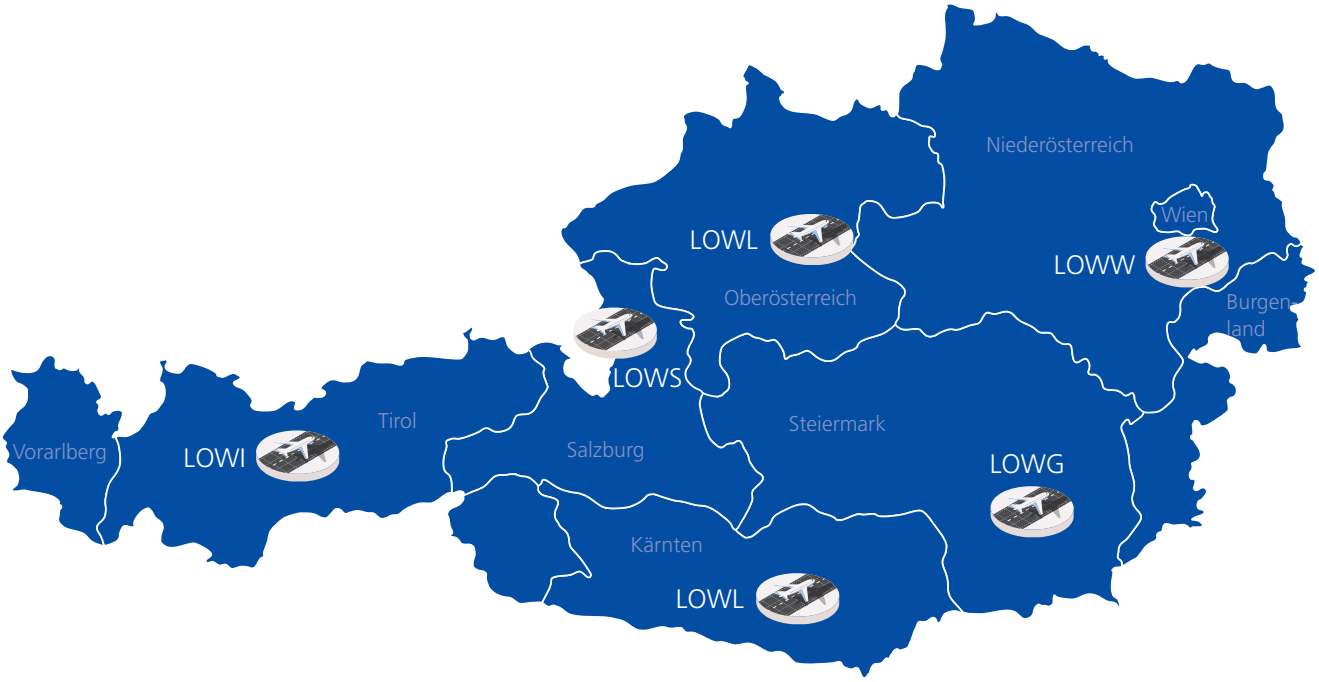
austro CONTROL

NUTZUNG IFR AN- UND ABFLUGVERFAHREN

für österreichische Flughäfen 2024



INHALT

1. ÜBERBLICK

Als Flugsicherung sorgt Austro Control für einen sicheren, pünktlichen und umweltschonenden Ablauf des Flugverkehrs im österreichischen Luftraum. Fluglotsinnen und Fluglotsen der Überflugskontrolle und an allen österreichischen Verkehrsflughäfen führen die Flugzeuge sicher durch den Luftraum.

In Österreich gibt es sechs Flughäfen, die mit unterschiedlichen Anforderungen hinsichtlich An- und Abflugmöglichkeiten und technischer Rahmenbedingungen ausgestattet sind. Bei der Planung von An- und Abflugmöglichkeiten sind verschiedene Kriterien wie zum Beispiel flugtechnische Erfordernisse oder Umweltauswirkungen zu berücksichtigen.

Austro Control ist bei der Implementierung innovativer und umweltschonender An- und Abflugverfahren Vorreiter in Europa und war eine der ersten Flugsicherungen die Performance Based Navigation (PBN) auf satellitenbasis zum Einsatz gebracht hat. Zunehmend technologisch besser ausgestattete Luftfahrzeuge ermöglichen es Austro Control, komplexere An- und Abflugrouten anbieten zu können. Daraus ergeben sich neue Möglichkeiten der Lärmminderung sowie kürzerer Routenführungen und damit der Emissionsverringerung.

1.1 Planung von An- und Abflugverfahren

Das internationale Regelwerk von ICAO/EASA enthält Vorgaben und Kriterien für die Konstruktion und Nutzung der Verfahren. Vorgegeben werden etwa Kurvenradien, notwendige Abstände zu Hindernissen, erforderliche Navigationseinrichtungen (bodenseitige Infrastruktur, Satelliten) oder wie der Einflussfaktor Wind zu berücksichtigen ist.

Die publizierten Abflugverfahren sollen eine eindeutige Routenführung von Punkt zu Punkt ermöglichen. Sie dürfen nicht zu komplex ausfallen, da dies eine Hauptquelle für Pilotenmissinterpretationen wäre. Überdies muss eine große Bandbreite an eingesetzten Flugzeugtypen mit verschiedenen Leistungsparametern berücksichtigt werden. Beispielhaft sei hier die Minimalgeschwindigkeit im Kurvenflug bei hohem Startgewicht erwähnt.

Standard-Instrumentenabflugverfahren beinhalten im Wesentlichen folgende Elemente:

- Mindeststeiggradienten
- Geschwindigkeitsvorgaben
- Vorgaben zur maximalen Neigung im Kurvenflug (bank angle)
- Navigationsvorgaben (Beschreibung der Strecke) im Regelfall anhand von Wegpunkten (Waypoints)
- Beschreibung der Art dieser Waypoints
- Richtungsänderung bei einem Waypoint
- Abstände zwischen Waypoints
- Technische Voraussetzung zur Nutzung

Dabei stehen die gesetzlich vorgegebenen Ziele der sicheren, geordneten und flüssigen Abwicklung des Luftverkehrs sowie der Minimierung von Immissionen im Mittelpunkt.

Insbesondere geht es auch darum, einen Ausgleich zu finden zwischen den Zielen einer Reduzierung von CO_2-Emissionen einserseits - beispielsweise durch kürzere Flugwege - und einer Verringerung der Fluglärmbelastung für die Bevölkerung andererseits durch eine mögliche Vermeidung von besiedelten Gebieten, die mitunter auch zu einer Verlängerung von Flugwegen führen kann.

1.2 Rechtliche Rahmenbedingungen zur Festlegung von An- und Abflugverfahren

Die Festlegung von An- und Abflugverfahren erfolgt nach §§ 119 Abs 2 Z 4, 120 Abs 1 und 120a Abs 1 Luftfahrtgesetz durch Austro Control.

Nach ihrer Veröffentlichung und Inkraftsetzung werden An- und Abflugverfahren laufend auf ihr Optimierungspotential überprüft. Hierfür kommen Erkenntnisse aus der tatsächlichen Flugpraxis ebenso zum Tragen wie etwaige neue technische Entwicklungen. Bei Feststellung eines Anpassungs- oder Änderungsbedarfs wird der Prozess der Flugverfahrensfestlegung neu angestoßen.

Bei der Festlegung von IFR An- und Abflugverfahren werden künftig verstärkt Software-Tools zur räumlichen Verschneidung und Analyse von Lärm- und Bevölkerungsdaten von Austro Control eingesetzt werden. Die absoluten Einwohnerzahlen (basierend auf Statistik Austria Daten) werden mit den jeweiligen Lärmgebieten überlagert, um zu berechnen, wie viele Einwohner von einem bestimmten Lärmpegel betroffen sind (ANIA - Aviation Noise Impact Analyzer).

Austro Control wird es künftig möglich sein, Flugspuren zu analysieren und in standardisierten oder individuellen Berichten abzubilden. Die im gegenständlichen Bericht ausgewiesenen Daten und in Luftfahrtkarten dargestellten veröffentlichten Flugrouten sowie die im Rahmen der Bürgerbeteiligung erzielten und bereits umgesetzten Verbesserungen sollen dann in der Publikation grafisch noch einfacher aufbereitet und anschaulich veröffentlicht werden können.

Der vorliegende Bericht informiert auf den nachfolgenden Seiten über die tatsächliche zahlenmäßige Nutzung der bestehenden IFR An- und Abflugverfahren für österreichische Flughäfen im Kalenderjahr 2024, sowie die dabei jeweils zum Einsatz gekommenen IFR An- und Abflugverfahren.

2. DATEN 2024

Zahlenmäßige Nutzung der IFR An- und Abflugverfahren für österreichische Flughäfen.

Die verwendeten Datensätze entstammen dem „Digitalen Flugplan Streifen System“ von Austro Control (DIFLIS).

Die verwendeten Abkürzungen:
CIR ► circling approach
ILS ► ILS approach
LOC ► LOC approach
NDB ► NDB approach
RNP ► RNP approach
VISA ► visual approach
VOR ► VOR approach

2.1 LOWG

2.1.1 ANFLUG		
LOWG	**6703**	
16	**545**	**8,13%**
CIR	15	0,22%
ILS	14	0,21%
RNP	399	5,95%
VISA	108	1,61%
VOR	9	0,13%
34	**6158**	**91,87%**
CIR	4	0,06%
ILS	4662	69,55%
LOC	15	0,22%
RNP	793	11,83%
VISA	601	8,97%
VOR	83	1,24%

INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

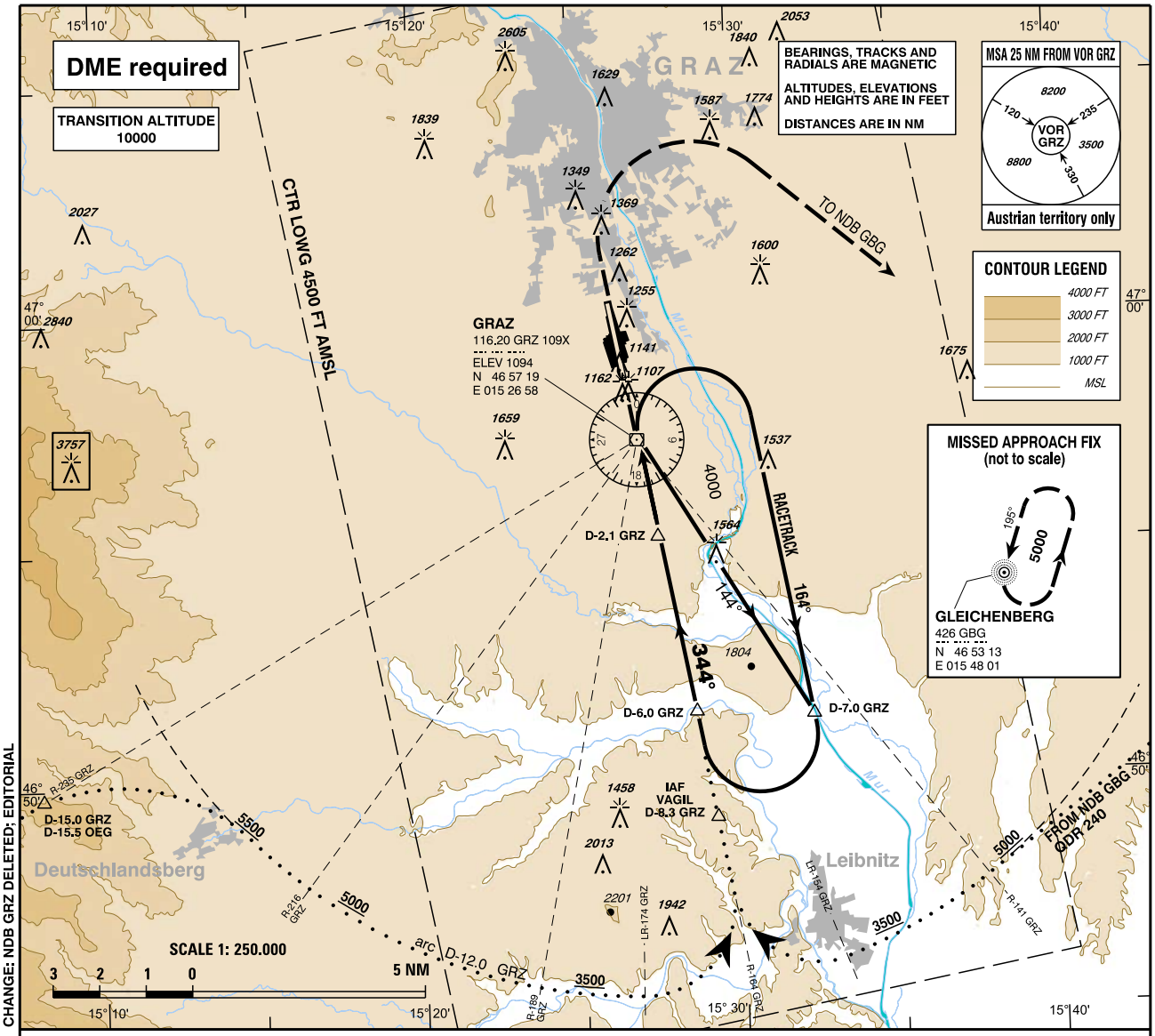
AD ELEV 1120 FT
THR 34C ELEV 1088 FT
HGT RELATED TO THR ELEV

RADAR	119.300
	120.440
TOWER	118.200
ATIS	126.130

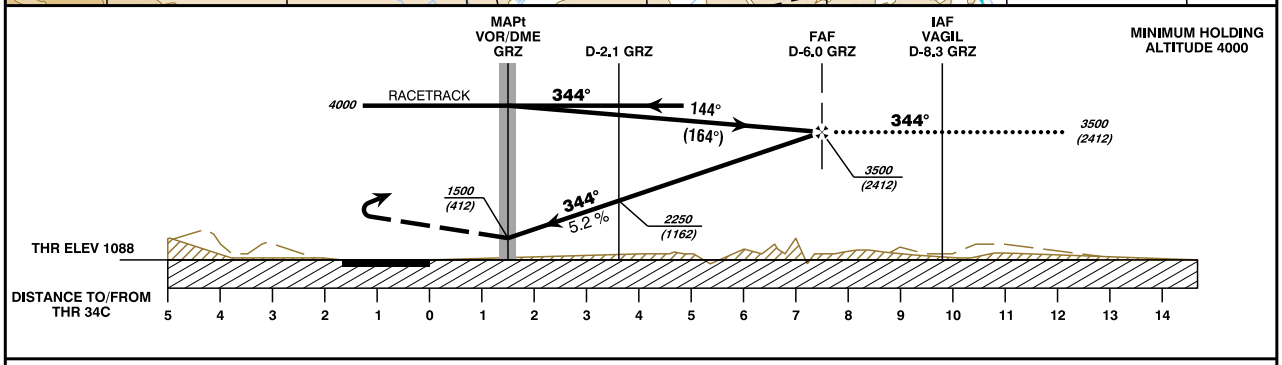
G R A Z

ÖSTERREICH AUSTRIA

VOR RWY 34C



CHANGE: NDB GRZ DELETED; EDITORIAL



MISSED APPROACH : CLIMB STRAIGHT AHEAD, WHEN PASSING 1800 FT AMSL TURN RIGHT TO NDB GBG; CONTINUE CLIMB TO 5000 FT AMSL AND HOLD.

Note : Turn RIGHT not later than D-3.0 GRZ !

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1500 (412)			
CIRCLING EAST OF AD ONLY !	FT MSL	1670 (582)	1670 (582)	2080 (992)	2400 (1312)

FAF to MAPt - DISTANCE 6.0 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
FAF - MAPt	MIN : SEC	4:30	3:36	3:00	2:34	2:15	2:00
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

AIRAC AMDT 274 / 7 SEP 2023 Austro Control GmbH LOWG AD 2 MAP 13-4-2

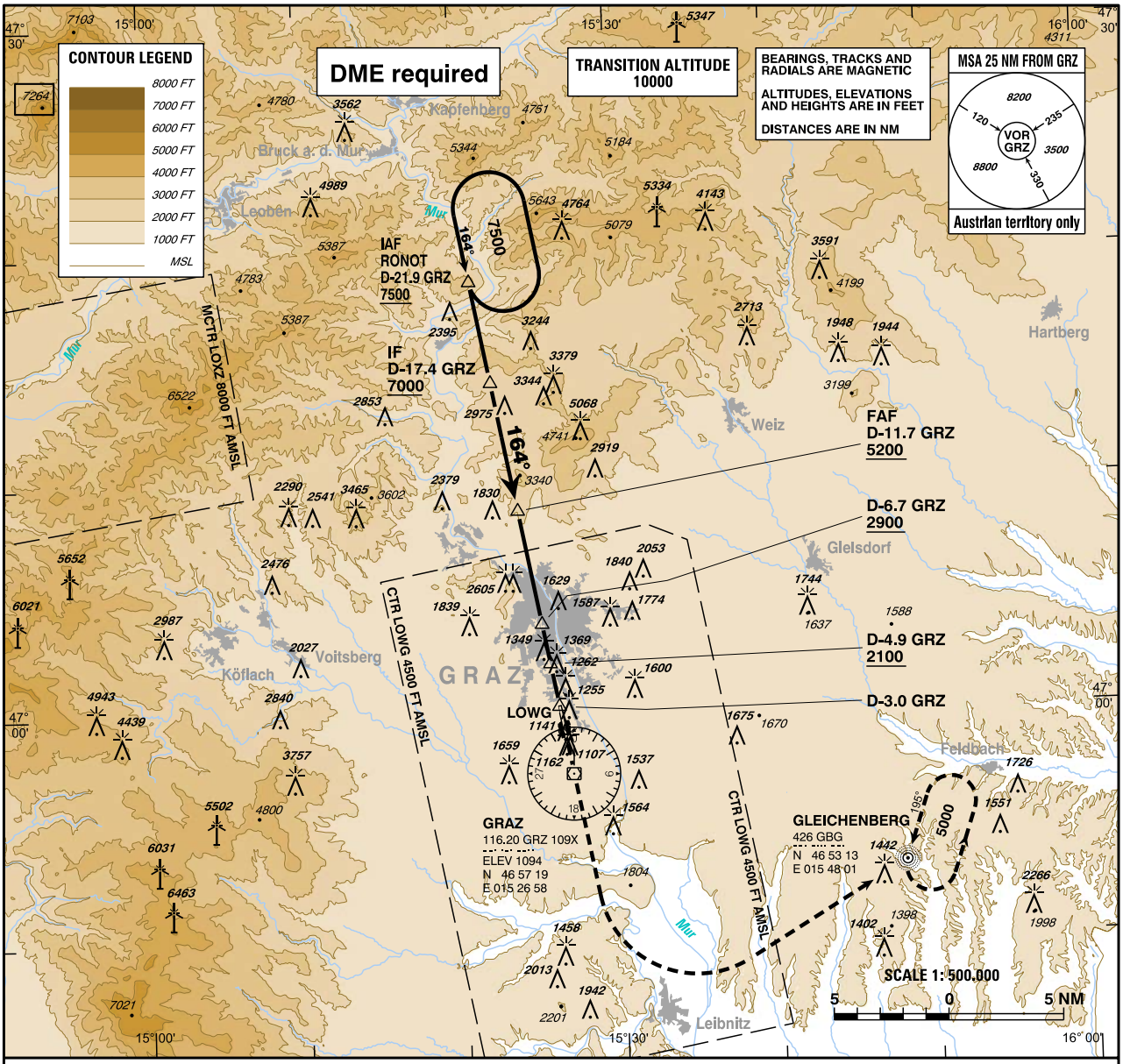
INSTRUMENT APPROACH CHART - ICAO

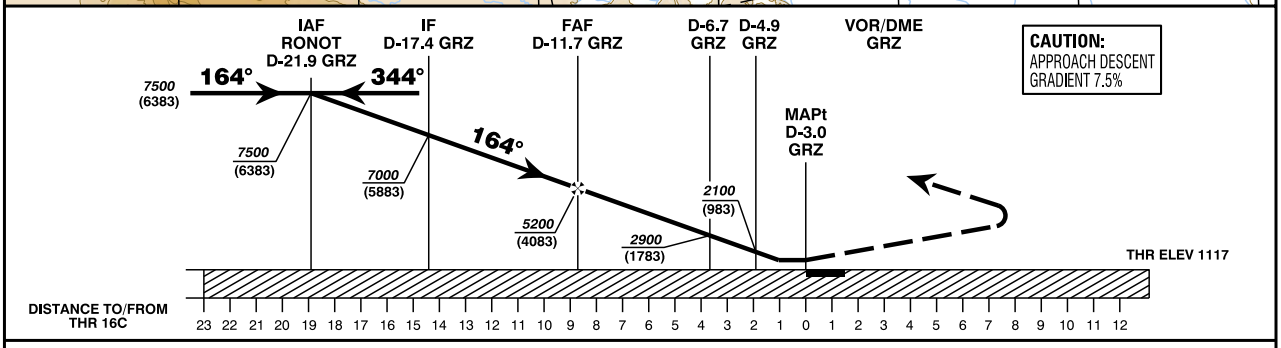
VAR 5° E

AD ELEV 1120 FT
THR 16C ELEV 1117 FT
HGT RELATED TO THR ELEV

RADAR	119.300
	120.440
TOWER	118.200
ATIS	126.130

G R A Z
ÖSTERREICH AUSTRIA
VOR RWY 16C





CAUTION:
APPROACH DESCENT GRADIENT 7.5%

MISSED APPROACH : CLIMB STRAIGHT AHEAD, WHEN PASSING 2500 FT AMSL TURN LEFT TO NDB GBG, CONTINUE CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1780 (660)			
CIRCLING EAST OF AD ONLY !	FT MSL	1780 (653)	1780 (653)	2080 (963)	2400 (1283)

D-11.7 GRZ to MAPt - DISTANCE 8.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-11.7 GRZ - MAPt	MIN : SEC	6:32	5:13	4:21	3:44	3:16	2:54
Rate of descent (7.5%)	FT / MIN	610	760	910	1060	1220	1370

CHANGE: MSA; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

AD ELEV 1120 FT
THR 34C ELEV 1088 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

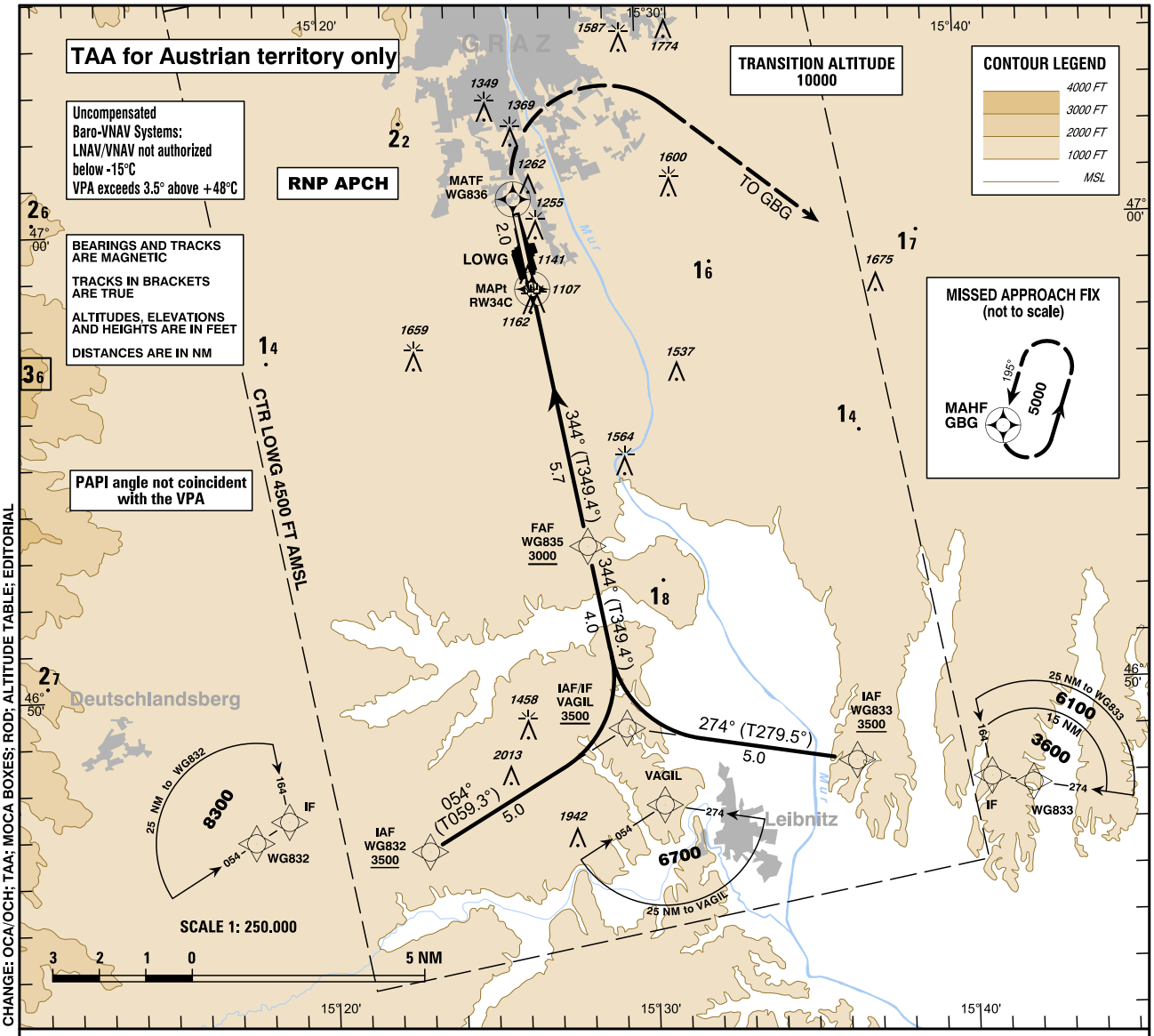
RADAR	119.300
	120.440
TOWER	118.200
ATIS	126.130

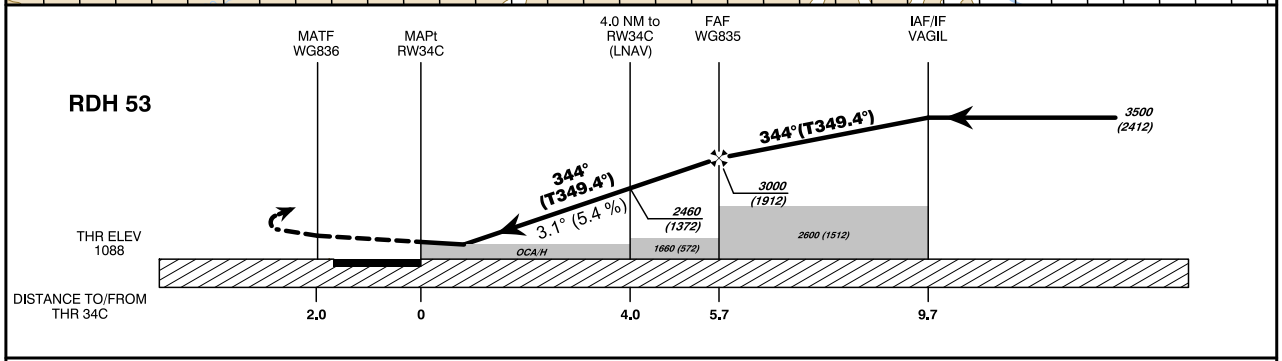
EGNOS
CH 72310
E34A

G R A Z

ÖSTERREICH AUSTRIA

RNP RWY 34C





MISSED APPROACH: CLIMB STRAIGHT AHEAD TO WG836, THEN TURN RIGHT DIRECT TO GBG; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH)		MA CLIMB GRADIENT	A	B	C	D / D_L
STRAIGHT-IN APPROACH	LNAV	2.5 %	1470 (382)			
	LNAV/VNAV	2.5 %	1480 (392)	1492 (404)	1511 (423)	1538 (450)
		4.0 %	1332 (244)	1345 (257)	1353 (265)	1378 (290)
	LPV	2.5 %	1304 (216)	1317 (229)	1325 (237)	1335 (247)
		4.0 %	1271 (183)	1284 (196)	1292 (204)	1302 (214)
CIRCLING EAST OF AD ONLY !			1670 (550)	1670 (550)	2070 (950)	2370 (1250)

WG835 to RW34C - DISTANCE 5.7 NM (Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WG835 - RW34C	MIN : SEC	4:15	3:24	2:50	2:25	2:07	1:53
Rate of descent (5.4%)	FT / MIN	440	550	660	770	880	990

DIST In NM to RW34C	5	4	3	2
ALTITUDE (HEIGHT)	2790 (1702)	2460 (1372)	2130 (1042)	1800 (712)

CHANGE: OCA/OCH; TAA; MOCA BOXES; ROD; ALTITUDE TABLE; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

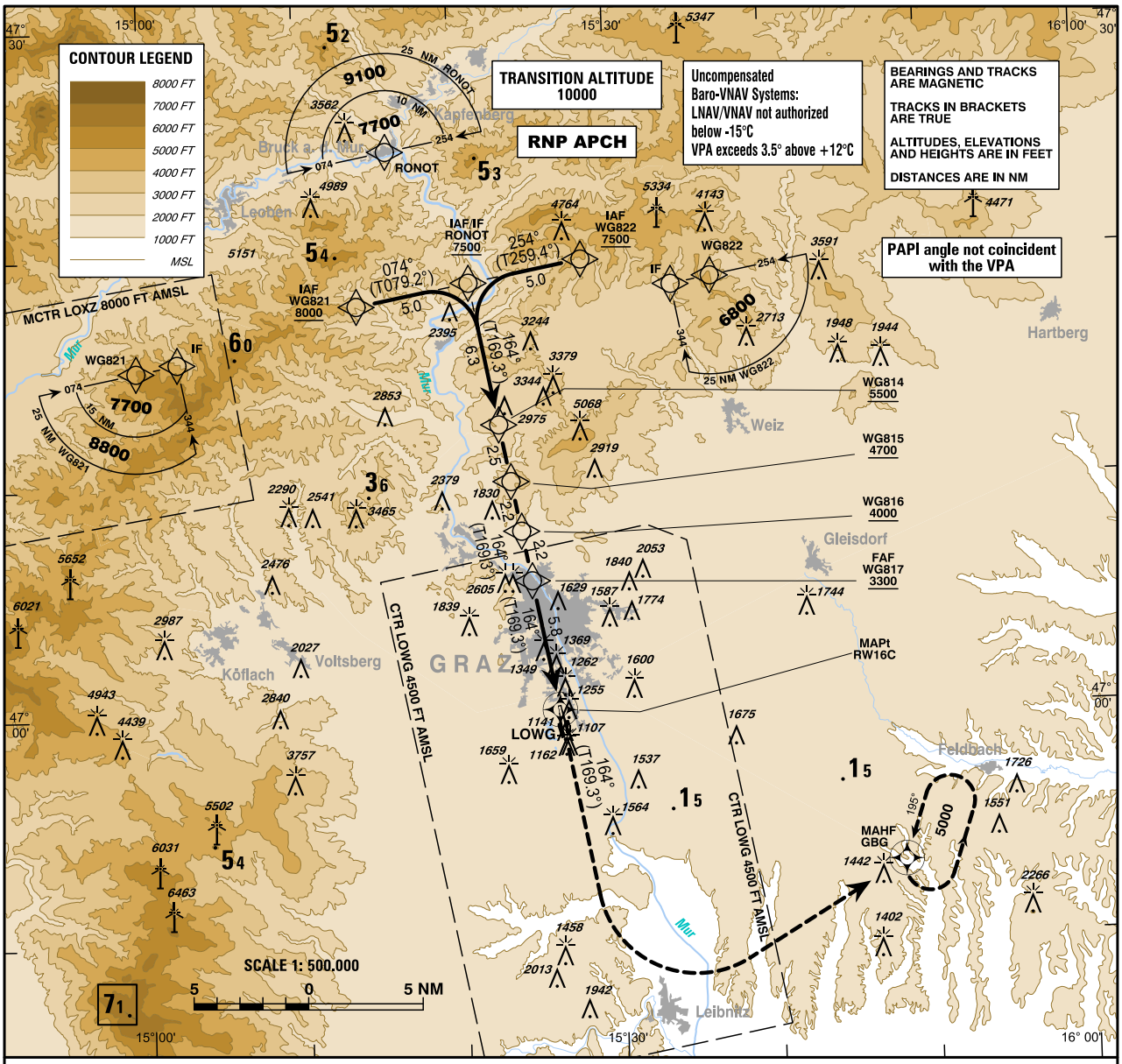
VAR 5° E

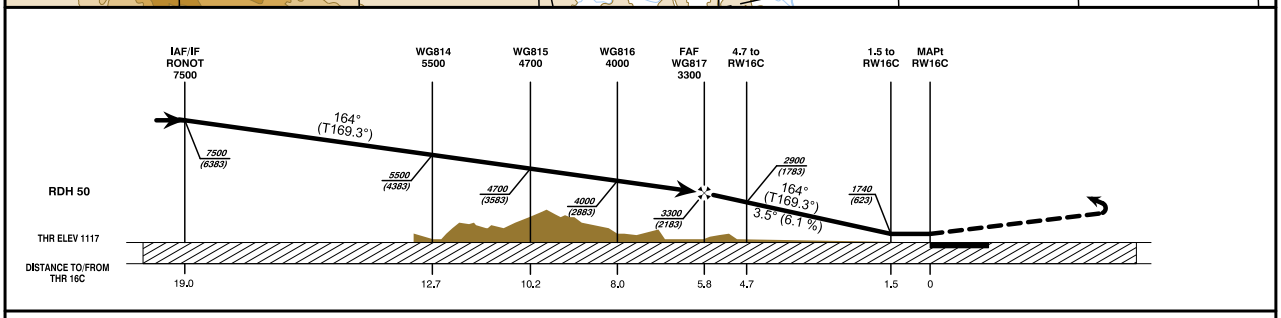
AD ELEV 1120 FT
THR 16C ELEV 1117 FT
HGT RELATED TO THR ELEV

RADAR	119.300
	120.440
TOWER	118.200
ATIS	126.130

EGNOS
CH 92411
E16A

G R A Z
ÖSTERREICH AUSTRIA
RNP RWY 16C





MISSED APPROACH: CLIMB STRAIGHT AHEAD, WHEN PASSING 2500 FT AMSL TURN LEFT DIRECT TO GBG; CONTINUE CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	LNAV	1510 (400)			
	LNAV/VNAV	1399 (282)	1414 (297)	1426 (309)	1436 (319)
	LPV	1256 (139)	1272 (155)	1283 (166)	1294 (177)
CIRCLING EAST OF AD ONLY !		1670 (553)	1670 (553)	2080 (963)	2400 (1283)

WG817 to RW16C - DISTANCE 5.8 NM (Timing not authorized for defining the MAPt)							
	GS (KT)	80	100	120	140	160	180
WG817 - RW16C	MIN : SEC	4:21	3:29	2:54	2:29	2:11	1:56
Rate of descent (6.1%)	FT / MIN	490	610	730	860	980	1100

DIST In NM to RW16C	5	4	3	2
ALTITUDE (HEIGHT)	3020 (1905)	2650 (1535)	2280 (1165)	1910 (795)

CHANGE: OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

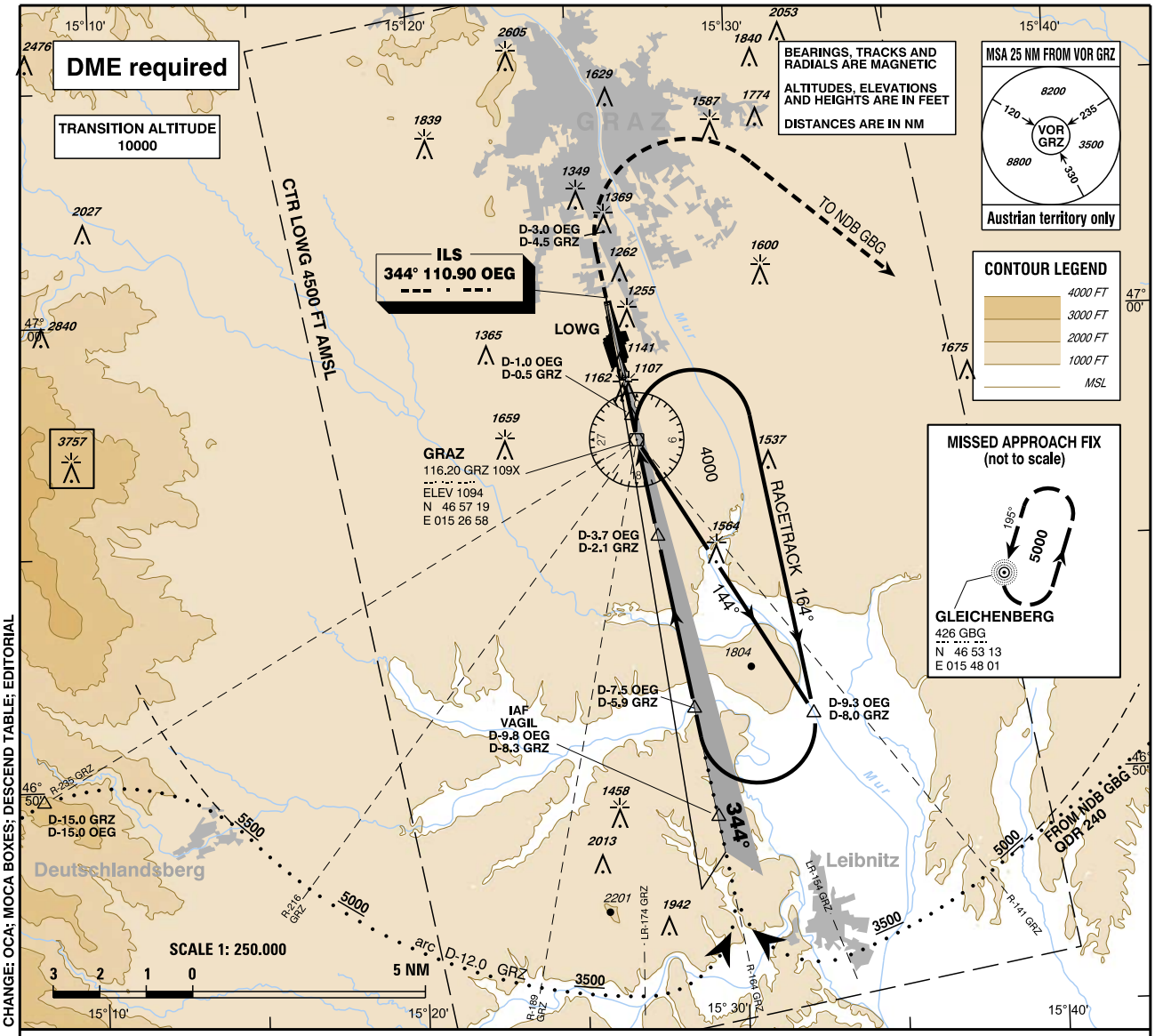
AD ELEV 1120 FT
THR 34C ELEV 1088 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

RADAR	119.300
	120.440
TOWER	118.200
ATIS	126.130

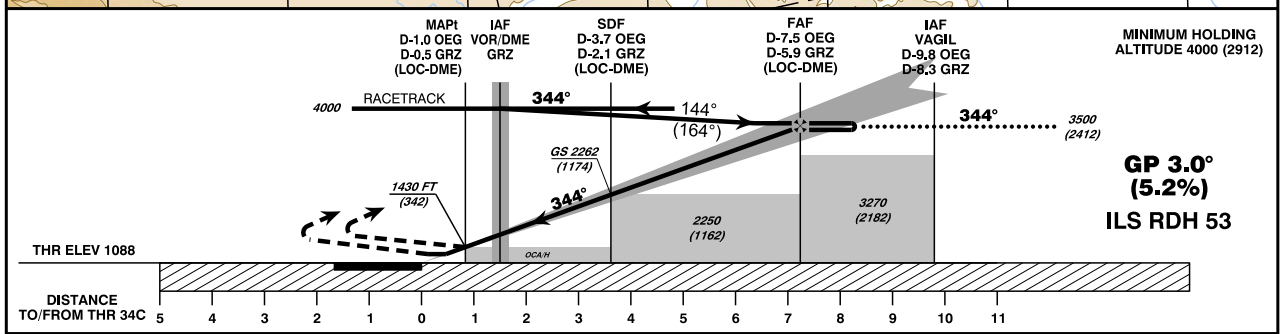
G R A Z

ÖSTERREICH AUSTRIA

ILS CAT II & III or LOC RWY 34C



CHANGE: OCA; MOCA BOXES; DESCEND TABLE; EDITORIAL



MISSED APPROACH : CLIMB STRAIGHT AHEAD, AT D-3.0 OEG TURN RIGHT DIRECT TO NDB GBG; CLIMB TO 5000 FT AMSL AND HOLD.

Note : Missed Approach Turn limited to MAX IAS 210 KT.

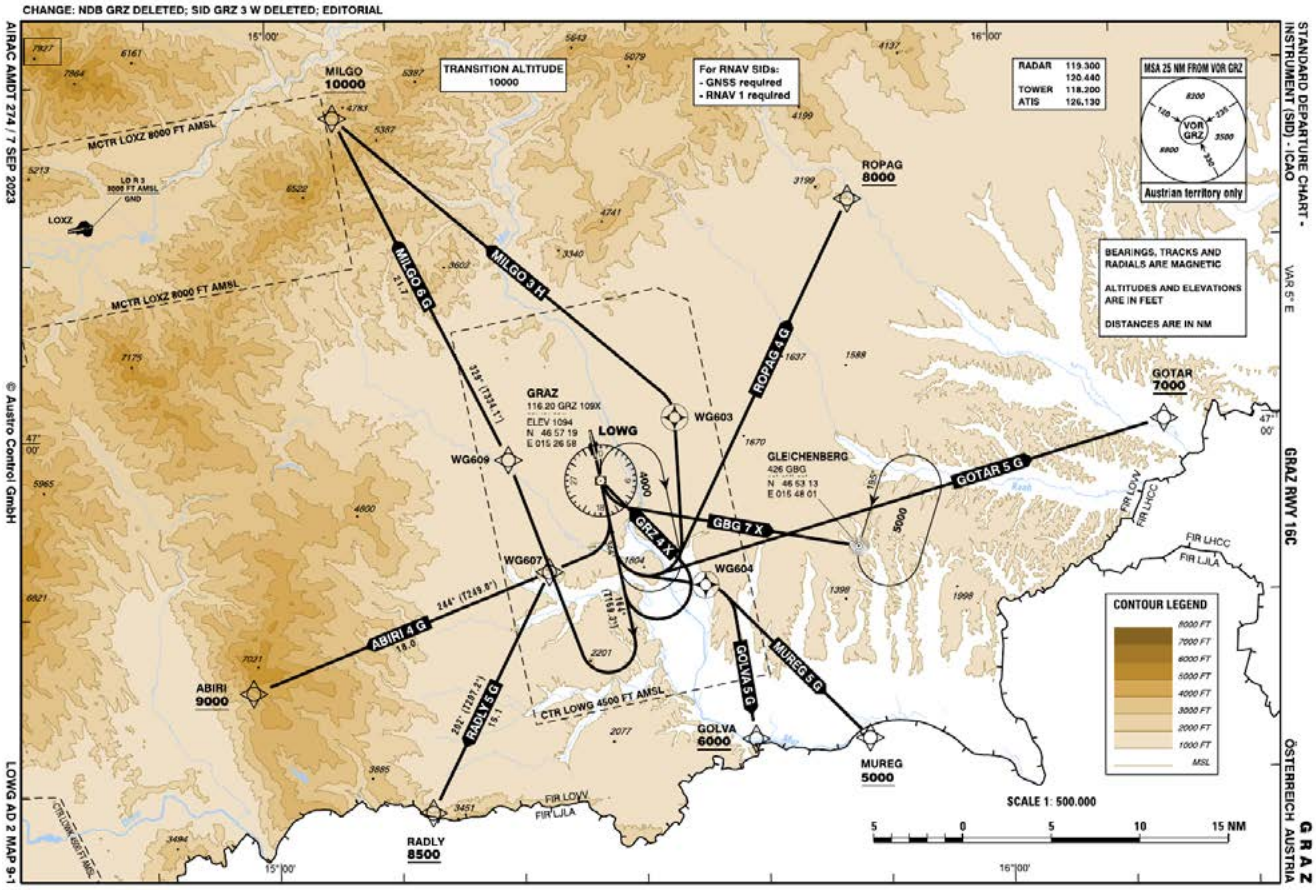
OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	1272 (184)	1284 (196)	1292 (204)	1303 (215)
	CAT II RDO Altim.	1183 (95)	1201 (113)	1212 (124)	1227 (139)
	CAT III B	A P P R O V E D			
	LOC-DME	1430 (342)			
CIRCLING EAST OF AD ONLY !		1670 (550)	1670 (550)	2070 (950)	2370 (1250)

D-3.7 OEG to THR 34C - DISTANCE 3.5 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-3.7 OEG - THR 34C	MIN : SEC	2:37	2:06	1:45	1:30	1:19	1:10
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEG	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	3310 (2222)	2990 (1902)	2670 (1582)	2350 (1262)	2030 (942)	1710 (622)

2.1.2 ABFLUG		
LOWG	**7387**	
16	**6136**	**83,06%**
ABIRI4G	495	6,70%
GBG7X	266	3,60%
GOLVA5G	511	6,92%
GOTAR5G	313	4,24%
MILGO3H	81	1,10%
MILGO6G	2933	39,70%
MUREG5G	5	0,07%
RADLY5G	430	5,82%
ROPAG4G	1102	14,92%
34	**1248**	**16,89%**
ABIRI3V	33	0,45%
ABIRI5U	22	0,30%
GBG5Y	98	1,33%
GBG7X	2	0,03%
GOLVA4U	62	0,84%
GOTAR5G	0	0,00%
GOTAR5U	50	0,68%
MILGO5U	383	5,18%
MUREG4U	3	0,04%
RADLY4V	30	0,41%
RADLY6U	33	0,45%
ROPAG4U	532	7,20%


CHANGE: NDB GRZ DELETED; SID GRZ 3 W DELETED; EDITORIAL
AIRAC AMDT 274 / 7 SEP 2023
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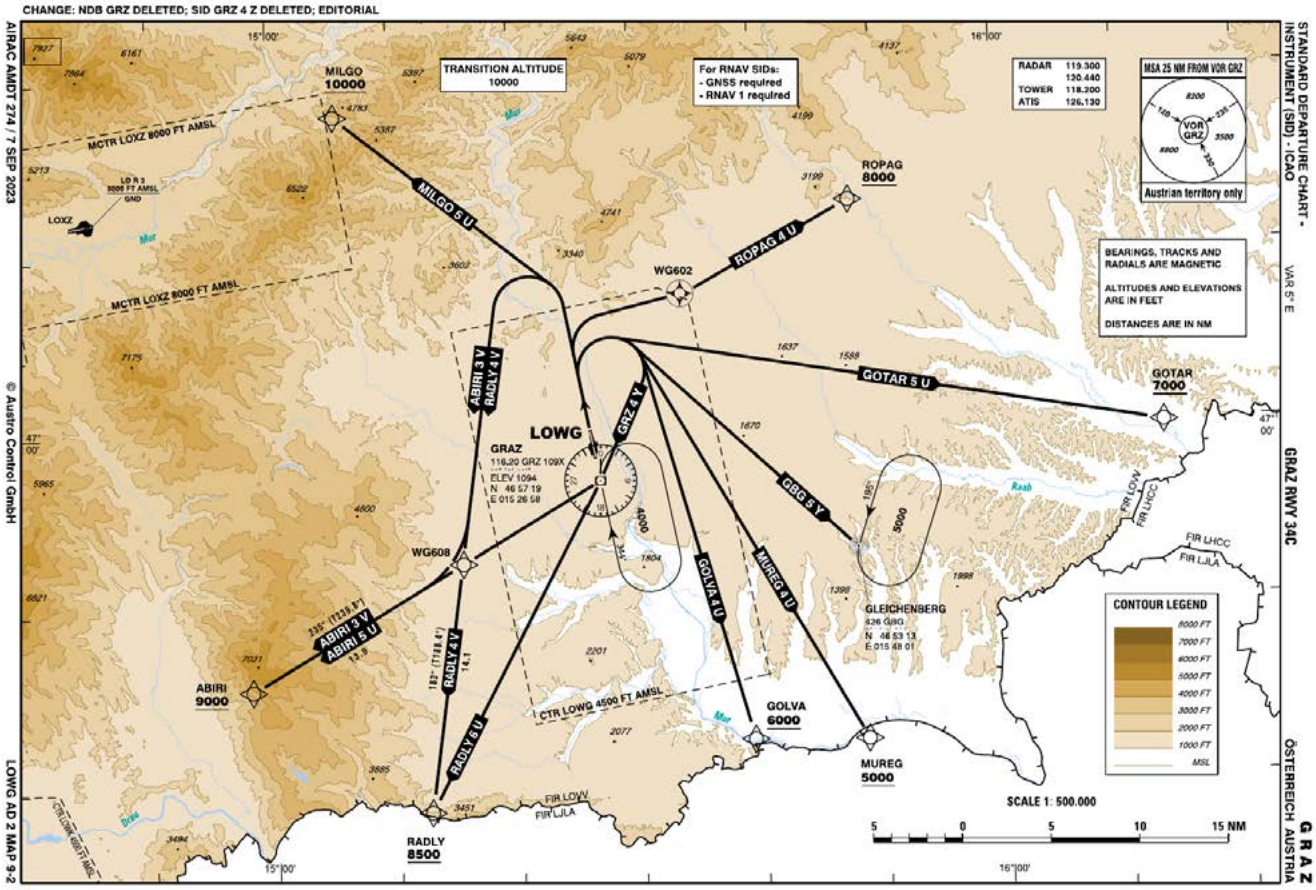
LOWG AD 2 MAP 9-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
VAR 5° E
GRAZ RWY 16C
ÖSTERREICH AUSTRIA
GRAZ
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS required
- RNAV 1 required
RADAR 119.300 130.440
TOWER 118.200
ATIS 126.130
MSA 25 NM FROM VOR GRZ
Austrian territory only
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
CONTOUR LEGEND
SCALE 1: 500.000
MILGO 10000
ROPAG 8000
GOTAR 7000
ABIRI 9000
GOLVA 6000
MUREG 5000
RADLY 8500
WG603
WG609
WG607
WG604
LOWG
GRAZ
116.20 GRZ 109X
ELEV 1094
N 46 57 19
E 015 26 58
GLEICHENBERG
426 GBG
N 46 53 13
E 015 48 01
LOXZ
MCTR LOXZ 8000 FT AMSL
CTR LOWG 4500 FT AMSL
MILGO 5 G
MILGO 3 H
ROPAG 4 G
GOTAR 5 G
GBG 7 X
GRZ 4 X
ABIRI 4 G
RADLY 5 G
GOLVA 5 G
MUREG 5 G
FIR LOVV
FIR LJLA
FIR LHCC


CHANGE: NDB GRZ DELETED; SID GRZ 4 Z DELETED; EDITORIAL
AIRAC AMDT 274 / 7 SEP 2023
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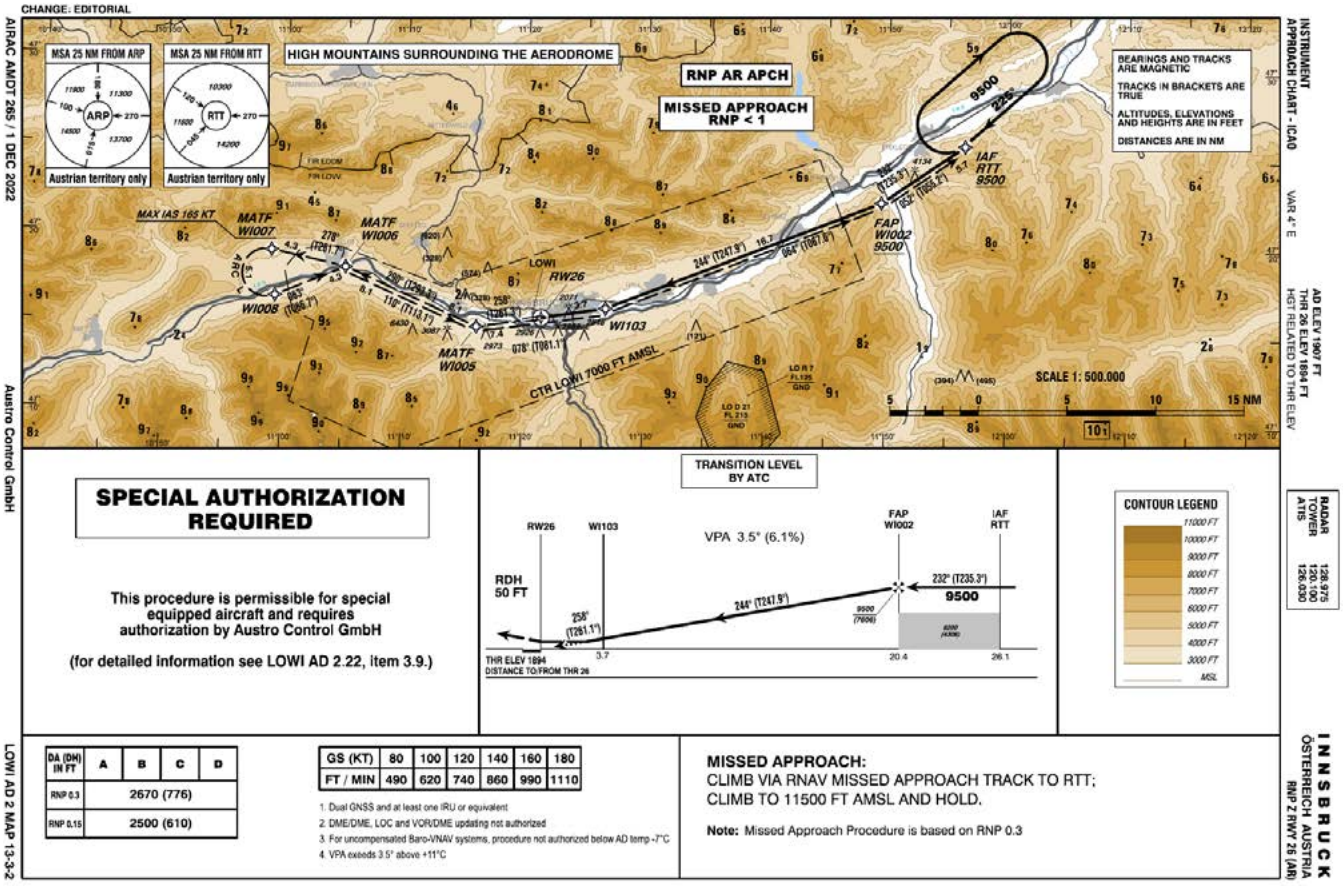
LOWG AD 2 MAP 9-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
VAR 5° E
GRAZ RWY 34C
ÖSTERREICH AUSTRIA
GRAZ
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS required
- RNAV 1 required
RADAR 119.300 130.440
TOWER 118.200
ATIS 126.130
MSA 25 NM FROM VOR GRZ
Austrian territory only
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
CONTOUR LEGEND
SCALE 1: 500.000
MILGO 10000
ROPAG 8000
GOTAR 7000
ABIRI 9000
GOLVA 6000
MUREG 5000
RADLY 8500
WG602
WG608
LOWG
GRAZ
116.20 GRZ 109X
ELEV 1094
N 46 57 19
E 015 26 58
GLEICHENBERG
426 GBG
N 46 53 13
E 015 48 01
LOXZ
MCTR LOXZ 8000 FT AMSL
CTR LOWG 4500 FT AMSL
MILGO 5 U
ROPAG 4 U
GOTAR 5 U
ABIRI 3 V
RADLY 4 V
GRZ 4 V
GBG 5 V
GOLVA 4 U
MUREG 4 U
ABIRI 3 V
ABIRI 5 U
RADLY 4 V
RADLY 6 U
FIR LOVV
FIR LJLA
FIR LHCC

2.2 LOWI

2.2.1 ANFLUG		
LOWI	**7162**	
08	**2266**	**31,64%**
LCR	8	0,11%
LDE	209	2,92%
LDW	0	0,00%
LSE	15	0,21%
RNE	44	0,61%
RNY	1022	14,27%
RNZ	605	8,45%
VISA	363	5,07%
26	**4896**	**68,36%**
LCR	465	6,49%
LDE	1474	20,58%
LSE	838	11,70%
RNE	502	7,01%
RNY	86	1,20%
RNZ	1147	16,02%
VISA	384	5,36%



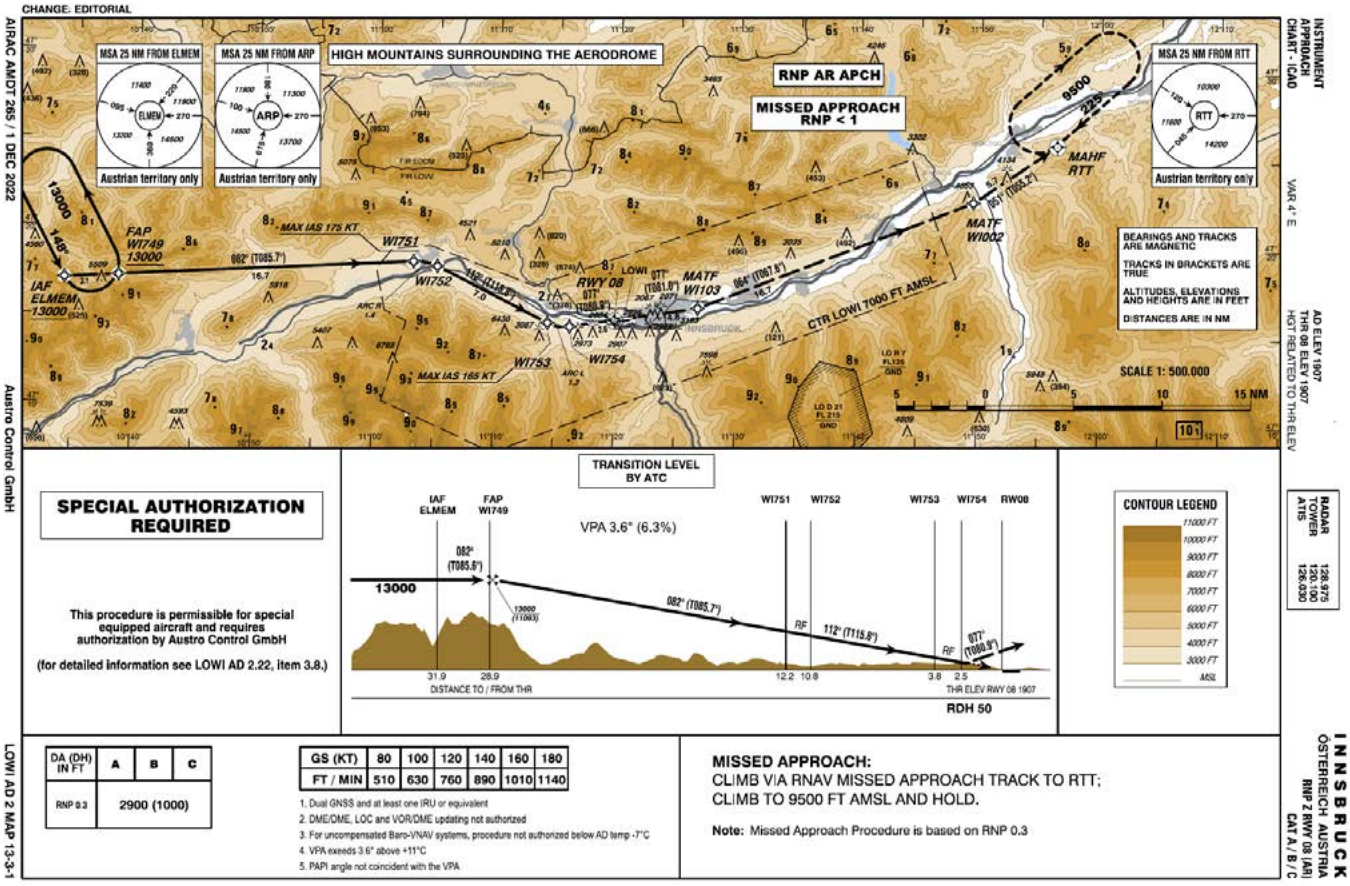
DA (DH) IN FT	A	B	C	D
RNP 0.3	2670 (776)			
RNP 0.15	2500 (610)			

GS (KT)	80	100	120	140	160	180
FT / MIN	490	620	740	860	990	1110

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure not authorized below AD temp -7°C
4. VPA exceeds 3.5° above +11°C

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 11500 FT AMSL AND HOLD.

Note: Missed Approach Procedure is based on RNP 0.3



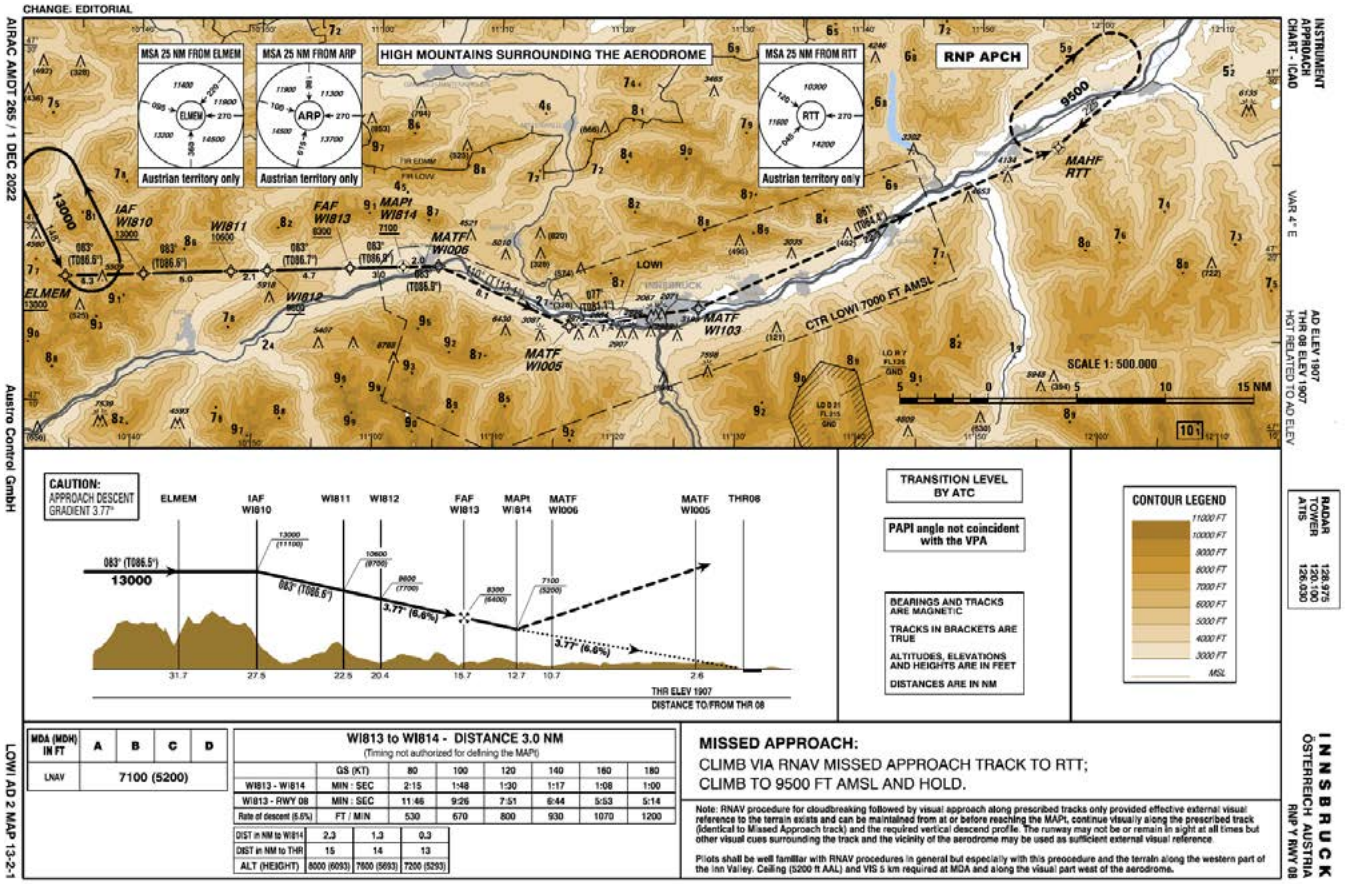
DA (DH) IN FT	A	B	C
RNP 0.3	2900 (1000)		

GS (KT)	80	100	120	140	160	180
FT / MIN	510	630	760	890	1010	1140

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure not authorized below AD temp -7°C
4. VPA exceeds 3.6° above +11°C
5. PAPI angle not coincident with the VPA

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 9500 FT AMSL AND HOLD.

Note: Missed Approach Procedure is based on RNP 0.3



MDA (MDH) IN FT	A	B	C	D
LNAV	7100 (5200)			

WI813 to WI814 - DISTANCE 3.0 NM
(Timing not authorized for defining the MAPt)

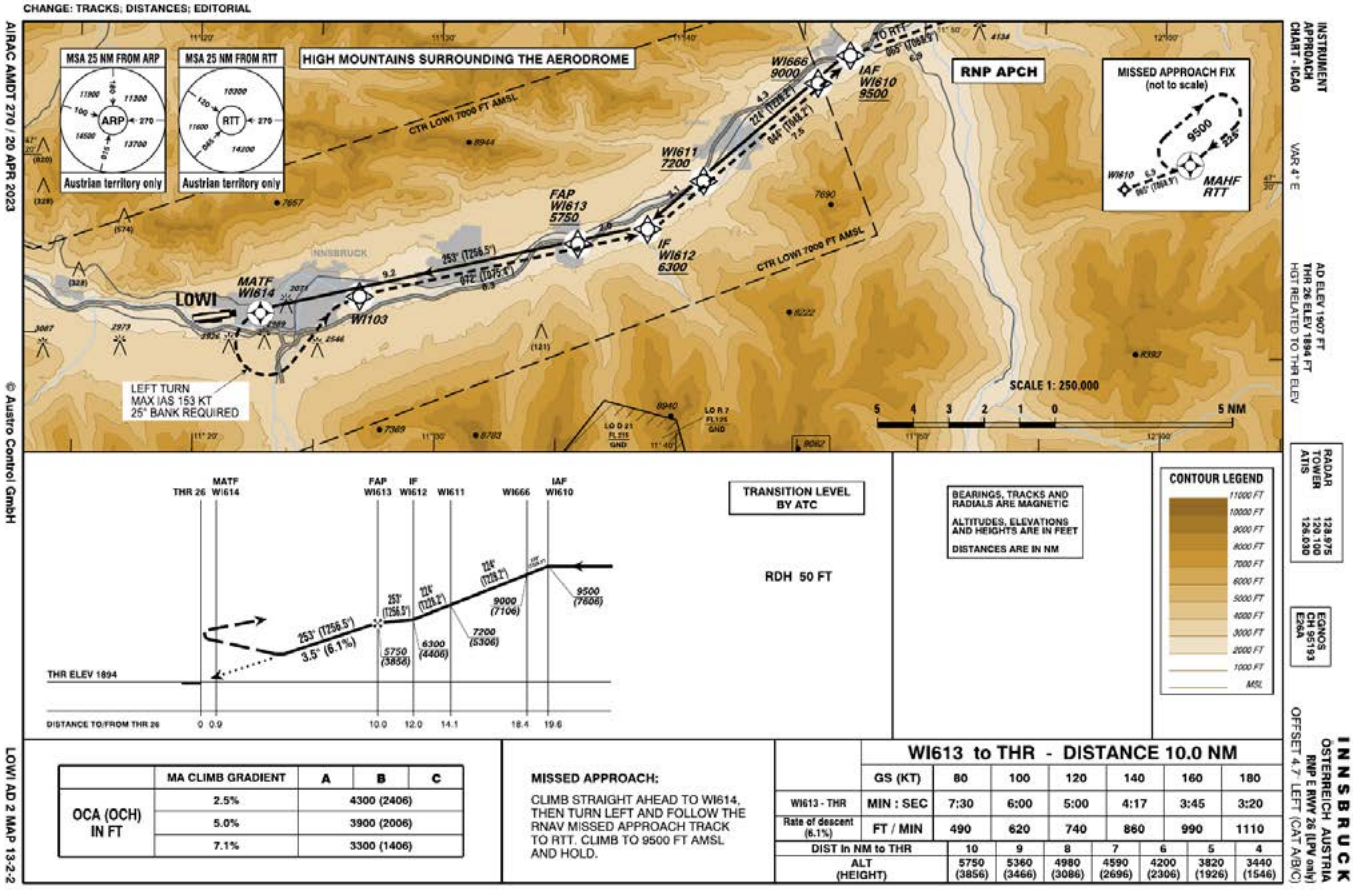
	GS (KT)	80	100	120	140	160	180
WI813 - WI814	MIN : SEC	2:15	1:48	1:30	1:17	1:08	1:00
WI813 - RWY 08	MIN : SEC	11:46	9:26	7:51	6:44	5:53	5:14
Rate of descent (5.6%)	FT / MIN	530	670	800	930	1070	1200

DIST in NM to WI814	2.3	1.3	0.3
DIST in NM to THR	15	14	13
ALT (HEIGHT)	8000 (6093)	7600 (5693)	7200 (5293)

MISSED APPROACH:
CLIMB VIA RNAV MISSED APPROACH TRACK TO RTT;
CLIMB TO 9500 FT AMSL AND HOLD.

Note: RNAV procedure for cloudbreaking followed by visual approach along prescribed tracks only provided effective external visual reference to the terrain exists and can be maintained from at or before reaching the MAPt, continue visually along the prescribed track (identical to Missed Approach track) and the required vertical descend profile. The runway may not be or remain in sight at all times but other visual cues surrounding the track and the vicinity of the aerodrome may be used as sufficient external visual reference.

Pilots shall be well familiar with RNAV procedures in general but especially with this preocedure and the terrain along the western part of the Inn Valley. Ceiling (5200 ft AAL) and VIS 5 km required at MDA and along the visual part west of the aerodrome.



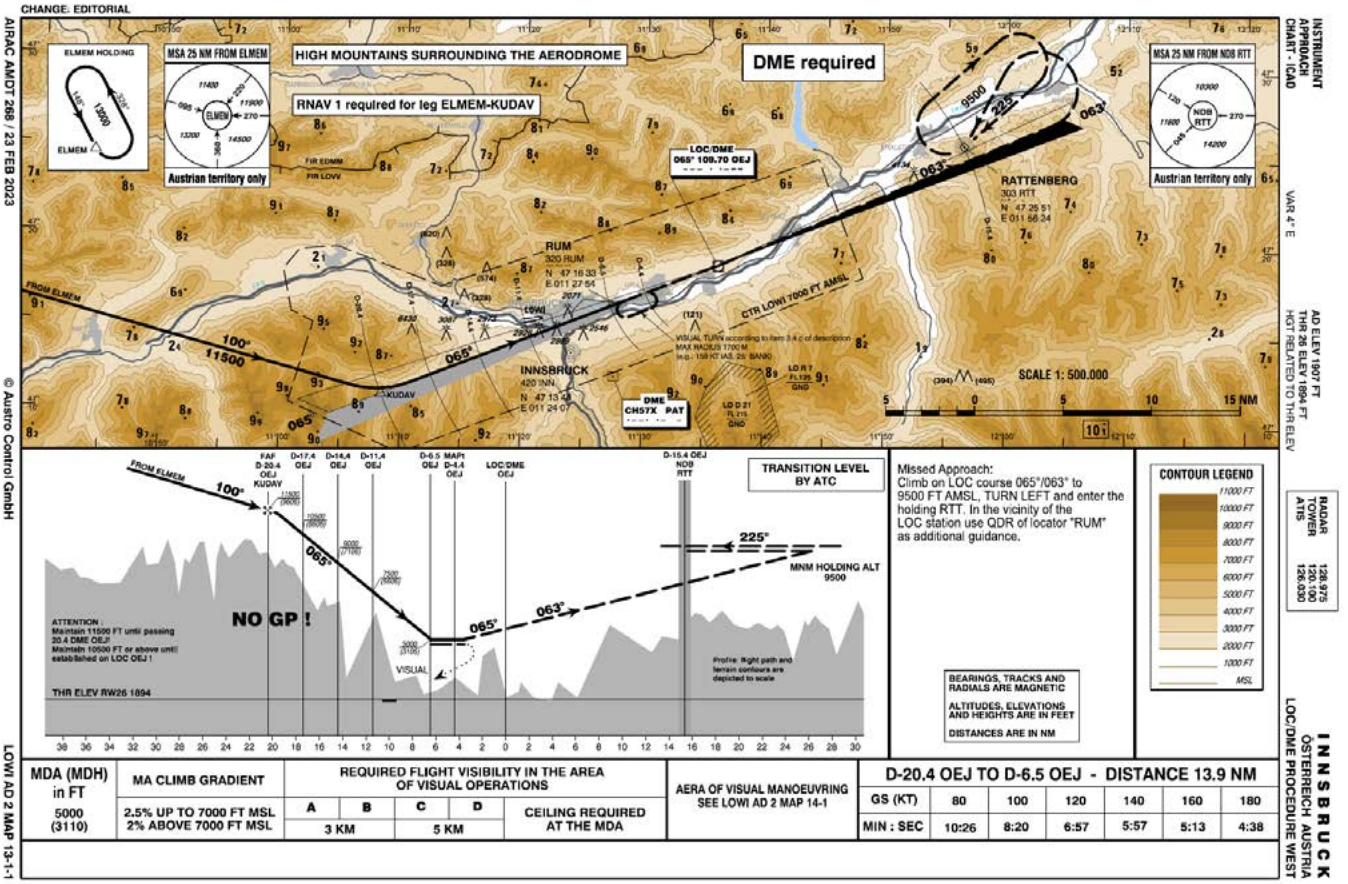
	MA CLIMB GRADIENT	A	B	C
OCA (OCH) IN FT	2.5%	4300 (2406)		
	5.0%	3900 (2006)		
	7.1%	3300 (1406)		

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO WI614, THEN TURN LEFT AND FOLLOW THE RNAV MISSED APPROACH TRACK TO RTT. CLIMB TO 9500 FT AMSL AND HOLD.

WI613 to THR - DISTANCE 10.0 NM

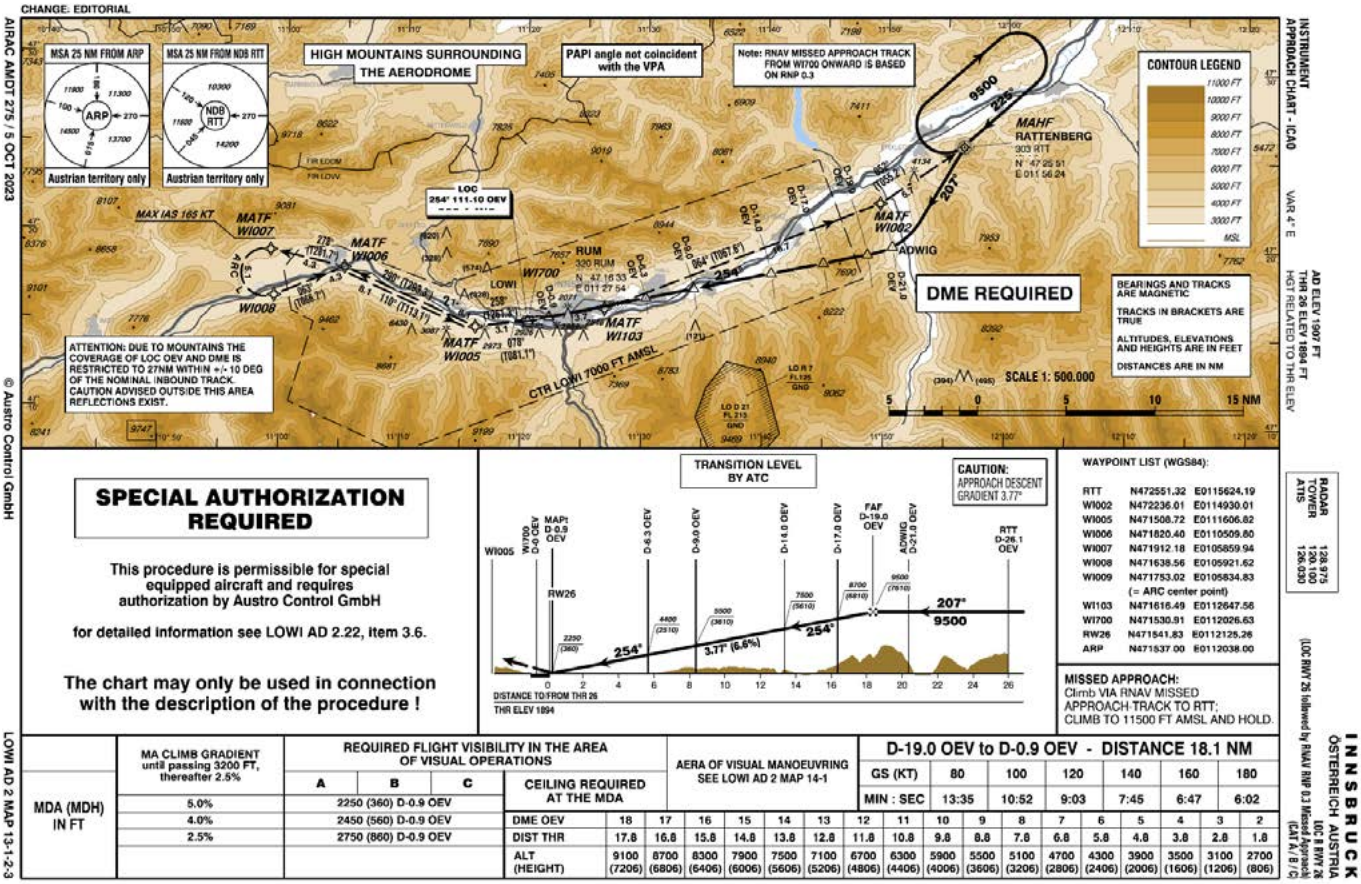
	GS (KT)	80	100	120	140	160	180
WI613 - THR	MIN : SEC	7:30	6:00	5:00	4:17	3:45	3:20
Rate of descent (6.1%)	FT / MIN	490	620	740	860	990	1110

DIST in NM to THR	10	9	8	7	6	5	4
ALT (HEIGHT)	5750 (3856)	5360 (3466)	4980 (3086)	4590 (2696)	4200 (2306)	3820 (1926)	3440 (1546)



MDA (MDH) in FT	MA CLIMB GRADIENT	REQUIRED FLIGHT VISIBILITY IN THE AREA OF VISUAL OPERATIONS				CEILING REQUIRED AT THE MDA	AERA OF VISUAL MANOEUVRING SEE LOWI AD 2 MAP 14-1
		A	B	C	D		
5000 (3110)	2.5% UP TO 7000 FT MSL 2% ABOVE 7000 FT MSL	3 KM		5 KM			

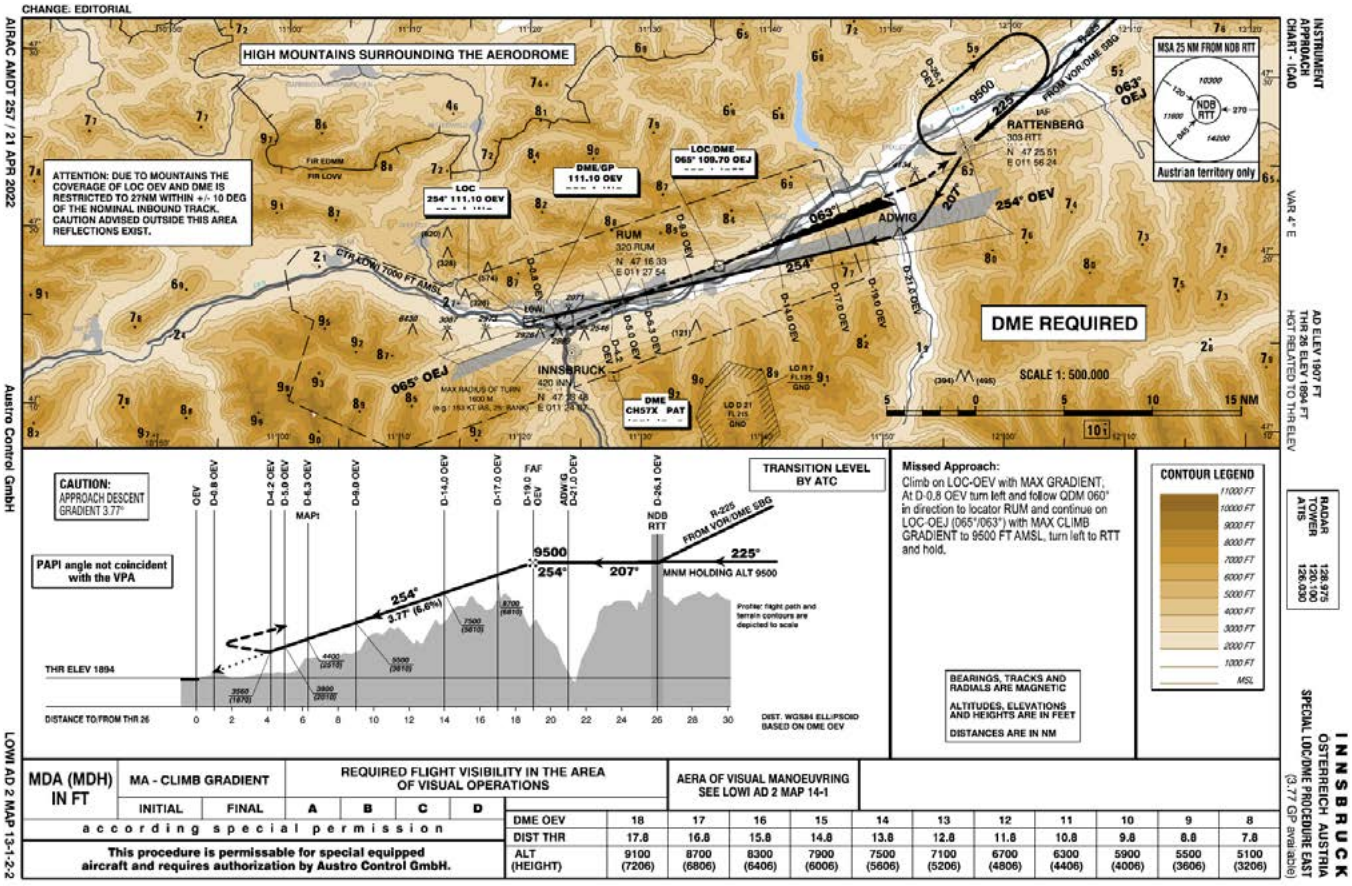
D-20.4 OEJ TO D-6.5 OEJ - DISTANCE 13.9 NM						
GS (KT)	80	100	120	140	160	180
MIN : SEC	10:26	8:20	6:57	5:57	5:13	4:38



MDA (MDH) IN FT	MA CLIMB GRADIENT until passing 3200 FT, thereafter 2.5%	REQUIRED FLIGHT VISIBILITY IN THE AREA OF VISUAL OPERATIONS			CEILING REQUIRED AT THE MDA	AERA OF VISUAL MANOEUVRING SEE LOWI AD 2 MAP 14-1
		A	B	C		
	5.0%	2250 (360) D-0.9 OEV				
	4.0%	2450 (560) D-0.9 OEV				
	2.5%	2750 (860) D-0.9 OEV				

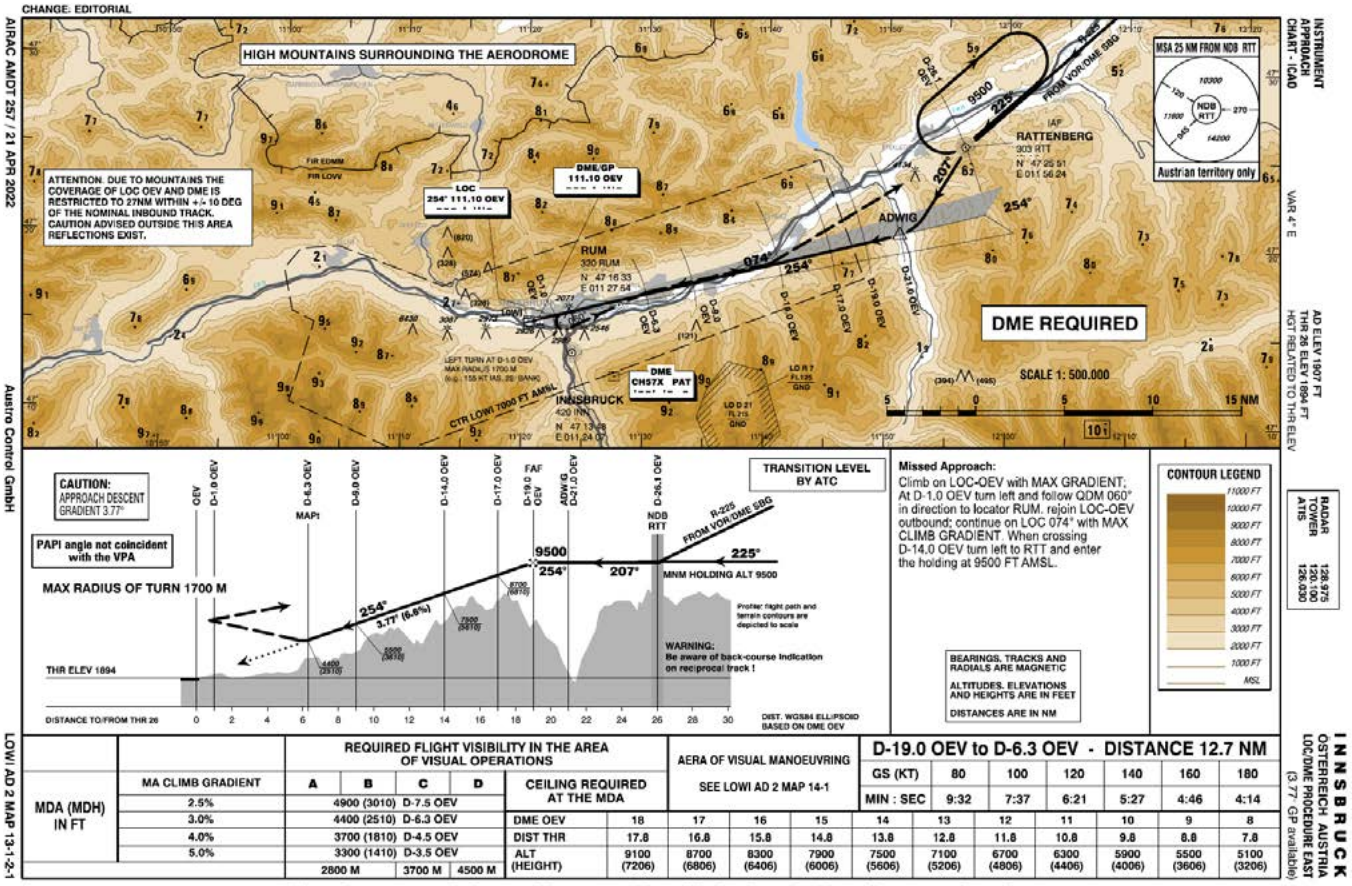
D-19.0 OEV to D-0.9 OEV - DISTANCE 18.1 NM						
GS (KT)	80	100	120	140	160	180
MIN : SEC	13:35	10:52	9:03	7:45	6:47	6:02

DME OEV	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
DIST THR	17.8	16.8	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	9100 (7206)	8700 (6806)	8300 (6406)	7900 (6006)	7500 (5606)	7100 (5206)	6700 (4806)	6300 (4406)	5900 (4006)	5500 (3606)	5100 (3206)	4700 (2806)	4300 (2406)	3900 (2006)	3500 (1606)	3100 (1206)	2700 (806)



MDA (MDH) IN FT	MA - CLIMB GRADIENT		REQUIRED FLIGHT VISIBILITY IN THE AREA OF VISUAL OPERATIONS				AERA OF VISUAL MANOEUVRING SEE LOWI AD 2 MAP 14-1
	INITIAL	FINAL	A	B	C	D	
according special permission							
This procedure is permissable for special equipped aircraft and requires authorization by Austro Control GmbH.							

DME OEV	18	17	16	15	14	13	12	11	10	9	8
DIST THR	17.8	16.8	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8
ALT (HEIGHT)	9100 (7206)	8700 (6806)	8300 (6406)	7900 (6006)	7500 (5606)	7100 (5206)	6700 (4806)	6300 (4406)	5900 (4006)	5500 (3606)	5100 (3206)



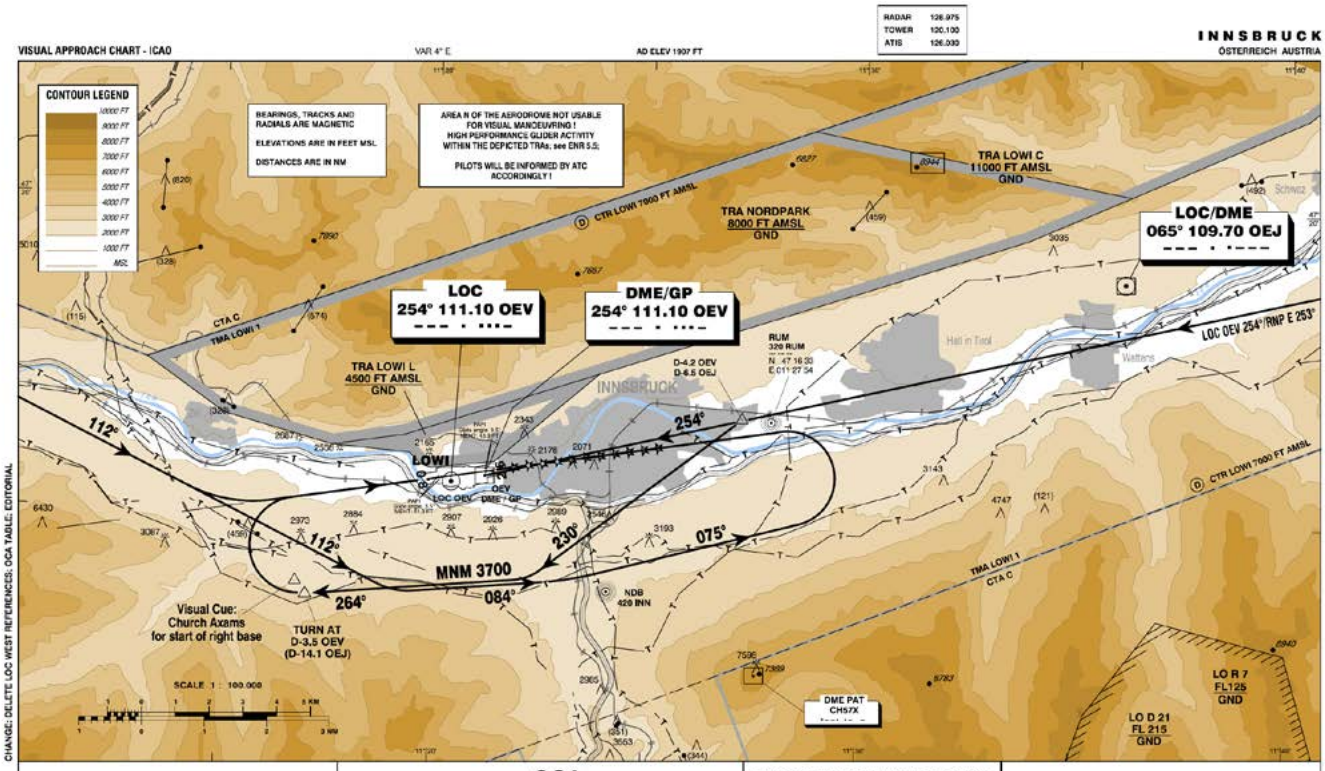
MDA (MDH) IN FT	MA CLIMB GRADIENT	REQUIRED FLIGHT VISIBILITY IN THE AREA OF VISUAL OPERATIONS				CEILING REQUIRED AT THE MDA	AERA OF VISUAL MANOEUVRING SEE LOWI AD 2 MAP 14-1
		A	B	C	D		
	2.5%	4900 (3010) D-7.5 OEV					
	3.0%	4400 (2510) D-6.3 OEV					
	4.0%	3700 (1810) D-4.5 OEV					
	5.0%	3300 (1410) D-3.5 OEV					
		2800 M	3700 M	4500 M			

D-19.0 OEV to D-6.3 OEV - DISTANCE 12.7 NM

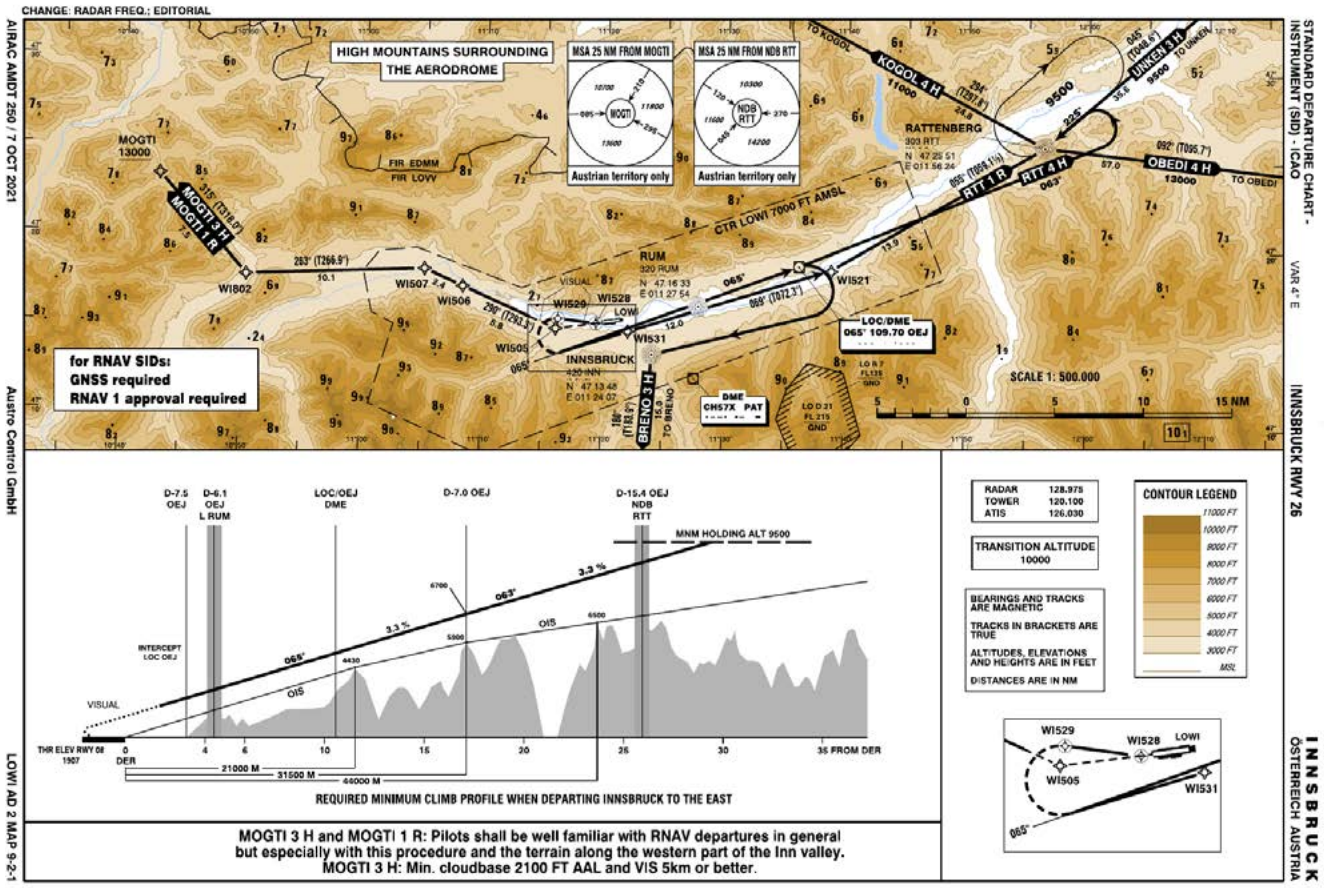
GS (KT)	80	100	120	140	160	180
MIN : SEC	9:32	7:37	6:21	5:27	4:46	4:14

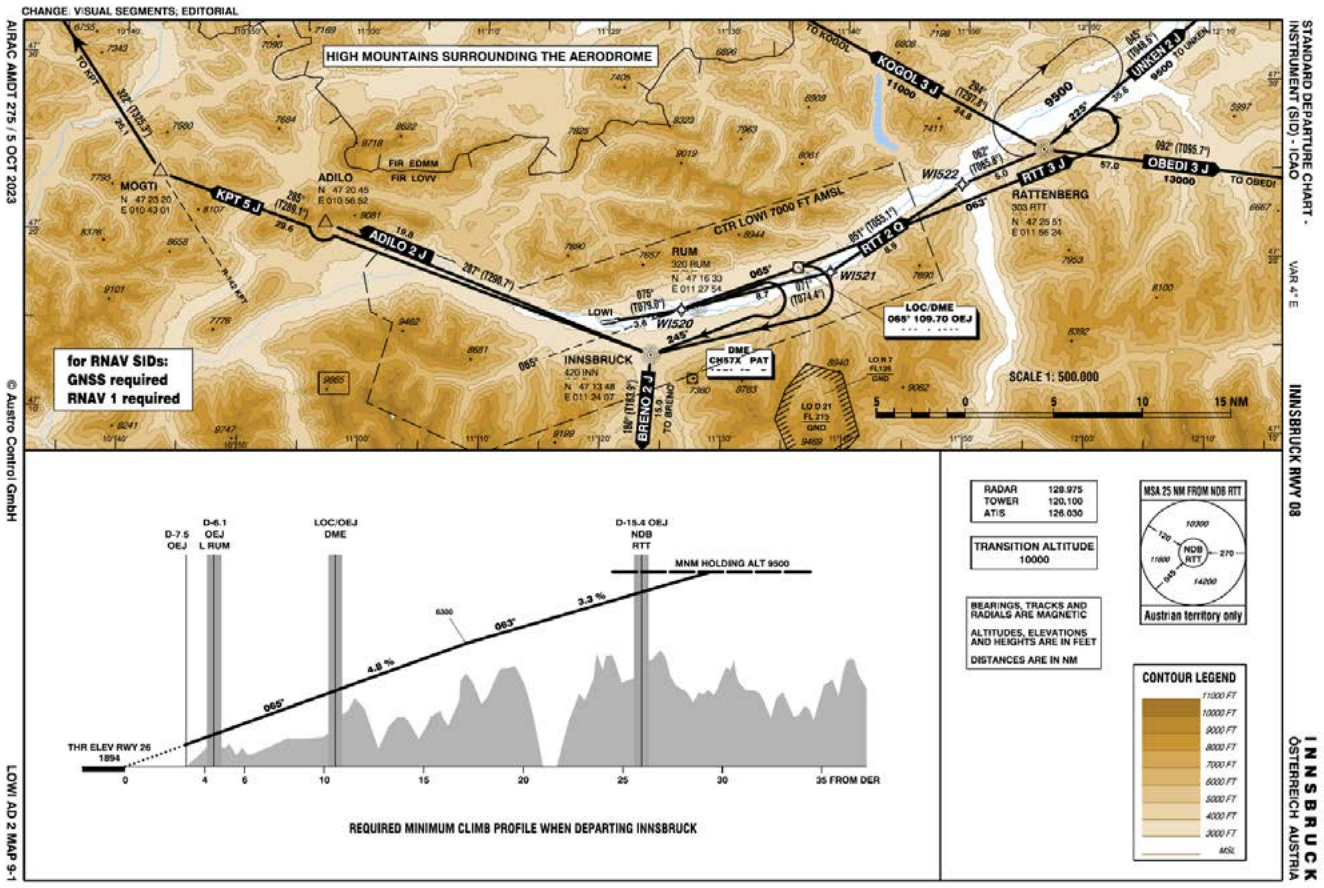
DME OEV	18	17	16	15	14	13	12	11	10	9	8
DIST THR	17.8	16.8	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8
ALT (HEIGHT)	9100 (7206)	8700 (6806)	8300 (6406)	7900 (6006)	7500 (5606)	7100 (5206)	6700 (4806)	6300 (4406)	5900 (4006)	5500 (3606)	5100 (3206)

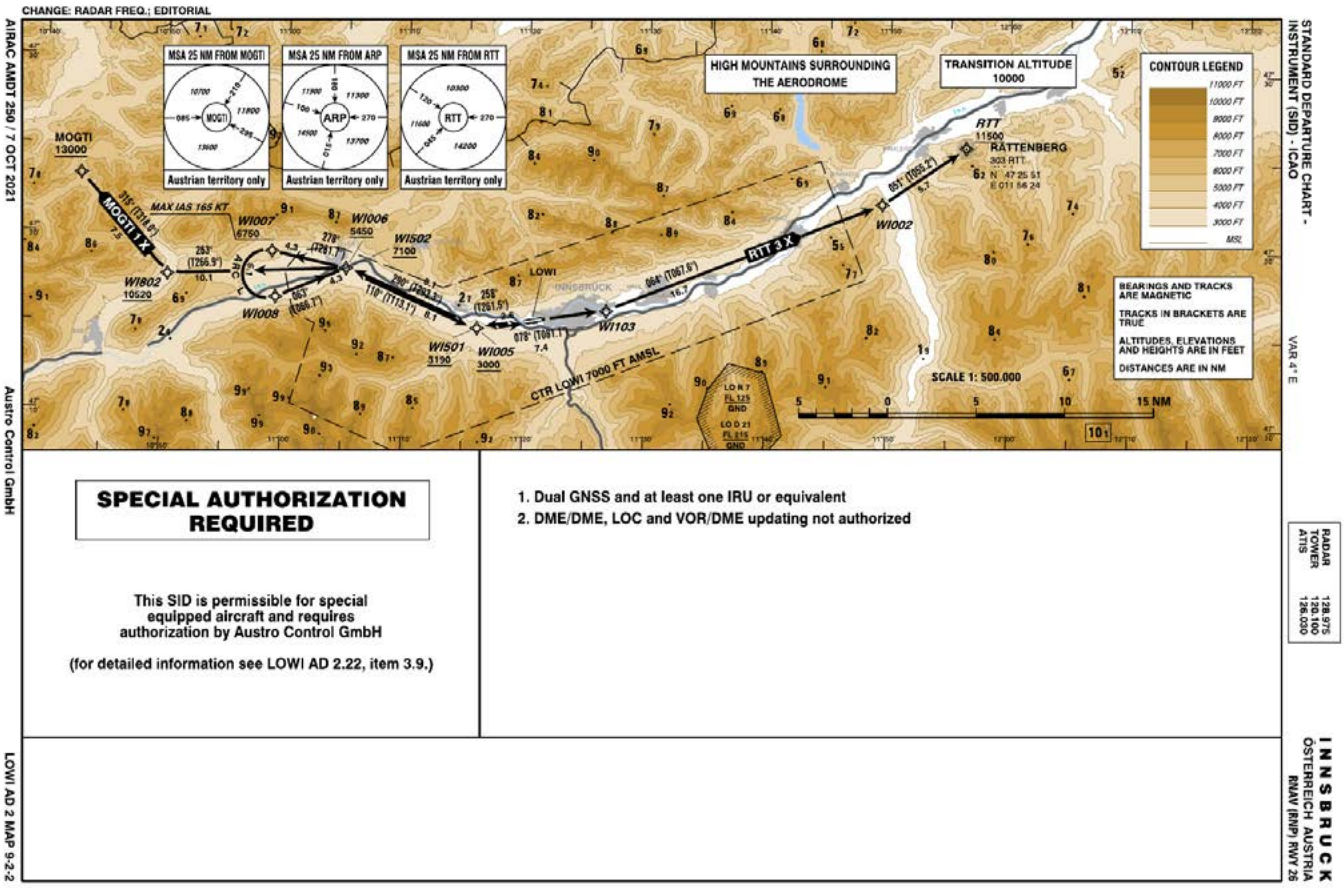
The chart may only be used in connection with the description of the procedure !


VISUAL APPROACH CHART - ICAO
VAR 4° E
AD ELEV 1907 FT
RADAR 126.975
TOWER 120.100
ATIS 126.030
INNSBRUCK
ÖSTERREICH AUSTRIA
CONTOUR LEGEND
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS ARE IN FEET MSL
DISTANCES ARE IN NM
AREA N OF THE AERODROME NOT USABLE FOR VISUAL MANOEUVRING ! HIGH PERFORMANCE GLIDER ACTIVITY WITHIN THE DEPICTED TRAs. see ENR 5.5;
PILOTS WILL BE INFORMED BY ATC ACCORDINGLY !
CTR LOWI 7000 FT AMSL
TRA LOWI C 11000 FT AMSL GND
TRA NORDPARK 8000 FT AMSL GND
LOC/DME 065° 109.70 OEJ
LOC 254° 111.10 OEV
DME/GP 254° 111.10 OEV
CTA C
TMA LOWI 1
TRA LOWI L 4500 FT AMSL GND
RUM 326 RUM
D-4.2 OEV
D-6.5 OEJ
INNSBRUCK
LOC OEV 254°/RNP E 253°
112°
254°
LOWI
OEV
LOC OEV
DME / GP
230°
075°
112°
MNM 3700
264°
084°
Visual Cue: Church Axams for start of right base
TURN AT D-3.5 OEV (D-14.1 OEJ)
NDB 429 INN
DME PAT CH57X
LO R 7 FL125 GND
LO D 21 FL 215 GND
SCALE 1 : 100.000
CHANGE: DELETE LOC WEST REFERENCES; OCA TABLE; EDITORIAL
OCA
MA-CLIMB GRADIENT
2,5% 3,0% 4,0% 5,0% 7,1%
LOC/DME PROCEDURE EAST 4900 4000 3700 3700
SPECIAL LOC/DME PROCEDURE EAST 3700
RNP E RWY 26 4300 3900 3700
RNP Z RWY 26 3700
RNP Y RWY 08 7100
RNP Z RWY 08 3700
MINIMA IN THE AREA OF VISUAL OPERATIONS
FLIGHT VISIBILITY: CAT A AND B 3 KM
CAT C AND D 5 KM
AIRAC AMDT 275 / 5 OCT 2023
© Austro Control GmbH
LOWI AD 2 MAP 14-1

2.2.2 ABFLUG		
LOWI	**7155**	
08	**3304**	**46,18%**
ADILO2J	49	0,68%
BRENO2J	433	6,05%
KOGOL3J	409	5,72%
KPT5J	373	5,21%
OBEDI3J	207	2,89%
RTT2Q	300	4,19%
RTT3J	1151	16,09%
UNKEN2J	90	1,26%
VISD	292	4,08%
26	**3851**	**53,82%**
BRENO3H	155	2,17%
KOGOL4H	45	0,63%
MOGTI1R	273	3,82%
MOGTI1X	753	10,52%
MOGTI3H	1508	21,08%
OBEDI4H	65	0,91%
RTT1R	150	2,10%
RTT3X	54	0,75%
RTT4H	219	3,06%
UNKEN3H	66	0,92%
VISD	563	7,87%


CHANGE: RADAR FREQ.; EDITORIAL
AIRAC AMDT 250 / 7 OCT 2021
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
VAR 4° E
INNSBRUCK RWY 26
HIGH MOUNTAINS SURROUNDING THE AERODROME
MSA 25 NM FROM MOGTI
MSA 25 NM FROM NDB RTT
Austrian territory only
MOGTI 3 H
MOGTI 1 R
KOGOL 4 H
UNKEN 3 H
RITT 1 R
RITT 4 H
OBEDI 4 H
BRENO 3 H
RATTENBERG
RUM
INNSBRUCK
CTR LOWI 7000 FT AMSL
LOC/DME 065° 109.70 OEJ
DME CH57X PAT
for RNAV SIDs:
GNSS required
RNAV 1 approval required
SCALE 1: 500.000
15 NM
D-7.5 OEJ
D-6.1 OEJ L RUM
LOC/OEJ DME
D-7.0 OEJ
D-15.4 OEJ NDB RTT
MNM HOLDING ALT 9500
INTERCEPT LOC OEJ
VISUAL
OIS
THR ELEV RWY 08 1907
35 FROM DER
21000 M
31500 M
44000 M
REQUIRED MINIMUM CLIMB PROFILE WHEN DEPARTING INNSBRUCK TO THE EAST
RADAR 128.975
TOWER 120.100
ATIS 126.030
TRANSITION ALTITUDE 10000
BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
DISTANCES ARE IN NM
CONTOUR LEGEND
MOGTI 3 H and MOGTI 1 R: Pilots shall be well familiar with RNAV departures in general but especially with this procedure and the terrain along the western part of the Inn valley.
MOGTI 3 H: Min. cloudbase 2100 FT AAL and VIS 5km or better.
Austro Control GmbH
LOWI AD 2 MAP 9-2-1
INNSBRUCK ÖSTERREICH AUSTRIA


CHANGE: VISUAL SEGMENTS; EDITORIAL
AIRAC AMDT 275 / 5 OCT 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
VAR 4° E
INNSBRUCK RWY 08
HIGH MOUNTAINS SURROUNDING THE AERODROME
KOGOL 3 J
UNKEN 2 J
KPT 5 J
ADILO 2 J
BRENO 2 J
RITT 3 J
RITT 2 Q
OBEDI 3 J
MOGTI
ADILO
RATTENBERG
RUM
INNSBRUCK
CTR LOWI 7000 FT AMSL
LOC/DME 065° 109.70 OEJ
DME CH57X PAT
for RNAV SIDs:
GNSS required
RNAV 1 required
SCALE 1: 500.000
15 NM
D-7.5 OEJ
D-6.1 OEJ L RUM
LOC/OEJ DME
D-15.4 OEJ NDB RTT
MNM HOLDING ALT 9500
THR ELEV RWY 26 1894
35 FROM DER
REQUIRED MINIMUM CLIMB PROFILE WHEN DEPARTING INNSBRUCK
RADAR 128.975
TOWER 120.100
ATIS 126.030
TRANSITION ALTITUDE 10000
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
DISTANCES ARE IN NM
MSA 25 NM FROM NDB RTT
Austrian territory only
CONTOUR LEGEND
© Austro Control GmbH
LOWI AD 2 MAP 9-1
INNSBRUCK ÖSTERREICH AUSTRIA



SPECIAL AUTHORIZATION REQUIRED

This SID is permissible for special equipped aircraft and requires authorization by Austro Control GmbH

(for detailed information see LOWI AD 2.22, item 3.9.)

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized

2.3 LOWK

2.3.1 ANFLUG		
LOWK	**2475**	
10L	**625**	**25,25%**
CIR	8	0,32%
ILS	13	0,53%
RNP	522	21,09%
VISA	82	3,31%
28R	**1850**	**74,75%**
ILS	1552	62,71%
LOC	1	0,04%
NDB	26	1,05%
RNP	107	4,32%
VISA	164	6,63%

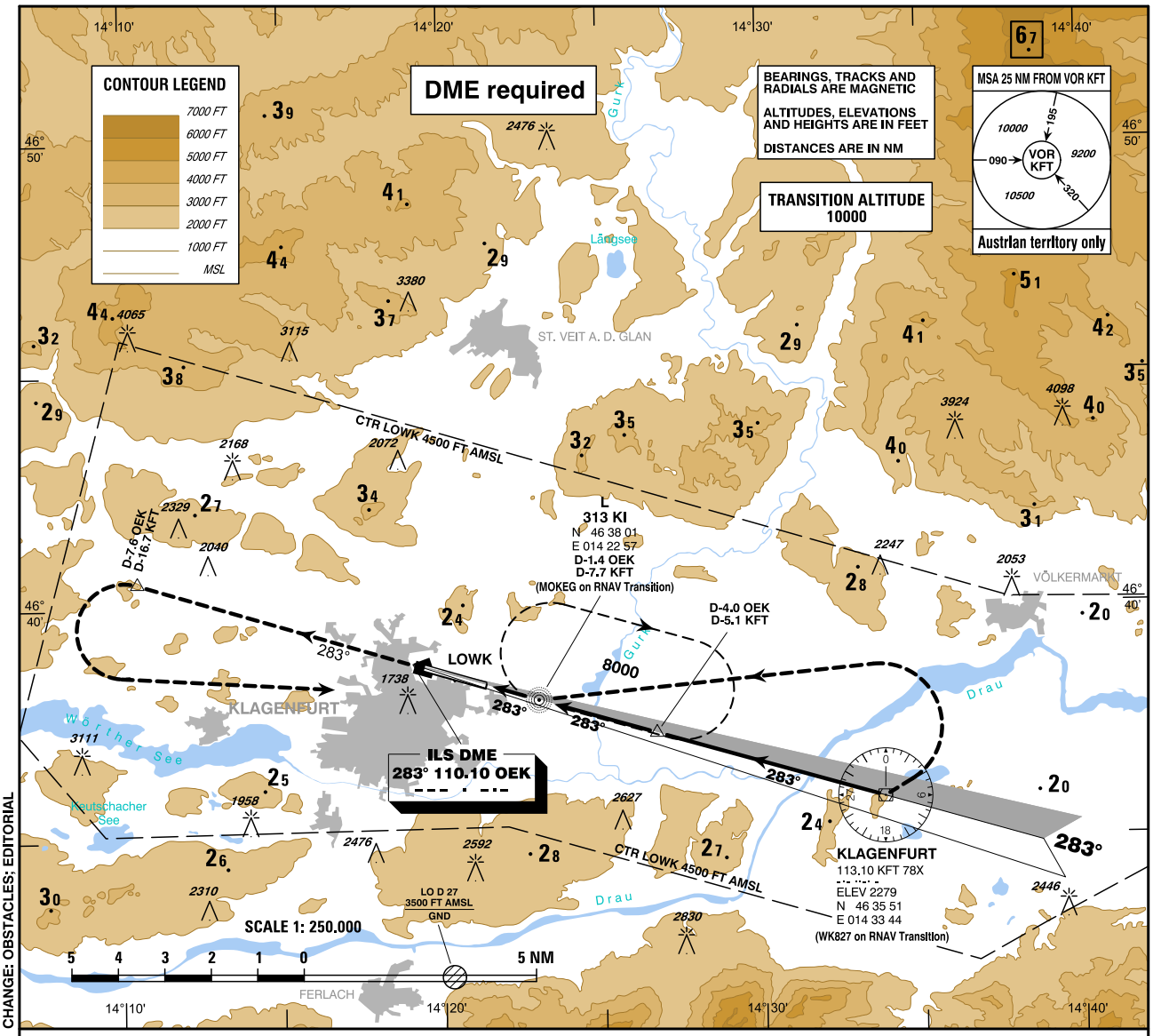
INSTRUMENT APPROACH CHART - ICAO

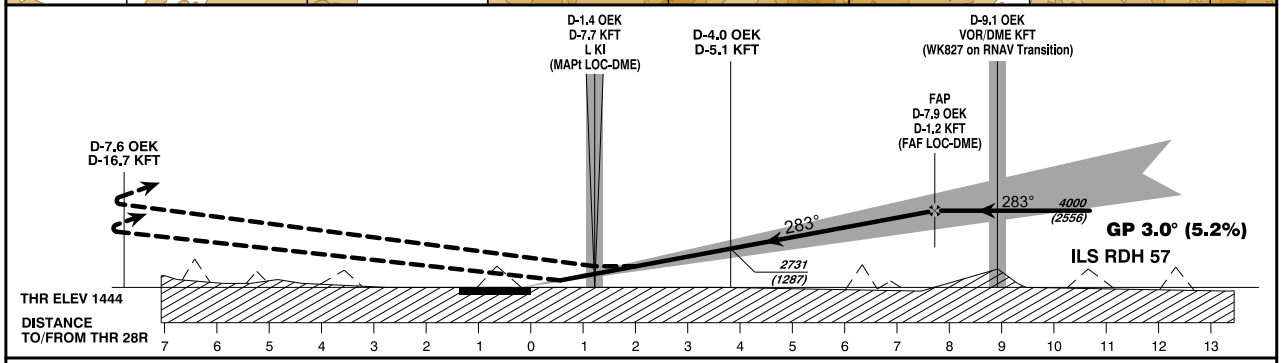
VAR 4° E

AD ELEV 1472 FT
THR 28R ELEV 1444 FT
HGT RELATED TO THR ELEV

RADAR	123.325
TOWER	118.100
ATIS	126.330

KLAGENFURT
ÖSTERREICH AUSTRIA
ILS CAT II & III or LOC RWY 28R





MISSED APPROACH : CLIMB ON TRACK 283° TO D-7.6 OEK, THEN TURN LEFT TO L KI, CLIMB ON R-283 KFT INBOUND VOR/DME KFT, WHEN PASSING VOR/DME KFT TURN LEFT DIRECT TO L KI; CLIMB TO 8000 FT AMSL AND HOLD.

NOTE : MISSED APPROACH TURN LIMITED TO MAX IAS 210 KT.

OCA (OCH) IN FT		MA CLIMB GRADIENT	A	B	C	D
STRAIGHT-IN APPROACH	CAT I Press. Altim.	2.5 %	1761 (317)	1871 (427)	1985 (541)	2000 (556)
		4 %	1589 (145)	1601 (157)	1609 (165)	1619 (175)
	CAT II RDO Altim.	4.5 %	1498 (54)	1515 (71)	1526 (82)	1541 (97)
	CAT IIIa	4.7 %	APPROVED			
			details according table see LOWK AD 2.22, item 5.			
	LOC-DME	2.5 %	1990 (550)			2030 (590)
CIRCLING PROCEDURE SEE LOWK AD 2 MAP 14-1						

D-4.0 OEK TO THR 28R - DISTANCE 3.8 NM
(Timing not authorized for defining the MAPt)

GS (KT)	80	100	120	140	160	180
MIN : SEC	2:51	2:17	1:54	1:38	1:26	1:16
FT / MIN	430	540	650	760	870	980

DME OEK	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	3720 (2276)	3390 (1946)	3060 (1616)	2730 (1286)	2410 (966)	2080 (636)

CHANGE: OBSTACLES; EDITORIAL

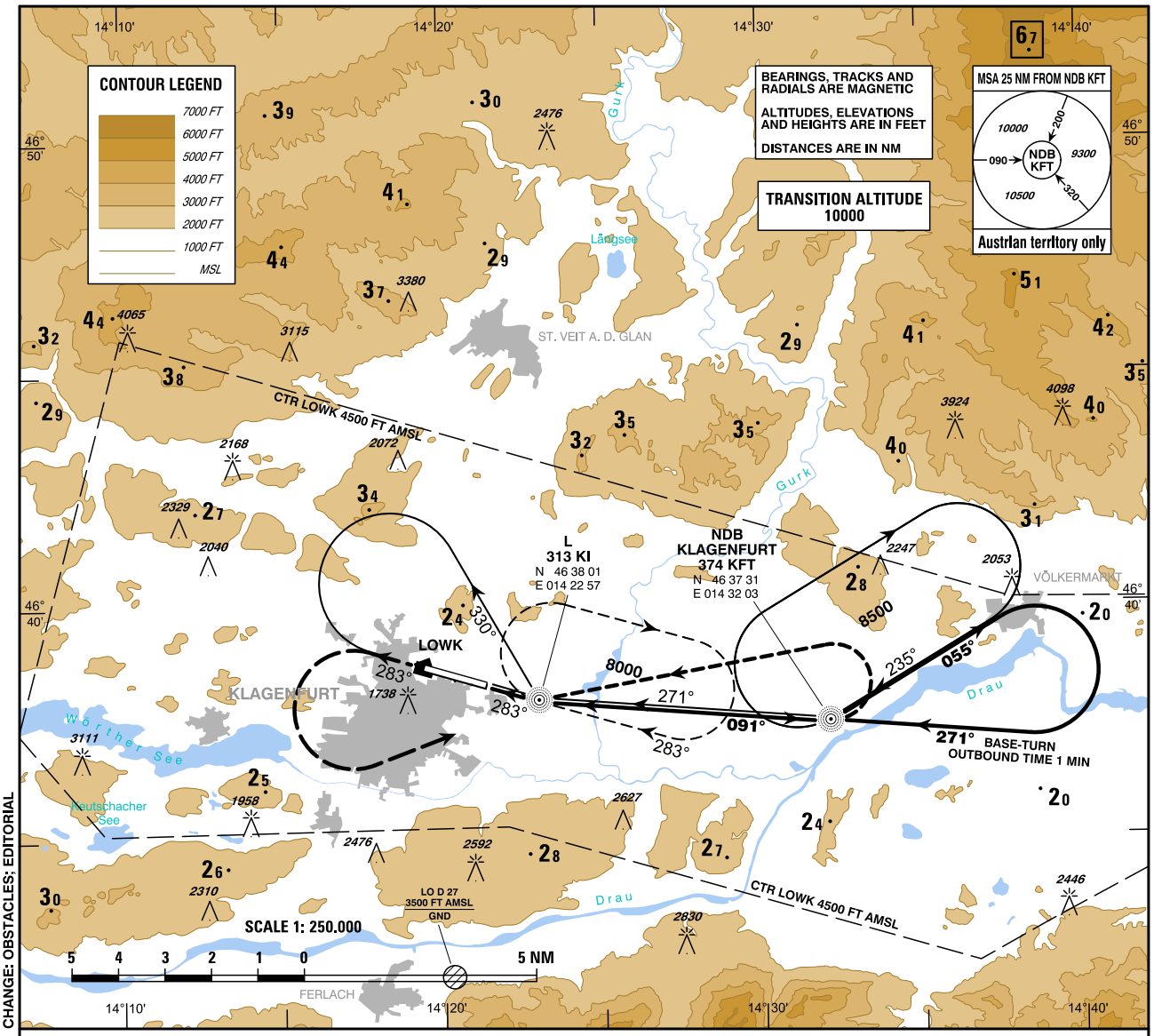
INSTRUMENT APPROACH CHART - ICAO

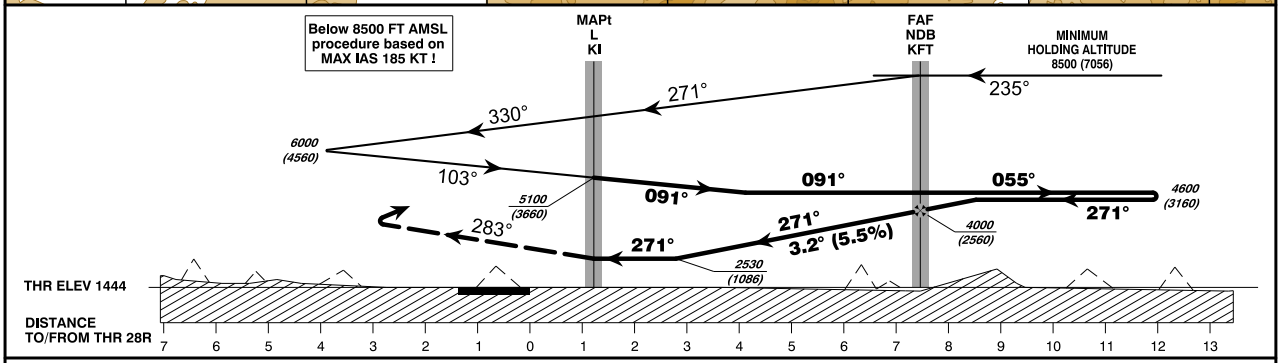
VAR 4° E

AD ELEV 1472 FT
THR 28R ELEV 1444 FT
HGT RELATED TO THR ELEV

RADAR	123.325
TOWER	118.100
ATIS	126.330

KLAGENFURT
ÖSTERREICH AUSTRIA
NDB RWY 28R





MISSED APPROACH : CLIMB ON TRACK 283°. WHEN PASSING 4000 FT AMSL, TURN LEFT TO L KI; CONTINUE CLIMB ON TRACK 091° TO NDB KFT THEN TURN LEFT TO L KI; CLIMB TO 8000 FT AMSL AND HOLD.

NOTE 1: ACCELERATE AFTER COMPLETION OF THE MA-TURN AND HOMING L KI !
NOTE 2: MISSED APPROACH TURN LIMITED TO MAX IAS 185 KT !

OCA (OCH) IN FT	A	B	C	D
STRAIGHT-IN APPROACH NOTE: FINAL APPROACH TRACK BETWEEN NDB KFT AND L KI N O T ALIGNED WITH RUNWAY CENTRE LINE	2530 (1086)			
CIRCLING PROCEDURE SEE LOWK AD 2 MAP 14-1				

NDB KFT TO L KI - DISTANCE 6.3 NM
L KI TO THR 28R - DISTANCE 1.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
NDB KFT - L KI	MIN : SEC	4:44	3:47	3:09	2:42	2:22	2:06
L KI - THR 28R	MIN : SEC	0:54	0:43	0:36	0:31	0:27	0:21

CHANGE: OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

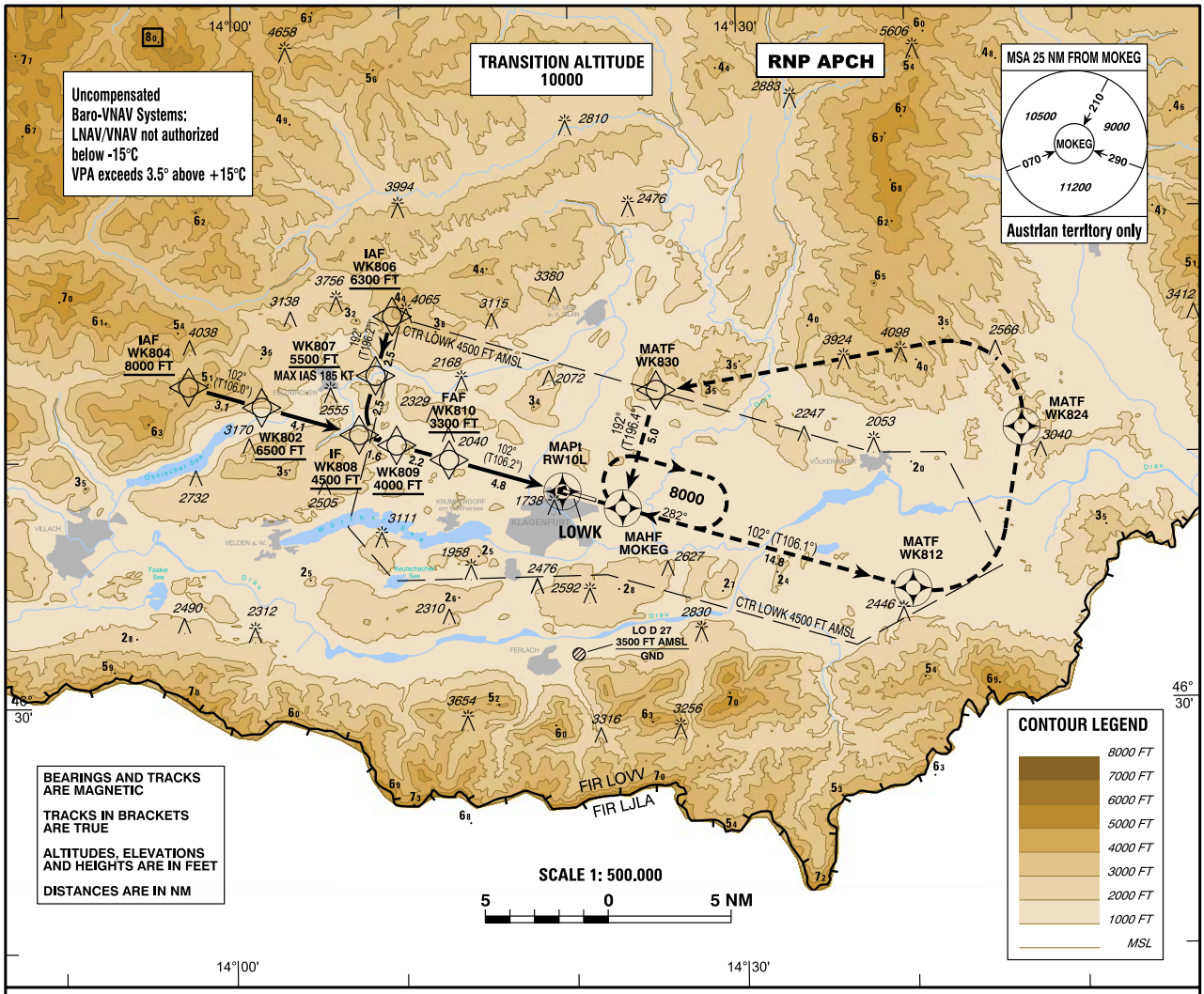
AD ELEV 1472 FT
THR 10L ELEV 1470 FT
HGT RELATED TO THR ELEV

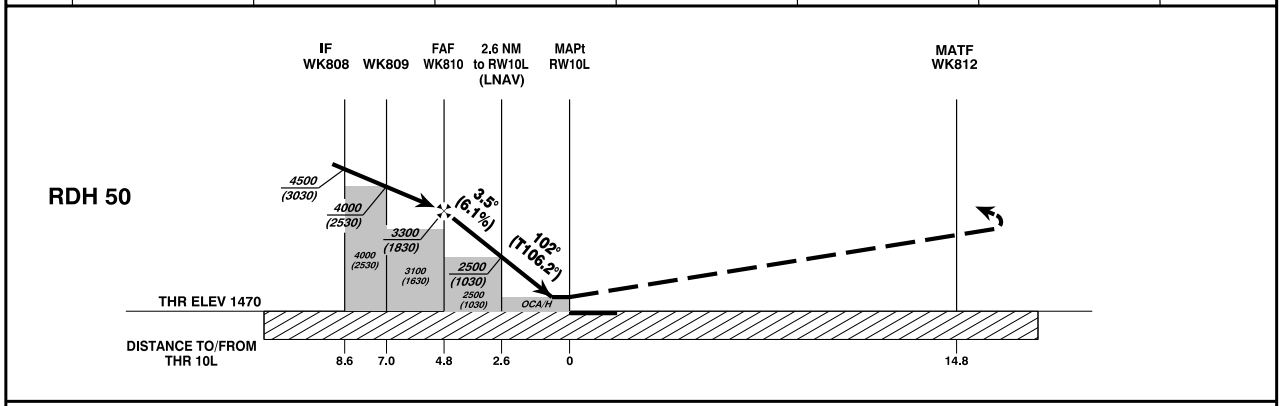
RADAR	123.325
TOWER	118.100
ATIS	126.330

EGNOS
CH 95190
E10A

KLAGENFURT
ÖSTERREICH AUSTRIA
RNP RWY 10L

CHANGE: OCA/H; MISSED APPROACH; MSA; RADAR FREQ.; MOCA BOXES; MSA; EDITORIAL





MISSED APPROACH: CLIMB STRAIGHT AHEAD TO WK812, THEN TURN LEFT DIRECT TO WK824, THEN TURN LEFT DIRECT TO WK830, THEN TURN LEFT TO MOKEG AND HOLD; DO NOT ENTER THE HOLDING BELOW 8000 FT AMSL.

NOTE: MISSED APPROACH TURN LIMITED TO MAX IAS 230 KT.

OCA (OCH) IN FT	A	B	C	D
LNAV	2230 (760)			
LNAV/VNAV	2188 (718)		2220 (750)	
LPV	1685 (215)	1701 (231)	1712 (242)	1723 (253)

DIST in NM to RW10L	4	3	2
ALTITUDE (HEIGHT)	3010 (1540)	2630 (1160)	2260 (790)

WK810 to RW10L - DISTANCE 4.8 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WK810 - RW10L	MIN : SEC	3:36	2:53	2:24	2:03	1:48	1:36
Rate of descent (6.1%)	FT / MIN	490	620	740	860	990	1110

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

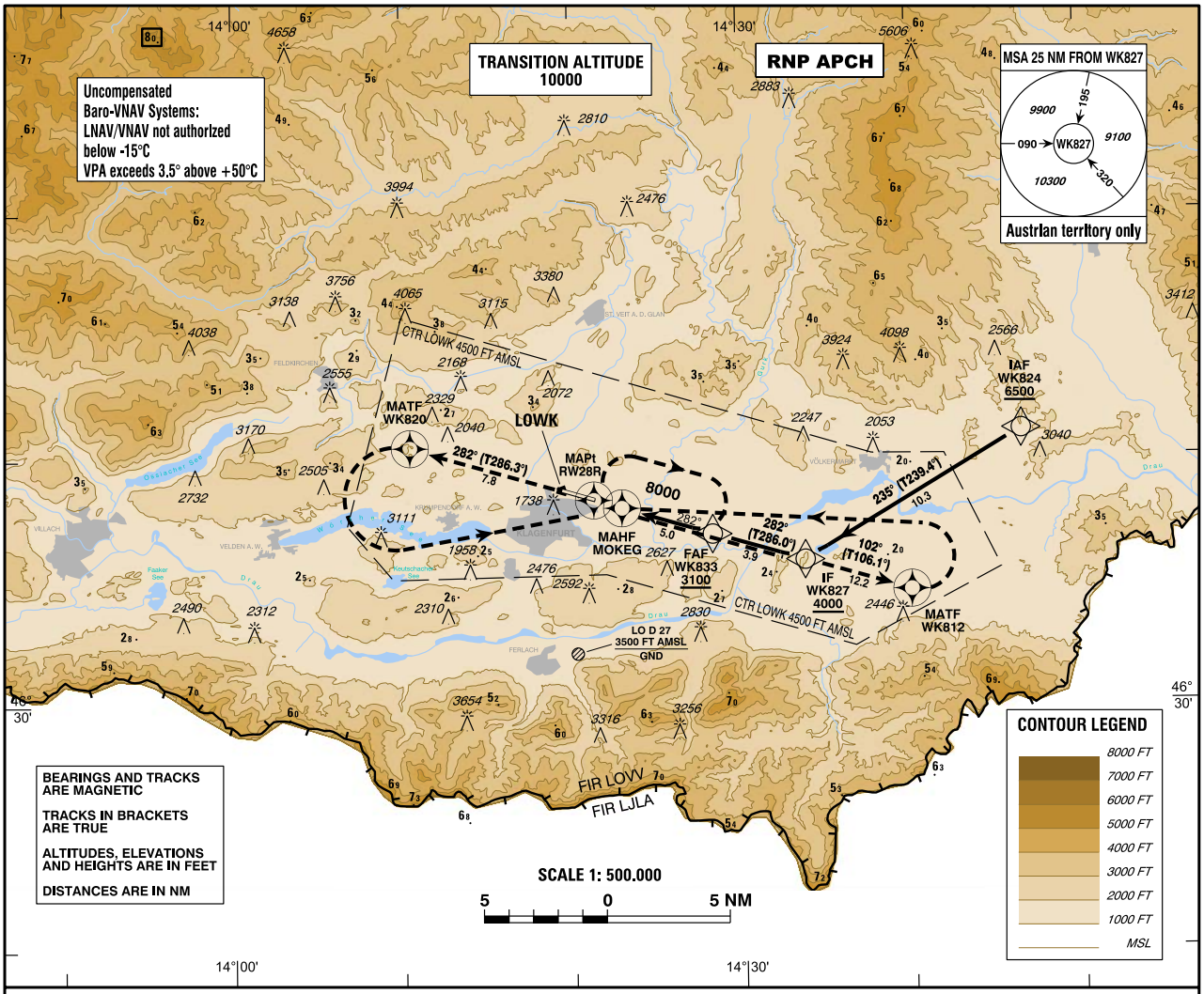
AD ELEV 1472 FT
THR 28R ELEV 1444 FT
HGT RELATED TO THR ELEV

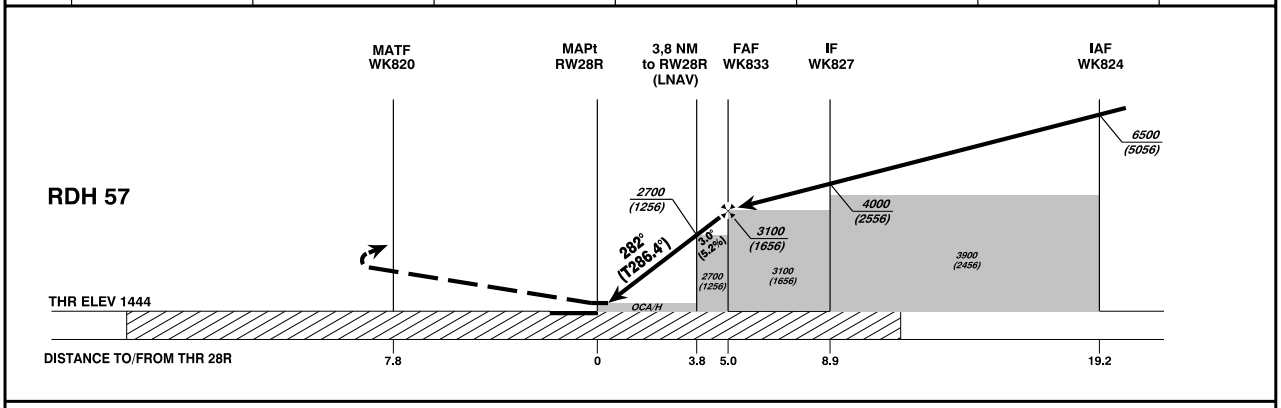
RADAR	123.325
TOWER	118.100
ATIS	126.330

EGNOS
CH 42247
E28A

KLAGENFURT
ÖSTERREICH AUSTRIA
RNP RWY 28R

CHANGE: MISSED APPROACH; OCA/H; MSA; RADAR FREQ.; MOCA BOXES; MSA; EDITORIAL





MISSED APPROACH: CLIMB STRAIGHT AHEAD TO WK820, THEN TURN LEFT DIRECT TO MOKEG, THEN TURN RIGHT TO WK812, THEN TURN LEFT DIRECT TO MOKEG AND HOLD; DO NOT ENTER THE HOLDING BELOW 8000 FT AMSL.

NOTE: MISSED APPROACH TURN LIMITED TO MAX IAS 210 KT.

OCA (OCH)	MA CLIMB GRADIENT	A	B	C	D
LNAV	2.5 %	2260 (820)			
LNAV/VNAV	2.5 % 4.0 %	2007 (563) 1916 (472)	2040 (596) 1928 (484)	2059 (615) 1987 (543)	2190 (746) 2190 (746)
LPV	2.5 % 4.0 %	1821 (377) 1588 (144)	2038 (594) 1600 (156)	2046 (602) 1609 (165)	2057 (613) 1629 (185)

DIST to RW28R	4	3	2
ALTITUDE (HEIGHT)	2770 (1326)	2460 (1016)	2140 (696)

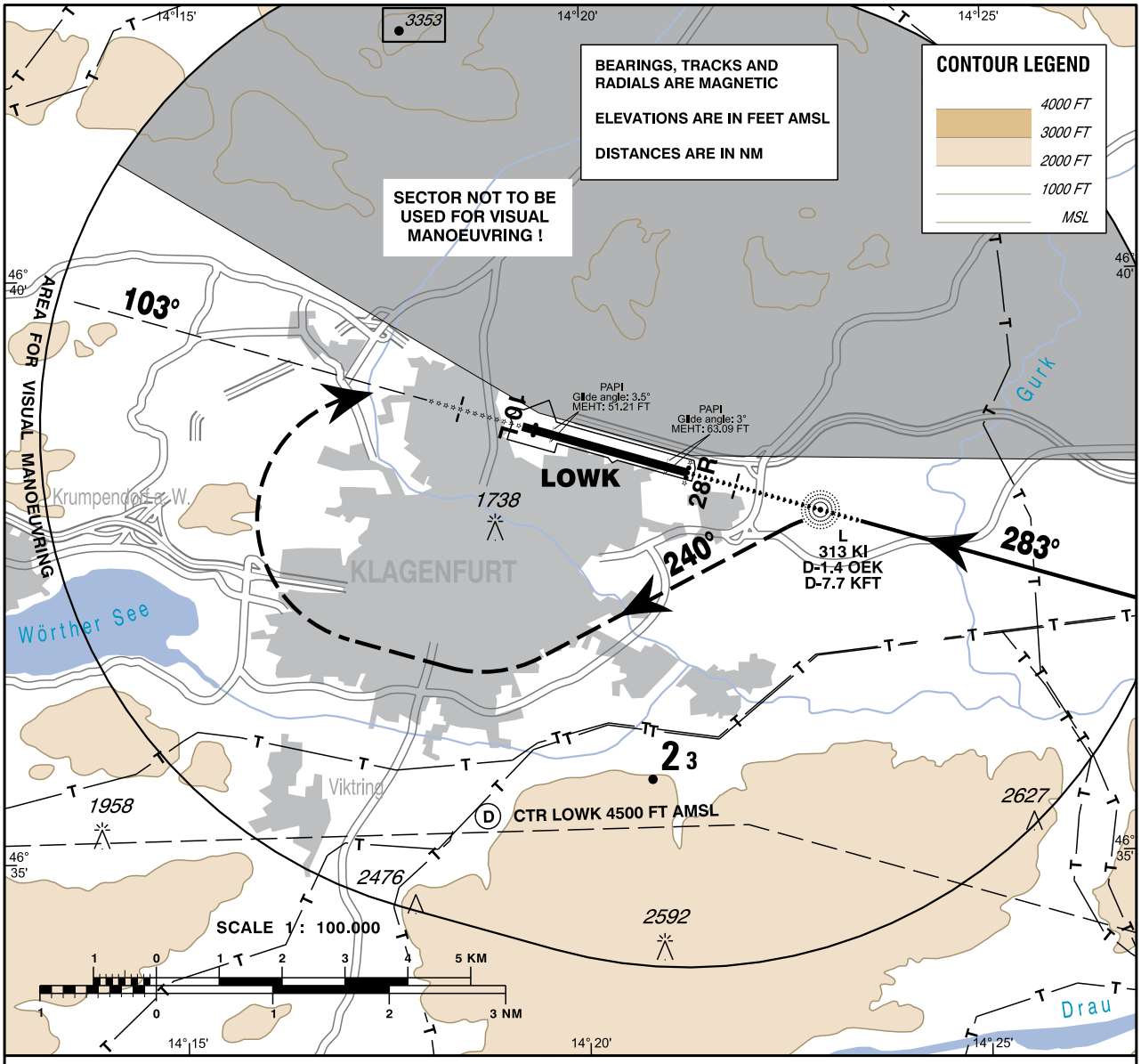
WK833 to RW28R - DISTANCE 5.0 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WK833 - RW28R	MIN : SEC	3:46	3:01	2:31	2:09	1:53	1:40
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

RADAR	123.325
TOWER	118.100
ATIS	126.330

CIRCLING RWY 10L VAR 4° E AD ELEV 1472 FT

KLAGENFURT
ÖSTERREICH AUSTRIA



CHANGE: EDITORIAL

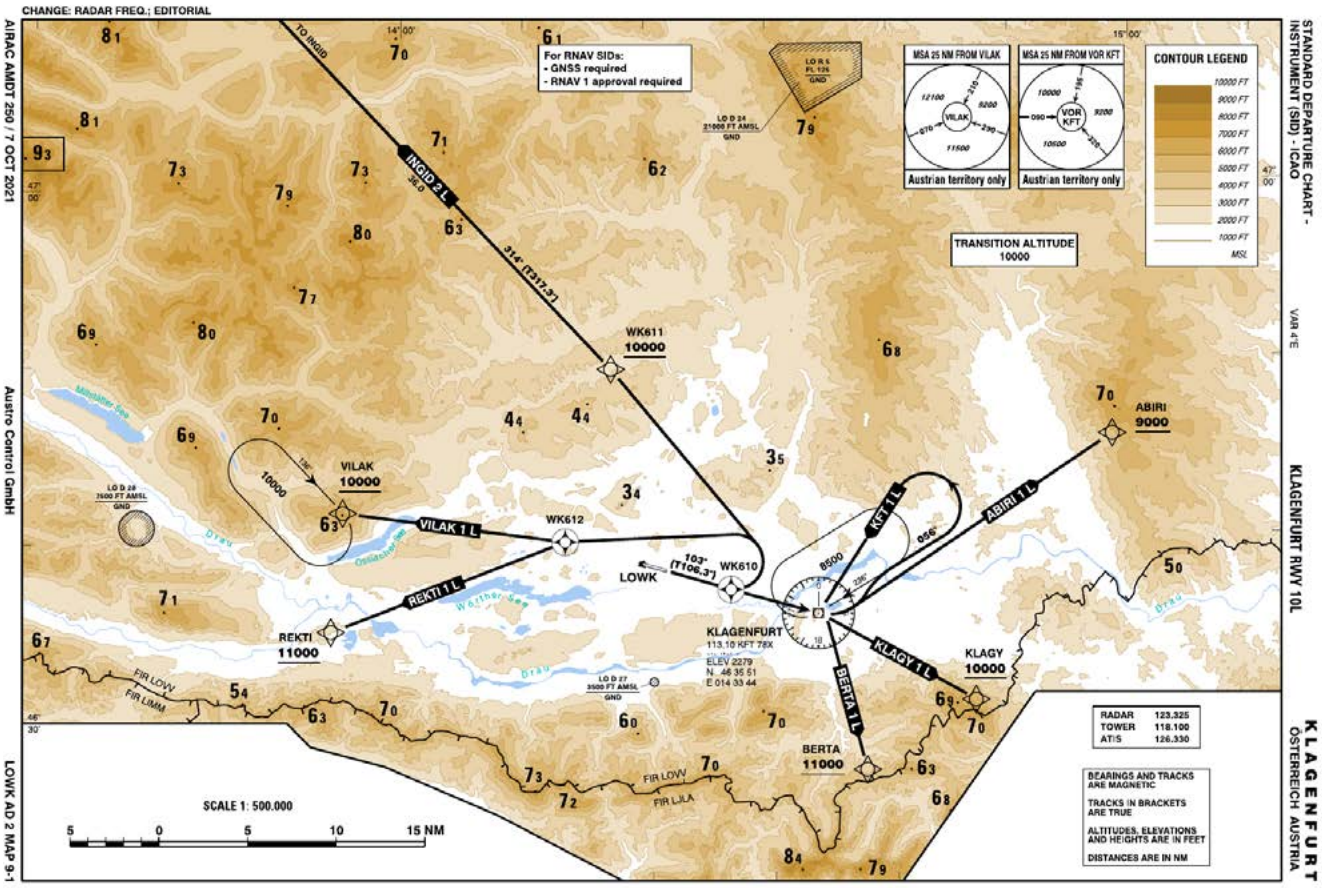
CIRCLING PROCEDURE RWY 10L:

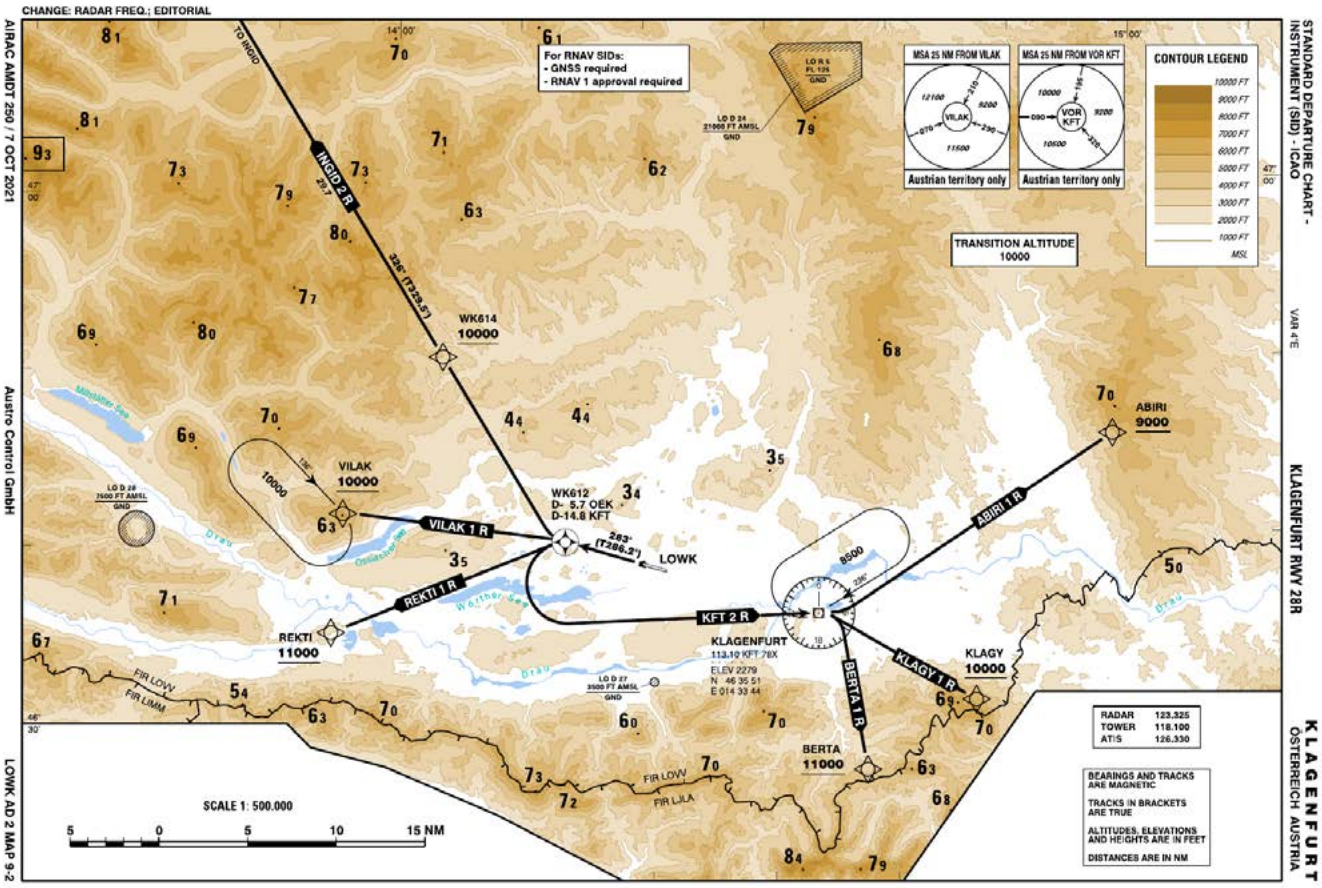
Complete a published Instrument Approach to RWY 28R;
Break-off to the left not later than over L KI and execute a circling approach to RWY 10L, observing the area for visual manoeuvring as indicated above.
If visual reference is lost during the circling manoeuvre, climb to the minimum circling altitude or higher and turn right to L KI. Do not overshoot QDM 103 L KI; After L KI follow MA-Procedure as described for ILS or NDB approach.

For obstructions see:
- Aerodrome Obstacle Chart - ICAO Type A (LOWK AD 2 MAP 4-1) and
- Aerodrome Obstacle Chart - ICAO Type B (LOWK AD 2 MAP 5-1)

OCA CIRCLING	A	B	C	D
FT AMSL	2150	2720	3290	3290
VISUAL MANOEUVRING RESTRICTED TO MAX IAS 180 KT !				

2.3.2 ABFLUG		
LOWK	**2531**	
10L	**2277**	**89,96%**
ABIRI1L	1027	40,58%
BERTA1L	173	6,84%
INGID2L	386	15,25%
KFT1L	58	2,29%
KLAGY1L	95	3,75%
REKTI1L	179	7,07%
VILAK1L	359	14,18%
28R	**254**	**10,04%**
ABIRI1R	50	1,98%
BERTA1R	47	1,86%
INGID2R	34	1,34%
KFT2R	11	0,43%
KLAGY1R	14	0,55%
REKTI1R	45	1,78%
VILAK1R	53	2,09%


CHANGE: RADAR FREQ.; EDITORIAL
AIRAC AMDT 250 / 7 OCT 2021
Austro Control GmbH
LOWK AD 2 MAP 9-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
KLAGENFURT RWY 10L
KLAGENFURT
ÖSTERREICH AUSTRIA
For RNAV SIDs:
- GNSS required
- RNAV 1 approval required
MSA 25 NM FROM VILAK
MSA 25 NM FROM VOR KFT
Austrian territory only
CONTOUR LEGEND
TRANSITION ALTITUDE
10000
TO INGID
INGID 2 L
314° (T317.3°)
WK611
10000
VILAK
10000
VILAK 1 L
WK612
REKTI 1 L
REKTI
11000
LOWK
103° (T106.3°)
WK610
KFT 1 L
056°
ABIRI 1 L
ABIRI
9000
KLAGENFURT
113.10 KFT 78X
ELEV 2279
N 46 35 51
E 014 33 44
KLAGY 1 L
KLAGY
10000
BERTA 1 L
BERTA
11000
RADAR 123.325
TOWER 118.100
ATIS 126.330
BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
DISTANCES ARE IN NM
SCALE 1: 500.000
15 NM


CHANGE: RADAR FREQ.; EDITORIAL
AIRAC AMDT 250 / 7 OCT 2021
Austro Control GmbH
LOWK AD 2 MAP 9-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
KLAGENFURT RWY 28R
KLAGENFURT
ÖSTERREICH AUSTRIA
For RNAV SIDs:
- GNSS required
- RNAV 1 approval required
MSA 25 NM FROM VILAK
MSA 25 NM FROM VOR KFT
Austrian territory only
CONTOUR LEGEND
TRANSITION ALTITUDE
10000
TO INGID
INGID 2 R
306° (T299.5°)
WK614
10000
VILAK
10000
VILAK 1 R
WK612
D- 5.7 OEK
D-14.8 KFT
283° (T286.2°)
LOWK
REKTI 1 R
REKTI
11000
KFT 2 R
ABIRI 1 R
ABIRI
9000
KLAGENFURT
113.10 KFT 78X
ELEV 2279
N 46 35 51
E 014 33 44
KLAGY 1 R
KLAGY
10000
BERTA 1 R
BERTA
11000
RADAR 123.325
TOWER 118.100
ATIS 126.330
BEARINGS AND TRACKS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET
DISTANCES ARE IN NM
SCALE 1: 500.000
15 NM

2.4 LOWL

2.4.1 ANFLUG		
LOWL	**4616**	
08	**2144**	**46,45%**
CIR	6	0,13%
ILS	1563	33,86%
NDB	3	0,06%
RNP	387	8,38%
VISA	97	2,10%
VOR	88	1,91%
26	**2472**	**53,55%**
CIR	5	0,11%
ILS	2023	43,83%
NDB	38	0,82%
RNP	255	5,52%
VISA	125	2,71%
VOR	26	0,56%

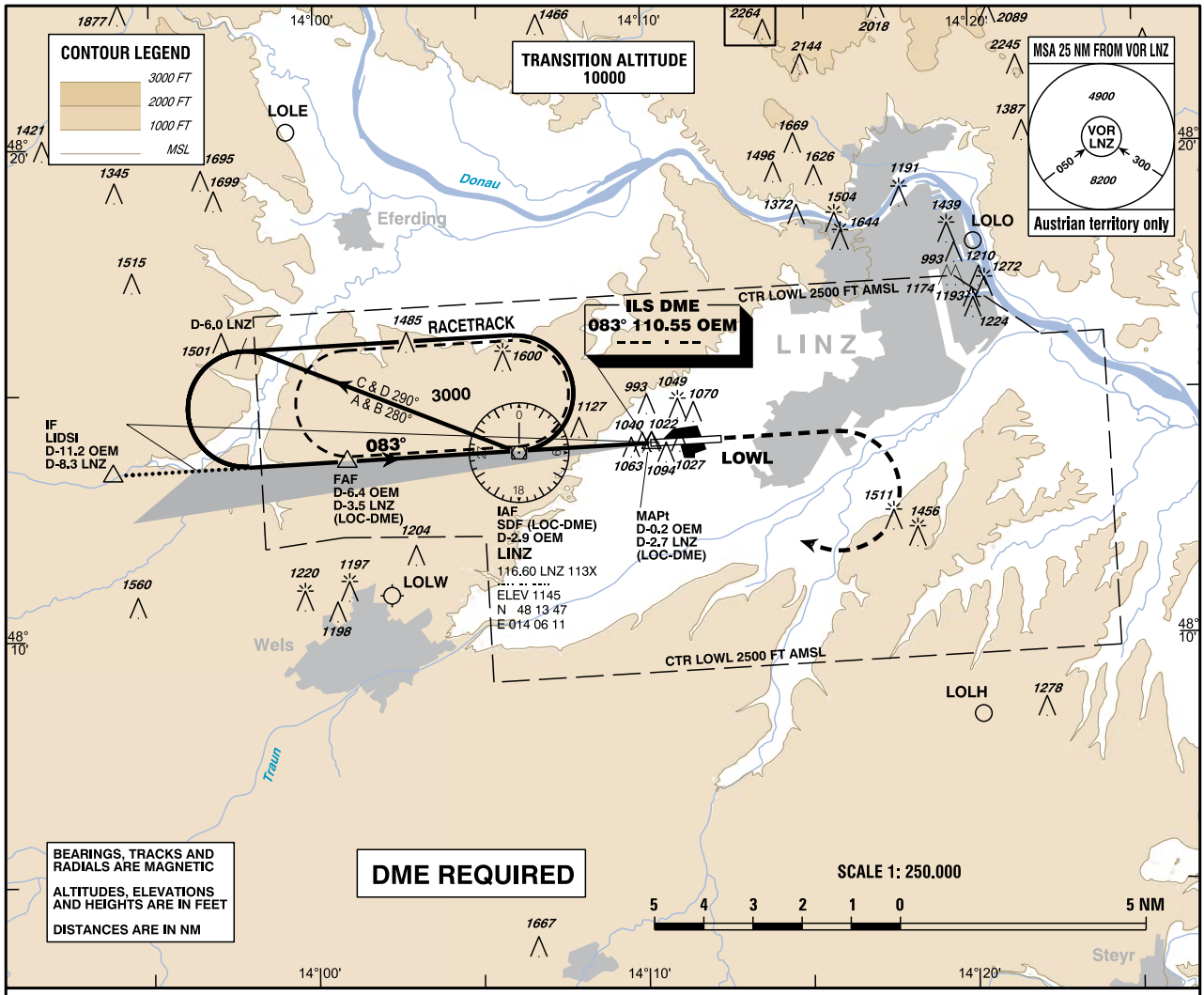
INSTRUMENT APPROACH CHART - ICAO

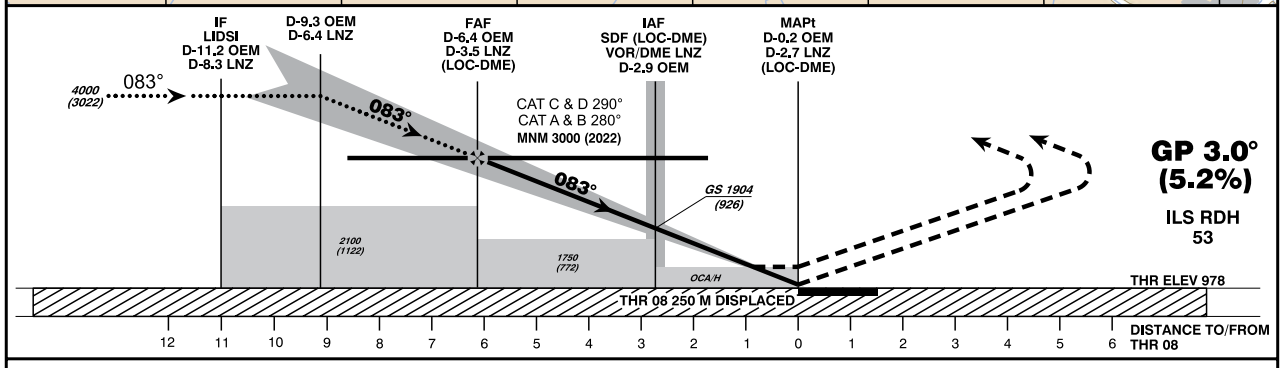
VAR 4° E

AD ELEV 980 FT
THR 08 ELEV 978 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

L I N Z
ÖSTERREICH AUSTRIA
ILS or LOC RWY 08





MISSED APPROACH: CLIMB STRAIGHT AHEAD, WHEN PASSING 3000 FT AMSL TURN RIGHT TO VOR/DME LNZ; CONTINUE CLIMB TO 4000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	1139 (161)	1152 (174)	1160 (182)	1170 (192)
	LOC-DME	1480 (502)			
CIRCLING		1480 (500)	1550 (570)	1910 (930)	

CIRCLING NOT AUTHORIZED NORTH OF THE AD

D-6.4 OEM to THR 08 - DISTANCE 6.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-6.4 OEM - THR 08	MIN : SEC	4:38	3:43	3:06	2:39	2:19	2:04
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEM	6	5	4	3	2
DIST THR	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	2890 (1912)	2570 (1592)	2250 (1272)	1930 (952)	1610 (632)

CHANGE: EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

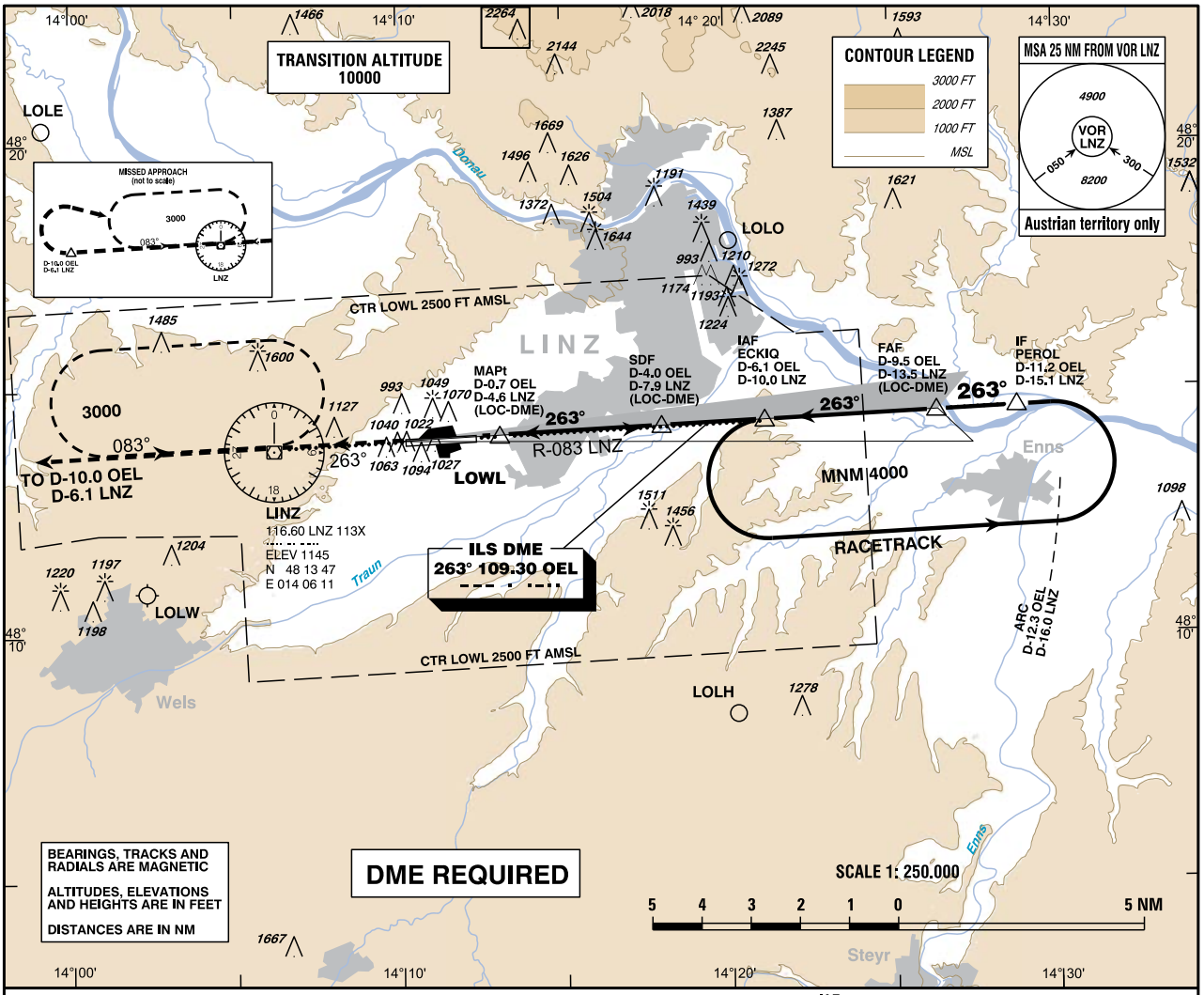
AD ELEV 980 FT
THR 26 ELEV 963 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

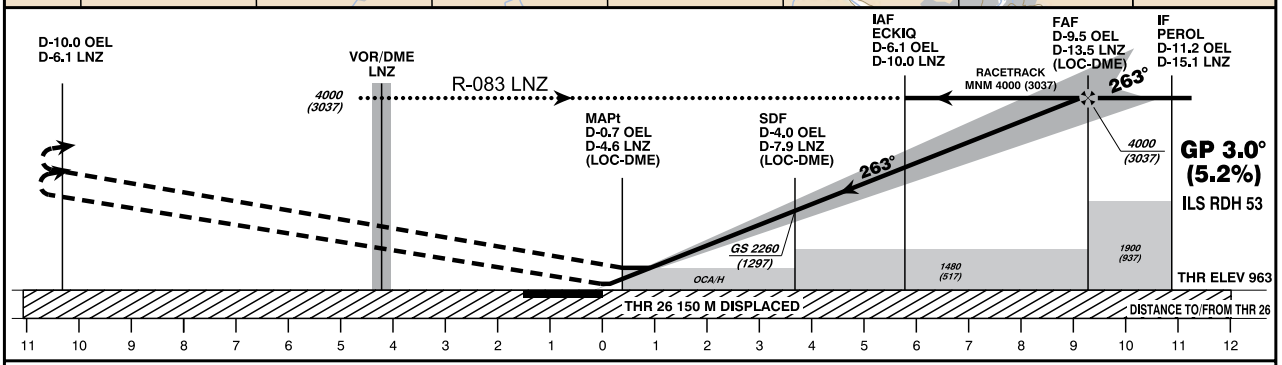
RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

L I N Z

ÖSTERREICH AUSTRIA

ILS CAT II & III or LOC RWY 26





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-10.0 OEL (D-6.1 LNZ) TURN RIGHT TO VOR/DME LNZ; CLIMB TO 3000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	1115 (152)	1128 (165)	1136 (173)	1146 (183)
	CAT II RDO Altim.	1027 (64)	1045 (82)	1056 (93)	1071 (108)
	CAT III B	A P P R O V E D			
	LOC-DME	1300 (337)			
CIRCLING		1470 (490)	1550 (570)	1910 (930)	

CIRCLING NOT AUTHORIZED NORTH OF THE AD

D-9.5 OEL to THR 26 - DISTANCE 9.4 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-9.5 OEL - THR 26	MIN : SEC	7:02	5:37	4:41	4:01	3:31	3:07
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEL	9	8	7	6	5	4	3	2
DIST THR	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	3830 (2867)	3510 (2547)	3190 (2227)	2870 (1907)	2560 (1597)	2240 (1277)	1920 (953)	1600 (637)

CHANGE: MISSED APPROACH; RACETRACK; BASE TURN REMOVED; NDB LNZ REMOVED; IAF; SDF; OCA/OCH; MOCA BOXES; ROD; ALTITUDE TABLE; OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

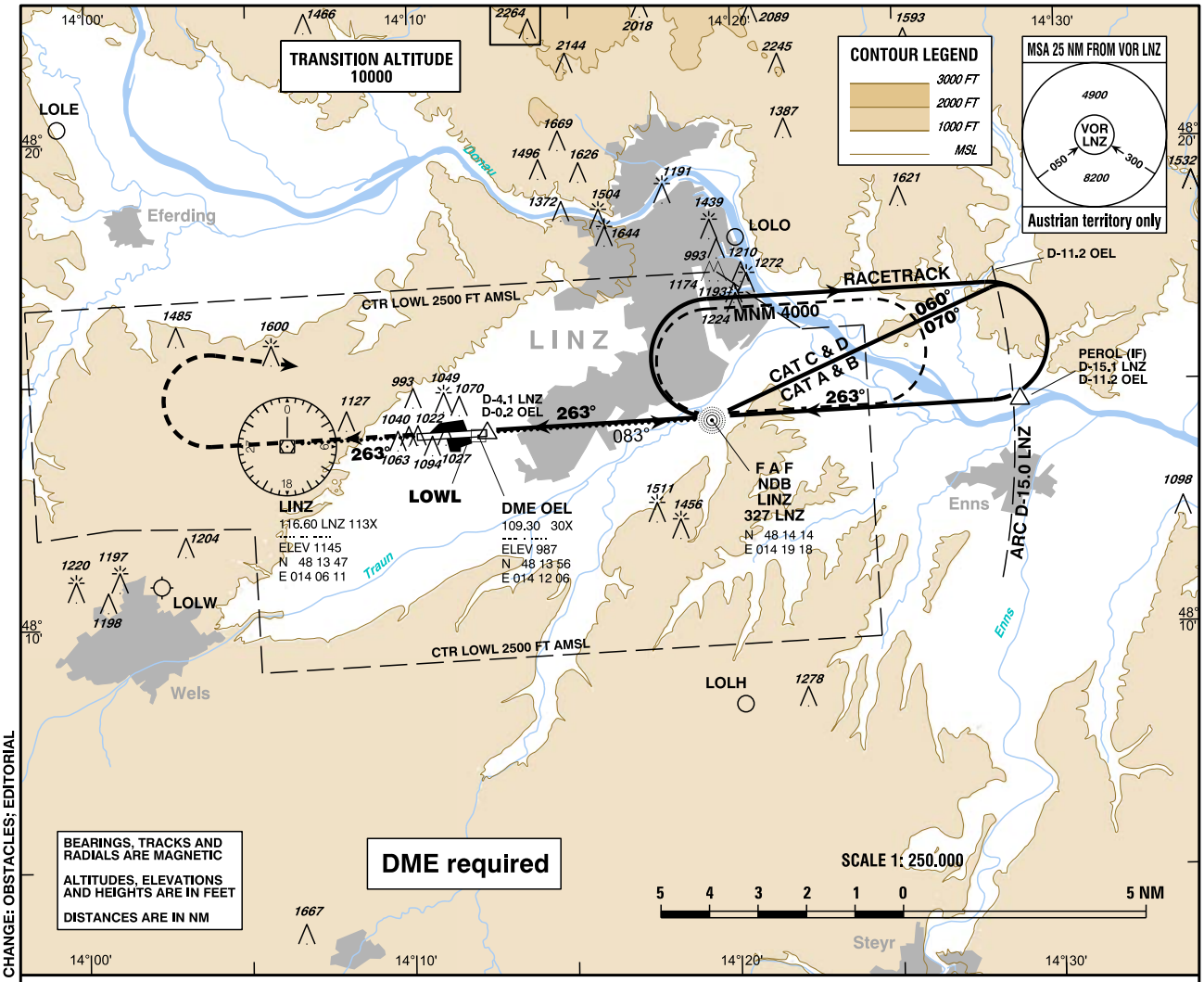
AD ELEV 980 FT
THR 26 ELEV 963 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

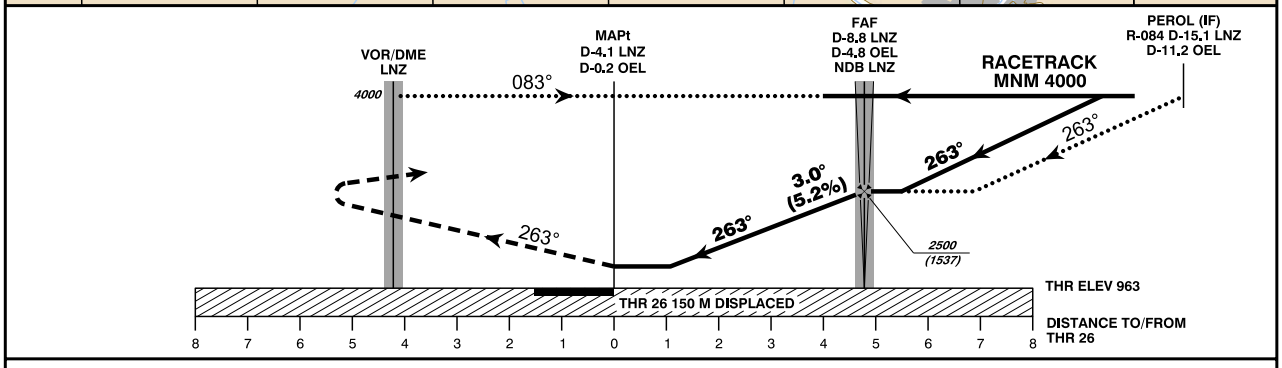
RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

L I N Z

ÖSTERREICH AUSTRIA

NDB RWY 26





MISSED APPROACH : CLIMB ON TRACK 263°, WHEN PASSING 3000 FT AMSL TURN RIGHT TO NDB LNZ; CONTINUE CLIMB TO 4000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	NDB	1320 (360)			
CIRCLING		1470 (490)	1550 (570)	1910 (930)	
CIRCLING NOT AUTHORIZED NORTH OF THE AD					

NDB LNZ to THR 26 - DISTANCE 4.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
NDB LNZ - THR 26	MIN : SEC	3:32	2:49	2:21	2:01	1:46	1:34
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME LNZ	8	7	6
DIST THR	3.9	2.9	1.9
ALT (HEIGHT)	2250 (1287)	1930 (967)	1620 (657)

CHANGE: OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

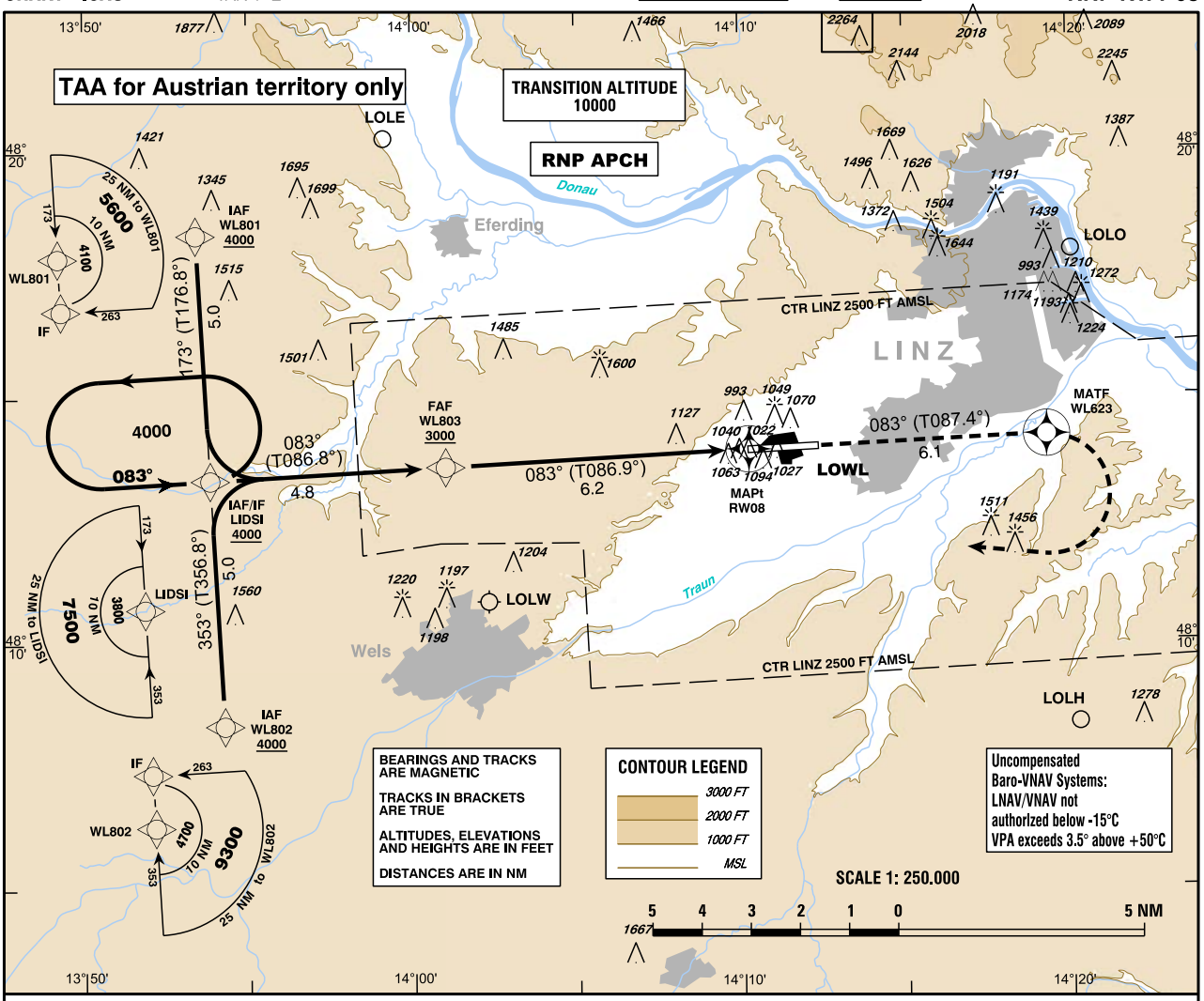
VAR 4° E

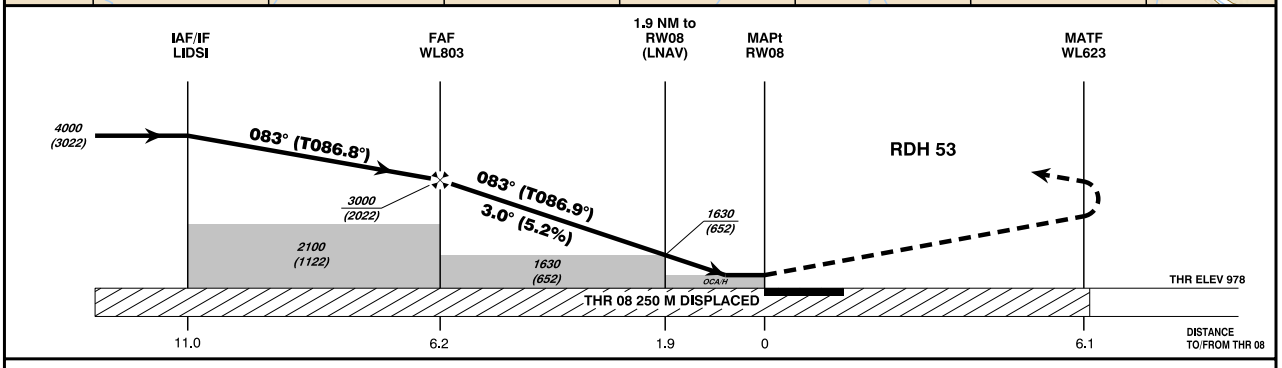
AD ELEV 980 FT
THR 08 ELEV 978 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

EGNOS
CH 41180
E08A

L I N Z
ÖSTERREICH AUSTRIA
RNP RWY 08





MISSED APPROACH : CLIMB STRAIGHT AHEAD TO WL623, THEN TURN RIGHT DIRECT TO LIDSI; CLIMB TO 4000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	1440 (470)			
LNAV/VNAV	1231 (253)	1243 (265)	1251 (273)	1261 (283)
LPV	1118 (140)	1131 (153)	1139 (161)	1149 (171)
CIRCLING	1470 (490)	1550 (570)	1910 (930)	
CIRCLING NOT AUTHORIZED NORTH OF THE AD				

WL803 to RW08 - DISTANCE 6.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WL803 - RW08	MIN : SEC	4:39	3:43	3:06	2:39	2:20	2:04
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DIST In NM to RW08	6	5	4	3	2
ALTITUDE (HEIGHT)	2940 (1962)	2620 (1642)	2310 (1332)	1990 (1012)	1670 (692)

CHANGE: OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

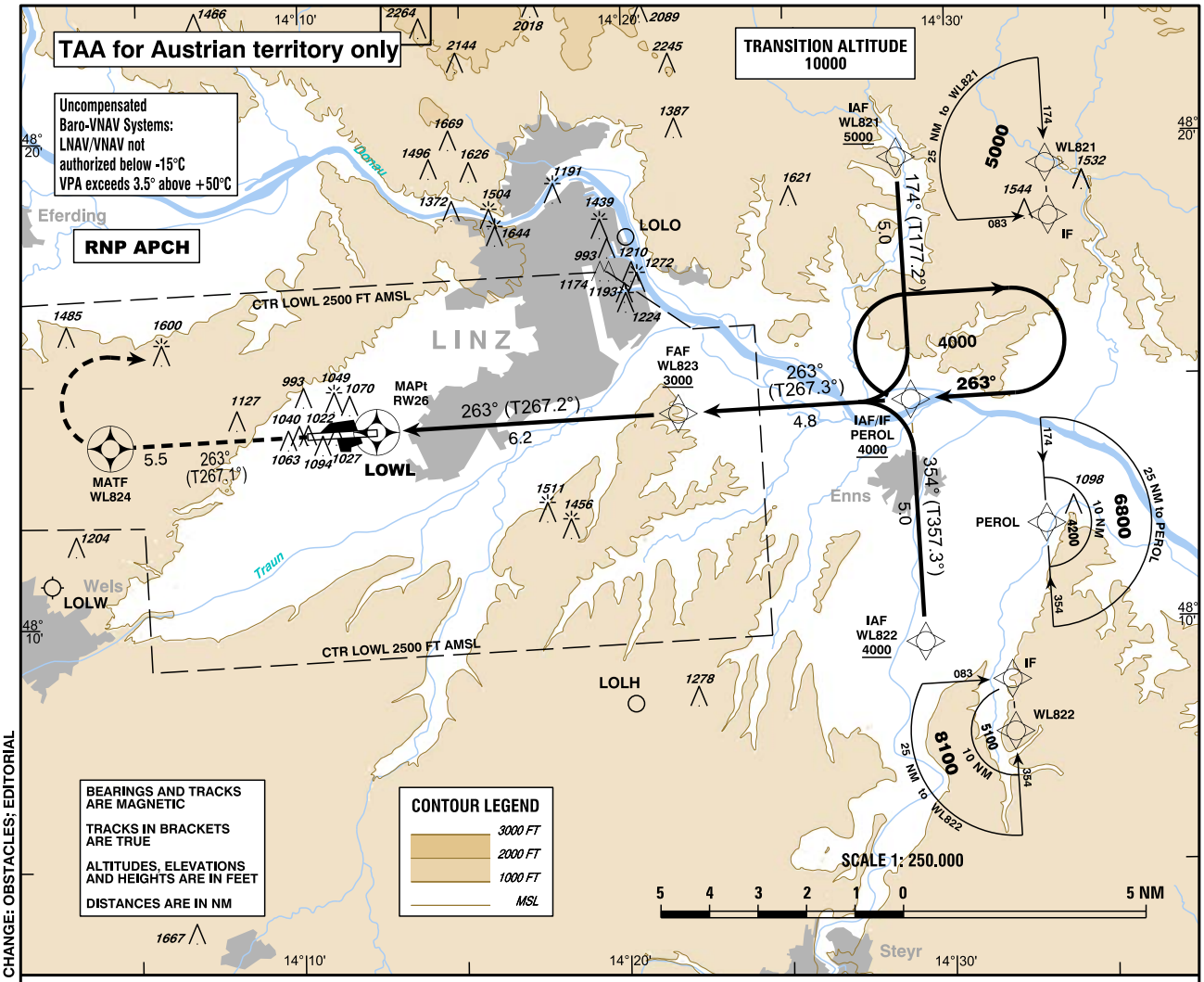
VAR 4° E

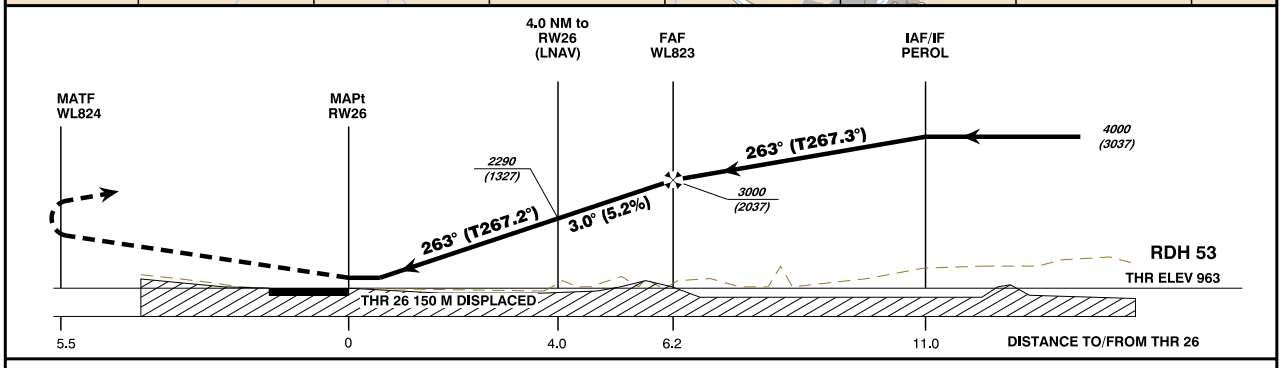
AD ELEV 980 FT
THR 26 ELEV 963 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

EGNOS
CH 92404
E26A

L I N Z
ÖSTERREICH AUSTRIA
RNP RWY 26





MISSED APPROACH: CLIMB STRAIGHT AHEAD TO WL824, THEN TURN RIGHT DIRECT TO PEROL; CLIMB TO 4000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	1300 (340)			
LNAV/VNAV	1166 (203)	1178 (215)	1220 (257)	1231 (268)
LPV	1141 (178)	1154 (191)	1162 (199)	1172 (209)
CIRCLING	1470 (490)	1550 (570)	1910 (930)	
CIRCLING NOT AUTHORIZED NORTH OF THE AD				

DIST in NM to RW26	6	5	4	3	2
ALTITUDE (HEIGHT)	2930 (1967)	2610 (1647)	2290 (1327)	1970 (1007)	1650 (687)

WL823 to RW26 - DISTANCE 6.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WL823 - RW26	MIN : SEC	4:39	3:43	3:06	2:39	2:20	2:04
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

CHANGE: OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

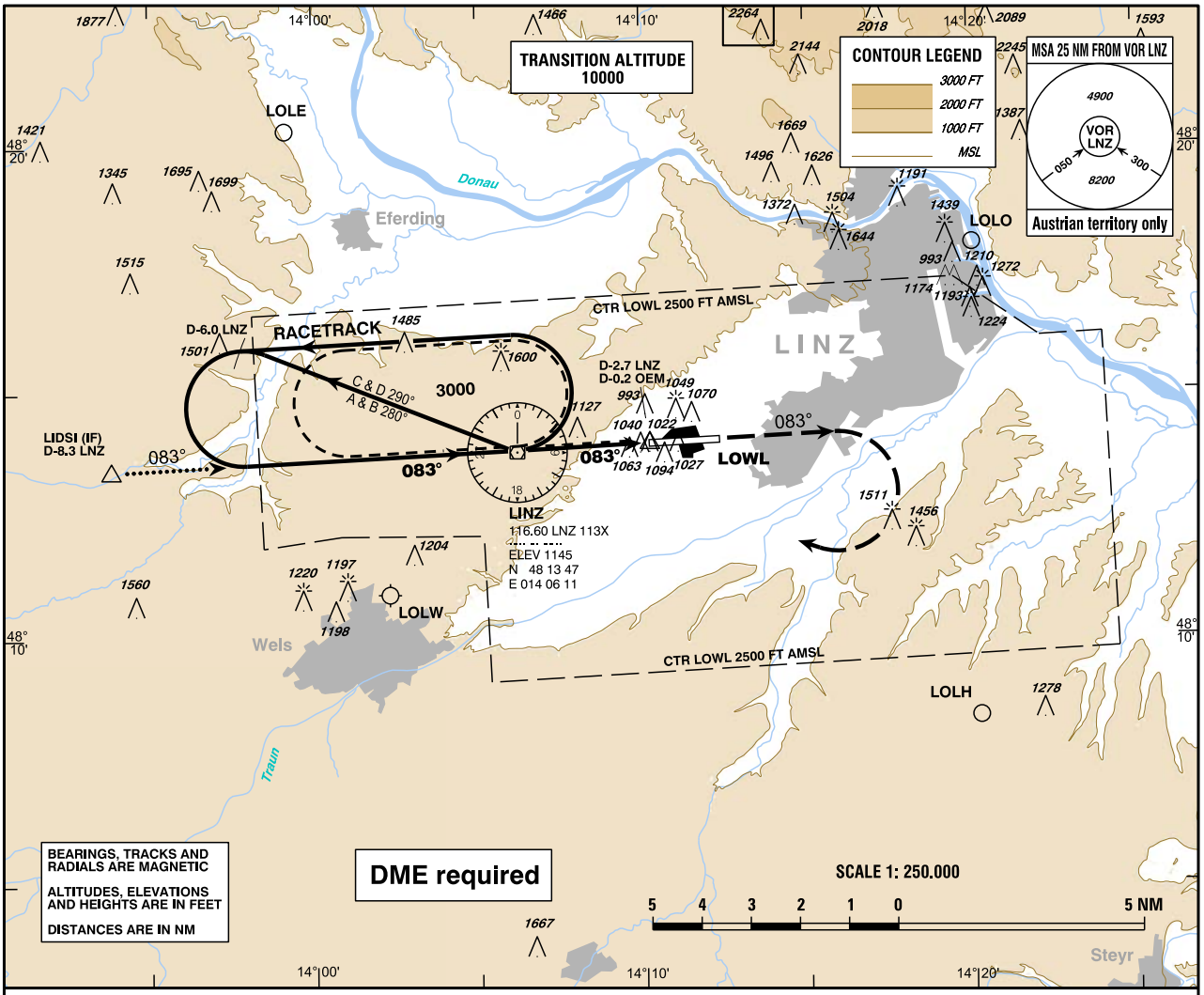
AD ELEV 980 FT
THR 08 ELEV 978 FT
HGT RELATED TO THR ELEV
CIRCLING HGT RELATED TO AD ELEV

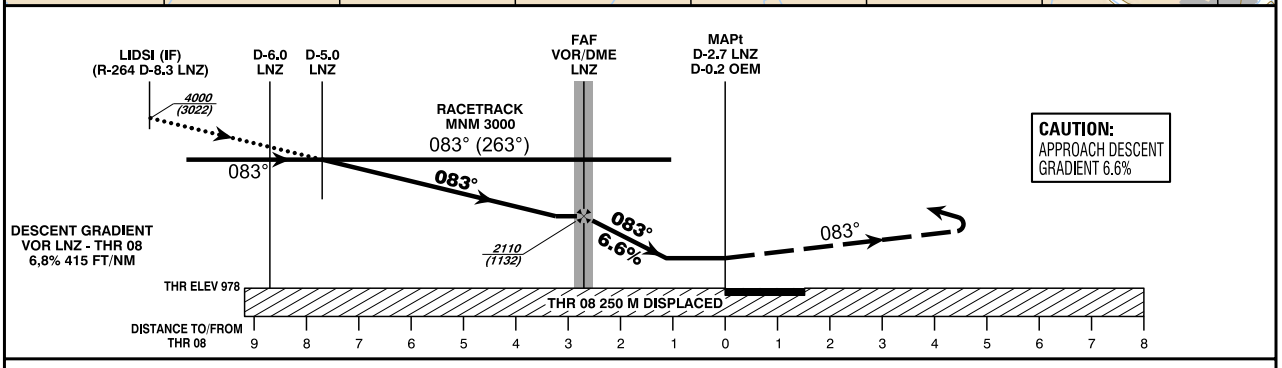
RADAR	129.625
	125.685
TOWER	118.800
ATIS	128.130

L I N Z

ÖSTERREICH AUSTRIA

VOR RWY 08





MISSED APPROACH : CLIMB ON R-083 LNZ, WHEN PASSING 3000 FT AMSL TURN RIGHT TO VOR/DME LNZ; CONTINUE CLIMB TO 4000 FT AMSL AND HOLD.

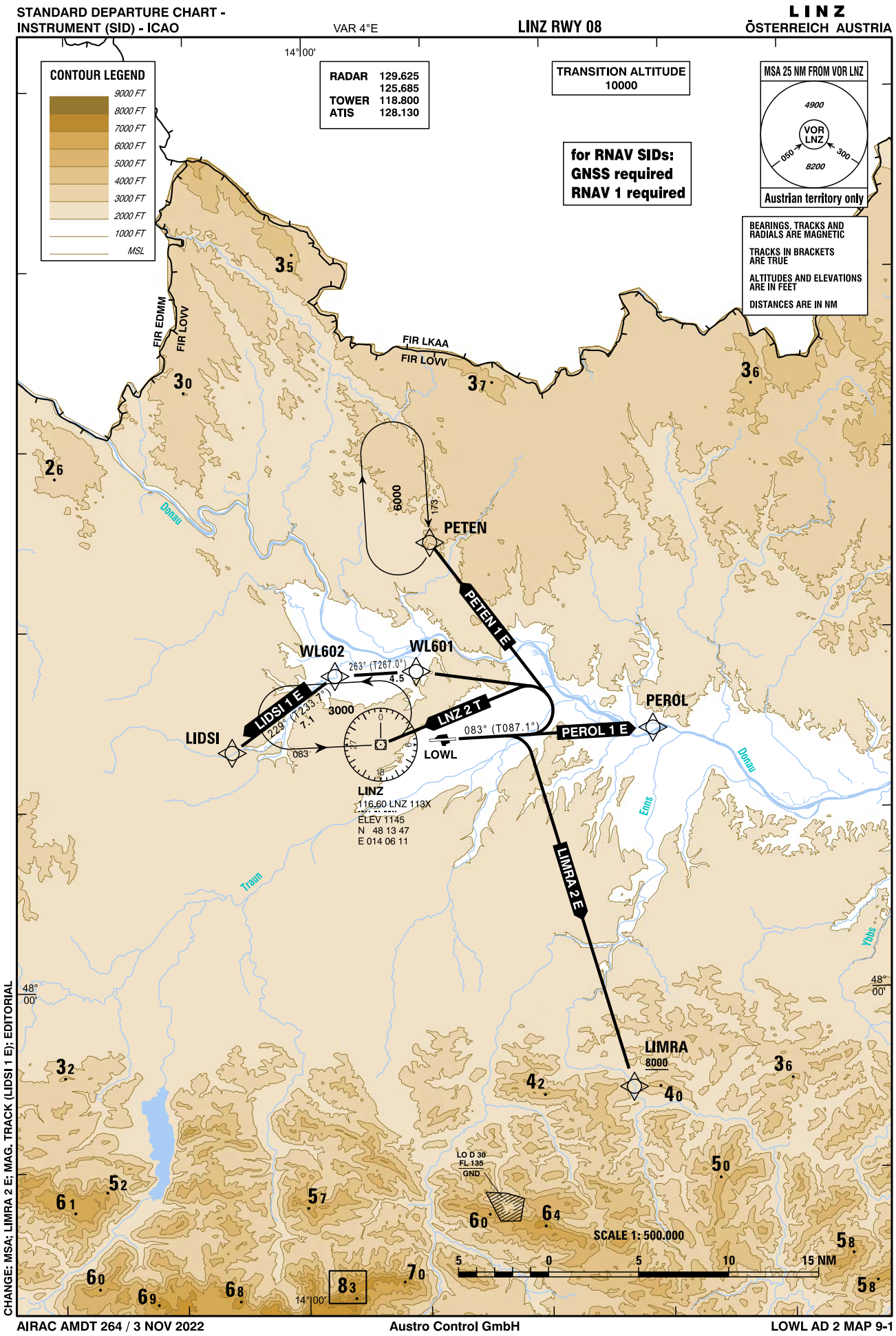
OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1480 (510)			
CIRCLING		1480 (500)	1550 (570)	1910 (930)	
CIRCLING NOT AUTHORIZED NORTH OF THE AD					

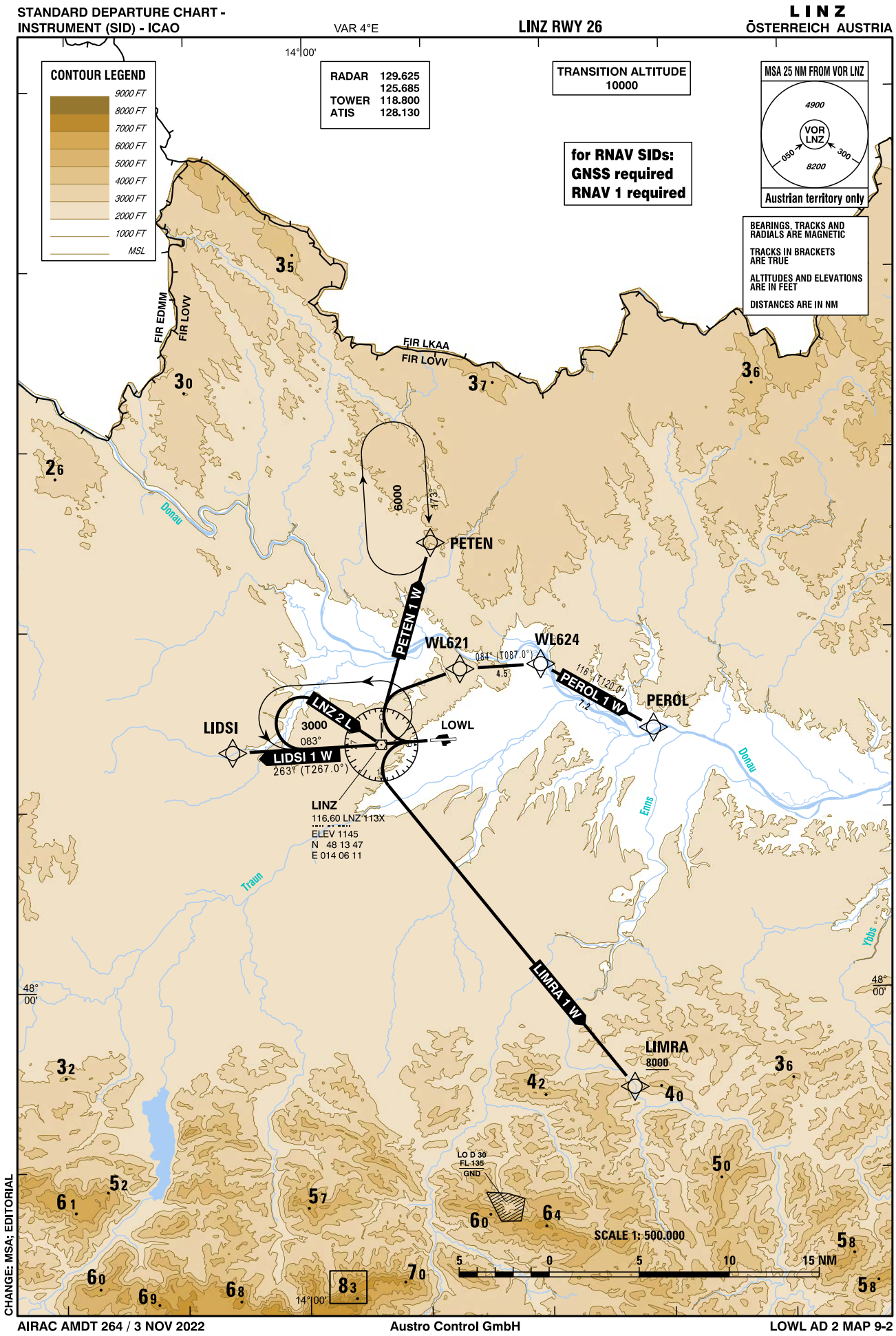
VOR/DME LNZ to THR 08 - DISTANCE 2.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
VOR/DME LNZ - THR 08	MIN : SEC	2:02	1:37	1:21	1:09	1:01	0:54
Rate of descent (6.6%)	FT / MIN	530	670	800	940	1070	1200

CHANGE: OBSTACLES; EDITORIAL

2.4.2 ABFLUG		
LOWL	**4865**	
08	**1520**	**31,24%**
LIDSI1E	554	11,39%
LIMRA2E	340	6,99%
LNZ2T	57	1,17%
PEROL1E	411	8,45%
PETEN1E	158	3,25%
26	**3345**	**68,76%**
LIDSI1W	2270	46,66%
LIMRA1W	414	8,51%
LNZ2L	79	1,62%
PEROL1W	323	6,64%
PETEN1W	259	5,32%


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
VAR 4°E
LINZ RWY 08
LINZ
ÖSTERREICH AUSTRIA
14°00'
CONTOUR LEGEND
9000 FT
8000 FT
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
RADAR 129.625
125.685
TOWER 118.800
ATIS 128.130
TRANSITION ALTITUDE
10000
for RNAV SIDs:
GNSS required
RNAV 1 required
MSA 25 NM FROM VOR LNZ
4900
VOR LNZ
050
300
8200
Austrian territory only
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
FIR EDMM
FIR LOVV
FIR LKAA
FIR LOVV
Donau
6000
173
PETEN
PETEN 1 E
WL602
WL601
263° (T267.0°)
4.5
LIDSI 1 E
229° (T233.7°)
7.1
3000
083
LIDSI
LNZ 2 T
083° (T087.1°)
PEROL 1 E
PEROL
LOWL
LINZ
116.60 LNZ 113X
ELEV 1145
N 48 13 47
E 014 06 11
Donau
Enns
Traun
LIMRA 2 E
Ybbs
48° 00'
LIMRA
8000
LO D 30
FL 135
GND
SCALE 1: 500.000
5 0 5 10 15 NM
14°00'
CHANGE: MSA; LIMRA 2 E; MAG. TRACK (LIDSI 1 E); EDITORIAL
AIRAC AMDT 264 / 3 NOV 2022
Austro Control GmbH
LOWL AD 2 MAP 9-1



AIRAC AMDT 264 / 3 NOV 2022 Austro Control GmbH LOWL AD 2 MAP 9-2

2.5 LOWS

2.5.1 ANFLUG		
LOWS	**12969**	
15	**11957**	**92,20%**
ILS	10868	83,80%
LOC	15	0,12%
RNE	252	1,94%
RNX	151	1,16%
VISA	671	5,17%
33	**1012**	**7,80%**
ILS	220	1,70%
RNE	6	0,05%
RNV	359	2,77%
RNX	3	0,02%
RNY	30	0,23%
VISA	394	4,03%

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 1411 FT
THR 15 ELEV 1411 FT
HGT RELATED TO THR ELEV

RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

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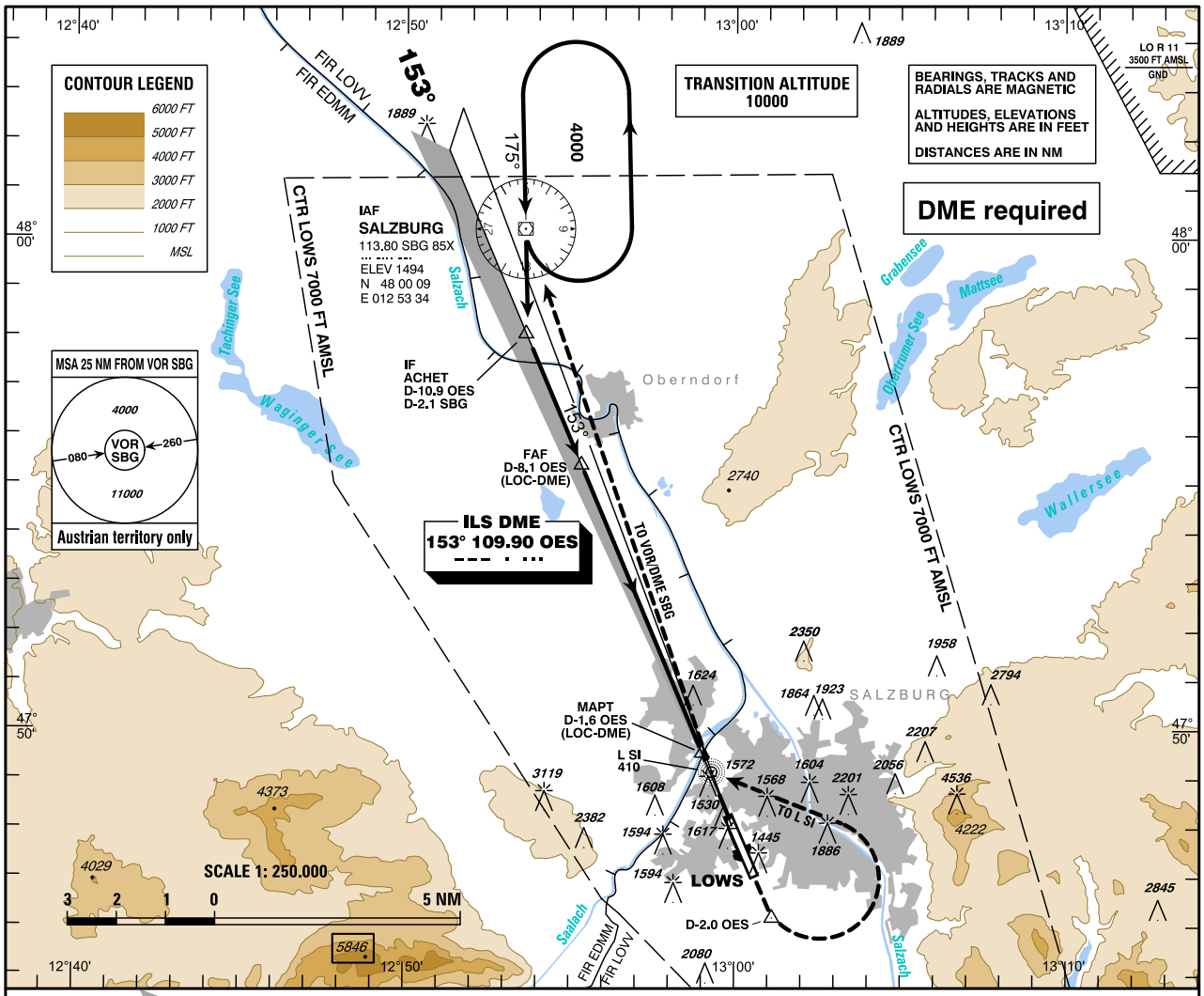
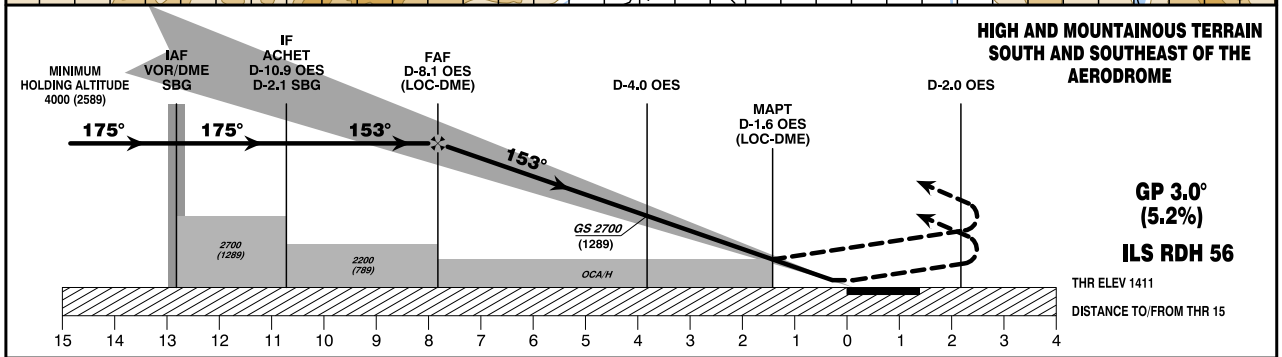
ÖSTERREICH AUSTRIA

ILS or LOC RWY 15





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-2.0 OES (SOUTH), TURN LEFT AND CLIMB VIA L SI TO VOR/DME SBG; CLIMB TO 6000 FT AMSL AND HOLD.

Note 1: Accelerate NOT before turn is completed and NOT below 2500 FT AMSL.
Note 2: Observe the resulting speed limits and MNM bank angle !

	MA - CLIMB GRADIENT	OCA (OCH)	A	B	C	D / D_L
		MAX IAS	120 KT	140 KT	165 KT	180 KT
		MNM BANK ANGLE	20°	20°	25°	25°
CAT I	2.5 %		1859 (448)	1968 (557)	2110 (699)	2537 (1126)
	4 %		1661 (250)	1673 (262)	1683 (272)	2120 (709)
	5 %		1661 (250)	1673 (262)	1682 (271)	1774 (363)
LOC-DME	2.5 %		1900 (489)	1900 (489)	2110 (699)	2750 (1339)
	4 %		1900 (489)	1900 (489)	1900 (489)	2230 (819)
CIRCLING		see LOWS AD 2 MAP 14-1				

D-8.1 OES to THR 15 - DISTANCE 8.0 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-8.1 OES - THR 15	MIN : SEC	5:58	4:46	3:59	3:25	2:59	2:39
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

FOR LOWER DA (DH) SEE LOWS AD 2.22, item 6

DME OES	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	3640 (2229)	3320 (1909)	3000 (1589)	2680 (1269)	2370 (959)	2050 (639)

CHANGE: MISSED APPROACH; NDB SBG REMOVED; NEW FIX ACHET; SDF; OCA/OCH; MOCA BOXES; GP CHECK ALTITUDE; TIMING/ROD TABLE; ALTITUDE TABLE; OBSTACLES; EDITORIAL

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 1411 FT
THR 15 ELEV 1411 FT
HGT RELATED TO THR ELEV

RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

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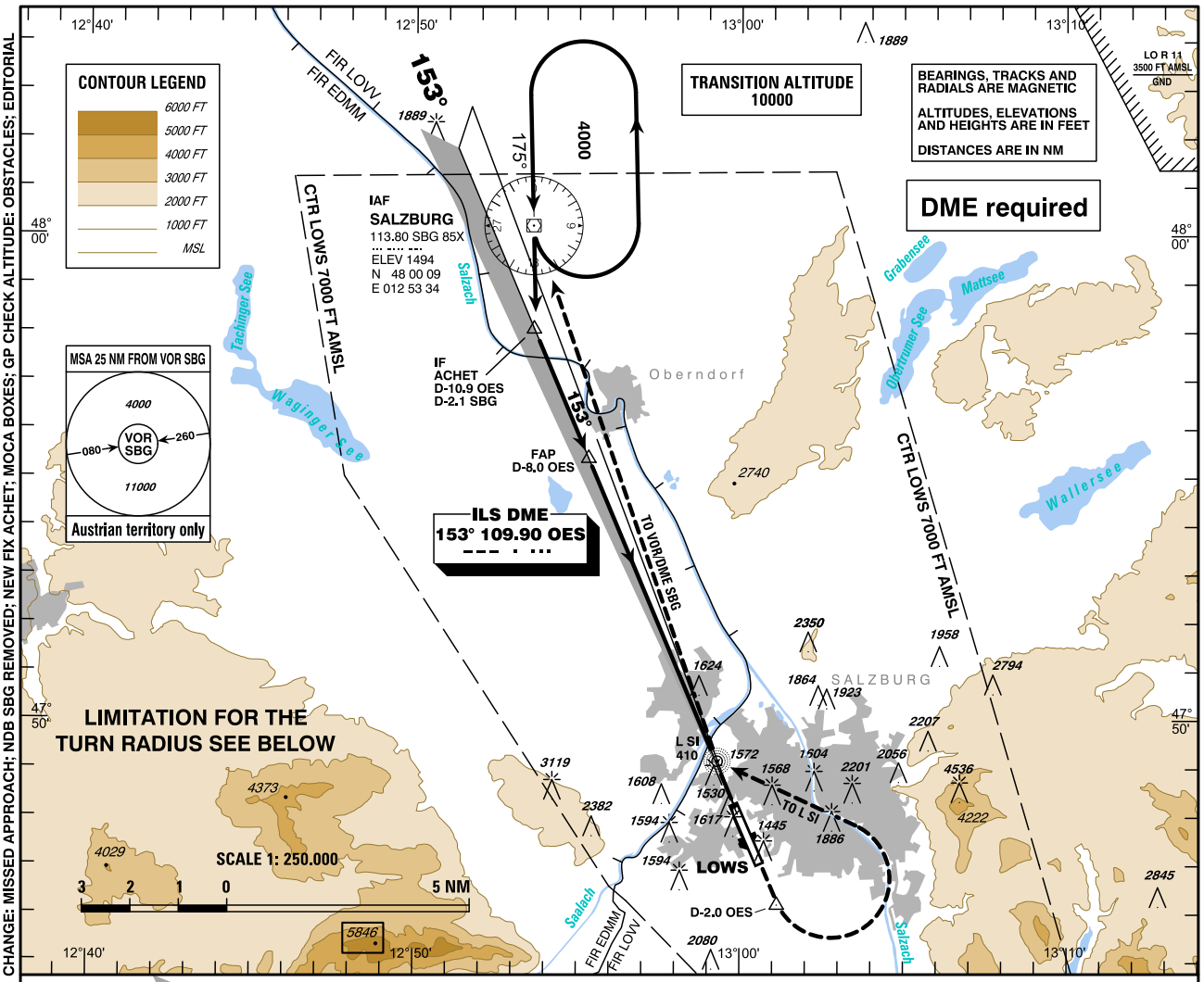
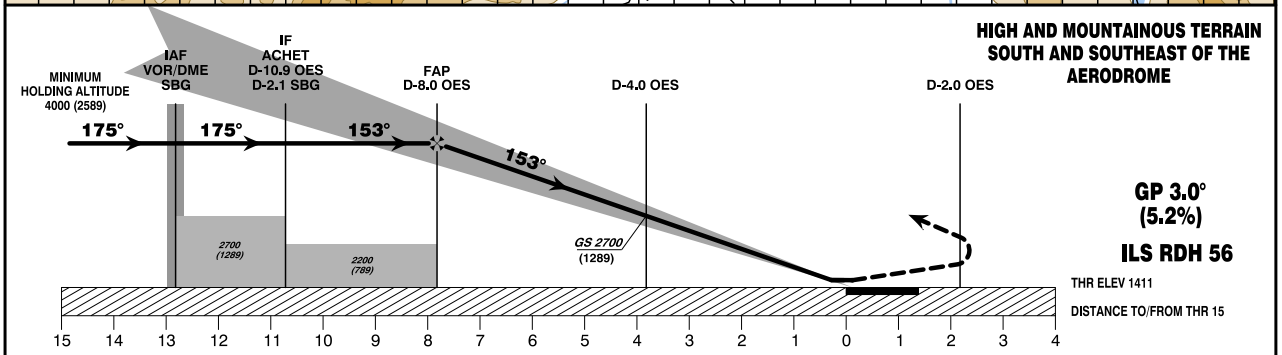
ÖSTERREICH AUSTRIA

SPECIAL ILS CAT II & III RWY 15

CHANGE: MISSED APPROACH; NDB SBG REMOVED; NEW FIX ACHET; MOCA BOXES; GP CHECK ALTITUDE; OBSTACLES; EDITORIAL





MISSED APPROACH (NOT PANS-OPS STANDARD): CLIMB STRAIGHT AHEAD, AT D-2.0 OES (SOUTH), TURN LEFT AND CLIMB VIA L SI TO VOR/DME SBG; CLIMB TO 6000 FT AMSL AND HOLD.

Note 1: Accelerate NOT before turn is completed and NOT below 2500 FT AMSL.
Note 2: Observe the required max radius of turn, the resulting speed limits and MNM bank angle !

Special CAT II & III RDO Altim. and B/C approach required !	OCA (OCH)	A	B	C	D / D_L
	CAT II	1451 (40)	1468 (57)	1480 (69)	1494 (83)
	CAT II & III	MA - CLIMB GRADIENT: STRAIGHT / TURN	MAX RADIUS OF TURN		e.g. for IAS MAX and BANK ANGLE
		according special permission			

DME OES	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	3680 (2269)	3350 (1939)	3030 (1619)	2700 (1289)	2370 (959)	2050 (639)

for detailed information see LOWS AD 2.22 item 7

PROCEDURE REQUIRES AUTHORIZATION BY Austro Control GmbH !

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 1411 FT
THR 15 ELEV 1411 FT
HGT RELATED TO AD ELEV

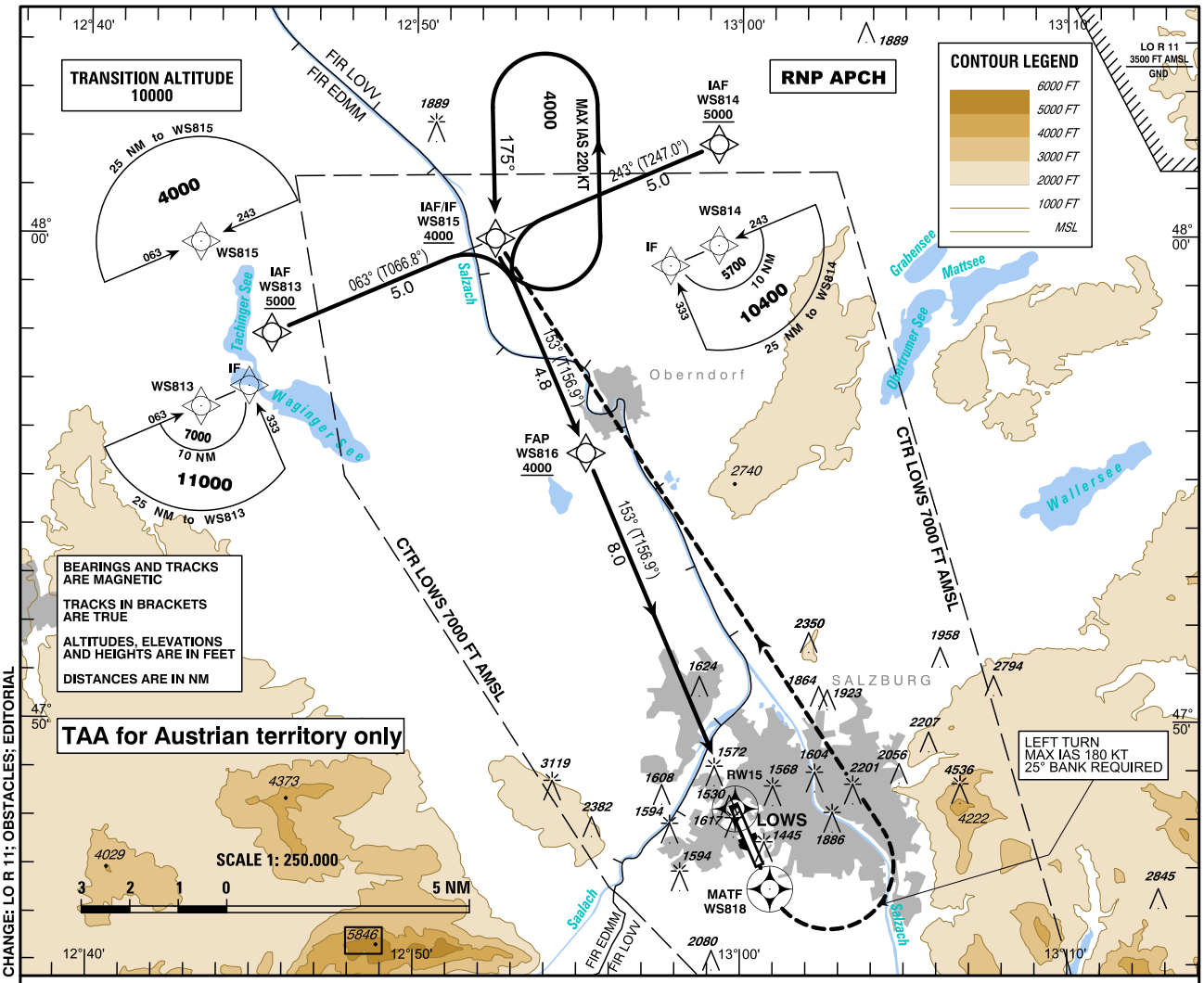
RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

EGNOS
CH 52375
E15A

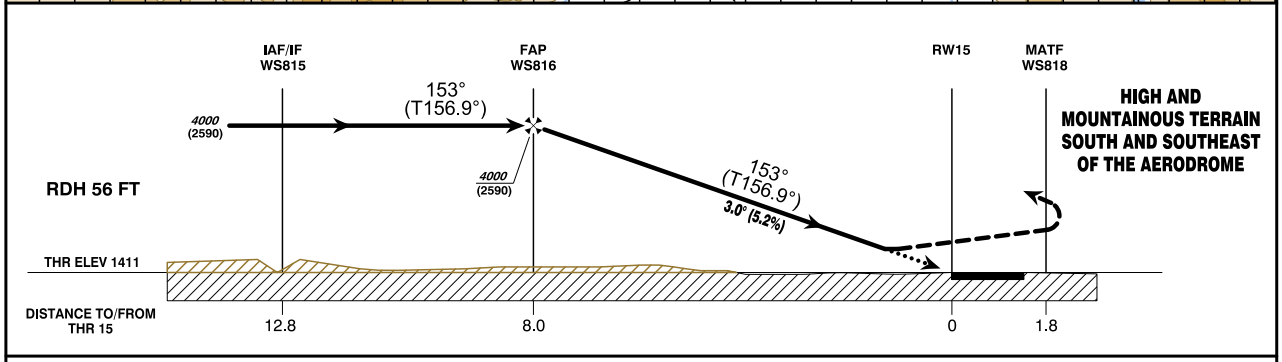
SALZBURG

ÖSTERREICH AUSTRIA

RNP E RWY 15 (LPV only)



CHANGE: LO R 11; OBSTACLES; EDITORIAL



MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT WS818 TURN LEFT DIRECT TO WS815; CLIMB TO 6000 FT AMSL AND HOLD.

NOTE: MISSED APPROACH SPEED IS LIMITED TO MAX IAS 180 KT DURING THE TURN WITH MINIMUM BANK ANGLE OF 25°!

	MA - CLIMB GRADIENT	A	B	C	D / D_L
OCA (OCH) IN FT	2.5 %	1931 (520)	1944 (533)	2201 (790)	2211 (800)
	4.5 %	1688 (277)	1701 (290)	1776 (356)	1786 (375)
	6.5 %	1611 (200)	1611 (200)	1672 (261)	1682 (271)
CIRCLING		see LOWS AD 2 MAP 14-1			

WS816 to RW15 - DISTANCE 8.0 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WS816 - RW15	MIN : SEC	5:59	4:47	3:59	3:25	3:00	2:40
Rate of descent (5.2%)	FT / MIN	420	530	630	740	840	950

DIST in NM to RW15	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE (HEIGHT)	3740 (2329)	3410 (1999)	3080 (1669)	2750 (1337)	2430 (1013)	2110 (699)

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

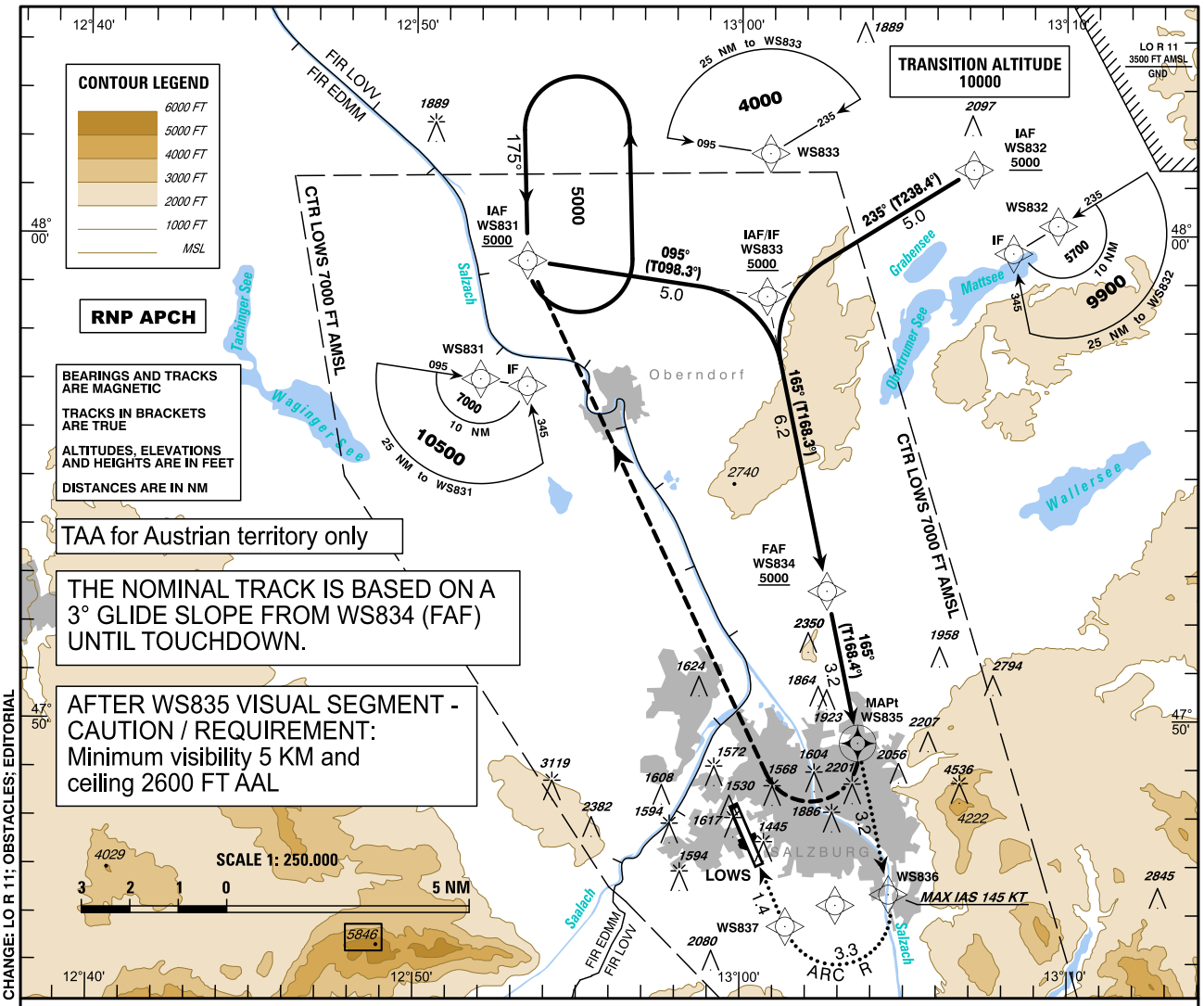
AD ELEV 1411 FT
THR 33 ELEV 1411 FT
HGT RELATED TO AD ELEV

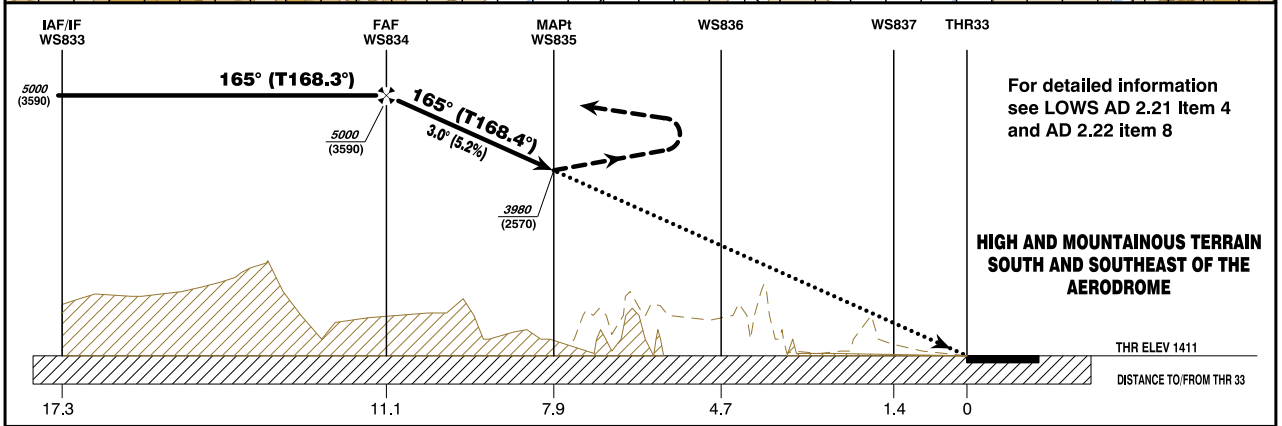
RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

SALZBURG

ÖSTERREICH AUSTRIA

RNP VISUAL V RWY 33





MISSED APPROACH: AT WS835 TURN RIGHT TO WS831; CLIMB TO 6000 FT AMSL AND HOLD.
NOTE: MISSED APPROACH SPEED IS LIMITED TO MAX IAS 185 KT UNTIL TURN COMPLETED !

OCA (OCH) IN FT	A	B	C	D
LNAV	3980 (2570)			

DIST in NM to WS835	3	2	1
ALTITUDE (HEIGHT)	4940 (3529)	4620 (3209)	4300 (2889)

WS834 to WS835 - DISTANCE 3.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WS834 - WS835	MIN : SEC	2:24	1:55	1:36	1:22	1:12	1:04
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

AD ELEV 1411 FT
THR 15 ELEV 1411 FT
HGT RELATED TO AD ELEV

RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

SALZBURG

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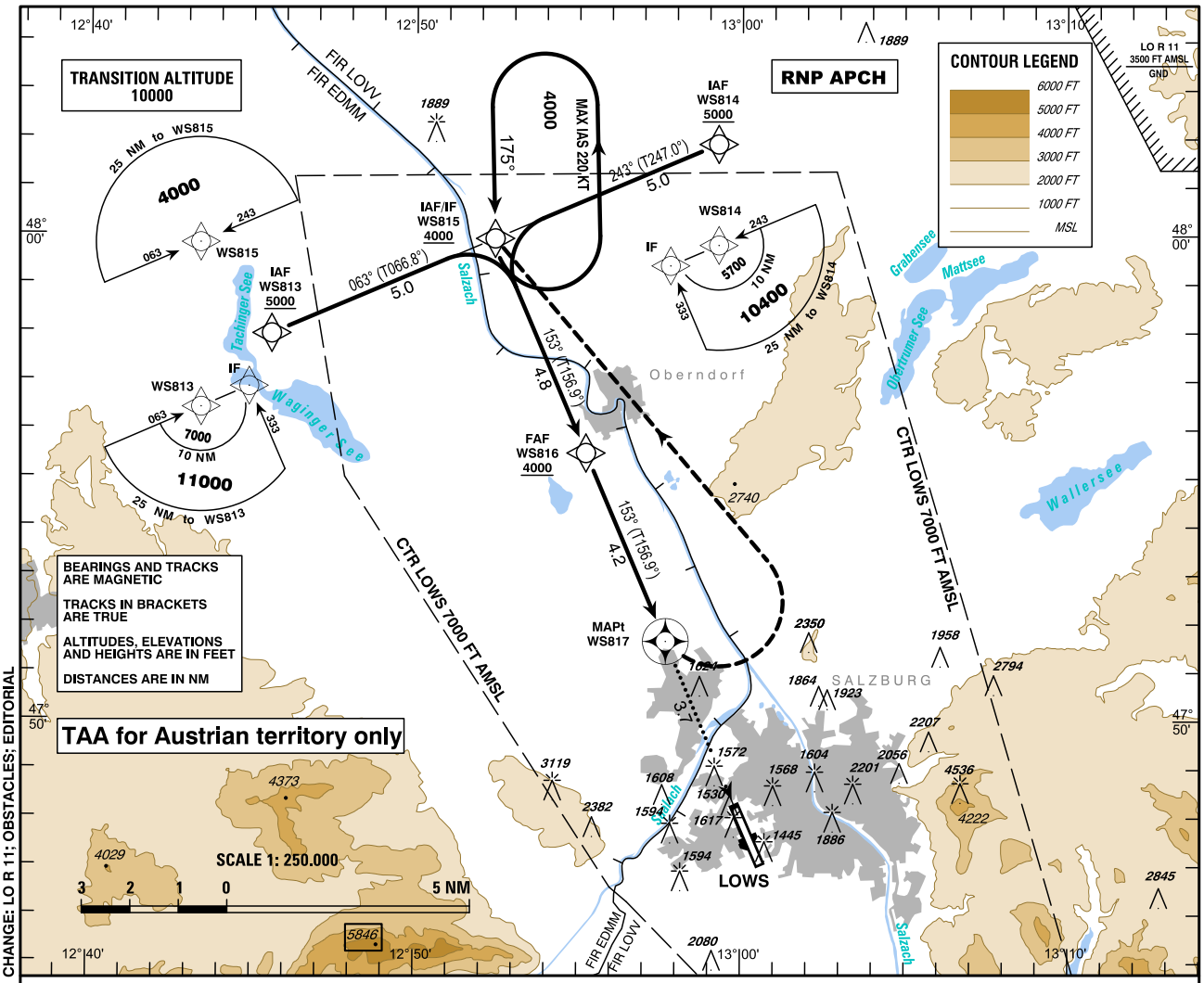
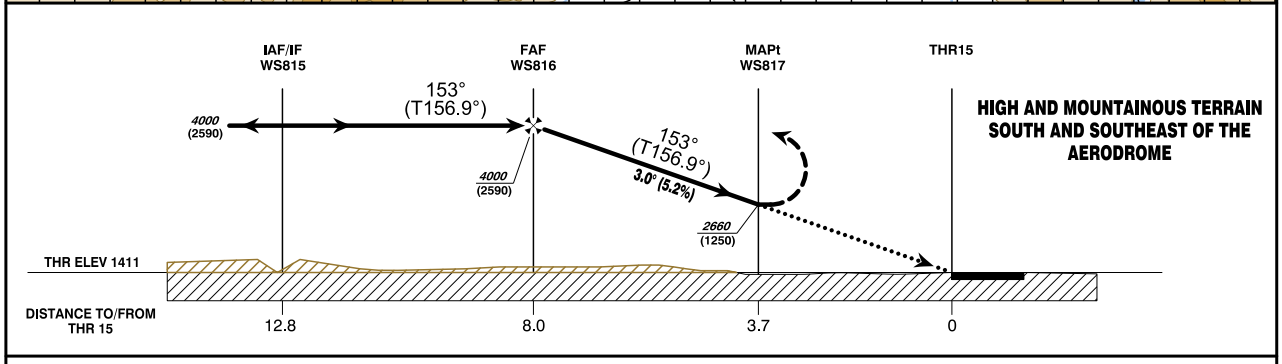
RNP X RWY 15



CHANGE: LO R 11; OBSTACLES; EDITORIAL



MISSED APPROACH: AT WS817 TURN LEFT DIRECT TO WS815; CLIMB TO 6000 FT AMSL AND HOLD.

NOTE: MISSED APPROACH SPEED IS LIMITED TO MAX IAS 185 KT UNTIL TURN COMPLETED !

OCA (OCH) IN FT	A	B	C	D
LNAV	2660 (1250)			
CIRCLING	see LOWS AD 2 MAP 14-1			

DIST in NM to THR	7.0	6.0	5.0	4.0
DIST in NM to WS817	3.3	2.3	1.3	0.3
ALTITUDE (HEIGHT)	3700 (2289)	3380 (1969)	3060 (1649)	2740 (1329)

WS816 to WS817 - DISTANCE 4.2 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WS816 - WS817	MIN : SEC	3:09	2:31	2:06	1:48	1:35	1:24
Rate of descent (5.2%)	FT / MIN	430	530	640	740	850	960
WS816 - RWY 15	MIN : SEC	5:59	4:47	3:59	3:25	3:00	2:40

INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

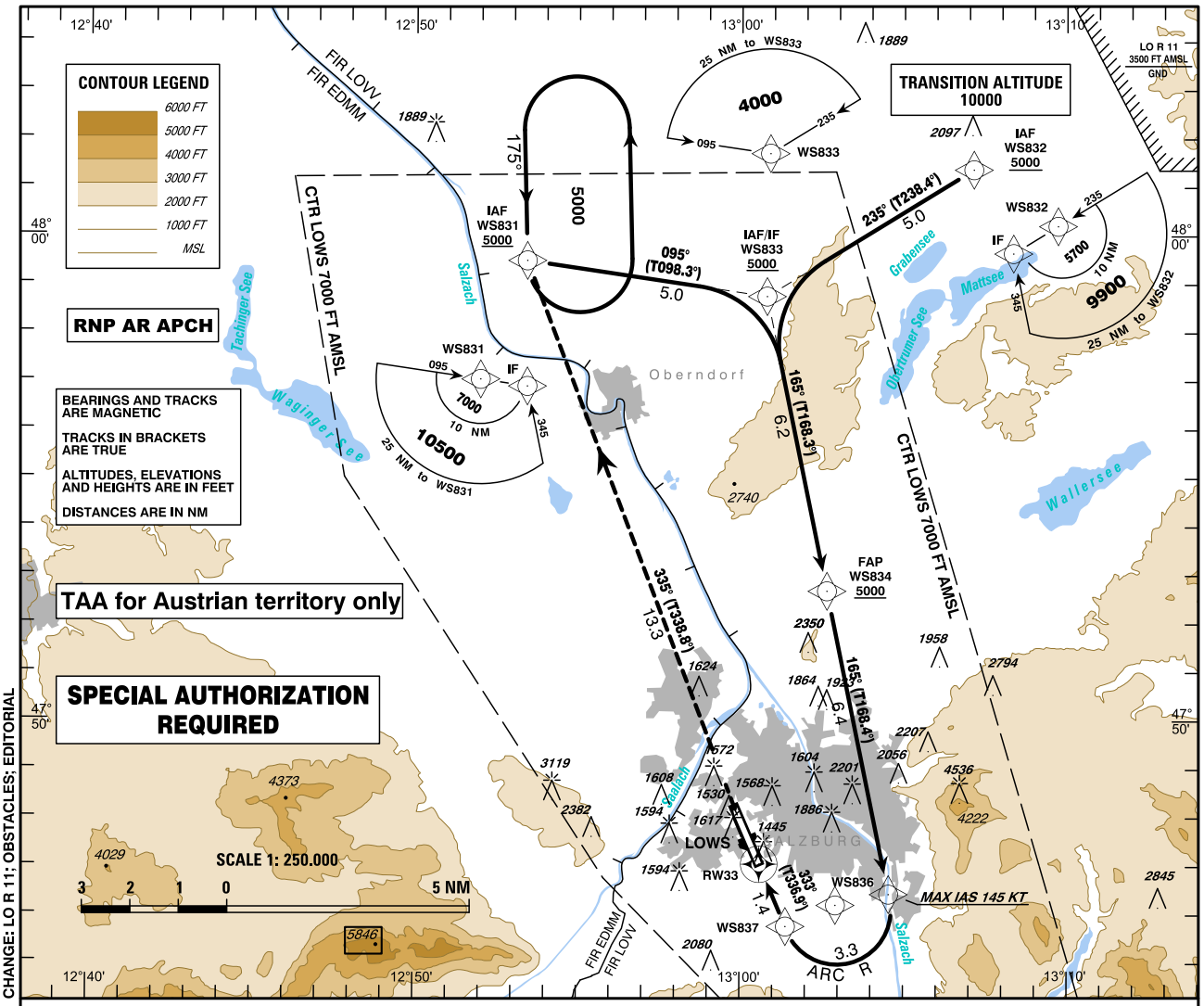
AD ELEV 1411 FT
THR 33 ELEV 1411 FT
HGT RELATED TO AD ELEV

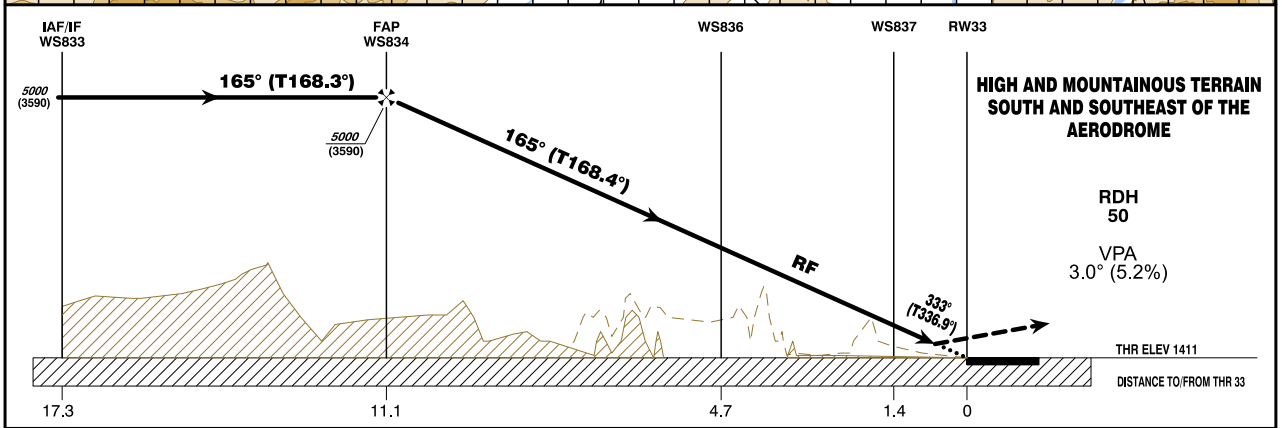
RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

SALZBURG

ÖSTERREICH AUSTRIA

RNP Y RWY 33 (AR)





MISSED APPROACH: CLIMB STRAIGHT AHEAD TO WS831; CLIMB TO 6000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D
RNP 0.3	1790 (379)			

GS (KT)	80	100	120	140	160	180
FT / MIN	420	530	640	740	850	960

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure N/A below AD temp -15°C
4. VPA exceeds 3.5° above +50°C

This procedure is permissible for special equipped aircraft and requires authorization by Austro Control GmbH

(for detailed information see LOWS AD 2.22, Item 10)

CHANGE: LO R 11: OBSTACLES; EDITORIAL

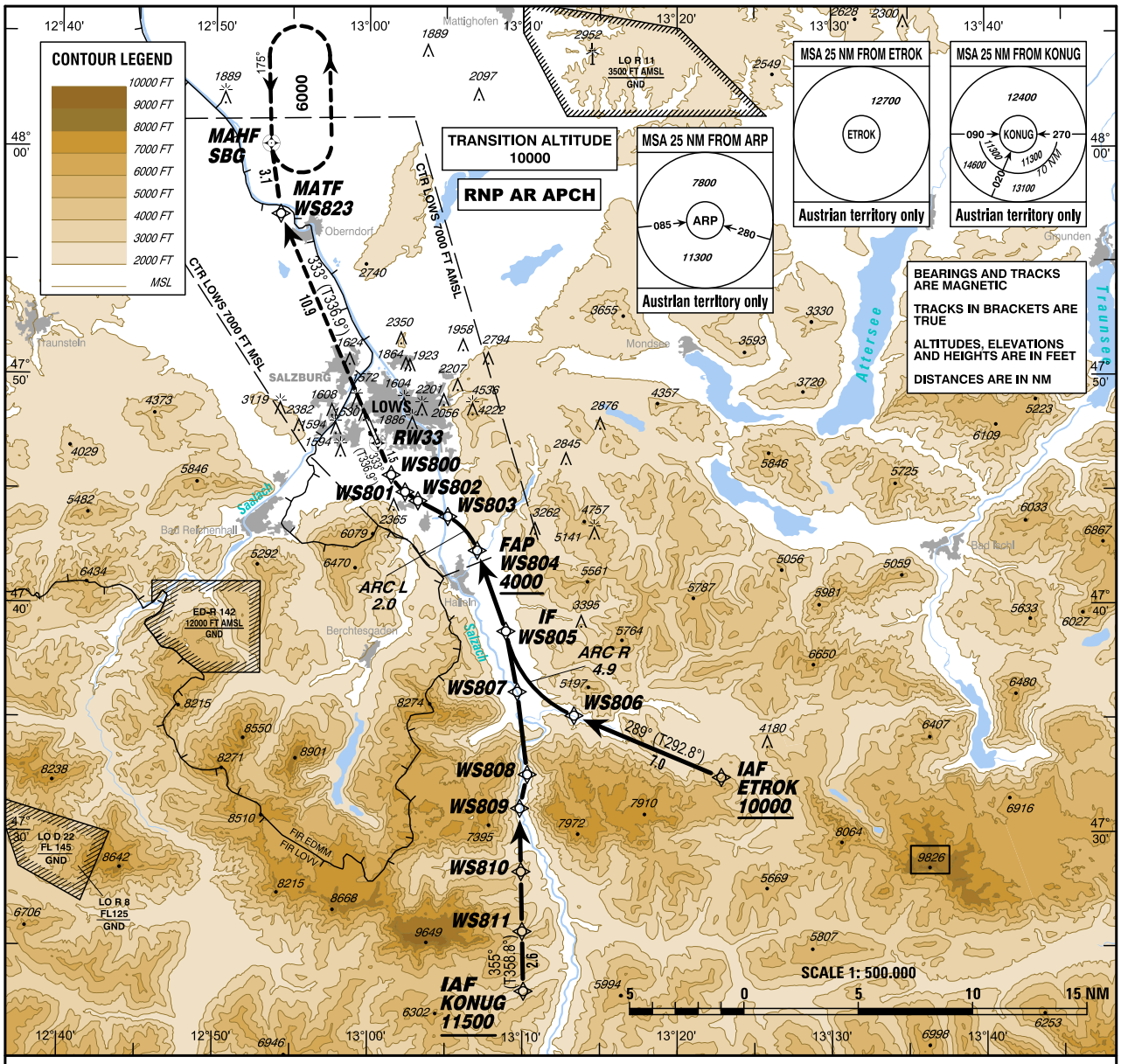
INSTRUMENT APPROACH CHART - ICAO

VAR 4° E

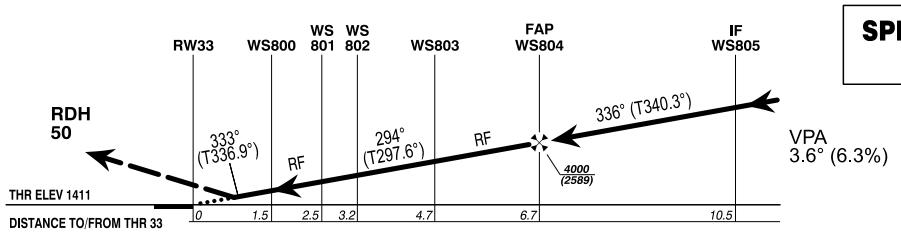
AD ELEV 1411 FT
THR 33 ELEV 1411 FT
HGT RELATED TO THR ELEV

RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

SALZBURG
ÖSTERREICH AUSTRIA
RNP Z RWY 33 (AR)



CHANGE: LO R 11; OBSTACLES; EDITORIAL



SPECIAL AUTHORIZATION REQUIRED

OCA (OCH) IN FT	A	B	C
RNP 0.3	1780 (369)		

GS (KT)	80	100	120	140	160	180
FT / MIN	510	640	770	890	1020	1150

1. Dual GNSS and at least one IRU or equivalent
2. DME/DME, LOC and VOR/DME updating not authorized
3. For uncompensated Baro-VNAV systems, procedure not authorized below AD temp -15°C
4. VPA exeeds 3.6° above +12°C
5. PAPI angle not coincident with the VPA

This procedure is permissible for special equipped aircraft and requires authorization by Austro Control GmbH

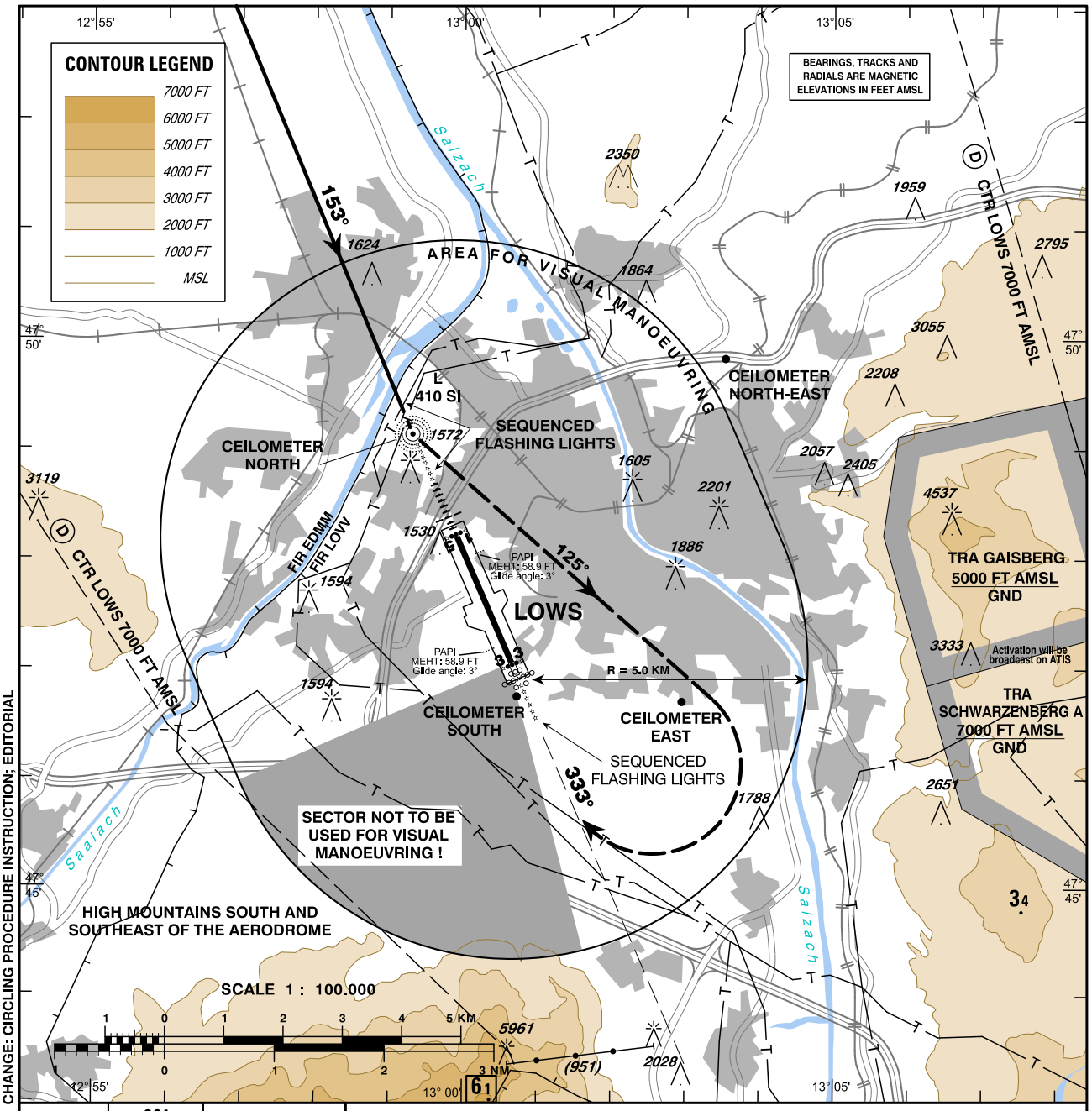
(for detailed information see LOWS AD 2.22, item 9)

MISSED APPROACH:
CLIMB VIA WS823 AND SBG TO 6000 FT AMSL AND HOLD.

RADAR	123.725
	132.460
TOWER	118.100
ATIS	133.330

SALZBURG
ÖSTERREICH AUSTRIA

CIRCLING RWY 33 VAR 4° E AD ELEV 1411 FT



CHANGE: CIRCLING PROCEDURE INSTRUCTION; EDITORIAL

A/C CATEGORY	OCA CIRCLING FT AMSL	MNM REQUIRED FLIGHT VISIBILITY
A	2510	2.8 KM
B		
C	2610	3.7 KM
D	2610	4.6 KM

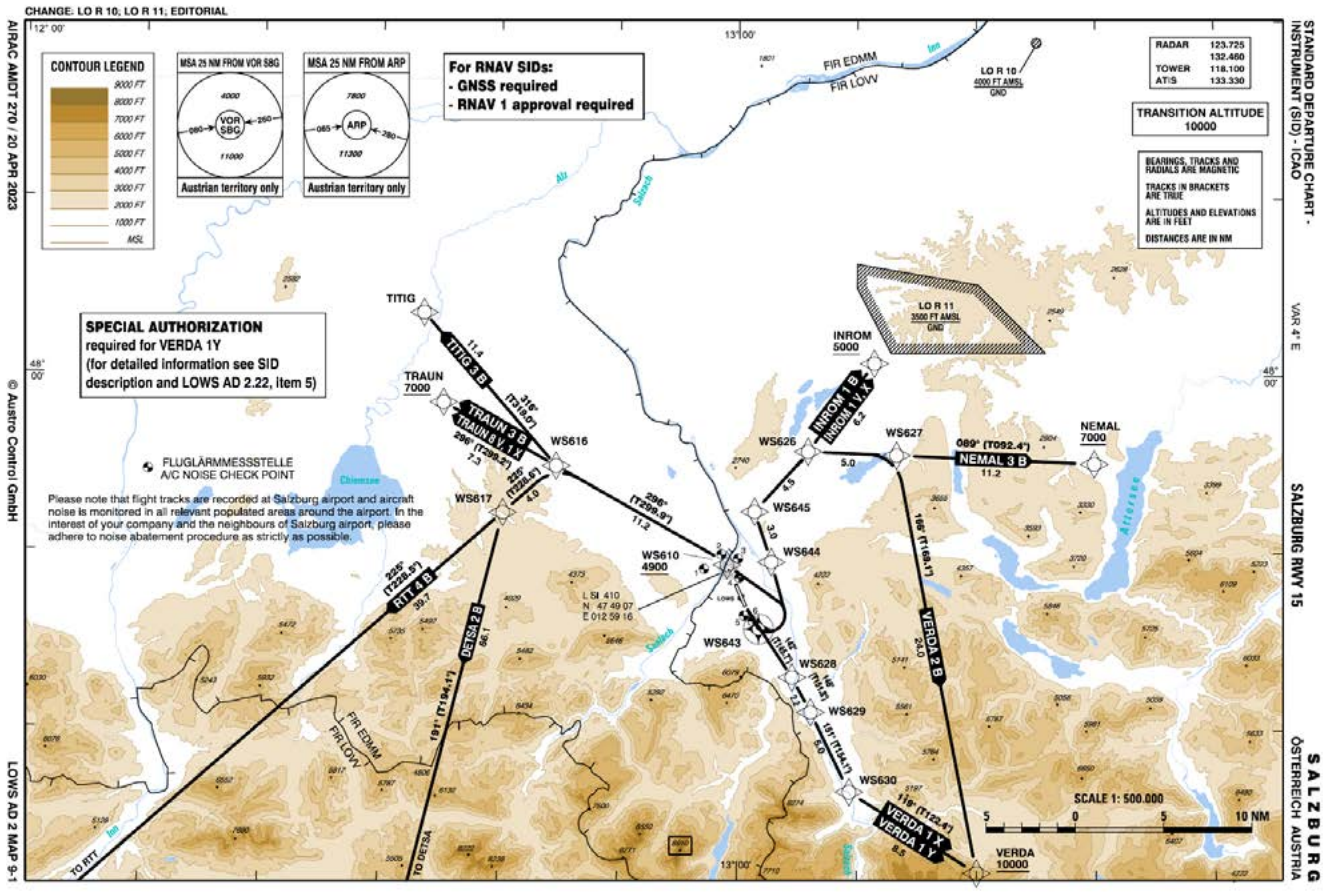
CIRCLING PROCEDURE RWY 33:

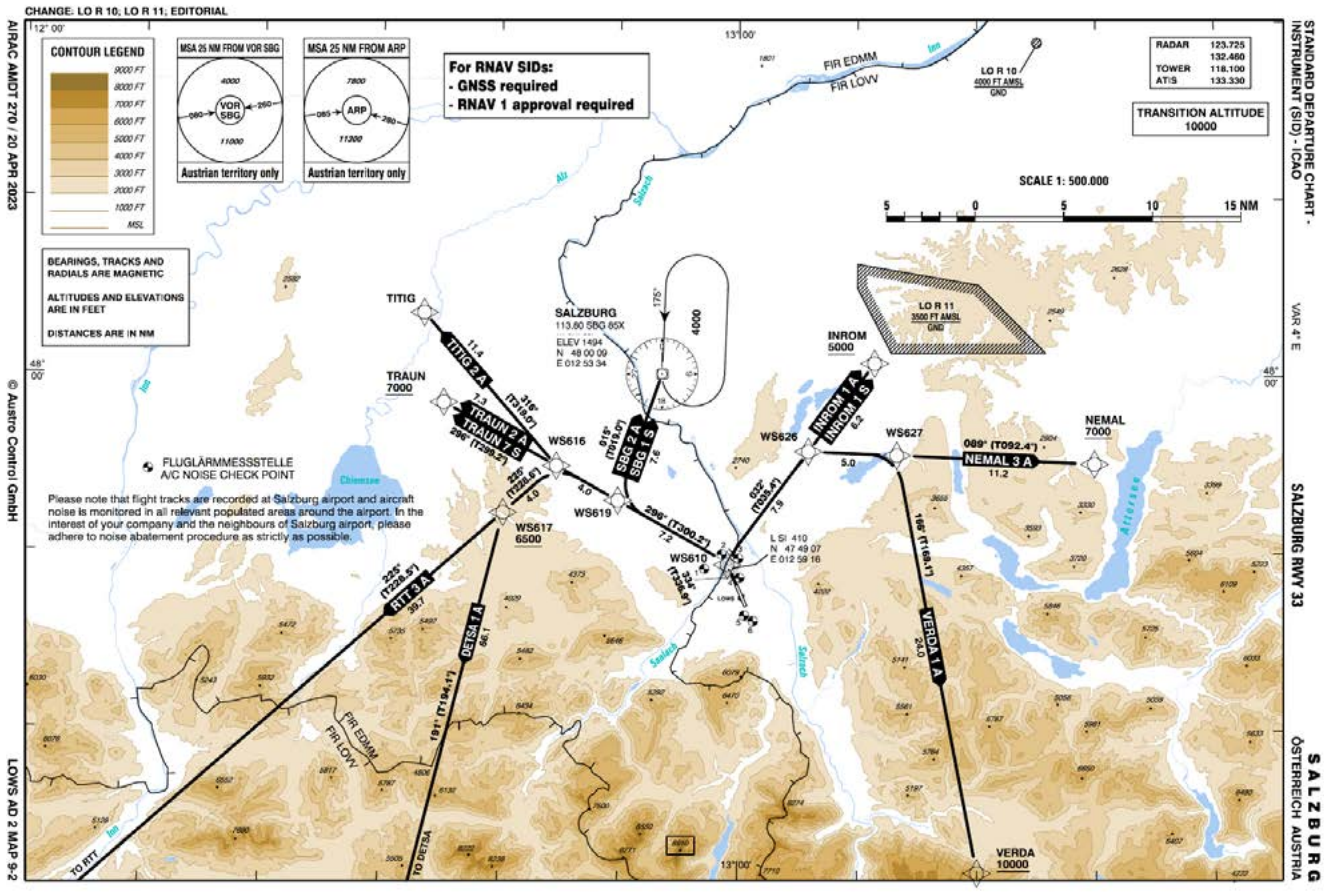
Complete a published instrument approach to RWY 15;
After MAPt/Minimum and before reaching the L SI continue VISUALLY on track 153° to L SI. After passing L SI proceed approximately on track 125° 3.5 NM followed by right turn for positioning on to final RWY 33; do not overshoot QDM 333°.

If visual reference is lost:

Climb to the minimum circling altitude or higher and follow the proposed lateral circling track to RWY 33; do not overshoot QDM 333° L SI; proceed to L SI and thereafter direct to the MA holding point of the flown instrument approach. Climb to 6000ft AMSL and hold.

2.5.2 ABFLUG		
LOWS	**12972**	
15	**2618**	**20,18%**
DETSA2B	39	0,30%
INROM1B	1066	8,22%
INROM1V	37	0,29%
INROM1X	4	0,03%
NEMAL3B	152	1,17%
RTT4B	56	0,43%
TITIG3B	72	0,56%
TRAUN3B	482	3,72%
TRAUN8V	1	0,01%
VERDA1X	693	5,34%
VERDA2B	16	0,12%
33	**10354**	**79,82%**
DETSA1A	853	6,58%
INROM1A/2A	4630	35,69%
INROM1S/2S	26	0,20%
NEMAL3A/4A	1424	10,98%
RTT3A	86	0,66%
SBG1S	12	0,09%
SBG2A	222	1,71%
TITIG2A	337	2,60%
TRAUN2A	2090	16,11%
TRAUN7S	4	0,03%
VERDA1A/2A	670	5,16%


CHANGE: LO R 10; LO R 11; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
© Austro Control GmbH
LOWS AD 2 MAP 9-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
SALZBURG RWY 15
SALZBURG
ÖSTERREICH AUSTRIA
CONTOUR LEGEND
MSA 25 NM FROM VOR SBG
MSA 25 NM FROM ARP
Austrian territory only
For RNAV SIDs:
- GNSS required
- RNAV 1 approval required
RADAR 123.725 132.460
TOWER 118.100
ATIS 133.330
TRANSITION ALTITUDE 10000
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
SPECIAL AUTHORIZATION required for VERDA 1Y (for detailed information see SID description and LOWS AD 2.22, Item 5)
FLUGLÄRMMESSSTELLE A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. In the interest of your company and the neighbours of Salzburg airport, please adhere to noise abatement procedure as strictly as possible.
TITIG
TRAUN 7000
INROM 5000
NEMAL 7000
WS616
WS617
WS626
WS627
WS645
WS644
WS610 4900
WS643
WS628
WS629
WS630
LO R 10
LO R 11
VERDA 10000
TITIG 3 B
TRAUN 3 B
TRAUN 8 V 1 X
INROM 1 B
INROM 1 V 1 X
NEMAL 3 B
VERDA 2 B
VERDA 1 X
VERDA 1 Y
RITT 4 B
DETSA 2 B
TO RITT
TO DETSA
FIR EDMM
FIR LOVV
SCALE 1: 500.000


CHANGE: LO R 10; LO R 11; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
© Austro Control GmbH
LOWS AD 2 MAP 9-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
SALZBURG RWY 33
SALZBURG
ÖSTERREICH AUSTRIA
CONTOUR LEGEND
MSA 25 NM FROM VOR SBG
MSA 25 NM FROM ARP
Austrian territory only
For RNAV SIDs:
- GNSS required
- RNAV 1 approval required
RADAR 123.725 132.460
TOWER 118.100
ATIS 133.330
TRANSITION ALTITUDE 10000
SCALE 1: 500.000
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
SALZBURG 113.60 SBG 85X
ELEV 1494
N 48 00 09
E 012 53 34
FLUGLÄRMMESSSTELLE A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Salzburg airport and aircraft noise is monitored in all relevant populated areas around the airport. In the interest of your company and the neighbours of Salzburg airport, please adhere to noise abatement procedure as strictly as possible.
TITIG
TRAUN 7000
INROM 5000
NEMAL 7000
WS616
WS617 6500
WS619
WS626
WS627
WS610
TITIG 2 A
TRAUN 2 A
TRAUN 7 S
SBG 2 A
SBG 1 S
INROM 1 A
INROM 1 S
NEMAL 3 A
VERDA 1 A
RITT 3 A
DETSA 1 A
TO RITT
TO DETSA
FIR EDMM
FIR LOVV
VERDA 10000

2.6 LOWW

2.6.1 ANFLUG		
LOWW	**124049**	
11	**20870**	**16,82%**
ILS	20829	16,79%
LOC	1	0,00%
RNP	12	0,01%
VISA	28	0,02%
16	**33492**	**27,00%**
ILS	33407	26,93%
LOC	4	0,00%
RNP	13	0,01%
VISA	65	0,05%
VOR	3	0,00%
29	**18491**	**14,91%**
ILS	18452	14,87%
LOC	4	0,00%
RNP	11	0,01%
VISA	24	0,02%
34	**51196**	**41,27%**
ILS	51021	41,13%
LOC	6	0,00%
RNP	36	0,03%
VISA	123	0,10%
VOR	10	0,01%

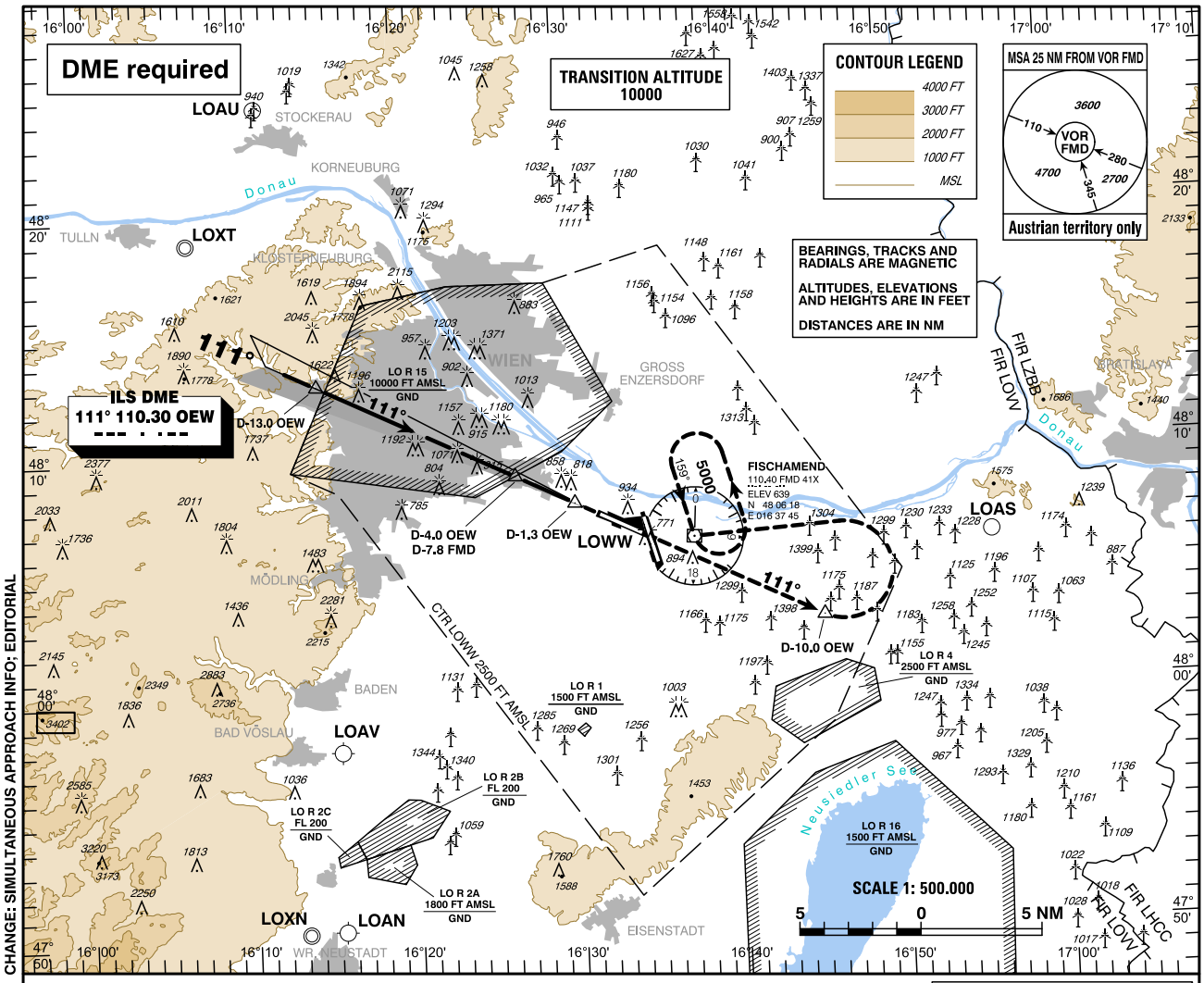
INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

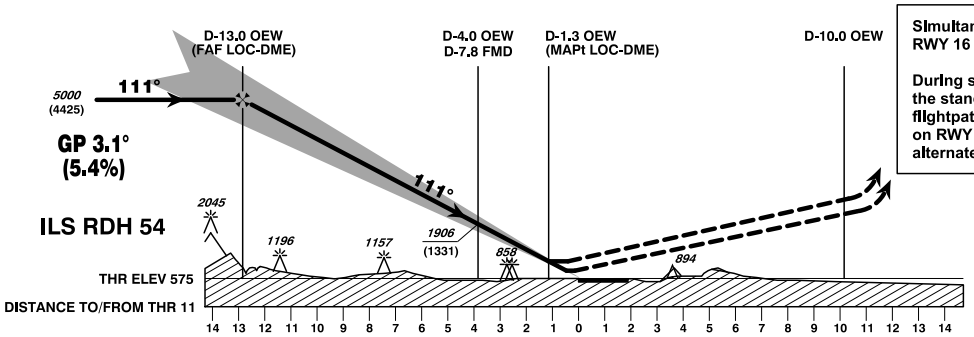
AD ELEV 600 FT
THR 11 ELEV 575 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
ILS or LOC RWY 11



CHANGE: SIMULTANEOUS APPROACH INFO; EDITORIAL



Simultaneous approaches on RWY 16 may be executed!

During simultaneous approaches the standard missed approach flightpath will conflict with traffic on RWY 16. If required expect alternate ATC instructions.

MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-10.0 OEW TURN LEFT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD. INFORM ATC IMMEDIATELY!

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	719 (144)	731 (156)	739 (164)	750 (175)
	LOC-DME	1200 (630)			

D-13.0 OEW to THR 11 - DISTANCE 12.8 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-13.0 OEW - THR 11	MIN : SEC	9:36	7:41	6:24	5:29	4:48	4:16
Rate of descent (5.4%)	FT / MIN	440	550	660	770	870	980

DME OEW	12	11	10	9	8	7	6	5	4	3	2
DIST THR	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	4650 (4075)	4300 (3725)	3950 (3375)	3610 (3035)	3260 (2685)	2920 (2345)	2580 (2005)	2240 (1665)	1900 (1325)	1570 (995)	1240 (665)

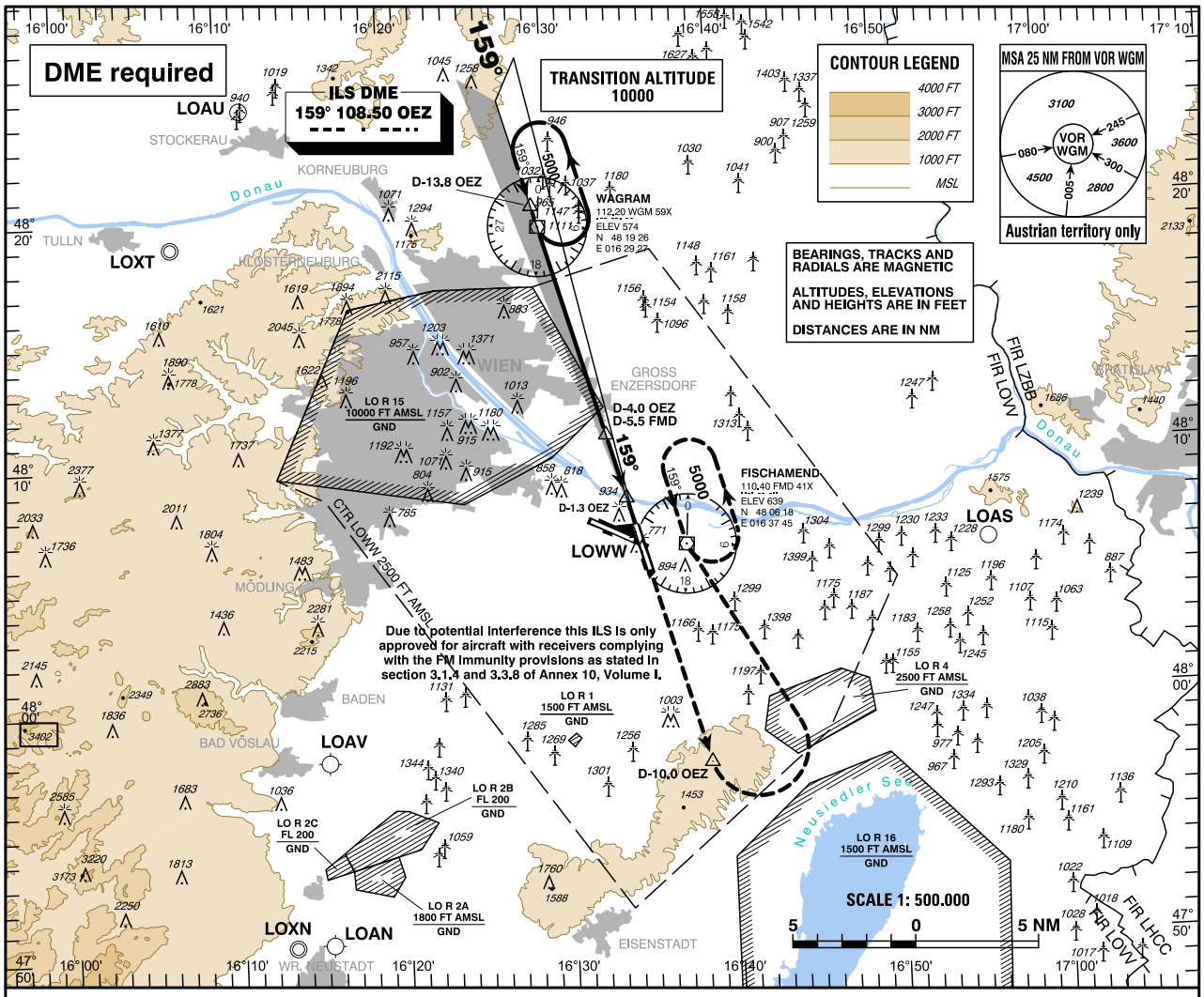
INSTRUMENT APPROACH CHART - ICAO

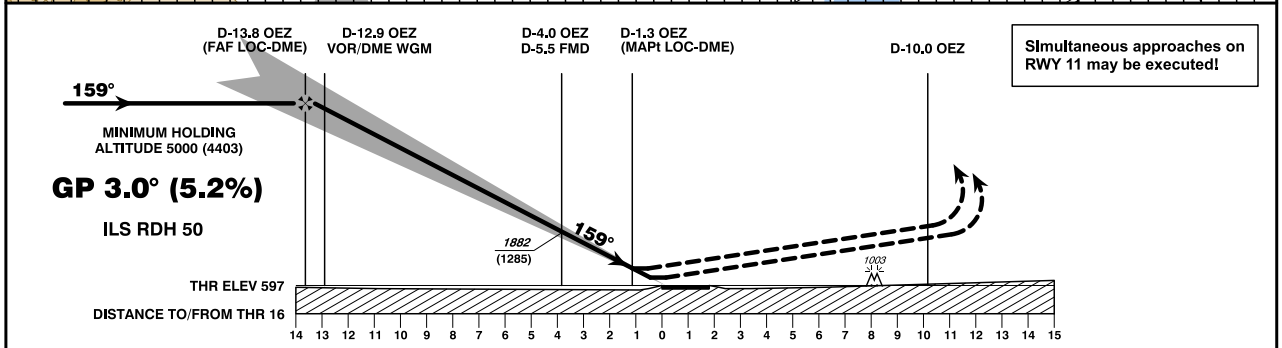
VAR 5° E

AD ELEV 600 FT
THR 16 ELEV 597 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
ILS CAT II & III or LOC RWY 16





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-10.0 OEZ TURN LEFT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD. INFORM ATC IMMEDIATELY!

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	730 (133)	742 (145)	751 (154)	761 (164)
	CAT II RDO Altim.	649 (52)	666 (69)	671 (74)	686 (89)
	CAT III B	A P P R O V E D			
	LOC-DME	1200 (610)			

D-13.8 OEZ to THR 16 - DISTANCE 13.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-13.8 OEZ - THR 16	MIN : SEC	10:16	8:13	6:51	5:52	5:08	4:34
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEZ	13	12	11	10	9	8	7	6	5	4	3	2
DIST THR	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	4890 (4293)	4550 (3953)	4210 (3613)	3870 (3273)	3530 (2933)	3200 (2603)	2870 (2273)	2540 (1943)	2210 (1613)	1880 (1283)	1560 (963)	1240 (643)

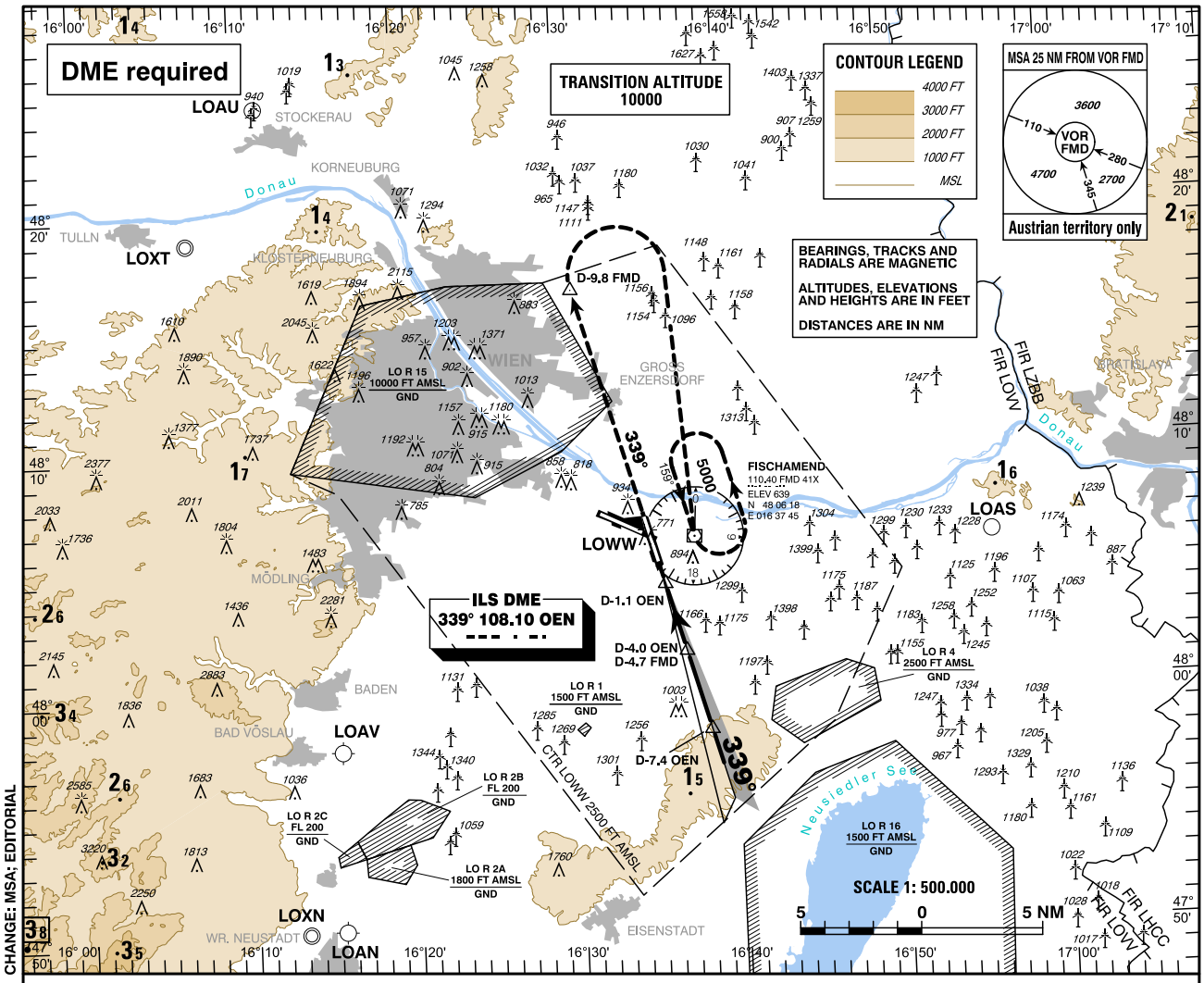
INSTRUMENT APPROACH CHART - ICAO

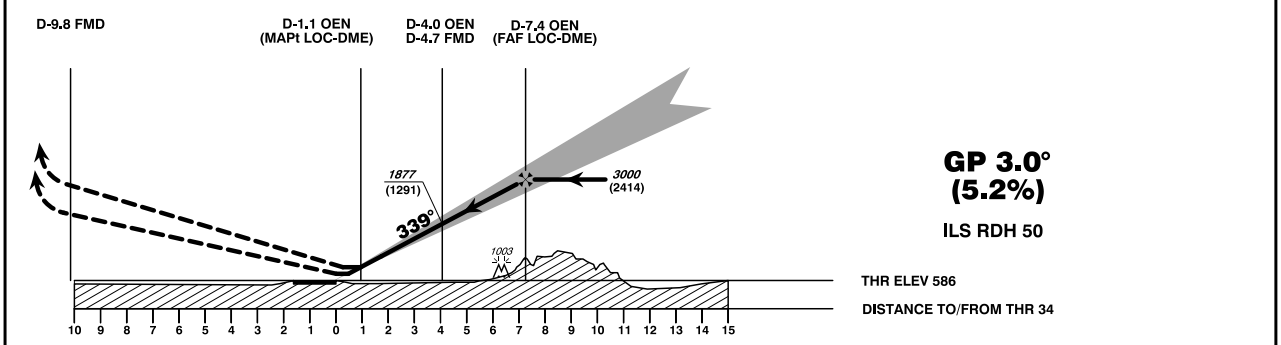
VAR 5° E

AD ELEV 600 FT
THR 34 ELEV 586 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
ILS or LOC RWY 34





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-9.8 FMD TURN RIGHT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	775 (189)	784 (198)	794 (208)	804 (218)
	LOC-DME	1150 (570)			

D-7.4 OEN to THR 34 - DISTANCE 7.3 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-7.4 OEN - THR 34	MIN : SEC	5:29	4:23	3:39	3:08	2:44	2:26
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEN	7	6	5	4	3	2
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8
ALT (HEIGHT)	2860 (2274)	2530 (1944)	2200 (1614)	1870 (1284)	1550 (964)	1230 (644)

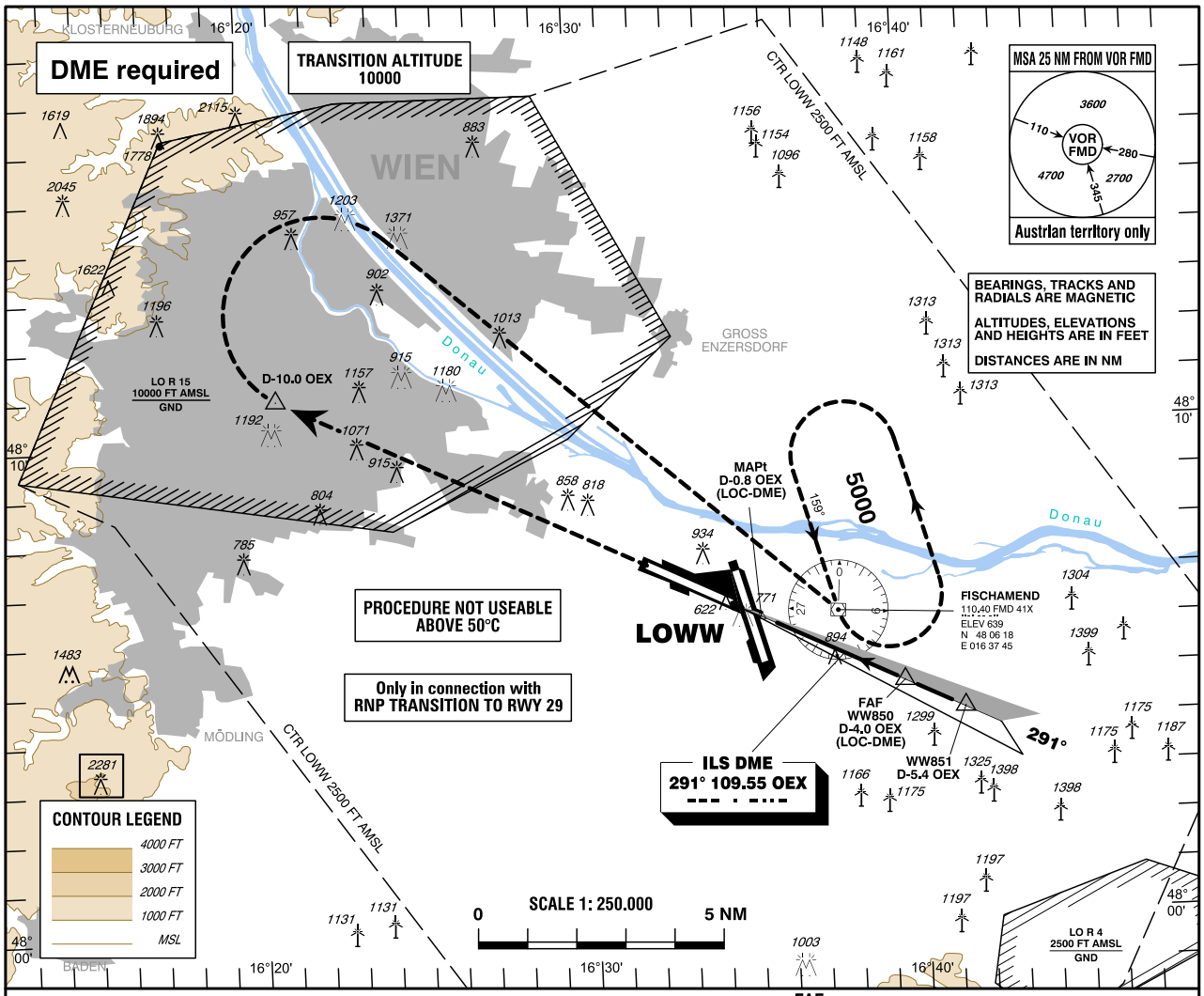
INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

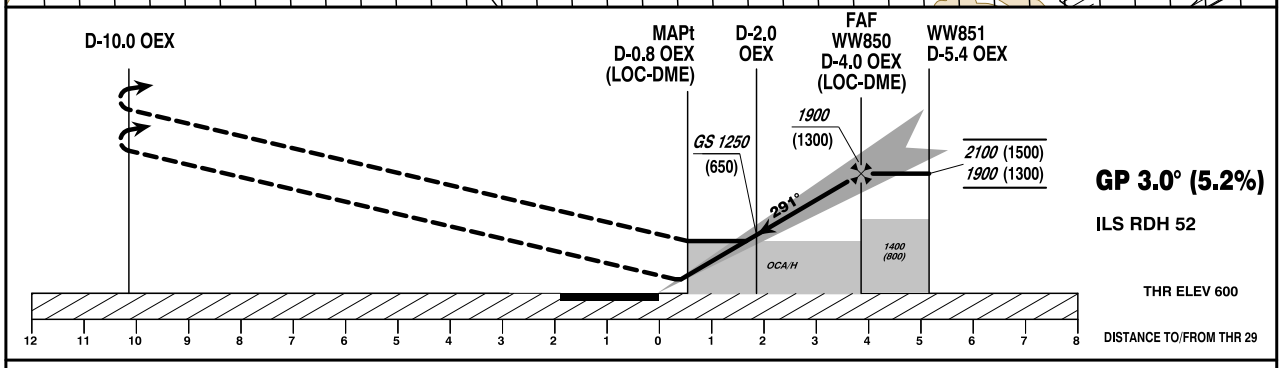
AD ELEV 600 FT
THR 29 ELEV 600 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
ILS U CAT II & III or LOC U RWY 29



CHANGE: OCA/OCH; HOLDING COURSE; EDITORIAL



MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-10.0 OEX TURN RIGHT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	749 (149)	761 (161)	773 (173)	783 (183)
	CAT II RDO Altim.	661 (61)	678 (78)	690 (90)	708 (108)
	CAT III B	A P P R O V E D			
	LOC-DME	1220 (620)			

D-4.0 OEX to THR 29 - DISTANCE 3.9 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-4.0 OEX - THR 29	MIN : SEC	2:56	2:20	1:57	1:40	1:28	1:18
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEX	3	2	1
DIST THR	2.9	1.9	0.9
ALT (HEIGHT)	1560 (960)	1240 (640)	920 (320)

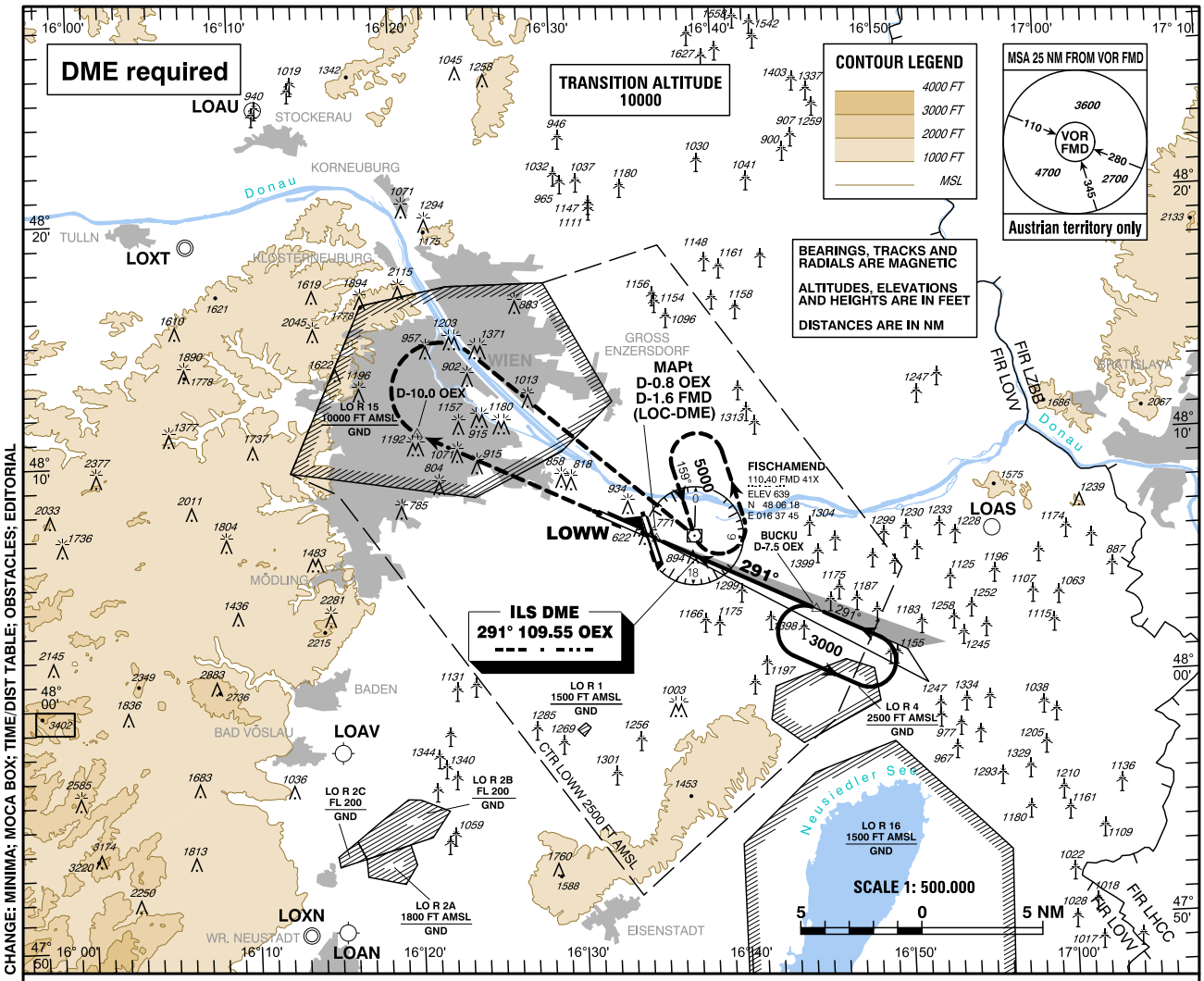
INSTRUMENT APPROACH CHART - ICAO

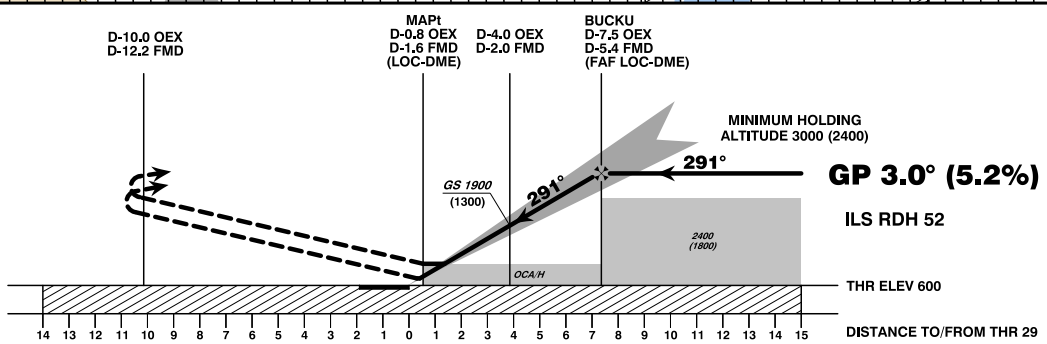
VAR 5° E

AD ELEV 600 FT
THR 29 ELEV 600 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
ILS Z CAT II & III or LOC Z RWY 29





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-10.0 OEX TURN RIGHT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D / D_L
STRAIGHT-IN APPROACH	CAT I Press. Altim.	749 (149)	761 (161)	773 (173)	783 (183)
	CAT II RDO Altim.	661 (61)	678 (78)	690 (90)	708 (108)
	CAT III B	A P P R O V E D			
	LOC-DME	1220 (620)			

D-7.5 OEX to THR 29 - DISTANCE 7.4 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
D-7.5 OEX - THR 29	MIN : SEC	5:32	4:25	3:41	3:10	2:46	2:27
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DME OEX	7	6	5	4	3	2
DIST THR	6.9	5.9	4.9	3.9	2.9	1.9
ALT (HEIGHT)	2840 (2240)	2520 (1920)	2200 (1600)	1880 (1280)	1560 (960)	1240 (640)

INSTRUMENT APPROACH CHART - ICAO

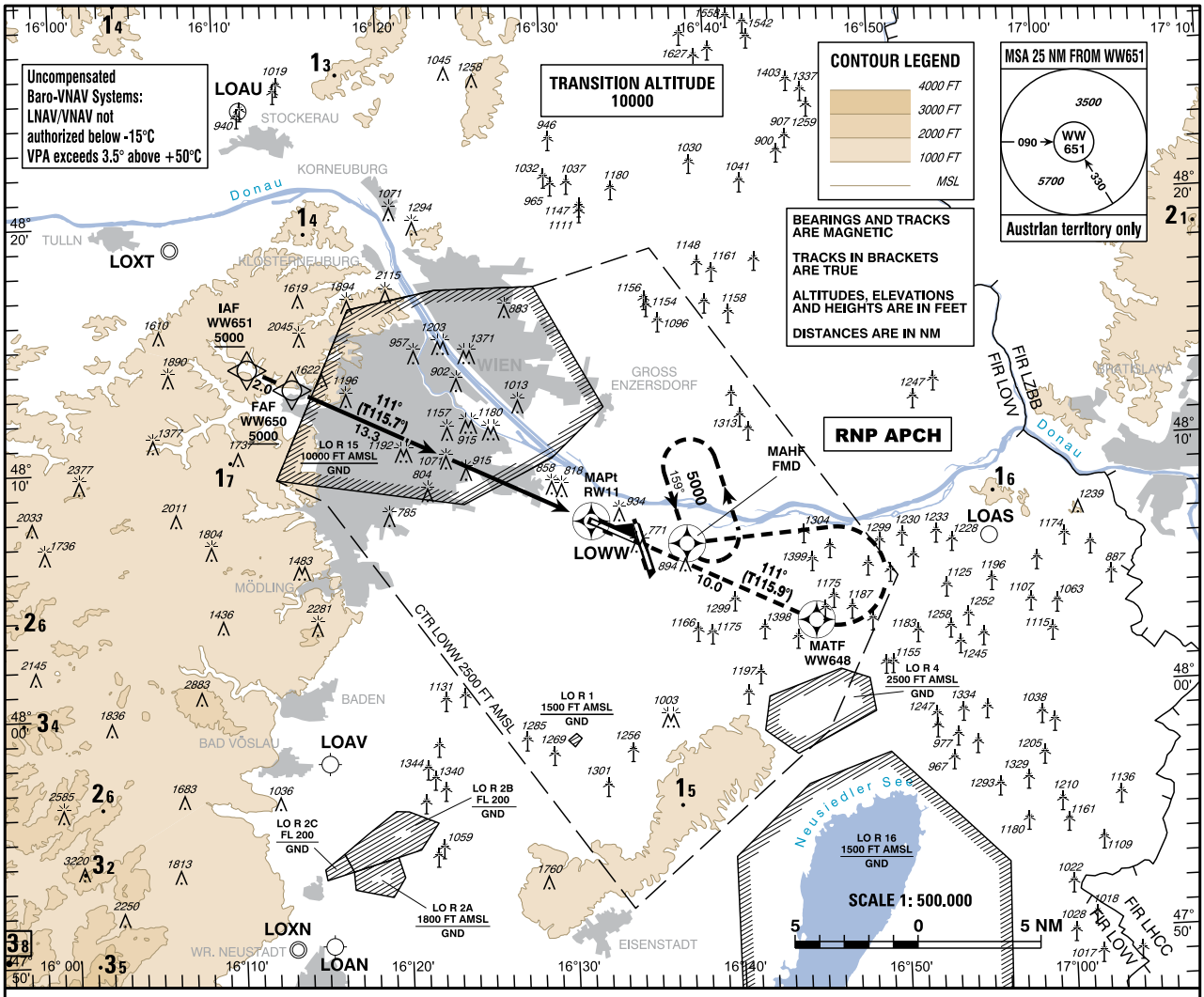
AD ELEV 600 FT
THR 11 ELEV 575 FT
HGT RELATED TO THR ELEV

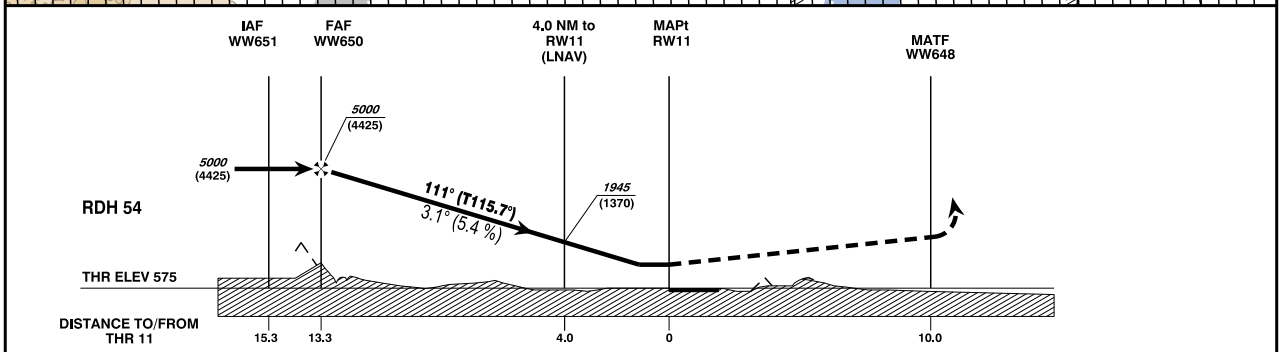
EGNOS
CH 44270
E11A

VAR 5° E

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RNP RWY 11





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT WW648 TURN LEFT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	1200 (630)			
LNAV/VNAV	950 (375)	963 (388)	971 (396)	981 (406)
LPV	719 (144)	731 (156)	739 (164)	750 (175)

WW650 to RW11 - DISTANCE 13.3 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WW650 - RW11	MIN : SEC	9:59	7:59	6:39	5:42	4:59	4:26
Rate of descent (5.4%)	FT / MIN	440	550	660	770	880	990

DIST In NM to RW11	13	12	11	10	9	8	7	6	5	4	3	2
ALTITUDE (HEIGHT)	4910 (4335)	4580 (4005)	4250 (3675)	3920 (3345)	3590 (3015)	3260 (2685)	2930 (2355)	2600 (2025)	2270 (1695)	1940 (1365)	1620 (1045)	1290 (715)

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 600 FT
THR 29 ELEV 600 FT
HGT RELATED TO THR ELEV

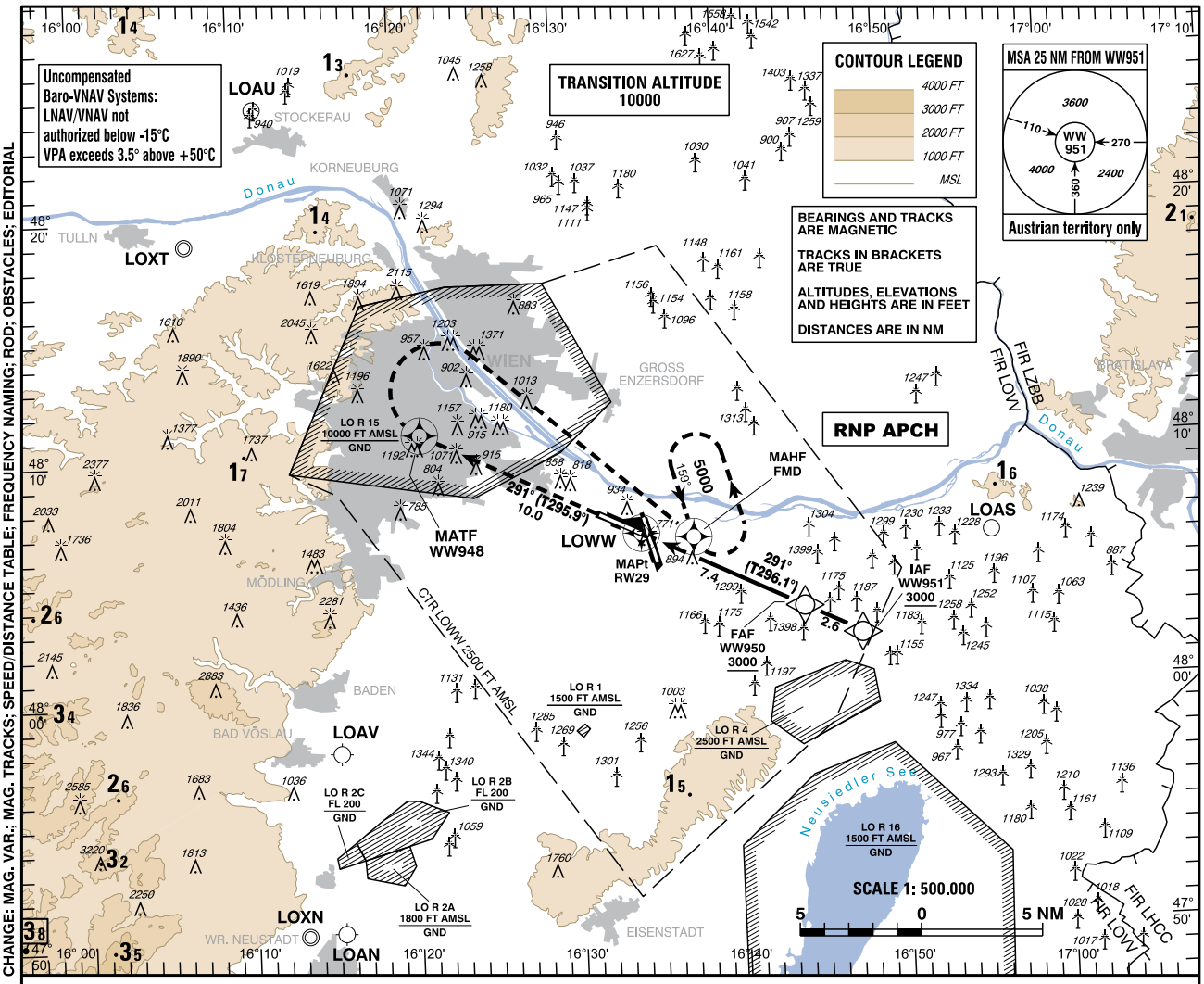
EGNOS
CH 92392
E29A

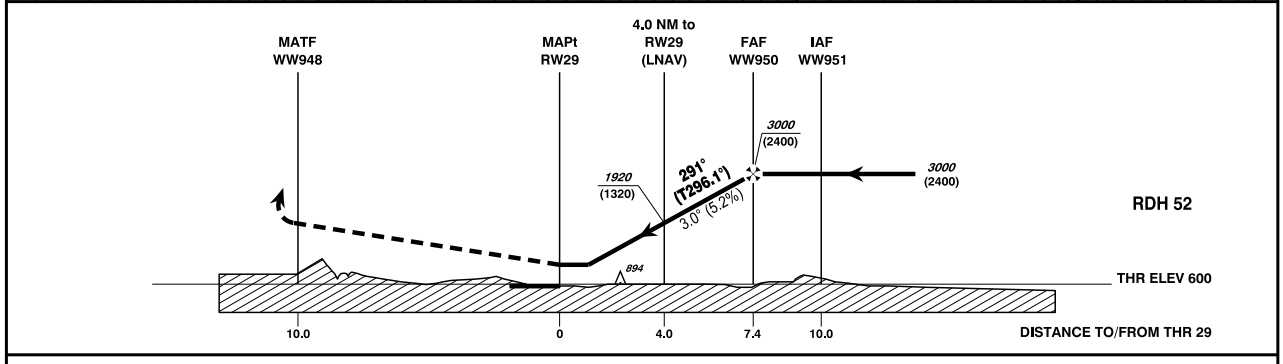
VAR 5° E

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RNP RWY 29

CHANGE: MAG. VAR.; MAG. TRACKS; SPEED/DISTANCE TABLE; FREQUENCY NAMING; ROD; OBSTACLES; EDITORIAL





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT WW948 TURN RIGHT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	1200 (600)			
LNAV/VNAV	918 (318)	930 (330)	949 (349)	990 (390)
LPV	752 (152)	764 (164)	772 (172)	783 (183)

WW950 to RW29 - DISTANCE 7.4 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WW950 - RW29	MIN : SEC	5:33	4:26	3:42	3:10	2:47	2:28
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DIST In NM to RW29	7	6	5	4	3	2
ALTITUDE (HEIGHT)	2880 (2280)	2560 (1960)	2240 (1640)	1920 (1320)	1610 (1010)	1290 (690)

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 600 FT
THR 34 ELEV 586 FT
HGT RELATED TO THR ELEV

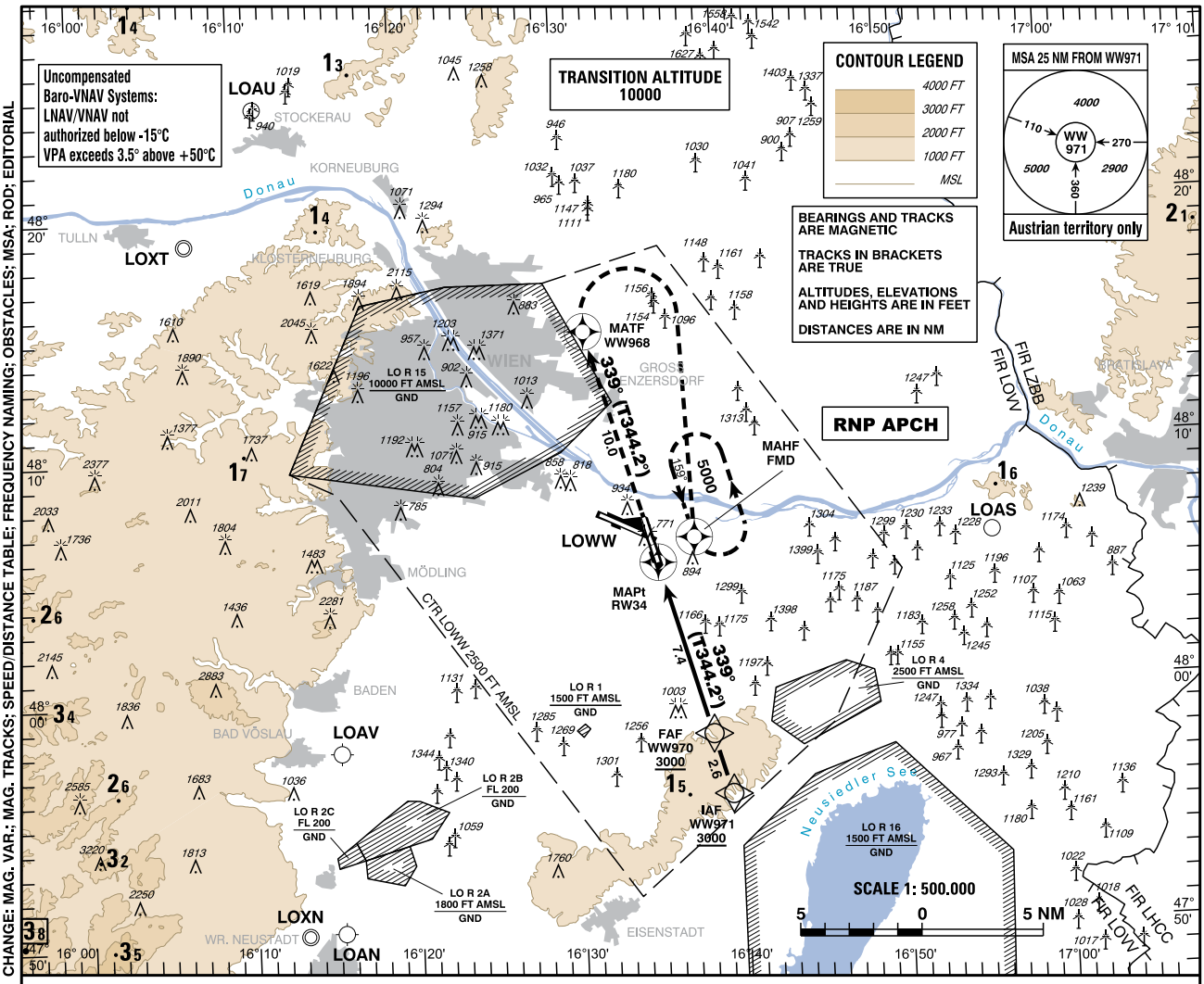
EGNOS
CH 57170
E34A

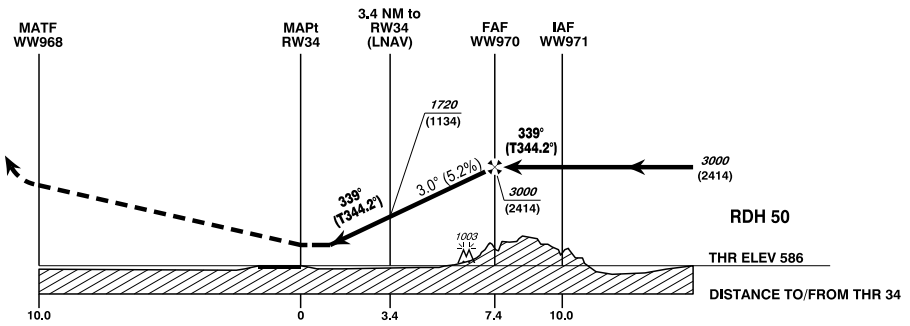
VAR 5° E

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RNP RWY 34

CHANGE: MAG. VAR.; MAG. TRACKS; SPEED/DISTANCE TABLE; FREQUENCY NAMING; OBSTACLES; MSA; ROD; EDITORIAL





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT WW968 TURN RIGHT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	940 (360)			
LNAV/VNAV	806 (220)	818 (232)	838 (252)	864 (278)
LPV	755 (169)	766 (180)	774 (188)	784 (198)

WW970 to RW34 - DISTANCE 7.4 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WW970 - RW34	MIN : SEC	5:33	4:26	3:42	3:10	2:47	2:28
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DIST In NM to RW34	7	6	5	4	3	2
ALTITUDE (HEIGHT)	2870 (2284)	2550 (1964)	2230 (1644)	1910 (1324)	1590 (1004)	1270 (684)

INSTRUMENT APPROACH CHART - ICAO

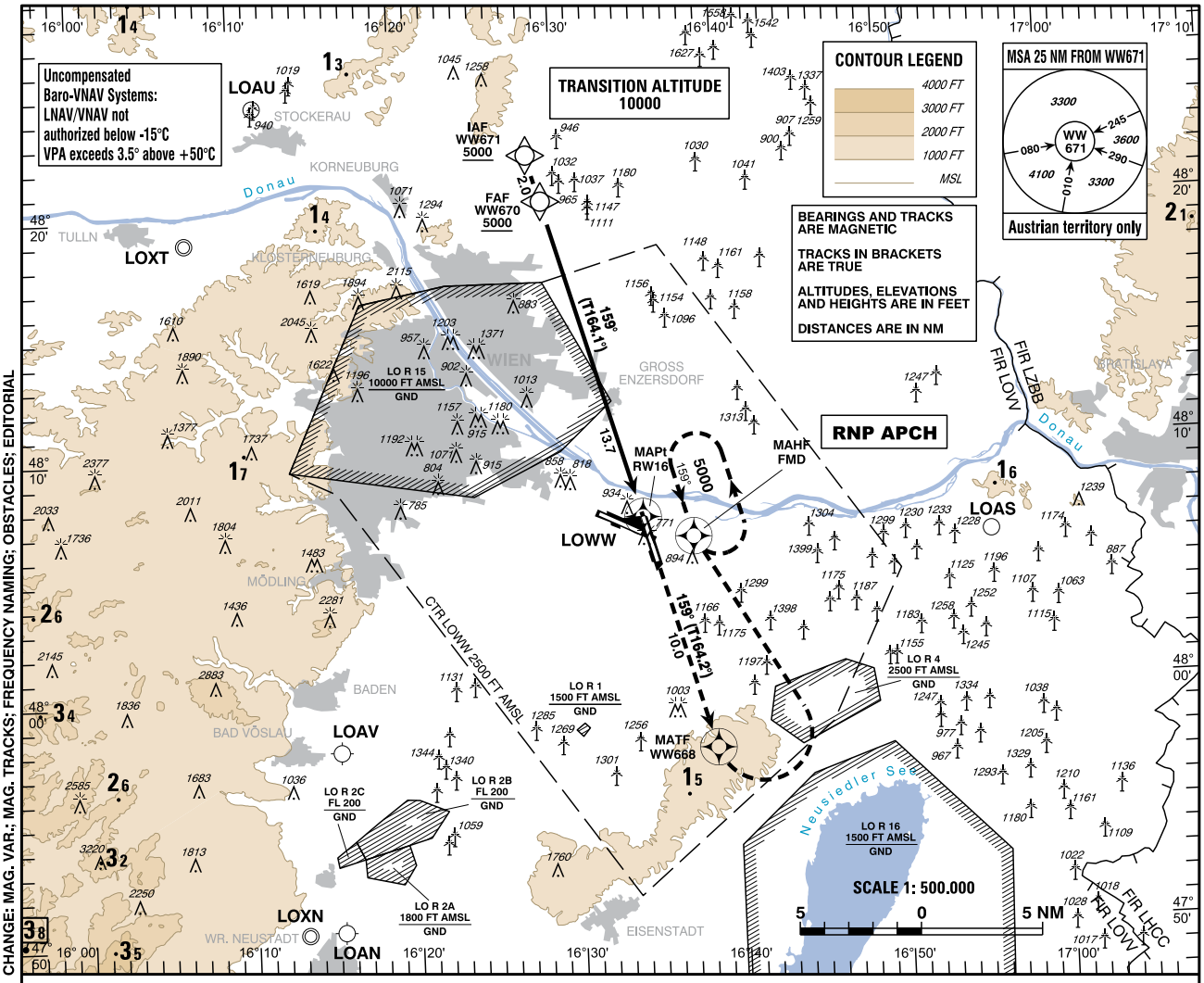
AD ELEV 600 FT
THR 16 ELEV 597 FT
HGT RELATED TO THR ELEV

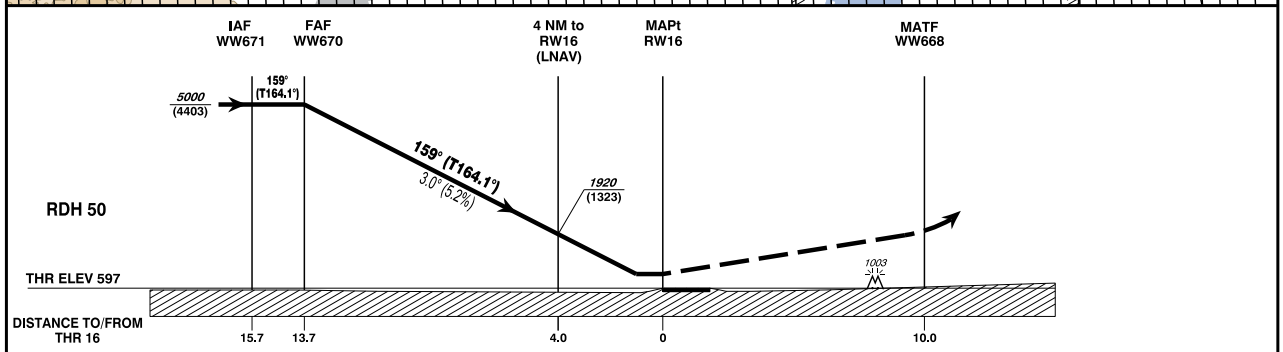
EGNOS CH 55000 E16A

VAR 5° E

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RNP Z RWY 16





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT WW668 TURN LEFT DIRECT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT	A	B	C	D / D_L
LNAV	1150 (560)			
LNAV/VNAV	1032 (435)	1041 (444)	1047 (450)	1055 (458)
LPV	730 (133)	742 (145)	750 (153)	761 (164)

WW670 to RW16 - DISTANCE 13.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
WW670 - RW16	MIN : SEC	10:16	8:13	6:51	5:52	5:08	4:34
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

DIST In NM to RW16	13	12	11	10	9	8	7	6	5	4	3	2
ALTITUDE (HEIGHT)	4790 (4193)	4470 (3873)	4150 (3553)	3830 (3233)	3510 (2913)	3190 (2593)	2880 (2283)	2560 (1963)	2240 (1643)	1920 (1323)	1600 (1003)	1280 (683)

CHANGE: MAG. VAR.; MAG. TRACKS; FREQUENCY NAMING; OBSTACLES; EDITORIAL

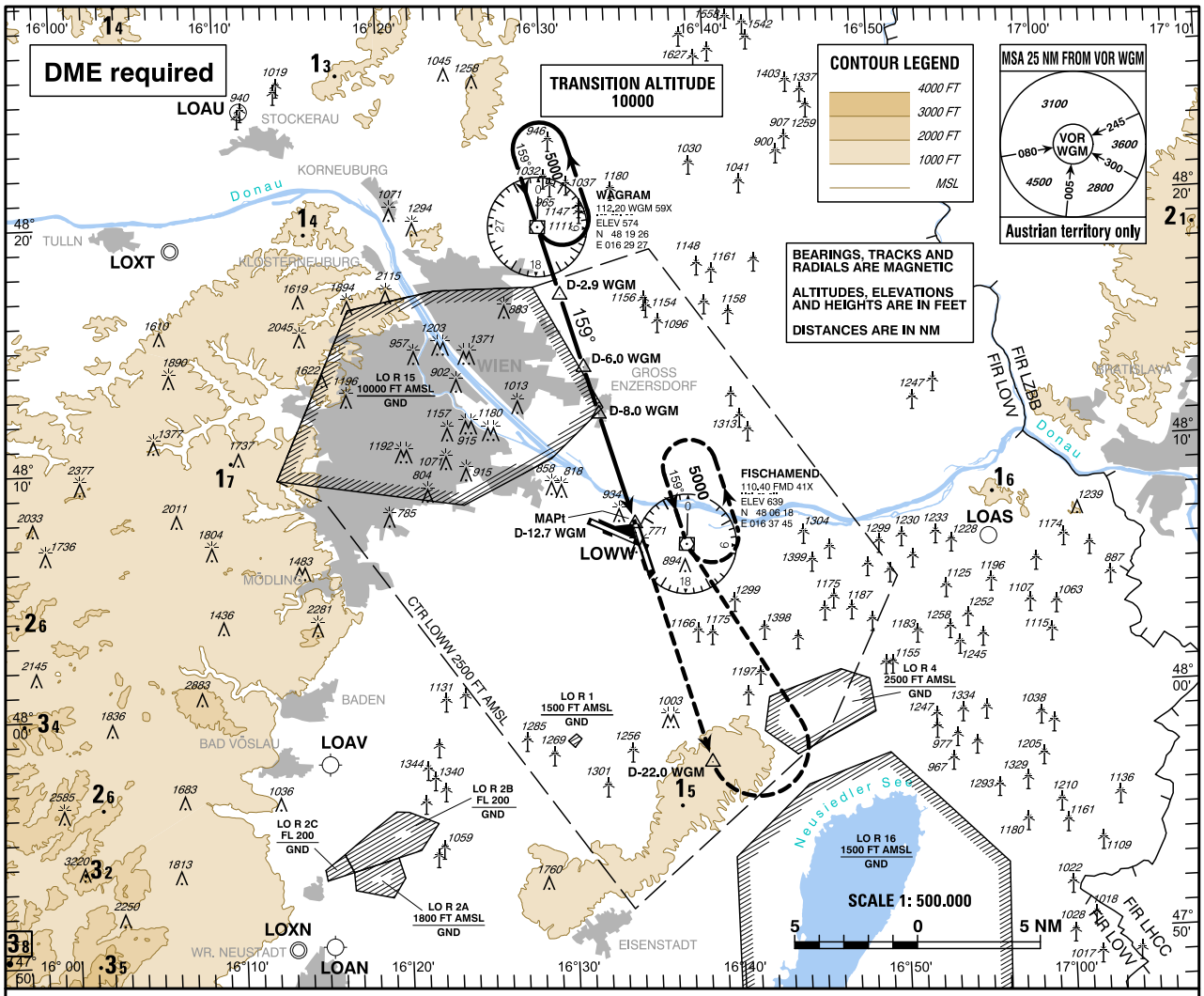
INSTRUMENT APPROACH CHART - ICAO

VAR 5° E

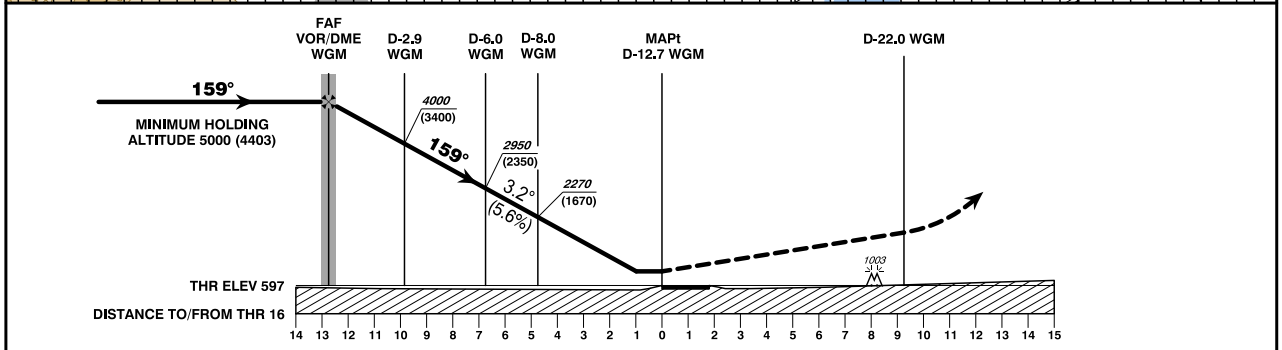
AD ELEV 600 FT
THR 16 ELEV 597 FT
HGT RELATED TO AD ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
VOR RWY 16



CHANGE: MSA; EDITORIAL



MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-22.0 WGM TURN LEFT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1200 (600)			

VOR/DME WGM to THR 16 - DISTANCE 12.7 NM
(Timing not authorized for defining the MAPt)

	GS (KT)	80	100	120	140	160	180
VOR/DME WGM - - THR 16	MIN : SEC	9:32	7:37	6:21	5:27	4:46	4:14
Rate of descent (5.6%)	FT / MIN	460	570	690	800	910	1030

DME WGM	1	2	3	4	5	6	7	8	9	10	11
DIST THR	11.7	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7
ALT (HEIGHT)	4660 (4063)	4320 (3723)	3980 (3383)	3630 (3033)	3290 (2693)	2950 (2353)	2610 (2013)	2270 (1673)	1930 (1333)	1580 (983)	1240 (643)

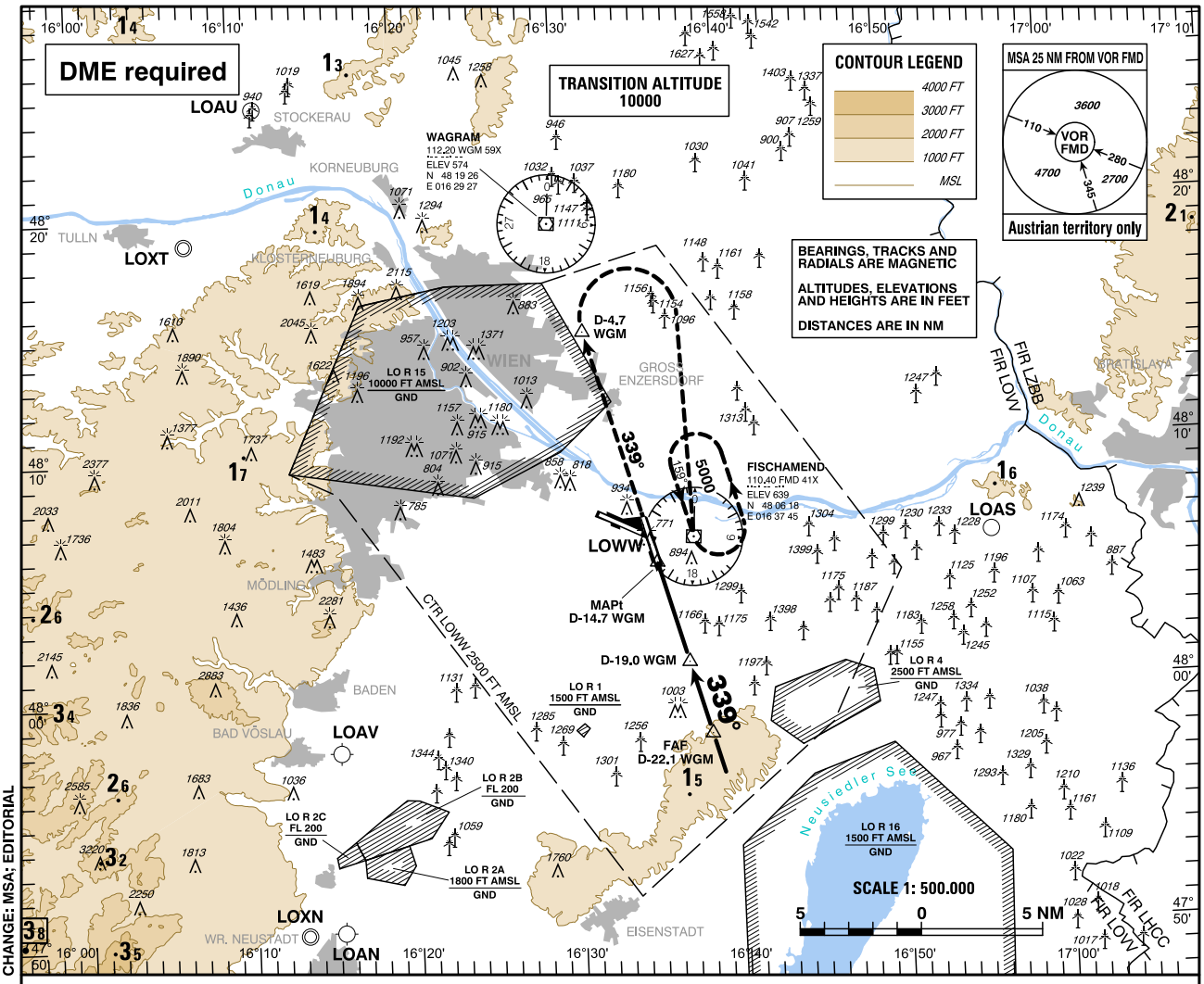
INSTRUMENT APPROACH CHART - ICAO

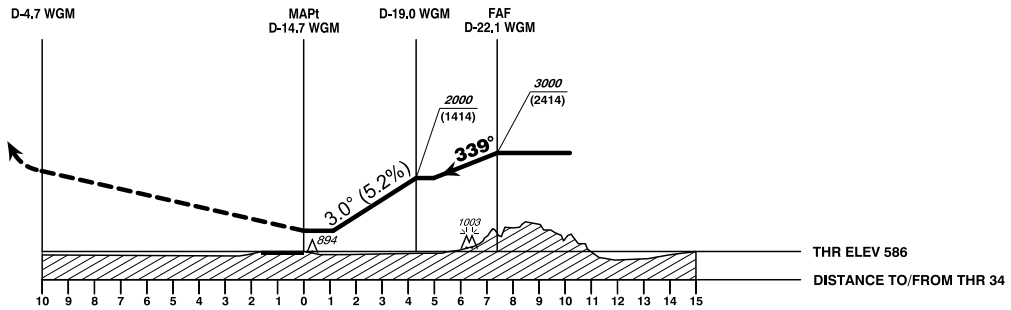
VAR 5° E

AD ELEV 600 FT
THR 34 ELEV 586 FT
HGT RELATED TO THR ELEV

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	122.955				

WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
VOR RWY 34





MISSED APPROACH: CLIMB STRAIGHT AHEAD, AT D-4.7 WGM TURN RIGHT TO FMD; CLIMB TO 5000 FT AMSL AND HOLD.

OCA (OCH) IN FT		A	B	C	D
STRAIGHT-IN APPROACH	VOR/DME	1430 (850)			

D-22.1 WGM to THR 34 - DISTANCE 7.4 NM
(Timing not authorized for defining the MAPt)

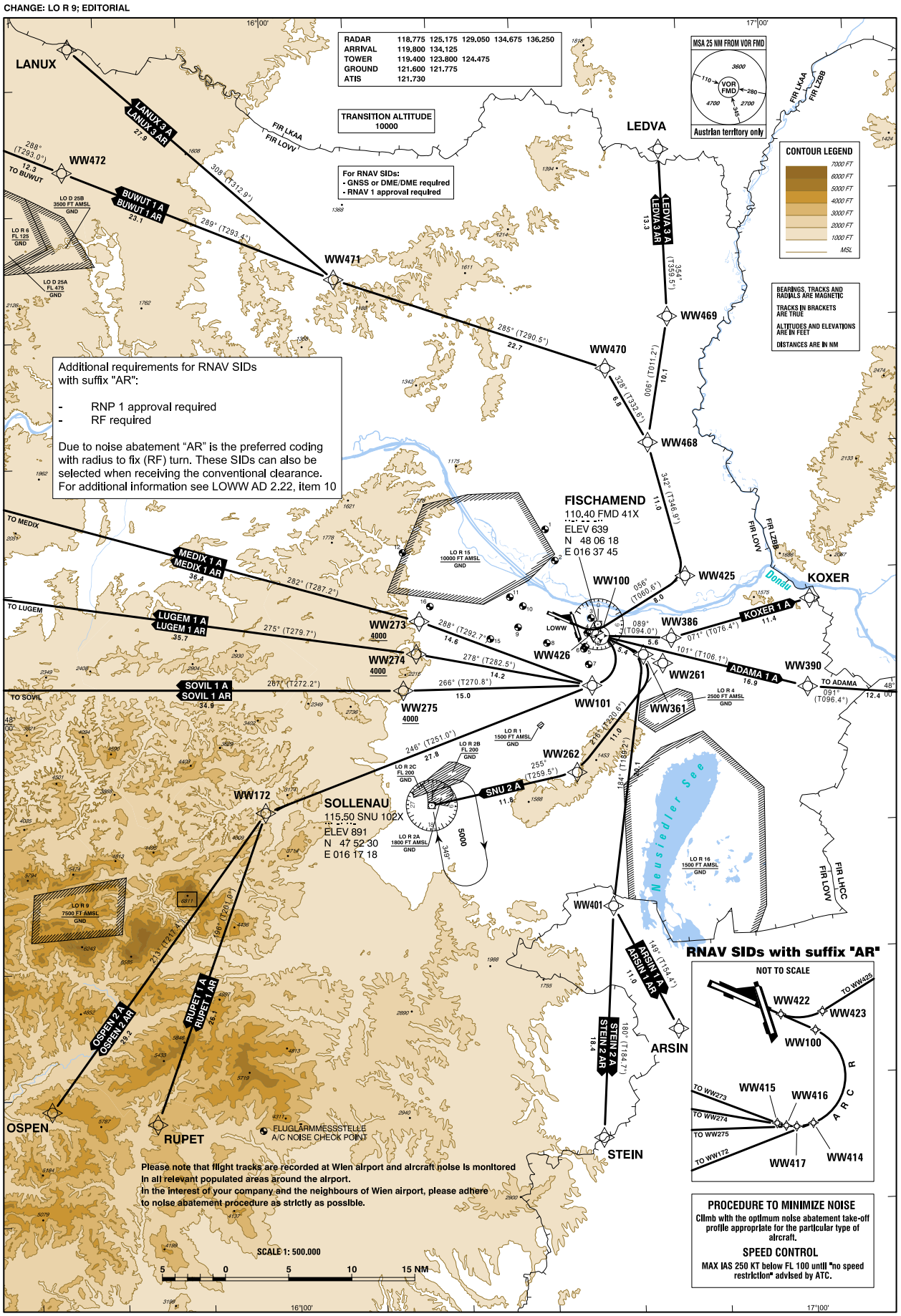
	GS (KT)	80	100	120	140	160	180
D-22.1 WGM - THR 34	MIN : SEC	5:33	4:26	3:42	3:10	2:47	2:28
Rate of descent (5.2%)	FT / MIN	420	530	640	740	850	960

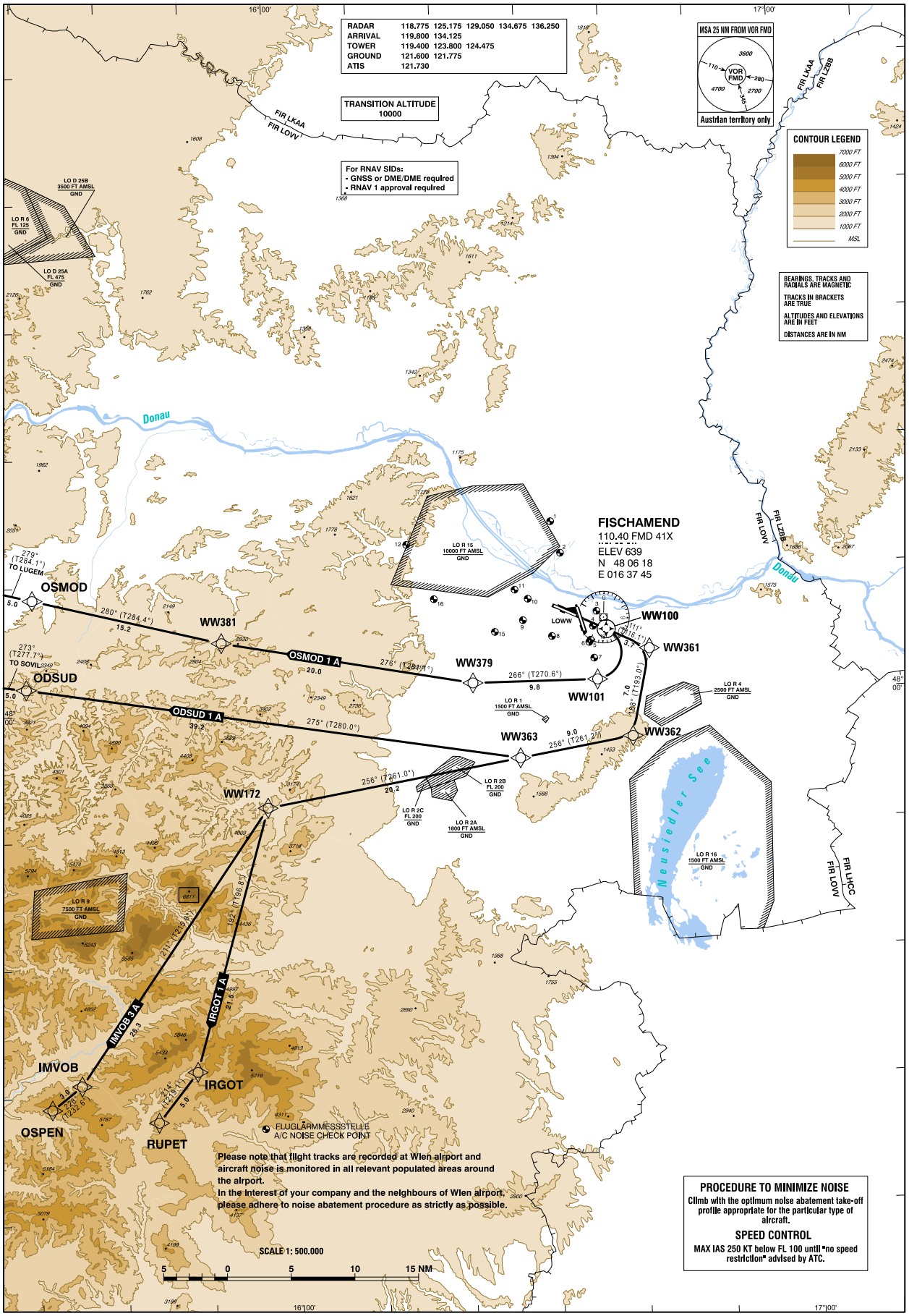
DME WGM	19	18
DIST THR	4.3	3.3
ALT (HEIGHT)	2000 (1414)	1680 (1094)

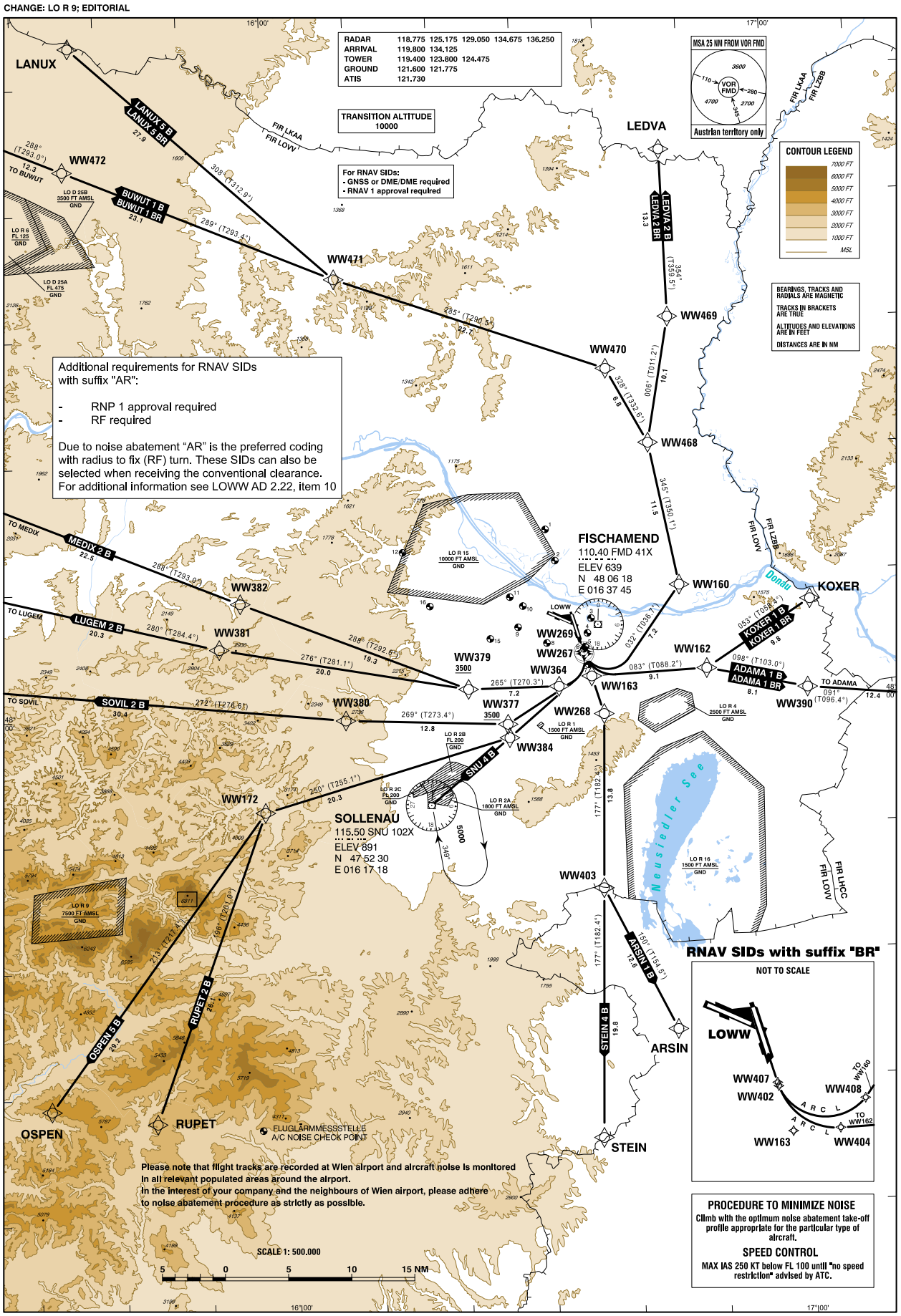
2.6.2 ABFLUG		
LOWW	**123989**	
11	**3175**	**2,56%**
ADAMA1A	441	0,36%
ARSIN1A	621	0,50%
BUWUT1A	124	0,10%
IMVOB3A	206	0,17%
IRGOT1A	231	0,19%
KOXER1A	74	0,06%
LANUX3A	353	0,28%
LEDVA3A	193	0,16%
LUGEM1A	16	0,01%
MEDIX1A	345	0,28%
ODSUD1A	124	0,10%
OSMOD1A	79	0,06%
OSPEN2A	28	0,02%
RUPET1A	51	0,04%
SOVIL1A	67	0,05%
STEIN2A	222	0,18%
16	**31445**	**25,36%**
ADAMA1B	3825	3,08%
ARSIN1B	4665	3,76%
BUWUT1B	1868	1,51%
KOXER1B	500	0,40%
LANUX5B	2674	2,16%
LEDVA2B	2064	1,66%
LUGEM2B	1486	1,20%
MEDIX2B	3780	3,05%
OSPEN5B	3242	2,61%
RUPET2B	2786	2,25%
SNU4B	4	0,00%
SOVIL2B	2587	2,09%
STEIN4B	1964	1,58%

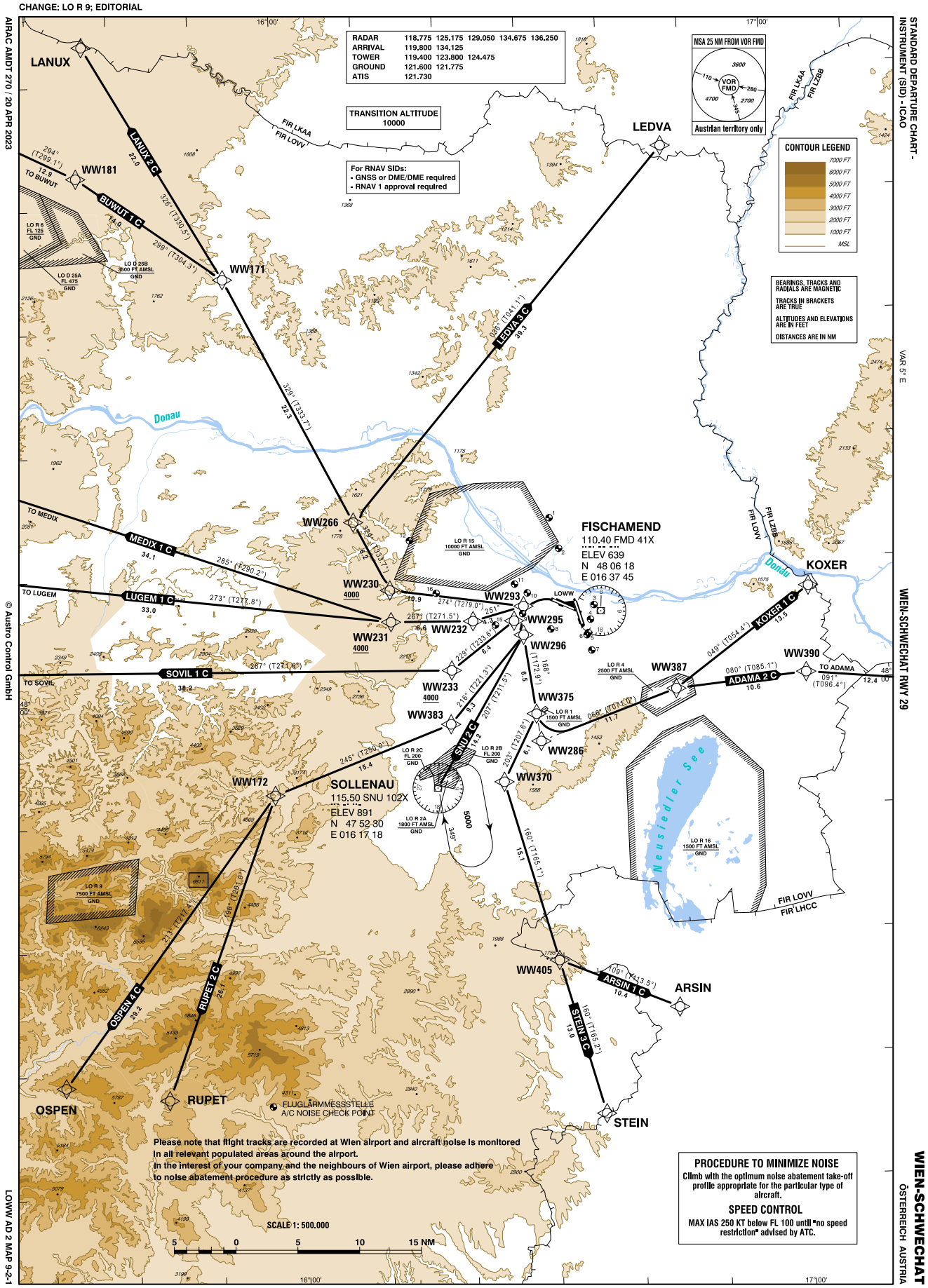
2.6.2 ABFLUG (FORTSETZUNG)		
29	**79324**	**63,98%**
ADAMA2C	3754	3,03%
AGMIM2C	367	0,30%
ARSIN1C	9031	7,28%
ASPIB2C	2073	1,67%
BUWUT1C	4884	3,94%
EMKOG3C	1369	1,10%
EWUKE1C	3467	2,80%
IMVOB3C	1494	1,20%
IRGOT2C	1502	1,21%
KOXER1C	502	0,40%
LANUX2C	4399	3,55%
LEDVA3C	2071	1,67%
LUGEM1C	4039	3,26%
MEDIX1C	7620	6,15%
ODSUD2C	799	0,64%
OSMOD2C	462	0,37%
OSPEN4C	8484	6,84%
OTGAR2C	1546	1,25%
RTADA	14	0,01%
RTKOX	36	0,03%
RTLAN	62	0,05%
RTLED	14	0,01%
RUPET2C	6827	5,51%
SNU2C	7	0,01%
SOVIL1C	7060	5,69%
STEIN3C	3867	3,12%
UMSUM3C	799	0,64%
UNGUT2C	1689	1,36%
VABGU2C	1086	0,88%
34	**10045**	**8,10%**
ADAMA1D	2637	2,13%
ARSIN1D	31	0,03%
BUWUT1D	2665	2,15%
EMKOG3D	1	0,00%

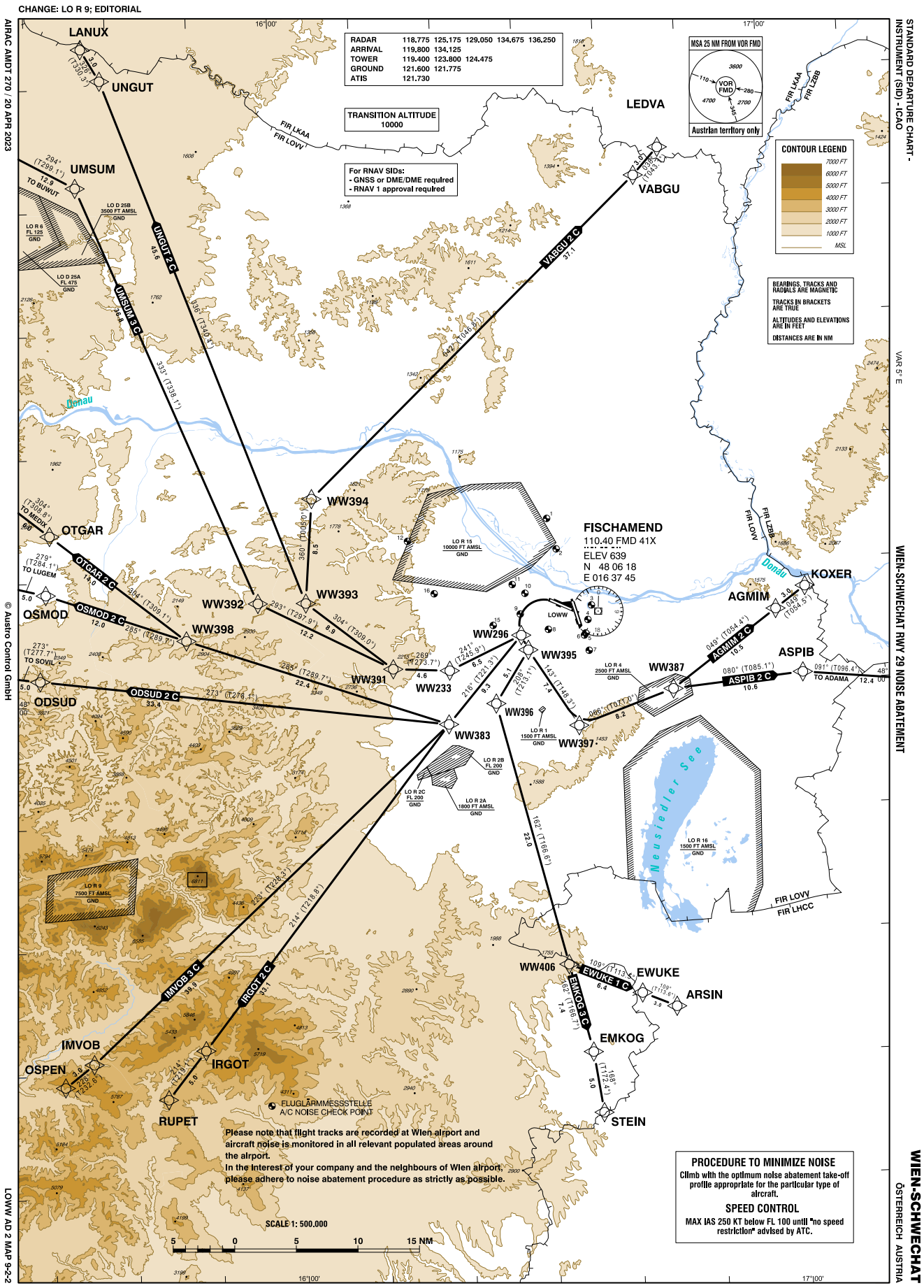
EWUKE1D	12	0,01%
IMVOB3D	1	0,00%
IRGOT2D	2	0,00%
KOXER1D	476	0,38%
LANUX6D	2789	2,25%
LEDVA4D	1343	1,08%
LUGEM1D	7	0,01%
MEDIX1D	5	0,00%
ODSUD2D	1	0,00%
OSMOD2D	1	0,00%
OSPEN3D	19	0,02%
OTGAR2D	1	0,00%
RUPET2D	17	0,01%
SOVIL1D	24	0,02%
STEIN3D	13	0,01%

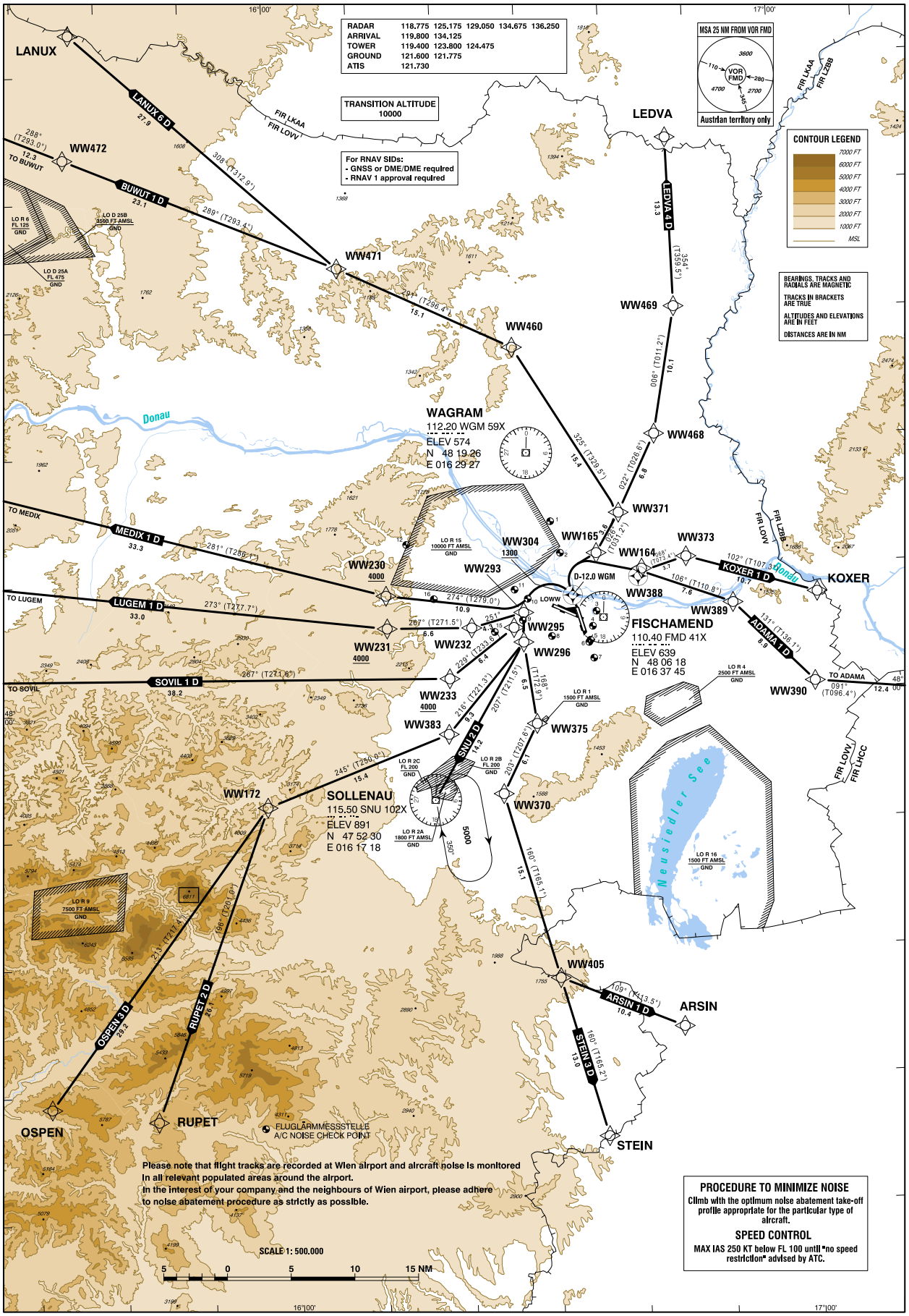

CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 11
VAR 5° E
© Austro Control GmbH
LOWW AD 2 MAP 9-1-1
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
Additional requirements for RNAV SIDs with suffix "AR":
- RNP 1 approval required
- RF required
Due to noise abatement "AR" is the preferred coding with radius to fix (RF) turn. These SIDs can also be selected when receiving the conventional clearance.
For additional information see LOWW AD 2.22, item 10
LANUX
LANUX 3 A
LANUX 3 AR
WW472
BUWUT 1 A
BUWUT 1 AR
WW471
WW470
WW469
WW468
LEDVA
LEDVA 3 A
LEDVA 3 AR
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
WW100
WW425
KOXER
KOXER 1 A
WW386
ADAMA 1 A
WW390
TO ADAMA
WW261
WW361
WW101
WW426
WW273
WW274
WW275
MEDIX 1 A
MEDIX 1 AR
TO MEDIX
LUGEM 1 A
LUGEM 1 AR
TO LUGEM
SOVIL 1 A
SOVIL 1 AR
TO SOVIL
SNU 2 A
WW262
WW172
SOLLENAU
115.50 SNU 102X
ELEV 891
N 47 52 30
E 016 17 18
WW401
ARSIN 1 A
ARSIN 1 AR
ARSIN
STEIN 2 A
STEIN 2 AR
STEIN
OSPEN 2 A
OSPEN 2 AR
OSPEN
RUPET 1 A
RUPET 1 AR
RUPET
Neusiedler See
Donau
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
LO R 9 7500 FT AMSL GND
LO R 15 10000 FT AMSL GND
LO R 4 2500 FT AMSL GND
LO R 16 1500 FT AMSL GND
LO R 1 1500 FT AMSL GND
LO R 2B FL 200 GND
LO R 2C FL 200 GND
LO R 2A 1800 FT AMSL GND
LO D 25B 3500 FT AMSL GND
LO R 6 FL 125 GND
LO D 25A FL 475 GND
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.
SCALE 1: 500.000
5 0 5 10 15 NM
RNAV SIDs with suffix "AR"
NOT TO SCALE
TO WW425
WW422
WW423
WW100
WW415
WW416
WW417
WW414
TO WW273
TO WW274
TO WW275
TO WW172
ARC
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.

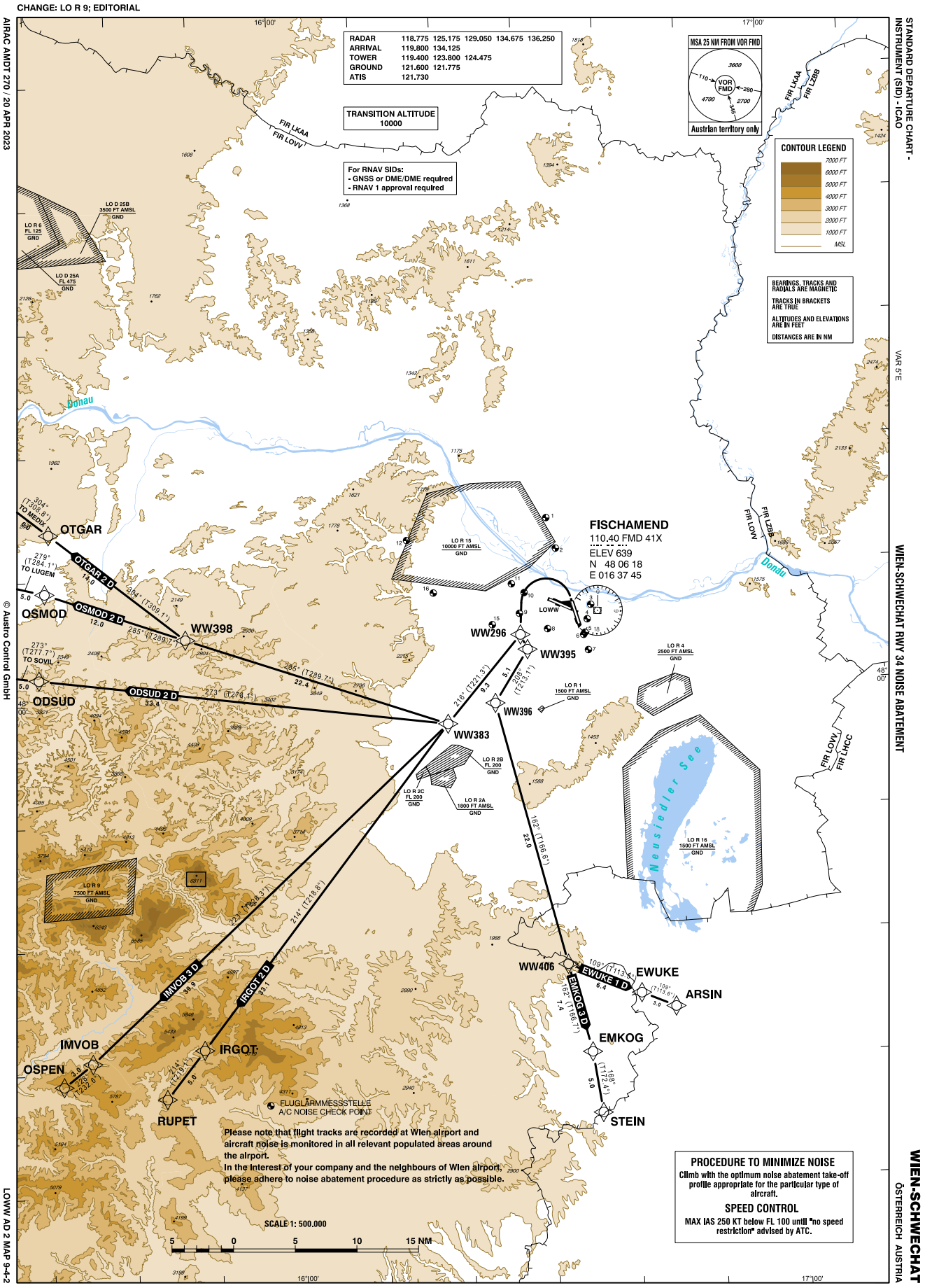

CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 11 NOISE ABATEMENT
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
© Austro Control GmbH
LOWW AD 2 MAP 9-1-2
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
VAR 5°E
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
Donau
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
LO R 15 10000 FT AMSL GND
LO D 25B 3500 FT AMSL GND
LO R 6 FL 125 GND
LO D 25A FL 475 GND
OSMOD
TO LUGEM
ODSUD
TO SOVIL
WW381
WW379
WW100
WW361
WW101
WW363
WW362
WW172
OSMOD 1 A
ODSUD 1 A
IMVOB 3 A
IRGOT 1 A
IMVOB
IRGOT
OSPEN
RUPET
LO R 1 1500 FT AMSL GND
LO R 4 2500 FT AMSL GND
LO R 2B FL 200 GND
LO R 2C FL 200 GND
LO R 2A 1800 FT AMSL GND
LO R 9 7500 FT AMSL GND
LO R 16 1500 FT AMSL GND
Neusiedler See
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.
SCALE 1: 500.000
5 0 5 10 15 NM


CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 16
VAR 5° E
© Austro Control GmbH
LOWW AD 2 MAP 9-3
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
Additional requirements for RNAV SIDs with suffix "AR":
- RNP 1 approval required
- RF required
Due to noise abatement "AR" is the preferred coding with radius to fix (RF) turn. These SIDs can also be selected when receiving the conventional clearance.
For additional information see LOWW AD 2.22, item 10
LANUX
LANUX 5 B
LANUX 5 BR
WW472
TO BUWUT
BUWUT 1 B
BUWUT 1 BR
WW471
LEDVA
LEDVA 2 B
LEDVA 2 BR
WW469
WW470
WW468
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
WW160
KOXER
KOXER 1 B
KOXER 1 BR
WW162
ADAMA 1 B
ADAMA 1 BR
TO ADAMA
WW390
TO MEDIX
MEDIX 2 B
WW382
TO LUGEM
LUGEM 2 B
WW381
WW379
WW364
WW267
WW269
WW163
TO SOVIL
SOVIL 2 B
WW380
WW377
WW268
WW384
SNU 4 B
WW172
SOLLENAU
115.50 SNU 102X
ELEV 891
N 47 52 30
E 016 17 18
WW403
ARSIN 1 B
ARSIN
STEIN 4 B
STEIN
OSPEN 5 B
OSPEN
RUPET 2 B
RUPET
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Donau
Neusiedler See
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
RNAV SIDs with suffix "BR"
NOT TO SCALE
LOWW
WW407
WW402
WW408
WW163
WW404
TO WW160
TO WW162
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.
SCALE 1: 500.000
5 0 5 10 15 NM
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.


CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 29
VAR 5° E
© Austro Control GmbH
LOWW AD 2 MAP 9-2-1
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
LANUX
LANUX 2 C
22.0
WW181
TO BUWUT
BUWUT 1 C
14.0
WW171
LEDVA
LEDVA 3 C
39.3
FIR LKAA
FIR LOVV
FIR LZBB
Donau
TO MEDIX
MEDIX 1 C
34.1
WW266
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
LO R 15
10000 FT AMSL
GND
TO LUGEM
LUGEM 1 C
33.0
WW230
4000
WW231
4000
WW232
WW293
WW295
WW296
LOWW
KOXER
KOXER 1 C
13.5
TO SOVIL
SOVIL 1 C
38.2
WW233
4000
WW383
WW387
WW390
TO ADAMA
ADAMA 2 C
10.6
WW375
WW286
WW370
SNU 2 C
14.2
LO R 2C
FL 200
GND
LO R 2B
FL 200
GND
LO R 2A
1800 FT AMSL
GND
SOLLENAU
115.50 SNU 102X
ELEV 891
N 47 52 30
E 016 17 18
5000
WW172
LO R 9
7500 FT AMSL
GND
Neusiedler See
LO R 16
1500 FT AMSL
GND
FIR LOVV
FIR LHCC
WW405
ARSIN 1 C
10.4
ARSIN
STEIN 3 C
13.0
STEIN
OSPEN 4 C
29.2
OSPEN
RUPET 2 C
26.1
RUPET
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored
In all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere
to noise abatement procedure as strictly as possible.
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.
SCALE 1: 500.000
5 0 5 10 15 NM


CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 29 NOISE ABATEMENT
VAR 5° E
© Austro Control GmbH
LOWW AD 2 MAP 9-2-2
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
LANUX
UNGUT
UMSUM
LEDVA
VABGU
OTGAR
OSMOD
ODSUD
WW394
WW393
WW392
WW398
WW391
WW233
WW383
WW296
WW395
WW396
WW397
WW387
WW406
KOXER
AGMIM
ASPIB
EWUKE
ARSIN
EMKOG
STEIN
IMVOB
OSPEN
IRGOT
RUPET
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
LOWW
Donau
Donau
Neusiedler See
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
UNGUT 2 C
UMSUM 3 C
VABGU 2 C
OTGAR 2 C
OSMOD 2 C
ODSUD 2 C
AGMIM 2 C
ASPIB 2 C
EWUKE 1 C
EMKOG 3 C
IMVOB 3 C
IRGOT 2 C
TO BUWUT
TO MEDIX
TO LUGEM
TO SOVIL
TO ADAMA
LO D 25B 3500 FT AMSL GND
LO R 6 FL 125 GND
LO D 25A FL 475 GND
LO R 15 10000 FT AMSL GND
LO R 4 2500 FT AMSL GND
LO R 1 1500 FT AMSL GND
LO R 2B FL 200 GND
LO R 2C FL 200 GND
LO R 2A 1800 FT AMSL GND
LO R 16 1500 FT AMSL GND
LO R 9 7500 FT AMSL GND
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.
SCALE 1: 500.000
5 0 5 10 15 NM
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.


CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 34
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
© Austro Control GmbH
LOWW AD 2 MAP 9-4-1
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
VAR 5° E
LANUX
LANUX 6 D
BUWUT 1 D
TO BUWUT
WW472
WW471
WW460
LEDVA
LEDVA 4 D
WW469
WW468
WW371
WAGRAM
112.20 WGM 59X
ELEV 574
N 48 19 26
E 016 29 27
Donau
TO MEDIX
MEDIX 1 D
TO LUGEM
LUGEM 1 D
TO SOVIL
SOVIL 1 D
WW230
WW231
WW232
WW233
WW304
WW293
WW165
WW164
WW373
KOXER 1 D
KOXER
WW388
WW389
ADAMA 1 D
TO ADAMA
WW390
D-12.0 WGM
LOWW
WW295
WW296
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
WW383
SNU 2 D
WW375
WW370
SOLLENAU
115.50 SNU 102X
ELEV 891
N 47 52 30
E 016 17 18
WW172
Neusiedler See
WW405
ARSIN 1 D
ARSIN
STEIN 3 D
STEIN
OSPEN 3 D
OSPEN
RUPET 2 D
RUPET
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
LO R 6 FL 125 GND
LO D 25B 3500 FT AMSL GND
LO D 25A FL 475 GND
LO R 15 10000 FT AMSL GND
LO R 4 2500 FT AMSL GND
LO R 1 1500 FT AMSL GND
LO R 2C FL 200 GND
LO R 2B FL 200 GND
LO R 2A 1800 FT AMSL GND
LO R 16 1500 FT AMSL GND
LO R 9 7500 FT AMSL GND
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored
In all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere
to noise abatement procedure as strictly as possible.
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.
SCALE 1: 500.000
5 0 5 10 15 NM


CHANGE: LO R 9; EDITORIAL
AIRAC AMDT 270 / 20 APR 2023
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO
WIEN-SCHWECHAT RWY 34 NOISE ABATEMENT
WIEN-SCHWECHAT
ÖSTERREICH AUSTRIA
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LOWW AD 2 MAP 9-4-2
RADAR 118.775 125.175 129.050 134.675 136.250
ARRIVAL 119.800 134.125
TOWER 119.400 123.800 124.475
GROUND 121.600 121.775
ATIS 121.730
TRANSITION ALTITUDE 10000
For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required
MSA 25 NM FROM VOR FMD
Austrian territory only
CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM
VAR 5°E
FIR LKAA
FIR LOVV
FIR LZBB
FIR LHCC
Donau
Donau
Neusiedler See
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
LOWW
OTGAR
OSMOD
ODSUD
WW398
WW383
WW296
WW395
WW396
WW406
EWUKE
ARSIN
EMKOG
STEIN
IMVOB
OSPEN
IRGOT
RUPET
OTGAR 2 D
OSMOD 2 D
ODSUD 2 D
IMVOB 3 D
IRGOT 2 D
EWUKE 1 D
EMKOG 3 D
TO MEDIX
TO LUGEM
TO SOVIL
LO D 25B 3500 FT AMSL GND
LO R 6 FL 125 GND
LO D 25A FL 475 GND
LO R 15 10000 FT AMSL GND
LO R 4 2500 FT AMSL GND
LO R 1 1500 FT AMSL GND
LO R 2B FL 200 GND
LO R 2C FL 200 GND
LO R 2A 1800 FT AMSL GND
LO R 16 1500 FT AMSL GND
LO R 9 7500 FT AMSL GND
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.
SCALE 1: 500.000
5 0 5 10 15 NM
PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.
SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.

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Stand Juni 2025, 3. Auflage