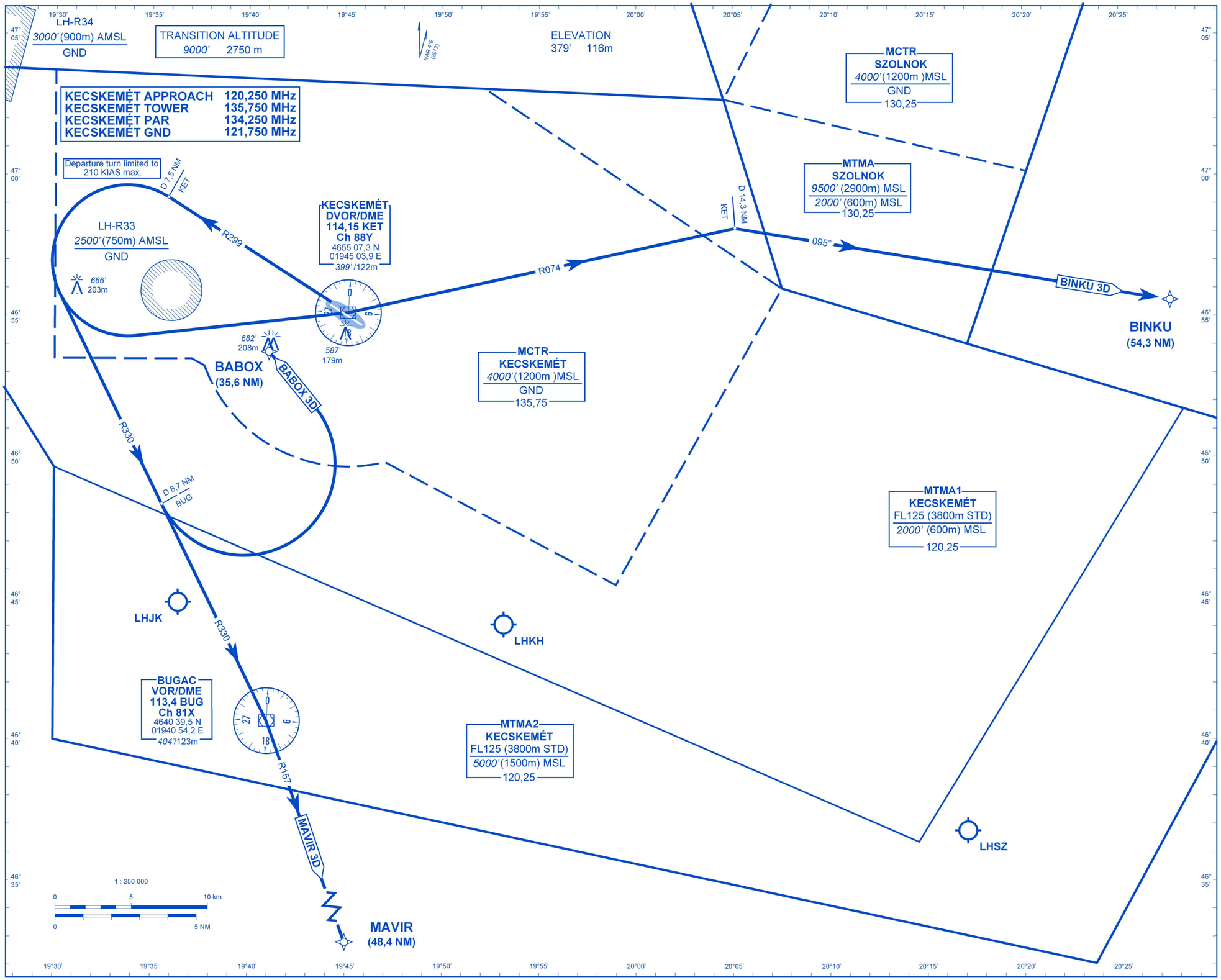
KECSKEMÉT (MIL)



BINKU 3D (54,3 NM):
After departure continue on R299 KET VOR outbound. At D 7,5 NM KET DME turn left (210 KIAS max.) direct KET VOR. At KET VOR proceed on R074 outbound and at D 14,3 NM KET DME turn right to 095° inbound BINKU.

BABOX 3D (35,6 NM):
After departure continue on R299 KET VOR outbound. At D 7,5 NM KET DME turn left (210 KIAS max.) to intercept R150 inbound BUG VOR. At D 8,7 NM BUG DME turn left direct BABOX.

MAVIR 3D (48,4 NM):
After departure continue on R299 KET VOR outbound. At D 7,5 NM KET DME turn left (210 KIAS max.) to intercept R330 inbound BUG VOR. At BUG VOR proceed direct MAVIR on R157 outbound.

After departure climb initially FL110. Further climb only by ATC.

Utilization of any RNAV system authorized only after completion of the first departure turn.

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 level than FL110 without time or geographical limit then the aircraft should climb and maintain FL110 for 7 minutes and then climb to the appropriate cruising level as above.

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