

REPUBLIK ÖSTERREICH

AUSTRO CONTROL GmbH
LUFTFAHRTINFORMATIONSDIENST
Schnirchgasse 17
1030 Wien
AUSTRIA



AUSTRO CONTROL GmbH
AERONAUTICAL INFORMATION SERVICE
Schnirchgasse 17
1030 Wien
AUSTRIA

Phone: +43 5 1703/3211
Telefax: +43 5 1703/2056
AFTN: LOWWYNYX
e-mail: nof@astrocontrol.at

REPUBLIC OF AUSTRIA

AIP AMDT **284**

AIRAC 2 MAY 2024

INKRAFTTRETUNGSDATUM/EFFECTIVE DATE: 13 JUN 2024

Inhalt:	Contents:
- Flughafen SALZBURG : Standard Departure Chart - Instrument (SID) - ICAO RWY 33	- SALZBURG airport: Standard Departure Chart - Instrument (SID) - ICAO RWY 33
- Flughafen WIEN-SCHWECHAT : Luftfahrzeugabstell-/andockkarte - ICAO	- WIEN-SCHWECHAT airport: Aircraft Parking/ Docking Chart - ICAO

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 2 / Volume 2

LOWS AD 2 MAP 9-2, LOWS AD 2 MAP 9-2A/LOWS AD 2 MAP 9-2B, LOWS AD 2 MAP 9-2E,

LOWW AD 2-45/LOWW AD 2-46,
LOWW AD 2 MAP 2-1.

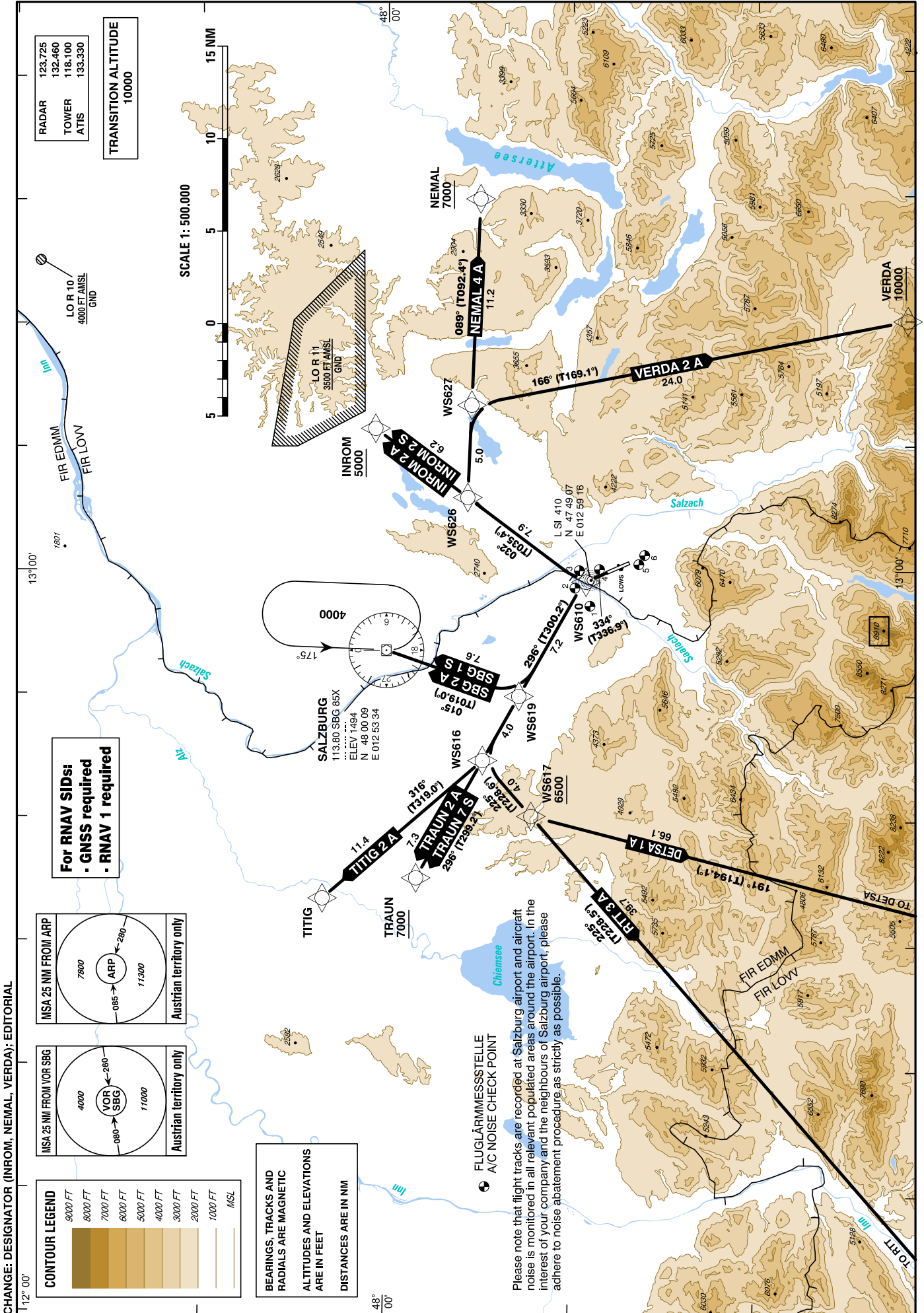
2. Diese Berichtigung beinhaltet Informationen, welche in folgenden NOTAM, welche hiermit aufgehoben sind, enthalten sind:

2. This amendment incorporates information contained in the following NOTAM, which are hereby cancelled:

NOTAM A2957/23, A2891/23.

ENDE

END



Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
DE TSA 1 A Detsa one alfa departure	Climb on track 334° to WS610 - WS616 - WS617 - DETSA	10000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 5.3% (325 FT/NM) until WS617, thereafter 3.3% (205 FT/ NM).

Contact SALZBURG RADAR when advised by Tower

RNAV SID Coding Table of DETSA 1 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WS610	no	N474923.04 E0125906.53	334° (336.9°)					RNAV 1	
TF	WS616	no	N475456.02 E0124443.86	296° (299.9°)	11.2	left	A5300+		RNAV 1	
TF	WS617	no	N475217.26 E0124016.38	225° (228.6°)	4.0	left	A6500+		RNAV 1	
TF	DE TSA	no	N464809.00 E0121652.00	191° (194.1°)	66.1	left	A15000+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
IN ROM 2 A Inrom two alfa departure	Climb on track 334° to WS610 - INROM	6000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 6.4% (390 FT/NM).

Contact SALZBURG RADAR when advised by Tower

RNAV SID Coding Table of INROM 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WS610	no	N474923.04 E0125906.53	334° (336.9°)					RNAV 1	
TF	INROM	no	N480046.19 E0131126.25	032° (035.9°)	14.1	right	A5000+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
IN ROM 2 S Inrom two sierra departure	Climb straight ahead, at D-11.9 SBG turn RIGHT, intercept L SI QDR 032 to INROM (D-12.0 SBG).	6000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 6.4% (390 FT/NM). IF DME SBG not available turn RIGHT at L SI. Cross INROM 5000 FT MSL or above. SID is usable for NON-RNAV equipped aircraft.

Contact SALZBURG RADAR when advised by Tower

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

**SALZBURG
RWY 33**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
NEMAL 4 A Nemal four alfa departure	Climb on track 334° to WS610 - WS626 - NEMAL	6000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 6.4% (390 FT/NM) until WS626, thereafter 5.1% (310 FT/NM).

Contact SALZBURG RADAR when advised by Tower

RNAV SID Coding Table of NEMAL 4 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WS610	no	N474923.04 E0125906.53	334° (336.9°)					RNAV 1	
TF	WS626	no	N475547.43 E0130552.91	032° (035.4°)	7.9	right			RNAV 1	
TF	NEMAL	no	N475505.00 E0132954.00	089° (092.4°)	16.2	right	A7000+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RTT 3 A Rattenberg three alfa departure	Climb on track 334° to WS610 - WS616 - WS617- RTT	10000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 5.3% (325 FT/NM) until WS617, thereafter 3.3% (205FT/NM).

Contact SALZBURG RADAR when advised by Tower

RNAV SID Coding Table of RTT 3 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WS610	no	N474923.04 E0125906.53	334° (336.9°)					RNAV 1	
TF	WS616	no	N475456.02 E0124443.86	296° (299.9°)	11.2	left	A5300+		RNAV 1	
TF	WS617	no	N475217.26 E0124016.38	225° (228.6°)	4.0	left	A6500+		RNAV 1	
TF	RTT	no	N472551.32 E0115624.19	225° (228.5°)	39.7				RNAV 1	

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

**SALZBURG
RWY 33**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
VERDA 2 A Verda two alfa departure	Climb on track 334° to WS610 - WS626 - WS627 - VERDA	10000 FT MSL	SALZBURG RADAR 123.725 MHZ	Climb gradient at least 6.4% (390 FT/NM) until WS626, thereafter 5.1% (310 FT/NM) until passing 10000 FT MSL, thereafter 3.3% (205 FT/NM).

Contact SALZBURG RADAR when advised by Tower

RNAV SID Coding Table of VERDA 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WS610	no	N474923.04 E0125906.53	334° (336.9°)					RNAV 1	
TF	WS626	no	N475547.43 E0130552.91	032° (035.4°)	7.9	right			RNAV 1	
TF	WS627	no	N475534.85 E0131318.61	089° (092.4°)	5.0	right			RNAV 1	
TF	VERDA	no	N473200.00 E0132000.00	166° (169.1°)	24.0	right	A10000+		RNAV 1	

RNAV Holding

Holding Point	Inbound Track ° True	Inbound Track ° MAG	Turn Direction	MAX IAS	Minimum Holding Altitude FT MSL / FL	Time	DIST NM	Remarks
SBG	178.8°	175°	left		A4000	1 MIN		

8.2.1.4. Alternative „Push-Backs“ im Ermessen von der Flugverkehrskontrolle.

8.2.2. ZUROLL-Verfahren

8.2.2.1. Standard-Rollstrecken zu den Parkpositionen H41-H49 für Luftfahrzeuge mit MAX Spannweite 35,99 M leiten Luftfahrzeuge über die Rollgasse 40 orange.

8.2.2.2. Standard-Rollstrecken zu den Parkpositionen F04, F08, F12, F16, F22, F26, F32 und F36 für Luftfahrzeuge mit MAX Spannweite 35,99 M leiten Luftfahrzeuge über die Rollgasse 40 blue.

8.2.2.3. Standard-Rollstrecken zu den Parkpositionen F42, F44, F46, F48, F50, G16-G36 sowie H97-H99 leiten Luftfahrzeuge über die Rollgasse 40 centre.

8.2.2.4. Alternative Rollanweisungen im Ermessen von der Flugverkehrskontrolle.

8.2.3. ABROLL-Verfahren

8.2.3.1. Standard-Rollstrecken leiten Luftfahrzeuge über die Linie, auf welcher sie nach dem „Push-Back“ aufgestellt sind.

8.2.3.2. Alternative Rollanweisungen im Ermessen von der Flugverkehrskontrolle. In diesem Fall müssen Luftfahrzeuge auf dem kürzest möglichen Weg zur jeweils anderen Linie drehen und entlang dieser abrollen.

8.2.4. Die Verantwortung betreffend „Wingtip Clearance“ verbleibt zu jeder Zeit bei der Flugbesatzung.

9. „START-UP“- UND „PUSH-BACK“-VERFAHREN

9.1. Einholung der Streckenfreigabe

9.1.1. Die Streckenfreigabe ist frühestens **15 Minuten** vor der voraussichtlichen Abblockzeit verfügbar und kann entweder digital über DCL/Digital Departure Clearance oder im Sprechfunkwege bei WIEN DELIVERY abgefragt werden.

9.2. Digitale Abflugfreigabe (Digital Departure Clearance/ DCL)

9.2.1. In der DCL-Maske muss die korrekte Parkposition eingegeben werden. Luftfahrzeuge, die am GAC/General Aviation-Vorfeld abgestellt sind, müssen GAC eintragen.

9.2.2. Die erfolgreich übermittelte Freigabe hat der Pilot innerhalb der nächsten 10 Minuten zu akzeptieren und zu bestätigen.

9.2.3. Für eine Enteisungsanforderung sind folgende Schlüsselwörter in das optionale freie Testfeld einzugeben: DEICE, DE-ICE oder ICE.

9.2.4. Für eine Enteisungsabmeldung sind folgende Schlüsselwörter in das optionale freie Testfeld einzugeben: NO ICE, NOT DEICE, CNL DEICING oder CANCEL DE-ICE

8.2.1.4. Alternate Push-Backs at ATC discretion.

8.2.2. IN TAXIING Procedure

8.2.2.1. Standard taxi routings to parking positions H41-H49 for aircraft with MAX wing span 35,99 M lead aircraft via taxilane 40 orange.

8.2.2.2. Standard taxi routings to parking positions F04, F08, F12, F16, F22, F26, F32 and F36 for aircraft with MAX wing span 35,99 M lead aircraft via taxilane 40 blue.

8.2.2.3. Standard taxi routings to parking positions F42, F44, F46, F48, F50, G16-G36 as well as H97-H99 lead aircraft via taxilane 40 centre.

8.2.2.4. Alternate taxi instructions at ATC discretion.

8.2.3. OUT TAXIING Procedure

8.2.3.1. Standard taxi routings lead aircraft via the line on which they are established after Push-Back.

8.2.3.2. Alternate taxi instructions at ATC discretion. In this case aircraft shall turn to and establish on the alternate line on shortest possible way.

8.2.4. The responsibility for wingtip clearance remains with the flight crew at all times.

9. START-UP AND PUSH-BACK PROCEDURES

9.1. Routing Clearance Request

9.1.1. A routing clearance can be requested earliest **15 minutes** prior the Estimated Off-Block Time. This can be done either digital via DCL/Digital Departure Clearance or by voice from WIEN DELIVERY.

9.2. Digital Departure Clearance (DCL)

9.2.1. Within the DCL mask the correct parking position has to be entered. Aircraft parked at the GAC/General Aviation apron shall enter GAC.

9.2.2. The successful transmitted clearance must be accepted and confirmed by the pilot within maximum 10 minutes.

9.2.3. For a deicing request submit one of the following keywords in the optional free test field: DEICE, DE-ICE or ICE.

9.2.4. For the cancellation of a deicing request submit one of the following keywords in the optional free test field: NO ICE, NOT DEICE, CNL DEICING or CANCEL DE-ICE

9.2.5. Im Fall von irgendwelchen Unstimmigkeiten, Nichtverfügbarkeit von Daten oder Datenfehlern hat der Pilot auf die Sprachkommunikation zurückzugreifen.

9.3. „Start-Up“- und „Push-Back“

9.3.1. „Start-Up“- und „Push-Back“-Freigaben werden ausschließlich auf Frequenzen von WIEN GROUND oder WIEN TOWER erteilt.

9.3.2. Piloten haben sicherzustellen, dass die Abfertigung beendet und die Bodencrew bereit ist, bevor eine „Push-Back“-Freigabe beantragt wird.

9.3.3. Sobald eine „Push-Back“-Freigabe erhalten wird, muss der „Push-Back“ ohne Verzögerung begonnen werden, damit die maximale Kapazität ausgenutzt wird.

10. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

10.1. CDM-Verfahren

Ein permanenter, vollautomatischer Datenaustausch mit Network Operations ist hergestellt. Dieser ermöglicht frühzeitige, präzise Vorhersagen für Lande- und Abflugzeiten. Durch die Verwendung von lokalen target take-off times wird die Berechnung der CTOT (falls zutreffend) genauer und effizienter.

Folgende Nachrichten werden verwendet:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)
- Predicted Departure Planning Information Message (P-DPI)
- General Arrival Planning Information Message (G-API)

Die grundlegenden Verfahren von Network Operations bleiben bestehen.

Alle IFR-Flüge, die von LOWW abfliegen, sind betroffen und müssen sich an die folgenden lokalen Airport Collaborative Decision Making (A-CDM)-Verfahren halten:

10.1.1. Flugplanüberprüfung

10.1.1.1. ATC-Flugpläne werden im Hinblick auf ihren „Airport Slot“ – „Scheduled Off-Block Time“ (SOBT) - überprüft. Liegt kein „Airport Slot“ vor oder weichen SOBT und „Estimated Off-Block Time“ (EOBT) voneinander ab, erfolgt eine Information an die entsprechende Kontaktadresse, mit der Aufforderung diese Zeit anzupassen.

10.1.1.2. Für Flugplanaufgabe und -änderung ist der Flugzeugbetreiber verantwortlich. Er kann diese Aufgabe einem niedergelassenen Abfertigungsunternehmen übertragen.

9.2.5. In case of any discrepancies, unavailability of data or data errors the pilot has to revert to voice communication.

9.3. Start-Up and Push-Back

9.3.1. Start-Up and Push-Back clearances are only issued on designated frequencies from WIEN GROUND or WIEN TOWER.

9.3.2. The pilot has to assure that boarding is completed and the ground crew is ready, before such a clearance request.

9.3.3. After receiving a Push-Back clearance, the Push-Back has to be commenced without delay to assure the maximum amount of capacity.

10. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

10.1. CDM Procedures

A permanent and fully automatic data exchange with the Network Operations is established. This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times.

The following messages are used:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
- ATC Departure Planning Information Message (A-DPI)
- Predicted Departure Planning Information Message (P-DPI)
- General Arrival Planning Information Message (G-API)

The basic Network Operations procedures continue to apply.

All IFR flights departing LOWW will be affected and shall adhere closely to the following local Airport Collaborative Decision Making (A-CDM) procedures:

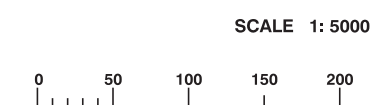
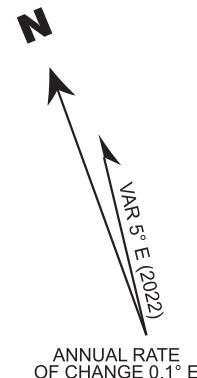
10.1.1. Flight Plan Check

10.1.1.1. ATC flight plans will be checked with regard to their Airport Slot – Scheduled Off-Block Time (SOBT). If they do not correspond, the contact address will be informed together with the request to coordinate the times.

10.1.1.2. Filing and updating a flight plan is the responsibility of the Aircraft Operator. He may delegate these tasks to his accredited Handling Agent.

AIRCRAFT PARKING / DOCKING CHART - ICAO

Table with 2 columns: Category (TOWER, DELIVERY, GROUND, RADAR, ARRIVAL, INFORMATION, ATIS ARRIVAL, ATIS DEPARTURE) and Value (119.400, 123.800, 122.125, 121.600, 121.775, 118.775, 125.175, 129.050, 134.675, 136.250, 119.800, 134.125, 118.525, 122.955, 121.730)



APN INFORMATION:
AVG ELEV 177 M / 580 FT
BEARING STRENGTH - GAC APN: PCN 66/R/A/W/T
- MAIN APN: PCN 66/R/A/W/T

Main table with columns: PSN, LAT, LONG, ELEV AMSL (Adria), MAX WINGSPAN, MAX LENGTH, RMK. Contains data for aircraft positions across various taxiways and aprons.

- LEGEND:
Push-Back position
Taxi guidance line (yellow)
Taxi guidance lines
Guidance line to position
Taxi guidance line to taxi lane
Taxi holding position
Ground equipment (red)
Border of responsibility
TL Taxilane
DGS Docking Guidance System
IHP Intermediate holding position

RMK:
In order to meet the requirement for wing-tip-clearance follow strictly the taxi guidance lines!
The allocation of the PRKG PSN is in the obligation of the airport.
The assigned PRKG PSN will be notified to the pilot by ATC!
Self taxiing on MAINT APN and GAC hangar APN prohibited!

Table with 4 columns: TL, MAX WINGSPAN, TL, MAX WINGSPAN. Lists taxiway numbers and their corresponding maximum wingspan limits.

GAC APN:
Marshaller guidance for all outgoing and incoming ACFT on GAC APN mandatory.
Engine startup on GAC hangar APN prohibited.
MAIN APN:
Marshaller guidance on all ACFT stand TMs on main APN is only provided if necessary or on pilots request.
PRKG of ACFT at the assigned PSN is assisted by either DGS or by signals of a marshaller.
Pilots shall not enter an ACFT stand unless the DGS is activated or a marshaller has signalled clearance to proceed.
In case of irregularities pilots must hold PSN prior initiating turn into PRKG stand and Inform ATC.
Expect crossing vehicles in TL 36 and TL 37.
ACFT taxiing out of PRKG PSNs F42, F43 and F44 must follow strictly the CL marking into TL 38.
Pilots are obliged to use the MNM necessary engine PWR when manoeuvring on the APN and in ACFT stand TMs. Prior usage of unusual high engine PWR creating jet blast that could affect adjacent stands, pilots must inform ATC and wait for further instructions.

