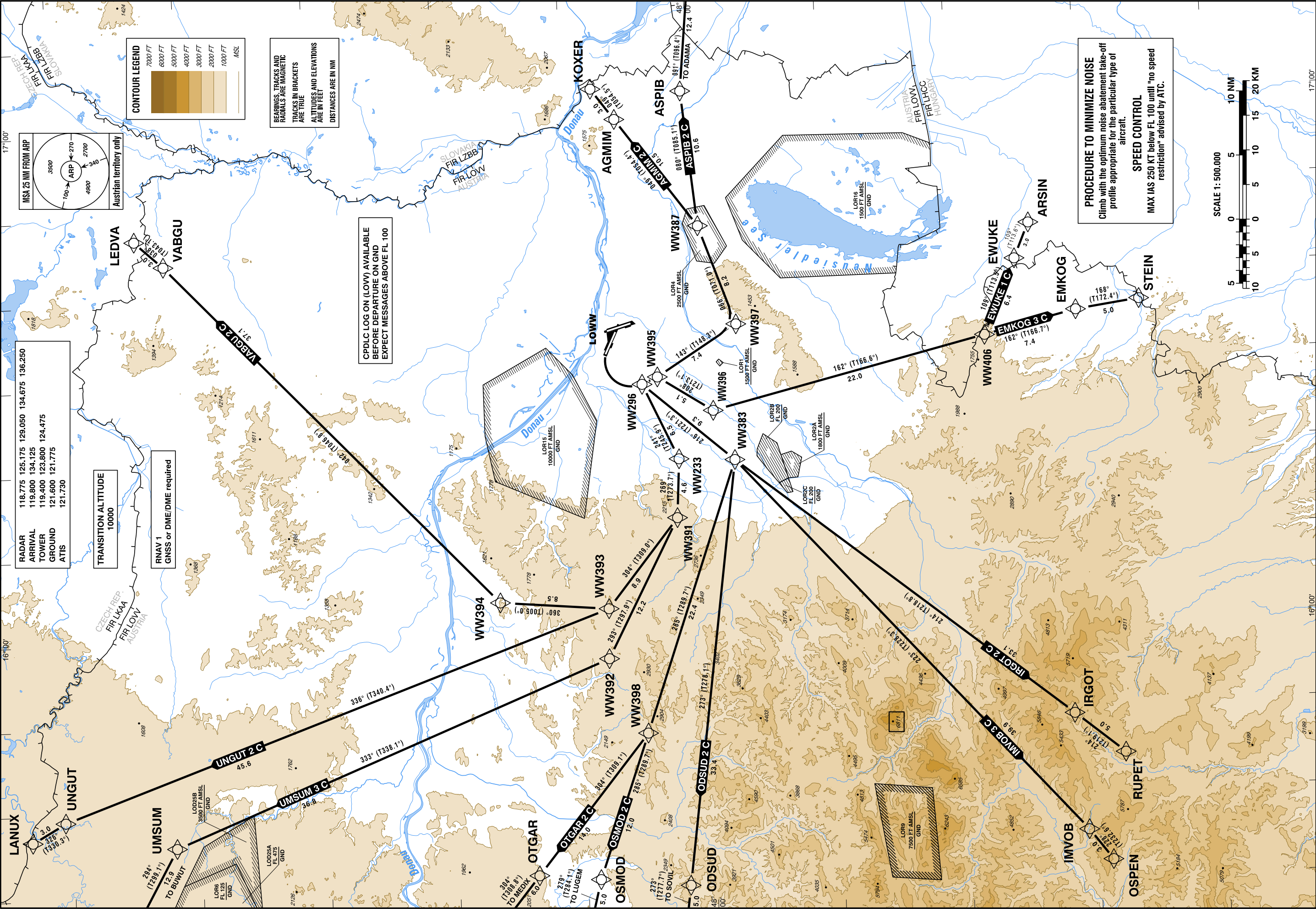




**STANDARD DEPARTURE ROUTES - INSTRUMENT
NOISE ABATEMENT SID's**

**WIEN-SCHWECHAT
RWY 29**

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							
AGMIM 2 C Agrimim two charlie departure	Climb on track 291° to 1000 FT MSL - WW395 - WW397 - WW387 - AGMIM - KOXER	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of AGMIM 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		RNAV 1	
DF	WW395	no	N480324.00 E0162907.00			left		K205-	RNAV 1	
TF	WW397	no	N475707.14 E0163454.01	143° (148.3°)	7.4				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	8.2	left			RNAV 1	
TF	AGMIM	no	N480554.60 E0165915.16	049° (054.4°)	10.5	left			RNAV 1	
TF	KOXER	no	N480739.00 E0170254.00	049° (054.5°)	3.0				RNAV 1	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
ASPIB 2 C Aspib two charlie departure	Climb on track 291° to 1000 FT MSL - WW395 - WW397 - WW387 - ASPIB - ADAMA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ASPIB 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		RNAV 1	
DF	WW395	no	N480324.00 E0162907.00			left		K205-	RNAV 1	
TF	WW397	no	N475707.14 E0163454.01	143° (148.3°)	7.4				RNAV 1	
TF	WW387	no	N475946.84 E0164628.10	066° (071.0°)	8.2	left			RNAV 1	
TF	ASPIB	no	N480040.40 E0170211.50	080° (085.1°)	10.6	right			RNAV 1	
TF	ADAMA	no	N475916.00 E0172029.00	091° (096.4°)	12.4	right			RNAV 1	

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

**WIEN-SCHWECHAT
RWY 29**

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	
EMKOG 3 C Emkog three charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of EMKOG 3 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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	right			RNAV 1	
TF	STEIN	no	N472539.41 E0163558.95	168° (172.4°)	5.0				RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
EWUKE 1 C Ewuke one charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of EWUKE 1 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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	

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

**WIEN-SCHWECHAT
RWY 29**

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 C Imvob three charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of IMVOB 3 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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 C Irgot two charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of IRGOT 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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 29**

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 2 C Odsud two charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of ODSUD 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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							
OSMOD 2 C Osmod two charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM) ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of OSMOD 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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	left			RNAV 1	

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

**WIEN-SCHWECHAT
RWY 29**

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					
OTGAR 2 C Otgat two charlie departure	Climb on track 291° to 1000 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 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←				
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of OTGAR 2 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		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	

Designator	Route	After Take-Off		Remarks						
		Climb to ..initially	Expect FREQ							
UMSUM 3 C Umsum three charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW233 - WW391 - WW392 - UMSUM - BUWUT	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←						
Contact WIEN RADAR when advised by Tower										
RNAV SID Coding Table of UMSUM 3 C										
Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	241° (245.9°)	6.5	right			RNAV 1	
TF	WW391	no	N480215.00 E0161241.00	269° (273.7°)	4.6	right			RNAV 1	
TF	WW392	no	N480756.00 E0155634.00	293° (297.9°)	12.2	right			RNAV 1	
TF	UMSUM	no	N484203.25 E0153549.49	333° (338.1°)	36.8	right			RNAV 1	
TF	BUWUT	no	N484818.27 E0151847.01	294° (299.1°)	12.9	left			RNAV 1	

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

**WIEN-SCHWECHAT
RWY 29**

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.

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Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
UNGUT 2 C Ungut two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW233 - WW391 - WW393 - UNGUT - LANUX	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of UNGUT 2 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	241° (245.9°)	6.5	right			RNAV 1	
TF	WW391	no	N480215.00 E0161241.00	269° (273.7°)	4.6	right			RNAV 1	
TF	WW393	no	N480750.00 E0160223.00	304° (309.0°)	8.9	right			RNAV 1	
TF	UNGUT	no	N485040.91 E0153911.84	336° (340.4°)	45.6	right			RNAV 1	
TF	LANUX	no	N485317.18 E0153656.84	326° (330.3°)	3.0	left			RNAV 1	

Designator	Route	After Take-Off		Remarks
		Climb to ..initially	Expect FREQ	
VABGU 2 C Vabgu two charlie departure	Climb on track 291° to 1000 FT MSL - WW296 - WW233 - WW391 - WW393 - WW394 - VABGU - LEDVA	5000 FT MSL	WIEN RADAR 134.675 MHZ	Climb gradient at least 7,0% (425 FT/ NM) until passing 1000 FT MSL, thereafter 3,3% (205 FT/NM). ←

Contact WIEN RADAR when advised by Tower

RNAV SID Coding Table of VABGU 2 C

Path Terminator	Waypoint			Course/ Track ° MAG (° True)	DIST NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA				291° (295.9°)			A1000		RNAV 1	
DF	WW296	no	N480436.83 E0162819.64			left		K205-	RNAV 1	
TF	WW233	no	N480157.51 E0161930.63	241° (245.9°)	6.5	right			RNAV 1	
TF	WW391	no	N480215.00 E0161241.00	269° (273.7°)	4.6	right			RNAV 1	
TF	WW393	no	N480750.00 E0160223.00	304° (309.0°)	8.9	right			RNAV 1	
TF	WW394	no	N481617.00 E0160330.00	360° (005.0°)	8.5	right			RNAV 1	
TF	VABGU	no	N484132.28 E0164415.39	042° (046.8°)	37.1	right			RNAV 1	
TF	LEDVA	no	N484343.64 E0164721.10	038° (043.1°)	3.0	left			RNAV 1	