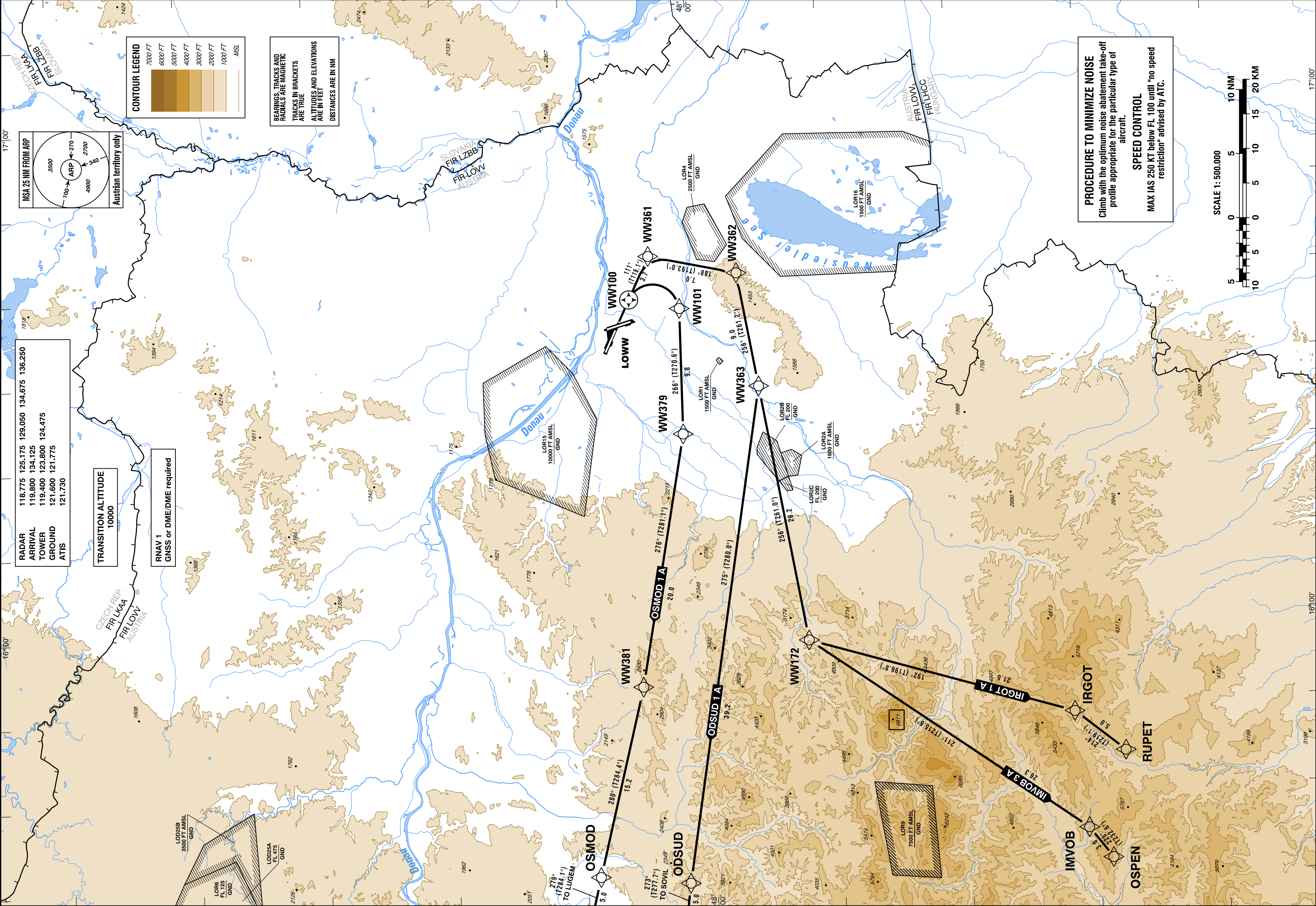


CHANGE: MSA; EDITORIAL



**STANDARD DEPARTURE ROUTES - INSTRUMENT
NOISE ABATEMENT 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). 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 A Imvob three alfa departure	Climb on track 111° to WW100 - WW361 - WW362 - WW363 - WW172 - IMVOB - 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). ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of IMVOB 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°)					RNAV 1	
TF	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7			K205-	RNAV 1	
TF	WW362	no	N475656.39 E0164038.05	188° (193.0°)	7.0	right			RNAV 1	
TF	WW363	no	N475532.95 E0162724.60	256° (261.2°)	9.0	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	256° (261.0°)	20.2				RNAV 1	
TF	IMVOB	no	N473056.41 E0153509.62	211° (215.6°)	26.3	left			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	228° (232.6°)	3.0	right			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
IRGOT 1 A Irgot one alfa departure	Climb on track 111° to WW100 - WW361 - WW362 - WW363 - WW172 - IRGOT - 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). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of IRGOT 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	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7			K205-	RNAV 1	
TF	WW362	no	N475656.39 E0164038.05	188° (193.0°)	7.0	right			RNAV 1	
TF	WW363	no	N475532.95 E0162724.60	256° (261.2°)	9.0	right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	256° (261.0°)	20.2				RNAV 1	
TF	IRGOT	no	N473148.00 E0154836.00	192° (196.8°)	21.5	left			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	214° (219.1°)	5.0	right			RNAV 1	

**STANDARD DEPARTURE ROUTES - INSTRUMENT
NOISE ABATEMENT 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). 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					
ODSUD 1 A Odsud one alfa departure	Climb on track 111° to WW100 - WW361 - WW362 - WW363 - ODSUD - 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). ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ODSUD 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	WW361	no	N480345.47 E0164258.07	111° (116.1°)	3.7			K205-	RNAV 1	
TF	WW362	no	N475656.39 E0164038.05	188° (193.0°)	7.0	right			RNAV 1	
TF	WW363	no	N475532.95 E0162724.60	256° (261.2°)	9.0	right			RNAV 1	
TF	ODSUD	no	N480207.00 E0152956.00	275° (280.0°)	39.2	right			RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	273° (277.7°)	5.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
OSMOD 1 A Osmod one alfa departure	Climb on track 111° to WW100 - WW101 - WW379 - WW381 - OSMOD - 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). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of OSMOD 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	
DF	WW101	no	N480128.95 E0163646.19			right		K205-	RNAV 1	
TF	WW379	no	N480133.94 E0162210.78	266° (270.6°)	9.8				RNAV 1	
TF	WW381	no	N480520.88 E0155253.74	276° (281.1°)	20.0	right			RNAV 1	
TF	OSMOD	no	N480906.00 E0153053.00	280° (284.4°)	15.2	right			RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	279° (284.1°)	5.0				RNAV 1	