

During initial turn MAX IAS 165 KT and minimum bank angle $25^{\circ}$ ! 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 |  |  |  |
| DETSA 2 <br> Detsa two br departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS610 WS616 - WS617-DETSA |  |  | 10000 FT MSL |  | $\begin{array}{r} \text { SALZBUR } \\ \text { RADAR } \\ 123.725 \mathrm{M} \end{array}$ |  | mb gradient NM) until FT/NM) \% (205 FT/NM | t least 9.0\% (550 643, thereafter 6.2\% WS610, thereafter |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of DETSA 2 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ <br> Track <br> ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{gathered} \text { N474546.28 } \\ \text { E0130145.99 } \end{gathered}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS610 | no | $\begin{aligned} & \text { N474923.04 } \\ & \text { E0125906.53 } \end{aligned}$ |  |  | left | A4900+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | WS616 | no | $\begin{gathered} \hline \text { N475456.02 } \\ \text { E0124443.86 } \end{gathered}$ | $\begin{gathered} 296^{\circ} \\ \left(299.9^{\circ}\right) \end{gathered}$ | 11.2 | left |  |  | RNAV 1 |  |
| TF | WS617 | no | $\begin{gathered} \text { N475217.26 } \\ \text { E0124016.38 } \end{gathered}$ | $\begin{gathered} 225^{\circ} \\ \left(228.6^{\circ}\right) \end{gathered}$ | 4.0 | left |  |  | RNAV 1 |  |
| TF | DETSA | no | $\begin{aligned} & \hline \text { N464809.00 } \\ & \text { E0121652.00 } \end{aligned}$ | $\begin{gathered} 191^{\circ} \\ \left(194.1^{\circ}\right) \end{gathered}$ | 66.1 | left | A15000+ |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| INROM 1 B Inrom one bra departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS644 WS645-INROM |  |  | 6000 FT MSL |  | $\begin{array}{r} \text { SALZBL } \\ \text { RADA } \\ 123.725 \end{array}$ |  | Climb gradient at least $9.0 \%$ (550 FT/NM) until WS643, thereafter $6.2 \%$ ( $380 \mathrm{FT} / \mathrm{NM}$ ) until WS644, thereafter $3.3 \%$ (205 FT/NM). |  |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of INROM 1 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ <br> Track <br> ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{gathered} \text { N474546.28 } \\ \text { E0130145.99 } \end{gathered}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS644 | no | $\begin{gathered} \text { N474933.16 } \\ \text { E0130249.42 } \end{gathered}$ |  |  | left | A4380+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | WS645 | no | $\begin{gathered} \text { N475223.71 } \\ \text { E0130124.43 } \end{gathered}$ | $\begin{gathered} 338^{\circ} \\ \left(341.5^{\circ}\right) \end{gathered}$ | 3.0 |  |  |  | RNAV 1 |  |
| TF | INROM | no | $\begin{array}{r} \hline \text { N480046.19 } \\ \text { E0131126.25 } \end{array}$ | $\begin{gathered} 035^{\circ} \\ \left(038.8^{\circ}\right) \end{gathered}$ | 10.8 | right | A5000+ |  | RNAV 1 |  |

During initial turn MAX IAS 165 KT and minimum bank angle $25^{\circ}$ ! Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). 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 |  |
| INROM 1 V Inrom one victor departure | Climb on RWY track until passing D-2.0 OES, turn LEFT to L SI, intercept SI QDR 032 to INROM (D-12.0 SBG) | 6000 FT MSL | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & \text { 123.725 MHZ } \end{aligned}$ | Climb gradient at least 8.8\% (535 FT/NM) until D-2.0 OES, thereafter $5.9 \%$ ( $360 \mathrm{FT} / \mathrm{NM}$ ) until L SI, thereafter 3.3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). <br> Cross abeam L SI 4240 FT MSL or above. <br> Cross INROM 5000 FT MSL or above. <br> SID is usable for NON-RNAV equipped aircraft. |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to .initially | Expect FREQ |  |  |  |
| INROM 1 X Inrom one x-ray departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS644 WS645-INROM |  |  | 6000 FT MSL |  | $\begin{gathered} \text { SALZBURG } \\ \text { RADAR } \\ 123.725 \mathrm{MHZ} \end{gathered}$ |  | Minimum required flight visibility: <br> Aircraft category A and B 2.8 KM <br> Aircraft category C 3.7 KM <br> Aircraft category D 4.6 KM <br> Climb gradient at least 4.2\% (260 FT/NM). |  |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of INROM 1 X |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | $\begin{gathered} \text { Course/ } \\ \text { Track } \\ \circ^{\circ} \text { MAG } \\ \left({ }^{\circ}\right. \text { True) } \\ \hline \end{gathered}$ | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{gathered} \text { N474546.28 } \\ \text { E0130145.99 } \end{gathered}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  |  |  | RNAV 1 | Maintain visual until WS644. |
| DF | WS644 | no | $\begin{gathered} \text { N474933.16 } \\ \text { E0130249.42 } \end{gathered}$ |  |  | left | A2800+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! <br> Maintain visual until WS644. |
| TF | WS645 | no | $\begin{gathered} \hline \text { N475223.71 } \\ \text { E0130124.43 } \end{gathered}$ | $\begin{gathered} 338^{\circ} \\ \left(341.5^{\circ}\right) \end{gathered}$ | 3.0 |  |  |  | RNAV 1 |  |
| TF | INROM | no | $\begin{gathered} \text { N480046.19 } \\ \text { E0131126.25 } \end{gathered}$ | $\begin{gathered} 035^{\circ} \\ \left(038.8^{\circ}\right) \end{gathered}$ | 10.8 | right | A5000+ |  | RNAV 1 |  |

During initial turn MAX IAS 165 KT and minimum bank angle $25^{\circ}$ ! Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). 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 |  |  |  |
| NEMAL 3 <br> Nemal three departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS644 -WS645-WS626-NEMAL |  |  | 6000 FT MSL |  | $\begin{gathered} \text { SALZBURG } \\ \text { RADAR } \\ \text { 123.725 MHZ } \end{gathered}$ |  | Climb gradient at least 9.0\% (550 FT/NM) until WS643, thereafter $6.2 \%$ ( 380 FT/NM) until WS644, thereafter $3.3 \%$ ( 205 FT/NM). |  |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of NEMAL 3 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{aligned} & \text { Turn } \\ & \text { Direction } \end{aligned}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{aligned} & \hline \text { N474546.28 } \\ & \text { E0130145.99 } \end{aligned}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS644 | no | $\begin{gathered} \text { N474933.16 } \\ \text { E0130249.42 } \end{gathered}$ |  |  | left | A4380+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | WS645 | no | $\begin{gathered} \text { N475223.71 } \\ \text { E0130124.43 } \end{gathered}$ | $\begin{gathered} 338^{\circ} \\ \left(341.5^{\circ}\right) \end{gathered}$ | 3.0 |  |  |  | RNAV 1 |  |
| TF | WS626 | no | $\begin{aligned} & \text { N475547.43 } \\ & \text { E0130552.91 } \end{aligned}$ | $\begin{gathered} 038^{\circ} \\ \left(041.5^{\circ}\right) \end{gathered}$ | 4.5 | right |  |  | RNAV 1 |  |
| TF | NEMAL | no | $\begin{aligned} & \text { N475505.00 } \\ & \text { E0132954.00 } \end{aligned}$ | $\begin{gathered} 089^{\circ} \\ \left(092.4^{\circ}\right) \end{gathered}$ | 16.2 | right | A7000+ |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| RTT 4 B <br> Rattenberg fo departure | bravo |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS610 WS616-WS617-RTT |  |  | 10000 FT MSL |  | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & 123.725 \mathrm{MHZ} \end{aligned}$ |  |  | least 9.0\% (550 643, thereafter $6.2 \%$ WS610, thereafter |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of RTT 4 B |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | Coursel Track ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{gathered} \text { Turn } \\ \text { Direction } \end{gathered}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{aligned} & \hline \text { N474546.28 } \\ & \text { E0130145.99 } \end{aligned}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS610 | no | $\begin{gathered} \text { N474923.04 } \\ \text { E0125906.53 } \end{gathered}$ |  |  | left | A4900+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | WS616 | no | $\begin{aligned} & \hline \text { N475456.02 } \\ & \text { E0124443.86 } \end{aligned}$ | $\begin{gathered} 296^{\circ} \\ \left(299.9^{\circ}\right) \end{gathered}$ | 11.2 | left |  |  | RNAV 1 |  |
| TF | WS617 | no | $\begin{aligned} & \hline \text { N475217.26 } \\ & \text { E0124016.38 } \end{aligned}$ | $\begin{gathered} 225^{\circ} \\ \left(228.6^{\circ}\right) \end{gathered}$ | 4.0 | left |  |  | RNAV 1 |  |
| TF | RTT | no | $\begin{gathered} \text { N472551.32 } \\ \text { E0115624.19 } \end{gathered}$ | $\begin{gathered} 225^{\circ} \\ \left(228.5^{\circ}\right) \end{gathered}$ | 39.8 |  |  |  | RNAV 1 |  |

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| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| TITIG 3 B <br> Titig three b departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS610 -WS616-TITIG |  |  | 6000 FT MSL |  | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & 123.725 \mathrm{MHZ} \end{aligned}$ |  | b gradient a WS643, FT/NM). | ast $9.0 \%$ ( $550 \mathrm{FT} / \mathrm{NM}$ ) <br> $6.2 \% \quad(380$ 610 , thereafter $3.3 \%$ |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of TITIG 3 B |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | Coursel Track - MAG <br> ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{aligned} & \text { Turn } \\ & \text { Direction } \end{aligned}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{aligned} & \hline \text { N474546.28 } \\ & \text { E0130145.99 } \end{aligned}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS610 | no | $\begin{aligned} & \text { N474923.04 } \\ & \text { E0125906.53 } \end{aligned}$ |  |  | left | A4900+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | WS616 | no | $\begin{aligned} & \text { N475456.02 } \\ & \text { E0124443.86 } \end{aligned}$ | $\begin{gathered} 296^{\circ} \\ \left(299.9^{\circ}\right) \end{gathered}$ | 11.2 | left |  |  | RNAV 1 |  |
| TF | TITIG | no | $\begin{aligned} & \text { N480332.00 } \\ & \text { E0123334.00 } \end{aligned}$ | $\begin{gathered} 316^{\circ} \\ \left(319.0^{\circ}\right) \end{gathered}$ | 11.4 | right |  |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| TRAUN 3 Traun three departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS610 TRAUN |  |  | 8000 FT MSL |  | $\begin{gathered} \text { SALZBURG } \\ \text { RADAR } \\ 123.725 \mathrm{MHZ} \end{gathered}$ |  | Climb gradient at least 9.0\% (550 FT/NM) until WS643, thereafter $6.2 \%$ ( 380 FT/NM) until WS610, thereafter $3.3 \%$ ( 205 FT/NM). |  |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of TRAUN 3 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{gathered} \text { Turn } \\ \text { Direction } \end{gathered}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{gathered} \text { N474546.28 } \\ \text { E0130145.99 } \end{gathered}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  | A2160+ |  | RNAV 1 |  |
| DF | WS610 | no | $\begin{aligned} & \text { N474923.04 } \\ & \text { E0125906.53 } \end{aligned}$ |  |  | left | A4900+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! |
| TF | TRAUN | no | $\begin{aligned} & \hline \text { N475829.00 } \\ & \text { E0123515.00 } \end{aligned}$ | $\begin{gathered} 296^{\circ} \\ \left(299.2^{\circ}\right) \end{gathered}$ | 18.5 |  | A7000+ |  | RNAV 1 |  |

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| Designator | Route | After Take-Off |  | Remarks |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |
| TRAUN 8 V Traun eight victor departure | Climb on RWY track until passing D-2.0 OES, turn LEFT to L SI, intercept SI QDR 300 to intercept SBG R-259 to TRAUN $(\mathrm{D}-12.4 \mathrm{SBG})$ | 8000 FT MSL | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & 123.725 \mathrm{MHZ} \end{aligned}$ | Climb gradient at least 8.8\% (535 FT/NM) until D-2.0 OES, thereatter $5.9 \%$ ( $360 \mathrm{FT} / \mathrm{NM}$ ) until L SI, thereafter 3.3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). <br> Cross L SI 4240 FT MSL or above. Cross TRAUN 7000 FT MSL or above. SID is usable for NON-RNAV equipped aircraft. |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| TRAUN 1 X <br> Traun one $x$ departure |  |  |  |  | Climb on track $143^{\circ}$ to WS643 - WS610 TRAUN |  |  | 8000 FT MSL |  | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & \text { 123.725 MHZ } \end{aligned}$ |  | mum required raft category aft category aft category b gradient NM). | light visibility: <br> and B 2.8 KM <br> 3.7 KM <br> 4.6 KM <br> least 3.7\% <br> (230 |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of TRAUN 1 X |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | $\begin{gathered} \hline \text { Course/ } \\ \text { Track } \\ { }^{\circ} \text { MAG } \\ \text { ( }^{\circ} \text { True) } \\ \hline \end{gathered}$ | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS643 | yes | $\begin{gathered} \text { N474546.28 } \\ \text { E0130145.99 } \end{gathered}$ | $\begin{gathered} 143^{\circ} \\ \left(146.9^{\circ}\right) \end{gathered}$ |  |  |  |  | RNAV 1 | Maintain visual until WS610. |
| DF | WS610 | no | $\begin{gathered} \text { N474923.04 } \\ \text { E0125906.53 } \end{gathered}$ |  |  | left | A2800+ | K165- | RNAV 1 | Minimum bank angle $25^{\circ}$ ! <br> Maintain visual until WS610. |
| TF | TRAUN | no | $\begin{aligned} & \text { N475829.00 } \\ & \text { E0123515.00 } \end{aligned}$ | $\begin{gathered} 296^{\circ} \\ \left(299.2^{\circ}\right) \end{gathered}$ | 18.5 |  | A7000+ |  | RNAV 1 |  |

During initial turn MAX IAS 165 KT and minimum bank angle $25^{\circ}$ ! Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). 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.


SPECIAL AUTHORIZATION REQUIRED - This SID is permissible for special performance aircraft ONLY and requires authorization by Austro Control GmbH (for detailed information see LOWS AD 2.22, item 5.).

- Dual GNSS and at least one IRU or equivalent
- DME/DME, LOC and VOR/DME updating not authorized

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | nb to to | Expect FR |  |  |  |
| VERDA 1 Y Verda one yankee departure |  |  |  |  | Climb on track $142^{\circ}$ to WS628 - WS629 WS630 - VERDA |  |  | 10000 FT MSL |  | $\begin{aligned} & \text { SALZBURG } \\ & \text { RADAR } \\ & 123.725 \mathrm{MHZ} \end{aligned}$ |  | Climb gradient at least 7,0\% (425 FT/NM). |  |
| Contact SALZBURG RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of VERDA 1 Y |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ <br> - MAG <br> ( ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | Turn Direction | Constraints |  | $\begin{aligned} & \text { RNP Value } \\ & \text { NM } \end{aligned}$ | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WS628 | no | $\begin{aligned} & \text { N474302.48 } \\ & \text { E0130434.69 } \end{aligned}$ | $\begin{gathered} 142^{\circ} \\ \left(145.7^{\circ}\right) \end{gathered}$ |  |  | A3400+ |  | 0.3 |  |
| TF | WS629 | no | $\begin{aligned} & \hline \text { N474104.90 } \\ & \text { E0130608.16 } \end{aligned}$ | $\begin{gathered} 148^{\circ} \\ \left(151.8^{\circ}\right) \end{gathered}$ | 2.2 | right |  |  | 0.3 |  |
| TF | WS630 | no | $\begin{aligned} & \text { N473635.00 } \\ & \text { E0130922.00 } \end{aligned}$ | $\begin{gathered} 151^{\circ} \\ \left(154.1^{\circ}\right) \end{gathered}$ | 5.0 | right |  |  | 0.3 |  |
| TF | VERDA | no | $\begin{aligned} & \text { N473200.00 } \\ & \text { E0132000.00 } \end{aligned}$ | $\begin{gathered} 119^{\circ} \\ \left(122.4^{\circ}\right) \end{gathered}$ | 8.5 | left | A10000+ |  | 0.3 |  |


| RNAV Holding |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Holding <br> Point | Inbound <br> Track <br> $\circ$ <br>  <br> True | Inbound <br> Track <br>  <br>  <br>  <br> MAG | Turn <br> Direction | MAX <br> IAS | Minimum <br> Holding Altitude <br> FT MSL/FL | Time | DIST <br> NM | Remarks |
| SBG | $178.8^{\circ}$ | $175^{\circ}$ | left |  | A4000 | 1 MIN |  |  |

