



STANDARD DEPARTURE ROUTES - INSTRUMENT 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). During initial turn: 1) MAX IAS see respective SID description, 2) 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							
ADAMA 1 D Adama one delta departure	Climb on track 339° to 1700 FT MSL - WW388 - WW389 - WW390 - ADAMA	5000 FT MSL	WIEN RADAR 125.175 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ADAMA 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°)			A1700	K205-	RNAV 1	
DF	WW388	yes	N480946.93 E0164226.64			right			RNAV 1	
TF	WW389	no	N480705.00 E0165300.00	106° (110.8°)	7.6				RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	131° (136.1°)	8.9	right			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							
ARSIN 1 D Arsin one delta departure	Climb on track 339° to WW304 - WW296 - WW375 - WW370 - WW405 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ARSIN 1 D										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	109° (113.5°)	10.4	left			RNAV 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT 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). During initial turn: 1) MAX IAS see respective SID description, 2) 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					
BUWUT 1 D Buwut one delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW460 - WW471 - WW472 - BUWUT			5000 FT MSL	WIEN RADAR 125.175 MHZ					
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of BUWUT 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°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW460	no	N482745.00 E0162815.00	325° (329.5°)	15.4	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	291° (296.4°)	15.1	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 D Koxer one delta departure	Climb on track 339° to 1700 FT MSL - WW164 - WW373 - KOXER	5000 FT MSL	WIEN RADAR 125.175 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of KOXER 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°)			A1700	K205-	RNAV 1	
DF	WW164	no	N480946.93 E0164226.66			right			RNAV 1	
TF	WW373	no	N481049.99 E0164742.96	068° (073.4°)	3.7				RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	102° (107.3°)	10.7	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° - 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							
LANUX 6 D Lanux six delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW460 - WW471 - LANUX	5000 FT MSL	WIEN RADAR 125.175 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of LANUX 6 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°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW460	no	N482745.00 E0162815.00	325° (329.5°)	15.4	left			RNAV 1	
TF	WW471	no	N483424.00 E0160756.00	291° (296.4°)	15.1	left			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	308° (312.9°)	27.9	right			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LEDVA 4 D Ledva four delta departure	Climb on track 339° to 1500 FT MSL - WW165 - WW371 - WW468 - WW469 - LEDVA	5000 FT MSL	WIEN RADAR 125.175 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of LEDVA 4 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°)			A1500	K205-	RNAV 1	
DF	WW165	no	N481123.26 E0163712.43			right			RNAV 1	
TF	WW371	no	N481428.66 E0164000.32	026° (031.2°)	3.6				RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	022° (026.6°)	6.8	left			RNAV 1	
TF	WW469	no	N483028.00 E0164731.00	006° (011.2°)	10.1	left			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	354° (359.5°)	13.3	left			RNAV 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT 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). During initial turn: 1) MAX IAS see respective SID description, 2) 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	
LUGEM 1 D Lugem one delta departure	Climb on track 339° to WW304 - WW293 - WW232 - WW231 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of LUGEM 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW232	no	N480552.72 E0162217.37	251° (255.7°)	4.3	right			RNAV 1	
TF	WW231	no	N480602.97 E0161223.37	267° (271.5°)	6.6	right	A4000+		RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	273° (277.7°)	33.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
MEDIX 1 D Medix one delta departure	Climb on track 339° to WW304 - WW293 - WW230 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of MEDIX 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW293	no	N480655.88 E0162826.72			left			RNAV 1	
TF	WW230	no	N480836.95 E0161223.36	274° (279.0°)	10.9	right	A4000+		RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	281° (286.1°)	33.3	right			RNAV 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT 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). During initial turn: 1) MAX IAS see respective SID description, 2) 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						
OSPEN 3 D Ospen three delta departure	Climb on track 339° to WW304 - WW296 - WW383 - WW172 - OSPEN		5000 FT MSL	WIEN RADAR 134.675 MHZ						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of OSPEN 3 D										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	29.2	left			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
RUPET 2 D Rupet two delta departure	Climb on track 339° to WW304 - WW296 - WW383 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ							
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of RUPET 2 D										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW383	no	N475736.44 E0161910.65	216° (221.3°)	9.3	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	245° (250.0°)	15.4	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	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° - 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	
SNU 2 D Sollenau two delta departure	Climb on track 339°, at D-12,0 WGM turn LEFT and intercept R-027 SNU inbound to VOR/DME SNU	5000 FT MSL	WIEN RADAR 134.675 MHZ	ATC discretion only. Cross D-12,0 WGM 1300 FT MSL or above. SID is usable for NON-RNAV equipped aircraft. 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 2 D Sollenau two delta departure	Climb on track 339° to WW304 - WW296 - 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 2 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	VOR/DME SNU	no	N475229.55 E0161718.37	207° (211.5°)	14.2	right			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 1 D Sovil one delta departure	Climb on track 339° to WW304 - WW295 - WW233 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

RNAV SID Coding Table of SOVIL 1 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW295	no	N480546.82 E0162714.62			left			RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	229° (233.6°)	6.4	right	A4000+		RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	267° (271.6°)	38.2	right			RNAV 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT 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). During initial turn: 1) MAX IAS see respective SID description, 2) 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	
STEIN 3 D Stein three delta departure	Climb on track 339° to WW304 - WW296 - WW375 - WW370 - WW405 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of STEIN 3 D

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW304	yes	N480808.72 E0163416.67	339° (344.2°)			A1300+	K205-	RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left			RNAV 1	
TF	WW375	no	N475811.65 E0162930.68	168° (172.9°)	6.5				RNAV 1	
TF	WW370	no	N475247.60 E0162519.18	203° (207.6°)	6.1	right			RNAV 1	
TF	WW405	no	N473812.00 E0163105.00	160° (165.1°)	15.1	left			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	160° (165.2°)	13.0				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
SNU	354.0°	349°	right		A5000	1 MIN		