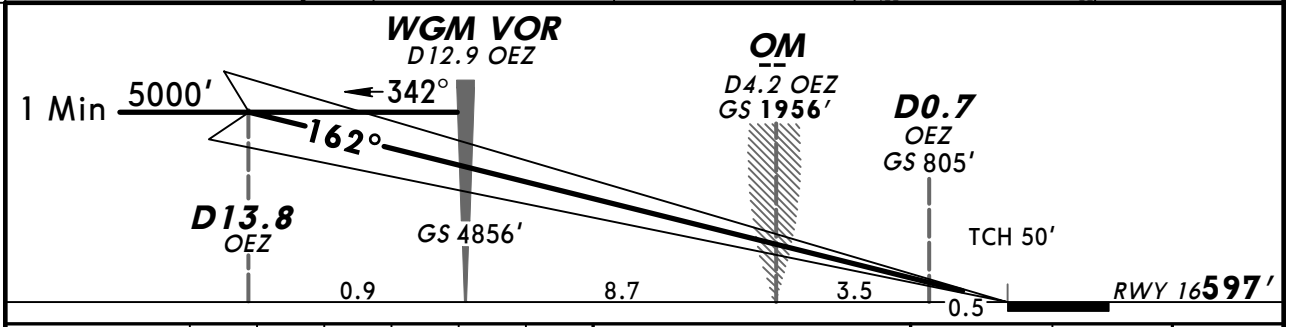
MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D6.1 OEZ, then turn RIGHT to SNU VOR climbing to 4000′ and hold.

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

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

1. Special Aircrew & Acft Certification Required.
2. ILS DME reads zero at rwy 16 touchdown.





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

ALSF-II
REIL
PAPI

D6.1 OEZ — WGM on 112.2 R-162

STRAIGHT-IN LANDING RWY 16

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

PANS OPS

CHANGES: Communications. Fix.

LOWW/VIE
SCHWECHAT

11-3

VIENNA, AUSTRIA
ILS Rwy 29

ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

BRIEFING STRIP ™

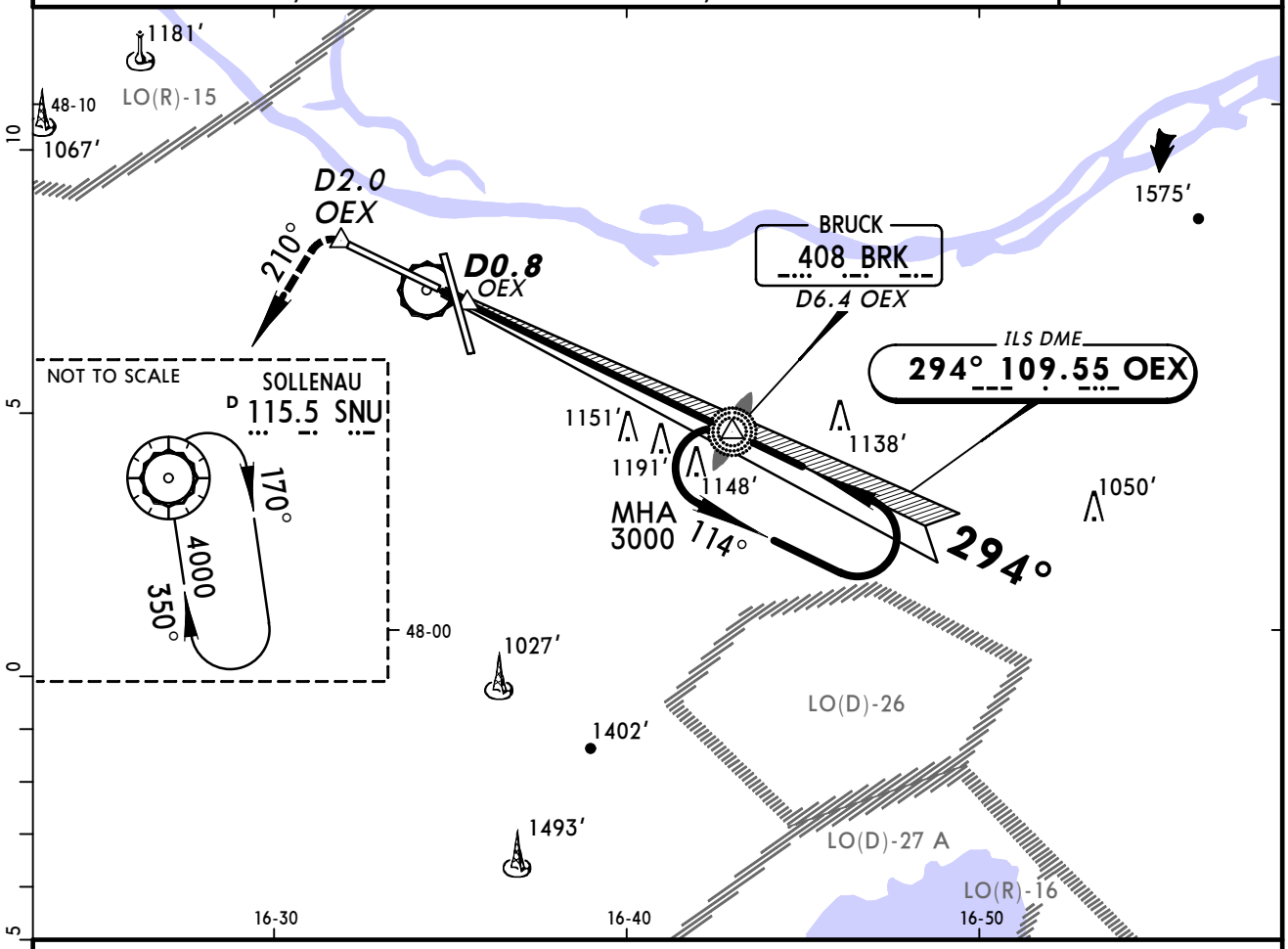
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 600′
OEX		LOM		RWY 600′
109.55	294°	2674′ (2074′)	800′ (200′)	

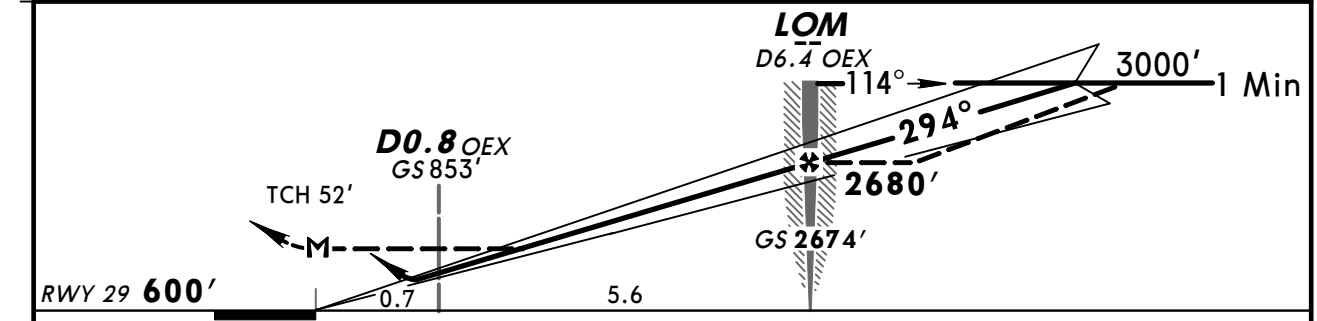
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 4000′ and hold.

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
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

4000′ 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: LOC frequency. MM withdrawn.

LOWW/VIE
SCHWECHAT

17 JUN 05 | 11-3A

VIENNA, AUSTRIA
CAT II/III ILS Rwy 29

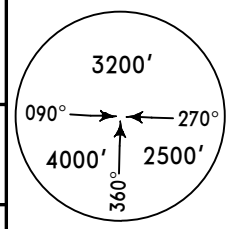
ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

BRIEFING STRIP™

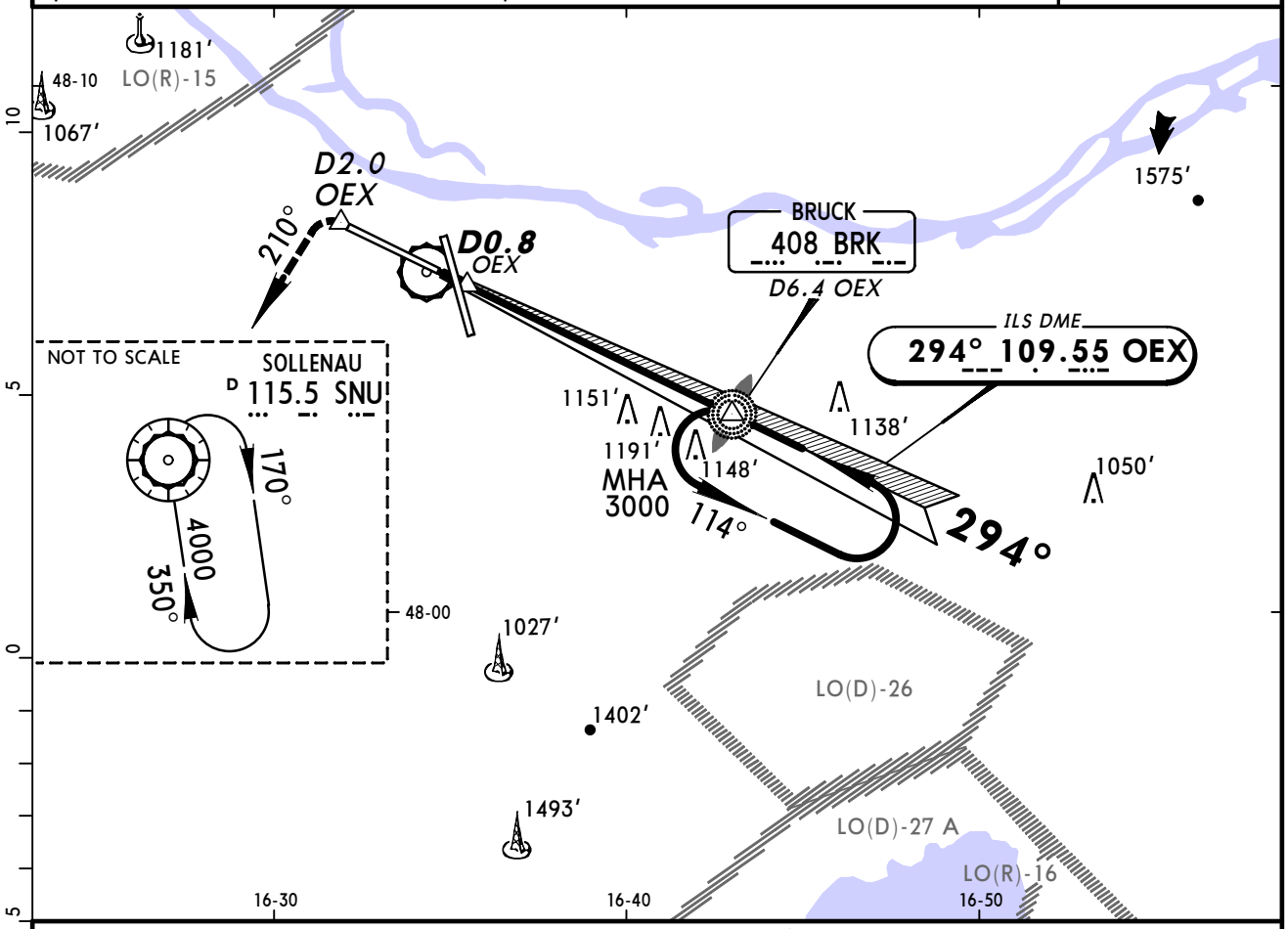
LOC	Final Apch Crs	GS		Apt Elev 600′
OEX		LOM	Refer to Minimums	RWY 600′
109.55	294°	2674′ (2074′)		

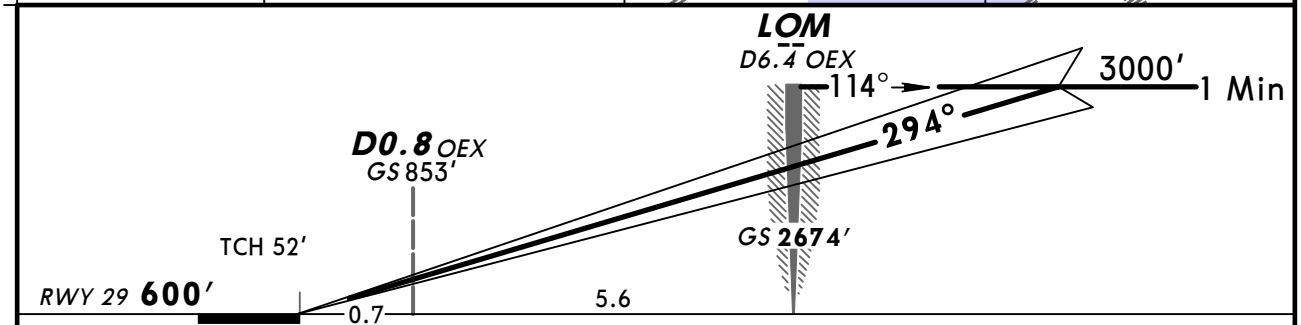
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn LEFT to VOR climbing to 4000′ and hold.

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



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

4000′ LT

SNU 115.5

STRAIGHT-IN LANDING RWY 29

PANS OPS

CAT IIIA ILS	CAT II ILS
DH RA 50′	DH RA 98′ DA(H) 700′ (100′)
RVR 200m	RVR 300m

CHANGES: LOC frequency. MM withdrawn.

LOWW/VIE
SCHWECHAT

29 APR 05 | 11-4 | Eff 12 May

VIENNA, AUSTRIA
ILS Rwy 34

ATIS (Arrival)	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

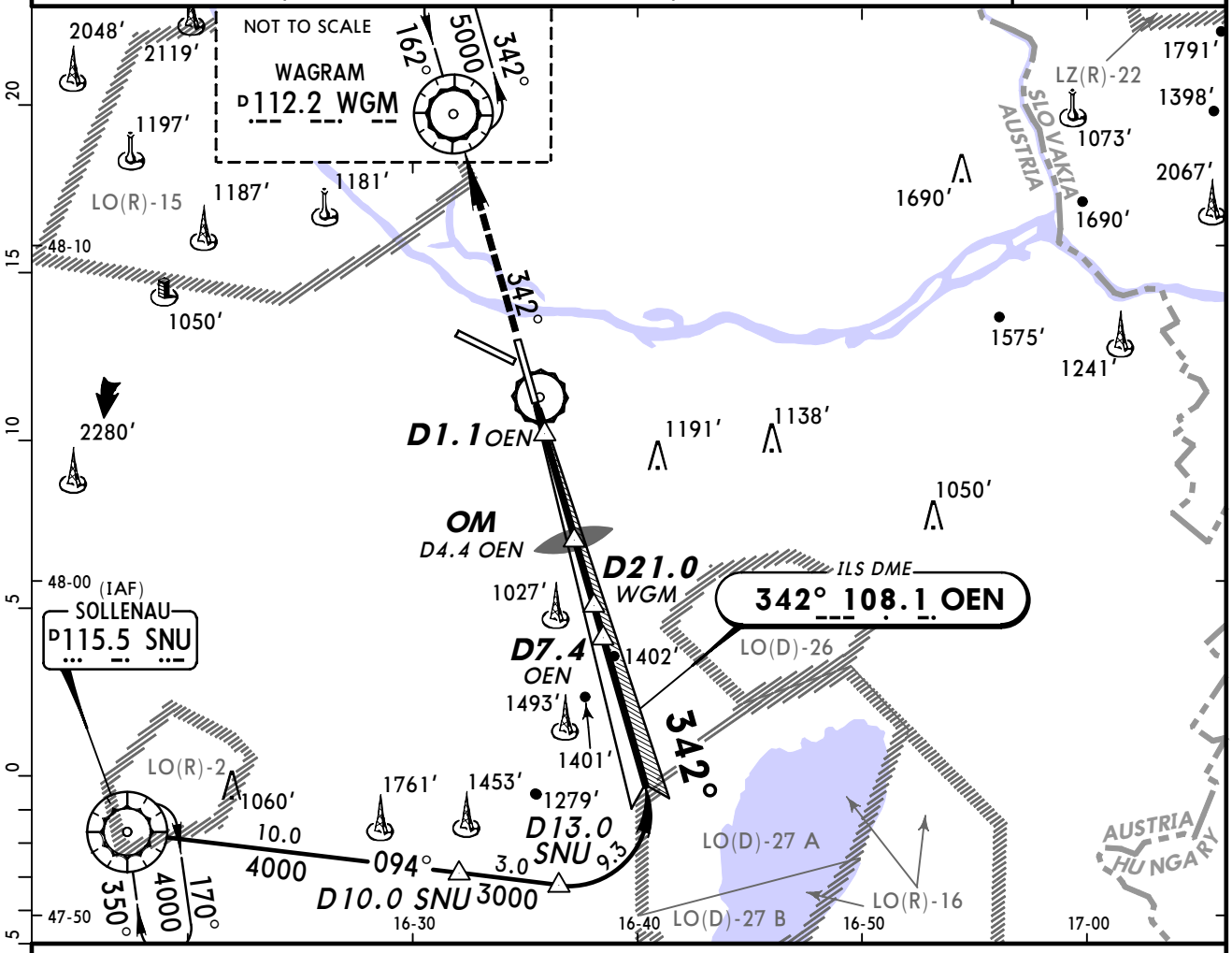
BRIEFING STRIP

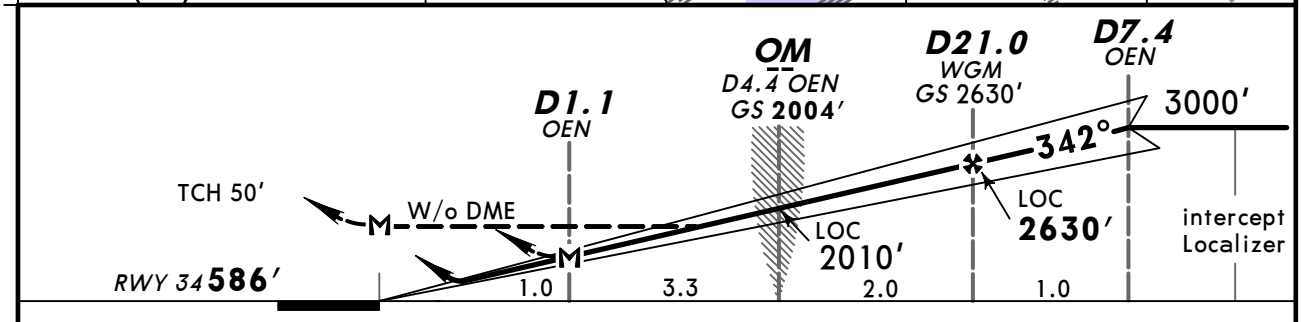
LOC OEN 108.1	Final Apch Crs 342°	GS OM 2004′ (1418′)	ILS DA(H) Refer to Minimums	Apt Elev 600′ RWY 586′

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

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

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 3.00° 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

PANS OPS

JAR-OPS — STRAIGHT-IN LANDING RWY 34

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

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′).

CHANGES: MSA. Procedure.

LOWW/VIE
SCHWECHAT

29 APR 05 (13-1) **Eff 12 May**

VIENNA, AUSTRIA
VOR Rwy 16

ATIS (Arrival)	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

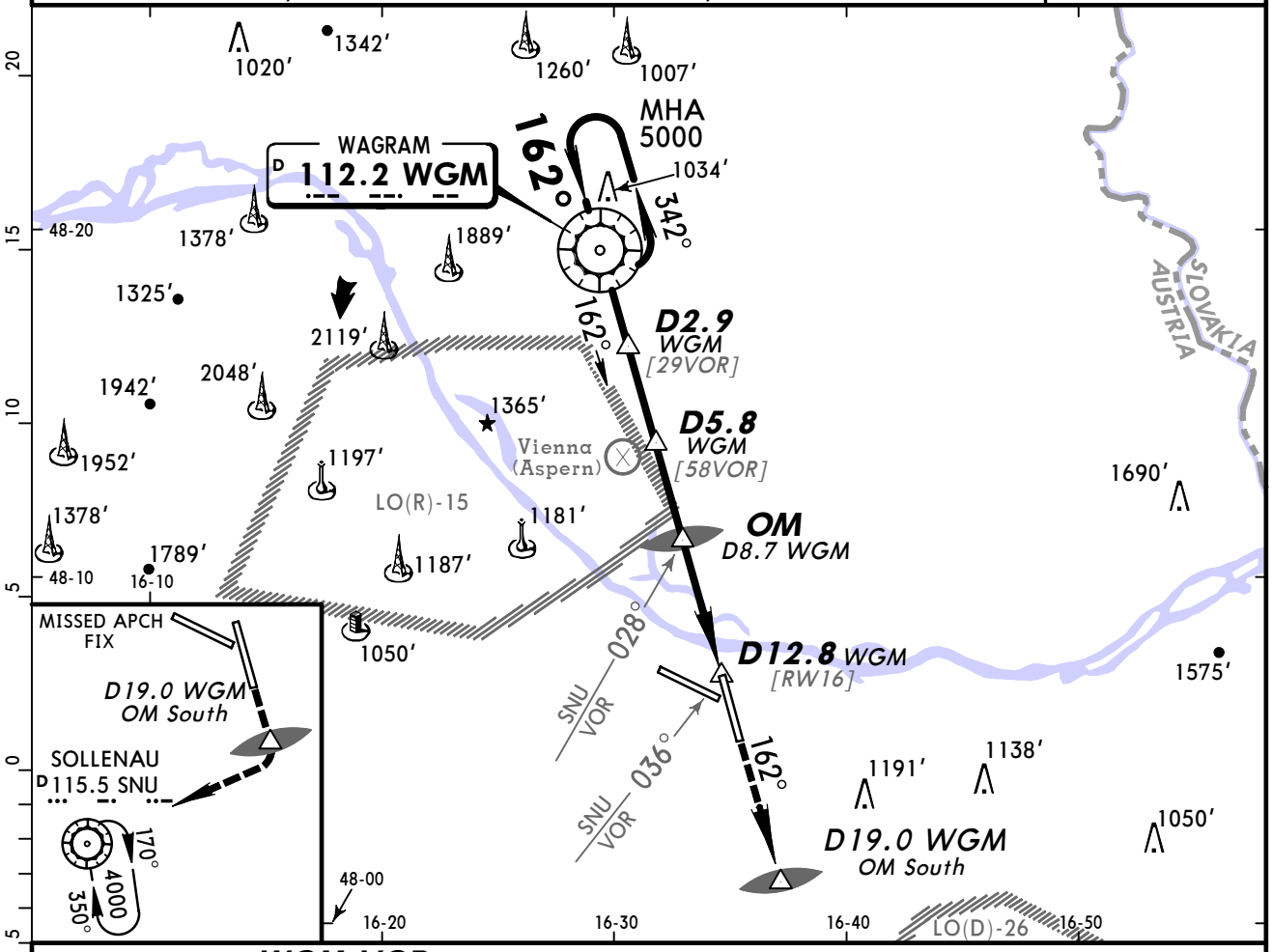
BRIEFING STRIP™

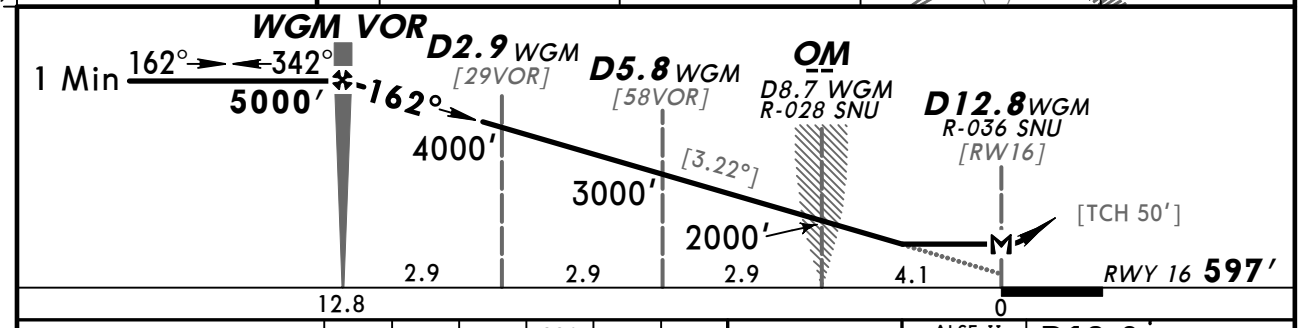
VOR WGM	Final Apch Crs	Minimum Alt WGM VOR	MDA(H) (CONDITIONAL)	Apt Elev 600′
112.2	162°	5000′ (4403′)	1200′ (603′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D19.0 WGM/OM South, then turn RIGHT to SNU VOR climbing to 4000′ and hold.

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

D19.0 WGM on OM South

WGM 112.2 R-162

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	With DME MDA(H) 1200′ (603′)		W/o DME MDA(H) 1320′ (723′)	
		ALS out		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′).

CHANGES: None.

LOWW/VIE
SCHWECHAT

29 APR 05 (13-2) **Eff 12 May**

VIENNA, AUSTRIA
VOR Rwy 34

ATIS (Arrival)	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

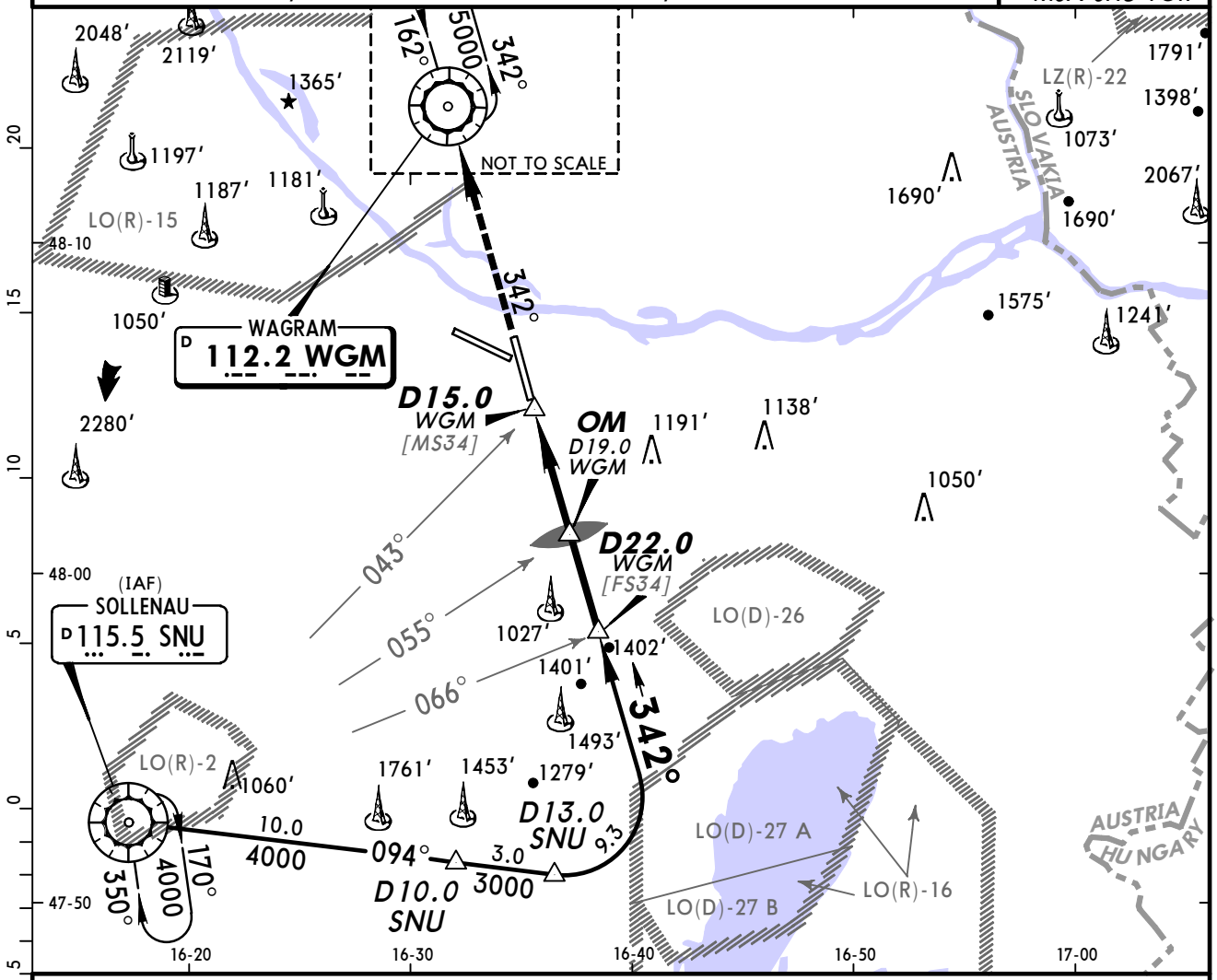
BRIEFING STRIP™

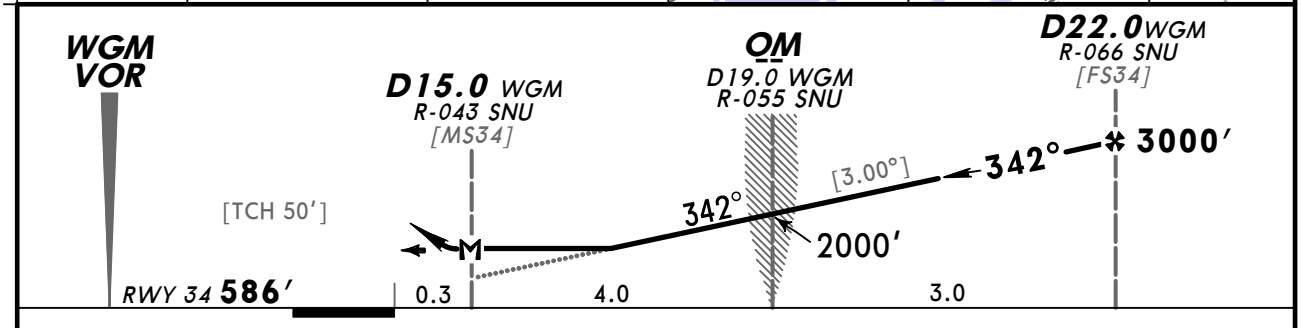
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
WGM 112.2	342°	D22.0 WGM/ R-066 SNU 3000′ (2414′)	1150′ (564′)	600′ / RWY 586′

MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM 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° 315° 8400′





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 or R-043 SNU						

HIALS
REIL
PAPI

5000′ WGM on 112.2 R-162

WGM 112.2

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **34**

MDA(H) **1150′** (564′)

		ALS out
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

CHANGES: MSA. Arrival routes withdrawn.

LOWW/VIE
SCHWECHAT

29 APR 05 (16-1) **Eff 12 May**

VIENNA, AUSTRIA
NDB Rwy 11

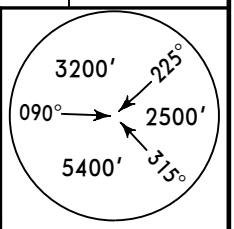
BRIEFING STRIP™

ATIS (Arrival)	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

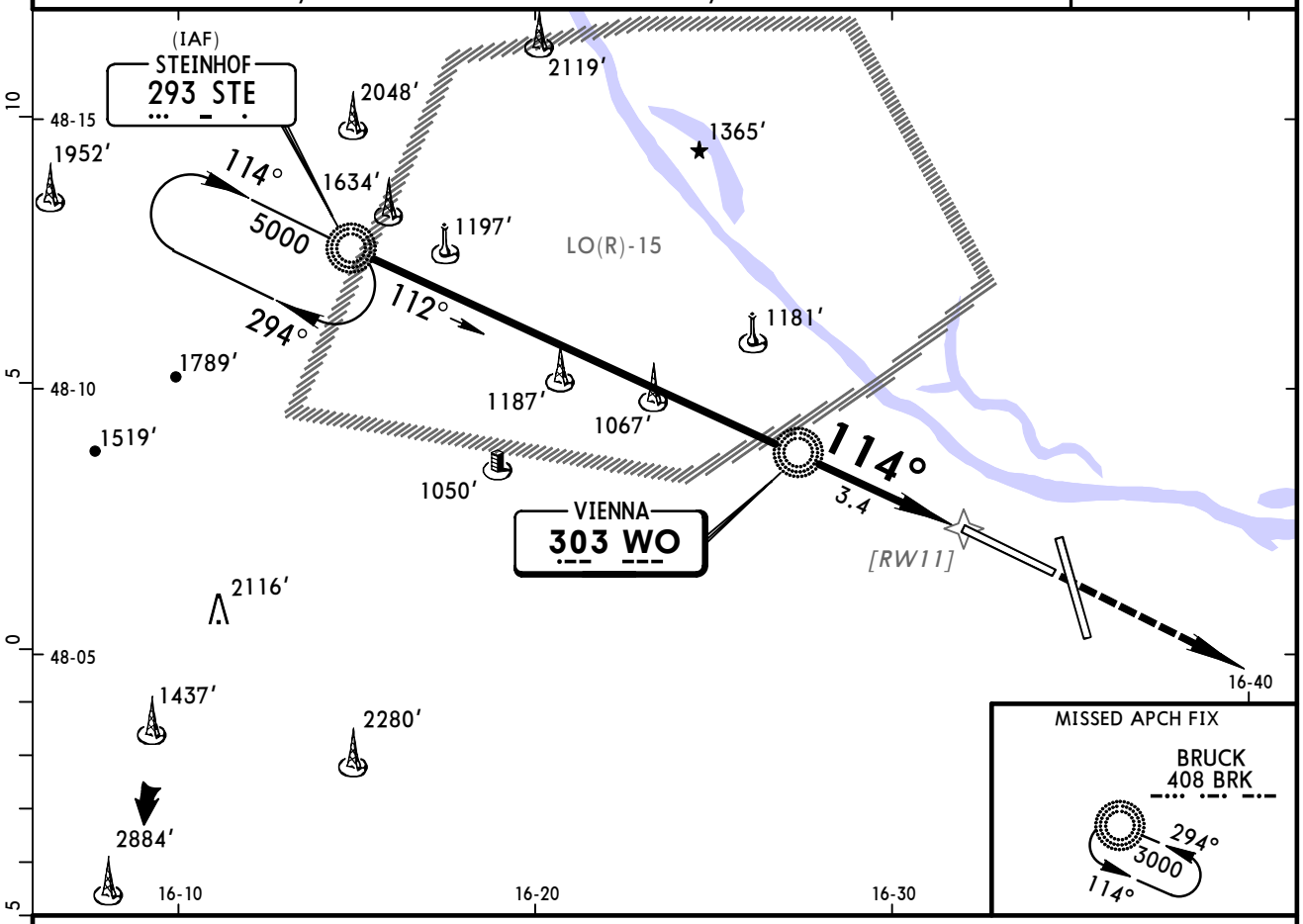
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
WO **303**	**114°**	***WO Lctr*** **1860′** *(1285′)*	**1200′** *(625′)*	*RWY* **575′**

MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 3000′ and hold.

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

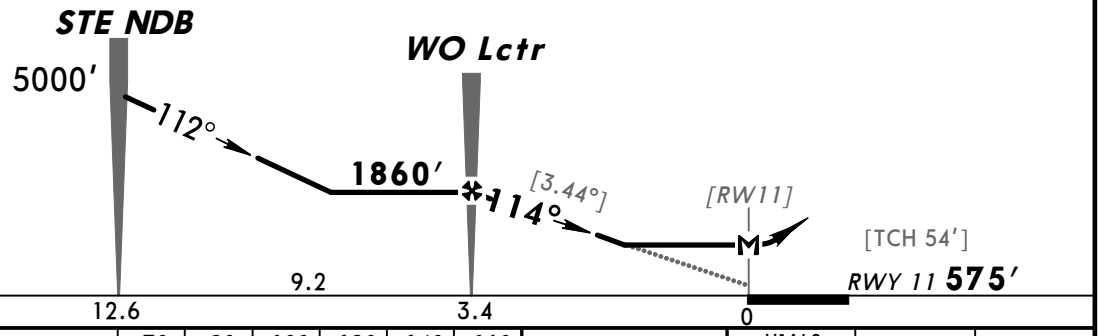


MSA STE NDB



MISSED APCH FIX

BRUCK
408 BRK



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

3000′

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
100	1250′ *(650′)*	*1500m*
135	1250′ *(650′)*	*1600m*
180	1350′ *(750′)*	*2400m*
205	1350′ *(750′)*	*3600m*

CHANGES: None.

LOWW/VIE
SCHWECHAT

17 JUN 05 (16-2)

VIENNA, AUSTRIA
NDB Rwy 29

ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

BRIEFING STRIP ™

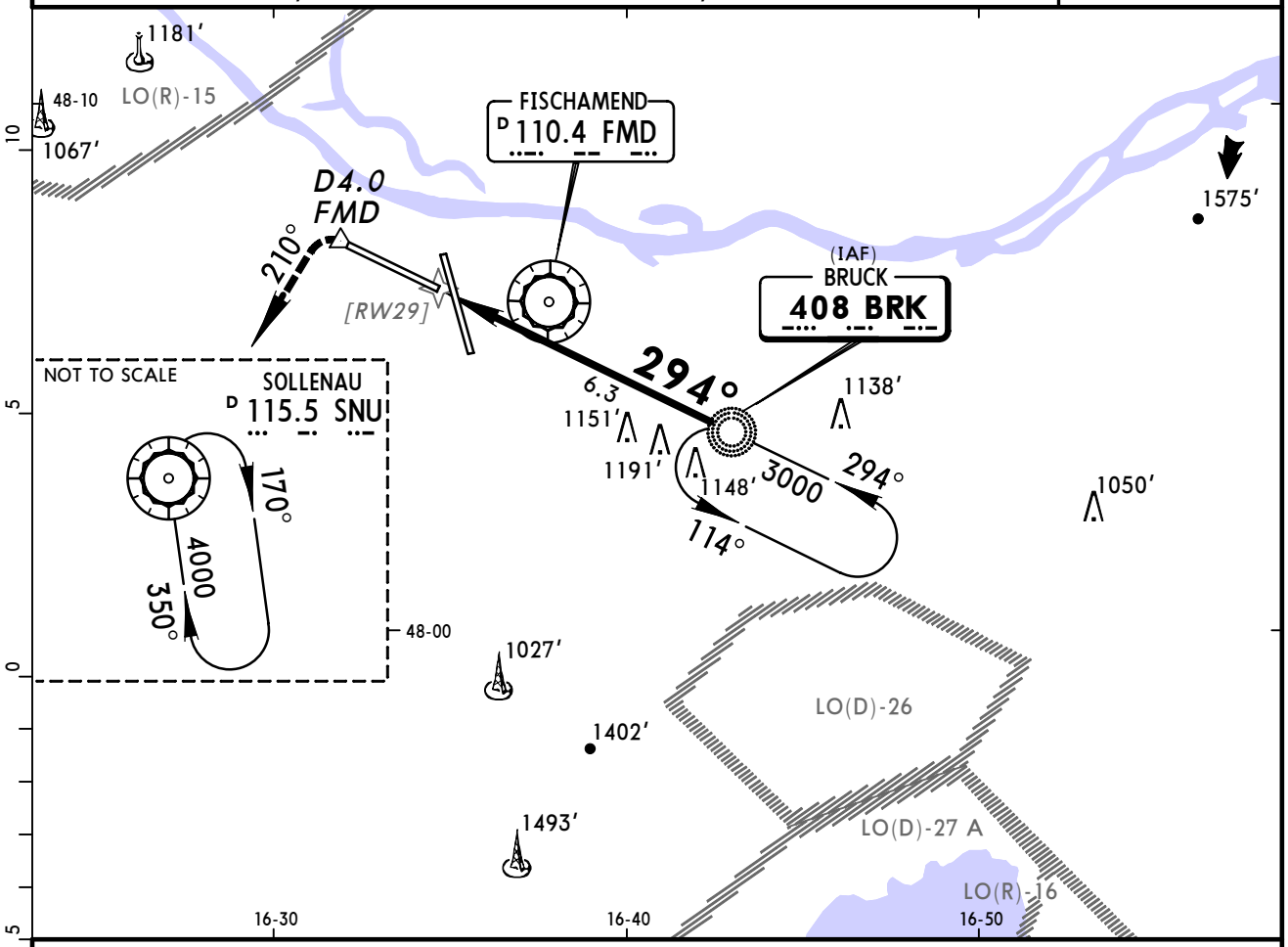
NDB BRK	Final Apch Crs	Minimum Alt NDB	MDA(H)	Apt Elev 600′ RWY 600′
408	294°	3000′ (2400′)	1200′ (600′)	

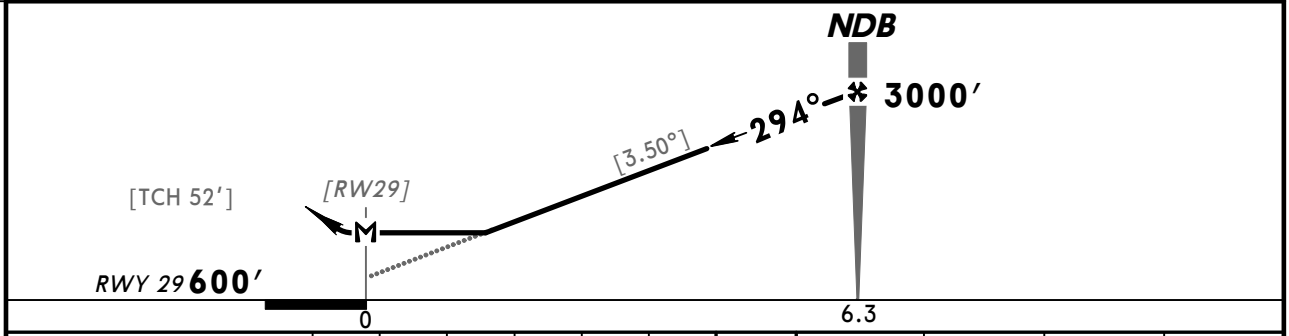
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 4000′ and hold.

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

4000′ 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
100	1250′ (650′)	1500m
135	1250′ (650′)	1600m
180	1350′ (750′)	2400m
205	1350′ (750′)	3600m

CHANGES: None.

BRIEFING STRIP ™

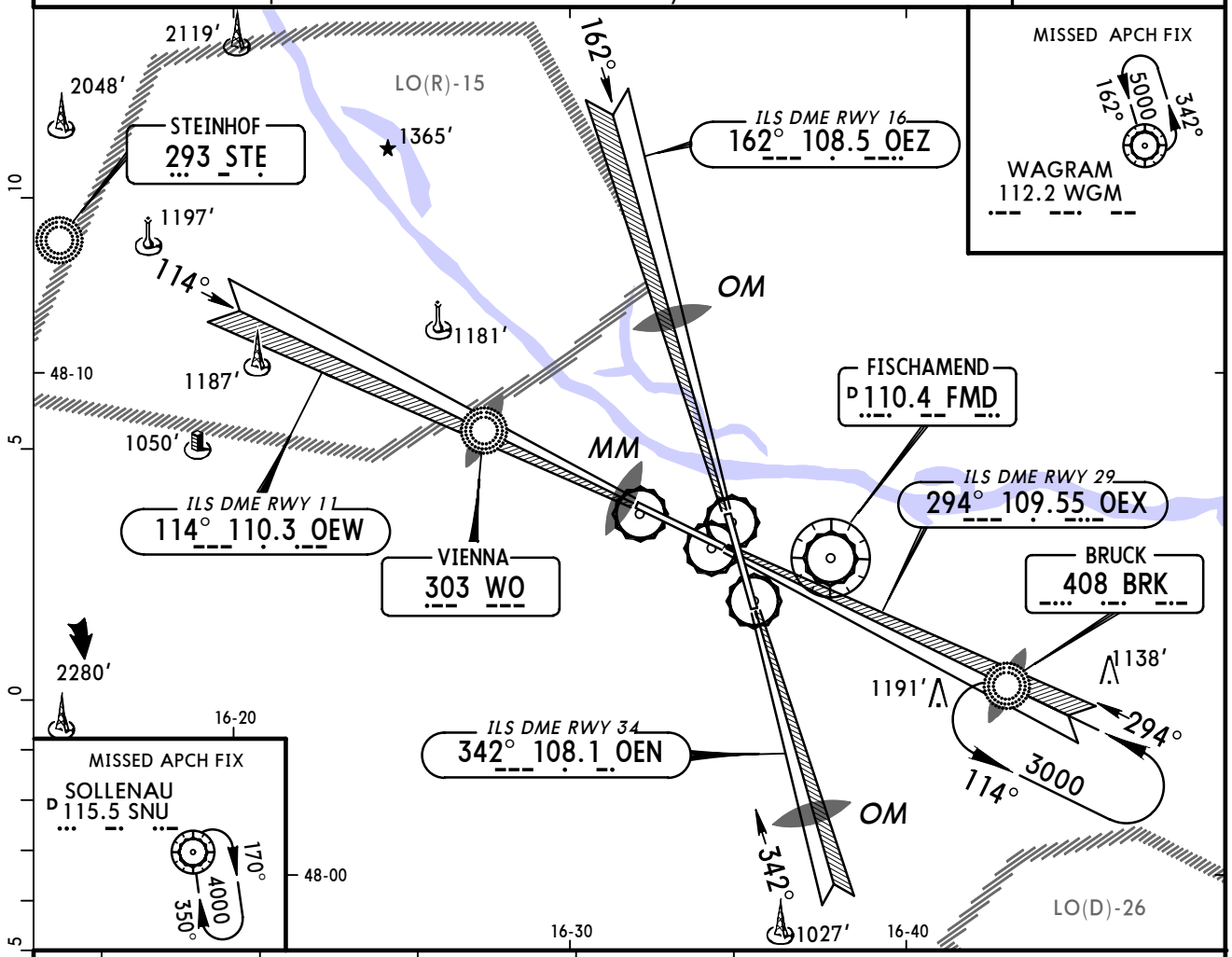
ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

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

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

Missed Approach - See below

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 3000′ and hold.

RWY 16: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to SNU VOR climbing to 4000′ and hold.

RWY 29: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 4000′ 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′)		SRE 16 MDA(H) 980′ (383′)		SRE 29 MDA(H) 1160′ (560′)		SRE 34 MDA(H) 1160′ (574′)	
		ALS out		ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1000m		RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 1800m		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1400m	RVR 2000m	RVR 1600m		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: LOC frequency. MM withdrawn.

LOWW/VIE SCHWECHAT

29 AUG 03 (18-10)

VIENNA, AUSTRIA GPS Rwy 16

ATIS (Arrival)	WIEN Radar (APP) (up to FL 245)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

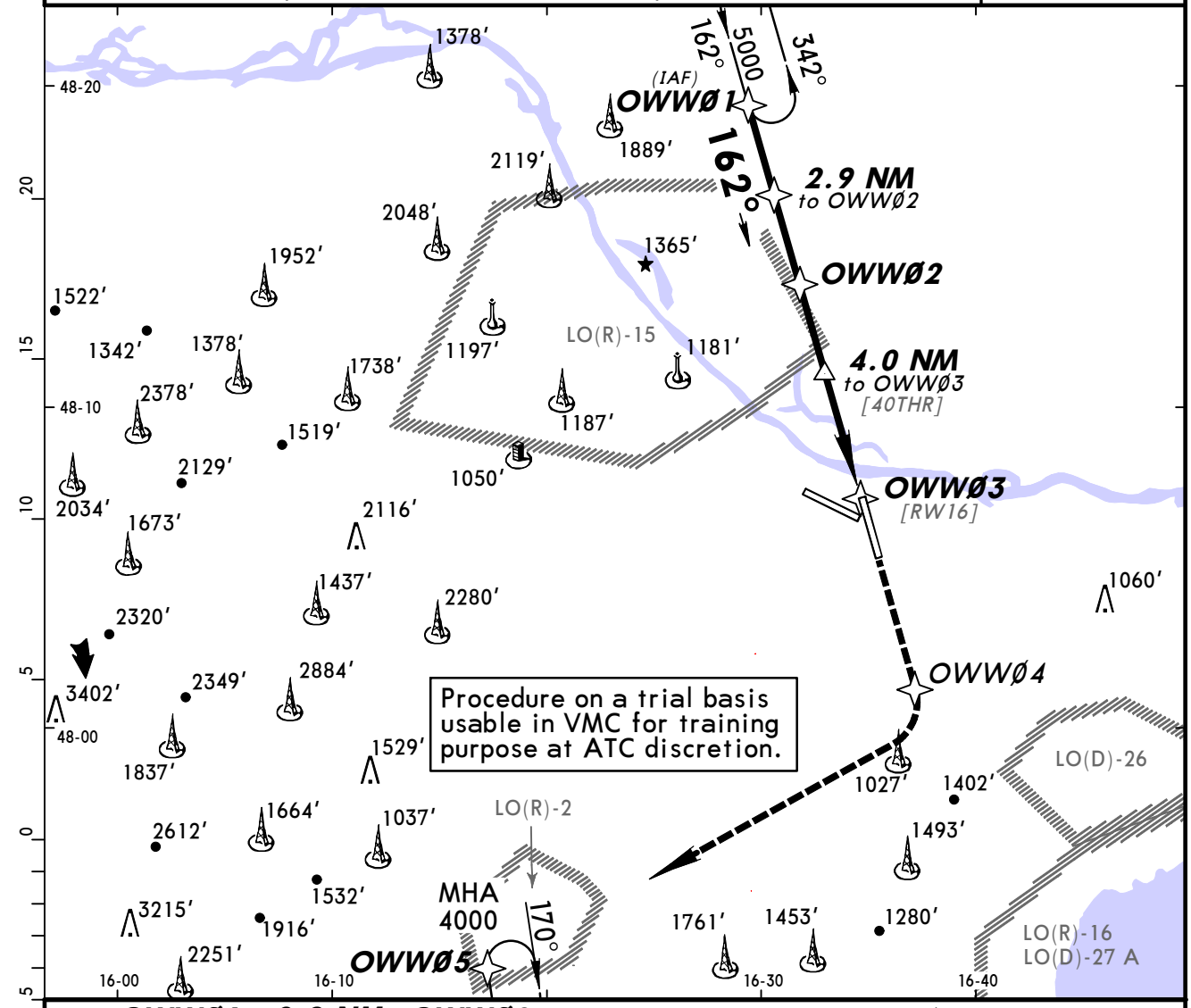
BRIEFING STRIP™

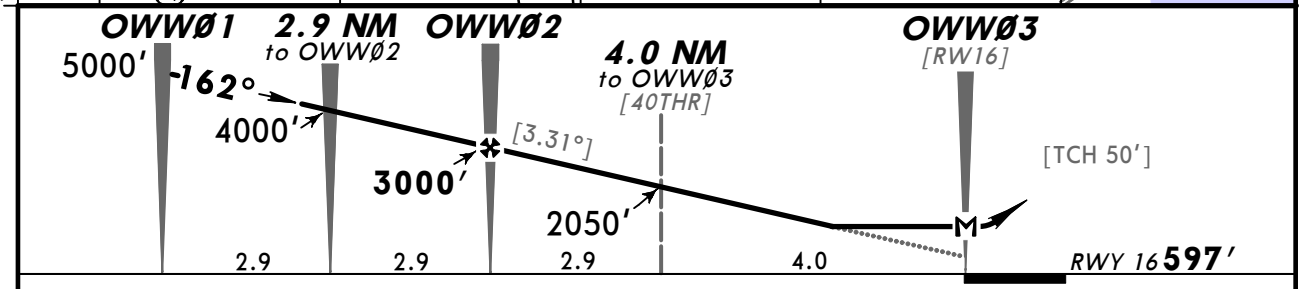
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
	162°	OWWØ2 3000′ (2403′)	980′ (383′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD to OWWØ4, then turn RIGHT to OWWØ5 climbing to 4000′ and hold.

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

MSA OWWØ1





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						

HIALS
REIL T-VASI T-VASI

OWWØ4 | 4000′ RT | OWWØ5

PANS OPS

STRAIGHT-IN LANDING RWY 16

MDA(H) 980′ (383′)

ALS out

A	5.0 km
B	5.0 km
C/D	5.0 km

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1200′ (600′)	5.0 km
135	1250′ (650′)	5.0 km
180/205	1550′ (950′)	5.0 km

CHANGES: Communications.