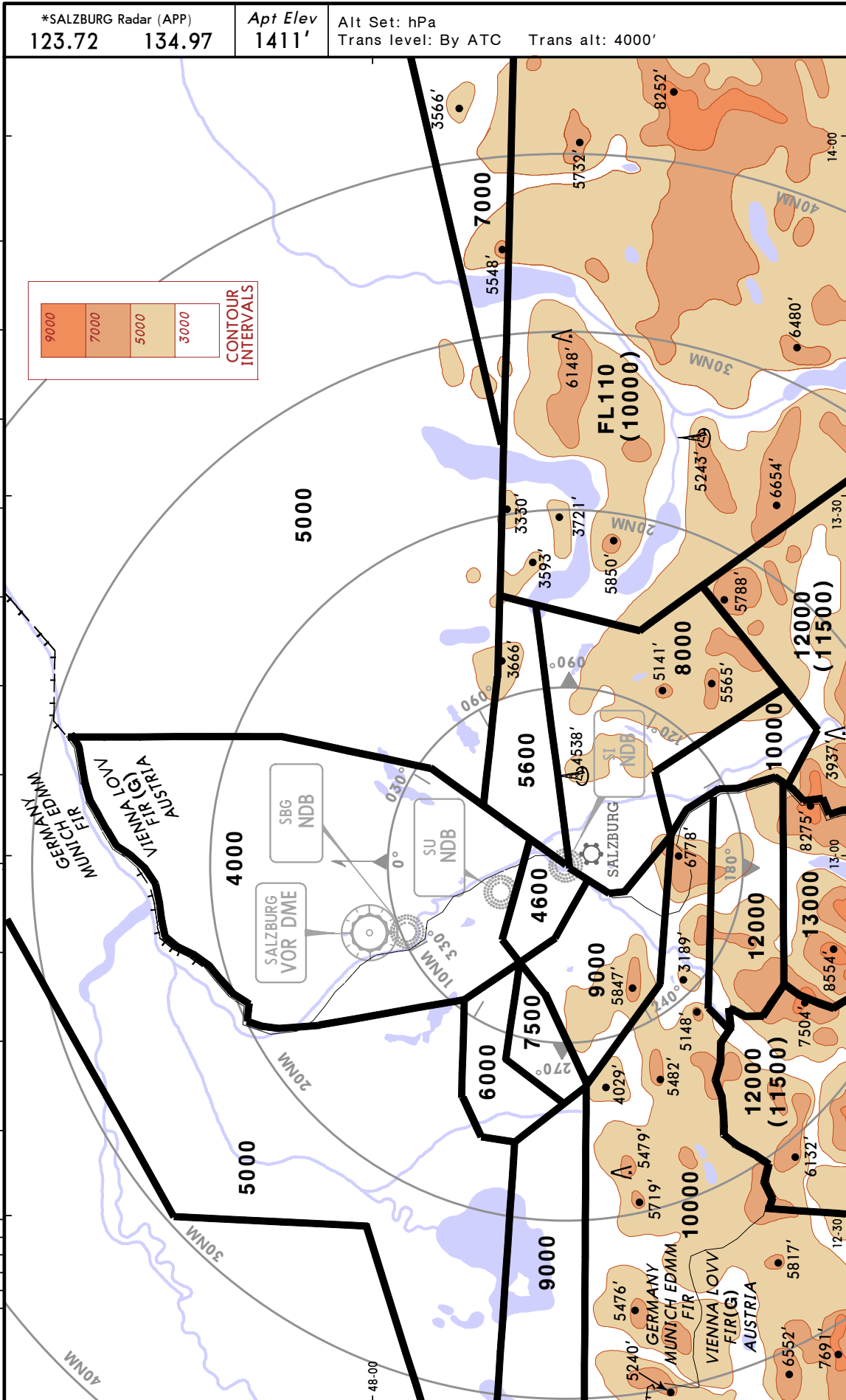


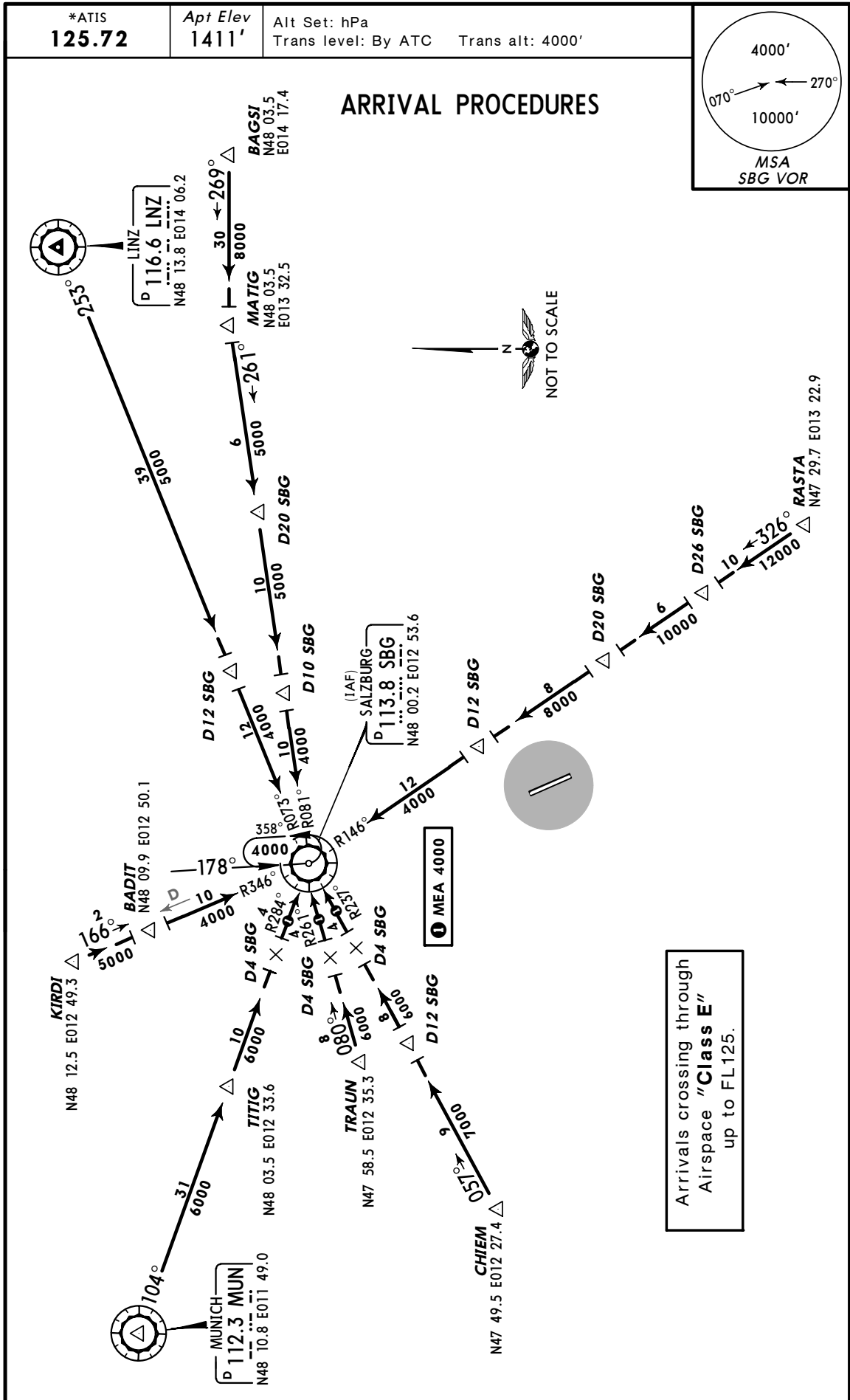
LOWS/SZG  
SALZBURG

10 DEC 04

10-1R

SALZBURG, AUSTRIA  
RADAR MINIMUM ALTITUDES





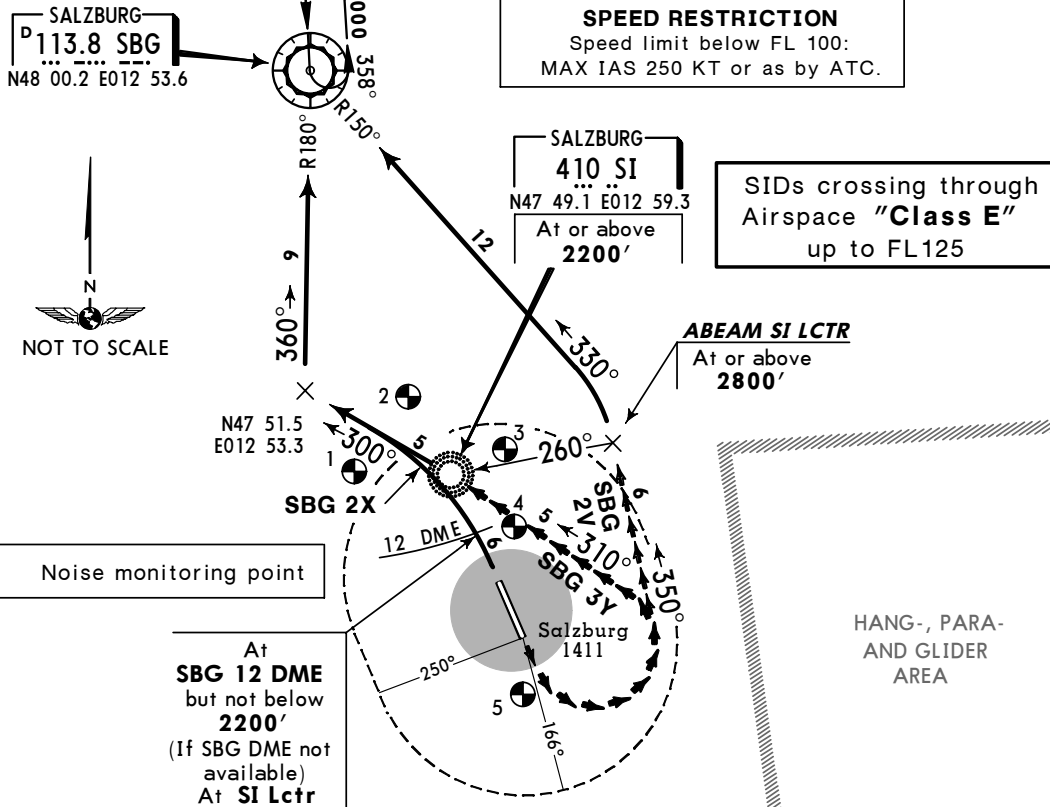
CHANGES: TITIG established; new format.

SALZBURG Radar

123.72

TRANS LEVEL: BY ATC  
TRANS ALT: 4000'

### SALZBURG TWO VICTOR (SBG 2V) SALZBURG TWO X-RAY (SBG 2X) SALZBURG THREE YANKEE (SBG 3Y) DEPARTURES (RWYS 16, 34) TO NORTH



These SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

#### SBG 2V, 3Y

Visual climb-out:

Minimum flight visibility

CAT A & B: 2.8 km

CAT C & D: 3.7 km

Do not enter the hang-, para- and glider area Gaisberg.

**When instructed by Salzburg Tower contact Salzburg Radar.**

#### VISUAL MANOEUVRING AREA

Not usable in sector between 166° and 250° from threshold RWY 34.

| SID    | RWY | TAKE-OFF/ROUTING   | CLIMB INSTRUCTION/ ALTITUDE                                   |
|--------|-----|--|---|
| SBG 2V | 16  | Turn LEFT VISUALLY, 350° track, intercept SBG R-150 inbound to SBG VORDME. (If necessary, climb in holding pattern to MEA.)  | Climb to <b>FL60</b> . Cross Abeam SI Lctr at or above 2800'. |
| SBG 2X | 34  | Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn LEFT (if SBG DME not available turn LEFT at SI Lctr), intercept 300° bearing from SI Lctr, intercept SBG R-180 inbound to SBG VORDME. (If necessary, climb in holding pattern to MEA.)   | Climb to <b>FL60</b> .  |
| SBG 3Y | 16  | Climb with maximum rate in a LEFT turn VISUALLY to SI Lctr (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below 2550' and until established on track to SI Lctr), 300° bearing, intercept SBG R-180 inbound to SBG VORDME. (If necessary, climb in holding pattern to MEA.) | Climb to <b>FL60</b> . Cross SI Lctr at or above 2200'.       |

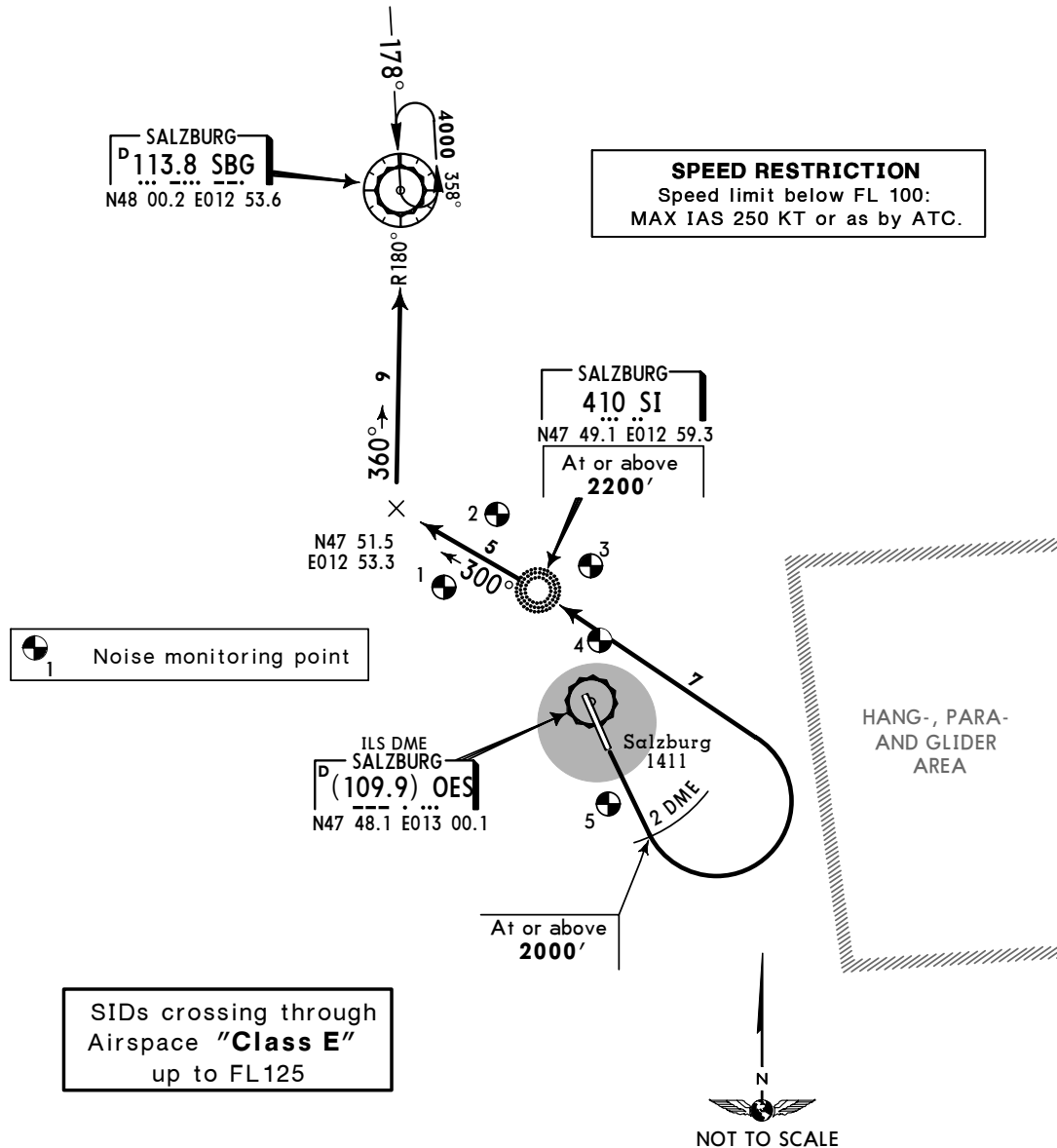
CHANGES: Communication; note added.

SALZBURG Radar

**123.72**

TRANS LEVEL: BY ATC  
TRANS ALT: 4000'

**SALZBURG ONE PAPA (SBG 1P)**  
**SPECIAL PERFORMANCE DEPARTURE**  
(RWY 16)  
TO NORTH



This SID is also a minimum noise routing. Strict adherence within the limits of aircraft performance is mandatory. It contains a NON-ICAO-STANDARD segment. A special authorization by the Austrian Civil Aviation Authority is required for each operator. For details refer to Austria ATC pages.

Clearance shall be requested on initial contact with the phrase: "Request special performance departure". Use caution on hang-, para- and glider area Gaisberg.

**When instructed by Salzburg Tower contact Salzburg Radar.**

This SID requires a minimum climb gradient of  
972' per nm (16%) until **OES 2 DME.**

| Gnd speed-Kts | 75   | 100  | 150  | 200  | 250  | 300  |
|---------------|------|------|------|------|------|------|
| 972' per nm   | 1215 | 1620 | 2430 | 3241 | 4051 | 4861 |

Minimum RVR: **300 m.**  
Minimum bank angle for actual IAS:  
**126 KT** MIM BANK 15°  
**147 KT** MIM BANK 20°  
**165 KT** MIM BANK 25°

| TAKE-OFF/ROUTING  | CLIMB INSTRUCTION/ALTITUDE  |
|---|---|
| Straight ahead to OES 2 DME, turn LEFT to SI Lctr, intercept 300° bearing from SI Lctr, intercept SBG R-180 inbound to SBG VORDME. (If necessary, climb in holding pattern to MEA.) | Climb to <b>FL60.</b><br>Cross OES 2 DME at or above <b>2000'</b> ,<br>SI Lctr at or above <b>2200'</b> . |

SALZBURG Radar

**123.72**

TRANS LEVEL: BY ATC  
TRANS ALT: 4000'

**SIMBA TWO SIERRA (SIMBA 2S)**  
**SIMBA TWO VICTOR (SIMBA 2V)**

**DEPARTURES**

(RWYS 34, 16)  
TO NORTHEAST

RODING  
P 114.7 RDG  
N49 02.4 E012 31.6

SIDs crossing through  
Airspace "Class E"  
up to FL125

SALZBURG  
P 113.8 SBG  
N48 00.2 E012 53.6

Noise monitoring point

**SPEED RESTRICTION**  
MAX IAS 250 KT below FL100  
or as by ATC.

At SBG 12 DME  
but not below 2200'  
(If SBG DME not available)  
At SI Lctr

SALZBURG  
410 SI  
N47 49.1 E012 59.3

**SIMBA 2S**

**ABEAM SI LCTR**

At or above  
**2800'**

HANG-,  
PARA-  
AND GLIDER  
AREA

These SIDs are also minimum noise routings.  
Strict adherence within the limits of aircraft  
performance is mandatory.

**SIMBA 2V**

Visual climb-out:

Minimum flight visibility

CAT A & B: **2.8 km**

CAT C & D: **3.7 km**

Do not enter the hang-, para- and glider area Gaisberg.

**When instructed by Salzburg Tower contact Salzburg Radar.**

| SID             | RWY       | TAKE-OFF/ROUTING   | CLIMB INSTRUCTION/<br>ALTITUDE   |
|-----------------|-----------|--|--|
| <b>SIMBA 2S</b> | <b>34</b> | Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn RIGHT (if SBG DME not available turn RIGHT at SI Lctr), intercept 041° bearing from SI Lctr, intercept RDG R-158 inbound to Simba Int. | Climb to <b>FL60.</b>  |
| <b>SIMBA 2V</b> | <b>16</b> | Turn LEFT VISUALLY, 350° track, intercept 041° bearing from SI Lctr, intercept RDG R-158 inbound to Simba Int.   | Climb to <b>FL60.</b><br>Cross Abeam SI Lctr<br>at or above <b>2800'</b> . |

9 MAR 01

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Eff 22 Mar

**SALZBURG, AUSTRIA**  
SALZBURG

SALZBURG Radar **123.72**  
TRANS LEVEL: BY ATC  
TRANS ALT: 4000'

**SIMBA TWO PAPA (SIMBA 2P)**  
**SPECIAL PERFORMANCE DEPARTURE**  
(RWY 16)  
TO NORTHEAST

RODING  
D 114.7 RDG  
N49 02.4 E012 31.6

SIMBA  
N48 13.8 E013 00.9

SIDs crossing through  
Airspace "Class E"  
up to FL125

**SPEED RESTRICTION**  
MAX IAS 250 KT below FL100  
or as by ATC.



SALZBURG  
356 SU  
N47 52.8 E012 57.0

Noise monitoring point  
1

SALZBURG  
410 SI  
N47 49.1 E012 59.3

ABEAM SI LCTR  
At or above  
2800'

ILS DME SALZBURG  
D (109.9) OES  
N47 48.1 E013 00.1

Salzburg  
1411

HANG-, PARA-  
AND GLIDER AREA

At or above  
2000'

This SID is also a minimum noise routing. Strict adherence within the limits of aircraft performance is mandatory. It contains a NON-ICAO-STANDARD segment. A special authorization by the Austrian Civil Aviation Authority is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure". Use caution on hang-, para- and glider area Gaisberg.

This SID requires a minimum climb gradient of 972' per nm (16%) until **OES 2 DME.**

|               |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|
| Gnd speed-Kts | 75   | 100  | 150  | 200  | 250  | 300  |
| 972' per nm   | 1215 | 1620 | 2430 | 3241 | 4051 | 4861 |

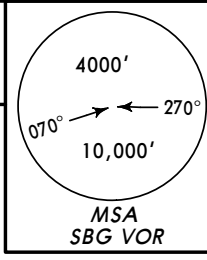
Minimum RVR: **300 m.**  
Minimum bank angle for actual IAS:  
**126 KT** MIM BANK 15°  
**147 KT** MIM BANK 20°  
**165 KT** MIM BANK 25°

**When instructed by Salzburg Tower contact Salzburg Radar.**

| TAKE-OFF/ROUTING   | CLIMB INSTRUCTION/ALTITUDE  |
|--|---|
| Straight ahead to OES 2 DME, turn LEFT towards SU Lctr, intercept 041° bearing from SI Lctr, intercept RDG R-158 inbound to Simba Int. | Climb to <b>FL60.</b><br>Cross OES 2 DME at or above <b>2000'</b> ,<br>Abeam SI Lctr at or above <b>2800'</b> . |

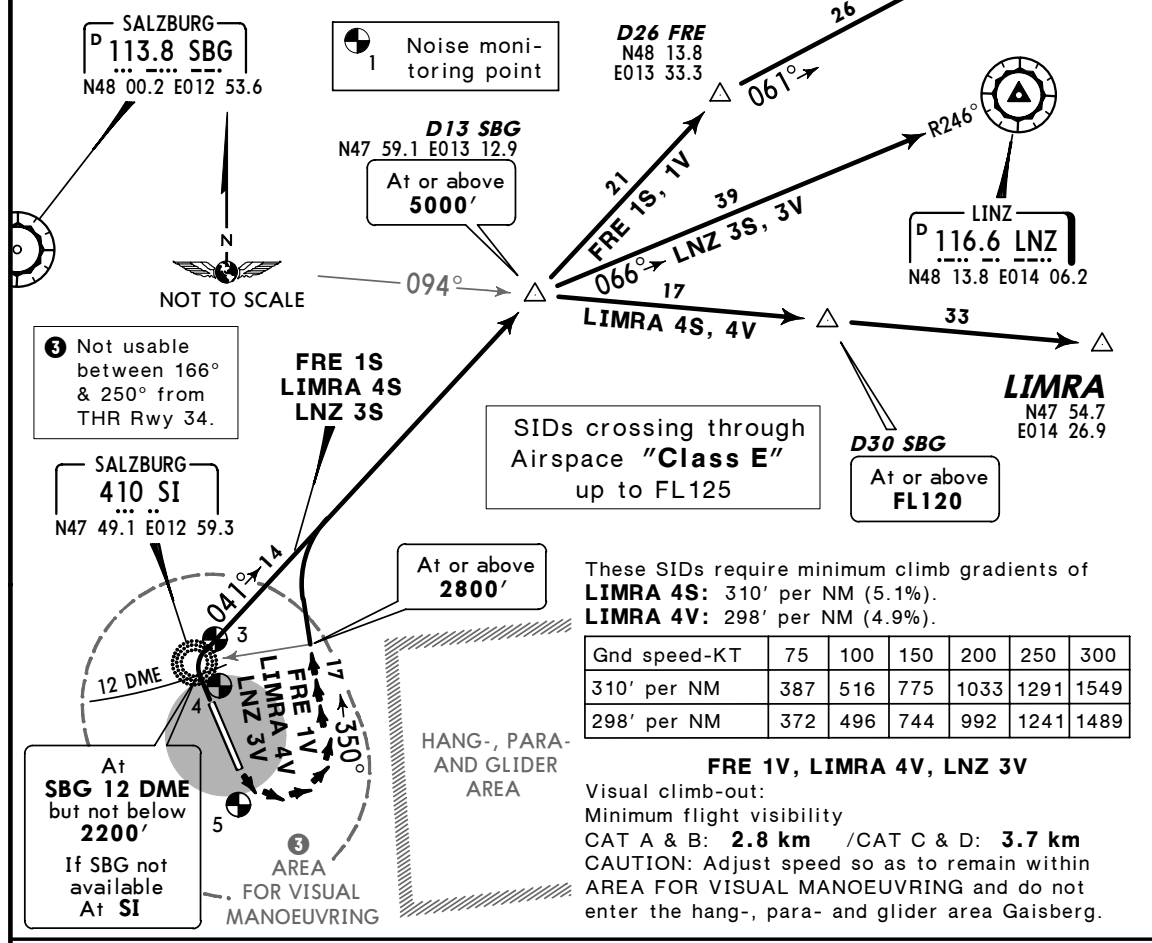
SALZBURG Radar **123.72** Apt Elev **1411'** Trans level: By ATC Trans alt: 4000'  
When instructed by SALZBURG Tower contact SALZBURG Radar.

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



**FREISTADT ONE SIERRA (FRE 1S)**  
**FREISTADT ONE VICTOR (FRE 1V)**  
**LIMRA FOUR SIERRA (LIMRA 4S) [LIMR4S]**  
**LIMRA FOUR VICTOR (LIMRA 4V) [LIMR4V]**  
**LINZ THREE SIERRA (LNZ 3S)**  
**LINZ THREE VICTOR (LNZ 3V)**  
**RWYS 34, 16 DEPARTURES TO EAST**

**SPEED MAX 250 KT BELOW FL100 OR AS BY ATC**



**Initial climb clearance FL60**

**RWY 34:** Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

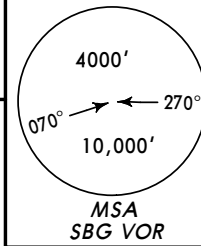
| SID                                 | RWY   | INITIAL CLIMB   |
|-------------------------------------|---|---|
| <b>FRE 1S, LIMRA 4S①<br/>LNZ 3S</b> | <b>34</b>   | Climb straight ahead with maximum rate, at SBG 12 DME, but not below <b>2200'</b> turn RIGHT (if SBG not available turn RIGHT at SI). |
| <b>FRE 1V, LIMRA 4V②<br/>LNZ 3V</b> | <b>16</b>   | Turn LEFT VISUALLY, 350° track.   |
| SID                                 | ROUTING   |   |
| <b>FRE 1S, 1V</b>                   | Intercept 041° bearing from SI, intercept FRE R-241 inbound to FRE. |   |
| <b>LIMRA 4S①, 4V②</b>               | Intercept 041° bearing from SI, intercept SBG R-094 to LIMRA.       |   |
| <b>LNZ 3S, 3V</b>                   | Intercept 041° bearing from SI, intercept LNZ R-246 inbound to LNZ. |   |

① If unable to comply use LNZ 3S. ② If unable to comply use LNZ 3V.

CHANGES: SIDs FRE 1S & 1V established; new format.

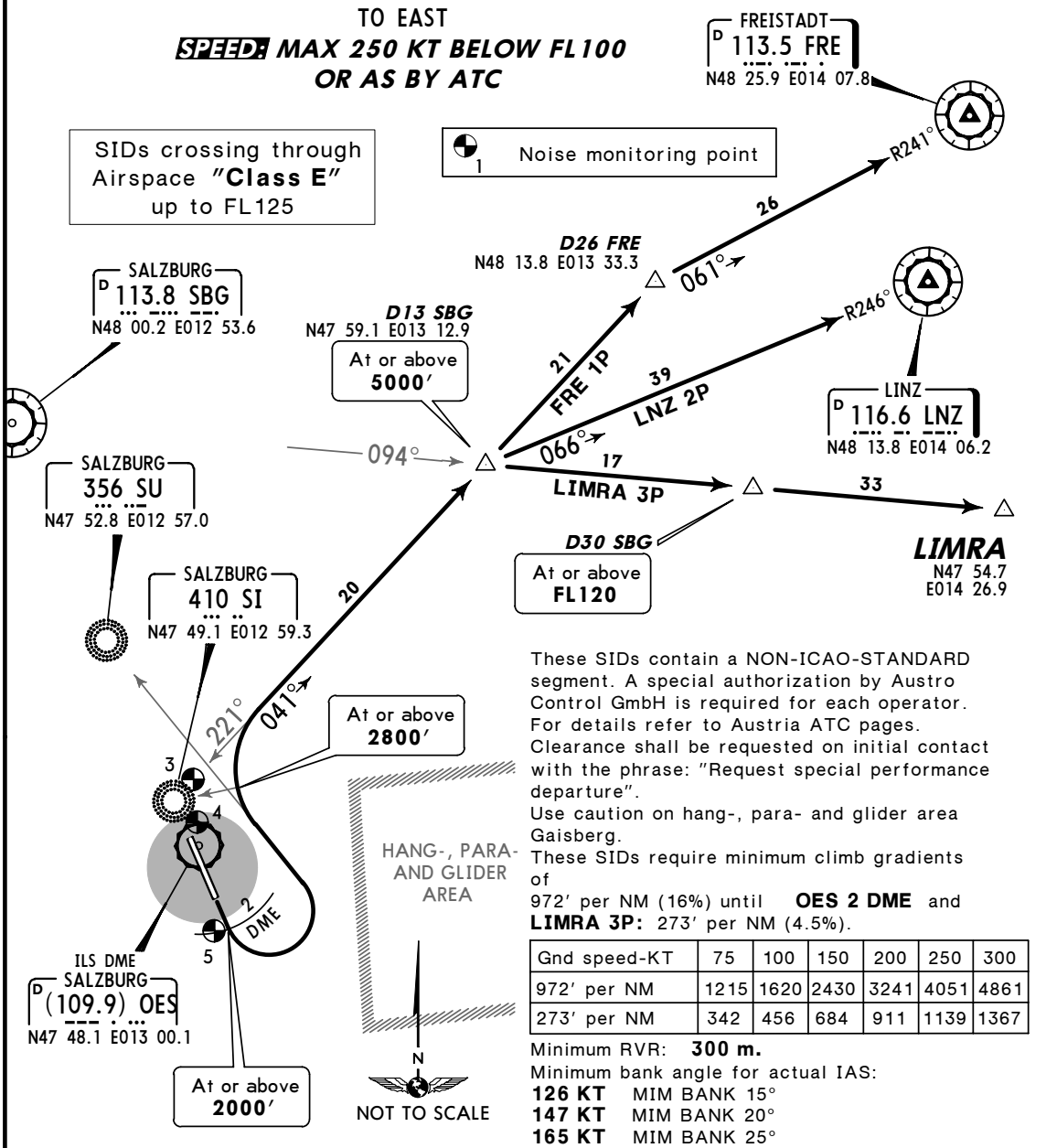
|                                 |                          |  |
|---------------------------------|--------------------------|--|
| SALZBURG Radar<br><b>123.72</b> | Apt Elev<br><b>1411'</b> | Trans level: By ATC<br>When instructed by SALZBURG Tower contact SALZBURG Radar. |
|---------------------------------|--------------------------|--|

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



**FREISTADT ONE PAPA (FRE 1P)  
LIMRA THREE PAPA (LIMRA 3P) [LIMR3P]  
LINZ TWO PAPA (LNZ 2P)  
RWY 16 SPECIAL PERFORMANCE DEPARTURES**

TO EAST  
**SPEED MAX 250 KT BELOW FL100  
OR AS BY ATC**



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure". Use caution on hang-, para- and glider area Gaisberg. These SIDs require minimum climb gradients of 972' per NM (16%) until **OES 2 DME** and **LIMRA 3P**: 273' per NM (4.5%).

| Gnd speed-KT | 75   | 100  | 150  | 200  | 250  | 300  |
|--------------|------|------|------|------|------|------|
| 972' per NM  | 1215 | 1620 | 2430 | 3241 | 4051 | 4861 |
| 273' per NM  | 342  | 456  | 684  | 911  | 1139 | 1367 |

Minimum RVR: **300 m.**  
Minimum bank angle for actual IAS:  
**126 KT** MIM BANK 15°  
**147 KT** MIM BANK 20°  
**165 KT** MIM BANK 25°

Initial climb clearance **FL60**

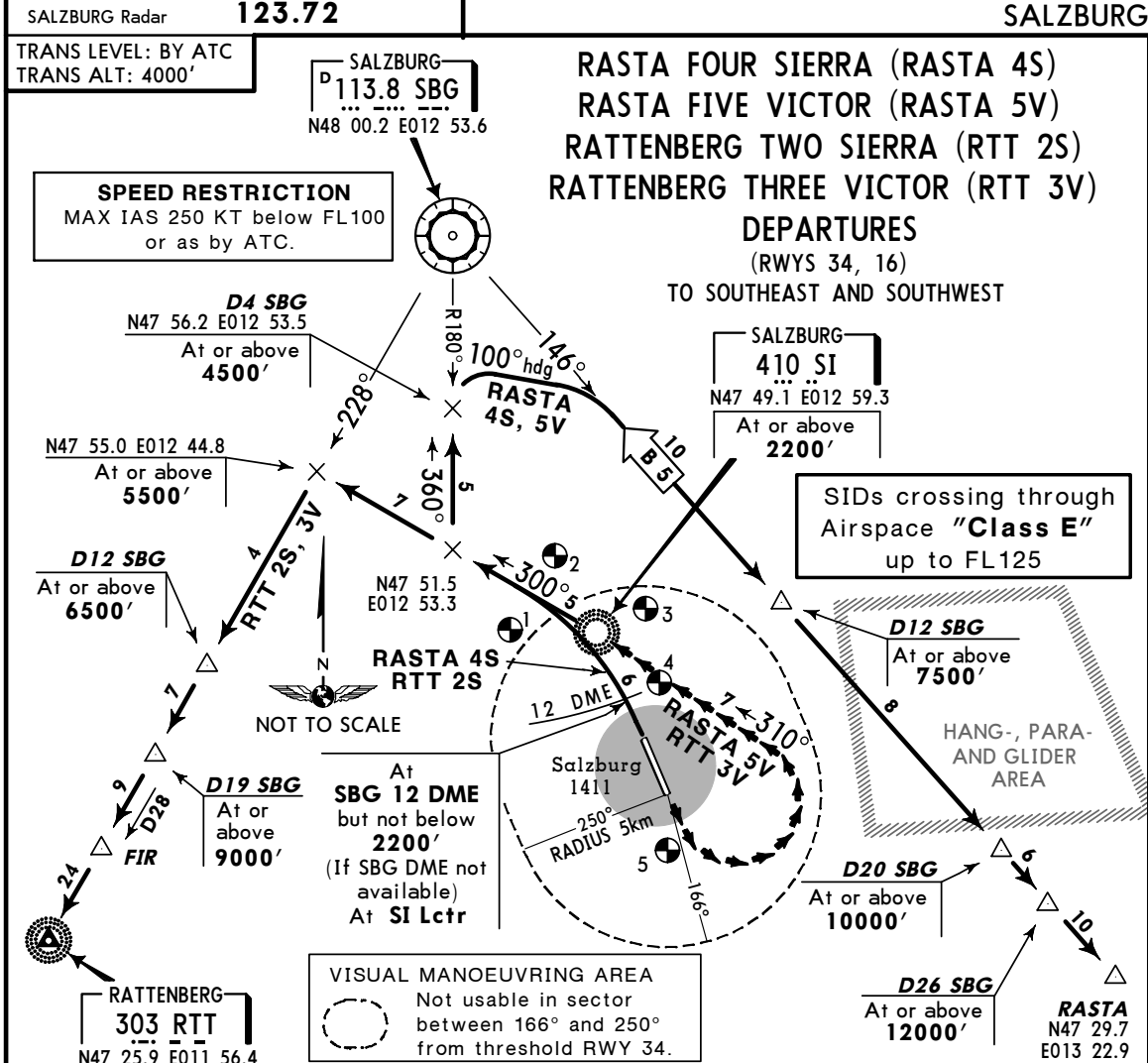
**INITIAL CLIMB**

Straight ahead to OES 2 DME, turn LEFT towards SU.

| SID               | ROUTING   |
|-------------------|---|
| <b>FRE 1P</b>     | Intercept 041° bearing from SI, intercept FRE R-241 inbound to FRE. |
| <b>LIMRA 3P</b> ① | Intercept 041° bearing from SI, intercept SBG R-094 to LIMRA.       |
| <b>LNZ 2P</b>     | Intercept 041° bearing from SI, intercept LNZ R-246 inbound to LNZ. |

① If unable to comply use LNZ 2P.





Strict adherence within the limits of aircraft performance is mandatory. These SIDs are also minimum noise routings.

**RASTA 5V, RTT 3V**

Visual climb-out:  
Minimum flight visibility  
CAT A & B: **2.8 km**  
CAT C & D: **3.7 km**  
Do not enter the hang-, para- and glider area Gaisberg.

These SIDs require minimum climb gradients of  
**RASTA 4S, 5V, RTT 3V:** 304' per nm (5%).  
**RTT 2S:** 316' per nm (5.2%).

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| Gnd speed-Kts | 75  | 100 | 150 | 200  | 250  | 300  |
| 304' per nm   | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 316' per nm   | 395 | 527 | 790 | 1053 | 1317 | 1580 |

**When instructed by Salzburg Tower contact Salzburg Radar.**

**RASTA 4S, RTT 2S:** Execute initial turn with MAX IAS 205 KT and a bank angle of at least 20°.

| SID                              | RWY  | TAKE-OFF  | ALTITUDE                                 |
|----------------------------------|--|---|--|
| <b>RASTA 4S<br/>RTT 2S<br/>①</b> | 34   | Climb straight ahead with maximum rate, at SBG 12 DME, but not below <b>2200'</b> turn LEFT (If SBG DME not available turn LEFT at SI Lctr), intercept 300° bearing from SI Lctr.   |  |
| <b>RASTA 5V<br/>RTT 3V<br/>②</b> | 16   | Climb with maximum rate in a LEFT turn VISUALLY to SI Lctr (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below <b>2550'</b> and until established on track to SI Lctr), 300° bearing. | Cross SI Lctr at or above <b>2200'</b> . |
| SID                              | ROUTING  | CLIMB INSTRUCTION/ALTITUDE  |  |
| <b>RASTA 4S<br/>RASTA 5V</b>     | Intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept airway <b>B 5</b> to Rasta Int. | Climb to <b>FL100</b> .<br>Cross D4 SBG at or above <b>4500'</b> , D12 SBG at or above <b>7500'</b> , D20 SBG at or above <b>10000'</b> , D26 SBG at or above <b>12000'</b> .   |  |
| <b>RTT 2S<br/>RTT 3V</b>         | Intercept SBG R-228 to RTT NDB.  | Climb to <b>FL100</b> .<br>Intercept SBG R-228 at or above <b>5500'</b> , cross D12 SBG at or above <b>6500'</b> , D19 SBG at or above <b>9000'</b> .   |  |

① If unable to comply use SBG 2X.

② If unable to comply use SBG 3Y.

SALZBURG Radar

**123.72**

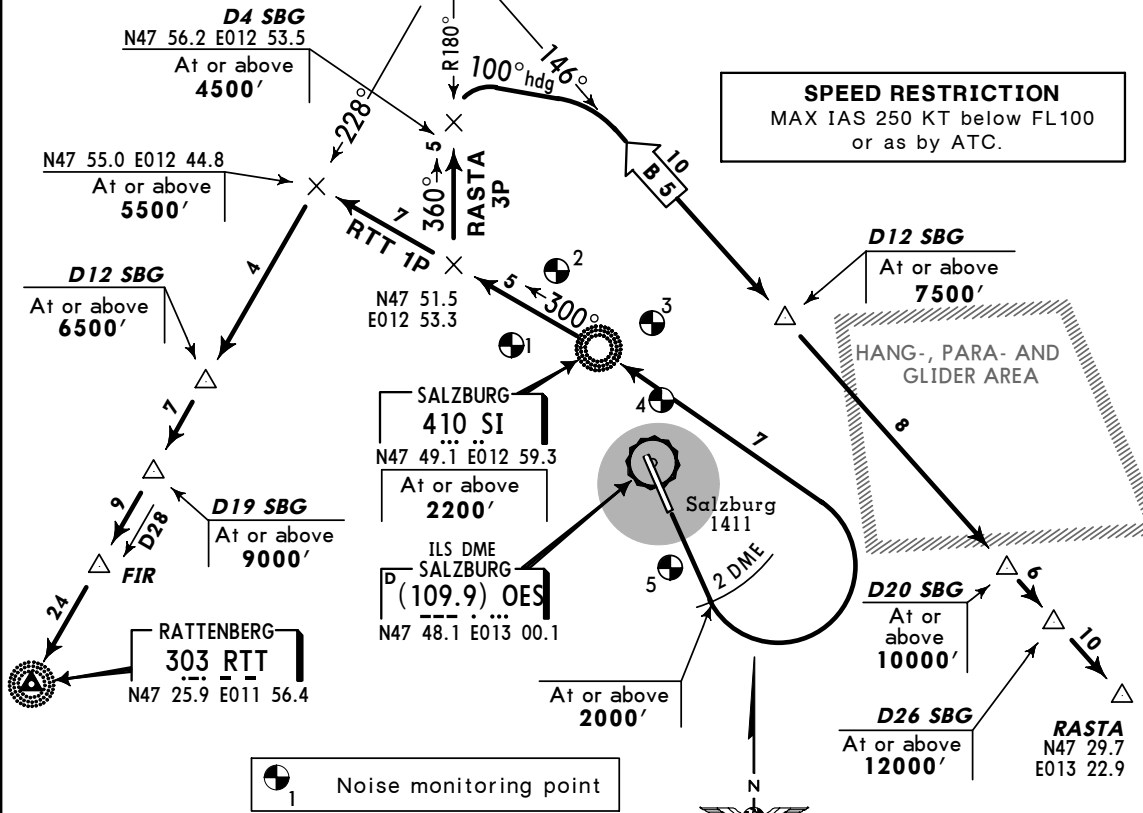
TRANS LEVEL: BY ATC  
TRANS ALT: 4000'

SALZBURG  
D 113.8 SBG  
N48 00.2 E012 53.6

**RASTA THREE PAPA (RASTA 3P)**  
**RATTENBERG ONE PAPA (RTT 1P)**  
**SPECIAL PERFORMANCE DEPARTURES**  
(RWY 16)  
TO SOUTHEAST AND SOUTHWEST  
IF UNABLE TO COMPLY REFER TO CHART 10-3A

SIDs crossing through  
Airspace "Class E"  
up to FL125

**SPEED RESTRICTION**  
MAX IAS 250 KT below FL100  
or as by ATC.



These SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. They contain a NON-ICAO-STANDARD segment. A special authorization by the Austrian Civil Aviation Authority is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure". Use caution on hang-, para- and glider area Gaisberg.

These SIDs require a minimum climb gradient of 972' per nm (16%) until **OES 2 DME**.

| Gnd speed-Kts | 75   | 100  | 150  | 200  | 250  | 300  |
|---------------|------|------|------|------|------|------|
| 972' per nm   | 1215 | 1620 | 2430 | 3241 | 4051 | 4861 |

Minimum RVR: **300 m**.  
Minimum bank angle for actual IAS:  
**126 KT** MIM BANK 15°  
**147 KT** MIM BANK 20°  
**165 KT** MIM BANK 25°

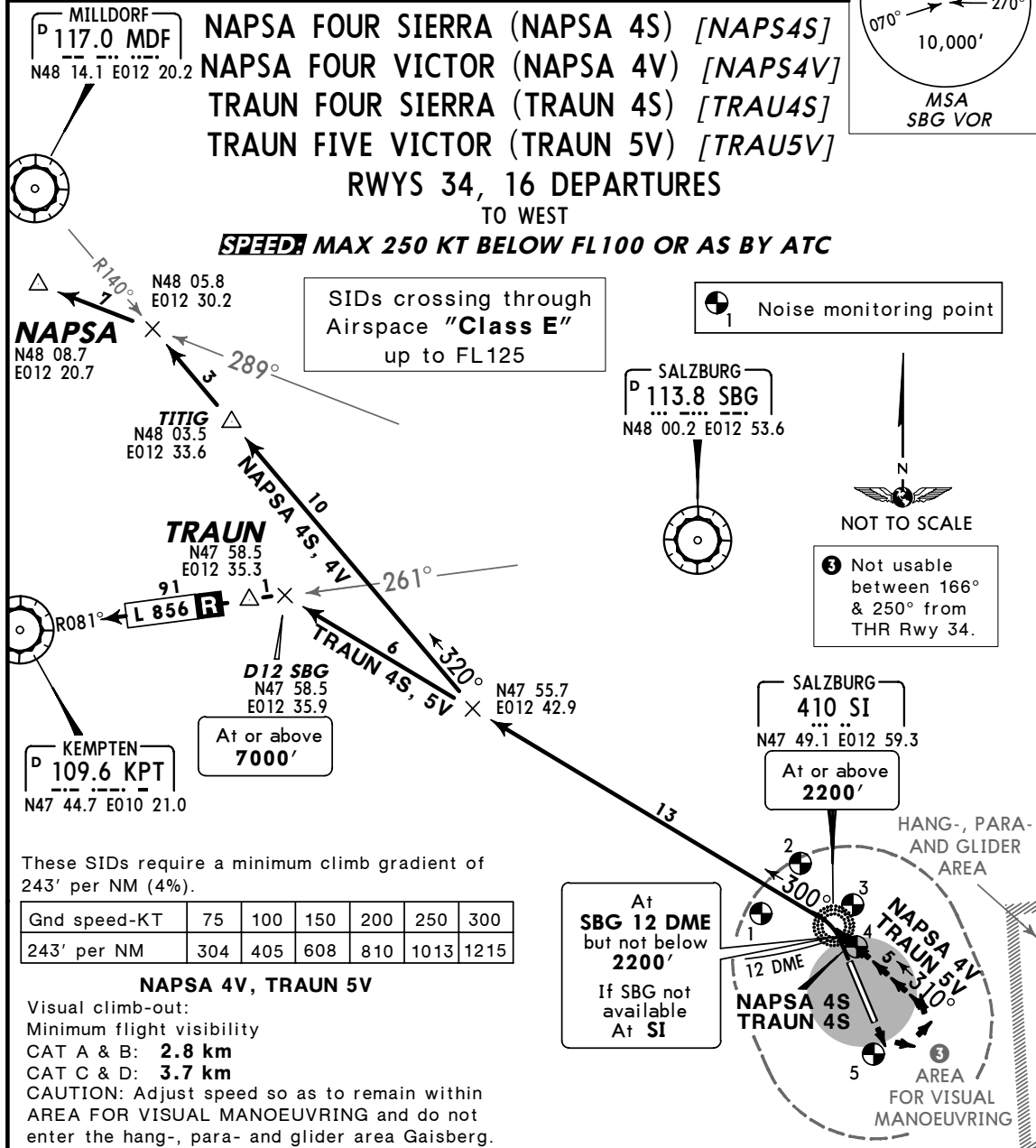
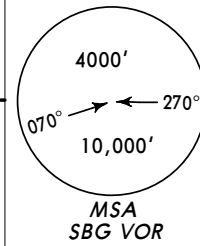
**When instructed by Salzburg Tower contact Salzburg Radar.**

| TAKE-OFF   |  | ALTITUDE  |
|--|--|---|
| Straight ahead to OES 2 DME, turn LEFT to SI Lctr, 300° bearing. |  | Cross OES 2 DME at or above <b>2000'</b> , SI Lctr at or above <b>2200'</b> .   |
| SID  | ROUTING  | CLIMB INSTRUCTION/ ALTITUDE   |
| <b>RASTA 3P</b><br>①   | Intercept SBG R-180 inbound to D4 SBG, turn RIGHT, 100° heading, intercept airway <b>B 5</b> to Rasta Int. | Climb to <b>FL100</b> .<br>Cross D4 SBG at or above <b>4500'</b> , D12 SBG at or above <b>7500'</b> , D20 SBG at or above <b>10000'</b> , D26 SBG at or above <b>12000'</b> . |
| <b>RTT 1P</b>  | Intercept SBG R-228 to RTT NDB.  | Climb to <b>FL100</b> .<br>Intercept SBG R-228 at or above <b>5500'</b> , cross D12 SBG at or above <b>6500'</b> , D19 SBG at or above <b>9000'</b> .                         |

① If unable to comply use SBG 1P.

|  |                          |  |
|--|--------------------------|--|
| *SALZBURG Radar (APP)<br><b>123.72</b> | Apt Elev<br><b>1411'</b> | Trans level: By ATC<br>When instructed by SALZBURG Tower contact SALZBURG Radar. |
|--|--------------------------|--|

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



These SIDs require a minimum climb gradient of 243' per NM (4%).

|              |     |     |     |     |      |      |
|--------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
| 243' per NM  | 304 | 405 | 608 | 810 | 1013 | 1215 |

**NAPSA 4V, TRAUN 5V**

Visual climb-out:  
Minimum flight visibility  
CAT A & B: **2.8 km**  
CAT C & D: **3.7 km**  
CAUTION: Adjust speed so as to remain within AREA FOR VISUAL MANOEUVRING and do not enter the hang-, para- and glider area Gaisberg.

NAPSA 4S, 4V: Initial climb clearance **FL60**  
TRAUN 4S, 5V: Initial climb clearance **FL80**

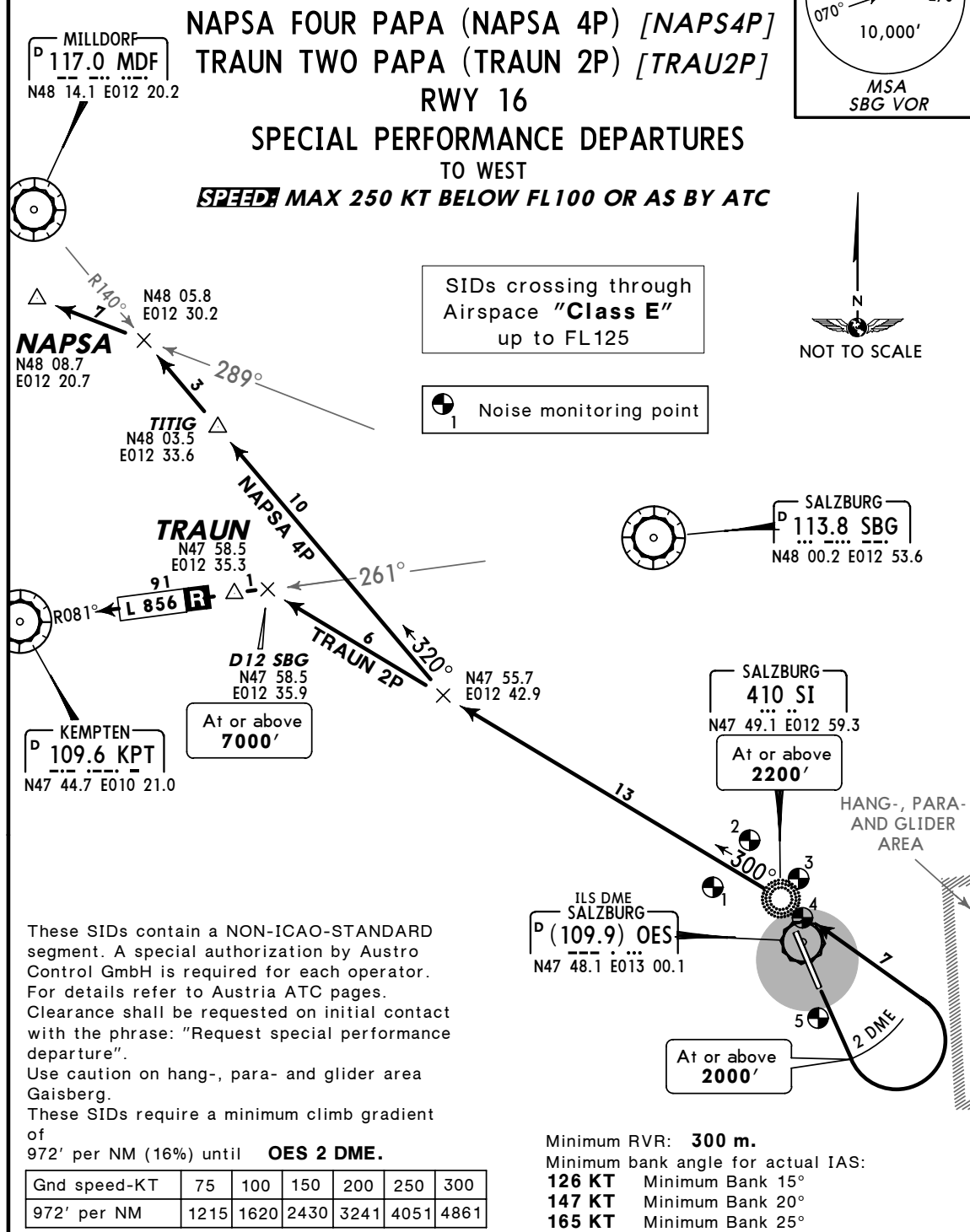
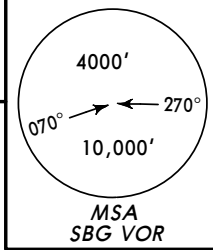
**RWY 34:** Execute initial turn with MAX 205 KT and a bank angle of at least 20°.

| SID                            | RWY       | INITIAL CLIMB  |
|--------------------------------|-----------|--|
| <b>NAPSA 4S<br/>TRAUN 4S ①</b> | <b>34</b> | Climb straight ahead with maximum rate, at SBG 12 DME, but not below 2200' turn LEFT (if SBG not available turn LEFT at SI), intercept 300° bearing from SI.   |
| <b>NAPSA 4V<br/>TRAUN 5V ②</b> | <b>16</b> | Climb with maximum rate in a LEFT turn VISUALLY to SI (turn must be completed in the VISUAL MANOEUVRING AREA and maintain visual ground contact below 2550' and until established on track to SI), 300° bearing. |
| SID                            |           | ROUTING  |
| <b>NAPSA 4S, 4V</b>            |           | On 300° bearing intercept MDF R-140 inbound via TITIG, intercept SBG R-289 to NAPSA.   |
| <b>TRAUN 4S, 5V</b>            |           | On 300° bearing join airway <b>L 856</b> to KPT.   |

① If unable to comply use SBG 2X. ② If unable to comply use SBG 3Y.

|  |                          |  |
|--|--------------------------|--|
| *SALZBURG Radar (APP)<br><b>123.72</b> | Apt Elev<br><b>1411'</b> | Trans level: By ATC<br>When instructed by SALZBURG Tower contact SALZBURG Radar. |
|--|--------------------------|--|

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



These SIDs contain a NON-ICAO-STANDARD segment. A special authorization by Austro Control GmbH is required for each operator. For details refer to Austria ATC pages. Clearance shall be requested on initial contact with the phrase: "Request special performance departure". Use caution on hang-, para- and glider area Gaisberg.

These SIDs require a minimum climb gradient of 972' per NM (16%) until **OES 2 DME.**

|              |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|
| Gnd speed-KT | 75   | 100  | 150  | 200  | 250  | 300  |
| 972' per NM  | 1215 | 1620 | 2430 | 3241 | 4051 | 4861 |

Minimum RVR: **300 m.**  
Minimum bank angle for actual IAS:  
**126 KT** Minimum Bank 15°  
**147 KT** Minimum Bank 20°  
**165 KT** Minimum Bank 25°

NAPSA 4P: Initial climb clearance **FL60**  
TRAUN 2P: Initial climb clearance **FL80**

| SID               | INITIAL CLIMB/ROUTING  |
|-------------------|--|
| <b>NAPSA 4P</b>   | Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, intercept MDF R-140 inbound via TITIG, intercept SBG R-289 to NAPSA. |
| <b>TRAUN 2P</b> ① | Climb straight ahead to OES 2 DME, turn LEFT to SI, 300° bearing, join airway <b>L 856</b> to KPT.                                     |

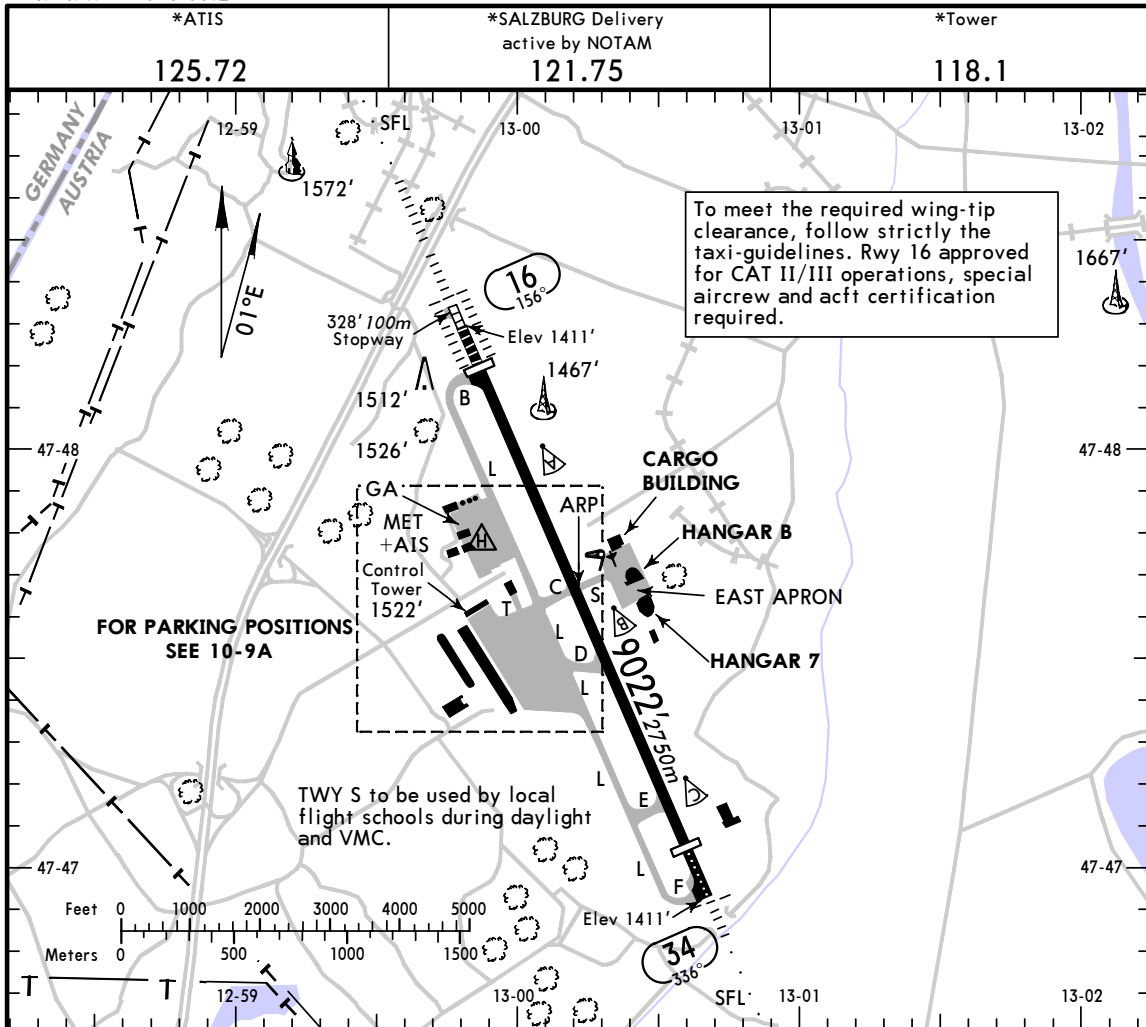
① If unable to comply use SBG 1P.



**LOWS/SZG**  
 Apt Elev **1411'**  
 N47 47.7 E013 00.2

16 JUL 04 **10-9**

**SALZBURG, AUSTRIA**  
 SALZBURG



**ADDITIONAL RUNWAY INFORMATION**

| RWY |   | USABLE LENGTHS |                               | TAKE-OFF | WIDTH       |
|-----|---|----------------|-------------------------------|----------|-------------|
|     |   | Threshold      | Landing Beyond<br>Glide Slope |          |             |
| 16  | HIRL CL (15m) HIALS-II SFL ① TDZ REIL PAPI (3.0°) RVR | 8366' 2550m    | 7208' 2197m                   | ③        | 148'<br>45m |
| 34  | HIRL CL (15m) HIALS SFL ② REIL PAPI (3.0°) RVR        | 8235' 2510m    |                               |          |             |

- ① Additional SFL between 9078'/2767m from displ thresh rwy 16 and approach lights.
- ② Additional SFL between 3445'/1050m from displ thresh rwy 34 and approach lights.

**③ TAKE OFF RUN AVAILABLE**

|  |  |
|--|--|
| <u>Rwy 16:</u> from rwy head 9022' (2750m) | <u>Rwy 34:</u> from rwy head 9022' (2750m) |
| Twy int B 8202' (2500m)                    | Twy int E 7448' (2270m)                    |
| Twy int C/S 4747' (1447m)                  | Twy int D 5249' (1600m)                    |
|  | Twy int C/S 4035' (1230m)                  |

**JAR-OPS**

**TAKE-OFF ①**

|                    | Rwy 34                 |         |                       |                       |                | Rwy 16 ② |
|--------------------|------------------------|---------|-----------------------|-----------------------|----------------|----------|
|                    | LVP must be in Force   |         |                       |                       |                |          |
| Approved Operators | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |          |
| A                  |                        |         |                       |                       |                | 2800m    |
| B                  | 125m                   | 150m    | 200m                  | 250m                  | 400m           |          |
| C                  |                        |         |                       |                       | 500m           | 3700m    |
| D                  | 150m                   | 200m    | 250m                  | 300m                  |                |          |

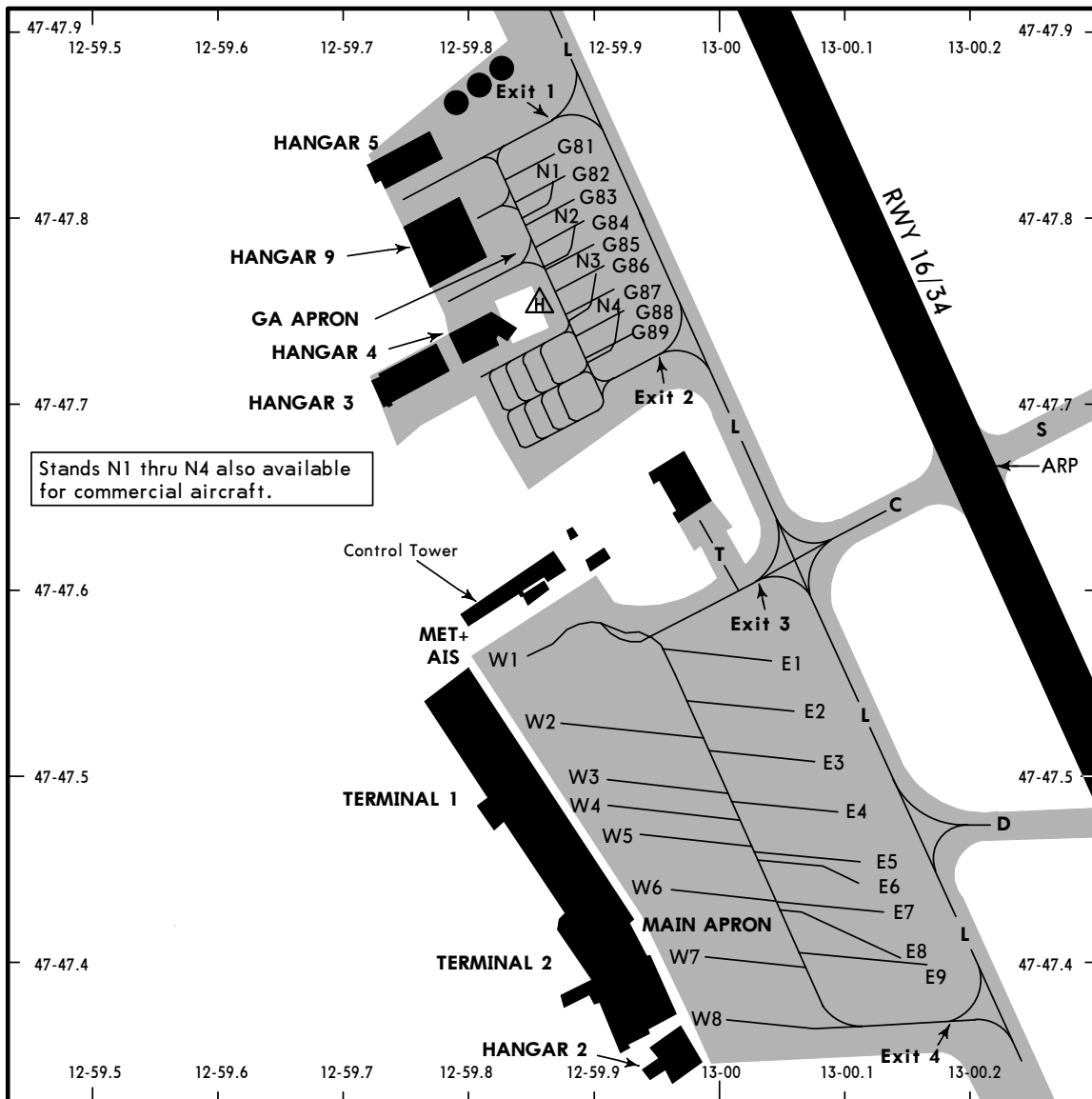
- ① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
- ② Take-off and initial LEFT turn shall be executed VISUALLY until over or ABEAM SI Lctr respectively and remain within the area for visual maneuvering (see 19-1).

CHANGES: Chart reindexed. Communications. Apron.

LOWS/SZG

16 JUL 04 **10-9A**

SALZBURG, AUSTRIA  
SALZBURG



Stands N1 thru N4 also available for commercial aircraft.

**INS COORDINATES**

| STAND No.    | COORDINATES        | STAND No.  | COORDINATES        |
|--------------|--------------------|------------|--------------------|
| E1           | N47 47.6 E013 00.0 | G89        | N47 47.7 E012 59.9 |
| E2 thru E5   | N47 47.5 E013 00.1 | N1 thru N4 | N47 47.8 E012 59.9 |
| E6 thru E8   | N47 47.4 E013 00.1 | W1         | N47 47.6 E012 59.9 |
| E9           | N47 47.4 E013 00.2 | W2 thru W6 | N47 47.5 E012 59.9 |
| G81 thru G88 | N47 47.8 E012 59.9 | W7, W8     | N47 47.4 E013 00.0 |

**LOW VISIBILITY PROCEDURES**

LVP become effective when visibility less than 1500m and/or ceiling less than 800'. Pilots will be informed either via ATIS or RTF: "LOW VISIBILITY PROCEDURES IN OPERATION." Arriving acft are vectored so as to ensure an intercept of the ILS at least 10 NM from threshold. Pilot of a landed acft shall report "RUNWAY VACATED" as soon as his acft has left the yellow/green color coded section of the exit taxiway (sensitive area vacated).

**LOWS/SZG  
SALZBURG**

3 SEP 04 **(11-1)**

**SALZBURG, AUSTRIA  
ILS Rwy 16**

|  |   |                                 |  |
|--|---|---------------------------------|--|
| *ATIS<br><b>125.72</b>   | *SALZBURG Radar (APP)<br><b>123.72 134.97</b> | *SALZBURG Tower<br><b>118.1</b> | *Delivery active by NOTAM<br><b>121.75</b>                               |
| LOC OES<br><b>109.9</b>  | Final Apch Crs<br><b>156°</b>                 | GS LOM<br><b>3000' (1589')</b>  | ILS DA(H) Refer to Minimums<br><b>Apt Elev 1411'</b><br><b>RWY 1411'</b> |
| <b>MISSED APCH: Turn LEFT to SU Lctr climbing to FL 60 and proceed via SBG NDB to VOR.</b> For missed approach if landing after passing DA(H)/MDA(H) becomes impossible: see 19-1. |   |                                 |  |
| Alt Set: hPa   |   | Rwy Elev: 50 hPa                | Trans level: By ATC  |
|  |   | Trans alt: 4000'                |  |

**MISSED APCH TURN**

| CAT | MAX IAS | MIM BANK |
|-----|---------|----------|
| A   | 110 KT  | 15°      |
| B   | 150 KT  | 20°      |
| C   | 160 KT  |          |
| D   | 185 KT  |          |

|                            |                |                  |
|----------------------------|----------------|------------------|
| HIALS-II<br>REIL PAPI PAPI | <b>FL 60</b>   | SU<br><b>356</b> |
|                            | ←<br><b>LT</b> |                  |

|                    |     |     |     |     |     |     |  |  |
|--------------------|-----|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts      | 70  | 90  | 100 | 120 | 140 | 160 |  |  |
| ILS GS 3.00° or    | 377 | 484 | 538 | 646 | 753 | 861 |  |  |
| LOC Desc Grad 5.2% |     |     |     |     |     |     |  |  |
| MAP at D3.0 OES    |     |     |     |     |     |     |  |  |

|                    |   |                       |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
|--------------------|---|-----------------------|---------|------------|--------------------|--------------------|-------------------|-----------------|-------------------|---------------------|-----------------|-----------------|--|-----------------|-----------------|-------|---|--|--|--|--|---|-------|--|--|-------|---|--|--|--|-------|------------------------|
| <b>JAR-OPS</b>     | <b>STRAIGHT-IN LANDING RWY 16</b>   | <b>CIRCLE-TO-LAND</b> |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
|                    | <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="text-align:center;">1</td> <td style="text-align:center;">ILS</td> <td style="text-align:center;">2</td> </tr> <tr> <td style="text-align:center;">DA A: 2070' (659')</td> <td style="text-align:center;">DA A: 2160' (749')</td> <td style="text-align:center;">MDA(H)</td> </tr> <tr> <td style="text-align:center;">C: 2090' (679')</td> <td style="text-align:center;">C: 2180' (769')</td> <td style="text-align:center;"><b>2370' (959')</b></td> </tr> <tr> <td style="text-align:center;">B: 2080' (669')</td> <td style="text-align:center;">B: 2170' (759')</td> <td></td> </tr> <tr> <td style="text-align:center;">D: 2180' (769')</td> <td style="text-align:center;">D: 2270' (859')</td> <td></td> </tr> </table>  | 1                     | ILS     | 2          | DA A: 2070' (659') | DA A: 2160' (749') | MDA(H)            | C: 2090' (679') | C: 2180' (769')   | <b>2370' (959')</b> | B: 2080' (669') | B: 2170' (759') |  | D: 2180' (769') | D: 2270' (859') |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| 1                  | ILS   | 2                     |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| DA A: 2070' (659') | DA A: 2160' (749')  | MDA(H)                |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| C: 2090' (679')    | C: 2180' (769')   | <b>2370' (959')</b>   |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| B: 2080' (669')    | B: 2170' (759')   |                       |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| D: 2180' (769')    | D: 2270' (859')   |                       |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
|                    | <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="text-align:center;">FULL</td> <td style="text-align:center;">ALS out</td> <td style="text-align:center;">FULL</td> <td style="text-align:center;">ALS out</td> <td style="text-align:center;">ALS out</td> </tr> <tr> <td colspan="2" style="text-align:center;">FLIGHT VISIBILITY</td> <td colspan="2" style="text-align:center;">FLIGHT VISIBILITY</td> <td style="text-align:center;">FLIGHT VIS</td> </tr> <tr> <td style="text-align:center;">A</td> <td></td> <td></td> <td></td> <td style="text-align:center;">1500m</td> </tr> <tr> <td style="text-align:center;">B</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align:center;">C</td> <td style="text-align:center;">1500m</td> <td></td> <td></td> <td style="text-align:center;">1500m</td> </tr> <tr> <td style="text-align:center;">D</td> <td></td> <td></td> <td></td> <td style="text-align:center;">1800m</td> </tr> </table> | FULL                  | ALS out | FULL       | ALS out            | ALS out            | FLIGHT VISIBILITY |                 | FLIGHT VISIBILITY |                     | FLIGHT VIS      | A               |  |                 |                 | 1500m | B |  |  |  |  | C | 1500m |  |  | 1500m | D |  |  |  | 1800m | Refer to SALZBURG 19-1 |
| FULL               | ALS out   | FULL                  | ALS out | ALS out    |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| FLIGHT VISIBILITY  |   | FLIGHT VISIBILITY     |         | FLIGHT VIS |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| A                  |   |                       |         | 1500m      |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| B                  |   |                       |         |            |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| C                  | 1500m   |                       |         | 1500m      |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |
| D                  |   |                       |         | 1800m      |                    |                    |                   |                 |                   |                     |                 |                 |  |                 |                 |       |   |  |  |  |  |   |       |  |  |       |   |  |  |  |       |                        |

**1** Missed approach climb gradient mim 3.0%. **2** Missed approach climb gradient mim 2.5%.

CHANGES: Minimums.



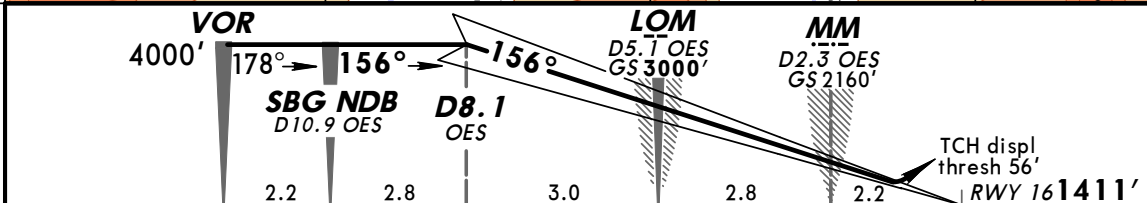
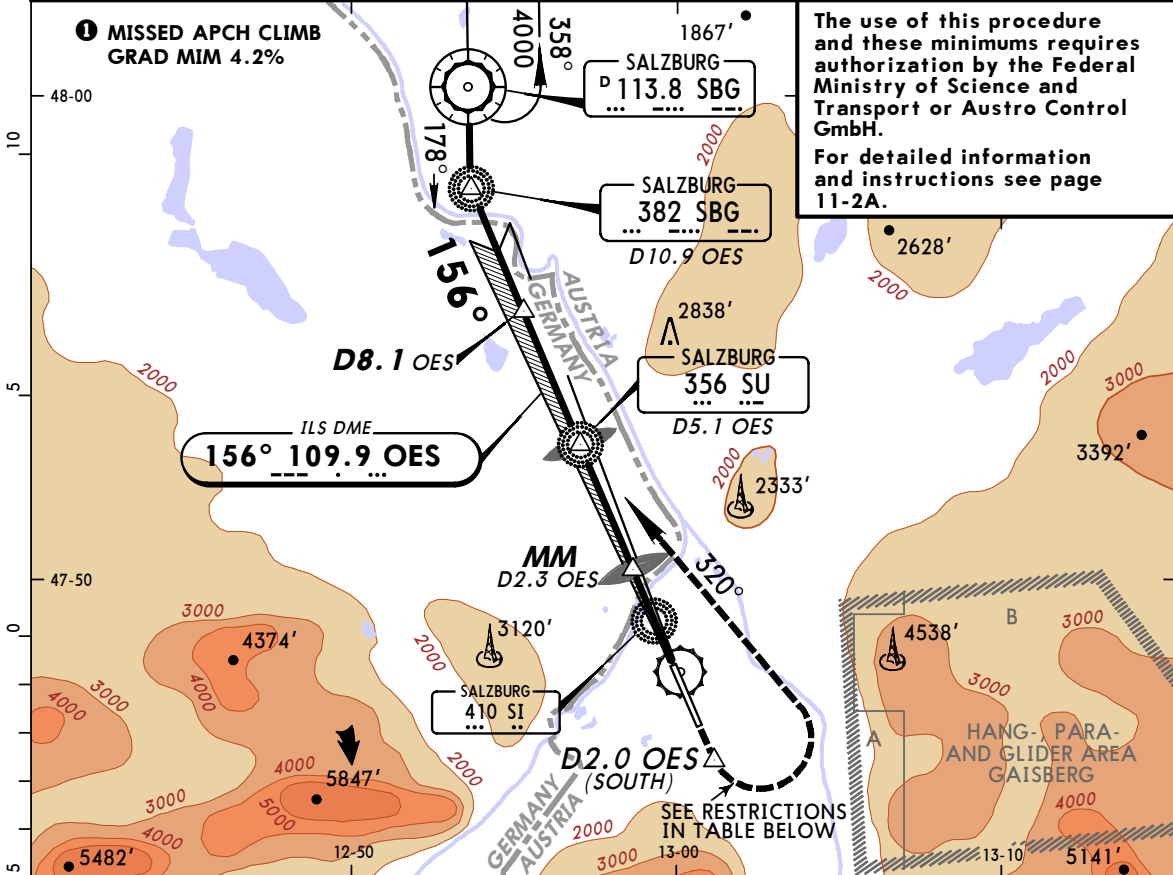
**LOWS/SZG  
SALZBURG**

12 DEC 03  
Eff 25 Dec

11-2

**SALZBURG, AUSTRIA  
Special CAT I ILS DME Rwy 16**

|   |                                  |                                   |  |   |  |  |  |   |  |
|---|----------------------------------|-----------------------------------|--|---|--|--|--|---|--|
| *ATIS<br>125.72                               |                                  | *SALZBURG Radar (APP)<br>123.72   |  | *SALZBURG Tower<br>134.97                 |  | *Ground<br>only used when announced by ATIS<br>118.1 |  | *Ground<br>only used when announced by ATIS<br>121.75 |  |
| LOC<br>OES<br><b>109.9</b>                    | Final<br>Apch Crs<br><b>156°</b> | GS<br>LOM<br><b>3000'</b> (1589') | ILS<br>RA 205'<br>DA(H)<br><b>1611'</b> (200') | Apt Elev <b>1411'</b><br>RWY <b>1411'</b> |  |  |  |   |  |
| <b>Missed Approach - See Below</b>            |                                  |                                   |  |   |  |  |  |   |  |
| Alt Set: hPa                                  |                                  | Rwy Elev: 50 hPa                  |  | Trans level: By ATC                       |  | Trans alt: 4000'                                     |  |   |  |
| ILS DME reads zero at rwy 16 touchdown point. |                                  |                                   |  |   |  | MSA SBG VOR  |  |   |  |



|                      |       |     |     |     |     |                           |                               |
|----------------------|-------|-----|-----|-----|-----|---------------------------|-------------------------------|
| TO DISPL THRESH 13.0 |       |     |     |     |     | ALSF-II<br>REIL PAPI PAPI | <b>D2.0</b><br>OES<br>(SOUTH) |
| Gnd speed-Kts        | 70    | 90  | 100 | 120 | 140 |                           |                               |
| GS                   | 3.00° | 377 | 484 | 538 | 646 | 753                       | 861                           |

**MISSED APCH:** Climb STRAIGHT AHEAD to D2.0 OES (SOUTH), then turn LEFT onto 320° climbing via SU Lctr to SBG NDB and proceed to VOR climbing to FL 60.  
Accelerate not before missed apch turn is completed and not below 2500'.  
Observe Missed Apch requirements and limitations specified in the table below.

|   |          |                                     |           |   |     |
|---|----------|-------------------------------------|-----------|---|-----|
| <b>JAR-OPS</b>                              |          | <b>STRAIGHT-IN LANDING RWY 16 I</b> |           | <b>MISSED APPROACH</b>  |     |
| ILS<br>RA 205'<br>DA(H) <b>1611'</b> (200') |          | FULL                                |           | MINIMUM CLIMB GRADIENT:<br>STRAIGHT: 4.2% (255' per NM)<br>TURN: 3.3% (200' per NM) |     |
| ALS out                                     |          | ALS out                             |           | MAXIMUM TURN RADIUS:<br>1780m/0.96NM<br>e.g. for MAX IAS & BANK ANGLE               |     |
| A   |          |                                     |           | 126 KT  | 15° |
| B   | RVR 550m |                                     | RVR 1000m | 147 KT  | 20° |
| C   |          |                                     |           | 165 KT  | 25° |
| D   |          |                                     |           |   |     |

**1** CAT I Radio Altimeter and Coupled Apch required.  
CHANGES: Missed approach climb gradient.

**GENERAL**

The "Special CAT I ILS DME Rwy 16" approach procedure (see 11-2) is designed for an OCH of 200ft. Other OCH values between 200ft and 700ft requiring NON-STANDARD Missed Approach climb gradients and a limited turn radius are available on special request.

**APPLICATION FOR AUTHORIZATION****1. Purpose and Scope**

As this CAT I ILS DME approach procedure contains a NON-ICAO STANDARD Missed Approach segment (limited radius of turn and higher than normal Missed Approach climb gradients) special authorization by the Austrian Civil Aviation Authority is required for each operator and aircraft type.

This is to prove the performance of the acft to cover both critical cases, i.e.:

- a) to have sufficient climb capability during a critical-engine-out Missed Approach followed by a turn, and
- b) to limit the turn radius in case of a Missed Approach (go around).

**2. Missed Approach Requirements**

2.1 It is necessary to prove a straight climb gradient of 4.2% and for turn 3.3% for the critical engine-out climb capability at 2500ft MSL in the approach climb configuration (where applicable) under the following conditions:

- at ISA + 10°C (i.e. OAT + 20°C at 2500ft MSL),
- at ISA - 10°C (i.e. OAT 0°C at 2500ft MSL) **and** the ANTI-ICE equipment **ON**.

**Note:** A reduction of the landing weight may become necessary to achieve the above parameters.

2.2 If the performance loss during turn is more than 0.6% the actual values according to the Airplane Flight Manual of the Performance Manual have to be submitted.

2.3 A Missed Approach turning area according to ICAO Doc 8168 PANS-OPS Volume II is provided and the turning radius is limited to 5840ft (1780m).

Due to limited airspace available (for the turning maneuver) operators are informed that normally a bank-angle of more than 15° - even in case of a one-engine-out Missed Approach - is necessary in order to remain within protected airspace.

It is the operator's responsibility to ensure that the maneuver is covered by the Flight Operation Manual or specifically certified by the competent authority.

**3. Application**

Only operators of multi-engine acft shall apply for such a permission.

3.1 The application shall contain:

- aircraft and engine type,
- the maximum permissible landing weight for that type of approach.

The following Missed Approach performance data is required for an altitude of 2500ft MSL:

3.2 All-engines climb gradient:

- IAS
- bank-angle applied at
  - ISA + 10°C (i.e. OAT + 20°C),
  - ISA - 10°C (i.e. OAT 0°C)**and** ANTI-ICE equipment **ON**.

3.3 One engine inoperative climb gradient:

- IAS
- bank angle applied at
  - ISA + 10°C (i.e. OAT + 20°),
  - ISA - 10°C (i.e. OAT 0°C)**and** ANTI-ICE equipment **ON**.

The relevant performance data shall be submitted in a listed form together with copies of the relevant pages of the Airplane Flight Manual or Performance Manual.

Applications shall be conveyed at least six weeks prior to the intended operations.

Commercial operators shall address their application to:

Federal Ministry of Science and Transport  
Department of Civil Aviation  
Radetzkystrasse 2  
A-1030 VIENNA

Telex: 613 221 155 bmowv  
Telefax: (01) 7 13 03 26  
(01) 7 13 78 76

Non-Commercial operators shall address their application to:

Austro Control GmbH  
Schnirchgasse 11  
A-1030 VIENNA

Telex: 114 276 acg a  
Telefax: (01) 17 03 76

**PHRASEOLOGY**

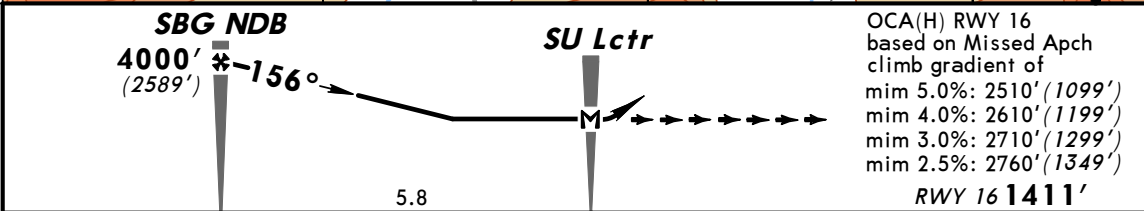
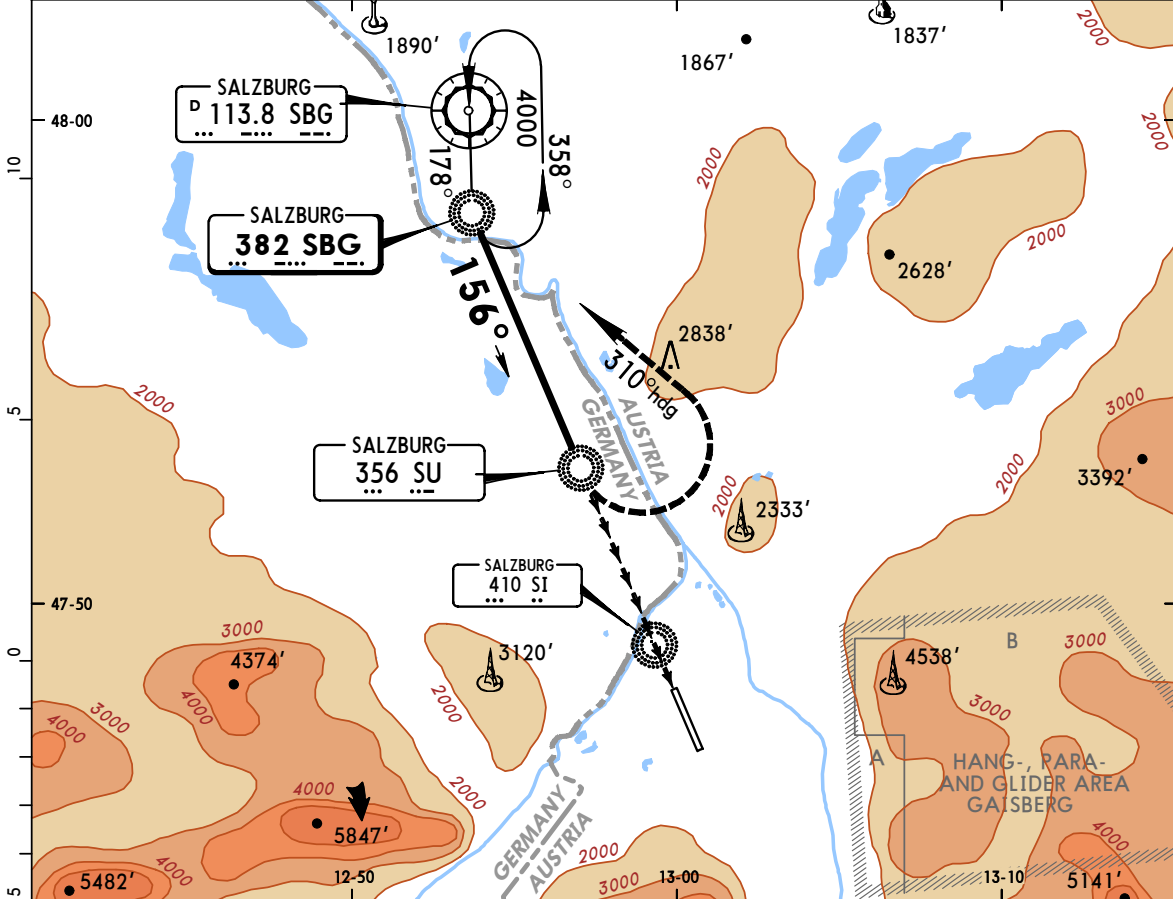
Clearance for this ILS DME procedure shall be requested on initial contact with SALZBURG RADAR (APP) by the phrase: "**Request special CAT I ILS DME approach.**"

**LOWS  
SALZBURG**

23 JUN 00 **(16-1)**

**SALZBURG, AUSTRIA  
NDB Rwy 16**

|   |                                  |   |                                |   |   |
|---|----------------------------------|---|--------------------------------|---|---|
| *ATIS<br><b>125.72</b>  |                                  | *SALZBURG Radar (APP)<br><b>123.72 134.97</b>         |                                | *SALZBURG Tower<br><b>118.1</b>           | *Ground only used when announced by ATIS<br><b>121.75</b> |
| NDB<br>SBG<br><b>382</b>  | Final<br>Apch Crs<br><b>156°</b> | Minimum Alt<br><b>SBG NDB</b><br><b>4000' (2589')</b> | MDA(H)<br>Refer to<br>Minimums | Apt Elev <b>1411'</b><br>RWY <b>1411'</b> |   |
| <b>MISSED APCH: Turn LEFT (MAX IAS 185 KT) onto heading 310° to SBG NDB. Climb to FL 60 and rejoin holding. For missed approach if landing after MDA(H) becomes impossible: see 19-1.</b> |                                  |   |                                |   |   |
| Alt Set: hPa  |                                  | Rwy Elev: 50 hPa                                      |                                | Trans level: By ATC                       |   |
|   |                                  |   |                                | Trans alt: 4000' (2589')                  |   |
|   |                                  |   |                                |   | MSA SBG VOR   |



|                      |     |     |     |     |     |     |
|----------------------|-----|-----|-----|-----|-----|-----|
| TO DISPL THRESH 10.8 | 5.0 | 0   |     |     |     |     |
| Gnd speed-Kts        | 70  | 90  | 100 | 120 | 140 | 160 |
| Desc Gradient 4.0%   | 284 | 365 | 405 | 486 | 567 | 648 |
| MAP at SU Lctr       |     |     |     |     |     |     |

|                             |       |                             |       |                                   |       |                             |                        |  |
|-----------------------------|-------|-----------------------------|-------|-----------------------------------|-------|-----------------------------|------------------------|--|
| <b>JAR-OPS</b>              |       |                             |       | <b>STRAIGHT-IN LANDING RWY 16</b> |       | <b>CIRCLE-TO-LAND</b>       |                        |  |
|                             |       |                             |       | Missed Apch climb gradient mim    |       |                             |                        |  |
| 5.0%                        |       | 4.0%                        |       | 3.0%                              |       | 2.5%                        |                        |  |
| MDA(H) <b>2510' (1099')</b> |       | MDA(H) <b>2610' (1199')</b> |       | MDA(H) <b>2710' (1299')</b>       |       | MDA(H) <b>2760' (1349')</b> |                        |  |
| ALS out                     |       | ALS out                     |       | ALS out                           |       | ALS out                     |                        |  |
| FLIGHT VISIBILITY           |       | FLIGHT VISIBILITY           |       | FLIGHT VISIBILITY                 |       | FLIGHT VISIBILITY           |                        |  |
| A                           | 2800m |                             | 2800m |                                   | 2800m |                             | 2800m                  |  |
| B                           | 2800m |                             | 2800m |                                   | 2800m |                             | 2800m                  |  |
| C                           | 3700m |                             | 3700m |                                   | 3700m |                             | 3700m                  |  |
| D                           | 3700m |                             | 3700m |                                   | 3700m |                             | 3700m                  |  |
|                             |       |                             |       |                                   |       |                             | Refer to SALZBURG 19-1 |  |

CHANGES: Communications. New chart format.

LOWS

23 JUN 00

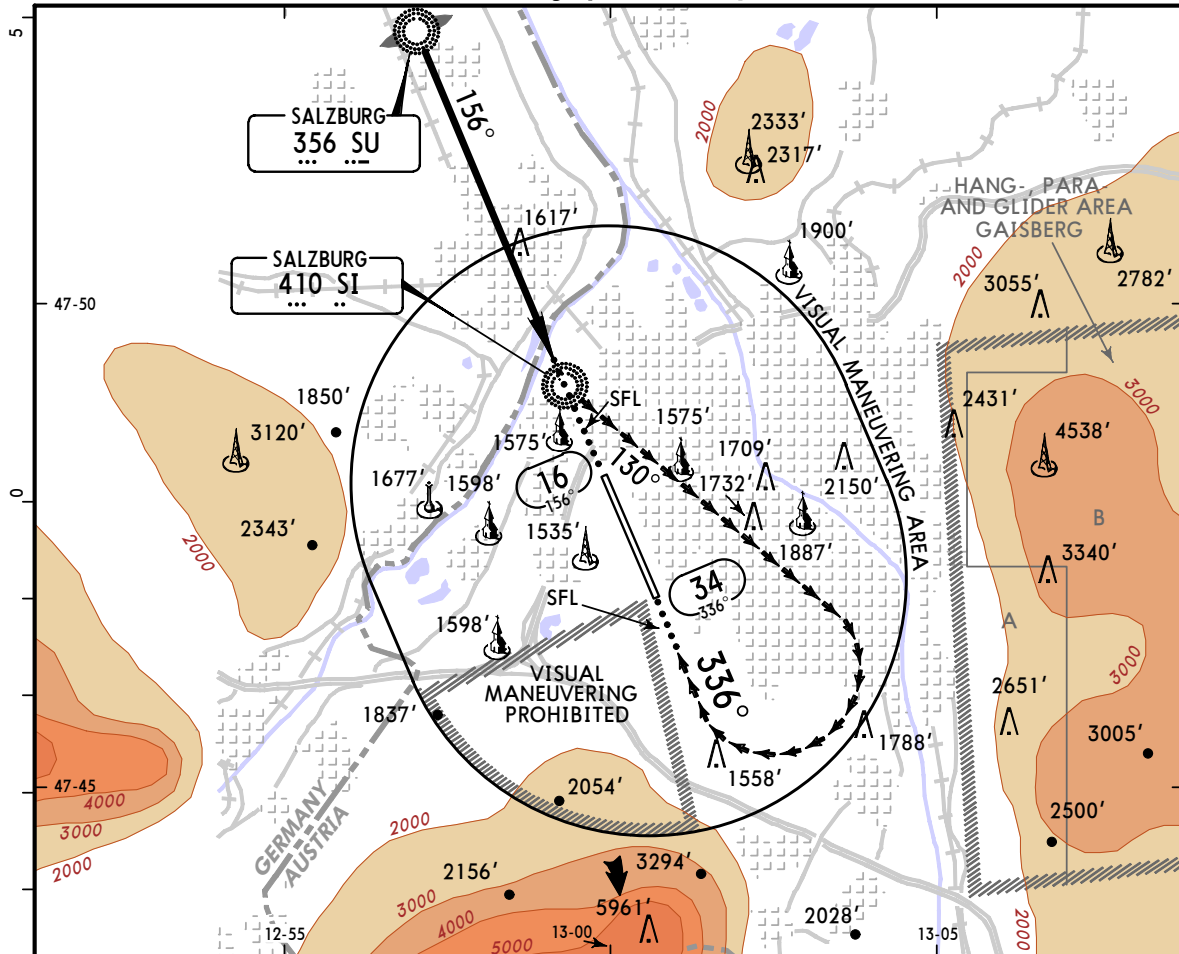
(19-1)

SALZBURG, AUSTRIA

SALZBURG

VISUAL APPROACH CHART  
(IFR-Circling proc Rwy 34)

Apt Elev 1411'



**CIRCLING PROCEDURE RWY 34:** Complete a published instrument approach to RWY 16. After passing SI Lctr fly visually approximately on 130° for 3.5 NM, then turn RIGHT onto final.

**Balked landing during circling:** If landing becomes impossible after passing SI Lctr (e.g. abeam THR 34), turn RIGHT to SU Lctr, avoid overshooting QDR 156° of SI Lctr and continue to SBG NDB/VOR climbing to FL 60.

For calculation of flight profile use AOC type B.  
Acceleration not before turn is completed and not below 2500'.

**BALKED LANDING (OVERSHOOT) RWY 16:** If landing after passing DA(H) / MDA(H) becomes impossible, climb on track 156° to MINIMUM 1850', then turn LEFT to SU Lctr and continue via SBG NDB to VOR.

For calculation of flight profile use AOC type B. Climb gradient at least 203' per NM (3.3% or 1:30). Level flight for configuration change of not more than 2950'/900m. Max radius of turn 0.86 NM (e.g. 25° bank/IAS 155 KT/ Standard temperature). Complete turn and climb to 2500' prior to level acceleration.

| JAR-OPS |               | CIRCLE-TO-LAND |  |
|---------|---------------|----------------|--|
|         |               | MDA(H)         |  |
| A       | 2450' (1039') | 2800m          |  |
| B       | 2550' (1139') | 3700m          |  |
| C       | 2550' (1139') | 4600m          |  |
| D       | 2550' (1139') | 4600m          |  |

CHANGES: SFL. New chart format.