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REPUBLIC OF AUSTRIA

AIP AMDT 293
AIRAC 9 JAN 2025

INKRAFTTRETUNGSDATUM/EFFECTIVE DATE: 20 FEB 2025

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1. Beiliegende Blätter sind mit Inkrafttretungsdatum **einzu**fügen bzw. **auszu**tauschen:

1. From the effective date onwards the attached replacement pages are to be **incorporated**:

Band 1 / Volume 1

GEN 1.7-11/GEN 1.7-12, GEN 1.7-19/GEN 1.7-20,

GEN 3.2-9/GEN 3.2-10, GEN 3.2-11/GEN 3.2-12, GEN 3.2-13/GEN 3.2-14,

ENR 1.10-31/ENR 1.10-32,

ENR 2.2-17/ENR 2.2-18, ENR 2.2-29/ENR 2.2-30, ENR 2.2-31/ENR 2.2-32, ENR 2.2-33/ENR 2.2-34,
ENR 2.2-35/ENR 2.2-36, ENR 2.2-37/ENR 2.2-38, ENR 2.2-39/ENR 2.2-40, ENR 2.2-41/ENR 2.2-42,
ENR 2.2-43/ENR 2.2-44, ENR 2.2-45/ENR 2.2-46, ENR 2.2-47,

ENR 4.1-3/ENR 4.1-4,

ENR 6.6, ENR 6.8, ENR 6.8-5/ENR 6.8-6, ENR 6.9,

1. Beiliegende Blätter sind mit Inkrafttretungsdatum **einzu­fü­gen** bzw. **auszu­tau­schen**:

1. From the effective date onwards the attached replacement pages are to be **incorporated**:

Band 2 / Volume 2

LOWG AD 2-5/LOWG AD 2-6, *LOWG AD 2-11*/LOWG AD 2-12, LOWG AD 2-13/*LOWG AD 2-14*,
LOWG AD 2-15/LOWG AD 2-16,
LOWG AD 2 MAP 1-1,

LOWI AD 2 MAP 14-1,

LOWW AD 2-57/LOWW AD 2-58, LOWW AD 2-59/LOWW AD 2-60, LOWW AD 2-61/LOWW AD 2-62,
LOWW AD 2-63/LOWW AD 2-64, LOWW AD 2-65/LOWW AD 2-66, LOWW AD 2-67/LOWW AD 2-68,
LOWW AD 2 MAP 9-1-1, LOWW AD 2 MAP 9-1-1A/LOWW AD 2 MAP 9-1-1B,
LOWW AD 2 MAP 9-1-1C/LOWW AD 2 MAP 9-1-1D, LOWW AD 2 MAP 9-1-1E/LOWW AD 2 MAP 9-1-1F,
LOWW AD 2 MAP 9-1-1G/LOWW AD 2 MAP 9-1-1H, LOWW AD 2 MAP 9-1-1I/LOWW AD 2 MAP 9-1-1J,
LOWW AD 2 MAP 9-1-1K, LOWW AD 2 MAP 9-1-2, LOWW AD 2 MAP 9-2-1,
LOWW AD 2 MAP 9-2-1A/LOWW AD 2 MAP 9-2-1B, LOWW AD 2 MAP 9-2-1C/LOWW AD 2 MAP 9-2-1D,
LOWW AD 2 MAP 9-2-1E/LOWW AD 2 MAP 9-2-1F, LOWW AD 2 MAP 9-2-2, LOWW AD 2 MAP 9-3,
LOWW AD 2 MAP 9-3A/LOWW AD 2 MAP 9-3B, LOWW AD 2 MAP 9-3C/LOWW AD 2 MAP 9-3D,
LOWW AD 2 MAP 9-3E/LOWW AD 2 MAP 9-3F, LOWW AD 2 MAP 9-3G/LOWW AD 2 MAP 9-3H,
LOWW AD 2 MAP 9-3I, LOWW AD 2 MAP 9-4-1, LOWW AD 2 MAP 9-4-1A/LOWW AD 2 MAP 9-4-1B,
LOWW AD 2 MAP 9-4-1C/LOWW AD 2 MAP 9-4-1D, LOWW AD 2 MAP 9-4-1E/LOWW AD 2 MAP 9-4-1F,
LOWW AD 2 MAP 9-4-2, LOWW AD 2 MAP 9-5,

LOXZ 2-11/*LOXZ 2-12*.

2. Folgende Blätter sind zu **vernichten**:

2. **Destroy** the following pages:

LOWW AD 2 MAP 9-1-1L	27 JAN 2022,
LOWW AD 2 MAP 9-2-1G	27 JAN 2022,
LOWW AD 2 MAP 9-4-1G	27 JAN 2022.

ENDE

END

2. Alle Zahlen, die bei der Übermittlung anderer als der in Buchstabe a Nummer 1 genannten Informationen verwendet werden, sind durch die getrennte Aussprache jeder einzelnen Ziffer zu übermitteln, außer dass alle Zahlen, die ganze Hunderter und ganze Tausender beinhalten, zu übermitteln sind, indem jede einzelne Ziffer in der Zahl der Hunderter oder Tausender ausgesprochen und jeweils das Wort ‚HUNDERT‘/‚HUNDRED‘ oder ‚TAUSEND‘/‚THOUSAND‘ hinzugefügt wird. Kombinationen von Tausendern und ganzen Hundertern sind zu übermitteln, indem jede einzelne Ziffer in der Zahl der Tausender ausgesprochen und das Wort ‚TAUSEND‘/‚THOUSAND‘ hinzugefügt wird, danach die Zahl der Hunderter, gefolgt von dem Wort ‚HUNDERT‘/‚HUNDRED‘.

3. Ist eine Klärung, dass die übermittelte Zahl aus ganzen Tausendern und/oder ganzen Hundertern besteht, erforderlich, ist die Zahl durch die getrennte Aussprache jeder einzelnen Ziffer zu übermitteln.

4. Bei der Übermittlung von Informationen über die Richtung zu einem Objekt oder zu Verkehr nach Uhrzeigerstellung ist die Information durch Aussprache der Ziffern zusammen, z. B. ‚ZEHN UHR‘/‚TEN O'CLOCK‘, ‚ELF UHR‘/‚ELEVEN O'CLOCK‘, zu übermitteln.

5. Zahlen mit Dezimalkomma/Dezimalpunkt sind wie in Buchstabe a Nummer 1 vorgeschrieben zu übermitteln, wobei das Dezimalkomma/der Dezimalpunkt an der betreffenden Stelle durch das Wort ‚KOMMA‘/‚DECIMAL‘ anzugeben ist.

6. Alle sechs Ziffern der numerischen Kennung sind zu verwenden, um den Funkkanal im VHF-Sprechfunk anzugeben, außer wenn sowohl die fünfte und die sechste Ziffer eine Null sind, in welchem Fall nur die ersten vier Ziffern zu verwenden sind.

Absatz 5.2.1.7.3.2.3 ICAO-Anhang 10, Band II, Kapitel 5.2.1.7.3.2.3 wird in der Durchführungsverordnung (EU) Nr. 923/2012, SERA.14055, mit einem Unterschied umgesetzt. Der Unterschied zwischen dieser ICAO-Richtlinie und dieser Unionsverordnung ist folgender:

SERA.14055 Sprechfunkverfahren

b) 2. Bei der Antwort auf die obigen Anrufe ist das Rufzeichen der rufenden Funkstelle, gefolgt vom Rufzeichen der antwortenden Funkstelle, zu verwenden, was als Aufforderung zur Fortsetzung der Übermittlung durch die rufende Funkstelle zu verstehen ist. Für die Übergabe des Sprechfunkverkehrs innerhalb einer Flugverkehrsdienststelle kann das Rufzeichen der Flugverkehrsdienststelle ausgelassen werden, wenn dies von der zuständigen Behörde genehmigt ist.

(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word "HUNDRED" or "THOUSAND", as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word "THOUSAND", followed by the number of hundreds, followed by the word "HUNDRED".

(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.

(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK".

(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word "DECIMAL".

(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

Para 5.2.1.7.3.2.3 ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows:

SERA.14055 Radiotelephony procedures

(b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.

11. ANHANG 11 - FLUGVERKEHRSDIENSTE

Anhang 11, 14. Ausgabe inklusive Nachtrag 50-A

Bezug Abweichung

Kapitel 2

Absatz 2.13.5 Für einige Lärmschutz SIDs (die während der Nachtstunden und nur auf ATC Entscheidung hin genutzt werden) wird eine vom Standard abweichende Benennung angewendet.

Während der SID Name normalerweise auf dem letzten Wegpunkt der SID beruht, nutzen diese Lärmschutz SIDs den vorletzten Wegpunkt als Namensreferenz. Dies ermöglicht die Nutzung separater SIDs aus Lärmschutzgründen, die jedoch denselben Endwegpunkt wie ihre konventionellen Gegenstücke haben.

Das abweichende Benennungsschema wurde aus Sicherheitsgründen eingeführt, da gleichlautende SID Namen mit unterschiedlichen Suffixen zuvor zu fehlerhafter SID Auswahl durch Luftfahrzeugbesatzungen geführt hatten, was Sicherheitsbedenken hervorrief.

Die gegenwärtige Praxis ist das Ergebnis eines Safety Assessments, welches zur Erkenntnis führte, dass die Nutzung des vorletzten Wegpunktnamens als SID Referenz weniger Fehlerpotenzial beinhaltet als die vorherige Unterscheidung mithilfe von Suffixen.

← *Absatz 2.26.5* Durchführungsverordnung (EU) Nr. 923/2012, SERA.3401 Buchstabe d Nummer 1, weicht von ICAO-Anhang 11, Richtlinie 2.26.5 ab, indem festgelegt wird: „Zeitvergleiche müssen mindestens auf eine Minute genau sein.“

Absatz 2.6.1 Möglichkeit einer Ausnahme. Durchführungsverordnung (EU) Nr. 923/2012, SERA.6001, lässt zu, dass Luftfahrzeuge die Geschwindigkeitsbegrenzung von 250 kt überschreiten, wenn die zuständige Behörde dies für Luftfahrzeugmuster, die aus technischen oder Sicherheitsgründen diese Geschwindigkeit nicht beibehalten können, genehmigt.

11. ANNEX 11 - AIR TRAFFIC SERVICES

Annex 11, 14th edition including amendment 50-A

Reference Difference

Chapter 2

Para 2.13.5 For some noise abatement SIDs (used during night time and on ATC discretion only) a non-standard naming scheme is applied:

Whilst normally the basic SID identifier is the name of the last SID waypoint, these noise abatement SIDs use the penultimate waypoint as their identifier. This permits the use of separate SIDs for noise abatement which have the same final waypoint as their conventional counterparts.

The differing naming scheme for noise abatement SIDs was introduced for safety reasons, as same SID identifiers with different suffixes have previously led to erroneous SID selection by flight crews, which caused safety concerns.

The current practice is the result of a safety assessment which found that using the penultimate waypoint name as a SID reference would show less potential for misinterpretation than the previous differentiation by suffixes.

← *Para 2.26.5* Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.26.5 by stating that 'Time checks shall be given at least to the nearest minute'

Para 2.6.1 Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

20. PROCEDURES FOR AIR NAVIGATION SERVICES

20. PROCEDURES FOR AIR NAVIGATION SERVICES

ICAO Document	Title	Difference(s)	Applicable
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 3.1 Maximum airspeed restriction below promulgated value	LOWS - IAP RNP Y RWY 33 (AR)
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 3.2 Minimum bank angle greater than 20°	LOWS - IAP RNP Y RWY 33 (AR)
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 4.1 Minimum segment length shorter than recommended	LOWS - IAP RNP Z RWY 33 (AR)
9905	Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual	Chapter 4.5 Distance between FROP (Final approach roll-out point) and RWY THR less than recommended	LOWS - IAP RNP Y RWY 33 (AR) LOWS - IAP RNP Z RWY 33 (AR)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 2, Chapter 1 Minimum segment length shorter than recommended	LOWG - IAP RNP RWY 34C LOWI - IAP RNP E RWY 26 (LPV only) LOWK - IAP RNP RWY 10L LOAN - IAP RNP A LOAV - IAP RNP A LOIJ - IAP RNP A
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Minimum bank angle in the missed approach greater than 15°	LOWI - IAP RNP E RWY 26 (LPV only) LOWS - IAP RNP E RWY 15 (LPV only) LOWS - IAP ILS or LOC RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2, 2.4.2 Straight component of the intermediate segment less than 2.00 NM	LOWI - IAP RNP E RWY 26 (LPV only)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Minimum bank angle in the departure greater than 15°	LOWS - SID-ICAO RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table I-2-3-1 Maximum airspeed restriction below promulgated value (Part I - Section 3, Chapter 3, 3.3.4)	LOWS - SID-ICAO RWY 15
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 3, Chapter 3, 3.3.1.2 Departure turn height below 120 M (394 FT) at WW269 with 3.3% procedure design gradient	LOWW - SID-ICAO RWY 16
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2 Minimum segment length of the intermediate segment is shorter than recommended	LOGH - IAP COPTER RNP 328 (LPV only)
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 4, Chapter 7, 7.2.1 The size of the visual manoeuvring (circling) area is based on a radius from the threshold below the minimum value for category C and D aircraft.	LOWS - IAP Circling RWY 33
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 4, Chapter 5, 5.4.5.4 OCA/H not adjusted to visual manoeuvring (circling).	LOWG - IAP VOR RWY 16C LOWL - IAP VOR RWY 08

ICAO Document	Title	Difference(s)	Applicable
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part III - Section 3, Chapter 2, 2.2.2 MSA is not centred on the ARP	LOWG - STAR LOWG - Transition RWY 16C/34C LOWI - STAR LOWK - STAR LOWK - Transition RWY 10L/28R LOWL - STAR LOWL - Transition RWY 08/26 LOWS - STAR LOWW - STAR LOWW - Transition RWY 11/16/29/34
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Table III-2-1-21 Minimum segment length of the initial segment is shorter than recommended	LOWW - IAP RNP RWY 11 LOWW - IAP RNP Z RWY 16 LOWW - IAP RNP RWY 29 LOWW - IAP RNP RWY 34 LOAN - IAP RNP A LOAV - IAP RNP A
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 1, Chapter 1 Part I - Section 4, Chapter 8 Part III - Section 2, Chapter 4 The minimum obstacle clearance for MSA/TAA is reduced to 984 FT (instead of 1 000 FT)	all MSA/TAA published in the AIP Austria
8168	Aircraft Operations Volume II Construction of visual and instrument flight procedures	Part I - Section 2, Chapter 1, 1.9 The minimum obstacle clearance for area minimum altitudes (AMA) is reduced to 984 FT (instead of 1 000 FT)	Area Minimum Altitudes (AMA) shown on chart ENR 6.5

Staffelung zwischen Warterunde und Streckenflug

Zwischen Luftfahrzeugen im Streckenflug und Luftfahrzeugen in einer Warterunde bzw. zwischen Luftfahrzeugen in unterschiedlichen Warterunden wird Horizontalstaffelung geleistet, indem zwischen dem errechneten Standort des Luftfahrzeuges im Streckenflug entsprechend der flugbetrieblichen Toleranz und dem Bereich einer Warterunde bzw. zwischen den Bereichen von Warterunden ein Puffer von mindestens 5 NM eingehalten wird.

Während diese Seitenstaffelung nicht besteht, wird zwischen Luftfahrzeugen in der Warterunde und Luftfahrzeugen im Streckenflug die entsprechende Vertikalstaffelung beibehalten.

Absatz 12.3.1.11 Geschätzte oder gemessene Bremswirkung wird nicht über SNOWTAM oder Pistenzustandsbericht (ATIS, Sprechfunk) verbreitet.

21. DOKUMENT 7030 - REGIONALE ERGÄNZENDE VERFAHREN

Dokument 7030, 5. Ausgabe inklusive Berichtigung 9

Bezug Abweichung

Kapitel 6

Absatz 6.2.5.1 Übergabe der Radarkontrolle

Separation between holding and en-route aircraft

Horizontal separation between en-route aircraft by-passing a holding aircraft, or between aircraft in adjacent holding patterns is obtained by assuring a buffer of at least 5 NM between the estimated position of the en-route aircraft and the holding area or between the two holding areas.

While horizontal separation does not exist, vertical separation will be provided between holding aircraft and en-route aircraft.

Para 12.3.1.11 The estimated surface friction or the measured friction coefficient will not be promulgated via SNOWTAM message or runway condition report (ATIS, Voice-RTF).

21. DOCUMENT 7030 - REGIONAL SUPPLEMENTARY PROCEDURES

Document 7030, 5th edition including amendment 9

Reference Difference

Chapter 6

Para 6.2.5.1 Transfer of control

5. LISTE DER VERFÜGBAREN LUFTFAHRTKARTEN

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	Name und/oder Seitenbezeichnung / Chart name and/or number		Preis (€) / Price (€)	Datum / Date
LUFTFAHRTKARTE - ICAO 1:500 000 / AERONAUTICAL CHART - ICAO 1:500 000				
1:500 000	Österreich/Austria (2252-A)		siehe AIC, Serie A / see AIC, series A	21 MAR 2024
STRECKENKARTE - ICAO / ENROUTE CHART - ICAO				
1:1 000 000	Streckenkarte - ICAO / Enroute Chart - ICAO	ENR 6.1	-	26 DEC 2024
ÜBERSICHTSKARTE / INDEX CHART				
1:1 000 000	Air Traffic Services Airspace - Index Chart	ENR 6.2	-	28 NOV 2024
-	Prohibited, Restricted and Danger Areas - Index Chart	ENR 6.3-1	-	25 JAN 2024
-	Temporary Reserved Airspaces - Index Chart	ENR 6.3-2	-	26 DEC 2024
-	Military Training Areas - Index Chart	ENR 6.4	-	28 NOV 2024
-	ATC Surveillance Minimum Altitude Chart - ICAO	ENR 6.5	-	16 MAY 2024
1:1 000 000	ATC Sectors - Index Chart	ENR 6.6	-	20 FEB 2025
-	Altimeter Setting Areas - Index Chart	ENR 6.7	-	3 OCT 2024
1:1 000 000	Free Route Airspace (FRA) - Index Chart Slovenian Austrian Part of SECSI FRA including Lowest Available Level (LAL)	ENR 6.8	-	20 FEB 2025
1:2 000 000	Free Route Airspace (FRA) - Index Chart South East Common Sky Initiative (SECSI) FRA	ENR 6.9	-	20 FEB 2025
-	FIC Sectors - Index Chart	ENR 6.10	-	23 MAR 2023
-	IFR Enroute Minima - Index Chart	ENR 6.11	-	16 MAY 2024
FLUGPLATZKARTE - ICAO / AERODROME CHART - ICAO				
1:10 000	Graz	LOWG AD 2 MAP 1-1	-	20 FEB 2025
1:10 000	Innsbruck	LOWI AD 2 MAP 1-1	-	8 AUG 2024
1:5 000	Klagenfurt	LOWK AD 2 MAP 1-1	-	29 NOV 2024
1:10 000	Linz	LOWL AD 2 MAP 1-1	-	28 NOV 2024
1:20 000	Salzburg	LOWS AD 2 MAP 1-1	-	5 SEP 2024
1:20 000	Wien-Schwechat	LOWW AD 2 MAP 1-1	-	28 NOV 2024
1:10 000	Vöslau	LOAV AD 2 MAP 1-1	-	28 DEC 2023
1:10 000	Wels	LOLW AD 2 MAP 1-1	-	28 DEC 2023
1:10 000	Wr. Neustadt/Ost	LOAN AD 2 MAP 1-1	-	28 DEC 2023
1:5 000	Zell am See	LOWZ AD 2 MAP 1-1	-	5 SEP 2024
1:2 500	Tulln	LOXT AD 2 MAP 1-1	-	3 OCT 2024
1:10 000	Zeltweg	LOXZ AD 2 MAP 1-1	-	8 AUG 2024
FLUGPLATZKARTE / AERODROME CHART				
1:5 000	Altlichtenwarth	LOAR AD 2 MAP 1-1	-	12 JUL 2024
1:5 000	Dobersberg	LOAB AD 2 MAP 1-1	-	27 DEC 2024
1:5 000	Hohenems-Dornbirn	LOIH AD 2 MAP 1-1	-	8 AUG 2024

TITEL DER SERIE / TITLE OF SERIES				
Maßstab / Scale	Name und/oder Seitenbezeichnung / Chart name and/or number	Preis (€) / Price (€)	Datum / Date	
FLUGPLATZKARTE / AERODROME CHART				
1:5 000	Niederöblarn	LOGO AD 2 MAP 1-1	-	3 OCT 2024
1:5 000	Ottenschlag	LOAA AD 2 MAP 1-1	-	29 NOV 2024
1:5 000	Pinkafeld	LOGP AD 2 MAP 1-1	-	9 AUG 2024
1:5 000	Punitz-Güssing	LOGG AD 2 MAP 1-1	-	18 APR 2024
1:5 000	St. Johann/Tirol	LOIJ AD 2 MAP 1-1	-	28 DEC 2023
1:5 000	Völtendorf	LOAD AD 2 MAP 1-1	-	3 OCT 2024
HUBSCHRAUBERFLUGPLATZKARTE / HELIPORT CHART				
1:2 000	Flugeinsatzstelle Wr. Neustadt	LOAT AD 3 MAP 1-1	-	21 MAR 2024
LUFTFAHRZEUGABSTELL-/ANDOCKKARTE - ICAO / AIRCRAFT PARKING / DOCKING CHART - ICAO				
1:4 000	Salzburg - Aircraft parking chart	LOWS AD 2 MAP 2-1	-	5 SEP 2024
1:5 000	Wien-Schwechat - Aircraft parking/docking chart	LOWW AD 2 MAP 2-1	-	28 NOV 2024
FLUGPLATZBODENBEWEGUNGSKARTE / AERODROME GROUND MOVEMENT CHART				
1:20 000	Wien-Schwechat - Aerodrome ground movement chart-Taxi restrictions	LOWW AD 2 MAP 3-2	-	28 NOV 2024
1:12 000	Salzburg - Aerodrome ground movement chart-Taxi restrictions	LOWS AD 2 MAP 3-2	-	5 SEP 2024
FLUGPLATZHINDERNISKARTE - ICAO TYP A (BETRIEBLICHE BEGRENZUNGEN) / AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)				
1:20 000	Graz - RWY 16C/34C	LOWG AD 2 MAP 4-1	-	25 MAR 2021
1:20 000	Innsbruck - RWY 08/26	LOWI AD 2 MAP 4-1	-	12 AUG 2021
1:20 000	Klagenfurt - RWY 10L/28R	LOWK AD 2 MAP 4-1	-	12 AUG 2021
1:20 000	Linz - RWY 08/26	LOWL AD 2 MAP 4-1	-	17 JUN 2021
1:20 000	Salzburg - RWY 15/33	LOWS AD 2 MAP 4-1	-	20 MAY 2021
1:20 000	Wien-Schwechat - RWY 11/29	LOWW AD 2 MAP 4-1	-	22 APR 2021
1:20 000	Wien-Schwechat - RWY 16/34	LOWW AD 2 MAP 4-2	-	22 APR 2021
1:20 000	Tulln - RWY 08/26	LOXT AD 2 MAP 4-1	-	6 NOV 2020
1:20 000	Zeltweg - RWY 08R	LOXZ AD 2 MAP 4-1	-	3 DEC 2020
1:20 000	Zeltweg - RWY 26L	LOXZ AD 2 MAP 4-2	-	3 DEC 2020
FLUGPLATZHINDERNISKARTE - ICAO TYP B / AERODROME OBSTACLE CHART - ICAO TYPE B				
1:25 000	Graz	LOWG AD 2 MAP 5-1	-	25 MAR 2021
1:25 000	Klagenfurt	LOWK AD 2 MAP 5-1	-	12 AUG 2021
1:25 000	Linz	LOWL AD 2 MAP 5-1	-	17 JUN 2021
1:25 000	Salzburg	LOWS AD 2 MAP 5-1	-	20 MAY 2021
1:25 000	Wien-Schwechat	LOWW AD 2 MAP 5-1	-	22 APR 2021
1:20 000	Zeltweg	LOXZ AD 2 MAP 5-1	-	3 DEC 2020
BODENPROFILKARTE FÜR PRÄZISIONSANFLUG - ICAO / PRECISION APPROACH TERRAIN CHART - ICAO				
1:2 500	Graz - RWY 34C	LOWG AD 2 MAP 7-2	-	25 MAR 2021
1:2 500	Klagenfurt - RWY 28R	LOWK AD 2 MAP 7-2	-	12 AUG 2021

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Maßstab / Scale	Name und/oder Seitenbezeichnung / Chart name and/or number		Preis (€) / Price (€)	Datum / Date
BODENPROFILKARTE FÜR PRÄZISIONSANFLUG - ICAO / PRECISION APPROACH TERRAIN CHART - ICAO				
1:2 500	Linz - RWY 08	LOWL AD 2 MAP 7-1	-	17 JUN 2021
1:2 500	Linz - RWY 26	LOWL AD 2 MAP 7-2	-	17 JUN 2021
1:5 000	Salzburg - RWY 15	LOWS AD 2 MAP 7-1	-	20 MAY 2021
1:2 500	Wien-Schwechat - RWY 29	LOWW AD 2 MAP 7-2	-	22 APR 2021
1:2 500	Wien-Schwechat - RWY 16	LOWW AD 2 MAP 7-3	-	22 APR 2021
STANDARD-INSTRUMENTENABFLUGKARTE (SID) - ICAO / STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO				
1:500 000	Graz - SID RWY 16C	LOWG AD 2 MAP 9-1	-	07 SEP 2023
1:500 000	Graz - SID RWY 34C	LOWG AD 2 MAP 9-2	-	07 SEP 2023
1:500 000	Innsbruck - SID RWY 08	LOWI AD 2 MAP 9-1	-	31 OCT 2024
1:500 000	Innsbruck - SID RWY 26	LOWI AD 2 MAP 9-2-1	-	8 AUG 2024
1:500 000	Innsbruck - SID RNAV (RNP) RWY 26	LOWI AD 2 MAP 9-2-2	-	8 AUG 2024
1:500 000	Klagenfurt - SID RWY 10L	LOWK AD 2 MAP 9-1	-	31 OCT 2024
1:500 000	Klagenfurt - SID RWY 28R	LOWK AD 2 MAP 9-2	-	31 OCT 2024
1:250 000	Linz - SID RWY 08	LOWL AD 2 MAP 9-1	-	30 NOV 2023
1:250 000	Linz - SID RWY 26	LOWL AD 2 MAP 9-2	-	30 NOV 2023
1:500 000	Salzburg - SID RWY 15	LOWS AD 2 MAP 9-1	-	20 APR 2023
1:500 000	Salzburg - SID RWY 33	LOWS AD 2 MAP 9-2	-	13 JUN 2024
1:500 000	Wien-Schwechat - SID RWY 11	LOWW AD 2 MAP 9-1-1	-	20 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 11	LOWW AD 2 MAP 9-1-2	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 29	LOWW AD 2 MAP 9-2-1	-	20 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 29	LOWW AD 2 MAP 9-2-2	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 16	LOWW AD 2 MAP 9-3	-	20 FEB 2025
1:500 000	Wien-Schwechat - SID RWY 34	LOWW AD 2 MAP 9-4-1	-	20 FEB 2025
1:500 000	Wien-Schwechat - Noise abatement SID RWY 34	LOWW AD 2 MAP 9-4-2	-	20 FEB 2025
1:250 000	St. Johann/Tirol - SID	LOIJ AD 2 MAP 9-1	-	8 AUG 2024
1:250 000	Vöslau - SID	LOAV AD 2 MAP 9-1	-	28 DEC 2023
1:250 000	Vöslau - SID Copter departure 061 CAT H	LOAV AD 2 MAP 9-2	-	28 DEC 2023
1:250 000	Wr. Neustadt/Ost - SID	LOAN AD 2 MAP 9-1	-	28 DEC 2023
1:250 000	Zell am See - SID	LOWZ AD 2 MAP 9-1	-	5 SEP 2024
1:500 000	Zeltweg - SID RWY 08R	LOXZ AD 2 MAP 9-1	-	3 OCT 2024
1:500 000	Zeltweg - SID RWY 26L	LOXZ AD 2 MAP 9-2	-	3 OCT 2024
1:250 000	Graz LKH - SID Copter departure 148 CAT H	LOGH AD 3 MAP 9-1	-	28 NOV 2024
1:250 000	ÖAMTC/Oberwart - SID Copter departure 353 CAT H	LODO AD 3 MAP 9-1	-	28 NOV 2024
STANDARD-INSTRUMENTENABFLUGKARTE (SID) / STANDARD DEPARTURE CHART - INSTRUMENT (SID)				
1:250 000	Wien-Schwechat - SID to vectors RWY 11, 16, 29, 34	LOWW AD 2 MAP 9-5	-	20 FEB 2025
STANDARD-INSTRUMENTENANFLUGKARTE (STAR) - ICAO / STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO				
1:500 000	Graz - STAR	LOWG AD 2 MAP 11-1	-	5 SEP 2024
1:1 000 000	Innsbruck - STAR	LOWI AD 2 MAP 11-1	-	8 AUG 2024

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STANDARD-INSTRUMENTENANFLUGKARTE (STAR) - ICAO / STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO				
1:500 000	Klagenfurt - STAR	LOWK AD 2 MAP 11-1	-	28 DEC 2023
1:500 000	Linz - STAR	LOWL AD 2 MAP 11-1	-	3 OCT 2024
1:500 000	Salzburg - STAR	LOWS AD 2 MAP 11-1	-	20 APR 2023
1:1 000 000	Wien-Schwechat - STAR	LOWW AD 2 MAP 11-1	-	25 JAN 2024
RNAV-INSTRUMENTENANFLUGKARTE (TRANSITION) / RNAV ARRIVAL CHART (TRANSITION)				
1:500 000	Graz - RNAV arrival chart transition to RWY 16C and RWY 34C	LOWG AD 2 MAP 11-2	-	5 SEP 2024
1:250 000	Klagenfurt - RNAV arrival chart transition to IAP RWY 10L and RWY 28R	LOWK AD 2 MAP 11-2	-	5 OCT 2023
1:250 000	Linz - RNAV arrival chart transition to RWY 08 and RWY 26	LOWL AD 2 MAP 11-2	-	3 OCT 2023
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 11	LOWW AD 2 MAP 11-2-1	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 29	LOWW AD 2 MAP 11-2-2-1	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart RNP transition to RWY 29	LOWW AD 2 MAP 11-2-2-2	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 16	LOWW AD 2 MAP 11-2-3	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNAV arrival chart transition to RWY 34	LOWW AD 2 MAP 11-2-4	-	5 SEP 2024
INSTRUMENTENANFLUGKARTE - ICAO / INSTRUMENT APPROACH CHART - ICAO				
1:250 000	Graz - ILS CAT II & III or LOC RWY 34C	LOWG AD 2 MAP 13-1-2	-	5 SEP 2024
1:250 000	Graz - RNP RWY 16C	LOWG AD 2 MAP 13-2-1	-	5 SEP 2024
1:250 000	Graz - RNP RWY 34C	LOWG AD 2 MAP 13-2-2	-	5 SEP 2024
1:250 000	Graz - VOR RWY 16C	LOWG AD 2 MAP 13-4-1	-	5 SEP 2024
1:250 000	Graz - VOR RWY 34C	LOWG AD 2 MAP 13-4-2	-	5 SEP 2024
1:500 000	Innsbruck - LOC/DME procedure EAST (3.77° GP available)	LOWI AD 2 MAP 13-1-2-1	-	23 JAN 2025
1:500 000	Innsbruck - Special LOC/DME procedure EAST (3.77° GP available) n	LOWI AD 2 MAP 13-1-2-2	-	23 JAN 2025
1:500 000	Innsbruck - LOC R RWY 26	LOWI AD 2 MAP 13-1-2-3	-	23 JAN 2025
1:500 000	Innsbruck - RNP Y RWY 08	LOWI AD 2 MAP 13-2-1	-	8 AUG 2024
1:250 000	Innsbruck - RNP E RWY 26	LOWI AD 2 MAP 13-2-2	-	8 AUG 2024
1:500 000	Innsbruck - RNP Z RWY 08 (AR)	LOWI AD 2 MAP 13-3-1	-	31 OCT 2024
1:500 000	Innsbruck - RNP Z RWY 26 (AR)	LOWI AD 2 MAP 13-3-2	-	8 AUG 2024
1:250 000	Klagenfurt - ILS CAT II & III or LOC RWY 28R	LOWK AD 2 MAP 13-1-2	-	31 OCT 2024
1:500 000	Klagenfurt - RNP RWY 10L	LOWK AD 2 MAP 13-2-1	-	31 OCT 2024
1:500 000	Klagenfurt - RNP RWY 28R	LOWK AD 2 MAP 13-2-2	-	31 OCT 2024
1:250 000	Klagenfurt - NDB RWY 28R	LOWK AD 2 MAP 13-5-2	-	31 OCT 2024
1:250 000	Linz - ILS or LOC RWY 08	LOWL AD 2 MAP 13-1-1	-	8 AUG 2024
1:250 000	Linz - ILS CAT II & III or LOC RWY 26	LOWL AD 2 MAP 13-1-2	-	8 AUG 2024
1:250 000	Linz - RNP RWY 08	LOWL AD 2 MAP 13-2-1	-	8 AUG 2024
1:250 000	Linz - RNP RWY 26	LOWL AD 2 MAP 13-2-2	-	8 AUG 2024
1:250 000	Linz - VOR RWY 08	LOWL AD 2 MAP 13-4-1	-	8 AUG 2024

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INSTRUMENTENANFLUGKARTE - ICAO / INSTRUMENT APPROACH CHART - ICAO				
1:250 000	Linz - VOR RWY 26	LOWL AD 2 MAP 13-4-2	-	8 AUG 2024
1:250 000	Salzburg - ILS or LOC RWY 15	LOWS AD 2 MAP 13-1-1	-	15 JUN 2023
1:250 000	Salzburg - Special ILS CAT II & III RWY 15	LOWS AD 2 MAP 13-1-3	-	15 JUN 2023
1:250 000	Salzburg - RNP X RWY 15	LOWS AD 2 MAP 13-2-1-1	-	20 APR 2023
1:250 000	Salzburg - RNP E RWY 15 (LPV only)	LOWS AD 2 MAP 13-2-1-2	-	20 APR 2023
1:250 000	Salzburg - RNP VISUAL V RWY 33	LOWS AD 2 MAP 13-2-2-1	-	20 APR 2023
1:500 000	Salzburg - RNP Z RWY 33 (AR)	LOWS AD 2 MAP 13-3-2-1	-	20 APR 2023
1:250 000	Salzburg - RNP Y RWY 33 (AR)	LOWS AD 2 MAP 13-3-2-2	-	20 APR 2023
1:250 000	Wien-Schwechat - ILS or LOC RWY 11	LOWW AD 2 MAP 13-1-1	-	5 SEP 2024
1:250 000	Wien-Schwechat - ILS Z CAT II & III or LOC Z RWY 29	LOWW AD 2 MAP 13-1-2-1	-	5 SEP 2024
1:250 000	Wien-Schwechat - ILS U CAT II & III or LOC U RWY 29	LOWW AD 2 MAP 13-1-2-2	-	5 SEP 2024
1:500 000	Wien-Schwechat - ILS CAT II & III or LOC RWY 16	LOWW AD 2 MAP 13-1-3	-	5 SEP 2024
1:500 000	Wien-Schwechat - ILS or LOC RWY 34	LOWW AD 2 MAP 13-1-4	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNP RWY 11	LOWW AD 2 MAP 13-2-1	-	5 SEP 2024
1:250 000	Wien-Schwechat - RNP RWY 29	LOWW AD 2 MAP 13-2-2	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNP Z RWY 16	LOWW AD 2 MAP 13-2-3	-	5 SEP 2024
1:500 000	Wien-Schwechat - RNP RWY 34	LOWW AD 2 MAP 13-2-4	-	5 SEP 2024
1:500 000	Wien-Schwechat - VOR RWY 16	LOWW AD 2 MAP 13-4-3	-	5 SEP 2024
1:500 000	Wien-Schwechat - VOR RWY 34	LOWW AD 2 MAP 13-4-4	-	23 JAN 2025
1:250 000	Tulln - RNP RWY 08	LOXT AD 2 MAP 13-2-1	-	26 DEC 2024
1:500 000	Zeltweg - RNP RWY 26L	LOXZ AD 2 MAP 13-2-2	-	3 OCT 2024
1:500 000	Zeltweg - SRE RWY 26L	LOXZ AD 2 MAP 13-6-2	-	3 OCT 2024
1:250 000	St. Johann/Tirol - RNP A CAT A / B	LOIJ AD 2 MAP 13-2-1	-	5 SEP 2024
1:250 000	Vöslau - RNP A CAT A / B	LOAV AD 2 MAP 13-2-1	-	28 DEC 2023
1:250 000	Vöslau - Copter RNP 293 CAT H	LOAV AD 2 MAP 13-2-2	-	28 DEC 2023
1:250 000	Wr. Neustadt/Ost - RNP A CAT A / B	LOAN AD 2 MAP 13-2-1	-	28 DEC 2023
1:250 000	Zell am See - RNP A CAT A/B	LOWZ AD 2 MAP 13-2-1	-	5 SEP 2024
1:250 000	Graz LKH - Copter RNP 328 (LPV only) CAT H	LOGH AD 3 MAP 13-2-1	-	28 NOV 2024
1:250 000	ÖAMTC/Oberwart - Copter RNP 352 CAT H	LODO AD 3 MAP 13-2-1	-	28 NOV 2024
SICHTANFLUGKARTE - ICAO / VISUAL APPROACH CHART - ICAO				
1:100 000	Innsbruck	LOWI AD 2 MAP 14-1	-	20 FEB 2025
1:100 000	Tulln	LOXT AD 2 MAP 14-1	-	3 OCT 2024
1:250 000	Zeltweg	LOXZ AD 2 MAP 14-1	-	3 OCT 2024
CIRCLING CHART				
1:100 000	Klagenfurt	LOWK AD 2 MAP 14-1	-	13 JUL 2023
1:100 000	Salzburg	LOWS AD 2 MAP 14-1	-	23 MAR 2023
KARTE FÜR RADARMINDESTFLUGHÖHEN - ICAO / ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO				
1:500 000	Graz	LOWG AD 2 MAP 12-1	-	16 MAY 2024

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KARTE FÜR RADARMINDESTFLUGHÖHEN - ICAO / ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO				
1:500 000	Innsbruck	LOWI AD 2 MAP 12-1	-	8 AUG 2024
1:500 000	Klagenfurt	LOWK AD 2 MAP 12-1	-	07 SEP 2023
1:500 000	Linz	LOWL AD 2 MAP 12-1	-	8 AUG 2024
1:500 000	Salzburg	LOWS AD 2 MAP 12-1	-	8 AUG 2024
1:500 000	Wien-Schwechat	LOWW AD 2 MAP 12-1	-	26 DEC 2024
1:500 000	Tulln	LOXT AD 2 MAP 12-1	-	26 DEC 2024
1:500 000	Zeltweg	LOXZ AD 2 MAP 12-1	-	25 JAN 2024
SICHTFLUGKARTE / CHART FOR VFR FLIGHTS				
1:250 000	Graz	LOWG AD 2 MAP 14-2	-	27 DEC 2024
1:250 000	Innsbruck	LOWI AD 2 MAP 14-2	-	5 SEP 2024
1:250 000	Klagenfurt	LOWK AD 2 MAP 14-2	-	21 MAR 2024
1:250 000	Linz	LOWL AD 2 MAP 14-2	-	8 AUG 2024
1:250 000	Salzburg	LOWS AD 2 MAP 14-2	-	21 MAR 2024
1:250 000	Wien-Schwechat/Tulln	LOWW AD 2 MAP 14-2	-	26 DEC 2024
1:50 000	Hohenems-Dornbirn	LOIH AD 2 MAP 14-2	-	28 NOV 2024
1:50 000	St. Johann/Tirol	LOIJ AD 2 MAP 14-2	-	5 SEP 2024
1:50 000	Vöslau	LOAV AD 2 MAP 14-2	-	28 DEC 2023
1:50 000	Wels	LOLW AD 2 MAP 14-2	-	28 DEC 2023
1:50 000	Wr. Neustadt/Ost	LOAN AD 2 MAP 14-2	-	23 JAN 2025
1:50 000	Wr. Neustadt/West	LOXN AD 2 MAP 14-2	-	23 JAN 2025
1:50 000	Zell am See	LOWZ AD 2 MAP 14-2	-	5 SEP 2024
1:250 000	Zeltweg/Aigen	LOXZ AD 2 MAP 14-2	-	16 MAY 2024
1:50 000	Flugeinsatzstelle Wr. Neustadt	LOAT AD 3 MAP 14-2	-	23 JAN 2025

6. INDEX ZUR WAC (WELTLUFTFAHRTKARTE)

6.1. in Österreich nicht vorhanden

7. TOPOGRAPHISCHE KARTEN

7.1. Topographische Karten stehen zur Verfügung von:

7.2. Kontakt:

BEV - Bundesamt für Eich- und Vermessungswesen
Kundenservice
Schiffamtsgasse 1-3
1020 Wien
AUSTRIA

TEL: +43 1 21110-822160

WEB: www.bev.gv.at

oder

6. INDEX TO THE WAC (WORLD AERONAUTICAL CHART)

6.1. in Austria not available

7. TOPOGRAPHICAL CHARTS

7.1. Topographical charts are available from:

7.2. Contact:

BEV - Bundesamt für Eich- und Vermessungswesen
Kundenservice
Schiffamtsgasse 1-3
1020 Wien
AUSTRIA

TEL: +43 1 21110-822160

WEB: www.bev.gv.at

or

13.11. FELD 15b: FLUGHÖHE

13.11.1. Einzusetzen ist die geplante Reiseflughöhe für den ersten Streckenabschnitt oder für die gesamte Flugstrecke in einer der folgenden Varianten:

- als Flugfläche, ausgedrückt durch "F", gefolgt von 3 Ziffern (z.B. F085, F100);
- als Flugfläche in Standard-Meter, in Zehn-Meter-Einheiten, ausgedrückt durch "S", gefolgt von 4 Ziffern (z.B. S1130);
- als Flughöhe (Altitude) in Hundert-Fuß-Einheiten, ausgedrückt durch "A", gefolgt von 3 Ziffern (z.B. A045, A100);
- als Flughöhe (Altitude) in Zehn-Meter-Einheiten, ausgedrückt durch "M", gefolgt von 4 Ziffern (z.B. M0840);
- "VFR" bei unkontrollierten VFR Flügen

13.12. FELD 15c: FLUGSTRECKE (einschließlich Änderung der Geschwindigkeit, der Flughöhe und/oder der Flugregeln)

13.12.1. Die nachfolgend angeführten Eintragungen sind zu verwenden und durch Zwischenräume (Leerzeichen) zu trennen.

13.12.2. ATS Strecke (2 bis 7 Zeichen)

13.12.2.1. Für die Beschreibung der Flugstrecke entlang von ATS-Strecken gilt:

- a) Einzusetzen ist die für die Strecke oder Teil der Strecke festgelegte Kurzbezeichnung einschließlich, wo zweckmäßig, der Kurzbezeichnung der Standard-instrumentenan- bzw. -abflugstrecke.
- b) Bei der Streckenbeschreibung entlang von ATS-Strecken muss folgende Abfolge eingehalten werden:
 - ATS-Strecke - Markanter Punkt - ATS-Strecke - Markanter Punkt - usw. (z.B.: Z209 KUSAM Z119 RONAG)
- c) Bei Flügen mit Abflugplatz in der FIR Wien muss die Streckenbeschreibung auf eine der folgenden Arten begonnen werden:
 - mit einer veröffentlichten SID
Anmerkung: SIDs, die von der Verwendung im Flugplan ausgeschlossen sind, haben einen entsprechenden Eintrag im "Remarks"-Feld der SID-Beschreibung, da deren Freigabe im Ermessen von ATC liegt.
 - mit dem Endpunkt einer veröffentlichten SID
 - mit einem speziellen Punkt, der mit dem Flugplatz nach den Regeln des RAD Appendix 5 verbunden ist.
- d) Bei Flügen mit Zielflugplatz in der FIR Wien muss die Streckenbeschreibung auf eine der folgenden Arten beendet werden:
 - mit einer veröffentlichten STAR
 - mit einem speziellen Punkt, der mit dem Zielflugplatz nach den Regeln des RAD Appendix 5 verbunden ist.

13.11. ITEM 15b: CRUISING LEVEL

13.11.2. Insert the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as "F" followed by 3 figures (e.g. F085; F330);
- Standard metric level in tens of meters, expressed as "S" followed by 4 figures (e.g. S1130);
- Altitude in hundreds of feet, expressed as "A" followed by 3 figures (e.g. A045; A100);
- Altitude in tens of meters, expressed as "M" followed by 4 figures (e.g. M0840);
- "VFR" for uncontrolled VFR flights

13.12. ITEM 15c: ROUTE (including changes of speed, level and/or flight rules)

13.12.1. The conventions indicated below shall be used and each sub-item separated by a space (blank).

13.12.2. ATS route (2 to 7 characters)

13.12.2.1. Route for flights along designated ATS routes:

- a) Insert the coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route.
- b) The route description along ATS routes shall be in accordance with the following sequence:
 - ATS-route - Significant point - ATS-route - Significant point - etc. (e.g.: Z209 KUSAM Z119 RONAG)
- c) For flights with departure aerodrome within FIR Wien the route description shall be commenced using one of the following:
 - a published SID
Remark: SIDs explicitly excluded from FPL filing are marked accordingly in the "remarks" area of the SID description, as its clearance is dependent on ATC discretion.
 - the final point of a published SID
 - a specific point linked to an aerodrome according to the RAD Appendix 5.
- d) For flights with aerodrome of destination within FIR Wien the route description shall be ended using one of the following:
 - a published STAR
 - a specific point linked to an aerodrome according to the RAD Appendix 5.

13.12.3. SECSI FRA Luftraum

13.12.3.1. Für die Beschreibung der Flugstrecke im SECSI FRA Luftraum gilt:

- a) "DCT" darf ausschließlich für die Streckenbeschreibung innerhalb des SECSI FRA-Luftraums (siehe ENR 2.2 und ENR 6.8) sowie in jenen Fällen, die im Route Availability Document (RAD) ausdrücklich angeführt sind, verwendet werden.
- b) Bei Flügen mit Abflugplatz in der FIR Wien muss die Streckenbeschreibung auf eine der folgenden Arten begonnen werden:
 - mit einem FRA Abflugverbindungspunkt (D)
 - mit einem speziellen FRA Zwischenwegpunkt (I), der mit dem Flugplatz nach den Regeln des RAD Appendix 5 verbunden ist
 - mit einem beliebigen FRA relevanten Punkt, wenn keine SID verfügbar ist und kein entsprechender FRA Zwischenwegpunkt im RAD Appendix 5 vorgeschrieben ist
- c) Bei Flügen mit Zielflugplatz in der FIR Wien muss die Streckenbeschreibung auf eine der folgenden Arten beendet werden:
 - mit einem FRA Anflugverbindungspunkt (A)
 - mit einem speziellen FRA Zwischenwegpunkt (I), der mit dem Zielflugplatz nach den Regeln des RAD Appendix 5 verbunden ist
 - mit einem beliebigen FRA relevanten Punkt, wenn keine STAR verfügbar ist und kein entsprechender FRA Zwischenwegpunkt im RAD Appendix 5 vorgeschrieben ist

13.12.4. Angabe eines markanten Punkts (2 bis 11 Zeichen)

13.12.4.1. Einzusetzen ist eine der folgenden Varianten:

- a) die für den markanten Punkt festgelegte 2 bis 5-buchstabeige Bezeichnung bzw. Kennung (z.B. ZW, INN, OSPEN)

oder

- b) wenn keine Bezeichnung (bzw. Kennung) festgelegt wurde, erfolgt die Angabe auf eine der folgenden Arten:
 - in vollen Graden (7 Zeichen)
2 Ziffern für die geographische Breite in Graden, gefolgt von "N" (Nord) oder "S" (Süd), gefolgt von 3 Ziffern für die geographische Länge in Graden, gefolgt von "E" (Ost) oder "W" (West). Zur Vervollständigung der Datengruppe sind gegebenenfalls jeweils die ersten Stellen mit Nullen aufzufüllen; z.B. 46N078W, 08N005W.
 - in Graden und Minuten (11 Zeichen)
4 Ziffern für die geographische Breite in Graden und Minuten, gefolgt von "N" (Nord) oder "S" (Süd), gefolgt von 5 Ziffern für die geographische Länge in Graden und Minuten, gefolgt von "E" (Ost) oder "W" (West). Zur Vervollständigung der Datengruppe sind gegebenenfalls jeweils die ersten Stellen mit Nullen aufzufüllen (z.B. 4620N07805W, 0820N00531W).

13.12.3. SECSI FRA airspace

13.12.3.1. Route for flights in SECSI FRA airspace:

- a) "DCT" shall only be used for route descriptions within SECSI FRA airspace (see ENR 2.2 and ENR 6.8) and in those cases explicitly listed in the Route Availability Document (RAD).
- b) For flights with departure aerodrome within FIR Wien the route description shall begin using one of the following methods:
 - a FRA Departure Connecting Point
 - a specific FRA Intermediate Point linked to an aerodrome according to the RAD, Appendix 5
 - if no SID is available or there is no requirement for a connecting point, any FRA relevant point can be used
- c) For flights with aerodrome of destination within FIR Wien the route description shall be ended using one of the following:
 - a FRA Arrival Connecting Point
 - a specific FRA Intermediate Point linked to an aerodrome according to the RAD Appendix 5
 - if no STAR is available or there is no requirement for a connecting point, any SECSI FRA significant point can be used.

13.12.4. Significant point (2 to 11 characters)

13.12.4.1. Insert one of the following:

- a) the coded designator (2 to 5 characters) assigned to the significant point (e.g. ZW, INN, OSPEN)

or

- b) if no coded designator has been assigned, one of the following ways:
 - Degrees only (7 characters)
2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. 46N078W, 08N005W).
 - Degrees and minutes (11 characters)
4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. 4620N07805W, 0820N00531W).

5. FLUGVERKEHRSKONTROLLSEKTOREN

5.1. Die nachfolgende Tabelle beschreibt die lateralen und vertikalen Grenzen jener Sektoren, in denen die Austro Control GmbH Flugverkehrskontrolldienst, Fluginformationsdienst und Alarmdienst ausübt. Zeitliche Abweichungen und Details zu den Gebieten, in denen die Verantwortung für die Ausübung von Flugverkehrsdiensten delegiert ist, sind der Karte ENR 6.6 (ATC Sectors - Index Chart) zu entnehmen.

5.2. Die vertikalen Begrenzungen der ausländischen Teile jener Flugverkehrskontrollsektoren, die sowohl österreichisches, als auch ausländisches Staatsgebiet umfassen, sind der ATC Sectors - Index Chart ENR 6.6 zu entnehmen.

5.3. Bezeichnung der Sektoren innerhalb der ACC Wien zur Systemunterstützung

5.3.1. Der Luftraum der ACC Wien ist in 5 laterale Basissektoren (W, S, B, N und E) unterteilt, die jeweils wieder in 7 vertikale Elemente unterteilt sind. Siehe ENR 2.2 und ENR 6.6.

5.3.2. Zur Abbildung in Systemen sind die vertikalen Elemente mit dem jeweiligen Buchstaben des lateralen Basissektors gefolgt von Ziffern von 1 bis 7 bezeichnet (z.B.: LOVVB1, LOVVS3). Kombinationen von vertikalen Elementen werden mit dem Buchstaben gefolgt von der Ziffer des niedrigsten vertikalen Elements und der Ziffer des höchsten vertikalen Elements des lateralen Basissektors bezeichnet (z.B.: LOVVN17, LOVW37).

5. ATC SECTORS

5.1. The following table describes the lateral and vertical limits of those sectors within which air traffic services - air traffic control service, flight information service and alerting service - are provided by Austro Control GmbH. For temporary variances and details to areas in which the responsibility for the provision of air traffic services is delegated refer to ENR 6.6 (ATC Sectors - Index Chart).

5.2. The vertical limits of the foreign parts of those ATC Sectors comprising both Austrian and foreign territory are depicted on the ATC Sectors - Index Chart ENR 6.6.

5.3. Naming of sectors of ACC Wien for system use

5.3.1. The airspace of ACC Wien is divided into 5 basic lateral sectors (W, S, B, N, and E) consisting of 7 elementary sectors each. See ENR 2.2 and ENR 6.6.

5.3.2. **For system use** the elementary sectors are named by the letter of the basic lateral sector succeeded by a number from 1 to 7 (e.g. LOVVB1, LOVVS3). Combinations of elementary sectors are named by the letter of the basic lateral sector succeeded by the number of the lowest elementary sector and the number of the highest elementary sector in the sector combination (e.g. LOVVN17, LOVW37).

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
APP GRAZ TEIL 1 / PART 1 47 05 52.0000N 015 14 56.0000E - 47 06 14.0000N 015 17 44.0000E - 47 07 47.0000N 015 29 40.0000E - 47 08 06.0000N 015 32 02.0000E - 47 07 23.0000N 015 34 34.0000E - 46 46 10.0000N 015 40 25.0000E - 46 43 40.0000N 015 21 10.0000E - 46 59 05.0000N 015 16 51.0000E - 47 05 52.0000N 015 14 56.0000E 2500 FT AMSL / GND vereint mit TEIL 2 / merged with PART 2 47 06 32.0000N 015 14 45.0000E - 47 09 16.0000N 015 20 34.0000E - 47 09 53.0000N 015 25 42.0000E - 47 08 50.0000N 015 29 25.0000E - 47 08 06.0000N 015 32 02.0000E - 47 07 23.0000N 015 34 34.0000E - 47 05 32.0000N 015 41 06.0000E - 46 46 53.0000N 015 46 05.0000E - 46 46 10.0000N 015 40 25.0000E - 46 43 40.0000N 015 21 10.0000E - 47 05 52.0000N 015 14 56.0000E - 47 06 32.0000N 015 14 45.0000E FL165 / 2500 FT AMSL jedoch mindestens/but at least 1000 FT AGL	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 3 / merged with PART 3</p> <p>47 18 38.0000N 015 14 42.0000E - 47 18 55.0000N 015 16 57.0000E - 47 19 42.0000N 015 23 12.0000E - 47 20 09.0000N 015 26 47.0000E - 47 19 16.0000N 015 31 14.0000E - 47 07 23.0000N 015 34 34.0000E - 47 08 06.0000N 015 32 02.0000E - 47 08 50.0000N 015 29 25.0000E - 47 09 53.0000N 015 25 42.0000E - 47 09 16.0000N 015 20 34.0000E - 47 06 32.0000N 015 14 45.0000E - 47 05 52.0000N 015 14 56.0000E - 46 43 40.0000N 015 21 10.0000E - 46 46 10.0000N 015 40 25.0000E - 46 46 53.0000N 015 46 05.0000E - 47 05 32.0000N 015 41 06.0000E - 47 05 05.0000N 015 44 23.0000E - 47 03 33.0000N 015 55 16.0000E - 46 49 37.7077N 015 59 07.6386E - entlang der Bundesgrenze bis / along State Boundary to - 46 38 40.9961N 015 15 43.9612E - 46 43 00.0000N 015 14 44.0000E - 46 58 56.0000N 015 11 19.0000E - 46 59 42.0000N 015 11 10.0000E - 47 05 00.0000N 015 10 00.0000E - 47 05 16.0000N 015 10 29.0000E - 47 06 40.0000N 015 12 55.0000E - 47 08 12.0000N 015 12 39.0000E - 47 10 12.0000N 015 12 18.0000E - 47 16 30.0000N 015 11 12.0000E - 47 18 38.0000N 015 14 42.0000E</p> <p>FL165 / 1000 FT AGL</p> <p>vereint mit TEIL 4 / merged with PART 4</p> <p>47 29 05.0000N 015 00 00.0000E - 47 29 43.0000N 015 05 42.0000E - 47 31 43.0000N 015 24 03.0000E - 47 32 04.0000N 015 27 23.0000E - 47 33 05.6395N 015 27 49.0327E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 47 11 05.2422N 016 25 42.2675E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 49 37.7077N 015 59 07.6386E - 47 03 33.0000N 015 55 16.0000E - 47 05 05.0000N 015 44 23.0000E - 47 05 32.0000N 015 41 06.0000E - 47 07 23.0000N 015 34 34.0000E - 47 19 16.0000N 015 31 14.0000E - 47 20 09.0000N 015 26 47.0000E - 47 19 42.0000N 015 23 12.0000E - 47 18 55.0000N 015 16 57.0000E - 47 18 38.0000N 015 14 42.0000E - 47 16 30.0000N 015 11 12.0000E - 47 10 12.0000N 015 12 18.0000E - 47 08 12.0000N 015 12 39.0000E - 47 06 40.0000N 015 12 55.0000E - 47 05 16.0000N 015 10 29.0000E - 47 05 00.0000N 015 10 00.0000E - 46 59 42.0000N 015 11 10.0000E - 46 58 56.0000N 015 11 19.0000E - 46 43 00.0000N 015 14 44.0000E - 46 38 40.9961N 015 15 43.9612E - entlang der Bundesgrenze bis / along State Boundary to - 46 38 43.1537N 015 04 56.5914E - 46 43 12.4100N 015 00 33.4500E - 47 03 51.4203N 014 25 18.0379E - 47 11 30.0000N 014 45 15.0000E - 47 29 05.0000N 015 00 00.0000E</p> <p>FL165 / 5500 FT AMSL jedoch mindestens/but at least 1000 FT AGL</p> <p>vereint mit TEIL 5 / merged with PART 5</p> <p>47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E - 47 33 05.6395N 015 27 49.0327E - 47 32 04.0000N 015 27 23.0000E - 47 31 43.0000N 015 24 03.0000E - 47 29 43.0000N 015 05 42.0000E - 47 29 05.0000N 015 00 00.0000E - 47 11 30.0000N 014 45 15.0000E - 47 03 51.4203N 014 25 18.0379E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E</p> <p>FL165 / 7500 FT AMSL jedoch mindestens/but at least 1000 FT AGL</p> <p>vereint mit TEIL 6 / merged with PART 6</p> <p>46 57 44.8026N 016 15 04.7511E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 57 44.8026N 016 15 04.7511E</p> <p>FL165 / FL115</p>	
<p>APP INNSBRUCK</p> <p>TEIL 1 / PART 1</p> <p>47 25 00.0000N 011 44 20.0000E - 47 24 06.0000N 011 44 51.0000E - 47 23 40.0000N 011 45 04.0000E - 47 23 04.0000N 011 45 27.0000E - 47 18 20.0000N 011 48 10.0000E - 47 12 30.0000N 011 26 45.0000E - 47 11 15.0000N 011 22 10.0000E - 47 07 55.0000N 011 10 05.0000E - 47 10 40.0000N 011 00 45.0000E - 47 15 12.0000N 011 02 40.0000E - 47 15 48.0000N 011 00 50.0000E - 47 18 09.0000N 011 00 06.0000E - 47 19 17.0000N 011 01 25.0000E - 47 19 30.0000N 011 04 30.0000E - 47 17 23.0000N 011 13 14.0000E - 47 18 25.0000N 011 17 22.0000E - 47 25 00.0000N 011 44 20.0000E</p> <p>7000 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 18 / merged with PART 18 48 45 19.4199N 016 40 49.0928E - 48 44 17.6004N 016 42 53.7818E - entlang der Bundesgrenze bis / along State Boundary to - 48 45 19.4199N 016 40 49.0928E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 19 / merged with PART 19 48 44 06.1169N 016 43 42.2965E - 48 43 11.2457N 016 52 34.5501E - entlang der Bundesgrenze bis / along State Boundary to - 48 44 06.1169N 016 43 42.2965E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 20 / merged with PART 20 48 43 08.5217N 016 53 00.7969E - 48 43 02.4223N 016 53 59.5060E - entlang der Bundesgrenze bis / along State Boundary to - 48 43 08.5217N 016 53 00.7969E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 21 / merged with PART 21 48 42 49.2430N 016 54 14.7875E - 48 42 32.1088N 016 54 21.1636E - entlang der Bundesgrenze bis / along State Boundary to - 48 42 49.2430N 016 54 14.7875E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 22 / merged with PART 22 48 41 04.2368N 016 54 53.8440E - 48 40 21.3188N 016 55 09.7939E - entlang der Bundesgrenze bis / along State Boundary to - 48 41 04.2368N 016 54 53.8440E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 23 / merged with PART 23 48 40 00.2592N 016 55 17.6175E - 48 39 57.1452N 016 55 18.7742E - entlang der Bundesgrenze bis / along State Boundary to - 48 40 00.2592N 016 55 17.6175E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 24 / merged with PART 24 48 39 51.8847N 016 55 20.7281E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 39 51.8847N 016 55 20.7281E FL245 / 1000 FT AGL</p> <p>vereint mit TEIL 25 / merged with PART 25 48 00 23.9623N 017 09 38.8034E - entlang der ungarisch-slowakischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovak Republic to - 47 49 06.0000N 017 36 51.0000E - 47 44 49.0000N 017 30 00.0000E - 47 35 59.0000N 017 29 18.0000E - 47 35 59.0000N 017 15 54.0000E - 47 35 55.0000N 016 40 05.0000E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E FL245 / 5500 FT AMSL</p>	<p>LESMO area</p>
<p>ACC WIEN B1 48 15 59.0000N 012 41 50.0000E - 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 47 56 37.0000N 012 37 49.0000E - 48 02 50.0000N 012 27 27.0000E - 48 03 09.0000N 012 30 45.0000E - 48 08 50.0000N 012 42 45.0000E - 48 14 51.0000N 012 40 34.0000E - 48 15 59.0000N 012 41 50.0000E FL315 / FL125</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
ACC WIEN B2 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL345 / FL315	
ACC WIEN B3 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL355 / FL345	
ACC WIEN B4 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL365 / FL355	
ACC WIEN B5 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL375 / FL365	
ACC WIEN B6 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL385 / FL375	
ACC WIEN B7 48 15 55.0000N 012 52 58.0000E - 48 15 49.0000N 013 05 45.0000E - 48 10 36.0000N 013 23 51.0000E - 48 06 55.0000N 013 36 29.0000E - 48 00 07.0000N 013 52 15.0000E - 47 52 14.6301N 014 03 39.0751E - 47 42 13.0000N 014 18 03.0000E - 47 36 27.0000N 014 16 37.0000E - 47 23 41.0000N 013 50 43.0000E - 47 26 59.0000N 013 19 59.0000E - 47 43 20.0000N 012 52 05.0000E - 47 46 20.0000N 012 48 53.0000E - 47 50 26.0000N 012 44 29.0000E - 48 01 27.0000N 012 46 17.0000E - 48 09 52.0000N 012 50 04.0000E - 48 15 55.0000N 012 52 58.0000E FL660 / FL385	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>ACC WIEN E1</p> <p>48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 28 14.7354N 016 38 16.8448E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 47 58 52.0000N 015 45 20.0000E - 48 17 57.0000N 015 52 52.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E</p> <p>FL315 / FL245</p>	
<p>ACC WIEN E2</p> <p>48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E</p> <p>FL345 / FL315</p>	
<p>ACC WIEN E3</p> <p>48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E</p> <p>FL355 / FL345</p>	
<p>ACC WIEN E4</p> <p>48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E</p> <p>FL365 / FL355</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
ACC WIEN E5 48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E FL375 / FL365	
ACC WIEN E6 48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E FL385 / FL375	
ACC WIEN E7 48 51 30.8415N 014 58 21.1307E - 48 53 52.8800N 015 06 58.9000E - 48 53 44.5900N 015 14 33.3700E - 48 53 34.4900N 015 23 13.6600E - 48 53 17.1800N 015 36 56.8400E - 48 52 28.9800N 015 50 05.9900E - 48 45 17.8000N 016 03 50.3000E - 48 46 10.6000N 016 12 18.2100E - 48 47 05.0800N 016 37 15.6100E - 48 44 09.3900N 016 43 10.3300E - 48 43 01.3000N 016 54 10.3000E - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - 47 42 27.0000N 017 05 00.0000E - 47 32 44.0000N 016 42 14.0000E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 59 32.0000N 015 22 05.0000E - 48 04 21.0000N 015 22 44.0000E - 48 06 51.0000N 015 23 05.0000E - 48 09 21.0000N 015 23 24.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E FL660 / FL385	
ACC WIEN N1 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL315 / FL165 vereint mit TEIL 2 / merged with PART 2 48 24 46.0000N 015 25 28.0000E - 48 17 57.0000N 015 52 52.0000E - 47 58 52.0000N 015 45 20.0000E - 47 59 32.0000N 015 22 05.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E FL315 / FL245	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
vereint mit TEIL 3 / merged with PART 3 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL315 / FL165	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N2 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL345 / FL315 vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL345 / FL315	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N3 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL355 / FL345 vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL355 / FL345	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N4 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL365 / FL355	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL365 / FL355	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N5 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL375 / FL365 vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL375 / FL365	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N6 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL385 / FL375 vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL385 / FL375	Teil der BUDEX Area. Part of BUDEX Area.
ACC WIEN N7 TEIL 1 / PART 1 48 49 48.0000N 013 47 11.0000E - 48 49 40.7257N 013 47 30.6654E - 48 43 52.9300N 014 03 06.1400E - 48 43 31.3100N 014 46 32.9900E - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 52 14.6301N 014 03 39.0751E - 48 00 07.0000N 013 52 15.0000E - 48 06 55.0000N 013 36 29.0000E - 48 10 36.0000N 013 23 51.0000E - 48 15 49.0000N 013 05 45.0000E - 48 17 47.0000N 013 10 53.0000E - 48 21 58.0000N 013 15 33.0000E - 48 49 48.0000N 013 47 11.0000E FL660 / FL385	

<p>Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen</p>	<p>Anmerkungen</p>
<p>Name Lateral limits Vertical limits</p>	<p>Remarks</p>
<p>vereint mit TEIL 2 / merged with PART 2 48 49 48.0000N 013 47 11.0000E - 48 58 19.0000N 014 26 51.0000E - 48 51 30.8415N 014 58 21.1307E - 48 46 37.9754N 014 51 07.9873E - 48 44 35.9867N 014 48 08.1789E - 48 43 31.3100N 014 46 32.9900E - 48 43 52.9300N 014 03 06.1400E - 48 49 40.7257N 013 47 30.6654E - 48 49 48.0000N 013 47 11.0000E FL660 / FL385</p>	<p>Teil der BUDEX Area. Part of BUDEX Area.</p>
<p>ACC WIEN S1 TEIL 1 / PART 1 47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E FL315 / FL165 vereint mit TEIL 2 / merged with PART 2 46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch- slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E FL315 / FL125 vereint mit TEIL 3 / merged with PART 3 47 48 58.0000N 015 20 31.0000E - 47 28 15.7354N 016 38 16.8448E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E FL315 / FL245</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>
<p>ACC WIEN S2 TEIL 1 / PART 1 47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E FL345 / FL315 vereint mit TEIL 2 / merged with PART 2 46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch- slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E FL345 / FL315</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>ACC WIEN S3</p> <p>TEIL 1 / PART 1</p> <p>47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E</p> <p>FL355 / FL345</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch-slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E</p> <p>FL355 / FL345</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>
<p>ACC WIEN S4</p> <p>TEIL 1 / PART 1</p> <p>47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E</p> <p>FL365 / FL355</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch-slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E</p> <p>FL365 / FL355</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>
<p>ACC WIEN S5</p> <p>TEIL 1 / PART 1</p> <p>47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E</p> <p>FL375 / FL365</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch-slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E</p> <p>FL375 / FL365</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>ACC WIEN S6</p> <p>TEIL 1 / PART 1</p> <p>47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E</p> <p>FL385 / FL375</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch-slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E</p> <p>FL385 / FL375</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>
<p>ACC WIEN S7</p> <p>TEIL 1 / PART 1</p> <p>47 38 58.0000N 015 09 06.0000E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 46 59 52.0000N 016 13 29.0000E - 46 50 46.0000N 016 20 19.0000E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 39 03.0000N 015 20 34.0000E - 46 40 19.0000N 015 18 36.0000E - 46 43 12.4100N 015 00 33.4500E - 47 23 41.0000N 013 50 43.0000E - 47 36 27.0000N 014 16 37.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E</p> <p>FL660 / FL385</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>46 39 03.0000N 015 20 34.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der ungarisch-slowenischen Staatsgrenze bis / along State Boundary BTN Hungary and Slovenia to - 46 29 01.0000N 016 33 58.0000E - entlang der kroatisch-slowenischen Staatsgrenze bis / along State Boundary BTN Croatia and Slovenia to - 46 17 11.7400N 015 54 06.7600E - 46 32 08.0000N 015 31 14.0000E - 46 39 03.0000N 015 20 34.0000E</p> <p>FL660 / FL385</p>	<p>Teil des MURA Sectors. Part of MURA Sector.</p>
<p>ACC WIEN W1</p> <p>TEIL 1 / PART 1</p> <p>47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E</p> <p>FL315 / FL165</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>47 00 10.0592N 011 51 18.3479E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E</p> <p>FL315 / FL195</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
ACC WIEN W2 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL345 / FL315	
ACC WIEN W3 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL355 / FL345	
ACC WIEN W4 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL365 / FL355	
ACC WIEN W5 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL375 / FL365	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
ACC WIEN W6 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL385 / FL375	
ACC WIEN W7 47 46 20.0000N 012 48 53.0000E - 47 43 20.0000N 012 52 05.0000E - 47 26 59.0000N 013 19 59.0000E - 47 23 41.0000N 013 50 43.0000E - 46 43 12.4100N 015 00 33.4500E - 46 35 51.3000N 014 33 44.3500E - 46 34 59.0000N 013 50 00.0000E - 46 34 25.8735N 013 23 48.4333E - 46 29 53.0000N 013 16 02.0000E - 46 36 34.6516N 012 54 36.0830E - entlang der Bundesgrenze bis / along State Boundary to - 46 48 02.2284N 012 17 16.0827E - 47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E - 47 40 39.0000N 012 30 43.0000E - 47 43 29.0000N 012 39 45.0000E - 47 46 20.0000N 012 48 53.0000E FL660 / FL385	

6. FLUGINFORMATIONSDIENSTSEKTOREN

6.1. Die nachfolgende Tabelle beschreibt die lateralen und vertikalen Grenzen jener Sektoren, in denen Austro Control GmbH sowohl Fluginformationsdienst, als auch Alarmdienst ausübt. Zeitliche Abweichungen und Details zu den Gebieten, in denen die Verantwortung für die Ausübung von Flugverkehrsdiensten delegiert ist, sind der Karte ENR 6.6 (ATC Sectors - Index Chart) zu entnehmen.

6. FIS SECTORS

6.1. The following table describes the lateral and vertical limits of those sectors within which flight information service and alerting service are provided by Austro Control GmbH. For temporary variances and details to areas in which the responsibility for the provision of air traffic services is delegated refer to ENR 6.6 (ATC Sectors - Index Chart).

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>FIC WIEN APPROACH</p> <p>TEIL 1 / PART 1</p> <p>48 29 10.0000N 016 02 51.0000E - 48 31 40.0000N 016 15 49.0000E - 48 34 08.0000N 016 28 48.0000E - 48 35 04.0000N 016 33 45.0000E - 48 32 06.5041N 016 56 58.5694E - entlang der Bundesgrenze bis / along State Boundary to - 48 28 10.2426N 016 52 31.2876E - 48 24 32.0000N 016 32 56.0000E - 48 22 27.0000N 016 21 55.0000E - 48 19 44.0000N 016 22 20.0000E - 48 18 44.0000N 016 22 29.0000E - 48 17 00.0000N 016 23 00.0000E - 48 16 20.0000N 016 17 40.0000E - 48 09 30.0000N 016 13 00.0000E - 48 08 34.0000N 016 15 53.0000E - 47 51 34.0000N 016 33 43.0000E - 47 45 18.0612N 016 34 58.9975E - entlang der Bundesgrenze bis / along State Boundary to - 47 25 11.9186N 016 34 59.4515E - 47 27 22.0000N 016 24 27.0000E - 47 39 13.0000N 016 12 06.0000E - 47 48 32.0000N 016 14 01.0000E - 47 51 37.0000N 016 14 39.0000E - 47 52 37.0000N 016 13 13.0000E - 47 54 47.0000N 016 10 07.0000E - 48 03 02.0000N 016 01 22.0000E - 48 11 11.0000N 015 52 44.0000E - 48 12 44.0000N 015 51 05.0000E - 48 20 21.0000N 015 56 35.0000E - 48 24 08.0000N 015 59 16.0000E - 48 29 10.0000N 016 02 51.0000E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>48 22 27.0000N 016 21 55.0000E - 48 24 32.0000N 016 32 56.0000E - 48 28 10.2426N 016 52 31.2876E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 23.9623N 017 09 38.8034E - entlang der Bundesgrenze bis / along State Boundary to - 47 45 18.0612N 016 34 58.9975E - 47 51 34.0000N 016 33 43.0000E - 47 58 28.0000N 016 45 55.0000E - 48 04 40.0000N 016 50 27.0000E - 48 18 22.0000N 016 36 11.0000E - 48 17 00.0000N 016 29 00.0000E - 48 17 00.0000N 016 23 00.0000E - 48 18 44.0000N 016 22 29.0000E - 48 19 44.0000N 016 22 20.0000E - 48 22 27.0000N 016 21 55.0000E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 3 / merged with PART 3</p> <p>48 40 12.0000N 015 52 35.0000E - 48 44 23.1711N 016 14 13.5574E - entlang der Bundesgrenze bis / along State Boundary to - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 32 06.5041N 016 56 58.5694E - 48 35 04.0000N 016 33 45.0000E - 48 34 08.0000N 016 28 48.0000E - 48 31 40.0000N 016 15 49.0000E - 48 29 10.0000N 016 02 51.0000E - 48 24 08.0000N 015 59 16.0000E - 48 20 21.0000N 015 56 35.0000E - 48 12 44.0000N 015 51 05.0000E - 48 11 11.0000N 015 52 44.0000E - 48 03 02.0000N 016 01 22.0000E - 47 54 47.0000N 016 10 07.0000E - 47 52 37.0000N 016 13 13.0000E - 47 51 37.0000N 016 14 39.0000E - 47 48 32.0000N 016 14 01.0000E - 47 39 13.0000N 016 12 06.0000E - 47 45 00.0000N 016 06 01.0000E - 48 14 41.0000N 015 34 25.0000E - 48 17 03.0000N 015 36 06.0000E - 48 40 12.0000N 015 52 35.0000E</p> <p>3500 FT AMSL / GND</p> <p>vereint mit TEIL 4 / merged with PART 4</p> <p>48 51 30.8415N 014 58 21.1307E - entlang der Bundesgrenze bis / along State Boundary to - 48 44 23.1711N 016 14 13.5574E - 48 40 12.0000N 015 52 35.0000E - 48 17 03.0000N 015 36 06.0000E - 48 14 41.0000N 015 34 25.0000E - 47 45 00.0000N 016 06 01.0000E - 47 30 10.0000N 016 03 01.0000E - 47 52 26.0000N 015 39 34.0000E - 47 50 00.0000N 015 35 00.0000E - 47 50 02.0202N 015 20 40.4629E - 47 59 32.0000N 015 22 05.0000E - 48 19 39.0000N 015 24 47.0000E - 48 24 46.0000N 015 25 28.0000E - 48 35 54.0000N 015 27 01.0000E - 48 41 19.0000N 015 17 08.0000E - 48 51 30.8415N 014 58 21.1307E</p> <p>4500 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 5 / merged with PART 5</p> <p>47 52 26.0000N 015 39 34.0000E - 47 30 10.0000N 016 03 01.0000E - 47 45 00.0000N 016 06 01.0000E - 47 39 13.0000N 016 12 06.0000E - 47 27 22.0000N 016 24 27.0000E - 47 25 11.9186N 016 34 59.4515E - entlang der Bundesgrenze bis / along State Boundary to - 47 11 05.2422N 016 25 42.2675E - 47 10 57.9771N 016 23 06.8240E - 47 24 55.0000N 015 53 30.0000E - 47 33 05.6395N 015 27 49.0327E - 47 50 00.0000N 015 35 00.0000E - 47 52 26.0000N 015 39 34.0000E</p> <p>5500 FT AMSL / GND</p> <p>vereint mit TEIL 6 / merged with PART 6</p> <p>47 50 02.0202N 015 20 40.4629E - 47 50 00.0000N 015 35 00.0000E - 47 33 05.6395N 015 27 49.0327E - 47 38 58.0000N 015 09 06.0000E - 47 41 57.0000N 014 59 28.0000E - 47 45 25.0000N 015 09 50.0000E - 47 48 58.0000N 015 20 31.0000E - 47 50 02.0202N 015 20 40.4629E</p> <p>7500 FT AMSL / GND</p>	
<p>FIC WIEN NORTH</p> <p>TEIL 1 / PART 1</p> <p>48 17 17.0000N 014 19 30.0000E - 48 17 19.0000N 014 20 27.0000E - 48 17 52.0000N 014 37 59.0000E - 48 07 54.0000N 014 38 39.0000E - 48 03 47.0000N 014 38 56.0000E - 48 02 37.0000N 014 04 40.0000E - 48 01 59.5083N 013 47 55.0468E - 48 01 53.0000N 013 45 07.0000E - 48 03 14.4989N 013 45 01.3958E - 48 06 00.0000N 013 44 50.0000E - 48 08 05.0000N 013 44 40.0000E - 48 17 12.0000N 013 44 04.0000E - 48 18 09.0000N 014 12 39.0000E - 48 17 06.0000N 014 13 55.0000E - 48 16 35.0000N 013 58 08.0000E - 48 11 51.0000N 013 58 28.0000E - 48 12 05.0000N 014 00 50.0000E - 48 12 05.0000N 014 05 10.0000E - 48 09 07.0000N 014 05 22.0000E - 48 09 45.0000N 014 24 28.0000E - 48 16 09.0000N 014 24 02.0000E - 48 16 05.0000N 014 22 07.0000E - 48 17 17.0000N 014 19 30.0000E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>48 20 26.0000N 013 43 51.0000E - 48 20 45.0000N 013 52 12.0000E - 48 21 14.0000N 014 05 56.0000E - 48 22 11.0000N 014 37 38.0000E - 48 17 52.0000N 014 37 59.0000E - 48 17 19.0000N 014 20 27.0000E - 48 17 17.0000N 014 19 30.0000E - 48 17 06.0000N 014 13 55.0000E - 48 18 09.0000N 014 12 39.0000E - 48 17 12.0000N 013 44 04.0000E - 48 20 26.0000N 013 43 51.0000E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 3 / merged with PART 3</p> <p>48 17 12.0000N 013 44 04.0000E - 48 17 29.4680N 013 09 58.9780E - entlang der Bundesgrenze bis / along State Boundary to - 48 46 17.8329N 013 50 22.4354E - entlang der Bundesgrenze bis / along State Boundary to - 48 51 30.8415N 014 58 21.1307E - 48 41 19.0000N 015 17 08.0000E - 48 35 54.0000N 015 27 01.0000E - 48 24 46.0000N 015 25 28.0000E - 48 19 39.0000N 015 24 47.0000E - 48 17 52.0000N 014 37 59.0000E - 48 22 11.0000N 014 37 38.0000E - 48 21 14.0000N 014 05 56.0000E - 48 20 45.0000N 013 52 12.0000E - 48 20 26.0000N 013 43 51.0000E - 48 17 12.0000N 013 44 04.0000E</p> <p>4500 FT AMSL / GND</p> <p>vereint mit TEIL 4 / merged with PART 4</p> <p>48 17 29.4680N 013 09 58.9780E - 48 17 12.0000N 013 44 04.0000E - 48 08 05.0000N 013 44 40.0000E - 48 06 00.0000N 013 44 50.0000E - 48 03 14.4989N 013 45 01.3958E - 48 01 53.0000N 013 45 07.0000E - 48 01 59.5083N 013 47 55.0468E - 48 02 37.0000N 014 04 40.0000E - 48 03 47.0000N 014 38 56.0000E - 48 07 54.0000N 014 38 39.0000E - 48 17 52.0000N 014 37 59.0000E - 48 19 39.0000N 015 24 47.0000E - 47 59 32.0000N 015 22 05.0000E - 47 50 02.0202N 015 20 40.4629E - 47 49 58.0000N 014 39 57.0000E - 47 42 23.0000N 014 48 41.0000E - 47 42 07.0000N 014 31 17.0000E - 47 48 53.0000N 014 23 58.0000E - 47 52 12.0000N 014 17 36.0000E - 47 52 14.6301N 014 03 39.0751E - 47 52 15.5320N 013 46 06.1194E - 47 52 14.0000N 013 30 00.0000E - 47 52 12.0000N 013 19 54.0000E - 48 05 00.0000N 013 10 00.0000E - 48 10 02.0000N 013 10 00.0000E - 48 14 36.0342N 013 09 59.3747E - 48 17 29.4680N 013 09 58.9780E</p> <p>4500 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 5 / merged with PART 5</p> <p>48 01 13.3285N 012 50 42.0370E - entlang der Bundesgrenze bis / along State Boundary to - 48 17 29.4680N 013 09 58.9780E - 48 14 36.0342N 013 09 59.3747E - 48 10 02.0000N 013 10 00.0000E - 48 05 00.0000N 013 10 00.0000E - 47 52 12.0000N 013 19 54.0000E - 47 51 44.0000N 013 20 15.0000E - 47 48 14.0000N 013 19 28.0000E - 47 47 02.0000N 013 09 10.0000E - 48 01 19.0000N 013 02 54.0000E - 48 01 13.3285N 012 50 42.0370E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 6 / merged with PART 6</p> <p>47 46 33.6459N 012 56 00.1538E - 47 46 15.5300N 012 56 32.0493E - entlang der Bundesgrenze bis / along State Boundary to - 47 46 33.6459N 012 56 00.1538E</p> <p>3500 FT AMSL / GND</p> <p>vereint mit TEIL 7 / merged with PART 7</p> <p>47 46 15.5300N 012 56 32.0493E - 47 43 20.5946N 013 00 46.4508E - entlang der Bundesgrenze bis / along State Boundary to - 47 46 15.5300N 012 56 32.0493E</p> <p>3500 FT AMSL / GND</p> <p>vereint mit TEIL 8 / merged with PART 8</p> <p>47 52 12.0000N 013 19 54.0000E - 47 52 14.0000N 013 30 00.0000E - 47 52 15.5320N 013 46 06.1194E - 47 52 14.6301N 014 03 39.0751E - 47 52 12.0000N 014 17 36.0000E - 47 48 53.0000N 014 23 58.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 13.0000N 014 18 03.0000E - 47 39 49.0000N 013 24 18.0000E - 47 42 31.0000N 013 21 17.0000E - 47 45 00.0000N 013 18 45.0000E - 47 48 14.0000N 013 19 28.0000E - 47 51 44.0000N 013 20 15.0000E - 47 52 12.0000N 013 19 54.0000E</p> <p>7500 FT AMSL / GND</p> <p>vereint mit TEIL 9 / merged with PART 9</p> <p>47 47 02.0000N 013 09 10.0000E - 47 48 14.0000N 013 19 28.0000E - 47 45 00.0000N 013 18 45.0000E - 47 42 31.0000N 013 21 17.0000E - 47 39 49.0000N 013 24 18.0000E - 47 39 28.1692N 013 13 01.2050E - 47 40 13.0000N 013 12 36.0000E - 47 42 52.0000N 013 10 58.0000E - 47 47 02.0000N 013 09 10.0000E</p> <p>4500 FT AMSL / GND</p> <p>vereint mit TEIL 10 / merged with PART 10</p> <p>47 41 13.3178N 013 04 50.6849E - 47 42 52.0000N 013 10 58.0000E - 47 40 13.0000N 013 12 36.0000E - 47 39 28.1692N 013 13 01.2050E - 47 39 15.1376N 013 06 15.1551E - 47 41 13.3178N 013 04 50.6849E</p> <p>3500 FT AMSL / GND</p> <p>vereint mit TEIL 11 / merged with PART 11</p> <p>47 39 13.4322N 013 05 22.9243E - entlang der Bundesgrenze bis / along State Boundary to - 47 41 13.3178N 013 04 50.6849E - 47 39 15.1376N 013 06 15.1551E - 47 39 13.4322N 013 05 22.9243E</p> <p>7500 FT AMSL / GND</p> <p>vereint mit TEIL 12 / merged with PART 12</p> <p>47 49 58.0000N 014 39 57.0000E - 47 50 02.0202N 015 20 40.4629E - 47 48 58.0000N 015 20 31.0000E - 47 45 25.0000N 015 09 50.0000E - 47 41 57.0000N 014 59 28.0000E - 47 42 23.0000N 014 48 41.0000E - 47 49 58.0000N 014 39 57.0000E</p> <p>7500 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>FIC WIEN SOUTH</p> <p>TEIL 1 / PART 1</p> <p>47 32 21.0120N 009 33 49.4028E - entlang der Bundesgrenze bis / along State Boundary to - 47 35 17.2188N 011 44 20.8947E - 47 25 00.0000N 011 44 20.0000E - 47 18 25.0000N 011 17 22.0000E - 47 17 23.0000N 011 13 14.0000E - 47 19 30.0000N 011 04 30.0000E - 47 19 17.0000N 011 01 25.0000E - 47 18 54.0000N 010 53 15.0000E - 47 17 52.0000N 010 52 28.0000E - 47 16 59.0000N 010 52 32.0000E - 47 15 48.0000N 011 00 50.0000E - 47 15 12.0000N 011 02 40.0000E - 47 10 40.0000N 011 00 45.0000E - 47 07 55.0000N 011 10 05.0000E - 47 11 15.0000N 011 22 10.0000E - 47 07 40.0000N 011 24 59.0000E - 47 07 40.0000N 011 29 35.0000E - 47 12 30.0000N 011 26 45.0000E - 47 18 20.0000N 011 48 10.0000E - 46 59 32.8579N 011 46 54.3992E - entlang der Bundesgrenze bis / along State Boundary to - 46 58 27.1741N 011 15 24.1093E - 47 01 53.0000N 011 03 04.0000E - 47 07 59.0000N 010 40 54.0000E - 47 11 28.0000N 010 28 19.0000E - 47 16 04.0000N 010 10 00.0000E - 47 17 51.7201N 010 03 42.7518E - 47 20 12.0000N 009 55 29.0000E - 47 24 30.4272N 009 39 06.8780E - entlang der Bundesgrenze bis / along State Boundary to - 47 32 21.0120N 009 33 49.4028E</p> <p>7500 FT AMSL / GND</p> <p>vereint mit TEIL 2 / merged with PART 2</p> <p>47 24 30.4272N 009 39 06.8780E - 47 20 12.0000N 009 55 29.0000E - 47 17 51.7201N 010 03 42.7518E - 47 16 04.0000N 010 10 00.0000E - 47 11 28.0000N 010 28 19.0000E - 47 07 59.0000N 010 40 54.0000E - 47 01 53.0000N 011 03 04.0000E - 46 58 27.1741N 011 15 24.1093E - entlang der Bundesgrenze bis / along State Boundary to - 46 51 17.6926N 010 28 10.7570E - entlang der Bundesgrenze bis / along State Boundary to - 47 24 30.4272N 009 39 06.8780E</p> <p>15500 FT AMSL / GND</p> <p>vereint mit TEIL 3 / merged with PART 3</p> <p>47 18 54.0000N 010 53 15.0000E - 47 19 17.0000N 011 01 25.0000E - 47 18 09.0000N 011 00 06.0000E - 47 15 48.0000N 011 00 50.0000E - 47 16 59.0000N 010 52 32.0000E - 47 17 52.0000N 010 52 28.0000E - 47 18 54.0000N 010 53 15.0000E</p> <p>7000 FT AMSL / GND</p> <p>vereint mit TEIL 4 / merged with PART 4</p> <p>47 11 15.0000N 011 22 10.0000E - 47 12 30.0000N 011 26 45.0000E - 47 07 40.0000N 011 29 35.0000E - 47 07 40.0000N 011 24 59.0000E - 47 11 15.0000N 011 22 10.0000E</p> <p>7000 FT AMSL / GND</p> <p>vereint mit TEIL 5 / merged with PART 5</p> <p>47 35 17.2188N 011 44 20.8947E - entlang der Bundesgrenze bis / along State Boundary to - 47 37 07.7153N 012 03 40.1687E - 47 25 51.0000N 011 56 24.0000E - 47 04 34.0976N 011 52 10.3679E - 46 59 32.8579N 011 46 54.3992E - 47 18 20.0000N 011 48 10.0000E - 47 23 04.0000N 011 45 27.0000E - 47 23 40.0000N 011 45 04.0000E - 47 25 00.0000N 011 44 20.0000E - 47 35 17.2188N 011 44 20.8947E</p> <p>7500 FT AMSL / GND</p> <p>vereint mit TEIL 6 / merged with PART 6</p> <p>47 04 34.0976N 011 52 10.3679E - 47 00 10.0592N 011 51 18.3479E - entlang der Bundesgrenze bis / along State Boundary to - 46 59 32.8579N 011 46 54.3992E - 47 04 34.0976N 011 52 10.3679E</p> <p>14500 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 7 / merged with PART 7</p> <p>47 37 07.7153N 012 03 40.1687E - entlang der Bundesgrenze bis / along State Boundary to - 47 39 13.4322N 013 05 22.9243E - 47 39 15.1376N 013 06 15.1551E - 47 36 37.0000N 013 08 08.0000E - 47 33 23.0000N 013 08 08.0000E - 47 28 50.0000N 013 08 25.0000E - 47 26 12.0000N 013 08 30.0000E - 47 22 05.0000N 013 08 37.0000E - 47 22 05.0000N 013 11 35.0000E - 47 26 12.0000N 013 11 28.0000E - 47 28 50.0000N 013 11 23.0000E - 47 31 00.0000N 013 11 20.0000E - 47 31 54.6372N 013 11 37.5672E - 47 33 23.0000N 013 12 06.0000E - 47 33 23.0000N 013 13 11.0000E - 47 32 21.0000N 013 18 03.0000E - 47 31 16.0000N 013 23 10.0000E - 47 31 34.0000N 013 26 24.0000E - 47 39 49.0000N 013 24 18.0000E - 47 42 13.0000N 014 18 03.0000E - 47 42 07.0000N 014 31 17.0000E - 47 42 23.0000N 014 48 41.0000E - 47 41 57.0000N 014 59 28.0000E - 47 38 58.0000N 015 09 06.0000E - 47 33 05.6395N 015 27 49.0327E - 47 32 04.0000N 015 27 23.0000E - 47 31 43.0000N 015 24 03.0000E - 47 29 43.0000N 015 05 42.0000E - 47 29 05.0000N 015 00 00.0000E - 47 11 30.0000N 014 45 15.0000E - 47 06 06.4550N 014 31 08.9610E - 46 59 00.0000N 014 12 45.0000E - 47 07 12.0000N 014 02 33.0000E - 47 08 07.0000N 014 01 25.0000E - 47 10 55.0000N 013 58 10.0000E - 46 49 55.0000N 013 39 07.0000E - 46 42 20.0000N 013 36 55.0000E - 46 37 25.0000N 013 41 22.0000E - 46 31 22.7488N 013 42 50.6758E - entlang der Bundesgrenze bis / along State Boundary to - 46 33 42.0240N 013 20 00.8749E - 46 50 00.0000N 013 20 00.0000E - 47 02 45.0000N 013 41 00.0000E - 47 14 00.0000N 013 30 00.0000E - 47 17 00.0000N 013 13 20.0000E - 47 17 39.1880N 013 09 32.6637E - 47 20 10.0000N 012 54 50.0000E - 47 20 10.0000N 012 29 40.0000E - 47 17 30.0000N 012 05 50.0000E - 47 04 34.0976N 011 52 10.3679E - 47 25 51.0000N 011 56 24.0000E - 47 37 07.7153N 012 03 40.1687E</p> <p>7500 FT AMSL / GND</p> <p>vereint mit TEIL 8 / merged with PART 8</p> <p>47 39 15.1376N 013 06 15.1551E - 47 39 28.1692N 013 13 01.2050E - 47 37 15.0000N 013 14 16.0000E - 47 36 37.0000N 013 08 08.0000E - 47 39 15.1376N 013 06 15.1551E</p> <p>3500 FT AMSL / GND</p> <p>vereint mit TEIL 9 / merged with PART 9</p> <p>47 39 28.1692N 013 13 01.2050E - 47 39 49.0000N 013 24 18.0000E - 47 31 34.0000N 013 26 24.0000E - 47 31 16.0000N 013 23 10.0000E - 47 32 21.0000N 013 18 03.0000E - 47 33 23.0000N 013 13 11.0000E - 47 33 23.0000N 013 12 06.0000E - 47 33 23.0128N 013 09 07.1656E - 47 33 23.0000N 013 08 08.0000E - 47 33 57.7407N 013 08 08.0000E - 47 36 37.0000N 013 08 08.0000E - 47 37 15.0000N 013 14 16.0000E - 47 39 28.1692N 013 13 01.2050E</p> <p>4500 FT AMSL / GND</p> <p>vereint mit TEIL 10 / merged with PART 10</p> <p>47 33 23.0000N 013 08 08.0000E - 47 33 23.0128N 013 09 07.1656E - 47 33 23.0000N 013 12 06.0000E - 47 31 54.6372N 013 11 37.5672E - 47 31 00.0000N 013 11 20.0000E - 47 28 50.0000N 013 11 23.0000E - 47 28 50.0000N 013 08 25.0000E - 47 33 23.0000N 013 08 08.0000E</p> <p>7000 FT AMSL / GND jedoch mindestens/but at least 1000 FT AGL</p> <p>vereint mit TEIL 11 / merged with PART 11</p> <p>47 28 50.0000N 013 08 25.0000E - 47 28 50.0000N 013 11 23.0000E - 47 26 12.0000N 013 11 28.0000E - 47 26 12.0000N 013 08 30.0000E - 47 28 50.0000N 013 08 25.0000E</p> <p>9000 FT AMSL / GND</p> <p>vereint mit TEIL 12 / merged with PART 12</p> <p>47 26 12.0000N 013 08 30.0000E - 47 26 12.0000N 013 11 28.0000E - 47 22 05.0000N 013 11 35.0000E - 47 22 05.0000N 013 08 37.0000E - 47 26 12.0000N 013 08 30.0000E</p> <p>10000 FT AMSL / GND</p> <p>vereint mit TEIL 13 / merged with PART 13</p> <p>47 04 34.0976N 011 52 10.3679E - 47 17 30.0000N 012 05 50.0000E - 47 20 10.0000N 012 29 40.0000E - 47 20 10.0000N 012 54 50.0000E - 47 17 39.1880N 013 09 32.6637E - 47 17 00.0000N 013 13 20.0000E - 47 14 00.0000N 013 30 00.0000E - 47 02 45.0000N 013 41 00.0000E - 46 50 00.0000N 013 20 00.0000E - 46 33 42.0240N 013 20 00.8749E - entlang der Bundesgrenze bis / along State Boundary to - 47 00 10.0592N 011 51 18.3479E - 47 04 34.0976N 011 52 10.3679E</p> <p>14500 FT AMSL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
<p>vereint mit TEIL 14 / merged with PART 14</p> <p>47 10 55.0000N 013 58 10.0000E - 47 08 07.0000N 014 01 25.0000E - 47 07 12.0000N 014 02 33.0000E - 46 59 00.0000N 014 12 45.0000E - 46 54 17.0000N 014 04 32.0000E - 46 45 40.0000N 014 01 33.0000E - 46 47 35.0000N 013 52 30.0000E - 46 41 50.0000N 013 50 00.0000E - 46 31 22.7488N 013 42 50.6758E - 46 37 25.0000N 013 41 22.0000E - 46 42 20.0000N 013 36 55.0000E - 46 49 55.0000N 013 39 07.0000E - 47 10 55.0000N 013 58 10.0000E</p> <p>5500 FT AMSL / GND</p> <p>vereint mit TEIL 15 / merged with PART 15</p> <p>46 59 00.0000N 014 12 45.0000E - 46 47 44.0000N 014 26 39.0000E - 46 46 20.0000N 014 33 33.0000E - 46 45 09.0000N 014 42 57.0000E - 46 47 38.0000N 014 48 57.0000E - 46 39 25.0000N 014 56 08.0000E - 46 37 10.0000N 014 50 02.0000E - 46 33 48.0000N 014 48 13.0000E - 46 32 24.0000N 014 42 35.0000E - 46 33 07.0000N 014 38 45.0000E - 46 35 28.0000N 014 45 18.0000E - 46 40 07.0000N 014 42 00.0000E - 46 40 09.0000N 014 37 42.0000E - 46 45 50.0000N 014 09 59.0000E - 46 44 01.0000N 014 09 17.0000E - 46 40 01.0000N 014 07 44.0000E - 46 38 15.0000N 014 07 03.0000E - 46 39 59.0000N 013 58 52.0000E - 46 41 50.0000N 013 50 00.0000E - 46 47 35.0000N 013 52 30.0000E - 46 45 40.0000N 014 01 33.0000E - 46 54 17.0000N 014 04 32.0000E - 46 59 00.0000N 014 12 45.0000E</p> <p>1000 FT AGL / GND</p> <p>vereint mit TEIL 16 / merged with PART 16</p> <p>47 29 05.0000N 015 00 00.0000E - 47 29 43.0000N 015 05 42.0000E - 47 31 43.0000N 015 24 03.0000E - 47 32 04.0000N 015 27 23.0000E - 47 33 05.6395N 015 27 49.0327E - 47 24 55.0000N 015 53 30.0000E - 47 10 57.9771N 016 23 06.8240E - 47 11 05.2422N 016 25 42.2675E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 49 37.7077N 015 59 07.6386E - 47 03 33.0000N 015 55 16.0000E - 47 05 05.0000N 015 44 23.0000E - 47 05 32.0000N 015 41 06.0000E - 47 07 23.0000N 015 34 34.0000E - 47 19 16.0000N 015 31 14.0000E - 47 20 09.0000N 015 26 47.0000E - 47 19 42.0000N 015 23 12.0000E - 47 18 55.0000N 015 16 57.0000E - 47 18 38.0000N 015 14 42.0000E - 47 16 30.0000N 015 11 12.0000E - 47 10 12.0000N 015 12 18.0000E - 47 08 12.0000N 015 12 39.0000E - 47 06 40.0000N 015 12 55.0000E - 47 05 16.0000N 015 10 29.0000E - 47 05 00.0000N 015 10 00.0000E - 46 59 42.0000N 015 11 10.0000E - 46 58 56.0000N 015 11 19.0000E - 46 43 00.0000N 015 14 44.0000E - 46 38 40.9961N 015 15 43.9612E - entlang der Bundesgrenze bis / along State Boundary to - 46 31 22.7488N 013 42 50.6758E - 46 41 50.0000N 013 50 00.0000E - 46 39 59.0000N 013 58 52.0000E - 46 38 15.0000N 014 07 03.0000E - 46 37 22.0000N 014 06 43.0000E - 46 35 10.0000N 014 09 25.0000E - 46 35 19.0000N 014 22 00.0000E - 46 32 20.0000N 014 36 40.0000E - 46 33 07.0000N 014 38 45.0000E - 46 32 24.0000N 014 42 35.0000E - 46 33 48.0000N 014 48 13.0000E - 46 37 10.0000N 014 50 02.0000E - 46 39 25.0000N 014 56 08.0000E - 46 47 38.0000N 014 48 57.0000E - 46 45 09.0000N 014 42 57.0000E - 46 46 20.0000N 014 33 33.0000E - 46 47 44.0000N 014 26 39.0000E - 46 59 00.0000N 014 12 45.0000E - 47 06 06.4550N 014 31 08.9610E - 47 11 30.0000N 014 45 15.0000E - 47 29 05.0000N 015 00 00.0000E</p> <p>5500 FT AMSL / GND</p> <p>vereint mit TEIL 17 / merged with PART 17</p> <p>47 16 30.0000N 015 11 12.0000E - 47 18 38.0000N 015 14 42.0000E - 47 18 55.0000N 015 16 57.0000E - 47 19 42.0000N 015 23 12.0000E - 47 20 09.0000N 015 26 47.0000E - 47 19 16.0000N 015 31 14.0000E - 47 07 23.0000N 015 34 34.0000E - 47 08 06.0000N 015 32 02.0000E - 47 08 50.0000N 015 29 25.0000E - 47 09 53.0000N 015 25 42.0000E - 47 09 16.0000N 015 20 34.0000E - 47 06 32.0000N 015 14 45.0000E - 47 05 52.0000N 015 14 56.0000E - 46 59 05.0000N 015 16 51.0000E - 46 43 40.0000N 015 21 10.0000E - 46 46 10.0000N 015 40 25.0000E - 46 46 53.0000N 015 46 05.0000E - 47 05 32.0000N 015 41 06.0000E - 47 05 05.0000N 015 44 23.0000E - 47 03 33.0000N 015 55 16.0000E - 46 49 37.7077N 015 59 07.6386E - entlang der Bundesgrenze bis / along State Boundary to - 46 38 40.9961N 015 15 43.9612E - 46 43 00.0000N 015 14 44.0000E - 46 58 56.0000N 015 11 19.0000E - 46 59 42.0000N 015 11 10.0000E - 47 05 00.0000N 015 10 00.0000E - 47 05 16.0000N 015 10 29.0000E - 47 06 40.0000N 015 12 55.0000E - 47 08 12.0000N 015 12 39.0000E - 47 10 12.0000N 015 12 18.0000E - 47 16 30.0000N 015 11 12.0000E</p> <p>1000 FT AGL / GND</p>	

Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen	Anmerkungen
Name Lateral limits Vertical limits	Remarks
vereint mit TEIL 18 / merged with PART 18 47 06 32.0000N 015 14 45.0000E - 47 09 16.0000N 015 20 34.0000E - 47 09 53.0000N 015 25 42.0000E - 47 08 50.0000N 015 29 25.0000E - 47 08 06.0000N 015 32 02.0000E - 47 07 47.0000N 015 29 40.0000E - 47 06 14.0000N 015 17 44.0000E - 47 05 52.0000N 015 14 56.0000E - 47 06 32.0000N 015 14 45.0000E 2500 FT AMSL / GND vereint mit TEIL 19 / merged with PART 19 47 07 23.0000N 015 34 34.0000E - 47 05 32.0000N 015 41 06.0000E - 46 46 53.0000N 015 46 05.0000E - 46 46 10.0000N 015 40 25.0000E - 47 07 23.0000N 015 34 34.0000E 2500 FT AMSL / GND	
FIC WIEN UPPER TEIL 1 / PART 1 48 46 17.8329N 013 50 22.4354E - entlang der Bundesgrenze bis / along State Boundary to - 48 36 59.5406N 016 56 24.6784E - entlang der Bundesgrenze bis / along State Boundary to - 48 00 24.0000N 017 09 39.0000E - entlang der Bundesgrenze bis / along State Boundary to - 46 52 08.6161N 016 06 49.9210E - entlang der Bundesgrenze bis / along State Boundary to - 46 31 22.7488N 013 42 50.6758E - entlang der Bundesgrenze bis / along State Boundary to - 47 00 10.0592N 011 51 18.3479E - 47 04 34.0976N 011 52 10.3679E - 47 25 51.0000N 011 56 24.0000E - 47 37 07.7153N 012 03 40.1687E - entlang der Bundesgrenze bis / along State Boundary to - 48 46 17.8329N 013 50 22.4354E Upper State Boundary / FL660 vereint mit TEIL 2 / merged with PART 2 47 32 21.0120N 009 33 49.4028E - entlang der Bundesgrenze bis / along State Boundary to - 47 37 07.7153N 012 03 40.1687E - 47 25 51.0000N 011 56 24.0000E - 47 04 34.0976N 011 52 10.3679E - 47 00 10.0592N 011 51 18.3479E - entlang der Bundesgrenze bis / along State Boundary to - 46 51 17.6926N 010 28 10.7570E - entlang der Bundesgrenze bis / along State Boundary to - 47 32 21.0120N 009 33 49.4028E Upper State Boundary / FL660	

7. LUFTRAUM MIT FREIER STRECKENFÜHRUNG

7.1. Mit Ausnahme der unten angeführten Lufträume sind die im Luftfahrthandbuch Österreich im Kapitel ENR 2.2 beschrieben und in ENR 6 dargestellten Flugverkehrskontrollsektoren und Fluginformationsdienstsektoren Teil des SECSI FRA. Sämtliche andere SECSI relevanten Lufträume sind den AIPs Albanien, Bosnien und Herzegowina, Kroatien, Nordmazedonien, Serbien/Montenegro und Slowenien zu entnehmen.

- FIC WIEN SOUTH und UPPER westlich der Linie
47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E
- APP INNSBRUCK Teile 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14
- APP SALZBURG Teile 14, 15, 16

Zusätzlich wird das Luftraumvolumen, das sich lateral kongruent zwischen 6000 FT und FL125 unterhalb von APP LINZ Teil 16 anschließt, technisch dem SECSI FRA zugewiesen; es gelten die SECSI FRA Flugplanungsregeln.

7. FREE ROUTE AIRSPACE

7.1. The ATC sectors and FIS sectors as described in AIP Austria ENR 2.2 and shown in ENR 6 are part of SECSI FRA except the airspaces listed below. All other SECSI relevant airspaces shall be taken from the AIPs Albania, Bosnia and Herzegovina, Croatia, North Macedonia, Serbia/Montenegro and Slovenia.

- FIC WIEN SOUTH and UPPER west of line
47 00 10.0592N 011 51 18.3479E - 47 25 51.0000N 011 56 24.0000E - 47 37 09.0000N 012 03 41.0000E
- APP INNSBRUCK Parts 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14
- APP SALZBURG Parts 14, 15, 16

Additionally within the laterally congruent part of APP LINZ Part 16 between 6000 FT and FL125 the airspace shall be considered due to technical reasons to be part of SECSI FRA; within this portion of airspace the SECSI FRA flight planning rules apply.

7.2. "NO PLANNING ZONES"

7.2. NO PLANNING ZONES

<p>Bezeichnung Seitliche Begrenzungen Vertikale Begrenzungen</p>	<p>Anmerkungen</p>
<p>Name Lateral limits Vertical limits</p>	<p>Remarks</p>
<p>EDNPZ3 MORED</p>	<p>Siehe AIP Deutschland See AIP Germany</p>
<p>EUNPZ4 DEXIT 48 49 48.0000N 013 37 41.0000E - 48 53 26.0000N 013 41 51.0000E - 48 55 25.0000N 013 44 09.0000E - 48 51 54.0000N 013 50 29.0000E - 48 50 45.0000N 013 51 31.0000E - 48 49 39.0000N 013 51 44.0000E - 48 48 33.0000N 013 51 20.0000E - 48 47 38.0000N 013 50 21.0000E - 48 46 10.0000N 013 43 01.0000E - 48 49 48.0000N 013 37 41.0000E FL660 / FL095</p>	<p>Siehe AIP Deutschland, AIP Tschechische Republik See AIP Germany, AIP Czech Republic</p>
<p>EUNPZ7 PEPIK 48 45 03.0000N 016 58 51.0000E - 48 42 51.0000N 017 05 39.0000E - 48 35 42.0000N 017 00 35.0000E - 48 33 15.0000N 016 59 14.0000E - 48 35 38.0000N 016 50 55.0000E - 48 38 10.0000N 016 52 19.0000E - 48 45 03.0000N 016 58 51.0000E FL660 / FL095</p>	<p>Zone, um Planung von den Sektorgrenzen zu nah kommenden Flugtrajektorien zu vermeiden. Zone preventing planning of flight trajectories close to ATC sector boundaries. Siehe AIP Tschechische Republik, AIP Slowakische Republik See AIP Czech Republic, AIP Slovak Republic</p>
<p>LINPZ1 VEKEN</p>	<p>Siehe AIP Italien See AIP Italy</p>
<p>LJNPZ1 RUSE</p>	<p>Siehe AIP Slowenien See AIP Slovenia</p>
<p>LJNPZ2 OBUTI</p>	<p>Siehe AIP Slowenien See AIP Slovenia</p>
<p>LONPZ1 INSAX 46 59 23.0000N 016 13 51.0000E - 46 57 45.0000N 016 15 04.0000E - 46 57 37.0000N 016 09 30.0000E - 46 59 23.0000N 016 13 51.0000E FL660 / 5000 FT AMSL</p>	<p>Zone innerhalb des Free Route Airspace (FRA), um Verletzungen der festgelegten Abstandhaltung zur FRA Außengrenze zu vermeiden. Zone within Free Route Airspace (FRA) to ensure the bi- laterally defined spacing to the FRA border.</p>
<p>LONPZ2 SUNIS 47 15 41.0000N 016 22 04.0000E - 47 14 22.0000N 016 26 05.0000E - 47 11 43.0000N 016 23 46.0000E - 47 15 41.0000N 016 22 04.0000E FL660 / 7000 FT AMSL</p>	<p>Zone innerhalb des Free Route Airspace (FRA), um Verletzungen der festgelegten Abstandhaltung zur FRA Außengrenze zu vermeiden. Zone within Free Route Airspace (FRA) to ensure the bi- laterally defined spacing to the FRA border.</p>

FUNKSTELLE (VAR) (VOR Deklination)	KENNUNG	FREQUENZ (CH)	DIENSTSTUNDEN	KOORDINATEN	ELEV DME ANTENNA	ANMERKUNGEN
NAME OF STATION (VAR) (VOR declination)	IDENT	FREQUENCY (CH)	HOURS OF OPERATION	COORDINATES		REMARKS
1	2	3	4	5	6	7
KORALPE DME	KOR	CH 31X	H24	46 47 14.43N 014 58 15.72E	<u>2146.1 M /</u> <u>7041 FT</u>	Bereich 60 NM/FL500. Coverage 60 NM/FL500.
LINZ DVOR/DME (4°E / JAN 2022) (Dekl./Decl.: 5°E)	LNZ	116.60 MHZ (CH 113X)	H24	DME: 48 13 46.89N 014 06 11.95E DVOR: 48 13 46.96N 014 06 11.36E	<u>348.9 M /</u> <u>1145 FT</u>	083° MAG, 2.7 NM zur Schwelle Piste 08; Bereich 60 NM/FL500 jedoch 80 NM nach W-NW. 083° MAG, 2.7 NM to THR RWY 08; Coverage 60 NM/FL500 but 80 NM to W-NW. FRA(I); FRA(A): LOWL; FRA(D): LOWL, LOWS
PATSCHERKOFEL DME	PAT	CH 57X	H24	47 12 30.86N 011 27 36.93E	<u>2245.7 M /</u> <u>7368 FT</u>	Bereich 60 NM/FL500. Coverage 60 NM/FL500.
RABENWALD DME	RAW	CH 58Y	H24	47 16 54.62N 015 46 22.95E	<u>1059.1 M /</u> <u>3475 FT</u>	Bereich 60 NM/FL500. Coverage 60 NM/FL500.
RATTENBERG NDB (4°E / AUG 2024)	RTT	303.00 KHZ	H24	47 25 51.32N 011 56 24.19E	NIL	Reichweite 40 NM. Range 40 NM. FRA(EX); FRA(A): LOWI; FRA(D): LOWI, LOWS
SALZBURG DVOR/DME (4°E / JAN 2022) (Dekl./Decl.: 4°E)	SBG	113.80 MHZ (CH 85X)	H24	DME: 48 00 08.80N 012 53 34.37E DVOR: 48 00 09.30N 012 53 33.94E	<u>455.3 M /</u> <u>1494 FT</u>	DME nicht verwendbar unterhalb 10000 FT außerhalb 60 NM. Bereich 60 NM/FL500 jedoch 80 NM nach E. DME not useable BLW 10000 FT beyond 60 NM. Coverage 60 NM/FL500 but 80 NM to E. FRA(I); FRA(A): LOWI, LOWL; FRA(D): LOWS
SOLLENAU DVOR/DME (5°E / JAN 2022) (Dekl./Decl.: 5°E)	SNU	115.50 MHZ (CH 102X)	H24	47 52 29.55N 016 17 18.37E	<u>271.4 M /</u> <u>891 FT</u>	Bereich 60 NM/FL500 jedoch 40 NM nach N. Coverage 60 NM/FL500 but 40 NM to N.
STOCKERAU DME	STO	CH 77X	H24	48 25 01.51N 016 01 07.53E	<u>228.7 M /</u> <u>750 FT</u>	Bereich 60 NM/FL500. Coverage 60 NM/FL500. FRA(I); FRA(A): LOWL
STRADNER KOGEL DME	STK	CH 92Y	H24	46 50 42.83N 015 55 54.99E	659.1 M / 2162 FT	Bereich 60 NM/FL500. Coverage 60 NM/FL500.
VILLACH DME	VIW	CH 76X	H24	46 41 46.86N 013 54 53.61E	1918.6 M / 6295 FT	Bereich 60 NM/FL500. Coverage 60 NM/FL500.

___ Für unterstrichene Höhen über MSL siehe GEN 2.1, Punkt 4 / for underlined ELEV see GEN 2.1, item 4

FUNKSTELLE (VAR) (VOR Declination)	KENNUNG	FREQUENZ (CH)	DIENSTSTUNDEN	KOORDINATEN	ELEV DME ANTENNA	ANMERKUNGEN
NAME OF STATION (VAR) (VOR declination)	IDENT	FREQUENCY (CH)	HOURS OF OPERATION	COORDINATES		REMARKS
1	2	3	4	5	6	7
WAGRAM DVOR/DME (5°E / JAN 2022) (Dekl./Decl.: 5°E)	WGM	112.20 MHZ (CH 59X)	H24	DME: 48 19 26.10N 016 29 26.91E DVOR: 48 19 25.88N 016 29 27.43E	<u>174.9 M</u> / <u>574 FT</u>	Bereich 60 NM/FL250. Coverage 60 NM/FL250. FRA(I)

___ Für unterstrichene Höhen über MSL siehe GEN 2.1, Punkt 4 / for underlined ELEV see GEN 2.1, item 4

DESIGNATOR	COORDINATES	REMARKS
OTMOH	45 45 15.29N 014 56 14.18E	FRA(D): LJCE
PENEP	46 07 58.97N 014 17 55.49E	FRA(I)
PEROL	48 14 34.69N 014 28 49.39E	FRA(D): LOWL
PESAT	47 42 53.75N 017 03 11.37E	FRA(I): 5500 FT AMSL and ABV
PESUT	46 14 14.91N 013 42 58.33E	FRA(I)
PETEN	48 24 58.49N 014 10 26.08E	FRA(D): LOWL
PETOV	46 18 34.83N 015 58 34.20E	FRA(EX): 5500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LDZA, LJMB; FRA(D): LJMB
PIBIP	46 56 29.54N 015 34 40.49E	FRA(AD): LOGH
PINQI	48 41 21.00N 013 58 58.00E	FRA(I)
PISAM	48 53 34.49N 015 23 13.66E	FRA(X): FL095 and BLW; FRA(I): FL095 and ABV
PODET	46 10 16.95N 015 37 36.47E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(D): LDZA
POHES	45 42 50.92N 014 46 50.86E	FRA(A): LJCE
RADIZ	47 37 34.63N 012 32 19.05E	FRA(EX): H24, FL315 and BLW; FRA(E): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RADLY	46 38 48.69N 015 12 33.03E	FRA(I); FRA(A): LJLJ, LOWG; FRA(D): LOWG
RASTA	47 29 43.54N 013 22 52.92E	FRA(I); FRA(A): LOWS
REDBU	47 57 21.19N 012 49 05.62E	FRA(A): EDDM
REKLU	48 35 15.00N 016 56 16.00E	FRA(A): LOWW
REKTI	46 35 04.34N 013 53 50.81E	FRA(D): LOWK
RENKA	48 35 05.43N 013 30 18.81E	FRA (X): H24, FL315 and BLW; FRA (X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
RIFEN	45 51 04.00N 013 35 23.00E	FRA(EX): 7500 FT AMSL-FL185; FRA(X): FL185-FL195; FRA(I): FL195-FL660; FRA(A): LJLJ
ROLBA	45 50 24.72N 015 39 18.19E	FRA(I): FL205-FL660
ROPAG	47 12 49.04N 015 47 57.72E	FRA(D): LOWG
ROPUS	46 05 28.94N 014 11 31.09E	FRA(I)
RTT	47 25 51.32N 011 56 24.19E	FRA(EX); FRA(A): LOWI; FRA(D): LOWI, LOWS
RUPET	47 27 55.00N 015 43 57.00E	FRA(A): LOWG; FRA(D): LOWW
SABAD	45 27 57.14N 014 52 02.93E	FRA(EX): 7500 FT AMSL-FL205 (see AIP Croatia); FRA(I): FL205-FL660; FRA(A): LJLJ
SASAL	47 17 05.38N 016 28 27.54E	FRA(EX): 9500 FT AMSL and BLW; FRA(I): 9500 FT AMSL and ABV
SBG	48 00 09.30N 012 53 33.94E	FRA(I); FRA(A): LOWI, LOWL; FRA(D): LOWS
SEHOR	45 56 25.06N 014 18 48.25E	FRA(I)
SETAL	47 13 54.00N 014 15 32.00E	FRA(I)
SIMBA	48 13 48.55N 013 00 56.94E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(D): LOWS
SITNI	48 03 15.22N 014 50 04.61E	FRA(I); FRA(A): LOWL
SKODA	48 50 03.00N 014 28 56.00E	FRA(I)
SOVIL	48 02 47.00N 015 22 32.00E	FRA(D): LOWW
SOVOX	45 58 06.00N 013 35 50.00E	Transfer of control, FRA(E): 7500 FT AMSL-FL195; FRA(I): FL195-FL660

DESIGNATOR	COORDINATES	REMARKS
STEIN	47 25 39.41N 016 35 58.95E	FRA(EX): 9500 FT AMSL and BLW; FRA(I): 9500 FT AMSL and ABV; FRA(D): LOWW
STO	48 25 01.51N 016 01 07.53E	FRA(I); FRA(A): LOWL
SUBEN	48 26 11.12N 013 20 12.16E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
SUNIS	47 08 30.76N 016 20 58.60E	FRA(E): 9500 FT AMSL and BLW; FRA(I): 9500 FT AMSL and ABV
TAGAS	48 02 38.35N 015 39 14.30E	FRA(I)
TEKNO	47 37 25.59N 017 24 32.07E	FRA(I): 5500 FT AMSL-FL245 (see also AIP Hungary)
TIBRO	46 13 06.42N 013 28 22.35E	FRA(EX): 9500 FT AMSL-FL195; FRA(I): FL195-FL660
TISKO	46 40 56.98N 015 59 30.87E	FRA(I)
TISMA	46 54 31.73N 014 09 34.66E	FRA(A): LOWK
TITIG	48 03 31.56N 012 33 33.54E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOWS
TIVAP	48 43 44.75N 014 23 38.23E	FRA(I)
TOVKA	48 16 12.56N 016 55 34.76E	FRA(EX): FL245 and BLW; FRA(I): FL245 and ABV; FRA(A): LOWW
TRAUN	47 58 29.00N 012 35 15.00E	FRA(EX): H24, FL315 and BLW; FRA(X): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV; FRA(AD): LOWS
TUTIV	45 42 30.69N 013 49 36.11E	FRA(I)
UBUXI	48 08 04.00N 016 36 42.00E	FRA(I)
UMVEG	47 12 41.83N 011 53 47.66E	FRA(EX): H24, FL315 and BLW; FRA(EX): 0500-2230 (0400-2130), FL315 and ABV; FRA(I): 2230-0500 (2130-0400), FL315 and ABV
UNKEN	47 49 18.42N 012 36 03.59E	FRA(A) LOWS; FRA(D): LOWI
UPEGU	49 02 05.69N 014 28 35.34E	FRA(X): FL095 and BLW; FRA(I): FL095 and ABV
UPETA	46 03 16.74N 014 05 53.72E	FRA(I)
URAVA	46 24 58.25N 013 31 56.30E	FRA(I)
VALLU	46 17 29.72N 015 20 10.74E	FRA(I); FRA(AD): LJMB; FRA(A): LJLJ
VAMET	46 46 25.92N 015 18 27.72E	FRA(I)
VANAX	46 02 28.02N 015 43 53.17E	FRA(I): FL205-FL660
VASLE	45 57 17.85N 014 58 41.81E	FRA(A): LJLJ
VATET	47 36 03.43N 014 01 59.23E	FRA(I)
VEKEN	46 33 49.00N 013 22 46.00E	FRA(I)
VELOM	48 13 15.96N 013 29 57.87E	FRA(I)
VENEN	48 33 59.59N 014 32 28.84E	FRA(A): LOWW
VERDA	47 32 00.00N 013 20 00.00E	FRA(D): LOWS
VIBAD	45 57 21.19N 014 36 39.40E	FRA(A): LJLJ
VILAK	46 41 47.01N 013 54 52.72E	FRA(I); FRA(D): LOWK
WGM	48 19 25.88N 016 29 27.43E	FRA(I)
WIMMI	47 24 56.00N 014 37 14.00E	FRA(AD): LOXZ
ZARVE	45 53 34.47N 014 56 52.32E	FRA(AD): LJCE

2	<p>BREITE, OBERFLÄCHE UND TRAGFÄHIGKEIT DER ROLLBAHNEN</p>	<p>A: 23 M, Bitumen, PCN 24/F/B/W/T B: 23 M, Bitumen, PCN 61/F/B/W/T C: 23 M, Bitumen, PCN 61/F/A/W/T D: 23 M, Bitumen, PCN 50/F/A/W/T G1: 15 M, Gras, MTOM 2000 KG G2: 15 M, Gras, MTOM 2000 KG G3 (Air-TWY): nur für Benutzer des Christophorus-Stützpunktes S: 20 M, Gras, Luftfahrzeuge mit Einzelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 5000 KG. Luftfahrzeuge mit Doppelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 6300 KG. S1: 20 M, Gras, Luftfahrzeuge mit Einzelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 5000 KG. Luftfahrzeuge mit Doppelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 6300 KG. S2: 20 M, Gras, Luftfahrzeuge mit Einzelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 5000 KG. Luftfahrzeuge mit Doppelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 6300 KG. S3: 20 M, Gras, Luftfahrzeuge mit Einzelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 5000 KG. Luftfahrzeuge mit Doppelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 6300 KG. S4: 20 M, Gras, Luftfahrzeuge mit Einzelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 5000 KG. Luftfahrzeuge mit Doppelrad je Fahrwerksbein: Bei 3.0 bar Reifendruck, ein höchstzulässiges Gesamtgewicht von 6300 KG. Y: 18 M, Bitumen, PCN 56/F/A/W/T Z: 10 M, Bitumen, MTOM 5000 KG</p>
	<p>TAXIWAY WIDTH, SURFACE AND STRENGTH</p>	<p>A: 23 M, Bitumen, PCN 24/F/B/W/T B: 23 M, Bitumen, PCN 61/F/B/W/T C: 23 M, Bitumen, PCN 61/F/A/W/T D: 23 M, Bitumen, PCN 50/F/A/W/T G1: 15 M, Grass, MTOM 2000 KG G2: 15 M, Grass, MTOM 2000 KG G3 (Air-TWY): only for users of the Christophorus base S: 20 M, Grass, ACFT with single wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 5000 KG. ACFT with double wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 6300 KG. S1: 20 M, Grass, ACFT with single wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 5000 KG. ACFT with double wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 6300 KG. S2: 20 M, Grass, ACFT with single wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 5000 KG. ACFT with double wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 6300 KG. S3: 20 M, Grass, ACFT with single wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 5000 KG. ACFT with double wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 6300 KG. S4: 20 M, Grass, ACFT with single wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 5000 KG. ACFT with double wheel chassis leg: With 3.0 bar tyre pressure a MAX allowed total WT of 6300 KG. Y: 18 M, Bitumen, PCN 56/F/A/W/T Z: 10 M, Bitumen, MTOM 5000 KG</p>
3	<p>POSITION ZUR HÖHENMESSERKONTROLLE UND HÖHE ÜBER MEERESSPIEGEL</p>	<p>Vorfeld - mittlere Ortshöhe über Meeresspiegel <u>337 M (1110 FT)</u> ODER versetzte Schwelle Piste 16C <u>341 M (1117 FT)</u>. ___ Für unterstrichene Höhen über MSL siehe GEN 2.1, Punkt 4</p>
	<p>ALTIMETER CHECK LOCATION (ACL) AND ELEVATION</p>	<p>APN - AVG ELEV <u>337 M (1110 FT)</u> or DTHR RWY 16C <u>341 M (1117 FT)</u>. ___ for underlined ELEV see GEN 2.1, item 4</p>
4	<p>VOR KONTROLLPUNKTE</p>	<p>NIL</p>
	<p>VOR CHECKPOINTS</p>	
5	<p>INS KONTROLLPUNKTE</p>	<p>NIL</p>
	<p>INS CHECKPOINTS</p>	

6	ANMERKUNGEN	NIL
	REMARKS	

LOWG AD 2.9 ROLLHILFEN UND KONTROLLSYSTEME UND MARKIERUNGEN

LOWG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	VERWENDUNG VON LUFTFAHRZEUGSTANDPLATZKENNZEICHEN, ROLLEITLINIEN UND OPTISCHEN ANDOCK/PARKFÜHRUNGSSYSTEMEN FÜR LUFTFAHRZEUGSTANDPLÄTZE	Vorhanden
	USE OF AIRCRAFT STAND ID SIGNS, TWY GUIDE LINES AND VISUAL DOCKING/PARKING GUIDANCE SYSTEM OF AIRCRAFT STANDS	AVBL
2	PISTEN- UND ROLLBAHNMARKIERUNGEN SOWIE BELEUCHTUNG	<p>Markierungshilfen:</p> <ul style="list-style-type: none"> - Pistenkennzahlen - Schwellen und versetzte Schwellen - Pistenmittellinie - Pistenrand - Pistenenden - Aufsetzzone Piste 34C - Festabstand Piste 16C und Piste 34C - Rollbahnmittellinien - Erweiterte Rollbahnmittellinienmarkierung bei den Rollbahnen B, C, D, Y, Z - Rollhalt - Rollbahnrand - Wendeflächenmarkierung der Piste 34C - Graspisten- und Grasrollbahnmarkierung - Vorfeldmarkierung - Zwischenhaltepositionen A1, C1, D1, D3, P20: Markierung gelb
	RWY AND TWY MARKINGS AND LGT	<p>Marking aids:</p> <ul style="list-style-type: none"> - RWY designation NR - THR and DTHR - RCL - RWY edge - RWY end - TDZ RWY 34C - F DIST RWY 16C and RWY 34C - TWY CL - Extended taxiway centre line marking at taxiways B, C, D, Y, Z - Taxi holding point - TWY edge - Turn pad marking RWY 34C - Grass RWY- and grass TWY marking - APN marking - Intermediate holding positions A1, C1, D1, D3, P20: Marking yellow
3	HALTEBALKEN UND "RUNWAY GUARD LIGHTS"	<p>Rollbahnen B, C, D, Y, Z / Runway Guard Lights nicht vorhanden</p> <p>Die Rollhaltbefeuerung für die Betriebspiste wird während der Betriebszeit durchgehend betrieben.</p> <p>Die Intensität wird den herrschenden Wetterbedingungen angepasst.</p>
	STOP BARS AND RUNWAY GUARD LIGHTS	<p>TWY B, C, D, Y, Z / Runway Guard Lights - NIL</p> <p>The stop bar lights for the runway in use will be switched on during operational hours.</p> <p>The intensity will be adjusted to suit the prevailing weather conditions.</p>
4	ANDERE PISTENSCHUTZMASSNAHMEN	NIL
	OTHER RUNWAY PROTECTION MEASURES	
5	ANMERKUNGEN	<p>Air-TWY G3: Mittellinie: Marker grün/gelb</p> <p>Zeichenhöhe des Buchstabens "C" der Markierung der Pistenbezeichnung: 6 M statt 9 M.</p>
	REMARKS	<p>Air-TWY G3: CL: Markers G/Y</p> <p>Character height of the letter "C" of the RWY designation marking: 6 M instead of 9 M.</p>

LOWG AD 2.12 ÄUSSERE PISTENMERKMALE

LOWG AD 2.12 RWY PHYSICAL CHARACTERISTICS

KENNZAHLEN PISTE NUMMER	PISTENRICHTUNG	MAßE DER PISTE (M)	TRAGFÄHIGKEIT (PCN) UND OBERFLÄCHE DER PISTE UND STOPPFLÄCHE	SCHWELLEN- KOORDINATEN PISTENEND- KOORDINATEN GEOID UNDULATION (M) DER SCHWELLE	SCHWELLENHÖHE UND HÖCHSTE HÖHE DER AUFSETZZONE VON PRÄZISIONSANFLUG -PISTEN ÜBER MSL (M)	NEIGUNG DER PISTE UND STOPPFLÄCHE
DESIGNATIONS RWY NR	TRUE BRG GEO	DIMENSIONS OF RWY (M)	STRENGTH (PCN) AND SURFACE OF RWY AND SWY	THR COORDINATES RWY END COORDINATES THR GEOID UNDULATION (M)	THR ELEVATION AND HIGHEST ELEVATION OF TDZ OF PRECISION APP RWY (M)	SLOPE OF RWY-SWY
1	2	3	4	5	6	7
16C	169.33	3000 x 45	RWY: PCN 61/F/B/ W/T Bitumen SWY: NIL	47 00 07.22N 015 26 11.81E GUND: 47	<u>341</u>	-0.35%
34C	349.34	3000 x 45	RWY: PCN 61/F/B/ W/T Bitumen SWY: NIL	46 58 40.03N 015 26 35.81E GUND: 47	<u>332</u>	0.35%
16L	169.00	640 x 30	RWY: MTOM 2000 KG Gras / Grass SWY: NIL	NIL	<u>333</u>	NIL
34R	349.00	640 x 30	RWY: MTOM 2000 KG Gras / Grass SWY: NIL	NIL	<u>337</u>	NIL
16R	169.00	760 x 25	RWY: MTOM 5000 KG Gras / Grass SWY: NIL	NIL	<u>339</u>	NIL
34L	349.00	760 x 25	RWY: MTOM 5000 KG Gras / Grass SWY: NIL	NIL	<u>336</u>	NIL

___ Für unterstrichene Höhen über MSL siehe GEN 2.1, Punkt 4 / for underlined ELEV see GEN 2.1, item 4

KENNZAHLEN PISTE NUMMER	AUSMAß DER STOPPFLÄCHE (M)	AUSMAß DER FREIFLÄCHE (M)	AUSMAß DES PISTENSTREIFENS (M)	AUSMAß DER PISTENENDSICHER- HEITSFLÄCHE (M)	AUFFANGVOR- RICHTUNG DER PISTE	HINDERNISFREIE ZONE
DESIGNATIONS RWY NR	SWY DIMENSIONS (M)	CWY DIMENSIONS (M)	STRIP DIMENSIONS (M)	RESA DIMENSIONS (M)	RAG	OFZ
1	8	9	10	11	12	13
16C	NIL	60 x 150	3120 x 280	240 x 90	NIL	Siehe dazugehörige Hinderniskarte See relevant obstacle chart

KENNZAHLEN PISTE NUMMER	AUSMAß DER STOPPFLÄCHE (M)	AUSMAß DER FREIFLÄCHE (M)	AUSMAß DES PISTENSTREIFENS (M)	AUSMAß DER PISTENENDSICHER- HEITSFLÄCHE (M)	AUFFANGVOR- RICHTUNG DER PISTE	HINDERNISFREIE ZONE
DESIGNATIONS RWY NR	SWY DIMENSIONS (M)	CWY DIMENSIONS (M)	STRIP DIMENSIONS (M)	RESA DIMENSIONS (M)	RAG	OFZ
1	8	9	10	11	12	13
34C	NIL	NIL	3120 x 280	240 x 90	NIL	Siehe dazugehörige Hinderniskarte See relevant obstacle chart
16L	NIL	NIL	700 x 75	NIL	NIL	NIL
34R	NIL	NIL	700 x 75	NIL	NIL	NIL
16R	NIL	NIL	820 x 60	NIL	NIL	NIL
34L	NIL	NIL	820 x 60	NIL	NIL	NIL

KENNZAHLEN PISTE NUMMER	ANMERKUNGEN																
DESIGNATIONS RWY NR	REMARKS																
1	14																
16C/34C	<p>Schwelle Piste 16C um 260 M pisteneinwärts versetzt. Entlang der Pistenränder 7.5 M breite befestigte Schultern. Pistentyp Piste 16C: Non-precision approach runway. Pistentyp Piste 34C: Instrument CAT III. Folgende Pistenabfahrten sind Schnellabrollbahnen:</p> <table border="1"> <thead> <tr> <th>Piste</th> <th>Schnellabrollbahn</th> <th>Schnittwinkel (°)</th> <th>Abbiegeradius (M)</th> </tr> </thead> <tbody> <tr> <td>34C</td> <td>C</td> <td>25</td> <td>550</td> </tr> </tbody> </table> <p>Negative Objekte innerhalb des Pistenstreifens sind nicht angerampt. Negative Objekte innerhalb der RESA sind nicht angerampt.</p> <p>DTHR RWY 16C displaced 260 M inward. Along RWY edges paved shoulders, WID 7.5 M. RWY type RWY 16C: Non-precision approach runway. RWY type RWY 34C: Instrument CAT III. The following runway exits are rapid exit taxiways:</p> <table border="1"> <thead> <tr> <th>RWY</th> <th>Rapid exit TWY</th> <th>Intersection angle (°)</th> <th>Radius of turn-off (M)</th> </tr> </thead> <tbody> <tr> <td>34C</td> <td>C</td> <td>25</td> <td>550</td> </tr> </tbody> </table> <p>Buried objects within RWY strip are not chamfered. Buried objects within RESA are not chamfered.</p>	Piste	Schnellabrollbahn	Schnittwinkel (°)	Abbiegeradius (M)	34C	C	25	550	RWY	Rapid exit TWY	Intersection angle (°)	Radius of turn-off (M)	34C	C	25	550
Piste	Schnellabrollbahn	Schnittwinkel (°)	Abbiegeradius (M)														
34C	C	25	550														
RWY	Rapid exit TWY	Intersection angle (°)	Radius of turn-off (M)														
34C	C	25	550														
16L/34R	NIL																
16R/34L	<p>Schwelle Piste 16R und 34L 150 M pisteneinwärts versetzt. DTHR RWY 16R and 34L displaced 150 M inward.</p>																

LOWG AD 2.13 VERFÜGBARE STRECKEN

LOWG AD 2.13 DECLARED DISTANCES

PISTENKENNZAHL RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	ANMERKUNGEN REMARKS
1	2	3	4	5	6
16C	3000	3060	3000	2740	Declaration for intersection take-offs see LOWG AD 2.20 Local aerodrome regulations
TWY C	2217	2277	2217	NIL	
TWY B	1695	1755	1695	NIL	
TWY Z	1640	1700	1640	NIL	
TWY Y	771	831	771	NIL	

PISTENKENNZAHL RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	ANMERKUNGEN REMARKS
1	2	3	4	5	6
34C	3000	3000	3000	3000	Declaration for intersection take-offs see LOWG AD 2.20 Local aerodrome regulations
TWY Y	2276	2276	2276	NIL	
TWY B	1377	1377	1377	NIL	
TWY Z	1371	1371	1371	NIL	
TWY C	895	895	895	NIL	
16L	640	640	640	640	NIL
34R	640	640	640	640	NIL
16R	760	760	760	610	NIL
34L	760	760	760	610	NIL

LOWG AD 2.14 ANFLUG- UND PISTENBEFEUERUNG

LOWG AD 2.14 APPROACH AND RUNWAY LIGHTING

PISTENKENNZAHL RWY DESIGNATOR	ART, LÄNGE UND STÄRKE DER ANFLUGBEFEUERUNG APCH LGT TYPE LENGTH INTENSITY	BEFEUERUNG DER PISTENSCHWELLE, FARBE UND AUßENBALKEN THR LGT COLOUR WINGBARS	ART DES GLEITWINKELBEFEUERUNGSSYSTEMS TYPE OF VISUAL APP SLOPE INDICATOR SYSTEM	ART UND LÄNGE DER PISTENAUFSETZZONENBEFEUERUNG TYPE AND LENGTH OF TDZ LGT
1	2	3	4	5
16C	NIL	grün (Unterflurfeuer) versetzte Schwelle Piste 16C G (SFC LGT) DTHR RWY 16C	PAPI, bestehend aus 4 Einheiten beidseitig der Piste 16C, Helligkeit in 5 Stufen regelbar. Für Luftfahrzeuge, bei welchen in Landekonfiguration der Vertikalabstand "Auge des Piloten zum Fahrwerk" mehr als 8 M beträgt, ist die Hindernisfreiheit des Fahrwerks über der Schwelle zu überprüfen. Gleitwinkel: 3.0° MEHT: 50.4 FT PAPI, consisting of 4 units on both sides of RWY 16C, LGT INTST adjustable in 5 stages. For eye-to-wheel HGT of ACFT in APCH configuration with more than 8 M CK wheel CLR. Glide angle: 3.0° MEHT: 50.4 FT	NIL

PISTENKENNZAHL RWY DESIGNATOR	ART, LÄNGE UND STÄRKE DER ANFLUGBEFEUERUNG APCH LGT TYPE LENGTH INTENSITY	BEFEUERUNG DER PISTEN- SCHWELLE, FARBE UND AUßENBALKEN THR LGT COLOUR WINGBARS	ART DES Gleitwinkelbe- FEUERUNGSSYSTEMS TYPE OF VISUAL APP SLOPE INDICATOR SYSTEM	ART UND LÄNGE DER PISTEN- AUFSETZZONENBEFEUERUNG TYPE AND LENGTH OF TDZ LGT
1	2	3	4	5
34C	<p>PALS (ICAO-Standard, Kat. II) in 5 Stufen regelbar mit Blitzfeuern. Bei Anflügen nach Kategorie I in voller Länge von 900 M zugeschaltet, bei Anflügen nach Kategorie II/III sind die inneren 300 M der Blitzfeuer und die Außenbalkenfeuer abgeschaltet. Schwellenblitzfeuer während des Kategorie III Betriebs aktiv.</p> <p>PALS (ICAO-standard, CAT II) adjustable in 5 stages, with FLG LGT. During CAT I OPS in full LEN of 900 M, during CAT II/III OPS the inner 300 M of the sequences strobe LGTs and the THR identification LGTs are switched-OFF. THR FLG LGT ACT DRG CAT III OPS.</p>	grün G	<p>PAPI, bestehend aus 4 Einheiten links der Piste 34C, Helligkeit in 5 Stufen regelbar. Für Luftfahrzeuge, bei welchen in Landekonfiguration der Vertikalabstand "Auge des Piloten zum Fahrwerk" mehr als 8 M beträgt, ist die Hindernisfreiheit des Fahrwerks über der Schwelle zu überprüfen. Gleitwinkel: 3.0° MEHT: 52.2 FT</p> <p>PAPI, consisting of 4 units left of RWY 34C, LGT INTST adjustable in 5 stages. For eye-to-wheel HGT of ACFT in APCH configuration with more than 8 M CK wheel CLR. Glide angle: 3.0° MEHT: 52.2 FT</p>	weiß (Unterflurfeuer) W (SFC LGT)
16L	NIL	NIL	NIL	NIL
34R	NIL	NIL	NIL	NIL
16R	NIL	NIL	NIL	NIL
34L	NIL	NIL	NIL	NIL

PISTENKENNZAHL RWY DESIGNATOR	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENMITTELLI- NIENBEFEUERUNG RWY CENTRE LINE LGT LENGTH, SPACING, COLOUR AND INTENSITY	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENRANDBEFUEHRUNG RWY EDGE LGT LENGTH, SPACING, COLOUR AND INTENSITY	FARBE DER PISTENENDBE- FEUERUNG UND AUßENBAL- KEN RWY END LGT COLOUR WINGBARS	LÄNGE UND FARBE DER STOPPFLÄCHENBEFEUERUNG SWY LGT LENGTH, COLOUR
1	6	7	8	9
16C	<p>weiß bis 900 M vor Pistenende; weiß/rot von 900 M bis 300 M vor Pistenende; rot auf den letzten 300 M der Piste, Feuerabstand 15 M, Hochleistungsfeuer</p> <p>W to 900 M BFR RWY end; W/R FM 900 M to 300 M BFR RWY end; R on the last 300 M of RWY, DIST BTN LGT 15 M, LIH</p>	<p>2140 M, 60 M, weiß, von versetzter Schwelle Piste 16C pistenauswärts 260 M rot - pisteneinwärts weiß bis 600 M vor Pistenende, gelb auf den letzten 600 M der Piste, Hochleistungsfeuer (und weiße ungerichtete Niederleistungs-Spitzenfeuer)</p> <p>2140 M, 60 M, W, FM DTHR RWY 16C RWY outward 260 M R - RWY inward W to 600 M BFR RWY end, Y on the last 600 M of RWY, LIH (and W omni-directional top LGT, LIL)</p>	rot, Hochleistungsfeuer R, LIH	NIL

PISTENKENNZAHL RWY DESIGNATOR	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENMITTELLNIENBEFEUERUNG RWY CENTRE LINE LGT LENGTH, SPACING, COLOUR AND INTENSITY	LÄNGE, ABSTAND, FARBE UND STÄRKE DER PISTENRANDBEFUEHRUNG RWY EDGE LGT LENGTH, SPACING, COLOUR AND INTENSITY	FARBE DER PISTENENDBEFUEHRUNG UND AUßENBALKEN RWY END LGT COLOUR WINGBARS	LÄNGE UND FARBE DER STOPPFLÄCHENBEFEUERUNG SWY LGT LENGTH, COLOUR
1	6	7	8	9
34C	weiß bis 900 M vor Pistenende; weiß/rot von 900 M bis 300 M vor Pistenende; rot auf den letzten 300 M der Piste, Feuerabstand 15 M, Hochleistungsfeuer W to 900 M BFR RWY end; W/R FM 900 M to 300 M BFR RWY end; R on the last 300 M of RWY, DIST BTN LGT 15 M, LIH	2400 M, 60 M, weiß bis 600 M vor Pistenende, gelb auf den letzten 600 M der Piste, Hochleistungsfeuer (und weiße ungerichtete Niederleistungs-Spitzenfeuer) 2400 M, 60 M, W to 600 M BFR RWY end, Y on the last 600 M of RWY, LIH (and W omni-directional top LGT, LIL)	rot, Hochleistungsfeuer R, LIH	NIL
16L	NIL	NIL	NIL	NIL
34R	NIL	NIL	NIL	NIL
16R	NIL	NIL	NIL	NIL
34L	NIL	NIL	NIL	NIL

PISTENKENNZAHL RWY DESIGNATOR	ANMERKUNGEN REMARKS
1	10
16C	Pistenbefuehrung: gerichtete Hochleistungsfeuer in 5 Stufen regelbar RWY LGT: directional LGT adjustable in 5 stages, LIH
34C	Pistenbefuehrung: gerichtete Hochleistungsfeuer in 5 Stufen regelbar RWY LGT: directional LGT adjustable in 5 stages, LIH
16L	NIL
34R	NIL
16R	NIL
34L	NIL

LOWG AD 2.15 SONSTIGE BEFEUERUNG, NOT-STROMVERSORGUNG

LOWG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN STANDORT, EIGENSCHAFTEN UND BETRIEBSZEIT ABN/IBN LOCATION, CHARACTERISTICS AND HOURS OF OPERATION	NIL
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2	LDI STANDORT UND BEFEUERUNG, ANEMOMETER STANDORT UND BEFEUERUNG	LDI: NIL Anemometer: - Piste 16C: 330 M östlich der Pistenmittellinie, 400 M nordöstlich der Schwelle Piste 16C, nicht befeuert. - Piste 34C: 150 M westlich der Pistenmittellinie, 380 M nordwestlich der Schwelle Piste 34C, nicht befeuert.
	LDI LOCATION AND LGT ANEMOMETER LOCATION AND LGT	LDI: NIL Anemometer: - RWY 16C: 330 M E of RCL, 400 M NE of THR RWY 16C, not LGTD. - RWY 34C: 150 M W of RCL, 380 M NW of THR RWY 34C, not LGTD.
3	ROLLBAHRAND- UND MITTELLINIENBEFEUERUNG	A: Rollbahnrand: blau, Niederleistungsfeuer. B: Rollbahnrand: blau, Niederleistungsfeuer; Rollbahnmittellinie: grün bis Rollhalt, grün/gelb von Rollhalt bis Pistenmittellinie, Hochleistungsfeuer; Rollhalt: rot, Hochleistungsfeuer. C: Rollbahnrand: blau zwischen Rollhalt und Piste, Niederleistungsfeuer; Rollbahnmittellinie: grün bis Rollhalt, grün/gelb von Rollhalt bis Pistenmittellinie, Hochleistungsfeuer; Rollhalt: rot, Hochleistungsfeuer. D: Rollbahnrand: blau von Rollhalt bis Schwelle Piste 16C, Niederleistungsfeuer; Rollbahnmittellinie: grün bis Rollhalt, grün/gelb von Rollhalt bis Pistenmittellinie, Hochleistungsfeuer; Rollhalt: rot, Hochleistungsfeuer. Y: Rollbahnrand: blau, Niederleistungsfeuer; Rollbahnmittellinie: grün bis Rollhalt, grün/gelb bis von Rollhalt bis Pistenmittellinie, Hochleistungsfeuer; Rollhalt: rot, Hochleistungsfeuer. Z: Rollhalt: rot, Hochleistungsfeuer. IHP C1: Zwischenhalteposition: gelb, Hochleistungsfeuer, gerichtete Unterflurfeuer, regelbar. IHP D1: Zwischenhalteposition: gelb, Hochleistungsfeuer, gerichtete Unterflurfeuer, regelbar. IHP D3: Zwischenhalteposition: gelb, Hochleistungsfeuer, gerichtete Unterflurfeuer, regelbar. Wendefläche Piste 34C: Mittellinienbefeuerng: NIL
	TWY EDGE AND CENTRE LINE LIGHTING	A: TWY edge: B, LIL. B: TWY edge: B, LIL; TWY CL: G to HLDG PSN, G/Y FM HLDG PSN to RCL, LIH; HLDG PSN: R, LIH. C: TWY edge: B BTN HLDG PSN and RWY, LIL; TWY CL: G to HLDG PSN, G/Y FM HLDG PSN to RCL, LIH; HLDG PSN: R, LIH. D: TWY edge: B FM HLDG PSN to THR RWY 16C, LIL; TWY CL: G to HLDG PSN, G/Y FM HLDG PSN to RCL, LIH; HLDG PSN: R, LIH. Y: TWY edge: B, LIL; TWY CL: G to HLDG PSN, G/Y FM HLDG PSN to RCL, LIH; HLDG PSN: R, LIH. Z: HLDG PSN: R, LIH. IHP C1: Intermediate HLDG PSN: Y, LIH, directional SFC LGT, adjustable. IHP D1: Intermediate HLDG PSN: Y, LIH, directional SFC LGT, adjustable. IHP D3: Intermediate HLDG PSN: Y, LIH, directional SFC LGT, adjustable. Turn pad RWY 34C: CL LGT: NIL
4	NOTSTROMVERSORGUNG/UMSCHALTZEITEN	Notstromversorgung gemäß ICAO Annex 14, Kapitel 8, Punkt 8.1.3 Der Ausfall einer Notstromversorgungsanlage für die optischen Anflughilfen bewirkt die Rückstufung der ILS Anlage auf CAT I.
	SECONDARY POWER SUPPLY/SWITCH-OVER TIME	Secondary power supply according ICAO Annex 14, chapter 8, item 8.1.3 Any failure of the secondary power supply equipment is effecting a down-grading to CAT I ILS operations.
5	ANMERKUNGEN	Vorfelddrandbefeuerng: GAC , blau, Niederleistungsfeuer; HANGAR , blau, Niederleistungsfeuer; MAIN , blau, Niederleistungsfeuer; SOUTH , blau, Niederleistungsfeuer
	REMARKS	APN edge LGT: GAC , B, LIL; HANGAR , B, LIL; MAIN , B, LIL; SOUTH , B, LIL

INKRAFTTRETEN	Über Funk oder ATIS: „ LOW VISIBILITY PROCEDURES IN OPERATION “
ACTIVATION	Via RTF or ATIS: ' LOW VISIBILITY PROCEDURES IN OPERATION '
ANWENDUNG	RVR für Aufsetzzone (TDZ) weniger als 600 M
APPLICATION	RVR for Touchdownzone (TDZ) less than 600 M
SCHUTZ DER „OFZ“ und der „LOC-SENSITIVE AREA“	Wird durch ATC sichergestellt (AD 1.1., Punkt 3)
PROTECTION OF OFZ and LOC-SENSITIVE AREA	Is ensured by ATC (AD 1.1, item 3)
ANFLUGFREIGABE	ATC erteilt eine Freigabe für einen ILS-Anflug gleichgültig welche Kategorie geflogen wird.
CLEARANCE FOR APPROACH	ATC issues a clearance for ILS approach regardless of category flown.
WETTERINFORMATIONEN	Mit der Anflugfreigabe werden die aktuellen RVR-Werte übermittelt; mit der Landefreigabe werden die aktuellen RVR-Werte nochmals übermittelt.
METEOROLOGICAL INFORMATION	Together with the approach clearance the actual RVR values will be transmitted; together with the landing clearance the actual RVR values will be transmitted additionally.
LANDEFREIGABE	Wird normalerweise übermittelt bevor ein anfliegendes Luftfahrzeug 2 NM von der Pistenchwelle entfernt ist; in Ausnahmefällen kann die Erteilung bis zu einer Entfernung von 1 NM verzögert werden; Piloten werden entsprechend informiert.
CLEARANCE TO LAND	Transmission normally prior an arriving aircraft reaches 2 NM from threshold, in exceptional cases transmission may be delayed until distance 1 NM in which case pilots will be informed accordingly.
MELDUNGEN VON PILOTEN	„ RUNWAY VACATED “ durch den Piloten, wenn sein Luftfahrzeug die gelb/grün farbkodierten Rollbahnmittelfeuer verlassen hat („Sensitive Area vacated“). Nach Landungen auf dem Flughafen Wien-Schwechat nur auf Anweisung von ATC
REPORTS BY PILOTS	' RUNWAY VACATED ' by the pilot as soon as his aircraft has left the yellow/green colourcoded section of the exit taxiway (sensitive area vacated). After landing on airport Wien-Schwechat only if so instructed by ATC
AUSSERKRAFTTRETEN	Information über Funk und/oder Entfernen der entsprechenden ATIS Aufsprache.
DEACTIVATION	Information via RTF and/or cancelling of relevant ATIS transmission.

8.2. Start bei geringer Sicht

8.2.1. Ein Start bei geringer Sicht ist dann gegeben, wenn die Pistenstreckweite (RVR) weniger als 550 M beträgt.

8.3. Information über Fehlfunktion und Rückstufung des Anflugverfahrens

8.3.1. Während des Anfluges werden unverzüglich nach dem Auftreten folgende Informationen übermittelt, falls notwendig, zusammen mit einem Rückstufen der Anflugkategorie:

AUSFALL oder FEHLEN von/des	RÜCKSTUFUNG
MESSANLAGE FÜR DIE PISTENSICHT oder Ausfall der Anzeigen / Messstrecken für sowohl Aufsetzzone als auch Mittelteil	CAT I
NOTSTROMANLAGE für das Flugplatzbefeuerungssystem	CAT I
LOC außerhalb der CAT II / III Toleranz	CAT I
LOC "Sensitive Area" NICHT FREI	CAT I
ILS-KONTROLLMONITORE bei ATC	CAT I
WINDINFORMATION nicht verfügbar	CAT I

8.2. Low Visibility Take-Off

8.2.1. A low visibility take-off is given when the Runway Visual Range (RVR) is less than 550 M.

8.3. Information regarding Malfunction and Downgrading of the Approach Procedure

8.3.1. During approach, immediately after occurrence the following informations will be relayed, if necessary, together with a downgrading of the approach category:

FAILURE or LACK of	DOWNGRADING
RVR ASSESSMENT SYSTEM or failure of display / transmissiometer of both TOUCHDOWN and MIDPOINT	CAT I
SECONDARY POWER SUPPLY for the Aerodrome Lighting System	CAT I
LOC out of CAT II / III tolerance	CAT I
LOC Sensitive Area NOT VACATED	CAT I
ATC-ILS MONITORING DEVICE	CAT I
WIND INFORMATION not available	CAT I

AUSFALL oder FEHLEN von/des	RÜCKSTUFUNG
FERNFELDMONITORS	CAT II
LOC-RESERVESENDERS	CAT II
Teilen des ANFLUGBEFEUERUNGSSYSTEMS	No effect
ROLLHALTBEBEUEERUNG	No effect

8.3.2. Eine Änderung in der betrieblichen Verwendbarkeit, verursacht durch einen Ausfall, der voraussichtlich länger als eine Stunde dauern wird, wird mittels NOTAM verlautbart. Kürzer andauernde Ausfälle werden von der Flugverkehrskontrolle über ATIS und/oder RTF übermittelt.

9. STAFFELUNG ZWISCHEN AN- UND ABFLÜGEN

9.1. In Übereinstimmung mit ICAO DOC 4444 Kapitel 5.7.1.2b.2 wird zwischen IFR-Abflügen von Piste 29 mit Linkskurven und IFR-Anflügen zur Piste 16 keine Radarstaffelung gewährleistet.

LOWW AD 2.23 ZUSÄTZLICHE INFORMATIONEN

1. Täglich: Ende der Bürgerlichen Abenddämmerung - Beginn der Bürgerlichen Morgendämmerung - Anstrahlung des Hindernisses „DONAUTURM“ in WIEN, 22. Bezirk - N481425 E0162436 - ELEV: 164 M / 538 FT - Höhe über Grund: 252 M / 827 FT mittels Flutlicht.
REF ENR 5.4.

2. Während des CAT II/III Anfluges auf Piste 29 besteht die Möglichkeit, dass Fahrzeuge (z.B. Schneeräumung, Dienstfahrzeuge des Flughafens...) mit einer Höhe von bis zu 4 M über Grund die Piste 16/34 queren.

3. Im Nahbereich des Flughafens sind Polizei-Hubschrauber-Einsatzflüge unter allen Wetterbedingungen in niedriger Höhe zu erwarten. Die Pisten sowie Ab- und Anflugsektoren werden dabei immer frei gehalten.

4. Hubschrauberflugbetrieb zum/vom Flughafen Wien-Schwechat hat zu erwarten:

- Landung Piste 11/29 zwischen Rollbahn A11 und Rollbahn A12;
- Parken im Bereich des GAC;
- Start Piste 11/29 zwischen Rollbahn A10 und Rollbahn A12.

5. Während des Betriebes bei geringer Sicht wird die Mittellinienbefehuerung in der Rollgasse 36 querab der Parkposition F01 im Falle querender Fahrzeuge abgeschaltet.

6. Festgelegte Punkte - Instrumentenflugverfahren
Koordinaten in Klammern sind nur zur Referenz angeführt.

DESIGNATOR	POSITION	PROCEDURE
ABTAN	47 06 49.00N 014 29 44.00E	STAR

FAILURE or LACK of	DOWNGRADING
FARFIELD MONITOR	CAT II
LOC- STANDBY TRANSMITTER	CAT II
Elements of the APPROACH LIGHTING SYSTEM	No effect
STOPBAR LIGHTS	No effect

8.3.2. A change in operational status, if caused by a failure expected to last more than one hour, will be promulgated by NOTAM. Pilots will be notified of shorter term deficiencies by ATC (ATIS and/or RTF).

9. SEPARATION BETWEEN ARRIVALS AND DEPARTURES

9.1. In accordance with ICAO DOC 4444 Chapter 5.7.1.2b.2 no radar separation is provided between departures from RWY 29 with left turns and arrivals to RWY 16.

LOWW AD 2.23 ADDITIONAL INFORMATION

1. Daily: End of Civil Evening Twilight - Beginning of Civil Morning Twilight OBST 'DONAUTURM' at WIEN, 22. Bezirk - N481425 E0162436 - ELEV:164 M / 538 FT - HGT ABV GND: 252 M / 827 FT floodlighted.
REF ENR 5.4.

2. Crossing vehicles (e.g. snow cleaning, airport authority...) up to 4 M HGT ABV GND on RWY 16/34 during CAT II/III Approach to RWY 29 possible.

3. Expect priority police HEL missions operating low level in the vicinity of the aerodrome during all weather conditions. Will stay clear of runways, departure and arrival sectors at all times.

4. Helicopter operations to/from Wien-Schwechat airport have to expect:

- Landing RWY 11/29 between TWY A11 and TWY A12;
- Parking at GAC;
- Take-Off RWY 11/29 between TWY A10 and TWY A12.

5. During low visibility operations centre line lights in taxilane 36 abeam parking position F01 are switched off when vehicle crossing is active.

6. Designated points - Instrument flight procedures
Coordinates in brackets are for reference only.

DESIGNATOR	POSITION	PROCEDURE
ADAMA	47 59 16.00N 017 20 29.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
AGMIM	48 05 54.60N 016 59 15.16E	SID RWY 29
ARSIN	47 34 01.96N 016 45 13.48E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
ASPIB	48 00 40.40N 017 02 11.50E	SID RWY 29
BALAD	47 46 00.21N 016 14 02.56E	RNAV transition RWY 11, RNAV transition RWY 16, RNAV transition RWY 29, RNAV transition RWY 34, STAR
BARUG	47 53 48.57N 015 21 19.93E	STAR
BUCKU	LOC OEX / D-7.5 OEX (R-119 FMD / D-5.4 FMD) (48 03 18.71N 016 44 25.14E)	IAP RWY 29
BUDEX	48 56 53.98N 014 20 09.70E	STAR
BUWUT	48 48 18.27N 015 18 47.01E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
EMKOG	47 30 36.62N 016 35 00.56E	SID RWY 29, SID RWY 34
EWUKE	47 35 13.98N 016 41 09.85E	SID RWY 29, SID RWY 34
GAMLI	47 54 24.00N 014 46 44.00E	STAR
GIMBO	48 43 31.31N 014 46 32.99E	STAR
IMVOB	47 30 56.41N 015 35 09.62E	SID RWY 11, SID RWY 29, SID RWY 34
IRGOT	47 31 48.00N 015 48 36.00E	SID RWY 11, SID RWY 29, SID RWY 34
KOXER	48 07 39.00N 017 02 54.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
LADAG	48 35 20.33N 015 02 27.98E	STAR
LANUX	48 53 17.18N 015 36 56.84E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34, STAR
LAPNA	46 32 07.79N 015 31 13.55E	STAR
LEDVA	48 43 43.64N 016 47 21.10E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
LIMRA	47 54 39.53N 014 26 52.02E	STAR
LUGEM	48 10 20.00N 015 23 32.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
MABOD	48 34 28.41N 016 41 24.35E	RNAV transition RWY 11, RNAV transition RWY 16, RNAV transition RWY 29, RNAV transition RWY 34, STAR
MASUR	48 31 12.35N 015 26 21.45E	STAR
MEDIX	48 17 39.00N 015 24 31.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
MIKOV	48 47 05.08N 016 37 15.61E	STAR
NATEX	47 44 49.00N 017 30 00.00E	STAR
NEMAL	47 55 05.00N 013 29 54.00E	STAR
NERDU	48 28 53.39N 016 05 57.34E	RNAV transition RWY 11, RNAV transition RWY 16, RNAV transition RWY 29, RNAV transition RWY 34, STAR
NIGSI	47 22 09.00N 016 02 10.00E	STAR
NIMDU	47 54 59.49N 013 49 17.93E	STAR
OBUTI	46 22 41.89N 016 16 26.58E	STAR
ODSUD	48 02 07.00N 015 29 56.00E	SID RWY 11, SID RWY 29, SID RWY 34
OSMOD	48 09 06.00N 015 30 53.00E	SID RWY 11, SID RWY 29, SID RWY 34
OSPEN	47 29 07.05N 015 31 38.71E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34

DESIGNATOR	POSITION	PROCEDURE
OTGAR	48 13 53.00N 015 31 32.00E	SID RWY 29, SID RWY 34
PESAT	47 42 53.75N 017 03 11.37E	RNAV transition RWY 11, RNAV transition RWY 16, RNAV transition RWY 29, RNAV transition RWY 34, STAR
REKLU	48 35 15.00N 016 56 16.00E	STAR
RUPET	47 27 55.00N 015 43 57.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
RW11	48 07 22.13N 016 32 00.09E	IAP RWY 11
RW16	48 07 11.22N 016 34 41.40E	IAP RWY 16
RW29	48 06 32.57N 016 34 32.27E	IAP RWY 29
RW34	48 05 19.07N 016 35 28.82E	IAP RWY 34
SOVIL	48 02 47.00N 015 22 32.00E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
STEIN	47 25 39.41N 016 35 58.95E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
TEMTA	48 30 27.00N 015 39 49.00E	STAR
TOVKA	48 16 12.56N 016 55 34.76E	STAR
UMSUM	48 42 03.25N 015 35 49.49E	SID RWY 29
UNGUT	48 50 40.91N 015 39 11.84E	SID RWY 29
VABGU	48 41 32.28N 016 44 15.39E	SID RWY 29
VENEN	48 33 59.59N 014 32 28.84E	STAR
WW100	48 05 23.34N 016 38 00.97E	SID RWY 11
WW101	48 01 28.95N 016 36 46.19E	SID RWY 11
WW160	48 09 12.45N 016 47 33.07E	SID RWY 16
WW162	48 02 30.33N 016 50 23.55E	SID RWY 16
WW163	48 02 14.33N 016 36 46.75E	SID RWY 16
WW164	48 09 46.93N 016 42 26.66E	SID RWY 34
WW165	48 11 23.26N 016 37 12.43E	SID RWY 34
WW171	48 34 10.55N 015 53 21.14E	SID RWY 29
WW172	47 52 19.93N 015 57 44.67E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
WW181	48 42 04.00N 015 35 50.00E	SID RWY 29
WW190	48 33 20.09N 014 45 57.55E	STAR
WW191	48 32 39.07N 014 59 25.87E	STAR
WW192	48 31 56.47N 015 12 53.87E	STAR
WW230	48 08 36.95N 016 12 23.36E	SID RWY 29, SID RWY 34
WW231	48 06 02.97N 016 12 23.37E	SID RWY 29, SID RWY 34
WW232	48 05 52.72N 016 22 17.37E	SID RWY 29, SID RWY 34
WW233	48 01 57.51N 016 19 30.63E	SID RWY 29, SID RWY 34
WW266	48 14 12.92N 016 08 14.95E	SID RWY 29
WW267	48 04 00.73N 016 36 00.76E	SID RWY 16
WW268	47 59 13.22N 016 38 03.79E	SID RWY 16
WW269	48 04 12.28N 016 35 55.93E	SID RWY 16

DESIGNATOR	POSITION	PROCEDURE
WW273	48 07 05.18N 016 16 38.82E	SID RWY 11
WW274	48 04 30.87N 016 16 08.62E	SID RWY 11
WW275	48 01 39.14N 016 14 28.20E	SID RWY 11
WW286	47 55 58.37N 016 29 57.02E	SID RWY 29
WW293	48 06 55.88N 016 28 26.72E	SID RWY 29, SID RWY 34
WW295	48 05 46.82N 016 27 14.62E	SID RWY 29, SID RWY 34
WW296	48 04 36.83N 016 28 19.64E	SID RWY 29, SID RWY 34
WW304	48 08 08.72N 016 34 16.67E	SID RWY 34
WW361	48 03 45.47N 016 42 58.07E	SID RWY 11
WW362	47 56 56.39N 016 40 38.05E	SID RWY 11
WW363	47 55 32.95N 016 27 24.60E	SID RWY 11
WW364	48 01 32.07N 016 32 52.19E	SID RWY 16
WW370	47 52 47.60N 016 25 19.18E	SID RWY 29, SID RWY 34
WW371	48 14 28.66N 016 40 00.32E	SID RWY 34
WW373	48 10 49.99N 016 47 42.96E	SID RWY 34
WW375	47 58 11.65N 016 29 30.68E	SID RWY 29, SID RWY 34
WW377	47 58 41.22N 016 26 40.61E	SID RWY 16
WW379	48 01 33.94N 016 22 10.78E	SID RWY 11, SID RWY 16
WW380	47 59 25.76N 016 07 34.60E	SID RWY 16
WW381	48 05 20.88N 015 52 53.74E	SID RWY 11, SID RWY 16
WW382	48 08 55.59N 015 55 32.87E	SID RWY 16
WW383	47 57 36.44N 016 19 10.65E	SID RWY 29, SID RWY 34
WW384	47 57 36.82N 016 26 49.34E	SID RWY 16
WW386	48 04 59.52N 016 46 21.16E	SID RWY 11
WW387	47 59 46.84N 016 46 28.10E	SID RWY 29
WW388	48 09 46.93N 016 42 26.64E	SID RWY 34
WW389	48 07 05.00N 016 53 00.00E	SID RWY 34
WW390	48 00 40.43N 017 02 11.52E	SID RWY 11, SID RWY 16, SID RWY 29, SID RWY 34
WW391	48 02 15.00N 016 12 41.00E	SID RWY 29
WW392	48 07 56.00N 015 56 34.00E	SID RWY 29
WW393	48 07 50.00N 016 02 23.00E	SID RWY 29
WW394	48 16 17.00N 016 03 30.00E	SID RWY 29
WW395	48 03 24.00N 016 29 07.00E	SID RWY 29, SID RWY 34
WW396	47 59 09.00N 016 24 59.00E	SID RWY 29, SID RWY 34
WW397	47 57 07.14N 016 34 54.01E	SID RWY 29
WW398	48 05 05.00N 015 47 46.00E	SID RWY 29, SID RWY 34
WW400	48 16 48.38N 016 50 57.46E	STAR
WW401	47 43 58.00N 016 38 12.00E	SID RWY 11

DESIGNATOR	POSITION	PROCEDURE
WW402	48 04 02.48N 016 36 01.15E	SID RWY 16
WW403	47 45 25.71N 016 37 12.17E	SID RWY 16
WW404	48 02 17.74N 016 39 34.25E	SID RWY 16
WW405	47 38 12.00N 016 31 05.00E	SID RWY 29, SID RWY 34
WW406	47 37 47.00N 016 32 30.00E	SID RWY 29, SID RWY 34
WW407	48 04 10.86N 016 35 57.63E	SID RWY 16
WW408	48 03 26.35N 016 41 06.76E	SID RWY 16
WW410	47 09 45.01N 014 46 46.98E	STAR
WW411	46 57 13.86N 016 08 12.97E	STAR
WW412	48 04 44.24N 016 39 59.78E	SID RWY 11
WW413	48 01 34.03N 016 42 26.22E	SID RWY 11
WW414	48 01 42.52N 016 37 39.82E	SID RWY 11
WW415	48 01 45.47N 016 35 31.75E	SID RWY 11
WW416	48 01 38.70N 016 36 03.55E	SID RWY 11
WW417	48 01 35.97N 016 36 40.44E	SID RWY 11
WW418	48 04 41.59N 016 39 27.79E	SID RWY 16
WW419	48 04 43.52N 016 38 49.81E	SID RWY 16
WW420	48 02 03.33N 016 38 03.06E	SID RWY 11
WW421	48 03 35.89N 016 36 41.51E	SID RWY 11
WW422	48 06 03.77N 016 36 00.61E	SID RWY 11
WW423	48 06 06.99N 016 38 28.54E	SID RWY 11
WW424	48 07 39.18N 016 37 10.02E	SID RWY 11
WW425	48 09 51.36N 016 48 17.86E	SID RWY 11
WW426	48 05 40.66N 016 37 11.42E	SID RWY 11
WW440	48 21 00.00N 016 43 00.00E	STAR
WW450	47 53 40.00N 015 28 51.00E	STAR
WW460	48 27 45.00N 016 28 15.00E	SID RWY 34
WW468	48 20 33.00N 016 44 34.00E	SID RWY 11, SID RWY 16, SID RWY 34
WW469	48 30 28.00N 016 47 31.00E	SID RWY 11, SID RWY 16, SID RWY 34
WW470	48 26 33.00N 016 39 53.00E	SID RWY 11, SID RWY 16
WW471	48 34 24.00N 016 07 56.00E	SID RWY 11, SID RWY 16, SID RWY 34
WW472	48 43 31.03N 015 35 53.83E	SID RWY 11, SID RWY 16, SID RWY 34
WW648	48 02 59.20N 016 45 24.67E	IAP RWY 11
WW650	48 13 09.05N 016 14 07.70E	IAP RWY 11
WW651	48 14 01.04N 016 11 25.92E	IAP RWY 11, RNAV transition RWY 11
WW652	48 16 06.33N 016 05 06.38E	RNAV transition RWY 11
WW653	48 18 16.47N 015 58 21.58E	RNAV transition RWY 11
WW654	48 22 46.68N 016 01 36.63E	RNAV transition RWY 11

DESIGNATOR	POSITION	PROCEDURE
WW655	48 13 46.17N 015 55 07.08E	RNAV transition RWY 11
WW656	48 20 36.35N 016 08 21.89E	RNAV transition RWY 11
WW657	48 11 36.21N 016 01 51.44E	RNAV transition RWY 11
WW658	48 18 25.63N 016 15 06.57E	RNAV transition RWY 11
WW659	48 09 25.86N 016 08 35.23E	RNAV transition RWY 11
WW661	48 07 15.12N 016 15 18.46E	RNAV transition RWY 11
WW663	48 04 42.08N 016 21 43.48E	RNAV transition RWY 11
WW664	48 19 06.20N 016 26 21.72E	RNAV transition RWY 11
WW665	48 01 09.57N 016 30 35.57E	RNAV transition RWY 11
WW666	48 24 21.00N 016 24 16.00E	RNAV transition RWY 11
WW668	47 57 34.06N 016 38 44.80E	IAP RWY 16
WW669	47 55 46.40N 016 26 39.74E	RNAV transition RWY 11
WW670	48 20 19.87N 016 29 06.17E	IAP RWY 16
WW671	48 22 15.23N 016 28 16.89E	IAP RWY 16, RNAV transition RWY 16
WW672	48 26 25.53N 016 26 32.83E	RNAV transition RWY 16
WW673	48 31 13.99N 016 24 29.77E	RNAV transition RWY 16
WW674	48 32 35.64N 016 31 44.11E	RNAV transition RWY 16
WW675	48 29 51.86N 016 17 15.76E	RNAV transition RWY 16
WW676	48 27 46.61N 016 33 46.76E	RNAV transition RWY 16
WW677	48 25 03.52N 016 19 19.46E	RNAV transition RWY 16
WW678	48 21 41.30N 016 36 21.20E	RNAV transition RWY 16
WW679	48 19 17.45N 016 21 47.40E	RNAV transition RWY 16
WW680	48 13 21.01N 016 39 51.68E	RNAV transition RWY 16
WW681	48 17 41.38N 016 13 19.97E	RNAV transition RWY 16
WW682	48 06 41.40N 016 45 00.42E	RNAV transition RWY 16
WW684	48 00 01.58N 016 50 07.89E	RNAV transition RWY 16
WW686	47 52 08.28N 016 29 43.88E	RNAV transition RWY 16
WW688	48 14 57.85N 016 48 30.52E	RNAV transition RWY 16
WW692	48 28 21.00N 016 43 39.00E	RNAV transition RWY 16
WW697	47 54 30.00N 016 39 59.00E	RNAV transition RWY 11
WW850	48 04 50.79N 016 39 44.01E	RNAV transition RWY 29
WW851	48 04 15.93N 016 41 30.59E	RNAV transition RWY 29
WW852	48 04 05.24N 016 43 17.54E	RNAV transition RWY 29
WW853	48 02 37.39N 016 48 51.23E	RNAV transition RWY 29
WW854	48 01 22.98N 016 51 08.97E	RNAV transition RWY 29
WW855	47 59 40.22N 016 56 20.36E	RNAV transition RWY 29
WW856	48 03 30.41N 016 42 44.88E	RNAV transition RWY 29
WW858	48 01 23.49N 016 44 39.43E	RNAV transition RWY 29

DESIGNATOR	POSITION	PROCEDURE
WW859	48 05 56.73N 016 45 47.90E	RNAV transition RWY 29
WW860	47 57 56.61N 016 46 14.35E	RNAV transition RWY 29
WW861	48 12 21.36N 016 46 21.46E	RNAV transition RWY 29
WW862	47 54 56.67N 016 47 36.74E	RNAV transition RWY 29
WW863	48 21 28.76N 016 31 57.79E	RNAV transition RWY 29
WW864	47 52 08.70N 016 45 24.53E	RNAV transition RWY 29
WW865	48 20 43.86N 016 45 05.39E	RNAV transition RWY 29
WW896	48 02 28.42N 016 40 12.28E	RNAV transition RWY 29
WW897	48 06 03.67N 016 42 49.17E	RNAV transition RWY 29
WW898	48 00 08.12N 016 44 11.38E	RNAV transition RWY 29
WW899	48 05 24.96N 016 54 06.37E	RNAV transition RWY 29
WW948	48 10 54.23N 016 21 05.86E	IAP RWY 29
WW950	48 03 18.66N 016 44 25.33E	IAP RWY 29
WW951	48 02 07.16N 016 47 54.80E	IAP RWY 29, RNAV transition RWY 29
WW952	47 59 53.89N 016 54 35.22E	RNAV transition RWY 29
WW953	47 55 26.16N 017 07 54.39E	RNAV transition RWY 29
WW954	47 50 04.25N 017 03 55.10E	RNAV transition RWY 29
WW955	47 59 54.29N 017 11 14.38E	RNAV transition RWY 29
WW956	47 54 31.53N 016 50 37.01E	RNAV transition RWY 29
WW957	48 04 22.39N 016 57 54.40E	RNAV transition RWY 29
WW959	48 06 37.91N 016 51 07.40E	RNAV transition RWY 29
WW961	48 11 01.63N 016 37 50.10E	RNAV transition RWY 29
WW963	48 17 46.17N 016 30 13.41E	RNAV transition RWY 29
WW964	47 51 41.05N 016 38 18.48E	RNAV transition RWY 29
WW965	48 18 58.99N 016 39 02.43E	RNAV transition RWY 29
WW966	47 48 51.10N 016 46 24.08E	RNAV transition RWY 29
WW967	48 26 56.31N 016 40 15.14E	RNAV transition RWY 29
WW968	48 14 56.08N 016 31 24.21E	IAP RWY 34
WW970	47 58 10.65N 016 38 29.43E	IAP RWY 34
WW971	47 55 40.56N 016 39 32.50E	IAP RWY 34, RNAV transition RWY 34
WW972	47 50 52.53N 016 41 29.29E	RNAV transition RWY 34
WW973	47 46 03.63N 016 43 28.71E	RNAV transition RWY 34
WW974	47 41 14.66N 016 45 27.78E	RNAV transition RWY 34
WW975	47 42 34.67N 016 52 36.02E	RNAV transition RWY 34
WW976	47 39 54.06N 016 38 20.04E	RNAV transition RWY 34
WW977	47 47 23.75N 016 50 37.51E	RNAV transition RWY 34
WW978	47 44 42.93N 016 36 20.37E	RNAV transition RWY 34
WW979	47 52 12.81N 016 48 38.67E	RNAV transition RWY 34

DESIGNATOR	POSITION	PROCEDURE
WW980	47 49 31.73N 016 34 20.29E	RNAV transition RWY 34
WW981	47 57 01.81N 016 46 39.46E	RNAV transition RWY 34
WW982	47 54 20.48N 016 32 19.84E	RNAV transition RWY 34
WW983	48 06 38.15N 016 42 40.10E	RNAV transition RWY 34
WW985	48 16 15.72N 016 38 38.30E	RNAV transition RWY 34
WW987	48 27 47.10N 016 33 46.60E	RNAV transition RWY 34
WW988	47 52 59.15N 016 25 10.61E	RNAV transition RWY 34
WW989	47 58 41.50N 016 55 35.34E	RNAV transition RWY 34
WW991	47 52 13.30N 016 58 42.74E	RNAV transition RWY 34

7. Koordinaten der VFR-Meldepunkte

7. Coordinates of VFR reporting points

BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES	BEZEICHNUNG DESIGNATOR	KENNUNG IDENT	KOORDINATEN COORDINATES
DONAUTURM	DT	48 14 15N 016 23 50E	ORTH	OR	48 07 40N 016 42 30E
EBERGASSING	EB	48 01 49N 016 29 56E	PETRONELL	PE	48 06 36N 016 50 52E
FREUDENAU	FR	48 11 50N 016 27 20E	RUTZENDORF	RU	48 13 30N 016 37 46E
HIMBERG	HI	48 04 22N 016 26 47E	SCHÖNAU	SC	48 07 40N 016 37 46E
KITTSEE	KS	48 04 59N 017 04 04E	STRASSHOF	SH	48 18 25N 016 37 46E
KLOSTERNEUBURG	KL	48 17 50N 016 20 50E	UNTERWALTERSDORF	UW	47 57 45N 016 27 24E
MÜNCHENDORF	MU	48 01 43N 016 21 17E			

8. Wirbelschleppenstaffelung (RECAT-EU)

8. Wake Turbulence (RECAT-EU)

8.1. Anwendung der RECAT-EU Wirbelschleppen Staffelungsminima gemäß AMC7 ATS.TR.220 (ED Decision 2020/008/R)

8.1. Application of RECAT-EU wake turbulence separation minima according to AMC7 ATS.TR.220 (ED Decision 2020/008/R)

8.1.1. In Österreich kommen RECAT-EU Wirbelschleppen Staffelungsminima zwischen bestimmten Luftfahrzeugkategorien (siehe 8.1.3.) in der An- und Abflugphase zum Flughafen Wien-Schwechat (LOWW) zur Anwendung. Die Anwendung der RECAT-EU Wirbelschleppen Staffelungsminima bezieht sich dabei ausschließlich auf Distanz basierte Wirbelschleppenstaffelung (siehe 8.1.4.) durch die Anflug- und Flugplatzkontrollstelle des Flughafens Wien-Schwechat (LOWW).

8.1.1. In Austria, RECAT-EU wake turbulence separation minima between certain aircraft categories (see 8.1.3.) apply in the approach and departure phase at the aerodrome Wien-Schwechat (LOWW). RECAT-EU wake turbulence separation minima are only used in the application of distance-based wake turbulence separation (see 8.1.4.) by the approach and aerodrome control unit of the aerodrome Wien-Schwechat (LOWW).

Bei der Anwendung von Zeit basierten Wirbelschleppen Staffelungsminima durch die Flugplatzkontrollstelle LOWW kommt RECAT-EU nicht zur Anwendung.

RECAT-EU does not apply to the use of time-based wake turbulence separation minima by the aerodrome control unit of the aerodrome Wien-Schwechat (LOWW).

8.1.2. Die RECAT-EU Staffelungsminima betreffen keine piloten-seitigen Verfahren. Es gibt keine Änderungen in Bezug auf die Flugplanung sowie die Flugdurchführung. Ungeachtet dessen werden die Staffelungsminima zwischen den Luftfahrzeugen reduziert und Piloten werden ersucht das Folgende zu beachten:

8.1.2. RECAT-EU separation minima will not affect pilot procedures. Nothing is changed in flight planning and flight management. Nevertheless, as separation minima will be reduced in most cases, pilots are advised to pay attention to the following points:

a) Anflugphase

Piloten können die Reduzierung der Staffelung durch ein erhöhtes induziertes Rollmoment wahrnehmen. Für ein funktionierendes ATM System ist es jedenfalls erforderlich, dass Piloten die angewiesenen Geschwindigkeiten im Endanflug genau einhalten. Ist es dem Piloten nicht möglich die angewiesene Geschwindigkeit einzuhalten, so ist die Flugverkehrskontrollstelle umgehend zu informieren.

a) Approach phase

Pilots might notice the separation reduction by experiencing higher induced roll moments from preceding traffic on final approach. For a functioning ATM system, it is imperative that pilots maintain the speeds on the final approach as assigned by ATC. If for any reason, these speeds cannot be maintained pilots shall inform ATC as soon as practicable.

b) Pistenbelegung

Piloten werden ersucht die Pistenbelegungszeit auf ein Minimum zu reduzieren. Aufgrund der reduzierten Staffelung im Endanflug ist es verpflichtend die Piste so früh wie möglich zu verlassen, um die Pistenkapazität zu erhalten.

b) Runway occupation

Pilots are asked to minimize runway occupancy time. Due to reduced separation minima on final approach, it is mandatory that landing aircraft vacate the runway as early as possible in order to maintain runway capacity.

c) Flugplanung und Phraseologie

Die RECAT-EU Werte haben keinen Einfluss auf die Flugplanung oder die von Piloten verwendete Phraseologie.

c) Flight plan and phraseology

The RECAT-EU scheme has no effect on the submission of a flight plan or the phraseology to be used by pilots.

Im Punkt 9 des Flugplans müssen Piloten die Wirbelschleppen-kategorie mit den Buchstaben J, H, M oder L wie für das Luftfahrzeug erforderlich angeben.

In item 9 of the flight plan pilots shall indicate the ICAO Wake turbulence category by inserting the letter J, H, M or L as appropriate for the aircraft type.

Es ist weder notwendig noch erforderlich, dass Piloten die RECAT-EU Wirbelschleppen-kategorie des Luftfahrzeuges kennen.

It is neither necessary nor required for pilots to know the RECAT-EU category of their aircraft.

8.1.3. Geänderte Luftfahrzeugkategorien

8.1.3. Changed aircraft categories

Die folgenden RECAT-EU Kategorien werden in Österreich angewandt:

The following RECAT-EU categories are used in Austria:

UPPER HEAVY	LOWER HEAVY	UPPER MEDIUM
B777 *	B757 *	B736 – B739 **
B747 *	B767 *	
B787 *		A318 – A321 ***
A340 *	A310 *	BCS1 und/and BCS3
A330 *		
A350 *		
* alle aktuellen Versionen / all current types		** inkl. MAX Versionen / incl. MAX versions *** inkl. NEO Versionen / incl. NEO versions

8.1.4. Geänderte Staffelungsminima:

8.1.4. Changed separation minima:

VORAUSFLIEGENDES LUFTFAHRZEUG / LEADER AIRCRAFT	FOLGENDES LUFTFAHRZEUG / FOLLOWER AIRCRAFT	RECAT-EU MINIMUM
Upper Heavy	Lower Heavy Upper Medium	4 NM
Lower Heavy	Upper Medium	3 NM

LOWW AD 2.24 VERFÜGBARE FLUGPLATZKARTEN

LOWW AD 2.24 CHARTS RELATED TO AN AERODROME

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Flugplatzkarte - ICAO	LOWW AD 2 MAP 1-1	Aerodrome Chart - ICAO
Lufffahrzeugabstell-/andockkarte - ICAO	LOWW AD 2 MAP 2-1	Aircraft Parking/Docking Chart - ICAO
Flugplatzbodenbewegungskarte - Rolleinschränkungen	LOWW AD 2 MAP 3-2	Aerodrome Ground Movement Chart - Taxi Restrictions
Flugplatzhinderniskarte - ICAO Typ A (Betriebliche Begrenzungen) (RWY 11/29)	LOWW AD 2 MAP 4-1	Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations) (RWY 11/29)
Flugplatzhinderniskarte - ICAO Typ A (Betriebliche Begrenzungen) (RWY 16/34)	LOWW AD 2 MAP 4-2	Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations) (RWY 16/34)
Flugplatzhinderniskarte - ICAO Typ B	LOWW AD 2 MAP 5-1	Aerodrome Obstacle Chart - ICAO Type B
Bodenprofilkarte für Präzisionsanflug - ICAO (RWY 29)	LOWW AD 2 MAP 7-2	Precision Approach Terrain Chart - ICAO (RWY 29)
Bodenprofilkarte für Präzisionsanflug - ICAO (RWY 16)	LOWW AD 2 MAP 7-3	Precision Approach Terrain Chart - ICAO (RWY 16)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 11)	LOWW AD 2 MAP 9-1-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 11)
Standard-Instrumentenabflugkarte (SID) - ICAO Noise Abatement (RWY 11)	LOWW AD 2 MAP 9-1-2	Standard Departure Chart - Instrument (SID) - ICAO Noise Abatement (RWY 11)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 29)	LOWW AD 2 MAP 9-2-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 29)
Standard-Instrumentenabflugkarte (SID) - ICAO Noise Abatement (RWY 29)	LOWW AD 2 MAP 9-2-2	Standard Departure Chart - Instrument (SID) - ICAO Noise Abatement (RWY 29)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 16)	LOWW AD 2 MAP 9-3	Standard Departure Chart - Instrument (SID) - ICAO (RWY 16)
Standard-Instrumentenabflugkarte (SID) - ICAO (RWY 34)	LOWW AD 2 MAP 9-4-1	Standard Departure Chart - Instrument (SID) - ICAO (RWY 34)
Standard-Instrumentenabflugkarte (SID) - ICAO Noise Abatement (RWY 34)	LOWW AD 2 MAP 9-4-2	Standard Departure Chart - Instrument (SID) - ICAO Noise Abatement (RWY 34)
Standard-Instrumentenabflugkarte (SID) - SID to vectors RWY 11, 16, 29, 34	LOWW AD 2 MAP 9-5	Standard Departure Chart - Instrument (SID) - SID to vectors RWY 11, 16, 29, 34
Standard-Instrumentenanflugkarte (STAR) - ICAO	LOWW AD 2 MAP 11-1	Standard Arrival Chart - Instrument (STAR) - ICAO
RNAV-Instrumentenanflugkarte (Transition) (RWY 11)	LOWW AD 2 MAP 11-2-1	RNAV Arrival Chart (Transition) (RWY 11)
RNAV-Instrumentenanflugkarte (Transition) (RWY 29)	LOWW AD 2 MAP 11-2-2-1	RNAV Arrival Chart (Transition) (RWY 29)
RNAV-Instrumentenanflugkarte (RNP Transition) (RWY 29)	LOWW AD 2 MAP 11-2-2-2	RNAV Arrival Chart (RNP Transition) (RWY 29)
RNAV-Instrumentenanflugkarte (Transition) (RWY 16)	LOWW AD 2 MAP 11-2-3	RNAV Arrival Chart (Transition) (RWY 16)
RNAV-Instrumentenanflugkarte (Transition) (RWY 34)	LOWW AD 2 MAP 11-2-4	RNAV Arrival Chart (Transition) (RWY 34)
Karte für Radarmindestflughöhen - ICAO	LOWW AD 2 MAP 12-1	ATC Surveillance Minimum Altitude Chart - ICAO
Instrumentenanflugkarte - ICAO (ILS or LOC RWY 11)	LOWW AD 2 MAP 13-1-1	Instrument Approach Chart - ICAO (ILS or LOC RWY 11)
Instrumentenanflugkarte - ICAO (ILS Z CAT II & III or LOC Z RWY 29)	LOWW AD 2 MAP 13-1-2-1	Instrument Approach Chart - ICAO (ILS Z CAT II & III or LOC Z RWY 29)
Instrumentenanflugkarte - ICAO (ILS U CAT II & III or LOC U RWY 29)	LOWW AD 2 MAP 13-1-2-2	Instrument Approach Chart - ICAO (ILS U CAT II & III or LOC U RWY 29)
Instrumentenanflugkarte - ICAO (ILS CAT II & III or LOC RWY 16)	LOWW AD 2 MAP 13-1-3	Instrument Approach Chart - ICAO (ILS CAT II & III or LOC RWY 16)
Instrumentenanflugkarte - ICAO (ILS or LOC RWY 34)	LOWW AD 2 MAP 13-1-4	Instrument Approach Chart - ICAO (ILS or LOC RWY 34)
Instrumentenanflugkarte - ICAO (RNP RWY 11)	LOWW AD 2 MAP 13-2-1	Instrument Approach Chart - ICAO (RNP RWY 11)
Instrumentenanflugkarte - ICAO (RNP RWY 29)	LOWW AD 2 MAP 13-2-2	Instrument Approach Chart - ICAO (RNP RWY 29)

ART DER KARTE	SEITE PAGE	TYPE OF CHART
Instrumentenanflugkarte - ICAO (RNP Z RWY 16)	LOWW AD 2 MAP 13-2-3	Instrument Approach Chart - ICAO (RNP Z RWY 16)
Instrumentenanflugkarte - ICAO (RNP RWY 34)	LOWW AD 2 MAP 13-2-4	Instrument Approach Chart - ICAO (RNP RWY 34)
Instrumentenanflugkarte - ICAO (VOR RWY 16)	LOWW AD 2 MAP 13-4-3	Instrument Approach Chart - ICAO (VOR RWY 16)
Instrumentenanflugkarte - ICAO (VOR RWY 34)	LOWW AD 2 MAP 13-4-4	Instrument Approach Chart - ICAO (VOR RWY 34)
Instrumentenanflugkarte - ICAO (NDB RWY 11)	LOWW AD 2 MAP 13-5-1	Instrument Approach Chart - ICAO (NDB RWY 11)
Instrumentenanflugkarte - ICAO (NDB RWY 29)	LOWW AD 2 MAP 13-5-2	Instrument Approach Chart - ICAO (NDB RWY 29)
Sichtflugkarte WIEN-SCHWECHAT / TULLN	LOWW AD 2 MAP 14-2	Chart for VFR flights WIEN-SCHWECHAT / TULLN

LOWW AD 2.25 “VISUAL SEGMENT SURFACE (VSS) PENETRATION”

LOWW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RWY 11		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		

RWY 16		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		

RWY 29		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		

RWY 34		
Instrument Flight Procedure	Line of Minima	Approach Speed Category
NOT APPLICABLE / NO PENETRATION		

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
ADAMA 1 A Adama one alfa departure	Climb on track 111° to WW100 - WW390 - ADAMA			5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM) until passing WW390, thereafter 3,3% (205 FT/NM).				
Contact WIEN RADAR when advised by Tower										
Coding Table of ADAMA 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	101° (106.1°)	16.9	left			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
ARSIN 2 A Arsin two alfa departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - ARSIN			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required				
Contact WIEN RADAR when advised by Tower										
Coding Table of ARSIN 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNP 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 11**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ARSIN 1 E Arsin one echo departure	Climb on track 111° to WW100 - WW361 - WW401 - ARSIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of ARSIN 1 E

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 2 A Buwut two alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 2 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)				A1000+	RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNP 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 E Buwut one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4.9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 1 A Koxer one alfa departure	Climb on track 111° to WW100 - WW386 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM).

Contact WIEN RADAR when advised by Tower

Coding Table of KOXER 1 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				A1300+	RNAV 1	
TF	WW386	no	N480459.52 E0164621.16	089° (094.0°)	5.6	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	071° (076.4°)	11.4	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 4 A Lanux four alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 4 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 1 E Lanux one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 1 E

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
LEDVA 4 A Ledva four alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW469 - LEDVA			5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required				
Contact WIEN RADAR when advised by Tower										
Coding Table of LEDVA 4 A										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNP 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNP 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
LEDVA 1 E Ledva one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW469 - LEDVA			5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.				
Contact WIEN RADAR when advised by Tower										
Coding Table of LEDVA 1 E										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 11**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
LUGEM 2 A Lugem two alfa departure	Climb on track 111° to WW100 - WW416 - WW274 - LUGEM			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required				
Contact WIEN RADAR when advised by Tower										
Coding Table of LUGEM 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW416	no	N480138.70 E0163603.55		5.8	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW274	no	N480430.87 E0161608.62	278° (282.3°)	13.7		A4000+		RNP 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNP 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
LUGEM 1 E Lugem one echo departure	Climb on track 111° to WW100 - WW101 - WW274 - LUGEM			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.				
Contact WIEN RADAR when advised by Tower										
Coding Table of LUGEM 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW274	no	N480430.87 E0161608.62	278° (282.5°)	14.2		A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
MEDIX 2 A Medix two alfa departure	Climb on track 111° to WW100 - WW415 - WW273 - MEDIX			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required				
Contact WIEN RADAR when advised by Tower										
Coding Table of MEDIX 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW415	no	N480145.47 E0163531.75		6.2	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW273	no	N480705.18 E0161638.82	288° (293.0°)	13.7		A4000+		RNP 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	left			RNP 1	



Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
MEDIX 1 E Medix one echo departure	Climb on track 111° to WW100 - WW101 - WW273 - MEDIX			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.				
Contact WIEN RADAR when advised by Tower										
Coding Table of MEDIX 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW273	no	N480705.18 E0161638.82	288° (292.7°)	14.6		A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
OSPEN 3 A Ospen three alfa departure	Climb on track 111° to WW100 - WW414 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of OSPEN 3 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNP 1	



Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
OSPEN 1 E Ospen one echo departure	Climb on track 111° to WW100 - WW101 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of OSPEN 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
RUPET 2 A Rupet two alfa departure	Climb on track 111° to WW100 - WW414 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of RUPET 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				RNP 1	



Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
RUPET 1 E Rupet one echo departure	Climb on track 111° to WW100 - WW101 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of RUPET 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 2 A Sovil two alfa departure	Climb on track 111° to WW100 - WW417 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of SOVIL 2 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW417	no	N480135.97 E0163640.44		5.4	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW275	no	N480139.14 E0161428.20	266° (270.3°)	14.9		A4000+		RNP 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 E Sovil one echo departure	Climb on track 111° to WW100 - WW101 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of SOVIL 1 E

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW275	no	N480139.14 E0161428.20	266° (270.8°)	15.0		A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
STEIN 3 A Stein three alfa departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of STEIN 3 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNP 1	



Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
STEIN 1 E Stein one echo departure	Climb on track 111° to WW100 - WW361 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of STEIN 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNAV 1	



Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ADAMA 2 C Adama two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW286 - WW387 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of ADAMA 2 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW286	no	N475558.37 E0162957.02	168° (172.8°)	8.7				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	11.7	left			RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	080° (085.1°)	10.6	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ARSIN 1 C Arsin one charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW375 - WW370 - WW405 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of ARSIN 1 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	109° (113.5°)	10.4	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 C Buwut one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - WW171 - WW181 - BUWUT	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 1 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	WW171	no	N483410.55 E0155321.14	329° (333.7°)	22.3				RNAV 1	
TF	WW181	no	N484204.00 E0153550.00	299° (304.3°)	14.0	left			RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	294° (299.1°)	12.9	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 1 C Koxer one charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW286 - WW387 - KOXER	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of KOXER 1 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW286	no	N475558.37 E0162957.02	168° (172.8°)	8.7				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	11.7	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	049° (054.4°)	13.5	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 2 C Lanux two charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - WW171 - LANUX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 2 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	WW171	no	N483410.55 E0155321.14	329° (333.7°)	22.3				RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	326° (330.5°)	22.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 3 C Ledva three charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - LEDVA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of LEDVA 3 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	036° (041.1°)	39.3	right			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 29**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LUGEM 1 C Lugem one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW232 - WW231 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of LUGEM 1 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3				RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	273° (277.8°)	33.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
MEDIX 1 C Medix one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW232 - WW231 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

Coding Table of MEDIX 1 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3				RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	285° (290.2°)	34.1	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 4 C Ospen four charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW383 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).
Contact WIEN RADAR when advised by Tower				

Coding Table of OSPEN 4 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RUPET 2 C Rupet two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW383 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).
Contact WIEN RADAR when advised by Tower				

Coding Table of RUPET 2 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). MAX IAS during initial turn 205 KT, bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 C Sovil one charlie departure	Climb on track 291° to 1000 FT MSL - WW295 - WW233 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).
Contact WIEN RADAR when advised by Tower				

Coding Table of SOVIL 1 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW295	no	N480546.82 E0162714.62			left			RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	229° (233.6°)	6.4		A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (271.6°)	38.2				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
STEIN 3 C Stein three charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW375 - WW370 - WW405 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).
Contact WIEN RADAR when advised by Tower				

Coding Table of STEIN 3 C

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	160° (165.2°)	13.0				RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ADAMA 2 B Adama two bravo departure	Climb on track 159° to WW402 - WW404 - WW162 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of ADAMA 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1	
RF	WW404	no	N480217.74 E0163934.25		3.2	left		K205-	RNP 1	ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM
TF	WW162	no	N480230.33 E0165023.55	083° (088.3°)	7.3				RNP 1	
TF	WW390	no	N480040.43 E0170211.52	098° (103.0°)	8.1	right			RNP 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNP 1	



Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ADAMA 1 F Adama one foxtrot departure	Climb on track 159° to WW163 - WW162 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of ADAMA 1 F

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	098° (103.0°)	8.1	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ARSIN 1 B Arsin one bravo departure	Climb on track 159° to WW268 - WW403 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of ARSIN 1 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1	
TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	150° (154.5°)	12.6	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 2 B Buwut two bravo departure	Climb on track 159° to WW407 - WW408 - WW160 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNP 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 F Buwut one foxtrot departure	Climb on track 159° to WW267 - WW160 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 1 F

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 2 B Koxer two bravo departure	Climb on track 159° to WW402 - WW404 - WW162 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of KOXER 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1	
RF	WW404	no	N480217.74 E0163934.25		3.2	left		K205-	RNP 1	ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM
TF	WW162	no	N480230.33 E0165023.55	083° (088.3°)	7.3				RNP 1	
TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	left			RNP 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 16**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 1 F Koxer one foxtrot departure	Climb on track 159° to WW163 - WW162 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of KOXER 1 F

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 6 B Lanux six bravo departure	Climb on track 159° to WW407 - WW408 - WW160 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 6 B

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)				A1000+	RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 1 F Lanux one foxtrot departure	Climb on track 159° to WW267 - WW160 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 1 F

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 3 B Ledva three bravo departure	Climb on track 159° to WW407 - WW408 - WW160 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

Coding Table of LEDVA 3 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNP 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNP 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 1 F Ledva one foxtrot departure	Climb on track 159° to WW267 - WW160 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.

Contact WIEN RADAR when advised by Tower

Coding Table of LEDVA 1 F

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LUGEM 2 B Lugem two bravo departure	Climb on track 159° to WW269 - WW364 - WW379 - WW381 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of LUGEM 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1	
TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2			A3500+	RNAV 1	
TF	WW381	no	N480520.88 E0155253.74	276° (281.1°)	20.0	right			RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	280° (284.4°)	20.3	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
MEDIX 2 B Medix two bravo departure	Climb on track 159° to WW269 - WW364 - WW379 - WW382 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of MEDIX 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1	
TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2		A3500+		RNAV 1	
TF	WW382	no	N480855.59 E0155532.87	288° (292.6°)	19.3	right			RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	288° (293.0°)	22.5				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 5 B Ospen five bravo departure	Climb on track 159° to WW269 - WW384 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of OSPEN 5 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 16**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RUPET 2 B Rupet two bravo departure	Climb on track 159° to WW269 - WW384 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of RUPET 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	left			RNAV 1	



Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 2 B Sovil two bravo departure	Climb on track 159° to WW269 - WW377 - WW380 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of SOVIL 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW377	no	N475841.22 E0162640.61			right	A3500+		RNAV 1	
TF	WW380	no	N475925.76 E0160734.60	269° (273.4°)	12.8				RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	272° (276.6°)	30.4	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SIDs with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
STEIN 4 B Stein four bravo departure	Climb on track 159° to WW268 - WW403 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of STEIN 4 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1	
TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	177° (182.4°)	19.8				RNAV 1	



Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ADAMA 1 D Adama one delta departure	Climb on track 339° to 1700 FT MSL - WW388 - WW389 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 125.175 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of ADAMA 1 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1700	K205-	RNAV 1	
DF	WW388	yes	N480946.93 E0164226.64			right			RNAV 1	
TF	WW389	no	N480705.00 E0165300.00	106° (110.8°)	7.6				RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	131° (136.1°)	8.9	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ARSIN 1 D Arsin one delta departure	Climb on track 339° to WW304 - WW296 - WW375 - WW370 - WW405 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of ARSIN 1 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	109° (113.5°)	10.4	left			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 34**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 D Buwut one delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW460 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of BUWUT 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW460	no	N482745.00 E0162815.00	325° (329.5°)	15.4	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	291° (296.4°)	15.1	left			RNAV 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 1 D Koxer one delta departure	Climb on track 339° to 1700 FT MSL - WW164 - WW373 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of KOXER 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1700	K205-	RNAV 1	
DF	WW164	no	N480946.93 E0164226.66			right			RNAV 1	
TF	WW373	no	N481049.99 E0164742.96	068° (073.4°)	3.7				RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	102° (107.3°)	10.7	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 6 D Lanux six delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW460 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of LANUX 6 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW460	no	N482745.00 E0162815.00	325° (329.5°)	15.4	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	291° (296.4°)	15.1	left			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 4 D Ledva four delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of LEDVA 4 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	022° (026.6°)	6.8	left			RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	left			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 34**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LUGEM 1 D Lugem one delta departure	Climb on track 339° to WW304 - WW293 - WW232 - WW231 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of LUGEM 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3	right			RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	273° (277.7°)	33.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
MEDIX 1 D Medix one delta departure	Climb on track 339° to WW304 - WW293 - WW230 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of MEDIX 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9	right	A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	281° (286.1°)	33.3	right			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 3 D Ospen three delta departure	Climb on track 339° to WW304 - WW296 - WW383 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of OSPEN 3 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RUPET 2 D Rupet two delta departure	Climb on track 339° to WW304 - WW296 - WW383 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of RUPET 2 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° - thereafter MAX IAS 250 KT up to 10000 FT MSL. Where a greater climb gradient for a specific SID (or part of SID) is necessary this is indicated in the description of the route. For obstacles in the vicinity of the aerodrome see Aerodrome Obstacle Chart Type B. If radar vectoring is provided the climb gradient of the cleared SID shall be continued.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 D Sovil one delta departure	Climb on track 339° to WW304 - WW295 - WW233 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of SOVIL 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW295	no	N480546.82 E0162714.62			left			RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	229° (233.6°)	6.4	right	A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (271.6°)	38.2	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
STEIN 3 D Stein three delta departure	Climb on track 339° to WW304 - WW296 - WW375 - WW370 - WW405 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of STEIN 3 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	160° (165.2°)	13.0				RNAV 1	

5. Anwendung herabgesetzter Staffelung auf Pisten

Allgemeine Bestimmungen siehe AD 1.1, Punkt 5.2.

Am Militärflugplatz LOXZ werden folgende Mindestwerte für herabgesetzte Pistenstaffelung bei Tag und Nacht angewendet:

RWY 08R: 600 M, 1500 M, 2400 M

RWY 26L: 600 M, 1500 M, 2400 M

6. Innerhalb des Sicherheitsstreifens werden außerhalb einer Entfernung von 40 M von der Pistenmittellinie temporäre Hindernisse (Fahrzeuge und Personen für Instandsetzungsarbeiten) bei gleichzeitigem Flugbetrieb mit VFR-Light-Luftfahrzeugen akzeptiert. Das Luftfahrzeug erhält eine Verkehrsinformation. Sollte der PIC das Hindernis nicht akzeptieren, so hat er einen freien Sicherheitsstreifen zu beantragen.

7. Fanganlagen

BAK14 / 500S

457 M innerhalb der Schwelle 26L

450 M innerhalb der Schwelle 08R

Die Kabelfanganlage wird während des Betriebes mit Zivilluftfahrzeugen hydraulisch versenkt und ist überrollbar.

Bremseinrichtung 500S

HÖCHSTZULÄSSIGE MASSE DES LUFTFAHRZEUGES ----- MAXIMUM MASS OF THE AIRCRAFT	46300 lbs/21001 kg
HÖCHSTZULÄSSIGE ROLLGESCHWINDIGKEIT BEIM HAKENKONTAKT ----- MAXIMUM TAXI SPEED AT HOOK CONTACT	46300 lbs/21001 kg mit/with 175 KT
MAXIMALE ENERGIEAUFNAHME ----- MAXIMUM ENERGY ABSORPTION	135581 kNm

5. Application of reduced runway separation

General regulations see AD 1.1, item 5.2.

At military aerodrome LOXZ the following reduced runway separation minima will be applied during day and night:

RWY 08R: 600 M, 1500 M, 2400 M

RWY 26L: 600 M, 1500 M, 2400 M

6. Within the safety strip temporary obstacles (vehicles and personnel for maintenance work) are accepted outside a distance of 40 M from runway centerline for simultaneous use of VFR-light-aircraft. Aircraft concerned will be provided with traffic information. If these obstacles are not acceptable, PIC has to request a free safety strip.

7. Arresting systems

BAK14 / 500S

457 M inwards threshold 26L

450 M inwards threshold 08R

Arresting cable will be hydraulically lowered during operation of civil air traffic and can be passed without interference.

Breaking device 500S

**LOXZ AD 2.22 FLUGVERFAHREN
LOXZ AD 2.22 FLIGHT PROCEDURES**

1. Verfahren für Sichtflüge

Für allgemeine Bestimmungen siehe AD 1.1

1.1. Verfahren in der MTMA LOXZ 1-5/MCTR LOXZ
(Siehe Sichtflugkarte LOXZ AD 2 MAP 14-2)

VFR Flüge sind gemäß den veröffentlichten Sichtflugstrecken unter Einhaltung der vorgeschriebenen Flughöhen durchzuführen.

Um den Verkehrsfluss zu beschleunigen kann TWR Abweichungen in der Streckenführung anordnen oder Anfragen von Piloten genehmigen.

1.2. Anflüge

Die Anflugstrecken enden in den jeweiligen Warterunden. Für den weiteren Anflug warten Sie dort auf Freigaben, falls Sie nicht vorher eine Anflug- oder Landefreigabe erhalten haben.

1. Procedures for VFR flights

For general procedures see AD 1.1

1.1. Procedures within MTMA LOXZ 1-5/MCTR LOXZ
(See chart for VFR flights LOXZ AD 2 MAP 14-2)

VFR flights shall be executed along the published routes observing the prescribed altitudes.

To expedite traffic TWR may order deviations or give approval to such requests by pilots.

1.2. Approaches

Arrival routes end in the respective holding. For further approach hold there for further clearance unless an approach or landing clearance has been received previously.

1.3. Platzrunden

Rechtsplatzrunde für Piste 08R und 26R.

1.4. Platzrundenhöhen

- 3000FT AMSL Standardplatzrunde
- 3500FT AMSL VFR Warterunde
- 4000FT AMSL für APCH CAT C, D und E
- 4500FT AMSL erweiterte Platzrunde

1.5. Funkausfall: Anflüge

- a) Fällt die Sprechfunkverbindung vor Erhalt einer Einflugfreigabe in die MCTR LOXZ aus, ist auf einen unkontrollierten Flugplatz auszuweichen.
- b) Fällt die Sprechfunkverbindung nach Erhalt einer Einflugfreigabe aus, so ist:
- Bei einem Einflug über SCHEIFLING oder MÖDERBRUGG über PÖLS-FOHNSDORF in die Warterunde NORD in 3500 FT AMSL einzufiegen und auf Lichtsignale zu achten;
 - Bei einem Einflug über ST. MICHAEL über ST. LORENZEN - RED BULL RING in die Warterunde NORD in 3500 FT AMSL einzufiegen und auf Lichtsignale zu achten;
 - Bei einem Einflug über OBDACHER SATTEL oder GABERL über WEISSKIRCHEN in die Warterunde SÜD in 3500 FT AMSL einzufiegen und auf Lichtsignale zu achten.

1.6. Funkausfall: Transitflüge

Bei einem Funkausfall squawk A7600. Der Flug ist gemäß Freigabe fortzusetzen. Wurde die Freigabe bis zu einer Warterunde erteilt, so ist ein Durchfliegen der verlängerten Pistenmittellinie 08/26 zu vermeiden und über die Sichtflugstrecke PÖLS-FOHNSDORF - RED BULL RING - ST. LORENZEN oder in Gegenrichtung zu fliegen.

Im Falle eines Einfluges über OBDACH oder GABERL, ohne einer Freigabe zum Durchfliegen der verlängerten Pistenmittellinie, ist die MCTR Richtung Süden zu verlassen und zu umfliegen.

1.7. NORDO Flüge

- a) NORDO-Anflüge dürfen nur nach telefonischer Freigabeerteilung durchgeführt werden. Die Einflugzeit in die MCTR ist anzugeben und darf um nicht mehr als zehn Minuten überschritten werden; ansonsten erlischt die Freigabe.
- b) NORDO-Transitflüge sind nicht zulässig.

1.8. Sonstiges

- a) Von ZELTWEG TOWER wird Radardienst für VFR Flüge ausgeübt.
- b) Piloten von Luftfahrzeugen, die außerhalb der Dienststunden der Militärflugleitung, in der Flugplatzumgebung operieren, müssen ZELTWEG RADIO auf 123.505 MHZ rufen.

1.3. Traffic pattern

Right traffic pattern for runway 08R and 26R.

1.4. Traffic pattern altitudes

- 3000FT AMSL standard traffic pattern
- 3500FT AMSL VFR-holding
- 4000FT AMSL for APCH CAT C, D and E
- 4500FT AMSL extended traffic pattern

1.5. Lost COM: Approaches

- a) In case of radio communication failure prior having received an entry clearance into MCTR LOXZ divert to an uncontrolled aerodrome.
- b) In case of radio communication failure after having received an entry clearance:
- When entering via SCHEIFLING or MÖDERBRUGG proceed via PÖLS-FOHNSDORF and join HOLDING NORTH in 3500 FT AMSL awaiting light signals;
 - When entering via ST. MICHAEL proceed via ST. LORENZEN - RED BULL RING and join HOLDING NORTH in 3500 FT AMSL and wait for light signals;
 - When entering via OBDACHER SATTEL or GABERL proceed via WEISSKIRCHEN and join HOLDING SOUTH in 3500 FT AMSL and wait for light signals.

1.6. Lost COM: Transitflights

In case of radio communication failure squawk A7600 and proceed according clearance. If cleared into a holding avoid to cross the extended RWY centerline 08/26 and proceed via VFR Route PÖLS-FOHNSDORF - RED BULL RING - ST. LORENZEN OR vice versa.

In case of entering via OBDACH or GABERL without having received a clearance to cross the extended RWY centerline leave to the SOUTH and circumnavigate MCTR.

1.7. NORDO Flights

- a) NORDO-approaches may be executed, provided a clearance has been obtained via telephone. The time of entering MCTR must be indicated and must not be exceeded by more than 10 minutes; otherwise the clearance expires.
- b) NORDO-transitflights are not permitted.

1.8. Miscellaneous

- a) ZELTWEG TOWER is providing radar service for VFR flights.
- b) Pilots of aircraft which are operating in the vicinity of the aerodrome, outside the duty hours of the military flight operation office, shall contact ZELTWEG RADIO on 123.505 MHZ.