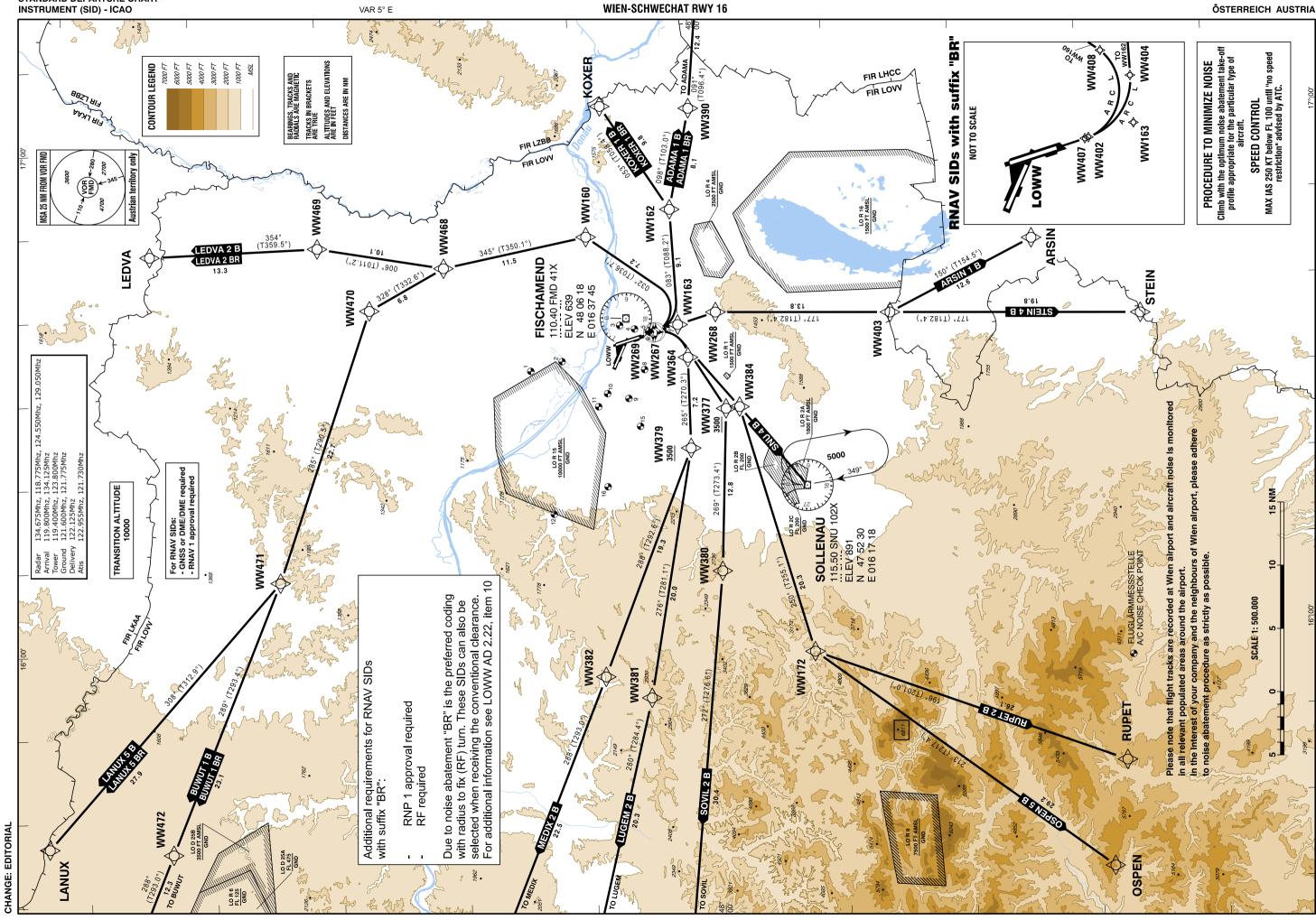


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AIRAC AMDT 280 / 22 FEB 2024

**STANDARD DEPARTURE CHART -**

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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 SIDs 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.

ĺ							After T	ake-Off			
	Designator			Route			Climb to initially	Expect FR	EQ	Remarks	
I	ADAMA 1 I Adama one b departure		Climb on tra WW390 - AD	ck 159° to WW10 AMA	63 - WW162	- 500	00 FT MSL	WIEN RAD 125.175 M		Climb gradient at NM) until passing hereafter 3,3% (2	
				Со	ntact WIEN R	ADAR w	hen advised b	by Tower			
				RN	AV SID Co	ding Ta	ble of ADA	MA1B			
ĺ	Path		Waypoint		Course/ Track	DIST	IST Turn	Constraints		Navigation	
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	0	Remarks
I	CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
I	TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
	TF	WW390	no	N480040.43 E0170211.52	098° (103.0°)	8.1	right			RNAV 1	
I	TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

							After T	ake-Off				
	Designator			Route			Climb to initially	Expect FRI	EQ	Remarks		
I	ADAMA 1 I Adama one b romeo depart	ravo	Climb on tra WW162 - WV	02 - WW404	- 500	00 FT MSL	WIEN RAD 125.175 Mł	AR the HZ	imb gradient at M) until passing ereafter 3,3% (2 — F required	least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).		
				Co	ntact WIEN R	ADAR w	hen advised b	y Tower				
				RN	AV SID Cod	ling Tal	ble of ADAI	MA1BR				
	Path		Waypoin	t	Course/ Track		DIST Turn	Turn	Constraints		Navigation	Demode
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks	
	CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1		

3.2

left



WW404

RF

no

N480217.74

ARC Centre: WW418 N480441.59

E0163927.79 ARC Radius: 2.4 NM

RNP 1

K205-

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 SIDs 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.

ſ							After T	ake-Off			
	Designator			Route			Climb to .initially	Expect FR	EQ	emarks	
	ARSIN 1 B Arsin one bra departure		Climb on tra ARSIN	ck 159° to WW20	68 - WW403	- 500	00 FT MSL	WIEN RAD 134.675 MI			
l						ADAR w	hen advised b	by Tower			
				RN	NAV SID Co	oding T	able of AR	SIN 1 B			
Ī	Path		Waypoin	t	Course/ Track	DIST	Turn	Constr	aints	Navigation	
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks
	CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1	
	TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1	
	TF	ARSIN	no	N473401.96 E0164513.48	150° (154.5°)	12.6	left			RNAV 1	

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							After T	ake-Off			
	Designator			Route			Climb to .initially	Expect FR	EQ	Remarks	
I	BUWUT 1 Buwut one br departure			ck 159° to WW2 VW470 - WW47 <sup>-</sup>			00 FT MSL	WIEN RAD 125.175 MI	AR HZ	Climb gradient at NM) until passing thereafter 3,3% (2	least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
				Co	ntact WIEN F	RADAR w	hen advised b	y Tower			
				RN	AV SID Co	ding Ta	able of BUV	VUT 1 B			
	Path		Waypoin	t	Course/ Track	DIST	Turn	Constr	aints	Navigation	Durada
1	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Spee	<b>•</b> • • •	Remarks
I	CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205	- RNAV 1	
	DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
	TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNAV 1	
	TF	WW470	no	N482633.00 E0163953.00	328° (332.6°)	6.8	left			RNAV 1	
I	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	
I	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 SIDs 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.

						After 1	ake-Off			
Designator			Route			Climb to initially	Expect FR	EQ	Remarks	
BUWUT 1 Buwut one br romeo depart	avo		ack 159° to WW4 WW468 - WW470 JWUT			00 FT MSL	WIEN RAD 125.175 M	AR HZ	Climb gradient at NM) until passing thereafter 3,3% (2 RF required	t least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
			Co	ntact WIEN R	ADAR w	hen advised l	by Tower			
			RN	AV SID Cod	ling Tal	ble of BUW	UT 1 BR			
Path		Waypoir	nt	Course/ Track	DIST	Turn	Constraints		Navigation	Burnalia
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	d Specification	Remarks
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205	- RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

ſ							After 1	ake-Off			
	Designator			Route			Climb to initially	Expect FR	EQ	Remarks	
	KOXER 1 E Koxer one bra departure	-	Climb on tra KOXER	ck 159° to WW16	63 - WW162	- 50	00 FT MSL	WIEN RAD 125.175 M	AR HZ	Climb gradient at NM) until passing thereafter 3,3% (2	least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
ĺ					ntact WIEN R	ADAR w	hen advised l	by Tower			
						ding Ta	able of KO	KER 1 B			
	Path		Waypoint		Course/ Track	DIST	Turn	Const	aints	Navigation	
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Cussification	Remarks
	CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
	TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
I	TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	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 SIDs 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.

						After 1	ake-Off				
Designator			Route			Climb to initially	Expect FR	EQ	Remarks		
KOXER 1 I Koxer one br romeo depart	avo	Climb on tra WW162 - KC	ick 159° to WW40 XER	02 - WW404	- 50	00 FT MSL	WIEN RAD 125.175 M	AR t HZ t	Climb gradient at least 5,8% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3% (205 FT/ NM). RF required		
			Со	ntact WIEN F	RADAR v	vhen advised b	by Tower				
			RN	AV SID Co	ding Ta	ble of KOX	ER 1 BR				
Path		Waypoint		Course/ Track	DIST	Turn	Constr	aints	Navigation	Duranda	
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks	
CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1		
RF	WW404	no	N480217.74 E0163934.25		3.2	left		K205-	RNP 1	ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM	
TF	WW162	no	N480230.33 E0165023.55	083° (088.3°)	7.3				RNP 1		
TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	left			RNP 1		

						After T	ake-Off			
Designator			Route			Climb to initially	Expect FR	EQ	Remarks	
LANUX 5 E Lanux five br departure			nck 159° to WW2 W470 - WW471 - I		- 50	00 FT MSL	WIEN RAD 125.175 M		Climb gradient at NM) until passing thereafter 3,3% (2	: least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
			Co	ntact WIEN F	RADAR w	hen advised b	y Tower			
			RN	IAV SID Co	oding T	able of LAN	IUX 5 B			
Path		Waypoint		Course/ Track	DIST	IST Turn	Const	Constraints		Demorte
Terminator	Identifier	Flyover	Coordinates		NM	Direction	Level	Spee	Mavigation Specification	Remarks
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205	- RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

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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.

 After Take-Off

	Designator						After 1	ake-Off			
	Designator			Route			limb to initially	Expect FR	EQ	Remarks	
I	LANUX 5 E Lanux five bra romeo depart	avo		ack 159° to WW4 WW468 - WW47(			0 FT MSL	WIEN RAD 125.175 MI		Climb gradient at NM) until passing thereafter 3,3% (2	: least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
ľ				Co	ntact WIEN F	RADAR w	hen advised b	by Tower			
				RN	AV SID Co	ding Ta	ble of LAN	UX 5 BR			
ŀ	Path				Course/ Track	DIST	Turn	Constr	aints	Navigation	
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Spee	0	Remarks
	CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
	RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205	- RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
	TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
	TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

							After 1	Гake-Off			
	Designator			Route			Climb to .initially	Expect FR	EQ	Remarks	
Ι	LEDVA 2 E Ledva two bra departure			ick 159° to WW2 W469 - LEDVA	67 - WW160	- 500	00 FT MSL	WIEN RAD 125.175 M	)AR HZ	Climb gradient at NM) until passing thereafter 3,3% (2	: least 5,8% (355 FT/ 2000 FT MSL, 05 FT/ NM).
				Co	ntact WIEN R	RADAR w	hen advised l	by Tower			
				RN	IAV SID Co	ding Ta	able of LE	OVA 2 B			
	Path		Waypoin	ıt	Course/ Track	DIST		Consti	Constraints		Demode
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Spee	Navigation Specification	Remarks
I	CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205	- RNAV 1	
	DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
	TF TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				RNAV 1	
I		WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNAV 1	
I	TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	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 SIDs 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.

						After T	ake-Off			
Designator			Route			Climb to initially	Expect FR	EQ	Remarks	
LEDVA 2 E Ledva two bra romeo depart	avo		ck 159° to WW4 V468 - WW469 - L		- 50	00 FT MSL	WIEN RAD 125.175 M	AR <sup>t</sup> HZ	Climb gradient a VM) until passing hereafter 3,3% (2 ← RF required	t least 5,8% (355 FT/ 2000 FT MSL, 205 FT/ NM).
			Со	ntact WIEN F	RADAR v	/hen advised b	by Tower			
			RN	AV SID Co	ding Ta	ble of LED	VA 2 BR			
Path		Waypoint		Course/ Track	DIST	Turn	Constr	Constraints		Remarks
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Our set for set set	Remarks
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

Designator Route						After <sup>-</sup>	Take-Off		_		
	Designator			Route			Climb to .initially	Expect FR	EQ	Remarks	
I	LUGEM 2 E Lugem two br departure			ck 159° to WW20 V381 - LUGEM	69 - WW364	- 500	00 FT MSL	WIEN RAD 134.675 MI			
				Со	ntact WIEN F	ADAR w	hen advised	by Tower	·		
				RN	ding Ta	able of LUC	GEM 2 B				
	Path		Waypoin	t	Course/ Track	DIST	Turn	Constr	aints	Navigation	Durada
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	0	Remarks
I	CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
	DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1	
I	TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2		A3500+		RNAV 1	
Ι	TF	WW381	no	N480520.88 E0155253.74	276° (281.1°)	20.0	right			RNAV 1	
	TF	LUGEM	no	N481020.00 E0152332.00	280° (284.4°)	20.3	right			RNAV 1	

VACC

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 SIDs 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.

	assured by the	F F										
				_		After Take-Off						
	Designator			Route			Climb to initially	Expect FREQ		Remarks		
I	MEDIX 2 B Medix two bra departure			ick 159° to WW2 W382 - MEDIX	69 - WW364	- 500	5000 FT MSL WIEN RADAR 134.675 MHZ					
				Со	Contact WIEN RADAR when advised by Tower							
			NAV SID Co	oding Ta	able of ME	DIX 2 B						
	Path	Waypoint		ıt	Course/ Track	DIST	DIST Turn	Constraints		Navigation		
	Terminator	Identifier	Flyover	Coordinates	° MAG NM (° True)		Direction	Level	Speed	Specification	Remarks	
I	CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1		
	DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1		
I	TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2		A3500+		RNAV 1		
	TF	WW382	no	N480855.59 E0155532.87	288° (292.6°)	19.3	right			RNAV 1		
I	TF	MEDIX	no	N481739.00 E0152431.00	288° (293.0°)	22.5				RNAV 1		

							After T	ake-Off		Remarks		
	Designator			Route			Climb to initially	Expect FREQ				
I	OSPEN 5 E Ospen five br departure		Climb on tra WW172 - OS	ick 159° to WW2 SPEN	69 - WW384	- 500	00 FT MSL	WIEN RAD 134.675 MI				
	Cc				ntact WIEN R	ADAR w	hen advised b	y Tower	•			
	RNAV SID Codir						ble of OSF	PEN 5 B				
	Path		Waypoin	ıt	Course/ Track	DIST NM	Turn Direction	Constraints		Navigation		
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)			Level	Speed	Specification	Remarks	
I	CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1		
	DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1		
I	TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1		
	TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1		



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			After	Take-Off						
Designator	Route	Route		Expect FREQ	Remarks					
RUPET 2 B Rupet two bravo departure			5000 FT MSL WIEN RADAR 134.675 MHZ							
	(	Contact WIEN RAD	AR when advised	by Tower	l					
RNAV SID Coding Table of RUPET 2 B										
Path	Waypoint	Course/ Track D	IST Turn	Constraints	Navigation					
Tamainatan					Navigation	Remarks				

Path		Waypoin	t	Course/ Track DIST	Turn	Constraints		Navigation		
Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	Specification	Remarks
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	left			RNAV 1	

VACC AUSTRI

			After	Take-Off				
	Designator	Route	Climb to initially	Expect FREQ	Remarks			
					ATC discretion only.			
I	SNU 4 B Sollenau four bravo departure	Climb on track 159° and intercept R-058 SNU inbound to VOR/DME SNU	5000 FT MSL	WIEN RADAR 134.675 MHZ	SID is usable for NON-RNAV equipped aircraft.			
					MAX IAS during initial turn K205			
	Contact WIEN RADAR when advised by Tower							

After Take-Off Designator Route Remarks Climb to Expect FREQ .. initially SNU 4 B WIEN RADAR Sollenau four bravo Climb on track 159° to WW269 - SNU 5000 FT MSL ATC discretion only. 134.675 MHZ departure Contact WIEN RADAR when advised by Tower **RNAV SID Coding Table of SNU 4 B** Course Waypoint Constraints Path Track DIST Turn Navigation Remarks Terminator ° MAG NM Direction Specification Identifier Coordinates Flyover Level Speed (° True) N480412.28 159° CF WW269 K205-RNAV 1 yes E0163555.93 (164.8°) VOR/DME N475229.55 DF right RNAV 1 no SNU E0161718.37

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 SIDs 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

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.

	<b>D</b>				After T	ake-Off						
	Designator			Route			Climb to initially	Expect FREQ		Remarks		
I	SOVIL 2 B Sovil two brav departure	Sovil two bravo		69 - WW377	- 500	00 FT MSL	WIEN RADAR 134.675 MHZ					
ĺ	Contact WIEN RADA				ADAR w	hen advised b	by Tower					
	RNAV SID Codir						able of SO	VIL 2 B				
Ī	Path	Waypo		t	Course/ Track		DIST Turn	Constraints		Navigation		
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	0	Remarks	
I	CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1		
Ī	DF	WW377	no	N475841.22 E0162640.61			right	A3500+		RNAV 1		
I	TF	WW380	no	N475925.76 E0160734.60	269° (273.4°)	12.8				RNAV 1		
	TF	SOVIL	no	N480247.00 E0152232.00	272° (276.6°)	30.4	right			RNAV 1		

ĺ							After 7	⊺ake-Off				
	Designator		Route				Climb to .initially	Expect FREQ		Remarks		
I	STEIN 4 B Stein four bravo departure		68 - WW403 -	<sup>403 -</sup> 5000 FT MSL		WIEN RADAR 134.675 MHZ						
	Contact WIEN RAD/						hen advised l	by Tower				
RNAV SID Coding Table of STEIN												
	Path		Waypoint		Course/ Track	DIST	Turn	Constr	Constraints		_	
	Terminator	Identifier	Flyover	Coordinates	° MAG (° True)	NM	Direction	Level	Speed	<ul> <li>Navigation</li> <li>Specification</li> </ul>	Remarks	
I	CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1		
I	TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1		
I	TF	STEIN	no	N472539.41 E0163558.95	177° (182.4°)	19.8				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
I	SNU	354.0°	349°	right		A5000	1 MIN		