

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LOWW

Terminal Charts For LOWW

Revision Letter For Cycle 02-2019

Change Notices

Notebook

General Information

Location: VIENNA AUT
ICAO/IATA: LOWW / VIE
Lat/Long: N48° 06.62', E016° 34.18'
Elevation: 600 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0621 Z
Sunset: 1554 Z

Runway Information

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

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

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

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

Communication Information

- ATIS: 122.955 Arrival Service
- ATIS: 121.730 Departure Service
- Wien Tower: 124.475 Secondary VHF-DF
- Wien Tower: 123.800 VHF-DF
- Wien Tower: 121.200 Secondary VHF-DF
- Wien Tower: 119.400 VHF-DF
- Wien Ground: 121.775 VHF-DF
- Wien Ground: 121.600 VHF-DF
- Wien Clearance Delivery: 122.125
- Wien Radar: 134.675 At or below 33578932 ft VHF-DF
- Wien Radar: 125.175 At or below 33578932 ft VHF-DF
- Wien Direct (Approach Control Radar): 119.800 VHF-DF
- Wien Direct (Approach Control Radar): 134.125 VHF-DF
- Wien Information: 118.525 At or below 33578932 ft Flight Info Service
- Wien Radar: 129.050 At or below 33578932 ft VHF-DF
- Wien Radar: 118.775 At or below 33578932 ft VHF-DF
- Wien Radar: 136.250 At or below 33578932 ft VHF-DF

LOWW/VIE
SCHWECHATJEPPESEN
24 AUG 18 10-1PVIENNA, AUSTRIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.955
(also available via phone: +43 (0)5 1703 / 6331)

D-ATIS Departure 121.730
(also available via phone: +43 (0)5 1703 / 6332)

1.2. NOISE ABATEMENT PROCEDURES

According to the Austrian ordinance 'Zivilluftfahrzeug-Laermzulaessigkeitsverordnung 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

Low Visibility Procedures become effective in the following conditions:

When TDZ RVR falls to less than 600m and/or ceiling lowers to less than 200', the following message will be passed to ACFT via RTF or ATIS: "Low Visibility Procedures in operation".

Only if instructed by ATC pilots shall report "RWY vacated" as soon as ACFT has left the yellow/green colour coded section of the exit TWY.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

Departing ACFT shall select the assigned transponder code and squawk Mode S at push-back request or at taxi request **latest**.

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

ACFT not equipped with Mode S shall squawk Mode A/C.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

The HIRO system is valid from 0600-2300LT unless otherwise advised by ATC (e.g. via ATIS). The HIRO system ensures a maximum RWY capacity, minimizes "go arounds" and enables departures during single RWY operations and continuous inbound traffic.

1.5.2. REDUCED RWY SEPARATION

1.5.2.1. GENERAL

Reduced RWY separation will be applied for RWYs 11, 16, 29 and 34 with 2400m separation.

ACFT will be classified as follows:

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

LOWW/VIE
SCHWECHAT**JEPPESEN**

24 AUG 18

10-1P1

VIENNA, AUSTRIA
AIRPORT BRIEFING

1. GENERAL

1.5.2.2. LANDING ACFT

Separation shall in no case be less than following minimums:

A succeeding landing CAT 1 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 600m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 600m from THR.

A succeeding landing CAT 2 ACFT may cross THR when preceding ACFT is a CAT 1 or 2 ACFT which either:

- has landed and passed a point at least 1500m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 1500m from THR.

A succeeding landing ACFT may cross THR when preceding CAT 3 ACFT:

- has landed and passed a point at least 2400m from THR, is in motion and will vacate RWY without backtracking, or
- is airborne and has passed a point at least 2400m from THR.

1.5.2.3. DEPARTING ACFT

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

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

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

1.5.2.4. WAKE TURBULENCE

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

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

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Obstacle clearance distance from centerline of TWY L, West of TL35 is 139'/42.5m only.

On GA aprons Follow-me guidance is mandatory.

Wait for marshaller before entering taxilane for all positions on GA aprons.

Marshalling with Follow-me car on main apron on pilots request.

On GA West apron marshaller guidance mandatory during Low Vis Ops.

In order to meet the requirement for wing-tip clearance, follow strictly the taxi guidance lines.

Self-taxiing on maintenance apron prohibited.

1. GENERAL

TL	MAX WINGSPAN	TL	MAX WINGSPAN
16	118'/35.99m	35	224'/68.4m
17	118'/35.99m	36	224'/68.4m
18	79'/23.99m	37	224'/68.4m
19	79'/23.99m (North of TL16)	38	224'/68.4m
	118'/35.99m (South of TL16)	40 (blue)	118'/35.99m
31	118'/35.99m	40	224'/68.4m
32	118'/35.99m	40 (orange)	118'/35.99m
33	118'/35.99m	42	224'/68.4m
34	118'/35.99m (to and from stand D22 MAX wingspan 213'/64.80m)	43	224'/68.4m

1.6.2. REDUCED AERODROME VISIBILITY PROCEDURE (RAVP)

This procedure refers to taxiing and driving traffic on the movement area under the jurisdiction of the aerodrome control unit and takes place between ACFT and ACFT and vehicles. It is recorded that there is no numeric value for spacing applied but the avoidance of collisions will be ensured only by adaptation of method of operation.

RAVC are given when it is not possible for the TWR controller to monitor the complete movement area or parts of it visually. To expound the possibilities for pilots, drivers and air traffic controllers for the guidance of traffic on ground under various visibility conditions the conditions are divided into 4 classes.

1.6.2.1. VISIBILITY CONDITION 1

Sufficient visibility conditions for pilots and drivers to taxi and to avoid collisions with other traffic on the movement area visually and for ATC personnel to control traffic on the movement area by visual surveillance.

1.6.2.2. VISIBILITY CONDITION 2

Sufficient visibility conditions for pilots and drivers to taxi and to avoid collisions with other traffic on the movement area visually but not sufficient for ATC personnel to control traffic on the movement area by visual surveillance. Starting with VC2 RAVC are given.

1.6.2.3. VISIBILITY CONDITION 3

Sufficient visibility conditions for pilots and drivers to taxi visually but not sufficient to avoid collisions with other traffic on the movement area and not sufficient for ATC personnel to control traffic on the movement area by visual surveillance. VC3 conditions are valid when RVR touchdown zone is below 400m. In the context of RAVP, the RVR value of the nearest RVR station is used. As an option to the RVR value pilots reports, airside manager reports or MET announcements can be used.

1.6.2.4. VISIBILITY CONDITION 4

As a further restriction to VC3 pilots are unable to taxi visually under VC4 conditions. VC4 conditions are given when RVR touchdown zone is 75m or less.

1.6.2.5. RECLASSIFICATION TO VC2

When pilots or vehicle drivers report under VC3 or VC4 that they are able to avoid collisions with other traffic by visual recognition a reclassification to VC2 is any time possible for the concerned traffic.

1.7. PARKING INFORMATION

On stands A91 thru A99, B51 thru B53, B61 thru B63, B71 thru B75, C31 thru C42, D21 thru D29, F01 thru F37, G16 thru G36, H41 thru H45 and K41 thru K51 push-back required.

Stands C31 thru C42, D21 thru D29, F01 thru F37 and G16 thru G36 equipped with Docking Guidance System.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. LOW DRAG - LOW POWER APPROACH

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

If not otherwise advised, 250 KT has to be maintained below 10,000'. If the cruising speed is less than 250 KT, cruising speed has to be maintained.

Latest 10NM from THR, speed has to be reduced so as to reach 160 KT at 4NM Final. The approach shall be conducted in 'clean configuration' as long as possible.

If ceiling at APT is below 500' and/or ground visibility is less than 2000m this procedure is recommended only.

Pilots unable to comply with these speed assignments shall inform ATC accordingly.

All Visual Approaches in a right traffic pattern to RWY 29 and 34 have to join at least a 5NM Final.

2.2. NOISE ABATEMENT POCEDURE S

ACFT below FL 150 will normally be cleared to achieve a continuous descent to the RWY in use.

2.3. CAT II/III OPERATIONS

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

2.4. CALCULATION OF TRACK MILES

During rush hours, which will be published by NOTAM, plan complete RNAV Transition track miles. This also applies to ATFM slotted time periods.

Outside rush hours plan track miles between end of STAR and a 10NM final as in the table below.

End Point of STAR	RWY in Use	Track Miles (NM)	End Point of STAR	RWY in Use	Track Miles (NM)
BALAD	11	34	NERDU	11	21
	16	50		16	23
	29	36		29	54
	34	24		34	60
MABOD	11	35	PESAT	11	55
	16	21		16	52
	29	42		29	22
	34	52		34	23

2. ARRIVAL

2.5. RWY OPERATIONS

2.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

Expeditious exit from the landing RWY allows ATC to separate ACFT with the appropriate separation minimum (radar separation 2.5NM or separation minimum according wake vortex category) during final approach.

To reduce the RWY occupancy time pilots should make use of the following procedure:

- In general an exit TWY should be planned which is used after landing under normal circumstances. Missing an earlier exit TWY and continuing slowly to the next exit TWY should be avoided.
- If possible, the RWY should be vacated via the defined exit TWY for each ACFT category.

ACFT Category	TWY Designator			
	Distance			
	RWY 11	RWY 16	RWY 29	RWY 34
Super Heavy	A4	B10	A9	B4
	7841'/2390m	6873'/2095m	7218'/2200m	7661'/2335m
		B11	A10	
		10942'/3335m	9531'/2905m	
Heavy	A4	B10	A9	B5
				6365'/1940m
	7841'/2390m	6873'/2095m	7218'/2200m	B4
				7661'/2335m
Medium (Jet)	A6	B8	A7	B7
	6102'/1860m	5577'/1700m		5348'/1630m
	A8	B6	5479'/1670m	B5
	3839'/1170m	3986'/1215m		6365'/1940m
Medium (Turboprops)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light (Jet)	A8	B6	A7	B7
	3839'/1170m	3986'/1215m	5479'/1670m	5348'/1630m
Light	A8	B3	A7	B9
	3839'/1170m	3035'/925m	5479'/1670m	3937'/1200m

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

LOWW/VIE
SCHWECHAT

JEPPESEN

11 JAN 19

10-1P5

VIENNA, AUSTRIA
AIRPORT BRIEFING

2. ARRIVAL

2.6. TAXI PROCEDURES

ACFT shall vacate the RWY after landing without delay if not otherwise instructed.

Taxi clearance to apron or parking area will normally be issued by TWR when landing run is completed. If taxi clearance to apron or parking area has not been received at this time, ACFT shall vacate the RWY via the nearest TWY intersection and shall hold and wait on the TWY when entirely beyond the taxi holding position.

2.7. A380 TAXI PROCEDURES

2.7.1. ARRIVALS RWY 16

Arriving A380 are requested to vacate the RWY via TWY B10 (6873'/2095m) to prevent infringement of the localizer critical area and subsequently avoid go-around for succeeding ACFT.

2.8. OTHER INFORMATION

2.8.1. COMMUNICATION FAILURE DURING MISSED APCH

Squawk 7600.

In case of calm winds or winds from East, Southeast, South and Southwest (according METAR or FCST):

- After completion of the procedure proceed to WGM VOR and enter the holding.
- Perform IAP and land on RWY 16.

In case of winds from West, Northwest, North and Northeast (according METAR or FCST):

- After completion of the procedure proceed to BRK NDB and enter the holding.
- Descend to 3000'.
- Perform IAP and land on RWY 29.

LOWW/VIE
SCHWECHAT

JEPPesen

11 JAN 19

10-1P6

VIENNA, AUSTRIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing procedure available for ACFT on main apron and GA apron:

- Report the necessity for de-icing either to your ramp agent or VIENNA Ice on 131.62 or APT extension 22050.
- ACFT on main apron without contracted de-icing ground staff shall forward fluid/mixture request to ramp agent.

ACFT on GA apron shall forward fluid/mixture request to GAC-officer (APT extension 22345).

- Report necessity for de-icing to ATC when ACFT is completely ready (doors closed, ready for start-up/push-back).

De-icing standby area: Stands E48 thru E99.

De-icing South: Stands F43, F47, F51, F53, F55, F57 and F59.

De-icing North: Stands F42, F44, F46, F48 and F50.

- ACFT cleared to the de-icing standby area approach stands from the South. Marshaller guidance on the area is provided.

If instructed by marshaller to stop on the de-icing standby area, do not cut engines. Intermediate stop only.

Thereafter marshaller guidance to de-icing South is provided.

- ACFT cleared to de-icing North approach stands via TL40.

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

For a de-icing request via DCL submit one of the following keywords in the optional free test field: DEICE, DE-ICE or ICE.

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

3.2.1. START-UP AND PUSH-BACK

A routing clearance can be requested earliest 15 minutes prior to estimated off-block time. This can be done either digital via DCL or by voice with delivery.

Engine start-up during push-back or towing shall be coordinated with push-back crew.

Push-back procedures are coordinated between ATC and push-back driver.

Start-up and push-back clearances are only issued on designated frequencies of WIEN Ground or Tower.

Pilot has to assure that boarding is completed and ground crew is ready, before such a clearance request.

After receiving a push-back clearance, push-back has to be commenced without delay to assure MAX amount of capacity.

3.2.2. TAXIING

ACFT taxiing out from stands F41 and F44 must follow exactly the centerline marking in TL38.

When taxiing out from stand F42 deviation to the West in TL38 is prohibited.

3.3. NOISE ABATEMENT PROCEDURES

The published SIDs are also noise abatement procedures.

Strict adherence is compulsory within the limits ACFT performance.

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

ATC will consider every ACFT at the holding point as able to commence line up and take-off roll immediately after clearance issued. Pilots not ready when reaching the holding point (no ACFT in front on the same TWY) shall advise ATC as early as possible. When cleared for take-off ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Pilots unable to comply with this requirement shall notify ATC before entering the RWY. Wake vortex separation is applied by ATC in accordance with the published requirements.

If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

Pilots shall prepare and be ready to accept the following intersection take-off runs:

ACFT Category	TWY Designator			
	TORA			
	RWY 11	RWY 16	RWY 29	RWY 34
Medium/ Light	A10	B4	A3 (West)	B10
	9531'/2905m	7661'/2335m	9944'/3031m	6873'/2095m

To increase RWY capacity and to comply with slot times, ATC may reorder departure sequence at any time.

In addition intersections other than those prescribed above will be assigned.

Pilots unable to accept the reduced take-off runs from the assigned or above mentioned intersections shall inform ATC in time.

3.5. A380 TAXI PROCEDURES

3.5.1. DEPARTURES RWY 16

Departure from TWY B2 shall be calculated to avoid penetration of sensitive area (TWY B1) which would cause major delay.

3.6. OTHER INFORMATION

3.6.1. DATALINK DEPARTURE CLEARANCE (DCL)

The successful transmitted clearance must be accepted and confirmed by the pilot within MAX 10 minutes.

In case of any discrepancies, unavailability of data or data errors, the pilot has to revert to voice communication.

3.6.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.6.2.1. INTRODUCTION

CDM is part of the European program "Single European Sky" to optimize airspace and APT operations. By direct interaction with Eurocontrol network management a more efficient use of airspace and a reduction of enroute delays can be achieved.

A-CDM is about partnership at APTs between APT Ops, ATC, ACFT operators, slot coordinator and ground handlers.

Emphasis is put on:

- Linking inbound, turn-round and outbound processes;
- Sharing of information between partners;
- Improved flight operational data exchange between APTs and ATFM network.

Procedure period of time includes ATC flight plan submission (EOBT -3 hours at the earliest) until take-off.

LOWW/VIE
SCHWECHAT

JEPPESEN

9 MAR 18

10-1P8

VIENNA, AUSTRIA
AIRPORT BRIEFING

3. DEPARTURE

3.6.2.2. CDM PROCEDURES

Flight Plan Check

ATC flight plans will be checked with regard to their APT slot - Scheduled Off-Block Time (SOBT). If they do not correspond, contact address will be informed together with request to coordinate times.

Filing and updating a flight plan is and remains the responsibility of the ACFT operator. He may delegate these tasks to his accredited handling agent.

TOBT-TSAT Procedure

TOBT (Target Off-Block Time) represents the time that an ACFT operator or handling agent estimates that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ACFT ready to start-up immediately.

ACFT operator is responsible for correctness of and adherence to TOBT, but may delegate this responsibility to the handling agent or another airline.

As an ACFT operator you have the following options on the announcement of TOBT:

- Input by the ACFT operator/dispatch entering the TOBT via the ISP (Information Sharing Platform). The login can be requested on the following email address: cdm@viennaairport.com;
- Handling Agents;
- VAH (Vienna ACFT Handling);
- Self-Service (authentication ticket for one time).

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

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

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

TSAT Dialogue

TSAT will be notified

- via airline or handling agent;
- for general aviation flights either via handling agent or at general aviation counter at General Aviation Terminal (GAT);
- at pier stands via the Docking Guidance System;
- via the TSAT-SMS Service.

Start-up and Push-back

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

Following rules apply:

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

LOWW/VIE
SCHWECHAT

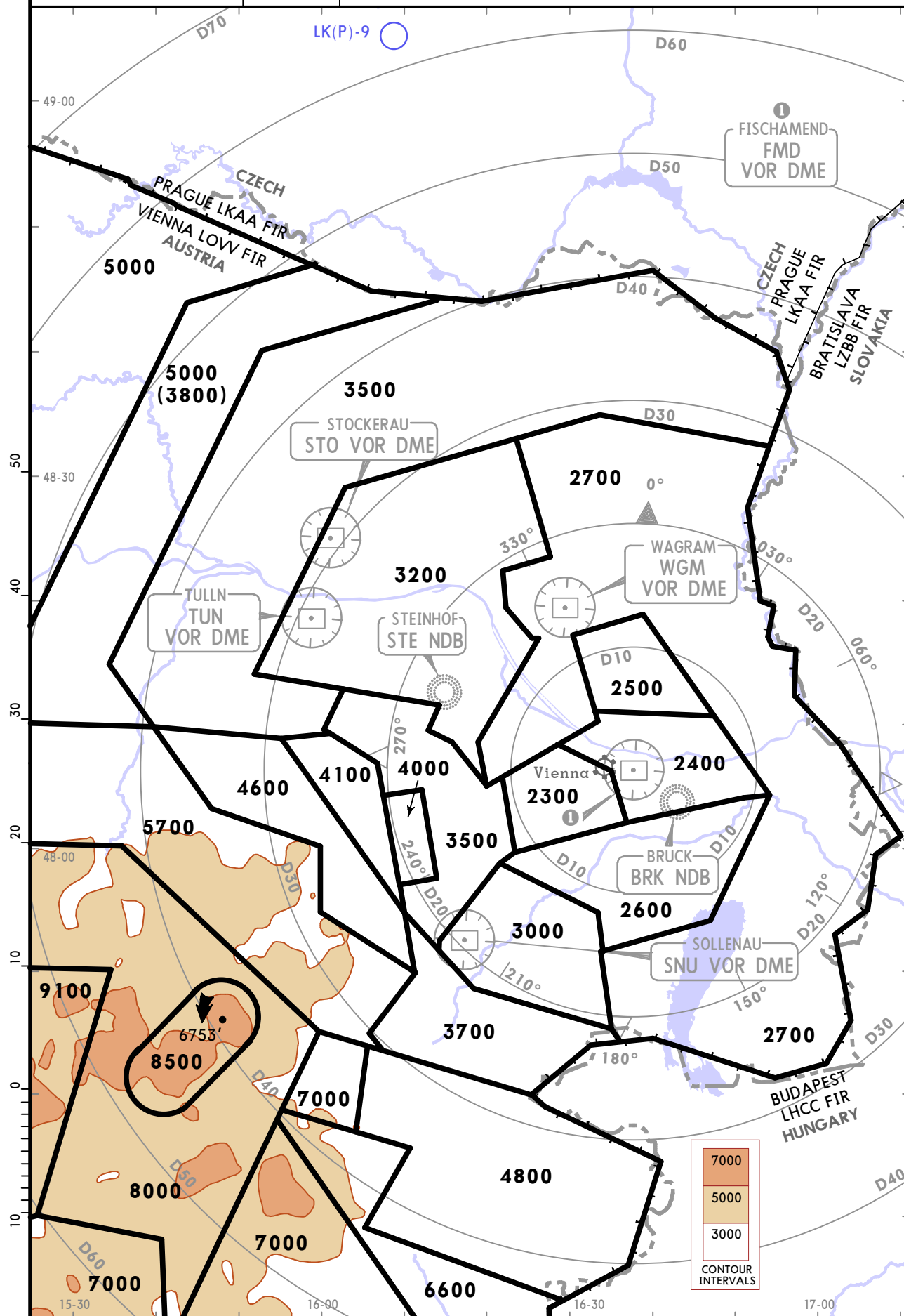
JEPPESSEN
28 DEC 18 **10-1R** Eff 3 Jan

VIENNA, AUSTRIA
RADAR MINIMUM ALTITUDES

VIENNA Radar (APP)
118.775 125.175
129.050
134.675 136.250

Apt Elev
600'

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



LOWW/VIE
SCHWECHAT **JEPPesen**
15 JUN 18 **10-2** **Eff 21 Jun****VIENNA, AUSTRIA**
STAR

ARRIVAL INSTRUCTIONS

COMMUNICATION FAILURE PROCEDURES

1. FLIGHTS ABLE TO PERFORM RNAV TRANSITION

If rwy in use is known proceed in accordance with the lateral and vertical description of the RNAV transition (with suffix K, L, M or N) to the final approach of the rwy in use.

While performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2F to 10-2N), perform IAP and land on the rwy in use.

If the rwy in use is NOT known choose the following procedures according weather forecast or actual weather report:

- in case of calm winds or winds from EAST, SOUTHEAST, SOUTH & SOUTHWEST proceed according RNAV transition (with suffix L) to the relevant IAP of Rwy 16; while performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2G & 10-2L); perform IAP and land on Rwy 16.

- in case of winds from WEST, NORTHWEST, NORTH or NORTHEAST proceed according RNAV transition (with suffix N) to the relevant IAP of Rwy 34; while performing the RNAV transition, descend from the last cleared level to the minimum descent altitudes in accordance with the vertical description of the RNAV transition (refer to charts 10-2J & 10-2N); perform IAP and land on Rwy 34.

2. FLIGHTS UNABLE TO PERFORM RNAV TRANSITION

In case of calm winds or winds from EAST, SOUTHEAST, SOUTH & SOUTHWEST (according METAR or forecast) proceed at the last cleared level to WGM and enter the holding, descend to 5000' (QNH according METAR or forecast), perform IAP (ILS: intercept ILS out of WGM holding 5000') and land on Rwy 16.

In case of winds from WEST, NORTHWEST, NORTH & NORTHEAST (according METAR or forecast) proceed at the last cleared level to BRK and enter the holding, descend to 3000' (QNH according METAR or forecast), perform IAP and land on RWY 29.

3. RNAV TRANSITIONS TO FINAL

In case of LOST COM after reception of transition clearance continue on transition and execute final approach. In case of LOST COM when cleared direct to a waypoint on a transition continue to the previously cleared waypoint, follow the transition to the RWY in use, once on transition descend from the last cleared level to the transitions minimum descent altitudes and execute final approach.

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 **10-2A** Eff 21 Jun

VIENNA, AUSTRIA
RNAV STAR

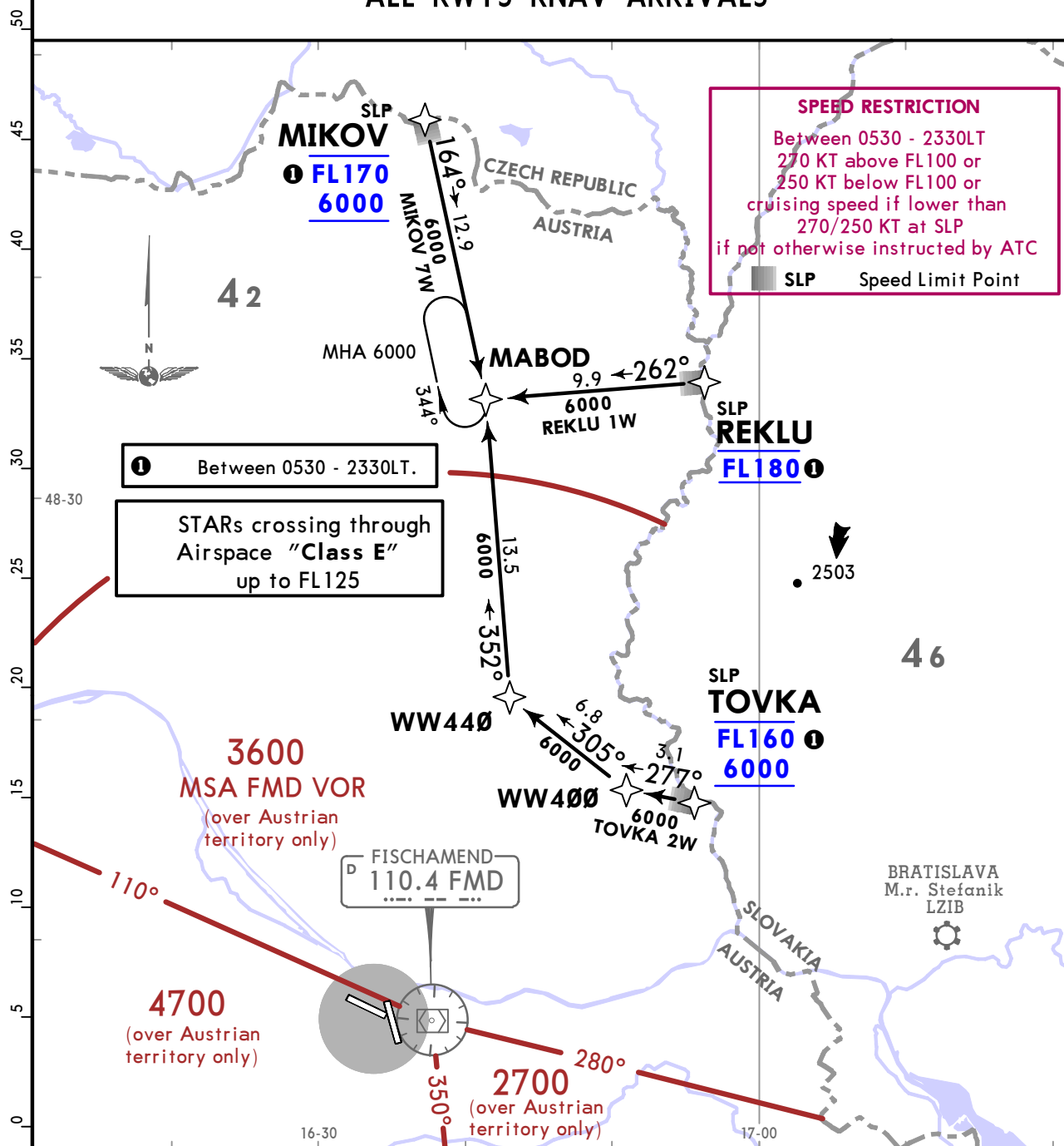
D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC

1. GNSS or DME/DME required. 2. RNAV 5 or B-RNAV approval required.
3. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
4. EXPECT RNAV-Transition to final approach (refer to charts 10-2F to 10-2J).
5. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

MIKOV 7W [MIK07W]
REKLU 1W [REKL1W]
TOVKA 2W [TOVK2W]
ALL RWYS RNAV ARRIVALS



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

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

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

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 10-2B Eff 21 Jun

VIENNA, AUSTRIA
RNAV STAR

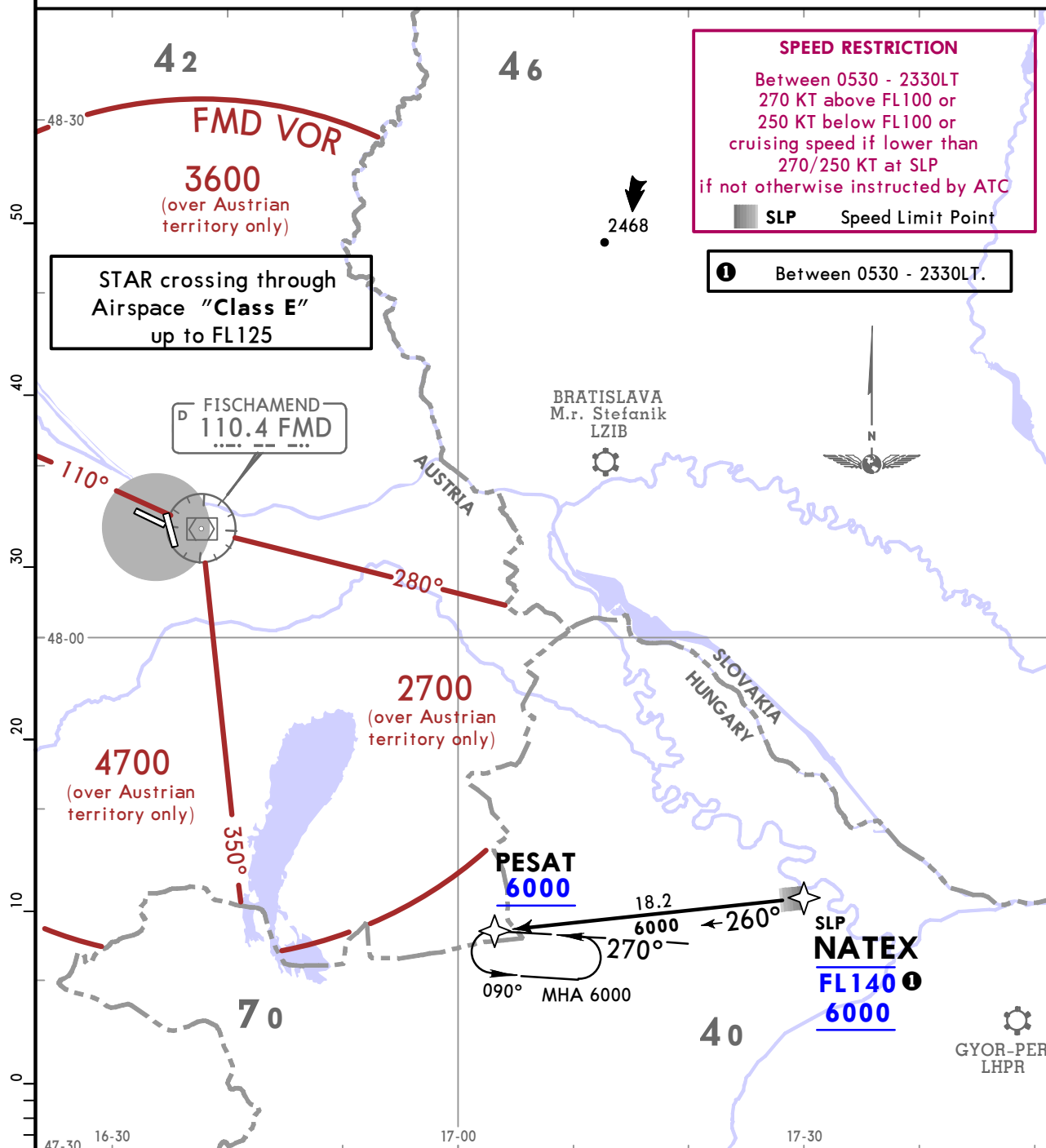
D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC

1. GNSS or DME/DME required. 2. RNAV 5 or B-RNAV approval required.
3. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
4. EXPECT RNAV-Transition to final approach (refer to charts 10-2K to 10-2N).
5. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

NATEX 1W [NATE1W] ALL RWYS RNAV ARRIVAL



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

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

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

ROUTING

NATEX - PESAT.

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 **10-2C** Eff 21 Jun

VIENNA, AUSTRIA
RNAV STAR

D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC

1. GNSS or DME/DME required. 2. RNAV 5 or B-RNAV approval required.
3. Non-RNAV aircraft EXPECT RADAR vectors to final approach.
4. EXPECT RNAV-Transition to final approach (refer to charts 10-2K to 10-2N).
5. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.

LAPNA 1W [LAPN1W], NIGSI 1W [NIGS1W]
OBUTI 1W [OBUT1W]
ALL RWYS RNAV ARRIVALS

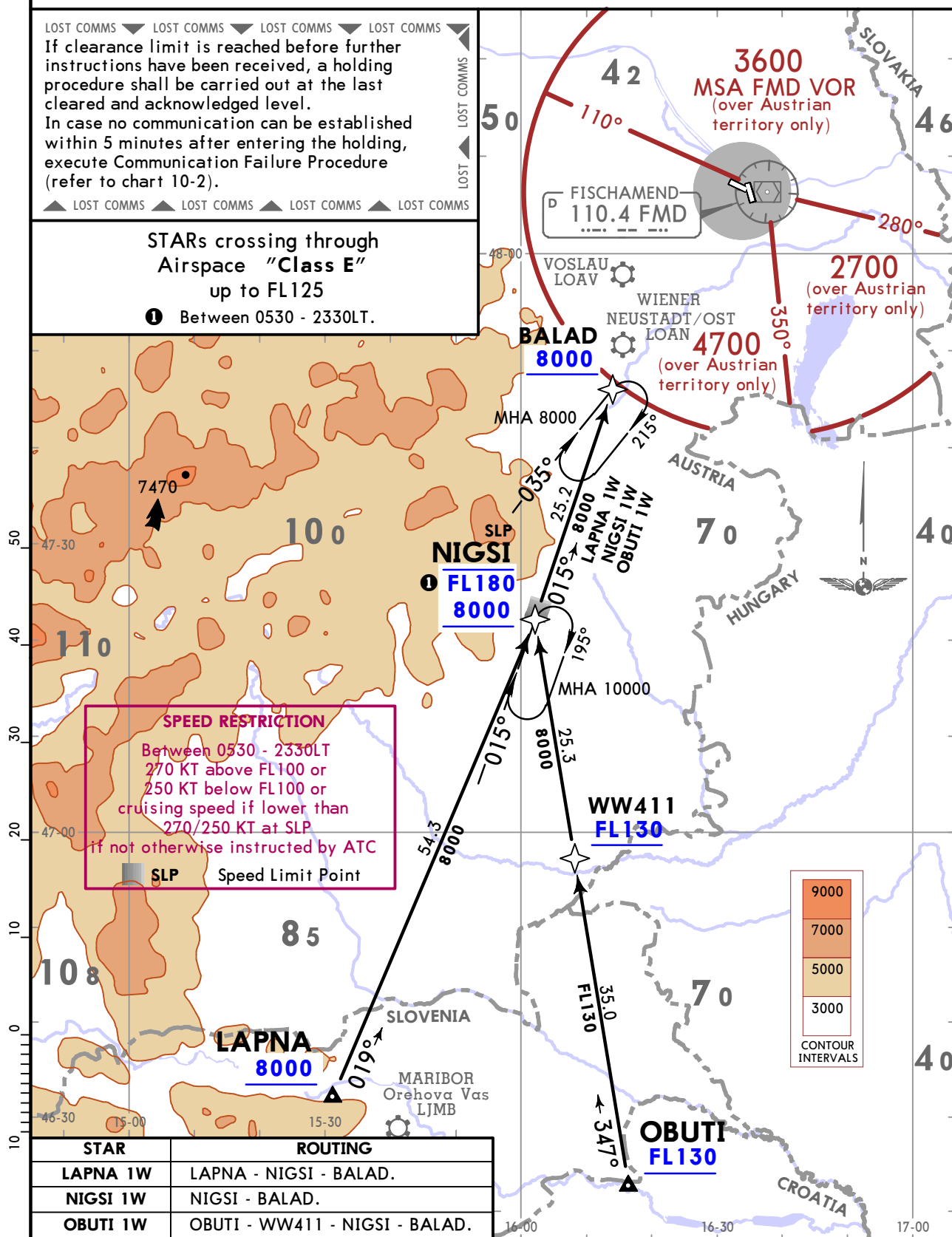
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

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

STARs crossing through
Airspace "Class E"
up to FL125

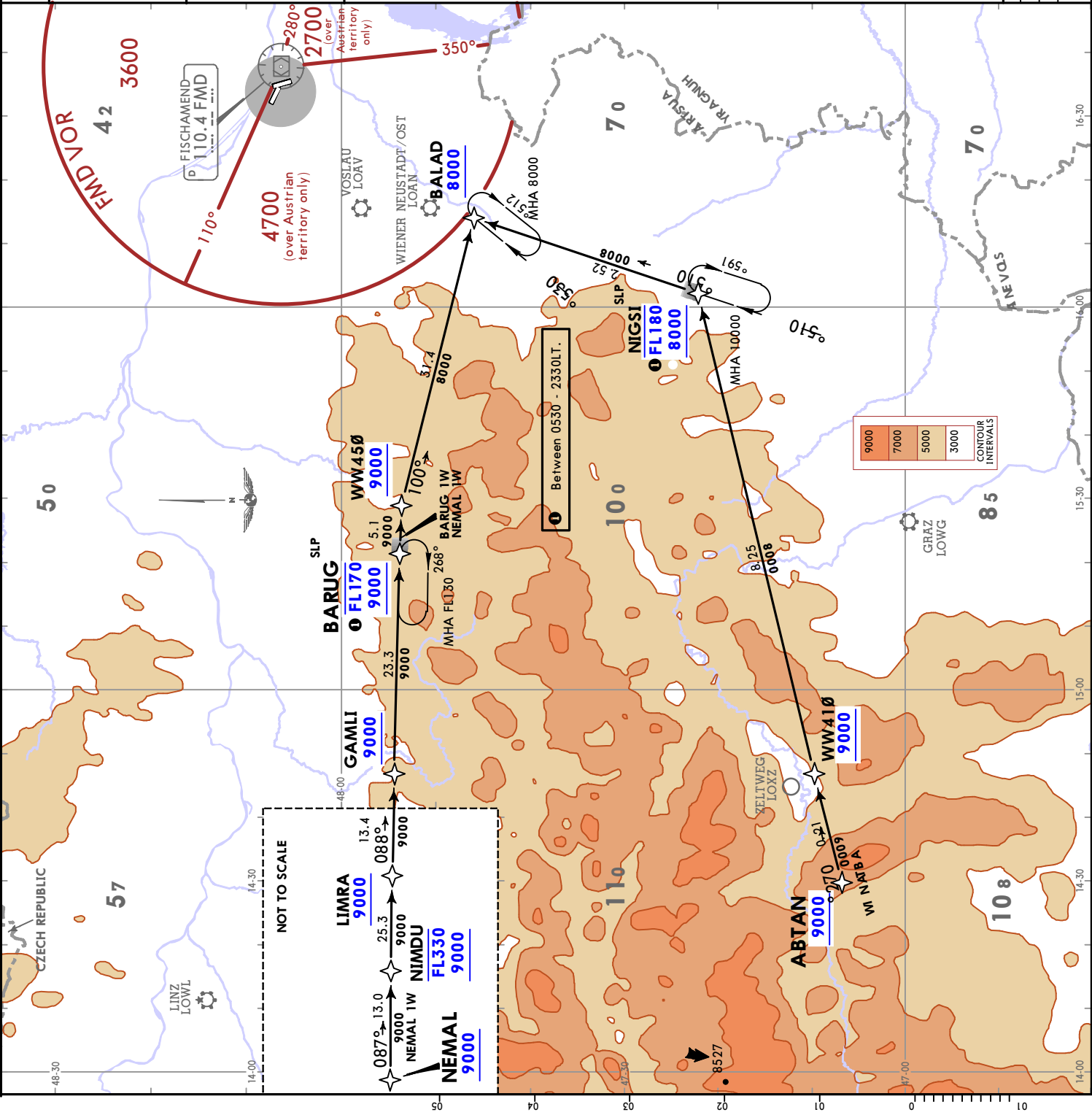
Between 0530 - 2330LT.



CHANGES: ATIS.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.

D-ATIS	Alt Elev	Alt Set: hPa Trans level: By ATC
122.955	600	
1. GNSS or DME/DME required. 2. RNAV 5 or B-RNAV approval required. 3. Non-RNAV aircraft EXPECT RADAR vectors to final approach. 4. EXPECT RNAV-Transition to final approach (refer to charts 10-2K to 10-2N). 5. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible.		
ABTAN 1W [ABTA1W] BARUG 1W [BARU1W] NEMAL 1W [NEMA1W] ALL RWYS RNAV ARRIVALS		
STARS crossing through Airspace "Class E" up to FL125 SPEED RESTRICTION Between 0530 - 2330LT 270 KT above FL100 or 250 KT below FL100 or cruising speed if lower than 270/250 KT at SLP if not otherwise instructed by ATC SLP Speed Limit Point LOST COMMS If clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the last cleared and acknowledged level. In case no communication can be established within 5 minutes after entering the holding, execute Communication Failure Procedure (refer to chart 10-2).		
STAR		ROUTING
ABTAN 1W	ABTAN - WW410 - NIGSI - BALAD.	
BARUG 1W	BARUG - WW450 - BALAD.	
NEMAL 1W	NEMAL - NIMDU - LIMRA - GAMLI - BARUG - WW450 - BALAD.	



ALL RWYS RNAV ARRIVALS

VENEN 2W [VENE2W]

ALL RWYS RNAV ARRIVALS

SLP Speed Limit Point

territory

STARs crossing through
Airspace "Class E"
up to FL125

$\text{Star} \xrightarrow{271^\circ} \text{MHA FL130}$

ROUTING

LANUX - NERDU:

MASUR - TEMTA - NERDU.

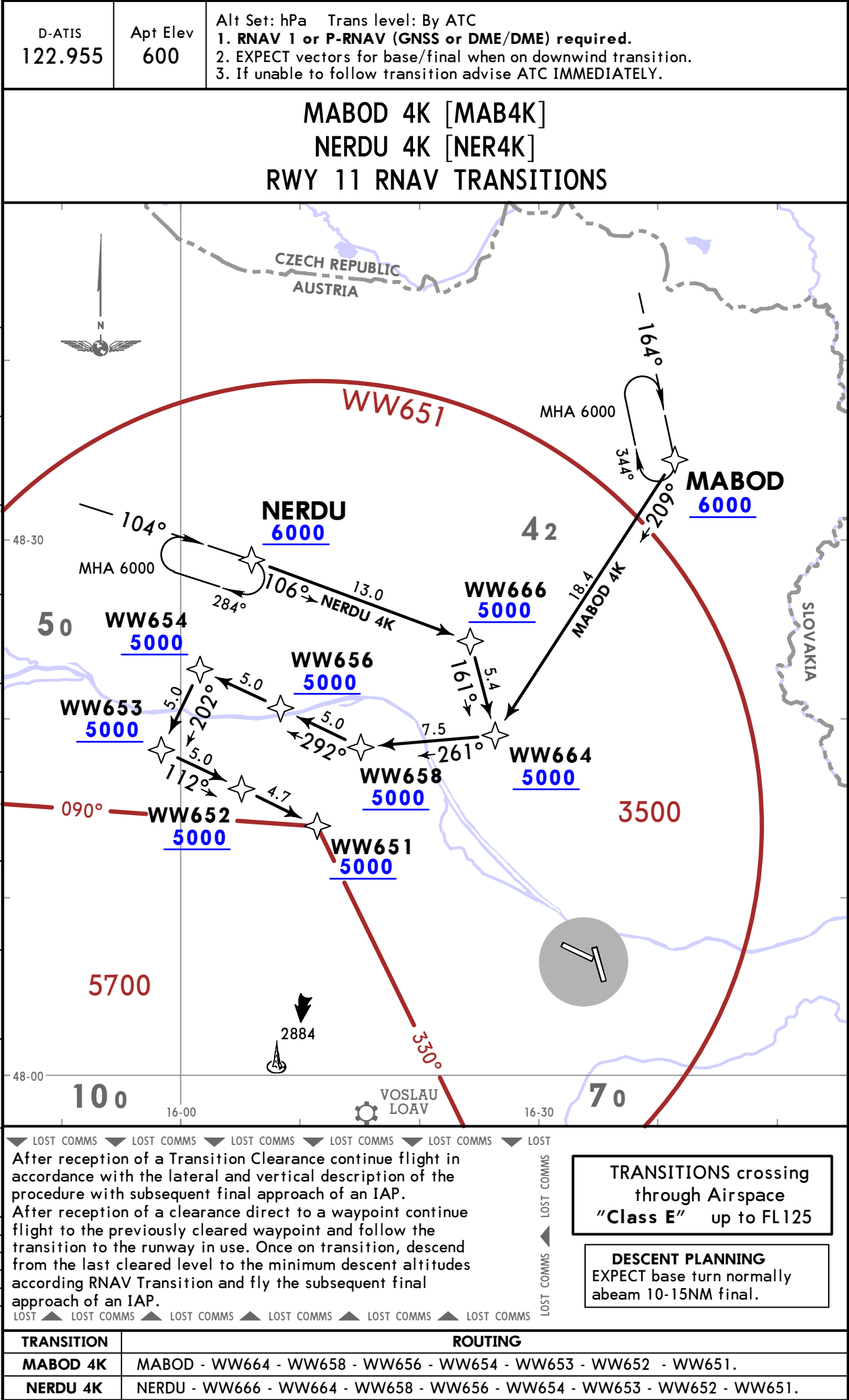
VENEN - WW190 - WW191 - WW192 - MASIR -TEMTA - NERDII

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 10-2F Eff 21 Jun

VIENNA, AUSTRIA
RNAV TRANSITION



LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 (10-2G) Eff 21 Jun

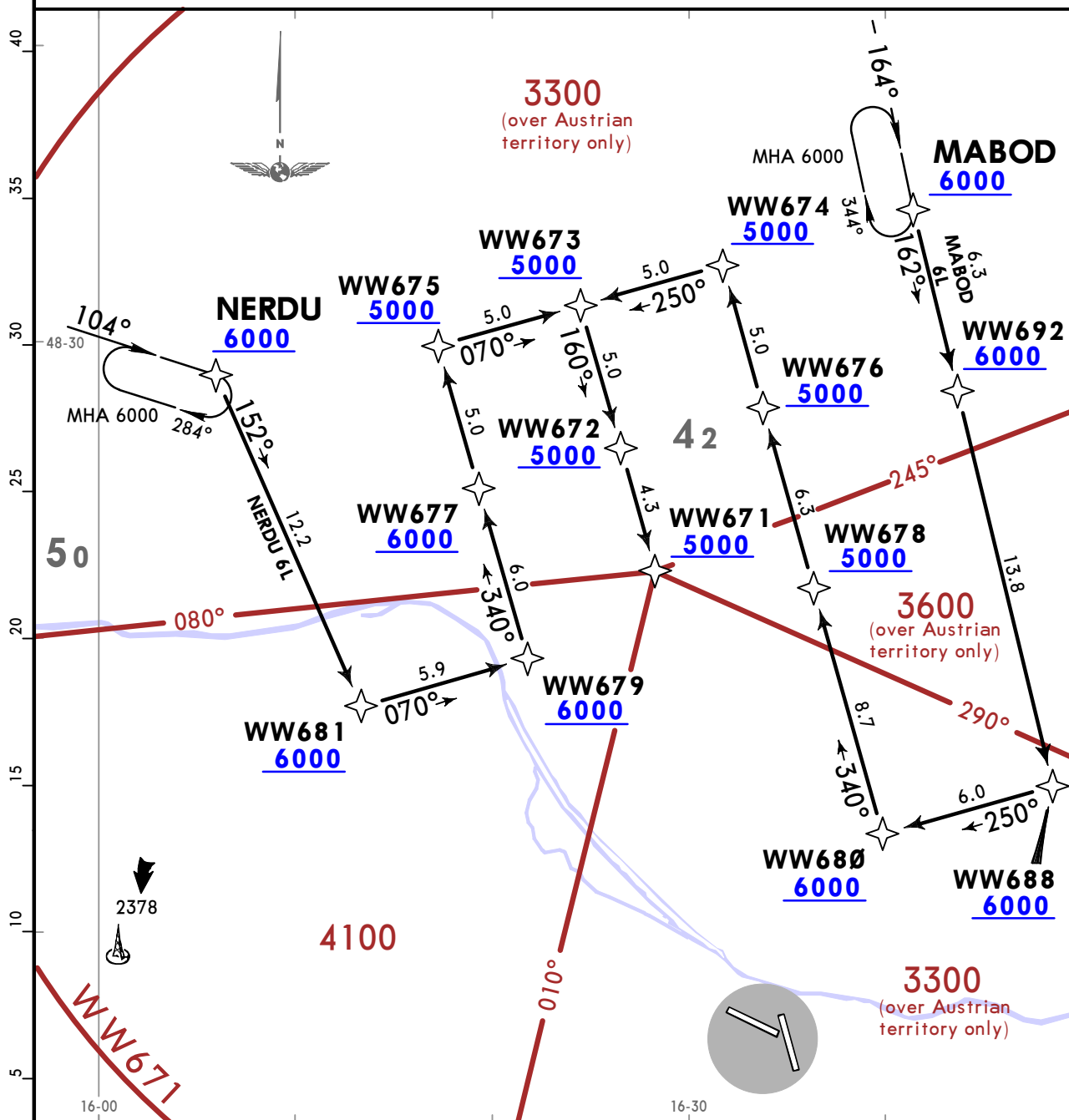
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or P-RNAV (GNSS or DME/DME) required.
2. EXPECT vectors for base/final when on downwind transition.
3. If unable to follow transition advise ATC IMMEDIATELY.

MABOD 6L [MAB6L]
NERDU 6L [NER6L]
RWY 16 RNAV TRANSITIONS



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

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.

TRANSITION	ROUTING
MABOD 6L	MABOD - WW692 - WW688 - WW680 - WW678 - WW676 - WW674 - WW673 - WW672 - WW671.
NERDU 6L	NERDU - WW681 - WW679 - WW677 - WW675 - WW673 - WW672 - WW671.

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 **(10-2H)** Eff 21 Jun

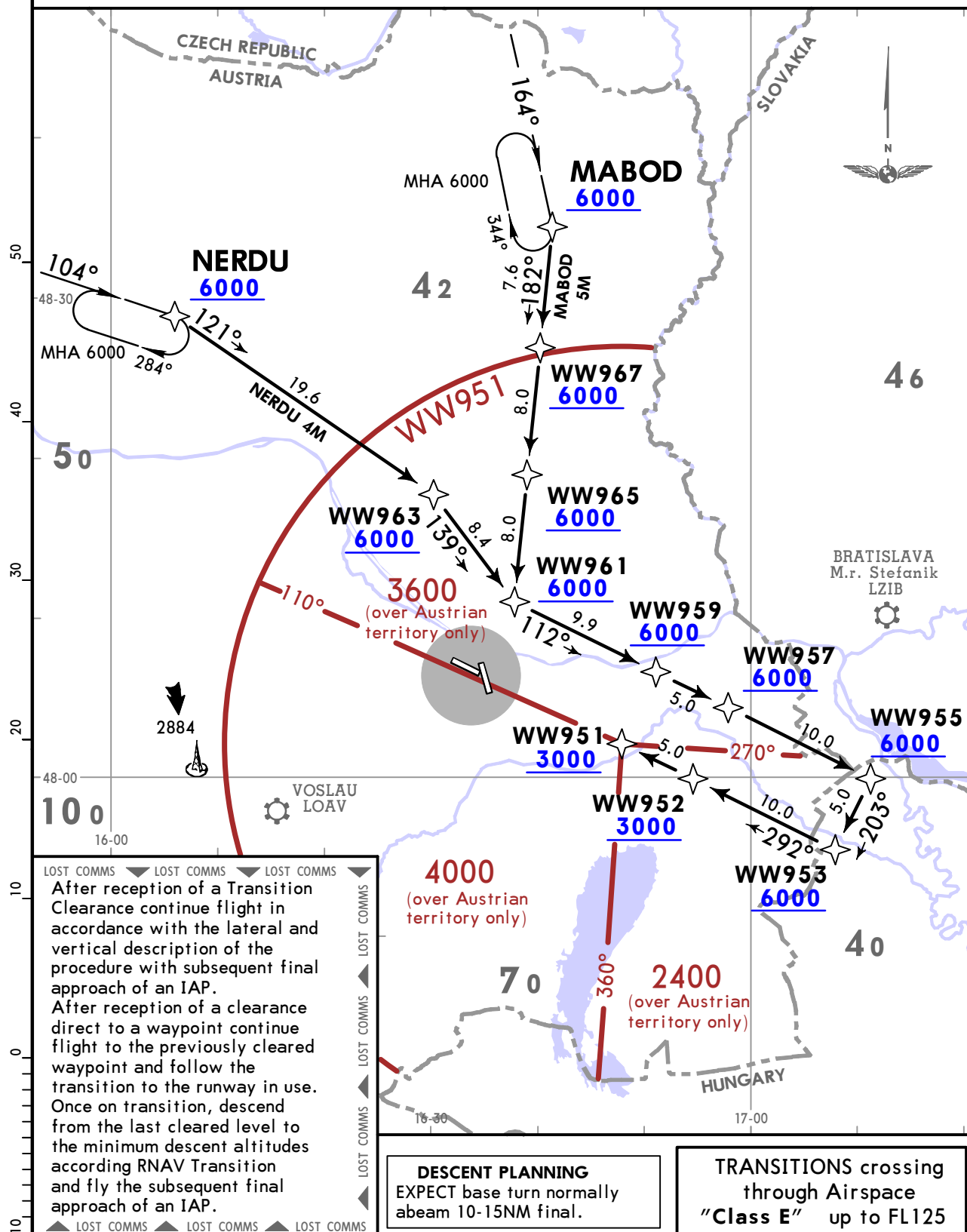
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or P-RNAV (GNSS or DME/DME) required.
2. EXPECT vectors for base/final when on downwind transition.
3. If unable to follow transition advise ATC IMMEDIATELY.

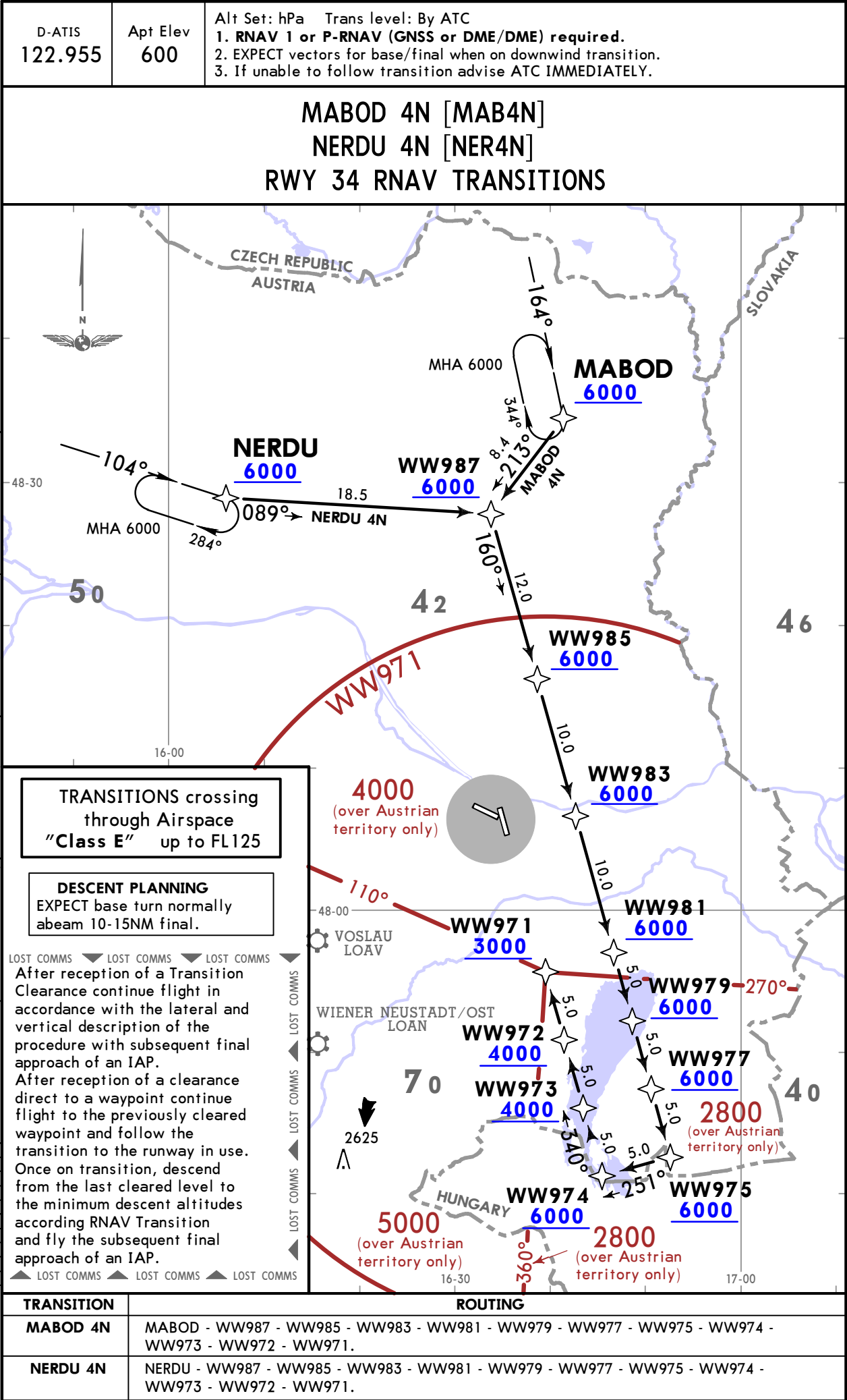
MABOD 5M [MAB5M]
NERDU 4M [NER4M]
RWY 29 RNAV TRANSITIONS



LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 10-2J Eff 21 Jun

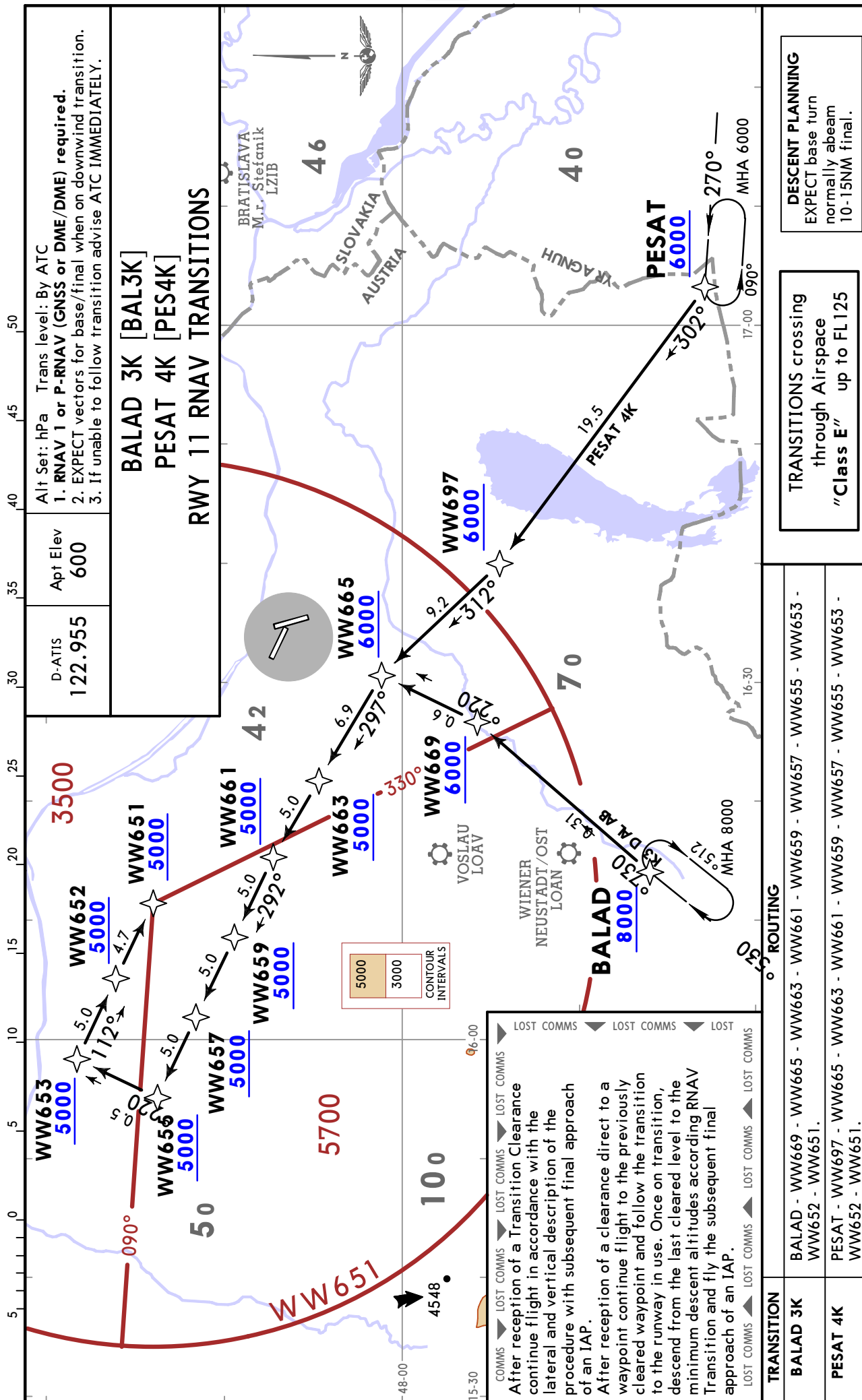
VIENNA, AUSTRIA
RNAV TRANSITION



**LOWW/VIE
SCHWECHAT**

JEPPESSEN
15 JUN 18 **10-2K** **Eff 21 Jun**

VIENNA, AUSTRIA



LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 10-2L Eff 21 Jun

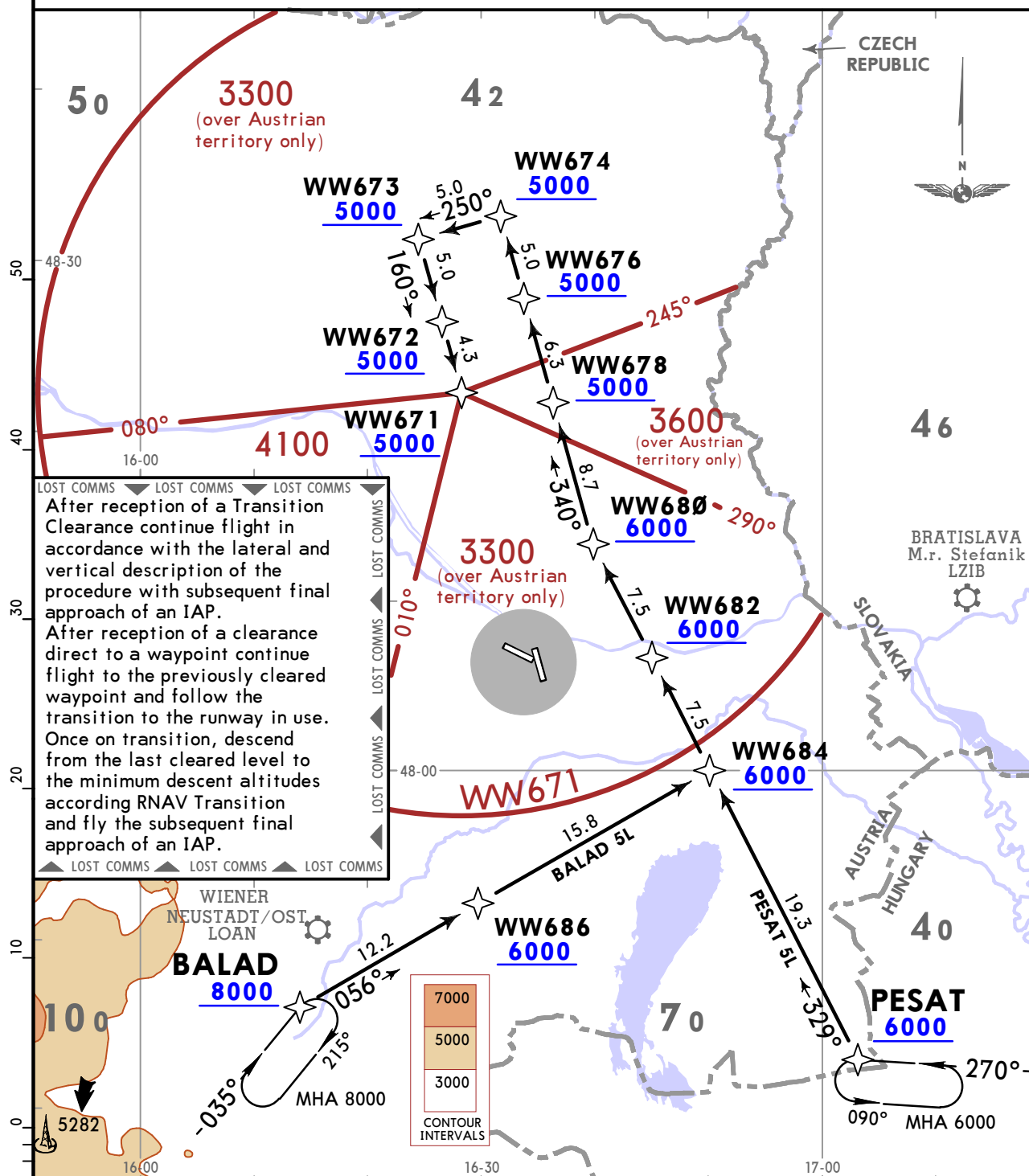
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.955

Apt Elev
600

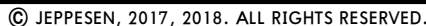
Alt Set: hPa Trans level: By ATC
1. RNAV 1 or P-RNAV (GNSS or DME/DME) required.
2. EXPECT vectors for base/final when on downwind transition.
3. If unable to follow transition advise ATC IMMEDIATELY.

BALAD 5L [BAL5L]
PESAT 5L [PES5L]
RWY 16 RNAV TRANSITIONS



TRANSITION	ROUTING
BALAD 5L	BALAD - WW686 - WW684 - WW682 - WW680 - WW678 - WW676 - WW674 - WW673 - WW672 - WW671.
PESAT 5L	PESAT - WW684 - WW682 - WW680 - WW678 - WW676 - WW674 - WW673 - WW672 - WW671.

PESAT - WW966 - WW956 - WW954 - WW953 - WW952 - WW951.



LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 **10-2P** Eff 21 Jun

VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or P-RNAV (GNSS or DME/DME) required.
2. If unable to follow transition advise ATC IMMEDIATELY.

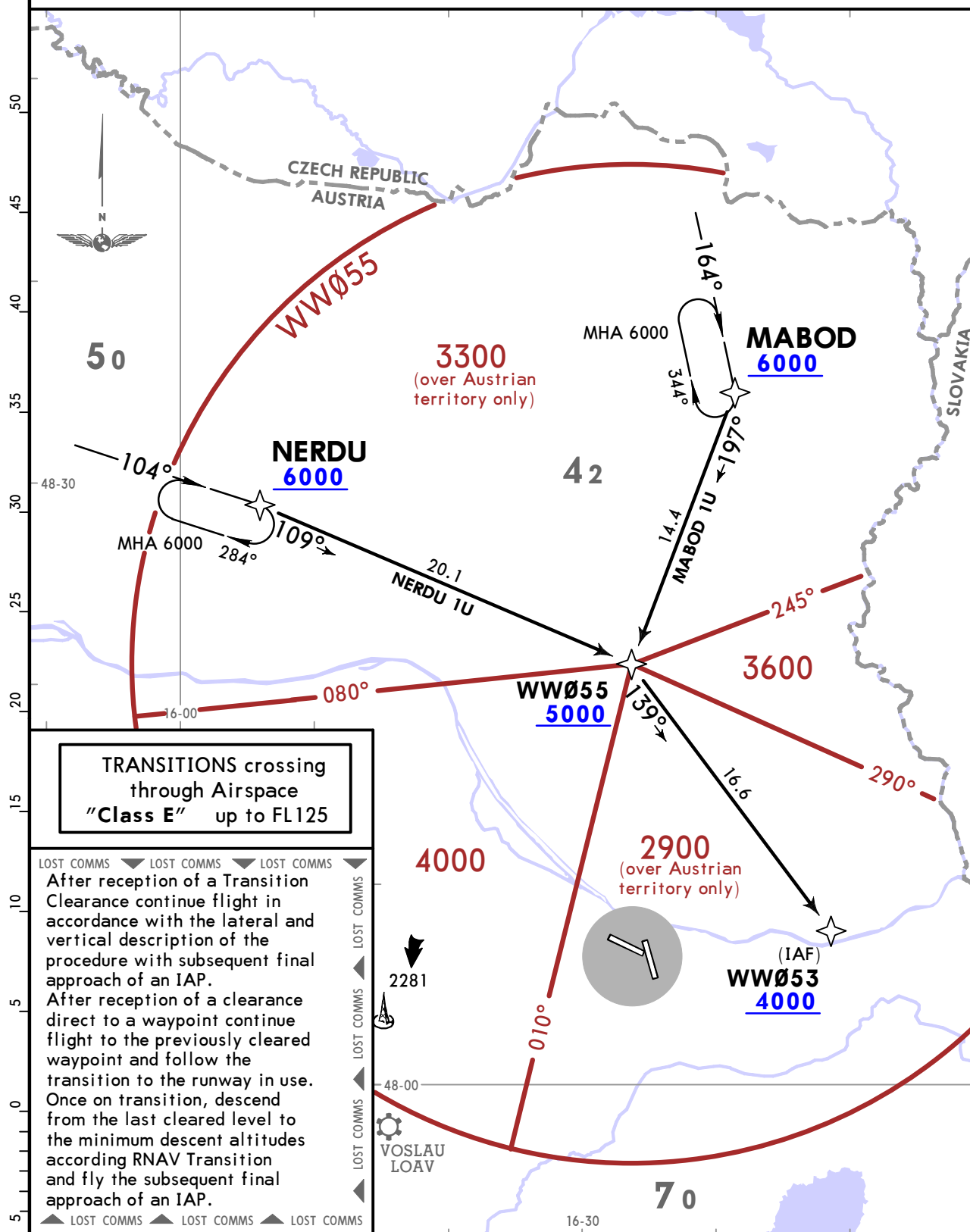
MABOD 1U [MAB1U]

NERDU 1U [NER1U]

RWY 29 RNAV NOISE ABATEMENT TRANSITIONS

ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29

ATC DISCRETION ONLY



TRANSITION

ROUTING

MABOD 1U MABOD - WW055 - WW053.

NERDU 1U NERDU - WW055 - WW053.

LOWW/VIE
SCHWECHAT

JEPPESSEN
15 JUN 18 10-2Q Eff 21 Jun

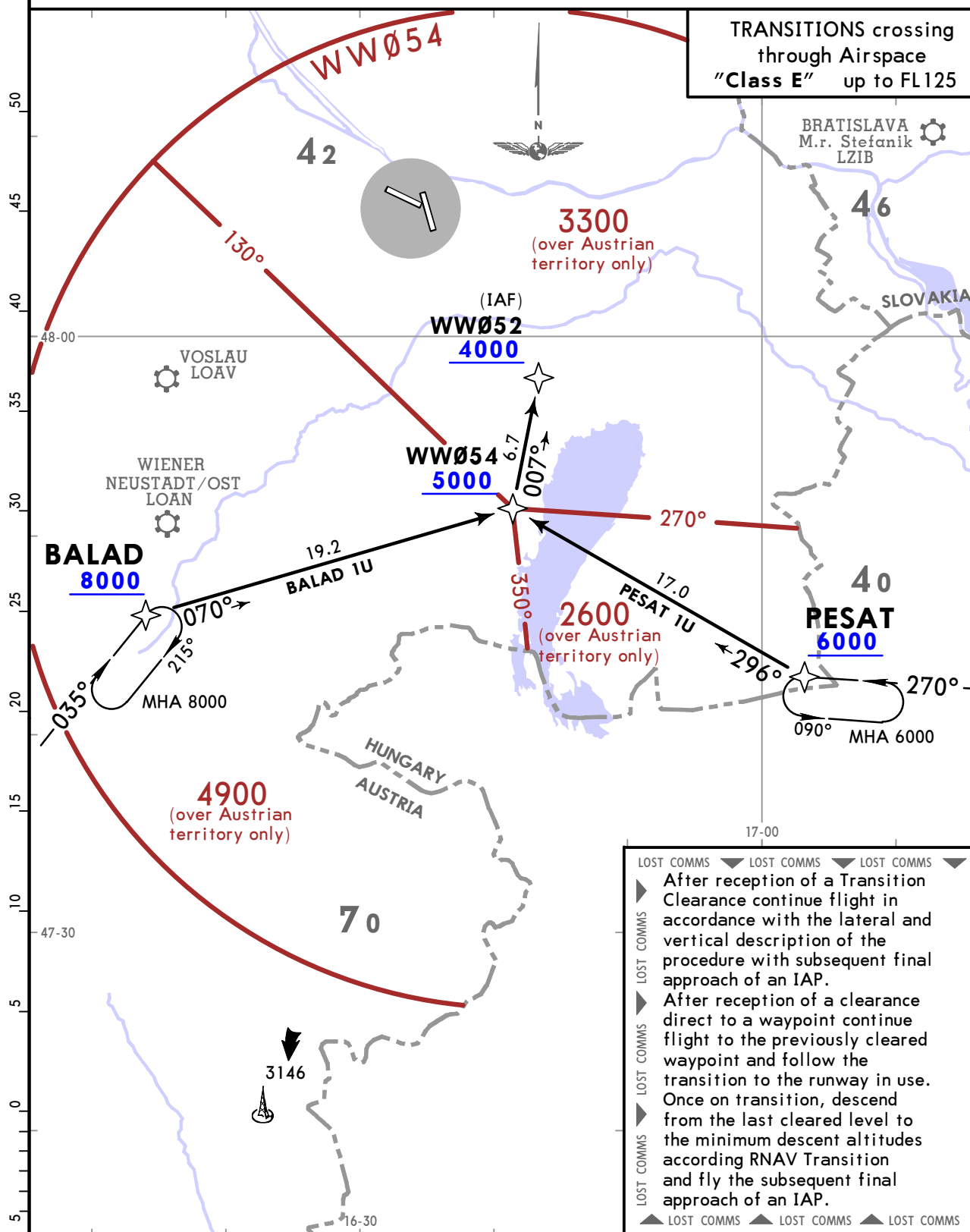
VIENNA, AUSTRIA
RNAV TRANSITION

D-ATIS
122.955

Apt Elev
600

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or P-RNAV (GNSS or DME/DME) required.
2. If unable to follow transition advise ATC IMMEDIATELY.

**BALAD 1U [BAL1U]
PESAT 1U [PES1U]
RWY 29 RNAV NOISE ABATEMENT TRANSITIONS**
ONLY IN CONNECTION WITH IAP RNAV (GNSS) X RWY 29
ATC DISCRETION ONLY



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

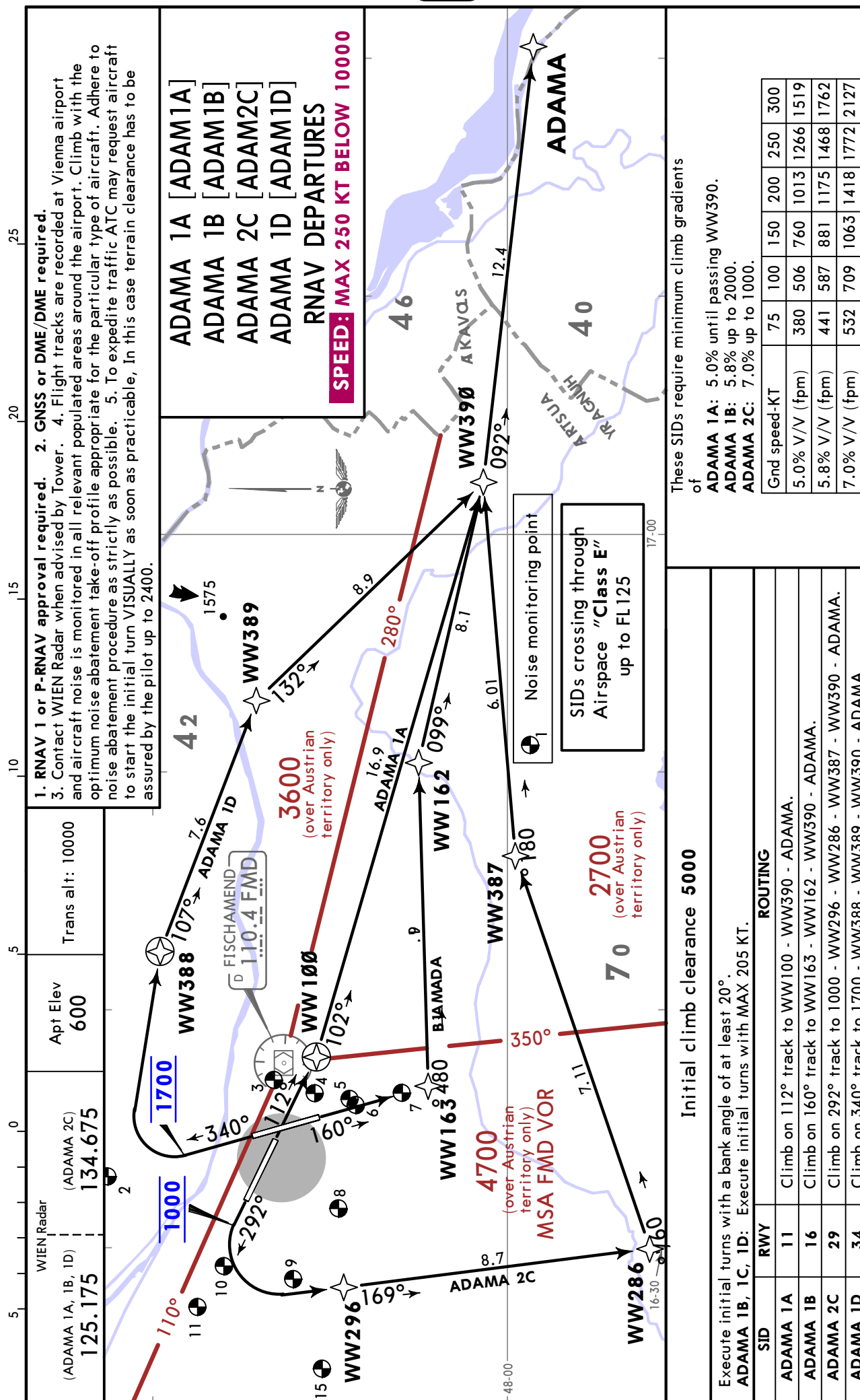
CHANGES: ATIS.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESEN
 20 APR 18 **10-3** **Eff 26 Apr**
VIENNA, AUSTRIA
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ADAMA 1A, 1B, 2C, 1D	10-3A
ARSIN 1A, 1B, 1C, 1D	10-3B
DITIS 2A, 2B	10-3C
DITIS 1C, 2D	10-3D
KOXER 1A, 1B, 1C, 1D	10-3E
LANUX 2A, 5B	10-3F
LANUX 2C, 6D	10-3G
LEDVA 2A, 2B, 3C, 4D	10-3H
LUGEM 1A, 2B, 1C, 1D	10-3J
MEDIX 1A, 2B	10-3K
MEDIX 1C, 1D	10-3L
OSPEN 2A, 5B	10-3M
OSPEN 4C, 3D	10-3N
RUPET 1A, 2B	10-3P
RUPET 2C, 2D	10-3Q
SOLLENAU 2A, 4B, 2C, 2D	10-3S
SOVIL 1A, 2B	10-3T
SOVIL 1C, 1D, 1X	10-3U
STEIN 2A, 4B, 3C, 3D	10-3V
WAGRAM 1A, 7B, 8C, 5D	10-3V1
IMVOB 3A, IRGOT 1A ODSUD 1A, OSMOD 1A	10-3V2
AGMIM 2C, ASPIB 2C EL SIS 1C, EMKOG 3C	10-3V3
IMVOB 3C, IRGOT 2C	10-3V4
ODSUD 2C, OSMOD 2C, OTGAR 2C	10-3V5
UMSUM 2C, UNGUT 2C, VABGU 2C	10-3V6
EL SIS 1D, EMKOG 3D IMVOB 3D, IRGOT 2D	10-3V7
ODSUD 2D, OSMOD 2D, OTGAR 2D	10-3W
LUGEM 2BR	10-3X
MEDIX 2BR	10-3X1
OSPEN 5BR	10-3X2
RUPET 2BR	10-3X3
SOVIL 2BR	10-3X4



VIENNA, AUSTRIA
RNAV SID

LOWW/VIE
SCHWECHAT

JEPPESEN
20 APR 18 (10-3C) Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID

WIEN Radar
125.175
Apt Elev
600
Trans alt: 10000

1. RNAV 1 or P-RNAV approval required.
2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower.
4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400.

DITIS

WW481

WW471

DITIS 2A [DITI2A]

DITIS 2B [DITI2B]

RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

NOT TO SCALE

FMD VOR

3600
(over Austrian
territory only)

42

FISCHAMEND
110.4 FMD

WW151

WW468

WW160

4700
(over Austrian
territory only)

2884

WW267

2700
(over Austrian
territory only)

These SIDs require minimum climb gradients
of
DITIS 2A: 4.9% up to 1300.
DITIS 2B: 5.8% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
4.9% V/V (fpm)	372	496	744	992	1241	1489

Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125

Initial climb clearance **5000**

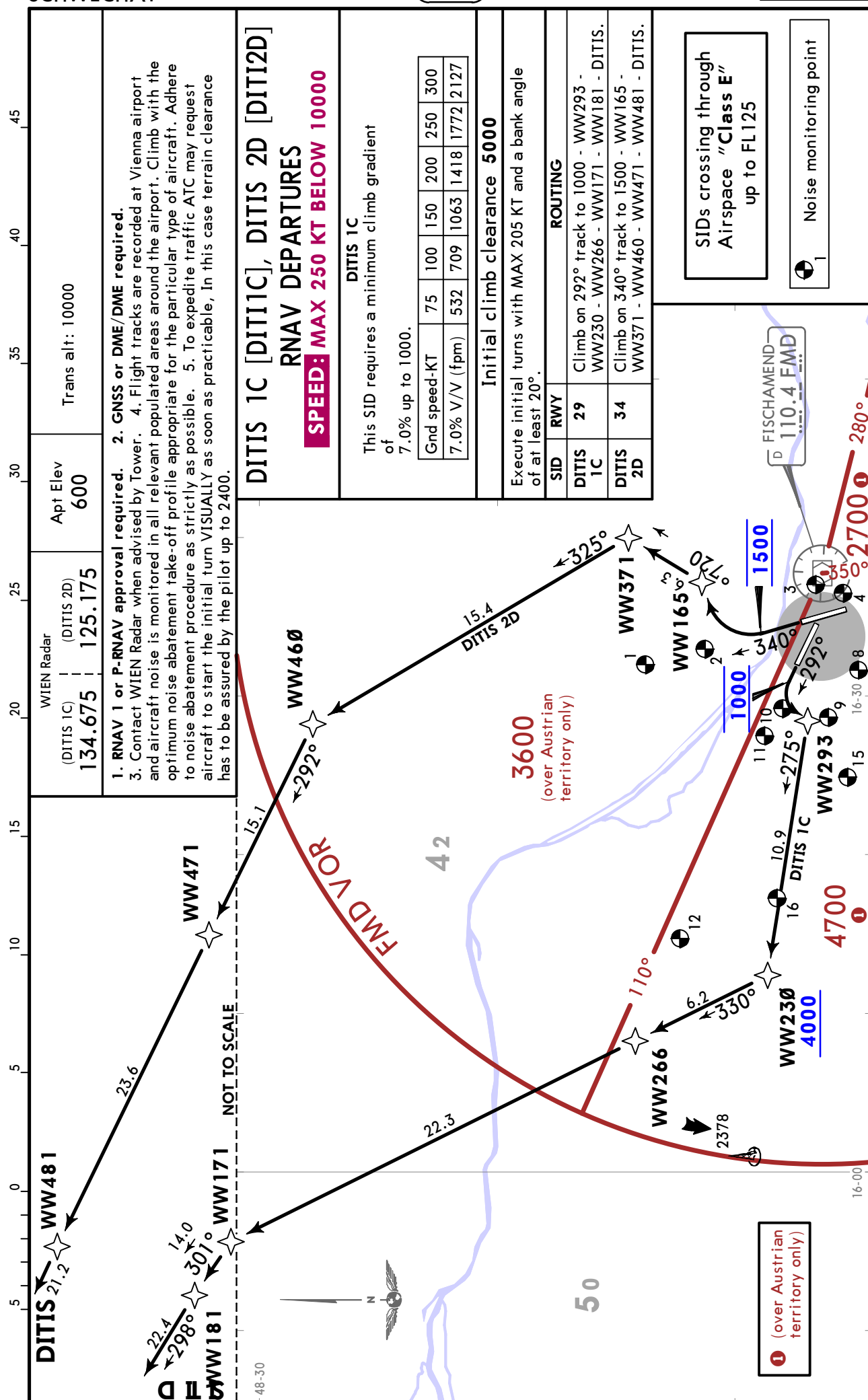
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

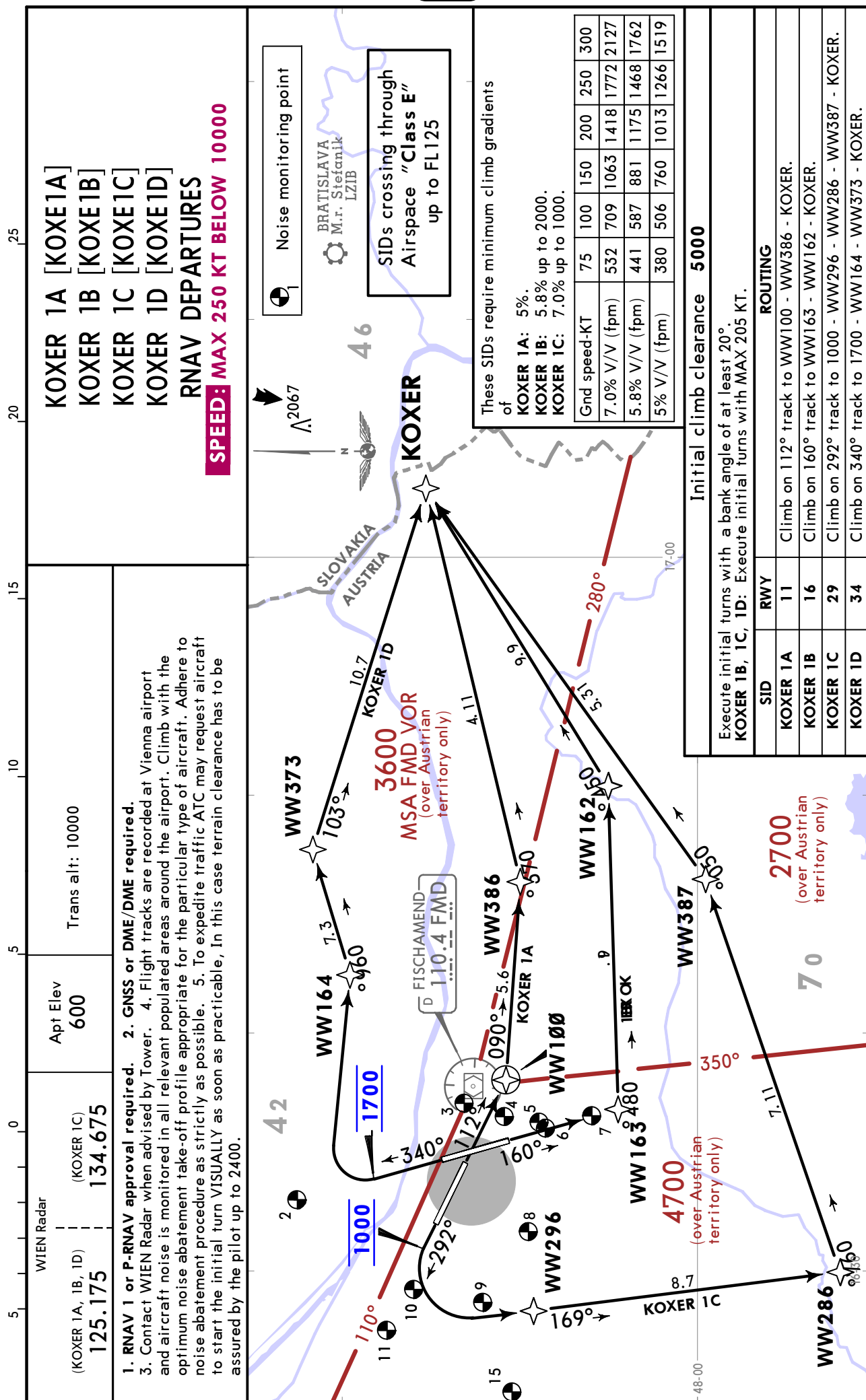
SID	RWY	ROUTING
DITIS 2A	11	Climb on 113° track to WW151 - WW160 - WW468 - WW470 - WW471 - WW481 - DITIS.
DITIS 2B	16	Climb on 161° track to WW267 - WW160 - WW468 - WW470 - WW471 - WW481 - DITIS.

LOWW/VIE
SCHWECHAT

JEPPESEN
20 APR 18 (10-3D) Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID





LOWW/VIE
SCHWECHAT

JEPPESEN
20 APR 18 **10-3F** Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID

WIEN Radar **125.175**
Apt Elev **600**
Trans alt: 10000

1. RNAV 1 or P-RNAV approval required.
2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower.
4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400.

LANUX

LANUX 2A [LANU2A]

LANUX 5B [LANU5B]

RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000

WW471

NOT TO SCALE

22.7

←286°

WW470

6.8

←328°

WW468

AUSTRIA
SLOVAKIA

3600
(over Austrian territory only)

42

110°

4700
(over Austrian territory only)

2884

FISCHAMEND
D 110.4 FMD

WW151

WW267

WW160

2700
(over Austrian territory only)

These SIDs require minimum climb gradients

of

LANUX 2A: 4.9% up to 1300.

LANUX 5B: 5.8% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
4.9% V/V (fpm)	372	496	744	992	1241	1489



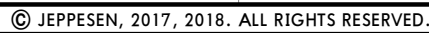
Noise monitoring point

SIDs crossing through
Airspace "Class E"
up to FL125

Initial climb clearance **5000**

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

SID	RWY	ROUTING
LANUX 2A	11	Climb on 113° track to WW151 - WW160 - WW468 - WW470 - WW471 - LANUX.
LANUX 5B	16	Climb on 161° track to WW267 - WW160 - WW468 - WW470 - WW471 - LANUX.



LOWW/VIE
SCHWECHAT

JEPPESSEN
20 APR 18 10-3H Eff 26 Apr

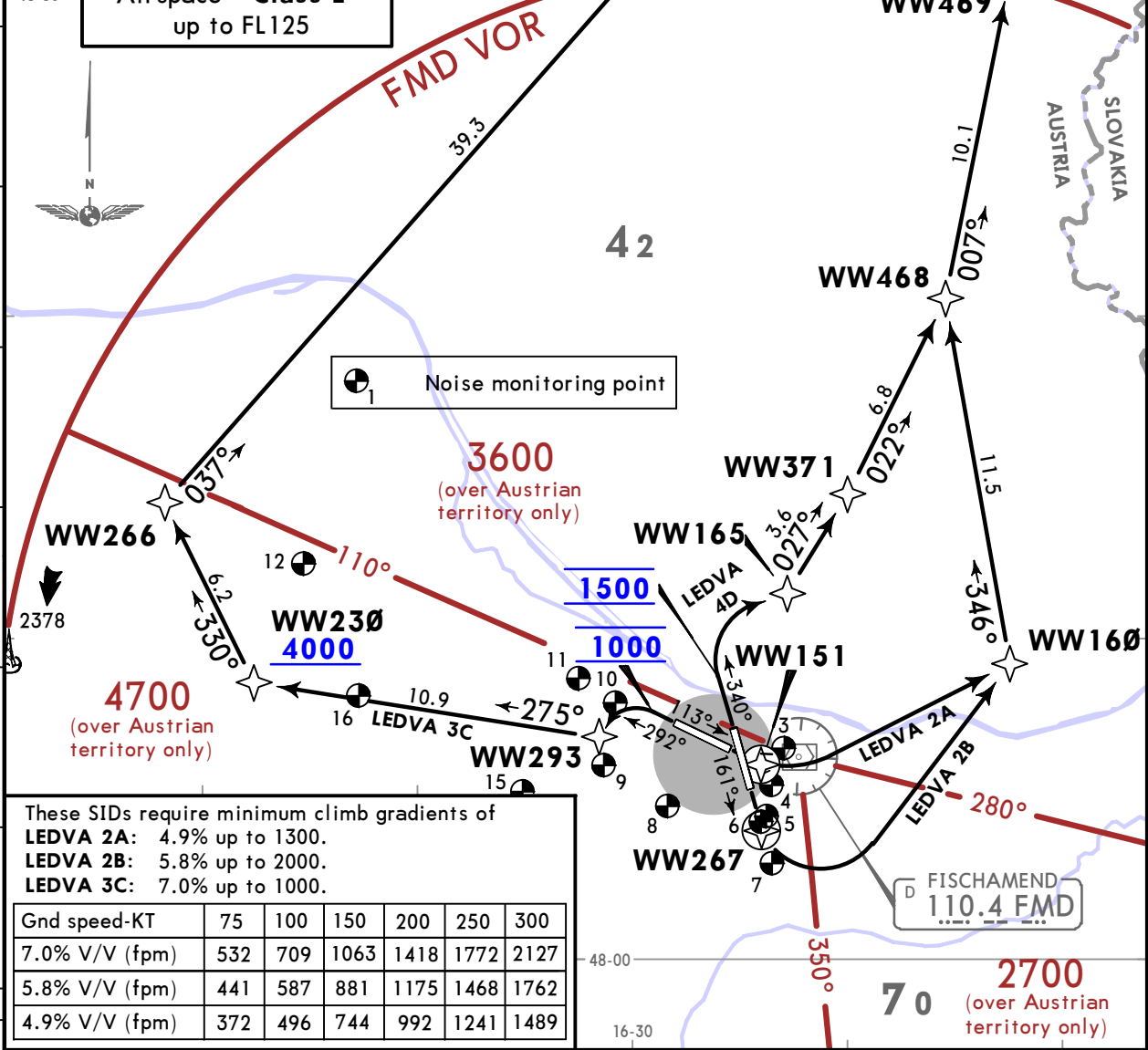
VIENNA, AUSTRIA
RNAV SID

WIEN Radar (LEDVA 2A, 2B, 4D) 125.175	(LEDVA 3C) 134.675	Apt Elev 600	Trans alt: 10000
---	-----------------------	-----------------	------------------

1. RNAV 1 or P-RNAV approval required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable, In this case terrain clearance has to be assured by the pilot up to 2400.

LEDVA 2A [LEDV2A]
LEDVA 2B [LEDV2B]
LEDVA 3C [LEDV3C]
LEDVA 4D [LEDV4D]
RNAV DEPARTURES
SPEED: MAX 250 KT BELOW 10000

SIDs crossing through
Airspace "Class E"
up to FL125



These SIDs require minimum climb gradients of

LEDVA 2A:	4.9% up to 1300.
LEDVA 2B:	5.8% up to 2000.
LEDVA 3C:	7.0% up to 1000.

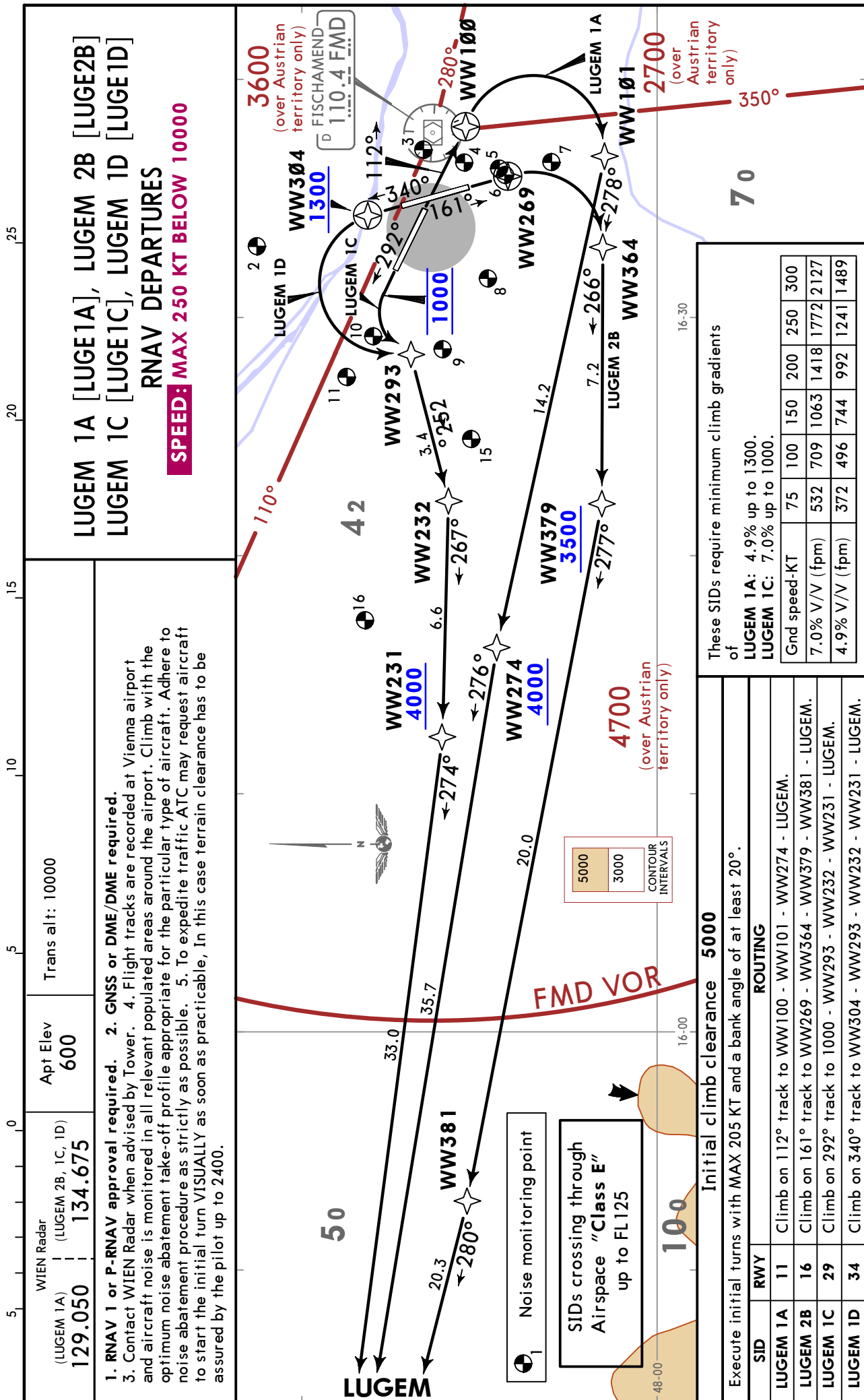
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
5.8% V/V (fpm)	441	587	881	1175	1468	1762
4.9% V/V (fpm)	372	496	744	992	1241	1489

Initial climb clearance 5000		
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.		
SID	RWY	ROUTING
LEDVA 2A	11	Climb on 113° track to WW151 - WW160 - WW468 - WW469 - LEDVA.
LEDVA 2B	16	Climb on 161° track to WW267 - WW160 - WW468 - WW469 - LEDVA.
LEDVA 3C	29	Climb on 292° track to 1000 - WW293 - WW230 - WW266 - LEDVA.
LEDVA 4D	34	Climb on 340° track to 1500 - WW165 - WW371 - WW468 - WW469 - LEDVA.

LOWW/VIE
SCHWECHAT

JEPPESSEN
20 APR 18 10-3J Eff 26 Apr

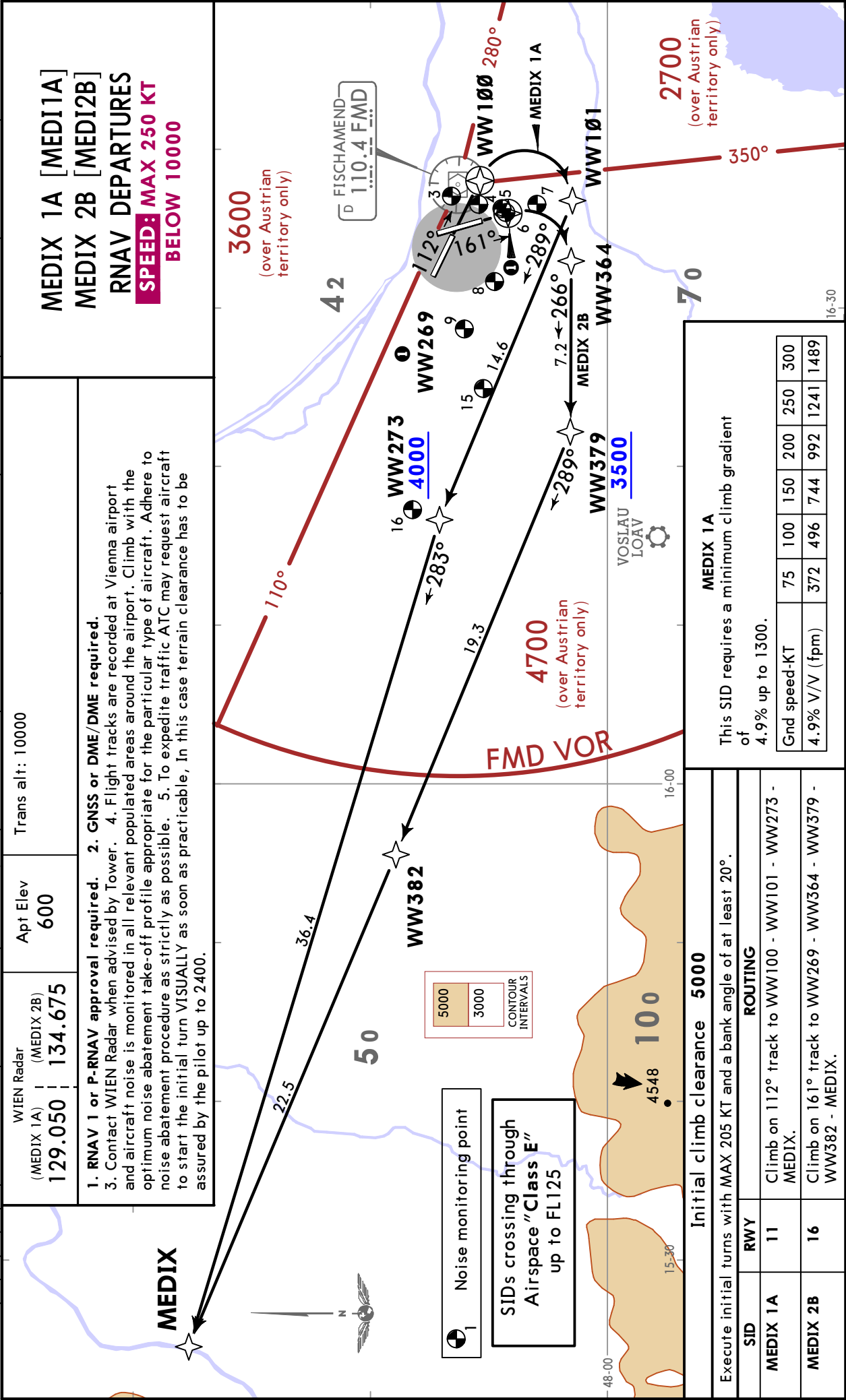
VIENNA, AUSTRIA
RNAV SID



LOWW/VIE
SCHWECHAT

JEPPESEN
23 MAR 18 10-3K Eff 29 Mar

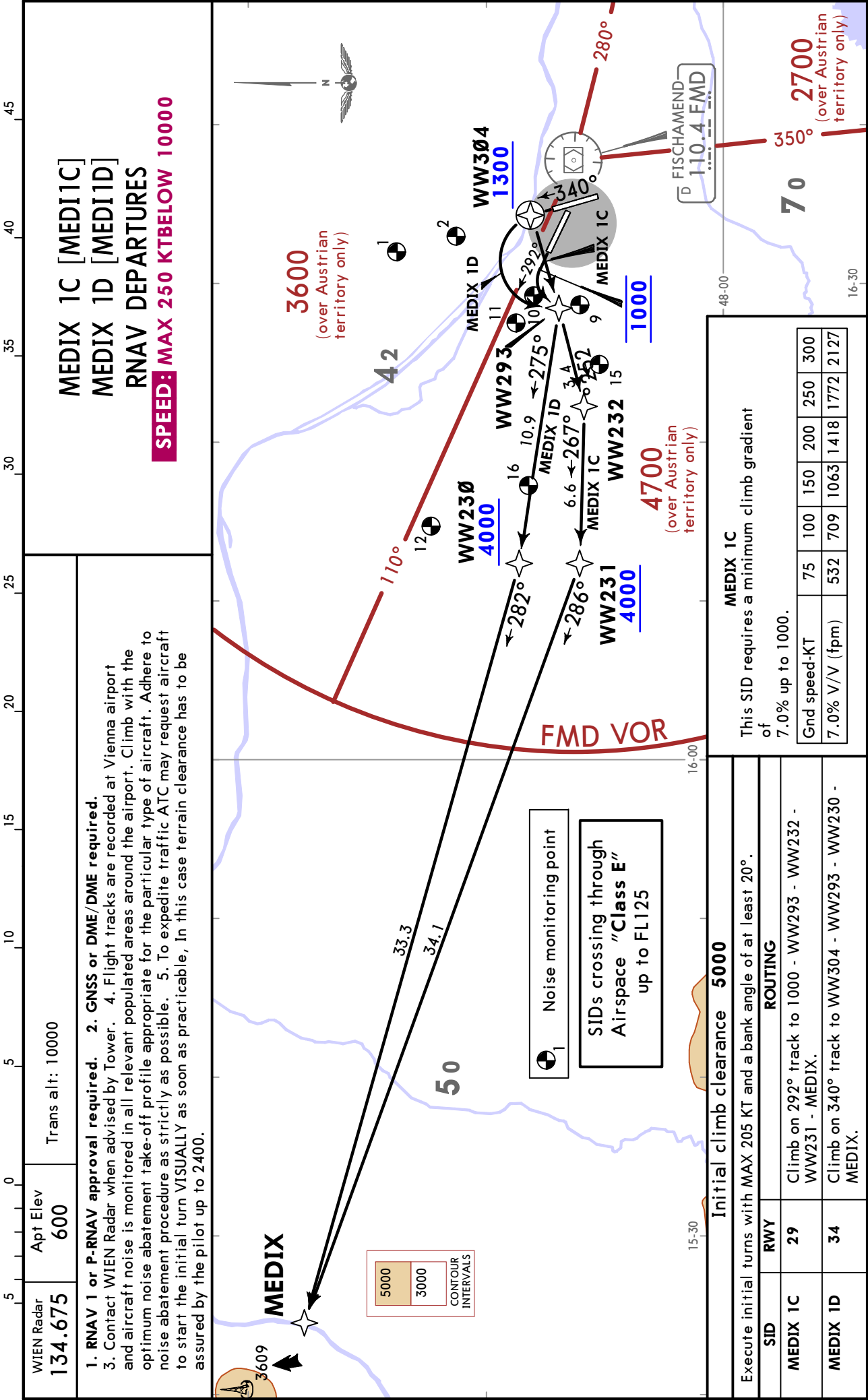
VIENNA, AUSTRIA
RNAV SID



LOWW/VIE
SCHWECHAT

JEPPESSEN
23 MAR 18 10-3L Eff 29 Mar

VIENNA, AUSTRIA
RNAV SID

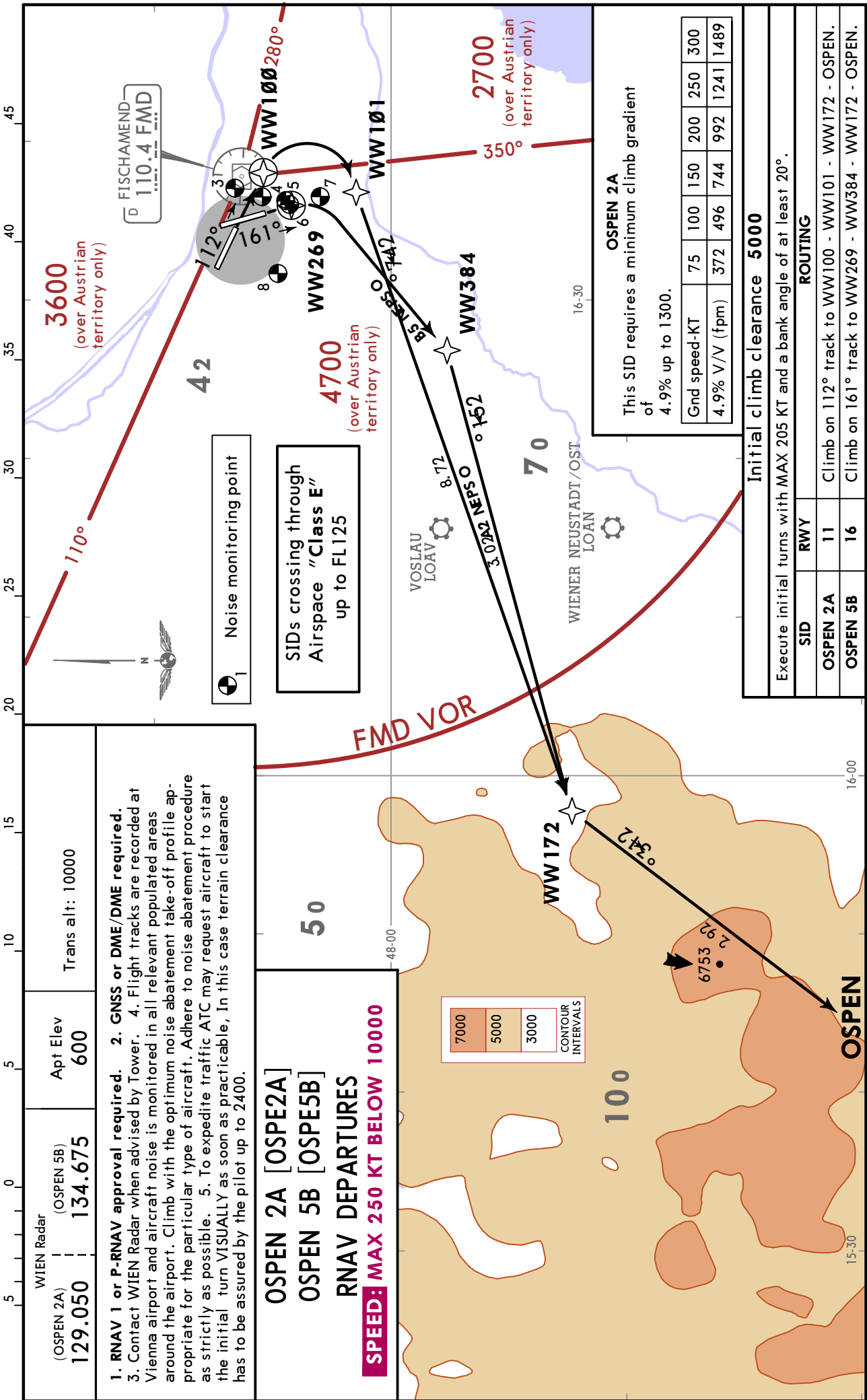


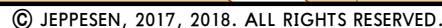
LOWW/VIE
SCHWECHAT

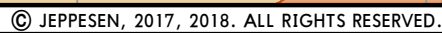
JEPPESSEN
23 MAR 18 10-3M Eff 29 Mar

VIENNA, AUSTRIA

RNAV SID





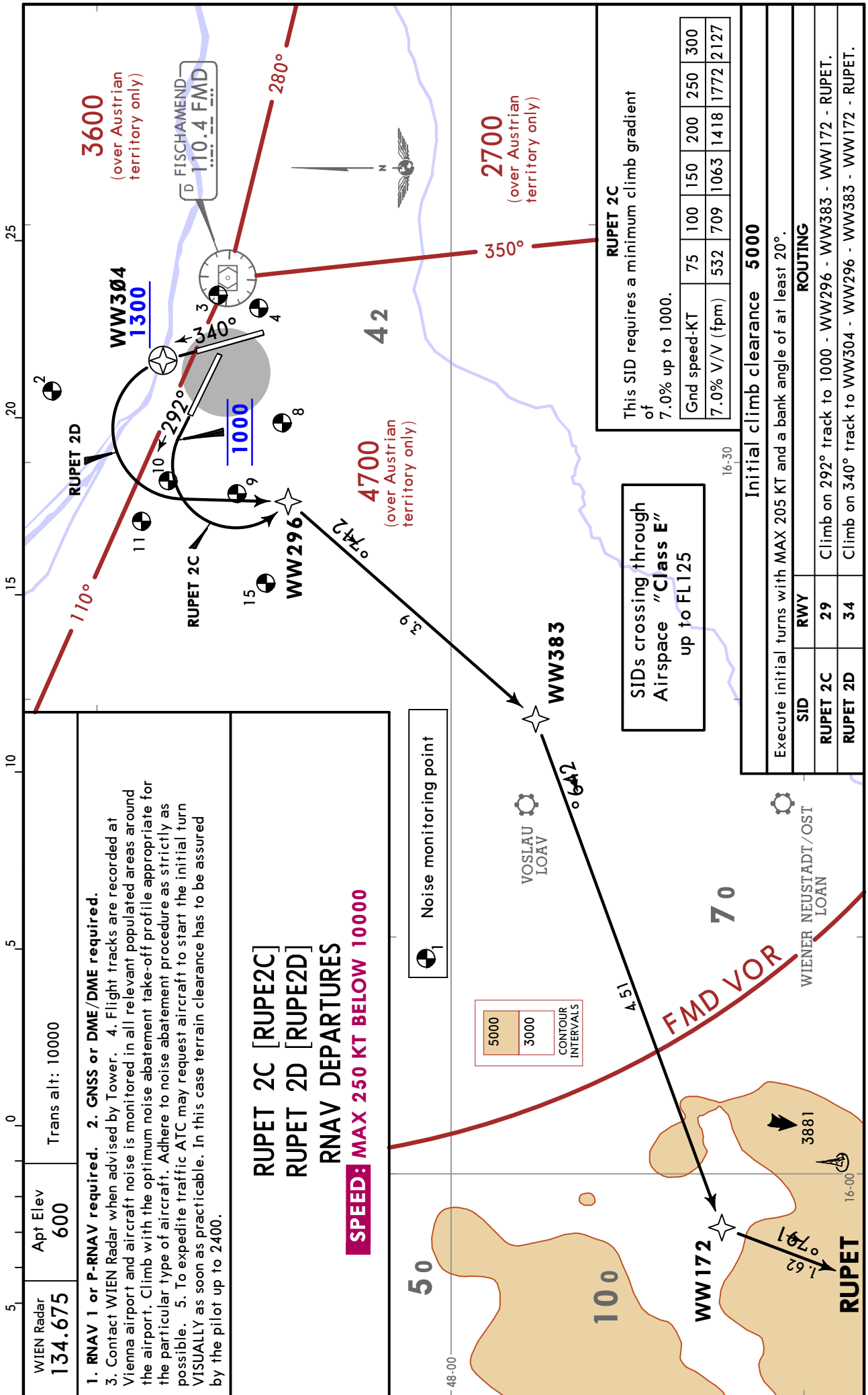


LOWW/VIE
SCHWECHAT

JEPPESSEN
23 MAR 18 10-3Q Eff 29 Mar

VIENNA, AUSTRIA

RNAV SID



LOWW/VIE
SCHWECHAT

JEPPESSEN
20 APR 18 **10-3S** Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID

WIEN Radar
(SNU 2A) **129.050**
(SNU 4B, 2C, 2D) **134.675**

Apt Elev
600

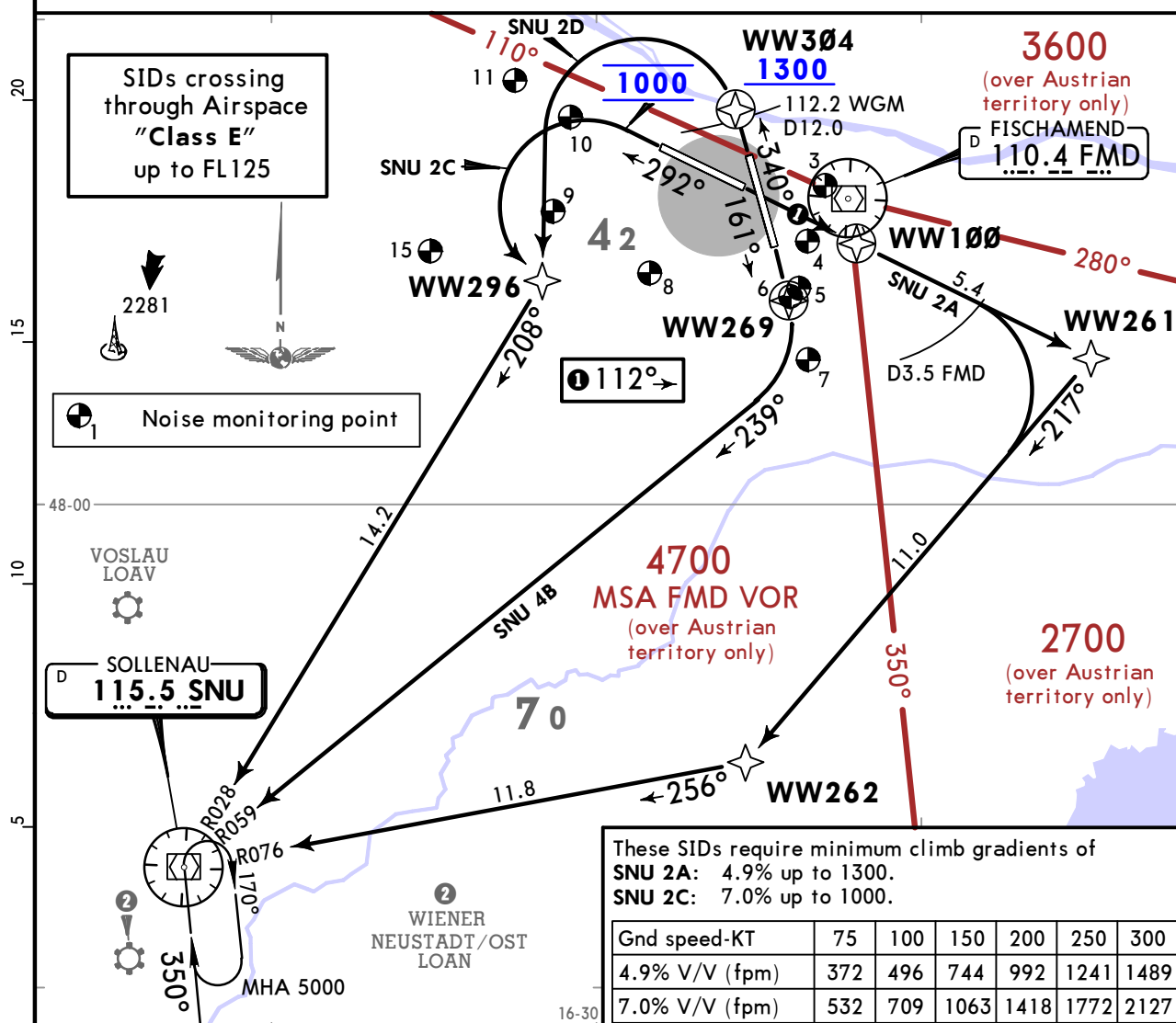
Trans alt: 10000

1. RNAV 1 or P-RNAV required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400.

SOLLENAU 2A (SNU 2A), SOLLENAU 4B (SNU 4B)
SOLLENAU 2C (SNU 2C), SOLLENAU 2D (SNU 2D)
RNAV DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW 10000



Initial climb clearance 5000

Execute initial turns with a bank angle of at least 20°.
SNU 4B, 2C, 2D: Execute initial turns with MAX 205 KT.

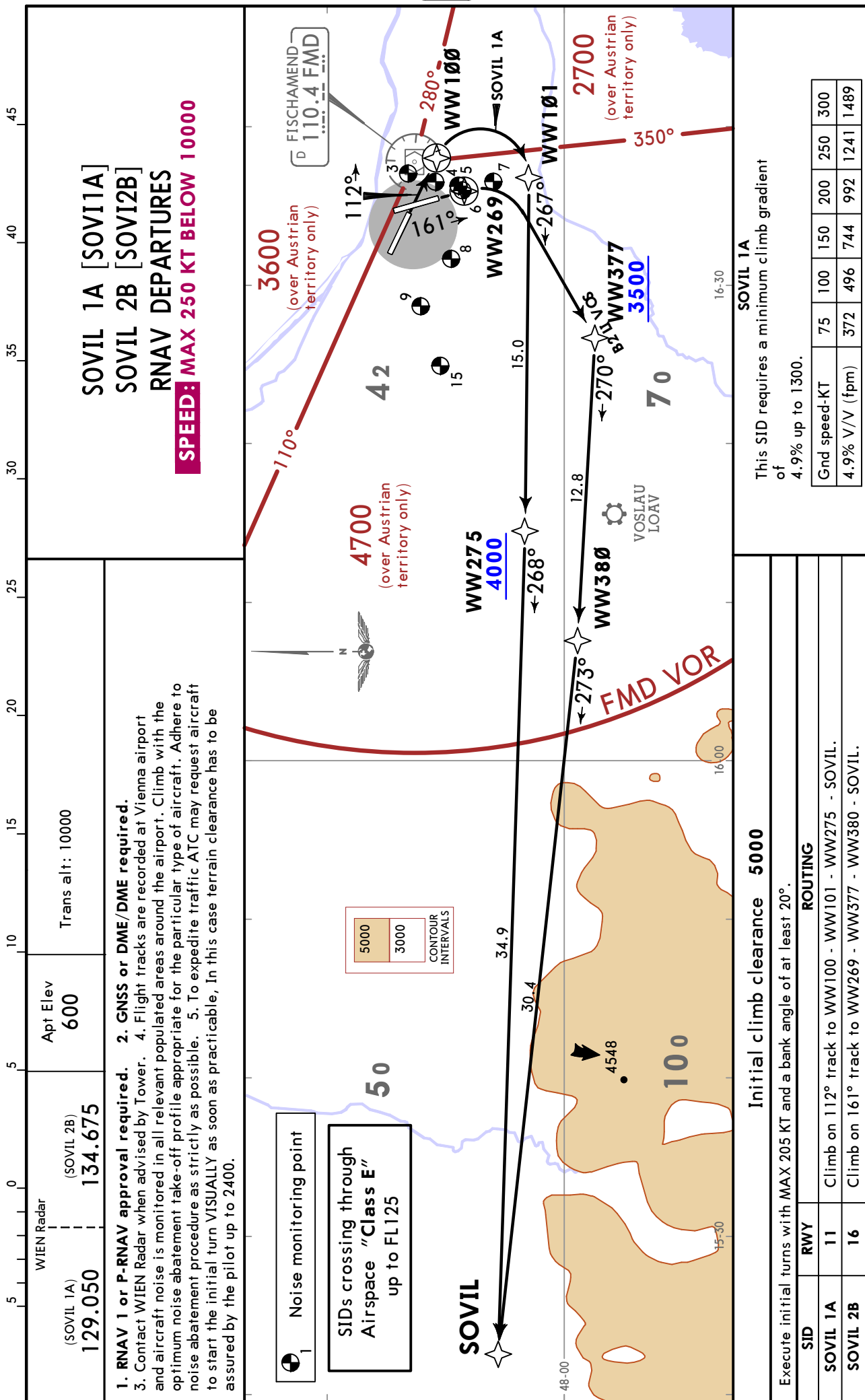
SID	RWY	ROUTING
SNU 2A	11	Climb on 112° track to D3.5 FMD, turn RIGHT, 220° heading, intercept SNU R076 inbound to SNU. RNAV: Climb on 112° track to WW100 - WW261 - WW262 - SNU.
SNU 4B	16	Climb on 161° track, intercept SNU R059 inbound to SNU. RNAV: Climb on 161° track to WW269 - SNU.
SNU 2C	29	Climb on 292° track, at 1000 turn LEFT, intercept SNU R028 inbound to SNU. RNAV: Climb on 292° track to 1000 - WW296 - SNU.
SNU 2D	34	Climb on 340° track, at D12.0 WGM turn LEFT, intercept SNU R028 inbound to SNU. RNAV: Climb on 340° track to WW304 - WW296 - SNU.

Also usable for non RNAV equipped aircraft.

LOWW/VIE
SCHWECHAT

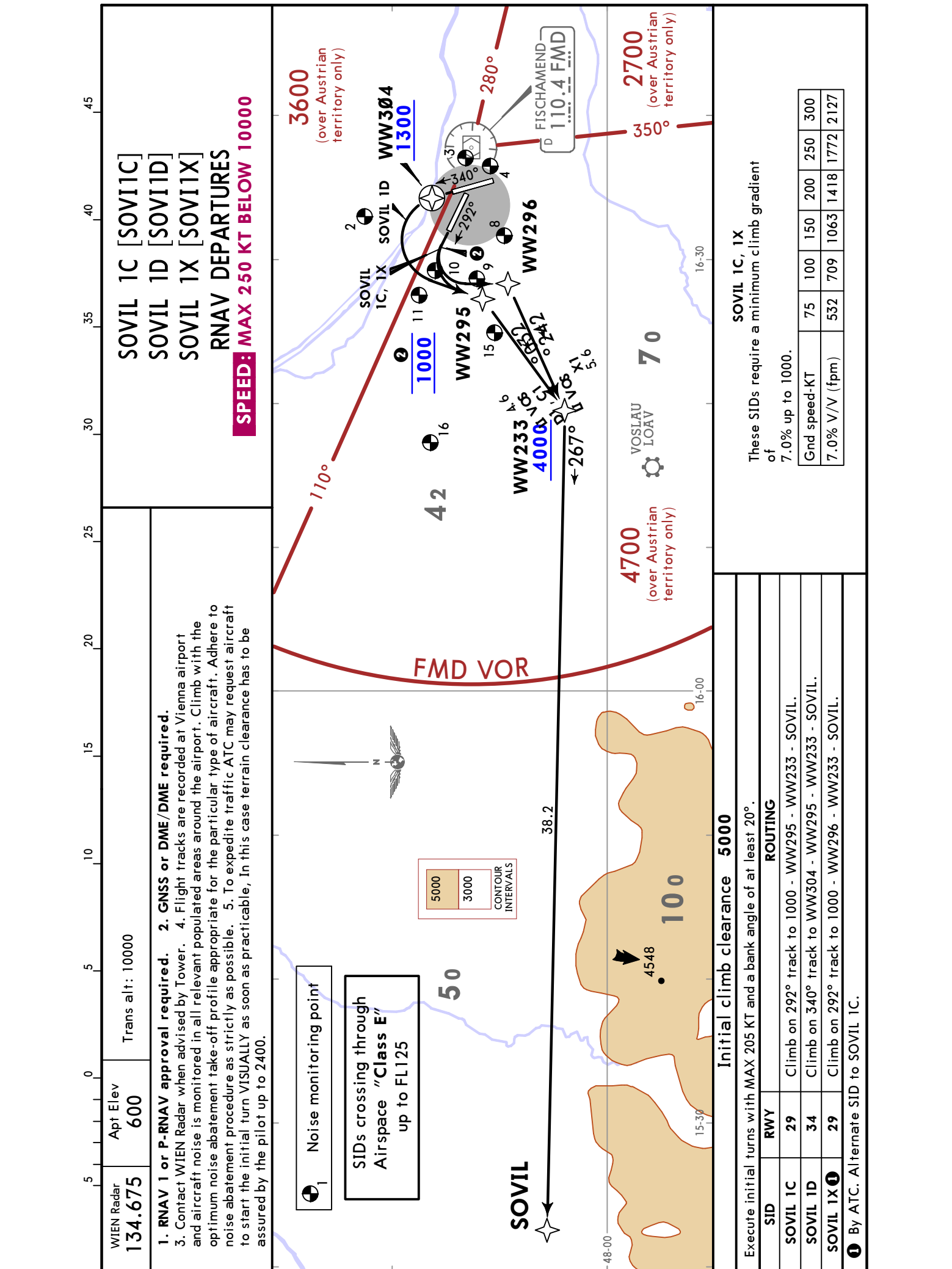
JEPPESSEN
20 APR 18 10-3T Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID



CHANGES: None.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.



LOWW/VIE
SCHWECHAT

JEPPESSEN

20 APR 18

10-3V

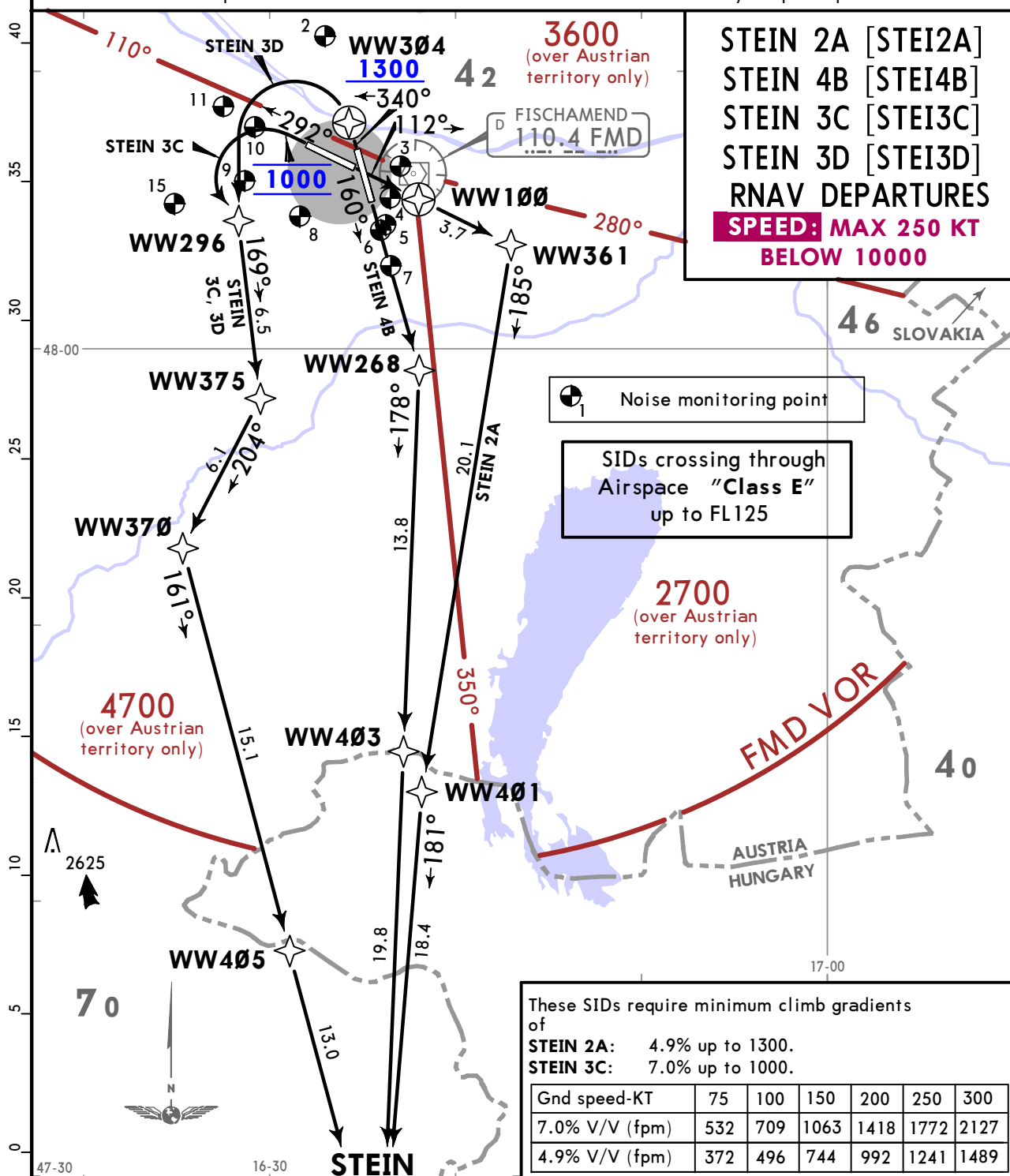
Eff 26 Apr

VIENNA, AUSTRIA

RNAV SID

WIEN Radar		Apt Elev	Trans alt: 10000
(STEIN 2A)	(STEIN 4B, 3C, 3D)	600	
129.050	134.675		

1. RNAV 1 or P-RNAV required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400.



Execute initial turns with a bank angle of at least 20°.
STEIN 2A, 3C, 3D: Execute initial turns with MAX 205 KT.

SID	RWY	ROUTING
STEIN 2A	11	Climb on 112° track to WW100 - WW361 - WW401 - STEIN.
STEIN 4B	16	Climb on 160° track to WW268 - WW403 - STEIN.
STEIN 3C	29	Climb on 292° track to 1000 - WW296 - WW375 - WW370 - WW405 - STEIN.
STEIN 3D	34	Climb on 340° track to WW304 - WW296 - WW375 - WW370 - WW405 - STEIN.

CHANGES: RNAV SID STEIN 4B revised.

© JEPPESSEN, 2017, 2018. ALL RIGHTS RESERVED.

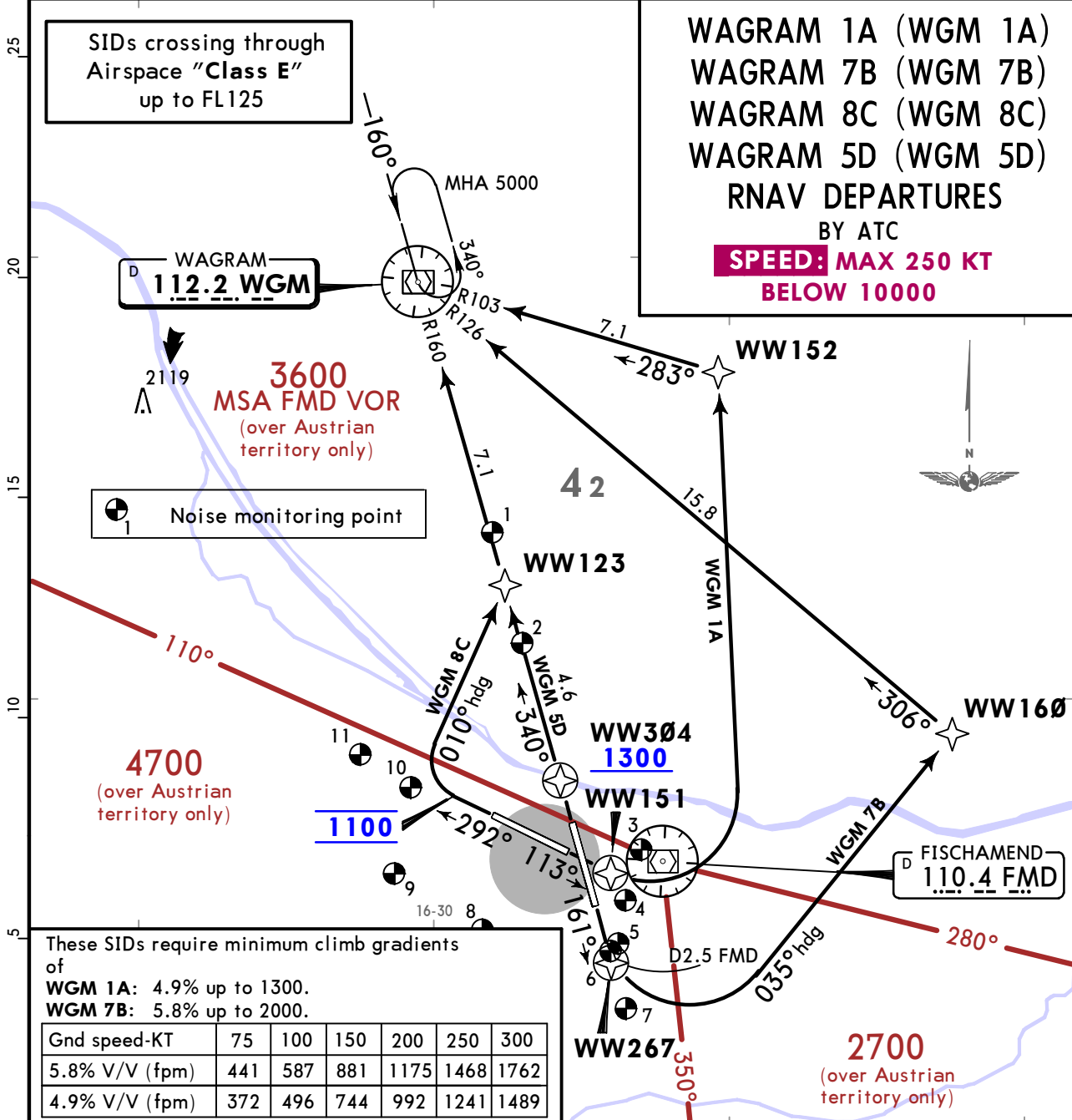
LOWW/VIE
SCHWECHAT

JEPPESSEN
20 APR 18 10-3V1 Eff 26 Apr

VIENNA, AUSTRIA
RNAV SID

WIEN Radar 125.175
Apt Elev 600
Trans alt: 10000

1. RNAV 1 or P-RNAV required. 2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower. 4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400.



Initial climb clearance 5000

Execute initial turns with bank angle of at least 20°.
WGM 1A, 7B, 8C: Execute initial turns with MAX 205 KT.

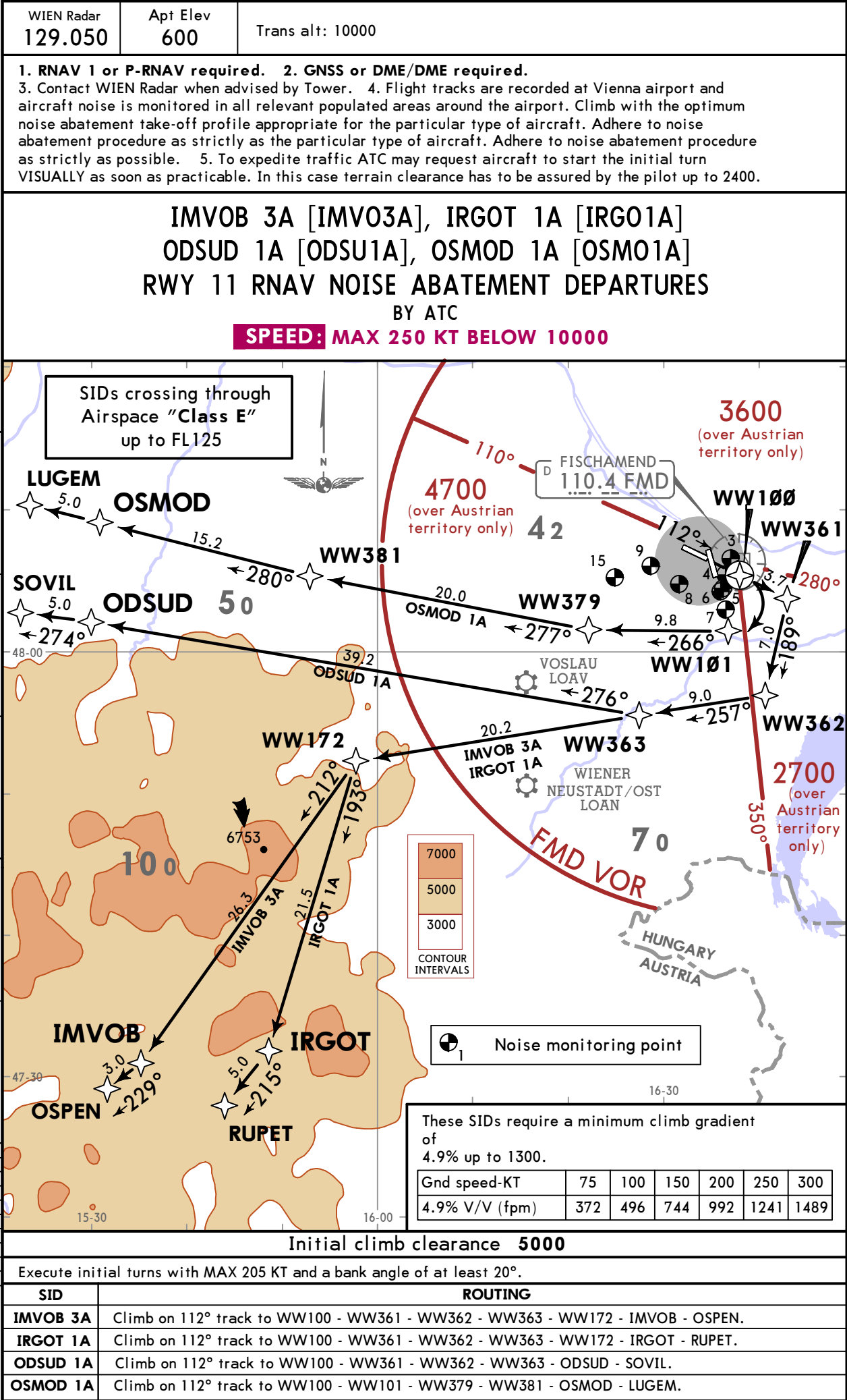
SID	RWY	ROUTING
WGM 1A	11	Climb on 113° track to WW151 - WW152 - WGM.
WGM 7B ①	16	Climb on 161° track to D2.5 FMD, turn LEFT, 035° heading, intercept WGM R126 inbound to WGM. RNAV: Climb on 161° track to WW267 - WW160 - WGM.
WGM 8C PROP ONLY ①	29	Climb on 292° track with maximum climb gradient to 1100, turn RIGHT, 010° heading, intercept WGM R160 inbound to WGM. RNAV: Climb on 292° track to 1100 - WW123 - WGM.
WGM 5D ①	34	Climb on WGM R160 inbound to WGM. RNAV: Climb on 340° track to WW304 - WGM.

① Also usable for non RNAV equipped aircraft.

LOWW/VIE
SCHWECHAT

JEPPESSEN
20 APR 18 10-3V2 Eff 26 Apr

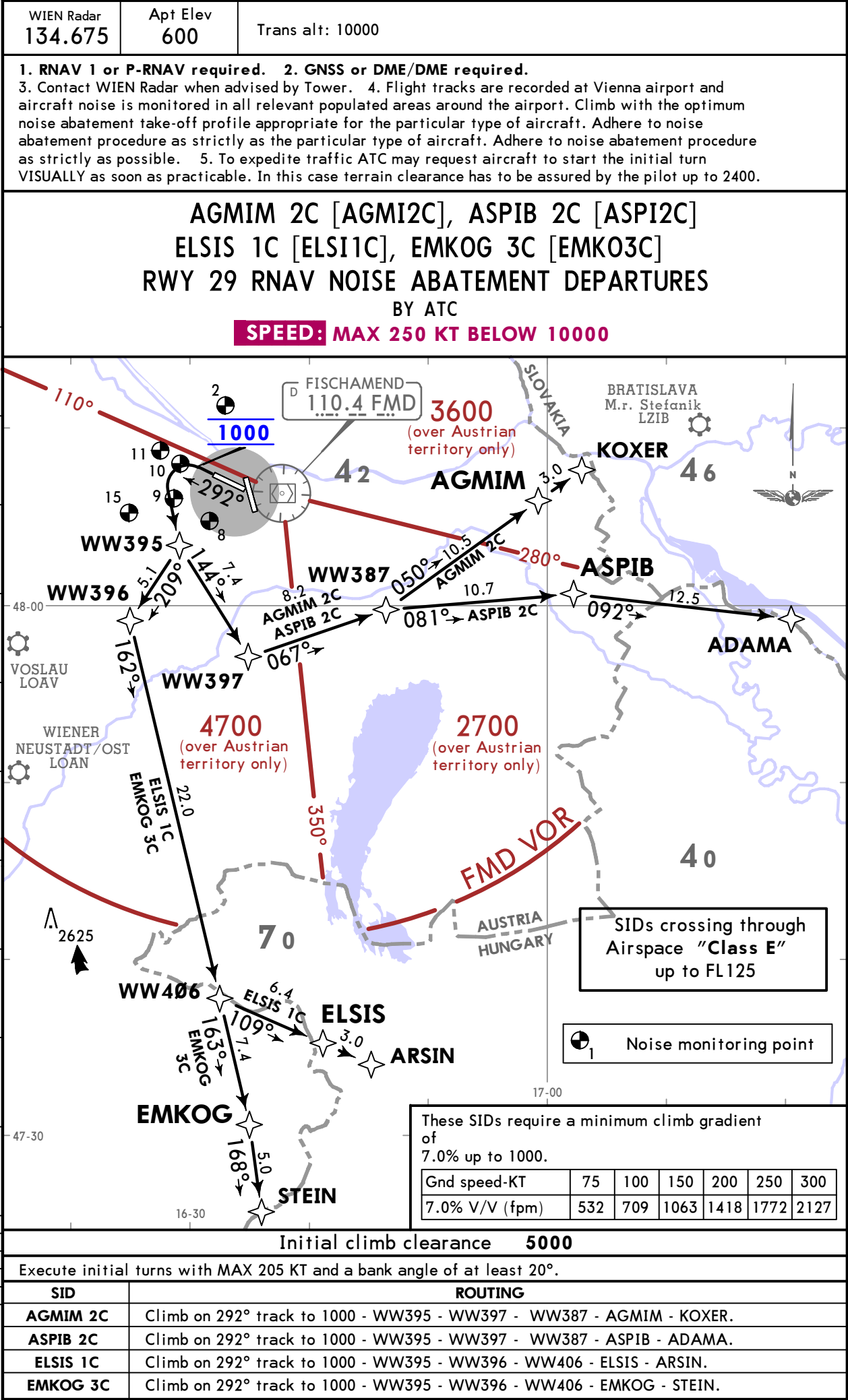
VIENNA, AUSTRIA
RNAV SID

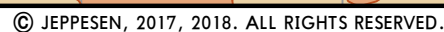


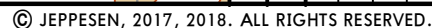
LOWW/VIE
SCHWECHAT

JEPPESEN
23 MAR 18 10-3V3 Eff 29 Mar

VIENNA, AUSTRIA
RNAV SID



Eff 29 Mar



WIEN Radar
134.675

Apt Elev
600

Trans alt: 10000

1. RNAV 1 or P-RNAV approval required.
2. GNSS or DME/DME required.
3. Contact WIEN Radar when advised by Tower.
4. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
5. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400.

UMSUM 2C [UMSU2C]
UNGUT 2C [UNGU2C]
VABGU 2C [VABG2C]
RWY 29

RNAV NOISE ABATEMENT
DEPARTURES
BY ATC

SPEED: MAX 250 KT BELOW 10000

SIDs crossing through
Airspace "Class E"
up to FL125

Noise monitoring point

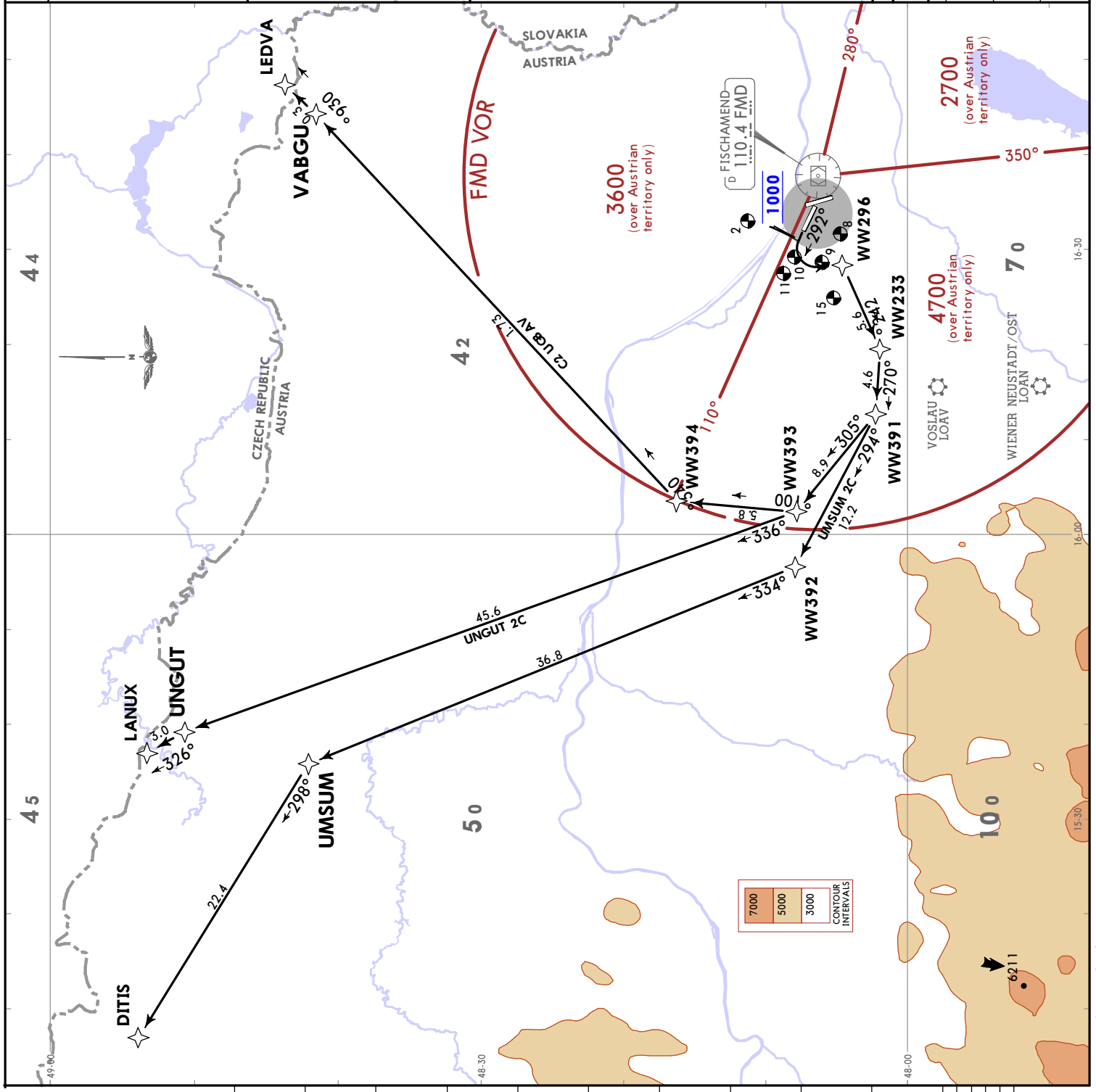
These SIDs require a minimum climb gradient of 7.0% up to 1000.

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

Initial climb clearance 5000

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

SID	ROUTING
UMSUM 2C	Climb on 292° track to 1000 - WW296 - WW233 - WW391 - WW392 - UMSUM - DITIS.
UNGUT 2C	Climb on 292° track to 1000 - WW296 - WW233 - WW391 - WW393 - UNGUT - LANUX.
VABGU 2C	Climb on 292° track to 1000 - WW296 - WW233 - WW391 - WW393 - WW394 - VABGU - LEDVA.



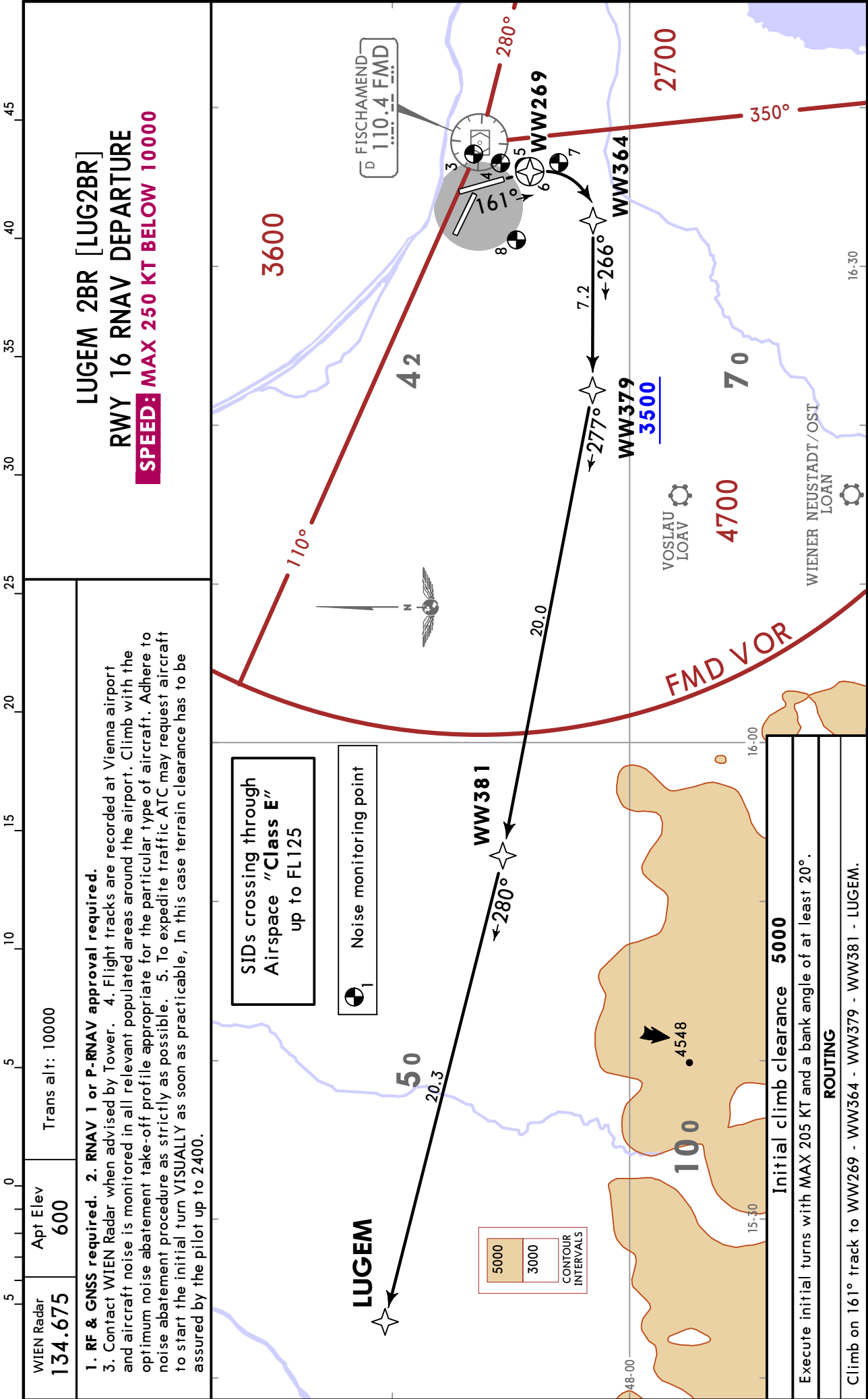




LOWW/VIE
SCHWECHAT

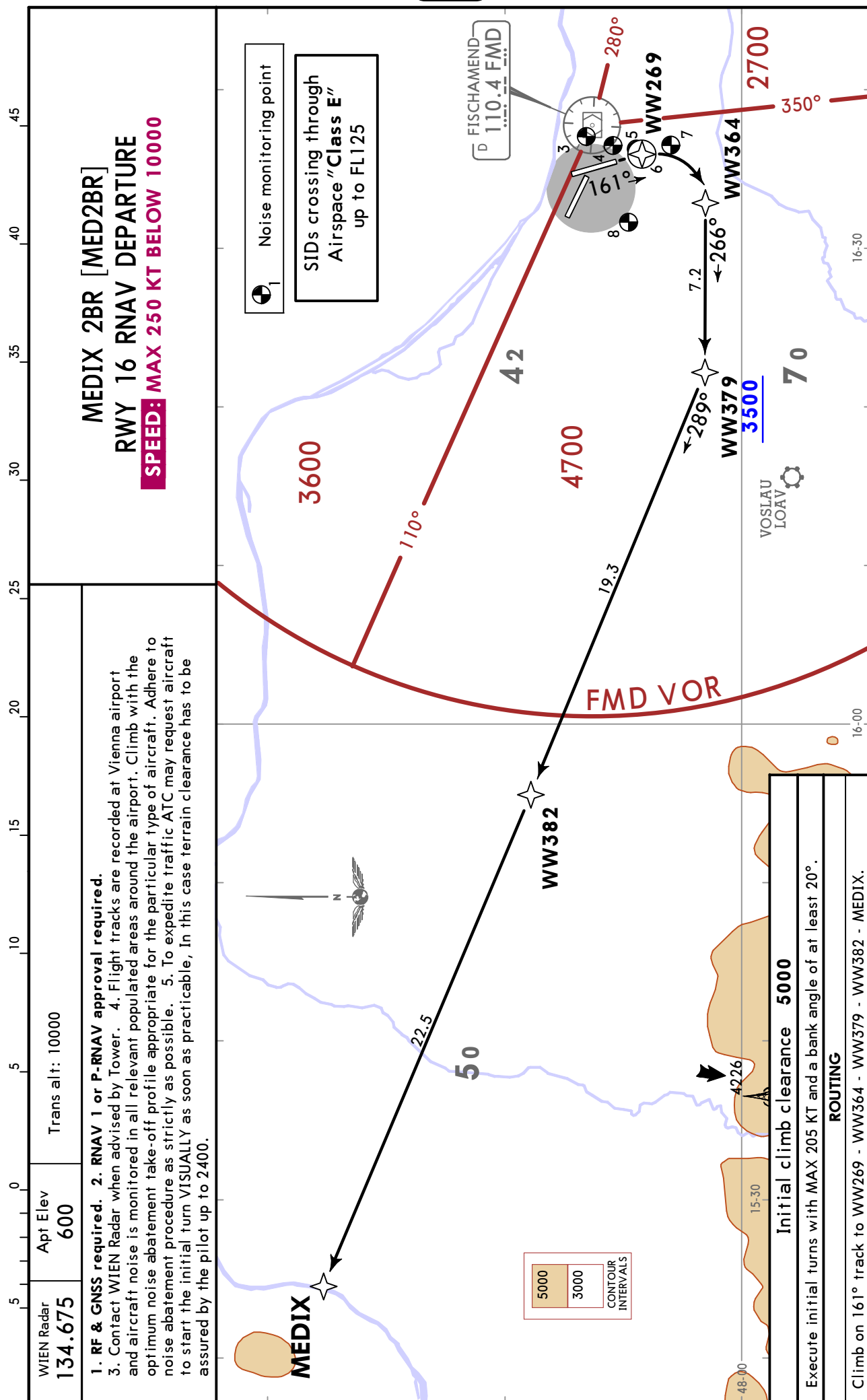
JEPPESSEN
22 DEC 17 10-3X Eff 4 Jan

VIENNA, AUSTRIA
RNAV SID



VIENNA, AUSTRIA

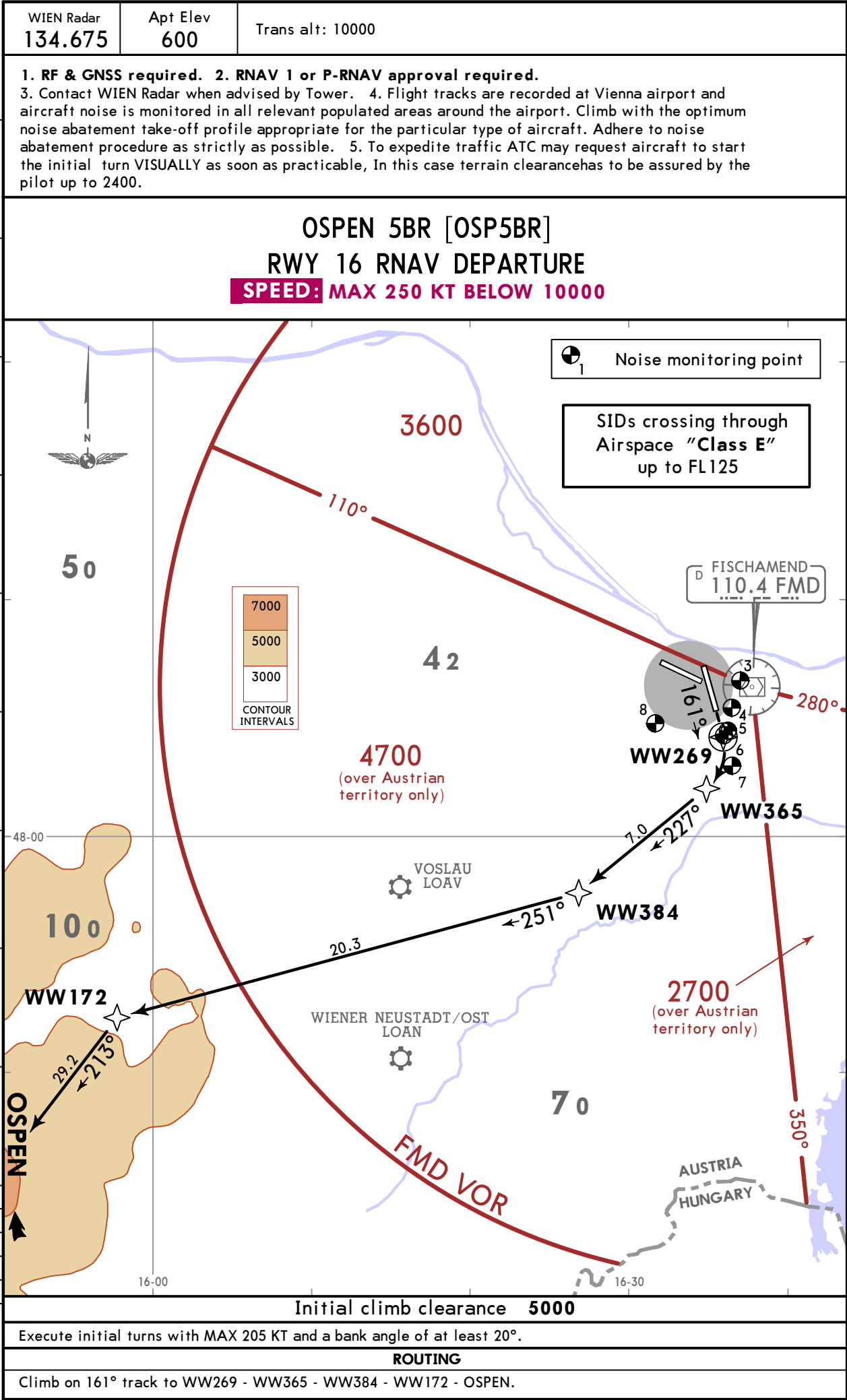
RNAV SID



LOWW/VIE
SCHWECHAT

JEPPESEN
22 DEC 17 10-3X2 Eff 4 Jan

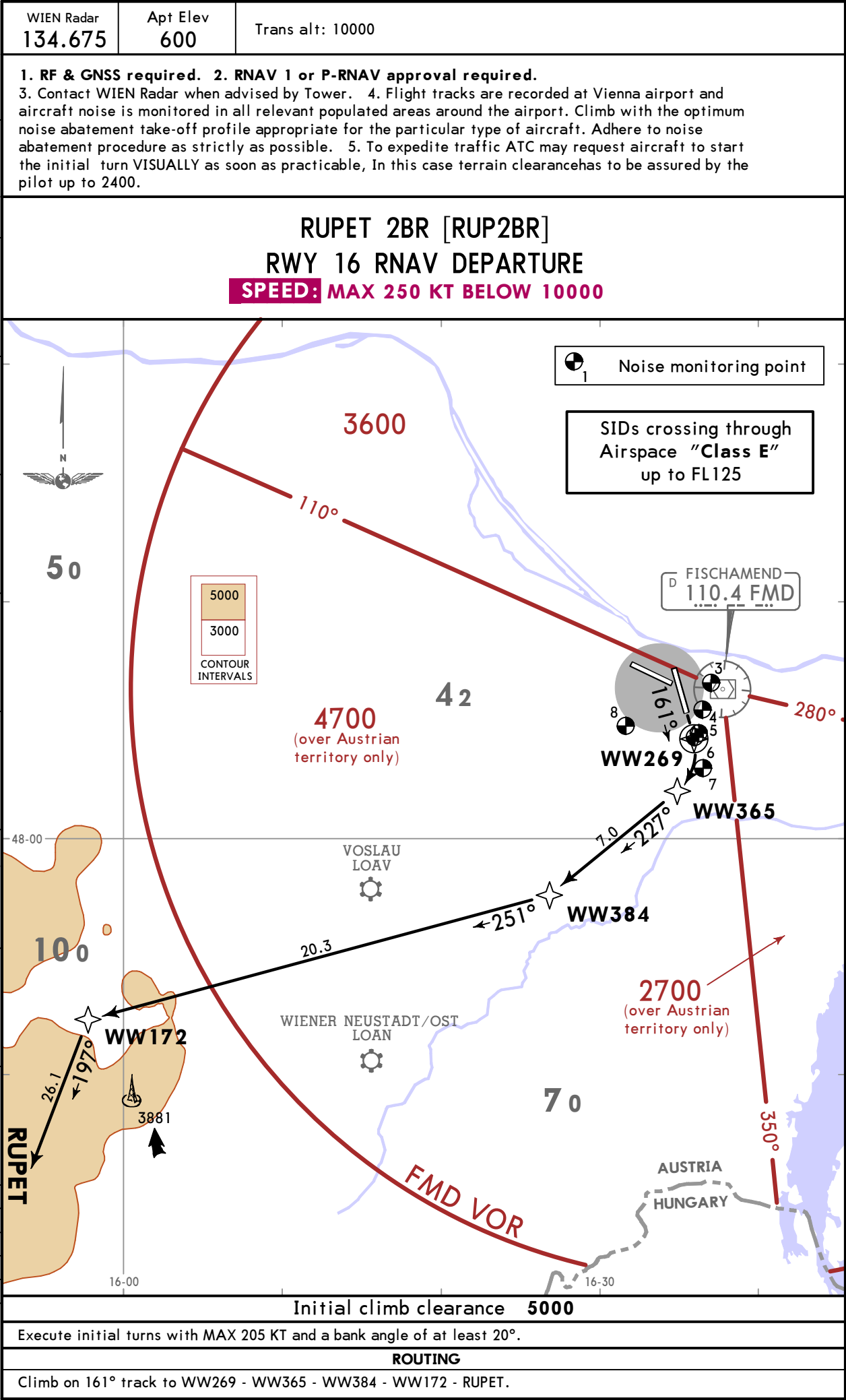
VIENNA, AUSTRIA
RNAV SID



LOWW/VIE
SCHWECHAT

JEPPESEN
22 DEC 17 **10-3X3** Eff 4 Jan

VIENNA, AUSTRIA
RNAV SID

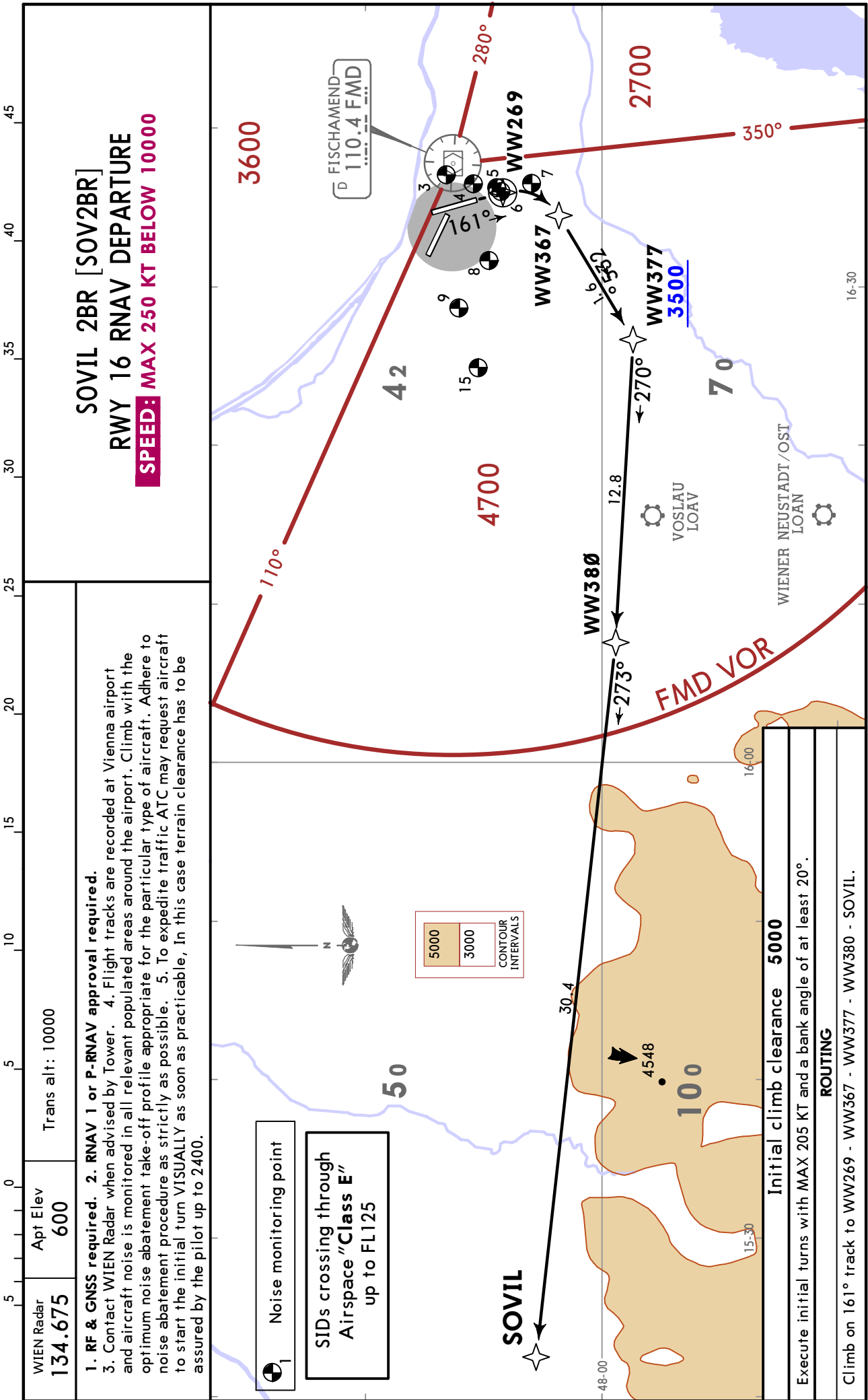


LOWW/VIE
SCHWECHAT

JEPPesen
22 DEC 17 10-3X4

Eff 4 Jan

VIENNA, AUSTRIA
RNAV SID



LOWW/VIE

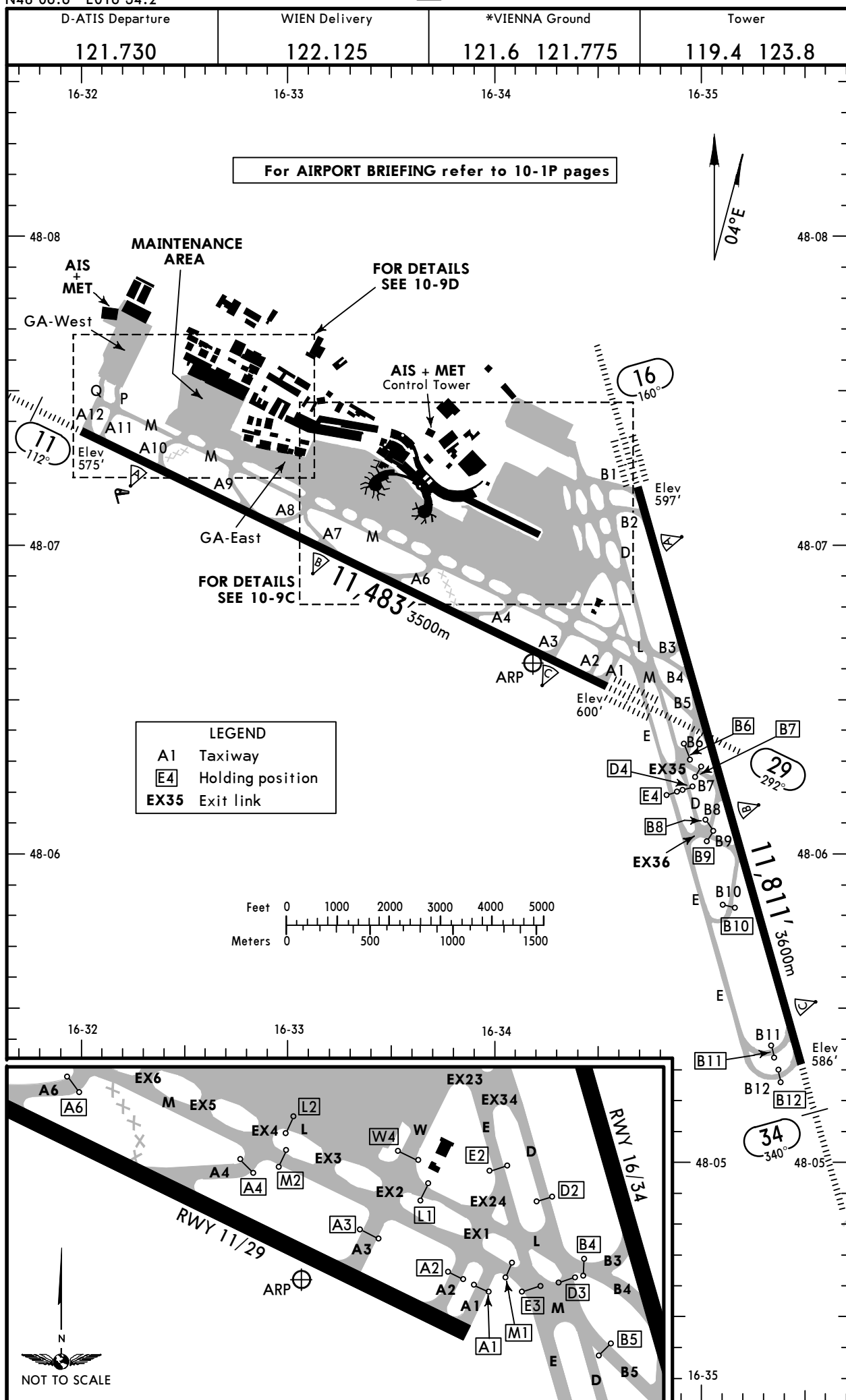
Apt Elev **600'**
N48 06.6 E016 34.2

JEPPESSEN

24 AUG 18 **(10-9)**

VIENNA, AUSTRIA

SCHWECHAT



LOWW/VIE



VIENNA, AUSTRIA
SCHWECHAT

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
11 ①	HIRL (60m)	CL (15m)	HIALS	SFL ②	RVR		10,511'3204m	④	148'
29	HIRL (60m)	CL (15m)	ALSF-II	REIL TDZ ③	RVR		10,632'3241m		45m
① Rwy grooved 66'/20m on each side of centerline.									
② PAPI-L (3.1°)									
③ PAPI-L (3.0°)									
④ TAKE-OFF RUN AVAILABLE									
RWY 11:					RWY 29:				
From rwy head 11,483' (3500m)					From rwy head 11,483' (3500m)				
twy A11 int 10,938' (3334m)					twy A2 int 10,978' (3346m)				
twy A10 int 9531' (2905m)					twy A3 int 10,174' (3101m)				
twy A9 int 7218' (2200m)					twy A4 int 7841' (2390m)				
twy A7 int 5479' (1670m)					twy A6 int 6102' (1860m)				
					twy A8 int 3839' (1170m)				
16 ⑤	HIRL (60m)	CL (15m)	ALSF-II	REIL TDZ ⑥	RVR		10,810'3295m	⑦	148'
34	HIRL (60m)	CL (15m)	HIALS	SFL REIL ⑥	RVR		10,925'3330m		45m
⑤ Rwy grooved 66'/20m on each side of centerline.									
⑥ PAPI-L (3.0°)									
⑦ TAKE-OFF RUN AVAILABLE									
RWY 16:					RWY 34:				
From rwy head 11,811' (3600m)					From rwy head 11,811' (3600m)				
twy B2 int 11,007' (3355m)					twy B11 int 10,942' (3335m)				
twy B4 int 7661' (2335m)					twy B10 int 6873' (2095m)				
twy B5 int 6365' (1940m)					twy B8 int 5577' (1700m)				
twy B7 int 5348' (1630m)					twy B6 int 3986' (1215m)				
twy B9 int 3937' (1200m)					twy B3 int 3035' (925m)				

Standard		TAKE-OFF 1				
A B C D	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
	125m	150m	200m	250m		
	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

LOWW/VIE
SCHWECHAT

JEPPESSEN
17 NOV 17 **(10-9B)**

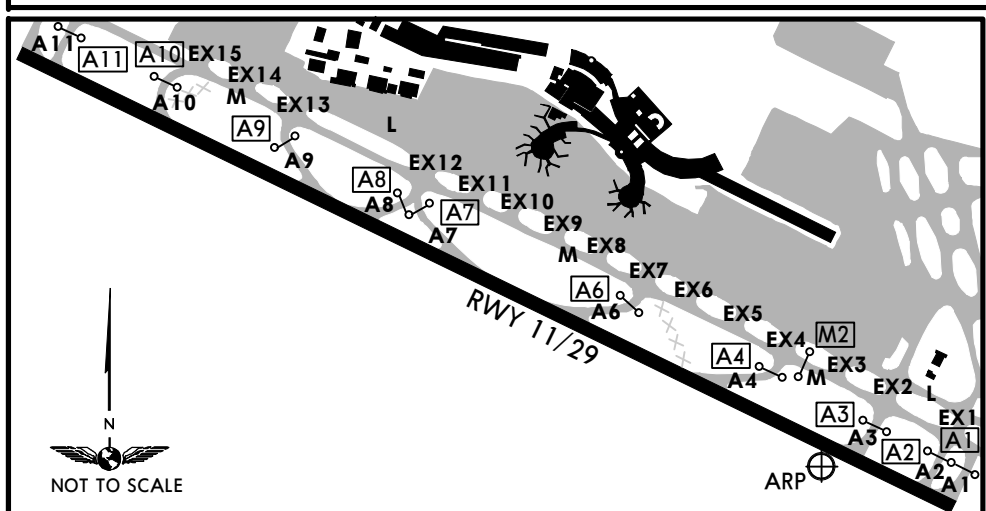
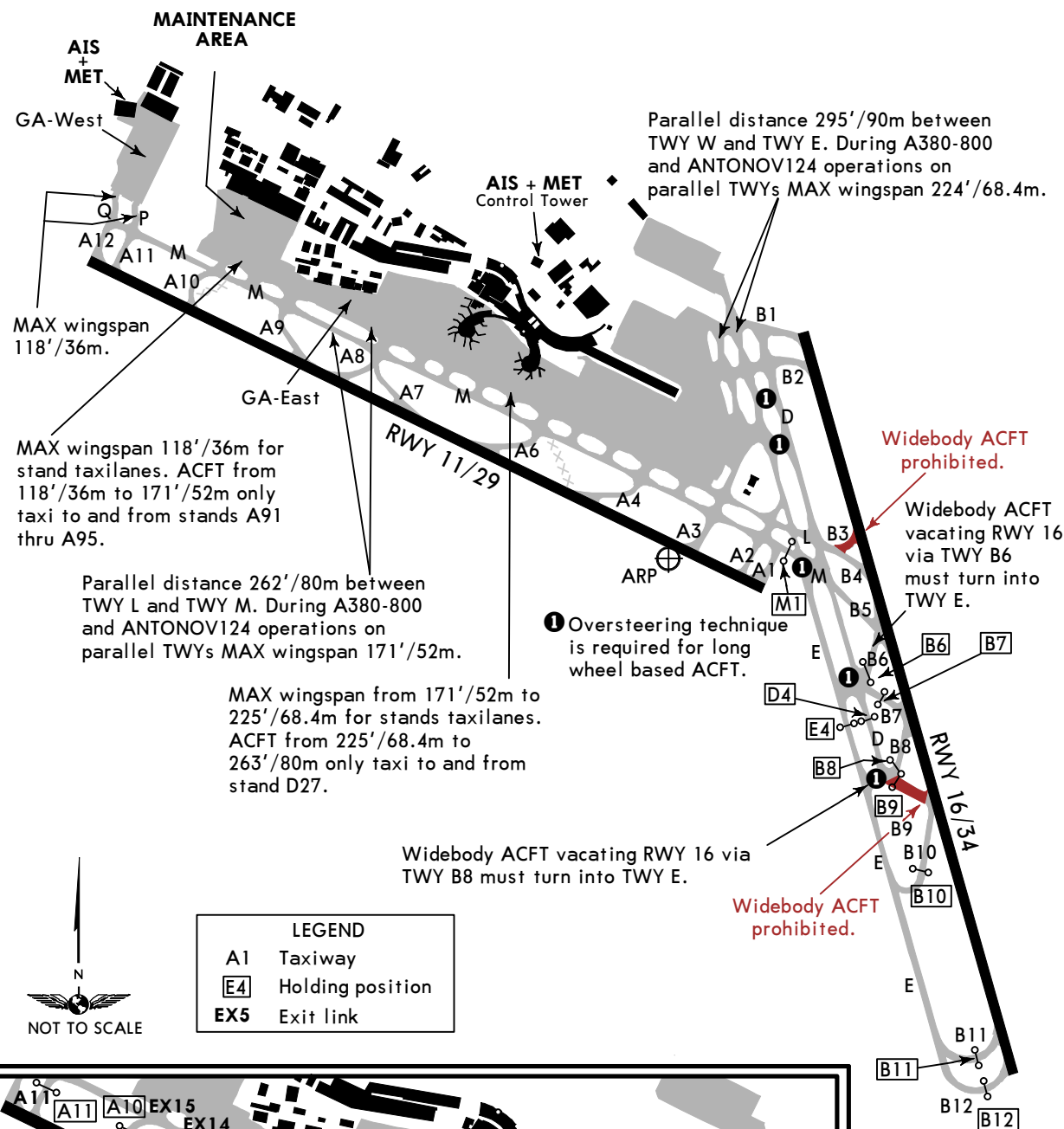
VIENNA, AUSTRIA
TAXI RESTRICTIONS

REMARKS

TWY L between EX7 and EX9 minimum separation-distance between center line and apron border is 139'/42.5m.
TWY L between EX14 and EX15 minimum separation-distance between center line and apron border is 118'/36m.
In order to meet the requirement for wing-tip-clearance follow strictly the taxi guidance lines.
Marshalling service with Follow-Me cars on all TWYs is only provided if necessary and on pilots request.

B747-8, A380-800 AND ANTONOV124 OPERATIONS

- TWY W, TWY L from EX2 to EX7 and TWY L from EX9 to EX14 are ACFT stand taxilanes for A380-800 and ANTONOV124 with minimum separation-distance between center line and objects is 161'/49m.
- TWY E, TWY D and TWY M minimum separation-distance between center line and objects 161'/49m.

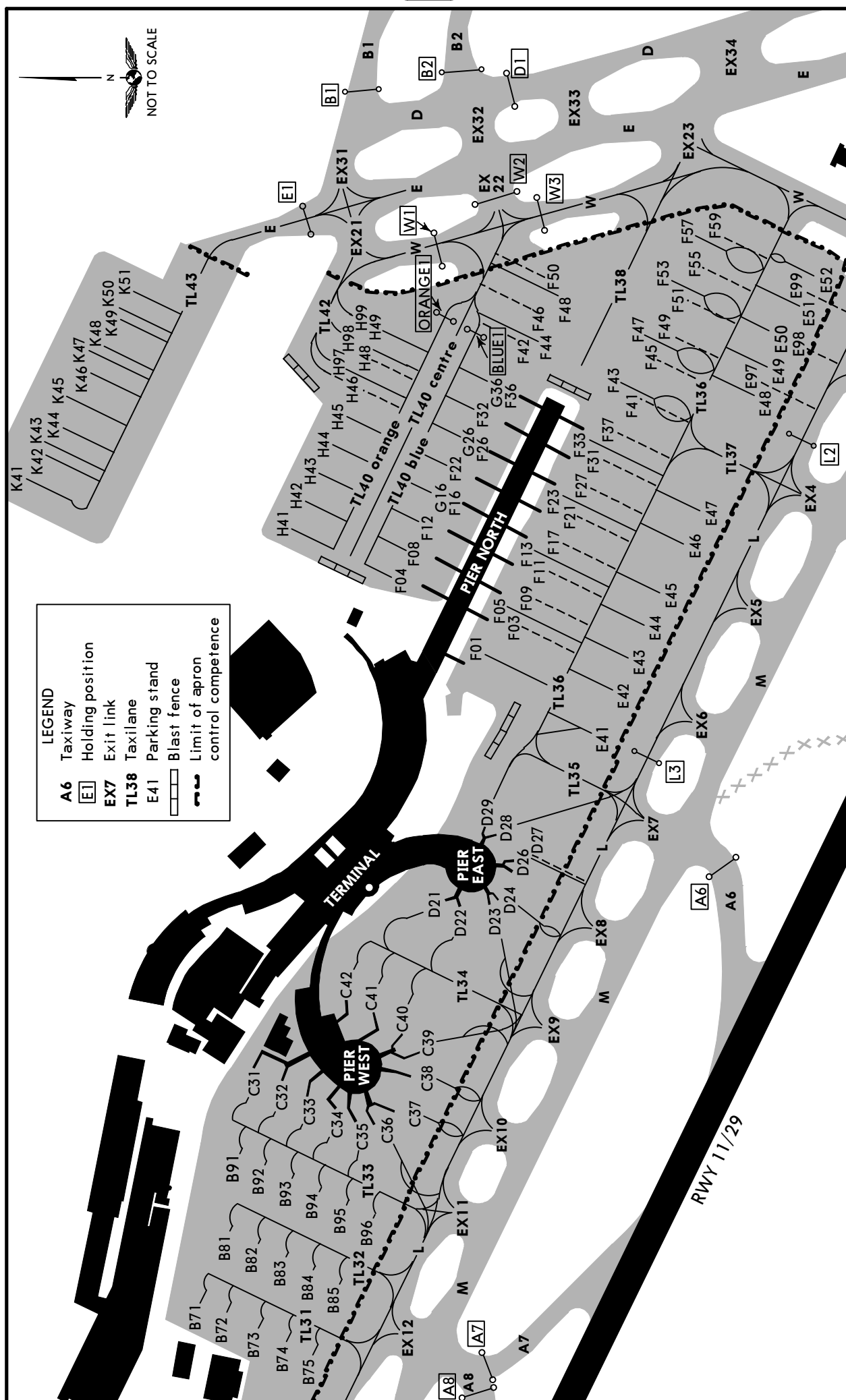


LOWW/VIE

17 NOV 17 10-9C

VIENNA, AUSTRIA

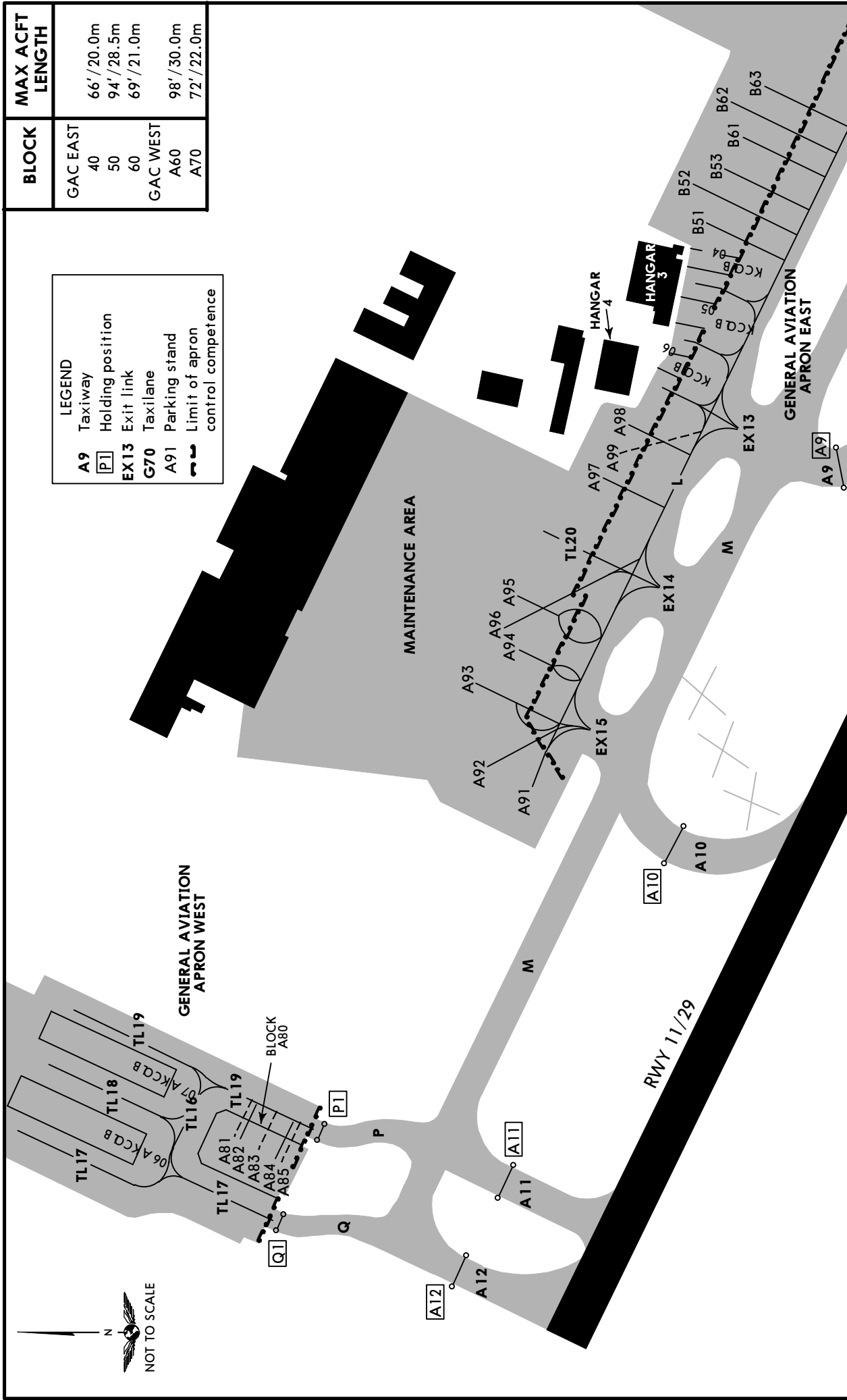
SCHWECHAT



LOWW/VIE

JEPPESSEN
30 SEP 16 **10-9D** Eff 13 Oct

VIENNA, AUSTRIA
SCHWECHAT



LOWW/VIE


JEPPesen
30 SEP 16 (10-9E) Eff 13 Oct

VIENNA, AUSTRIA

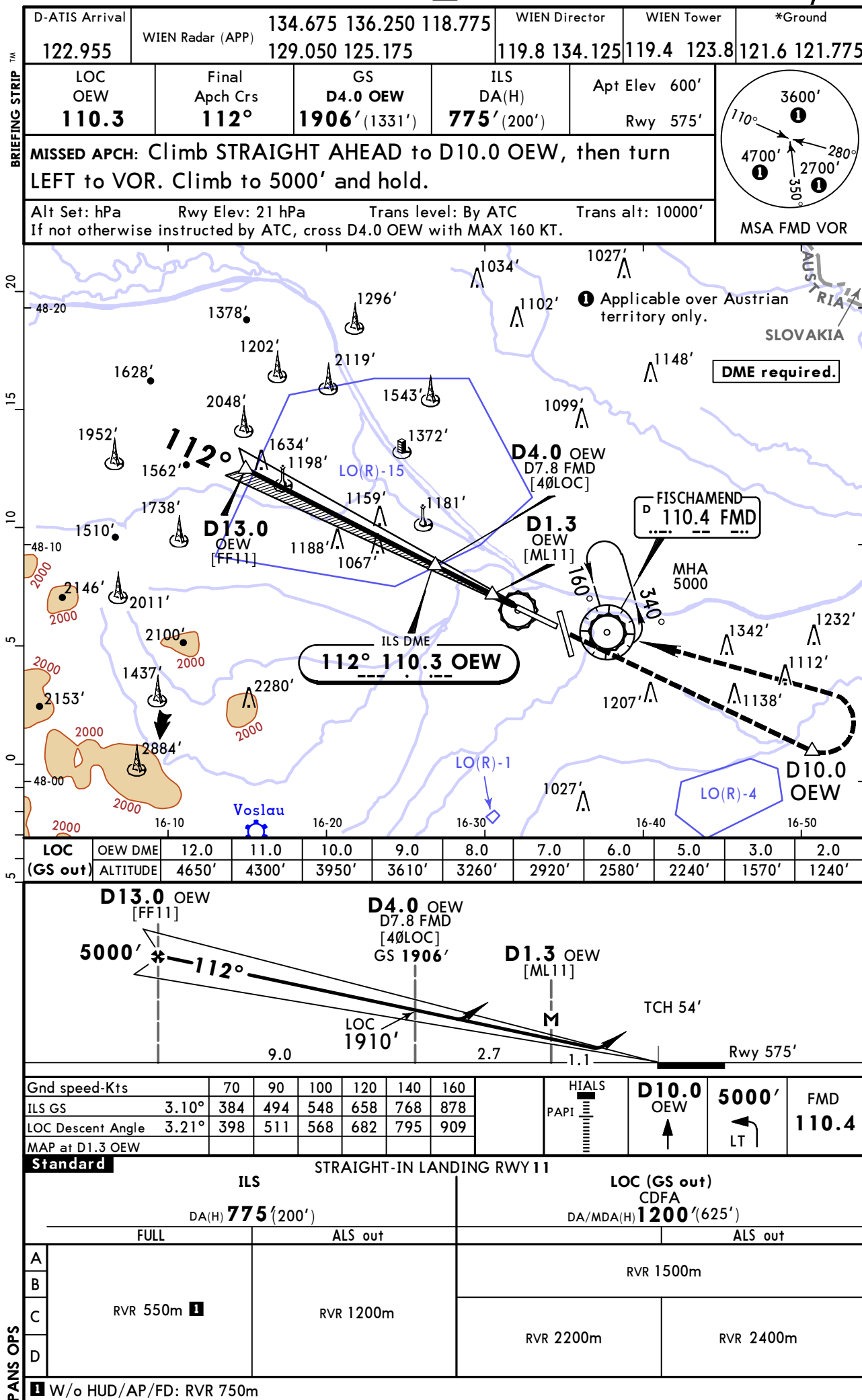
SCHWECHAT

INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
A81, A82	N48 07.6	E016 32.2	571	F03	N48 07.1	E016 34.0	585
A83	N48 07.6	E016 32.1	571	F04, F05	N48 07.1	E016 34.0	586
A84, A85	N48 07.5	E016 32.1	572	F08	N48 07.1	E016 34.0	587
A91	N48 07.4	E016 32.4	576	F09	N48 07.1	E016 34.0	586
A92, A93	N48 07.4	E016 32.5	573	F11	N48 07.1	E016 34.0	587
A94 thru A96	N48 07.4	E016 32.6	573	F12	N48 07.1	E016 34.1	588
A97	N48 07.4	E016 32.7	574	F13	N48 07.1	E016 34.0	587
A98	N48 07.3	E016 32.8	576	F16	N48 07.1	E016 34.1	588
A99	N48 07.4	E016 32.7	574	F17, F21	N48 07.0	E016 34.1	588
B51	N48 07.3	E016 33.0	578	F22	N48 07.1	E016 34.1	589
B52	N48 07.3	E016 33.0	577	F23	N48 07.0	E016 34.1	589
B53, B61	N48 07.3	E016 33.0	578	F26	N48 07.1	E016 34.1	590
B62	N48 07.3	E016 33.0	577	F27	N48 07.0	E016 34.1	589
B63	N48 07.3	E016 33.0	578	F31	N48 07.0	E016 34.1	590
B71 thru B73	N48 07.3	E016 33.1	577	F32	N48 07.1	E016 34.2	591
B74	N48 07.3	E016 33.1	579	F33	N48 07.0	E016 34.2	590
B75	N48 07.2	E016 33.1	578	F36	N48 07.1	E016 34.2	591
B81	N48 07.3	E016 33.2	577	F37, F41	N48 07.0	E016 34.2	591
B82	N48 07.3	E016 33.2	576	F42	N48 07.0	E016 34.3	592
B83	N48 07.3	E016 33.2	578	F43	N48 07.0	E016 34.2	591
B84	N48 07.2	E016 33.2	578	F44	N48 07.0	E016 34.3	592
B85	N48 07.2	E016 33.2	579	F45	N48 07.0	E016 34.3	591
B91 thru B93	N48 07.3	E016 33.3	577	F46	N48 07.0	E016 34.3	592
B94	N48 07.2	E016 33.3	579	F47	N48 07.0	E016 34.3	590
B95	N48 07.2	E016 33.2	578	F48	N48 07.0	E016 34.3	593
B96	N48 07.2	E016 33.2	579	F49	N48 07.0	E016 34.3	591
C31	N48 07.3	E016 33.4	579	F50	N48 07.0	E016 34.3	593
C32, C33	N48 07.2	E016 33.4	579	F51	N48 07.0	E016 34.3	592
C34 thru C36	N48 07.2	E016 33.4	580	F53	N48 07.0	E016 34.4	592
C37, C38	N48 07.2	E016 33.4	581	F55	N48 06.9	E016 34.4	592
C39	N48 07.2	E016 33.5	581	F57, F59	N48 06.9	E016 34.4	593
C40 thru C42	N48 07.2	E016 33.5	580	G16	N48 07.1	E016 34.1	588
D21	N48 07.1	E016 33.6	581	G26	N48 07.1	E016 34.1	590
D22 thru 24	N48 07.1	E016 33.6	583	G36	N48 07.1	E016 34.2	591
D26 thru D29	N48 07.1	E016 33.7	583	H41	N48 07.3	E016 34.1	585
E41	N48 07.0	E016 33.8	586	H42	N48 07.2	E016 34.1	585
E42	N48 07.0	E016 33.9	589	H43	N48 07.1	E016 34.1	586
E43	N48 07.0	E016 33.9	590	H44	N48 07.2	E016 34.2	587
E44	N48 07.0	E016 33.9	592	H45	N48 07.2	E016 34.2	584
E45	N48 06.9	E016 34.0	593	H46	N48 07.2	E016 34.2	588
E46	N48 06.9	E016 34.0	595	H47	N48 07.2	E016 34.2	589
E47	N48 06.9	E016 34.1	597	H48	N48 07.2	E016 34.3	589
E48	N48 06.9	E016 34.2	597	H49	N48 07.2	E016 34.3	590
E49	N48 06.9	E016 34.2	598	H97	N45 07.2	E016 34.2	588
E50	N48 06.8	E016 34.3	598	H98	N45 07.2	E016 34.3	589
E51, E52	N48 06.8	E016 34.3	599	H99	N45 07.2	E016 34.3	590
E97	N48 06.9	E016 34.2	596	K41	N48 07.5	E016 34.1	585
E98	N48 06.9	E016 34.3	596	K42 thru K44	N48 07.4	E016 34.2	585
E99	N48 06.9	E016 34.3	597	K45	N48 07.4	E016 34.2	586
F01	N48 07.1	E016 33.9	584	K46	N48 07.4	E016 34.2	587
				K47, K48	N48 07.4	E016 34.3	588
				K49, K50	N48 07.4	E016 34.3	589
				K51	N48 07.4	E016 34.3	590

LOWW/VIE
SCHWECHAT

JEPPesen
4 JAN 19 **(11-1)**

VIENNA, AUSTRIA
ILS or LOC Rwy 11



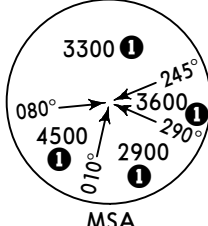
CHANGES: Radar frequency.

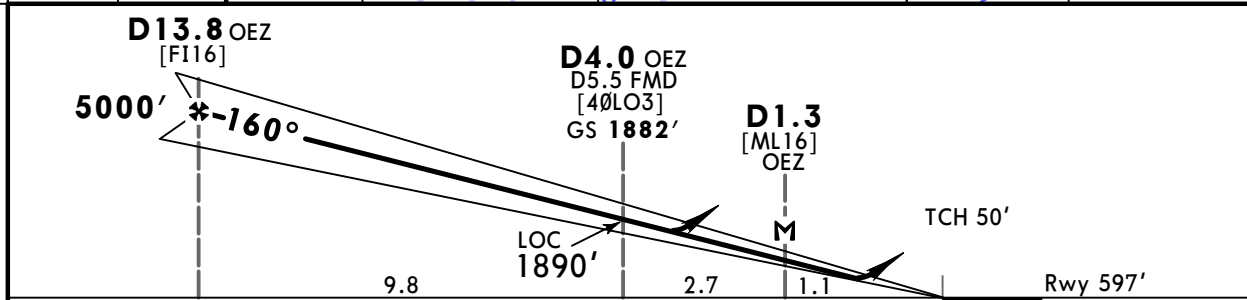
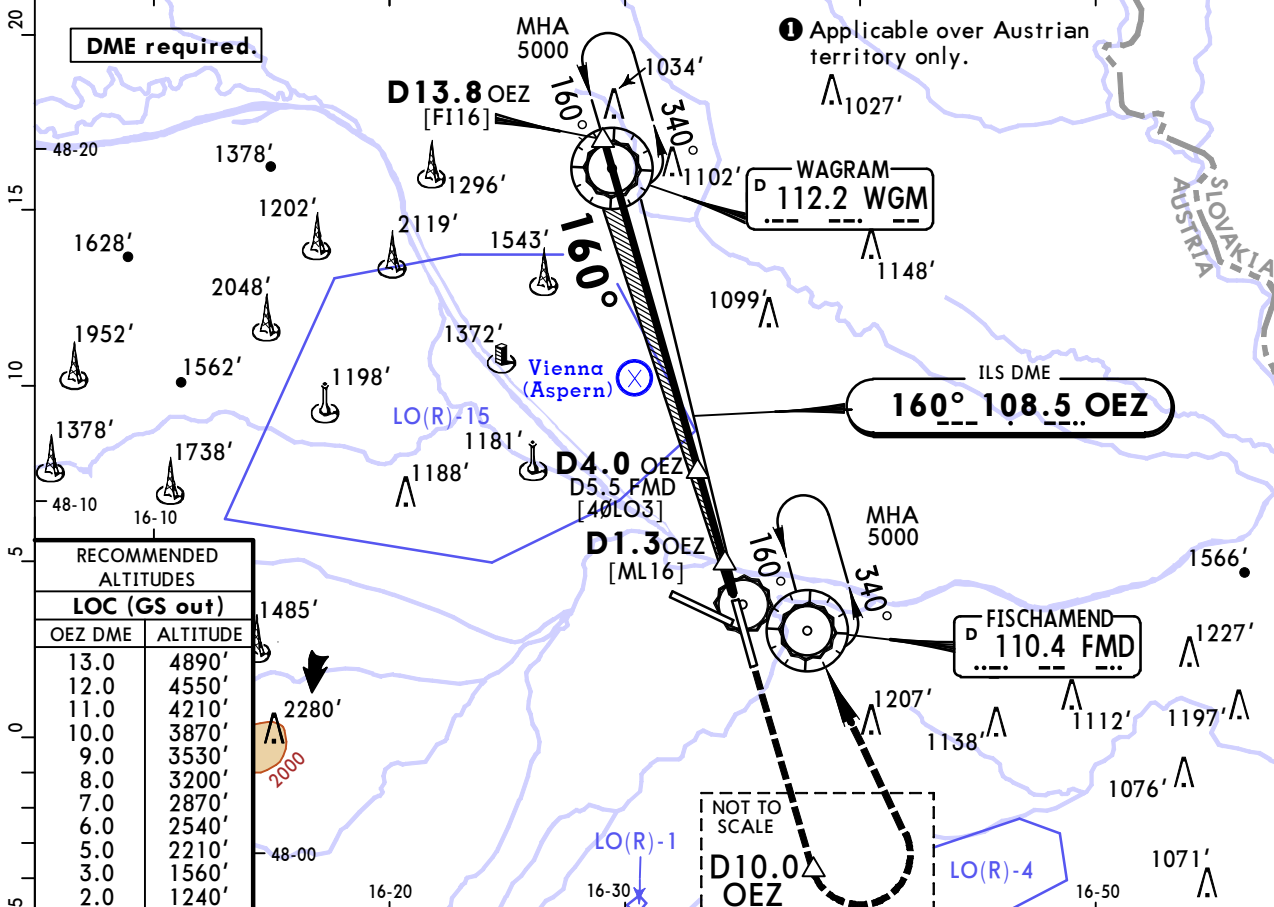
© JEPPesen, 1998, 2019. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(11-3)**

VIENNA, AUSTRIA
ILS or LOC Rwy 16

D-ATIS Arrival	WIEN Radar (APP)	134.675 136.250 118.775	WIEN Director	WIEN Tower	*Ground
122.955		129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775
LOC OEZ 108.5	Final Apch Crs 160°	GS D4.0 OEZ 1882' (1285')	ILS DA(H) 797' (200')	Apt Elev 600' Rwy 597'	
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb to 5000' and hold.					
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000' If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.					



Gnd speed-Kts	70	90	100	120	140	160		D10.0 OEZ ↑	5000' LT	FMD 110.4
ILS GS 3.00°	372	478	531	637	743	849				
LOC Descent Angle 3.05°	378	486	540	648	755	863				
MAP at D1.3 OEZ										

Standard			STRAIGHT-IN LANDING RWY 16		
ILS			LOC (GS out)		
DA(H) 797' (200')			CDFA DA/MDA(H) 1200' (603')		
FULL		TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1500m	
B					
C				RVR 2100m	RVR 2400m
D					
1 W/o HUD/AP/FD: RVR 750m					

CHANGES: Radar frequency.

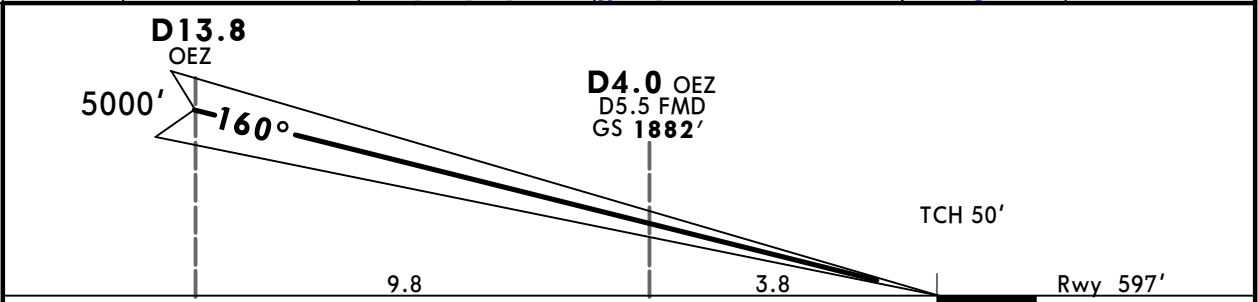
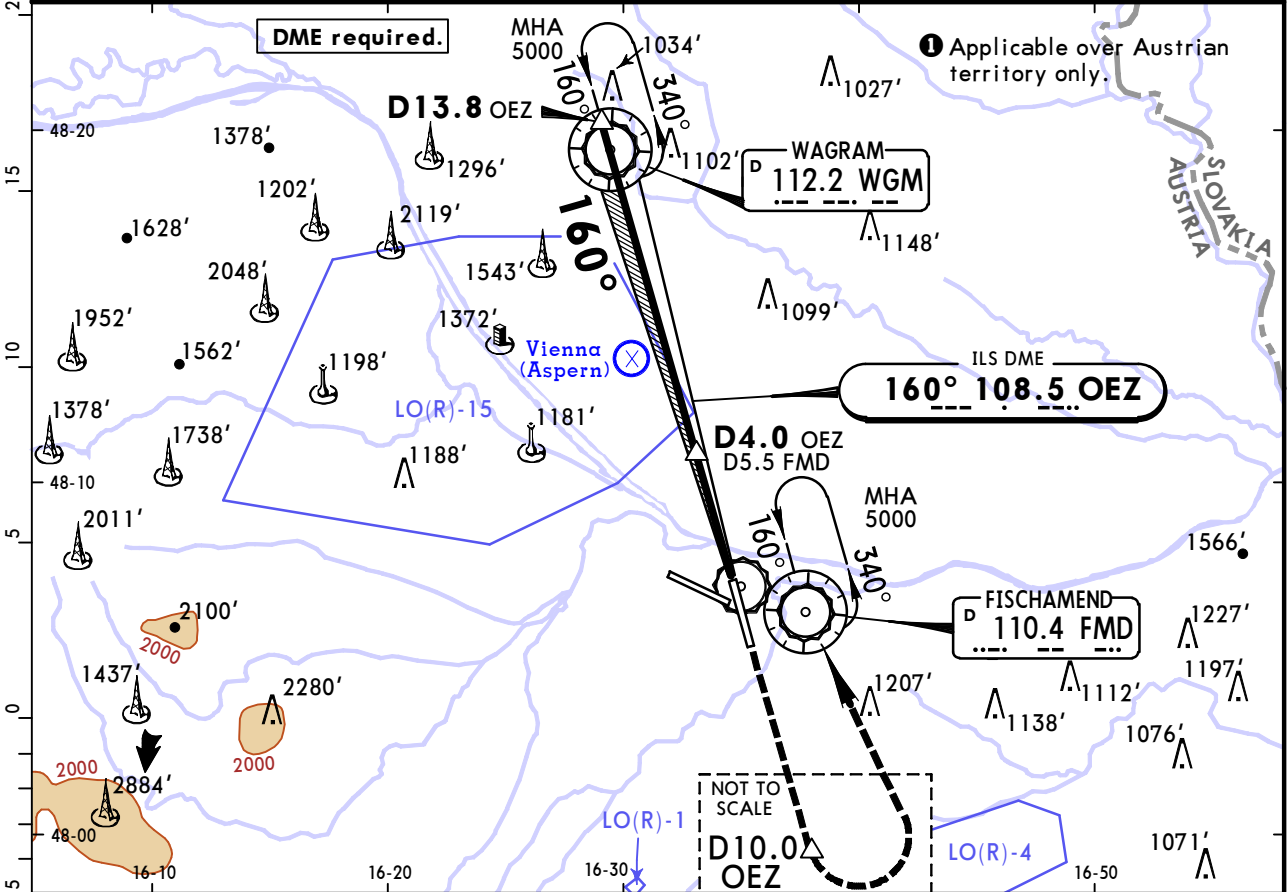
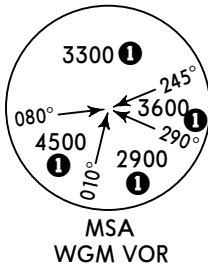
© JEPPESSEN, 1998, 2019. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 (11-3A)

VIENNA, AUSTRIA
CAT II/III ILS Rwy 16

D-ATIS Arrival 122.955	WIEN Radar (APP) 134.675 136.250 118.775 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
LOC OEZ 108.5	Final Apch Crs 160°	GS D4.0 OEZ 1882' (1285')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 600' Rwy 597'
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEZ, then turn LEFT to FMD VOR. Climb to 5000' and hold.				
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000'				
1. Special Aircrew & Acft Certification Required. 2. If not otherwise instructed by ATC, cross D4.0 OEZ with MAX 160 KT.				



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

Standard		STRAIGHT-IN LANDING RWY 16	
CAT IIIA ILS DH 50'		CAT II ILS RA 104' DA(H) 697' (100')	
RVR 200m		RVR 300m	
CAT IIIB: Mim RVR 75m.			

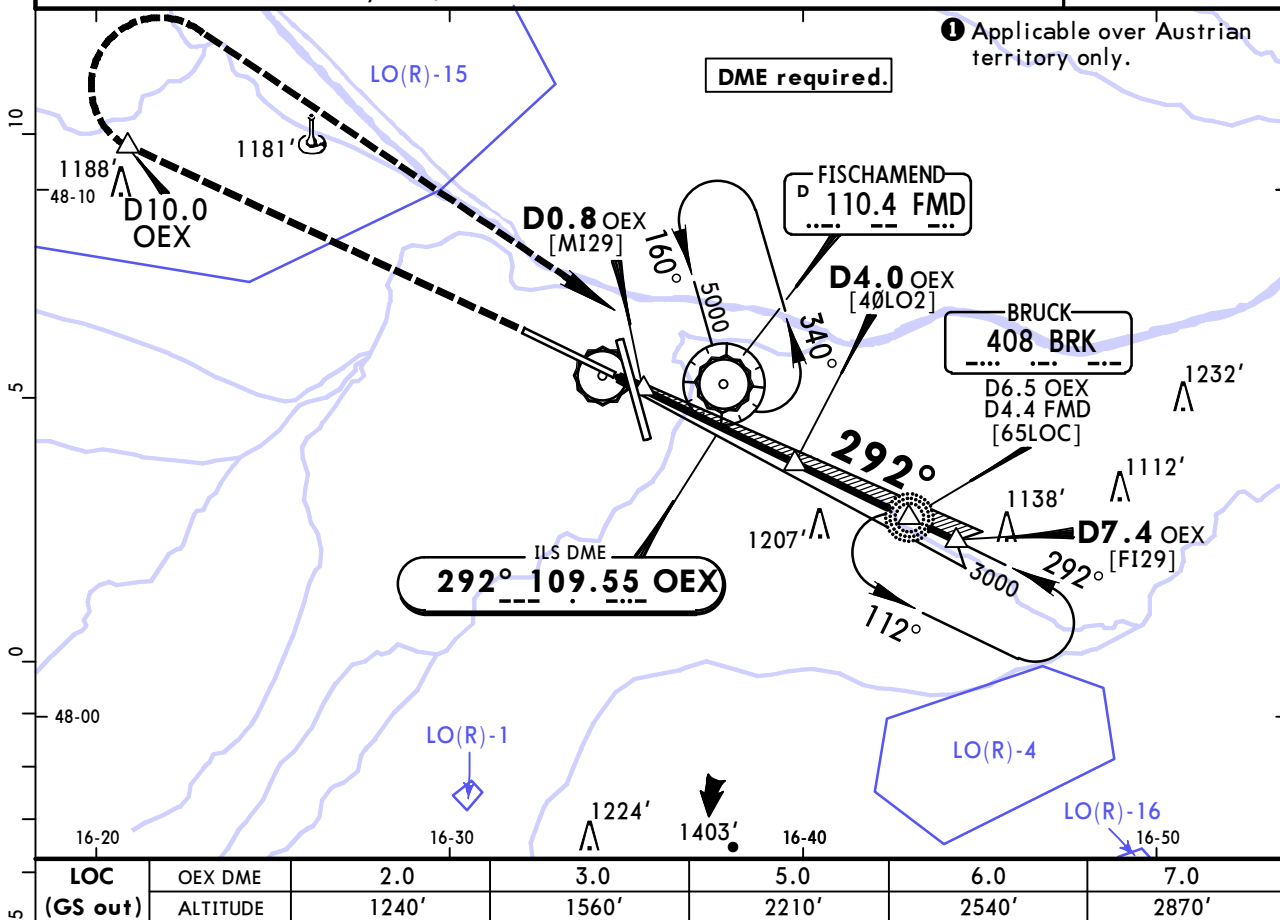
LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(11-4)**

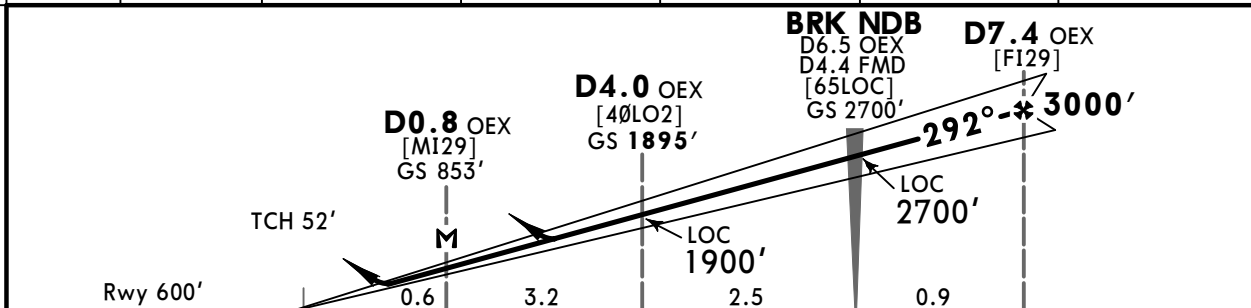
VIENNA, AUSTRIA
ILS or LOC Rwy 29

BRIEFING STRIP™

D-ATIS Arrival	WIEN Radar (APP)			WIEN Director		WIEN Tower	*Ground
122.955	134.675 136.250 118.775 129.050 125.175			119.8 134.125		119.4 123.8	121.6 121.775
LOC OEX 109.55	Final Apch Crs 292°	GS D4.0 OEX 1895' (1295')	ILS DA(H) 800' (200')	Apt Elev 600' Rwy 600'			
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEX, then turn RIGHT direct to VOR. Climb to 5000' and hold.							
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000' If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.							MSA BRK NDB



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	D10.0 OEX	5000'	→	FMD 110.4
ILS GS	3.00°	372	478	531	637	743	REIL PAPI	↑	RT		
LOC Descent Angle	3.05°	378	486	540	648	755					
MAP at D0.8 OEX											

Standard		STRAIGHT-IN LANDING RWY 29				
ILS				LOC (GS out)		
DA(H) 800' (200')				CDFA		
				DA/MDA(H) 1200' (600')		
FULL		TDZ or CL out	ALS out	ALS out		
A	RVR 550m	RVR 550m I	RVR 1200m	RVR 1500m		
B						
C				RVR 2000m	RVR 2400m	
D						
I W/o HUD/AP/FD: RVR 750m						

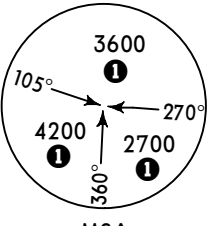
CHANGES: Radar frequency.

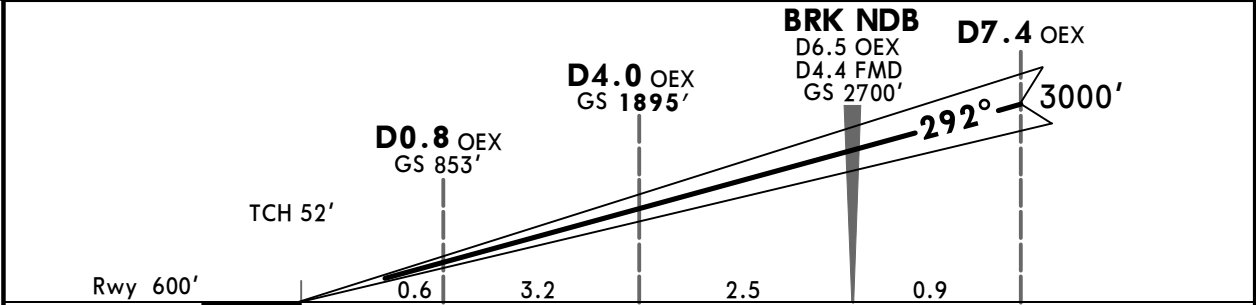
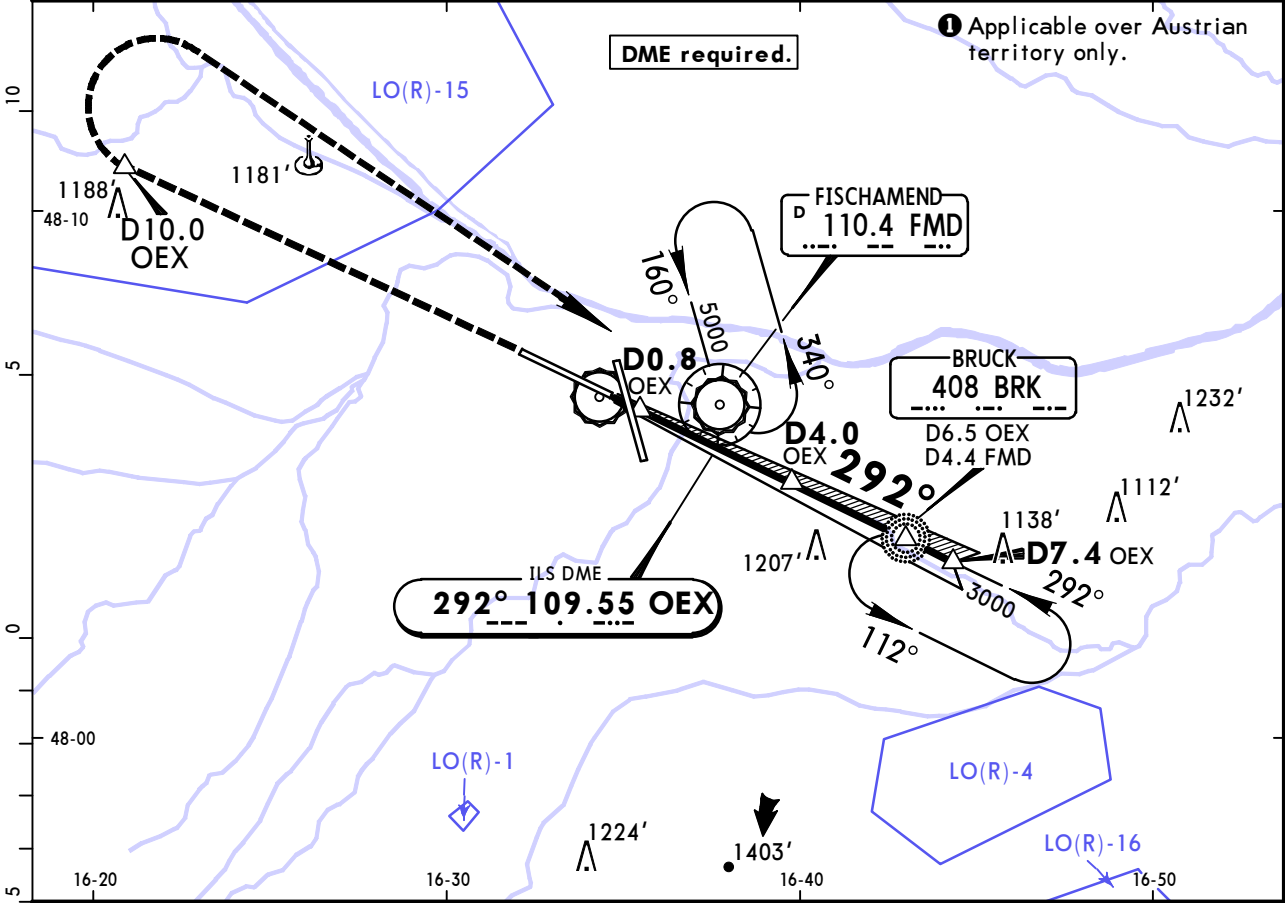
© JEPPESSEN, 1998, 2019. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 (11-4A)

VIENNA, AUSTRIA
CAT II/III ILS Rwy 29

D-ATIS Arrival	WIEN Radar (APP)	134.675 136.250 118.775	WIEN Director	WIEN Tower	*Ground
122.955		129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775
LOC OEX 109.55	Final Apch Crs 292°	GS D4.0 OEX 1895' (1295')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 600' Rwy 600'	
MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEX, then turn RIGHT direct to VOR. Climb to 5000' and hold.					
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000'					
1. Special Aircrew & Acft Certification Required. 2. If not otherwise instructed by ATC, cross D4.0 OEX with MAX 160 KT.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	D10.0 OEX	5000'	FMD 110.4
GS	3.00°	372	478	531	637	743	849	↑	RT	→

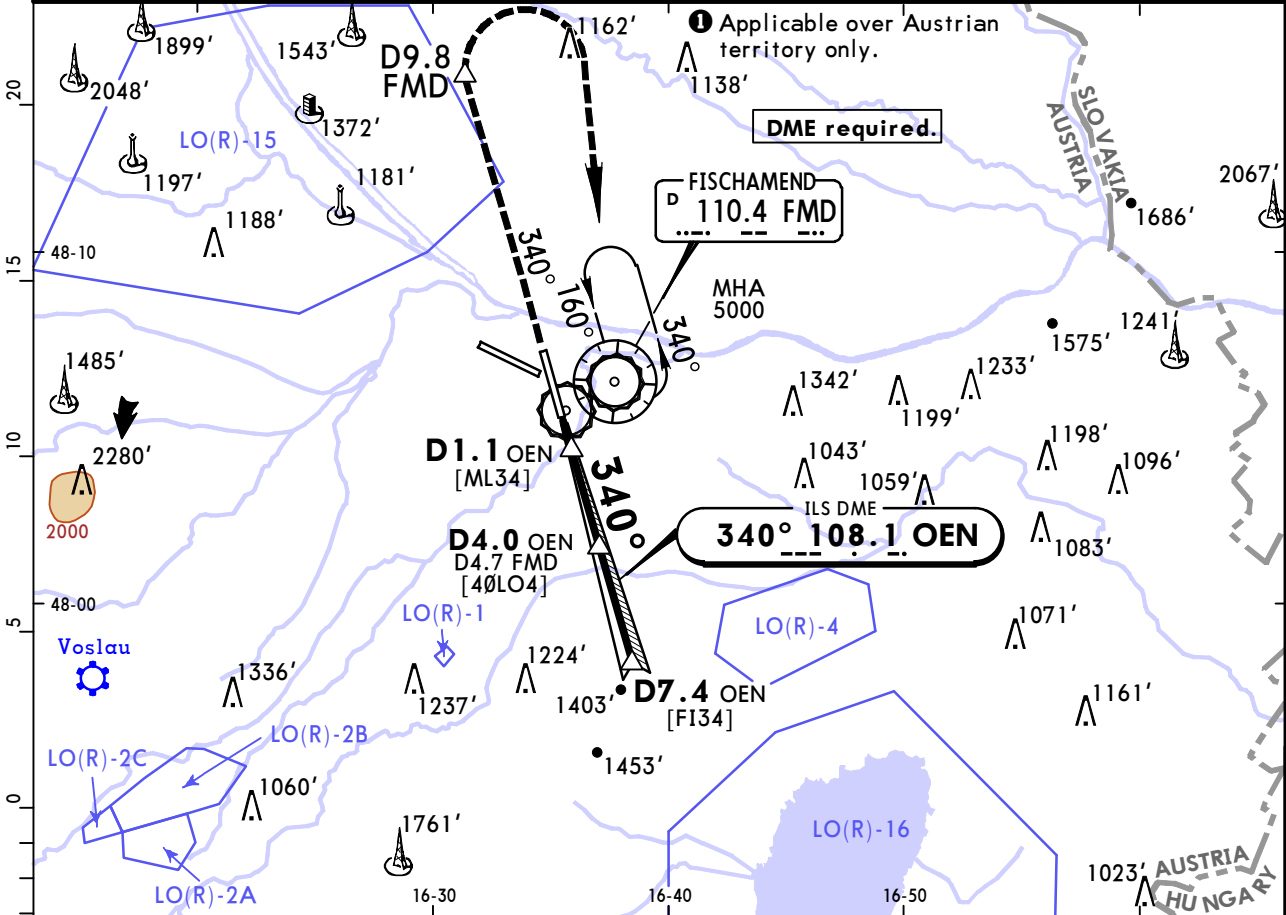
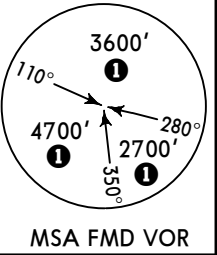
Standard		STRAIGHT-IN LANDING RWY 29	
CAT IIIA ILS 1		CAT II ILS	
DH 50'		ABC: RA 97' DA(H) 700'(100')	D: RA 105' DA(H) 707'(107')
RVR 200m		RVR 300m	
1 CAT IIIB: Mim RVR 75m.			

LOWW/VIE
SCHWECHAT

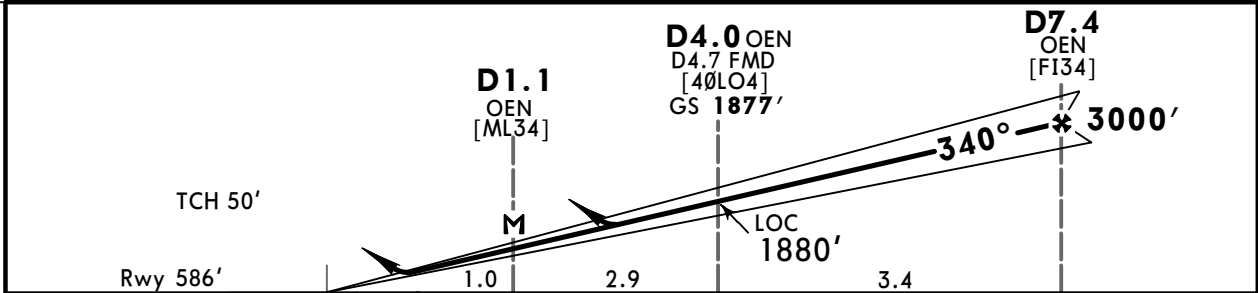
JEPPesen
4 JAN 19 (11-5)

VIENNA, AUSTRIA
ILS or LOC Rwy 34

D-ATIS Arrival 122.955	WIEN Radar (APP) 134.675 136.250 118.775 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
LOC OEN 108.1	Final Apch Crs 340°	GS D4.0 OEN 1877' (1291')	ILS DA(H) Refer to Minimums	Apt Elev 600' Rwy 586'
MISSED APCH: Climb STRAIGHT AHEAD to D9.8 FMD, then turn RIGHT to VOR. Climb to 5000' and hold.				
Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 10000' If not otherwise instructed by ATC, cross D4.0 OEN with MAX 160 KT.				



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



Gnd speed-Kts	70	90	100	120	140	160		HIALS	D9.8 FMD	5000'	FMD 110.4
ILS GS	3.00°	372	478	531	637	743	849	REIL	↑	RT	
LOC Descent Angle	3.05°	378	486	540	648	755	863	PAPI			
MAP at D1.1 OEN											

Standard		STRAIGHT-IN LANDING RWY 34				
DA(H)		ILS C: 794' (208')		LOC (GS out) CDFA		
AB: 786' (200')		D: 804' (218')		DA/MDA(H) 1150' (564')		
FULL		ALS out		ALS out		
A	RVR 550m I		RVR 1200m		RVR 1500m	
B						
C						
D						
				RVR 1900m	RVR 2400m	
I W/o HUD/AP/FD: RVR 750m.						

CHANGES: Radar frequency.

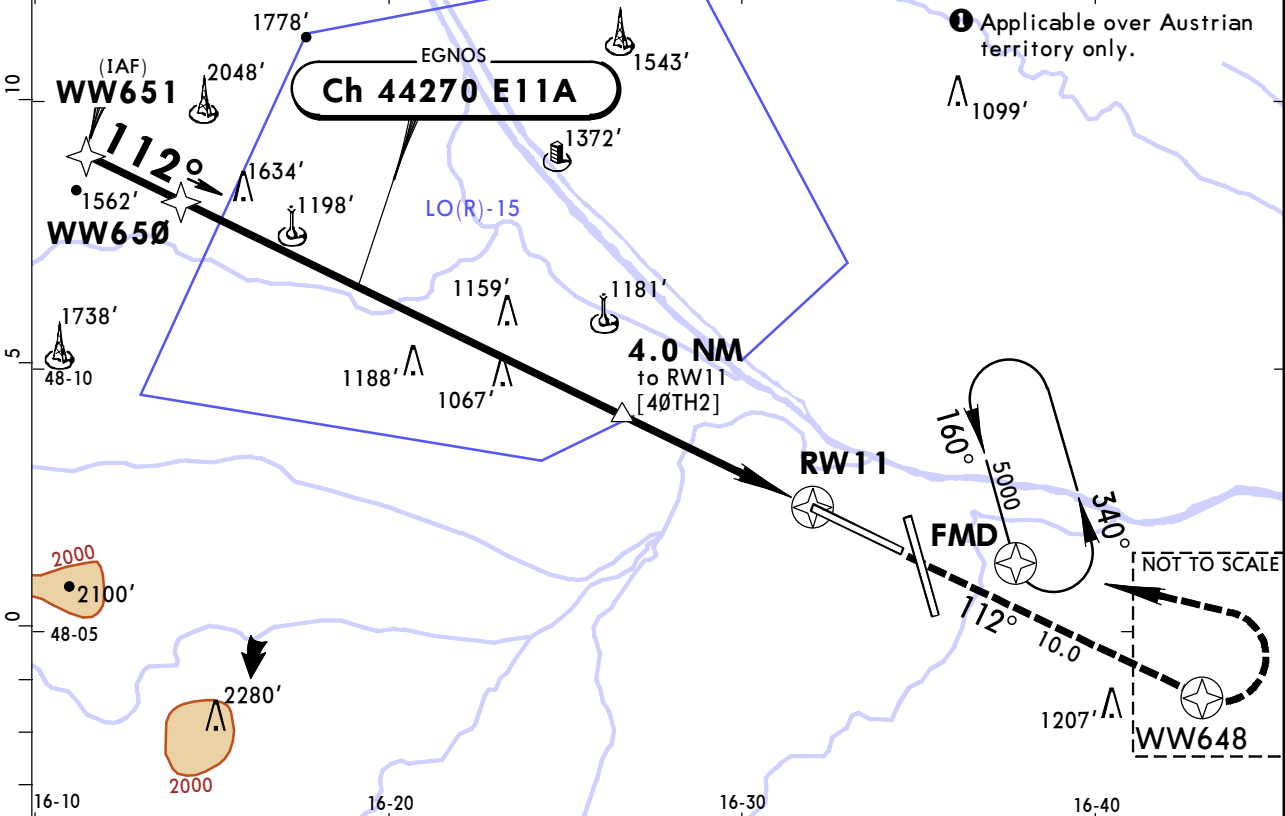
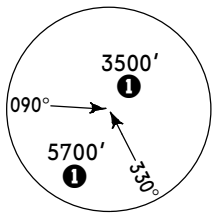
© JEPPesen, 1998, 2019. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

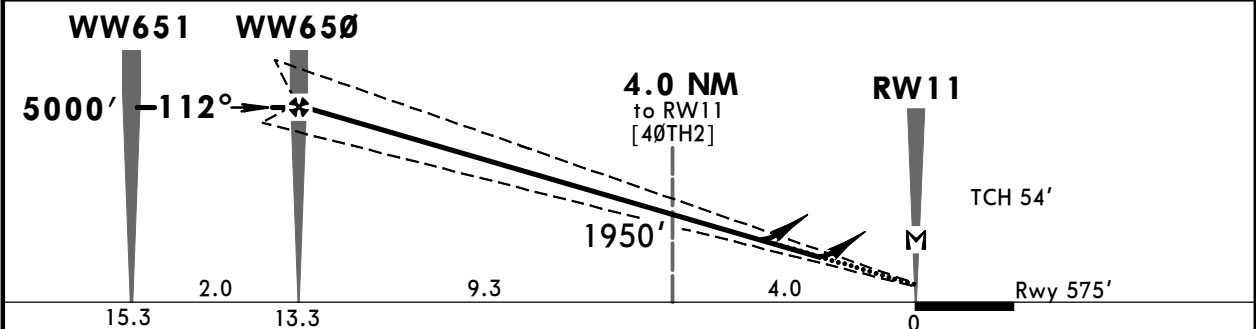
JEPPESSEN
4 JAN 19 (12-1)

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 11

D-ATIS Arrival 122.955	WIEN Radar (APP) 134.675 136.250 118.775 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
EGNOS Ch 44270 E11A	Final Apch Crs 112°	Minimum Alt WW650 5000' (4425')	LPV CAT I DA(H) 775' (200')	Appt Elev 600' Rwy 575'
MISSED APCH: Climb STRAIGHT AHEAD to WW648, then turn LEFT to FMD VOR. Climb to 5000' and hold.				
Alt Set: hPa	Rwy Elev: 21 hPa	Trans level: By ATC	Trans alt: 10000'	
Baro-VNAV not authorized below -15° C.				MSA WW651



DIST to RW11	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	3.0	2.0
ALTITUDE	4910'	4580'	4250'	3920'	3590'	3260'	2930'	2600'	2270'	1620'	1290'



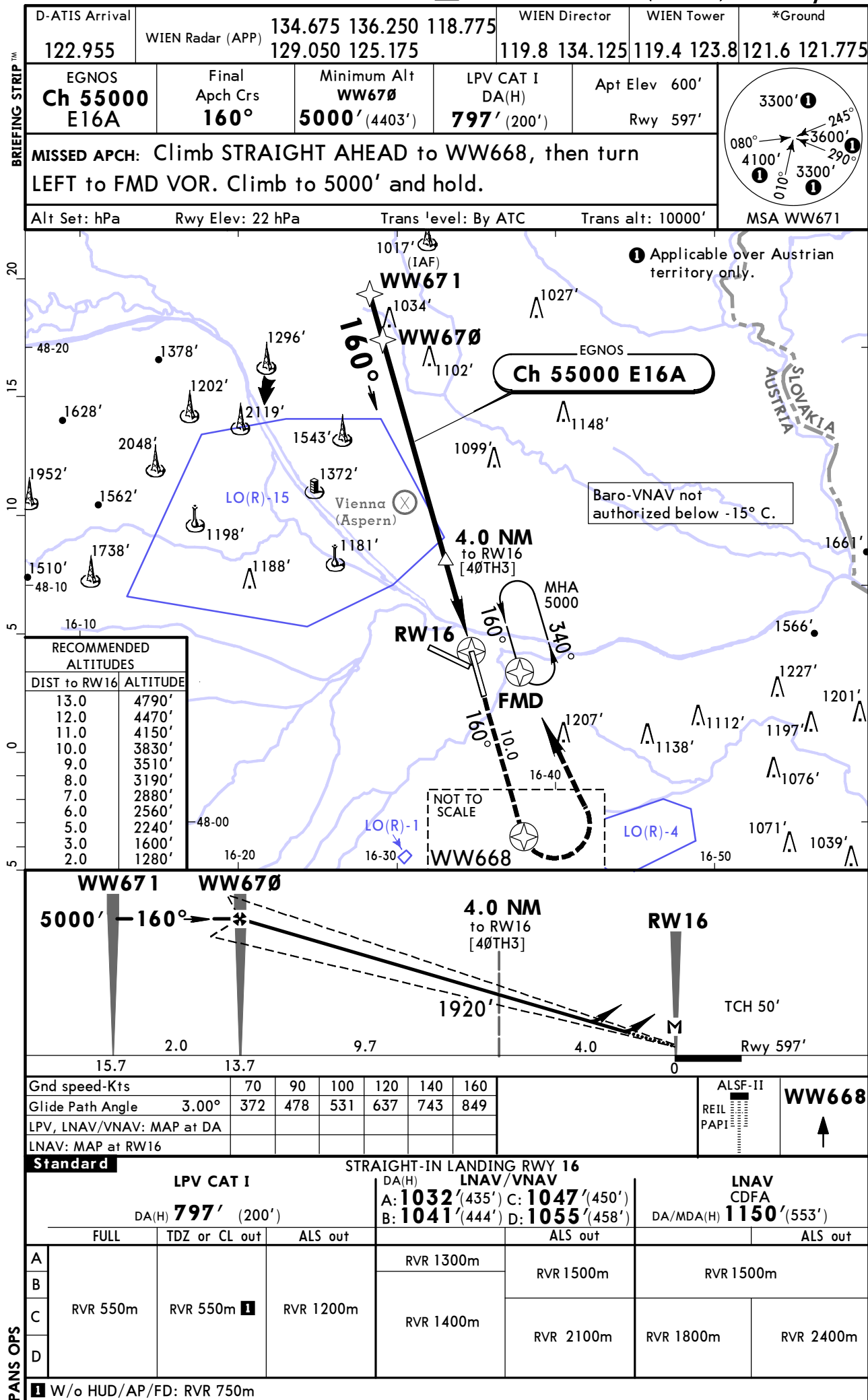
Gnd speed-Kts	70	90	100	120	140	160		HIALS	
Glide Path Angle	3.10°	384	494	548	658	768	878	PAPI	
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW11									

Standard		STRAIGHT-IN LANDING RWY 11						
LPV CAT I			DA(H) LNAV/VNAV		LNAV CDFA			
DA(H) 775' (200')			A: 950' (375') C: 971' (396')		DA/MDA(H) 1200' (625')			
FULL			ALS out		ALS out		ALS out	
A	RVR 550m 1	RVR 1200m	RVR 1000m		RVR 1500m		RVR 1500m	
B								
C			RVR 1100m		RVR 1800m		RVR 2200m	RVR 2400m
D			RVR 1200m		RVR 1900m			
1 W/o HUD/AP/FD: RVR 750m								

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 (12-2)

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 16



LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(12-3)**

VIENNA, AUSTRIA
RNAV (GNSS) Z Rwy 29

BRIEFING STRIP™

D-ATIS Arrival

122.955

WIEN Radar (APP)

134.675 136.250 118.775

129.050 125.175

WIEN Director

119.8 134.125

WIEN Tower

119.4 123.8

*Ground

121.6 121.775

RNAV

Final
Apch Crs

292°

Minimum Alt

WW950

3000' (2400')

LNAV/VNAV
DA(H)

990' (390')

Apt Elev 600'

Rwy 600'

MISSED APCH: Climb STRAIGHT AHEAD to WW948, then turn
RIGHT to FMD VOR. Climb to 5000' and hold.

Alt Set: hPa

Rwy Elev: 22 hPa

Trans level: By ATC

Trans alt: 10000'

Baro-VNAV not authorized below -15° C.

3600'

170°

270°

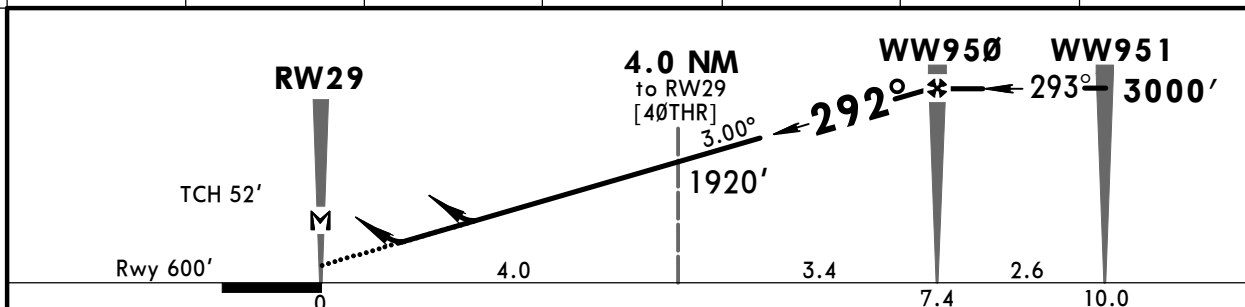
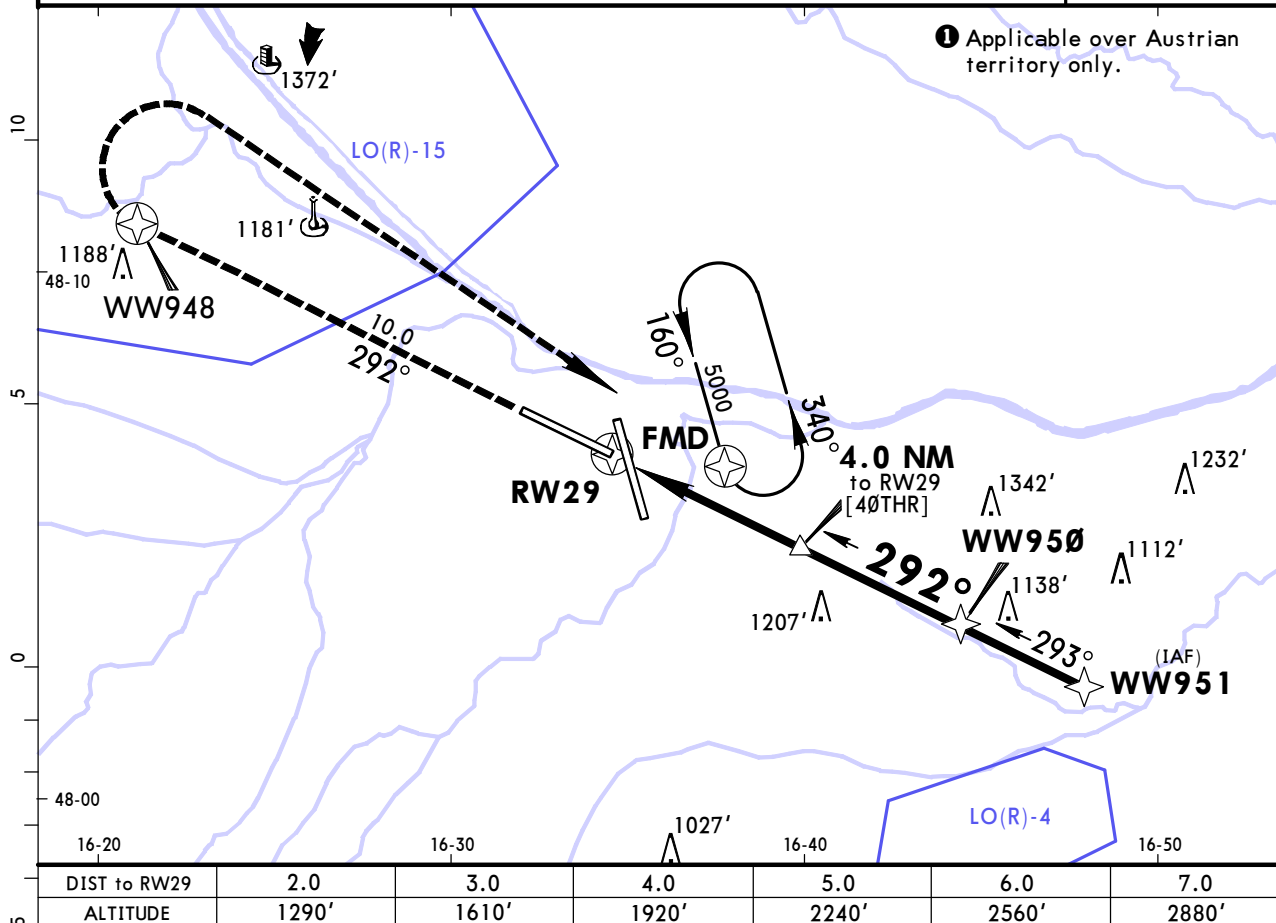
4000'

2400'

360°

MSA

WW951



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	WW948 ↑
Descent Angle	3.00°	372	478	531	637	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW29								

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

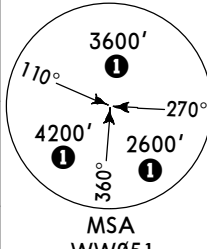
CHANGES: Radar frequency.

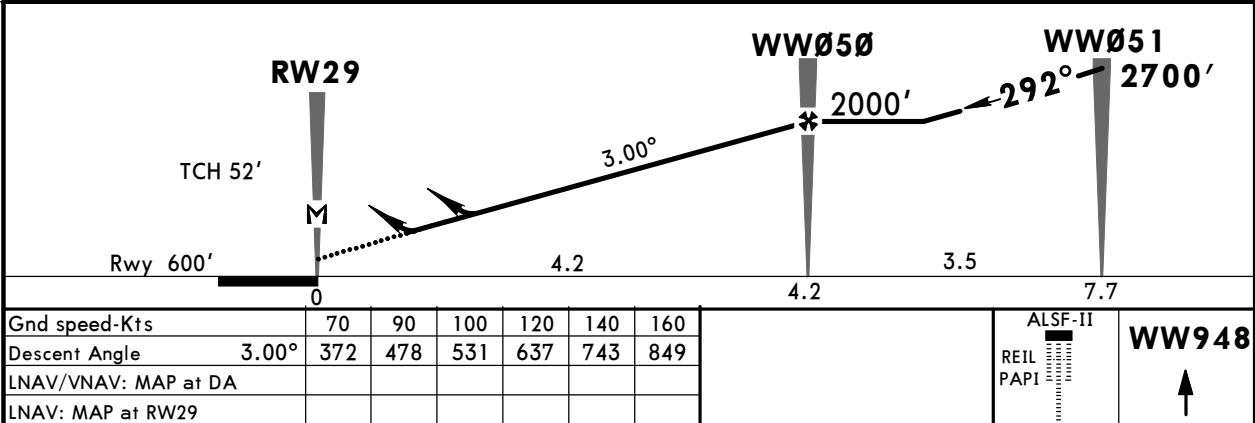
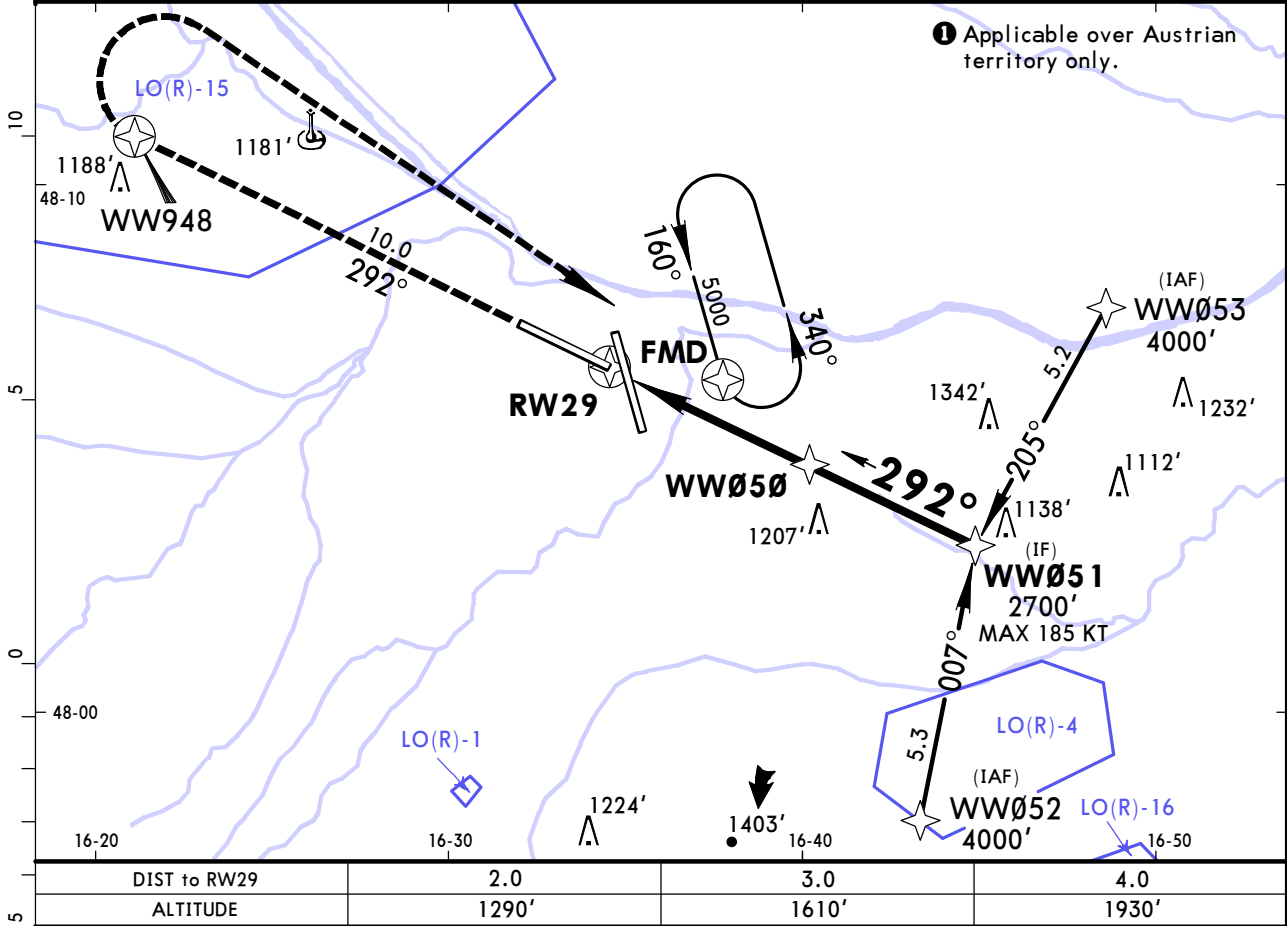
© JEPPESSEN, 2010, 2019. ALL RIGHTS RESERVED.

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 (12-4)

VIENNA, AUSTRIA
RNAV (GNSS) X Rwy 29

D-ATIS Arrival	WIEN Radar (APP)			WIEN Director	WIEN Tower	*Ground
122.955						
134.675 136.250 118.775				119.8 134.125		119.4 123.8
129.050 125.175						121.6 121.775
RNAV	Final Apch Crs 292°	Minimum Alt WW050 2000' (1400')	LNAV/VNAV DA(H) 990' (390')	Apt Elev 600' Rwy 600'		
MISSED APCH: Climb STRAIGHT AHEAD to WW948, then turn RIGHT to FMD VOR. Climb to 5000' and hold.						
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC		Trans alt: 10000'	
Baro-VNAV not authorized below -15° C.						MSA WW051



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

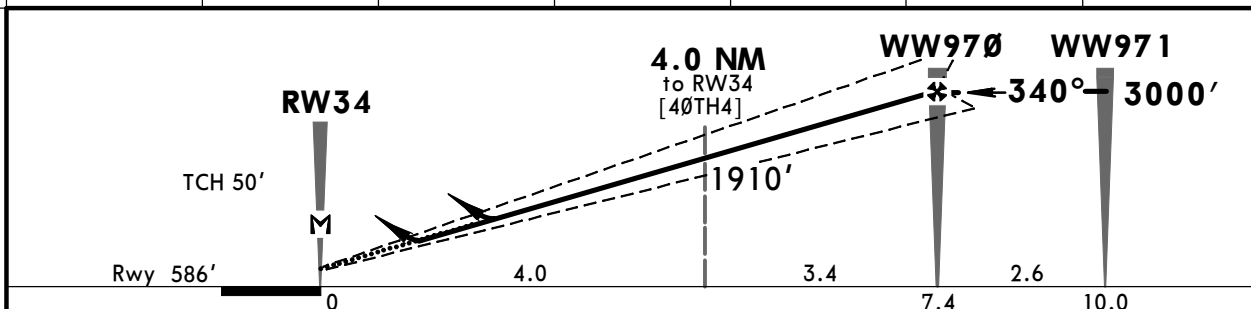
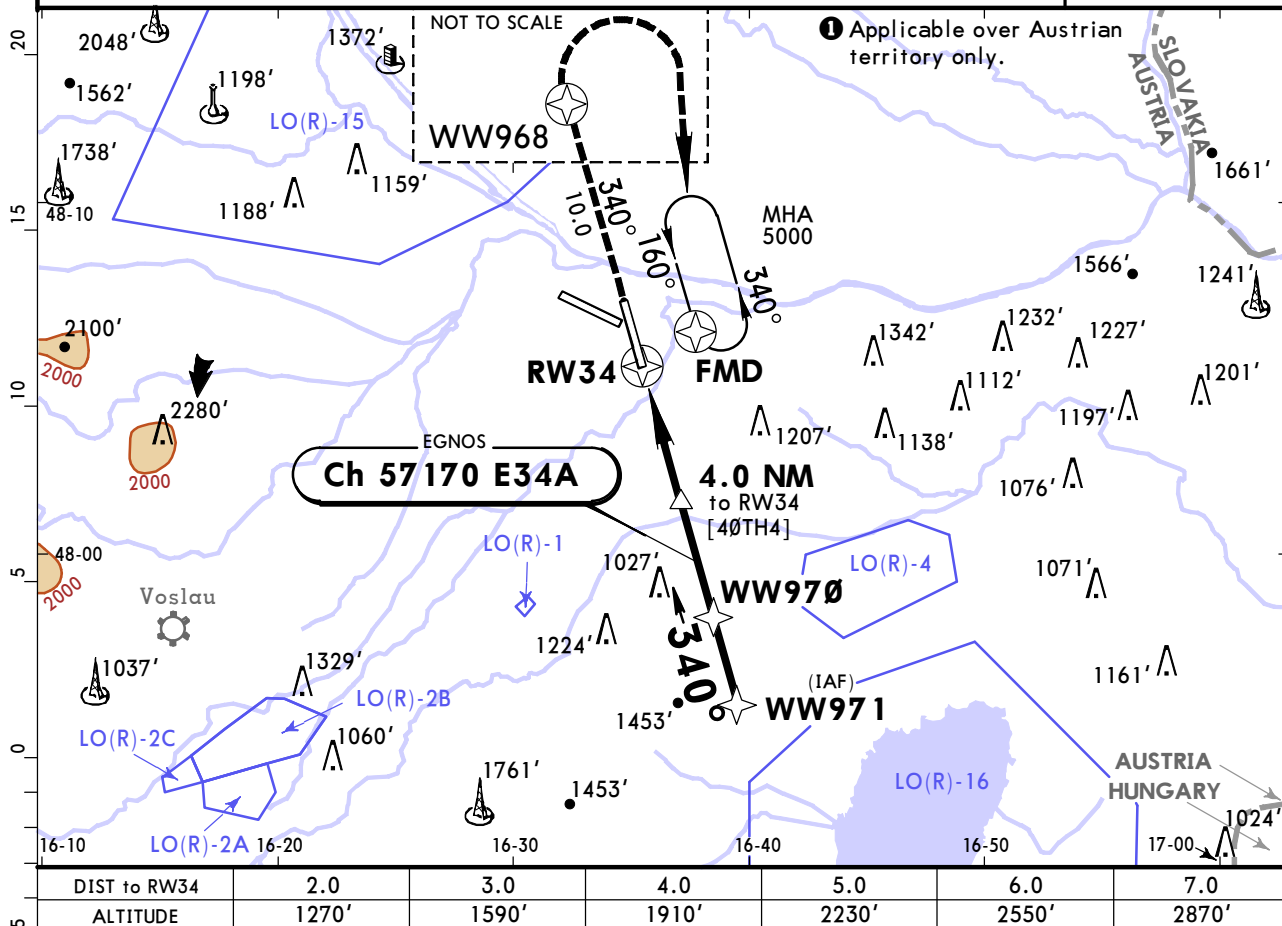
LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(12-5)**

VIENNA, AUSTRIA
RNAV (GNS) Rwy 34

BRIEFING STRIP™

D-ATIS Arrival	134.675 136.250 118.775			WIEN Director	WIEN Tower	*Ground
122.955	129.050 125.175			119.8 134.125	119.4 123.8	121.6 121.775
EGNOS Ch 57170 E34A	Final Apch Crs 340°	Minimum Alt WW970 3000' (2414')	LPV CAT I DA(H) 786' (200')	Apt Elev 600' Rwy 586'	4000' 170° 5000' 270° 2800' 360° MSA WW971	
MISSED APCH: Climb STRAIGHT AHEAD to WW968, then turn RIGHT to FMD VOR. Climb to 5000' and hold.						
Alt Set: hPa Baro-VNAV not authorized below -15° C.		Rwy Elev: 21 hPa		Trans level: By ATC		Trans alt: 10000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	WW968 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW34								

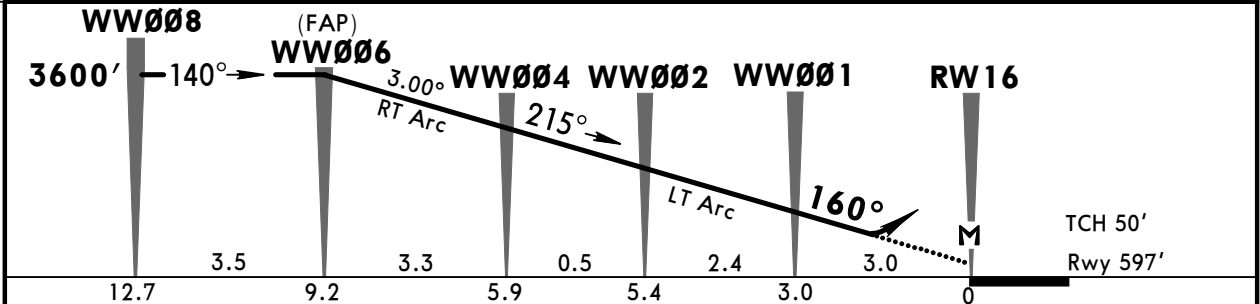
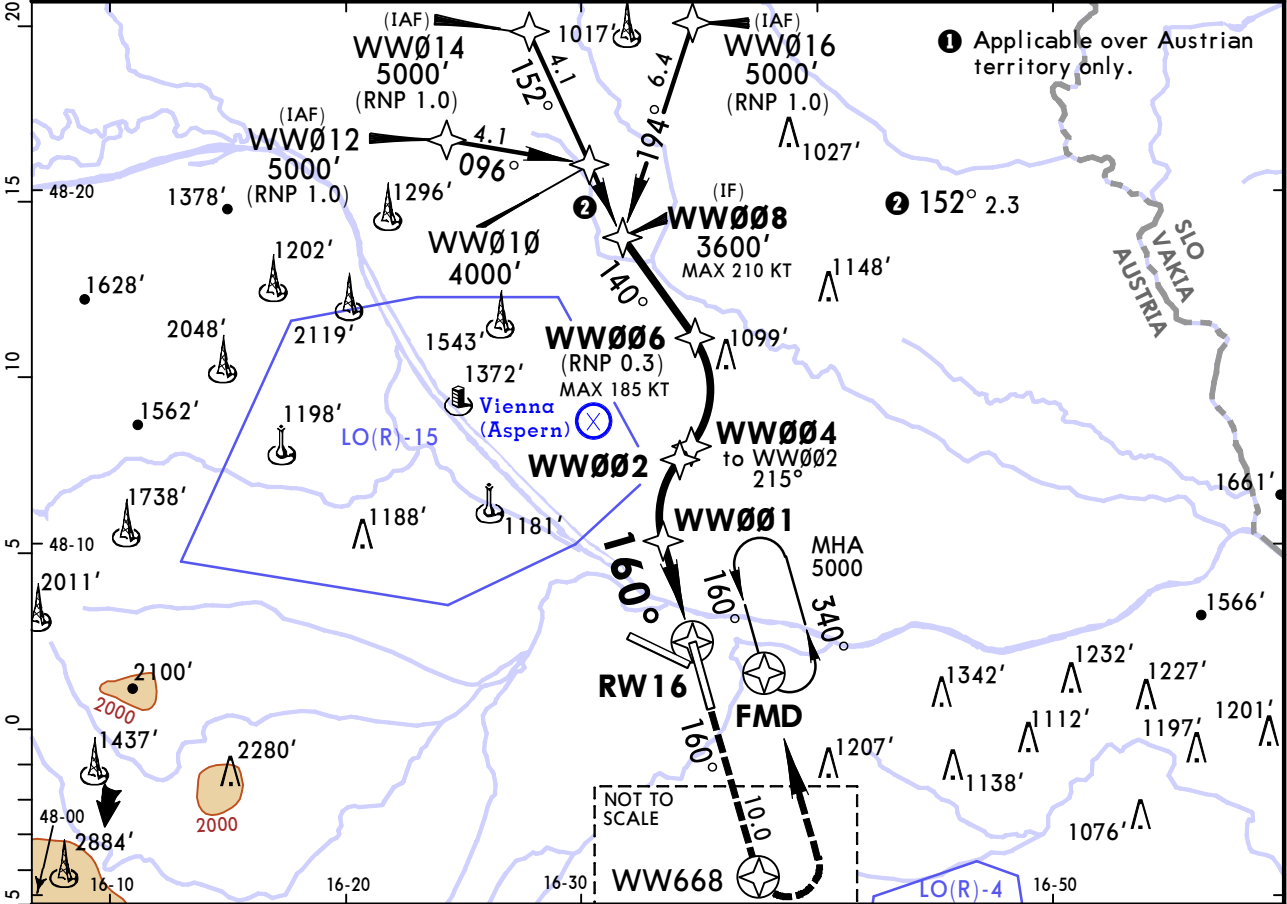
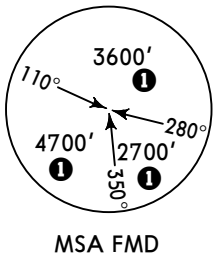
PANS OPS	LPV CAT I		STRAIGHT-IN LANDING RWY 34		LNAV CDFA	
	DA(H) 786' (200')		DA(H) 836' (250')		DA/MDA(H) 900' (314')	
	FULL	ALS out	FULL	ALS out	FULL	ALS out
	A					
B						
C	RVR 550m I	RVR 1200m	RVR 750m	RVR 1300m	RVR 750m	RVR 1400m
D						
I W/o HUD/AP/FD: RVR 750m						

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 12-20

VIENNA, AUSTRIA
RNAV (RNP) N Rwy 16

D-ATIS Arrival 122.955	WIEN Radar (APP) 134.675 136.250 118.775 129.050 125.175	WIEN Director 119.8 134.125	WIEN Tower 119.4 123.8	*Ground 121.6 121.775
RNAV	Final Apch Crs 160°	Minimum Alt WW006 3600' (3003')	RNP 0.3 DA(H) 1200' (603')	Apt Elev 600' Rwy 597'
MISSED APCH: Climb STRAIGHT AHEAD to WW668, then turn LEFT to FMD. Climb to 5000' and hold.				
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000'				
1. SPECIAL AIRCREW AND AIRCRAFT AUTHORIZATION REQUIRED.				
2. GNSS and IRS required. (DME/DME, LOC and VOR/DME updating not authorized.				
3. For uncompensated Baro-VNAV systems, procedure NA below apt temperature -7°C.				



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

Standard		STRAIGHT-IN LANDING RWY 16	
		RNP 0.3	
		DA(H) 1200'(603')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 2100m	RVR 2400m	
D			

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 12-21

VIENNA, AUSTRIA
RNAV (RNP) E Rwy 16

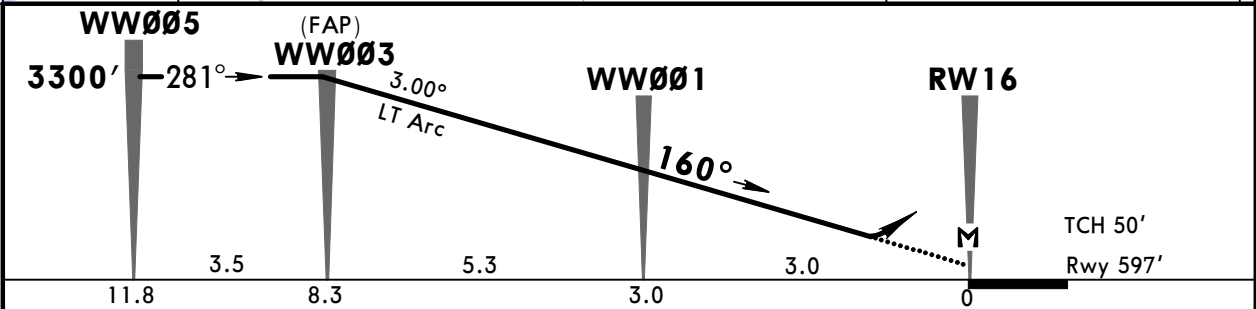
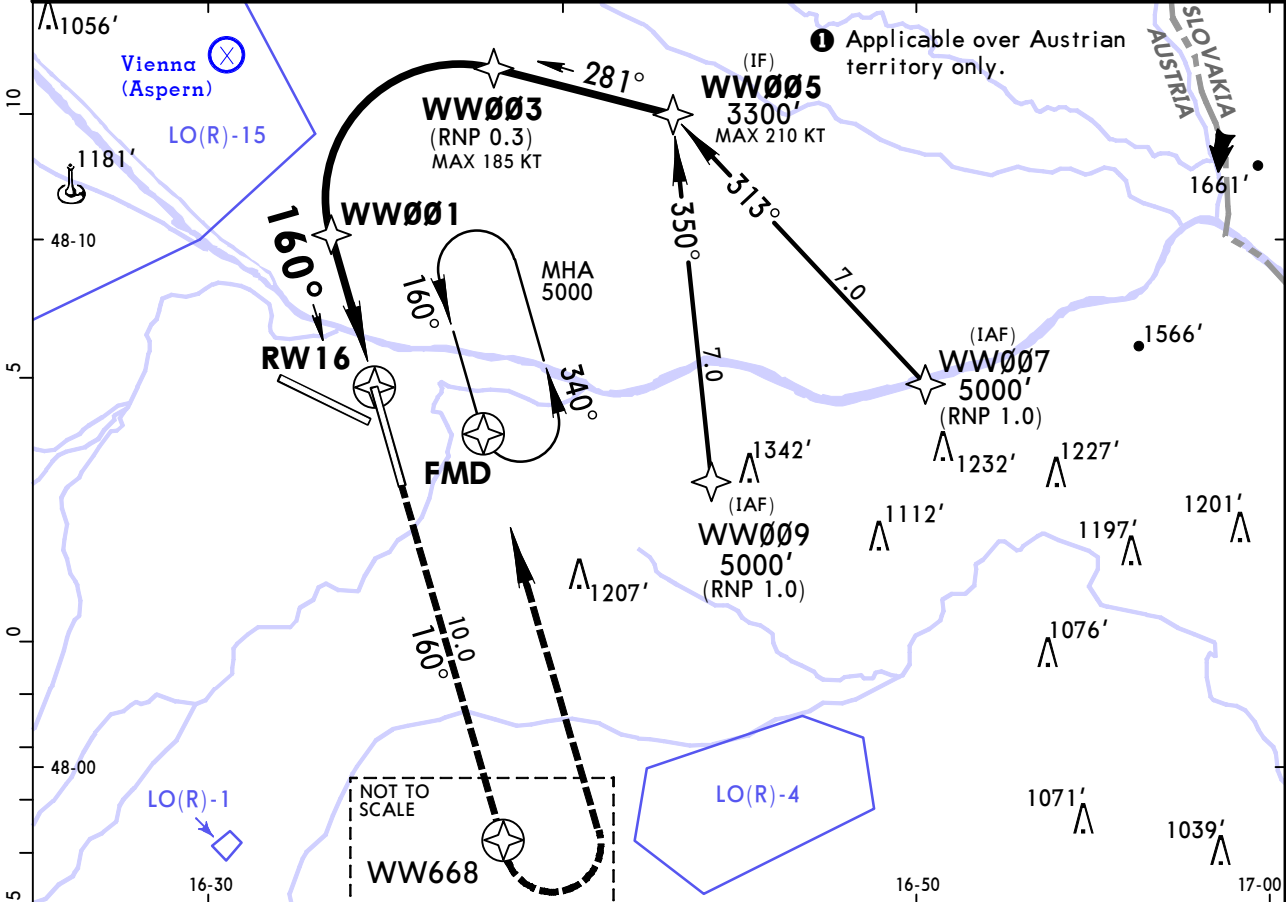
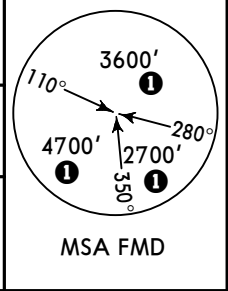
D-ATIS Arrival	WIEN Radar (APP)	134.675 136.250 118.775	WIEN Director	WIEN Tower	*Ground
122.955		129.050 125.175	119.8 134.125	119.4 123.8	121.6 121.775

RNAV	Final Apch Crs 160°	Minimum Alt WW003 3300' (2703')	RNP 0.3 DA(H) 1200' (603')	Apt Elev 600' Rwy 597'
------	----------------------------------	--	---	---------------------------

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

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

1. **SPECIAL AIRCREW AND AIRCRAFT AUTHORIZATION REQUIRED.**
2. **GNSS and IRS required.** (DME/DME, LOC and VOR/DME updating not authorized.
3. For uncompensated Baro-VNAV systems, procedure NA below apt temperature -7°C.



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

Standard STRAIGHT-IN LANDING RWY 16

RNP 0.3
DA(H) **1200'** (603')

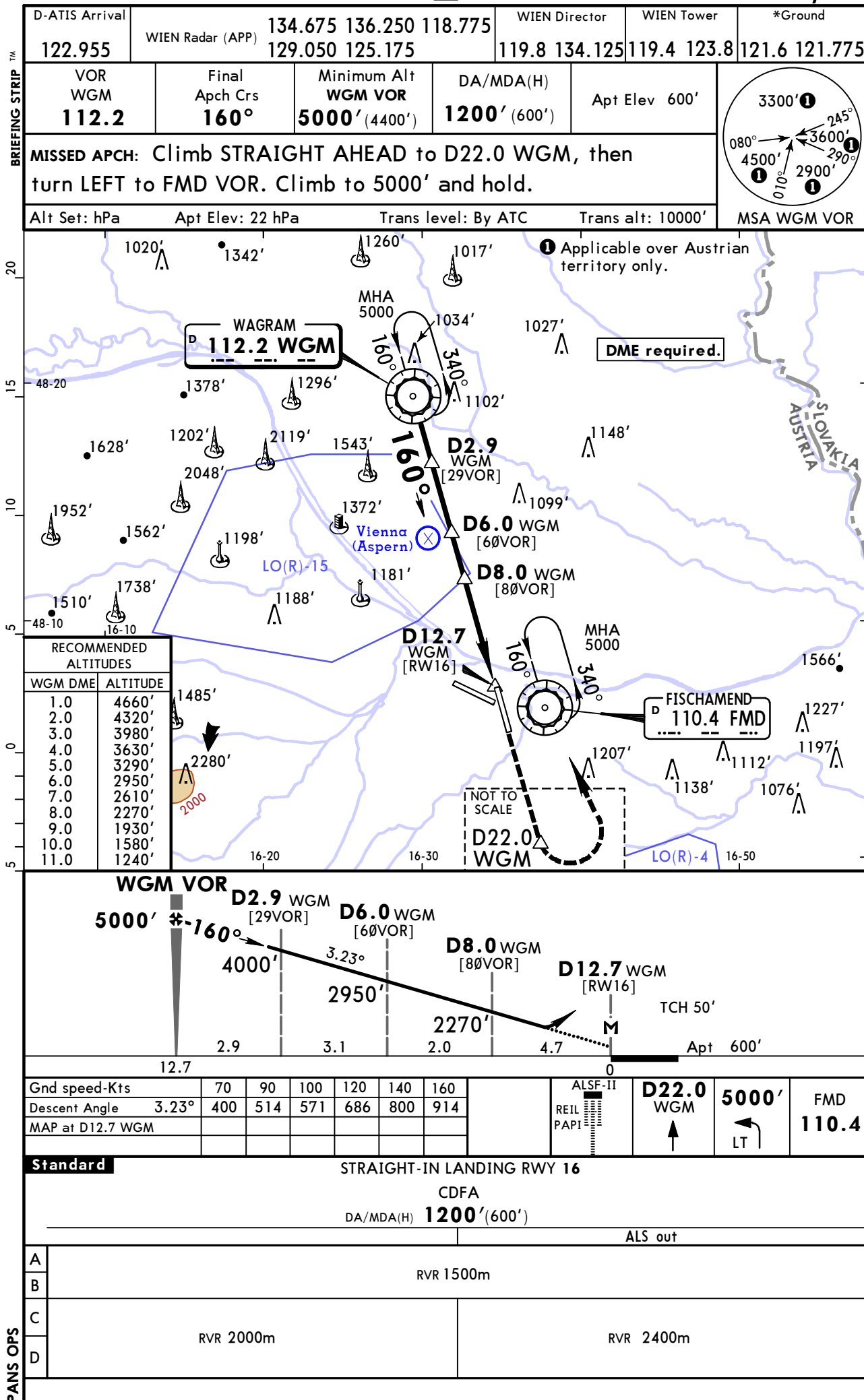
ALS out

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

LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(13-1)**

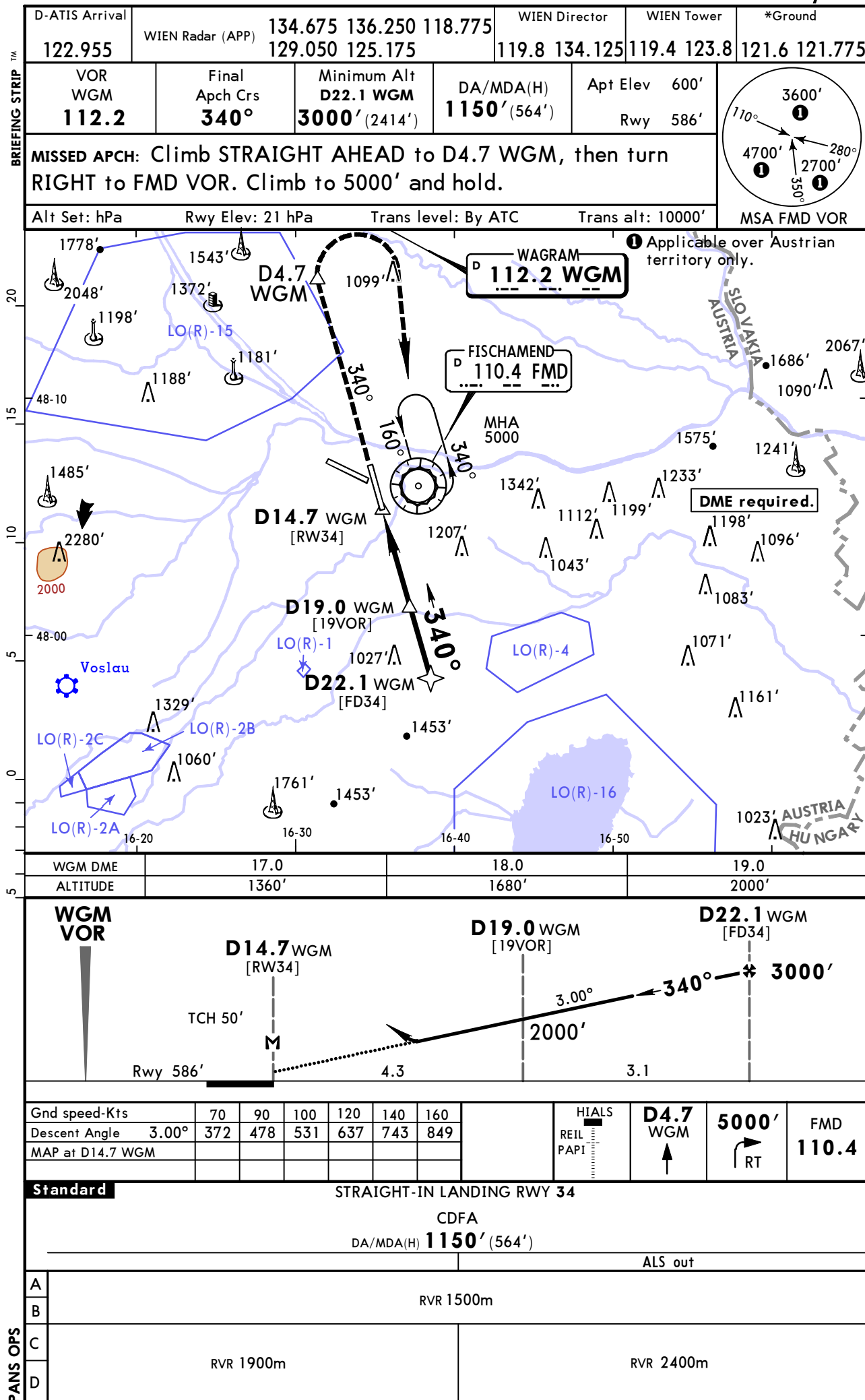
VIENNA, AUSTRIA
VOR Rwy 16



LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(13-2)**

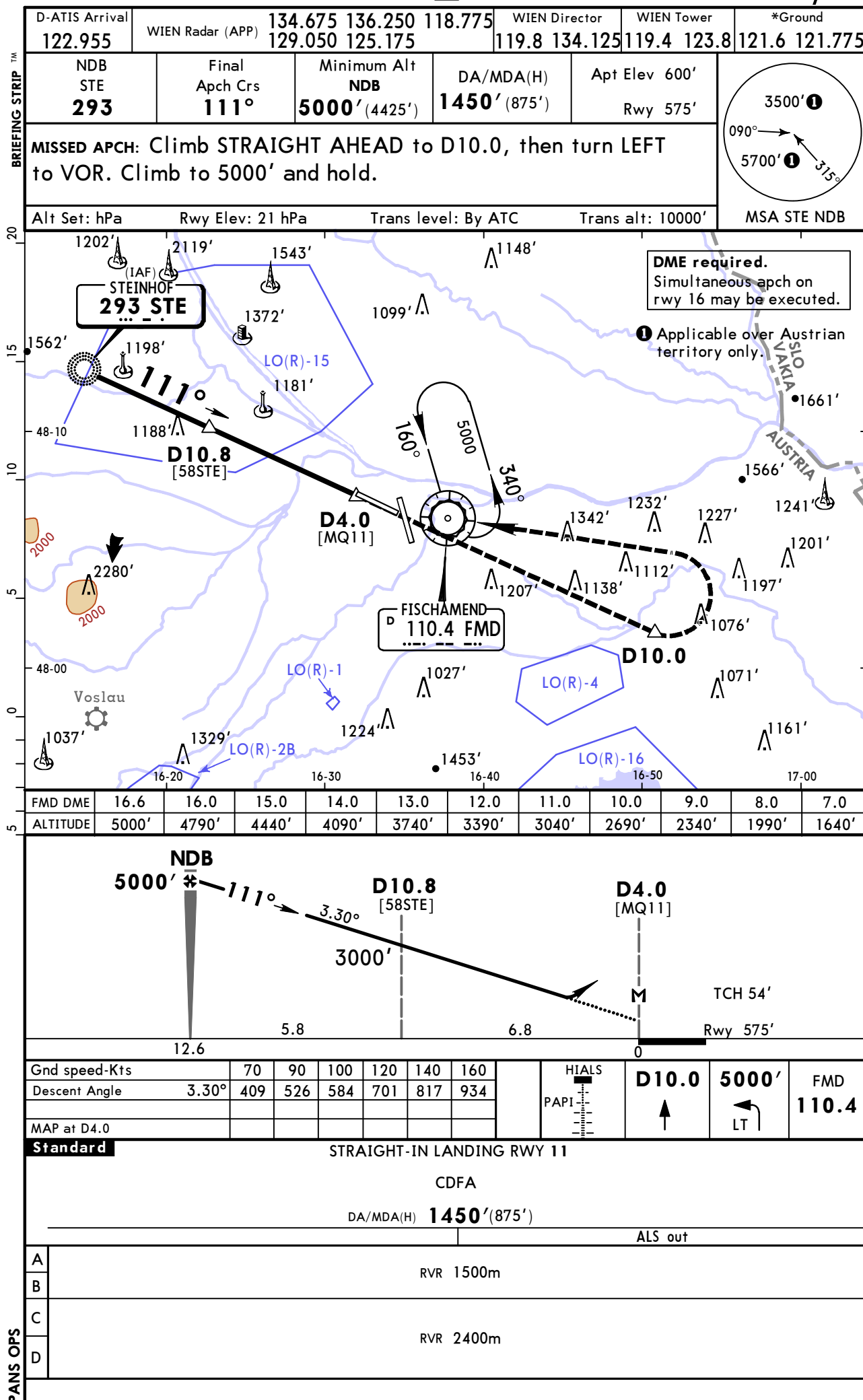
VIENNA, AUSTRIA
VOR Rwy 34



LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 **(16-1)**

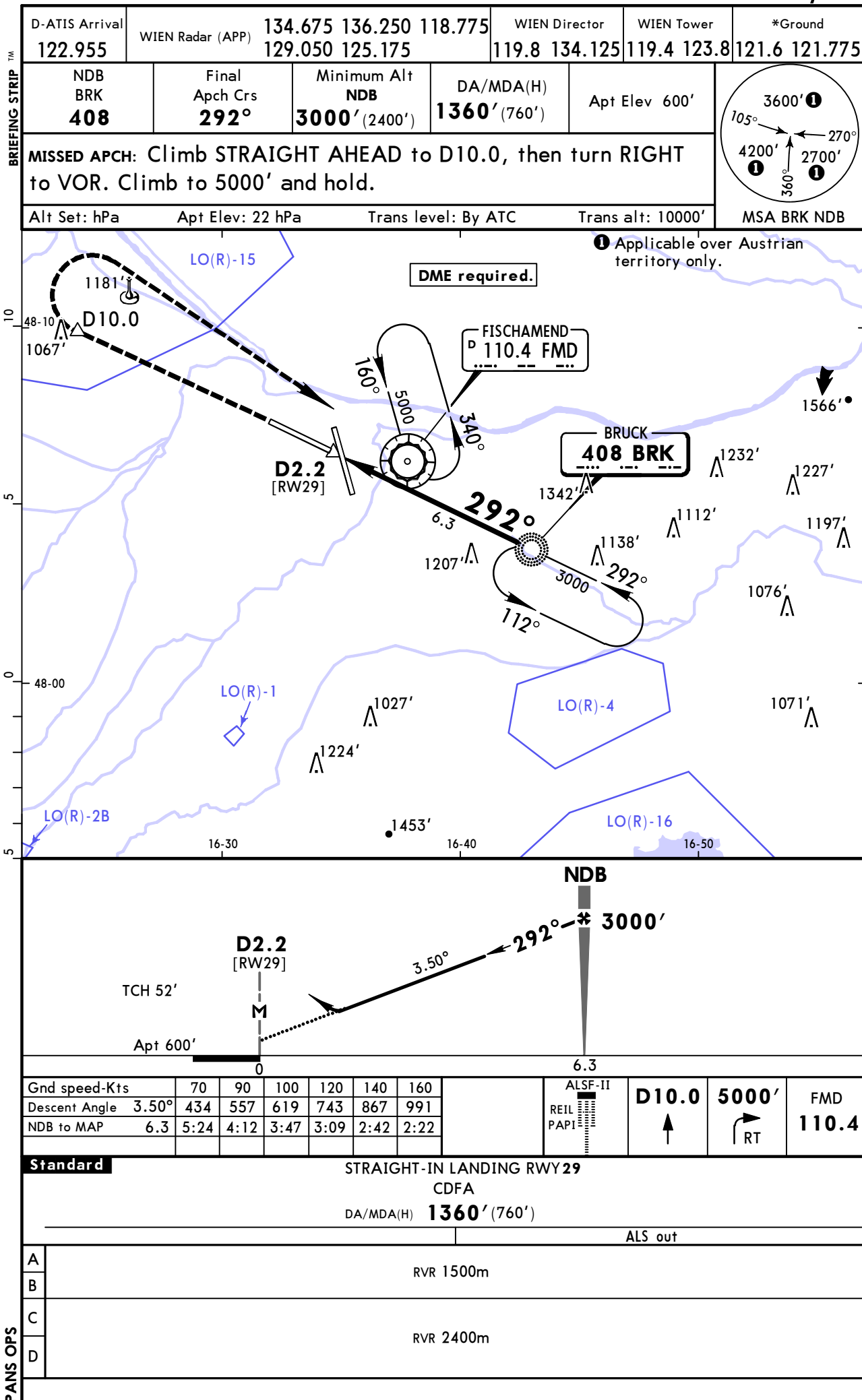
VIENNA, AUSTRIA
NDB Rwy 11



LOWW/VIE
SCHWECHAT

JEPPESSEN
4 JAN 19 (16-2)

VIENNA, AUSTRIA
NDB Rwy 29



VIENNA, (SCHWECHAT - LOWW)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LOWW

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9D) 7 new parking stands established in western part of General Aviation Apron West. Stands A30 thru A34 with stand coords: N48 07.7 E016 32.1 and elevation 570'. Stands A35 and A36 with stand coords N48 07.6 E016 32.1 and elevation 570'. All stands push-back required.