WGS84 datum

HungaroControl

BUDAPEST APP 122.975 123.860 119.510 BUDAPEST GROUND 121.910 BUDAPEST DELIVERY 134.540 TRANSITION ALTITUDE STANDARD DEPARTURE CHART -BUDAPEST TOWER 118.100 132.380 (117.300) ATIS 10000 BUDAPEST INFORMATION (NORTH) 119.350 INSTRUMENT (SID) - ICAO 18° 30' LITKU 3600 FL149-WITRI MNM SECT ALT 25 NM from ARP PBN INFO RNAV1 GNSS or DME/DME **BADOV** BADOV1J REQUIRED. FL140 2810 MIN. 5.5% PDG up to 7000. f unable to comply **BP704** BP705 inform ATC. BP703 TMA2/A 300 BP702 4 TAPIOSAP — VOR/DME 115.90/CH106X TPS —— NAZ 29.35.7 E019 26 46.4 ГМА4 GILEP BUDAPEST — VOR/DME 117.30/CH120X BUD === 30' GILEP1J PUCOG 283 1572 BP711 0 VOR/DME 112.50/CH72X MNR = 7 N47 20 05.0 E019 24 19.7 VETIK MAX 230 KIAS PUSZTASZABOLCS VOR/DME 117,10/CH118) PTB = ... N47 09 08:0 E018 44 32.3 TMA₄ TMA2/B 47° _00' BEARINGS TRACKS AND RADIALS ARE MAGNETIC ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET DISTANCES ARE IN NAUTICAL MIDES **DUZLA** SCALE 1:700 000 Elevation tints **FAHAZ** GAZDA 8 12 16 2000 ambert Conformal Conic Projection

BUDAPEST/LISZT FERENC RNAV RWY 13R

RNAV RWY 13R BADOV1J, DUZLA1J, FAHAZ1J, GAZDA1J GILEP1J, WITRI1J, LITKU1J, VETIK1J

An aeroplane should not be diverted from its assigned route unless:

it is necessary for the safety of the aeroplane (e.g. for avoidance of severe weather or to resolve a traffic conflict).

CLIMBING:

Min. 5.5% PDG up to 7000. If unable to comply, inform ATC. After departure climb initially 7000. Further climb only by ATC.

ONTACT.

If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 3000, shall contact Budapest APP on 122.975.

R/T FAII LIRE

If a departing controlled aircraft having acknowledged an initial (eg. 7000) or intermediate clearance, to climb to a level other than the one specified in the filed FPL for the en-route phase of the flight and no time or geographical limit was included in the clearance, should maintain for a period of seven minutes the level (eg. 7000) to which it was cleared and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance.

SID NAME	PROCEDURE	RESTRICTIONS			
VETIK1J	To BP711 climb on course 128°. Direct to BP702. To VETIK.				
WITRI1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP705, to WITRI.	MAX 230 KIAS at BP711.			
LITKU1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP705, to LITKU at or above FL140.				
BADOV1J	To BP711 climb on course 128°. Direct to BP702. To BP703, to BP704, to BADOV at or above FL140.				
GILEP1J	To BP711 climb on course 128°. Direct to BP712. To PUCOG, to GILEP.				
DUZLA1J	To BP711 climb on course 128°. Direct to BP712. To DUZLA.				
FAHAZ1J	To BP711 climb on course 128°. Direct to BP712. To FAHAZ.				
GAZDA1J	To BP711 climb on course 128°. Direct to BP712. To GAZDA.				

Recommended navaid: BUD VOR.

BUDAPEST TMA						BUDAPEST CTR	
TMA1	TMA BUDAPEST TMA1 FL195 9500	TMA3	TMA BUDAPEST TMA3 FL195 3500	TMA6	TMA BUDAPEST TMA6 FL195 2500	CTR	D CTR BUDAPEST CTR 3500 GND
TMA2/A	TMA BUDAPEST TMA2/A FL195 5500	TMA4	TMA BUDAPEST TMA4 C FL195 2500	TMA7	TMA BUDAPEST TMA7 FL195 9500		
TMA2/B	TMA BUDAPEST TMA2/B FL195 5500	TMA5	TMA BUDAPEST TMA5 C FL195 2000				

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