



1. General Remarks

Due to high and mountainous terrain close to the airport and along the departure flight path and the required unusual high climb gradient it is absolutely necessary that pilots observe the minimum climb gradient prescribed for each departure procedure.

For departure procedure LOC/DME OEJ (109,70 MHZ) **shall** be used (except: RTT 2 Q).

2. Meteorological Minima (day and night).

a) For departing aircraft Ground visibility 1.500 M
Ceiling 1.300 FT

b) during VISUAL operations Flight visibility : at least 3 KM for aircraft Cat A and B
at least 5 KM for aircraft Cat C and D

c) special performance departure: RVR 150 M, Take-off alternate required!

Note: Due to erroneous LOC indications when off centerline from 2,0 DME before until 2,0 DME after LOC station, use QDR locator RUM as additional guidance.

Note : If unable to cross OEJ at 4.800 FT MSL and D-7,0 OEJ at 6.700 FT MSL, a higher ceiling and visibility is necessary. In this case climb visually via locator RUM 4.700 FT MSL. Contingency procedures are under the responsibility of the operator.

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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ADILO 2 J Adilo two Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065 until passing OEJ, turn RIGHT inbound to NDB INN, leave INN on QDR 287 inbound to ADILO.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 8,8% (535 FT/NM) until OEJ, thereafter 6,5% (395 FT/NM) until completion of turn. Cross OEJ at or above 7.500 FT MSL. MFA ADILO - MOGTI 13.000 FT MSL. MAX IAS until completion of turn at OEJ 165 KT; MNM bank 25 DEG. ALTN: RTT3J - INN - ADILO.
BRENO 2 J Breno two Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065 until passing OEJ, turn RIGHT inbound to NDB INN, leave INN on QDR 180 to BRENO.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 8,8% (535 FT/NM) until OEJ, thereafter 6,5% (395 FT/NM) until passing 11.200 FT MSL, thereafter 4,3% (265 FT/NM) until passing 15.000 FT MSL. Cross OEJ at or above 7.500 FT MSL. MAX IAS until completion of turn at OEJ 165 KT; MNM bank 25 DEG.
KOGOL 3 J Kogol three Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065/063 up to 9.500 FT MSL thereafter turn LEFT to RTT, follow QDR 294 RTT to KOGOL.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 4,8% (290 FT/NM) until passing 6.700 FT MSL. Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. KOGOL - KPT only available for flights with requested FL 120(-).
KPT 5 J Kempten five Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to L RUM, continue along LOC OEJ until D-4,4 OEJ, turn right to intercept INN QDM 245, depart NDB INN QDR 285 and intercept R-142 KPT inbound to KPT.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient until passing INN at least 10,2% (620 FT/NM). Cross RUM at or above 4.700 FT MSL; cross INN at or above 9.400 FT MSL; cross D-39,0 KPT at or above 11.500 FT MSL. This SID is calculated: MAX IAS 154 KT, bank angle at least 25 DEG, after INN MAX IAS 250 KT up to 11.000 FT MSL.
OBEDI 3 J Obedi three Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065/063 up to 9.500 FT MSL thereafter turn LEFT to RTT, follow QDR 092 to OBEDI.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 4,8% (290 FT/NM) until passing 6.700 FT MSL. Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. MFA RTT OBEDI 13.000 FT MSL.

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Note : If unable to cross OEJ at 4.800 FT MSL and D-7,0 OEJ at 6.700 FT MSL, a higher ceiling and visibility is necessary. In this case climb visually via locator RUM 4.700 FT MSL.
Contingency procedures are under the responsibility of the operator.

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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RTT 3 J Rattenberg three Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065/063 up to 9.500 FT MSL thereafter turn LEFT to RTT.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 4,8% (290 FT/NM) until passing 6.700 FT MSL. Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL.

RTT 2 Q Rattenberg two Quebec departure	WI520 - WI521 - WI522 - RTT	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 7,0% (425 FT/NM) until passing WI521, thereafter 3,3% (205 FT/NM).
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RNAV SID Coding Table of RTT 2 Q

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WI520	no	N471622.53 E0112633.78	075° (079.0°)	3.6			K180-	RNAV 1	
TF	WI521	no	N471841.52 E0113850.93	071° (074.4°)	8.7			K180-	RNAV 1	
TF	WI522	no	N472347.76 E0114938.00	051° (055.1°)	8.9	left			RNAV 1	
TF	RTT	no	N472551.32 E0115624.19	062° (065.8°)	5.0				RNAV 1	

UNKEN 2 J Unken two Juliett departure	Climb on RWY track with MAX gradient until intercepting LOC OEJ (about D-7,5 OEJ) inbound to RUM. Continue along LOC OEJ 065/063 up to 9.500 FT MSL thereafter turn LEFT to RTT, follow QDR 045 to UNKEN.	By ATC	INNSBRUCK RADAR 128.975	Climb gradient at least 4,8% (290 FT/NM) until passing 6.700 FT MSL. Cross OEJ at or above 4.800 FT MSL; cross D-7,0 OEJ at or above 6.700 FT MSL. MFA RTT UNKEN 9.500 FT MSL.
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