CHANGES:New GND Layout; SkyLink and GAC West added; TWYs P and Q

Valid for flight simulation use only - do not use for real life navigation

GND

GROUND CHART 1

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA AERODROME LAYOUT

DELIVERY	GROUND	TOWER	Apt Elev	TRANSITION ALTITUDE
122.120	121.600 / 121.770*	119.400 / 123.800*	600'	5000'

* active only during peak time

Parking Advice

FS9	FlyTampa
601	E41
602	E42
603	E43
604	E44
605	E45
606	E46
607	E47
608	--
609	--
610	E48
611	E49
612	E50
613	E51
614	E52
W_Parking 1	A91
W_Parking 2	A92
W_Parking 3	A93
W_Parking 4	A94
W_Parking 5	A95
W_Parking 9	A96
W_Parking 0	A97
Parking 91	F44
Parking 93	F48
701	F03
702	--
703	--
704	F13
705	F17
706	--
707	F27
708	--
709	F31
710	--
711	--
712	F43
713	--
714	F47
715	F51
716	F53
717	F55
718	F57
719	F59
N_Parking 41	K41
N_Parking 42	K42
N_Parking 43	K43
N_Parking 44	K44
N_Parking 45	K45
N_Parking 46	K46
N_Parking 47	K47
N_Parking 48	K48
N_Parking 49	K49
N_Parking 50	K50
N_Parking 51	K51

RWY	TWY	TORA	TODA	ASDA
11	A4	850	910	850
	A5	940	1000	940
	A6	1380	1440	1380
	A7	1670	1730	1670
	A8	2145	2205	2145
	A9	2200	2260	2200
	A10	2905	2965	2905
	A11	3334	3394	3334
29	A1 CL-East	3443	3503	3443
	A1 CL-West	3373	2433	3373
	A2	3346	3406	3346
	A3 CL-East	3101	3161	3101
	A3 CL-West	3031	3091	3031
	A4	2390	2450	2390
	A5	2390	2450	2390
	A6	1860	1920	1860
	A7	1560	1620	1560
	A8	1170	1230	1170
	A9	1034	1095	1034
16	B2	3355	3415	3355
	B4	2335	2395	2335
	B5	1940	2000	1940
	B6	2120	2180	2120
	B7	1630	1690	1630
	B8	1640	1700	1640
	B9	1200	1260	1200
34	B3	925	985	925
	B5	1395	1455	1395
	B6	1215	1275	1215
	B7	1780	1840	1780
	B8	1700	1760	1700
	B9	2210	2270	2210
	B10	2095	2155	2095
	B11	3335	3395	3335

CHANGES:New GND Layout; SkyLink added; New stand designators

Valid for flight simulation use only - do not use for real life navigation

GND

LOWW

GROUND CHART 2

WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

AIRCRAFT PARKING CHART 1

DELIVERY	GROUND	TOWER	Apt Elev	TRANSITION ALTITUDE
122.120	121.600 / 121.770*	119.400 / 123.800*	600'	5000'

Valid for flight simulation use only - do not use for real life navigation

GND

LOWW GROUND CHART 3 WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
AIRCRAFT PARKING CHART 2

DELIVERY	GROUND	TOWER	Apt Elev	TRANSITION ALTITUDE
122.120	121.600 / 121.770*	119.400 / 123.800*	**600'**	**5000'**

* active only during peak time

Stand Coordinates

A81 - A82	N48 07.6 E016 32.2
A83	N48 07.6 E016 32.1
A84 - A85	N48 07.5 E016 32.1
A91	N48 07.4 E016 32.4
A92 - A93	N48 07.4 E016 32.5
A94 - A96	N48 07.4 E016 32.6
A97	N48 07.4 E016 32.7
A98	N48 07.3 E016 32.8
A99	N48 07.4 E016 32.7

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
STANDS / COORDINATES

DELIVERY	GROUND	TOWER	Apt Elev	TRANSITION ALTITUDE
122.120	121.600 / 121.770*	119.400 / 123.800*	**600'**	**5000'**

* active only during peak time

Stand	Coordinates
51 - 54	N48 07.1 E016 33.7
55 - 57	N48 07.1 E016 33.6
58	N48 07.1 E016 33.6
59	N48 07.1 E016 33.7
A81 - A82	N48 07.6 E016 32.2
A83	N48 07.6 E016 32.1
A84 - A85	N48 07.5 E016 32.1
A91	N48 07.4 E016 32.4
A92 - A93	N48 07.4 E016 32.5
A94 - A96	N48 07.4 E016 32.6
A97	N48 07.4 E016 32.7
A98	N48 07.3 E016 32.8
A99	N48 07.4 E016 32.7
B71 - B73	N48 07.3 E016 33.1
B74	N48 07.3 E016 33.1
B75	N48 07.2 E016 33.1
B81	N48 07.3 E016 33.2
B82	N48 07.3 E016 33.2
B83	N48 07.3 E016 33.2
B84	N48 07.2 E016 33.2
B85	N48 07.2 E016 33.2
B91 - B93	N48 07.3 E016 33.3
B94	N48 07.2 E016 33.3
B95	N48 07.2 E016 33.2
B96	N48 07.2 E016 33.2
C31	N48 07.3 E016 33.4
C32 - C33	N48 07.2 E016 33.4
C34 - C36	N48 07.2 E016 33.4
C37 - C38	N48 07.2 E016 33.4
C39	N48 07.2 E016 33.5
C40 - C42	N48 07.2 E016 33.5
E41	N48 07.0 E016 33.8
E42	N48 07.0 E016 33.9
E43	N48 07.0 E016 33.9
E44	N48 07.0 E016 33.9
E45	N48 06.9 E016 34.0
E46	N48 06.9 E016 34.0
E47	N48 06.9 E016 34.1
E48	N48 06.9 E016 34.2
E49	N48 06.9 E016 34.2
E50	N48 06.8 E016 34.3
E51 - E52	N48 06.8 E016 34.3
E97	N48 06.9 E016 34.2
E98	N48 06.9 E016 34.3
E99	N48 06.9 E016 34.3

Stand	Coordinates
F01	N48 07.1 E016 33.9
F03	N48 07.1 E016 34.0
F04 - F05	N48 07.1 E016 34.0
F08	N48 07.1 E016 34.0
F09	N48 07.1 E016 34.0
F11	N48 07.1 E016 34.0
F12	N48 07.1 E016 34.1
F13	N48 07.1 E016 34.0
F16	N48 07.1 E016 34.1
F17 - F21	N48 07.0 E016 34.1
F22	N48 07.1 E016 34.1
F23	N48 07.0 E016 34.1
F26	N48 07.1 E016 34.1
F27	N48 07.0 E016 34.1
F31	N48 07.0 E016 34.1
F32	N48 07.1 E016 34.2
F33	N48 07.0 E016 34.2
F36	N48 07.1 E016 34.2
F37	N48 07.0 E016 34.2
F41	N48 07.0 E016 34.2
F42	N48 07.0 E016 34.3
F43	N48 07.0 E016 34.2
F44	N48 07.0 E016 34.3
F45	N48 07.0 E016 34.3
F46	N48 07.0 E016 34.3
F47	N48 07.0 E016 34.3
F48	N48 07.0 E016 34.3
F49	N48 07.0 E016 34.3
F50	N48 07.0 E016 34.3
F51	N48 07.0 E016 34.3
F53	N48 07.0 E016 34.4
F55	N48 06.9 E016 34.4
F57, F59	N48 06.9 E016 34.4
H41	N48 07.3 E016 34.1
H42	N48 07.2 E016 34.1
H43	N48 07.1 E016 34.1
H44	N48 07.2 E016 34.2
H45	N48 07.2 E016 34.2
H46	N48 07.2 E016 34.2
H47	N48 07.2 E016 34.2
H48	N48 07.2 E016 34.3
H49 - H50	N48 07.2 E016 34.3
K41	N48 07.5 E016 34.1
K42 - K44	N48 07.4 E016 34.2
K45	N48 07.4 E016 34.2
K46	N48 07.4 E016 34.2
K47 - K48	N48 07.4 E016 34.3
K49 - K50	N48 07.4 E016 34.3
K51	N48 07.4 E016 34.3

Valid for flight simulation use only - do not use for real life navigation

CHANGES: New Chart

CHANGES: SLP Speed Limit Points inserted, LANUX 4W, MIKOV 7W

Valid for flight simulation use only - do not use for real life navigation

STAR

LOWW WIEN-SCHWECHAT

WIEN, AUSTRIA

STANDARD ARRIVAL ROUTES

vacc AUSTRIA

SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" adviced by ATC.

SLP LANUX N 48 53.17 E015 36.57
LANUX 4W 139° 6000 (31)
FIR PRAHA / FIR WIEN

SLP MASUR N 48 31.12 E015 26.21
TEMTA N 48 30.27 E015 39.49
NERDU N 48 28.53 E016 05.57
VENEN N 48 34.00 E014 32.29
VENEN 1W 6000 (56)
LNZ 6W 6000 069°
092° (9) WW191 (9) WW190 (9) WW192 (9) 092°
FL130 272° (4) (17) 104° 5000FT 284°

4 MASUR 1W 6000 (9)

LINZ
D 116.60 LNZ
N48 13.47 E014 06.12

MIKOV N 48 47.05 E016 37.16
SLP
1 5000FT 169° 349°
2 REKLU N 48 35.15 E016 56.16 SLP
MABOD N 48 34.28 E016 41.24
3
WW440 (7) 306° WW400 (4) 278° 5000
SLP TOVKA N 48 16.02 E016 57.03

1 MIKOV 7W 165° 13 6000
2 REKLU 1W 262° 10 5000
3 TOVKA 2W 353° 14 5000

FIR PRAHA / FIR BRATISLAVA / FIR WIEN / FIR BUDAPEST

CTR WIEN

SLP BARUG N 47 53.49 E015 21.20
GAMLI N 47 54.24 E014 46.44
GAMLI 4W 9000 (24) 089°
FL130 269° (4) 089° WW450 102° (31) 9000
BALAD N 48 46.00 E016 14.13
035° 8000FT 215°
XANUT 1W 016° 8000 (25)
SLP NIGSI N 47 22.09 E016 02.10
(8) WW202 (8)
XANUT N 47 06.59 E015 54.43
WW201 (7) 016°
NIMDU N 47 10.19 E014 46.58
NIMDU 1W 15000 (46) 092°
GRZ 6W 061° 8000 (21)

5 GBG 5W 8000 (8)

GRAZ
D 116.20 GRZ
N46 57.19 E015 26.58

GLEICHENBERG
426 GBG
N46 53.13 E015 48.01

PESAT N 47 42.54 E017 03.11
GIGOR 1W 6000 261° (25)
270° 6000FT 090°
SLP GIGOR N 47 45.34 E017 40.36

FIR BRATISLAVA / FIR BUDAPEST / FIR WIEN

COMMUNICATION FAILURE PROCEDURE
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 a period of 5 minutes after entering the holding the Communication Failure Procedure according COMM-FAIL-CHART shall be executed.

Level Constraint
CROSS:

BARUG	FL180 (-)
REKLU	at FL180
GIGOR	FL160 (-)
LANUX	at FL150
NIGSI	FL180 (-)
MASUR	FL180 (-)
TOVKA	FL160 (-)
MIKOV	FL170 (-)

* Frequency only available during peak times.

SLP Speed Limit Point: Speed Restriction: 250knts or cruising speed if lower at SLP if not otherwise instructed by ATC.

XANUT HOLDING
057° FL130 237°
XANUT N 47 06.59 E015 54.43

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET
DISTANCES IN NM

VAR 2° E

WIEN DIRECTOR 119.800 / 132.470*	WIEN RADAR 134.350 / 131.350* / 129.200*
TOWER 119.400 / 123.800*	WIEN RADAR 124.550* / 129.550*
TRANS ALT 5000 FT	WIEN RADAR 128.200
TRANS LVL by ATC	ATIS 122.950

STAR

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
COMMUNICATION FAILURE PROCEDURE

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200		MNM SECT ALT See inset
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT**	TRANS LVL **by ATC**	

COMMUNICATION FAILURE PROCEDURE

SQUAWK 7600

In case the RWY in use is known proceed as depicted on the chart clockwise to the relevant approach fix and maintain last cleared and acknowledged level. Start descend over the approach fix and execute the approach procedure.

If the RWY in use is not known proceed as depicted on the chart to NDB BRK and maintain the last cleared and acknowledged level. Start descend over BRK and execute an approach to RWY 29.

For INSTRUMENT APPROACH CHARTS see APP-CHART 1 to 8.

VAR 2° E

CHANGES: NEW CHART.

RNAV

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

TRANSITION TO FINAL APPROACH RWY 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	ATIS 122.950	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT**	TRANS LVL **by ATC**	

DESIGNATOR	ROUTING
BALAD 1K	BALAD (8000+) - WW847 (6000+) - WW843 - WW844 (5000+) - WW845 - WW846 - WW813 - WW812 - WW811 (5000+)
MABOD 1K	MABOD (6000+) - WW851 (5000+) - WW852 - WW853 - WW813 - WW812 - WW811 (5000+)
NERDU 1K	NERDU (6000+) - WW818 (5000+) - WW851 - WW852 - WW853 - WW813 - WW812 - WW811 (5000+)
PESAT 1K	PESAT (6000+) - WW841 - WW843 - WW844 - WW845 - WW846 - WW813 - WW812 - WW811 (5000+)

RADIO COMMUNICATION FAILURE

A) after reception of a "TRANSITION" clearance:
- switch transponder code 7600 and continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional Standard Instrument Arrival Procedure

B) after reception of a clearance direct to a waypoint on a Transition:
- switch transponder code 7600, continue the flight in Accordance with cleared waypoint and follow the transition with subsequent final approach of a conventional Standard Instrument Arrival Procedure.

CLEARANCE PHRASEOLOGY

1) "CLEARED xxx TRANSITION"
Authorization to fly the lateral GPS/FMS-Route, altitude assignments will be issued by ATC.

2) "CLEARED xxx TRANSITION AND PROFILE"
Authorization to fly the GPS/FMS-Route including the vertical constraints depicted on the charts.

3) "CLEARED DIRECT WAYPOINT xxx"
Authorization to fly from present position to a waypoint and to continue thereafter on the appropriate GPS/FMS-route to the runway in use.
Altitude assignments will be issued by ATC.

CHANGES: Phraseology.

RNAV

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
TRANSITION TO FINAL APPROACH RWY 16

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	ATIS 122.950	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT**	TRANS LVL **by ATC**	

RADIO COMMUNICATION FAILURE

A) after reception of a "TRANSITION" clearance:
- switch transponder code 7600 and continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional Standard Instrument Arrival Procedure

B) after reception of a clearance direct to a waypoint on a Transition:
- switch transponder code 7600, continue the flight in Accordance with cleared waypoint and follow the transition with subsequent final approach of a conventional Standard Instrument Arrival Procedure.

DESIGNATOR	ROUTING
BALAD 2L	BALAD (8000+) - WW890 (6000+) - WW771 - WW884 - WW770 - WW882 (5000+) - WW880 - WW819 - WW818 (5000+)
MABOD 2L	MABOD (6000+) - WW874 - WW875 - WW884 - WW770 - WW882 (5000+) - WW880 - WW819 - WW818 (5000+)
NERDU 1L	NERDU (6000+) - WW871 (5000+) - WW896 - WW895 - WW819 - WW818 (5000+)
PESAT 2L	PESAT (6000+) - WW890 - WW771 - WW884 - WW770 - WW882 (5000+) - WW880 - WW819 - WW818 (5000+)

CLEARANCE PHRASEOLOGY

1) "CLEARED xxx TRANSITION"
Authorization to fly the lateral GPS/FMS-Route, altitude assignments will be issued by ATC.

2) "CLEARED xxx TRANSITION AND PROFILE"
Authorization to fly the GPS/FMS-Route including the vertical constraints depicted on the charts.

3) "CLEARED DIRECT WAYPOINT xxx"
Authorization to fly from present position to a waypoint and to continue thereafter on the appropriate GPS/FMS-route to the runway in use.
Altitude assignments will be issued by ATC.

CHANGES: BALAD2L, PESAT 2L, Phraseology.

RNAV

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

TRANSITION TO FINAL APPROACH RWY 29

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	ATIS 122.950	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT**	TRANS LVL **by ATC**	

IF UNABLE TO FLY TRANSITION ADVISE ATC IMMEDIATELY !

* Frequency only available during peak times.

BEARINGS AND TRACKS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET AMSL.

RADIO COMMUNICATION FAILURE

A) after reception of a "TRANSITION" clearance:
- switch transponder code 7600 and continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional Standard Instrument Arrival Procedure

B) after reception of a clearance direct to a waypoint on a Transition:
- switch transponder code 7600, continue the flight in Accordance with cleared waypoint and follow the transition with subsequent final approach of a conventional Standard Instrument Arrival Procedure.

DESIGNATOR	ROUTING
BALAD 1M	BALAD (8000+) - WW847 (6000+) - WW843 - WW842 - WW841 - WW840 - WW831 - WW830 (3000+) - WW829 (3000+)
MABOD 2M	MABOD (6000+) - WW816 - WW850 - WW773 - WW849 - WW848 - WW831 - WW830 (3000+) - WW829 (3000+)
NERDU 2M	NERDU (6000+) - WW816 - WW850 - WW773 - WW849 - WW848 - WW831 - WW830 (3000+)- WW829 (3000+)
PESAT 1M	PESAT (6000+) - WW847 - WW843 - WW842 - WW841 - WW840 - WW831 - WW830 (3000+) - WW829 (3000+)

CLEARANCE PHRASEOLOGY

1) "CLEARED xxx TRANSITION"
Authorization to fly the lateral GPS/FMS-Route, altitude assignments will be issued by ATC.

2) "CLEARED xxx TRANSITION AND PROFILE"
Authorization to fly the GPS/FMS-Route including the vertical constraints depicted on the charts.

3) "CLEARED DIRECT WAYPOINT xxx"
Authorization to fly from present position to a waypoint and to continue thereafter on the appropriate GPS/FMS-route to the runway in use.
Altitude assignments will be issued by ATC.

CHANGES: PESAT 1M, Phraseology.

RNAV

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

TRANSITION TO FINAL APPROACH RWY 34

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	ATIS 122.950	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT**	TRANS LVL **by ATC**	

RADIO COMMUNICATION FAILURE

A) after reception of a "TRANSITION" clearance:
- switch transponder code 7600 and continue the flight in accordance with the lateral and vertical description of the procedure with subsequent final approach of a conventional Standard Instrument Arrival Procedure

B) after reception of a clearance direct to a waypoint on a Transition:
- switch transponder code 7600, continue the flight in Accordance with cleared waypoint and follow the transition with subsequent final approach of a conventional Standard Instrument Arrival Procedure.

DESIGNATOR	ROUTING
BALAD 1N	BALAD (8000+) - WW872 (6000+) - WW894 - WW893 - WW892 - WW891 - WW836 - WW835 (3000+) - WW834 (3000+)
MABOD 2N	MABOD (6000+) - WW881 - WW883 - WW884 - WW775 - WW885 - WW886 - WW887 - WW888 - WW836 - WW835 (3000+) - WW834 (3000+)
NERDU 2N	NERDU (6000+) - WW881 - WW883 - WW884 - WW775 - WW885 - WW886 - WW887 - WW888 - WW836 - WW835 (3000+) - WW834 (3000+)
PESAT 2N	PESAT (6000+) - WW774 - WW876 - WW885 - WW886 - WW887 - WW888 - WW836 - WW835 (3000+) - WW834 (3000+)

CLEARANCE PHRASEOLOGY

1) "CLEARED xxx TRANSITION"
Authorization to fly the lateral GPS/FMS-Route, altitude assignments will be issued by ATC.

2) "CLEARED xxx TRANSITION AND PROFILE"
Authorization to fly the GPS/FMS-Route including the vertical constraints depicted on the charts.

3) "CLEARED DIRECT WAYPOINT xxx"
Authorization to fly from present position to a waypoint and to continue thereafter on the appropriate GPS/FMS-route to the runway in use.
Altitude assignments will be issued by ATC.

CHANGES: MABOD 2N, NERDU 2N, PESAT 2N, Phraseology.

APP

APP CHART 2

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

ILS 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO BRK, CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	705 (105)	717 (117)	725 (125)	736 (136)
	GP INOP	1200 (600)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

L WO TO THR 11 - DISTANCE 3.4 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	3:24	2:33	2:02	1:42	1:22
FPM	350	467	583	700	875

CHANGES: NEW CHART.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
ILS X 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO BRK, CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	CAT I	705 (105)	717 (117)	725 (125)	736 (136)
	GP INOP	1200 (600)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

L WO TO THR 11 - DISTANCE 3.4 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	3:24	2:33	2:02	1:42	1:22
FPM	350	467	583	700	875

CHANGES: SLP, NOTE.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

ILS Y 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: TURN RIGHT TO SNU, CLIMB TO 4000 FT MSL AND HOLD

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	**CAT I**	1765 (1190)			N/A
	GP INOP	1765 (1190)			N/A

D13.4 OEW TO L WO - DISTANCE 9.8 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	9:48	7:21	5:53	4:54	3:55
FPM	345	460	575	690	863

CHANGES: New Procedure.

APP

APP CHART 2A

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
SPECIAL LLZ/DME 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

APT ELEVATION **600** FT

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO BRK, CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	LLZ/DME	1000 (400)			
		Preferable Procedure under MET Conditions as follows: VIS 10 KM or more / Ceiling 2500 FT or above			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

L WO TO THR 11 - DISTANCE 3.4 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	3:24	2:33	2:02	1:42	1:22
FPM	350	467	583	700	875

CHANGES: NEW CHART.

APP

APP CHART 1

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

NDB 11

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

APT ELEVATION **600** FT

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO BRK, CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT	A	B	C	D
STRAIGHT-IN APPROACH	1200 (600)			
CIRCLING	1250 (650)	1250 (650)	1350 (750)	1350 (750)

NDB STE TO L WO - DISTANCE 9.2 NM L WO TO THR 11 - DISTANCE 3.4 NM						
	GS (KT)	60	80	100	120	150
STE - WO	MIN:SEC	9:12	6:54	5:31	4:36	3:41
WO - THR 11	MIN:SEC	3:24	2:33	2:02	1:42	1:22

Valid for flight simulation use only - do not use for real life navigation

CHANGES: NEW CHART.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

NDB X 11

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

APT ELEVATION **600** FT

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO BRK, CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT	A	B	C	D
STRAIGHT-IN APPROACH	1200 (600)			
CIRCLING	1250 (650)	1250 (650)	1350 (750)	1350 (750)

NDB STE TO L WO - DISTANCE 9.2 NM
L WO TO THR 11 - DISTANCE 3.4 NM

	GS (KT)	60	80	100	120	150
STE - WO	MIN:SEC	9:12	6:54	5:31	4:36	3:41
WO - THR 11	MIN:SEC	3:24	2:33	2:02	1:42	1:22

CHANGES: Sew Designator.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

NDB Y 11

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

APT ELEVATION **600** FT

MISSED APPROACH: TURN RIGHT TO SNU, CLIMB TO 4000 FT MSL AND HOLD

OCA (OCH) IN FT	A	B	C	D
STRAIGHT-IN APPROACH	1860 (1285)			N/A

NDB STE TO L WO - DISTANCE 9.2 NM						
	GS (KT)	60	80	100	120	150
STE - WO	MIN:SEC	9:12	6:54	5:31	4:36	3:41

Valid for flight simulation use only - do not use for real life navigation

CHANGES: New Procedure.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
ILS 16

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: CLIMB STRAIGHT AHEAD ON WGM R162, AT *D*9.1 (OEZ DME) RIGHT TURN TO SNU; CLIMB TO 5000 FT MSL AND HOLD

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	CAT I Press. Altim.	727 (127)	739 (139)	747 (147)	758 (158)
	CAT II RDO Altim.	649 (49)	666 (66)	668 (68)	682 (82)
	CAT III B	A P P R O V E D			
	GP INOP	1200 (600)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

OM TO THR 16 - DISTANCE 4.0 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	4:00	3:00	2:24	2:00	1:36
FPM	340	453	566	680	849

CHANGES: SLP, GP-INOP, NOTE.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

VOR 16

Valid for flight simulation use only - do not use for real life navigation

W.r tsei es 134.350t/t131.350*t/t129.200*t	W.r tsei es 124.550*t/t129.550*t	W.r tsei es 128.200t	MNM SECT ALT
W.r ti .srRmOs 119.800t/t132.470*t	mOWrs 119.400t/t123.800*t	mse l teLmttttttttttmse l tLVL **5000 FTttttttttttttttttby ATC**	

MISSED APPROACH: RL.OPtl mse.AHmteHr ei tO tWAOts 162,tem tD22.0tWAOts.AHmtmUs tmOtl U;t
ttttttttttttttttttttttttttttttttttRL.OPtmOt5000tFmtOl Lte i tHOLi

OCA (OCH) IN FT		A	B	C	D
STRATGI T-TR APPROACH	VOR/DME	1200 (600)			
	VOR	1320 (720)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

VOR/DME WGM TO THR 16 - DISTANCE 12.8 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	12:48	9:36	7:41	6:24	5:07
FPM					

CHANGES: NEW CHART.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
ILS 29

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT *D*2U03E2X3B2NT3TR0W3TE3MWR;3OB 8 13TE35000 3NT38 MB3 WS35E BS

OCA (OCH) W3NT		A	B	C	D
STRAIGHT-IN APPROACH	CAT I Press. Altim.	730 (130)	742 (142)	750 (150)	761 (161)
	CAT II RDO Altim.	642 (42)	660 (60)	668 (68)	682 (82)
	CAT III B	A P P R O V E D			
	GP INOP	1200 (600)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

OM NDB BKR TO THR 29 - DISTANCE 6.3 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	6:18	4:44	3:47	3:09	2:31
FPM	329	439	549	658	823

CHANGES: SLP, NOTE.

APP

RPP CHR T 3

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA

NDB 29

Valid for flight simulation use only - do not use for real life navigation

WWI RDR	WWI RDR	WWI RDR	MNM SECT ALT
134.350 / 131.350* / 129.200*	124.550* / 129.550*	128.200	3200' 270° BRK 090° 4000' 2500' 180°
WWI DWTCTO	TOWT	T RI N RLT / T RI N LVL	
119.800 / 132.470*	119.400 / 123.800*	**5000 FT** / **by ATC**	

MISSED APPROACH: CLWMB NT RWEHT RHTRD, RT D4.0 FMD LTFT TU I TO NI U; CLWMB TO 5000 FT MNL RI D HOLD

OCA (OCH) W FT	A	B	C	D
STRAIGHT-IN APPROACH	1200 (600)			
CIRCLING	1250 (650)	1250 (650)	1350 (750)	1350 (750)

NDB BKR TO THR 11 - DISTANCE 3.4 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	6:18	4:44	3:47	3:09	2:31
FPM					

CHANGES: NEW CHART.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
ILS 34

Valid for flight simulation use only - do not use for real life navigation

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

GP 3°

ILS RDH 50 FT

MISSED APPROACH: CLIMB STRAIGHT AHEAD ON WGM R162 TO WGM, CLIMB TO 5000 FT AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	CAT I Press. Altim.	727 (127)	739 (139)	747 (147)	758 (158)
	GP INOP	1150 (550)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

OM TO THR 34 - DISTANCE 4.3 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	4:18	3:14	2:35	2:09	1:43
FPM	330	440	550	660	824

CHANGES: SLP, GP-INOP, NOTE.

APP

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
VOR 34

WIEN RADAR 134.350 / 131.350* / 129.200*	WIEN RADAR 124.550* / 129.550*	WIEN RADAR 128.200	MNM SECT ALT
WIEN DIRECTOR 119.800 / 132.470*	TOWER 119.400 / 123.800*	TRANS ALT **5000 FT** / TRANS LVL **by ATC**	

MISSED APPROACH: CLIMB STRAIGHT AHEAD ON WGM R162 TO WGM, CLIMB TO 5000 FT AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1150 (550)			
CIRCLING		1250 (650)	1250 (650)	1350 (750)	1350 (750)

FAF TO THR 34 - DISTANCE 7.3 NM					
GS (KT)	60	80	100	120	150
MIN:SEC	7:18	5:29	4:23	3:29	2:55
FPM					

Valid for flight simulation use only - do not use for real life navigation

CHANGES: NEW CHART.

SID

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
DEPARTURE ROUTES RWY 11

TOWER	WIEN RADAR	WIEN RADAR	WIEN RADAR	TRANS ALT
119.400 / 123.800*	128.200	124.550* / 129.550*	134.350 / 131.350* / 129.200*	**5000 '**

Valid for flight simulation use only - do not use for real life navigation

CHANGES: LEDVA 1A inserted, ABLOM corrected

Valid for flight simulation use only - do not use for real life navigation

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 3.3% (205 FT/NM).
MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to FL 100.
Where greater climb gradient for a specific SID (or part of a SID) is necessary this is indicated in the description of the route.

DESIGNATOR	ROUTE	REMARKS
OSPEN 1A* OSPEN ONE ALPHA	WW100 - WW101 - WW172 - WW173 (A8500+) - OSPEN	Climb gradient up to 1300 FT 4.9%
SITNI 3A* SITNI THREE ALPHA	WW100 - WW101 - WW275 (A4000+) - WW178 - SITNI	Climb gradient up to 1300 FT 4.9%
UMBIL 1A* UMBIL ONE ALPHA	WW100 - WW101 - WW172 - WW902 (A8500+) - UMBIL	Climb gradient up to 1300 FT 4.9%
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 2A
ABLOM 2A ABLOM TWO ALPHA	WW100 - ABLOM	Climb gradient 5%
KOVEL 1A KOVEL ONE ALPHA	WW151 - WW152 - WW170 - WW171 - KOVEL	Climb gradient up to 1300 FT 4.9%
LANUX 1A LANUX ONE ALPHA	WW151 - WW152 - WW170 - WW171 - LANUX	Climb gradient up to 1300 FT 4.9%
LEDVA 1A LEDVA ONE ALPHA	WW151 - WW152 - WW170 - LEDVA	Climb gradient up to 1300 FT 4.9%
LUGIM 1A LUGIM ONE ALPHA	WW100 - WW101 - WW274 (A4000+) - WW177 - LUGIM	Climb gradient up to 1300 FT 4.9%
MIKOV 2A MIKOV TWO ALPHA	WW151 - WW152 - MIKOV	Climb gradient up to 1300 FT 4.9%
MOTIX 1A MOTIX ONE ALPHA	WW100 - WW101 - WW273 (A4000+) - WW176 - MOTIX	Climb gradient up to 1300 FT 4.9%
SASAL 1A SASAL ONE ALPHA	WW100 - WW261 - WW262 - SASAL	Climb gradient up to 1300 FT 4.9%
SNU 2A SOLLENAU TWO ALPHA	WW100 - WW261 - WW262 - SNU Climb straight ahead, at FMD 3.6 DME RT heading 220°, intercept SNU R077 to SNU	Climb gradient up to 1300 FT 4.9% SID also usable for non RNAV equipped acft
STEIN 1A STEIN ONE ALPHA	WW100 - WW261 - WW262 - STEIN	Climb gradient up to 1300 FT 4.9%
WGM 1A WAGRAM ONE ALPHA	WW151 - WW152 - WGM	Climb gradient up to 1300 FT 4.9%

CLIMB TO 5000 FT INITIALLY

To expedite traffic ATC may request aircraft to start the initial TURN with visual reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

SID

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
DEPARTURE ROUTES RWY 16

TOWER	WIEN RADAR	WIEN RADAR	WIEN RADAR	TRANS ALT
119.400 / 123.800*	128.200	124.550* / 129.550*	134.350 / 131.350* / 129.200*	**5000 '**

Valid for flight simulation use only - do not use for real life navigation

CHANGES: EDITORIAL.

Valid for flight simulation use only - do not use for real life navigation

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 3.3% (205 FT/NM).
MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to FL 100.
Where greater climb gradient for a specific SID (or part of a SID) is necessary this is indicated in the description of the route.

DESIGNATOR	ROUTE	REMARKS
OSPEN 3B* OSPEN TWO BRAVO	WW269 - WW378 (A4000+) - WW172 - WW173 (A8500+) - OSPEN	
SITNI 5B* SITNI FOUR BRAVO	WW269- WW377 (A3500+) - WW380 - WW178 - SITNI	
UMBIL 3B* UMBIL TWO BRAVO	WW269 - WW378 (A4000+) - WW172 - WW902 (A8500+) - UMBIL	
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 3B
ABLOM 5B ABLOM FIVE BRAVO	WW163 - WW162 - ABLOM	Climb gradient up to 2000 FT 5.8%
KOVEL 4B KOVEL THREE BRAVO	WW267 - WW160 - WW170 - WW171 - KOVEL	Climb gradient up to 2000 FT 5.8%
LANUX 4B LANUX THREE BRAVO	WW267 - WW160 - WW170 - WW171 - LANUX	Climb gradient up to 2000 FT 5.8%
LEDVA 1B LEDVA ONE BRAVO	WW267 - WW160 - WW174 - LEDVA	Climb gradient up to 2000 FT 5.8%
LUGIM 3B LUGIM TWO BRAVO	WW269 - WW265 - WW379(A3500+) - WW381 - WW177 - LUGIM	
MIKOV 4B MIKOV FOUR BRAVO	WW267 - WW160 - MIKOV	Climb gradient up to 2000 FT 5.8%
MOTIX 3B MOTIX TWO BRAVO	WW269 - WW265 - WW379 (A3500+) - WW382 - WW167 - MOTIX	
SASAL 2B SASAL TWO BRAVO	WW267 - WW268 - SASAL	
SNU 4B SOLLENAU THREE BRAVO	WW269 - SNU Climb straight ahead and intercept SNU R049 inbound to SNU.	SID also usable for non RNAV equipped acft
STEIN 2B STEIN TWO BRAVO	WW267 - WW268 - STEIN	
WGM 7B WAGRAM SEVEN BRAVO	WW267 - WW160 - WGM Climb straight ahead, at FMD 2.5 DME LT heading 035°, intercept WGM R128 to WGM.	Climb gradient up to 2000 FT 5.8% SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

To expedite traffic ATC may request aircraft to start the initial TURN with visual reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

SID

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
DEPARTURE ROUTES RWY 29

TOWER	WIEN RADAR	WIEN RADAR	WIEN RADAR	TRANS ALT
119.400 / 123.800*	128.200	124.550* / 129.550*	134.350 / 131.350* / 129.200*	**5000'**

Valid for flight simulation use only - do not use for real life navigation

WAYPOINT COORDINATES

WP	LAT	LON
WW110	N48 07.13	E016 32.26
WW230	N48 08.36	E016 12.23
WW231	N48 06.02	E016 12.23
WW232	N48 05.52	E016 22.17
WW233	N48 01.57	E016 19.30
WW264	N47 56.10	E016 19.18
WW293	N48 06.55	E016 28.26
WW295	N48 05.46	E016 27.14
WW296	N48 04.36	E016 28.19
WW375	N47 58.11	E016 29.30

CHANGES: LEDVA 1C.

Valid for flight simulation use only - do not use for real life navigation

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 3.3% (205 FT/NM).
MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to FL 100.
Where greater climb gradient for a specific SID (or part of a SID) is necessary this is indicated in the description of the route.

DESIGNATOR	ROUTE	REMARKS
KOVEL 1C* KOVEL ONE CHARLY	(A1000+) - WW293 - WW230 (A4000+)- WW171 - KOVEL	Climb gradient up to 1000 FT at least 7%
LANUX 1C* LANUX ONE CHARLY	(A1000+) - WW293 - WW230 (A4000+)- WW171 - LANUX	Climb gradient up to 1000 FT at least 7%
LUGIM 1C* LUGIM ONE CHARLY	(A1000+) - WW293 - WW232 - WW231 (A4000+) - WW177 - LUGIM	Climb gradient up to 1000 FT at least 7%
MOTIX 1C* MOTIX ONE CHARLY	(A1000+) - WW293 - WW232 - WW231 (A4000+) - WW176 - MOTIX	Climb gradient up to 1000 FT at least 7%
OSPEN 1C* OSPEN ONE CHARLY	(A1000+) - WW296 - WW264 - WW172 - WW173 (A8500+) - OSPEN	Climb gradient up to 1000 FT at least 7%
STO 4C* STOCKERAU FOUR CHARLY	(A1000+) - WW293 - WW230 (A4000+) - STO	Climb gradient up to 1000 FT at least 7%
SITNI 4C* SITNI FOUR CHARLY	(A1000+) - WW295 - WW233 (A4000+) - WW178 - SITNI	Climb gradient up to 1000 FT at least 7%
SITNI 2X* SITNI TWO X-RAY	(A1000+) - WW296 - WW233 (A4000+) - WW178 - SITNI	Climb gradient up to 1000 FT at least 7% Alternate SID to SITNI 4C. On ATC discretion
UMBIL 1C* UMBIL ONE CHARLY	(A1000+) - WW296 - WW264 - WW172 - WW902 (A8500+) - UMBIL	Climb gradient up to 1000 FT at least 7%
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 2C
ABLOM 3C ABLOM THREE CHARLY	(A1000+) - WW296 - WW286 - ABLOM	Climb gradient up to 1000 ft at least 7%
LEDVA 1C LEDVA ONE CHARLY *(PROP ONLY)*	WW110 (A1100+) - WW123 - WW124 - LEDVA	Cross FMD 3.7 DME (RWY THR 11) 1.100 FT or above. For propeller driven aircraft only.
SASAL 2C SASAL TWO CHARLY	(A1000+) - WW296 - WW375 - WW370 - SASAL	Climb gradient up to 1000 FT at least 7%
SNU 2C SOLLENAU TWO CHARLY	(A1000+) - WW296 - SNU Climb straight ahead, at 1000 FT LT, intercept SNU R028 to SNU	Climb gradient up to 1000 FT at least 7% SID also usable for non RNAV equipped acft
STEIN 2C STEIN TWO CHARLY	(A1000+) - WW296 - WW375 - WW370 - STEIN	Climb gradient up to 1000 FT at least 7%
WGM 6C WAGRAM SIX CHARLY *(PROP ONLY)*	WW110 (A1100+) - WW123 - WW124 - WGM Climb straight ahead, at FMD 3.7 DME RT heading 010° intercept WGM R162 to WGM	Cross FMD 3.7 DME (RWY THR 11) 1.100 FT or above. For propeller driven aircraft only. SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

To expedite traffic ATC may request aircraft to start the initial TURN with visual reference to terrain as soon as practical. In this case

SID

LOWW WIEN-SCHWECHAT

vacc AUSTRIA

WIEN, AUSTRIA
DEPARTURE ROUTES RWY 34

Valid for flight simulation use only - do not use for real life navigation

TOWER	WIEN RADAR	WIEN RADAR	WIEN RADAR	TRANS ALT
119.400 / 123.800*	128.200	124.550* / 129.550*	134.350 / 131.350* / 129.200*	**5000 '**

WAYPOINT COORDINATES

WP	LAT	LON
WW230	N 48 08.36	E016 12.23
WW232	N 48 05.52	E016 22.17
WW283	N 48 02.33	E016 17.58
WW293	N 48 06.55	E016 28.26
WW295	N 48 05.46	E016 27.14
WW296	N 48 04.36	E016 28.19
WW300	N 47 57.21	E016 19.38
WW304	N 48 08.08	E016 34.16
WW371	N 48 14.28	E016 40.00

CHANGES: LEDVA 1D.

Valid for flight simulation use only - do not use for real life navigation

Calculation of the SIDs is based on all-engines operative minimum net climb gradient of 3.3% (205 FT/NM).
MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to FL 100.
Where greater climb gradient for a specific SID (or part of a SID) is necessary this is indicated in the description of the route.

DESIGNATOR	ROUTE	REMARKS
LUGIM 1D* LUGIM ONE DELTA	WW304 (A1300+) - WW293 - WW232 (A4000+) - WW177 - LUGIM	
MOTIX 1D* MOTIX ONE DELTA	WW304 (A1300+) - WW293 - WW230 (A4000+) - WW176 - MOTIX	
SITNI 3D* SITNI THREE DELTA	WW304 (A1300+) - WW295 - WW283 (A4000+) - WW178 - SITNI	
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 2D
ABLOM 4D ABLOM FOUR DELTA	(A1700+) - WW373 (A4500+) - ABLOM	
KOVEL 3D KOVEL THREE DELTA	(A1500+) - WW371 - WW374 - WW171 - KOVEL	
LANUX 3D LANUX THREE DELTA	(A1500+) - WW371 - WW374 - WW171 - LANUX	
LEDVA 1D LEDVA ONE DELTA	(A1500+) - WW371 - LEDVA	
OSPEN 1D OSPEN ONE DELTA	WW304 (A1300+) - WW296 - WW300 - WW172 - WW173 (A8500+) - OSPEN	
SASAL 1D SASAL ONE DELTA	WW304 (A1300+) - WW296 - WW262 - SASAL	
SNU 2D SOLLENAU TWO DELTA	WW304 (A1300+) - WW296 - SNU	
STEIN 1D STEIN ONE DELTA	WW304 (A1300+) - WW296 - WW262 - STEIN	
UMBIL 1D UMBIL ONE DELTA	WW304 (A1300+) - WW296 - WW300 - WW172 - WW902 (A8500+) - UMBIL	
WGM 5D WAGRAM FIVE DELTA	WW304 (A1300+) - WGM Climb on WGM R162 inbound to WGM	SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

To expedite traffic ATC may request aircraft to start the initial TURN with visual reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

CHANGES: LEDVA 1D