GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10
PCN: RWY 11/29: 75/F/B/W/T
RWY 16/34: 75/F/A/W/T

Operation

Preferential RWY
ATC will assign RWY in use for DEP and ARR.
If not acceptable with following cross wind components:
- MAX 25KT (mean wind) or 30KT (gusts) on a dry RWY or;
- MAX 20KT (mean wind) or 25KT (gusts) on a wet RWY;

advise ATC and expect delays up to 25min.

Transponder Mode S
Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL**;**
- from push-back or taxi whichever comes earlier
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures
LVP in force when RVR below 600m and/or CEIL below 200ft.

Report "RWY vacated" when ACFT has left yellow/green TWY lights.

Marshaller mandatory for code letter F ACFT for taxiing when centerline lights not visible.

Reduced Aerodrome Visibility Conditions (RAVC)
RAVC are given when it is not possible for the TWR to monitor the complete movement area or parts of it visually. RAVC are divided into 4 classes.

VC 1:
No remarks.

VC 2 (RAVC):
Not sufficient VIS for ATC to control traffic on the movement area by visual surveillance.

VC 3 (RAVC):
Sufficient VIS conditions for pilots to taxi vissually but not sufficient to avoid collisions with other traffic on the movement area and not sufficient for ATC to control traffic on the movement area by visual surveillance. VC 3 conditions are valid when RVR touchdown zone is below 400m.

VC 4:
As a further restriction to VC 3 pilots are unable to taxi visually under VC 4 conditions. VC 4 conditions are given when RVR touchdown zone is 75m or less.

GENERAL

HIRO (High Intensity RWY OPS)

Valid from 0500-2200‡ unless otherwise advised by ATC (e.g. via ATIS).

ARR:

Whenever RWY conditions permit pilots should prepare their LDG so as to vacate via the following exit TWYs or earlier:

	RWY 11	RWY 16	RWY 29	RWY 34
ACFT CAT	TWY Designator/ Distance	TWY Designator/ Distance	TWY Designator/ Distance	TWY Designator/ Distance
SUPER HEAVY	**A4**	**B10 / B11**	**A9 / A10**	**B4**
	2390m / 7841ft	2095m / 3335m* 6873ft / 10942ft	2200m / 2095m 7218ft / 6873ft	2335m / 7661ft
HEAVY	**A4**	**B10**	**A9**	**B5 / B4**
	2390m / 7841ft	2095m / 6873ft	2200m / 7218ft	1940m / 2335m 6365ft / 7661ft
MEDIUM (JET)	**A6 / A8**	**B8 / B6**	**A7**	**B7 / B5**
	1830m / 1170m 6102ft / 3839ft	1700m/1215m 5577ft / 3986ft	1670m / 5479ft	1630m / 1940m 5348ft / 6365ft
MEDIUM (PROP)	**A8**	**B6**	**A7**	**B7**
	1170m / 3839ft	1215m / 3986ft	1670m / 5479ft	1630m / 5348ft

If unable to comply with HIRO System advise ATC ASAP.

* ARR A380 to RWY 16 are requested to vacate RWY via TWY B10 to prevent infringement of the LOC critical area and subsequently avoid go arounds for succeeding ACFT.

DEP:

Prepare and be ready for following intersection TKOFs for Medium ACFTs:

	RWY 11	RWY 16	RWY 29	RWY 34
ACFT CAT	TWY Designator/ Distance	TWY Designator/ Distance	TWY Designator/ Distance	TWY Designator/ Distance
MEDIUM LIGHT	**A10**	**B4**	**A3 (West)**	**B10**
	2905m / 9531ft	2335m / 7661ft	3031m / 9944ft	2095m / 9531ft

In addition intersections others than those prescribed above will be assigned. If unable to accept reduced TKOF runs from assigned or above mentioned intersections, inform ATC.

TWY Restrictions

Taxiing on APN north of Taxilane 20 is prohibited.

Taxilane 40 center AVBL for ACFT with wingspan between 36-80m / 118-262ft.
Taxilane 35-38, 42, 43 MAX wingspan 68.4m / 224ft.
Taxilane 34 MAX wingspan 36m / 118ft, except taxiing to and from D22 MAX wingspan 64.8m / 213ft.
Taxilane 16, 17, 19 (south of TL 16), 31-33, 39 (blue line), 40 blue/orange, 41 (orange line) MAX wingspan 36m / 118ft.
Taxilane 18, 19 (north of TL 16) MAX wingspan 24m / 79ft.

TWY A11, A12 and Exit 1 oversteering required.

GENERAL

ATC phraseology:
- "Blue Line" for taxilane 40 blue.
- "Orange Line" for taxilane 40 orange and
- "Taxilane 40 Center" for taxilane 40 center.

MNM separation distance between TWY CL and objects:
- TWY L west of TWY W until EXIT 14 is 42.5m.
- Taxilane 34 and 35 EXIT 7 and 12 is 40m.

EXIT 22 not usable for A346 and B744.

Standard Taxi Routes / Preferred Taxi Routes
ACFT with MAX wingspan 36m / 118ft taxi via taxilane 40 orange to PRKG PSN H41-H49.

ACFT with MAX wingspan 36m / 118ft taxi via taxilane 40 blue to PRKG PSN F04, F08, F12, F16, F22, F26, F32, and F36.

Taxi via taxilane 40 center to PRKG PSN F42, F44, F46, F48, F50, G16-G36, H97-H99.

RWY 16: ARR widebody ACFT vacating the RWY via TWY B6 and B8 must turn into TWY E.

Taxi/Parking
Main Apron:
Marhsalling service with follow-me on all stand taxilanes on main APN is only provided if necessary and on pilots request.

Do not enter stand unless the VDGS is activated or a marshaller signalled clearance to proceed.

ACFT taxiing out of stands F41-F44 must follow strictly CL marking into taxilane 38.

Visual Docking Guidance System (VDGS) AVBL at stands C31-C42, D21-D24, D26-D29, F01, F03-F05, F08, F09, F11-F13, F16, F17, F21- F23, F26, F27, F31- F33, F36, F37, G16, G26, G36.

Simultaneous Operations
APCH/DEP RWY 16 or RWY 34 and simultaneous DEP from RWY 29 may be authorized.

APCH RWY 11 and APCH/DEP RWY 16: During WX conditions, which enable TWR to apply reduction in separation minima, APCH to RWY 11 are performed in the interest of increased capacity simultaneously with APCH/DEP RWY 16.

Procedure will only be in force with MNM ceiling 2400ft MSL (1800ft AAL).

Warnings

FMD DVOR MAINT: 3rd TUE of each month 0700-0900‡.
FMD DME MAINT: 3rd TUE of each month 1300-1500‡.
WGM DVOR MAINT: 4th WED of each month 1300-1500‡.
WGM DME MAINT: 4th WED of each month 0800-1000‡.
STE NDB MAINT: 1st THU of each month 0800-0930‡.
SNU DVOR MAINT: 2nd THU of each month 1300-1500‡.
SNU DME MAINT: 2nd THU of each month 0800-1000‡.
BRK NDB MAINT: 3rd FRI of each month 1300-1430‡.

OEW, OEZ, OEX, OEN DME not suitable to update RNAV equipment.

Rescue and police HEL TFC at low ALT in vicinity of AD.

ARRIVAL

Speed

If no speed instruction was given, adjust speed so as to cross D4 from THR at IAS 160KT.

Low drag-low power APCH

- MNM IAS 250KT below 10000ft.
- At latest 10NM THR speed has to be reduce so as to reach 160KT at 4NM final.
- APCH shall be conducted in "clean configuration" as long as possible.

This PROC is not compulsory (only recommended) when ceiling is below 500ft and/or VIS below 2000m.

Speed and level limitation

Between 0430-2230‡, if not otherwise instructed by ATC cross the points specified below with IAS 270KT (above FL100), IAS 250KT (below FL100) or cruising speed if lower than IAS 270KT/250KT.

- FL140 (-): NATEX
- FL150 (-): LANUX
- FL160 (-):TOVKA
- FL170 (-): BARUG, MASUR, MIKOV
- FL180 (-): NIGSI
- at FL180: REKLU

Communication

COM Failure

If clearance limit is reached before further instructions have been received, a HLDG procedure shall be carried out at the last cleared and acknowledged LVL.

If no COM can be established within a period of 5min after entering the HLDG proceed as follows:

Flights able to perform RNAV transition:

If RWY in use is known:

- proceed in accordance with the lateral and vertical description of RNAV transition (with suffix K, L, M or N) to the final APCH of RWY in use.
- while performing RNAV transition, descend from the last cleared LVL to the MNM descent ALT in accordance with the vertical description of RNAV transition.
- perform IAP and land on RWY in use.

If RWY in use is **not** known choose the following procedures according WX forecast or actual WX report:

In case of calm winds or winds from east, southeast, south and southwest:

- proceed according RNAV transition (with suffix L) to the relevant IAP of RWY 16.
- while performing RNAV transition, descend from last cleared LVL to MNM descent ALT in accordance of RNAV transition.
- perform IAP and land RWY 16.

In case of winds from west, northwest, north and northeast:

- proceed according RNAV transition (with suffix N) to the relevant IAP of RWY 34.
- while performing RNAV transition, descend from last cleared LVL to MNM descent ALT in accordance of RNAV transition.
- perform IAP and land RWY 34.

ARRIVAL

Flights unable to perform RNAV transition:
In case of calm winds or winds from east, southeast, south and southwest:
- proceed at the last cleared LVL to WGM and enter the holding.
- descend to 5000ft MSL.
- perform IAP (intercept ILS out of WGM holding 5000ft MSL) and land RWY 16.

In case of winds from west, northwest, north and northeast:
- proceed at the last cleared LVL to BRK and enter the holding.
- descend to 3000ft MSL.
- perform IAP and land RWY 29.

RNAV transitions COM Failure:
After Reception of a "transition" clearance: Continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final APCH of Instrument APCH PROC.

After reception of the clearance direct to a waypoint on a transition: Continue the flight in accordance with cleared waypoint and follow transition to RWY in use. Once on transition, descent from last cleared level to minimum descent altitudes according RNAV transition map and fly the subsequent final APCH of Instrument APCH PROC.

COM Failure during MISAP:
In case of calm winds or winds from east, southeast, south and southwest:
- after completion of PROC fly to WGM and enter HLDG.
- perform IAP and land RWY 16.

In case of winds from west, northwest, north and northeast:
- after completion of PROC fly to BRK and enter HLDG.
- descend to 3000ft MSL.
- perform IAP and land RWY 29.

FMS-Clearance
FMS-procedures depicted on ILS chart also AVBL for non-precision APCHs. Pilots unable to follow these transitions should inform ATC immediately, using the phrase "UNABLE RNAV TRANSITION".

The following Phraseology/Clearances may be used:
"cleared xxx Transition": Authorization to fly the lateral GPS/FMS-Route. ALT assignments will be issued by ATC. The terrain clearance will be assured by ATC.

"cleared xxx Transition and profile": Authorization to fly the GPS/FMS-Route including the vertical constraints depicted on the charts.

"cleared direct WPT xxx"
- Authorization to fly from the present PSN direct to a WPT and to continue thereafter on the appropriate GPS/FMS route to RWY in use.
- ALT assignments will be issued by ATC.
- The terrain clearance will be assured by ATC.

Remark: In radio contact, the respective WPT number only shall be used, e.g. "cleared direct WPT 402".

FMS RNAV Transitions: For FMS RNAV transitions leading to all INSTR APCH PROCs refer to best AVBL APCH chart (IAC).

ARRIVAL

Arrival Procedure

Calculation of track miles within TMA

RNAV Transitions:

During rush hours (period published by NOTAM), air crews have to plan the complete RNAV TR according published PROC.

Outside rush hours, air crews may plan the following track miles BTN end of STARs and a 10NM final APCH:

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

Visual APCH: All VIS APCHs to RWY 29 and 34 in right hand pattern have to join at least a 5NM final.

DEPARTURE

Take-off Minima

RWY		16, 29	
All ACFT	ft - m/km	0 - 75R	-
RWY		11, 34	
All ACFT	ft - m/km	0 - 125R	-

Departure Procedure

Start-up/Push-back

To avoid delays with running ENGs, pilots shall REQ permission for start-up from AD control before starting ENGs, stating parking PSN. The REQ for start-up shall be made after all preparations for DEP have been made/doors closed.

REQ ATC clearance (by voice or DCL) earliest 15min before EOBT.

DCL:

- Successful clearance must be accepted by aircrew within MAX 10min.
- In case of any discrepancies, unavailability or data errors revert to voice procedure.
- For de-icing request submit one of the following keywords in the optional free test field: DEICE, DE-ICE or ICE.

When push-back is required, such permission shall be requested from GROUND. Normally start ENGs during or after push-back.

Push-back from PSN H41-H45 and H50 established ACFT on orange line (taxilane 41).

Push-back from PSN F04, F08, F12, F16, F22, F26, F32, and F36 established ACFT on blue line (taxilane 39).

Alternate push-backs at ATC discretion.

Wake Vortex Separation

Wake vortex separation is applied by ATC in accordance with the published requirements.
RWY 11: A11, A12; RWY 29: A1, A2; RWY 16: B1, B2 and RWY 34: B11, B12 are NOT for the purposes of wake vortex, considered by ATC to the intersection departures. If more separation than the prescribed minima is requested, notify ATC before entering the RWY.

Departure Notes

Contact WIEN RADAR when advised by TWR.

RWY 11

OSPEN 1A, SITNI 3A, UMBIL 2A

Between 2000-0600‡, expect CLR via SNU 2A.

SNU 2A

Also usable for NON-RNAV equipped ACFT.

RWY 29

SNU 2C, WGM 8C

Also usable for NON-RNAV equipped ACFT.

RWY 16

OSPEN 3B, SITNI 5B, UMBIL 4B

Between 2000-0600‡, expect CLR via SNU 4B.

SNU 4B, WGM 7B

Also usable for NON-RNAV equipped ACFT.

DEPARTURE

RWY 34

SNU 2D, WGM 5D

Also usable for NON-RNAV equipped ACFT.

SIDs with Radius to Fix (RF) Turns

In order to enhance NAP, for relevant SIDs RWY 16 an alternative coding comprising a radius to fix turns is introduced. The letter "R" has been added after the SID identification. ATC CLR allows for selection of either coding version.

ATC Slot, Clearance

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Start-up can be requested at TSAT ± 5min.

De-Icing

AVBL.

A380 OPS

A380 OPS

TWYs B3, B6, B8, B9 not AVBL.

TWY L and W are ACFT stand taxilanes due to reduced wingtip CLR (5.5m / 18ft and 7.5m / 25ft). Adjust taxi speed accordingly.

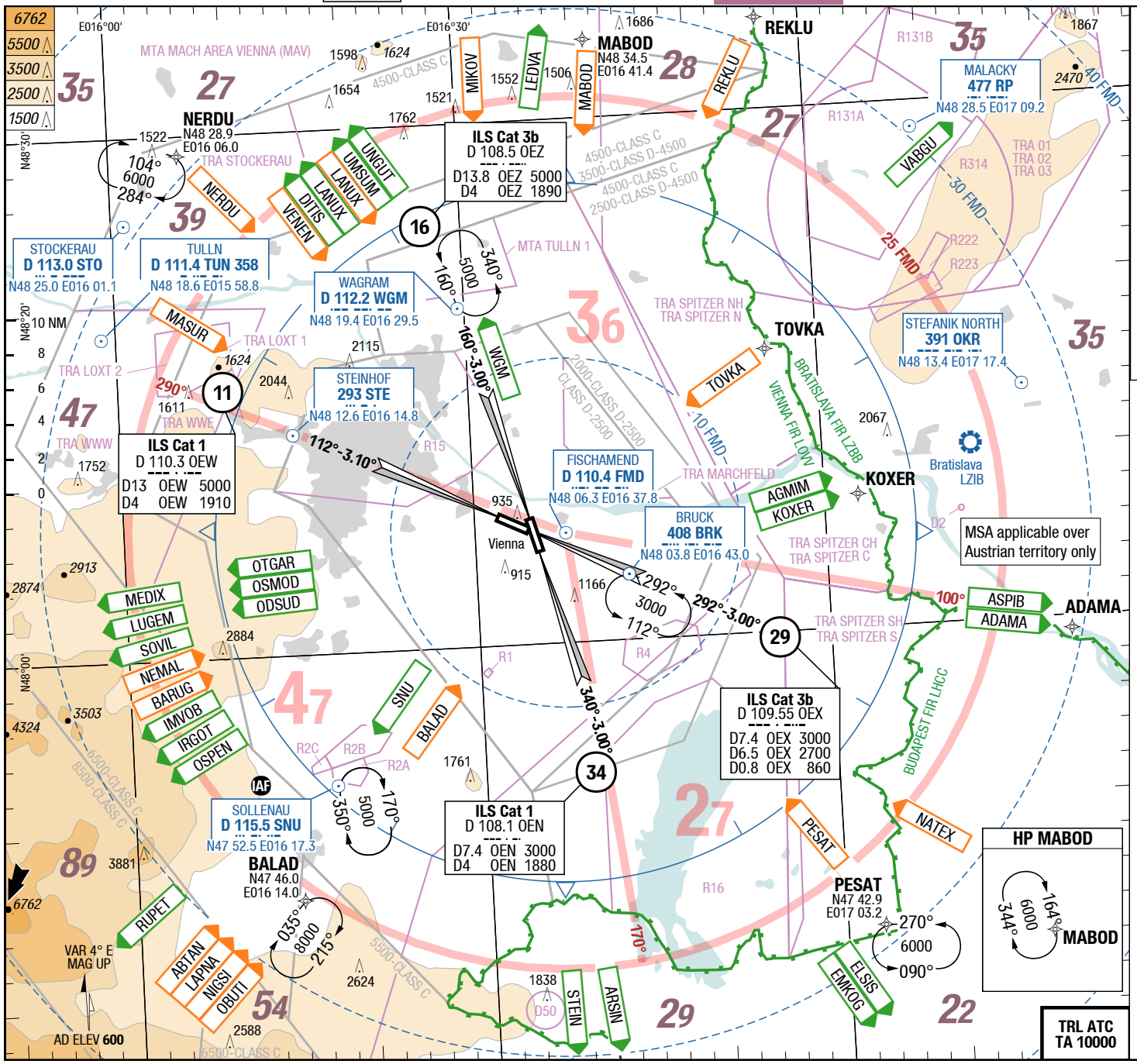
Arrival RWY 29: Preferred exits are TWY A9 or latest TWY A10

Arrival RWY 16: Preferred exit is TWY B10.

DEP RWY 16 shall calculate TKOF performance from TWY B2.

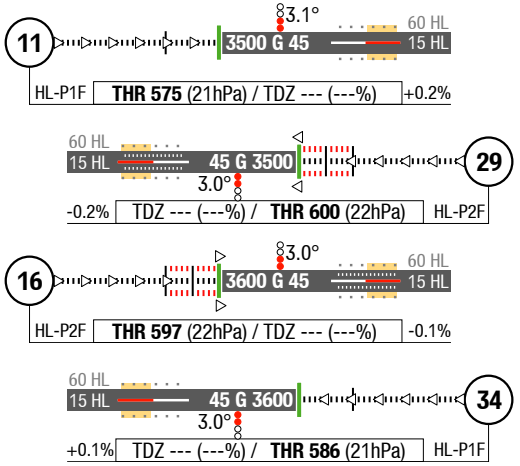
DEP RWY 29 shall calculate TKOF performance from TWY A3 West.

Marshaller O/R.

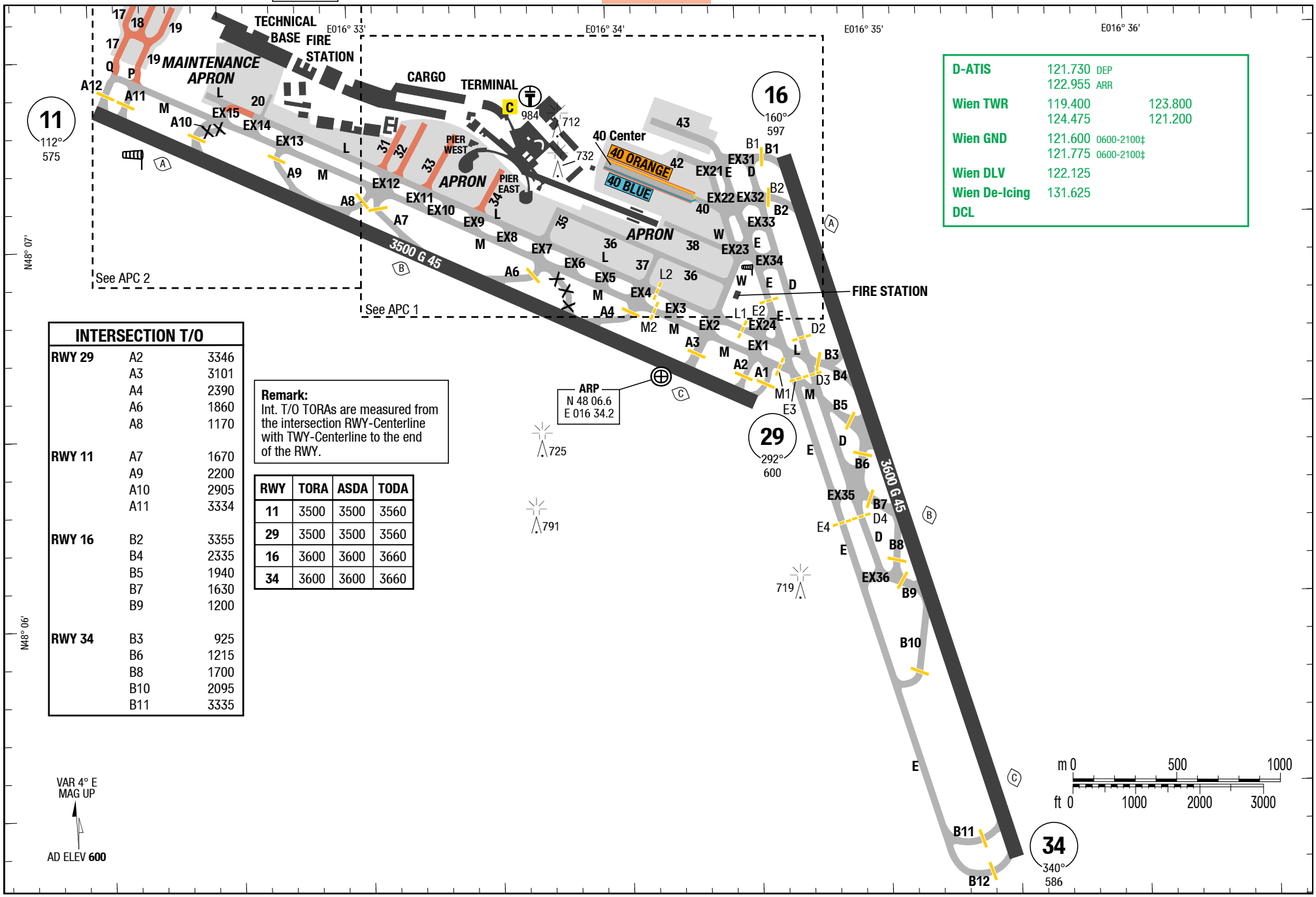


D-ATIS	121.730	DEP
	122.955	ARR
Wien RAD	134.675	
	118.775	
	125.175	
	129.050	
	130.075	
Wien DIR	119.800	
	134.125	
Wien TWR	119.400	
	123.800	
	124.475	
	121.200	
Wien GND	121.600	0600-2100‡
	121.775	0600-2100‡
Wien DLV	122.125	
Wien De-Icing	131.625	
DCL		

Landing RWY system:



Changes: FREQ



D-ATIS	121.730 DEP 122.955 ARR
Wien TWR	119.400 123.800 124.475 121.200
Wien GND	121.600 0600-2100‡ 121.775 0600-2100‡
Wien DLV	122.125
Wien De-Icing	131.625
DCL	

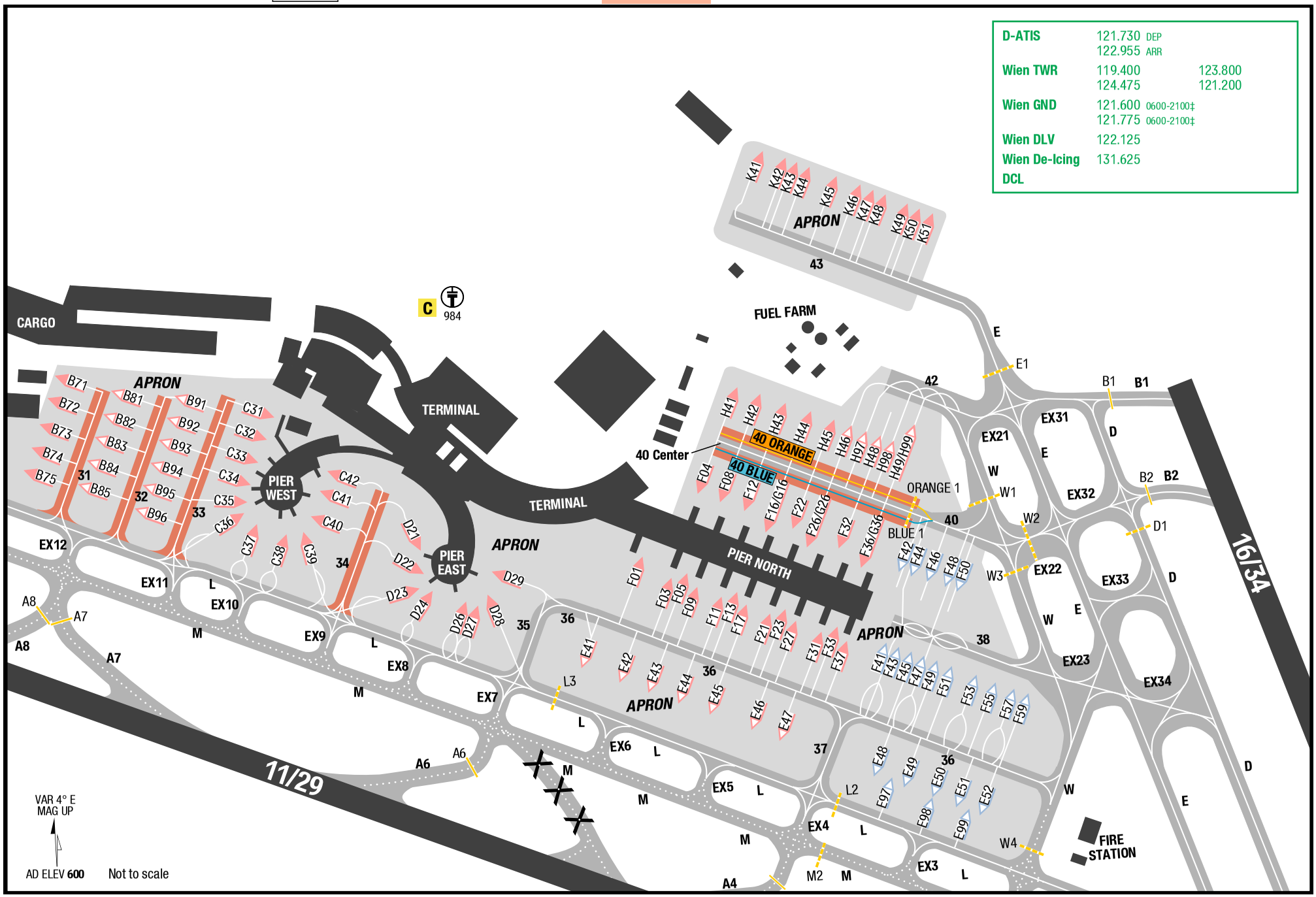
INTERSECTION T/O

RWY 29	A2	3346
	A3	3101
	A4	2390
	A6	1860
	A8	1170
RWY 11	A7	1670
	A9	2200
	A10	2905
	A11	3334
RWY 16	B2	3355
	B4	2335
	B5	1940
	B7	1630
	B9	1200
RWY 34	B3	925
	B6	1215
	B8	1700
	B10	2095
	B11	3335

Remark:
Int. T/O TORAs are measured from the intersection RWY-Centerline with TWY-Centerline to the end of the RWY.

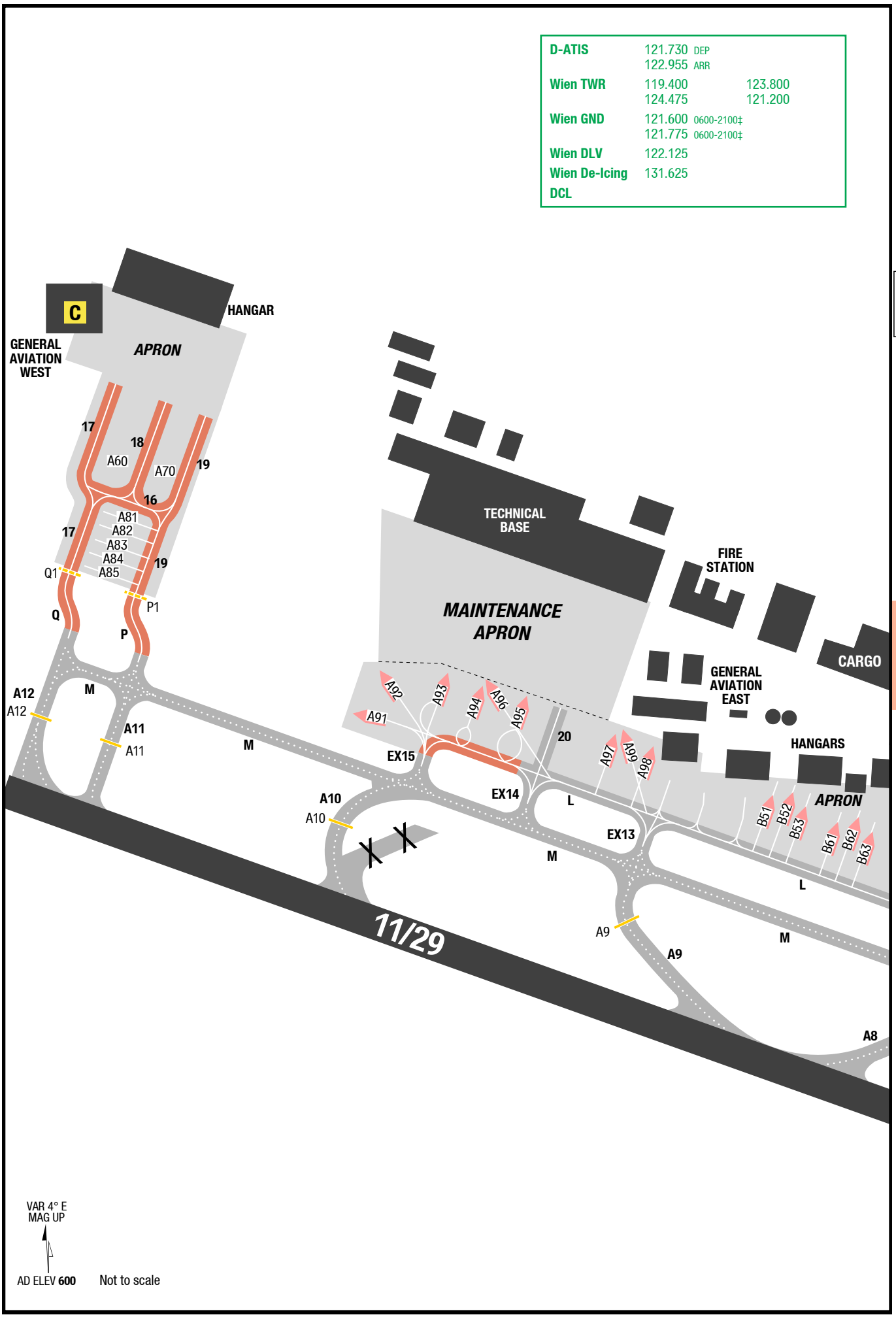
RWY	TORA	ASDA	TODA
11	3500	3500	3560
29	3500	3500	3560
16	3600	3600	3660
34	3600	3600	3660

Changes: FREQ



Changes: FREQ

D-ATIS	121.730 DEP 122.955 ARR	
Wien TWR	119.400 124.475	123.800 121.200
Wien GND	121.600 0600-2100‡ 121.775 0600-2100‡	
Wien DLV	122.125	
Wien De-Icing	131.625	
DCL		



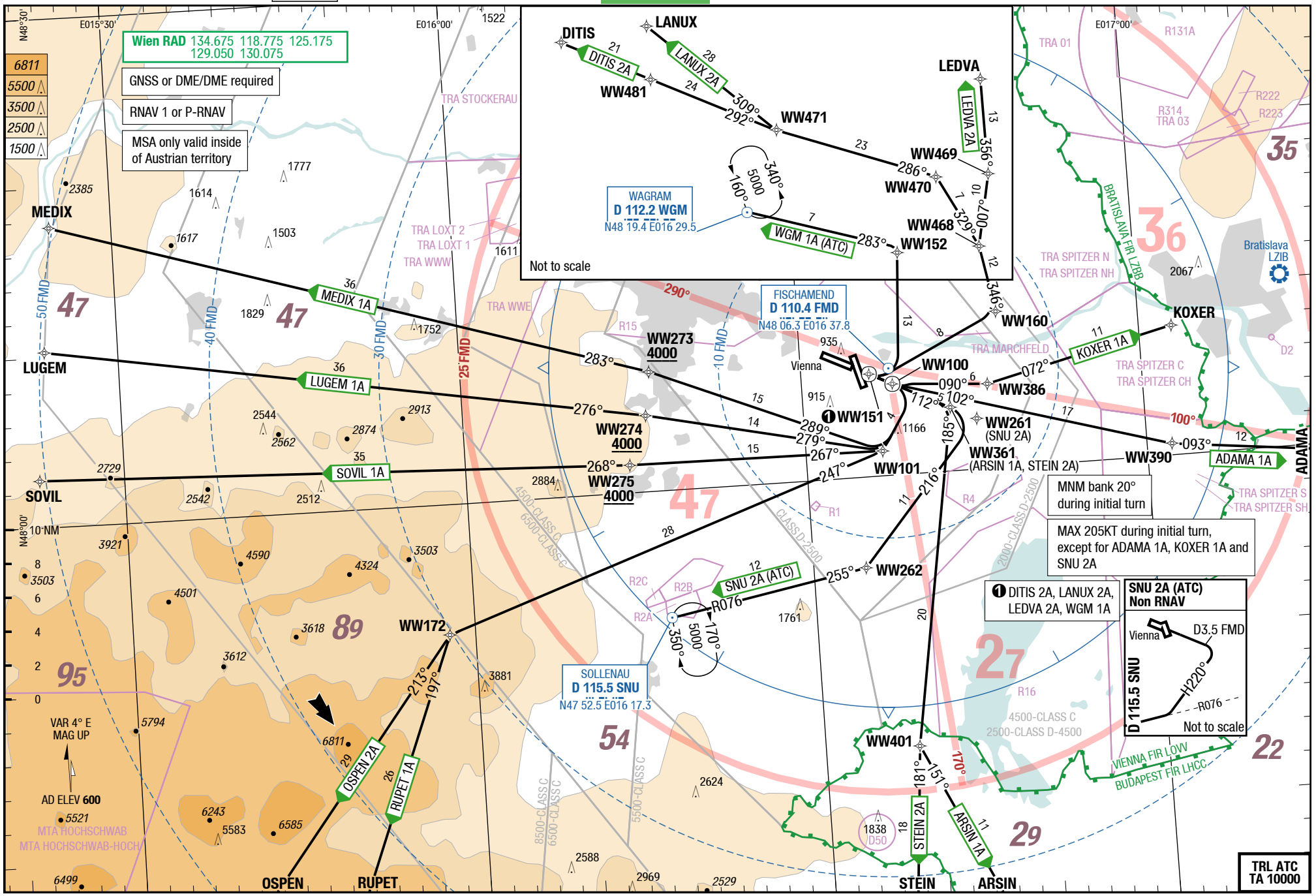
VAR 4° E
MAG UP

AD ELEV **600**

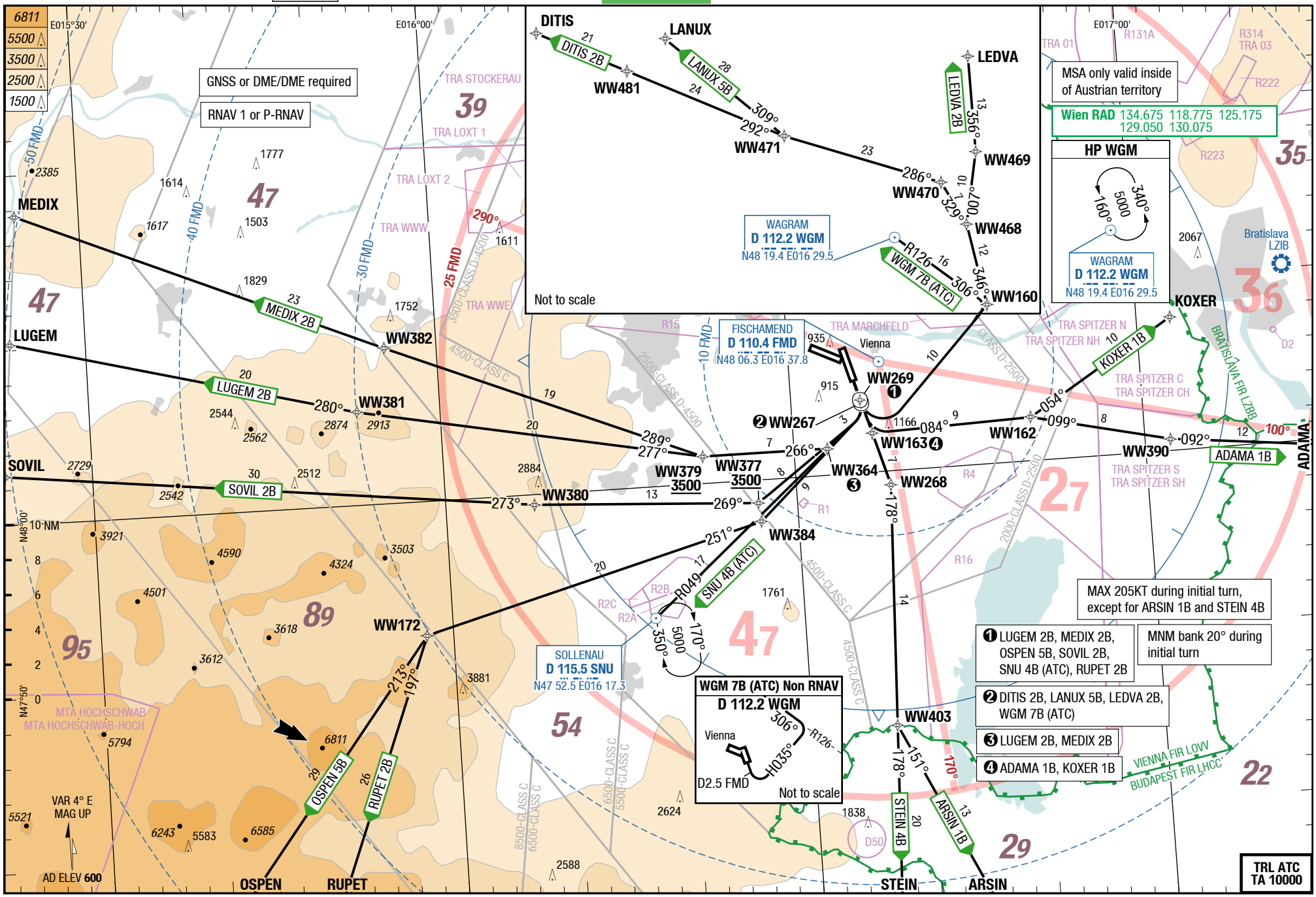
Not to scale

Stand Coordinates

A81, A82	N48 07.6 E016 32.2
A83	N48 07.6 E016 32.1
A84, A85	N48 07.5 E016 32.1
A91	N48 07.4 E016 32.4
A92, A93	N48 07.4 E016 32.5
A94 - A96	N48 07.4 E016 32.6
A97	N48 07.4 E016 32.7
A98	N48 07.3 E016 32.8
A99	N48 07.4 E016 32.7
B51 - B63	N48 07.3 E016 33.0
B71 - B74	N48 07.3 E016 33.1
B75	N48 07.2 E016 33.1
B81 - B83	N48 07.3 E016 33.2
B84	N48 07.2 E016 33.2
B85	N48 07.2 E016 33.1
B91 - B93	N48 07.3 E016 33.3
B94	N48 07.2 E016 33.3
B95, B96	N48 07.2 E016 33.2
C31	N48 07.3 E016 33.4
C32 - C38	N48 07.2 E016 33.4
C39 - C42	N48 07.2 E016 33.5
D21 - D24	N48 07.1 E016 33.6
D26 - D29	N48 07.1 E016 33.7
E41	N48 07.0 E016 33.8
E42 - E44	N48 07.0 E016 33.9
E45, E46	N48 06.9 E016 34.0
E47	N48 06.9 E016 34.1
E48, E49	N48 06.9 E016 34.2
E50 - E52	N48 06.8 E016 34.3
E97	N48 06.9 E016 34.2
E98, E99	N48 06.9 E016 34.3
F01	N48 07.1 E016 33.9
F03 - F11	N48 07.1 E016 34.0
F12	N48 07.1 E016 34.1
F13	N48 07.1 E016 34.0
F16	N48 07.1 E016 34.1
F17, F21	N48 07.0 E016 34.1
F22	N48 07.1 E016 34.1
F23	N48 07.0 E016 34.1
F26	N48 07.1 E016 34.1
F27, F31	N48 07.0 E016 34.1
F32	N48 07.1 E016 34.2
F33	N48 07.0 E016 34.2
F36	N48 07.1 E016 34.2
F37, F41	N48 07.0 E016 34.2
F42	N48 07.0 E016 34.3
F43	N48 07.0 E016 34.2
F44 - F51	N48 07.0 E016 34.3
F53	N48 07.0 E016 34.4
F55 - F59	N48 06.9 E016 34.4
G16, G26	N48 07.1 E016 34.1
G36	N48 07.1 E016 34.2
H41	N48 07.3 E016 34.1
H42, H43	N48 07.2 E016 34.1
H44 - H46	N48 07.2 E016 34.2
H48, H49	N48 07.2 E016 34.3
H97	N48 07.2 E016 34.2
H98, H99	N48 07.2 E016 34.3
K41	N48 07.5 E016 34.1
K42 - K46	N48 07.4 E016 34.2
K47 - K51	N48 07.4 E016 34.3



Changes: WPT , Track, PROC renumbered, Note, Editorial



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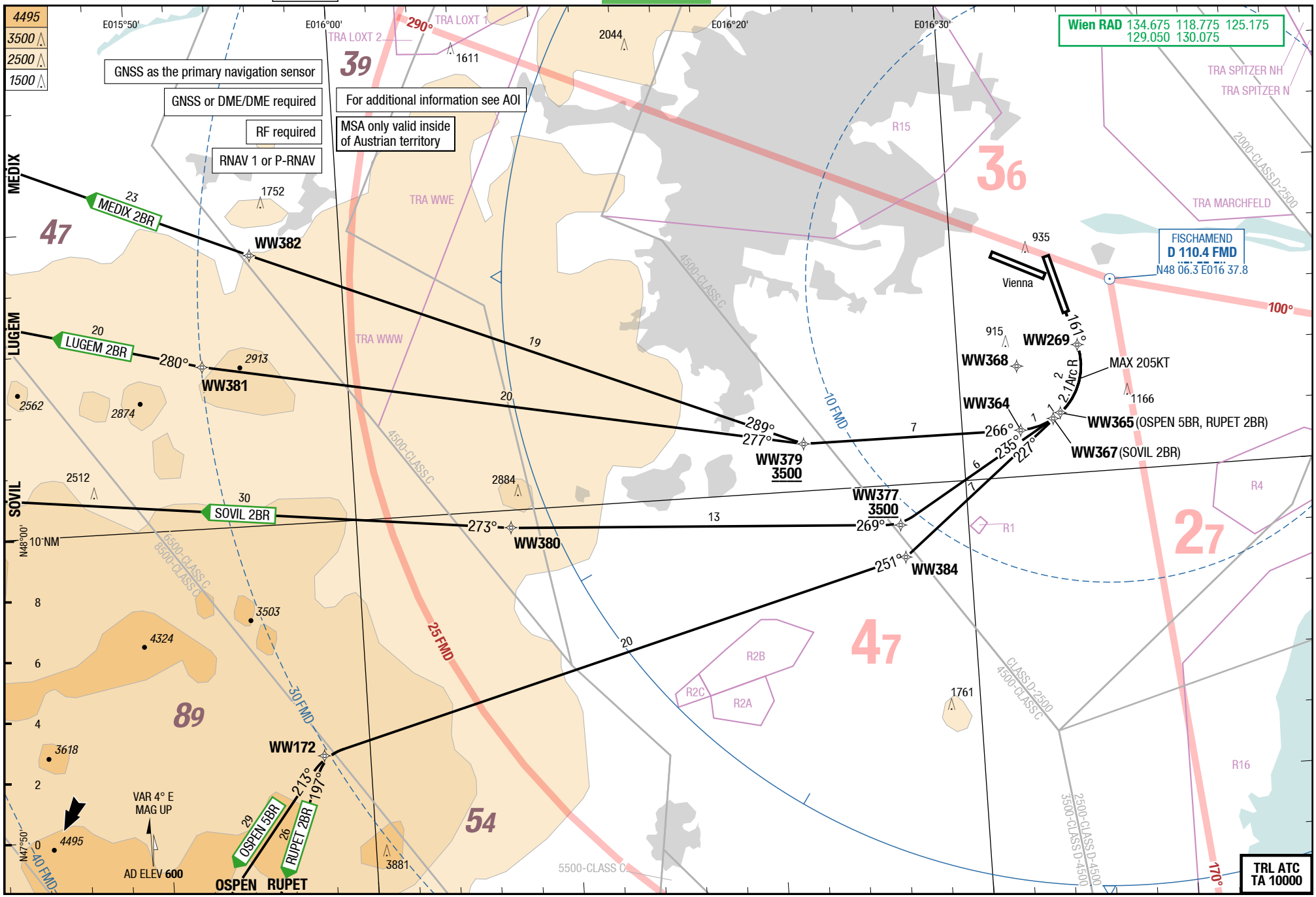

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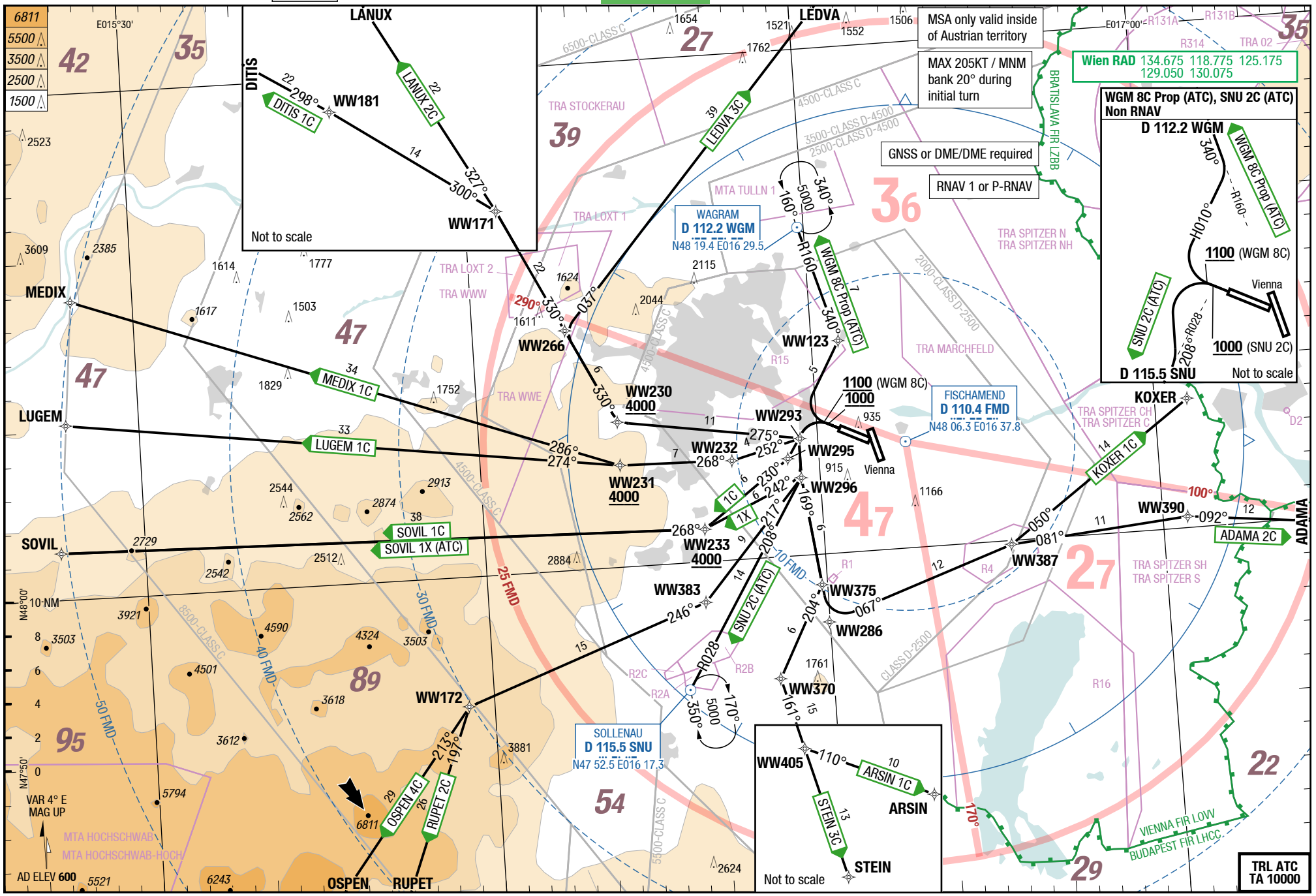

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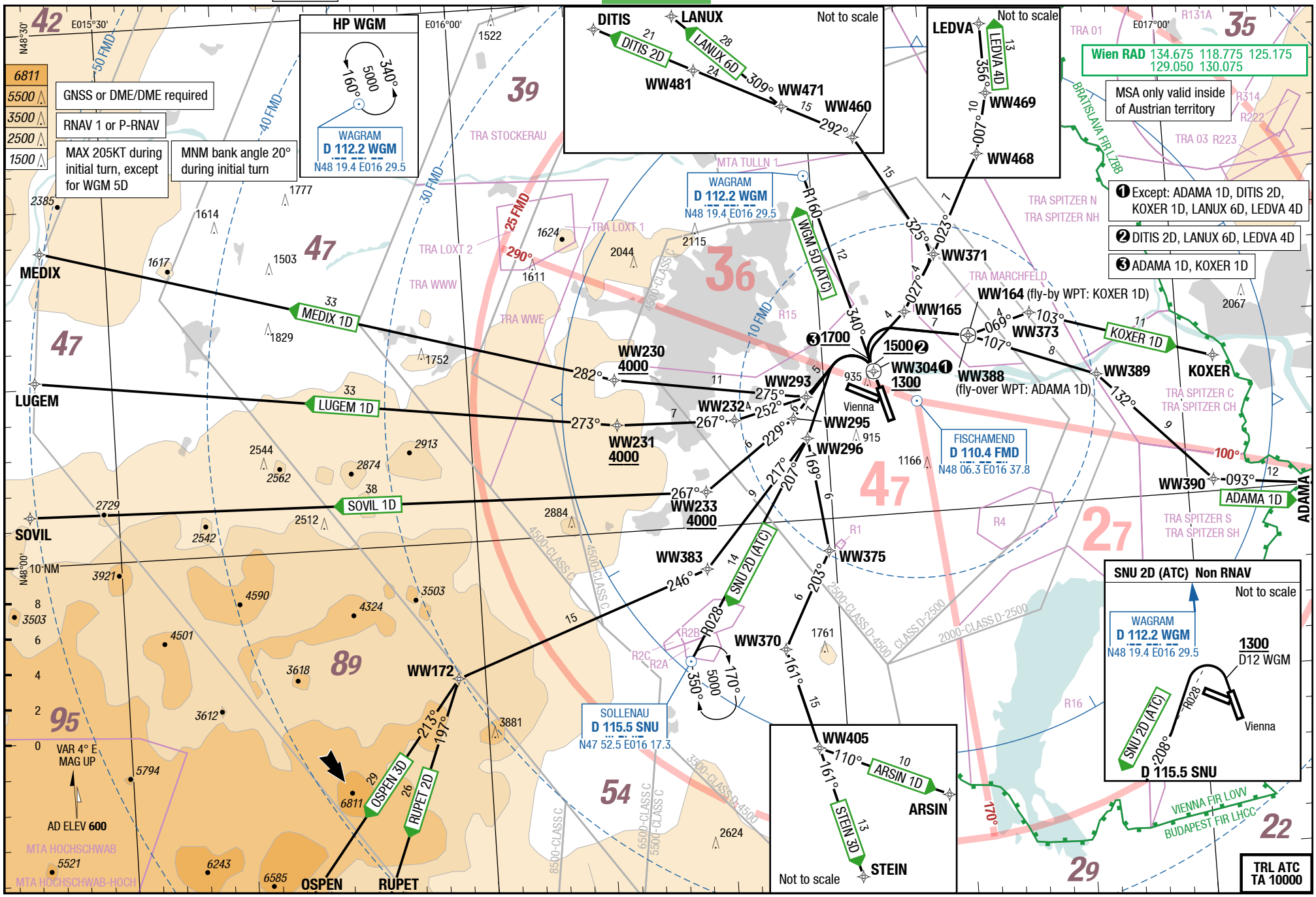

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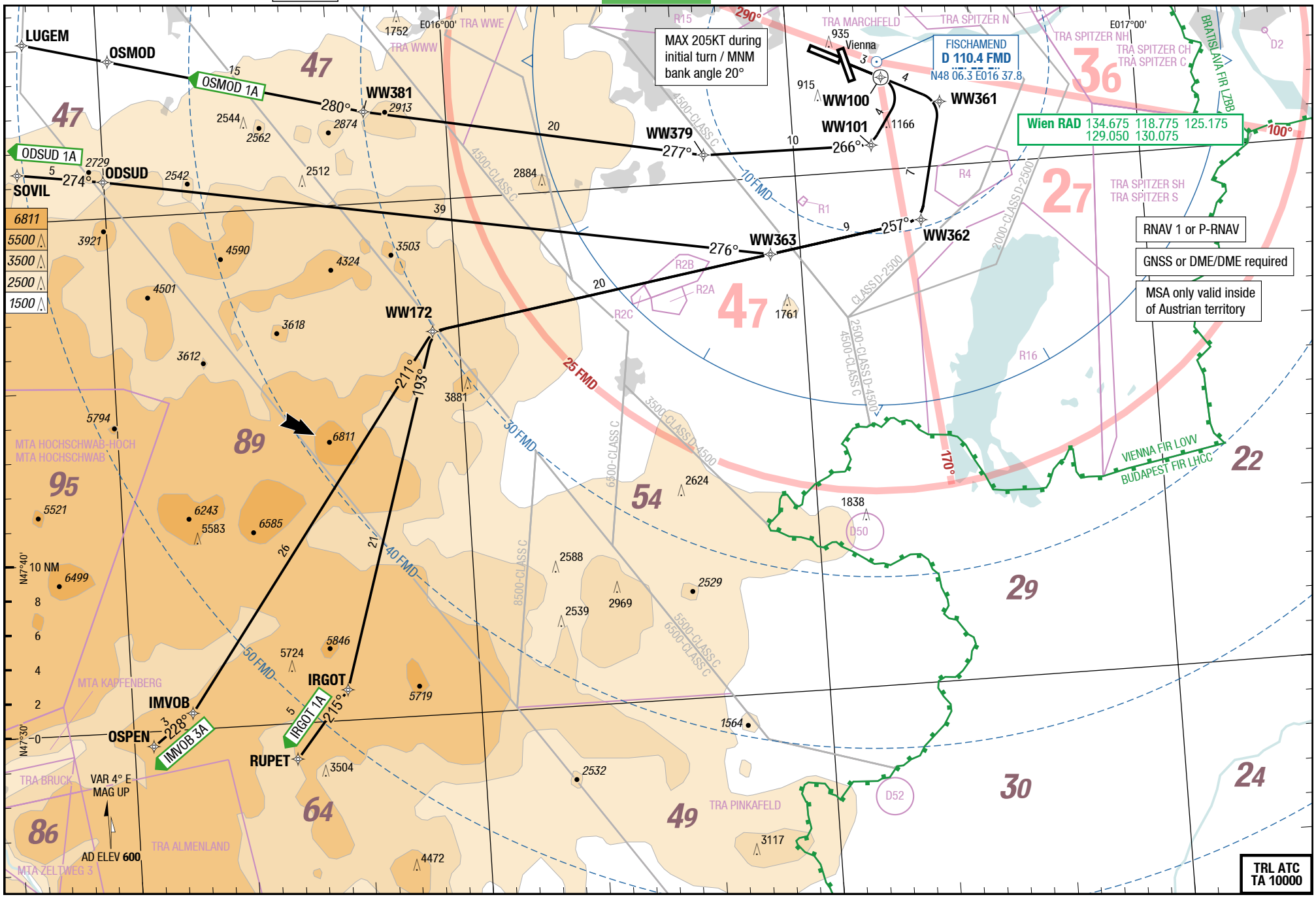

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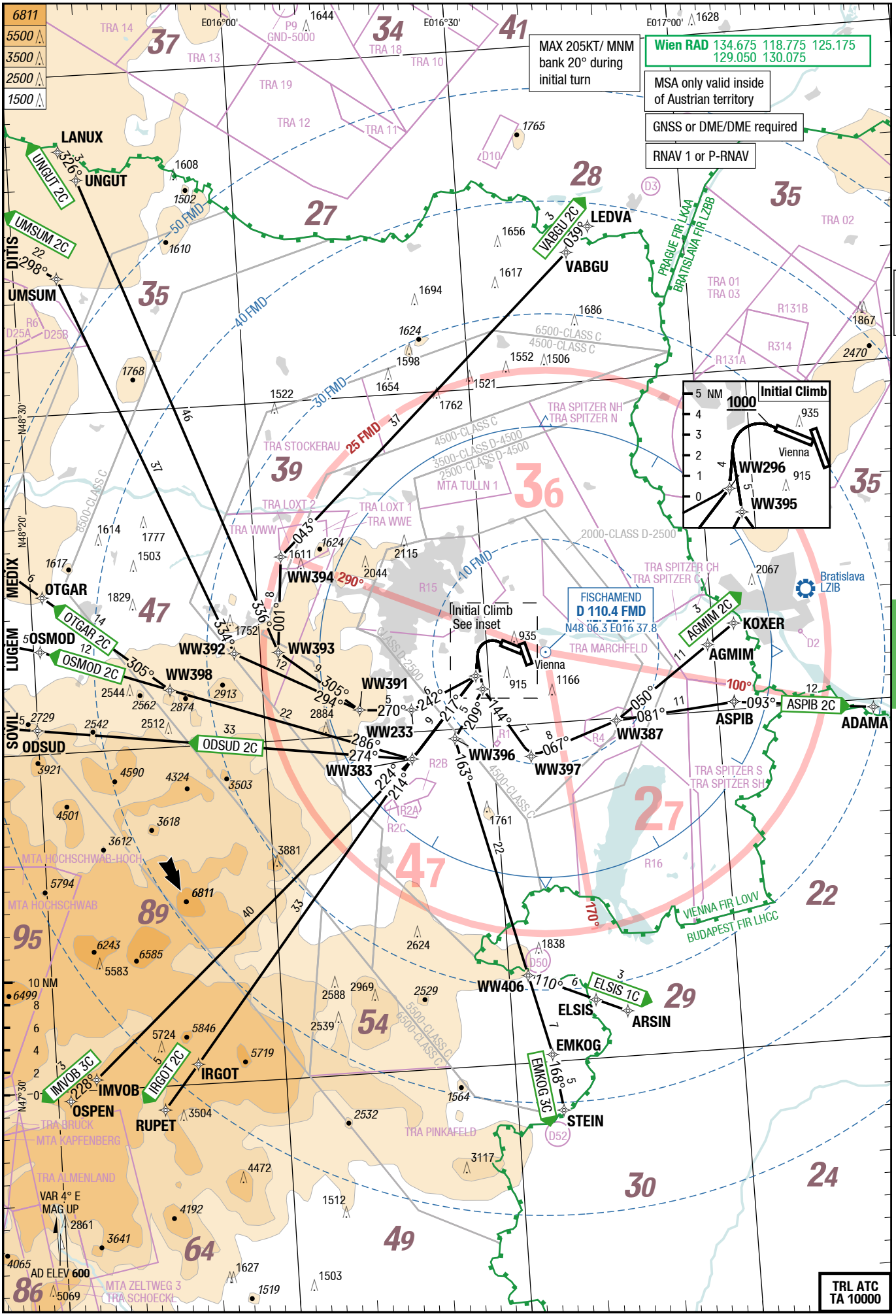
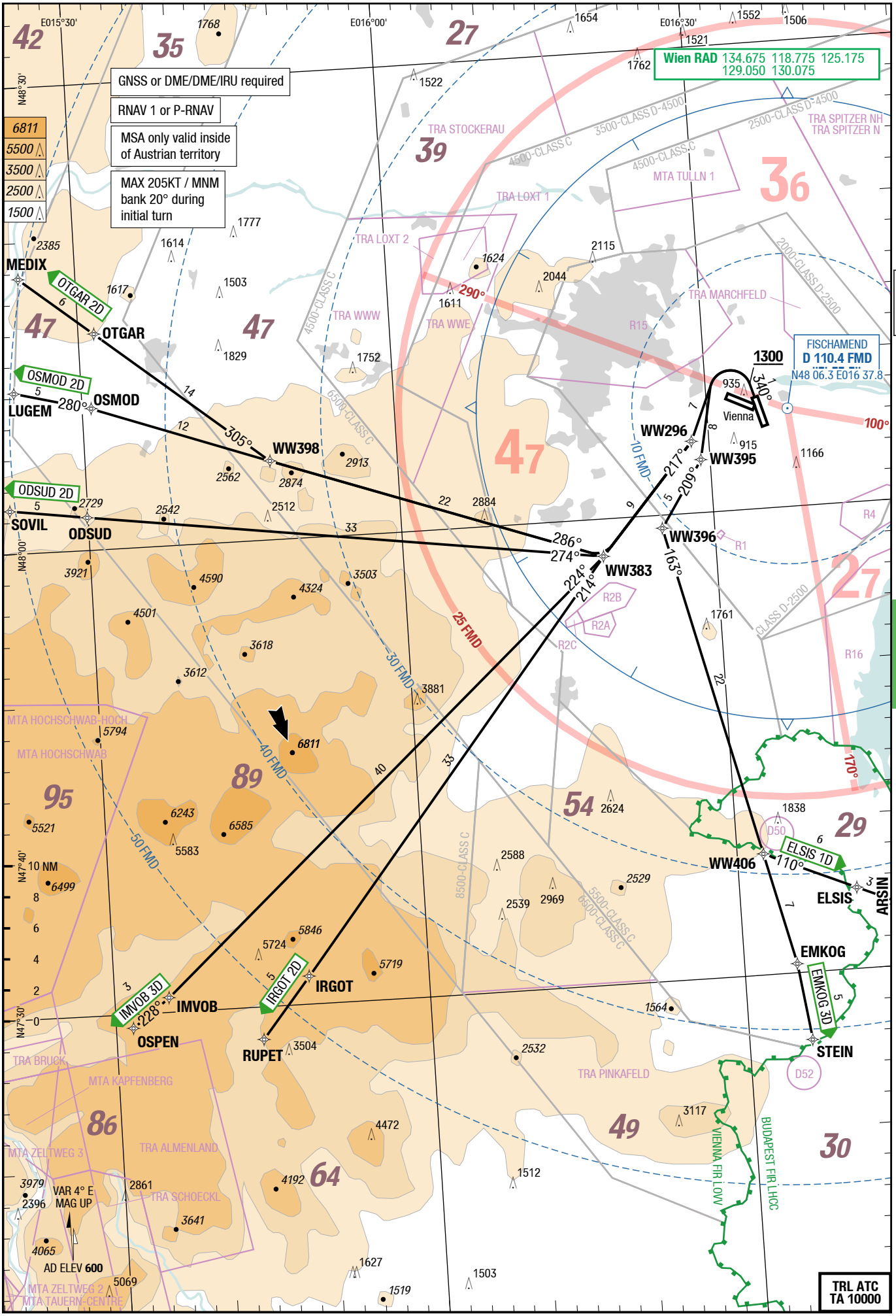
Changes: PROC, Track, SUAs, OBST, Note



Changes: PROC, Track, SUAs, Note, OBST



ADAMA 1A / ARSIN 1A / DITIS 2A / KOXER 1A / LANUX 2A / LEDVA 2A / LUGEM 1A
RWY 11 (112°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
ADAMA 1A 5.0% to WW390 **125.175** ②③	DCT WW100 - WW390 - ADAMA	Initial climb **5000**
ARSIN 1A 4.9% to 1300 **129.050** ①②	DCT WW100 - WW361 - WW401 - ARSIN	Initial climb **5000**
DITIS 2A 4.9% to 1300 **125.175** ①②	DCT WW151 [L] - DCT WW160 - WW468 - WW470 - WW471 - WW481 - DITIS	Initial climb **5000**
KOXER 1A 5.0% **125.175** ②③	DCT WW100 - WW386 - KOXER	Initial climb **5000**
LANUX 2A 4.9% to 1300 **125.175** ①②	DCT WW151 [L] - DCT WW160 - WW468 - WW470 - WW471 - LANUX	Initial climb **5000**
LEDVA 2A 4.9% to 1300 **125.175** ①②	DCT WW151 [L] - DCT WW160- WW468 - WW469 - LEDVA	Initial climb **5000**
LUGEM 1A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW274 - LUGEM	WW274 MNM **4000** Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

③ MNM bank 20° during initial turn and MAX 250KT to 10000ft.

Changes: PROC renamed, WPT , Note

MEDIX 1A / OSPEN 2A / RUPET 1A / SOLLENAU 2A / SOVIL 1A / STEIN 2A / WAGRAM 1A
RWY 11 (112°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
MEDIX 1A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW273 - MEDIX	WW273 MNM **4000** Initial climb **5000**
OSPEN 2A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW172 - OSPEN	Initial climb **5000**
RUPET 1A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW172 - RUPET	Initial climb **5000**
SOLLENAU 2A **SNU 2A** (ATC) 4.9% to 1300 **129.050** ②③	DCT WW100 - WW261 - WW262 - SNU **Non RNAV** at D3.5 **FMD RT** HDG 220° intercept R076 **SNU** to **SNU**	Initial climb **5000**
SOVIL 1A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW275 - SOVIL	WW275 MNM **4000** Initial climb **5000**
STEIN 2A 4.9% to 1300 **129.050** ①②	DCT WW100 - WW361 - WW401 - STEIN	Initial climb **5000**
WAGRAM 1A **WGM 1A** (ATC) 4.9% to 1300 **125.175** ①②	DCT WW151 [L] - DCT WW152 - WGM	Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

③ MNM bank 20° during initial turn and MAX 250KT to 10000ft.

VIE-LOWW

5-30 **RNAV SIDs RWY 16 B DEPs**

ADAMA 1B / ARSIN 1B / DITIS 2B / KOXER 1B / LANUX 5B / LEDVA 2B / LUGEM 2B / MEDIX 2B

RWY 16 (160°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ADAMA 1B 5.8% to 2000 **125.175** ①②	DCT WW163 - WW162 - WW390 - ADAMA	Initial climb **5000**
ARSIN 1B **134.675** ②③	DCT WW268 - WW403 - ARSIN	Initial climb **5000**
DITIS 2B 5.8% to 2000 **125.175** ①②	DCT WW267 [L] - DCT WW160 - WW468 - WW470 - WW471 - WW481 - DITIS	Initial climb **5000**
KOXER 1B 5.8% to 2000 **125.175** ①②	DCT WW163 - WW162 - KOXER	Initial climb **5000**
LANUX 5B 5.8% to 2000 **125.175** ①②	DCT WW267 [L] - DCT WW160 - WW468 - WW470 - WW471 - LANUX	Initial climb **5000**
LEDVA 2B 5.8% to 2000 **125.175** ①②	DCT WW267 [L] - DCT WW160 - WW468 - WW469 - LEDVA	Initial climb **5000**
LUGEM 2B **134.675** ①②	DCT WW269 - DCT WW364 - WW379 - WW381 - LUGEM	WW379 MNM **3500** Initial climb **5000**
MEDIX 2B **134.675** ①②	DCT WW269 - DCT WW364 - WW379 - WW382 - MEDIX	WW379 MNM **3500** Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

③ MNM bank 20° during initial turn and MAX 250KT to 10000ft.

Changes: WPT , Note, PROC renumbered

VIE-LOWW

RNAV SIDs RWY 16 B DEPs

OSPEN 5B / RUPET 2B / SOLLENAU 4B / SOVIL 2B / STEIN 4B / WAGRAM 7B

RWY 16 (160°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
OSPEN 5B **134.675** ①②	DCT WW269 - DCT WW384 - WW172 - OSPEN	initial climb **5000**
RUPET 2B **134.675** ①②	DCT WW269 - DCT WW384 - WW172 - RUPET	initial climb **5000**
SOLLENAU 4B **SNU 4B** (ATC) **134.675** ①②	DCT WW269 - DCT SNU **Non RNAV** intercept R049 **SNU** to **SNU**	initial climb **5000**
SOVIL 2B **134.675** ①②	DCT WW269 [R] - DCT WW377 - WW380 - SOVIL	WW377 MNM **3500** initial climb **5000**
STEIN 4B **134.675** ②③	DCT WW268 - WW403 - STEIN	initial climb **5000**
WAGRAM 7B **WGM 7B** (ATC) 5.8% to 2000 **125.175** ①②	DCT WW267 [L] - DCT WW160 - WGM **Non RNAV** at D2.5 **FMD LT** HDG 035° intercept R126 **WGM** to **WGM**	initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

③ MNM bank 20° during initial turn and MAX 250KT to 10000ft.

Changes: DIST, Note

LUGEM 2BR / MEDIX 2BR / OSPEN 5BR / RUPET 2BR / SOVIL 2BR

RWY 16 (160°)

When instructed, contact Wien RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
LUGEM 2BR **134.675**	161° WW269 - 2.1 ARC R WW364 [K205-] - WW379 - WW381 - LUGEM	WW379 MNM **3500** Initial climb **5000**
MEDIX 2BR **134.675**	161° WW269 - 2.1 ARC R WW364 [K205-] - WW379 - WW382 - MEDIX	WW379 MNM **3500** Initial climb **5000**
OSPEN 5BR **134.675**	161° WW269 - 2.1 ARC R WW365 [K205-] - WW384 - WW172 - OSPEN	Initial climb **5000**
RUPET 2BR **134.675**	161° WW269 - 2.1 ARC R WW365 [K205-] - WW384 - WW172 - RUPET	Initial climb **5000**
SOVIL 2BR **134.675**	161° WW269 - 2.1 ARC R WW367 [K205-] - WW377 - WW380 - SOVIL	WW377 MNM **3500** Initial climb **5000**

ADAMA 2C / ARSIN 1C / DITIS 1C / KOXER 1C / LANUX 2C / LEDVA 3C / LUGEM 1C

RWY 29 (292°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
ADAMA 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW286 - WW387 - WW390 - ADAMA	Initial climb **5000**
ARSIN 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW375 - WW370 - WW405 - ARSIN	Initial climb **5000**
DITIS 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW293 - WW230 - WW266 - WW171 - WW181 - DITIS	WW230 MNM **4000** Initial climb **5000**
KOXER 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW286 - WW387 - KOXER	Initial climb **5000**
LANUX 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW293 - WW230 - WW266 - WW171 - LANUX	WW230 MNM **4000** Initial climb **5000**
LEDVA 3C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW293 - WW230 - WW266 - LEDVA	WW230 MNM **4000** Initial climb **5000**
LUGEM 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW293 - WW232 - WW231 - LUGEM	WW231 MNM **4000** Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

MEDIX 1C / OSPEN 4C / RUPET 2C / SOLLENAU 2C / SOVIL 1C / SOVIL 1X / STEIN 3C
RWY 29 (292°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
MEDIX 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW293 - WW232 - WW231 - MEDIX	WW231 MNM **4000** Initial climb **5000**
OSPEN 4C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - WW172 - OSPEN	Initial climb **5000**
RUPET 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - WW172 - RUPET	Initial climb **5000**
SOLLENAU 2C **SNU 2C** (ATC) 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - SNU **Non RNAV** at MNM **1000 LT** intercept R028 **SNU** to **SNU**	Initial climb **5000**
SOVIL 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW295 - WW233 - SOVIL	WW233 MNM **4000** Initial climb **5000**
SOVIL 1X (ATC) 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW233 - SOVIL	WW233 MNM **4000** Initial climb **5000**
STEIN 3C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW375 - WW370 - WW405 - STEIN	Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: PROC, Editorial

WAGRAM 8C
RWY 29 (292°)

When instructed, contact Wien RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
WAGRAM 8C **WGM 8C** (ATC) (Prop only) **125.175** ①②	292° [A1100+ ;R] - DCT WW123 - WGM **Non RNAV** at MNM **1100 RT** HDG 010° intercept R160 **WGM** to **WGM**	initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: Editorial

ADAMA 1D / ARSIN 1D / DITIS 2D / KOXER 1D / LANUX 6D / LEDVA 4D / LUGEM 1D / MEDIX 1D / OSPEN 3D / RUPET 2D

RWY 34 (340°)

When instructed, contact Wien RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ADAMA 1D **125.175** ①②	340° [A1700+ ;R] - DCT WW388 - WW389 - WW390 - ADAMA	Initial climb **5000**
ARSIN 1D **134.675** ①②	DCT WW304 [L] - DCT WW296 - WW375 - WW370 - WW405 - ARSIN	WW304 MNM **1300** Initial climb **5000**
DITIS 2D **125.175** ①②	340° [A1500+ ;R] - DCT WW165 - WW371 - WW460 - WW471 - WW481 - DITIS	Initial climb **5000**
KOXER 1D **125.175** ①②	340° [A1700+ ;R] - DCT WW164 - WW373 - KOXER	Initial climb **5000**
LANUX 6D **125.175** ①②	340° [A1500+ ;R] - DCT WW165 - WW371 - WW460 - WW471 - LANUX	Initial climb **5000**
LEDVA 4D **125.175** ①②	340° [A1500+ ;R] - DCT WW165 - WW371 - WW468 - WW469 - LEDVA	Initial climb **5000**
LUGEM 1D **134.675** ①②	DCT WW304 [L] - DCT WW293 - WW232 - WW231 - LUGEM	WW304 MNM **1300** WW231 MNM **4000** Initial climb **5000**
MEDIX 1D **134.675** ①②	DCT WW304 [L] - DCT WW293 - WW230 - MEDIX	WW304 MNM **1300** WW230 MNM **4000** Initial climb **5000**
OSPEN 3D **134.675** ①②	DCT WW304 [L] - DCT WW296 - WW383 - WW172 - OSPEN	WW304 MNM **1300** Initial climb **5000**
RUPET 2D **134.675** ①②	DCT WW304 [L] - DCT WW296 - WW383 - WW172 - RUPET	WW304 MNM **1300** Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: WPT , PROC renumbered

SOLLENAU 2D / SOVIL 1D / STEIN 3D / WAGRAM 5D

RWY 34 (340°)

When instructed, contact Wien RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
SOLLENAU 2D **SNU 2D** (ATC) **134.675** ①②	DCT WW304 [L] - DCT WW296 - SNU **Non RNAV** at D12 **WGM LT** intercept R028 **SNU** to **SNU**	WW304 MNM **1300** D12 **WGM** MNM **1300** initial climb **5000**
SOVIL 1D **134.675** ①②	DCT WW304 [L] - DCT WW295 - WW233 - SOVIL	WW304 MNM **1300** WW233 MNM **4000** initial climb **5000**
STEIN 3D **134.675** ①②	DCT WW304 [L] - DCT WW296 - WW375 - WW370 - WW405 - STEIN	WW304 MNM **1300** initial climb **5000**
WAGRAM 5D **WGM 5D** (ATC) **125.175** ②③	DCT WW304 - WGM **Non RNAV** intercept R160 **WGM** to **WGM**	WW304 MNM **1300** initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

③ MNM bank 20° during initial turn and MAX 250KT to 10000ft.

IMVOB 3A / IRGOT 1A / ODSUD 1A / OSMOD 1A

RWY 11 (112°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
IMVOB 3A 4.9% to 1300 **129.050** ①②	DCT WW100 - WW361 - WW362 - WW363 - WW172 - IMVOB - OSPEN	Initial climb **5000**
IRGOT 1A 4.9% to 1300 **129.050** ①②	DCT WW100 - WW361 - WW362 - WW363 - WW172 - IRGOT - RUPET	Initial climb **5000**
ODSUD 1A 4.9% to 1300 **129.050** ①②	DCT WW100 - WW361 - WW362 - WW363 - ODSUD - SOVIL	Initial climb **5000**
OSMOD 1A 4.9% to 1300 **129.050** ①②	DCT WW100 [R] - DCT WW101 - WW379 - WW381 - OSMOD - LUGEM	Initial climb **5000**

① MAX 205KT / MNM 20° bank during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: PROC, FREQ, Editorial

VIE-LOWW

5-120 **Noise Abatement RNAV SIDs RWY 29 (ATC)**

AGMIM 2C / ASPIB 2C / ELSIS 1C / EMKOG 3C / IMVOB 3C / IRGOT 2C / ODSUD 2C

RWY 29 (292°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
AGMIM 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW395 - WW397 - WW387 - AGMIM - KOXER	Initial climb **5000**
ASPIB 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW395 - WW397 - WW387 - ASPIB - ADAMA	Initial climb **5000**
ELSIS 1C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW395 - WW396 - WW406 - ELSIS - ARSIN	Initial climb **5000**
EMKOG 3C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW395 - WW396 - WW406 - EMKOG - STEIN	Initial climb **5000**
IMVOB 3C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - IMVOB - OSPEN	Initial climb **5000**
IRGOT 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - IRGOT - RUPET	Initial climb **5000**
ODSUD 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - ODSUD - SOVIL	Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: PROC, Editorial

VIE-LOWW

OSMOD 2C / OTGAR 2C / UMSUM 2C / UNGUT 2C / VABGU 2C

RWY 29 (292°)

When instructed, contact Wien RAD.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
OSMOD 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - WW398 - OSMOD - LUGEM	Initial climb **5000**
OTGAR 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW383 - WW398 - OTGAR - MEDIX	Initial climb **5000**
UMSUM 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW233 - WW391 - WW392 - UMSUM - DITIS	Initial climb **5000**
UNGUT 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW233 - WW391 - WW393 - UNGUT - LANUX	Initial climb **5000**
VABGU 2C 7.0% to 1000 **134.675** ①②	292° [A1000+ ;L] - DCT WW296 - WW233 - WW391 - WW393 - WW394 - VABGU - LEDVA	Initial climb **5000**

① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

Changes: PROC, Editorial

VIE-LOWW

5-140 **Noise Abatement RNAV SIDs RWY 34 (ATC)**

ELSIS 1D / EMKOG 2D / IMVOB 3D / IRGOT 2D / ODSUD 2D / OSMOD 2D / OTGAR 2D

RWY 34 (340°)

When instructed, contact Wien RAD.

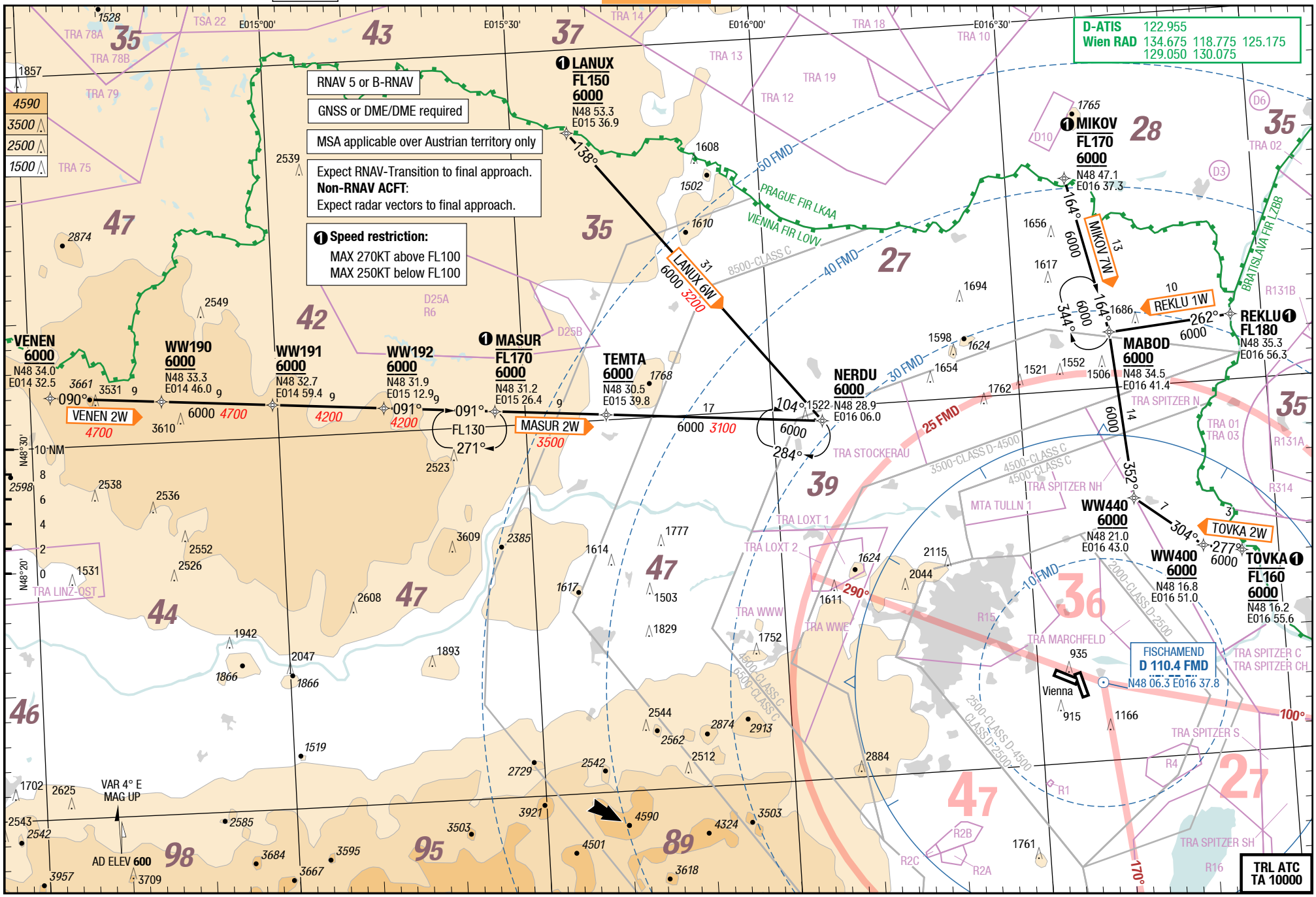
	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ELSIS 1D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW395 - WW396 - WW406 - ELSIS - ARSIN	Initial climb **5000**
EMKOG 2D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW395 - WW396 - WW406 - EMKOG - STEIN	Initial climb **5000**
IMVOB 3D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW296 - WW383 - IMVOB - OSPEN	Initial climb **5000**
IRGOT 2D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW296 - WW383 - IRGOT - RUPET	Initial climb **5000**
ODSUD 2D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW296 - WW383 - ODSUD - SOVIL	Initial climb **5000**
OSMOD 2D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW296 - WW383 - WW398 - OSMOD - LUGEM	Initial climb **5000**
OTGAR 2D 7.0% to 1300 **134.675** ①②	340° [A1300+ ;L] - DCT WW296 - WW383 - WW398 - OTGAR - MEDIX	Initial climb **5000**

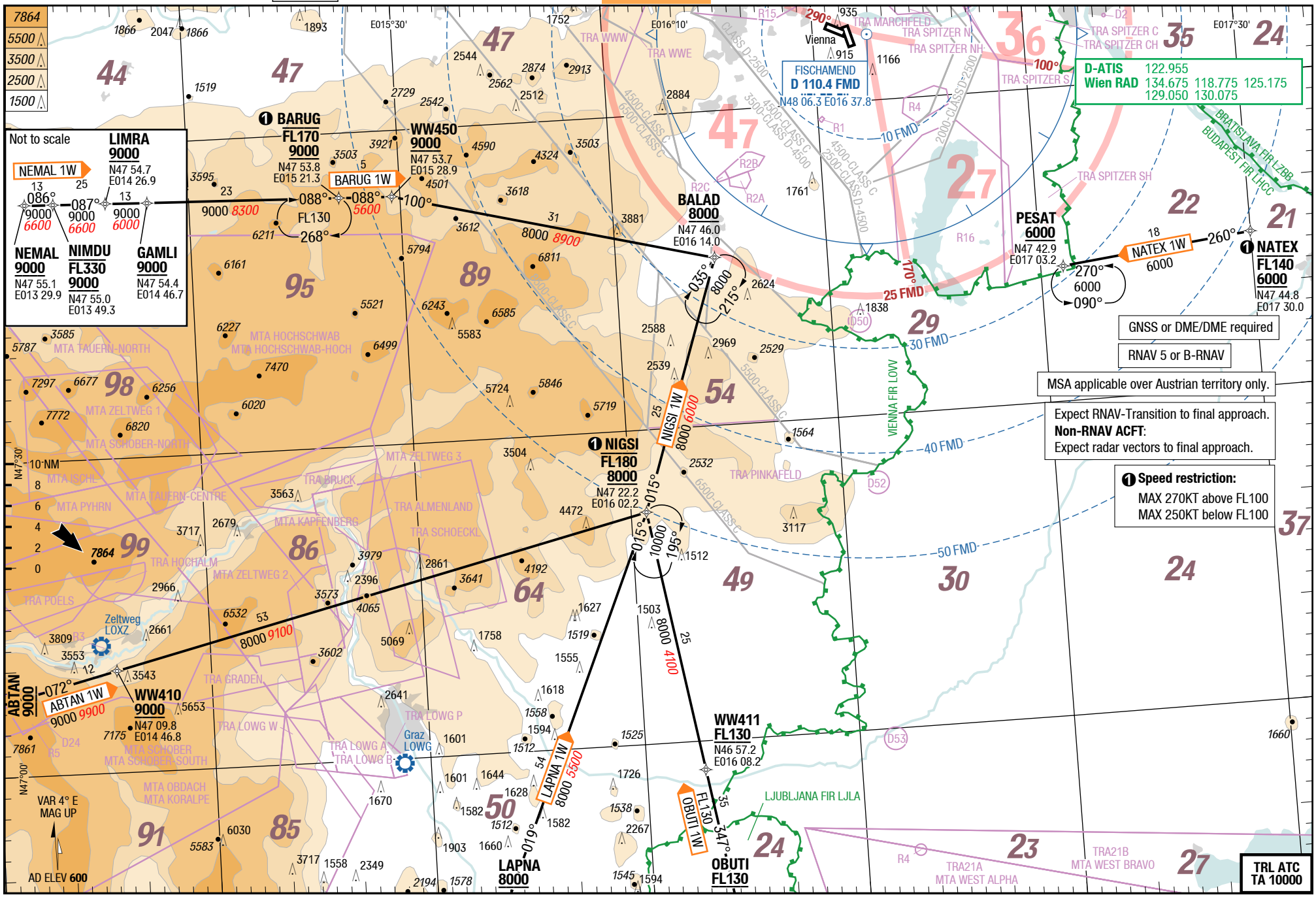
① MAX 205KT / MNM bank 20° during initial turn, thereafter MAX 250KT to 10000ft.

② To expedite traffic, ATC may request turn as soon as possible with visual reference to terrain. In this case terrain clearance has to be assured by the pilot up to 2400ft.

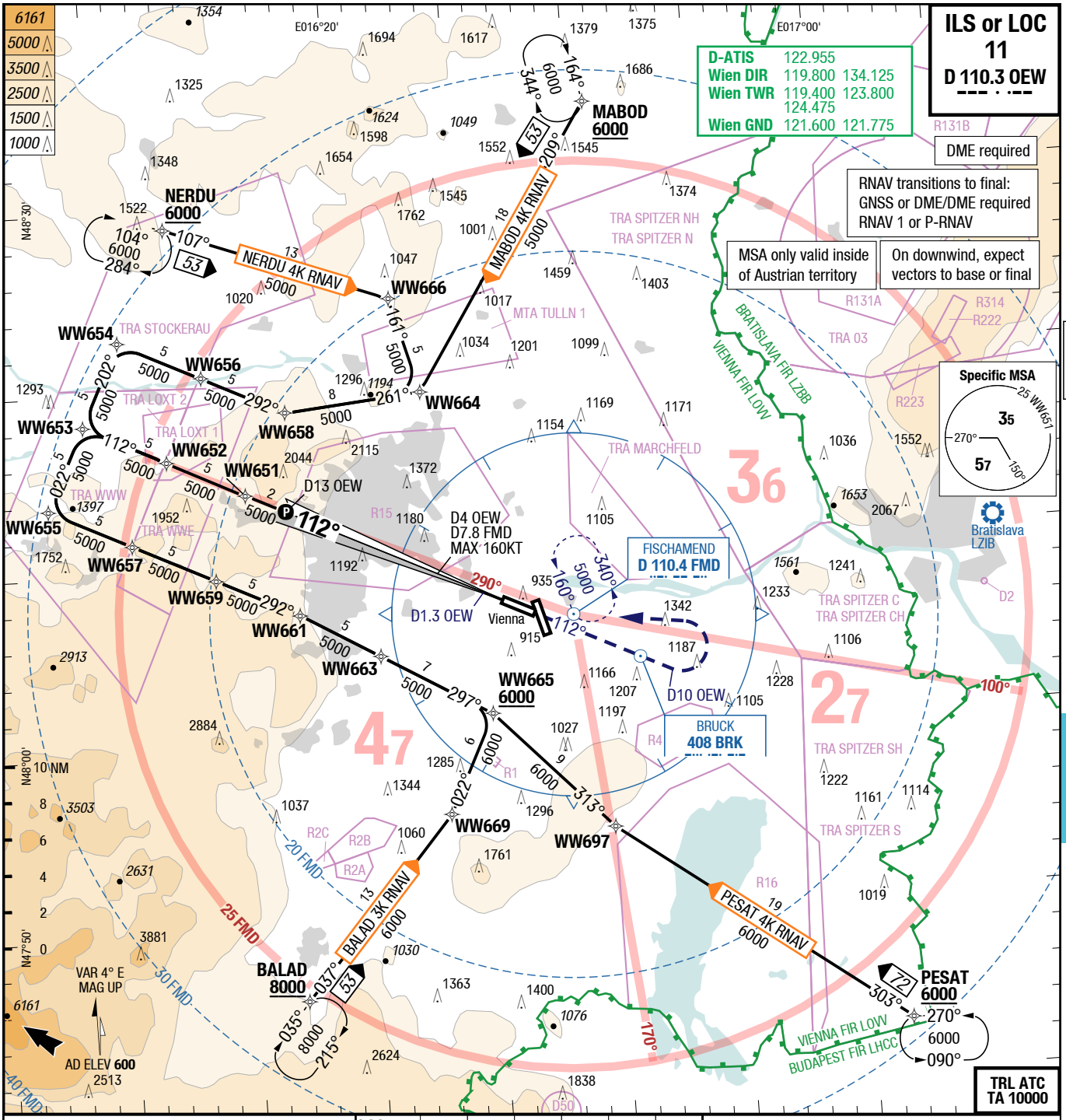
Changes: PROC, Editorial



Changes: FREQ



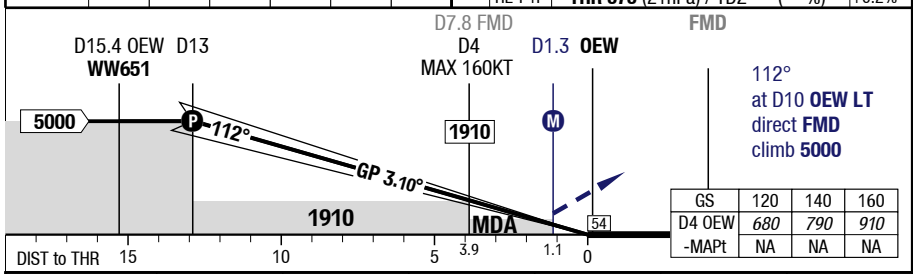
Changes: FREQ



LOC 3.20° D OEW	13	10	8	6	3	2
	5000	3970	3290	2610	1590	1250

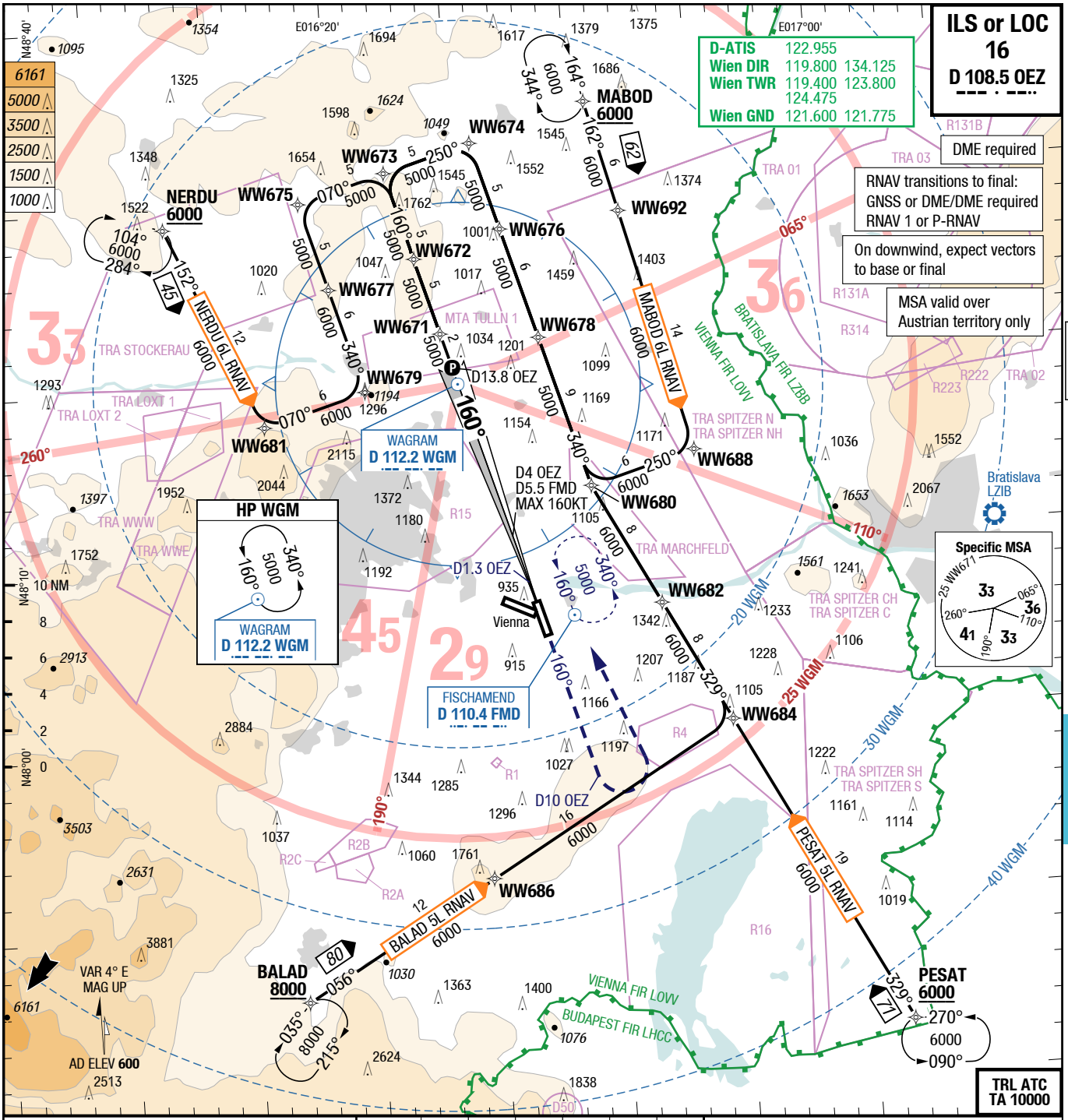
11 — 3.1° — 3500 G 45 — 60 HL — 15 HL

HL-P1F — **THR 575** (21hPa) / TDZ --- (---%) — +0.2%

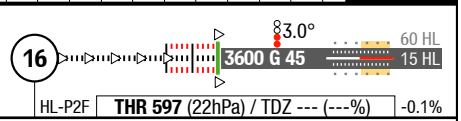


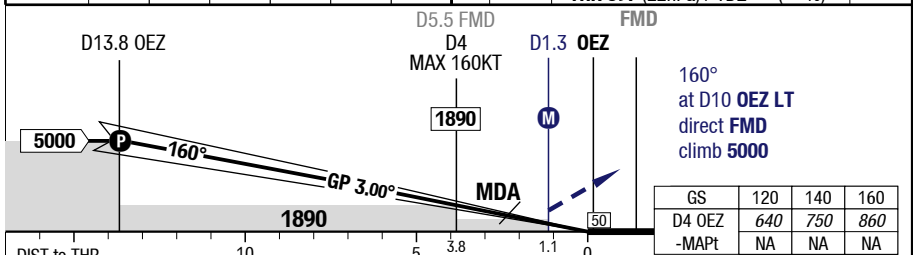
GS	120	140	160
D4 OEW	680	790	910
-MAPt	NA	NA	NA

11		Cat 1 DME	LOC DME	SRA			Circling
C	ft - m/km ft	200 - 550 **780**	630 - 2.2 **1200**	540 - 1.7 **1110**			Not published
D	ft - m/km ft	200 - 550 **780**	630 - 2.2 **1200**	540 - 1.7 **1110**			Not published



LOC 3.03° D OEZ	13.8	12	10	8	6	2
	5000	4460	3820	3170	2530	1240

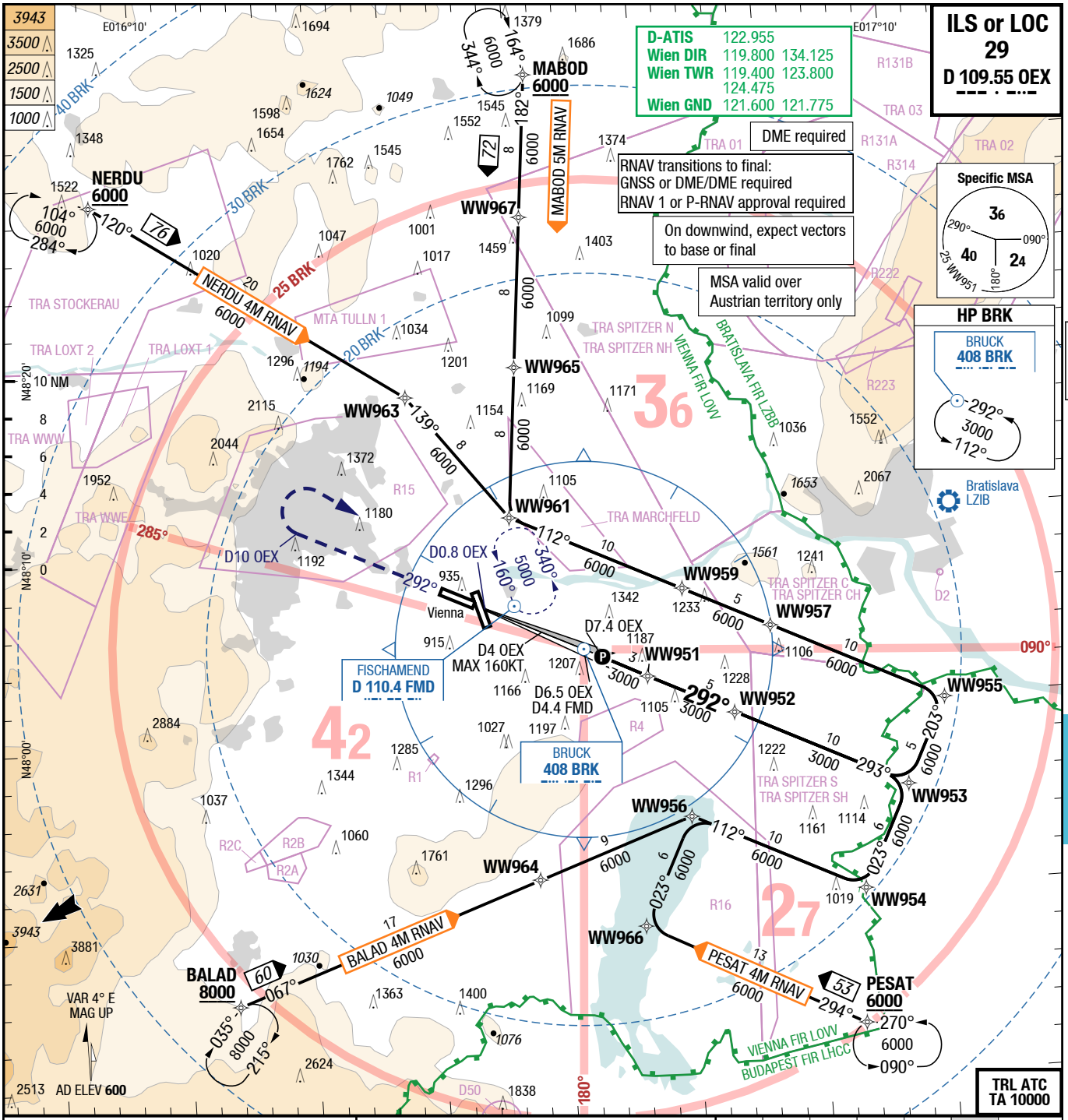




GS	120	140	160
D4 OEZ	640	750	860
-MAPt	NA	NA	NA

16		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **105** RA	200 - 400 **800**	200 - 550 **800**	610 - 2.1 **1200**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **105** RA 2)	200 - 400 **800**	200 - 550 **800**	610 - 2.1 **1200**	Not published

1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

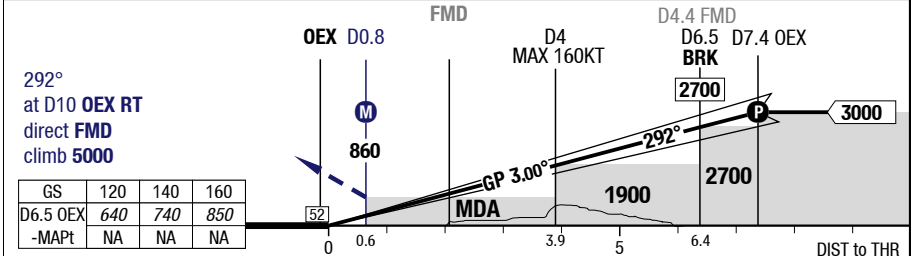


60 HL / 15 HL	45 G 3500	3.0°	29
-0.2%	TDZ --- (---%) / **THR 600** (22hPa)	HL-P2F	

2	3	5	6	7.4		LOC 3.00° D OEX
1250	1570	2220	2540	3000		

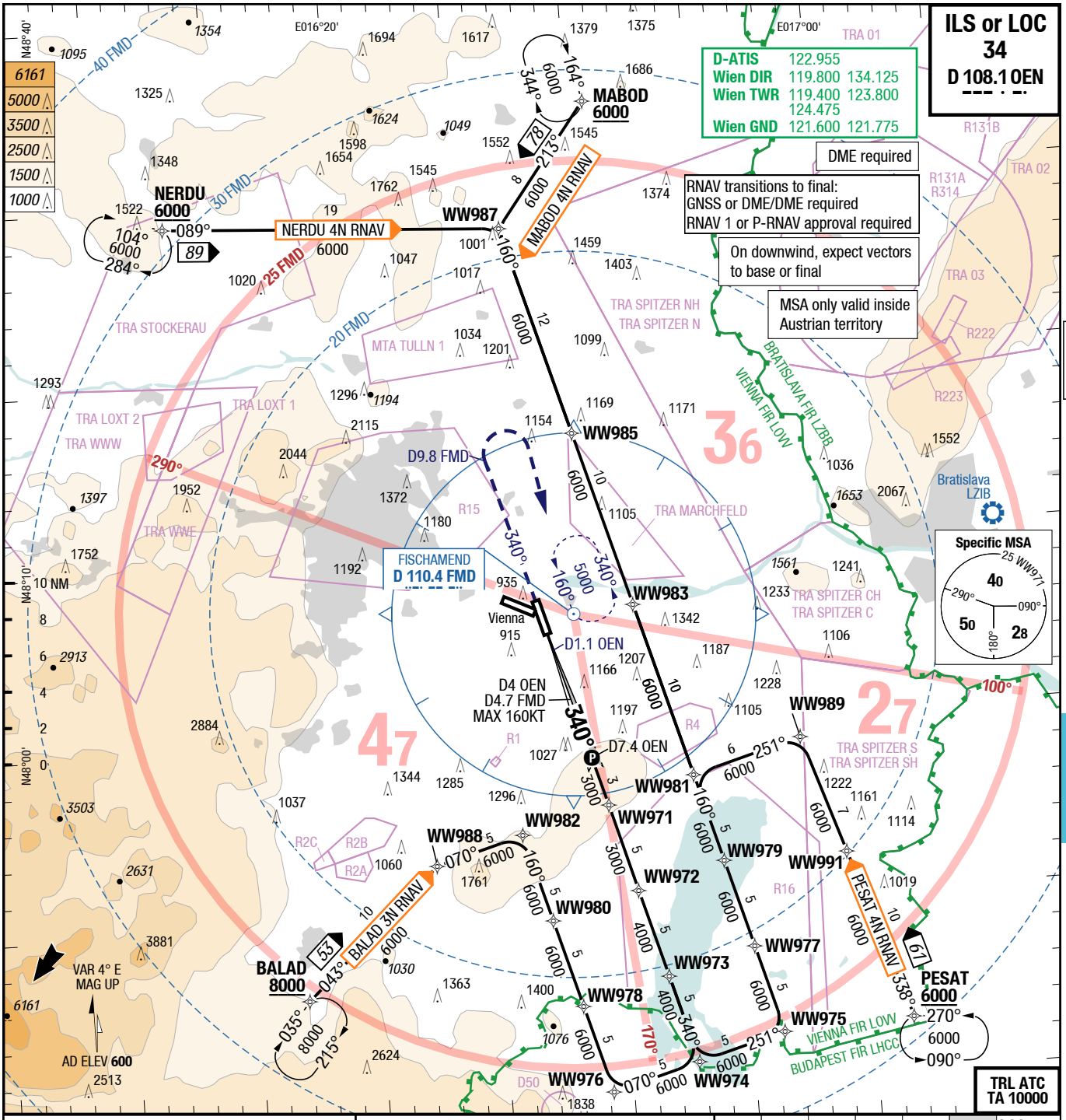
292°
at D10 **OEX RT**
direct **FMD**
climb **5000**

GS	120	140	160
D6.5 OEX	640	740	850
-MAPt	NA	NA	NA



29		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **97** RA	200 - 400 **800**	200 - 550 **800**	600 - 2.0 **1200**	Not published
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **97** RA 2)	200 - 400 **800**	200 - 550 **800**	600 - 2.0 **1200**	Not published

1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

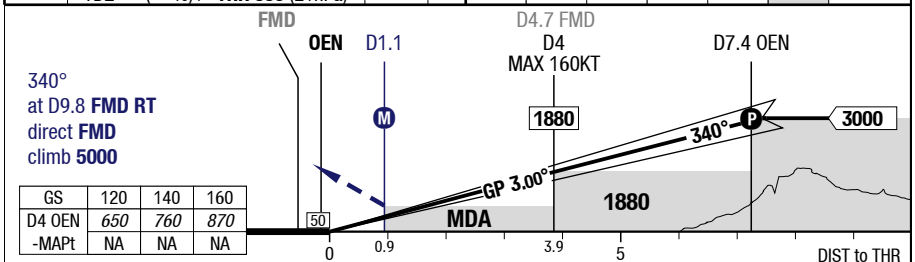


2	3	5	6	7.4		LOC 3.08° D OEN
1250	1570	2230	2550	3000		

60 HL
15 HL
45 G 3600
3.0°
34
+0.1% TDZ --- (---%) / THR 586 (21hPa) HL-P1F

340°
at D9.8 FMD RT
direct FMD
climb 5000

GS	120	140	160
D4 OEN	650	760	870
-MAPt	NA	NA	NA



34		Cat 1 DME ACFT MAX 65/7	Cat 1 DME	LOC DME	SRA		Circling
C	ft - m/km ft	210 - 550 **800**	220 - 550 **810**	570 - 1.9 **1150**	580 - 1.9 **1160**		Not published
D	ft - m/km ft	220 - 550 **810**	220 - 550 **810**	570 - 1.9 **1150**	580 - 1.9 **1160**		Not published

VIE-LOWW

7-50

Austria **Vienna** Schwechat

RNAV (RNP) N 16

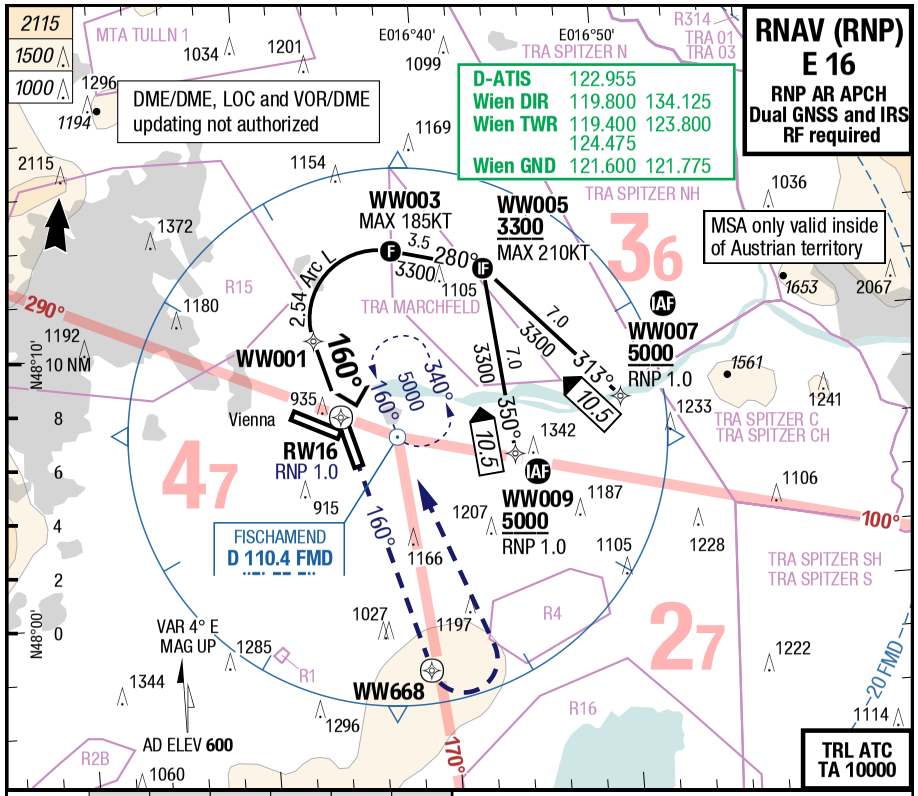
RNAV (RNP) E 16

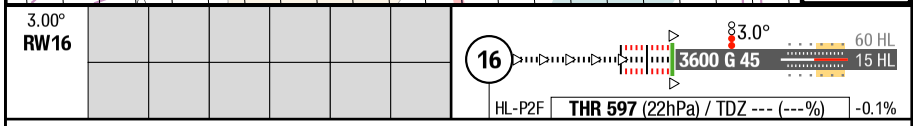
IAC IAC

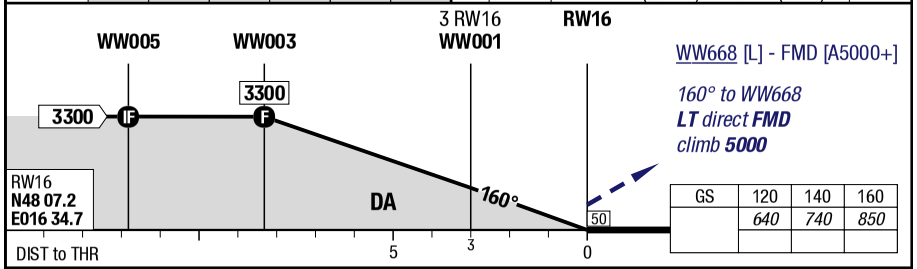
Schwechat **Vienna** Austria

RNAV (RNP) N 16

RNAV (RNP) E 16



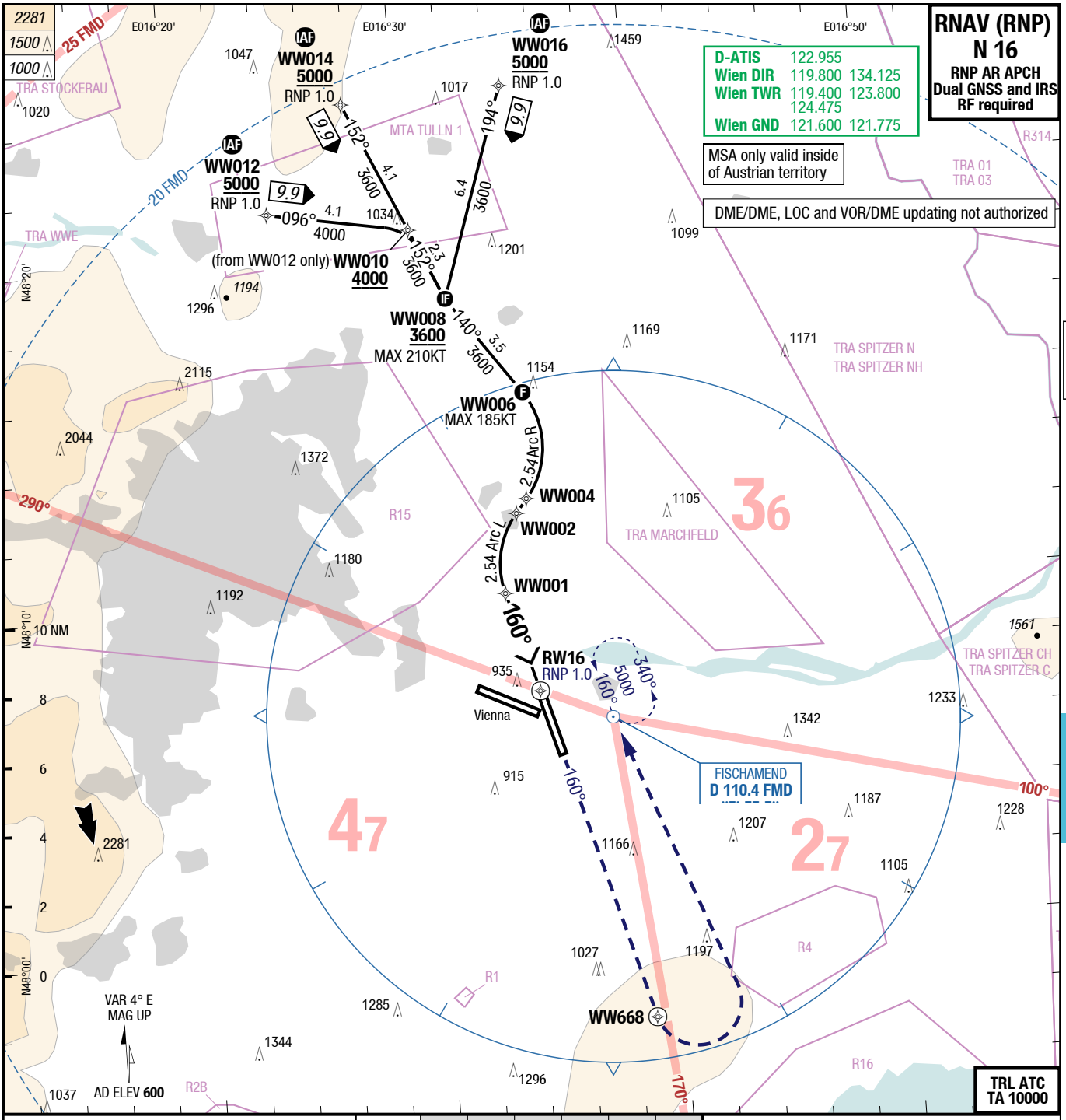


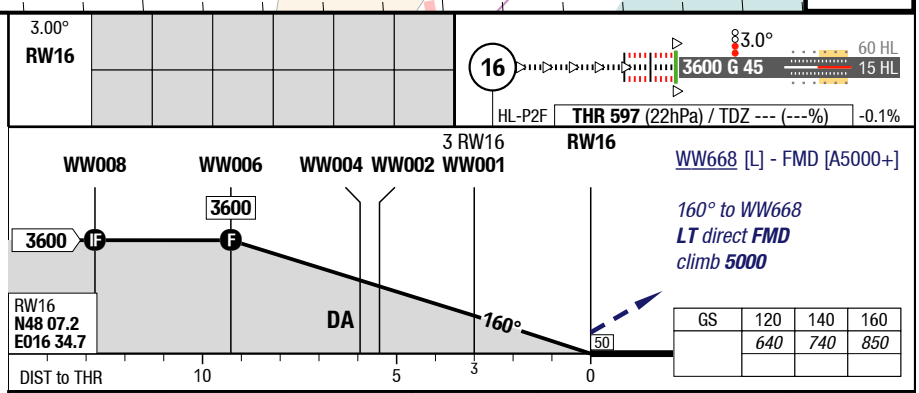


16		RNAV RNP 0.30 VNAV 1) 2)					Circling
C	ft - m/km ft	610 - 2.1 **1200**					Not published
D	ft - m/km ft	610 - 2.1 **1200**					Not published

1) Uncompensated BARO VNAV NA below -7°C (19°F)
2) With EVS 1.4km, wo EVS use STD

Changes: FREQ, OBST, SUAs, Editorial





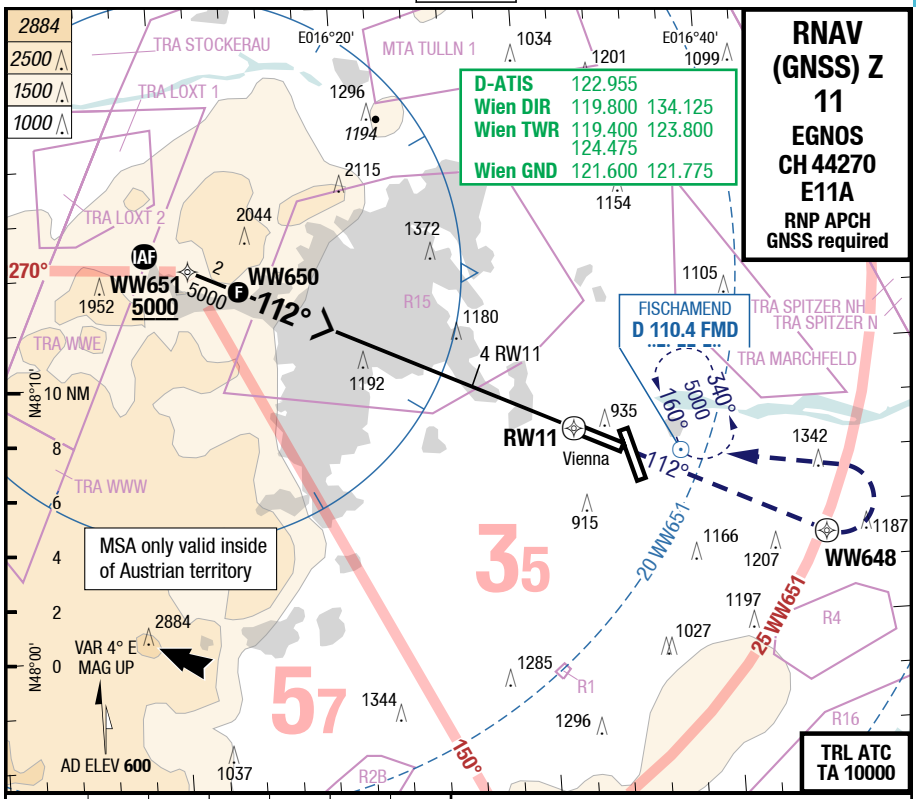
16		RNAV RNP 0.30 VNAV 1) 2)					Circling
C	ft - m/km ft	610 - 2.1 **1200**					Not published
D	ft - m/km ft	610 - 2.1 **1200**					Not published

1) Uncompensated BARO VNAV NA below -7°C (19°F)
2) With EVS 1.4km, wo EVS use STD

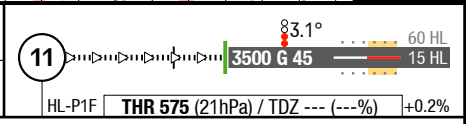
VIE-LOWW

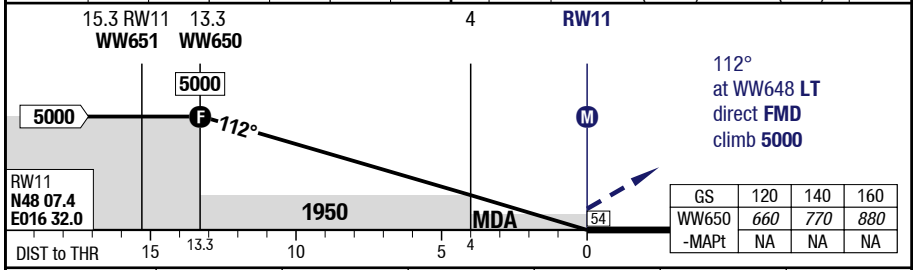
7-70

RNAV (GNSS) Z 11



3.10° RW11	13.3	10	8	6	3	2
	5000	*3940*	*3270*	*2610*	*1620*	*1290*





GS	120	140	160
WW650	*660*	*770*	*880*
-MAPt	NA	NA	NA

11		RNAV GNSS LPV 1)	RNAV GNSS VNAV ACFT MAX 65/7 2)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV		Circling
C	ft - m/km ft	200 - 750 **780**	400 - 1.1 **980** 4)	410 - 1.2 **990**	630 - 2.2 **1200**		Not published
D	ft - m/km ft	200 - 750 **780**	410 - 1.2 **990** 3)	410 - 1.2 **990**	630 - 2.2 **1200**		Not published

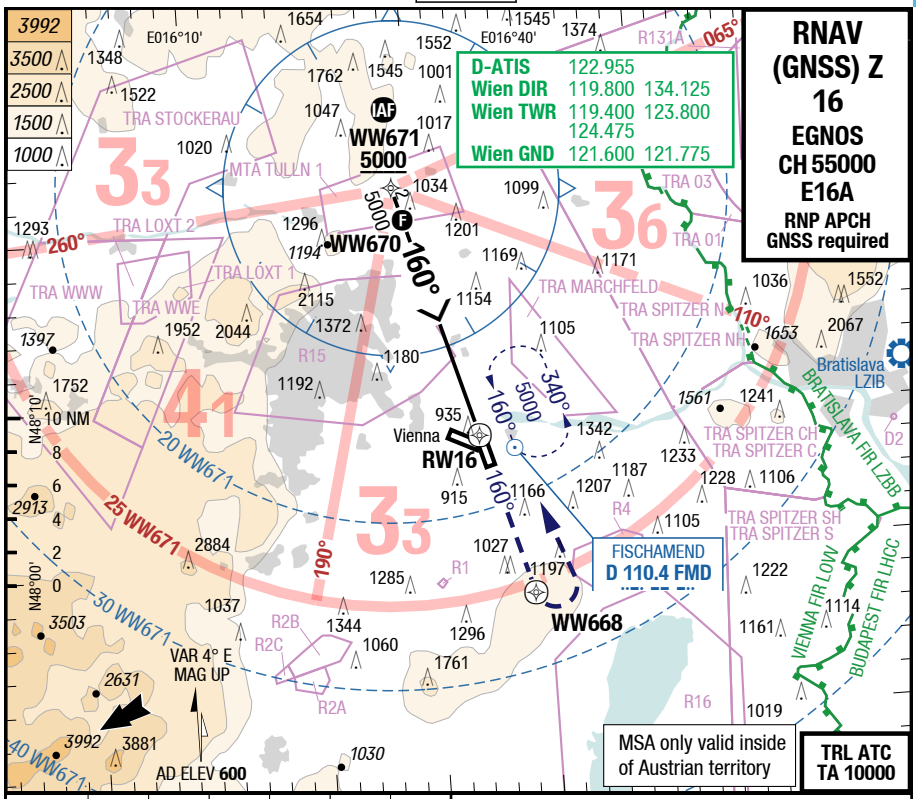
1) With EVS 550m
2) Uncompensated BARO VNAV NA below -15°C (5°F)
3) With EVS 800m
4) With EVS 750m

Changes: FREQ, OBST, SUAs, Editorial

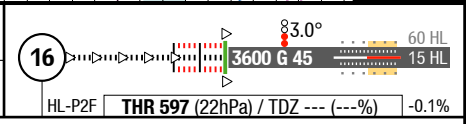
VIE-LOWW

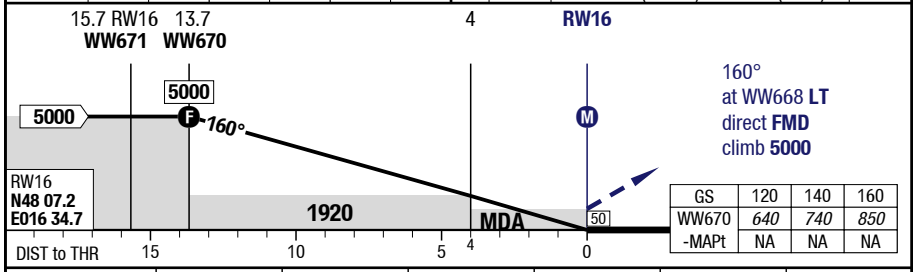
7-80

RNAV (GNSS) Z 16



3.00° RW16	13.7	12	10	8	6	2
	5000	*4470*	*3840*	*3200*	*2560*	*1290*





GS	120	140	160
WW670	*640*	*740*	*850*
-MAPt	NA	NA	NA

16		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV ACFT MAX 65/7	RNAV GNSS VNAV 3) 4)	RNAV GNSS LNAV		Circling
C	ft - m/km ft	200 - 600 **800**	450 - 1.4 **1050** 3) 4)	460 - 1.4 **1060**	560 - 1.8 **1150**		Not published
D	ft - m/km ft	200 - 600 **800**	460 - 1.4 **1060** 3) 4)	460 - 1.4 **1060**	560 - 1.8 **1150**		Not published

1) wo HGS RVR 750m required
2) With EVS 400m
3) Uncompensated BARO VNAV NA below -15°C (5°F)
4) With EVS 900m

Changes: FREQ, OBST, SUAs, Editorial

VIE-LOWW

7-90

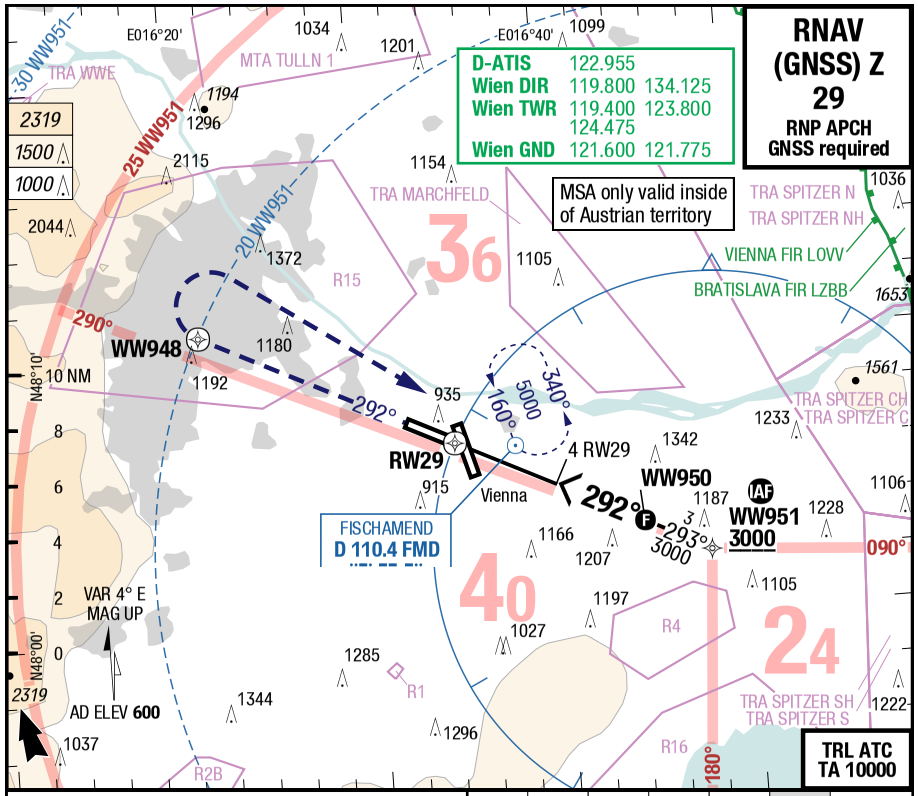
Austria **Vienna** Schwechat

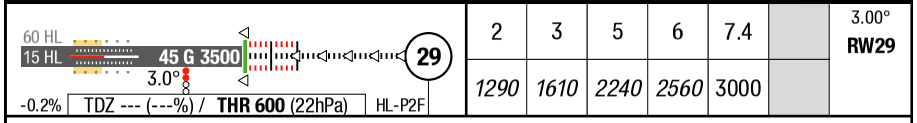
RNAV (GNSS) X 29

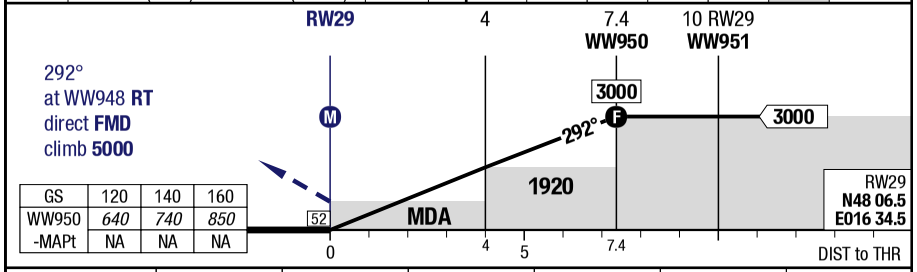
RNAV (GNSS) Z 29

IAC IAC

Schwechat **Vienna** Austria
RNAV (GNSS) X 29
RNAV (GNSS) Z 29



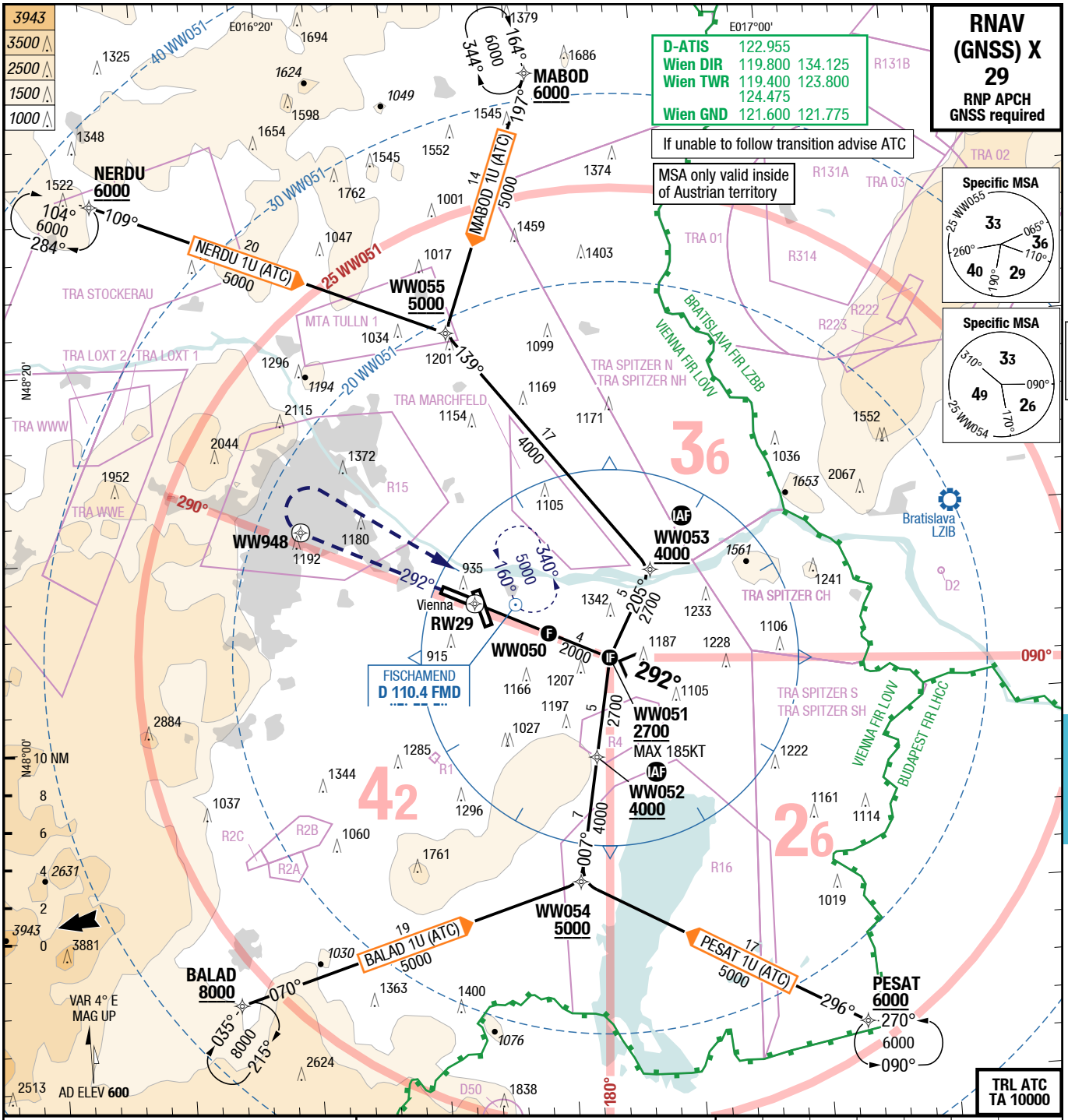




29		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	390 - 1.1 **990**	600 - 2.0 **1200**				Not published
D	ft - m/km ft	390 - 1.1 **990**	600 - 2.0 **1200**				Not published

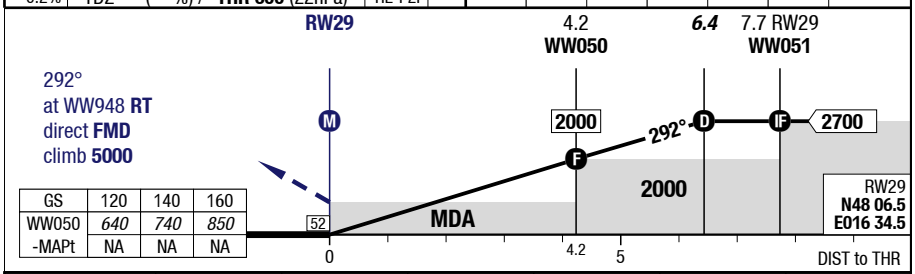
1) With EVS 750m
2) Uncompensated Baro VNAV NA below -15°C (5°F)

Changes: FREQ, OBST, SUAs, Editorial



60 HL
15 HL
45 G 3500
3.0°
29
-0.2% TDZ --- (---%) / **THR 600** (22hPa) HL-P2F

2	3	4	5	6	6.4	3.00° RW29
1290	*1610*	*1930*	*2250*	*2570*	2700	



GS	120	140	160
WW050	*640*	*740*	*850*
-MAPt	NA	NA	NA

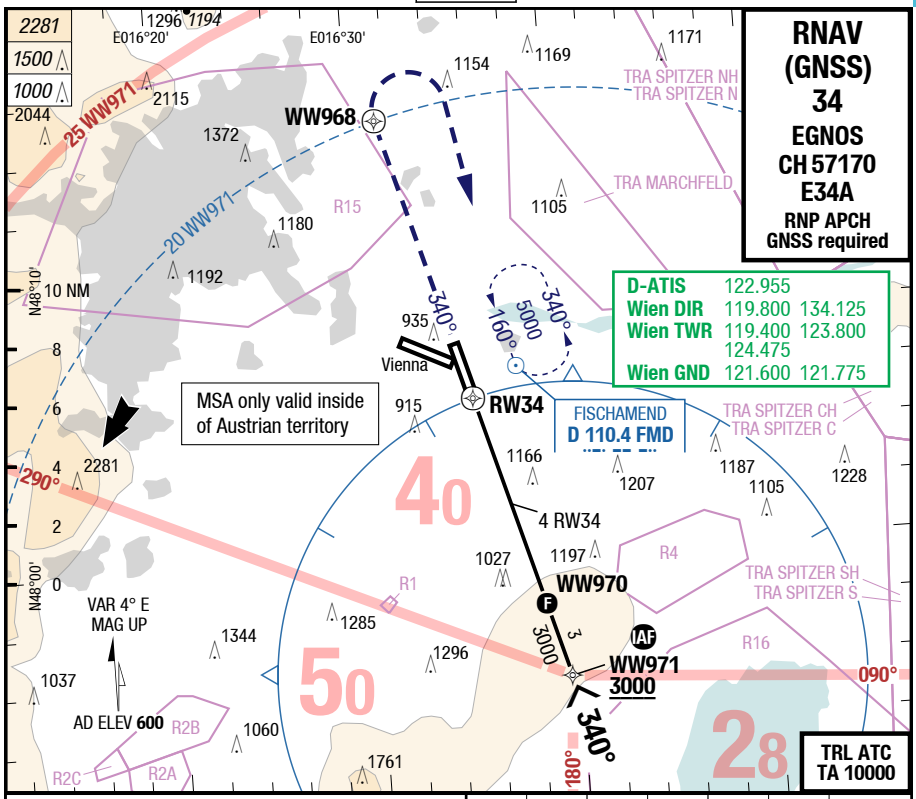
29		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	390 - 1.1 **990**	600 - 2.0 **1200**				Not published
D	ft - m/km ft	390 - 1.1 **990**	600 - 2.0 **1200**				Not published

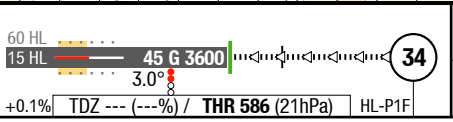
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 750m, wo EVS use STD

VIE-LOWW

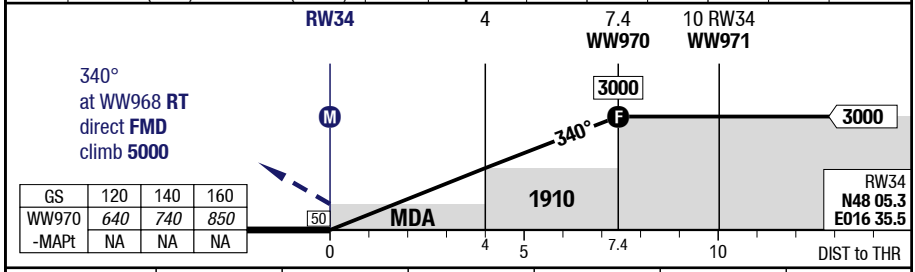
7-110

RNAV (GNSS) 34





1	2	3	5	6	7.4	3.00° RW34
960	1280	1600	2230	2550	3000	



GS	120	140	160
WW970	*640*	*740*	*850*
-MAPt	NA	NA	NA

34		RNAV GNSS LPV 1)	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	200 - 750 **790**	250 - 750 **840**	320 - 750 **900**			Not published
D	ft - m/km ft	200 - 750 **790**	250 - 750 **840**	320 - 750 **900**			Not published

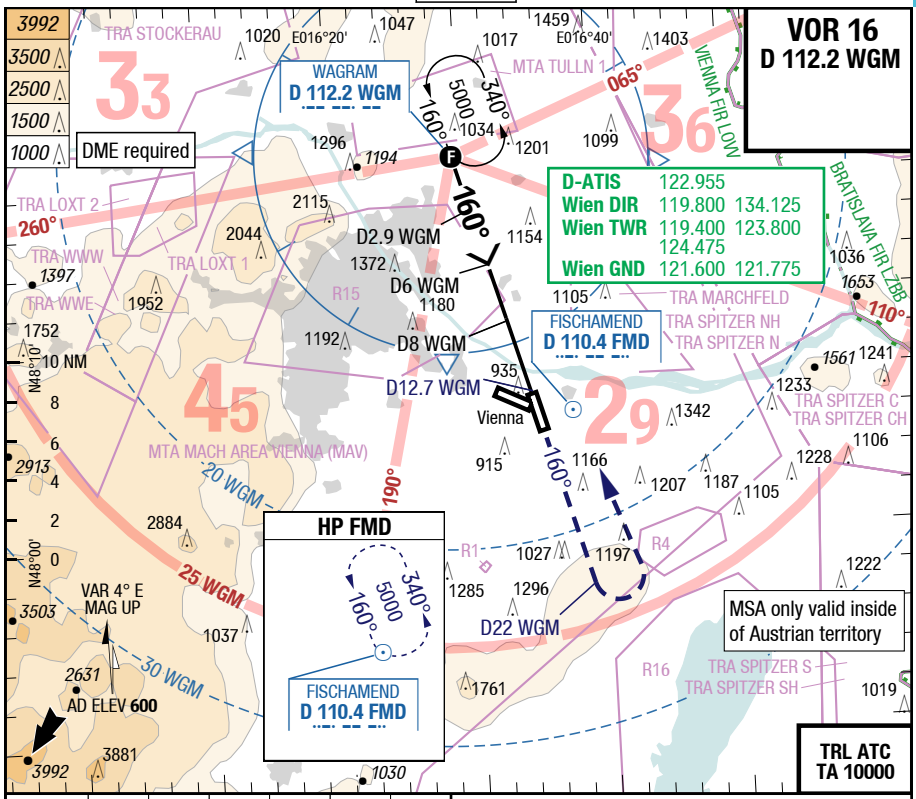
1) With EVS 550m
2) Uncompensated BARO VNAV NA below -15°C (5°F)

Changes: FREQ, OBST, SUAs

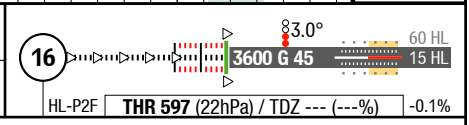
VIE-LOWW

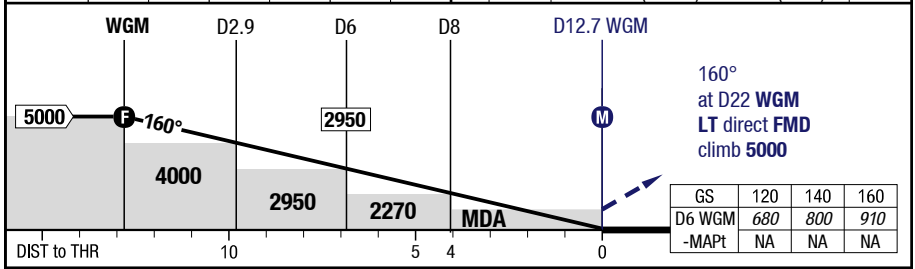
7-130

VOR 16



3.22° D WGM	WGM	2	4	5	8	10
	5000	*4330*	*3640*	*3300*	*2270*	*1590*





GS	120	140	160
D6 WGM	*680*	*800*	*910*
-MAPt	NA	NA	NA

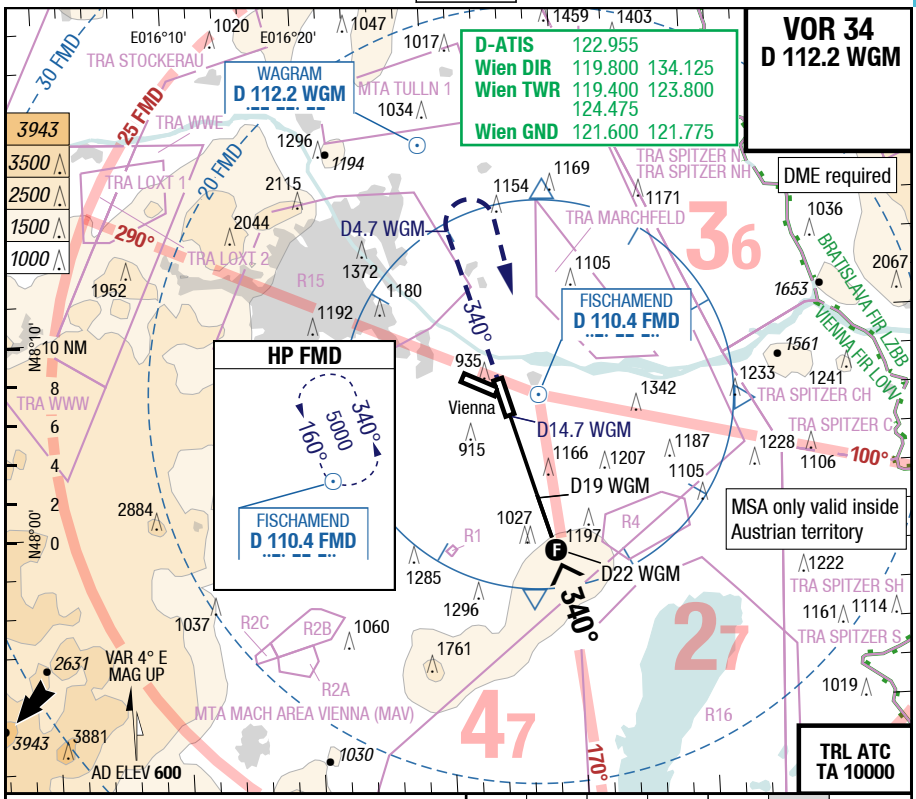
16		VOR DME					Circling
C	ft - m/km ft	610 - 2.1 **1200**					Not published
D	ft - m/km ft	610 - 2.1 **1200**					Not published

Changes: FREQ, OBST, SUAs, Editorial

VIE-LOWW

7-140

VOR 34



17	18	20	21	22.1		3.00° D WGM
1370	*1690*	*2330*	*2650*	3000		

GS	120	140	160
D19 WGM	*640*	*740*	*850*
-MAPt	NA	NA	NA

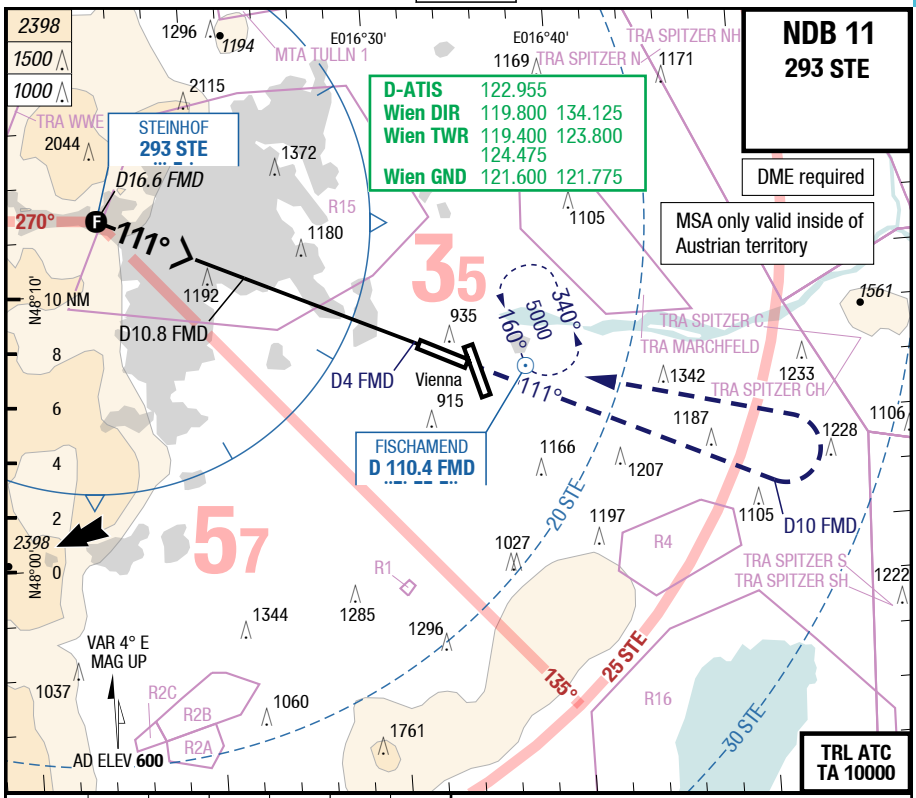
34		VOR DME					Circling
C	ft - m/km ft	570 - 1.9 **1150**					Not published
D	ft - m/km ft	570 - 1.9 **1150**					Not published

Changes: FREQ, OBST, SUAs, Editorial

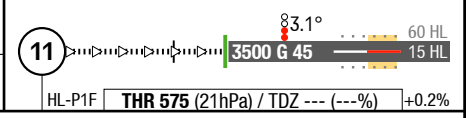
VIE-LOWW

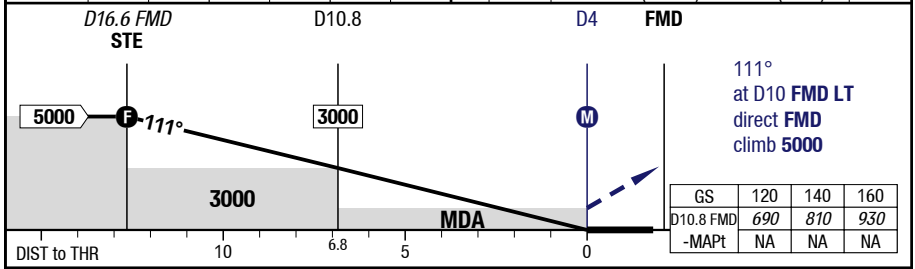
7-150

NDB 11



3.27° D FMD 111° RWY 112°	16.6	13	10	9	8	7
	5000	*3770*	*2720*	*2370*	*2030*	*1680*





GS	120	140	160
D10.8 FMD	*690*	*810*	*930*
-MAPt	NA	NA	NA

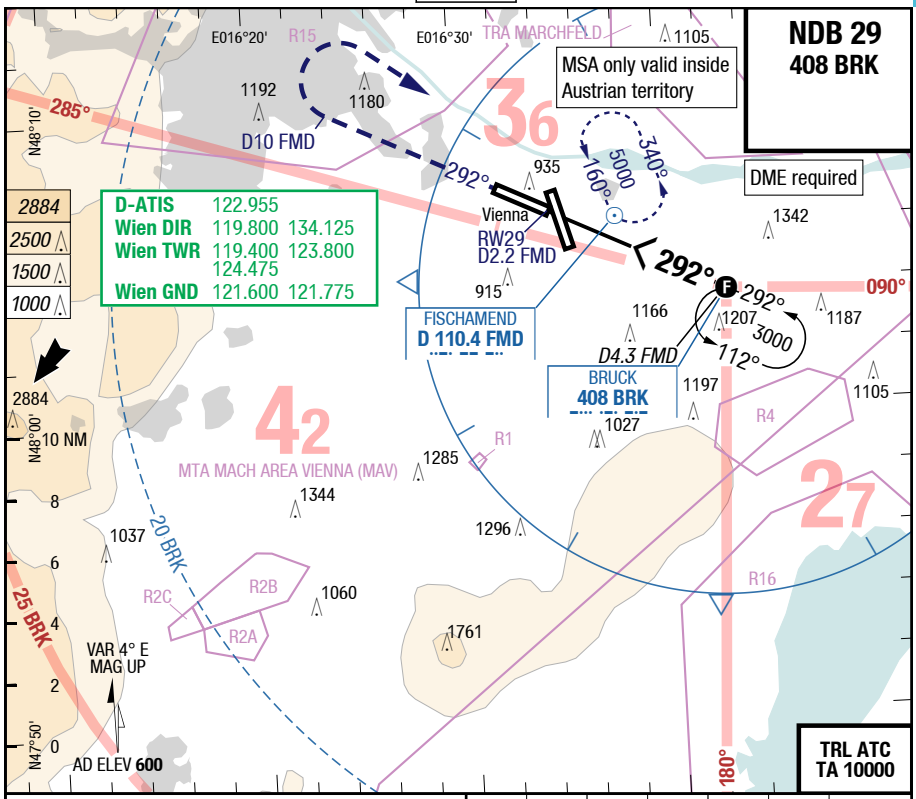
11		NDB DME FMD					Circling
C	ft - m/km ft	880 - 2.4 **1450**					Not published
D	ft - m/km ft	880 - 2.4 **1450**					Not published

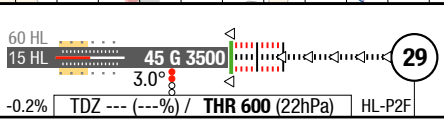
Changes: FREQ, OBST, SUAs, Editorial

VIE-LOWW

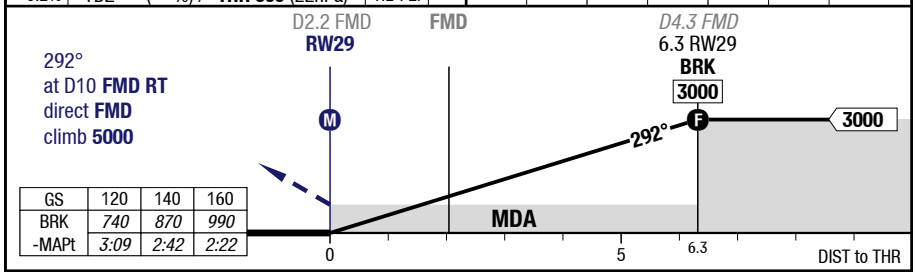
7-160

NDB 29





2	3	4	5	6	6.3	3.50° RW29
1400	1770	2140	2510	2880	3000	



GS	120	140	160
BRK	*740*	*870*	*990*
-MAPt	*3:09*	*2:42*	*2:22*

29		NDB					Circling
C	ft - m/km ft	760 - 2.4 **1360**					Not published
D	ft - m/km ft	760 - 2.4 **1360**					Not published

Changes: FREQ, OBST, Editorial

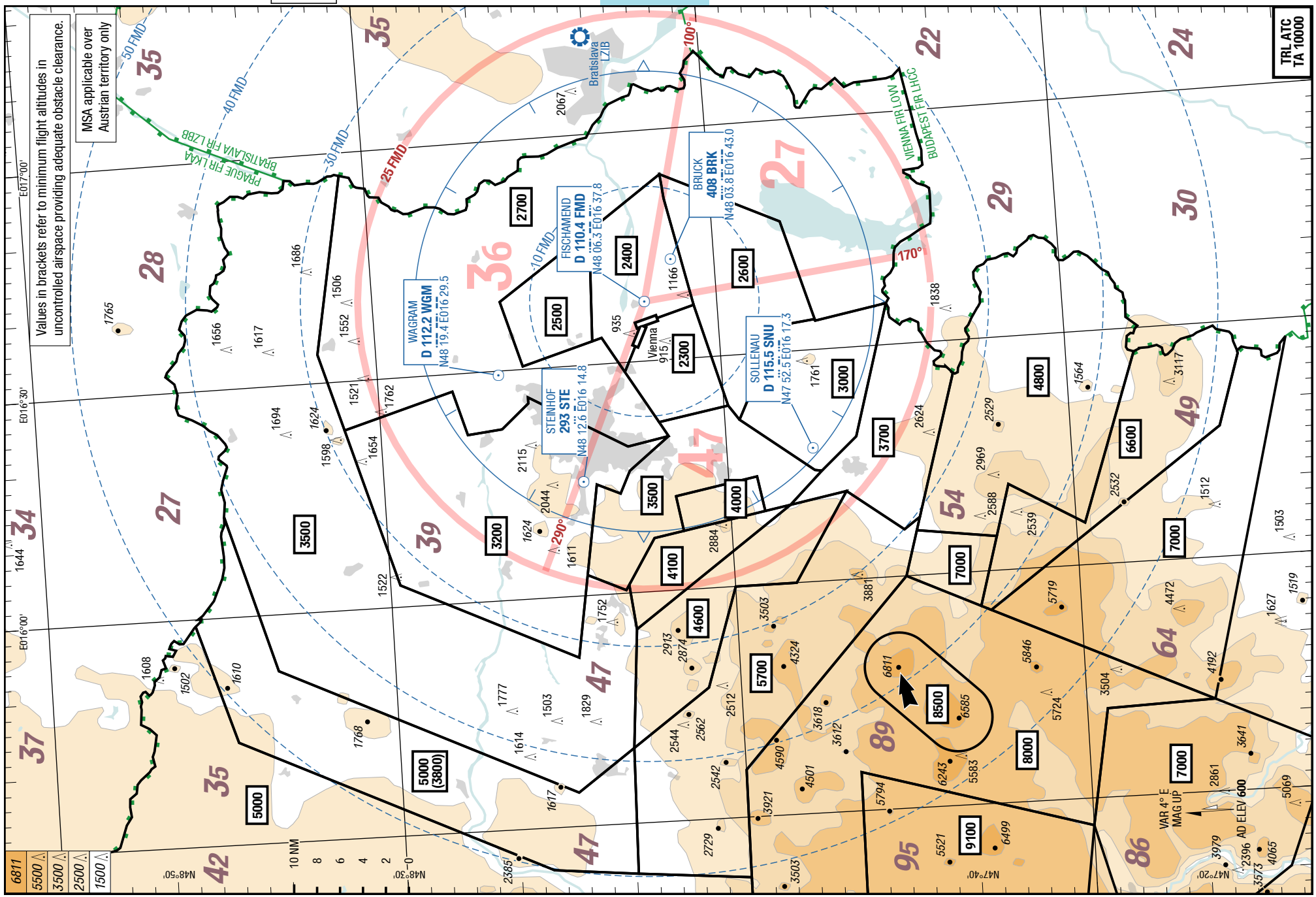
16		**SRA**					
C	ft - m/km ft	390 - 1.1 **980**					
D	ft - m/km ft	390 - 1.1 **980**					

29		**SRA**					
C	ft - m/km ft	560 - 1.8 **1160**					
D	ft - m/km ft	560 - 1.8 **1160**					

Austria **Vienna** Schwechat
NIL
MRC

MRC **MRC**

Schwechat **Vienna** Austria
NIL
MRC



Changes: OBST