



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 SID's 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							
<b>ADAMA 1 A</b> Adama one alfa departure	Climb on track 111° to WW100 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM) until passing WW390, thereafter 3,3% (205 FT/NM).						
Contact WIEN RADAR when advised by Tower										
Coding Table of ADAMA 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	101° (106.1°)	16.9	left			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>ARSIN 2 A</b> Arsin two alfa departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - ARSIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of ARSIN 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNP 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT  
SID'sWIEN-SCHWECHAT  
RWY 11

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 SID's 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	
<b>ARSIN 1 E</b> Arsin one echo departure	Climb on track 111° to WW100 - WW361 - WW401 - ARSIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.

Contact WIEN RADAR when advised by Tower

## Coding Table of ARSIN 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	149° (154.4°)	11.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>BUWUT 2 A</b> Buwut two alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).  RF required

Contact WIEN RADAR when advised by Tower

## Coding Table of BUWUT 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			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	



# STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT  
RWY 11

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 SID's 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							
<b>BUWUT 1 E</b> Buwut one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - WW472 - BUWUT	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of BUWUT 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			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	WW472	no	N484331.03 E0153553.83	289° (293.4°)	23.1				RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	288° (293.0°)	12.3				RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
KOXER 1 A Koxer one alfa departure	Climb on track 111° to WW100 - WW386 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 5,0% (305 FT/ NM).						
Contact WIEN RADAR when advised by Tower										
Coding Table of KOXER 1 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNAV 1	
TF	WW386	no	N480459.52 E0164621.16	089° (094.0°)	5.6	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	071° (076.4°)	11.4	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 SID's 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	
<b>LANUX 4 A</b> Lanux four alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).  RF required

Contact WIEN RADAR when advised by Tower

**Coding Table of LANUX 4 A**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			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	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>LANUX 1 E</b> Lanux one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW470 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.

Contact WIEN RADAR when advised by Tower

**Coding Table of LANUX 1 E**

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			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	

# STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT  
RWY 11

Calculation of the SID's is based on 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.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>LEDVA 4 A</b> Ledva four alfa departure	Climb on track 111° to WW422 - WW423 - WW425 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 7,5% (460 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of LEDVA 4 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW422	no	N480603.77 E0163600.61	111° (115.9°)			A1000+		RNP 1	
RF	WW423	no	N480606.99 E0163828.54		1.7	left		K200-	RNP 1	ARC Centre: WW424 N480739.18 E0163710.02 ARC Radius: 1.8 NM
TF	WW425	no	N480951.36 E0164817.86	056° (060.3°)	7.6				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			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 Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LEDVA 1 E Ledva one echo departure	Climb on track 111° to WW426 - WW425 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of LEDVA 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW426	no	N480540.66 E0163711.42	111° (115.9°)				K205-	RNAV 1	
TF	WW425	no	N480951.36 E0164817.86	056° (060.6°)	8.5	left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	342° (346.9°)	11.0	left			RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	right			RNAV 1	
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.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LUGEM 2 A Lugem two alfa departure	Climb on track 111° to WW100 - WW416 - WW274 - LUGEM	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of LUGEM 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW416	no	N480138.70 E0163603.55		5.8	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW274	no	N480430.87 E0161608.62	278° (282.3°)	13.7		A4000+		RNP 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNP 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LUGEM 1 E Lugem one echo departure	Climb on track 111° to WW100 - WW101 - WW274 - LUGEM	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of LUGEM 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW274	no	N480430.87 E0161608.62	278° (282.5°)	14.2		A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	275° (279.7°)	35.7	left			RNAV 1	

# STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT  
RWY 11

Calculation of the SID's is based on 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 SID's 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							
<b>MEDIX 2 A</b> Medix two alfa departure	Climb on track 111° to WW100 - WW415 - WW273 - MEDIX	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of MEDIX 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW415	no	N480145.47 E0163531.75		6.2	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW273	no	N480705.18 E0161638.82	288° (293.0°)	13.7		A4000+		RNP 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	left			RNP 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>MEDIX 1 E</b> Medix one echo departure	Climb on track 111° to WW100 - WW101 - WW273 - MEDIX	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of MEDIX 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW273	no	N480705.18 E0161638.82	288° (292.7°)	14.6		A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	282° (287.2°)	36.4	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.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>OSPEN 3 A</b> Ospen three alfa departure	Climb on track 111° to WW100 - WW414 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of OSPEN 3 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNP 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>OSPEN 1 E</b> Ospen one echo departure	Climb on track 111° to WW100 - WW101 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of OSPEN 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

# STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT  
RWY 11

Calculation of the SID's is based on 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.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>RUPET 2 A</b> Rupet two alfa departure	Climb on track 111° to WW100 - WW414 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of RUPET 2 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW414	no	N480142.52 E0163739.82		4.7	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	28.4				RNP 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				RNP 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>RUPET 1 E</b> Rupet one echo departure	Climb on track 111° to WW100 - WW101 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of RUPET 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	246° (251.0°)	27.8				RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1				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.

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>SOVIL 2 A</b> Sovil two alfa departure	Climb on track 111° to WW100 - WW417 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required

Contact WIEN RADAR when advised by Tower

#### Coding Table of SOVIL 2 A

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	no	N480523.34 E0163800.97	111° (116.3°)			A1300+		RNP 1	
RF	WW417	no	N480135.97 E0163640.44		5.4	right		K205-	RNP 1	ARC Centre: WW421 N480335.89 E0163641.51 ARC Radius: 2.0 NM
TF	WW275	no	N480139.14 E0161428.20	266° (270.3°)	14.9		A4000+		RNP 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNP 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
<b>SOVIL 1 E</b> Sovil one echo departure	Climb on track 111° to WW100 - WW101 - WW275 - SOVIL	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.

Contact WIEN RADAR when advised by Tower

#### Coding Table of SOVIL 1 E

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
DF	WW101	no	N480128.95 E0163646.19			right			RNAV 1	
TF	WW275	no	N480139.14 E0161428.20	266° (270.8°)	15.0		A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (272.2°)	34.9				RNAV 1	

# STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT  
RWY 11

Calculation of the SID's is based on 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.

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>STEIN 3 A</b> Stein three alfa departure	Climb on track 111° to WW100 - WW412 - WW413 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of STEIN 3 A										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)					RNP 1	
TF	WW412	no	N480444.24 E0163959.78	111° (116.1°)	1.5				RNP 1	
RF	WW413	no	N480134.03 E0164226.22		3.8	right		K210-	RNP 1	ARC Centre: WW420 N480203.33 E0163803.06 ARC Radius: 3.0 NM
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	17.8				RNP 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNP 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
<b>STEIN 1 E</b> Stein one echo departure	Climb on track 111° to WW100 - WW361 - WW401 - STEIN	5000 FT MSL	WIEN RADAR 129.050 MHZ	Climb gradient at least 4,9% (300 FT/ NM) until passing 1300 FT MSL, thereafter 3,3% (205 FT/ NM).  Restricted to aircraft not equipped for RF path terminator.  ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of STEIN 1 E										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW100	yes	N480523.34 E0163800.97	111° (116.3°)				K205-	RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7				RNAV 1	
TF	WW401	no	N474358.00 E0163812.00	184° (189.2°)	20.1	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	180° (184.7°)	18.4	left			RNAV 1	