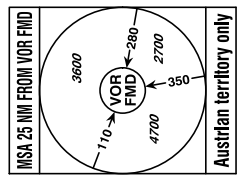


BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
TRACKS IN BRACKETS ARE TRUE  
ALTITUDES AND ELEVATIONS ARE IN FEET  
DISTANCES ARE IN NM



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

**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; 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). MAX IAS during initial turn 205 KT, bank angle at least 20° - 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	
<b>ADAMA 2 C</b> Adama two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW286 - WW387 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of ADAMA 2 C**

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW286	no	N475558.37 E0162957.02	168° (172.8°)	8.7				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	11.7	left			RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	080° (085.1°)	10.6	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>ARSIN 1 C</b> Arsin one charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW375 - WW370 - WW405 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of ARSIN 1 C**

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	109° (113.5°)	10.4	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). MAX IAS during initial turn 205 KT, bank angle at least 20° - 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	
<b>BUWUT 1 C</b> Buwut one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - WW171 - WW181 - BUWUT	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of BUWUT 1 C**

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	WW171	no	N483410.55 E0155321.14	329° (333.7°)	22.3				RNAV 1	
TF	WW181	no	N484204.00 E0153550.00	299° (304.3°)	14.0	left			RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	294° (299.1°)	12.9	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>KOXER 1 C</b> Koxer one charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW286 - WW387 - KOXER	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of KOXER 1 C**

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW286	no	N475558.37 E0162957.02	168° (172.8°)	8.7				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	11.7	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	049° (054.4°)	13.5	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). MAX IAS during initial turn 205 KT, bank angle at least 20° - 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	
<b>LANUX 2 C</b> Lanux two charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - WW171 - LANUX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of LANUX 2 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	WW171	no	N483410.55 E0155321.14	329° (333.7°)	22.3				RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	326° (330.5°)	22.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>LEDVA 3 C</b> Ledva three charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW230 - WW266 - LEDVA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of LEDVA 3 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9		A4000+		RNAV 1	
TF	WW266	no	N481412.92 E0160814.95	329° (333.7°)	6.2	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	036° (041.1°)	39.3	right			RNAV 1	

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

**WIEN-SCHWECHAT  
RWY 29**

Calculation of the SID's is based on an 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 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	
<b>LUGEM 1 C</b> Lugem one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW232 - WW231 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of LUGEM 1 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3				RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	273° (277.8°)	33.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>MEDIX 1 C</b> Medix one charlie departure	Climb on track 291° to 1000 FT MSL - WW293 - WW232 - WW231 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of MEDIX 1 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3				RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	285° (290.2°)	34.1	right			RNAV 1	

Calculation of the SID's is based on an 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 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	
<b>OSPEN 4 C</b> Ospen four charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW383 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of OSPEN 4 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			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	
<b>RUPET 2 C</b> Rupet two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW383 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of RUPET 2 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	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). MAX IAS during initial turn 205 KT, bank angle at least 20° - 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	
<b>SNU 2 C</b> Sollenau two charlie departure	Climb on track 291°, when passing 1000 FT MSL turn LEFT and intercept R-028 SNU inbound to VOR/DME SNU	5000 FT MSL	WIEN RADAR 134.675 MHZ	ATC discretion only.  Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 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	
<b>SNU 2 C</b> Sollenau two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - SNU	5000 FT MSL	WIEN RADAR 134.675 MHZ	ATC discretion only.  Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/ NM).
Contact WIEN RADAR when advised by Tower				

**RNAV SID Coding Table of SNU 2 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	VOR/DME SNU	no	N475229.55 E0161718.37	207° (211.5°)	14.2	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>SOVIL 1 C</b> Sovil one charlie departure	Climb on track 291° to 1000 FT MSL - WW295 - WW233 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/ NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of SOVIL 1 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW295	no	N480546.82 E0162714.62			left			RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	229° (233.6°)	6.4		A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (271.6°)	38.2				RNAV 1	

Calculation of the SID's is based on an 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 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	
<b>STEIN 3 C</b> Stein three charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW375 - WW370 - WW405 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM).

Contact WIEN RADAR when advised by Tower

**RNAV SID Coding Table of STEIN 3 C**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	160° (165.2°)	13.0				RNAV 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		