

GENERAL

Operational Hours

ATS Hours: 0500-2200‡

AD ADMIN Hours: 0400-2200‡

Night Restrictions

No TKOF/LDG: 2100-0500‡.

Delayed TKOF/LDG possible until 2200‡ and TKOF from 0500-0600‡; both for commercial FLTs only.

Airport Information

RFF: CAT 9

Fuel: AVBL 0430-2030‡

PCN: RWY 15/33: 55/R/A/W/T

Customs: 0400-2200‡

Operation

Preferential RWY

During wind conditions with windspeed of 6KT or less, B757 and heavy ACFT expect RWY 15 for APCH and LDG.

Transponder OPS

ACFT operators shall ensure that ACFT transponders are able to operate when ACFT on the GND.

DEP ACFT:

- Select assigned code and activate mode S transponder at push-back or taxi if no push-back necessary.
- Transmit ACFT IDENT as filled in FPL or the ACFT registration if FPL was not filed.

ARR ACFT:

- Activate mode S transponder until the ACFT has reached its final PRKG position.

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

Low Visibility Procedures

LVP in force when VIS below 1500m and/or ceiling below 600ft.

Report "RWY vacated" as soon as the ACFT has passed yellow/green section of exit TWY.

TKOF: A LVTO is given when RVR is below 400m.

RWY Restriction

By using the stopway and turning pad for RWY alignment (intending to use full length of RWY 15); RWY-end-lights and RWY-end-markings may be disregarded.

Turning pad north:

- ACFT type up to code letter C have to follow taxi guidance lines and turn clockwise (right turn)
- ACFT type code letter D, E, F are not allowed to follow the taxi guidance line and have to turn non-standard counter-clockwise (left turn).
- Taxi guidance line is not fired. At RVR below 350m the turn is only allowed with follow-me guidance.

Turning pad south:

- ACFT type up to code letter C have to follow taxi guidance lines and turn counter-clockwise (left turn)
- ACFT type code letter D, E, F are not allowed to follow the taxi guidance line and have to turn non-standard clockwise (right turn).
- Taxi guidance line is not fired. At RVR below 350m the turn is only allowed with follow-me guidance.

GENERAL

TWY Restrictions

TWY S width 18m / 59ft.

TWY C, E, F and L from Exit 3 to south and also Exit 3 and 4: the use of "cockpit taxi camera", especially on the turn, is recommended.

TWY B, D and L from Exit 3 to north are limited to ACFT type of smaller code letter and CLSD for ACFT code letter F.

TWY L between TWY B and Exit 1 is a TWY with reduced MNM separation DIST between TWY C and objects. The separation DIST between CL and security fence is 41.5m / 136ft as a MNM.

When a parking stand has to be left via taxilane G1-G3 ACFT with wingspan 15m / 49ft or more have to be guided with follow-me until reaching taxilane G. Follow-me O/R via TWR or via Airport Duty Manager.

Approach and RWY Lighting RWY 15

Precision APCH lighting system with flashing lights from 900m / 2952ft to 300m / 985ft before THR 15 and THR identification lights (ICAO Standard, CAT II/III) adjustable in 5 stages.

Extended APCH lighting, white flashing lights 100m / 328ft apart from each other between river Saalach (2767m / 9078ft before THR RWY 15) and the beginning of precision APCH lighting system.

Warnings

High and mountainous terrain S and SE of AD.

ARRIVAL

Speed

MISAP NDB 15, RNAV RWY 15 and RNAV Y RWY 33: Limited to MAX IAS 185KT until turn completed.

Arrival Procedure

Noise Abatement Procedure

RNAV (GNSS) Y RWY 33: Whenever possible choose this PROC for noise abatement reasons and environment protection.

ARRIVAL

Special CAT 2/3 ILS RWY 15

These officially published procedures and minima require prior authorization from Austrian Civil Aviation Authority and will be made available only after prior coordination with Lido as tailored IACs.

ILS/LOC PROC RWY 15

ILS CAT I APCH contains a non ICAO standard MISAP. Therefore crews are required to be familiar with the PROC.

Missed approach requirements:

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

DA (DH)	Straight MISAP one ENG out	MISAP climb in turn one ENG out	MAX IAS in turn	Average bank angle
1610ft (200ft)	4.1%	3.6%	125KT	15°
	4.4%	3.4%	146KT	20°
	4.7%	3.2%	165KT	25°
1660ft (250ft)	3.7%	3.2%	125KT	15°
	4.0%	3.0%	146KT	20°
	4.2%	2.7%	165KT	25°
1710ft (300ft)	3.4%	2.9%	125KT	15°
	3.6%	2.6%	146KT	20°
	3.8%	2.3%	165KT	25°
1810ft (400ft)	2.7%	2.2%	125KT	15°
	3.0%	2.0%	146KT	20°
	3.2%	1.7%	165KT	25°
1910ft (500ft)	2.5%	2.0%	125KT	15°
	2.5%	1.5%	146KT	20°
	2.7%	1.2%	165KT	25°

The required climb gradient and the MAX turning radius of 1780m must be achieved at 2500ft. Anti-ice ON corrections must be according AFM.

Non-standard GP Intercept Position on RWY 15

GP intercepts RWY 15 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2134m / 7002ft.

DEPARTURE

Take-off Minima

RWY		33	
All ACFT	ft - m/km	0 - 125R	-
RWY		15	
All ACFT	ft - m/km	0 - 75R	Special performance DEP and special authorization required.
A, B		0 - 2.8V	-
C		0 - 3.7V	-
D		0 - 4.6V	-

Departure Procedure

Start-up

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

SIDs RWY 15

Remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang and paraglider area Gaisberg/Schwarzenberg.

MNM required flight visibility:

- ACFT CAT A, B: 2.8km / 1.5NM
- ACFT CAT C: 3.7km / 2NM
- ACFT CAT D: 4.6km / 2.5NM

Noise Abatement Procedure

Climb with MAX gradient at least until passing 2500ft MSL.

ATC Slot, Clearance

IFR DEP shall REQ ATC clearance 10min prior to intended ENG start-up from TWR.

All SID with P designator (special performance)

CLR for this PROC shall be requested on initial contact: "REQ special performance DEP".

These SIDs contain a non ICAO standard segment. A special authorization by the Austrian Civil Aviation Authority is required for each OPR.

De-icing

AVBL (0400-2200+).

Code Letter F ACFT Operations

RFF: CAT 10 for SKED FLTs. For all other FLTs except EMERG, CAT 10 AVBL with 20min PN.

Traffic Note

PAPI: For eye-to-wheel height of ACFT in APCH configuration with more than 8m / 26ft, check wheel CLR.

TWY Restrictions

TWY B, D and L from EXIT 3 to north prohibited.

Use caution when on TWY L south due to MNM clearance TWY CL to airport fence is 49m / 161ft.

Standard Taxi Routes

LDG RWY 15: TWY E or F - TWY L - EXIT 4 - Main APN or Backtrack RWY - TWY C - EXIT 3 - Main APN.

LDG RWY 33: Backtrack RWY - TWY C - EXIT 3 - Main APN.

TKOF RWY 15: Main APN - EXIT 3 - TWY C - Backtrack RWY.

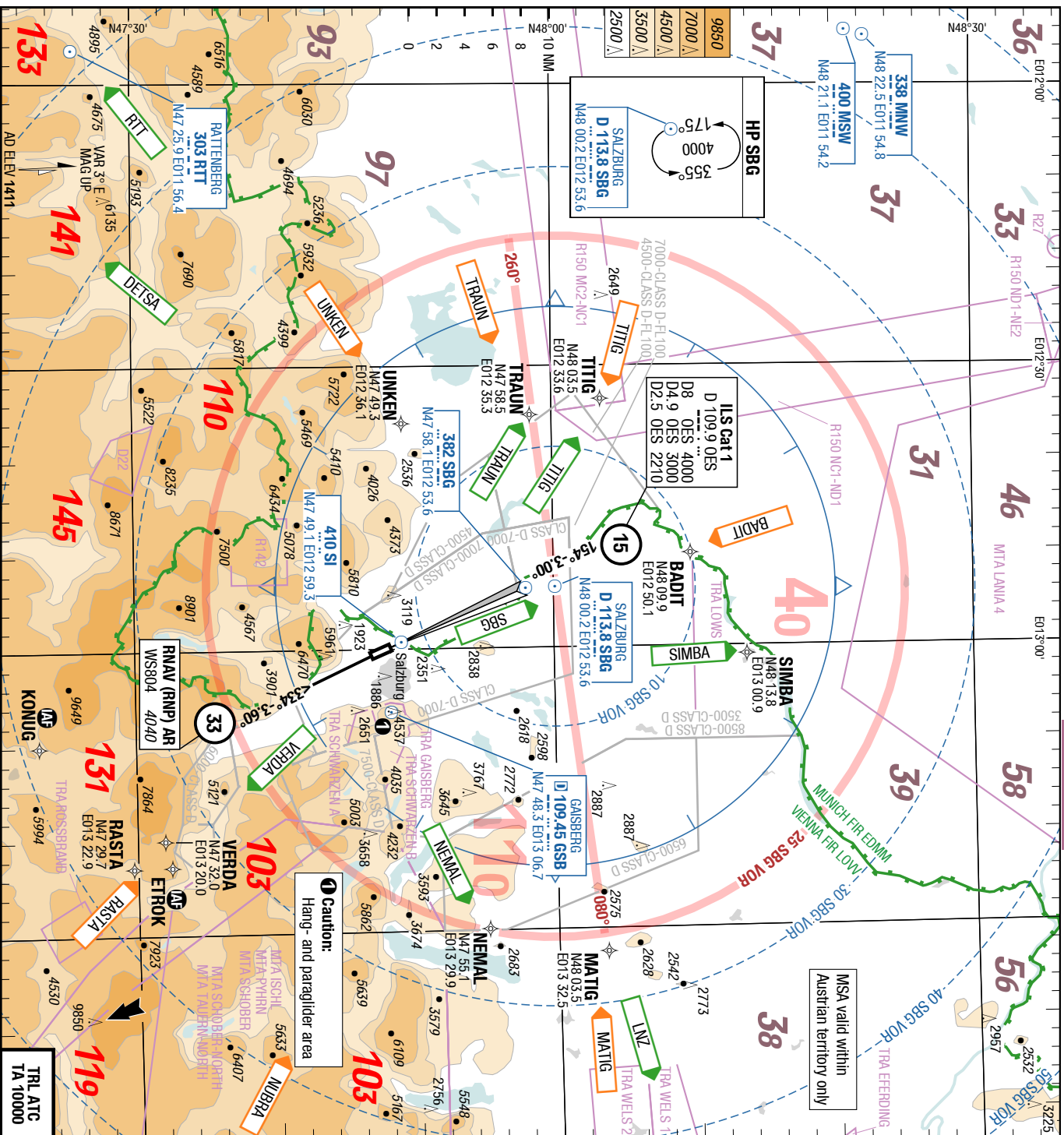
TKOF RWY 33: Main APN - EXIT 4 - TWY L - TWY F or Main APN - EXIT 3 - TWY C - Backtrack RWY.

Taxi/Parking

During taxiing use outer ENGs on idle PWR only.

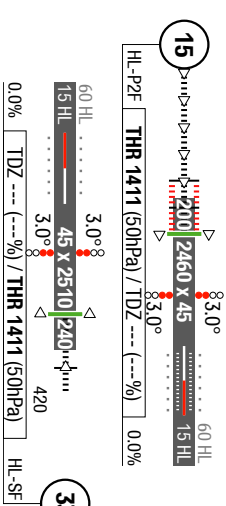
Slow taxi speed on all TWYs and APN is required. Use MNM PWR setting on APN.

Follow-me AVBL O/R, guidance from/to APN exits mandatory.

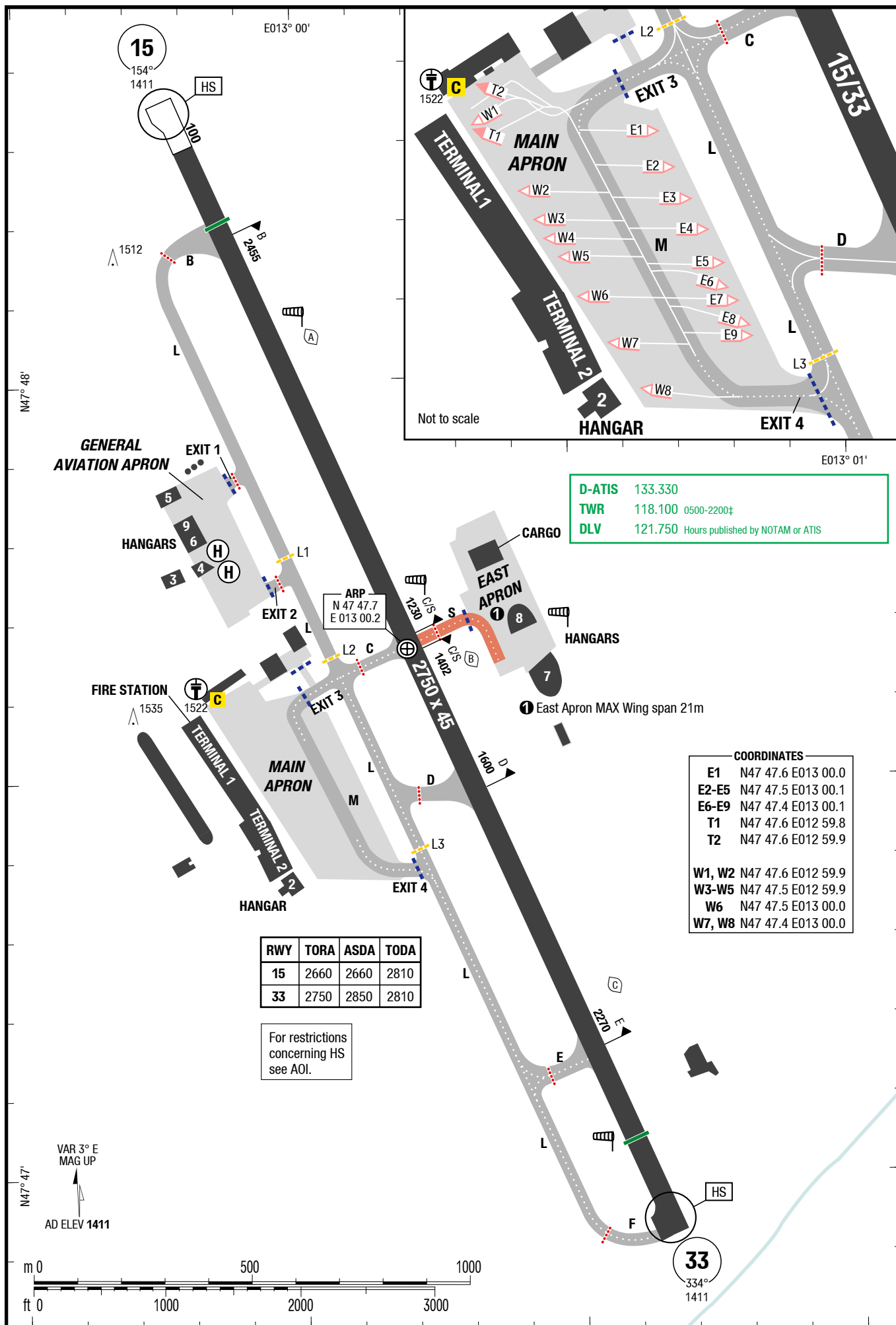


D-ATIS	133.330	
RAD	123.725	0500-2200†
TWR	118.100	0500-2200†
DLV	121.750	Hours published by NOTAM or ATIS

Landing RWY system:



Changes: FREQ



Effective 20-JUL-2017

13-JUL-2017

SZG-LOWS

4-10

Austria Salzburg

RNAV SIDs RWY 33

RNAV SIDs RWY 15

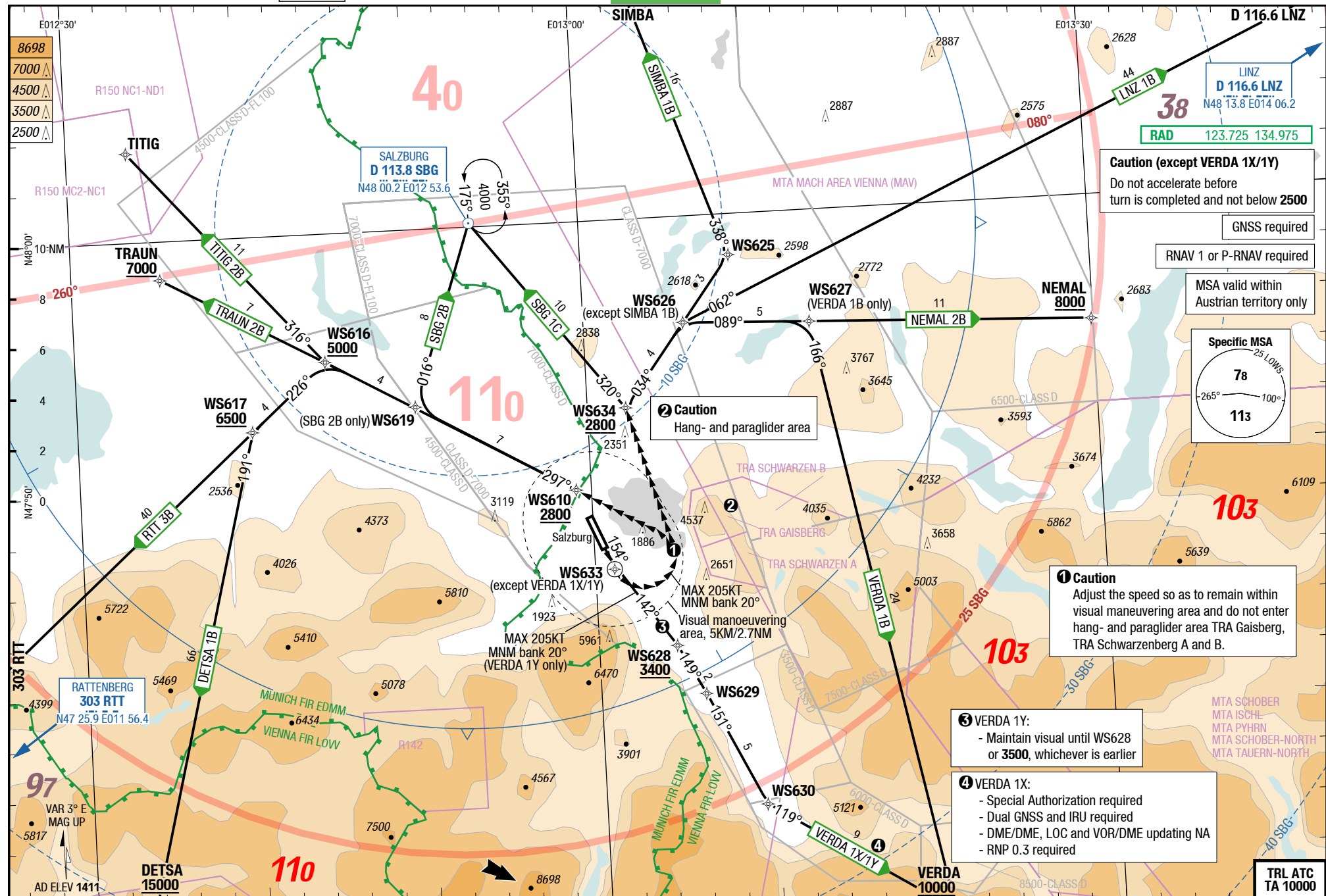
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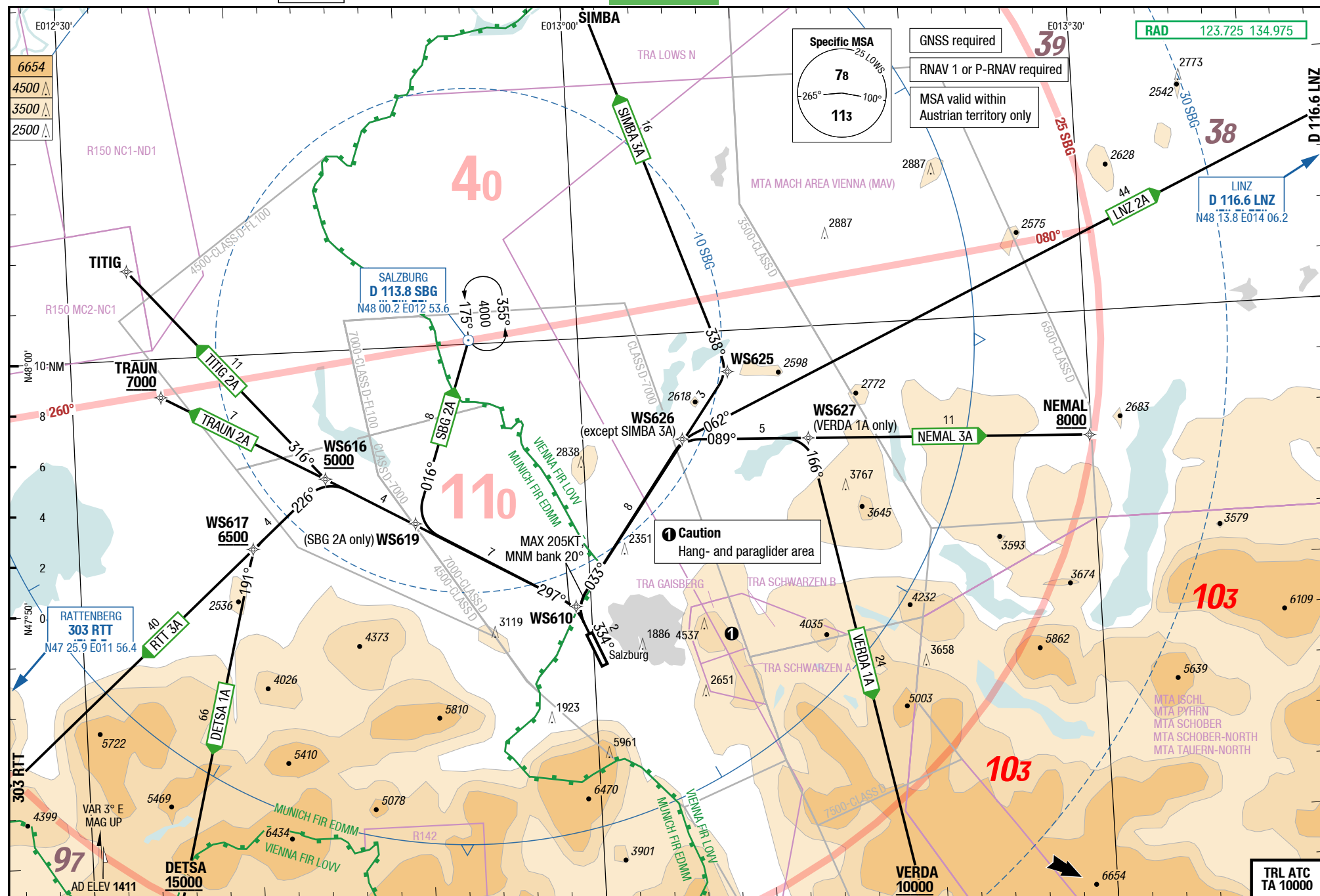
Salzburg Austria

RNAV SIDs RWY 33

RNAV SIDs RWY 15



Changes: PROC, chart layout, MSA, OBST, HLDG, Editorial



10-AUG-2017

SZG-LOWS

Austria Salzburg

SIDs RWY 15 (Special performance)

SIDs

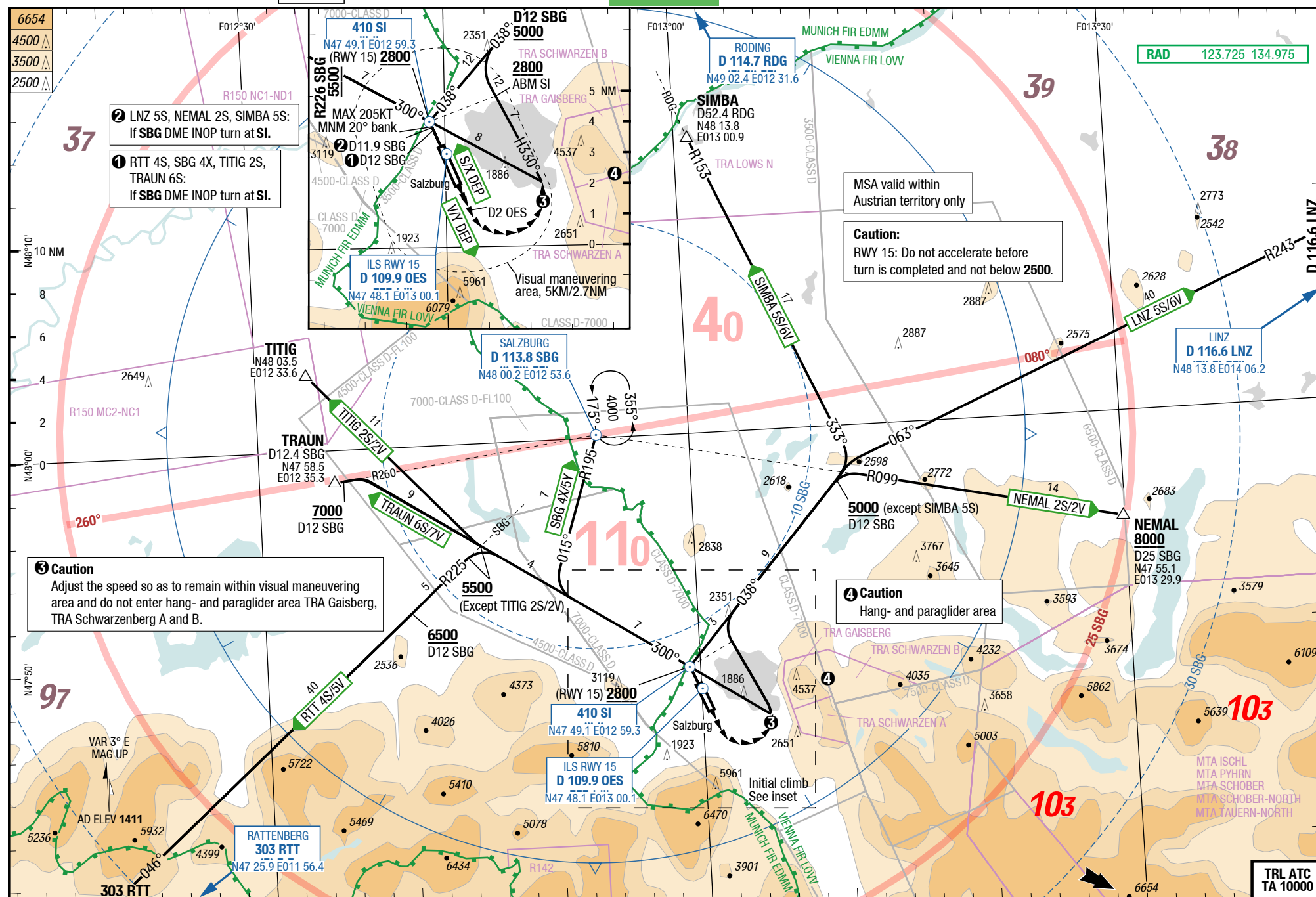
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Salzburg Austria

SIDs RWY 15 (Special performance)

SIDs



Changes: ASP, Track, OBST, HLDG, SUAs

SZG-LOWS

SID

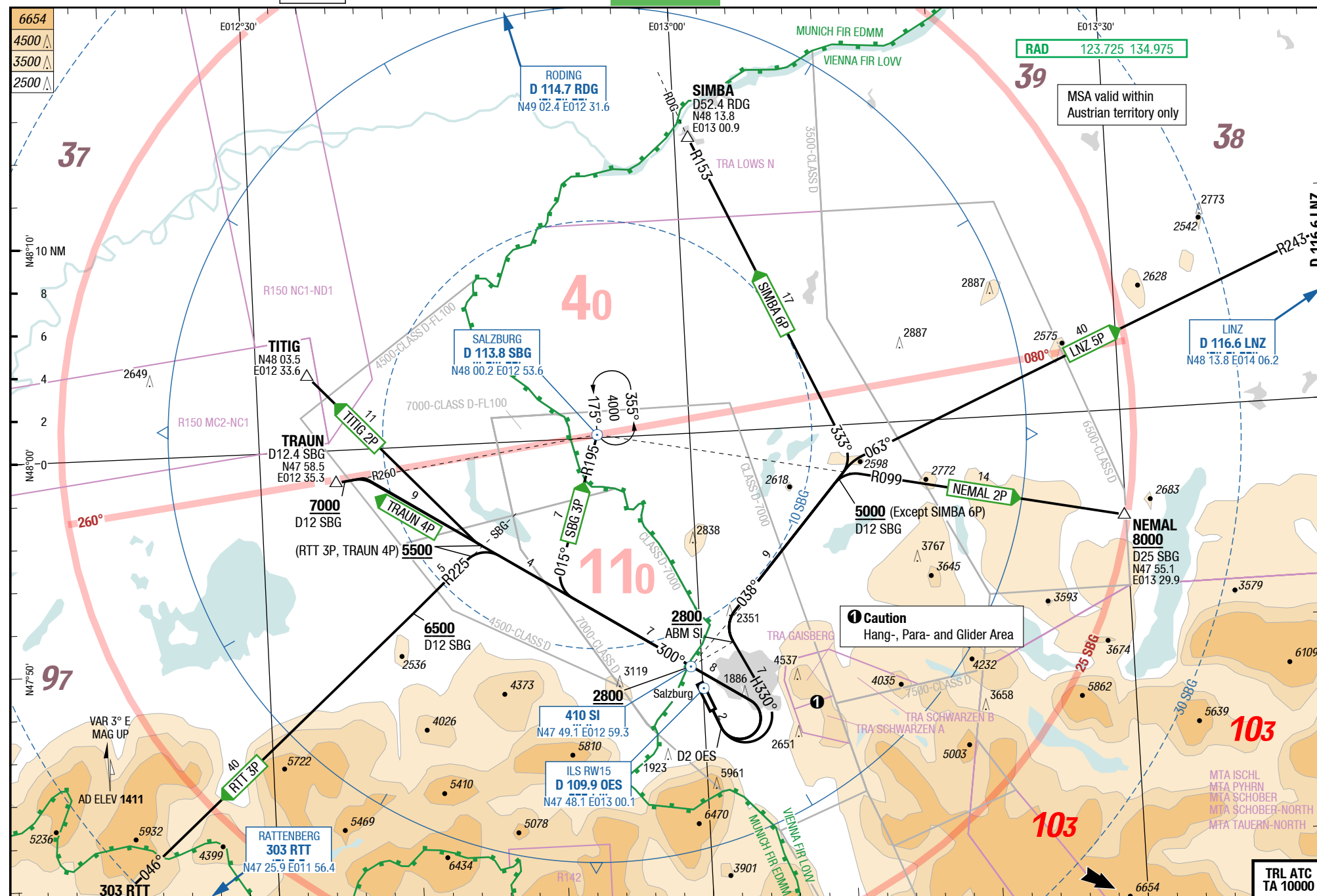
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Salzburg Austria

SIDs RWY 15 (Special performance)

4-40

SIDs RWY 15 (Special performance)



Changes: ASP, Track, OBST, HLDG, SUAs

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DE TSA 1B / LINZ 1B / NEMAL 2B / RATTENBERG 3B / SALZBURG 1C

RWY 15 (154°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
DE TSA 1B 5.0% to 15000 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS610 [K205-] - WS616 - WS617 - DE TSA	WS610 MNM 2800 WS616 MNM 5000 WS617 MNM 6500 DE TSA MNM 15000 initial climb 10000
LINZ 1B LNZ 1B 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS634 [K205-] - WS626 - LNZ	WS634 MNM 2800 initial climb 6000
NEMAL 2B 5.5% to 3000 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS634 [K205-] - WS626 - NEMAL	WS634 MNM 2800 NEMAL MNM 8000 initial climb 6000
RATTENBERG 3B RTT 3B 5.0% 123.725 ①②③⑤⑥	<u>WS633</u> [L] - WS610 [K205-] - WS616 - WS617 - RTT	WS610 MNM 2800 WS616 MNM 5000 WS617 MNM 6500 initial climb 10000
SALZBURG 1C SBG 1C 123.725 ①②④⑤⑥	<u>WS633</u> [L] - WS634 [K205-] - S BG	WS634 MNM 2800 initial climb 6000

- ① Do not accelerate before turn is completed and not below 2500ft.
- ② Take-off and initial turn shall be executed visually until passing 2500ft. Climb with MAX climb gradient until passing 2500ft. Observe MAX turning radius at WS633.
- ③ If unable to comply, use S BG 2B.
- ④ If necessary climb in HP S BG to MFA.
- ⑤ Continue climb gradient of cleared SID when under radar vectoring.
- ⑥ MNM bank 20° during initial turn.

SALZBURG 2B / SIMBA 1B / TITIG 2B / TRAUN 2B / VERDA 1B / VERDA 1X
RWY 15 (154°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
SALZBURG 2B SBG 2B 123.725 ①②④⑤⑥	<u>WS633</u> [L] - WS610 [K205-] - WS619 - SBG	WS610 MNM 2800 initial climb 6000
SIMBA 1B 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS634 [K205-] - WS625 - SIMBA	WS634 MNM 2800 initial climb 6000
TITIG 2B 4.0% to 5000 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS610 [K205-] - WS616 - TITIG	WS610 MNM 2800 WS616 MNM 5000 initial climb 6000
TRAUN 2B 4.0% 123.725 ①②③⑤⑥	<u>WS633</u> [L] - WS610 [K205-] - WS616 - TRAUN	WS610 MNM 2800 WS616 MNM 5000 TRAUN MNM 7000 initial climb 8000
VERDA 1B 5.5% to 5500 123.725 ①②⑤⑥	<u>WS633</u> [L] - WS634 [K205-] - WS626 - WS627 - VERDA	WS634 MNM 2800 VERDA MNM 10000 initial climb 10000
VERDA 1X 7.0% 123.725 ⑦	WS628 - WS629 - WS630 - VERDA	WS628 MNM 3400 VERDA MNM 10000 initial climb 10000

- ① Do not accelerate before turn is completed and not below 2500ft.
- ② Take-off and initial turn shall be executed visually until passing 2500ft. Climb with MAX climb gradient until passing 2500ft. Observe MAX turning radius at WS633.
- ③ If unable to comply, use SBG 2B.
- ④ If necessary climb in HP SBG to MFA.
- ⑤ Continue climb gradient of cleared SID when under radar vectoring.
- ⑥ MNM bank 20° during initial turn.
- ⑦ Special Authorization required.

VERDA 1Y

RWY 15 (154°)

When instructed, contact Salzburg RAD.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
VERDA 1Y 7.0% 123.725 ①②	WS628 - WS629 - WS630 - VERDA	WS628 MNM 3400 VERDA MNM 10000 initial climb 10000

① Maintain visual until WS628 or 3500ft MSL, whichever is earlier.

② MAX 205KT and MNM bank 20° during initial turn.

DETSA 1A / LINZ 2A / NEMAL 3A / RATTENBERG 3A / SALZBURG 2A / SIMBA 3A
RWY 33 (334°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
DETSA 1A 5.3% to 15000 123.725 ③④	WS610 - WS616 [K205-] - WS617 - DETSA	WS616 MNM 5000 WS617 MNM 6500 DETSA MNM 15000 initial climb 10000
LINZ 2A LNZ 2A 5.1% to 5000 123.725 ③④	WS610 - WS626 [K205-] - LINZ	 initial climb 6000
NEMAL 3A 5.1% 123.725 ③④	WS610 - WS626 [K205-] - NEMAL	NEMAL MNM 8000 initial climb 6000
RATTENBERG 3A RTT 3A 5.3% 123.725 ①③④	WS610 - WS616 [K205-] - WS617 - RTT	WS616 MNM 5000 WS617 MNM 6500 initial climb 10000
SALZBURG 2A SBG 2A 5.1% to 2500 123.725 ②③④	WS610 - WS619 [K205-] - SBG	 initial climb 6000
SIMBA 3A 5.1% to 5000 123.725 ③④	WS610 - WS625 [K205-] - SIMBA	 initial climb 6000

- ① If unable to comply, use SBG 2A.
 ② If necessary climb in HP SBG to MFA.
 ③ Continue climb gradient of cleared SID when under radar vectoring.
 ④ MNM bank 20° during initial turn.

TITIG 2A / TRAUN 2A / VERDA 1A

RWY 33 (334°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
TITIG 2A 5.1% to 5000 123.725 ②③	WS610 - WS616 [K205-] - TITIG	WS616 MNM 5000 initial climb 6000
TRAUN 2A 5.1% to 5000 4.0% 123.725 ①②③	WS610 - WS616 [K205-] - TRAUN	WS616 MNM 5000 TRAUN MNM 7000 initial climb 8000
VERDA 1A 5.1% to 10000 123.725 ②③	WS610 - WS626 [K205-] - WS627 - VERDA	VERDA MNM 10000 initial climb 10000

- ① If unable to comply, use SBG 2A.
 ② Continue climb gradient of cleared SID when under radar vectoring.
 ③ MNM bank 20° during initial turn.

LINZ 6V / NEMAL 2V / RATTENBERG 5V / SALZBURG 5Y / SIMBA 6V / TITIG 2V

RWY 15 (154°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
LINZ 6V LNZ 6V 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R243 LNZ to LNZ	abeam SI MNM 2800 D12 SBG MNM 5000 initial climb 6000
NEMAL 2V 5.5% to 3000 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R099 SBG to NEMAL	abeam SI MNM 2800 D12 SBG MNM 5000 NEMAL MNM 8000 initial climb 6000
RATTENBERG 5V RTT 5V 5.0% 123.725 ①②③	at D2 OES LT direct SI - QDR 300 SI - intercept R225 SBG to RTT	SI MNM 2800 R226 SBG MNM 5500 D12 SBG MNM 6500 initial climb 10000
SALZBURG 5Y SBG 5Y 123.725 ①②	at D2 OES LT direct SI - QDR 300 SI - intercept R195 SBG to SBG - climb to MFA (in holding pattern if necessary)	SI MNM 2800 initial climb 6000
SIMBA 6V 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R153 RDG inbound to SIMBA	abeam SI MNM 2800 D12 SBG MNM 5000 initial climb 6000
TITIG 2V 4.0% 123.725 ①②	at D2 OES LT direct SI - QDR 300 SI - crossing R225 SBG RT direct TITIG	SI MNM 2800 initial climb 6000

① Do not accelerate before turn is completed and not below 2500ft.

② Take-off and initial turn shall be executed visually until passing 2500ft. Climb with MAX climb gradient to 2500ft. Observe MAX turning radius at D2 OES.

③ If unable to comply, use SBG 5Y.

TRAUN 7V / LINZ 5S / NEMAL 2S / RATTENBERG 4S / SALZBURG 4X

RWYs 15 (154°) / 33 (334°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
TRAUN 7V 4.0% 123.725 ①②③	at D2 OES LT direct SI - QDR 300 SI - intercept R260 SBG to TRAUN	SI MNM 2800 crossing R226 SBG MNM 5500 D12 SBG MNM 7000 initial climb 8000
	Runway 33	
LINZ 5S LNZ 5S 5.1% to 2500 123.725	at D11.9 SBG (at SI if SBG DME not available) RT (MAX 205KT, MNM 20° bank) intercept QDR 038 SI - intercept R243 LNZ to LNZ	D12 SBG MNM 5000 initial climb 6000
NEMAL 2S 5.1% to 5000 123.725	at D11.9 SBG (at SI if SBG DME not available) RT (MAX 205KT, MNM 20° bank) intercept QDR 038 SI - intercept R099 SBG to NEMAL	D12 SBG MNM 5000 NEMAL MNM 8000 initial climb 6000
RATTENBERG 4S RTT 4S 5.2% 123.725 ④	at D12 SBG (at SI if SBG DME not available) LT (MAX 205KT, MNM 20° bank) intercept QDR 300 SI - intercept R225 SBG to RTT	R226 SBG MNM 5500 R226/D12 SBG MNM 6500 initial climb 10000
SALZBURG 4X SBG 4X 5.1% to 2500 123.725	at D12 SBG (at SI if SBG DME not available) LT (MAX 205KT, MNM 20° bank) intercept QDR 300 SI - intercept R195 SBG to SBG - climb to MFA (in holding pattern if necessary)	initial climb 6000

① Do not accelerate before turn is completed and not below 2500ft.

② Take-off and initial turn shall be executed visually until passing 2500ft. Climb with MAX climb gradient to 2500ft. Observe MAX turning radius at D2 OES.

③ If unable to comply, use SBG 5Y.

④ If unable to comply, use SBG 4X.

SIMBA 5S / TITIG 2S / TRAUN 6S

RWY 33 (334°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
SIMBA 5S 5.1% to 2500 123.725	at D11.9 SBG (at SI if SBG DME not available) RT (MAX 205KT, MNM 20° bank) intercept QDR 038 SI - intercept R153 RDG inbound to SIMBA	initial climb 6000
TITIG 2S 5.1% to 2500 4.0% 123.725	at D12 SBG (at SI if SBG DME not available) LT (MAX 205KT, MNM 20° bank) intercept QDR 300 SI - crossing R225 SBG RT direct TITIG	initial climb 6000
TRAUN 6S 5.1% to 2500 4.0% 123.725 ①	at D12 SBG (at SI if SBG DME not available) LT (MAX 205KT, MNM 20° bank) intercept QDR 300 SI - intercept R260 SBG to TRAUN	crossing R226 SBG MNM 5500 R260/D12 SBG MNM 7000 initial climb 8000

① If unable to comply, use SBG 4X.

LINZ 5P / NEMAL 2P / RATTENBERG 3P / SALZBURG 3P / SIMBA 6P

RWY 15 (154°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
LINZ 5P LNZ 5P 10.0% Initial turn 6.0% 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R243 LNZ to LNZ	abeam SI MNM 2800 D12 SBG MNM 5000 initial climb 6000
NEMAL 2P 10.0% Initial turn 6.0% 5.5% to 3000 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R099 SBG to NEMAL	abeam SI MNM 2800 D12 SBG MNM 5000 NEMAL MNM 8000 initial climb 6000
RATTENBERG 3P RTT 3P 10.0% Initial turn 6.0% 123.725 ①②③	at D2 OES LT direct SI - QDR 300 SI - intercept R225 SBG to RTT	SI MNM 2800 R226 SBG MNM 5500 R226/D12 SBG MNM 6500 initial climb 10000
SALZBURG 3P SBG 3P 10.0% Initial turn 6.0% 123.725 ①②	at D2 OES LT direct SI - QDR 300 SI - intercept R195 SBG to SBG - climb to MFA (in holding pattern if necessary)	SI MNM 2800 initial climb 6000
SIMBA 6P 10.0% Initial turn 6.0% 123.725 ①②	at D2 OES LT HDG 330° - intercept QDR 038 SI - intercept R153 RDG inbound to SIMBA	abeam SI MNM 2800 initial climb 6000

① Minimum Bank Angle for actual IAS 126KT: MNM 15°, 147KT: MNM 20°, 165KT: MNM 25°.

② 10.0% during initial straight part and 6.0% during initial turn.

③ If unable to comply, use SBG 3P.

TITIG 2P / TRAUN 4P

RWY 15 (154°)

When instructed, contact Salzburg RAD.

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
TITIG 2P 10.0% Initial turn 6.0% 123.725 ①②	at D2 OES LT direct SI - QDR 300 SI - crossing R225 SBG RT direct TITIG	SI MNM 2800 initial climb 6000
TRAUN 4P 10.0% Initial turn 6.0% 123.725 ①②③	at D2 OES LT direct SI - QDR 300 SI - intercept R260 SBG to TRAUN	SI MNM 2800 crossing R226 SBG MNM 5500 R260/D12 SBG MNM 7000 initial climb 8000

① Minimum Bank Angle for actual IAS 126KT: MNM 15°, 147KT: MNM 20°, 165KT: MNM 25°.

② 10.0% during initial straight part and 6.0% during initial turn.

③ If unable to comply, use SBG 3P.

SZG-LOWS

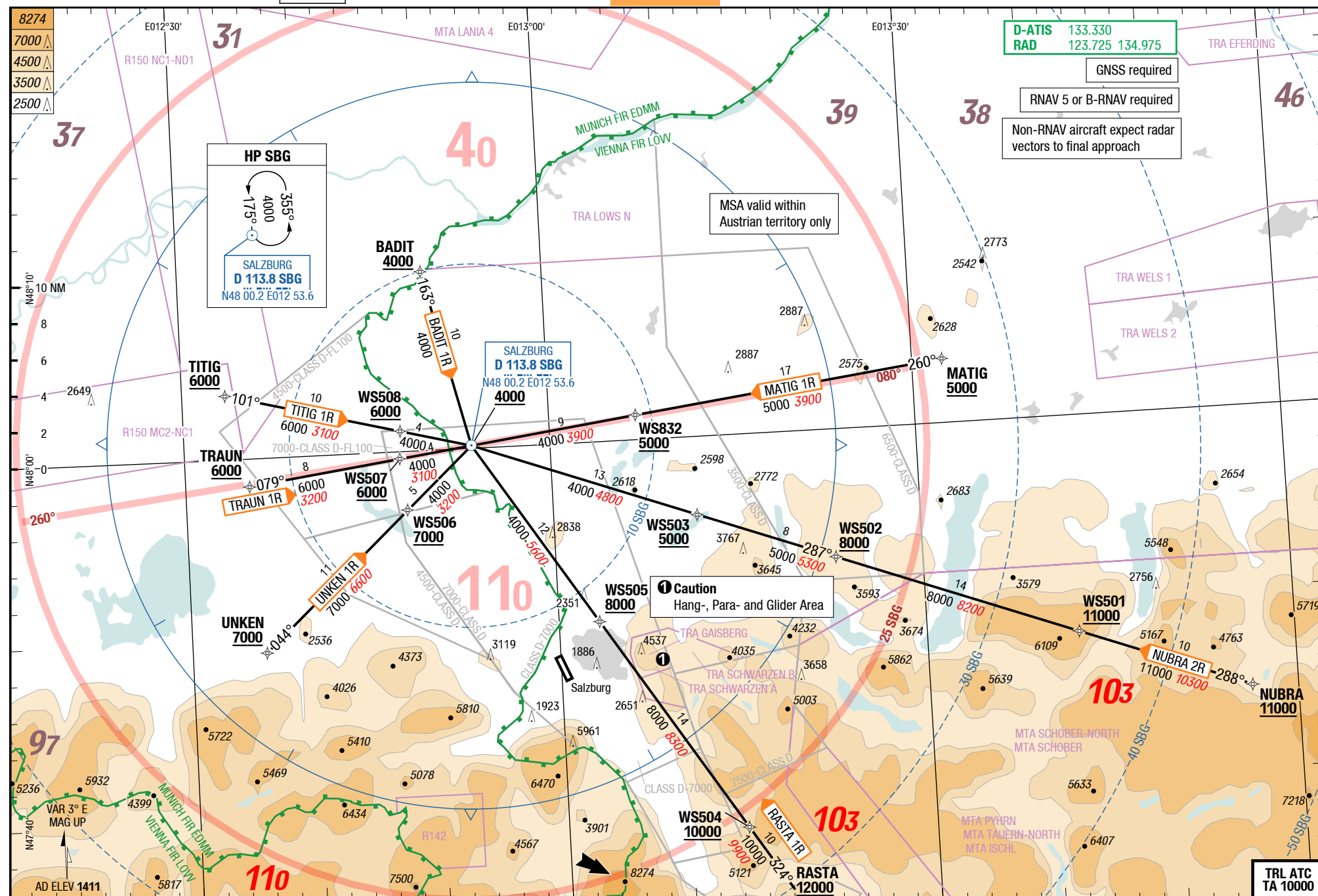
RNAV STARs

STAR

STAR

RNAV STARs

6-10



Changes: FREQ

© Lido 2018

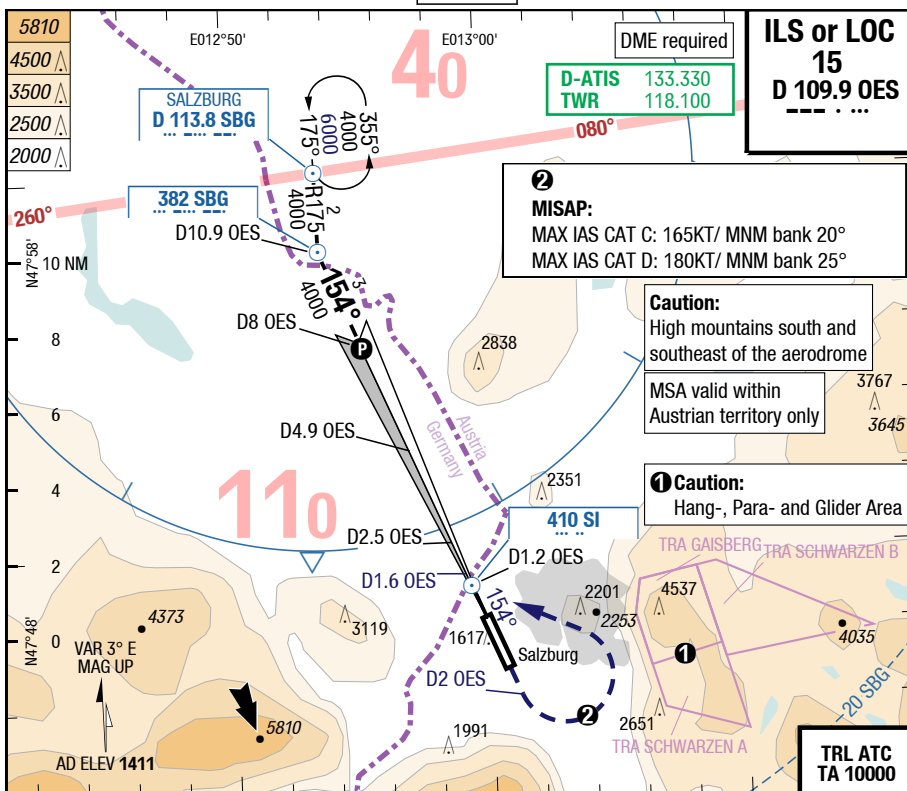
14-JUN-2018

IAC

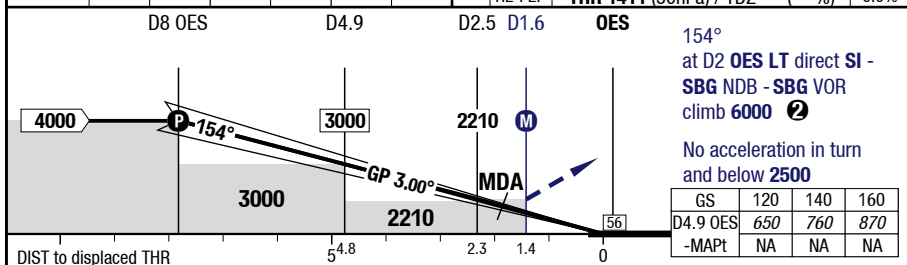
SZG-LOWS

7-10

ILS or LOC 15



LOC 3.06°	8	7	6	5	4	3	
D OES	4000	3680	3350	3030	2700	2380	
							HL-P2F
							THR 1411 (50hPa) / TDZ --- (---%) 0.0%

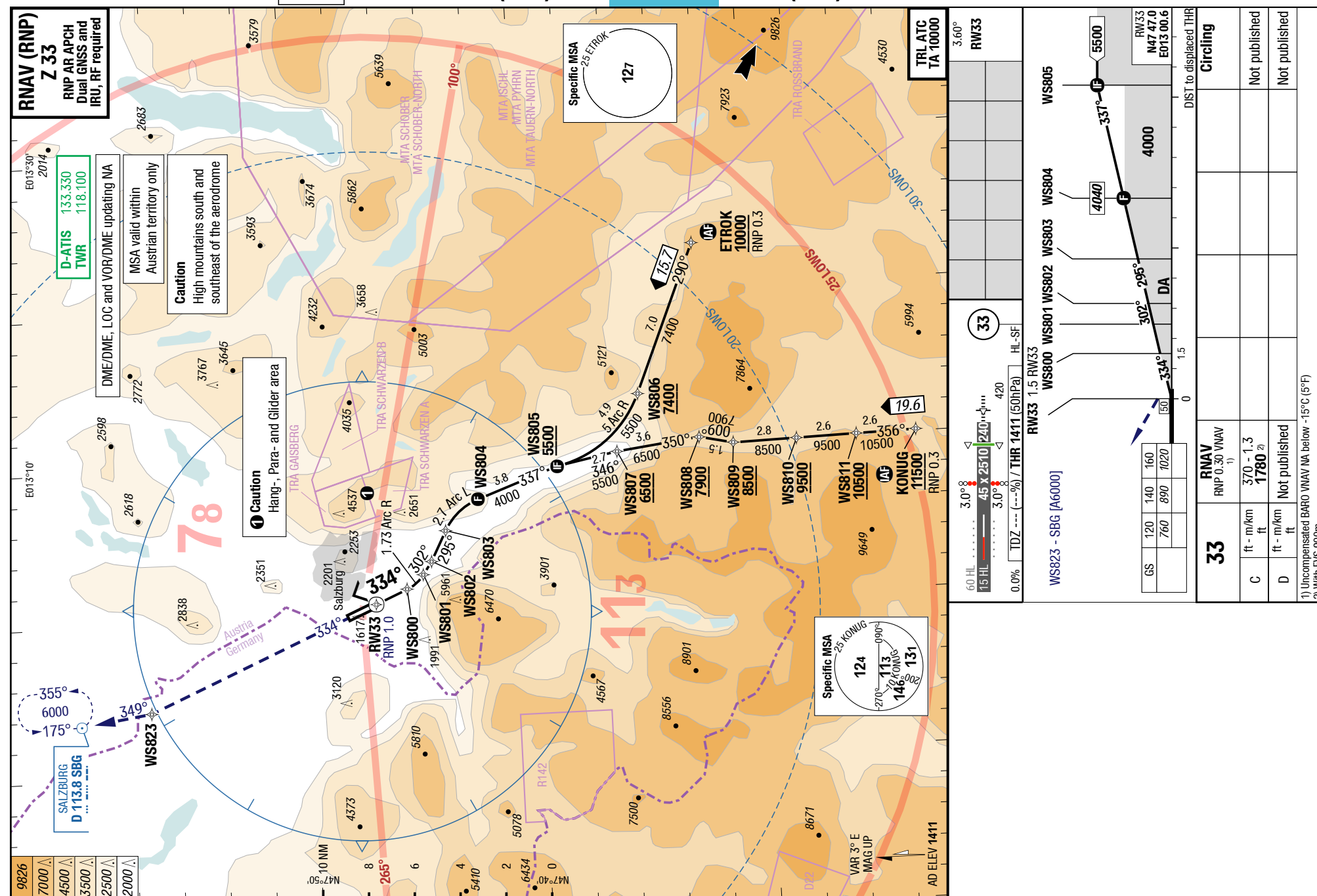


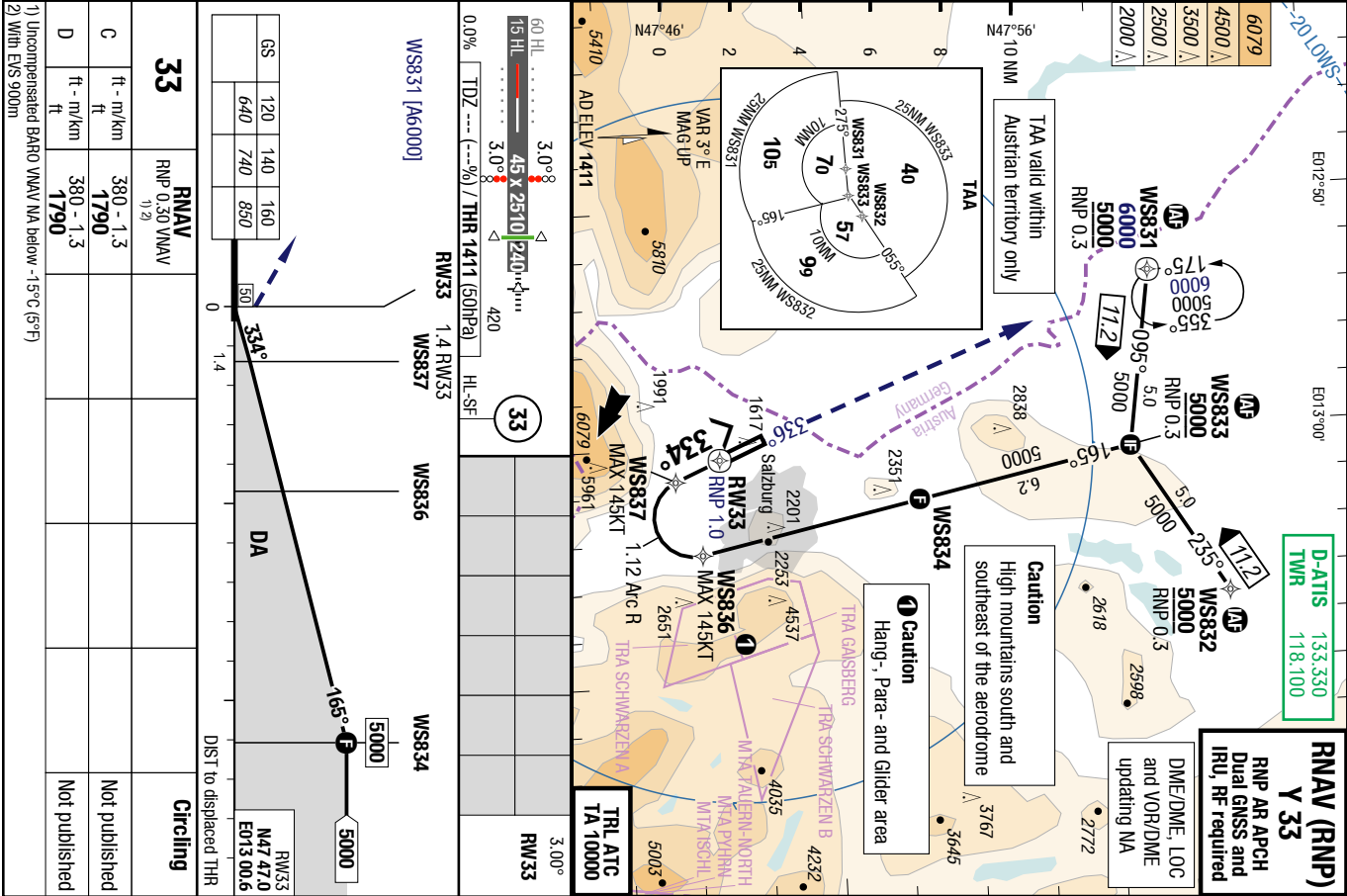
15	Cat 1 DME ACFT MAX 65/7 GA 5.0% 1) 2)	Cat 1 DME ACFT MAX 65/7 GA 5.0% 1) 2) 3)	Cat 1 DME ACFT MAX 65/7 GA 4.0% 1) 2)	Cat 1 DME ACFT MAX 65/7 GA 4.0% 1) 2) 4)	Cat 1 DME ACFT MAX 65/7 GA 3.0% 1) 5)	Circling
C	ft - m/km 1800 6)	390 - 1.1 1800 6)	470 - 1.5 1880 3)	470 - 1.5 1880 3)	560 - 1.8 1970 3)	See VAC
D	ft - m/km 1880 3)	470 - 1.5 1880 3)	470 - 1.5 1880 3)	560 - 1.8 1970 4)	560 - 1.8 1970 4)	See VAC

1) For lower DA/H consult and obey to "Missed Approach requirements" in AOI Arrival Procedure 2) Turn GA 3.0% 3) With EVS 1.0km 4) With EVS 1.2km 5) Turn GA 2.5% 6) With EVS 750m 7) With EVS 1.4km 8) With EVS 1.6km

Changes: FREQ

7-30

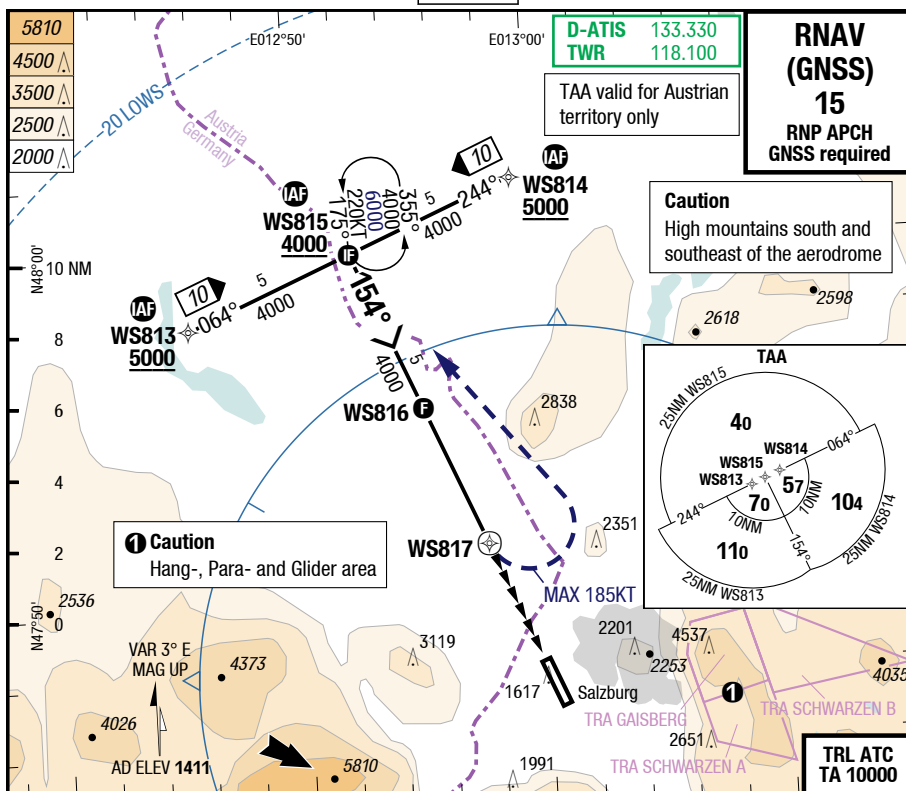




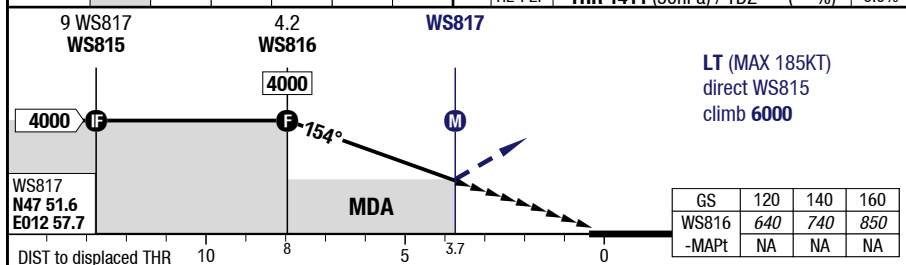
SZG-LOWS

7-50

RNAV (GNSS) 15



3.00° WS817	4.2	4	3	2	1	
	4000	3930	3610	3290	2970	

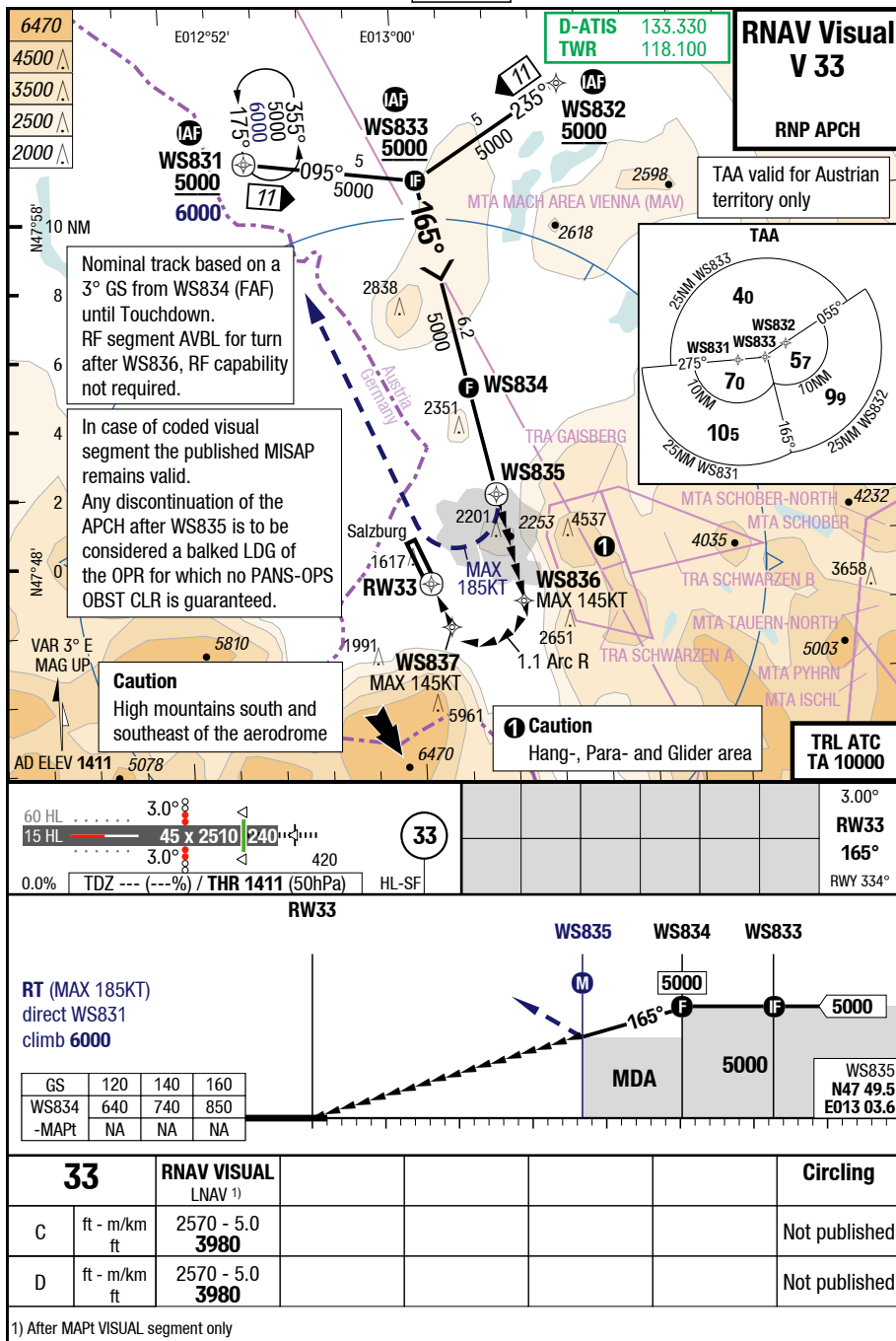


15		RNAV GNSS LNAV					Circling
C	ft - m/km ft	1250 - 5.0 2660					Not published
D	ft - m/km ft	1250 - 5.0 2660					Not published

SZG-LOWS

7-60

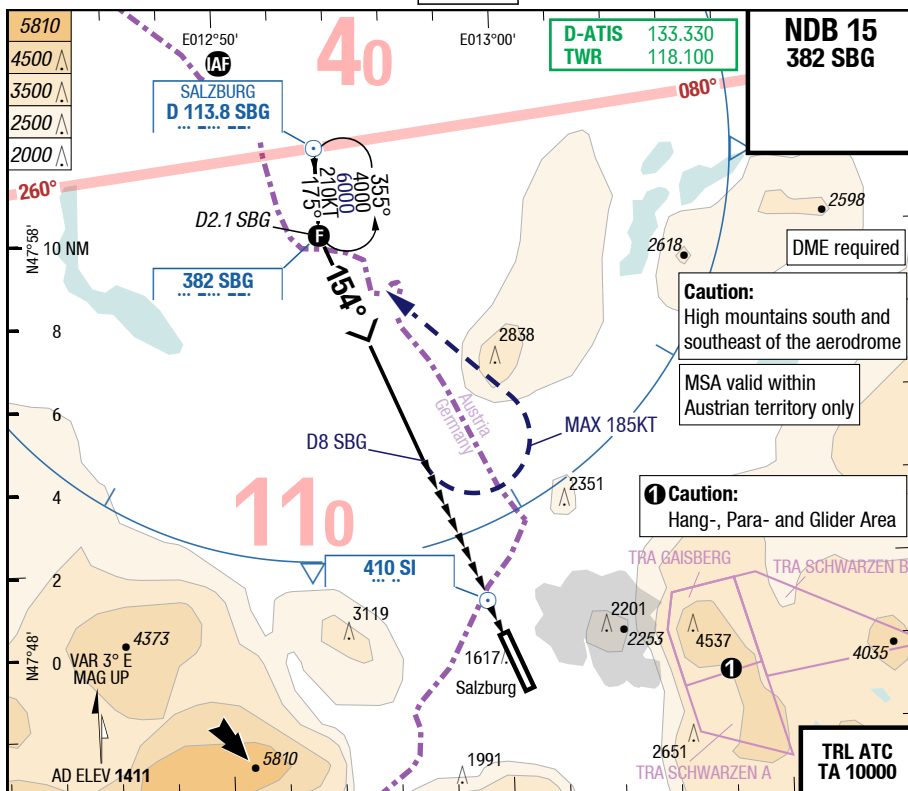
RNAV Visual V 33



SZG-LOWS

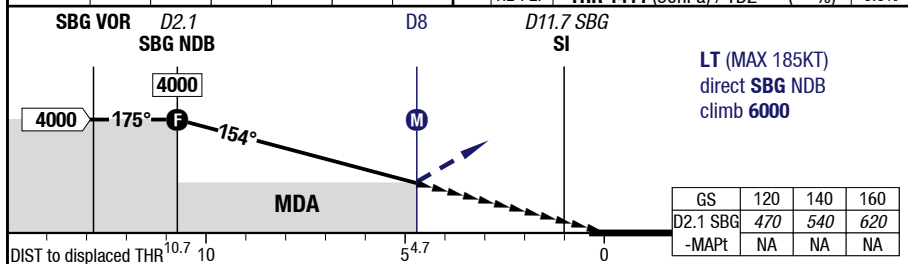
7-70

NDB 15



2.20°	2.1	3	4	5	6	7	
D SBG	4000	3780	3530	3290	3050	2810	

HL-P2F **THR 1411** (50hPa) / TDZ --- (---%) 0.0%

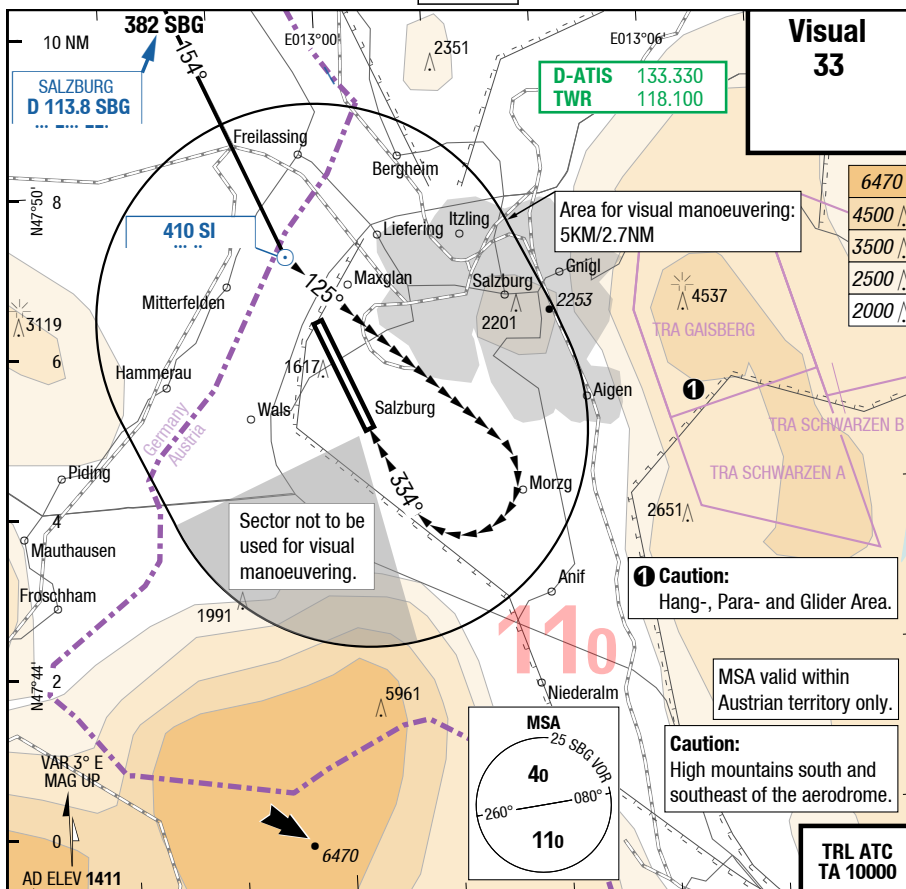


15		NDB DME SBG GA 5.0% non CDFA	NDB DME SBG GA 4.0% non CDFA	NDB DME SBG GA 3.0% non CDFA	NDB DME SBG GA 2.5% non CDFA	Circling
C	ft - m/km ft	1100 - 3.7V 2510	1200 - 3.7V 2610	1300 - 3.7V 2710	1350 - 3.7V 2760	See VAC
D	ft - m/km ft	1100 - 4.6V 2510	1200 - 4.6V 2610	1300 - 4.6V 2710	1350 - 4.6V 2760	See VAC

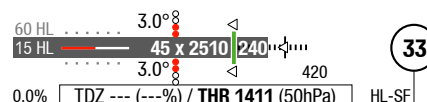
SZG-LOWS

7-90

Visual 33



VISUAL



Circling Procedure RWY33:

Complete a published instrument approach to RWY15:

After passing **SI** proceed visually on track 125° 3.5NM followed by right turn on final RWY33.

33						Circling P-TRK	Circling
C	ft - m/km ft					1140 - 3.7V 2550	Not published
D	ft - m/km ft					1140 - 4.6V 2550	Not published

14-JUN-2018

SZG-LOWS

7-110

WxMinima Overflow

15		Cat 1 DME GA 3.0% 1) 2) 3)	Cat 1 DME ACFT MAX 65/7 GA 2.5% 1) 2) 3)	Cat 1 DME GA 2.5% 1) 2) 3)	LOC DME GA 4.0% 4)	LOC DME GA 2.5% 3)	
C	ft - m/km ft	720 - 2.4 2130	680 - 2.4 2090	790 - 2.4 2200	470 - 1.5 1880	680 - 2.4 2090	
D	ft - m/km ft	720 - 2.4 2130	790 - 2.4 2200	790 - 2.4 2200	560 - 1.8 1970	790 - 2.4 2200	
1) For lower DA/H consult and obey to "Missed Approach requirements" in AOI Arrival Procedure 2) With EVS 1.6km 3) Turn GA 2.5% 4) Turn GA 3.0%							

Effective 17-AUG-2017

10-AUG-2017

SZG-LOWS

8-10

Austria Salzburg

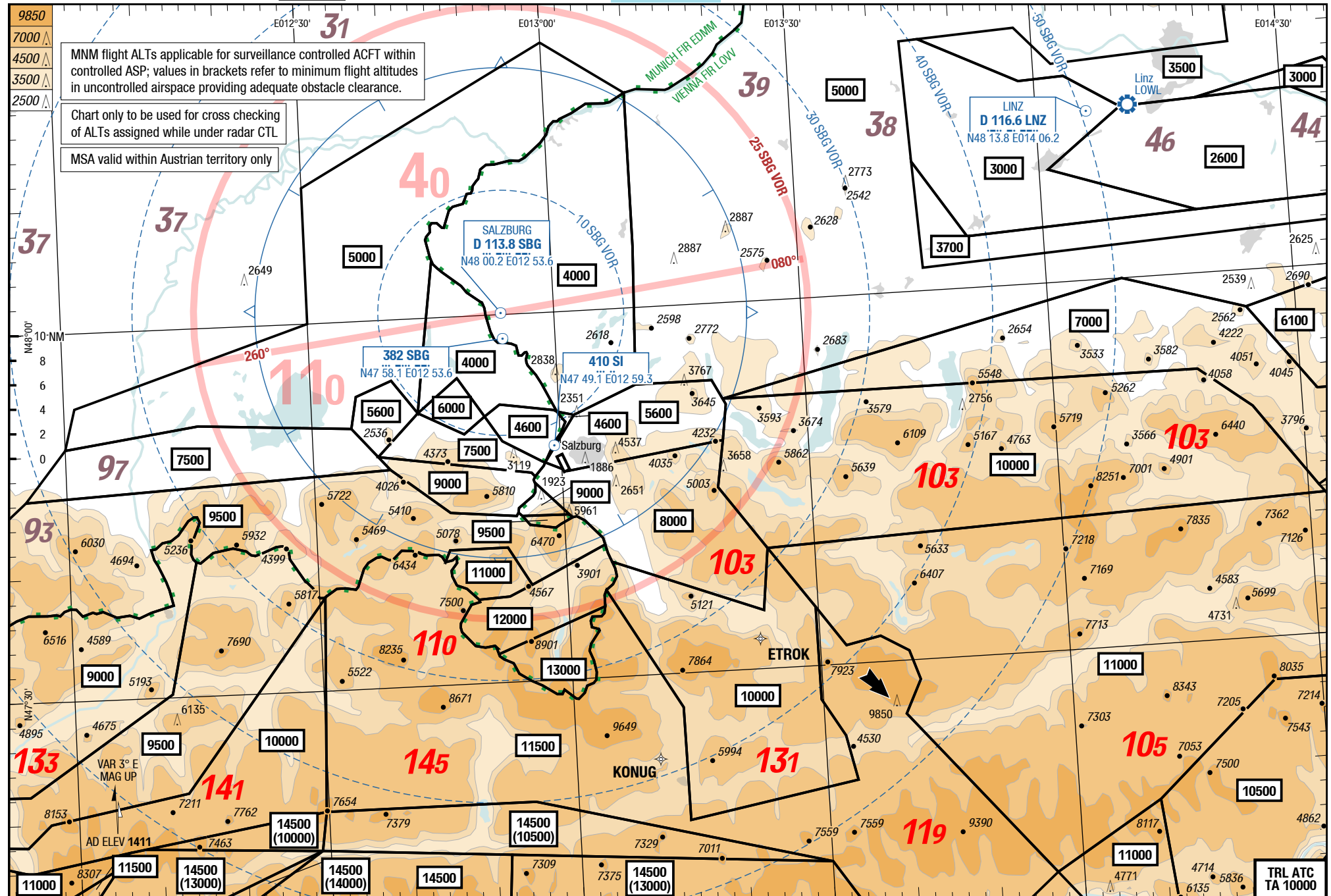
NIL
MRC

MRC

MRC

Salzburg Austria

NIL
MRC



Changes: RADAR SECT