

**RNAV (DME/DME)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
4000 FT

BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

BANEASA ATIS 126.125
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
KOMAN 129.755
KOMAN ALTN 126.080
ARGES 121.190
ARGES ALTN 124.975
NERDI 125.155
NERDI ALTN 123.900

**BUCUREȘTI / Băneasa-Aurel Vlaicu
RWY 25 (LRBS)
BUKEL 1N DENAK 1N IDARU 1N
NETUL 1N POLUN 1N SOKRU 1N**

Standard Instrument Departure Routes (SID) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE PROCEDURE

- Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
 - if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DESIGNATOR	ROUTING	REMARKS
BUKEL 1N *	BS551[A2400+; K250-] - UTOKI - DESUX - BUKEL[F110+]	Not available for traffic to NEPOT. PDG min 4.2% until BS551 due to obstacles, followed by PDG min 4.0% until BUKEL due to airspace structure.
DENAK 1N *	BS551[A2400+; K250-] - UTOKI - DENAK[F110+]	PDG min 4.2% until BS551 due to obstacles, followed by PDG min 3.6% until DENAK due to airspace structure.
IDARU 1N *	BS551[A2400+; K250-] - UTOKI - ETOGO - IDARU	PDG min 4.2% until BS551 due to obstacles.
NETUL 1N *	BS551[A2400+; K250-] - UTOKI - ETOGO - NETUL	PDG min 4.2% until BS551 due to obstacles.
POLUN 1N *	BS552[A2600+] - SISGU - POLUN[F100+]	Not available for traffic to MOPUG. PDG min 4.0% until POLUN due to airspace structure. PDG min 3.7% until BS552 due to obstacles.
SOKRU 1N	BS552[A2600+] - BS553 - SOKRU[F110+]	Not available for traffic to DIRER. PDG min 3.7% until BS553 due to obstacles. PDG min 3.7% until SOKRU due to airspace structure.

*if unable to comply, contact ATC before start-up

NOTE: 1. Vertical limits are issued by NOTAM

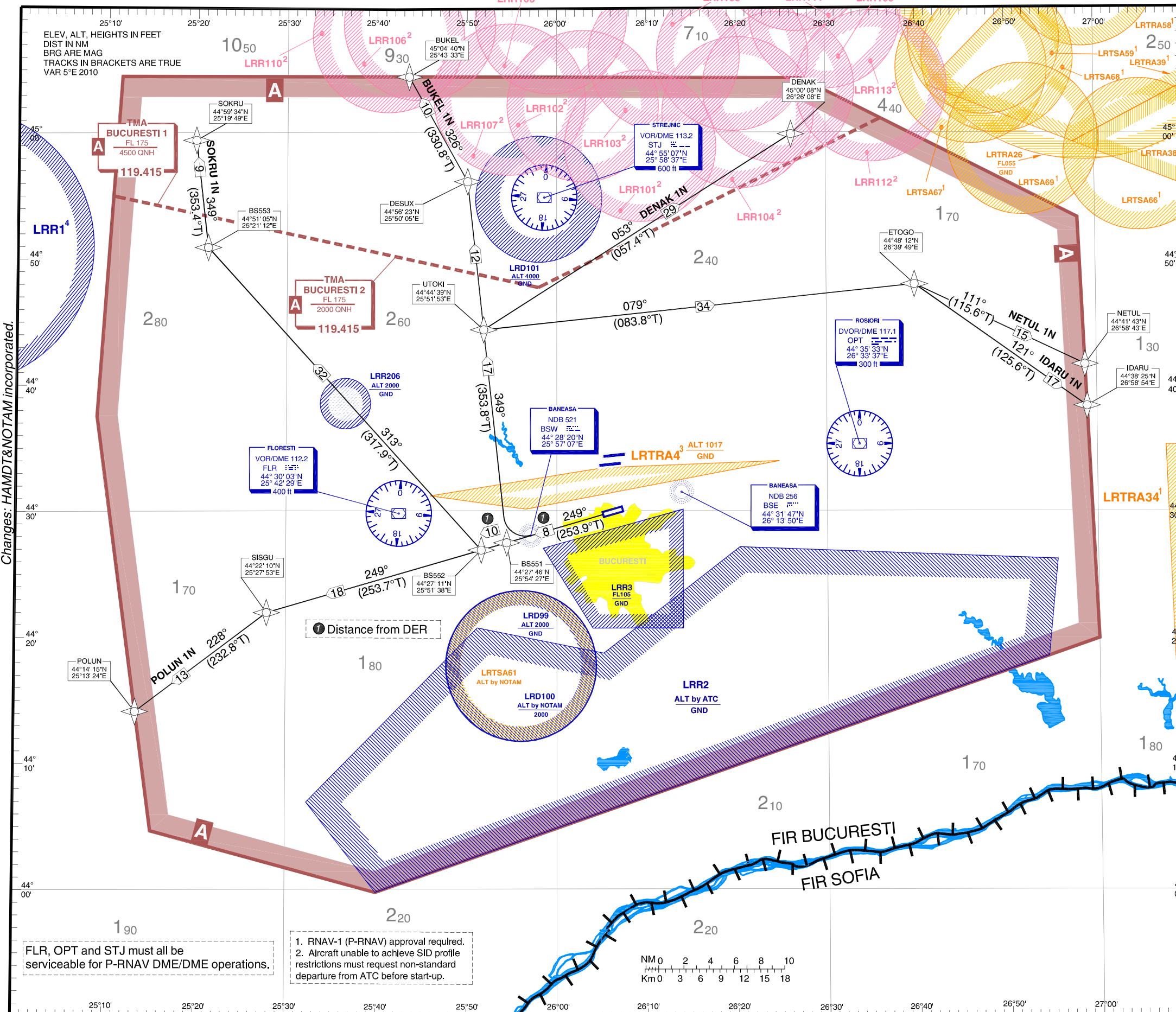
2. Vertical limits $\frac{FL255}{GND}$

3. During LRTRA4 activity, IFR flight is not affected

4. Vertical limits

$\frac{FL 60}{GND}$ for subsonic FLT

$\frac{FL660}{GND}$ for supersonic FLT



Changes: HAMDT&NOTAM incorporated.

FLR, OPT and STJ must all be serviceable for P-RNAV DME/DME operations.

- RNAV-1 (P-RNAV) approval required.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BS551	442746.041N	0255427.101E	fly-by
BS552	442710.693N	0255137.812E	fly-by
BS553	445105.363N	0252111.748E	fly-by
BUKEL	450440.121N	0254332.572E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DESUX	445622.808N	0255005.231E	fly-by
ETOGO	444812.135N	0263949.158E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
POLUN	441414.722N	0251324.144E	fly-by
SISGU	442209.891N	0252752.661E	fly-by
SOKRU	445934.136N	0251949.048E	fly-by
TABAV	445322.808N	0265801.012E	fly-by
UTOKI	444439.242N	0255153.111E	fly-by