

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| ADAMA 1 <br> Adama one b departure |  |  |  |  | Climb on track $159^{\circ}$ to WW163 - WW162 -WW390-ADAMA |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of ADAMA 1 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track - 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 | WW163 | no | $\begin{gathered} \text { N480214.33 } \\ \text { E0163646.75 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| TF | WW162 | no | $\begin{aligned} & \text { N480230.33 } \\ & \text { E0165023.55 } \end{aligned}$ | $\begin{gathered} 083^{\circ} \\ \left(088.2^{\circ}\right) \end{gathered}$ | 9.1 | left |  |  | RNAV 1 |  |
| TF | WW390 | no | $\begin{aligned} & \hline \text { N480040.43 } \\ & \text { E0170211.52 } \end{aligned}$ | $\begin{gathered} 098^{\circ} \\ \left(103.0^{\circ}\right) \end{gathered}$ | 8.1 | right |  |  | RNAV 1 |  |
| TF | ADAMA | no | $\begin{aligned} & \hline \text { N475916.00 } \\ & \text { E0172029.00 } \end{aligned}$ | $\begin{gathered} 091^{\circ} \\ \left(096.4^{\circ}\right) \end{gathered}$ | 12.4 | left |  |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | limb to nitially | Expect F |  |  |  |
| ADAMA 1 BR Adama one bravo romeo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW402-WW404 WW162 - WW390 - ADAMA |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | b gradient until passing eafter 3,3\% <br> equired | least 5,8\% (355 FT/ 2000 FT MSL, 205 FT/ NM). |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of ADAMA 1 BR |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track - 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 | WW402 | no | $\begin{gathered} \hline \text { N480402.48 } \\ \text { E0163601.15 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  | A1000+ |  | RNP 1 |  |
| RF | WW404 | no | $\begin{aligned} & \text { N480217.74 } \\ & \text { E0163934.25 } \end{aligned}$ |  | 3.2 | left |  | K205- | RNP 1 | ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM |
| TF | WW162 | no | $\begin{aligned} & \text { N480230.33 } \\ & \text { E0165023.55 } \end{aligned}$ | $\begin{gathered} 083^{\circ} \\ \left(088.3^{\circ}\right) \end{gathered}$ | 7.3 |  |  |  | RNP 1 |  |
| TF | WW390 | no | $\begin{aligned} & \text { N480040.43 } \\ & \text { E0170211.52 } \end{aligned}$ | $\begin{gathered} 098^{\circ} \\ \left(103.0^{\circ}\right) \\ \hline \end{gathered}$ | 8.1 | right |  |  | RNP 1 |  |
| TF | ADAMA | no | $\begin{gathered} \text { N475916.00 } \\ \text { E0172029.00 } \end{gathered}$ | $\begin{gathered} 091^{\circ} \\ \left(096.4^{\circ}\right) \end{gathered}$ | 12.4 | left |  |  | RNP 1 |  |

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| BUWUT 1 <br> Buwut one br departure |  |  |  |  | Climb on track $159^{\circ}$ to WW267 - WW160 WW468 - WW470 - WW471 - WW472 BUWUT |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% (205 FT/ NM). |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of BUWUT 1 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | $\begin{gathered} \hline \text { Course } \\ \text { Track } \\ \circ \text { MAG } \\ \left.{ }^{\circ} \text { True }\right) \\ \hline \end{gathered}$ | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW267 | yes | $\begin{gathered} \text { N480400.73 } \\ \text { E0163600.76 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.7^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW160 | no | $\begin{gathered} \text { N480912.45 } \\ \text { E0164733.07 } \end{gathered}$ |  |  | left |  |  | RNAV 1 |  |
| TF | WW468 | no | $\begin{gathered} \text { N482033.00 } \\ \text { E0164434.00 } \end{gathered}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNAV 1 |  |
| TF | WW470 | no | $\begin{aligned} & \text { N482633.00 } \\ & \text { E0163953.00 } \end{aligned}$ | $\begin{gathered} 328^{\circ} \\ \left(332.6^{\circ}\right) \end{gathered}$ | 6.8 | left |  |  | RNAV 1 |  |
| TF | WW471 | no | $\begin{gathered} \text { N483424.00 } \\ \text { E0160756.00 } \end{gathered}$ | $\begin{gathered} 285^{\circ} \\ \left(290.5^{\circ}\right) \end{gathered}$ | 22.7 | left |  |  | RNAV 1 |  |
| TF | WW472 | no | $\begin{gathered} \text { N484331.03 } \\ \text { E0153553.83 } \end{gathered}$ | $\begin{gathered} 289^{\circ} \\ \left(293.4^{\circ}\right) \end{gathered}$ | 23.1 |  |  |  | RNAV 1 |  |
| TF | BUWUT | no | $\begin{gathered} \text { N484818.27 } \\ \text { E0151847.01 } \end{gathered}$ | $\begin{gathered} 288^{\circ} \\ \left(293.0^{\circ}\right) \end{gathered}$ | 12.3 |  |  |  | RNAV 1 |  |

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | imb to nitially | Expect |  |  |  |
| BUWUT 1 BR <br> Buwut one bravo romeo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW407 - WW408 - <br> WW160 - WW468 - WW470 - WW471 - <br> WW472-BUWUT |  |  |  | 5000 FT MSL | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). <br> RF required |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of BUWUT 1 BR |  |  |  |  |  |  |  |  |  |  |
| 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 | WW407 | no | $\begin{aligned} & \hline \text { N480410.86 } \\ & \text { E0163557.63 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  | A1000+ |  | RNP 1 |  |
| RF | WW408 | no | $\begin{gathered} \text { N480326.35 } \\ \text { E0164106.76 } \end{gathered}$ |  | 4.3 | left |  | K205- | RNP 1 | ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM |
| TF | WW160 | no | $\begin{aligned} & \text { N480912.45 } \\ & \text { E0164733.07 } \end{aligned}$ | $\begin{gathered} 032^{\circ} \\ \left(036.7^{\circ}\right) \end{gathered}$ | 7.2 |  |  |  | RNP 1 |  |
| TF | WW468 | no | $\begin{aligned} & \hline \text { N482033.00 } \\ & \text { E0164434.00 } \end{aligned}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNP 1 |  |
| TF | WW470 | no | $\begin{aligned} & \hline \text { N482633.00 } \\ & \text { E0163953.00 } \end{aligned}$ | $\begin{gathered} 328^{\circ} \\ \left(332.6^{\circ}\right) \end{gathered}$ | 6.8 | left |  |  | RNP 1 |  |
| TF | WW471 | no | $\begin{aligned} & \hline \text { N483424.00 } \\ & \text { E0160756.00 } \end{aligned}$ | $\begin{gathered} 285^{\circ} \\ \left(290.5^{\circ}\right) \end{gathered}$ | 22.7 | left |  |  | RNP 1 |  |
| TF | WW472 | no | $\begin{gathered} \text { N484331.03 } \\ \text { E0153553.83 } \end{gathered}$ | $\begin{gathered} 289^{\circ} \\ \left(293.4^{\circ}\right) \end{gathered}$ | 23.1 |  |  |  | RNP 1 |  |
| TF | BUWUT | no | $\begin{aligned} & \hline \text { N484818.27 } \\ & \text { E0151847.01 } \end{aligned}$ | $\begin{gathered} 288^{\circ} \\ \left(293.0^{\circ}\right) \end{gathered}$ | 12.3 |  |  |  | RNP 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| KOXER 1 B <br> Koxer one bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW163 - WW162 KOXER |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of KOXER 1 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | $\begin{gathered} \text { Course/ } \\ \text { Track } \\ \text { O MAG } \\ \text { ( }{ }^{\circ} \text { True) } \\ \hline \end{gathered}$ | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{gathered} \text { Turn } \\ \text { Direction } \end{gathered}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW163 | no | $\begin{aligned} & \text { N480214.33 } \\ & \text { E0163646.75 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| TF | WW162 | no | $\begin{aligned} & \hline \text { N480230.33 } \\ & \text { E0165023.55 } \end{aligned}$ | $\begin{gathered} 083^{\circ} \\ \left(088.2^{\circ}\right) \end{gathered}$ | 9.1 | left |  |  | RNAV 1 |  |
| TF | KOXER | no | $\begin{aligned} & \hline \text { N480739.00 } \\ & \text { E0170254.00 } \end{aligned}$ | $\begin{gathered} 053^{\circ} \\ \left(058.4^{\circ}\right) \end{gathered}$ | 9.8 | left |  |  | RNAV 1 |  |

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| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| KOXER 1 BR <br> Koxer one bravo romeo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW402 - WW404 -WW162-KOXER |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% (205 FT/ NM). <br> RF required |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of KOXER 1 BR |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ 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 | WW402 | no | $\begin{aligned} & \hline \text { N480402.48 } \\ & \text { E0163601.15 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  | A1000+ |  | RNP 1 |  |
| RF | WW404 | no | $\begin{gathered} \text { N480217.74 } \\ \text { E0163934.25 } \end{gathered}$ |  | 3.2 | left |  | K205- | RNP 1 | ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM |
| TF | WW162 | no | $\begin{gathered} \text { N480230.33 } \\ \text { E0165023.55 } \end{gathered}$ | $\begin{gathered} 083^{\circ} \\ \left(088.3^{\circ}\right) \end{gathered}$ | 7.3 |  |  |  | RNP 1 |  |
| TF | KOXER | no | $\begin{aligned} & \text { N480739.00 } \\ & \text { E0170254.00 } \end{aligned}$ | $\begin{gathered} 053^{\circ} \\ \left(058.4^{\circ}\right) \end{gathered}$ | 9.8 | left |  |  | RNP 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| LANUX 5 <br> Lanux five b departure |  |  |  |  | Climb on track $159^{\circ}$ to WW267 - WW160 WW468 - WW470 - WW471 - LANUX |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% (205 FT/ NM). |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of LANUX 5 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 | WW267 | yes | $\begin{gathered} \text { N480400.73 } \\ \text { E0163600.76 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.7^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW160 | no | $\begin{aligned} & \text { N480912.45 } \\ & \text { E0164733.07 } \end{aligned}$ |  |  | left |  |  | RNAV 1 |  |
| TF | WW468 | no | $\begin{aligned} & \text { N482033.00 } \\ & \text { E0164434.00 } \end{aligned}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNAV 1 |  |
| TF | WW470 | no | $\begin{aligned} & \text { N482633.00 } \\ & \text { E0163953.00 } \end{aligned}$ | $\begin{gathered} 328^{\circ} \\ \left(332.6^{\circ}\right) \end{gathered}$ | 6.8 | left |  |  | RNAV 1 |  |
| TF | WW471 | no | $\begin{aligned} & \text { N483424.00 } \\ & \text { E0160756.00 } \end{aligned}$ | $\begin{gathered} 285^{\circ} \\ \left(290.5^{\circ}\right) \end{gathered}$ | 22.7 | left |  |  | RNAV 1 |  |
| TF | LANUX | no | $\begin{gathered} \text { N485317.18 } \\ \text { E0153656.84 } \end{gathered}$ | $\begin{gathered} 308^{\circ} \\ \left(312.9^{\circ}\right) \end{gathered}$ | 27.9 | right |  |  | RNAV 1 |  |

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| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Climb to ..initially | Expect F |  |  |  |
| LANUX 5 BR Lanux five bravo romeo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW407-WW408 WW160 - WW468 - WW470 - WW471 LANUX |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). <br> RF required |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of LANUX 5 BR |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | DISTNM | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW407 | no | $\begin{gathered} \text { N480410.86 } \\ \text { E0163557.63 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  | A1000+ |  | RNP 1 |  |
| RF | WW408 | no | $\begin{array}{r} \text { N480326.35 } \\ \text { E0164106.76 } \end{array}$ |  | 4.3 | left |  | K205- | RNP 1 | $\begin{aligned} & \text { ARC Centre: WW419 } \\ & \text { N480443.52 } \\ & \text { E0163849.81 } \\ & \text { ARC Radius: } 2.0 \text { NM } \end{aligned}$ |
| TF | WW160 | no | $\begin{aligned} & \text { N480912.45 } \\ & \text { E0164733.07 } \end{aligned}$ | $\begin{gathered} 032^{\circ} \\ \left(036.7^{\circ}\right) \end{gathered}$ | 7.2 |  |  |  | RNP 1 |  |
| TF | WW468 | no | $\begin{aligned} & \hline \text { N482033.00 } \\ & \text { E0164434.00 } \end{aligned}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNP 1 |  |
| TF | WW470 | no | $\begin{aligned} & \text { N482633.00 } \\ & \text { E0163953.00 } \end{aligned}$ | $\begin{gathered} 328^{\circ} \\ \left(332.6^{\circ}\right) \end{gathered}$ | 6.8 | left |  |  | RNP 1 |  |
| TF | WW471 | no | $\begin{aligned} & \text { N483424.00 } \\ & \text { E0160756.00 } \end{aligned}$ | $\begin{gathered} 285^{\circ} \\ \left(290.5^{\circ}\right) \end{gathered}$ | 22.7 | left |  |  | RNP 1 |  |
| TF | LANUX | no | $\begin{gathered} \text { N485317.18 } \\ \text { E0153656.84 } \end{gathered}$ | $\begin{gathered} 308^{\circ} \\ \left(312.9^{\circ}\right) \end{gathered}$ | 27.9 | right |  |  | RNP 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| LEDVA 2 B <br> Ledva two br departure |  |  |  |  | Climb on track $159^{\circ}$ to WW267-WW160 -WW468-WW469-LEDVA |  |  | 5000 FT MSL |  | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of LEDVA 2 B |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | $\begin{gathered} \text { Course/ } \\ \text { Track } \\ \circ \\ \circ^{\circ} \text { MAG } \\ \text { ( } \left.^{\text {True }}\right) \\ \hline \end{gathered}$ | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW267 | yes | $\begin{aligned} & \text { N480400.73 } \\ & \text { E0163600.76 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.7^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW160 | no | $\begin{array}{r} \text { N480912.45 } \\ \text { E0164733.07 } \end{array}$ |  |  | left |  |  | RNAV 1 |  |
| TF | WW468 | no | $\begin{aligned} & \text { N482033.00 } \\ & \text { E0164434.00 } \end{aligned}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNAV 1 |  |
| TF | WW469 | no | $\begin{aligned} & \text { N483028.00 } \\ & \text { E0164731.00 } \end{aligned}$ | $\begin{gathered} 006^{\circ} \\ \left(011.2^{\circ}\right) \end{gathered}$ | 10.1 | right |  |  | RNAV 1 |  |
| TF | LEDVA | no | $\begin{array}{r} \text { N484343.64 } \\ \text { E0164721.10 } \end{array}$ | $\begin{gathered} 354^{\circ} \\ \left(359.5^{\circ}\right) \end{gathered}$ | 13.3 | left |  |  | RNAV 1 |  |

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

|  | Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - |  |  | Climb to ..initially | Expect FREQ |  |  |  |
| $\begin{aligned} & C \\ & 0 \\ & 0 \\ & B \end{aligned}$ | LEDVA 2 BR Ledva two bravo romeo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW407 - WW408 WW160 - WW468 - WW469 - LEDVA |  |  |  | 5000 FT MSL | WIEN RADAR 125.175 MHZ |  | Climb gradient at least 5,8\% (355 FT/ NM) until passing 2000 FT MSL, thereafter 3,3\% ( $205 \mathrm{FT} / \mathrm{NM}$ ). <br> $R F$ required |  |
| 0 | Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| 0 | RNAV SID Coding Table of LEDVA 2 BR |  |  |  |  |  |  |  |  |  |  |
| (1) | Path Terminator | Waypoint |  |  | Course/ 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 | WW407 | no | $\begin{aligned} & \text { N480410.86 } \\ & \text { E0163557.63 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.2^{\circ}\right) \end{gathered}$ |  |  | A1000+ |  | RNP 1 |  |
|  | RF | WW408 | no | $\begin{gathered} \text { N480326.35 } \\ \text { E0164106.76 } \end{gathered}$ |  | 4.3 | left |  | K205- | RNP 1 | ARC Centre: WW419 <br> N480443.52 <br> E0163849.81 <br> ARC Radius: 2.0 NM |
| 둠 | TF | WW160 | no | $\begin{gathered} \text { N480912.45 } \\ \text { E0164733.07 } \end{gathered}$ | $\begin{gathered} 032^{\circ} \\ \left(036.7^{\circ}\right) \end{gathered}$ | 7.2 |  |  |  | RNP 1 |  |
|  | TF | WW468 | no | $\begin{aligned} & \text { N482033.00 } \\ & \text { E0164434.00 } \end{aligned}$ | $\begin{gathered} 345^{\circ} \\ \left(350.1^{\circ}\right) \end{gathered}$ | 11.5 |  |  |  | RNP 1 |  |
|  | TF | WW469 | no | $\begin{aligned} & \text { N483028.00 } \\ & \text { E0164731.00 } \end{aligned}$ | $\begin{gathered} 006^{\circ} \\ \left(011.2^{\circ}\right) \end{gathered}$ | 10.1 | right |  |  | RNP 1 |  |
|  | TF | LEDVA | no | $\begin{gathered} \text { N484343.64 } \\ \text { E0164721.10 } \end{gathered}$ | $\begin{gathered} 354^{\circ} \\ \left(359.5^{\circ}\right) \end{gathered}$ | 13.3 | left |  |  | RNP 1 |  |


| 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 | WW269 | yes | $\begin{gathered} \text { N480412.28 } \\ \text { E0163555.93 } \end{gathered}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW364 | no | $\begin{gathered} \text { N480132.07 } \\ \text { E0163252.19 } \end{gathered}$ |  |  | right |  |  | RNAV 1 |  |
| TF | WW379 | no | $\begin{gathered} \text { N480133.94 } \\ \text { E0162210.78 } \end{gathered}$ | $\begin{gathered} 265^{\circ} \\ \left(270.3^{\circ}\right) \end{gathered}$ | 7.2 |  | A3500+ |  | RNAV 1 |  |
| TF | WW381 | no | $\begin{gathered} \text { N480520.88 } \\ \text { E0155253.74 } \end{gathered}$ | $\begin{gathered} 276^{\circ} \\ \left(281.1^{\circ}\right) \end{gathered}$ | 20.0 | right |  |  | RNAV 1 |  |
| TF | LUGEM | no | $\begin{aligned} & \text { N481020.00 } \\ & \text { E0152332.00 } \end{aligned}$ | $\begin{gathered} 280^{\circ} \\ \left(284.4^{\circ}\right) \end{gathered}$ | 20.3 | right |  |  | RNAV 1 |  |

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| MEDIX 2 B <br> Medix two bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW269 - WW364 -WW379-WW382 -MEDIX |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  |  |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of MEDIX 2 B |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | Coursel Track | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | $\begin{aligned} & \text { Turn } \\ & \text { Direction } \end{aligned}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates | $\begin{aligned} & \circ \mathrm{MAG} \\ & \left({ }^{\circ} \mathrm{True}\right) \end{aligned}$ |  |  | Level | Speed |  |  |
| CF | WW269 | yes | $\begin{aligned} & \text { N480412.28 } \\ & \text { E0163555.93 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW364 | no | $\begin{aligned} & \text { N480132.07 } \\ & \text { E0163252.19 } \end{aligned}$ |  |  | right |  |  | RNAV 1 |  |
| TF | WW379 | no | $\begin{aligned} & \text { N480133.94 } \\ & \text { E0162210.78 } \end{aligned}$ | $\begin{gathered} 265^{\circ} \\ \left(270.3^{\circ}\right) \end{gathered}$ | 7.2 |  | A3500+ |  | RNAV 1 |  |
| TF | WW382 | no | $\begin{gathered} \hline \text { N480855.59 } \\ \text { E0155532.87 } \end{gathered}$ | $\begin{gathered} 288^{\circ} \\ \left(292.6^{\circ}\right) \end{gathered}$ | 19.3 | right |  |  | RNAV 1 |  |
| TF | MEDIX | no | $\begin{aligned} & \text { N481739.00 } \\ & \text { E0152431.00 } \end{aligned}$ | $\begin{gathered} 288^{\circ} \\ \left(293.0^{\circ}\right) \end{gathered}$ | 22.5 |  |  |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| OSPEN 5 B <br> Ospen five bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW269 - WW384 -WW172-OSPEN |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  |  |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of OSPEN 5 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ <br> Track <br> $\circ^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW269 | yes | $\begin{aligned} & \text { N480412.28 } \\ & \text { E0163555.93 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW384 | no | N475736.82 <br> E0162649.34 |  |  | right |  |  | RNAV 1 |  |
| TF | WW172 | no | $\begin{aligned} & \hline \text { N475219.93 } \\ & \text { E0155744.67 } \end{aligned}$ | $\begin{gathered} 250^{\circ} \\ \left(255.1^{\circ}\right) \end{gathered}$ | 20.3 | right |  |  | RNAV 1 |  |
| TF | OSPEN | no | $\begin{aligned} & \text { N472907.05 } \\ & \text { E0153138.71 } \end{aligned}$ | $\begin{gathered} 213^{\circ} \\ \left(217.4^{\circ}\right) \end{gathered}$ | 29.2 | left |  |  | RNAV 1 |  |

Calculation of the SID's is based on an all - engines operative minimum net climb gradient of $3.3 \%$ ( $205 \mathrm{FT} / \mathrm{NM}$ ). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| RUPET 2 B <br> Rupet two bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW269 - WW384 WW172-RUPET |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  |  |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of RUPET 2 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | Course/ Track ${ }^{\circ}$ MAG <br> ( ${ }^{\circ}$ True) | $\begin{gathered} \text { DIST } \\ \text { NM } \end{gathered}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW269 | yes | $\begin{aligned} & \text { N480412.28 } \\ & \text { E0163555.93 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW384 | no | $\begin{gathered} \text { N475736.82 } \\ \text { E0162649.34 } \end{gathered}$ |  |  | right |  |  | RNAV 1 |  |
| TF | WW172 | no | $\begin{gathered} \text { N475219.93 } \\ \text { E0155744.67 } \end{gathered}$ | $\begin{gathered} 250^{\circ} \\ \left(255.1^{\circ}\right) \end{gathered}$ | 20.3 | right |  |  | RNAV 1 |  |
| TF | RUPET | no | $\begin{aligned} & \text { N472755.00 } \\ & \text { E0154357.00 } \end{aligned}$ | $\begin{gathered} 196^{\circ} \\ \left(201.0^{\circ}\right) \end{gathered}$ | 26.1 | left |  |  | RNAV 1 |  |


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


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| SNU 4 B <br> Sollenau four bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW269-SNU |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  | ATC discretion only. |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of SNU 4 B |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Path } \\ & \text { Terminator } \end{aligned}$ | Waypoint |  |  | $\begin{aligned} & \text { Course/ } \\ & \text { Track } \\ & \text { o MAG } \\ & \mathbf{o}^{\circ} \text { True) } \end{aligned}$ | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | $\begin{aligned} & \text { Turn } \\ & \text { Direction } \end{aligned}$ | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW269 | yes | $\begin{aligned} & \hline \text { N480412.28 } \\ & \text { E0163555.93 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | $\begin{aligned} & \text { VOR/DME } \\ & \text { SNU } \end{aligned}$ | no | $\begin{aligned} & \text { N475229.55 } \\ & \text { E0161718.37 } \end{aligned}$ |  |  | 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). During initial turn: 1) MAX IAS see respective SID description, 2) bank angle at least $20^{\circ}$ (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 .

| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| SOVIL 2 B <br> Sovil two bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW269 - WW377 -WW380-SOVIL |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  |  |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of SOVIL 2 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | 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 | WW269 | yes | $\begin{aligned} & \text { N480412.28 } \\ & \text { E0163555.93 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.8^{\circ}\right) \end{gathered}$ |  |  |  | K205- | RNAV 1 |  |
| DF | WW377 | no | $\begin{aligned} & \hline \text { N475841.22 } \\ & \text { E0162640.61 } \end{aligned}$ |  |  | right | A3500+ |  | RNAV 1 |  |
| TF | WW380 | no | $\begin{aligned} & \text { N475925.76 } \\ & \text { E0160734.60 } \end{aligned}$ | $\begin{gathered} 269^{\circ} \\ \left(273.4^{\circ}\right) \end{gathered}$ | 12.8 |  |  |  | RNAV 1 |  |
| TF | SOVIL | no | $\begin{aligned} & \hline \text { N480247.00 } \\ & \text { E0152232.00 } \end{aligned}$ | $\begin{gathered} 272^{\circ} \\ \left(276.6^{\circ}\right) \end{gathered}$ | 30.4 | right |  |  | RNAV 1 |  |


| Designator |  | Route |  |  | After Take-Off |  |  |  | Remarks |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Climb to ..initially | Expect FREQ |  |  |  |
| STEIN 4 B <br> Stein four bravo departure |  |  |  |  | Climb on track $159^{\circ}$ to WW268-WW403 STEIN |  |  | 5000 FT MSL |  | WIEN RADAR 134.675 MHZ |  |  |  |
| Contact WIEN RADAR when advised by Tower |  |  |  |  |  |  |  |  |  |  |
| RNAV SID Coding Table of STEIN 4 B |  |  |  |  |  |  |  |  |  |  |
| Path Terminator | Waypoint |  |  | $\begin{aligned} & \text { Course/ } \\ & \text { Track } \\ & \circ \text { MAG } \\ & \left({ }^{\circ} \text { True }\right) \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { DIST } \\ & \text { NM } \end{aligned}$ | Turn Direction | Constraints |  | Navigation Specification | Remarks |
|  | Identifier | Flyover | Coordinates |  |  |  | Level | Speed |  |  |
| CF | WW268 | no | $\begin{aligned} & \text { N475913.22 } \\ & \text { E0163803.79 } \end{aligned}$ | $\begin{gathered} 159^{\circ} \\ \left(164.1^{\circ}\right) \end{gathered}$ |  |  |  |  | RNAV 1 |  |
| TF | WW403 | no | $\begin{aligned} & \text { N474525.71 } \\ & \text { E0163712.17 } \end{aligned}$ | $\begin{gathered} 177^{\circ} \\ \left(182.4^{\circ}\right) \end{gathered}$ | 13.8 | right |  |  | RNAV 1 |  |
| TF | STEIN | no | $\begin{aligned} & \hline \text { N472539.41 } \\ & \text { E0163558.95 } \end{aligned}$ | $\begin{gathered} 177^{\circ} \\ \left(182.4^{\circ}\right) \end{gathered}$ | 19.8 |  |  |  | RNAV 1 |  |


| RNAV Holding |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Holding <br> Point | Inbound <br> Track <br> ${ }^{\circ}$ True | Inbound <br> Track <br> ${ }^{\circ}$ MAG | Turn <br> Direction | MAX <br> IAS | Minimum <br> Holding Altitude <br> FT MSL/FL | Time | DIST <br> NM | Remarks |
| SNU | $354.0^{\circ}$ | $349^{\circ}$ | right |  | A5000 | 1 MIN |  |  |

