Vienna International Airport

IATA/ICAO CODE:	VIE/LOWW
CITY:	Vienna
COUNTRY:	Austria

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Ing. Christian Rohrer
Title:	Environmental Controlling
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Airport Web Site: www.viennaairport.com

ELEVATION: 600 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
11/29	3500	-	3.1	45
16/34	3600	-	3.0	45

NOISE ABATEMENT PROCEDURES

Standard Instrument Departure routes (SID) especially the turning points, are defined as minimum noise routings in order to avoid overflying populated areas in the near vicinity of the airport.

Arrival Procedures

Aircraft below FL 150 will normally be cleared so as to guarantee a continuous descent to the runway in use.

Low Drag - Low Power Approach

IFR flights should be conducted in "clean configuration" as long as possible. Unless otherwise instructed, aircraft should maintain 250 KT IAS below FL 70. Speed should be reduced continuously so as to reach 170 KT IAS shortly prior to or over OM. These speed restrictions should be maintained within a tolerance of + or - 10 KT and are compulsory except when ceiling is below 700 ft. and/ or ground visability is less than 3 Km. Below these parameters the procedures are recommended. Pilots unable to comply should advise

ATC accordingly.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Until the possible startup of the planned 3rd runway, nightflights should be reduced to 3.000. During the next 3 years, the night movements from 2006 will be reduced by 1/6 every year.

If the 3rd runway will not be approved, the achieved figures will nevertheless remain.

In case the 3rd runway will be approved, the night movements from 2006 have to be reduced during the last 3 years before startup by additional 3/6 in total.

PREFERENTIAL RUNWAYS

	DAY	**NIGHT (21:00 – 07:00h)**
Westly Winds	ARR 34	ARR 29
	DEP 29	DEP 29
Calm	ARR 16	ARR 29
	DEP 29	DEP 29
South Eastly Winds	ARR 11/16	ARR 16
	DEP 16	DEP 11

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Restricted to certain positions

APU OPERATING RESTRICTIONS

Restriction for APUs:
Maximum noise level of LPA=85 dB(A) measured at each -

- cargo door
- passenger door
- points of the aircraft, which are used for ground handling and service during ground service.

Start up of APU max. 30 minutes before estimated departure. Shut down of APU max. 30 minutes after touch down.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

Updated per information received from the airport 3/2011

Noise surcharge is based calculations using noise certification levels.

Noise Charges as of February 2011 (contains current Compensation Value 'W' used in calculating the noise surcharge)

Tariff Regulations January 1, 2011

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Table of NMT coordinates			
NMT's considerable for takeoff and landing RWY 16/34			
NMT No.	**BR 34**	**SLD 16/34**	**BR 16**
1	16493m = 8.91nm	925m = 0.5nm	-13127m = -7.09nm
2	11781m = 6.36nm	337m = 0.18nm	-8415m = -4.54nm
3	1851m = 1.00nm	2356m = 1.27nm	1515m = 0.82nm
4	-168m = -0.09nm	673m = 0.36nm	3618m = 1.95nm
5	-1515m = -0.82nm	1010m = 0.55nm	4881m = 2.64nm
6	-1599m = -0.86nm	-505m = -0.26nm	4049m = 2.78nm
7	-4797m = -2.59nm	-337m = -0.18nm	8247m = 4.45nm
NMT's considerable for takeoff and landing RWY 11/29			
NMT No.	**BR 11**	**SLD 11/29**	**BR 29**
3	5217m = 2.82nm	1683m = 0.91nm	-2525m = 1.36nm
4	5386m = 2.91nm	-1010m = -0.55nm	-2693m = -1.45nm
5	6564m = 3.54nm	-1851m = -1.00nm	-3871m = -2.09nm
6	5554m = 3.00nm	-2861m = -1.54nm	-2861m = -1.54nm
7	7910m = 4.27nm	-5049m = -2.73nm	-5217m = -2.82nm
8	1010m = 0.55nm	-4208m = -2.27nm	1683m = 0.91nm

9	-4123m = -2.23nm	-3703m = -2.00nm	6816m = 3.68nm
10	-5975m = -3.23nm	0m = 0.00nm	8668m = 4.68nm
11	-7069m = -3.82nm	-168m = -0.09nm	9761m = 5.27nm
15	-6564m = -3.54nm	-6564m = -3.54nm	9257m = 5.00nm
16	-17251m = -9.31nm	-6227m = -3.36nm	19944m = 10.77nm
12	5125m = -2.76nm	-7143m = -3.86nm	8251m = 4.46nm
13	7533m = 4.07nm	-1653m = -0.89nm	-5425nm = -2.93nm

Ledgen:
BR = Break release distance runway xx
SLD = Sideline distance runway xx/yy (See NMT map above)

Limits:
At the moment no noise level limits are valid, except those described in Amendment to the Austrian Noise Regulations. At the NMTs measured noise levels are only used for monitoring.

FLIGHT TRACK MONITORING SYSTEM

Yes since 1991

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

From June 16, 2002 only Chapter 3 certified aircraft will be allowed to operate to and from Vienna.

CHAPTER 2 PHASEOUT

Chapter 2 airplanes >75,000 lbs are banned from operating in EU Member States as of April 1, 2002.

CHAPTER 3 RESTRICTIONS - NONE