LOWW/VIE
SCHWECHAT

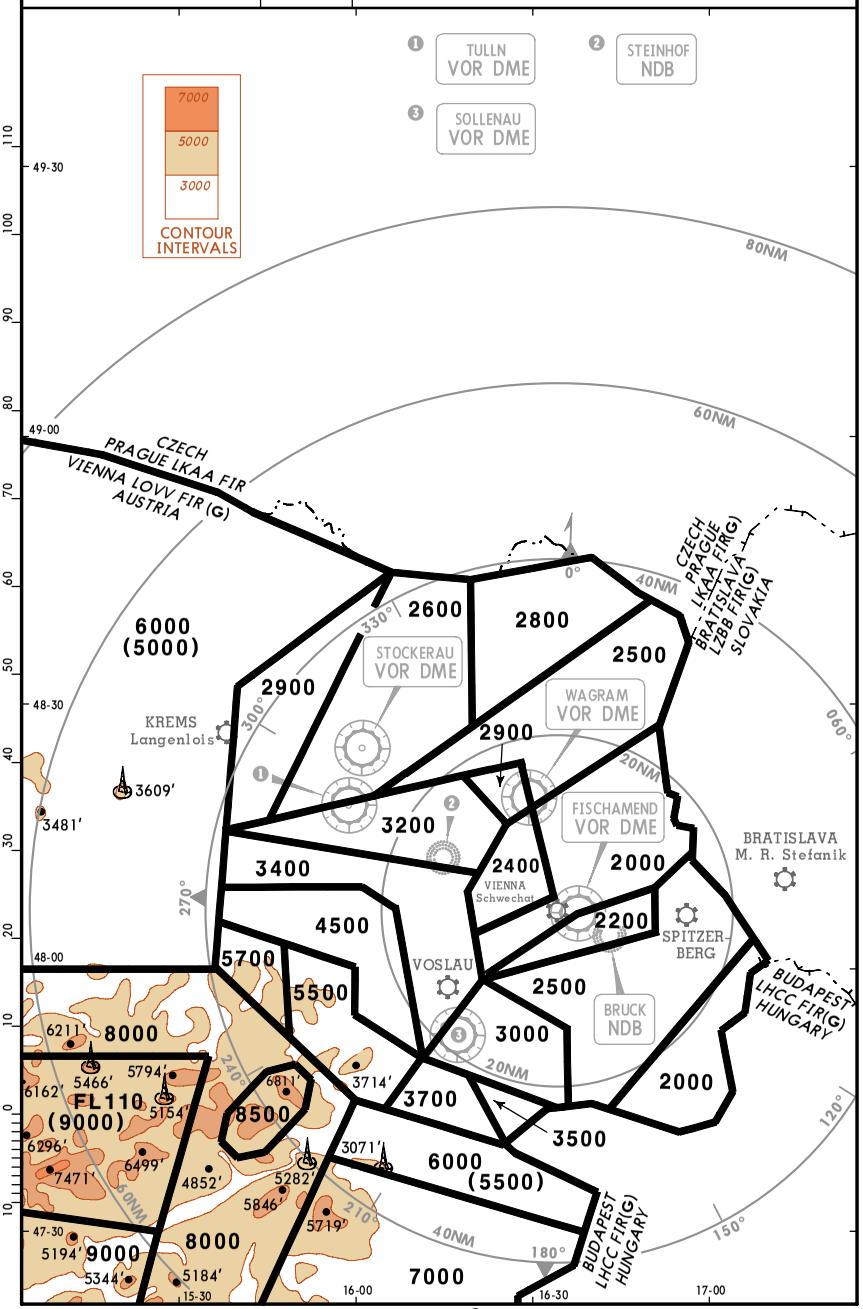
JEPPESEN
25 MAR 05 (10-1R)

VIENNA, AUSTRIA
RADAR MINIMUM ALTITUDES

VIENNA Radar (APP)
128.2 124.55
129.05 132.47

Apt Elev 600′

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



CHANGES: Sectors & altitudes revised.

LOWW/VIE
SCHWECHAT

JEPPESEN
29 APR 05 (10-2) Eff 12 May

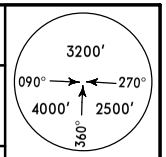
VIENNA, AUSTRIA
STAR

ATIS
112.2 113.0 115.5 122.95

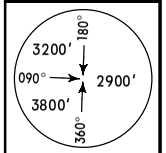
Apt Elev 600′

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

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

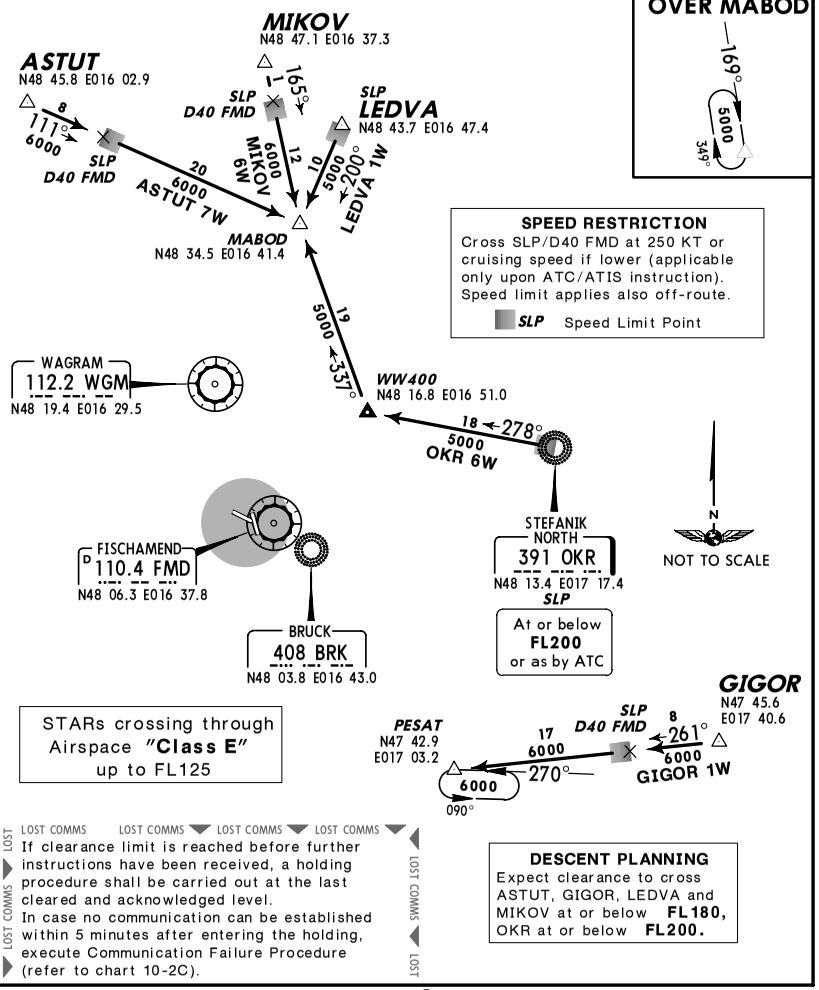


MSA
BRK NDB

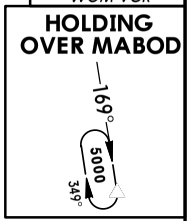


MSA
WGM VOR

ASTUT SEVEN WHISKEY (ASTUT 7W) *[ASTU7W]*
GIGOR ONE WHISKEY (GIGOR 1W) *[GIGO1W]*
LEDVA ONE WHISKEY (LEDVA 1W) *[LEDV1W]*
MIKOV SIX WHISKEY (MIKOV 6W) *[MIKO6W]*
STEFANIK NORTH SIX WHISKEY (OKR 6W)
RWYS 11, 16, 29, 34 ARRIVALS
FROM NORTH & EAST



HOLDING OVER MABOD



SPEED RESTRICTION
Cross SLP/D40 FMD at 250 KT or cruising speed if lower (applicable only upon ATC/ATIS instruction).
Speed limit applies also off-route.
SLP Speed Limit Point

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

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

DESCENT PLANNING
Expect clearance to cross ASTUT, GIGOR, LEDVA and MIKOV at or below **FL180,** OKR at or below **FL200.**

CHANGES: STARs completely revised.

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

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

GAMLI THREE WHISKEY (GAMLI 3W) *[GAML3W]*
GLEICHENBERG FIVE WHISKEY (GBG 5W)
GRAZ SIX WHISKEY (GRZ 6W)
NIMDU ONE WHISKEY (NIMDU 1W) *[NIMD1W]*
XANUT ONE WHISKEY (XANUT 1W) *[XANU1W]*
RWYS 11, 16, 29, 34 ARRIVALS
FROM SOUTH & WEST

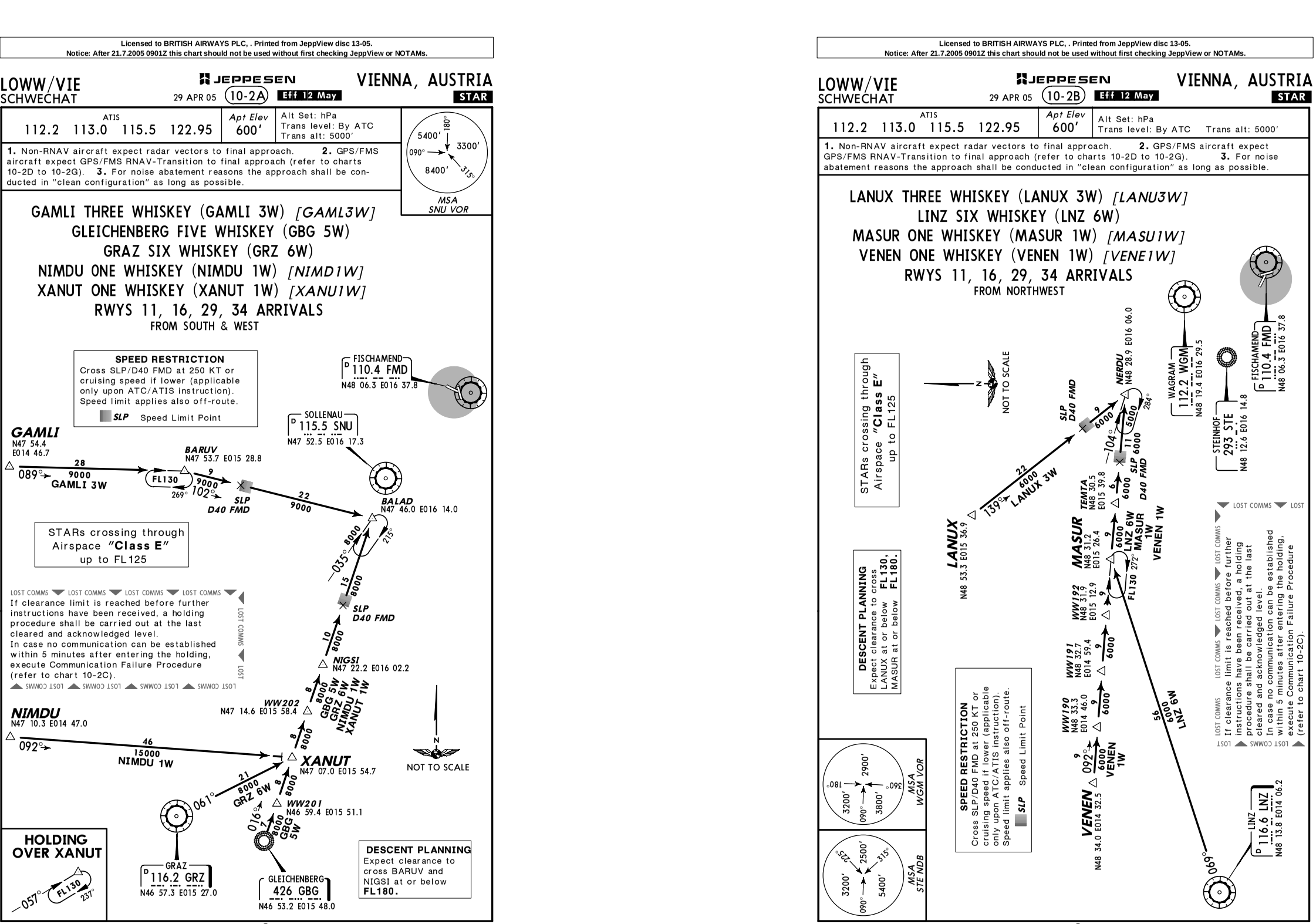
CHANGES: STARs completely revised.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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

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

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



CHANGES: STARs completely revised; chart redrawn.

LOWW/VIE SCHWECHAT

JEPPESEN

29 APR 05 (10-2C) Eff 12 May

VIENNA, AUSTRIA

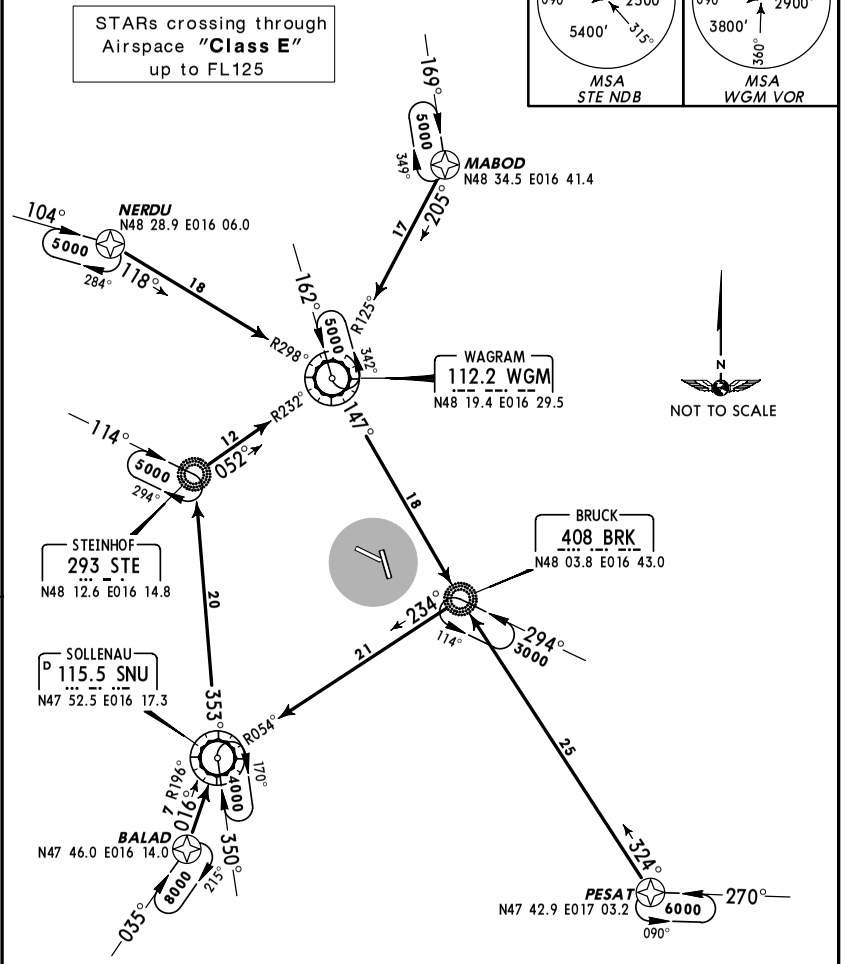
STAR

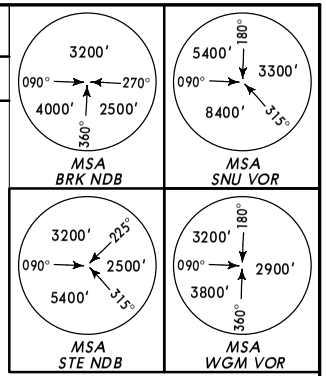
ATIS	Apt Elev
112.2 113.0 115.5 122.95	600′

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

COMMUNICATION FAILURE PROCEDURE

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





COMMUNICATION FAILURE ROUTING

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN

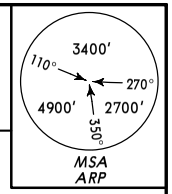
17 JUN 05 (10-2D)

VIENNA, AUSTRIA

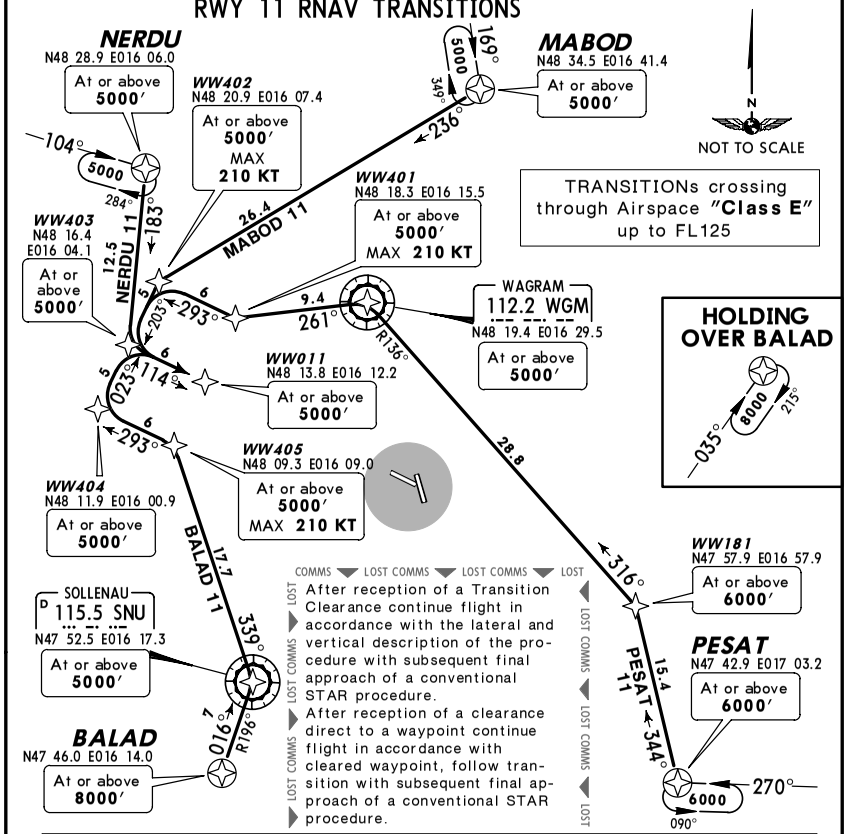
RNAV TRANSITION

ATIS	Apt Elev
112.2 113.0 115.5 122.95	600′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect clearance for the IAP (normally ILS-APP) well before reaching WW011. In case no clearance was received perform an IAP.
2. If unable to follow Transition advise ATC immediately.



BALAD 11 *[BALA11]*, MABOD 11 *[MABO11]* NERDU 11 *[NERD11]*, PESAT 11 *[PESA11]* RWY 11 RNAV TRANSITIONS



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

After reception of a Transition Clearance continue flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional STAR procedure.

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 11	BALAD **(8000′+)** - SNU **(5000′+)** - WW405 **(5000′+**; K210-) - WW404 **(5000′+)** - WW403 **(5000′+)** - WW011 **(5000′+).**
MABOD 11	MABOD **(5000′+)** - WW402 **(5000′+**; K210-) - WW403 **(5000′+)** - WW011 **(5000′+).**
NERDU 11	NERDU **(5000′+)** - WW403 **(5000′+)** - WW011 **(5000′+).**
PESAT 11	PESAT **(6000′+)** - WW181 **(6000′+)** - WGM **(5000′+)** - WW401 **(5000′+**; K210-) - WW402 **(5000′+**; K210-) - WW403 **(5000′+)** - WW011 **(5000′+).**

LOWW/VIE SCHWECHAT

JEPPESEN 17 JUN 05 (10-2E)

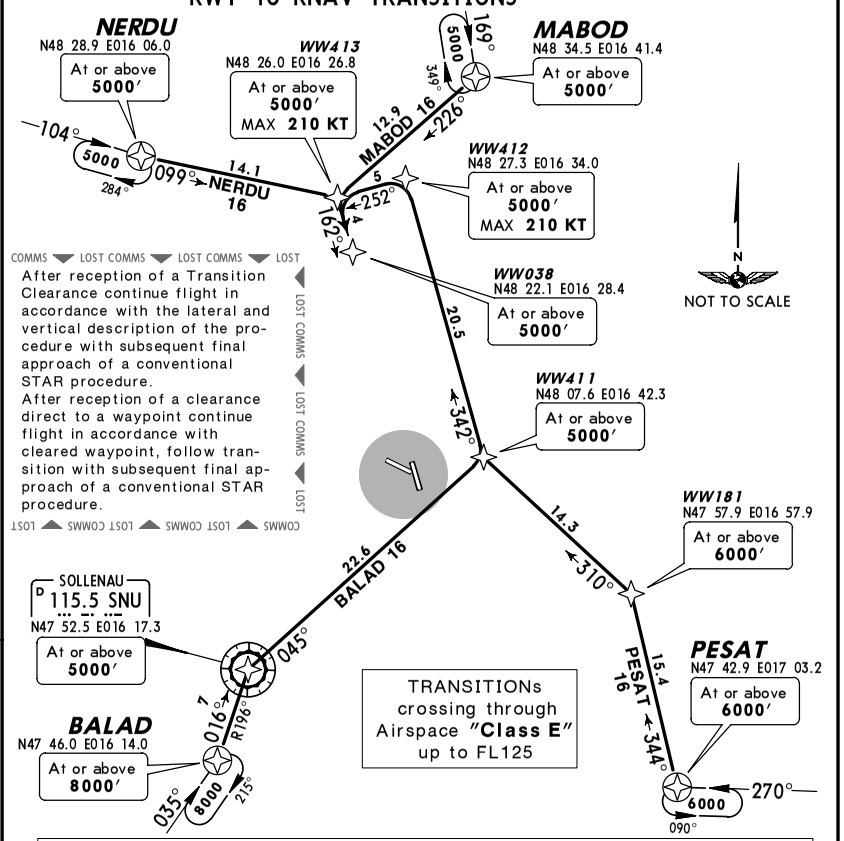
VIENNA, AUSTRIA

RNAV TRANSITION

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW038. In case no clearance was received perform an IAP. **2.** If unable to follow Transition advise ATC immediately.

MSA ARP: 3400′ (110°–270°), 2700′ (270°–350°), 4900′ (350°–110°)

BALAD 16 *[BALA16]*, MABOD 16 *[MABO16]* NERDU 16 *[NERD16]*, PESAT 16 *[PESA16]* RWY 16 RNAV TRANSITIONS



CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 16	BALAD **(8000′+)** - SNU **(5000′+)** - WW411 **(5000′+)** - WW412 **(5000′+;** K210-) - WW413 **(5000′+;** K210-) - WW038 **(5000′+).**
MABOD 16	MABOD **(5000′+)** - WW413 **(5000′+;** K210-) - WW038 **(5000′+).**
NERDU 16	NERDU **(5000′+)** - WW413 **(5000′+;** K210-) - WW038 **(5000′+).**
PESAT 16	PESAT **(6000′+)** - WW181 **(6000′+)** - WW411 **(5000′+)** - WW412 **(5000′+;** K210-) - WW413 **(5000′+;** K210-) - WW038 **(5000′+).**

CHANGES: Track between WW181 & WW411.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN 29 APR 05 (10-2F) Eff 12 May

VIENNA, AUSTRIA

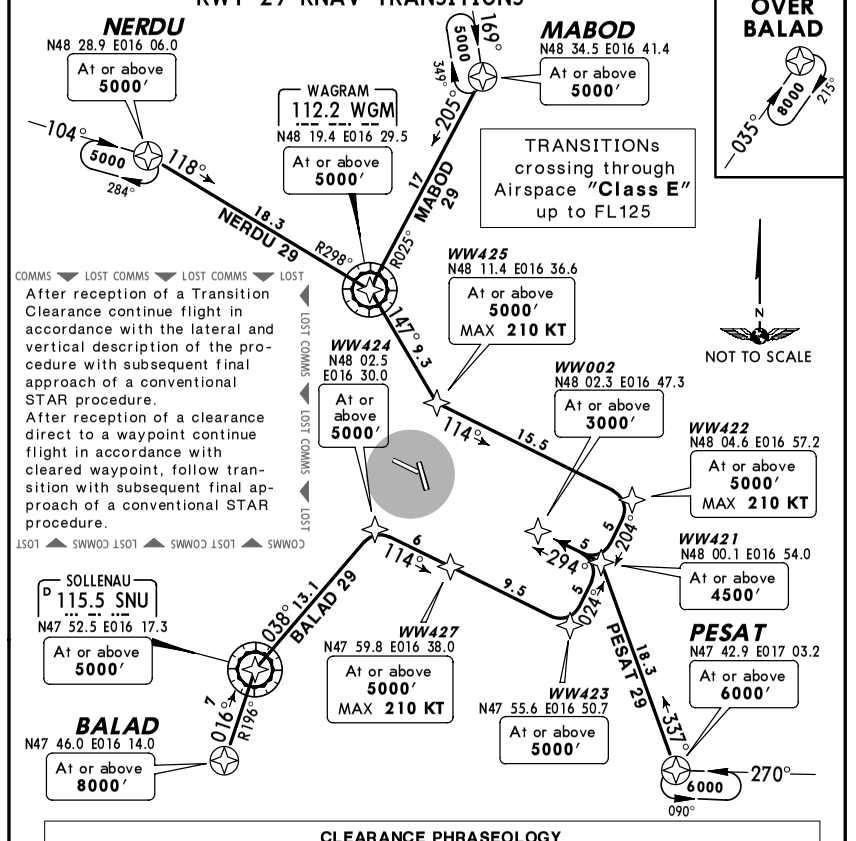
RNAV TRANSITION

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW002. In case no clearance was received perform an IAP. **2.** If unable to follow Transition advise ATC immediately.

MSA ARP: 3400′ (110°–270°), 2700′ (270°–350°), 4900′ (350°–110°)

HOLDING OVER BALAD: 035°, 8000, 215°

BALAD 29 *[BALA29]*, MABOD 29 *[MABO29]* NERDU 29 *[NERD29]*, PESAT 29 *[PESA29]* RWY 29 RNAV TRANSITIONS



CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 29	BALAD **(8000′+)** - SNU **(5000′+)** - WW424 **(5000′+)** - WW427 **(5000′+;** K210-) - WW423 **(5000′+)** - WW421 **(4500′+)** - WW002 **(3000′+).**
MABOD 29	MABOD **(5000′+)** - WGM **(5000′+)** - WW425 **(5000′+;** K210-) - WW422 **(5000′+;** K210-) - WW421 **(4500′+)** - WW002 **(3000′+).**
NERDU 29	NERDU **(5000′+)** - WGM **(5000′+)** - WW425 **(5000′+;** K210-) - WW422 **(5000′+;** K210-) - WW421 **(4500′+)** - WW002 **(3000′+).**
PESAT 29	PESAT **(6000′+)** - WW421 **(4500′+)** - WW002 **(3000′+).**

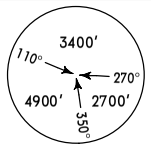
CHANGES: RNAV TRANSITIONS redesignated & revised.

LOWW/VIE
SCHWECHAT

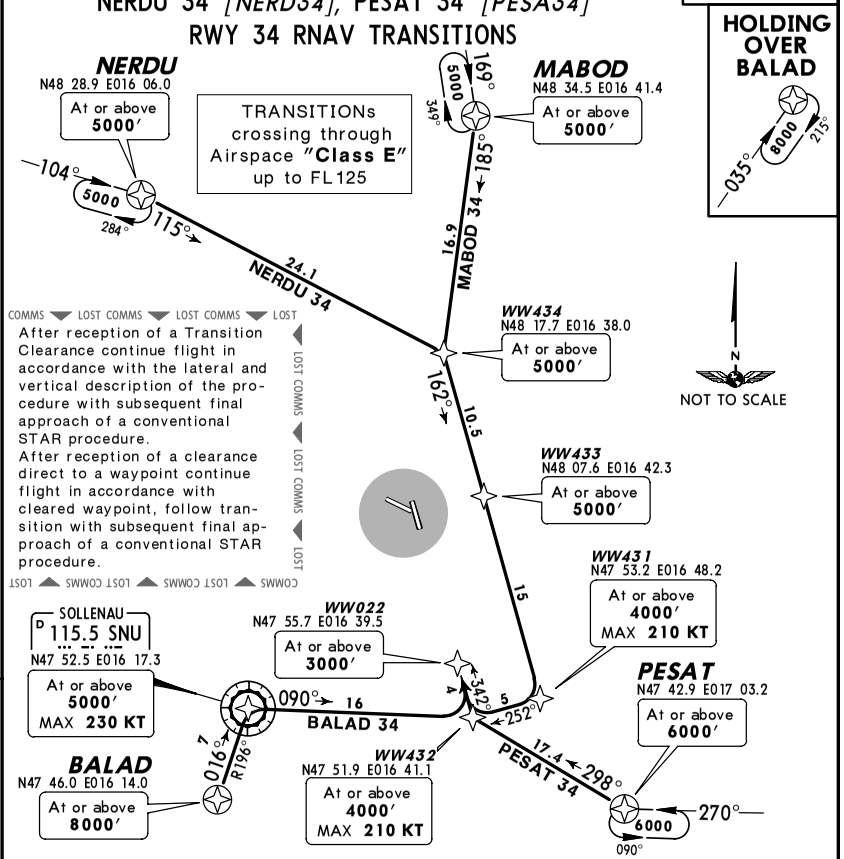
JEPPESEN
29 APR 05 (10-2G) Eff 12 May

VIENNA, AUSTRIA
RNAV TRANSITION

ATIS	Apt Elev	
112.2 113.0 115.5 122.95	600′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ **1.** Expect clearance for the IAP (normally ILS-APP) well before reaching WW022. In case no clearance was received perform an IAP. **2.** If unable to follow Transition advise ATC immediately.



BALAD 34 *[BALA34]*, MABOD 34 *[MABO34]*
NERDU 34 *[NERD34]*, PESAT 34 *[PESA34]*
RWY 34 RNAV TRANSITIONS



CLEARANCE PHRASEOLOGY

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

TRANSITION	ROUTING
BALAD 34	BALAD **(8000′+) -** SNU **(5000′+;** K230-) - WW432 **(4000′+;** K210-) - WW022 **(3000′+).**
MABOD 34	MABOD **(5000′+) -** WW434 **(5000′+) -** WW433 **(5000′+) -** WW431 **(4000′+;** K210-) - WW432 **(4000′+;** K210-) - WW022 **(3000′+).**
NERDU 34	NERDU **(5000′+) -** WW434 **(5000′+) -** WW433 **(5000′+) -** WW431 **(4000′+;** K210-) - WW432 **(4000′+;** K210-) - WW022 **(3000′+).**
PESAT 34	PESAT **(6000′+) -** WW432 **(4000′+;** K210-) - WW022 **(3000′+).**

CHANGES: RNAV TRANSITIONS redesignated & revised.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

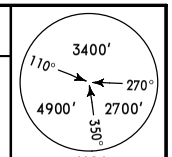
LOWW/VIE
SCHWECHAT

JEPPESEN
29 APR 05 (10-3) Eff 12 May

VIENNA, AUSTRIA
RNAV SID

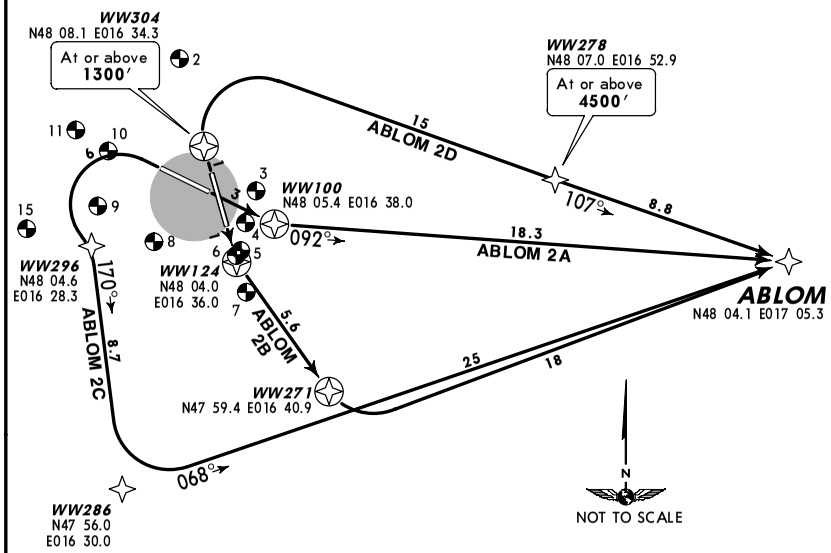
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



ABLOM TWO ALFA (ABLOM 2A) *[ABLO2A]*
ABLOM TWO BRAVO (ABLOM 2B) *[ABLO2B]*
ABLOM TWO CHARLIE (ABLOM 2C) *[ABLO2C]*
ABLOM TWO DELTA (ABLOM 2D) *[ABLO2D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

1 Noise monitoring point

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

Initial climb clearance **5000′**

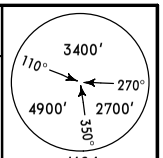
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
ABLOM 2A	**11**	WW100 - ABLOM.
ABLOM 2B	**16**	WW124 - WW271 - ABLOM.
ABLOM 2C	**29**	**(1000′+) -** WW296 - WW286 - ABLOM.
ABLOM 2D	**34**	WW304 **(1300′+) -** WW278 **(4500′+) -** ABLOM.

CHANGES: Chart reindexed.

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

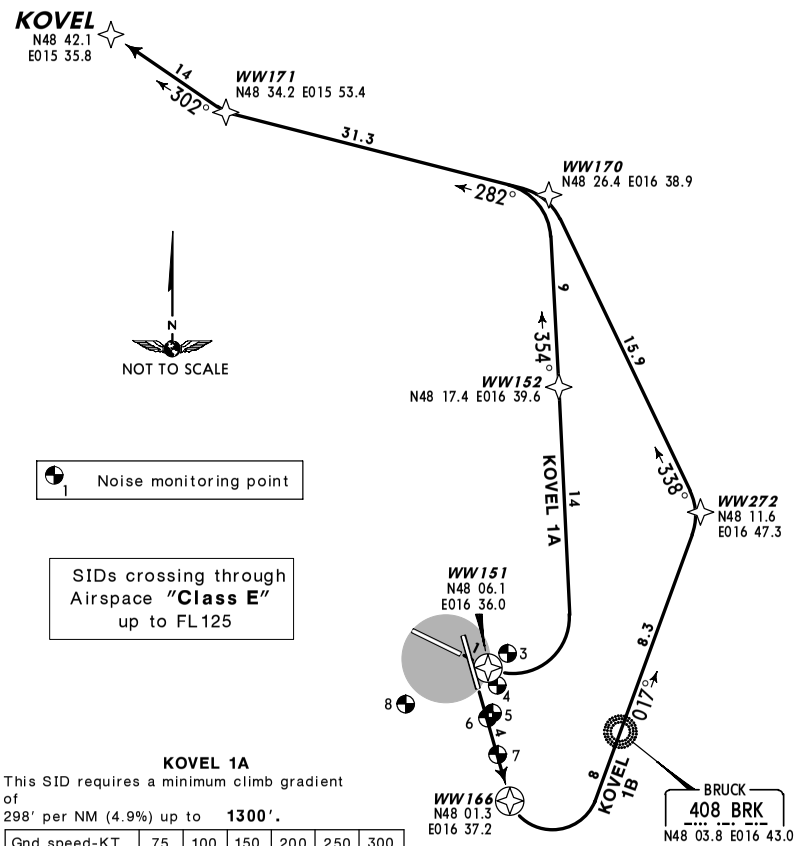
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



KOVEL ONE ALFA (KOVEL 1A) *[KOVE1A]*
KOVEL ONE BRAVO (KOVEL 1B) *[KOVE1B]*
RWYS 11, 16 RNAV DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance 5000′

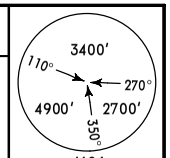
Execute initial turns with MAX 205 KT and a bank angle of at least 20°.

SID	RWY	ROUTING
KOVEL 1A	11	WW151 - WW152 - WW170 - WW171 - KOVEL.
KOVEL 1B	16	WW166 - BRK - WW272 - WW170 - WW171 - KOVEL.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

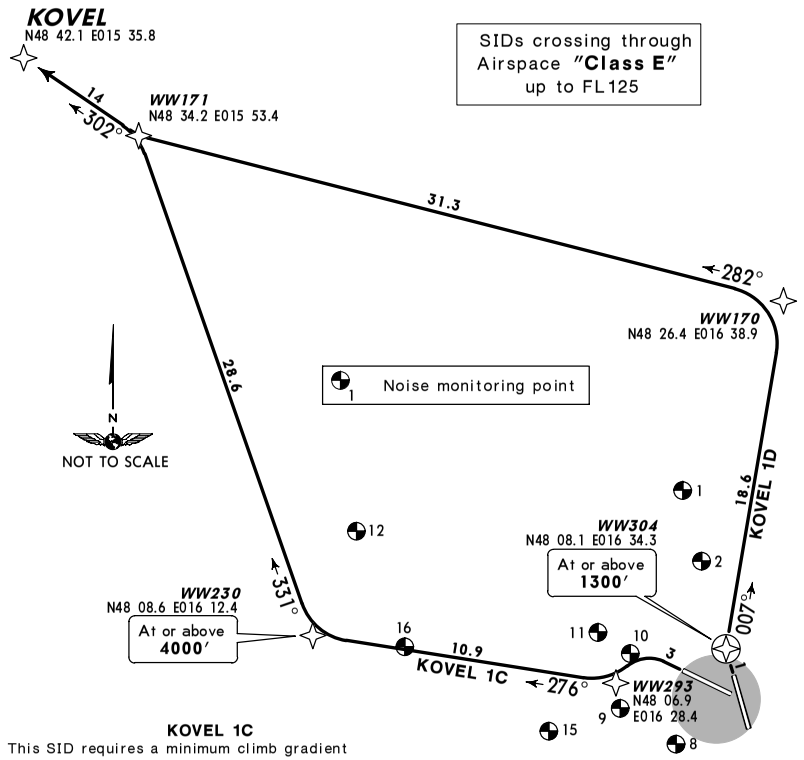
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



KOVEL ONE CHARLIE (KOVEL 1C) *[KOVE1C]*
KOVEL ONE DELTA (KOVEL 1D) *[KOVE1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance 5000′

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

SID	RWY	ROUTING
KOVEL 1C ❶	29	(1000′+) - WW293 - WW230 (4000′+) - WW171 - KOVEL.
KOVEL 1D	34	WW304 (1300′+) - WW170 - WW171 - KOVEL.

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

LOWW/VIE SCHWECHAT

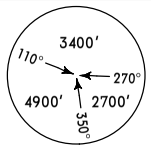
JEPPESEN 29 APR 05 (10-3C) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

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

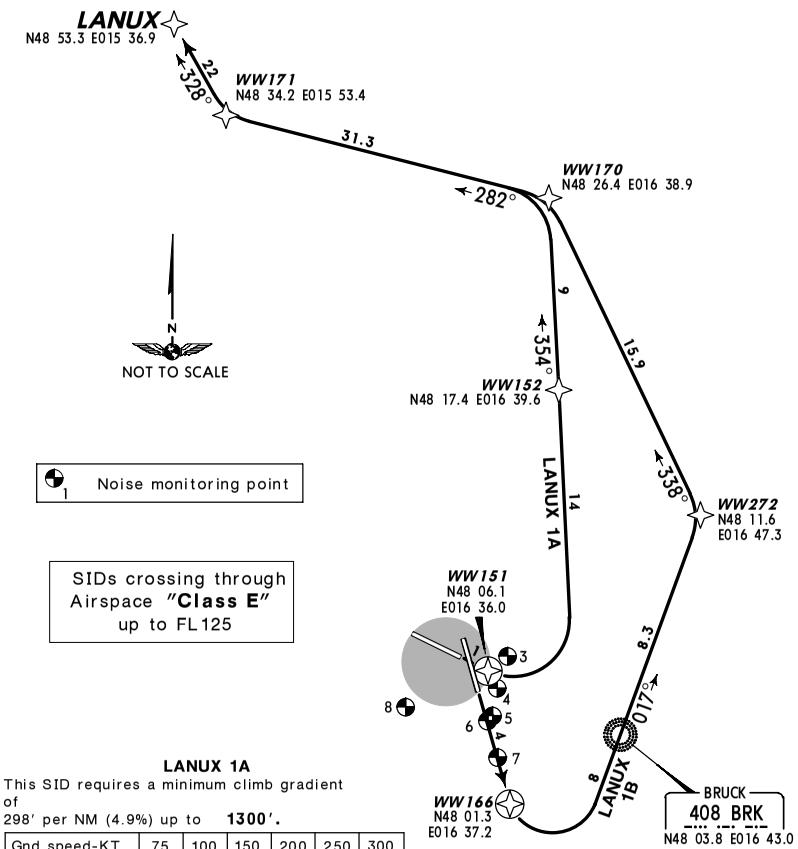
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



LANUX ONE ALFA (LANUX 1A) *[LANU1A]*
LANUX ONE BRAVO (LANUX 1B) *[LANU1B]*
RWYS 11, 16 RNAV DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
LANUX 1A	**11**	WW151 - WW152 - WW170 - WW171 - LANUX.
LANUX 1B	**16**	WW166 - BRK - WW272 - WW170 - WW171 - LANUX.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

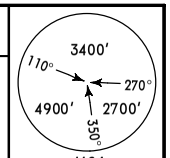
LOWW/VIE SCHWECHAT

JEPPESEN 29 APR 05 (10-3D) Eff 12 May

VIENNA, AUSTRIA
RNAV SID

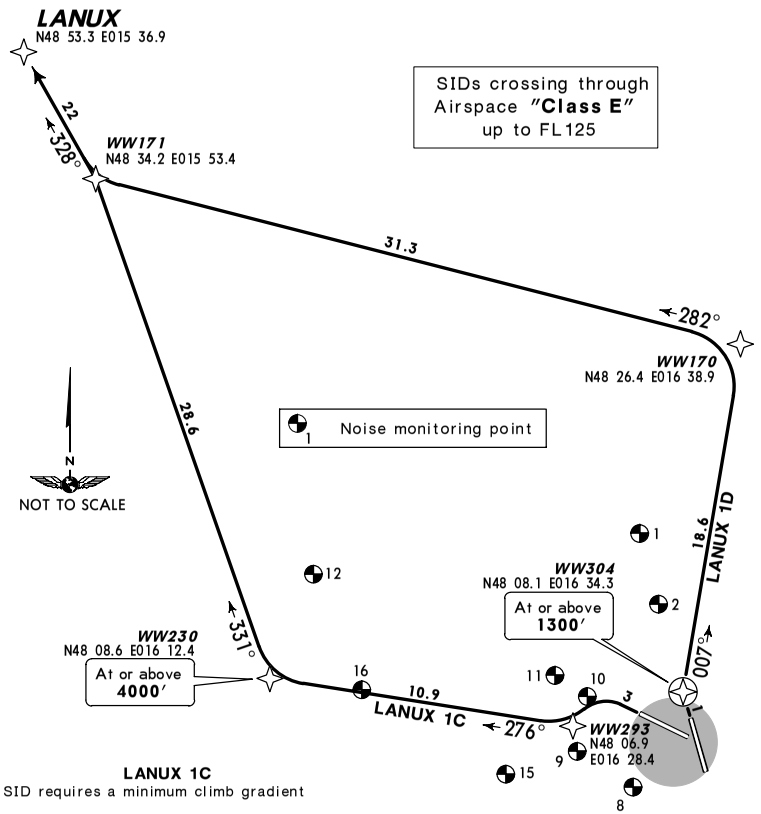
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



LANUX ONE CHARLIE (LANUX 1C) *[LANU1C]*
LANUX ONE DELTA (LANUX 1D) *[LANU1D]*
RWYS 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
LANUX 1C ❶	**29**	**(1000′+)** - WW293 - WW230 **(4000′+)** - WW171 - LANUX.
LANUX 1D	**34**	WW304 **(1300′+)** - WW170 - WW171 - LANUX.

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

LOWW/VIE SCHWECHAT

JEPPESEN 29 APR 05 (10-3E) Eff 12 May

VIENNA, AUSTRIA

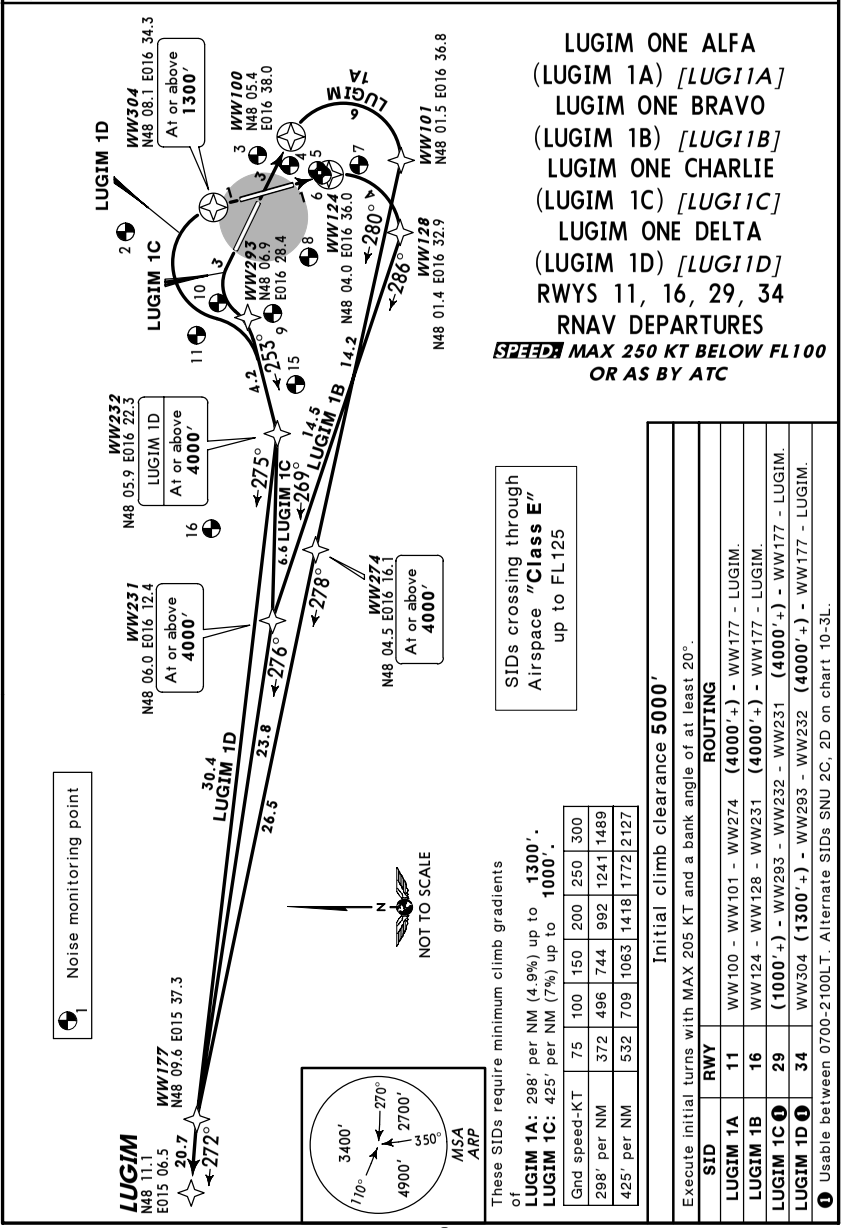
RNAV SID

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

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.

LUGIM ONE ALFA (LUGIM 1A) *[LUGI1A]*
LUGIM ONE BRAVO (LUGIM 1B) *[LUGI1B]*
LUGIM ONE CHARLIE (LUGIM 1C) *[LUGI1C]*
LUGIM ONE DELTA (LUGIM 1D) *[LUGI1D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



SID	RWY	ROUTING
LUGIM 1A	11	WW100 - WW101 - WW274 **(4000′+)** - WW177 - LUGIM.
LUGIM 1B	16	WW124 - WW128 - WW231 **(4000′+)** - WW177 - LUGIM.
LUGIM 1C ❶	29	**(1000′+)** - WW293 - WW232 - WW231 **(4000′+)** - WW177 - LUGIM.
LUGIM 1D ❶	34	WW304 **(1300′+)** - WW293 - WW232 **(4000′+)** - WW177 - LUGIM.

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

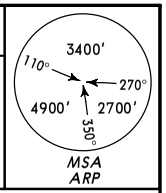
JEPPESEN 29 APR 05 (10-3F) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

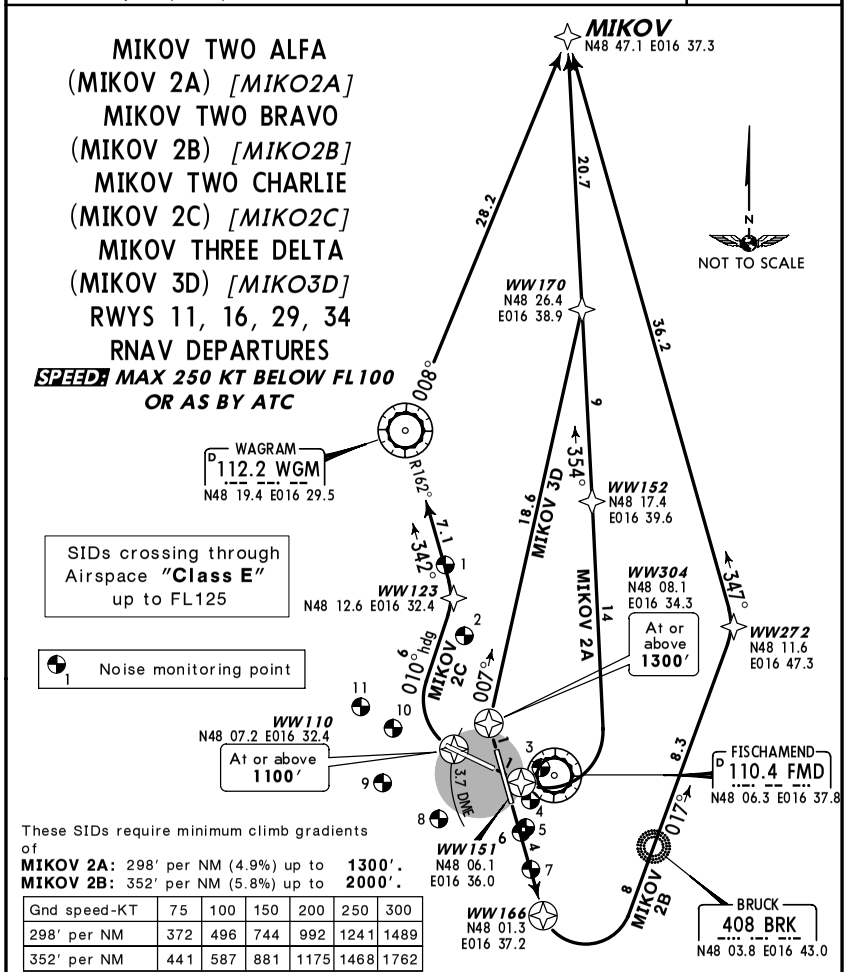
WIEN Radar (APP) 128.2	Apt Elev 600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



MIKOV TWO ALFA (MIKOV 2A) *[MIKO2A]*
MIKOV TWO BRAVO (MIKOV 2B) *[MIKO2B]*
MIKOV TWO CHARLIE (MIKOV 2C) *[MIKO2C]*
MIKOV THREE DELTA (MIKOV 3D) *[MIKO3D]*
RWYS 11, 16, 29, 34
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
MIKOV 2A	11	WW151 - WW152 - MIKOV.
MIKOV 2B	16	WW166 - BRK - WW272 - MIKOV.
MIKOV 2C PROP ONLY ❶	29	Climb straight ahead to FMD 3.7 DME (THR RWY 11), turn RIGHT, 010° heading, intercept WGM R-162 inbound to WGM, WGM R-008 to MIKOV. **FMS/RNAV:** WW110 **(1100′+)** - WW123 - WGM - MIKOV.
MIKOV 3D	34	WW304 **(1300′+)** - WW170 - MIKOV.

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

LOWW/VIE SCHWECHAT

JEPPESEN 29 APR 05 (10-3G) Eff 12 May

VIENNA, AUSTRIA

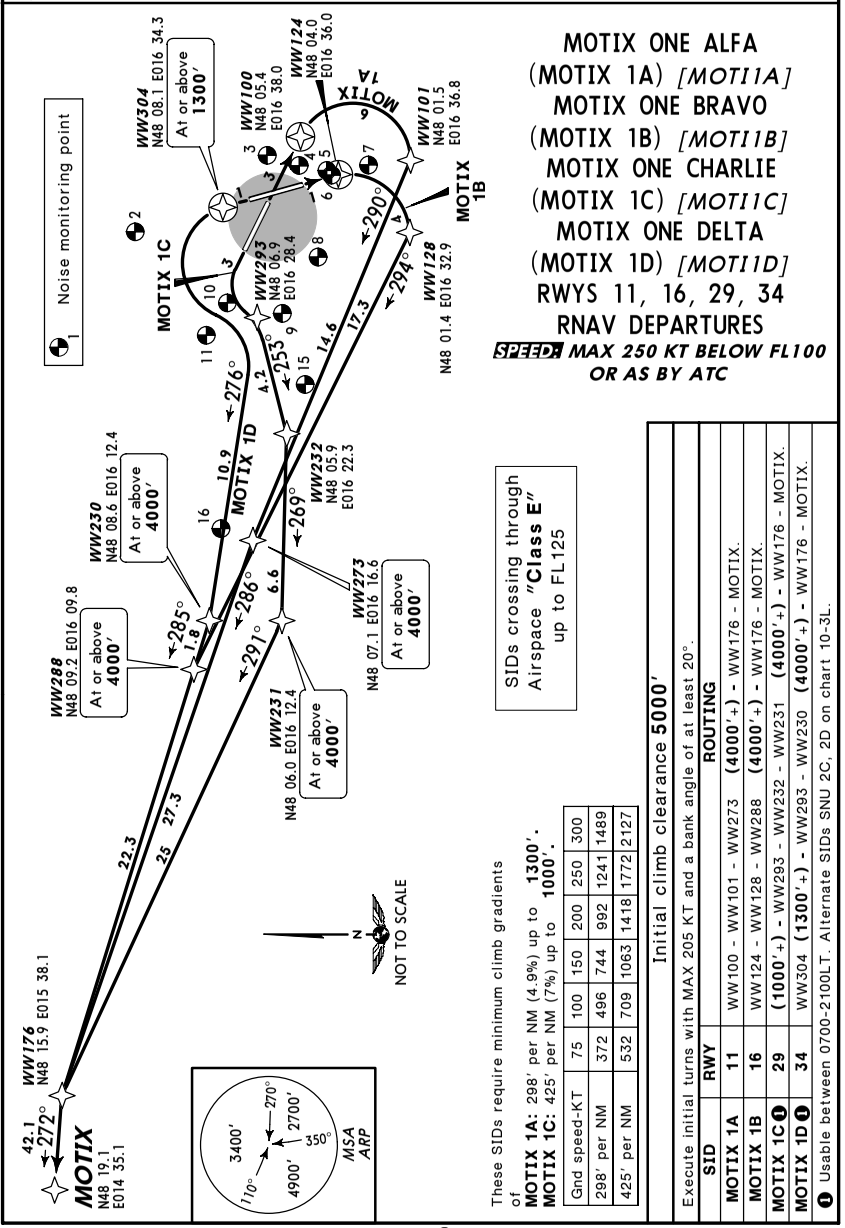
RNAV SID

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

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.

MOTIX ONE ALFA (MOTIX 1A) *[MOTI1A]*
MOTIX ONE BRAVO (MOTIX 1B) *[MOTI1B]*
MOTIX ONE CHARLIE (MOTIX 1C) *[MOTI1C]*
MOTIX ONE DELTA (MOTIX 1D) *[MOTI1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
MOTIX 1A	11	WW100 - WW101 - WW273 **(4000′+)** - WW176 - MOTIX.
MOTIX 1B	16	WW124 - WW128 - WW288 **(4000′+)** - WW176 - MOTIX.
MOTIX 1C ❶	29	**(1000′+)** - WW293 - WW232 - WW231 **(4000′+)** - WW176 - MOTIX.
MOTIX 1D ❶	34	WW304 **(1300′+)** - WW293 - WW230 **(4000′+)** - WW176 - MOTIX.

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

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

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

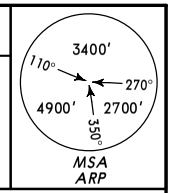
JEPPESEN 29 APR 05 (10-3H) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

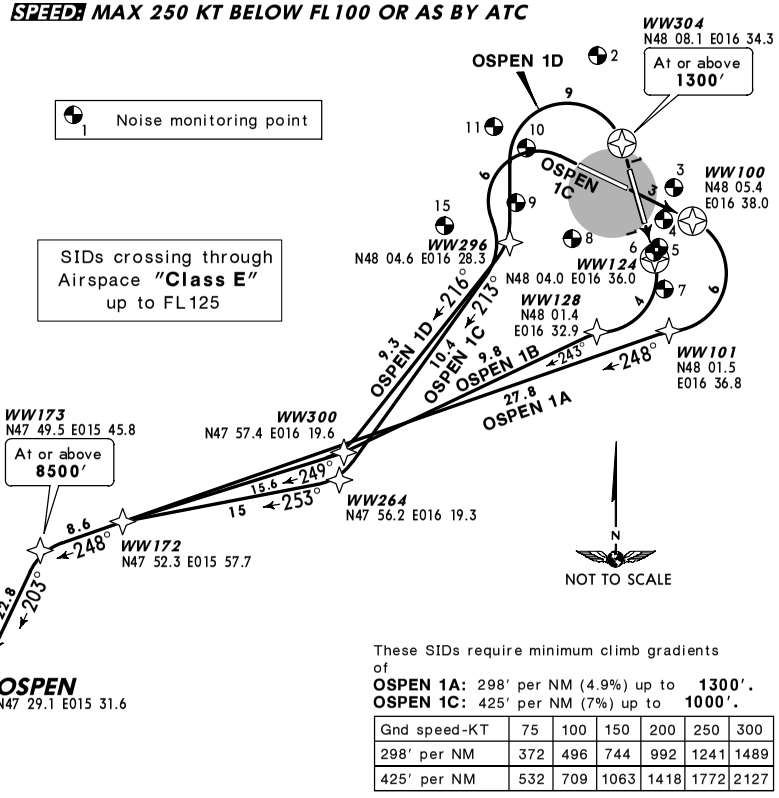
WIEN Radar (APP) 128.2	Apt Elev 600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



OSPEN ONE ALFA (OSPEN 1A) *[OSPE1A]*
OSPEN ONE BRAVO (OSPEN 1B) *[OSPE1B]*
OSPEN ONE CHARLIE (OSPEN 1C) *[OSPE1C]*
OSPEN ONE DELTA (OSPEN 1D) *[OSPE1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
OSPEN 1A ❶	11	WW100 - WW101 - WW172 - WW173 **(8500′+)** - OSPEN.
OSPEN 1B ❶	16	WW124 - WW128 - WW300 - WW172 - WW173 **(8500′+)** - OSPEN.
OSPEN 1C ❶	29	**(1000′+)** - WW296 - WW264 - WW172 - WW173 **(8500′+)** - OSPEN.
OSPEN 1D	34	WW304 **(1300′+)** - WW296 - WW300 - WW172 - WW173 **(8500′+)** - OSPEN.

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

LOWW/VIE SCHWECHAT

JEPPESEN

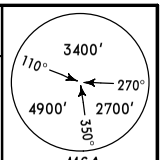
29 APR 05 (10-3J) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

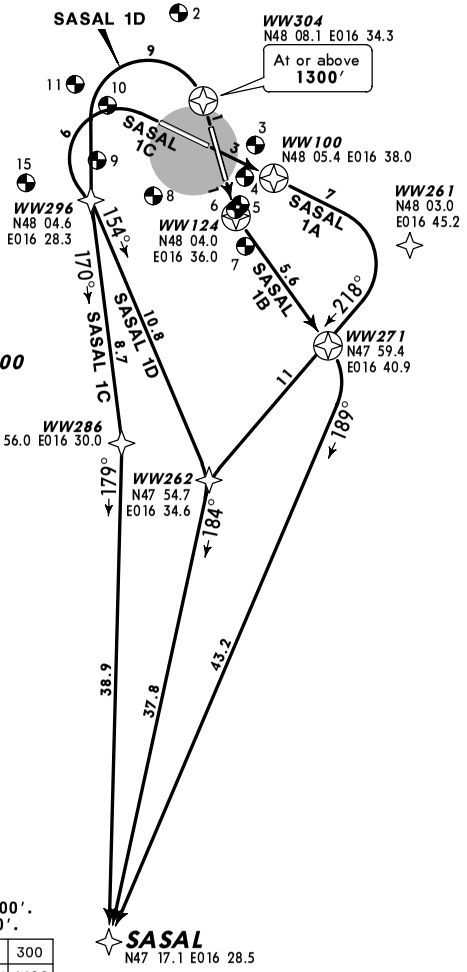
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



SASAL ONE ALFA (SASAL 1A) *[SASA1A]*
SASAL ONE BRAVO (SASAL 1B) *[SASA1B]*
SASAL ONE CHARLIE (SASAL 1C) *[SASA1C]*
SASAL ONE DELTA (SASAL 1D) *[SASA1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY AS



NOT TO SCALE

Noise monitoring point

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

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

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
SASAL 1A	**11**	WW100 - WW261 - WW262 - SASAL.
SASAL 1B	**16**	WW124 - WW271 - SASAL.
SASAL 1C	**29**	**(1000′+)** - WW296 - WW286 - SASAL.
SASAL 1D	**34**	WW304 **(1300′+)** - WW296 - WW262 - SASAL.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN

29 APR 05 (10-3K) Eff 12 May

VIENNA, AUSTRIA

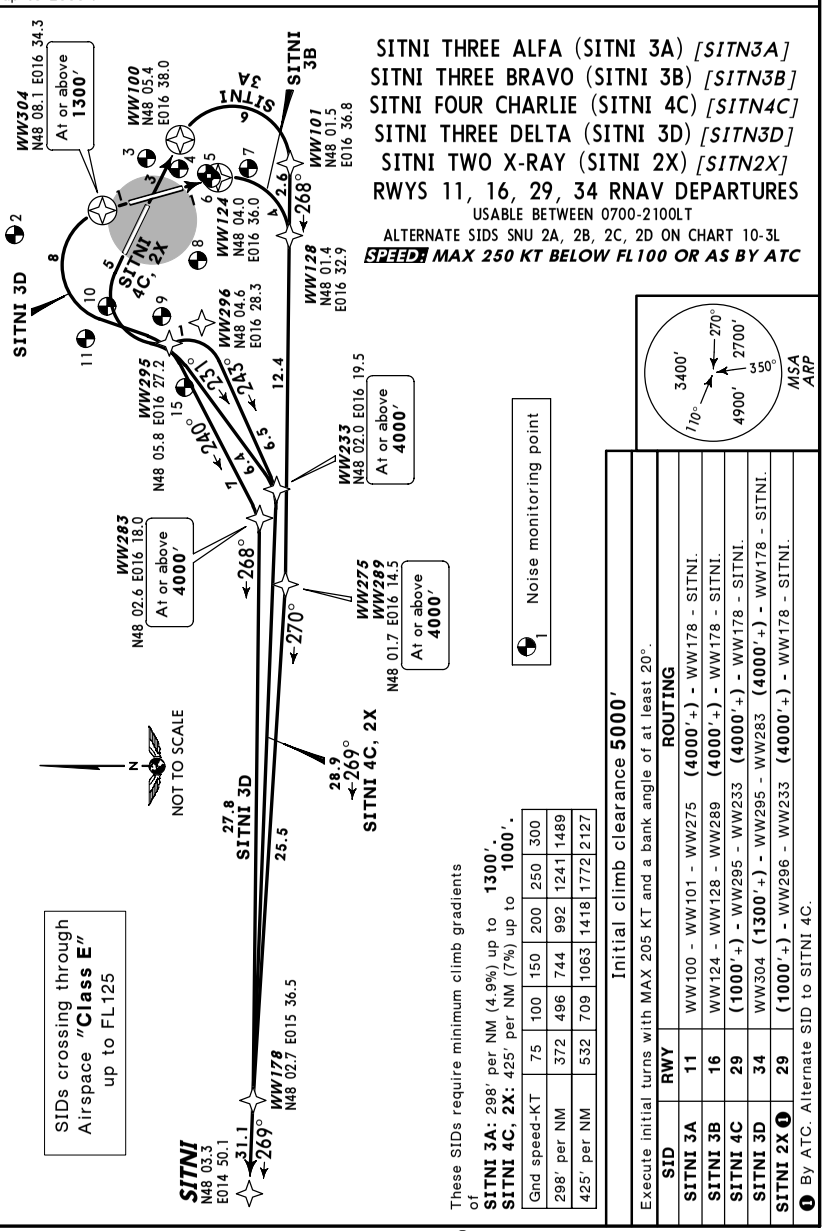
RNAV SID

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

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. **2.** To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.

SITNI THREE ALFA (SITNI 3A) *[SITN3A]*
SITNI THREE BRAVO (SITNI 3B) *[SITN3B]*
SITNI FOUR CHARLIE (SITNI 4C) *[SITN4C]*
SITNI THREE DELTA (SITNI 3D) *[SITN3D]*
SITNI TWO X-RAY (SITNI 2X) *[SITN2X]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

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



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

These SIDs require minimum climb gradients of
SITNI 3A: 298′ per NM (4.9%) up to **1300′.**
SITNI 4C, 2X: 425′ per NM (7%) up to **1000′.**

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
SITNI 3A	**11**	WW100 - WW101 - WW275 **(4000′+)** - WW178 - SITNI.
SITNI 3B	**16**	WW124 - WW128 - WW289 **(4000′+)** - WW178 - SITNI.
SITNI 4C	**29**	**(1000′+)** - WW295 - WW233 **(4000′+)** - WW178 - SITNI.
SITNI 3D	**34**	WW304 **(1300′+)** - WW295 - WW283 **(4000′+)** - WW178 - SITNI.
SITNI 2X ❶	**29**	**(1000′+)** - WW296 - WW233 **(4000′+)** - WW178 - SITNI.

❶ By ATC. Alternate SID to SITNI 4C.

LOWW/VIE SCHWECHAT

JEPPESEN

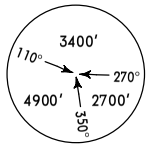
29 APR 05 (10-3L) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

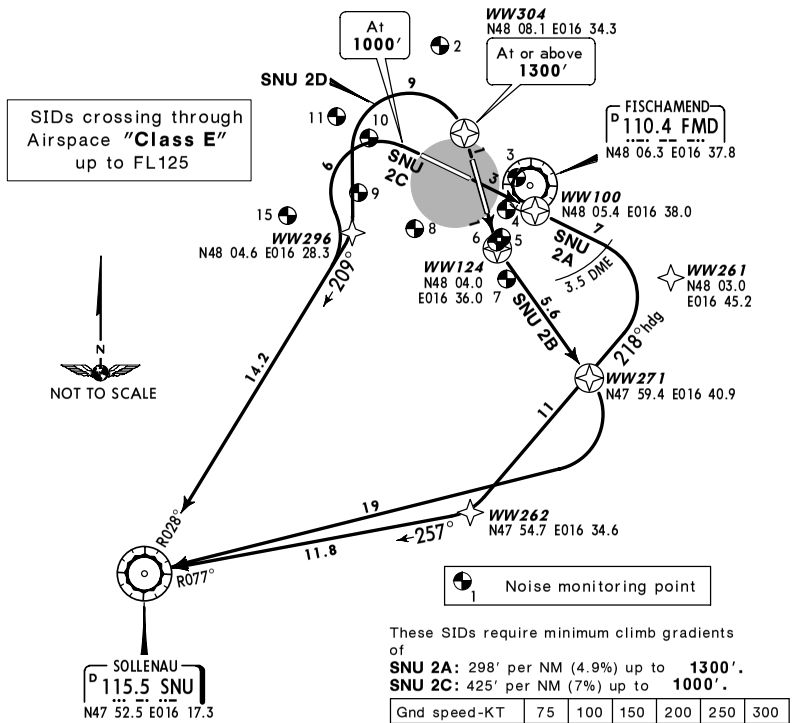
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



SOLLENAU TWO ALFA (SNU 2A), SOLLENAU TWO BRAVO (SNU 2B) SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D) RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance 5000′

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

SID	RWY	ROUTING
SNU 2A ❶	11	Climb straight ahead to FMD 3.5 DME, turn RIGHT, 218° heading, intercept SNU R-077 inbound to SNU. **FMS/RNAV:** WW100 - WW261 - WW262 - SNU.
SNU 2B	16	WW124 - WW271 - SNU.
SNU 2C ❶	29	Climb straight ahead, at **1000′** turn LEFT, intercept SNU R-028 inbound to SNU. **FMS/RNAV: (1000′+) -** WW296 - SNU.
SNU 2D	34	WW304 **(1300′+) -** WW296 - SNU.

❶ Also usable for non RNAV equipped aircraft.

CHANGES: New chart.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN

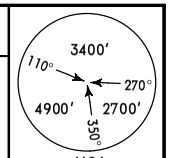
29 APR 05 (10-3M) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

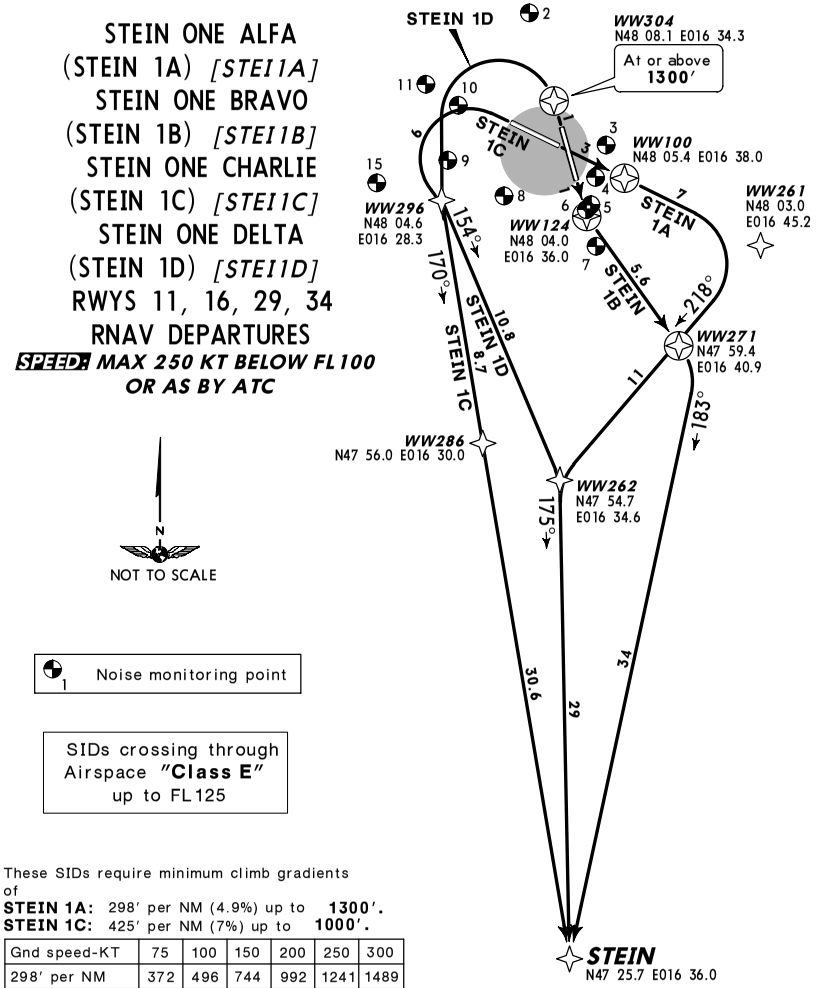
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



STEIN ONE ALFA (STEIN 1A) *[STEI1A]* STEIN ONE BRAVO (STEIN 1B) *[STEI1B]* STEIN ONE CHARLIE (STEIN 1C) *[STEI1C]* STEIN ONE DELTA (STEIN 1D) *[STEI1D]* RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance 5000′

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

SID	RWY	ROUTING
STEIN 1A	11	WW100 - WW261 - WW262 - STEIN.
STEIN 1B	16	WW124 - WW271 - STEIN.
STEIN 1C	29	**(1000′+) -** WW296 - WW286 - STEIN.
STEIN 1D	34	WW304 **(1300′+) -** WW296 - WW262 - STEIN.

CHANGES: New chart.

LOWW/VIE SCHWECHAT

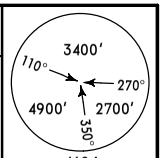
JEPPESEN 29 APR 05 (10-3N) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

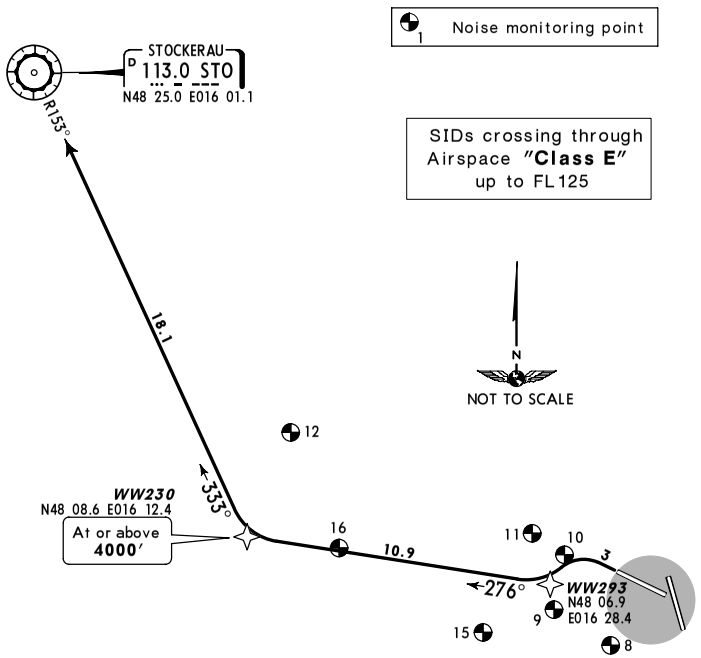
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



STOCKERAU FOUR CHARLIE (STO 4C)
RWY 29 RNAV DEPARTURE

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



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

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

Initial climb clearance **5000′**

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

ROUTING

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

CHANGES: New chart.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

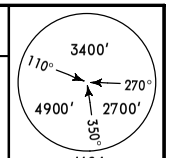
JEPPESEN 29 APR 05 (10-3P) Eff 12 May

VIENNA, AUSTRIA

RNAV SID

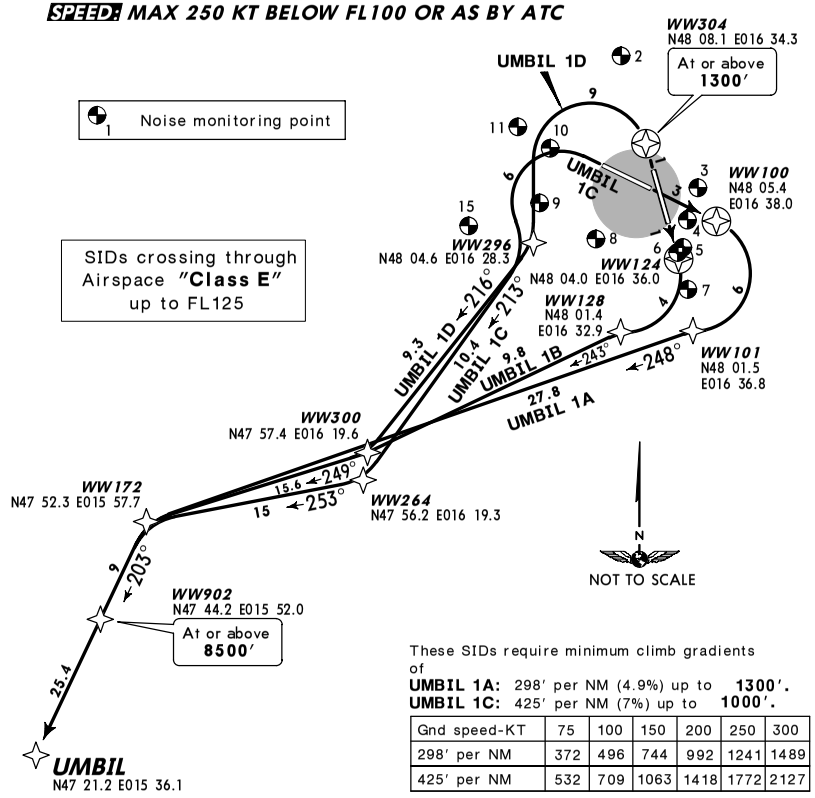
WIEN Radar (APP)	Apt Elev	Trans level: By ATC Trans alt: 5000′
128.2	600′	When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



UMBIL ONE ALFA (UMBIL 1A) *[UMBI1A]*
UMBIL ONE BRAVO (UMBIL 1B) *[UMBI1B]*
UMBIL ONE CHARLIE (UMBIL 1C) *[UMBI1C]*
UMBIL ONE DELTA (UMBIL 1D) *[UMBI1D]*
RWYS 11, 16, 29, 34 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

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

Initial climb clearance **5000′**

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

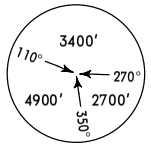
SID	RWY	ROUTING
UMBIL 1A ❶	11	WW100 - WW101 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1B ❶	16	WW124 - WW128 - WW300 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1C ❶	29	**(1000′+) -** WW296 - WW264 - WW172 - WW902 **(8500′+) -** UMBIL.
UMBIL 1D	34	WW304 **(1300′+) -** WW296 - WW300 - WW172 - WW902 **(8500′+) -** UMBIL.

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

CHANGES: New chart.

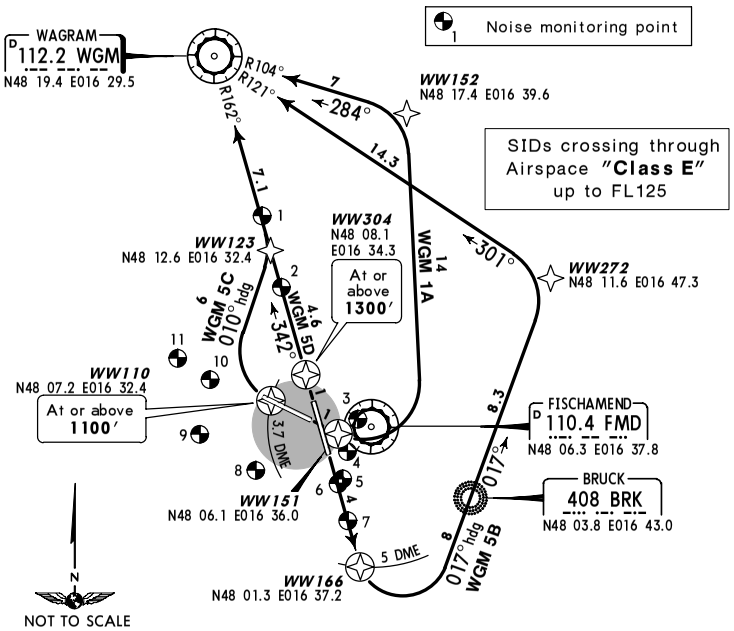
WIEN Radar (APP)	Apt Elev	
128.2	600′	Trans level: By ATC Trans alt: 5000′ When instructed by WIEN Tower contact WIEN Radar.

1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible.
2. To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2000′.



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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
WGM 1A: 298′ per NM (4.9%) up to **1300′.**
WGM 5B: 352′ per NM (5.8%) up to **2000′.**

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

Initial climb clearance **5000′**

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

SID	RWY	ROUTING
WGM 1A	**11**	WW151 - WW152 - WGM.
WGM 5B ❶	**16**	Climb straight ahead to FMD 5 DME, turn LEFT, 017° heading, intercept WGM R-121 inbound to WGM. **FMS/RNAV:** WW166 - BRK - WW272 - WGM.
WGM 5C PROP ONLY ❶	**29**	Climb straight ahead to FMD 3.7 DME (THR RWY 11), turn RIGHT, 010° heading, intercept WGM R-162 inbound to WGM. **FMS/RNAV:** WW110 **(1100′+)** - WW123 - WGM.
WGM 5D ❶	**34**	Intercept WGM R-162 inbound to WGM. **FMS/RNAV:** WW304 **(1300′+)** - WGM.

❶ Also usable for non RNAV equipped aircraft.

CHANGES: New chart.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

AIRPORT INFORMATION

LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective in two stages in the following conditions:
Stage 1:
When TDZ RVR falls below 1200m and/or ceiling lowers to less than 300′. The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures stage 1 in operation". CAT II/III apchs are possible on request. The procedures for LVP stage 2 including protection of sensitive area are applied.
Stage 2:
When TDZ RVR falls below 600m and/or ceiling lowers to less than 200′. The following message will be passed to arriving acft by RTF or broadcast by ATIS, as appropriate: "Low Visibility Procedures CAT II/III stage 2 in operation". Arriving acft are vectored so as to ensure a localizer intercept is at least 8 NM from threshold. Only if instructed by ATC pilots shall report "runway vacated" as soon as acft has left the yellow/green colour coded section of the exit taxiway.

TAXIING OF ARRIVING AIRCRAFT

Aircraft shall vacate the runway 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 runway via the nearest taxiway intersection and shall hold and wait on the taxiway when entirely beyond the taxi holding position.

START-UP PROCEDURE

To avoid delays with running engines, pilots shall request permission for start-up from aerodrome control before starting engines. Request for start-up shall be made after all preparations for departure have been made/doors closed.
IFR departures shall request the routing clearance 10 minutes prior to intended engine start-up from "Wien Delivery" on 122.12.
If not otherwise instructed pilots of following acft are allowed to start one engine only during push-back/towing: B707, B747, B757, B767, B777, MD11, DC10, DC8, L1011, IL86, IL76, IL62, A300, A310, A330. Two engines: A340.

PUSH-BACK PROCEDURE

When push-back is required, such permission shall be requested from Wien Ground on 121.6. Normally pilots are expected to start engines during or after push-back. When it is intended to start engines before push-back, aerodrome control shall be informed accordingly.

TAXI PROCEDURE

Pilots are expected to comply with start-up and taxi permission, since ATC planning is based on strict adherance to the coordinated start-up time. Any delay in start-up or taxiing shall be immediately reported to aerodrome control.

TRANSPONDER PROCEDURES

Arriving aircraft shall squawk mode S until reaching final parking position.

Departing aircraft shall select the correct transponder code and squawk mode S not later than starting the push back procedure commencing taxi if no push back is required.

Acft not equipped with mode S shall squawk mode A/C.

CHANGES: Transponder procedures added.

AIRPORT INFORMATION

HIRO (HIGH INTENSITY RUNWAY OPERATION) SYSTEM

The HIRO system is valid from 0700 - 2300 LT unless otherwise advised by ATC (e.g. via ATIS). The HIRO system ensures a maximum runway capacity, minimizes "go arounds" and enables departures during single runway operations and continuous inbound traffic.

Arrivals

Expeditious exit from the landing runway allows ATC to separate aircraft with the appropriate separation minimum (radar separation 2,5 NM or separation minimum according wake vortex category) during final approach.
To reduce the runway occupancy time pilots should make use of the following procedure:
- As a rule runways shall be vacated via rapid exit taxiways.
- Whenever runway conditions permit pilots should prepare their landing so as to vacate via the following exit taxiways or earlier:

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

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

Departures

ATC will consider every aircraft 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 aircraft in front on the same taxiway) 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 runway. 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 runway.

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

Aircraft 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 runway 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.

CHANGES: New HIRO system.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

AIRPORT INFORMATION

DE-ICING PROCEDURES FOR ACFT ON MAIN APRON

In order to avoid excessive delay for acft de-icing, a de-icing coordinator is available for all information concerning de-icing.

WIEN Ice
131.62 (TEL.: AIRPORT EXT. 22050)

Pilots are requested to stay on de-icing frequency during entire ground time.

If the necessity for de-icing is obvious because of prevailing WX conditions all acft will be put in the de-icing sequence. All pilots shall contact "Wien Ice" as early as possible to confirm or to cancel the necessity for de-icing, latest 20 min before departure.

PROCEDURE:
1. Report the necessity for de-icing either to your ramp agent or to "WIEN Ice".
2. Report to "WIEN Ice" when the aircraft is completely ready (doors closed, ready for start-up/push-back). Depending on the de-icing stand availability "WIEN Ice" will issue a de-icing number and advise the aircraft to contact ATC.
3. Report ready for start-up/push-back and your de-icing number on "WIEN Delivery". Aircraft taxiing to the de-icing position without following this procedure will not be accepted and sent back to a remote stand. Normally ATC will clear aircraft to the de-icing standby area. (Marshaller guidance to parking positions 6J thru 6Z approaching from the South.) If instructed by marshaller car to stop on the de-icing standby area, do not cut engines - intermediate stop only. Thereafter marshaller guidance to the de-icing positions (parking positions 7M thru 7T) is provided.

CHANGES: De-icing procedure.

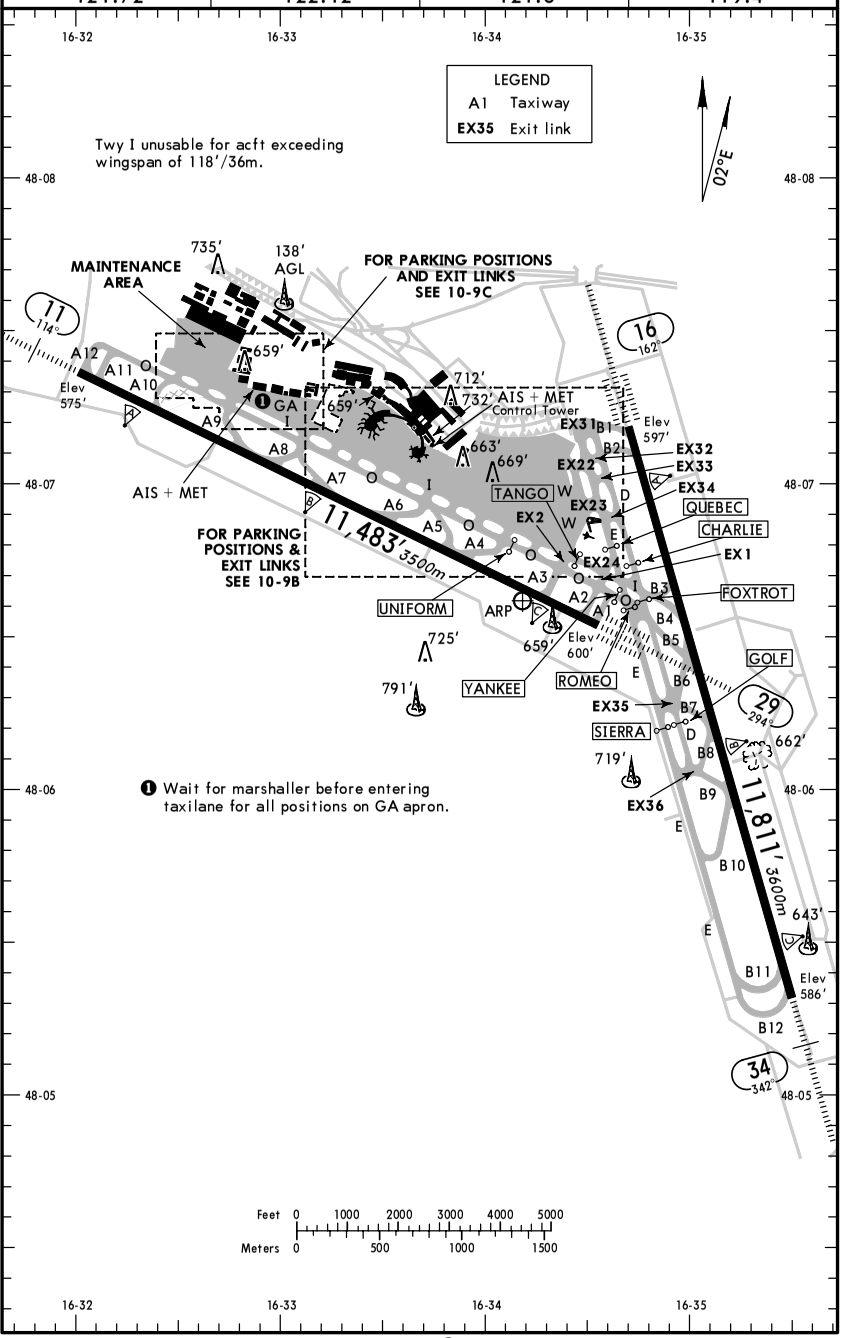
LOWW/VIE

Apt Elev 600'
N48 06.6 E016 34.2

JEPPESEN
22 OCT 04 (10-9)

VIENNA, AUSTRIA
SCHWECHAT

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



CHANGES: Twy designations. Holding position.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE

JEPPESEN
22 OCT 04 (10-9A)

VIENNA, AUSTRIA
SCHWECHAT

GENERAL
Rwys 16 and 29 approved for CAT II/III operations, special aircrew and acft certification required.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL *(60m)* CL *(15m)* HIALS SFL PAPI-L (3.1°) RVR		10,533' *3210m*	2	148' *45m*
1 29	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ PAPI-L (3.0°) RVR		10,615' *3235m*		

1 RWY 11/29 grooved.
2 TAKE-OFF RUN AVAILABLE

RWY 11:

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

RWY 29:

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

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL *(60m)* CL *(15m)* ALSF-II REIL TDZ T-VASI (3.0°) RVR		10,810' *3295m*	4	148' *45m*
3 34	HIRL *(60m)* CL *(15m)* HIALS SFL REIL PAPI-L (3.0°) RVR		10,925' *3330m*		

3 RWY 16/34 grooved 66'/20m on each side of center line.
4 TAKE-OFF RUN AVAILABLE

RWY 16:

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

RWY 34:

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

JAR-OPS TAKE-OFF 1

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

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

CHANGES: TORA. Lights.

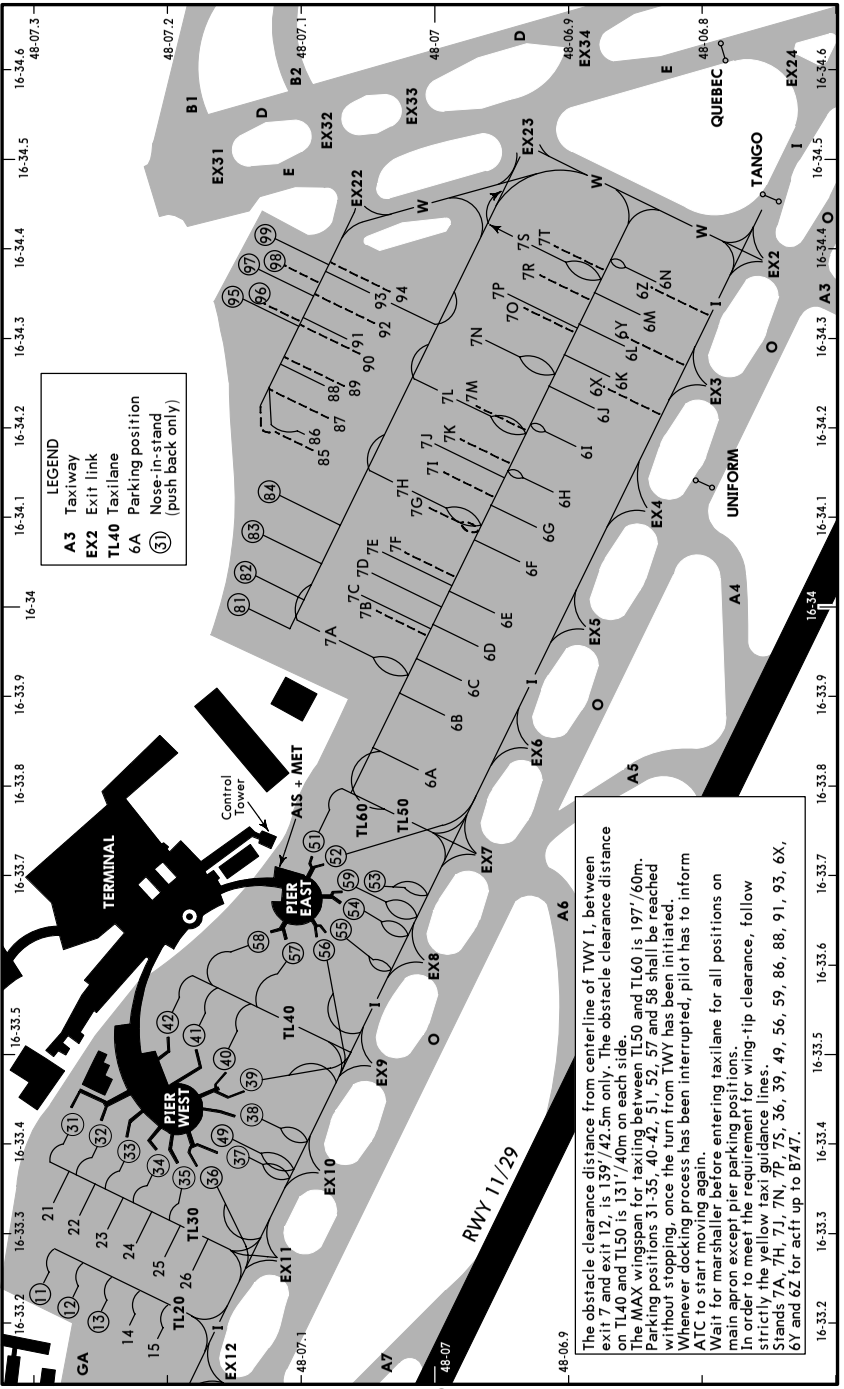
© JEPPESEN SANDERSON, INC., 2002, 2004. ALL RIGHTS RESERVED.

LOWW/VIE

JEPPESEN

22 OCT 04 (10-9B)

VIENNA, AUSTRIA
SCHWECHAT

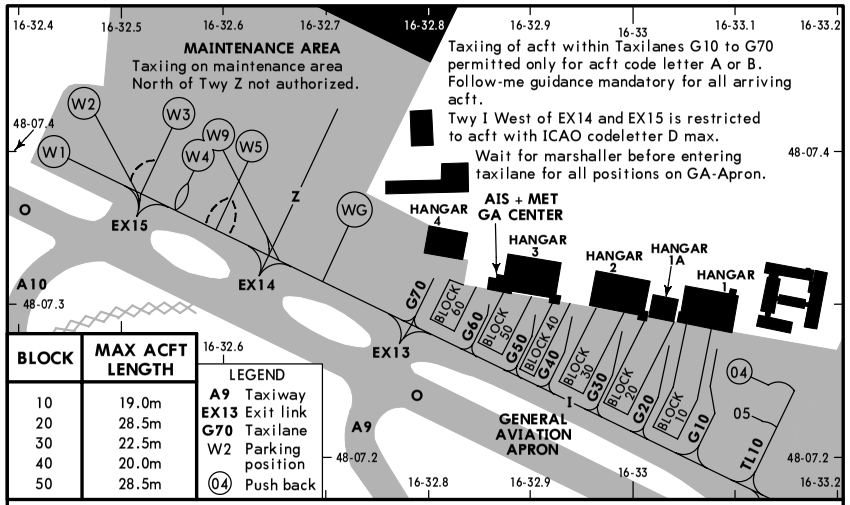


LOWW/VIE

JEPPESEN

22 OCT 04 (10-9C)

VIENNA, AUSTRIA
SCHWECHAT



BLOCK	MAX ACFT LENGTH
10	19.0m
20	28.5m
30	22.5m
40	20.0m
50	28.5m

LEGEND
A9 Taxiway
EX13 Exit link
G70 Taxilane
W2 Parking position
(04) Push back

INS COORDINATES

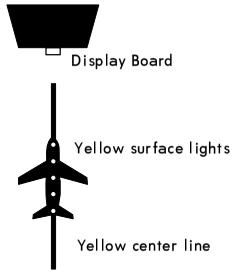
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
04	N48 07.3 E016 33.1	579	15	N48 07.2 E016 33.2	579
05	N48 07.2 E016 33.1	578	21 thru 23	N48 07.3 E016 33.3	577
6A	N48 07.0 E016 33.8	586	24	N48 07.2 E016 33.3	579
6B	N48 07.0 E016 33.9	589	25	N48 07.2 E016 33.2	578
6C	N48 07.0 E016 33.9	590	26	N48 07.2 E016 33.2	579
6D	N48 07.0 E016 33.9	592	31	N48 07.3 E016 33.4	579
6E	N48 06.9 E016 34.0	593	32, 33	N48 07.2 E016 33.4	579
6F	N48 06.9 E016 34.0	595	34 thru 36	N48 07.2 E016 33.4	580
6G, 6H	N48 06.9 E016 34.1	597	37, 38	N48 07.2 E016 33.4	581
6I, 6J	N48 06.9 E016 34.2	597	39	N48 07.2 E016 33.5	581
6K	N48 06.9 E016 34.2	598	40 thru 42	N48 07.2 E016 33.5	580
6L	N48 06.8 E016 34.3	598	49	N48 07.2 E016 33.4	580
6M, 6N	N48 06.8 E016 34.3	599	51 thru 54	N48 07.1 E016 33.7	583
6X	N48 06.9 E016 34.2	-	55 thru 57	N48 07.1 E016 33.6	583
6Y	N48 06.9 E016 34.3	597	58	N48 07.1 E016 33.6	581
6Z	N48 06.9 E016 34.4	598	59	N48 07.1 E016 33.7	583
7A	N48 07.1 E016 34.0	584	81	N48 07.2 E016 34.0	586
7B, 7C	N48 07.1 E016 34.0	586	82	N48 07.2 E016 34.0	587
7D	N48 07.1 E016 34.0	587	83	N48 07.1 E016 34.1	588
7E, 7F	N48 07.0 E016 34.1	588	84	N48 07.1 E016 34.1	589
7G, 7H	N48 07.0 E016 34.1	589	85, 86	N48 07.1 E016 34.2	590
7I thru 7M	N48 07.0 E016 34.2	590	87	N48 07.1 E016 34.2	591
7N	N48 07.0 E016 34.3	591	88, 89	N48 07.1 E016 34.2	592
7O, 7P	N48 07.0 E016 34.3	592	90, 91	N48 07.0 E016 34.3	592
7R	N48 06.9 E016 34.4	592	92 thru 94	N48 07.0 E016 34.3	593
7S, 7T	N48 06.9 E016 34.4	593	95, 96	N48 07.2 E016 34.3	591
11	N48 07.3 E016 33.2	577	97, 98	N48 07.1 E016 34.4	592
12	N48 07.3 E016 33.2	576	99	N48 07.1 E016 34.4	593
13	N48 07.3 E016 33.2	577	W1	N48 07.4 E016 32.4	576
14	N48 07.2 E016 33.2	578	W2, W3	N48 07.4 E016 32.5	573
			W4, W5, W9 WG	N48 07.4 E016 32.6 N48 07.4 E016 32.7	573 573

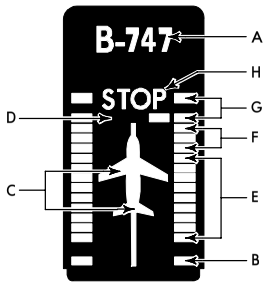
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST

ROUTINE DOCKING MANOEUVRE

1. Line-up to center acft symbol with yellow reference bar.
2. Check acft type displayed (flashing).
3. Check green bottom lights (flashing).
4. When nosegear passes over first sensor, acft type display and green bottom lights will both change from flashing to steady.
5. Green closing lights will move upwards in relation to actual acft speed.
6. At 3 meters before stop position yellow lights will illuminate.
7. Reaching the stop position, all 4 red lights will illuminate current with the display command "STOP".
8. If correctly positioned "OK" will be displayed. Beyond 0,5 meter of the nominal stop position, a warning will be displayed in a flashing mode "TOO FAR".

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





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

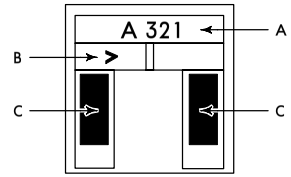
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER WEST

ROUTINE DOCKING MANOEUVRE

1. Check that the correct aircraft type is displayed.
2. The "floating" arrows indicate that the system is activated.
3. Follow lead-in line.
4. When the two vertical closing rate fields turn yellow the aircraft is caught by the laser and being identified.
5. Watch the red arrows in relation to the yellow centre line indicator for correct azimuth guidance.
6. When the aircaft is 12m from the stop position, the closing rate starts indication of distance to go by turning off one pair of LEDs for each meter the aircraft advances into the gate.
7. When the correct stop position is reached, the display will show "STOP" and the azimuth field will turn red. All yellow closing rate LEDs will be switched off.
8. When the aircraft is correctly parked "OK" will be displayed after a few seconds.
9. After "CHOCK/ON" will be displayed for the next 3 minutes.

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



A: ALPHANUMERICAL

FORM OF DISPLAY	INDICATION FOR
Acft type	(preselected)
WAIT/TEST	Calibration procedure
ERROR	System error
ERR10	System error (communication error with system)
GATE/BLOCK	Not allowed object within scanning range when system starts - stand not usable
WAIT/STOP	Not allowed object within scanning range - stop
ID FAIL/STOP	Identification failed - stop
SLOW/DOWN	Taxiing speed too high
SBU/STOP	Too far of centre line within last 3m to stop position
STOP	Emergency stop
STOP followed by OK	Correct stop position
STOP/ABORT	Docking is interrupted by gate operator
TOO FAR	Acft has overshot the stop position (more than 1m)
CHOCK/ON	(disappears after 3 min)

B: AZIMUTH GUIDANCE

(Laser scanning technique) for use by the pilots occupying both the left and right seats.

C: CLOSING RATE INFORMATION

LOWW/VIE SCHWECHAT

JEPPESEN 19 NOV 04 (11-1) Eff 25 Nov

VIENNA, AUSTRIA ILS Rwy 11

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

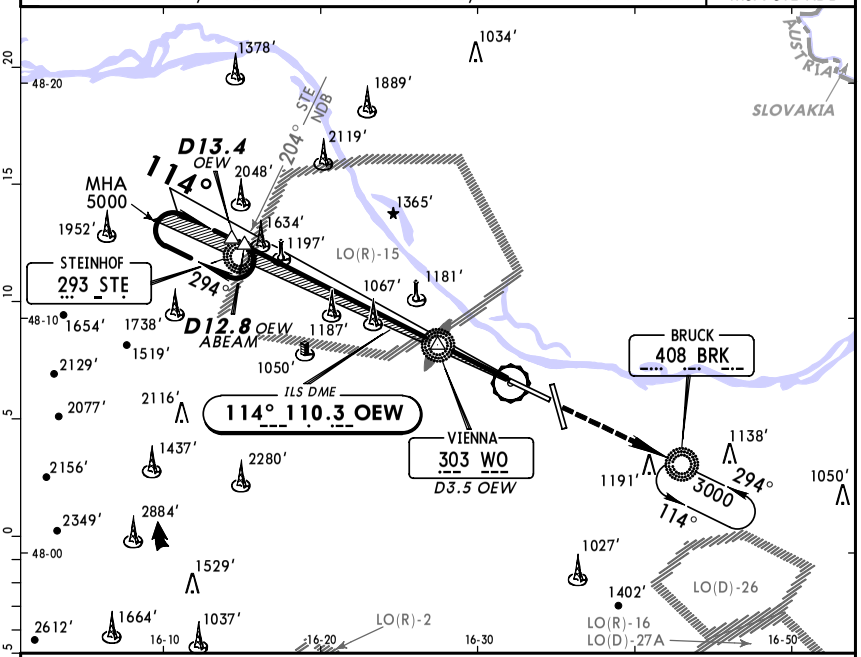
BRIEFING STRIP ™

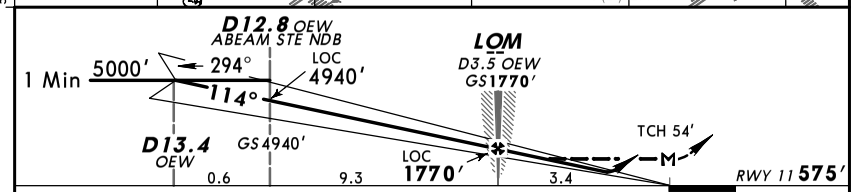
LOC OEW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.3	114°	1770′ (1195′)	775′ (200′)	600′ / 575′

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

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

MSA STE NDB: 090°–225° 3200′; 225°–315° 2500′; 315°–090° 5400′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.10° or LOC Descent Gradient 5.4%	390	501	557	668	779	891
LOM to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

HIALS PAPI 3000′ BRK 408

JAR-OPS STRAIGHT-IN LANDING RWY 11

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: Minimums.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN 19 NOV 04 (11-1A) Eff 25 Nov

VIENNA, AUSTRIA Special LOC DME Rwy 11

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

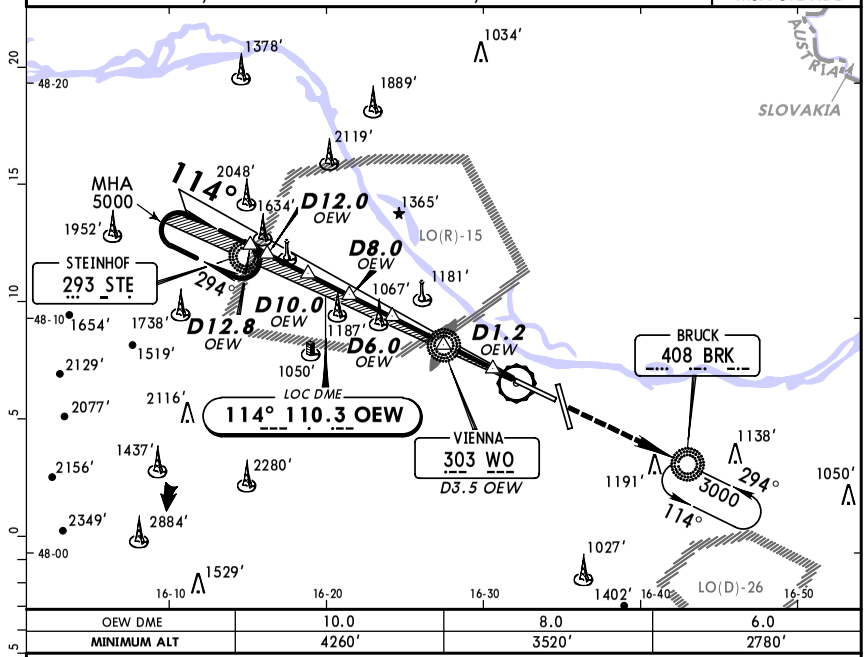
BRIEFING STRIP ™

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

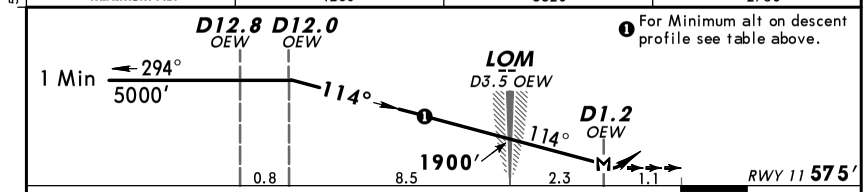
MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 3000′ and hold.

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

MSA STE NDB: 090°–225° 3200′; 225°–315° 2500′; 315°–090° 5400′



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
MAP at D1.2 OEW						

HIALS PAPI 3000′ BRK 408

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

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: Minimums.

LOWW/VIE SCHWECHAT

JEPPESEN 19 NOV 04 (11-2) Eff 25 Nov

VIENNA, AUSTRIA ILS Rwy 16

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

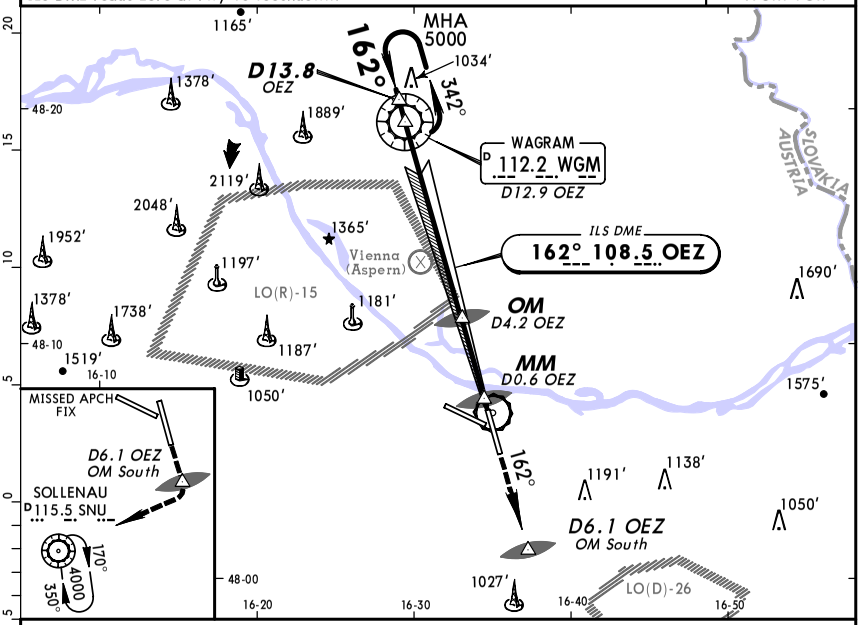
BRIEFING STRIP™

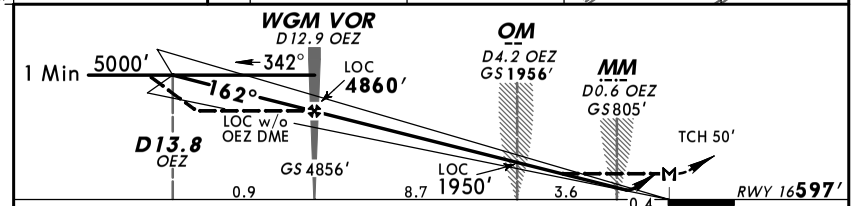
LOC OEZ 108.5	Final Apch Crs 162°	GS OM 1956′ (1359′)	ILS DA(H) 797′ (200′)	Apt Elev 600′ RWY 597′

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

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

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
OM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

ALSF-II REIL PAPI

D6.1 OEZ

WGM on 112.2 R-162

JAR-OPS

STRAIGHT-IN LANDING RWY 16

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

CIRCLE-TO-LAND

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

PANS OPS

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

CHANGES: Minimums.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN 19 NOV 04 (11-2A) Eff 25 Nov

VIENNA, AUSTRIA CAT II ILS Rwy 16

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

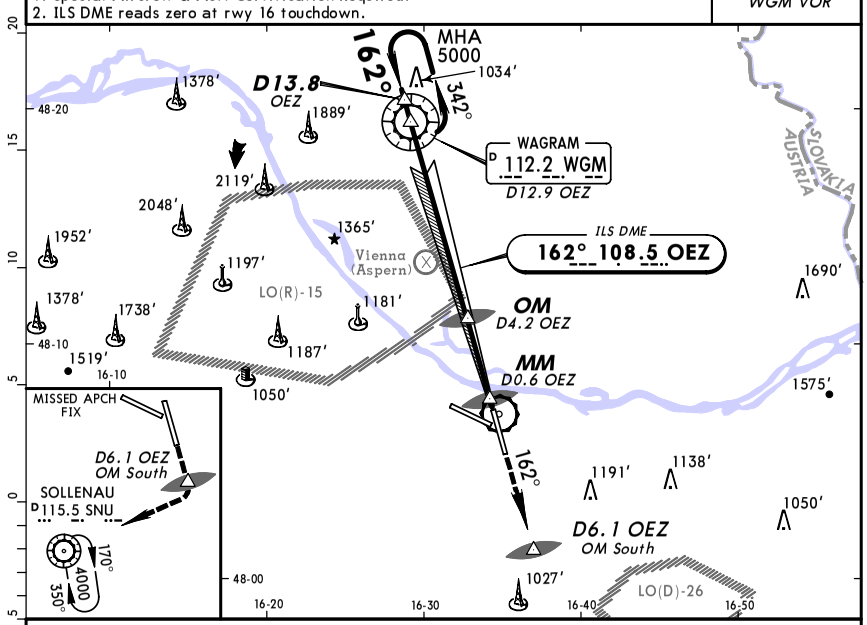
BRIEFING STRIP™

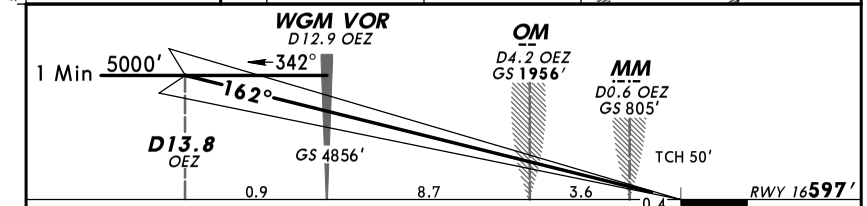
LOC OEZ 108.5	Final Apch Crs 162°	GS OM 1956′ (1359′)	CAT II ILS RA 104′ DA(H) 697′ (100′)	Apt Elev 600′ RWY 597′

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

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Acft Certification Required.
2. ILS DME reads zero at rwy 16 touchdown.

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





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

ALSF-II REIL PAPI

D6.1 OEZ

WGM on 112.2 R-162

JAR-OPS

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

RVR 300m 1

PANS OPS

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

CHANGES: None.

LOWW/VIE SCHWECHAT

JEPPESEN 17 JUN 05 (11-3)

VIENNA, AUSTRIA ILS Rwy 29

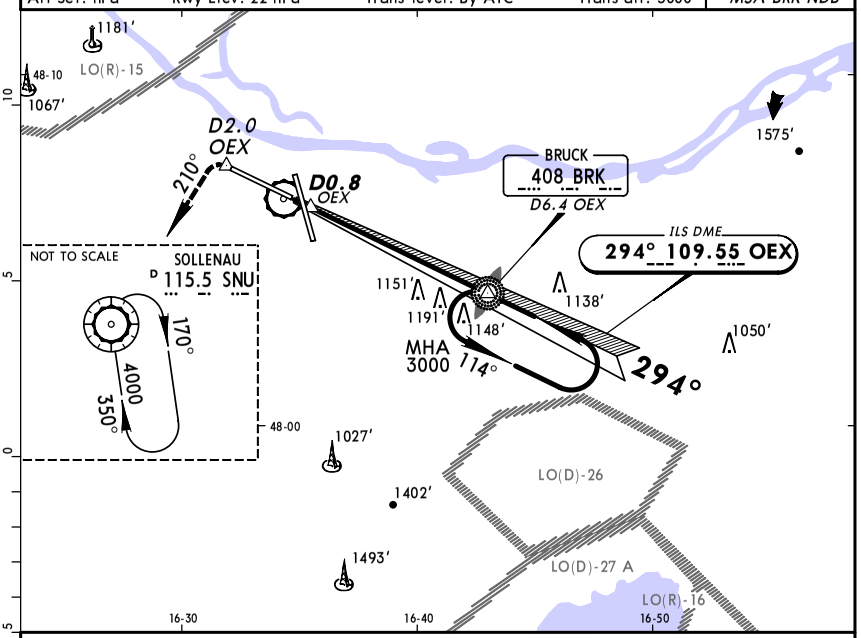
ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

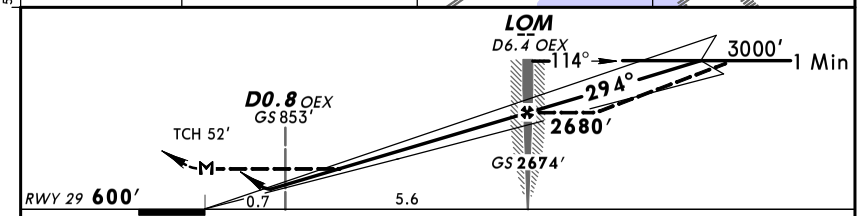
LOC OEX 109.55	Final Apch Crs 294°	GS LOM 2674′ (2074′)	ILS DA(H) 800′ (200′)	Apt Elev 600′ RWY 600′

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

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

MSA BRK NDB





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

ALSF-II REIL PAPI | D2.0 OEX | 4000′ LT | SNU 115.5

JAR-OPS STRAIGHT-IN LANDING RWY 29

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: LOC frequency. MM withdrawn.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

JEPPESEN 17 JUN 05 (11-3A)

VIENNA, AUSTRIA CAT II ILS Rwy 29

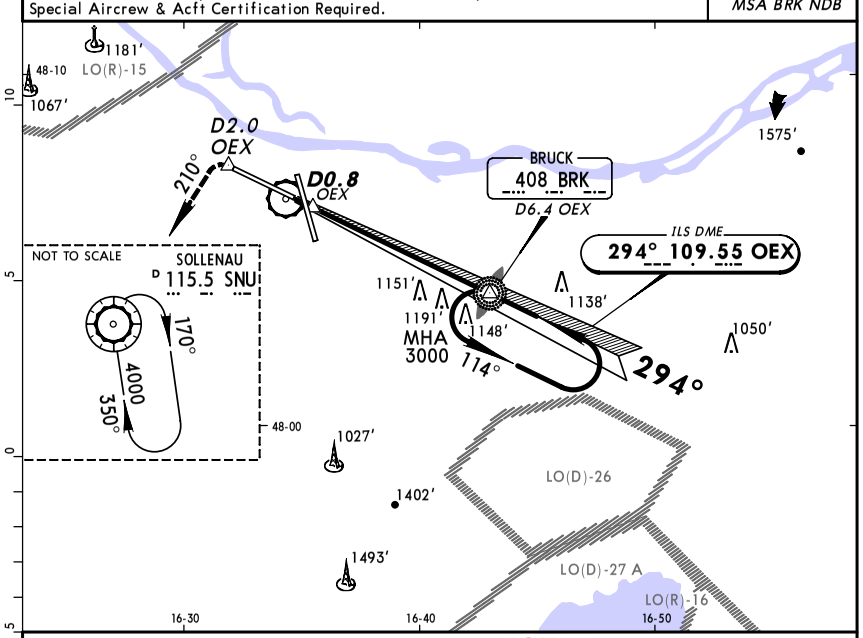
ATIS Arrival	WIEN Radar (APP)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

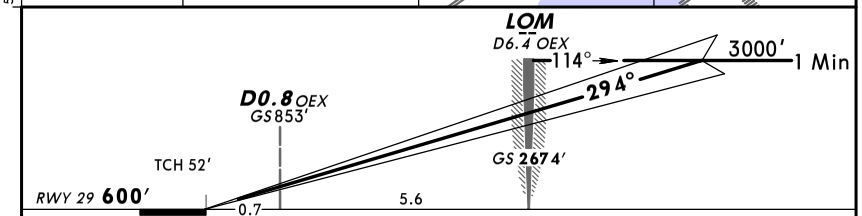
LOC OEX 109.55	Final Apch Crs 294°	GS LOM 2674′ (2074′)	CAT II ILS RA 98′ DA(H) 700′ (100′)	Apt Elev 600′ RWY 600′

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

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

MSA BRK NDB





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

ALSF-II REIL PAPI | D2.0 OEX | 4000′ LT | SNU 115.5

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

RVR 300m [1]

PANS OPS

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

CHANGES: LOC frequency. MM withdrawn.

LOWW/VIE SCHWECHAT

JEPPESEN 29 APR 05 (11-4) Eff 12 May

VIENNA, AUSTRIA ILS Rwy 34

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

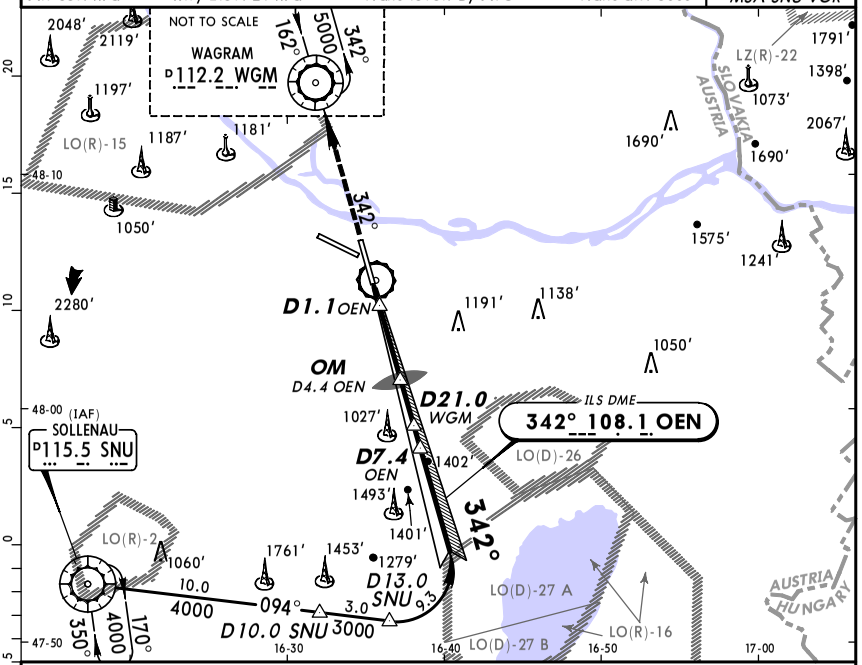
BRIEFING STRIP™

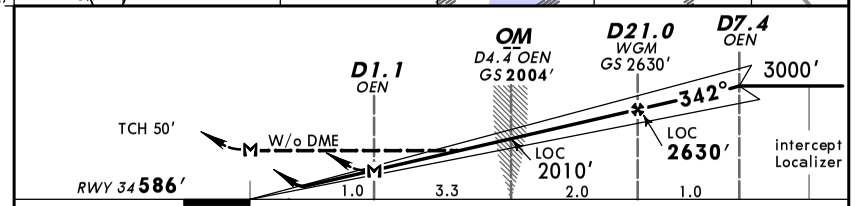
LOC OEN 108.1	Final Apch Crs 342°	GS OM 2004′ (1418′)	ILS DA(H) Refer to Minimums	Apt Elev 600′ RWY 586′

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

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

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





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

HIALS, REIL, PAPI

5000′ WGM on 112.2 R-162

WGM 112.2

JAR-OPS STRAIGHT-IN LANDING RWY 34

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

LOC (GS out)

	FULL	ALS out	with OEN DME MDA(H) 1150′(564′)	ALS out	w/o OEN DME MDA(H) 1280′(694′)	ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B			RVR 1200m		RVR 1400m	
C	RVR 600m		RVR 1600m	RVR 2000m	RVR 1800m	RVR 2000m
D						

CIRCLE-TO-LAND

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

PANS OPS

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

CHANGES: MSA. Procedure.

LOWW/VIE SCHWECHAT

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

VIENNA, AUSTRIA VOR Rwy 16

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

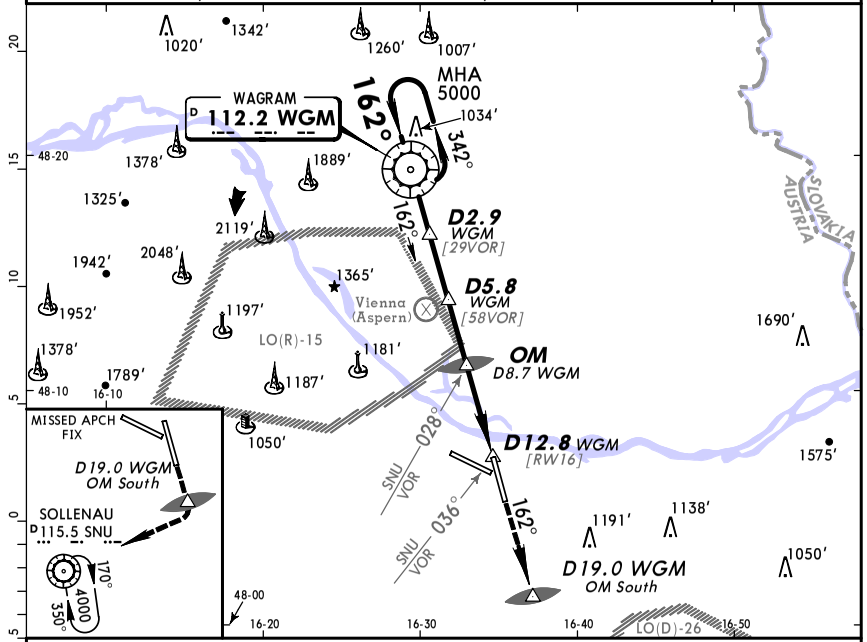
BRIEFING STRIP™

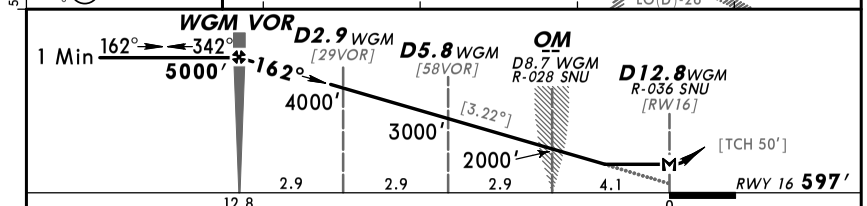
VOR WGM 112.2	Final Apch Crs 162°	Minimum Alt WGM VOR 5000′ (4403′)	MDA(H) (CONDITIONAL) 1200′ (603′)	Apt Elev 600′ RWY 597′

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

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

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





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

ALSF-II, REIL, PAPI

D19.0 WGM on OM South

WGM 112.2 R-162

JAR-OPS STRAIGHT-IN LANDING RWY 16

	With DME MDA(H) 1200′(603′)	ALS out	W/o DME MDA(H) 1320′(723′)	ALS out
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1200m		RVR 1400m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m	

CIRCLE-TO-LAND

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

PANS OPS

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

CHANGES: None.

LOWW/VIE SCHWECHAT

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

VIENNA, AUSTRIA VOR Rwy 34

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

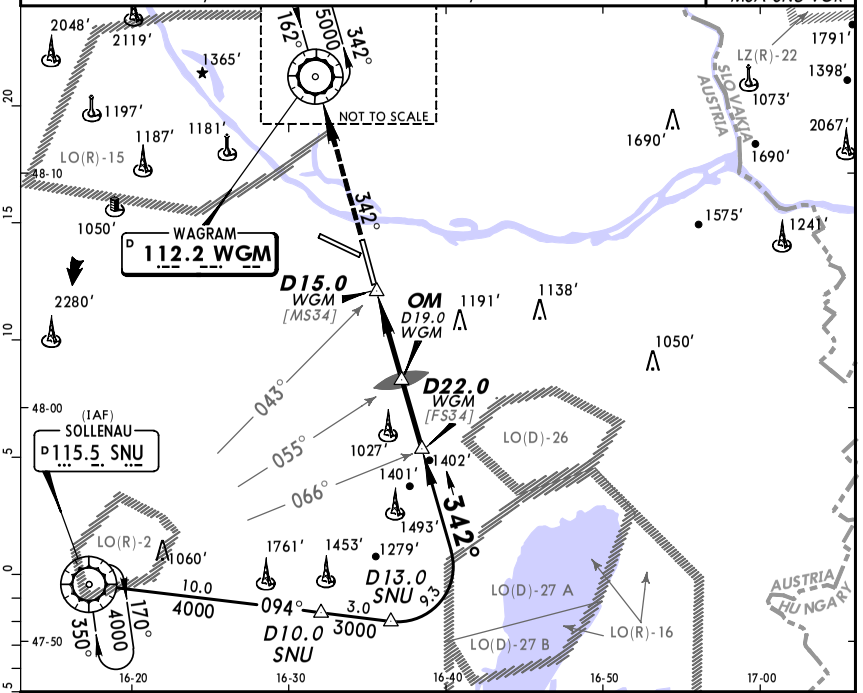
BRIEFING STRIP ™

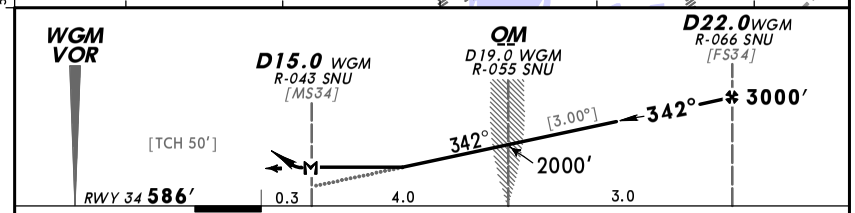
VOR WGM 112.2	Final Apch Crs 342°	Minimum Alt D22.0 WGM/ R-066 SNU 3000′ (2414′)	MDA(H) 1150′ (564′)	Apt Elev 600′ RWY 586′

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

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

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	378	486	540	648	755	863
MAP at D15.0 WGM or R-043 SNU						

HIALS REIL PAPI

5000′ WGM on 112.2 R-162

WGM 112.2

JAR-OPS STRAIGHT-IN LANDING RWY 34

MDA(H) 1150′ (564′)

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: MSA. Arrival routes withdrawn.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 13-05.
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LOWW/VIE SCHWECHAT

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

VIENNA, AUSTRIA NDB Rwy 11

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

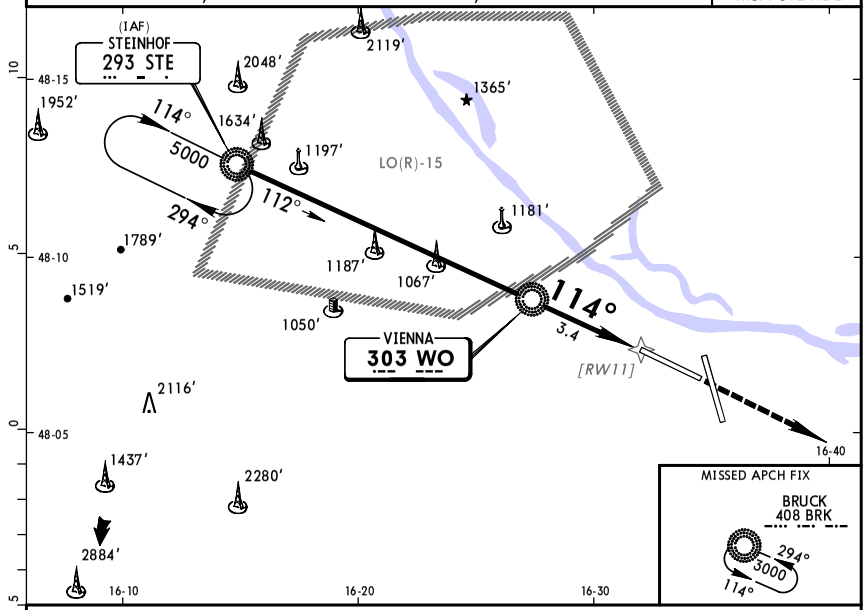
BRIEFING STRIP ™

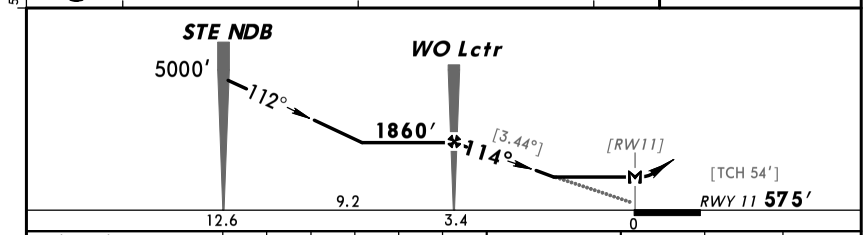
Lctr WO 303	Final Apch Crs 114°	Minimum Alt WO Lctr 1860′ (1285′)	MDA(H) 1200′ (625′)	Apt Elev 600′ RWY 575′

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

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

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





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

HIALS PAPI

3000′

BRK 408

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) 1200′ (625′)

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

CIRCLE-TO-LAND

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

PANS OPS

CHANGES: None.

LOWW/VIE SCHWECHAT

JEPPESEN 17 JUN 05 (16-2)

VIENNA, AUSTRIA NDB Rwy 29

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

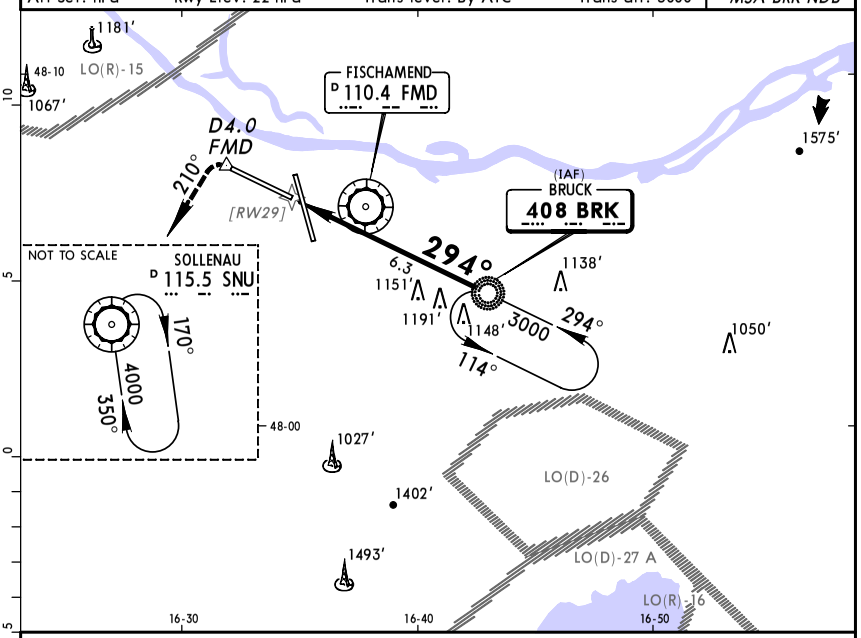
BRIEFING STRIP ™

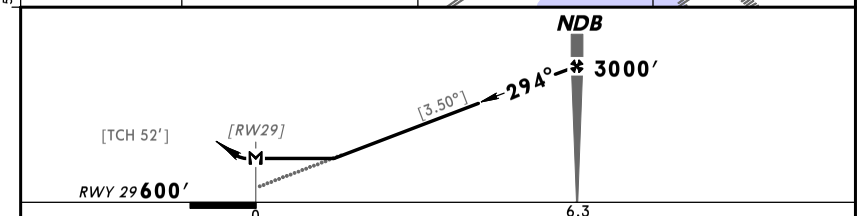
NDB BRK 408	Final Apch Crs 294°	Minimum Alt NDB 3000′ (2400′)	MDA(H) 1200′ (600′)	Apt Elev 600′ RWY 600′

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

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

MSA BRK NDB





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

ALSF-II REIL PAPI | D4.0 FMD | 4000′ LT | SNU 115.5

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) 1200′ (600′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	100	1250′ (650′)	1500m
B	RVR 1200m	135	1250′ (650′)	1600m
C	RVR 2000m	180	1350′ (750′)	2400m
D	RVR 1600m	205	1350′ (750′)	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: None.

LOWW/VIE SCHWECHAT

JEPPESEN 17 JUN 05 (18-1)

VIENNA, AUSTRIA SRE All Rwys

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

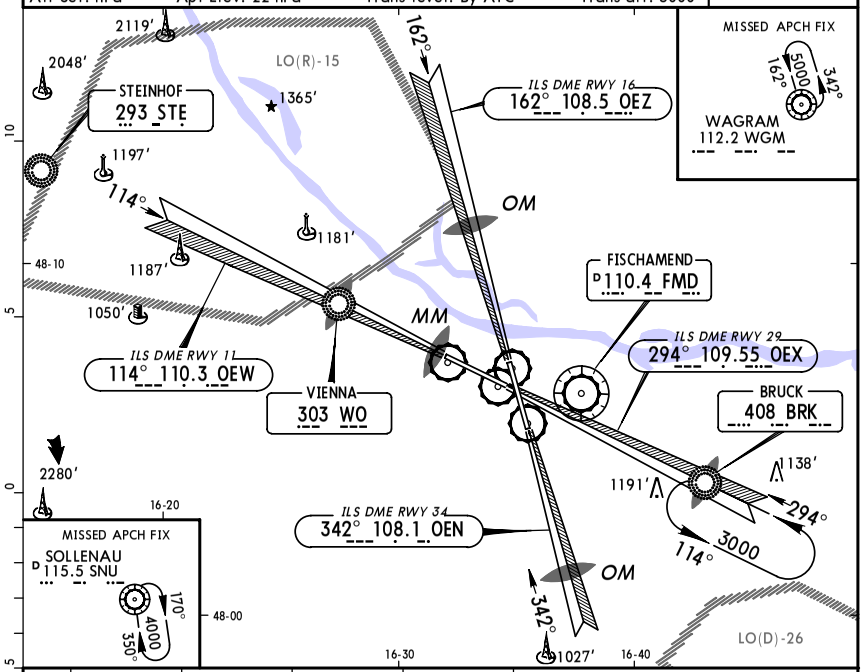
BRIEFING STRIP ™

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

Missed Approach - See below

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

MSA



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

MISSED APPROACH:

RWY 11: Climb STRAIGHT AHEAD to BRK NDB to 3000′ and hold.
RWY 16: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to SNU VOR climbing to 4000′ and hold.
RWY 29: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 4000′ and hold.
RWY 34: Climb STRAIGHT AHEAD to WGM VOR to 5000′ and hold.

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

Lighting-Refer to Airport Chart | Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING

	SRE 11 MDA(H) 1110′ (535′)		SRE 16 MDA(H) 980′ (383′)		SRE 29 MDA(H) 1160′ (560′)		SRE 34 MDA(H) 1160′ (574′)		CIRCLE-TO-LAND		
		ALS out		ALS out		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	100	1250′ (650′)	1500m
B	RVR 1200m		RVR 1000m		RVR 1200m		RVR 1200m		135	1250′ (650′)	1600m
C		RVR 2000m	RVR 1400m	RVR 1800m		RVR 2000m		RVR 2000m	180	1350′ (750′)	2400m
D	RVR 1600m			RVR 2000m	RVR 1600m		RVR 1600m		205	1350′ (750′)	3600m

PANS OPS

CHANGES: LOC frequency. MM withdrawn.

LOWW/VIE SCHWECHAT

JEPPESEN
29 AUG 03 (18-10)

VIENNA, AUSTRIA
GPS Rwy 16

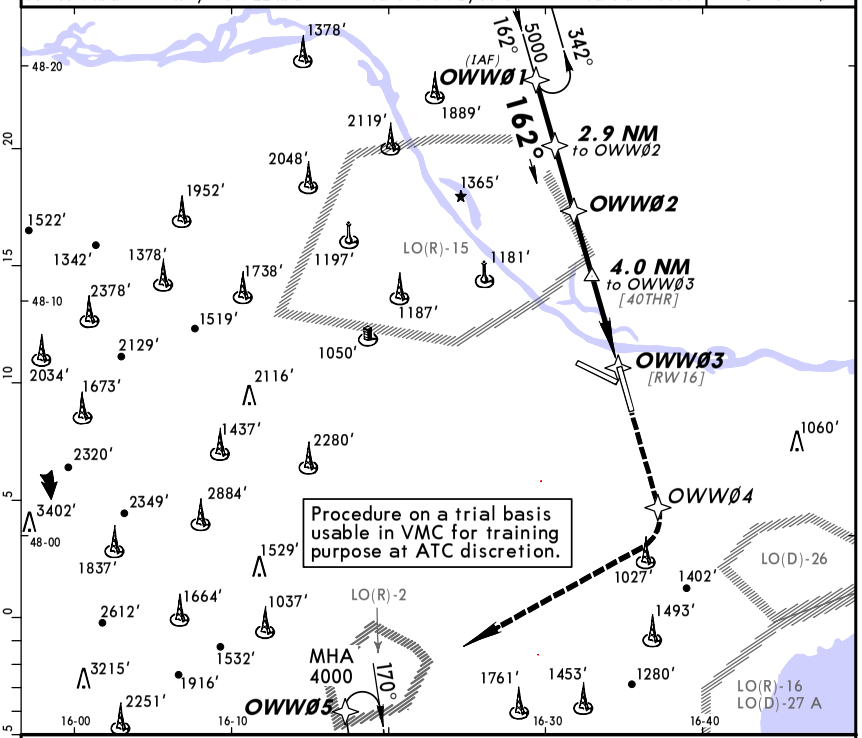
ATIS (Arrival)	WIEN Radar (APP) (up to FL 245)	WIEN Director	WIEN Tower	*Ground
122.95 112.2 113.0 115.5	128.2 124.55 129.05	119.8	119.4	121.6

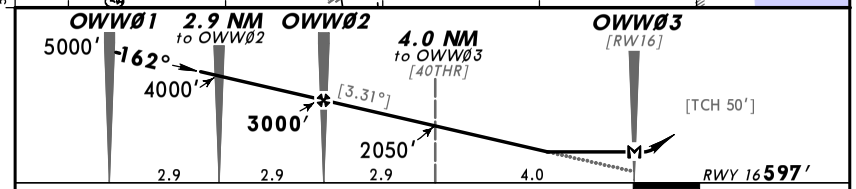
GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 600′
	162°	OWWØ2 3000′ (2403′)	980′ (383′)	RWY 597′

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

MSA OWWØ1: 3200′ (180°–090°), 2900′ (090°–360°), 3800′ (360°–180°)

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





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

HIALS | REIL | T-VASI | T-VASI

OWWØ4 | 4000′ RT | OWWØ5

STRAIGHT-IN LANDING RWY 16

MDA(H) 980′ (383′) — ALS out

A	5.0 km
B	5.0 km
C/D	5.0 km

CIRCLE-TO-LAND

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

CHANGES: Communications.

BRIEFING STRIP™ PANS OPS