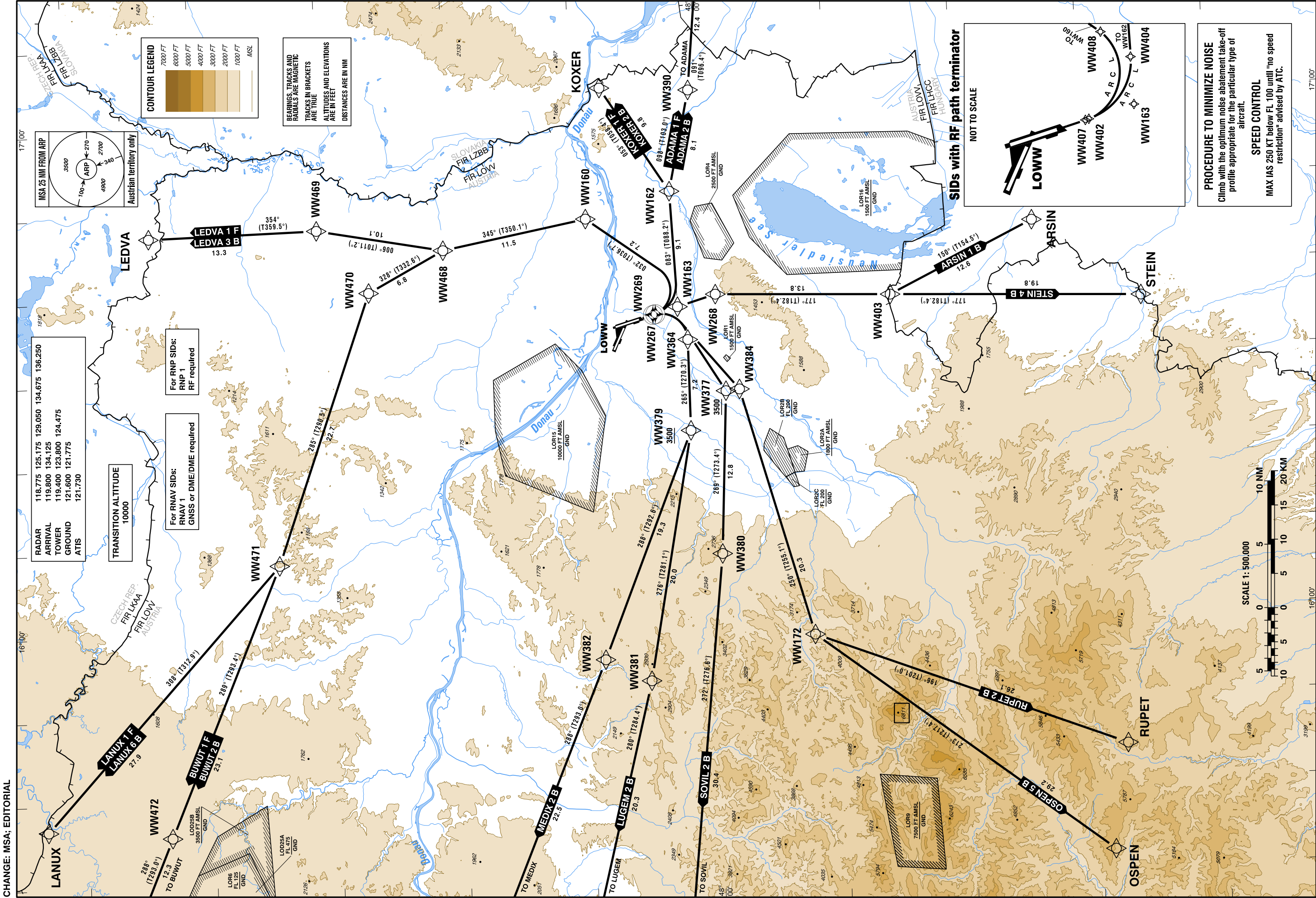




**STANDARD DEPARTURE ROUTES - INSTRUMENT
SID's**

**WIEN-SCHWECHAT
RWY 16**

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							
ADAMA 2 B Adama two bravo departure	Climb on track 159° to WW402 - WW404 - 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 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of ADAMA 2 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1	
RF	WW404	no	N480217.74 E0163934.25		3.2	left		K205-	RNP 1	ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM
TF	WW162	no	N480230.33 E0165023.55	083° (088.3°)	7.3				RNP 1	
TF	WW390	no	N480040.43 E0170211.52	098° (103.0°)	8.1	right			RNP 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNP 1	



Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
ADAMA 1 F Adama one foxtrot departure	Climb on track 159° 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 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of ADAMA 1 F										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
TF	WW390	no	N480040.43 E0170211.52	098° (103.0°)	8.1	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	left			RNAV 1	

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

**WIEN-SCHWECHAT
RWY 16**

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							
ARSIN 1 B Arsin one bravo departure	Climb on track 159° to WW268 - WW403 - ARSIN	5000 FT MSL	WIEN RADAR 134.675 MHZ							
Contact WIEN RADAR when advised by Tower										
Coding Table of ARSIN 1 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1	
TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1	
TF	ARSIN	no	N473401.96 E0164513.48	150° (154.5°)	12.6	left			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
BUWUT 2 B Buwut two bravo departure	Climb on track 159° to WW407 - WW408 - 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). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of BUWUT 2 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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 16**

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							
BUWUT 1 F Buwut one foxtrot departure	Climb on track 159° 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). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of BUWUT 1 F										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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 2 B Koxer two bravo departure	Climb on track 159° 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). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of KOXER 2 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW402	no	N480402.48 E0163601.15	159° (164.2°)			A1000+		RNP 1	
RF	WW404	no	N480217.74 E0163934.25		3.2	left		K205-	RNP 1	ARC Centre: WW418 N480441.59 E0163927.79 ARC Radius: 2.4 NM
TF	WW162	no	N480230.33 E0165023.55	083° (088.3°)	7.3				RNP 1	
TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	left			RNP 1	

STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT
RWY 16

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							
KOXER 1 F Koxer one foxtrot departure	Climb on track 159° 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 FT/ NM). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of KOXER 1 F										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW163	no	N480214.33 E0163646.75	159° (164.2°)				K205-	RNAV 1	
TF	WW162	no	N480230.33 E0165023.55	083° (088.2°)	9.1	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	053° (058.4°)	9.8	left			RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LANUX 6 B Lanux six bravo departure	Climb on track 159° 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 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of LANUX 6 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT
RWY 16

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							
LANUX 1 F Lanux one foxtrot departure	Climb on track 159° 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). Restricted to aircraft not equipped for RF path terminator. ATC discretion only.						
Contact WIEN RADAR when advised by Tower										
Coding Table of LANUX 1 F										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LEDVA 3 B Ledva three bravo departure	Climb on track 159° 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 FT/ NM). RF required						
Contact WIEN RADAR when advised by Tower										
Coding Table of LEDVA 3 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW407	no	N480410.86 E0163557.63	159° (164.2°)			A1000+		RNP 1	
RF	WW408	no	N480326.35 E0164106.76		4.3	left		K205-	RNP 1	ARC Centre: WW419 N480443.52 E0163849.81 ARC Radius: 2.0 NM
TF	WW160	no	N480912.45 E0164733.07	032° (036.7°)	7.2				RNP 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

STANDARD DEPARTURE ROUTES - INSTRUMENT SID's

WIEN-SCHWECHAT
RWY 16

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							
LEDVA 1 F Ledva one foxtrot departure	Climb on track 159° 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 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 F										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW267	yes	N480400.73 E0163600.76	159° (164.7°)				K205-	RNAV 1	
DF	WW160	no	N480912.45 E0164733.07			left			RNAV 1	
TF	WW468	no	N482033.00 E0164434.00	345° (350.1°)	11.5				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	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
LUGEM 2 B Lugem two bravo departure	Climb on track 159° to WW269 - WW364 - WW379 - WW381 - LUGEM	5000 FT MSL	WIEN RADAR 134.675 MHZ							
Contact WIEN RADAR when advised by Tower										
Coding Table of LUGEM 2 B										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1	
TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2		A3500+		RNAV 1	
TF	WW381	no	N480520.88 E0155253.74	276° (281.1°)	20.0	right			RNAV 1	
TF	LUGEM	no	N481020.00 E0152332.00	280° (284.4°)	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 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	
MEDIX 2 B Medix two bravo departure	Climb on track 159° to WW269 - WW364 - WW379 - WW382 - MEDIX	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of MEDIX 2 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW364	no	N480132.07 E0163252.19			right			RNAV 1	
TF	WW379	no	N480133.94 E0162210.78	265° (270.3°)	7.2		A3500+		RNAV 1	
TF	WW382	no	N480855.59 E0155532.87	288° (292.6°)	19.3	right			RNAV 1	
TF	MEDIX	no	N481739.00 E0152431.00	288° (293.0°)	22.5				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
OSPEN 5 B Ospen five bravo departure	Climb on track 159° to WW269 - WW384 - WW172 - OSPEN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of OSPEN 5 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1	
TF	OSPEN	no	N472907.05 E0153138.71	213° (217.4°)	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 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	
RUPET 2 B Rupet two bravo departure	Climb on track 159° to WW269 - WW384 - WW172 - RUPET	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of RUPET 2 B										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW384	no	N475736.82 E0162649.34			right			RNAV 1	
TF	WW172	no	N475219.93 E0155744.67	250° (255.1°)	20.3	right			RNAV 1	
TF	RUPET	no	N472755.00 E0154357.00	196° (201.0°)	26.1	left			RNAV 1	



Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
SOVIL 2 B Sovil two bravo departure	Climb on track 159° to WW269 - WW377 - WW380 - SOVIL	5000 FT MSL	WIEN RADAR 134.675 MHZ	
Contact WIEN RADAR when advised by Tower				

Coding Table of SOVIL 2 B										
Path Terminator	Waypoint			Course/Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW269	yes	N480412.28 E0163555.93	159° (164.8°)				K205-	RNAV 1	
DF	WW377	no	N475841.22 E0162640.61			right	A3500+		RNAV 1	
TF	WW380	no	N475925.76 E0160734.60	269° (273.4°)	12.8				RNAV 1	
TF	SOVIL	no	N480247.00 E0152232.00	272° (276.6°)	30.4	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° (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	
STEIN 4 B Stein four bravo departure	Climb on track 159° to WW268 - WW403 - STEIN	5000 FT MSL	WIEN RADAR 134.675 MHZ	

Contact WIEN RADAR when advised by Tower

Coding Table of STEIN 4 B

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	WW268	no	N475913.22 E0163803.79	159° (164.1°)					RNAV 1	
TF	WW403	no	N474525.71 E0163712.17	177° (182.4°)	13.8	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	177° (182.4°)	19.8				RNAV 1	

