

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		

[illegible]

HOTSPOT

Compass check point

STOP

B2

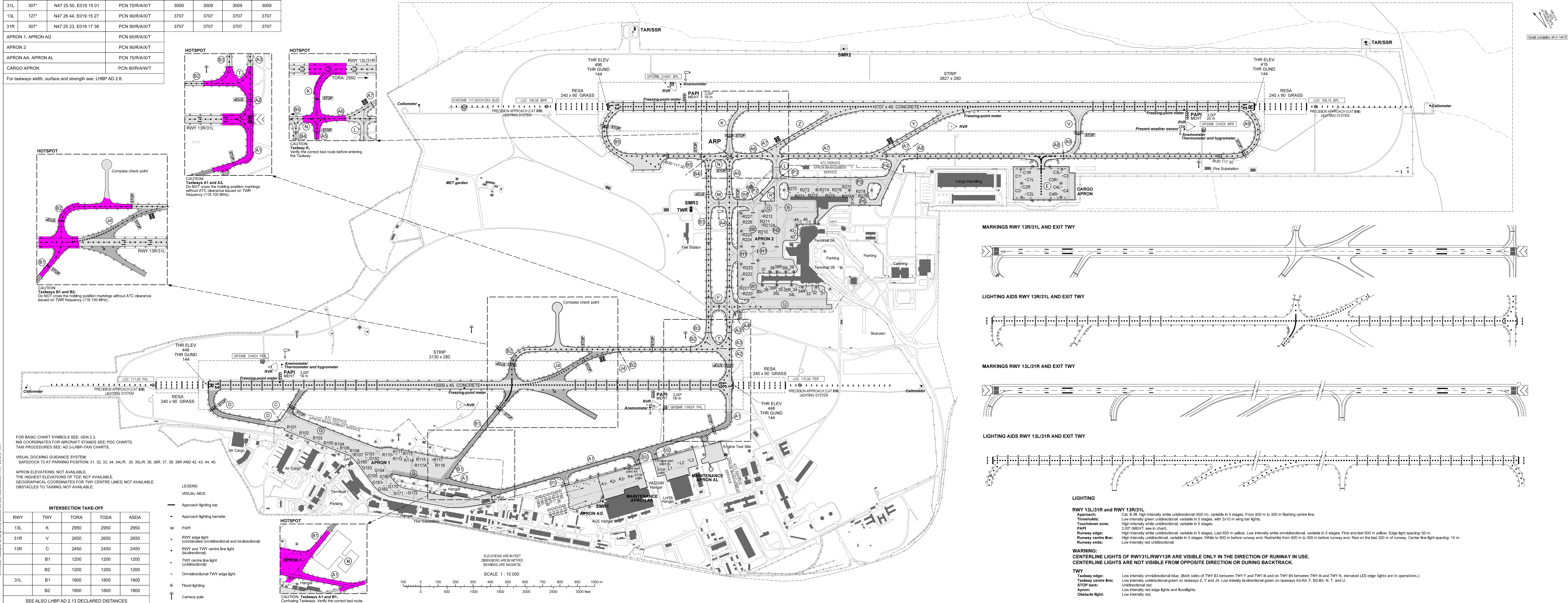
J4

S1/S2

B1

RWY 13R/31L

CAUTION:
Taxiways B1 and B2.
Do NOT cross the holding position markings without ATC clearance issued on TWR frequency (118.100 MHz)



FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-HBP-TAXI CHARTS.

VISUAL DOCKING GUIDANCE SYSTEM:
SAFELOCK 12 AT PARKING POSITION: 31, 32, 33, 34, 34/R, 35, 35/R, 36, 36/R, 37, 38, 39/R AND 42, 43, 44, 45

AFRON ELEVATION: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF TDZ: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TAY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXIING: NOT AVAILABLE.

LEGEND

INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

LEGEND
VISUAL AIDS

- Approach lighting bar
- Approach lighting barrette
- ⊠ PAPI
- RWY edge light
(combined omnidirectional and bi-directional)
- RWY and TWY centre line light
(bi-directional)
- † TWY centre line light
(unidirectional)
- Omnidirectional TWY edge light
- ☼ Flood lighting
- ⌚ Camera pole

HOTSPOT

Diagram illustrating a taxiway intersection (Taxiway A1 and Taxiway B1) near a hangar and apron area. The diagram highlights a potential confusion point for pilots, marked as a **HOTSPOT**. The area is labeled **APRON 1** and **Hangar**. A caution note states: **CAUTION: Taxiways A1 and B1. Confusing Taxiways. Verify the correct taxi route.**

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

SCALE 1 : 10 000

LIGHTING

RWY 13L/31R and RWY 13R/31L

Approach:	Cat. I/III. High intensity white unidirectional (300 m). variable in 5 stages. From 900 to 300 m flashing center line.
Thresholds:	Low intensity green unidirectional. variable in 5 stages. with 2x10 m wing bar lights.
Touchdown zone:	High intensity white unidirectional. variable in 5 stages.
PAI	3.0P (MHT): see in chart.
Runway edge:	High intensity unidirectional. variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional. variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
Runway center line:	High intensity unidirectional. variable in 5 stages. White to 900 m before runway end. Red/white from 900 to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends:	Low intensity red unidirectional.

WARNING:
CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE.
CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK.

TWY	
Taxiway edge:	Low intensity omnidirectional blue. (Both sides of TWY B3 between TWY F and TWY M and on TWY B4 between TWY M and TWY N, elevated LED edge lights are in operations, see 2.1.1.1)
Taxiway centre line:	Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars:	Unidirectional red.
Apron:	Low intensity red edge lights and floodlights.
Obstacle light:	Low intensity red.

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