

HUNGARY

Phone: (+361) 293-4459
AFS: LHBPYNYN
Email: pubsdo@hungarocontrol.hu
Post: Hungarian Air Navigation Services
Aeronautical Information Service
PO Box 80
Budapest
H-1675
Hungary

AIP AMDT: AIRAC AMDT 003/2023

Effective Date: 13 JUL 2023
Publication Date: 04 MAY 2023

1. Amendment content:**1.1 GEN 2.2**

- Complete review based on Doc 8400

1.2 ENR 1.1

- Formation flights in controlled airspace require prior ATC clearance.

1.3 ENR 1.11, GEN 2.4

- New AFS address for LHBS

1.4 ENR 6

- Updated chart: ENR-6-LHCC-SECTOR - upper limits raised to FL325 in 2 of the LOW sectors

1.5 AD 2 LHBP

- Taxiways, taxi procedures and parking positions updated
- AD 2.20 6.1.9 Rules on runway use for training flights and certification flights updated
- Remote aerodrome ATC service is temporarily suspended (incorporation of NOTAM A0628/23)
- Updated Charts: AD-2-LHBP-ADC, LHBP-TAXI-ARR, LHBP-TAXI-DEP, LHBP-PDC-1, LHBP-PDC-2, LHBP-PDC-3, LHBP-PDC-4, LHBP-PATC-13L31R, LHBP-PATC-13R31L

1.6 AD 2 LHPR

- Clearing equipment updated
- Updated charts: AD-2-LHPR-SID-11, LHPR-SID-29

1.7 AD 2 LHSM

- AD operational hours and ILS operational hours updated (incorporation of NOTAM A0725/23, A0726/23, A0766/23)
- Fire fighting services remarks updated (incorporation of NOTAM A0727/23)
- AD 2.22 Flight procedures updated (incorporation of NOTAM A0728/23)

1.8 AD 2 LHUD

- AD 2.3 Customs operational hours updated

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

A0628/23, A0725/23, A0726/23, A0727/23, A0728/23, A0766/23

SUP:

001/2022 - Budapest Liszt Ferenc International Airport (LHBP) Cargo Apron development works

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

AIRAC AIP AMENDMENT

<i>Amendment number</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2023	12-Jan-2023	23-Feb-2023	
002/2023	09-Feb-2023	23-Mar-2023	
003/2023	04-May-2023	13-Jul-2023	

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES**PART 1 - GENERAL (GEN)**

GEN 0.1 - 1	25 FEB 2021	GEN 1.7 - 14	01 DEC 2022	GEN 2.2 - 15	13 JUL 2023
GEN 0.1 - 2	25 FEB 2021	GEN 1.7 - 15	23 MAR 2023	GEN 2.2 - 16	13 JUL 2023
GEN 0.1 - 3	30 APR 2015	GEN 1.7 - 16	23 MAR 2023	GEN 2.2 - 17	13 JUL 2023
GEN 0.1 - 4	30 APR 2015	GEN 1.7 - 17	23 MAR 2023	GEN 2.2 - 18	13 JUL 2023
GEN 0.2 - 1	01 DEC 2022	GEN 1.7 - 18	23 MAR 2023	GEN 2.2 - 19	13 JUL 2023
GEN 0.2 - 2	01 DEC 2022	GEN 1.7 - 19	23 MAR 2023	GEN 2.2 - 20	13 JUL 2023
GEN 0.2 - 3	13 JUL 2023	GEN 1.7 - 20	23 MAR 2023	GEN 2.2 - 21	13 JUL 2023
GEN 0.2 - 4	13 JUL 2023	GEN 1.7 - 21	23 MAR 2023	GEN 2.2 - 22	13 JUL 2023
GEN 0.3 - 1	23 FEB 2023	GEN 1.7 - 22	23 MAR 2023	GEN 2.2 - 23	13 JUL 2023
GEN 0.3 - 2	23 FEB 2023	GEN 1.7 - 23	23 MAR 2023	GEN 2.2 - 24	13 JUL 2023
GEN 0.4 - 1	13 JUL 2023	GEN 1.7 - 24	23 MAR 2023	GEN 2.2 - 25	13 JUL 2023
GEN 0.4 - 2	13 JUL 2023	GEN 1.7 - 25	23 MAR 2023	GEN 2.2 - 26	13 JUL 2023
GEN 0.4 - 3	13 JUL 2023	GEN 1.7 - 26	23 MAR 2023	GEN 2.2 - 27	13 JUL 2023
GEN 0.4 - 4	13 JUL 2023	GEN 1.7 - 27	23 MAR 2023	GEN 2.2 - 28	13 JUL 2023
GEN 0.5 - 1	30 APR 2015	GEN 1.7 - 28	23 MAR 2023	GEN 2.3 - 1	01 DEC 2022
GEN 0.5 - 2	30 APR 2015	GEN 1.7 - 29	23 MAR 2023	GEN 2.3 - 2	01 DEC 2022
GEN 0.6 - 1	13 JUL 2023	GEN 1.7 - 30	23 MAR 2023	GEN 2.3 - 3	24 MAR 2022
GEN 0.6 - 2	13 JUL 2023	GEN 1.7 - 31	23 MAR 2023	GEN 2.3 - 4	24 MAR 2022
GEN 0.6 - 3	13 JUL 2023	GEN 1.7 - 32	23 MAR 2023	GEN 2.4 - 1	13 JUL 2023
GEN 0.6 - 4	13 JUL 2023	GEN 1.7 - 33	23 MAR 2023	GEN 2.4 - 2	13 JUL 2023
GEN 1.1 - 1	06 OCT 2022	GEN 1.7 - 34	23 MAR 2023	GEN 2.5 - 1	25 FEB 2021
GEN 1.1 - 2	06 OCT 2022	GEN 1.7 - 35	23 MAR 2023	GEN 2.5 - 2	25 FEB 2021
GEN 1.1 - 3	06 OCT 2022	GEN 1.7 - 36	23 MAR 2023	GEN 2.6 - 1	25 FEB 2021
GEN 1.1 - 4	06 OCT 2022	GEN 1.7 - 37	23 MAR 2023	GEN 2.6 - 2	25 FEB 2021
GEN 1.2 - 1	23 FEB 2023	GEN 1.7 - 38	23 MAR 2023	GEN 2.6 - 3	25 FEB 2021
GEN 1.2 - 2	23 FEB 2023	GEN 1.7 - 39	23 MAR 2023	GEN 2.6 - 4	25 FEB 2021
GEN 1.2 - 3	23 FEB 2023	GEN 1.7 - 40	23 MAR 2023	GEN 2.7 - 1	25 FEB 2021
GEN 1.2 - 4	23 FEB 2023	GEN 1.7 - 41	23 MAR 2023	GEN 2.7 - 2	25 FEB 2021
GEN 1.2 - 5	23 FEB 2023	GEN 1.7 - 42	23 MAR 2023	GEN 2.7 - 3	23 APR 2020
GEN 1.2 - 6	23 FEB 2023	GEN 1.7 - 43	23 MAR 2023	GEN 2.7 - 4	23 APR 2020
GEN 1.2 - 7	23 FEB 2023	GEN 1.7 - 44	23 MAR 2023	GEN 3.1 - 1	19 MAY 2022
GEN 1.2 - 8	23 FEB 2023	GEN 1.7 - 45	23 MAR 2023	GEN 3.1 - 2	19 MAY 2022
GEN 1.2 - 9	23 FEB 2023	GEN 1.7 - 46	23 MAR 2023	GEN 3.1 - 3	23 FEB 2023
GEN 1.2 - 10	23 FEB 2023	GEN 1.7 - 47	23 MAR 2023	GEN 3.1 - 4	23 FEB 2023
GEN 1.2 - 11	23 FEB 2023	GEN 1.7 - 48	23 MAR 2023	GEN 3.2 - 1	06 OCT 2022
GEN 1.2 - 12	23 FEB 2023	GEN 1.7 - 49	23 MAR 2023	GEN 3.2 - 2	06 OCT 2022
GEN 1.3 - 1	23 APR 2020	GEN 1.7 - 50	23 MAR 2023	GEN 3.2 - 3	06 OCT 2022
GEN 1.3 - 2	23 APR 2020	GEN 1.7 - 51	23 MAR 2023	GEN 3.2 - 4	06 OCT 2022
GEN 1.4 - 1	31 MAR 2016	GEN 1.7 - 52	23 MAR 2023	GEN 3.2 - 5	13 JUL 2023
GEN 1.4 - 2	31 MAR 2016	GEN 1.7 - 53	23 MAR 2023	GEN 3.2 - 6	13 JUL 2023
GEN 1.5 - 1	17 JUN 2021	GEN 1.7 - 54	23 MAR 2023	GEN 3.2 - 7	13 JUL 2023
GEN 1.5 - 2	17 JUN 2021	GEN 1.7 - 55	23 MAR 2023	GEN 3.2 - 8	13 JUL 2023
GEN 1.6 - 1	04 NOV 2021	GEN 1.7 - 56	23 MAR 2023	GEN 3.3 - 1	25 FEB 2021
GEN 1.6 - 2	04 NOV 2021	GEN 1.7 - 57	23 MAR 2023	GEN 3.3 - 2	25 FEB 2021
GEN 1.6 - 3	04 NOV 2021	GEN 1.7 - 58	23 MAR 2023	GEN 3.3 - 3	25 FEB 2021
GEN 1.6 - 4	04 NOV 2021	GEN 1.7 - 59	23 MAR 2023	GEN 3.3 - 4	25 FEB 2021
GEN 1.6 - 5	04 NOV 2021	GEN 1.7 - 60	23 MAR 2023	GEN 3.4 - 1	25 FEB 2021
GEN 1.6 - 6	04 NOV 2021	GEN 1.7 - 61	23 MAR 2023	GEN 3.4 - 2	25 FEB 2021
GEN 1.6 - 7	04 NOV 2021	GEN 1.7 - 62	23 MAR 2023	GEN 3.4 - 3	01 DEC 2022
GEN 1.6 - 8	04 NOV 2021	GEN 2.1 - 1	23 MAR 2023	GEN 3.4 - 4	01 DEC 2022
GEN 1.7 - 1	01 DEC 2022	GEN 2.1 - 2	23 MAR 2023	GEN 3.4 - 5	01 DEC 2022
GEN 1.7 - 2	01 DEC 2022	GEN 2.2 - 1	13 JUL 2023	GEN 3.4 - 6	01 DEC 2022
GEN 1.7 - 3	14 JUL 2022	GEN 2.2 - 2	13 JUL 2023	GEN 3.5 - 1	23 MAR 2023
GEN 1.7 - 4	14 JUL 2022	GEN 2.2 - 3	13 JUL 2023	GEN 3.5 - 2	23 MAR 2023
GEN 1.7 - 5	01 DEC 2022	GEN 2.2 - 4	13 JUL 2023	GEN 3.5 - 3	23 MAR 2023
GEN 1.7 - 6	01 DEC 2022	GEN 2.2 - 5	13 JUL 2023	GEN 3.5 - 4	23 MAR 2023
GEN 1.7 - 7	01 DEC 2022	GEN 2.2 - 6	13 JUL 2023	GEN 3.5 - 5	23 MAR 2023
GEN 1.7 - 8	01 DEC 2022	GEN 2.2 - 7	13 JUL 2023	GEN 3.5 - 6	23 MAR 2023
GEN 1.7 - 9	01 DEC 2022	GEN 2.2 - 8	13 JUL 2023	GEN 3.5 - 7	23 MAR 2023
GEN 1.7 - 10	01 DEC 2022	GEN 2.2 - 9	13 JUL 2023	GEN 3.5 - 8	23 MAR 2023
GEN 1.7 - 11	01 DEC 2022	GEN 2.2 - 10	13 JUL 2023	GEN 3.5 - 9	23 MAR 2023
GEN 1.7 - 12	01 DEC 2022	GEN 2.2 - 11	13 JUL 2023	GEN 3.5 - 10	23 MAR 2023
GEN 1.7 - 13	01 DEC 2022	GEN 2.2 - 12	13 JUL 2023	GEN 3.5 - 11	23 MAR 2023
		GEN 2.2 - 13	13 JUL 2023	GEN 3.5 - 12	23 MAR 2023
		GEN 2.2 - 14	13 JUL 2023	GEN 3.6 - 1	25 FEB 2021

PART 2 - EN-ROUTE (ENR)

PART 3 - AERODROMES (AD)

AIP HUNGARY

AD 2-LHBP - 22	13 JUL 2023	AD 2-LHDC - 5	23 MAR 2023	AD 2-LHPR-AOCA-1129 - 2	01 DEC 2022
AD 2-LHBP - 23	13 JUL 2023	AD 2-LHDC - 6	23 MAR 2023	AD 2-LHPR-SID-11 - 1	13 JUL 2023
AD 2-LHBP - 24	13 JUL 2023	AD 2-LHDC - 7	23 MAR 2023	AD 2-LHPR-SID-11 - 2	13 JUL 2023
AD 2-LHBP - 25	13 JUL 2023	AD 2-LHDC - 8	23 MAR 2023	AD 2-LHPR-SID-29 - 1	13 JUL 2023
AD 2-LHBP - 26	13 JUL 2023	AD 2-LHDC - 9	23 MAR 2023	AD 2-LHPR-SID-29 - 2	13 JUL 2023
AD 2-LHBP - 27	13 JUL 2023	AD 2-LHDC - 10	23 MAR 2023	AD 2-LHPR-ILS/LOC-29 - 1	14 JUL 2022
AD 2-LHBP - 28	13 JUL 2023	AD 2-LHDC - 11	23 MAR 2023	AD 2-LHPR-ILS/LOC-29 - 2	14 JUL 2022
AD 2-LHBP - 29	13 JUL 2023	AD 2-LHDC - 12	23 MAR 2023	AD 2-LHPR-RNP-11 - 1	14 JUL 2022
AD 2-LHBP - 30	13 JUL 2023	AD 2-LHDC-ADC - 1	25 APR 2019	AD 2-LHPR-RNP-11 - 2	14 JUL 2022
AD 2-LHBP - 31	13 JUL 2023	AD 2-LHDC-ADC - 2	25 APR 2019	AD 2-LHPR-RNP-29 - 1	14 JUL 2022
AD 2-LHBP - 32	13 JUL 2023	AD 2-LHDC-AOCA-04R22L - 1	25 APR 2019	AD 2-LHPR-RNP-29 - 2	14 JUL 2022
AD 2-LHBP - 33	13 JUL 2023	AD 2-LHDC-AOCA-04R22L - 2	25 APR 2019	AD 2-LHPR-VOR-11 - 1	14 JUL 2022
AD 2-LHBP - 34	13 JUL 2023	AD 2-LHDC-SID-04R - 1	12 AUG 2021	AD 2-LHPR-VOR-11 - 2	14 JUL 2022
AD 2-LHBP - 35	13 JUL 2023	AD 2-LHDC-SID-04R - 2	12 AUG 2021	AD 2-LHPR-VOR-29 - 1	14 JUL 2022
AD 2-LHBP - 36	13 JUL 2023	AD 2-LHDC-SID-22L - 1	12 AUG 2021	AD 2-LHPR-VOR-29 - 2	14 JUL 2022
AD 2-LHBP-ADC - 1	13 JUL 2023	AD 2-LHDC-SID-22L - 2	12 AUG 2021	AD 2-LHPR-VAC - 1	23 MAR 2023
AD 2-LHBP-ADC - 2	13 JUL 2023	AD 2-LHDC-STAR-04R22L - 1	12 AUG 2021	AD 2-LHPR-VAC - 2	23 MAR 2023
AD 2-LHBP-TAXI-ARR - 1	13 JUL 2023	AD 2-LHDC-STAR-04R22L - 2	12 AUG 2021	AD 2-LHSM - 1	13 JUL 2023
AD 2-LHBP-TAXI-ARR - 2	13 JUL 2023	AD 2-LHDC-ILS/LOC-04R - 1	12 AUG 2021	AD 2-LHSM - 2	13 JUL 2023
AD 2-LHBP-TAXI-DEP - 1	13 JUL 2023	AD 2-LHDC-ILS/LOC-04R - 2	12 AUG 2021	AD 2-LHSM - 3	01 DEC 2022
AD 2-LHBP-TAXI-DEP - 2	13 JUL 2023	AD 2-LHDC-NDB-22L - 1	12 AUG 2021	AD 2-LHSM - 4	01 DEC 2022
AD 2-LHBP-PDC/1 - 1	13 JUL 2023	AD 2-LHDC-NDB-22L - 2	12 AUG 2021	AD 2-LHSM - 5	19 MAY 2022
AD 2-LHBP-PDC/1 - 2	13 JUL 2023	AD 2-LHDC-RNP-04R - 1	12 AUG 2021	AD 2-LHSM - 6	19 MAY 2022
AD 2-LHBP-PDC/2 - 1	13 JUL 2023	AD 2-LHDC-RNP-04R - 2	12 AUG 2021	AD 2-LHSM - 7	13 JUL 2023
AD 2-LHBP-PDC/2 - 2	13 JUL 2023	AD 2-LHDC-RNP-22L - 1	12 AUG 2021	AD 2-LHSM - 8	13 JUL 2023
AD 2-LHBP-PDC/3 - 1	13 JUL 2023	AD 2-LHDC-RNP-22L - 2	12 AUG 2021	AD 2-LHSM - 9	13 JUL 2023
AD 2-LHBP-PDC/3 - 2	13 JUL 2023	AD 2-LHDC-VAC - 1	14 JUL 2022	AD 2-LHSM - 10	13 JUL 2023
AD 2-LHBP-PDC/4 - 1	13 JUL 2023	AD 2-LHDC-VAC - 2	14 JUL 2022	AD 2-LHSM-ADC - 1	12 AUG 2021
AD 2-LHBP-PDC/4 - 2	13 JUL 2023	AD 2-LHNY - 1	01 DEC 2022	AD 2-LHSM-ADC - 2	12 AUG 2021
AD 2-LHBP-AOCA-13L31R - 1	28 JAN 2021	AD 2-LHNY - 2	01 DEC 2022	AD 2-LHSM-AOCA-1634 - 1	01 DEC 2022
AD 2-LHBP-AOCA-13L31R - 2	28 JAN 2021	AD 2-LHNY - 3	22 APR 2021	AD 2-LHSM-AOCA-1634 - 2	01 DEC 2022
AD 2-LHBP-AOCA-13R31L - 1	28 JAN 2021	AD 2-LHNY - 4	22 APR 2021	AD 2-LHSM-SID-16 - 1	12 AUG 2021
AD 2-LHBP-AOCA-13R31L - 2	28 JAN 2021	AD 2-LHNY - 5	24 MAR 2022	AD 2-LHSM-SID-16 - 2	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 1	13 JUL 2023	AD 2-LHNY - 6	24 MAR 2022	AD 2-LHSM-SID-34 - 1	12 AUG 2021
AD 2-LHBP-PATC-13L31R - 2	13 JUL 2023	AD 2-LHNY - 7	23 MAR 2023	AD 2-LHSM-SID-34 - 2	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 1	13 JUL 2023	AD 2-LHNY - 8	23 MAR 2023	AD 2-LHSM-ILS/LOC-16 - 1	12 AUG 2021
AD 2-LHBP-PATC-13R31L - 2	13 JUL 2023	AD 2-LHNY - 9	01 DEC 2022	AD 2-LHSM-ILS/LOC-16 - 2	12 AUG 2021
AD 2-LHBP-SID-13L - 1	27 JAN 2022	AD 2-LHNY - 10	01 DEC 2022	AD 2-LHSM-NDB-16 - 1	12 AUG 2021
AD 2-LHBP-SID-13L - 2	27 JAN 2022	AD 2-LHNY-ADC - 1	22 APR 2021	AD 2-LHSM-NDB-16 - 2	12 AUG 2021
AD 2-LHBP-SID-13R - 1	27 JAN 2022	AD 2-LHNY-ADC - 2	22 APR 2021	AD 2-LHSM-NDB-34 - 1	12 AUG 2021
AD 2-LHBP-SID-13R - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-18 - 1	24 MAR 2022	AD 2-LHSM-NDB-34 - 2	12 AUG 2021
AD 2-LHBP-SID31L - 1	06 OCT 2022	AD 2-LHNY-RNP-Y-18 - 2	24 MAR 2022	AD 2-LHSM-RNP-16 - 1	12 AUG 2021
AD 2-LHBP-SID31L - 2	06 OCT 2022	AD 2-LHNY-RNP-Z-18 - 1	24 MAR 2022	AD 2-LHSM-RNP-16 - 2	12 AUG 2021
AD 2-LHBP-SID31R - 1	27 JAN 2022	AD 2-LHNY-RNP-Z-18 - 2	24 MAR 2022	AD 2-LHSM-RNP-34 - 1	12 AUG 2021
AD 2-LHBP-SID31R - 2	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 1	24 MAR 2022	AD 2-LHSM-RNP-34 - 2	12 AUG 2021
AD 2-LHBP-STAR-13L13R - 1	27 JAN 2022	AD 2-LHNY-RNP-Y-36 - 2	24 MAR 2022	AD 2-LHSM-VAC - 1	14 JUL 2022
AD 2-LHBP-STAR-13L13R - 2	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 1	24 MAR 2022	AD 2-LHSM-VAC - 2	14 JUL 2022
AD 2-LHBP-STAR-31L31R - 1	27 JAN 2022	AD 2-LHNY-RNP-Z-36 - 2	24 MAR 2022	AD 2-LHUD - 1	13 JUL 2023
AD 2-LHBP-STAR-31L31R - 2	27 JAN 2022	AD 2-LHNY-VAC - 1	06 OCT 2022	AD 2-LHUD - 2	13 JUL 2023
AD 2-LHBP-TMA - 1	24 MAR 2022	AD 2-LHNY-VAC - 2	06 OCT 2022	AD 2-LHUD - 3	01 DEC 2022
AD 2-LHBP-TMA - 2	24 MAR 2022	AD 2-LHPP - 1	19 MAY 2022	AD 2-LHUD - 4	01 DEC 2022
AD 2-LHBP-HLDG - 1	28 JAN 2021	AD 2-LHPP - 2	19 MAY 2022	AD 2-LHUD - 5	06 DEC 2018
AD 2-LHBP-HLDG - 2	28 JAN 2021	AD 2-LHPP - 3	01 DEC 2022	AD 2-LHUD - 6	06 DEC 2018
AD 2-LHBP-ATCSMAC - 1	28 JAN 2021	AD 2-LHPP - 4	01 DEC 2022	AD 2-LHUD - 7	01 DEC 2022
AD 2-LHBP-ATCSMAC - 2	28 JAN 2021	AD 2-LHPP - 5	14 JUL 2022	AD 2-LHUD - 8	01 DEC 2022
AD 2-LHBP-ILS/LOC-13L - 1	06 OCT 2022	AD 2-LHPP - 6	14 JUL 2022	AD 2-LHUD-ADC - 1	01 DEC 2022
AD 2-LHBP-ILS/LOC-13L - 2	06 OCT 2022	AD 2-LHPP - 7	01 DEC 2022	AD 2-LHUD-ADC - 2	01 DEC 2022
AD 2-LHBP-ILS/LOC-13R - 1	06 OCT 2022	AD 2-LHPP - 8	01 DEC 2022	AD 2-LHUD-AOCA-16R34L - 1	22 APR 2021
AD 2-LHBP-ILS/LOC-13R - 2	06 OCT 2022	AD 2-LHPP-ADC - 1	30 JAN 2020	AD 2-LHUD-AOCA-16R34L - 2	22 APR 2021
AD 2-LHBP-ILS/LOC-31L - 1	06 OCT 2022	AD 2-LHPP-ADC - 2	30 JAN 2020	AD 2-LHUD-VAC - 1	14 JUL 2022
AD 2-LHBP-ILS/LOC-31L - 2	06 OCT 2022	AD 2-LHPP-AOCA-1634 - 1	01 DEC 2022	AD 2-LHUD-VAC - 2	14 JUL 2022
AD 2-LHBP-ILS/LOC-31R - 1	06 OCT 2022	AD 2-LHPP-AOCA-1634 - 2	01 DEC 2022		
AD 2-LHBP-ILS/LOC-31R - 2	06 OCT 2022	AD 2-LHPP-ILS/LOC-34 - 1	30 JAN 2020		
AD 2-LHBP-RNP-13L - 1	06 OCT 2022	AD 2-LHPP-ILS/LOC-34 - 2	30 JAN 2020		
AD 2-LHBP-RNP-13L - 2	06 OCT 2022	AD 2-LHPP-NDB-16 - 1	30 JAN 2020		
AD 2-LHBP-RNP-13R - 1	06 OCT 2022	AD 2-LHPP-NDB-16 - 2	30 JAN 2020		
AD 2-LHBP-RNP-13R - 2	06 OCT 2022	AD 2-LHPP-RNP-16 - 1	05 NOV 2020		
AD 2-LHBP-RNP-31L - 1	06 OCT 2022	AD 2-LHPP-RNP-16 - 2	05 NOV 2020		
AD 2-LHBP-RNP-31L - 2	06 OCT 2022	AD 2-LHPP-RNP-34 - 1	05 NOV 2020		
AD 2-LHBP-RNP-Y-31R - 1	06 OCT 2022	AD 2-LHPP-RNP-34 - 2	05 NOV 2020		
AD 2-LHBP-RNP-Y-31R - 2	06 OCT 2022	AD 2-LHPP-VAC - 1	06 OCT 2022		
AD 2-LHBP-RNP-Z-31R - 1	06 OCT 2022	AD 2-LHPP-VAC - 2	06 OCT 2022		
AD 2-LHBP-RNP-Z-31R - 2	06 OCT 2022	AD 2-LHPR - 1	13 JUL 2023		
AD 2-LHBP-VOR-13L - 1	06 OCT 2022	AD 2-LHPR - 2	13 JUL 2023		
AD 2-LHBP-VOR-13L - 2	06 OCT 2022	AD 2-LHPR - 3	23 MAR 2023		
AD 2-LHBP-VOR-31R - 1	06 OCT 2022	AD 2-LHPR - 4	23 MAR 2023		
AD 2-LHBP-VOR-31R - 2	06 OCT 2022	AD 2-LHPR - 5	27 JAN 2022		
AD 2-LHBP-VAC - 1	23 MAR 2023	AD 2-LHPR - 6	27 JAN 2022		
AD 2-LHBP-VAC - 2	23 MAR 2023	AD 2-LHPR - 7	01 DEC 2022		
AD 2-LHDC - 1	23 MAR 2023	AD 2-LHPR - 8	01 DEC 2022		
AD 2-LHDC - 2	23 MAR 2023	AD 2-LHPR-ADC - 1	04 NOV 2021		
AD 2-LHDC - 3	23 MAR 2023	AD 2-LHPR-ADC - 2	04 NOV 2021		
AD 2-LHDC - 4	23 MAR 2023	AD 2-LHPR-AOCA-1129 - 1	01 DEC 2022		

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0.1 PREFACE	GEN 0.1 - 1
1. Name of the publishing organisation	GEN 0.1 - 1
2. Applicable ICAO documents	GEN 0.1 - 1
3. Publication Media	GEN 0.1 - 1
4. The AIP structure and established regular amendment interval	GEN 0.1 - 1
5. Copyright policy	GEN 0.1 - 2
6. Service to contact in case of detected AIP errors or omissions	GEN 0.1 - 2
GEN 0.2 RECORD OF AIP AMENDMENTS	GEN 0.2 - 1
GEN 0.3 RECORD OF AIP SUPPLEMENTS	GEN 0.3 - 1
GEN 0.4 CHECKLIST OF AIP PAGES	GEN 0.4 - 1
GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP	GEN 0.5 - 1
GEN 0.6 TABLE OF CONTENTS TO PART 1	GEN 0.6 - 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES	GEN 1.1 - 1
1. Aviation Authorities	GEN 1.1 - 1
2. Meteorology	GEN 1.1 - 1
3. Customs	GEN 1.1 - 2
4. Frontier Guard	GEN 1.1 - 2
5. Health	GEN 1.1 - 2
6. Enroute charges	GEN 1.1 - 2
7. Agricultural quarantine - Veterinary Hygiene	GEN 1.1 - 3
8. Aircraft accident investigation	GEN 1.1 - 3
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2 - 1
1. General	GEN 1.2 - 1
2. International Scheduled Flights	GEN 1.2 - 4
3. International Non-Scheduled Flights	GEN 1.2 - 7
4. Approval of Private Flights	GEN 1.2 - 10
5. Public Health Measures	GEN 1.2 - 11
6. Approval of State Flights	GEN 1.2 - 11
GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3 - 1
1. Customs Regulations	GEN 1.3 - 1
2. Immigration requirements	GEN 1.3 - 1
3. Public health regulations	GEN 1.3 - 1
4. Security regulations	GEN 1.3 - 1
GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4 - 1
1. Customs requirements concerning cargo and other articles	GEN 1.4 - 1
2. Agricultural quarantine requirements	GEN 1.4 - 1
3. Veterinary Hygiene requirements	GEN 1.4 - 1
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5 - 1
1. General	GEN 1.5 - 1
2. Special equipment to be carried	GEN 1.5 - 1
3. Equipment to be carried on all types of flight	GEN 1.5 - 1
4. Radio equipment requirements	GEN 1.5 - 1
5. Requirements for FM Broadcast Immunity of airborne receivers	GEN 1.5 - 1
6. RVSM operation	GEN 1.5 - 1
7. ACAS II REQUIREMENTS	GEN 1.5 - 2
8. Mode S Procedures – Display of Downlinked Aircraft Parameters (DAPs)	GEN 1.5 - 2
GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6 - 1
1. Legal acts of the European Union	GEN 1.6 - 1
2. National regulations	GEN 1.6 - 2
3. International agreements	GEN 1.6 - 6
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7 - 1

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1 - 1
1. Units of measurement	GEN 2.1 - 1
2. Temporal reference system	GEN 2.1 - 1
3. Horizontal reference system	GEN 2.1 - 1
4. Vertical reference system	GEN 2.1 - 2
5. Aircraft nationality and registration marks	GEN 2.1 - 2
6. Public Holidays	GEN 2.1 - 2
GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2 - 1
GEN 2.3 CHART SYMBOLS	GEN 2.3 - 1
1. General symbols	GEN 2.3 - 1
2. Miscellaneous	GEN 2.3 - 3
GEN 2.4 LOCATION INDICATORS	GEN 2.4 - 1
GEN 2.5 LIST OF RADIONAVIGATION AIDS	GEN 2.5 - 1
GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6 - 1
1. Nautical miles and kilometres and vice versa	GEN 2.6 - 1
2. Feet and metres and vice versa	GEN 2.6 - 1
3. Decimal minutes of arc and seconds of arc and vice versa	GEN 2.6 - 2
4. Other conversions	GEN 2.6 - 3
GEN 2.7 SUNRISE/SUNSET	GEN 2.7 - 1
1. Sunrise, Sunset and Civil Twilight	GEN 2.7 - 1

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES	GEN 3.1 - 1
1. Responsible service	GEN 3.1 - 1
2. Area of responsibility	GEN 3.1 - 1
3. Aeronautical publications	GEN 3.1 - 1
4. AIRAC system	GEN 3.1 - 3
5. Pre-flight information service at aerodromes/heliports	GEN 3.1 - 3
6. Digital data sets	GEN 3.1 - 4
GEN 3.2 AERONAUTICAL CHARTS	GEN 3.2 - 1
1. Responsible Service(s)	GEN 3.2 - 1
2. Maintenance of Charts	GEN 3.2 - 1
3. Purchase Arrangements	GEN 3.2 - 1
4. Aeronautical Chart Series Available	GEN 3.2 - 1
5. List of Aeronautical Charts Available	GEN 3.2 - 5
6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000	GEN 3.2 - 8
7. Topographical charts	GEN 3.2 - 9
8. Corrections to charts not contained in the AIP	GEN 3.2 - 9
GEN 3.3 AIR TRAFFIC SERVICES (ATS)	GEN 3.3 - 1
1. Responsible Service	GEN 3.3 - 1
2. Area of Responsibility	GEN 3.3 - 1
3. Types of Services	GEN 3.3 - 1
4. Coordination Between the Operator and ATS	GEN 3.3 - 2
5. Minimum Flight Altitude	GEN 3.3 - 2
6. ATS Units Address List	GEN 3.3 - 2
GEN 3.4 COMMUNICATION SERVICES	GEN 3.4 - 1
1. Responsible service	GEN 3.4 - 1
2. Area of Responsibility	GEN 3.4 - 1
3. Types of Service	GEN 3.4 - 1
4. Requirements and Conditions	GEN 3.4 - 5
5. Miscellaneous	GEN 3.4 - 5
GEN 3.5 METEOROLOGICAL SERVICES	GEN 3.5 - 1
1. Responsible service	GEN 3.5 - 1
2. Area of responsibility	GEN 3.5 - 1
3. Meteorological observations and reports	GEN 3.5 - 2
4. Types of services	GEN 3.5 - 7
5. Notification required from operators	GEN 3.5 - 9
6. Aircraft reports	GEN 3.5 - 9
7. VOLMET service	GEN 3.5 - 9
8. SIGMET and AIRMET service	GEN 3.5 - 10
9. Other automated meteorological services	GEN 3.5 - 11

GEN 3.6 SEARCH AND RESCUE (SAR)	GEN 3.6 - 1
1. Responsible service(s)	GEN 3.6 - 1
2. Area of responsibility	GEN 3.6 - 2
3. Types of service	GEN 3.6 - 2
4. SAR agreements	GEN 3.6 - 2
5. Conditions of availability	GEN 3.6 - 3
6. Procedures and signals used	GEN 3.6 - 3

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES (ANS)

GEN 4.1 AERODROME/HELIPORT CHARGES	GEN 4.1 - 1
1. Budapest Liszt Ferenc International Airport	GEN 4.1 - 1
2. Debrecen	GEN 4.1 - 1
3. Nyiregyháza	GEN 4.1 - 1
4. Pécs / Pogány	GEN 4.1 - 2
5. Győr / Pér	GEN 4.1 - 2
6. Hévíz / Balaton	GEN 4.1 - 2
7. Szeged	GEN 4.1 - 2
GEN 4.2 AIR NAVIGATION SERVICES CHARGES	GEN 4.2 - 1
1. Introduction	GEN 4.2 - 1
2. Principles	GEN 4.2 - 1
3. Exemptions from payment of air navigation charges	GEN 4.2 - 1
4. En-route Charges	GEN 4.2 - 1
5. Conditions of Application of the EURCONTROL Route Charges System and Condition of Payment	GEN 4.2 - 2
6. EN ROUTE CHARGING ZONES	GEN 4.2 - 2
7. Unit Rates Applicable from 01st January 2018 are Published on EUROCONTROL Website:	GEN 4.2 - 2
8. Terminal Navigation Charge	GEN 4.2 - 2

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

+: Abbreviations annotated by "+" are not included in ICAO Doc 8400.

†: When radiotelephony is used, the abbreviations and terms annotated by "†", are transmitted as spoken words.

‡: When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

"*" Signal is also available for use in communicating with stations of the maritime mobile service.

"#" "Signal for use in the teletypewriter service only.

A

A	Amber
AAA	(Or AAB, AAC... etc. in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
AAR	Air to air refuelling
A2A	+Amplitude modulation, Designation of emissions
A3E	+Amplitude modulation, Designation of emissions
A8W	+Amplitude modulation, Designation of emissions
A9W	+Amplitude modulation, Designation of emissions
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altostratus
ACARS	†(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system
ACAS	†Airborne collision avoidance system
ACC	‡Area control centre or area control
ACCC	+Air Command and Control Centre
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACL	+ATC clearances and instructions
ACM	+ATC communications management
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	‡Automatic direction finding equipment
ADIZ	†(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS	+Automatic dependent surveillance
ADS	*The address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)

ADS-B	‡Automatic dependent surveillance — broadcast
ADS-C	‡Automatic dependent surveillance — contract
ADSU	Automatic dependent surveillance unit
ADQ	+Aeronautical Data Quality
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After ... (time or place)
AFTN	‡Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services interfacility data communications
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	†Air-report
AIRMET	†Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	†Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMC	+ATC microphone check
AMC	+Acceptable Means of Compliance
AMD	Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>)
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical Chart - 1:500 000 ... (followed by name/title)
ANCS	Aeronautical Navigation Chart Small Scale ... (followed by name/title and scale)
ANS	Answer
AO	+Aircraft Operators
AOC	Aerodrome obstacle chart ... (followed by type and name / title)
AOC	+Air Operation Centre
AOC	+Air Operator Certificate – according to EC Regulation 965/2012
AOCC	+Airport Operations Control Centre
AOO	+Airfield Operations Officer
AOR	+Area of responsibility
AP	Airport
APAPI	†(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart ... (followed by name/title)
APN	Apron

AIP HUNGARY

APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APU	Auxiliary Power Unit
APV	Approach procedure with vertical guidance
APV	+Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASAP	As soon as possible
ASARAS	+Air Search and Rescue Alert Service
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASMGCS	+Advanced Surface Movement Guidance and Control System
ASPEEDL	+Airspeed loss
ASPH	Asphalt
AT	At ... (followed by time at which weather change is forecast to occur)
ATA	‡Actual time of arrival
ATC	‡Air Traffic Control (in general)
ATCC	+Air Traffic Control Centre
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart ... (followed by name/title)
ATD	‡Actual time of departure
ATFCM	+Air traffic flow and capacity management
ATFM	Air traffic flow management
ATFMP	+Air traffic flow management position
ATFMU	+Air traffic flow management unit
ATIS	†(to be pronounced "AY-TIS") Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	+Allied Tactical Publication
ATP	At ... (time or place)
ATS	Air traffic services
ATSU	+Air traffic service unit
ATTN	Attention
AT-VASIS	†(to be pronounced "AY-TEE-VASIS") Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	†Aviation gasoline

AWOS	Automated weather observation system
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV	†(to be pronounced "BAA-RO-VEENAV") Barometric vertical navigation
BASE	†Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BIP	+Border Inspection Point
BKN	Broken
BL	Blowing ... (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BoMCT	+Beginning of morning civil twilight
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
B-RNAV	+Basic area navigation
BS	Commercial broadcasting station
BSRF	+Bird Strike Reporting Form
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

C

C	... Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or civil aviation administration
CAT	Category
CAT	Clear air turbulence
CAVOK	†(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions
CB	‡(to be pronounced "CEE-BEE") Cumulonimbus
CC	Cirrocumulus
CC	+Condition Code
CCA	(or CCB, CCC... etc., in sequence) Corrected meteorological message (message type designator)
CCO	Continuous climb operations
CD	Candela
CDN	Coordination (message type designator)
CDO	Continuous descent operations
CDR	Conditional Route
CEATS	+Central European Air Traffic Services
CET	+Central European Time
CF	Change frequency to...
CF	Course to a fix
CFM	*Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CH	#This is a channel – continuity - check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal)
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	†Common ICAO data interchange network
CIT	+Near or over large towns
CITES	+Convention on International Trade in Endangered Species of Wild Fauna and Flora
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to ... or clearance
CLRD	Runway(s) cleared (used in METAR/SPECI)
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed

CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	‡Controller-pilot data link communications
CPL	Current flight plan (message type designator)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRP	Compulsory reporting point
CRZ	Cruise
CS	Cirrostratus
CS	Call sign
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTOT	+Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area ... (followed by identification)
DA	Decision altitude
DAM	+Duty Airside Manager
DAP	+Downlinked Aircraft Parameter
D - ATIS	†(to be pronounced "DEE – ATIS") Data link automatic terminal information service
D - VOLMET	Data link VOLMET
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	*From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination
DETRESFA	†Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder

AIP HUNGARY

DFTI	Distance from touch down indicator
DGCA	+Director General of Civil Aviation
DH	Decision height
DHDG	+Downlinked Magnetic Heading
DIAS	+Downlinked Indicated Air Speed
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DMACH	+Downlinked Mach Number
DME	‡Distance measuring equipment
DNG	Danger or dangerous
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting ... (followed by DU = dust, SA = sand or SN = snow)
DRC	+Downlinked Rate of Climb/Descend
DRG	During
DS	Duststorm
DSB	Double sideband
DSFL	+Downlinked Selected Flight Level
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	#This is a duplicate message (to be used in AFS as a procedure signal)
DUR	Duration
DVD	+Digital Versatile Disc
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
EASA	+European Aviation Safety Agency
EAT	Expected approach time
EB	Eastbound
ECAA	+European Common Aviation Area
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	#Error (to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFTA	+European Free Trade Association
EGM	+Earth Gravitational Model 1996
EFIS	†(to be pronounced “EE-FIS”) Electronic flight instrument system
EGNOS	†(to be pronounced “EGG-NOS”) European geostationary navigation overlay service
EHF	Extremely high frequency (30 000 to 300 000 MHZ)
EHS	+Enhanced Surveillance
ELBA	†Emergency location beacon — aircraft
ELEV	Elevation
ELR	Extra long range
ELS	+Elementary Surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
EN	+English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	En route chart ... (followed by name/title)
EOBT	Estimated off-block time
EoECT	+End of evening civil twilight
EQN	Equatorial latitudes northern hemisphere
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
ER	*Here...or herewith
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA	*‡Estimated time of arrival or estimating arrival
ETD	‡Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EU	+European Union
EUR	+Euros
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

AIP HUNGARY

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FANS	+Future Data Link
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FAWP	+Final approach waypoint
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBLRA = light rain)
FC	Funnel cloud (tornado or waterspout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FFR	+Flood, Fire, Relief
FG	Fog
FIC	Flight information centre
FIR	±Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM	From ... (followed by time at which weather change is forecast to begin)
FMP	+Flow management position
FMC	Flight management computer
FMS	±Flight management system
FMU	Flow management unit
FNA	Final approach
FOD	+Foreign Object Debris
FPAP	Flight path alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	+Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	†Front (relating to weather)
FROST	†Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing

FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FUA	+Flexible use of airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G	Variations from the mean wind speed (gusts) ... (followed by figures in METAR/SPECI and TAF)
GA	General aviation
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	†GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GAT	+General air traffic
GBAS	†(to be pronounced "GEE-BAS") Ground-based augmentation system
GCA	‡Ground controlled approach system or ground controlled approach
GDCA	+General Directorate of Civil Aviation
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	†(to be pronounced "GLO-NAS") Global orbiting navigation satellite system
GLS	‡GBAS landing system
GMC	Ground movement chart ... (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	‡Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	‡Global positioning system
GPU	Ground power unit
GPWS	‡Ground proximity warning system
GR	Hail
GRAS	†(to be pronounced "GRASS") Ground-based regional augmentation system
GRASS	Grass landing area
GRF	+Global Reporting Format
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRN	+Green
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

AIP HUNGARY

H

H	High pressure area or the centre of high pressure
H	Significant wave height ... (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCH	Heliport crossing height
HDF	High frequency direction-finding station
HDFC	+Hungarian Defence Forces Command
HDG	Heading
HEL	Helicopter
HF	Holding/racetrack to a fix
HF	±High frequency (3 000 to 30 000 KHZ)
HGT	Height or height above
HIAL	+High intensity approach lights
HIRL	+High intensity runway lights
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNG	+Hungarian or Hungary
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
HU	+Hungarian
HUD	Head-up display
HUF	+Hungarian Forints
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVYRA = heavy rain)
HWS	+Horizontal wind shear
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I	
IAC	Instrument approach chart ... (followed by name/title)
IAF	Initial approach fix
IAIP	+Integrated Aeronautical Information Package
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IATA	+International Air Transport Association
IBN	Identification beacon
IC	+Ice crystals (very small ice crystals in suspension, also known as diamond dust)
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT	†Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFPS	+Integrated initial flight plan processing system
IFR	‡Instrument flight rules
IGA	International general aviation
ILS	‡Instrument landing system
IM	Inner marker
IMC	‡Instrument meteorological conditions
IMG	Immigration
IMI	*Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	†Uncertainty phase
INCORP	Incorporated
INFO	†Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INS	+Inches
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

AIP HUNGARY

J

JAA	+Joint Aviation Authorities
JAN	January
JFC	+Joint Forces Command
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	... Left (preceded by runway designation number to identify a parallel runway)
L	Litre
L	Locator
L	Low pressure area or the centre of low pressure
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LCA	Local or locally or location or located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 KHZ)
LGT	Light or lighting
LGTD	Lighted
LI	+Locator inner
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (used in SIGMET)
LLZ	+Localizer
LM	Locator, middle
LMT	Local mean time
LNAV	†(to be pronounced "EL-NAV") Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	†Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	Last message received by me was(to be used in AFS as a procedure signal)
LRG	Long range
LS	Last message sent by me was ... or Last message was... (to be used in AFS as a procedure signal)
LT	+Local Time
LTA	Lower control area

LTD	Limited
LTF	+Land line telephone
LTP	Landing threshold point
LTT	+Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LVP	Low Visibility Procedures
LYR	Layer or layered

M

M	... Metres (preceded by figures)
M	Mach number ... (followed by figures)
M	Minimum value of runway visual range ... (followed by figures in METAR/SPECI)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	+Manual A1 simplex
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDD	+Main Duty Department
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye-height over threshold (for visual approach slope indicator systems)
MET	†Meteorological or meteorology
METAR	†Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3 000 KHZ)
MHA	Minimum holding altitude
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MI	+Ministry of the Interior
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	*Minutes
MIS	Missing ... (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	‡Microwave landing system
MM	Middle marker
MNH	Middle latitudes northern hemisphere
MMO	+Main Meteorological Office
MNM	Minimum

AIP HUNGARY

MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	†(to be pronounced “EM-SAS”) Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	#Message ... (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
MTMA	+Military TMA
MTOW	+Maximum take-off weight
MTSAT	+Multifunctional transport satellite
MTU	Metric units
MTW	Mountain waves
MVA	+Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N	
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or Northern latitude
NADP	Noise Abatement Departure Procedure
NAS	+National Ambulance Service
NASARS	+National Air Search and Rescue System
NASC	†National AIS system centre
NAT	North Atlantic
NATO	+North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDGDM	+National Directorate General for Disaster Management
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	*†None or I have nothing to send to you
NLA	+National Light Aviation
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NON	+Designation of non-modulated
NPH	+National Police Headquarters
NONSTD	Non-standard
NOSIG	†No significant change (used in trend-type landing forecasts)
NONFUA	+Not subject to Flexible use of airspace
NOTAM	†A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	‡Normal operating zone
NPA	Non-precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NS	+Non-Scheduled
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	‡No transgression zone
NW	North-west
NWB	North-westbound

AIP HUNGARY

NXT Next

O

OAC Oceanic area control centre
OAS Obstacle assessment surface
OAT +Operational Air Traffic
OBS Observe or observed or observation
OBSC Obscure or obscured or obscuring
OBST Obstacle
OCA Obstacle clearance altitude
OCA Oceanic control area
OCC Occulting (light)
OCH Obstacle clearance height
OCNL Occasional or occasionally
OCS Obstacle clearance surface
OCT October
OFZ Obstacle free zone
OGN Originate (to be used in AFS as a procedure signal)
OHD Overhead
| OIS Obstacle identification surface
OK *We agree or It is correct (to be used in AFS as a procedure signal)
OL +Operating License - according to EC Regulation 1008/2008
OLDI †On-line data interchange
OM Outer marker
OPA Opaque, white type of ice formation
OPC Control indicated is operational control
OPMET †Operational meteorological (information)
OPN Open or opening or opened
OPR Operator or operate or operative or operating or operational
OPS †Operations
O/R On request
ORD Order
OSV Ocean station vessel
OTP On top
OTS Organized track system
OUBD Outbound
OVC Overcast

P

| P Maximum value of wind speed or runway visual range ... (followed by figures in METAR/SPECI and TAF)
P +Private
| P Prohibited area ... (followed by identification)
PA Precision approach
PALS Precision approach lighting system (specify category)
PANS Procedures for air navigation services
PAPI †Precision approach path indicator
PAR ‡Precision approach radar
PARL Parallel
| PATC Precision approach terrain chart ... (followed by name/title)
PAX Passenger(s)
| PBC Performance-based communication
PBN Performance-based navigation
| PBS Performance-based surveillance
PCD Proceed or proceeding
PCL Pilot-controlled lighting
PCN Pavement classification number

PCT	Per cent
PDC	‡Pre-departure clearance
PDC	+Parking and Docking Chart
PDF	+Portable Document Format
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
P2	+Prognostic chart for 200 HPA
P3	+Prognostic chart for 300 HPA
P5	+Prognostic chart for 500 HPA
P7	+Prognostic chart for 700 HPA
P85	+Prognostic chart for 850 HPA
Psw	+Prognostic chart of significant weather
PTrVM	+Prognostic tropopause and maximum wind chart
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PRM	+Persons with reduced mobility
PROB	†Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

AIP HUNGARY

Q

QDL	Do you intend to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to ... free of charge? or I will relay to ... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number ... ? or Cancel telegram number ... (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ... latitude ...longitude (or other indication of position), class ... at ... hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ... degrees at ... hours (to be used in radiotelegraphy as a Q Code)

R

R	... Right (preceded by runway designator number to identify a parallel runway)
R	Rate of turn
R	Red
R	Radial from VOR ... (followed by three figures)
R	Restricted area ... (followed by identification)
R	Runway ... (followed by figures in the METAR/SPECI)
R	*Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAD	+Route Availability Document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	†Receiver autonomous integrity monitoring
RASC	†Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	‡Required communication performance
RCR	+Runway Condition Report
RDH	Reference datum height
RDL	Radial
RDO	Radio
RDOACT	Radioactive

RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REA	+Ready message
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RFC	+Radio facility chart
RFFS	Rescue and fire fighting services
RFP	+Replacement Flight Plan
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	†Rime (used in aerodrome warnings)
RITE	+Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMAC	+Radar minimum altitude chart
RMK	Remark
RMZ	+Radio Mandatory Zone
RNAV	†(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	‡Required navigation performance
ROBEX	†Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPDS	Reference path data selector
RPI	‡Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	*Repeat or I repeat (to be used in AFS as a procedure signal)
RQ	*Request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	‡Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph

AIP HUNGARY

RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	±Runway visual range
RVSM	±Reduced vertical separation minimum (300 m (1 000 ft) between FL 290 and FL 410)
RWY	Runway
S	
S	+Scheduled
S	South or Southern latitude
S	State of the sea ... (followed by figures in METAR/SPECI)
S6	+6-hourly surface synoptic chart
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	†Satellite voice communication
SB	Southbound
SBAS	†(to be pronounced "ESS-BAS") Satellite-based augmentation system
SC	Stratocumulus
SCR	+Schedule Clearance Request
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SEE FRA	+South-East Europe Free Route Airspace
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SERA	+Standardised European Rules of the Air
SEV	Severe (used to qualify icing and turbulence reports)
SFC	Surface
SFT	+Surface Friction Tester
SG	Snow grains
SGL	Signal
SH	Showers ... (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SI	International system of units
SID	†Standard instrument departure
SIF	Selective identification feature
SIG	Significant

SIGMET	†Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMA	+Schedule Movement Advice
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRQ	+Slot request message
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSIM	+Standard Schedules Information Manual
SSR	†Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STANAG	+Standardization Agreement
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable

AIP HUNGARY

SW	South-west
SWB	South-westbound
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWL	+Low Level Significant Weather Chart (Surface - FL 100)
SWM	+Medium Level Significant Weather Chart (FL 100 - FL 250)
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway
T	
T	Temperature
T	... True (preceded by a bearing to indicate reference to True North)
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TA/H	Turn at an altitude/height
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCAC	Tropical cyclone advisory centre
TCAS	+Traffic Collision Avoidance System
TCAS RA	†(to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCO	+Third Country Operators
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area of responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past ... (followed by place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till ... (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone
TN	Minimum temperature ... (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height

TO	To ... (followed by place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary Reserved Airspace
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome).
TS	Thunderstorm ... (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
TSB	+Transportation Safety Bureau
TSUNAMI	†Tsunami (used in aerodrome warnings)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced "TEE –VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	+Taxiway-link
TX	Maximum temperature ... (followed by figures in TAF)
TXL	Taxilane
TXT	*Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

AIP HUNGARY

U

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
U2	+200 HPA chart
U25	+250 HPA chart
U3	+300 HPA chart
U4	+400 HPA chart
U5	+500 HPA chart
U7	+700 HPA chart
U85	+850 HPA chart
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	±Ultra high frequency (300 to 3 000 MHz)
UIC	Upper information centre
UIR	±Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
USD	+US dollars
UTA	Upper control area
UTC	±Coordinated Universal Time
UTM	+Universal Transverse Mercator

V

V	... Variations from the mean wind direction ... (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart ... (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VAT	+Value-added tax
VC	Vicinity of the aerodrome ... (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDL	+VHF Data Link
VER	Vertical
VFR	±Visual flight rules
VHF	±Very high frequency (30 to 300 MHz)
VHO	+Veterinary Hygiene Office

VI	Heading to an intercept
VIP	‡Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 KHZ)
VLR	Very long range
VM	Heading to a manual termination
VMC	‡Visual meteorological conditions
VNAV	†(to be pronounced "VEE-NAV") Vertical navigation
VOL	Volume ... (followed by I, II ...)
VOLMET	†Meteorological information for aircraft in flight
VOR	‡VHF omnidirectional radio range
VORTAC	†VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VSS	+Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility ... (followed by figures in METAR/SPECI and TAF)
VWS	+Vertical wind shear

W

W	West or western longitude
W	White
W	Sea-surface temperature (followed by figures in METAR/SPECI)
WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 ... (followed by name/title)
WAFc	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSPR	Widespread
WE	+Weekend
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WHI	+White
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	†Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WMO	+World Meteorological Organization
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSG	+Worldwide Slot Guidelines
WSPD	Wind speed
WSW	West-south-west
WT	Weight

AIP HUNGARY

WTSPT Waterspout
WWW Worldwide web
WX Weather
WXR Weather radar

X

X Cross
XBAR Crossbar (of approach lighting system)
XNG Crossing
XS Atmospherics

Y

Y Yellow
YCZ Yellow caution zone (runway lighting)
YEL +Yellow
YES *Yes (affirmative) (to be used in AFS as a procedure signal)
YR Your

Z

Z Coordinated Universal Time (in meteorological messages)

THIS PAGE IS INTENTIONALLY LEFT BLANK

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) can't be used in the address component of AFS messages.

ENCODE	
<i>Location</i>	<i>Indicator</i>
ATKAR-GYONGYOSHALASZ	LHAK*
BALATONFURED/FOLDES AIRFIELD	LHJT*
BALATONKERESZTUR	LHBK*
BALLOSZOG	LHBL*
BATONYTERENYE	LHBT*
BEKESCSABA	LHBC
BIHARKERESZTES	LHBI*
BODMER-FELCSUT	LHFC*
BONY	LHBY*
BORGOND/ALBA AIRPORT	LHBD*
BUDAKESZI/FARKASHEGY	LHFH*
BUDAORS	LHBS
BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT	LHBP
BUKFURDO	LHBF*
CEGLED	LHCL*
DAKA	LHDA*
DEBRECEN INTERNATIONAL AIRPORT	LHDC
DUNAKESZI	LHDK*
DUNAUJVAROS	LHDV*
EGER	LHER*
ESZTERGOM	LHEM*
FERTORAKOS/PIUSZ-PUSZTA	LHFP*
FERTOSZENTMIKLOS	LHFM
GODOLLO	LHGD*
GYONGYOS/PIPISHEGY	LHGY*
GYOR/PER	LHPR
GYORUJBARAT	LHGU*
GYURO	LHGR*
HAJDUSZOBOSZLO	LHHO*
HAJMASKER	LHHK*
HARMASHATARHEGY	LHHH*
HEVIZ-BALATON AIRPORT	LHSM
HODMEZOVASARHELY	LHHM*
JAKABSZALLAS	LHJK*
KADARKUT	LHKT*
KALOCSA-FOKTO	LHKA*

DECODE	
<i>Indicator</i>	<i>Location</i>
LHAK*	ATKAR-GYONGYOSHALASZ
LHBA*	PLANGI AIRPORT
LHBC	BEKESCSABA
LHBD*	BORGOND/ALBA AIRPORT
LHBF*	BUKFURDO
LHBI*	BIHARKERESZTES
LHBK*	BALATONKERESZTUR
LHBL*	BALLOSZOG
LHBP	BUDAPEST/LISZT FERENC INTERNATIONAL AIRPORT
LHBS	BUDAORS
LHBT*	BATONYTERENYE
LHBY*	BONY
LHCL*	CEGLED
LHDA*	DAKA
LHDC	DEBRECEN INTERNATIONAL AIRPORT
LHDK*	DUNAKESZI
LHDV*	DUNAUJVAROS
LHEM*	ESZTERGOM
LHER*	EGER
LHFC*	BODMER-FELCSUT
LHFH*	BUDAKESZI/FARKASHEGY
LHFM	FERTOSZENTMIKLOS
LHFP*	FERTORAKOS/PIUSZ-PUSZTA
LHGD*	GODOLLO
LHGR*	GYURO
LHGU*	GYORUJBARAT
LHGY*	GYONGYOS/PIPISHEGY
LHHH*	HARMASHATARHEGY
LHHK*	HAJMASKER
LHHM*	HODMEZOVASARHELY
LHHO*	HAJDUSZOBOSZLO
LHJK*	JAKABSZALLAS
LHJT*	BALATONFURED/FOLDES AIRFIELD
LHKA*	KALOCSA-FOKTO
LHKB*	KECEL
LHKD*	KECSKED

ENCODE	
Location	Indicator
KAPOSVAR/KAPOSUJLAK	LHKV*
KECEL	LHKC*
KECSKED	LHKD*
KECSKEMET	LHKE
KISKOROS/AKASZTO	LHKI*
KISKUNFELEGYHAZA	LHKH*
KISKUNHALAS/FUZESPUZSTA	LHKF*
KISKUNLACHAZA	LHKK*
KUNMADARAS	LHKM*
KUTAS/HERTELENDY	LHKU*
LIPOT/SZIGETKOZ	LHLI*
MAKLAR	LHMR*
MATKOPUSZTA	LHMP*
MISKOLC	LHMC*
NAGYKANIZSA	LHNK*
NYIREGYHAZA	LHNY
OCSENY	LHOY*
PAPA	LHPA
PAPKUTAPUSZTA	LHPK*
PECS/POGANY	LHPP
PLANGI AIRPORT	LHBA*
PUSZTACSALAD	LHPC*
PUSZTASZER	LHPS*
PUSZTASZER WEST	LHPW*
SARSZENTMIHALY/URHIDA	LHUH*
SIOFOK/KILITI	LHSK*
SITKE	LHSI*
SURJANY	LHSU*
SZABADSZALLAS/BALAZSPUSZTA	LHSB*
SZARVAS/KAKAHALOM	LHSV*
SZATYMAZ	LHST*
SZEGED	LHUD
SZENTES	LHSZ*
SZENTKIRALYSZABADJA	LHSA*
SZOLNOK	LHSN
SZOLNOK/SZANDASZOLOS	LHSS*
SZOMBATHELY	LHSY*
TAPIOSZENTMARTON	LHTM*
TOKOL	LHTL
VERESEGYHAZ	LHVE*
ZALAEGRSZEG/ANDRASHIDA	LHZA*
ZALAKAROS	LHZK*

DECODE	
Indicator	Location
LHKE	KECSKEMET
LHKF*	KISKUNHALAS/FUZESPUZSTA
LHKH*	KISKUNFELEGYHAZA
LHKI*	KISKOROS/AKASZTO
LHKK*	KISKUNLACHAZA
LHKM*	KUNMADARAS
LHKT*	KADARKUT
LHKU*	KUTAS/HERTELENDY
LHKV*	KAPOSVAR/KAPOSUJLAK
LHLI*	LIPOT/SZIGETKOZ
LHMC*	MISKOLC
LHMP*	MATKOPUSZTA
LHMR*	MAKLAR
LHNK*	NAGYKANIZSA
LHNY	NYIREGYHAZA
LHOY*	OCSENY
LHPA	PAPA
LHPC*	PUSZTACSALAD
LHPK*	PAPKUTAPUSZTA
LHPP	PECS/POGANY
LHPR	GYOR/PER
LHPS*	PUSZTASZER
LHPW*	PUSZTASZER WEST
LHSA*	SZENTKIRALYSZABADJA
LHSB*	SZABADSZALLAS/BALAZSPUSZTA
LHSI*	SITKE
LHSK*	SIOFOK/KILITI
LHSM	HEVIZ-BALATON AIRPORT
LHSN	SZOLNOK
LHSS*	SZOLNOK/SZANDASZOLOS
LHST*	SZATYMAZ
LHSU*	SURJANY
LHSV*	SZARVAS/KAKAHALOM
LHSY*	SZOMBATHELY
LHSZ*	SZENTES
LHTL	TOKOL
LHTM*	TAPIOSZENTMARTON
LHUD	SZEGED
LHUH*	SARSZENTMIHALY/URHIDA
LHVE*	VERESEGYHAZ
LHZA*	ZALAEGRSZEG/ANDRASHIDA
LHZK*	ZALAKAROS

5. LIST OF AERONAUTICAL CHARTS AVAILABLE

All series listed are part of the AIP

Title of series	Scale	Name and/or number	Date of latest revision
Aeronautical Chart - ICAO	1:500 000	Hungary 2252-B 2251A	24 MAR 2022
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	23 MAR 2023
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	23 MAR 2023
South East Europe Free Route Airspace (SEE FRA) - Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	23 FEB 2023
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	13 JUL 2023
FIS Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-FIS	06 OCT 2022
Prohibited, Restricted and Danger Areas - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-PRD	24 MAR 2022
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	06 OCT 2022
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	06 OCT 2022
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	01 DEC 2022
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	13 JUL 2023
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	01 DEC 2022
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-ARR	13 JUL 2023
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2 LHBP-TAXI-DEP	13 JUL 2023
	1:10 000	Debrecen AD 2-LHDC-ADC	25 APR 2019
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	22 APR 2021
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	30 JAN 2020
	1:10 000	Győr/Pér AD 2-LHPR-ADC	04 NOV 2021
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	12 AUG 2021

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Szeged	
	1:10 000	AD 2-LHUD-ADC	01 DEC 2022
		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	13 JUL 2023
	1:5 000	AD 2-LHBP-PDC/2	13 JUL 2023
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)	1:5 000	AD 2-LHBP-PDC/3	13 JUL 2023
	1:5 000	AD 2-LHBP-PDC/4	13 JUL 2023
		Budapest/Liszt Ferenc International Airport	
	1:20 000	AD 2-LHBP-AOCA-13L31R	28 JAN 2021
	1:20 000	AD 2-LHBP-AOCA-13R31L	28 JAN 2021
		Debrecen	
	1:15 000	AD 2-LHDC-AOCA-04R22L	25 APR 2019
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1634	01 DEC 2022
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
Precision Approach Terrain Chart - ICAO		Hévíz/Balaton	
	1:20 000	AD 2-LHSM-AOCA-1634	01 DEC 2022
		Szeged	
	1:10 000	AD 2-LHUD-AOCA-16R34L	22 APR 2021
		Budapest/Liszt Ferenc International Airport	
Standard Departure Chart - Instrument (SID) - ICAO	1:2 500	AD 2-LHBP-PATC-13L31R	13 JUL 2023
	1:2 500, 1:5 000	AD 2-LHBP-PATC-13R31L	13 JUL 2023
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-SID-22L	12 AUG 2021
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023
	1:250 000	AD 2-LHPR-SID-29	13 JUL 2023
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-SID-16	12 AUG 2021
	1:250 000	AD 2-LHSM-SID-34	12 AUG 2021
Standard Arrival Chart - Instrument (STAR) - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R	27 JAN 2022

Title of series	Scale	Name and/or number	Date of latest revision
Budapest TMA - Index Chart	1:250 000	Debrecen AD 2-LHDC-STAR-04R22L	12 AUG 2021
	1:700 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-TMA	24 MAR 2022
Holding Procedures - Index Chart	1:700 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-HLDG	28 JAN 2021
	1:700 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ATCSMAC	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO	1:275 000	Békéscsaba AD 2-LHBC-NDB 17L	23 APR 2020
	1:275 000	AD 2-LHBC-NDB 35R	23 APR 2020
Instrument Approach Chart - ICAO	1:275 000	AD 2-LHBC-RNP 17L	05 NOV 2020
	1:275 000	AD 2-LHBC-RNP 35R	05 NOV 2020
	1:300 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ILS/LOC-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-ILS/LOC-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-13R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-31L	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-13L	06 OCT 2022
	1:300 000	AD 2-LHBP-VOR-31R	06 OCT 2022
	1:250 000	Debrecen AD 2-LHDC-ILS/LOC-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-NDB-22L	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-04R	12 AUG 2021
	1:250 000	AD 2-LHDC-RNP-22L	12 AUG 2021
	1:250 000	Nyíregyháza AD 2-LHNY-RNP-Y-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-18	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Y-36	24 MAR 2022
	1:250 000	AD 2-LHNY-RNP-Z-36	24 MAR 2022
	1:250 000	Pécs/Pogány AD 2-LHPP-ILS/LOC-34	30 JAN 2020
	1:250 000	AD 2-LHPP-NDB-16	30 JAN 2020
	1:250 000	AD 2-LHPP-RNP-16	05 NOV 2020
	1:250 000	AD 2-LHPP-RNP-34	05 NOV 2020
		Győr/Pér	

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPR-ILS/LOC-29	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-11	14 JUL 2022
	1:250 000	AD 2-LHPR-RNP-29	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-11	14 JUL 2022
	1:250 000	AD 2-LHPR-VOR-29	14 JUL 2022
		Hévíz/Balaton	
	1:250 000	AD 2-LHSM-ILS/LOC-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-16	12 AUG 2021
	1:250 000	AD 2-LHSM-NDB-34	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-16	12 AUG 2021
	1:250 000	AD 2-LHSM-RNP-34	12 AUG 2021
Visual Approach Chart - ICAO		Békéscsaba	
	1:150 000	AD 2-LHBC-VAC	06 OCT 2022
		Budapest/Liszt Ferenc International Airport	
	1:150 000	AD 2-LHBP-VAC	23 MAR 2023
		Debrecen	
	1:150 000	AD 2-LHDC-VAC	14 JUL 2022
		Nyíregyháza	
	1:150 000	AD 2-LHNY-VAC	06 OCT 2022
		Pécs/Pogány	
	1:150 000	AD 2-LHPP-VAC	06 OCT 2022
		Győr/Pér	
	1:150 000	AD 2-LHPR-VAC	23 MAR 2023
		Hévíz/Balaton	
	1:150 000	AD 2-LHSM-VAC	14 JUL 2022
		Szeged	
	1:150 000	AD 2-LHUD-VAC	14 JUL 2022

6. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000

Aeronautical Chart - ICAO 1:500 000 is produced instead of WAC 1:1 000 000.

7. TOPOGRAPHICAL CHARTS

NIL

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

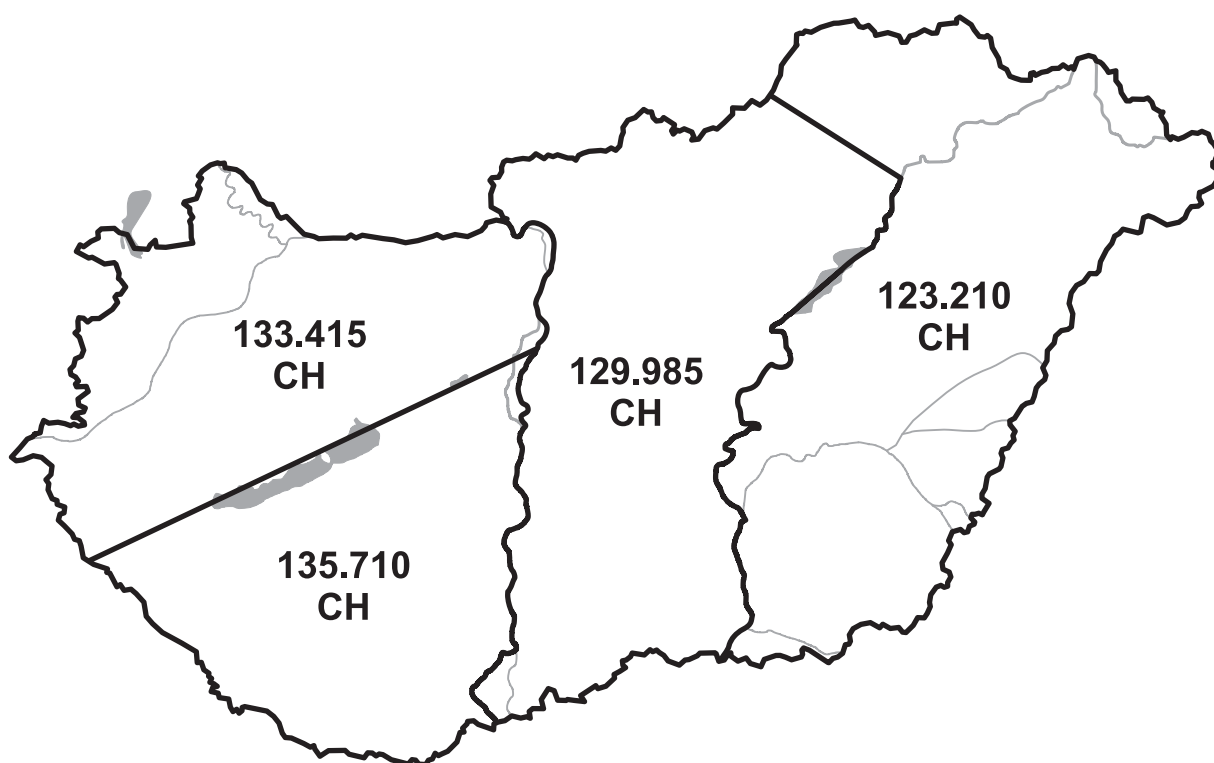
ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0.1	PREFACE	ENR 0.1 - 1
ENR 0.2	RECORD OF AIP AMENDMENTS	ENR 0.2 - 1
ENR 0.3	RECORD OF AIP SUPPLEMENTS	ENR 0.3 - 1
ENR 0.4	CHECK LIST OF AIP PAGES	ENR 0.4 - 1
ENR 0.5	LIST OF HAND AMENDMENTS	ENR 0.5 - 1
ENR 0.6	TABLE OF CONTENTS TO PART 2	ENR 0.6 - 1

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1	GENERAL RULES	ENR 1.1 - 1
1.	GENERAL	ENR 1.1 - 1
2.	Procedures within uncontrolled airspace	ENR 1.1 - 1
3.	Coordination of Flights Requiring Special ATC Handling	ENR 1.1 - 3
4.	General information about UAS operation	ENR 1.1 - 4
ENR 1.2	VISUAL FLIGHT RULES	ENR 1.2 - 1
1.	General rules	ENR 1.2 - 1
2.	Restrictions for VFR flights	ENR 1.2 - 2
ENR 1.3	INSTRUMENT FLIGHT RULES	ENR 1.3 - 1
1.	Rules applicable to all IFR flights	ENR 1.3 - 1
2.	Rules applicable to IFR flights within controlled airspace	ENR 1.3 - 1
3.	Rules applicable to IFR flights outside controlled airspace	ENR 1.3 - 1
4.	Free route airspace (FRA) General Procedures	ENR 1.3 - 2
ENR 1.4	ATS AIRSPACE CLASSIFICATION AND DESCRIPTION	ENR 1.4 - 1
1.4.1.	ATS Airspace Classification	ENR 1.4 - 1
1.4.2.	ATS Airspace Description	ENR 1.4 - 1
ENR 1.5	HOLDING, APPROACH AND DEPARTURE PROCEDURES	ENR 1.5 - 1
1.	General	ENR 1.5 - 1
2.	Arriving Flights	ENR 1.5 - 1
3.	Departing Flights	ENR 1.5 - 1
4.	Other relevant information and procedures	ENR 1.5 - 1
ENR 1.6	ATS SURVEILLANCE SERVICES AND PROCEDURES	ENR 1.6 - 1
1.	Primary Radar	ENR 1.6 - 1
2.	Secondary Surveillance Radar (SSR)	ENR 1.6 - 5
3.	Automatic Dependent Surveillance — Broadcast (ADS-B)	ENR 1.6 - 7
4.	Other relevant information and procedures	ENR 1.6 - 8
ENR 1.7	ALTIMETER SETTING PROCEDURES	ENR 1.7 - 1
1.	Introduction	ENR 1.7 - 1
2.	Basic altimeter setting procedures	ENR 1.7 - 1
3.	Description of altimeter setting region(s)	ENR 1.7 - 2
4.	Procedures applicable to operators (including pilots)	ENR 1.7 - 2
5.	Table of Cruising levels	ENR 1.7 - 2
ENR 1.8	ICAO REGIONAL SUPPLEMENTARY PROCEDURES	ENR 1.8 - 1
ENR 1.9	AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT	ENR 1.9 - 1
1.	General	ENR 1.9 - 1
2.	Responsibilities	ENR 1.9 - 1
3.	Information on Air Traffic Flow And Capacity Management (ATFCM) measures	ENR 1.9 - 2
4.	ATFCM procedures	ENR 1.9 - 2
5.	Use of STS/Indicators in FPLs for ATFCM purposes	ENR 1.9 - 4
6.	Operational data	ENR 1.9 - 4
7.	AIRSPACE MANAGEMENT	ENR 1.9 - 5
ENR 1.10	FLIGHT PLANNING	ENR 1.10 - 1
1.	Procedures for the Submission of a Flight Plan	ENR 1.10 - 1
2.	Repetitive Flight Plan System	ENR 1.10 - 7
3.	Changes to the submitted flight plan	ENR 1.10 - 10
ENR 1.11	ADDRESSING OF FLIGHT PLAN MESSAGES	ENR 1.11 - 1
ENR 1.12	INTERCEPTION OF CIVIL AIRCRAFT	ENR 1.12 - 1
1.	Interception Procedures	ENR 1.12 - 1
2.	Signals for use in the event of interception	ENR 1.12 - 2
3.	Marking applied on Hungarian state aircraft	ENR 1.12 - 5

ENR 1.13 UNLAWFUL INTERFERENCE	ENR 1.13 - 1
1. General	ENR 1.13 - 1
2. Procedures	ENR 1.13 - 1
ENR 1.14 AIR TRAFFIC INCIDENTS	ENR 1.14 - 1
1. Definition of air traffic incidents	ENR 1.14 - 1
2. Use of the "Air Traffic Incident Reporting Form"	ENR 1.14 - 1
3. Reporting procedures (including in-flight procedures)	ENR 1.14 - 1
4. Purpose of reporting and handling of the form	ENR 1.14 - 2
ENR 2 AIR TRAFFIC SERVICES AIRSPACE	
ENR 2.1 FIR, UIR, TMA AND CTA	ENR 2.1 - 1
1. FIR, CTA, TMA	ENR 2.1 - 1
2. Military TMAs AND CTRs (MTMA/MCTR)	ENR 2.1 - 4
ENR 2.2 OTHER REGULATED AIRSPACE	ENR 2.2 - 1
1. RMZ/TMZ airspaces	ENR 2.2 - 1
2. Other types of regulated airspaces	ENR 2.2 - 2
ENR 3 ATS ROUTES	
ENR 3.1 CONVENTIONAL NAVIGATION ROUTES	ENR 3.1 - 1
ENR 3.2 AREA NAVIGATION ROUTES	ENR 3.2 - 1
ENR 3.3 OTHER ROUTES	ENR 3.3 - 1
ENR 3.4 EN-ROUTE HOLDING	ENR 3.4 - 1
1. Holding procedures within Budapest TMA	ENR 3.4 - 1
ENR 4 RADIO NAVIGATION AIDS/SYSTEMS	
ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE	ENR 4.1 - 1
ENR 4.2 SPECIAL NAVIGATION SYSTEMS	ENR 4.2 - 1
ENR 4.3 GLOBAL NAVIGATION SATELITE SYSTEM (GNSS)	ENR 4.3 - 1
ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS	ENR 4.4 - 1
ENR 4.4.1 NAME-CODE DESIGNATORS FOR FRA SIGNIFICANT POINTS	ENR 4.4.1 - 1
ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE	ENR 4.5 - 1
ENR 5 NAVIGATION WARNINGS	
ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 5.1 - 1
1. Prohibited Areas	ENR 5.1 - 1
2. Restricted Areas	ENR 5.1 - 1
3. Danger Areas	ENR 5.1 - 2
ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)	ENR 5.2 - 1
1. Temporary Reserved Airspaces	ENR 5.2 - 1
2. Air defence identification zone	ENR 5.2 - 4
ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS	ENR 5.3 - 1
ENR 5.4 AIR NAVIGATION OBSTACLES	ENR 5.4 - 1
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES	ENR 5.5 - 1
1. Aerobatics area	ENR 5.5 - 1
2. Glider areas	ENR 5.5 - 1
3. Drop zones	ENR 5.5 - 4
ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA	ENR 5.6 - 1
1. Bird migration	ENR 5.6 - 1
2. Areas with sensitive fauna	ENR 5.6 - 1
ENR 6 EN-ROUTE CHARTS	ENR 6 - 1
ENROUTE CHART - ICAO	ENR 6-LHCC-ERC - 1
COMPULSORY AND PLANNABLE LINKS - INDEX CHART (SEE ENR 1.3)	ENR 6-LHCC-LINKS - 2
SOUTH EAST EUROPE FREE ROUTE AIRSPACE (SEE FRA) - INDEX CHART	ENR 6-LHCC-FRA - 1
ATC SECTORS - INDEX CHART	ENR 6-LHCC-SECTOR - 1
FIS SECTORS - INDEX CHART	ENR 6-LHCC-FIS - 1
PROHIBITED, RESTRICTED AND DANGER AREAS	ENR 6-LHCC-PRD - 1
TEMPORARY RESERVED AIRSPACES - INDEX CHART	ENR 6-LHCC-TRA - 1
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART	ENR 6-LHCC-SPORT - 1
AREAS WITH SENSITIVE FAUNA - INDEX CHART	ENR 6-LHCC-FAUNA - 1



3. COORDINATION OF FLIGHTS REQUIRING SPECIAL ATC HANDLING

3.1 General

Aerial work flights requiring special ATC handling in controlled airspace, must be coordinated with Budapest ATCC. 'Aerial work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, technical and calibration flights, etc.

Technical test, calibration (flight inspection) or training flights at or above 10000 FT AMSL shall be planned from 1st of April till 31st of October between 2301-0900 (2201-0800) and from 1st of November till 31st of March between 2301-0900 (2201-0800) and between 1300-2259 (1200-2159). The mission shall be completed by the end of the given time frame.

Only one aerial photo flight will be approved in the Budapest TMA at the same time, on a "first come, first served" basis.

Formation flights in controlled airspace require prior ATC clearance.

3.2 Pre-tactical coordination

Flight plan with the requested flight profile shall be sent electronically to Budapest ATCC to the given e-mail address below, as soon as practicable but not later than the day before the actual flight. In case of photo and aerial work flights, a map of the planned mission trajectory must also be attached.

Email: BLIKDSV-SV@hungarocontrol.hu

A response (approval/refusal/modification) message will be sent to the originator.

3.3 Tactical coordination

Final approval of the flight shall be coordinated with the Supervisor of Budapest ATCC one hour before the EOBT on the following phone number:

Phone: (+361) 296-9122

Alternatively:

Phone: (+36) 30-280-9744

4. GENERAL INFORMATION ABOUT UAS OPERATION

According to Commission Implementing Regulation (EU) 2019/947, UAS operation may be carried out:

- a. as a general rule up to a height of 120 metres above the ground, except in Budapest CTR and specific operations that are permitted by the competent authority;
- b. in Budapest CTR general UAS operations are allowed, but only outside the LHBP No Drone Zone and up to an altitude of 40 metres (132 feet) above the ground without the permission of the competent ATS unit. Such UAS operations are unknown traffic to the competent ATS unit;
- c. in TIZ airspace only with the approval of the airport operator;
- d. in RMZ and TMZ only with the approval of the competent air traffic service provider.

Further information can be found on the UAS Airspace Restrictions page on the following website:
<https://ais-en.hungarocontrol.hu/UASAirspaceRestrictions>

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Category of flight	Route		Message address
IFR	Departing from LHCC FIR		EUCHZMFP
	Arriving to LHCC FIR		EUCBZMFP
	Overflying LHCC FIR		
MIXED	IFR part is in LHCC FIR		EUCHZMFP EUCBZMFP
	VFR part is in LHCC (overflying)		LHBPZEZX LHCCZIZX
	VFR part is in LHCC (departing or arriving)		LHBPZPZX LHBPZEZX LHCCZIZX ADEP/ADES+ZTZX if applicable*
VFR	Overflying LHCC FIR		LHBPZEZX LHCCZIZX
	Arriving LHCC FIR		LHBPZEZX LHCCZIZX ADES+ZTZX if applicable*
	Departing LHCC FIR	ADEP LH.. international flight	LHBPZPZX
		ADEP LH.. domestic flight	
REMARK			
All flights ADEP / ADES LHBP handled by General Aviation Terminal			LHBPZPZX
MIL, OAT Flights			LHBPZPZX LHBPZEZX LHCCZIZX LHCCYWYX MIL AD: LHKEZPZX LHSNZPZX LHPAZPZX
*AFTN addresses			LHBCZTZX LHDCZTZX LHFMZTZX LHNYZTZX LHPPZTZX LHPRZTZX LHSMZTZX LHTLZTZX LHUDZTZX LHKEZTZX LHPAZTZX LHSNZTZX LHBSZTZX

THIS PAGE IS INTENTIONALLY LEFT BLANK

[illegible]

THIS PAGE IS INTENTIONALLY LEFT BLANK

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 0.1	PREFACE	AD 0.1 - 1
AD 0.2	RECORD OF AIP AMENDMENTS	AD 0.2 - 1
AD 0.3	RECORD OF AIP SUPPLEMENTS	AD 0.3 - 1
AD 0.4	CHECK LIST OF AIP PAGES	AD 0.4 - 1
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP	AD 0.5 - 1
AD 0.6	TABLE OF CONTENTS TO PART 3	AD 0.6 - 1

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1	AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE	AD 1.1 - 1
1.	General conditions	AD 1.1 - 1
2.	Use of military airbases	AD 1.1 - 1
3.	Low visibility procedures (LVP)	AD 1.1 - 2
4.	Aerodrome operating minima	AD 1.1 - 2
5.	Other information	AD 1.1 - 2
AD 1.2	RESCUE AND FIREFIGHTING SERVICES (RFFSS), RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 1.2 - 1
1.	Rescue and fire fighting services	AD 1.2 - 1
2.	Runway surface condition assessment and reporting, and snow plan	AD 1.2 - 1
AD 1.3	INDEX OF AERODROMES AND HELIPORTS	AD 1.3 - 1
1.	Aerodromes and heliports with reference to AD 2 part	AD 1.3 - 1
2.	Other aerodromes and heliports	AD 1.3 - 2
AD 1.4	GROUPING OF AERODROMES/HELIPORTS	AD 1.4 - 1
1.	INTERNATIONAL AERODROMES	AD 1.4 - 1
2.	COMMERCIAL AERODROMES	AD 1.4 - 1
3.	NATIONAL (PRIVATE) AERODROMES/ HELIPORTS	AD 1.4 - 1
4.	MILITARY AERODROMES	AD 1.4 - 1
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES	AD 1.5 - 1

AD 2 AERODROMES**LHBC BÉKÉSCSABA**

LHBC AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBC - 1
LHBC AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBC - 1
LHBC AD 2.3	OPERATIONAL HOURS	AD 2-LHBC - 1
LHBC AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-LHBC - 2
LHBC AD 2.5	PASSENGER FACILITIES	AD 2-LHBC - 2
LHBC AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBC - 2
LHBC AD 2.7	RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHBC - 2
LHBC AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBC - 3
LHBC AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHBC - 3
LHBC AD 2.10	AERODROME OBSTACLES	AD 2-LHBC - 3
LHBC AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBC - 3
LHBC AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHBC - 4
LHBC AD 2.13	DECLARED DISTANCES	AD 2-LHBC - 5
LHBC AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-LHBC - 5
LHBC AD 2.15	OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHBC - 5
LHBC AD 2.16	HELICOPTER LANDING AREA	AD 2-LHBC - 6
LHBC AD 2.17	AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBC - 6
LHBC AD 2.18	AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBC - 6
LHBC AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-LHBC - 7
LHBC AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-LHBC - 7
LHBC AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-LHBC - 7
LHBC AD 2.22	FLIGHT PROCEDURES	AD 2-LHBC - 7
LHBC AD 2.23	ADDITIONAL INFORMATION	AD 2-LHBC - 7
LHBC AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHBC - 7
LHBC AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBC - 8

AERODROME CHART - ICAO	AD 2-LHBC-ADC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-17L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-NDB-35R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-17L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBC-RNP-35R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBC-VAC - 1

LHBP BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

LHBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHBP - 1
LHBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHBP - 1
LHBP AD 2.3 OPERATIONAL HOURS	AD 2-LHBP - 1
LHBP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHBP - 2
LHBP AD 2.5 PASSENGER FACILITIES	AD 2-LHBP - 2
LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHBP - 3
LHBP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHBP - 3
LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHBP - 3
LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHBP - 5
LHBP AD 2.10 AERODROME OBSTACLES	AD 2-LHBP - 6
LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHBP - 6
LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHBP - 6
LHBP AD 2.13 DECLARED DISTANCES	AD 2-LHBP - 8
LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHBP - 8
LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHBP - 9
LHBP AD 2.16 HELICOPTER LANDING AREA	AD 2-LHBP - 9
LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHBP - 9
LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHBP - 10
LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHBP - 11
LHBP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHBP - 12
1. En route clearance issuance and CTOT-related procedures	AD 2-LHBP - 12
2. Start-up, push-back and power-back procedures	AD 2-LHBP - 12
3. Taxi Procedures	AD 2-LHBP - 13
4. Operation of docking system at Terminal 2A, B	AD 2-LHBP - 16
5. The rules of engine testing	AD 2-LHBP - 17
6. Planning, authorisation and execution of training, calibration, demonstration or certification flights at Budapest Liszt Ferenc International airport	AD 2-LHBP - 19
LHBP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHBP - 20
1. General provisions	AD 2-LHBP - 20
2. Selection of Runway-In-Use	AD 2-LHBP - 21
3. Noise Abatement Arrivals	AD 2-LHBP - 22
4. Noise Abatement Departures	AD 2-LHBP - 23
5. Nighttime traffic restrictions	AD 2-LHBP - 23
6. Restrictions on the use of Auxiliary Power Unit (APU)	AD 2-LHBP - 23
7. Exception	AD 2-LHBP - 24
LHBP AD 2.22 FLIGHT PROCEDURES	AD 2-LHBP - 24
1. Limitations for arriving traffic	AD 2-LHBP - 24
2. Handling the arriving traffic in Budapest TMA	AD 2-LHBP - 24
3. Instrument Approach Procedures for Budapest Liszt Ferenc International Airport	AD 2-LHBP - 24
4. Departure Procedures	AD 2-LHBP - 26
5. Procedures for VFR flights within Budapest TMA and in Budapest CTR	AD 2-LHBP - 27
6. Additional Information	AD 2-LHBP - 28
7. Waypoint coordinates	AD 2-LHBP - 29
LHBP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHBP - 31
1. Ground Handling Organisations	AD 2-LHBP - 31
2. Supervision of the Aerodrome	AD 2-LHBP - 31
3. Automatic Terminal Information Service (ATIS) Broadcasts	AD 2-LHBP - 32
4. Bird flocks and bird migrations	AD 2-LHBP - 32
5. General Aviation Flight Handling	AD 2-LHBP - 33
6. Remote Aerodrome ATC Service	AD 2-LHBP - 34
LHBP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHBP - 35
LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBP - 35
AERODROME CHART - ICAO	AD 2-LHBP-ADC - 1
TAXI PROCEDURES FOR ARRIVING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-ARR - 1

TAXI PROCEDURES FOR DEPARTING AIRCRAFT - INDEX CHART	AD 2-LHBP-TAXI-DEP - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/1 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/2 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/3 - 1
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2-LHBP-PDC/4 - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13L31R - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHBP-AOCA-13R31L - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13L31R - 1
PRECISION APPROACH TERRAIN CHART - ICAO	AD 2-LHBP-PATC-13R31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID-13R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHBP-SID31R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-13L13R - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHBP-STAR-31L31R - 1
BUDAPEST TMA - INDEX CHART	AD 2-LHBP-TMA - 1
HOLDING PROCEDURES - INDEX CHART	AD 2-LHBP-HLDG - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-LHBP-ATCSMAC - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-ILS/LOC-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-13R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-31L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Y-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-RNP-Z-31R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-13L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHBP-VOR-31R - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHBP-VAC - 1

LHDC DEBRECEN INTERNATIONAL AIRPORT

LHDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHDC - 1
LHDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHDC - 1
LHDC AD 2.3 OPERATIONAL HOURS	AD 2-LHDC - 1
LHDC AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHDC - 2
LHDC AD 2.5 PASSENGER FACILITIES	AD 2-LHDC - 2
LHDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHDC - 2
LHDC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHDC - 2
LHDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHDC - 3
LHDC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHDC - 3
LHDC AD 2.10 AERODROME OBSTACLES	AD 2-LHDC - 3
LHDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHDC - 4
LHDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHDC - 5
LHDC AD 2.13 DECLARED DISTANCES	AD 2-LHDC - 5
LHDC AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHDC - 6
LHDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHDC - 6
LHDC AD 2.16 HELICOPTER LANDING AREA	AD 2-LHDC - 7
LHDC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHDC - 7
LHDC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHDC - 8
LHDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHDC - 8
LHDC AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHDC - 8
LHDC AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHDC - 9
1. General	AD 2-LHDC - 9
2. Noise preferential runway	AD 2-LHDC - 9
3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)	AD 2-LHDC - 9
LHDC AD 2.22 FLIGHT PROCEDURES	AD 2-LHDC - 9
1. GENERAL	AD 2-LHDC - 9
2. Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHDC - 10
LHDC AD 2.23 ADDITIONAL INFORMATION	AD 2-LHDC - 10

1. Ground Handling Organisations	AD 2-LHDC - 10
2. Supervision of the aerodrome	AD 2-LHDC - 10
3. Bird flocks and bird migrations	AD 2-LHDC - 10
LHDC AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHDC - 11
LHDC AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHDC - 11
AERODROME CHART - ICAO	AD 2-LHDC-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHDC-AOCA-04R22L - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-04R - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHDC-SID-22L - 1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AD 2-LHDC-STAR-04R22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-ILS/LOC-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-NDB-22L - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-04R - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHDC-RNP-22L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHDC-VAC - 1

LHNY NYÍREGYHÁZA

LHNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHNY - 1
LHNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHNY - 1
LHNY AD 2.3 OPERATIONAL HOURS.....	AD 2-LHNY - 1
LHNY AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHNY - 2
LHNY AD 2.5 PASSENGER FACILITIES.....	AD 2-LHNY - 2
LHNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHNY - 2
LHNY AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLANAD 2-LHNY - 2	
LHNY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHNY - 3
LHNY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.....	AD 2-LHNY - 3
LHNY AD 2.10AERODROME OBSTACLES.....	AD 2-LHNY - 3
LHNY AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 3
LHNY AD 2.12RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHNY - 4
LHNY AD 2.13DECLARED DISTANCES.....	AD 2-LHNY - 4
LHNY AD 2.14APPROACH AND RUNWAY LIGHTING.....	AD 2-LHNY - 5
LHNY AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 5
LHNY AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHNY - 5
LHNY AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 6
LHNY AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 6
LHNY AD 2.19RADIO NAVIGATION AND LANDING AIDS.....	AD 2-LHNY - 7
LHNY AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHNY - 7
LHNY AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 7
LHNY AD 2.22FLIGHT PROCEDURES	AD 2-LHNY - 8
1. GENERAL	AD 2-LHNY - 8
2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD 2-LHNY - 8
3. WAYPOINT COORDINATES.....	AD 2-LHNY - 9
LHNY AD 2.23ADDITIONAL INFORMATION	AD 2-LHNY - 9
1. SUPERVISION OF THE AERODROME	AD 2-LHNY - 9
2. BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 9
LHNY AD 2.24CHARTS RELATED TO THE AERODROME.....	AD 2-LHNY - 10
LHNY AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHNY - 10
AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-18 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Z-18 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-36 - 1
INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Z-36 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1

LHPP PÉCS/POGÁNY

LHPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPP - 1
LHPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPP - 1
LHPP AD 2.3 OPERATIONAL HOURS.....	AD 2-LHPP - 1
LHPP AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPP - 2

LHPP AD 2.5 PASSENGER FACILITIES	AD 2-LHPP - 2
LHPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPP - 2
LHPP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPP - 3
LHPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPP - 3
LHPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPP - 3
LHPP AD 2.10 AERODROME OBSTACLES	AD 2-LHPP - 3
LHPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPP - 4
LHPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPP - 4
LHPP AD 2.13 DECLARED DISTANCES	AD 2-LHPP - 5
LHPP AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPP - 5
LHPP AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHPP - 5
LHPP AD 2.16 HELICOPTER LANDING AREA	AD 2-LHPP - 5
LHPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPP - 6
LHPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHPP - 6
LHPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPP - 6
LHPP AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHPP - 7
LHPP AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.22 FLIGHT PROCEDURES	AD 2-LHPP - 7
LHPP AD 2.23 ADDITIONAL INFORMATION	AD 2-LHPP - 7
LHPP AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHPP - 7
LHPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHPP - 7
AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA-1634 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-ILS/LOC-34 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPP-RNP-34 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1

LHPR GYŐR/PÉR

LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHPR - 1
LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHPR - 1
LHPR AD 2.3 OPERATIONAL HOURS	AD 2-LHPR - 1
LHPR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHPR - 2
LHPR AD 2.5 PASSENGER FACILITIES	AD 2-LHPR - 2
LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHPR - 2
LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN	AD 2-LHPR - 2
LHPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHPR - 3
LHPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHPR - 3
LHPR AD 2.10 AERODROME OBSTACLES	AD 2-LHPR - 3
LHPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPR - 4
LHPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHPR - 5
LHPR AD 2.13 DECLARED DISTANCES	AD 2-LHPR - 5
LHPR AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHPR - 5
LHPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6
LHPR AD 2.16 HELICOPTER LANDING AREA	AD 2-LHPR - 6
LHPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18 ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
LHPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHPR - 7
LHPR AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22 FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23 ADDITIONAL INFORMATION	AD 2-LHPR - 8
1. General	AD 2-LHPR - 8
LHPR AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2-LHPR - 8
LHPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHPR - 8
AERODROME CHART - ICAO	AD 2-LHPR-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHPR-AOCA-1129 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-11 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHPR-SID-29 - 1

INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-ILS/LOC-29 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNP-11 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-RNP-29 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-11 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHPR-VOR-29 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHPR-VAC - 1

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHSM - 1
LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHSM - 1
LHSM AD 2.3 OPERATIONAL HOURS	AD 2-LHSM - 1
LHSM AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHSM - 2
LHSM AD 2.5 PASSENGER FACILITIES	AD 2-LHSM - 2
LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHSM - 2
LHSM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN ..	AD 2-LHSM - 3
LHSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHSM - 3
LHSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHSM - 3
LHSM AD 2.10 AERODROME OBSTACLES	AD 2-LHSM - 4
LHSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHSM - 4
LHSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHSM - 4
LHSM AD 2.13 DECLARED DISTANCES	AD 2-LHSM - 5
LHSM AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2-LHSM - 5
LHSM AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHSM - 5
LHSM AD 2.16 HELICOPTER LANDING AREA	AD 2-LHSM - 6
LHSM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHSM - 6
LHSM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHSM - 6
LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2-LHSM - 7
LHSM AD 2.20 LOCAL AERODROME REGULATIONS	AD 2-LHSM - 7
LHSM AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2-LHSM - 7
LHSM AD 2.22 FLIGHT PROCEDURES	AD 2-LHSM - 7
1. Procedures for flights during operation of air traffic control (ATC)	AD 2-LHSM - 7
2. Procedures for flights during the operation of aerodrome flight information service (AFIS)	AD 2-LHSM - 9
LHSM AD 2.23 ADDITIONAL INFORMATION	AD 2-LHSM - 9
LHSM AD 2.24 CHARTS RELATED TO THE AERODROME	AD 2-LHSM - 10
LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 10
AERODROME CHART - ICAO	AD 2-LHSM-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A (OPERATING LIMITATIONS)	AD 2-LHSM-AOCA-1634 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-16 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHSM-SID-34 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-ILS/LOC-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-NDB-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-NDB-34 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-RNP-16 - 1
INSTRUMENT APPROACH CHART - ICAO	AD 2-LHSM-RNP-34 - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHSM-VAC - 1

LHUD SZEGED

LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2-LHUD - 1
LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHUD - 1
LHUD AD 2.3 OPERATIONAL HOURS	AD 2-LHUD - 1
LHUD AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
LHUD AD 2.5 PASSENGER FACILITIES	AD 2-LHUD - 2
LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHUD - 2
LHUD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN ..	AD 2-LHUD - 3
LHUD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-LHUD - 3
LHUD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHUD - 3
LHUD AD 2.10 AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
LHUD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2-LHUD - 5

LHUD AD 2.13DECLARED DISTANCES	AD 2-LHUD - 5
LHUD AD 2.14APPROACH AND RUNWAY LIGHTING	AD 2-LHUD - 6
LHUD AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHUD - 6
LHUD AD 2.16HELICOPTER LANDING AREA	AD 2-LHUD - 6
LHUD AD 2.17AIR TRAFFIC SERVICES AIRSPACE.....	AD 2-LHUD - 7
LHUD AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHUD - 7
LHUD AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHUD - 7
LHUD AD 2.20LOCAL AERODROME REGULATIONS.....	AD 2-LHUD - 8
LHUD AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHUD - 8
LHUD AD 2.22FLIGHT PROCEDURES.....	AD 2-LHUD - 8
LHUD AD 2.23ADDITIONAL INFORMATION	AD 2-LHUD - 8
LHUD AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHUD - 8
LHUD AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHUD - 8
AERODROME CHART - ICAO	AD 2-LHUD-ADC - 1
AERODROME OBSTACLE CHART - ICAO	
TYPE A OPERATING LIMITATIONS	AD 2-LHUD-AOCA-16R34L - 1
VISUAL APPROACH CHART - ICAO	AD 2-LHUD-VAC - 1

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A9
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Capability for removal of disabled aircraft is available up to ICAO CODE E aircraft. Coordinated by airport operator. Lifting bags and hydraulic jacks are available
4	Remarks	Trained personnel: 18+72. In case of expected aircraft incident or accident the aerodrome operator may introduce limitations to the arrival and departure traffic, due to fire-fighting capacity available. Expected delays will be announced by the appropriate ATC unit. Contact of the aerodrome coordinator for the removal of disabled aircraft: AODM Tel: (+36) 30-684-0084

LHBP AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	17 snow ploughs/sweepers, 6 snow blowers, 2 solid/liquid spreaders, 1 liquid collecting sweeper, 2 friction testers
2	Clearance priorities	1. RWY 13L/31R; 2. RWY 13R/31L; 3. Main TWYs-A and B; 4. other TWYs and Aprons
3	Use of material for movement area surface treatment	UREA, CLEARWAY-1, NORDWAY-NF
4	Specially prepared winter runways	No specially prepared winter runways
5	Remarks	See AD 1.2.

LHBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface	Strength
		APRON 1	CONC+ASPH	PCN 60/R/A/X/T
		APRON 2	CONC	PCN 90/R/A/W/T
		APRON AG	CONC	PCN 60/R/A/X/T
		APRON AA	CONC	PCN 75/R/A/X/T
		APRON AL	CONC	PCN 75/R/A/X/T
		CARGO APRON	CONC	PCN 80/R/A/W/T

2	Taxiway width, surface and strength	TWY ID	Width (M)	Surface	Strength	Max. Span (M)	Remark
		A1	18	Asphalt	PCN 90/F/A/X/T	35.99	The transverse slope is 1.55% in one section between M20 and M40, 1.57% in one section between M40 and RWY13R/31L
		A2	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A4	23	Concrete	PCN 90/R/A/X/T	64.99	-
		A5	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A6	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A7	23	Concrete	PCN 90/R/A/X/T	75.00	-
		A8	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.53%, 1.55% in some parts
		A9	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.51%, 1.55%, 1.56%, 1.58%, 1.73% in some parts
		B1	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		B2	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.58% in one section between J4 and RWY13R/31L, 1.60% in one section between J4 and B3, 1.65% in one section between J4 and B3
		B3	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B4	23	Concrete	PCN 90/R/A/X/T	75.00	-
		B5	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.52%, 1.59% in some parts
		C	23	Asphalt	PCN 90/F/A/X/T	68.00	-
		D	23	Asphalt	PCN 90/F/A/X/T	68.00	-
		E	23	Concrete	PCN 90/R/A/W/T	68.00	-
		F	23	Concrete	PCN 90/R/A/X/T	75.00	-
		G	Apron TL	CONC/ASPH	PCN 60/R/A/X/T	51.99	-
		H1	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
		H2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		J4	23	Asphalt	PCN 90/F/A/X/T	75.00	-
		K	23	Concrete	PCN 90/R/A/X/T	75.00	-
		L	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		M	23	Concrete	PCN 90/R/A/X/T	75.00	-
		N	23	Concrete	PCN 90/R/A/X/T	75.00	-

		P1	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		P2	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		P3	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/64.99	Behind stand R220-R227 / behind stand R278-R279
		P4	Apron TL	Concrete	PCN 90/R/A/X/T	64.99	-
		Q	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		R	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		S	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		T	23	Concrete	PCN 90/R/A/X/T	75.00	-
		U	Apron TL	Concrete	PCN 90/R/A/X/T	35.99/64.99	Behind stand 31-33/between EXIT POINT and stand 34R
		V	Apron TL	Concrete	PCN 90/R/A/X/T	51.99	-
		W1	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		W2	Apron TL	Concrete	PCN 90/R/A/X/T	35.99	-
		Z	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.84% in one section
		Y	23	Concrete	PCN 90/R/A/X/T	75.00	The transverse slope is 1.63% in one section
		X	23	Concrete	PCN 90/R/A/X/T	75.00	-
3	Altimeter checkpoint location and elevation	Location:		Apron 1 - See AD 2-LHBP-PDC/1 Apron 2 - See AD 2-LHBP-PDC/2 Apron AG, AA, AL - See AD 2-LHBP-PDC/3 Cargo Apron - See AD 2-LHBP-PDC/4			
		Elevation:		Apron 1: 426 FT (130 M) Apron 2: 466 FT (142 M) Apron AG, AA, AL: 423 FT (129 M) Cargo Apron: 436 FT (133 M)			
4	VOR checkpoints	VOR:	See ADC Chart				
5	INS checkpoints	INS:	See PDC Chart				
6	Remarks	On TWY curves and intersections oversteering method required for ACFT with wheelbase at or greater than 19.69 M.					

LHBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guide lines at Aprons. Nose in guidance at aircraft stands on Aprons. Sign boards at all intersections with TWY and RWY and at all holding positions.					
2	RWY and TWY markings and LGT	RWY: Designator, THR, TDZ, centre line, edge, as appropriate. TWY: Centre line, holding positions on all TWYs.					
3	Stop bars	Stop bars where appropriate.					
4	Remarks	Nil					

LHBP AD 2.10 AERODROME OBSTACLES

Data for Area 2, 3 and 4 [See GEN 3.1](#)

LHBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	Hungarian Meteorological Service (HMS) Unit of Aviation Meteorology; 24 HR
4	Type of landing forecast Interval of issuance	TAF CODE; half hourly
5	Briefing/consultation provided	Consultation via phone or fax See GEN 3.5
6	Flight documentation Language(s) used	Charts, abbreviated plain language text; English, Hungarian
7	Charts and other information available for briefing or consultation	SWL, SWM-SWH, IS (FL 050, FL 100, FL 180, FL 240, FL 300, FL 340, FL 390); other information: GAMET
8	Supplementary equipment available for providing information	Telephone/Telefax
9	ATS Units provided with information	Budapest TWR; Budapest APP; Budapest ACC
10	Additional information	For VOLMET See GEN 3.5 para 7.

LHBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	132.5° GEO	3009 x 45	75/R/A/X/T CONC	472655.34N 0191314.73E 472549.71N 0191500.89E 44 M	136.6 M -
31L	312.5° GEO	3009 x 45	75/R/A/X/T CONC	472549.71N 0191500.89E 472655.34N 0191314.73E 44 M	136.7 M -
13L	132.5° GEO	3707 x 45	90/R/A/X/T CONC	472643.52N 0191527.18E 472522.62N 0191737.88E 44 M	151.3 M -
31R	312.5 ° GEO	3707 x 45	90/R/A/X/T CONC	472522.62N 0191737.88E 472643.52N 0191527.18E 44 M	126.9 M -

Designations RWY NR	Slope of RWY - SWY	SWY dimensi ons (M)	CWY dimensi ons (M)	Strip dimensions (M)	RESA dimensions (M) surface	Location of arresting system	OFZ	Re- marks
1	7	8	9	10	11	12	13	14
13R	0.00% / -0.48% / 0.00% / +0.16% / -0.45% / -0.62% / +0.76% / +0.88% 216 M / 419 M / 478 M / 453 M / 184 M / 557 M / 393 M / 309 M	Nil	Nil	3130 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31L	-0.88% / -0.76% / +0.62% / +0.45% / -0.16% / 0.00% / +0.48% / 0.00% 309 M / 393 M / 557 M / 184 M / 453 M / 478 M / 419 M / 216 M	Nil	Nil	3130 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
13L	-0.60% / -0.85% / -0.20% 981 M / 2008 M / 718 M	Nil	Nil	3827 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil
31R	+0.20% / +0.85% / +0.60% 718 M / 2008 M / 981 M	Nil	Nil	3827 x 280	240 x 90 GRASS	Nil	See relevant Obstacle Charts	Nil

LHBP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13R	3009	3009	3009	3009	Nil
31L	3009	3009	3009	3009	Nil
13L	3707	3707	3707	3707	Nil
31R	3707	3707	3707	3707	Nil

LHBP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT)	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
13R	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
31L	CAT II/III 900 M LIH	GRN	PAPI 3° (18 M)	WHI	3009 M 15 M WHI/RED LIH	3009 M 60 M WHI/YEL	RED	Nil	Nil
13L	CAT II/III 900 M LIH	GRN	PAPI 3° (19 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil
31R	CAT II/III 900 M LIH	GRN	PAPI 3° (20 M)	WHI	3 707 M 15 M WHI/RED LIH	3 707 M 60 M WHI/YEL	RED	Nil	Nil

LHBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil
3	TWY edge and centre line lighting	See ADC Chart
4	Secondary power supply / switch-over time	Redundant Uninterrupted Power Supply system available / 0 sec
5	Remarks	Nil

LHBP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	472607.92N 0191357.81E
2	TLOF and/or FATO elevation M/FT	130 M
3	TLOF and FATO area dimensions, surface, strength, marking	Rectangle 120 x 120 M; GRASS
4	True BRG of FATO	312.5°
5	Declared distances available	Nil
6	APP and FATO lighting	Nil
7	Remarks	VFR only

LHBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	BUDAPEST CTR 473546N 0190523E - 473457N 0190856E - 473230N 0191930E - 472400N 0193400E - 472307N 0193247E - 471632N 0192347E - 471457N 0192138E - 472410N 0190642E - 472613N 0190619E - 472941N 0190336E - 473022N 0190325E - 473038N 0190321E - 473546N 0190523E
2	Vertical limits	3500 FT ALT / GND
3	Airspace classification	D
4	ATS unit call sign Language(s)	BUDAPEST TOWER EN, HU
5	Transition altitude	10000 FT
6	Hours of applicability	H24
7	Remarks	Nil

LHBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	Budapest Terminal Information	132.380 CH	Nil	Nil	H24	
		117.300 MHZ	Nil	Nil	H24	BUD VOR
APP	Budapest Approach	122.975 MHZ	Nil	Nil	H24	Primary channel (also usable by 8.33 exempted aircraft)
		123.860 CH	Nil	Nil	H24	
		119.510 CH	Nil	Nil	H24	
		124.900 MHZ	Nil	Nil	H24	Standby channel (also usable by 8.33 exempted aircraft)
TWR	Budapest Tower	118.100 MHZ	Nil	Nil	H24	Also usable by 8.33 exempted aircraft
	Budapest Ground	121.910 CH	Nil	Nil	H24	
	Budapest Delivery	134.540 CH	Nil	Nil	H24	
	Budapest Tower	119.975 MHZ	Nil	Nil	H24	Standby channel (also usable by 8.33 exempted aircraft)

LHBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency (ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 13R (CAT IIIB)						
ILS class: III.E.4						
LOC (+5° / 2020)	FER	110.5 MHZ	H24	472541.3N 0191514.5E	140.17 M	127 MAG / 370 M from RWY 31L
GP		329.6 MHZ	H24	472651.8N 0191329.9E		GP Angle: 3°; ILS RDH: 15 M
DME	FER	42X	H24	472651.9N 0191330.0E	134.71 M	310 M from RWY 13R
ILS 31L (CAT II)						
ILS class: II.T.4						
LOC (+5° / 2020)	FHL	111.5 MHZ	H24	472702.3N 0191303.4E		307 MAG / 319 M from RWY 13R
GP		332.9 MHZ	H24	472555.0N 0191443.0E		GP Angle: 3°; ILS RDH: 15 M
DME	FHL	52X	H24	472555.1N 0191443.1E	135.93 M	390 M from RWY 31L
ILS 13L (CAT II)						
ILS class: II.T.4						
LOC (+5° / 2020)	BPL	109.15 MHZ	H24	472514.9N 0191750.4E		127 MAG / 354.12 M from RWY 31R
GP		331.25 MHZ	H24	472638.8N 0191544.3E		GP Angle: 3°; 364 M from RWY 13L
DME	BPL	28Y	H24	472638.7N 0191544.2E	152 M	
ILS 31R (CAT IIIB)						
ILS class: III.E.4						
LOC (+5° / 2020)	BPR	109.5 MHZ	H24	472651.3N 0191514.7E	156.95 M	307 MAG / 340 M from RWY 13L
GP		332.6 MHZ	H24	472525.6N 0191723.3E		GP Angle: 3°; ILS RDH: 15 M
DME	BPR	32X	H24	472525.8N 0191723.5E	131.37 M	290 M from RWY 31R
DVOR/DME (decl.: +5°)	BUD	117.3 MHZ 120X	H24	472701.6N 0191458.0E	162 M	Coverage: 100 NM/185 km ATIS is also transmitted. DME COORD: 472701.4N 0191457.5E
DVOR/DME (decl.: +5°)	MNR	112.5 MHZ 72X	H24	472005.0N 0192419.7E	141 M	Coverage: 100 NM/185 km DME COORD: 472004.7N 0192420.1E
DVOR/DME (decl.: +5°)	TPS	115.9 MHZ 106X	H24	472935.7N 0192646.4E	254 M	Coverage: 100 NM/185 km DME COORD: 472935.8N 0192645.8E

LHBP AD 2.20 LOCAL AERODROME REGULATIONS

1. EN ROUTE CLEARANCE ISSUANCE AND CTOT-RELATED PROCEDURES

- 1.1. All departing traffic is requested to contact Budapest Delivery or Budapest Ground, whichever is defined by ATIS, 20 minutes prior to EOBt or CTOT- whichever is the latest - providing their call sign, aircraft type, destination and stand/gate number.
- 1.2. Budapest Delivery or Budapest Ground issues en route clearances (clearance limit, SID or discrete departure route, cleared altitude) and allocates squawk. *See LHBP AD 2.22 FLIGHT PROCEDURES.*
- 1.3. When the flight is subject to the slot allocation procedure, all slot-related coordination is provided by Budapest Delivery or Budapest Ground including forwarding REA messages. Aircraft under slot allocation procedure shall continuously monitor the Budapest Delivery or Budapest Ground frequency until further advice is received.
- 1.4. When the FPL or the slot of the flight has expired (aircraft is not ready for start up at 10 minutes prior to EOBt+17 or 10 minutes prior to CTOT) ATC will not issue start-up clearance and the operator (or its representative) shall send a delay message or request a new slot.

2. START-UP, PUSH-BACK AND POWER-BACK PROCEDURES

- 2.1. An aircraft may request start up clearance only when:
 - aircraft service has been completed;
 - all doors are closed;
 - all the ground staff have left the related stand (except start up control officer);
 - the towing car is ready to move the aircraft;
 - ATC clearance is already received and
 - the aircrew is ready to commence start up in 1 minute.

At parking positions Terminal 1: R101-R108, R110-R117, G150-155, and Terminal 2: 31-36, 37-39, 42-45 and R270-R277, R278-R279-R278A for ICAO Code E aircraft, R220-R223, R224-R227, and Cargo apron: C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R the start up of engines and taxi out shall be performed using the push-back procedure. The towing bar for the given aircraft type shall be provided by the carrier or by the handling company. Exceptions are the following:

- On stand R101 prop/turboprop ACFT up to maximum wing span 52 M and jet ACFT up to maximum wing span 24 M can leave the stand with self manoeuvring procedures.
 - On stand R116 all ACFT up to maximum wing span 36 M can leave the stand with self manoeuvring procedures.
 - On stands R220-R223, R224-R227, prop/turboprop aircraft with MTOW 36.000 KG or less can leave the parking stand with power back procedures.
- 2.2. When the aircrew is ready, as described above, request the start-up and the push-back/power-back clearance from Budapest Ground, stating the stand number, and confirming receipt of ATIS information by reading back the QNH.

If the flight is subject to slot allocation procedure, the latest time to issue the start-up clearance is 10 minutes prior to CTOT. (*See LHBP AD 2.20 LOCAL AERODROME REGULATIONS*).
 - 2.3. After receiving the approval and instructions of Budapest Ground the aircraft may commence push-back and start-up engines immediately, with the pilot informing or indicating the approval and facing of the aircraft, and other relevant information to the connected ground staff. The pilot shall indicate to the ground staff the full release of the parking brakes. The start-up and push-back procedure shall be initiated on the instruction of the connected ground staff. In case of multi-engine aircraft, separate clearance to start-up should be requested for each engine from the ground staff. In case of no ground-cockpit connection, Budapest Ground shall be advised so that Marshaller assistance can be provided to control the procedure. Visual signals provided by the Marshaller during start-up and push-back are in line with those of ICAO Annex 2 Appendix 1, Marshalling Signals.

At parking positions R220-R223, R224-R227, start-up of engines and taxi out could be performed with the power-back procedure for prop and turbo prop aircraft, if the MTOW is not more than 36.000 KG as advised by Airfield Operations Service provided by the airport (Follow Me staff) The power-back procedure is not applicable when Low Visibility Procedures are in force or the published surface condition is POOR.

In case of the ACFT is operating with APU INOP, the special engine start procedure shall be reported as soon as possible to Budapest Apron (122.440 MHZ).

The start-up and push-back procedures from stand 31, 32, 44 are restricted. Engine start-up during the push-back procedure is allowed in idle power only and all ACFT after push back will be pulled forward to the brake away point. Brake away power is allowed at brake away point only.

The start-up and push-back procedures from stand 45 are restricted. Due to limited space between the stand and terminal building all ACFT will be pushed to apron taxi lane R, or H, or Q as instructed by ATC Budapest Ground.

Leaving the parking position using the power-back procedure shall be performed by following the visual signals of Marshaller. Aircraft following the start-up, push-back or power-back procedures should be ready for taxi within 4 minutes after off-block time.

- 2.4.** When engine start-up or power-back procedure is complete, request taxi clearance from Budapest Ground and indicate receipt of clearance to the ground staff. The disconnected ground staff will give approval to commence taxiing.

If an aircraft is unable to comply with the detailed conditions above or has to halt the start-up procedure due to technical or any other reasons, it shall immediately advise Budapest Ground.

Remark: generally, the connected ground staff are provided by the ground handling company. In special circumstances the Budapest Apron Management Service will provide the Marshaller for start-up and push-back procedures.

3. TAXI PROCEDURES

3.1 Taxi clearances

Crossing of the active RWY 13R/31L is only permitted with specific clearance. In the absence of a specific clearance to cross the active runway ahead, the aircraft shall not proceed beyond the relevant taxi holding point. Clearance for crossing the active runway is issued by Budapest Tower on 118.100 MHZ frequency.

3.2 Taxi procedures general

- 3.2.1** On Apron 1, 2 and Cargo Apron the FOLLOW ME service is not provided in normal circumstances. The service is only provided in special circumstances, as follows:

- The Apron Management or TWR consider it is necessary due to the complexity of the traffic situation,
- The aircraft is parking on an unpublished stand,
- The aircraft is ICAO Code "E" or "F",
- Surface markings on the apron can-not be or can barely be identified,
- Reported surface condition of the apron is POOR,
- The flight status is STATE or HEAD,
- General Aviation flights,
- In the case of air taxiing of rotary wing aircraft on the apron, except domestic police helicopter,
- If the SAFEDOCK T2 system is not operational,
- In case of RVR is less than 400 metres, and the designated taxi route (apron, or taxiway or both) is not equipped with centreline lights,
- On pilot request.

- 3.2.2** On Apron AG, taxiing is only allowed with a Marshaller.

On Apron AA and Apron AL, taxiing is not allowed. Only the towing of the aircraft is allowed between the stand and breakaway point.

The maximum taxi speed on the aprons shall not exceed 16 KT.

- 3.2.3** If departing or arriving aircraft must stop taxiing for any reason and it is necessary to open an external door(s), the aircraft shall report this to ATC. Except in cases of emergency, door(s) may only be opened in the presence of the border guards' personnel.
- 3.2.4** Taxiing aircraft have to maintain continuous radio contact with Budapest Ground or Budapest Tower while taxiing on the area.
- 3.2.5** ATC may activate stopbars to regulate traffic on the taxiways in any weather conditions. Taxiing aircraft shall stop in front of an active stopbar in all circumstances, regardless of the taxi clearance limit. Further taxiing is only allowed after the deactivation of the stopbar and in accordance with verbal clearance from ATC.
- 3.2.6** Taxi holding points are designated as follows:

Holding point	RWY	on TWY segment
A1	31L	A1
A2	31L	A2
A9	31R	A9
B1	13R/31L	B1
B2	13R/31L	B2
B5	13L	B5
C	13R	C
D	13R	D
K	13L	K
X	31R	X

See TWY segments on chart AD2-LHBP-ADC

When low visibility procedures are in force, the same holding points shall be used.

- 3.2.7** Apron exit points are designated as follows:

Terminal 1:

Exit point	Description
D	connection of Apron 1 and TWY D
C	connection of Apron 1 and TWY C
B1	connection of Apron 1 and TWY B1
A1	intersection of TWY A1 centreline and taxilane centre line of GA hangars area

Terminal 2:

Exit point	Description
U	intersection of service road and TWY U
H1	intersection of service road and TWY H1
P1	intersection of service road and TWY P1
L	intersection of service road and TWY L
P4	intersection of service road and TWY P4

Cargo Apron:

Exit point	Description
E	intersection of service road and TWY E

See TWY segments on Chart AD-2-LHBP PDC-1 and PDC-2

3.2.8 In case of emergency, notify ATC immediately.

3.3 Taxi procedures for arriving aircraft

ATC expects arriving ACFT to vacate runways via the rapid exit TWYs. If unable to do so, notify Budapest Tower on 118.100 MHz in advance or immediately after landing. Arrivals on RWY 13R to T1, use TWY B1 or A1. Restrictions on rapid exit TWYs J4, Y and Z will be provided by Budapest Tower with landing clearance. During Low Visibility Operations, pilots shall report RWY vacation to Budapest Tower on 118.100 MHz.

The backtrack (180° turn) manoeuvres on runways with aircraft wingspan at or higher than 36 M is not allowed due to width of runway.

After vacating the RWY, without further notice, pilots shall immediately contact Budapest Ground on 121.910 CH for detailed taxi instructions, if not otherwise instructed by ATC. Further taxiing to the designated stand is only allowed when cleared by Budapest Ground or Budapest Tower.

3.3.1 Movement on aprons

Normally ACFT taxi on the aprons when cleared to do so by Budapest Ground. ACFT may taxi to stands R101-108, R110-R117, 31-36, 37-39, 42-45, R210-R212, R220-223, R224-227, R270-R279 by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above)

ACFT may taxi to stands G150-G172, C1, C2, C3, C4, R115, R117, R117A, R278A, R212A is mandatory escorted by "FOLLOW ME" vehicle.

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

Visual signals used by the ground staff during parking are those listed in ICAO Annex 2, Appendix 1, part 5.

Parking on the stands shall be carried out following the ground staff's visual signals; docking to aviobridges shall be made according to the signals of the SAFEDOCK T2 system. If the SAFEDOCK T2 system is inoperative docking shall be performed following the Marshaller's instructions.

3.4 Taxi procedures for departing aircraft

At the stand, taxi clearance to the designated holding point of the runway will be given by Budapest Ground.

The backtrack (180° turn) manoeuvres on runways with aircraft wingspan at or higher than 36 M is not allowed due to width of runway.

3.4.1 Movement on the aprons

Normally aircraft taxi on the aprons cleared to do so by Budapest Ground.

Aircraft may taxi on the apron by themselves following the painted taxi lines, except under special circumstances (listed in 3.2.1 above).

The responsibilities of Budapest Ground only extend to the provision of appropriate information in order to prevent collisions between aircraft.

When taxiing without "FOLLOW ME" assistance, pilots are responsible for the safety of taxiing.

When an aircraft follows the "FOLLOW ME" car, the driver of this car is responsible for obstruction free taxiing.

3.5 Operation of Mode S transponders when the aircraft is on the ground

A surface movement guidance and control system (ASMGCS), using Mode S multilateration operates at Budapest Liszt Ferenc International Airport.

Aircraft operators intending to use Budapest Liszt Ferenc International Airport shall ensure that the Mode S transponders are able to operate when the aircraft is on the ground.

3.5.1 Procedures to be followed by pilots

Select "AUTO" mode and assigned Mode A code, or if "AUTO" mode is not available, select "ON" (e.g. "XPDR") and assigned Mode A code:

- from the request for push-back or taxi, whichever is the earlier
- after landing, continuously until the aircraft is fully parked on stand, and

Select "STBY", when fully parked on the stand.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), the Aircraft Identification should also be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

Flight crew shall use the Aircraft Identification format, as defined by ICAO (e.g. SAS589, BAW869).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised:

- When the aircraft is departing, TCAS should not be selected before receiving the clearance to line up
- When the aircraft is arriving, TCAS should be deselected after vacating the runway.

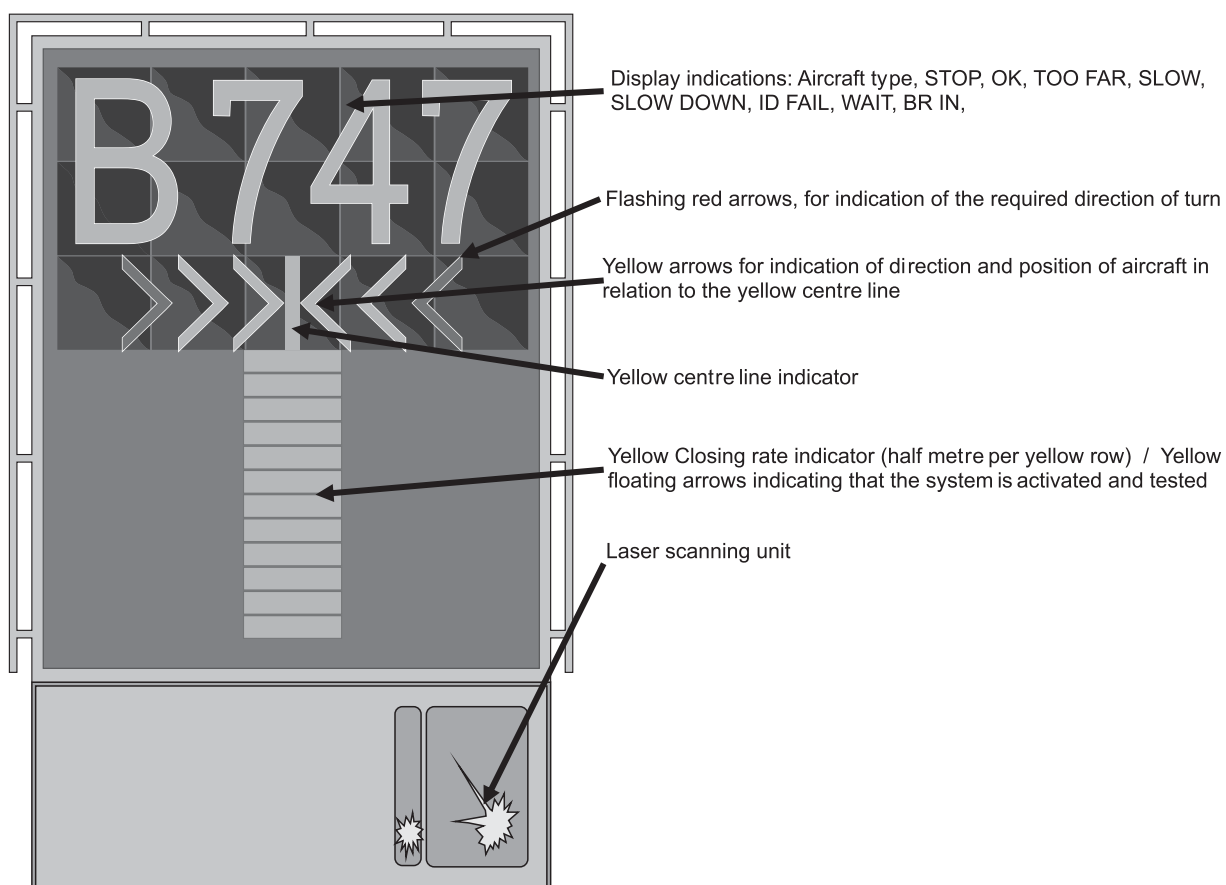
For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

4. OPERATION OF DOCKING SYSTEM AT TERMINAL 2A, B

At parking positions 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R and 42, 43, 44, 45 SAFEDOCK T2 system is in operation.

4.1 System description

The SAFEDOCK T2 system is a microprocessor controlled laser scanning device which directs an approaching aircraft to the terminal gate stopping position with the assistance of a real time display unit that is clearly visible from the cockpit.



4.2 Docking procedure

1. Follow the taxi line to gate 31-36, 37-39 or 42-45.
2. Check correct aircraft type, the flashing arrows of direction and floating arrows (the system is activated and ready for the docking procedure).
3. When the aircraft has been detected by the system the floating arrows are replaced by the closing rate indicator.
 - Watch the yellow centre line indicator, the flashing arrow indicates the correct azimuth guidance.
 - Watch the flashing red arrows for required direction of turn.
4. When the aircraft is 12 M from the stop position, the closing rate indicating the remaining distance to the stop position is indicated by turning off one row per half metre.
5. If the docking speed of the aircraft is more than 4 KT, SLOW DOWN is displayed to allow for correct docking.
6. At the correct stop position all yellow closing rate indicator bars are switched off, the STOP sign is displayed and 2 red lights will be lit.
7. When the aircraft has parked correctly, the OK sign is displayed.
8. When the aircraft has overshoot the stop position, the TOO FAR sign is displayed.

4.2.1 Warnings

1. When the detection of the aircraft is not possible (the closing rate indicator does not appear), the aircraft has to stop at a safe distance from the aviobridge (as primary obstacle) and has to wait for the marshaller's manual guidance. The floating arrows only indicate that the docking system is activated and tested for the identified aircraft.
2. When the identification of the aircraft is not made 12 M before the correct stop position, the STOP then ID FAIL signs are displayed. In this case, the docking procedure has to be interrupted. The aircraft has to wait for the system to restart or for manual guidance by the marshaller.
3. During heavy fog, opposite sunlight or snow, the visibility of the docking system can be reduced. In this case, the display deactivates the floating arrows and the SLOW sign is displayed. This configuration is superseded by the closing rate indicator bar, as soon as the system detects the approaching aircraft.
4. Due to dimensions of the aviobridge, the following aircraft types have to shut down the engines on the port side (left) just after turning onto the centre line of the stands 31, 32, 42, 43, 44 and 45 (Airbus A220-100, A319, Boeing B737-500, B737-600, Embraer E170/175 and Sukhoi SSJ).

5. THE RULES OF ENGINE TESTING

5.1 General

The functional testing of aircraft engines on the ground is subject to permission. The selection of the location and the time for the activity is dependent on the size category of the aircraft and the power of the engine test.

Engine power tests (on power levels higher than idle power) for up to ICAO code C aircraft must be performed at the engine test stand constructed for this purpose. Deviations from this are only permitted as detailed in section 5.4.

Engine power tests for aircraft larger than ICAO Code C may be performed at the location and with the conditions described in section 5.4.

The obstacle-free nature (FOD) and cleanliness of the area must be verified in all cases. In case of any issues, the Airport Operations Control Centre (AOCC airside controller: phone: (+361) 296-6914) must be notified.

The appropriate brake blocks must be provided for engine tests, and the presence of the hand-held fire extinguishers must be checked at the site.

Any surface pollution generated during engine testing must be reported to the AOCC.

Continuous two-way radio contact must be maintained with the unit competent in the area during engine

testing.

The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

5.2 Permitting procedure

Requests for engine power tests must be sent to the AOCC in advance, at least 24 hours prior to the planned time of the engine test. The AOCC confirms the approval of the request to the applicant.

Email: airport.ops@bud.hu

Permission for actual engine start-up must be requested from the unit responsible for traffic management in the given area, by DRR radio (or air-to-air radio on the frequency of the competent unit in the given area), and the completion of the engine test must be reported to the same unit.

- Budapest APRON (122.440 MHZ): Terminal 1 and Terminal 2 Apron, Cargo Apron, Engine test stand, Apron AA, AL;
- Budapest GROUND (121.910 MHZ): B5 holding bay, taxiways outside of the aprons and runways.

The AOO service records the most important specifics of engine tests (e.g. beginning and end of test, aircraft type, name of the company performing the test, location, etc.) using the form "Engine test voucher".

5.3 Engine tests at idle power

Engine tests at idle power may be performed at the following locations, with a maximum of one engine, for a maximum of 5 minutes, :

- On the stands of the Terminal 1 apron, with no exception of stands between 0600 - 2200 (0500-2100);
- On the stands of the Terminal 2 apron, and Cargo apron with no exception of stands without restriction in terms of the time of day;
- On the AA, AG, AL apron section, on the marked taxi lane, at the starting position marked at the apron exit point, between 0600 - 2200 (0500-2100);
- At the engine test stand (maximum wingspan 36 m) without restriction in terms of the duration of the test and number of engines are running between 0600 - 2200 (0500-2100).

5.4 Engine power tests

Engine power tests may only be performed at the following locations:

1. At the engine test stand established for aircraft up to ICAO code C, without restriction in terms of power, and duration of the test is between 0600 - 2200 (0500-2100);
2. If the engine test stand is not suitable for the performance of the test for whatever reason, the B5 holding bay or taxiway A9 may also be designated as a power test area, between 0800 - 1800 (0700-1700).

If engine power testing is necessary between 1800 - 2200 (1700-2100) or between 0600 - 0800 (0500-0700) at the locations listed in point 2 above, the prior written permission of the Ministry for Innovation and Technology, Civil Aviation Authority (CAA) must also be obtained separately at least 24 hours prior to the planned time of the engine test, and must be attached to the request, to be submitted to the AOCC. The compliance of the engine test with the contents of the authority permission is overseen and checked by the duty airside manager (DAM).

It is prohibited to perform engine power test between 2200 - 0600 (2100-0500) at the airport.

5.5 The operational rules of the engine test stand

The procedural rules for the operation of the engine test stand are outlined in Chapter XII. of the Airport Manual Volume II.

URL: https://www.bud.hu/file/documents/3/3666/bud_am_vol_ii_chapter_xii_v2_20200525_eng.pdf

5.6 The fee payable for functional engine testing

Budapest Airport Zrt. may levy an area usage fee for testing in the areas where engine power testing may be performed.

6. PLANNING, AUTHORISATION AND EXECUTION OF TRAINING, CALIBRATION, DEMONSTRATION OR CERTIFICATION FLIGHTS AT BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT**6.1 Planning and authorisation of training flights**

6.1.1 The time periods specified in this section shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

6.1.2 Training flights, demonstration flights and certification flights may not be planned and executed:

- On workdays between 2100 - 0500 (2000-0400);
- SAT, SUN and Public holidays between 1700 - 0700 (1600-0600).
- Training flights may not be authorised during single RWY operation.

Calibration flights may be executed on workdays and bank holidays between 0500 - 2100 (0400-2000).

6.1.3 Training flights shall be grouped in such a way that, if possible, different exercises should follow each other, in order to avoid the continuous noise pollution of the same residential areas. A maximum of three exercises may be planned in a sequence for the same route.

6.1.4 Requests for the execution of training flights must be submitted earliest seven and latest one workday in advance to Budapest Airport Ltd. Airport Operation Control Centre (AOCC):

Phone:(+361) 296-7421 or

Phone:(+361) 296-6914

Email:airport.ops@bud.hu

providing the following data:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature and the planned time of the exercise,
- Contact details of pilot in command (preferably mobile phone number).

6.1.5 Training flights initially authorised by the AOCC may be subject to ATC restrictions on the day of execution if this is warranted due to the traffic situation, weather conditions or technical failures. Pilot in command shall contact TWR before execution at Tel: (+361) 293-4600.

6.1.6 Maintenance organizations are obliged to inform the AOCC at least 24 hours prior to the planned time of certification flight about the planned time and the nature of flight.

6.1.7 In case of demonstration flights planned over the area of the airport, the organization responsible for the event must request consent from the AOCC to holding the event, prior to initiating the permitting procedure with the aviation authority.

When requesting consent, the following information shall be provided to the AOCC:

- Aircraft registration marks and call sign,
- Aircraft type,
- The nature, the planned time and duration of the demonstration flight,
- Contact details of pilot in command (preferably mobile phone number).

6.1.8 Only one training-, or calibration-, or demonstration or certification flight may be authorised in the CTR or in the TMA below 4 000 FT AMSL at any one time.

6.1.9 Rules on runway use for training flights and certification flights:

In case of runway direction 31

Training or certification flights may be authorized for RWY 31R.

Only Police helicopters training flights may be authorized on threshold 31L (even in case of operation with two runways), and technical flight tests only if runway 13L/31R is not available.

In case of runway direction 13

Training flights may not be authorised for RWY 13. Certification flights may be authorized for RWY 13R.

6.1.10 In case of demonstration flights, prior authority coordination and permitting is required with respect to runway use as well.

6.2 Execution of training, demonstration or certification flights

During training flights, with the exception of emergency cases, English RTF phraseologies shall be used.

Note: The English expressions of the different manoeuvres which can be made after the approaches are listed in [See 6.2.1 c\)](#) below.

6.2.1 Flight procedures can be expected:

a. For heavy and medium wake turbulence category aircraft:

Demonstration or certification flight			
RWY	Route	Altitude	Flight rule
31R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR
13R/L			

Training flights			
31R/L	RWY HDG or RADAR VECTOR	4 000 FT AMSL	VFR/IFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

b. For light wake turbulence category prop and turboprop aircraft:

Training flight			
RWY	Traffic circuit	Altitude	Flight rule
31R	RIGHT	min. 1 500 FT AMSL max. 2 500 FT AMSL	VFR
31L	LEFT		VFR

Note: Deviation from the prescribed track and altitude is only allowed by ATC clearance.

c. The pilot shall report the requested manoeuvre to the air traffic controller when flying downwind, before turning on to the base leg, and to the tower controller at the latest, during final approach if radio contact is established only there. The following expression can be used:

- continue on traffic circuit;
- full stop;
- touch-and-go;
- low approach.

LHBP AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL PROVISIONS

The aim of noise abatement procedures is to mitigate the impact of noise generated by aircraft at the airport and on the residential areas affected by landing and take-off procedures.

Budapest Ferenc Liszt International Airport may be used by aircraft which comply with the requirements prescribed by joint decree no. 18/1997 (X. 11.) of the Minister of Transport, Telecommunication and Water Affairs and of the Minister of Environmental Protection and Regional Development.

Only aircraft which comply with chapters 3, 4, 5, 6, 8, 10 and 11 of part II, volume I of annex 16 of the

Convention on International Civil Aviation signed on 7 December 1944 in Chicago (ICAO Convention), or with stricter requirements in terms of noise emissions than the aforementioned regulations, may use the airport on a regular basis.

The airline or aircraft operator planning to use the airport is obliged to send to the airport operator in advance the noise certification of its aircraft intending to use the airport. The noise certificate must be sent in advance by email or by fax to:

Email:aodm@bud.hu

Phone:(+361) 296-6890.

The selection of the runway to be used is performed by ATC on the basis of the regulations specified below.

The time periods specified in this chapter shall be interpreted as follows: all periods include the starting time of the period, but not its closing time.

2. SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for the reason of safety, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

2.1 Noise preferential use of Runway System

2.1.1 Runway configuration scheme (normal operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 0700 (0300-0600)	BTN 0700 - 2300 (0600-2200)
TAKE OFF	13L	13L	31L
LANDING	31R	13R	31R

2.1.2 Runway configuration scheme (single runway operation)

	BTN 2300 - 0400 (2200-0300)	BTN 0400 - 2300 (0300 to 2200)
TAKE OFF	13L or 13R	31R or 31L
LANDING	31R or 31L	31R or 31L

Times of RWY changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

2.1.3 In the case of RWY direction 31

In the case of all traffic arriving at Terminal 2 and ICAO Code E traffic arriving at Terminal 1, RWY 31R, and, in the case of ICAO Code A, B, C and D traffic arriving at Terminal 1, RWY 31L is to be used, but if traffic conditions require, RWY 31R can also be used for landing. In case of departing traffic, RWY 31L is to be used for take-off.

2.1.4 In the case of RWY direction 13

In case of arriving traffic, RWY 13R is to be used for landing. In the case of traffic departing from Terminal 2

and ICAO Code E traffic departing from Terminal 1, RWY 13L, and, in case of ICAO Code A, B, C and D traffic departing from Terminal 1, RWY 13R is to be used, but if traffic conditions require, RWY 13L is to be used for take-off.

2.2 Nighttime (between 2100 - 0500 (2000-0400)) – Operational regulations which differ from daytime

For noise protection reasons, primarily RWY 31R or RWY 13R are to be used by arriving traffic during the night, in compliance with the authority resolution on the designation of noise protection zones. Light turbulence category aircraft arriving for the Terminal 1 apron may also use RWY 31L for landing between 2100 - 2300 (2000-2200) and between 0400 - 0500 (0300-0400).

For noise protection reasons, between 2300 - 0400 (2200-0300), RWY 13L is to be used for take-off and RWY 31R is to be used for landing (reciprocal runway operation). In the case of RWY 13L/31R being closed during this period, RWY 13R is to be used for take-off and RWY 31L is to be used for landing.

Reciprocal runway operations are to be conducted with a tailwind component greater than 5 KT, up to a maximum 10 KT tailwind, or 15 KT crosswind component (including gusts) if the following conditions are met:

- May only be conducted on RWY 13L/31R
- The runway surface is dry and reported Runway Condition Code 6 (GOOD)
- Authorized only for ICAO WTC L and M aircraft
- For departure from RWY 13L take-off shall be planned from taxiway intersection B5 (full length)
- Authorized in VMC conditions only
- All CNS and AGL systems must be fully operational for the instrument approach in use, to the extent required by the prevailing weather conditions
- All runway end and rapid exit taxiways must be available for the runway in use.

Holding of arriving or departing aircraft can be expected occasionally up to 30 minutes between 2300 - 0400 (2200-0300).

2.3 Exceptions

Other than the cases specified in section 7, deviation from the basic rules on RWY use is only possible under the following circumstances:

- during the closure of one of the two RWYs due to maintenance works, or another unexpected event;
- in case of calibration flights;
- if no ILS approach is available on the runway selected on the basis of standard regulations.
- when the crosswind component exceeds 15 KT or more (gusts included);
- when the tailwind component exceeds 5 KT or more (gusts included);
- when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when the runways are contaminated or when the reported Runway Condition Code is less than 6 (GOOD);
- for landing, when the ceiling is lower than 500 FT or the visibility is less than 1900 M;
- for departure, when the visibility is less than 1900 M;
- when alternative runways are successively requested by pilots for safety reasons.

Gust components are derived from the maximum three second average wind speed which occurred during the last ten minutes (or a shorter period in case of a marked discontinuity).

3. NOISE ABATEMENT ARRIVALS

- 3.1. With the exception of aircraft using visual flight rules (VFR) and calibration aircraft, primarily the instrument landing procedure of the highest available level shall be used during landing, except if the pilot of the aircraft expressly requests a lower level approach procedure. In case of the unrestricted availability of both runways and their navigation equipment, visual approach procedures may not be used on threshold 13L.

3.2. The noise abatement behaviour expected of aircraft pilots during arrivals is as follows:

- Prior to final approach, the last reported altitude must be maintained for as long as possible.
- The reduction of the speed of the aircraft and the release of the landing gear and of high lift devices must be planned so that the conditions for a stabilised approach and the appropriate approach speed are in place by 5 NM from the touchdown point, at the latest, on the final approach.
- Descent during final approach should be controlled so that increases to engine power can be avoided as much as possible.
- The use of reverse thrust should be limited to idle thrust, except if aviation safety considerations require the use of a higher level of thrust (e.g. if the RWY is wet or snowy).

4. NOISE ABATEMENT DEPARTURES

4.1. The use of taxiways for RWY 13L/31R for departing aircraft for noise abatement reasons:

- In the case of departure from RWY 13L, take-off shall be planned from taxiway intersection K.
- If a departing aircraft belonging to the medium or heavy turbulence category receives/is given RWY 31R for take-off, it must commence take-off from the end of the RWY, using TWY A9. If RWY 13R/31L is not available, a runway 31R take-off from taxiway intersection X may also be permitted for flow management reasons.

4.2. Noise abatement take-off procedures, specified in section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Volume I. (5th edition, 2006), must be used during take-off, except if this is not recommended by the pilot of the aircraft or ATC due to foreseeable reasons (meteorological or aviation safety). If the noise abatement take-off cannot be executed due to foreseeable reasons, ATC must record this fact.

4.3. The noise abatement take-off procedure must be executed in accordance with the NADP procedures described in the appendix to chapter 3 of section 7 of part I. of ICAO Doc 8168-OPS/611 (PAN-OPS) Vol. I. (5th edition, 2006).

4.4. The altitude / speed constraints and the valid flight paths for take off, landing, arrival and departure procedures (SID/STAR) are specified on the maps in chapter AD 2 LHBP of the AIP.

4.5. Compliance with the SID procedure published in the AIP is mandatory for aircraft performing IFR flights up to an elevation of QNH 7 000 FT (2 150 M) AMSL in case of RWY direction 31 and up to QNH 4 000 FT (1 200 M) AMSL in case of RWY direction 13, except for turboprop and light turbulence category aircraft or aircraft requesting a cruise altitude of less than 9 500 FT.

5. NIGHTTIME TRAFFIC RESTRICTIONS

5.1. At nighttime, the number of movements of scheduled and non-scheduled commercial landings and take-offs may be planned as follows:

- 50 movements between 2100 - 0500 (2000-0400);
- Out of this, 6 movements between 2300 - 0400 (2200-0300).

6. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU)

6.1. Aircraft operators must act circumspectly regarding noise burdens arising from the use of auxiliary power units (APUs), in order to protect the area surrounding the airport:

- The operation of APUs must be stopped at the latest within 5 minutes of arrival on stands equipped with a ready-installed external power source, in operational condition;
- APUs may only be restarted for essential technical checks, or immediately prior to planned departure to ensure appropriate conditions in the passenger cabin and for electronic systems; maximum 5-30 minutes prior to passenger boarding, depending on the aircraft type;
- The operation of APUs is not permitted without the presence of trained specialist staff.

6.2. During nighttime, the duty airside manager (DAM) checks the airfield operational areas and warns the crews or the ground handling agent of aircraft breaching regulations on the use of APUs.

7. EXCEPTION

The restrictions listed in 1. – 6. do not apply to the following cases:

- If the aircraft is in an emergency;
- Movements of aircraft operating due to various exceptional purposes, such as for humanitarian purposes, emergency search and rescue operations, medical assistance, patient transportation and life-saving (including the transportation of organs for transplantation, blood plasma and medication), as well as for disaster relief operations;
- Aircraft participating in government flights, including movements for military, customs, law enforcement, fire-fighting, criminal investigation and national security purposes, as well as movements serving the transportation of heads of state and government on official visits;
- The restrictions also do not apply to exceptional cases when their enforcement would endanger aviation safety, under the given circumstances. The aviation safety justification must in all cases be attested by the party making reference to it.

LHBP AD 2.22 FLIGHT PROCEDURES

1. LIMITATIONS FOR ARRIVING TRAFFIC

1.1. Speed restriction:

- Speed 165 KIAS at 5 NM from the runway threshold.
- Speed limits apply at specified waypoints for track containment purposes.

1.1.1 Pilots who are unable to comply with these speed assignments, shall inform ATC accordingly.

1.2. Due to the limited airspace available, it is of importance that the approaches to the patterns and the holding procedures are carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason the approach and/or holding cannot be performed as required.

1.3. All arriving traffic to LHBP without RNP APCH capability should advise the appropriate ATC unit at first contact and request radar vectors for the relevant conventional approach.

2. HANDLING THE ARRIVING TRAFFIC IN BUDAPEST TMA

2.1. STAR procedures can be expected during peak traffic periods by ATC. In low traffic periods or in nighttime operations shortcuts may be expected.

2.2. To eliminate additional radio communication to clarify the navigational capability of aircraft, the phrase "UNABLE RNAV DUE EQUIPMENT" shall be included by the pilot immediately following the aircraft call sign, whenever initial contact on the Budapest Approach frequency is established.

2.3. Arriving aircraft experiencing radio communication failure shall set the transponder to code 7600 and:

- A. During a STAR procedure shall continue via the acknowledged full procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- B. During a "direct to a waypoint" shall proceed to the acknowledged waypoint and join the remaining arrival route or instrument procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- C. Prior to entering the Budapest TMA shall proceed to the TMA entry point according to the flight plan and continue via the STAR procedure with the relevant constraints, then complete the instrument approach for the runway in use.
- D. Without RNAV capability, prior to entering the Budapest TMA or under radar vectoring shall proceed to TPS VOR/DME and follow the standard VOR approach procedure then complete the final approach for the runway in use.

3. INSTRUMENT APPROACH PROCEDURES FOR BUDAPEST LISZT FERENC INTERNATIONAL AIRPORT

3.1 ILS operations

Note: A change in operational status, if caused by a failure expected to last more than one hour, will be promulgated by NOTAM and accordingly by ATIS. Pilots will be notified of shorter term deficiencies by ATC

(ATIS and/or radiotelephony).

3.1.1 Facilities

Information about the facilities serving ILS operations are published in [AD 2-LHBP AD-2.19](#)

3.1.2 ILS CAT III performance

The ILS localiser for runway 31R and 13R provides full roll-out guidance on for the total length of the runway.

3.2 ATC Procedures for Low Visibility Conditions

3.2.1 Runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable

Nil

3.2.2 Defined meteorological conditions under which initiation, use and termination of LVP would be made

Nil

3.2.3 Description of ground marking/lighting for use under LVP

Nil

3.2.4 Remarks

3.2.4.1 Preparation Phase PREP

When any RVR is 800 M or less and/or the cloud base is at 400 FT or below, ATC will apply safeguards and additional procedures to protect ILS operations in addition, it will minimise the traffic on the manoeuvring areas. ATC will operate the stopbars at all RWY holding points. In such circumstances, taxiing aircraft may continue taxiing beyond the holding point of the runway in use, only after the stopbar lights are switched off, and with a specific clearance by ATC. Furthermore without special request ATC will operate the flashing centrelights of the approach lighting system, which will be switched off on the request of the aircrew only.

3.2.4.2 Operation Phase, LVP 1.

When any RVR is 600 M or less and/or the cloud base is at 200 FT or below, in addition to 3.2.1 above, ATC will ensure that the ILS protection area (critical/sensitive) is clear of traffic before the landing aircraft reaches 2 NM from the TDZ.

When all RVR is 400 M or more, the responsibility for avoiding collision on the manoeuvring area is shared between aircraft crew and ATC. ATC is responsible for the delivery of safe taxi instructions, determination of priority at taxiway intersections and the provision of correct traffic information. The aircraft crew is responsible for the proper execution of the given taxi instructions and for avoiding a collision with other traffic on taxiways and at intersections, by visual reference. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.3 Operation Phase, LVP2.

When any RVR is less than 400 M, in addition to 3.2.2.1 above, the ATC is responsible for preventing collisions between aircraft and other traffic on taxiways and intersections on the manoeuvring area. Aircraft will be advised of these procedures in an ATIS broadcast with the following expression:

“ATTENTION! LOW VISIBILITY PROCEDURES IN FORCE”

3.2.4.4 General procedures

The above procedures are applied irrespective of the actual category of operations flown, which is a pilot decision. During the approach, pilots will be informed of:

- failure and/or downgrading of aids or facilities serving CAT II or III operations;
- significant changes in surface wind (speed and direction);
- changes in RVR.

The movement of aircraft and vehicles on the manoeuvring area will be monitored by ATC (ASMGCS) to avoid inadvertent runway entry and possible conflicts on taxiways.

In case of ASMGCS and/or stopbar failure, additional restrictions will be applied for the safety of the aircraft moving on the manoeuvring area (e.g. start-up restriction; total prohibition of the vehicle movement; etc.).

3.3 Practice ILS approaches

Pilots who wish to practice CAT II or III approaches are requested to use the phrase:

“Request practice category II (or III) approach”

on initial contact with Budapest Approach. Practice ILS approaches will be allowed only when traffic conditions permit. Pilots will be informed if the requested approach may be carried out.

3.4 Precision Approach Terrain Charts

Precision Approach Terrain Charts are published as AD 2-LHBP-PATC.

3.5 Obstacle clearance

OCA/H are published on the relevant IACs.

3.6 Instrument approaches

The IAPs are published on IACs listed in LHBP AD 2.24.

3.7 Visual Approach

Visual approach is not permitted at LHBP, except in VMC for:

- VFR traffic
- IFR traffic, only when no instrument approach available for the relevant runway direction.

3.8 Aerodrome Operating minima

3.8.1 The OCA(H) values are promulgated on the Instrument Approach Chart for each kind of approach procedure available for those categories of aircraft for which the procedure is designated. At Budapest Liszt Ferenc International Airport, State weather minima are not applied.

3.8.2 It is assumed that an operator will establish aerodrome operating minima for his use for each kind of IAP available. Such minima MDA(H) shall not be lower than the appropriate OCA(H) value.

3.9 Initiation of an approach to land

It is assumed that an operator will formulate rules for the operations personnel concerned, regarding the initiation of an instrument approach depending on the weather conditions.

3.10 ATC procedures

3.10.1 If the ATC requires the aircraft to discontinue the approach and to turn in a defined direction and/or to climb, the expression “CANCEL, I SAY AGAIN CANCEL APPROACH” is used and supplemented with further instructions, as necessary (e.g. TURN RIGHT HEADING 040 degree and CLIMB TO ALTITUDE 2 500 FT).

3.10.2 If the ATC requires the aircraft to carry out the missed approach procedure published in the AIP, the expression “GO AROUND, I SAY AGAIN GO AROUND EXECUTE MISSED APPROACH PROCEDURE!” is used and supplemented with further climb/heading instructions, as necessary.

4. DEPARTURE PROCEDURES

4.1 General

4.1.1 Flights departing from Budapest Liszt Ferenc International Airport, shall request en route clearance before start-up from Budapest Delivery or Budapest Ground according to ATIS. [See LHBP AD 2.20 LOCAL AERODROME REGULATIONS](#)

4.1.2 The flight will be cleared on a SID published for IFR flights when item 15 of the flight plan contains a standard TMA exit point. If necessary, individual outbound routes will be determined.

Note 1: The SID procedures comprise the noise abatement procedures and clearance for climbing up to 7 000 FT altitude, when the requested cruising altitude given in the flight plan equal to 7 000 FT QNH or higher.

Note 2: Airspace restrictions in force are broadcast by ATIS.

4.2 Standard Instrument Departures

4.2.1 The instrument departure procedures are published on SID Charts listed in Part AD LHBP 2.24.

4.2.2 The required climb gradient is 5.5% up to the specified altitude on the relevant SID charts.

Pilots who are unable to comply with the assigned climb gradient shall inform ATC .

4.2.3 When following SID, the highest speed below 10 000 FT AMSL is 250 KIAS.

4.2.4 Pilots are invited to execute a rolling take-off whenever possible and to avoid the significant increase of engine power while standing in the line-up position.

4.2.5 Pilots who are unable to comply with RNAV1 navigation specification shall inform ATC.

5. PROCEDURES FOR VFR FLIGHTS WITHIN BUDAPEST TMA AND IN BUDAPEST CTR

5.1 General

All VFR flights flying 120 KIAS or less shall plan their flights below Budapest TMA and plan their entry/exit to/from Budapest CTR via designated entry/exit points ([See 5.2.1](#)) below 3 500 FT AMSL (expect 1 500 FT AMSL).

All VFR flights flying more than 120 KIAS shall plan their arrivals via Budapest TMA (entry/cruising altitude 2 500 FT AMSL or above).

ATC clearance for VFR flights within Budapest TMA and in Budapest CTR will be given on the following conditions:

- a. Valid flight plan has been filed;
- b. VMC are adequate (visibility 5 KM or more, ceiling 1 500 FT or more) and there is vertical visual reference to the ground;
- c. Two-way radio communication is possible. Information about the appropriate frequency may be obtained from Budapest Information;
- d. The aircraft is power-driven;
- e. The aircraft is equipped with transponder mode C, in case of landing at Budapest Liszt Ferenc Airport mode S. Exemption from this requirement may be granted by the appropriate ATC unit.

5.2 VFR procedures at Budapest Liszt Ferenc International Airport and within Budapest CTR (See VAC)

5.2.1 Designated VFR entry and exit points for flights with 120 KIAS or less to/from Budapest CTR:

DUNAMO: 472216N 0190534E

(Eastern arm of river Duna and M0 highway cross - the bridge)

KEREPES: 473314N 0191619E

(Commuter train station KEREPES – it is where the railway track divides from the highway.)

TAPIOSAP: 472936N 0192646E

(TPS VOR)

For flights operating in the NW part of the CTR, outside the final approach area, the following points are designated for entry/exit:

TSEPEL: 472740N 0190419E

(Csepel bridge – The N end of Csepel island)

MIKLOS: 473244N 0190239E

(Miklós square in Óbuda)

SIKATOR: 473426N 0190929E

(Sikátorpuszta – at the crossing of motorway M3 and motor-road 2/B.)

Departing VFR flights from Budapest Liszt Ferenc International Airport - except special flights - shall plan via KEREPES, TAPIOSAP or DUNAMO exit points only.

Arriving VFR flights to Budapest Liszt Ferenc International Airport, except special flights, shall plan via DUNAMO entry point only.

5.2.2 Arriving aircraft

VFR flights approaching from controlled airspace are positioned to final approach by Budapest Approach.

VFR flights approaching from uncontrolled airspace shall enter over DUNAMO point unless otherwise instructed by Budapest Tower. Arrival routes are determined by ATC depending on the current runway in use at Budapest Liszt Ferenc International Airport. If holding is required, the position and altitude will be determined by ATC.

Aeroplanes and helicopters may land on the runways. The designated helicopter landing area is located SW of RWY 13R/31L between taxiways A1 and B1. The landing area will be designated by the Budapest Tower on initial contact.

Entry into the final approach area designated within Budapest CTR (see VAC), is only allowed for aircraft landing at Budapest Liszt Ferenc International Airport or executing special operations.

The vertical limits of the final approach area are from the ground up to 3 500 FT (1 050 M) AMSL and laterally bound by straight lines connecting the following coordinates:

473457N 0190856E - 472950N 0191231E -
472458N 0192023E - 472307N 0193247E -
471632N 0192347E - 472243N 0191757E -
472837N 0190826E - 473022N 0190325E -
473038N 0190321E - 473457N 0190856E

5.2.3 Departing aircraft

Fix-wing aircraft shall take-off from runways only. Helicopters shall take-off from the position provided by Budapest Tower.

Departing aircraft have to follow the procedures contained in the en route clearance given before take-off clearance.

5.2.4 Taxiing

Taxiing shall be carried out as instructed by Budapest Ground and on the apron, as guided by the Marshaller.

5.2.5 Communication failure procedures

- Arriving aircraft: Proceed as cleared. If no landing clearance has been received, turn back and hold over the designated entry point for 5 minutes and then make landing on the designated landing area. VACATE THE RUNWAY and on taxiway hold position and wait for the Marshaller.
- Departing aircraft: DO NOT TAKE OFF - KEEP THE RUNWAY CLEAR and on the taxiway, hold position and wait for the Marshaller.

6. ADDITIONAL INFORMATION

In case of emergency/abnormal situation the preferred runway is 13L/31R.

Technical malfunction(s) regarding the ATS system may result in reduced capacity.

7. WAYPOINT COORDINATES

Way-point	Coordinates	Definitions
ALZUR	474433.2N 0185725.9E	
ATICO	471322.3N 0192410.5E	
BEREV	472414.9N 0193021.2E	
CATUZ	474033.0N 0190358.1E	
ECMAN	473231.5N 0185309.4E	
FUTNA	470908.2N 0194146.4E	
GIFRA	474447.6N 0184558.3E	
HUZTA	473629.4N 0184639.4E	
LUCLA	474146.3N 0193232.0E	
NICRA	472122.3N 0193457.8E	
OCRIT	472006.1N 0195643.4E	
ODVAS	471615.0N 0191934.7E	
OFENA	470946.0N 0194238.1E	
PUCOG	472456.2N 0183530.8E	
TORAZ	474409.7N 0184505.9E	
ULPAX	473132.2N 0191836.7E	
UTCON	471718.6N 0194127.0E	
WONTA	470919.2N 0193039.7E	
BP328	471918.7N 0192341.6E	
BP329	472149.1N 0192704.2E	
BP331	472233.1N 0192211.2E	
BP701	472317.9N 0192303.8E	
BP702	473517.0N 0194306.7E	
BP703	474718.5N 0192345.5E	
BP704	475805.1N 0190612.7E	
BP705	475617.6N 0193601.7E	
BP711	472158.6N 0192115.0E	
BP712	471125.5N 0190058.3E	
BP723	471517.9N 0185339.8E	
BP733	471821.5N 0190052.4E	
BP734	472225.0N 0185415.7E	
BP735	472716.6N 0184620.1E	
BP736	473546.6N 0183221.4E	
BP741	470615.0N 0193529.9E	
BP742	471256.1N 0192450.0E	
BP743	472331.2N 0190747.7E	
BP744	472732.0N 0190117.2E	
BP753	472417.0N 0191730.7E	

Way-point	Coordinates	Definitions
BP754	473315.7N 0190257.2E	
BP755	473613.8N 0185809.0E	
BP756	474015.8N 0185135.1E	
BP763	472405.1N 0191943.0E	
BP764	473257.9N 0190519.9E	
BP765	473651.5N 0185859.1E	
BP766	474052.8N 0185224.1E	
BP772	472056.6N 0193538.9E	
BP774	473533.5N 0191205.7E	
BP783	473640.9N 0192535.7E	
BP784	474042.5N 0191905.3E	
BP785	474540.0N 0191049.0E	
BP786	475254.4N 0185912.9E	
BP801	472842.7N 0191020.8E	
BP802	473912.3N 0185728.0E	
BP803	474809.1N 0190951.5E	
BP811	474213.3N 0191913.2E	
BP812	474902.9N 0192845.9E	
BP813	480453.5N 0193319.2E	
BP821	472011.1N 0185918.5E	
BP822	470559.8N 0184937.6E	
BP834	471129.8N 0190047.8E	
BP835	470427.0N 0191214.2E	
BP836	470033.7N 0191830.9E	
BP837	465631.3N 0192500.7E	
BP840	474121.2N 0183839.2E	
BP841	473607.3N 0184715.8E	
BP842	473108.7N 0185524.6E	
BP843	472607.3N 0190335.7E	
BP844	472027.8N 0191245.7E	
BP854	472135.4N 0192151.1E	
BP855	471703.4N 0192908.0E	
BP856	471300.0N 0193537.3E	
BP863	472801.0N 0191321.8E	
BP864	472104.1N 0192434.4E	
BP865	471741.5N 0192959.5E	
BP866	471338.1N 0193628.7E	
BP870	474925.3N 0184925.2E	
BP871	474201.1N 0190134.2E	

Way-point	Coordinates	Definitions
BP872	473526.6N 0191216.8E	
BP874	472643.3N 0192622.7E	
BP883	473803.1N 0192727.6E	
BP884	473313.0N 0193526.0E	
BP885	472800.7N 0194358.5E	
RW13L	472643.5N 0191527.2E	
RW13R	472655.3N 0191314.7E	
RW31L	472549.7N 0191500.9E	
RW31R	472522.6N 0191737.9E	

LHBP AD 2.23 ADDITIONAL INFORMATION

1. GROUND HANDLING ORGANISATIONS

Organisation(s) dealing with the ground handling of passengers, freight and mail, as well as providing apron service. Their work shall be carried out on the area designated to them in accordance with the permission of the airport operator. Their services shall be ordered by aircraft operators. The permit for carrying out special activities, issued by the operator of the airport, is not a substitute for the required permits issued by the responsible authorities.

Regarding capacity, for the best use of the equipment available at the airport, the conditions and manner of use of the runways and aprons, as well as airport buildings, shall be determined by the operator of the airport, the Budapest Airport Zrt. in accordance with to the relevant rules of law and considering the regulations of economic efficiency and environmental protection.

All ground handling requests shall be submitted to Budapest Airport Zrt. Operations Department Operations Control Center (AOCC, airport.ops@bud.hu), in confirmation to the request information will be provided to the aircraft operator concerned on all prepared handling services available at the airport. Aircraft operator shall provide MTOW and noise data of the aircraft(s) planned for operation.

The ground handling of aircraft at the airport is provided by designated handling agencies, according to the "Agreement on the ground handling" signed or to be agreed between the former and the operator concerned.

The above as well as para (2) point c) of Government Decree No. 141/1995. (XI.30.) 21. §, regulate the order of ground handling, according to the following.

Ground handling organisations operate at Budapest Liszt Ferenc International Airport:

- Airport Service Budapest GH (pax/cargo/general aviation)
Duty Handling Manager AS GH:
Email: as.dhm@asaviation.hu
Phone: (+36) 20-243-0023
AFS: LHBPMAHX
- Celebi Ground Handling Hungary (pax/cargo/general aviation)
Duty Handling Manager Celebi GH:
Email: dhm@celebiaviation.hu
Phone: (+36) 30-202-9048
- General Aviation of Celebi GH
Email: gat@celebiaviation.hu
Phone: (+36) 70-332-4044
Phone: (+361) 296-6292
- Menzies Aviation Hungary (pax/cargo)
Duty Handling Manager Menzies GH:
Email: bud.dom@menziesaviation.com
Phone: (+36) 20-220-3266

It is prohibited to refuel aircraft, when there is a risk of thunderstorm, or when the engines are running, or the engines or the passenger cabin are being air-conditioned with ground equipment.

2. SUPERVISION OF THE AERODROME

The movement areas at Budapest Liszt Ferenc International Airport are checked on a regular basis by the duty airside manager. The duty airside manager will advise the ATS units concerned about the prevailing conditions of the runways and other parts of the movement area.

The condition of runway pavement and friction characteristic is generally assessed under dry conditions using a self-wetting continuous friction measuring device.

Runway state information and other related information of direct operational significance will be distributed to operators and services concerned either by NOTAM or SNOWTAM as appropriate.

Information on aerodrome conditions (including weather conditions) and limitations of available services and/or facilities will also be announced in ATIS broadcasts.

3. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

Station	Call sign/Identification	Channel	Operational Hours	Remark
Budapest	BUDAPEST TERMINAL INFORMATION	132.380 CH	H24	
		117.300 MHZ	H24	BUD TVOR

3.1 The content of ATIS broadcasts:

1. Name of aerodrome
2. Designator
3. Time of observation
4. Type of approach to be expected and runway(s) in use
5. Significant runway surface conditions and, if authoritative RWYCC, conditions of other movement areas
6. Expected delay, if appropriate
7. Transition level
8. Other essential operational information
9. Meteorological report
10. ATFM information

Pilots of arriving and departing aircraft are requested to report receipt of ATIS broadcast by reading back the relevant designator of information and QNH on initial contact with Budapest Approach or Budapest Ground respectively.

Notes:

- One broadcast serves both arriving and departing aircraft.
- Runway condition is reported with Runway Condition Code. It is transmitted for each third of the runway in use commencing from the threshold. Sections of the runway are identified as first part, second part, and third part.
- RVR values are transmitted in the following order: TDZ, mid point and stop end. When RVRs for all the three positions are available, the positions are not identified.
- Pilots of 8.33 KHZ exempted aircraft are requested to receive ATIS broadcast via the audio channel of BUD VOR on 117.300 MHZ

4. BIRD FLOCKS AND BIRD MIGRATIONS

The size of flocks of birds living at or near Budapest Liszt Ferenc International Airport varies with seasons.

Domestic pigeons bred at settlements in the vicinity of the airport represent a constant and growing threat. Appearance of a flock comprising 50 to 100 individuals can be expected from every direction between 30 and 100 FT.

About 40 to 60 birds of prey live within the area or in the immediate vicinity of the airport. Birds of prey are a hazard to aircraft in the initial climb or final approach phase of flight.

Danger of collision somewhat increases in JUN-AUG when the new generation leave their nests.

Bird migrations occur, depending on weather conditions, in FEB-MAR and in SEP-OCT. In these months

flocks of several thousand, relatively small birds will migrate through the airspace at varying altitudes.

Between NOV and FEB gulls also appear at the airport, usually preferring to settle on runways and taxiways.

Particular mention must be made of black and grey crows. Between OCT and MAR, also depending on weather conditions, they migrate through the airspace of the airport in flocks of several tens of thousands and sometimes of several hundred thousands, and settle temporarily on the airfield.

Their migration shows a distinct daily pattern: after dawn they fly from NW to SE, and at dusk from SE to NW, between 30 and 1 000 FT.

4.1 Bird Watch and Scaring Service

The Budapest Airport Zrt. operates a continuous bird watch and scaring service, with appropriate equipment.

Operators using Budapest Liszt Ferenc International Airport are requested to send their comments relating to the operation of this service to the following address:

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Phone:(+361) 296-5535

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

4.2 Reporting a Bird Strike

Operators using Budapest Liszt Ferenc International Airport are requested to report events of bird strike by filling in the ICAO standard "BIRD STRIKE REPORTING FORM" (BSRF). The form can be obtained and filed at the ARO.

If the event occurs after take-off and the crew do not consider it necessary to interrupt their flight, then they should notify the TWR via radio, then fill in the BSRF at their destination airport and send it to the following address:

Airside Management

BUD International Airport Zrt.

Post:H-1185 Budapest, BUD International Airport

Fax:(+361) 296-8981

Email:airside.bud@bud.hu

5. GENERAL AVIATION FLIGHT HANDLING

An operator or a handling agent authorized by the operator must advise its operation as a minimum three hours before the planned arrival or departure time. Requests shall be submitted to the Airport Operations Control Center by:

Email:airport.ops@bud.hu

Operation request shall comprise the following information:

- date of flight;
- aircraft identification and type of aircraft;
- type of flight;
- estimated time of arrival and/or departure;
- aerodrome of departure and destination;
- aircraft registration;
- name of the handling agent;
- MTOW and noise data of the aircraft;

- name of the operator.

The airport operator will confirm the times to the sender.

6. REMOTE AERODROME ATC SERVICE

Contingency remote aerodrome ATC service is temporarily suspended due to full reconstruction of the remote TWR facilities. Conventional aerodrome control service is provided normally as usual.

LHBP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-DEP
Aircraft Parking/Docking Chart - ICAO	AD 2-LHBP-PDC-1
	AD 2-LHBP-PDC-2
	AD 2-LHBP-PDC-3
	AD 2-LHBP-PDC-4
Aerodrome Obstacle Chart - ICAO Type A Operating Limitations	AD 2-LHBP-AOCA-13L31R
	AD 2-LHBP-AOCA-13R31L
Precision Approach Terrain Chart - ICAO	AD 2-LHBP-PATC-13L/31R
	AD 2-LHBP-PATC-13R/31L
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHBP-SID-13L
	AD 2-LHBP-SID-13R
	AD 2-LHBP-SID-31L
	AD 2-LHBP-SID-31R
Standard Arrival Chart - Instrument (STAR) - ICAO	AD 2-LHBP-STAR-13L13R
	AD 2-LHBP-STAR-31L31R
Budapest TMA - Index Chart	AD 2-LHBP-TMA
Holding Procedures - Index Chart	AD 2-LHBP-HLDG
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2-LHBP-ATCSMAC
Instrument Approach Chart - ICAO	AD 2-LHBP-ILS/LOC-13L
	AD 2-LHBP-ILS/LOC-13R
	AD 2-LHBP-ILS/LOC-31L
	AD 2-LHBP-ILS/LOC-31R
	AD 2-LHBP-RNP-13L
	AD 2-LHBP-RNP-13R
	AD 2-LHBP-RNP-31L
	AD 2-LHBP-RNP-Y-31R
	AD 2-LHBP-RNP-Z-31R
	AD 2-LHBP-VOR-13L
	AD 2-LHBP-VOR-31R
Visual Approach Chart - ICAO	AD 2-LHBP-VAC

LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

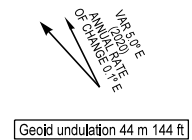
Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_631_009	AD 2-LHBP-RNP-31L (except LPV minima)	NIL
LHBP_AREA2B_S_1197_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

Obstacle penetrating VSS	Affected procedures	Affected OCA/H
LHBP_AREA2B_S_1197_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_1197_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_027	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_028	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_029	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_030	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_031	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_032	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_033	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_034	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_035	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT C and D
LHBP_AREA2B_S_417_036	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_039	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_040	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_041	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_042	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_043	AD 2-LHBP-RNP-13R (except LPV minima)	RWY13R ILS CAT II ACFT CAT A, B, C and D
LHBP_AREA2B_S_417_044	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_417_045	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_001	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_002	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_003	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_004	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_005	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_006	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_007	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_008	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_009	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_010	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_011	AD 2-LHBP-RNP-13R, AD 2-LHBP-ILS/LOC-13R	NIL
LHBP_AREA2B_S_629_012	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_013	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_014	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_015	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_016	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_017	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_018	AD 2-LHBP-RNP-13R (except LPV minima)	NIL
LHBP_AREA2B_S_629_019	AD 2-LHBP-RNP-13R (except LPV minima)	NIL

ARP
N47 26 22 AERODROME ELEV 496

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

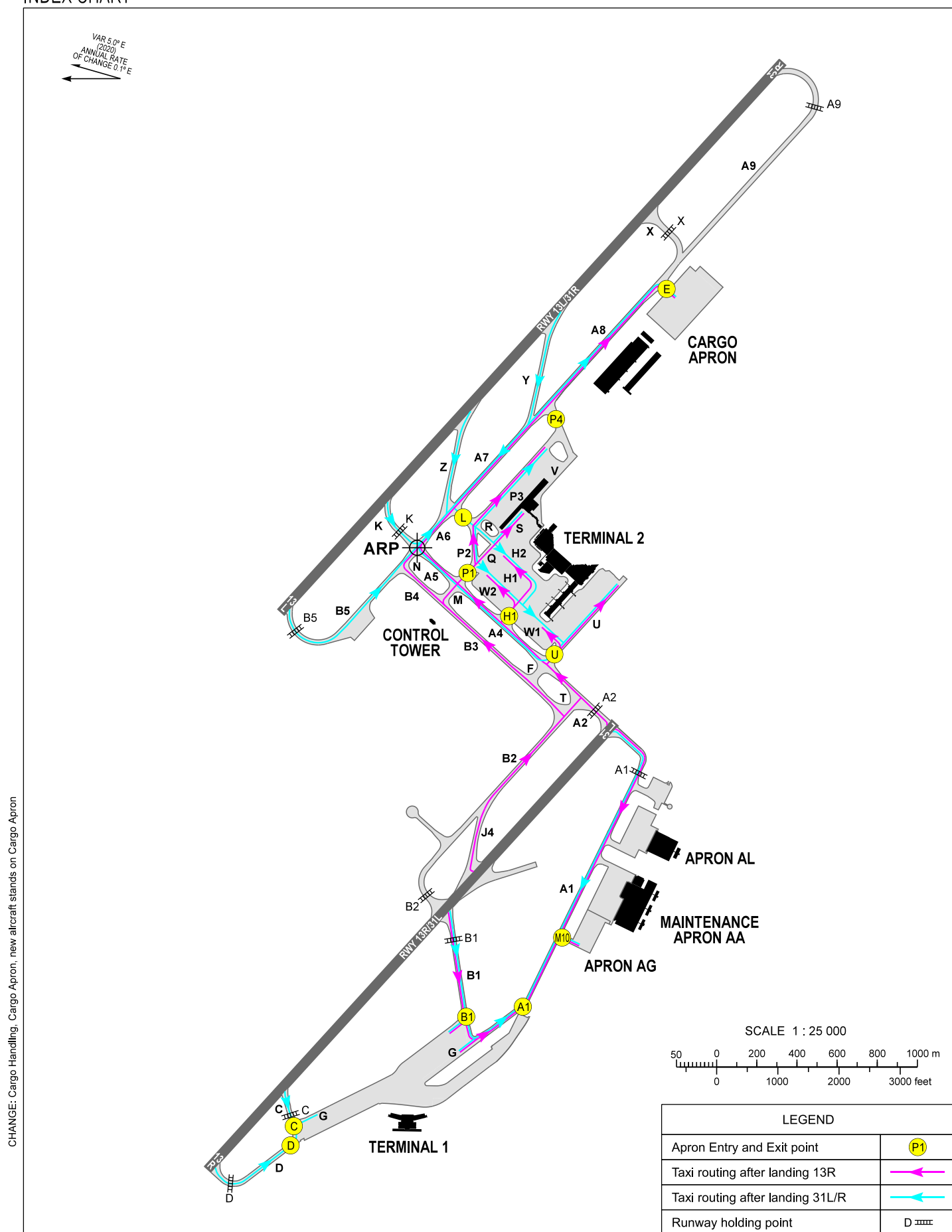
BUDAPEST/LISZT FERENC



THIS PAGE IS INTENTIONALLY LEFT BLANK

TAXI PROCEDURES FOR ARRIVING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC



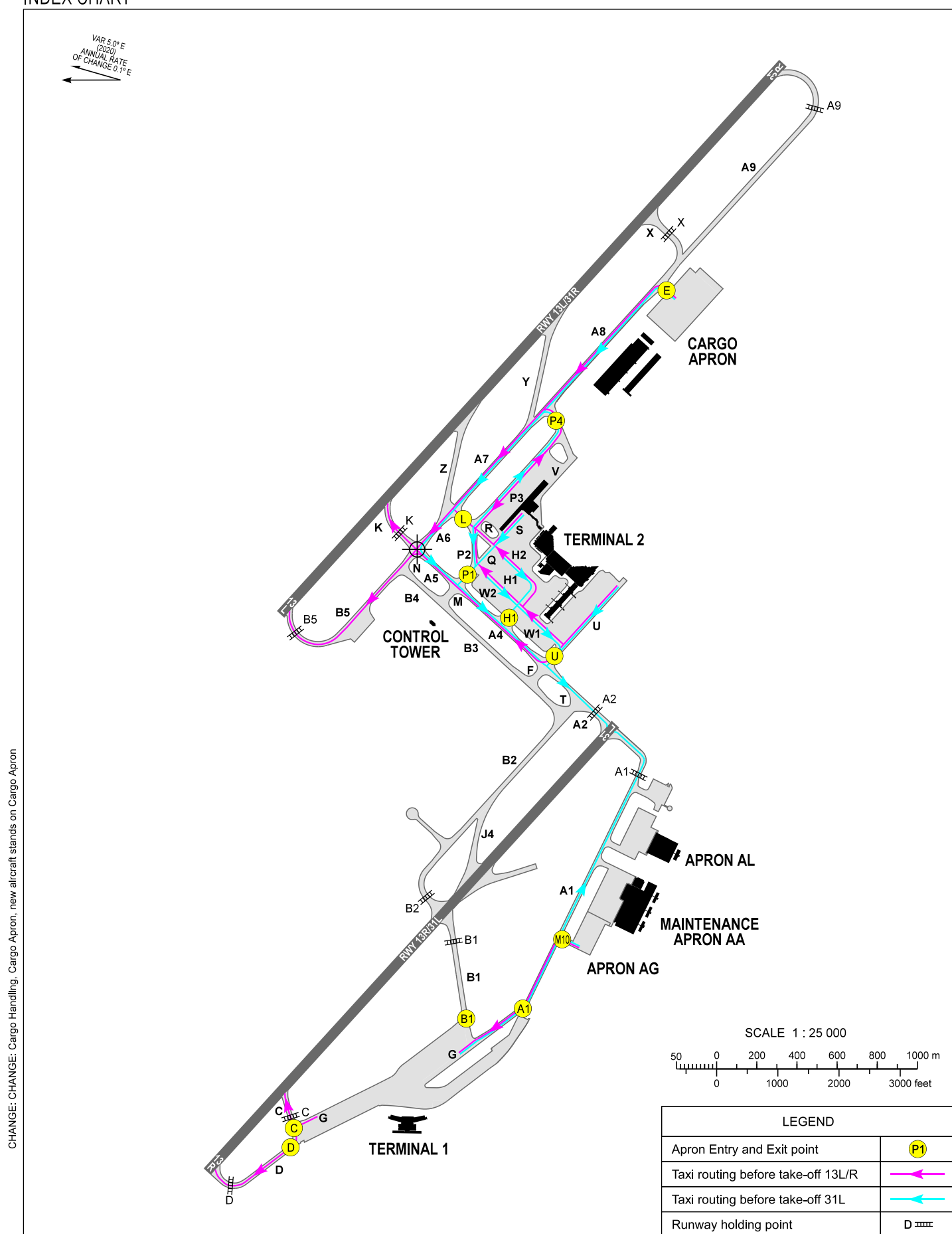
CHANGE: Cargo Handling, Cargo Apron, new aircraft stands on Cargo Apron

AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR ARRIVING AIRCRAFT ISSUED BY ATC

ARRIVALS ON RWY	EXIT POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	STAND/GATE NUMBERS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS
13R	A1	A1	R101-R108 G150-G172 R110-R117A	G	1	Code D, E, F exit B1 only
	B1	B1				
	M10	A1/B1	G130-G141	APRON taxilane	APRON AG	Max. Code B
	U	A2-A3-U or B2/J4-T-A3-U	31-36L	U	2	
			R220-R223	U-W1		Max. Code C
	H1	A2-A3-A4-H1 or B2/J4-T-A3-A4-H1	37-39L	H1		*Code D exit P1 or L only
			42 R210-R212A*	H1-H2		
			R224-R227	H1-W2		
	P1	A2-A3-A4-P1 or B2/J4-B3-M-P1 B2/J4-T-A3-A4-P1**	R270-R279*	P1-P2-P3		*Code D, E exit P4 only; **Due to traffic reason
			43-45	P1-Q-S		
	E	A2-A3-A4-A5-A6-A7-A8* or B2/J4-B3-B4-N-A6-A7-A8 B2/J4-T-A3-A4-A5-A6-A7-A8**	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	*Max. Code E; **Max. Code E due to traffic reason
31R	U	Y-A7-(Z)-A6-A5-A4-U	31-36L	U	2	L-W after coordination; Code D, E exit U only
	L	Y-A7-L or Z-L	37-39L 42-43 R210-R212A*	L-R-H2/H1		Code E exit H1 only; *Code D exit P1 or L only
			R220-R223	L-P2-W2-W1		
			R224-R227	L-P2-W2		
			44-45	L-R-S		
			R270-R279	L-P3		P4 after coordination; Code D, E exit P4 only
	E	Z-A7-A8 K-A6-A7-A8 B5-N-A6-A7-A8	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	CARGO APRON	Code D, E shall use K, B5 only; Code F shall use B5 only
31L	B1	B1	R101-R108 G150-G172 R110-R117A	G	1	Code E, F exit B1 only
	C	C				
	D	D				
	M10	B1-A1 or D/C-(G)-A1	G130-G141	APRON taxilane	APRON AG	Max. Code B

TAXI PROCEDURES FOR DEPARTING AIRCRAFT -
INDEX CHART

BUDAPEST/LISZT FERENC



CHANGE: Cargo Handling, Cargo Apron, new aircraft stands on Cargo Apron

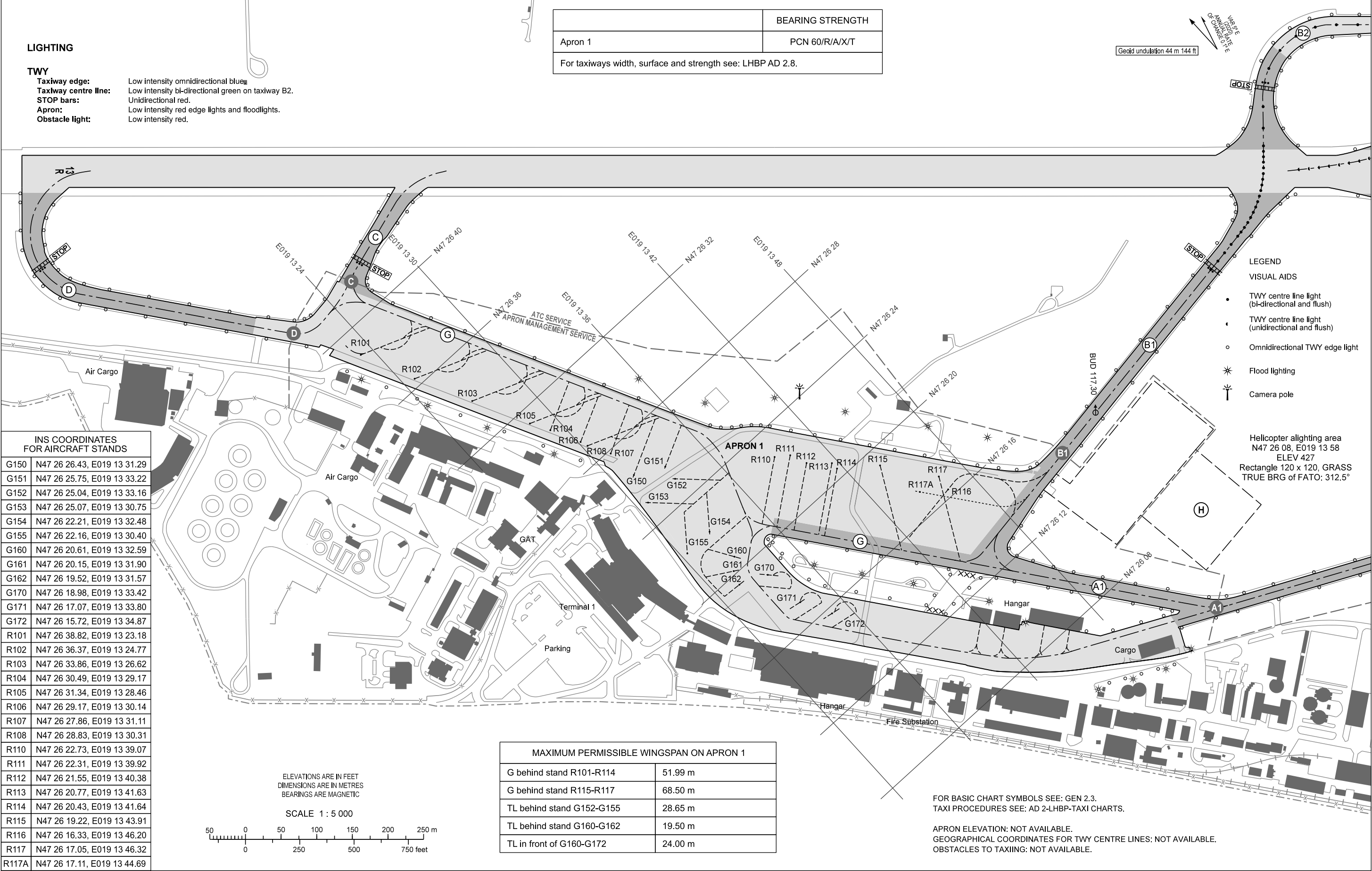
AD 2 LIST OF AVAILABLE TAXI CLEARANCES FOR DEPARTING AIRCRAFT ISSUED BY ATC

DEPARTURES ON RWY	FROM STANDS/GATES	EXIT POINTS	TAXI ROUTE ON APRON (TAXILANE OR TWY SEGMENTS) TO BE FOLLOWED	HOLDING POINTS	TAXI ROUTE ON MANOEUVRING AREA (TWY SEGMENTS) TO BE FOLLOWED	TERMINAL	REMARKS	
13L	31-36L	U	U	K or B5 on request	U-A4-A5-K or U-A4-A5-N-B5	2	H1 or P1 after coordination; Code D, E, F, exit U only	
	42-43	L	H1/H2-R-L		L-A6-K or L-A6-N-B5		*H1 after coordination; Code E exit H1 only	
	37-39L*		P3-L				P1 or P4 after coordination	
	R270-R277						(A4)-A5-K or (A4)-A5-N-B5	L after coordination; R212A push back only to H2
	R210-R212A R224-R227							
	44-45		S-Q-P1					
	R220-R223		W1-H1		P4-A7-A6-K or P4-A7-A6-N-B5	Code D, E, exit P4 only		
	R278-R279	P4	V-P4					
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E				E-A8-A7-A6-K or E-A8-A7-A6-N-B5	CARGO APRON
13R	R101-R107 G150-G172 R110-R117A	C	G	C	C	1	Code E, F exit B1 only	
		D		D	D			
	G130-G141	M10	APRON taxilane	C	A1-(G)-C	APRON AG		
			D	A1-(G)-D				
31L	31-36L	U	U	A2	U-A3-A2	2		
	R220-R223	H1	W1-U		H1-A4-A3-A2			
	37-39L		H1					
	42-43		H2-H1					
	R210-R212A R224-R227		W2-H1				P4-A4-A3-A2	R212A push back to H2 and P1 or L exit only by Follow Me
	44-45	P1	S-Q-P1					
	R270-R277		P3-P2-P1		P4 after coordination			
	R278-R279	P4	V-P4		P4-A7-A6-A5-A4-A3-A2			
	R101-R108 G150-G172 R110-R117A	A1	G	A1	A1	1	Code D, E, F exit B1 only	
	G130-G141	M10	APRON taxilane	A1 or B1 on request	A1 or B1	APRON AG		
	C1, C1L/R, C2, C2L/R, C3, C3L/R, C4, C4L/R	E	E	A2	E-A8-A7-A6-A5-A4-A3-A2*	CARGO APRON	*Max. Code E	

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON 1

AIRCRAFT PARKING/DOCKING CHART - ICAO



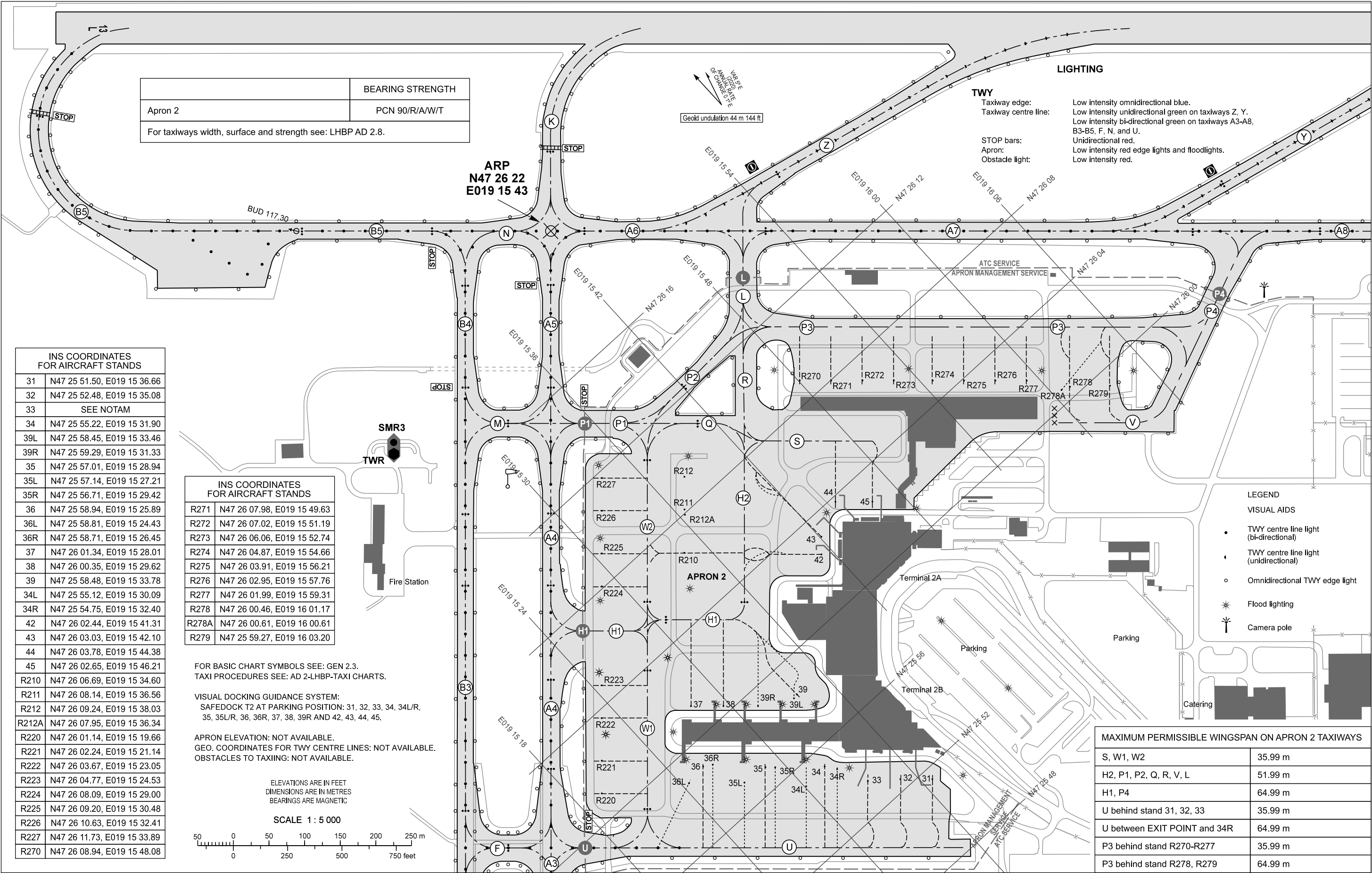
CHANGE: Maximum permissible wingspan

THIS PAGE IS INTENTIONALLY LEFT BLANK

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
APRON 2

AIRCRAFT PARKING/DOCKING CHART - ICAO



CHANGE: Maximum permissible wingspan, aircraft stand 33, Cargo Handling

THIS PAGE IS INTENTIONALLY LEFT BLANK

AIRAC AMDT 003/2023



THIS PAGE IS INTENTIONALLY LEFT BLANK

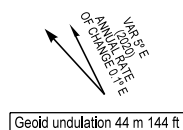
AIP HUNGARY

AIRCRAFT
PARKING/DOCKING
CHART - ICAO

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	BUDAPEST APRON	122.440
	123.860	BUDAPEST GROUND	121.910	ATIS	132.380
	119.510	BUDAPEST DELIVERY	134.540	ATIS (BUD VOR)	117.300
BUDAPEST INFORMATION (NORTH)			119.350		

BUDAPEST/LISZT FERENC
CARGO APRON

	BEARING STRENGTH
Cargo Apron	PCN 80/R/A/W/T
For taxiways width, surface and strength see: LHBP AD 2.8.	

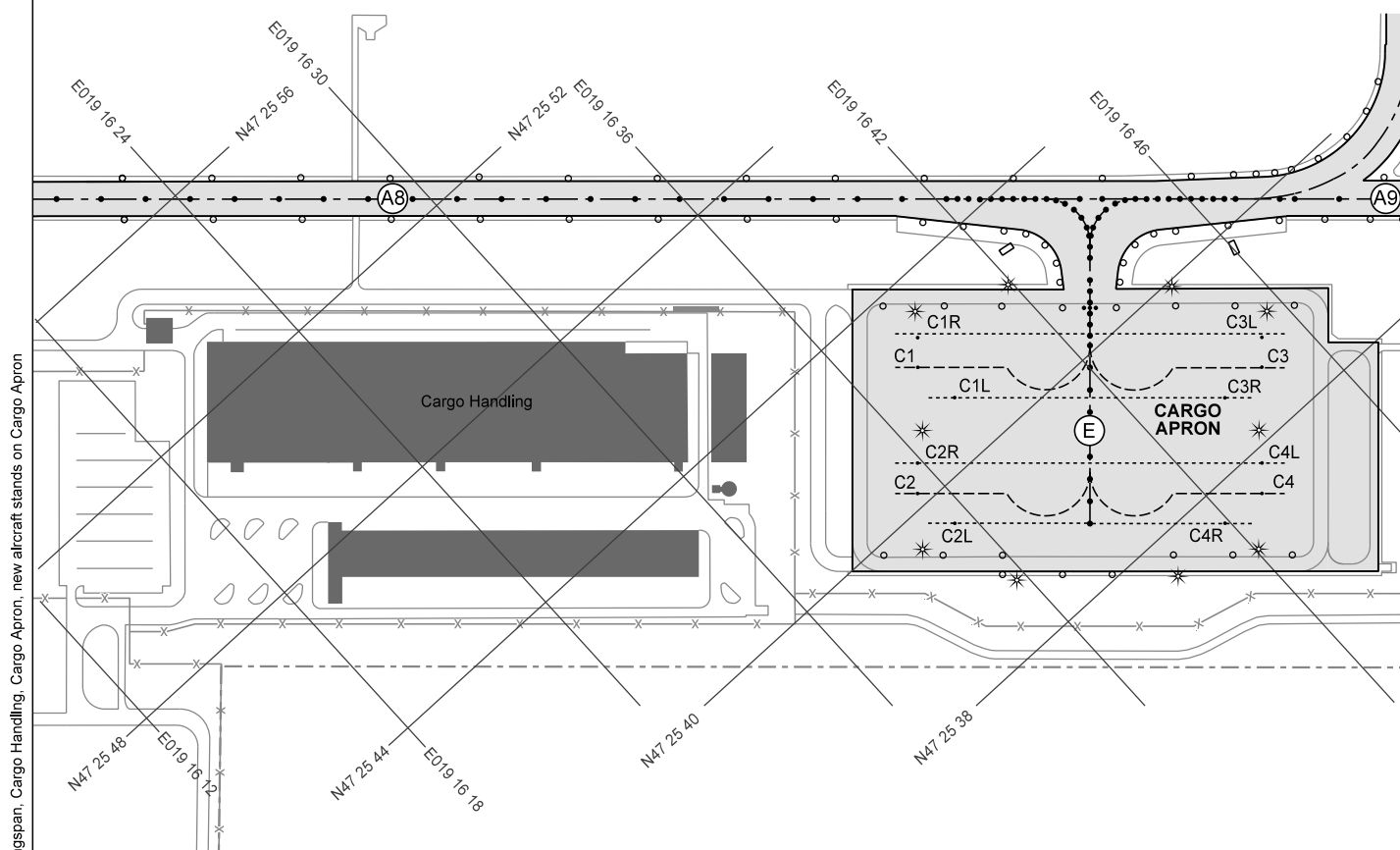


INS COORDINATES FOR AIRCRAFT STANDS	
C1R	N47 25 42.79, E019 16 38.57
C1	N47 25 42.31, E019 16 37.93
C1L	N47 25 41.28, E019 16 38.15
C2R	N47 25 40.77, E019 16 35.85
C2	N47 25 40.28, E019 16 35.19
C2L	N47 25 39.25, E019 16 35.43
C3R	SEE NOTAM
C3	SEE NOTAM
C3L	SEE NOTAM
C4R	SEE NOTAM
C4	SEE NOTAM
C4R	SEE NOTAM

LEGEND

VISUAL AIDS

- TWY centre line light (bi-directional)
- TWY centre line light (unidirectional)
- Omnidirectional TWY edge light
- * Flood lighting



LIGHTING

TWY

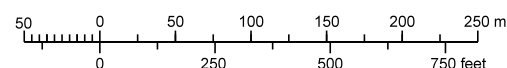
Taxiway edge:	Low intensity omnidirectional blue.
Taxiway centre line:	Low intensity bi-directional green on E.
STOP bars:	Unidirectional red omnidirectional blue.
Apron:	Low intensity blue edge lights and floodlights.
Obstacle light:	Low intensity red.

FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

APRON ELEVATION: NOT AVAILABLE.
GEO. COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 5 000



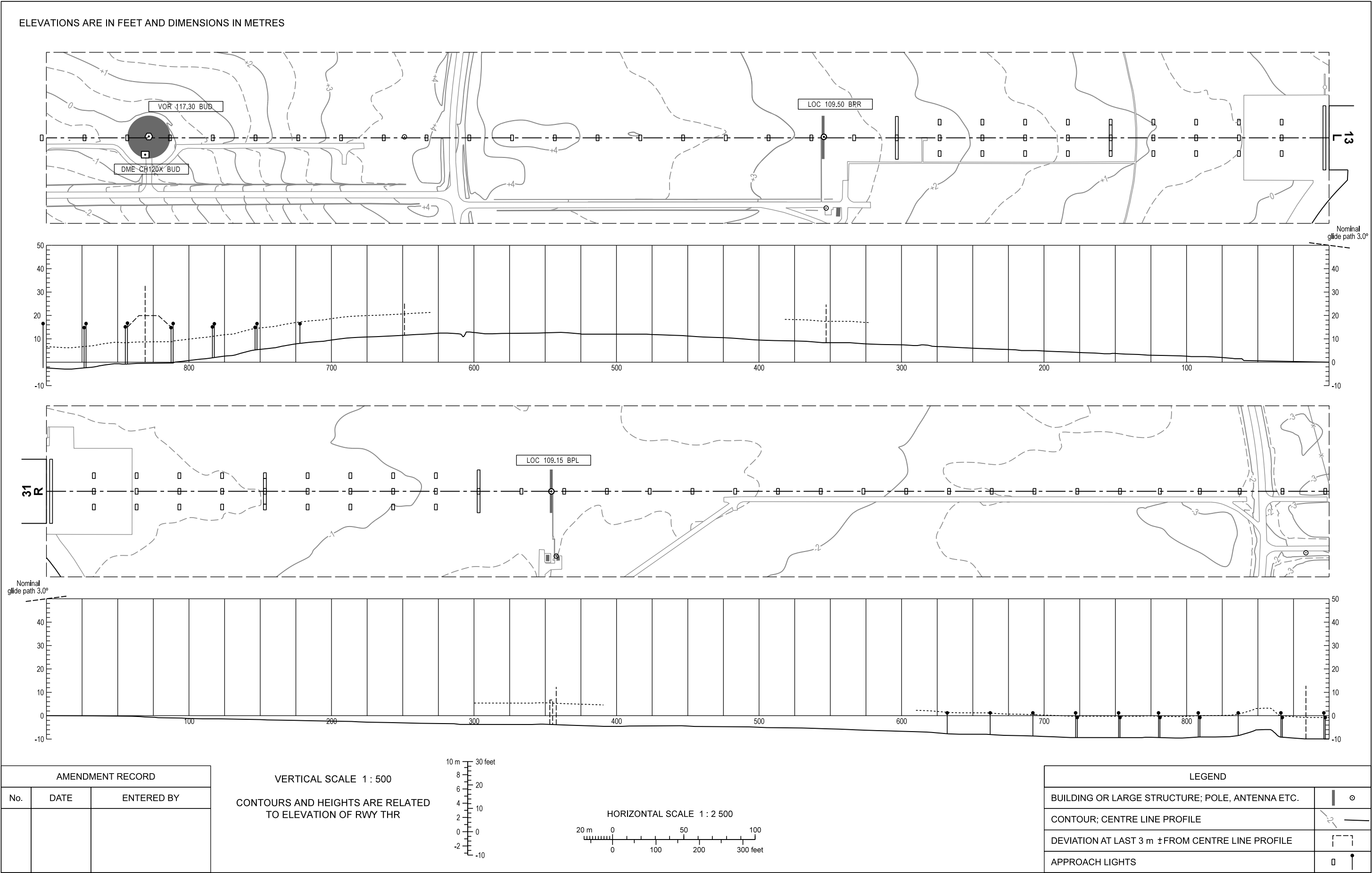
MAXIMUM PERMISSIBLE WINGSPAN ON CARGO APRON TAXIWAY

E	68.00 m
---	---------

THIS PAGE IS INTENTIONALLY LEFT BLANK

BUDAPEST/LISZT FERENC
RWY 13L/31R

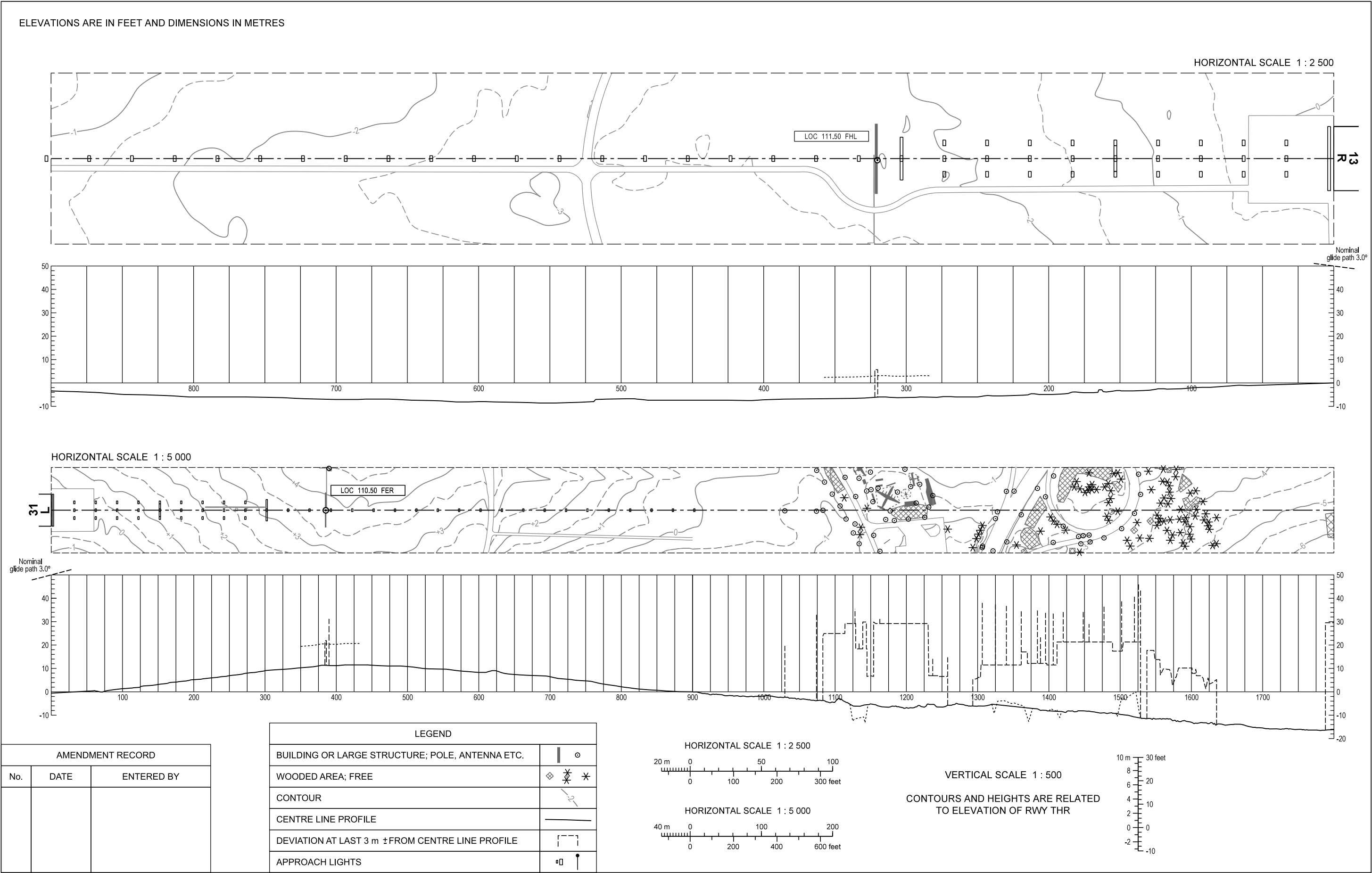
PRECISION APPROACH TERRAIN CHART - ICAO



THIS PAGE IS INTENTIONALLY LEFT BLANK

BUDAPEST/LISZT FERENC
RWY 13R/31L

PRECISION APPROACH TERRAIN CHART - ICAO



CHANGE: horizontal scale (31L), symbol of nominal glide path

THIS PAGE IS INTENTIONALLY LEFT BLANK

LHPR - GYŐR/PÉR**LHPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHPR GYŐR/PÉR

LHPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	473738N 0174830E RWY and TWY-A intersection
2	Direction and distance from (city)	15 KM 120 DEG from the centre of Gyor
3	Elevation/Reference temperature	426 FT / 26.2° C
4	Geoid undulation	145 FT
5	MAG VAR/ Annual change	4.85° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Győr/Pér Repülőtér Kft. Post:H-9099 Pér Repülőtér Phone:(+36) 96-559-200 Fax:(+36) 96-559-202 AFS:LHPRZPZX Email:ops@lhpr.hu URL:http://www.lhpr.hu SITA:QGYAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LHPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700 - 1700 (0600-1600)
2	Customs and immigration	From/to non EU and/or non Schengen Agreement's countries preliminary permission required 24 hours before planned flight.
3	Health and sanitation	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	H24
11	De-icing	As AD Administration
12	Remarks	Beyond operational hours: on request

LHPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	3 Fork-lift, 3,5t High loader, 7t High loader, Conveyor belt, 9 dollies 7t, 150 sqm warehouse, cargo X-Ray, cargo scale, ETD
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 AeroShell W100, 15W50, Total Aero D100, DM 15W50.
3	Fuelling facilities/capacity	2 Kerosene trucks 20.000 litres and 6.000 litres.
4	De-icing facilities	Available on PRKG stands
5	Hangar space for visiting aircraft	On request
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHPR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Nearest 2 KM from AD
3	Transportation	Taxi, local public bus, airport minibus, rent-a-car
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	In the city, credit card acceptance at AD
6	Tourist Office	Nil
7	Remarks	Nil

LHPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Weekdays in operational hours: CAT V Weekends and public holidays in operational hours: CAT II
2	Rescue equipment	A5 Fire fighting vehicle type: Renault Kerax Capacity: 6000l of water, 900l of foaming agent, 250kgs of fire-extinguisher.
3	Capability for removal of disabled aircraft	Contact for the removal of disabled aircraft coordinator: (+36) 96-559-200, ops@lhpr.hu, Units: K&M airporttechnik GmbH: RD5 and RD10 type recovery dollies and crane are available.
4	Remarks	Nil

LHPR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	2 snow ploughs, 1 snow cutter blower, 1 carbamid spreader, 1 Clearway spreader
2	Clearance priorities	RWY, TWY A, TWY A1, TWY A2, Apron 1, Apron 3, TWY B, Apron 2

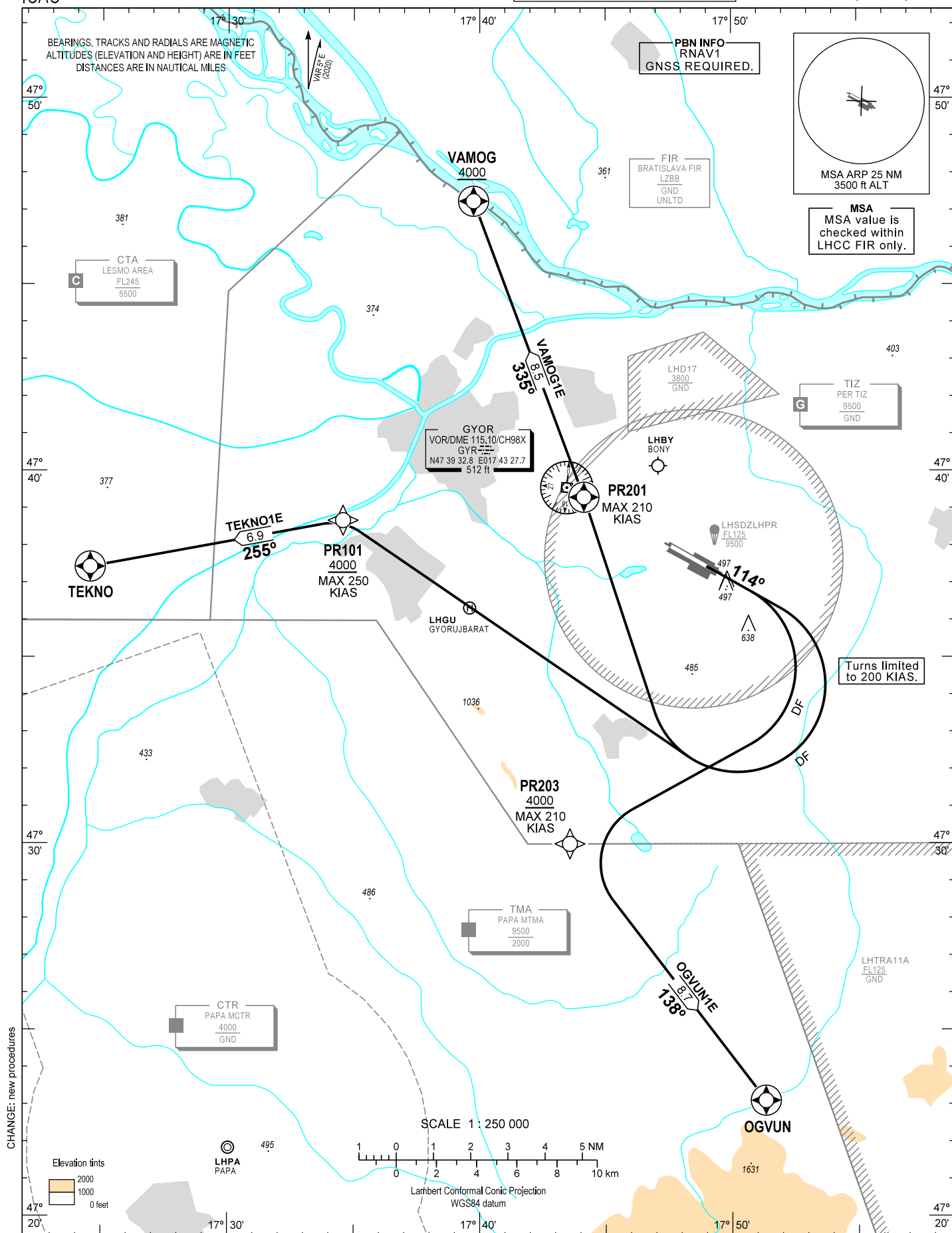
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

GYŐR/PÉR
RNAV Rwy 11
OGVUN1E, TEKNO1E, VAMOG1E



AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 11

SID NAME	PROCEDURE	CLIMBING
VAMOG1E (VAMOG ONE ECHO DEPARTURE)	Climb on course 114°. After passing 900 turn right direct to PR201, maximum turning speed 200 KIAS. To VAMOG at or above 4000, maximum turning speed 210 KIAS.	After departure climb initially 9000. Further climb only by ATC.
TEKNO1E (TEKNO ONE ECHO DEPARTURE)	Climb on course 114°. After passing 900 turn right direct to PR101, at or above 4000, maximum turning speed 200 KIAS. To TEKNO, maximum turning speed 250 KIAS.	
OGVUN1E (OGVUN ONE ECHO DEPARTURE)	Climb on course 114°. After passing 900 turn right direct to PR203, at or above 4000, maximum turning speed 200 KIAS. To OGVUN, maximum turning speed 210 KIAS.	In order to reach TIZ exit altitude min. PDG 5.5% up to 4000. After departure climb initially 9000. Further climb only by ATC.

Recommended navaid: GYR VOR.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
PR201	N47 39 17.3	E017 44 08.3
PR101	N47 38 40.3	E017 34 34.3
PR203	N47 29 59.2	E017 43 34.6
VAMOG	N47 47 14.0	E017 39 45.3
TEKNO	N47 37 25.6	E017 24 32.1
OGVUN	N47 23 06.0	E017 51 20.0

AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

PÉR INFO 129.910
BUDAPEST INFORMATION (WEST) 125.500

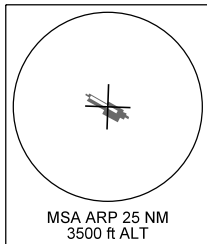
GYŐR/PÉR
RNAV RWY 29
OGVUN1W, TEKNO1W, VAMOG1W

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

PBN INFO
RNAV1
GNSS REQUIRED.

MIN. 5.5% PDG up to 4000.

FIR
BRATISLAVA FIR
LZBB
GND UNLTD



MSA
MSA value is
checked within
LHCC FIR only.

CTA
LES MO AREA
FL245
5500

TIZ
PER TIZ
9500
GND

GYOR
VOR/DME 115.10/CH98X
GYR
N47 39 32.8 E017 43 27.7
512 ft

PR201
MAX 210
KIAS

LHBY
BONY

LHSDZLHPR
FL125
9500

PR202
4000

TEKNO1W
10.1
255°

TEKNO1W
3.4
254°

TEKNO

LHGU
GYORUJBARAT

PR203
4000

TMA
PAPA MTMA
9500
2000

CTR
PAPA MCTR
4000
GND

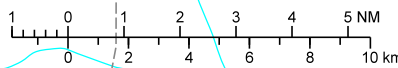
LHPA
PAPA

OGVUN1W
DF

OGVUN

LHTRA11A
FL125
GND

SCALE 1 : 250 000



Lambert Conformal Conic Projection
WGS84 datum



CHANGE: new procedures

AD 2 LHPR STANDARD DEPARTURE CHART INSTRUMENT RWY 29

SID NAME	PROCEDURE	CLIMBING
VAMOG1W (VAMOG ONE WHISKEY DEPARTURE)	Climb direct to PR201 . Turn right direct to VAMOG at or above 4000. Maximum turning speed 210 KIAS.	In order to reach TIZ exit altitude min. PDG 5.5% up to 4000. After departure climb initially 9000. Further climb only by ATC.
TEKNO1W (TEKNO ONE WHISKEY DEPARTURE)	Climb direct to PR201 . To PR202 on course 255°, at or above 4000. Maximum turning speed 210 KIAS. To TEKNO .	
OGVUN1W (OGVUN ONE WHISKEY DEPARTURE)	Climb direct to PR201 . Turn left direct to PR203 , at or above 4000. Maximum turning speed 210 KIAS. Direct to OGVUN .	

Recommended navaid: GYR VOR.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
PR201	N47 39 17.3	E017 44 08.3
PR202	N47 38 03.3	E017 29 27.8
PR203	N47 29 59.2	E017 43 34.6
VAMOG	N47 47 14.0	E017 39 45.3
TEKNO	N47 37 25.6	E017 24 32.1
OGVUN	N47 23 06.0	E017 51 20.0

LHSM - HÉVÍZ-BALATON AIRPORT**LHSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHSM HEVIZ-BALATON AIRPORT

LHSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	464111N 0170933E At the geometrical centre of the RWY
2	Direction and distance from (city)	195°, 3 KM from Sarmellek village
3	Elevation/Reference temperature	124.5 M / 28.9°C
4	Geoid undulation	46 M
5	MAG VAR / Annual change	4.6° E (2020) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Heviz-Balaton Airport Kft. (H-8380 Heviz, Kossuth Lajos u. 1.) H-8391 Sarmellék Phone:(+36) 83-200-300 Fax:(+36) 83-200-301 AFS:LHSMZPZX SITA:SOBHBXH Email:info@hevizairport.com URL:http://www.hevizairport.com TWR: Phone:(+36) 83-200-310 Fax:(+36) 83-200-311 General Aviation: Phone:(+36) 83-200-304 Fax:(+36) 83-200-301 Email:ops@hevizairport.com
7	Types of traffic permitted (IFR/VFR)	INTL-NTL, IFR-VFR, S-NS-P, Civil / General / Military
8	Remarks	Nil

LHSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1500 (0700-1400)
2	Customs and immigration	As AD Administration
3	Health and sanitation	On contract
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	H24 in MET Centre
7	ATS	AFIS: As AD Administration
8	Fuelling	As AD Administration

9	Handling	As AD Administration
10	Security	H24
11	De-icing	Nil
12	Remarks	Beyond operational hours on prior request Service fee is 250 EUR/hour

LHSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel/oil types	AVGAS 100LL, Jet A1
3	Fuelling facilities/capacity	1 kerosene truck (40 tonnes), 1 petrol truck (7.5 tonnes)
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Nearest at Heviz and Keszthely town
2	Restaurants	buffet at the AD, restaurants at Keszthely and Heviz
3	Transportation	Taxi, rent-a-car, public bus
4	Medical facilities	First aid at AD, hospital at Keszthely
5	Bank and Post Office	ATM at Sármellék Post office at Sármellék
6	Tourist Office	In the city of Heviz and Keszthely and at the airport.
7	Remarks	Hévíz 12 KM and Keszthely 16 KM from AD

LHSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A3
2	Rescue equipment	2 firefighting vehicle, manual tools.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	On request up to CAT 7, in case of prior notice at least 48 hours in advance, contact: info@hevizairport.com Trained staff: 17

LHSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency(ies)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 16 (CAT I)						
LLZ	SMK	108.75 MHZ	As AD Administration	464022.8N 0170950.9E		
GP		330.35 MHZ	As AD Administration	464140.6N 0170927.1E		GP angle: 3°
DME	SMK	24Y	As AD Administration	464140.6N 0170927.1E	443 FT	Co-located with GP 16
DME	SME	79X	As AD Administration	463956.6N 0170958.9E	453 FT	Co-located with L/SME.
L	SME	436 KHZ	As AD Administration	463956.9N 0171000.7E		1km from THR RWY 34

LHSM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

LHSM AD 2.21 NOISE ABATEMENT PROCEDURES

The published Standard Instrument Departure (SID) routes are part of the noise abatement procedures, Therefore strict adherence is compulsory for all IFR flights, except light propeller aircraft until passing 7000 FT QNH.

LHSM AD 2.22 FLIGHT PROCEDURES**1. PROCEDURES FOR FLIGHTS DURING OPERATION OF AIR TRAFFIC CONTROL (ATC)****1.1 GENERAL****1.1.1 Departing aircraft**

Flights departing from Sármellék Airport, shall request enroute clearance before take off from the Aerodrome Control Service (further on Tower). The enroute clearance will be delivered by the Tower in standard circumstances after giving the start-up clearance on the parking stand.

Departing aircraft have to follow the procedures included in en-route clearance given before the take-off

clearance.

1.1.2 Taxiing

Taxiing shall be carried out as instructed by Tower.

1.2 IFR FLIGHTS

Maximum speed for IFR operation is 250 KT (460 KMH) IAS.

1.2.1 Standard Instrument Departure (SID)

Tower will use one of the Standard Instrument Departures published for IFR flights.

The departure procedures in use are based on those contained in ICAO Doc 8168 OPS/611 (PANS OPS).

1.2.2 Instrument approach procedures

The instrument approach procedures are published on Instrument Approach Charts in part AD 2-LHSM.

1.2.3 Visual approach

A visual approach will only be allowed or offered if the visibility is at least 5 KM and the cloud-base at least 1500 FT (450 M).

1.3 VFR FLIGHTS

ATC clearance for VFR flights within Sármellék CTA and in CTR will be given on the following conditions:

- a. Flight plan has to be submitted for request of ATC clearance, containing the items 7 to 18 inclusive;
- b. ATC clearance shall be obtained before the aircraft enters the areas concerned.
- c. Position reports shall be submitted in accordance within 3.6.3 of ICAO Annex 2.
- d. Deviation from the ATC clearance may only be made, if prior permission has been obtained;
- e. The flight shall be conducted with vertical visual reference to the ground;
- f. Two-way radio communication shall be maintained with Balaton Tower on the frequency prescribed
- g. The aircraft shall be equipped with SSR transponder with 4096 codes in mode A/C.

1.3.1 Procedures for VFR flights within Sármellék CTR

Traffic Pattern:

- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

1.3.2 Designated VFR reporting points for entry and exit to/from Sármellék CTR:

- BALATON:

46 42 22, 485 N; 017 15 52, 785 E

(influx of river Zala)

- DIOSKAL:

46 39 37, 458 N; 017 03 45, 026 E

(Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)

Unless otherwise instructed VFR flights approaching from uncontrolled airspace are required to enter CTR via the designated reporting points.

Holding procedure has to be carried out by the instruction of ATC over the designated reporting points or other point identifiable by the pilot.

1.3.3 Communication failure procedures

- Arriving aircraft:

Proceed as cleared. If no landing clearance has been received, hold over the designated entry point of the CTR at 2000 FT (600 M) AMSL or below for 5 minutes and then make landing on the designated landing

area.

- Departing aircraft:

Do not take-off, if communication failure experienced before take-off. Return to parking position.

2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)

2.1 IFR flights

2.1.1 Departing aircraft

All departing aircraft are required to inform the AFIS service of their intention prior to engine start-up. Start up may be performed under the supervision of the Ramp Officer after acknowledgement of the AFIS service.

The IFR flights entering controlled airspace after departure, shall obtain enroute clearance before take off.

In standard circumstances the enroute clearance will be delivered by AFIS on the parking stand after start-up.

Departing aircraft have to follow the procedures included in enroute clearance given before the acknowledgement of the take-off.

2.1.2 Standard Instrument Departure (SID)

Standard Instrument Departures are published in part AD 2-LHSM.

The departure procedures in use are based on those contained in ICAO Doc 8168 OPS/611 (PANS OPS).

2.1.3 Instrument approach procedures

The instrument approach procedures are published on Instrument Approach Charts in part AD 2-LHSM.

2.2 VFR flights

2.2.1 Arrival

Contact shall be established with AFIS prior to reaching the area boundary;

AFIS provides information about aerodrome local traffic, suggested „Traffic circuit” as well as conditions of approach and landing.

Traffic Pattern:

- Right and left hand traffic pattern for RWY 34
- Right and left hand traffic pattern for RWY 16

Designated VFR reporting points:

- BALATON:

464222N 0171553E

(influx of river Zala)

- DIOSKAL:

463937N 0170345E

(Meteorological Radar Antenna/ approx. 0,8 NM South East of Dioskál village)

When instrument approach is in progress all VFR aircraft operating within the TIZ will be advised to land or hold outside Sármellék TIZ.

LHSM AD 2.23 ADDITIONAL INFORMATION

NIL

LHSM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2-LHSM-ADC
Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)	AD 2-LHSM-AOCA-1634
Standard Departure Chart - Instrument (SID) - ICAO	AD 2-LHSM-SID-16
	AD 2-LHSM-SID-34
Instrument Approach Chart - ICAO	AD 2-LHSM-ILS/LOC-16
	AD 2-LHSM-NDB-16
	AD 2-LHSM-NDB-34
	AD 2-LHSM-RNP-16
	AD 2-LHSM-RNP-34
Visual Approach Chart - ICAO	AD 2-LHSM-VAC

LHSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

LHUD - SZEGED**LHUD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LHUD SZEGED

LHUD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	461503N 0200521E, at RWY 16 THR
2	Direction and distance from (city)	5 km West from centre of Szeged city
3	Elevation/Reference temperature	82 M / 27.7° C
4	Geoid undulation	43 M
5	MAG VAR/ annual change	5° E (2017) / 0.1° increasing
6	AD Administration, address, telephone, telefax, AFS	Post:Szegedi Kozlekedesi Kft. H-6720 Szeged, Zrinyi u. 4-8. Phone:(+36) 62-592-250 Aerodrome office: Phone:(+36) 62-541-519 AFIS: Phone:(+36) 62-541-825 Phone:(+36) 30-967-7064 Phone:(+36) 62-553-614 Fax:(+36) 62-549-505 AFS:LHUDZTZX SITA:Nil Email:info@airportszeged.hu Reception: Phone:(+36) 62-541-518
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Nil

LHUD AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON, TUE, WED, THU, FRI, SAT, SUN: 0700-SS (0600-SS)
2	Customs and immigration	PPR 24 hours
3	Health and sanitation	Nil
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	Nil
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration

10	Security	H24
11	De-icing	Nil
12	Remarks	Beyond operational hours services are available on preliminary request.

LHUD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	AVGAS 100LL petrol, JET A1 kerosene, MOGAS 95 petrol
3	Fuelling facilities/capacity	AVGAS 100LL petrol 25L/min, capacity: 25 000L; JET A1 kerosene 75L/min, capacity 25 000L; MOGAS 95 petrol 25L/min, capacity: 10 000L;
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	limited by prior arrangement only
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LHUD AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	buffet at the AD, restaurants in the city
3	Transportation	taxi, bus and tram (bus- and tram-stop on road No. 55.)
4	Medical facilities	First aid at AD, hospital in the city
5	Bank and Post Office	in the city
6	Tourist Office	in the city, leaflets at the AD (AFIS)
7	Remarks	Nil

LHUD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	A5
2	Rescue equipment	1 Renault fire fighting vehicle 4x4
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil