



# STANDARD DEPARTURE ROUTES - INSTRUMENT NOISE ABATEMENT SID's

WIEN-SCHWECHAT  
RWY 34

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>EMKOG 3 D</b> Emkog three delta departure	Climb on track 339° to 1300 FT MSL - WW395 - WW396 - WW406 - EMKOG - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

## RNAV SID Coding Table of EMKOG 3 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW395	no	N480324.00 E0162907.00			left		K205-	RNAV 1	
TF	WW396	no	N475909.00 E0162459.00	208° (213.1°)	5.1	right			RNAV 1	
TF	WW406	no	N473747.00 E0163230.00	162° (166.6°)	22.0	left			RNAV 1	
TF	EMKOG	no	N473036.62 E0163500.56	162° (166.7°)	7.4	left			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	168° (172.4°)	5.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>EWUKE 1 D</b> Ewuke one delta departure	Climb on track 339° to 1300 FT MSL - WW395 - WW396 - WW406 - EWUKE - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

## RNAV SID Coding Table of EWUKE 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW395	no	N480324.00 E0162907.00			left		K205-	RNAV 1	
TF	WW396	no	N475909.00 E0162459.00	208° (213.1°)	5.1	right			RNAV 1	
TF	WW406	no	N473747.00 E0163230.00	162° (166.6°)	22.0	left			RNAV 1	
TF	EWUKE	no	N473513.98 E0164109.85	109° (113.5°)	6.4	left			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	109° (113.6°)	3.0				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	
IMVOB 3 D Imvob three delta departure	Climb on track 339° to 1300 FT MSL - WW296 - WW383 - IMVOB - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of IMVOB 3 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	IMVOB	no	N473056.41 E0153509.62	223° (228.3°)	39.9	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	228° (232.6°)	3.0				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
IRGOT 2 D Irgot two delta departure	Climb on track 339° to 1300 FT MSL - WW296 - WW383 - IRGOT - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of IRGOT 2 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	IRGOT	no	N473148.00 E0154836.00	214° (218.8°)	33.1				RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	214° (219.1°)	5.0				RNAV 1	



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

**WIEN-SCHWECHAT  
RWY 34**

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>ODSUD 2 D</b> Odsud two delta departure	Climb on track 339° to 1300 FT MSL - WW296 - WW383 - ODSUD - SOVIL			5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM) ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ODSUD 2 D										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	ODSUD	no	N480207.00 E0152956.00	273° (278.1°)	33.4	right			RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	273° (277.7°)	5.0				RNAV 1	

Designator	Route			After Take-Off		Remarks				
				Climb to ..initially	Expect FREQ					
<b>OSMOD 2 D</b> Osmod two delta departure	Climb on track 339° to 1300 FT MSL - WW296 - WW383 - WW398 - OSMOD - LUGEM			5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of OSMOD 2 D										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW398	no	N480505.00 E0154746.00	285° (289.7°)	22.4	right			RNAV 1	
TF	OSMOD	no	N480906.00 E0153053.00	285° (289.7°)	12.0				RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	279° (284.1°)	5.0				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>OTGAR 2 D</b> Otgär two delta departure	Climb on track 339° to 1300 FT MSL - WW296 - WW383 - WW398 - OTGAR - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of OTGAR 2 D

Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				339° (344.2°)			A1300		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW398	no	N480505.00 E0154746.00	285° (289.7°)	22.4	right			RNAV 1	
TF	OTGAR	no	N481353.00 E0153132.00	304° (309.1°)	14.0	right			RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	304° (308.8°)	6.0				RNAV 1	