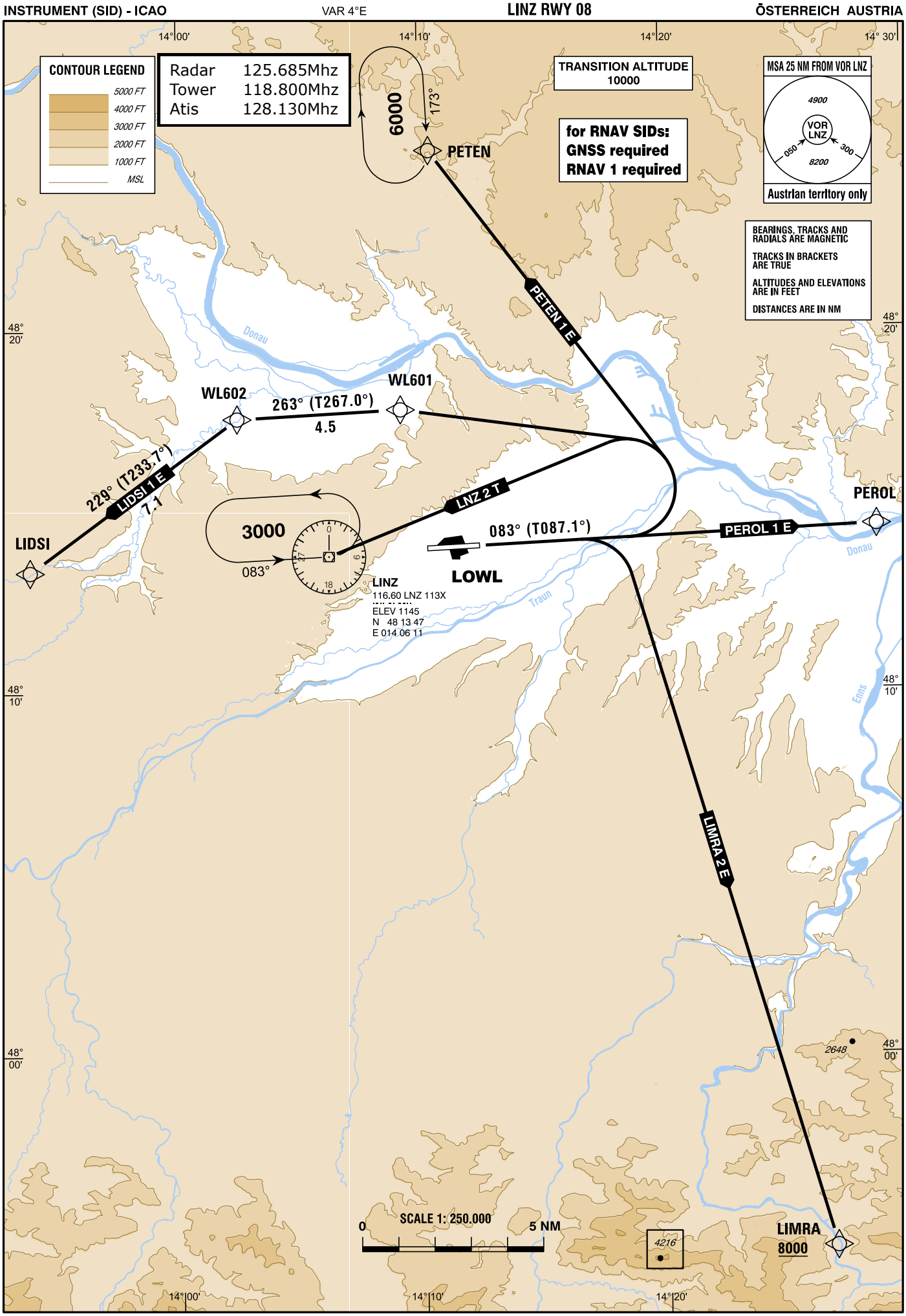

CHANGE: RADAR FREQUENCY ORDER; EDITORIAL

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. 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LIDSI 1 E Lidsi one echo departure	Climb on track 083° to 3500 FT MSL - WL601 - WL602 - LIDSI	6000 FT MSL	LINZ RADAR 125.685 MHZ	On ATC discretion propeller driven aircraft can be instructed to turn direct WL601 when passing 2000 FT MSL. Maximum IAS for the inital turn K120-.
Contact LINZ RADAR when advised by Tower				

RNAV SID Coding Table of LIDSI 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				083° (087.1°)			A3500	K205-	RNAV 1	
DF	WL601	no	N481749.53 E0140911.68			left			RNAV 1	
TF	WL602	no	N481735.28 E0140226.13	263° (267.0°)	4.5				RNAV 1	
TF	LIDSI	no	N481322.19 E0135350.30	229° (233.7°)	7.1	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LIMRA 2 E Limra two echo departure	Climb on track 083° to 3000 FT MSL - LIMRA	8000 FT MSL	LINZ RADAR 125.685 MHZ	Climb gradient at least 4,6% (280 FT/NM).
Contact LINZ RADAR when advised by Tower				

RNAV SID Coding Table of LIMRA 2 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				083° (087.1°)			A3000	K205-	RNAV 1	
DF	LIMRA	no	N475439.53 E0142652.02			right	A8000+		RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
LNZ 2 T Linz two tango departure	Climb on track 083°, when passing 3000 FT MSL, turn LEFT inbound to VOR/DME LNZ and enter holding 3000 FT MSL or above.	4000 FT MSL	LINZ RADAR 125.685 MHZ	Only available for NON-RNAV equipped aircraft. Climb gradient at least 4,6% (280 FT/NM). During initial turn MAX IAS 205 KT.
Contact LINZ RADAR when advised by Tower				

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. 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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
PEROL 1 E Perol one echo departure	Climb on track 083° to PEROL	6000 FT MSL	LINZ RADAR 125.685 MHZ	Climb gradient at least 6,1% (375 FT/NM).
Contact LINZ RADAR when advised by Tower				

RNAV SID Coding Table of PEROL 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	PEROL	no	N481434.69 E0142849.39	083° (087.1°)					RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
PETEN 1 E Peten one echo departure	Climb on track 083° to 3500 FT MSL - PETEN	6000 FT MSL	LINZ RADAR 125.685 MHZ	Climb gradient at least 4,6% (280 FT/NM).
Contact LINZ RADAR when advised by Tower				

RNAV SID Coding Table of PETEN 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				083° (087.1°)			A3500	K205-	RNAV 1	
DF	PETEN	no	N482458.49 E0141026.08			left			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
LNZ	086.9°	083°	left		A3000	1 MIN		
PETEN	177.0°	173°	right		A6000	1 MIN		