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LOWW/VIE SCHWECHAT **31 AUG** 07 (10-1P)

VIENNA, AUSTRIA AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 122.95 122.2 113.0 115.5

D-ATIS Departure 121.72

1.2. NOISE ABATEMENT PROCEDURES

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures become effective in two stages in the following conditions:

Stage 1:

When TDZ RVR falls to 1200m or less and/or ceiling lowers to 300' or less, the following message will be passed to ACFT via RTF or ATIS: "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 to 600m or less and/or ceiling lowers to 200' or less, the following message will be passed to ACFT via RTF or ATIS: "Low Visibility Procedures CAT II/III stage 2 in operation".

Arriving ACFT are vectored so as to ensure a localizer intercept at least 8 NM from THR. Only if instructed by ATC pilots shall report "RWY vacated" as soon as ACFT has left the yellow/green colour coded section of the exit TWY.

1.4. RWY OPERATIONS

HIGH INTENSITY RWY OPERATIONS (HIRO)

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

1.5. TAXI PROCEDURES

Obstacle clearance distance from centerline of TWY L, between EX 7 and EX 12, is $139^\prime/42.5$ m only. The obstacle clearance distance on TL34 and TL35 is $131^\prime/40$ m on each side.

Wait for marshaller before entering taxilane for all positions on GA Apron or Main Apron except pier parking positions.

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

Taxilanes G10 thru G70 MAX wingspan less than 79'/24m.

EX15 and TWY L West of EX14 MAX wingspan less than 171'/52m.

Between TL35 and TL36 MAX wingspan 197'/60m.

Taxiing on maintenance area North of TL20 prohibited.

1.6. PARKING INFORMATION

Stands 31 thru 35, 40 thru 42, 51, 52, 57 and 58 shall be reached without stopping, once the turn from TWY has been initiated.

Whenever docking process has been interrupted, pilot has to inform ATC to start moving again.

On stands 31 thru 59, 89, 97 thru 99, A91 thru A97, B71 thru B74 and K41 thru K51 push-back required.

1.7. OTHER INFORMATION

RWY 11/29 arooved.

RWY 16/34 grooved 66'/20m on each side of centerline.

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LOWW/VIE SCHWECHAT

31 AUG 07 (10-1P1)

VIENNA, AUSTRIA
AIRPORT BRIEFING

2. ARRIVAL

" JEPPESEN

2.1. SPEED RESTRICTIONS

250 KT or cruising speed if lower at SLP.

2.1.1. LOW DRAG - LOW POWER APPROACH

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

If not otherwise advised, $250~\rm KT$ has to be maintained below FL100. If the cruising speed is less than $250~\rm KT$, cruising speed has to be maintained.

Latest 10 NM from THR, speed has to be reduced so as to reach 160 KT shortly before OM (4 NM from THR RWY 29). The approach shall be conducted in 'clean configuration' as long as possible.

If ceiling at APT is below 500^{\prime} and/or ground visibility is less than 2000m this procedure is recommended only.

 $\label{lem:problem} \mbox{Pilots unable to comply with these speed assignments shall inform ATC accordingly.}$

These speeds indicated above shall be maintained within a tolerance of plus/minus 10 KT.

2.2. NOISE ABATEMENT POCEDURES

ACFT below FL150 will normally be cleared to achieve a continuous descent to the RWY in use.

2.3. CAT II/III OPERATIONS

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

2.4. RUNWAY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

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

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

- As a rule RWYs shall be vacated via rapid exit TWYs.
- Whenever RWY conditions permit pilots should prepare their landing so as to vacate via the following exit TWYs or earlier:

	TWY designator					
ACFT	Distance					
Category	RWY 11	RWY 16	RWY 29	RWY 34		
Heavy	A4	B10	A9	B4		
Heavy	7841'/2390m	6873'/2095m	7218'/2200m	7661′/2335m		
	A6	B8	A7	В7		
Medium	6102′/1860m	5577'/1700m	Α,	Β,		
(Jet)	A 8	В6	5479'/1670m	5348'/1630m		
	3839′/1170m	3986′/1215m	34/ / / 10/0111	3040 / 1000111		
Medium	A8	В6	A 7	В7		
(Turboprops)	3839'/1170m	3986'/1215m	5479′/1670m	5348'/1630m		
Light	A8	В6	A 7	B7		
(Jet)	3839'/1170m	3986'/1215m	5479′/1670m	5348'/1630m		
Light	A8	В3	A5	В9		
Ligili	3839′/1170m	3035′/925m	3084'/940m	3937′/1200m		

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

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LOWW/VIE SCHWECHAT **□ JEPPESEN**2 NOV 07 (10-1P2)

VIENNA, AUSTRIA AIRPORT BRIEFING

2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. **GENERAL**

ACFT shall vacate the RWY after landing without delay if not otherwise instructed. Taxi clearance to apron or parking area will normally be issued by TWR when landing run is completed. If taxi clearance to apron or parking area has not been received at this time, ACFT shall vacate the RWY via the nearest TWY intersection and shall hold and wait on the TWY when entirely beyond the taxi holding position.

2.5.2. BLOCKS OF PARKING POSITIONS 10 THRU 50

Taxiing of ACFT within Taxilanes G10 to G70 permitted only for ACFT up to 79'/24m.

Follow-me guidance mandatory for all arriving ACFT.

ACFT, which will be parked East of Taxilane 31 have to be towed.

Self taxiing, refuelling/ground handling not permitted within this area.

2.6. OTHER INFORMATION

2.6.1. TRANSPONDER PROCEDURES

Arriving ACFT shall squawk Mode S until reaching final parking position. Activation of Mode S transponder means selecting: AUTO, ON, XPNDR, or the equivalent according specific installation. Do **not** switch OFF or STDBY. ACFT not equipped with Mode S shall squawk Mode A/C.

3. DEPARTURE

3.1. DE-ICING

De-icing procedure available for ACFT on Main Apron and GA Apron:

- Report the necessity for de-icing either your Ramp agent or VIENNA Ice on 131.625.
- ACFT on Main Apron without contracted de-icing ground staff shall forward fluid/mixture request to Ramp agent.
- ACFT on GA Apron shall forward fluid/mixture request to GAC-officer.
- Report necessity for de-icing to Delivery when the ACFT is completely ready (doors closed, ready for start-up/push-back)
- ACFT on de-icing position without contracted de-icing ground staff may contact VIENNA Ice on 131.625.

ACFT 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 ACFT to the de-icing standby area (marshaller guidance to parking positions E48 thru E99 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 F41 thru F59) is provided.

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

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

3.2.1. START-UP & PUSH-BACK

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.

3.2.2. TAXIING

ACFT taxiing out from stand 91 must follow exactly the centerline marking in TL38. When taxiing out from stand 90 deviation to the West in TL38 is prohibited.

CHANGES: Taxi procedures. De-icing.

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LOWW/VIE SCHWECHAT 2 NOV 07 10-1P3 VIENNA, AUSTRIA

3. DEPARTURE

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100 or as by ATC.

3.4. NOISE ABATEMENT PROCEDURES

The published SIDs are also noise abatement procedures.
Strict adherence is compulsory within the limits ACFT performance.

3.5. RUNWAY OPERATIONS

3.5.1. HIGH INTENSITY RWY OPERATIONS

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

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

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

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

In addition intersections other than those prescribed above will be assigned. Pilots unable to accept the reduced take-off runs from the assigned or above mentioned intersections shall inform ATC in time.

3.6. OTHER INFORMATION

CHANGES: None

3.6.1. TRANSPONDER PROCEDURES

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

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Activation of Mode S transponder means selecting: AUTO, ON, XPNDR, or the equivalent according specific installation. Do **not** switch OFF or STDBY. ACFT not equipped with Mode S shall squawk Mode A/C.

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JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 VIENNA, AUSTRIA M JEPPESEN LOWW/VIE 3 AUG 07 (10-1R) RADAR MINIMUM ALTITUDES SCHWECHAT VIENNA Radar (APP) Alt Set: hPa Apt Elev Trans level: By ATC Trans alt: 5000' 128.2 118.77 124.55 1. SQUAWK as instructed by ATC. 129.05 132.47 2. MAX 250 KT below FL100. D100 49-30 5000 3090 3000 D80 CONTOUR STEINHOF STE NDB SOLI FNAU-SNU VOR DME LK(P)-9 D60 6000 (5000)- STOCKERAU-STO VOR DME 2800 2600 2500 - 48-30 WAGRAM-TUN VOR DME 2900 WGM VOR DME **36**09′ FISCHAMEND: 2000 FMD 3200 VOR DME 6000 3400 (5000)Bratislava 2200 4500 5500 (F/G) BRK NDB 62b, 8000 3000 2500 2000 FL110 (9000) 3071' 6000 (5000) 8500 8000 7000 9000

CHANGES: Reissue.

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I JEPPESEN VIENNA, AUSTRIA LOWW/VIE (10-2) 21 SEP 07 SCHWECHAT Alt Set: hPa D-ATIS Apt Elev Trans level: By ATC 122.95 112.2 113.0 115.5 600' Trans alt: 5000' 3200 1. Non-RNAV aircraft expect radar vectors to final approach. 090° -- 2900' aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 3800' 10-2F to 10-2J). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible MSAASTUT SEVEN WHISKEY (ASTUT 7W) [ASTU7W] WGM VOR LEDVA ONE WHISKEY (LEDVA 1W) [LEDV1W] MIKOV SIX WHISKEY (MIKOV 6W) [MIKO6W] RWYS 11, 16, 29, 34 ARRIVALS FROM NORTH STARs crossing through Airspace "Class E" up to FL125 **ASTUT** N48 45.8 E016 02.9 **MIKOV** At or below **LEDVA** N48 47.1 E016 37.3 FL210 N48 43.7 E016 47.4 At or below FL160 N48 34.5 E016 41.4 WAGRAM 112.2 WGM N48 19.4 E016 29.5 HOLDING **OVER MABOD** NOT TO SCALE Speed Limit Point LOST COMMS V 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 10-2E). TO21 COWW2
TO21 COWW2
TO21 COWW2
TO21 COWW2
TO21 COWW2

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6000

Speed Limit Point

LOST COMMS V LOST COMMS V LOST COMMS V LOST COMMS V LOST COMMS V

TO21 COWW2 A TO21 COWW2 TO21 COWW2 TO21 COWW2 TO21 COWW2 TO21 COWW2

If clearance limit is reached before further instructions have been

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 10-2E).

received, a holding procedure shall be carried out at the last

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122.95 112.2 113.0 115.5

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VIENNA, AUSTRIA Na Jeppesen LOWW/VIE 21 SEP 07 (10-2B) SCHWECHAT Alt Set: hPa D-ATIS Apt Elev Trans level: By ATC

600'

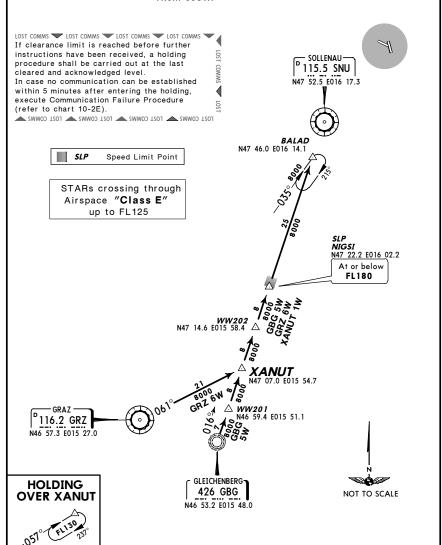
Trans alt: 5000'

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

5400 3300' 090° -8400'

SNU VOR

GLEICHENBERG FIVE WHISKEY (GBG 5W) GRAZ SIX WHISKEY (GRZ 6W) XANUT ONE WHISKEY (XANUT 1W) [XANU1W] RWYS 11, 16, 29, 34 ARRIVALS FROM SOUTH



NOT TO SCALE

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I JEPPESEN VIENNA, AUSTRIA LOWW/VIE 21 SEP 07 (10-2C) SCHWECHAT Alt Set: hPa D-ATIS Apt Elev Trans level: By ATC 122.95 112.2 113.0 115.5 600' Trans alt: 5000' 5400' 3300 1. Non-RNAV aircraft expect radar vectors to final approach. aircraft expect GPS/FMS RNAV-Transition to final approach (refer to charts 8400' 10-2K to 10-2N). 3. For noise abatement reasons the approach shall be conducted in "clean configuration" as long as possible SNU VOR GAMLI FOUR WHISKEY (GAMLI 4W) [GAML4W] NIMDU ONE WHISKEY (NIMDU 1W) [NIMD1W] RWYS 11, 16, 29, 34 ARRIVALS FROM WEST STARs crossing through Airspace "Class E" up to FL125 **BARUG** N47 53.8 E015 21.3 SOLLENAU -At or below 115.5 SNU FL180 N47 52.5 E016 17.3 **GAMLI** N47 54.4 E014 46.7 **BALAD** N47 46.0 E016 14.1 SLP Speed Limit Point NIGSI N47 22.2 E016 02.2 At or below FL180 **WW202** N47 14.6 E015 58.4 NIMDU △ 092°→ 15000 NIMDU 1W XANUT N47 07.0 E015 54.7 LOST COMMS LOST COMMS LOST COMMS 9 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 NOT TO SCALE (refer to chart 10-2E). TO21 COWW2 TO21 COWW2 TO21 COWW2 TO21 COWW2

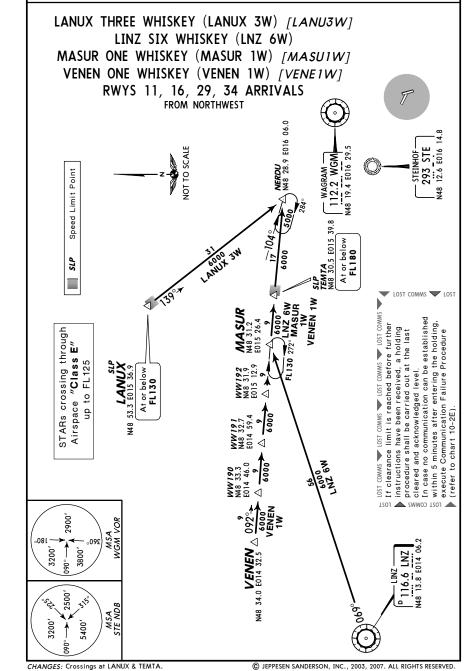
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LOWW/VIE SCHWECHAT 21 SEP 07 (10-2D) VIENNA, AUSTRIA

D-ATIS

122.95 112.2 113.0 115.5 | Apt Elev | 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 10-2F to 10-2J).
3. For nois abatement reasons the approach shall be conducted in "clean configuration" as long as possible.



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VIENNA, AUSTRIA M JEPPESEN LOWW/VIE 21 SEP 07 (10-2E) SCHWECHAT Apt Elev D-ATIS 122.95 112.2 113.0 115.5 600' 3200' 5400' 3300 Trans level: By ATC Trans alt: 5000' 4000' 2500' 8400' COMMUNICATION MSA FAILURE PROCEDURE BRK NDB SNU VOR 3200' 32001 2500' 2900' STARs crossing through 3800' 5400' Airspace "Class E" up to FL125 MSA MSASTE NDB WGM VOR MABOD N48 34.5 E016 41.4 **NERDU** N48 28.9 E016 06.0 WAGRAM -112.2 WGM N48 19.4 E016 29.5 NOT TO SCALE BRUCK-408 BRK - STEINHOF N48 03.8 E016 43.0 293 STE N48 12.6 E016 14.8 - SOLLENAU -^D 115.5 SNU N47 52.5 E016 17.3 N47 42.9 E017 03.2 (COMMUNICATION FAILURE ROUTING In case the runway in use is known proceed as depicted on chart clockwise to the relevant ap-

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.

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LOWW/VIE SCHWECHAT

D-ATIS

122.95

112.2

113.0

115.5

JEPPESEN
20 JUL 07 (10-2F) Eff 2 Aug

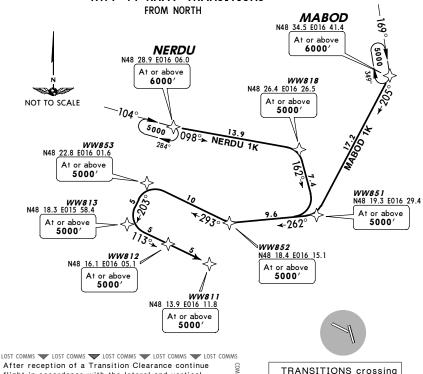
VIENNA, AUSTRIA

Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).
3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW811. In case no clearance was received perform an IAP. 4. If unable to follow transition advise ATC immediately.



MABOD 1K [MAB1K], NERDU 1K [NER1K] RWY 11 RNAV TRANSITIONS



After reception of a conventional STAR procedure.

"Class E" up to FL125

through Airspace

DESCENT PLANNING

Expect base turn normally abeam 10-15NM final.

CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
- "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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

ROUTING			
3 (5000 ′+) -			
2 (5000'+) - 1 (5000'+)			

JEPPESEN JeppView 3.5.2.0

LOWW/VIE **SCHWECHAT**

JEPPESEN 20 JUL 07 (10-2G) Eff 2 Aug VIENNA, AUSTRIA RNAV TRANSITION

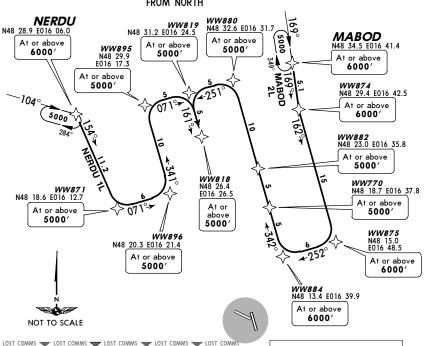
D-ATIS 122.95 Apt Elev 112.2 600' 113.0 115.5

Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). 3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW818. In case no clearance was received perform an IAP. 4. If unable to follow transition advise ATC immediately.



MABOD 2L [MAB2L], NERDU 1L [NER1L] **RWY 16 RNAV TRANSITIONS**

FROM NORTH



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. TO21 COWW2 📤 TO21 COWW2 📤 TO21 COWW2 🧀 TO21 COWW2 🧥 TO21 COWW2

TRANSITIONS crossing through Airspace 'Class E" up to FL125

DESCENT PLANNING Expect base turn normally abeam 10-15NM final.

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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING					
MABOD 2L	MABOD (6000'+) - WW874 (6000'+) - WW875 (6000'+) - WW884 (6000'+) - WW770 (5000'+) - WW882 (5000'+) - WW880 (5000'+) - WW818 (5000'+).					
NERDU 1L	NERDU (6000'+) - WW871 (5000'+) - WW896 (5000'+) - WW895 (5000'+) - WW819 (5000'+) - WW818 (5000'+).					

CHANGES: Clearance phraseology.

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LOWW/VIE SCHWECHAT

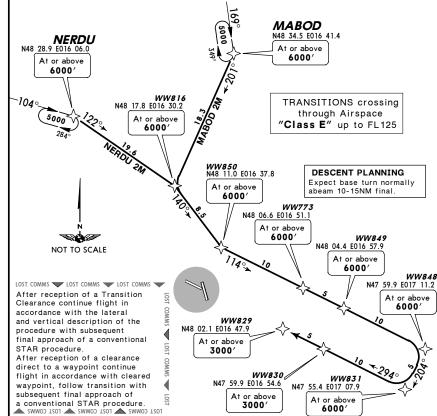
D-ATIS

M JEPPESEN 20 JUL 07 (10-2H) Eff 2 Aug VIENNA, AUSTRIA RNAV TRANSITION

Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Expect vectors for base/final when on downwind 122.95 transition. 2. Expect direct routings/shortcuts by ATC Apt Elev whenever possible (especially during off-peak hours). 112.2 600' 3. Expect clearance for the IAP (normally ILS-APP) 113.0 well before reaching WW829. In case no clearance 115.5 was received perform an IAP. 4. If unable to follow transition advise ATC immediately.



MABOD 2M [MAB2M], NERDU 2M [NER2M] **RWY 29 RNAV TRANSITIONS** FROM NORTH MABOD



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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING
MABOD 2M	MABOD (6000'+) - WW816 (6000'+) - WW850 (6000'+) - WW773 (6000'+) - WW849 (6000'+) - WW848 (6000'+) - WW831 (6000'+) - WW830 (3000'+) - WW829 (3000'+).
NERDU 2M	NERDU (6000'+) - WW816 (6000'+) - WW850 (6000'+) - WW773 (6000'+) - WW849 (6000'+) - WW848 (6000'+) - WW831 (6000'+) - WW830 (3000'+) - WW829 (3000'+).

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LOWW/VIE SCHWECHAT 20 JUL 07 (10-2J) Eff 2 Aug VIENNA, AUSTRIA

Alt Set: hPa Trans level: By ATC Trans alt: 5000' D-ATIS 1. Expect vectors for base/final when on downwind 3400' 122.95 transition. 2. Expect direct routings/shortcuts by ATC Apt Elev whenever possible (especially during off-peak hours). 112.2 600' 3. Expect clearance for the IAP (normally ILS-APP) 113.0 4900' 2700 well before reaching WW834. In case no clearance 115.5 was received perform an IAP. 4. If unable to follow transition advise ATC immediately. MSA **NERDU** MABOD N48 28.9 E016 06. N48 34.5 E016 41.4 MABOD 2N [MAB2N] At or above At or above 6000' NERDU 2N [NER2N] 6000' RWY 34 RNAV TRANSITIONS 1040 FROM NORTH 5000 **NERDU 2N** WW881 N48 27.8 E016 33.8 *WW883* N48 16.3 E016 38.7 At or above 6000' At or above 6000' WW884 N48 13.4 E016 39.9 At or above NOT TO SCALE 6000 DESCENT PLANNING Expect base turn normally abeam 10-15NM final. **WW775** N48 06.6 E016 42.7 At or above LOST COMMS LOST COMMS LOST COMMS 6000' After reception of a Transition Clearance continue flight in accordance with the lateral WWRR5 and vertical description of the N47 59.9 E016 45.5 *WW834* N47 55.7 E016 39.5 procedure with subsequent At or above final approach of a conventional 6000 At or above STAR procedure. 3000 After reception of a clearance direct to a waypoint continue flight in accordance with cleared N47 57.0 E016 46.7 waypoint, follow transition with At or above subsequent final approach of 6000' a conventional STAR procedure. LOST COMMS V LOST COMMS V LOST COMMS **WW835** N47 50.9 E016 41.5 N47 47.4 E016 50.6 At or above 3000 At or above 6000' TRANSITIONS crossing WW836 N47 42.6 E016 52.6 through Airspace N47 41.2 E016 45.5 "Class E" up to FL125 At or above At or above 6000' 6000'

CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
- "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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING					
MABOD 2N	MABOD (6000'+) - WW881 (6000'+) - WW883 (6000'+) - WW884 (6000'+) -					
	WW775 (6000'+) - WW885 (6000'+) - WW886 (6000'+) - WW887 (6000'+) -					
	WW888 $(6000'+)$ - WW836 $(6000'+)$ - WW835 $(3000'+)$ - WW834 $(3000'+)$.					
NERDU 2N	NERDU (6000'+) - WW881 (6000'+) - WW883 (6000'+) - WW884 (6000'+) -					
	WW775 (6000'+) - WW885 (6000'+) - WW886 (6000'+) - WW887 (6000'+) -					
	WW888 $(6000'+)$ - WW836 $(6000'+)$ - WW835 $(3000'+)$ - WW834 $(3000'+)$.					

CHANGES: Clearance phraseology.

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LOWW/VIE SCHWECHAT JEPPESEN

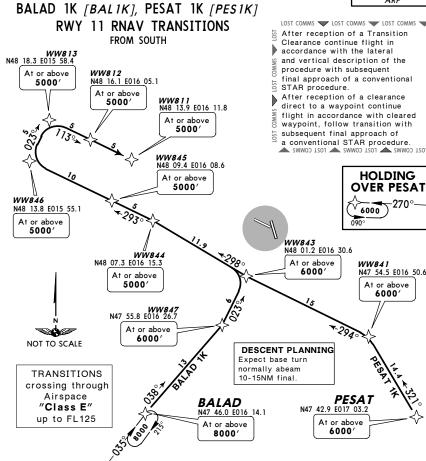
20 JUL 07 (10-2K) Eff 2 Aug

VIENNA, AUSTRIA

D-ATIS 122.95 112.2 113.0 115.5 Apt Elev transit whene 3.Exy well b was re

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).
3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW811. In case no clearance was received perform an IAP.
4. If unable to follow transition advise ATC immediately.





CLEARANCE PHRASEOLOGY

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
- "Cleared xxx Transition and Profile": Authorization to fly the GPS/FMS-route as published, including the vertical constraints depicted on the procedure.
- "Cleared direct Waypoint xxx": Authorization to fly from the present position direct
 to a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use.
 Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC.)

TRANSITION	ROUTING				
BALAD 1K	BALAD (8000'+) - WW847 (6000'+) - WW843 (6000'+) - WW844 (5000'+) - WW845 (5000'+) - WW846 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+).				
PESAT 1K	PESAT (6000'+) - WW841 (6000'+) - WW843 (6000'+) - WW844 (5000'+) - WW845 (5000'+) - WW846 (5000'+) - WW813 (5000'+) - WW812 (5000'+) - WW811 (5000'+)				

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LOWW/VIE SCHWECHAT 20 JUL 07 (10-2L) Eff 2 Aug VIENNA, AUSTRIA

D-ATIS
122.95
112.2
113.0
115.5

Apt Elev
600'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours).
3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW818. In case no clearance was received perform an IAP.
4. If unable to follow transition advise ATC immediately.



-270°-

BALAD 2L [BAL2L], PESAT 2L [PES2L] **RWY 16 RNAV TRANSITIONS** HOLDING FROM SOUTH **OVER BALAD** WW819 N48 31.2 E016 24.5 WW880 N48 32.6 E016 31.7 At or above At or above 5000' 5000' **WW882** N48 23.0 E016 35.8 N48 26.4 E016 26.5 At or above At or above 5000' 5000 WW770 N48 18.7 E016 37.8 DESCENT PLANNING At or above Expect base turn normally 5000' abeam 10-15NM final. NOT TO SCALE N48 13.4 E016 39.9 TRANSITIONS crossing At or above through Airspace "Class E" up to FL125 WW771 N48 06.7 E016 45.0 LOST COMMS LOST COMMS LOST COMMS After reception of a Transition At or above Clearance continue flight in 6000' accordance with the lateral and vertical description of the procedure with subsequent WW890 N48 00.0 E016 50.1 final approach of a conventional STAR procedure. At or above After reception of a clearance 6000' direct to a waypoint continue flight in accordance with cleared waypoint, follow transition with subsequent final approach of **PESAT** N47 42.9 E017 03.2 a conventional STAR procedure. At or above 6000' BALAD N47 46.0 E016 14.1 N47 52.1 E016 29.7 At or above At or above

CLEARANCE PHRASEOLOGY

6000'

- "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)
- "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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING					
BALAD 2L	BALAD (8000'+) - WW772 (6000'+) - WW890 (6000'+) - WW771 (6000'+) -					
	WW884 (6000'+) - WW770 (5000'+) - WW882 (5000'+) - WW880 (5000'+) -					
	WW819 (5000'+) - WW818 (5000'+).					
PESAT 2L	PESAT (6000'+) - WW890 (6000'+) - WW771 (6000'+) - WW884 (6000'+) -					
	WW770 (5000'+) - WW882 (5000'+) - WW880 (5000'+) - WW819 (5000'+) -					
	WW818 (5000'+).					

CHANGES: Clearance phraseology

8000

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LOWW/VIE SCHWECHAT JEPPESEN

20 JUL 07 (10-2M) Eff 2 Aug

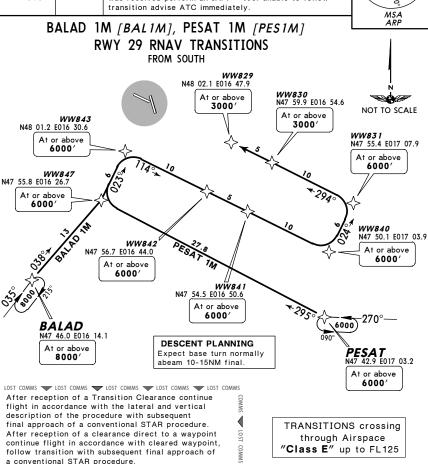
VIENNA, AUSTRIA

D-ATIS
122.95
112.2
113.0
115.5

Apt Elev
600'

Apt





CLEARANCE PHRASEOLOGY

 "Cleared xxx Transition": Authorization to fly the lateral GPS/FMS-route. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TO21 COWWS TO21 COWWS TO21 COWWS TO21 COWWS

- "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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING				
BALAD 1M	BALAD (8000'+) - WW847 (6000'+) - WW843 (6000'+) - WW842 (6000'+) - WW841 (6000'+) - WW840 (6000'+) - WW831 (6000'+) - WW830 (3000'+) - WW829 (3000'+).				
PESAT 1M	PESAT (6000'+) - WW847 (6000'+) - WW843 (6000'+) - WW842 (6000'+) - WW841 (6000'+) - WW840 (6000'+) - WW831 (6000'+) - WW830 (3000'+) - WW829 (3000'+).				

JEPPESEN JeppView 3.5.2.0

Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 LOWW/VIE

JEPPESEN 20 JUL 07 (10-2N) Eff 2 Aug

VIENNA, AUSTRIA RNAV TRANSITION

D-ATIS 122.95 Apt Elev 112.2 600' 113.0 115.5

SCHWECHAT

Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Expect vectors for base/final when on downwind transition. 2. Expect direct routings/shortcuts by ATC whenever possible (especially during off-peak hours). 3. Expect clearance for the IAP (normally ILS-APP) well before reaching WW834. In case no clearance was received perform an IAP. 4. If unable to follow transition advise ATC immediately.



BALAD 1N [BAL1N], PESAT 2N [PES2N] **RWY 34 RNAV TRANSITIONS** FROM SOUTH TRANSITIONS crossing through Airspace WWR94 "Class E" up to FL125 N48 00.1 At or above E016 29.9 6000' WW876 At or N48 01.5 E016 54.2 above NOT TO SCALE 6000 At or above WW834 N47 55.7 E016 39.5 6000 At or above WW872 **WW886** N47 57.0 E016 46.7 3000' N47 58.5 E016 21.3 At or above At or WW893 N47 54.3 above E016 32.3 6000' WW774 N47 52.2 E016 58.7 At or At or above above 6000 6000' **WW835** N47 50.9 E016 41.5 WW887 N47 47.4 E016 50.6 At or above At or above 3000' 6000' **WW892** 44.7 E016 36.3 At or above 6000' **BALAD** PESAT WW888 WW891. N47 42.6 E016 52.6 N47 42.9 E017 03.2 E016 14.1 N47 39.9 E016 38.3 WW836 At or above At or above N47 41.2 E016 45.5 At or above At or above 6000' 6000' 8000' At or above 6000' 6000'

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

DESCENT PLANNING Expect base turn normally abeam 10-15NM final.

TO21 COWW2 TO21 COWW2 TO21 COWW2 TO21 COWW2

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 a waypoint and to continue thereafter on the GPS/FMS-route to the runway in use. Altitude assignments will be issued by ATC. (TERRAIN CLEARANCE ASSURED BY ATC)

TRANSITION	ROUTING					
BALAD 1N	BALAD (8000'+) - WW872 (6000'+) - WW894 (6000'+) - WW893 (6000'+) -					
	WW892 $(6000'+)$ - WW891 $(6000'+)$ - WW836 $(6000'+)$ - WW835 $(3000'+)$ -					
	WW834 (3000'+).					
PESAT 2N	PESAT (6000'+) - WW774 (6000'+) - WW876 (6000'+) - WW885 (6000'+) -					
	WW886 (6000'+) - WW887 (6000'+) - WW888 (6000'+) - WW836 (6000'+) -					
	WW835 (3000'+) - WW834 (3000'+).					

CHANGES: Clearance phraseology

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LOWW/VIE SCHWECHAT

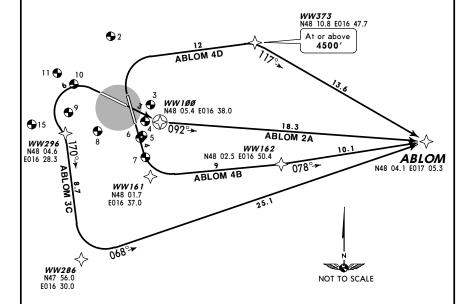
M JEPPESEN (10-3) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'



ABLOM TWO ALFA (ABLOM 2A) [ABLO2A] ABLOM FOUR BRAVO (ABLOM 4B) [ABLO4B] ABLOM THREE CHARLIE (ABLOM 3C) [ABLO3C] ABLOM FOUR DELTA (ABLOM 4D) [ABLO4D] RWYS 11, 16, 29, 34 RNAV DEPARTURES STATER MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients

ABLOM 2A: 304' per NM (5%).

ABLOM 4B: 352' per NM (5.8%) up to 2000'. ABLOM 3C: 425' per NM (7%) up to 1000'

ADLOW 30. 425	pei i	AINI (1	70) up	ıo	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

Noise monitoring point

SIDs crossing through Airspace "Class E" up to FL125

ial climb clearance 500	<u> </u>
-------------------------	----------

	Execute initia	l turns w	ith MAX 205 KT and a bank angle of at least 20°.
	SID	RWY	ROUTING
ı	ABLOM 2A	11	WW100 - ABLOM.
	ABLOM 4B	16	WW161 - WW162 - ABLOM.
	ABLOM 3C	29	(1000'+) - WW296 - WW286 - ABLOM.

(1700'+) - WW373 (4500'+) - ABLOM.

CHANGES: RNAV SIDs renumbered & revised; noise monitoring. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

VIENNA, AUSTRIA M JEPPESEN LOWW/VIE (10-3A) Eff 30 Aug RNAV SID

17 AUG 07 SCHWECHAT VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'

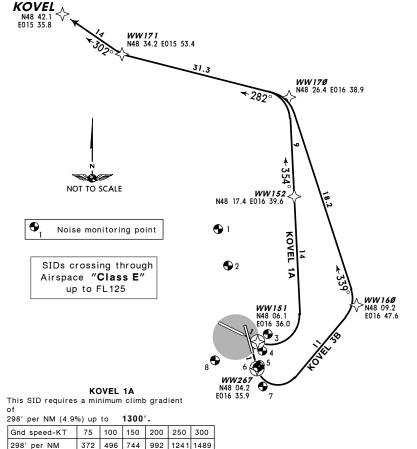


JEPPESEN

JeppView 3.5.2.0

KOVEL ONE ALFA (KOVEL 1A) [KOVE1A] KOVEL THREE BRAVO (KOVEL 3B) [KOVE3B] RWYS 11, 16 RNAV DEPARTURES

FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3B MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance 5000 Execute initial turns with MAX 205 KT and a bank angle of at least 20° SID RWY **KOVEL 1A** WW151 - WW152 - WW170 - WW171 - KOVEL KOVEL 3B 16 WW267 - WW160 - WW170 - WW171 - KOVEL

CHANGES: Noise monitoring points established.

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LOWW/VIE **SCHWECHAT**

I JEPPESEN

17 AUG 07 (10-3B) Eff 30 Aug

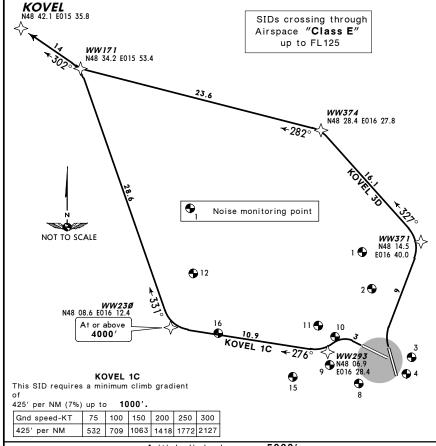
VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'



KOVEL ONE CHARLIE (KOVEL 1C) [KOVE1C] KOVEL THREE DELTA (KOVEL 3D) [KOVE3D] RWYS 29, 34 RNAV DEPARTURES MAX 250 KT BELOW FL100 OR AS BY ATC



CHANGES: KOVEL 2D renumbered 3D & revised; noise monitoring. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

LOWW/VIE 17 AUG 07 SCHWECHAT

VIENNA, AUSTRIA I JEPPESEN (10-3C) Eff 30 Aug RNAV SID

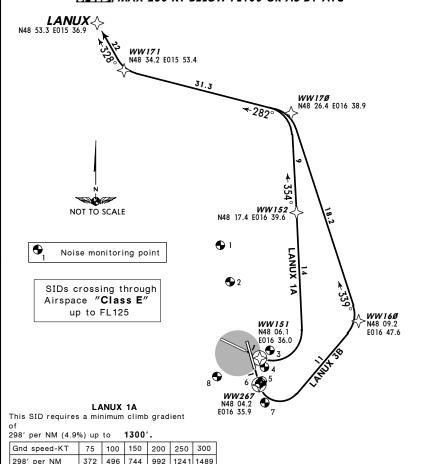
VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA Radar

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 2400'



LANUX ONE ALFA (LANUX 1A) [LANU1A] LANUX THREE BRAVO (LANUX 3B) [LANU3B] RWYS 11, 16 RNAV DEPARTURES

FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3D MAX 250 KT BELOW FL100 OR AS BY ATC



•						J	
		I	nitia	l cli	mb c	learance	5000

Execute initial turns with MAX 205 KT and a bank angle of at least 20° SID RWY LANUX 1A WW151 - WW152 - WW170 - WW171 - LANUX LANUX 3B 16 WW267 - WW160 - WW170 - WW171 - LANUX

CHANGES: Noise monitoring points established.

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LOWW/VIE **SCHWECHAT**

I JEPPESEN

17 AUG 07 (10-3D) Eff 30 Aug

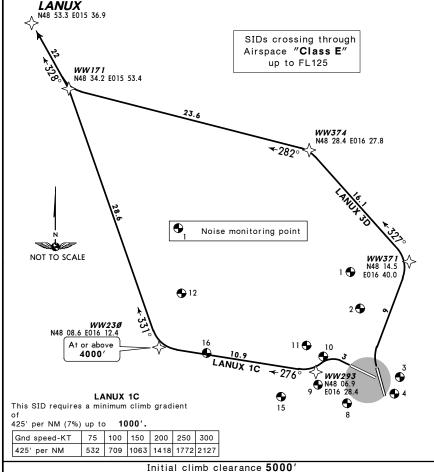
VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'



LANUX ONE CHARLIE (LANUX 1C) [LANU1C] LANUX THREE DELTA (LANUX 3D) [LANU3D] RWYS 29, 34 RNAV DEPARTURES MAX 250 KT BELOW FL100 OR AS BY ATC



Execute initial turns with MAX 205 KT and a bank angle of at least 20° ROUTING SID LANUX 1C 29 (1000'+) - WW293 - WW230 (4000'+) - WW171 - LANUX (1500'+) - WW371 - WW374 - WW171 - LANUX 1 Usable between 0700-2100LT. Alternate SID SNU 2C on chart 10-3N.

CHANGES: LANUX 2D renumbered 3D & revised; noise monitoring. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

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LOWW/VIE

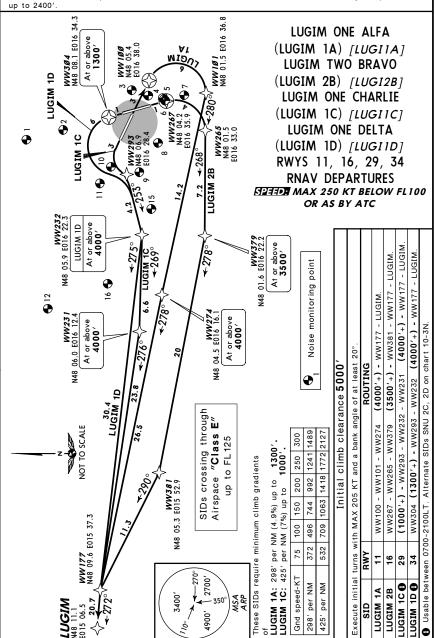
SCHWECHAT

TAUG 07 (10-3E) EFF 30 Aug VIENNA, AUSTRIA

JEPPESEN

JeppView 3.5.2.0

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 2400'.



CHANGES: Noise monitoring points established.

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JEPPESEN JeppView 3.5.2.0

LOWW/VIE SCHWECHAT JEPPESEN

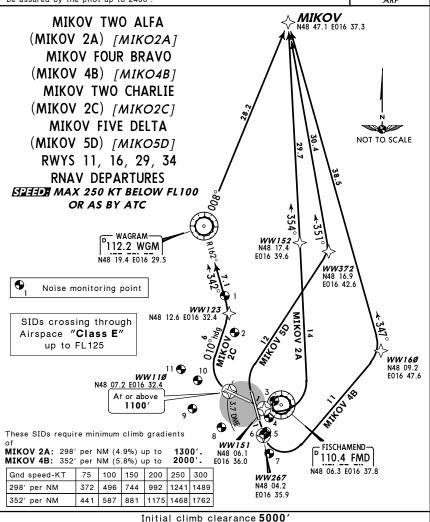
17 AUG 07 10-3F Eff 30 Aug

VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) 128.2 Apt Elev Trans level: By ATC Trans alt: 5000' When instructed by Tower contact VIENNA Radar

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.
 To expedite traffic ATC may request aircraft to start the initial turn VISUALLY as soon as practicable. In this case terrain clearance has to be assured by the pilot up to 2400°.





vith MAX 205 KT and a hank angle of at least 20°

Execute initia	ıl turns w	ith MAX 205 KT and a bank angle of at least 20°.
SID	RWY	ROUTING
MIKOV 2A	11	WW151 - WW152 - MIKOV.
MIKOV 4B	16	WW267 - WW160 - MIKOV.
MIKOV 2C PROP ONLY	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 5D	34	(1500'+) - WW372 - MIKOV.

CHANGES: MIKOV 4D renumbered 5D & revised; noise monitoring. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED

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

JEPPESEN JeppView 3.5.2.0

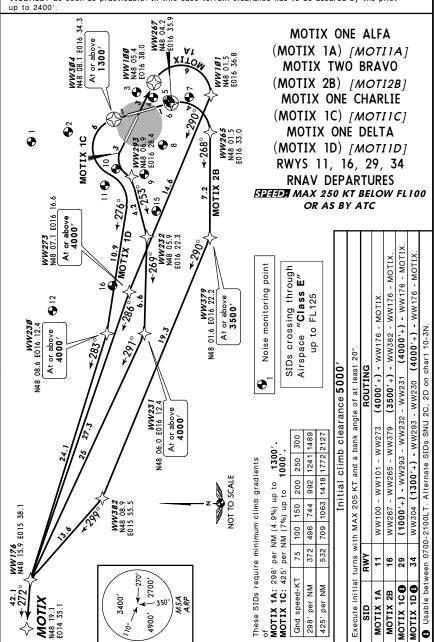
LOWW/VIE SCHWECHAT

MALEPPESEN

VIENNA, AUSTRIA 17 AUG 07 (10-3G) Eff 30 Aug RNAV SID

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

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



CHANGES: Noise monitoring points established.

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LOWW/VIE **SCHWECHAT**

I JEPPESEN

17 AUG 07 (10-3H) Eff 30 Aug

VIENNA, AUSTRIA RNAV SID

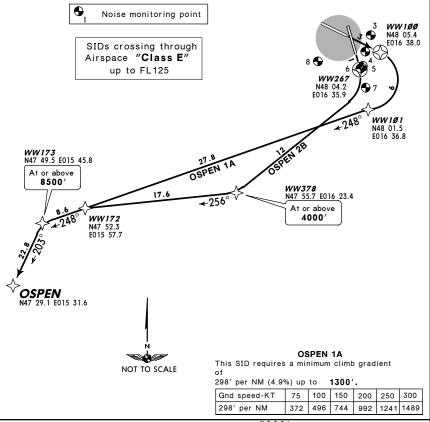
VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA Radar

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 2400'



OSPEN ONE ALFA (OSPEN 1A) [OSPE1A] OSPEN TWO BRAVO (OSPEN 2B) [OSPE2B] RWYS 11, 16 RNAV DEPARTURES

USABLE BETWEEN 0700-2100LT ALTERNATE SIDS SNU 2A, 3B ON CHART 10-3N FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3J MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance 5000

Execute initial turns with MAX 205 KT and a bank angle of at least 209 SID ROUTING **OSPEN 1A** WW100 - WW101 - WW172 - WW173 (8500'+) - OSPEN

OSPEN 2B WW267 - WW378 (4000'+) - WW172 - WW173 (8500'+) - OSPEN CHANGES: OSPEN 1C & 1D transferred; noise monitoring. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED

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JEPPESEN JeppView 3.5.2.0

LOWW/VIE **SCHWECHAT**

M JEPPESEN

17 AUG 07 (10-3J) Eff 30 Aug

VIENNA, AUSTRIA RNAV SID

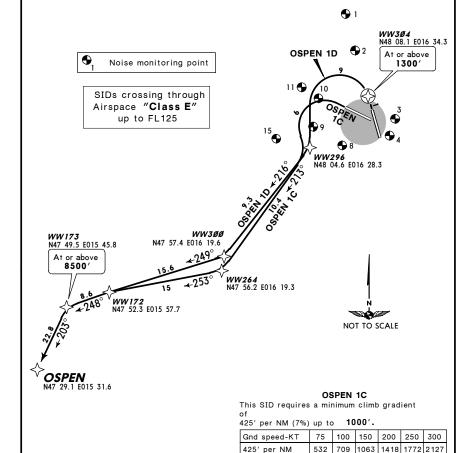
VIENNA Radar (APP) 128.2 600'

Apt Elev Trans level: By ATC Trans alt: 5000 When instructed by Tower contact VIENNA 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 2400'



OSPEN ONE CHARLIE (OSPEN 1C) [OSPE1C] OSPEN ONE DELTA (OSPEN 1D) [OSPE1D] RWYS 29, 34 RNAV DEPARTURES SHEET MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance 5000

Execute initia	l turns w	ith MAX 205 KT and a bank angle of at least 20°.
SID	RWY	ROUTING
OSPEN 1C	29	(1000'+) - WW296 - WW264 - WW172 - WW173 (8500'+) - OSPEN.
OSPEN 1D	34	WW304 (1300'+) - WW296 - WW300 - WW172 - WW173 (8500'+) - OSPEN.

CHANGES: SIDs transferred; noise monitoring points established. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

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

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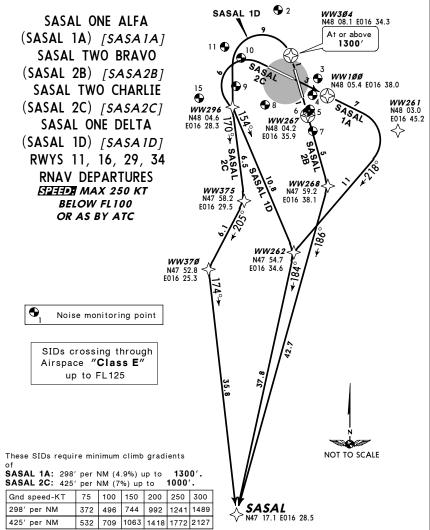
LOWW/VIE **SCHWECHAT**

M JEPPESEN 17 AUG 07 (10-3K) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

Apt Elev Trans level: By ATC Trans alt: 5000 VIENNA Radar (APP) 128.2 600' When instructed by Tower contact VIENNA 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 2400'





Execute initial turns with MAX 205 KT and a bank angle of at least 20 RWY ROUTING SID

WW100 - WW261 - WW262 - SASAL SASAL 1A 11 SASAL 2B 16 WW267 - WW268 - SASAL SASAL 2C (1000'+) - WW296 - WW375 - WW370 - SASAL SASAL 1D WW304 (1300'+) - WW296 - WW262 - SASAL.

CHANGES: Chart reindexed; noise monitoring points established. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

Initial climb clearance 5000

JEPPESEN JeppView 3.5.2.0

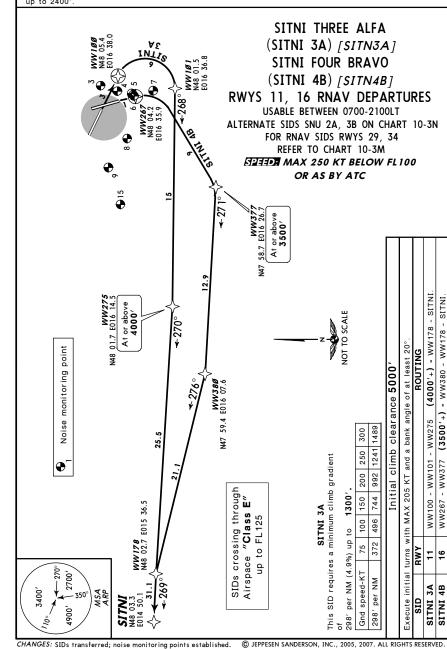
LOWW/VIE SCHWECHAT

MJEPPESEN (10-3L) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) 128.2 600'

Apt Elev Trans level: By ATC Trans alt: 5000 When instructed by Tower contact VIENNA 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



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JEPPESEN JeppView 3.5.2.0

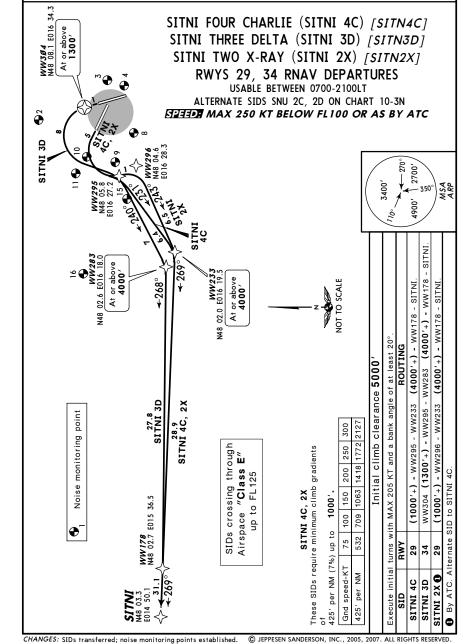
LOWW/VIE SCHWECHAT

MJEPPESEN 17 AUG 07 (10-3M) Eff 30 Aug

VIENNA, AUSTRIA RNAV SID

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



600'

JEPPESEN JeppView 3.5.2.0

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LOWW/VIE **SCHWECHAT** VIENNA Radar (APP)

128.2

11 JEPPESEN

When instructed by Tower contact VIENNA Radar

17 AUG 07 (10-3N) Eff 30 Aug

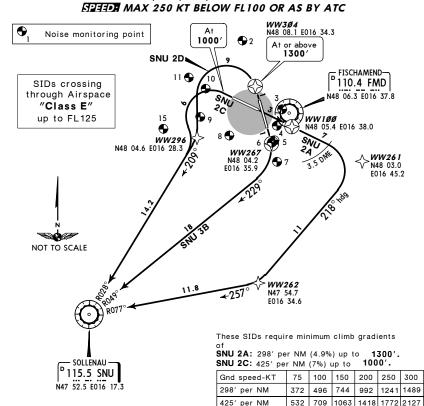
VIENNA, AUSTRIA RNAV SID

Apt Elev Trans level: By ATC Trans alt: 5000

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 2400'



SOLLENAU TWO ALFA (SNU 2A), SOLLENAU THREE BRAVO (SNU 3B) SOLLENAU TWO CHARLIE (SNU 2C), SOLLENAU TWO DELTA (SNU 2D) RWYS 11, 16, 29, 34 RNAV DEPARTURES



Initial climb clearance 5000

SID	RWY	ROUTING		
SNU 2A	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 3B	16	Climb straight ahead, intercept SNU R-049 inbound to SNU. FMS/RNAV: WW267 - SNU.		
SNU 2C	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.		

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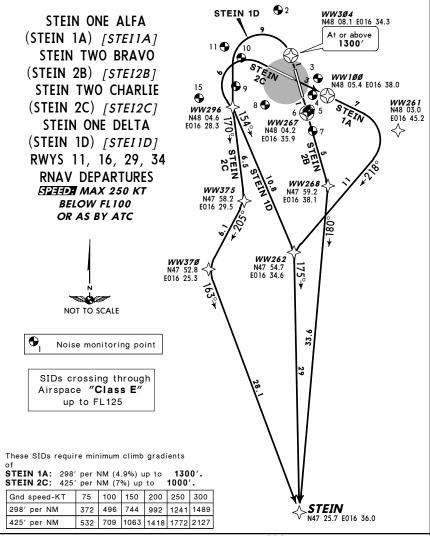
LOWW/VIE **SCHWECHAT**

11 JEPPESEN 17 AUG 07 (10-3P) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'





Initial climb clearance 5000 Execute initial turns with MAX 205 KT and a bank angle of at least 209 RWY ROUTING SID WW100 - WW261 - WW262 - STEIN STEIN 1A 11 STEIN 2B 16 WW267 - WW268 - STEIN. STEIN 2C (1000'+) - WW296 - WW375 - WW370 - STEIN STEIN 1D WW304 (1300'+) - WW296 - WW262 - STEIN

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600'

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JEPPESEN JeppView 3.5.2.0

RNAV SID

LOWW/VIE **SCHWECHAT** VIENNA Radar (APP)

128.2

11 JEPPESEN

VIENNA, AUSTRIA

17 AUG 07 (10-3Q) Eff 30 Aug

Apt Elev Trans level: By ATC Trans alt: 5000 When instructed by Tower contact VIENNA Radar.

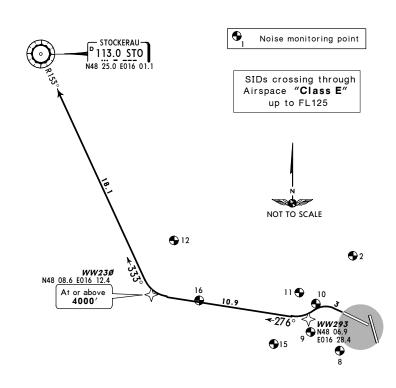
1. Flight tracks are recorded at Vienna airport and aircraft noise is monitored in all relevant populated areas around the airport. Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft. Adhere to noise abatement procedure as strictly as possible. 2. 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 2400'



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

USABLE BETWEEN 0700-2100LT ALTERNATE SID SNU 2C ON CHART 10-3N

STATEM MAX 250 KT BELOW FL100 OR AS BY ATC



This SID requires a minimum climb gradient

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: Chart reindexed; noise monitoring points established.

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LOWW/VIE SCHWECHAT

I JEPPESEN 17 AUG 07 (10-3S) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

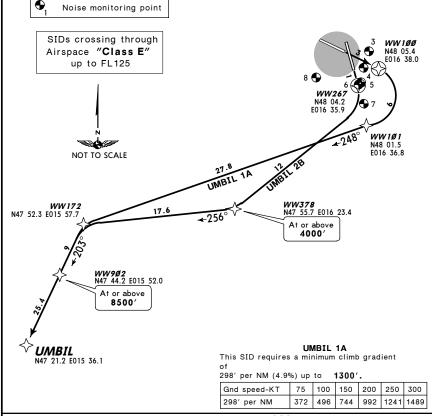
VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA Radar

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 2400'



UMBIL ONE ALFA (UMBIL 1A) [UMBI1A] UMBIL TWO BRAVO (UMBIL 2B) [UMBI2B] RWYS 11, 16 RNAV DEPARTURES

USABLE BETWEEN 0700-2100LT ALTERNATE SIDS SNU 2A, 3B ON CHART 10-3N FOR RNAV SIDS RWYS 29, 34 REFER TO CHART 10-3T MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance 5000

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

SID	RWY	ROUTING	
JMBIL 1A	11	WW100 - WW101 - WW172 - WW902 (8500'+) - UMBIL.	
IMDTI 2D	16	WW.067 WW.779 (4000).) WW.179 WW.009 (9500).) LIMBI	

CHANGES: New chart.

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JEPPESEN JeppView 3.5.2.0

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LOWW/VIE **SCHWECHAT**

11 JEPPESEN

17 AUG 07 (10-3T) Eff 30 Aug

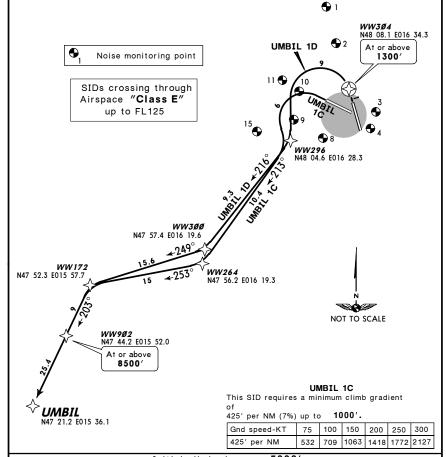
VIENNA, AUSTRIA RNAV SID

VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA 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 2400'



UMBIL ONE CHARLIE (UMBIL 1C) [UMBI1C] UMBIL ONE DELTA (UMBIL 1D) [UMBI1D] RWYS 29, 34 RNAV DEPARTURES MAX 250 KT BELOW FL100 OR AS BY ATC



Initial climb clearance 5000

Execute initia	Execute initial turns with MAX 205 KT and a bank angle of at least 20°.							
SID	RWY	ROUTING						
UMBIL 1C €	29	(1000'+) - WW296 - WW264 - WW172 - WW902 (8500'+) - UMBIL.						
UMBIL 1D	34	WW304 (1300'+) - WW296 - WW300 - WW172 - WW902 (8500'+) -						
		UMBIL.						

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

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LOWW/VIE **SCHWECHAT**

11 JEPPESEN 17 AUG 07 (10-3U) Eff 30 Aug VIENNA, AUSTRIA RNAV SID

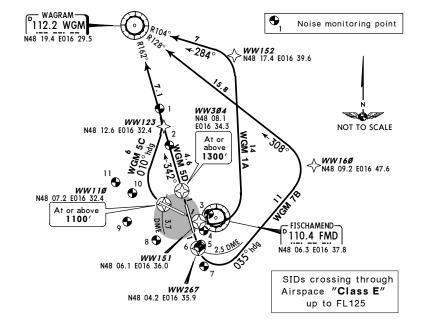
VIENNA Radar (APP) Apt Elev Trans level: By ATC Trans alt: 5000 128.2 600' When instructed by Tower contact VIENNA Radar

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 2400'



WAGRAM ONE ALFA (WGM 1A) WAGRAM SEVEN BRAVO (WGM 7B) WAGRAM FIVE CHARLIE (WGM 5C) WAGRAM FIVE DELTA (WGM 5D)

RWYS 11, 16, 29, 34 RNAV DEPARTURES MAX 250 KT BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients

WGM 1A: 298' per NM (4.9%) up to 1300'. WGM 7B: 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

SID	RWY	ROUTING
WGM 1A	11	WW151 - WW152 - WGM.
WGM 7B	16	Climb straight ahead to FMD 2.5 DME, turn LEFT, 035° heading, intercept WGM R-128 inbound to WGM. FMS/RNAV: WW267 - WW160 - WGM.
WGM 5C PROP ONLY	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	34	Intercept WGM R-162 inbound to WGM. FMS/RNAV: WW304 (1300'+) - WGM.

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SEE 10-9C AIS + MET **EX33** MET 48-07 48-07 EX34 **GA-East** FOR PARKING EX1 POSITIONS SEE 10-9B!__ **∆**^{725′} 1000 2000 3000 4000 5000 D4 791' M1 EX35 E4 719' For AIRPORT BRIEFING refer to 10-1P pages 48-06 EX36 16-33 16-32 B10 16-32 16-32.3 48-07.7 48-07.7 GENERAL AVIATION B12 APRON WEST 48-05 48-05 48-07.6 48-07.6 PARKING POSITIONS BLOCK MAX ACFT LENGTH COORDINATES 98'/30.0m A60 A81, A82 N48 07.6 E016 32.2 571 A70 72'/22.0m A83 N48 07.6 E016 32.1 571 A84, A85 N48 07.5 E016 32.1 572

48-07.5

16-32.3

16-32.2

16-35

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48-07.5

CHANGES: Holding positions renamed.

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JEPPES EN

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LOWW/VIE

JEPPESEN
31 MAR 06 (10-9A) Eff 1 Apr

VIENNA, AUSTRIA SCHWECHAT

ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -Threshold | Glide Slope RWY TAKE-OFF WIDTH HIRL (60m) CL (15m) HIALS SFL 11 10,533'3210n PAPI-L (3.1°) **RVR** 148' 0 HIRL (60m) CL (15m) ALSF-II REIL TDZ 45m 10,615' 3235m RVR

• Rwy grooved. TAKE-OFF RUN AVAILABLE RWY 11: RWY 29: 11,483' (3500m) From rwy head 11,483' (3500m) From rwy head twy A11 int 10,938' (3334m) twy A1 centerline east int 11,296' (3443m) twy A10 int 9531' (2905m) twy A1 centerline west int 11,066' (3373m) twy A9 int 7218' (2200m) 10,978' (3346m) twy A2 int twy A8 int 7037' (2145m) twy A3 centerline east int 10,174' (3101m) twy A7 int 5479' (1670m) twy A3 centerline west int 9944' (3031m) twy A6 int 4528' (1380m) twy A4, A5 int 7841' (2390m) twy A5 int 3084' (940m) twy A6 int 6102' (1860m) twy A7 int 2789' (850m) twy A4 int 5118' (1560m) twy A8 int 3839' (1170m) twy A9 int 3396' (1035m) HIRL (60m) CL (15m) ALSF-II REIL TDZ

HIRL (50m) CL (75m) ALSF-11 REIL 102 RVR
PAPI-L (3.0°) RVR
HIRL (60m) CL (15m) HIALS SFL REIL RVR
10,810′3295m
10,810′3295m
10,925′3330m

3 Rwy grooved 66'/20m on each side of center line.

TAKE-OFF RUN AVAILABLE RWY 16: RWY 34: From rwy head 11,811' (3600m) From rwy head 11,811' (3600m) twy B2 int 11,007' (3355m) twy B11 int 10,942' (3335m) twy B4 int twy B9 int 7251' (2210m) 7661' (2335m) 6955' (2120m) 6873' (2095m) twy B6 int twy B10 int twy B5 int 6365' (1940m) twy B7 int 5840' (1780m) twy B8 int 5577' (1700m) 5381' (1640m) twy B8 int twy B7 int 5348' (1630m) twy B5 int 4577' (1395m) twy B9 int 3937' (1200m) 3986' (1215m) twy B6 int twy B3 int 3035' (925m)

JAR-OPS TAKE-OFF I All Rwys LVP must be in Force Approved Operators RCLM (DAY only) NIL HIRL, CL RL, CL RCLM (DAY only) (DAY only) & mult. RVR req & mult. RVR req RL & CL or RL 125m 150m 200m 250m 400m 500m 250m 300m 150m 200m

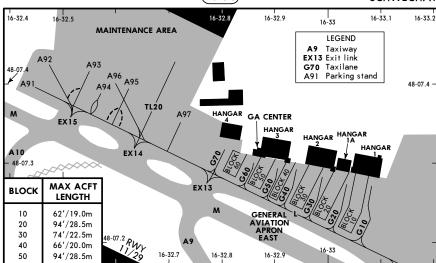
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LOWW/VIE VIENNA, AUSTRIA **MJEPPESEN** 28 SEP 07 (10-9B) **SCHWECHAT** NOT TO SCALE 16-33.9 16-33.8 16-33.5

CHANGES: Taxilane.

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LOWW/VIE VIENNA, AUSTRIA M JEPPESEN (10-9C) SCHWECHAT 28 SEP 07



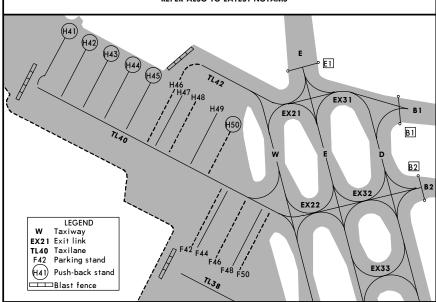
	IN	s coc	ORDINATES		
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
31	N48 07.3 E016 33.4	579	B96	N48 07.2 E016 33.2	579
32, 33	N48 07.2 E016 33.4	579	E41	N48 07.0 E016 33.8	586
34 thru 36	N48 07.2 E016 33.4	580	E42	N48 07.0 E016 33.9	589
37, 38	N48 07.2 E016 33.4	581	E43	N48 07.0 E016 33.9	590
39	N48 07.2 E016 33.5	581	E44	N48 07.0 E016 33.9	592
40 thru 42	N48 07.2 E016 33.5	580	E45	N48 06.9 E016 34.0	593
51 thru 54	N48 07.1 E016 33.7	583	E46	N48 06.9 E016 34.0	595
55 thru 57	N48 07.1 E016 33.6	583	E47	N48 06.9 E016 34.1	597
58	N48 07.1 E016 33.6	581	E48	N48 06.9 E016 34.2	597
59	N48 07.1 E016 33.7	583	E49	N48 06.9 E016 34.2	598
89	N48 07.1 E016 34.2	592	E50	N48 06.8 E016 34.3	598
90, 91	N48 07.0 E016 34.3	592	E51, E52	N48 06.8 E016 34.3	599
92 thru 94	N48 07.0 E016 34.3	593	E97	N48 06.9 E016 34.2	596
97, 98	N48 07.1 E016 34.4	592	E98	N48 06.9 E016 34.3	596
99	N48 07.1 E016 34.4	593	E99	N48 06.9 E016 34.4	597
A91	N48 07.4 E016 32.4	576	F41, F43	N48 07.0 E016 34.2	590
A92, A93	N48 07.4 E016 32.5	573	F45	N48 07.0 E016 34.3	591
A94 thru A96	N48 07.4 E016 32.6	573	F47	N48 07.0 E016 34.3	590
A97	N48 07.4 E016 32.7	573	F49	N48 07.0 E016 34.3	591
B71 thru B73	N48 07.3 E016 33.1	577	F51	N48 07.0 E016 34.3	592
B74	N48 07.3 E016 33.1	579	F53	N48 07.0 E016 34.4	592
B75	N48 07.2 E016 33.1	579	F55, F57, F59	N48 06.9 E016 34.4	593
B81	N48 07.3 E016 33.2	577	K41	N48 07.5 E016 34.1	-
B82	N48 07.3 E016 33.2	576	K42 thru K46	N48 07.4 E016 34.2	-
B83	N48 07.3 E016 33.2	578	K47 thru K51	N48 07.4 E016 34.3	-
B84 B85 B91 thru B93 B94 B95	N48 07.2 E016 33.2 N48 07.2 E016 33.2 N48 07.3 E016 33.3 N48 07.2 E016 33.3 N48 07.2 E016 33.2	578 579 577 579 578			

LOWW/VIE

MJEPPESEN 26 OCT 07 (10-9C1)

VIENNA, AUSTRIA **SCHWECHAT**

AIRPORT EXTENSION WORK REFER ALSO TO LATEST NOTAMS



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV	
F42 thru F46 F48, F50 H41 H42 H43	N48 07.0 E016 34.3 N48 07.0 E016 34.3 N48 07.3 E016 34.1 N48 07.2 E016 34.1 N48 07.2 E016 34.1	592 593 585 585 586	H44 H45 H46 H47 H48	N48 07.2 E016 34.2 N48 07.2 E016 34.2 N48 07.2 E016 34.2 N48 07.2 E016 34.2 N48 07.2 E016 34.3	587 584 588 589 589 590	

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LOWW/VIE

M JEPPESEN 20 JAN 06 (10-9D)

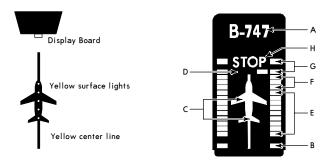
VIENNA, AUSTRIA **SCHWECHAT**

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE) PIER EAST

ROUTINE DOCKING MANOEUVRE

- Line-up to center acft symbol with yellow reference bar.
 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
- 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

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LOWW/VIE

M JEPPESEN 20 JAN 06 (10-9E)

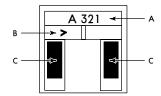
VIENNA, AUSTRIA **SCHWECHAT**

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 quidance.
- 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

A. ALITAKOMERICAL		
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)	

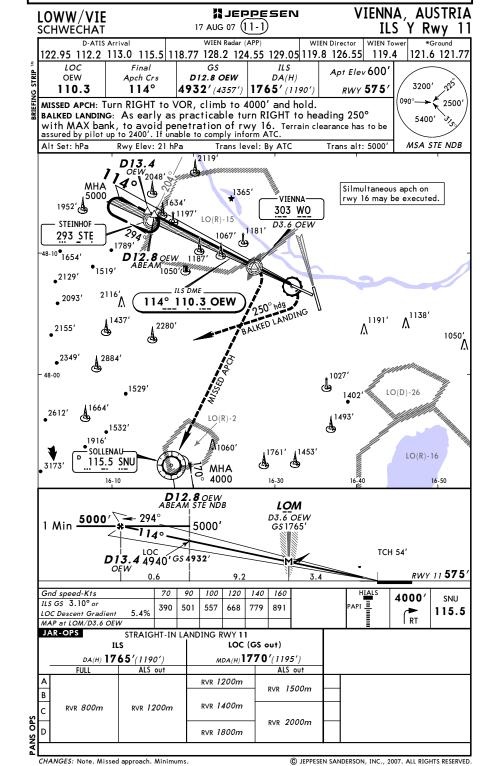
B: AZIMUTH GUIDANCE

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

C: CLOSING RATE INFORMATION

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JEPPESEN Licensed to Elefant air. Printed on 27 Jan 2008. JeppView 3.5.2.0 Notice: After 11 Feb 2008 0901Z, this chart may no longer be valid. Disc 23-2007 VIENNA, AUSTRIA MJEPPESEN. LOWW/VIE 17 AUG 07 (11-2) ILS X Rwy 11 **SCHWECHAT** D-ATIS Arrival WIEN Radar (APP) WIEN Towe WIEN Director 122.95 112.2 113.0 115.5 118.77 128.2 124.55 129.05 119.8 126.55 119.4 121.6 121.7 LOC Final GS ILS Apt Elev 600 OEW Apch Crs LOM DA(H) 3200' 110.3 114° 1765' (1190') 775′ (200′) **RWY 575** 2500 MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000' and 5400 hold. Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000' MSA STE NDB $\Lambda^{1034'}$ 1889' 48-20 SLOVAKÍA ♨ V 2048' 20 D13.4 1365 1952' LO(R)-15 - STEINHOF 1181' 293 STE -48-10[•]1654 D12.8 OEW 1187 D1.3 BRUCK · 1519 408 BRK •2129′ 2116 • 2093′ 114° 110.3 OEW 1138 VIENNA-1437 2280' 303 WO 2155 ♨ 1050 1191 D3.6 OEW мна 🐧 2884' 3000 **♣** ♠ ≥(5000 for 48-00 Missed apch) 1027 1529 LO(D)-26 1402 1664 LO(R)-2 16-50 D12.8 OEW ABEAM STE NDB LOM D1.3 D3.6 OEW 5000' OEW 1 Min 5000 GS1765' TCH 54' D13.44940'GS 4932 1770 RWY 11 575 70 90 100 120 140 160 Gnd speed-Kts

ILS GS 3.10° or

JAR-OPS

MAP at D1.3 OEW

LOC Descent Gradient

RVR 550m

CHANGES: None.

ILS

DA(H) 775'(200')

RVR 1000m

390 | 501 | 557

STRAIGHT-IN LANDING RWY 11

668 779

RVR 1000m

RVR 1200m

RVR 1600m

LOC (GS out)

MDA(H) 1200 (625')

ALS out

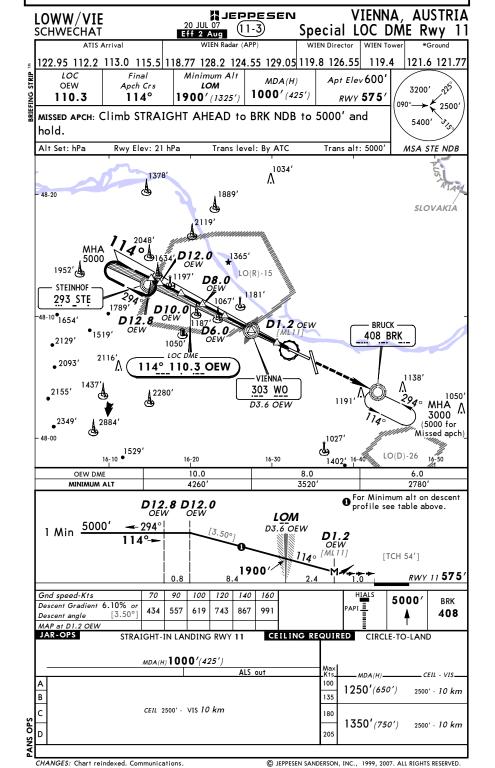
RVR 1500m

RVR 2000m

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5000'

CIRCLE-TO-LAND

1250 (650')

1250'(650')

1350′(750′)

1350′(750′)

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BRK

408

VIS

1500m

1600m

2400m

3600m

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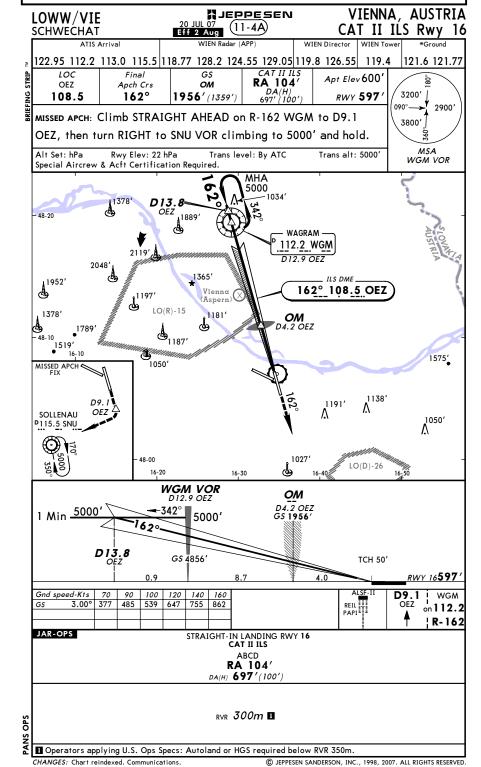
VIENNA, AUSTRIA MJEPPESEN. LOWW/VIE 20 JUL 07 (11-4) Eff 2 Aug ILS Rwy 16 **SCHWECHAT** ATIS Arrival WIEN Radar (APP) WIEN Director WIEN Tower 122.95 112.2 113.0 115.5 118.77 128.2 124.55 129.05 119.8 126.55 119.4 | 121.6 121.77 Final GS ILS Apt Elev 600 OEZ Apch Crs ОМ DA(H) 3200' 108.5 162° 1956′ (1359′) 797' (200') RWY 597 2900' MISSED APCH: Climb STRAIGHT AHEAD on R-162 WGM to D9.1 3800' OEZ, then turn RIGHT to SNU VOR climbing to 5000' and hold. MSA Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000' WGM VOR 1165′ MHA D13.8 48-20 1889' WAGRAM -D12.9 OEZ 2119 2048 1365' ILS DME 1952 162° 108.5 OEZ Vienna ♨ 1197 (Aspern) LO(R)-15 ,1378 11811 ОМ D4.2 OEZ **₫**1187′ 48-10 1519 1575 , 1050′ MISSED APCH 1138′ Å D9.1 1191 OEZ 🗘 SOLLENAU $\text{ }^{1050'}_{\Lambda}$ <u> 115.5 SNU</u> O 5000 48-00 1027 LO(D)-26 راق 16-20 WGM VOR ОМ D4.2 OEZ <--342° 1 Min GS 1956' 1620 D0.7 OEZ LOC TCH 50' D13.8 4860 GS 4856 1960 RWY 16**597** 90 | 100 | 120 | 140 | Gnd speed-Kts **D9.1** WGM REIL PAPI ILS GS 3.00° or 755 on 112.2 485 539 647 LOC Descent Gradient 5.2% ! R-162 MAP at D0.7 OEZ JAR-OPS STRAIGHT-IN LANDING RWY 16 CIRCLE-TO-LAND LOC (GS out) DA(H) 797'(200') MDA(H) 1320'(723') ALS out RVR 1200m 1250′(650′) 1500m RVR 1500m 1250′(650′) 1600m RVR 1400m RVR 550m RVR 1000m 1350′(750′) 2400m RVR 2000m 1350′(750′) 3600m RVR 1800m ■After LOC (GS out): MDA(H) 1320'(720')

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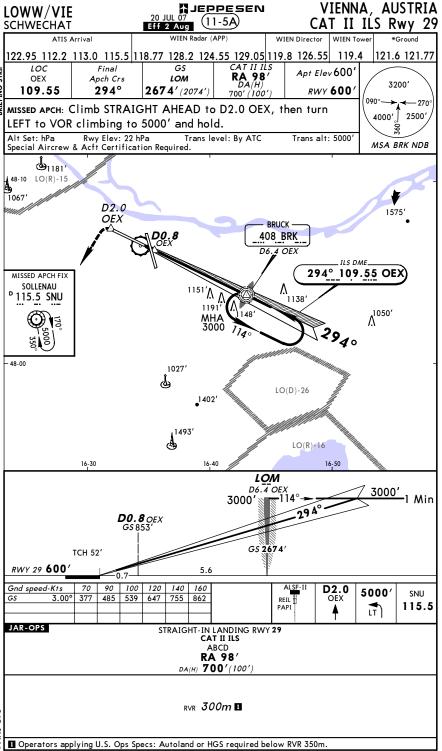


VIENNA. AUSTRIA MJEPPESEN. LOWW/VIE 20 JUL 07 (11-5) Eff 2 Aug ILS Rwy 29 **SCHWECHAT** ATIS Arrival WIEN Radar (APP) WIEN Director WIEN Tower 122.95 112.2 113.0 115.5|118.77 128.2 124.55 129.05|119.8 126.55| 119.4 |121.6 121.77 GS Final ILS Apt Elev 600' OEX Apch Crs LOM DA(H) 3200' 294° 109.55 2674' (2074') 800'(200') RWY 600 MISSED APCH: Climb STRAIGHT AHEAD to D2.0 OEX, then turn 4000' 2500' LEFT to VOR climbing to 5000' and hold. Rwy Elev: 22 hPa Alt Set: hPa Trans level: By ATC Trans alt: 5000' MSA BRK NDB J1181' 48-10 LO(R)-15 1067' D2.0 1575' OEX D0.8 OFX D6.4 OEX ILS DME. 294° 109.55 OEX MISSED APCH FIX SOLLENAU ^D 115.5 SNU .. 1138′ ∆^{1050′} MHA 3000 48-00 1027' وال LO(D)-26 1402' 1493 LO(R)-16 16-30 16-40 16-50 LOM D6.4 OEX **D0.8** OEX 2680 TCH 52' GS 2674' RWY 29 600 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 70 D2.0 5000' SNU ILS GS 3.00° or OEX 377 755 485 539 647 862 115.5 LT 5.2% LOC Descent Gradient 6.3 5:24 4:12 3:47 3:09 2:42 2:22 LOM to MAP JAR-OPS STRAIGHT-IN LANDING RWY 29 CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 800' (200') MDA(H) 1200'(600') ALS out ALS out RVR 1000m 1250′(650′) 1500m RVR 1500m 1250′ (650′) 1600m RVR 1200m RVR 550m RVR 1000m 1350′ (750′) 2400m RVR 2000m RVR 1600m 1350′(750′) 3600m

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VIENNA. AUSTRIA MJEPPESEN. LOWW/VIE 20 JUL 07 (11-6) Eff 2 Aug ILS Rwy 34 SCHWECHAT WIEN Radar (APP) WIEN Director | WIEN Tower *Ground ATIS Arrival 122.95 112.2 113.0 115.5|118.77 128.2 124.55 129.05|119.8 126.55| 119.4 |121.6 121.77 Apt Elev 600 Apch Crs ОМ OEN 5400' Refer to 342° 2004' (1418') RWY 586 108.1 3300 MISSED APCH: Climb STRAIGHT AHEAD on R-162 inbound to 8400' WGM VOR to 5000' and hold Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000' MSA SNU VOR 2048 힝 1791 WAGRAM LZ(R)-22 1398 D112.2 WGM 1073' 2067 1181' 1690' 48-10 1050 1575' 1241′ 1138 1191' 2280' D1.10EN ♨ 1050' ОМ D4.4 OEN 48-00 (IAF) 10271 342° 108.1 OEN SOLLENAU— P115.5 SNU D7.4 Λ^{1000′} OEN 14931 **(4)** D10.0 1401 1761' SNU 1453' • 1279' D13.0 AUSTRIA HU NGA LO(R)-16 3000 16-50 16-30 17-00 D7.4 D21.0 ОМ WGM GS 2630 D4.4 OEN 3000 D1.1 GS 2004' TCH 50' LOC intercept 2630 LOC Localizer 2010 RWY 34 586 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 WGM ILS GS 3.00° or 5000' 485 539 WGM 377 755 862 LOC Descent Gradient on 112.2 112.2 LOC w/o DME: OM to MAP 4.3 3:41 2:52 2:35 2:09 1:51 R-162 LOC with DME: MAP at D1.1 OEN JAR-OPS STRAIGHT-IN LANDING RWY34
LOC (GS out)
with OEN DME w/ CIRCLE-TO-LAND C: **794**′(208′ w/o OEN DME AB: 786'(200')D:804'(218') MDA(H) 1150'(564') MDA(H) 1280'(694') FULL RVR 1000m RVR 1200m 1250′(650′) 11500m RVR 550m RVR 1500m 1250 (650') 11600m RVR 1000m RVR 1200m RVR 1400m 1350'(750') 2400n RVR 600m RVR 2000m RVR 1600m RVR 1800m 1350(750') 3600m

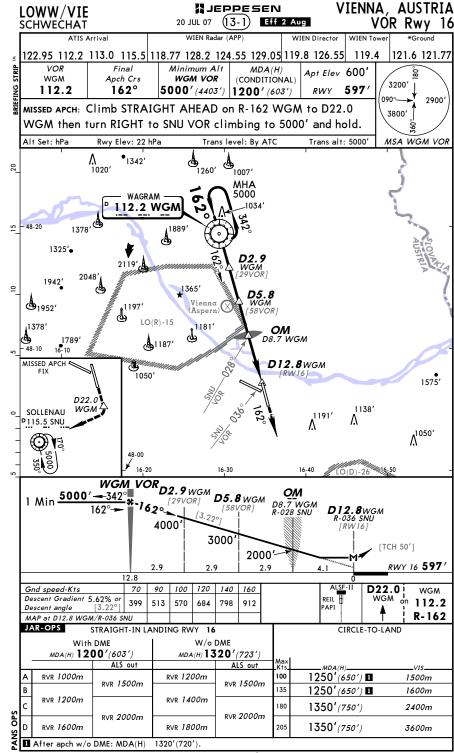
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After LOC (GS out) w/o OEN DME: MDA(H) 1280'(680')

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VIENNA, AUSTRIA JEPPESEN LOWW/VIE 20 JUL 07 (13-2) Eff 2 Aug VOR Rwy 34 **SCHWECHAT** WIEN Director ATIS Arrival WIEN Radar (APP) WIEN Tower 122.95 112.2 113.0 115.5|118.77 128.2 124.55 129.05|119.8 126.55| 119.4 |121.6 121.77 Final Minimum Alt Apt Elev 600' MDA(H) WGM Apch Crs D22.0 WGM ´5400′ 1150'(564') 3000' (2414') 342° 3300' 112.2 RWY 586 MISSED APCH: Climb STRAIGHT AHEAD on R-162 inbound to WGM 8400' VOR to 5000' and hold. Alt Set: hPa Rwy Elev: 21 hPa Trans alt: 5000' Trans level: By ATC MSA SNU VOR 1791 LZ(R)-22 (A) 1365' 1398' P 1073′ /1197رال NOT TO SCALE 2067 رای LO(R)-15 1690' 1575' 1241 1050 · WAGRAM-112.2 WGM D15.0 1138 WGM ₽ **OM** 1191' 2280 D19.0 A ♨ 1050 D22.0 48-00 (IAF) **....** 1027′ — SOLLENAU-LO(D)-26 ₽115.5 SNU 1000' 1493 1453' 1761' •1279′ D13.0 AUSTRIA LO(R)-16 _{3.ก} SNU จ์ D10.0 3000 SNU 16-30 17-00 WGM VOR **D22.0** WGM ОМ D19.0 WGM **D15.0** WGM [MS34] [TCH 50'] 2000 RWY 34 586 3.0 HIALS REIL 90 100 120 140 160 Gnd speed-Kts 5000' WGM WGM Descent Gradient 5.24% or 378 486 540 648 755 863 on 112.2 112.2 [3.00° PAPI Descent angle ! R-162 MAP at D15.0 WGM JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 34 MDA(H) 1150'(564') ALS out 1250'(650') RVR 1000m 1500m RVR 1500m 1250'(650') 1600m RVR 1200m 1350′(750′ 2400m RVR 2000m RVR 1600m 1350′(750′) 3600m

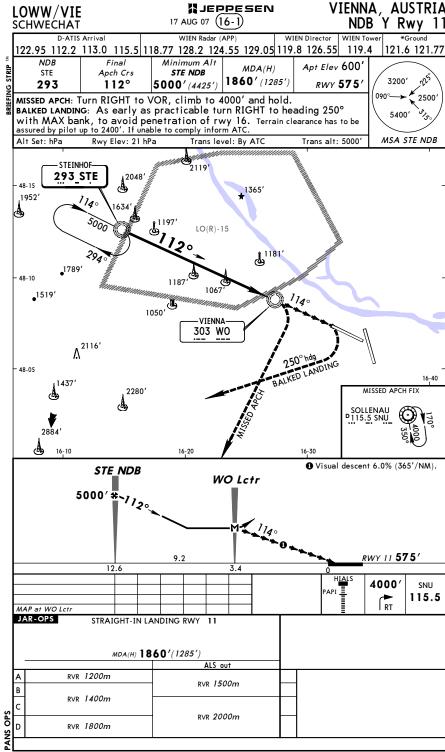
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CHANGES: Missed approach. Minimums

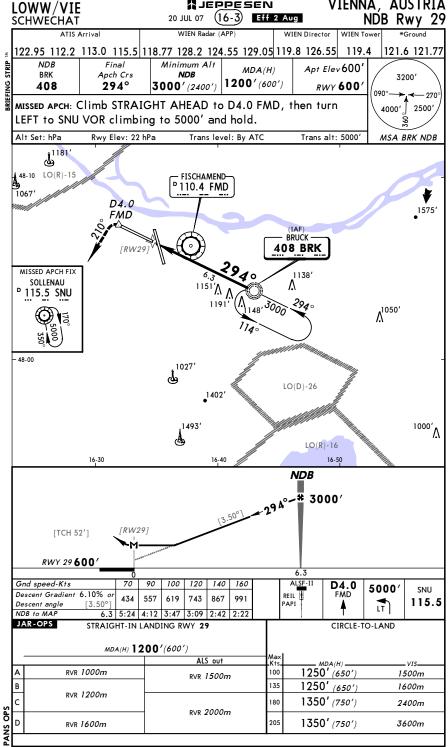
VIENNA, AUSTRIA **MJEPPESEN** LOWW/VIE 17 AUG 07 (16-2) NDB X Rwy 11 **SCHWECHAT** WIEN Radar (APP) D-ATIS Arrival WIEN Director WIEN Tower 122.95 112.2 113.0 115.5 118.77 128.2 124.55 129.05 119.8 126.55 119.4 |121.6 121.77 Final Minimum Alt Apt Elev 600 MDA(H) WO Apch Crs WO Lctr 3200' 1200' (625') 303 114° 1860' (1285') RWY 575 2500 MISSED APCH: Climb STRAIGHT AHEAD to BRK NDB to 5000 5400' and hold. Alt Set: hPa Rwy Elev: 21 hPa Trans level: By ATC Trans alt: 5000' MSA STE NDB STEINHOF-21191 293 STE 2048 48-15 1365 .1952' 1140 LO(R)-15 £1181 1789 48-10 1187 1067 1140 1050' 303 WO ΓRW11 ^^{2116′} 48-05 1437 MISSED APCH FIX 2280 **BRUCK** 2884 ♨ 16-10 16-20 16-30 STE NDB WO Lctr 5000 1860' -#1₁₄₀ [RW11] [TCH 54'] RWY 11 575' 9.2 12.6 90 | 100 | 120 | 140 | 160 Gnd speed-Kts 70 5000' BRK 426 548 609 730 852 974 408 Descent angle 3.4 2:55 2:16 2:02 1:42 1:27 1:17 WO Lctr to MAP JAR-OPS STRAIGHT-IN LANDING RWY 11 CIRCLE-TO-LAND MDA(H) 1200'(625') 1250' (650') 1500m RVR 1000m RVR 1500m 135 1250' (650') 1600m RVR 1200m 180 1350' (750') 2400m RVR 2000m RVR 1600m 205 1350' (750') 3600m

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VIENNA, AUSTRIA



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VIENNA, AUSTRIA MJEPPESEN. LOWW/VIE 20 JUL 07 (18-1) Eff 2 Aug SRÉ All Rwys **SCHWECHAT** WIEN Radar (APP) ATIS Arrival WIEN Director WIEN Tower 122.95 112.2 113.0 115.5 118.77 128.2 124.55 129.05 119.8 126.55 119.4 121.6 121.7 Final MDA(H) Apt Elev 600 Minimum Alt RADAR Apch Crs Refer to 3200' No FAF By ATC Minimums RWYs-See below 2500' 4000' Missed Approach - See below Alt Set: hPa Apt Elev: 22 hPa Trans level: By ATC Trans alt: 5000' MSA BRK NDB 2119' MISSED APCH FIX 2048 LO(R)-15 IIS DMF RWY 16 ٨ **STEINHOF** 1365 162° 108.5 OEZ 293 STE WAGRAM 112.2 WGM ОМ ا 1181 FISCHAMEND-48-10 1187 [□]110.4 FMD 1050 ILS DME RWY 29_ 294° 109.55 OEX 114°_110.3_OEW VIENNA-**BRUCK** 408 BRK 303 WO Ź138 2280 16-20 ILS DME RWY 34_ 342° 108.1 OEN MISSED APCH FIX SOLLENAU 115.5 SNU MHA 3000 (5000 for Missed apch) 48-00 LO(D)-26 /1027و 16-30 RWY 16 29 34 ELEV 575 597 600 586' MISSED APPROACH: RWY 11: Climb STRAIGHT AHEAD to BRK NDB to 5000' and hold. RWY 16: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to SNU VOR climbing to 5000' and hold. RWY 29: Climb STRAIGHT AHEAD to D4.0 FMD, then turn LEFT to SNU VOR climbing to 5000' and hold. RWY 34: Climb STRAIGHT AHEAD to WGM VOR to 5000' and hold. 70 90 100 120 140 160 Refer to Lighting-5.0% 354 456 506 608 709 810 Descent Gradient Missed Refer to MAP 2 NM from threshold Airport Apch Chart ahove JAR-OPS STRAIGHT-IN LANDING CIRCLE-TO-LAND **SRE 11 SRE 16 SRE 29 SRE 34** MDA(H) 1110'(535') MDA(H) 980'(383') MDA(H) 1160'(560') MDA(H) 1160'(574' ALS out ALS out ALS out ALS out 100 1250 (650') 1500n A RVR 1000m RVR 900m RVR 1000n RVR 1000m RVR 1500n 1500m 1500m 1500m 135 1250'(650')1600r RVR 1200r VR 1000r RVR 1200r RVR 12001 RVR 1800m 180 1350 (750')2400n 2000m 2000m D RVR 1600m RVR 1400mRVR 2000m RVR 1600m 2000m 205 1350'(750')3600n RVR 1600m

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