CHANGE: SID DESIGNATOR; SNU REMOVAL; EDITORIAL

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

VAR 5° E

WIEN-SCHWECHAT (LOWW)

ÖSTERREICH AUSTRIA

WIEN-SCHWECHAT RWY 16

RADAR	118.775	125.175	129.050	134.675	136.250
ARRIVAL	119.800	134.125			
TOWER	119.400	123.800	124.475		
GROUND	121.600	121.775			
ATIS	121.730				

TRANSITION ALTITUDE
10000

MSA 25 NM FROM VOR FMD
3600
110
280
4700
2700
345
VOR FMD
Austrian territory only

For RNAV SIDs:
RNAV 1
GNSS or DME/DME required

For RNP SIDs:
RNP 1
RF required

CONTOUR LEGEND
7000 FT
6000 FT
5000 FT
4000 FT
3000 FT
2000 FT
1000 FT
MSL

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

16°00'
17°00'
48°00'

LANUX
LANUX 1 F
LANUX 6 B
27.9
288° (T293.0°)
12.3
TO BUWUT
WW472
BUWUT 1 F
BUWUT 2 B
23.1
308° (T312.9°)
289° (T293.4°)
WW471
285° (T290.5°)
22.7
WW470
328° (T332.6°)
6.8
WW468
345° (T350.1°)
11.5
WW160
KOXER
LEDVA
LEDVA 1 F
LEDVA 3 B
13.3
354° (T359.5°)
WW469
006° (T011.2°)
10.1
FIR LKAA
FIR LOVV
FIR LZBB
LO D 25B
3500 FT AMSL
GND
LO R 6
FL 125
GND
LO D 25A
FL 475
GND
LO R 15
10000 FT AMSL
GND
FISCHAMEND
110.40 FMD 41X
ELEV 639
N 48 06 18
E 016 37 45
TO MEDIX
MEDIX 2 B
22.5
289° (T293.0°)
WW382
TO LUGEM
LUGEM 2 B
20.3
280° (T284.4°)
WW381
288° (T292.6°)
19.3
276° (T281.1°)
20.0
WW379
3500
TO SOVIL
SOVIL 2 B
30.4
272° (T276.6°)
269° (T273.4°)
12.8
WW380
WW377
3500
265° (T270.3°)
7.2
WW384
WW172
250° (T255.1°)
20.3
LOWW
WW269
WW267
WW364
WW268
WW163
022° (T036.7°)
7.2
053° (T056.4°)
KOXER 1 F
KOXER 2 B
9.8
WW162
083° (T088.2°)
9.1
098° (T103.0°)
ADAMA 1 F
ADAMA 2 B
8.1
TO ADAMA
091° (T096.4°)
12.4
WW390
LO R 4
2500 FT AMSL
GND
LO R 1
1500 FT AMSL
GND
LO R 2B
FL 200
GND
LO R 2C
FL 200
GND
LO R 2A
1800 FT AMSL
GND
Steinhaus See
LO R 16
1500 FT AMSL
GND
FIR LHCC
FIR LOVV
WW403
177° (T182.4°)
13.8
177° (T182.4°)
ARSIN 1 B
12.6
150° (T154.5°)
STEIN 4 B
19.8
ARSIN
STEIN
LO R 9
7500 FT AMSL
GND
213° (T217.4°)
196° (T201.0°)
OSPEN 5 B
29.2
RUPET 2 B
26.1
OSPEN
RUPET
FLUGLÄRMMESSSTELLE
A/C NOISE CHECK POINT
Donau

SIDs with RF path terminator
NOT TO SCALE
LOWW
WW407
WW402
WW408
WW404
WW163
TO WW160
TO WW162
ARCL
ARCL

Please note that flight tracks are recorded at Wien airport and aircraft noise is monitored in all relevant populated areas around the airport.
In the interest of your company and the neighbours of Wien airport, please adhere to noise abatement procedure as strictly as possible.

PROCEDURE TO MINIMIZE NOISE
Climb with the optimum noise abatement take-off profile appropriate for the particular type of aircraft.

SPEED CONTROL
MAX IAS 250 KT below FL 100 until "no speed restriction" advised by ATC.

SCALE 1: 500.000
5 0 5 10 15 NM

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	

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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	

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	

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	
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	

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	

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	

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	
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 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	
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	