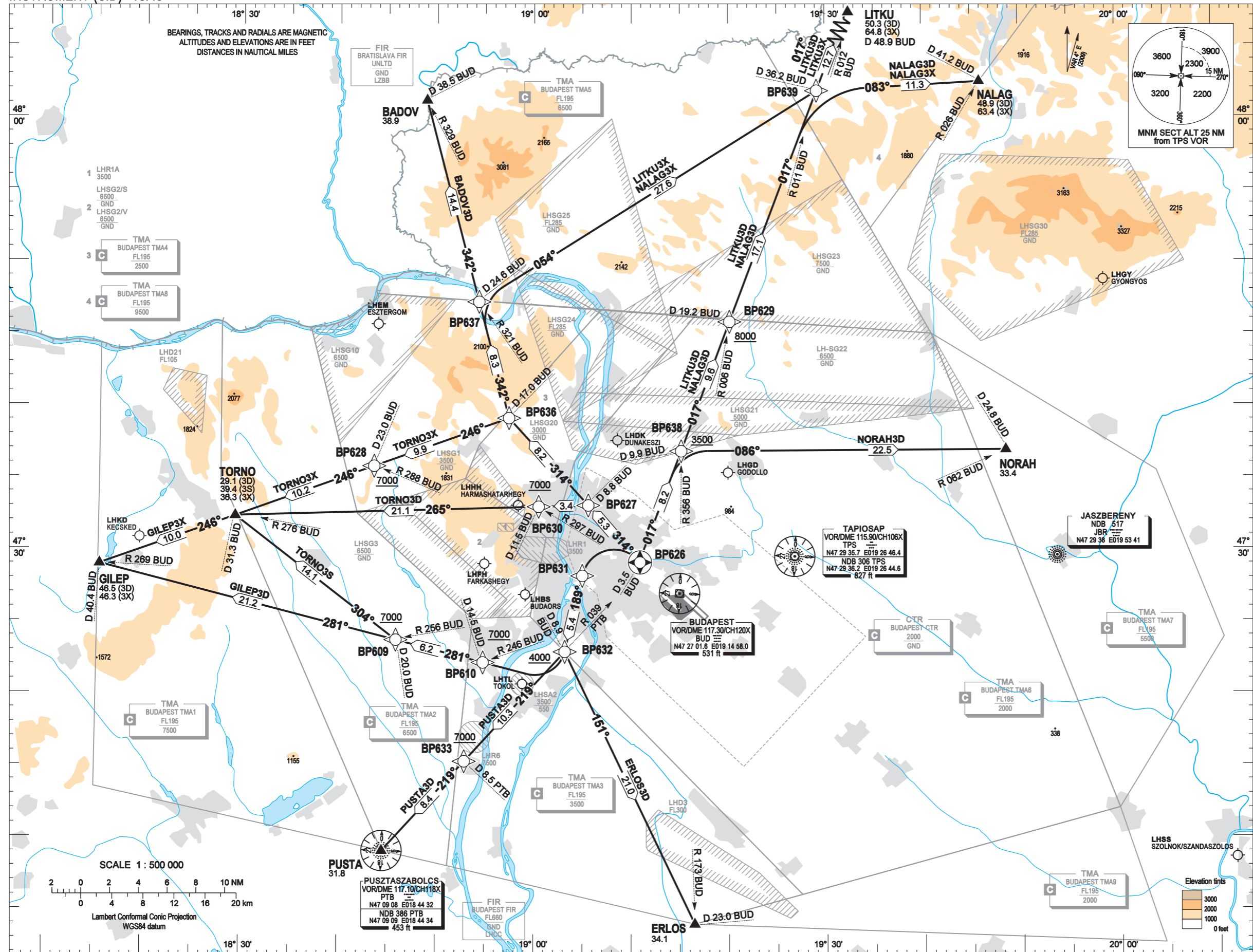


STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
9000

ATIS 132.375 (117.300) FERIHEGY TOWER 118.100
BUDAPEST APP 129.700 122.975 FERIHEGY GROUND 121.900
BUDAPEST DIRECTOR 119.500 FERIHEGY DELIVERY 134.550

BUDAPEST/LISZT FERENC
RWY 31L / 31R



BADOV3D (38.9)	BP626 (after DEP from RWY 31L/R) - BP636 - BADOV (FL180-)
LITKU3D (50.3)	BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - BP629 (8000 +) - BP639 - LITKU (FL140-FL180)
LITKU3X (64.8)	BP626 (after DEP from RWY 31L/R) - BP636 - BP637 - BP639 - LITKU (FL140-FL180)
NALAG3D (48.9)	BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - BP629 (8000 +) - BP639 - NALAG (FL160-)
NALAG3X (63.4)	BP626 (after DEP from RWY 31L/R) - BP636 - BP637 - BP639 - NALAG (FL160-)
NORAH3D (33.4)	BP626 (after DEP from RWY 31L/R) - BP638 (3500 +) - NORAH (FL130-)
ERLOS3D (34.1)	BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - ERLOS (FL170-)
PUSTA3D (31.8)	BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP633 (7000 +) - PUSTA (FL180-)
GILEP3D (46.5)	BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP610 (7000 +) - GILEP (FL160-)
GILEP3X (46.3)	BP626 (after DEP from RWY 31L/R) - BP636 - BP628 (7000 +) - GILEP (FL160-)
TORNO3D (29.1)	BP626 (after DEP from RWY 31L/R) - BP627 - BP630 (7000 +) - TORNO (FL160-)
TORNO3S (39.4)	BP626 (after DEP from RWY 31L/R) - BP631 - BP632 (4000 +) - BP610 (7000 +) - BP609 - TORNO (FL160-)
TORNO3X (36.3)	BP626 (after DEP from RWY 31L/R) - BP636 - BP628 (7000 +) - TORNO (FL160-)

FOR DESCRIPTION OF CONVENTIONAL PROCEDURE SEE REVERSE SIDE
WAY POINT COORDINATES SEE LHBP AD 2.22.



AD 2 LHBP STANDARD DEPARTURE CHART INSTRUMENT RWY 31

TAKE OFF AND CLIMB PROCEDURE FROM RWY 31L

The noise abatement procedure is not to be initiated at less than 1300.

1. After take off proceed to LI/A

The initial climbing speed to the noise abatement initiation point is $V_2 + 10$ to 20 kt.

2. After passing LI/A turn right and proceed on track 325

On reaching an altitude equivalent to at least 1300, decrease aircraft body angle / angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either:

- reduce power with the initiation of the first flap/slat retraction; or
- reduce power after flap/slat retraction.

3. Cross D 3.5 BUD DME at 2000 or above

Maintain a positive rate of climb, and accelerate to and maintain a climb speed of $V_{ZF} + 10$ to 20 kt to 3500.

On reaching 3500, transition to normal en-route climb speed.

TAKE OFF AND CLIMB PROCEDURE FROM RWY 31R

The noise abatement procedure is not to be initiated at less than 1300.

1. Take off and climb up to 1000

The initial climbing speed to the noise abatement initiation point is $V_2 + 10$ to 20 kt.

2. At 1000 turn left and proceed to LI/A and continue climbing

Initiate the left turn not before D 1.5 BPR DME and not later than D 2.3 BPR DME.

3. After passing LI/A turn right and proceed on track 325

On reaching an altitude equivalent to at least 1300, decrease aircraft body angle / angle of pitch while maintaining a positive rate of climb, accelerate towards V_{ZF} and either:

- reduce power with the initiation of the first flap/slat retraction; or
- reduce power after flap/slat retraction.

4. Cross D 3.5 BUD DME at 2000 or above

Maintain a positive rate of climb, and accelerate to and maintain a climb speed of $V_{ZF} + 10$ to 20 kt to 3500.

On reaching 3500, transition to normal en-route climb speed.

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).

SID NAME	PROCEDURE	CLIMBING	CONTACT	R/T FAILURE
BADOV3D (38.9)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME turn right to track 342 and proceed to BADOV (D 38.5 BUD DME; R 329 BUD VOR). Cross BADOV at FL180 or below.	After departure climb initially 7000. Further climb only by ATC.	If pilot not otherwise instructed by Budapest TWR, all departing aircraft, irrespective of the assigned SID, when passing 1500, shall contact Budapest APP on 129.700.	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.
LITKU3D (50.3)	After crossing D 3.5 BUD DME turn right to track 017 and proceed to LITKU (D 48.9 BUD DME; R 012 BUD VOR). Cross D 9.9 BUD DME (R 356 BUD VOR) at 3500 or above, and D 19.2 BUD DME (R 006 BUD VOR) at 8000 or above and LITKU block level FL140 – FL180.			
LITKU3X (64.8)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME turn right to track 342. At D 24.6 BUD DME (R 321 BUD VOR) turn right to track 054. At D 36.2 BUD DME (R 011 BUD VOR) turn left to track 017 and proceed to LITKU (D 48.9 BUD DME; R 012 BUD VOR). Cross LITKU block level FL140 – FL180.			
NALAG3D (48.9)	After crossing D 3.5 BUD DME turn right to track 017. Cross D 9.9 BUD DME (R 356 BUD VOR) at 3500 or above, D 19.2 BUD DME (R 006 BUD VOR) at 8000 or above. At D 36.2 BUD DME (R 011 BUD VOR) turn right to track 083 and proceed to NALAG (D 41.2 BUD DME; R 026 BUD VOR). Cross NALAG at FL160 or below.			
NALAG3X (63.4)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME turn right to track 342. At D 24.6 BUD DME (R 321 BUD VOR) turn right to track 054. At D 36.2 BUD DME (R 011 BUD VOR) turn right to track 083 and proceed to NALAG (D 41.2 BUD DME; R 026 BUD VOR). Cross NALAG at FL160 or below.			
NORAH3D (33.4)	After crossing D 3.5 BUD DME turn right to track 017. Cross 9.9 BUD DME (R 356 BUD VOR) at 3500 or above and turn right to track 086 and proceed to NORAH (D 24.8 BUD DME; R 062 BUD VOR). Cross NORAH at FL130 or below.			
ERLOS3D (34.1)	After crossing D 3.5 BUD DME turn left to track 189. At D 8.9 BUD DME (R 039 PTB VOR) turn left to track 151 and proceed to ERLOS (D 23.0 BUD DME; R 173 BUD VOR). Cross ERLOS at FL170 or below.			
PUSTA3D (31.8)	After crossing D 3.5 BUD DME turn left to track 189. At D 8.9 BUD DME (R 039 PTB VOR) turn right to track 219 and proceed to PUSTA. Cross D 8.5 PTB DME at 7000 or above and PUSTA at FL180 or below.			
GILEP3D (46.5)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn right to track 281. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. Cross GILEP (D 40.4 BUD DME; R 269 BUD VOR) at FL160 or below.			
GILEP3X (46.3)	After crossing D 3.5 BUD DME turn left to track 315. At D 17.0 BUD DME turn left to track 246 and proceed to GILEP (D 40.4 BUD DME; R 269 BUD VOR). Cross D 23.0 BUD DME (R 288 BUD VOR) at 7000 or above and GILEP at FL160 or below.			
TORNO3D (29.1)	After crossing D 3.5 BUD DME turn left to track 314. At D 8.8 BUD DME turn left to track 265 and proceed to TORNO. Cross D 11.5 BUD DME (R 297 BUD VOR) at 7000 or above and TORNO (D 31.3 BUD DME; R 276 BUD VOR) at FL160 or below.			
TORNO3S (39.4)	After crossing D 3.5 BUD DME turn left to track 189. Cross D 8.9 BUD DME (R 039 PTB VOR) at 4000 or above and turn right to track 281. Cross D 14.5 BUD DME (R 246 BUD VOR) at 7000 or above. At D 20.0 BUD DME (R 256 BUD VOR) turn right to track 304 and proceed to TORNO (D 31.3 BUD DME; R 276 BUD VOR). Cross TORNO at FL160 or below.			
TORNO3X (36.3)	After crossing D 3.5 BUD DME turn left to track 314. At D 17.0 BUD DME turn left to track 246 and proceed to TORNO (D 31.3 BUD DME; R 276 BUD VOR). Cross D 23.0 BUD DME (R 288 BUD VOR) at 7000 or above and TORNO at FL160 or below.			