

HUNGARY

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AIP AMDT: AIRAC AMDT 005/2025

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1. Amendment content:**1.1 GEN 1.2**

- 1.7 Operation with dangerous goods and/or optical devices section updated

1.2 GEN 2.4

- LOCATION INDICATORS table updated, new landing strips added

1.3 ENR 1.6

- BUDAPEST DIRECTOR for arriving aircraft in Budapest TMA removed from section 1.1.2

1.4 AD 1.3

- Aerodromes and heliports - Index chart updated with new landing strips

1.5 AD 2 LHBC

- VAC chart updated with new landing strips, editorial updates on the SIDs
- Updated charts: AD 2-LHBC-VAC, AD 2-LHBC-SID-17L, AD 2-LHBC-SID-35R

1.6 AD 2 LHBP

- AD 2.20 LOCAL AERODROME REGULATIONS updated
- AD 2.23 description of section "4. Bird flocks and bird migrations" updated
- Updated charts: AD 2-LHBP-ADC, AD 2-LHBP-PDC-3, AD 2-LHBP-VAC
- New chart: AD 2-LHBP-BIRD

1.7 AD 2 LHNY

- SBAS FAS DATA Blocks updated with new CRC values, VAC chart updated with culture and topography
- Updated charts: AD 2-LHNY-RNP-Y-18R, AD 2-LHNY-RNP-Z-18R, AD 2-LHNY-RNP-Y-36L, AD 2-LHNY-RNP-Z-36L, AD 2-LHNY-VAC

1.8 AD 2 LHPR

- VAC chart updated with new landing strips. Updated chart: AD 2-LHPR-VAC

1.9 AD 2 LHSM

- Format of the NDB coordinates changed to DMS, Updated charts: AD 2-LHSM-SID-16, AD 2-LHSM-SID-34, AD 2-LHSM-STAR-1634, AD 2-LHSM-ILS/LOC-16, AD 2-LHSM-NDB-16, AD 2-LHSM-NDB-34, AD 2-LHSM-VAC

1.10 AD 2 LHUD

- VAC chart updated with culture and topography. Updated chart: AD 2-LHUD-VAC

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:**

Nil

SUP:

Nil

AIC:

Nil

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

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PART 1 - GENERAL (GEN)**GEN 0.1 PREFACE****1. NAME OF THE PUBLISHING ORGANISATION**

The AIP HUNGARY is published -following a prior consultation with the Aviation Authority- by HungaroControl Hungarian Air Navigation Services Private Limited Company.

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation (Chicago Convention) and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Chicago Convention and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection [GEN-1.7](#).

3. PUBLICATION MEDIA

The Hungarian Aeronautical Information Publication - with its amendment service -, AIP Supplements and Aeronautical Information Circulars (AIC) are made available both in printed and electronic format and also published on the Hungarian AIS website: <http://ais.hungarocontrol.hu>.

4. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL**4.1 The AIP structure**

The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information.

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection [GEN-3.1](#).

The principal AIP structure is shown in graphic form. [See GEN 0.1 Figure 1](#).

4.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1.- National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2.- Tables and codes - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise-Sunset tables.

GEN 3. - Services - Aeronautical Information Services; Aeronautical charts; Air Traffic Services (ATS); Communication services; Meteorological services; and Search and Rescue (SAR).

GEN 4.- Charges for aerodromes/heliports and air navigation services (ANS) - Aerodrome/heliport charges; and Air navigation services charges.

4.1.2 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. - Table of Contents to Part 2.

ENR 1. - General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS surveillance services and procedures; Altimeter setting procedures; ICAO Regional supplementary procedures; Air traffic

flow management and airspace management (ATFM); Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. - Air traffic services airspace - FIR, UIR, TMA and CTA; and Other regulated airspace.

ENR 3. - En-route holding.

Note. - With the effect from 05 FEB 2015 Free Route Airspace has been introduced in the Budapest FIR.

ENR 4. - Radio navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Global navigation satellite system (GNSS); Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. - Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. - En-route charts

4.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. - Table of Contents to Part 3.

AD 1. - Aerodromes/Heliports - Introduction - Aerodrome/Heliport availability and conditions of use; Rescue and fire-fighting services (RFFSs), runway surface condition assessment and reporting, and snow plan; Index of aerodromes and heliports; Grouping of aerodromes/heliports; and Status of certification of aerodromes.

AD 2. - Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 25 subsections for each aerodrome.

4.2 Regular amendment interval

No fixed intervals for amendments to the AIP are defined.

5. COPYRIGHT POLICY

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6. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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AIRAC AIP AMENDMENT

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Hungarian authorities.

1.7 Operation with dangerous goods and/or optical devices

The exemption of CAA is required only for transport of dangerous goods by air which are forbidden under normal circumstances. The exemption form is available on the EASA website:

URL: <https://www.easa.europa.eu/en/document-library/general-publications/transport-air-dangerous-goods-which-are-forbidden-under>

1.8 Coordination of flight data with aerodromes

The operator of an aircraft shall be responsible for the coordination of relevant flight data with the operators of the aerodromes particularly as far as the schedule and ground handling requirements are concerned.

The obligations which apply to the coordination of the flight operations are listed in paragraphs [para 2.5](#) and [para 3.5](#)

1.9 Noise restriction

The aircraft with jet engines with MTOW of 34 000 KG or more or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats are permitted to take-off and land at aerodromes in territory of Hungary only if the aircraft complies with the standards of ICAO Annex 16, Volume I Part II Chapter 3.

1.10 Exemption policy

Decisions on granting an exemption will be taken in individual cases for flights of exceptional nature only. Application containing serious reasons for granting an exemption shall be submitted to the CAA of Hungary at the same time as the individual application/permission request.

1.11 Random alcohol test process

Aviation Authority of Hungary carry out alcohol tests on flight crew and cabin crew members within EU Ramp Inspection Programme according to Commission Regulation (EU) No 965/2012 on air operations and Commission Regulation (EU) No 2018/1042/EU amending it.

The breath alcohol concentration (BrAC), measured during the alcohol test, should not exceed a level equivalent to 0.0 gram of blood alcohol concentration (BAC) per litre of blood. (National limit of BAC is 0.0 gram)

Every positively tested crew member will be:

- Removed from duty
- Handed over to the legal enforcement body
- Reported to competent aviation authorities
 - Licensing authority
 - State of operator

1.12 ACMI Agreement (Wet-lease Agreement)

External wet lease can be made of EU and non-EU countries that is proved by ACMI agreement. This agreement is relevant that shows the leasing validity.

Besides the above mentioned agreement the CAA also need the approval of the relevant authorities (authority of the Lessor and Lessee as well) and valid Insurance Certificate of the aircraft. If the wet-lease involves an aircraft/airline from a third country the CAA check the TCO authorization from the EASA web site. Any other additional document is not required but if it is necessary, the CAA may request additional documents.

If the wet-lease involves an aircraft/airline from an EU country everything is needed to be sent only for information purposes, the CAA just confirm the operation.

2. INTERNATIONAL SCHEDULED FLIGHTS

2.1 General

- a. Unless international agreements or other regulations published below state otherwise, the schedule of international air services arriving in Hungary from outside the EU or EFTA, and air services departing from Hungary to a territory outside the EU or EFTA, are subject to approval of CAA. For services not regulated by bilateral/comprehensive agreements the Director General of Civil Aviation may grant provisional permission at his discretion.
- b. International scheduled air services departing from the territory of the EU or EFTA and landing in Hungary, and those departing from Hungary and landing in the EU or EFTA unless the operation crosses Community border, shall be submitted for information purposes to CAA.
- c. No authorisation is required for flights in transit across the territory of Hungary and for non-traffic landings, if the State in which the operating airline is registered is a Contracting Party to the International Air Services Transit Agreement.

2.2 Procedures for approval - Air carrier from EU, EFTA Member State, or third countries

2.2.1 Application procedure - Air carrier operator from EU or EFTA Member State

The schedules of international air transport services carried out to/from Hungarian aerodromes from/to EU/EFTA Member States shall be submitted for information purposes at least 15 days prior to the intended date of operation to the CAA.

The request for the permission shall include at least the following documents and data:

- a. air carrier security programme,
- b. insurance certificate,
- c. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case of flights are going to be operated on code share basis, the notification shall include flight numbers of code share partners (marketing carriers).

If the marketing carrier is a third country operator requests of each carrier have to submitted separately to the CAA 30 days before the operation.

Any request for additional flights or ad hoc flights to the confirmed schedule changes shall be notified to the CAA at least 5 days prior to changes taking effect.

2.2.2 Application procedure - Air carrier operator from a third country

Air carrier from non EU or EFTA Member States may carry out flights to/from the territory of Hungary provided that the operation of the scheduled flights has been authorised in accordance with a bilateral or a multilateral agreement negotiated between Hungary and the relevant States.

If there is no bilateral agreement between the states which can be applicable the Director General of Civil Aviation may grant provisional permission at his discretion.

Request for permission for the operation shall be submitted to the CAA. The applications shall be submitted at least 45 days before beginning the operation in case of first application, other subsequent applications shall be submitted at least 30 days before every operational seasons.

The request for the permission shall include at least the following documents and data:

- a. name, address and ownership of air carrier,
- b. EASA TCO authorization
- c. noise certificate

- d. valid insurance certificate,
- e. air carrier security programme,
- f. timetable shall include the following data:
 - ICAO three letter designator code of the aircraft operator, flight number, type of aircraft, seating capacity,
 - date, estimated time and airport of departure to Hungary,
 - date, estimated time and airport of arrival / departure at / from Hungary,
 - date, estimated time and following airport of destination,
 - requested period of validity.

In case the flight are going to be operated on code share basis, the application shall include flight numbers of code share partners (marketing carriers). If the marketing carrier is also a third country operator request of each carrier have to submitted separately to the CAA 30 days before the operation.

Additional flights or any request that concerns the already approved operation performed by foreign air carriers to the authorized capacity of scheduled air services can be considered as approved if the applicant has not received a negative, eventually restrictive decision 5 days prior to the effective operation.

2.3 Establishment

Only an established EU air carrier in Hungary could be designated by Hungary to carry out scheduled air services to a third country.

This criteria will not be examined in an individual procedure but only during the application procedure related to the designation of an EU air carrier to a third country and will be decided on a case by case basis to determine if the EU carrier is considered to be established in the territory of Hungary based on the following aspects.

- the air carrier exercises its commercial activity in air transport in real and effective manner through stable arrangements in accordance with the provisions of the Regulation 847/2004;
- the air carrier maintains stable and permanent organizational structure in the territory of Hungary with sufficient number of permanent staff empowered to represent the air carrier in relations with the competent authorities with special regard to safety, security and general contact keeping with the authority (subject to the decision of the Aviation Authority what is considered sufficient);
- the air carrier has an operational base in the territory of Hungary.

In order to prove the compliance with the conditions set above, the air carrier is required to submit the following documents and information to the Aviation Authority of Hungary:

- name(s) and contact of personnel responsible for safety in 24 hours a day with permanent presence in the territory of Hungary;
- name(s) and contact of personnel responsible for security in 24 hours a day;
- name and contact of general contact person (in office hours);
- proof of having an operational base in Hungary (a copy of an agreement with the airport operator, or the declaration of the relevant airport operator that such operational base has been created);
- valid AOC, OL issued by a Member State;
- confirmation that the licensed carrier's regulatory authority will retain and fulfil regulatory control.

2.4 Documentary requirements for clearance of aircraft

Two copies of the Cargo Manifest and Loadsheet are required to be submitted by airline operators for clearance on entry and departure of their aircraft to and from Hungary. One copy of the Cargo Manifest must be signed by the authorised agent or the pilot-in-command.

2.5 Slot coordination/schedules facilitation of scheduled and ad-hoc flight operations

2.5.1 According to Hungarian Act XCVII of 1995 on Aviation, HungaroControl, Hungarian Air Navigation Services Private Limited Company is authorised to perform the duties of slot coordination/schedules facilitation in Hungary. In order to avoid congestion and to ensure the efficient use of available airport capacity on coordinated/schedules facilitated airports planned arrival and departure timings of scheduled and ad-hoc flights shall be submitted to HungaroControl's Airport Coordination department.

In Hungary, according to Council Regulation (EEC) 95/93, on common rules for the allocation of slots at community airports, Budapest Liszt Ferenc International Airport is designated as schedules facilitated.

Contact details of Airport Coordination:

HungaroControl, Hungarian Air Navigation Services Private Limited Company
Airport Coordination

Post: 1185 Budapest, Igló utca 33-35.

Phone: (+361) 293-4050

Email: budcoord@budcoord.hu

Hours of operation:

Weekdays between 0600-1600 (0500-1500) hours.

Weekends and public holidays between 0600-1400 (0500-1300) hours.

2.5.2 Slot coordination/schedules facilitation of seasonal schedules

Submissions shall be sent in accordance with the deadlines shown in IATA's Worldwide Slot Guidelines (WSG). A copy of WSG can be downloaded from the IATA Scheduling Services website at:

URL: <http://www.iata.org/policy/slots/pages/slot-guidelines.aspx>

The following types of movements are exempt from mandatory submission: government, State, military, ambulance, general/business aviation.

Any changes to the agreed timetables shall be checked with Airport Coordination.

The format of submissions shall be in accordance with Chapter 6 of IATA's Standard Schedules Information Manual (SSIM), using Schedule Movement Advice (SMA) or Schedule Clearance Request (SCR) messages.

Further information on the scheduling process, capacity limits and other parameters can be found on the website of Airport Coordination Hungary.

URL: <http://en.hungarocontrol.hu>

2.5.3 Slot coordination / schedules facilitation of ad-hoc flights

Planned timings for ad-hoc flights shall be submitted at least one day prior to the planned operations to Airport Coordination.

Schedule changes due to operational reasons and ad-hoc requests on the day of operations are handled by the airport's Operations Department. Therefore notification should be sent to:

SITA: BUDOPXH

Email: airport.ops@bud.hu

2.6 Regarding the harmonisation of all ground handling activities at Budapest Liszt Ferenc International Airport Budapest Airport Pte. Ltd. Airside Operations Department Airport Operations Center is entitled to make statements:

AFS: LHBPYDYG

SITA: BUDOPXH

Phone: (+361) 296-7421

- EASA TCO authorization;
- Proof of third party liability insurance;
- Noise Certificate;
- Security Programme.

At the end of the third month, the permit holder shall provide to the CAA with details of all flights operated under the granted Hungarian Block Permit.

According to the provided details if the operations show regular frequency that it constitutes an easily recognisable systematic series of flights, the CAA has the right to reject block permit request for the next period.

The Block Permit does not exempt the applicant from obtaining additional permits (night restriction between 22:00-06:00LT, ACC3, dangerous goods).

* Request for ACC3 exemption shall be sent to avsec@ekm.gov.hu

4. APPROVAL OF PRIVATE FLIGHTS

- 4.1 Private flights landing at or departing from international aerodromes listed in part [AD 1.4](#), as well as transit flights across Hungarian airspace with foreign civil aircraft registered in a State that is a Contracting Party to the Chicago Convention, may be made without prior permission.
- 4.2 In the case of landing or take-off planned at any of the commercial aerodromes listed in part [AD 1.4](#), the target dates necessary for the provision of customs, security, police and immigration services shall be taken into account. In such cases the prior notification described in [para 1.2](#) is necessary. The provision of the above services shall be requested by the operator of the aerodrome.

4.3 Documentary requirements for clearance of aircraft

See [para 2.4](#)

5. PUBLIC HEALTH MEASURES

At present, no public health measures are required to be carried out in respect of aircraft entering the territory of Hungary. When the need arises, special measures are taken. The International Sanitary Regulations of 25 MAY 1951 adopted by the 4th World Health Assembly current edition apply: International Health Regulation (2005).

In case of reporting a patient who presents symptoms on the airplane, health care service in contract with the airport examines, takes care of the patient and arranges the transportation to the hospital if needed. If a communicable disease is suspected based on the symptoms or other information, staff of Budapest City Government Office of Public Health Department responsible for IHR tasks of points of entry is in charge. Safety standards of the airport are taken into account when implementing measures ordered in Ministerial Decree 18/1998 (VI. 3.) on Epidemiological Measures for Preventing Communicable Diseases and Outbreaks.

In case if the flight crew of an en-route aircraft identifies a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall promptly notify the ATS unit with which the pilot is communicating, the following information listed below:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome;
- d. estimated time of arrival;
- e. number of persons on board;
- f. number of suspected case(s) on board; and
- g. nature of the public health risk, if known.

6. APPROVAL OF STATE FLIGHTS

- 6.1 Operations of foreign State aircraft (for use or disposal of a military-, police- or customs organisations) as well as of intergovernmental agencies within the territory of Hungary, with the exception of NATO and EU

member States, are subject to approval by the Ministry of Foreign Affairs and Trade and the CAA.

- Single flight clearance: Application shall be submitted at least 15 days prior entry to the Hungarian airspace via diplomatic channel to the Ministry of Foreign Affairs and Trade of Hungary. (The application form see [para 6.7](#))
- Multiple flight (Annual) clearance: On the basis of international agreement or reciprocity application shall be submitted to the Ministry of Foreign Affairs and Trade of Hungary at least 90 days prior the first entry to the Hungarian airspace via diplomatic channels. This clearance may be valid for a maximum of 12 months. (The application form see [para 6.7](#))
- Carrying weapons, ammunition, ECM or optical equipment or other dangerous goods: Use of the Hungarian airspace by foreign state aircraft carrying weapons, ammunition, ECM or optical equipment or other dangerous goods (in accordance with the Technical Instructions ICAO Doc. 9284-AN/905 and the 3. § (3) of Government Decree No. 4/1998 on usage of Hungarian airspace), can be executed solely on the basis of single entry clearance.

6.2 Approval or rejection will be issued to the applicant by the Ministry of Foreign Affairs and Trade with the consent of the CAA.

6.3 State aircraft of NATO and EU member states may operate based on the submitted Flight Plan.

6.4 The application shall contain the following information:

- a. the type, nationality and registration sign of the aircraft;
- b. the name of the operator of the aircraft;
- c. place of the departure, the planned route of the flight and destination aerodrome;
- d. the date and time of departure and arrival and the estimated time of arrival at the State boundaries;
- e. time of departure of the return flight (in the case of a Hungarian aerodrome);
- f. purpose of flight and number of persons on board, type of cargo (dangerous goods, ECM or optical equipment);
- g. liability insurance valid for Hungary, as well as, information relating to valid insurance covering damage liability to third parties on the ground;
- h. demand for ground handling at the aerodrome.

It is advised that the state aircraft operator provide the Authority with evidence of validation of its security programme, if applicable.

6.5 State flights with destination/departure Budapest Liszt Ferenc International Airport also have to be coordinated in advance with the Airside Operations Department ([para 2.6](#)).

6.6 Use of military aerodrome [AD 1.4 para 5](#).

Prior permission request shall be submitted at least 7 days prior the planned day of landing. The request must contain the following data:

- aircraft type, registration, call sign
- date of the flight,
- planned landing and departure time
- purpose of the flight.

6.7 For application forms, visit the home page of MIL AIP part GEN 1.2:

URL:<https://www.ket.hm.gov.hu>

GEN 2.4 LOCATION INDICATORS

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

ENCODE		DECODE	
Location	Indicator	Indicator	Location
ATKAR-GYONGYOSHALASZ	LHAK*	LH4001*	OSKU AIRPORT
BAJA	LH6001*	LH4002*	ZIRC/TUNDERMAJOR AIRPORT
BALATONEDERICS	LH6002*	LH4003*	TAPOLCA
BALATONFOKAJAR	LH6003*	LH6001*	BAJA
BALATONFURED/FOLDES AIRFIELD	LHJT*	LH6002*	BALATONEDERICS
BALATONKERESZTUR	LHBK*	LH6003*	BALATONFOKAJAR
BALATONLELLE	LH6004*	LH6004*	BALATONLELLE
BALKANY/PLANGI AIRPORT	LHBA*	LH6005*	BECSEHELY
BALLOSZOG	LHBL*	LH6006*	CSERSZEGTOMAJ-HEVIZ
BATONYTERENYE	LHBT*	LH6007*	CSIKERIA
BECSEHELY	LH6005*	LH6009*	DEVAVANYA
BEKESCSABA	LHBC	LH6010*	DUNABOGDANY
BIHARKERESZTES/BIHAR AIRPORT	LHBI*	LH6011*	HALASZI
BODMER-FELCSUT	LHFC*	LH6012*	KISLOD
BONY	LHBY*	LH6013*	MARTFU
BORGOND	LHBD*	LH6014*	RETSAG
BUDAKESZI/FARKASHEGY	LHFH*	LH6015*	SOLTVADKERT
BUDAORS	LHBS	LH6017*	VARANYI/ VARSANYI AIRFIELD
BUDAPEST/LISZT INTERNATIONAL AIRPORT	LHBP	LH6018*	ZALACSANY
BUK-FURDO	LHBF*	LHAK*	ATKAR-GYONGYOSHALASZ
CEGLED	LHCL*	LHBA*	BALKANY/PLANGI AIRPORT
CSERSZEGTOMAJ-HEVIZ	LH6006*	LHBC	BEKESCSABA
CSIKERIA	LH6007*	LHBD*	BORGOND
DAKA	LHDA*	LHBF*	BUK-FURDO
DEBRECEN INTERNATIONAL AIRPORT	LHDC	LHBI*	BIHARKERESZTES/BIHAR AIRPORT
DEVAVANYA	LH6009*	LHBK*	BALATONKERESZTUR
DUNABOGDANY	LH6010*	LHBL*	BALLOSZOG
DUNAKESZI	LHDK*	LHBP	BUDAPEST/LISZT INTERNATIONAL AIRPORT
DUNAUJVAROS	LHDV*	LHBS	BUDAORS
EGER	LHER*	LHBT*	BATONYTERENYE
ESZTERGOM/ID. RUBIK ERNO	LHEM*	LHBY*	BONY
FERTORAKOS-PIUSZPUSZTA	LHFP*	LHCL*	CEGLED
FERTOSZENTMIKLOS	LHFM	LHDA*	DAKA
GODOLLO	LHGD*	LHDC	DEBRECEN INTERNATIONAL AIRPORT
GYONGYOS/PIPISHEGY	LHGY*	LHDK*	DUNAKESZI
GYOR/PER	LHPR	LHDV*	DUNAUJVAROS

ENCODE	
Location	Indicator
GYORUJBARAT	LHGU*
GYURO	LHGR*
HAJDUSZOBOSZLO	LHHO*
HAJMASKER	LHHK*
HALASZI	LH6011*
HARMASHATAR-HEGY	LHHH*
HEVIZ-BALATON AIRPORT	LHSM
HODMEZOVASARHELY	LHHM*
JAKABSZALLAS/JAKAB-CSIK	LHJK*
KADARKUT	LHKT*
KALOCSA-FOKTO	LHKA*
KAPOSUJLAK	LHKV*
KECEL	LHKE*
KECSKED	LHKD*
KECSKEMET	LHKE
KISKOROS-AKASZTO	LHKI*
KISKUNFELEGYHAZA	LHKH*
KISKUNHALAS-FUZESPUSZTA	LHKF*
KISKUNLACHAZA	LHKK*
KISLOD	LH6012*
KUNMADARAS	LHKM*
KUTAS/HERTELENDY	LHKU*
MAKLAR	LHMR*
MARTFU	LH6013*
MATKOPUSZTA/MATKO AIRPORT	LHMP*
NAGYKANIZSA	LHNK*
NYIREGYHAZA	LHNY
OCSENY	LHOY*
OSKU AIRPORT	LH4001*
PAPA	LHPA
PAPKUTAPUSZTA	LHPK*
PECS/POGANY	LHPP
PILIS	LHPL*
PUSZTACSalAD	LHPC*
PUSZTASZER	LHPS*
PUSZTASZER WEST	LHPW*
RETSAG	LH6014*
SARSZENTMIHALY-URHIDA	LHUH*
SIOFOK-KILITI	LHSK*
SITKE/ALMASY AIRFIELD	LHSI*
SOLTVADKERT	LH6015*
SURJANY	LHSU*

DECODE	
Indicator	Location
LHEM*	ESZTERGOM/ID. RUBIK ERNO
LHER*	EGER
LHFC*	BODMER-FELCSUT
LHFH*	BUDAKESZI/FARKASHEGY
LHFM	FERTOSZENTMIKLOS
LHFP*	FERTORAKOS-PIUSZPUSZTA
LHGD*	GODOLLO
LHGR*	GYURO
LHGU*	GYORUJBARAT
LHGY*	GYONGYOS/PIPISHEGY
LHHH*	HARMASHATAR-HEGY
LHHK*	HAJMASKER
LHHM*	HODMEZOVASARHELY
LHHO*	HAJDUSZOBOSZLO
LHJK*	JAKABSZALLAS/JAKAB-CSIK
LHJT*	BALATONFURED/FOLDES AIRFIELD
LHKA*	KALOCSA-FOKTO
LHKE*	KECEL
LHKD*	KECSKED
LHKE	KECSKEMET
LHKF*	KISKUNHALAS-FUZESPUSZTA
LHKH*	KISKUNFELEGYHAZA
LHKI*	KISKOROS-AKASZTO
LHKK*	KISKUNLACHAZA
LHKM*	KUNMADARAS
LHKT*	KADARKUT
LHKU*	KUTAS/HERTELENDY
LHKV*	KAPOSUJLAK
LHLI*	SZIGETKOZ-LIPOT
LHMP*	MATKOPUSZTA/MATKO AIRPORT
LHMR*	MAKLAR
LHNK*	NAGYKANIZSA
LHNY	NYIREGYHAZA
LHOY*	OCSENY
LHPA	PAPA
LHPC*	PUSZTACSalAD
LHPK*	PAPKUTAPUSZTA
LHPL*	PILIS
LHPP	PECS/POGANY
LHPR	GYOR/PER
LHPS*	PUSZTASZER
LHPW*	PUSZTASZER WEST

ENCODE	
<i>Location</i>	<i>Indicator</i>
SZABADSZALLAS-BALAZSPUSZTA	LHSB*
SZARVAS-KAKAHALOM	LHSV*
SZATYMAZ	LHST*
SZEGED	LHUD
SZENTES	LHSZ*
SZIGETKOZ-LIPOT	LHLI*
SZOLNOK	LHSN
SZOLNOK-SZANDASZOLOS	LHSS*
SZOMBATHELY	LHSY*
TAPIOSZENTMARTON	LHTM*
TAPOLCA	LH4003*
TOKOL	LHTL
TOTVAZSONY	LHTV*
VARANY/ VARSANYI AIRFIELD	LH6017*
VERESEGYHAZ	LHVE*
VESZPREM-SZENTKIRALYSZABADJA	LHSA*
ZALACSANY	LH6018*
ZALAEGRSZEG-ANDRASHIDA	LHZA*
ZALAKAROS	LHZK*
ZIRC/TUNDERMAJOR AIRPORT	LH4002*

DECODE	
<i>Indicator</i>	<i>Location</i>
LHSA*	VESZPREM-SZENTKIRALYSZABADJA
LHSB*	SZABADSZALLAS-BALAZSPUSZTA
LHSI*	SITKE/ALMASY AIRFIELD
LHSA*	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
LHTV*	TOTVAZSONY
LHUD	SZEGED
LHUH*	SARSZENTMIHALY-URHIDA
LHVE*	VERESEGYHAZ
LHZA*	ZALAEGRSZEG-ANDRASHIDA
LHZK*	ZALAKAROS

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

- 1.1. The Aeronautical Information Service is provided in accordance with ICAO Annex 15, Doc 10066 PANS AIM, Doc 8126 – Aeronautical Information Services Manual and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services.

**HungaroControl, Hungarian Air Navigation Services Private Limited Company
Aeronautical Information Service (AIS)**

Post:H-1675 Budapest
PO Box 80 Hungary

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

URL:<http://ais-en.hungarocontrol.hu>

Email:ais@hungarocontrol.hu

International NOTAM Office (NOF)

Phone:(+361) 293-4354

Phone:(+361) 293-4471

AFS:LHBPYNYN

AFS:LHBPYNYN (for SNOWTAM)

Email:nof@hungarocontrol.hu

Hours of Service:H24

Publications and Static Data Management Unit

Phone:(+361) 293-4459

Phone:(+361) 293-4144

Email:pubsdo@hungarocontrol.hu

Hours of Service: normal business hours.

2. AREA OF RESPONSIBILITY

The AIS is responsible for the collection and dissemination of aeronautical information with regard the airspace and aerodromes available for civil air traffic within the territory of Hungary.

3. AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of the Aeronautical Information Product which are:

- Aeronautical Information Publication (AIP), including Amendments (AMDT) and Supplements (SUP);
- AICs;
- aeronautical charts;
- NOTAM;
- digital data sets.

3.1 AIP and related amendment service

AIP is the core document containing data and information of a lasting character, which are of operational

significance for the safe conduct of air traffic. The AIP is kept up to date by means of an amendment service.

3.1.1 Electronic AIP (eAIP)

The Hungarian eAIP is based on the EUROCONTROL eAIP Specification and the ICAO AIP Specimen.

Amendments to the eAIP are published on HungaroControl's AIS website:

URL: <https://ais-en.hungarocontrol.hu/>

3.1.2 Supplements to the AIP (AIP SUP)

AIP Supplements (AIP SUP) contain information of a temporary nature. Generally they deal with:

- Publications valid for 3 months or more,
- Publications containing charts or with an extensive text, even if valid for less than 3 months.

3.1.3 Aeronautical Information Circulars (AIC)

Aeronautical Information Circulars (AIC) provide important aviation-related information that does not require publication in AIP or as a NOTAM, as defined by ICAO Annex 15. AICs are issued when the information is deemed beneficial for aviation operations, particularly in relation to legal or technical matters, or when it contributes to the enhancement of flight safety.

3.2 NOTAM

NOTAM are distributed for Budapest FIR in four series identified by the letters A, B, M and S. NOF also distributes information for the KFOR sector in series K.

Series A - General rules and information on en-route navigation and communication facilities, airspace restrictions and reservations, information concerning aerodromes contained in AD 2 part of the Hungarian AIP.

Distribution: Nationally and internationally to all states which interchange NOTAM.

Series B - Information concerning the VFR aerodromes or VFR flight operations.

Distribution: On request.

Series K - Information issued for KFOR Sector. See [AIP SUP 001/2020 KFOR Sector](#)

Distribution: On request.

Series M - NOTAM concerning military aerodromes and military nav aids.

Distribution: On request.

Series S - SNOWTAM comprises information concerning the presence or removal of hazardous conditions due snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the aerodrome pavement.

NOTAM and SNOWTAM are distributed via AFS.

3.3 Pre-flight Information Bulletin

Pre-flight Information Bulletins (PIB), that contain a recapitulation of current NOTAM and other information of an urgent nature for the operator/flight crews, are available at the Flight Data and Reporting Unit.

Contacts:

Email: aro@hungarocontrol.hu

Phone: (+361) 293-4310 and (+361) 293-4312.

Hours of Service: H24.

Pre-flight Information Bulletins (PIB) are provided for all IFR and VFR flights departing from Budapest FIR. A PIB normally includes NOTAM messages and other information of an urgent nature not older than 15 days. On individual request, the time period can be extended.

3.4 Checklist and lists of valid NOTAM

A Checklist of valid NOTAM is issued monthly via AFS. The Summary of NOTAM is distributed by e-mail to all recipients of the eAIP. It contains a plain-language presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP AIRAC AMDT, AIP SUP and AIC.

3.5 Sale of publications

Subscription to the AIS publication mailing list to receive notifications by e-mail with links to download all the published material (AIP AMDT, SUP, AIC and monthly NOTAM list) is free of charge. Subscription:

URL: <https://ais-en.hungarocontrol.hu>

4. AIRAC SYSTEM

In order to control and regulate the flow of changes resulting in amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC system. Whenever possible, this type of information will be published as an AIRAC AMDT.

When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by TRIGGER NOTAM.

AIRAC information will be issued so that the information should be received by the customer not later than 28 days before the effective date and for major changes not later than 56 days.

On publication date (42 days before the AIRAC effective date), a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date.

The table below indicates AIRAC effective dates for the coming years:

2025	2026	2027	2028
23 JAN 2025	22 JAN 2026	21 JAN 2027	20 JAN 2028
20 FEB 2025	19 FEB 2026	18 FEB 2027	17 FEB 2028
20 MAR 2025	19 MAR 2026	18 MAR 2027	16 MAR 2028
17 APR 2025	16 APR 2026	15 APR 2027	13 APR 2028
15 MAY 2025	14 MAY 2026	13 MAY 2027	11 MAY 2028
12 JUN 2025	11 JUN 2026	10 JUN 2027	08 JUN 2028
10 JUL 2025	09 JUL 2026	08 JUL 2027	06 JUL 2028
07 AUG 2025	06 AUG 2026	05 AUG 2027	03 AUG 2028
04 SEP 2025	03 SEP 2026	02 SEP 2027	31 AUG 2028
02 OCT 2025	01 OCT 2026	30 SEP 2027	28 SEP 2028
30 OCT 2025	29 OCT 2026	28 OCT 2027	26 OCT 2028
27 NOV 2025	26 NOV 2026	25 NOV 2027	23 NOV 2028
25 DEC 2025	24 DEC 2026	23 DEC 2027	21 DEC 2028

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES/HELIPORTS**5.1 Elements of the aeronautical information products held**

A centralised Pre-flight Information Service is provided by the Flight Data and Reporting Unit at HungaroControl premises. ([para 3.3](#))

A comprehensive graphics based briefing solution is provided by HungaroControl which can be accessible via the following URL:

URL: <https://www.netbriefing.hu/>

5.2 Maps and charts held

The following aeronautical information are maintained in Netbriefing:

- Static data (airspace, navaids, waypoints, airports, etc.)
- NOTAMs,
- AUP, UUP,
- MET information (precipitation map overlay)

5.3 General area of coverage

The general coverage of the data is the ECAC States. Data quality may change state by state.

Hours of Service: H24.

6. DIGITAL DATA SETS

6.1 Description of the available data sets

6.1.1 Electronic Obstacle Data:

Affected area	Area 1	Area 2	Area 3	Area 4
LHCC FIR (See ENR 5.4)	Yes	Nil	Nil	Nil
LHBC	Nil	Yes	Yes	Nil
LHBP	Nil	Yes	Yes	Yes
LHDC	Nil	Yes	Yes	Yes (for RWY 04R)
LHNY	Nil	Yes	Yes	Nil
LHPP	Nil	Yes	Yes	Nil
LHPR	Nil	Yes	Yes	Yes (for RWY 29)
LHSM	Nil	Yes	Yes	Nil
LHUD	Nil	Yes	Yes	Nil

6.1.2 Electronic Terrain Data:

Affected area	Area 1	Area 2	Area 3	Area 4	Remark
LHCC FIR	Yes	Nil	Nil	Nil	DDM10 <ul style="list-style-type: none"> horizontal resolution: 10x10 M vertical accuracy: mean error in the plain 0.8 M; in the hills 2.5 M; in the mountains 5 M. vertical sharpness: 1 M projection (original): Gauss-Krüger (convertible)

6.2 Contact details of how data sets may be obtained

Electronic Obstacle Datasets may be obtained from:

HungaroControl, Hungarian Air Navigation Services Private Limited Company

Aeronautical Information Service

Post:H-1185 Budapest, Iglo utca 33-35. Hungary

Phone:(+361) 293-4459

Email:pubsdo@hungarocontrol.hu

URL:http://ais-en.hungarocontrol.hu

Hours of Service:normal business hours.

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE(S)

1.1. The aeronautical charts for the territory of Hungary are published by HungaroControl, Hungarian Air Navigation Services Private Limited Company. The charts are provided by the Publications and Static Data Provision Unit of the AIS.

1.2. Publication and Static Data Provision Unit:

Post: H-1185 Budapest, Iglo utca 33-35. Hungary

Phone: (+361) 293-4459

Phone: (+361) 293-4458

Phone: (+361) 293-4144

Fax: NIL

Email: pubsdo@hungarocontrol.hu

AFS: NIL

URL: <http://ais-en.hungarocontrol.hu>

1.3. The aeronautical charts published in the Hungarian AIP are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts with the provisions set forth in ICAO Aeronautical Charts Manual (Doc 8697), with the differences listed in subsection [GEN 1.7](#).

1.4. Hours of Service: normal business hours.

2. MAINTENANCE OF CHARTS

2.1. The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to aeronautical chart 1:500 000 are also included in the AIP and may be promulgated by NOTAM, if appropriate. Information concerning new maps and charts will be notified by AIC.

2.2. Items of information found to be incorrect after publication, are immediately corrected by NOTAM if they are of operational significance, attention is drawn to the particular chart affected.

2.3. Revision of the aeronautical information on all charts is a continuous process and amended reprints are published as regularly as production resources permit. Topographical and hydro graphical information portrayed are also revised when necessary.

3. PURCHASE ARRANGEMENTS

3.1. The charts as listed under may be obtained from:

HungaroControl AIS

Post: H-1185 Budapest, Iglo utca 33-35. Hungary

Phone: (+361) 293-4354

Phone: (+361) 293-4471

Fax: NIL

Email: ais@hungarocontrol.hu

AFS: NIL

URL: <http://ais-en.hungarocontrol.hu>

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1. The following types of charts are published and available at present:

1. Aeronautical Chart - ICAO 1:500 000

2. En route Chart - ICAO
3. Compulsory and Plannable Links - Index Chart
4. Free Route Airspace (FRA) - Index Chart
5. ATC Sectors - Index Chart
6. Prohibited, Restricted and Danger Areas Chart - Index Chart
7. Temporary Reserved Airspaces - Index Chart
8. Aerodrome Chart - ICAO
9. Aircraft Parking/Docking Charts - ICAO
10. Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)
11. Precision Approach Terrain Chart - ICAO
12. Standard Departure Chart - Instrument (SID) - ICAO
13. Standard Arrival Chart - Instrument (STAR) - ICAO
14. Budapest TMA - Index Chart
15. Holding Procedures - Index Chart
16. ATC Surveillance Minimum Altitude Chart - ICAO
17. Instrument Approach Chart - ICAO
18. Visual Approach Chart - ICAO
19. FIS Sectors - Index Chart
20. Taxi Procedures for Arriving / Departing Aircraft - Index Chart
21. Areas With Sensitive Fauna - Index Chart
22. Aerial Sporting and Recreational Activities - Index Chart
23. Bird concentrations in the vicinity of the aerodrome - Index Chart

A general description and explanation of the intended use of aeronautical charts listed above are given in para 4.2.

The following charts are not produced:

- Aerodrome Ground Movement Chart – ICAO
- Aerodrome Terrain and Obstacle Chart – ICAO (Electronic)
- Area Chart – ICAO (departure and transit routes)
- Area Chart – ICAO (arrival and transit routes)

4.2 General description of each series

4.2.1 Aeronautical Chart - ICAO 1:500 000

This coloured chart is produced in Lambert conformal conic projection and consists of one sheet.

The chart covers the area of 4540N to 4840N and from 1600E to 2300E. The topographic basis of the chart comprises built-up areas, railroads, roads, hydrography, topography, significant landmarks and political boundaries.

The aeronautical overprint includes the structure of airspaces, aerodromes, radio navigation facilities with names, frequencies and identification, known obstacles, area minimum altitudes and isogonal information. This chart is designed to serve as a basic aeronautical chart for low speed visual air navigation and for preflight planning of operations.

4.2.2 En route Chart - ICAO

The function of these charts is to facilitate the task of flight crews in navigating by radio aids and significant points, during flights within the Budapest FIR. The charts contain all the information relevant to the structure of controlled and uncontrolled airspaces, and the radio navigation facilities, type of service, identification,

frequencies, and position coordinates.

4.2.3 Compulsory and plannable links - Index Chart

This chart portrays the information stated in section [ENR 1.3 para 4.4.4](#) Flight planning procedures for departing and arriving flights, depicting the available flight planning possibilities within the Hungarian FIR.

4.2.4 Free Route Airspace (FRA) - Index Chart

This chart is designed to visualize the horizontal and vertical boundaries of FIRs involved in the cross-border Free Route Airspace Hungary is participating.

4.2.5 ATC Sectors - Index Chart

The chart portrays the sectors used within LHCC FIR compared to the political border with vertical and horizontal limits visualizing all the delegated airspace parts and the respective responsible ATC units.

4.2.6 Prohibited, Restricted and Danger Areas Chart - Index Chart

The chart relevant to the ATS airspaces shown on the en route chart are depicted with their identification and vertical limit on a separate sheet to avoid congestion on these charts.

4.2.7 Temporary Reserved Airspaces - Index Chart

The primary function of this type of chart is to provide information on military exercises areas (TRAs) with their identification and vertical limit.

4.2.8 Aerodrome Chart - ICAO

These charts provide information on the movement area of public aerodromes (runways, taxiways, aprons and aircraft stands) and portrays the site of major flight operation facilities.

4.2.9 Aircraft Parking/Docking Chart - ICAO

These charts give more detailed information on the parking areas and procedures. It provides a more detailed of parts of the aerodrome chart above.

4.2.10 Aerodrome Obstacle Chart - ICAO Type A (Operating Limitations)

These charts show the obstacles in the final approach/take-off flight path areas. It is shown in plan and profile view.

4.2.11 Precision Approach Terrain Chart - ICAO

These charts provide detailed terrain profile information of the final approach areas so as to enable aircraft operators to assess the effect of the terrain on decision height determination by the use of radio altimeters.

4.2.12 Standard Departure Chart - Instrument (SID) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard departure route from the take-off to the en route phase of flight. Each chart includes relevant aeronautical information as well as the textual description of the designated SID routes.

4.2.13 Standard Arrival Chart - Instrument (STAR) - ICAO

These charts provide flight crew with information to enable them to comply with the designed standard arrival route from the en-route phase of flight to the landing. Each chart includes relevant aeronautical information as well as the textual description of the designated standard arrival routes.

4.2.14 Budapest TMA - Index Chart

The chart is designed to display all the additional sporting airspaces and overlapping military MTMAs within the Budapest TMA with horizontal and vertical limits and the other possible restricted and danger areas within the region.

4.2.15 Holding procedures - Index Chart

This chart is to provide visual guidance of all the holding procedures within the Budapest TMA.

4.2.16 ATC Surveillance Minimum Altitude Chart - ICAO

This supplementary chart provides information that will enable flight crews to monitor and cross-check

altitudes assigned by a controller using an ATS surveillance system.

4.2.17 Instrument Approach Chart - ICAO

These charts are produced for each IAP available at aerodromes.

4.2.18 Visual Approach Chart - ICAO

The primary function of these charts is to provide information on the visual approach procedures available at aerodromes published in Part AD 2. The holding patterns and minimum holding altitudes associated with the approach procedures are shown.

4.2.19 FIS Sectors - Index Chart

The primary function of this chart is to show visually the sectors and related frequencies used by the FIS within the LHCC FIR.

4.2.20 Taxi Procedures for Arriving / Departing Aircraft - Index Chart

The primary function of this chart is to show visually the expected movement within the aerodrome from a parking position to a runway or vice versa.

4.2.21 Areas With Sensitive Fauna - Index Chart

The primary function of this chart is to show the sensitive faunas and bird migration areas in the LHCC FIR.

4.2.22 Aerial Sporting and Recreational Activities - Index Chart

The chart portrays the regions of LHCC FIR where sporting and recreational flying is announced.

4.2.23 Bird concentrations in the vicinity of the aerodrome - Index Chart

The chart illustrates the seasonal migration patterns of bird flocks near the specified airport, highlighting peak migration periods in spring and fall along major flyways.

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 2251-A	21 MAR 2024
Enroute Chart - ICAO	1:1 000 000	Hungary ENR 6-LHCC-ERC	15 MAY 2025
Compulsory and Plannable Links - Index Chart (See ENR 1.3)	Nil	Hungary ENR 6-LHCC-LINKS	23 MAR 2023
Free Route Airspace (FRA) – Index Chart	1:6 250 000	Hungary ENR 6-LHCC-FRA	28 NOV 2024
ATC Sectors - Index Chart	1:2 200 000	Hungary ENR 6-LHCC-SECTOR	15 MAY 2025
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	20 FEB 2025
Temporary Reserved Airspaces - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-TRA	20 FEB 2025
Aerial Sporting and Recreational Activities - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-SPORT	20 FEB 2025
Areas With Sensitive Fauna - Index Chart	1:1 500 000	Hungary ENR 6-LHCC-FAUNA	20 FEB 2025
Aerodrome Chart - ICAO	1:10 000	Békéscsaba AD 2-LHBC-ADC	11 JUL 2024
	1:10 000	Budapest/Liszt Ferenc International Airport AD 2-LHBP-ADC	04 SEP 2025
Taxi Procedures for Arriving Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-ARR	10 JUL 2025
Taxi Procedures for Departing Aircraft - Index Chart	1:25 000	AD 2-LHBP-TAXI-DEP	17 APR 2025
	1:10 000	Debrecen AD 2-LHDC-ADC	28 NOV 2024
	1:7 500	Nyíregyháza AD 2-LHNY-ADC	10 JUL 2025
	1:10 000	Pécs/Pogány AD 2-LHPP-ADC	20 FEB 2025
	1:10 000	Győr/Pér AD 2-LHPR-ADC	17 APR 2025
	1:10 000	Hévíz/Balaton AD 2-LHSM-ADC	20 FEB 2025
	1:10 000	Szeged AD 2-LHUD-ADC	17 APR 2025

Title of series	Scale	Name and/or number	Date of latest revision
Aircraft Parking/Docking Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:5 000	AD 2-LHBP-PDC/1	10 JUL 2025
	1:5 000	AD 2-LHBP-PDC/2	10 JUL 2025
	1:5 000	AD 2-LHBP-PDC/3	04 SEP 2025
	1:5 000	AD 2-LHBP-PDC/4	10 JUL 2025
Aerodrome Obstacle Chart - ICAO - Type A (Operating Limitations)		Békéscsaba	
	1:15 000	AD 2-LHBC-AOCA-17L35R	11 JUL 2024
		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	
	1:20 000	AD 2-LHDC-AOCA-04R22L	25 JAN 2024
		Nyíregyháza	
	1:15 000	AD 2-LHNY-AOCA-18R36L	10 JUL 2025
		Pécs/Pogány	
	1:15 000	AD 2-LHPP-AOCA-1533	28 NOV 2024
		Győr/Pér	
	1:12 500	AD 2-LHPR-AOCA-1129	01 DEC 2022
		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
Precision Approach Terrain Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	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
Standard Departure Chart - Instrument (SID) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-SID-17L	04 SEP 2025
	1:225 000	AD 2-LHBC-SID-35R	04 SEP 2025
		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-SID-13L	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-13R	27 JAN 2022
	1:700 000	AD 2-LHBP-SID-31L	06 OCT 2022
	1:700 000	AD 2-LHBP-SID-31R	27 JAN 2022
		Debrecen	
	1:250 000	AD 2-LHDC-SID-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-SID-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-SID-18R	10 JUL 2025
	1:250 000	AD 2-LHNY-SID-36L	10 JUL 2025
		Győr/Pér	
	1:250 000	AD 2-LHPR-SID-11	13 JUL 2023

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHPR-SID-29 Hévíz/Balaton	13 JUL 2023
	1:250 000	AD 2-LHSM-SID-16	04 SEP 2025
	1:250 000	AD 2-LHSM-SID-34	04 SEP 2025
Standard Arrival Chart - Instrument (STAR) - ICAO		Békéscsaba	
	1:225 000	AD 2-LHBC-STAR-17L35R Budapest/Liszt Ferenc International Airport	05 SEP 2024
	1:700 000	AD 2-LHBP-STAR-13L13R	27 JAN 2022
	1:700 000	AD 2-LHBP-STAR-31L31R Debrecen	27 JAN 2022
	1:250 000	AD 2-LHDC-STAR-04R22L Hévíz/Balaton	20 FEB 2025
	1:250 000	AD 2-LHSM-STAR-1634 Nyíregyháza	04 SEP 2025
	1:250 000	AD 2-LHNY-STAR-18R36L	10 JUL 2025
Budapest TMA - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-TMA	21 MAR 2024
Holding Procedures - Index Chart		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-HLDG	28 JAN 2021
ATC Surveillance Minimum Altitude Chart - ICAO		Budapest/Liszt Ferenc International Airport	
	1:700 000	AD 2-LHBP-ATCSMAC	28 JAN 2021
Instrument Approach Chart - ICAO		Békéscsaba	
	1:275 000	AD 2-LHBC-NDB 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-NDB 35R	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 17L	11 JUL 2024
	1:275 000	AD 2-LHBC-RNP 35R	11 JUL 2024
		Budapest/Liszt Ferenc International Airport	
	1:300 000	AD 2-LHBP-ILS/LOC-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-ILS/LOC-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-13R	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-31L	30 NOV 2023
	1:300 000	AD 2-LHBP-RNP-Y-31R	06 OCT 2022
	1:300 000	AD 2-LHBP-RNP-Z-31R	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-13L	30 NOV 2023
	1:300 000	AD 2-LHBP-VOR-31R	30 NOV 2023
		Debrecen	
	1:250 000	AD 2-LHDC-ILS/LOC-04R	20 FEB 2025

Title of series	Scale	Name and/or number	Date of latest revision
	1:250 000	AD 2-LHDC-NDB-22L	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-04R	20 FEB 2025
	1:250 000	AD 2-LHDC-RNP-22L	20 FEB 2025
		Nyíregyháza	
	1:250 000	AD 2-LHNY-RNP-Y-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-18R	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Y-36L	04 SEP 2025
	1:250 000	AD 2-LHNY-RNP-Z-36L	04 SEP 2025
		Pécs/Pogány	
	1:250 000	AD 2-LHPP-ILS/LOC-33	20 FEB 2025
	1:250 000	AD 2-LHPP-NDB-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-15	20 FEB 2025
	1:250 000	AD 2-LHPP-RNP-33	20 FEB 2025
		Győr/Pér	
	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	
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NIL

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NIL

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. PRIMARY RADAR**1.1 Supplementary services****1.1.1 Radar service is an integral part of the ATC system within the Budapest FIR.**

Budapest ACC and Budapest TRCC will normally use radar derived information in the provision of air traffic control services.

1.1.2 Within Budapest FIR radar service is provided by:

- a. BUDAPEST CONTROL for aircraft operating under Area Control;
- b. BUDAPEST APPROACH for aircraft operating within Budapest TMA;
- c. BUDAPEST FLIGHT INFORMATION may use radar derived information in the provision for flight information service between 4000 feet and 9500 feet altitude. Radar serves only as an aid to provide aircraft with more accurate flight information. It does not relieve the pilot-in-command of an aircraft of any of his responsibilities and he has to make the final decision regarding any suggested alternation of flight plan.

For more details [See ENR 2.1](#)

1.1.3 Communication

Aircraft intending to operate under radar services within Budapest FIR shall apply the following R/T procedures (in accordance with Commission Implementing Regulation (EU) No 1185/2016 (SERA C)):

- a. The initial call after a change of air-ground voice communication channel shall contain the following elements (SERA.14065):
 - the designation of the ATS unit being called;
 - call sign and, for aircraft in the heavy wake turbulence category, the word “Heavy” or “Super” if that aircraft has been so identified by the competent authority;
 - level, including passing and cleared levels, if not maintaining the cleared level;
 - speed, if assigned by ATC; and
 - additional elements, if any
- b. Any position report (if required) subsequently shall contain only:
 - aircraft call sign;
 - position;
 - time over (fix)
- c. Aircraft being identified after entering controlled airspace are exempted the requirement of subsequent position reporting. Pilots of aircraft shall resume position reporting when:
 - it is instructed by ATC; or
 - crossing the FIR boundary
- d. For aircraft being provided with aerodrome control service, the initial call shall contain:
 - the designation of the ATS unit being called;
 - call sign and, for aircraft in the heavy wake turbulence category, the word “Heavy” or “Super” if that aircraft has been so identified by the competent authority;
 - position;
 - additional elements, if any

1.2 The application of radar control service

For radar separation within the Budapest FIR radar information derived from the primary and secondary

radar stations (En route, TAR) approved by the competent aviation authority, is used.

1.2.1 Radar control service is applied in accordance with the provisions of ICAO Doc 4444 - ATM/501 Chapter 8. ATS Surveillance Services.

1.2.2 Radar control service is provided in controlled airspace to aircraft operating within Budapest TMA and Budapest CTA.

1.2.3 The applicable horizontal radar separation minima:

- Budapest CTA (by Budapest ACC): 5 NM
- Budapest TMA, RUTOL BOX (by Budapest APP): 3 NM

Note: The 3 NM separation minima is only applied when TAR information is available. Otherwise the 5 NM separation minima is applied.

1.2.4 At Budapest Liszt Ferenc International Airport 3 NM separation minima is applied between successive aircraft on adjacent final approach courses or tracks.

1.2.5 Levels assigned by radar controller to pilots will provide a minimum terrain clearance of at least 1 000 feet regardless the phase of flight.

1.3 Radar and air-ground communication failure procedures

1.3.1 Radar failure

In the event of radar failure or loss of radar identity of an aircraft under radar control will be advised immediately of the interruption or termination of radar control and as an emergency measure reduced vertical separation (500 feet at/or below FL410 and 1000 feet above FL410) may be resorted to as necessary until standard non-radar separation can be provided or radar control is resumed.

1.3.2 Radio communication failure

According to ICAO procedures when an aircraft is unable to establish radio connection with the competent ATS unit on the given frequency, the correct function of the radio equipment or the correct setting of the frequency shall be checked. The correct functioning of the receiver can be checked by monitoring continuous transmissions (VOLMET, ATIS) or other message exchanges.

When both transmitting and receiving devices are fully functional, but connection cannot be established (e.g. due to geographical conditions), the aircraft shall request other aircraft operating on the same frequency to relay the message to the ATS unit concerned. If this procedure is unsuccessful, the aircraft shall try to establish connection with other ATS units and request the message to be relayed to the ATS unit concerned.

When an aircraft is unable to establish connection due to receiver failure, pilots shall give continuous reports at set periods or geographical points on the given frequency using the phrase 'TRANSMITTING BLIND DUE TO RECEIVER FAILURE'. The entire transmission shall be repeated once and the time of the next transmission stated.

The ATS unit concerned may advise the aircraft experiencing radio communication failure to carry out a specific manoeuvre as a reply to discover the nature of the radio communication failure. The advisory shall be so that the aircraft returns to the previously cleared route following the identification manoeuvre.

ATS may also advise the aircraft to operate IDENT or change SSR code.

In the case of complete aircraft communication failure the pilot shall carry out the procedures detailed in PANS ATM (ICAO Doc 4444) Chapter 15, paragraph 15.3.

1.4 Voice and controller-pilot data link communications (CPDLC) position reporting requirements

1.4.1 General requirements

Aircraft are required to report their position when entering controlled airspace. Following aircraft identification position reporting is only required when:

- Requested by ATC,
- Crossing FIR boundary,
- Notified of termination ATS surveillance or loss of radar control.

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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
BIRD CONCENTRATIONS IN THE VICINITY	
OF THE AERODROME - INDEX CHART	AD 2-LHBP-BIRD - 1
LHBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHBP - 39

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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

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LHDC AD 2.19RADIO NAVIGATION AND LANDING AIDS	AD 2-LHDC - 8
LHDC AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHDC - 9
LHDC AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHDC - 9
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2. Noise preferential runway.....	AD 2-LHDC - 9
3. RESTRICTIONS ON THE USE OF AUXILIARY POWER UNIT (APU).....	AD 2-LHDC - 9
4. RULES FOR TRAINING, CALIBRATION AND TECHNICAL TEST FLIGHTS	AD 2-LHDC - 9
LHDC AD 2.22FLIGHT PROCEDURES	AD 2-LHDC - 10
1. GENERAL	AD 2-LHDC - 10
2. Procedures for flights during the operation of aerodrome flight information service (AFIS).....	AD 2-LHDC - 10
LHDC AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHDC - 11
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2. Supervision of the aerodrome	AD 2-LHDC - 11
3. Bird flocks and bird migrations	AD 2-LHDC - 11
LHDC AD 2.24CHARTS RELATED TO THE AERODROME	AD 2-LHDC - 12
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
LHDC AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHDC - 12

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 PLAN	AD 2-LHNY - 3
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 - 4
LHNY AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHNY - 4
LHNY AD 2.12RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHNY - 4
LHNY AD 2.13DECLARED DISTANCES.....	AD 2-LHNY - 5
LHNY AD 2.14APPROACH AND RUNWAY LIGHTING.....	AD 2-LHNY - 6
LHNY AD 2.15OTHER LIGHTING AND SECONDARY POWER SUPPLY	AD 2-LHNY - 6
LHNY AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHNY - 6
LHNY AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHNY - 7
LHNY AD 2.18AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 2-LHNY - 7
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1. permitted traffic at AD	AD 2-LHNY - 8
2. AD operational regulations	AD 2-LHNY - 9
LHNY AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHNY - 9
LHNY AD 2.22FLIGHT PROCEDURES	AD 2-LHNY - 10
1. GENERAL	AD 2-LHNY - 10
2. PROCEDURES FOR FLIGHTS DURING THE OPERATION OF AERODROME	
FLIGHT INFORMATION SERVICE (AFIS).....	AD 2-LHNY - 10
3. WAYPOINT COORDINATES.....	AD 2-LHNY - 11
LHNY AD 2.23ADDITIONAL INFORMATION	AD 2-LHNY - 11
1. SUPERVISION OF THE AERODROME	AD 2-LHNY - 11
2. BIRD FLOCKS AND BIRD MIGRATIONS	AD 2-LHNY - 11

LHNY AD 2.24	CHARTS RELATED TO THE AERODROME	AD 2-LHNY - 12
	AERODROME CHART - ICAO	AD 2-LHNY-ADC - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-18R - 1
	STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	AD 2-LHNY-SID-36L - 1
	STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO.....	AD 2-LHNY-STAR-18R36L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-18R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Z-18R - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Y-36L - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHNY-RNP-Z-36L - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHNY-VAC - 1
LHNY AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHNY - 12

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
	AERODROME CHART - ICAO	AD 2-LHPP-ADC - 1
	AERODROME OBSTACLE CHART - ICAO	
	TYPE A OPERATING LIMITATIONS	AD 2-LHPP-AOCA-1533 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-ILS/LOC-33 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-NDB-15 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-15 - 1
	INSTRUMENT APPROACH CHART - ICAO.....	AD 2-LHPP-RNP-33 - 1
	VISUAL APPROACH CHART - ICAO	AD 2-LHPP-VAC - 1
LHPP AD 2.25	VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPP - 7

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 - 3
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 2.10AERODROME OBSTACLES.....	AD 2-LHPR - 4
LHPR AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHPR - 4
LHPR AD 2.12RUNWAY PHYSICAL CHARACTERISTICS.....	AD 2-LHPR - 5
LHPR AD 2.13DECLARED DISTANCES.....	AD 2-LHPR - 5
LHPR AD 2.14APPROACH AND RUNWAY LIGHTING.....	AD 2-LHPR - 5
LHPR AD 2.15OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2-LHPR - 6
LHPR AD 2.16HELICOPTER LANDING AREA.....	AD 2-LHPR - 6
LHPR AD 2.17AIR TRAFFIC SERVICES AIRSPACE	AD 2-LHPR - 6
LHPR AD 2.18ATS COMMUNICATION FACILITIES	AD 2-LHPR - 7
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LHPR AD 2.20LOCAL AERODROME REGULATIONS	AD 2-LHPR - 7
LHPR AD 2.21NOISE ABATEMENT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.22FLIGHT PROCEDURES	AD 2-LHPR - 7
LHPR AD 2.23ADDITIONAL INFORMATION.....	AD 2-LHPR - 8
1. General.....	AD 2-LHPR - 8
LHPR AD 2.24CHARTS RELATED TO AN AERODROME.....	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
LHPR AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION.....	AD 2-LHPR - 8

LHSM HEVIZ-BALATON AIRPORT

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

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO.....	AD 2-LHSM-STAR-1634 - 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
LHSM AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHSM - 9

LHUD SZEGED

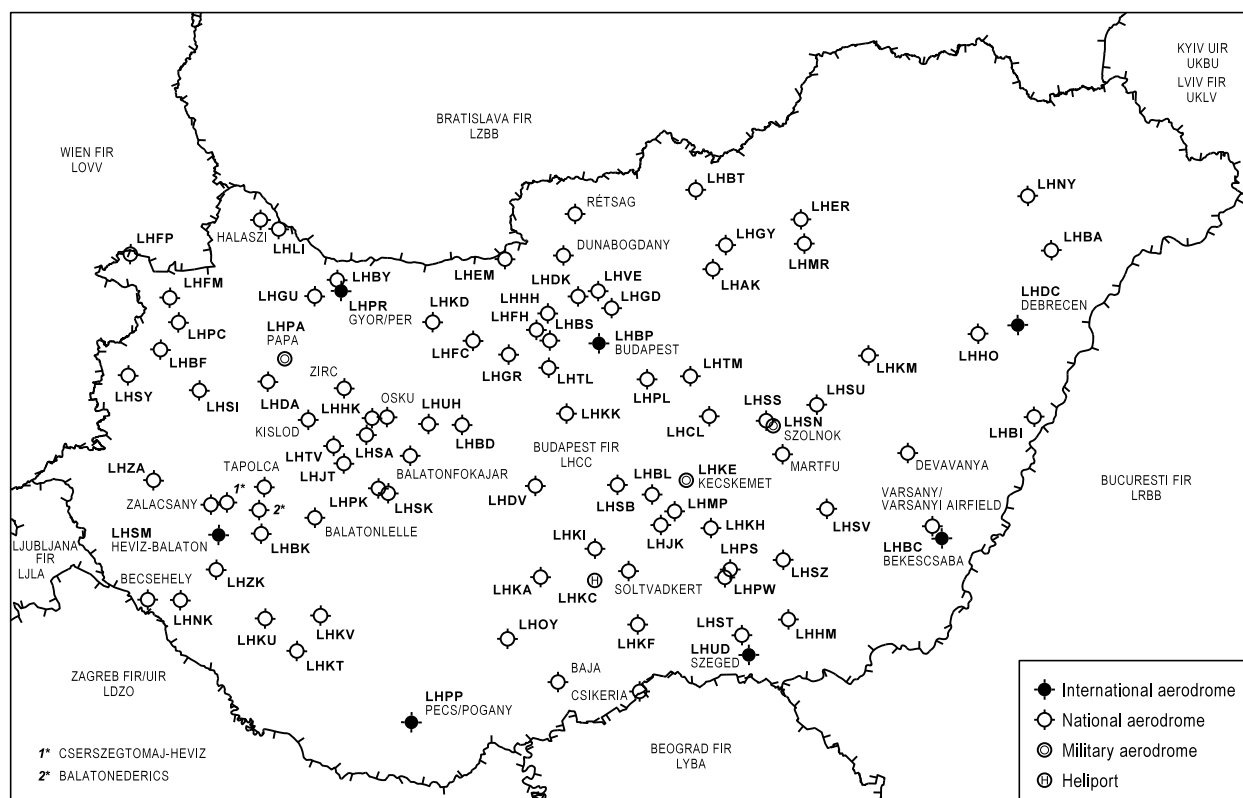
LHUD AD 2.1AERODROME LOCATION INDICATOR AND NAME.....	AD 2-LHUD - 1
LHUD AD 2.2AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-LHUD - 1
LHUD AD 2.3OPERATIONAL HOURS	AD 2-LHUD - 1
LHUD AD 2.4HANDLING SERVICES AND FACILITIES	AD 2-LHUD - 2
LHUD AD 2.5PASSENGER FACILITIES	AD 2-LHUD - 2
LHUD AD 2.6RESCUE AND FIRE FIGHTING SERVICES	AD 2-LHUD - 2
LHUD AD 2.7RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN.....	AD 2-LHUD - 3
LHUD AD 2.8APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA.....	AD 2-LHUD - 3
LHUD AD 2.9SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-LHUD - 3
LHUD AD 2.10AERODROME OBSTACLES	AD 2-LHUD - 3
LHUD AD 2.11METEOROLOGICAL INFORMATION PROVIDED	AD 2-LHUD - 4
LHUD AD 2.12RUNWAY 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
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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
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
LHUD AD 2.25VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2-LHUD - 8

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AD 1.3 INDEX OF AERODROMES AND HELIPORTS**1. AERODROMES AND HELIPORTS WITH REFERENCE TO AD 2 PART**

Aerodrome/heliport name ICAO Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AIP, Part 3 subsection with aerodrome / heliport details
	International - National (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non- scheduled GA = General Aviation M = Military O = Other	
1	2	3	4	5
Aerodrome				
BÉKÉSCSABA LHBC	INTL-NTL	IFR-VFR	GA	AD 2-LHBC
BUDAPEST/Liszt Ferenc International Airport LHBP	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHBP
DEBRECEN LHDC	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHDC
GYŐR/Pér LHPR	INTL-NTL	IFR-VFR	GA	AD 2-LHPR
NYÍREGYHÁZA LHNY	INTL-NTL	IFR-VFR	NS-GA	AD 2-LHNY
PÉCS/Pogány LHPP	INTL-NTL	IFR-VFR	GA	AD 2-LHPP
HÉVÍZ/Balaton LHSM	INTL-NTL	IFR-VFR	S-NS-GA	AD 2-LHSM
SZEGED LHUD	INTL-NTL	IFR-VFR	GA	AD 2-LHUD

Figure 1. Aerodromes and heliports - Index chart



2. OTHER AERODROMES AND HELIPORTS

All private aerodromes have to be contacted prior to take-off to arrange the arrival at the airport. Aircraft from Schengen countries are allowed to land at NTL airports provided prior contact is made with the aerodrome.

The official list of other aerodromes and heliports is available on the website of the CAA:

URL:<https://www.kozlekedesihatosag.kormany.hu/hu/dokumentumtar?q=rep%C3%BCI%C5%91terek>

Other information about airport, which are not included in Hungarian AIP, is available on the following website:

URL:<https://ais-en.hungarocontrol.hu/vfrmanual/>

AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA
RNAV RWY 17L
BKS1S

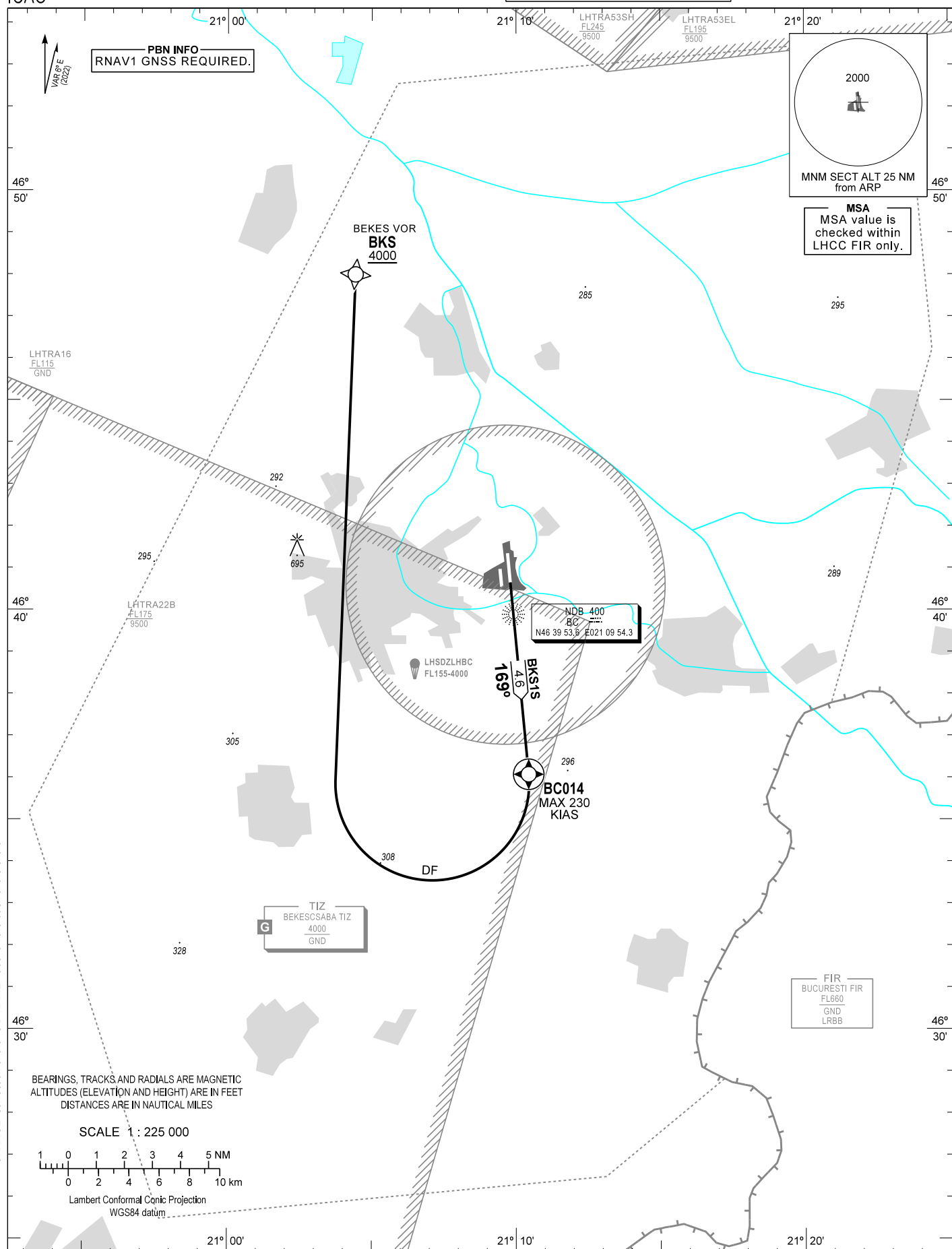


PBN INFO
RNAV1 GNSS REQUIRED.

2000

MNM SECT ALT 25 NM
from ARP

MSA
MSA value is
checked within
LHCC FIR only.



AD 2 LHBC STANDARD DEPARTURE CHART INSTRUMENT RWY 17L

SID NAME	PROCEDURE
BKS1S (BEKES ONE SIERRA DEPARTURE)	To BC014 climb on course 169°. Turn right direct to BKS, maximum turning speed 230 KIAS, cross BKS 4000 at or above.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
BC014	N46 36 04.7	E021 10 26.1
BKS	N46 47 59.9	E021 04 26.0

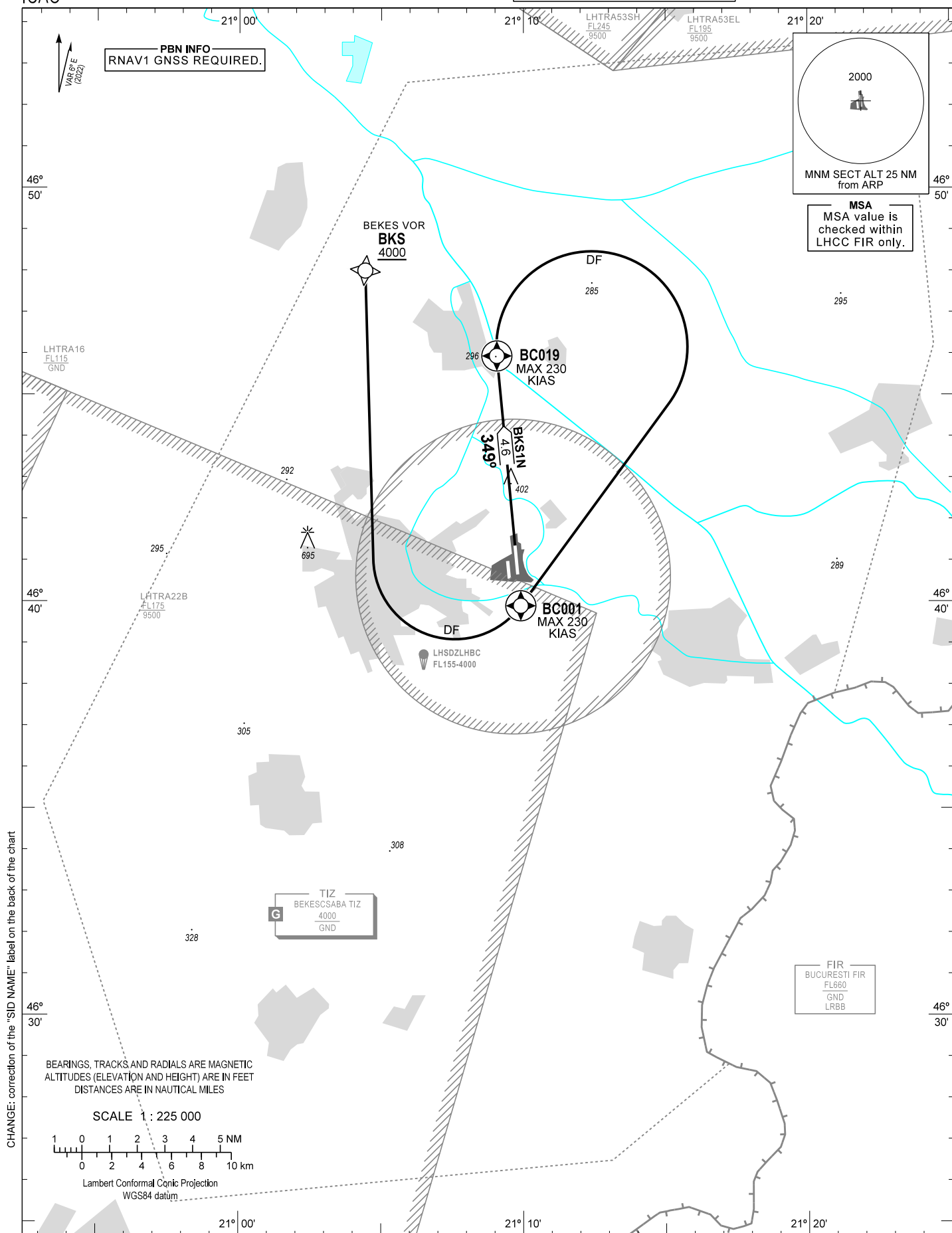
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA
RNAV RWY 35R
BKS1N



AD 2 LHBC STANDARD DEPARTURE CHART INSTRUMENT RWY 35R

SID NAME	PROCEDURE
BKS1N (BEKES ONE NOVEMBER DEPARTURE)	To BC019 climb on course 349°. Turn right direct to BC001. Turn right direct to BKS. Cross BKS 4000 at or above. Maximum turning speeds 230 KIAS.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
BC019	N46 45 56.1	E021 09 03.8
BC001	N46 39 53.6	E021 09 54.3
BKS	N46 47 59.9	E021 04 26.0

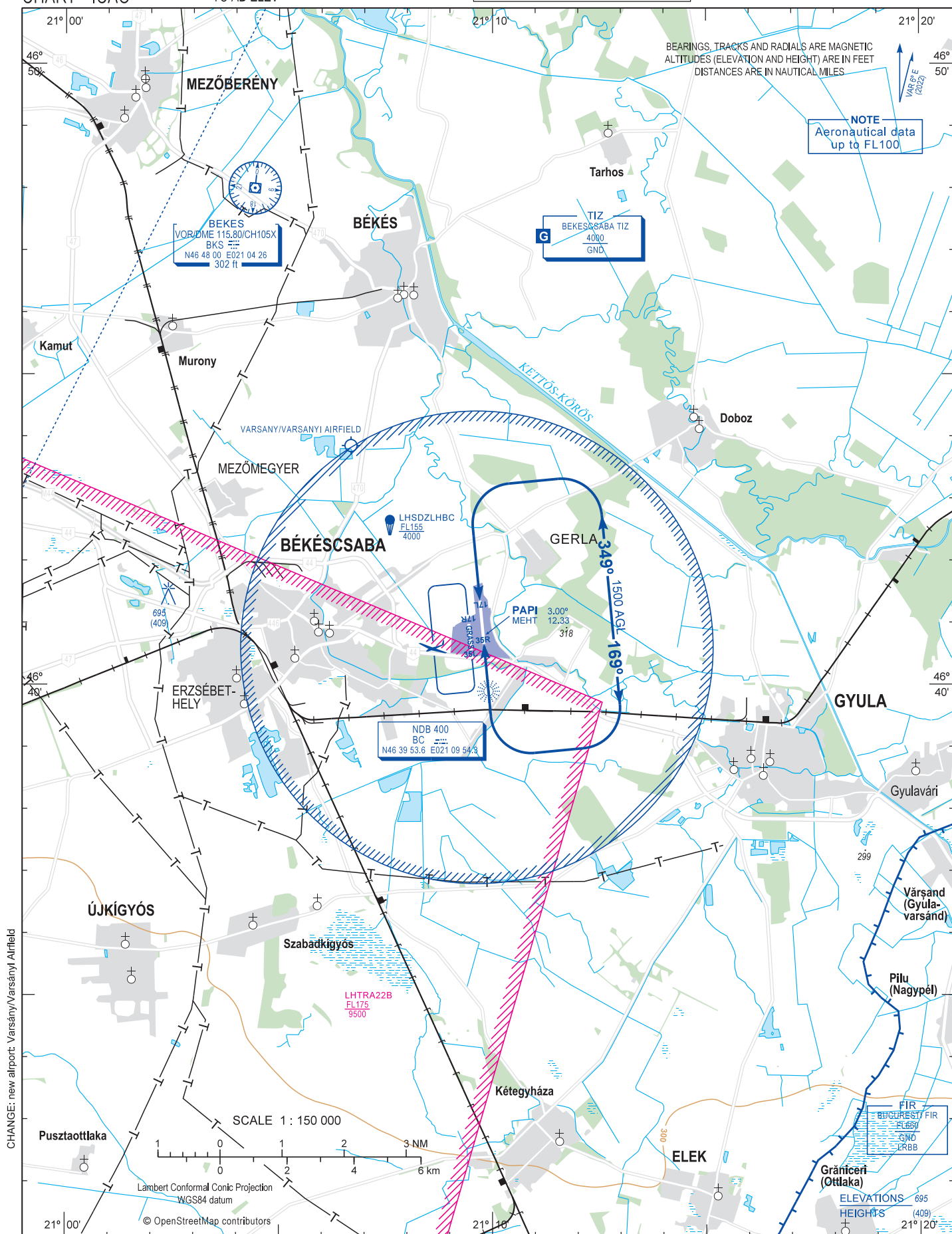
AIP HUNGARY

VISUAL APPROACH CHART - ICAO

AERODROME ELEV 286
HEIGHTS RELATED
TO AD ELEV

BÉKÉSCSABA INFO 123.260
BUDAPEST INFORMATION (EAST) 133.000

BÉKÉSCSABA



CHANGE: new airport: Varsány/Varsányi Airfield

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G	APRON TL	CONC+ASPH	PCN 60/R/A/X/T	51.99/68.50	Behind stand R101-R114 / behind stand R115-R117
H1	APRON TL	CONC	PCN 90/R/A/X/T	64.99	-
H2	APRON TL	CONC	PCN 90/R/A/X/T	51.99	-
J4	23	ASPH	PCN 90/F/A/X/T	75.00	-
K	23	CONC	PCN/90/R/A/X/T	75.00	-
L	APRON TL	CONC	PCN 90/R/A/X/T	51.99	-
M	23	CONC	PCN 90/R/A/X/T	75.00	-
N	23	CONC	PCN 90/R/A/X/T	75.00	-
P1	APRON TL	CONC	PCN/90/R/A/X/T	51.99	-
P2	22.5	CONC	PCN 90/R/A/X/T	51.99	-
P3	APRON TL	CONC	PCN 90/R/A/X/T	35.99/68.50	Behind stand R270-R277 / behind stand R278-R279; Wingspan at or above than 65 M wingwalkers are provided on TWY P3; The actual half width of the apron taxilane on a straight section is 11.2 M
P4	APRON TL	CONC	PCN 90/R/A/X/T	64.99	-
P5	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.2 M
Q	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.2 M
R	APRON TL	CONC	PCN 90/R/A/X/T	51.99	The actual half width of the apron taxilane on a straight section is 11.3 M
S	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
T	23	CONC	PCN 90/R/A/X/T	75.00	-
U	APRON TL	CONC	PCN 90/R/A/X/T	35.99/64.99	Behind stand 31-33/between EXIT POINT and stand 34R
V	23	CONC	PCN 90/R/A/X/T	75.00	-
W1	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
W2	APRON TL	CONC	PCN 90/R/A/X/T	35.99	-
Y	22.6	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.63% in one section
Z	22.4	CONC	PCN 90/R/A/X/T	75.00	The transverse slope is 1.84% in one section

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	The runway exit signs are installed at a greater distance from the runway edge than prescribed by applicable regulations.	

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

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 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 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 including forwarding REA messages. Aircraft under slot allocation procedure shall continuously monitor the Budapest Delivery 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.

- 2.5.** Push and Hold procedures

a) LHBP/BUD has declared a remote holding capacity to maintain flow of aircraft by releasing occupied stands, and push-back crews. Flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT. Applicable flights are those with CTOT or other delays in excess of 30 minutes. The Push and hold procedures are available for Code B, C, and D ACFT only.

b) Airlines or aircraft operators must co-ordinate push and hold requests via Ground Handling Agent, who must liaise with Airport Operations Control Center (telephone (+36-1-296-7421))

c) Requests to push and park procedure 10 minutes prior from TOBT are to be made on the Apron frequency. (122.440). The Apron will coordinate with ATC, ground crew.

d) ATC clearance for push and hold manoeuvre will be given on the Budapest Ground frequency to the flight deck crew. Flight deck crew should monitor Budapest Ground frequency and note the instructions given.

e) Aircraft may taxi to the remote parking position with own engines and FOLLOW ME escort. The positioning of the aircraft will be managed by the Marshaller.

f) Remote locations for push and hold are located at the holding bay TWY B5. Capacity is maximum two (2) Code C ACFT (maximum wingspan 36 m) or one(1) Code D aircraft (maximum wingspan 52m).

g) Starting or restarting the engines at the remote parking position may managed by the flight crew without ground assistance. The needs of additional ground assistance may be requested on Apron Frequency (122.440)

h) According to CTOT the taxi away from remote parking location will carried out by the instruction of Budapest Ground with caution and minimum thrust.

- 2.6.** Airport Collaborative Decision making (A-CDM)

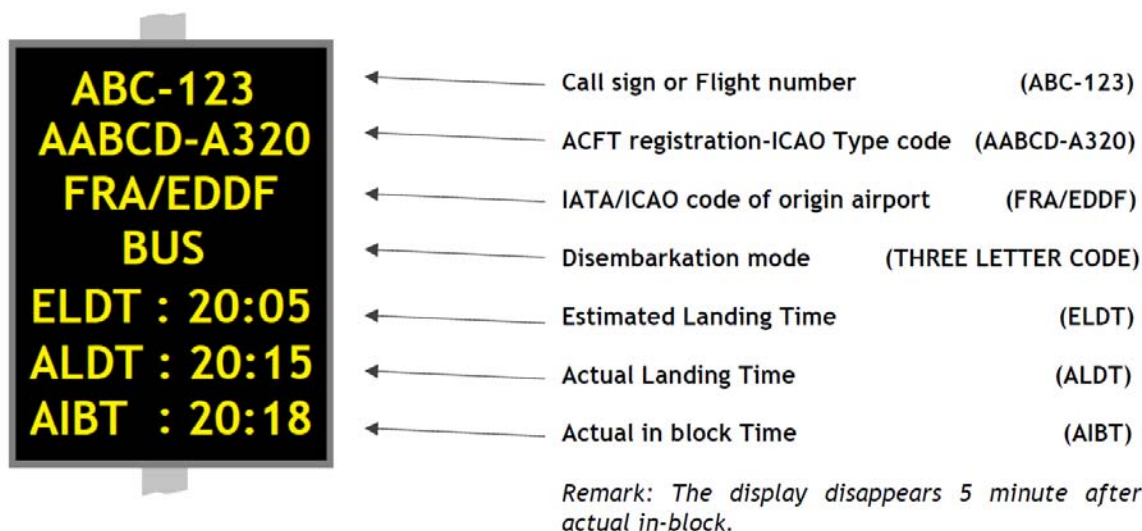
In preparation for future CDM operations, information displays have been installed at the following stands of Apron-2 : 39L, R270, R271, R272, R273, R274, R275, R276, R277. The displays are operating in trial mode. Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time.

The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information.

Functions and descriptions of A-CDM displays at LHBP /BUD

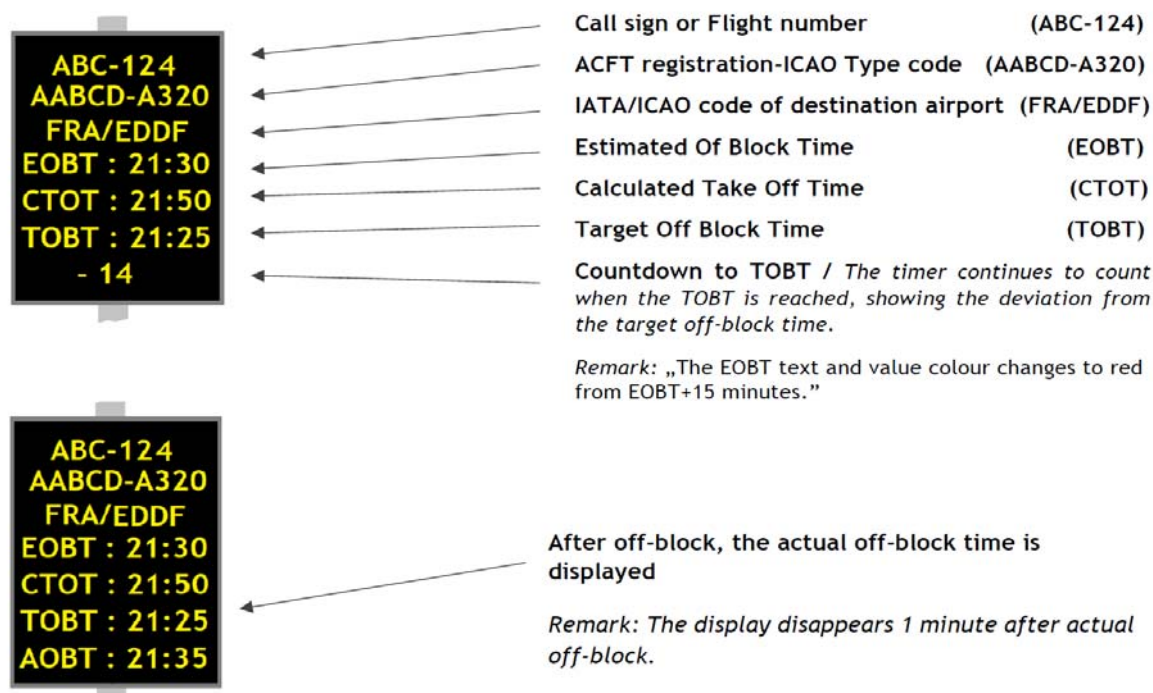
Information for an arriving flight is displayed at the earliest 5 minutes before the expected arrival time. (After each modification, the value flashes slowly for 1 minute)

Data displayed for an arriving flight: (All times in UTC)



The information for the departing flight is displayed as soon as it is available, but at the earliest TOBT minus 60 minutes or after the disappearance of the arriving flight information. After each modification, the value flashes slowly for 1 minute.

Data displayed for a departing flight: (All times in UTC)



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, or it is open, but one of the connecting taxiways A9, V, B5 or K is closed and therefore the reciprocal landing and takeoff procedure cannot be applied, 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 outside the period between 2300 - 0400 (2200-0300) 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 V 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 light turbulence category propeller driven 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 3.2.4.1 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 3.2.4.1 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. [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.

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

At LHBP airport:

- The size of the flocks of birds living at or near Budapest Liszt Ferenc International Airport varies from season to season.
- Approximately 60-90 pairs of birds of prey (small to medium size) live at or in the vicinity of the airport. Birds of prey are a hazard to aircraft during the initial climb or final approach phase of a flight.
- The risk of collision is slightly increased in the months of JUNE-AUGUST when the new generation of birds leaves the nest (small and medium size).
- Gulls also appear at the airport between November and February, usually settling on runways and

taxiways (medium size)

- In summer, you can expect to see gulls, swallows and various birds of prey (medium and small)
- Fowl, pigeons and mallards can be expected all year round.
- Kestrels appear throughout winter in small numbers (medium size)
- Between October and March, depending on the weather conditions crows can be observed. They migrate through the airport airspace in flocks of tens of thousands and settle temporarily at the airport. Their migratory patterns are typical daily, flying from NW to SE after dawn and from SE to NW at dusk, at altitudes between 30 and 1000 ft.

Airport surroundings up to 1000 feet:

- Pigeon species (small size) breeding in settlements near the airport are a constant threat. Between 30 and 100 feet, flocks of 25 to 50 individuals are expected from each direction.
- Bird migrations occur from February to April and September to November, depending on weather conditions. During these months, flocks of thousands of smaller birds migrate through the air at various altitudes.
- Crows are mainly in winter period. Their flocks roost can be detected about 2-3 nautical miles from the threshold RWY 13R,. The most critical period is the sunset, when they arrive at the roost from different directions.
- During the winter, large geese and crane birds from the north winter over in our country (in mild winters), forming flocks.

Airport area at or above 1000 feet above sea level:

- During the winter, large geese and crane birds from north are flying over the country (mild winters), forming flocks of more than 10,000 individuals.

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

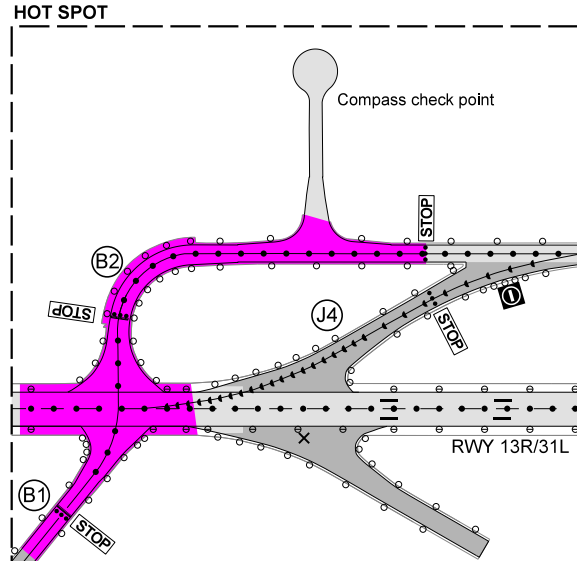
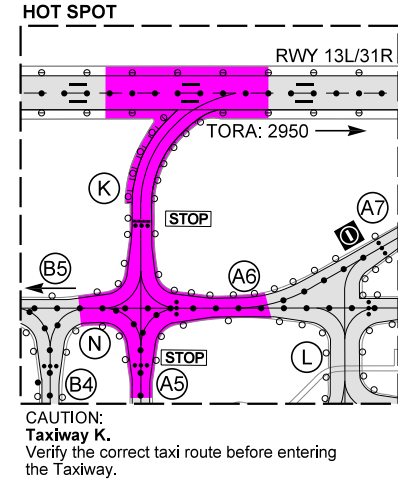
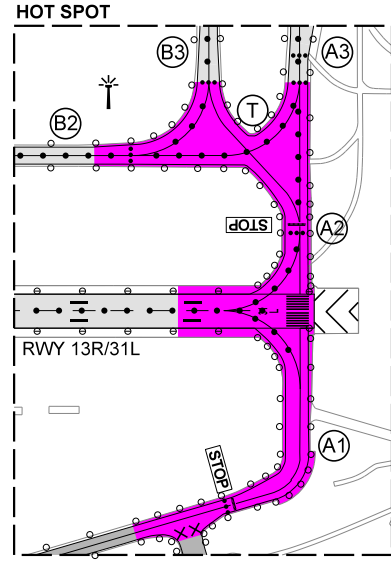
Aerodrome Chart - ICAO	AD 2-LHBP-ADC
Appendix 1 to Aerodrome Chart - ICAO Taxi procedures for arriving aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-ARR
Appendix 2 to Aerodrome Chart - ICAO Taxi procedures for departing aircraft (Parallel RWY operation)	AD 2-LHBP-TAXI-DEP
Aircraft Parking/Docking 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
Bird Concentrations In the Vicinity of the Aerodrome - Index Chart	AD 2-LHBP-BIRD

AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707

APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

For taxiways width, surface and strength see: LHBP AD 2.8.



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

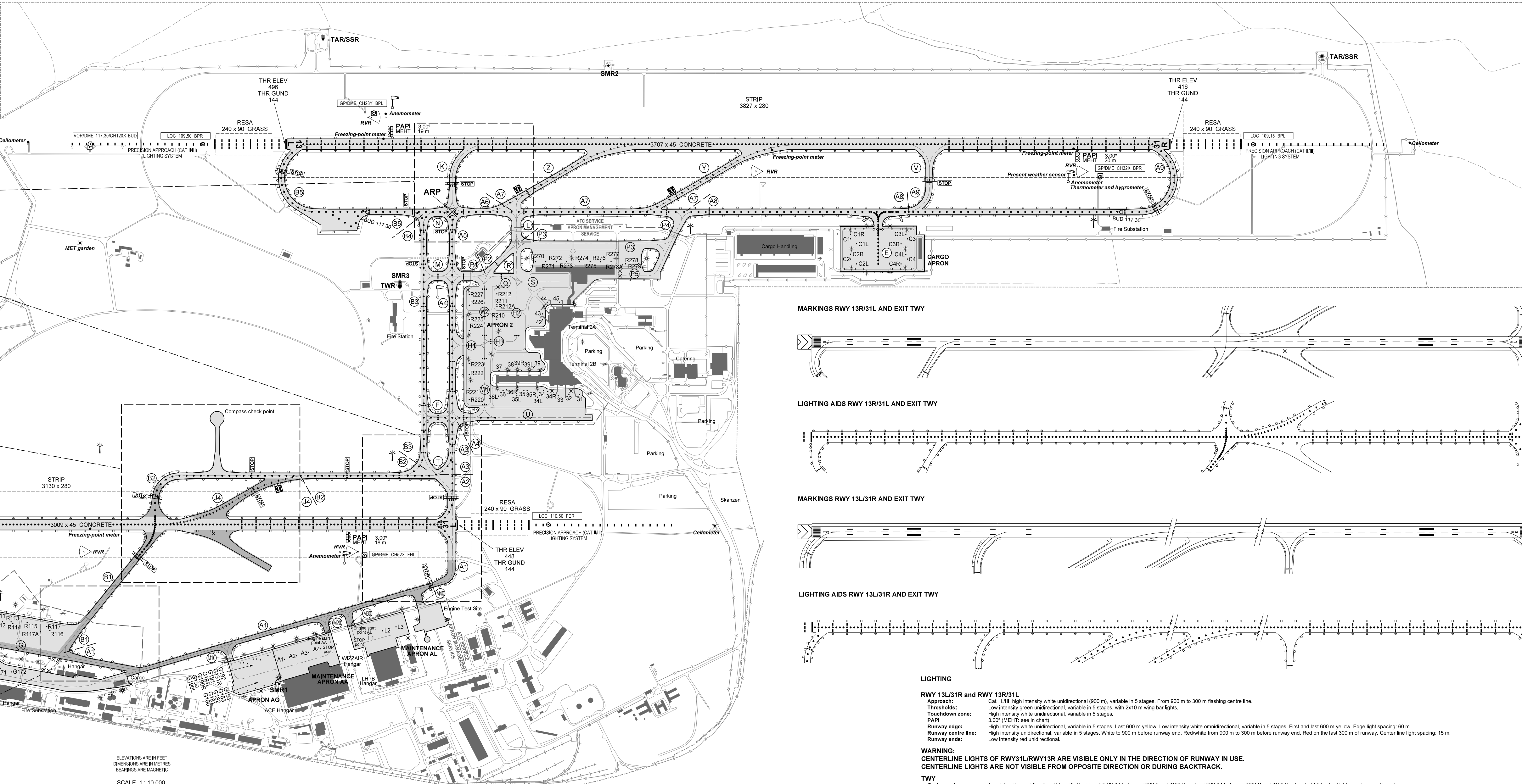
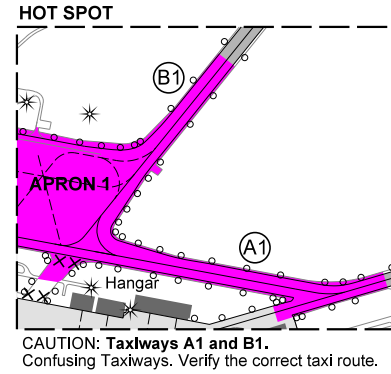
VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF T2Z: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXING: NOT AVAILABLE.

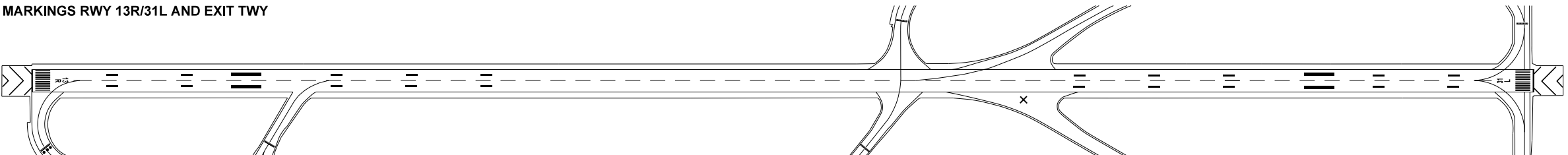
INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

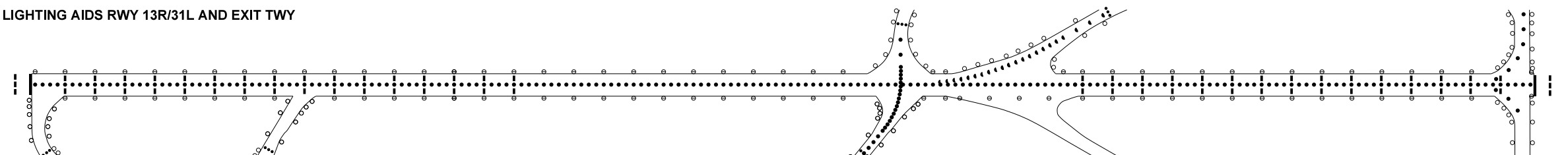
- LEGEND**
- VISUAL AIDS**
- Approach lighting bar
 - Approach lighting barrette
 - PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - Flood lighting
 - Camera pole



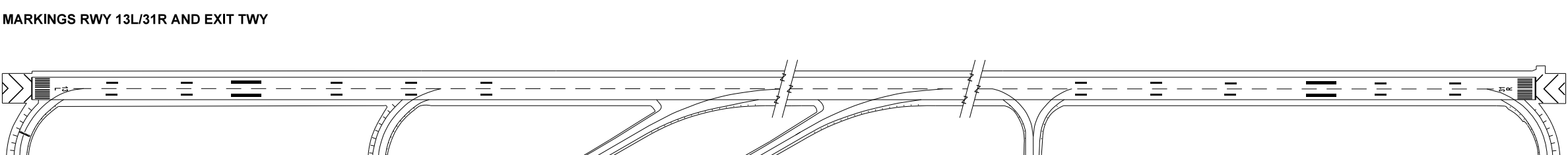
MARKINGS RWY 13R/31L AND EXIT TWY



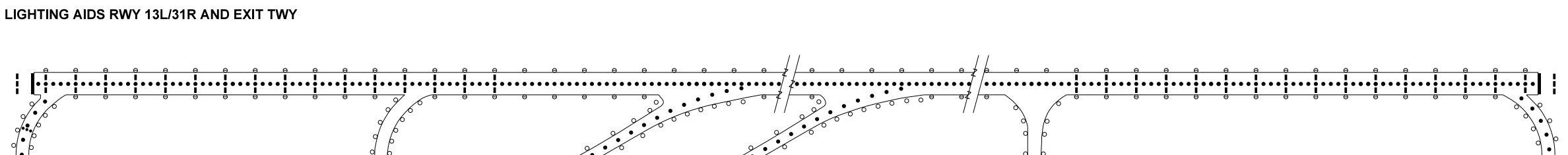
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY



LIGHTING AIDS RWY 13L/31R AND EXIT TWY



LIGHTING

RWY 13L/31R and RWY 13R/31L
Approach: Cat. II, III, high intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre 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.
PAPI: 3.00° (MEHT; see in chart).
Runway edge: High intensity white 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 centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m 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.)
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.

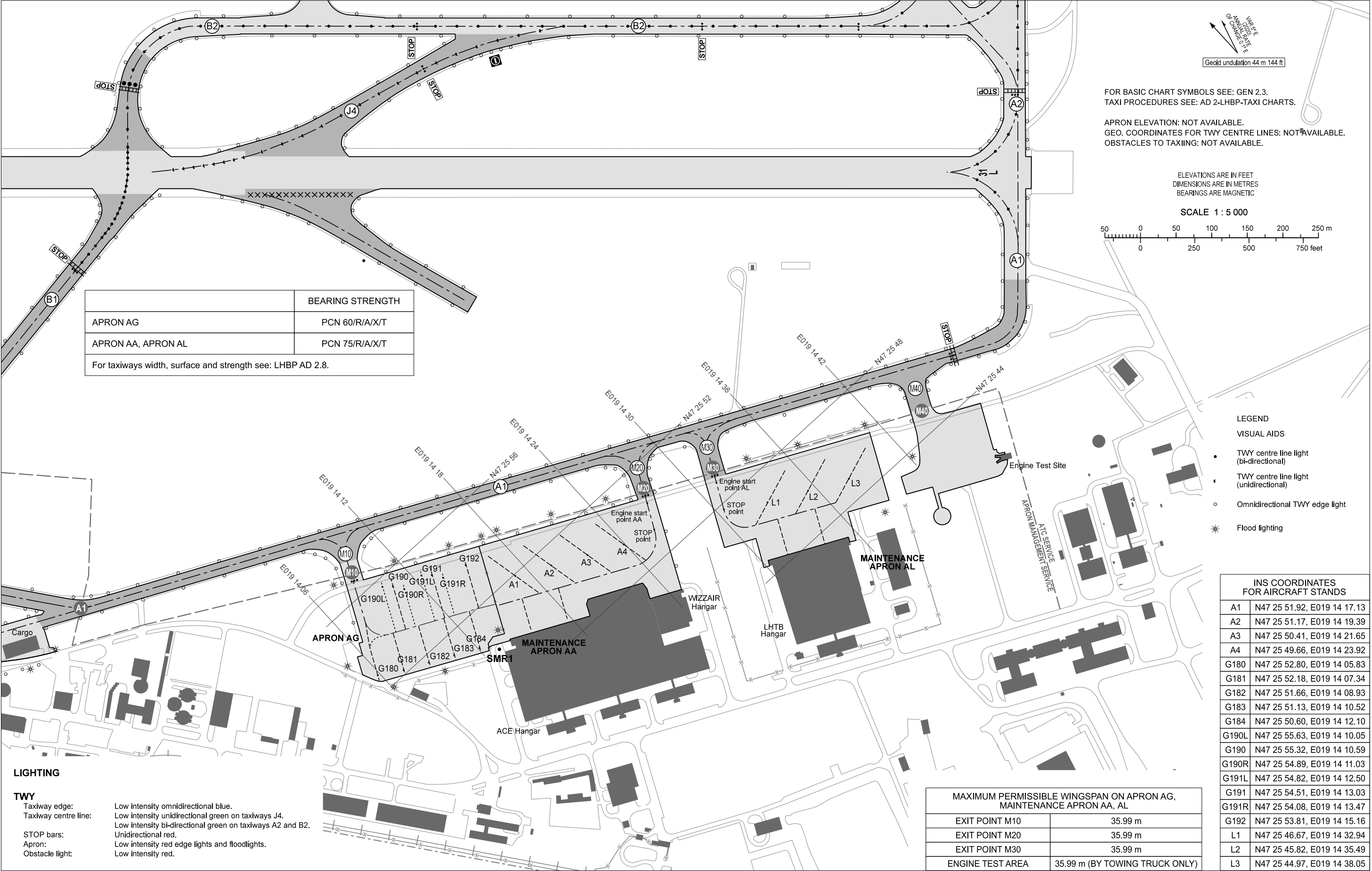
CHANGE: new MAD TWY and Exit point

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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 AG, AA, AL

AIRCRAFT PARKING/DOCKING CHART - ICAO



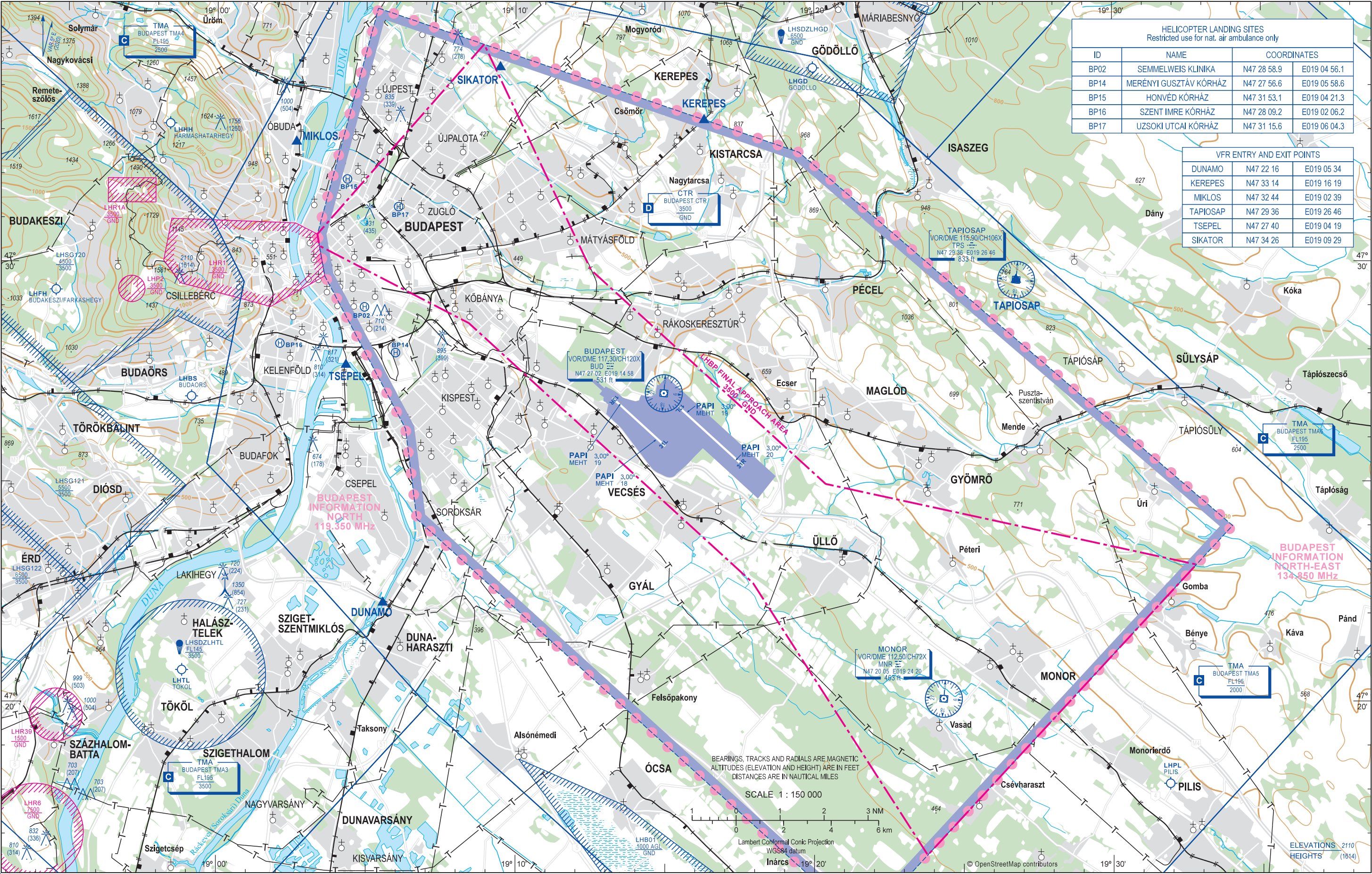
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VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 496
HEIGHTS RELATED
TO AD ELEV

BUDAPEST APP	122.975	BUDAPEST TOWER	118.100	ATIS, ATIS (BUD VOR)	132.380, 117.300
	123.860	BUDAPEST GROUND	121.910	BUDAPEST INFORMATION (NORTH)	119.350
	119.510	BUDAPEST DELIVERY	134.540	BUDAPEST INFORMATION (NORTH-EAST)	134.850

BUDAPEST/LISZT FERENC

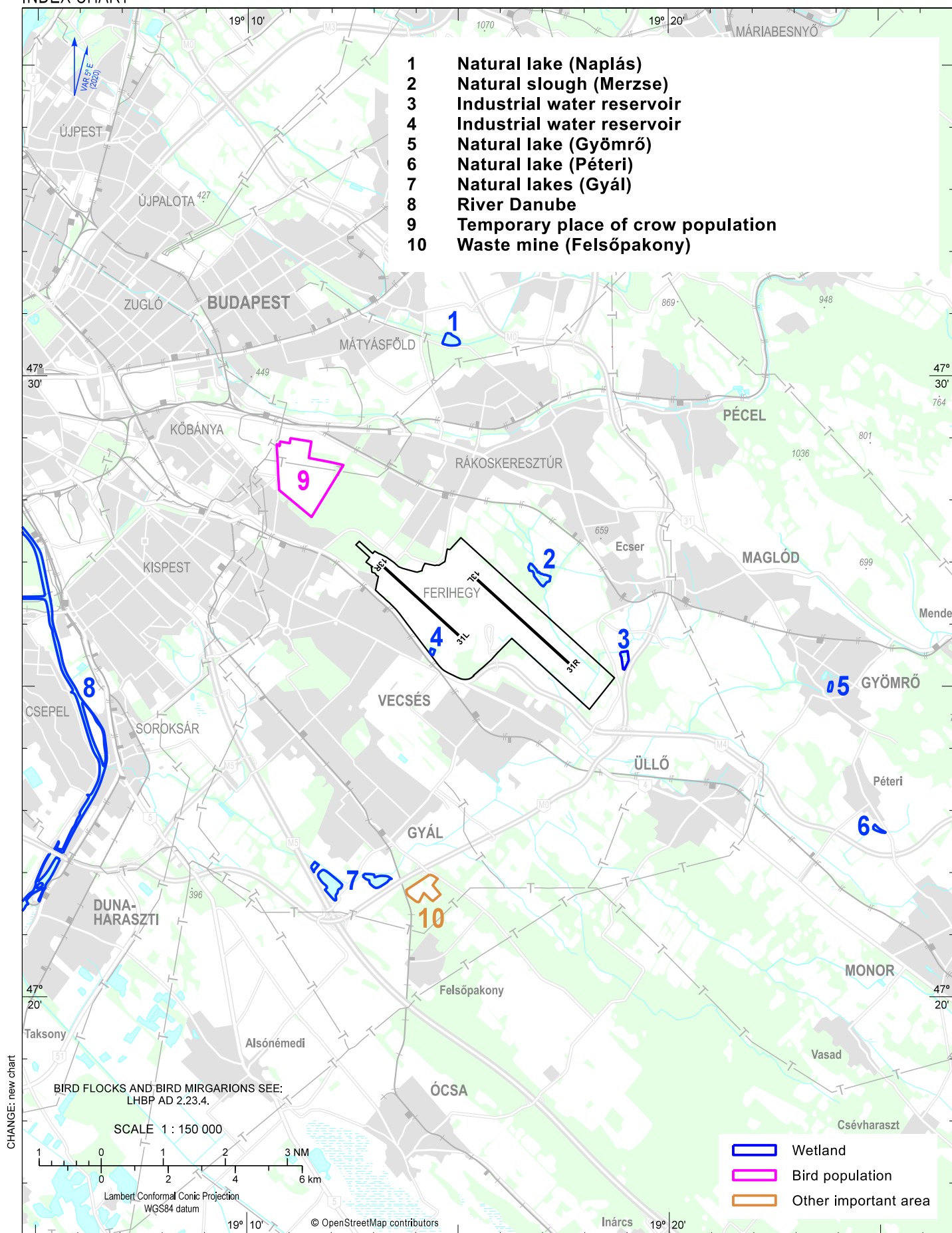


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BIRD CONCENTRATIONS
IN THE VICINITY OF THE AERODROME -
INDEX CHART

AERODROME ELEV 496

BUDAPEST/LISZT FERENC



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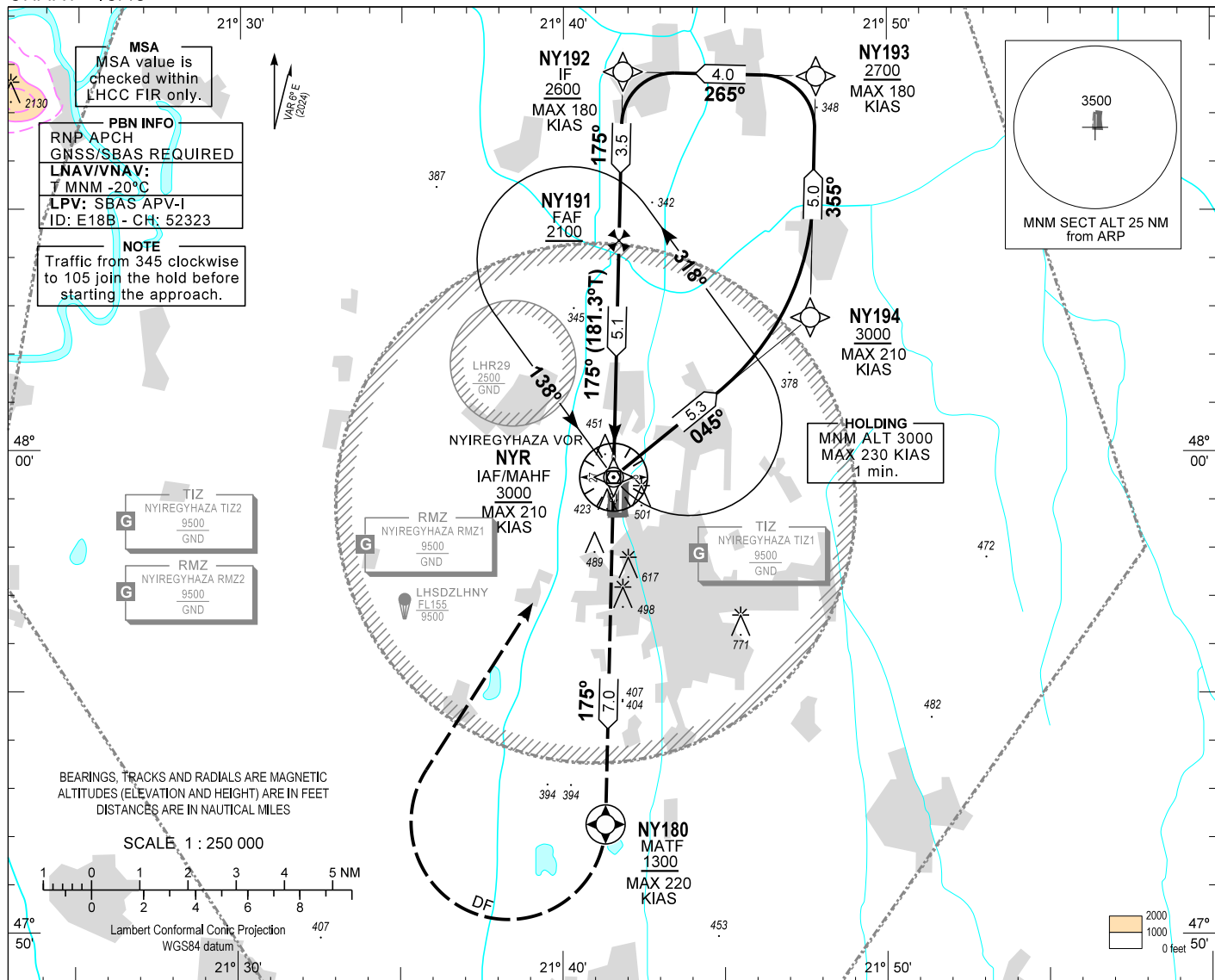
AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 18R - ELEV 338

NYÍREGYHÁZA INFO 119.410
BUDAPEST INFORMATION (EAST) 133.000

NYÍREGYHÁZA
RNP Y RWY 18R
(ACFT CAT B, C)



CHANGE: SBAS FAS Data Block (Data Block, Calculated CRC Value)

OCA (OCH)		B	C	DIST THR / RW18						NM				
STRAIGHT-IN APPROACH		LNAV	710 (380)	ALTITUDE		ft	2080	1740	1400	1060	720	GROUND SPEED		
		LNAV/VNAV	650 (312)	658 (320)			kt	60	90	120	150	180	FAF - RW18 5.1 NM	
		LPV	606 (268)	615 (277)			min:sec	5:04	3:23	2:32	2:02	1:41	Rate of descent (340 ft/NM)	
							ft/min	340	510	680	850	1020		

AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 18R

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY194			051.0 T/5.3 NM		+3000	-210		RNP APCH
TF	NY193			001.4 T/5.0 NM		+2700	-180		RNP APCH
TF	NY192	IF		271.4 T/4.0 NM		+2600	-180		RNP APCH
TF	NY191	FAF		181.3 T/3.5 NM		+2100			RNP APCH
TF	RW18	LTP	Y	181.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/ 1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18R
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E18B
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 52 C8 00 02 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA FE E8 6E 46
Calculated CRC Value	FEE86E46
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY194	N48 02 46.9	E021 47 37.8
NY193	N48 07 46.7	E021 47 48.7
NY192	N48 07 52.3	E021 41 50.5
NY191	N48 04 22.5	E021 41 43.3
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

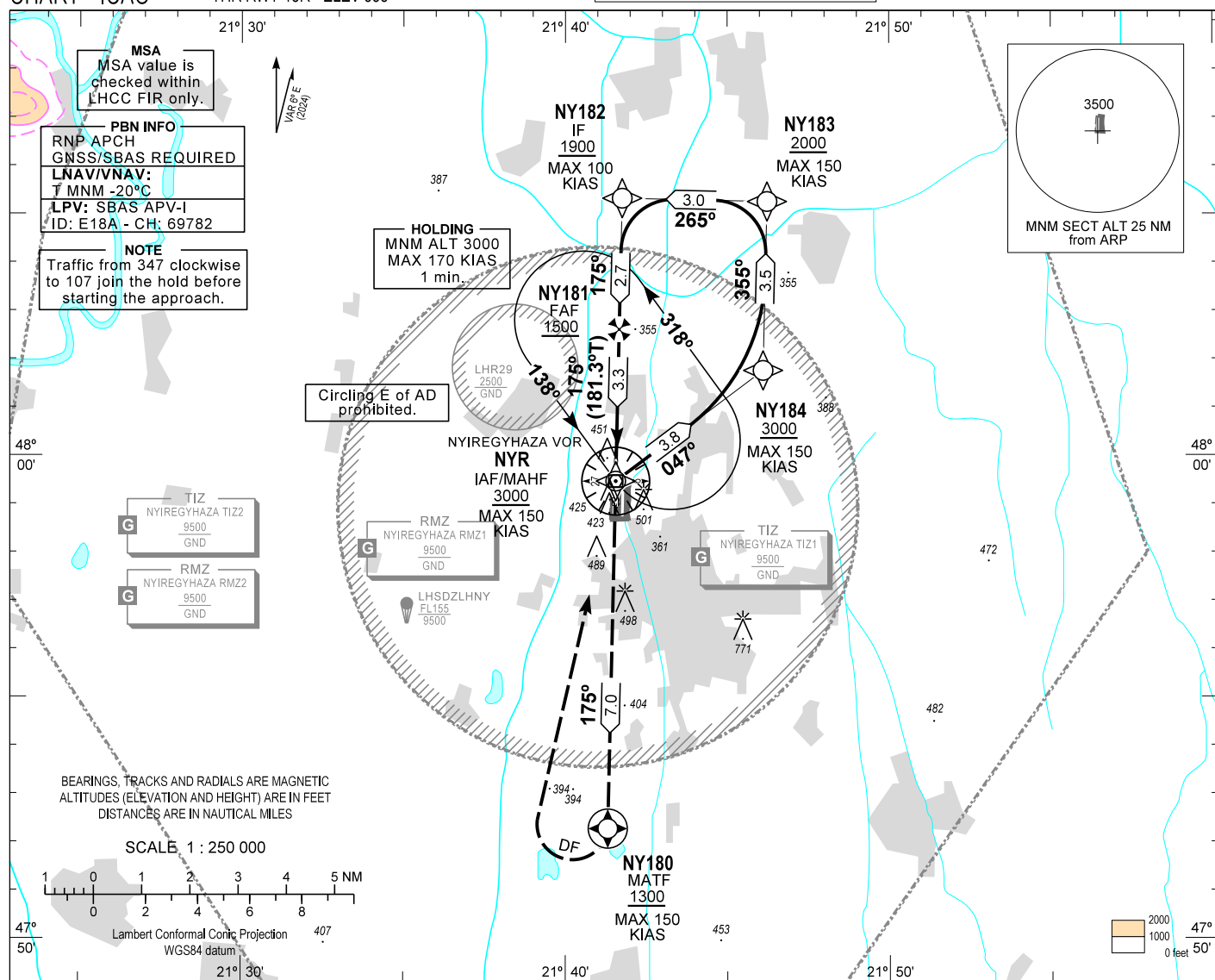
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 18R - ELEV 338

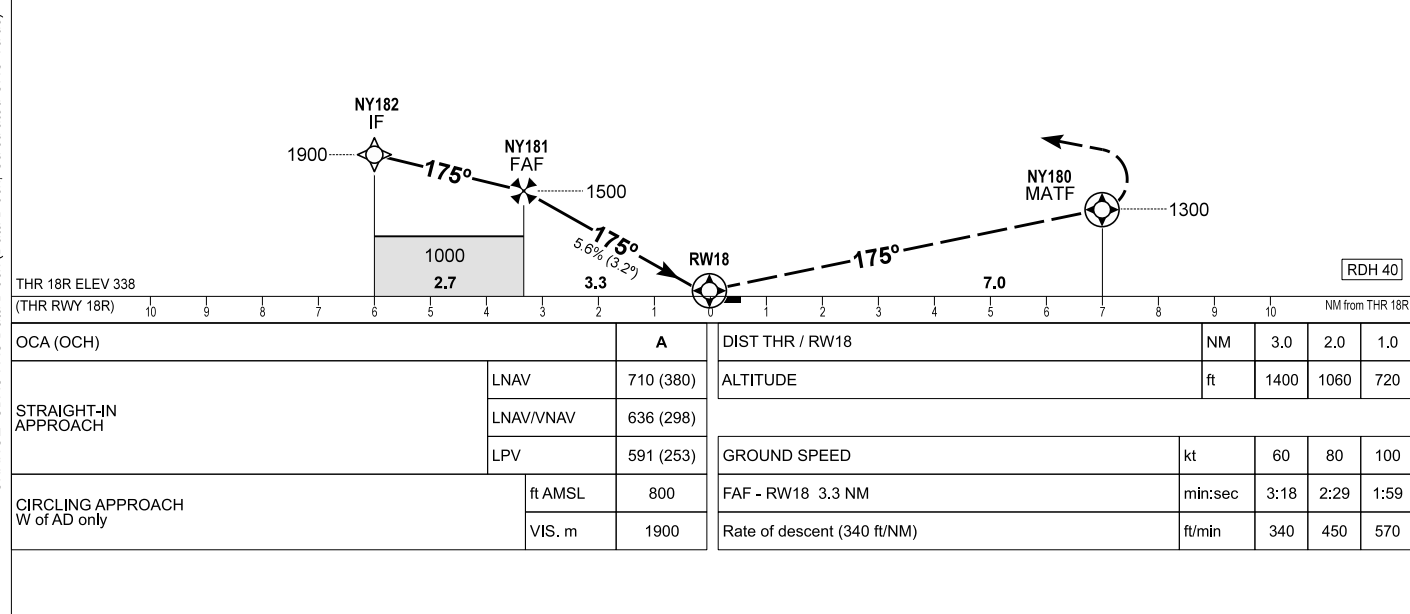
NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA
RNP Z RWY 18R
(ACFT CAT A)



TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb to NY180 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 150 KIAS.



AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 18R

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY184			053.1 T/3.8 NM		+3000	-150		RNP APCH
TF	NY183			001.4 T/3.5 NM		+2000	-150		RNP APCH
TF	NY182	IF		271.4 T/3.0 NM		+1900	-100		RNP APCH
TF	NY181	FAF		181.3 T/2.7 NM		+1500			RNP APCH
TF	RW18	LTP	Y	181.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY180	MATF	Y	181.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	18R
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E18A
LTP/FTP Latitude	475918.6500N
LTP/FTP Longitude	0214132.8800E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475823.7855N
FPAP Longitude	0214131.0025E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C 52 D0 00 01 38 31 05 F4 2C 98 14 A0 34 4F 09 99 19 5F 53 FE 55 F1 FF 90 01 40 01 64 57 C8 FA A6 D8 D2 01
Calculated CRC Value	A6D8D201
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY184	N48 01 45.7	E021 46 06.2
NY183	N48 05 15.5	E021 46 13.7
NY182	N48 05 19.7	E021 41 45.3
NY181	N48 02 36.7	E021 41 39.7
RW18	N47 59 18.7	E021 41 32.9
NY180	N47 52 16.6	E021 41 18.5

Holding procedure

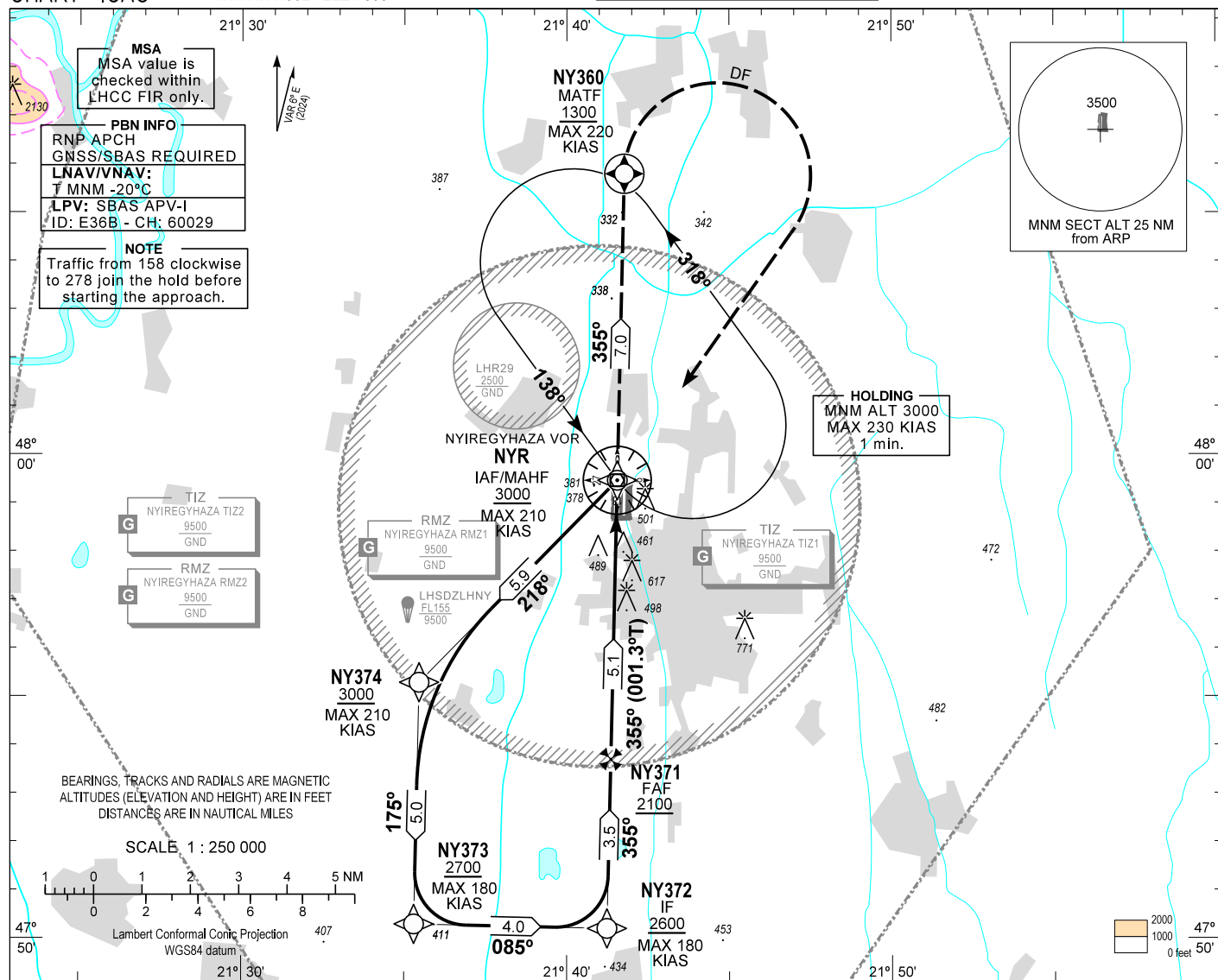
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 36L - ELEV 338

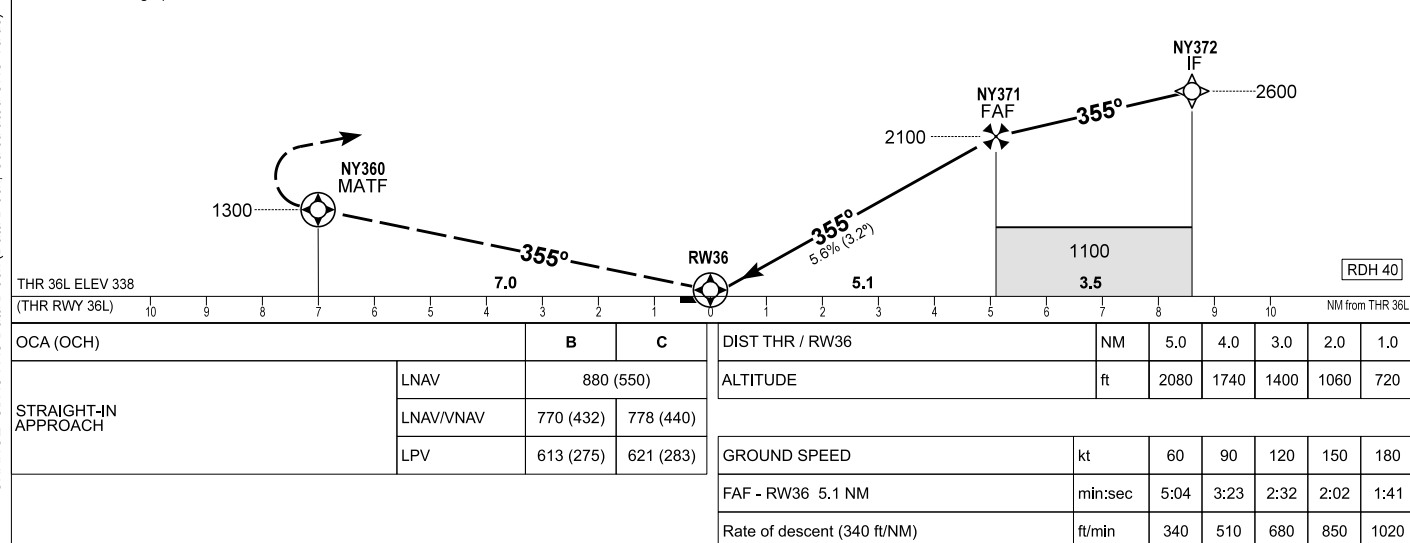
NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA
RNP Y RWY 36L
(ACFT CAT B, C)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and enter holding at or above 3000.
Maximum turning speed: 220 KIAS.

TRANSITION ALTITUDE
10000



AD 2 LHNY INSTRUMENT APPROACH CHART RNP Y RWY 36L

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-210		RNP APCH
TF	NY374			224.4 T/5.9 NM		+3000	-210		RNP APCH
TF	NY373			181.2 T/5.0 NM		+2700	-180		RNP APCH
TF	NY372	IF		091.2 T/4.0 NM		+2600	-180		RNP APCH
TF	NY371	FAF		001.3 T/3.5 NM		+2100			RNP APCH
TF	RW36	LTP	Y	001.3 T/5.1 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-220		RNP APCH
DF	NYR				R	+3000	-220		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-230		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36L
Approach Performance Designator	0
Route indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E36B
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C E4 C8 00 02 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA 63 17 FA 7A
Calculated CRC Value	6317FA7A
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY374	N47 55 17.6	E021 35 27.7
NY373	N47 50 17.9	E021 35 18.1
NY372	N47 50 12.5	E021 41 14.2
NY371	N47 53 42.3	E021 41 21.4
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

Holding procedure

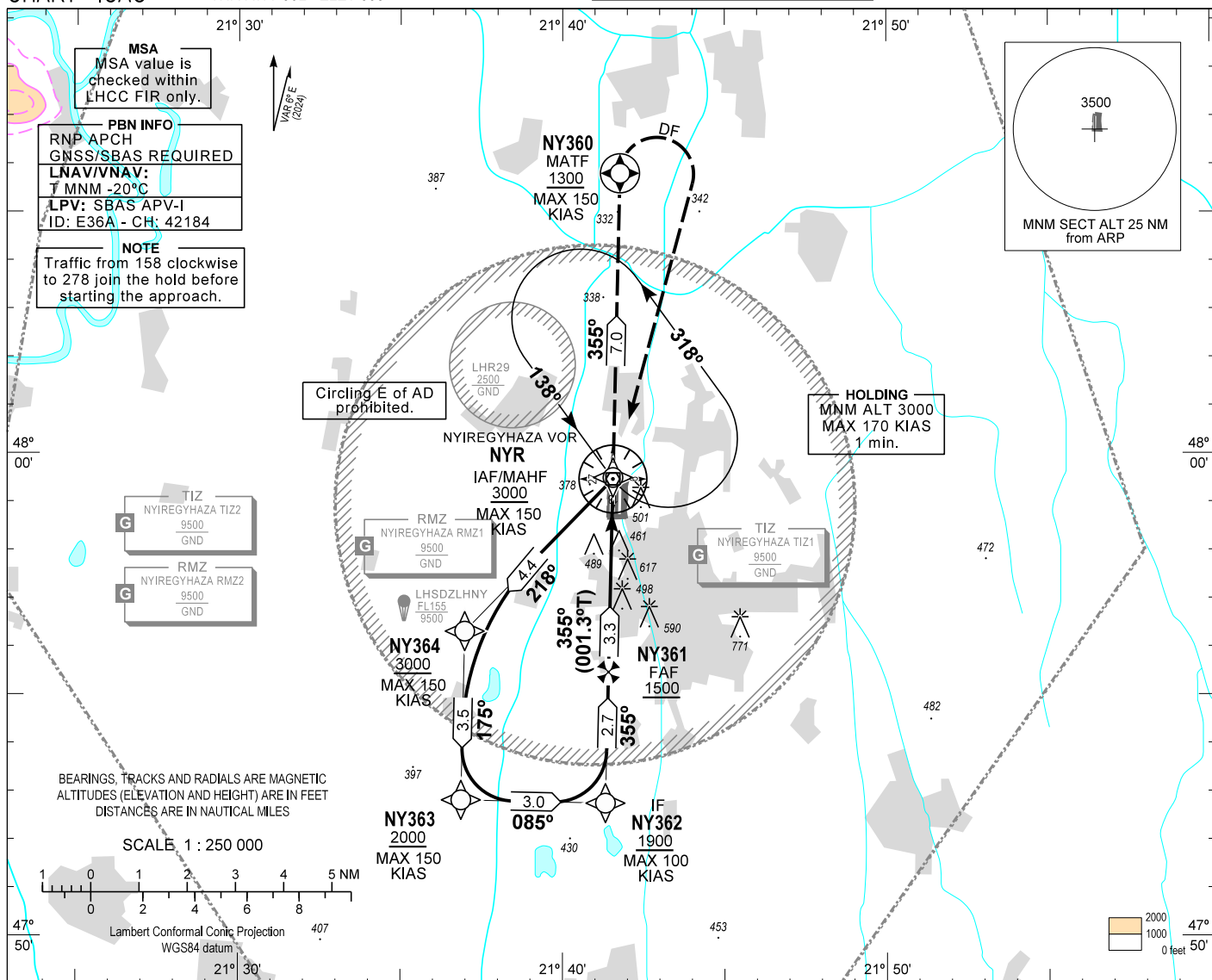
Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	230 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 338
HEIGHTS RELATED TO
THR RWY 36L - ELEV 338

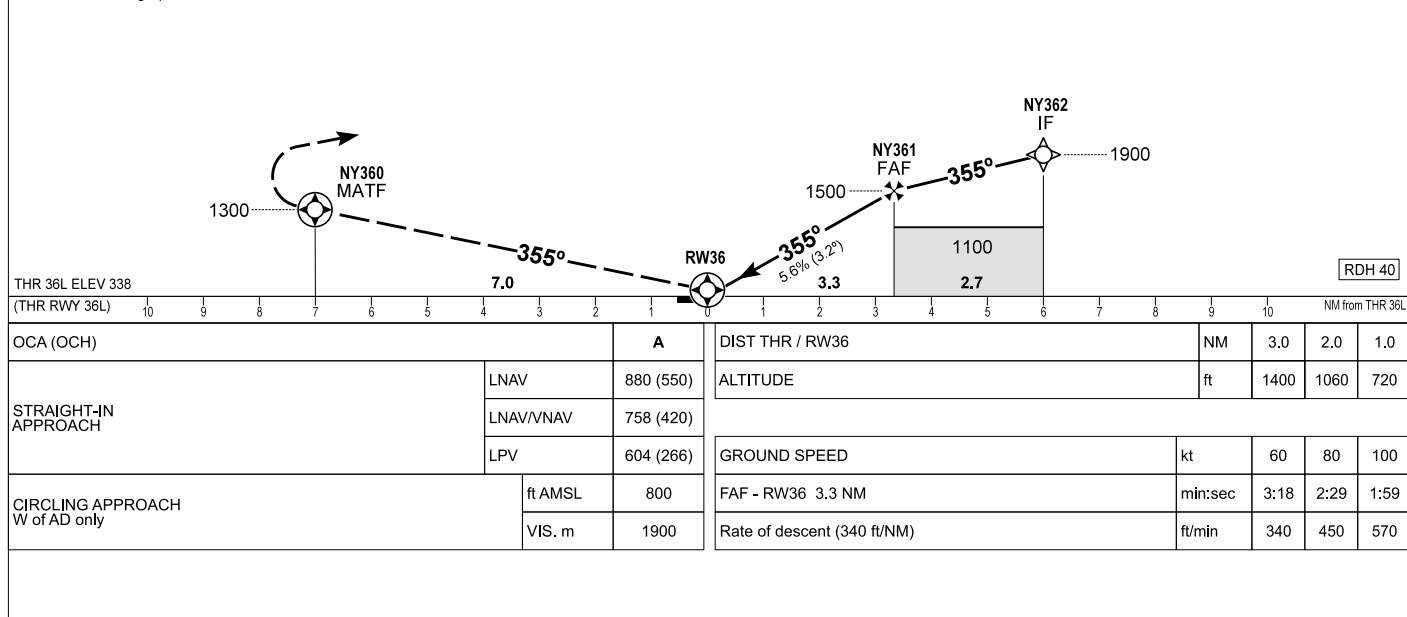
NYÍREGYHÁZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

NYÍREGYHÁZA
RNP Z RWY 36L
(ACFT CAT A)



MISSED APPROACH
Climb to NY360 at or above 1300.
Turn right direct to NYR and holding at or above 3000.
Maximum turning speed: 150 KIAS.

TRANSITION ALTITUDE	10000
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AD 2 LHNY INSTRUMENT APPROACH CHART RNP Z RWY 36L

PT	WP ID	Role	OverFly	Bearing/ (Len Dur)	Turn Direction	Altitude (FT)	IAS (KT)	VRT ANG	NAV PERF
IF	NYR	IAF				+3000	-150		RNP APCH
TF	NY364			224.2 T/4.4 NM		+3000	-150		RNP APCH
TF	NY363			181.3 T/3.5 NM		+2000	-150		RNP APCH
TF	NY362	IF		091.3 T/3.0 NM		+1900	-100		RNP APCH
TF	NY361	FAF		001.3 T/2.7 NM		+1500			RNP APCH
TF	RW36	LTP	Y	001.3 T/3.3 NM		+378		-3.2°	RNP APCH
TF	NY360	MATF	Y	001.3 T/7.0 NM		+1300	-150		RNP APCH
DF	NYR				R	+3000	-150		RNP APCH
HM	NYR	MAHF		144.0 T/1 min	L	+3000	-170		RNP APCH

SBAS FAS Data Block Coding Data

FAS-DB (CRC wrapped data)	
Operation type	0
SBAS Provider	1
Airport identifier	LHNY
Runway	36L
Approach Performance Designator	0
Route indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E36A
LTP/FTP Latitude	475846.2200N
LTP/FTP Longitude	0214131.7700E
LTP/FTP Ellipsoidal Height (m)	143.3
FPAP Latitude	475941.0845N
FPAP Longitude	0214133.6480E
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3.20
Course Width (m)	105.00
Length Offset (m)	696
HAL (m)	40.0
VAL (m)	50.0
Data Block	10 19 0E 08 0C E4 D0 00 01 36 33 05 98 2F 97 14 F4 2B 4F 09 99 19 A1 AC 01 AC 0E 00 90 01 40 01 64 57 C8 FA 3B 27 46 3D
Calculated CRC Value	3B27463D
FAS-DB (not CRC wrapped data)	
ICAO Code	LH
LTP/FTP Orthometric Height (m)	103.0

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
NYR	N47 59 28.3	E021 41 33.2
NY364	N47 56 19.0	E021 36 59.0
NY363	N47 52 49.2	E021 36 52.1
NY362	N47 52 45.2	E021 41 19.4
NY361	N47 55 28.2	E021 41 25.0
RW36	N47 58 46.2	E021 41 31.8
NY360	N48 05 48.3	E021 41 46.3

Holding procedure

Holding fix:	NYR
Left hand holding pattern.	
Maximum speed:	170 KIAS
Inbound track:	138°
Outbound track:	318°
Rate of turn:	3°/sec. or 25° bank angle (whichever requires lesser bank)
Outbound times:	1 min.
Minimum holding altitude:	3000

VISUAL
APPROACH
CHART - ICAO

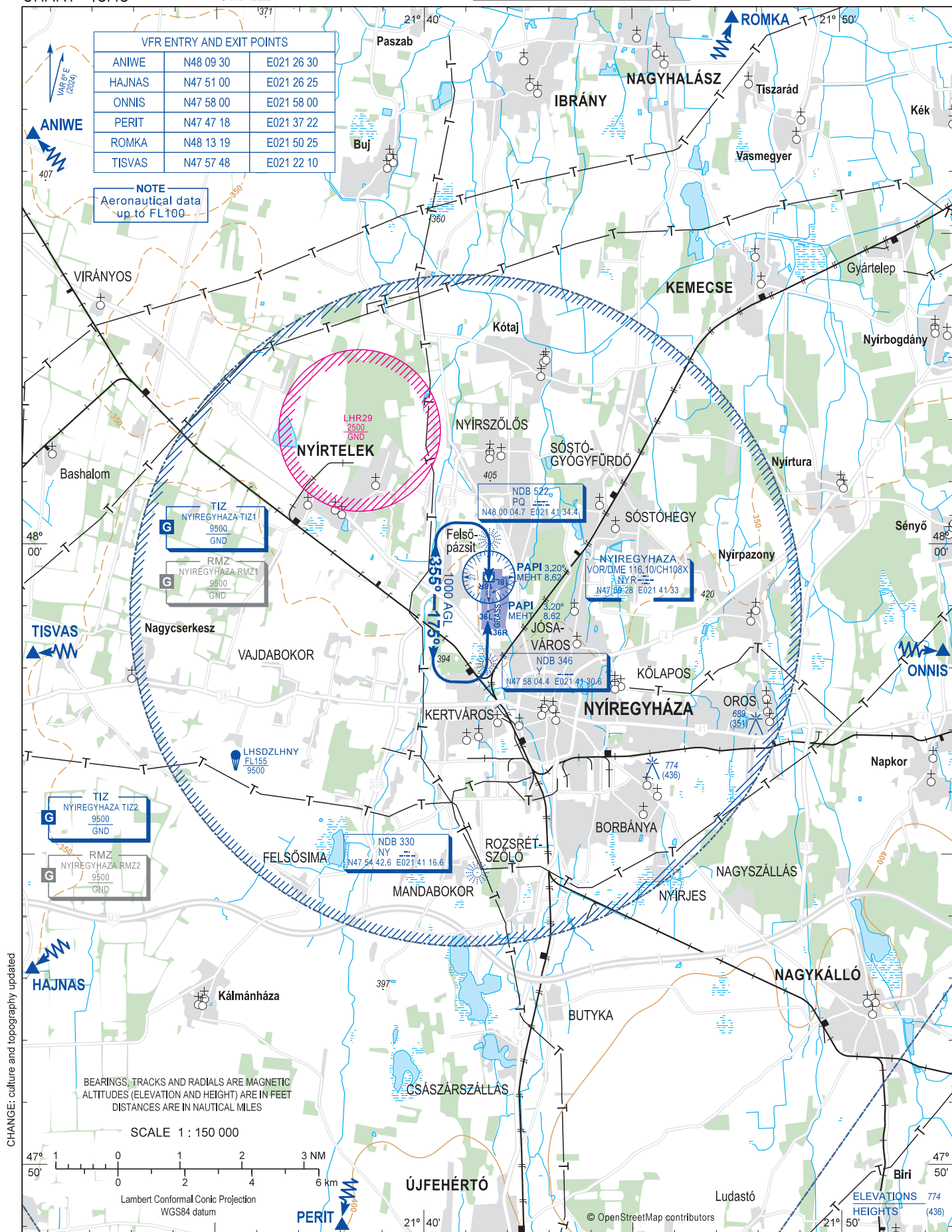
AERODROME ELEV 338
HEIGHTS RELATED
TO AD ELEV

NYIREGYHAZA INFO	119.410
BUDAPEST INFORMATION (EAST)	133.000

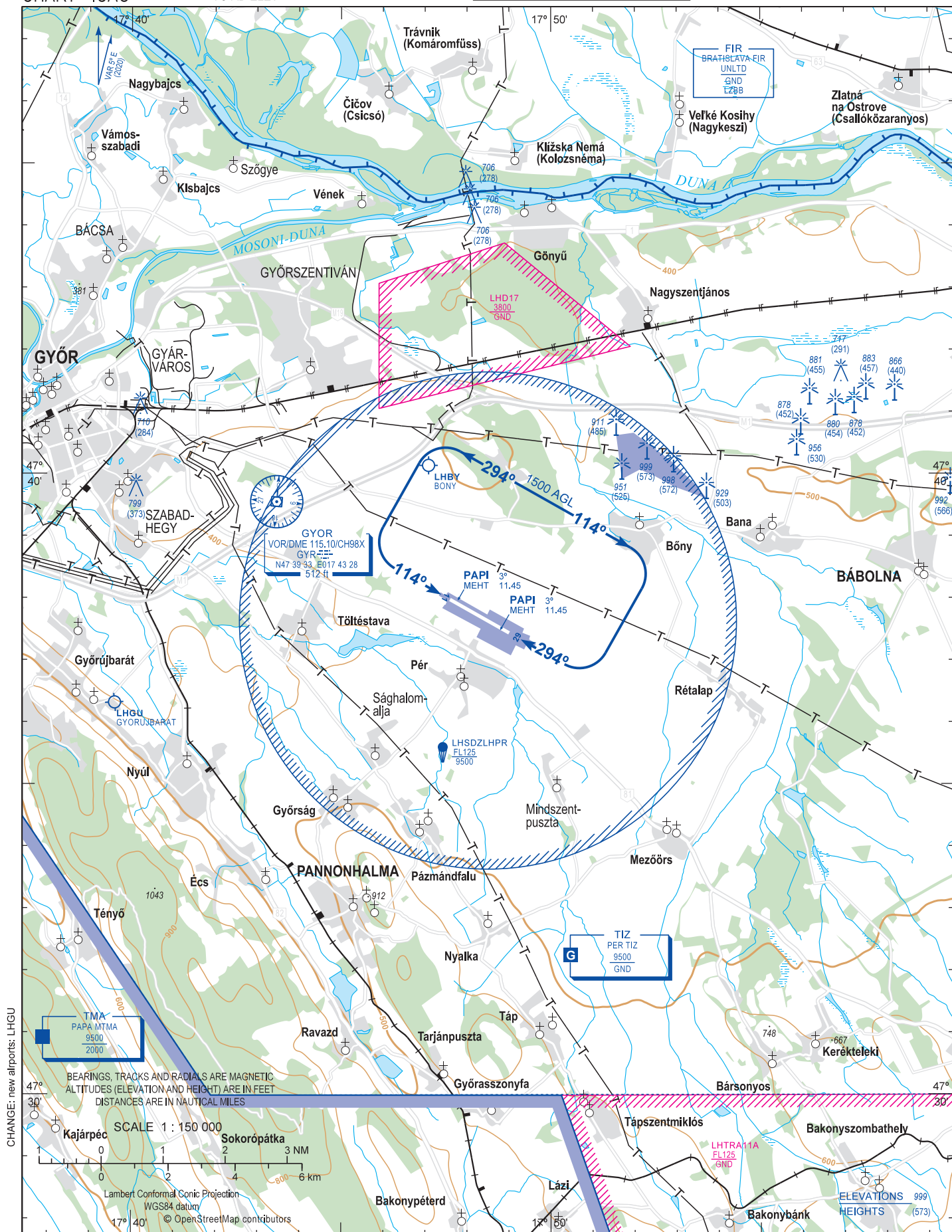
NYÍREGYHÁZA

VFR ENTRY AND EXIT POINTS		
ANIWE	N48 09 30	E021 26 30
HAJNAS	N47 51 00	E021 26 25
ONNIS	N47 58 00	E021 58 00
PERIT	N47 47 18	E021 37 22
ROMKA	N48 13 19	E021 50 25
TISVAS	N47 57 48	E021 22 10

NOTE
Aeronautical data
up to FL100



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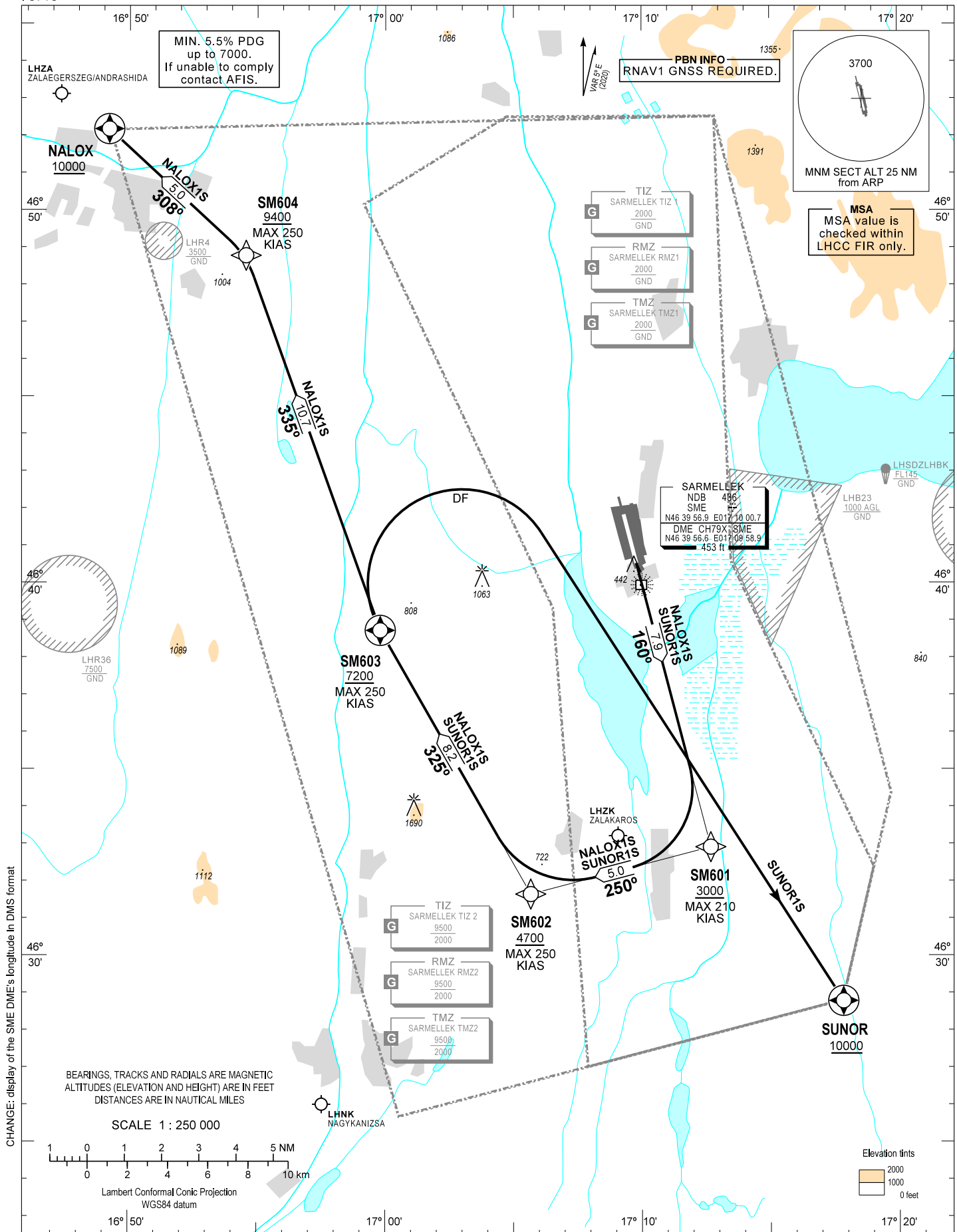
AIP HUNGARY

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) -
ICAO

TRANSITION ALTITUDE
10000

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV Rwy 16
NALOX1S, SUNOR1S



CHANGE: display of the SME DME's longitude in DMS format

AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 16

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 7000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1S (NALOX ONE SIERRA DEPARTURE)	Climb to SM601 on course 160°, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. To SM604 at or above 9400. To NALOX at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603, SM604.
SUNOR1S (SUNOR ONE SIERRA DEPARTURE)	Climb to SM601 on course 160°, at or above 3000. To SM602 at or above 4700. To SM603 at or above 7200. Turn right direct to SUNOR at or above 10000.	MAX 210 KIAS at SM601. MAX 250 KIAS at SM602, SM603.

Recommended navaid: SME NDB.

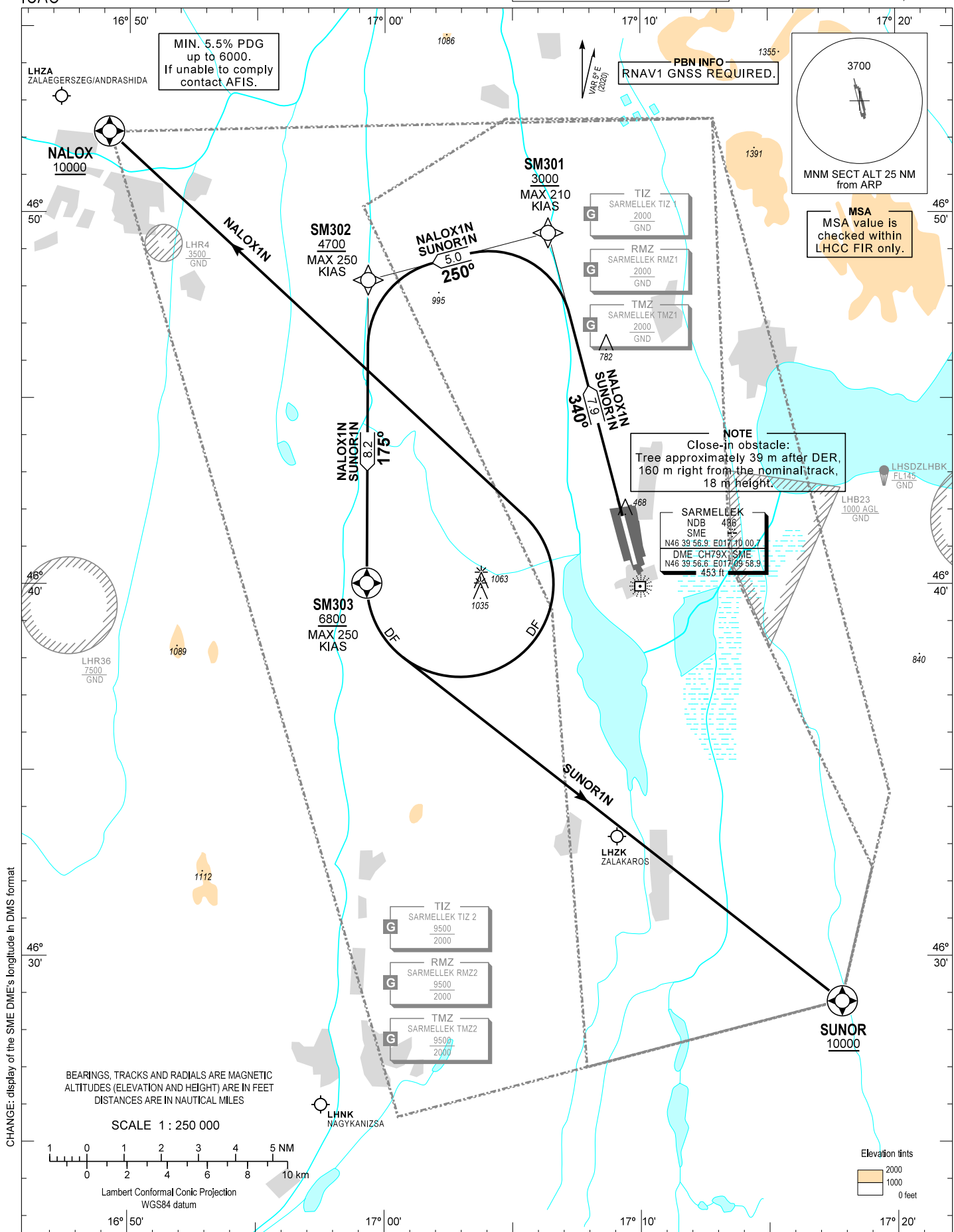
WAYPOINT COORDINATES

WP ID	Latitude	Longitude
SM601	N46 32 54.9	E017 12 40.7
SM602	N46 31 38.9	E017 05 40.3
SM603	N46 38 43.4	E016 59 48.4
SM604	N46 48 47.1	E016 54 33.3
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

TRANSITION ALTITUDE
10000

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
RNAV RWY 34
NALOX1N, SUNOR1N



AD 2 LHSM STANDARD DEPARTURE CHART INSTRUMENT RWY 34

CLIMBING:
In order to reach exit altitude min. PDG 5.5% up to 6000. After departure climb initially 10000. Further climb only by ATC.

ALTIMETER SETTING:
When passing 9000 change QNH setting for Budapest QNH provided by BALATON INFO or BUDAPEST INFORMATION.

SID NAME	PROCEDURE	RESTRICTIONS
NALOX1N (NALOX ONE NOVEMBER DEPARTURE)	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Turn left direct to NALOX at or above 10000.	MAX 210 KIAS at SM301. MAX 250 KIAS at SM302, SM303.
SUNOR1N (SUNOR ONE NOVEMBER DEPARTURE)	Climb to SM301 on course 340°, at or above 3000. To SM302 at or above 4700. To SM303 at or above 6800. Direct to SUNOR at or above 10000.	

Recommended navaid: SME NDB.

WAYPOINT COORDINATES

WP ID	Latitude	Longitude
SM301	N46 49 27.0	E017 06 23.4
SM302	N46 48 10.7	E016 59 21.0
SM303	N46 40 01.7	E016 59 18.4
NALOX	N46 52 10.5	E016 49 12.3
SUNOR	N46 28 47.0	E017 17 50.0

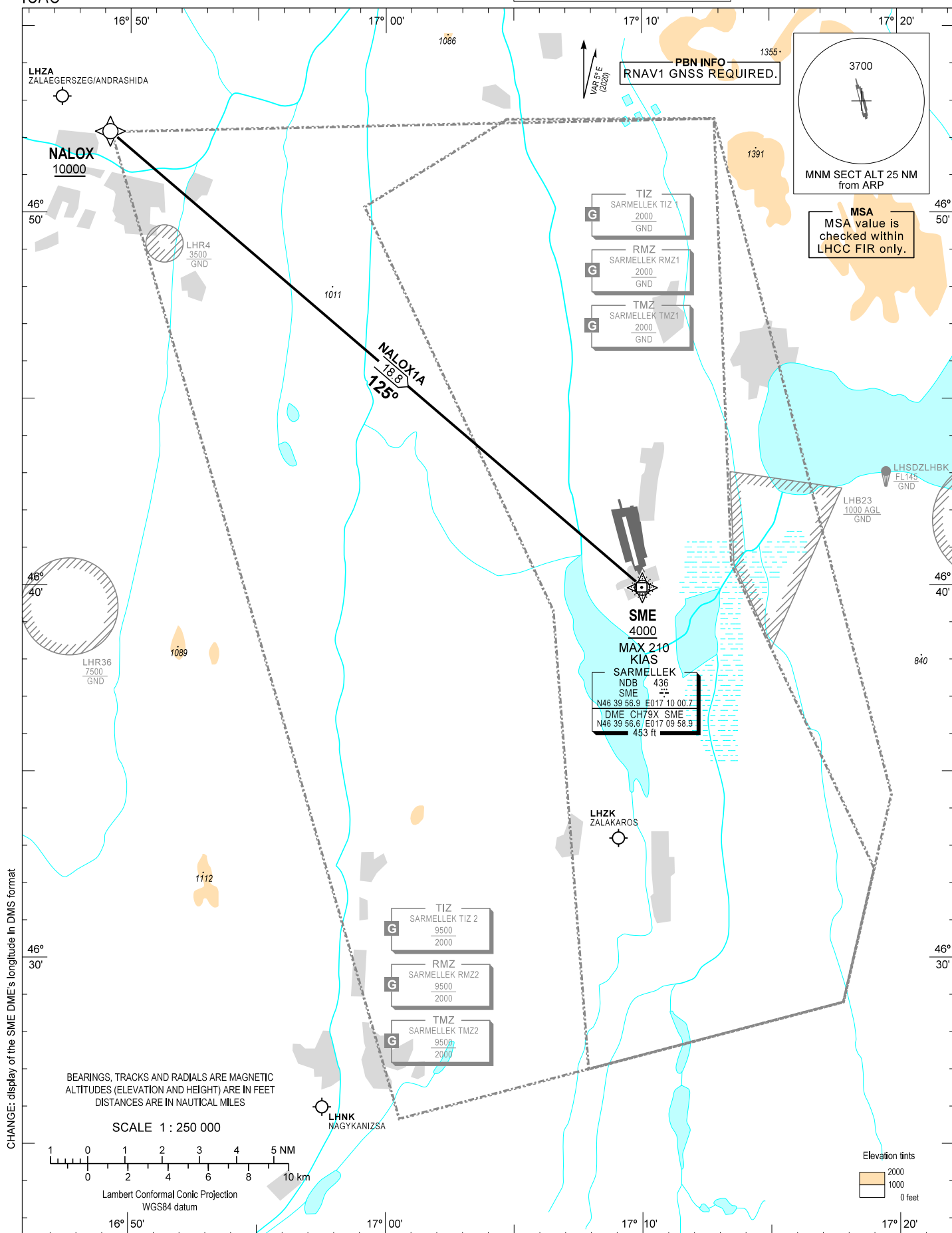
AIP HUNGARY

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) -
ICAO

TRANSITION ALTITUDE
10000

BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500

HÉVÍZ/BALATON
RNAV RWY 16 / 34
NALOX1A



CHANGE: display of the SME DME's longitude in DMS format

AD 2 LHSM STANDARD ARRIVAL CHART INSTRUMENT RWY 16 / 34

STAR NAME	PROCEDURE
NALOX1A (NALOX ONE ALPHA ARRIVAL)	From NALOX at or above 10000. To SME at or above 4000, maximum speed 210 KIAS.

WAYPOINT COORDINATES

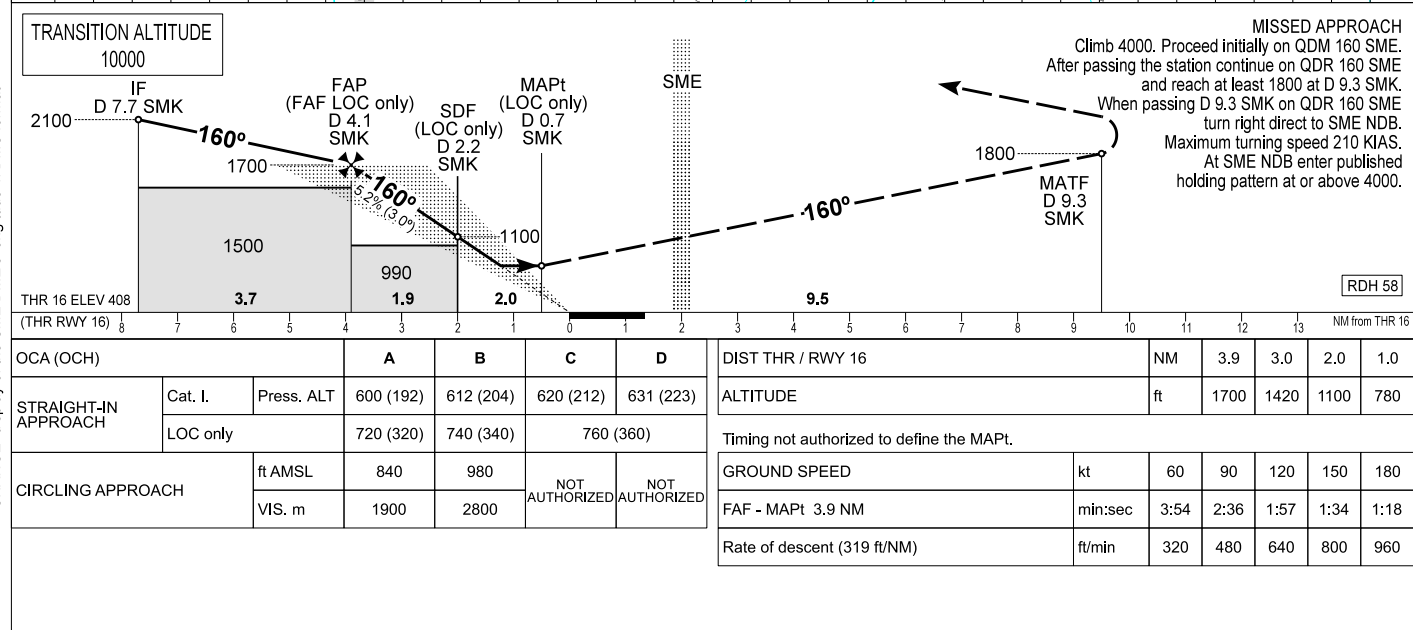
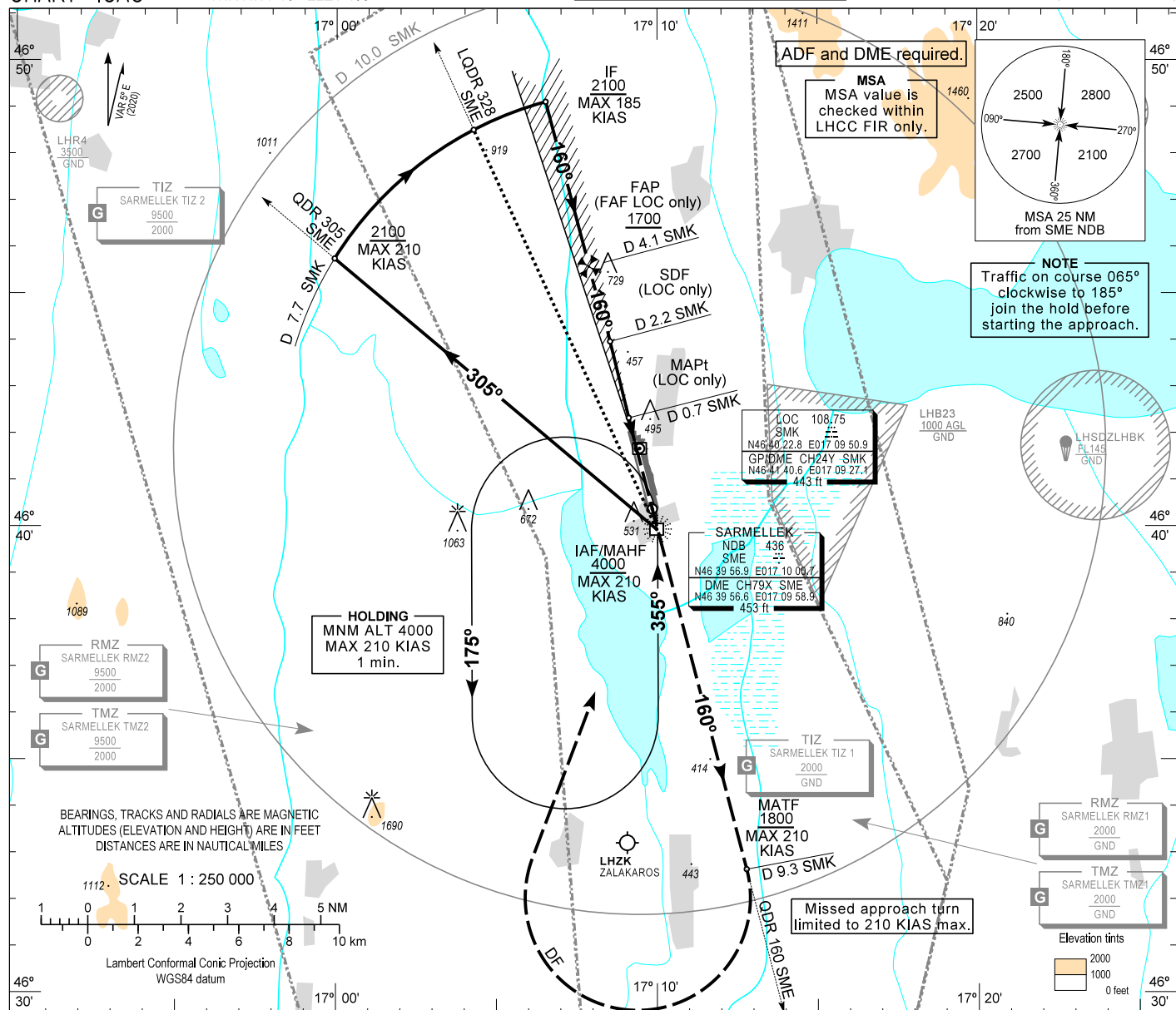
WP ID	Latitude	Longitude
NALOX	N46 52 10.5	E016 49 12.3
SME	N46 39 56.9	E017 10 00.7

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED TO
THR RWY 16 - ELEV 408

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500

HÉVÍZ/BALATON
ILS or LOC RWY 16
(ACFT CAT A, B, C, D)



AD 2 LHSM INSTRUMENT APPROACH CHART ILS OR LOC RWY 16

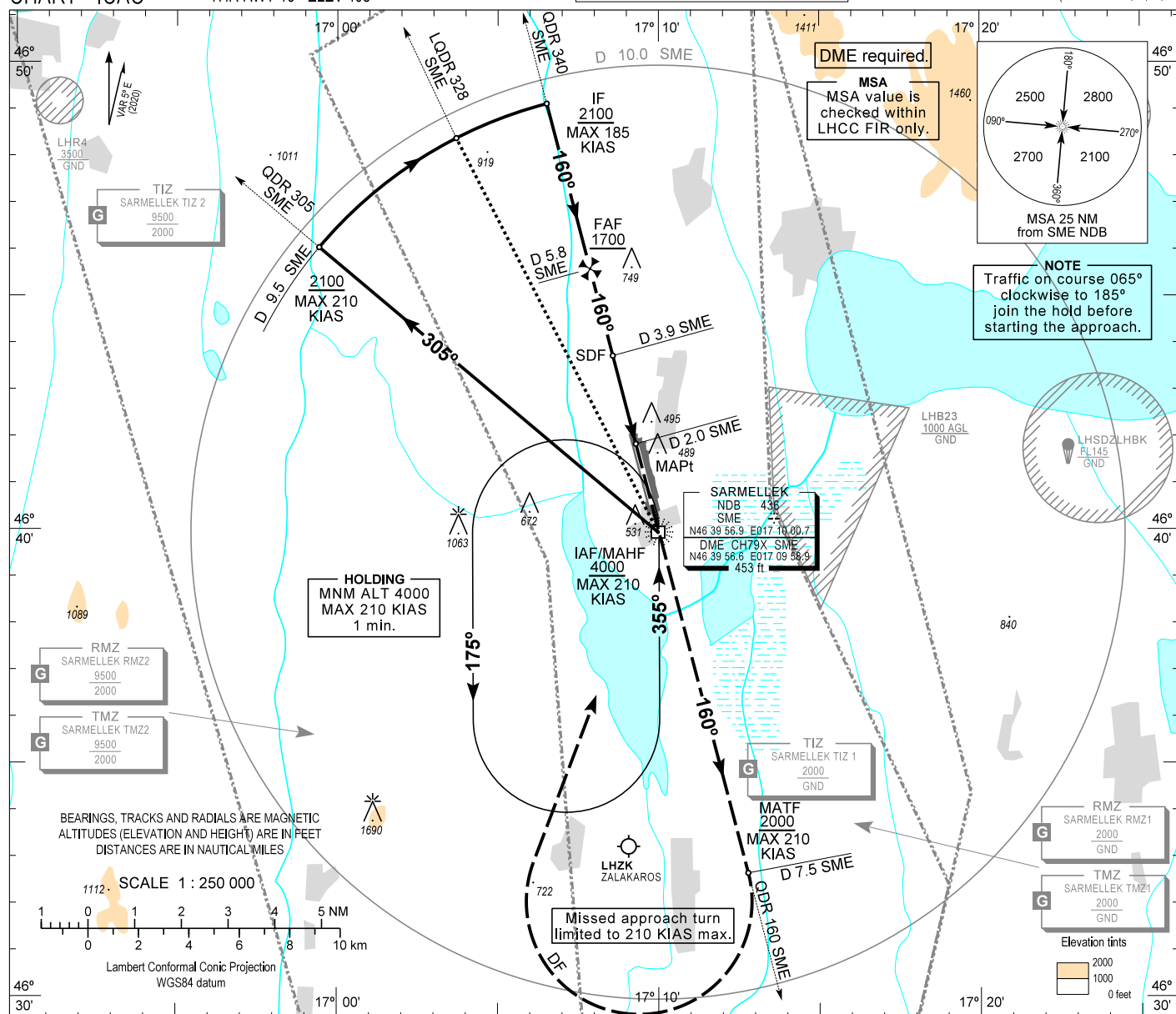
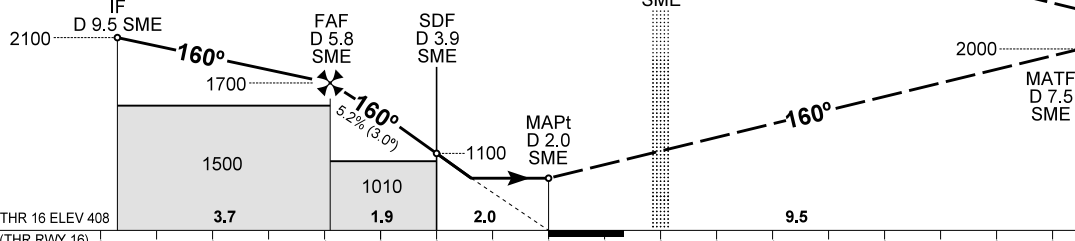
ILS approach procedure:

Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 7.7 SMK turn right and join CW D 7.7 SMK DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept SMK LOC 160° (final track), descend 1700.
Glide path interception at D 4.1 SMK DME (FAF LOC only), then follow ILS.

Holding procedure:

Holding fix: SME NDB.
Left hand holding pattern.
Maximum speed: 210 KIAS
Inbound track: 355°
Outbound track: 175°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min
Minimum holding altitude: 4000

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 408
HEIGHTS RELATED TO
THR RWY 16 - ELEV 408BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500HÉVÍZ/BALATON
NDB, RWY 16
(ACFT CAT A, B, C, D)TRANSITION ALTITUDE
10000

MISSED APPROACH
Climb 4000. Proceed initially on QDM 160 SME. After passing the station continue on QDR 160 SME and reach at least 2000 at D 7.5 SME. When passing D 7.5 SME on QDR 160 SME turn right direct to SME NDB. Maximum turning speed 210 KIAS. At SME NDB enter published holding pattern at or above 4000.

RDH 58

and reach at least 2000 at D 7.5 SME.
When passing D 7.5 SME on QDR 160 SME turn right direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published holding pattern at or above 4000.

OCA (OCH)		A		B		C		D	
STRAIGHT-IN APPROACH		760 (360)							
CIRCLING	ft AMSL	840	980	NOT AUTHORIZED		NOT AUTHORIZED			
	VIS. m	1900	2800						
DIST THR / RWY 16					NM	3.9	3.0	2.0	1.0
ALTITUDE					ft	1700	1420	1100	780
Timing not authorized to define the MAPt.									
GROUND SPEED					kt	60	90	120	150
FAF - MAPt 3.9 NM					min:sec	3:54	2:36	1:57	1:34
Rate of descent (319 ft/NM)					ft/min	320	480	640	800

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 16

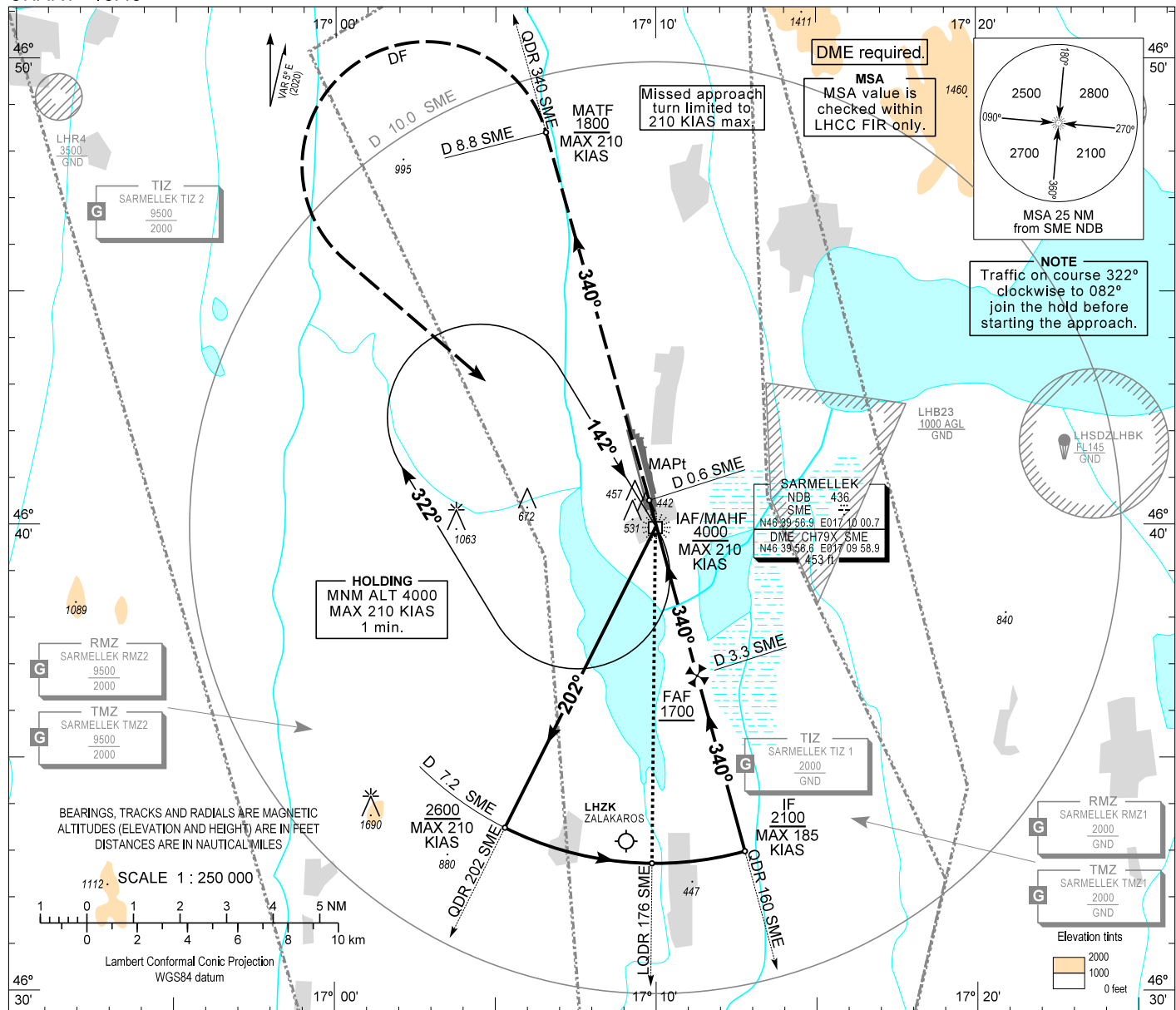
NDB approach procedure:

Initial altitude at or above 4000.
Leave SME NDB on QDR 305 SME and descend 2100.
At D 9.5 SME turn right and join CW D 9.5 SME DME arc.
After crossing LQDR 328 SME leading QDR turn right and intercept QDM 160 SME (final track), descend 1700.
When crossing D 5.8 SME (FAF) descend to published minimum altitude.

Holding procedure:

Holding fix: SME NDB.
Left hand holding pattern.
Maximum speed: 210 KIAS
Inbound track: 355°
Outbound track: 175°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min
Minimum holding altitude: 4000

AIP HUNGARY

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 408
HEIGHTS RELATED TO
THR RWY 34 - ELEV 399BALATON INFO 134.585
BUDAPEST INFORMATION (WEST) 125.500HÉVÍZ/BALATON
NDB, RWY 34
(ACFT CAT A, B, C, D)

MISSED APPROACH

Climb 4000.
Proceed initially on QDR 340 SME and reach at least 1800 at D 8.8 SME.
When passing D 8.8 SME on QDR 340 SME
turn left direct to SME NDB.
Maximum turning speed 210 KIAS.
At SME NDB enter published
holding pattern at or above 4000.

TRANSITION ALTITUDE
10000THR 34 ELEV 399
(THR RWY 34)

OCA (OCH)	A	B	C	D
STRAIGHT-IN APPROACH	790 (400)			
CIRCLING APPROACH	ft AMSL	840	980	NOT AUTHORIZED
	VIS. m	1900	2800	NOT AUTHORIZED

DIST THR / RWY 34	NM	3.9	3.0	2.0
ALTITUDE	ft	1700	1400	1090

Timing not authorized to define the MAPt.

GROUND SPEED	kt	60	90	120	150	180
FAF - MAPt 3.9 NM	min:sec	3:54	2:36	1:57	1:34	1:18
Rate of descent (319 ft/NM)	ft/min	320	480	640	800	960

CHANGE: display of the SME DME's longitude in DMS format

AD 2 LHSM INSTRUMENT APPROACH CHART NDB RWY 34

NDB approach procedure:

Initial altitude at or above 4000.
Leave SME NDB on QDR 202 SME and descend 2600.
At D 7.2 SME turn left and join CCW D 7.2 SME DME arc.
After crossing LQDR 176 SME leading QDR turn left and intercept QDM 340 SME (final track), descend 1700.
When crossing D 3.3 SME DME (FAF) descend to published minimum altitude.

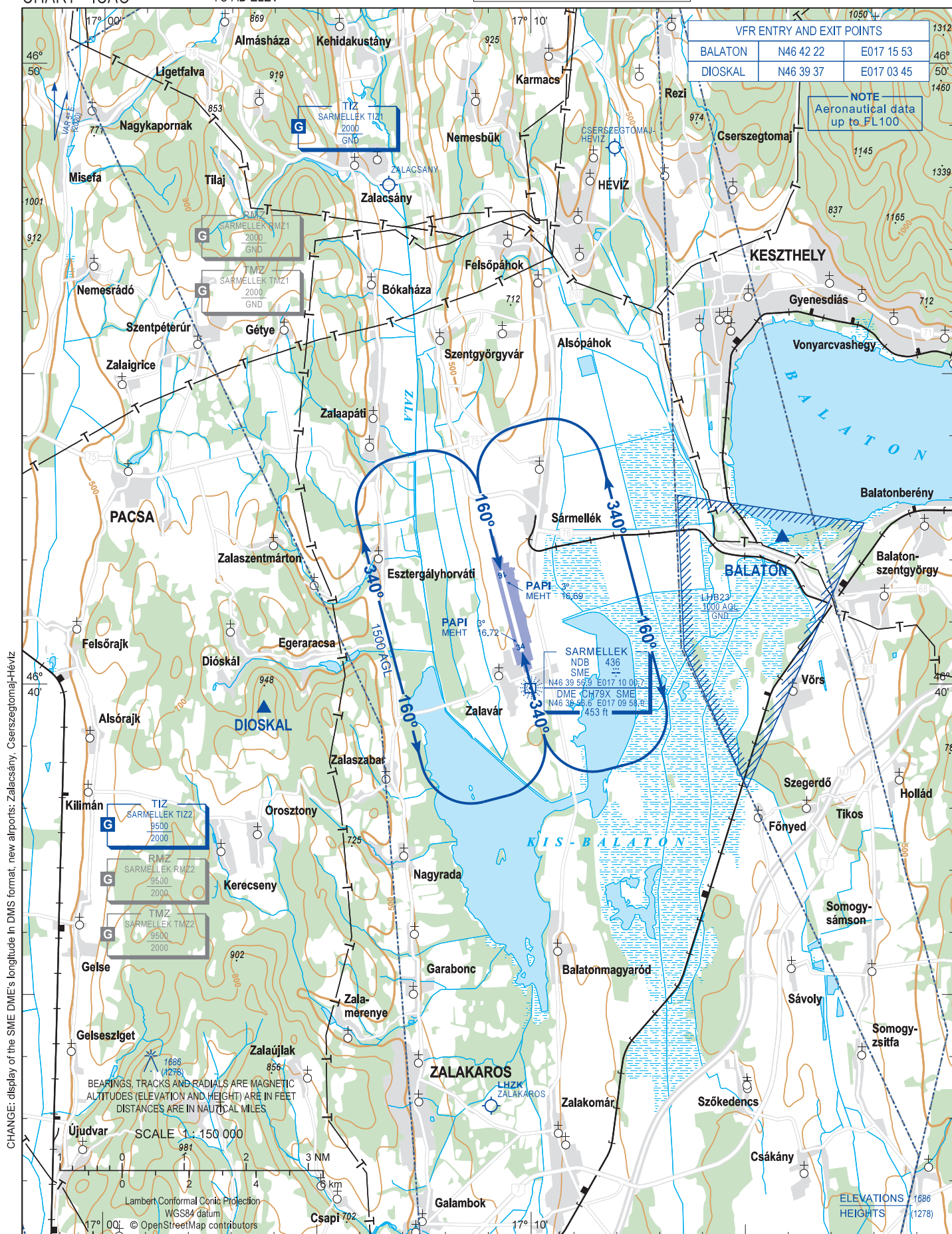
Holding procedure:

Holding fix: SME NDB.
Right hand holding pattern.
Maximum speed: 210 KIAS
Inbound track: 142°
Outbound track: 322°
Rate of turn: 3°/sec. or 25° bank angle
(whichever requires lesser bank)
Outbound timing: 1 min
Minimum holding altitude: 4000

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 408
HEIGHTS RELATED
TO AD ELEV

BALATON INFO	134.585
BUDAPEST INFORMATION (WEST)	125.500



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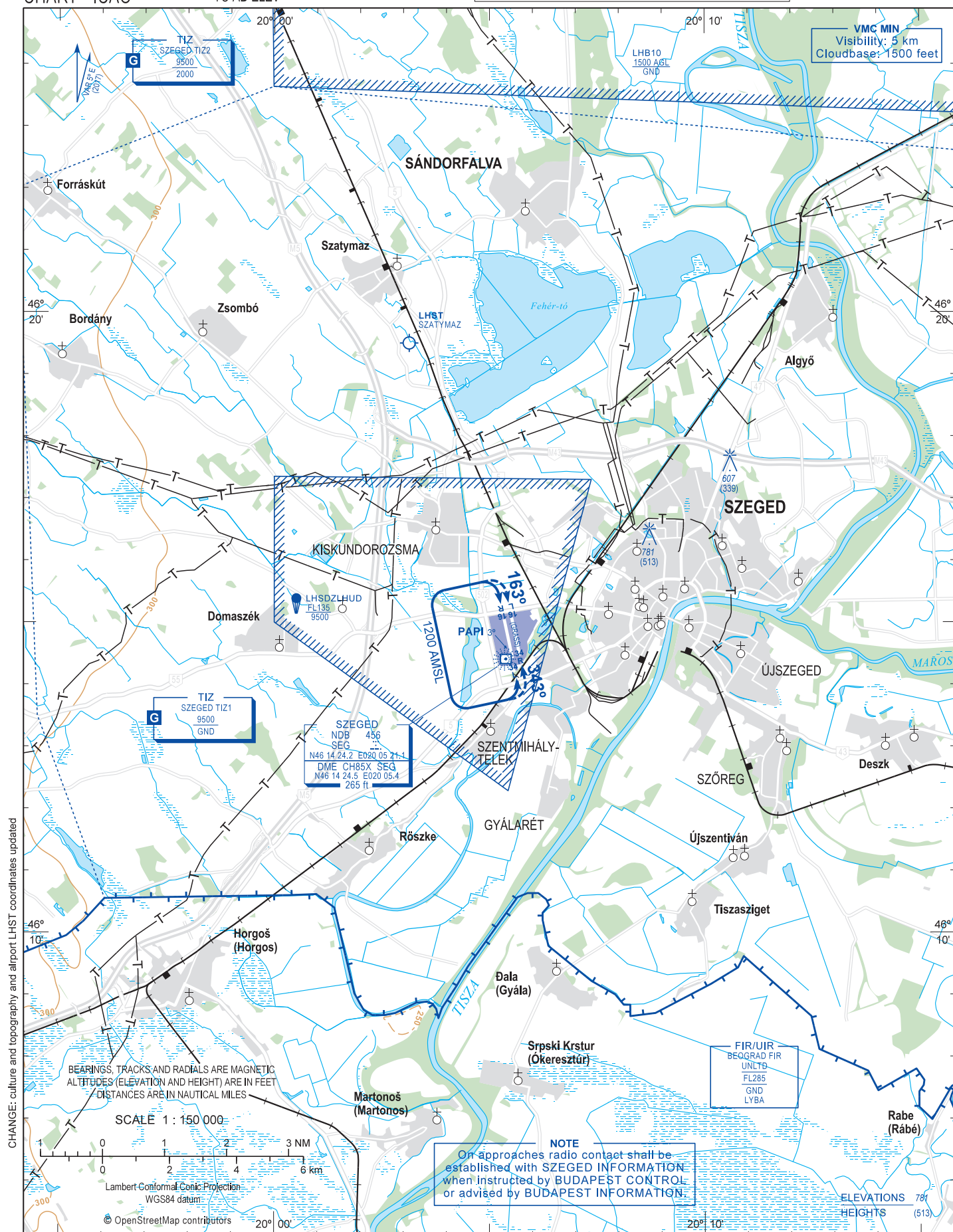
AIP HUNGARY

SZEGED

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 268
HEIGHTS RELATED
TO AD ELEV

SZEGED INFORMATION 122.810 (Reserved: 128.810)
BUDAPEST INFORMATION (EAST) 133.000



CHANGE: culture and topography and airport LHST coordinates updated

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