



Saturday the 31st of March
2012 WESTBOUND

CROSSTHEPOND

Vienna Airport Information

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AUSTRIA



Pilot Information



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Summary:

1. Frequencies
2. Parking stands and gates
 - 2.1 Heavy Gates
 - 2.2 Heavy Stands
3. Procedures
 - 3.1 Delivery
 - 3.2 Ground
 - 3.3 Tower

APPENDIX:

- | | |
|-------|---|
| 2.1 | <i>CTP_heavy_positions-page1.pdf</i> |
| 2.2 | <i>CTP_heavy_positions-page2.pdf</i> |
| 3.1.1 | <i>CTP_taxi-procedure_29-16_1-2.pdf</i> |
| 3.1.2 | <i>CTP_taxi-procedure_29-16_2-2.pdf</i> |
| 3.2.1 | <i>CTP_taxi-procedure_29-34_1-2.pdf</i> |
| 3.2.2 | <i>CTP_taxi-procedure_29-34_2-2.pdf</i> |
| 4.1 | <i>SID runway 29</i> |
| 4.2 | <i>SID runway 16</i> |
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**Dear Pilots,
Welcome to Vienna, Welcome at VACC-Austria,**

Thank your for choosing Vienna as your departure airport at the „Cross the Pond 2012 Westbound“ Event.

Our VACC-Austria team is proud to provide you with our distinctive, original „*Austrian slang-ed*“ ATC and professional service.

As you may know, „Cross the Pond“ is an extraordinary, high-traffic event. To perform more effectively, and thus, making the event the best of an experience for all participants, we've created this Operation Manual/Pilot Information Deck for you. We kindly ask you to study the document upfront to avoid delays during your departure.

Due to the high traffic expected (and because Vienna facilitates two runways ☺), our main focus is set on efficient taxi procedures. Please have a close look at it. If everyone is familiar with this document, we are able to handle aircraft with nearly no delay in Vienna.

We wish you a good flight, a safe landing and always three greens.
CU at „Cross the Pond“ !

Your VACC-Austria



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The beginning of a successful flight

VIENNA INTERNATIONAL AIRPORT (LOWW)

The airport of the Austrian capital Vienna is located south-east of the city and is connected by a train (called CAT – City Airport Train) as well as a motorway to Vienna City. The airport is famous to be used as one of the main East-West junctions with over 15.9 million passengers handled each year.



In 2005 the “Flughafen Wien AG” (the airport’s operating company) started to build the so called “SKYLINK”, an additional large terminal in the Eastern part of the airport which offers space for 91 additional check-in counters as well as 51 additional gates (5 of them are A380-approved). In 2006, the new Air Traffic Control tower was opened. With its height of 109 meters, it's the tallest control tower in Europe. It can be seen from far away, so it became a landmark of the airport.



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International
Airport
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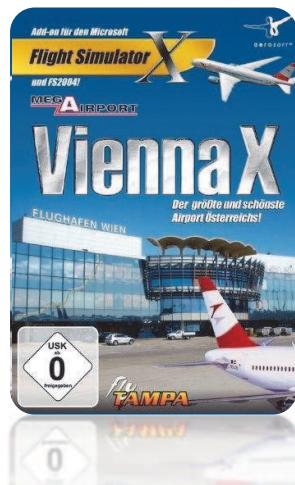
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The virtual world of Vienna International Airport

We are proud to have one of the best airport sceneries in the Flight Simulator world. The **Flytampa Vienna X Scenery** is an one-on-one copy of the real airport, including the latest tower- and "Skylink" terminal amendments. All charts and procedures provided on our homepage are based on it. We recommend downloading this pearl from Flytampa. If you don't want to buy it, there are a couple of freeware sceneries available, too.



Sceneries:

Flytampa Vienna X (FS9 & FSX): www.shop.aerosoft.com
LOWW freeware: www.flightsim.com

Information and Charts:

Homepage: www.vacc-austria.org
Charts: www.vacc-austria.org/charts/loww

On any questions don't hesitate to contact us:
events@vacc-austria.org

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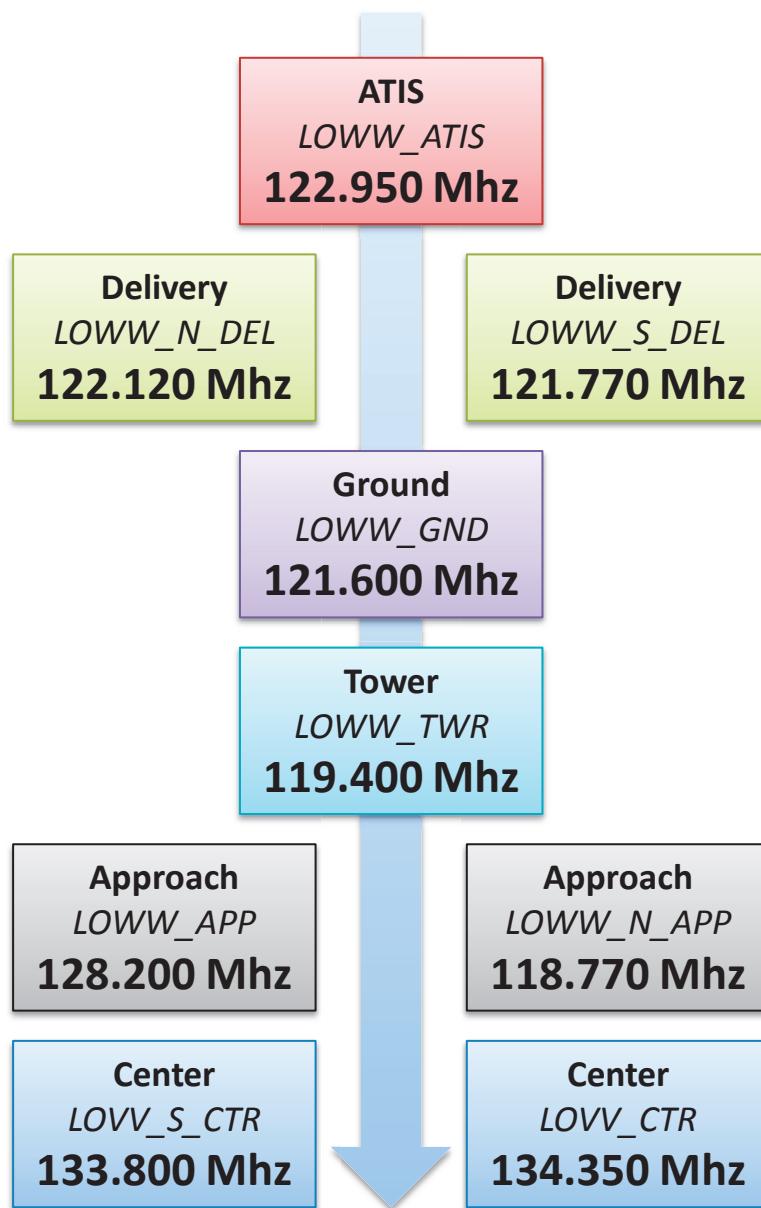
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1. Frequencies:





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2. Gates & Parking Stands

Detailed gate- and standpositions shown in → **APPENDIX 2.1 and 2.2**

Use only marked gates / stands (F35) as published in these charts.

Before going online, check free positions on our Gate Overview:
<http://www.vacc-austria.org/gates/loww>

2.1 Heavy Gates

C36 | C39 | D23 | D27 | F01 | F05 | F13 | F23 | F33 | F08 | F16 | F26 | F36

2.2 Heavy Stands

E42 | E44 | E46 | E48 | E50 | E52 | F43 | F47 | F53 | F57 | F44 | F48 | H42
H44 | H47 | H49 | H50 | K42* | K45* | K47* | K50* | A95* | A92*

*= Cargo



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3. Procedures

3.1. Delivery

For detailed departure information – check ATIS !!!

↓
ATIS
LOWW_ATIS
122.950 Mhz

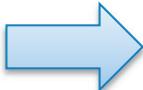
IFR clearance for aircraft with destination:

Toronto (CYYZ)
Chicago (KORD)



Delivery
LOWW_N_DEL
122.120 Mhz

Boston (KBOS)
Atlanta (KATL)



Delivery
LOWW_S_DEL
121.770 Mhz

Departure runway for your destination will be shown on the
Delivery Controller information

IFR clearance format:

ATC: [callsign], cleared [destination] via [SID], initially climb 5000ft, squawk : xxxx

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3.2. Ground

Ground
LOWW_GND
121.600 Mhz



Responsible for:

startup, pushback and taxi instruction for any aircraft

Depending on departure runway configuration, expect taxiways as published:

- APPENDIX 3.1.1 & 3.1.2 **Runway 29-16**
- APPENDIX 3.2.1 & 3.2.2 **Runway 29-34**

Attention:

Request startup, pushback and taxi ONLY when ready !!!

Expect handoff to Wien Tower

Tower
LOWW_TWR
119.400 Mhz


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3.3. Tower

Tower
LOWW_TWR
119.400 Mhz



Responsible for:

sequencing on holding points and takeoff clearance for all runways

Takeoff procedure:

- On initial call to Wien Tower, report your **callsign only**.
- Be prepared for possible immediate takeoff
- After departure, initially climb 5000ft by local QNH
- Vmax = 250kt until other instructions by ATC
- Stay on Tower Frequency until handoff to Wien Radar



Expect handoff to Wien Radar

Approach
LOWW_APP
128.200 Mhz

or

Approach
LOWW_N_APP
118.770 Mhz

GND

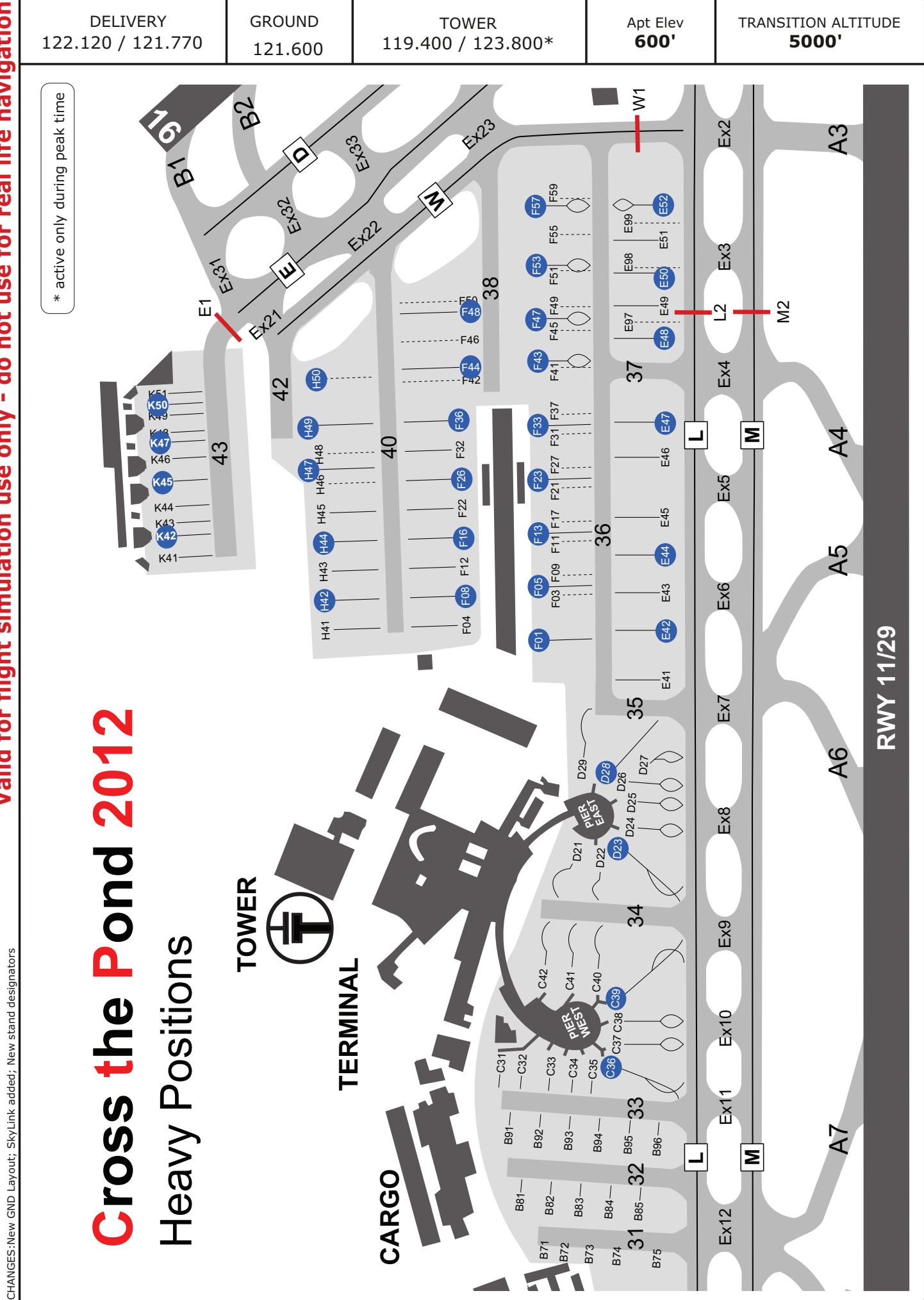
GROUND CHART 2

LOWW WIEN-SCHWECHAT

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WIEN, AUSTRIA

AIRCRAFT PARKING CHART 1

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

GND

GROUND CHART 3

LOWW

WIEN-SCHWECHAT

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WIEN, AUSTRIA

AIRCRAFT PARKING CHART 2

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

CHANGES: New GND Layout; GAC West added; New stand designators

Stand Coordinates

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

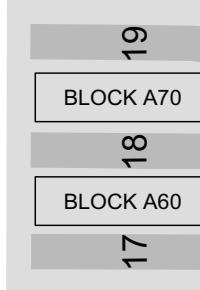
Cross the Pond 2012

Heavy Positions

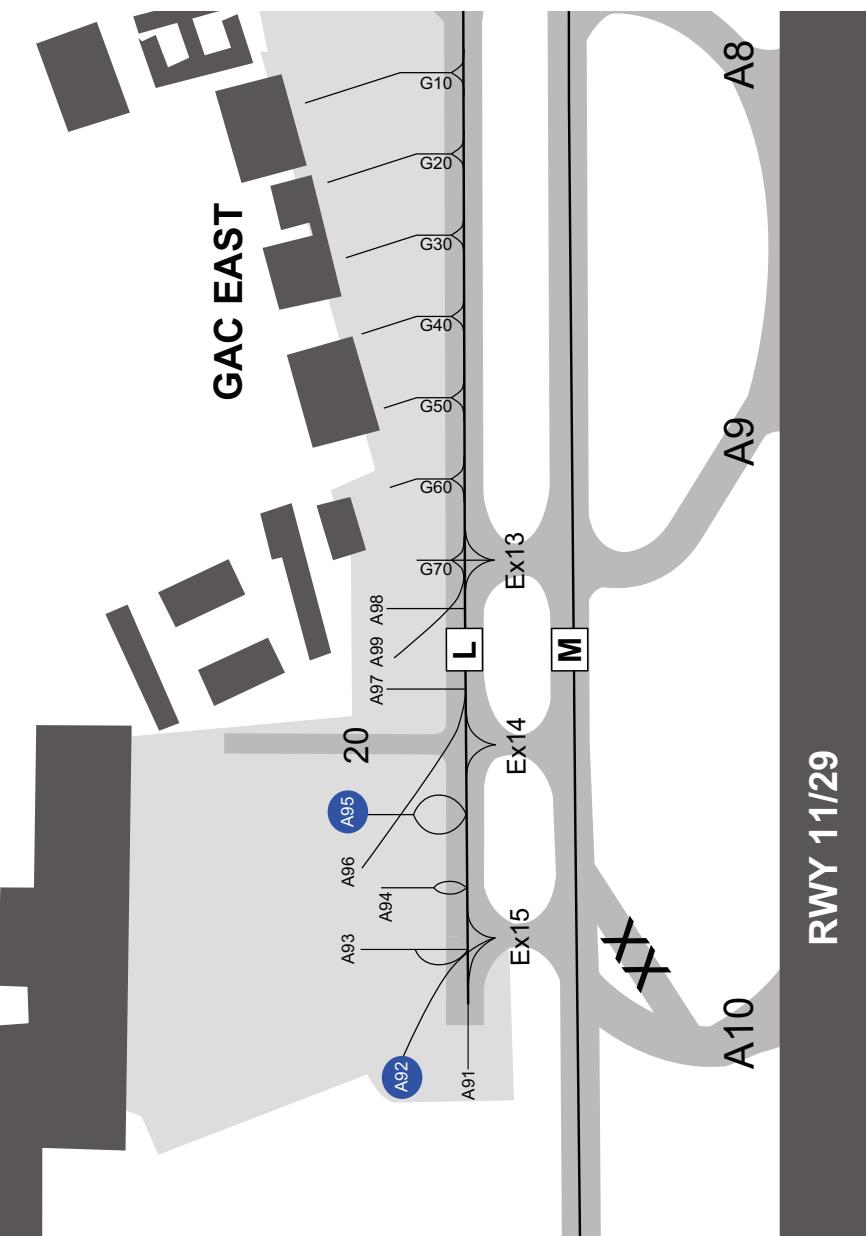
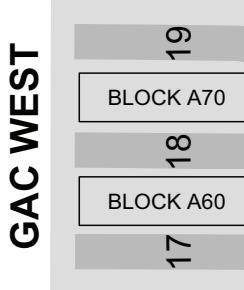
* active only during peak time

TECHNICAL BASE

GAC WEST



TECHNICAL BASE



GND

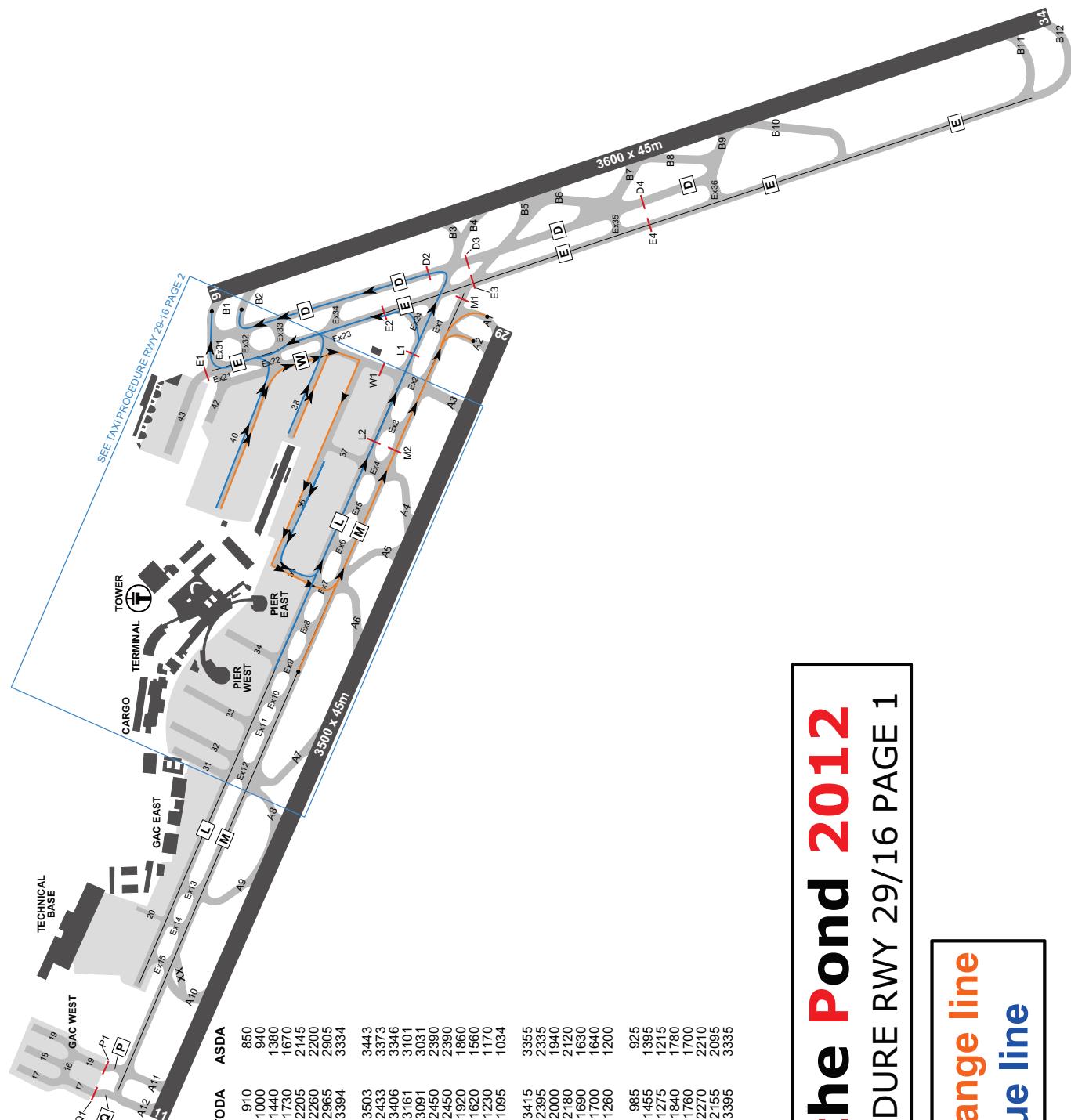
GROUND CHART 1

LOWW

WIEN-SCHWECHAT

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AUSTRIAWIEN, AUSTRIA
AERODROME LAYOUTDELIVERY
122.120 / 121.770GROUND
121.600TOWER
119.400 / 123.800*Apt Elev
600'TRANSITION ALTITUDE
5000'

* active only during peak time



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

<http://www.vacc-austria.org>

by VACC Austria

Cross the Pond 2012
TAXI PROCEDURE RWY 29/16 PAGE 1

RWY 29: orange line
RWY 16: blue line

RWY	TWY	TORA	TODA	ASDA
11	A4	850	910	850
	A5	940	1000	940
	A6	1380	1440	1380
	A7	1670	1730	1670
	A8	2145	2205	2145
	A9	2200	2260	2200
	A10	2905	2965	2905
	A11	3334	3394	3334
29	A1 CL-East	3443	3503	3443
	A1 CL-West	3373	3433	3373
	A2	3346	3406	3346
	A3 CL-East	3101	3161	3101
	A4	3031	3091	3031
	A5	2390	2450	2390
	A6	2390	2450	2390
	A7	1860	1920	1860
	A8	1560	1620	1560
	A9	1170	1230	1170
	B2	1034	1095	1034
16	B2	3355	3415	3355
	B4	2335	2395	2335
	B5	1940	2000	1940
	B6	2120	2180	2120
	B7	1630	1690	1630
	B8	1640	1700	1640
	B9	1200	1260	1200
34	B3	925	985	925
	B5	1395	1455	1395
	B6	1215	1275	1215
	B7	1780	1840	1780
	B8	1700	1760	1700
	B9	2210	2270	2210
	B10	2095	2155	2095
	B11	3335	3395	3335

Effective 02 MAY 10 - Released 02 MAY 10

GND

GROUND CHART 2

LOWW

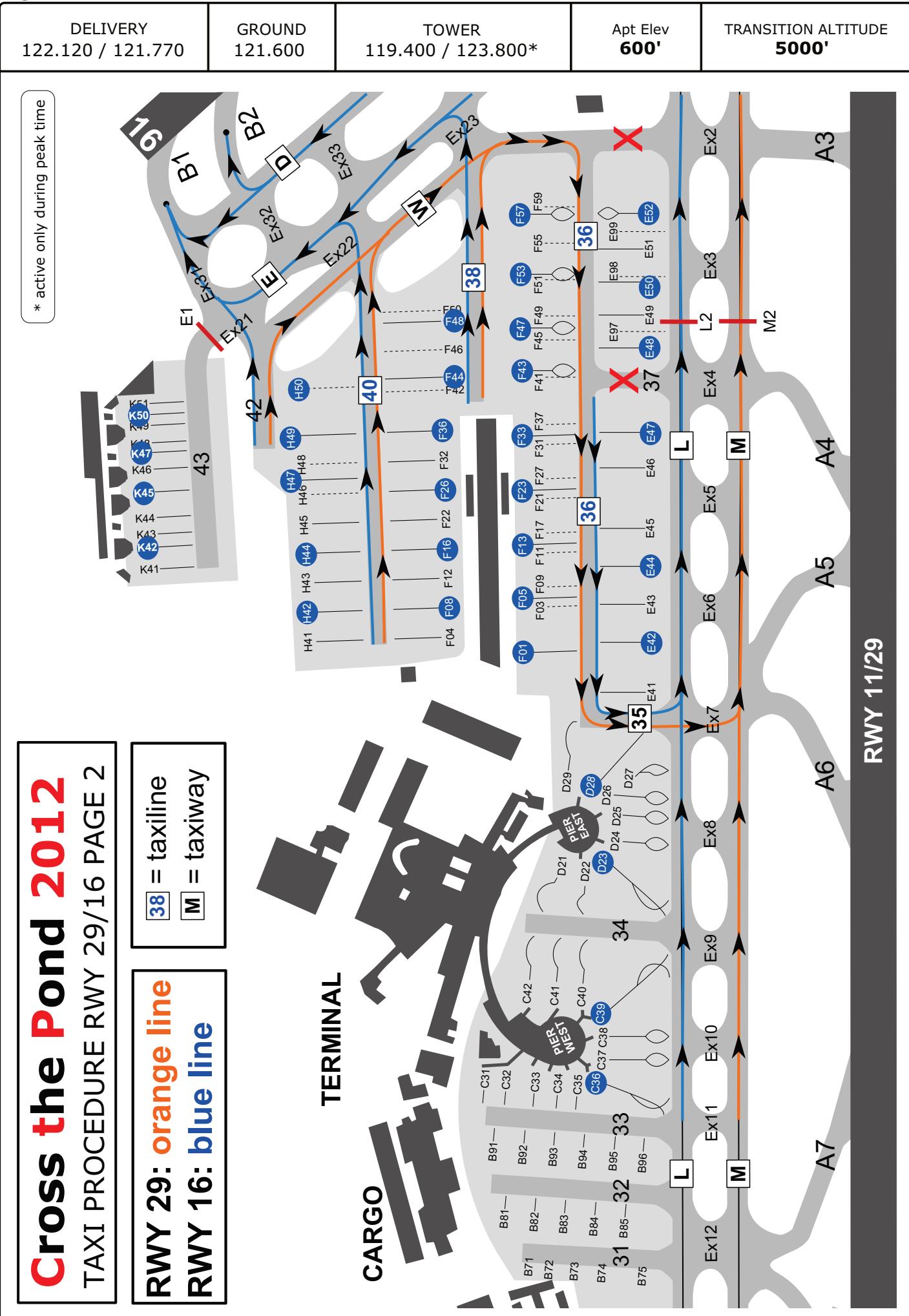
WIEN-SCHWECHAT

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AIRCRAFT PARKING CHART 1

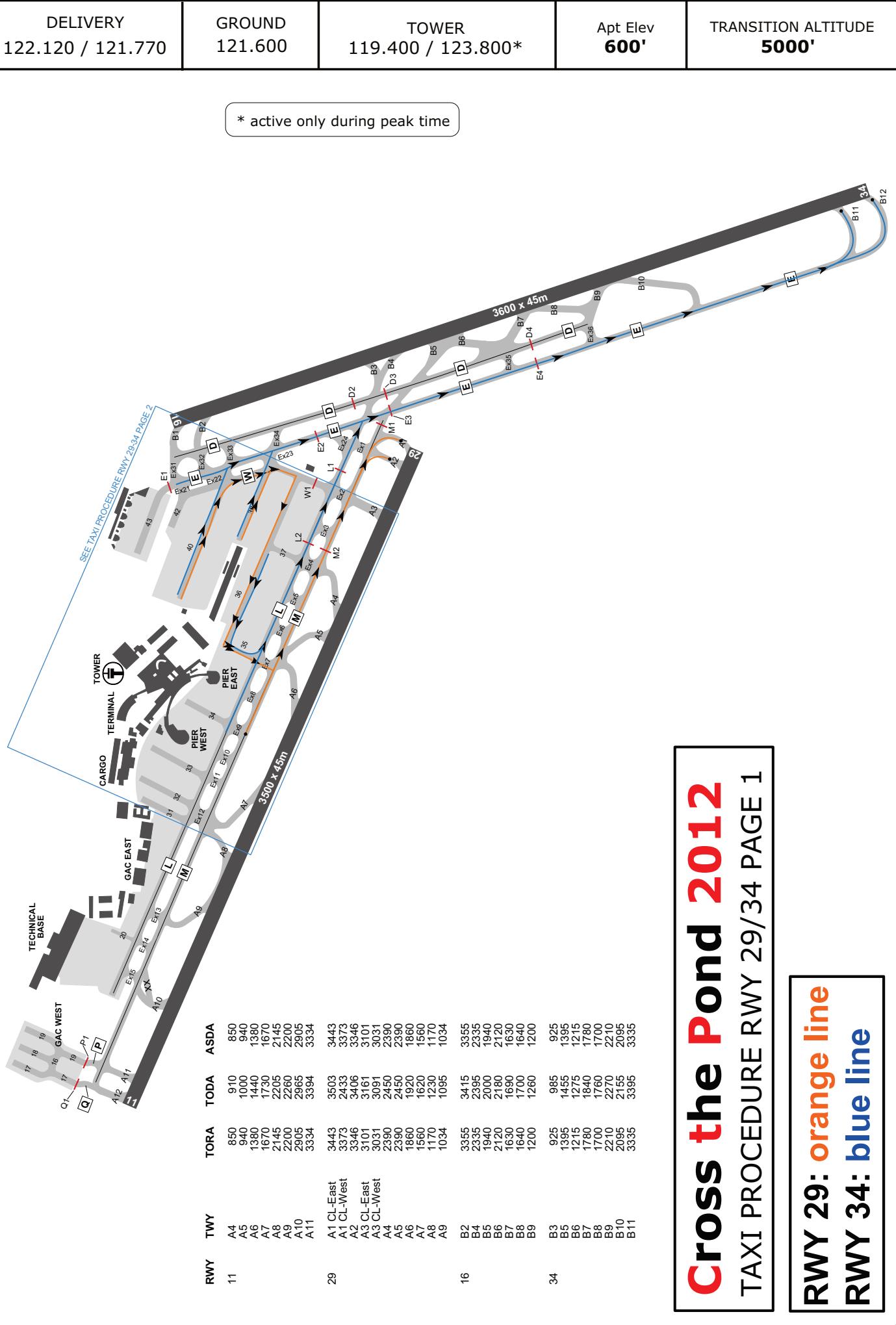
Valid for flight simulation use only - do not use for real life navigation

GND

GROUND CHART 1

LOWW

WIEN-SCHWECHAT

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

GND

GROUND CHART 2

LOWW WIEN-SCHWECHATVACC
AUSTRIA**WIEN, AUSTRIA**

AIRCRAFT PARKING CHART 1

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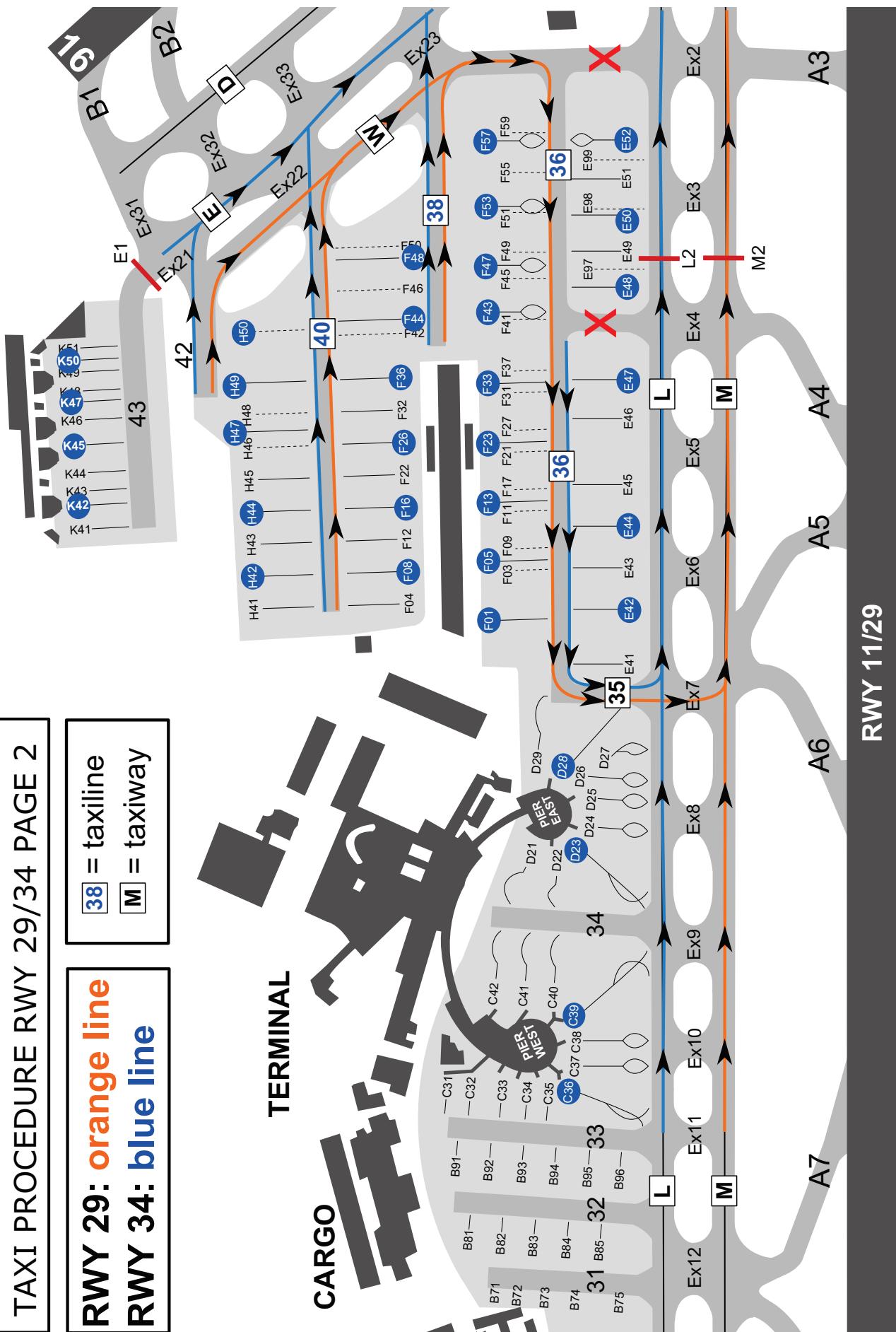
TAXI PROCEDURE RWY 29/34 PAGE 2

RWY 29: orange line
RWY 34: blue line

38 = taxiline
M = taxiway

TERMINAL

CARGO



SID

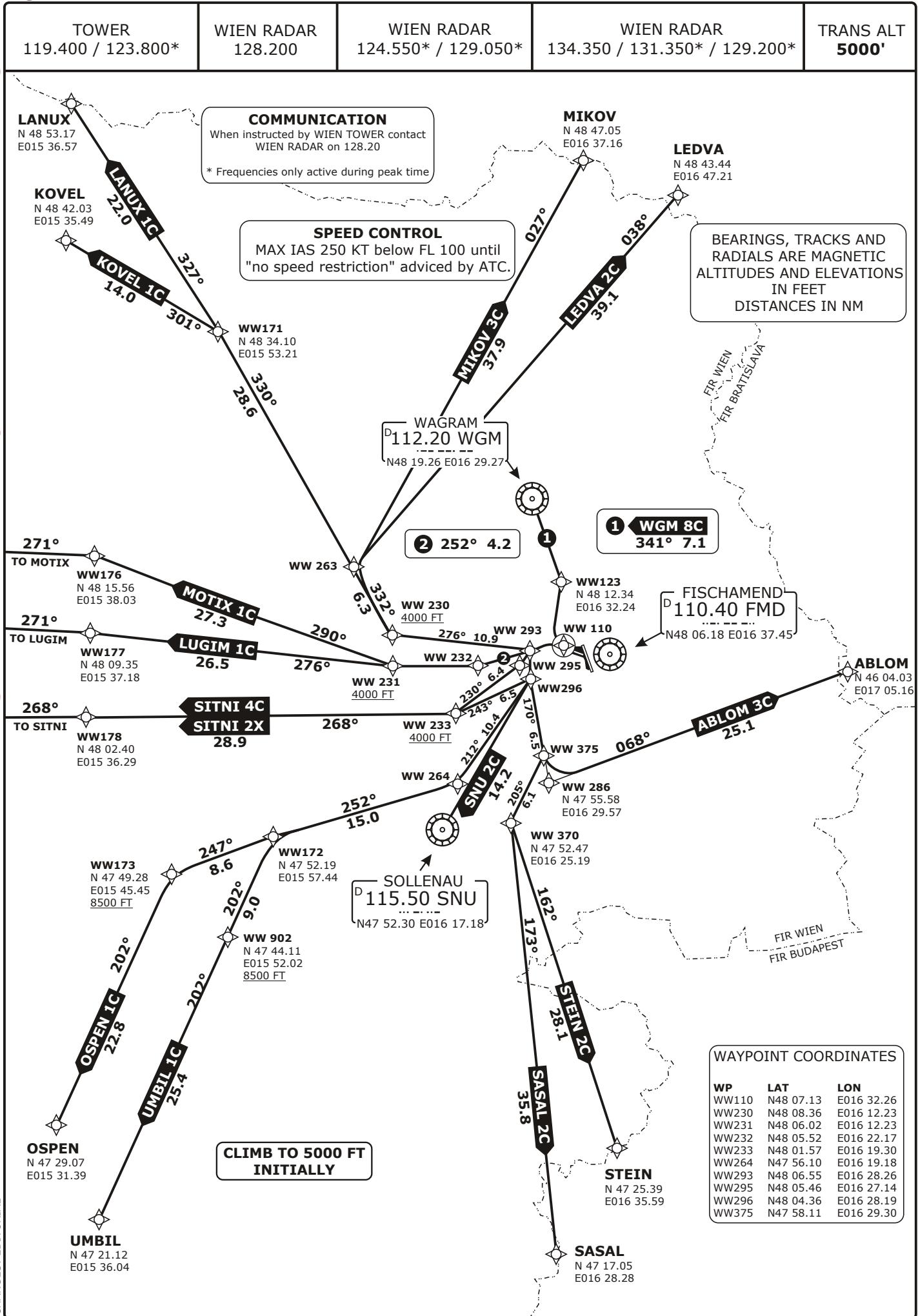
LOWW WIEN-SCHWECHAT

VACC

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DEPARTURE ROUTES RWY 29

TOWER
119.400 / 123.800*WIEN RADAR
128.200WIEN RADAR
124.550* / 129.050*WIEN RADAR
134.350 / 131.350* / 129.200*TRANS ALT
5000'**Valid for flight simulation use only - do not use for real life navigation**

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

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

DESIGNATOR	ROUTE	REMARKS
KOVEL 1C* KOVEL ONE CHARLY	(A1000+) - WW293 - WW230 (A4000+) - WW171 - KOVEL	Climb gradient up to 1000 FT at least 7%
LANUX 1C* LANUX ONE CHARLY	(A1000+) - WW293 - WW230 (A4000+) - WW171 - LANUX	Climb gradient up to 1000 FT at least 7%
LUGIM 1C* LUGIM ONE CHARLY	(A1000+) - WW293 - WW232 - WW231 (A4000+) - WW177 - LUGIM	Climb gradient up to 1000 FT at least 7%
MOTIX 1C* MOTIX ONE CHARLY	(A1000+) - WW293 - WW232 - WW231 (A4000+) - WW176 - MOTIX	Climb gradient up to 1000 FT at least 7%
OSPEN 1C* OSPEN ONE CHARLY	(A1000+) - WW296 - WW264 - WW172 - WW173 (A8500+) - OSPEN	Climb gradient up to 1000 FT at least 7%
STO 4C* STOCKERAU FOUR CHARLY	(A1000+) - WW293 - WW230 (A4000+) - STO	Climb gradient up to 1000 FT at least 7%
SITNI 4C* SITNI FOUR CHARLY	(A1000+) - WW295 - WW233 (A4000+) - WW178 - SITNI	Climb gradient up to 1000 FT at least 7%
SITNI 2X* SITNI TWO X-RAY	(A1000+) - WW296 - WW233 (A4000+) - WW178 - SITNI	Climb gradient up to 1000 FT at least 7% Alternate SID to SITNI 4C. On ATC discretion
UMBIL 1C* UMBIL ONE CHARLY	(A1000+) - WW296 - WW264 - WW172 - WW902 (A8500+) - UMBIL	Climb gradient up to 1000 FT at least 7%
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 2C
ABLOM 3C ABLOM THREE CHARLY	(A1000+) - WW296 - WW286 - ABLOM	
LEDVA 2C LEDVA TWO CHARLY	(A1000+) - WW293 - WW230 (A4000+) - WW263 - LEDVA	Climb gradient up to 1000 ft at least 7%
MIKOV 3C MIKOV THREE CHARLY	(A1000+) - WW293 - WW230 (A4000+) - WW263 - MIKOV	Climb gradient up to 1000 ft at least 7%
SASAL 2C SASAL TWO CHARLY	(A1000+) - WW296 - WW375 - WW370 - SASAL	Climb gradient up to 1000 FT at least 7%
SNU 2C SOLLENAU TWO CHARLY	(A1000+) - WW296 - SNU Climb straight ahead, at 1000 FT LT, intercept SNU R028 to SNU	Climb gradient up to 1000 FT at least 7% SID also usable for non RNAV equipped acft
STEIN 2C STEIN TWO CHARLY	(A1000+) - WW296 - WW375 - WW370 - STEIN	Climb gradient up to 1000 FT at least 7%
WGM 8C WAGRAM EIGHT CHARLY (PROP ONLY)	(A1100+) - WW123 - WGM Climb with max gradient up to 1100 FT, RT heading 010° intercept WGM R161 to WGM	Cross FMD 3.7 DME (RWY THR 11) 1.100 FT or above. For propeller driven aircraft only. SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

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

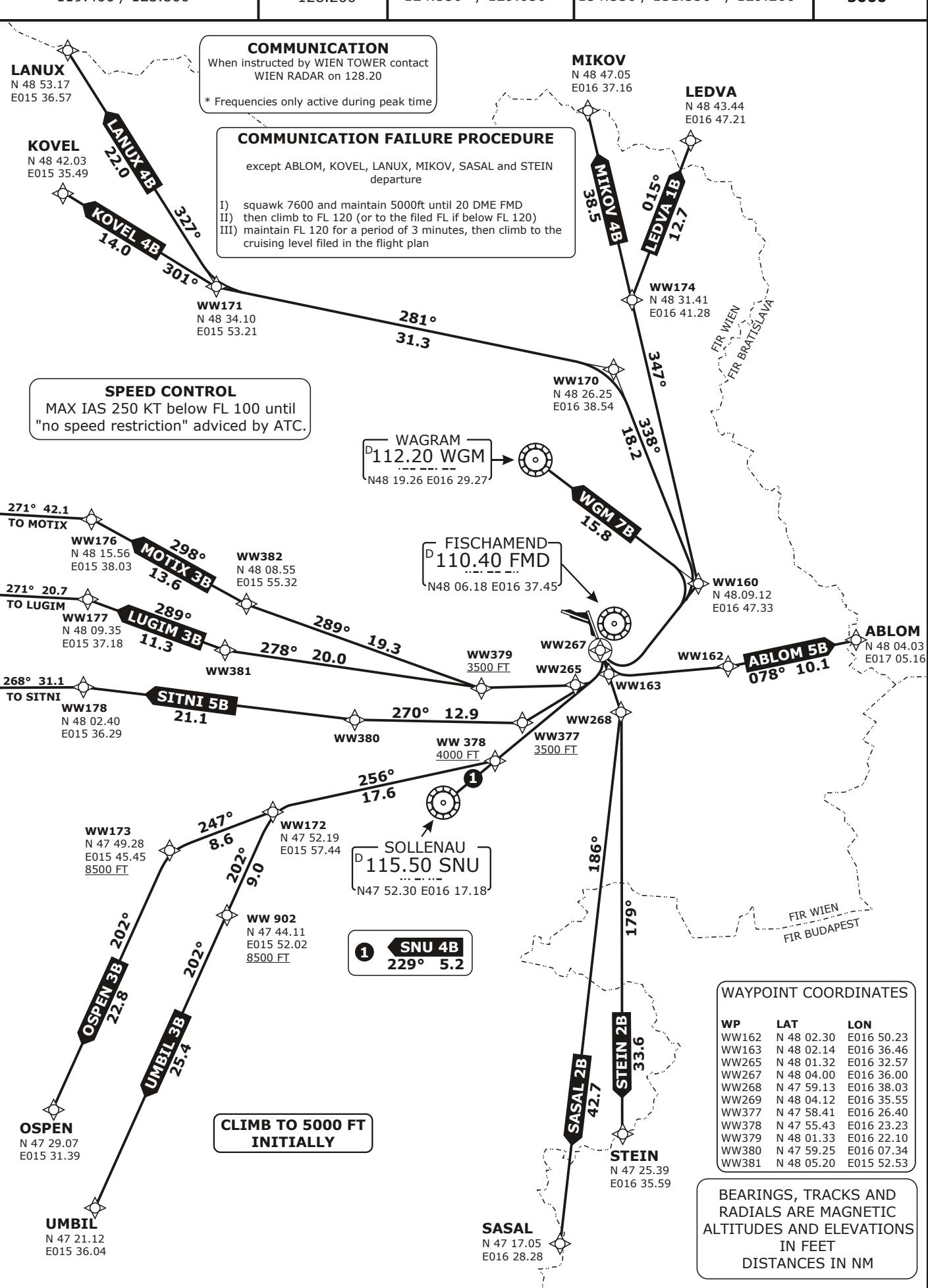
SID

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DEPARTURE ROUTES RWY 16

LOWW WIEN-SCHWECHAT**Valid for flight simulation use only - do not use for real life navigation**TOWER
119.400 / 123.800*WIEN RADAR
128.200WIEN RADAR
124.550* / 129.050*WIEN RADAR
134.350 / 131.350* / 129.200*TRANS ALT
5000'

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

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

DESIGNATOR	ROUTE	REMARKS
OSPEN 3B* OSPEN THREE BRAVO	WW269 - WW378 (A4000+) - WW172 - WW173 (A8500+) - OSPEN	
SITNI 5B* SITNI FIVE BRAVO	WW269 - WW377 (A3500+) - WW380 - WW178 - SITNI	
UMBIL 3B* UMBIL THREE BRAVO	WW269 - WW378 (A4000+) - WW172 - WW902 (A8500+) - UMBIL	
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 4B
ABLOM 5B ABLOM FIVE BRAVO	WW163 - WW162 - ABLOM	Climb gradient up to 2000 FT 5.8%
KOVEL 4B KOVEL FOUR BRAVO	WW267 - WW160 - WW170 - WW171 - KOVEL	Climb gradient up to 2000 FT 5.8%
LANUX 4B LANUX FOUR BRAVO	WW267 - WW160 - WW170 - WW171 - LANUX	Climb gradient up to 2000 FT 5.8%
LEDVA 1B LEDVA ONE BRAVO	WW267 - WW160 - WW174 - LEDVA	Climb gradient up to 2000 FT 5.8%
LUGIM 3B LUGIM THREE BRAVO	WW269 - WW265 - WW379(A3500+) - WW381 - WW177 - LUGIM	
MIKOV 4B MIKOV FOUR BRAVO	WW267 - WW160 - MIKOV	Climb gradient up to 2000 FT 5.8%
MOTIX 3B MOTIX THREE BRAVO	WW269 - WW265 - WW379 (A3500+) - WW382 - WW176 - MOTIX	
SASAL 2B SASAL TWO BRAVO	WW267 - WW268 - SASAL	
SNU 4B SOLLENAU FOUR BRAVO	WW267 - SNU Climb straight ahead and intercept SNU R049 inbound to SNU.	SID also usable for non RNAV equipped acft
STEIN 2B STEIN TWO BRAVO	WW267 - WW268 - STEIN	
WGM 7B WAGRAM SEVEN BRAVO	WW267 - WW160 - WGM Climb straight ahead, at FMD 2.5 DME LT heading 035°, intercept WGM R127 to WGM.	Climb gradient up to 2000 FT 5.8% SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

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SID

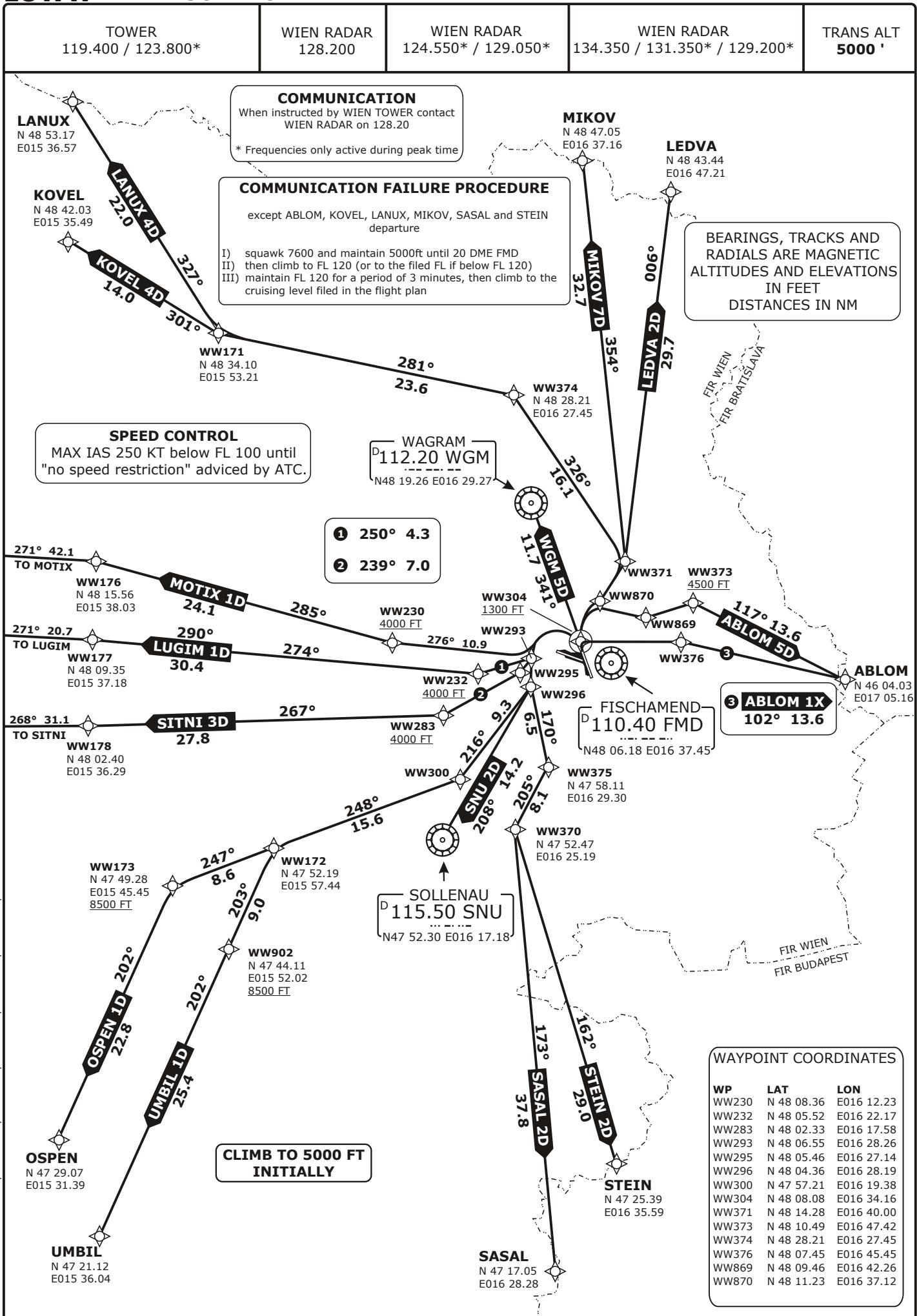
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DEPARTURE ROUTES RWY 34

LOWW WIEN-SCHWECHAT

TOWER
119.400 / 123.800*WIEN RADAR
128.200WIEN RADAR
124.550* / 129.050*WIEN RADAR
134.350 / 131.350* / 129.200*TRANS ALT
5000'**Valid for flight simulation use only - do not use for real life navigation**

CHANGES: SIDs ABLOM1X, LEDVA2D, LEDVA4D, LANUX2D, LANUX4D, KOVEL4D, RADIALS

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

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

DESIGNATOR	ROUTE	REMARKS
LUGIM 1D* LUGIM ONE DELTA	WW304 (A1300+) - WW293 - WW232 (A4000+) - WW177 - LUGIM	
MOTIX 1D* MOTIX ONE DELTA	WW304 (A1300+) - WW293 - WW230 (A4000+) - WW176 - MOTIX	
SITNI 3D* SITNI THREE DELTA	WW304 (A1300+) - WW295 - WW283 (A4000+) - WW178 - SITNI	
* Note: Only usable between 0700 - 2100 local time (noise abatement).		Altn.: SNU 2D
ABLOM 1X ABLOM ONE X-RAY	(A1300+) - WW376 - ABLOM Climb with max gradient up to 1300 FT MSL.	For propeller driven aircraft only.
ABLOM 5D ABLOM FIVE DELTA	(A1700+) - WW869 - WW373 (A4500+) - ABLOM	
KOVEL 4D KOVEL FOUR DELTA	(A1500+) - WW870 - WW371 - WW374 - WW171 - KOVEL	
LANUX 4D LANUX FOUR DELTA	(A1500+) - WW870 - WW371 - WW374 - WW171 - LANUX	
LEDVA 2D LEDVA TWO DELTA	(A1500+) - WW870 - WW371 - LEDVA	
MIKOV 7D MIKOV SEVEN DELTA	(A1500+) - WW870 - WW371 - MIKOV	
OSOPEN 1D OSOPEN ONE DELTA	WW304 (A1300+) - WW296 - WW300 - WW172 - WW173 (A8500+) - OSOPEN	
SASAL 2D SASAL TWO DELTA	WW304 - (A1300+) - WW296 - WW375 - WW370 - SASAL	
SNU 2D SOLLENAU TWO DELTA	WW304 (A1300+) - WW296 - SNU Climb straight ahead, at WGM 12 DME LT, intercept SNU R028 to SNU	Cross WGM 12 DME 1300 FT MSL or above. SID also usable for non RNAV equipped acft
STEIN 2D STEIN TWO DELTA	WW304 (A1300+) - WW296 - WW375 - WW370 - STEIN	
UMBIL 1D UMBIL ONE DELTA	WW304 (A1300+) - WW296 - WW300 - WW172 - WW902 (A8500+) - UMBIL	
WGM 5D WAGRAM FIVE DELTA	WW304 (A1300+) - WGM Climb on WGM R161 inbound to WGM	SID also usable for non RNAV equipped acft

CLIMB TO 5000 FT INITIALLY

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