

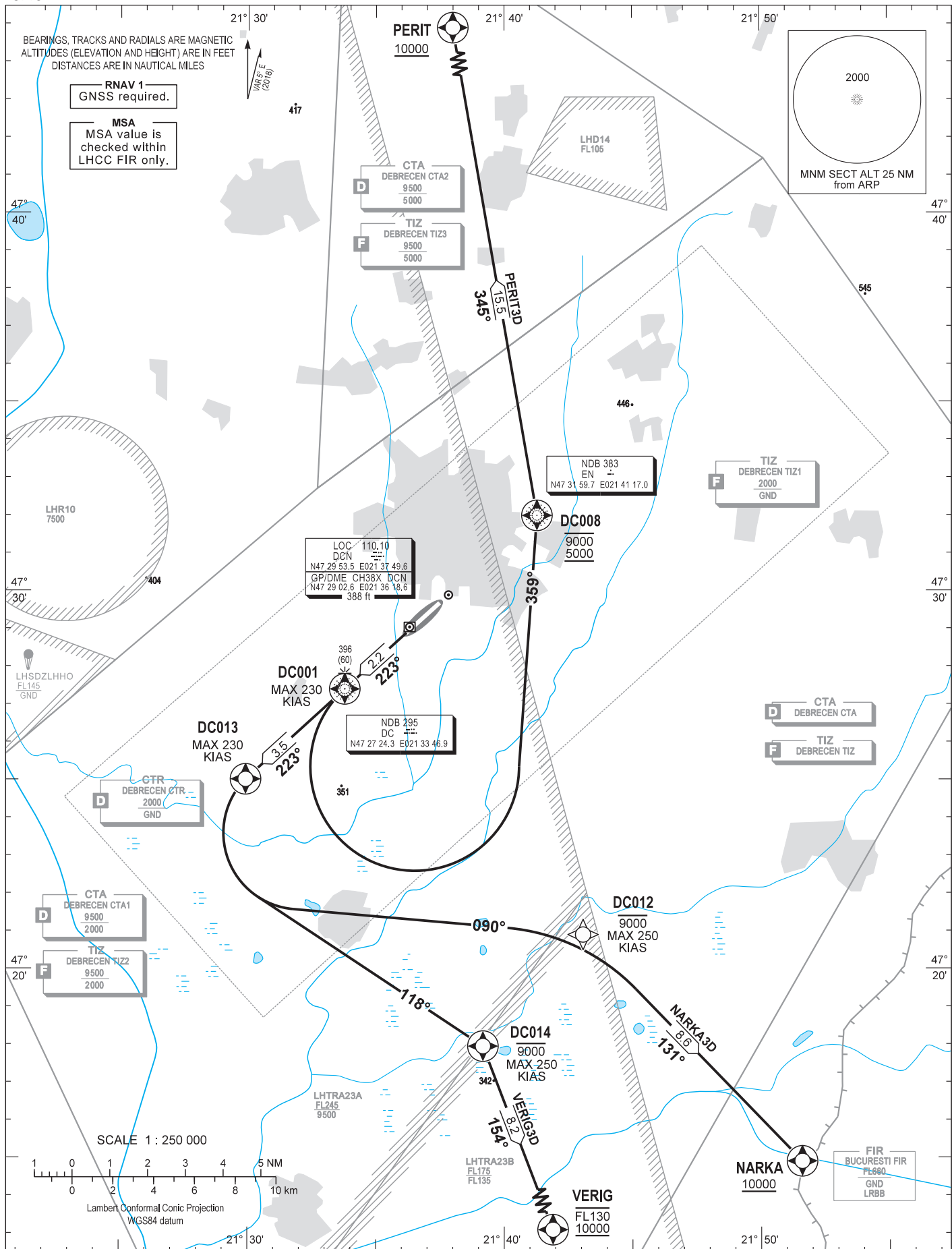
AIP HUNGARY

STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) -  
ICAO

TRANSITION ALTITUDE  
10000

DEBRECEN TOWER	125.900
DEBRECEN INFO	125.900
BUDAPEST INFORMATION (EAST)	133.000

DEBRECEN  
RNAV Rwy 22L  
NARKA3D PERIT3D VERIG3D



RNAV 1  
GNSS required.

MSA  
MSA value is checked within LHCC FIR only.

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES (ELEVATION AND HEIGHT) ARE IN FEET  
DISTANCES ARE IN NAUTICAL MILES

2000  
MNM SECT ALT 25 NM  
from ARP

LOC 110.10  
DCN  
N47 29 53.5 E021 37 49.6  
GP/DME CH38X DCN  
N47 29 02.6 E021 36 18.6  
388 ft

CTA DEBRECEN CTA2  
9500  
5000  
TIZ DEBRECEN TIZ3  
9500  
5000

NDB 383  
EN  
N47 31 59.7 E021 41 17.0

TIZ DEBRECEN TIZ1  
2000  
GND

DC001  
MAX 230  
KIAS

NDB 295  
DC  
N47 27 24.3 E021 33 46.9

CTR DEBRECEN CTR  
2000  
GND

CTA DEBRECEN CTA1  
9500  
2000

TIZ DEBRECEN TIZ2  
9500  
2000

DC012  
9000  
MAX 250  
KIAS

DC014  
9000  
MAX 250  
KIAS

SCALE 1 : 250 000  
1 0 1 2 3 4 5 NM  
0 2 4 6 8 10 km  
Lambert Conformal Conic Projection  
WGS84 datum

FIR BUCURESTI FIR  
FL680  
GND LRBB

**AD 2 LHDC STANDARD DEPARTURE CHART INSTRUMENT RWY 22L**

NAME	PROCEDURE	ALTIMETER SETTING	CLIMBING	R/T FAILURE
<b>PERIT3D</b>	To DC001 climb on course 223°, maximum speed 230 KIAS. Turn left direct to DC008, between 5000 and 9000. To PERIT at or above 10000. In order to reach exit altitude and avoid LHD14 min. PDG 6.2% up to FL110.	When passing 9000 change altimeter setting for Budapest QNH provided by DEBRECEN TWR/INFO or BUDAPEST INFORMATION.	After departure climb initially 10000. Further climb only by ATC.	If a departing controlled aircraft having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the filed FPL for the en-route phase and no time or geographical limit was included in the clearance, should climb and maintain the level to which it was cleared for 7 minutes and then should climb to the level included in the filed FPL unless the cruising level was definitely specified in the en-route clearance. If the last acknowledged clearance includes lower altitude than 10000 without time or geographical limit then the aircraft should climb and maintain 10000 for 7 min. and then climb to the appropriate cruising level as above.
<b>NARKA3D</b>	To DC013 climb on course 223°, maximum speed 230 KIAS. Turn left direct to DC012, at or below 9000, maximum speed 250 KIAS. To NARKA, at or above 10000. In order to reach exit altitude min. PDG 6.7% up to 10000.			
<b>VERIG3D</b>	To DC013 climb on course 223° , maximum speed 230 KIAS. Turn left direct to DC014, at or below 9000, maximum speed 250 KIAS. To VERIG, between 10000 and FL130. In order to reach exit altitude min. PDG 6.5% up to 10000.			

Recommended navaid: DC NDB.

**WAYPOINT COORDINATES  
AD 2-LHDC-RNAV<sub>(GNSS)</sub> SID 22L**

WAYPOINT	LATITUDE	LONGITUDE	WAYPOINT TYPE
<b>DC001</b>	N47 27 24.2	E021 33 46.9	FLY-OVER
<b>DC008</b>	N47 31 59.7	E021 41 17.0	FLY-OVER
<b>DC012</b>	N47 20 54.3	E021 43 04.4	FLY-BY
<b>DC013</b>	N47 25 01.3	E021 29 54.9	FLY-OVER
<b>DC014</b>	N47 17 57.2	E021 39 10.3	FLY-OVER