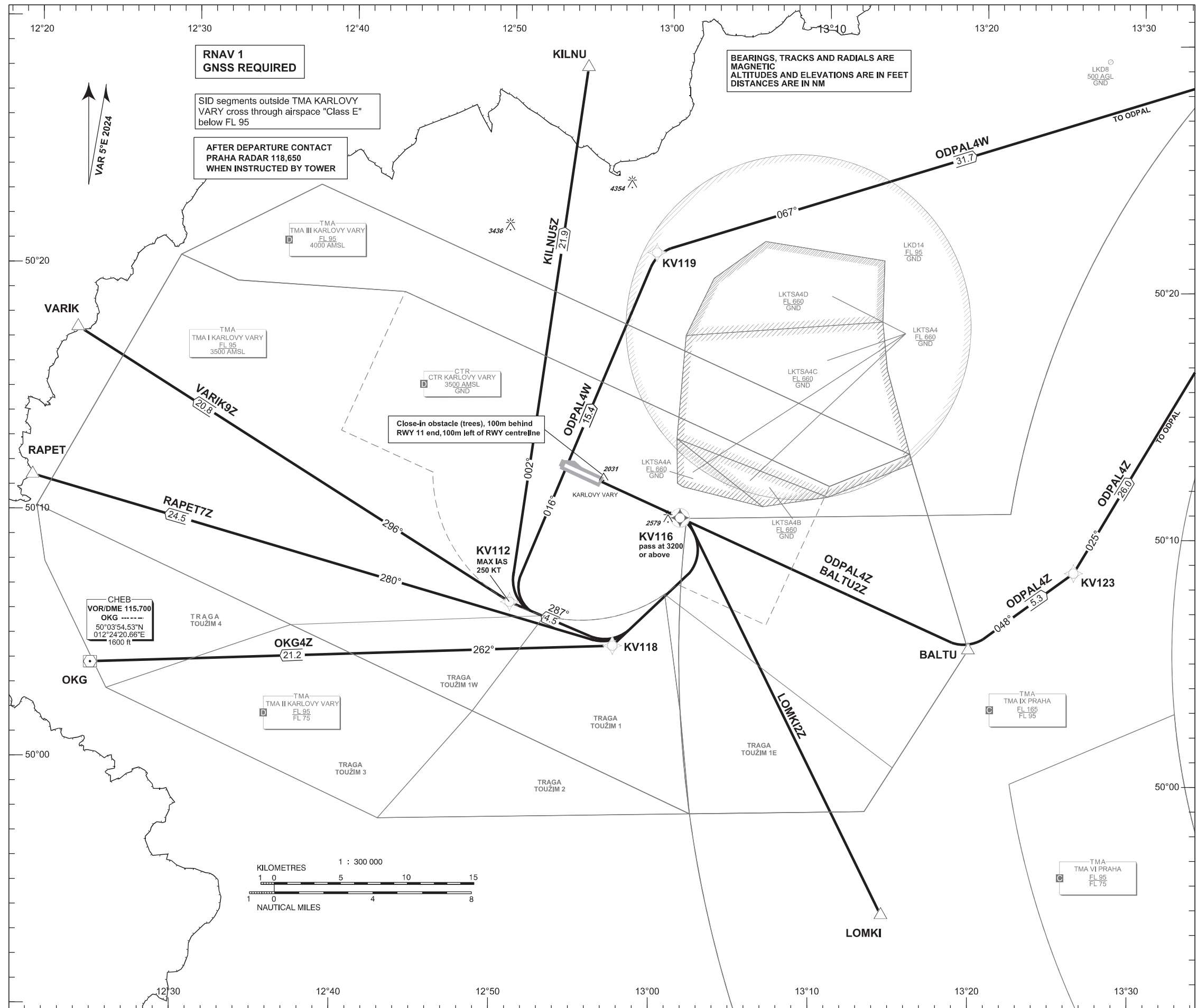


# STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

## KARLOVY VARY

### RNAV Rwy 11

BALTU2Z KILNU5Z LOMKI2Z ODPAL4W  
ODPAL4Z OKG4Z RAPET7Z VARIK9Z



**RNAV 1  
GNSS REQUIRED**

SID segments outside TMA KARLOVY VARY cross through airspace "Class E" below FL 95

AFTER DEPARTURE CONTACT PRAHA RADAR 118,650 WHEN INSTRUCTED BY TOWER

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET  
DISTANCES ARE IN NM

TMA TMA III KARLOVY VARY  
FL 95  
4000 AMSL

TMA TMA I KARLOVY VARY  
FL 95  
3500 AMSL

CTR CTR KARLOVY VARY  
3500 AMSL  
GND

Close-in obstacle (trees), 100m behind Rwy 11 end, 100m left of Rwy centreline

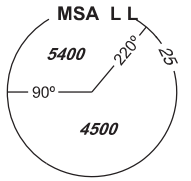
CHEB  
VOR/DME 115.700  
OKG  
50°03'54.53"N  
012°24'20.66"E  
1600 ft

TMA TMA II KARLOVY VARY  
FL 95  
FL 75

TMA TMA IX PRAHA  
FL 165  
FL 95

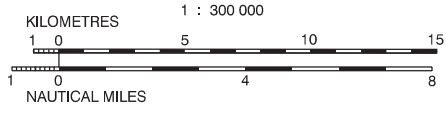
TMA TMA VI PRAHA  
FL 95  
FL 75

PRAHA RADAR	118.650
VARY TOWER	121.230
KARLOVY VARY ATIS	127.640
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET  
DISTANCES ARE IN NM

TRANSITION ALTITUDE  
5000 FT



CHANGE : VAR, MAG tracks, designations

The design of SIDs assumes climb gradient 3,3%, MAX IAS 250 kt below FL100. If a greater climb gradient or a speed reduction are required, it is indicated in the description of the route. Recommended coding:

Designator		Route			After Departure					Remarks
					Initial climb to		Expect FREQ			
Path Terminator	Waypoint			Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Flyover	Coordinates				Level	Speed		
<b>BALTU2Z</b> (BALTU TWO ZULU DEPARTURE)		Climb direct to KV116 – BALTU			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---
DF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---
<b>ODPAL4Z</b> (ODPAL FOUR ZULU DEPARTURE)		Climb direct to KV116 – BALTU – KV123 – ODPAL			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---
DF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---
TF	KV123	NO	500833.88N 0132607.96E	048 (052.72)	5.3	LEFT	---	---	RNAV 1	---
TF	ODPAL	NO	503101.67N 0134627.80E	025 (029.95)	26.0	LEFT	---	---	RNAV 1	---
<b>LOMKI2Z</b> (LOMKI TWO ZULU DEPARTURE)		Climb direct to KV116 - LOMKI			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---
DF	LOMKI	NO	495433.61N 0131428.40E	---	---	RIGHT	---	---	RNAV 1	---
<b>OKG4Z</b> (OKG FOUR ZULU DEPARTURE)		Climb direct to KV116 - KV118 - OKG			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---
DF	KV118	NO	500511.68N 0125711.32E	---	---	RIGHT	---	---	RNAV 1	---
TF	OKG	NO	500354.53N 0122420.66E	262 (266.73)	21.2	RIGHT	---	---	RNAV 1	---
<b>RAPET7Z</b> (RAPET SEVEN ZULU DEPARTURE)		Climb direct to KV116 - KV118 - RAPET			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---
TF	RAPET	NO	501125.7600N 0122019.1000 E	280 (284.97)	24.5	RIGHT	---	---	RNAV 1	---
<b>VARIK9Z</b> (VARIK NINE ZULU DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - VARIK			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---
TF	KV112	NO	500651.26N 0125038.07 E	287 (291.53)	4.5	RIGHT	---	---	RNAV 1	---
TF	VARIK	NO	501728.0000N 0122252.0000 E	296 (300.94)	20.8	RIGHT	---	---	RNAV 1	---
<b>KILNU5Z</b> (KILNU FIVE ZULU DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - KILNU			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---
TF	KV112	NO	500651.26N 0125038.07 E	287 (291.53)	4.5	RIGHT	---	K250-	RNAV 1	---
TF	KILNU	NO	502836.6800N 0125441.9700E	002 (006.80)	21.9	RIGHT	---	---	RNAV 1	---
<b>ODPAL4W</b> (ODPAL FOUR WHISKY DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - KV119 - ODPAL			According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 4,2 % to reach KV119 at FL100.  The SID is designed to avoid Class E airspace outside the Karlovy Vary TMA below FL95.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---
DF	KV118	NO	500511.68N 0125711.32E	---	---	RIGHT	---	---	RNAV 1	---
TF	KV112	NO	500651.26N 0125038.07E	287 (291.53)	4.5	RIGHT	---	K250-	RNAV 1	---
TF	KV119	NO	502110.33N 0125920,67E	016 (021.26)	15.4	RIGHT	---	---	RNAV 1	---
TF	ODPAL	NO	503101.67N 0134627.80E	067 (071,56)	31.7	RIGHT	---	---	RNAV 1	---