JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: SALZBURG AUT
ICAO/IATA: LOWS / SZG
Lat/Long: N47° 47.7', E013° 00.2'
Elevation: 1411 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0504 Z
Sunset: 1725 Z

Runway Information

Runway: 15
Length x Width: 9022 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 656 ft

Runway: 33
Length x Width: 9022 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 787 ft
Stopway: 328 ft

Communication Information

ATIS: 133.330
Salzburg Tower: 118.100 VHF-DF
Salzburg Clearance Delivery: 121.750
Salzburg Radar: 134.975 VHF-DF
Salzburg Radar: 123.725 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS 133.330

1.2. NOISE ABATEMENT PROCEDURES

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

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

1.2.1. REVERSE THRUST

Do not use more than idle reverse except if required for safety or operational reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP become effective when visibility less than 1500m and/or ceiling less than 600'.

Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION". Arriving ACFT are vectored so as to ensure an intercept of the ILS at least 10NM from THR. Pilot of a landed ACFT shall report "RUNWAY VACATED" as soon as his ACFT has left the yellow/green color coded section of the exit TWY (sensitive area vacated).

1.4. GND SURVEILLANCE SALZBURG (MDS)

1.4.1. TRANSPONDER OPERATING PROCEDURE

ACFT operators should ensure that ACFT transponders are able to operate when the ACFT is on ground.

Departing ACFT shall select the assigned code (squawk) and activate the Mode S transponder at push-back request, or when there is no push-back necessary at taxi request latest.

ACFT equipped with Mode S having an ACFT identification feature shall transmit the ACFT ID as filed in the flight plan, or when no flight plan has been filed, the ACFT registration.

Landing ACFT shall have activated the Mode S transponder until the ACFT has reached its final parking position.

Activation of Mode S transponder means selecting: AUTO, ON, XPNDR or the equivalent according to specific installation. Do not switch OFF or STDBY.

ACFT not being equipped with Mode S shall select Mode A/C accordingly.

1.4.2. VIS 1, 2, 3

During visibility condition VIS 3 (visibility less than 400m) ATC ensures that cleared areas are not occupied by other ACFT and vehicles.

If visual conditions allow, ATC may ask the pilot in command to maintain own separation to other ACFT or vehicles to increase capacity. If unable to comply inform ATC immediately.

1.4.3. HOLDING PROCEDURE AT RWY HOLDING POINTS

All ACFT shall hold as short of the RWY holding points as possible.

However they may not cross without clearance from TWR.

This procedure shall ensure traffic flow behind holding ACFT during VIS 1 and VIS 2 conditions but does not release the pilot-in-command from his responsibility to ensure a safe distance to other ACFT.

1.4.4. ACFT GUIDANCE BY MEANS OF CLEARANCE BARS

Clearance bars are operated together with the centerline lighting and consist of three unidirectional surface lights showing yellow. If the traffic situation requires, ACFT may be instructed to hold at a specific clearance bar. If no such instruction is given, ACFT may taxi across the clearance bar without a specific clearance.

1. GENERAL

1.5. RWY OPERATIONS

1.5.1. REDUCED RWY SEPARATION

1.5.1.1. GENERAL

Reduced RWY separation will be applied for

- RWY 15: with 600m, 1500m or 2400m separation;
- RWY 33: with 600m or 1500m separation

depending on ACFT CAT.

ACFT will be classified as follows:

- CAT 1 ACFT: Single engine propeller ACFT with MTOM of 2000kg or less.
- CAT 2 ACFT: Single engine propeller ACFT with MTOM of more than 2000kg but less than 7000kg or twin engine propeller ACFT with MTOM of less than 7000kg.
- CAT 3 ACFT: All other ACFT.

1.5.1.2. LANDING ACFT

Separation shall in no case be less than following minimums:

- A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:
  - has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking; or
  - is airborne and has passed a point at least 600m from THR.
- A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:
  - has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking; or
  - is airborne and has passed a point at least 1500m from THR.
- A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:
  - has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking; or
  - is airborne and has passed a point at least 2400m from THR.

1.5.1.3. DEPARTING ACFT

A CAT 1 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 600m from position of succeeding ACFT.

A CAT 2 ACFT may be cleared for take-off when preceding departing ACFT is a CAT 1 or 2 ACFT which is airborne and has passed a point at least 1500m from position of succeeding ACFT.

An ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from position of succeeding ACFT.

1.5.1.4. WAKE TURBULENCE

The prescribed wake turbulence separation minimums have to be applied except:

- Pilot of approaching ACFT announces that he is able to attend an appropriate distance himself; or
- Pilot of departing ACFT reports after being questioned by TWR that he can avoid wake turbulence of preceding departed ACFT (″able to avoid...″) e.g. possibility of a visual turn.

1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

To meet the required wing-tip clearance, follow strictly the taxi-guidelines.

1.6.2. CODE F OPERATION

Following procedures are required to ensure a safe operation of Code F ACFT.

Taxi Procedures:

- TWYs C, E, F and L from EXIT 3 to South and also EXIT 3 and 4:
  The use of "cockpit taxi camera", especially on the turns, is recommended.
- TWYs B, D and L from EXIT 3 to North are limited to smaller code letter and closed for code F ACFT. Generally a slow taxi speed on all TWYs and apron is required.

  Taxiing ACFT on straight portions shall not deviate from centerline marking and lighting. Guidance with a Follow-me car from/to the RWY is provided on pilot's request. If TWY centerline markings and lighting are not clearly visible, pilots should stop and request Follow-me car.

Taxi Routes:

During taxiing the outer engines shall be used on idle power only.

- Taxi route landing RWY 15:
  TWY E or F - TWY L - EXIT 4 - main apron or backtrack RWY - TWY C - EXIT 3 - main apron.
- Taxi route landing RWY 33:
  Backtrack RWY - TWY C - EXIT 3 - main apron.
- Taxi route departure RWY 15:
  Main apron - EXIT 3 - TWY C - backtrack RWY.
- Taxi route departure RWY 33:
  Main apron - EXIT 4 - TWY L - TWY F or main apron - EXIT 3 - TWY C - backtrack RWY.

  Use CAUTION on TWY L South - minimum clearance TWY centerline to APT fence (height: 7.9'/2.4m) is 161'/49m.

  Expect ACFT spotters outside APT fence.

Parking and Ground Handling:

Use minimum power setting on apron.

1.7. PARKING INFORMATION

Stands N1 thru N4 are also available for commercial ACFT.

1.8. OTHER INFORMATION

During wind conditions with windspeed of 6 KT or less jet ACFT of ACFT type B757 or with wake turbulence category HEAVY have to expect RWY 15 for approach and landing. Exceptions for operational reasons only.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Following restriction applies on Saturdays during ski-charter season between 0800-2000LT:

Arriving IFR flights which are not able to comply with MIM 160 KT to 5NM final are normally not accepted within the mentioned time frame (based on ETA) due to dense arriving and departing traffic.

For exemptions contact ATC office SALZBURG on phone +43 (0)5 1703 6555.

2.2. NOISE ABATEMENT PROCEDURES

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

2.3. CAT II/III OPERATIONS

RWY 15 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

When vacating RWY 15 via TWY F, TWY centerline has to be followed and RWY end lights and RWY end markings may be disregarded.

2.5. OTHER INFORMATION

2.5.1. RNAV (RNP) Z RWY 33 GUIDELINES
RNAV (RNP) Y RWY 33 GUIDELINES

2.5.1.1. GENERAL

This procedure requires special authorization by Austro Control. This authorization does not relieve the operator/pilot from obtaining an approval/acceptance from the competent national aviation authority of the state of the operator/pilot.

To assure availability of GNSS signal, operators/pilots shall perform a RAIM check.

A tool (AUGUR by EUROCONTROL) is available on: http://augur.ecacnav.com/.

2.5.1.2. EQUIPMENT REQUIREMENTS

Approved Dual FMS installation according to AC20-138D including RNP capability of 0.3NM or better (equal or smaller than 0.3NM).

Dual GNSS and at least one IRU or equivalent; DME/DME or VOR/DME or LOC update not authorized.

Required RNAV RNP functions according to EASA AMC 20-26 and EASA Air Operations AMC/GM to Part-SPA.

2. ARRIVAL

2.5.1.3. APPLICATION

Only operators/pilots of multi-engined ACFT shall apply for such permission.

The application shall contain:

- ACFT type;
- FMS type and certification;
- Instrument approach and landing chart;
- Flight crew training documentation for normal and non-normal operation including documentation changes (FCOM, AFM, etc.);
- Data file with ARINC 424 coding of the procedure;
- Safety Analysis in regard to accuracy, integrity, continuity and availability for normal and non-normal operations;
- A copy of the letter of approval to conduct RNP AR operations granted by their national aviation authority.

The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual and - if relevant - other certified data.

Applications shall be conveyed at least 6 weeks prior to the intended operations.

Note: Details for approval shall be obtained by special.procedures@austrocontrol.at

Operators shall address their applications to:

Austro Control GmbH
Department ATM/IFP
Wagramer Strasse 19
1220 Wien
AUSTRIA
FAX: +43 (0)5 1703 2006
E-mail: special.procedures@austrocontrol.at

3. DEPARTURE

3.1. DE-ICING

Report the necessity for de-icing either to your ramp agent or to SALZBURG Ice on phone +43 (0)662 8580 2772.

When announced on ATIS (normally on Saturdays), SALZBURG Ice is available on frequency 128.3.

Forward requested fluid/mixture request to ramp agent.

ACFT will be de-iced on parking stands.

Only when announced on ATIS, inform SALZBURG Delivery/TWR before starting de-icing.

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

TWR must be notified during start-up request of any requirement to use cross-bleed start procedure. Engine test runs have to be coordinated with the APT duty officer in advance. TWR approval must be obtained during start-up request.

Minimum power is to be used when taxiing away from stand.

On stands T1, T2, W3 and W5 push-back required.

For ACFT with code letter D, E and F push-back is mandatory.

By backtracking RWY 15 on stopway and turning pad for RWY alignment (to use the full length of RWY 15) the RWY end lights and markings may be disregarded. Inform ATC on start-up.

By backtracking RWY 33 for RWY alignment (for full RWY length departure) the RWY end lights and RWY end markings may be disregarded.

3.3. NOISE ABATEMENT PROCEDURES

Only JET ACFT which are at least certified according ICAO Annex 16 Chapter 3 and whose noise level at departure measured at noise measuring station 4 is not exceeding 98db SEL are permitted. All ACFT exceeding 98db SEL at noise-measuring station 4 during departure will be suspended from operations at SALZBURG APT, except operator can prove that transgression was necessary for safety reasons and/or a singular event.

Restrictions for Noise Reduction

- Between 0600-0700LT departures are permitted only for commercial flights.
- Between 2200-2300LT departures are permitted only for delayed commercial flights.

3.4. RWY OPERATIONS

Following restriction applies on Saturdays during ski-charter season:

- ACFT departing RWY 15 shall report if NOT able to depart from intersection B and have to make a backtrack to use full RWY length.
- Taxi clearance will be issued by SALZBURG TWR.

3.5. SPECIAL PERFORMANCE DEPARTURES

Only operators of multi-engine ACFT shall apply for such a permission.

The application shall contain ACFT and engine type and the MAX permissible take-off mass for that type of departure, including a one engine out take-off mass analysis (contingency procedure). The relevant data shall be submitted in a listed form together with copies of the relevant pages of the Aeroplane Flight Manual or Performance Manual.

Application shall be conveyed at least 6 weeks prior to the intended operations.

Operators shall address their application to:

Austro Control GmbH, Flugsicherungsstelle Innsbruck, ATM/TERM Innsbruck
Postfach 1, 6026 Innsbruck, AUSTRIA
FAX: +43 (0)5 1703 6656, +43 (0)5 1703 6666
E-mail: special.procedures@austrocontrol.at, (Ernst.Wieser@austrocontrol.at)

3. DEPARTURE

3.6. PROCEDURES

Operator unable to use RNAV1 SIDs

Departures will be cleared along the RNAV1 SIDs. Operator unable to use these RNAV1 SIDs shall inform TWR/Delivery upon Clearance Request.

Such flights can expect NON-RNAV SIDs.

Flights planned via DETSA, RTT, TRAUN, TITIG will be cleared via the NON-RNAV SID TRAUN_S/V; thereafter expect a "DCT" routing or "Radar Vectoring".

Flights planned via INROM, NEMAL, VERDA will be cleared via the NON-RNAV SID INROM_S/V; thereafter expect a "DCT" routing or "Radar Vectoring".

Departures RWY 15

Operators unable to comply with SID "_B/V" performance parameters shall inform TWR/Delivery upon Clearance Request.

Flights planned via DETSA, RTT, TRAUN, TITIG will be cleared via the "Visual" RNAV SID TRAUN_X; thereafter expect a "DCT" routing or "Radar Vectoring".

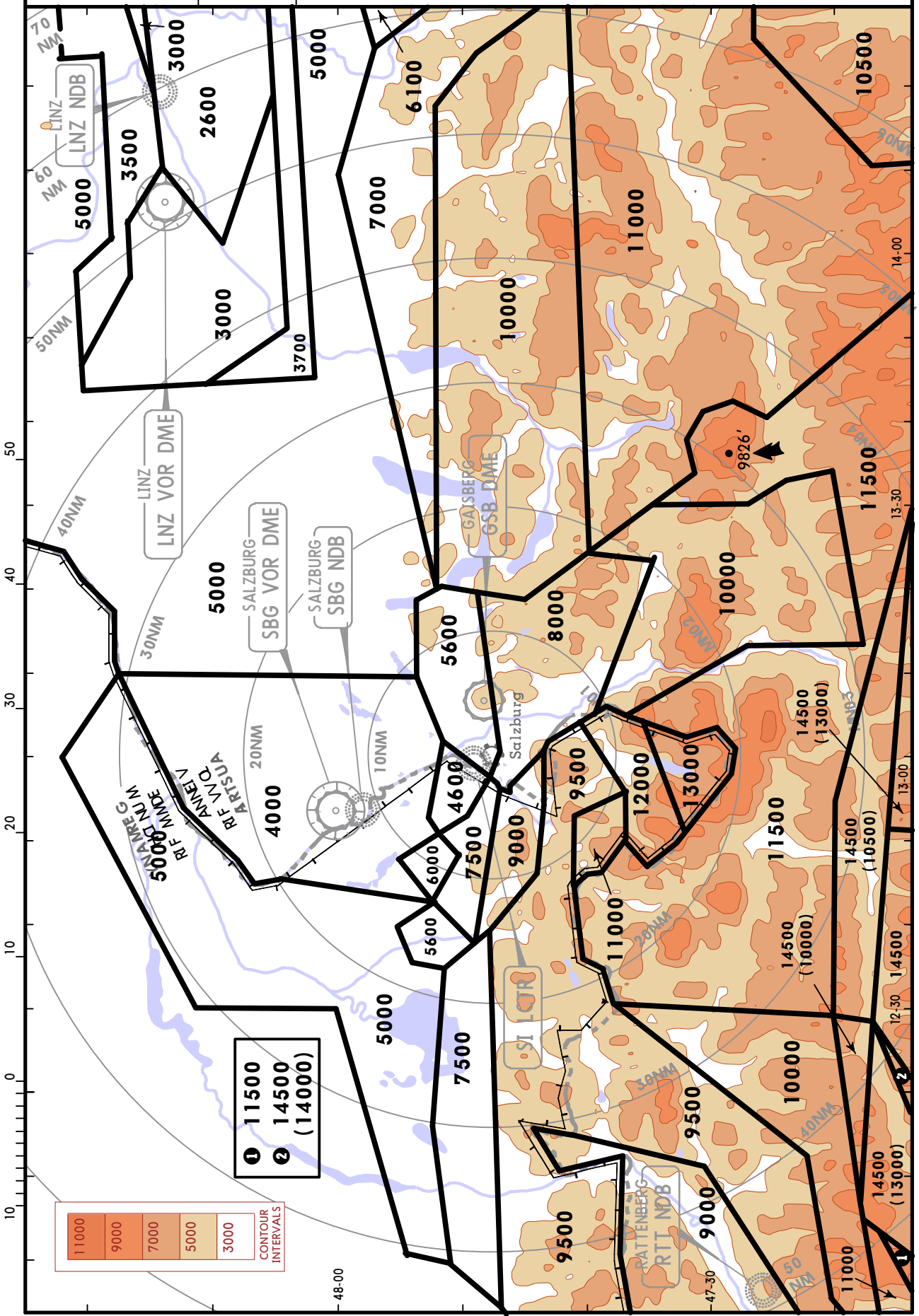
Flights planned via INROM, NEMAL, VERDA will be cleared via the "Visual" RNAV SID INROM_X; thereafter expect a "DCT" routing or "Radar Vectoring".

Flights planned to/via SBG VOR (normally IFR Trainings Flights): Expect SID INROM, after INROM DCT SBG.

*SALZBURG
Radar (APP)
123.725
134.975

Apt Elev
1411′

Alt Set: hPa Trans level: By ATC Trans alt: 10000′
1. Minimum altitudes applicable for RADAR controlled aircraft within controlled airspace. Values in brackets refer to minimum altitudes in uncontrolled airspace providing adequate obstacle clearance.
2. This chart may only be used for cross-checking of assigned altitudes while under RADAR control.



CHANGES: Sectors revised.

MATIG 1R [MATI1R]
NUBRA 2R [NUBR2R]
RASTA 1R [RAST1R]
RWYS 15, 33 RNAV ARRIVALS

D-ATIS 133.330

Apt Elev 1411

Alt Set: hPa
Trans level: By ATC
1. **GNSS required.**
2. **RNAV 5 or B-RNAV approval required.**
3. Non-RNAV aircraft EXPECT RADAR vectors to final approach.

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

STAR	ROUTING
MATIG 1R	MATIG - WS832 - SBG.
NUBRA 2R	NUBRA - WS501 - WS502 - WS503 - SBG.
RASTA 1R	RASTA - WS504 - WS505 - SBG.

CONTOUR INTERVALS: 11000, 9000, 7000, 5000, 3000

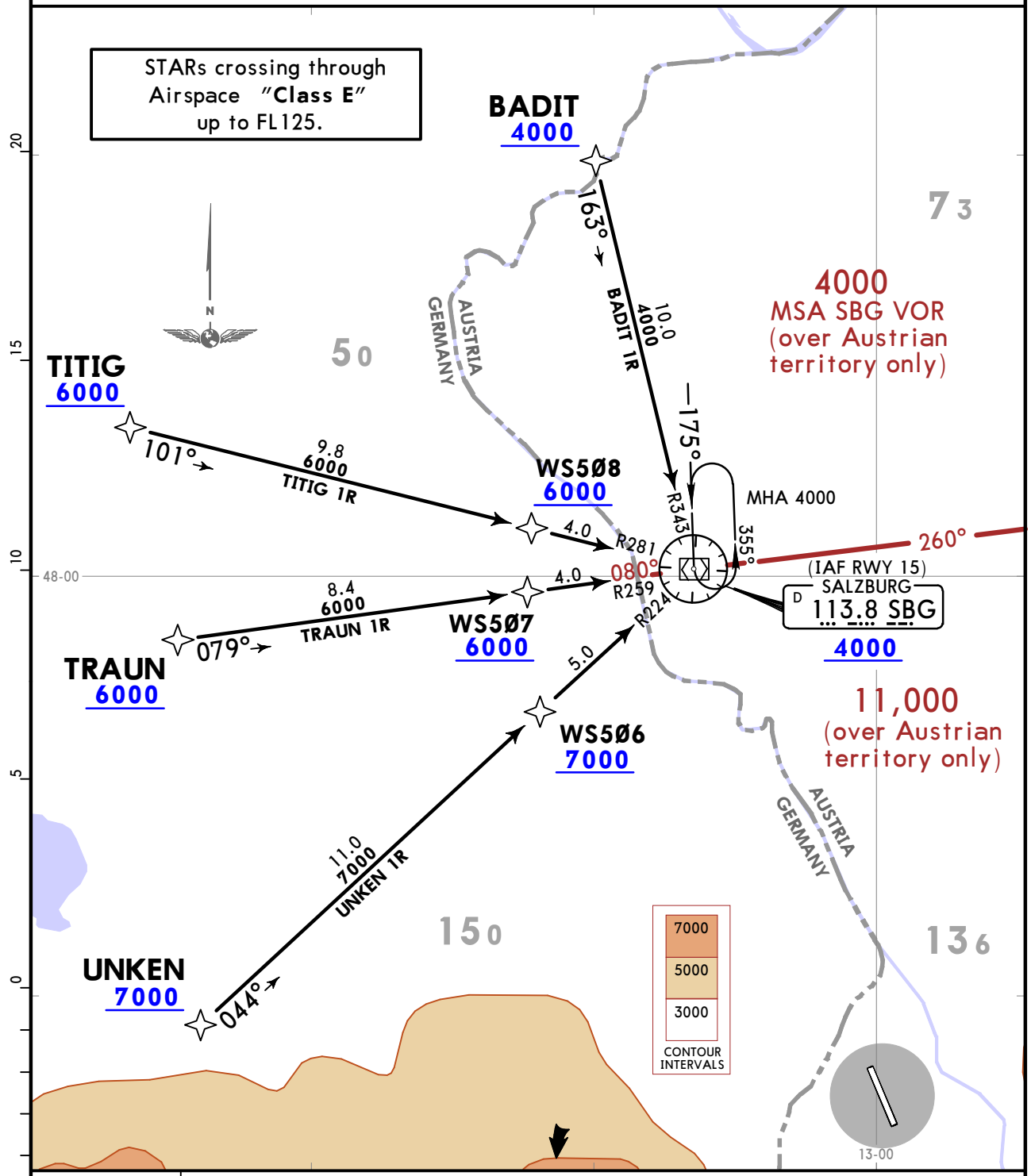
MATIG 5000
NUBRA 11000
RASTA 12000
WS501 11000
WS502 8000
WS503 5000
WS504 10000
WS505 8000
WS832 5000 (IAF RWY 33)
(IAF RWY 15) SALZBURG D 113.8 SBG 4000

4000 (over Austrian territory only)
11,000 (over Austrian territory only)

SBG VOR
MHA 4000
GERMANY
AUSTRIA
VNAMREG
ARTSUA

D-ATIS	Apt Elev	
133.330	1411	Alt Set: hPa Trans level: By ATC **1. GNSS required.** **2. RNAV 5 or B-RNAV approval required.** 3. Non-RNAV aircraft EXPECT RADAR vectors to final approach.

BADIT 1R [BADI1R]
TITIG 1R [TITI1R]
TRAUN 1R [TRAU1R]
UNKEN 1R [UNKE1R]
RWYS 15, 33 RNAV ARRIVALS



STAR	ROUTING
BADIT 1R	BADIT - SBG.
TITIG 1R	TITIG - WS508 - SBG.
TRAUN 1R	TRAUN - WS507 - SBG.
UNKEN 1R	UNKEN - WS506 - SBG.

CHANGES: New format.

RNAV SID DESIGNATION	REFER TO CHART
DETSA 1A, 2B	10-3B
INROM 1A, 1B	10-3C
INROM 1X	10-3D
NEMAL 3A, 3B	10-3E
RATTENBERG 3A, 4B	10-3F
SALZBURG 2A	10-3G
TITIG 2A, 3B	10-3H
TRAUN 2A, 3B	10-3J
TRAUN 1X	10-3K
VERDA 1A, 2B	10-3L
VERDA 1X, 1Y	10-3M

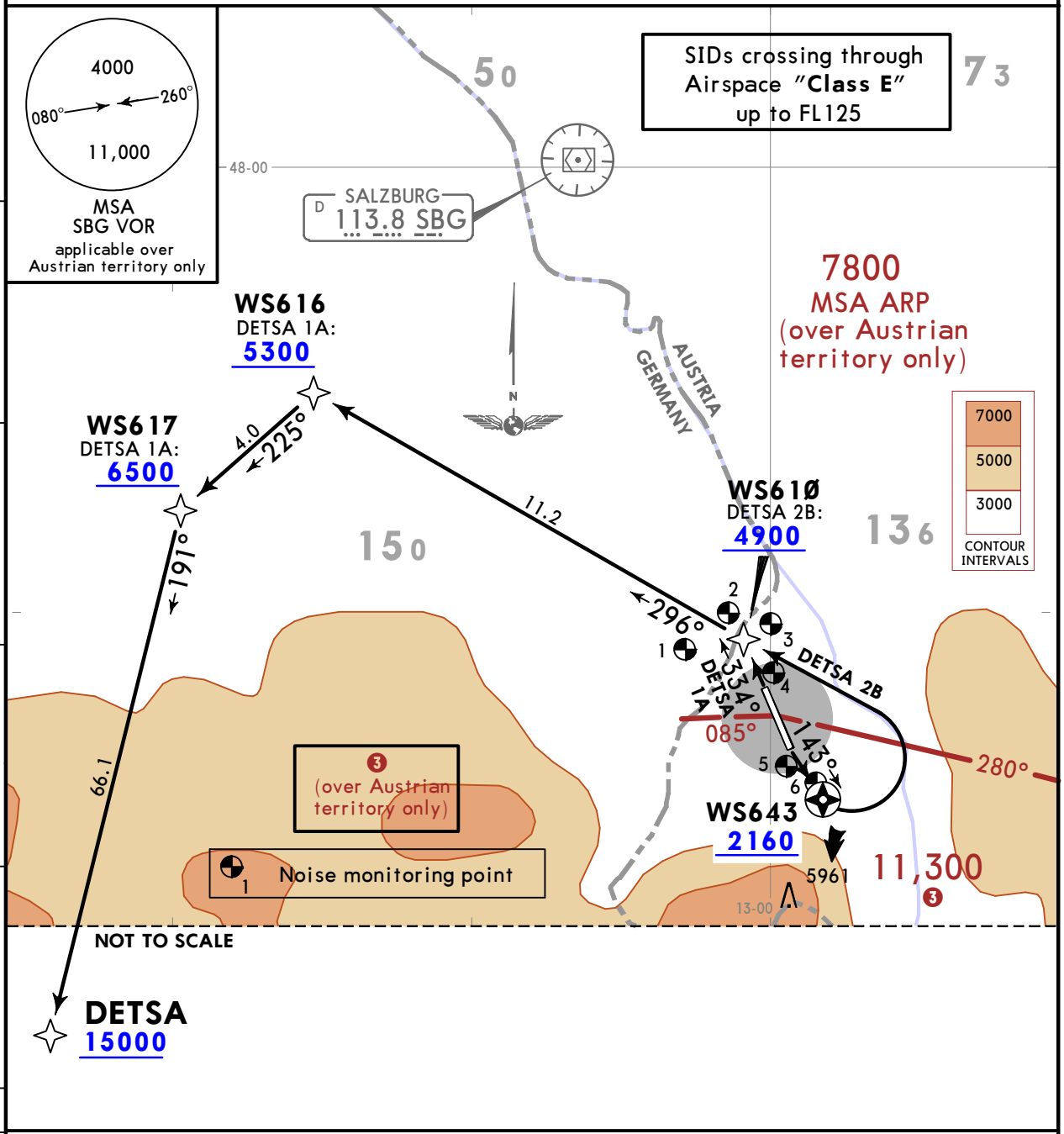
FOR SID DESIGNATION REFER TO PAGE 10-3A

CHANGES: SIDs completely revised.

SID & SPECIAL PERFORMANCE SID DESIGNATION	REFER TO CHART
NEMAL 3P SPECIAL PERFORMANCE	10-3N
RATTENBERG 3P SPECIAL PERFORMANCE	10-3P
SALZBURG 3P SPECIAL PERFORMANCE	10-3Q
TITIG 2P SPECIAL PERFORMANCE	10-3S
TRAUN 4P SPECIAL PERFORMANCE	10-3T
INROM 1S, 1V	10-3U
SALZBURG 1S	10-3V
TRAUN 7S, 8V	10-3W

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

DETSA 1A [DETS1A], DETSA 2B [DETS2B]
RNAV DEPARTURES



These SIDs require minimum climb gradients of
DETSA 1A: 325 per NM (5.3%) until WS617.
DETSA 2B: 550 per NM (9.0%) until WS643, 380 per NM (6.2%) until WS610.

Gnd speed-KT	75	100	150	200	250	300
325 per NM	406	542	813	1083	1354	1625
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **10000**

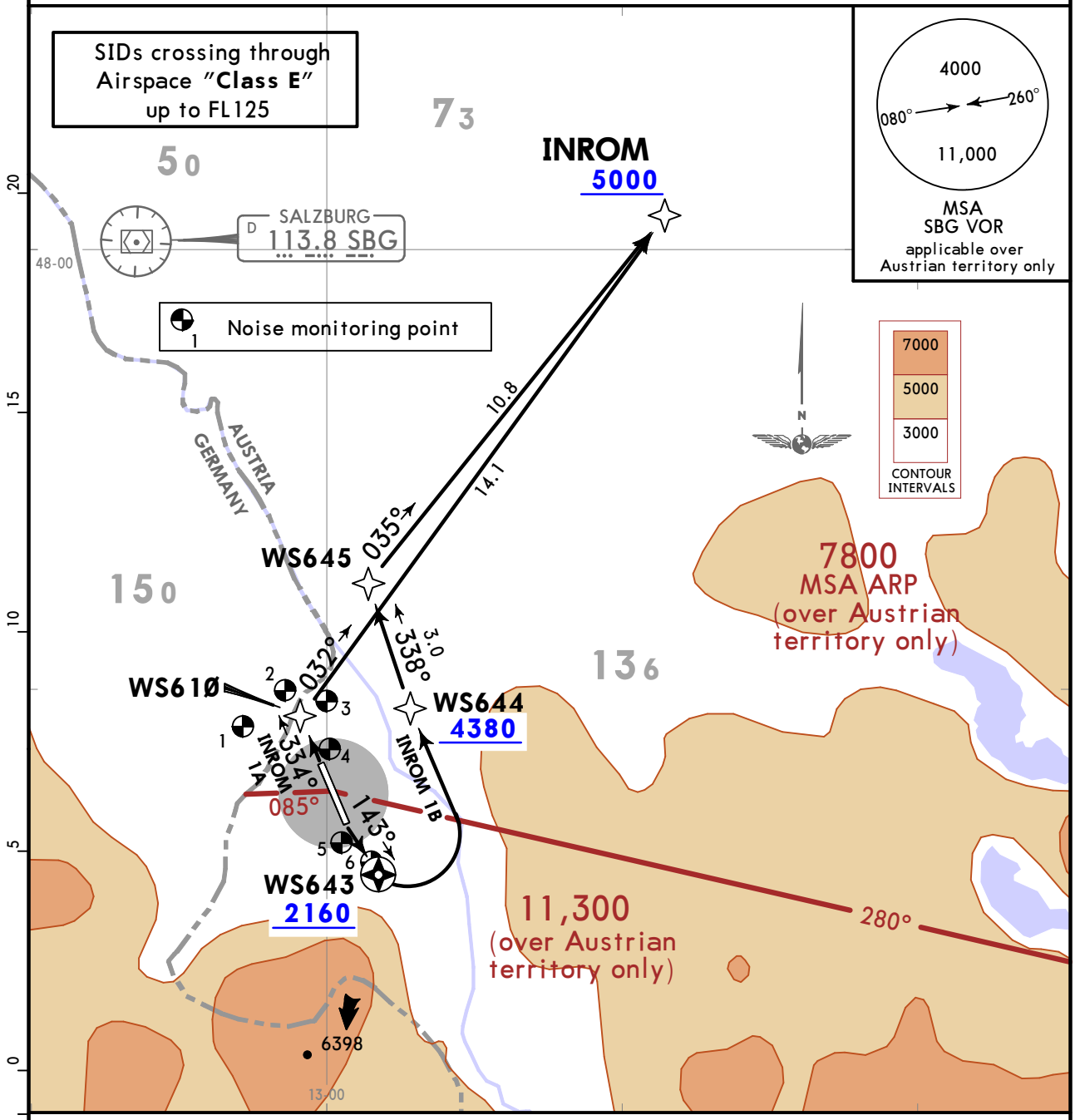
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
DETSA 1A	**33**	Climb on 334° track to WS610, to WS616, to WS617, to DETSA.
DETSA 2B	**15**	Climb on 143° track to WS643, to WS610, to WS616, to WS617, to DETSA.

CHANGES: LNZ SIDs withdrawn; DETSA RNAV SIDs renum, revised & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

INROM 1A [INRO1A], INROM 1B [INRO1B]
RNAV DEPARTURES



These SIDs require minimum climb gradients of
INROM 1A: 310 per NM (5.1%).
INROM 1B: 550 per NM (9.0%) until WS643, then 380 per NM (6.2%) until WS644.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **6000**

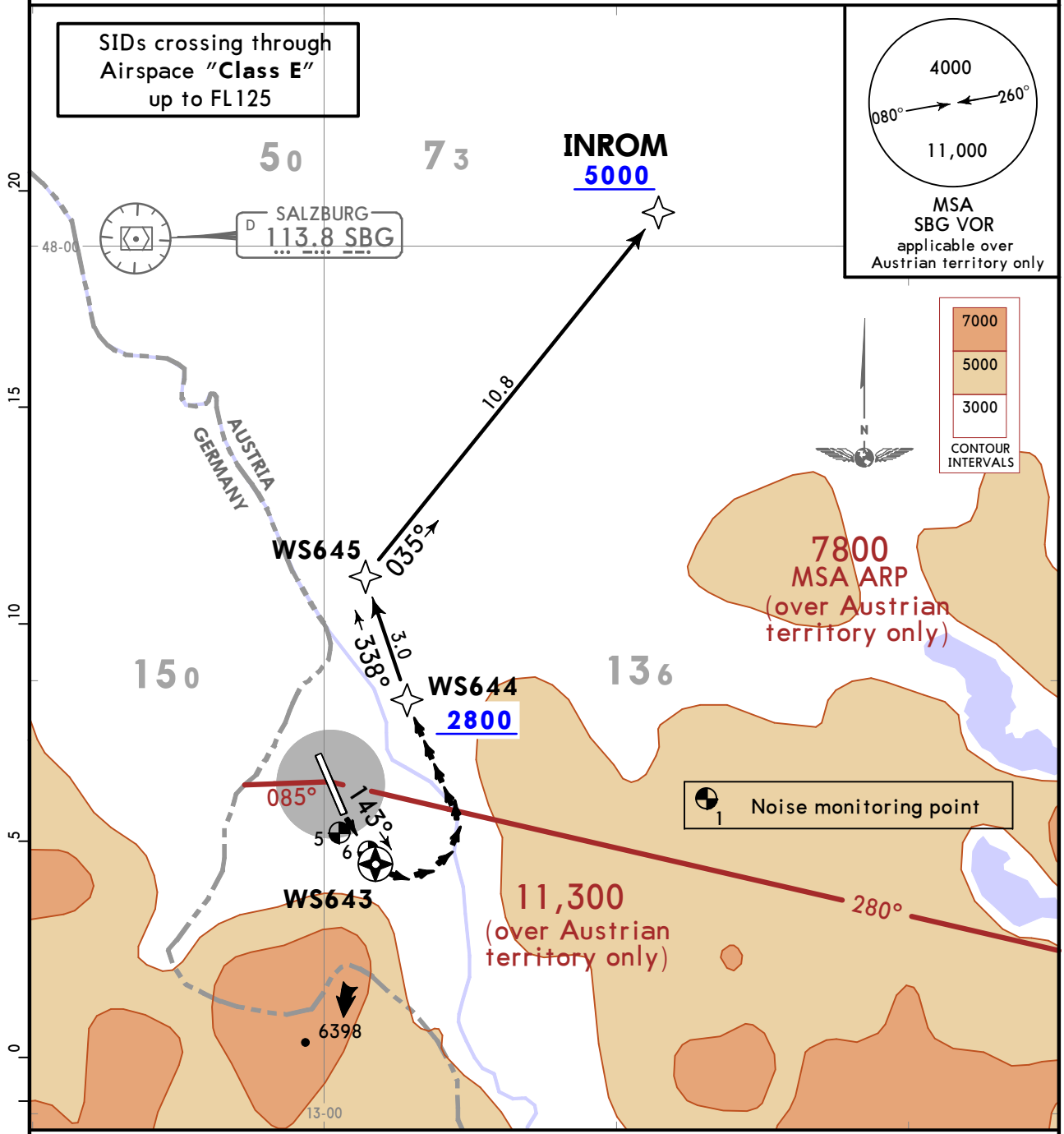
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
INROM 1A	**33**	Climb on 334° track to WS610, to INROM.
INROM 1B	**15**	Climb on 143° track to WS643, to WS644, to WS645, to INROM.

CHANGES: LNZ SID withdrawn; INROM SIDs established.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

INROM 1X [INRO1X]
RWY 15 RNAV DEPARTURE



Minimum required flight visibility
CAT A & B: 2.8 km
CAT C: 3.7 km
CAT D: 4.6 km

This SID requires a minimum climb gradient of 260 per NM (4.2%).

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300

Initial climb clearance **6000**

Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

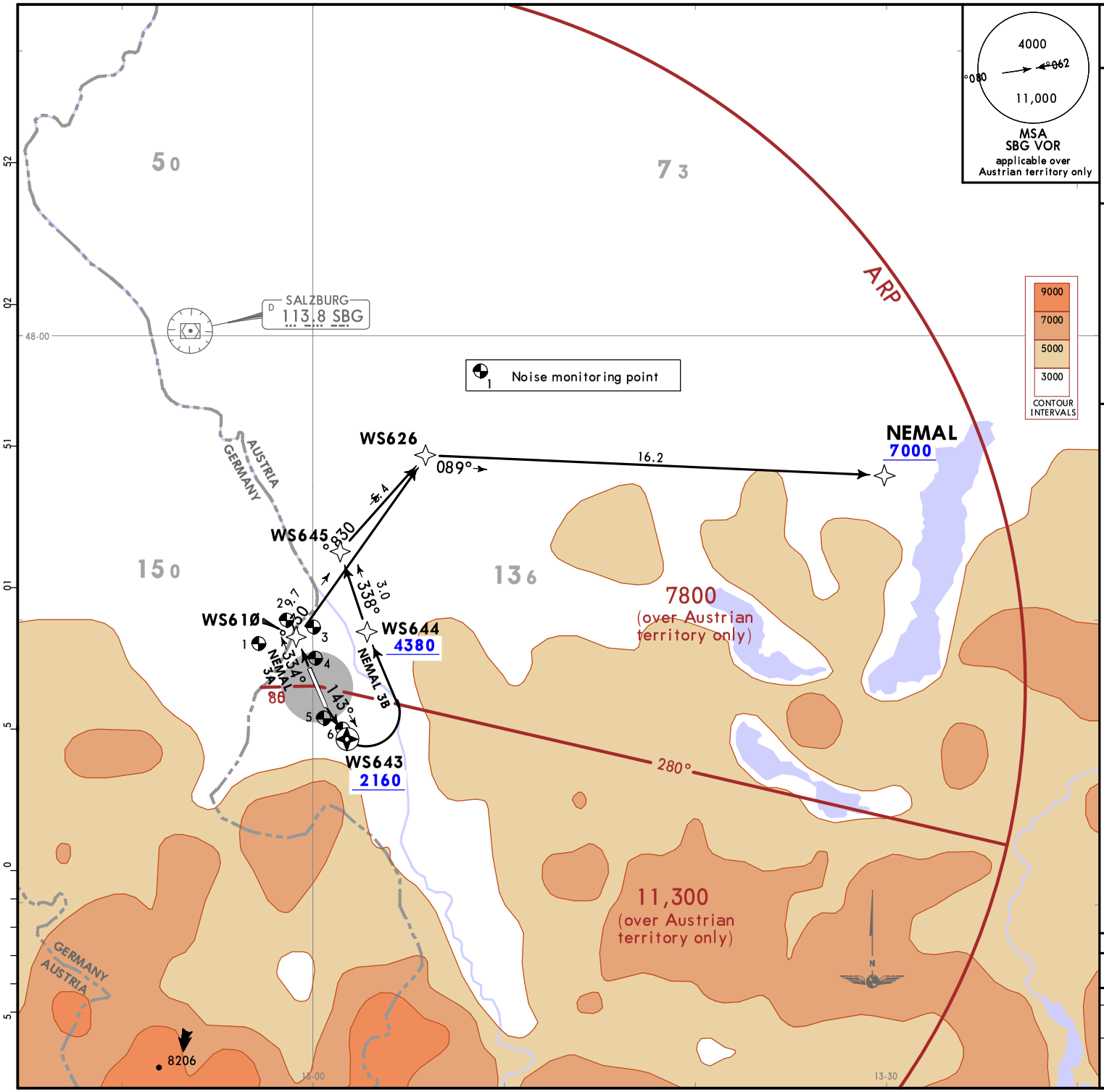
ROUTING

Climb on 143° track to WS643, MAINTAIN visual to WS644, to WS645, to INROM.

CHANGES: NEMAL SID withdrawn; INROM SID established.

SALZBURG, AUSTRIA

RNAV SID



*SALZBURG Radar (APP)	Apt Elev
123.725	1411

Trans alt: 10000

1. **RNAV 1 (GNSS) or P-RNAV approval required.**
2. Contact SALZBURG Radar when advised by Tower.
3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

NEMAL 3A [NEMA3A]
NEMAL 3B [NEMA3B]
RNAV DEPARTURES

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

These SIDs require minimum climb gradients of
NEMAL 3A: 310 per NM (5.1%).
NEMAL 3B: 550 per NM (9.0%) until WS643, then 380 per NM (6.2%) until WS644.

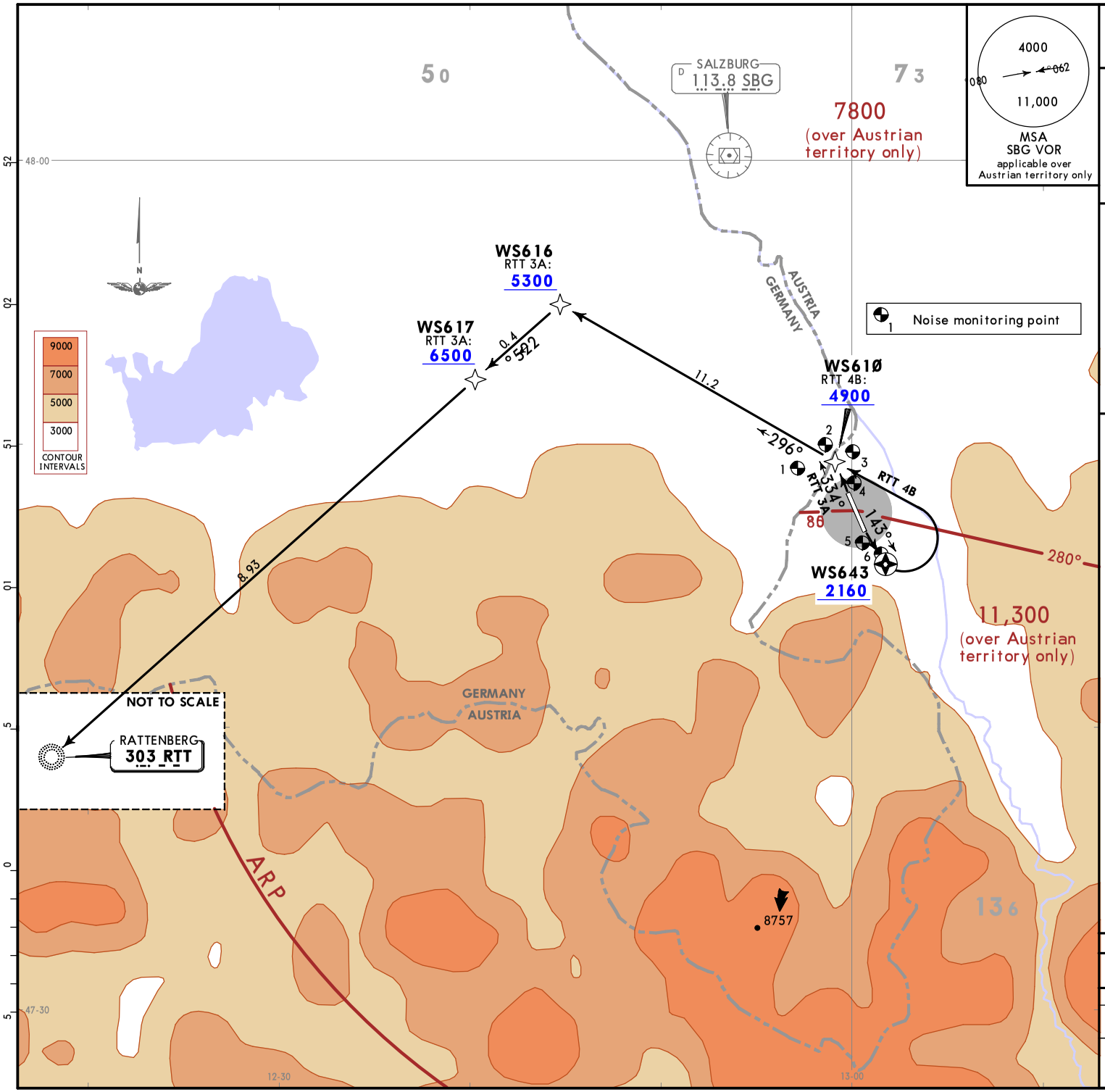
Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **6000**

RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
NEMAL 3A	**33**	Climb on 334° track to WS610, to WS626, to NEMAL.
NEMAL 3B	**15**	Climb on 143° track to WS643, to WS644, to WS645, to WS626, to NEMAL.

CHANGES: NEMAL SIDs renumb, revised & transferred.



*SALZBURG Radar (APP)	Apt Elev
123.725	1411

Trans alt: 10000

1. **RNAV 1 (GNSS) or P-RNAV approval required.**
2. Contact SALZBURG Radar when advised by Tower.
3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

RATTENBERG 3A (RTT 3A)
RATTENBERG 4B (RTT 4B)
RNAV DEPARTURES

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

These SIDs require minimum climb gradients of
RTT 3A: 325 per NM (5.3%) until WS617.
RTT 4B: 550 per NM (9.0%) until WS643,
380 per NM (6.2%) until WS610.

Gnd speed-KT	75	100	150	200	250	300
325 per NM	406	542	813	1083	1354	1625
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **10000**

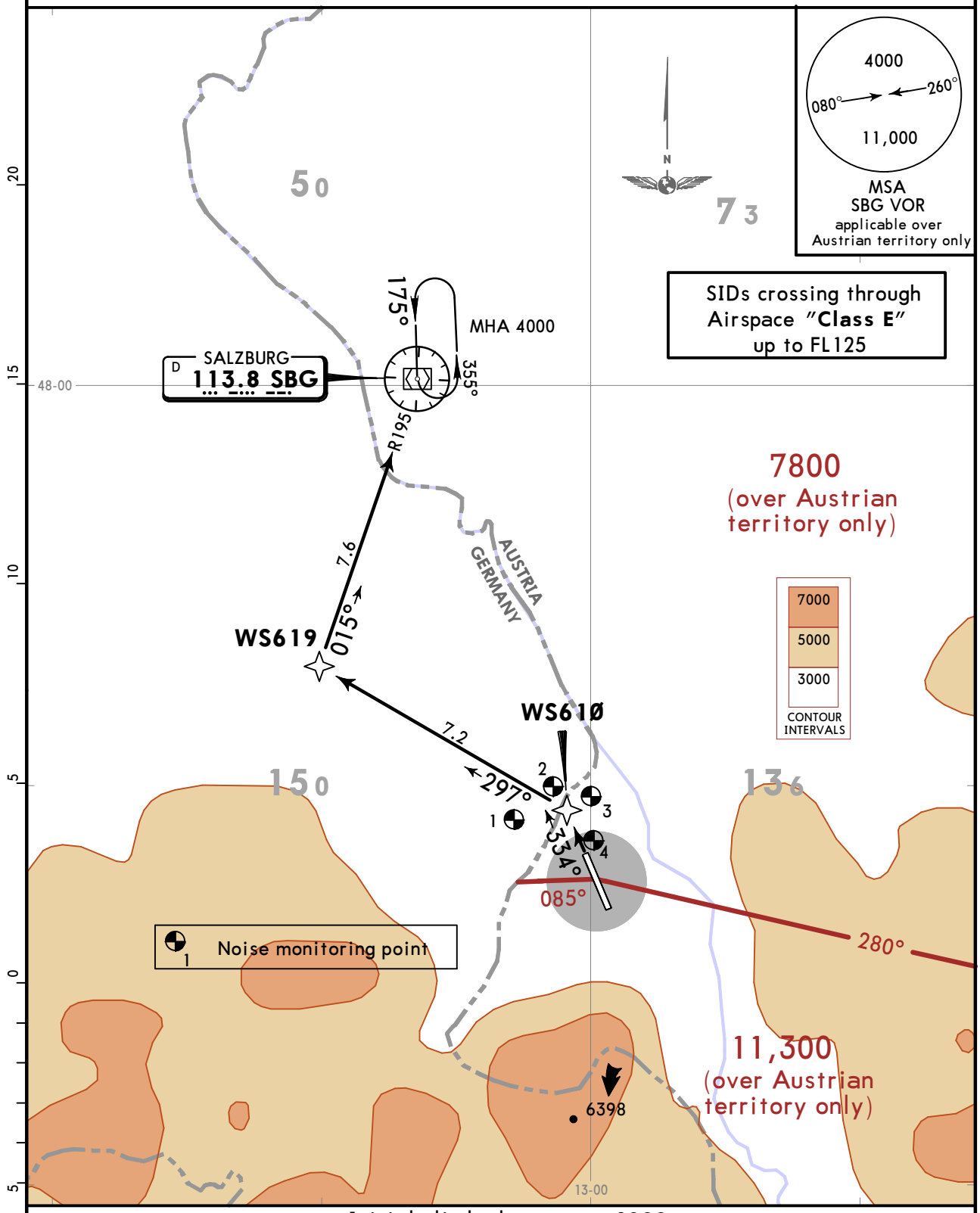
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
RTT 3A	**33**	Climb on 334° track to WS610, to WS616, to WS617, to RTT.
RTT 4B	**15**	Climb on 143° track to WS643, to WS610, to WS616, to WS617, to RTT.

CHANGES: RTT SIDs renumbered, revised & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

SALZBURG 2A (SBG 2A)
RWY 33 RNAV DEPARTURE



Initial climb clearance **6000**

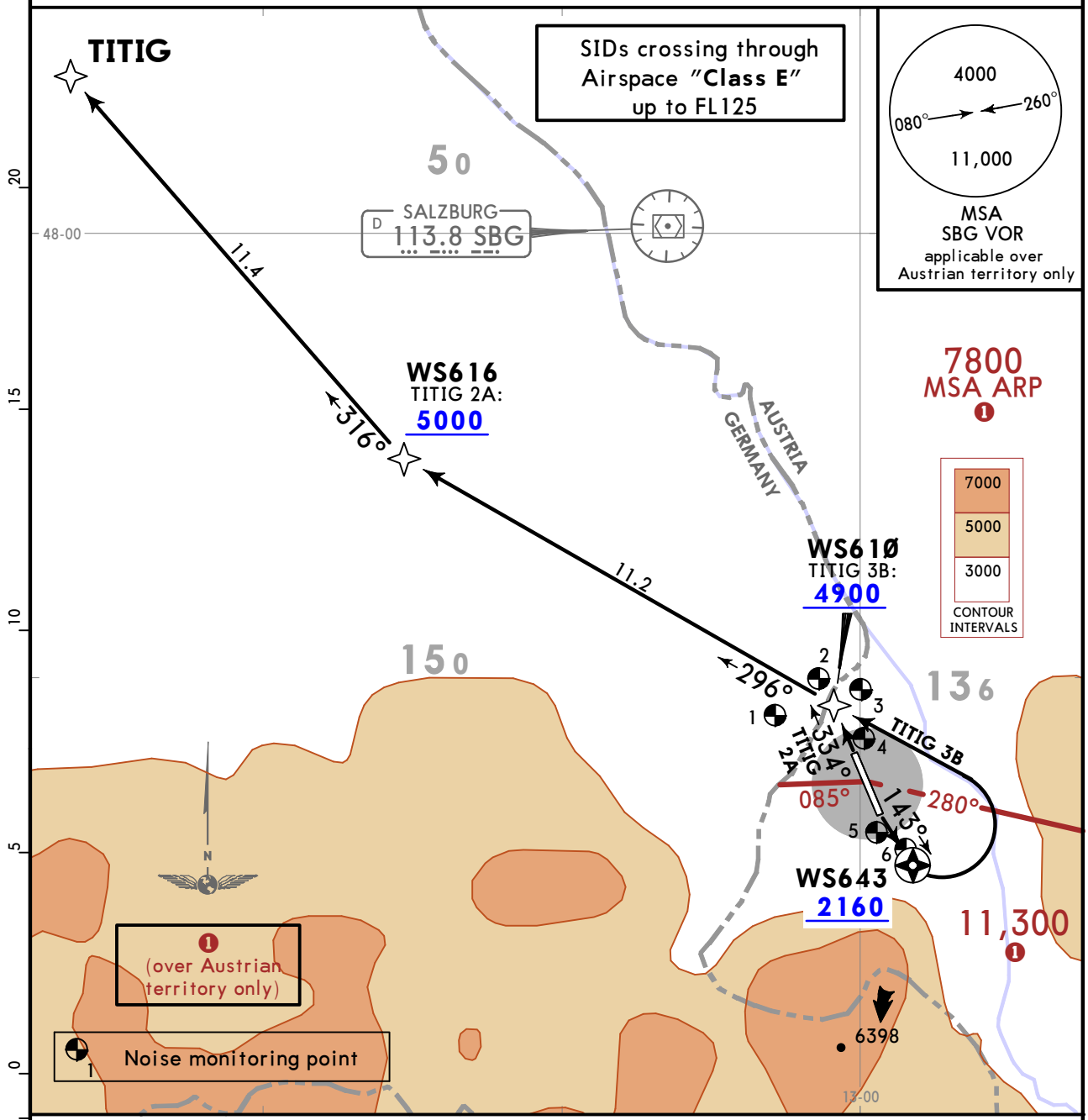
ROUTING

Climb on 334° track to WS610, to WS619, to SBG (if necessary, climb in holding pattern to MFA).

CHANGES: SIDs renumbered, revised, withdrawn & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TITIG 2A [TITI2A], TITIG 3B [TITI3B]
RNAV DEPARTURES



These SIDs require minimum climb gradients of
TITIG 2A: 310 per NM (5.1%) until passing 5000.
TITIG 3B: 550 per NM (9.0%) until WS643, then 380 per NM (6.2%) until WS610.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **6000**

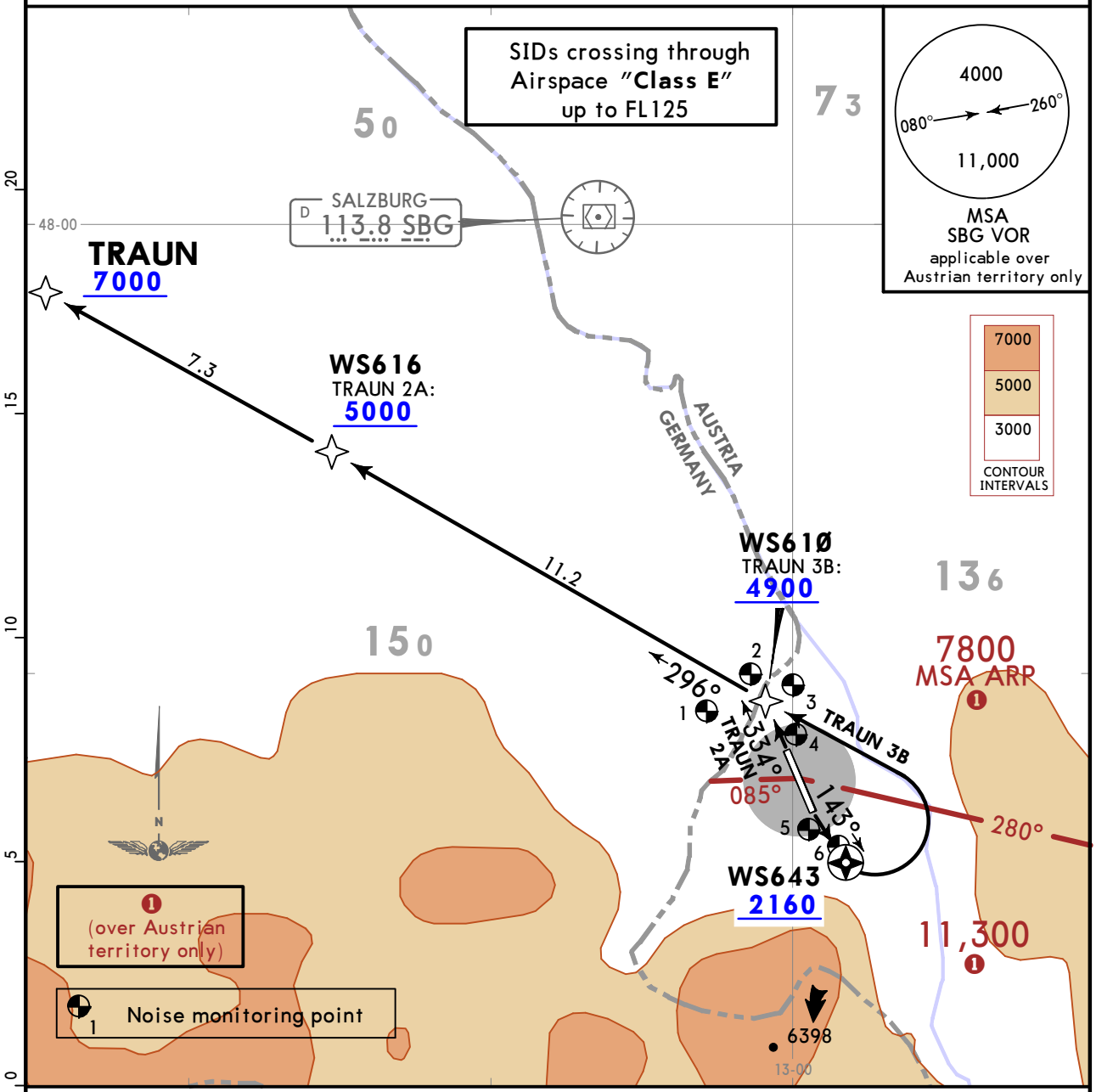
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
TITIG 2A	**33**	Climb on 334° track to WS610, to WS616, to TITIG.
TITIG 3B	**15**	Climb on 143° track to WS643, to WS610, to WS616, to TITIG.

CHANGES: SIDs renumbered, revised & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TRAUN 2A [TRAU2A], TRAUN 3B [TRAU3B] RNAV DEPARTURES



These SIDs require minimum climb gradients of

TRAUN 2A

310 per NM (5.1%) until passing 5000, then 245 per NM (4.0%).

TRAUN 3B

550 per NM (9.0%) until WS643, then 380 per NM (6.2%) until WS610.

Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
310 per NM	388	517	775	1033	1292	1550
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **8000**

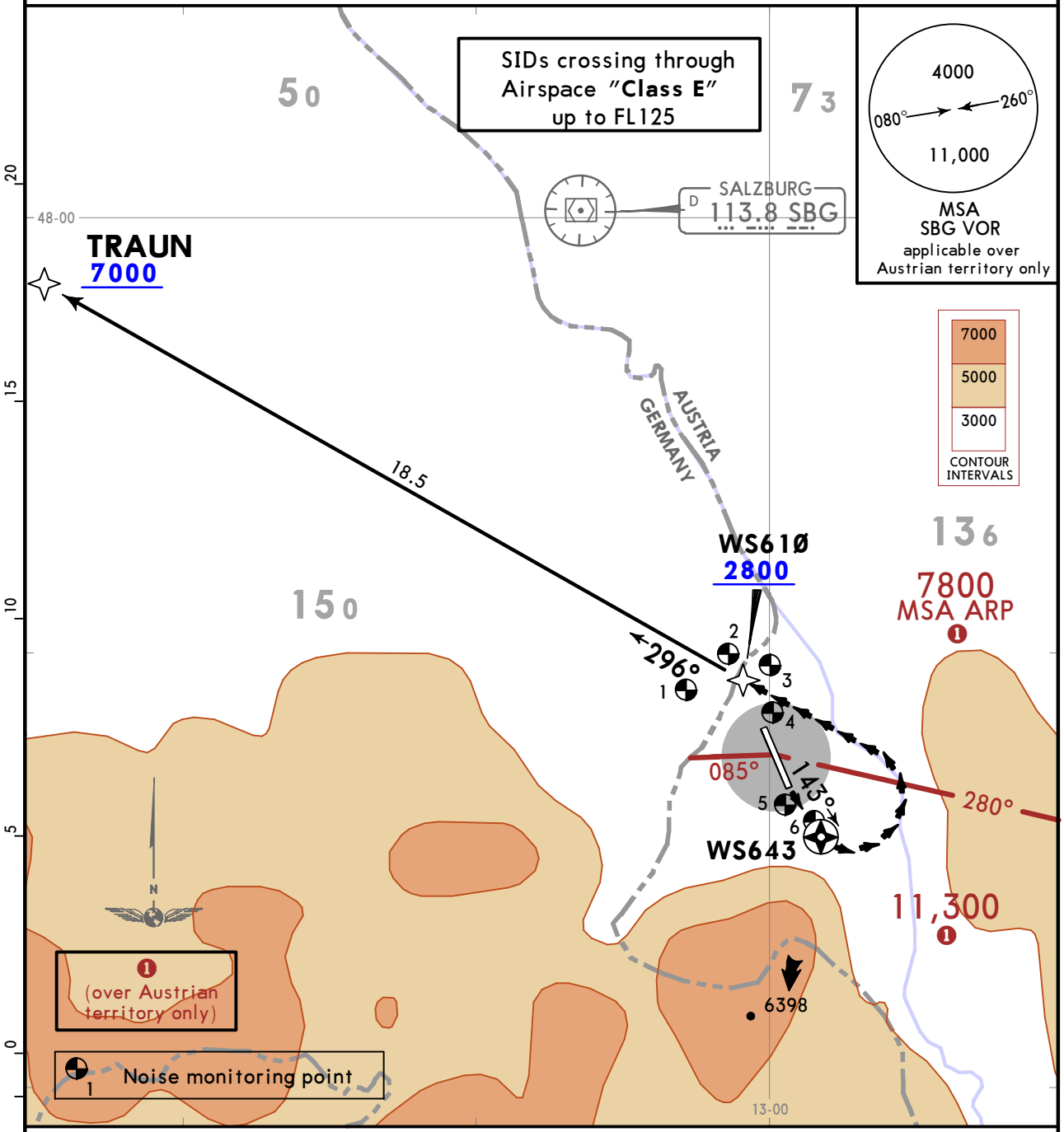
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
TRAUN 2A	**33**	Climb on 334° track to WS610, to WS616, to TRAUN.
TRAUN 3B	**15**	Climb on 143° track to WS643, to WS610, to TRAUN.

CHANGES: SBG SID withdrawn; TRAUN SIDs transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TRAUN 1X [TRAU1X]
RWY 15 RNAV DEPARTURE



Minimum required flight visibility
CAT A & B: 2.8 km
CAT C: 3.7 km
CAT D: 4.6 km

This SID requires a minimum climb gradient of 230 per NM (3.7%).

Gnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150

Initial climb clearance 8000

Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

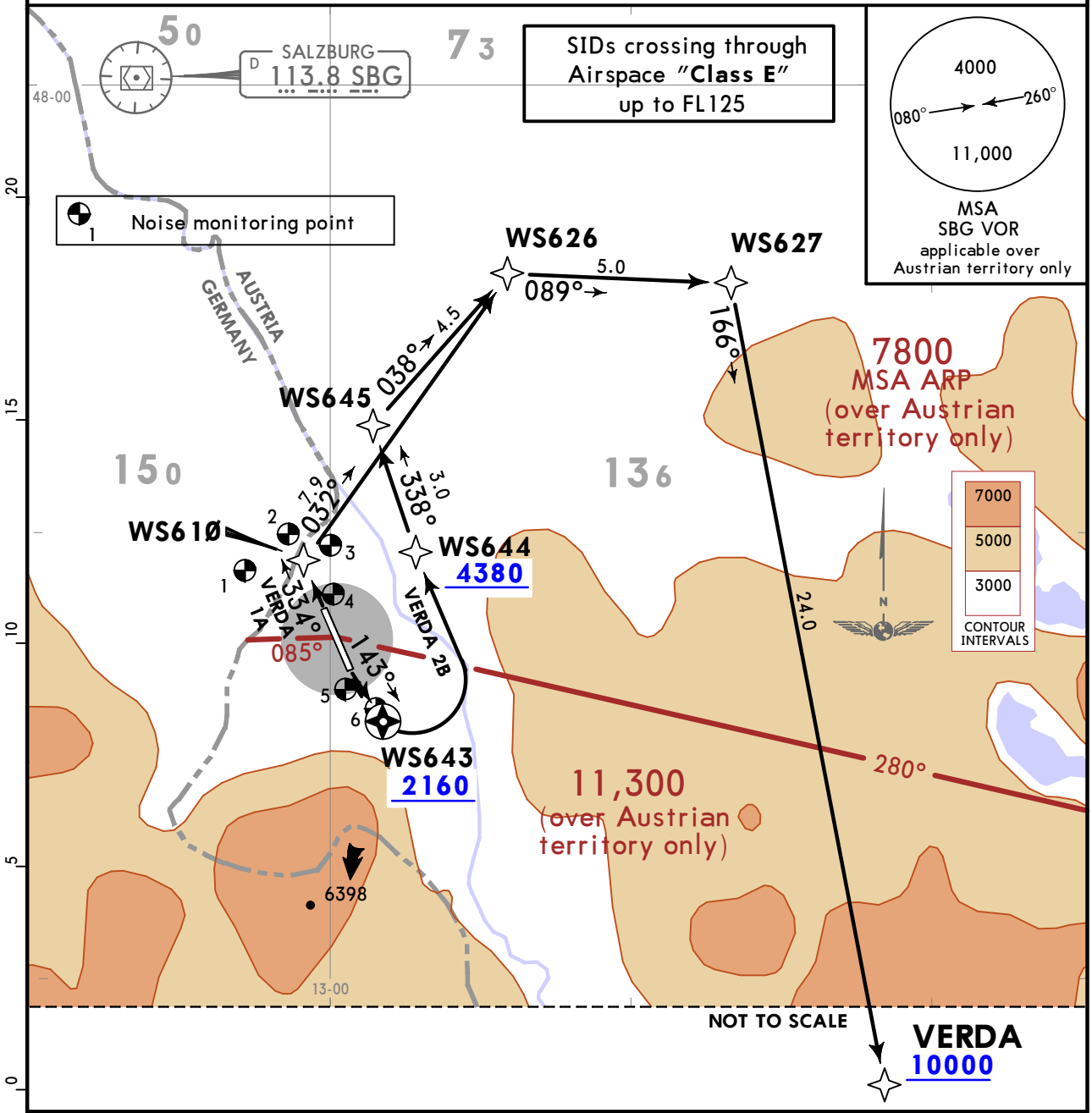
ROUTING

Climb on 143° track to WS643, MAINTAIN visual to WS610, to TRAUN.

CHANGES: SIMBA SID withdrawn; TRAUN SID established.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 **1. RNAV 1 (GNSS) or P-RNAV approval required.** 2. Contact SALZBURG Radar when advised by Tower. 3. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 4. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

VERDA 1A [VERD1A], VERDA 2B [VERD2B] RNAV DEPARTURES



These SIDs require minimum climb gradients of
VERDA 1A: 310 per NM (5.1%) until passing 10000.
VERDA 2B: 550 per NM (9.0%) until WS643, then 380 per NM (6.2%) until WS644.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
380 per NM	475	633	950	1267	1583	1900
550 per NM	688	917	1375	1833	2292	2750

Initial climb clearance **10000**

RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
VERDA 1A	**33**	Climb on 334° track to WS610, to WS626, to WS627, to VERDA.
VERDA 2B	**15**	Climb on 143° track to WS643, to WS644, to WS645, to WS626, to WS627, to VERDA.

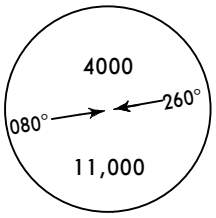
CHANGES: SIMBA SID withdrawn; VERDA SIDs renumbered, revised & transferrd.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

VERDA 1X [VERD1X]❶
RNAV 1 (GNSS) OR P-RNAV APPROVAL REQUIRED

VERDA 1Y [VERD1Y]❷
RNAV (RNP 0.3)
SPECIAL AUTHORIZATION REQUIRED

RWY 15 RNAV DEPARTURES



MSA
SBG VOR
applicable over
Austrian territory only

❶ If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued.
❷ Permissible for special performance ACFT only and requires authorization by Austro Control GmbH. Dual GNSS and at least one IRU equivalent required. DME/DME, LOC and VOR/DME updating not authorized.

Noise monitoring point

SIDs crossing through Airspace "Class E" up to FL125

7800
MSA ARP
(over Austrian territory only)

11,300
(over Austrian territory only)

VERDA 1X
Minimum required flight visibility
CAT A & B: 2.8 km
CAT C: 3.7 km
CAT D: 4.6 km

These SIDs require a minimum climb gradient of
425 per NM (7.0%).

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

Initial climb clearance **10000**

SID	ROUTING
VERDA 1X ❸	Climb on 142° track to WS628, MAINTAIN visual until WS628 or 3500 whichever is earlier, then to WS629, to WS630, to VERDA.
VERDA 1Y	Climb on 142° track to WS628, to WS629, to WS630, to VERDA.

❸ Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

CHANGES: SIDs revised & transferred.

NEMAL 3P [NEMA3P]

RWY 15 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW 10000

SIDs crossing through Airspace "Class E" up to FL125

This SID requires minimum climb gradients of
608 per NM (10.0%) during initial straight part, then 365 per NM (6.0%) for initial turn, then 334 per NM (5.5%) until passing 3000.

Gnd speed-KT	75	100	150	200	250	300
334 per NM	418	557	835	1113	1392	1670
365 per NM	456	608	913	1217	1521	1825
608 per NM	760	1013	1520	2027	2533	3040

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **6000**

ROUTING

Climb runway track to D2.0 OES, turn LEFT, 330° heading, intercept 038° bearing from SI, intercept SBG R099 to NEMAL.

NEMAL
7000

SBG VOR

D24.9

12.9

D12.0 SBG
5000

Noise monitoring point

CONTOUR INTERVALS
7000
5000
3000

136

73

50

150

099°

083°

330° hdg

2800

4000
(over Austrian territory only)

11,000
(over Austrian territory only)

AUSTRIA
GERMANY

D2.0 OES

13-30

13-00

048-00

Trans alt: 10000
1. Contact SALZBURG Radar when advised by Tower.
2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

Apt Elev 1411

*SALZBURG Radar (APP) 123.725

SALZBURG D 113.8 SBG

SALZBURG 410 SI

LOC DME 109.9 OES

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

RATTENBERG 3P (RTT 3P)

RWY 15 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
IF UNABLE TO COMPLY USE SID SBG 3P

SPEED: MAX 250 KT BELOW 10000

This SID requires minimum climb gradients of
608 per NM (10.0%) during initial straight part,
then 365 per NM (6.0%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
608 per NM	760	1013	1520	2027	2533	3040

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

SIDs crossing through Airspace "Class E" up to FL125

SALZBURG D 113.8 SBG

4000 (over Austrian territory only)

11,000 MSA SBG VOR (over Austrian territory only)

[D226H] 5500

D12.0 SBG 6500

SALZBURG 410 SI 2800

LOC DME 109.9 OES

D2.0 OES

AUSTRIA
GERMANY

ARTSUA
YNAMRE G

7000
5000
3000
CONTOUR INTERVALS

Noise monitoring point

NOT TO SCALE

RATTENBERG 303 RTT

5961

Initial climb clearance **10000**

ROUTING

Climb straight ahead to D2.0 OES, turn LEFT to SI, 300° bearing, intercept SBG R226 to RTT.

30 NOV 18
JEPPESEN
10-3P
Eff 6 Dec

SALZBURG, AUSTRIA

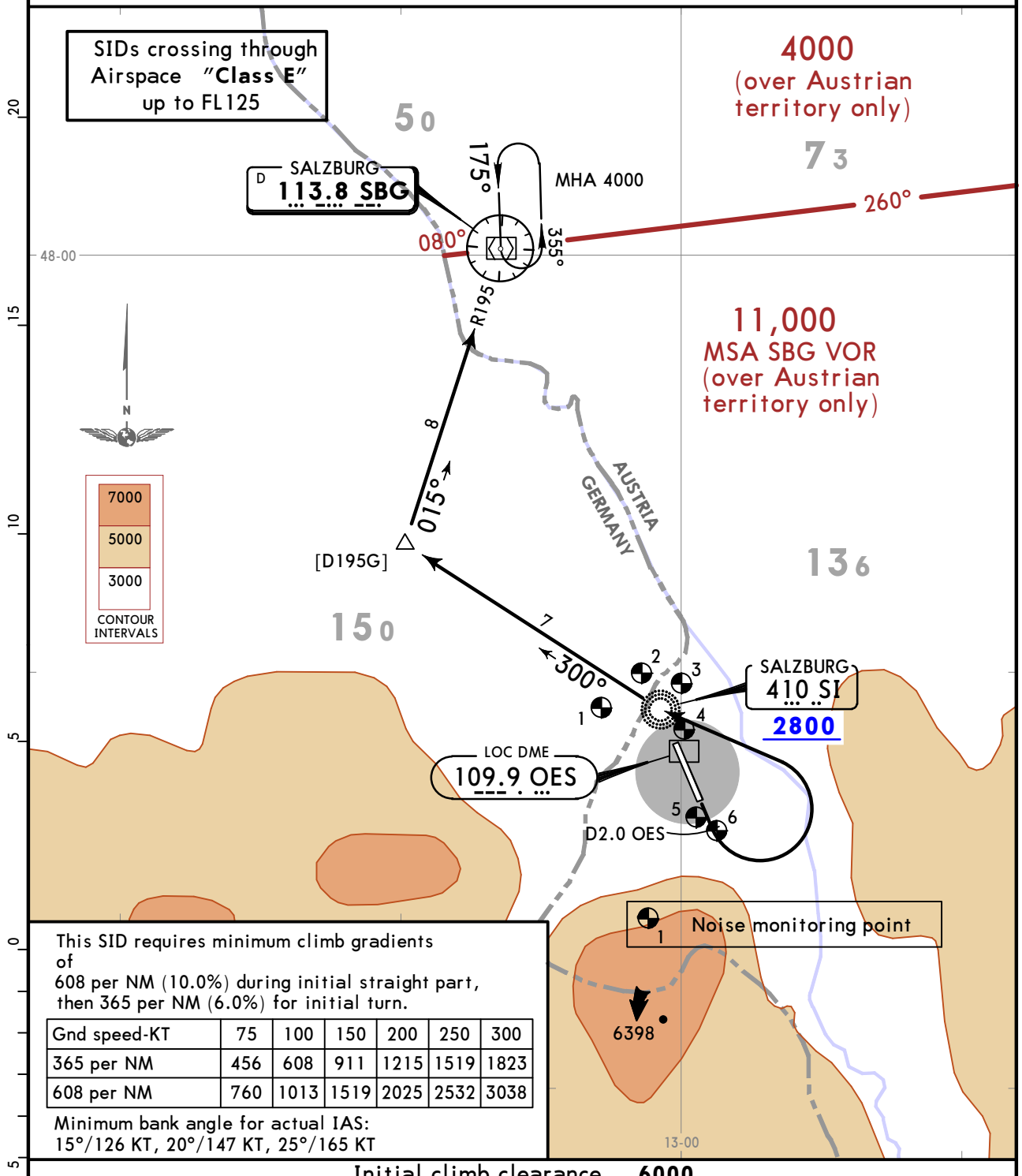
SID

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

SALZBURG 3P (SBG 3P)
RWY 15 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of
608 per NM (10.0%) during initial straight part,
then 365 per NM (6.0%) for initial turn.

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

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **6000**

ROUTING

Climb straight ahead to D2.0 OES, turn LEFT to SI, 300° bearing, intercept SBG R195 inbound to SBG (if necessary, climb in holding pattern to MEA.)

CHANGES: Chart reindexed.

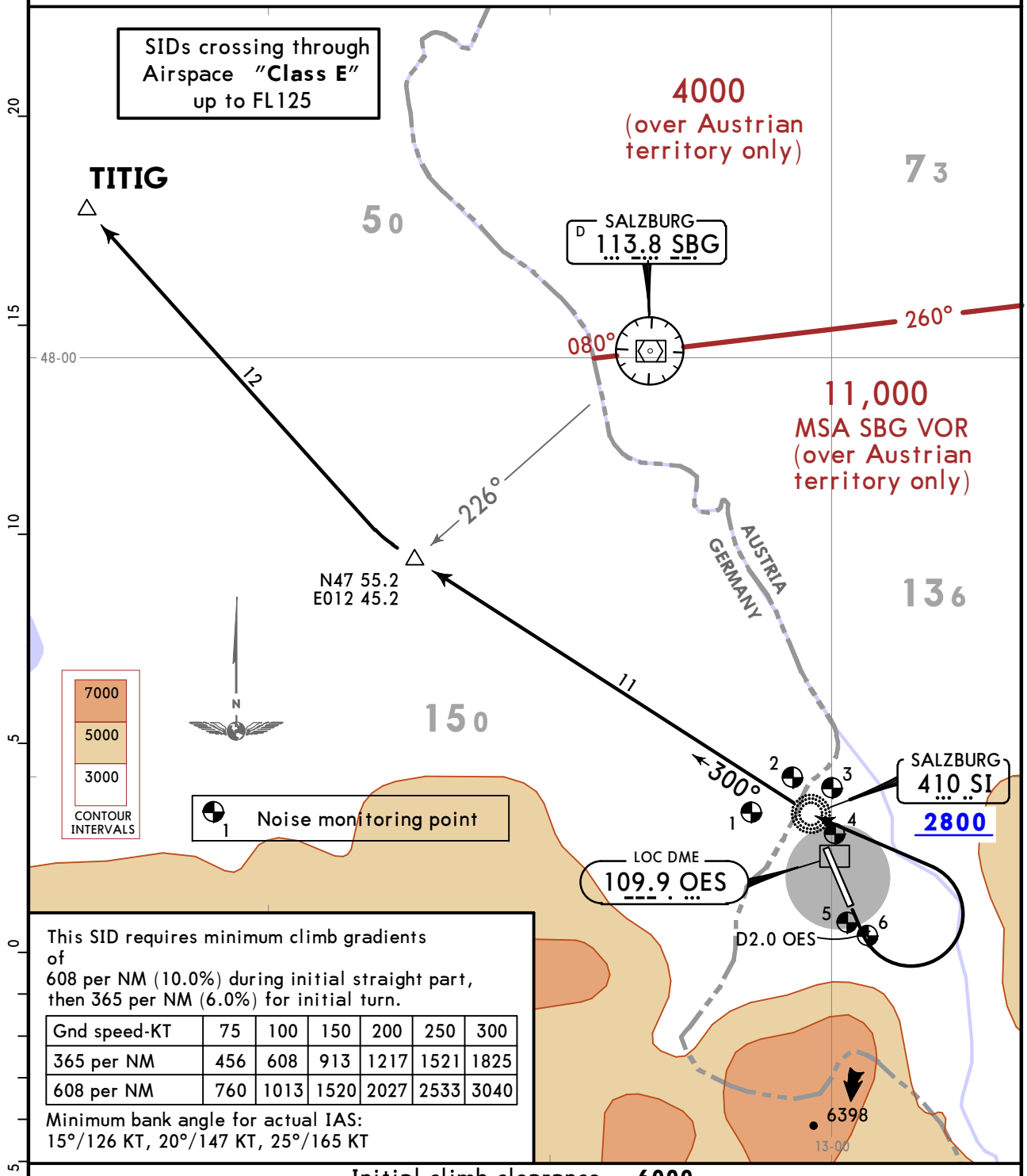
*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TITIG 2P [TITI2P]

RWY 15 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO STANDARD SEGMENT
SPECIAL AUTHORIZATION REQUIRED (REFER TO 10-1P PAGES)
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH THE PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of
608 per NM (10.0%) during initial straight part,
then 365 per NM (6.0%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
608 per NM	760	1013	1520	2027	2533	3040

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **6000**

ROUTING

Climb straight ahead to D2.0 OES, turn LEFT to SI, 300° bearing, when passing SBG R226 turn RIGHT to TITIG.

CHANGES: Chart reindexed.

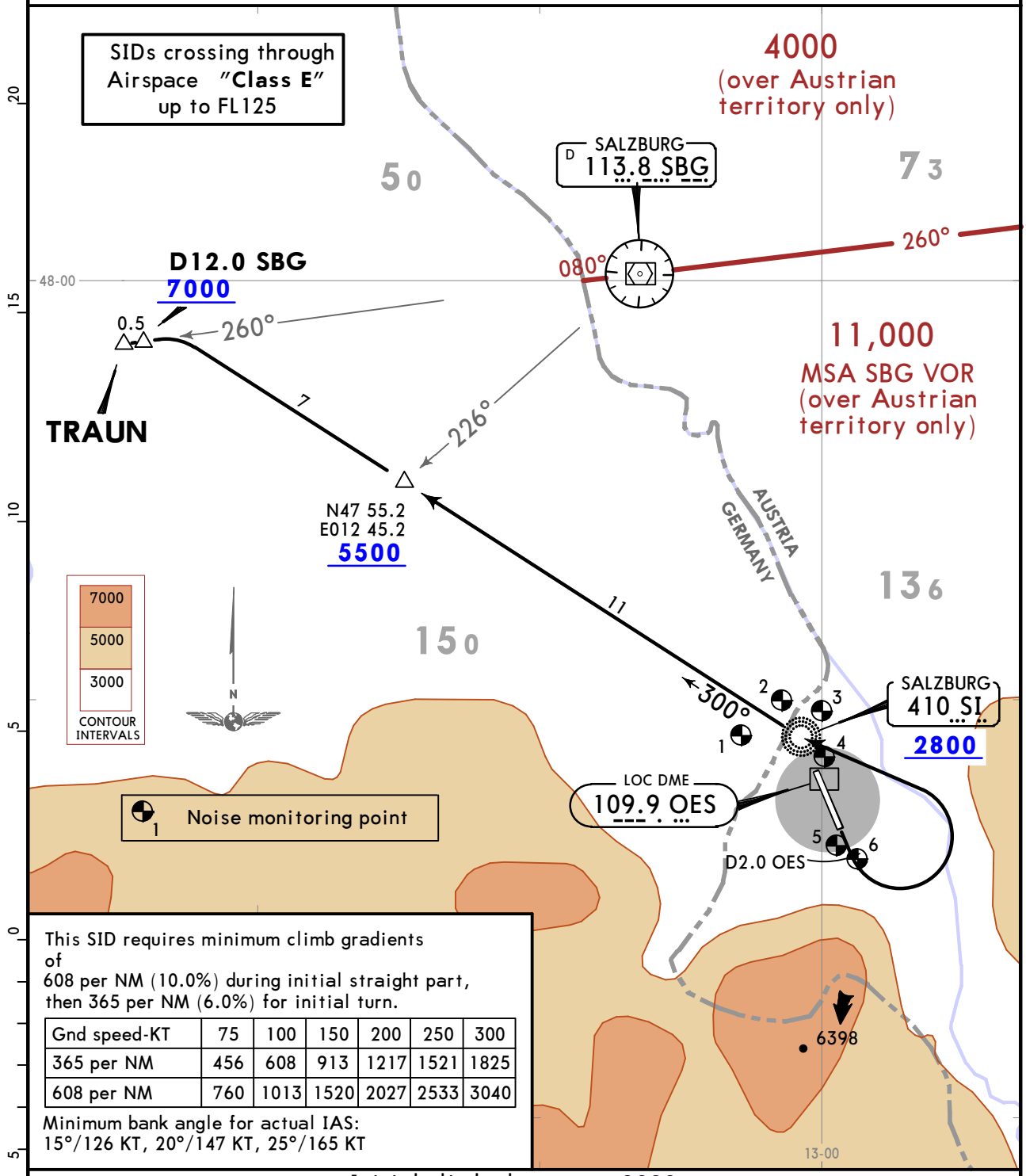
*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TRAUN 4P [TRAU4P]

RWY 15 SPECIAL PERFORMANCE DEPARTURE

THIS SID CONTAINS A NON-ICAO-STANDARD SEGMENT
SPECIAL AUTHORIZANTION REQUIRED (REFER TO 10-1P PAGES)
CLEARANCE SHALL BE REQUESTED ON INITIAL CONTACT
WITH PHRASE "REQUEST SPECIAL PERFORMANCE DEPARTURE"
IF UNABLE TO COMPLY USE SID SBG 3P

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of
608 per NM (10.0%) during initial straight part, then 365 per NM (6.0%) for initial turn.

Gnd speed-KT	75	100	150	200	250	300
365 per NM	456	608	913	1217	1521	1825
608 per NM	760	1013	1520	2027	2533	3040

Minimum bank angle for actual IAS:
15°/126 KT, 20°/147 KT, 25°/165 KT

Initial climb clearance **8000**

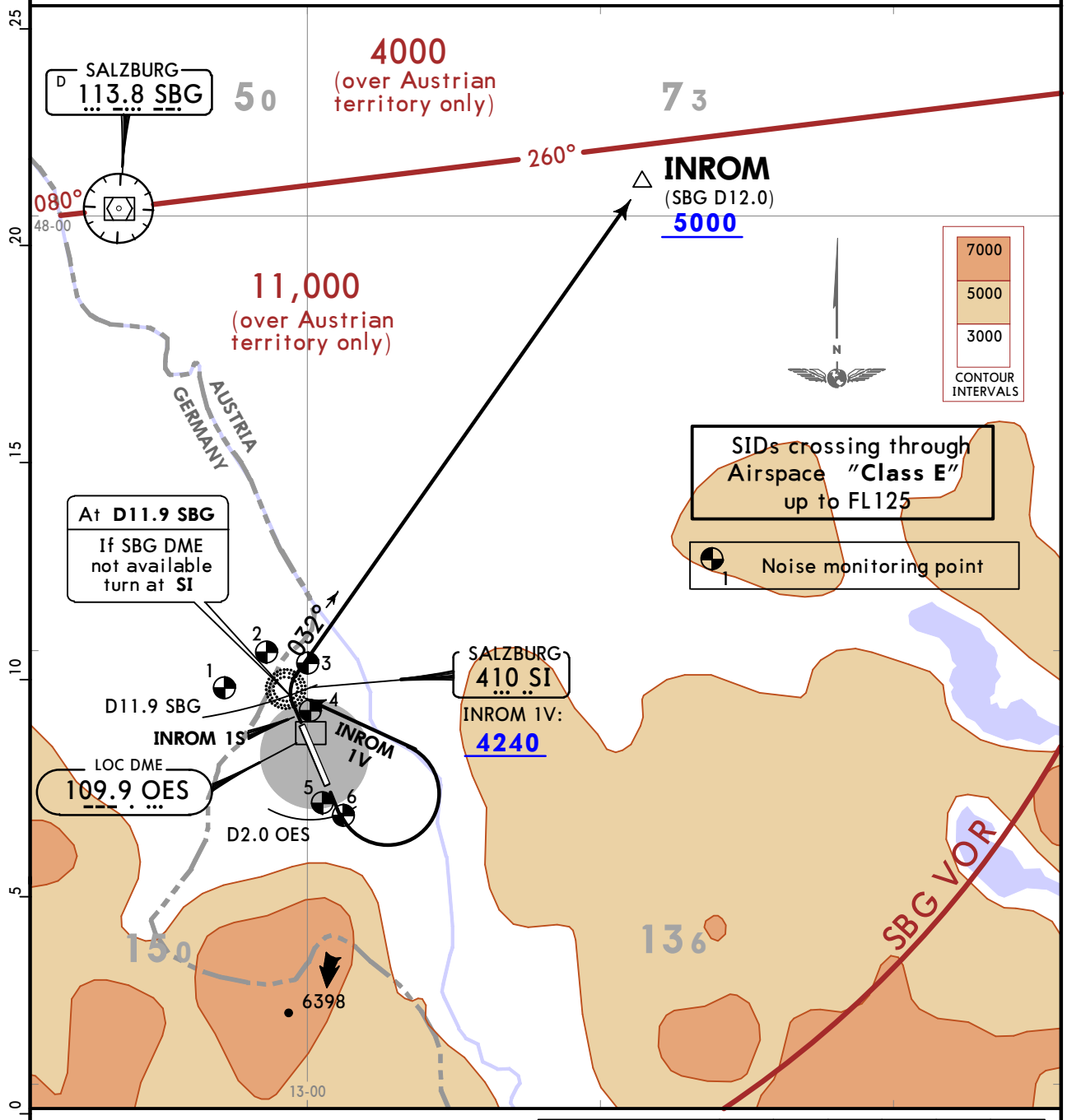
ROUTING

Climb straight ahead to D2.0 OES, turn LEFT to SI, 300° bearing, intercept SBG R260 to TRAUN.

CHANGES: Chart reindexed.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

INROM 1S [INRO1S], INROM 1V DEPARTURES



These SIDs require minimum climb gradients of
INROM 1S: 310 per NM (5.1%).
INROM 1V: 535 per NM (8.8%) until D2.0 OES then 360 per NM (5.9%) until SI.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
360 per NM	450	600	900	1200	1500	1800
535 per NM	669	892	1338	1783	2229	2675

Initial climb clearance **6000**

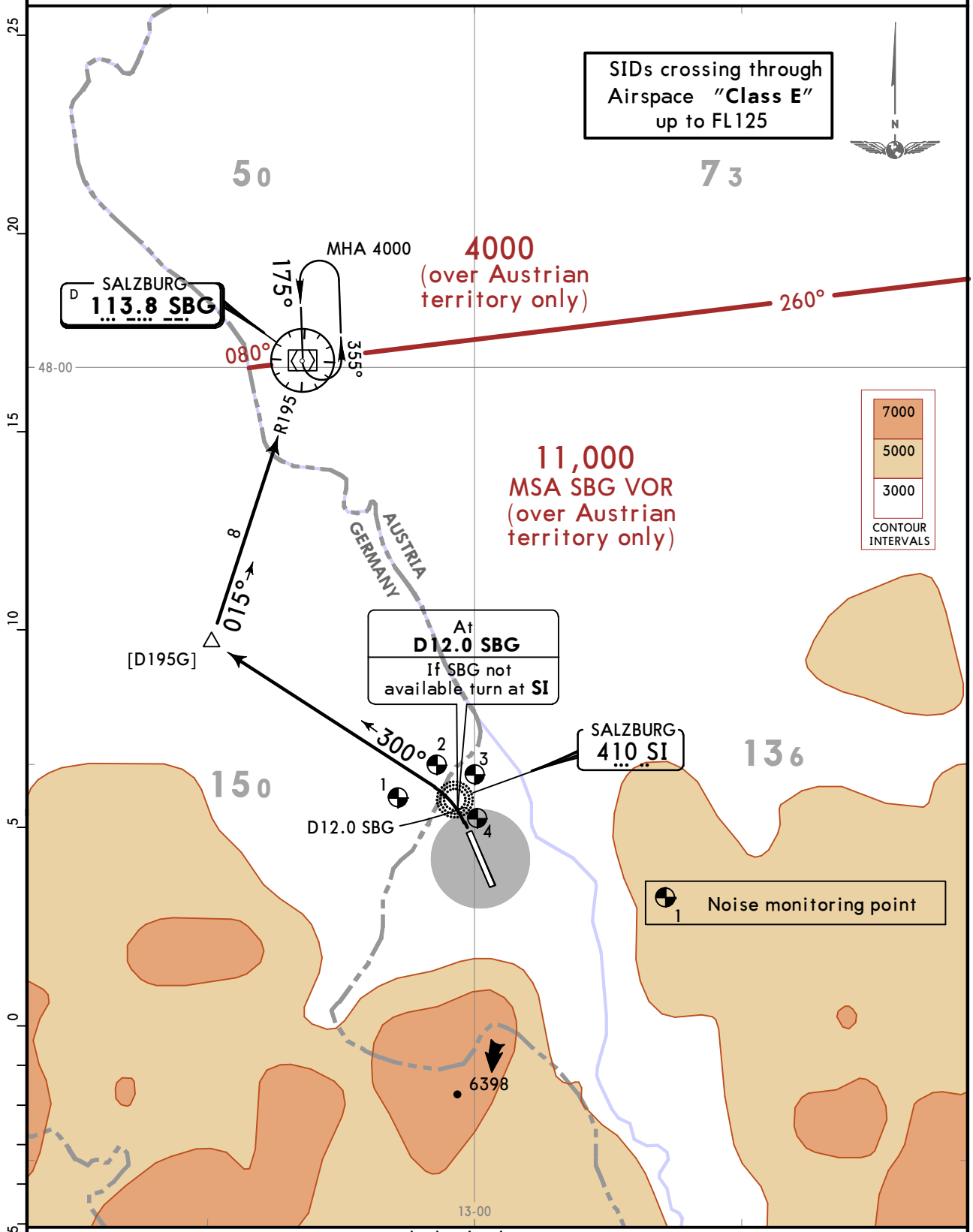
RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
INROM 1S	**33**	Climb straight ahead, at D11.9 SBG turn RIGHT (if SBG not available turn RIGHT at SI), intercept 032° bearing from SI to INROM.
INROM 1V	**15**	Climb on runway track until passing D2.0 OES, turn LEFT to SI, intercept 032° bearing to INROM.

CHANGES: SIDs established & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

SALZBURG 1S (SBG 1S)
RWY 33 DEPARTURE



Initial climb clearance **6000**

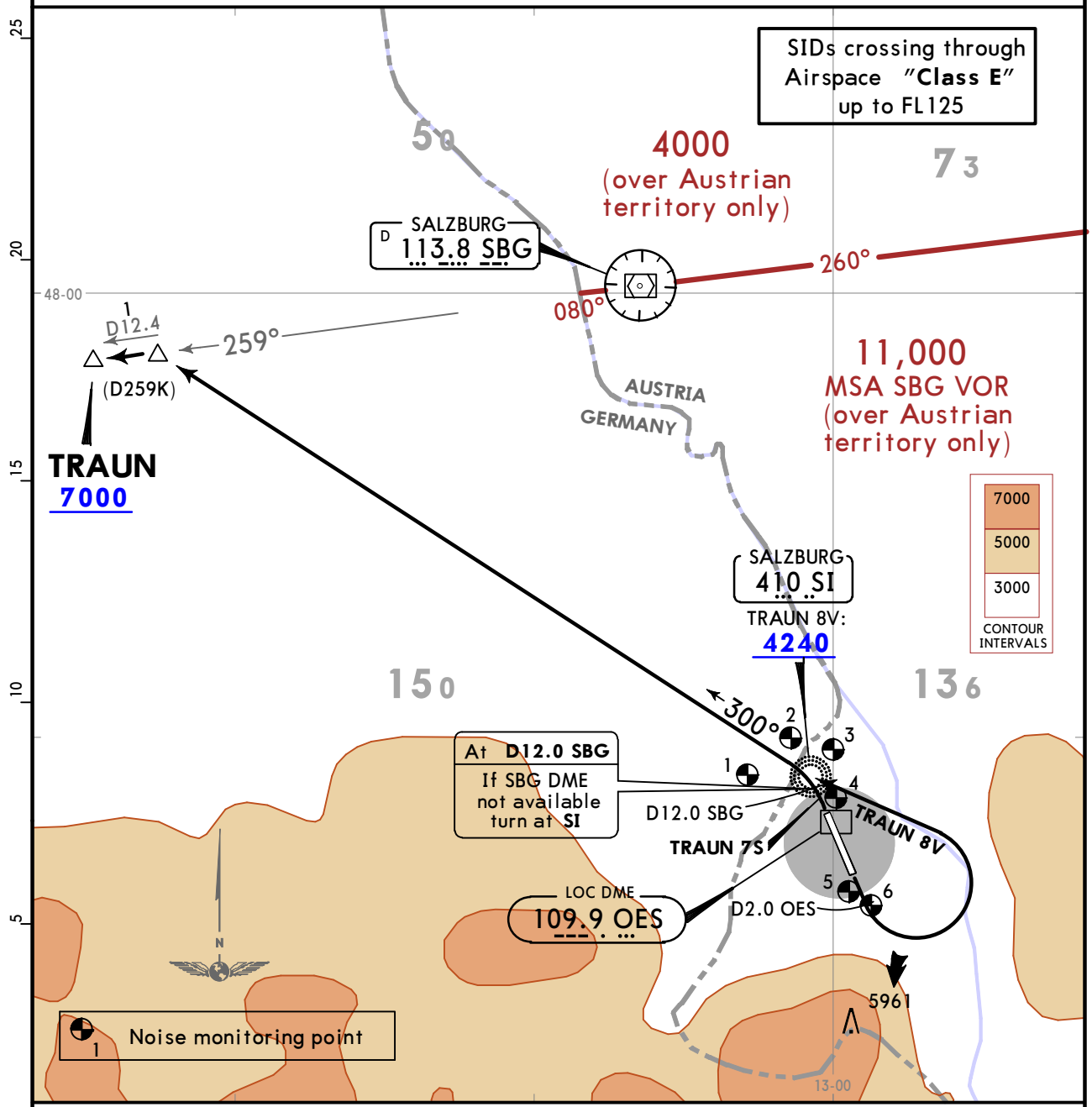
ROUTING

Climb straight ahead, at D12.0 SBG turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R195 inbound to SBG (if necessary, climb in holding pattern to MFA).

CHANGES: SIDs established & transferred.

*SALZBURG Radar (APP) 123.725	Apt Elev 1411	Trans alt: 10000 1. Contact SALZBURG Radar when advised by Tower. 2. If RADAR vectoring is provided the climb gradient of the cleared SID shall be continued. 3. Flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. Adhere to noise abatement procedure as strictly as possible.

TRAUN 7S [TRAU7S], TRAUN 8V [TRAU8V] DEPARTURES



These SIDs require minimum climb gradients of

TRAUN 7S

310 per NM (5.1%) until passing 5000, then 245 per NM (4.0%).

TRAUN 8V

535 per NM (8.8%) until D2.0 OES, then 360 per NM (5.9%) until SI.

Gnd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225
310 per NM	388	517	775	1033	1292	1550
360 per NM	450	600	900	1200	1500	1800
535 per NM	669	892	1338	1783	2229	2675

Initial climb clearance **8000**

RWY 15: Execute initial turn with MAX 165 KT and a minimum bank angle of 25°.

SID	RWY	ROUTING
TRAUN 7S	**33**	Climb straight ahead, at D12.0 SBG turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI, intercept SBG R259 to TRAUN.
TRAUN 8V	**15**	Climb on runway track to D2.0 OES, turn LEFT to SI, 300° bearing, intercept SBG R259 to TRAUN.

CHANGES: SIDs renumbered, revised & transferred.

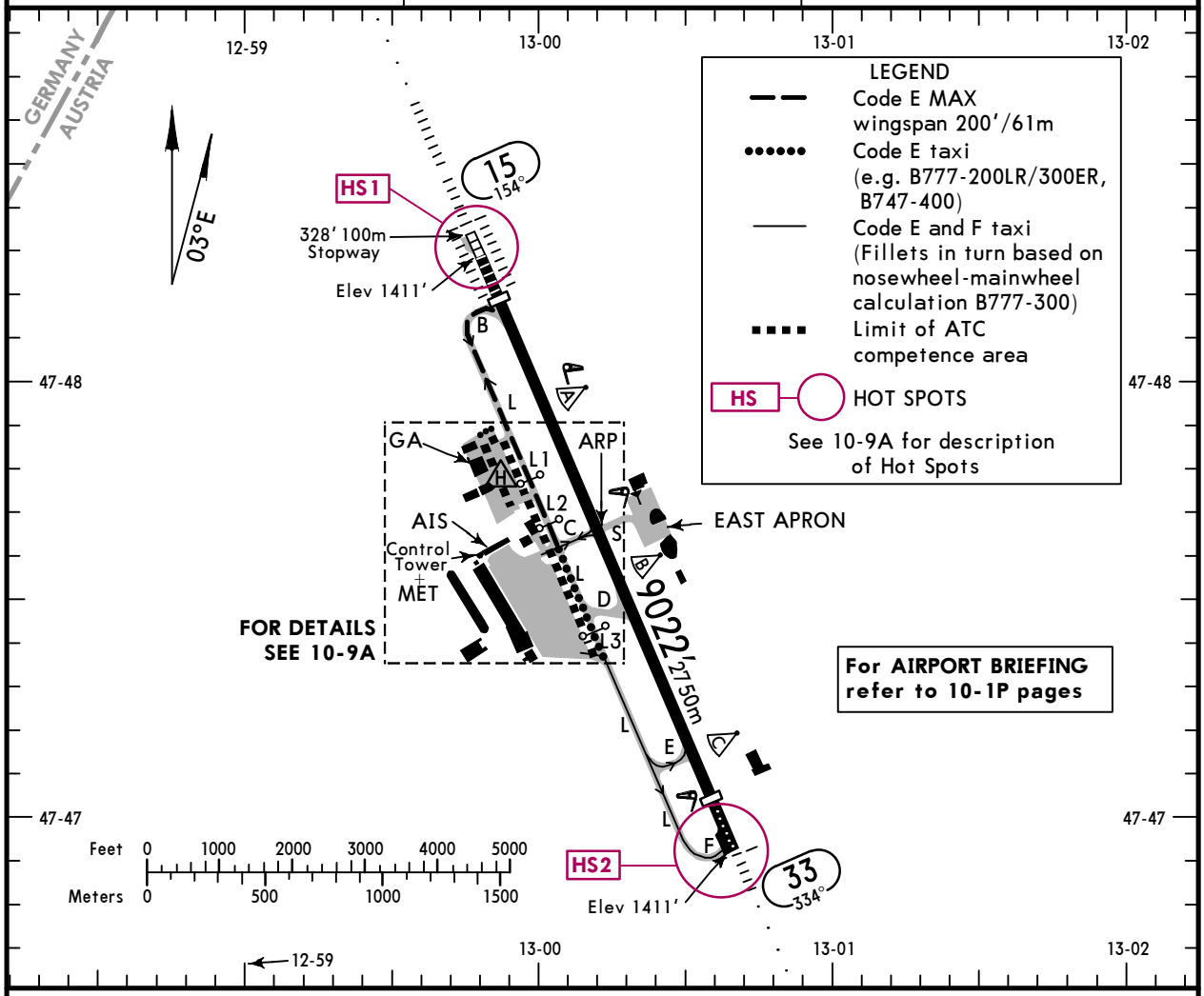
LOWS/SZG

Apt Elev 1411′
N47 47.7 E013 00.2

JEPPESEN
15 FEB 19 (10-9)

SALZBURG, ~~AUSTRIA~~
SALZBURG

D-ATIS	*SALZBURG Delivery	*Tower
133.330	121.750	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL CL (15m) HIALS-II SFL ❶TDZ REIL PAPI (3.0°) RVR	8071′ 2460m	6913′ 2107m	❸	148′ 45m
33	HIRL CL (15m) HIALS SFL ❷REIL PAPI (3.0°) RVR	8235′ 2510m			

❶ Additional SFL between 6047′/1843m from displ thresh rwy 15 and approach lights.
❷ Additional SFL between 3445′/1050m from displ thresh rwy 33 and approach lights.

❸ Rwy 15: from rwy head 8727′ (2660m)
twy B int 8054′ (2455m)
twy C/S int 4600′ (1402m)

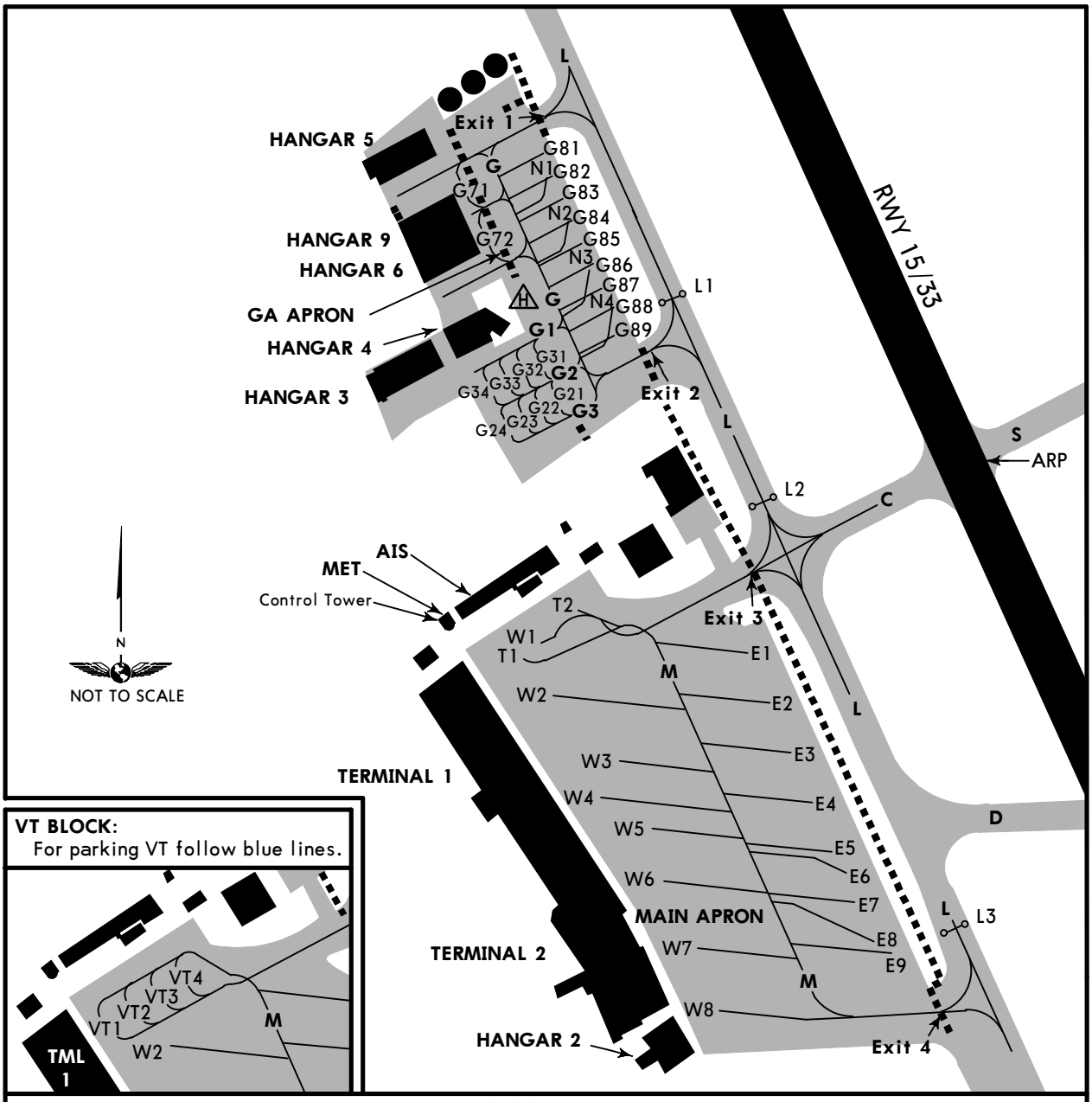
Rwy 33: from rwy head 9022′ (2750m)
twy E int 7448′ (2270m)
twy D int 5249′ (1600m)
twy C/S int 4035′ (1230m)

Standard TAKE-OFF

IFR take-off rwy 15/33

	Low Visibility Take-off: HIRL, CL & relevant RVR	Low Visibility Take-off: RL, CL & relevant RVR	Low Visibility Take-off: RL & CL	Low Visibility Take-off: Day: RL & RCLM Night: RL or CL	Low Visibility Take-off: Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)	X-ray departures for rwy 15 containing visual segment
A	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m	2800m
B							
C							3700m
D							4600m

CHANGES: Take-off minimums.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E1	N47 47.6 E013 00.0	N1 thru N4	N47 47.8 E012 59.9
E2 thru E5	N47 47.5 E013 00.1	T1	N47 47.6 E012 59.8
E6 thru E9	N47 47.4 E013 00.1	T2 thru W2	N47 47.6 E012 59.9
G21 thru G23	N47 47.7 E012 59.9	W3 thru W5	N47 47.5 E012 59.9
G24	N47 47.7 E012 59.8	W6	N47 47.5 E013 00.0
G31, G32	N47 47.7 E012 59.9	W7, W8	N47 47.4 E013 00.0
G33, G34	N47 47.7 E012 59.8		
G71, G72	N47 47.8 E012 59.8	**VT Block**	
G81 thru G88	N47 47.8 E012 59.9	VT1 thru VT4	N47 47.6 E012 59.9
G89	N47 47.7 E012 59.9		

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 ACFT types up to Code letter C have to follow the taxi guidance line and turn clockwise. All ACFT types Code letter D, E and F are not allowed to follow the taxi guidance line and have to turn non-standard counter-clockwise (left turn). The taxi guidance line is not fired. At RVR below 350m the turn is only allowed with follow-me guidance.

HS2 ACFT types up to Code letter C have to follow the taxi guidance line and turn counter-clockwise. All ACFT types Code letter D, E and F are not allowed to follow the taxi guidance line and have to turn non-standard clockwise (right turn). The taxi guidance line is not fired. At RVR below 350m the turn is only allowed with follow-me guidance.

CHANGES: None.

LOWS/SZG SALZBURG

JEPPESEN

27 JUL 18 (11-1)

SALZBURG, AUSTRIA
❶ ILS or LOC Rwy 15

D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

BRIEFING STRIP ™

LOC OES	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1411′ Rwy 1411′
109.9	154°	D4.9 OES 3000′ (1589′)		

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (South), then turn LEFT climb via SI Lctr and SBG NDB to VOR to 6000′ and hold.
Accelerate not before turn is completed and not below 2500′.
Observe the resulting speed limits and MIM bank angle.

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: By ATC | Trans alt: 10000′

4000 ❷
080° 260°
11,000 ❷
MSA
SBG VOR

MISSED APCH TURN		
CAT	MAX	MIM BANK
A/B	130 KT	15°
C	165 KT	20°
D	180 KT	25°

DME required.

❷ Applicable over Austrian territory only.

SALZBURG D 113.8 SBG

382 SBG
D10.9 OES

154° ILS DME 109.9 OES

D8.0 OES

D4.9 OES

D2.5 OES

D1.6 OES

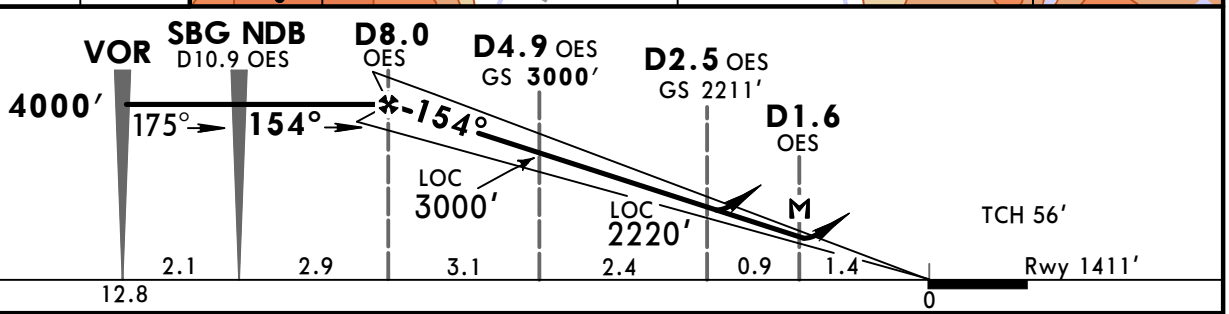
410 SI

D2.0 OES

AUSTRIA
GERMANY

❶ FOR MINIMUMS BASED ON A MISSED APCH CLIMB GRAD OF LESS THAN: ILS 5.0%; LOC 4.0% SEE 11-1A.

RECOMMENDED ALTITUDES LOC (GS out)	
OES DME	ALTITUDE
7.0	3680′
6.0	3350′
5.0	3030′
4.0	2700′
3.0	2370′
2.0	2050′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 OES						

HIALS-II
REIL PAPI PAPI
D2.0 OES

Standard STRAIGHT-IN LANDING RWY 15 — CIRCLE-TO-LAND

	ILS Missed apch climb grad mim: STRAIGHT 5.0%, TURN 3.0%		LOC (GS out) Missed apch climb grad mim: STRAIGHT 4.0%, TURN 3.0%	
	DA(H) AB: 1720′ (309′)	C: 1800′ (389′) D: 1880′ (469′)	CDFA DA/MDA(H) AB: 1840′ (429′)	C: 1880′ (469′) D: 1970′ (559′)
	FULL	ALS out		ALS out
A	RVR 700m ❶	RVR 1400m	RVR 1300m	RVR 1500m
B				
C	RVR 1100m	RVR 1800m	RVR 1500m	RVR 2200m
D	RVR 1500m	RVR 2200m	RVR 1800m	RVR 2400m

PANS OPS

Refer to chart 19-10

❶ W/o HUD/AP/FD: RVR 750m

CHANGES: Communications.

ILS RWY 15 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM: STRAIGHT 4.0%, TURN 3.0%

Standard

ILS

DA(H)
AB: **1750′** (339′)
C: **1880′** (469′)
D: **1970′** (559′)

	FULL	ALS out
A B	RVR 800m	RVR 1500m
C	RVR 1500m	RVR 2200m
D	RVR 1800m	RVR 2400m

MISSED APCH CLIMB GRADIENT MIM: STRAIGHT 3.0%, TURN 2.5%

Standard

ILS

DA(H)
AB: **1870′** (459′)
C: **2030′** (619′)
D: **2130′** (719′)

	FULL	ALS out
A B	RVR 1400m	RVR 1500m
C	RVR 2100m	RVR 2400m
D	RVR 2400m	

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard

ILS

DA(H)
AB: **1920′** (509′)
C: **2090′** (679′)
D: **2200′** (789′)

	FULL	ALS out
A B	RVR 1500m	
C D	RVR 2400m	

LOC (GS out) RWY 15 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard

LOC (GS out)

CDFA
DA/MDA(H)
AB: **1920′** (509′)
C: **2090′** (679′)
D: **2200′** (789′)

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

CHANGES: None.

GUIDELINE FOR LOWER DA(H)

Purpose and Scope

As this ILS CAT I approach procedure contains a NON ICAO STANDARD missed approach (higher than normal missed approach climb gradients and smaller turning radii), specific familiarization of the flight crew is required.
Special Authorization by Austro Control is no longer necessary but the corresponding documentation about landing mass restrictions due to required performance limitations for the corresponding aircraft type needs to be carried on board in a listed form which allows simple use.

Missed Approach Requirements

It is necessary to achieve the following climb gradients in straight missed approach and during missed approach turn with respect to the required bank angle and the applicable DA (DH).

DA(H)	Straight missed approach one engine out	Missed approach climb in turn one engine out	MAX IAS in turn	Average bank angle
1611′ (200′)	4.1%	3.6%	125 KT	15°
	4.4%	3.4%	146 KT	20°
	4.7%	3.2%	165 KT	25°
1661′ (250′)	3.7%	3.2%	125 KT	15°
	4.0%	3.0%	146 KT	20°
	4.2%	2.7%	165 KT	25°
1711′ (300′)	3.4%	2.9%	125 KT	15°
	3.6%	2.6%	146 KT	20°
	3.8%	2.3%	165 KT	25°
1811′ (400′)	2.7%	2.2%	125 KT	15°
	3.0%	2.0%	146 KT	20°
	3.2%	1.7%	165 KT	25°
1911′ (500′)	2.5%	2.0%	125 KT	15°
	2.5%	1.5%	146 KT	20°
	2.7%	1.2%	165 KT	25°

Due to limited airspace available (for the turning manoeuvre) operators are informed that normally a bank angle of more than 15° is necessary in order to remain within protected airspace. The required climb gradient and the maximum turning radius of 5840′/1780m (based on bank angle and MAX speed as stated above) shall be achieved with all engines operating and one engine inoperative in approach climb configuration at the pressure altitude of 2500′ and for the actual OAT.
Anti-Ice ON-corrections are to be considered according the applicable AFM.

Radio altimeter and AP/FD coupled approach is suggested.

LOWS/SZG SALZBURG

JEPPESEN

27 JUL 18 (11-2)

SALZBURG, AUSTRIA

❶ Special CAT II/III ILS Rwy 15

BRIEFING STRIP ™

D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

LOC OES	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 1411′
109.9	154°	D4.9 OES 3000′ (1589′)	Refer to Minimums	Rwy 1411′

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OES (South), then turn LEFT and climb via SI Lctr and SBG NDB to VOR to 6000′ and hold.
Accelerate not before missed apch turn is completed and not below 2500′.
Observe Missed Apch requirements and limitations specified in the table below.

4000 ❷ 260° 080° 11,000 ❷
MSA SBG VOR

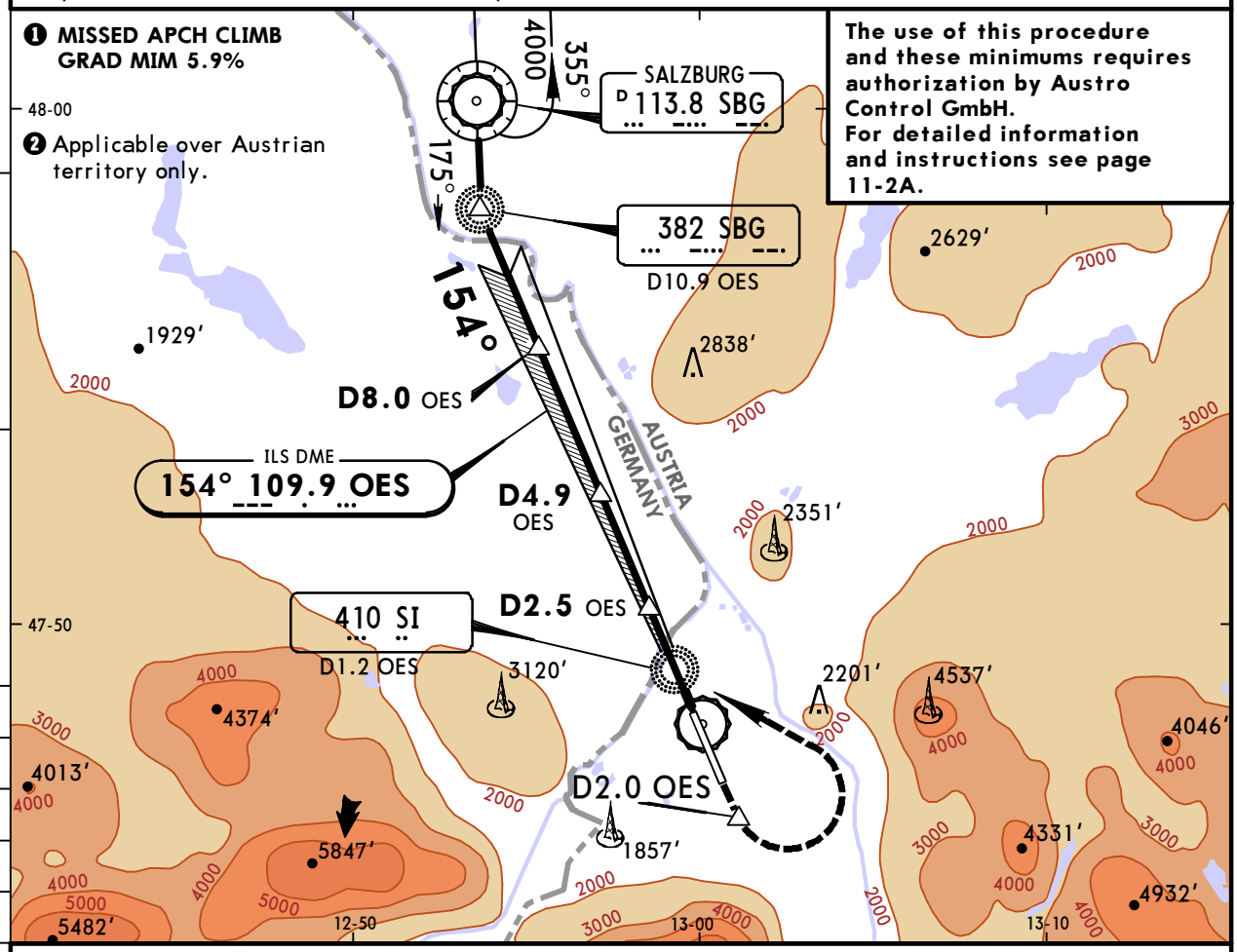
Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: By ATC | Trans alt: 10000′

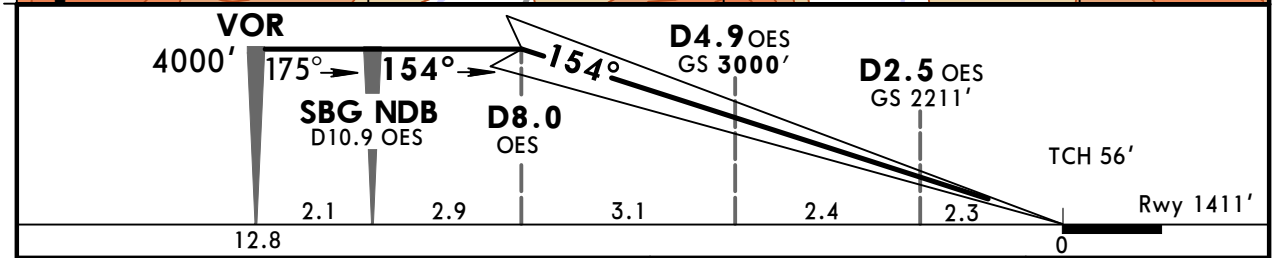
1. **DME required.**
2. Special Aircrew & Acft Certification Required.

❶ **MISSED APCH CLIMB GRAD MIN 5.9%**

❷ Applicable over Austrian territory only.

The use of this procedure and these minimums requires authorization by Austro Control GmbH. For detailed information and instructions see page 11-2A.





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

HIALS-II
REIL PAPI PAPI

D2.0 OES

PANS OPS

Standard STRAIGHT-IN LANDING RWY 15 ❶

CAT IIIA ILS	CAT II ILS
DH 50′	RA 98′ DA(H) 1511′ (100′)
RVR 200m	RVR 300m

MISSED APPROACH

MINIMUM CLIMB GRADIENT:
CAT IIIA ILS:
STRAIGHT: 5.9% (358′ per NM)
TURN: 4.5% (273′ per NM)

MAXIMUM TURN RADIUS:
1780m/0.96NM

❶ CAT II Radio Altimeter and Coupled Apch required.

CHANGES: Communications.

SPECIAL NOTES

GENERAL

For "Special CAT II/III ILS Rwy 15" approach procedure see 11-2.

APPLICATION FOR AUTHORIZATION

1. Purpose and Scope

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

a) to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
b) to limit the turn radius in case of a Missed Approach (go around).

2. Missed Approach Requirements

2.1. For a DH of 50ft it is necessary to prove a straight climb gradient of 5.9% as well as 4.5% during turn (with 25° bank angle and K165-) for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:
- at ISA + 10°C (i.e. OAT + 20°C at 2500ft MSL),
- at ISA - 10°C (i.e. OAT 0°C at 2500ft MSL)

and the ANTI-ICE equipment **ON.**

Note: A reduction of the landing weight may become necessary to achieve the above parameters.

2.2. Staggered DHs on different landing mass, tailored bank angle and climb grandient are available upon request.

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

3. Application

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

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

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

3.2. All-engines climb gradient:
- IAS
- bank-angle applied at
  - ISA + 10°C (i.e. OAT + 20°C),
  - ISA - 10°C (i.e. OAT 0°C)

and ANTI-ICE equipment **ON.**

3.3. One engine inoperative climb gradient:
- IAS
- bank angle applied at
- ISA + 10°C (i.e. OAT + 20°C),
- ISA - 10°C (i.e. OAT 0°C)

and ANTI-ICE equipment **ON.**

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

Operators shall address their application to:

Austro Control GmbH
Department ATM/IFP
Schnirchgasse 11
1030 Wien
AUSTRIA

Fax: +43 (0)5 1703 2006,
e-mail:
special.procedures@austrocontrol.at

LOWS/SZG
SALZBURG

JEPPESEN
27 JUL 18 (12-1)

SALZBURG, ~~AUSTRIA~~
RNAV (GNSS) Rwy 15

D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

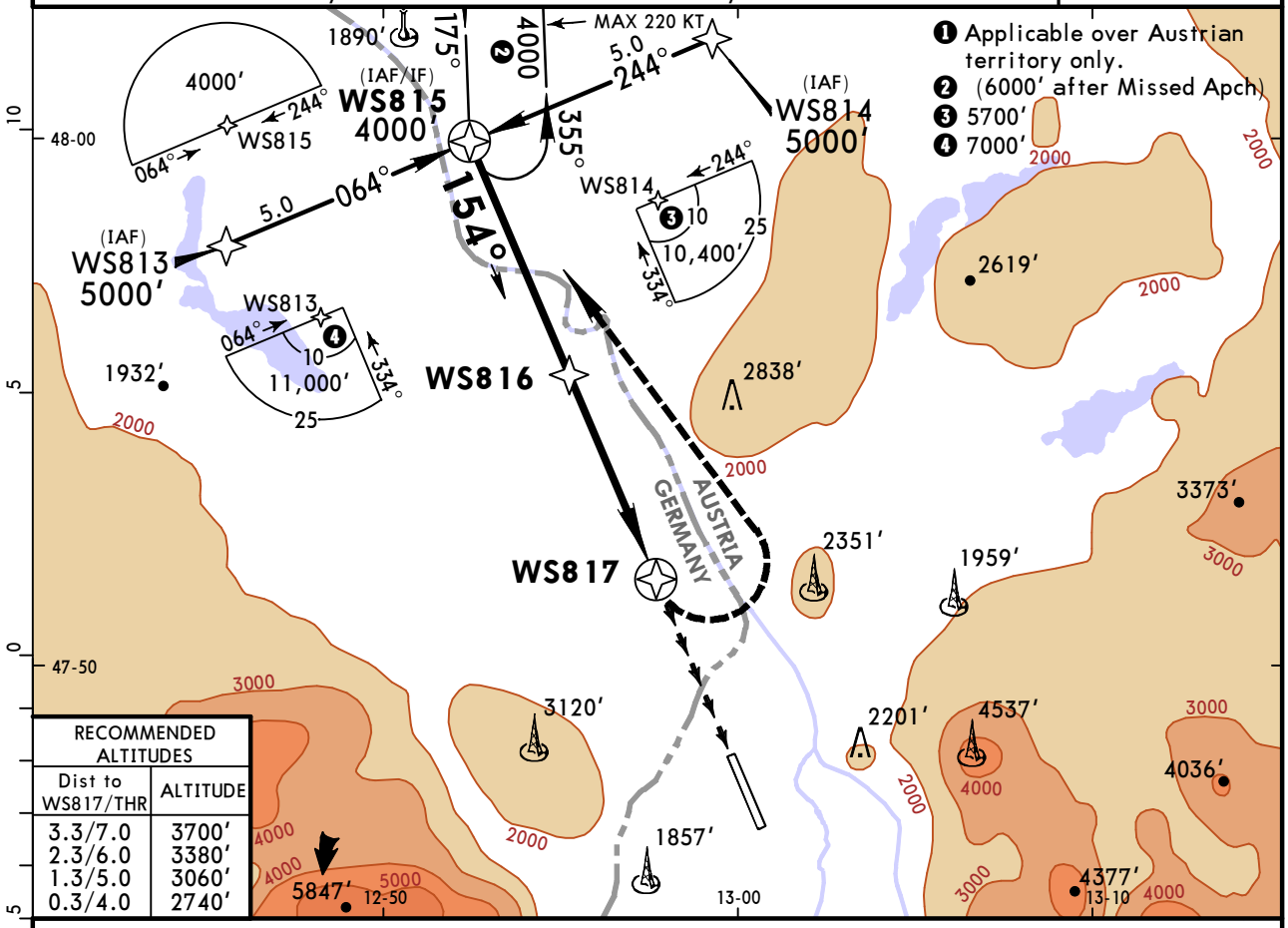
BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 1411′ / Rwy 1411′
	154°	WS816 4000′ (2589′)	2660′ (1249′)	

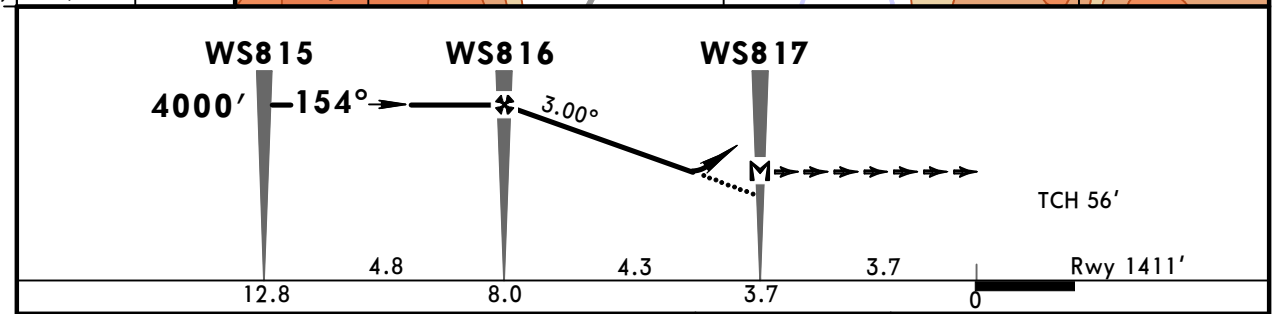
MISSED APCH: Turn LEFT (MAX 185 KT) to WS815, climb to 6000′ and enter holding.

TAA
25 NM
IAF ❶

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: By ATC | Trans alt: 10000′



RECOMMENDED ALTITUDES	
Dist to WS817/THR	ALTITUDE
3.3/7.0	3700′
2.3/6.0	3380′
1.3/5.0	3060′
0.3/4.0	2740′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at WS817						

HIALS-II
REIL PAPI PAPI

MAX 185 KT LT

WS815

Standard STRAIGHT-IN LANDING RWY 15

LNAV
CDFA
DA/MDA(H) 2660′ (1249′)

ALS out

PANS OPS

A	RVR 5000m
B	
C	
D	

CHANGES: Communications.

SALZBURG, AUSTRIA
RNAV VISUAL V Rwy 33

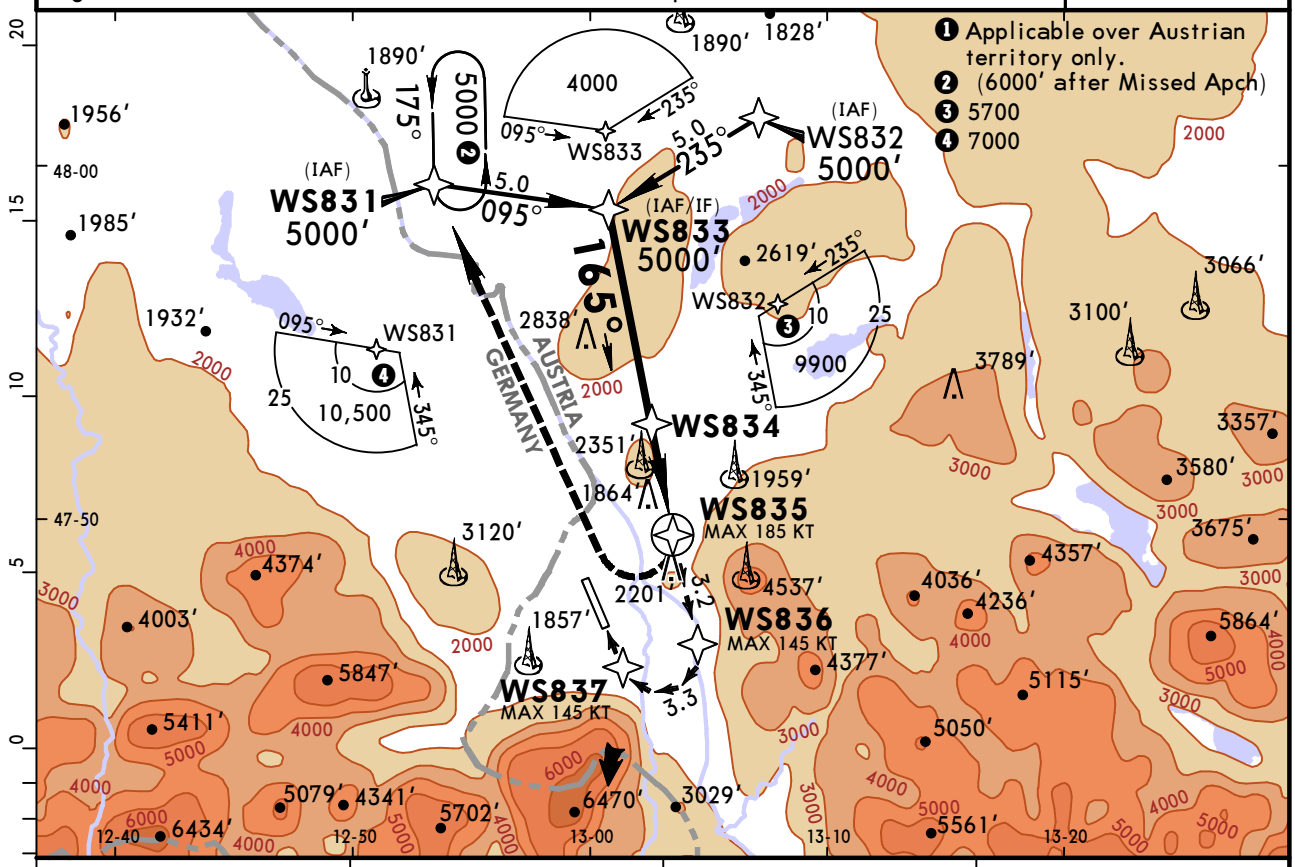
BRIEFING STRIP

D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

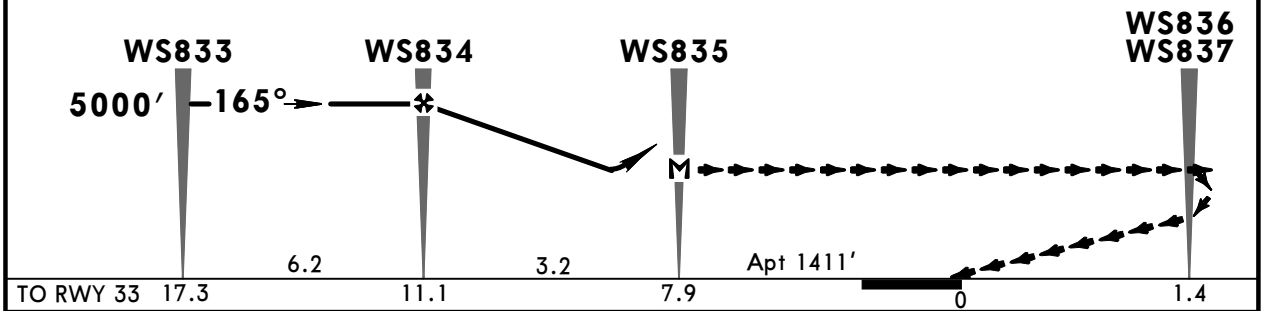
RNAV	Final Apch Crs 165°	Minimum Alt WS834 5000′ (3589′)	MDA(H) 3980′ (2569′)	Apt Elev 1411′	TAA 25 NM IAF ❶

MISSED APCH: Turn RIGHT (MAX 185 KT) to WS831 and climb to 6000′ and hold.

Alt Set: hPa Apt Elev: 51 hPa Trans level: By ATC Trans alt: 10000′
High and mountainous terrain South and Southeast of airport.



DIST to WS835	3.0	2.0	1.0
ALTITUDE	4940′	4620′	4300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at WS835							

HIALS
REIL PAPI : PAPI

MAX 185 KT RT

WS831

PANS OPS

Standard LANDING RWY **33**

MDA(H) **3980′** (2569′)
ALS out

A	RVR 5000m
B	
C	
D	

This procedure is implemented for noise abatement reasons and environment protection.Therefore and whenever meteorological conditions and aircraft performance permit, operators should support and pilots are encouraged to choose this procedure.

The nominal track is based on a 3.00° glide slope from WS834 to touchdown. After WS835 the procedure is continued as a visual segment. The turn inside this visual segment may also be coded as RF leg. RF capability is not a requirement to fly this procedure, but operators may use this RF coding to obtain an accurate turn during the visual segment.

CHANGES: Communications.

LOWS/SZG SALZBURG

JEPPESEN

27 JUL 18 | 12-20 | CAT A, B & C

SALZBURG, AUSTRIA RNAV (RNP) Z Rwy 33

BRIEFING STRIP™

D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

RNAV	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1411′
	333°	WS8Ø4 4000′ (2589′)	1780′ (369′)	Rwy 1411′

MISSED APCH: Climb via WS823 and SBG to 6000′ and hold.

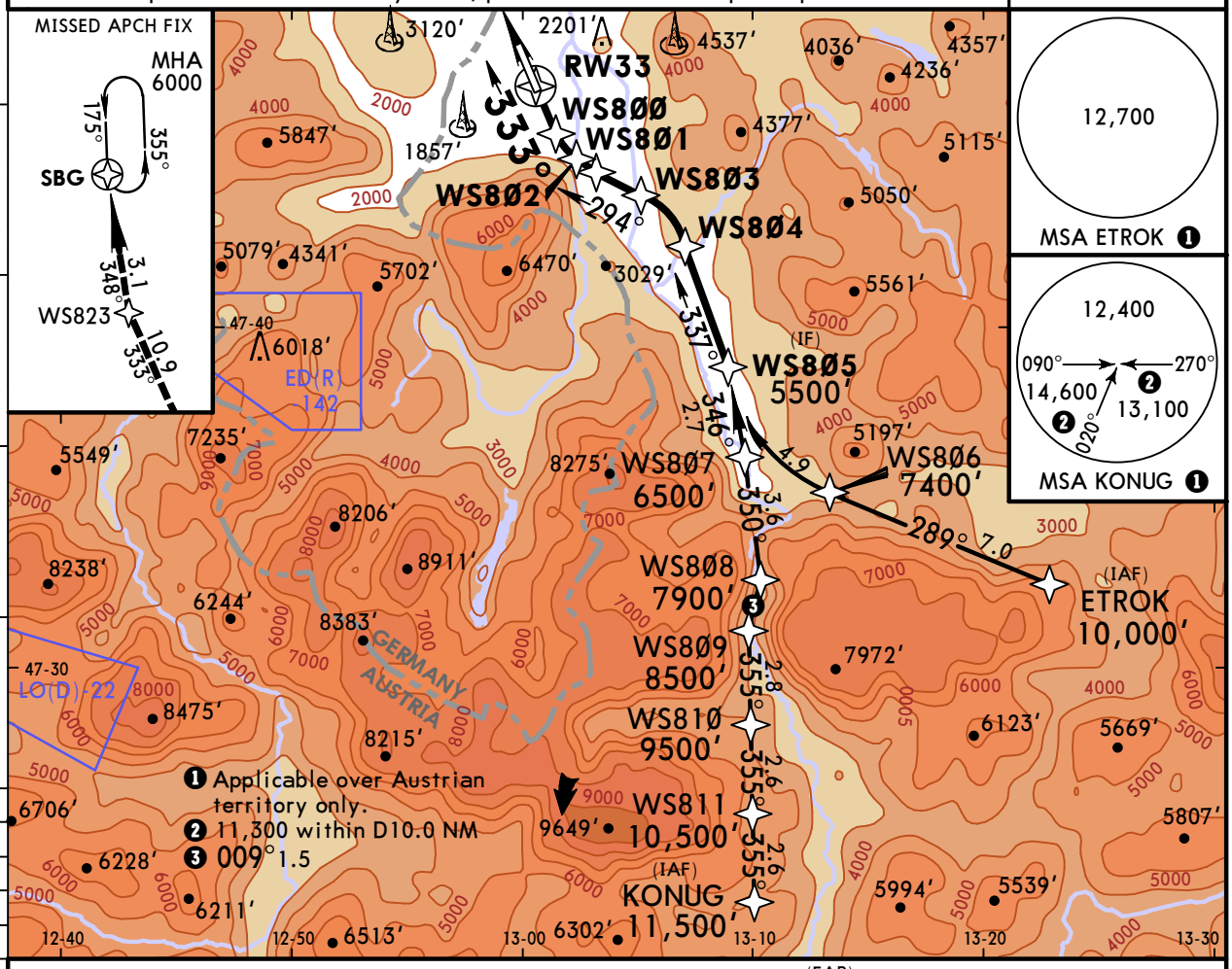
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 10000′

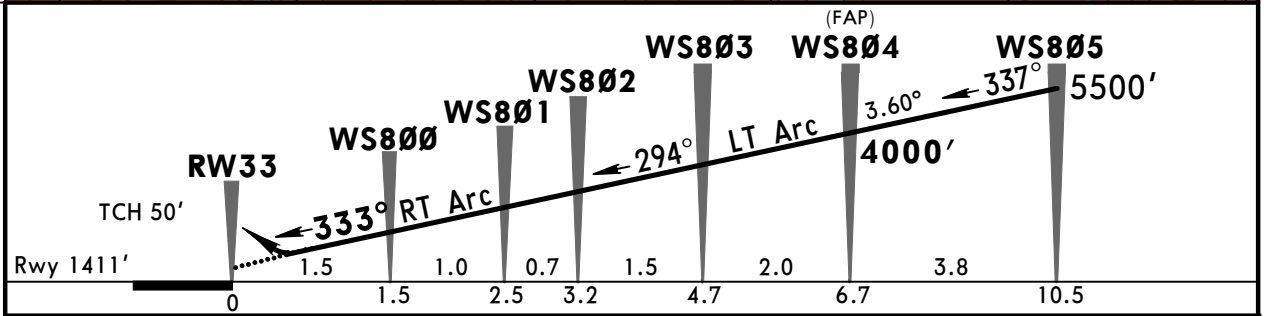
1. SPECIAL AIRCREW & AIRCRAFT AUTHORIZATION REQUIRED (refer to AIRPORT BRIEFING 10-1P pages). 2. **Dual GNSS and at least one Inertial Reference Unit or equivalent required.** (DME/DME, LOC and VOR/DME updating not authorized.)
3. For uncompensated Baro-VNAV systems, procedure NA below Apt temperature -15°C.

MSA ARP ❶: 7800 (085°–280°) 11,300

MSA ETROK ❶: 12,700

MSA KONUG ❶: 12,400 (090°–270°) ❷ 14,600 (020°) ❷ 13,100





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.60°	446	573	637	765	892	1019
MAP at DA							

HIALS | REIL | PAPI | PAPI

WS823

PANS OPS

Standard STRAIGHT-IN LANDING RWY 33

RNP 0.3

DA(H) **1780′** (369′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D	NOT APPLICABLE	

CHANGES: Communications.

LOWS/SZG SALZBURG

JEPPESEN

27 JUL 18 (12-21)

SALZBURG, AUSTRIA RNAV (RNP) Y Rwy 33

BRIEFING STRIP ™

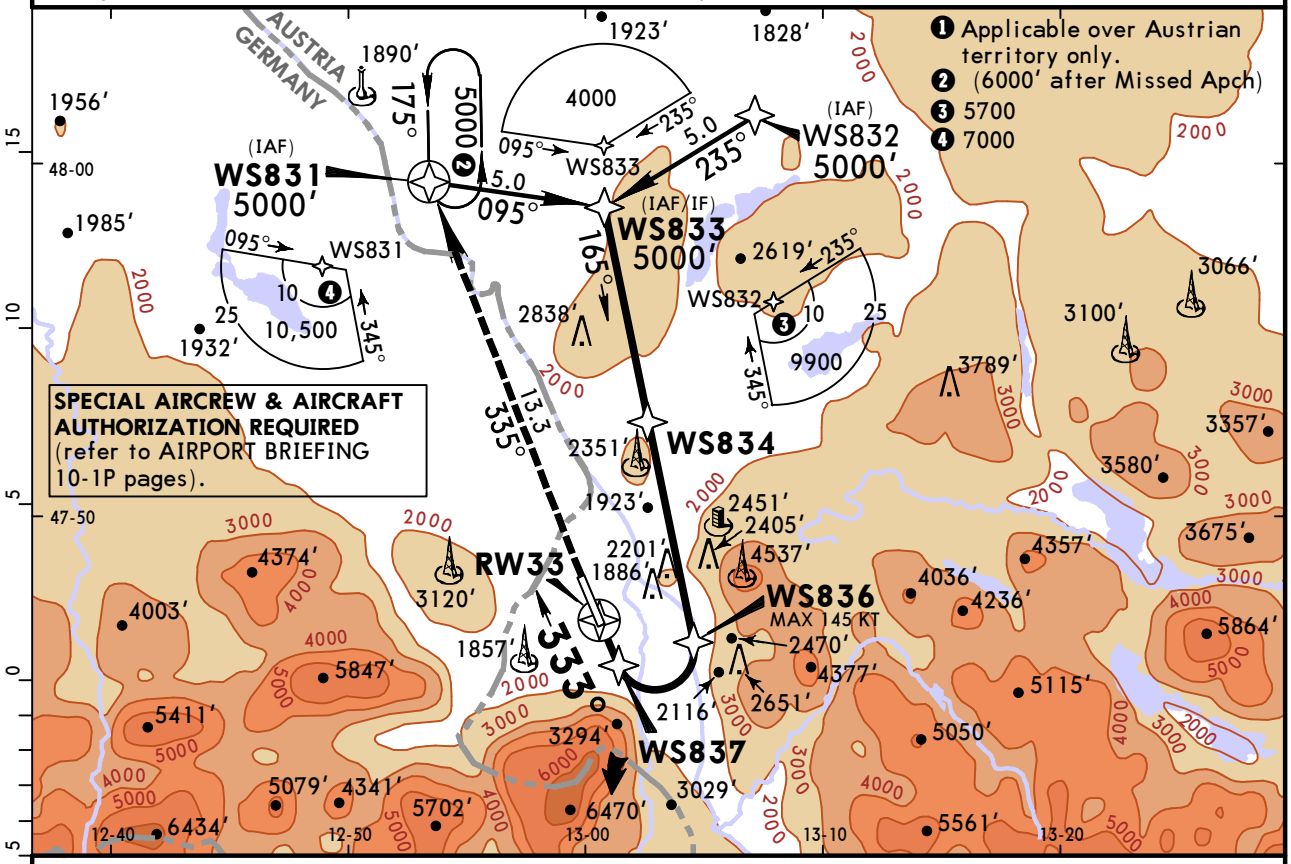
D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

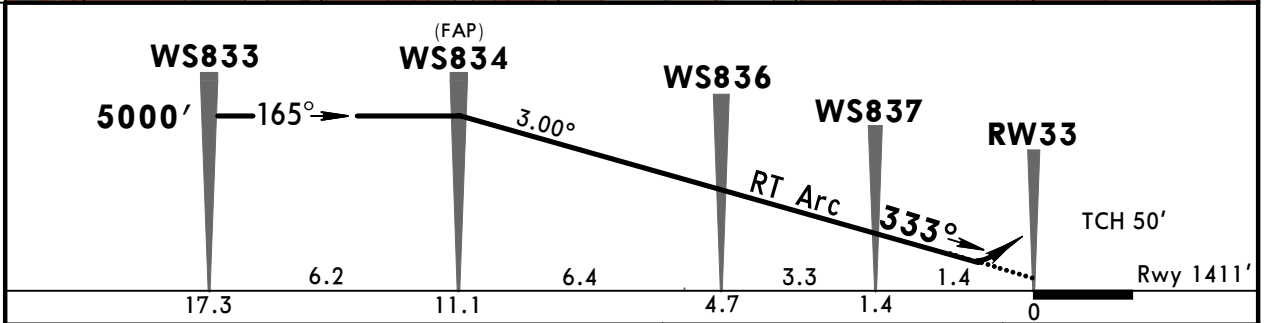
RNAV	Final Apch Crs 333°	Minimum Alt WS834 5000′ (3589′)	DA(H) 1790′ (379′)	Apt Elev 1411′ Rwy 1411′	TAA 25 NM IAF ❶

MISSED APCH: Climb STRAIGHT AHEAD to WS831. Climb to 6000′ and hold.

Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 10000′

1. **Dual GNSS and at least one Inertial Reference Unit or equivalent required.** (DME/DME, LOC and VOR/DME updating not authorized.)
2. For uncompensated Baro-VNAV systems, procedure NA below airport temperature -15°C.
3. High and mountainous terrain South and Southeast of airport.





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

HIALS
REIL PAPI PAPI

WS831

Standard

STRAIGHT-IN LANDING RWY 33

RNP 0.3

DA(H) **1790′** (379′)

PANS OPS

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D		

CHANGES: Communications.

LOWS/SZG
SALZBURG

JEPPESEN
27 JUL 18 (16-1)

SALZBURG, ~~AUSTRIA~~
NDB Rwy 15

BRIEFING STRIP™

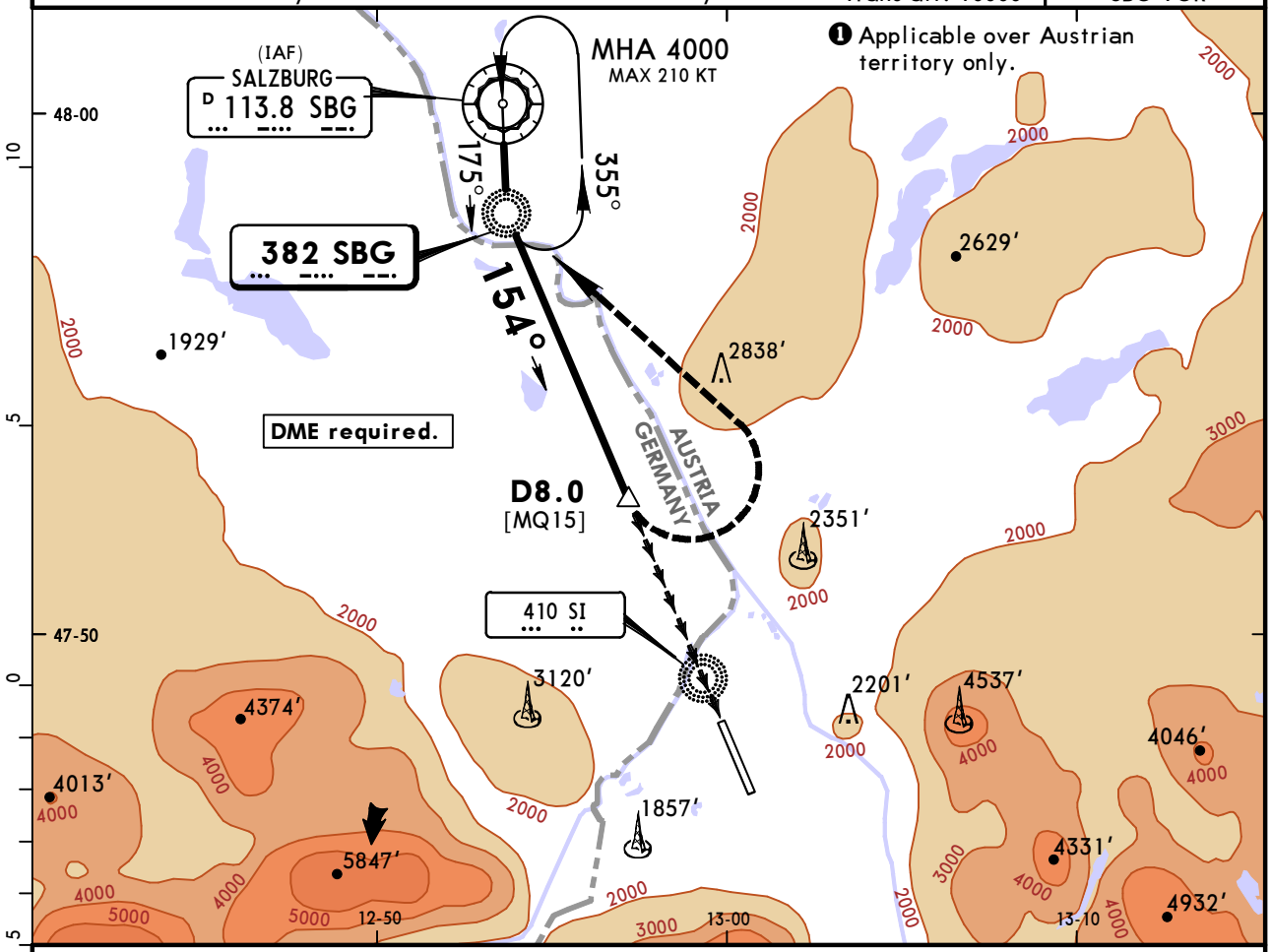
D-ATIS	*SALZBURG Radar (APP)		*SALZBURG Tower
133.330	123.725	134.975	118.1

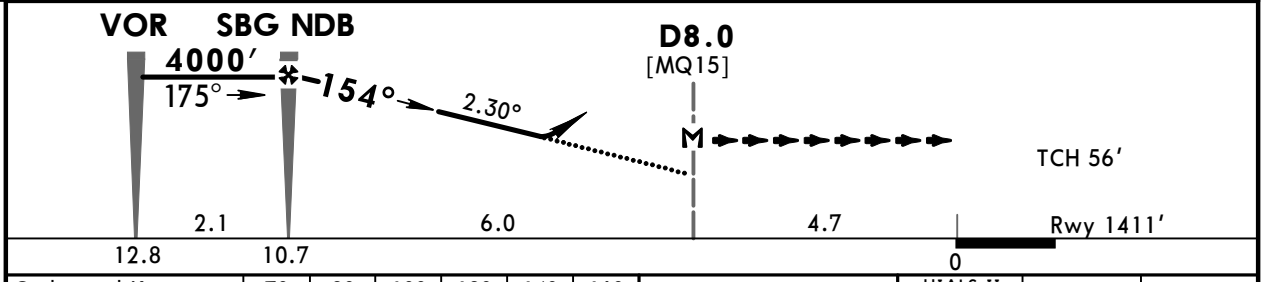
NDB SBG	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1411′
382	154°	SBG NDB 4000′ (2589′)	Refer to Minimums	Rwy 1411′

MISSED APCH: Turn LEFT (MAX 185 KT) to SBG NDB and climb to 6000′ and hold.

4000 ❶
080° 260°
11,000 ❶
MSA
SBG VOR

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: By ATC | Trans alt: 10000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.30°	285	366	407	488	569	651
MAP at D8.0							

HIALS-II
REIL PAPI PAPI
185 KT MAX LT
SBG 382

Standard — STRAIGHT-IN LANDING RWY 15 — CIRCLE-TO-LAND

Missed apch climb gradient mim

5.0%: DA(H) 2510′ (1099′)
4.0%: DA(H) 2610′ (1199′)
3.0%: DA(H) 2710′ (1299′)
2.5%: DA(H) 2760′ (1349′)

ALS out

PANS OPS

	FLIGHT VISIBILITY	FLIGHT VISIBILITY	
A			
B	2800m	5000m	Refer to chart 19-10
C	3700m		
D	4600m		

CHANGES: Communications.

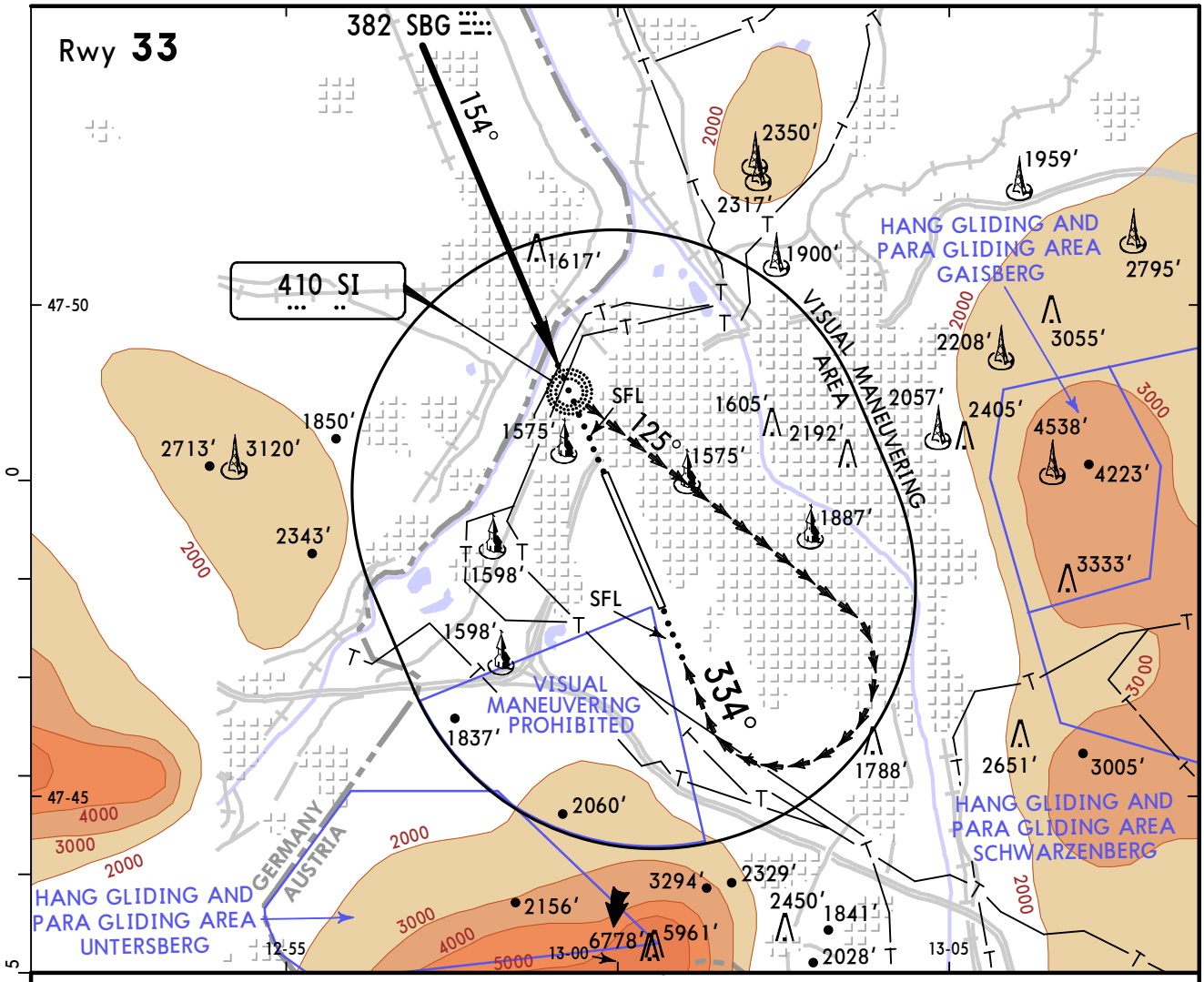
JEPPESEN

LOWS/SZG 11 AUG 17 (19-10) Eff 17 Aug SALZBURG, AUSTRIA

Apt Elev 1411′

VISUAL APPROACH CHART

SALZBURG



CIRCLING PROCEDURE RWY 33: Complete a published instrument approach to RWY 15. After passing SI Lctr fly visually approximately on 125° for 3.5 NM, then turn RIGHT onto final RWY 33.

Standard CIRCLE-TO-LAND

	MDA(H)	VIS
A B	**2450′**(1039′)	2800m
C	**2550′**(1139′)	3700m
D	**2550′**(1139′)	4600m

PANS OPS

CHANGES: Procedure.

JEPPESEN
JeppView for Windows

Chart changes since cycle 05-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SALZBURG, (SALZBURG - LOWS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LOWS