

CONTOUR LEGEND

7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	121.730				

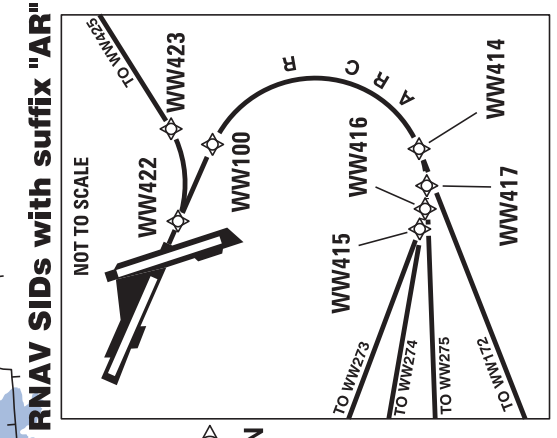
TRANSITION ALTITUDE
10000

For RNAV SIDs:
- GNSS or DME/DME required
- RNAV 1 approval required

Additional requirements for RNAV SIDs with suffix "AR":

- RNP 1 approval required
- RF required

Due to noise abatement "AR" is the preferred coding with radius to fix (RF) turn. These SIDs can also be selected when receiving the conventional clearance. For additional information see LOWW AD 2.22, item 10



PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.

SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.

CHANGE: MAG. TRACKS; NAV SPEC INFORMATION; FREQUENCY NAMING; EDITORIAL

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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.

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

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
ADAMA 1 A Adama one alfa departure	Climb on track 111° to WW100 - WW390 - ADAMA			5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM) until passing WW390, thereafter 3,3% (205 FT/NM).				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ADAMA 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	101° (106.1°)	16.9	left			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
ARSIN 1 A Arsin one alfa departure	Climb on track 111° to WW100 - WW361 - WW401 - ARSIN			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ARSIN 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
ARSIN 1 AR Arsin one alfa romeo departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - ARSIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of ARSIN 1 AR

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 A Buwut one alfa departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of BUWUT 1 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
BUWUT 1 AR Buwut one alfa romeo departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of BUWUT 1 AR

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNP 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
KOXER 1 A Koxer one alfa departure	Climb on track 111° to WW100 - WW386 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM).

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RNAV SID Coding Table of KOXER 1 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNAV 1	
TF	WW386	no	N480459.52 E0164621.16	089° (094.0°)	5.6	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	071° (076.4°)	11.4	left			RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 3 A Lanux three alfa departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).

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RNAV SID Coding Table of LANUX 3 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LANUX 3 AR Lanux three alfa romeo departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). RF required

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RNAV SID Coding Table of LANUX 3 AR

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)				A1000+	RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNP 1	
TF	WW471	no	N483424.00 E0160756.00	285° (290.5°)	22.7	left			RNP 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 3 A Ledva three alfa departure	Climb on track 111° to WW426 - WW425 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of LEDVA 3 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LEDVA 3 AR Ledva three alfa romeo departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of LEDVA 3 AR

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)				A1000+	RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNP 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNP 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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.

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

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LUGEM 1 A Lugem one alfa departure	Climb on track 111° to WW100 - WW101 - WW274 - LUGEM	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of LUGEM 1 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW274	no	N480430.87 E0161608.62	278° (282.5°)	14.2		A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LUGEM 1 AR Lugem one alfa romeo departure	Climb on track 111° to WW100 - WW416 - WW274 - LUGEM	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of LUGEM 1 AR

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW416	no	N480138.70 E0163603.55		5.8	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW274	no	N480430.87 E0161608.62	278° (282.3°)	13.7		A4000+		RNP 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
MEDIX 1 A Medix one alfa departure	Climb on track 111° to WW100 - WW101 - WW273 - MEDIX			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of MEDIX 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW273	no	N480705.18 E0161638.82	288° (292.7°)	14.6		A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	left			RNAV 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
MEDIX 1 AR Medix one alfa romeo departure	Climb on track 111° to WW100 - WW415 - WW273 - MEDIX			5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of MEDIX 1 AR										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW415	no	N480145.47 E0163531.75		6.2	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW273	no	N480705.18 E0161638.82	288° (293.0°)	13.7		A4000+		RNP 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	left			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 2 A Ospen two alfa departure	Climb on track 111° to WW100 - WW101 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of OSPEN 2 A

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 2 AR Ospen two alfa romeo departure	Climb on track 111° to WW100 - WW414 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of OSPEN 2 AR

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RUPET 1 A Rupet one alfa departure	Climb on track 111° to WW100 - WW101 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of RUPET 1 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
RUPET 1 AR Rupet one alfa romeo departure	Climb on track 111° to WW100 - WW414 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of RUPET 1 AR

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)				A1300+	RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				RNP 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SNU 2 A Sollenu two alfa departure	Climb on track 111°, at D-3,5 FMD turn RIGHT heading 220 and intercept R-076 SNU inbound to VOR/DME SNU	5000 FT MSL	WIEN RADAR 129.050 MHZ	ATC discretion only. Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). SID is usable for NON-RNAV equipped aircraft.
Contact WIEN RADAR when advised by Tower				

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SNU 2 A Sollenu two alfa departure	Climb on track 111° to WW100 - WW261 - WW262 - SNU	5000 FT MSL	WIEN RADAR 129.050 MHZ	ATC discretion only. Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).
Contact WIEN RADAR when advised by Tower				

RNAV SID Coding Table of SNU 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNAV 1	
TF	WW261	no	N480300.72 E0164513.06	111° (116.2°)	5.4				RNAV 1	
TF	WW262	no	N475439.64 E0163435.39	216° (220.6°)	11.0	right			RNAV 1	
TF	VOR/DME SNU	no	N475229.55 E0161718.37	255° (259.5°)	11.8	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 A Sovil one alfa departure	Climb on track 111° to WW100 - WW101 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).
Contact WIEN RADAR when advised by Tower				

RNAV SID Coding Table of SOVIL 1 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW275	no	N480139.14 E0161428.20	266° (270.8°)	15.0			A4000+	RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNAV 1	

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 AR Sovil one alfa romeo departure	Climb on track 111° to WW100 - WW417 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of SOVIL 1 AR

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW417	no	N480135.97 E0163640.44		5.4	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW275	no	N480139.14 E0161428.20	266° (270.3°)	14.9		A4000+		RNP 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
STEIN 2 A Stein two alfa departure	Climb on track 111° to WW100 - WW361 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of STEIN 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNAV 1	

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

**WIEN-SCHWECHAT
RWY 11**

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of 3.3% (205 FT/NM). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least 20° (not applicable for SID's with RF turn) - thereafter MAX IAS 250 KT up to 10000 FT MSL. 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. To expedite traffic, ATC may request aircraft to start the initial TURN with reference to terrain as soon as practical. In this case terrain clearance has to be assured by the pilot up to 2400 FT.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
STEIN 2 AR Stein two alfa romeo departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM). ← RF required

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of STEIN 2 AR

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNP 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
SNU	354.0°	349°	right		A5000	1 MIN		